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Necessary Construction Works at Brno Main Station Will Influence Trains' Running

Passengers in the Moravian capital must expect changes in trains' running during these holidays already. On 16 July, a continuous closure of dead-end tracks at Platforms 5 and 6 will start at Brno Main Station due to the launch of two large reconstructions of railway bridges over Hybešova and Křídlovická Street. As of September, some trains will be therefore using the lower station (dolní nádraží) where the first adaptations already started.

In order to cope with the current operation intensity, Brno Main Station requires necessary repairs of the unsatisfactory transport infrastructure state. This situation concerns also listed bridges where trains pass over two busy streets in the very centre of the city. Their reconstruction will be launched this summer and will continue next year as well.

The above-mentioned dead-end tracks are being used mostly by trains running from Zastávka u Brna and Moravské Bránice. Selected train connections from these directions will be ending their ride as of 16 July at Brno-Horní Heršpice Station. Passengers travelling to Brno Main Station will have the possibility to change to trains running from Břeclav to Brno. As of 1 September, the new end station for the former connections will be the lower station where substitute bus transport to the city centre will be provided. The respective measures will apply also for travelling in the opposite direction.

Listed bridges need reconstruction

In case of the bridge over Hybešova Street, a reconstruction of its steel bearing structure and savings of its lower part is proposed. The bridge deck metal plates will be repaired or replaced by new ones with the same shape. There will be new dewatering and railings will be also repaired with completion of missing components. Anti-corrosion protection of the whole structure will be renewed. The lower construction part will be also rescued, stone parts will be cleaned and damaged stone blocks will be exchanged.

The same extent of works will occur on two steel constructions of the bridge over Křídlovická Street, approximately 600 metres in the southern direction to Horní Heršpice. The original steel bearings will be replaced by new stainless ones, current bearing construction dewatering with drainage channels and pipes will be replaced by a closed system. In case of the lower construction, the abutment walls with bed stone blocks will be demolished and new ones from reinforced concrete with stone facing will be built. Bridge

abutments will receive injections and joints will be changed. Ledges near the bridge constructions will be new and connected to the old ones. Total investment costs of both constructions amount to CZK 343 million

The largest impact of the closures will start in December

The most demanding on investments will be undoubtedly a complete reconstruction of the station signalling and safety equipment which will be controlled remotely from the Traffic Control Centre in Přerov in the final perspective. As the current station equipment will be still functional during the implementation, it must be newly placed in the constructed technological building. First works started in May already by constructing the operational building for the relay signalling and safety equipment. Beside safety equipment, reconstruction power feeding, tracks and switches at the Břeclav station head will be also have to be dealt with as well as trackage adaptations at the station and in adjoining line sections. The main closure related to the safety and signalling equipment reconstruction at Brno Main Station will start this December.

Sane as in previous years, trains will be running to the lower station near the Zvonařka bus terminal due to restrictions at the Brno main station in the centre. Necessary reconstructions were postponed approximately by two months due to an incentive having been submitted to the anti-monopoly office for re-examining the respective public tender. The contract with the winning applicant could be signed only at the end of April; first works were launched shortly thereafter. These include not only adaptations of the trackage, safety and signalling equipment but especially building a new platform with access for passengers by an underpass. SŽDC also prepares premises at the lower station so that they can be used by passengers at the start of the year-long closure this December.

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