

Conclusions



- The layering of the soil determines the vibration transmission and characteristic spectrum of railway vibration at a given site.
- Geotechnical and geophysical site characteristics are essential to the design of (transmission path) mitigation measures.
- A trench or soft wave barrier can be designed to cut off waves propagating in soft upper layers of soil overlying stiffer material.
- A stiff wave barrier can be designed to block waves and is mostly effective in soft soil.
- Numerical simulations show promising results for vibration reduction by heavy masses next to the track but need to be confirmed by field tests.