

MF DNES - STREDNI ČECHY
Pays : Tchèque



We will go south on the eco-highway

The new D4 sections will span two dozen ecoducts - wildlife crossings.

CENTRAL BOHEMIA Kilometers of wide strips of exposed soil are already lined with a green net fence. During the completion of the D4 motorway between Příbram and Písek, it is intended to prevent amphibians from reaching places where heavy work machines move. Animal protection is an integral part of the project, which started in June near the Lety intersection.

"Along the new sections, there are amphibian barriers that protect them from construction machinery. There are a total of 16 kilometers on the new route. A special fabric is used to prevent amphibians from entering the construction site," explains Daniela Pedret, spokeswoman for the Via Salis construction consortium, saying that the fabric will be replaced by solid walls in the future.

Via Salis, owned by the VINCI Highways and Meridiam groups, is responsible for completing the D4 motorway. The consortium selected by the state within the PPP (Public Private Partnership) project is in charge of design work, financing, construction and subsequent operation and maintenance of the motorway. The new sections are being built by DIVia stavební, a member of the EUROVIA CS group.

Bridges for game and rainforest

As safe as possible not only for motorists but also for animals. This is how all modern highways in the country will be in the future. The builders make the missing 32 kilometers of D4 known as Strakonická clear that these are not just empty ecological slogans. When completed, there will be 20 ecoducts on the route - bridges that will serve as crossings for wildlife. "Builders are also not allowed to use any pesticides. The construction includes new rainwater retention tanks," recalls Daniela Pedret.

Via Salis is also committed to recycling materials. During the construction, he wants to use the material extracted from the site as much as possible. This will use a significant part of the excavated soil, which would otherwise end up in a landfill. At the same time, the company promised to recycle 60 percent of asphalt.

"The new D4 sections, which will meet the highest safety and environmental standards, should be completed by the end of 2024," adds Christian Biegert, CEO of Via Salis.

The four can thus be a model for other large road constructions in the region. For example, the increasingly discussed Central Bohemian part of the D3 motorway is offered. The similarity of the two projects is not accidental. The use of cooperation with a private investor is also being considered in the case of another connection with the south. According to the latest decision, which has already been sanctioned by the court, it will lead through Posázaví, so the emphasis on environmental friendliness will be crucial.

Road workers are filling in the gaps

The Directorate of Roads and Motorways (ŘSD) is also working to protect animal species while increasing driver safety. The D1 motorway was also provided with protective barriers during its several years of complete reconstruction. "In the reconstructed parts of the D1, including Central Bohemia, there is fencing in both lanes," points out ŘSD spokesman Martin Buček.

But what is still missing in Central Bohemia are the mentioned ecoducts. You can see them, for example, on the Prague ring road, but on the Central Bohemian part of the D1 you would look for them in vain, the first one can be found in the Vysočina region, where there are several in a row.

"In Central Bohemia, ecoducts are planned for the D10. Their location is always based on studies prepared by the Ministry of the Environment on the basis of migration maps. It is built in localities where the game moves," says the spokesman of the ŘSD, adding that each ecoduct is a little different, depending on the agreement with naturalists and the character of the surrounding landscape. They can also be equipped with anti-glare barriers and can sometimes be an underpass.

However, ŘSD is counting on protective elements for projects under construction or planned. In the region, for example, the Karlovy Vary D6, where new kilometers in the Rakovnicko region are now increasing intensively. "In terms of reconstructions, last year we added a fence to the D8. And that during repairs in the first kilometers near Prague," says Martin Buček.

Background Protective elements on motorways

- Fencing around highways fulfills several roles. It prevents game from entering the road, thus minimizing the likelihood of collisions between fast-moving cars and animals. At the same time, it also prevents people from entering the highway.
- Ecoducts are special bridges over the highway in game migration routes. They mainly serve large mammals and their location is decided by naturalists.
- ŘSD plans to gradually fence the entire length of the motorway. It is a matter of course for new buildings, elsewhere they are supplemented during planned reconstructions.