

EXPERIMENTAL AND NUMERICAL STUDIES ON THE EFFECTS OF RAFT FOUNDATION ON UNDERGROUND TUNNELS IN COHESIONLESS MATERIAL

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by

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Submitted

in fulfillment of the requirements of the degree of Doctor of Philosophy

to the



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*Dedicated to My Beloved Parents
Shri Narender Kumar Gupta and
Shrimati Sushma Devi*

CERTIFICATE

This is to certify that the thesis entitled “**EXPERIMENTAL AND NUMERICAL STUDIES ON THE EFFECTS OF RAFT FOUNDATION ON UNDERGROUND TUNNELS IN COHESIONLESS MATERIAL**” submitted by **MR. SUMEET MAHAJAN** to the Indian Institute of Technology Delhi is a record of the bonafide research work carried out by him under our supervision and guidance. This thesis work, in our opinion, has reached the standard, fulfilling the requirements for **DOCTOR OF PHILOSOPHY** degree. The research report and the results presented in this thesis have not been submitted, in part or full, to any other university or institute, for the award of any degree or diploma.

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ABSTRACT

The present research aims at investigating the effect of basement raft foundation excavation and loading on the existing tunnels using a comprehensive experimental and numerical (Finite Element: FE analysis) studies. The study includes characterization of materials, 1-g model experiments and two-dimensional (2D) and three-dimensional (3D) FE analyses. The direct shear tests and triaxial tests were conducted to determine engineering properties of the soil and the interface properties between soil and steel. Model experiments were carried out considering Yamuna sand as soil, which is filled at medium dense condition (60% relative density) based on typical field SPT-N values of Delhi region. An experimental model setup including tunnel excavation system was designed and fabricated in the laboratory for conducting the model experiments as per the experimental program. The results obtained from model tests are analyzed and used to validate the FE (2D and 3D) models.

Two-dimensional (2D) and three-dimensional (3D) analyses were carried out in PLAXIS software. Soil, tunnel lining basement excavation, and raft foundation were modelled with optimum mesh density. To minimize the boundary effects, sensitivity analysis was carried out in both 2D and 3D, and the dimensions of the model were arrived at. The behavior of Delhi silt is analysed using the Hardening soil constitutive model and response of the tunnel lining is compared with the Mohr-Coulomb constitutive model, widely used in practice. After analyzing the various geotechnical profiles of the Delhi region, it is noticed that water table is very deep therefore water table level is considered at a depth of 50 m below the bottom of the model. Standard boundary/support conditions are used. Fine mesh density was used for the overall soil model, but closer to the tunnel, fineness of mesh was increased. The parametric studies were carried out by considering the various important parameters: cover depth (C/D ratio), clear distance between tunnel and raft (X/D ratio), number of basements, width of raft foundation, and length of raft foundation (in 3D). It is found from

the results that the construction of basement excavation and foundation loading have pronounced effect on the existing urban metro tunnels. The effects are significant on all response parameters of tunnel lining, especially total displacement and strain. 2D-FE analysis indicated that the total displacement and strain are higher when excavation is closer to tunnel location and tend to become negligible when excavation is carried out at a distance greater than 2.5 times the tunnel diameter, for the loading conditions considered. Similar observation is found in 3D-FE analysis as well. The width of raft foundation and number of basements are also found to have significant effect on the tunnel response. Additional bending moments, axial and shear forces are mobilized in the tunnel lining due to excavation and foundation loading, for which the reinforcement details and thickness of tunnel lining may have to be verified. 3D-FE analysis indicated that the foundation with larger dimension placed across the tunnel and smaller dimension placed along the tunnel direction results in less influence on the tunnel lining due to the raft excavation and loading.

सार

वर्तमान शोध का उद्देश्य एक व्यापक प्रयोगात्मक और संख्यात्मक (फिनिट एलिमेंट: FE विश्लेषण) अध्ययनों का उपयोग करके मौजूदा सुरंगों पर बेसमेंट बेड़ा नींव खुदाई और लोडिंग के प्रभाव की जांच करना है। अध्ययन में सामग्रियों का लक्षण वर्णन, 1-जी मॉडल प्रयोग और दो-आयामी (2D) और तीन-आयामी (3D) FE विश्लेषण शामिल हैं। मिट्टी के इंजीनियरिंग गुणों और मिट्टी और स्टील के बीच इंटरफ़ेस गुणों को निर्धारित करने के लिए डायरेक्ट शियर टेस्ट्स और त्रीआक्सीअल टेस्ट्स किए गए थे। यमुना की रेत को मिट्टी मानते हुए मॉडल प्रयोग किए गए, जो कि दिल्ली क्षेत्र के एसपीटी-एन मूल्यों के आधार पर मध्यम सघन स्थिति (60% सापेक्ष घनत्व) पर भरा गया है। प्रयोगात्मक कार्यक्रम के अनुसार मॉडल प्रयोगों के संचालन के लिए सुरंग खुदाई प्रणाली सहित एक प्रयोगात्मक मॉडल सेटअप को डिजाइन और प्रयोगशाला में तैयार किया गया था। मॉडल परीक्षणों से प्राप्त परिणामों का विश्लेषण और FE (2D और 3D) मॉडल को मान्य करने के लिए उपयोग किया जाता है।

PLAXIS सॉफ्टवेयर में दो-आयामी (2D) और तीन-आयामी (3D) विश्लेषण किए गए। मिट्टी, सुरंग अस्तर, तहखाने खुदाई, और बेड़ा नींव इष्टतम जाल घनत्व के साथ मॉडलिंग की गई थी। सीमा प्रभाव को कम करने के लिए, संवेदनशीलता विश्लेषण दोनों 2 डी और 3 डी में किया गया है, और मॉडल के आयामों पर पहुंचे थे। दिल्ली सिल्ट के व्यवहार का विश्लेषण हार्डनिंग साइल कोस्टीट्यूटिव मॉडल का उपयोग करके किया जाता है और सुरंग अस्तर की प्रतिक्रिया की तुलना मोहर-कूलम्ब कोस्टीट्यूटिव मॉडल के साथ की जाती है, जो व्यापक रूप से व्यवहार में उपयोग किया जाता है। दिल्ली क्षेत्र के विभिन्न भू-तकनीकी प्रोफाइल का विश्लेषण करने के बाद, यह देखा गया है कि जल तालिका बहुत गहरी है इसलिए जल तालिका स्तर को मॉडल के तल से 50 मीटर की गहराई पर माना गया। मानक सीमा/समर्थन शर्तों का उपयोग किया गया। समग्र मिट्टी के मॉडल के लिए महीन जाली घनत्व का उपयोग किया गया था, लेकिन सुरंग के करीब, जाल की उत्कृष्टता वृद्धि की गई थी। विभिन्न महत्वपूर्ण मापदंडों पर विचार करके पैरामीट्रिक अध्ययन किया गया: कवर गहराई (सी/डी अनुपात),

सुरंग और बेड़ा (एक्स/डी अनुपात) के बीच स्पष्ट दूरी, बेसमेंट की संख्या, बेड़ा नींव की चौड़ाई, और बेड़ा नींव की लंबाई (3डी में)। परिणामों से यह पता चलता है कि बेसमेंट की खुदाई और नींव लोडिंग के निर्माण ने मौजूदा शहरी मेट्रो सुरंगों पर स्पष्ट प्रभाव डाला है। प्रभाव सुरंग अस्तर के सभी प्रतिक्रिया मापदंडों पर महत्वपूर्ण हैं, विशेष रूप से कुल विस्थापन और तनाव। 2 डी-एफई विश्लेषण ने संकेत दिया कि कुल विस्थापन और तनाव अधिक है जब खुदाई सुरंग स्थान के करीब होती है और अगर सुरंग के व्यास से 2.5 गुना अधिक दूरी पर खुदाई की जाती है, जब लोडिंग का प्रभाव नगण्य हो जाता है। इसी तरह का अवलोकन 3D-FE विश्लेषण में भी पाया गया है। सुरंग की प्रतिक्रिया पर बेड़ा नींव और बेसमेंट की संख्या का भी महत्वपूर्ण प्रभाव पाया जाता है। खुदाई और नींव की लोडिंग के कारण टनल लाइनिंग में अतिरिक्त बेन्डिंग मोमेंट, एक्सियल एंड शियर फोर्सेज मोबिलीज़ेड हो जाते हैं, जिसके लिए सुरंग के अस्तर के रएफोर्समेंट विवरण और मोटाई को सत्यापित करना पड़ सकता है। 3 डी-एफई विश्लेषण ने संकेत दिया कि सुरंग के अक्रॉस रखा गया बड़ा आयाम और सुरंग दिशा के साथ रखे गए छोटे आयाम से खुदाई और लोडिंग के कारण सुरंग के अस्तर पर कम प्रभाव पड़ता है।

TABLE OF CONTENTS

CERTIFICATE	i
ACKNOWLEDGEMENTS	iii
ABSTRACT	v
TABLE OF CONTENTS	vii
LIST OF FIGURES	xiii
LIST OF TABLES	xxxiii
NOTATAIONS	xxxv
CHAPTER 1 INTRODUCTION	1
1.1 Tunnelling and its Effect on Urban Environment	1
1.2 The Influence of Tunneling on Existing Structure	3
1.3 The Influence of Nearby Excavation on the Existing Tunnel	4
1.4 The Influence of Structure Foundation Loading on Existing Tunnel	6
1.5 Objectives of the Study	7
1.6 Outline of the Thesis	8
1.7 Contribution from the Present Thesis	9
CHAPTER 2 LITERATURE REVIEW	11
2.1 Introduction	11
2.2 Effects of Tunnelling on Nearby Foundation/Structure	11
2.2.1 Effect of large volume loss on nearby foundation/structure	35
2.3 Effects of Pile/Raft Loading on Existing Tunnel	37

2.4	Effect of Excavation on the Existing Tunnel	45
2.5	Critical Assessment of Literature	53
CHAPTER 3	PHYSICAL MODELLING OF BASEMENT RAFT-	55
	TUNNEL INTERACTION	
3.1	Introduction	55
3.2	Material Used	55
3.2.1	Soils	56
3.2.2	HDPE Pipe	60
3.2.3	Steel	61
3.3	Physical Modeling and Scaling Laws	62
3.3.1	Design aspects of the prototype	63
3.3.2	Elements to be designed	63
3.3.3	Basement Raft – retaining wall modeling criteria	64
3.3.4	Fabrication of raft with basement retaining wall	65
3.3.5	Fabrication of the sheet pile wall	66
3.3.6	Bearing capacity of raft foundation	67
3.3.7	Tunnel lining modeling criteria	67
3.4	Experimental Setup	68
3.4.1	Test tank	68
3.4.2	Raft loading arrangement	69
3.4.3	Instrumented tunnel and data acquisition	69
3.4.4	Tunnel excavation system through jacking and sampling	75

3.4.5	Fabrication of the basement raft	75
3.4.6	Calibration of vibratory compactor	80
3.5	Test Procedure	83
3.6	Test Program	85
3.7	Scale Effects and Limitations of Model Experiments	87
3.8	Summary	88
CHAPTER 4	RESULTS AND DISCUSSION OF MODEL EXPERIMENTS	89
4.1	Introduction	89
4.2	Results and Discussion	89
4.2.1	Test-1: $X/D = 0.5$	92
4.2.2	Test-2: $X/D_m = 0.75$	97
4.2.3	Test-3: $X/D_m = 1.0$	101
4.2.4	Variations of strain with X/D_m	106
4.3	Practical Significance	111
4.4	Summary	111
CHAPTER 5	FINITE ELEMENT ANALYSIS: VALIDATION PROBLEMS	113
5.1	Introduction	113
5.2	About PLAXIS	113
5.2.1	Constitutive models	114
5.2.2	Boundary conditions, meshing and elements	117
5.3	Validation Problems for 2D-FE Analysis	118

5.3.1	Problem -1: Surface settlement trough due to tunneling	119
5.3.2	Problem-2: Foundation response due to tunneling	122
5.4	Validation Problems for 3D-FE Analysis	124
5.4.1	Problem-1 Foundation response due to tunneling	125
5.4.2	Problem-2 Construction of a tunnel for the Angel underground Station in London.	126
5.4.3	Problem-3 Centrifuge test data of Ong et al. (2007)	129
5.5	Validation using Present Experimental Data	130
5.5.1	Validation of 2D-FE analysis	130
5.5.2	Validation of 3D-FE analysis	134
5.6	Calibration of Soil Parameters/Constitutive Models in Finite Element Model	144
5.7	Summary	148
CHAPTER 6	TWO-DIMENSIONAL FINITE ELEMENT ANALYSIS OF BASEMENT RAFT-TUNNEL INTERACTION	149
6.1	Introduction	149
6.2	Geometrical Modelling	149
6.3	Material Modelling	151
6.3.1	Soil	151
6.3.2	Tunnel	154
6.3.3	Basement raft and retaining wall	156
6.3.4	Temporary sheet pile walls	156
6.3.5	Bearing capacity of raft	158
6.4	Simulation of Construction and Loading Stages	160

6.5	Parametric Study	163
6.6	Discussion of Results	164
6.6.1	Deformed mesh and displacement vectors	164
6.6.2	Total displacement of lining	170
6.6.3	Bending moment of lining	177
6.6.4	Normalised shear force and axial force	180
6.6.5	Strain in tunnel lining	185
6.7	Effect of Number of Basements and Foundation Size for $C/D = 3$	188
6.7.1	3-basements plus 20 storey loading for $C/D = 3$	188
6.7.2	2-basement plus 20 storey loading for $C/D = 3$	196
6.8	Effect of cover depth ratio (C/D)	205
6.8.1	Cover depth ratio (C/D) = 1	206
6.8.2	Cover depth ratio (C/D) = 2	219
6.8.3	Cover depth ratio (C/D) = 4	230
6.9	Summary	240
CHAPTER 7	THREE-DIMENSIONAL FINITE ELEMENT ANALYSIS OF RAFT-TUNNEL INTERACTION	241
7.1	Introduction	241
7.2	Geometrical Modelling	241
7.2.1	Boundary conditions	243
7.2.2	Discretization	243
7.3	Material Modelling	245
7.3.1	Soil	245

7.3.2	Tunnel	245
7.3.3	Basement raft and retaining wall	245
7.3.4	Temporary sheet pile walls	247
7.4	Simulation of Construction and Loading Stages	248
7.5	Parametric Study	240
7.6	Discussion of Results	250
7.6.1	Displacement vectors in soil model	251
7.6.2	Total displacement of lining	254
7.6.3	Strain in tunnel lining	265
7.7	Effect of Number of Basements and Foundation Size for $C/D = 3$	270
7.8	Effect of Number of Basements and Foundation Size for $C/D = 2$	293
7.9	Summary	317
CHAPTER 8	SUMMARY AND CONCLUSIONS	319
8.1	Summary	319
8.2	Conclusions	319
8.3	Limitations of Model Tests	323
8.4	Suggestions for Future Research	323
REFERENCES		325
APPENDIX-1		339
APPENDIX-2		343
LIST OF PUBLICATIONS BASED ON THIS THESIS		351
BRIEF BIO DATA		353

LIST OF FIGURES

Figure No.	Figure Caption	Page No.
2.1	Numerical simulation of tunnel construction (after Mroueh and Shahrour, 2002)	17
2.2	Foundation layout of Lee House and Air Rights Building with respect to 2 B.T. tunnels (after Benton and Phillips, 1991)	38
2.3	Cross-section 1-1 (after Benton and Phillips, 1991)	39
3.1	Grain size distribution curve	57
3.2	Shear stress vs. Horizontal displacement plot for Yamuna Sand	58
3.3	Shear stress vs. Normal stress plot for Yamuna Sand	58
3.4	Deviatoric Stress Vs Axial strain – CD test	59
3.5	Failure envelope for Yamuna sand – Triaxial test (CD) and Direct shear test	60
3.6	Shear stress vs. Horizontal displacement plot for steel and sand	61
3.7	Shear stress vs. normal stress plot for steel with sand	62
3.8	Raft with retaining wall (a) Line diagram of the raft with retaining wall (b) Fabricated raft with retaining wall	66
3.9	Sheet pile (a) Line diagram of sheet pile and (b) Fabricated model sheet pile system	67
3.10	Experimental setup (a) test tank Plan (b) Test tank elevation and loading arrangement for the raft	71
3.11	Fabricated test tank setup with tunnel excavation system	72
3.12	(a) Schematic diagram for strain gauge position on the tunnel (b) Tunnel fixed with strain gauges (c) Tunnel connected to a data logger (d) 48 Channel HBM- make multi-channel carrier frequency amplifier cum data logger	74

3.13	(a) Typical Cross section of tunnel excavation system (b) Fabricated tunnel excavation system (c) Fabrication of connecting rods (d) Fabricated shovel	78
3.14	(a) Sheet pile embedment (b) Installation of the sheet pile (c) Installation of the basement raft and removal of sheet pile	80
3.15	Procedure to calibrate the vibrator for compacting the sand varying (a) Mini Plate vibrator (b) Speed (c) Number of passes (d) Variation of Relative density for different layers	82
3.16	Test tank with marking 12 layers 10 cm apart	84
3.17	Plan Details of Model Setup	85
4.1	Variation of strain measured at $Y = 0D_m$ on tunnel lining with time at Tunnel excavation stage	89
4.2	Variation of circumferential strain in tunnel lining with respect to normalised length of the tunnel (Y/D_m) due to various construction stages for $X/D_m = 0.5$	94
4.3	Variation of longitudinal strain in tunnel lining with respect to normalised length of the tunnel (Y/D_m) due to various construction stages for $X/D_m = 0.5$	96
4.4	Variation of circumferential strain in tunnel lining with respect to normalised length of the tunnel (Y/D_m) due to various construction stages for $X/D_m = 0.75$	99
4.5	Variation of longitudinal strain in tunnel lining with respect to normalised length of the tunnel (Y/D_m) due to various construction stages for $X/D_m = 0.75$	101
4.6	Variation of circumferential strain in tunnel lining with respect to normalised length of the tunnel (Y/D_m) due to various construction stages for $X/D_m = 1.0$	103
4.7	Variation of longitudinal strain in tunnel lining with respect to normalised length of the tunnel (Y/D_m) due to various construction stages for $X/D_m = 1.0$	105

4.8	Variation of circumferencial strain in tunnel lining with respect to construction stages for various X/D_m ratio at $Y/D_m = 0$	108
4.9	Variation of longitudinal strain in tunnel lining with respect to construction stages for various X/D_m ratio at $Y/D_m = 0$	110
5.1	Coordinate system and positive stress component (a) for 2D (b) for 3D	114
5.2	Basic Idea of linear elastic and perfectly plastic model	115
5.3	Definition of E_0 , E_{50} and E_{ur}	116
5.4	Soil elements (a) 6-noded triangular element for 2D (b) 15-noded triangular element for 2D (c) 10-noded tetrahedral element for 3D	117
5.5	Predicted and observed settlement (mm) with distance from tunnel crest (m)	122
5.6	Pile adjacent to tunnelling - basic problem analyzed	123
5.7	Comparison of predicted in PLAXIS 2D and reported response of pile due to tunneling with 1% and 5% volume loss	124
5.8	Comparison of predicted in PLAXIS 3D and reported response of the pile due to tunneling with 1% and 5% volume loss	126
5.9	Pile deflection – pilot tunnel stage	127
5.10	Pile deflection – enlarged tunnel stage	128
5.11	Comparison of measured and predicted pile lateral deflection	128
5.12	Comparison of bending moment variations with depth	129
5.13	(a) 2D Mesh model (b) 2D tunnel deformation (scaled 300 times)	131
5.14	Comparison of predicted (2D-FE model) and measured circumferencial strain for different X/D ratios at the C/L of the raft ($Y/D_m = 0$)	134
5.15	(a) 3D Mesh model (b) 3D Tunnel deformation (scaled 1000 times)	135
5.16	Comparison of predicted (3D-FE model) and measured longitudinal strain for different X/D_m ratios at the C/L of the raft ($Y/D_m = 0$)	137

5.17	Comparison of predicted (2D and 3D-FE model) and measured circumferential strain for different X/D_m ratios at the C/L of the raft ($Y/D_m = 0$)	139
5.18	Comparison of predicted (3D-FE model) and measured circumferential strain along the length of the tunnel when raft is at $X = 0.5D_m$	140
5.19	Comparison of predicted (3D-FE model) and measured circumferential strain along the length of the tunnel when raft is at $X = 0.75D_m$	141
5.20	Comparison of predicted (3D-FE model) and measured circumferential strain along the length of the tunnel when raft is at $X = 1.0D_m$	142
5.21	Comparison of predicted (3D-FE model) and measured longitudinal strain along the length of the tunnel when raft is at $X = 0.5D_m$	142
5.22	Comparison of predicted (3D-FE model) and measured longitudinal strain along the length of the tunnel when raft is at $X = 0.75D_m$	143
5.23	Comparison of predicted (3D-FE model) and measured longitudinal strain along the length of the tunnel when raft is at $X = 1.0D_m$	144
5.24	Simplified geometries of triaxial test in finite element models.	145
5.25	Comparisons of Yamuna sand triaxial lab test results and predicted results from the HS and MC model.	147
6.1	Schematic diagram of the whole model	150
6.2	Typical FE model/mesh for the foundation width of 15 m with Delhi	151
6.3	Load-settlement curves of raft foundation for Delhi silt (a) MC Model (b) HS Model	160

6.4	Effects of raft construction/loading on mesh deformation of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with MC Model. (scaled up to 35 times)	166
6.5	Effects of raft construction/loading on mesh deformation of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with HS model. (scaled up to 35 times)	167
6.6	Effects of raft foundation construction/loading on total displacement vector of tunnel lining in MC model for foundation width of 15 m, $C/D = 3$ and 3-basements. (scaled up to 35 times)	168
6.7	Effects of raft foundation construction/loading on total displacement vector of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with HS Model (scaled up to 35 times)	169
6.8	Effects of raft construction/loading on total displacement of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with MC model. (scaled up to 35 times)	172
6.9	Effects of raft construction/loading on total displacement of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements with HS model. (scaled up to 35 times)	173
6.10	Effects of raft construction/loading on total displacement of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with MC model	175
6.11	Effects of raft construction/loading on total displacement of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with HS model	176
6.12	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with MC model and HS model	176
6.13	Effects of raft construction/loading on bending moment of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with MC model	179

6.14	Effects of raft construction/loading on bending moment of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with HS model	180
6.15	Effects of raft construction/loading on shear force of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with MC model	182
6.16	Effects of raft construction/loading on shear force of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with HS model	182
6.17	Effects of raft construction/loading on axial force of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements with MC model	184
6.18	Effects of raft construction/loading on axial force of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with HS model	184
6.19	Effects of raft construction/loading on strain of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with MC model	187
6.20	Effects of raft construction/loading on strain of tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with HS model	187
6.21	Effects of X/D ratios on strain of the tunnel lining for foundation width of 15 m, $C/D = 3$ and 3-basements, with MC and HS models	188
6.22	Effect of width of foundation on total displacement of tunnel lining for $C/D = 3$ and 3-basements, with MC model	190
6.23	Effect of width of foundation on total displacement of tunnel lining for $C/D = 3$ and 3-basements, with HS model	190
6.24	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 10 m, $C/D = 3$ and 3-basements, with MC model and HS model	191

6.25	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 20 m, $C/D = 3$ and 3-basements, with MC model and HS model	192
6.26	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 30 m, $C/D = 3$ and 3-basements, with MC model and HS model	192
6.27	Effect of width of foundation on strain of tunnel lining for $C/D = 3$ and 3-basements, with MC model	193
6.28	Effect of width of foundation on strain of tunnel lining for $C/D = 3$ and 3-basements, with HS model	194
6.29	Effects of X/D ratios on strain of the tunnel lining for foundation width of 10 m, $C/D = 3$ and 3-basements, with MC model and HS model	195
6.30	Effects of X/D ratios on strain of the tunnel lining for foundation width of 20 m, $C/D = 3$ and 3-basements, with MC model and HS model	195
6.31	Effects of X/D ratios on strain of the tunnel lining for foundation width of 30 m, $C/D = 3$ and 3-basements, with MC model and HS model	196
6.32	Effect of width of foundation on total displacement of tunnel lining for $C/D = 3$ and 2-basements, with HS model	197
6.33	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 10 m, $C/D = 3$ and 2-basements, with MC model and HS model	198
6.34	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 15 m, $C/D = 3$ and 2-basements, with MC model and HS model	198
6.35	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 20, $C/D = 3$ and 2-basements, with MC and HS models	199

6.36	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 30 m, $C/D = 3$ and 2-basements, with MC model and HS model	199
6.37	Effect of width of foundation on strain of tunnel lining for $C/D = 3$ and 2-basements, with HS model	200
6.38	Effects of X/D ratios on strain of the tunnel lining for foundation width of 10 m, $C/D = 3$ and 2-basements, with MC model and HS model	201
6.39	Effects of X/D ratios on strain of the tunnel lining in MC model and HS model for foundation width of 15 m with $C/D = 3$ and 2-basements	201
6.40	Effects of X/D ratios on strain of the tunnel lining for foundation width of 20 m, $C/D = 3$ and 2-basements, with MC model and HS model	202
6.41	Effects of X/D ratios on strain of the tunnel lining in MC model and HS model for foundation width of 30 m with $C/D = 3$ and 2-basements	202
6.42	Combined Effect of 2-basements and 3-basements for width of foundation on total displacement of tunnel lining, $C/D = 3$ at raft loading (Stage-10), with HS model	204
6.43	Combined Effect of 2-basements and 3-basements for width of foundation on strain of tunnel lining, $C/D = 3$ at raft loading (Stage-10), with HS model	205
6.44	Effect of width of foundation on total displacement of tunnel lining for $C/D = 1$ and 3-basements, with HS model	206
6.45	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 10 m, $C/D = 1$ and 3-basements, with MC model and HS model	207
6.46	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 15 m, $C/D = 1$ and 3-basements, with MC model and HS model	207

6.47	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 20 m, $C/D = 1$ and 3-basements, with MC model and HS model	208
6.48	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 30 m, $C/D = 1$ and 3-basements, with MC model and HS model	208
6.49	Effect of width of foundation on strain of tunnel lining for $C/D = 1$ and 3-basements, with HS model	209
6.50	Effects of X/D ratios on strain of the tunnel lining for foundation width of 10 m, $C/D = 1$ and 3-basements, with MC model and HS model	210
6.51	Effects of X/D ratios on strain of the tunnel lining for foundation width of 15 m, $C/D = 1$ and 3-basements, with MC model and HS model	210
6.52	Effects of X/D ratios on strain of the tunnel lining for foundation width of 20 m, $C/D = 1$ and 3-basements, with MC model and HS model	211
6.53	Effects of X/D ratios on strain of the tunnel lining for foundation width of 30 m, $C/D = 1$ and 3-basements, with MC model and HS model	211
6.54	Effect of width of foundation on total displacement of tunnel lining for $C/D = 1$ and 2-basements, with HS model	212
6.55	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 10 m, $C/D = 1$ and 2-basements, with MC model and HS model	213
6.56	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 15 m, $C/D = 1$ and 2-basements, with MC model and HS model	213
6.57	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 20 m, $C/D = 1$ and 2-basements, with MC model and HS model	213

6.58	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 30 m, $C/D = 1$ and 2-basements in MC model and HS model	214
6.59	Effect of width of foundation on strain of tunnel lining for $C/D = 1$ and 2-basements, with HS model	215
6.60	Effects of X/D ratios on strain of the tunnel lining for foundation width of 10 m for $C/D = 1$ and 2-basements, with MC model and HS model	215
6.61	Effects of X/D ratios on strain of the tunnel lining for foundation width of 15 m, $C/D = 1$ and 2-basements, with MC model and HS model	216
6.62	Effects of X/D ratios on strain of the tunnel lining for foundation width of 20 m, $C/D = 1$ and 2-basements, with MC model and HS model	216
6.63	Effects of X/D ratios on strain of the tunnel lining for foundation width of 30 m, $C/D = 1$ and 2-basements, with MC model and HS model	216
6.64	Combined Effect of 2-basements and 3-basements with width of foundation on total displacement of tunnel lining for $C/D = 1$ at raft loading (Stage-10), with HS model	218
6.65	Combined Effect of 2-basements and 3-basements with width of foundation on strain of tunnel lining for $C/D = 1$ at raft loading (Stage-10), with HS model	218
6.66	Effect of width of foundation on total displacement of tunnel lining for $C/D = 2$ and 3-basements, with HS model	219
6.67	Effects of total displacement with X/D ratio for foundation width of 10 m, $C/D = 2$ and 3-basements, with MC model and HS model	220
6.68	Effects of total displacement with X/D ratio for foundation width of 15 m, $C/D = 2$ and 3-basements, with MC model and HS model	221
6.69	Effects of total displacement with X/D ratio for foundation width of 20, $C/D = 2$ and 3-basements, with MC model and HS model	221

6.70	Effects of total displacement with X/D ratio for foundation width of 30 m, $C/D = 2$ and 3-basements, with MC model and HS model	221
6.71	Effect of width of foundation on strain of tunnel lining for $C/D = 2$ and 3-basements, with HS model	222
6.72	Effects of strain with X/D ratio for foundation width of 10 m, $C/D = 2$ and 3-basements, with MC model and HS model	223
6.73	Effects of strain with X/D ratio for foundation width of 15 m, $C/D = 2$ and 3-basements, with MC model and HS model	223
6.74	Effects of strain with X/D ratio for foundation width of 20 m, $C/D = 2$ and 3-basements, with MC model and HS model	224
6.75	Effects of strain with X/D ratio for foundation width of 30 m, $C/D = 2$ and 3-basements, with MC model and HS model	224
6.76	Effect of width of foundation on total displacement of tunnel lining for $C/D = 2$ and 2-basements, with HS model	225
6.77	Effects of total displacement with X/D ratio for foundation width of 10 m, $C/D = 2$ and 2-basements, with MC model and HS model	225
6.78	Effects of total displacement with X/D ratio for foundation width of 15 m, $C/D = 2$ and 2-basements, with MC model and HS model	226
6.79	Effects of total displacement with X/D ratio for foundation width of 20 m for $C/D = 2$ and 2-basements, with MC model and HS model	226
6.80	Effects of total displacement with X/D ratio for foundation width of 30 m, $C/D = 2$ and 2-basements, with MC model and HS model	226
6.81	Effect of width of foundation on Strain of tunnel lining for $C/D = 2$ and 2-basements, with HS model	227
6.82	Effects of strain with X/D ratio for foundation width of 10 m, $C/D = 2$ and 2-basements, with MC model and HS model	227
6.83	Effects of strain with X/D ratio for foundation width of 15 m, $C/D = 2$ and 2-basements, with MC model and HS model	228
6.84	Effects of strain with X/D ratio for foundation width of 20 m, $C/D = 2$ and 2-basements, with MC model and HS model	228

6.85	Effects of strain with X/D ratio for foundation width of 30 m, $C/D = 2$ and 2-basements, with MC model and HS model	228
6.86	Combined Effect of 2-basements and 3-basements with width of foundation on total displacement of tunnel lining for $C/D = 2$ at raft loading (Stage-10), with HS model	229
6.87	Combined Effect of 2-basements and 3-basements with width of foundation on Strain of tunnel lining for $C/D = 2$ at raft loading (Stage-10), with HS model	230
6.88	Effect of width of foundation on total displacement of tunnel lining for $C/D = 4$ and 3-basements, with in HS model	231
6.89	Effects of total displacement with X/D ratio for foundation width of 10 m, $C/D = 4$ and 3-basements, with MC model and HS model	231
6.90	Effects of total displacement with X/D ratio for foundation width of 15 m, $C/D = 4$ and 3-basements, with MC model and HS model	232
6.91	Effects of total displacement with X/D ratio for foundation width of 20 m, $C/D = 4$ and 3-basements, with MC model and HS model	232
6.92	Effects of total displacement with X/D ratio for foundation width of 30 m, $C/D = 4$ and 3-basements, with MC model and HS model	232
6.93	Effect of width of foundation on strain of tunnel lining for $C/D = 4$ and 3-basements, with HS model	233
6.94	Effects of strain with X/D ratio for foundation width of 10 m, $C/D = 4$ and 3-basements, with MC model and HS model	233
6.95	Effects of strain with X/D ratio for foundation width of 15 m, $C/D = 4$ and 3-basements, with MC model and HS model	234
6.96	Effects of strain with X/D ratio for foundation width of 20 m, $C/D = 4$ and 3-basements, with MC model and HS model	234
6.97	Effects of strain with X/D ratio for foundation width of 30 m, $C/D = 4$ and 3-basements, with MC model and HS model	234
6.98	Effect of width of foundation on total displacement of tunnel lining for $C/D = 4$ and 2-basements, with HS model	235

6.99	Effects of total displacement with X/D ratio for foundation width of 10 m, $C/D = 4$ and 2-basements, with MC model and HS model	235
6.100	Effects of total displacement with X/D ratio for foundation width of 15 m, $C/D = 4$ and 2-basements, with MC model and HS model	236
6.101	Effects of total displacement with X/D ratio for foundation width of 20 m, $C/D = 4$ and 2-basements, with MC model and HS model	236
6.102	Effects of total displacement with X/D ratio for foundation width of 30 m, $C/D = 4$ and 2-basements, with MC model and HS model	236
6.103	Effect of width of foundation on strain of tunnel lining for $C/D = 4$ and 2-basements, with HS model	237
6.104	Effects of strain with X/D ratio for foundation width of 10 m for $C/D = 4$ and 2-basements, with MC model and HS model	237
6.105	Effects of strain with X/D ratio for foundation width of 15 m, $C/D = 4$ and 2-basements, with MC model and HS model	238
6.106	Effects of strain with X/D ratio for foundation width of 20 m, $C/D = 4$ and 2-basements, with MC model and HS model	238
6.107	Effects of strain with X/D ratio for foundation width of 30 m, $C/D = 4$ and 2-basements, with MC model and HS model	238
6.108	Combined effect of 2-basements and 3-basements with width of foundation on total displacement of tunnel lining for $C/D = 4$ at raft loading (Stage-10), with HS model	239
6.109	Combined effect of 2-basements and 3-basements with width of foundation on strain of tunnel lining for $C/D = 4$ at raft loading (Stage-10), with HS model	240
7.1	Schematic diagram of the whole model	242
7.2	Outline of the model and structural elements	243
7.3	Typical FE Mesh in 3D analysis	244
7.4	Effects of raft foundation construction/loading on total displacement vector for foundation width of 20 m and length of 60 m, $C/D = 3$ and 3-basements at $X/D = 0.5$ (scaled up to 75 times)	252

7.5	Effects of raft construction/loading on total displacement contours along the tunnel lining for foundation width of 20 m and length of 60 m, $C/D = 3$ and 3-basements at $X/D = 0.5$	254
7.6	Effects of raft foundation construction/loading on total deformation of tunnel lining for foundation width of 20 m and length of 60 m, $C/D = 3$ and 3-basements (scaled up to 500 times)	256
7.7	Effects of raft foundation construction/loading on deformed shape of tunnel lining for foundation width of 20 m and length of 60 m, $C/D = 3$ and 3-basements at $X/D = 0.5$ (scaled up to 500 times)	259
7.8	Effects of raft foundation construction/loading on total displacement along tunnel lining for foundation width of 20 m and length of 60 m, $C/D = 3$ and 3-basements at $X/D = 0.5$ (scaled up to 500 times)	260
7.9	Effects of raft construction/loading on total displacement of tunnel lining with Y/D ratio for foundation width of 20 m and length of 60 m, $C/D = 3$ and 3-basements at $X/D = 0.5$	262
7.10	Effects of raft construction/loading on total displacement of tunnel lining for foundation width of 20 m and length of 60 m, $C/D = 3$ and 3-basements at $X/D = 0.5$	263
7.11	Effects of raft construction/loading on total displacement for foundation width of 20 m and length of 60 m with various X/D ratios, $C/D = 3$ and 3-basements	264
7.12	Effects of X/D ratios on total displacement of the tunnel lining for foundation width of 20 m and length of 60 m due to basement raft excavation (Stage-2) RE and Raft loading (Stage-10) RL, $C/D = 3$ and 3-basements	265
7.13	Effects of raft construction/loading on strain of tunnel lining with respect to Y/D ratio for foundation width of 20 m and length of 60 m, $C/D = 3$ and 3-basements at $X/D = 0.5$	267

7.14	Effects of raft construction/loading on strain of tunnel lining with Y/D ratio for foundation width of 20 m and length of 60 m $C/D = 3$ and 3-basements at $X/D = 0.5$	268
7.15	Effects of raft construction/loading on strain for foundation width of 20 m and length of 60 m with various X/D ratios, $C/D = 3$ and 3-basements	269
7.16	Effects of X/D ratios on strain of the tunnel lining for foundation width of 20 m and length of 60 m for basement raft excavation (Stage-2) RE and Raft loading (Stage-10) RL, $C/D = 3$ and 3-basements	270
7.17	Effect of length of foundation on total displacement of tunnel lining for the foundation width of 10 m for various X/D ratios, $C/D = 3$ and 3-basements	271
7.18	Effect of length of foundation on total displacement of tunnel lining for the foundation width of 20 m for various X/D ratios, $C/D = 3$ and 3-basements	273
7.19	Combined effect of length and width of raft foundation on total displacement of tunnel lining due to final loading (stage 10) for various X/D ratios, $C/D = 3$ and 3-basements	274
7.20	Effects of X/D ratios on total displacement of the tunnel lining for foundation length (10, 20, 30, 60) due to final loading (stage-10), $C/D = 3$ and 3-basements	274
7.21	Effects of size of foundation on total displacement of tunnel lining with Y/D ratio for raft excavation (RE) stage-2, $C/D = 3$ and 3-basements at $X/D = 0.5$	275
7.22	Effects of size of foundation on total displacement of tunnel lining with Y/D ratio for raft loading (RL) stage-10, $C/D = 3$ and 3-basements at $X/D = 0.5$	276
7.23	Effect of length of foundation on strain of tunnel lining for the foundation width of 10 m for various X/D ratios, $C/D = 3$ and 3-basements	277

7.24	Effect of Length of foundation on strain of tunnel lining for the foundation width of 20 m for various X/D ratios, $C/D = 3$ and 3-basements	278
7.25	Combined effect of length and width of raft foundation on strain of tunnel lining due to final loading (stage 10) for various X/D ratios, $C/D = 3$ and 3-basements	279
7.26	Effect of length of foundation on total displacement of tunnel lining for the foundation width of 10 m for various X/D ratios, $C/D = 3$ and 2-basements	280
7.27	Effect of length of foundation on total displacement of tunnel lining for the foundation width of 20 m for various X/D ratios, $C/D = 3$ and 2-basements	281
7.28	Combined effect of length and width of raft foundation on total displacement of tunnel lining due to final raft loading (stage 10), $C/D = 3$ and 2-basements	283
7.29	Effects of X/D ratios on total displacement of the tunnel lining for foundation length (10, 20, 30, 60) due to final loading (Stage-10), $C/D = 3$ and 2-basements	283
7.30	Effects of size of foundation on total displacement of tunnel lining with Y/D ratio for raft excavation (RE) stage-2, $C/D = 3$ and 2-basements at $X/D = 0.5$	285
7.31	Effects of size of foundation on total displacement of tunnel lining with Y/D ratio for raft loading (RL) stage-10, $C/D = 3$ and 2-basements at $X/D = 0.5$	285
7.32	Effect of basement on total displacement of tunnel lining with length and 10 m width of foundation for various X/D ratios, $C/D = 3$ and final raft loading (Stage-10)	287
7.33	Effect of basement on total displacement of tunnel lining with length and 20 m width of foundation for various X/D ratios, $C/D = 3$ and final raft loading (Stage-10)	288

7.34	Load distribution of basement loading on tunnel lining for the 20 m width of foundation for $X/D = 0.5$ and $C/D = 3$	288
7.35	Effect of length of foundation on strain of tunnel lining for the foundation width of 10 m for various X/D ratios, $C/D = 3$ and 2-basements	289
7.36	Effect of Length of foundation on strain of tunnel lining for the foundation width of 20 m for various X/D ratios, $C/D = 3$ and 2-basements	290
7.37	Combined effect of length and width of raft on strain of tunnel lining due to final raft loading (stage 10), $C/D = 3$ and 2-basements	291
7.38	Effect of basement on strain of tunnel lining with length and 10 m width of foundation for various X/D ratios, $C/D = 3$ and final raft loading (Stage-10)	292
7.39	Effect of basement on strain of tunnel lining with length and 20 m width of foundation for various X/D ratios, $C/D = 3$ and final raft loading (Stage-10)	293
7.40	Effect of length of foundation on total displacement of tunnel lining for the foundation width of 10 m for various X/D ratios, $C/D = 2$ and 3-basements	294
7.41	Effect of length of foundation on total displacement of tunnel lining for the foundation width of 20 m for various X/D ratios, $C/D = 2$ and 3-basements	295
7.42	Combined effect of Length and width of raft foundation on total displacement of tunnel lining due to final raft loading (stage 10), $C/D = 2$ and 3-basements	296
7.43	Effects of X/D ratios on total displacement of the tunnel lining for foundation length (10, 20, 30, 60) due to final loading (stage-10), $C/D = 2$ and 3-basements	297
7.44	Effects of size of foundation on total displacement of tunnel lining with Y/D ratio for raft excavation (RE) stage-2, $C/D = 2$ and 3-basements at $X/D = 0.5$	298

7.45	Effects of size of foundation on total displacement of tunnel lining with Y/D ratio for raft loading (RL) stage-10, $C/D = 2$ and 3-basements at $X/D = 0.5$	299
7.46	Effect of length of foundation on strain of tunnel lining for the raft width of 10 m with various X/D ratios, $C/D = 2$ and 3-basements	300
7.47	Effect of length of foundation on strain of tunnel lining for the raft width of 20 m with various X/D ratios, $C/D = 2$ and 3-basements	301
7.48	Combined effect of length and width of raft on total displacement of tunnel lining due to final raft loading (stage 10), $C/D = 2$ and 3-basements	302
7.49	Effect of length of foundation on total displacement of tunnel lining for the foundation width of 10 m for various X/D ratios, $C/D = 2$ and 2-basements	303
7.50	Effect of length of foundation on total displacement of tunnel lining for the foundation width of 20 m for various X/D ratios, $C/D = 2$ and 2-basements	304
7.51	Combined effect of length and width of raft on total displacement of tunnel lining due to final raft loading (stage 10), $C/D = 2$ and 2-basements	305
7.52	Effects of X/D ratios on total displacement of the tunnel lining for foundation length (10, 20, 30, 60) due to final loading (stage-10), $C/D = 2$ and 2-basements	306
7.53	Effects of size of foundation on total displacement of tunnel lining with Y/D ratio for raft loading (RE) stage-2, $C/D = 2$ and 2-basements at $X/D = 0.5$	307
7.54	Effects of size of foundation on total displacement of tunnel lining with Y/D ratio for raft loading (RL) stage-10, $C/D = 2$ and 2-basements at $X/D = 0.5$	308
7.55	Effect of basement on total displacement of tunnel lining with length and 10 m width of foundation for various X/D ratios, $C/D = 2$ and final raft loading (Stage-10)	310

7.56	Effect of basement on total displacement of tunnel lining with length and 20 m width of foundation for various X/D ratios, $C/D = 2$ and final raft loading (Stage-10)	311
7.57	Load distribution of basement loading on tunnel lining for the 20 m width of foundation for $X/D = 0.5$ and $C/D = 2$	311
7.58	Effect of length of foundation on strain of tunnel lining for the foundation width of 10 m for various X/D ratios, $C/D = 2$ and 2-basements	312
7.59	Effect of length of foundation on strain of tunnel lining for the foundation width of 20 m for various X/D ratios, $C/D = 2$ and 2-basements	313
7.60	Combined effect of length and width of raft on strain of tunnel lining due to final raft loading (stage 10), $C/D = 2$ and 2-basements	314
7.61	Effect of basement on strain of tunnel lining with length and 10 m width of foundation for various X/D ratios, $C/D = 2$ and final raft loading (Stage-10)	315
7.62	Effect of basement on strain of tunnel lining with length and 20 m width of foundation for various X/D ratios, $C/D = 2$ and final raft loading (Stage-10)	316

LIST OF TABLES

Table No.	Table Caption	Page No.
1.1	Building Damage Classification (after Burland et al., 1977 and Boscarding and Cording, 1989)	5
3.1	Materials used in model tests	55
3.2	Properties of Yamuna Sand Used in the Study	57
3.3	E_{50} of Yamuna sand at different confining stresses	59
3.4	Properties of HDPE	61
3.5	Properties of steel	62
3.6	Scaling laws (Wood 2004)	63
3.7	Calculations for floor load on a raft	64
3.8	Properties of steel and concrete used for the design	65
3.9	Embedment depth (De) required with excavation depth (H)	76
3.10	Clear edge distance between the raft and tunnel	85
3.11	Various stages and loading used in experiments (scale factor 40)	86
3.12	Experimental program	86
4.1	Renumbering of construction stages for model tests and FE analysis	91
5.1	Properties of the soil used for validation	121
5.2	Properties of Yamuna sand	130
5.3	Properties of Yamuna sand used for calibration of MC Model	146
5.4	Properties of Yamuna sand used for calibration of HS Model	146

6.1	Properties of the Delhi Silt (MC Model)	152
6.2	Properties of the Delhi silt (HS Model)	153
6.3	Properties of the tunnel lining, Raft, Retaining wall and Sheet pile wall	155
6.4	Calculations for floor load on raft	156
6.5	Possible configuration of raft foundation	157
6.6	Properties of the tunnel Strut/anchor	158
6.7	Stages of construction	161
6.8	Renumbering of construction stages	163
6.9	Parameters varied in 2D-FE analysis	165
7.1	Boundary Conditions	244
7.2	Properties of the tunnel lining, raft, retaining wall and sheet pile	246
7.3	Properties of the tunnel Strut and counterfort	247
7.4	Renumbering of construction stages for plotting purpose	248
7.5	Raft dimension for different cases	249
7.6	Parametric Numerical analysis (3D)	250

NOTATAIONS

Units

$^{\circ}$	Degree
c	Centi
ft	Feet
g	Gram
g	Acceleration due to gravity
G	Giga
k	Kilo
M	Mega
m	meter
mm	millimetre
μ	Micron
N	Newton
Pa	Pascal
rpm	Rotations per minute
s	Seconds

Nomenclature

A_{sup} ,	Average area of Support (tunnel lining) cross-section per unit length
AF	axial force
B	Width of raft
B_{bsmt}	Basements
BM	Bending moment
C	Cover depth
$c = c_{ref}$	Cohesion
c'	Effective cohesion
ϕ	Angle of friction
ϕ'	Effective friction angle
ψ	Dilatancy angle

C_u	Coefficient of Uniformity
c_u	Undrained cohesion
C_c	Coefficient of Curvature
C^*	Compressibility Ratio
CD	Consolidated Drained Test
D	Diameter of prototype tunnel
D_e	Depth of embedment
D_m	Diameter of Model tunnel
D_r	Relative Density
DCM	Displacement Control Model
DMRC	Delhi Metro Rail Corporation
2D	Two-Dimensional
3D	Three-Dimensional
EPBM	Earth Pressure Balancing Machine
E	Young's Modulus of elasticity
E_u	Undrained modulus of soil
E_0	Initial tangent modulus of the soil
E_s	Deformation modulus of soil
E_{sup}	Young's Modulus of elasticity of support/tunnel lining
E_{st}	Young's Modulus of elasticity of steel
E_c	Young's Modulus of elasticity of concrete
E_{50}	Secant modulus at 50% strength
E_{50}^{ref}	Reference secant modulus
E_{oed}	Stress-dependent oedometer modulus
E_{oed}^{ref}	Reference Oedometer modulus
E_u	Undrained Young's modulus
E_{ur}	Unloading - reloading modulus
E_{ur}^{ref}	Reference unloading-reloading modulus
E_{HDPE}	Young's Modulus of elasticity of HDPE material
EI	Bending stiffness

$(EI)_P$	Bending stiffness of prototype
$(EI)_p$	Bending stiffness of model
EA	Axial stiffness
Exp	Experiment
f_c	Strength of concrete
f_y	Yield strength of steel
F^*	Flexibility ratio
$F_{max,Comp}$	Maximum axial compressive force
$F_{max,tens}$	Maximum axial tensile force
FE	Finite element
FAB	Finite and Boundary Element Model
FEM	Finite Element Method
G	Shear Modulus
G_s	Specific gravity
GM	Gravels with sand
h	Depth of tunnel horizontal axis level;
H	Depth of excavated soil
H_e	Depth of excavation
HDPE	High-Density Polyethylene
HS	Hardening soil constitutive model
$I_3 = I_2$	Moment of the Inertia
I_{sup}	Moment of the Inertia of Support (Tunnel Lining) Cross-section per Unit Length
K_0	Jaky's coefficient for in-situ stress.
L	Length
L_{de}	Length of the Unlined Zone
L_s	Out of plane spacing
m	Power of stress-level dependency of stiffness
M	Grade Mix
MC	Mohr-Coulomb
MCC	Modified Cam Clay

MRTS	Mass Rapid Transport System
MTS	Metro Jet System
ML-CL	Clayey sandy silt
ML-CL	Silty sand
N	Standard penetration value
n	Scale Factor
NATM	New Austrian Tunnelling Methods
NP	Non Plastic
N_c, N_q, N_r	Bearing Capacity Factors
N_b	Number of Basements
p	uniform pressure applied at the tunnel face
p^{ref}	Reference confining pressure
PIV	Particle Image Velocimetry Technique
PI	Plastic Index
ν	Poisson's Ratio
ν_{sup}	Poisson's Ratio for Support/Tunnel lining
ν_{ur}	Unloading-reloading Poisson's ratio
PVC	Polyvinyl Chloride
RCC	Reinforcement Cement Concrete
P	Primary
PGA	Peak Ground Acceleration
q_u	Ultimate Bearing Capacity
R	Tunnel Radius
RCC	Reinforced Cement Concrete
R_{int}	Strength factor/ Interface properties
R	Tunnel radius
RT	Right tunnel
RE	Basement raft excavation stage
RL	Final Raft Loading Stage
S	Number of Storeys
$s_{u,ref}$	Reference undrained shear strength of soil

SM-ML	Sandy silt with gravels
SF	Shear Force
SP	
T	Time
TBM	Tunnel Boring Machine
USCS	Unified Soil Classification System
X	Clear Distance from the Edge of Raft and tunnel Surface
x	lateral distance from tunnel centerline
X/D_m	Normalised Distance perpendicular to the model tunnel axis
X/D	Normalised Distance perpendicular to the prototype tunnel axis
Y	Distance Measured along the Length of Tunnel From Cross Section of The Tunnel Passing through the Center Line of Raft
Y/D_m	Normalised Distance along the model tunnel axis
Y/D	Normalised Distance along the prototype tunnel axis
z	Depth below ground surface
ZT1 (Crown-D)	Circumferential Strain at Crown,
ZT2(Crown-L)	Longitudinal Strain at Crown,
ZR1 (Right SL-D)	Circumferential Strain at Right Spring Level
ZR2 (Right SL-L)	Longitudinal Strain at Right Spring Level
ZB1 (Invert-D)	Circumferential Strain at Invert Level
ZB2 (Invert-L)	Longitudinal Strain at Invert Level
ZL1 (Left RL-D)	Circumferential Strain at Left Spring Level
ZL2 (Left RL-L)	Longitudinal Strain at Left Spring Level
Δ_{tp}	Distance Between the Centre of the Tunnel and the Pile Axis
i_{tp}	The Distance Between the Pile Tip and the Tunnel Spring-Line
Δ_{fp}	Distance Between the Tunnel Face and the Pile Axis
α_{dec}	Ratio of Stress Release
ρ_{st}	Density of steel
γ	Unit Weight of Soil
γ_{unsat}	Unsaturated Unit Weight of Soil

γ_{sat}	Saturated Unit Weight of Soil
γ_{xy}	Shear strain
σ_1	Major principal stress
σ_3	Minor principal stress
$\sigma_1 - \sigma_3$	Deviatoric stress
σ_3'	Average effective minor principal stress
σ_{xx}	Stress in X-Direction
σ_{yy}	Stress in Y-Direction
σ_{zz}	Stress in Z-Direction
$\sigma_{xy} = \sigma_{yx}$	Stress in XY-Plane
$\sigma_{yz} = \sigma_{zy}$	Stress in ZY-Plane
$\sigma_{zx} = \sigma_{xz}$	Stress in XZ-Plane
$\varepsilon = \varepsilon_1$	Strain
ε	Ground loss ratio
ε^e	Elastic Strain
ε^p	Plastic Strain
L_{lin}	Distance Advanced by Tunnel Face in Each Step
L_{dec}	Length of the Unlined Zone
α_{dec}	Ratio of stress release
p	Uniform Pressure Applied at Tunnel Face
0.5Dm-EXP, 0.75Dm-EXP, 1.0Dm-EXP	Experimental Values when $X/D_m = 0.5, 0.75$ and 1.0
$X/D_m = 0.5$ -Exp $X/D_m = 0.75$ -Exp $X/D_m = 1.0$ -Exp	Experimental values when $X/D_m = 0.5, 0.75$ and 1.0
$X/D_m = 0.5$ -2D $X/D_m = 0.75$ -2D $X/D_m = 1.0$ -2D	PLAXIS 2D values when $X/D_m = 0.5, 0.75$ and 1.0

$X/D_m = 0.5$ -3D

$X/D_m = 0.75$ -3D PLAXIS 3D values when $X/D_m = 0.5, 0.75$ and 1.0

$X/D_m = 1.0$ -3D

$0.5D_m$ -P3D

$0.75D_m$ -P3D PLAXIS 3D values when $X/D_m = 0.5, 0.75$ and 1.0

$1.0D_m$ -P3D