OK RT

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 15190022 Date 6/2/17 Initials RA Region (A B C D)

Site _____ Location 2.2 mi W & 0.8 mi N of Exit 193 of I-29 on 455 Ave

Q_{100} = 775 by: drainage area ratio____ flood freq. anal. ____ regional regression eq. X

Bridge discharge (Q_2) = 775 (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

Bridge Width = 71 ft. Flow angle at bridge = 45 ° Abut. Skew = 0 ° Effective Skew = 45 °

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 = 50.2 ft* $q_2 = Q_2/W_2$ = 15.4 ft^2/s

Bridge Vel, V_2 = 2.8 ft/s Final $y_2 = q_2/V_2$ = 5.5 ft Δh = 0.1 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 5.7 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,

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

Water Surface Elev. = 611 ft

Low Steel Elev. = 606 ft

n (Channel) = 0.040

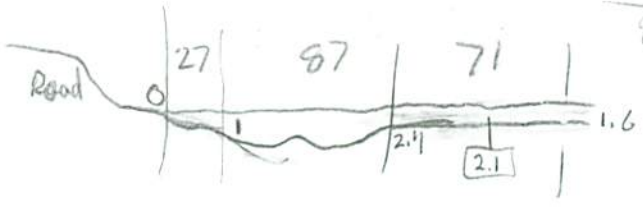
n (LOB) = 0.035

n (ROB) = 0.030

Pier Width = ~~2.0~~ 2.35 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 = 87 ft

Width of left overbank flow at approach, W_{lob} = 27 ft Average left overbank flow depth, y_{lob} = ~~2nd~~ 0.5 ft

Width of right overbank flow at approach, W_{rob} = 71 ft Average right overbank flow depth, y_{rob} = ~~0.5~~ 2.1 ft

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

x = 7.51 From Figure 9 W_2 (effective) = 45.5 ft y_{cs} = 8.3 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

PGRM: Pier

PIER SCOUR CALCULATIONS

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

Froude # at bridge = 0.21 Using pier width a on Figure 11, ξ = 9.1 Pier scour y_{ps} = 7.2 ft

PGRM: Abutment

ABUTMENT SCOUR CALCULATIONS

Average flow depth blocked by: left abutment, y_{aLT} = 0.5 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} = 2.3 and ψ_{RT} = 8.6

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 4.2 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 15.7 ft

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 15190022 Date 4/12/12 Initials RAL Region (A B C D)

Site _____ Location 2.2 mi W & 0.8 mi N of Exit 193 on US 455 Ave

Q_{500} = 1230 by: drainage area ratio ____ flood freq. anal. ____ regional regression eq. Y

Bridge discharge (Q_2) = 1230 (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 = 71 ft. Flow angle at bridge = 45 ° Abut. Skew = 0 ° Effective Skew = 45 °

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 = 50.2 ft* $q_2 = Q_2/W_2$ = 24.5 ft^2/s

Bridge Vel, V_2 = 3.5 ft/s Final $y_2 = q_2/V_2$ = 7 ft Δh = 0.2 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 7.2 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. = dry ft

Low Steel Elev. = 8.6 ft

n (Channel) = 0.040

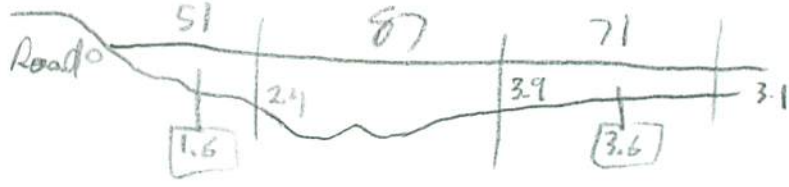
n (LOB) = 0.035

n (ROB) = 0.030

Pier Width = 2.35 ft

Pier Length = 2.35 ft

Piers for 500 yr = 2 ft



CONTRACTION SCOUR

2.4 · 2/3 ≈ 1.6

PGRM: Contract

Width of main channel at approach section W_1 = 87 ft

Width of left overbank flow at approach, W_{lob} = 51 ft Average left overbank flow depth, y_{lob} = 1.6 ft

Width of right overbank flow at approach, W_{rob} = 71 ft Average right overbank flow depth, y_{rob} = 3.6 ft

Live Bed Contraction Scour (use if bed material is small cobbles or finer) 2.4 / 51

x = 12.04 From Figure 9 W_2 (effective) = 45.5 ft y_{cs} = 13.1 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 Correction factor for flow angle of attack (from Table 1), K2 = 1

Froude # at bridge = 0.23 Using pier width a on Figure 11, ξ = 9.1 Pier scour y_{ps} = 7.3 ft

PGRM: Abutment

ABUTMENT SCOUR CALCULATIONS

Average flow depth blocked by: left abutment, y_{aLT} = 1.6 ft right abutment, y_{aRT} = 3.6 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} = 6.6 and ψ_{RT} = 12.6

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 12.1 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 22.8 ft

45° 7' 13.26"
97° 6' 11.48"

97.10319
45.12035

Route 455 Ave Stream _____ MRM _____ Date 8/2/12 Initials RAT

Bridge Structure No. ~~[illegible]~~ 16190022 Location 2.2 mi W + 0.8 mi N of Exit 193 on 455 Ave

GPS coordinates: N 45° 7' 12.9" taken from: USL abutment X centerline of ⇑ MRM end _____

W 97° 6' 11.3" Datum of coordinates: WGS84 X NAD27 _____

Drainage area = 7.33 sq. mi.

The average bottom of the main channel was 13.9 ft below top of guardrail at a point 43 ft from left abutment.

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

7/3
~~8/23~~

MISCELLANEOUS CONSIDERATIONS

Flows	Q_{100} = 775			Q_{500} = 1230		
Estimated flow passing through bridge	775			1230		
Estimated road overflow & overtopping	C			C		
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	

2	58.7
5	168
10	276
25	450
50	604
100	775
500	1230

Riprap at abutments? ____Yes X No ____Marginal

Evidence of past Scour? X Yes ____No ____Don't know - significant contraction, pier, abutment

Debris Potential? ____High ____Med X Low

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 X	Boulders ____
Size range, in mm	<0.062	0.062-2.00	2.00-64	64-250	>250

lots of scattered riprap under bridge

Comments, Diagrams & orientation of digital photos

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

Summary of Results

	Q100	Q500
Bridge flow evaluated	775	1230
Flow depth at left abutment (yaLT), in feet	0.5	1.6
Flow depth at right abutment (yaRT), in feet	2.1	3.6
Contraction scour depth (ycs), in feet	8.3	13.1
Pier scour depth (yps), in feet	7.2	7.3
Left abutment scour depth (yas), in feet	4.2	12.1
Right abutment scour depth (yas), in feet	15.7	22.8
1Flow angle of attack	45	45

See Comments/Diagram for justification where required