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1 **PERFORMANCE-BASED RE-USE OF TUNNEL MUCK AS GRANULAR MATERIALS**
2 **FOR SUBGRADE AND SUBBASE FORMATION**

3
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42 **Abstract**

43 Large volumes of muck are produced in the Alpine Region and bordering areas as a result of new
44 road and railway construction. Many other initiatives along European corridors will lead to further
45 construction activity, with a consequent increase in environmental problems related to the use or
46 disposal of muck. Therefore, there is a clear opportunity for the extensive re-use of muck due to the
47 high demand for granular materials, the depletion of existing quarries, and the environmental
48 constraints preventing or delaying the opening of new quarries.

49 In this scenario, a new approach to the re-use of muck is both necessary and timely. Although many
50 typical defects deriving from its geological nature and/or from the extraction techniques employed
51 may lead to its rejection as an aggregate, these same defects are of less importance in embankment,
52 subgrade and subbase construction, and, indeed, in most cases they can be mitigated by granular or
53 chemical stabilization.

54 The investigation described here embraces this new philosophy. Starting from the chemical physical
55 characterization of seven different mucks derived from tunnelling activities on the Italian side of the
56 Alps, the paper aims to explore the potential benefits deriving from their re use as a construction
57 material. This activity has been undertaken in compliance with performance-based and performance
58 related testing protocols. Notwithstanding the unfavourable geological origin of some of the
59 considered materials, they all exhibited mechanical properties that would encourage their complete
60 re-use in infrastructure construction projects.

61

62 **Keywords:** tunnel spoil, muck, tunnel boring machine, volumetric characteristics, mechanical
63 properties, construction

64

65

66 **1. Introduction**

67 In Europe, the transportation infrastructure system is considered fundamental for the smooth
68 operation of the internal market, the mobility of people and goods, and economic and social
69 cohesion between European countries. In pursuit of this objective, the Trans-European
70 Transportation Network (TEN-T) provides roadways, railways, and airports as defined by the
71 European Union in the 1980's. In the twenty seven EU member countries 5,000,000 km of paved
72 roads, of which 65,100 km are motorways, and 212,800 km of railway lines are included (European
73 Commission, 2005). In Northern Italy, 200 km of new railway tunnels and 200 km of road tunnels
74 of more than 2,000 m in length are planned (World's Longest Tunnel Page, 2012), together with
75 new underground lines in the largest urban areas. From 2013 to 2015, the plan for the Italian
76 railway system envisages approximately 2,500 km of new infrastructures (Rete Ferroviaria Italiana,
77 2012).

78 These new constructions will lead to the excavation of a great amount of granular materials, so the
79 re-use of tunnel mucks, now considered a waste in accordance with new construction specifications,
80 could make an important contribution to the sustainable, economic and technological development
81 of European society.

82 A well-performing transportation network requires large volumes of natural resources such as soils
83 and aggregates. The European Aggregates Association indicates that in 2010 the production of
84 aggregates was of the order of 3,680 Mt, of which recycled aggregates accounted for 186 Mt (5%)
85 and crushed rock accounting for 1,929 Mt (53%). In Italy there are no figures available for the
86 percentage of recycled aggregates (European Aggregate Association, 2012). Despite the high level
87 of activity associated with the provision of infrastructures and the considerable need for resources,
88 the document on the impact assessment on European Transport Area (European Commission,
89 2011), attached great significance to the employment of environmental resources but paid very little
90 attention to the employment of mineral raw materials (soils and rocks) and their recycling and
91 re-use.

92 This paper promotes the consideration of tunnel muck as a stable and alternative source of surrogate
93 and soils. For this purpose, seven tunnel mucks with different geological origins and produced by
94 different excavation methods were considered. Although certain defects may lead to the rejection of
95 some muck as aggregate, these same defects render the muck suitable for use in embankments,
96 subgrades and pavement subbases which require large volumes of granular materials. Indeed, for
97 these applications such deficiencies are of minor importance and do not compromise the in field
98 performance of pavements.

99

100 **2. Background and literature review**

101

102 *2.1. Re-use of tunnel mucks*

103 The idea of an extensive re-use of tunnel excavated materials originated in the 1990s when growing
104 environmental and sustainability problems associated with the supply of natural aggregates became
105 one of the most important issues in civil construction (Kwan and Jardine, 1999; Gertsch et al., 2000).
106 In recent years the problem has been exacerbated due to the construction of a number of very long
107 tunnels which have generated significant quantities of muck to be disposed of, with an ensuing
108 consumption of land, economic and environmental resources. This depletion of resources is certainly
109 not sustainable in the long term. Nevertheless, in spite of the large scale impact of the problem, only a
110 limited number of experimental investigations relating to the possibility of using muck as aggregate or
111 soil surrogate have been disseminated in literature.

112 A number of these studies have focused on the effects of the excavation technique used on the
113 properties of spoils. Grunner et al. (2003) underlined that the usages of excavated materials should be
114 evaluated on the basis of the excavation driving method as this influences sweeping and the shape of
115 mucks. They noted that the use of the Tunnel Boring Machine (TBM) led to a particle size which was
116 suitable for aggregate, while the use of classical excavation methods implied that the characteristics of
117 muck depend on the physical state of the original rock mass and on the blasting technology used.

118 Some attempts have been made to assess the possibility of reusing muck as concrete aggregate
119 especially when the excavation process is carried out by means of the TBM. Using six different TBM
120 mucks, Olbrecht and Studer (1998) obtained a highly-workable concrete characterized by a greater
121 shrinkage and a lower elasticity modulus, approximately equal to 50% of that of conventional
122 concretes. Thalmann-Suter (1999) also pointed out that the recycling of excavated debris begins with
123 the choice of digging method and requires careful and continuous control of the muck produced to
124 ascertain its quality with practice-friendly test methods.

125 The possible re-use of excavation materials has also been evaluated in Austria where 32x10⁶ Mg per
126 year of muck are produced. The research by Resch et al. (2009), supported by the Austrian Research
127 Promotion Agency, highlighted that the re-use of muck depends mostly on the lithological properties
128 of the excavated rock, the demand for mineral raw materials within a defined distance from the tunnel
129 construction site, and the treatments which the tunnel mucks are subjected to after excavation.

130 In more recent years, some experience with the re-use of muck has been gained with the generation of
131 large volumes thereof during the construction of new tunnels in the Alpine region. An investigation
132 carried out at the Gotthard Base Tunnel (Lieb, 2009) analyzed spoil recycling for the production of
133 high quality concretes and shotcretes. In this case, a specific testing plan was developed to assess the
134 quality of both the raw material and the concrete mixes produced by evaluating workability time,
135 mechanical properties and durability.

136 In the Danube Lobau tunnel experience (Schröfelbauer et al., 2009) it was observed that gravel and
137 sands obtained from spoils can be used as aggregate for concrete production or as soil for
138 embankments and subgrades. Silt and clay obtained from excavations can be used instead for
139 embankment filling and backfilling (after suitable drying) depending on their plasticity.

140 Finally, Bourdin and Monin (2009) working on material extracted from the shafts of the Lyon-Turin
141 high-speed railway, also remarked on all the different usages for excavated material. Depending on
142 spoil characteristics, they identified three distinct quality classes for the production of concrete
143 aggregates, of soil surrogates for embankments, and finally for disposal into deposit areas. They also

144 noted that the extensive recycling of excavated debris could lead to significant benefits including a
145 reduction in the area required for deposit, a reduction in the cost of aggregates and embankment
146 materials, and above all lower CO₂ emissions.

147 As a result of the literature review, it can be noted that past experiences are centred on the evaluation of
148 a unique source of muck in the construction of outstanding infrastructures. Moreover, most of the
149 papers focus on the recycling of the most valuable part of mucks which is normally used solely in the
150 production of cement mixtures, while limited attention is devoted to the total volume of excavated
151 materials. Finally, the testing protocols considered in the experimental investigations are performance
152 related tests that cannot lead to a re-use of muck based on a rationale approach.

153

154 *2.2. Recycling and Construction Specifications*

155 The common purpose in the management of large quantities of tunnel muck is their recycling in
156 order to provide surrogate gravel for constructions. To obtain satisfactory mechanical properties in
157 line with those exhibited normally by granular materials, tunnel muck should be first selected and
158 then treated to improve size distribution and shape, breaking down flat and elongated particles into
159 more polyhedral ones (Thalman-Suter, 1997). This operation is necessary to obtain a more suitable
160 material which can increase in value when its use passes from embankments, to subgrades,
161 subbases, or better still to bituminous and/or cementitious mixtures used for pavements and
162 constructions.

163 The European Directive 2008/98/EC (European Parliament and The Council of the European
164 Union, 2008) considers tunnel mucks as waste material only, even when employed in other
165 construction sites. Conversely, according to the recent European Communications on Prevention
166 and Recycling of Waste (European Commission, 2011b), one of the main expected achievements of
167 the European waste strategy is a reduction in the level of waste generated and, indeed, its use as a
168 resource. With regard to material availability, the construction and industrial sectors are now facing
169 a general depletion in the levels of traditional raw materials. The problems involve both the quantity

170 of raw material produced as well as their quality and are caused by the exhaustion of good quality
171 raw material quarries and the opening of quarries producing low to medium quality raw materials
172 (Commission of the European Communities, 2005 and 2008). The need for treatments and higher
173 transportation costs are playing a major role in the construction and industrial economy. From this
174 point of view, the use of tunnel muck represents an important step towards the much heralded goal
175 of sustainable development.

176 Two general markets exist for tunnel muck: the first one is very small and internal to the
177 construction site of origin in which it is viewed as a construction material; the second one is the
178 global “aggregate and soil market” which is external and larger but where the muck is deemed to be
179 waste. Only small quantities of muck can be employed in the same site from which it has been
180 excavated, so the second destination is prevalent. In this case, every national regulation attributes a
181 specific sub classification to excavated rocks and soils. In Italy, for example, new norms are set to
182 be introduced in which non hazardous excavated waste materials will be classified as by-products or
183 secondary raw materials, facilitating their direct employment.

184 During tunnel excavation, only small quantities of excavated materials are of good quality, while
185 the largest part is normally considered to be low quality and consequently employed in non
186 structural applications or, more frequently, disposed of in landfill or dumping sites. As a
187 consequence, good tunnel mucks have a negligible value. The idea of an extensive recycling of
188 excavated materials dovetails with the consistently high demand for granular materials. Moreover,
189 in many regions most of the quarries are close to exhaustion, while new quarries cannot be opened
190 as a result of environmental constraints. Currently, in Northern Italy, up to 50% of granular
191 materials employed in the formation of embankments and unbound granular layers of pavements
192 derive from the recycling of construction and demolition waste.

193 In light of the abovementioned considerations, two main questions arise: is there the possibility to
194 broaden the use of alternative granular materials, such as tunnel mucks, in the field of civil

195 constructions? And secondly: does the attainment of this objection necessitate the adoption of
196 different construction specifications?

197 Most of the difficulties encountered in the use of alternative materials centre on the type of
198 specification stipulated in contracts (AASHTO Highway Subcommittee on Construction, 2003).
199 Typically, “quality assurance” (QA) or “performance-related” (PR) specifications are used in the
200 selection of road materials. In these two cases, material typology and acceptance limits are rigidly
201 imposed in order to guarantee the use of specific materials, the selection of which depends
202 exclusively on the judgment from an engineering point of view of test results on several
203 representative samples. This approach is based on the idea that the quality of each single material
204 can ensure the designated performance of the entire structure throughout its service life. In the case
205 of PR specifications, only key parameters that demonstrate an empirical correlation with
206 fundamental engineering properties are considered. Through the use of QA/PR specifications, the
207 expected performances can be easily achieved by traditional materials.

208 On the other hand, “performance-based” (PB) specifications are rarely used in contracts (AASHTO
209 Highway Subcommittee on Construction, 2003). They establish desired levels of fundamental
210 engineering properties that must be reached to ensure the design life. Properties like resilient
211 modulus and permanent deformation resistance are taken into account and used in mathematical
212 models to calculate performance variables such as stress, strain, or distress levels under the
213 prevailing traffic, environmental and structural conditions. As a result, the expected performance
214 can be achieved by using any traditional, innovative or recycled materials. Therefore, the use of PB
215 specifications does not preclude the use of any granular waste or by-products like tunnel muck.

216

217 **3. Objectives and methodology**

218 In 2007, with the target of exploring new possibilities in the realm of muck recycling, the Regione
219 Piemonte financed the Remuck Project, which was developed by the Politecnico di Torino (2012) in
220 cooperation with a number of private companies and public associations.

221 In the Remuck Project, seven tunnel mucks derived from the excavation of new tunnels in the Alps
 222 and from the construction of the new underground line in the city of Turin were considered
 223 (Table 1). In light of the different petrographical properties, excavation methodologies and
 224 treatment processes, the investigation sought to assess the effect of such factors on the properties of
 225 the derived material as an alternative source to surrogate traditional aggregate and soil.

226 After a first step which focused on the base characterization of mucks, the main stages of the
 227 investigation program included volumetric and mechanical tests carried out both in the laboratory
 228 and in full-scale tests. In particular, three different compaction methodologies were considered:

- 229 • the modified Proctor method, which entails a hammer impacting on squat cylindrical
 230 moulds;
- 231 • the gyratory method, which provides a simultaneous compressive and shear effort feed into
 232 thin cylindrical moulds;
- 233 • the rolling compaction method for the generation of full-scale layers.

234 The modified Proctor procedure is currently considered in QA/PR specifications for the derivation
 235 of fundamental parameters such as the optimal water content and the maximum dry density of soils.

236 On the other hand, the gyratory compaction procedure was selected in order to better replicate the
 237 field compaction force, and hence to meet the requirements for the characterization of materials as
 238 per PB test protocols.

239 **Table 1**
 240 Muck samples.

Code	Infrastructure	Sampling site	Excavation method	Treatments
S1	Turin underground, Marconi station	Turin, Italy	EPB	EM – CP
S2	Turin underground, Dante station	Turin, Italy	Cut & Cover	EM – CP
S3	Turin underground, Lingotto station	Turin, Italy	EPB	EM
S4	High Speed Rail Turin-Lyon	Clarea valley, Turin, Italy	Coring	CP
S5	Regional Road 229, Bocciol tunnel	Omegna, Verbania, Italy	Explosive	EM – CP
S6	Railway Verona-Innsbruck, Brennero tunnel	Aica, Bolzano, Italy	TBM	EM
S7	Hydroelectric plant tunnel, Torrent	La Thuile, Aosta, Italy	TBM	EM – CP

241 Remarks: EM: Excavated Material, CP: Crushed in mobile Plant.

242

243

244 The field operation was possible thanks to the availability of great quantities of just four mucks,
245 which made it possible to evaluate the in-field density parameters for layers of 25 cm in height. In
246 all cases, a heavy articulated vibratory roller was used. During the field operations, loose granular
247 materials were taken from the deposits and used to reproduce laboratory samples. The samples
248 obtained via the two compaction techniques mentioned above underwent mechanical tests.
249 Proctor samples were subjected to a CBR test, which is coherently included in QA/PR technical
250 specifications, while gyratory samples were used in the evaluation of the resilient modulus through
251 the dynamic triaxial test, which is conversely used in PB technical specifications and is assumed as
252 the basis for the rational structural design of pavements. Similarly, Light Weight Drop (LWD) tests
253 were performed on-site with the aim of assessing the bearing capacity of the granular full-scale
254 layers through the estimation of the dynamic elastic modulus.
255 As a result of the extensive physical, volumetric and mechanical characterization of mucks, the
256 analysis of test results in light of the acceptance limits pertaining to QA/PR and PB specifications is
257 proposed in this paper. Furthermore, a comparison with reference limits derived from traditional
258 materials led the authors to final conclusions about the recycling possibilities of the investigated
259 mucks.

260

261 **4. Materials**

262 Table 1 contains the essential information on the seven mucks analyzed in this experimental
263 investigation.

264 The first three materials, alluvial in nature, were collected from the new Turin underground line.

265 The samples from Largo Marconi station (code S1) and Lingotto Station (code S3) were excavated
266 by means of the Earth Pressure Balance (EPB) tunnel boring machine. This machine permits the
267 excavation of tunnels in soft ground conditions where clay, silt, and sand are present. The front
268 shield of the machine is filled with debris extracted by a screw conveyor. This screw compensates
269 for the pressure difference between the bulkhead chamber and the atmospheric pressure. Foam

270 injection renders the material more homogeneous, thus facilitating its excavation. The second
271 alluvial sample (code S2) was taken at the Corso Dante station and excavated with the Cut and
272 Cover method, in which a trench is excavated and roofed over with an overhead support system
273 strong enough to bear the load of whatever is to be built above the tunnel.

274 The S4 material was derived from the crushing of micascist cores collected during the exploration
275 phase in the Clarea Valley for the new High Speed Railway line from Turin to Lyon, which forms
276 part of the TEN-6 axis. Only part of the cores taken from the depth of the future tunnel were taken
277 and used to form the S4 sample. The S5 and S6 samples were both grey granite: the first was
278 excavated by means of the Explosive method along the Bocciol tunnel belonging to the new section
279 of the Regional Road 229 in Piedmont, while the second was extracted from the pilot drift in Aica
280 (Alto Adige) of the Brennero base tunnel which is part of the new High Speed Railway line from
281 Verona to Innsbruck along the TEN-1 axis. In this latter case, a Tunnel Boring Machine (TBM) was
282 employed; with this technique disc cutters on the front shield create compressive stress fractures in
283 the rock, causing it to chip away. Finally, the S7 is a calcareous schist excavated by means of a
284 TBM from the Torrent-La Thuille hydroelectric plant tunnel.

285 The seven mucks were processed in a mobile plant. As a result, the mucks were divided into freshly
286 excavated material (EM), and crushed muck in the mobile plant (CP) as indicated in Table 1.

287 The mobile plant (Figure 1) has a production rate of 280 Mg/h and a maximum input dimension of
288 600 mm for the material to be treated. It is composed of a vibrating screen placed above a jaw
289 crusher and a magnetic separator, which is positioned on a conveyer belt on which the output
290 material is transported. The material exiting from the crusher can be regulated to a minimum size of
291 30 mm. As a consequence, the plant offers one end product only.

292



293

294 **Fig. 1.** Mobile crushing plant used for the treatment of excavated materials.

295

296 *4.1. Petrographic and geotechnical classification*

297 The petrographic description and the geotechnical classification of the mucks are reported in Table
298 2, while the particle size distribution is illustrated in Figure 2.

299 The particle size distribution was performed using the wet sieving method for the granular fraction
300 larger than 75 μm and the air jet sieving method for fractions finer than 75 μm in accordance with
301 EN 933 1 (1999) and EN 933-10 (2009) respectively. As indicated in EN ISO 14688-2 (2004), two
302 separate parameters have been used to define the shape of the grading curve: the uniformity
303 coefficient C_U :

$$304 \quad C_u = d_{60}/d_{10} \quad (\text{eq.1})$$

305 and the coefficient of curvature C_c :

$$306 \quad C_c = (d_{30})^2/(d_{10} \cdot d_{60}) \quad (\text{eq.2})$$

307 where d_{10} , d_{30} and d_{60} denote the particle sizes corresponding to the ordinates 10%, 30% and 60%
308 by mass of the percentage of material passing through the sieve.

309 The three alluvial samples (S1, S2, and S3) presented the typical petrographical composition, albeit
310 with some minor variations between sites, of Turin deposits, a composition which is quite well
311 appreciated in the aggregate market for concrete production. The three samples contained a high
312 percentage of rounded fragments of hard rock. Of the three alluvial mucks, S1 contains the highest
313 percentage of fine grains.

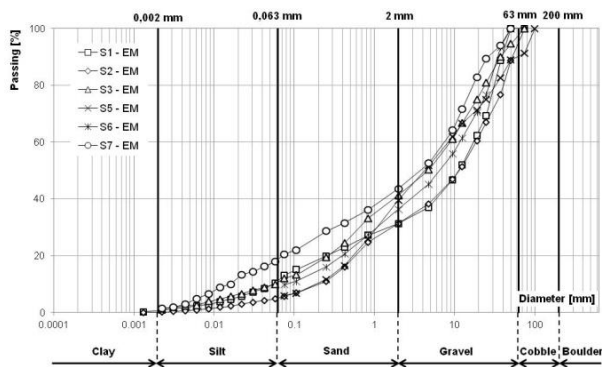
314 Sample S4 is composed of mica schist from the Ambin Unity in the Alps and was obtained from the
 315 crushing of core probes: hence the reason why grading curve and geotechnical classifications are
 316 not present in Table 2 and Figure 2. The first sample of the two grey granites (S5) shows a certain
 317 degree of weathering mainly due to the high presence of saussurrite in the feldspars; the second one
 318 (S6) is more compact and characterized by mechanical strength. Saussurrite is a common, greenish
 319 mineral aggregate, produced in part by the alteration of feldspar, consisting chiefly of epidote and
 320 zoisite. Finally, sample S7 is a calcschist with a low percentage of mica and, consequently, low
 321 schistosity.

322

323 **Table 2**
 324 Petrographical description and geotechnical classification of mucks.

Code	Petrographical description	AASHTO classification	CEN classification	C _u	C _c	Shape of grading curve
Standard	EN 932-3	M 145-91		EN ISO 14688-2		
S1	Alluvial rock composed of quartz (30%), calcschist (20%), green stones (30%), granites, limestone, sandstones (20%), fines (10-15%)	A1-a	saGr	314	2.4	Multi-graded
S2	Alluvial rocks composed of quartz (25%), calcschist (25%), green stones (18%), cemented rocks (20%), micaschist (10%) on the grains size 20-30 mm, fines (<10%)	A1-b	saGr	93	0.8	Gap-graded
S3	Alluvial rock composed of quartz and green stones	A1-a	saGr	147	0.8	Gap-graded
S4	Mica schist	N/A	N/A	N/A	N/A	N/A
S5	Granite composed of potassium feldspar (35%), quartz (40%), plagioclase (10%), biotite passing to chlorite (10-15%), and other materials including zircon with pleochroic halo, pyrite and white mica.	A1-a	saGr	44	0.7	Gap-graded
S6	Granite	A1-a	saGr	146	1.3	Multi-graded
S7	Calcareous schist composed of carbonates (65%), quartz (25%), white mica (5%), and opaque (5%)	A1-b	sasiGr	454	0.9	Gap-graded

325



326

327 **Fig. 2.** Gradation curves of the excavated mucks.

328

329 *4.2. Physical characterization*

330 Table 3 reports all the results obtained from physical tests on particles (density, shape, flakiness,
331 fragmentation and wear resistance) in accordance with current QA/PR European standards included
332 in the European Committee for Standardization list. Table 3 includes data derived from laboratory
333 tests performed on freshly excavated material (EM) and on crushed muck (CP). Furthermore, it
334 states the category to which each material belongs as per EN 13242 (2008), which is used to
335 classify aggregates for unbound and hydraulically bound materials for use in civil engineering
336 works and road construction.

337 The particle density (EN 1097-6, 2000) of the investigated mucks assumed values in the typical
338 range for granular materials commonly used in road construction (around 2.70 Mg/m^3). The granite
339 samples (S5 and S6) were characterized by lower values, while the alluvial and schist mucks were
340 characterized by higher density values.

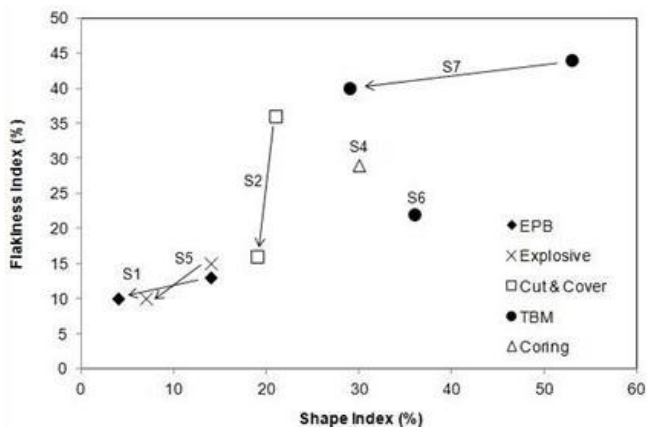
341 Shape and flakiness indexes have been evaluated in accordance with EN 933-3 (2003) and
342 EN 933-4 (2008) respectively. The shape index represents the ratio between the mass of non-
343 cubical particles and the total mass of particles tested, while the flakiness index is the ratio of the
344 total dry mass of elongated particles passing through specific bar sieves to the weight of the full
345 sample expressed in percentage terms (the test consists of two standardized sieving operations;
346 firstly, particles are separated into various size fractions; secondly, each fraction is then sieved
347 using bar sieves).

348 The two tests provide useful indications with respect to the parameters relating to the compaction
349 attitude of granular materials. In order to attain significant strength and stiffness levels, high
350 percentages of flat and elongated particles are undesirable as they influence the shear resistance of
351 granular materials during the compaction process leading to weaker granular layers under traffic
352 loads. Normally, they must be discarded or limited to a specific percentage. Figure 3 shows that
353 muck index values can vary and depend on their mineralogy, the excavation method used and the
354 milling process applied. However, it must be emphasised that the crushing processes led to a

355 significant improvement in these characteristics as clearly indicated by the arrows that link the EM
356 data to the corresponding CP ones. In fact, all the arrows indicate a decrease in the SI and FI
357 indexes which is particularly evident in the case of mucks such as S2 and S7 characterized by high
358 values for both indexes.

359 The soundness of coarse granular materials was tested through the determination of the
360 fragmentation resistance by means of the Los Angeles test, and of the wear resistance according to
361 the Micro Deval test. These fundamental tests permit the evaluation of the mechanical degradation
362 of aggregates during handling, construction and in-service time. Please note that some data could
363 not be included in Table 3 for several reasons. For S4 muck, only the density test could be
364 performed on particles derived from its crushing in the mobile crusher. In other cases, the Los
365 Angeles and Micro Deval tests were not performed due to difficulties encountered in the formation
366 of the test samples caused by limited quantities of granular classes as required by the new EN
367 norms.

368



369

370 **Fig. 3.** Shape and flakiness indexes of mucks (the arrows indicate the variation of indexes following the crushing
371 process).

372

373

374

375

376
377
378

Table 3

Physical and mechanical properties of freshly excavated (EM) and crushed (CP) materials and classification according to EN 13242.

Test		Particle density	Shape index		Flakiness index		Los Angeles		Micro-Deval	
Standard		EN 1097-6	EN 933-4		EN 933-3		EN 1097 - 2		EN 1097 - 1	
Code	Treatment	(Mg/m ³)	(%)	Cat.	(%)	Cat.	(%)	Cat.	(%)	Cat.
S1	EM	2.75	14	SI ₂₀	13	FI ₂₀	22	LA ₂₅	11	M _{DE20}
	CP		4	SI ₂₀	10	FI ₂₀	24	LA ₂₅	12	M _{DE20}
S2	EM	2.75	21	SI ₄₀	36	FI ₅₀	28	LA ₃₀	19	M _{DE20}
	CP		19	SI ₂₀	16	FI ₂₀	28	LA ₃₀	18	M _{DE20}
S3	EM	2.71	N/A	-	N/A	-	N/A	-	N/A	-
S4	CP	2.79	30	SI ₄₀	29	FI ₃₅	N/A	-	N/A	-
S5	EM	2.65	14	SI ₂₀	15	FI ₂₀	N/A	-	N/A	-
	CP		7	SI ₂₀	10	FI ₂₀	38	LA ₄₀	23	M _{DE25}
S6	EM	2.69	36	SI ₄₀	22	FI ₃₅	24	LA ₂₅	N/A	-
S7	EM	2.74	53	SI ₅₅	44	FI ₅₀	N/A	-	9	M _{DE20}
	CP		29	SI ₄₀	40	FI ₅₀	27	LA ₃₀	N/A	-

379

380 In general terms, the data reported in Table 3 and Figure 3 confirm that the investigated mucks can
381 be employed in the formation of unbound granular layers of the road structure, and that the milling
382 process has a significant, positive effect on the shape and elongation parameters without altering the
383 mechanical properties of particles.

384 Regarding samples S1 and S2, which are very similar, alluvial materials excavated from along the
385 new Turin underground line in two locations located 1200 m apart, further investigations regarding
386 the fines content were performed in order to better determine the influence of the excavation
387 method (EPB for S1 and Cut and Cover for S2). In particular, in the case of sample S1 derived from
388 excavation with EPB, a foaming biodegradable agent was used in order to reduce friction, stress and
389 strain on tools, and to reduce blocking due to kneading of the material.

390 The sand equivalent (SE) test (EN 933-8, 2000) and the methylene blue (MB) test (EN 933-9, 2009)
391 were conducted on the granular fractions finer than 2 mm in order to assess the presence of
392 dangerous organic clay in the two materials. A SE test value lower than 30 indicates a significant
393 amount of fines (clay and silt), while a MB test value lower than 10 highlights the presence of a
394 negligible amount of noxious clay.

395 Sample S1 exhibited a SE value equal to 36, and a MB value equal to 1.9; while the S2 sample
396 exhibited a SE value equal to 96, and a MB value equal to 0.5. Part of the difference was certainly

397 caused by the different excavation methods that resulted in a higher amount of fine grains in the S1
398 muck compared to S2, a finding which can be mainly attributed to the presence of silt. Both mucks
399 showed a very low clay content which, however, does not compromise their use in embankments,
400 subgrades and subbases.

401

402 **5. Testing methods**

403

404 *5.1. Sample preparation and volumetric characterization*

405 Referring to Figure 4, the laboratory samples were compacted by following two procedures. In the case
406 of the Proctor method, only filtering with the 19 mm sieve was considered using moulds with a
407 diameter of 152.4 mm and a height of 116.4 mm as per AASHTO T180 (2010).

408 The optimal moisture content (w_{opt}) and the maximum dry density values ($\gamma_{d,max}$) were evaluated at
409 2.68 MJ/m^3 of compaction energy corresponding to 56 blows of the compaction hammer on each of
410 the five layers with a weight equal to 4540 g falling from a height of 0.457 m. The maximum dry
411 density was used as a target value for the production of samples at the gyratory shear compactor
412 (GSC). Even though such a compaction technique is normally used for the production of bituminous
413 mixture samples in accordance with AASHTO T312 (2009), the authors included it in the
414 experimental program thanks to its ability to transfer shear stress to laboratory samples in the same
415 manner that rollers operate on full scale layers.

416 The samples compacted at the GSC were produced by applying and maintaining a vertical pressure of
417 600 kPa on the top of the mould, which gyrates at a rate of 30 gyration/min with a tilting angle of
418 1.25° . Three moisture contents corresponding to the optimal one (w_{opt}) and two variations of 2%
419 around the optimum ($w_{opt} - 2\%$, $w_{opt} + 2\%$) were considered for the production of the specimens. The
420 total quantities of dry granular material and water were calculated in advance so as to obtain the target
421 Proctor dry density and moisture content for samples of 200 mm in height and 100 mm in diameter.

422 The samples were produced fixing the height as a mode of operation which is alternative for GSC to
423 the number of gyrations mode; hence, the number of gyrations at the target height was always variable.
424 To facilitate equal distribution of the compaction energy in the sample, the loose material was divided
425 into four parts, with each part then being compacted separately in the mould adding one part over the
426 former one.

427 The degree of compaction (C_g) was evaluated at a generic number of gyrations for each layer using the
428 following formula:

$$429 \quad C_g = 100 \cdot \frac{\gamma_d \cdot h_f}{\gamma_g \cdot h_g} \quad (\text{eq.3})$$

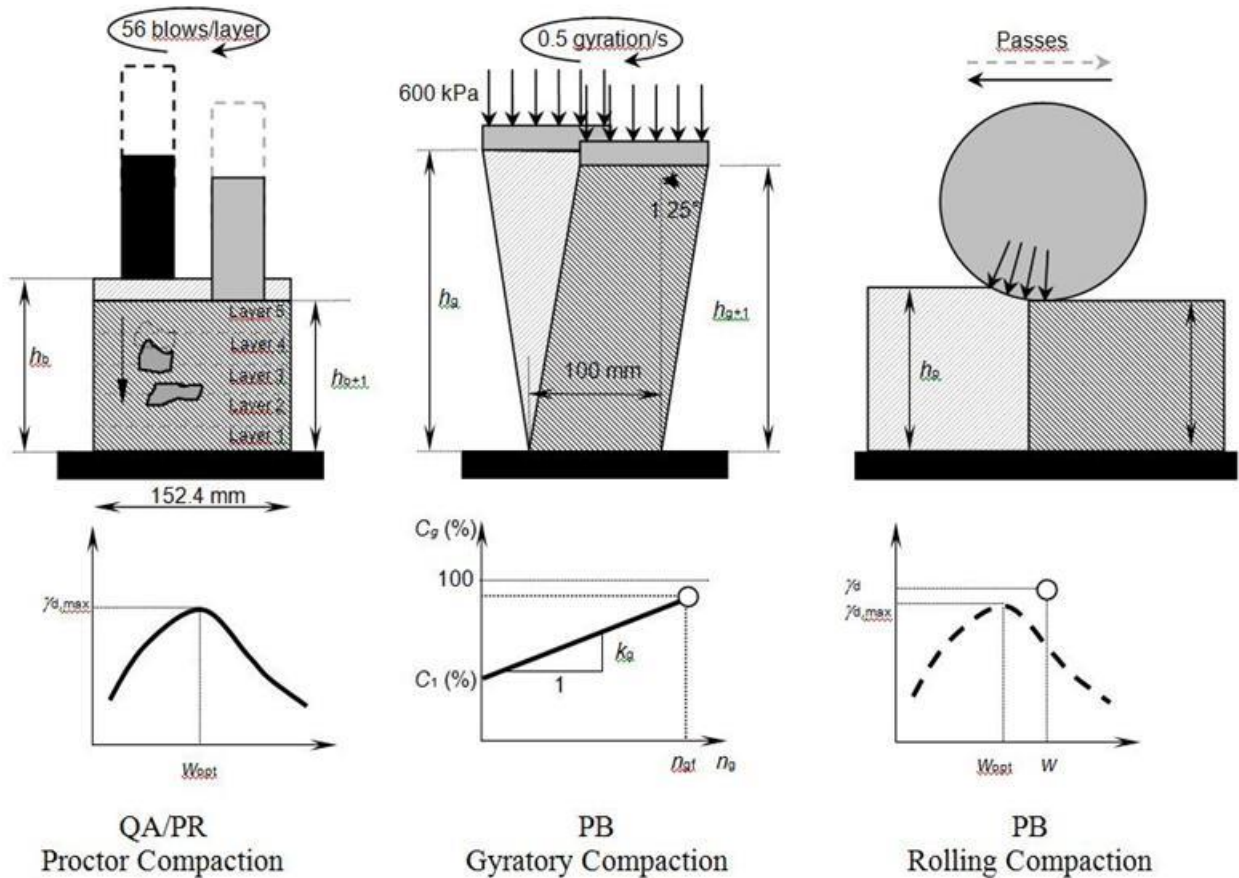
430 where γ_g is the particle density of the grains (EN 1097-6, 2008), and h_g and h_f represent the height of
431 the sample measured at the generic number of gyrations (n_g) and at the end of the compaction process
432 (n_{gf}) respectively. It is worth noting that the degree of compaction indicated in eq. 3 is the complement
433 to one hundred of the void content expressed in percentage terms of the dry granular material.

434 Four compaction curves associated with each sample were obtained considering the dependency of the
435 degree of compaction (C_g) to the number of gyrations (n_g). In all cases the following equation was
436 found to be the best regression function:

$$437 \quad C_g = C_1 + k_g \cdot \log(n_g) \quad (\text{eq.4})$$

438 where the regression parameters k_g and C_1 represent the workability and the initial degree of
439 compaction at the first gyration ($n_g = 1$) respectively.

440 Field operations on full-scale layers of the investigated mucks were performed in order to assess the
441 workability of such materials in the field. Compaction parameters like workability (k_p) and the initial
442 compaction degree (C_1) cannot be derived with sufficient accuracy after each roller pass (n_p). As a
443 consequence, the compaction assessment was made by comparing the field dry density to the
444 laboratory maximum density from the Proctor test (Figure 4). In-field dry density was evaluated by
445 performing the sand cone test subsequent to the completion of the compaction process consisting of a
446 specified number of roller passes (n_{pf}).



447
 448 **Fig. 4.** Proctor, gyrotory and in-field roller compaction methodologies and typical results.
 449

450 *5.2. Mechanical characterization*

451 As per the schema hitherto described, the mechanical tests, adhering to QA/PR and PB
 452 specifications, were conducted to assess the bearing capacity of mucks. In the case of the QA/PR
 453 approach, California Bearing Ratio (CBR) tests were performed in adherence with AASHTO T-193
 454 (2010) on specimens compacted with the Proctor procedure. For the PB approach, tests performed
 455 included resilient modulus tests (AASHTO T-307, 2007) on laboratory specimens, and dynamic
 456 Light Weight Drop tests (TP BF-StB section B 8.3, 2003) for the derivation of the dynamic
 457 modulus on in-field layers.

458 The CBR is an index of bearing capacity that is traditionally used for the evaluation of natural soils
 459 and granular materials employed in the formation of embankments, subgrades and subbase layers.

460 The index represents the highest percentage ratio between the force (P_1) necessary to penetrate to

461 two specific depths (h, equal to 2.5 and 5 mm) in a confined specimen of compacted granular
 462 material, and the force necessary to repeat the same procedure with the reference Californian
 463 limestone crushed rock, characterized by a CBR equal to 100% (Figure 5). During the test, the
 464 stress and strain state is unknown and the performance can only be adjudged in relative terms.
 465 The resilient modulus test is a dynamic triaxial test (Figure 5) where an impulsive pressure (σ_1) is
 466 applied to the upper surface of a cylindrical laboratory specimen. The resilient modulus represents
 467 the ratio between the maximum deviatoric stress ($\sigma_{1,\max} - \sigma_3$) recorded at each load application, and
 468 the maximum recovered vertical strain ($\epsilon_{z,\max}$). Two testing protocols are available in
 469 AASHTO T-307 (2007) for subgrade and subbase materials respectively. In this investigation the
 470 first was adopted to test the EM samples, whereas the second was used to test the CP samples. In
 471 both cases, only particles passing through the 20 mm sieve were used for the formation of test
 472 samples.

473 The Light Weight Drop (LWD) test is a plate loading test that is used to estimate the dynamic
 474 modulus (E_d) of subgrades and subbases. It consists of a falling weight that impacts on a rigid plate,
 475 0.3 m in diameter, and an accelerometer that records the maximum deflection of the layer on
 476 impact. The estimate of the dynamic modulus (E_{df}) is made referring to the equivalent half space
 477 system through the application of the following formula:

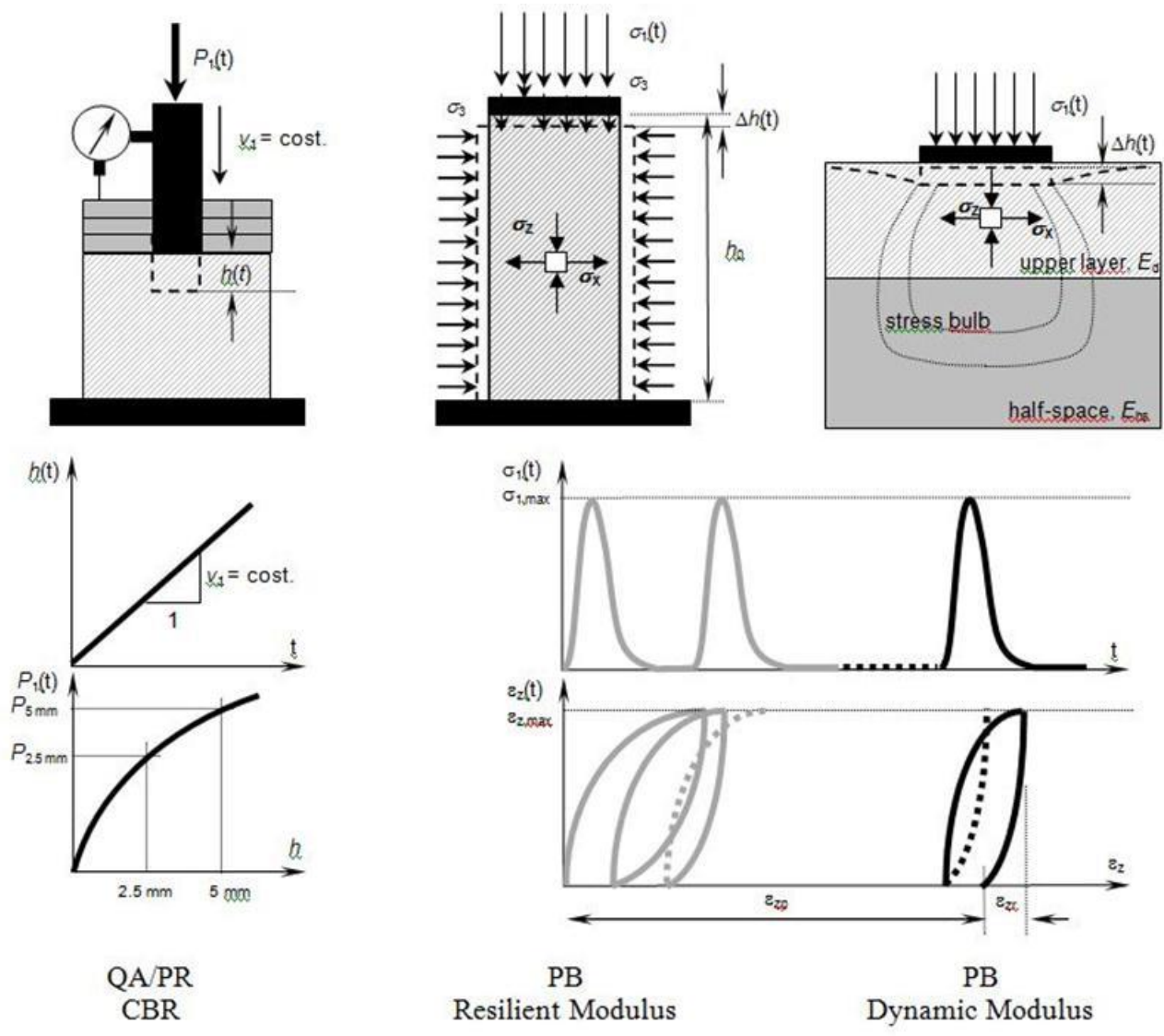
$$478 \quad E_{df} = \pi \cdot \frac{\sigma_{1,\max} \cdot r \cdot (1 - \nu^2)}{2 \cdot \Delta h_{\max}} \quad (\text{eq.5})$$

479 where $\sigma_{1,\max}$ is the maximum pressure applied by the falling weight on the rigid plate, r is the radius
 480 of the plate, ν is the assumed Poisson Ratio, and Δh_{\max} is the maximum deflection of the plate as
 481 measured by the accelerometer.

482 When used in the case of a two- layer system like the one in Figure 5, the modulus of the upper
 483 layer (E_d) can be calculated by considering the Biroulia-Ivanov equation:

$$484 \quad E_{df} = \frac{E_{hs}}{1 - \frac{2}{\pi} \left(1 - \frac{1}{n^{3,5}} \right) \arctan \left(\frac{\pi \cdot h_1}{4a} \cdot n \right)} \quad (\text{eq.6})$$

485 in which E_{hs} is the dynamic modulus of the lower half-space, h_1 is the thickness of the upper layer,
 486 and finally $n = (E_{hs} / E_d)^{2.5}$.
 487 During the LWD test performed in-situ, a peak value of the testing force equal to 7.1 kN was
 488 applied, which corresponds to a peak stress of 100 kPa ($\sigma_{1,max}$). Each layer was tested at three
 489 different points; the dynamic modulus at each point was calculated, following three
 490 pre-conditioning loading applications, through the recording of deflection (Δh_{max}) of three further
 491 load applications. The average of the three testing point values was considered as representative of
 492 the entire layer.



493
 494 **Fig. 5.** CBR, resilient modulus and dynamic deflectometer tests and results.
 495

496 It should be highlighted that the stress-strain conditions under the test plate are not representative of
497 those occurring under real traffic conditions, where the pressure applied by trucks is 6-8 times
498 greater in the contact area between tires and pavements. As a result, the stress bulb generated under
499 the test plate is relatively shallow with its depth only marginally exceeding its diameter.

500

501 **6. Results analysis**

502

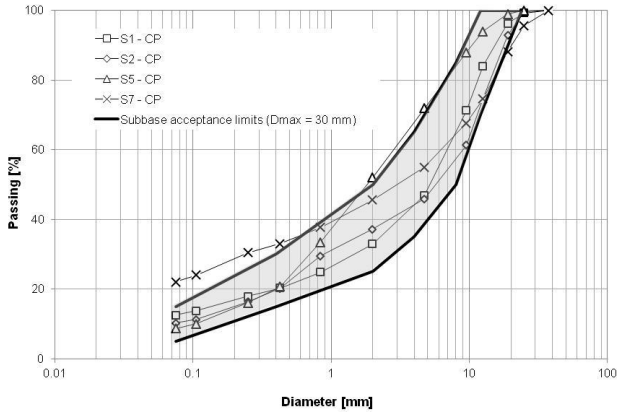
503 *6.1. Classification, grading and particle shape*

504 On examination of the tables and figures presented in Section 4, the test results on granular
505 materials obtained from mucks show all of them to be potentially suitable materials for the
506 formation of embankments, subgrades and subbases. In fact, the data reported in Table 2 show that
507 the excavated materials are classified as sandy gravel and belong to the A1 class of the AASHTO
508 classification systems (AASHTO M 145 2008). Their grading levels vary from multi-graded to gap-
509 graded curves and they exhibit a wide range of values for the uniformity coefficient (C_u) variable,
510 even though the coefficient of curvature (C_c), which represents the second moment of the grain size
511 distribution curve, reveals well graded materials as evidenced by the fact that all values are included
512 within the two reference limits, equal to 1 and 3.

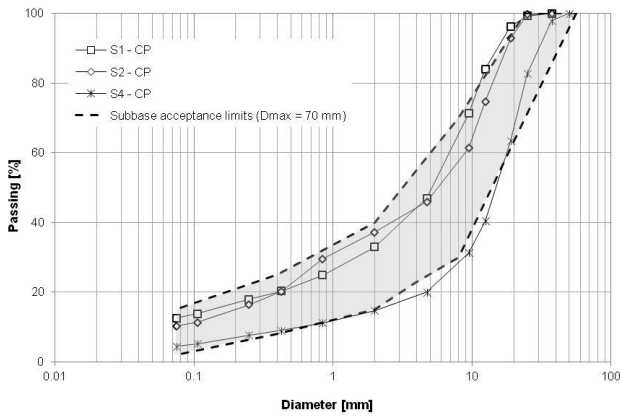
513 Figure 6 reports the grading curves of the materials crushed in the portable milling machine and the
514 two limits for subbases. Such limits are reported in the technical specifications of the Ministero
515 delle Infrastrutture e dei Trasporti (2001) which consider two types of UGM, the difference
516 between which is in the maximum diameter (D_{max}). Table 1 indicates that five CP materials are
517 largely in compliance with the specifications, with the exception of two materials:

- 518 • S7 presents an excessive quantity of fine grains ($d < 0.075$ mm) with respect to $D_{max} = 30$
519 mm;
- 520 • S4 shows a lower content of sand when compared to the $D_{max} = 70$ mm lower limit.

521



522



523

524 **Fig. 6.** Gradation curves of the mucks following the treatment process.

525 The excessive quantity (of fine grains) in S7 is partly due to the high initial fine content in the
 526 (EM) material generated by the TBM, while in the case of S4 it should be remembered that the CP
 527 materials derive from the crushing of cylindrical cores. In this latter case, higher quantities of fine
 528 grains are expected following traditional excavation.

529

530 *6.2. Volumetric analysis of compacted materials*

531 Table 4 synthesized the volumetric results obtained on compacted materials referring to methods
 532 and test procedures shown in Figure 4.

533 Despite the origins and types of selected mucks, all the materials require a restricted water content
 534 to ensure sufficient workability (between 4.05 and 6.50%), with a small variation when crushed
 535 materials are considered in place of the EM ones. Dry density is in line with the typical values
 536 presented in literature, with variations that depend on grading and particle density (Table 3). In
 537 Table 4, in addition to the parameters presented and discussed in Paragraph 5.1, in the case of

538 Proctor compaction the ratio between the uniformity coefficient of the granular material derived
539 through the sieve analysis before ($C_{u,in}$) and after compaction ($C_{u,fin}$) has been included. Such a
540 parameter is related to the sensitivities to compaction forces that lead to a grading variation
541 especially in the case of tender and weak mucks, as in the case of the spoiled gray granite (S5)
542 which demonstrates the widest range in values from 1.56 (CP) to 1.91 (EM). Such behaviour is
543 also confirmed by the high Los Angeles and the Micro-Deval values reported in Table 3.

544 In the columns referring to the in-field compaction, the ratio between the field and laboratory dry
545 density ($\gamma_d/\gamma_{d,max}$) has been added to attest to the soundness of field compactions operated by rollers
546 and, at the same time, the attitude of the granular materials to be rolled in full scale layers. During
547 compaction, the water content was less than the optimal value measured in the Proctor study, thus
548 confirming that mucks may be used effectively and worked even when the water content is not well
549 controlled.

550 Although the data does not reveal a clear tendency when simply associated with the physical
551 parameters included in Tables 2 and 3, self-compaction and workability are correlated as clearly
552 indicated in Figure 7. Data evolve following a squared parabola: low workability is exhibited by the
553 excavated samples of S5, S6, and S7 mucks, while higher values are shown by crushed samples. In
554 the case of samples S5 and S7, the crushing process increases the workability although different
555 degrees of self compaction occurred. The maximum value of workability is evident in those mucks
556 derived from the excavation of alluvial sandy gravel, so it cannot be excluded that the rounded
557 surface of most of the constituent grains contributed to such a result.

558 On the other hand, self-compaction (C_1) is mostly influenced by the particle size distribution and by
559 the shape and surface texture of particles. In the case of S7 EM and CP samples this is due to the
560 high content of very fine particles that completely fill the space between the coarse grains (the mass
561 percentage of particles finer than 75 μm is equal to 20.6% for EM, 22.0% for CP), while in the case
562 of the S6-EM muck this is a consequence of its regular continuous grading curve that favours the
563 initial packing of grains.

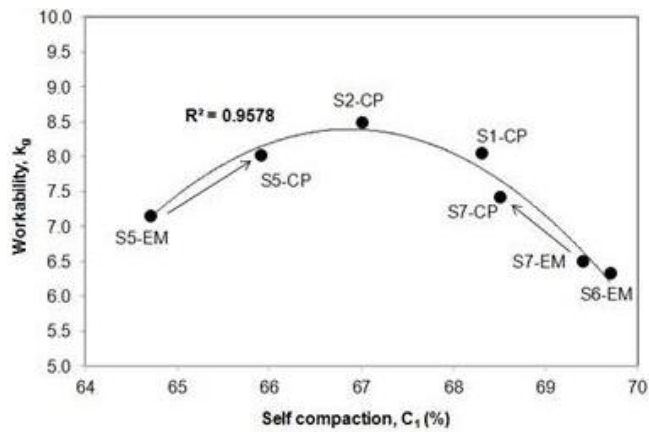
564
565

Table 4

Compaction, workability and optimum water content values resulting from laboratory and in-field compaction studies.

Code	Treatment	Proctor (impulsive) compaction				In-field roller compaction			Gyratory compaction	
		$\gamma_{d,max}$ g/cm ³	$w_{opt.C}$ %	$C_{U,fin}/C_{U,in}$ -	ΔC_U %	γ_d g/cm ³	$\gamma_d/\gamma_{d,max}$ %	w %	C_1 %	k -
S1	EM	2.233	4.85	0.75	- 25.0	-	-	-	-	-
	CP	2.236	5.15	1.23	+ 23.3	-	-	-	68.3	8.06
S2	EM	2.146	6.50	1.18	+ 17.8	-	-	-	-	-
	CP	2.180	6.00	0.91	- 9.2	-	-	-	67.0	8.50
S3	EM	2.231	4.05	-	+ 75.3	2.125	95.2	4.20	72.5	6.88
S4	CP	-	-	-	-	2.073	-	4.46	-	-
S5	EM	2.048	6.38	1.91	+ 90.9	2.014	98.3	2.14	64.7	7.16
	CP	2.108	6.40	1.56	+ 55.6	-	-	-	65.9	8.03
S6	EM	2.204	4.66	1.01	+ 0.6	2.169	98.4	2.53	69.7	6.34
S7	EM	-	-	-	-	-	-	-	69.4	6.51
	CP	2.245	4.80	0.88	- 11.9	-	-	-	68.5	7.43

566



567

568
569

Fig. 7. Relationship between self compaction (C_1) and workability (k_0) parameters derived from gyratory compaction and reported in eq.4.

570

571 6.3. Mechanical analysis

572

In Table 5 the results of the CBR test, adhering to the QA/PR approach, are reported. It should be

573

stressed that the high values measured confirm that the CBR test is sensitive to local conditions in

574

the sample, so tough particles derived from the crushing of rock lead to very high CBR values. All

575

results present values greater than 80%, which is considered to be the lower limit for crushed rock.

576

Considering the data for S1 and S2 mucks, the crushing performed in the mobile plant produced

577

great benefits in the samples of alluvial origin, while in the case of muck S5 a reduction in the CBR

578

index was observed. The optimal water content for this test is, generally speaking, approximate to

579

the corresponding one derived from the Proctor test (Table 4).

580 In Table 5 the average ratio $\Delta\text{CBR}/\Delta w$ is also reported which illustrates the sensitivity of the
 581 investigated materials to water content variation from the optimal value. These values were
 582 calculated by considering the CBR data derived from tests in which the water content varied by
 583 $\pm 2\%$ from the optimal value ($w_{\text{opt.CBR}}$), so the results were specific for a variation in water content
 584 above ($w > w_{\text{opt.CBR}}$) or below ($w < w_{\text{opt.CBR}}$) the optimal value. A minimum of three CBR tests were
 585 performed on each muck sample.

586 The results highlight the very high sensitivity to water content variation, subverting the inference
 587 derived from the Proctor compaction study. In fact, for a variation of only 1% in water content, the
 588 CBR of materials like S6 and S7 became too low, reaching values that are under the acceptance
 589 limit for subgrades and subbases.

590 In the case of the resilient modulus test, the investigated materials fall within the typical domains
 591 for reference materials. In contrast to the CBR test, repeated triaxial load tests involve the entire
 592 volume of the sample, and therefore the toughness of particles has limited influence while the
 593 surface interaction occurring at the points of contact between grains plays a major role.

594

595 **Table 5**
 596 Mechanical properties derived from laboratory CBR tests.

Code	Treatment	CBR	$w_{\text{opt.CBR}}$	$(\Delta\text{CBR}/\Delta w)$	$(\Delta\text{CBR}/\Delta w)$
		%	%	for $w < w_{\text{opt.CBR}}$	for $w > w_{\text{opt.CBR}}$
S1	EM	154.6	5.34	60.3	61.9
	CP	184.4	4.37	66.1	82.0
S2	EM	105.6	6.83	29.9	34.6
	CP	176.4	5.97	27.7	91.0
S3	EM	149.9	3.82	18.1	59.6
S5	EM	212.1	6.97	19.0	46.4
	CP	166.3	6.41	23.6	-
S6	EM	210.3	4.78	77.1	134.8
S7	CP	201.0	4.10	178.7	62.0

597

598

599

600 As previously mentioned, in this experimental investigation the subgrade protocol of
601 AASHTO T-307 (2007) was considered for the characterization of EM samples, while the subbase
602 one was used for the CP samples. The synthesis of results derived from experimental data is given
603 in Table 6, where the two parameters k_1 and k_2 were obtained via regression analysis through the
604 Hick-Monismith (1971) equation:

$$M_R = p_a \cdot k_1 \cdot \left(\frac{\theta}{p_a} \right)^{k_2} \quad (\text{eq.7})$$

605
606 where θ is the bulk stress equal to $\sigma_1 + 2\sigma_3$ for the triaxial conditions, and p_a is the unit reference
607 pressure of 1 kPa used to make the stresses non-dimensional. As originally indicated by Hicks and
608 Monismith, the resilient response is influenced by bulk density, gradation and fines content, particle
609 roughness and angularity, and degree of saturation (which in turn depends on the residual voids
610 content after compaction and on water content). In particular, when granular materials are
611 compared, high quality materials have larger k_1 values and smaller k_2 values (Rada and Witczak,
612 1981).

613 In Table 6, crushed samples of S1 and S2 alluvial mucks presented similar values and trends when
614 water content varied from dry to wet conditions. In contrast, the third alluvial material (S3) was
615 more sensitive to water content variation, with higher values of both parameters in correlation with
616 damp conditions. Granular materials derived from the mucks show values similar to the alluvial
617 ones; S5 muck exhibits a stable behaviour independently of the water content, while S6 shows
618 lower moduli. Finally, the crushed sample of S7 muck shows a higher resilient behaviour than the
619 original excavated material, in particular for dry and damp conditions.

620 Through the use of eq.7 a very good coefficient of determination (R^2) was found and is reported in
621 Table 6. The six graphs of Figure 8 report the comparisons between the regression curves and the
622 typical limits of granular subbase materials for three moisture conditions (dry, damp and wet), that
623 were associated respectively with the $w_{\text{opt.c}} - 2\%$, $w_{\text{opt.}}$ and $w_{\text{opt.}} + 2\%$ for both excavated (EM) and
624 crushed (CP) materials. Without referring to specific cases, it can be observed that the resilient

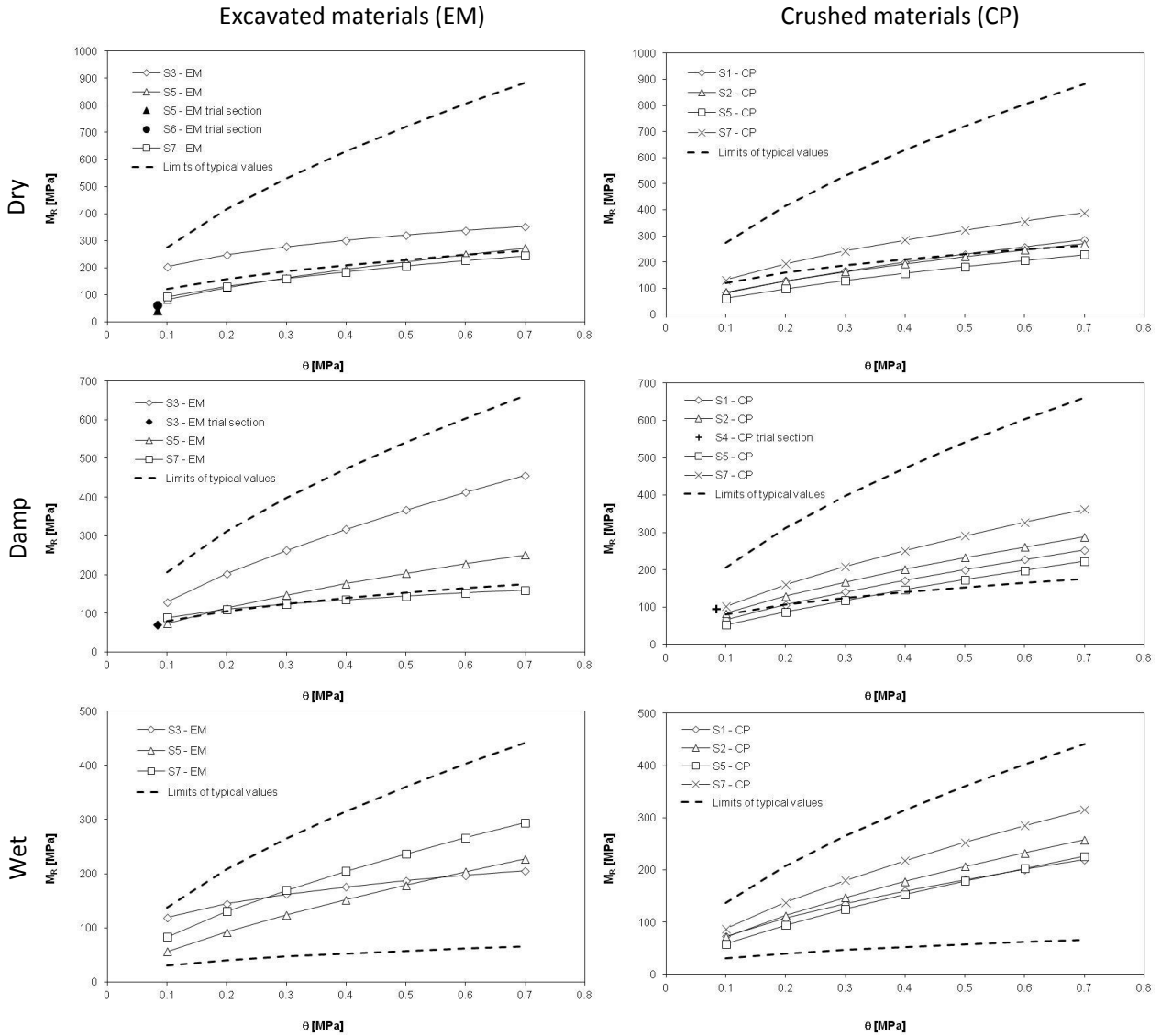
625 behaviour of the materials considered is in line with literature data (Huang, 2004). In the case of
626 low water content ($w_{opt.c} - 2\%$) and EM samples, the materials derived from the crushing of rocks
627 have a lower performance than those derived from alluvial deposits (S3). Materials with optimal or
628 high water contents exhibited resilient moduli values within the ranges reported in literature
629 (Huang, 2004).

630 Field data derived from the LWD test have been plotted in the same graph of Figure 8. Considering
631 the water content data reported in Table 4, the tests on S3 and S4 were performed on damp layers
632 while the tests on S5 and S6 were performed on dry layers. In the graphs, the values have been
633 associated with a bulk stress equal to 83.6 kPa which is the average value in the stress bulb limited
634 to a depth of 0.4 m (Figure 4). With the exception of the layers composed of S5-EM and S6-EM
635 mucks which were affected by a low water content (dry condition in Figure 8), in the other two
636 cases characterized by damp conditions (S3-EM and S4-CP), the dynamic modulus is coherent with
637 the stiffness values derived from resilient modulus tests.

639 **Table 6**
640 Hicks-Monismith regression parameters.

Humidity		Dry ($w_{opt.c}-2\%$)			Damp ($w_{opt.c}$)			Wet ($w_{opt.c}+2\%$)		
Code	Treatment	k_1 MPa	k_2	R^2	k_1 MPa	k_2	R^2	k_1 MPa	k_2	R^2
S1	CP	358	0.64	0.991	323	0.69	0.994	269	0.57	0.988
S2	CP	335	0.60	0.989	362	0.64	0.991	326	0.66	0.993
S3	EM	359	0.28	0.983	575	0.65	0.996	227	0.28	0.983
S5	EM	339	0.61	0.995	-	-	-	294	0.72	0.998
	CP	291	0.68	0.994	291	0.75	0.996	290	0.70	0.994
S6	EM	239	0.27	0.982	-	-	-	323	0.52	0.993
S7	EM	292	0.50	0.992	178	0.30	0.983	371	0.65	0.996
	CP	475	0.56	0.987	456	0.65	0.992	399	0.66	0.993

641



642

643 **Fig. 8.** Resilient modulus and dynamic modulus comparisons: experimental data and typical ranges for granular subbase
 644 materials.

645

646 **7. Discussion and conclusions**

647 The excavation of tunnels is an important issue for the Alpine Region and neighbouring areas, and
 648 one that is expected to have an even greater environmental impact in the near future due to new
 649 initiatives on very long railway tunnels and other new transportation infrastructures. A major aspect
 650 of the management of the significant volumes of mucks generated will be the endeavour to find
 651 possibilities for their effective use as a resource rather than their disposal as waste material.

652 The paper set out to make a contribution, in the form of practical solutions, to this issue. In the
653 course of an extensive research program, the paper assessed the effect(s) of the excavation
654 methodology (EPB, TBM, Cut & Cover, Explosive) and the treatment process (EM/CP) on the
655 volumetric and mechanical performances of several mucks that were collected as representative
656 samples from some of the main infrastructures under construction on the Italian side of the Alps.
657 The experimental program was organized by referring to empirical (or performance related) and
658 rational (or performance based) testing criteria and the results compared to traditional unbound
659 granular materials and soils that are currently in use.

660 The work focused on the laboratory characterization of seven mucks that were fragmented using a
661 full scale plant. Furthermore, thanks to their availability in large quantities, four mucks were
662 employed in the formation of full scale layers.

663 The excavation methodology certainly affects the grading of tunnel muck. Table 2 confirms that the
664 material excavated by means of a mechanized shield like EPB and TBM are characterized by high
665 values of the uniformity coefficient (CU). Looking at Table 3, the effect of mechanized excavation
666 is notable for hard, compact rocks such as the granite S6 and the calcareous schist S7 that have high
667 shape and flakiness index values. In contrast, in the case of alluvial mucks S1 and S3, the effect of
668 the excavation method used is negligible.

669 Regarding the treatment process, the mobile jaw crusher causes a beneficial decrease in the shape
670 and flakiness indexes, particularly in the case of schistose rocks such as S7. At the same time, the
671 mechanical resistance of mucks, which was measured by means of Los Angeles and Micro-Deval,
672 remained unchanged (Table 3). Furthermore, Figure 6 highlights how the change in shape occurring
673 after the grinding process led to a significant improvement in terms of workability during the
674 compaction process.

675 Although some defects revealed by qualification tests may lead to the rejection of some mucks for
676 the production of aggregate for high performance composite materials (i.e., concrete or bituminous
677 mixtures), all the mucks appear to be suitable for employment in embankments, subgrades and/or

678 pavement subbases. In fact, with the proviso that they are first subjected to a milling process, these
679 typical deficiencies of rock spoils can be largely alleviated when used in the above applications.
680 The results of this investigation demonstrate that standard specifications should not be considered
681 an impediment to change, and that performance based tests allow the use of non-traditional
682 materials and practices. When rational approaches are adopted, materials regarded as waste may be
683 usefully employed in road constructions.

684

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