OK RT

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 50189140 Date 9-11-10 Initials RRL Region (A B C D)

Site _____ Location From I-29 Exit 86, 1E

Q_{500} = 33,200 by: drainage area ratio ✓ flood freq. anal. ____ regional regression eq. ____

Bridge discharge (Q_2) = 33,206 (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 = 322.5 ft. Flow angle at bridge = 15 ° Abut. Skew = 0 Effective Skew = 15 °

Width (W_2) iteration = 308 295

Avg. flow depth at bridge, y_2 iteration = 14.9 15.2

Corrected channel width at bridge Section = W_2 times cos of flow angle = 284.95 ft* $q_2 = Q_2/W_2$ = 116.5 ft^2/s

Bridge Vel, V_2 = 7.7 ft/s Final $y_2 = q_2/V_2$ = 15.2 ft Δh = 1.2 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 16.4 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. = 5.2 ft

Low Steel Elev. = 23.7 ft

n (Channel) = 0.035

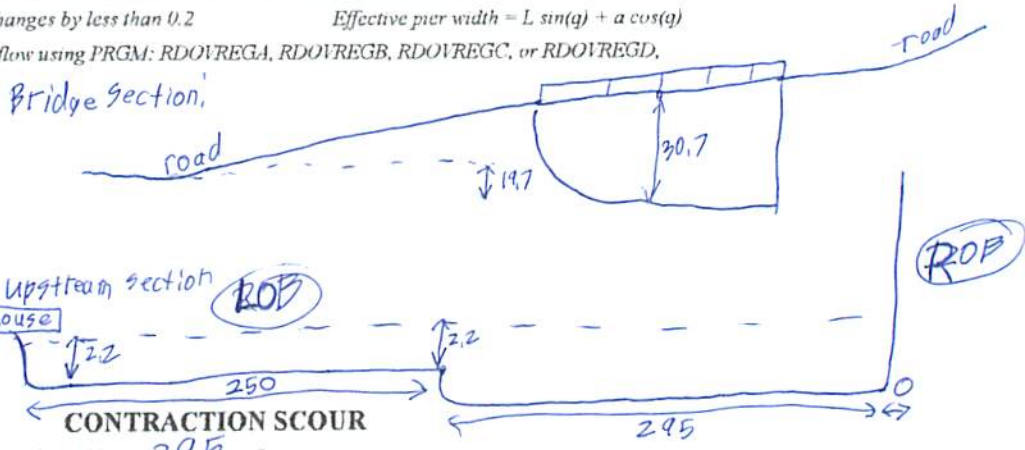
n (LOB) = 0.085

n (ROB) = 0.040

Pier Width = 2.2 ft

Pier Length = 31 ft

Piers for 100 yr = 3 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 295 ft

Width of left overbank flow at approach, W_{lob} = 250 ft Average left overbank flow depth, y_{lob} = 2.2 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 = 1.19 From Figure 9 W_2 (effective) = 278.4 ft y_{cs} = 1.7 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 = 14

Froude # at bridge = 0.35

Correction factor for flow angle of attack (from Table 1), K2 = 2.5

Using pier width a on Figure 11, ξ = 8.6 Pier scour y_{ps} = 18.4 ft

PGRM: Abutment

ABUTMENT SCOUR CALCULATIONS

Average flow depth blocked by: left abutment, y_{aLT} = 2.2 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} = 9 and ψ_{RT} = 0

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 9 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 0 ft

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 50189140 Date 9-11-10 Initials RRL Region (A B C D)

Site _____ Location From I-29 Exit 86, 1E

Q_{500} = 55,600 by: drainage area ratio ✓ flood freq. anal. _____ regional regression eq. _____

Bridge discharge (Q_2) = 55,600 (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 = 322.5 ft. Flow angle at bridge = 15 ° Abut. Skew = 0 Effective Skew = 15 °

Width (W_2) iteration = 311.5 310 _____ _____

Avg. flow depth at bridge, y_2 iteration = 19.2 19.2 _____ _____

Corrected channel width at bridge Section = W_2 times cos of flow angle = 299.44 ft* $q_2 = Q_2/W_2$ = 185.7 ft^2/s

Bridge Vel, V_2 = 9.7 ft/s Final $y_2 = q_2/V_2$ = 19.2 ft Δh = 1.9 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 21.1 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. = 5.2 ft

Low Steel Elev. = 23.7 ft

n (Channel) = 0.035

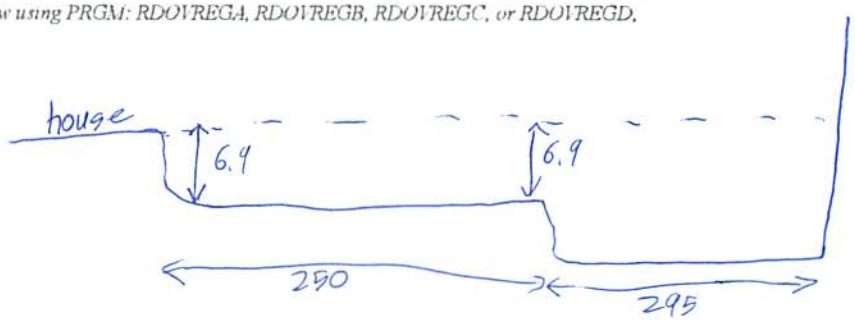
n (LOB) = 0.085

n (ROB) = 0.040

Pier Width = 2.2 ft

Pier Length = 31 ft

Piers for 500 yr = 3 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 295 ft

Width of left overbank flow at approach, W_{lob} = 250 ft Average left overbank flow depth, y_{lob} = 6.9 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 = 1.3 From Figure 9 W_2 (effective) = 292.9 ft y_{cs} = 1.8 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, $V_1 = Q_{500}/(y_1 W_1)$ = _____ 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

PIER SCOUR CALCULATIONS

L/a ratio = 14 Correction factor for flow angle of attack (from Table 1), K2 = 2.5

Froude # at bridge = 0.39 Using pier width a on Figure 11, ξ = 8.6 Pier scour y_{ps} = 18.7 ft

ABUTMENT SCOUR CALCULATIONS

PGRM: Abutment

Average flow depth blocked by: left abutment, y_{aLT} = 6.9 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} = 18.4 and ψ_{RT} = 0

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 18.4 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 0 ft

Route 2585+ Stream Big Sioux River MRM _____ Date 9-11-10 Initials RKL

Bridge Structure No. 50189140 Location From I-29 Exit 86, 1E

GPS coordinates: N43° 38.730' W96° 45.049' taken from: USL abutment ✓ centerline of ⇑ MRM end _____

Datum of coordinates: WGS84 _____ NAD27 _____

Drainage area = 3089 sq. mi.

The average bottom of the main channel was 30.7 ft below top of guardrail at a point 167 ft from left abutment.

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

MISCELLANEOUS CONSIDERATIONS

Flows	Q_{100} = 33,200			Q_{500} = 55,600		
Estimated flow passing through bridge	33,200			55,600		
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 ____No X Marginal

Evidence of past Scour? X Yes ____No ____Don't know

Debris Potential? X High ____Med ____Low

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

Riprap	X Yes	____No	____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

Pictures: 1 - Bridge Deck
2 - Left Overbank
3 - Right Overbank
4 - Looking Upstream
5 - Looking Downstream
6 - Left Abutment
7 - Right Abutment
8 - Piers

Notes: Extreme foliage caused dificulty seeing, Elevations were triangulated, Note Q500 very close to road overflow conditions.

Summary of Results

	Q100	Q500
Bridge flow evaluated	33,200	55,600
Flow depth at left abutment (yaLT), in feet	2.2	6.9
Flow depth at right abutment (yaRT), in feet	0	0
Contraction scour depth (ycs), in feet	1.7	1.8
Pier scour depth (yps), in feet	18.4	18.7
Left abutment scour depth (yas), in feet	9	18.4
Right abutment scour depth (yas), in feet	0	0
1Flow angle of attack	15	15

See Comments/Diagram for justification where required