6K RT

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 52306261 Date 9/17/10 Initials CMW Region (A B C D)

Site _____ Location on Nemo Rd, 1st bridge S. of Pine Dr.

Q_{100} = 3150 by: drainage area ratio ✓ flood freq. anal. ____ regional regression eq. ____

Bridge discharge (Q_2) = 3150 (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 = ~~40~~ 105 ft. Flow angle at bridge = 40 ° Abut. Skew = 30 ° Effective Skew = 10 °

Width (W_2) iteration = ~~40~~ 105 91 91 ____

Avg. flow depth at bridge, y_2 iteration = 4.7 5.1 5.1 ____

Corrected channel width at bridge Section = W_2 times cos of flow angle = 89.62 ft* $q_2 = Q_2/W_2$ = 35.1 ft^2/s

Bridge Vel, V_2 = 7.0 ft/s Final $y_2 = q_2/V_2$ = 5.1 ft Δh = 1.0 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 6.0 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. = ____ ft

Low Steel Elev. = ____ ft

n (Channel) = 0.045

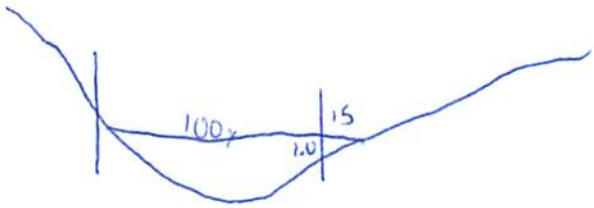
n (LOB) = 0.040

n (ROB) = 0.030

Pier Width = 1.80 ft

Pier Length = 1.80 ft

Piers for 100 yr = 2 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 105 ft

Width of left overbank flow at approach, W_{lob} = ~~40~~ 0 ft Average left overbank flow depth, y_{lob} = ~~0~~ 0 ft

Width of right overbank flow at approach, W_{rob} = 15 ft Average right overbank flow depth, y_{rob} = 0.5 ft

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

x = _____ From Figure 9 W_2 (effective) = _____ ft y_{cs} = _____ ft

PGRM: CWCSNEW

Clear Water Contraction Scour (use if bed material is larger than small cobbles) 2=~~2.1185~~ ~~0.999~~ 2=0

Estimated bed material D_{50} = 0.2 ft Average approach velocity, $V_1 = Q_{100}/(y_1 W_1)$ = ~~5.0~~ ft/s 4.38

Critical approach velocity, $Vc = 11.52 y_1^{1/6} D_{50}^{1/3}$ = 8.81 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.

$D_{c50} = 0.0006(q_2/y_1^{7/6})^3$ = 0.049 ft If $D_{50} >= D_{c50}$, χ = 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} = 0.0 ft

PIER SCOUR CALCULATIONS

PGRM: Pier

L/a ratio = 1.0 Correction factor for flow angle of attack (from Table 1), K2 = 1.0

Froude # at bridge = 0.55 Using pier width a on Figure 11, ξ = 7.4 Pier scour y_{ps} = 6.7 ft

ABUTMENT SCOUR CALCULATIONS

PGRM: Abutment

Average flow depth blocked by: left abutment, y_{aLT} = 0 ft right abutment, y_{aRT} = 0.5 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} = 2.3

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 0 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 2.3 ft

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 52306261 Date 9/17/10 Initials CMV Region (A B C D)

Site _____ Location on Nemo Rd, first bridge S. of Pine Dr.

Q_{500} = 17400 by: drainage area ratio ✓ flood freq. anal. ____ regional regression eq. ____

Bridge discharge (Q_2) = 8394 (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 = ~~110~~ 105 ft. Flow angle at bridge = 40 ° Abut. Skew = 30 ° Effective Skew = 10 °

Width (W_2) iteration = 105

Avg. flow depth at bridge, y_2 iteration = 11.9 RD overflow $W = 105 \cos 10 = 103.4$

Corrected channel width at bridge Section = W_2 times cos of flow angle = 103.4 ft* $q_2 = Q_2/W_2$ = 81.2 ft^2/s

Bridge Vel, V_2 = 10.1 ft/s Final $y_2 = q_2/V_2$ = 8.0 ft Δh = 2.1 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 10.1 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. = _____ ft

Low Steel Elev. = 8.0 ft

n (Channel) = 0.045

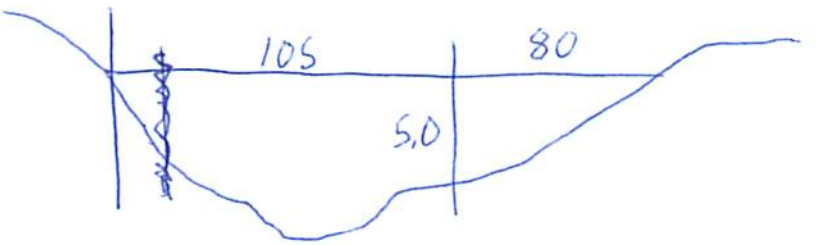
n (LOB) = 0.040

n (ROB) = 0.030

Pier Width = 1.8 ft

Pier Length = 1.8 ft

Piers for 500 yr = 2 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 105 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} = 80 ft Average right overbank flow depth, y_{rob} = 2.5 ft

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

x = _____ From Figure 9 W_2 (effective) = _____ ft y_{cs} = _____ ft

PGRM: CWCSNEW

Clear Water Contraction Scour (use if bed material is larger than small cobbles) ~~2 = 2.1185~~ 0

Estimated bed material D_{50} = 0.20 ft Average approach velocity, $V_1 = Q_{500}/(y_1 W_1)$ = ~~7.42~~ 4.49 ft/s

Critical approach velocity, $Vc = 11.52 y_1^{1/6} D_{50}^{1/3}$ = 9.6 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.

$D_{c50} = 0.0006(q_2/y_1^{7/6})^3$ = 0.098 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} = 0.0 ft

PIER SCOUR CALCULATIONS

PGRM: Pier

L/a ratio = 1.0 Correction factor for flow angle of attack (from Table 1), K2 = 1.0

Froude # at bridge = 0.63 Using pier width a on Figure 11, ξ = 7.4 Pier scour y_{ps} = 6.9 ft

ABUTMENT SCOUR CALCULATIONS

PGRM: Abutment

Average flow depth blocked by: left abutment, y_{aLT} = 0 ft right abutment, y_{aRT} = 2.5 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 and ψ_{RT} = 10.2

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 0 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 10.2 ft

Route Nemo Rd Stream Boxelder Creek MRM _____ Date 9/17/10 Initials CMH

Bridge Structure No. 52306261 Location On Nemo Rd, first bridge S of Pine Dr

GPS coordinates: N44°08'17.9" taken from: USL abutment X centerline of ⇑ MRM end _____

W103°26'25.2 Datum of coordinates: WGS84 X NAD27 _____

Drainage area = 95.95 sq. mi.

The average bottom of the main channel was 12.6 ft below top of guardrail at a point ~~38~~ 33 ft from left abutment.

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

MISCELLANEOUS CONSIDERATIONS

Flows	Q_{100} = 3150			Q_{500} = 17400		
Estimated flow passing through bridge	3150			8394		
Estimated road overflow & overtopping	—			4006		
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				

Riprap at abutments? ____Yes ____No X Marginal R. Abut - Gabions L. Abut - Nothing

Evidence of past Scour? ____Yes X 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 Gabion

Spur Dike ____Yes ____No ____Don't know X NA

Other _____ ____Yes ____No ____Don't know X NA

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

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

Comments, Diagrams & orientation of digital photos

1228 - Bridge #
29 - US
30 - RB US
31 - LB US
32 - US Face of bridge
33 - R. Abut
34 - R. Abut
35 - L. Abut

Summary of Results

	Q100	Q500
Bridge flow evaluated	3150	8394
Flow depth at left abutment (yaLT), in feet	0.0	0.0
Flow depth at right abutment (yaRT), in feet	0.5	2.5
Contraction scour depth (ycs), in feet	0.0	0.0
Pier scour depth (yps), in feet	6.7	6.9
Left abutment scour depth (yas), in feet	0.0	0.0
Right abutment scour depth (yas), in feet	2.3	10.2
1Flow angle of attack	10°	10°

See Comments/Diagram for justification where required