

Presentation of a surface runoff susceptibility mapping method and test on the Lezarde catchment (Paris basin, France)

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nis presentation participates in OSPF

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Are the IRIP maps able to detect impacted network

		Roads	Railways
	Probability of detection	0.73	0.80
	False alarm ratio	0.77	0.92

With respect to a buffer area of 25 meters both sides of the network - Not taking into account isolated pixels

Promising probabilities of detection • False alarm ratios should be reduced considering hydraulic protective structures and the vulnerability of road and railway infrastructures

DEM coarse resolution does not detect that the road is elevated regarding the nearby field and thus protected



Roads cutting talwegs transversally can be flooded over a spread section whereas IRIP only detects the intersection point

The comparison data

 Exhaustiveness Representativeness measuring and collecting the data Location accuracy

The IRIP method

• Input data accuracy Indicator combination and computation method The IRIP "yes" forecast thresholded at ≥ 4

Presence of natural sinkhole not taken into account

to intense surface runoff hazards.

better assess sections the most susceptible to be impacted.