

LIB/DON/44/02

5

INFLUENCE OF LININGS ON STRESS AND DEFORMATION IN ROCK AROUND ELLIPTICAL TUNNELS

A THESIS SUBMITTED IN PARTIAL FULFILMENT OF THE DEGREE OF MASTER OF ENGINEERING



University of Moratuwa, Sri Lanka
Electronic Theses & Dissertations
www.lib.mrt.ac.lk

IMIYA RALALAGE PRIYANTHA GUNATILAKA

ප්‍රචාරකයාගේ
මාධ්‍ය විකේතන කේතය: OI 074477
මාධ්‍ය විකේතන කේතය

624 "01"

624.191.81

Geotechnical
Eng

1998

DEPARTMENT OF CIVIL ENGINEERING
UNIVERSITY OF MORATUWA
SRI LANKA

74477

October 2001

074477



University of Moratuwa

TH

74477

DECLARATION

The work included in the thesis in part or whole, has not been submitted for any other academic qualification at any institution.


.....
Signature of the Candidate

Certified

UOM Verified Signature

Dr. U.G.A.Puswewala
Supervisor



University of Moratuwa, Sri Lanka
Electronic Theses & Dissertations
www.lib.mrt.ac.lk

ABSTRACT

Stress and deformation behavior in rock surrounding elliptical tunnels with concrete liners is investigated by finite element analysis. The loading condition is limited to hydrostatic pressure applied inside the tunnel and it is assumed that the constitutive behaviors of both rock and concrete are according to isotropic linear elasticity. Plain strain conditions are assumed to prevail for the tunnels, which is the case when tunnels with straight axis in uniform rock media are considered.

Three elliptical tunnel geometries with major to minor axis ratios of 1.156, 1.358 and 1.500 are considered for the study. Each problem geometry was analysed for liner thickness varying from 0.0 m (unlined case) to 1.0 m in steps of 0.2 m, assuming that the Young's Modulus for rock is $1/10^{\text{th}}$ of that of concrete. The result for stress and deformation are presented for the rock domain, both in tabular and graphical forms. These numerical results illustrate the effect of concrete liner thickness and tunnel geometry on stress and deformation in rock.

A limited parametric study is conducted by varying the Young's Modulus of rock for a selected tunnel geometry with a concrete liner thickness of 0.2 m.

The present research makes a significant contribution to tunnel engineers, providing numerical tools to arrive at an optimum tunnel geometry and liner thickness, by striking a balance between cost and efficiency.

ACKNOWLEDGEMENT

This report is the final outcome of the great encouragement, idea and opportunity given by the Geotechnical Engineering Division of the Department of Civil Engineering, University of Moratuwa.

I would like to give my greatest thanks to the project supervisor Dr. U.G.A. Puswewala, for his valuable advice, guidance, criticism and suggestions to make this project a success in every possible way.

I must also be thankful to Dr. S.A.S.Kulathilaka, the course coordinator for the Master of Engineering in Geotechnical Engineering Course(1997/1998) for arranging for us a research program as part of a successful academic course.

I am deeply indebted to the former Head of Department of Civil Engineering, Associate Professor S.S.L.Hettiarachchi and other academic staff members who have made contributions to the course in every possible way to make it a success.

A special word of thanks goes to Miss. Pradeepa Peires and the staff at the Geotechnical laboratories of the department, for their kind cooperation. Also I must thanks to Eng. K.A.D Weerathunge, Eng. B. Senaratne and Eng. U.S.Karunaratne for their kind encouragement to do this course.



University of Moratuwa, Sri Lanka
Electronic Theses & Dissertations
www.lib.mrt.ac.lk

Imiya Ralalage Priyantha Gunatilaka

October 2001



CONTENTS

	PAGES
1.0 INTRODUCITON	1-2
2.0 TUNNELS IN ROCK AND SOIL	3-19
2.1. Tunnel classifications.	
2.1.1. Classification based on service	
2.1.2. Classification based on location	
2.1.3. Classification based on tunnel media	
2.2. Factors influencing tunnelling operations .	
2.3. Methods of tunnel linings.	
2.4. Stress, strain and deformation of rock.	
2.5. Stress distribution in earth crust	
2.6. Stress around underground opening	
2.6.1. Circular and elliptical openings in media	
2.6.2. Solution for lined tunnels under internal pressure	
2.6.2. Stress distribution due to gravity around circular tunnels	
3.0 PROBLEM GEOMETRY AND FINITE ELEMENT IDEALIZATION	20-27
3.1. Tunnel shape and geometry	
3.2. Concrete lining of tunnels	
3.3. Material properties	
3.4. Finite element program FEAP	
3.5. Finite element descritisation	
3.1.1 Elliptical tunnel $a/b = 1.156$	
3.1.2 Elliptical tunnel $a/b = 1.358$	
3.1.3 Elliptical tunnel $a/b = 1.500$	
3.6. Boundary condition and loading	
3.7. Verification of finite element programme	
4.0 RESULTS FOR ELLIPTICAL TUNNEL $a/b=1.156$	28-54
4.1. Principal stresses	
4.2. Displacements	
5.0 RESULTS FOR ELLIPTICAL TUNNEL $a/b=1.358$	55-81
5.1. Principal stresses	
5.2. Displacements	
6.0 RESULTS FOR ELLIPTICAL TUNNEL $a/b=1.500$	81-108
6.1. Principal stresses	
6.2. Displacements	

7.0	COMPARISON OF STRESSES FOR THE THREE TUNNEL SHAPES	109-133
8.0	EFFECT OF STIFFNESS OF ROCK ON STRESS AND DEFORMATION IN ROCK SURROUNDING A TUNNEL	134-146
	8.1. Principal stresses	
	8.2. Displacements	
9.0	CONCLUSIONS	147
	REFERENCES	148
	APPENDIX –A	149-153
	APPENDIX –B	154-155



University of Moratuwa, Sri Lanka.
Electronic Theses & Dissertations
www.lib.mrt.ac.lk



ABBREVIATIONS

eg	- exempli gratia (example)
etc	- et ceteri or cetera (and the others)
hr	- hour
i.e.	- id est (that is)
kN	- kilo Newton
m	- metre
m ²	- square metre
mm	- millimetre
N	- Newton
N/m ²	- Newton per square metre
N/mm ²	- Newton per square millimetre
No	- Number
Pa	- Pascal
%	- Percentage
<	- Less than
>	- Greater than
°	- Degree
ν	- Poisson's ratio
ρ	- Density of soil
τ	- Stress in tangential direction
σ_H	- Stress in horizontal direction
σ_v	- Stress in vertical direction

