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E D I T I O N

Technical Manual *for* Design *and* Construction
of Road Tunnels—CIVIL ELEMENTS

American Association of State Highway and Transportation Officials



PREFACE

The increased use of underground space for transportation systems and the increasing complexity and constraints of constructing and maintaining above ground transportation infrastructure have prompted the need to develop this technical manual. This FHWA Manual is intended to be a single-source technical manual providing guidelines for planning, design, construction, and rehabilitation of road tunnels, and encompasses various types of tunnels including mined and bored tunnels (Chapters 6–10), cut-and-cover tunnels (Chapter 5), immersed tunnels (Chapter 11), and jacked box tunnels (Chapter 12).

The scope of the Manual is primarily limited to the civil elements of design and construction of road tunnels. FHWA intended to develop a separate manual to address in details the design and construction issues of the system elements of road tunnels including fire life safety, ventilation, lighting, drainage, finishes, etc. This Manual therefore only provides limited guidance on the system elements when appropriate.

Accordingly, the Manual is organized as presented below:

Chapter 1 is an introductory chapter and provides a general overview of the planning process of a road tunnel project including alternative route study, tunnel type study, operation and financial planning, and risk analysis and management.

Chapter 2 provides the geometrical requirements and recommendations of new road tunnels including horizontal and vertical alignments and tunnel cross section requirements.

Chapter 3 covers the geotechnical investigative techniques and parameters required for planning, design, and construction of road tunnels. In addition to subsurface investigations, this chapter also addresses in brief information study; survey; site reconnaissance, geologic mapping, instrumentation, and other investigations made during and after construction.

Chapter 4 discusses the common types of geotechnical reports required for planning, design, and construction of road tunnels including Geotechnical Data Report (GDR), which presents all the factual geotechnical data; Geotechnical Design Memorandum (GDM), which presents interpretations of the geotechnical data and other information used to develop the designs; and Geotechnical Baseline Report (GBR), which defines the baseline conditions on which contractors will base their bids.

Chapter 5 presents the construction methodology and excavation support systems for cut-and-cover road tunnels, describes the structural design in accordance with the *AASHTO LRFD Bridge Design Specifications*, and discusses various other design issues. A design example is included in Appendix C.

Chapters 6 through 10 present design recommendations and requirements for mined and bored road tunnels.

Chapters 6 and 7 present mined/bored tunneling issues in rock and soft ground, respectively. They present various excavation methods and temporary support elements and focus on the selection of temporary support of excavation and input for permanent lining design. Appendix D presents common types of rock and soft ground tunnel boring machines (TBM).

Chapter 8 addresses the investigation, design, construction, and instrumentation concerns and issues for mining and boring in difficult ground conditions including mixed face tunneling; high groundwater pressure and inflow; unstable ground such as running sands, sensitive clays, faults, shear zones, etc.; squeezing ground; swelling ground; and gassy ground.

Chapter 9 introduces the history, principles, and recent development of mined tunneling using Sequential Excavation Method (SEM), also commonly known as the New Austrian Tunneling Method (NATM). This chapter focuses on the analysis, design, and construction issues for SEM tunneling.

Chapter 10 discusses permanent lining structural design and detailing for mined and bored tunnels based on LRFD methodology, and presents overall processes for design and construction of permanent tunnel lining. It encompasses various structural systems used for permanent linings including cast-in-place concrete lining, precast concrete segmental lining, steel line plate lining, and shotcrete lining. A design example is presented in Appendix G.

Chapter 11 discusses immersed tunnel design and construction. It identifies various immersed tunnel types and their construction techniques. It also addresses the structural design approach and provides insights on the construction

methodologies including fabrication, transportation, placement, joining, and backfilling. It addresses the tunnel elements' water tightness and the trench stability and foundation preparation requirements.

Chapter 12 presents jacked box tunneling, a unique tunneling method for constructing shallow rectangular road tunnels beneath critical facilities such as operating railways, major highways, and airport runways without disruption of the services provided by these surface facilities or having to relocate them temporarily to accommodate open excavations for cut-and-cover construction.

Chapter 13 provides the general procedure for seismic design and analysis of tunnel structures, which are based primarily on the ground deformation approach (as opposed to the inertial force approach); i.e., the structures should be designed to accommodate the deformations imposed by the ground.

Chapter 14 discusses tunnel construction engineering issues, i.e., the engineering that must go into a road tunnel project to make it constructible. This chapter examines various issues that need be engineered during the design process including project cost drivers, construction staging and sequencing, health and safety issues, muck transportation and disposal, and risk management and dispute resolution.

Chapter 15 presents the typical geotechnical and structural instrumentation for monitoring: 1) ground movement away from the tunnel, 2) building movement for structures within the zone of influence, 3) tunnel movement of the tunnel being constructed or adjacent tubes, 4) dynamic ground motion from drill and blast operation, and 5) groundwater movement due to changes in the water percolation pattern.

Chapter 16, the last chapter, focuses on the identification, characterization, and rehabilitation of structural defects in a tunnel system.

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TABLE OF CONTENTS

| | |
|--|------------|
| LIST OF FIGURES..... | xxix |
| LIST OF TABLES | xxxvi |
| CHAPTER 1—PLANNING | 1-1 |
| 1.1—INTRODUCTION..... | 1-1 |
| 1.1.1—Tunnel Shape and Internal Elements | 1-2 |
| 1.1.2—Classes of Roads and Vehicle Sizes | 1-4 |
| 1.1.3—Traffic Capacity..... | 1-5 |
| 1.2—ALTERNATIVE ANALYSES | 1-5 |
| 1.2.1—Route Studies..... | 1-5 |
| 1.2.2—Financial Studies | 1-6 |
| 1.2.3—Types of Road Tunnels..... | 1-6 |
| 1.2.4—Geotechnical Investigations..... | 1-8 |
| 1.2.5—Environmental and Community Issues | 1-9 |
| 1.2.6—Operational Issues..... | 1-10 |
| 1.2.7—Sustainability | 1-10 |
| 1.3—TUNNEL-TYPE STUDIES | 1-11 |
| 1.3.1—General Description of Various Tunnel Types | 1-11 |
| 1.3.2—Design Process..... | 1-12 |
| 1.3.3—Tunnel Cross-Section | 1-13 |
| 1.3.4—Groundwater Control..... | 1-13 |
| 1.3.5—Tunnel Portals..... | 1-14 |
| 1.3.6—Fire-Life Safety Systems | 1-14 |
| 1.3.6.1—Emergency Egress | 1-15 |
| 1.3.6.2—Emergency Ventilation, Lighting, and Communication | 1-17 |
| 1.3.7—Tunnel Drainage | 1-18 |
| 1.4—OPERATIONAL AND FINANCIAL PLANNING..... | 1-18 |
| 1.4.1—Potential Funding Sources and Cash Flow Requirements | 1-18 |
| 1.4.2—Conceptual Level Cost Analysis..... | 1-18 |
| 1.4.3—Project Delivery Methods | 1-19 |
| 1.4.4—Operation and Maintenance Cost Planning | 1-20 |
| 1.5—RISK ANALYSIS AND MANAGEMENT..... | 1-21 |
| CHAPTER 2—GEOMETRICAL CONFIGURATION | 2-1 |
| 2.1—INTRODUCTION..... | 2-1 |
| 2.1.1—Design Standards | 2-2 |
| 2.2—HORIZONTAL AND VERTICAL ALIGNMENTS | 2-2 |
| 2.2.1—Maximum Grades | 2-3 |
| 2.2.2—Horizontal and Vertical Curves | 2-3 |
| 2.2.3—Sight and Braking Distance Requirements | 2-3 |

| | |
|--|------|
| 2.2.4—Other Considerations | 2-3 |
| 2.3—TRAVEL CLEARANCE | 2-4 |
| 2.4—CROSS-SECTION ELEMENTS | 2-5 |
| 2.4.1—Typical Cross-Section Elements | 2-5 |
| 2.4.2—Travel Lane and Shoulder | 2-7 |
| 2.4.3—Sidewalks/Emergency Egress Walkway | 2-8 |
| 2.4.4—Tunnel Drainage Requirements | 2-8 |
| 2.4.5—Ventilation Requirements | 2-9 |
| 2.4.6—Lighting Requirements | 2-10 |
| 2.4.7—Traffic Control Requirements | 2-10 |
| 2.4.8—Portals and Approach | 2-10 |

CHAPTER 3—GEOTECHNICAL INVESTIGATIONS3-1

| | |
|--|------|
| 3.1—INTRODUCTION..... | 3-1 |
| 3.1.1—Phasing of Geotechnical Investigations | 3-1 |
| 3.2—INFORMATION STUDY | 3-3 |
| 3.2.1—Collection and Review of Available Information | 3-3 |
| 3.2.2—Topographic Data | 3-6 |
| 3.3—SURVEYS AND SITE RECONNAISSANCE | 3-6 |
| 3.3.1—Site Reconnaissance and Preliminary Surveys | 3-6 |
| 3.3.2—Topographic Surveys | 3-6 |
| 3.3.3—Hydrographical Surveys..... | 3-8 |
| 3.3.4—Utility Surveys | 3-8 |
| 3.3.5—Identification of Underground Structures and Other Obstacles | 3-9 |
| 3.3.6—Structure Preconstruction Survey..... | 3-9 |
| 3.4—GEOLOGICAL MAPPING | 3-9 |
| 3.5—SUBSURFACE INVESTIGATIONS | 3-10 |
| 3.5.1—General..... | 3-10 |
| 3.5.2—Test Borings and Sampling..... | 3-15 |
| 3.5.2.1—Vertical and Inclined Test Borings | 3-15 |
| 3.5.2.2—Horizontal and Directional Boring/Coring..... | 3-16 |
| 3.5.2.3—Sampling: Overburden Soil..... | 3-17 |
| 3.5.2.4—Sampling: Rock Core..... | 3-18 |
| 3.5.2.5—Borehole Sealing | 3-18 |
| 3.5.2.6—Test Pits | 3-18 |
| 3.5.3—Soil and Rock Identification and Classification..... | 3-19 |
| 3.5.3.1—Soil Identification and Classification | 3-19 |
| 3.5.3.2—Rock Identification and Classification..... | 3-20 |
| 3.5.4—Field Testing Techniques (Pre-Construction) | 3-21 |
| 3.5.4.1—In Situ Testing..... | 3-21 |
| 3.5.4.2—Geophysical Testing | 3-24 |
| 3.5.5—Laboratory Testing..... | 3-27 |
| 3.5.6—Groundwater Investigation..... | 3-28 |

| | |
|---|------------|
| 3.5.6.1—Borehole Permeability Testing | 3-29 |
| 3.5.6.2—Pumping Tests | 3-30 |
| 3.6—ENVIRONMENTAL ISSUES | 3-31 |
| 3.7—SEISMICITY | 3-32 |
| 3.8—ADDITIONAL INVESTIGATIONS DURING CONSTRUCTION | 3-33 |
| 3.8.1—General | 3-33 |
| 3.8.2—Geological Face Mapping | 3-34 |
| 3.8.3—Geotechnical Instrumentation | 3-34 |
| 3.8.4—Probing | 3-35 |
| 3.8.5—Pilot Tunnels | 3-35 |
| 3.9—GEOSPATIAL DATA MANAGEMENT SYSTEM | 3-35 |
| CHAPTER 4—GEOTECHNICAL REPORTS | 4-1 |
| 4.1—INTRODUCTION | 4-1 |
| 4.2—GEOTECHNICAL DATA REPORT | 4-2 |
| 4.3—GEOTECHNICAL DESIGN MEMORANDUM | 4-4 |
| 4.4—GEOTECHNICAL BASELINE REPORT | 4-8 |
| 4.4.1—Purpose and Objective | 4-8 |
| 4.4.2—General Considerations | 4-9 |
| 4.4.3—Guidelines for Preparing a Geotechnical Baseline Report | 4-9 |
| CHAPTER 5—CUT AND COVER TUNNELS | 5-1 |
| 5.1—INTRODUCTION | 5-1 |
| 5.2—CONSTRUCTION METHODOLOGY | 5-1 |
| 5.2.1—General | 5-1 |
| 5.2.2—Conventional Bottom-Up Construction | 5-2 |
| 5.2.3—Top-Down Construction | 5-4 |
| 5.2.4—Selection | 5-5 |
| 5.3—SUPPORT OF EXCAVATION | 5-5 |
| 5.3.1—General | 5-5 |
| 5.3.2—Temporary Support of Excavation | 5-6 |
| 5.3.3—Permanent Support of Excavation | 5-8 |
| 5.3.4—Ground Movement and Impact on Adjoining Structures | 5-11 |
| 5.3.5—Base Stability | 5-12 |
| 5.4—STRUCTURAL SYSTEMS | 5-12 |
| 5.4.1—General | 5-12 |
| 5.4.1.1—Structural Element Sizing | 5-12 |
| 5.4.2—Structural Framing | 5-13 |
| 5.4.3—Materials | 5-13 |
| 5.4.3.1—Cast-in-Place Concrete | 5-13 |
| 5.4.3.2—Structural Steel | 5-14 |

| | |
|---|------------|
| 5.4.3.3—Prestressed Concrete | 5-15 |
| 5.4.4—Buoyancy | 5-15 |
| 5.4.5—Expansion and Contraction Joints..... | 5-16 |
| 5.4.6—Waterproofing..... | 5-16 |
| 5.5—LOADS | 5-17 |
| 5.5.1—General..... | 5-17 |
| 5.5.2—Load Combinations..... | 5-21 |
| 5.6—STRUCTURAL DESIGN | 5-22 |
| 5.6.1—General..... | 5-22 |
| 5.6.2—Structural Analysis..... | 5-24 |
| 5.7—GROUNDWATER CONTROL..... | 5-25 |
| 5.7.1—Construction Dewatering | 5-25 |
| 5.7.2—Methods of Dewatering and Their Typical Applications..... | 5-25 |
| 5.7.3—Uplift Pressures and Mitigation Measures | 5-26 |
| 5.7.4—Piping and Base Stability | 5-26 |
| 5.7.5—Potential Impact of Area Dewatering..... | 5-26 |
| 5.7.6—Groundwater Discharge and Environmental Issues | 5-26 |
| 5.8—MAINTENANCE AND PROTECTION OF TRAFFIC | 5-26 |
| 5.9—UTILITY RELOCATION AND SUPPORT..... | 5-28 |
| 5.9.1—Types of Utilities | 5-28 |
| 5.9.2—General Approach to Utilities during Construction | 5-28 |
| CHAPTER 6—ROCK TUNNELING..... | 6-1 |
| 6.1—INTRODUCTION..... | 6-1 |
| 6.2—ROCK FAILURE MECHANISM..... | 6-1 |
| 6.2.1—Wedge Failure..... | 6-2 |
| 6.2.2—Stress-Induced Failure | 6-3 |
| 6.2.3—Squeezing and Swelling..... | 6-4 |
| 6.3—ROCK MASS CLASSIFICATIONS..... | 6-5 |
| 6.3.1—Introduction..... | 6-5 |
| 6.3.2—Terzaghi’s Classification | 6-5 |
| 6.3.3—Rock Quality Designation (RQD)..... | 6-6 |
| 6.3.4—Q System..... | 6-6 |
| 6.3.5—Rock Mass Rating (RMR) System..... | 6-10 |
| 6.3.6—Estimation of Rock Mass Deformation Modulus Using Rock Mass Classification..... | 6-12 |
| 6.4—ROCK TUNNELING METHODS..... | 6-15 |
| 6.4.1—Drill and Blast..... | 6-15 |
| 6.4.1.1—Controlled Blasting Principles | 6-15 |
| 6.4.1.2—Relief..... | 6-15 |
| 6.4.1.3—Delay Sequencing | 6-15 |
| 6.4.1.4—Tunnel Blast Specifics | 6-15 |
| 6.4.1.5—Burn Cut..... | 6-16 |

| | |
|---|------|
| 6.4.1.6—Blasting—Art Versus Science | 6-18 |
| 6.4.2—Tunnel Boring Machines (TBM) | 6-18 |
| 6.4.2.1—Machine Types and Systems..... | 6-18 |
| 6.4.2.2—Machine Main and Support Elements..... | 6-21 |
| 6.4.2.3—Compatible Ground Support Elements | 6-22 |
| 6.4.2.4—TBM Penetration Rate | 6-22 |
| 6.4.3—Roadheaders..... | 6-23 |
| 6.4.4—Other Mechanized Excavation Methods..... | 6-24 |
| 6.4.5—Sequential Excavation Method (SEM)/New Austrian Tunneling Method (NATM) | 6-25 |
| 6.5—TYPES OF ROCK REINFORCEMENT AND EXCAVATION SUPPORT | 6-24 |
| 6.5.1—Excavation Support Options | 6-25 |
| 6.5.2—Rock Reinforcement | 6-26 |
| 6.5.2.1—Rock Dowel | 6-26 |
| 6.5.2.2—Rock Bolts | 6-27 |
| 6.5.3—Ribs and Lagging..... | 6-30 |
| 6.5.4—Shotcrete | 6-30 |
| 6.5.5—Lattice Girder..... | 6-31 |
| 6.5.6—Spiles and Forepoles..... | 6-31 |
| 6.5.7—Precast Segment Lining | 6-32 |
| 6.6—DESIGN AND EVALUATION OF TUNNEL SUPPORTS | 6-33 |
| 6.6.1—Empirical Method | 6-34 |
| 6.6.2—Analytical Methods..... | 6-40 |
| 6.6.3—Numerical Methods | 6-43 |
| 6.6.4—Pre-Support and Other Ground Improvement Methods..... | 6-48 |
| 6.6.5—Sequencing of Excavation and Initial Support Installation..... | 6-48 |
| 6.6.6—Face Stability | 6-49 |
| 6.6.7—Surface Support | 6-49 |
| 6.6.8—Ground Displacements..... | 6-49 |
| 6.7—GROUNDWATER CONTROL DURING EXCAVATION | 6-51 |
| 6.7.1—Dewatering at the Tunnel Face | 6-51 |
| 6.7.2—Drainage Ahead of Face from Probe Holes | 6-51 |
| 6.7.3—Drainage from Pilot Bore/Tunnel | 6-51 |
| 6.7.4—Grouting..... | 6-52 |
| 6.7.5—Freezing | 6-52 |
| 6.7.6—Closed Face Machine..... | 6-52 |
| 6.7.7—Other Measures of Groundwater Control | 6-53 |
| 6.8—PERMANENT LINING DESIGN ISSUES | 6-53 |
| 6.8.1—Introduction | 6-53 |
| 6.8.2—Rock Load Considerations..... | 6-54 |
| 6.8.3—Groundwater Load Considerations | 6-55 |
| 6.8.3.1—Factors on the Lining Loads due to Water Flow..... | 6-55 |
| 6.8.3.2—Empirical Groundwater Loads..... | 6-56 |
| 6.8.3.3—Analytical Closed-Form Solution | 6-56 |
| 6.8.3.4—Numerical Methods | 6-57 |
| 6.8.4—Drained Versus Undrained System..... | 6-58 |

| | |
|---|------------|
| 6.8.5—Uplift Condition..... | 6-60 |
| 6.8.6—Waterproofing..... | 6-60 |
| CHAPTER 7—SOFT GROUND TUNNELING..... | 7-1 |
| 7.1—INTRODUCTION..... | 7-1 |
| 7.2—GROUND BEHAVIOR..... | 7-1 |
| 7.2.1—Soft Ground Classification..... | 7-1 |
| 7.2.2—Changes of Equilibrium during Construction..... | 7-4 |
| 7.2.3—Influence of the Support System on Equilibrium Conditions..... | 7-4 |
| 7.3—EXCAVATION METHODS..... | 7-6 |
| 7.3.1—Shield Tunneling..... | 7-6 |
| 7.3.2—Earth Pressure Balance and Slurry Face Shield Tunnel Boring Machines..... | 7-8 |
| 7.3.3—Choosing between Earth Pressure Balance Machines and Slurry Tunneling Machines..... | 7-12 |
| 7.3.4—Sequential Excavation Method (SEM)..... | 7-14 |
| 7.4—GROUND LOADS AND GROUND-SUPPORT INTERACTION..... | 7-15 |
| 7.4.1—Introduction..... | 7-15 |
| 7.4.2—Loads for Initial Tunnel Supports..... | 7-15 |
| 7.4.3—Analytical Solutions for Ground-Support Interaction..... | 7-16 |
| 7.4.4—Numerical Methods..... | 7-17 |
| 7.5—TUNNELING INDUCED SETTLEMENT..... | 7-18 |
| 7.5.1—Introduction..... | 7-18 |
| 7.5.2—Sources of Settlement..... | 7-18 |
| 7.5.3—Settlement Calculations..... | 7-19 |
| 7.6—IMPACT ON AND PROTECTION OF SURFACE FACILITIES..... | 7-23 |
| 7.6.1—Evaluation of Structure Tolerance to Settlement..... | 7-23 |
| 7.6.2—Mitigating Settlement..... | 7-24 |
| 7.6.3—Structure Protection..... | 7-24 |
| 7.7—SOIL STABILIZATION AND IMPROVEMENT..... | 7-25 |
| 7.7.1—Purpose..... | 7-25 |
| 7.7.2—Typical Applications..... | 7-25 |
| 7.7.3—Reinforcement Methods..... | 7-26 |
| 7.7.4—Micropiles..... | 7-27 |
| 7.7.5—Grouting Methods..... | 7-27 |
| 7.7.6—Ground Freezing..... | 7-29 |
| CHAPTER 8—DIFFICULT GROUND TUNNELING..... | 8-1 |
| 8.1—INTRODUCTION..... | 8-1 |
| 8.1.1—Instability..... | 8-1 |
| 8.1.2—Heavy Loading..... | 8-1 |
| 8.1.3—Obstacles and Constraints..... | 8-1 |
| 8.1.4—Physical Conditions..... | 8-2 |
| 8.2—INSTABILITY..... | 8-2 |

| | |
|--|------|
| 8.2.1—Noncohesive Sand and Gravel..... | 8-2 |
| 8.2.2—Soft Clay | 8-4 |
| 8.2.3—Blocky Rock | 8-5 |
| 8.2.4—Adverse Combinations of Joints and Shears..... | 8-6 |
| 8.2.5—Faults and Alteration Zones..... | 8-6 |
| 8.2.6—Water | 8-7 |
| 8.2.6.1—Clay..... | 8-7 |
| 8.2.7—Mixed Face Tunneling..... | 8-8 |
| 8.3—HEAVING LOADING | 8-9 |
| 8.3.1—Squeezing Rock | 8-9 |
| 8.3.2—The Squeezing Process | 8-10 |
| 8.3.2.1—Initial Elastic Movement..... | 8-10 |
| 8.3.2.2—Strength Reduction | 8-10 |
| 8.3.2.3—Creep..... | 8-11 |
| 8.3.2.4—Modeling Rock Behavior..... | 8-11 |
| 8.3.2.5—Other Factors | 8-11 |
| 8.3.2.6—Monitoring..... | 8-11 |
| 8.3.3—Yielding Supports | 8-11 |
| 8.3.3.1—Timber Wedges and Blocking | 8-13 |
| 8.3.3.2—Precast Invert | 8-13 |
| 8.3.4—TBM Tunneling | 8-13 |
| 8.3.5—Steel Rib Support System | 8-14 |
| 8.3.6—Concrete Segments | 8-14 |
| 8.3.7—TBM Tunneling System | 8-15 |
| 8.3.7.1—Cutterhead..... | 8-15 |
| 8.3.7.2—Propulsion..... | 8-16 |
| 8.3.7.3—Shield..... | 8-16 |
| 8.3.7.4—Erector | 8-16 |
| 8.3.7.5—Spoil Removal | 8-16 |
| 8.3.7.6—Back-Up System..... | 8-16 |
| 8.3.8—Operational Flexibility..... | 8-16 |
| 8.3.9—Swelling | 8-16 |
| 8.3.10—Swelling Mechanism | 8-17 |
| 8.3.11—Other Rock Problems..... | 8-17 |
| 8.4—OBSTACLES AND CONSTRAINTS | 8-17 |
| 8.4.1—Boulders..... | 8-17 |
| 8.4.2—Karstic Limestone..... | 8-18 |
| 8.4.3—Abandoned Foundations | 8-18 |
| 8.4.4—Shallow Tunnels | 8-19 |
| 8.5—PHYSICAL CONDITIONS..... | 8-19 |
| 8.5.1—Methane | 8-19 |
| 8.5.2—Hydrogen Sulfide..... | 8-19 |
| 8.5.3—High Temperatures | 8-20 |
| 8.5.4—Observations | 8-20 |

| | |
|--|------------|
| CHAPTER 9—SEQUENTIAL EXCAVATION METHOD (SEM) | 9-1 |
| 9.1—INTRODUCTION..... | 9-1 |
| 9.2—BACKGROUND AND CONCEPTS..... | 9-2 |
| 9.3—SEM REGULAR CROSS SECTION..... | 9-5 |
| 9.3.1—Geometry | 9-5 |
| 9.3.2—Dual Lining..... | 9-5 |
| 9.3.3—Initial Shotcrete Lining..... | 9-7 |
| 9.3.4—Waterproofing..... | 9-7 |
| 9.3.4.1—Smoothness Criteria..... | 9-8 |
| 9.3.5—Final Tunnel Lining..... | 9-8 |
| 9.3.5.1—Cast-in-Place Concrete Final Lining..... | 9-8 |
| 9.3.5.2—Water Impermeable Concrete Final Lining..... | 9-9 |
| 9.3.5.3—Shotcrete Final Lining | 9-9 |
| 9.3.5.4—Single Pass Linings..... | 9-10 |
| 9.4—GROUND CLASSIFICATION AND SEM EXCAVATION AND SUPPORT CLASSES..... | 9-10 |
| 9.4.1—Rock Mass Classification Systems | 9-10 |
| 9.4.2—Ground Support Systems | 9-10 |
| 9.4.2.1—Geological Model | 9-11 |
| 9.4.2.2—Geotechnical Model..... | 9-11 |
| 9.4.2.3—Tunnel Support Model..... | 9-11 |
| 9.4.3—Excavation and Support Classes (ESC) and Initial Support..... | 9-11 |
| 9.4.4—Longitudinal Tunnel Profile and Distribution of Excavation and Support Classes (ESCs)..... | 9-13 |
| 9.4.5—Tunnel Excavation, Support, and Pre-Support Measures | 9-14 |
| 9.4.6—Example SEM Excavation Sequence and Support Classes..... | 9-19 |
| 9.4.7—Excavation Methods | 9-23 |
| 9.5—GROUND SUPPORT ELEMENTS..... | 9-25 |
| 9.5.1—Shotcrete | 9-25 |
| 9.5.1.1—Effect of Shotcrete | 9-25 |
| 9.5.2—Rock Reinforcement | 9-29 |
| 9.5.2.1—Types of Rock Reinforcement | 9-29 |
| 9.5.2.2—Practical Aspects..... | 9-32 |
| 9.5.3—Lattice Girders and Rolled Steel Sets | 9-33 |
| 9.5.4—Pre-Support Measures and Ground Improvement..... | 9-34 |
| 9.5.4.1—Pre-Support Measures..... | 9-34 |
| 9.5.4.2—Ground Improvement..... | 9-38 |
| 9.5.5—Portals | 9-39 |
| 9.5.5.1—General..... | 9-39 |
| 9.5.5.2—Pre-Support and Portal Collar..... | 9-39 |
| 9.5.5.3—Shotcrete Canopy | 9-40 |
| 9.6—STRUCTURAL DESIGN ISSUES..... | 9-40 |
| 9.6.1—Ground-Structure Interaction | 9-40 |
| 9.6.2—Numerical Modeling..... | 9-41 |
| 9.6.2.1—Two-Dimensional and Three-Dimensional Calculations..... | 9-41 |
| 9.6.2.2—Material Models..... | 9-41 |

| | |
|--|-------------|
| 9.6.2.3—Ground Loads—Representation of the SEM Construction Sequence..... | 9-41 |
| 9.6.2.4—Ground Stresses and Deformations..... | 9-44 |
| 9.6.2.5—Lining Forces..... | 9-44 |
| 9.6.2.6—Ground Reinforcing Elements..... | 9-44 |
| 9.6.2.7—Calculation Example..... | 9-44 |
| 9.6.3—Considerations for Future Loads..... | 9-44 |
| 9.7—INSTRUMENTATION AND MONITORING..... | 9-45 |
| 9.7.1—General..... | 9-45 |
| 9.7.2—Surface and Subsurface Instrumentation..... | 9-45 |
| 9.7.3—Tunnel Instrumentation..... | 9-45 |
| 9.7.4—SEM Monitoring Cross-Sections..... | 9-46 |
| 9.7.5—Interpretation of Monitoring Results..... | 9-47 |
| 9.8—CONTRACTUAL ASPECTS..... | 9-48 |
| 9.8.1—Contractor Pre-Qualification..... | 9-48 |
| 9.8.2—Unit Prices..... | 9-49 |
| 9.9—EXPERIENCED PERSONNEL IN DESIGN, CONSTRUCTION, AND CONSTRUCTION MANAGEMENT..... | 9-49 |
| CHAPTER 10—TUNNEL LINING..... | 10-1 |
| 10.1—INTRODUCTION..... | 10-1 |
| 10.1.1—Load and Resistance Factor Design (LRFD)..... | 10-4 |
| 10.2—DESIGN CONSIDERATIONS..... | 10-4 |
| 10.2.1—Lining Stiffness and Deformation..... | 10-4 |
| 10.2.2—Constructibility Issues..... | 10-5 |
| 10.2.3—Durability..... | 10-5 |
| 10.2.4—High Density Concrete..... | 10-6 |
| 10.2.5—Corrosion Protection..... | 10-6 |
| 10.2.6—Lining Joints..... | 10-6 |
| 10.3—STRUCTURAL DESIGN..... | 10-7 |
| 10.3.1—Loads..... | 10-7 |
| 10.3.2—Load Combinations..... | 10-10 |
| 10.3.3—Design Criteria..... | 10-11 |
| 10.3.4—Structural Analysis..... | 10-14 |
| 10.4—CAST-IN-PLACE CONCRETE..... | 10-17 |
| 10.4.1—Description..... | 10-17 |
| 10.4.2—Design Considerations..... | 10-18 |
| 10.4.3—Materials..... | 10-19 |
| 10.4.4—Construction Considerations..... | 10-19 |
| 10.5—PRECAST SEGMENTAL LINING..... | 10-20 |
| 10.5.1—Description..... | 10-20 |
| 10.5.2—Design Considerations..... | 10-22 |
| 10.5.3—Materials..... | 10-27 |
| 10.5.4—Construction Considerations..... | 10-27 |

| | |
|---|-------------|
| 10.6—STEEL PLATE LINING | 10-28 |
| 10.6.1—Design Considerations | 10-29 |
| 10.7—SHOTCRETE LINING | 10-29 |
| 10.8—SELECTING A LINING SYSTEM..... | 10-31 |
| CHAPTER 11—IMMERSED TUNNELS | 11-1 |
| 11.1—INTRODUCTION..... | 11-1 |
| 11.1.1—Typical Applications..... | 11-2 |
| 11.1.2 —Types of Immersed Tunnel | 11-3 |
| 11.1.3—Shell Steel Tunnel..... | 11-4 |
| 11.1.4—Double Shell | 11-5 |
| 11.1.5—Sandwich Construction | 11-6 |
| 11.1.6—Concrete Immersed Tunnels | 11-7 |
| 11.2—METHODOLOGY | 11-9 |
| 11.2.1—General..... | 11-9 |
| 11.2.2—Trench Excavation | 11-9 |
| 11.2.3—Foundation Preparation..... | 11-11 |
| 11.2.4—Tunnel Element Fabrication..... | 11-11 |
| 11.2.5—Transportation and Handling of Tunnel Elements | 11-13 |
| 11.2.6—Lowering and Placing | 11-13 |
| 11.2.7—Element Placement | 11-15 |
| 11.2.8—Backfilling | 11-16 |
| 11.2.9—Locking Fill | 11-17 |
| 11.2.10—General Backfill..... | 11-17 |
| 11.2.11—Protection Blanket..... | 11-17 |
| 11.2.12—Anchor Release Protection..... | 11-17 |
| 11.3—LOADINGS | 11-17 |
| 11.3.1—General..... | 11-17 |
| 11.3.2—Loads | 11-18 |
| 11.3.3—Ship Anchors | 11-23 |
| 11.3.4—Ship Sinking..... | 11-23 |
| 11.3.5—Load Combinations..... | 11-23 |
| 11.3.6—Loads during Fabrication, Transportation and Placement | 11-24 |
| 11.3.7—Buoyancy | 11-25 |
| 11.4—STRUCTURAL DESIGN | 11-25 |
| 11.4.1—General..... | 11-25 |
| 11.4.2—Structural Analysis..... | 11-27 |
| 11.5—WATERTIGHTNESS AND JOINTS BETWEEN ELEMENTS..... | 11-28 |
| 11.5.1—External Waterproofing of Tunnels | 11-28 |
| 11.5.2—Joints | 11-29 |
| 11.5.3—Design of Joints between Elements | 11-31 |

| | |
|---|-------------|
| CHAPTER 12—JACKED BOX TUNNELING | 12-1 |
| 12.1—INTRODUCTION..... | 12-1 |
| 12.2—BASIC PRINCIPLES..... | 12-1 |
| 12.3—CENTRAL ARTERY/TUNNEL (CA/T) PROJECT JACKED BOX TUNNELS | 12-2 |
| 12.4—LOAD AND STRUCTURAL CONSIDERATIONS..... | 12-6 |
| 12.4.1—Ground Drag Load and Anti-Drag System (ADS)..... | 12-6 |
| 12.4.2—Jacking Load..... | 12-7 |
| 12.5—GROUND CONTROL..... | 12-9 |
| 12.5.1—Ground Freezing for CA/T Project Jacked Tunnels..... | 12-9 |
| 12.5.2—Face Loss | 12-12 |
| 12.5.3—Over Cut | 12-12 |
| 12.6—OTHER CONSIDERATIONS..... | 12-13 |
| 12.6.1—Monitoring | 12-13 |
| 12.6.2—Vertical Alignment | 12-13 |
| 12.6.3—Horizontal Alignment..... | 12-13 |
| CHAPTER 13—SEISMIC CONSIDERATIONS | 13-1 |
| 13.1—INTRODUCTION..... | 13-1 |
| 13.2—DETERMINATION OF SEISMIC ENVIRONMENT..... | 13-1 |
| 13.2.1—Earthquake Fundamentals..... | 13-1 |
| 13.2.2—Ground Motion Hazard Analysis..... | 13-7 |
| 13.2.3—Ground Motion Parameters..... | 13-10 |
| 13.3—FACTORS THAT INFLUENCE TUNNEL SEISMIC PERFORMANCE | 13-13 |
| 13.3.1—Seismic Hazard | 13-13 |
| 13.3.2—Geologic Conditions | 13-14 |
| 13.3.3—Tunnel Design, Construction, and Condition..... | 13-15 |
| 13.4—SEISMIC PERFORMANCE AND SCREENING GUIDELINES OF TUNNELS | 13-15 |
| 13.4.1—Screening Guidelines Applicable to All Types of Tunnels..... | 13-15 |
| 13.4.2—Additional Screening Guidelines for Bored Tunnels..... | 13-15 |
| 13.4.3—Additional Screening Guidelines for Cut-and-Cover Tunnels..... | 13-18 |
| 13.4.4—Additional Screening Guidelines for Immersed Tubes..... | 13-19 |
| 13.5—SEISMIC EVALUATION PROCEDURES—GROUND SHAKING EFFECTS | 13-19 |
| 13.5.1—Evaluation of Transverse Ovaling/Racking Response of Tunnel Structures | 13-20 |
| 13.5.1.1—Simplified Procedure for Ovaling Response of Circular Tunnels..... | 13-20 |
| 13.5.1.2—Analytical Lining-Ground Interaction Solutions for Ovaling Response of Circular Tunnels | 13-25 |
| 13.5.1.3—Analytical Lining-Ground Interaction Solutions for Racking Response of Rectangular Tunnels | 13-29 |
| 13.5.1.4—Numerical Modeling Approach | 13-35 |
| 13.5.2—Evaluation of Longitudinal Response of Tunnel Structures | 13-38 |
| 13.5.2.1—Free-Field Deformation Procedure | 13-38 |
| 13.5.2.2—Procedure Accounting for Soil-Structure Interaction Effects | 13-40 |

| | |
|--|-------------|
| 13.5.2.3—Numerical Modeling Approach | 13-41 |
| 13.6—SEISMIC EVALUATION PROCEDURES—GROUND FAILURE EFFECTS | 13-41 |
| 13.6.1—Evaluation for Fault Rupture | 13-42 |
| 13.6.2—Evaluation for Landsliding or Liquefaction..... | 13-46 |
| CHAPTER 14—TUNNEL CONSTRUCTION ENGINEERING..... | 14-1 |
| 14.1—INTRODUCTION..... | 14-1 |
| 14.2—CONSTRUCTABILITY | 14-2 |
| 14.3—CONSTRUCTION STAGING AND SEQUENCING..... | 14-3 |
| 14.3.1—Construction Staging..... | 14-3 |
| 14.3.2—Construction Sequencing | 14-4 |
| 14.4—MUCKING AND DISPOSAL | 14-5 |
| 14.5—HEALTH AND SAFETY | 14-7 |
| 14.6—COST DRIVERS AND ELEMENTS | 14-9 |
| 14.6.1—Physical Costs..... | 14-9 |
| 14.6.2—Economic Costs | 14-10 |
| 14.6.3—Political Costs | 14-10 |
| 14.7—SCHEDULE | 14-11 |
| 14.8—CLAIMS AVOIDANCE AND DISPUTES RESOLUTION | 14-13 |
| 14.8.1—Dispute Resolution..... | 14-13 |
| 14.9—RISK MANAGEMENT | 14-14 |
| CHAPTER 15—INSTRUMENTATION | 15-1 |
| 15.1—INTRODUCTION..... | 15-1 |
| 15.2—GROUND MOVEMENTS—VERTICAL AND LATERAL DEFORMATIONS | 15-2 |
| 15.2.1—Purpose of Monitoring | 15-2 |
| 15.2.2—Equipment, Applications, Limitations | 15-2 |
| 15.2.2.1—Deep Benchmarks | 15-3 |
| 15.2.2.2—Survey Points | 15-4 |
| 15.2.2.3—Borros Points | 15-5 |
| 15.2.2.4—Probe Extensometers..... | 15-6 |
| 15.2.2.5—Fixed Borehole Extensometers Installed from Ground Surface..... | 15-7 |
| 15.2.2.6—Fixed Borehole Extensometers Installed from Advancing Excavations | 15-8 |
| 15.2.2.7—Telltails or Roof Monitors..... | 15-9 |
| 15.2.2.8—Heave Gauges | 15-10 |
| 15.2.2.9—Conventional Inclinerometers | 15-11 |
| 15.2.2.10—In-Place Inclinerometers | 15-12 |
| 15.2.2.11—Convergence Gauges | 15-13 |
| 15.3—MONITORING OF EXISTING STRUCTURES | 15-15 |
| 15.3.1—Purpose of Monitoring | 15-15 |

| | |
|---|-------------|
| 15.3.2—Equipment, Applications, Limitations | 15-15 |
| 15.3.2.1—Deformation Monitoring Points | 15-15 |
| 15.3.2.2—Structural Monitoring Points | 15-16 |
| 15.3.2.3—Robotic Total Stations | 15-17 |
| 15.3.2.4—Tiltmeters..... | 15-19 |
| 15.3.2.5—Utility Monitoring Points..... | 15-20 |
| 15.3.2.6—Horizontal Inclinometers | 15-20 |
| 15.3.2.7—Liquid Level Gauges..... | 15-21 |
| 15.3.2.8—Tilt Sensors on Beams | 15-23 |
| 15.3.2.9—Crack Gauges..... | 15-24 |
| 15.4—TUNNEL DEFORMATION..... | 15-25 |
| 15.4.1—Purpose of Monitoring..... | 15-25 |
| 15.4.2—Equipment, Applications, Limitations | 15-26 |
| 15.4.2.1—Deformation Monitoring Points..... | 15-26 |
| 15.4.2.2—Inclinometers in Slurry Walls..... | 15-27 |
| 15.4.2.3—Surface Mounted Strain Gauges | 15-28 |
| 15.4.2.4—Load Cells..... | 15-29 |
| 15.4.2.5—Convergence Gauges | 15-30 |
| 15.4.2.6—Robotic Total Stations | 15-31 |
| 15.5—DYNAMIC GROUND MOVEMENT—VIBRATIONS..... | 15-31 |
| 15.5.1—Purpose of Monitoring..... | 15-31 |
| 15.5.2—Equipment, Applications, Limitations | 15-31 |
| 15.5.2.1—Blast Seismographs..... | 15-31 |
| 15.5.2.2—Dynamic Strain Gauges | 15-32 |
| 15.6—GROUNDWATER BEHAVIOR..... | 15-33 |
| 15.6.1—Purpose of Monitoring..... | 15-33 |
| 15.6.2—Equipment, Applications, Limitations | 15-33 |
| 15.6.2.1—Observation Wells | 15-33 |
| 15.6.2.2—Open Standpipe Piezometers | 15-34 |
| 15.6.2.3—Diaphragm Piezometers—Fully Grouted Type | 15-35 |
| 15.7—INSTRUMENTATION MANAGEMENT | 15-37 |
| 15.7.1—Objectives | 15-37 |
| 15.7.2—Planning of the Program | 15-38 |
| 15.7.3—Guidelines for Selection of Instrument Types, Numbers, Locations | 15-39 |
| 15.7.4—Remote (Automated) versus Manual Monitoring | 15-39 |
| 15.7.5—Establishment of Warning/Action Levels..... | 15-40 |
| 15.7.5.1—Criteria..... | 15-41 |
| 15.7.6—Division of Responsibility | 15-42 |
| 15.7.6.1—Tasks or Actions | 15-42 |
| 15.7.7—Instrumentation and Monitoring for SEM tunneling | 15-43 |
| CHAPTER 16—TUNNEL REHABILITATION | 16-1 |
| 16.1—INTRODUCTION..... | 16-1 |
| 16.2—TUNNEL INSPECTION AND IDENTIFICATION | 16-2 |

| | |
|---|-------|
| 16.2.1—Inspection Parameter Selection..... | 16-2 |
| 16.2.2—Inspection Parameters | 16-2 |
| 16.2.3—General Notes in Field Books | 16-2 |
| 16.2.4—Field Notes..... | 16-3 |
| 16.2.5—Field Data Forms | 16-3 |
| 16.2.6—Photographic Documentation..... | 16-3 |
| 16.2.7—Survey Control..... | 16-3 |
| 16.3—GROUNDWATER INTRUSION | 16-5 |
| 16.3.1—General..... | 16-5 |
| 16.3.2—Repair Materials..... | 16-6 |
| 16.4—STRUCTURAL REPAIR—CONCRETE..... | 16-9 |
| 16.4.1—Introduction | 16-9 |
| 16.4.2—Surface Preparation..... | 16-11 |
| 16.4.3—Reinforcing Steel | 16-12 |
| 16.4.4—Repairs | 16-13 |
| 16.4.5—Shotcrete Repairs | 16-14 |
| 16.5—STRUCTURAL INJECTION OF CRACKS..... | 16-16 |
| 16.6—SEGMENTAL LININGS REPAIR..... | 16-17 |
| 16.6.1—Precast Concrete Segmental Liner | 16-18 |
| 16.6.2—Steel/Cast Iron Liner | 16-18 |
| 16.7—STEEL REPAIRS..... | 16-19 |
| 16.7.1—General..... | 16-19 |
| 16.8—MASONARY REPAIR..... | 16-20 |
| 16.9—UNLINED ROCK TUNNELS | 16-20 |
| 16.10—SPECIAL CONSIDERATIONS FOR SUPPORTED CEILINGS/HANGERS | 16-22 |
| GLOSSARY | GL-1 |
| REFERENCES..... | R-1 |

LIST OF APPENDICES

| | |
|--|------------|
| APPENDIX A— EXECUTIVE SUMMARY—THE 2005 INTERNATIONAL SCAN STUDY OF UNDERGROUND TRANSPORTATION SYSTEMS IN EUROPE: SAFETY, OPERATION, AND EMERGENCY RESPONSES | A-1 |
| A.1—INTRODUCTION | A-1 |
| A.2—FINDINGS AND RECOMMENDATIONS | A-2 |
| A.3—IMPLEMENTATION ACTIVITIES..... | A-4 |
| APPENDIX B—GLOSSARY OF TERMS USED IN ROCK CORE BORING LOGS..... | B-1 |
| B.1—TERMS | B-1 |
| B.2—REFERENCES | B-2 |
| B.3—SUMMARY OF TERMS FOR DESCRIBING ROCK CORES | B-3 |

| | |
|--|------------|
| APPENDIX C— CUT-AND-COVER BOX TUNNEL DESIGN EXAMPLE..... | C-1 |
| C.1—INTRODUCTION | C-1 |
| C.1.1—Open Gripper Main Beam TBM | C-1 |
| C.1.2—Material Properties..... | C-2 |
| C.2—COMPUTER MODEL OF TUNNEL | C-2 |
| C.2.1—Model Supports..... | C-3 |
| C.3—LOAD DETERMINATION | C-3 |
| C.3.1—Total Dead Loads | C-3 |
| C.3.2—Live Load | C-4 |
| C.3.3—Lateral Earth Pressure EH_1, EH_2, EH_3, EH_4 | C-4 |
| C.3.4—Buoyancy Load WA | C-5 |
| C.3.5—Load Factors and Combinations..... | C-5 |
| C.4—ANALYSIS MODEL INPUT..... | C-6 |
| C.4.1—Joint Coordinates | C-6 |
| C.4.2—Member Definition..... | C-6 |
| C.5—ANALYSIS MODEL DIAGRAM | C-7 |
| C.6—APPLICATION OF LATERAL LOADS (EH)..... | C-7 |
| C.6.1—Exterior Wall Loads Due to Horizontal Earth Pressure EH_3 | C-8 |
| C.6.2—Exterior Wall Loads Due to Hydrostatic Pressure EH_4 | C-8 |
| C.7—STRUCTURAL DESIGN CALCULATIONS—GENERAL INFORMATION..... | C-9 |
| C.7.1—Concrete Design Properties..... | C-9 |
| C.7.2—Resistance Factors..... | C-9 |
| C.8—INTERIOR WALL DESIGN | C-10 |
| C.8.1—Factored Axial Resistance (S5.7.4.4)..... | C-10 |
| C.9—TOP SLAB WALL DESIGN | C-10 |
| C.9.1—Slenderness Check (S5.7.4.3)..... | C-10 |
| C.9.1.1—Approximate Method (LRFD 4.5.3.2.2) | C-12 |
| C.9.1.2—Moment Magnification (LRFD 4.5.3.2.2b)..... | C-12 |
| C.9.1.3—Factored flexural resistance (LRFD 5.7.3.2.1)..... | C-13 |
| C.9.1.4—Create Interaction Diagram | C-14 |
| C.9.1.5—At Zero Moment Point Using AASHTO LRFD Design Eq. 5.7.4.5-2..... | C-15 |
| C.9.1.6—At Balance Point Calculate P_{rb} and M_{rb} | C-15 |
| C.9.1.7—At Zero “Axial Load” Point (Conservatively Ignore Compressive Reinforcing) | C-15 |
| C.9.2—Shear Design (S5.8.3.3) | C-17 |
| C.10—BOTTOM SLAB WALL DESIGN..... | C-19 |
| C.10.1—Slenderness Check (S5.7.4.3)..... | C-19 |
| C.10.2—Approximate Method AASHTO LRFD Design Eq. 4.5.3.2.2 | C-20 |
| C.10.3—Moment Magnification | C-20 |
| C.10.4—Factored Flexural Resistance | C-21 |
| C.10.5—Create Interaction Diagram | C-21 |

| | |
|--|------------|
| C.10.6—At Zero Moment Point | C-21 |
| C.10.7—At Balance Point Calculate P_{rb} and M_{rb} | C-21 |
| C.10.7.1—At Zero “Axial Load” Point (Conservatively Ignore Compressive Reinforcing)..... | C-22 |
| C.11—SHEAR DESIGN (S5.8.3.3)..... | C-24 |
| C.12—EXTERIOR WALL DESIGN | C-25 |
| C.12.1—Slenderness Check (LRFD 5.7.4.3)..... | C-25 |
| C.12.2—Approximate Method (LRFD 4.5.3.2.2)..... | C-26 |
| C.12.3—Moment Magnification..... | C-26 |
| C.12.4—Factored Flexural Resistance | C-26 |
| C.12.5—Create Interaction Diagram | C-27 |
| C.12.6—At Zero Moment Point | C-27 |
| C.12.7—At Balance Point Calculate P_{rb} and M_{rb} | C-27 |
| C.12.8—At Zero “Axial Load” Point (Conservatively Ignore Compressive Reinforcing)..... | C-27 |
| C.12.9—Shear Design (S5.8.3.3) | C-29 |
| | |
| APPENDIX D—TUNNEL BORING MACHINES (TBM) | D-1 |
| D.1—INTRODUCTION | D-1 |
| D.2—HARD ROCK TBM | D-1 |
| D.2.1—Open Gripper Main Beam TBM | D-2 |
| D.2.2—Single Shield TBM | D-3 |
| D.2.3— Double Shield TBM..... | D-5 |
| D.3—PRESSURIZED FACE SOFT GROUND TBM | D-7 |
| D.3.1—Earth Pressure Balance Machine..... | D-9 |
| D.3.2—Slurry Face Machine | D-11 |
| | |
| APPENDIX E—ANALYTICAL CLOSED FORM SOLUTIONS | E-1 |
| E.1—ANALYTICAL ELASTIC CLOSED FORM SOLUTIONS FOR ROCK TUNNELS | E-1 |
| E.2—ANALYTICAL ELASTIC CLOSED FORM SOLUTIONS FOR GROUND SUPPORT INTERACTION | E-2 |
| E.3—APPENDIX OF FHWA’S <i>ROAD TUNNEL DESIGN GUIDELINES</i> | E-8 |
| | |
| APPENDIX F—SEQUENTIAL EXCAVATION METHOD EXAMPLE..... | F-1 |
| F.1—INTRODUCTION..... | F-1 |
| | |
| APPENDIX G— PRECAST SEGMENTAL LINING EXAMPLE..... | G-1 |
| G.1—INTRODUCTION | G-1 |
| G.2—DETERMINE NUMBER OF SEGMENTS | G-2 |
| G.3—DETERMINE MODEL INPUT DATA | G-2 |

| | |
|--|------------|
| G.4—CALCULATE JOINT COORDINATES | G-3 |
| G.5—CALCULATE SPRING CONSTANTS..... | G-5 |
| G.6—CALCULATE LINER SECTION PROPERTIES | G-7 |
| G.7—CALCULATE LOADS | G-8 |
| G.7.1—Calculate Earth Loads..... | G-11 |
| G.8—APPURTENANCE DEAD LOAD | G-12 |
| G.9—LIVE LOAD..... | G-13 |
| G.10—LOAD COMBINATIONS | G-14 |
| G.11—DESIGN PROCESS CALCULATIONS..... | G-16 |
| G.11.1—Structure Design Calculations..... | G-16 |
| G.11.1.1—Concrete Design Properties..... | G-16 |
| G.11.1.2—Resistance Factors..... | G-16 |
| G.11.1.3—Limits for Reinforcement..... | G-16 |
| G.11.2—Check for One Lining Segment | G-17 |
| G.11.2.1—Following a Design calculation check will be performed for one lining segment | G-17 |
| G.11.2.2—Slenderness Check (LRFD Design Article 5.7.4.3) | G-17 |
| G.11.2.3—Calculate EI (LRFD Design Article 5.7.4.3)..... | G-17 |
| G.11.2.4—Approximate Method (LRFD 4.5.3.2.2) | G-18 |
| G.11.3—Shear Design (LRFD Design Article 5.8.3.3)..... | G-22 |
| APPENDIX H—DEFICIENCY AND REFERENCE LEGENDS FOR IDENTIFICATION | H-1 |
| H.1—DEFICIENCY LEGENDS | H-1 |
| H.2—REFERENCE LEGENDS | H-4 |
| APPENDIX I—FHWA TECHNICAL ADVISORY ON THE USE AND INSPECTION OF ADHESIVE ANCHORS..... | I-1 |
| I.1—FHWA TECHNICAL ADVISORY..... | I-1 |

LIST OF FIGURES

| | |
|---|------|
| Figure 1.1-1— Glenwood Canyon Reverse Curve Tunnel | 1-1 |
| Figure 1.1.1-1—Two-Cell Rectangular Tunnel (FHWA, 2005a) | 1-2 |
| Figure 1.1.1-2—Circular Tunnel (FHWA, 2005a)..... | 1-3 |
| Figure 1.1.1-3—Horseshoe and Curvilinear (Oval) Tunnels (FHWA, 2005a) | 1-3 |
| Figure 1.1.2-1—A-86 Road Tunnel in Paris, France (FHWA, 2006a) | 1-5 |
| Figure 1.2.3-1—Chongming Tunnel under the Yangtze River, Shanghai, China..... | 1-7 |
| Figure 1.2.3-2—Fort McHenry Tunnel, Baltimore, MD..... | 1-7 |
| Figure 1.2.3-3—Stacked Drift and Final Mt. Baker Tunnel, I-90, Seattle, WA | 1-8 |
| Figure 1.2.7-1—“Park on the Lid,” Seattle, WA | 1-11 |
| Figure 1.3.1-1—Preliminary Selection Process for Type of Road Tunnel..... | 1-12 |
| Figure 1.3.6-1—Gotthard Tunnel Fire in October 2001 (FHWA, 2006a) | 1-15 |
| Figure 1.3.6.1-1—Emergency Exit (FHWA, 2006a) | 1-16 |
| Figure 1.3.6.1-2—Emergency Alcove | 1-17 |
| Figure 2.1-1—H3 Tetsuo Harano Tunnels in Hawaii | 2-1 |
| Figure 2.3-1—Typical Two-Lane Tunnel Clearance Requirements—(a) Minimum and (b) Desirable | 2-5 |
| Figure 2.4.1-1—Typical Horseshoe Section for a Two-Lane Tunnel (Glenwood Canyon, CO)..... | 2-6 |
| Figure 2.4.1-2—Typical Two-Lane Road Tunnel Cross Section and Elements | 2-6 |
| Figure 2.4.2-1—Typical Tunnel Roadway with Reduced Shoulder Widths..... | 2-8 |
| Figure 2.4.5-1—Ventilation System with Jet Fans at Cumberland Gap Tunnel | 2-9 |
| Figure 2.4.8-1—Portal Structure for Cumberland Gap Tunnel..... | 2-11 |
| Figure 3.1.1-1—Water Boring Investigation from a Barge for the Port of Miami Tunnel, Miami, FL | 3-2 |
| Figure 3.1.1-2—Phased Geotechnical Investigations with Project Development Process..... | 3-3 |
| Figure 3.3.2-1—Three-Dimensional Laser Scanning Tunnel Survey Results in Actual Scanned Points | 3-8 |
| Figure 3.5.1-1—Cumberland Gap Tunnel Geological Profile | 3-11 |
| Figure 3.5.2.1-1—Vertical Test Boring/Rock Coring on a Steep Slope | 3-15 |
| Figure 3.5.2.2-1—Horizontal Borehole Drilling in Upstate New York..... | 3-17 |
| Figure 3.5.2.3-1—Rotasonic Sampling for a Combined Sewer Overflow Tunnel Project at Portland, OR | 3-17 |
| Figure 3.5.5-1—Rock Core Scanning Equipment and Result..... | 3-28 |
| Figure 3.5.6.1-1—Packer Pressure Test Apparatus for Determining the Permeability of Rock— (a) Schematic Diagram; (b) Detail of Packer Unit (Lowe & Zaccheo, 1991)..... | 3-31 |
| Figure 4.2-1—Sample Outline for Geotechnical Data Reports (Adapted from Brierley, 1998b)..... | 4-4 |
| Figure 4.3-1—Sample Outline for Geotechnical Design Memorandum (Adapted from Brierley, 1998b)..... | 4-6 |
| Figure 4.4.3-1—Checklist for Geotechnical Baseline Reports (Adapted from ASCE, 2007) | 4-11 |
| Figure 5.2.1-1—Cut-and-Cover Tunnel: (a) Bottom-Up Construction; (b) Top-Down Construction (FHWA, 2009) | 5-2 |
| Figure 5.2.2-1—Cut-and-Cover Tunnel Construction Sequence—(a) Bottom-Up and (b) Top-Down (FHWA, 2009) | 5-3 |
| Figure 5.3.1-1—Cut-and-Cover Construction Using Side Slopes Excavation, Fort McHenry Tunnel, Baltimore, MD (FHWA, 2009) | 5-6 |
| Figure 5.3.2-1—Sheet Pile Walls with Multi-Level Bracing (FHWA, 2009)..... | 5-7 |
| Figure 5.3.2-2—Braced Soldier Pile and Lagging Wall (FHWA, 2009) | 5-7 |
| Figure 5.3.2-3—Tie-Back Excavation Support Leaves Clear Access (FHWA, 2009) | 5-8 |
| Figure 5.3.3-1—Braced Slurry Walls (FHWA, 2009) | 5-9 |
| Figure 5.3.3-2—Tangent Pile Wall Construction Schematic | 5-10 |

| | |
|--|------|
| Figure 5.3.3-3—Tangent Pile Wall Support (FHWA, 2009) | 5-10 |
| Figure 5.3.3-4—Completed Secant Pile Wall Plan View | 5-11 |
| Figure 5.4.3.1-1—Tunnel Structure with Haunches..... | 5-14 |
| Figure 5.5.1-1—Cut and Cover Tunnel Loading Diagram—Bottom Up Construction in Soil (FHWA, 2009) | 5-20 |
| Figure 5.5.1-2—Cut and Cover Tunnel Loading Diagram—Top Down Construction in Soil (FHWA, 2009) | 5-21 |
| Figure 5.8-1—Typical Street Decking (Adapted from Bickel, Kussel, and King, 1996)..... | 5-27 |
| Figure 6.2.1-1—Progressive Failure in Unsupported Blocky Rock..... | 6-3 |
| Figure 6.2.1-2—Prevention of Progressive Failure in Supported Blocky Rock..... | 6-3 |
| Figure 6.2.3-1—A Relationship between Strain and Squeezing Potential of Rock Mass (Hoek and Marinos, 2000) | 6-4 |
| Figure 6.3.6-1—Correlation between RQD and Modulus Ratio (Bieniawski, 1984) | 6-13 |
| Figure 6.4.1.4-1—Example of a Full-Face Tunnel Blast | 6-16 |
| Figure 6.4.1.5-1—Complex Round Hook-Up..... | 6-17 |
| Figure 6.4.1.5-2—Typical Blast Charges..... | 6-17 |
| Figure 6.4.1.6-1—Drilling for a Tunnel Blast..... | 6-18 |
| Figure 6.4.2-1—Chipping Process between Two Disc Cutters (after Herrenknecht, 2003) | 6-19 |
| Figure 6.4.2-2—Rock Tunnel Boring Machine Face with Disk Cutters for Hard Rock, Australia..... | 6-19 |
| Figure 6.4.2.1-1—Classification of Tunnel Excavation Machines | 6-20 |
| Figure 6.4.2.1-2—Typical Diagram for a Open Gripper Main Beam TBM (Robbins)..... | 6-20 |
| Figure 6.4.2.1-3—Typical Diagram for Single Shield TBM (Robbins)..... | 6-21 |
| Figure 6.4.2.1-4—Typical Diagram for Double Shield TBM (Robbins) | 6-21 |
| Figure 6.4.2.4-1—TBM Utilization on Two Norwegian Tunnels (after Robbins, 1990)..... | 6-23 |
| Figure 6.4.3-1—AM 105 Roadheader, Australia | 6-24 |
| Figure 6.5.2.1-1—(a) Temporary Rock Dowel; (b) Schematic Function of a Rock Dowel under Shear..... | 6-27 |
| Figure 6.5.2.2-1—Typical Section of Permanent Rock Bolt..... | 6-28 |
| Figure 6.5.3-1—Steel Rib Support..... | 6-30 |
| Figure 6.5.5-1—(a) Lattice Girder Configuration (USACE 1997); (b) Estimation of Cross-Section for Shotcrete-Encased Lattice Girders (USACE 1997)..... | 6-31 |
| Figure 6.5.6-1—Spiling (Forepoling) Method of Supporting Running Ground | 6-32 |
| Figure 6.5.7-1—A Typical Seven Segment and a Key Segment Precast Segment Lining: (a) Circumferential Dowel; (b) Radial Bolt | 6-33 |
| Figure 6.6.1-1—Support Pressures (a) and Bolt Lengths (b) Used in Crown of Caverns (Cording, Hendron, and Deere, 1971) | 6-36 |
| Figure 6.6.1-2—Support Pressures (a) and Bolt Lengths (b) Used on Cavern Walls (Cording, 1971)..... | 6-37 |
| Figure 6.6.1-3—Rock Support Requirement Using Rock Mass Quality Q-System..... | 6-38 |
| Figure 6.6.2-1—Ground Reaction Curves Between Support Pressure and Displacement (Hoek, Kaiser, and Bawden, 1995)..... | 6-40 |
| Figure 6.6.2-2—Reinforced Rock Arch (after Bischoff & Smart, 1977)..... | 6-41 |
| Figure 6.6.2-3—Support Systems: (a) Concrete/Shotcrete Lining, (b) Blocked Steel Set..... | 6-43 |
| Figure 6.6.2-4—UNWEDGE Analysis: (a) Wedges Formed Surrounding a Tunnel; (b) Support Installation | 6-43 |
| Figure 6.6.3-1—Design of Support System in Finite Element Analysis (σ : Yield in Tension; x : Yield in Compression) | 6-44 |
| Figure 6.6.3-2—Strength Factor Contours from Finite Element Analysis (from Choi et al., 2007) | 6-47 |
| Figure 6.6.3-3—Graphical Result of Discrete Finite Element Analysis | 6-48 |
| Figure 6.6.8-1—Elastic Approximation of Ground Displacements around a Circular Tunnel in Rock..... | 6-50 |
| Figure 6.6.8-2—Ground Displacement Contours Calculated by Finite Element Method..... | 6-51 |

| | |
|--|------|
| Figure 6.8.2-1—Rock Loads for Permanent Lining Design: (a) Uniform Roof and Side Loads; (b) Eccentric Load | 6-54 |
| Figure 6.8.2-2—Unlined Rock Tunnel in Zion National Park, UT..... | 6-54 |
| Figure 6.8.3.2-1—Empirical Groundwater Loads on the Underground Structures..... | 6-56 |
| Figure 6.8.3.3-1—Head Loss across the Lining and Surrounding Ground..... | 6-57 |
| Figure 6.8.3.4-1—Two-Dimensional Finite Element Groundwater Flow Model Analysis | 6-58 |
| Figure 6.8.4-1—Drained Waterproofing System..... | 6-59 |
| Figure 6.8.4-2—Undrained Waterproofing System | 6-59 |
| Figure 7.3.1-1—Patent Drawing for Brunel’s Shield, 1818 (Copperthwaite, 1906)..... | 7-6 |
| Figure 7.3.1-2—Digger Shield with Hydraulically Operated Breasting Plates on Periphery of Top Heading of Shield Used to Construct Transit Tunnel (FHWA, 2009)..... | 7-7 |
| Figure 7.3.1-3—Cross Section of Digger Shield (FHWA, 2009) | 7-7 |
| Figure 7.3.2-1—Earth Pressure Balance (EPB) Tunnel Boring Machine (Lovat)..... | 7-10 |
| Figure 7.3.2-2—Simplified Cross Section of Earth Pressure Balance (EPB) Tunnel Boring Machine..... | 7-10 |
| Figure 7.3.2-3—Slurry Face Tunnel Boring Machine (SFM) (Courtesy of Herrenknecht AG)..... | 7-11 |
| Figure 7.3.2-4—Simplified Cross Section of Slurry Face Tunnel Boring Machine (SFM) (Courtesy of Herrenknecht AG)..... | 7-11 |
| Figure 7.4.3-1—Loads on a Concrete Lining Calculated by Finite Element Analysis: (a) Axial Force, (b) Bending Moment, (c) Shear Force (FHWA, 2009) | 7-17 |
| Figure 7.5.3-1—Typical Settlement Profile for a Soft Ground Tunneling (FHWA, 2009) | 7-21 |
| Figure 7.5.3-2—Assumptions for Width of Settlement Trough (Adapted from Peck, 1969) | 7-22 |
| Figure 7.5.3-3—Example of Finite Element Settlement Analysis for Twin Circular Tunnels under Pile Foundations (FHWA, 2009) | 7-22 |
| Figure 8.2.1-1—Flowing Sand in Tunnel (FHWA, 2009)..... | 8-2 |
| Figure 8.2.7-1—Mixed Face Tunneling Example (Babenderede et al., 2004)..... | 8-9 |
| Figure 8.3.3-1—Yielding Support in Squeezing Ground at 40 cm (FHWA, 2009)..... | 8-12 |
| Figure 8.3.3-2—Yielding Support Crushed to 20 cm (FHWA, 2009)..... | 8-12 |
| Figure 9.2-1—Schematic Representation of Stresses around Tunnel Opening (Rabcewicz et al., 1973)..... | 9-3 |
| Figure 9.2-2—Schematic Representation of Relationships between Radial Stress σ_r , Deformation of the Tunnel Opening Δ_r , Supports p_i , and Time of Support Installation T (Rabcewicz and Golser, 1973)..... | 9-4 |
| Figure 9.3.2-1—Regular SEM Cross Section | 9-6 |
| Figure 9.3.2-2—Three-Lane SEM Road Tunnel Interior Configuration (Fort Canning Tunnel, Singapore) | 9-6 |
| Figure 9.3.4-1—Waterproofing System and Compartmentalization (Automated People Mover System at Dulles International Airport, VA)..... | 9-8 |
| Figure 9.3.5.3-1—Typical Shotcrete Final Lining Detail | 9-10 |
| Figure 9.4.3-1—Prototypical Excavation Support Class (ESC) Cross-Section | 9-12 |
| Figure 9.4.3-2—Prototypical Longitudinal Excavation and Support Class (ESC) | 9-13 |
| Figure 9.4.4-1—Prototypical Longitudinal Profile | 9-14 |
| Figure 9.4.7-1—Face Drilling for Drill-and-Blast SEM Excavation (Andrea Tunnel, Austria)..... | 9-23 |
| Figure 9.4.7-2—Shotcrete Lining Installed at the Face in an SEM Tunnel Excavated by Drill-and-Blast (Andrea Tunnel, Austria)..... | 9-24 |
| Figure 9.4.7-3—Roadheader SEM Excavation in Medium Hard, Jointed Rock (Devil’s Slide Tunnels, CA)..... | 9-24 |
| Figure 9.4.7-4—Soft Ground SEM Excavation Tunnel Using Backhoes (Fort Canning Tunnel, Singapore)..... | 9-25 |
| Figure 9.5.1.1-1—Typical Tunnel Excavation with Temporary Middle Wall (Beacon Hill Station, WA) | 9-27 |
| Figure 9.5.4.1-1—Spiling Pre-Support by No. 8 Solid Rebars (Berry Street Tunnel, PA)..... | 9-35 |
| Figure 9.5.4.1-2—Steel Pipe Installation for Pipe Arch Canopy (Fort Canning Tunnel, Singapore)..... | 9-37 |
| Figure 9.5.4.1-3—Pre-Support by Pipe Arch Canopy, Exposed Steel Pipes upon Excavation of a New Round (Fort Canning Tunnel, Singapore)..... | 9-37 |

| | |
|--|-------|
| Figure 9.5.5.2-1—Pre-Support at Portal Wall and Application of Shotcrete for Portal Face Protection (Devil’s Slide Tunnels, CA)..... | 9-39 |
| Figure 9.5.5.3-1—Shotcrete Canopy Construction After Completion of Portal Collar and Pre-Support (Schürzeberg Tunnel, Germany) | 9-40 |
| Figure 9.6.2.3-1—Stress Flow around Tunnel Opening (after Wittke, 1984; Kuhlmann)..... | 9-41 |
| Figure 9.6.2.3-2—SEM Tunneling and Ground Disturbance (after OGG, 2007) | 9-42 |
| Figure 9.7.3-1—Deformation Monitoring Cross-Section Points (Light Rail, Bochum, Germany) | 9-46 |
| Figure 9.7.4-1—Typical SEM Deformation Monitoring Cross-Section: (a) Typical Tunnel Monitoring Cross-Section Displaying Extensometers and Optical Targets; (b) Detail A, View of Optical Target Displaying Axes of Measurement: Y = Vertical Displacement, X = Lateral Displacement, Z = Longitudinal Displacement; (c) Image of Optical Target in Place | 9-47 |
| Figure 9.7.5-1—Prototypical Monitoring of a Surface Settlement Point Located above the Tunnel Centerline in a Deformation versus Time and Tunnel Advance versus Time Combined Graph | 9-48 |
| Figure 9.9-1—Engineering Geological Tunnel Face Mapping | 9-51 |
| Figure 10.1-1—Cumberland Gap Tunnel | 10-2 |
| Figure 10.1-2—Precast Segmental Lining | 10-3 |
| Figure 10.1-3—Baltimore Metro Steel Plate Lining | 10-3 |
| Figure 10.1-4—Lehigh Tunnel No. 2 on Pennsylvania Turnpike Constructed with Final Shotcrete Lining | 10-4 |
| Figure 10.4.1-1—Cumberland Gap Tunnel Lining (Unfinished)..... | 10-17 |
| Figure 10.4.1-2—Cast-in-Place Concrete Lining, Washington, DC | 10-18 |
| Figure 10.5.1-1—Precast Segments for One-Pass Lining, Forms Stripped | 10-21 |
| Figure 10.5.1-2—Stacked Precast Segments for One-Pass Lining | 10-21 |
| Figure 10.5.2-1—Stacked Precast Segments for Two-Pass Lining..... | 10-22 |
| Figure 10.5.2-2—Steel Cage for Precast Segments for Two-Pass Lining..... | 10-23 |
| Figure 10.5.2-3—Radial Joints, Baltimore, MD | 10-24 |
| Figure 10.5.2-4—Schematic of Precast Segment Rings..... | 10-25 |
| Figure 10.5.2-5—Mock-Up of Precast Segment Rings..... | 10-25 |
| Figure 10.6-1—Typical Steel Lining Section | 10-28 |
| Figure 10.7-1—Typical Shotcrete Lining Detail..... | 10-30 |
| Figure 11.1-1—Immersed Tunnel..... | 11-2 |
| Figure 11.1.1-1—Chesapeake Bay Bridge-Tunnel | 11-3 |
| Figure 11.1.3-1—Cross-Harbour Tunnel, Hong Kong..... | 11-4 |
| Figure 11.1.3-2—BART Tunnel, San Francisco, CA | 11-4 |
| Figure 11.1.4-1—Double Shell, Second Hampton Road Tunnel, VA | 11-5 |
| Figure 11.1.4-2—Fort McHenry Tunnel, Baltimore, MD..... | 11-6 |
| Figure 11.1.5-1—Schematic of Sandwich Construction | 11-6 |
| Figure 11.1.5-2—Bosphorus Tunnel, Istanbul, Turkey..... | 11-7 |
| Figure 11.1.6-1—Fort Point Channel Tunnel, Boston, MA..... | 11-8 |
| Figure 11.1.6-2—Fabrication Facility and Transfer Basin, Øresund Tunnel, Denmark | 11-8 |
| Figure 11.2.2-1—Sealed Clamshell Dredge..... | 11-10 |
| Figure 11.2.4-1—Hong Kong Cross-Harbour Tunnel Nearly Ready for Side Launching | 11-12 |
| Figure 11.2.5-1—Osaka Port Sakishima Tunnel Element Transported to Site with Two Pontoon Lay Barges ... | 11-13 |
| Figure 11.2.6-1—Catamaran Lay Barge | 11-14 |
| Figure 11.2.7-1—Placement of a Tunnel Element..... | 11-15 |
| Figure 11.3.3-1—Dynamic Load Factor (DLF) against T_d/T | 11-22 |
| Figure 11.5.2-1—Gina-Type Seal..... | 11-29 |
| Figure 11.5.2-2—Omega-Type Seal | 11-29 |
| Figure 11.5.2-3—Gina-Type Immersion Gasket at Fort Point Channel, Boston, MA..... | 11-30 |

| | |
|---|-------|
| Figure 12.1-1—Completed I-90 Tunnels | 12-1 |
| Figure 12.2-2—Typical Jacked Box Tunneling Sequence under an Existing Rail Track | 12-2 |
| Figure 12.3-1—Generalized Subsurface Profile for the I-90 Jacked Box Tunnels | 12-3 |
| Figure 12.3-2—Tunnel Structure Construction Operation..... | 12-4 |
| Figure 12.3-3—Excavation of the Frozen Ground at the Front of the Tunnel Shield by Roadheader | 12-5 |
| Figure 12.3-4—Scoop Tram Loading Excavated Material into Skip Bucket for Removal..... | 12-5 |
| Figure 12.4.2-1—Close-Up of High Capacity Hydraulic Jacks, Reaction Blocks, and Packers..... | 12-7 |
| Figure 12.4.2-2—Installation of Packer Sections and Connecting Diaphragm Plates | 12-8 |
| Figure 12.4.2-3—Progressive Installation of Packer Sections and Connecting Diaphragm Plates..... | 12-8 |
| Figure 12.5.1-1—Schematic Arrangement of Freeze Pipes to Freeze Ground Mass prior to Tunnel Jacking..... | 12-9 |
| Figure 12.5.1-2—Arrangement of an Individual Freeze Pipe Showing Brine Circulation | 12-10 |
| Figure 12.5.1-3—Ground Freezing System in Operation while Commuter Trains Run through the Area..... | 12-11 |
| Figure 12.5.1-4—Frozen Face Seen from Shield at Front of Jacked Box Structure | 12-12 |
| Figure 13.2.1-1—Major Tectonic Plates and Their Approximate Direction of Movement (www.maps.com)..... | 13-2 |
| Figure 13.2.1-2—Types of Fault Movement | 13-5 |
| Figure 13.2.1-3—Comparison of Earthquake Magnitude Scales (Heaton et al., 1986) | 13-6 |
| Figure 13.2.1-4—Definition of Basic Fault Geometry Including Hypocenter and Epicenter..... | 13-7 |
| Figure 13.2.2-1—National Ground Motion Hazard Map by USGS (2002)—Peak Ground Acceleration with Two Percent Probability of Exceedance in 50 Years (2,500-Year Return Period)—for Site Class B, Soft Rock | 13-9 |
| Figure 13.2.2-2—General Procedure for Probabilistic Seismic Hazard Analysis..... | 13-10 |
| Figure 13.2.3-1—Design Response Spectra Constructed Using the NCHRP Procedure..... | 13-12 |
| Figure 13.4.2-1—Highway Tunnel Lining Falling from Tunnel Crown—2004 Niigata Earthquake, Japan..... | 13-16 |
| Figure 13.4.2-2—Summary of Observed Bored/Mined Tunnel Damage under Ground Shaking Effects (Power et al., 1998) | 13-17 |
| Figure 13.4.3-1—Fracture at Base of Columns of Cut-and-Cover Tunnel between Daikai and Nagata Stations—1995 Kobe Earthquake, Japan | 13-18 |
| Figure 13.4.3-2—Shear Failure at Top of Columns of Cut-and-Cover Tunnel between Daikai and Nagata Stations—1995 Kobe Earthquake, Japan..... | 13-18 |
| Figure 13.4.3-3—Daikai Subway Station Collapse—1995 Kobe Earthquake, Japan (Iida et al., 1996) | 13-19 |
| Figure 13.5-1—Tunnel Transverse Ovaling and Racking Response to Vertically Propagating Shear Waves | 13-20 |
| Figure 13.5-2—Tunnel Longitudinal Axial and Curvature Response to Traveling Waves | 13-20 |
| Figure 13.5.1.1-1—Shear Distortion of Ground—Free-Field Condition versus Cavity In-Place Condition | 13-23 |
| Figure 13.5.1.2-1—Lining Response Coefficient, K_1 (Full-Slip Interface Condition)..... | 13-26 |
| Figure 13.5.1.2-2—Lining Response Coefficient, K_2 , for Poisson’s Ratio = 0.2 (No-Slip Interface Condition)... | 13-27 |
| Figure 13.5.1.2-3—Lining Response Coefficient, K_2 , for Poisson’s Ratio = 0.35 (No-Slip Interface Condition) | 13-27 |
| Figure 13.5.1.2-4—Lining Response Coefficient, K_2 , for Poisson’s Ratio = 0.5 (No-Slip Interface Condition)... | 13-28 |
| Figure 13.5.1.3-1—Soil Deformation Profile and Racking Deformation of a Box Structure | 13-30 |
| Figure 13.5.1.3-2—Racking Coefficient R_r for Rectangular Tunnels (MCEER-06-SP11, Modified from Wang (1993); Penzien (2000))..... | 13-33 |
| Figure 13.5.1.3-3—Simplified Racking Frame Analysis of a Rectangular Tunnel (MCEER-06-SP11, Modified from Wang (1993))..... | 13-34 |
| Figure 13.5.1.4-1—Example of Two-Dimensional Continuum Finite Element Model in Pseudo-Dynamic Displacement Time-History Analysis | 13-37 |
| Figure 13.5.1.4-2—Sample Dynamic Time-History Analysis Model..... | 13-38 |
| Figure 13.6.1-1—Maximum Surface Fault Displacement versus Earthquake Moment Magnitude, M_w (Wells and Coppersmith, 1994) | 13-43 |
| Figure 13.6.1-2—Analytical Model of Tunnel at Fault Crossing (ASCE, 1984)..... | 13-44 |

| | |
|---|-------|
| Figure 13.6.1-3—Tunnel-Ground Interaction Model at Fault Crossing (ASCE, 1984)..... | 13-45 |
| Figure 13.6.1-4—Analytical Model of Ground Restraint for Tunnel at Fault Crossing (ASCE, 1984)..... | 13-46 |
| Figure 14.3.1-1—Confined Worksite and Staging Area | 14-3 |
| Figure 14.3.1-2—Tunnel Portal | 14-4 |
| Figure 14.4-1—Horizontal Muck Conveyor | 14-5 |
| Figure 14.4-2—Muck Train Dumping at Portal..... | 14-6 |
| Figure 14.4-3—Surface Muck Storage Area..... | 14-7 |
| Figure 14.5-1—Fire in Work Shaft | 14-9 |
| Figure 14.9-1—Risk Management Process..... | 14-15 |
| Figure 14.9-2—Typical Project Risk Matrix..... | 14-15 |
| Figure 14.9-3—Risk Management throughout the Project Cycle | 14-16 |
| Figure 15.2.2.1-1—Deep Benchmark | 15-3 |
| Figure 15.2.2.2-1—Survey Point | 15-4 |
| Figure 15.2.2.2-2—Survey Point in Rigid Pavement Surface..... | 15-5 |
| Figure 15.2.2.3-1—Schematic of Borros Point (After Dunicliff, 1993)..... | 15-6 |
| Figure 15.2.2.4-1—Schematic of Probe Extensometer with Magnet/Reed Switch Transducer, Installed in a Borehole (After Dunicliff, 1993)..... | 15-7 |
| Figure 15.2.2.5-1—Multiple Position Borehole Extensometer Installed from Ground Surface | 15-8 |
| Figure 15.2.2.6-1—Horizontal Borehole Extensometer Installed from Advancing Excavation | 15-9 |
| Figure 15.2.2.7-1—Triple Height Telltale or Roof Monitor | 15-10 |
| Figure 15.2.2.8-1—Heave Gauge..... | 15-11 |
| Figure 15.2.2.9-1—Principle of Conventional Inclinometer Operation (After Dunicliff, 1993) | 15-12 |
| Figure 15.2.2.10-1—In-Place Inclinometer..... | 15-13 |
| Figure 15.2.2.11-1—Tape Extensometer Typical Detail | 15-14 |
| Figure 15.2.2.11-2—Typical Convergence Bolt Installation Arrangement | 15-14 |
| Figure 15.3.2.1-1—Deformation Monitoring Point in Masonry or Concrete Slab | 15-16 |
| Figure 15.3.2.2-1—Structure Monitoring Point in Vertical Masonry or Concrete Surface | 15-17 |
| Figure 15.3.2.3-1—Robotic Total Station Instrument..... | 15-18 |
| Figure 15.3.2.3-2—Target Prism for Robotic Total Station..... | 15-19 |
| Figure 15.3.2.4-1—Biaxial Tiltmeter..... | 15-20 |
| Figure 15.3.2.6-1—Horizontal In-Place Inclinometer..... | 15-21 |
| Figure 15.3.2.7-1—Multipoint Closed Liquid Level System..... | 15-22 |
| Figure 15.3.2.7-2—Open Channel Liquid Level System..... | 15-23 |
| Figure 15.3.2.8-1—Schematic of Electrolytic Level Tilt Sensor (After Dunicliff, 1993)..... | 15-24 |
| Figure 15.3.2.9-1—Grid Crack Gauge..... | 15-25 |
| Figure 15.3.2.9-2—Electrical Crack Gauge..... | 15-25 |
| Figure 15.4.2.1-1—Deformation Monitoring Point in Vertical Masonry or Concrete Surface..... | 15-27 |
| Figure 15.4.2.2-1—Inclinometer Casing in Slurry Wall | 15-28 |
| Figure 15.4.2.3-1—Surface Mounted Vibrating Wire Strain Gauge..... | 15-29 |
| Figure 15.4.2.4-1—Schematic of Electrical Resistance Load Cell (After Dunicliff, 1993)..... | 15-30 |
| Figure 15.6.2.1-1—Schematic of Observation Well (After Dunicliff, 1993)..... | 15-34 |
| Figure 15.6.2.2-1—Schematic of Open Standpipe Piezometer Installed in Borehole (After Dunicliff, 1993) | 15-35 |
| Figure 15.6.2.3-1—Schematic of Multiple Fully Grouted Diaphragm Piezometer | 15-37 |
| Figure 16.2.7-1—Typical Cut-and-Cover Inspection Surfaces and Limits (Russell, 1992)..... | 16-4 |
| Figure 16.2.7-2—Delineation of Typical Circular Tunnel..... | 16-4 |
| Figure 16.3.2-1—Typical Injection Ports for Chemical Grout..... | 16-6 |
| Figure 16.3.2-2—Leak Injection, Tuscarora Tunnel, Pennsylvania Turnpike | 16-7 |
| Figure 16.3.2-3—Typical Location of Injection Ports and Leaking Crack Repair Detail (FHWA, 2005b)..... | 16-8 |

| | |
|---|-------|
| Figure 16.3.2-4—Negative-Side Cementitious Coating, Tuscarora Tunnel, Pennsylvania Turnpike..... | 16-10 |
| Figure 16.4.2-1—Substrate After Hydro-Demolition, Shawmut Junction, Boston, MA | 16-12 |
| Figure 16.4.3-1—Typical Mechanical Coupler for Reinforcing Steel | 16-12 |
| Figure 16.4.4-1—Shallow Spall Repair (FHWA, 2005b)..... | 16-13 |
| Figure 16.4.4-2—Typical Sections at Concrete Repair (FHWA, 2005b) | 16-14 |
| Figure 16.4.5-1—Nozzleman Applying Wet Process Shotcrete, USPS Tunnel, Chicago, IL | 16-15 |
| Figure 16.4.5-2—Reinforcing Steel for Repair, Sumner Tunnel, Boston, MA..... | 16-15 |
| Figure 16.4.5-3—Shotcrete Finishing, Shawmut Junction, Boston, MA..... | 16-16 |
| Figure 16.5-1—Typical Structural Crack Injection (FHWA, 2005b) | 16-17 |
| Figure 16.6.2-1—Steel Segmental Liner Repair (Russell, 2000)..... | 16-18 |
| Figure 16.6.2-2—Cast Iron Segmental Segment Mock-Up of Filling with Shotcrete, Massachusetts Bay Transit Authority, Boston, MA | 16-19 |
| Figure 16.7.1-1—Typical Framing Steel Repair at Temporary Incline | 16-19 |
| Figure 16.8-1—Typical Masonry Repair | 16-20 |
| Figure 16.9-1—Rock Tunnel with Shotcrete Wall Repair and Arch Liner (I-75, Lima, OH) | 16-21 |
| Figure 16.9-2—Rock Bolts (Dowels) Supporting Liner, I-75 Underpass, Lima, OH..... | 16-21 |
| Figure 16.10-1—Typical Hangers and Components..... | 16-22 |
| Figure 16.10-2—Hanger Components | 16-23 |
| Figure 16.10-3—Typical Mechanical Anchors..... | 16-24 |
| Figure B.3-1—Log of Core Boring..... | B-6 |
| Figure B.3-2—Key to Rock Core Log | B-7 |
| Figure C.1-1—Internal Dimensions | C-1 |
| Figure C.1.1-1—Section Dimensions | C-2 |
| Figure C.3-1—Loads Applied to Structure | C-3 |
| Figure C.3.2-1—Live Load Distribution..... | C-4 |
| Figure C.3.3-1—Lateral Earth Pressure Distribution..... | C-5 |
| Figure C.5-1—Centroid of the Frame and Joint..... | C-7 |
| Figure C.6.2-1—Load Distribution for EH_3 and EH_4 | C-9 |
| Figure C.9-1— Section Dimension..... | C-12 |
| Figure C.9.1.7-1—Interaction Diagram | C-17 |
| Figure C.10-1—Section Dimensions | C-20 |
| Figure C.10.7-1—Interaction Diagram | C-24 |
| Figure C.12-1— Section Dimensions | C-26 |
| Figure C.12.8-1—Interaction Diagram | C-29 |
| Figure D.1-1—Classification of Tunnel Boring Machines (Duplicate of Figure 6.4.2.1-3) | D-1 |
| Figure D.2.1-1—Typical Diagram for an Open Gripper Main Beam TBM (Robbins)..... | D-2 |
| Figure D.2.1-2—Herrenknecht S-210 Gripper TBM (Herrenknecht)..... | D-3 |
| Figure D.2.2-1—Typical Diagram of Single Shield TBM (Herrenknecht)..... | D-4 |
| Figure D.2.2-2—Typical Diagram for Single Shield TBM (Robbins) (duplicate of Figure 6.4.2-1)..... | D-4 |
| Figure D.2.2-3—Cutterhead of the Herrenknecht S-256 Single Shield TBM | D-5 |
| Figure D.2.3-1—Overview of a Double Shield TBM (Herrenknecht)..... | D-5 |
| Figure D.2.3-2—Typical Diagram of a Double Shield TBM (Robbins)..... | D-6 |
| Figure D.2.3-3—Cutterhead of the Herrenknecht S-376 Double Shield TBM..... | D-7 |
| Figure D.3.1-1—Overview of Earth Pressure Balance Machine (EPB) | D-9 |
| Figure D.3.1-2—The EPB Machine for the M30-By-Pass Sur Tunel Norte Project in Madrid, Spain..... | D-11 |
| Figure D.3.2-1—Overview of Slurry Face Machine (SFM) (Herrenknecht’s Mixshield Machines)..... | D-12 |
| Figure D.3.2-2—Herrenknecht S-317 Mixshield TBM | D-13 |
| Figure D.3.2-3—Summary of Projects Discussed in Appendix D that Used Herrenknecht Equipment..... | D-14 |

| | |
|--|------|
| Figure E.1-1—Kirsch’s Elastic Solution (Kirsch, 1898)..... | E-1 |
| Figure G.1-1—Design Example Typical Section..... | G-1 |
| Figure G.4-1—Joints and Members—Computer Model..... | G-5 |
| Figure G.5-1—Spring Constant Computation..... | G-6 |
| Figure G.7-1—Hydrostatic Pressure Loading Diagram..... | G-9 |
| Figure G.7.1-1—Rock Loading Diagram..... | G-12 |
| Figure G.11.2.4-1—Interaction Diagram..... | G-22 |

LIST OF TABLES

| | |
|--|------|
| Table 3.2.1-1—Sources of Information Data (Adapted from FHWA, 2002a)..... | 3-5 |
| Table 3.5.1-1—Special Investigation Needs Related to Tunneling Methods (Adapted from Bickel, et al., 1996)..... | 3-12 |
| Table 3.5.1-2—Geotechnical Investigation Needs Dictated by Geology (Adapted from Bickel, et al., 1996)..... | 3-13 |
| Table 3.5.2.1-2—Guidelines for Vertical/Inclined Borehole Spacing (From AASHTO, 1988)..... | 3-16 |
| Table 3.5.4.1-1—In Situ Testing Methods Used in Soil (Adapted from FHWA, 2002a)..... | 3-22 |
| Table 3.5.4.1-2—Common In Situ Test Methods for Rock (Adapted from USACE, 1997)..... | 3-23 |
| Table 3.5.4.1-3—Applications for Geophysical Testing Methods (Adapted from AASHTO, 1988)..... | 3-25 |
| Table 3.5.4.1-4—Geophysical Testing Methods..... | 3-26 |
| Table 3.5.5-1—Common Laboratory Tests for Rock (Adapted from USACE 1997)..... | 3-27 |
| Table 5.5.2-1—Cut and Cover Tunnel LRFD Load Combination Table..... | 5-22 |
| Table 6.3.2-1—Terzaghi’s Rock Mass Classification..... | 6-5 |
| Table 6.3.4-1—Classification of Individual Parameters for Q System (after Barton et al., 1974)..... | 6-7 |
| Table 6.3.5-1—Rock Mass Rating System (after Bieniawski, 1989)..... | 6-11 |
| Table 6.3.6-1—Estimation of Rock Mass Deformation Modulus Using Rock Mass Classification..... | 6-13 |
| Table 6.3.6-2—Estimation of Disturbance Factor, <i>D</i> | 6-14 |
| Table 6.5.2.2-1—Types of Rock Bolts..... | 6-28 |
| Table 6.6-1—Typical Initial Support and Lining Systems Used in Current Practice (Transportation Research Board, 2006)..... | 6-34 |
| Table 6.6.1-1—Suggested Rock Loadings from Terzaghi’s Rock Mass Classification..... | 6-35 |
| Table 6.6.1-2—Guidelines for Excavation and Support of 10-m Span Rock Tunnels in Accordance with the RMR System (after Bieniawski, 1989)..... | 6-39 |
| Table 6.6.1-3—Excavation Support Ratio (ESR) Values for Various Underground Structures (Barton, Lien, and Lunde, 1974)..... | 6-40 |
| Table 6.6.2-1—Analytical Solutions for Support Stiffness and Maximum Support Pressure for Various Support Systems (Brady and Brown, 1985)..... | 6-42 |
| Table 6.6.3-1—Numerical Modeling Programs Used in Tunnel Design and Analysis..... | 6-45 |
| Table 7.2.1-1—Tunnelman’s Ground Classification for Soils (after Heuer, 1974)..... | 7-2 |
| Table 7.2.1-2—Tunnel Behavior for Clayey Soils and Silty Sand (Adapted from Bickel, Kuesel, and King, 1996)..... | 7-3 |
| Table 7.2.1-3—Tunnel Behavior: Sands and Gravels (Terzaghi, 1977)..... | 7-3 |
| Table 7.3.1-1—Shield Tunneling Methods in Soft Ground (Modified from Hitachi Zosen, 1984)..... | 7-9 |
| Table 7.3.3-1—Soft Ground Characteristics (Adapted from British Tunneling Society (BTS), 1990)..... | 7-13 |
| Table 7.4.2-1—Initial Support Loads for Tunnels in Soft Ground (FHWA, 2009)..... | 7-16 |
| Table 7.5.3-1—Relationship between Volumes Loss and Construction Practice and Ground Conditions (FHWA, 2009)..... | 7-19 |

| | |
|---|-------|
| Table 7.6.1-1—Limiting Angular Distortion (Wahls, 1981) | 7-23 |
| Table 7.6.1-2—Damage Risk Assessment Chart (Rankin, 1988) | 7-24 |
| Table 7.7.2-1—Ground Treatment Methods | 7-26 |
| Table 7.7.5-1—Summary of Jet Grouting System Variables and their Impact on Basic Design Elements | 7-29 |
| Table 9.4.5-1—Elements of Commonly Used Excavation and Support Classes (ESC) in Rock | 9-15 |
| Table 9.4.5-2—Elements of Commonly Used Soft Ground Excavation and Support Classes (ESC) in Soft Ground | 9-17 |
| Table 9.4.6-1—Example SEM Excavation and Support Classes (ESC) in Rock | 9-21 |
| Table 9.4.6-2—Example SEM Excavation and Support Classes (ESC) in Soft Ground | 9-22 |
| Table 9.5.2.1-1—Commonly Used Rock Reinforcement Elements and Application Considerations for SEM Tunneling in Rock | 9-30 |
| Table 10.3.2-1—Load Factor (γ_f) and Load Combination Table | 10-10 |
| Table 10.3.4-1—Percentage of Lining Radius Change in Soil | 10-15 |
| Table 11.3.5-1—Permanent In-Service Load Combinations | 11-24 |
| Table 11.3.6-1—Construction Load Combinations | 11-25 |
| Table 13.2.3-1—Ground Motion Attenuation with Depth | 13-13 |
| Table 16.3.1-1—Common U.S. Descriptions of Tunnel Leakage (Russell, 1992) | 16-6 |
| Table 16.3.2-1—Typical Grouts for Leak Sealing (Russell, 1992) | 16-9 |
| Table 16.4.1-1—Comparison of Repair Materials (Russell, 2007) | 16-11 |
| Table B.3-1—Grain Size | B-3 |
| Table B.3-2—Continuity | B-3 |
| Table B.3-3—Discontinuity Description | B-3 |
| Table B.3-4—Weathering | B-3 |
| Table B.3-5—Strength or Hardness | B-4 |
| Table B.3-6—Joint Roughness (J_r) Number | B-4 |
| Table B.3-7—Joint Alternation (J_a) Number | B-5 |
| Table C.3.5-1—Load Factors and Load Combinations | C-6 |
| Table C.9.1.7-1—At Intermediate Points | C-16 |
| Table C.10.7-1—At Intermediate Points | C-23 |
| Table C.12.9-1—At Intermediate Points | C-28 |
| Table D.3-1 (Table 7.3.1-1)—Shield Tunneling Methods in Soft Ground (Modified from Hitachi Zosen, 1984) | D-8 |
| Table E.1-1—Analytical Solutions for Support Stiffness and Maximum Support Pressure for Various Support Systems (Brady and Brown, 1985) | E-2 |
| Table E.2-1—Analytical Solutions for Soil—Liner Interaction | E-4 |
| Table E.2-2—Sample Concrete Lining Load Calculation for a 22-ft Diameter Circular Tunnel in Soil | E-7 |
| Table F.1-1—SEM Calculation Example for a Two-Lane Highway Tunnel in Rock | F-2 |
| Table G.4-1—Joint Coordinates at the Centroid of the Lining | G-3 |
| Table G.7-1—Hydrostatic Pressure Input Loads—Joint Coordinates | G-10 |
| Table G.10-1—Load Cases | G-15 |
| Table G.11.2.4-1—At Intermediate Points | G-21 |