

PRAGUE, 5 June 2019

SŽDC Will Solve Střešovice Tunnels Issue by So-Called Option South

Construction of the railway reached this year a turning point when long-term cooperation of the investor and the suppliers of construction and project works bring concrete results already. Reconstruction of the Negrelli viaduct is to be completed in a year, four of the six remaining line sections are under territorial proceedings and the architectural contest for the shape of the railway station Praha-Veleslavín moved to its Phase Two. However, the most recent news is that Správa železniční dopravní cesty (SŽDC) designed a new option, the so-called Option South for the Střešovice tunnels between the quarters Dejvice and Veleslavín.

"I am pleased that we were finally able to solve the issue of the most complicated section of this whole investment. Tunnels designed in the so-called Option South are led through a geologically stable milieu; they do not endanger underwater sources and descend very deep under the ground level. With use of boring machines, inhabitants of Ořechovka quarter do not have to worry about anything. For that matter, the same technology was used while extending the Metro A line to Motol and although the boring machines were working right under the housing estate, nobody registered them", said Mr. Jiří Svoboda, Director General of SŽDC.

Reconstruction of the Negrelli viaduct thus remains the only construction in the phase of implementation within modernization of the line Praha – Kladno with a connection to Václav Havel Airport. A month ago, builders laid the bridge steel construction over Prvního pluku Street. At present, works continue on renovating arches at Štvanice Island, brick arches in the premises of the Florenc bus terminal including connected pillars and grounding bridge abutments over Křížíkova Street.

The project of the railway line to the airport includes six more partial constructions which are currently in various stages of the permit procedure. Territorial proceedings are under way for the sections Praha-Bubny – Praha-Výstaviště, Praha-Ruzyně – Kladno and Kladno – Kladno-Ostrovec; recently the proceedings were also opened for the section Praha-Výstaviště – Praha-Veleslavín. SŽDC will open tenders shortly for preparation of documents needed to obtain a building permit concerning all these constructions. Preparation of documentation for territorial proceedings concerning the three remaining sections is under way.

The investor also made progress in the international tender for the architectural shape of Praha-Veleslavín railway station. Five projects moved on to Phase Two. This is a pioneering step indeed because no investor implemented an architectural contest in such an extent up to now. The winning project will be very important as it will provide architectural guidance for all other newly built or reconstructed stations.

Modernization of the line Praha – Kladno with a connection to Václav Havel Airport is one of the biggest transport projects in the Czech Republic; it presents the necessary infrastructure reply to the expected air traffic development. Modernization of the last line near Prague will place our capital and the city of Kladno among modern agglomerations in Europe with a railway connection to the airport.

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