

25 September 2018

SŽDC Steel Bridge Spanning Over Dyje River Received Main European Award

The construction of a new railway bridge spanning over Dyje River near the Czech-Austrian state border was the final winner of the fifth year of the European Steel Bridge Awards 2018 contest. The festive announcement of the contest's results took place in Prague within an international symposium with the participation of 220 delegates from 32 countries not only on the European continent.

35 bridge constructions from 19 European countries were registered in the contest, from which the winner was chosen by a seven-member jury in two main categories – Road and railway bridges and Footbridges for pedestrians and cyclists. The jury also granted two special awards for European cultural heritage and for minimal interference in the construction. The last construction which got a prize was chosen by the public in a poll on Facebook.

The investor of the best European steel construction for road and railway transport was SŽDC. Its shape was designed by the architect Václav Kocián; project works were assured by David Rose from the company EXprojekt. The suppliers were companies AŽD Praha and Firesta-Fišer, rekonstrukce, stavby. The latter assured the bridge construction's production.

The construction, situated in km 80.930 of the line Hohenau – Přerov, transfers transport on Czech Rail Transit Corridor II over the relieving branch of Dyje River. The reconstruction had as object to remove the technically unsatisfactory bridge and to ensure a required line speed of 160 kph. Three constructions following each other in their original state were replaced by a bridge according to the requirements of the Povodí Moravy (Moravia Basin) organisation. The new supporting construction is made from steel with an orthotropic bridge deck creating ballast hollow. The main girders act as a so-called reticulate arch. Their beams are reinforced with a flabby arch, space between the arch and the beam is filled by a system of pulls with reticulate arrangement.

The bridge's total length reaches almost 130 metres, its length 16.9 metres, the steel construction's weight nears 1,900 tonnes. The bridge is laid obliquely with a transplant of the main girders by more than eight metres. Their theoretical span equals 97.5 metres. Each track is led on a single-track bridge; therefore there are two supporting constructions. The bridge has been put into operation this August.

Správa železniční dopravní cesty, státní organizace
Press Department
Phone: +420 601 380 700
Email: press@szdc.cz

www.szdc.cz

Železnice pro budoucnost