

The simplicity and beauty of the landscape inspired an exoskeleton, exposed 'spine' structure, which is clear, understandable, and inspiring as a rhythmic expression of movement.

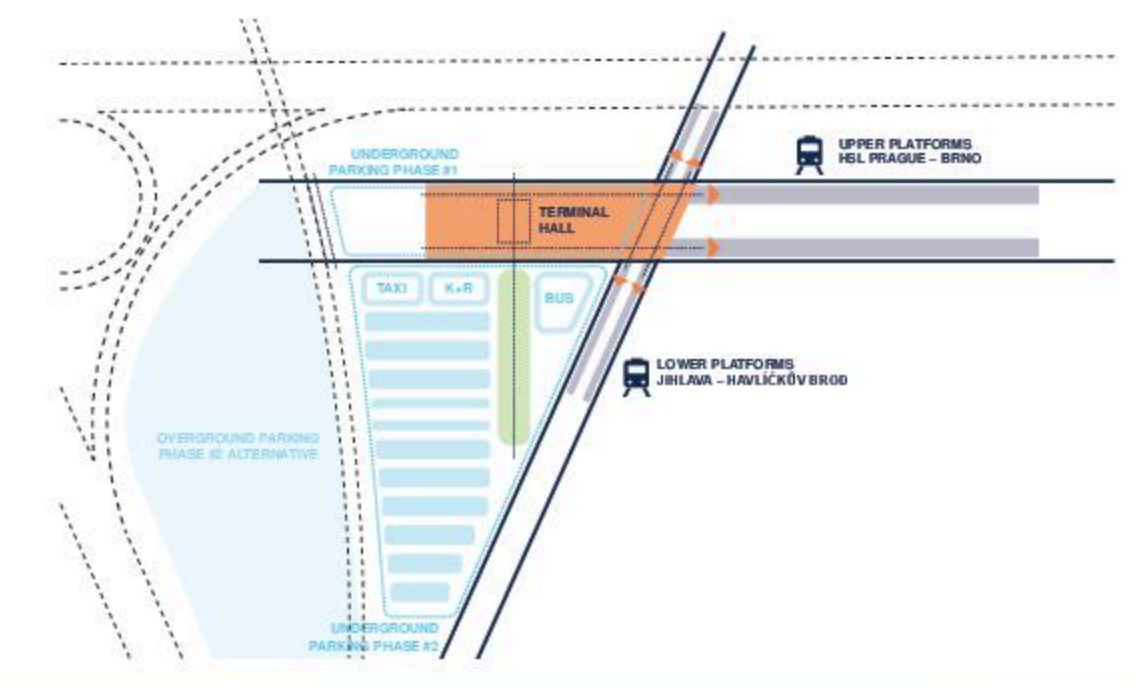
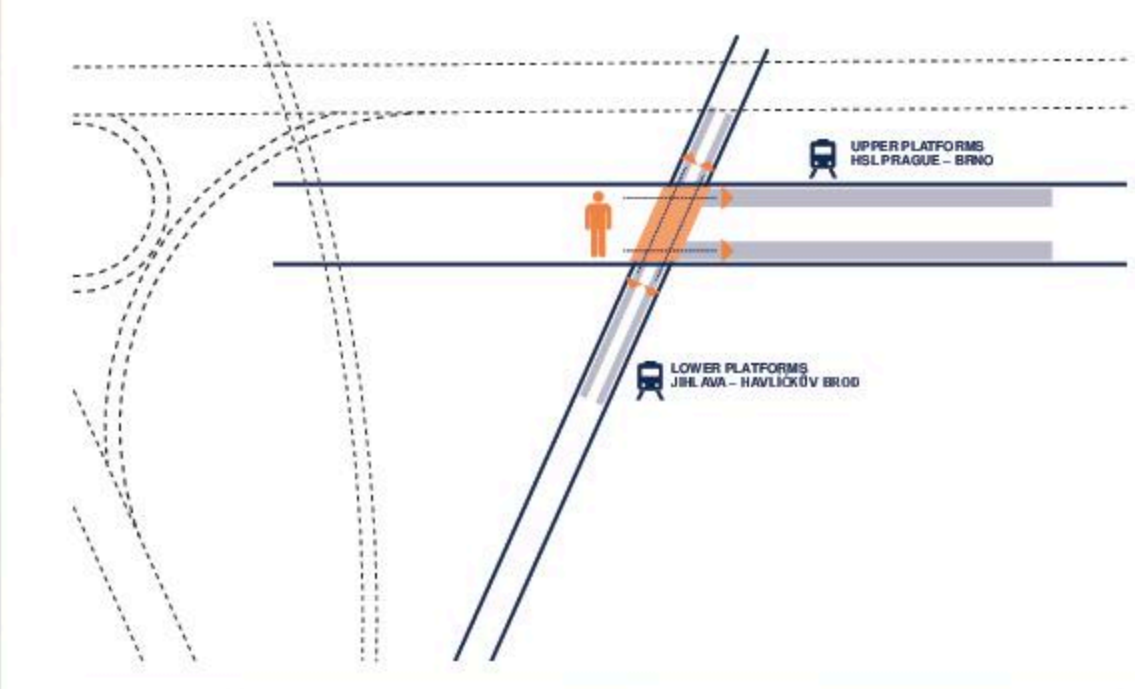
This we counter-posed with an elegant, vertical suspension bridge flyover, easily spanning the E50 highway while creating a memorable visual reference point on the horizon.

The visual counter-balance between the vertical suspension bridge, and the horizontal 'terminal hall' 'spine', will define the identity of Jihlava HSL Terminal with simple, rational beauty.

The simplicity of our parallel/in-line terminal structure not only shows a clear identity and comprehensibility, but it also allows the creation of a sequence of urban space which includes the forecourt, the allee, the piazzeta and then the entry concourse.

Parking below ground in the Phase I garage is easily accessed from the connector road on the West edge, as well staying parallel/in-line with the terminal hall.

Important to any train travel experience is readability and immediate comprehension of the complex, its zoning and seamless directing of passengers to and from their trains.

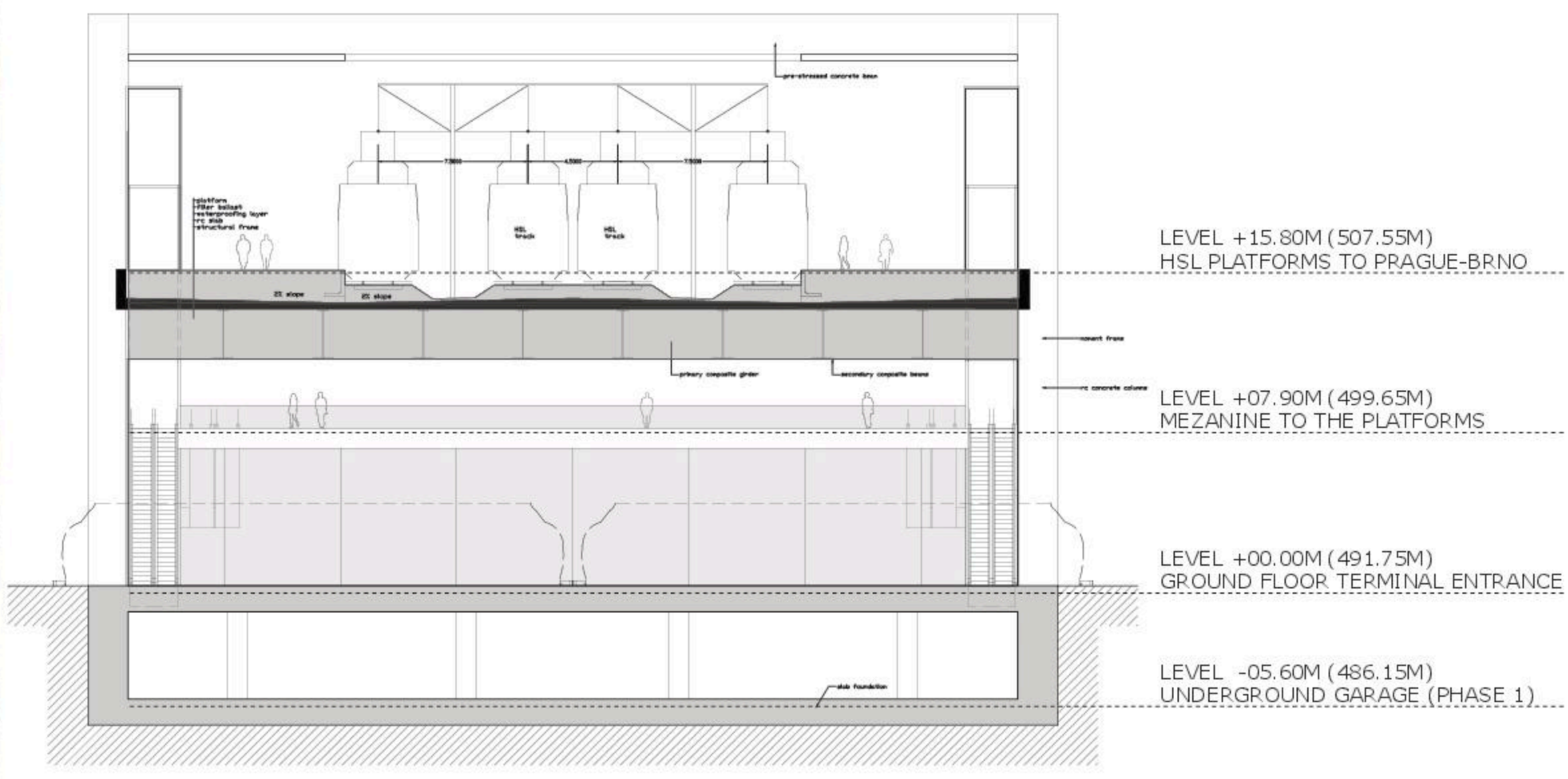
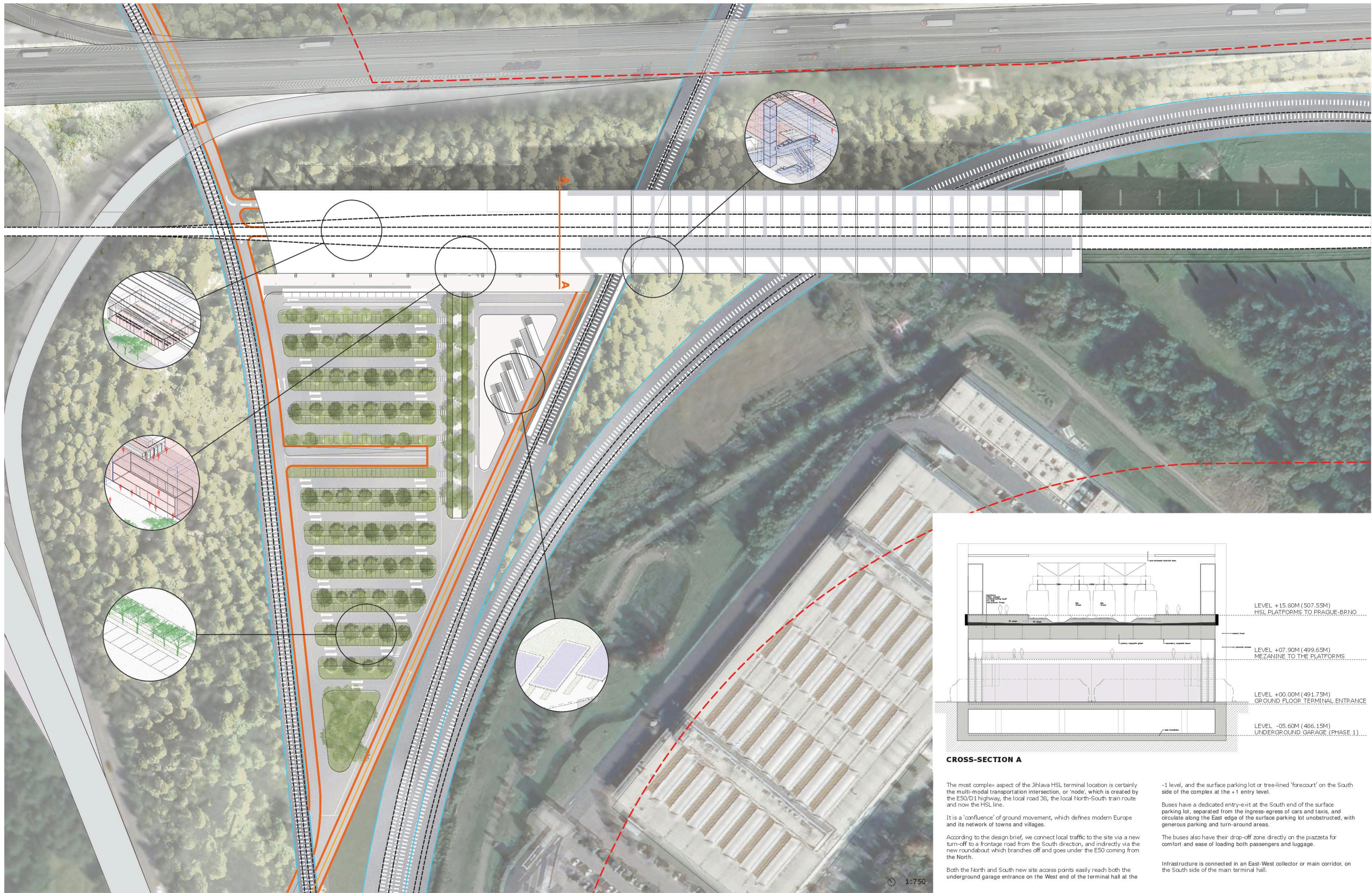


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CROSS-SECTION A

The most complex aspect of the Jihlava HSL terminal location is certainly the multi-modal transportation intersection, or 'node', which is created by the E50/D1 highway, the local road 38, the local North-South train route and now the HSL line.

It is a 'confluence' of ground movement, which defines modern Europe and its network of towns and villages.

According to the design brief, we connect local traffic to the site via a new turn-off to a frontage road from the South direction, and indirectly via the new roundabout which branches off and goes under the E50 coming from the North.

Both the North and South new site access points easily reach both the underground garage entrance on the West end of the terminal hall at the

-1 level, and the surface parking lot or tree-lined 'forecourt' on the South side of the complex at the +1 entry level.

Buses have a dedicated entry-exit at the South end of the surface parking lot, separated from the ingress-egress of cars and taxis, and circulate along the East edge of the surface parking lot unobstructed, with generous parking and turn-around areas.

The buses also have their drop-off zone directly on the piazzetta for comfort and ease of loading both passengers and luggage.

Infrastructure is connected in an East-West collector or main corridor, on the South side of the main terminal hall.



The new HSL Jihlava Terminal's DNA is in fact based on the simple binary movement principles of the trains themselves – the layout, the superstructure, the movement energies are all East-West oriented in a symbiotic appreciation of both physical and visual comprehension.

The parallel/in-line configuration of the entire complex not only helps the users' understanding of how the terminal hall works, but as well facilitates seamless passenger movement along its edges, both vertically and horizontally within the building.

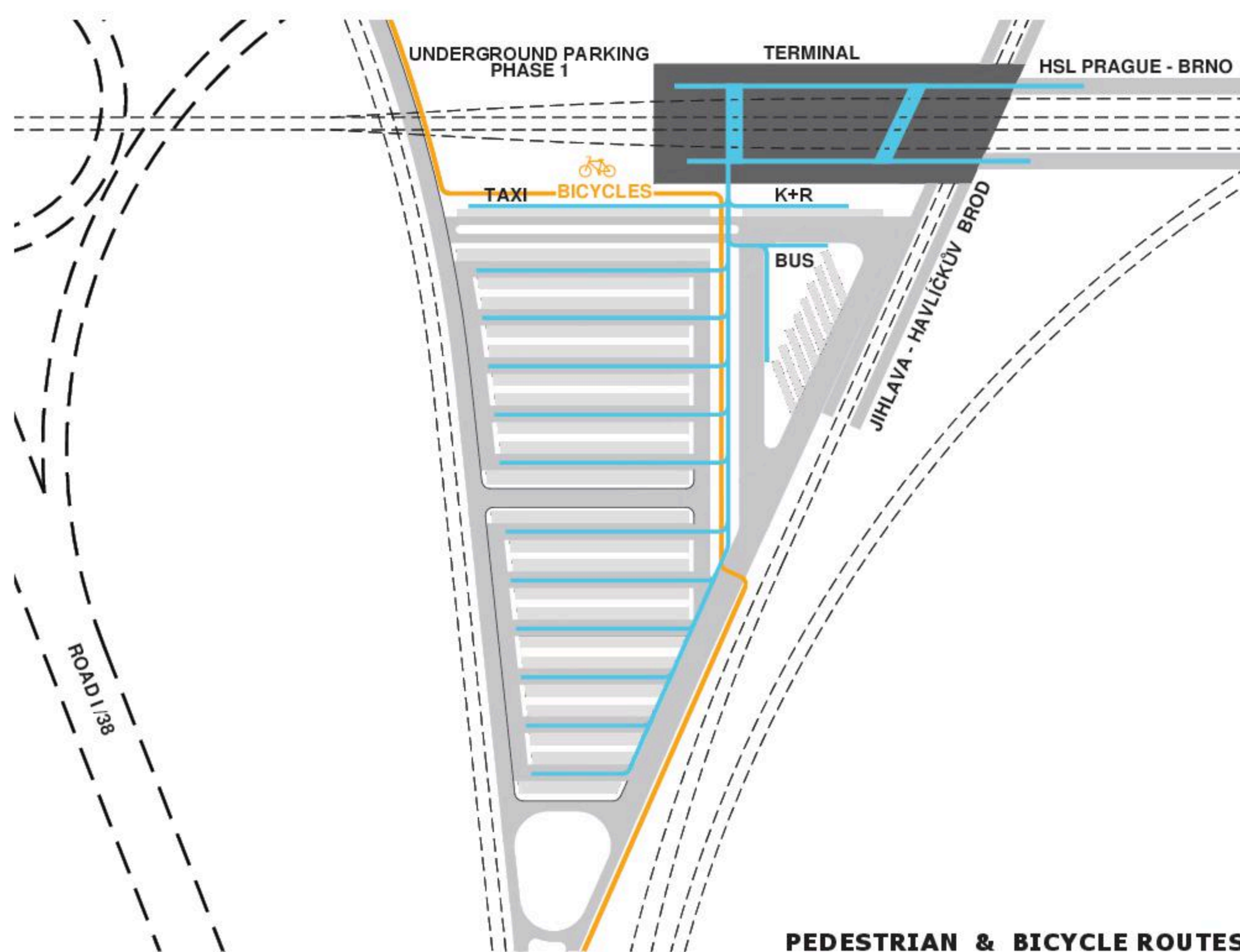
The axial entry for the 'forecourt' or parking area brings passengers into the middle of the terminal hall for easy orientation, while the high ceiling allows excellent visibility through the building and up to the HSL platforms.

The ground level layout is simply zoned into two halves, where free circulation is uncontrolled on the West half after the entry vestibule, in the ticketing and self-service/retail zone, while the East half is a controlled zone for passengers only.

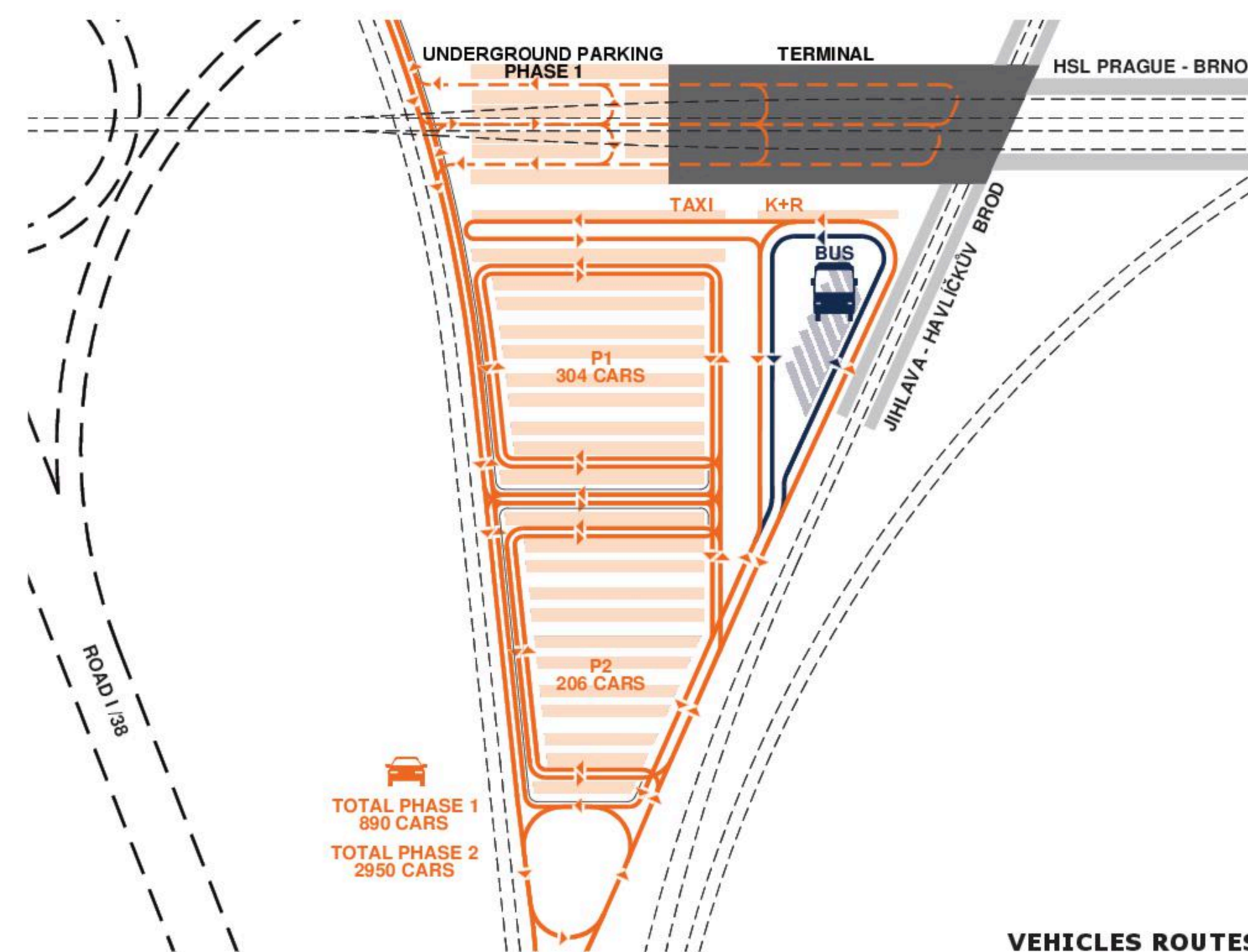
Each of the two halves or zones has its main waiting area with fixed seating, with the balance of the space in each zone left for free movement.

Over the local, connector train platforms we levitate an inspiring mezzanine for watching, resting, waiting and having refreshments, as a transitional, intermediate space on the way up to the HSL platforms.

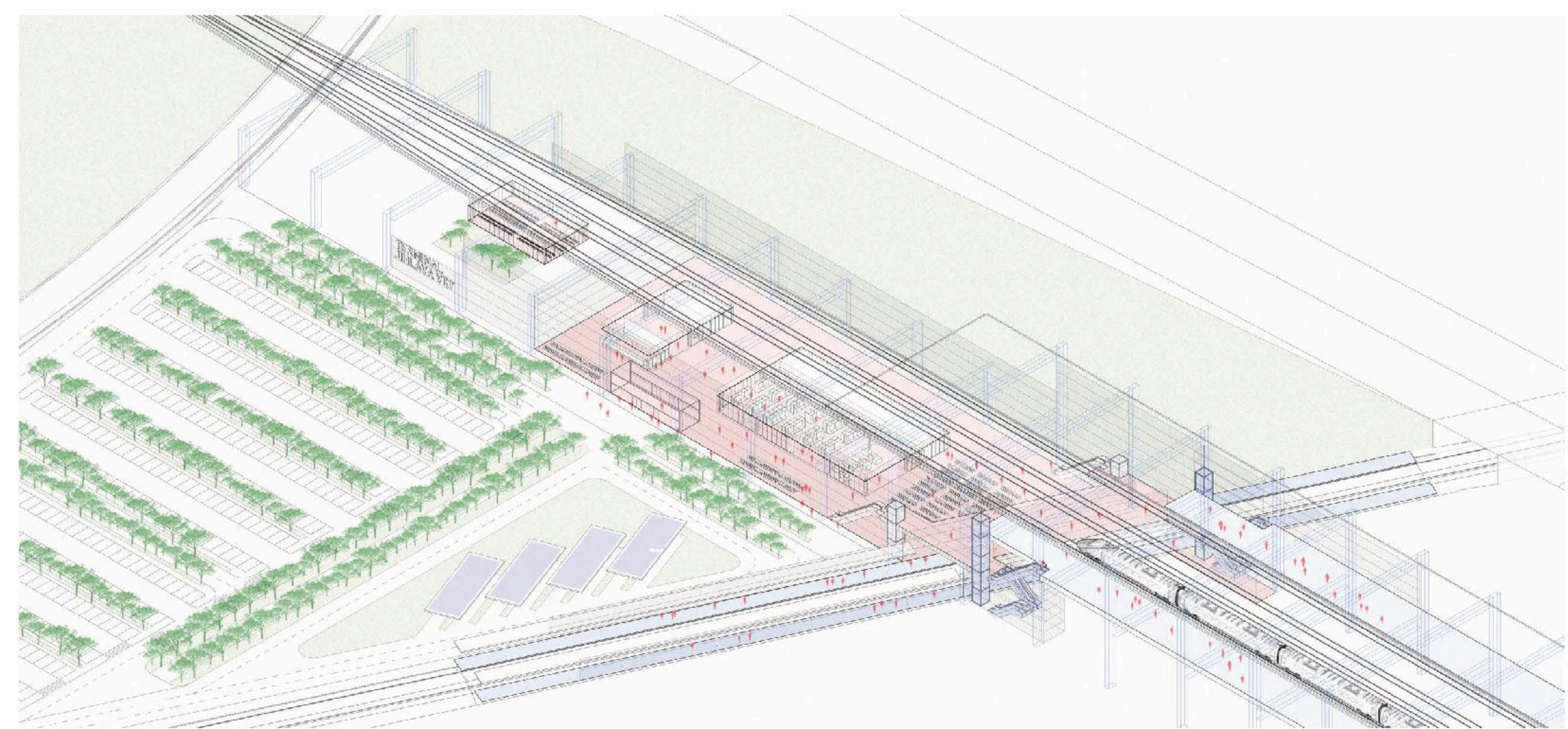
Focus was concentrated on the 'travel experience' and easy, continuous flow of people and space.

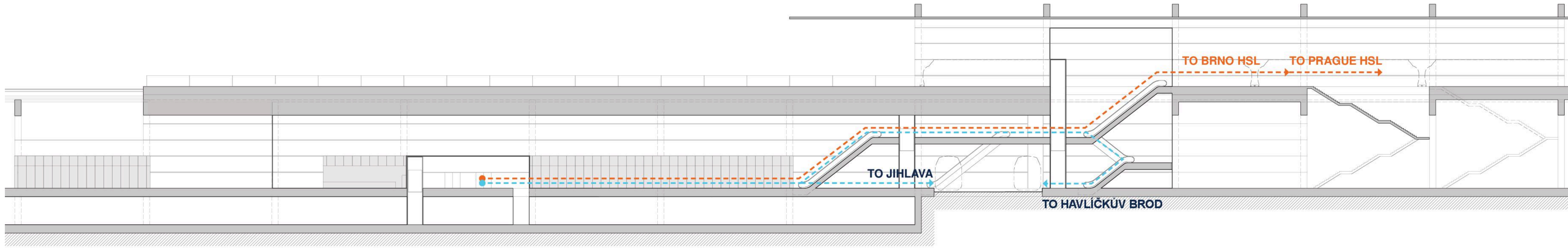


PEDESTRIAN & BICYCLE ROUTES

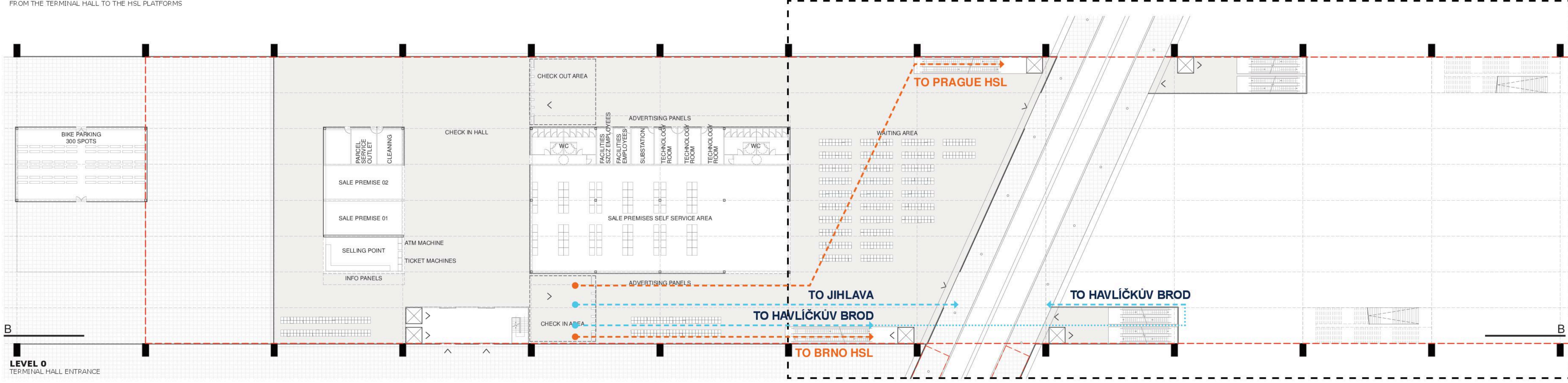


VEHICLES ROUTES

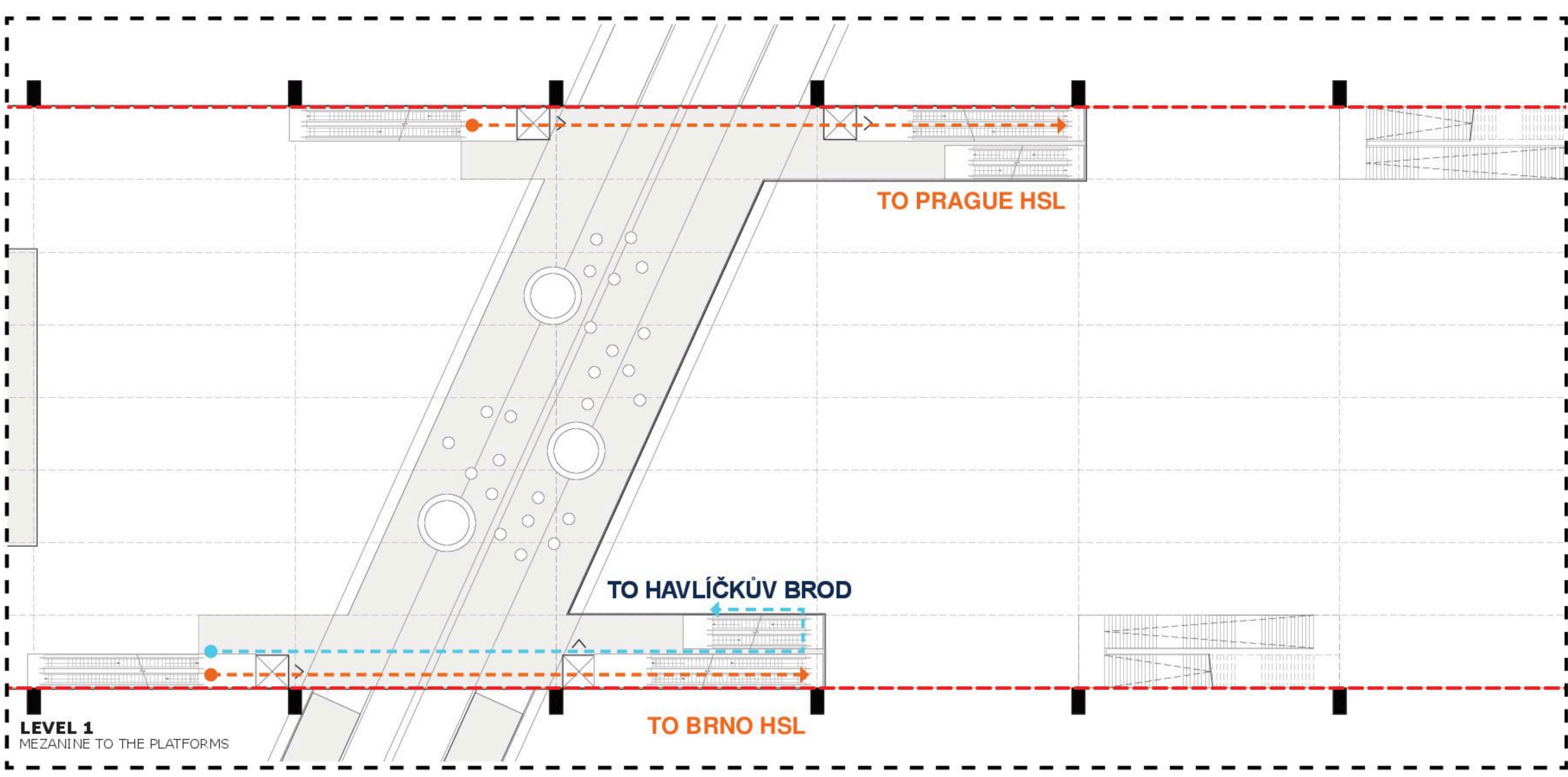




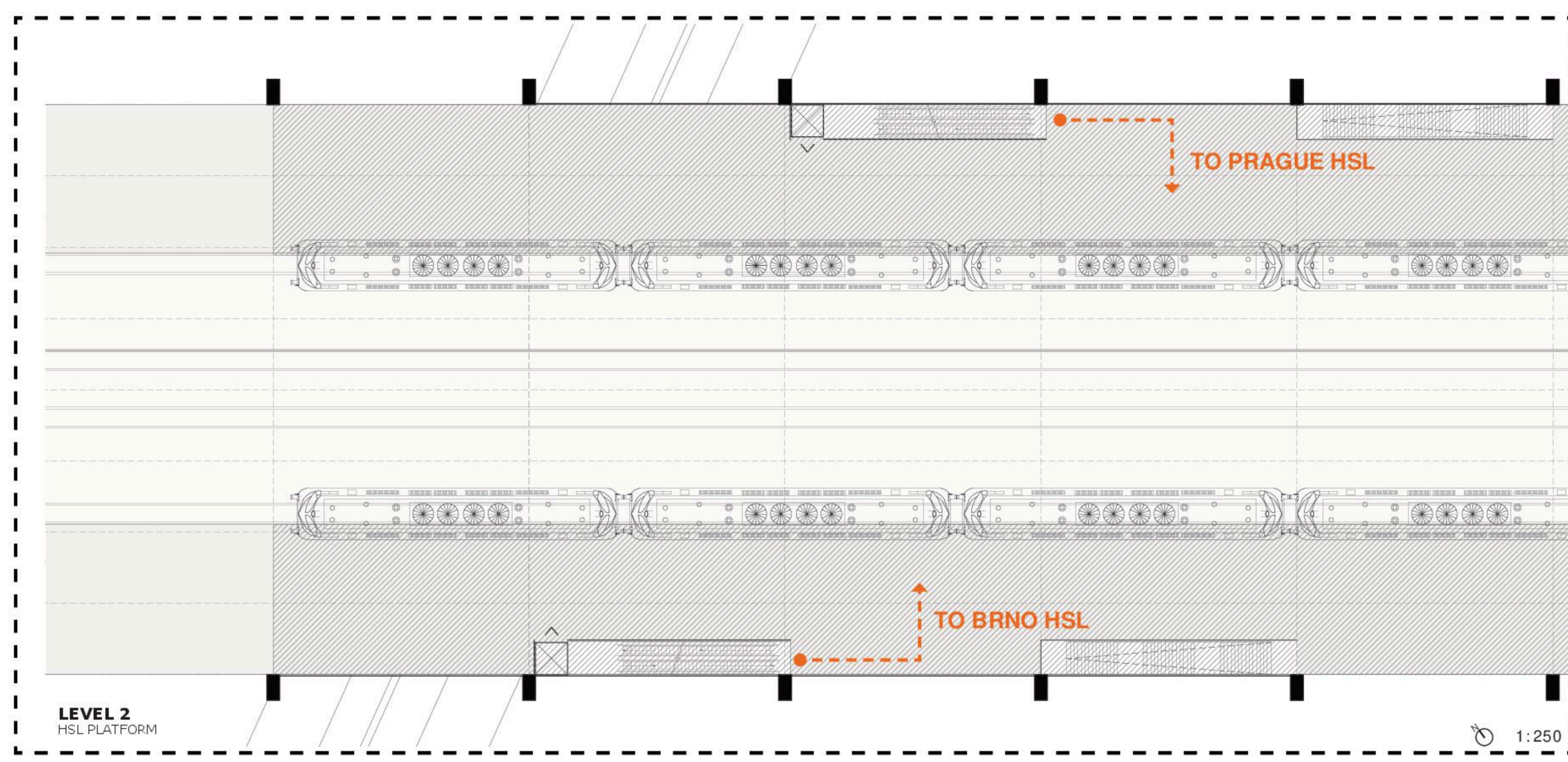
SECTION B
FROM THE TERMINAL HALL TO THE HSL PLATFORMS



LEVEL 0
TERMINAL HALL ENTRANCE



LEVEL 1
MEZANINE TO THE PLATFORMS



LEVEL 2
HSL PLATFORM

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The attractiveness of the Jihlava HSL complex is its serene, characteristically Czech country-side location, and how the new terminal hall, with its strong, rhythmic structural expression 'sits' into the landscape.

Our terminal hall proposal attempts to 'walk' modestly through the existing landscape, adding its own dense tree layer, while at the same time marking its position and identity on the horizon with the elegant flyover piers.

For the new Jihlava HSL terminal and its surrounding complex, we created a large tree-lined 'forecourt' in the form of an open parking lot, with connecting walkways leading to a central alley, which direct people to the

entry vestibule of the main hall.

The sequence of urban space includes the forecourt, the alley, the piazzeta and then the entry concourse, which is the extended paving immediately in front of the terminal hall.

Important to any train travel experience is readability and immediate comprehension of the complex, its zoning and seamless directing of passengers to and from their trains.

The four primary public spaces are clearly defined by the landscape strategies, spatial typologies and materiality.





The HSL line crosses the E50/D1 highway in a very skewed/oblique angle, so in order to manage this trajectory and distance, we propose here the concrete, double track railway bridge as a cable stayed, semi-lan type with 160m long central span and 80m side spans.

The orthogonal deck has deep side beams and is supported by symmetrical cable layouts anchored into two lambda shaped pylons. The overall bridged distance of the flyover structure is about 320m.

Viaducts for the HSL line between cable stayed bridge and the terminal hall, and between terminal hall - embankment consists of a composite concrete and steel structure.

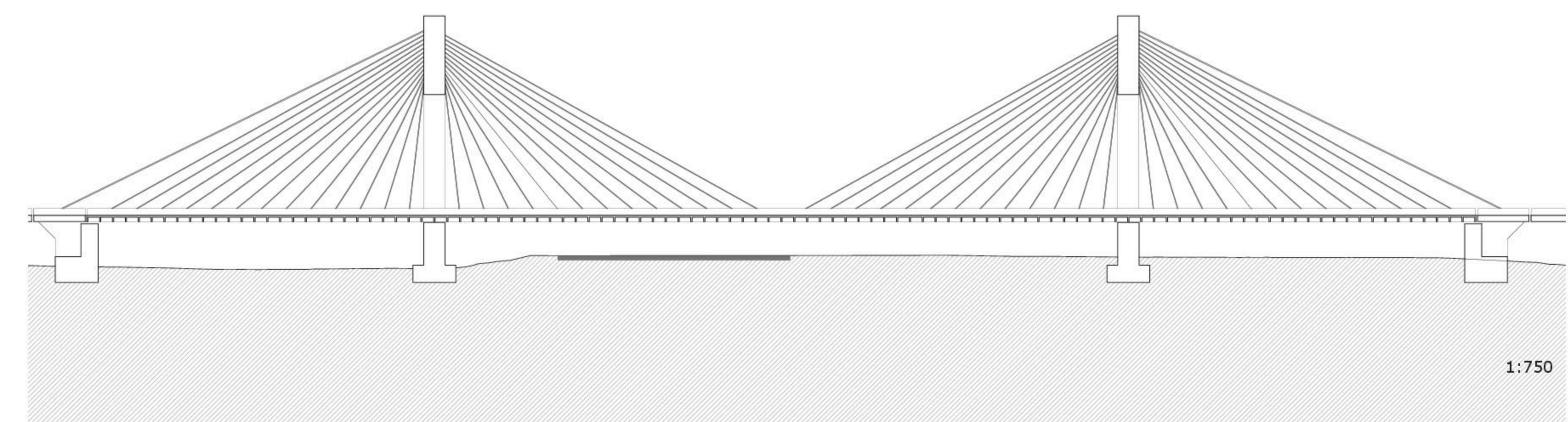
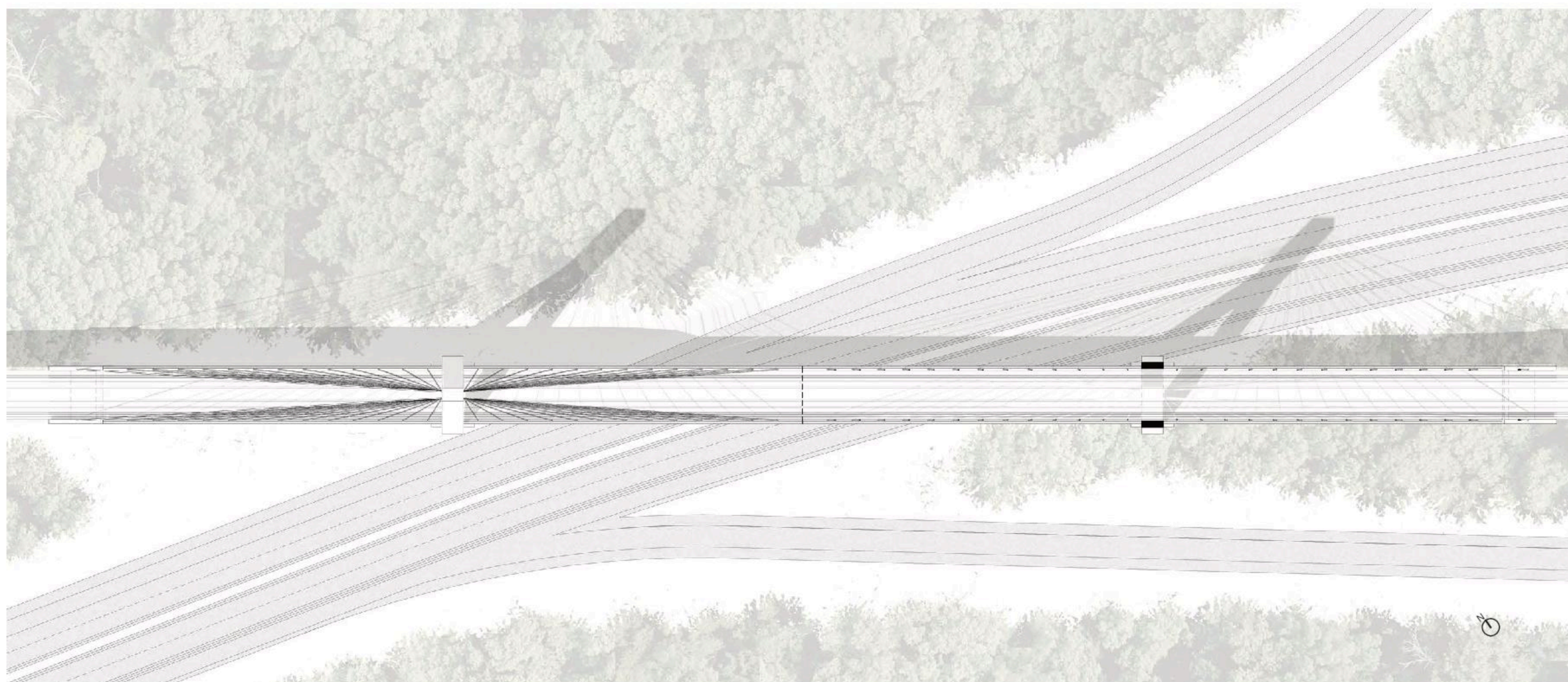
The slab deck for the two HSL tracks supported by beams (pre-stressed concrete or steel) underneath. The continuous upper structure is

supported on wall-like piers which form the 'super-structure'.

The terminal hall's primary structural system is made of a two-storey moment frame (possibly pre-stressed concrete - steel - reinforced concrete hybrid) in the direction perpendicular to HSL tracks.

The secondary longitudinal beams span across primary beams and support the tracks with platforms on first level and roof over platforms on the second level.

The upper HSL platforms are roofed with steel structure and light aluminium cladding, hanged from the reinforced concrete hyper-frames, including a semi-transparent central bay having photovoltaic, safety glass panels.



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