**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Date: \_\_\_\_\_\_January 30, 2014\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Lead Agency (FHWA or State DOT): \_\_\_\_\_\_Washington State DOT\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**INSTRUCTIONS:**

*Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.*

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| **Transportation Pooled Fund Program Project #**  *TPF-5(135)* | | **Transportation Pooled Fund Program - Report Period:**  Quarter 1 (January 1 – March 31)  Quarter 2 (April 1 – June 30)  Quarter 3 (July 1 – September 30)  Quarter 4 (October 1 – December 31) | |
| **Project Title:**  **Tire/Pavement Noise Research Consortium** | | | |
| **Name of Project Manager(s):**  **Kim Willoughby** | **Phone Number:**  **360.705.7978** | | **E-Mail**  willouk@wsdot.wa.gov |
| **Lead Agency Project ID:** | **Other Project ID (i.e., contract #):**  **Y10704AA** | | **Project Start Date:**  2006 |
| **Original Project End Date:** | **Current Project End Date:**  **12/31/2013** | | **Number of Extensions:** |

Project schedule status:

□On schedule X On revised schedule □ Ahead of schedule Behind schedule

Overall Project Statistics:

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| **Total Project Budget** | **Total Cost to Date for Project** | **Percentage of Work**  **Completed to Date** |
| $689,386 | $557,120.62 | 81% |

***Quarterly*** Project Statistics:

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| **Total Project Expenses**  **and Percentage This Quarter** | **Total Amount of Funds**  **Expended This Quarter** | **Total Percentage of**  **Time Used to Date** |

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| **Project Description**:   |  | | --- | | Minimizing the impact of traffic noise on the public is a priority for state highway agencies and the FHWA. As tire-pavement noise is the single largest contributor to traffic noise on many highways, increased utilization of low-noise pavement surfaces may reduce overall traffic noise or reduce the need for expensive traditional noise mitigation measures. Developing low-noise pavement surfaces that are both durable and safe is of high interest to both state highway agencies and FHWA. Utilization of low-noise surfaces may also provide a noise reduction alternative where traditional noise mitigation measures such as walls and berms are not a viable solution. Examples of problematic areas include many bridges/structures, areas with unstable slopes, locations near water bodies/wetlands, dike/levee/floodplain sectors, where utilities near roadways cannot be moved, and in heavily urbanized areas within a built environment.   Research into these low-noise pavement treatments and materials is beginning in earnest in a variety of states. Coordinated sharing of research development, evaluation techniques, and study results is critical to reduce overall costs for key research pieces, reduce redundancy of effort, focus funding in the most needed areas, and find viable solutions that can be implemented expeditiously for the highest number of states. In short, a collaborative effort can create greater benefits than the independent efforts of individual states.  The objectives of this research are as follows:  - Provide a forum for states to discuss tire/pavement noise issues and develop a proposed research plan.  - Pool resources and efforts of multiple state agencies and industry to perform tire/pavement noise research in a similar manner (avoiding duplication) and sharing of data.  Specific tasks that the contractor is performing:   1. General Consultation 2. OBSI Measurements – Montana DOT 3. OBSI Measurements – Ohio DOT 4. OBSI Measurements – Kansas DOT 5. Support for Volpe B&K Class 6. Volpe Training & Comparative OBSI 7. NCAT Track OBSI Measurements 8. OBSI Rodeo Support & Participation 9. Comparative Testing with TxDOT, UT CTR, Transtec, and I&R 10. OBSI Calibrator 11. Scale for Tire Loading 12. B&K Pulse Data Analysis Routine 13. Quiet Pavement Folio 14. NI System Development 15. OBSI Database Development 16. NC DOT Ambassador/Rodeo (FDOT, NCDOT, Volpe) 17. WSDOT Rodeo 18. New SRTT Evaluation 19. OBSI Rodeo 20. Outreach | |  | |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**  The cost-benefit workshop was held the week of TRB (on Thursday). The results of this workshop will play into the roadmap workshop, which has been pushed back into mid-2014.  The cost-benefit workshop is hosted by the NAE and was formed based in part on a 2010 report that identifies quieter pavement as a strategy for lowering noise impacts. This report is attached as a document to the pooled fund website.  After exchanging information the summer TPF meeting, Texas users of the new, less expensive National Instruments System used a recent software update and found a way to significantly reduce data reduction time. This underscores the reason to continue to refine and improve the National Instrument OBSI system. Ohio DOT is considering purchase of the new National Instruments System developed by this TPF. |
| **Anticipated work next quarter**:  Continue to plan for the roadmap workshop in mid-2014, and other potential research related issues. |

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| **Significant Results:** |
| **Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that**  **might affect the completion of the project within the time, scope and fiscal constraints set forth in the**  **agreement, along with recommended solutions to those problems).** |

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| **Potential Implementation:** |