ok RT

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 42080193 Date 10-12-10 Initials ARL Region (A B (C) D)

Site _____ Location From I-29 Exit 56, 1.5E, 0.8 N

Q_{100} = 2140 by: drainage area ratio ✓ flood freq. anal. _____ regional regression eq. ____

Bridge discharge (Q_2) = 2140 (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 = 66 ft. Flow angle at bridge = 15 ° Abut. Skew = 0 ° Effective Skew = 15 °

Width (W_2) iteration = 66 _____ _____ _____

Avg. flow depth at bridge, y_2 iteration = 8.2 _____ _____ _____

Corrected channel width at bridge Section = W_2 times cos of flow angle = 63.75 ft* $q_2 = Q_2/W_2$ = 33.6 ft^2/s

Bridge Vel, V_2 = 4.1 ft/s Final $y_2 = q_2/V_2$ = 8.2 ft Δh = 0.3 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 8.5 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. = 17 ft

Low Steel Elev. = 12.4 ft

n (Channel) = 0.04

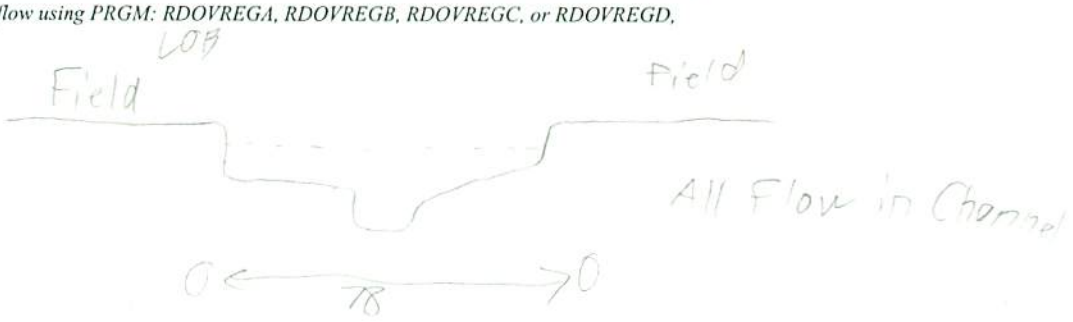
n (LOB) = 0.045

n (ROB) = 0.045

Pier Width = NA ft

Pier Length = NA ft

Piers for 100 yr = 0 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 78 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} = 0 ft Average right overbank flow depth, y_{rob} = 0 ft

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

x = 1.9 From Figure 9 W_2 (effective) = 53.8 ft y_{cs} = 2.4 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, $Vc = 11.52 y_1^{1/6} D_{50}^{1/3}$ = _____ 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 = NA Correction factor for flow angle of attack (from Table 1), K2 = 1.0

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

PGRM: Abutment

ABUTMENT SCOUR CALCULATIONS

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

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

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 42080193 Date 10-12-10 Initials ARL Region (A B (C) D)

Site _____ Location From I-29 Exit 56, 1.5E, 0.8 N

Q_{500} = 4670 by: drainage area ratio ✓ flood freq. anal. ____ regional regression eq. ____

Bridge discharge (Q_2) = 4670 (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 = 66 ft. Flow angle at bridge = 15 ° Abut. Skew = 0 ° Effective Skew = 15 °

Width (W_2) iteration = 66 _____ _____ _____

Avg. flow depth at bridge, y_2 iteration = 12.1 _____ _____ _____

Corrected channel width at bridge Section = W_2 times cos of flow angle = 63.75 ft* $q_2 = Q_2/W_2$ = 73.3 ft^2/s

Bridge Vel, V_2 = 6.1 ft/s Final $y_2 = q_2/V_2$ = 12.1 ft Δh = 0.7 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 12.8 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. = 1.7 ft

Low Steel Elev. = 12.4 ft

n (Channel) = 0.04

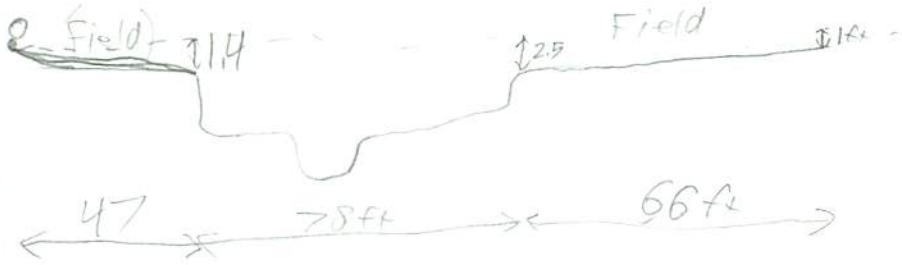
n (LOB) = 0.045

n (ROB) = 0.045

Pier Width = NA ft

Pier Length = NA ft

Piers for 500 yr = 0 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 78 ft

Width of left overbank flow at approach, W_{lob} = 47 ft Average left overbank flow depth, y_{lob} = 0.7 ft

Width of right overbank flow at approach, W_{rob} = 66 ft Average right overbank flow depth, y_{rob} = 1.75 ft

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

x = 3.35 From Figure 9 W_2 (effective) = 63.8 ft y_{cs} = 4 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, $Vc = 11.52 y_1^{1/6} D_{50}^{1/3}$ = _____ 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 = NA Correction factor for flow angle of attack (from Table 1), K2 = NA

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

ABUTMENT SCOUR CALCULATIONS

PGRM: Abutment

Average flow depth blocked by: left abutment, y_{aLT} = 0.7 ft right abutment, y_{aRT} = 1.75 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} = 3.1 and ψ_{RT} = 1.2

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 4.6 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 10.8 ft

Route 472 Ave Stream Saddle Creek MRM _____ Date 10-12-10 Initials RRL

Bridge Structure No. 42080193 Location From I-29 Exit 56, 1.5 E, 0.8 N

GPS coordinates: N 43° 13.481' W 96° 45.991' taken from: USL abutment ✓ centerline of ⇑ MRM end _____

Datum of coordinates: WGS84 ____ NAD27 ____

Drainage area = 14.45 sq. mi.

The average bottom of the main channel was 19.2 ft below top of guardrail at a point 15 ft from left abutment.

Method used to determine flood flows: ____Freq. Anal. ✓ drainage area ratio ____regional regression equations.

MISCELLANEOUS CONSIDERATIONS

Flows	Q_{100} = 2140			Q_{500} = 4670		
Estimated flow passing through bridge	2140			4670		
Estimated road overflow & overtopping	0			0		
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	

Riprap at abutments? ____Yes X No ____Marginal

Evidence of past Scour? ____Yes ____No X Don't know

Debris Potential? ____High ____Med X Low

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

Riprap ____Yes ____No X Don't know ____NA

Spur Dike ____Yes ____No X Don't know ____NA

Other _____ ____Yes ____No X 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 - Bridge Deck
2 - Upstream
3 - Downstream
4 - Left Overbank
5 - Right Overbank
6 - Left Abutment
7 - Right Abutment

Summary of Results

	Q100	Q500
Bridge flow evaluated	2140	4670
Flow depth at left abutment (yaLT), in feet	0	8.7
Flow depth at right abutment (yaRT), in feet	0	1.75
Contraction scour depth (ycs), in feet	2.4	4
Pier scour depth (yps), in feet	NA	NA
Left abutment scour depth (yas), in feet	0	4.6
Right abutment scour depth (yas), in feet	0	10.8
1Flow angle of attack	15	15

See Comments/Diagram for justification where required