EXPERIMENT ON PORTRAIT DYNAMICS PERFORMANCE OF SUBGRADE – TUNNELS TRANSITION ON BALLASTLESS TRACK

(Following page 131)

(2) Due to light axis loading capacity and its good damping property, CRH2, results in smaller dynamic stress on roadbed and vibration displacement of bearing layer than those caused by C80 freight car. However, vibration velocity of bearing layer caused by C80 freight car is far smaller than that that by CRH2.

(3) At the adjoining position between subgrade and tunnel portal, cement concrete transition have gradual hardness change, whereas cement stabilized aggregate transition exhibits good elasticity, small shock, and small dynamic effect of the cars.

Reference


