OK RT

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 07200234 Date 7/22/12 Initials RaJ Region (A B C (D)

Site _____ Location 12340 396 Ave (near Columbia), Elm River

Q_{100} = Q50 13200 by: drainage area ratio____ flood freq. anal. ____ regional regression eq. X

Bridge discharge (Q_2) = 13200 (should be Q_{100} unless there is a relief bridge, road overflow, or bridge overtopping)

Analytical Procedure for Estimating Hydraulic Variables Needed to Apply Method

PGRM: "RegionA", "RegionB", "RegionC", or "RegionD"

Bridge Width = 200 ft. Flow angle at bridge = 0 ° Abut. Skew = 0 ° Effective Skew = 0 °

Width (W_2) iteration = 180 195 190 ____

Avg. flow depth at bridge, y_2 iteration = 17.6 17.2 17.4 ____

Corrected channel width at bridge Section = W_2 times cos of flow angle = 190 ft* $q_2 = Q_2/W_2$ = 69.5 ft²/s

Bridge Vel, V_2 = 4.1 ft/s Final $y_2 = q_2/V_2$ = 17.1 ft Δh = 0.3 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 17.4 ft

** NOTE: repeat above calculations until y_2 changes by less than 0.2* *Effective pier width = L sin(q) + a cos(q)*

If y_2 is above LS, then account for Road Overflow using PRGM: RDOVREGA, RDOVREGB, RDOVREGC, or RDOVREGD,

Water Surface Elev. = 24.4 ft

Low Steel Elev. = 19.0 ft

n (Channel) = 0.030

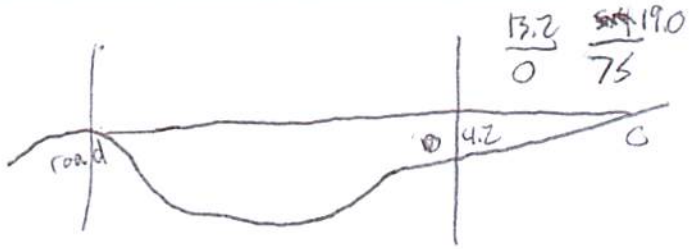
n (LOB) = 0.035

n (ROB) = 0.040

Pier Width = 2.2 ft

Pier Length = 2.35 ft

Piers for 100 yr = 2 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 200 ft

Width of left overbank flow at approach, W_{lob} = 0 ft Average left overbank flow depth, y_{lob} = 0 ft

Width of right overbank flow at approach, W_{rob} = 51 ft Average right overbank flow depth, y_{rob} = 2.1 ft

Live Bed Contraction Scour (use if bed material is small cobbles or finer)

x = 2.21 From Figure 9 W_2 (effective) = 185.6 ft y_{cs} = 2.8 ft

PGRM: CWCSNEW

Clear Water Contraction Scour (use if bed material is larger than small cobbles)

Estimated bed material D_{50} = ____ ft Average approach velocity, $V_1 = Q_{100}/(y_1 W_1)$ = ____ ft/s

Critical approach velocity, $Vc = 11.17 y_1^{1/6} D_{50}^{1/3}$ = ____ ft/s

If $V_1 < V_c$ and $D_{50} >= 0.2$ ft, use clear water equation below, otherwise use live bed scour equation above.

$D_{c50} = 0.0006(q_2/y_1^{7/6})^3$ = ____ ft If $D_{50} >= D_{c50}$, $\chi = 0.0$

Otherwise, $\chi = 0.122 y_1 [q_2/(D_{50}^{1/3} y_1^{7/6})]^{6/7} - y_1$ = ____ From Figure 10, y_{cs} = ____ ft

PIER SCOUR CALCULATIONS

PGRM: Pier

L/a ratio = 10? Correction factor for flow angle of attack (from Table 1), K2 = 1

Froude # at bridge = 0.17 Using pier width a on Figure 11, ξ = 8.6 Pier scour y_{ps} = 6.6 ft

ABUTMENT SCOUR CALCULATIONS

PGRM: Abutment

Average flow depth blocked by: left abutment, y_{aLT} = 0 ft right abutment, y_{aRT} = 2.1 ft

Shape coefficient K_1= 1.00 for vertical-wall, 0.82 for vertical-wall with wingwalls, ~~0.55 for spill-through~~

Using values for y_{aLT} and y_{aRT} on figure 12, ψ_{LT} = 0 and ψ_{RT} = 8.6

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 0 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 8.6 ft

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 07200234 Date 7/22/12 Initials RAT Region (A B C (D))

Site _____ Location _____

Q_{500} = Q100 X10CC by: drainage area ratio____ flood freq. anal. ____ regional regression eq. X

Bridge discharge (Q_2) = 17634 (should be Q_{500} unless there is a relief bridge, road overflow, or bridge overtopping)

Analytical Procedure for Estimating Hydraulic Variables Needed to Apply Method

PGRM: "RegionA", "RegionB", "RegionC", or "RegionD"

Bridge Width = 200 ft. Flow angle at bridge = 0 ° Abut. Skew = 0 ° Effective Skew = 0 °

Width (W_2) iteration = _____ _____ _____ _____

Avg. flow depth at bridge, y_2 iteration = _____ _____ _____ _____

Corrected channel width at bridge Section = W_2 times cos of flow angle = 208 ft* $q_2 = Q_2/W_2$ = 84.8 ft^2/s

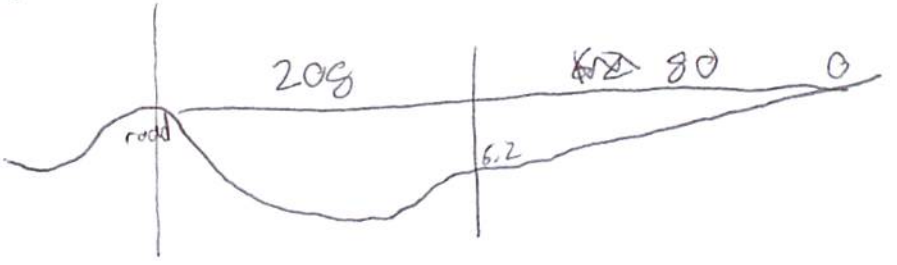
Bridge Vel, V_2 = 4.5 ft/s Final $y_2 = q_2/V_2$ = 19 ft Δh = 0.4 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 19.4 ft

** NOTE: repeat above calculations until y_2 changes by less than 0.2* *Effective pier width = L sin(q) + a cos(q)*

If y_2 is above LS, then account for Road Overflow using PRGM: RDOVREGA, RDOVREGB, RDOVREGC, or RDOVREGD,

Water Surface Elev. = 24 ft
Low Steel Elev. = 19.6 ft
n (Channel) = 0.030
n (LOB) = 0.035
n (ROB) = 0.040
Pier Width = 2.2 ft
Pier Length = 2.35 ft
Piers for 500 yr = 2 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 208 ft

Width of left overbank flow at approach, W_{lob} = 0 ft Average left overbank flow depth, y_{lob} = 0 ft

Width of right overbank flow at approach, W_{rob} = 50 ft Average right overbank flow depth, y_{rob} = 3.1 ft

Live Bed Contraction Scour (use if bed material is small cobbles or finer)

x = 0.69 From Figure 9 W_2 (effective) = 203.6 ft y_{cs} = 1.1 ft

PGRM: CWCSNEW

Clear Water Contraction Scour (use if bed material is larger than small cobbles)

Estimated bed material D_{50} = _____ ft Average approach velocity, $V_1 = Q_{500}/(y_1 W_1)$ = _____ ft/s

Critical approach velocity, $Vc = 11.17 y_1^{1/6} D_{50}^{1/3}$ = _____ ft/s

If $V_1 < V_c$ and $D_{50} >= 0.2$ ft, use clear water equation below, otherwise use live bed scour equation above.

$D_{c50} = 0.0006(q_2/y_1^{7/6})^3$ = _____ ft If $D_{50} >= D_{c50}$, $\chi = 0.0$

Otherwise, $\chi = 0.122 y_1 [q_2/(D_{50}^{1/3} y_1^{7/6})]^{6/7} - y_1$ = _____ From Figure 10, y_{cs} = _____ ft

PGRM: Pier

PIER SCOUR CALCULATIONS

L/a ratio = 1.07 Correction factor for flow angle of attack (from Table 1), K2 = 1

Froude # at bridge = 0.18 Using pier width a on Figure 11, ξ = 8.6 Pier scour y_{ps} = 6.7 ft

PGRM: Abutment

ABUTMENT SCOUR CALCULATIONS

Average flow depth blocked by: left abutment, y_{aLT} = 0 ft right abutment, y_{aRT} = 3.1 ft

Shape coefficient K_1= 1.00 for vertical-wall, 0.82 for vertical-wall with wingwalls, 0.55 for ~~spill-through~~

Using values for y_{aLT} and y_{aRT} on figure 12, ψ_{LT} = 0 and ψ_{RT} = 11.7

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 0 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 11.7 ft

Route 396 Alt Stream Elm River MRM _____ Date 7/22/12 Initials RaT

Bridge Structure No. _____ Location _____

GPS coordinates: N 45° 35' 55.1" taken from: USL abutment X centerline of ⇑ MRM end _____

W 98° 18' 40.5" Datum of coordinates: WGS84 X NAD27 _____

Drainage area = 1253.07 sq. mi.

The average bottom of the main channel was 24.4 ft below top of guardrail at a point 129 ft from left abutment.

Method used to determine flood flows: ____Freq. Anal. ____drainage area ratio X regional regression equations.

MISCELLANEOUS CONSIDERATIONS

Flows	Q_{100} = Qpc 13200			Q_{500} = Qpc 20100		
Estimated flow passing through bridge	13200			17634		
Estimated road overflow & overtopping	0			2466		
Consideration	Yes	No	Possibly	Yes	No	Possibly
Chance of overtopping		X		X		
Chance of Pressure flow		X		X		
Armored appearance to channel		X			X	
Lateral instability of channel		X			X	

7/12

2	302
5	1610
10	3600
25	6100
50	13200
100	20100
500	44700

Riprap at abutments? ____Yes X No ____Marginal

Evidence of past Scour? X Yes ____No ____Don't know minor pier/contraction

Debris Potential? X High ____Med ____Low -see pictures. debris currently under bridge, several other dead trees on the river bank

Does scour countermeasure(s) appear to have been designed?

Riprap	____Yes	X No	____Don't know	____NA
Spur Dike	____Yes	X No	____Don't know	____NA
Other _____	____Yes	X No	____Don't know	____NA

Bed Material Classification Based on Median Particle Size (D_{50})

Material	Silt/Clay X	Sand____	Gravel____	Cobbles____	Boulders____
Size range, in mm	<0.062	0.062-2.00	2.00-64	64-250	>250

Comments, Diagrams & orientation of digital photos

1). left OB
2). main channel
3). right OB
4). left abutment
5). pier
6). right abutment
7). right abutment
8). left abutment
9-11). debris
12). main channel

Summary of Results

	~~Q100~~ Qpc	~~Q500~~ Qpc
Bridge flow evaluated	13200	~~17634~~ 17634
Flow depth at left abutment (yaLT), in feet	0	0
Flow depth at right abutment (yaRT), in feet	2.1	3.1
Contraction scour depth (ycs), in feet	2.9	1.1
Pier scour depth (yps), in feet	6.6	6.7
Left abutment scour depth (yas), in feet	0	0
Right abutment scour depth (yas), in feet	8.6	11.7
1Flow angle of attack	0	0

See Comments/Diagram for justification where required