**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

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

**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 #**  *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)*  TPF-5(386) | | **Transportation Pooled Fund Program - Report Period:**  □XXQuarter 1 (January 1 – March 31) 2021  □Quarter 2 (April 1 – June 30)  □Quarter 3 (July 1 – September 30)  □Quarter 4 (October 1 – December 31) | |
| **Project Title:**  **Gravel-Bed River Assessment Tool for Improved Resiliency of Engineering Design** | | | |
| **Name of Project Manager(s):**  **Cygnia Rapp – Technical Monitor**  **Jon Peterson – Research Manager** | **Phone Number:**  **(360) 705-7415**  **(360) 705-7499** | | **E-Mail**  rappcyg@wsdot.wa.gov  peterjn@wsdot.wa.gov |
| **Lead Agency Project ID:** | **Other Project ID (i.e., contract #):** | | **Project Start Date:**  September 2018 |
| **Original Project End Date:** | **Current Project End Date:**  **December 31, 2023** | | **Number of Extensions:** |

Project schedule status:

X□ On schedule 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** |
| $365,000 |  |  |

***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**:  **Background:** The world’s rivers and streams are adjusting to changes in climate. In Washington State, stream channels are becoming more dynamic – especially in the vicinity of gravel-bed rivers. Federal, state, tribal and private roads are increasingly compromised or destroyed due to progressively more dynamic channel processes. A river’s bedload (sediment transported along the channel bed) drives how rivers move into – or away from – road infrastructure. In order to design durable roads and bridges, we need high quality information on how the natural material in the river system will move and deposit in the vicinity of road infrastructure.  Widely available methods for assessing channel dynamics and hazards are based on sand-bed rivers, like the Mississippi River, that do not apply to gravel-bed rivers found throughout the United States. We need a gravel-bed river assessment tool that accounts for changes in gravel-bed rivers from glacial melt and extreme flooding associated with projected future climate change.  In this pilot, WSDOT proposes to develop practical guidance and methods for assessing bedload transport in gravel-bed rivers for more resilient road infrastructure. This guidance will inform engineering design, hazard assessment, and maintenance strategies of roads along or near gravel-bed rivers. Other federal and state agencies support the pilot, and are willing to assist in the development and review process. WSDOT anticipates that US Forest Service, US Fish and Wildlife Service, Oregon DOT, Caltrans and other public works agencies will use the gravel-bed assessment tool developed by this pilot project.  **Objectives:** This pilot will consist of three parts:  1. A technical workshop to define the framework, goals, and criteria for developing the guidance and case studies.  2. Data collection and case study development.  3. The guidance write-up and finalization |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**  *Consultant is on standby for bedload sampling at Upper Skagit River dependent on flows. Consultant mobilized for bedload sampling on the Upper Skagit River (lower site) for the anticipated flow event on February 22nd. Three forecast models were in agreement for predicting an appropriately sized flood event, but in a rare occurrence, all three models were proven wrong when the atmospheric river moved south on the morning of sampling, i.e., the flood peak never transpired. This was a loss. We are standing by for a spring runoff event, given snowpack is 145% of average but will depend on releases from the dams upstream. University of Idaho continues to make progress on the 1D Python model development and is on schedule for an on-time completion. Seattle City Light came on board as a partner in the pooled fund this quarter.* |
| **Anticipated work next quarter**:  *Conduct bedload sampling of Upper Skagit River (dependent on flows). Summarize results from hydrophone data collection of Glacier Creek and the Methow River. Summarize results from seismometer data from Glacier Creek. Start planning and allocating time for guidance document write up later in the year.* |

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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:**  The final product of the pilot study will be the publication of WSDOT’s guidance and methods. These will be applicable to state DOTs and other highway asset managers across the nation wherever gravel-bed rivers  are found. |