**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.*

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| **Transportation Pooled Fund Program Project #***(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)**TPF-5(461)* | **Transportation Pooled Fund Program - Report Period:**□Quarter 1 (January 1 – March 31) 2022□Quarter 2 (April 1 – June 30) 2022□Quarter 3 (July 1 – September 30) 2022🗹Quarter 4 (October 1 – December 31) 2022 |
| **Project Title:**Soil and Erosion Testing Services for Bridge Scour Evaluations |
| **Name of Project Manager(s):***Kornel Kerenyi* | **Phone Number:***(202) 493-3142* | **E-Mail***kornel.kerenyi@dot.gov* |
| **Lead Agency Project ID:** | **Other Project ID (i.e., contract #):** | **Project Start Date:**  |
| **Original Project End Date:** | **Current Project End Date:** | **Number of Extensions:** |

Project schedule status:

🗹 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** |
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***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**:

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| **Objectives:**The objective of these pooled funds is to provide and/or support soil and erosion testing services for bridge projects over water crossings managed or coordinated by State DOTs, to provide technical assistance to design, fabricate, and install erosion testing devices to support and seek to broaden the use of erosion testing devices among State Department of Transportations, and to compile and analyze the collected soil and erosion testing data in a broader research effort to more accurately estimate reliable scour design depths given the soil conditions and hydraulic load during a given storm event. |
| **Scope of Work:**Task 1: Soil Erosion Test in the Turner Fairbank Highway Research Center (TFHRC) Hydraulics and/or Geotechnical Lab for various bridge projects: The Hydraulics and Geotechnical Lab staff will conduct soil and erosion tests utilizing the Ex-situ Scour Testing Device (ESTD) and/or Erosion Function Apparatus (EFA) on soil samples shipped to the Laboratories for bridge projects managed or coordinated by State DOTs.Task 2: Soil Erosion Test in the field for various bridge projects: The Hydraulics Lab staff will conduct soil erosion tests in the field using the In-Situ Scour Testing Device (ISTD) or Portable Scour Testing Device (PSTD) and collect samples for ESTD and/or EFA tests in the TFHRC Hydraulics Laboratory for projects managed or coordinated by State DOTs.Task 3: Laboratory and In-situ Soil Testing: The TFHRC Geotechnical Lab staff will conduct index testing (e.g. particle-size distribution, unit weight, moisture content, Atterberg limits, etc.) and other, more specialized laboratory soil tests (e.g. undrained shear strength, consolidation, etc.) in the TFHRC Geotechnical Laboratory to determine key soil parameters that may impact erosional resistance. Geotechnical Lab staff will coordinate Cone Penetration Testing at the site with the State DOTs.Task 4: Fabrication of an Erosion Testing Device: The TFHRC Hydraulics Lab staff will design and fabricate an Erosion Testing Device (e.g. ISTD or PSTD) to conduct soil erosion tests for projects managed or coordinated by State DOTs.Task 5: Soil Erosion Tests Support. TFHRC Hydraulics Lab staff will provide technical assistance for conducting and analyzing soil erosion tests in the field or in a Laboratory for projects managed or coordinated by State DOTs.Task 6: Laboratory and In-situ Soil Testing Support. TFHRC Geotechnical lab staff will provide technical assistance for conducting and analyzing ex- and in-situ soil testing for projects managed or coordinated by State DOTs. |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):*** The FHWA report about the Lafayette Street Bridge replacement study was in the final HPA review
* Conducted three more Shelby tube erosion tests using ESTD for the NCDOT I-95 Bridge replacement project
* Updated and completed the NCDOT I-95 Bridge replacement study draft report for the SWG review
* Finalized the project candidate with MSDOT for this study, and coordinated Shelby tube sampling and logistics
* Analyzed flow discharge information, scour calculation, and previous soil boring logs received from MSDOT
* Conducted CFD simulation and scaled flume tests with riprap and geotubes for countermeasure design needs at pier 30 of the Mathews Bridge across the St. Jones River near Jacksonville, FL
* Presented to FDOT four times with progress pupdates on the CFD simulations and flume tests
* Analyzed the scour depth exceedance probability (hazard curve) using HEC-18 and NCHRP 24-37 report for the San Pedro River Bridge project (AZDOT)
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| **Anticipated work next Quarter**:* Submit the NCDOT I-95 Bridge replacement study draft report for HRTM and HPA review
* Collect river bathymetry and conduct CFD simulation for the PennDOT project
* Conduct erosion testing and CFD simulations for the MSDOT project
* Update the probabilistic scour analysis using NextScour for the San Pedro River Bridge project (AZDOT)
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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).**None to report. |