<table>
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<th><strong>UTC Project Information</strong></th>
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<td><strong>Project Title</strong></td>
<td>Analysis of Roadway Safety under the Alternative Project Delivery Systems</td>
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<td><strong>University</strong></td>
<td>University of Washington</td>
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<td><strong>Principal Investigator</strong></td>
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| **Funding Source(s) and Amounts Provided (by each agency or organization)** | University of Washington PacTrans $39,693  
University of Washington $39,693 |
| **Total Project Cost** | $79,386 |
| **Agency ID or Contract Number** | DTRT13-G-UTC40 |
| **Start and End Dates** | September 16, 2015 – September 15, 2016 |
| **Brief Description of Research Project** | The performance of highway projects developed under the alternative delivery systems with regard to the status of roadway safety and the contractual safety terms have not yet been analyzed by previous studies.  
The implementation of PPP systems is expected to affect the safety performance of the roads, but the strength of the delivery method-safety performance is unknown, which make it difficult to evaluate PPP beyond cost and time performance. Ensuring long-term safety performance or the necessity to have safety improvements on a highway may require decision makers to check the alternative delivery systems rather than a traditional one.  
The goals of the proposed research include:  
1. Identify if the PPP delivery systems would useful for safety projects.  
2. Identify if there is a relationship between roadway safety and the project delivery system.  
That is, investigating the roadway safety status (e.g. collisions, fatalities, injuries) on projects that were delivered using the PPP delivery systems (e.g. DBOM, DBFO-Real Toll, DBFO-Availability, etc.) and comparing them to the normal or average roadway safety in the localities/cities of the projects. |
### Describe Implementation of Research Outcomes (or why not implemented)

Research output has been documented in a final report and presented and published at two conferences as listed below.


The research output has also been presented in poster sessions with the TRB and CERC annual meetings as listed below.


### Impacts/Benefits of Implementation (actual, or anticipated)

It is expected with the publication of the research output in the TRB annual meeting (as reported above) that department of transportations would have a better look at how the alternative delivery systems can contribute in maintaining and enforcing better roadway safety measures when making decisions on the procurement of transportation infrastructure.

### Web Links

- Reports
- Project Website

[https://trid.trb.org/view/1439666](https://trid.trb.org/view/1439666)

[https://digital.lib.washington.edu/researchworks/handle/1773/43513](https://digital.lib.washington.edu/researchworks/handle/1773/43513)