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SŽDC Going to Launch Further Important Investments

Správa železniční dopravní cesty (SŽDC) continues improving parameters of the railway infrastructure. Today, a tendering of six more constructions was approved with total investment costs exceeding CZK 13 billion. For example, modernization of corridor sections from Praha-Smíchov to Černošice and from Soběslav to Doubí u Tábora should be launched in several months already

"In all cases, constructions with costs exceeding a sum of CZK one billion are concerned. This demonstrates their importance for improving the situation on the Czech railway. We are especially pleased by the fact that that backbone lines are going to be modernized as well. While works to the north of Soběslav represent one of the last sections of Czech Rail Transit Corridor IV which has not been reconstructed yet, works in the southwest of our capital city will start on the contrary with the so much needed modernization of the highly frequented line along Berounka River", says Mr. Jiří Svoboda, Director General of SŽDC.

However, other constructions will be important as well. Suburban transport in the capital's vicinity will benefit from the launched gradual modernization of the line Prague - Lysá nad Labem. Works between Čelákovice and Lysá nad Labem will take up the recently completed reconstruction of the former railway station including a complex reconstruction of a double-track railway bridge spanning over Labe River.

An overview of tendered constructions with total investment costs:

- **Modernization of the line Veselí nad Lužnicí - Tábor – Part II, section Veselí nad Lužnicí - Doubí u Tábora, stage 2 Soběslav – Doubí, CZK 4 billion**
- **Optimization of the line section Lysá nad Labem (outside) - Čelákovice (outside), CZK 1.5 billion**
- **Increasing line speed in the section Oldřichov u Duchcova – Bílina, CZK 1.8 billion**
- **Building platforms at Pačejov railway stations and increasing speed in km 299.650 – 304.009, CZK 1.1 billion**
- **Optimization of the line Praha Smíchov (outside) – Černošice (outside), CZK 3.6 billion**
- **Increasing line speed in the section Valašské Meziříčí - Hustopeče nad Bečvou, CZK 1.6 billion**

The main objective of the line section **Soběslav – Doubí u Tábora** modernization is a new double-track relocation construction which will allow increasing the line capacity. Thanks to this relocation, arches will be widened which will allow a maximum speed of trains up to 160 kph. At the same time, an installation of modern signalling equipment will help increasing operation safety. The construction also includes relocations of roads Class 2 and 3, local and rural roads.

The object of the optimization between **Lysá nad Labem and Čelákovice** is a reconstruction of the whole double-track section. It will preserve the current layout of the railway line; however, some arches' radii will increase. The principal bridge spanning over Labe River will be completely reconstructed to the suggested water navigation height of 5.25 m. The bearing construction will be replaced on all four spans by a new double-track construction with a continuous ballast bed and a through bridge deck. The line section on the site passing through the city of Čelákovice in the direction from the bridge to Čelákovice-Jiřina stop will be equipped with anti-noise barriers due to the planned speed and line capacity increase. New maximum line speed will be 140 kph for classical train-sets; tilting trains will be able to run at a speed up to 150 kph.

Works in the section **Oldřichov u Duchcova – Bílina** will include modifications of the track geometry which will allow eliminating local speed restrictions, ensure a sufficient line capacity and replace unsatisfactory constructions and installations. Railway superstructure and substructure including artificial constructions will be reconstructed as well. The project also includes constructing signalling equipment Category III.

Pačejov station will also be reconstructed. The project includes demolishing an old platform and building new ones behind the station (one centre one-sided platform and one external platform, both 120 m long). Barrier-free access to trains will be assured by an underpass. Parts of the sections in the direction Horažďovice předměstí and Nepomuk will be reconstructed; two new side platforms 120 m long will be built at Kovčín stop. An installation of new technological equipment will increase railway operation safety

The line section **Praha Smíchov (outside) – Černošice will concern** optimization in its current layout. The project includes also a grade-separated junction draft at Praha-Velká Chuchle. During construction, the Praha-Radotín station will be completely reconstructed. Anti-flood measures in its vicinity will include a closure of the railway crossing at the station on the track disentanglement in direction to Dobřichovice.

Speed will increase soon on another part of the double-track railway line Hranice na Moravě – state border with Slovakia, more specifically in the section **Valašské Meziříčí – Hustopeče nad Bečvou**. The project will also include building barrier-free access to platforms and installing an information system. Signalling equipment and the catenary will be reconstructed in the whole section.

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