



Spolufinancováno Evropskou unií
Nástroj pro propojení Evropy

Tisková zpráva

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Reconstruction of the Historical Negrelli Viaduct Begins in Prague. It Will Take Almost Three Years

Today, the reconstruction of the over 160 years old Negrelli Viaduct was festively launched in Prague with participation of Mr. Bohuslav Sobotka, the Czech Prime Minister. Construction works will take almost three years, resulting not only in a line speed increase but thanks to modern technology use in also more silent train operation.

The viaduct was built in the years 1846 – 1850 from sandstone and granite blocks. It leads from Karlín over Štvanice Island to Holešovice with a total length of 1,110 metres. The reason for its construction was bringing the railway from the North, more specifically from Děčín and Dresden, to the present railway station Masarykovo nádraží. It was named after its builder Alois Negrelli who took the project over from the tragically deceased Jan Perner. After Charles Bridge, this is the second oldest bridge over Vltava River in Prague. Together with the adjoining historical operating point it has been incorporated among cultural monuments.

After the devastating floods in 2002, the viaduct has become an integral part of anti-flood protection in Karlín and Holešovice. The bridge piers on both sides of Vltava River contain an installation where mobile anti-flood barriers can be installed in case of danger. In 2002, this was one of the four bridges over Vltava where operation did not have to be stopped because of the “five-hundred-years water.” Of these four, three bridges were designed for railway operation.

“Starting the reconstruction of the Negrelli viaduct is at the same time the first phase of building a communication between Masarykovo nádraží and Letiště Václava Havla (Václav Havel Airport Prague) which is one of the projects with government priority. I believe that the next phase of building a complex connection Masarykovo nádraží – Kladno – Letiště Václava Havla will be following soon. At the same time, I





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am very pleased that we were able to acquire a considerable sum from EU funds from the Connecting Europe Facility Programme for the bridge reconstruction”, said Mr Bohuslav Sobotka, Prime Minister of the Czech Republic.

“The viaduct currently allows speed only up to forty kilometres per hour, after the reconstruction, line speed will be increased up to 60 kph. This will bring considerably smoother railway operation. Modern safety and signalling equipment will assure higher operation safety”, says Mr. Pavel Surý, Director General of SŽDC and adds: “Of course, the reconstruction will have an essential impact on railway transport. As of 4 July, passengers must expect significant timetable changes. Most trains between Praha and Kladno will end or start at the newly opened railway stop Vltavská with the option to change to the metro C line; for selected trains, the terminus station will be Praha-Bubny or Praha-Dejvice. Fast trains from Děčín and regular trains from Kralupy nad Vltavou will run from Roztoky u Prahy to Masarykovo nádraží by a diversion through the station Praha Holešovice”.

„Reconstruction of the railway substructure and a new superstructure will be reflected in travel quality by silent and smooth train running. For us, this is a unique project of a sort as it concerns modernisation and reconstruction of a functional and heavily used transport installation which is also a cultural monument at the same time”, explained Mr. Tomáš Bílek, Chairman of the Board of Directors of the company HOCHTIEF CZ.

All 99 original bridge arches will be rehabilitated. Only two bridge structures from a later period over the streets Prvního pluku and Křížíkova are to be replaced. During the reconstruction, many currently disparate parts and components differing both in construction and in shape will be unified. In this case, it will concern especially an integrated appearance of continuous ledges and railings in the whole bridge length.

The so-called connecting viaduct which allowed in 1875 to connect stations Bubny and Libeň directly outside of today’s Masarykovo nádraží will be repaired as well. At present, only one of two tracks is in operation there. Due to expected intense operation, only one track will be laid there during the reconstruction. The project also includes a pulling down of all built-up arches and derived extensions with the exception of the transformer substation in the vicinity of Křížíkova Street. Arches near the bus station Florenc will be walled up from one side again in order to guide passage of pedestrians.

The construction designated as Reconstruction of Negrelli Viaduct is co-financed by the European Union from the Connecting Europe Facility programme (CEF). Total planned investment costs of the





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project reach up to CZK 1,443,478,260 (VAT excluded). The EU support rate equals 85% from eligible costs. The maximum subsidy amount reaches to € 36,646,713, i.e. approximately CZK 990,360,000.

Construction Designation	Reconstruction of Negrelli Viaduct
Construction Investor	Správa železniční dopravní cesty, státní organizace
General Designer	SUDOP PRAHA a.s. Association of companies HOCHTIEF CZ,
Supplier	STRABAG Rail and AVERS
Term of launch	04/2017
Term of completion	01/2020
Total construction costs	CZK 1,443,478,260 (VAT excluded)
Approved EU contribution	CZK 990,360,000

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