

# **THE EVOLUTION OF REINFORCEMENT OF THE ADVANCE CORE USING FIBRE GLASS ELEMENTS FOR SHORT AND LONG TERM STABILITY OF TUNNELS UNDER DIFFICULT STRESS-STRAIN CONDITIONS: DESIGN, TECHNOLOGIES AND OPERATING METHODS**

Prof. Ing. Pietro Lunardi, Lunardi's Geo-engineering Design Office, Milan, Italy  
Dott. Ing. Renzo Bindi, ROCKSOIL S.p.A., Milan, Italy

**SUMMARY:** Systematic reinforcement of the advance core of a tunnel using fibre glass elements as a structural component to stabilise it in the long and short term is a practice developed in Italy that has been used for over fifteen years. During this period significant developments have occurred in the design techniques used for this tunnelling technique, in the construction technologies and in the materials. This paper illustrates these developments.

## **1 INTRODUCTION**

Systematic reinforcement of the face of a tunnel which is then demolished may seem a strange contradiction and it is perhaps precisely because of this that fifteen years after it was first tried, the technology of reinforcing the advance core with fibre glass structural elements is viewed by some with suspicion and is often poorly understood and badly performed even by experienced underground design engineers despite the successes the technique has enjoyed.

We have made a true and genuine construction system of this method which is a part of the tunnel design and construction approach known as ADECO-RS. As such it is one of the conservation techniques and exerts a preconfinement action on the cavity [Lunardi 2000]. It has shown considerable potential and has in fact been employed to industrialise the construction of tunnels for the first time with extraordinary results, even in grounds which were impossible to tackle adequately before now.

## **2 A SHORT ILLUSTRATION OF THE TECHNOLOGY**

The technology in question consists of dry drilling a series of holes into the face of a tunnel. They must be evenly distributed and at an angle just off parallel to the centre line of the tunnel. Special fibre glass reinforcement is then inserted into the holes (fig. 1) and then immediately injected with grout. When, after tunnel advance, the remaining length of the reinforcement in the face is insufficient to guarantee sufficient preconfinement of the cavity

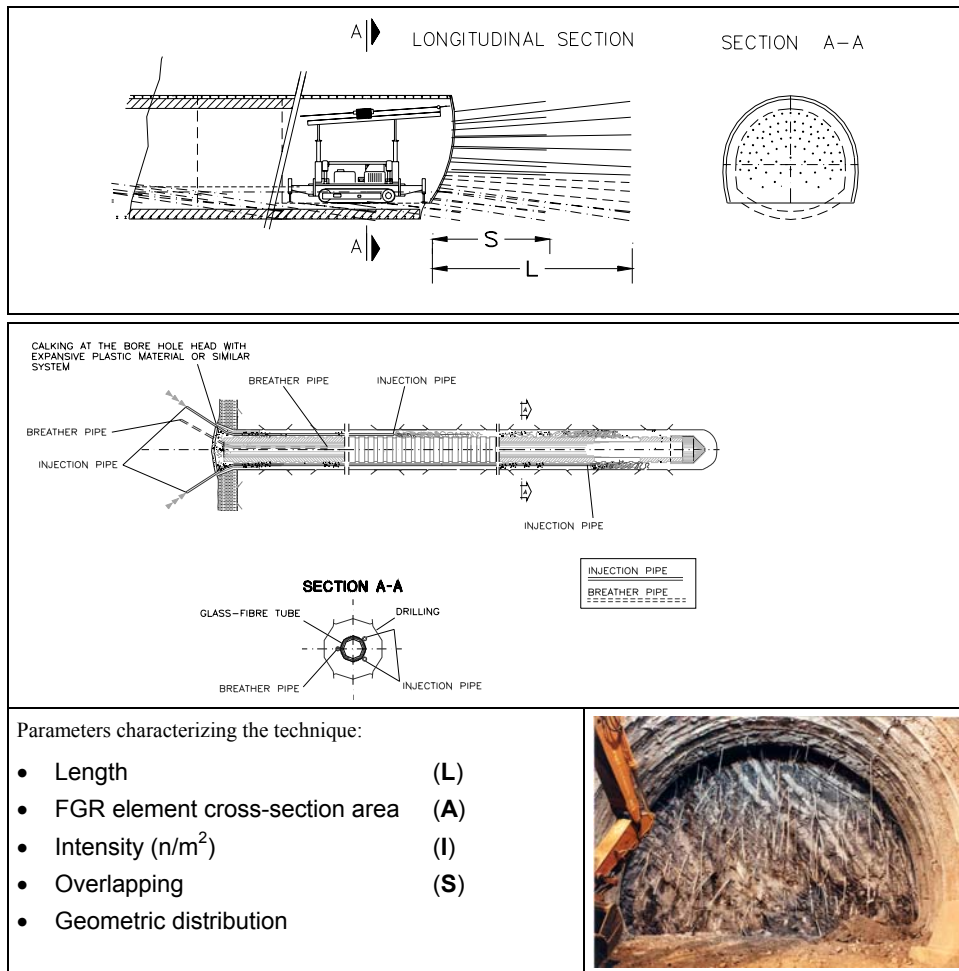


Figure 1. Reinforcement of the advance core with fibre glass reinforcement (FGR).

(a situation that is immediately identified by careful measurement of extrusion), a new series of reinforcements is placed.

Length, intensity, overlap, cross-section area and geometrical distribution of the reinforcement constitute the parameters that characterise this reinforcement technique. The technology can be employed in cohesive, semi-cohesive ground and, with a little extra intervention to ensure the stability of the hole, even in ground with poor cohesion. If the technique is designed and performed well, it improves the strength and deformation characteristics of the ground in the advance core of a tunnel considerably and results in the development of effective preconfinement action. Clearly the idea of using fibre glass for the reinforcement constituted the key to the success of the technology because this material combines high strength properties with great fragility. Consequently it is easy to break reinforcement made of this material with the same bucket that is used for excavating the ground.

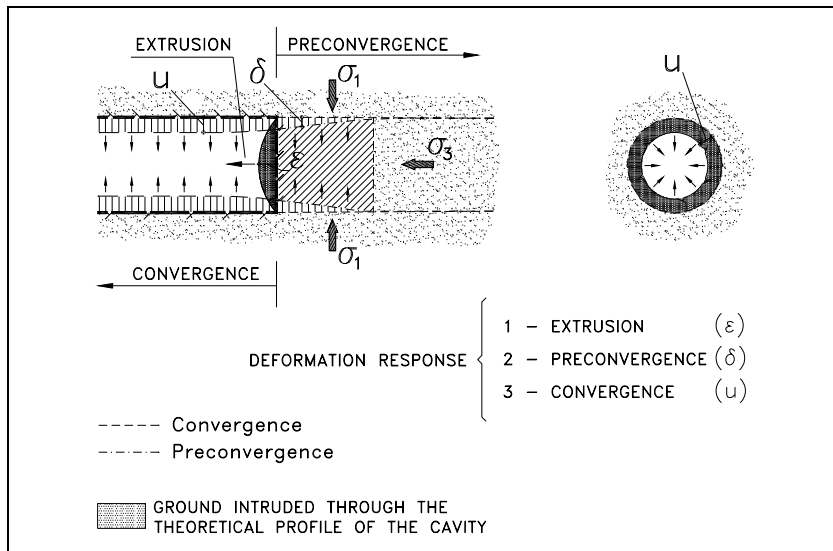


Figure 2. The three components of the deformation response.

### 3 THE ADECO-RS APPROACH CONTEXT

In order to understand and use fibre glass reinforcement technology properly it is important to keep in mind two concepts that lie at the base of the ADECO-RS approach of which it forms part:

1. the centrality of the deformation response of the ground to the action of excavation (fig. 2). The design engineer must give maximum attention to this, firstly to analyse it and then to control it [Lunardi 2000].
2. the use of the advance core of the tunnel (stiffened with of course fibre glass reinforcement and/or protected with advance rings of improved ground or of fibre reinforced mortar) as the key to interpretation (for analysis) and as a structural stabilisation element (for control) of the deformation response mentioned above during excavation and construction (fig. 3).

It has been demonstrated [Lunardi 1999] that it is possible to tackle full face excavation of tunnels even under the most difficult stress-strain conditions by applying these concepts. There is also the advantage of being able to plan tunnel advance in all types of ground by

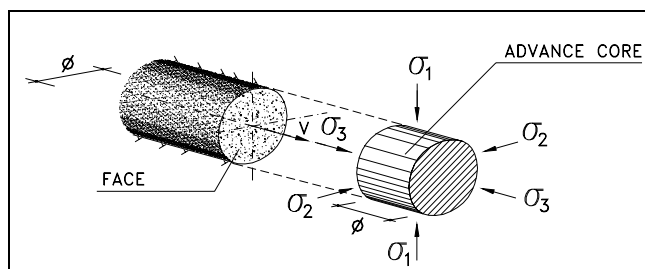


Figure 3. Definition of the advance core.

industrialising works (observance of time schedules and costs) and applying even the most rigid quality assurance regulations.

It has been demonstrated [Lunardi 1999] that it is possible to tackle full face excavation of tunnels even under the most difficult stress-strain conditions by applying these concepts. There is also the advantage of being able to plan tunnel advance in all types of ground by industrialising works (observance of time schedules and costs) and applying even the most rigid quality assurance regulations.

In the ADECO-RS approach, the conservation techniques for preconfining the cavity were designed to deal with all those situations where tunnel advance is not possible or possible only with great difficulty using traditional methods because of the huge deformation that would be triggered at the face and around the cavity. The main advantages of the method are:

- full face advance always (with obvious benefits in terms of site organisation and the elimination of the delicate phase when bench has to be excavated);
- site cleanliness and safety even at the face;
- industrialised tunnel advance (excellent production rates, constant and above all certain);
- certainty concerning costs (which are often lower, when work is finished, than what the project would have cost using traditional technology);
- high flexibility (a wide range of different types of grounds can be tackled with one set of equipment).

#### 4 REINFORCEMENT OF THE ADVANCE CORE WITH FIBRE GLASS ELEMENTS AS PART OF PRECONFINEMENT OF THE CAVITY

Preconfinement of the cavity can be achieved using different techniques depending on the type of ground (natural consistency), the stress states in question and the presence of water. Intervention that takes place ahead of the face (designed to prevent relaxation and loosening of the ground and to conserve the principal minor stress  $\sigma_3$  at levels above zero) is defined as “conservation” intervention as already mentioned. The types are as follows:

- protective conservation, when the stresses around the advance core are channelled to produce a protective action that ensures that the natural strength and deformation characteristics of the core are conserved (e.g. shells of ground improved by means of sub-horizontal jet-grouting, shells of fibre reinforced mortar of concrete created by means of mechanical precutting);
- reinforcement conservation, when the action is applied directly to the consistency of the advance core to improve its natural strength and deformation characteristics by appropriate reinforcement techniques (e.g. reinforcement of the core using fibre glass structural elements).

We feel that it is important to make it clear that this intervention must be considered as complementary to the traditional techniques of simple confinement of the face and cavity, since their effectiveness depends on the continuity and regularity of the passage from preconfinement of the cavity (ahead of the face) to confinement of the cavity (in the tunnel, back from the face).

We feel that it is important to make it clear that this intervention must be considered as complementary to the traditional techniques of simple confinement of the face and cavity, since their effectiveness depends on the continuity and regularity of the passage from

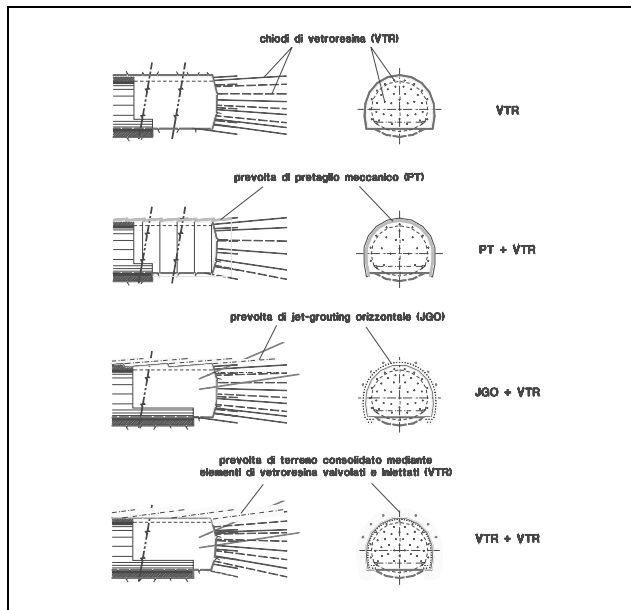


Figure 4. Types of advance core reinforcement using fibre glass elements.

preconfinement of the cavity (ahead of the face) to confinement of the cavity (in the tunnel, back from the face).

If we now focus our attention on those preconfinement techniques based on improving the advance core with fibre glass reinforcement (FGR), it is interesting to observe that this technique comes in four different types, depending on the type of ground and the stress-strain situation to be tackled (fig. 4):

1. (FGR): simple reinforcement of the core by means of fibre glass reinforcement (indirect conservation technique);
2. (Precutting + Fibre Glass Reinforcement, ((PT + FGR))): strengthening of the advance core by means of fibre glass reinforcement and simultaneous protection of the core by means of advance shells of shotcrete around it by means of mechanical pre-cutting. (mixed conservation technique);
3. (Horizontal Jet-Grouting + Fibre Glass Reinforcement, (HJG + FGR)): strengthening of the advance core by means of fibre glass reinforcement and simultaneous protection of the core by means of advance arches of improved ground around it by means of horizontal jet-grouting (mixed conservation technique);
4. (Fibre Glass Reinforcement + Fibre Glass Reinforcement, FGR + FGR)): reinforcement of the core by means of glass fibre reinforcement and simultaneous protection of the core by means of advance shells of improved ground around it using fibre glass elements, fitted with valves, inserted ahead of the tunnel and injected with grout (mixed conservation technique).

For each of these types an example of its use can be found in the table in fig. 5 where it was tried out for the first time or some change was made to it.

It is perhaps worthwhile at this point looking at the history of the technology.

REFERENCE PROJECT		TUNNEL LENGTH	TYPE OF	Max overburden	Ø	FEATURES OF THE ADVANCE CORE REINFORCEMENT					
WORK	TUNNEL	[m]	GROUND	[m]	[m]	TIPOLOGY	TYPE OF ELEMENTS	LENGTH [m]	NUMBER	INTENSITY [n/sq.m]	MATERIAL
ROME-FLORENCE HIGH SPEED RAIL LINE [1988]	Talleto	2700	Sandy silts	60	7	PT + FGR	Tubular	15	25	0,35	Fibre glass
	Caprenne	2700	Sandy silts	60	7	PT + FGR	Tubular	15	25	0,35	Fibre glass
	Poggio Orlandi	850	Sandy silts	60	13	FGR	Tubular	15	50	0,43	Fibre glass
	Crepacuore	700	Sandy silts	50	13	FGR	Tubular	15	50	0,43	Fibre glass
	Tasso	2000	Sandy silts	90	13	FGR	Tubular	15	60	0,51	Fibre glass
	Terranova Le Ville	2600	Lacustrine deposits	90	13	FGR	Tubular	15	60	0,51	Fibre glass
CASERTA-FOGGIA RAIL LINE [1991]	S. Vitale	2500	Scaly clays	100	12	FGR + FGR	Tubular	18	49 + 50	0,41	Fibre glass
ANCONA-BARI RAIL LINE [1993]	Vasto	5000	Silty clays	135	12	HJG + FGR	Tubular	18	55	0,45	Fibre glass
ROME METRO LINE A [1997]	Baldo degli Ubaldi	120	Clays and sandy silts	22	22	PT + FGR	Flats	25	47	0,37	Fibre glass
T.G.V.MEDITERRANEE MARSIGLIA-LIONE "G.V." RAIL LINE [1998]	Tartaiguille	900	Over-consolidated clays	110	15	FGR	Flats	24	90	0,5	Fibre glass

Figura 5. Reinforcement of the advance core with fibre glass elements: examples of use.

## 5 A LITTLE HISTORY

If strengthening of the face using fibre glass reinforcement is considered on the same level as any other roof bolting intervention used occasionally for brief stretches of tunnel as a countermeasure to prevent fall-in from the face, then it is difficult to put a date on the first use of the practice.

If, however, in the light of what has been said, strengthening of the advance core by means of glass fibre reinforcement is seen more correctly as a true and genuine construction technology to be applied systematically in average to extreme stress-strain conditions to obtain complete control over deformation phenomena (and of the subsequent surface subsidence when necessary), then its introduction to tunnelling practices can be dated with certainty as occurring in 1985 when it was tried out for the first time in the world by the authors during the construction of some tunnels on the Florence-Arezzo section of the new high speed railway line between Rome and Florence (the *Talleto*, *Caprenne*, *Tasso*, *Terranova Le Ville*, *Crepacuore* and *Poggio Orlandi* tunnels).

The idea began to make headway in our minds as part of the effort to develop the ADECO-RS approach (which, as has been said, is based on an analysis and on the control of the deformation response of the ground to excavation, and is practised by adjusting the rigidity of the advance core) after resort was made with success to placing roof bolts in the face to counter fall-in phenomena which occurred without fail after work halted each weekend, during the construction of tunnels through clay on Sibari-Cosenza rail line (1984).

On that occasion the intervention consisted of simply pushing a certain number of steel roof bolts, Ø 24 mm. and 4 m in length, into the face using the excavator bucket and a small cross piece was attached to the end of them. The work which was then completed with the placing of a small mantle of shotcrete turned out to be very effective since when work recommenced on Monday, it was sufficient to pull out the bolts gripping them by the cross piece and resume tunnel advance with no problems.

We were convinced of the importance of the rigidity of the advance core for controlling deformation in the tunnel. It was a conviction that had developed with positive confirmation from experimental observation of the stress-strain behaviour of a few difficult tunnels driven full face with core protection only (horizontal jet-grouting, mechanical

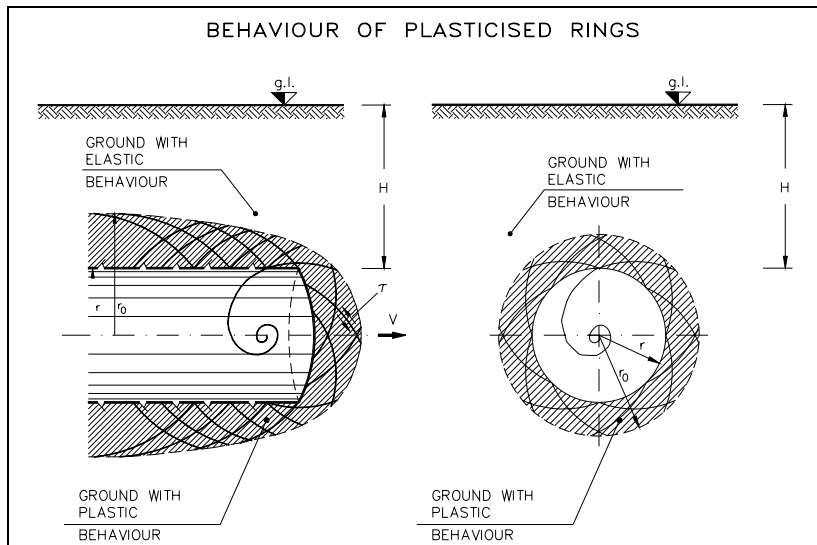


Figure 6. Mathematical model for calculating dimensions for advance core reinforcement technique.

precutting) beforehand. We started to study the possibility of artificially increasing the rigidity of the core until the desired level of strength was reached. Reinforcing the advance core with special systematic bolting capable of ensuring significant increases in the strength and deformation of cores treated, but not hindering demolition during excavation, seemed a project worth studying.

Once fibre glass was identified as the most suitable material for all the purposes considered, operational methods were studied to implement the technology checking its effectiveness against a store of original mathematical modelling methods on computers (fig. 6).

At this point the new technology needed to be tried out in the field.

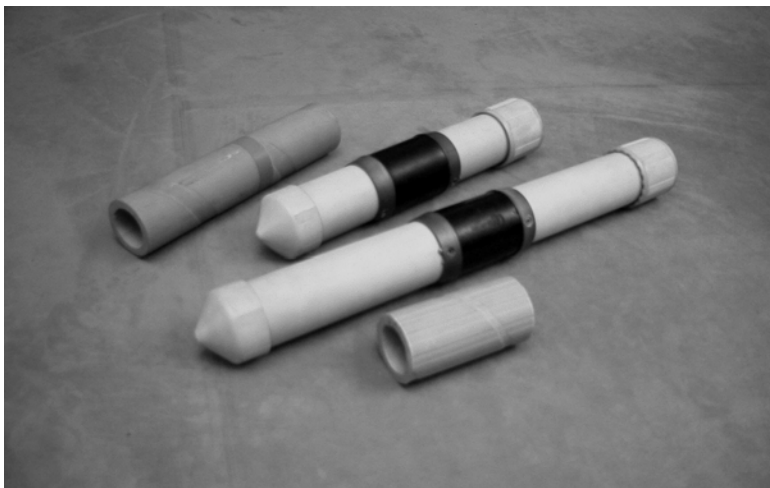


Figure 7. Samples of fibre glass tubes.

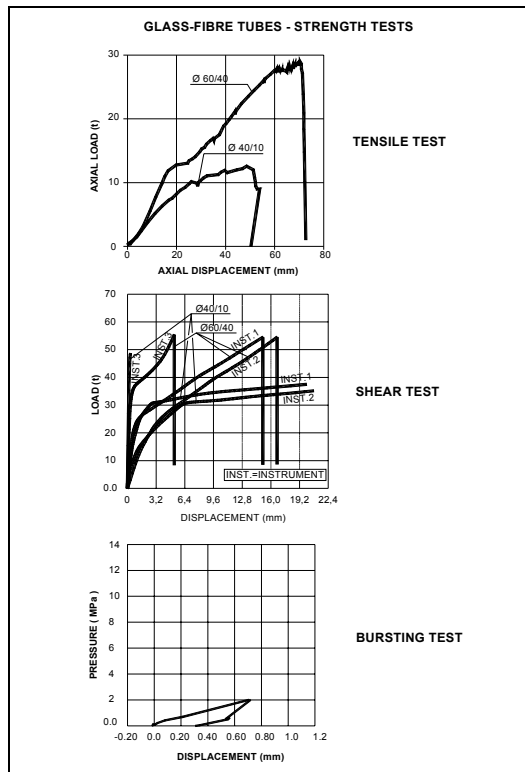


Figure 8. Samples of smooth and corrugated fibre glass tubes.

### 5.1 The tunnels on the new high speed Rome to Florence rail line (1985)

The chance presented itself soon when the poor quality of the geological formations through which tunnels on the new high speed Rome to Florence rail line were to pass caused serious problems resulting in the halt of works and the redesign of the works.

Thanks to the courage and farsightedness of *Ferrovie dello Stato* (Italian state railway) officials and of the contractors (Ferrocemento S.p.A. and Fondedile S.p.A.) and to the trust they obviously placed in Prof. Lunardi, it was decided to try out the new technology that had been proposed to them and so the whole line under construction between Florence and Arezzo became a huge experimental tunnelling site.

It is interesting to look briefly at the principal characteristics of these first works, not to mention the tests, the monitoring and the most significant measurements that were carried out or that started to be developed in that pioneering construction site.

#### 5.1.1 Fibre glass structural elements

There was no choice but to select the fibre glass structural elements from among those on the market, taking account also of transport considerations. A tube shape was chosen with a 60 mm. O.D., 10 mm. thick and a length of 15 m. Both smooth tubes and corrugated tubes were tried for better adherence to the mortar cement (fig. 7). Figure 8 gives a summary of the results of the strength tests performed at the time. They were indispensable for deciding the dimensions of the intervention (shear and tensile strength) and for establishing the operating parameters to use for the mortar injections (bursting strength).

#### 5.1.2 Geometry and parameters for characterising reinforcement of the advance core

The first reinforcement was performed with the following parameters (fig. 1):

- Length of each reinforcement advance step:  $L = 15$  m
- Resistant cross section of fibre glass elements:  $\varnothing = 60/40$  mm
- Intensity of the reinforcement:  $I = 0.35 - 0.51$  elements/sq m.
- Overlap between advance steps:  $S = 5$  m

Tunnel advance was full face with the tunnel invert and the kickers placed at a maximum distance from the face of 1.5 times the diameter of the tunnel. The face was concave in shape to favour the natural mobilisation of a longitudinal arch effect.



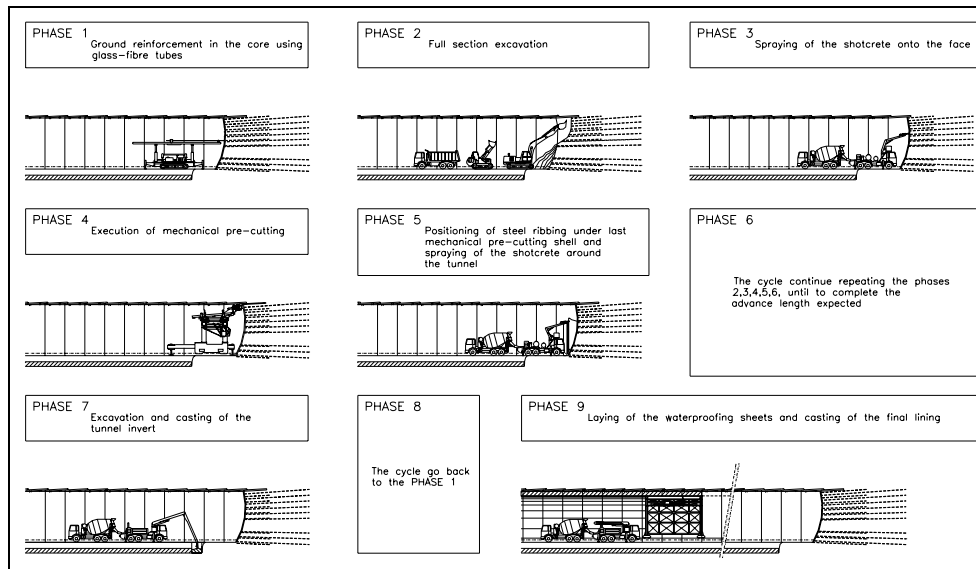


Figure 9. Work cycle adopted for the *Talleto* and *Caprenne* tunnels.

Figure 9 shows the operating cycle adopted for the excavation of the *Caprenne* and *Talleto* tunnels in the sections where face reinforcement was combined with mechanical pre-cutting (PT + FGR).

### 5.1.3 *In situ* tests and measurements

Numerous *in situ* tests and measurements were performed during tunnel advance for in-depth study of both the nature of the interaction between the fibre glass elements and the surrounding ground (deformation and extraction tests, fig. 10), and the effect of the reinforcement of the advance core on the stress-strain behaviour of the cavity as it advanced under different degrees of reinforcement. Methods of measuring extrusion were developed precisely for this last purpose and were later to become widely used in tunnelling along with the more traditional convergence measurements. These measurements were performed by inserting incremental extensometers, 15 m. in length into the face, with measuring bases placed at intervals of 1 m.

The results of the extrusion, preconvergence and convergence measurements taken allowed us to increase our theoretical knowledge of the stress-strain behaviour of a tunnel at the face considerably and they confirmed the effectiveness of the new technology in controlling deformation.

### 5.2 *Spread of the technology*

The successes achieved on the Florence-Arezzo line in driving more than 11 km of tunnel under objectively difficult conditions confirmed the complete reliability of the principles of full face advance in the presence of a rigid core through soft ground. This decreed the rapid spread of conservation methods for preconfinement of the cavity and, above all, of strengthening of the advance core with glass fibre reinforcement as one of these (fig. 11).

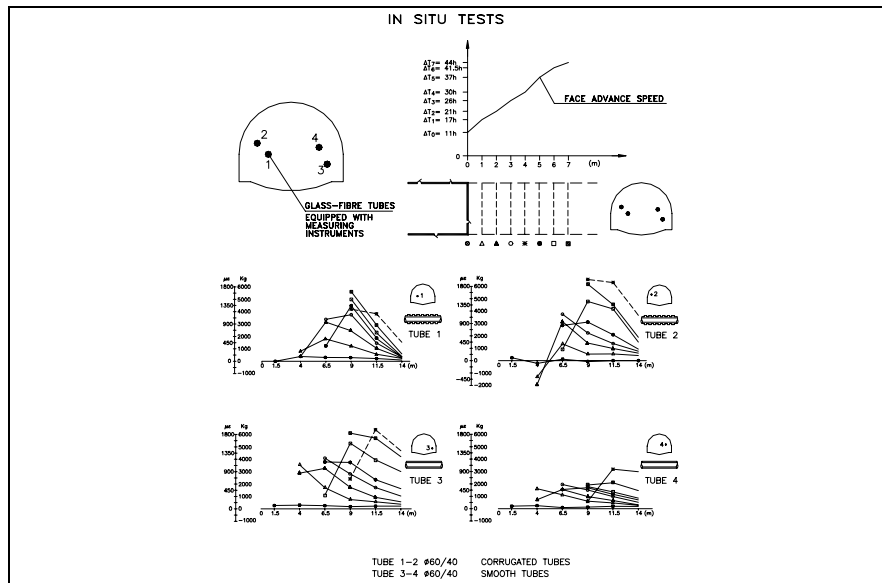


Figure 10. Poggio Orlandi tunnel: results of strain measurements in instrumented glass-fibre tubes.

### 5.3 Evolution of the technology

Since this technology of strengthening the advance core using fibre glass reinforcement was first tried out it has evolved significantly in terms of design instruments, materials, different types and operating techniques. The main stages of this evolution are given below with reference to design examples (table in fig. 5):

- the *San Vitale* tunnel (*Caserta to Foggia* State Railway line) [5] was driven in 1991 through the *Argille Scagliose* (scaly clays) in which traditional tunnelling methods had failed completely. The application of tunnel advance principles using a rigid core (ADECO-RS) made it possible to save the tunnel, which had been abandoned for over two years, and complete it with average advance rates of 50 m./month. Figure 12 gives a summary of the reinforcement and ground improvement parameters. The difficulty of the task not only constituted a severe test for in-depth exploration of all the possibilities of the new technology, but also an opportunity for the development of new operating methods, new types of laboratory and *in situ* measurements and new

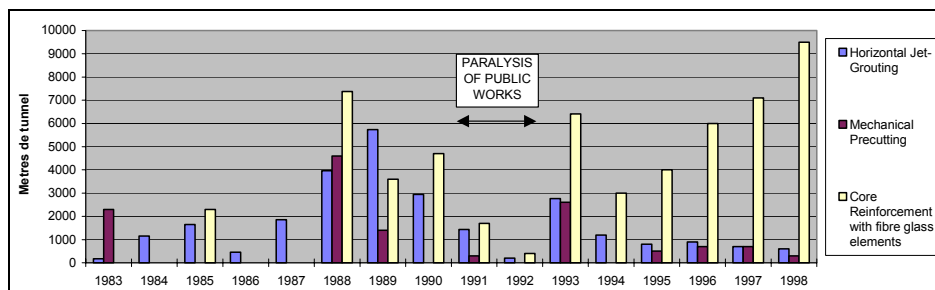


Figure 11. The use of technology involving advance core reinforcement in Italy.

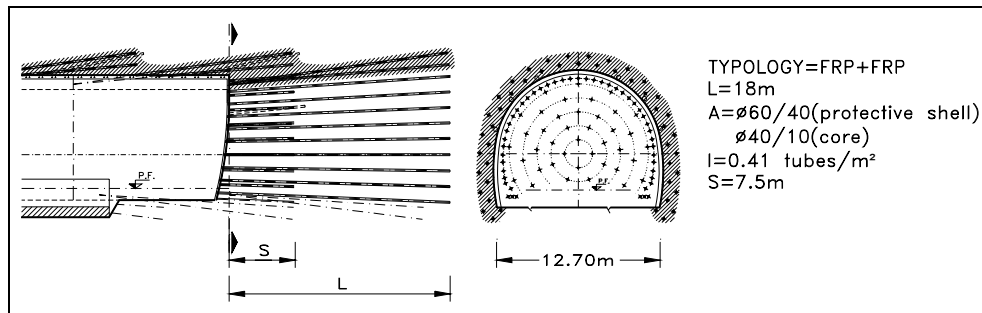


Figure 12. San Vitale tunnel: section type.

three dimensional mathematical models capable of correctly simulating the effect of operations in the face-core zone on the stress-strain behaviour of the tunnel and on the entity of the long and short term loads on the linings:

- ◇ as regards operating methods, the type FGR + FGR (grouted fibre glass in the face + valved and injected fibre glass in advance around the core) was introduced as opposed to PT + FGR which was little suited to the ground due to the difficulty in guaranteeing a continuous precut shell;
  - ◇ as regard measurements, new apparatus for performing triaxial extrusion tests was studied as well as for systematic measurement of extrusion which are extremely useful: the former in the diagnosis phase for predicting the behaviour category and in the therapy phase for deciding the intensity of the reinforcement needed to counter extrusion effectively (fig. 13), the latter in the operational phase to optimise the length of the reinforcement advance steps and their overlap (fig. 14);
  - ◇ as regards mathematical models, in addition to refining 2D and 3D FEM models, special tables were calculated to furnish values and distributions of preconvergence ahead of the face for the first time (fig. 15).
- the *Vasto* tunnel (*Ancona* to *Bari* State Railway line) [Lunardi and others, 1997] was driven in 1993 through a heterogeneous formation of silty clays containing sizeable

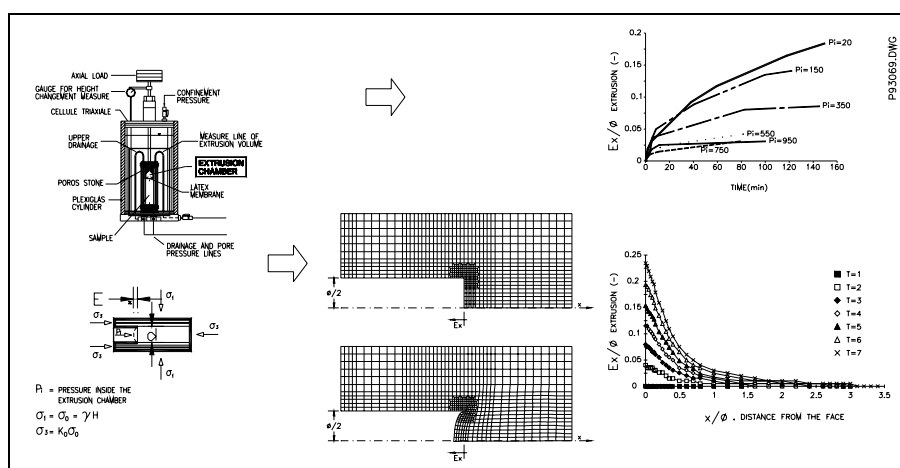


Figure 13. Analysis of an extrusion test.

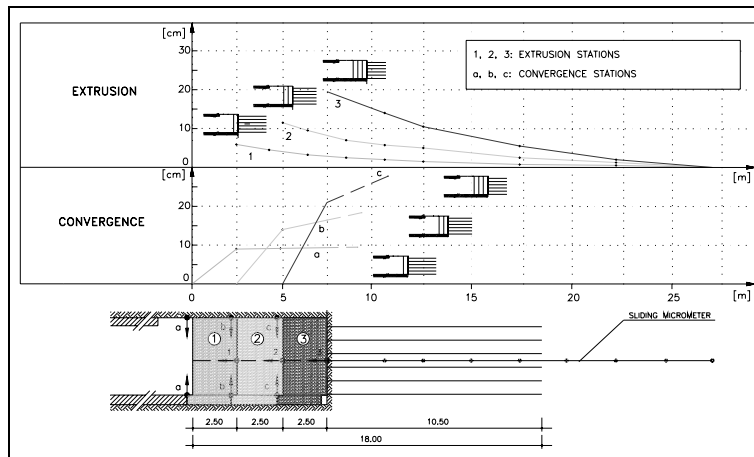


Figure 14. San Vitale tunnel: combined measurements of extrusion and convergence.

sandy, water bearing, lentils. There was a passage with a shallow overburden (8 m.) close to the southern portal under residential buildings. Here too, the use of traditional tunnelling methods (partial face advance and preliminary stabilisation using steel ribs, radial roof bolts and shotcrete) had failed completely. Use of the ADECO-RS approach made it possible to complete the tunnel at an average speed of around 50 m./month. The combination of glass fibre reinforcement in the face + horizontal jet-grouting in advance around the future tunnel was employed during construction for the first time. Table in figure 5 gives the reinforcement parameters.

- the *Baldo degli Ubaldi* tunnel on the Rome metro (a span of approximately 22 m. and a cross section of 271 sq. m.) [Lunardi and others, 1998] was driven, in 1997, underground in the centre of the city through clays and sandy silts. Tunnel advance after first reinforcing the advance core was adopted both for the side wall drifts and for the subsequent top heading in the crown. Civil engineering works (excavation and lining of the station tunnel) required only 18 months of work at a cost of 568 Euro per cu. m. Surface subsidence was practically negligible. A new innovative type of fibre

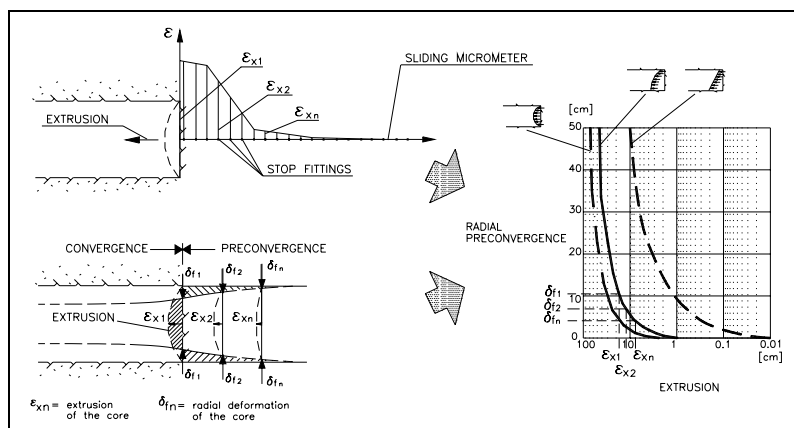


Figure 15. San Vitale tunnel: calculation of preconvergence.

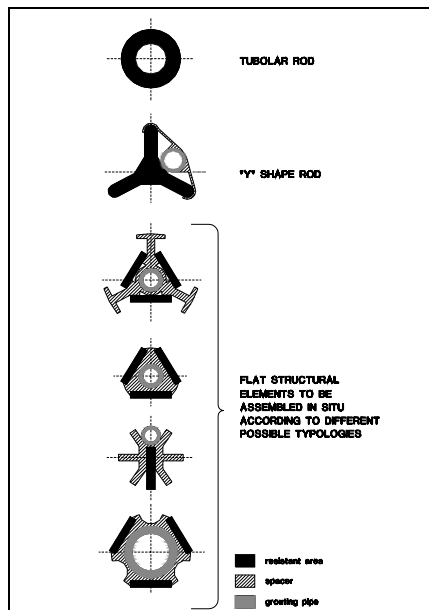


Figura 16. Types of fibre glass structural elements.

glass reinforcement was adopted for this project, flat elements, which can not only be assembled in a wide variety of types (fig. 16), but are also very easy to inject and to transport, allowing reinforcement advance steps of 25 m. as opposed to only 15-18 m. with the tubular reinforcement. Table in figure 5 gives the parameters that characterise this type of reinforcement.

- the *Tartaiguille* tunnel (*TGV Méditerranée, Marseilles to Lyons "G.V." Line*) was driven in 1998 through the *argile du Stampien*, a very strongly swelling formation (75% of the content is montmorillonite). Given the increasing difficulty in advancing using traditional systems, the French railways asked leading European tunnel designers to put forward alternative proposals for completion of the remaining 900 m. of tunnel (15 m. O.D.) in safety and within the deadline for the commissioning of the railway line. The almost unanimous opinion was that the tunnel could not be completed by the required deadline.

The only exception was the proposal put forward by Prof. Lunardi to use full face advance after first reinforcing the advance core according to the principles of the ADECO-RS approach. This proposal guaranteed completion of the tunnel on schedule and within the budget with minimum advance rates of 1.4 m./day. The tunnel was actually finished without any problems ahead of schedule with average advance rates of approximately 1.5 m./day (during the last five months with production at full speed, advanced rates actually reached 1.7 m./day). Important studies were performed during construction of the *Tartaiguille* tunnel on different types of extrusion and on the importance of the distance at which the tunnel invert is placed from the face when advancing with a stiffened advance core to minimise extrusion surface.

More recently advance core reinforcement and the ADECO-RS design approach of which it forms part have been and are being used with excellent results in the construction of over 100 km. of tunnels in extremely varied types of ground and stress-strain conditions on the new high speed Bologna-Florence railway line.

#### REFERENCES:

- Lunardi P., Bindi R., Focaracci A., 1989. Nouvelles orientations pour le projet et la construction des tunnels dans des terrains meubles. Etudes et expériences sur le préconfinement de la cavité et la préconsolidation du noyau au front, Colloquio Internazionale su "Tunnels et micro-tunnels en terrain meuble - Parigi 7-10 Febbraio 1989
- Lunardi P. and others, 1992. Tunnel face reinforcement in soft ground: design and controls during excavation, Convegno Internazionale su "Towards New Worlds in Tunnelling" - Acapulco 16-20 Maggio 1992
- Lunardi P., 1993. La stabilità del fronte di taglio nei lavori sotterranei in terreno mobile: études et expériences sur le renforcement du noyau d'avancement, Symposio Internazionale su "Renforcement des sols: expérimentations en vraie grandeur des années 80", Parigi, 18 novembre 1993

- Lunardi P., Focaracci A., 1997. Aspetti progettuali e costruttivi della galleria "Vasto", Quarry and construction, agosto 1997
- Lunardi P., 1998. Convergence-confinement ou extrusion-préconfinement ?, Colloque "Mécanique et Géotechnique", Laboratoire de Mécanique des Solides - École Polytechnique, Paris 19 mai 1998
- Lunardi P., Focaracci A., 1998. Design and construction of a station on the Rome metro, T&T International, marzo 1998
- Lunardi P., 1999. The influence of the rigidity of the advance core on the stability of tunnel excavations, Gallerie e grandi opere sotterranee, 59
- Andre D., Dardard B., Bouvard A., Carmes J., 1999. La traversée des argiles du tunnel de Tartaignille, Tunnels et ouvrages en souterrains, n°. 153
- Lunardi P., 2000. Design & constructing tunnels – ADECO-RS approach, T&T International special supplement, May 2000