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 #	**Transportation Pooled Fund Program - Report Period:**
TPF-5(211)	☐Quarter 1 (January 1 – March 31) 2013 ☐Quarter 2 (April 1 – June 30) 2013 ☐Quarter 3 (July 1 – September 30) 2013 √Quarter 4 (October 1 – December 31) 2013

Project Title: *Bridge Pier Scour Research*		
Name of Project Manager(s): *Kornel Kerenyi*	**Phone Number:** *(202) 493-3142*	**E-Mail** *kornel.kerenyi@fhwa.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:

Total Project Budget	**Total Cost to Date for Project**	**Percentage of Work Completed to Date**

Quarterly Project Statistics:

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

Project Description:
The present evaluation shows that, while the individual scour influences of the many bridge waterway variables are now well understood for simple or standard pier designs, and that recently developed scour estimation methods attempt to encompass these influences, there are several sources of substantial complexity that complicate the development of reliable comprehensive design relationship for estimating scour depth at piers:

- Complexity of flow field
- The fundamental problem of simultaneously scaling three scales (flow depth, bed material size and, structure size)
- Variations in channel boundary materials
- Differences in pier structure
- The complicating interaction of pier scour and other boundary erosion processes , such as accumulation of woody debris, ice bridge over-topping, abutment proximity, channel morphology, bedforms
- The large number of parameters involved

The TFHRC Hydraulics Laboratory will collaborate on this proposed research and will provide Lab capabilities and technical assistance.

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

- Scale model testing was conducted in the Tilting Flume at the TFHRC Hydraulics Lab in accordance with the test matrix laid out in the previous period.

Figure 1 Physical modeling in Tilting Flume

- In order to address the issues identified in previous and current periods associated with angle of attack, a greater extent of the stream is included in a CFD model to study the flow condition caused by the bend and interaction among piers.

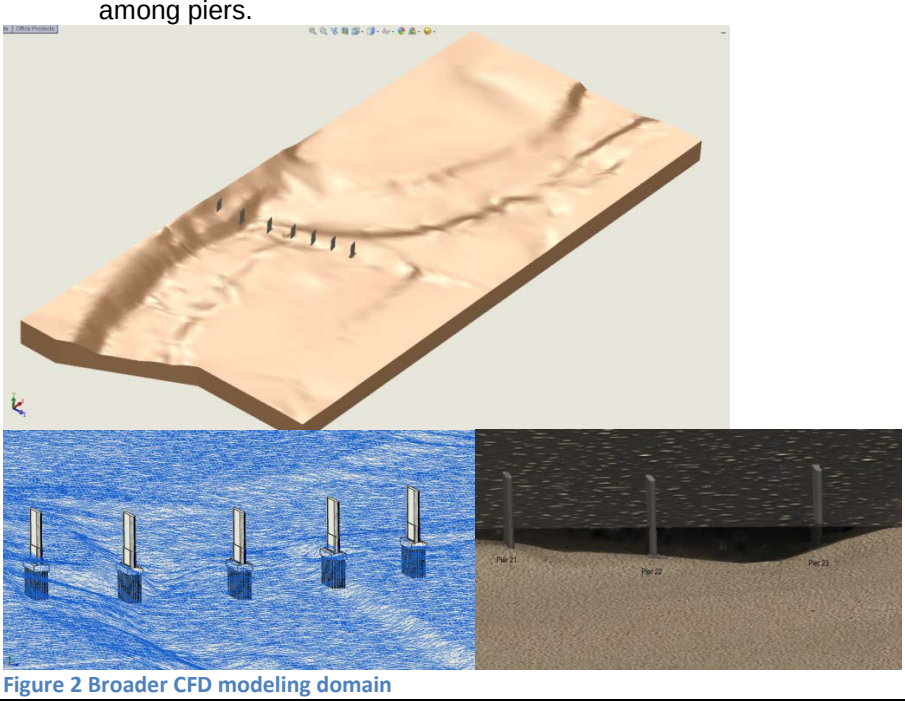

Figure 2 Broader CFD modeling domain

Anticipated work next quarter:

- Complete flume testing on the physical model.
- Conduct more CFD simulations.
- Comparison and analysis of lab data, CFD data, and field data.

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.

Potential Implementation:

None from this period.