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Retrieving avalanche basal friction law from high rate positioning of avalanches

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ABSTRACT : The Voellmy avalanche basal friction parameters are retrieved from high rate positioning of artificially released avalanches. Two dense snow avalanches were triggered at the Lautaret full-scale test site on December 19th 2012 and February 13th 2013. Their fronts were tracked thanks to an accurate photogrammetric system. Couples of images were acquired at 1 frame per second with 2 APS-C DSLR synchronized cameras set at 800 meters from the avalanche track. 9 control points are used for image orientation and the typical precision for this measurement is around 0.2m for any point of the avalanche front. For the two avalanches, velocities are determined on several points of the front along different directions orthogonal to the flow. In order to retrieve rheological parameters of the avalanche, the front is considered as a hydraulic intumescence and the relation between its velocity and the avalanches properties is developed in the sliding block model framework. The Voellmy friction parameters in the accelerating, steady and decelerating phases are quantified and discussed.

KEYWORDS : friction parameters, Avalanches, Front dynamics, Photogrammetry, Voellmy, Rheology.

MOTS CLES : Paramètres de frottement, Avalanches, Dynamique du front, Photogrammétrie, Voellmy, Rhéologie.

1 INTRODUCTION

Avalanche hazards are important concerns for population in mountain areas. Risk characterization and avalanche hazard zoning in inhabited areas have recourse to avalanche flow simulation. The main approaches to model avalanches are based on the Saint-Venant equations. In these last, snow rheology is assimilated to a basal friction. Basal friction law remains difficult to quantify accurately because the physics of flowing snow is complex and highly variable. Here, we propose to determine the friction parameters expressed in the Voellmy formalism using a high rate positioning of the avalanches from the beginning of the flow to the run-out.

2 METHOD

Our objective is to identify Voellmy friction parameters of an avalanche using a high rate positioning in three dimensions during the avalanche flow. The studied avalanches are artificially released, this allows to characterize with a good precision the physical properties of snow and the initials conditions.

2.1 Lautaret test site

Our experiments are performed at the Lautaret full-scale avalanche test site. This test site is located in the French Alps in the Hautes-Alpes department (Fig. 1). This experimental test site holds a succession of avalanche path oriented on the South-East of the Chaillol Mountain. One path referred as path n°2 has been specially instrumented to study the dynamics of dense avalanche flow. This path is 450 m long between 2400 and 2100 m a.s.l. Its first part, where the acceleration flow occurs, is steep with a typical average inclination of 37° and a maximum value around 45° in the starting area. This part is steep-sided; around 10 m-wide so the flow is almost well channelized during 200 m. The second part is mainly the run-out zone and the slope is flatter around 30°. At the transition between the two parts there is a road (Col du Galibier road, open in summer), and, just over this point, a steel pylon structure is set-up to measure
the thickness of the flow, its velocity and pressure along time. This pylon corresponds to the point $M_{28}$ on Fig. 2.

![Figure 1](image1.png)

**Figure 1** – Geographic position of the Lautaret path. Ortho-photography at 1:7500 scale with the position of path number 2. Contour lines at 10 m interval. Blue dots are the position of the camera for the photogrammetric device, the yellow line represents the field of view of the lens (focal length: 85 mm) and the yellow polygon defines the area where photogrammetric measurements are possible. Red symbols ($\otimes$) indicate the position of the GCP used for image orientation.

2.2 Avalanches conditions

Two different events are considered in the present study: the first one is an avalanche released on December 19th 2012 and the second one is an avalanche released on February 13th 2013 (image of this avalanche on Fig. 2 and 3). The behaviour of these two avalanches is mixed, i.e. composed of a dense part and, above it, an aerosol phase appearing when the velocity is high enough for setting snow particles in saltation. In order to characterize as finely as possible the properties of the snow involved in the flow, a density, temperature and hardness profile of the released layer was measured. Snow grain type and dimension was also characterized. On the 13th February, the avalanche was released at 11h58. At this time, air temperature was about $-10^\circ C$. A 0.25 m thick layer of fragmented and decomposing particles was released in the avalanche path. Its mean density was 250 kg/m$^3$, ranging within 270-225 from bottom to the surface. In the released layer, particle sizes were less than 0.5 mm. Snow temperature was between $-4.7^\circ C$ and $-5^\circ C$. Hardness was fist (hand index) and measured as 20 N in Ram Resistance Equivalents. Unfortunately, we do not have such a detailed snow characterisation for the avalanche released on the 19th December 2012.

2.3 Avalanche front dynamics

Avalanches in path n°2 on the Col du Lautaret flow on an almost simple topography: there is no particular obstacle over the flow track. Nevertheless, we can see in Fig. 3 that some multiple and complex avalanches can appear in the departure area depending on how the first snow layers are destabilised by the release system. Indeed, in the initial flow area (define in Fig. 2) for the 13 February 2013 avalanche, four different flows occurring in the same time can be identified. These sub-avalanches, referred as $F_1$, $F_2$, $F_2\alpha$ and $F_2\beta$ (Fig. 3), exist at the same time. After few seconds, their flows merge to create a single avalanche that we can track until the run-out. It is nevertheless important to consider these specific flows at the beginning of the avalanche release, because their velocities are significantly different and such flows...
spread with their own dynamics during a non negligible time frame. Avalanche $F_1$ and $F_2$ indeed flow simultaneously during 7 seconds. The photogrammetric method that we have developed allows to follow the avalanche front at high frame rate. This is not possible with other topographic survey techniques as for example total stations or laser scanning measurements. With our device, couples of images can be captured at 1 frame per second during the total time of the avalanches. This equipment is particularly interesting as it also allows to carry out some photo-interpretation which are essential to discriminate between the different flows that may develop at the beginning of the release as mentioned above.

The device is composed of two non-metric numerical reflex cameras (DSLR) Nikon D2XS. The sensor produces an image of 12.21 mega pixels
The theoretical photogrammetric error of position-3D to 2D centroid-equivalent front

The result of photogrammetry positioning is a series of three dimensional data for the avalanche front position along time. In this preliminary study, we simply extract the friction parameters controlling the dynamics of avalanches ($\mu, \xi$) from the simple sliding block flow model in one dimension scheme (curvilinear abscissa). This is performed as a preliminary treatment before studying the friction coefficients with a Saint-Venant model making use of the 3D information of the data. A way to reduce our data set to a one dimensional problem is to consider the centroid of the avalanche front at each time $\bar{C}_f$ as obtain by:

$$\bar{C}_f = \left[ \sum_{i=0}^{n} x_i ; \sum_{i=0}^{n} y_i ; \sum_{i=0}^{n} z_i \right] T$$

(1)

For the centroid calculation only a selection of points is considered among all restitted points. Lateral points of the front are excluded as they are not active in the dynamics of the front displacement. Selected points are defined from a line perpendicular to the flow direction joining the lateral edges of the front. Selection is performed manually. Results are displayed as red lines in Fig. 4. In the following, two phases of the flow will be considered to apply equations governing the velocity time evolution: an accelerating phase where the centroids are plotted with circles on Fig. 4 and a decelerating phase plotted with diamond on Fig. 4.
2.5 Velocity and friction law parameters

The avalanche front is considered as a hydraulic intumescence so that its velocity can be considered as same as the velocity of the center of mass of the avalanche assimilated as a sliding block model. The equilibrium of motion written of a finite volume \( V \) is given by:

\[
\rho V \frac{d\vec{v}}{dt} = \vec{P} + \vec{R}
\]

(2)

where \( \rho \) is the density of snow, \( P \) is the weight of the considered volume and \( R \) the basal resistance forces. After projection on the curvilinear abscissa \( c \) along the ground slope, the equation can be developed as:

\[
\rho V \frac{dv(c)}{dt} = \rho V g \sin(\theta) - \rho V g \mu(v(c))
\]

(3)

where \( \theta \) is the slope of the path, \( g \) the acceleration of gravity and \( \mu(v) \) the Voellmy’s friction coefficient defined by:

\[
\mu(v) = \mu_0 + \frac{g}{\xi} (F_r^2)
\]

(4)

where \( \mu_0 \) is the Coulomb’s friction parameter, \( \xi \) the friction parameter due to the interaction between the snow and the air, \( F_r \) the Froude number and \( h \) the thickness of the flow. The density of snow is considered as a constant during the flow (\( \rho = C^\rho \)) and the acceleration term can be transformed into:

\[
\frac{dc}{dt} = \frac{dv}{dt} \frac{dc}{dv} = \frac{1}{\sqrt{\xi h}}
\]

As a consequence, the Eq. 3 can be written:

\[
\frac{dv^2}{dc} = \frac{2g}{\xi h} \cos(\theta) \left[ \xi h (\tan(\theta) - \mu_0) - (v^2) \right]
\]

(5)

Two different phases have to be considered before integration: the accelerated part of the flow (see Fig. 5) between \( c = 0 \) and \( c = c_f \) where \( \tan(\theta_{acc}) > \mu_0 \) and the decelerated part (see Fig. 5) between \( c = c_e \) and \( c = c_f \) where \( \tan(\theta_{dec}) < \mu_0 \).

2.5.1 Accelerated part of flow

When the accelerated phase is considered, the average slope (\( \tan(\theta_{acc}) \)) is higher than the friction coefficient \( \mu_0 \). Equation 5 can be integrated between \( c = 0 \) and \( c = c_f \) where the velocity is null in the starting zone (\( v(c = 0) = 0 \)) and tends to a maximum velocity value \( v(c_f) = v_f \) defined by:

\[
v_f = \sqrt{\xi h (\tan(\theta_{acc}) - \mu_0)}
\]

(6)

After integration between \( c = 0 \) and \( c = c_f \) we obtain the following expression for the velocity in the accelerated part of flow:

\[
v = v_f \sqrt{1 - \exp \left( -\frac{2g}{\xi h} \cos(\theta_{acc}) c \right)}
\]

(7)

2.5.2 Decelerated part of flow

On the contrary, in the decelerated phase the average slope (\( \tan(\theta_{dec}) \)) is lower than the friction coefficient \( \mu_0 \). Equation 5 can then be integrated between \( c = c_e \) and \( c = c_f \) where \( v(c_e) = v_e \) is the velocity at the entrance of the decelerating area and \( v(c_f) = v_f \) is a limit velocity defined by:

\[
v_1 = \sqrt{\xi h (\tan(\theta_{dec}) - \mu_0)}
\]

(8)

After integration between \( c = c_e \) and \( c = c_f \), the velocity in the accelerated area is given by:

\[
v = \sqrt{v_1^2 + (v_2^2 + v_2^2) \exp \left( -\frac{2g}{\xi h} \cos(\theta_{dec}) c \right)}
\]

(9)

3 RESULTS

3.1 Velocity and slope determination

The velocity \( v_m \) is calculated from the time evolution of the centroid position by:

\[
v_m(t) = \frac{\tilde{C}_f(t) - \tilde{C}_f(t - 1)}{\Delta t},
\]

(10)

where \( \tilde{C}_f(t) \) and \( \tilde{C}_f(t - 1) \) are the centroids defined by Eq. 1 at time \( t \) and \( t - 1 \) and \( \Delta t \) is the time interval between two couples of images (i.e here \( \Delta t = 1s \) for the both avalanche). The uncertainty on the velocity is obtained considering 2 sources: the error in positioning \( \sigma_r \), due to photogrammetry and the time error due to frame triggering \( \sigma_t \), in relation to the master clock inaccuracy. This is written:

\[
\sigma_v = \frac{\sigma_r}{\Delta t} + \frac{\Delta C \sigma_t}{(\Delta t)^2}
\]

(11)

where \( \sigma_r \) is defined as \( \sigma_r = 2\sqrt{\frac{2}{5}} \sigma_{xyz} \), working at the 95% confidence interval. As a consequence, the uncertainty on the curvilinear abscissa is equal to \( \sigma_c = \pm 34 \) cm. The second term of equation 11 is in practice negligible because the maximum value of differences in successive \( \Delta C \) each second, is typically 15-20 m and \( \sigma_t = \sigma_{clock} = 5.7 \times 10^{-6}s \). As a
consequence } \frac{\sigma}{\Delta t} \gg \frac{\Delta C\sigma c}{(\Delta t)^2} \text{ and we can reduce the expression of } \sigma_v \text{ as:}

\sigma_v = \frac{\sigma_c}{\Delta t} = \pm 34 \text{ cm/s.} \quad (12)

The velocity of each avalanche as a function of the curvilinear abscissa is plotted on Fig. 6a) and 6b) with error bars defined as one \( \sigma \). The evolution of the slope along the curvilinear abscissa is defined by \( s(c) = \tan(\theta(c)) \) and retrieved from the measurements of the centroid positions using:

\[ s(t) = \frac{\Delta x}{\sqrt{\Delta x^2 + \Delta y^2}}, \quad (13) \]

where \( \Delta x, \Delta y \) and \( \Delta z \) are the difference of each coordinate at time \( t \) and \( t - 1 \). The uncertainty on the slope calculation is given by:

\[ \sigma_s = \frac{1}{\sqrt{\Delta x^2 + \Delta y^2}} \left[ \sigma_x \Delta x + \sigma_y \Delta y \right], \quad (14) \]

where \( \sigma_x, \sigma_y \) and \( \sigma_z \) are the orientation residuals defined in section 2.3. The evolution of the slope across the curvilinear abscissa is plotted on Fig. 6c) for both avalanches.

### 3.2 Extracting the friction law parameters

#### 3.2.1 Accelerated part of flow

The velocity in the accelerated part, as obtained in Sec. 2.5.1, can be re-written considering two fitting parameters:

\[ v = \alpha \sqrt{1 - \exp(-c \beta)}, \quad (15) \]

where \( \alpha = v_f \) and \( \beta = \frac{2g}{\xi_h} \cos(\theta_{acc}) \). As a consequence we obtain this relation for the friction parameter \( \xi_h \):

\[ (\xi_h)_{acc} = \frac{2g \cos(\theta_{acc})}{\beta}, \quad (16) \]

We consider firstly the product \( \xi_h \) because it is necessary to make an hypothesis on \( \dot{h} \) in order to estimate parameter \( \xi \). The expression for \( \mu_0 \) is:

\[ \mu_0_{acc} = \tan(\theta_{acc}) - \frac{\alpha^2 \beta}{2g \cos(\theta_{acc})} \quad (17) \]

The results for the friction parameter are given in Table 1. The goodness of fit is reasonable (Fig. 6) as we obtain for the 19th December 2012 a correlation of \( R^2 = 0.8114 \) and a RMSE=3.373. Regarding the 13th February 2013 avalanche, the correlation is \( R^2 = 0.9141 \) and a RMSE=1.375.

#### 3.2.2 Decelerated part of flow

The velocity in the decelerated part can be as well formulated with two fitting parameters:

\[ v = \sqrt{\gamma + v_e^2} \exp(-\delta(c - c_e)), \quad (18) \]

where \( \gamma = v_e^2 \) and \( \delta = \frac{2g}{\xi_h} \cos(\theta_{dec}) \) and \( v_e \) the first velocity measured at the abscissa \( c_e \). As a consequence we obtain this relation for the friction parameter \( \xi_h \):

\[ \xi_h = \frac{2g \cos(\theta_{dec})}{\delta}, \quad (19) \]

The expression for \( \mu_0 \) is:

\[ \mu_0_{dec} = \tan(\theta_{dec}) - \frac{\gamma \delta}{2g \cos(\theta_{dec})} \quad (20) \]

The results for the friction parameter are given in Table 2. The precision on the fitting parameter is correct (Fig. 6) as we obtain for the 19th December
2012 a correlation $R^2=0.3219$ and a RMSE=2.943. For the 13th February 2013 avalanche, $R^2=0.9250$ and a RMSE=1.947.

4 DISCUSSION & CONCLUSION

The friction coefficient $\xi$ give principally some information about the shape of the flow path of the avalanche. As all the avalanches considered in this study occurred in the same path, the value of $\xi$ is expected to be approximately the same. Our results are significantly different event if we do not consider the height of the flow $h$. Nevertheless the value obtained in the accelerated part area are quite common and it is a good point as $\xi$ predominate in this part of the flow.

The value of $\mu_0$ are consistent with the field observation. For the 13th February 2013 avalanche, the high value obtained for $\mu_0$ is coherent with the fact that the erosion was important in the path. We do not have measurement of snow properties for the avalanche released on the 19th December, but we suspect snow temperature to be lower as well as density. This may explain that the friction parameter is lower.

For the February avalanche, the value of $\mu_0$ of 0.49 in the accelerated part is consistent with data from (Casassa et al, 1991) which gives 0.42 when adjusted for our snow temperature conditions ($-5^\circ C$). Our result is nevertheless higher than the value reported by (Naaim et al., 2013) which indicates rather 0.275.

For both avalanches in the decelerated part, the values of $\mu_0$ are very close to the values of $\tan(\bar{\theta}_{acc})$. The results of the decelerate part are more difficult to interpret. The first avalanche stopped outside of the area of the photogrammetric measurement and as a consequence we are not measuring overall the run-out phenomena and the final decrease in velocity has not been measured. Data is therefore not enough constrained, and, considering error bars, velocity can be considered as stationary which is consistent with the result $\mu_0 = \tan(\bar{\theta}_{dec})$. This problem of image field of view will be solved with new lenses on cameras able to capture a larger area. Regarding the avalanche of February, it stopped quasi-instantaneously at 250 m from the released point. This is in relation with the presence of the road across the avalanche path at 220 m from the released point, which creates an important change in the topography. We suspect the flat part of the road to originate this important deceleration.

5 REFERENCES


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