

PRAGUE, 30 January 2020

Správa železnic Will Reconstruct Žďár nad Sázavou Railway Station

Správa železnic will reconstruct a part of Žďár nad Sázavou railway station and the connected line curve in direction to Sázava u Žďáru. Besides the railway superstructure and substructure, the catenary one kilometre long is also going to be renewed. Signalling equipment will be modified as well. In order to minimize impacts on passengers, single-track operation will be preserved during construction works. The construction should be completed in June next year.

Builders will also rescue the unstable embankment and fortify the rock massif above the railway line. Construction interventions will require relocations and modifications of power and communication cables. Railway superstructure and substructure will also be reconstructed at the track development at Žďár nad Sázavou station in direction to Sázava u Žďáru and in the connected line curve at km 86.965 – 88.015. Two railway bridges will be also reconstructed in this section; each of them will acquire a new steel construction.

In a section 400 metres long, the line is built on a high embankment which shows signs of instability. The result of a detailed geotechnical survey and stability assessment of the embankment demonstrated that the fill material consists mostly of cohesionless or slightly cohesive soil. The survey also ascertained a presence of disintegrating blast-furnace slag and cinder.

"Not handling the current unsatisfactory situation would require introducing slow rides rather soon. After a thorough assessment of the geotechnical survey, we decided to carry out an in-depth rescue of the permanent way by means of stabilization pillars", says Mr. Miroslav Bocák, Director of Civil Engineering Administration East of Správa železnic.

A complex construction solution to fortify the embankment consists of two phases. The first phase deals with rescuing the trackbed by a system of anchored gabion walls which will ensure stability of the embankment toe. The second part will be used in the most endangered section where the permanent way will be stabilized by a system of pillars of 60 cm in average. These will be filled by a mixed cement suspension. The selected construction system will ensure a transmission of load caused by rail transport down to the firm subsoil.

Total estimated costs of the investment designated as Track modifications at Žďár nad Sázavou railway station equal CZK 391,506,894 (VAT excluded). National financing will be provided by the State Fund for Transport Infrastructure.

The construction supplier is the company Společnost Žďár nad Sázavou, consisting of firms Chládek a Tintěra Pardubice, Chládek a Tintěra Havlíčkův Brod, Chládek & Tintěra (Litoměřice) and FIRESTA-Fišer, rekonstrukce, stavby.