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Railway artery through Vysočina (Highlands Region) awaits its modernisation

After a two-year period of heavy loading, the important link between Brno and Prague through Vysočina is awaiting extensive modernisation. Tender preparations for the contractor of the reconstruction of the sections between Vlkov u Tišnova and Křižanov and Přibyslav and Pohled are being finalised. The station Vlkov u Tišnova is also waiting for a comprehensive reconstruction. Preparatory construction works should start in November this year, the most demanding stage with its impact on operation will come in 2024. The total investment costs of all three constructions will exceed CZK 6.9 billion.

Havlíčkův Brod line has been facing a significantly higher load for the last two years due to the modernisation of the corridor between Brno and Prague and the necessary diversion of traffic through Vysočina. This will change this July, when the reconstruction of the section between Brandýs and Ústí nad Orlicí will end and the last long-distance trains will return to the corridor via Česká Třebová. However, the importance of the original main railway link through the Vysočina region will certainly not decline. *"The gradual modernisation of stations and intermediate sections on this important diversionary route of the 1st railway corridor must continue. There is an increasing demand for trains between Brno and Tišnov and suburban transport is getting stronger. Moreover, in the long term it will also play an important role in the construction of high-speed lines. Between Světlá nad Sázavou and Křižanov, or Velká Bíteš, the line will also be used for high-speed trains from Prague to Brno until the final completion of the entire new high-speed line,"* says Jiří Svoboda, Director General of Správa železnic.

Double-track section between Přibyslav and Pohled will undergo a comprehensive modernisation, including the two stations and stops Přibyslav zastávka and Stříbrné Hory. It will bring an increase in line speed from the current 100 km/h up to 160 km/h depending on the type of train. Reconstruction of the railway substructure and superstructure, all bridge structures including railway overpasses, overhead contact line and related railway infrastructure will ensure the required parameters of line loading, which is crucial especially for freight transport. An integral part of the project is also the installation of state-of-the-art line signalling and station interlocking. The total cost of the construction is estimated at CZK 2.97 billion.

Line from Křižanov to Vlkov u Tišnova will undergo the same scope of modernisation for approximately CZK 2.3 billion. It will affect the entire intermediate section and the stops in Osová Bítýška and Ořechov, which will undergo reconstruction and gain barrier-free access. The form of the first mentioned meets the requirements of the municipality as far as possible.

Reconstruction of the stops also takes into account the future connection of this conventional line with the high-speed line.

Modernisation of the Vlkov u Tišnova station will also be carried out in parallel with the above-mentioned constructions. The main change will be the relocation of the platforms closer to the village directly to the area behind the municipal office. The platforms will be accessible via inclined walkways from the underpass to the warehouse of the State Material Reserves Administration. The existing station building will be replaced by a new technology building and the current underpass and platform will be removed. The total cost will amount to approximately CZK 1.7 billion.

Preparatory work for all three constructions could begin in November this year. The main construction activity will take place next year, mainly during the main building season, i.e. from March to October. Based on the experience of the modernisation of the first railway corridor between Brno and Blansko, when train traffic was completely stopped to speed up the construction, Správa železnic is discussing similar measures for these sections as well.