TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): FHWA

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.

Transportation Pooled Fund Program Project # *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)* TPF-5(158)	**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: FHWA Traffic Noise Model: Version 3.0 Software Development		
Name of Project Manager(s): Mark Ferroni	**Phone Number:** 202.366.3233	**E-Mail** mark.ferroni@dot.gov
Lead Agency Project ID: FHWA	**Other Project ID (i.e., contract #):** IAA with U.S. DOT Volpe Center, IDIQ task order with RSG, and BAA with GeoDecisions	**Project Start Date:** July 2007
Original Project End Date: January 2015	**Current Project End Date:** June 2017	**Number of Extensions:** 0

Project schedule status:

☐ On schedule ☑ On revised schedule ☐ Ahead of schedule ☐ Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
$900,000	$461,500, plus FHWA funding	80%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
NA due to additional funding by FHWA	NA due to additional funding by FHW	100%

Project Description:

The FHWA Traffic Noise Model (FHWA TNM) was originally released in 1998 and has undergone several upgrades. On May 2, 2005 the FHWA TNM, Version 2.5 became the required traffic noise prediction model to be used on Federal-aid highway projects.

FHWA TNM Version 3.0 Software Development:
FHWA is currently funding the development of the FHWA TNM Version 3.0. The main objective of Version 3.0 is to contemporize the software, making sure that the FHWA TNM does not become obsolete as computers/operating systems advance. Contemporizing FHWA TNM will allow for more efficient upgrades and future maintenance.

The pooled fund participants at the time that this project was started, identified the following enhancement to be included in TNM version 3.0:

1. Barrier Reflections
2. Enhanced Contours
3. Multi-lane tools
4. GIS Import/Export
5. Enhanced Contours

The scheduling and progress of this pooled fund is not independent of itself, but rather depending on the continual progress and funding of the overall version 3.0 development and validation. The above referenced project schedule is accurate for the overall completion of TNM version 3.0. The specifics of percentages of funding remaining is difficult to specify since the FHWA continually adds funding to the above enhancements and other 3.0 development and since a vast majority of enhancements are overlap and/or coincide with each other.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

Volpe: Provided a draft joint Phase I/II validation report to FHWA for review. Volpe discussed each of the beta-tester comments with FHWA.

Geo Decisions:
Provided a document of all beta-tester comments to FHWA, organized by what they were proposing for them to address and not address. FHWA reviewed this document, met with Geo Decisions and agreed on what was going to be addressed under current contract scope and what would be outside of the scope.

Anticipated work next quarter:

Volpe to finish up work on the acoustical code and provide an updated version to Geo Decisions. FHWA to work with their contracts office to start the amendment for the beta-tester changes to the interface.

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).

The new direction that the FHWA is pursuing for the FHWA TNM v3.0 (and issuing the BAA) has affected the project schedule and budget, but it is felt that this new direction is the best long term solution for TNM.

Potential Implementation:

Pending consistency with the FHWA TNM, there is the potential of multiple applications for noise models for use on Federal-aid highway projects in accordance with 23 CFR 772.