**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:**□Quarter 1 (January 1 – March 31) 2020□Quarter 2 (April 1 – June 30)□XXQuarter 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.govpeterjn@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.):**Bedload samples for the Methow River were successfully processed by the WSDOT’s Materials Lab. Following the absence of spring flooding on the Big Wood River, we decided to move the case study site to the Upper Skagit River upstream of the Sauk River confluence. Our efforts have shown us that hydrophones have the best potential in low gradient systems, and the Upper Skagit River has a channel slope of around 0.16% on average. This location has the additional benefit of several institutional stakeholders working in this reach that are very interested in the collection of bedload data, including Seattle City Light (SCL), WDFW, Upper Skagit Tribe, Skagit River System Cooperative, and the National Park Service. The data will be applied towards informing the feasibility and design of an alternative to resolve chronic erosion of SR 20 within and outside of the right of way. However, these data will also be used by several institutional stakeholders for salmonid recovery efforts in the highest priority reach of the Upper Skagit River and potentially applied towards FERC relicensing efforts of the Gorge, Diablo, and Ross Dams. SCL is contributing $92,000 to support these efforts in the Skagit River. This support is welcome and excellent news. The tracer study on Glacier Creek requires modification for 2020-2021 due to the challenges of confirming presence/ absence of painted rocks submerged in turbid, glacier melt water. |
| **Anticipated work next quarter**:Installation of hydrophone sets at two sites on the Upper Skagit River. Bedload sampling at two sites of the Upper Skagit River. Summarize results from hydrophone data collection of Glacier Creek and the Methow River. Summarize results from seismometer data from Glacier Creek. Secure additional funding for supporting the Glacier Creek stream gage to inform a revised tracer study, probably with smart rocks, in partnership with the Nooksack Tribe. Revise some contracts for the additional work upcoming. |

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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 riversare found.  |