

Pre-alpine river – 431a

Variation bypass position: Orographic right side

28.11.2022

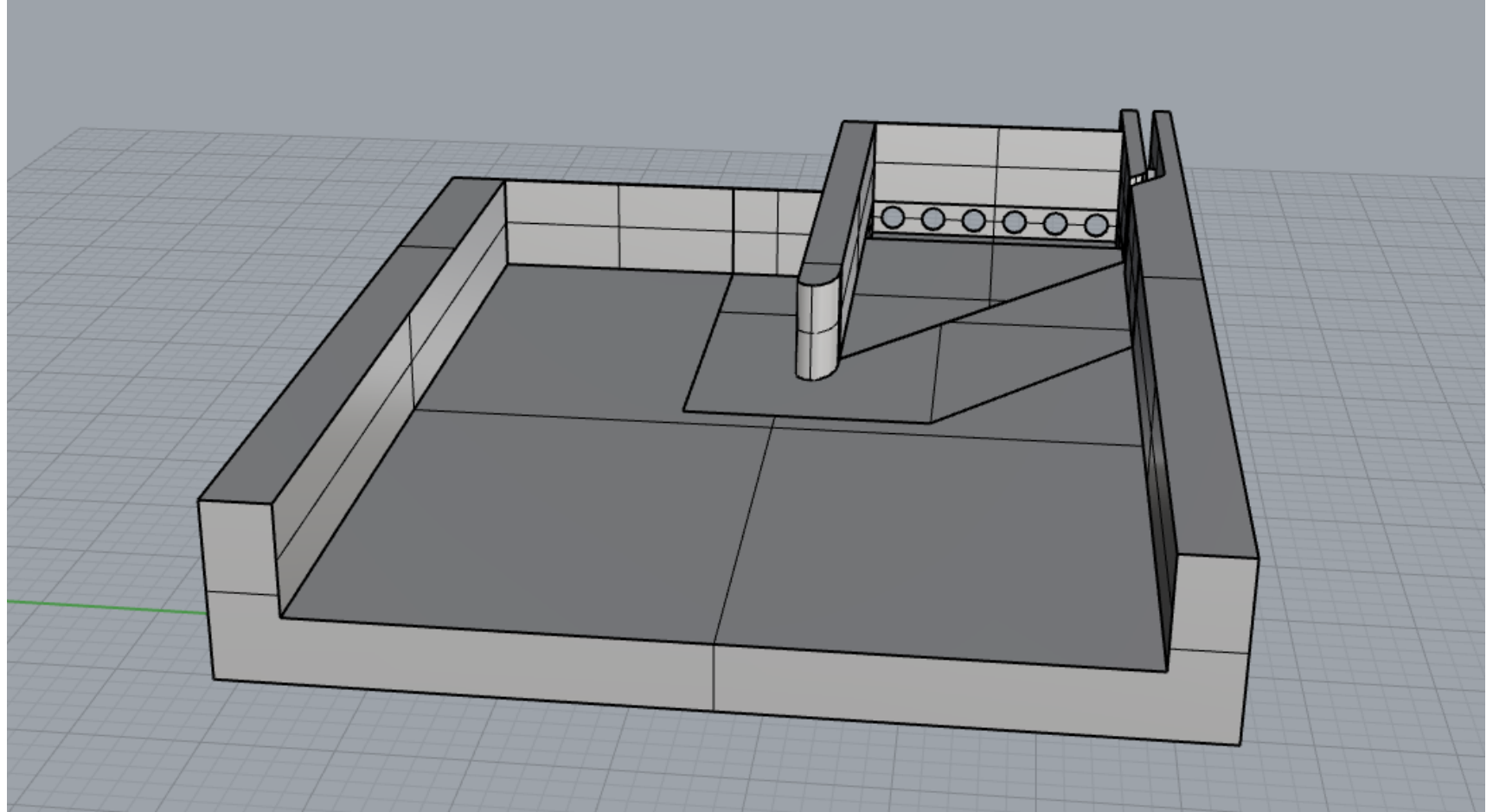
431a - General

River:

- Pre-alpine river
- Discharge: $50 \text{ m}^3/\text{s}$
- Mean flow velocity: 0.36 m/s
- River width: 35 m
- **Weir width: 18 m**
- Flow depth: 4 m
- No slope

Turbines:

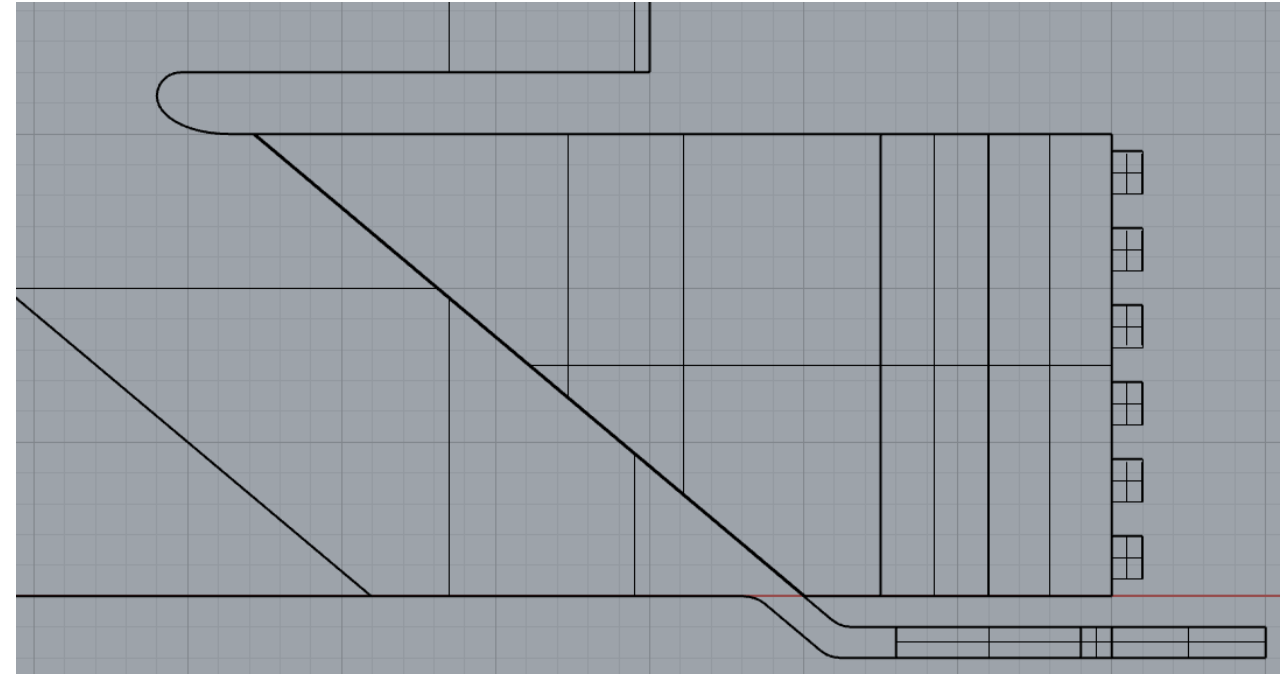
- 6 turbines with 1.4 m diameter
- Design discharge: $48 \text{ m}^3/\text{s}$
- Head: 3 m
- Headrace channel width: 15 m



431a - General

Bypass:

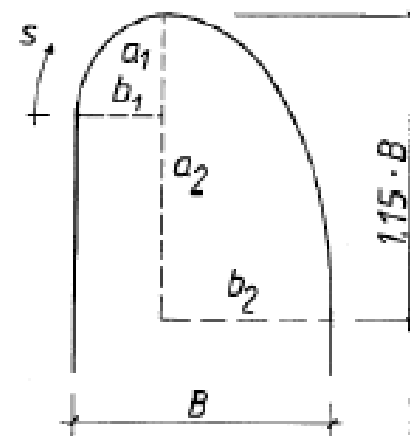
- Based on the angled bar rack bypass system by Ebel, Gluch & Kehl
- Bypass width: 1 m
- Ramp inclination: 26.6°
- Q (Bypass): $2 \text{ m}^3/\text{s}$ (4.0% of Q_{River})
- Position of the bypass on the orographic right side



Layout of the bypass and dividing pier

Dividing pier – turbine-side part:

- Based on Häusler
- Width B : 2 m
- Length: 31 m
- $a_1 = b_1 = 0.77 \text{ m}$
- $b_2 = 1.23 \text{ m}$
- $a_2 = 2.31 \text{ m}$



$$b_1 = 1/3 \cdot B$$

$$a_1 = 1.15 \cdot b_1$$

$$b_2 = 2/3 \cdot B$$

$$a_2 = 3 \cdot a_1$$

Trennpfeilerkopfgestaltung nach Häusler

431a - General

Dividing pier – weir-side part:

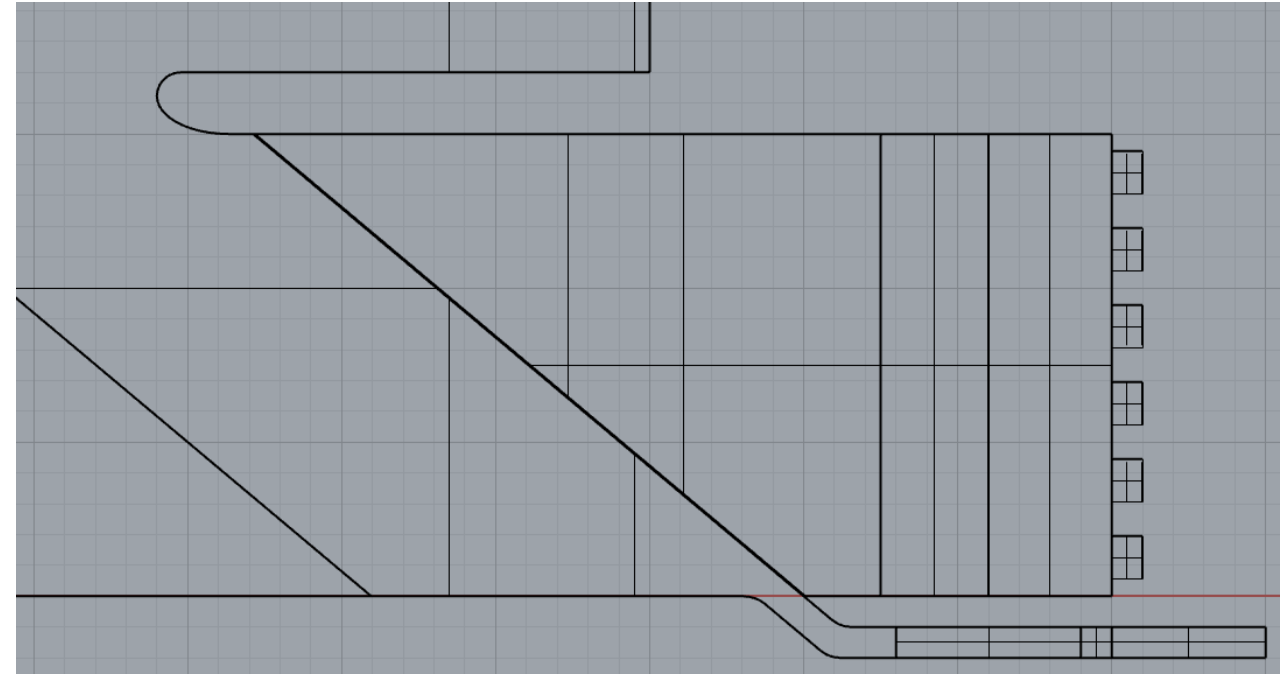
- Not existing

Bypass entrance

- Width: 1 m
- Shape similar to 423b: Angled by 40° similar to the rack and roundings with 1 m diameter (except those at the rack connection)
- No inlet gate

Fish guidance structure (FGS):

- Rack length: 23.34 m
- Mean velocity at rack:
 $v = Q/A = 0.54 \text{ m/s}$
- Circular bar trash rack with 40° angle to the unaffected flow direction
- Head loss values depending on the horizontal inflow angle and the rack configuration

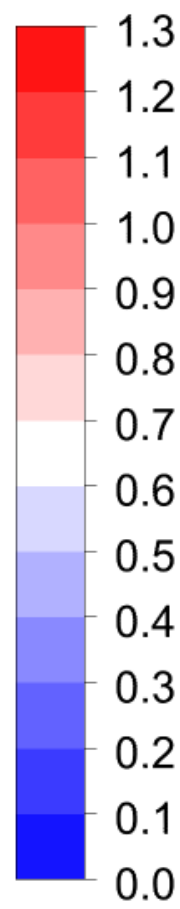


Layout of the bypass and dividing pier

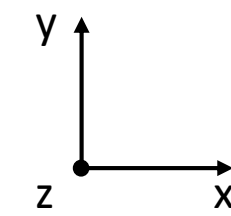
CBTR, 50% blocking ratio
(Formula: mod. Meusburger)

Degree	Head loss value
10	0.31
20	0.61
30	0.90
40	1.15
50	1.37
60	1.55
70	1.68
80	1.76
90	1.79

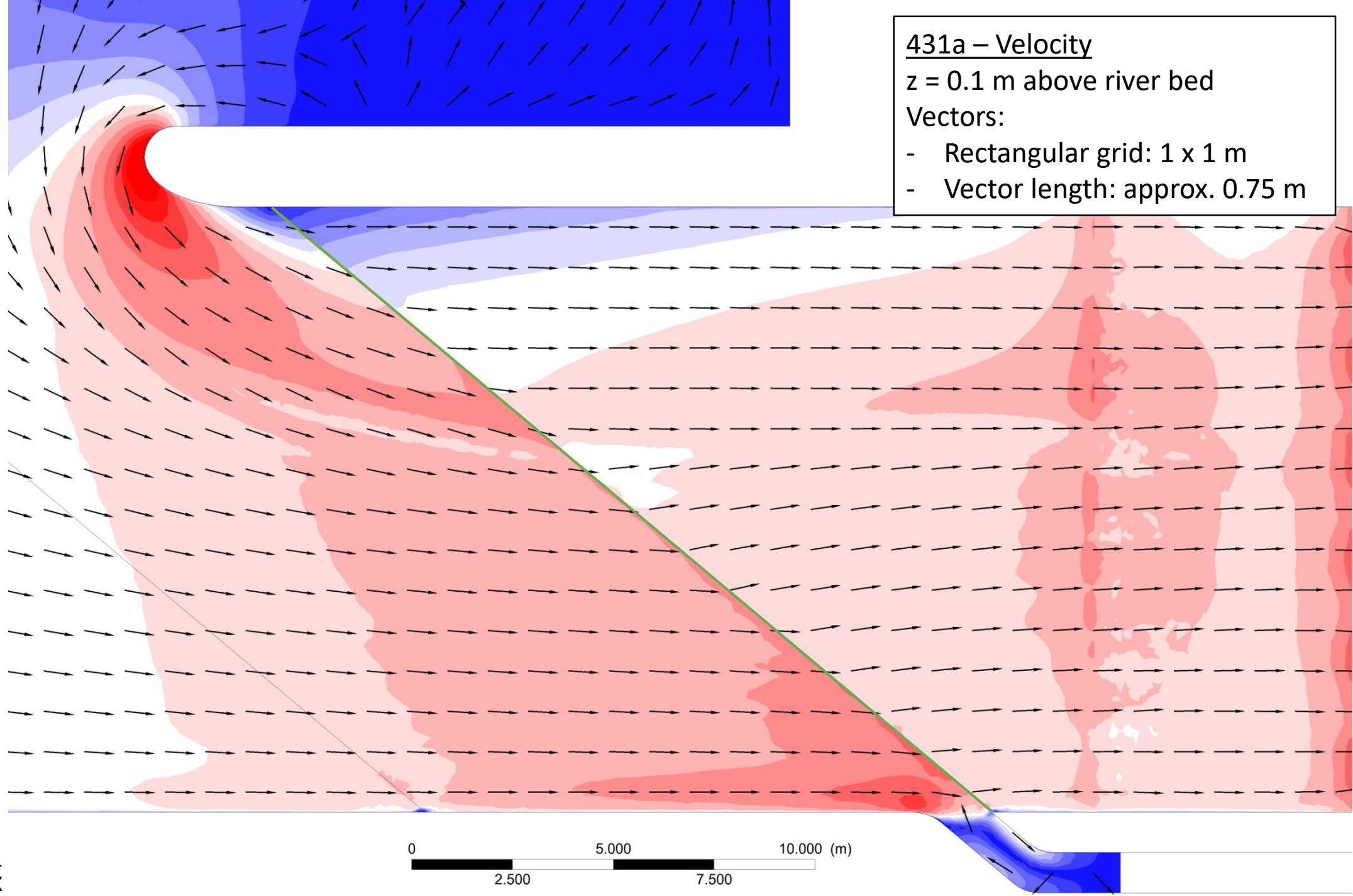
Velocity



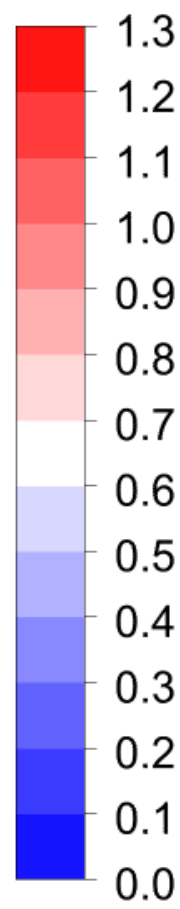
[m s⁻¹]



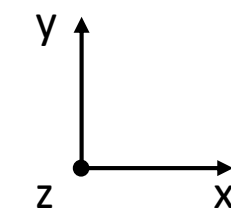
431a – Velocity
z = 0.1 m above river bed
Vectors:
- Rectangular grid: 1 x 1 m
- Vector length: approx. 0.75 m



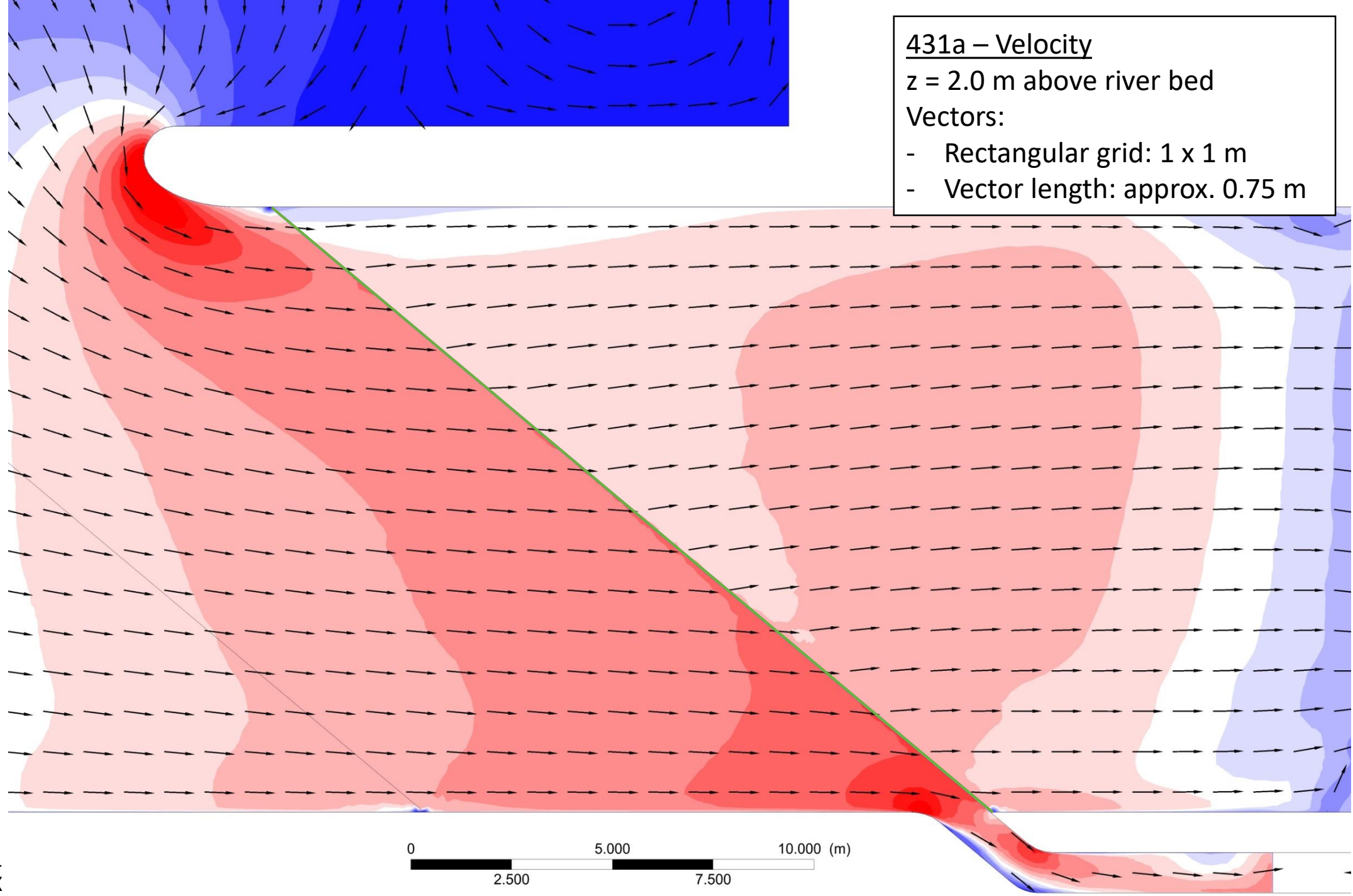
Velocity



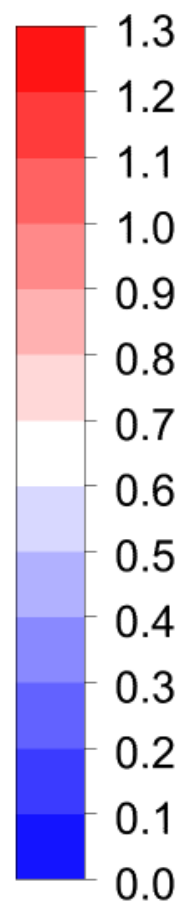
[m s⁻¹]



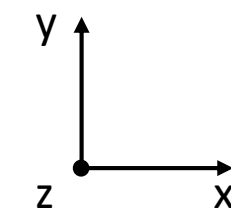
431a – Velocity
z = 2.0 m above river bed
Vectors:
- Rectangular grid: 1 x 1 m
- Vector length: approx. 0.75 m



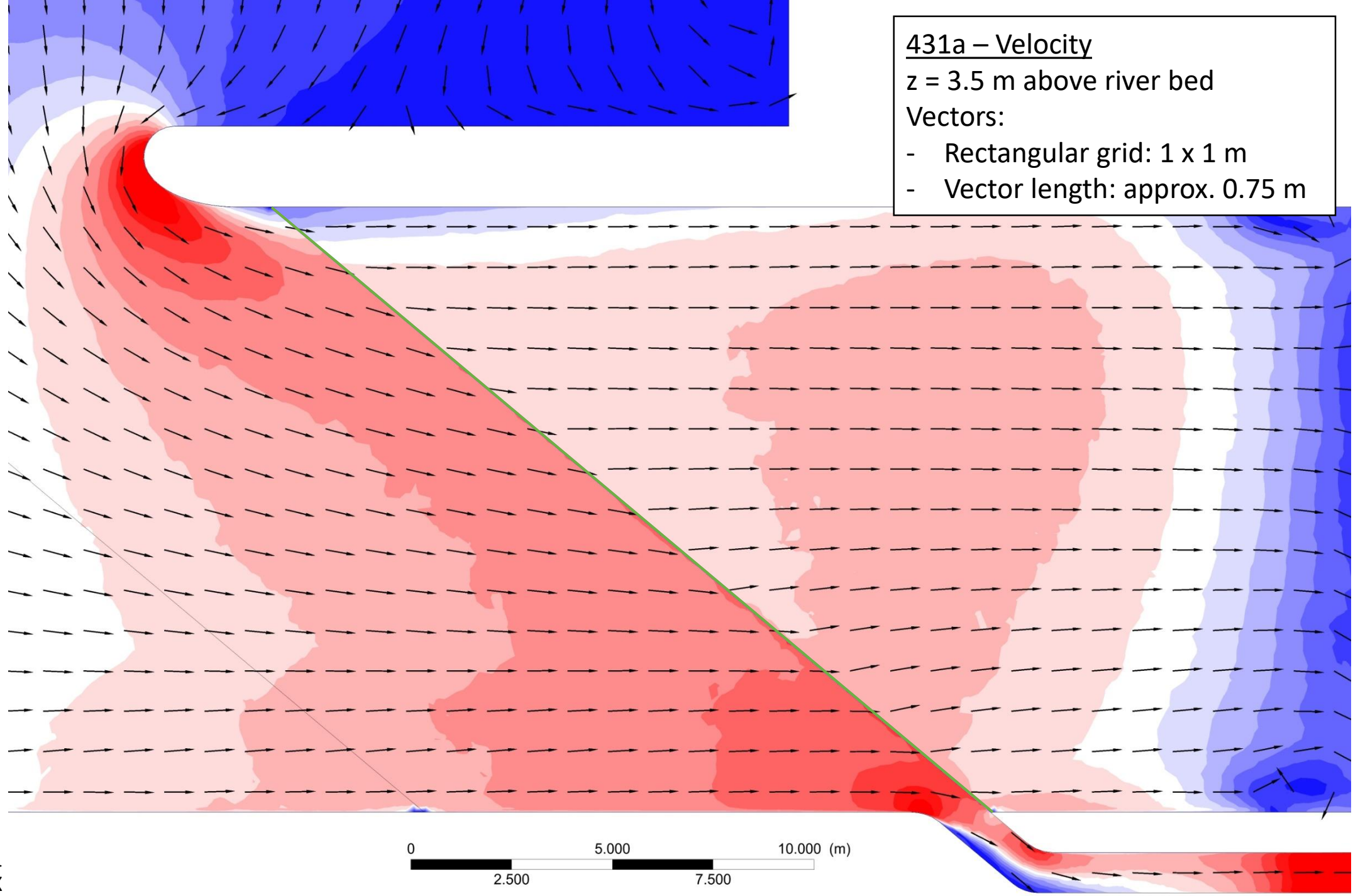
Velocity



[m s⁻¹]



431a – Velocity
z = 3.5 m above river bed
Vectors:
- Rectangular grid: 1 x 1 m
- Vector length: approx. 0.75 m



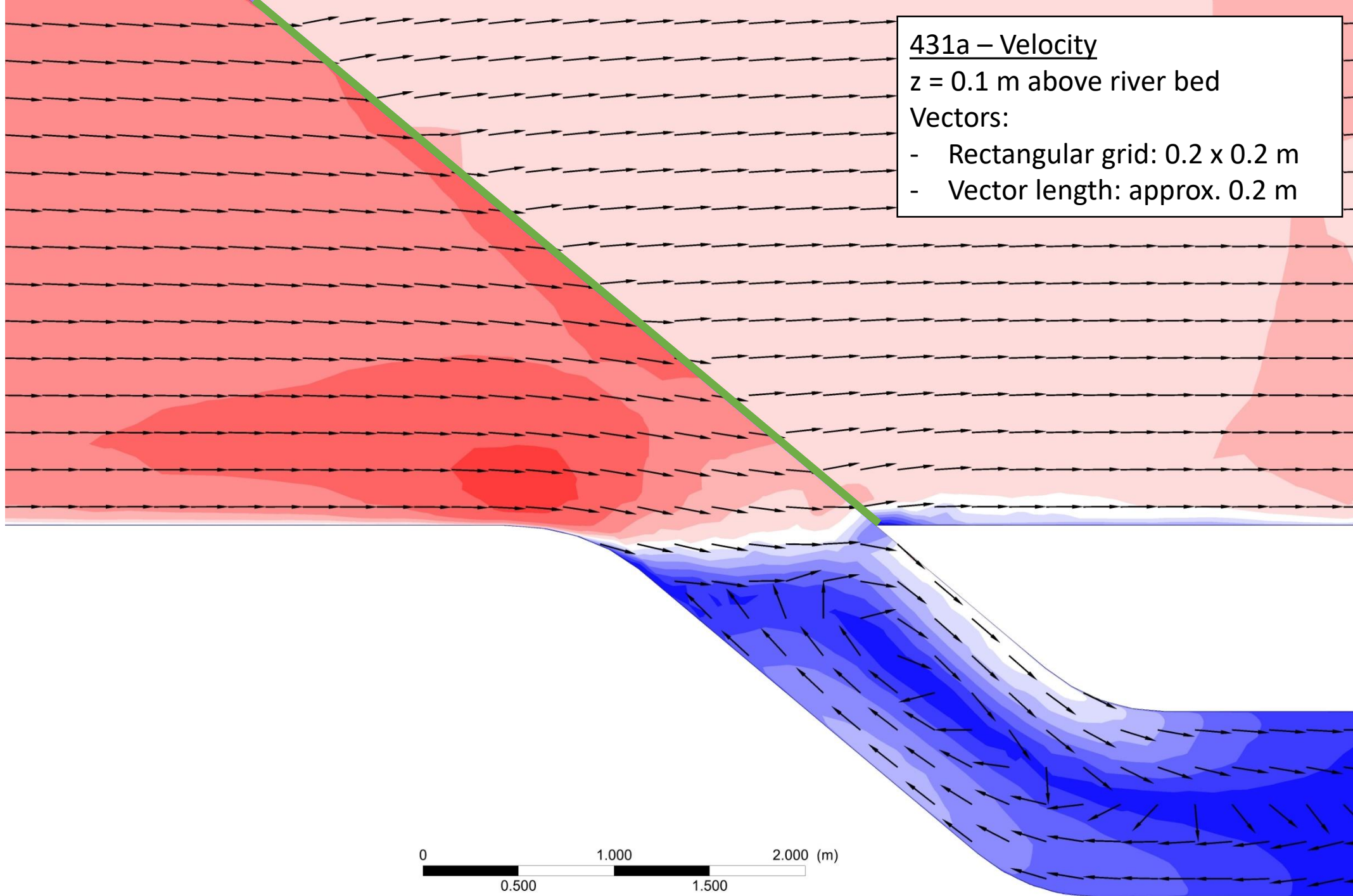
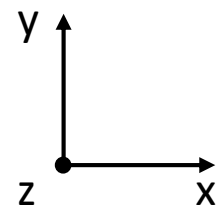
Velocity
1.3
1.2
1.1
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0
[m s⁻¹]

431a – Velocity

z = 0.1 m above river bed

Vectors:

- Rectangular grid: 0.2 x 0.2 m
- Vector length: approx. 0.2 m



Velocity

1.3
1.2
1.1
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0

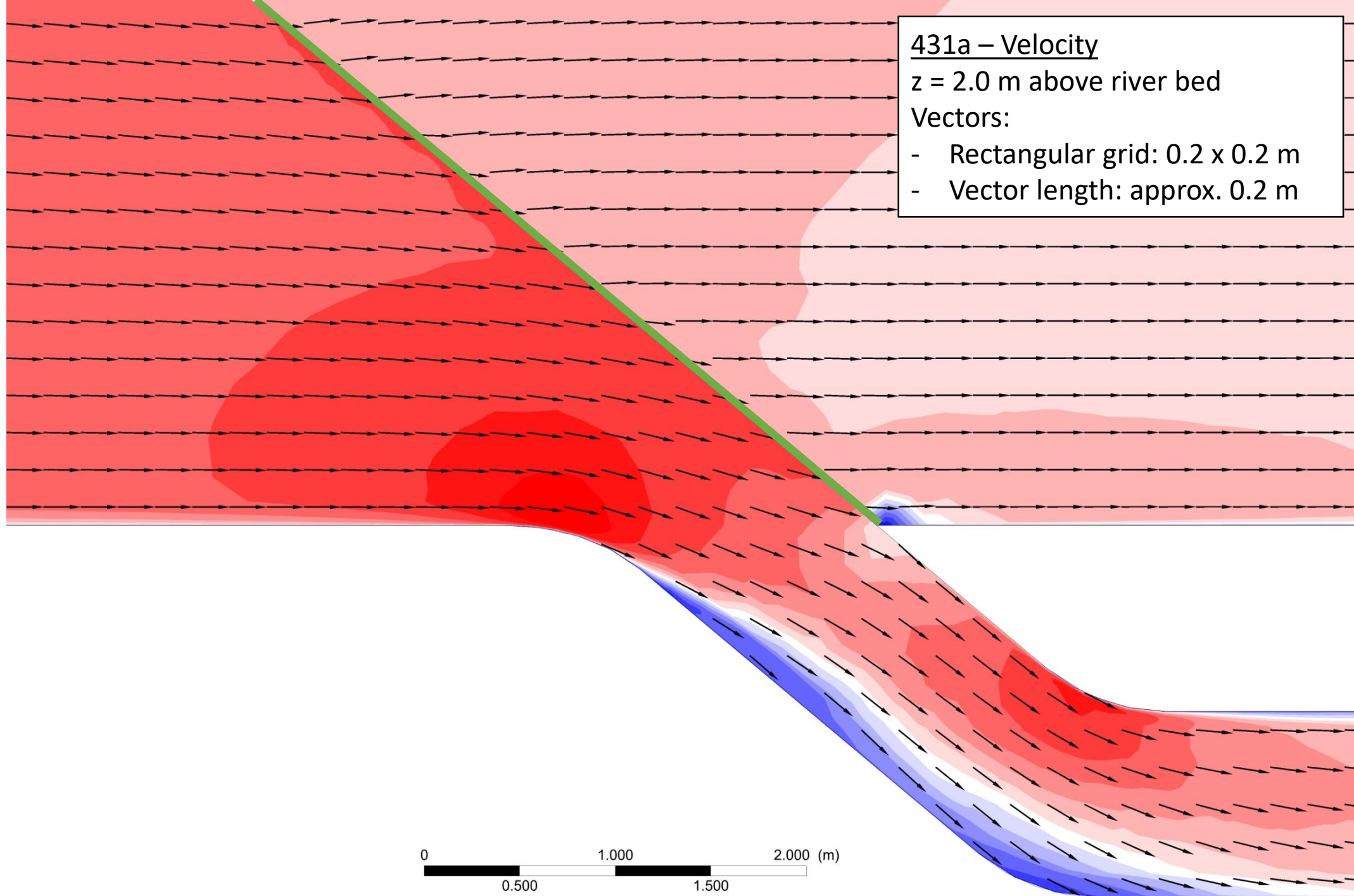
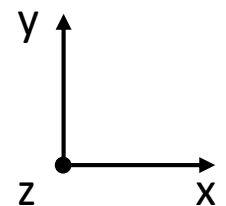
[m s⁻¹]

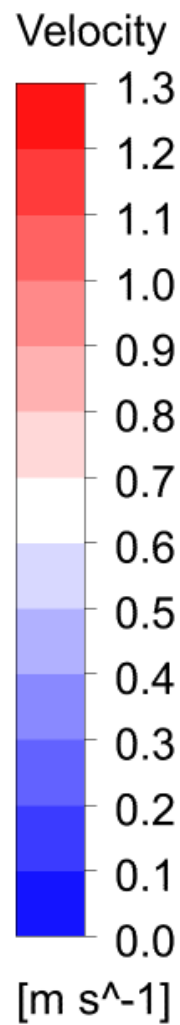
431a – Velocity

z = 2.0 m above river bed

Vectors:

- Rectangular grid: 0.2 x 0.2 m
- Vector length: approx. 0.2 m



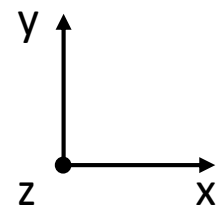


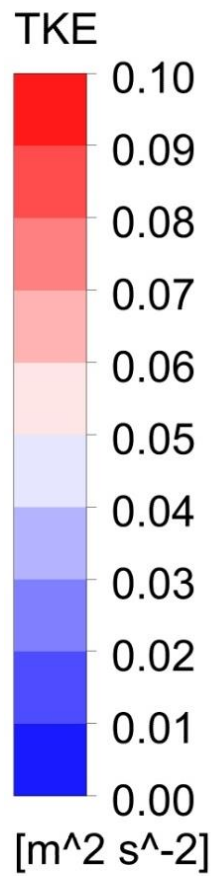
431a – Velocity

z = 3.5 m above river bed

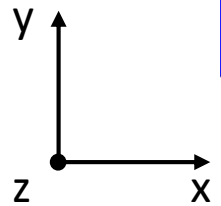
Vectors:

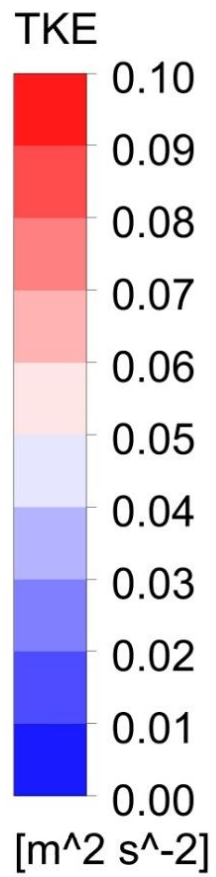
- Rectangular grid: 0.2 x 0.2 m
- Vector length: approx. 0.2 m



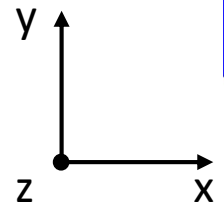


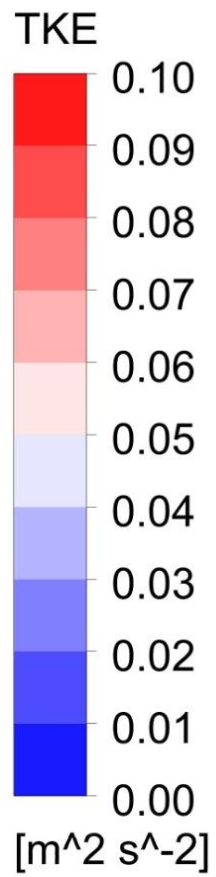
431a – Turbulence Kinetic Energy
z = 0.1 m above river bed



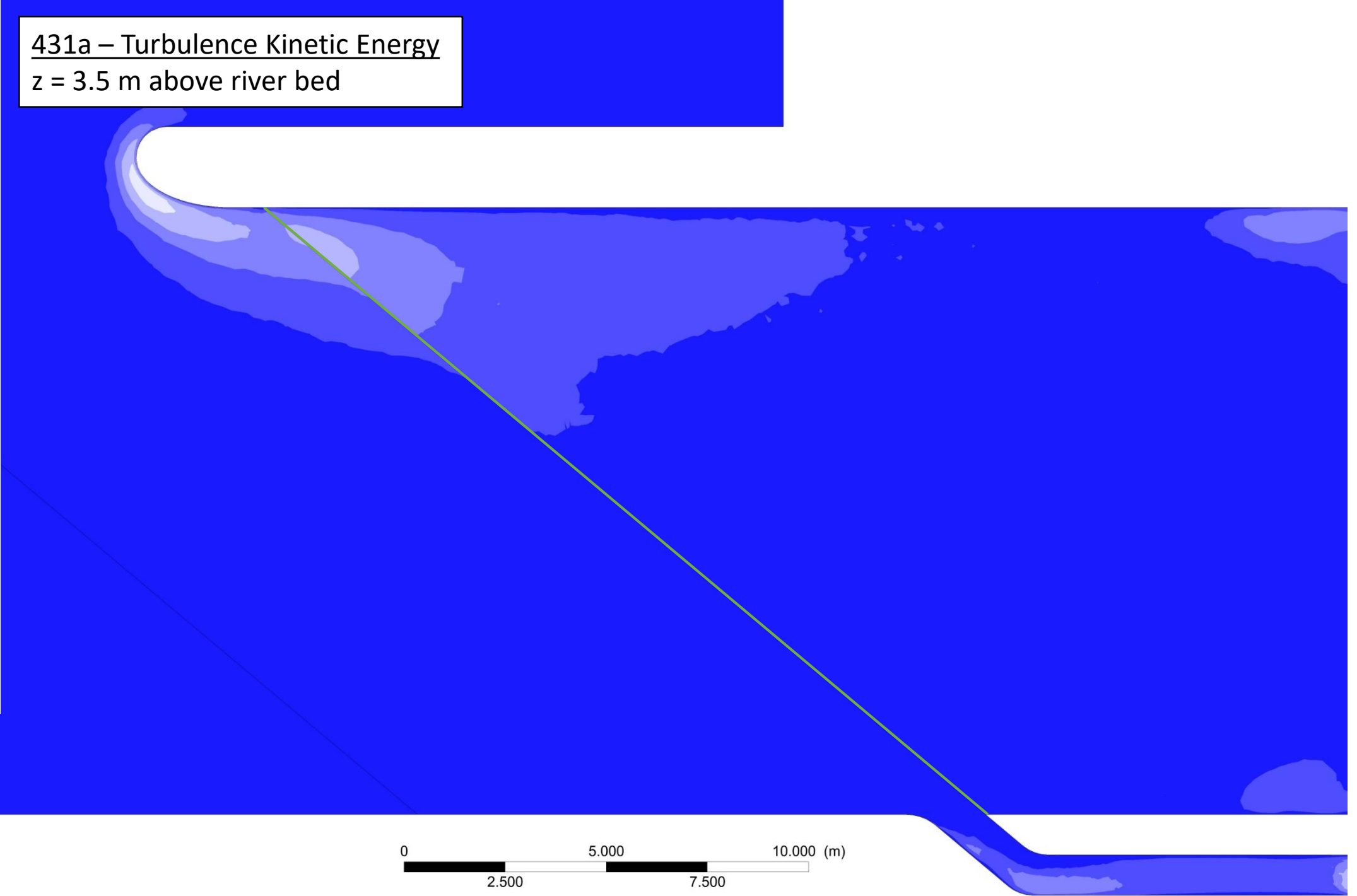
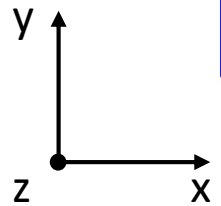


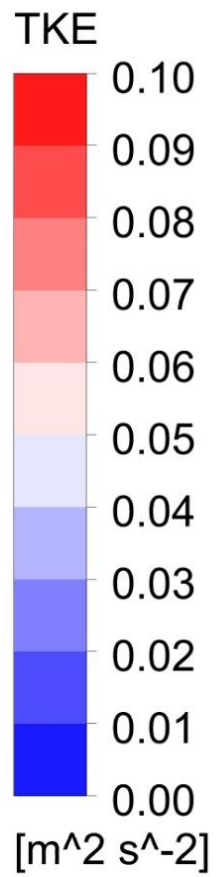
431a – Turbulence Kinetic Energy
z = 2.0 m above river bed



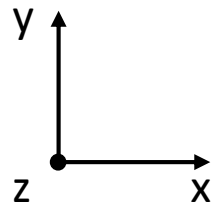


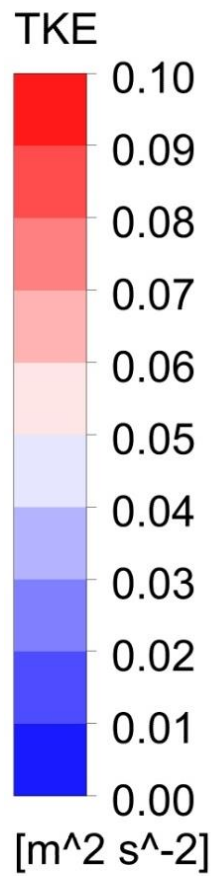
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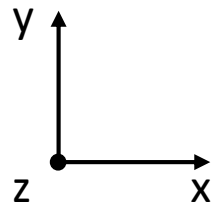


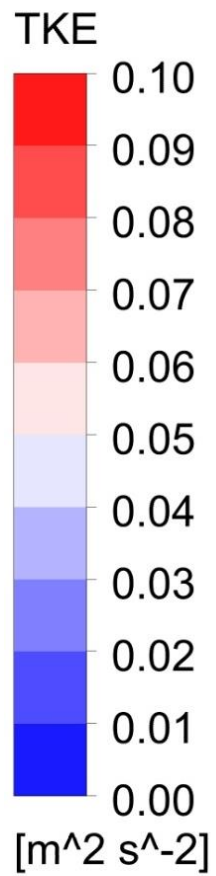
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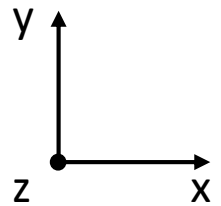


431a – Turbulence Kinetic Energy
z = 2.0 m above river bed



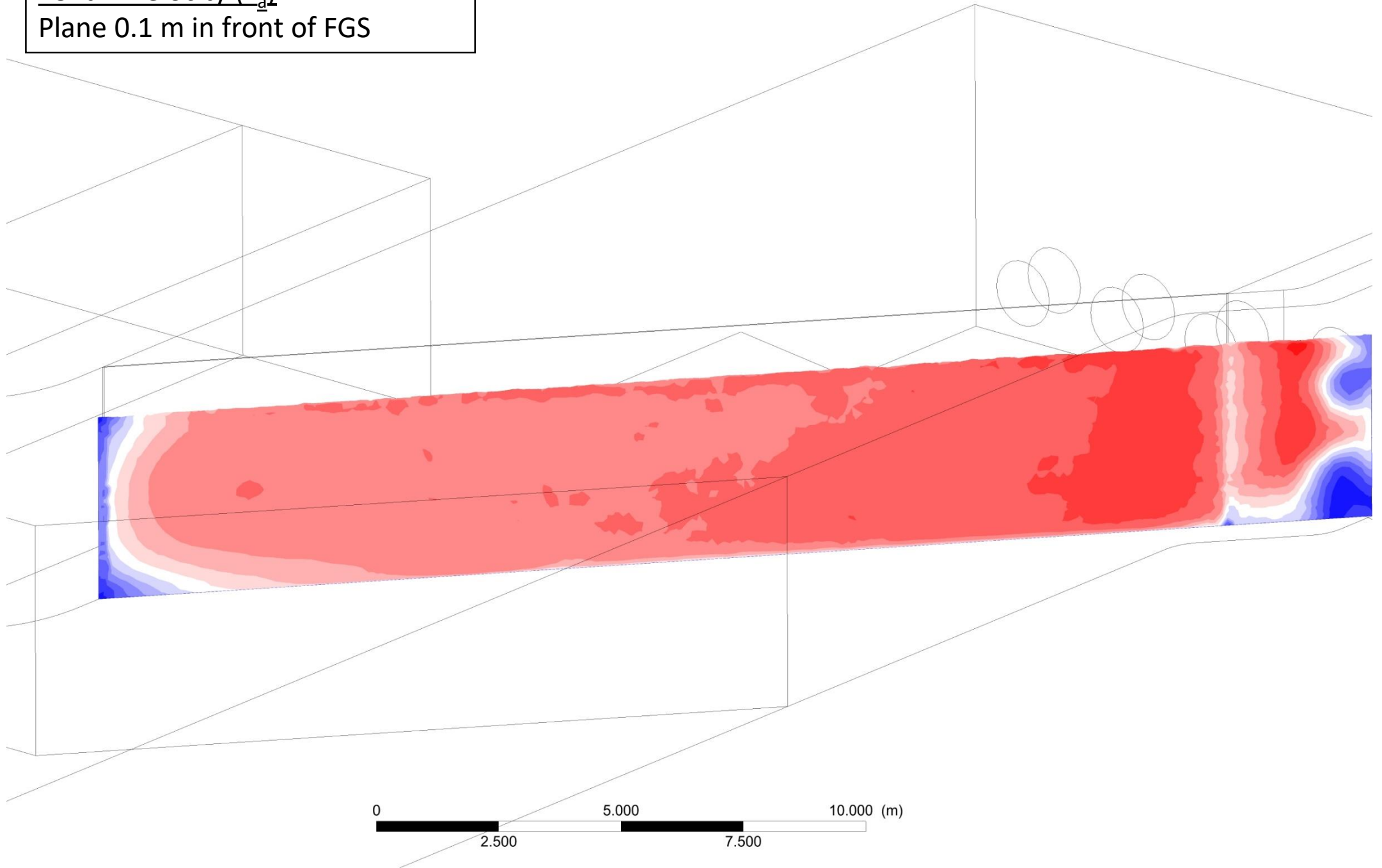
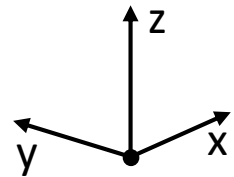


431a – Turbulence Kinetic Energy
z = 3.5 m above river bed

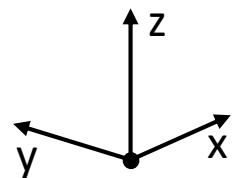
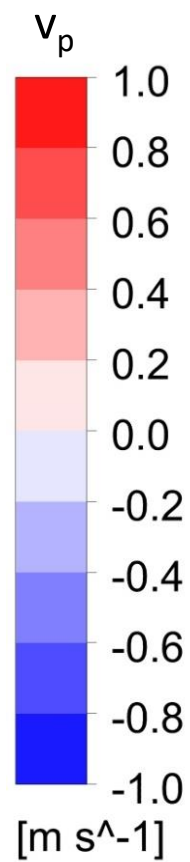


Velocity
1.3
1.2
1.1
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0
[m s⁻¹]

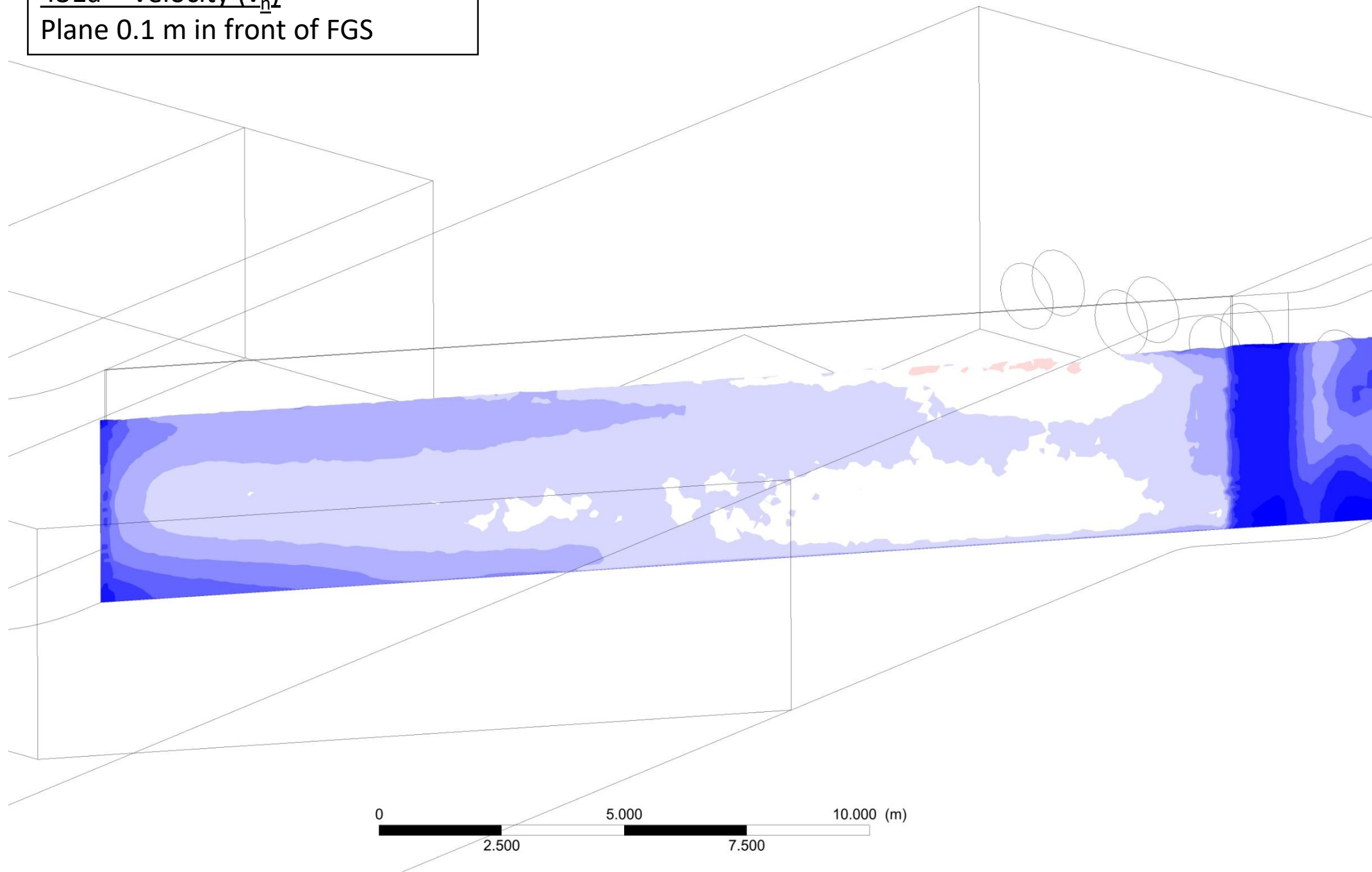
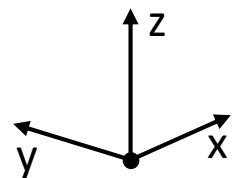
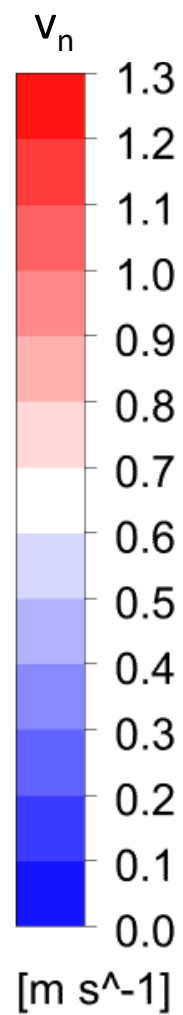
431a – Velocity (v_a)
Plane 0.1 m in front of FGS

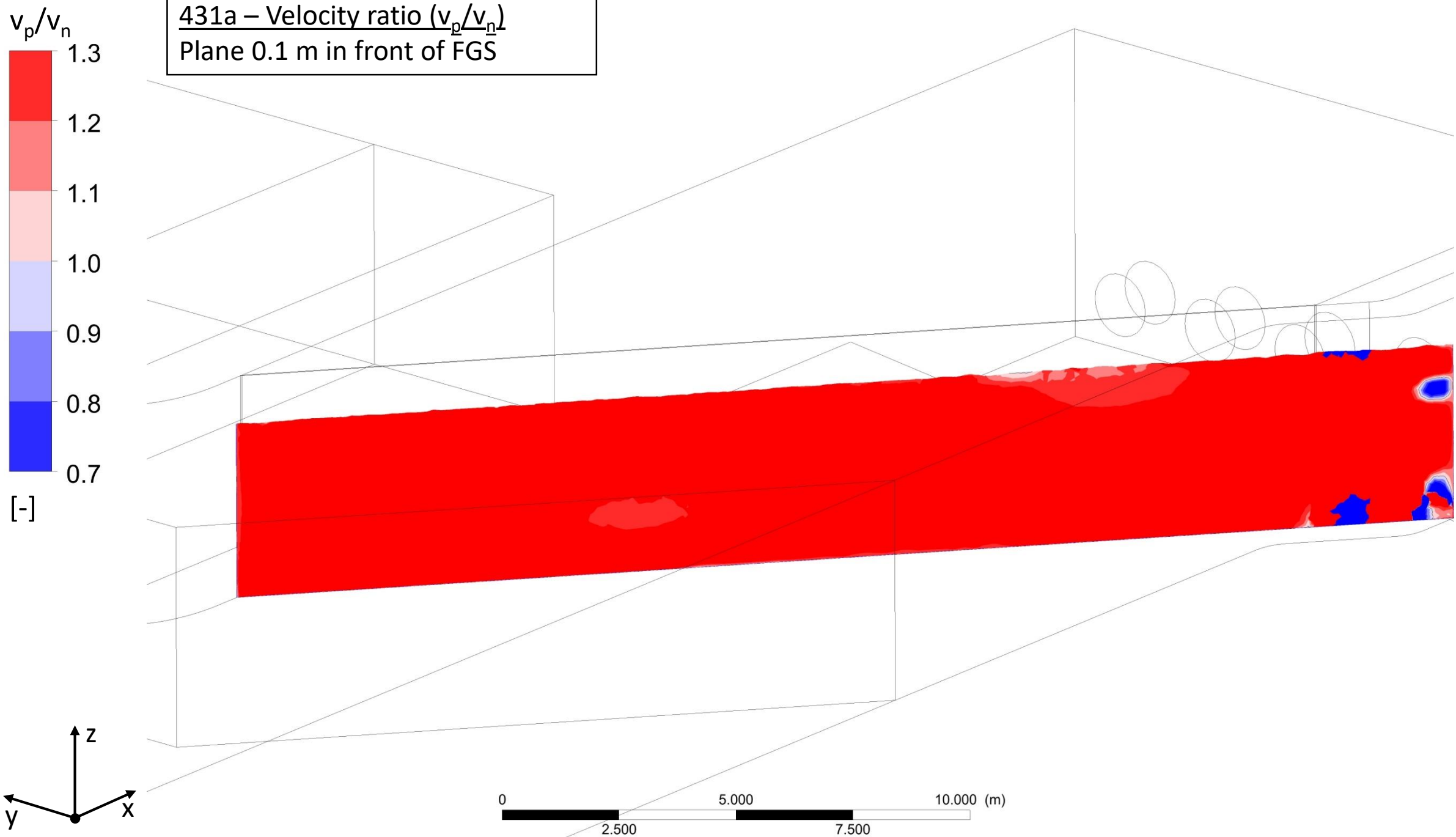


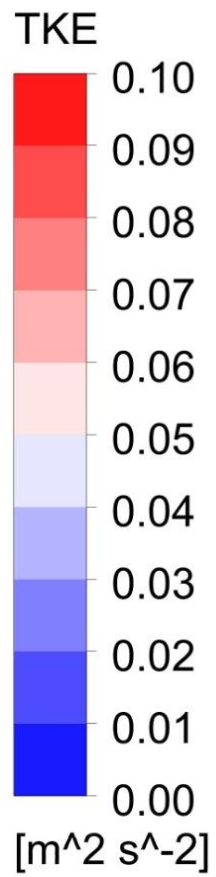
431a – Velocity (v_p)
Plane 0.1 m in front of FGS



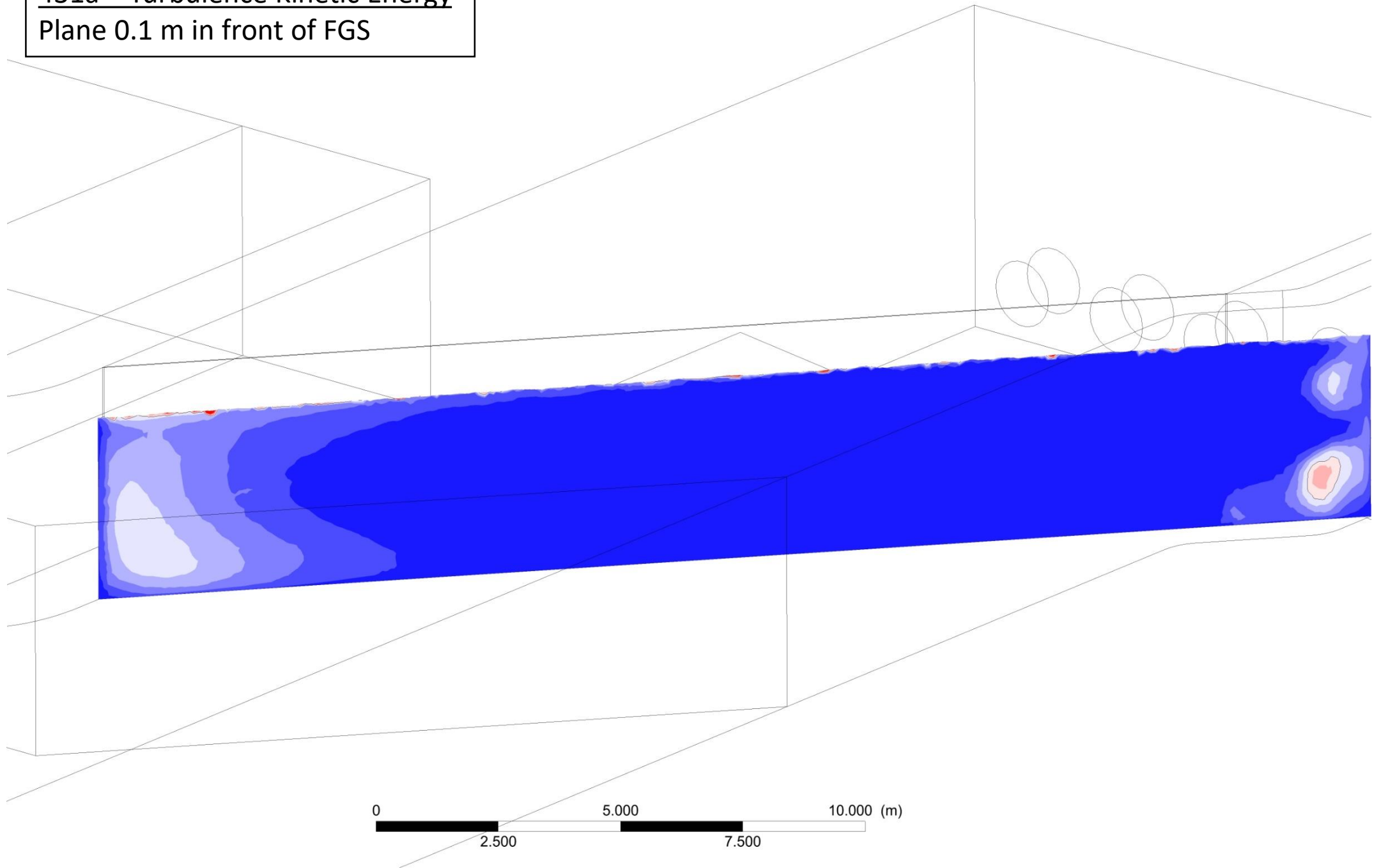
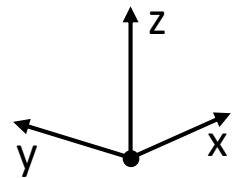
431a – Velocity (v_n)
Plane 0.1 m in front of FGS







431a – Turbulence Kinetic Energy
Plane 0.1 m in front of FGS

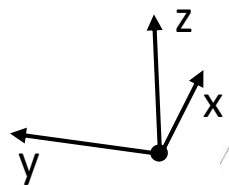


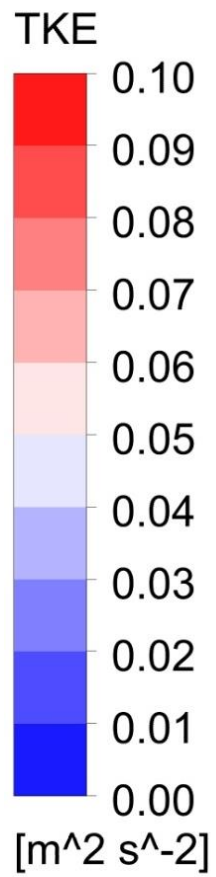
Velocity

1.3
1.2
1.1
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0

[m s⁻¹]

431a – Velocity
0, 1 and 2 m in the bypass entrance





431a – Turbulence Kinetic Energy
0, 1 and 2 m in the bypass entrance

