



Grygov – Olomouc

ČD DDC, Modernization of railway

country: Czech Republic

realization: 2004

material: Kortex® GTPP 60/60

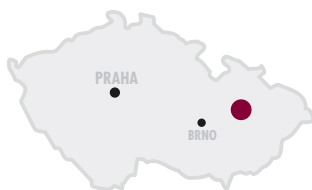
..... 11.250 m²



KORTEX® GTPP

woven geotextile from PP tapes or strings for soil reinforcement, separation and filtration

purpose of usage:
for improvement bearing-capacity of earth structure, separation, filtration



The "ČD DDC, Modernization of the Přerov – Olomouc route section" construction is one of the set of constructions realized within the modernization of the selected network of Czech Railways transit corridors. Considering the international and passenger and freight transport, the Přerov – Česká Třebová track section, including the modernized Přerov – Olomouc section, is a connection branch of the II transit corridor (Austria – Poland) which provides the connection with the I transit corridor (Germany – Austria). It is also a part of the connection of west – east which improves the connection of Prague with the north Moravia, Poland and Slovakia.

In consideration of the required bearing power of the railway substructure for corridor structures, the current condition of the track section seems to be unsatisfactory. The construction of the sleeper subsoil was designed in compliance with ČD S4 – Railway Substructure Directive. Because complicated geotechnical conditions prevail, heavy redevelopment predominates.

The sequence of works was as follows:

- Removal of the track superstructure
- Placement of gravel layer up to the formation
- Compaction with vibrating rollers, levelling with a fines layer of 30 – 50 mm (fraction 0 - 4), wet compaction (therefore the lateral inclination of the subsoil amounted to 4%)
- Placement of **Kortex® GTPP 60/60** geo-textile (the geo-textile was tightened, anchored with clamps on the higher longitudinal side (closer to the longitudinal axis of the railway yard), weighted with piles of aggregates 1 m apart on each side, the overlap on the transversal joint amounted to 0.5 m and the whole overlap was anchoring with steel anchors)
- The coarsed gravel of 200 – 300 mm with the fraction of 0 – 32 mm with the check measurement of $E_{def,2} > 30$ MPa (poured from truck wigs from the height of approx. 0.4 – 0.5 m from the siding track – that is why geotextile was anchored so that subgrade filling did not take place)
- Coarsed gravel of approx. 400 mm with the fraction of 32 – 64 mm
- Final placement of superstructure

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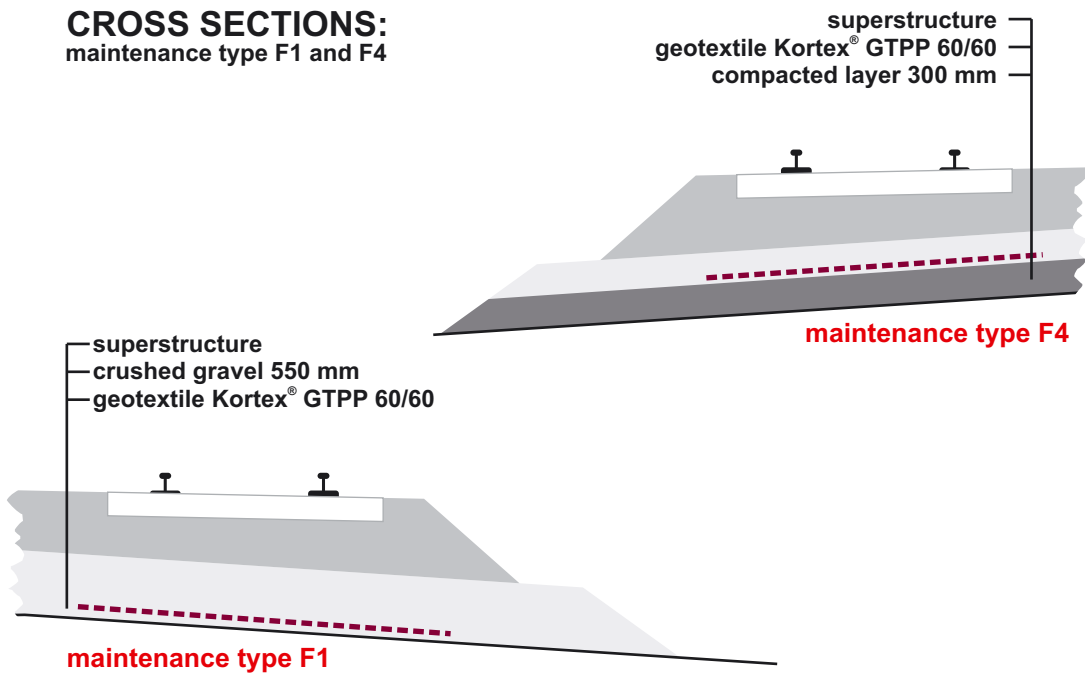
Factory Production Control Certificate 0799-CPD-19



KORDARNA

A MEMBER OF THE KORD GROUP

CROSS SECTIONS: maintenance type F1 and F4



investor:

ČD, a.s.

designer:

Sudop Brno, spol. s r.o., Brno

constructors:

ŽS Brno, a.s., Brno

Skanska ŽS, a.s

realization:

April – July 2004

