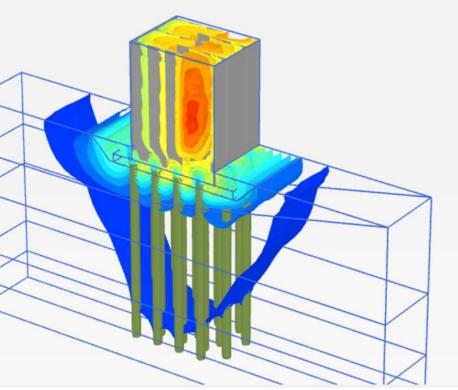
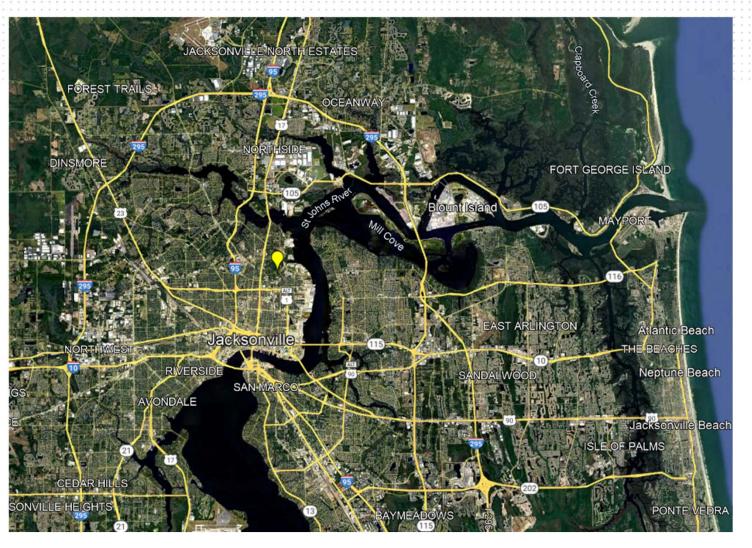
Rigid Inclusion Supported Rail Embankment on Soft Organics





Venkata Muppana, P.E. John Myers, P.E.







Location: Jacksonville, FL

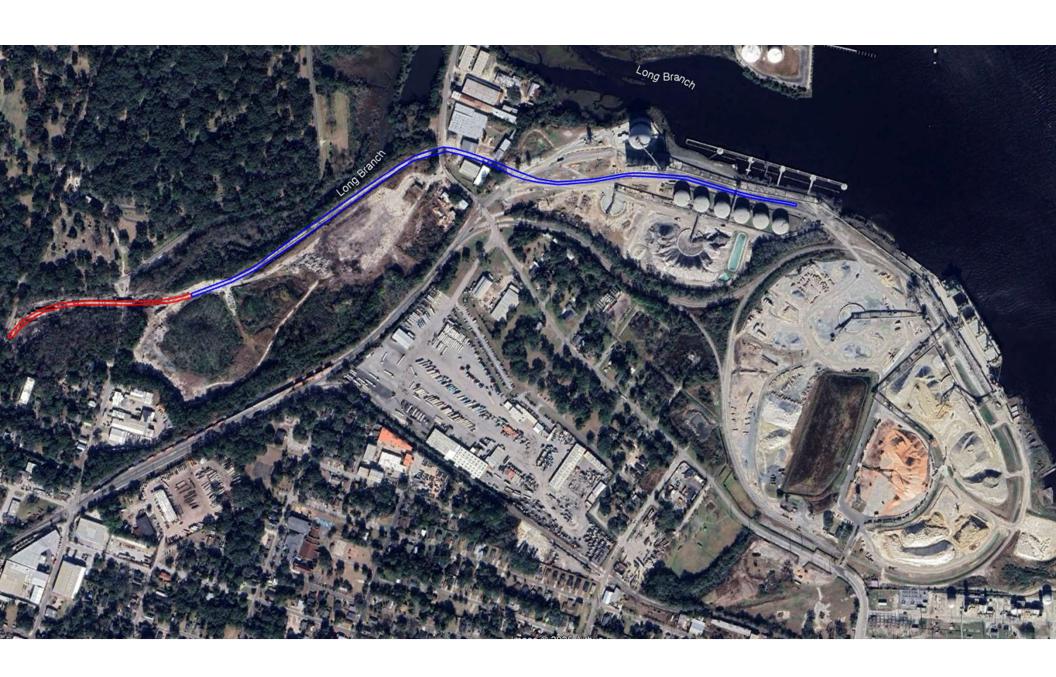
Rail line to connect existing Keystone Properties terminal facility to existing CSX rail

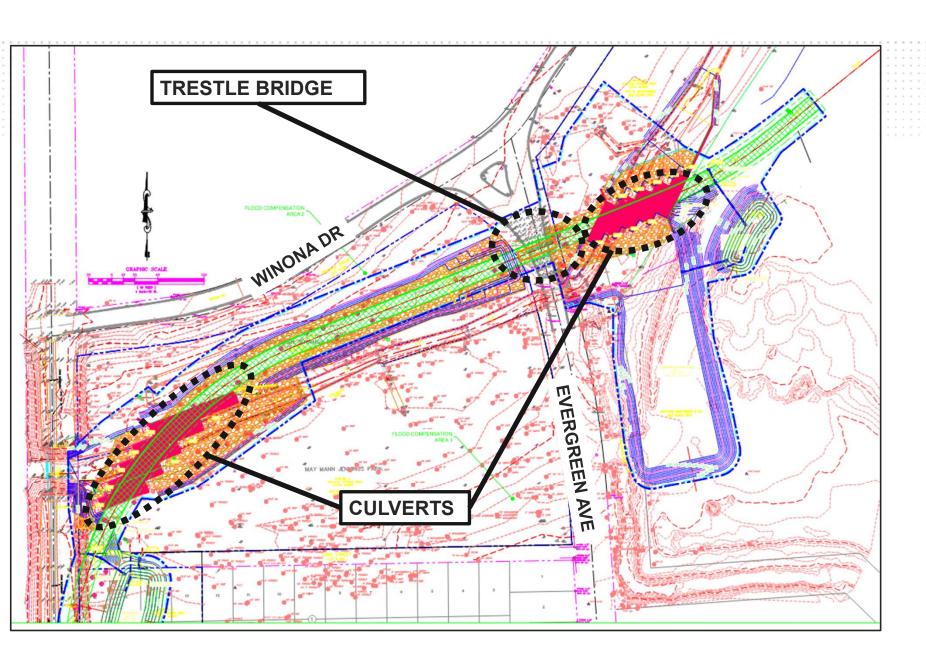
T-Wall (Pre-cast Modular Gravity wall) supported over Rigid Inclusions

Ground Improvement Area: ~1,200 LF of rail (Embankment and trestle bridge)

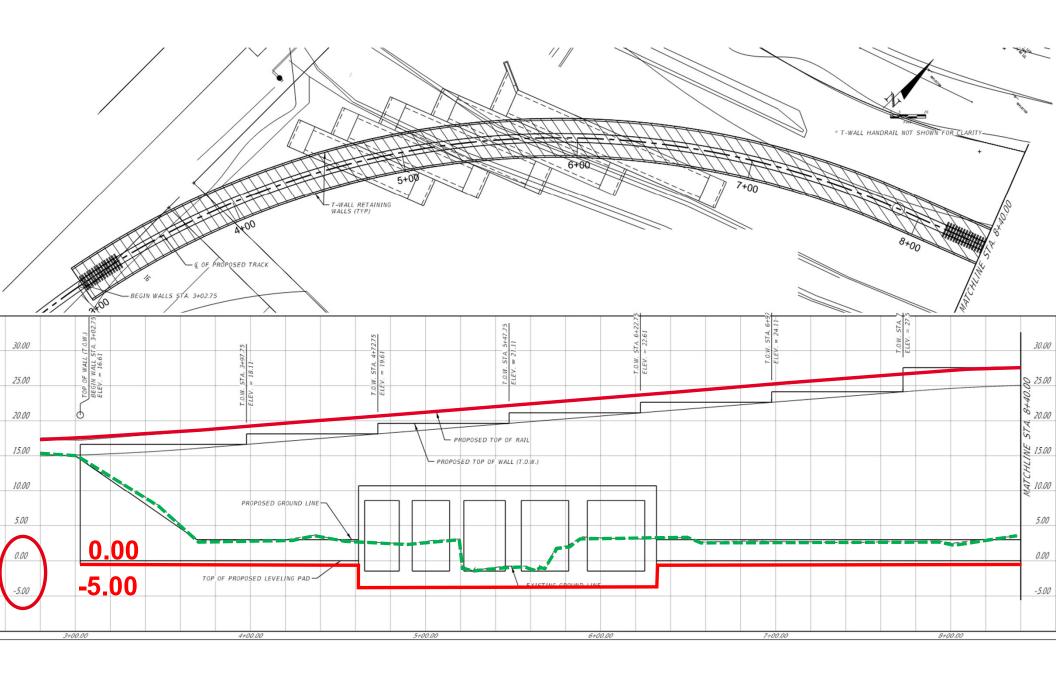
Approximately 1 mile of total new rail

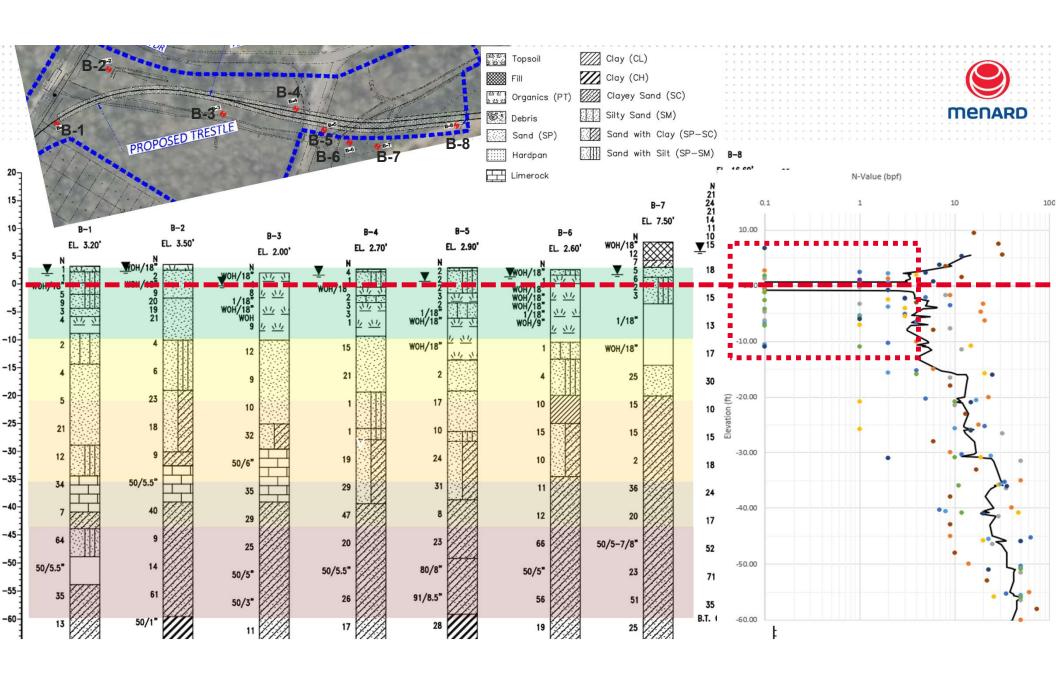
Performance Criteria: 1" Post Construction settlement











Controlled Modulus Columns*



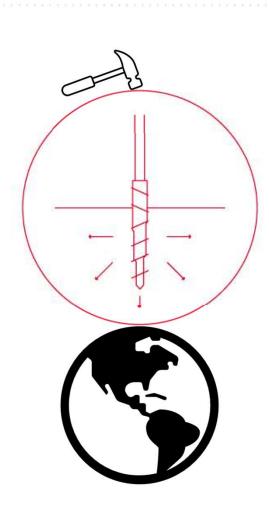
*Rigid Inclusions



CMCs: Applications

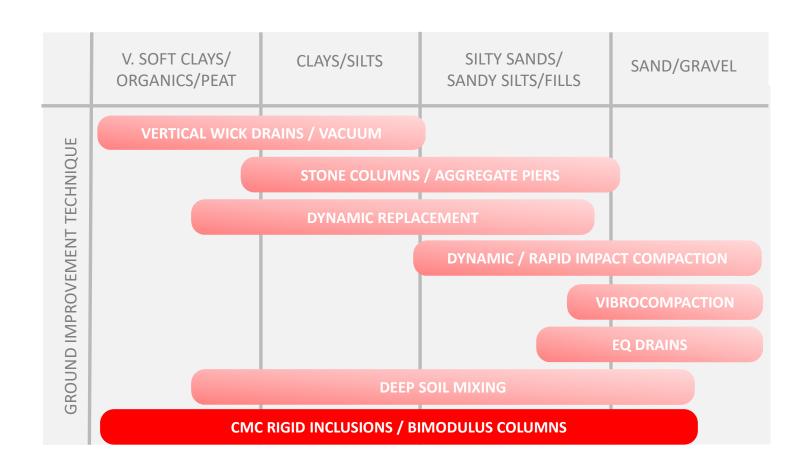


- Very soft soils
- Very deep problematic soils
- Variable soil layers
- Can accommodate heavy loads
- Contaminated sites



CMCs – Applicable Soil Types



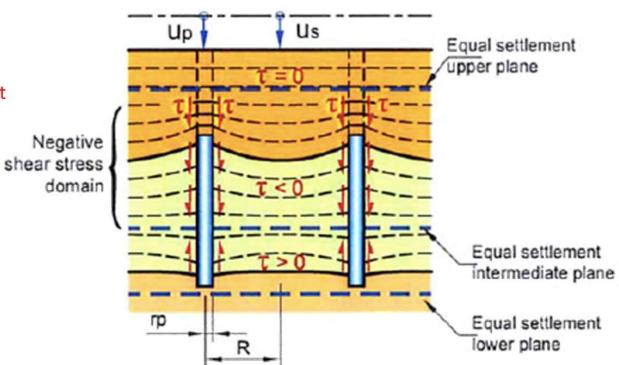


Controlled Modulus Column (CMC)™ - Rigid Inclusions



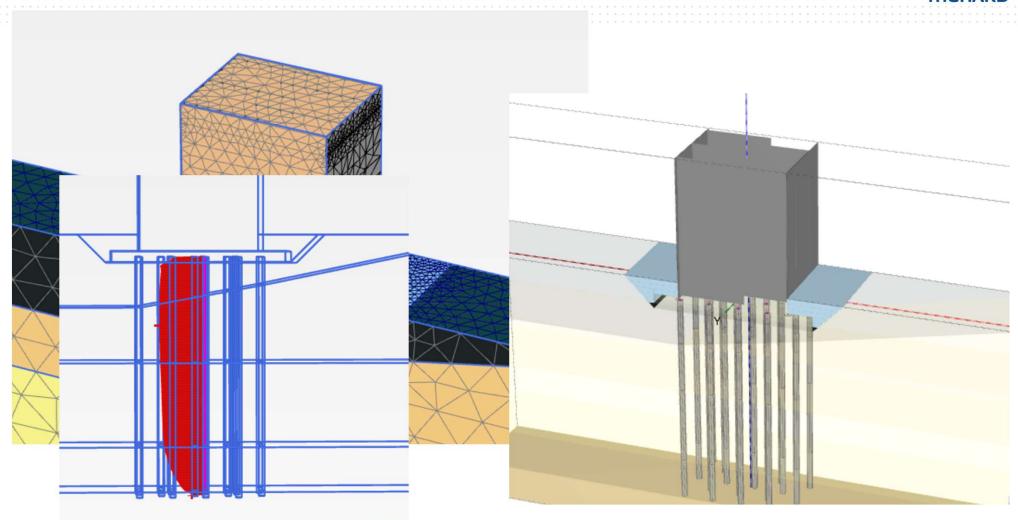
Why is it complex?

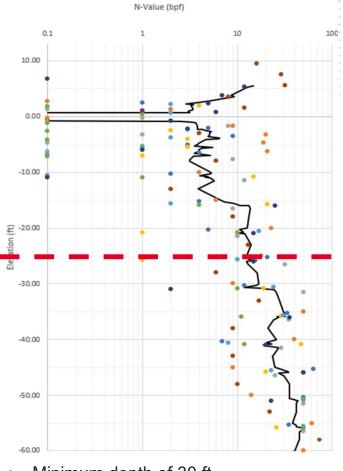
- The calculation of settlements for a structure supported by a network of rigid inclusions is not as straight-forward as the case of granular inclusion or simple, unimproved soil
- The ratio of moduli is several orders of magnitude different...
- No strain compatibility =>
 - Complex soil-structure interaction
- Service limit state calculations not easily completed by hand



How do we analyze such a complex system?







- Minimum depth of 30 ft
- 2 ft embedment of high rotary head pressure
- Every 10 columns, attempt to install deepe to verify no risk of "punching" through bearing layer



