

KOMORANSKY TUNNEL – LOT 513 (PRAGUE RING ROAD)

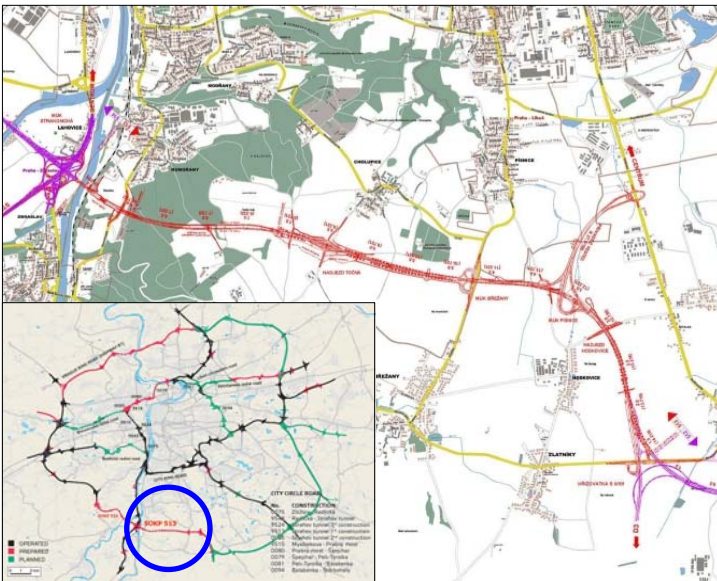
Continual detail documentation check, geotechnical monitoring check and adjustment, continual tunnel construction supervision, determination of NATM classes during tunnel construction



Country: Czech Republic

Client: Road and Motorway Directorate of the Czech Republic

Year 2006 - present



Project Description:

The purpose of the Outer Prague Ring Road (SOKP) is to link all motorways and expressways running in radial direction to the Czech capital city of Prague which should significantly relieve the overloaded road network in the city. The route has to cross valley common for the Vltava and Berounka Rivers, near confluence of the rivers and climb/descent from/to higher elevated terrace planes of Prague. Due to steep slopes of the valley, road tunnels are designed on both sides of the valley (Lot 513 Lahovice - Vestec and Lot 514 Lahovice – Slivenec).

The Komoransky tunnel (Lot 513) has two tubes connected with cross passages. Two-lane descending tube is 1924 m long, three-lane ascending tube is 1937 m long. The tunnel is designed to allow temporary bidirectional traffic during a one tube closure. A part of the Lot 513 is also a short C&C tunnel.



Project contribution:

The client (Road and Motorway Directorate of CR) employed D2 Consult as technical advisor and site supervisor for the tunnel construction.

Services provided:

- ◆ Continual detailed documentation checking
- ◆ Continual site supervision
- ◆ Geotechnical monitoring control
- ◆ Determination of NATM support classes based on encountered geological conditions and monitoring results
- ◆ Accommodation of the tunnel support (within NATM classes)
- ◆ Coordination of parties involved in tunnel construction
- ◆ Construction cost control
- ◆ Proposals for realised and planned activities modifications

