

Heidelberg main station – HD/Kirchheim project

Supplementary information on the route 4000 construction project
Heidelberg main station - Heidelberg-Kirchheim from km 20,009 to km 21,387

Builder-owner:

Deutsche Bahn AG, south-western branch, Heidelberg network region

Construction period:

18.07.2011 - 05.08.2011 – Shift capacity PM 1000 URM: 534 m

Overall conversion length: 1378 m

Old type of permanent way: K60-1667-HH and KS60-1667-HH
New type of permanent way: W60-1667-B70

Supplementary information further to track permanent way:

Radius: Minimum radius = 595 m – Superelevation: $u = 110 \text{ mm}$

Interconnecting work:

- Conventional formation rehabilitation in the area from km 20,009 to km 20,024 (W89 connection)
- Creation of new side ditches in the following areas: km 20,009 to km 20,350 to the right of the track
- Creation of shunting siding: km 20,000 to km 20,650 to the left of the track – km 20,000 to km 20,300 to the right of the track
- Ballast bonding in the operating track km 21,000 to km 21,387
- Tamping and straightening work: km 20,000 to km 21,387

Track renewal using conveyor belt techniques:

From km 20,009 to km 21,387 = 1378 m

Mechanical ballast cleaning, protective formation layer:

Ballast cleaning

From km 20,350 to km 20,900 = 550 m

Complete ballast renewal

From km 20,900 to km 21,000 = 100 m

Protective formation layer

Initial installation of a protective formation layer, $d = 25 \text{ cm}$:

- From km 20,024 to km 20,350 = 326 m
- From km 21,000 to km 21,200 = 200 m

Initial installation of a protective formation layer, $d = 35 \text{ cm}$:

- From km 21,200 to km 21,387 = 187 m – Total: = 1363 m

Installation of protective formation layer: Approx. 2000 t

Removal of subgrades and recycling residues: Approx. 6000 t

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