



Infrastruktur Bau



## Fact Sheet Praterstern

APRIL 2008

### Railway Station Vienna Praterstern

A state-of-the-art traffic station

The railway station Vienna Praterstern is an important traffic hub for approximately 70,000 travelers daily. Connecting rapid train railway, underground, street car and bus, it is one of Austria's most frequented local traffic railway stations.

Its importance as a transfer junction will be enhanced considerably with the opening of the underground line U2 and the up-coming UEFA EURO 2008™. In the course of the ÖBB Station Campaign it was Vienna's first major railway station that was entirely reconstructed and modernized. We created a modern railway station with barrier free access and contemporary shops and restaurants.

#### Constructural challenge

The project „Railway Station Vienna Praterstern“ incorporates the reconstruction and the straightening of the track system all the way to the railway station Traisengasse and the complete new building of all tracks and civil engineering works including the station building while daily business was continuing. The reconstruction work on the railway station itself preceded, rather unorthodoxly, top down. Because of a bridge construction the entire railway station is built on the upper level. Initially the demolition of the bridge bearing structure, which subsequently was rebuilt, took place. Further, the new rail tracks were installed on it, the

platforms were renewed and the track building was erected.

To arrange the construction while the daily business continued, one of the two railway station parts was closed off and the other one was held open permanently for railway traffic. The track building was built this way and completed in April 2007. Because it is mainly composed of glass elements, it not only offers weather protection, but also a light and friendly atmosphere. During the night, the light impressions reverse and it becomes an illuminate building, visible from afar.



## Interior design of a railway station

The next leg of the reconstruction works concerned the interior fitting of the station building. Here too, an efficient and functional configuration was considered to optimally fulfill the requirements of the travelers. Four escalators and four elevators enable barrier-free and convenient access to the platforms. The platforms were elevated to a height of 55 cm to facilitate entering and exiting of the train for the passengers.

Precise directional and information systems ensure quick transfers between the means of transportation on the one hand. On the other hand they prevent the crossing of streams of visitors. A modern security system with video surveillance and security on the railway station enhances the security feeling of the travelers. At the end of 2007, the interior work was completed and the trial run of the railway station started.

## More than a traffic station

Additionally to the ÖBB service facilities, 30 shops for commerce, services and restaurants offer numerous shopping opportunities for travelers and abutters. On a total area of 6.500 square meters, the visitors can expect an industry mix fit for them.

### ÖBB STATION CAMPAIGN IN VIENNA

Within the last seven years, ÖBB spent hundreds of millions of Euros for the modernization of railway stations. Until 2015, more than 2 billion Euros will be invested in the new quality of railway stations and traffic stations throughout Austria. In 2005 work has started in Vienna. Friendliness towards customers, service and security rank on first place. The railway station Vienna Praterstern is Vienna's first major railway station that has been completely modernized and redesigned. Additional highlights of the ÖBB-Station Campaign in Vienna concern the railway station Vienna West, the listed railway station building Vienna Heiligenstadt, the major railway station Vienna Meidling and, of course, the largest railway station project of all times: The Vienna Central Station



With the official opening ceremony in April of 2008, the railway station Vienna Praterstern presents itself as a state-of-the-art traffic station for travelers, visitors and abutters.

## Reconstruction measures at a glance

- modern, transparent architecture
- reconstruction of the station building, new construction of all trackage and platforms while daily business continues
- barrier free and convenient access to the platforms due to the installation of elevators and escalators
- elevation of the platforms for more convenient entering and exiting
- new directional and information system
- security system with video surveillance and security on the railway station
- extensive industry mix for travelers and visitors



### MILESTONES

Start of construction	March 2005
Initial operation platforms 3-4	April 2006
Overall start of operation platforms 1-4	April 2007
Opening celebration	April 2008
Construction period	March 2005 – April 2008
Architect	Albert Wimmer

### FACTS & FIGURES

2 center platforms, which are 210 m long and up to 21 m wide  
 Station building with a size of 1.700 m<sup>2</sup> with escalators and elevators to access the platforms  
 Total area of 6.500 m<sup>2</sup> for commerce, service facilities and restaurants

### Used materials

600 t steel  
 7.400 m<sup>2</sup> glass  
 25.000 t track ballast  
 12.000 ties  
 8.000 m rails  
 3.500 m contact wire  
 40.000 m cable

### Impressum:

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