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Faculteit der Civiele Techniek  
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Stevinweg 1  
2628 CN DELFT

STABILITEIT VAN STORTSTEEN  
NA UITSTROOMKONSTRUKTIES  
Figuren RUN 1 t/m RUN 18

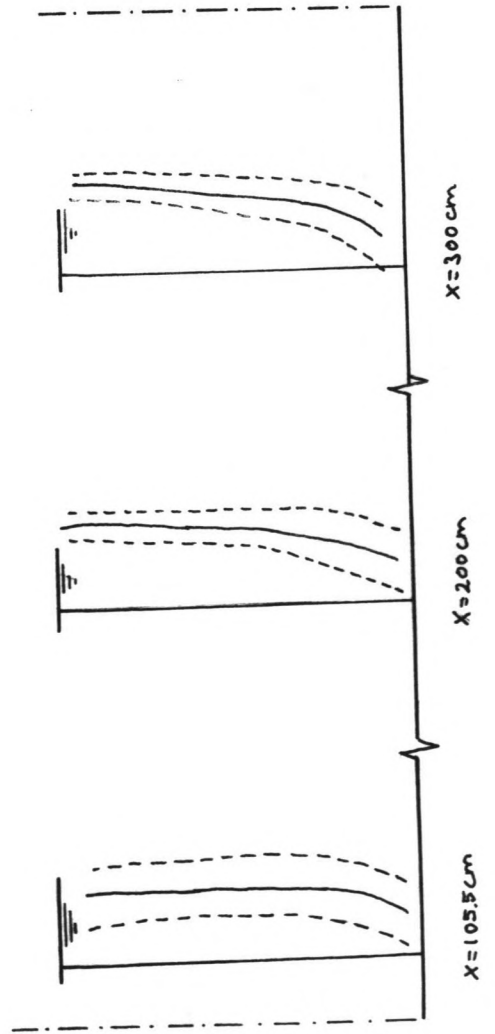
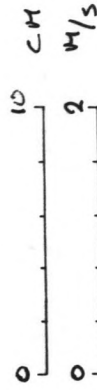
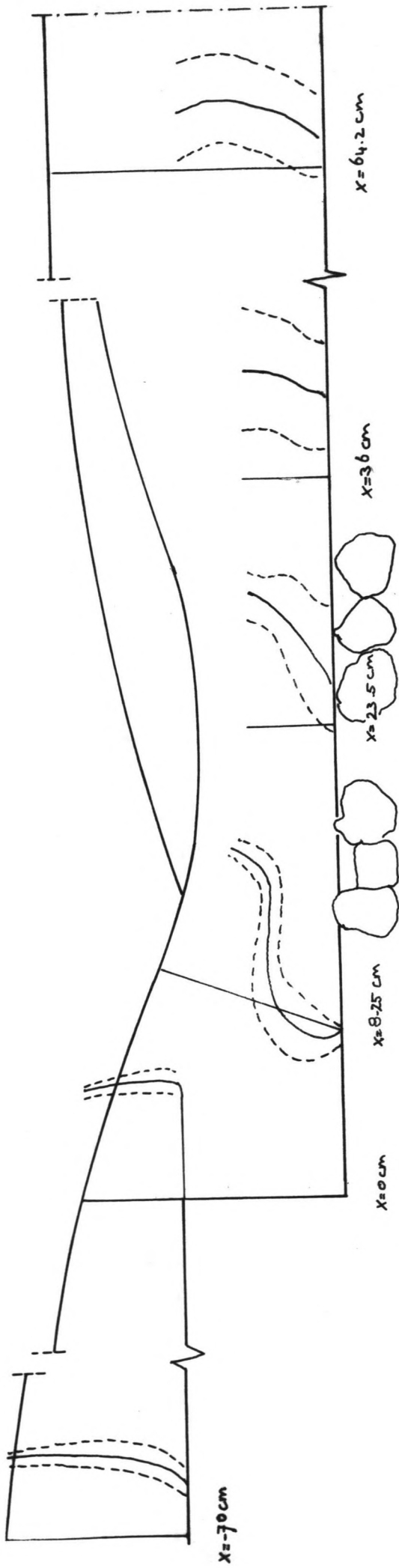
M. Fokkens  
P. Küppers

TECHNISCHE HOGESCHOOL DELFT  
afd. der CIVIELE TECHNIEK  
vakgroep WATERBOUWKUNDE

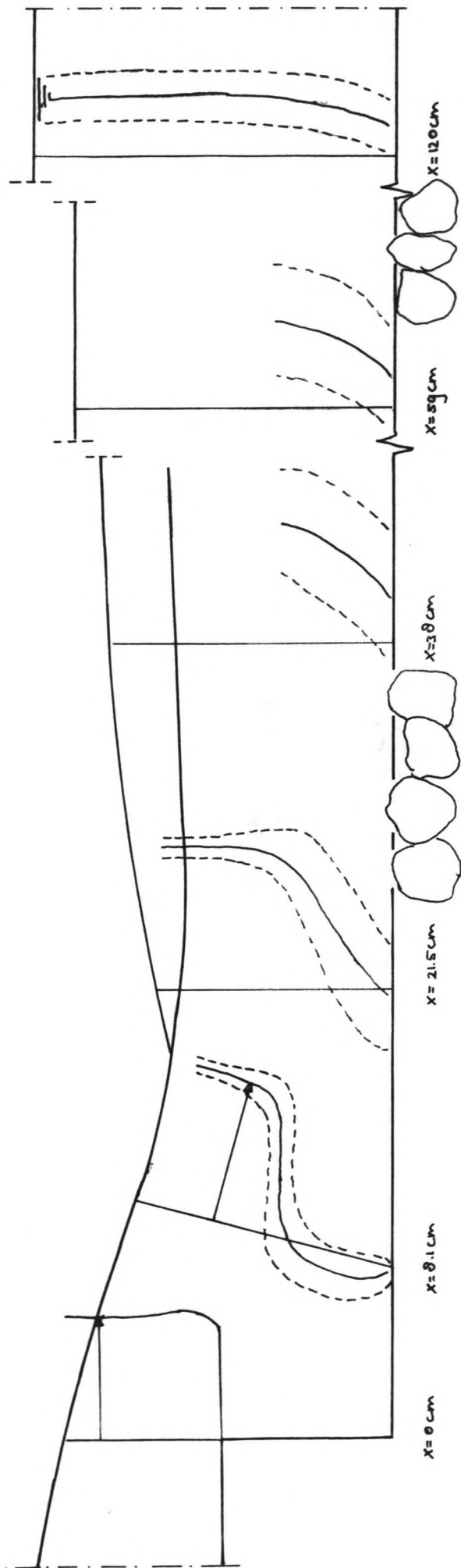
Stabiliteit van stortsteen  
na uitstroomkonstrukties

Figuren RUN 1 t/m RUN 18

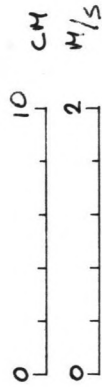
M. Fokkens  
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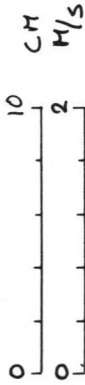
RUN: I	M1834:	
stabiliteitskriterium:		
$h_s = 0.8 \text{ m}$	$k = 0.76 \text{ m}$	$D50 = 0.3 \text{ m}$
snelheidschaal: $1 \text{ CM} = 4 \text{ M/S}$		
lengteschaal: $1 : 2$		




RUN: II	M1834: I & A3
stabiliteitskriterium: KANTELEN	
$h_s = 0.08$ m	$k = 0.91$ m
$D50 = 0.03$ m	
snelheidschaal: 1 CM = 0.4 M/S	
lengteschaal: 1:2	

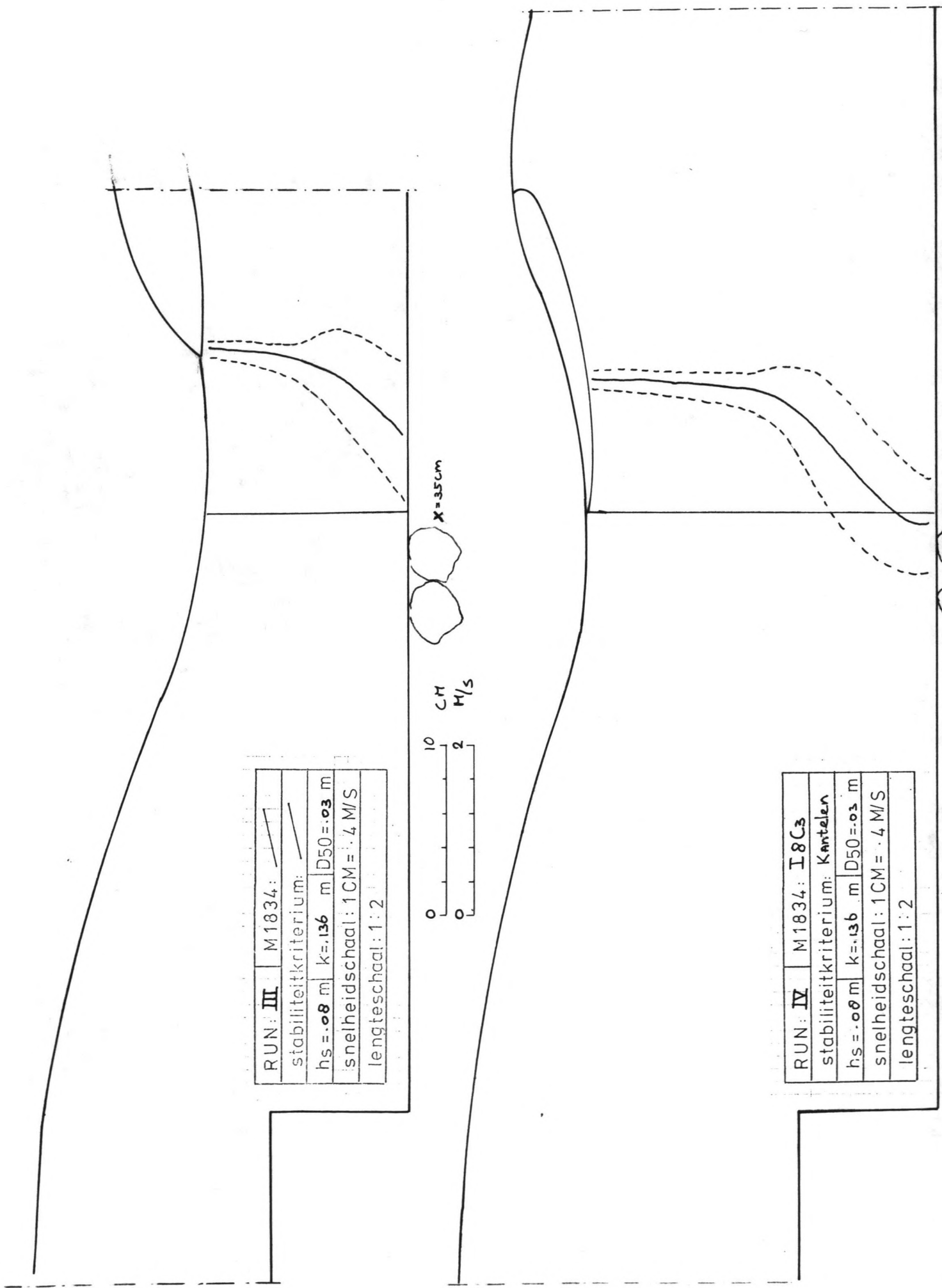


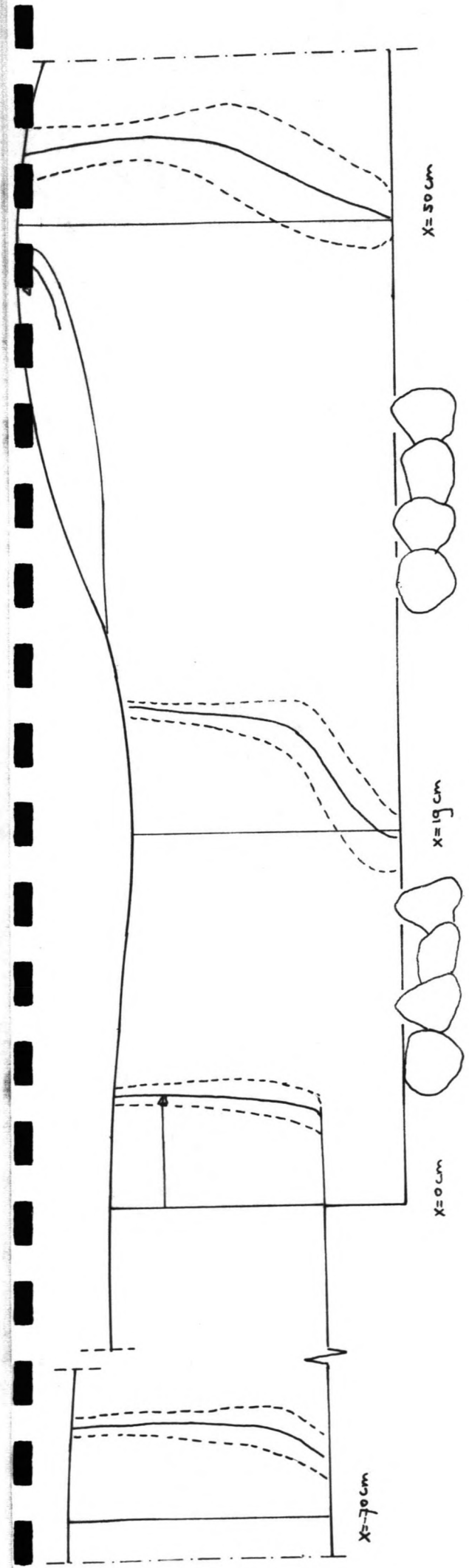
RUN: <b>III</b>	M1834:	
stabiliteitskriterium:		
hs = .08 m	k = .136	m   D50 = .03 m
snelheidschaal: 1 CM = .4 M/S		
lengteschaal: 1 : 2		



X = 35 cm

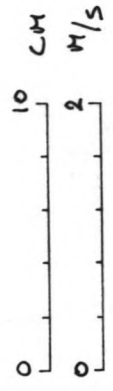
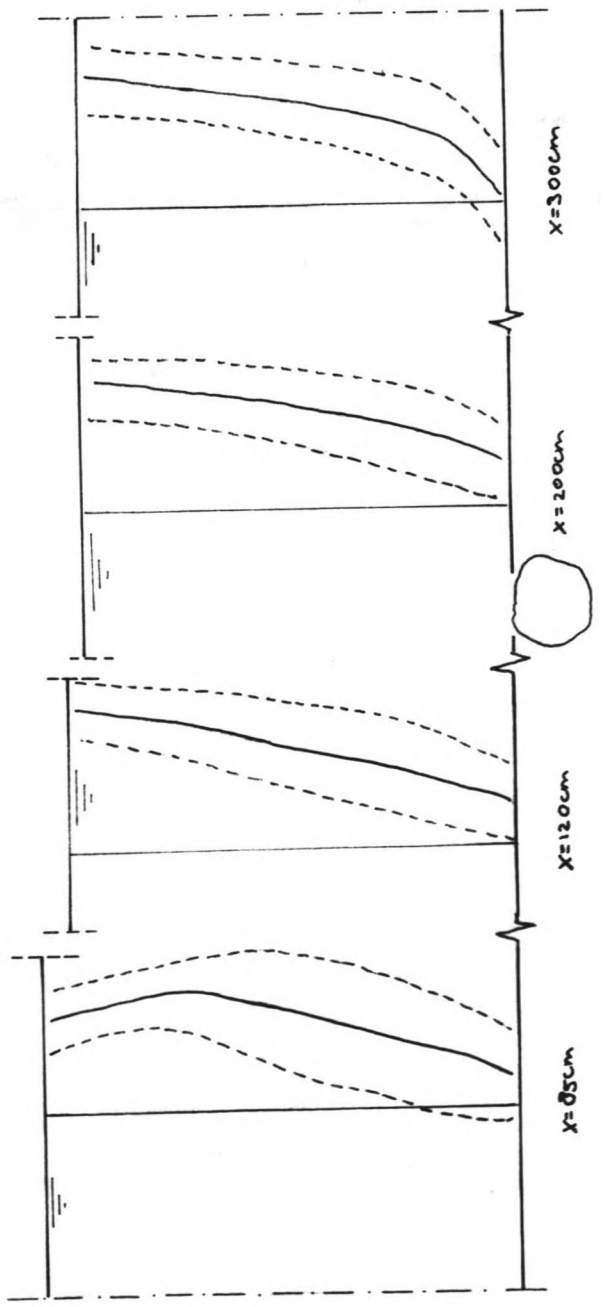
RUN: <b>IV</b>	M1834: I8C3	
stabiliteitskriterium: Kantelen		
hs = .00 m	k = .136	m   D50 = .03 m
snelheidschaal: 1 CM = .4 M/S		
lengteschaal: 1 : 2		



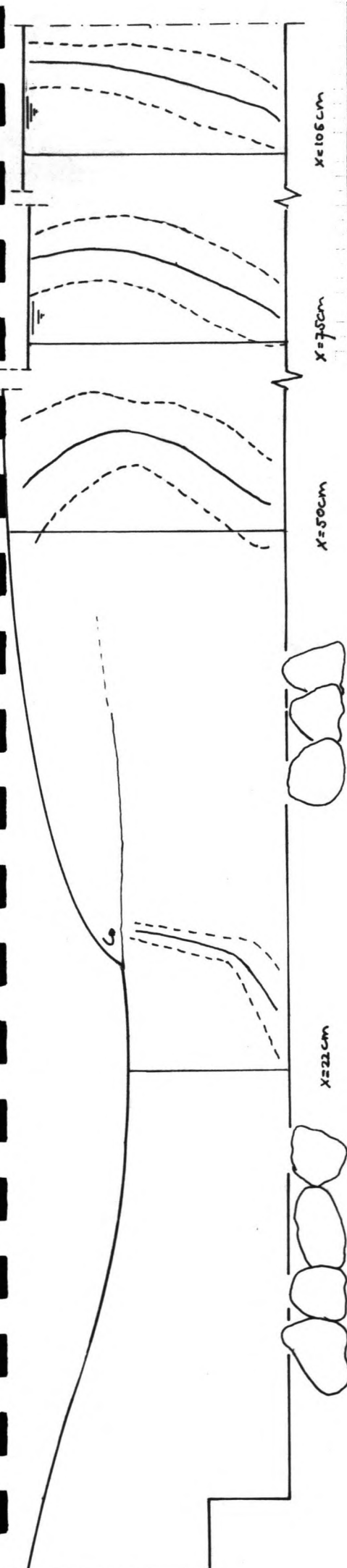


TRILLEN: 25 <math>\angle X < 90</math>

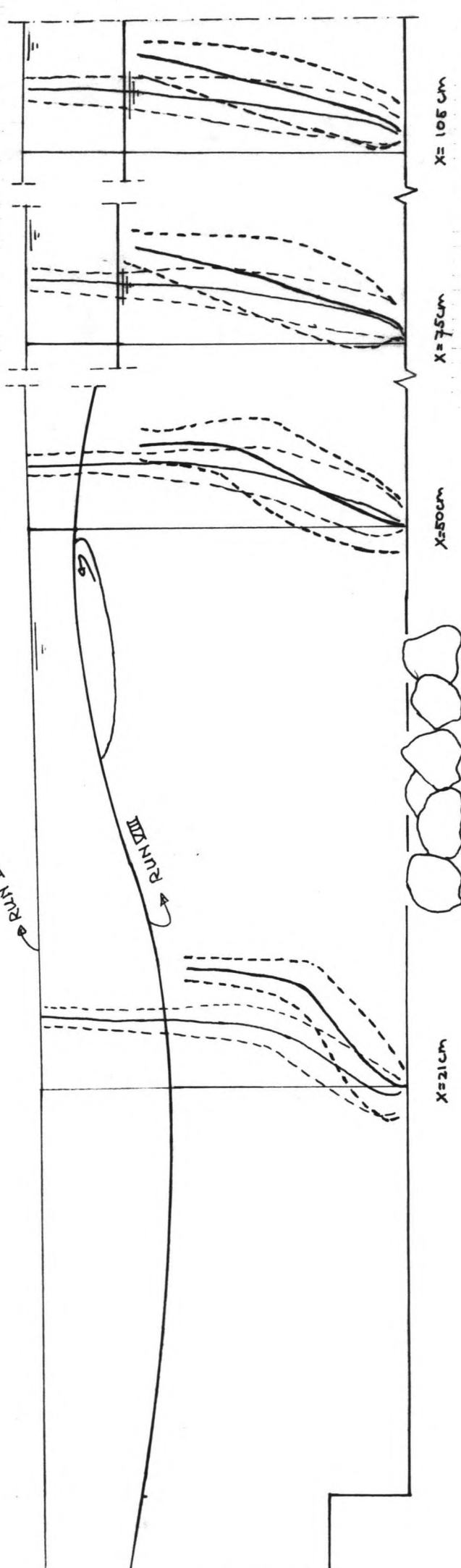
ZWAARSTE AANVAL: 25 <math>\angle X < 30</math>



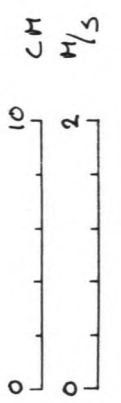
RUN: V	M1834: I <sub>4</sub> D <sub>3</sub>
stabiliteitskriterium: TRILLEN	
h <sub>s</sub> = 0.4 m	k = .11 m   D50 = .03 m
snelheidschaal: 1 CM = .4 M/S	
lengteschaal: 1 : 2	

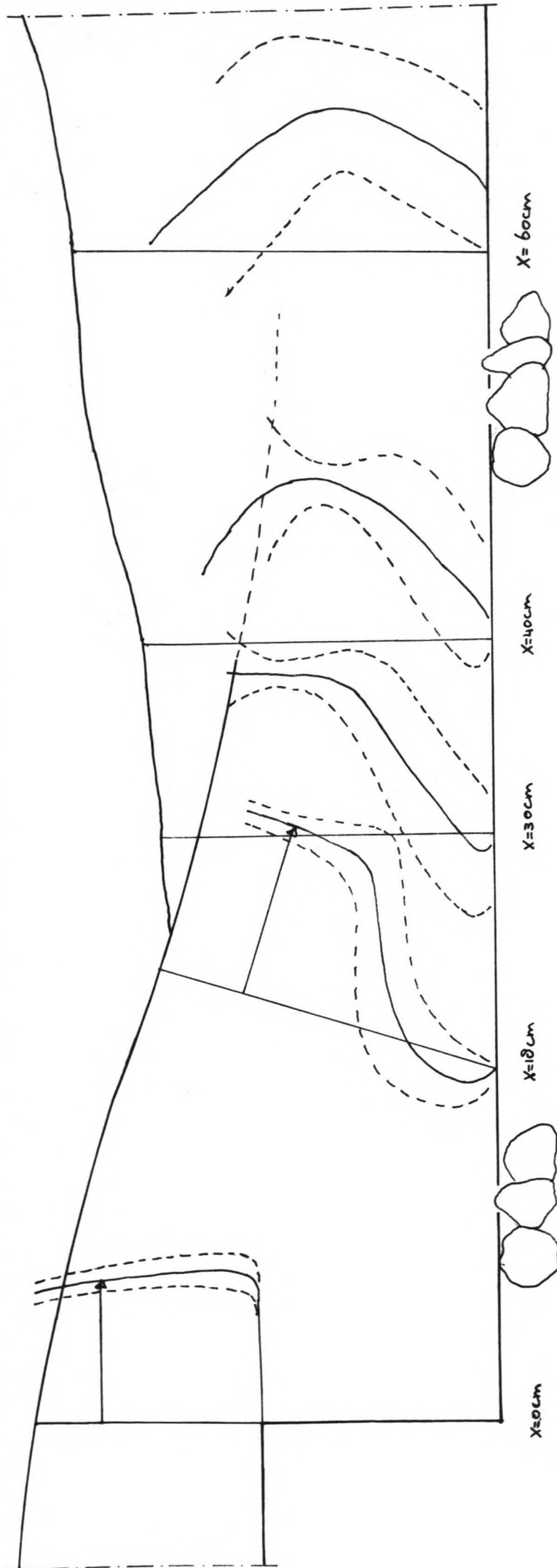


RUN: VII M1834: /  
 stabiliteitkriterium: /  
 $h_s = .04$  m  $k = .099$  m  $D50 = .03$  m  
 snelheidschaal: 1CM = .4 M/S  
 lengteschaal: 1:2

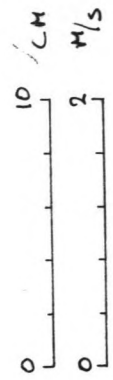


RUN: VIII, IX M1834: /  
 stabiliteitkriterium: /  
 $h_s = .04$  m  $k = .099$  m  $D50 = .03$  m  
 snelheidschaal: 1CM = .4 M/S  
 lengteschaal: 1:2

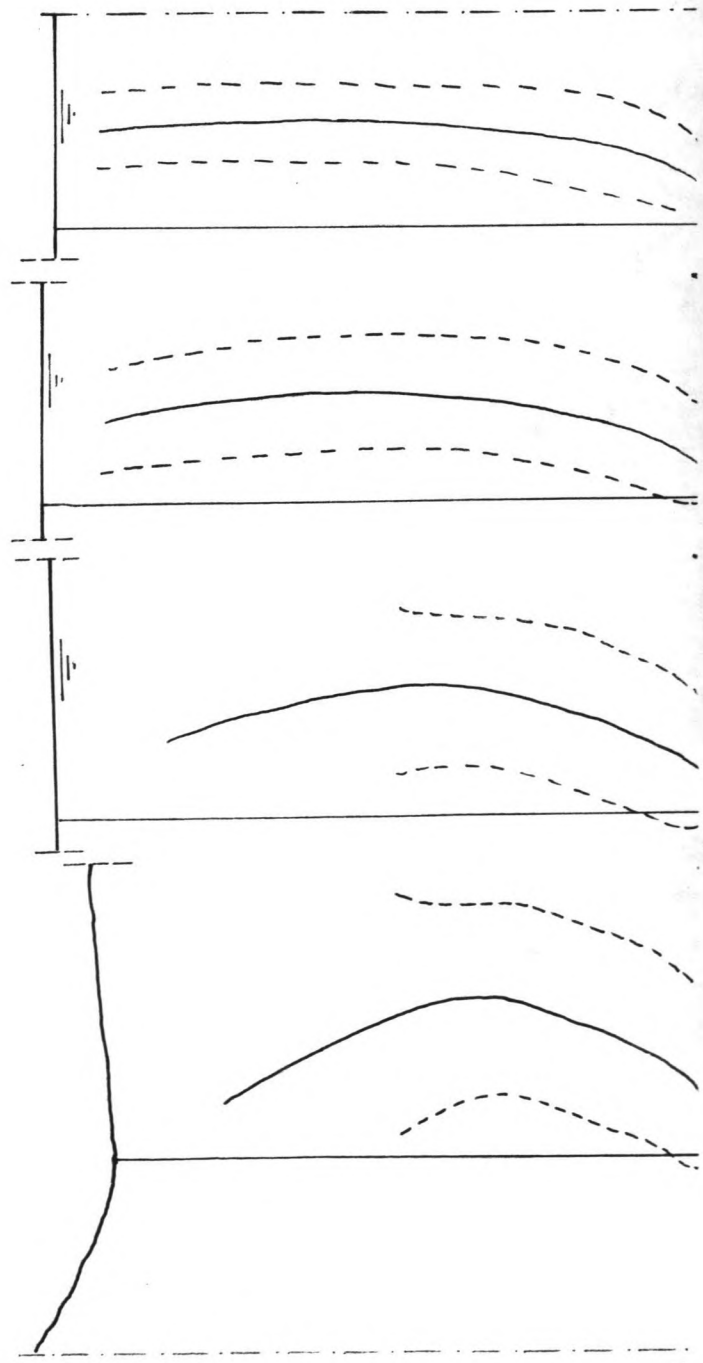




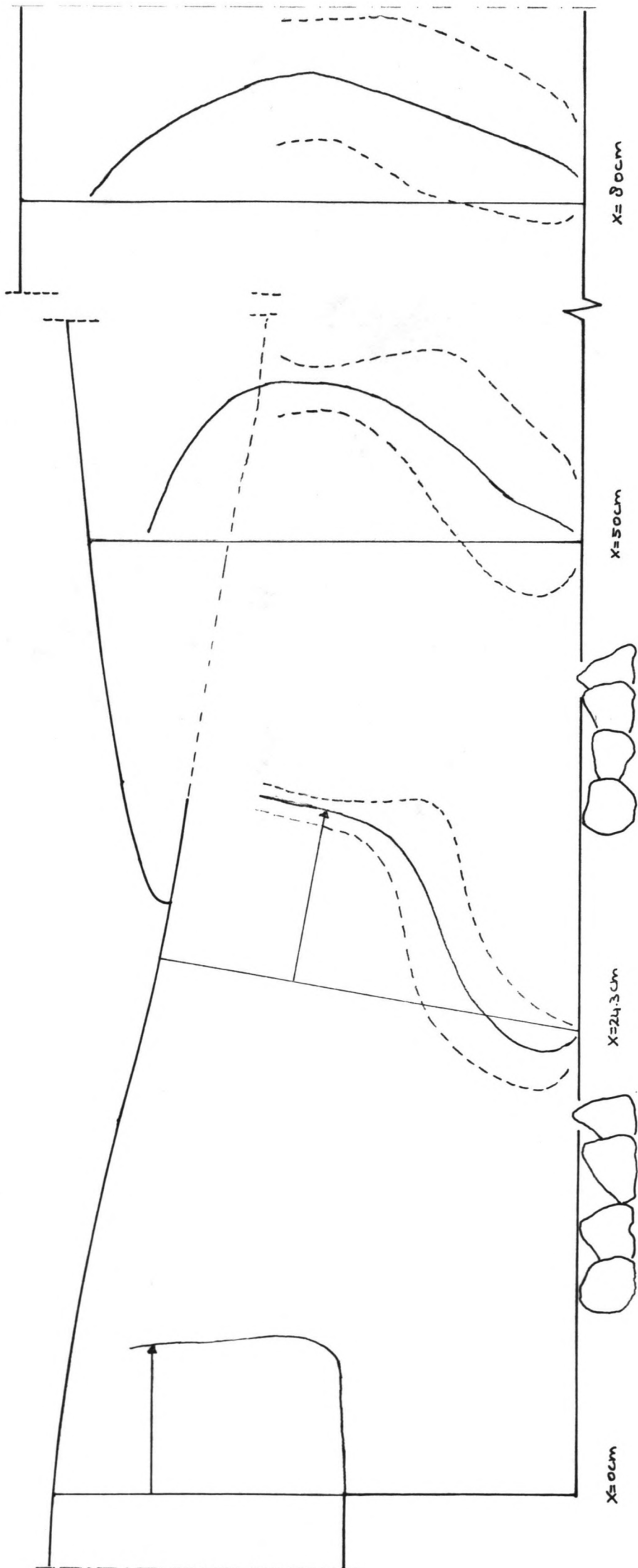
KANTELEN: 40x4x60



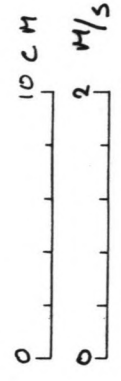
RUN: X	M1834: I <sub>12</sub> A3
stabiliteitskriterium: KANTELEN	
hs = 0.12 m	k = 0.142 m
D50 = 0.03 m	
snelheidschaal: 1CM = 0.4 M/S	
lengteschaal: 1:2	



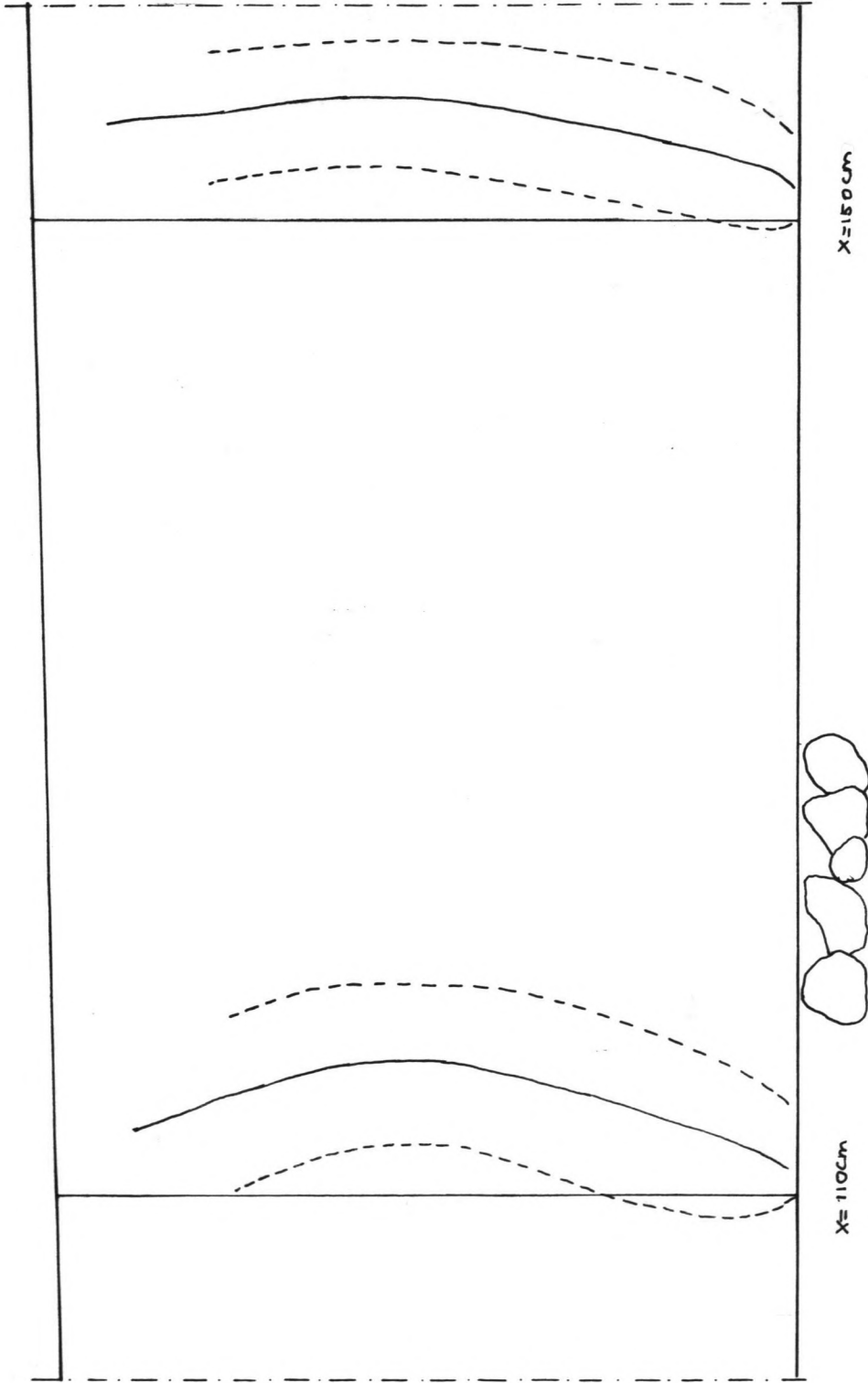




KANTELEN 40 X 4 1:20



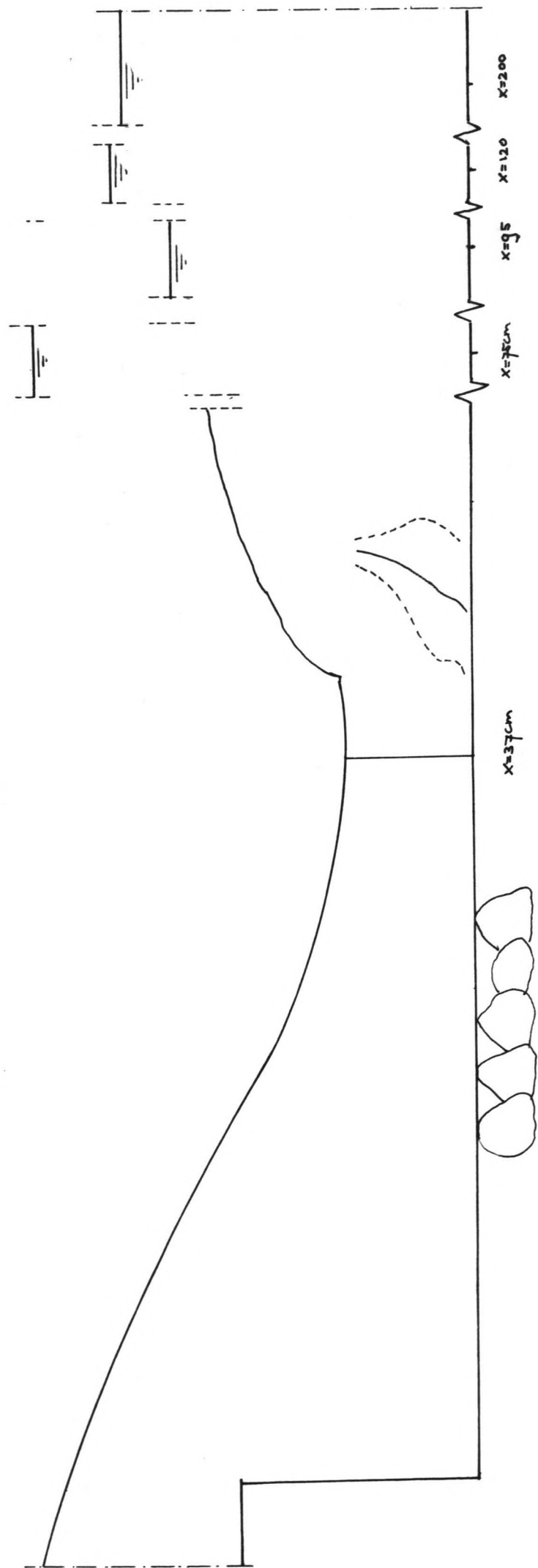
RUN: XI	M1834: I, 12, B3
stabiliteitskriterium: KANTELEN	
h <sub>s</sub> = 12 m	k = 17 s m D50 = 0.3 m
snelheidschaal: 1 CM = 4 M/S	
lengteschaal: 1:2	



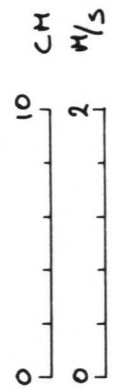
KANTELEN:  $40 < X < 120$

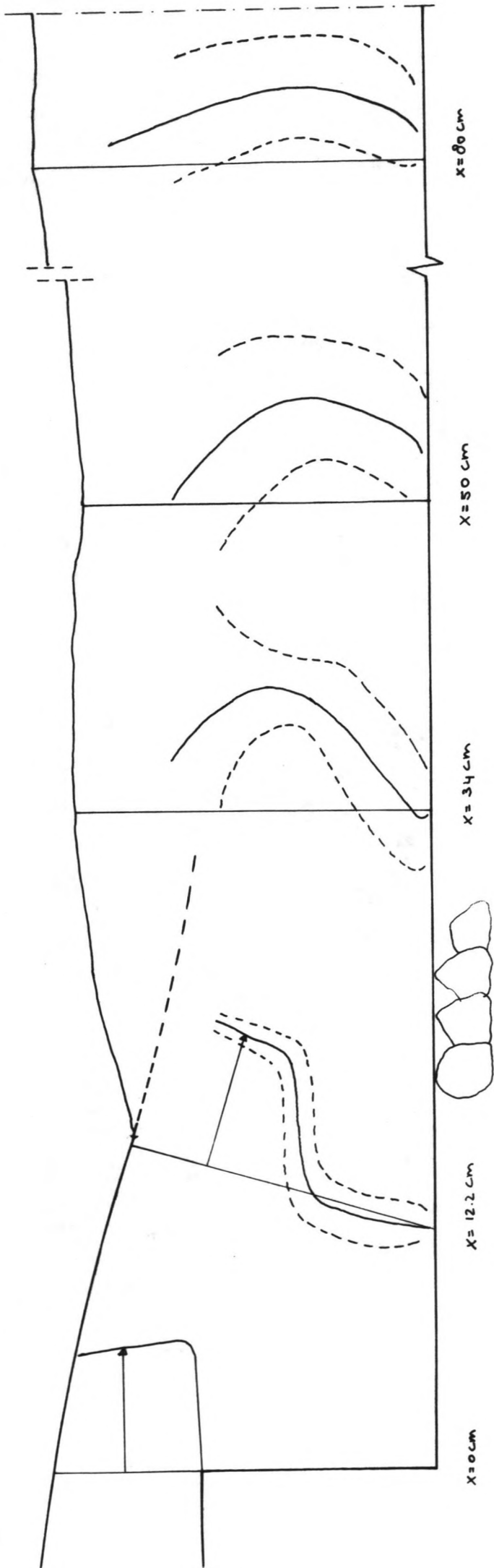


RUN: <b>XI</b>	M1834: I <sub>12</sub> B <sub>3</sub>
stabiliteitskriterium: KANTELEN	
$h_s = .12$ m	$k = .175$ m
$D50 = .03$ m	
snelheidschaal: 1 CM = .4 M/S	
lengteschaal: 1 : 2	

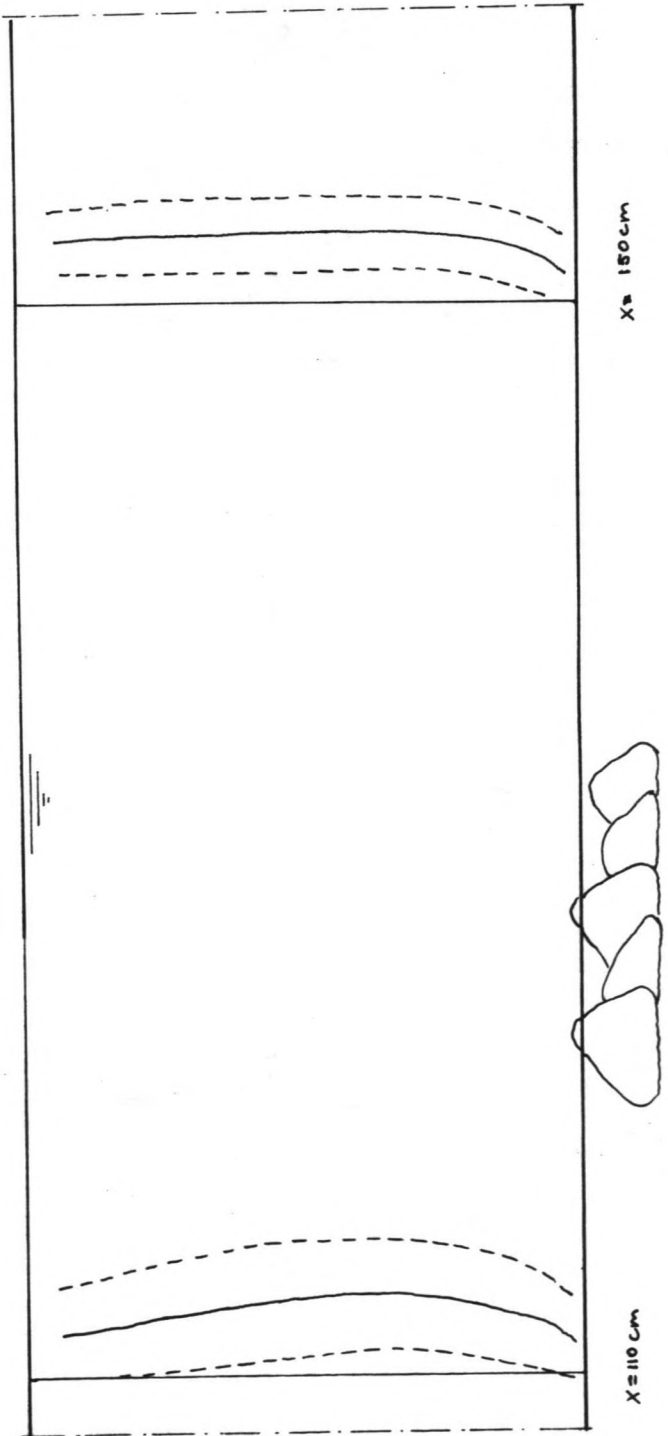
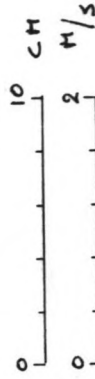


RUN: XII	M1834:	/
stabiliteitskriterium: /		
$h_s = .12$ m	$k = .117$ m	$D50 = .03$ m
snelheidschaal: $1\text{CM} = .4$ M/S		
lengteschaal: 1:2		



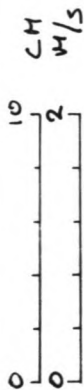


KANTELEN : 25  $\angle$  X  $\angle$  80



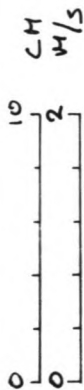
RUN: XIII	M1834: I <sub>12</sub> E <sub>2</sub>
stabiliteitskriterium: KANTELEN	
$h_s = 12\text{ m}$	$k = 0.95\text{ m}$
$D50 = 0.02\text{ m}$	
snelheidschaal: 1 CM = 4 M/S	
lengteschaal: 1 : 2	

RUN: XIV	M 1834: I <sub>12</sub> A <sub>2</sub>
stabiliteitkriterium: KANTELEN	
h <sub>s</sub> = .12 m	k = .122 m   D50 = .02 m
snelheidschaal: 1CM = .4 M/S	
lengteschaal: 1:2	



KANTELEN BIJ OVERGANG VAN RUN XV NAAR RUN XIV ; KANTELEN: 40 < X < 60

RUN: XV	M 1834: I <sub>12</sub> A <sub>2</sub>
stabiliteitkriterium: KANTELEN	
h <sub>s</sub> = .12 m	k = .122 m   D50 = .02 m
snelheidschaal: 1CM = .4 M/S	
lengteschaal: 1:2	



X = 40 cm

X = 50 cm

X = 60 cm

X = 300 cm

WATERHOOGTE RUN XV  
WATERHOOGTE MUDSIL

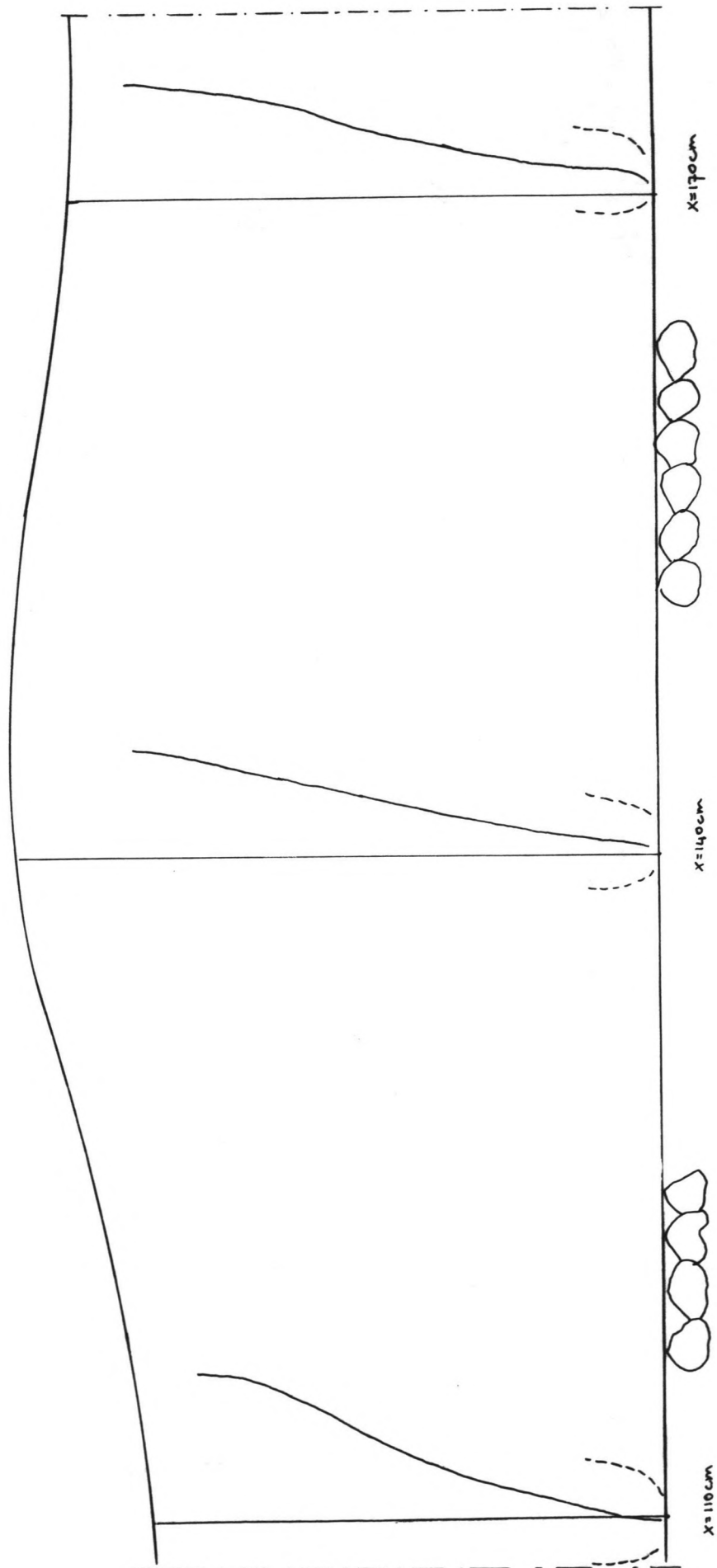
X = 140 cm

X = 50 cm

X = 60 cm

X = 300 cm

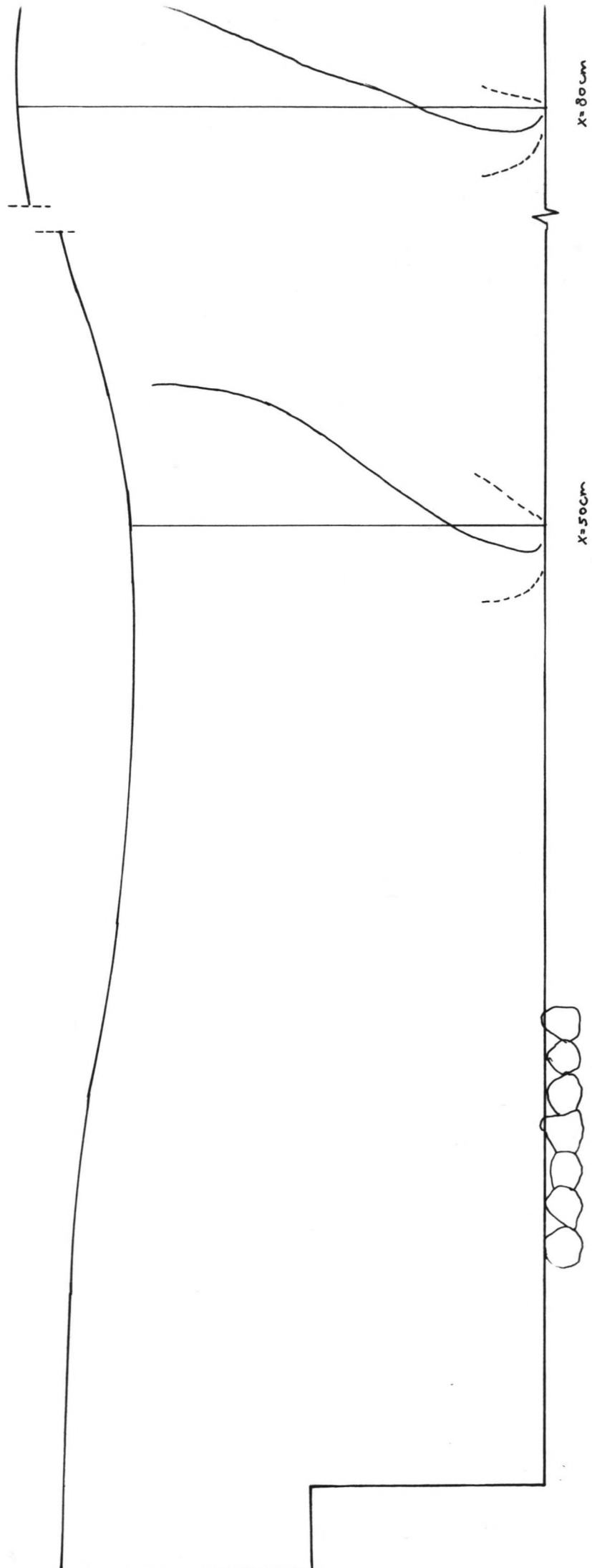
WATERHOOGTE RUN XIV



RUN: XVI	M 1834: I.12 B2
stabiliteitskriterium: KANTELEN	
h <sub>s</sub> = 12 m	k = 138 m   D50 = 02 m
snelheidschaal: 1CM = 4 M/S	
lengteschaal: 1:2	

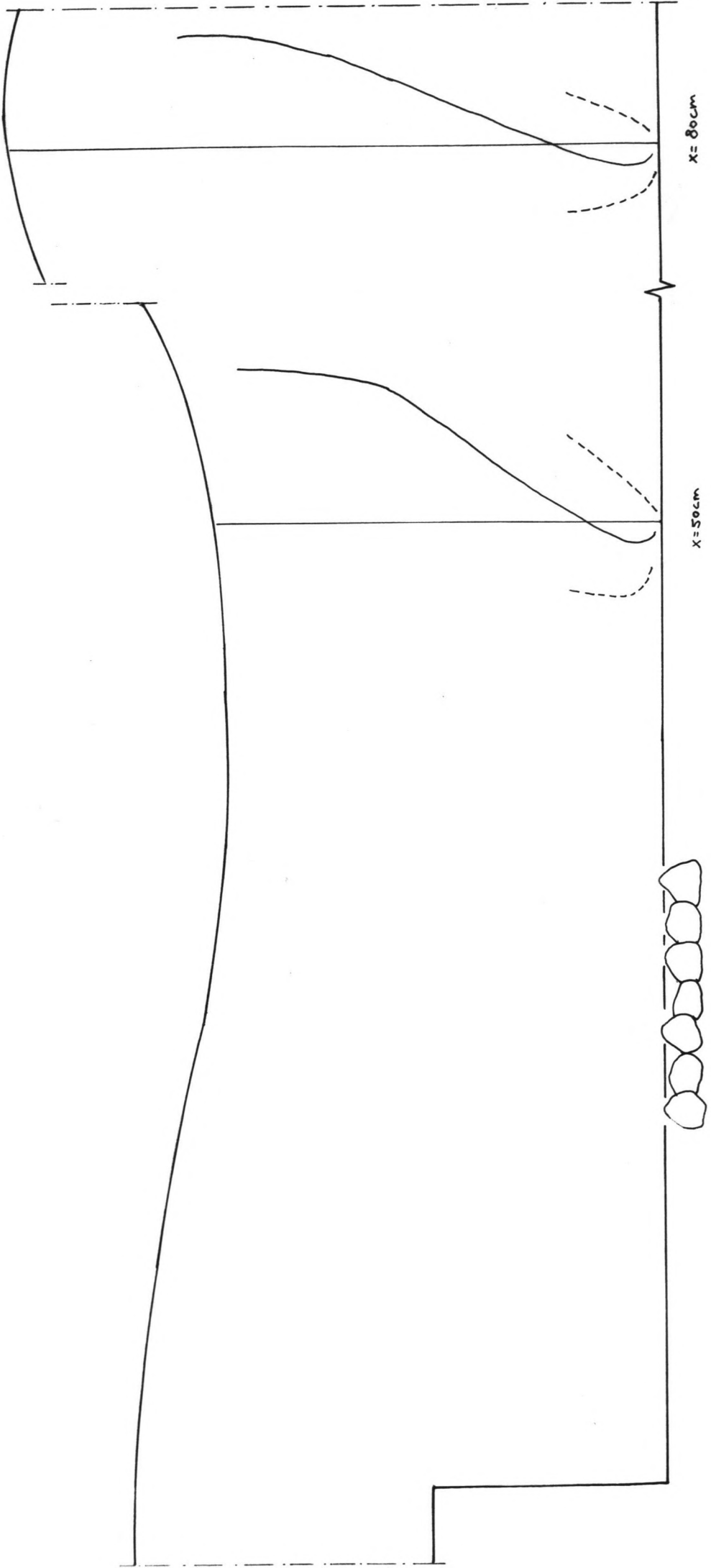


KANTELEN: 110 < X < 170  
 ZWAARSTE AANVAL: X ≈ 140

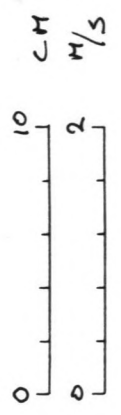


RUN: XVI	M1834: I.2 B.2
stabiliteitskriterium: KANTELEN	
$h_s = .12$ m	$k = .138$ m
D50 = .02 m	
snelheidschaal: 1 CM = .4 M/S	
lengteschaal: 1:2	



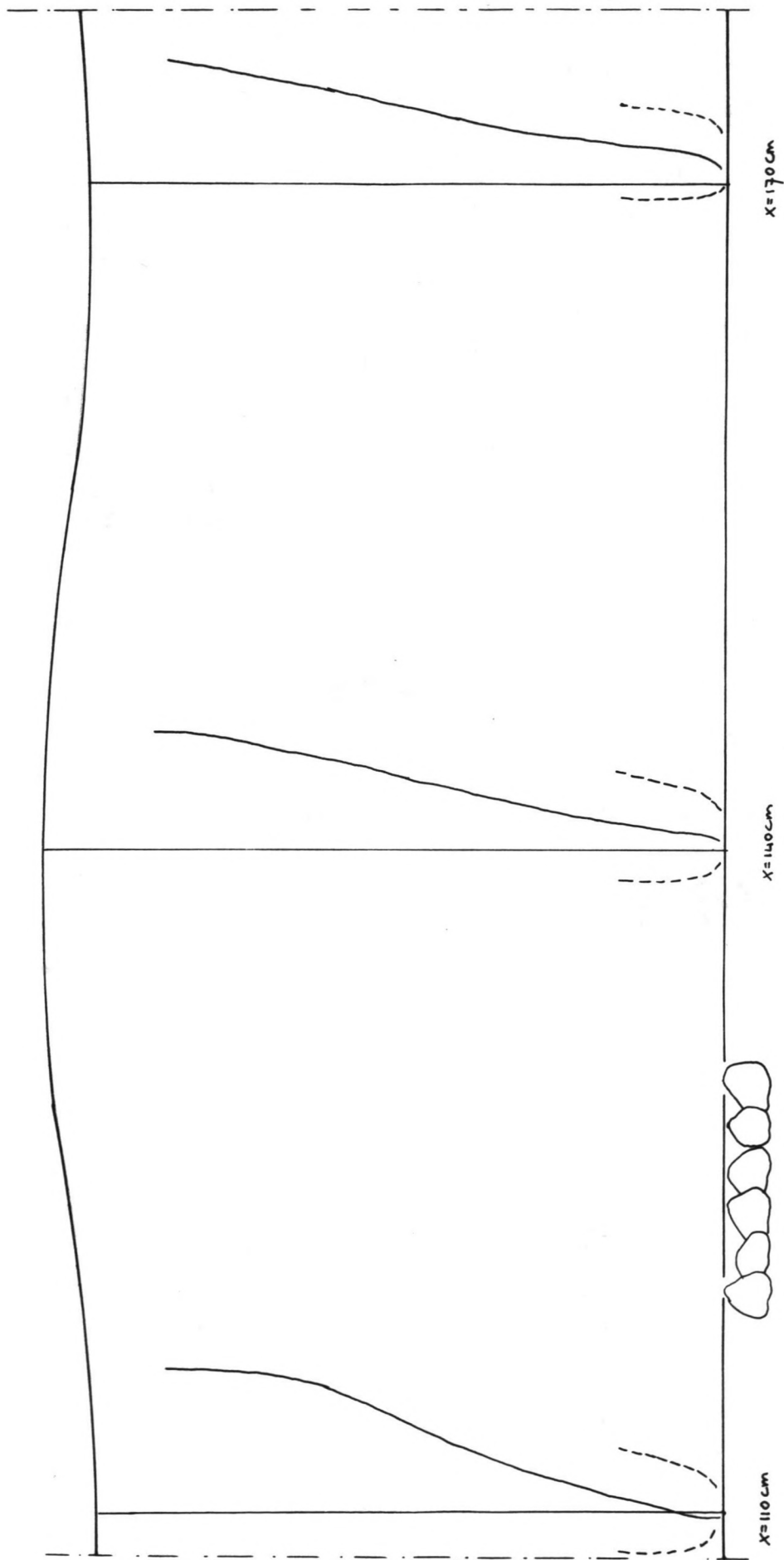


KANTELEN; 50 < X < 200



RUN: xvii	M1834: I <sub>12</sub> C <sub>2</sub>
stabiliteitskriterium: KANTELEN	
$h_s = 12$ m	$k = 164$ m   $D50 = 02$ m
snelheidschaal: 1 CM = 4 M/S	
lengteschaal: 1:2	

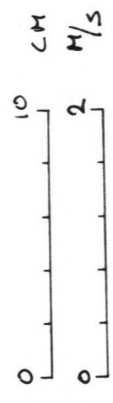
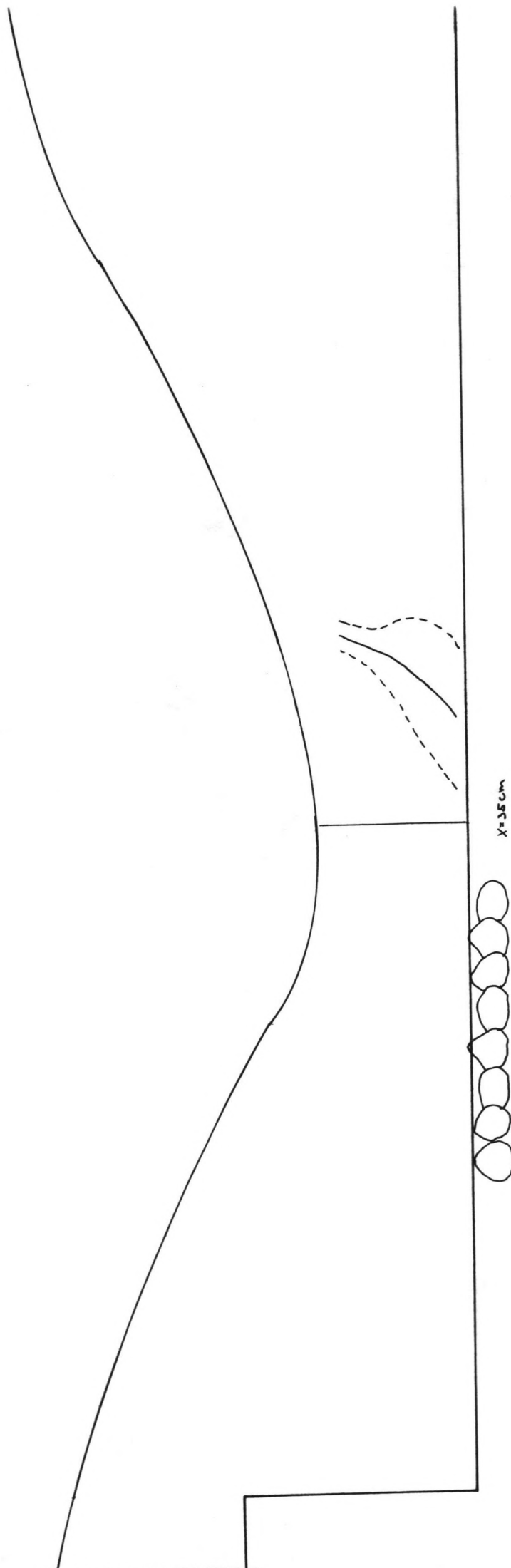




KANTELEN;  $50 < X < 200$



RUN: XVII	M1834: I <sub>v2</sub> G <sub>2</sub>
stabiliteitkriterium: KANTELEN	
$h_s = .12$ m	$k = .164$ m $D50 = .02$ m
snelheidschaal: 1CM = .4 M/S	
lengteschaal: 1:2	



RUN: xviii	M 1834:	/
stabiliteitskriterium: /		
$h_s = .12$ m	$k = .126$ m	$D50 = .02$ m
snelheidschaal: 1 CM = .4 M/S		
lengteschaal: 1:2		

