Tripp Co.

OK RT

SCOUR ANALYSIS AND REPORTING FORM

Bridge Structure No. 62141477 Date 7/11/11 Initials CW Region (A B C D)

Site _____ Location 0.9 N Millboro on 310th Ave, Keya Paha River

Q_{100} = 5600 by: drainage area ✓ flood frequency anal. ____ regional regression eq. ____

Bridge discharge (Q_2) = 5600 (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 = 119 ft. Flow angle at bridge = 10 ° Abut. Skew = 0 ° Effective Skew = 10 °

Width (W_2) iteration = 119 119 Vert Wall

Avg. flow depth at bridge, y_2 iteration = 4.2 4.2

Corrected channel width at bridge Section = W_2 times cos of flow angle = 117.19 ft* $q_2 = Q_2/W_2$ = 47.8 ft^2/s

Bridge Vel, V_2 = 5.9 ft/s Final $y_2 = q_2/V_2$ = 4.2 ft Δh = 0.7 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 4.9 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. = 9.6 ft

n (Channel) = 0.040

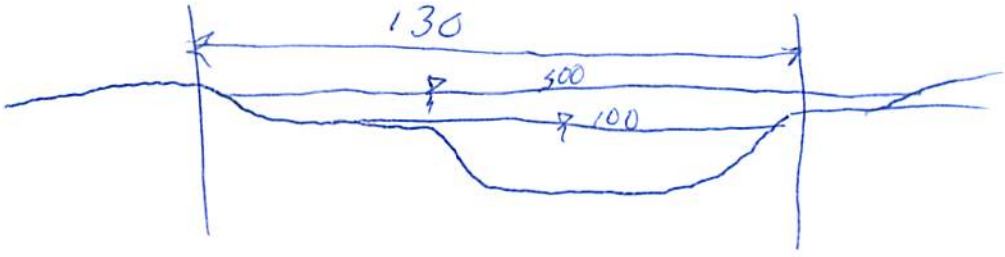
n (LOB) = 0.060

n (ROB) = 0.060

Pier Width = 0.65 ft

Pier Length = 0.67 ft

Piers for 100 yr = 3 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 130 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 = 1.14 From Figure 9 W_2 (effective) = 115.2 ft y_{cs} = 1.6 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

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 = 0.36 Using pier width a on Figure 11, ξ = 3.2 Pier scour y_{ps} = 2.7 ft

ABUTMENT SCOUR CALCULATIONS

PGRM: Abutment

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. 62141477 Date 7/11/11 Initials CW Region (A (B) C D)

Site _____ Location 0.9 N Millboro on 310th Ave

Q_{500} = 9800 by: drainage area ✓ flood frequency anal. ____ regional regression eq. ____

Bridge discharge (Q_2) = 7567 (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 = 119 ft. Flow angle at bridge = 10 ° Abut. Skew = 0 ° Effective Skew = 10 °

Width (W_2) iteration = 119

Avg. flow depth at bridge, y_2 iteration = 11.0 > 9.6 RD Overflow

Corrected channel width at bridge Section = W_2 times cos of flow angle = 117.19 ft* $q_2 = Q_2/W_2$ = 64.6 ft^2/s

Bridge Vel, V_2 = 6.7 ft/s Final $y_2 = q_2/V_2$ = 9.6 ft Δh = 0.9 ft

Average main channel depth at approach section, $y_1 = \Delta h + y_2$ = 10.5 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. = _____ ft

Low Steel Elev. = 9.6 ft

n (Channel) = 0.040

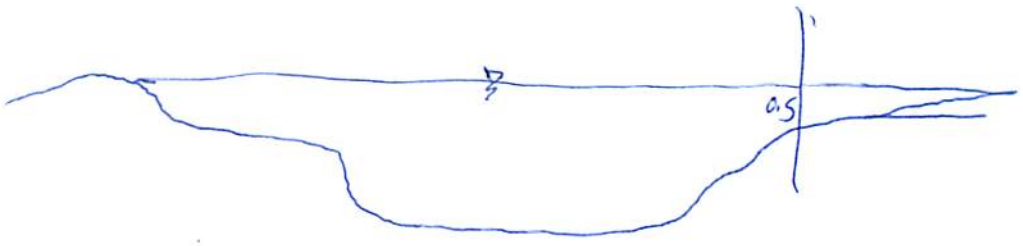
n (LOB) = 0.060

n (ROB) = 0.060

Pier Width = 0.65 ft

Pier Length = 0.67 ft

Piers for 500 yr = 3 ft



CONTRACTION SCOUR

PGRM: Contract

Width of main channel at approach section W_1 = 130 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} = 30 ft Average right overbank flow depth, y_{rob} = 0.25 ft

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

x = 1.35 From Figure 9 W_2 (effective) = 115.2 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, $V_1 = Q_{500}/(y_1W_1)$ = _____ ft/s

Critical approach velocity, $Vc = 11.52y_1^{1/6}D_{50}^{1/3}$ = _____ 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, $\chi = 0.122y_1[q_2/(D_{50}^{1/3}y_1^{7/6})]^{6/7} - y_1$ = _____ From Figure 10, y_{cs} = _____ ft

PIER SCOUR CALCULATIONS

PGRM: Pier

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

Froude # at bridge = ~~1.35~~ 0.34 Using pier width a on Figure 11, ξ = ~~115.2~~ 3.2 Pier scour y_{ps} = ~~1.8~~ 2.7 ft

ABUTMENT SCOUR CALCULATIONS

PGRM: Abutment

Average flow depth blocked by: left abutment, y_{aLT} = 0.0 ft right abutment, y_{aRT} = 0.25 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} = 1.2

Left abutment scour, $y_{as} = \psi_{LT}(K_1/0.55)$ = 0 ft Right abutment scour $y_{as} = \psi_{RT}(K_1/0.55)$ = 1.8 ft

Route 310th Ave Stream Keya Paha River MRM _____ Date 7/11/11 Initials CW

Bridge Structure No. 62141477 Location 0.9 N Millboro on 310th Ave

GPS coordinates: N43°05'13.3" W099°58'04.4" taken from: USL abutment X centerline of ⇑ MRM end _____

Datum of coordinates: WGS84 X NAD27 _____

Drainage area = 849.21 sq. mi.

The average bottom of the main channel was 14.0 ft below top of guardrail at a point 18.0 ft from left abutment.

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

MISCELLANEOUS CONSIDERATIONS

Flows	Q_{100} = 5600			Q_{500} = 9800		
Estimated flow passing through bridge	5600			7567		
Estimated road overflow & overtopping						
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 Car on R Abut

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 ____Yes X No ____Don't know ____NA

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 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

Photos

1752-ID

53-US

54-US RB

55-US LB

56-R. Abut

57-L. Abut

58-US Face Bridge

Summary of Results

	Q100	Q500
Bridge flow evaluated	5600	7567
Flow depth at left abutment (yaLT), in feet	0.0	0.0
Flow depth at right abutment (yaRT), in feet	0.0	0.25
Contraction scour depth (ycs), in feet	1.6	1.8
Pier scour depth (yps), in feet	2.7	2.7
Left abutment scour depth (yas), in feet	0.0	0.0
Right abutment scour depth (yas), in feet	0.0	1.4
1Flow angle of attack	10	10

See Comments/Diagram for justification where required