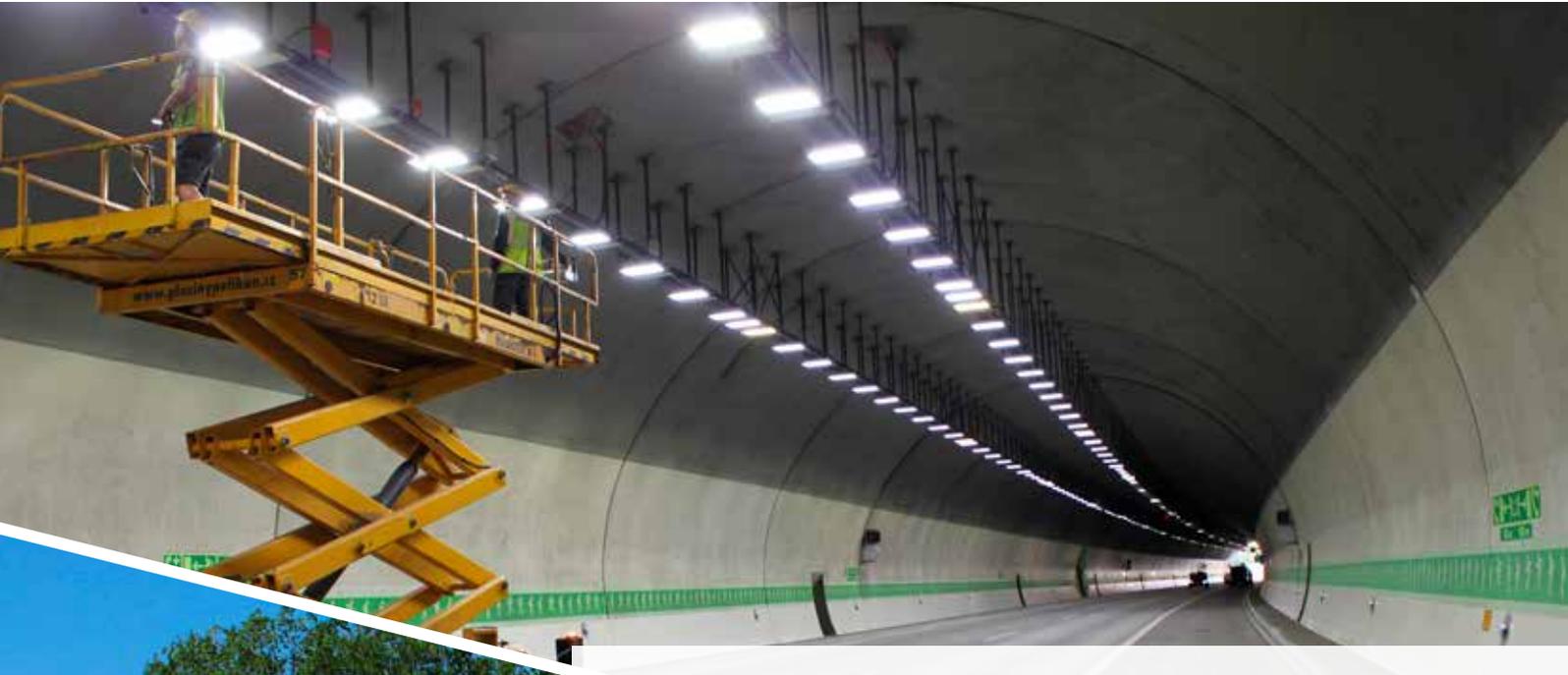




PRAKAB PRAŽSKÁ KABELOVNA



RECONSTRUCTION OF THE VALÍK TUNNEL





KEY FACTS

- Project implementation in June - September 2019
- Amount of reconstruction CZK 150 million excluding VAT
- About 29 km PRAFla® fire resistant cables produced by PRAKAB are used
- Tunnel length 380 m
- Traffic intensity of 18,125 vehicles / day in one direction
- The first motorway tunnel in the Czech Republic with a limited speed of 100 km / h
- Reconstruction Contractor: Metrostav, a.s.
- Investor of the Road and Motorway Directorate of the Czech Republic



Contract

One of the most important preconditions that must be met in the construction of not only underground structures is fire safety for all participants, in this case, transport participants. Although this is a very short section in this particular case, safety is still the most important aspect.

The tunnel is equipped with high quality system control technologies such as tunnel closure, CCTV (Closed-circuit television), operational information equipment, ventilation, speed measurement, SOS boxes, fire detection and signal reception. All these technologies are operated by PRAKAB fire-resistant cables of the PRAFla® type, which are used mainly in places with increased concentration of people. Specifically, almost 14 km of PRAFlaDur X cables and less than 15 km of PRAFlaSafe X cables were used. The tunnel is equipped with cables that in the event of a fire release only a small amount of smoke and heat and prevent spread.

Valík tunnel

The D5 motorway from Prague to Rozvadov, on which the Valík tunnel is built, is part of the trans-European road network. The city of Pilsen and its environs have been burdened by the passage of a large number of vehicles for several years, thus deteriorating the overall transport and environment of the Pilsen region. The implementation of this tunnel was intended to significantly relieve the surrounding municipalities and especially the city of Pilsen.



PROJECT

In September 2019, an extensive reconstruction of the Valík tunnel, which has been in operation for 13 years, was completed. This tunnel provides historical interconnection of the Czech and German motorway networks and became the first motorway tunnel in the country. The main reason for the tunnel reconstruction was to increase the speed limit from 80 km / h to 100 km / h. Another factor was the modernization - installation of new lighting, which is necessary, among other things, to increase the speed limit inside the tunnel, installation of a new camera and video detection system or replacement of SOS sounds.