

越江隧道泥水盾构施工引起地层移动的有限元分析([PDF](#))

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Title: Finite Element Analysis of Soil Movements Due to Slurry Shield Tunnelling for River Crossing Soft Clay Highway

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摘要: 以武汉越江公路隧道为工程背景, 建立了考虑衬砌结构与土体变形耦合作用的分析模型, 并对单洞、双洞开挖进行了有限元分析。模拟结果表明: 与有限元分析最大沉降相比较, Peck公式的预测值一般偏大; 在相同埋深的情况下, 单洞和双洞开挖引起的地面水平槽的峰值先后出现在3个区域, 而这3个区域对于建筑物来说是最危险的区域; 随着隧道埋深的增加, 地面移动槽的宽度增大但峰值减小, 沉降槽峰值位置不变, 而水平槽最终峰值位置远离两隧道中心, 即对于地面建筑物最危险的区域随着隧道埋深而变化。此结论可为设计、施工提供参考。

Abstract: Aiming at the river crossing highway tunnels in Wuhan and taking the lining construction and soil deformation coupling effects into account, two finite element models are established for single tunnel and twin tunnel excavation. A comparison between the finite element analysis and the Peck's empirical formula indicates that the predicted maximum settlement value from Peck's formula generally tends to larger. It is concluded that under the same depth, the peak values of the ground horizontal movement trough caused by single tunnel and twin tunnel digging appear sequentially in three regions which are the most dangerous for ground structures; while the tunnel depth gets deeper, the width of ground movement trough increases but the peak values decreases, the position of the settlement trough remains constant, and the final peak value of the horizontal movement trough gets apart from the centre of two tunnels, which implies that the most dangerous region varies with tunnel

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