Low-Cost Scour-Preventing Fairings for Bridges

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IBC 17-89

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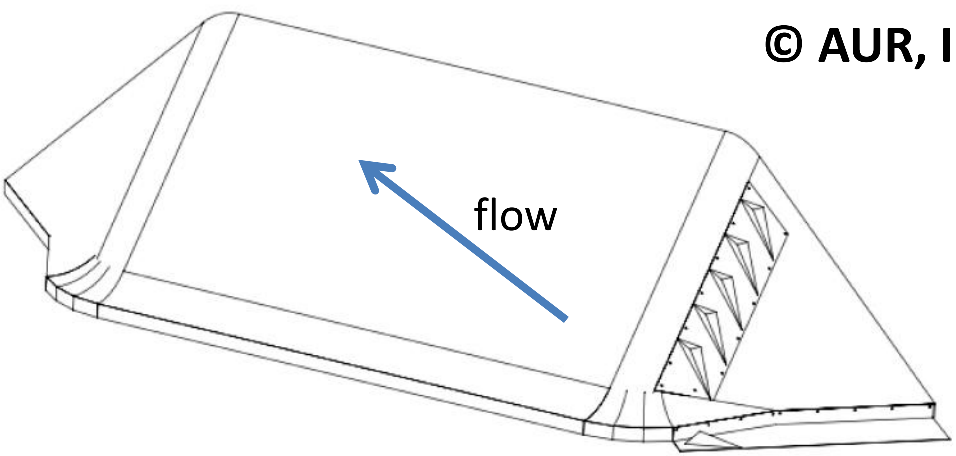
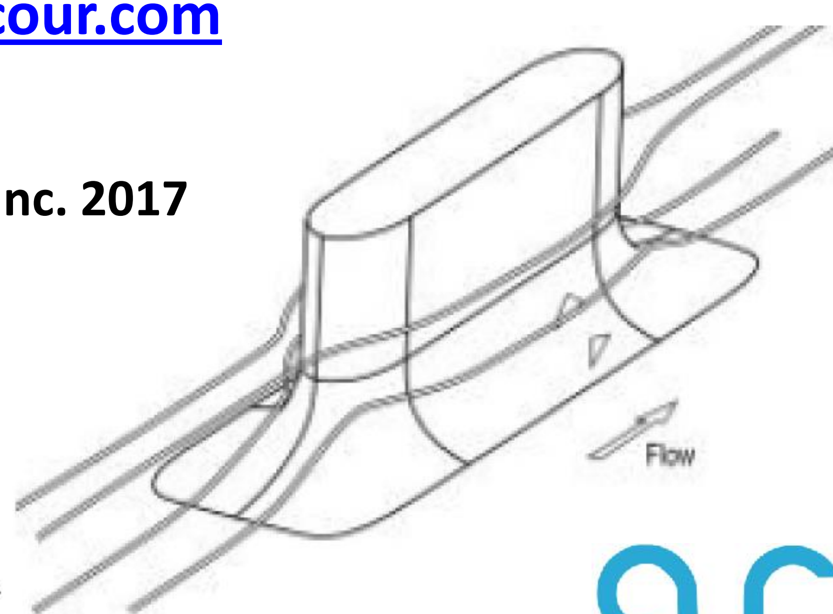
www.noscour.com





Introduction and Background of Dr. Simpson

- An internationally recognized fluid dynamics researcher, inventor, and author on vortex producing "juncture flows", such as those that occur in bodies of water around hydraulic structures such as bridge piers and abutments, and surface roughness effects on flow. Past President & Fellow AIAA; Fellow ASME, M. ASCE.
- Currently a consultant and advisor to NASA on reducing adverse aspects of "juncture flows" between airplane wings and a fuselage.
- For over 30 years his US Navy sponsored research at Virginia Tech, where he was the Jack E. Cowling Professor of Aerospace and Ocean Engineering, provided much data for the prevention of acoustic noise producing vortices on submarines.
- Over the last years, he has applied this fluid dynamics background to designing and testing the scouring-vortex preventing streamlined fairings **scAUR™** for bridge piers and abutments.
- Novel tetrahedral vortex generators **VorGAUR™** create counter-rotating vortices that oppose the effects of scouring vortices & prevent debris collection.
- Three US patents have been awarded.
- Model and full-scale tests under the sponsorship of the National Co-operative Highway Research Program **(NCHRP-IDEA Report 162)** have proven these designs.
- Cost-effective stainless steel retrofits for existing bridges and concrete forms for new bridges are available for various bridge and river-bed situations.

US Bridges Over Water – Big Scour Problem

- **60% of failures are due to scour (Briaud 2006)**
  often during floods and peak flow events (Flint)
- **Over 70% NOT designed for scour (Flint et al. 2017)**
- **20,904 out of 484,500 are "scour critical" (Hunt 2009)**
- **Existing bridges more likely to fail due to climate and land use changes (Flint et al. 2017)**

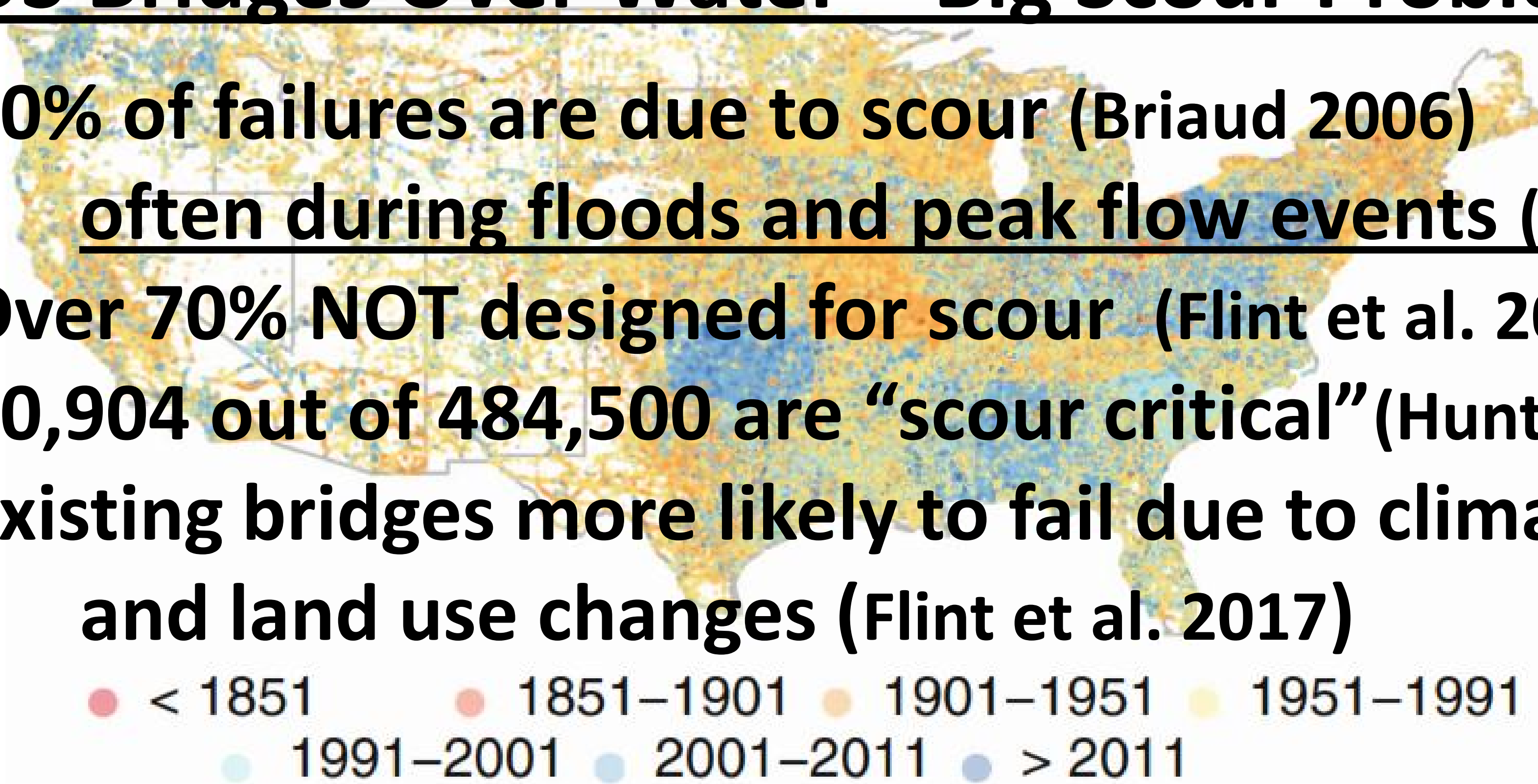


Fig. 1. (Color) Continental U.S. bridges over water by construction year; approximately 370,000 of 504,000 were built before 1991, when new scour design provisions were adopted (range: 1697–2011; median: 1973) (data from FHWA 2012)

Madeleine M. Flint et al. 2017 **Historical Analysis of Hydraulic Bridge Collapses in the Continental United States,** ***ASCE Journal of Infrastructure Systems***, 2017, 23(3): -1--1 © ASCE, ISSN 1076-0342.

Some Recent Bridge Failures due to Scour

Abutments

<u>ALL of these failures would have been prevented and the piers and abutments permanently protected from scour by vortex-preventing scAUR™ with VorGAUR™</u>

The Loon Mountain Bridge in Lincoln, N.H., collapsed due to heavy scouring of the East Branch of the Pemigewasset River following Tropical Storm Irene.

The Loon Mountain Bridge in Lincoln, N.H.
collapsed due to heavy scouring around the abutment after
11 inches of rain. (From Structural Engineer, p. 32, August 2013)

USGS photo
file:///F:/Abutments/File%20Abutment_scour2.jpg.htm

AUR, Inc. www.noscour.com

scAUR™ **Manufacturer AUR, Inc.**
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Piers

Scour revealed as cause of Irish bridge collapse – Malahide Viaduct Disaster

3 September 2009 | By Diarmaid Fleming

Scour undermining a Victorian masonry bridge pier has been identified as the likely cause of a near-disastrous collapse of a section of railway viaduct on the Dublin-to-Belfast main line.

http://www.nce.co.uk/news/structures/scour-revealed-as-cause-of-irish-bridge-collapse/5207460.article

Schoharie Creek, NY State Thruway, April 5th , 1987; **5 vehicles fell into the river, and 10 occupants died.** **The direct cause of the collapse was excessive scour under bridge pier** (Storey and Delatte, 2003). The indirect human cause of the collapse was the failure to maintain the bridge riprap (Storey and Delatte, 2003). The lawsuits against the New York State Thruway Authority were settled for a total cost of about $4.5 million with 50% inflation (Wattson, 2007)

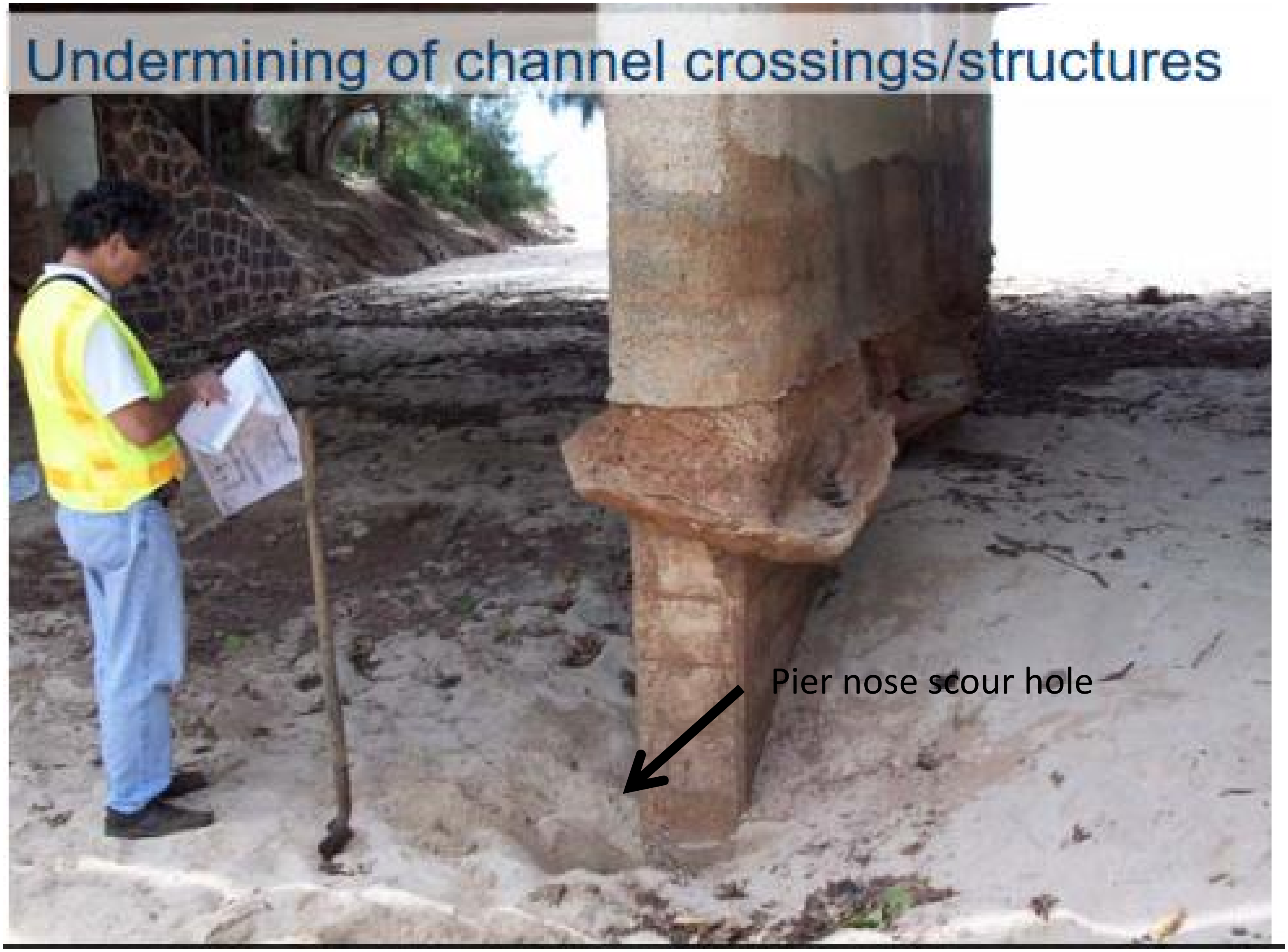

Photo from **Introduction to Sediment Transport Modeling Using HEC-RAS**
by Marty Teal, ASCE Continuing Education Course, AWI031414

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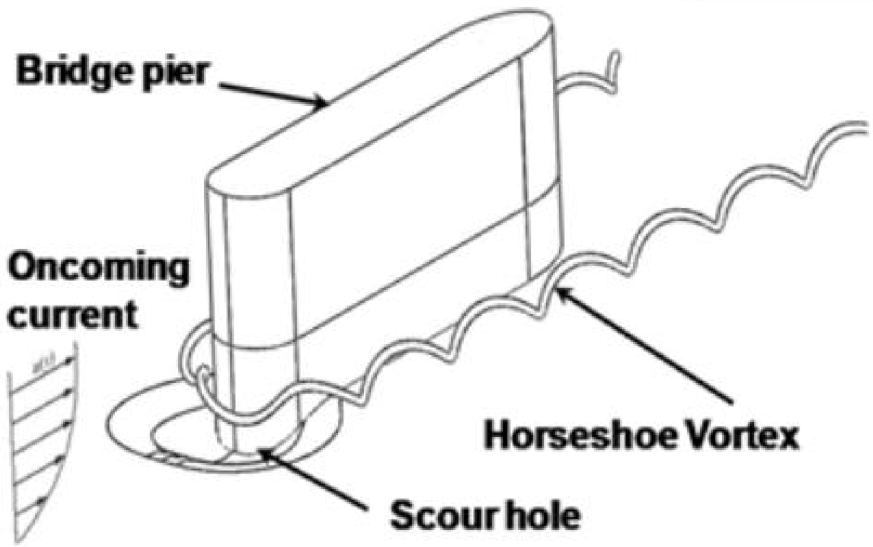
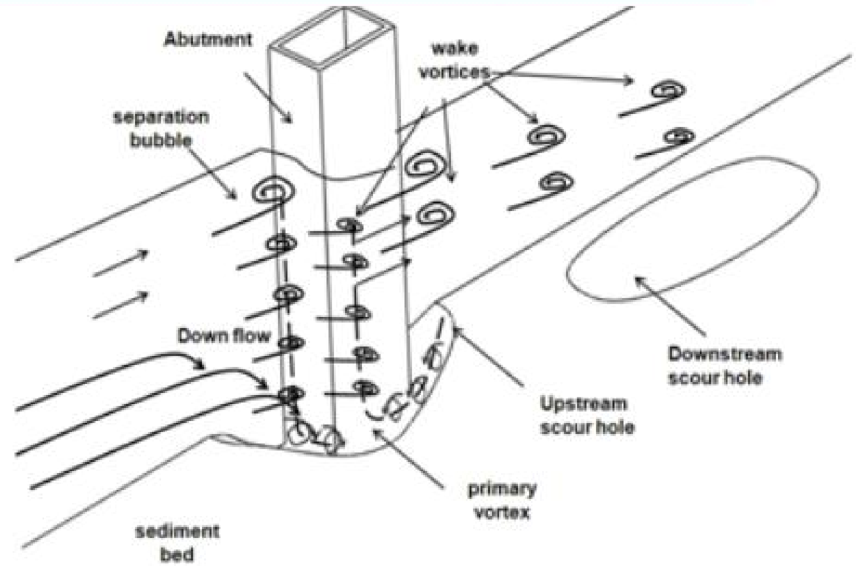
Causes of Bridge Scour





Bridge scour is produced by discrete vortices formed around unprotected piers (left above) and abutments (right). Many near catastrophes and loss of life have occurred, as shown in examples

LIKE TORNADOS - VORTEX STRETCHING INCREASES VELOCITY

$V_2 = V_1(A_1/A_2)^{1/2} = \Gamma/(\pi d_2)$ = Strength of Vortex/(Perimeter of Vortex)

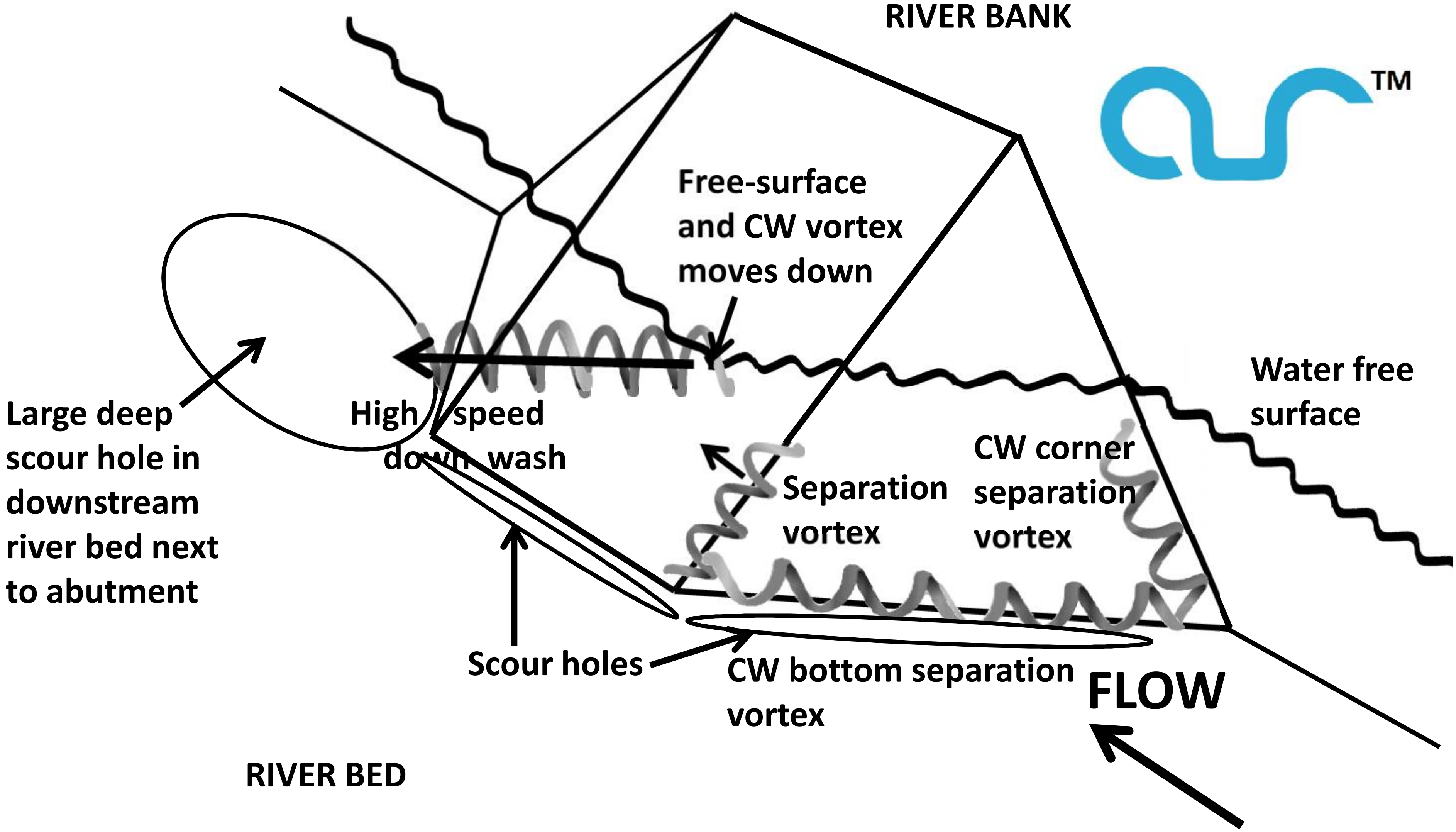
V_1 , V_2 rotational velocity components of vortex

A_1 , A_2 cross-sectional area of vortex

diameter d of vortex.

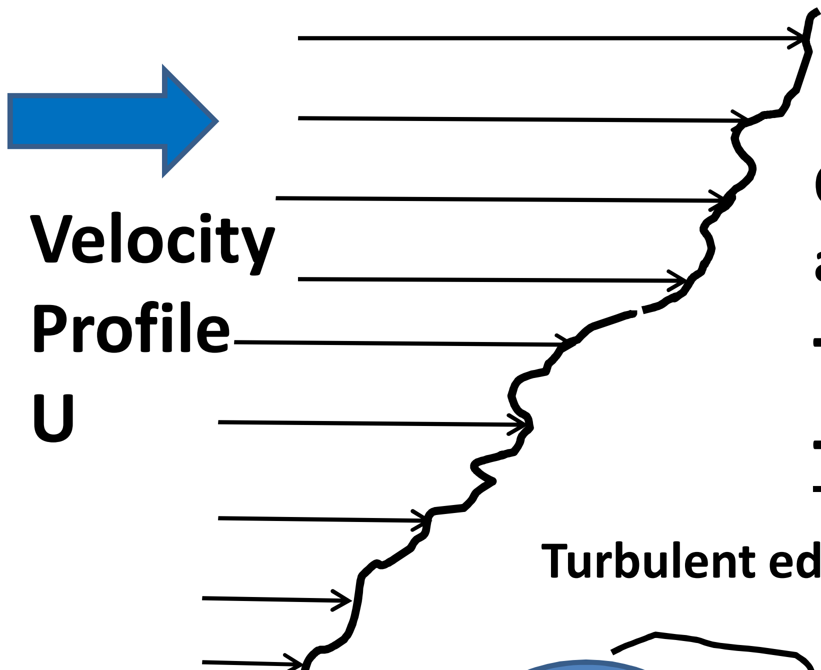
TM

Spill-through abutment without scour countermeasures



Fundamental Mechanism of Scour on River Bed

Turbulent flow over river bed



<u>Shields Number Θ</u> describes incipient motion of bed material

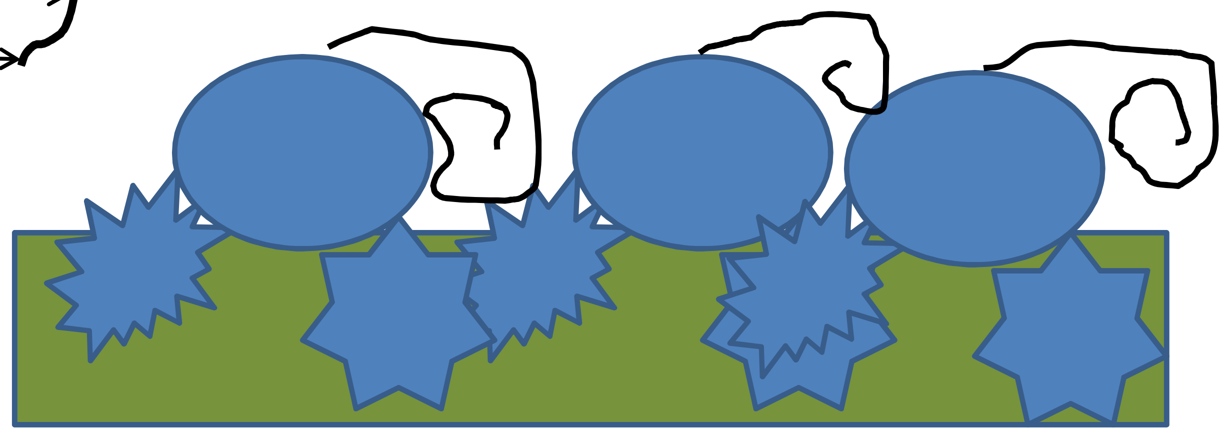
$$\theta = \frac{\tau}{(\rho_p - \rho) g d}.$$

Θ = ratio of effective shear force to apparent weight; motion is F($Re_{particle}$)

τ = turbulent shear stress

<u>τ varies with U^2 & roughness</u>

Turbulent eddies created over bed materials



River bed of sand, dirt, gravel, and rocks

KEEP U LOW!

Some Observations and Practical Tips for Assessing the Potential for Scour and Catastrophic Bridge Failure

<u>Scour should be estimated using the peak velocities observed for the river.</u>

USGS data – include higher flowrate outlier points – they suggest catastrophic cases.

Do not use AVERAGE velocities, one-dimensional flow analyses, correlations for channel flow that do not account for roughness, and the contraction and expansion geometry. Supported by Flint et al., 2017.

<u>Catastrophic scour can occur rapidly over a few hours</u>. Schoharie disaster occurred a few weeks after inspection. Supported by Flint et al. 2017

<u>Scour protection: Prevent high velocity water from coming into contact with erodeable river bed materials</u>. Commonly used countermeasures include large rocks (rip-rap) and other devices that are positioned in the river bed around the pier or abutment that shield the smaller scale more easily eroded gravel and sand. These approaches are subject to undermining of their own foundation, loosening of their support, and washing away themselves.

AUR Permanent Solution **scAUR™ with VorGAUR™ vortex generators**:

Lower the velocities of the water around the piers and abutments with a continuous fully-attached fairing structure with properly placed vortex generators. This permits the bridge owner to avoid all future scour worries at a much reduced cost. **Works at all flowrates**.

Some Observations and Practical Tips for Assessing the Potential for Scour and Catastrophic Bridge Failure

Examine existing scour under lower flowrates.

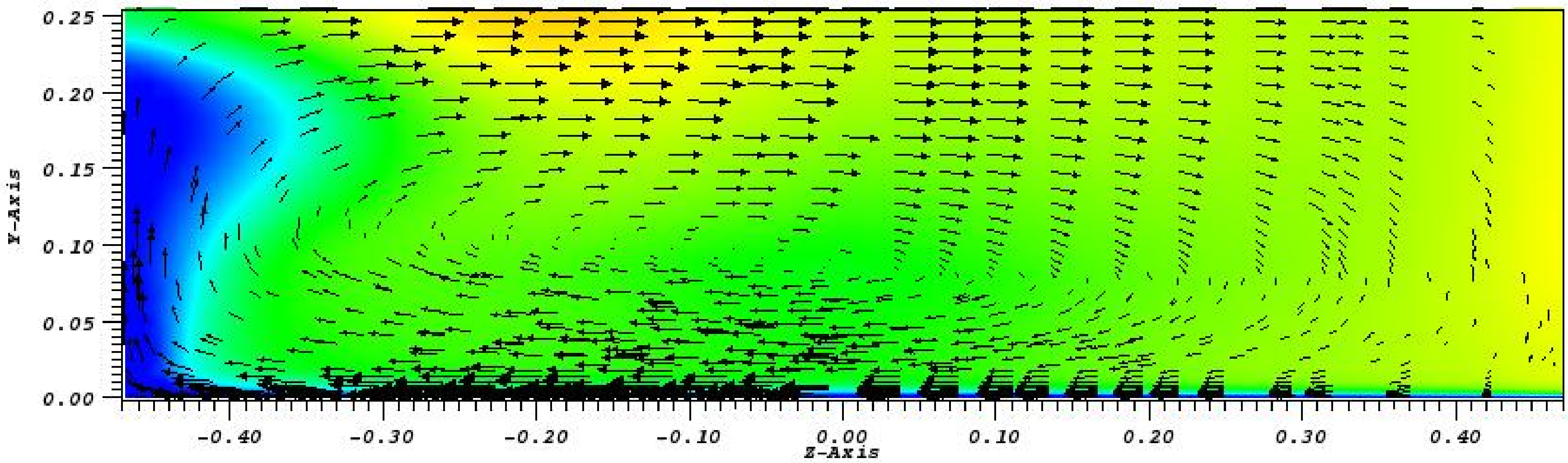
Blunt piers and abutments are bad designs.

Piers and Abutment downstream of river turns and bends are particularly susceptible to scour

High velocity surface water hits outer bank, moves to the bottom of the river and scours hydraulic structures – **modify scAUR™ shape to account for swirl.**

Mean flow stream-wise vortices are produced after the curved section. CFD by AUR, Inc.

Inner radius **Outer radius**



Current Scour Prediction Methodologies

> **Traditional hydraulics methods**: one-dimensional continuity, momentum and energy equations. Use mean flow values. In some cases, 2D calculations are used.

> Some approximate estimates of the frictional resistance in the river is made for the type of river bottom observed.

> The approach in HEC 18 and HEC 29 is to correlate laboratory data for scour depth to obtain correction factors, which are up to 50% off.

Computational Fluid Dynamics (CFD) - AUR Approach - More Reliable Answers for a Specific Bridge

- Three-dimensional shape of the river bed with the surface roughness dimensions described. Three-dimensional inflow to the river at least 10 river widths upstream.
- Use a proven three-dimensional Navier-Stokes code
  - Turbulence model (V2F, for example, used by AUR, Inc.).
  - Surface roughness model on how roughness affects the turbulent flow.
  - More expensive to gather all of the needed information and run code.

One still needs to implement a lasting remedy!!

Temporary Countermeasures and Liability

- **Rip rap countermeasures are not acceptable design elements for new bridges** (HEC 23, subsection 2.1.1, also, e.g. VA DOT Drainage Manual, subsection 12.3.2)
- **To avoid liability risk to engineers and bridge owners**, new bridges must be drastically over-designed to withstand up to 500-year superfloods, assuming that all sediment is removed from the 'scour prism' at that flow rate. (HEC 23: 2.1.1)
- **scAUR™ products avoid liability risk** by eliminating or drastically diminishing the scour prism, **reducing the cost** of new bridge engineering and construction
- Eliminating or drastically diminishing the scour prism **GREATLY reduces the probability of failure,** by the **tenets of catastrophic risk theory.**

What Can Be Done to Prevent Scouring Vortices??

Which bridge pier and abutment features cause vortices that cause scour? **Surfaces that cause discrete vortices that cause higher velocity water to move down to the bottom of the river.**

> The more blunt the nose of a pier or abutment, the greater the downflow and the stronger the vortex and the scouring.

> Vortex strength scales on the approach velocity U and the width w of the pier. Vortex strength varies like Uw.

➢Stretching of vortices due to contraction and acceleration of the flow intensifies the velocities in the vortex, thus causing more scour.

Simpson, R. L., 2001, "Junction Flows," Annual. Rev. Fluid Mech., Vol. 33, pp. 415–43.

What can be done to prevent vortices that cause scour? ***Use (1) surface shapes that prevent the formation of discrete scouring vortices*** **and (2) tetrahedral vortex generators that cause the higher velocity flow to stay on top of the river and counte**

vortices.

PERMANENT COST-EFFECTIVE SOLUTION

1. Through many years of design and testing, streamlined scAUR™ fairings with vorGAUR™ counter-rotating vortex generators that PREVENT THE VORTICES THAT CAUSE SCOUR ARE AVAILABLE FOR INSTALLATION .
2. Save up to 90% of current scour-countermeasures-related expenses over the life of a bridge.
3. Proven prevention of scour in laboratory and full-scale testing for many configurations for piers and abutments, including flows up to 45 degrees angle of attack, bridges downstream of river bends and swirling flows, narrow passages, flows with open bed scour.
4. US Patents 8348553, 8434723, and 9453319.

Permanent Solution: scAUR™ and VorGAUR™ Products

Based on aero/hydrodynamic design concepts, scAUR™ and VorGAUR™ products prevent the discrete vortices that cause scour. Extensive computer modeling and model and full-scale testing have proven these products.

Example AUR flume test of pier with scAUR™ and VorGAUR™ - NO SCOUR! Note scour on cylinder.

Other Features of scAUR™ and VorGAUR™

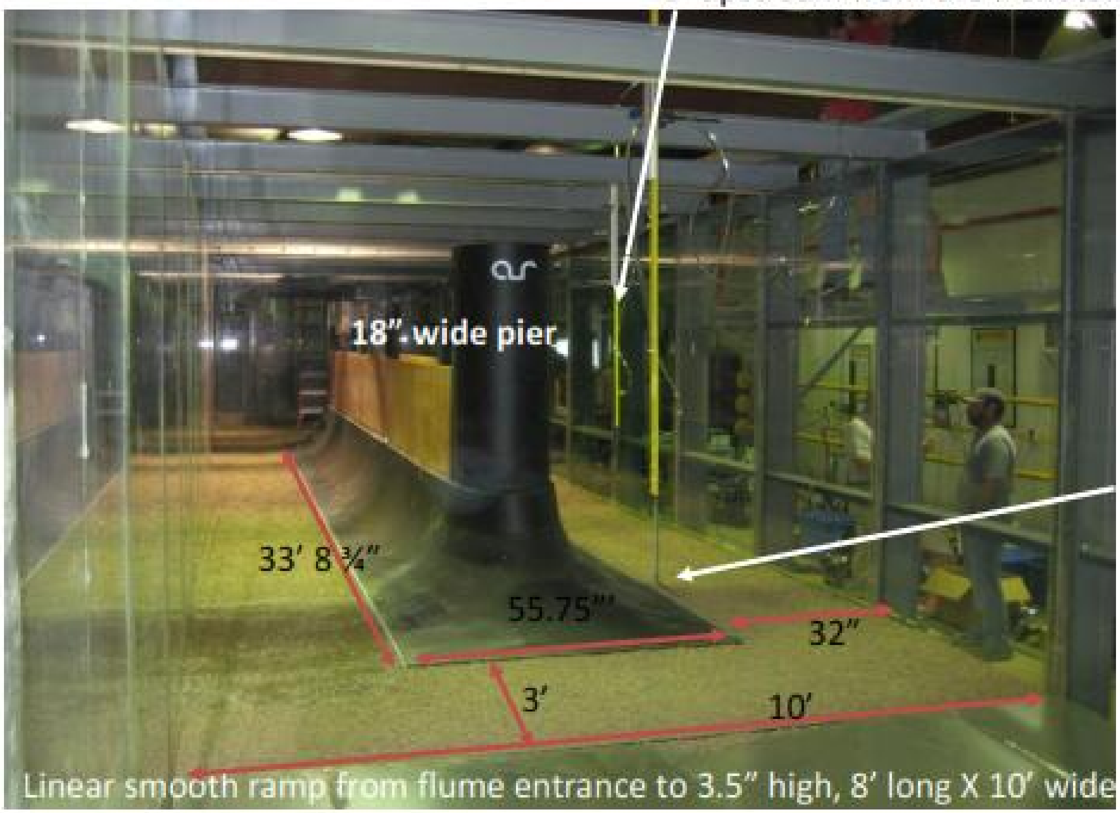
1. Much lower present value of present and future scour mitigation costs as compared to other approaches.
2. Lower drag force, flow blockage, water level, and over-topping frequencies on bridges during flood conditions, any water level or inflow turbulence level.
3. Debris accumulation prevention and pier and abutment protection from impact loads because of the streamlined flow without a horseshoe vortex, which deflects objects and debris away from the underwater structure.
4. High quality proven-technology prefabricated stainless steel or cast concrete components for quality control and rapid installation.
5. More stability for the soil and rocks surrounding the piers and abutments.
6. 100 year or more lifetimes and longer bridge life.

No Scour During Full-scale Tests

<u>Full-scale Tests</u>: Photo of the AUR full-scale scAUR™ with VorGAUR™ pier model in the University of Iowa Institute of Hydraulic Research (IIHR) Environmental Flume Facility (EFF).

5/21/2013
Final setup in IIHR EFF

2nd pitot static probe for flow velocity between the pier model and the flume side wall
6″ below water surface
3′ upstream from the front fairing



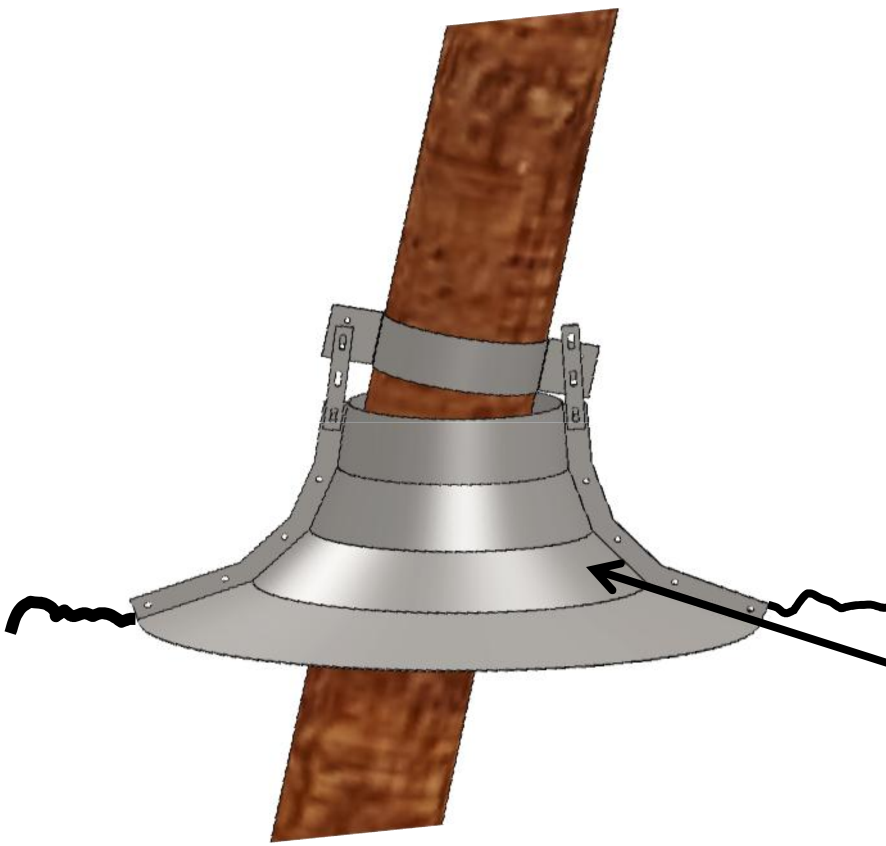
NCHRP-IDEA Supported Tests

Pitot static probe for free-stream velocity
6″ below water surface
3′ upstream from the front fairing
flume centerline

View from upstream

Circular Pile Scouring Vortex Protection

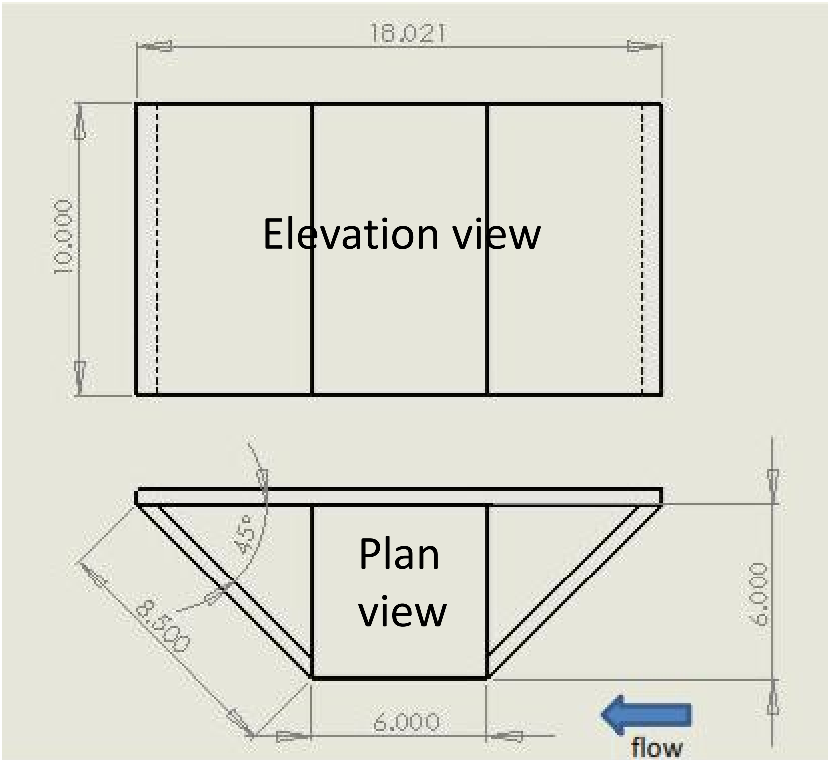
Case 48

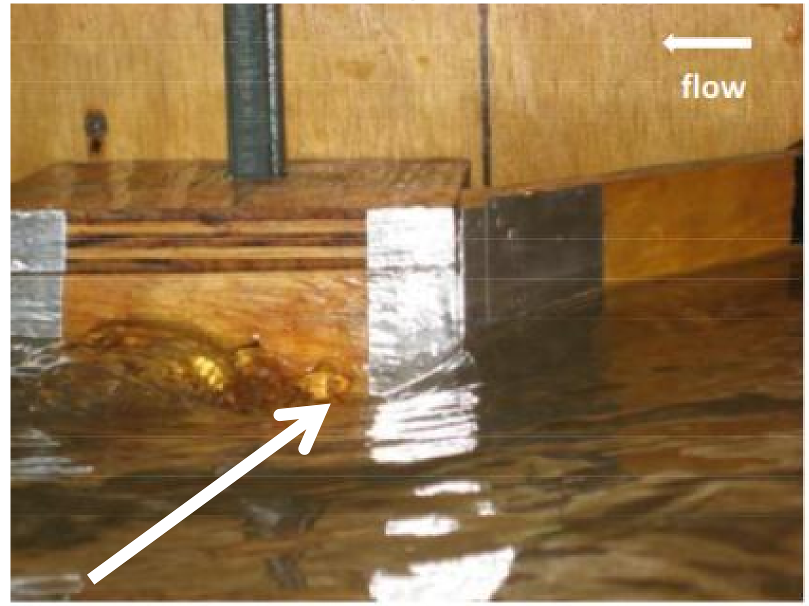


Streamlined scAUR™ fairings with vorGAUR™ counter-rotating vortex generators

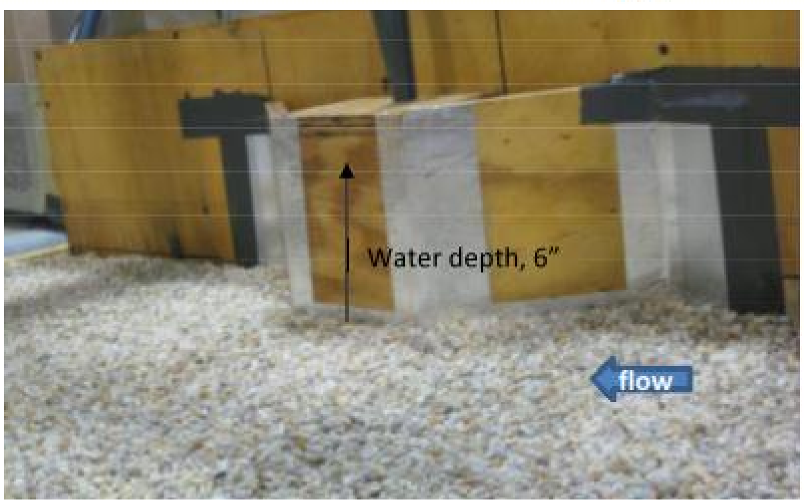
Proven principle of scour research – if it does not scour at model scale, it does not scour at full scale for the same sediment size

Wing-Wall Abutment - Case 17 – no scour protection





Free-surface vortex ; scour hole shown below



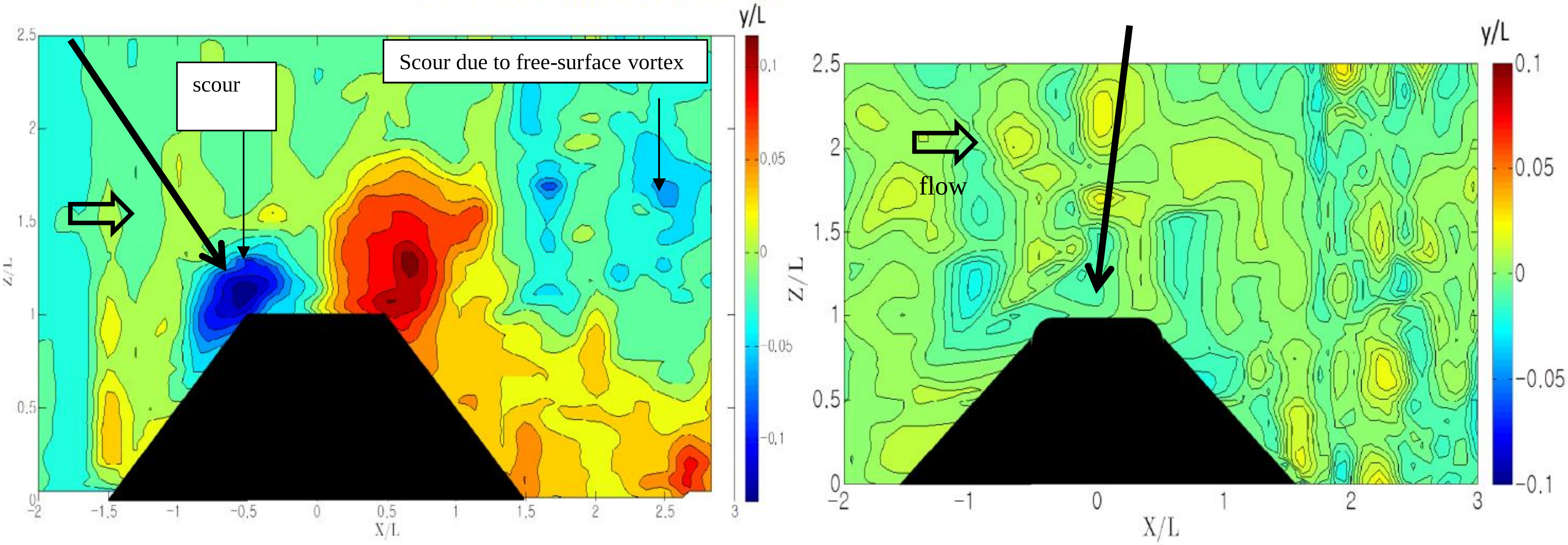
Flume test results of a scAUR™ model as a wing-wall bridge abutment scour countermeasure

•The results demonstrate that with the scAUR™ fairing and VorGAUR™ devices around the abutment, the upstream scour hole is prevented and the downstream scour hole is negligible.

No scAUR™ used – deep scour occurs

scAUR™ used – no scour occurs !

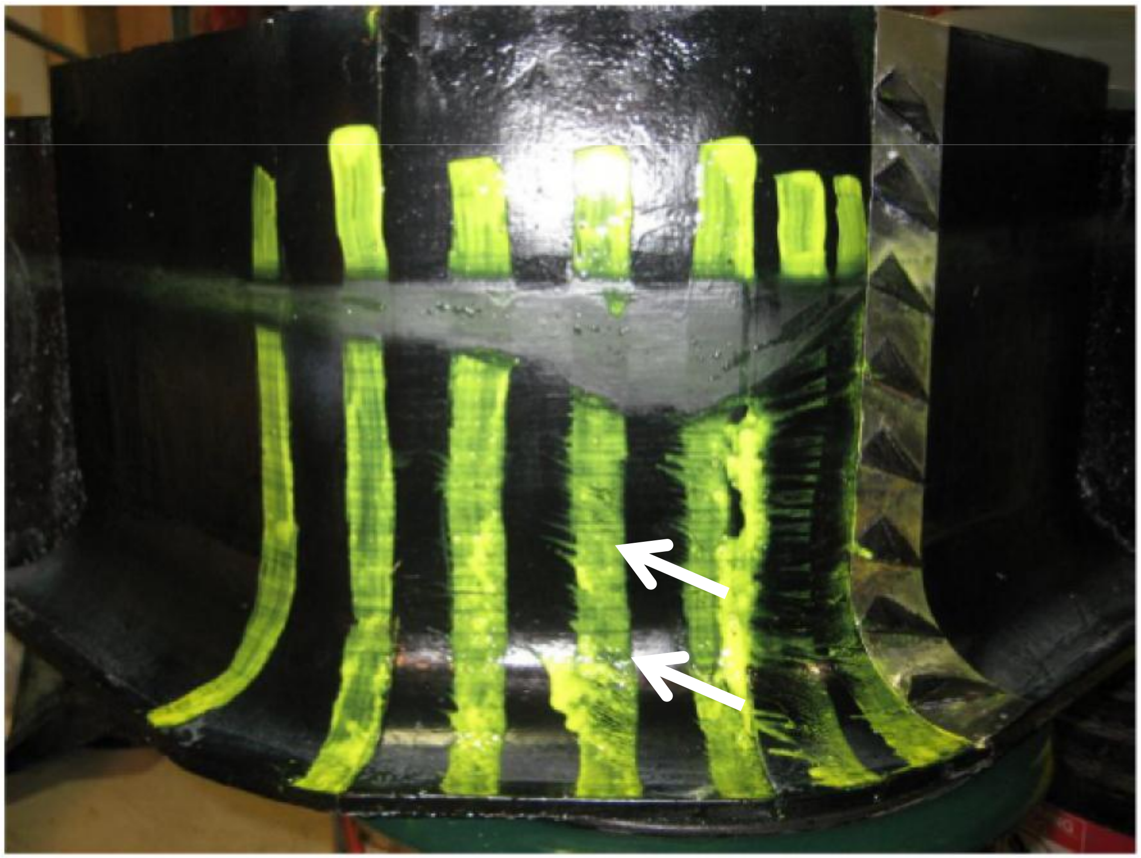
Bed Elevation Contour of Flume Test Results



Surface oilflow results for Case #20 (scAUR™ modified wing-wall abutment with VGs).

> Oilflow technique used at the US Navy's David Taylor Model Basin determines local surface skin friction mean direction; some yellow oil flows downstream in a local flow direction, which is observed against the black surface.

> **scAUR™ and VorGAUR™ bring lower velocity flow up from the flume bottom and prevent the scour around the bottom of the abutment.**

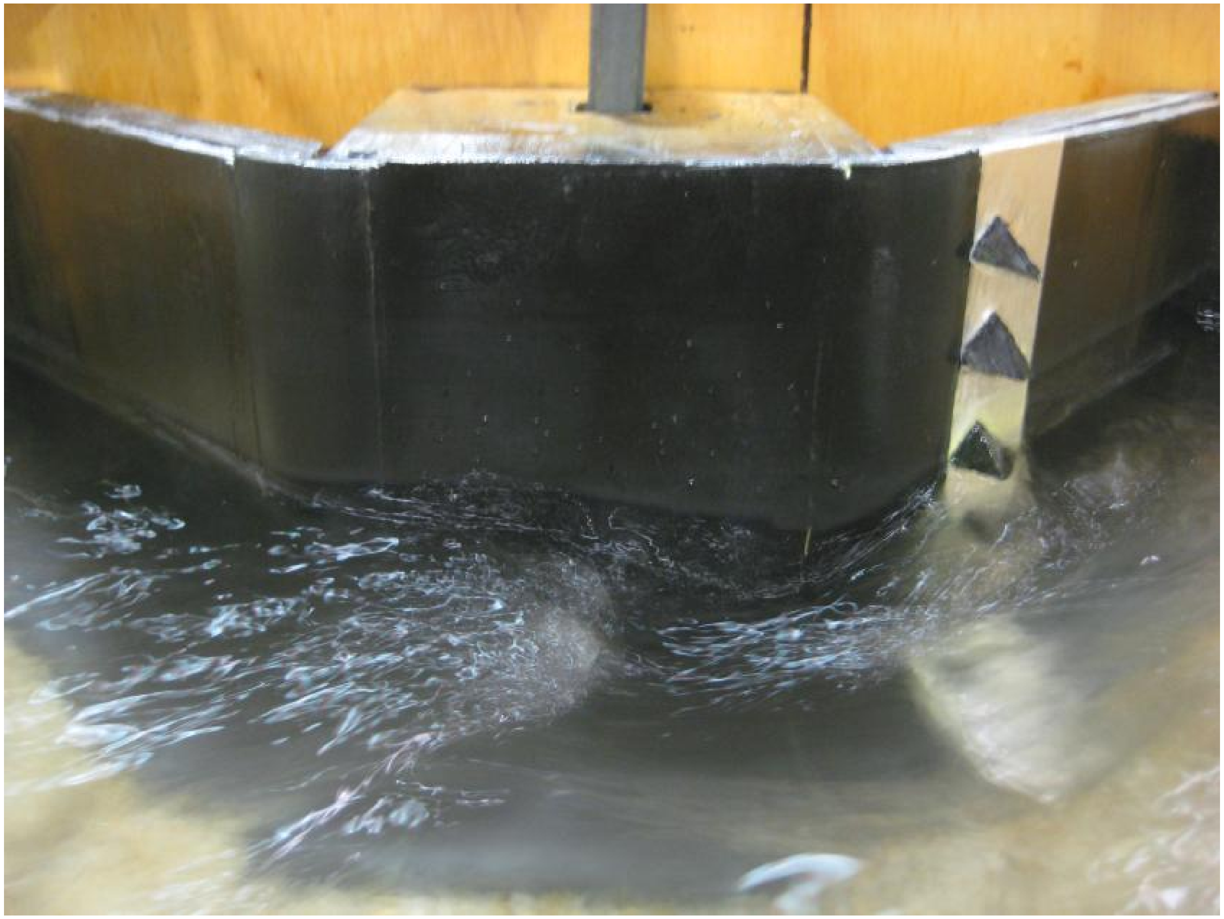


Surface oilflow results for the case #20 modified wing-wall abutment model with VGs. The gray region is produced by a mixture of the oilflow material and waterborne substances at the free surface.

Free-surface water flow around the abutment model in the flume for case #20 (scAUR™ modified wing-wall abutment with VGs).

> No scour around the model base AND no open bed scour hole farther downstream of the model.

> VGs diffuse and reduce the strength of the surface vortex.



View of case #20 modified wing-wall abutment model with VGs. Note the free surface height change after the contraction due to the surface vortex.

™

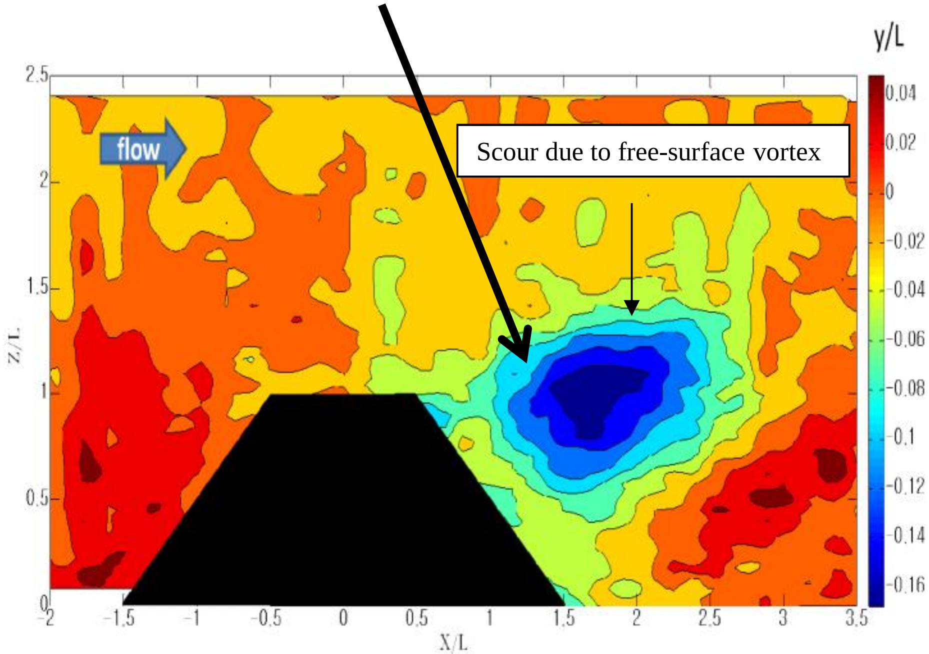
Flume test results of a scAUR™ model as a **spill-through bridge abutment** scour countermeasure

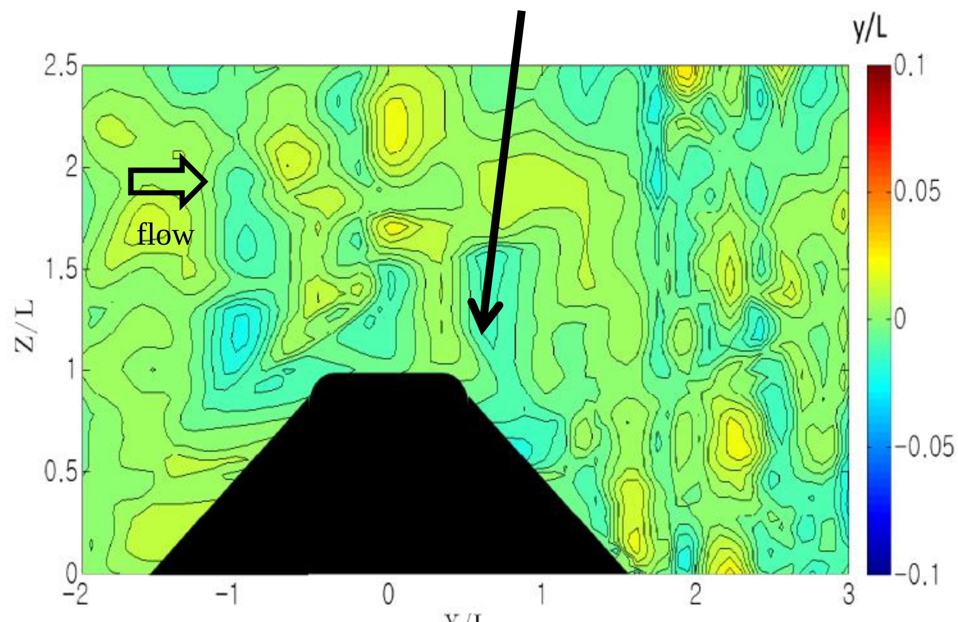
- The results demonstrate that with the scAUR™ fairing and VorGAUR™ devices around the abutment, the downstream scour hole is negligible.

Bed Elevation Contour of Flume Test Results

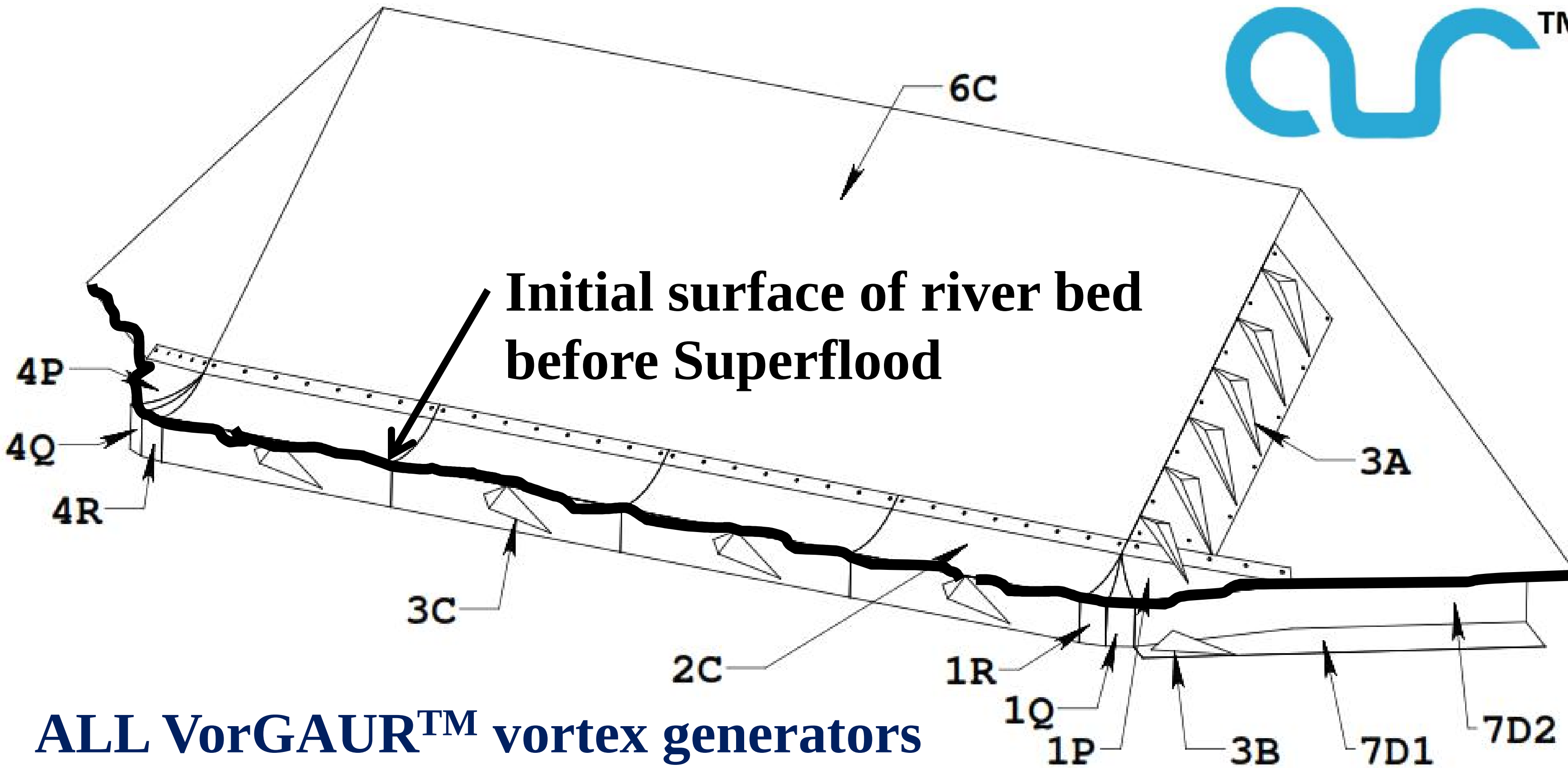
No scAUR™ used - deep scour occurs

scAUR™ used – no scour occurs !





Spill-through Abutment with Additional VorGAUR™ Foundation Vortex Generators for Additional Foundation Protection from a Superflood



ALL VorGAUR™ vortex generators produce stream-wise vortices that move up the foundation and wall, bringing river-bed material toward the abutment

Permanent Solution: scAUR™ and VorGAUR™ Products

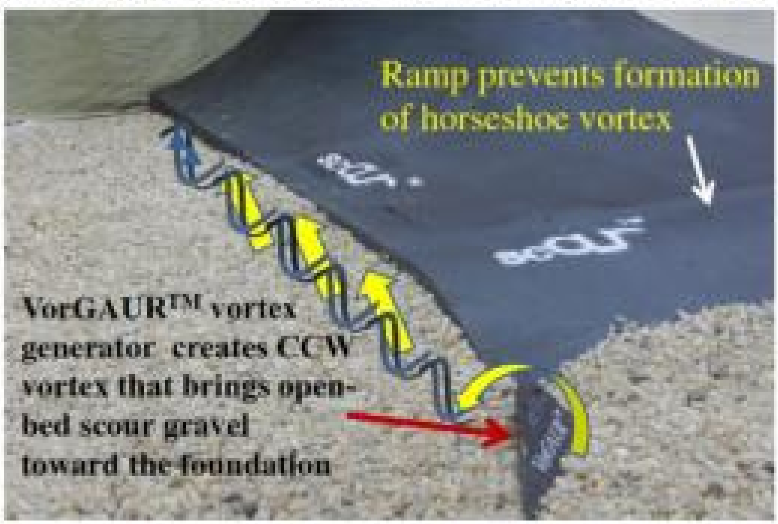
Modular Stainless Steel (SS) Retrofits for Existing Bridges

Greatly extends bridge life! Modules quick and easy to install.

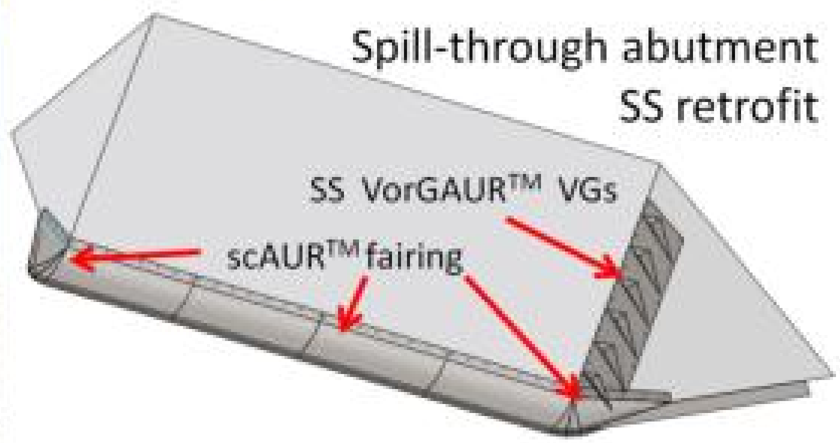
Example stainless steel scAUR™ retrofit (black) for a 45° wing-wall abutment. Note SS vortex generators.

Example stainless steel scAUR™ retrofit (black) for a pier.
VorGAUR™ vortex generators create CW vortices that bring low-speed flow up to prevent scour.

Ramp and VorGAUR™ vortex generator bring open-bed scour material toward a pier



Pre-fabricated interlocking modules permit quick and exact assembly and preserve the scAUR™ shape

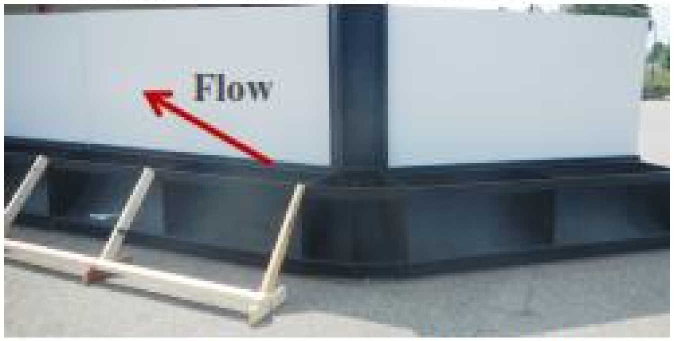


Permanent Solution: scAUR™ and VorGAUR™ Products

scAUR™ Steel Concrete Forms for New Construction

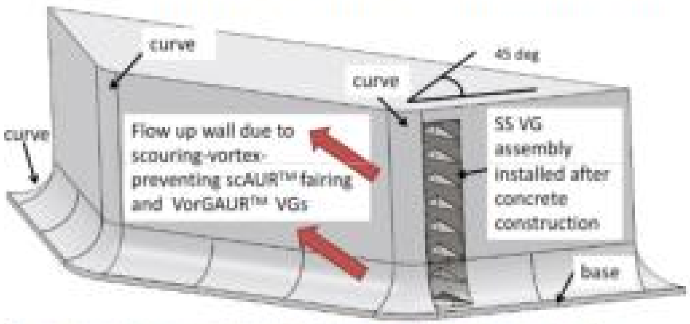
The best time to install at a fraction of retrofit cost!

Wing-wall abutment concrete forms

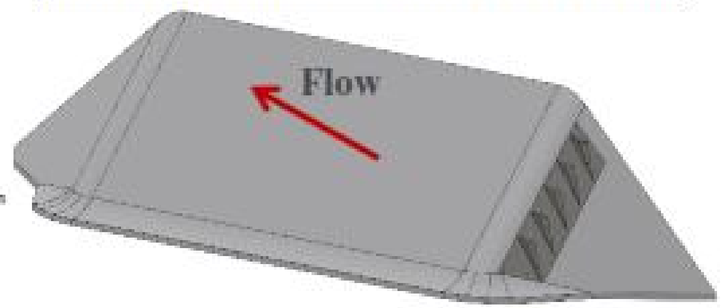


Spill-through abutment forms

Completed new construction abutment



Completed new spill-through abutment



Forms for new Piers

Modular interlocking forms permit quick and exact assembly and preserve the scAUR™ shape

Standard rebar methods for foundation construction

AUR, Inc.

Another Candidate Bridge

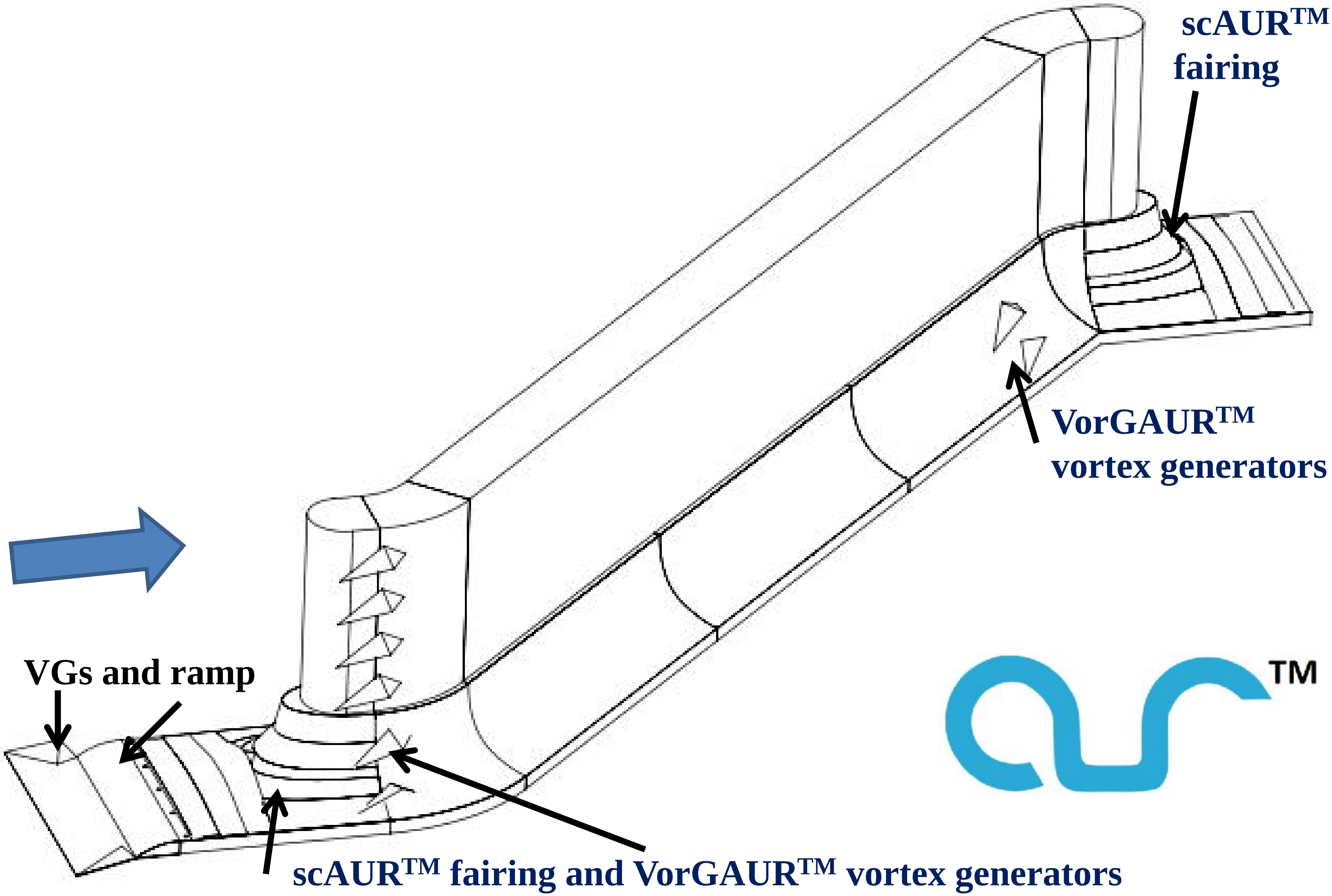
Retrofit to a Bridge that suffered scour during a flood

• Piers are at 45 degrees to the flow and require additional features and costs for scAUR™ and VorGAUR™ products to prevent scour.
• To prevent separation around the pier nose and tail during a flood, stainless steel nose and tail extensions to the pier are proposed, forming a "dogleg" shape. Centerline of pier nose and tail extensions and the nose and tail of the scAUR™ are aligned with the on-coming flow direction. VorGAUR™ vortex generators are used to energize the near-wall flow upstream of the adverse pressure gradient regions around the pier and prevent separation and scour.

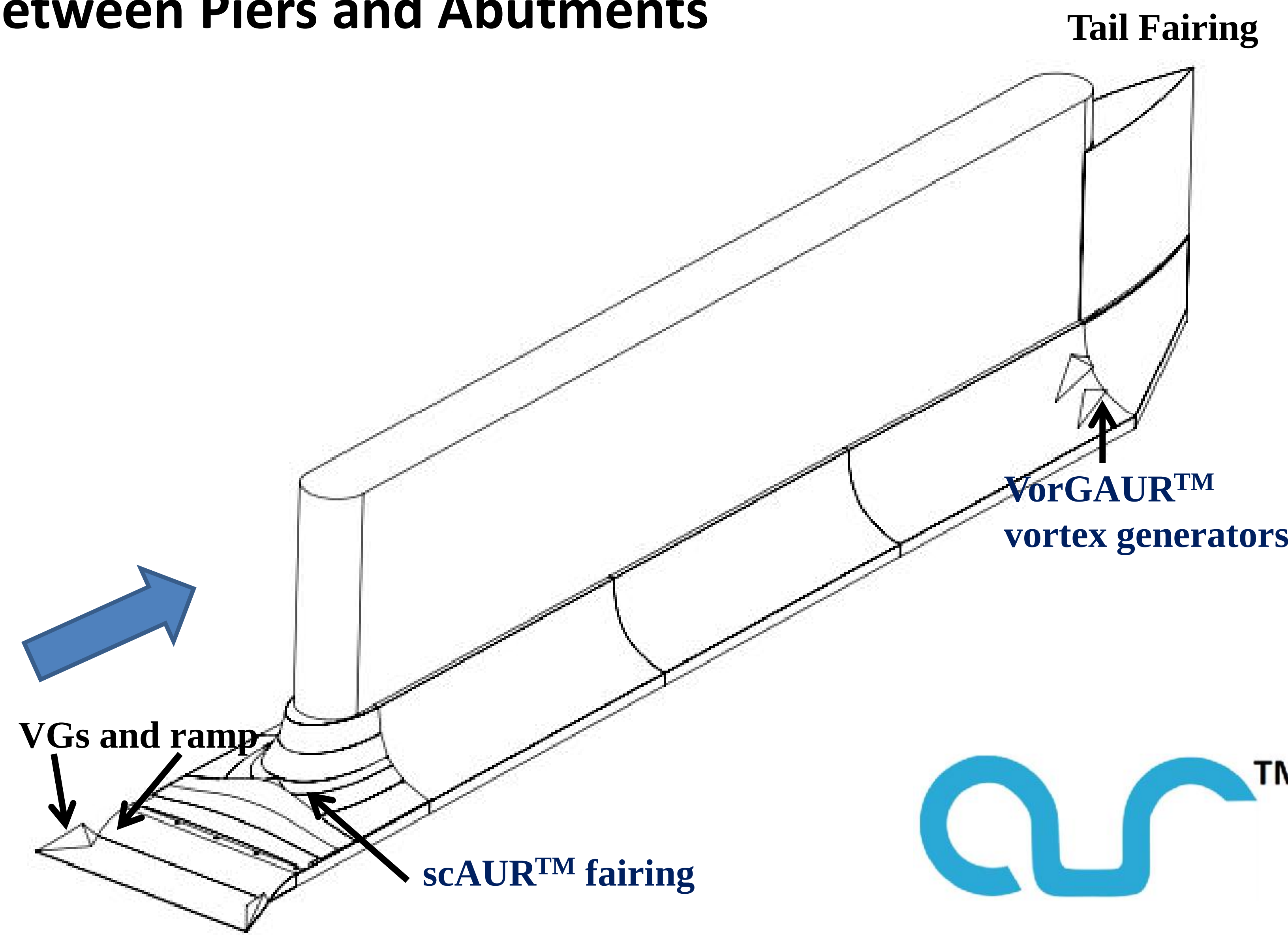
Photos of pier nose and stern additions to the AUR model used in AUR flume tests.

(left) Upstream view showing location of VGs on model front right and rear left sides. (right) Laser sheet showing no scour downstream of the model.

Dogleg For Pier at 45 degrees to Oncoming Flow



Pier Tail Assembly for Narrow Passages Between Piers and Abutments



ASCE 2017 America can no longer afford to replace infrastructure as often as it does. Better less expensive technologies exist and need to be used. **Ignoring long-term costs (maintenance, operation, & retirement) ALWAYS FAVORS temporary solutions that need replacing in a few years.**

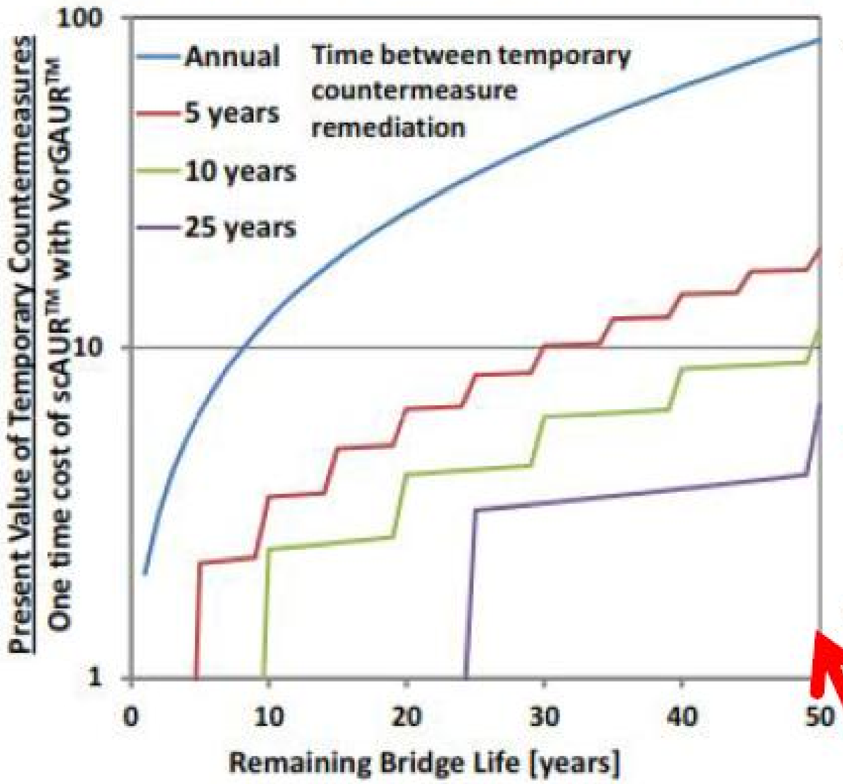
Reid, R.L., 2017, **Assessing Infrastructure's True Costs**, ***Civil Engineering***, March 2017, pp.56 – 59; 83; ww.asce.org/cemagazine.

Mattei, N.J., 2017, **ASCE President's Note -We all Have a Role to Play in Renewing America's Infrastructure, *Civil Engineering*,** April 2017, p. 12; www.asce.org/cemagazine.

Recurring Costs for Currently Used Temporary Pier and Abutment Scour Countermeasures

- The average cost for real-time scour monitoring is $14400/bridge for equipment and installation and $6000/bridge for annual operation;
- The average initial scour evaluation cost is about $4050/bridge FOR EACH occurrence;
- The design service cost for scour countermeasures is about $120,000~$160,000/bridge FOR EACH occurrence;
- The average cost of mitigation construction measures is about $33,000/bridge pier or abutment FOR EACH occurrence;
- The average running cost and time cost for motorist and traffic detour is more than $750,000 per bridge FOR EACH occurrence and mitigation.

Economics of Stainless Steel *scAUR*™ Retrofits



Costs of temporary countermeasures obtained from a number of published sources.
Computed with 7% inflation and 5% tax exempt interest.
Example of a bridge with six piers and two abutments requiring protection.

scAUR™ Manufacturer AUR, Inc.
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Ph: 540-961-3005 Fax: 866.223.8673.

- Temporary scour countermeasures (TSC) carry compounding future costs (monitoring, inspections, engineering, remediation) with ***real present value.***
- *scAUR*™ is a permanent sustainable scour prevention measure with a ***one-time cost***. **Stainless steel costs ½ as much as concrete.**
- ***scAUR*™ prevents catastrophic failure risk and liability due to local scour and saves >90% of present value of TSC.**
- The methods of **HYRISK** used to compare *scAUR*™ to temporary countermeasures.
  - Risks from temporary countermeasures incur substantial costs and liabilities.
  - Failure probabilities yield the costs that are implicitly assumed by the bridge owner due to risk.

***scAUR*™ is the clear economic choice for bridges with or likely to have severe local scour.**

Manufacturing and Installation Processes

Retrofit to an Existing Bridge – Costs of 3 alternatives

	Pier Width (ft)					
	1.5	2	3	4	5	6
Stainless Steel (304L)	**$ 22,000**	**$ 32,000**	**$ 62,000**	**$ 100,000**	**$ 160,000**	**$ 220,000**
Precast	$ 33,000	$ 56,000	$130,000	$230,000	$380,000	$580,000
Shotcrete	$ 30,000	$47,000	$ 96,000	$160,000	$ 250,000	$350,000

Comparison of estimated TOTAL retrofit costs for one pier of various width 32' long piers for 3 alternatives.

<u>It is clear that stainless steel is the best choice for bridge retrofits</u>

- Costs developed from current cost information and quotations from concrete and steel fabricators and construction costs websites.
- Estimates include all costs of fabrication of components and molds, materials, labor, transportation, installation, and finish work, such as painting the stainless steel with an approved concrete colored paint.
- Costs for additional required engineering, overhead, G&A, and profit are not included.

Manufacturing and Installation Processes

Incremental Cost for New construction

	Pier Width (ft)					
	1.5	2	3	4	5	6
Cost of added materials & labor	$3,340	$ 5,690	$13,200	$25,100	$41,800	$64,100
Cost of steel scAUR form fabrication	$1,400	$2,490	$ 5,600	$ 9,960	$15,600	$22,400
Cost of form transportation (in VA)	$2,000	$2,000	$ 4,000	$ 4,000	$ 6,000	$ 6,000
Total cost for new construction	$6,740	$10,200	$22,800	$39,100	$63,300	$92,500

Estimated <u>incremental costs</u> of adding the scAUR™ fairing to new construction for additional rebar, concrete, labor, scAUR™ forms, and transportation of forms for various width pier construction for 32 foot long pier. Additional engineering, overhead, G&A, and profit are not included in these estimates.

Clearly, since the new construction cost is about 1/3 of retrofit costs, the best time to include the scAUR™ fairing on piers is during new construction.

CONCLUSIONS

Local scour of bridge piers and abutments is a common cause of highway bridge failures.

All commonly used scour countermeasures are temporary and do not prevent the root cause of local scour – discrete large-scaled vortices formed by separations on underwater structures.

Knowing how to prevent the formation of discrete vortices, AUR developed, proved using model-scale and full-scale tests, and patented new local-scouring-vortex-prevention products that are practical cost-effective long-term permanent solutions to the bridge pier and abutment local scour problem.

Cost-effective manufacturing and installation plans were developed.

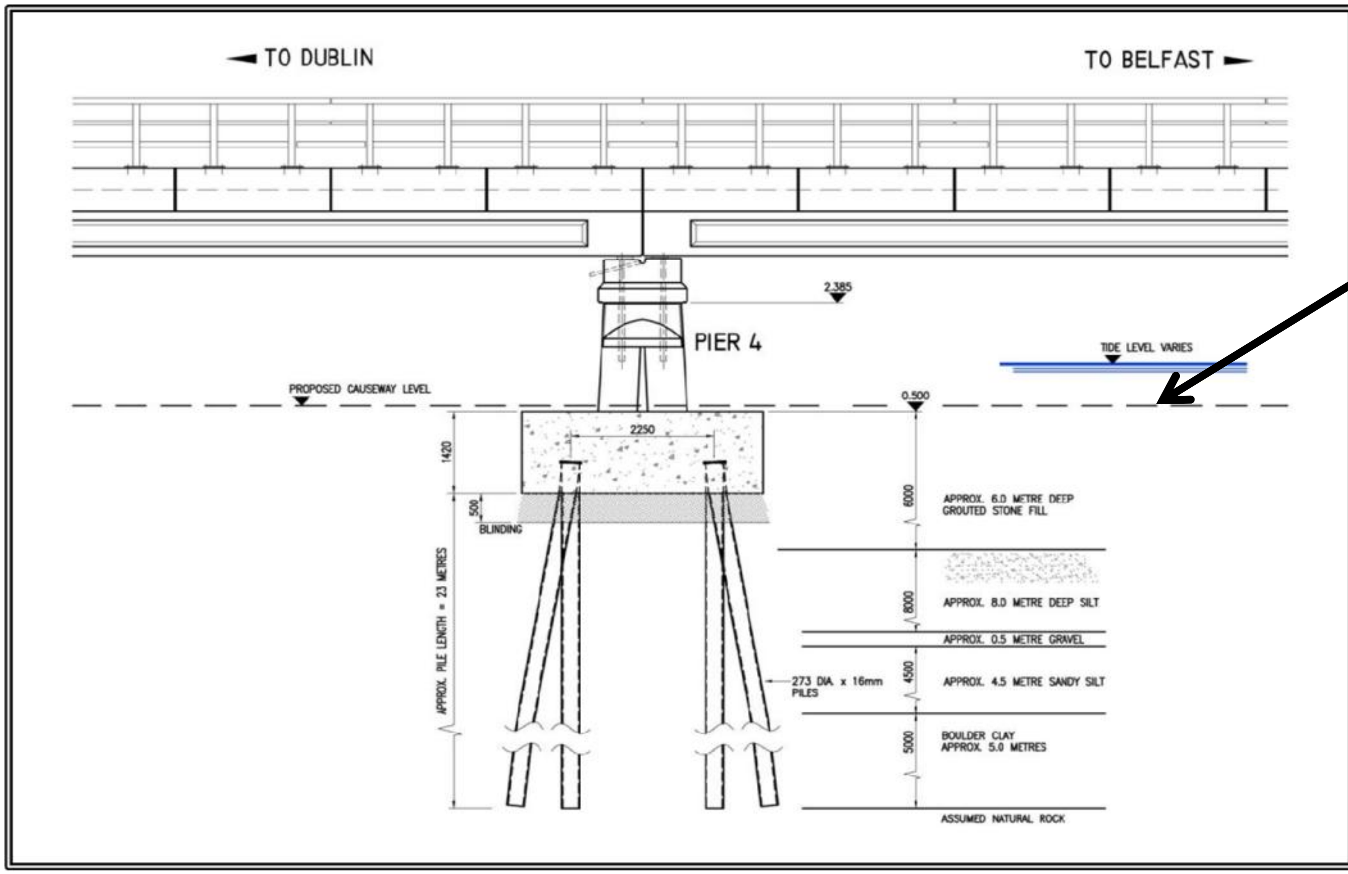
The present value cost of these products over the life of a bridge are an order of magnitude cheaper than current scour countermeasures.

Concrete forms for new bridges and stainless steel retrofit versions for existing bridges are now available. Plans for installation of these products on scour-critical bridges are underway.

Example Cases where scAUR™ with VorGAUR™ tetrahedral vortex generators will prevent scour

Flow around "pier seals", such as the new Malahide Viaduct Pier that replaced the pier that washed out in 2009.

Elevation View

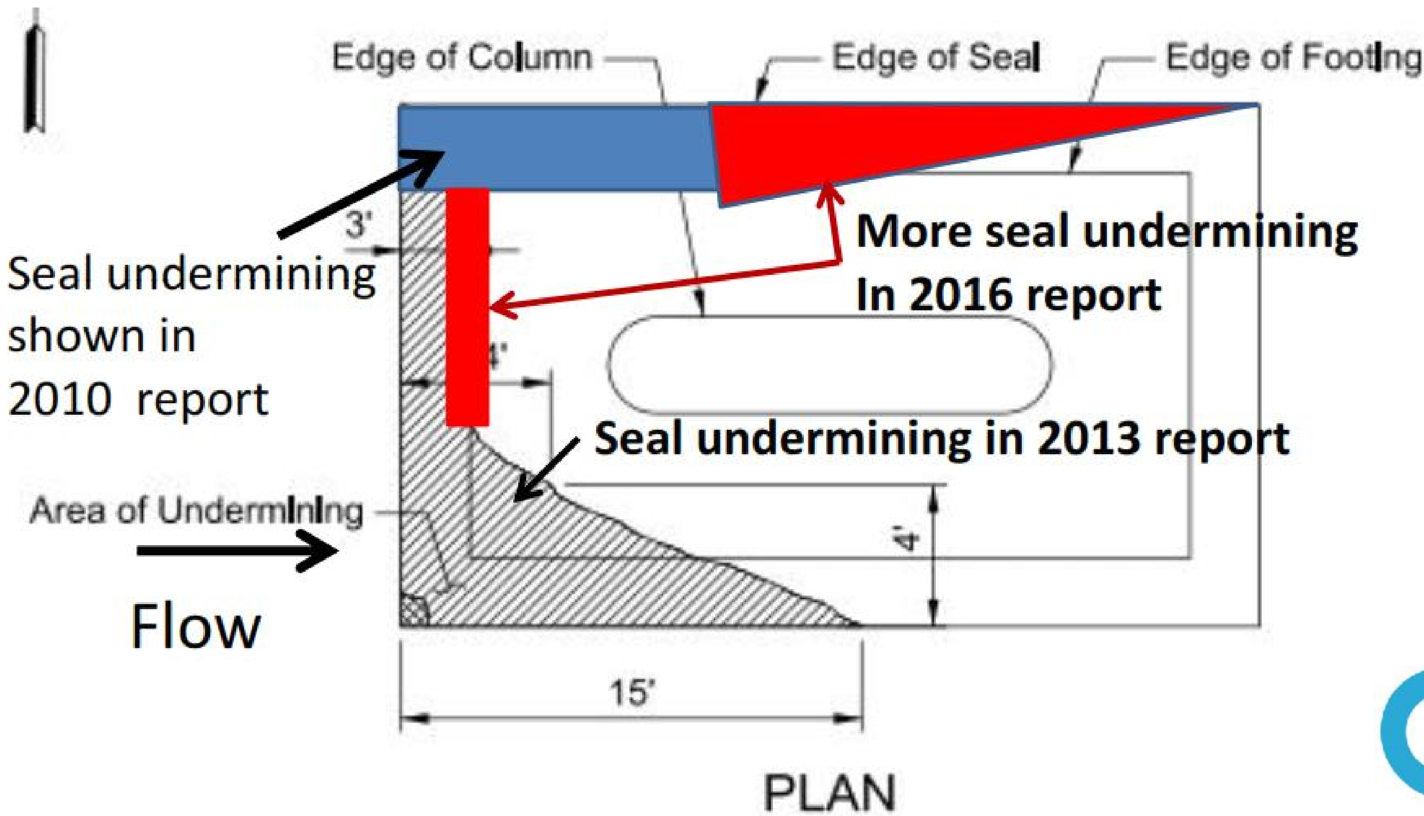


In case scour occurs below this level, the wider seal will create much stronger vortices (U times width) that will scour away rock on sides of seal

™

Example Case where scAUR™ with VorGAUR™ tetrahedral vortex generators will prevent scour – Bridge Owner Seeking Funding

Plan View of undermined areas of a concrete seal under a pier over scoured limestone. Pier has lost over 40% of its original weight strength and 70% of the clockwise moment strength against the counter-clockwise moment imposed by the bridge structure and the traffic load. <u>Tests in AUR Flume duplicated the scour. Tests with scAUR™ with VorGAUR™ products prevented the scour.</u>



Questions and Answers

We often encounter scour situations in streams below banks. Shotcrete faced soil with anchoring usually resist scour fairly well. Below the shotcrete wall we have clients that put in rip-rap, say, 12” to 24” size. What is the effectiveness of alternate materials to rip-rap, like mats and blocks?
We have a project where rapid drawdown after high river flows has caused significant settlement below our shotcrete wall.

All of the products and methods that you mention work to some degree. Large rip-rap has been known to be carried away by scour. The major problem is that at the bottom or edge of the treatment, soil and rocks under the treatment get washed out by high velocity water and the treatment effectiveness is lost. AUR has done scale model tests on rip-rap and other devices, but all of them do not prevent scour during super flood conditions at their edges. Undermining along edges of treatment is a problem unless you bring the lower velocity flow toward the edge. Compared to some other products, the **streamlined scAUR™ fairings with vorGAUR™** are cost competitive and they have been proven to work.

Contact Us for More Information About Other Cases or If You Have Questions

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Backup and Other Slides

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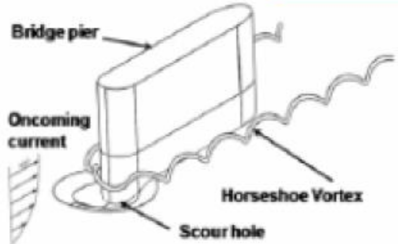
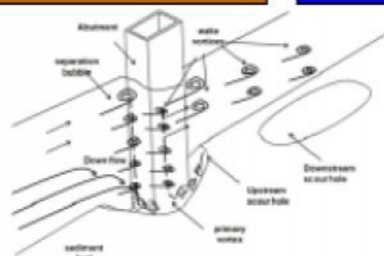
Causes of Bridge Scour





Bridge scour is produced by discrete vortices formed around unprotected piers (left above) and abutments (right). Many near catastrophes and loss of life have occurred, as shown in examples below.

Loon Mountain Bridge (Lincoln, N.H.) collapsed due to heavy scouring around the abutment after 11" of rain.

Scour caused Irish railway bridge pier collapse minutes after passage of a full Dublin-to-Belfast commuter train, 3 September 2009.

scAUR™ with VorGAUR™ products will prevent such failures.

Permanent Solution: scAUR™ and VorGAUR™ Products

Based on aero/hydrodynamic design concepts, scAUR™ and VorGAUR™ products prevent the discrete vortices that cause scour. Extensive computer modeling and model and full-scale testing have proven these products.

Example AUR flume test of pier with scAUR™ and VorGAUR™ - NO SCOUR! Note scour on cylinder.

Other Features of scAUR™ and VorGAUR™

1. Much lower present value of present and future scour mitigation costs as compared to other approaches.
2. Lower drag force, flow blockage, water level, and over-topping frequencies on bridges during flood conditions, any water level or inflow turbulence level.
3. Debris accumulation prevention and pier and abutment protection from impact loads because of the streamlined flow without a horseshoe vortex, which deflects objects and debris away from the underwater structure.
4. High quality proven-technology prefabricated stainless steel or cast concrete components for quality control and rapid installation.
5. More stability for the soil and rocks surrounding the piers and abutments.
6. 100 year or more lifetimes and longer bridge life.

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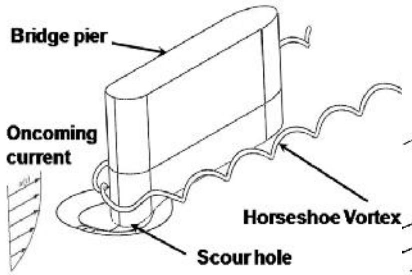
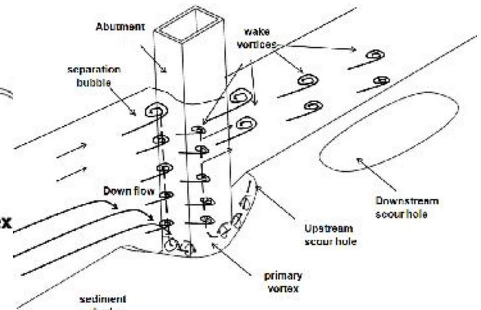
Bridge Scour is Prevented by the Use of scAUR™ and VorGAUR™ that Prevent Scouring Vortices





Bridge scour is produced by discrete vortices formed around unprotected piers (left) and abutments (right)

Other Features **of scAUR™ and VorGAUR™**

1. **Much lower present value of present and future scour mitigation costs as compared to current approaches.**
2. **Lower drag force, flow blockage, water level, and over-topping frequencies on bridges during flood conditions, for any water level or inflow turbulence level.**
3. **Debris accumulation prevention and pier and abutment protection from impact loads because of the streamlined flow without a horseshoe vortex, which deflects objects and debris away from the underwater structure.**
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5. **More stability for the soil and rocks surrounding the piers and abutments.**
6. **100 year or more lifetimes and longer bridge life.**

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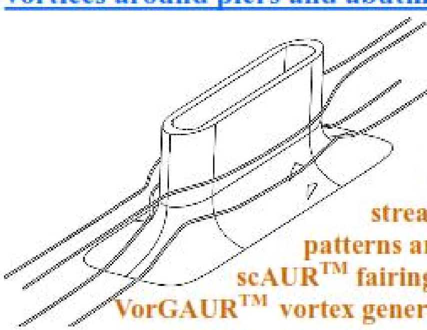
P14- 5140

Full-Scale Prototype Testing and Manufacturing and Installation Plans for New Bridge-Scour-Prevention scAUR™ and VorGAUR™ Products: NCHRP IDEA Project 162

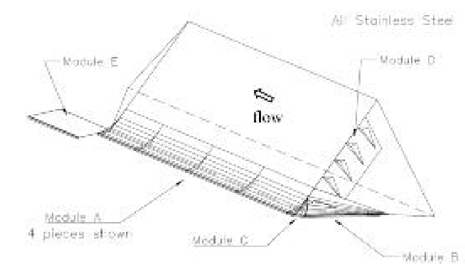
- About 60% of bridge failures in the U.S. are due to scour (1)
- Over 20,000 scour-critical U.S. bridges are in danger of failure, because of scour around the piers and abutments (1).
- HEC 23: Rip-rap countermeasures for scour are unacceptable for new bridges; Use streamlined piers and abutments.

Sustainable Solution : scAUR™ (2) streamlined fairings with VorGAUR™ (2) vortex generators prevent scouring vortices around piers and abutments



Flow streamline patterns around scAUR™ fairing with VorGAUR™ vortex generators.

TYPICAL APPLICATION
Scour Preventing scAUR™ and VorGAUR™ on New or Retrofit 45 degree spill-through abutment.



- scAUR™ fairing and VorGAUR™ products prevent scouring vortices at both model and full scale.
- scAUR™ and VorGAUR™ products prevent scouring vortices around piers & abutments downstream of river bends.
- Tests show that they prevent scour at incident flow angles of attack up to 45 degrees with special design features.
- Tests prove that they prevent local scour for a large range of bed materials.
- INCREASES FLOW RATE AROUND PIERS AND ABUTMENTS

Prevents foundation scour when there is open-bed scour.

Open Bed Scour Case: scAUR™ full-scale model with VorGAUR™ VGs raised 3" above gravel bed with leading edge curved ramp whose stream-wise vortex brings bed material toward foundation. Looking downstream (middle photo) and looking upstream (right).

Manufacturing and Installation for Piers and Abutments

Retrofits - Prefabricated scAUR™ fairing with VorGAUR™ stainless steel units are the most cost effective, easy to install, and reliable for a long life compared to concrete.

New Construction - Steel scAUR™ fairing concrete forms replace foundation concrete forms. Low costs.

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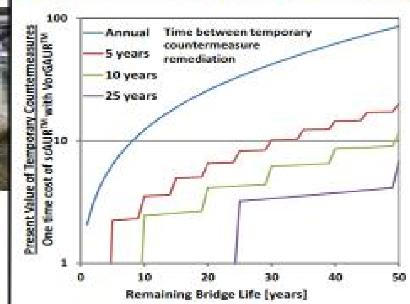
The economics of stainless steel scAUR™ with VorGAUR™ units



Cost of current temporary countermeasures ALWAYS MORE than the cost of scAUR™ after ONE scour mitigation.

Risk and liability of bridge failure is ALWAYS LESS WITH scAUR™.

Plans complete for installation on a scour-critical bridge: US 360 over the Appomattox River, VA

1.Beatrice E. Hunt (2009), Monitoring Scour Critical Bridges, NCHRP Synthesis 396.
2.scAUR™ in US Patent No. 8,348,553 and VorGAUR™ in US Patent No. 8,434,723.

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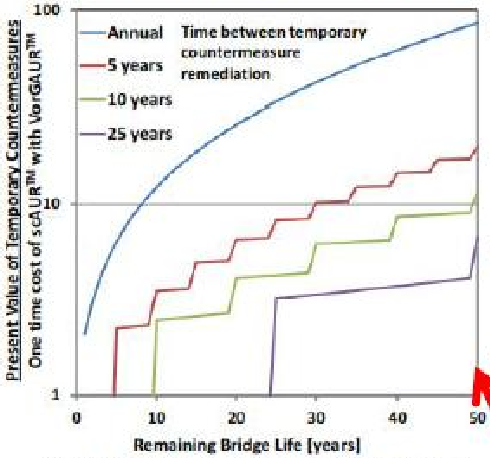
Economics of Stainless Steel *scAUR*™ Retrofits



Costs of temporary countermeasures obtained from a number of published sources.
Computed with 7% inflation and 5% tax exempt interest.
Example of a bridge with six piers and two abutments requiring protection.

scAUR™ Manufacturer AUR, Inc.
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- Temporary scour countermeasures (TSC) carry compounding future costs (monitoring, inspections, engineering, remediation) with ***real present value.***
- *scAUR*™ is a permanent sustainable scour prevention measure with a ***one-time cost.*** **Stainless steel costs ½ as much as concrete.**
- ***scAUR*™ prevents catastrophic failure risk and liability due to local scour and saves >90% of present value of TSC.**
- The methods of **HYRISK** used to compare *scAUR*™ to temporary countermeasures.
  - Risks from temporary countermeasures incur substantial costs and liabilities.
  - Failure probabilities yield the costs that are implicitly assumed by the bridge owner due to risk.

***scAUR*™ is the clear economic choice for bridges with or likely to have severe local scour.**

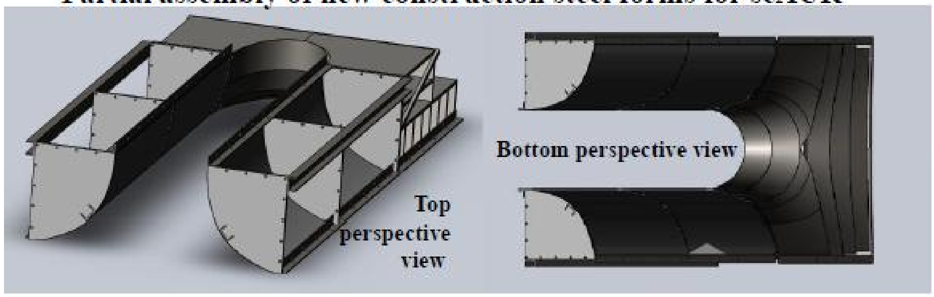
3

Manufacturing and Installation Processes

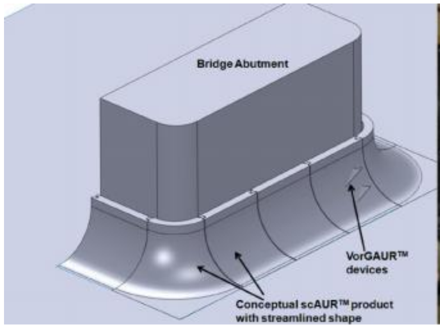
New construction – Cast-in-place Concrete – 1/3 Cost of Retrofit

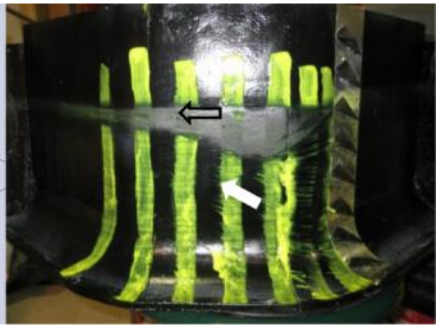
- **Only difference with current practice**: use scAUR™ steel forms for concrete
- All standard current concrete construction methods and tools used.
- Bridge pier or abutment foundation or footer top surface width and length large enough for scAUR™ concrete fairing on top.
- Rebar for the scAUR™ concrete included in the foundation during construction.
- Stainless steel rebar for welding to stainless steel vortex generators mounting plates on the surface used for specific locations.

Partial assembly of new construction steel forms for scAUR™



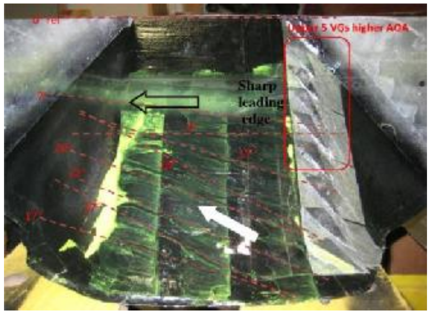
ALL Designs of Piers and Abutments are Permanently Protected from Scour by Vortex-preventing scAUR™ and VorGAUR™





Vertical abutment **Wing-wall abutment**

Vortex-preventing scAUR™ with VorGAUR™ cause near-river-bottom water to move up abutment and piers



Spill-through abutment

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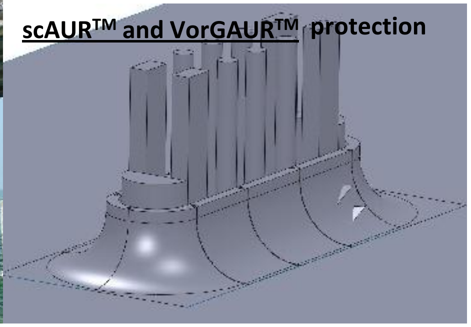
Multiple pier arrangements



Protects coastal structures for 100 years

P15-5259

Low-Cost Scour-Preventing Streamlined Fairings for Bridges

www.noscour.com

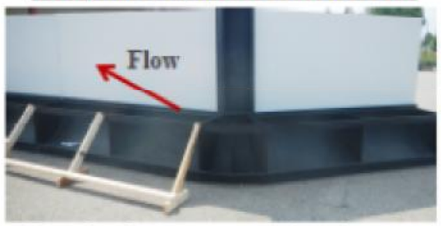
Permanent Prevention of Bridge Scour: scAUR™ and VorGAUR™ Products

Designs for all types of piers and abutments | **Designed and built to meet AASHTO and ACI Standards**

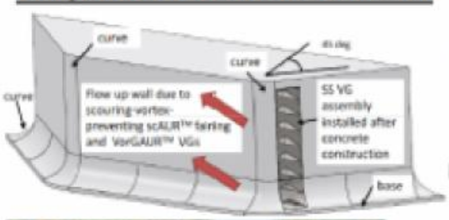
scAUR™ Steel Concrete Forms for New Construction

The best time to install at a fraction of retrofit cost!

Wing-wall abutment concrete forms

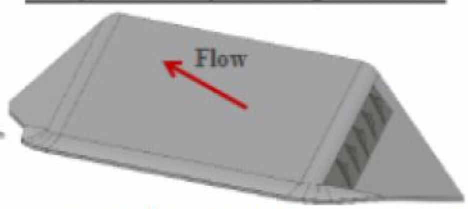


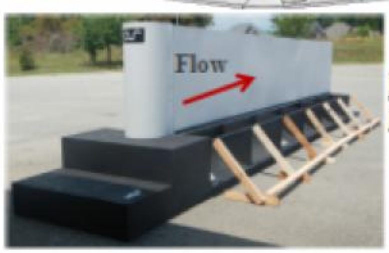
Completed new construction abutment



Spill-through abutment forms

Completed new spill-through abutment





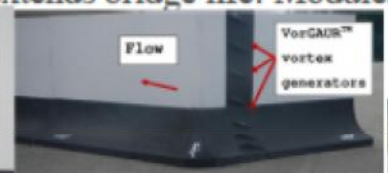
Forms for new Piers

Modular interlocking forms permit quick and exact assembly and preserve the scAUR™ shape

Standard rebar methods for foundation construction

Modular Stainless Steel (SS) Retrofits for Existing Bridges

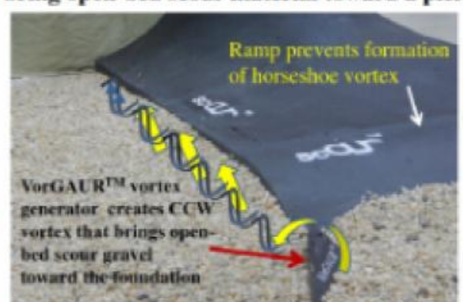
Greatly extends bridge life! Modules quick and easy to install.



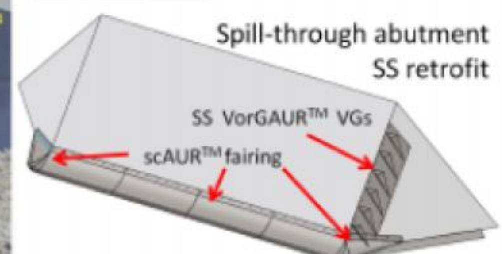
Example stainless steel scAUR™ retrofit (black) for a 45° wing-wall abutment. Note SS vortex generators.

Example stainless steel scAUR™ retrofit (black) for a pier.
VorGAUR™ vortex generators create CW vortices that bring low-speed flow up to prevent scour.

Ramp and VorGAUR™ vortex generator bring open-bed scour material toward a pier



Pre-fabricated interlocking modules permit quick and exact assembly and preserve the scAUR™ shape



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Bridge Scour: Potentially Catastrophic

- **Case: Schoharie Creek, NY State Thruway, April 5th , 1987;**
- **Five vehicles fell into the river, and ten occupants died;**
- **The direct cause of the collapse was excessive scour under bridge pier** (Storey and Delatte, 2003);
- **The indirect human cause of the collapse was the failure to maintain the bridge riprap** (Storey and Delatte, 2003);
- **The lawsuits against the New York State Thruway Authority were settled for a total cost of about $4.5 million with 50% inflation** (Wattson, 2007)

photo credit: U.S. Department of the Interior, U.S. Geological Survey

References

1. C. Storey and N. Delatte, 2003, Lessons from the Collapse of the Schoharie Creek Bridge, ASCE, Forensic Engineering, pp. 158-167

2. Peter S. Wattson, 2007, "Compensating Victims of Bridge Collapses Outside Minnesota"