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VOLUME 1



Presses des Ponts

Authors Index / Index des auteurs

- Aabøe R. 1507, 2265
 Abadías D. 2303
 Abadkon A. 895
 Abboud A. 2593
 Abdallah A. 1073
 Abdelhaleem A.M. 3163
 Abd-Elhamid H.F. 739
 Abdelrahman G.E. 3167
 Abdelrazaq 2823
 Abe K. 1407, 2059
 Abouzaid K.S. 1935
 Abramento M. 1923
 Abzal M. 895
 Adam C. 1225
 Adam D. 1225
 Adem H.H. 1069
 Agaiby S.S. 1463
 Agioutantis Z. 2193
 Aguilar M.A. 1681
 Aguilar-Tellez M.A. 1763
 Agyroudis S. 2281
 Ahmad S. 503
 Ahmadi M.M. 1415
 Ahmed H.M. 3167
 Ahmedov R. 3255
 Ahn J.-H. 415
 Ahn J.-K. 1567
 Åhnberg H. 1411
 Ahner C. 1301
 Airey D. 301
 Akazawa Y. 3095
 Akbari-Paydar N. 1415
 Akcakal O. 1967
 Aklik P. 875
 Alam M.J. 1539
 Al-Ashaal A.A. 3163
 Albusoda B.S. 305
 Alcazar G. 3211
 Alcoverro J. 2303
 Al-Damluji S. 305
 Aldiamar F. 1495
 Aleksandrovykh V.A. 1627
 Alexiew D. 907, 1927
 Al-Farouk O. 305
 Al-Khafaji A.N. 479
 Allagnat D. 673, 1341
 Allievi L. 2659
 Allkja S. 2149
 Almeida M. 915
 Al-Mosawi M.J. 479
 Alnuiam A. 2663
 Alonso E. 853, 2367
 Alonso E.E. 785, 3395
 Al-Saoudi N.K.S. 479
 Al-Shakarchi Y.J. 305
 Al-Tabbaa A. 2641
 Altunbas A. 895
 Alupoae D. 2425
 Alves Fernandes V. 1229
 Ameratunga J. 2497, 2941
 Amorim M. 2735
 Amoroso S. 483
 Anagnostou G. 699
 Anastasopoulos I.C. 1635
 Andersen J.K.F. 2343
 Andersen K.H. 1507
 Andersen L.V. 2343, 2391
 Andersen S. 385
 Andersson M. 271
 Andersson-Sköld Y. 3247
 Andò E. 999
 Andrews R. 3187
 Andrianopoulos K. 2625
 Aniculaesi M. 1191
 Ansary M.A. 1539
 Antão A.N. 1579
 Aoki R.C.H. 3443
 Aoyama S. 2731
 Araújo G.L.S. 3053
 Arboleda L. 1975
 Arcos J.L. 2549
 Areshkovych O.O. 1627
 Arnold A. 879
 Arroyo M. 2303
 Arshi H.S. 2307
 Artidteang S. 821
 Artières O. 1855
 Asano N. 1195
 Asaoka A. 1419, 2981
 Asefzadeh A. 919
 Ashlock J.C. 2667
 Askari F. 1467
 Asmar R. 723
 Asquith J.D. 1199
 Asrurifak M. 1495
 Assakura V. 1923
 Aşuencei V. 2425
 Atalar C. 3439
 Athanasopoulos G. 309
 Athanasopoulos-Zekkos A. 1423
 Atmatzidis D.K. 2569
 Attar I.H. 2727
 Aubertin M. 735, 1747
 Augustesen A.H. 1427
 Auray G. 1279
 Auvinet G. 1571, 1765, 2921, 3305
 Auvinet-Guichard G. 1681
 Auvray R. 1073
 Avanzi E.D. 1175
 Avar B.B. 1427
 Ávila G. 1077
 Azam A.M. 3187
 Azam S. 199
 Azeiteiro R.J.N. 1459
 Azimi K. 1859
 Bacar Fadhuli N. 1233
 Bacconnet C. 499, 519
 Badelow F. 2823
 Baek S.-C. 2775
 Bagheri S. 1931
 Baguelin F. 673
 Bahadori H. 883
 Bahr M.A. 1935
 Bai X. 1081
 Baitassov T.M. 3149
 Bajwa T. 1085
 Baker A. 3077
 Balakumar V. 655, 2671
 Balasubramania A. 381
 Balasubramaniam A.S. 655, 2671
 Ballard J.-C. 2311
 Barba L. 1571
 Barchiesi A.M. 1431
 Bard E. 313
 Barends F.B.J. 1435
 Barry-Macaulay D. 3415
 Barthelmess A.J. 3235
 Basas V.G. 2569
 Basile F. 2675
 Bastani A. 899
 Basu D. 2679, 2855, 3155, 3171, 3335
 Basudhar P.K. 3459
 Batali L. 2079
 Bathurst R.J. 1959
 Baud J.-P. 487, 491
 Baudet B.A. 2541
 Baycan S. 3415
 Baykal G. 3175
 Beck Y.-L. 1871
 Bejarano Urrego L.E. 393
 Bell A. 1863
 Bellato D. 495
 Bellezza I. 2315
 Benhamou L. 2505
 Ben-Hassine J. 2319
 Bennani Y. 659
 Bensallam S. 1101
 Benson C. 2997
 Benz M.A. 499
 Benz M.A. 519
 Benz T. 663, 667
 Benzaria O. 2323, 2327, 2379, 2831
 Bergado D.T. 821
 Bernard P. 259
 Bernardini C. 163
 Bertelsen K.S. 763
 Berthelot P. 2505, 2683
 Bésuelle P. 999
 Beth M. 1905
 ✕Bezuijen A. 887, 977, 1267, 1673, 2885, 3191
 Bhaskar 3125
 Bicalho K.V. 3443
 Bidarmaghz A. 3343
 Bidasaria M. 1939
 Bilé Serra J. 1263
 Bilfinger W. 1915, 2687
 Bilgin Ö. 1943
 Birchmier M.A. 1183
 Birle E. 1377
 Biru A. 663, 667
 Bisson A. 2091

- Biswas S. 2691
 Blanck G. 3179
 Bles T.J. 1883
 Bo L. 2429
 Bobei D.C. 2925
 Bobyr G. 3099
 Bodas Freitas T.M. 3347
 Bødker L. 3351
 Bogoevski B. 2469
 Bogomolov A.N. 2145
 Bogomolova O.A. 2145
 Boháč J. 203
 Bohn C. 1819
 Bohnhoff G. 2997
 Bokov I. 615, 3119
 Boley C. 337, 415
 Bolouri Bazaz H.R. 1439
 Bolouri Bazaz J. 1439
 Bolshakov V. 3451
 Bolton M. 2671
 Bolton M. D. 151, 957
 Boominathan A. 3149
 Boone S. 2407
 Boroschek R. 1479
 Børsting T. 1121
 Botero E. 1683
 Bou Lattouf H. 939
 Bouafia A. 2695
 Bouassida M. 2509
 Bouazza A. 687, 2991, 3415
 Bouma J. 2597
 Bourgeois E. 1147
 Bourne-Webb P. 3183, 3347
 Boutonnier L. 1233
 Bouwmeester D. 1295
 Bowders J.J. 1831
 Bowman E.T. 2137
 Boyko I.P. 1443
 Bozo L. 2149
 Brachman R. 1187
 Bradley A.C. 1309
 Brandl H. 3289
 Brandon T.L. 317, 829
 Brasil Cavalcante A.L. 2807
 Bretelle S. 2331, 2699
 Breugnot A. 673
 Breul P. 499, 519
 Briançon L. 927, 1245, 1279
 Brianzoni V. 3001
 Briaud J.-L. 5, 107
 Brinkgreve R.B.J. 677
 Brown M.J. 263
 Brown S.F. 1237
 Brûlé S. 1447
 Bryson S. 683
 Budanov V.G. 3119
 Buggy F.J. 1241
 Bui H.H. 687
 Bumbieler F. 1703
 Bungenstab F.C. 3443
 Bürgmann R. 2169
 Burke I.T. 3077
 Burlacu C. 2433
 Burlon S. 555, 1147, 2335, 3407
 Buscarnera G. 2153
 Büsser-Knöpfel S. 1979, 3203
 Bussiére B. 735
 Byun Y.H. 1089
 Bzówka J. 2437
 Caccavo C. 2315
 Cai D. 461
 Cai G. 575
 Cai G.Q. 1207
 Caicedo B. 1003, 2617
 Calabresi G. 71
 Caldeira L. 77, 1263
 Calon N. 1245
 Camapum de Carvalho J. 2807
 Cameron D.A. 3187
 Campaña J. 313
 Cañizal J. 2445, 3005
 Cannon J.G. 2703
 Canou J. 973
 Cao L.F. 503
 Card G. 3183
 Cardona G. 2683
 Cardoso R. 77, 891
 Carrière M.-L. 1805
 Carrillo-Acevedo A. 1093
 Carrillo-Gil A. 1093
 Carriveau R. 2407
 Carson D.J. 1879
 Carter J. P. 2449
 Carvajal E. 1249, 2441
 Carvalho C.T. 2961
 Carvalho de D. 2707
 Casagrande M. 3263
 Casini F.
 Cassidy M.J. 3475
 Castellanos B.A. 317
 Castro J. 2445, 3005
 Cathie D. 2411
 Cédou C. 3065
 Cepeda J. 2157
 Cerfontaine B. 1451
 Chai J.-C. 2449
 Chakraborty T. 2679
 Chan C.B. 2969
 Chan K. 2585
 Chandra S. 1325
 Chang D.-W. 691, 1455, 2651
 Chang I.H. 567
 Chang J.F. 1687
 Chang M. 2161
 Chapman G. 3415
 Chapuis R.P. 507
 Charlier R. 1451, 2411
 Charue N. 2311
 Chau K.T. 647
 Chaudhary K.B. 695
 Chebet F.C. 3223
 Chee-Meng 1947
 Chen C.-Y. 571
 Chen D.J. 1687
 Chen F. 461
 Chen L.-H. 511
 Chen R.P. 2339
 Chen T.J. 1699
 Chen W.-C. 511
 Chen Y. 3293
 Chen Y.-C. 511
 Chen Y.M. 2339, 3009
 Chen Z. 211
 Chenaf N. 2395
 Cheng K.H. 1699
 Chervinskyy Y. 3133
 Cheuk J.C.Y. 1255
 Cheung C.K.W. 1255
 Chevalier B. 1035
 Chevalier C. 973
 Chew S.H. 2537
 Chi S.Y. 571, 1711
 Chien S.-C. 2063
 Chien Y.-D. 571
 Chin C.-T. 691
 Ching J. 2577
 Chinkulkijniwat A. 345
 Chirica A. 1259, 1643
 Chittoori B. 3155
 Chittoori C.S. 3125, 3171
 Cho G.C. 567
 Cho G.T. 1353
 Cho J. 2763
 Cho N.-G. 243
 Cho S.H. 1089
 Choi C.E. 2165
 Choi H.C. 2015
 Choi J. 2355
 Choi J.-I. 751
 Choi K.Y. 2201
 Choi Y. 2529
 Choi Y.J. 2197
 Choo Y.W. 2355
 Chopin M. 973
 Chou J.C. 515
 Choudhury D. 2651, 3335
 Chouikha A. 2905
 Chow C.-M. 1947
 Chowdhury R. 199
 Christie D. 1283
 Christin J. 2711
 Chu J. 1999
 Chu L.M. 1167
 Chuang T.S. 1719
 Chung C.-K. 243
 Cinicioglu O. 895
 Cirión A. 2453
 Clauss F. 1515, 3359, 3363
 Coelho P.A.L.F. 1459
 Cogliati B. 1923
 Cohen-Waeber J. 2169
 Cojean C. 1245
 Cola S. 2091
 Collin F. 1451
 Comodromos E.M. 1951
 Conde M.C. 1263
 Consoli N.C. 321
 Cools P.M.C.B.M. 1847
 Cordão Neto M.P. 3053
 Corominas J. 2281
 Correia A. 1213
 Correia A.A.S. 2457
 Costa d'Aguiar S. 1229, 1245, 2461
 Costa da A. 3005
 Cotton B. 633
 Cour F. 555
 Courcelles B. 3013
 Courivaud J.-R. 1871

- Coutinho R.Q. 2173
Crisp A.C. 1309
Crochemore O. 543
Cruz J.A. 1125
Cruz Silva F. 3347
Cudny M. 2715
Cuéllar V. 3447
Cui Y. 369, 1691
Cuira F. 1955, 2461
Cuisinier O. 3179
Cullufi H. 2233
Cunha R.P. 471, 2799
Cunningham M. 3183
Cutler B. 743
Cvetanovska J. 2095, 3129
D'Alberto D. 2315
Da Costa A. 2445
Daghigh Y. 1321
Dahmen D. 1377
Dai G. 2909
Damavandinejad Monfared S. 793
Damgaard M. 2343
Damians I.P. 1959
Danne S. 1491
Dannemand Andersen J. 3351
Dano C. 227
Dao D.H. 2747
Dapena E. 3447
Das B.M. 953, 3439
Dasaka S.M. 903
Dashko R.E. 825
Dashti S. 899
Dave T.N. 903
Davie C.T. 813
Davis C. 899
De Clercq E. 1369
De Cock F. 2465
De Lavernée P. 1991
De Silva S. 2929
De Vos L. 1369, 1867
Degago S.A. 215
Degago S.A. 2265
Delage P. 3383
Delalain P. 247
Demay B. 3433
Dembicki E. 2715
Denecheau P. 3065
Denies N. 2417, 2465
Denver H. 1963
Derakhshani A. 1623
Dervillé B. 1905
Dervishaj A. 2233
Desanneaux G. 2383
Desrues J. 999
Detert O. 907
Dey R. 2177
X Di Emidio G. 977, 2997, 3191
X Dias T.G.S. 1673
Díaz-Rodríguez J.A. 325
Dimitrievski D. 2469
Dimitrievski L. 2469
Ding X.M. 2957
Djantimirov K. 3099
Doi T. 923
Dolva B.K. 2265
Domingues A.M. 1373
Domitrović D. 219
Dong W. 699
Donohue S. 2123
Doubrovsky M. 2645
Doucerain M. 2003
Douglas W.A. 1125
Droniuc N. 1097
Du J. 2181
Du Y. 575
Duc M. 1147
Duncan J.M. 829
Dupla J.-C. 973, 2383
Dupond J. 3211
Durand F. 555, 2683
Durand P. 1203, 1511
Durgunoglu T. 1967
Dutta S. 2347
Dvornik S. 3133
Dzagov A. 615
Ebrahimian B. 703
Edil T. 2997, 3195
Edip K. 2095, 3129
Eekelen van S.J.M. 1267
Ehrlich M. 773
Eidam F. 1377
Eidsvig U. 2237
Ejjaaouani H. 1101
El Ghamrawy M.K. 1755
El Kouby A. 2711
El Mkadmi N. 1747
El Naggar H. 683, 1695, 2663
El Naggar M.H. 2663, 2723
El-Ghamrawy M.K. 1935
Elkady T. 707
Elmamlouk H. 1463
El-Marassi M. 230
El-Sakhawy N. 2719
Elshafie M.Z.E.B. 981
El-Sherbiny R.M. 3163
Elsherbiny Z. 2723
Emeriault F. 927
Emura T. 607
Engin E. 677
Enoch S. 1447
Equihua-Anguiano L.N. 2933
Ergun M.U. 969, 2253
Erlan Saparbek E. 1455
Erol O. 3455
Escobar E. 499
Eslami A. 591
Espinace R. 519, 1471
Espinoza D. 2937
Evans T.M. 1031
Everaars M.J.C. 711
Ezaoui A. 329
Fakharian K. 2727
Falkner F.-J. 1225
Fanelli S. 2383
Fang Y.S. 1699
Fannin R.J. 2137
Farias A. 3199
Farrell E. 1835
Farzaneh O. 1467
Fatahi B. 547
Fatahi H. 2573
Fathalikhani M. 1105
Fedorovsky V. 3099
Feng K. 2565
Feng T.W. 223
Fenton C.H. 3391
Fenton G.A. 523, 731
Fernandez Vincent J.M. 1971
Ferreira J. 1385
Ferreira S. 2735
Ferrero S. 2659
Finno R.J. 1975
Flavigny E. 1527
Fleureau J.-M. 341
Flora A. 3087
Florès G. 3017
Fluteaux V. 155
Foncea C. 3145
Fong L.T.T. 2929
Fonini A. 321
Foray P. 1527, 2379, 2403, 2933
Fortunato E. 1373
Foti S. 2625
Fotopoulou S. 911, 2281
Fotouhi M.K. 2667
Fourie A.B. 1471
Frangov G. 2751
Frank R. 163
Franklin W.R. 743
Frankovská J. 2107
Fraser I. 1381
Fratalocchi E. 3001
Fredlund D.G. 759, 1109
Fredlund M.D. 759
Freitag N. 659, 1563
Frikha W. 2509
Frischknecht R. 1979, 3203
Froio F. 3293
Fronczyk J. 3021
Frossard E. 227
Frost J. D. 527
Fry J.-J. 973, 1871, 3293
Fucale S. 3199
Fuente de la H.A. 3305
Fujii J. 1923
Fujisawa K. 715, 1897
Fukada H. 1619
Fukuda M. 3095
Fuller S.J. 3077
Furusawa S. 329
Gabr A. 3187
Gabr M. 563
Gabryś K. 1587
Gaily A. 3125
Galaa A. 531
Galandarzadeh A. 2371
Gallagher E. 1859
Galli A. 2473
Gambin M. 487, 491
Gandille D. 1233
Ganesalingam D.
Ganne P.P. 1983
Gao W. 2205
Gao Y. 1909
Garbulewski K. 1337, 3021
García Martínez M.F. 3325
Garcin P. 1279
Garg A. 1167

- Garnica P. 407
 Garnier J. 2379, 2395, 2895
 Gatmiri B. 1105
 Gaudin C. 867
 Gautray J. 915
 Gawu S.K. 1361
 Gay O. 1703
 Gazetas G. 55
 Ge L. 333, 1831
 Geisler J. 555
 Gelagoti F.L. 1635
 Geng X. 2497
 Gens A. 2303, 2367, 3391, 3403
 Georgetti G.B. 1113
 Gerendai E. 349
 Ghabezloo S. 3387
 Ghayoomi M. 899
 Ghosh P. 3459
 Ghotbi S.M.A. 1475
 Giacheti H.L. 471, 535
 Giraldo V. 1683
 Gizachew G. 2273
 Glandy M. 2453, 2683
 Glendinning S. 813
 Gnanendran C.T. 1291
 Godinho P. 2071
 Gogolik S. 583
 Goh S.H. 2351
 Golshani A. 1793
 Gomes Correia A. 1987
 Gong W. 2909
 Gonin H. 163
 Gonzalez L. 1479
 González Galindo J. 2119
 González-Rodríguez R. 325
 Goodey R.J. 230
 Görög P. 1707
 Gotman A. 2477
 Gotman N. 2477
 Gotman Y.A. 2011
 Goto S. 2731
 Gottardi G. 1483
 Gotteland P. 927, 1527
 Gourvès R. 499, 519
 Grabe J. 719, 2087, 3355
 Grande L. 1019
 Grangé L.F.A. 2961
 Grget G. 579
 Griffiths D.V. 731, 2319
 Grimstad G. 215
 Grisolia M. 495, 2481
 Grzyb A. 2461
 Gudavalli S.R. 1487
 Guenneau S. 1447
 Guerpillon Y. 1271
 Guerra N.M.C. 1579
 Guilloux A. 1991, 3207
 Guimond-Barrett A. 2461
 Guler E. 1995
 Gunn M.J. 1151
 Guo W. 1999
 Guo X.-X. 1043
 Gupta R. 1385
 Gusmão A. 2735, 3199
 Gutierrez M. 1047
 Gutjahr I. 2003
 Gwizdala K. 2739
 Ha P.T.S. 2257
 Haberfield C.M. 2743, 3415
 Habert J. 3407
 Hachich W. 2687
 Haddad H. 2727
 Haddani Y. 499
 Haegeman W. 275
 Haelterman K. 1867
 Haemers J. 3065
 Haeri S.M. 919
 Haffoudhi S. 2905
 Hai N.M. 2485, 2747
 Hajal M. 2241
 Hajjalilue-Bonab M. 789
 Hajiesmaeilian S. 2609
 Hajouai F. 1233
 Hall S. 999
 Hamada J. 2637, 2771
 Hamann T. 719
 Hamdan N. 2489
 Hamilton B. 531
 Hamova M. 2751
 Hamza M. 539
 Han T.S. 743
 Hangen H. 1927
 Hangodi Á. 1707
 Hannink G. 1875, 2007, 2885
 Hansen J.G. 623
 Hanson J.L. 3025
 Haque A. 687
 Harris S. 2185
 Hartman D. 1655
 Hasan M. 1495
 Hashash Y.M.A. 723
 Hassan A.A. 1199
 Hassanlourad M. 1615
 Hataf N. 2493
 Hatipkarasulu Y. 633
 Hau B.C.H. 1167
 Hawkins A.B. 3103
 Hawlader B. 2177, 2347
 Hayano K. 1275, 1305
 Hazarika H. 3057
 Haza-Rozier E. 543
 Heerten G. 1809, 3211
 Heitor A. 1007
 Hemmati S. 1117
 Hendarto 1329
 Hendriyawan 1495
 Herold A. 2115, 3211
 Herrier G. 341
 Herrmann R.A. 2755
 Herzog F. 337
 Herzog R. 3463
 Hettler A. 1491
 Heumez S. 2003
 Heyer D. 1377
 Heyerdahl H. 1121
 Hibouche A. 341
 Hicher P.-Y. 227
 Hicks M.A. 523
 Higo Y. 923
 Hilman D. 1495
 Hirao K. 329
 His J.P. 1879
 Ho A. 1813, 1853
 Ho H.-C. 571
 Ho J. 2351
 Ho K.K.S. 2165
 Ho T.-Y. 2285
 Ho Y.T. 1719
 Hoff I. 857
 Hofmann R. 3107
 Hokmabadi A.S. 547
 Holm G. 3215
 Holmén M. 1411
 Honda T. 2771
 Hong S.J. 2529
 Hori T. 1901
 Horikoshi K. 2545
 Horita T. 3227
 Horoz A. 3455
 Horpibulsuk S. 345
 Hoshina T. 727
 Hossain M.S. 267
 Hosseini B. 789
 Houda M. 927
 Høydal Ø. 1121
 Hoyos L.R. 1125
 Hsiao C.-A. 2285
 Hsiao C.-Y. 571
 Hsiao F.Y. 1711
 Hsieh P.-G. 2063
 Hu J. 899
 Hu L. 231
 Hu W. 227
 Hu Y. 2359
 Huang A.B. 1719
 Huang C.R. 515
 Huang J. 731
 Huang M. 655, 1715
 Huang R. 2161
 Huckert A. 1279
 Hudson J. 805
 Hushmand A. 899
 Hushmand B. 899
 Hussain M.S. 739
 Huszák T. 399
 Huvaj N. 2253
 Huybrechts N. 2417, 2465
 Hwang Y.-C. 1789
 Hyodo M. 1011, 1551
 Iba H. 1619
 Ibarra E. 2811
 Ibarra-Razo E. 1571, 1763
 Ibraim E. 191
 Ibsen L.B. 603, 2343, 2391
 Igawa N. 2759
 Iizuka A. 1129
 Ikiz S. 1967
 Ilievski D. 2469
 Iliyn S. 3099
 Ilyichev V.A. 1723, 2011
 Imre E. 349
 Inagaki M. 2981
 Inagaki T. 2613
 Indraratna B. 1007, 1213, 1283, 2497
 Indrawan I.G.B. 3029
 Inoue K. 2103, 3033
 Inui T. 3017, 3037

- Szavits-Nossan A. 809
 Sze H.Y. 1611
 Szeliga L. 3263
 Szendefy J. 2601
 Szép J. 2869
 Szepesházi R. 2521
 Szilvágyi Z. 1575
 Szymański A. 1587
 Szymkiewicz F.
 Tabarsa A.R. 2609
 Tabatabaie S.H. 1615
 Taborda D.M.G. 1459
 Tacita J.-L. 2383, 2605
 Taibi S. 341
 Takács A. 399
 Takahashi H. 1619
 Takahashi N. 1623
 Takahashi S. 2051
 Takai A. 3017, 3037
 Takaine T. 1543
 Takano D. 965, 1035
 Takao K. 1563
 Take W.A. 867, 1187
 Takehana K. 965, 1619
 Takemura J. 943
 Takita A. 2731
 Talluri N. 3125
 Tamate S. 1901
 Tan C.Y. 2537
 Tan Y.-C. 1947
 Tan Y.C. 2977
 Tanaka H. 433, 3411
 Tanaka M. 3227
 Tanaka T. 2103, 3033
 Tanchaisawat T. 821
 Tang A.M. 3383
 Tapiolas M. 953
 Taranov V.G. 1627
 Tarantino A. 3427
 Tarek M.F. 1935
 Tarrago D. 2367
 Tashiro M. 2981
 Tatsuoka F. 235
 Tatsuoka F. 329
 Tatta N. 1333
 Taufik R. 1329
 Taylor R.N. 230
 Tee C.H. 2969
 Tehran F.S. 2855
 Teixeira A.H. 2961
 Teixeira P. 1703
 Tekin M. 969
 Teltayev B. 1365
 Tenea D. 1259, 1643
 Teng F.-C. 2063
 Teng Y. 2873
 Teparaksa W. 2877
 Ter-Martirosyan A.Z. 2881
 Ter-Martirosyan Z.G. 2881
 Terzariol R.E. 3321
 Teymur B. 3255
 Thakur V. 2265
 Tham L.G. 2205
 Thesseling B. 1349
 Thom N.H. 1237
 Thompson 3211
 Thorel L. 2335, 2379, 2395, 2893
 Thorup O. 805
 Thumann V.M. 1875
 Thuro K. 1739
 Tian Y. 3475
 Tibana S. 1175
 Tinoco J. 1987
 Tinteler T. 2755
 Tjok K.-M. 2217
 Toh K.C. 695
 Tohda J.
 Toki M. 2949
 Tokoro T. 1287
 Tol van A.F. 2885
 Toll D.G. 1155
 Toll D.G. 1199
 Tomac I. 1047
 Tomásio R. 1987, 2071
 Tomczak U. 2099
 Tomisawa K. 2889
 Tomita R. 3227
 Tong F. 283
 Tonni L. 1483, 3325
 Török Á. 1707
 Tosen R. 2823
 Totani F. 483
 Totani G. 483
 Towhata I. 1623, 2731
 Toyosawa Y. 1023
 Tremblay M. 2269
 Triyoso W. 1495
 Truong Q.Q. 973
 Tsai C.-C. 1631
 Tsai L.-S. 2285
 Tsai M.-F. 571
 Tsatsis A.K. 1635
 Tsuha C.H.C. 2403, 2893
 Tsukamoto M. 2613
 Tsutsumi A. 3411
 Tulebekova A.S. 3149
 Tümay M.T. 633
 Tuncel E.Y. 3255
 Tuong N.K. 2485
 Tupikov M.M. 1723
 Turan A. 1695
 Turček P. 2107
 Turner M.J. 2111
 Tyldesley M. 2407
 Uchimura T. 2273, 2277
 Uda K. 437
 Uhlemann S. 1301
 Uhlich P. 1301
 Ulitsky V.M. 825
 Umezaki T. 3081
 Unluer C. 2641
 Urquhart A. 953
 Ushakov A.N. 2145
 Usmanov R. 16393137,
 Uță P. 2433
 Utter N. 1905
 Uzielli M. 3475
 Vaciago G. 2197
 Valencia J.D. 1681
 Vallejo L. 1003, 2617
 Valore C. 3141
 Van M.A. 3329
 Van Alboom G. 1867
 Van Impe P.O. 275
 Van Impe W.F. 275
 Van Lysebetten G. 2465
 Van Pelt J. 3467
 Vanapalli S.K. 1069
 VandenBerge D.R. 829
 Vangelsten B.V. 2237
 Vanhonacker P. 935
 Vaniček I. 3259
 Vaniček M. 3259
 Vannucchi G. 1483
 Varga G. 399
 Vasenin V.A. 825
 Vaslestad J. 857
 Vásquez A. 3145
 Vaunat J. 3403
 Vaz J. 2075
 Vaziri M. 2307, 2815
 Vázquez F. 1765
 Vázquez M. 1203
 Vázquez-Boza M. 1511
 Venda Oliveira P.J. 2457
 Venmans A.A.M. 1781
 XVerastegui Flores R.D. 977, 3191
 Verdugo R. 313
 Verstele H. 2411
 Verstraaten W. 2115
 Verstraeten J. 1369
 Vervoort A. 2465
 Viana da Fonseca A. 321, 1373,
 2589
 Vicente da Silva M. 1579
 Vidyaranya B. 2621
 Viggiani G. 991, 999
 Viggiani G.M.B. 207
 Viguera R. 2843, 2847
 Vilar O.M. 1113
 Villard P. 1279
 Vincens E. 3293
 Vincelas G. 543
 Vink D. 2597
 Vintila D. 1259, 1643
 Vinzelberg G. 1377
 Virollet M. 259, 1271
 Vizcarra G. 3263
 Vlachakis V. 309
 Vlavianos G.J. 2625
 Vogt N. 1377
 Vogt S. 1377
 Vollmert L. 1809, 2115, 2629, 3107,
 3211
 Vries de G. 931
 Vukićević M. 3267
 Vukotić G. 2119, 2441
 Vynnykov Y. 2645
 Wakai S. 2637
 Wallbaum H. 1979, 3203
 Wallerand R. 2331
 Wanatowski D. 279, 381, 833
 Wang B. 3415
 Wang C.C. 1719
 Wang C.-S. 2285
 Wang E.-Q. 3483
 Wang F. 1863
 Wang J. 3301

- Sakr M.A. 2851
 Salem M. 1463
 Salgado R. 1799, 2043, 2855, 2909
 Samali B. 547
 Sanglerat G. 583
 Sankey J. 1563
 Santana T. 1579
 Santisi d'Avila M.P. 1583
 Santos E.C.G. 3251
 Santos L.M.A. 1459
 Santos M.S. 2687
 Santos T.C. 2893
 Santruckova H. 1527
 Sanvitale N. 2091
 Sarabadani H. 3061
 Sarabia F. 1975
 Sarigiannis D.D. 2517
 Sarma D. 411, 947
 Sarma M.D. 411, 947
 Sarrafzadeh A. 2727
 Sas W. 1587
 Sasaki Y. 2613
 Sassa S. 437, 3069
 Sato K. 1547
 Sato M. 1769
 Saurer E. 2249
 Saussac L. 3207
 Sawamura Y. 1591
 Scalia J. 2997
 Schaefer V.R. 1183
 Schanz T. 90, 349
 Schenkeveld F.M. 1435
 Scheuermann A. 3029
 Schleinig J.-P. 2027
 Schlosser F. 163, 491, 673,
 Schmitt P. 2003
 Schmitter J.J. 1681
 Schnaid F. 321
 Schnürer F. 2027
 Schober P. 415
 Schüller R. 2985
 Schunk M. 2863
 Schweiger H.F. 2047
 Schweitzer G. 2941
 Sciotti A. 1743
 Scott B.T. 1309
 Seed R.B. 1423
 Seip M. 2027
 Seko I. 2273, 2277
 Semblat J.-F. 1391, 1583
 Seminsky L.F. 2617
 Senanayake A. 3243
 Seng S. 433
 Şengör M.Y. 2253
 Seo H. 1487
 Seong J.H. 365
 Seoud J.P. 2241
 Serrani C. 2315
 Serratrice J.-F. 611, 1595
 Servant C. 673
 Sesov V. 2095, 3129
 Seward L. 3463
 Sfriso A.O. 1555
 Shaarawi E.M. 1935
 Shackelford C. 127, 2997
 Shahien M. 539
 Shahin H.M. 255, 1773
 Shahin M.A. 797
 Shahriar M.A. 953
 Shakeran M. 591
 Shakhirev V. 1101
 Shan T. 1051
 Shanahan C. 2565
 Shao L.-T. 1043
 Shapoval 2645
 Shashkin A.G. 825
 Shashkin K.G. 825
 Sheikh B. 1039
 Shenthan T. 619
 Shepley P. 957
 Sherif M.M. 739
 Sheynin V.I. 747
 Shigeno Y. 2771
 Shimada H. 3033
 Shimada Y. 2051
 Shimizu R. 1599
 Shin E.C. 1353
 Shin H. 415
 Shin S.M. 2015
 Shinoda M. 1603, 2059
 Shiu H.Y.K. 2165
 Shokarev V. 2645
 Shou K.J. 515
 Shrivastava A.K. 961
 Shuku T. 599, 1897
 Shuliatev S. 615
 Shulyatiev O.A. 615, 2859
 Shuttle D.A. 833
 Siddiquee, S.A. 801
 Sidorov V.V. 2881
 Siemens G.A. 1187
 Siemińska-Lewandowska A. 2099
 Sierra L. 1683
 Silva A. 1373
 Silva da M.M. 2173
 Silva M. 2379, 2403
 Silvestri F. 1399
 Sim A. 183
 Simatupang P.T. 1495
 Simic D. 1357
 Simms P. 1085
 Simon B. 163, 1955
 Simonini P. 495, 2091, 3325
 Simpson B. 1835
 Sinclair T.J.E. 3045
 Singh R.M. 3415
 Singh S. 3073
 Sinong L. 2429
 Sitar N. 2169
 Sivakugan N. 953, 2941, 3439
 Sivakumar S.T. 1291
 Sivakumar Babu G.L. 1607
 Sivapullaiah P.V. 49
 Skinner H. 2815, 2827
 Skorikov A.V. 1759
 Skorokhodov A. 3099
 Sloan S.W. 731
 Slyusarenko Y. 3133
 Smith A.K.C. 805
 Smith D. 1859
 Smith J.T. 2281
 Smith N.A. 2111
 Smolar J. 1137
 Snelling K. 2843
 So A.K.O. 1255
 Soga K. 1863, 2177
 Sokolić I. 809
 Solomon K.M. 1361
 Somasundaram S. 619
 Son L.M. 2257
 Son N.T. 2257
 Sorensen K.K. 423
 Soria C.B. 1345
 Soriano A. 2119
 Soroush A. 353
 Soyezi L. 659
 Spiliotopoulos G. 309
 Springman S.M. 207, 915, 3463
 Srivastava A. 1607
 St John T.W. 3103
 Stanciu A. 1191
 Standing J. 2387
 Stanic B. 2973
 Stapelfeldt T. 1313
 Staveren van M.Th. 1847
 Steenfelt J.S. 623, 1427, 2863
 Steiakakis C. 2193
 Stephenson R.W. 1831
 Sterck W.N. 1175
 Stewart D.I. 3077
 Stewart M.A. 3379
 Stirling R.A. 813
 Stoel van der A.E.C. 2597
 Stoevelaar R. 2885
 Stokoe K. 1663
 Stokoe K.H. 1535, 3467
 Stone K.J.L. 230
 Strahler A.W. 3471
 Strasheski A.v
 Strenk P.M. 2261
 Stucki M. 1979, 3203
 Stuedlein A.W. 3471
 Sturm H. 817
 Stuyts B. 2411
 Su C.S. 1699
 Suddeepong A. 345
 Sue D.Z. 2189
 Suemasa N. 1901
 Suescún E.A. 1125
 Suganya K. 429
 Sugii T. 1195
 Suhardjono 1495
 Sulem J. 3383
 Sulewska M.J. 641
 Súľovská M. 2107
 Sung S.-H. 1455
 Surarak C. 381
 Surjandari N.S. 837
 Suryatriyastuti M. 3407
 Suzuki M. 599
 Svahn V. 2269
 Svedberg B. 3215
 Svinkin M.R. 629
 Switzer C. 3427
 Syedin V. 2645
 Syeung Ryull K. 381
 Szabo M. 3289
 Szalkai R. 349

General Report of TC204 Underground Constructions

Rapport général du TC204 Constructions souterraines

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ABSTRACT : This paper presents the general report of the TC204 session “Underground Constructions on Soft Ground” of the 18th International Conference on Soil Mechanics and Geotechnical Engineering. A total of 27 papers were assigned for this session, they were divided in six general topics and reviewed briefly in this report. Apart from the regular topics of the TC204, this session also present three papers on rock tunnelling. This report is intended to provide a general view of the papers of the TC204 session. However, for a better understanding of the presented contents, the readers are encouraged to look for the complete papers in the proceedings.

RÉSUMÉ : Ce document présente le rapport général de la session TC204 “Travaux souterrains en sol meuble” du 18^e congrès International de Mécanique des Sols et de Géotechnique. Au total, cette session comporte 27 communications, qui ont été réparties en six thèmes généraux et sont brièvement analysées dans le présent rapport. Outre les thèmes du comité TC204, cette session présente également trois communications concernant les tunnels au rocher. Ce rapport est destiné à fournir une vue d'ensemble des communications de la session TC204. Pour une meilleure compréhension des contenus présentés, les lecteurs sont encouragés à consulter les articles complets dans les comptes-rendus.

KEYWORDS: Underground constructions, soft ground, rock, tunnels, maintenance, construction

1 INTRODUCTION

Underground constructions have been one of the most challenging endeavours of engineering for centuries. The effort of researchers and engineers has given the society the opportunity to explore the full potential of the underground space in any geological conditions preserving the surface structures.

The papers for the TC204 session “Underground Constructions on Soft Ground” on the 18th ISSMGE conference show the on-going development of this broad field, covering several important topics, proposing solutions for different problems and tracing the way for future research.

A total of 27 papers from 13 nations have been located in the TC204 session. Figure 1 illustrates the number of papers submitted per nation.

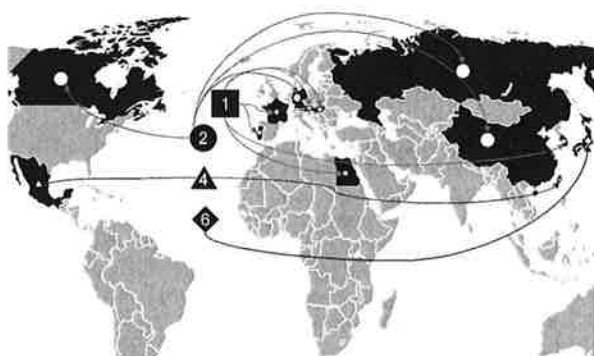


Figure 1. World Map indicating the number of papers submitted per member society.

It is also remarkable to note that some countries did not send papers for the TC204 session, although these countries have a tunnel tradition and still a number of projects running: Brazil,

Iran, India, UK, and USA. Despite the TC focus on Underground Constructions in Soft Ground, the ISSMGE Conference session also presents some cases for underground constructions in rock.

The papers were divided in six general topics as follows:

1. Underground Constructions in Soil (9)
2. Mitigation Measures (7)
3. Tunnel Maintenance and Instrumentation (3)
4. Rock Tunnelling (3)
5. Seismic Analysis of Tunnels (3)
6. Construction Techniques (2)

2 UNDERGROUND CONSTRUCTIONS IN SOIL

This topic gathered nine papers that had a general view about tunnels constructed in or based on soil. Discussions about soft soil deposits, twin tunnel interaction, stress arching in trenches, analytical stability methods, assessment of surface settlements, wearing of TBM tools, cavity formation around underground structures and even immersed tunnels are presented.

Rangel-Núñez et al. in their paper “Performance of the tunnel lining subjected to decompression effects on very soft clay deposits” present a case study of tunnel excavated with a Tunnel Boring Machine (TBM) in the Mexico City soft clay. The study evaluated the particular case of the Eastern Emitter Tunnel where a channel was dredged above the tunnel alignment and the unloading reactivated pre-existent semi-vertical cracks in the clay deposit. These cracks were identified visually during the construction of a shaft near the channel and were an indication of the unloading of that zone. Piezocone tests confirmed that, as the measured coefficient of earth pressure at rest was three times smaller near the channel compared to the value at some distance from the channel.

Instrumentation of the tunnel revealed an increasing rate of lining displacement after a dredging procedure at the channel above. A multistep Finite Element Analysis (FEA) was carried

out to evaluate if this anomalous behaviour could be attributed to the reactivation of the cracks. The modelling methodology achieved great results with lining displacements of the same order of magnitude to the in-situ observations. Figure 2 presents the convergence of a lining section below the channel that was dredged, however the authors of the general report believe that the division entitled “Beginning of the lining stability” was intended to state instability.

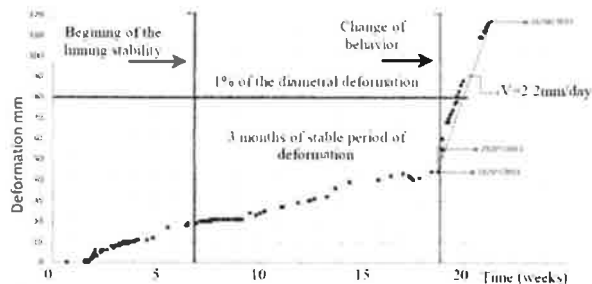


Figure 2. Ring 671 time evolution of deformation (after Rangel-Núñez *et al.*).

In their paper “Design of tunnel lining in consolidating soft soils”, **Rodríguez-Rebolledo *et al.*** study the effects of consolidation on the lining by a series of FEA. The Mexico City valley is affected by an on-going regional subsidence process associated to intense pumping of water from the aquifer below the urban area. This process is locally combined with the consolidation due to the excess of pore pressure generated by the excavation of the tunnel and installation of the primary liner. A multistep FEA was performed and several tools to account for plastic flow of lining, joints and interfaces were applied. The results indicate a very unfavourable condition for the final lining, with vertical loading and horizontal confinement loss.

Shahin *et al.* combine 1:100 centrifuge model tests with 2D FEA to analyse the excavation of twin tunnels with different relative positions and the excavation of a single tunnel beneath a strip and a pile foundation. Their study is entitled “Rational interpretation of tunnelling considering existing tunnel and building loads”. The results calculated with the modelling tools applied and the elastoplastic subloading t_{ij} constitutive model are in remarkable agreement with the centrifuge model tests. The relative position of the twin tunnels influences the surface settlement magnitude as well as the region of intense shear strain that occurs between the two tunnels, as displayed in Figure 3 for the condition of diagonal alignment.

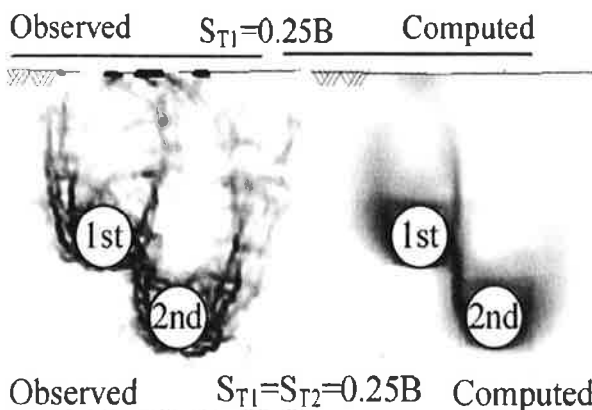


Figure 3. Observed and computed strain distribution with diagonally located tunnels (after Shahin *et al.*).

The presence of a building load above the tunnel excavation shifts the settlement trough from the tunnel line to the load line. In terms of strains distribution the study revealed the occurrence of a shear band from the building load, either for strip or pile

foundation, to the closest side of the tunnel, as displayed in Figure 4.

Li *et al.* in their paper “An evaluation of influence factors that affect pressures in backfilled trenches” present the case for a rational approach to the design of conduits buried in trenches. The assessment of the vertical stress on the conduit based on analytical solutions may result in a underestimated value. A numerical analysis with FLAC was performed to reveal the relative importance of each soil and geometric parameter on the vertical stress distribution on the conduit. The results indicate that the geometric layout of the trench and the soil resistance parameters are the most influencing factors. It would have been of great value if these data were compared to the existing analytical solutions.

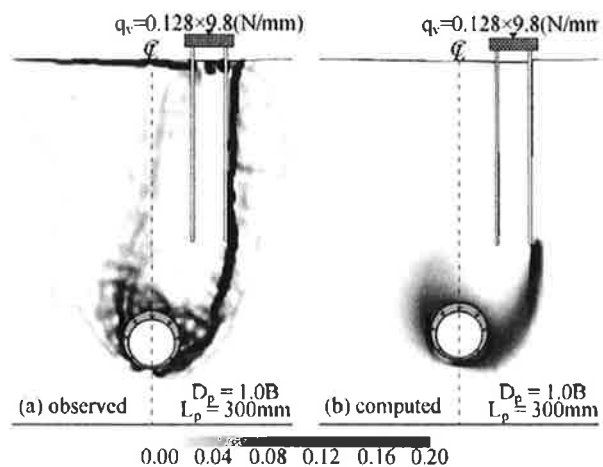


Figure 4. Observed and computed strain distribution for a tunnel beneath a piled foundation (after Shahin *et al.*).

Kobayashi and Matsumoto present an upper bound limit analysis solution in their paper “On the stability of a trap door evaluated by upper bound method”. A typical roof failure situation is analysed with a parabola-shaped loosened soil zone, falling down vertically. The solution is displayed in design graphs. With these graphs it is possible to depict at what conditions the trap door is stable without support as well as the increase in the arching effect in case of narrow conditions.

Mazek and El Ghamrawy use data from The Greater Cairo metro for a thorough comparison of different surface settlements prediction methods. The results are presented in their paper “Assessment of empirical method used to study tunnel system performance”. The study discussed that the empirical method proposed by Peck and Schmidt (1969) is unable to properly differentiate distinct sand conditions. An elastoplastic constitutive model with the elastic modulus as a function of the confining stress was employed in 2D FEA and resulted in a good agreement between FEA predictions and field measurements for different sand conditions, from loose to very dense sand, which is remarkable since the with FEA calculated troughs are usually too wide.

Köpl and Thuro propose a model for rational planning of hyperbaric interventions to change cutting tools of Mix-Shield TBMs that would avoid critical geological zones and reduce unnecessary intervention costs, as discussed in their paper “Cutting tool wear prognosis and management of wear-related risks for Mix-Shield TBM in soft ground”. 18 TBM drives were analysed in terms of soil conditions and TBM characteristics in order to develop the empirical model for the service life of the cutter tools.

The results could not achieve a reliable correlation of one individual soil parameter to the wearing of the cutting tools. Therefore, the hardness of the soil, the stress at the contact surface and the shape parameter of the soil components were combined in a new parameter called Soil Abrasivity Index

(SAI). A non-linear relation between the SAI and the maximum serviceable cutting distance for the cutting tools was achieved and it is displayed on Figure 5. A linear relation was found between the ratio of the covered cutting distance over the maximum cutting distance and the ratio of number of tools to be changed in each intervention over the total number of tools in the TBM cutter head.

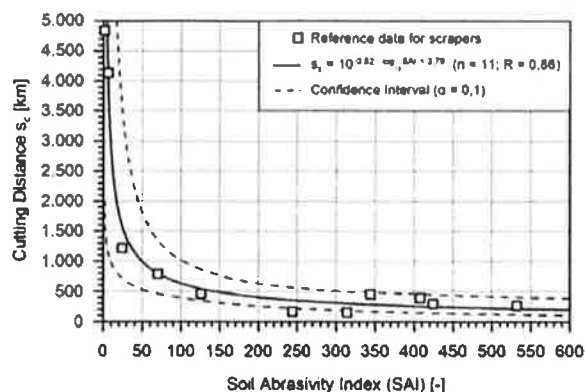


Figure 5. Correlation of the Soil Abrasivity Index (SAI) and the cutting distances of disc cutters (after Köppl and Thuro).

Sato and Kuwano in their paper “Effects of buried structures on the formation of underground cavity” present several model tests to investigate the consequences of an unfavourable water flow condition around buried structures. Such a flow may lead to an underground cavity and eventually a surface collapse. The observations suggest that the loss of confinement near the buried structure would increase local permeability and therefore the water flow around that area.

Xie et al. present a thorough analysis of induced settlements from immersed tube tunnel (IMT) on deep soft subsoil, as stated by the title of their paper: “Subsoil settlement feature of immersed tube tunnel in deep soft subsoil with heavy siltation in open sea”. The study is based on the project of the Hong Kong-Zhuhai-Macao Link that comprises a bridge that will be more than 35 km long and a 6 km long IMT (Figure 6).



Figure 6. Location of Hong Kong-Zhuhai-Macao immersed tunnel (after Huang et al.).

Based on on-site CPTU test results and in-situ bored soil samples numerical modelling was performed to investigate the stress-path of the subsoil during and after construction of the IMT. To confirm the results tests were run in a geotechnical centrifuge to measure and analyse the whole process of consolidation, excavation, tube location, backfilling, siltation and re-excavation of channel.

The results indicate that in the process of excavation and backfill recompression, the stress and settlement distributions below the tunnel cross-section have a saddle-shape, as shown for the stresses in Figure 7. The measured settlement differences between the cross section and the longitudinal direction of the tunnel are small, as expected.

The papers in this topic went through several possible conditions were the soil behaviour has to be assessed and predicted for a proper design and construction of an underground facility. Köppl and Thuro properly discussed the importance of a proper selection of collected data for an empirical method. Shahin et al. showed us how the combination of a powerful constitutive method, with properly assessed parameters, with a model test can confirm the predictions of tunnels in special conditions.

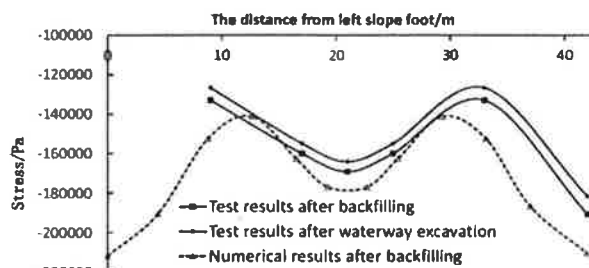


Figure 7. Stress distribution of the bottom a foundation trench section (after Xie et al.).

3 MITIGATION MEASURES

Seven papers were classified under this topic, the first three papers presented are about controlling deformations and ensuring stability of tunnels in special conditions, the other four papers are about surface settlements mitigation. The studies were based on real cases, numerical modelling and full scale field trials.

Aguilar et al. in their paper “Diametric deformations in the concrete segment lining of a tunnel excavated in soft soils. Criteria for their evaluation and mitigation actions for their control” present a graph (Figure 8) divided in five different zones based on the relation of the percentage of horizontal diameter increase to the time after the lining installation as a criterion for the mitigation measures recommended to ensure stability of the pre-cast reinforced concrete segmented rings that compose an 8.7 m diameter tunnel.

Each zone has specific recommendations for mitigation actions. For example, if the measurements reach zone 3 it is recommended that the ring’s annular space is re-injected. Figure 8 shows the five different zones of intervention and three sets of measurements of horizontal diameter increase on different tunnel sections, the numbers at the end of the lines denote the section number of the tunnel lining. Note that one of the measurements resembles the measurement presented by Rangel-Núñez et al. There the consolidation caused the deformation, see Section 2, and reinjection is probably not the solution. The authors of the GR expect that for the situation of consolidation it is better to use the metallic frames in an earlier state.

Chang et al. in their paper “Application of ductile segments to tunnels in close proximity” analyse the mechanical behaviour of twin tunnels and the use of ductile segments to sustain the unfavourable stress conditions. The case of the Taipei MRT project, where a distance of 1.5 m occurred between twin tunnels, is presented. From 2D numerical analyses a vertical and lateral stress increase, as high as 50%, was calculated for the first tunnel during the excavation of the second one. This sort of behaviour was also observed with the automatic monitoring systems during the tunnel construction. The first tunnel lining went through a 70% increase in the bending moments and a 30% increase in the axial forces. The ductile segments are described as lining systems of favourable ductility and anticorrosion features. The analysis revealed that the ductile segments were able to resist the final stress conditions, where a precast reinforced concrete segment would have failed.

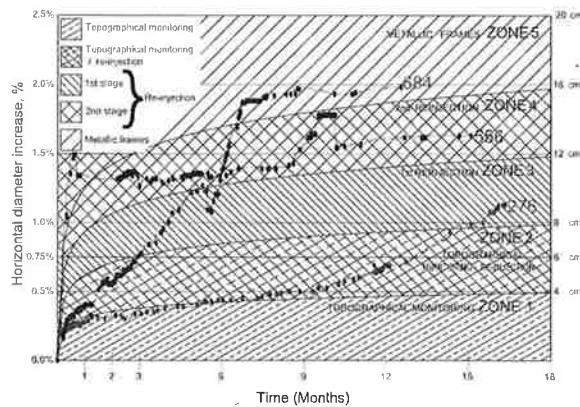


Figure 8. Time evolution of the horizontal diameter of three different ring sections over the proposed diagram for deformational control of tunnel segments (modified from Aguilar *et al.*).

Fang *et al.* in their paper “Construction of a cross passage between two MRT tunnels” defend the concept of several defence measures against water inflow in tunnels under high water head as the only reliable approach. They report the construction of a cross passage between two shield tunnels for the construction of Tu-chen Line of Taipei Rapid Transit Systems. Both jet grouting and chemical grouting were performed to ensure the construction safety under the 26.7 m of pressure head acting on the site. Water-leak tests were conducted, since any crack in the waterproofing system could cause major losses in the project.

Kummerer and Sciotti report how two compensation grouting works were performed to mitigate TBM induced settlements for structures founded on shallow and deep foundations in Rome. Their paper “Compensation grouting with shallow and deep foundations – case study from the metro B1 in Rome” describes how a full scale field trial was performed, for the piled foundation and the footing, in order to properly design the real interventions. Shafts constructed with soilcrete jet-grouting, for the lateral wall and the sealing slab, enabled the TAMs (*Tubes a Manchette*, the tubes by which the grout is injected) to be installed with Horizontal Directional Drilling technology. Figure 9 shows a schematic cross section of one of the buildings with a piled foundation close to Ionio Station with a TAM to pile distance of only 1.65 m, as obtained from the figure.

It was reported that no significant settlements were measured during the drilling operations. The water tightness of the shaft was assessed with pumping and thermal leakage tests, as the water table was just a few meters below the surface. The measured settlements were significantly below the tolerable values and confirm the efficiency of the compensation grouting technique both technically and economically both for shallow and deep foundations.

Cui and Kishida in their paper “Effect of pre-ground improvement method during shallow NATM tunnel excavations under unconsolidated conditions” analyse the layout of ground improvement prior to tunnelling for shallow NATM tunnels in Japan. This surface intervention creates a soil-cement mixture above the tunnel crown. 2D FEA were performed based on the t_{ij} constitutive model and indicated that surface settlements can be prevented by adopting the pre-ground improvement method, and that the method becomes more effective as the improved area becomes larger (Figure 10). The influenced area due to the tunnel excavation becomes narrow as the reinforcement zone intercepts the shear band generated by the tunnel excavation.

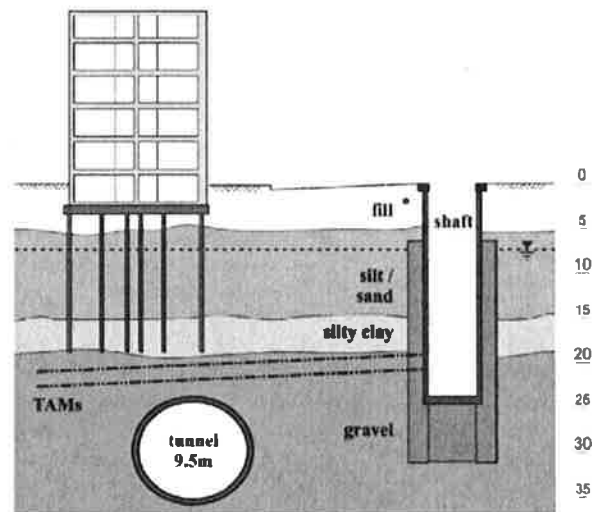


Figure 9. Schematic cross section for TAM installation close to a piled foundation at ‘Ionio Station’ (after Kummerer and Sciotti).

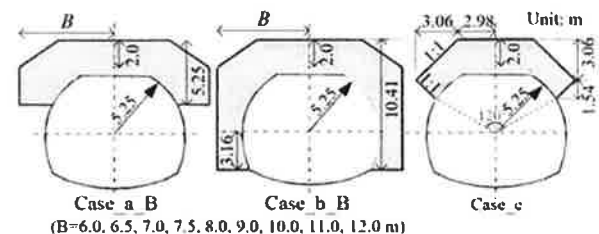


Figure 10. Analysed patterns for the ground improvement profile (after Cui and Kishida).

Ilyichev *et al.* presented the paper “Building deformations, induced by shallow service tunnel construction and protective measures for reducing of its influence” where empirical equations were derived from in-situ measurements of shallow shielded utility tunnels in Moscow to assess surface settlements and building deformations above the tunnel. The results are said to enhance the deformation estimates when in comparison with empirical methods for deep tunnels, but probably only for the local conditions in Moscow.

Petrukhin *et al.* in their paper “Refurbishment and underground space development of Moscow P.I. Tchaikovsky conservatory” present the case study of an historical building in Moscow in which underground service ducts had to be excavated without disrupting the building structure. An interesting assessment of the existing foundation and its structural integrity allowed the protective measures to be analysed and planned in a reliable way, taking into account the real conditions in which this old structure was founded.

The papers presented in this topic show how it is always possible to build underground structures with safety for both the construction and the surface utilities. Kummerer and Sciotti show that full scale field trials are sometimes necessary for a proper design of mitigation measures and how they increase the efficiency of the actual intervention.

Cui and Kishida presented an analysis of the mechanism of reinforcement in terms of stress and strain mobilization. This enables a rational understanding of what are the most important parameters for the design of this type of pre-ground improvement method.

4 TUNNEL MAINTENANCE AND INSTRUMENTATION

Three papers were assigned to this topic. The first paper presents the general concept of inspection routines on underground structures. The other two papers are about specific instruments for monitoring tunnels.

In their paper "Engineering inspection and supervision of tunnels and underground stations of urban metro systems", **Katzenbach and Leppla** describe the negative effects of the lack a proper regulation for inspection of underground constructions. Both the general stability of the structure and the life cycle costs are jeopardized without a proper inspection routine. A concept with four different categories of inspection was developed and applied to the Frankfurt am Main metro system. Definitions of insufficiency and defect were stated and put together to generate a grade for the underground construction at the end of each inspection. The experience shows that the defined modalities and continuous procedures guarantee a sustainable preservation of the underground structures by early identification of insufficiencies and defects. Figure 11 presents an example of what was classified as the main inspection of a tunnel.



Figure 11. One of the procedures for a main tunnel inspection (after Katzenbach and Leppla).

Huang et al. present another study of the Taipei Mass Rapid Transit (MRT) in their paper "Field monitoring of shield tunnel lining using optical fiber Bragg grating based sensors". A strain monitoring instrumentation system was employed to confirm semi-empirical designs and to monitor especially problematic zones of the tunnel. Optical fibre was used to assess the strain evolutions from the start of the concrete pouring of the segment and to obtain results without disturbance by electromagnetic interference.

The optical fibre Bragg gratings (FBG) were installed in the centre of the reinforcement bars (Figure 12) and the readings were recorded from pre-cast concrete section production until installation and operation. The continuous readings enable the analysis of the lining reaction to each construction phase. The record also showed a strain fluctuation during the tunnel operation that was associated with variations in the internal temperature of the tunnel.

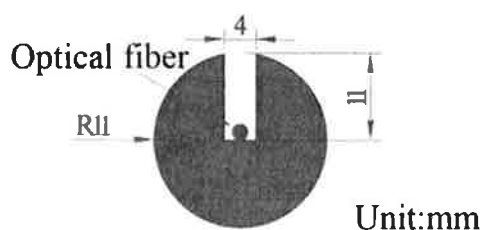


Figure 12. Placement of optical fiber in the reinforcement bar (after Huang et al.).

Gay et al. present a part of a project to evaluate the constructability and safety of cell preparation tunnels for radioactive waste storage on Callovian-Oxfordian clays, in their paper "Monitoring and Instrumentation of demonstrators storage cells (CMHM)". A set of innovative instruments were designed to monitor these 40 m long, 0.7 m diameter prototype tunnels. The devices enabled video footage associated with a geo-referenced trajectory and optical zoom to detect cracks of one tenth of a millimetre. Measurements of convergence, temperature and relative humidity of the tunnel were also recorded.

The metallic liner was also instrumented to obtain local and distributed strains, temperature and relative humidity. For that a series of laboratory tests was conducted to control the behaviour of different optical fibres under mechanical and thermal variations. Experiments are underway to simulate the presence of waste CMHM packages, by thermally loading the tunnels to 90 °C. The results obtained until now show a great performance of the instruments and could detect intriguing behaviours as anisotropic convergence of the tunnels. A schematic drawing and a picture of the convergence measurement device are on Figures 13 and 14.

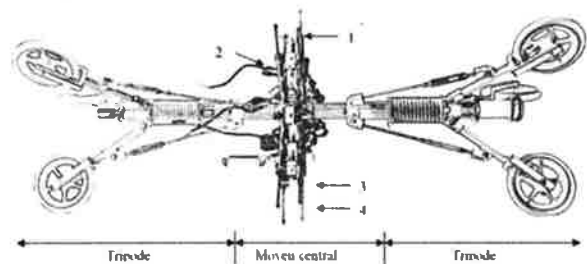


Figure 13. Overview of the device to measure the tunnel convergence (after Gay et al.).



Figure 14. Picture of the device, inside the tunnel, to measure the tunnel convergence (after Gay et al.).

The papers in this section present important messages for the session. It is important that we enhance our design concept of underground constructions beyond construction and early operation. Accounting for the life cycle and associated costs of the underground space, we can ensure technical and financial feasibility of the whole service life of the structure. The paper from **Katzenbach and Leppla** present a sight to that matter.

Huang et al. and **Gay et al.** remind us that is always possible to confirm design predictions for empirical designs and special tunnel conditions by measurements. Most important it shows how important it is to properly describe how field measurements are obtained, which instruments were used and how, so that the instrument's associated shortcomings and advantages are accounted for in the data analysis.

5 ROCK TUNNELLING

This topic gathered three papers of underground structures excavated in different types of rock. Stability of underground structures with different geometries and with account for post-peak strength degradation is presented. An empirical method for the prediction of TBM penetration rate is also presented.

Görög *et al.* perform several numerical analyses with four different codes of underground cellars beneath the city of Budapest, in their paper “Stability analyses of underground structures cut into porous limestone”. The results focus on admissible surface loads, grouting and enlargement of a tunnel and interaction of different cellar systems, as in Figure 15. The restrictions and capabilities of each modelling tool are depicted and analysed in the results and conclusion.

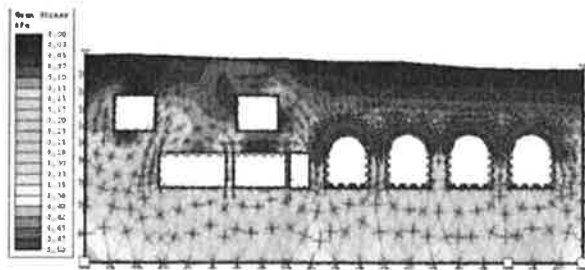


Figure 15. Mean stress distribution around the interacting cellars (modified from Görög *et al.*).

Hsiao and Chi in their paper “Effect of brittle failure on deep underground excavation in eastern Taiwan” investigate how post-peak strength degradation of metamorphic hard rock in Taiwan can affect deep tunnelling behaviour. The case study of a twin-hole tunnel with an excavation span of 12.5 m was studied with a finite difference package.

The study evaluated the tunnel at two different depths, 500 and 1000 m, and the rock mass by two different models, the Hoek-Brown model and the Hoek-Brown with the post peak degradation model of Cundall *et al.* (2003). A subroutine was created to account for the strength loss parameter as a function of the confining stress, adjusted from several tri-axial compressive tests (Figure 16).

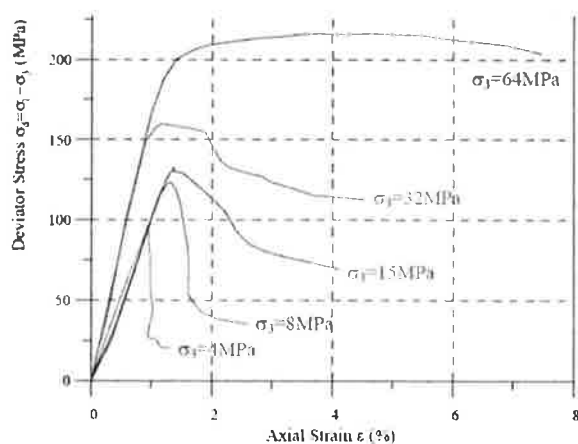


Figure 16. Typical stress-strain curves of triaxial tests under different confining stresses from the marbles in eastern Taiwan (modified from Hsiao and Chi).

This model diminishes the peak parameters by a factor of $(1-\beta)$, β being the strength loss parameter that decreases with increasing σ_3/σ_c as in Figure 17.

The analyses show that the increase in tunnel deformations due to deeper excavation is more pronounced when the evolution of post-peak strength degradation with confinement loss due to tunnelling is accounted for. With a 1000 m depth the

roof settlements can be three times larger when accounting for post-peak strength degradation.

Martins and Miranda in their paper “Prediction of hard rock TBM penetration rate based on Data Mining techniques” apply artificial neural networks (ANN) and support vector machine algorithms (SVM) on a database of rock properties and TBM penetration rate (ROP) to evaluate the relative impact of each rock parameter on the ROP. The artificial neural network algorithm resulted in more accurate predictions, as it can be seen in Figure 18. For this database that only included fractured rock masses, the PSI parameter that quantify the brittleness and toughness of the rock was the most influential parameter. On the other hand the uniaxial compressive strength was the least influential one. On a rock mass with less joints and faults one could expect a different scenario.

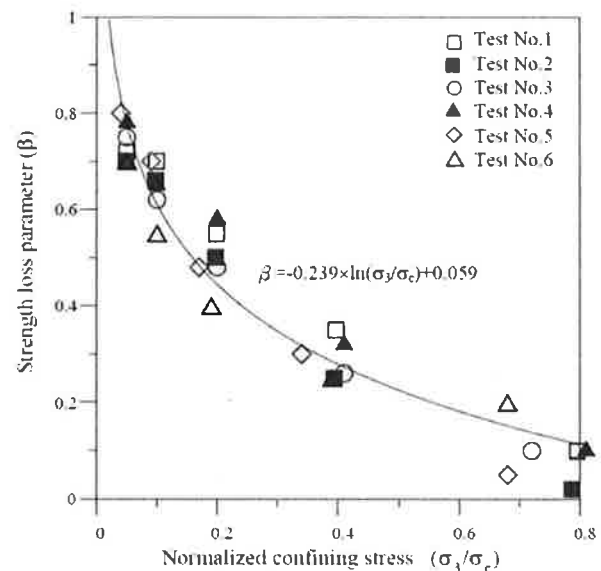


Figure 17. Correlation between the strength loss parameter and the normalized confining stress for the marbles in eastern Taiwan (after Hsiao and Chi).

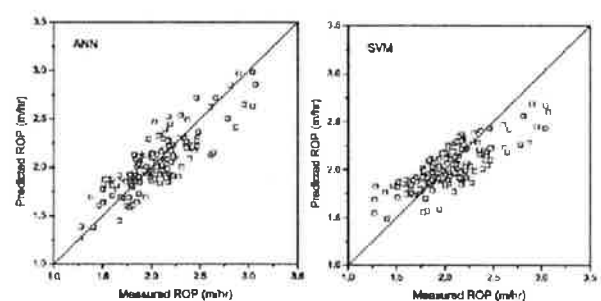


Figure 18. Comparison between the measured and predicted ROP for the ANN and the SVM models (after Martins and Miranda).

A reader of this topic that is mostly familiar with soft soil tunneling will be able to take a brief look at the challenges and interesting approaches that pervade rock tunneling. A solid study of constitutive modeling for special rock conditions is given by **Hsiao and Chi**, in the general rock mechanics sense and applied to tunnel case studies.

6 SEISMIC ANALYSIS OF TUNNELS

Three papers were classified under this topic. Analytical models and numerical models were derived based on in situ testing, model tests and real cases. There are also some interesting

points over the short comes of design codes when it comes to seismic forces.

Tohda *et al.* in their paper "An elastic continuum model for interpretation of seismic behaviour of buried pipes as a soil-structure interaction" propose an analytical method for 2D analysis of buried pipes under seismic action, modelled as a simple shear action due to an earthquake. The objective was to overcome the current design code methodology that recommends the use of the seismic deformation method, based on spring models. This method assumes a governing stand for the tangential stress in the seismic behaviour.

The results were compared with the proposed model predictions with the results of a series of centrifuge model tests, as in Figure 19, confirming the validity of the analytical model. The results indicate that in most cases the tangential stress is almost null. The proposed model gives a rational interpretation for the seismic soil-pipe interaction with a proper account of the main stress components.

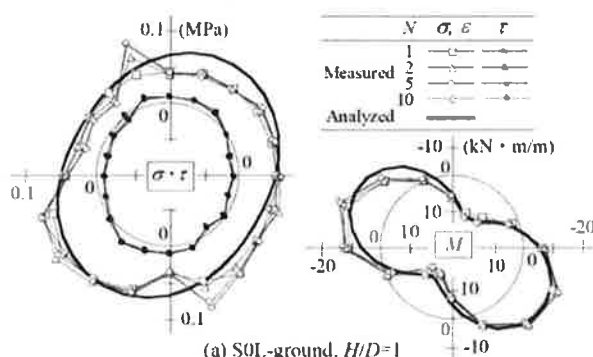


Figure 19. Comparison between measured and analytical results of normal and tangential stress and bending moment (after Tohda *et al.*).

Huang and Liu present a new modified response displacement method (MRDM) in the frequency domain, in their paper "Fast frequency-domain analysis method for longitudinal seismic response of super long immersed tunnels". The method is based on the theory of dynamic elastic Winkler foundation beam and is applied to analyse the longitudinal seismic response of a sea-crossing immersed tunnel between Hong Kong, Zhuhai and Macao (HZM) in China, as in the paper from Xie *et al.* The proposed method considers the inertia of the tunnel, soil-tunnel interaction parameters and the dependence of dynamic stiffness coefficients on external loading frequency. The results are compared to the regular response displacement method (RDM), as in Figure 20. The HZM tunnel was modelled by 253 particles and the results indicate that the deformations of joints at both sides of the tunnel are much larger than those in the middle of the tunnel, which is analogous to that of the axial force. Nevertheless excessive tension and compression will not occur under proper design of segment joints.

Botero *et al.* in their paper "Effect of the subsoil conditions in the seismic interaction between two underground stations connected by a circular section tunnel" study a 50 year horizon of a 9 m diameter tunnel section connecting two metro station at about 22 m depth. They considered the seismic environment of the region scaled by the construction code of Mexico City. The present soil parameters as well as the prediction of their time evolution due to regional subsidence were evaluated in terms of CPT tests and empirical correlations to estimate the shear wave velocity. The results of a 3D finite difference numerical modelling indicate that only after 30 years the effects of the effective stress changes will present a considerable increase in the tunnels displacement and stresses. This would enable a better planning of future interventions and maintenance of the tunnel structures.

The papers present the challenges of the very complicated and potentially hazardous phenomena of earthquakes.

Development of an analytical model, when confirmed by experimental data as in Tohda *et al.*, is of great value for daily engineering practice.

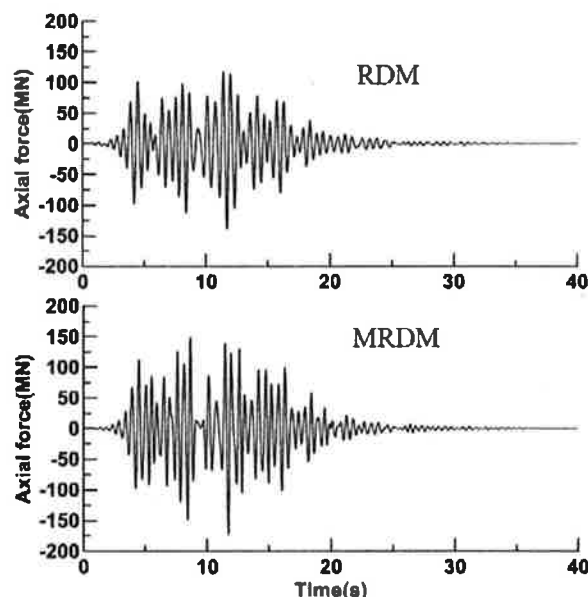


Figure 20. Comparison of the time history of axial force at one cross section of the immersed tunnel obtained by the RDM and the MRDM (after Huang and Liu).

7 CONSTRUCTION TECHNIQUES

Two papers were assigned to this topic. They present an evaluation of the selection procedure for construction methods and a new construction technique called modular approached tunnelling.

Yang and Yoo in their paper "Case studies of applicability for selection of construction method for highway underground crossing transit on the deposit soils in urban project in Korea" present a case history of the construction of a low depth road tunnel under a highway in Korea where the ground conditions were worse than predicted and remediation measures were necessary.

This case study underlines the argument that a rational guideline for the selection of the optimum construction method for an underground project is needed. Such a guideline would enable predictions of possible construction problems and improve the reliability of the financial budget. They also defend the case that design standards should specify the retention period of history files of structures, a standard coded system for underground failure types and a mandatory reliability analysis for geotechnical data assessment.

Komiya presents an analysis of a new construction method called modular approached tunnelling in his paper "Finite element modelling of construction processes of the modular approached tunnelling method". This method was developed to construct large scale tunnels for cross passages. The method consists of a cycle of small mechanized excavation followed by box-module insertion to form a lining frame in the soil that will sustain the excavation of the soil within the frame.

The process was analysed by modelling a real case in soft cohesive soil in Tokyo by 3D FEA (Figure 21). The mesh of the numerical model was updated at each time step and fictional elements to represent the cutting face of the TBM were employed.

The expected settlement of the numerical model was larger than the measured value, as in Figure 22, but the shape of the computed settlement trough at the top of the lining frame was similar to the measured results.

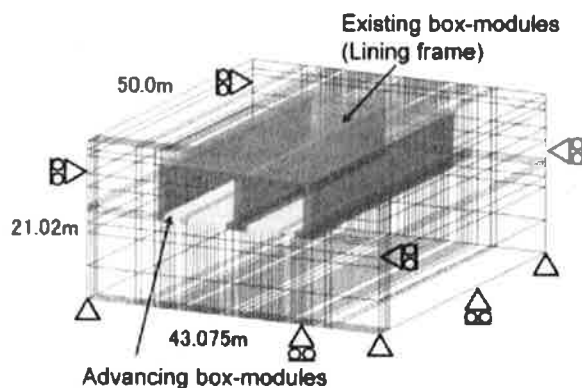


Figure 21. Three dimensional finite element model (after Komiya).

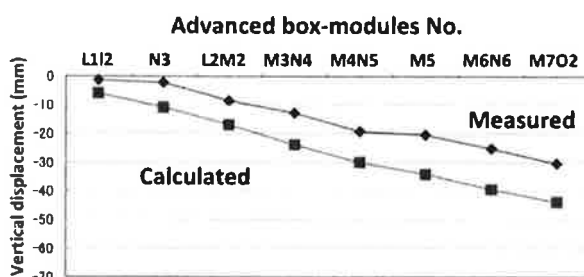


Figure 22. Vertical displacement against the evolution of the box-module construction (after Komiya).

The development of new construction techniques often raises doubts about the expected settlements and stress conditions of the structure. Numerical modelling and real cases monitoring, as in Komiya, assist the general engineering practitioner to better understand and trust the method.

8 CONCLUSIONS

This report presented an overview of the papers submitted for the TC204 session of the 18th International Conference on Soil Mechanics and Geotechnical Engineering. The papers covered several aspects of "Underground Construction in Soft Ground" and also some topics on rock tunnelling that were assigned to this session. The 27 papers were divided in six general topics and reviewed briefly.

The comments on this report are an image of the information displayed on the papers, the validity of the results and conclusions are responsibility of the authors of the papers. The board of the TC204 committee would appreciate the cooperation of all member societies were underground works are going on at the moment, no paper was submitted from South America, Eastern Europe, Africa, Middle East, Oceania, South and Southeast Asia. We would like to invite the member societies from these regions to take a more active part in the committee activities.

It is difficult to compare the papers with the papers presented in Alexandria 4 year ago, because by then the papers were in different themes. However, looking at the titles comparable subjects are dealt with than 4 years ago. There are new developments in underground construction: optical fibres are used more than is suggested from the one paper presented here, the increased computational power has led to complicated numerical models (FEM and DEM) to simulate the various interactions that play a role in underground construction and allows probability analyses using these models. These topics are already quite common on specialist conferences on underground construction and probably will appear in the next general conference.

Not all papers present the conditions for which the results and data analysis have to be depicted, as numerical method, mesh conditions, boundary conditions, calculation steps, numerical tools, model preparation procedures, adopted model scale, in flight actions etc. This complicates the application of the results in other studies.

Also the procedures currently employed as the official and correct tools to account for the underground construction related phenomena have to be described with the details. For example, the β method for 2D finite element analysis of tunnel construction that diminishes the excavation contour stress in steps. The β value as well as how it was estimated or calibrated should always be stated in the paper.

When more refined modelling procedures are used, even more effort should be put in to properly explaining the steps and boundary conditions of the model. For example, in hydro-mechanical analysis the initial conditions and especially how the hydraulic and mechanical equilibrium equations are solved radically affect how the results should be analysed.

The same lack of detailing can be said for the full scale or real case monitoring. As presented in the monitoring topic, the type of instrument, how and when it was installed, and how and how often it was measured completely defines the range of validity and reliability of the displayed results.

We expect that the this TC 204 session can bring significant contributions to the underground space research and practice fields, so that the important advantages of the use of the underground space for our cities can be fully exploited and not limited by our technical capabilities.

9 ACKNOWLEDGEMENTS

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