



Handbook of Tunnel Engineering I Structures and Methods

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**Handbook of Tunnel Engineering
Volume I: Structures and Methods**

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Dedicated to My Children

Julia

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Nadine

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Foreword to the English edition

The “black book of tunnelling” has become a standard work in German-speaking countries since its first edition in 1984. It can be found on every tunnel site and in every design office – whether contractor or consultant. Students at universities and technical colleges use it as a textbook.

For many years, colleagues from abroad have been asking me for an English edition. Now the time has come to publish the two-volume book in English. An important step was that the publisher of the first German edition, VGE, gave their permission for the publishing of the English edition by Ernst & Sohn, Berlin. Special thanks are due to Dr. *Richter* from publisher Ernst & Sohn for his successful negotiations. However, preparation of the text for the translation showed that the 3rd German edition required updating and extending. In particular, the standards and recommendations have been revised. This will all be included in a 4th German edition, which will be published soon. Changes to the standards and recommendations are given in this edition, with the references stating the latest version.

As with all books, the first English edition has also required the collaboration of colleagues. Professor Dr.-Ing. *Markus Thewes*, who has succeeded me as the holder of my former university chair, and my son, Dr.-Ing. *Ulrich Maidl*, managing director of MTC, have joined me in the team of authors. Dipl.-Ing. *Michael Griese* from MTC is the overall coordinator, assisted by Dr.-Ing. *Götz Vollmann* and Dipl.-Ing. *Anna-Lena Hammer* from the chair of Prof. *Thewes*. I thank all those involved, also the translator *David Sturge* and the employees of the publisher Ernst & Sohn in Berlin.

Bochum, in March 2013

Bernhard Maidl

Foreword to the 3rd German edition

Almost 20 years after the first appearance of the Handbook of Tunnel Engineering and about 10 years after the 2nd German edition, a complete revision was necessary for the 3rd German edition. Detailed investigation only made clear what enormous developments had taken place in tunnelling.

In conventional tunnelling, progress was predominantly in the field of advance support methods such as pipe screens and jet grouting, which enabled the scope of application to be extended to include larger cross-sections and better mechanisation. Further mechanisation, particularly of muck clearance, enables parallel operation of excavation, support, muck clearance and transport in conventional tunnelling, which has also improved advance rates.

In mechanised tunnelling, an even greater leap of progress has taken place as a result of the wider experience that has come with increasing application. The traditionally established limits to the application of EPB and hydroshield machines are no longer so clear in practice. Mixshields and combishields can be used in various modes.

Particularly worth mentioning are developments of support methods installed directly behind the machine. The requirements connected with the construction of the large Alpine tunnels under the Lötschberg and the St. Gotthard have given a spur to this development.

Since the extent of the text in the chapters concerning “support methods” and “construction processes” has also increased, Chapter X “Implementation of construction projects” has been omitted. This has been integrated under other headings in Volume II. The chapter “Waterproofing and drainage” has also been included in Volume II.

As has already been the case with other books, I once again required intensive assistance from my employees for this book. Even when we could refer to the other books about shotcrete, steel fibre concrete, shield and TBM tunnelling, this still involved an enormous amount of work, for which I wish to thank all, and also the authors who worked on the former books.

Many thanks also to the many other helpers and also to those involved at the publishers.

Bochum, in January 2004

Bernhard Maidl

Foreword to the 2nd German edition

Many letters and comments from Germany and abroad have confirmed that the Handbook of Tunnel Engineering from 1984 has been well accepted as a textbook and also in design offices and on tunnel sites. Positive developments in tunnelling are also good news, and this has led to the call for specific planning regulations for underground structures already becoming a reality in some countries.

When the new edition was being investigated, it became clear that a great variety of technical innovations have been introduced in the last ten years, sufficient to justify a new edition. But time is limited and cannot be multiplied, so only the most important revisions have been undertaken. This includes revisions and extensions of the standards listed in the references. The sections concerning shotcrete and steel fibre shotcrete in Chapter II “Support methods” have been revised, as well as Chapters VI “Mechanised tunnelling” and VII “The driving of small cross-sections”. Chapter IV “Shotcrete tunnelling using the New Austrian Tunnelling Method” has been rewritten and renamed and also part of Chapter X “Quality assurance in tunnelling”.

For the production of the new edition, I was once again dependent on the intensive support and experience of my colleagues at the University Chair and in the consultancy. In particular, I wish to thank Dipl.-Ing. *Feyerabend* for the overall coordination, ably assisted by Dipl.-Ing. *Gipperich* and Dipl.-Ing. *Berger*.

I also have to thank *Helmut Schmidt* for the production of drawings and naturally also the publisher, for whom Dr. *Jackisch* has supported us at all times.

Bochum, in June 1994

Bernhard Maidl

The art of the Engineer is to avoid high ground pressure, that is not to permit it to occur, a much more difficult task than to overcome ground pressure after it has occurred.

And let us dare to resist the former with intellectual, the latter with raw material work.

Franz RŽIHA, 1874

Foreword to the 1st German edition

Leopold Müller, my teacher, said with slight resignation at the 28th Geomechanics Colloquium in 1979 in Salzburg: “Experience on construction sites and at congresses gives cause to reflect on the state of development in geomechanical research related to construction in rock, but experience shows that this development is largely uncontrolled and not always coordinated with the needs of practitioners and theoretical progress. Many results of scientific research remain unknown in practice or do not become accepted, while in the other direction, the research needs of practicing engineers are not recognised satisfactorily or indeed not at all”. It remains for us as his former students to consider the reasons for this development and to attempt to divert progress to a sensible path.

On tunnel projects in recent years, the “new Austrian tunnelling method” has become very successful in construction practice. But it has still today been verified by astonishingly few calculations, and that despite many Geomechanics Colloquia. However, the opinion is becoming ever more common that tunnels should be designed and built using refined calculations and with a lot of work and paper. Refined calculations demand particularly from the consultant the mastery of model formation and the application of the results of calculations in practice on site; the responsible site manager on the other hand should be able to judge how the parameters of rock mass, support and construction process affect the results of the calculation, particularly under varying geological conditions. But how is he meant to do that when the calculation has been performed externally and the given results are scarcely understandable for him?

If we investigate the failures, losses, schedule and cost overruns in tunnelling in recent years, then the calculations do not normally turn out to have been performed too little or too roughly, and there have been plenty of expert reports. The causes are rather more inadequate studies of the ground parameters, insufficient care in the selection of a construction process, inadequate adaptability to changing geological conditions, gross construction errors in important details, lack of skilled personnel, insufficient measurements; the list could be continued. Perhaps we feel too safe and become careless having put too much

trust in too much paper. In addition, the structural design of tunnels cannot be compared to the structural verification of other engineered structures. The construction of a tunnel has more to it and thankfully most tunnellers appreciate this.

On every tunnel construction project, the correct selection of a construction process is a precondition for technical and commercial success. The factor time has not yet been considered in calculations in tunnelling, but it can only be influenced through the construction process with the various excavation processes on agreed schedules and the effect of the support. The surrounding ground belongs to the structure; the sequence of operations influences the loading on the support and the load-bearing behaviour of the rock mass. The literature of tunnelling is today aligned into specialist areas, which are often aligned with the specific activities of the chairs of university lecturers, like rock mechanics, foundation engineering, structural engineering, construction management and transport. Construction process technology should in this case be understood as a structural subject, which includes the influences of construction on the design, including the consideration of construction states. Such a systematic way of thinking has only been taught for a few years as an individual scientific subject in civil engineering; the number of publications is not yet too large.

Volume I “Details and construction processes” puts the emphasis on construction process technology as a constructive area of tunnelling. Support materials and construction, excavation and advance processes and their directions of development are also dealt with. Some sections have been dealt with in more detail though the research work carried out at the Chair of Construction Technology, Tunnelling and Construction Management at the Institute for Structural Engineering at the Ruhr University, Bochum in the fields of shotcrete, steel fibre shotcrete and the driving of small-diameter tunnels, through my experience on the tunnels of new lines for German Railways and also through my former work into the drilling of blast holes. An extensive provision of illustrations shows numerous practical examples and the tables contain much technical data.

This handbook is based on my lectures for the specialised course “Construction process technology and operations”. I would like to thank the managing director of the publisher Verlag Glückauf GmbH, Dr.-Ing. *Rolf Helge Bachstroem*, for the encouragement to develop this handbook from my lecture notes on Underground Construction. In the course of long discussions, he advised me about the final version of the text, assisted in the selection of illustrations and tables and made constructive suggestions for many improvements as publisher and expert. I have also received valuable support from my employees at the Construction Technology, Tunnelling and Construction Management and in the consultancy. I wish to thank Oberingenieur Dr.-Ing. *Dietrich Stein*, my brother Dipl.-Ing. *Reinhold Maidl* and particularly Dipl.-Ing. *Harald Brühl* for their intensive collaboration. I thank *Agatha Eschner-Wellenkamp* for her inexhaustible industry with the writing work, and *Helmut Schmidt* and *Walter Zamiara* (publisher) for the preparation of many drawings.

Volume II will have the subtitle “Basics and auxiliary works in design and construction”; the volume should include geotechnical aspects, rock classification, stress states in the rock mass, structural verifications, monitoring instrumentation, dewatering, surveying and scheduling.

Bochum, in January 1984

Bernhard Maidl

Table of Contents

Volume I: Structures and Methods

The authors	VII
Foreword to the English edition	IX
Foreword to the 3rd German edition	X
Foreword to the 2nd German edition	XI
Foreword to the 1st German edition	XII
1 Introduction	1
1.1 General	1
1.2 Historical development	1
1.3 Terms and descriptions	4
2 Support methods and materials	9
2.1 General	9
2.2 Action of the support materials	9
2.2.1 Stiffness and deformability	10
2.2.2 Bond	11
2.2.3 Time of installation	11
2.3 Timbering	12
2.3.1 General	12
2.3.2 Frame set timbering	13
2.3.3 Trussed timbering	14
2.3.4 Shoring and lagging	14
2.4 Steel ribs	14
2.4.1 General	14
2.4.2 Profile forms	15
2.4.3 Examples of typical arch forms for large and small tunnels	15
2.4.4 Installation	16
2.5 Lattice beam elements	19
2.6 Advance support measures	21
2.6.1 Steel lagging sheets and plates	21
2.6.2 Spiles	23
2.6.3 Injection tubes	25
2.6.4 Pipe screens, grout screens, jet grout screens	25
2.6.5 Ground freezing	28
2.7 Rock bolts	29
2.7.1 General	29
2.7.2 Mode of action	29
2.7.3 Anchor length and spacing	32

2.7.4	Load-bearing behaviour	33
2.7.5	Anchor types	36
2.8	Concrete in tunnelling	45
2.8.1	General.	45
2.8.2	Construction variants	45
2.8.2.1	Two-layer construction	46
2.8.2.2	Single-layer construction.	46
2.8.3	Shotcrete	48
2.8.3.1	General.	48
2.8.3.2	Process technology, equipment and handling	49
2.8.3.3	Mixing and recipes	60
2.8.3.4	Influence of materials technology and process technology	72
2.8.3.5	Quality criteria, material behaviour and calculation methods, quality control	87
2.8.3.6	Mechanisation of shotcrete technology.	91
2.8.3.7	Steel fibre concrete	100
2.8.3.8	Working safety.	106
2.8.4	Cast concrete	111
2.8.4.1	Formwork	111
2.8.4.2	Concreting	114
2.8.4.3	Reinforced or unreinforced concrete lining.	115
2.8.4.4	Factors affecting crack formation	118
2.8.4.5	Disadvantages of nominal reinforcement	118
2.8.4.6	Stripping times.	119
2.8.4.7	Filling of the crown gap.	119
2.8.4.8	Joint details	120
2.8.4.9	Single-pass process, extruded concrete	120
2.8.4.10	After-treatment	123
2.8.5	Precast elements, cast segments	124
2.8.5.1	Steel segments	124
2.8.5.2	Cast steel segments	125
2.8.5.3	Cast iron segments.	126
2.8.5.4	Reinforced concrete segments.	127
2.8.5.5	Geometrical shapes and arrangement	130
2.8.5.6	Details of radial joints	131
2.8.5.7	Circumferential joint details	131
2.8.5.8	Fixing and sealing systems	132
2.8.5.9	Segment gaskets	133
2.8.5.10	Production of reinforced concrete segments	134
2.8.5.11	Installation of segment lining	135
2.8.6	Linings for sewer tunnels	136
2.8.7	Yielding elements	142
3	The classic methods and their further developments	145
3.1	General	145
3.2	Full-face excavation	147

3.3	Partial-face excavation	148
3.3.1	Bench excavation.	148
3.3.2	The Belgian or underpinning tunnelling method	148
3.3.3	The German or remaining core tunnelling method	151
3.3.4	The Austrian or upraise tunnelling method	154
3.3.5	The New Austrian Tunnelling Method	155
3.3.6	The English tunnelling method	161
3.3.7	The Italian or packing tunnelling method	161
3.4	Classic shield drives	163
3.5	The classic tunnelling machines	164
4	Shotcrete tunnelling	167
4.1	General	167
4.2	Top heading process	168
4.2.1	Shotcrete tunnelling method	168
4.2.2	Underpinning method	168
4.2.3	Crown pilot heading with crown beam	170
4.2.4	Shotcrete tunnelling with longitudinal slots	173
4.3	Core tunnelling method with side headings	175
4.4	Special processes using shotcrete	176
4.4.1	Compressed air	176
4.4.2	Ground freezing, grouting	176
4.5	Shotcrete in mining.	178
4.5.1	Tunnel support.	178
4.5.2	Shaft insets	179
4.6	Outlook for further development	182
4.7	The new Italian tunnelling method (ADECCO-RS).	182
4.7.1	Theoretical model	183
4.7.2	Procedure through the example of the new line from Bologna – Florence.	184
5	Drill and blast tunnelling.	189
5.1	Historical development.	189
5.2	Drilling	191
5.2.1	General.	191
5.2.2	Drills	192
5.2.3	Drill bits.	200
5.2.4	Wear.	206
5.2.5	Performance.	207
5.2.6	Costs	210
5.3	Blasting.	211
5.3.1	General.	211
5.3.2	Explosives in tunnelling	213
5.3.3	Detonators and detonation systems in tunnelling	215
5.3.4	Transport, storage and handling of explosives	221
5.3.5	Charge determination.	228

5.3.6	The drilling and firing pattern	232
5.3.7	Charge loading	235
5.3.8	Time calculation	239
5.3.9	Blasting technology aspects	241
5.4	Mucking	243
5.4.1	General	243
5.4.2	Loading machines	244
5.4.3	Muck conveyance	251
5.4.4	Output of transport vehicles	260
5.4.5	Examples of transport chains	260
5.4.6	Further developments	265
5.5	Combination of drill and blast with mechanised tunnelling processes	265
5.5.1	Combinations with roadheaders	265
5.5.2	Combination with full-face machines	266
5.6	Effects of blasting on the surroundings	267
5.6.1	Vibration	267
5.6.2	Composition and effects of the blasting gas emissions	275
5.7	Mechanisation and Automation	278
5.7.1	General	278
5.7.2	Emphasis of mechanisation	279
5.7.3	Computer-assisted drill jumbos	280
5.7.4	Mucking and tunnel logistics	282
6	Mechanised tunnelling	285
6.1	General	285
6.2	Categories of tunnelling machines	285
6.3	Shield machines	286
6.3.1	Categories of shield machines	286
6.3.2	Basic principle, definition	287
6.3.3	Face without support	292
6.3.4	Face with mechanical support	292
6.3.5	Face under compressed air	293
6.3.6	Face with slurry support	294
6.3.6.1	Functional principle	295
6.3.6.2	Slurry shield	295
6.3.6.3	Thixshield	297
6.3.6.4	Hydroshield	297
6.3.6.5	Mixshield as a Hydroshield version	299
6.3.6.6	Hydrojetshield	300
6.3.6.7	Hydraulic soil transport	300
6.3.6.8	Soil separation in shield operation with hydraulic transport	302
6.3.7	Face with earth pressure support	306
6.3.7.1	Functional principle	306
6.3.7.2	Scope of application and soil conditioning process	307
6.3.7.3	Use of foam with earth pressure shields	310

6.3.8	Blade tunnelling and blade shields	311
6.3.9	The most important verification calculations	313
6.3.9.1	Calculation of face stability with slurry and earth pressure support	313
6.3.9.2	Calculation of safety against breakup and blowout.	315
6.3.9.3	Calculation of thrust force	316
6.3.9.4	Determination of the air demand for compressed air support	320
6.4	Tunnel boring machines in hard rock	322
6.4.1	Categorisation of machines for use in hard rock	322
6.4.2	Basic principles	322
6.4.3	Boring system	327
6.4.4	Thrust and bracing system.	328
6.4.5	Support system	332
6.4.6	Ventilation	335
6.4.7	The use of slurry and earth pressure shields in hard rock formations	336
6.5	Special processes: combinations of TBM drives with shotcrete tunnelling.	338
6.5.1	Areas of application.	338
6.5.2	Construction possibilities	339
6.5.3	Example.	344
6.6	Roadheaders (TSM) and tunnel excavators	353
6.6.1	Basic principle of a roadheader	353
6.6.2	Rock excavation by a roadheader	355
6.6.3	Ventilation and dust control with a roadheader.	359
6.6.4	Profile and directional control of roadheaders.	359
6.6.5	Construction sequence using a roadheader	360
6.6.6	Additional equipment and variations of roadheaders	361
6.6.7	Criteria for the selection of a roadheader	362
6.6.8	Comparison of partial face and full face machines	362
6.6.9	Combination of full face and partial face machines	364
6.6.10	Contour cutting process.	364
6.6.11	Tunnel excavators	364
6.7	Checking the tunnelling machine for suitability and acceptance based on a risk analysis	366
6.7.1	Strategy to contain risk	367
6.7.2	Basic design.	367
6.7.3	Analysis of obstructions	368
6.7.4	Machine specification	369
6.7.5	Acceptance of the TBM.	370
6.7.6	Shield handbook	371
6.7.7	Data checks, functional tests	372
6.7.8	Implementation of the strategy through the example of the Elbe Tunnel and the Lefortovo Tunnel	372
6.7.9	Recommendations for the future	378

7	The driving of small cross-sections.	379
7.1	General	379
7.2	Manned processes	380
7.2.1	General	380
7.2.2	Pipe jacking	380
7.3	Unmanned processes	385
7.3.1	General	385
7.3.2	Non-steerable processes, or with limited control of direction	386
7.3.3	Guided processes	395
7.4	Shafts and jacking stations	400
7.4.1	Thrust shaft	400
7.4.2	Reception shaft	401
7.4.3	Main jacking station	401
7.4.4	Intermediate jacking stations	401
7.5	Support, product pipe	402
7.5.1	Loading during pipe jacking	402
7.5.2	Loading in operation	403
7.5.3	Insertion of the product pipe	407
8	Ventilation during the construction phase	409
8.1	General	409
8.2	Ventilation systems	411
8.2.1	Natural ventilation	411
8.2.2	Positive pressure ventilation	411
8.2.3	Extraction ventilation	412
8.2.4	Reversible ventilation	412
8.2.5	Combined ventilation	413
8.2.6	Recirculation systems	413
8.3	Materials	414
8.3.1	Fans	414
8.3.2	Air ducts	415
8.3.3	Dedusters	416
8.4	Design and cost	417
8.5	Special ventilation systems	423
8.5.1	Ventilation for TBM drives	423
8.5.2	Ventilation of roadheader drives	425
8.5.3	Automatic ventilation	425
	Bibliography	427
	Index	443

Table of Contents

Volume II: Basics and Additional Services and Methods

- 1 General principles for the design of the cross-section**
 - 1.1 General
 - 1.2 Dependence on intended use
 - 1.2.1 Road tunnels
 - 1.2.2 Constructional measures for road safety in tunnels
 - 1.2.3 Rail tunnels
 - 1.2.4 Construction of rail tunnels
 - 1.2.5 Underground railway and underground tram tunnels
 - 1.2.6 Innovative transport systems
 - 1.2.7 Monorail with magnetic levitation, Transrapid, Metrorapid
 - 1.2.8 Other underground works
 - 1.3 The influence of the rock mass
 - 1.4 Dependency on construction process

- 2 Engineering geology aspects for design and classification**
 - 2.1 General
 - 2.2 Origin, properties and categorisation of rocks
 - 2.2.1 General basics
 - 2.2.2 Categorisation of rocks
 - 2.2.3 Categorisation of soils
 - 2.3 Engineering geology and rock mechanics investigations
 - 2.3.1 Engineering geology investigations
 - 2.3.2 Rock mechanics investigations
 - 2.4 The ground and its classification
 - 2.4.1 Ground
 - 2.4.2 Classification of the rock mass
 - 2.4.2.1 General
 - 2.4.2.2 Basic system of classification
 - 2.4.2.3 Q System (Quality-System)
 - 2.4.2.4 RMR System (Rock Mass Rating-System)
 - 2.4.2.5 Relationship between Q and RMR systems
 - 2.4.3 Standards, guidelines and recommendations
 - 2.4.3.1 Classification in Germany
 - 2.4.3.2 Classification in Switzerland (“classification” according to SIA standard)
 - 2.4.3.3 Classification in Austria
 - 2.4.4 Example of a project-related classification according to DIN 18312 for the shotcrete process
 - 2.4.4.1 Procedure at the Oerlinghausen Tunnel
 - 2.4.4.2 Description of the tunnelling classes for the Oerlinghausen Tunnel

- 2.5 Special features for tunnelling machines
 - 2.5.1 General
 - 2.5.2 Influences on the boring process
 - 2.5.3 Influences on the machine bracing
 - 2.5.4 Influences on the temporary support
 - 2.5.5 Classification for excavation and support
 - 2.5.5.1 General and objective for mechanised tunnelling
 - 2.5.5.2 Classification systems and investigation of suitability for tunnel boring machines
 - 2.5.6 Standards, guidelines and recommendations
 - 2.5.6.1 Classification in Germany
 - 2.5.6.2 Classification in Switzerland
 - 2.5.6.3 Classification in Austria
 - 2.5.7 New classification proposal

- 3 Structural design verifications, structural analysis of tunnels**
- 3.1 General
- 3.2 Ground pressure theories
 - 3.2.1 Historical development
 - 3.2.2 Primary and secondary stress states in the rock mass
- 3.3 General steps of model formation
- 3.4 Analytical processes and their modelling
 - 3.4.1 Modelling of shallow tunnels in loose ground
 - 3.4.2 Modelling deep tunnels in loose ground
 - 3.4.3 Modelling tunnels in solid rock
 - 3.4.4 Bedded beam models
- 3.5 Numerical methods
 - 3.5.1 Finite Difference Method (FDM)
 - 3.5.2 Finite Element Method (FEM)
 - 3.5.3 Boundary Element Method (BEM)
 - 3.5.4 Combination of finite element and boundary element methods
- 3.6 The application of the finite element method in tunnelling
 - 3.6.1 “Step-by-Step” technique
 - 3.6.2 Iteration process
 - 3.6.3 Simulation of uncoupled partial excavations
- 3.7 Special applications of the FEM in tunnelling
 - 3.7.1 Modelling of deformation slots
 - 3.7.2 Determination of the loosening of the rock mass from blasting
- 3.8 Structural design
 - 3.8.1 General principles
 - 3.8.2 Design method for steel fibre concrete tunnel linings
 - 3.8.3 Conventionally reinforced shotcrete versus steel fibre shotcrete

- 4 Measurement for monitoring, probing and recording evidence**
- 4.1 General
- 4.2 Measurement programme
 - 4.2.1 General

-
- 4.2.2 Measurements of construction states
 - 4.2.2.1 Standard monitoring section
 - 4.2.2.2 Principal monitoring sections
 - 4.2.2.3 Surface measurements
 - 4.2.2.4 Basic rules for implementation and evaluation
 - 4.2.3 Measurement of the final state
 - 4.2.3.1 Measurement programme
 - 4.2.3.2 Evaluation
 - 4.2.4 Special features of shield drives
 - 4.2.4.1 Instrumentation
 - 4.2.4.2 Recording and evaluation of machine data
 - 4.2.5 IT systems for the recording and evaluation of geotechnical data
 - 4.3 Measurement processes, instruments
 - 4.3.1 Deformation measurement
 - 4.3.1.1 Geodetic surveying
 - 4.3.1.2 Convergence measurements
 - 4.3.1.3 Optical surveying of displacement with electronic total station
 - 4.3.1.4 Surface surveying
 - 4.3.1.5 Extensometer measurements
 - 4.3.1.6 Inclinator / deflectometer measurements
 - 4.3.1.7 Sliding micrometer measurements
 - 4.3.1.8 Trivec measurement
 - 4.3.2 Profile surveying
 - 4.3.2.1 Photogrammetric scanner
 - 4.3.3 Stress and strain measurements in the support layer
 - 4.3.3.1 Radial and tangential stress measurement in concrete
 - 4.3.3.2 Measurements in steel arches
 - 4.3.4 Measurements of the loading and function of anchors
 - 4.3.4.1 Checking of anchor forces in unbonded anchors
 - 4.3.4.2 Checking of anchor forces with mechanical measurement anchors
 - 4.4 Geophysical probing
 - 4.4.1 Seismology
 - 4.4.2 Geoelectrical
 - 4.4.3 Gravimetric
 - 4.4.4 Geomagnetic
 - 4.4.5 Geothermal
 - 4.4.6 Examples and experience
 - 4.4.6.1 Probing with SSP (Sonic Softground Probing)
 - 4.4.6.2 Probing karst caves
 - 4.5 Monitoring and evidence-gathering measures for tunnelling beneath buildings and transport infrastructure
 - 4.5.1 General
 - 4.5.2 Monitoring and evidence-gathering measures
 - 4.5.3 Noise and vibration protection
 - 4.5.4 Permissible deformation of buildings

- 5 Dewatering, waterproofing and drainage**
- 5.1 General
- 5.2 Dewatering during construction
 - 5.2.1 Water quantity and difficulties
 - 5.2.1.1 Water flow in the ground
 - 5.2.1.2 Forms of underground water
 - 5.2.1.3 Payment and quantity measurement
 - 5.2.2 Measures to collect and drain formation water
 - 5.2.2.1 Measures to collect water
 - 5.2.2.2 Measures to drain water, open dewatering
 - 5.2.2.3 Drainage boreholes and drainage tunnels
 - 5.2.3 Obstructions and reduced performance
 - 5.2.3.1 General description
 - 5.2.3.2 Influence of formation water on the advance rate
 - 5.2.3.3 Influence of formation water on tunnelling costs
 - 5.2.4 Environmental impact and cleaning
 - 5.2.4.1 Effect on the groundwater system
 - 5.2.4.2 Effects on groundwater quality
 - 5.2.5 Sealing formation water
 - 5.2.5.1 Grouting process
 - 5.2.5.2 Ground freezing
- 5.3 Tunnel waterproofing
 - 5.3.1 Requirements
 - 5.3.1.1 Required degree of water tightness
 - 5.3.1.2 Requirements resulting from geological and hydrological conditions
 - 5.3.1.3 Material requirements
 - 5.3.1.4 Requirements for the construction process
 - 5.3.1.5 Requirements for design and detailing
 - 5.3.1.6 Maintenance
 - 5.3.1.7 Requirements of the users
 - 5.3.1.8 Requirements of environmental and waterways protection
 - 5.3.1.9 Requirements of cost-effectiveness
 - 5.3.2 Waterproofing concepts
 - 5.3.2.1 Categorisation
 - 5.3.2.2 Preliminary waterproofing
 - 5.3.2.3 Main waterproofing
 - 5.3.2.4 Repair of waterproofing
 - 5.3.3 Waterproofing elements and materials
 - 5.3.3.1 Waterproof concrete
 - 5.3.3.2 Water-resistant plaster, sealing mortar, resin concrete
 - 5.3.3.3 Bituminous waterproofing
 - 5.3.3.4 Plastic waterproofing membranes
 - 5.3.3.5 Sprayed waterproofing
 - 5.3.3.6 Metallic waterproofing materials
 - 5.3.4 Testing of seams in waterproofing membranes

- 5.4 Tunnel drainage
 - 5.4.1 The origin of sintering
 - 5.4.2 Design of tunnel drainage for low sintering
 - 5.4.3 Construction of tunnel drainage to reduce sintering
 - 5.4.3.1 Camera surveys of the pipe runs between the manholes
 - 5.4.3.2 Data processing and administration
 - 5.4.3.3 Other quality assurance measures during the construction phase
 - 5.4.4 Operation and maintenance of drainage systems to reduce sintering
 - 5.4.4.1 Concepts to reduce maintenance through improvements to systems
 - 5.4.4.2 Cleaning of drainage systems

- 6 New measurement and control technology in tunnelling**
 - 6.1 General
 - 6.2 Measurement instruments
 - 6.2.1 Gyroscopic devices
 - 6.2.2 Lasers
 - 6.2.3 Optical components for laser devices
 - 6.2.4 Optical receiver devices
 - 6.2.5 Hose levelling instruments
 - 6.2.6 Inclinometer
 - 6.3 Control in drill and blast tunnelling
 - 6.3.1 Drilling jumbo navigation
 - 6.3.2 Determining the position of a drilling boom
 - 6.3.3 Hydraulic parallel holding of the feeds
 - 6.3.4 Control of drill booms by microprocessors
 - 6.3.5 Hydraulic drill booms
 - 6.4 Control of roadheaders
 - 6.4.1 Movement parameters determined by the control system
 - 6.4.2 Roadheader control system from Voest Alpine
 - 6.4.3 Road header control system from Eickhoff
 - 6.4.4 Roadheader control system from ZED
 - 6.5 Control of tunnel boring machines (TBM)
 - 6.5.1 General
 - 6.5.2 Steering with laser beam and active target
 - 6.6 Steering of small diameter tunnels
 - 6.6.1 General
 - 6.6.2 Steering with a ship's gyrocompass
 - 6.6.3 Pipe jacking steering with laser beam and active target
 - 6.6.4 Steering with travelling total station

- 7. Special features of scheduling tunnel works**
 - 7.1 General
 - 7.2 Historical overview
 - 7.3 General planning of tunnel drives
 - 7.4 Planning tools

- 7.5 Control methods
 - 7.5.1 Control of deadlines
 - 7.5.2 Cost control
- 7.6 Examples of construction schedules
 - 7.6.1 Construction schedule for the City Tunnel, Leipzig
 - 7.6.2 Scheduling of rail tunnels through the example of the Landrücken Tunnel and the particular question of starting points
 - 7.6.3 Scheduling of road tunnels through the example of the Arlberg Tunnel
 - 7.6.4 Scheduling of inner-city tunnelling through the example of the Stadtbahn Dortmund
 - 7.6.5 Scheduling of a shield tunnel through the example of Stadtbahn Essen

8 Safety and safety planning

- 8.1 General
- 8.2 International guidelines and national regulations
 - 8.2.1 Directive 89/391/EEC
 - 8.2.2 Directive 92/57/EEC
 - 8.2.3 Directive 93/15/EEC
 - 8.2.4 Directive 98/37/EC
 - 8.2.5 Implementation into national regulations for blasting
- 8.3 Integrated safety plan
 - 8.3.1 The safety plan as a management plan
 - 8.3.2 Safety objectives
 - 8.3.3 Ganger scenarios and risk analyses
 - 8.3.4 Measures plan
- 8.4 Transport, storage and handling of explosives
 - 8.4.1 Transport to the site
 - 8.4.2 Storage on the site
 - 8.4.3 Transport on site
 - 8.4.4 Handling
- 8.5 Training of skilled workers
- 8.6 The construction site regulations (BaustellV)
 - 8.6.1 General
 - 8.6.2 The tools of the construction site regulations
 - 8.6.3 The health and safety plan (health and safety plan)
 - 8.6.4 Working steps in the production of a health and safety plan
- 8.7 Example of a tender for health and safety protection
 - 8.7.1 General
 - 8.7.2 Health and safety concept
 - 8.7.2.1 Hazard analyses
 - 8.7.2.2 Fire protection, escape and rescue concept
 - 8.7.2.3 Health protection concept
 - 8.7.2.4 Site facilities plans
 - 8.7.2.5 Concept for traffic control measures inside the site area
 - 8.7.2.6 Documents with information for later works to the structure
 - 8.7.2.7 Measures to prevent danger to third parties resulting from the duty to maintain road safety

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- 9 Special features in tendering, award and contract**
 - 9.1 General
 - 9.2 Examples of forms of contract
 - 9.2.1 Procedure in Switzerland
 - 9.2.2 Procedure in the Netherlands
 - 9.2.3 Procedure in Germany
 - 9.3 Design and geotechnical requirements for the tendering of mechanised tunnelling as an alternative proposal
 - 9.3.1 General
 - 9.3.2 Examples: Adler Tunnel, Sieberg Tunnel, Stuttgart Airport Tunnel, Rennsteig Tunnel, Lainzer Tunnel
 - 9.3.3 Additional requirements for mechanised tunnelling in the tender documents
 - 9.3.4 Costs as a decision criterion
 - 9.3.5 Outlook

 - 10 Process controlling and data management**
 - 10.1 Introduction
 - 10.2 Procedure
 - 10.3 Data management
 - 10.4 Target-actual comparison
 - 10.5 Target process structure
 - 10.6 Analysis of the actual process

 - 11 DAUB recommendations for the selection of tunnelling machines**
 - 11.1 Preliminary notes
 - 11.2 Regulatory works
 - 11.2.1 National regulations
 - 11.2.2 International standards
 - 11.2.3 Standards and other regulatory works
 - 11.3 Definitions and abbreviations
 - 11.3.1 Definitions
 - 11.3.2 Abbreviations
 - 11.4 Application and structure of the recommendations
 - 11.5 Categorisation of tunnelling machines
 - 11.5.1 Types of tunnelling machine (TVM)
 - 11.5.2 Tunnel boring machines (TBM)
 - 11.5.2.1 Tunnel boring machines without shield (Gripper TBM)
 - 11.5.2.2 Enlargement tunnel boring machines (ETBM)
 - 11.5.2.3 Tunnel boring machine with shield (TBM-S)
 - 11.5.3 Double shield machines (DSM)
 - 11.5.4 Shield machines (SM)
 - 11.5.4.1 Shield machines for full-face excavation (SM-V)
 - 11.5.4.2 Shield machines with partial face excavation (SM-T)
 - 11.5.5 Adaptable shield machines with convertible process technology (KSM)

- 11.5.6 Special types
 - 11.5.6.1 Blade shields
 - 11.5.6.2 Shields with multiple circular cross-sections
 - 11.5.6.3 Articulated shields
- 11.5.7 Support and lining
 - 11.5.7.1 Tunnel boring machines (TBM)
 - 11.5.7.2 Tunnel boring machines with shield (TBM-S), Shield machines (SM, DSM, KSM)
 - 11.5.7.3 Advance support
 - 11.5.7.4 Support next to the tunnelling machine
- 11.6 Ground and system behaviour
 - 11.6.1 Preliminary remarks
 - 11.6.2 Ground stability and face support
 - 11.6.3 Excavation
 - 11.6.3.1 Sticking
 - 11.6.3.2 Wear
 - 11.6.3.3 Soil conditioning
 - 11.6.3.4 Soil separation
 - 11.6.3.5 Soil transport and tipping
- 11.7 Environmental aspects
- 11.8 Other project conditions
- 11.9 Scope of application and selection criteria
 - 11.9.1 General notes about the use of the tables
 - 11.9.1.1 Core area of application
 - 11.9.1.2 Possible areas of application
 - 11.9.1.3 Critical areas of application
 - 11.9.1.4 Classification in soft ground
 - 11.9.1.5 Classification in rock
 - 11.9.2 Notes about each type of tunnelling machine
 - 11.9.2.1 TBM (Tunnel boring machine)
 - 11.9.2.2 DSM (Double shield machines)
 - 11.9.2.3 SM-V1 (full-face excavation, face without support)
 - 11.9.2.4 SM-V2 (full-face excavation, face with mechanical support)
 - 11.9.2.5 SM-V3 (full-face excavation, face with compressed air application)
 - 11.9.2.6 SM-V4 (full-face excavation, face with slurry support)
 - 11.9.2.7 SM-V5 (full-face excavation, face with earth pressure balance support)
 - 11.9.2.8 SM-T1 (partial excavation, face without support)
 - 11.9.2.9 SM-T2 (partial excavation, face with mechanical support)
 - 11.9.2.10 SM-T3 (partial excavation, face with compressed air application)
 - 11.9.2.11 SM-T4 (partial excavation, face with slurry support)
 - 11.9.2.12 KSM (Convertible shield machines)
- 11.10 Appendices