Progress of Bridge and Tunnel Crossings of the Vltava Enters Final Stages

Not only are the tunnel complex Blanka and the inner city circle road undergoing intensive development, but the same is true for the Prague Ring Road with the current construction of a bridge across the Vltava River.

Even though the last Vltava road bridge, called Barrandov Bridge, was opened in 1983, it wasn’t fully finished until 1988. The current bridge is going to span the Vltava River near Komořany thereby enabling access to the right-hand Vltava bank from Strakonická Street. The bridge is a part of the R 513 Prague Ring Road project, which will be followed by the R 514 Bridge spanning the Radotín Valley.

From Komořany all the way to D 1

The R 513 section connecting Vestec and Lahovice will cut across the Brno highway creating a very pleasant and easy road for drivers who want to bypass Prague when travelling to Pilsen for example. The biggest construction of the R 513 section is the tunnel connecting Cholupice with Komořany. The tunnels are being built at the impressive rate of up to 300 metres a day with a scheduled opening date next April.

Bridge will be completed

One part on the left-hand side of the bridge has not been finished yet and there is currently a gap between the two parts of the bridge. Concrete work on this part should be finished by the end of November when the bridge becomes complete.

Safety of the tunnel

“Laying the road is one of the final phases of the tunnel’s development and is scheduled to be finished in October 2009. Afterwards technology needs to be installed, the whole system will be activated and a test operation will be carried out,” said Karel Fulík, Skansa DS site manager. Surfacing work is currently underway in the southern tunnel where cars will be passing when driving in the direction from the Vltava. The cement and concrete surface, which is 27 cm in depth, is laid with the help of a special finisher in one solid piece covering the whole 12.5 m width of the tunnel. The cement and concrete surface is used due for security, it is fire-resistant and has a long life span. It won’t, for example, develop ruts.

New, economical technology

During the process of laying concrete Skansa workers will, for the first time in the Czech Republic, try their hand at using new environmentally friendly technology, a sludge separator. This technology involves cleaning the flushing water used for cutting joints in the cement and concrete surface. Sludge is separated from the water by a filtration process and is subsequently compressed in concrete cubes which can be further utilised. Clean water can be recycled for cutting purposes.

Work safety

For two consecutive years, the Skansa tunnelling team have been praised by the Czech Mining Office for work safety observation. There were no serious accidents in the course of the underground work in the section R 513. Additionally, Skansa initiated the establishment of the Thomas Foundation named after St Thomas, the patron of builders. The aim of the organisation is to help builders who have suffered an injury, and it will also help the families of builders who died when they were on duty. Skansa believes that other development companies will join in.