

“Uherský Brod Transport Terminal – Stage III”

Construction Project

B.1 SUMMARY TECHNICAL REPORT



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- 1. Transport Scheme of the Station**
- 2. Geotechnical investigation and proposal of the sleeper bed**

B.1.2 Investigation and reference documents
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B.1.2.1 Geodetic orientation and map sources

We used the following geodetic and map sources for the preparation of the project documentation. All of them are prepared in the S-JTSK coordinate system and the Bpv altitudinal system.

a) Purpose map and railway

prepared by Ing. Jan Smetana, geodetic office, Kroměříž, in 2014. For surveying we concurrently used the railway point array, which was established for the previous construction “Uherský Brod - Transport Terminal – stage II – SŽDC Part”.

b) Cadastral Map

The area of interest is located in the cadastral are of Uherský Brod, Uherský Brod Municipality. The origin of the cadastral map – a digital cadastral map. Railway lands (Správa železniční dopravní cesty, s.o. and České dráhy, a.s.) are marked in a common way.

The author of the geodetic documentation delivered to the designer a digital form of survey, list of survey points, list of levelled surfaces of stretch of rails and a cadastral map.

Graphically, the map is prepared for a scale 1:500 for the railway station.

A geodetic part is documented in part I.

B.1.2.2 Dendrological survey

Felling woody plants is not intended in the construction, as the construction is situated inside a track of the railway station.

B.1.2.3 Geotechnical survey

See Annex No. 2 hereto

B.1.3 Protective zones

Subsequently, the specification of protective zones limits or prevents from certain forms of area utilisation. The utilisation of these areas arises from individual laws and standards. The construction is situated out of all specially protected areas affected by mining activity and does not reach a protective forest zone. The construction is situated in **the rail system protective zone**.

B.1.3.1 Rail system protective zone

According to Section 9(1) of Act No. 266/1994 Coll., the Rail System Act, a protective zone of a national or region rail system is defined by a vertical area led 60m from the axis of the outer rail, however, no less than at the distance of 30m from the boundary of the rail system perimeter.

B.1.3.2 Underground services protective zone

Development of the existing as well as newly proposed underground services are plotted in the situations. Due to clear arrangement, the underground services protective zones are not plotted in the situations and, therefore, there are stated here.

- 7m at opened wire lines with the voltage above 1 to 35 kV
- 12m at opened wire lines with the voltage above 35 to 110 kV
- 15m at opened wire lines with the voltage above 110 to 220 kV
- 20m at opened wire lines with the voltage above 220 to 400 kV
- 30m at opened wire lines with the voltage above 400 kV
- 1m from the outer cable at cable underground lines up to 110 kV included
- 3m from the outer cable at cable underground lines above 110 kV included
- 4m at pipelines and connections up to the diameter of 200mm (inclusive)
- 8m at pipelines and connections from the diameter 200 to 500mm included
- 12m at pipelines and connections above the diameter of 500mm
- 1m at NTL and STL pipelines and connections in the built-up area of the municipality
- 4m at technological buildings of 4m
- The protective zone of sewerage systems is specified by ČSN 736701, the protective zone of water lines is specified by ČSN 736620.

B.1.3.3 Protective zone of class II and III roads

The protective zone of class II and III roads means a space limited by vertical areas leading up to the height of 50 m and at the distance of 15m from the axis of the road or from the axes of the adjacent traffic strip. The construction does not reach by its extent any such protective zone.

B.1.2.4 Protective areas, elements and buildings

Water protection

The area of interest and its wider surroundings are located outside the area of protective areas of natural ground water accumulation. However, it is located in an extensive outer (II.b) protective zone of water resources (scattered ground water withdrawals).

Essential landscape elements, protected areas, Territorial System of Ecological Stability (TSES) and NATURA 2000

On the territory of the construction as well as at its wider surroundings, there are neither specially protected areas, nor registered landscape elements or the structural elements of the territorial system of ecological stability.

Flora a fauna:

Within the project preparation of the construction, we did not need to carry out a dendrological survey in the area of interest, as the construction shall affect any woody plants, precious woody plants or woody plants cover growing outside the forest. Precious and/or protected kinds of plants or their communities do not occur in the locality and, therefore, they shall not be affected by the construction. The implementation of the intention also does not intervene the points of specially protected kinds of animals. The construction shall not affect migration passableness of the locality.

Listed buildings, archaeological sites:

No cultural sights shall be affected within a proposed scope of the construction and we do not assume the impact on immovable cultural sights by the construction.

Protected deposit areas, face working places:

The railway body does not pass through any protected deposit area, mineral deposits or a determined face working place. A negative impact of the intention on minerals and geological environment may be excluded.

Lands belonging to the agriculture land resources, lands intended for the fulfilling of the roles of forest:

Due to the implementation of the construction “Uherský Brod Transport Terminal – Stage II – SZDC part“, the lands pertaining to the agriculture land resources (ALR) do not need to be excluded permanently.

The construction shall not affect the lands intended for the fulfilling of the role of forest, nor their protective zone.

B.1.4 Concept of the construction
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B.1.4.1 General construction concept

The construction is the last stage of the reconstruction of the Uherský Brod railway station to the final form. Within the construction, track No. 1 between the outer switches and the remaining part of track No. 2b shall be reconstructed without the intervention in rail junctions. Two one-sided platforms – at track No. 1 with the length of 140 m and at track No. 2a, the outer platform with the length of 60 m shall be built and a consolidated area shall be arranged in front of the passenger building. A passengers shelter shall be built on the platform at track No. 1. Both the platform shall be equipped with new lighting and station radio. With respect to the reconstruction of rails, excluding and reinserting of the affected outer elements of safety equipment is intended. Concurrently, all the cable distributions shall be transferred – both heavy current and light current affected by the rail reconstruction.

B.1.4.2 Description of a proposed technical solution of individual SO, PS

Upon requirements of the “CEO Directive No. 11/2006” applicable since 30/06/2006 of Annex No. 2, applicable for the construction project, the solutions of individual SO PS specified below are carried out by individual buildings, listed according to the building structure documentation approved by the investor.

D. TECHNOLOGICAL PART

D.1 Railway safety equipment

PS 28-01 Arrangement of the safety equipment (Ing. Michal Čechmánek)

Current state:

The Uherský Brod Station is secured by the electronic station security equipment of the 3rd category of the ESA 11 type (year of construction 2008). This station was within the construction “DOZ of the Veselí nad Moravou track (outside) – Újezdec u Luhačovic (outside)” (year of construction 2015) transferred to remote control and, currently, the Železný Brod Station is operated by remote control from the CDP Přerov.

Proposed state:

During the implementation of the construction, the existing electronic SZZ shall remain in the operation at the station.

Prior to the commencement of the construction works at rails No. 1, 2b, the computer sensors of the axles shall be disassembled at these rails to prevent from their damage by the construction works. After the termination of the construction works at these rails, these computer sensors shall be reassembled back to the original place. At the rails that shall be excluded from the traffic operation but where the construction works that would endanger the outer part of the safety equipment shall not run, the outer safety equipment shall not be disassembled.

Stopping the operation of the excluded rails shall only be under the stipulated procedure with the operation of a joint operation workplace (JOW), without the intervention in the SW of the existing safety equipment.

Organisation and operation of the railway transport in the Uherský Brod Station is in accordance with the SŽDC D1 Regulation.

D.1 Railway communication equipment

PS 14-01 Radio for passengers (Ing. Jan Hubený)

The radio equipment shall be extended by the new loudspeakers, which shall add sound to the new platforms No. 2, with length of 60 m and No. 3, with length of 140 m. The loudspeakers shall be placed at 5-metre hinged lighting towers. The loudspeaker shall be placed in the height of 3.5 m. The pressure loudspeakers with reversible power of 6 W, 10 W, 15 W with setting at 6 W, shall be used. These loudspeakers shall be connected to the individual branches.

Connection shall be performed from the existing radio exchange, which has a sufficient power of 400 W. Connection of loudspeakers shall be performed via cable of the CYKY type, 3x1.5. The existing cable line of the signal box exchange shall be

partially used for wiring of radio cables and the cables shall be also conducted in a joint route with the cable of lightning in a separate trough.

Setting of the volume of the new loudspeakers shall be carried out for the purposes of Decree No. 13/1977 Coll., as amended by the exceptions applicable for radio equipment on the premises of the transport office.

A radio report runs automatically. The report is implemented via a relation between a control PC of the information radio system (IRS) located in a transport office and the radio equipment.

The feeding of the radio equipment will be existing.

PS 14-01.1 Information equipment (Ing. Jan Hubený)

The supplementing of the information system is proposed in the Uherský Brod Station to inform passengers. The information system consists of the equipment that provides visual information (Information boards) and radio information – automatic reports in radio equipment.

We propose to supplement a single IP display unit with the LCD monitor, with the dimensions 920x532x140 mm. The display unit shall be placed near a central crossing under the shelter, which is a part of the passenger building.

Connection shall be carried out from the transport office.

Deliveries and assembly of display units, which shall be in the SŽDC's ownership, are part of this PS.

E. CONSTRUCTION PART

E.1. Engineering buildings

SO 17-01 Superstructure (Ing. Martin Nádeníček)

Current state:

The superstructure in the rails affected by the reconstruction – track No. 1 and the remaining part of track No. 2b is not completely satisfactory and, from a long view, a need of its renewal arises. In track No. 1, the continuance of the track rail, the superstructure consists of the S49 rails on the SB5 concrete beams with a firm bearing plate fastening. Track No. 2b or its remaining part is in a considerably unsatisfactory condition. The superstructure consists of the T rails on the steel sleepers (apart from the reconstructed ca. 25 m tv.49E1 following switch No. 8). The ballast base is strongly polluted by fine fraction and requires a complete renewal.

Proposed state:

The reconstruction of track No. 1 between the outer switches and the reconstruction of track No. 2b between outer switch No.12 and an already reconstructed section following switch No. 8 shall be carried out in the construction. Directional and altitudinal relations of the rails are in compliance with Decree No. 177/1995. As a maximum cross cant of the railway line needs to be met, we propose a required directional and altitudinal adjustment of track No. 3 in the length of ca. 240 m.

The 49E1 superstructure on B91S/2 concrete sleepers with a flexible bearing plate-off fastening shall be used for new railway arrays. The rail base is proposed in the

width of 350mm from crashed aggregate of fr. 31.5/63. The gravel ballast shall be filled up from a new material at the places of directional and altitudinal adjustment of the existing rails.

With respect to the scope of the reconstruction, we shall need to renew or supplement the equipment of the track, which is a part of the SO superstructure. This particularly concerns the location of hectometre posts and gradient posts.

SO 16-01 Substructure (Ing. Martin Nádeníček)

Current state:

The Uherský Brod railway yard is partially drained by pipe water run from the previous construction or from the renewal of the drainage at the Újezd gridiron. The remaining part does not contain any visible elements of hidden drainage equipment and with respect to several “muddy places” it may be assumed that such equipment does not exist or it is not functional.

Proposed state:

For the determination of the redevelopment of the substructure, a geotechnical survey has been prepared and on its basis a proposal of a sleeper bed has been prepared. With respect to the assumption that the bed is made of ballast clays, the base is being considered to be adjusted with mixed bond in the depth of 420mm. The water regime is considered as unfavourable.

The drainage of the reconstructed part of the station is proposed by a system of pipe water runs, connected to run water pipe system from the previous construction to the local sewerage or emptied into slopes of the railway body. With respect to the ongoing frontier of the railway land at the base of the slope, where pipe water runs are emptied, the facility of retention premises for collecting water shall be part of the equipment outfall.

Basic parameters of the adjustments of the substructure:

- the ground level is designed with the inclination of 5%
- the width of the SD min 2.50m from the rail axis, providing that it will be made to the edge of the pipe water run trench. The inclination of the pipe water run is designed between 4.1‰ to 6.6‰.
- the ŠD thickness of min. 150mm
- improvement of earth by mixed bonds in the thickness of 420mm

SO 16-02 Platforms and consolidated areas (Bc. Miloslav Hlávka)

Current state:

At present, there are 2 level platforms at track No. 1 and 3, 235m long, and new external 160m long one at track No. 2.

The edges of level platforms are consolidated by cement bricks, the surface of these platforms is consolidated by cast asphalt. The platform at track No. 2 is with a solid edge made of prefabricated elements H130 with an area consolidated with a concrete pavement with the thickness of 60mm. A central crossing for passengers across track No. 2 was part of the construction.

Proposed state:

A new external platform 60m long with a level access at track No. 2a at the space in front of the passenger building. A semi-island one-sided platform at the reconstructed track No. 1 140m long is proposed as well. The width of the semi-island platform is designed at 3.0m, the width of the external platform is considered at 3.0 or 3.5m. The height of the edges shall be 550mm over the surface of the adjacent rail and the distance of the platform edge is constant along the whole length of platforms – 1,680mm. The longitudinal inclination of rails at platform edges is no more than 3‰.

The platforms shall be made of platform wall of prefabricated blocks of the H130 type laid on the underlying layer and levelling concrete layer C 12/15, min. thickness 0.15m. A layer of the underlying levelling concrete C16/20, thickness 0.05m, is proposed for the possibility of directional and altitudinal placement of H elements using wedges. The upper area of the platform shall be consolidated by concrete castle pavement.

The drainage of rain water from the platform is designed by a single direction inclination towards rails to the drainage trough, or to the adjacent slope, which shall be consolidated by armouring. The platform at track No. 1 shall be furnished with a handrail at the platform edge. Both the staircases shall be terminated by monolithic walls without service stairs.

Access to the semi-island platform at track No. 1 shall be secured through already built central crossing, to which the platform shall be connected using two pavements with the width of 1.50m.

The consolidated area between the platform at track No. 2a and the passenger building shall be reconstructed so that it would allow a barrier-free access to the platform. With respect to the height differences between the present area under the shelter at the building with a new platform, a supporting wall where stairs are designed in front of the passenger building is proposed at the side where passengers do not get on. Barrier-free access is allowed at the face of the platform.

E.2 Ground buildings

SO 15-01 Passengers shelter (Ing. Marcela Dubská)

Two shelters are located at the platform being newly built at track No. 1.

The design of the shelters for passengers is linked to the visual solution of the shelters of the adjacent bus terminal. For this reason, a steel structure with glazing with safety glass is selected (roof, back wall + short side walls). Dimensions of the shelter are 8.30 x 1.86m. The height over the platform is ca. 2.5m.

The roof has a counter shape with the inclination from the platform. The drainage of the roof to the terrain, to slope work under the platform, which is furnished with armouring against splashing water.

The shelter shall be furnished with seats with the individual seats and a frame for the placing of information about train departures.

The shelter shall not have separate lighting – in the case of the glazed roof, the lighting from the platform shall suffice.

A handrail shall be left at the place of the shelter and the actual area of the platform shall be expanded by 300mm.

The built-up area of shelters	30.09 m ²
Roofed area of shelters	25.6 m ²
Capacity of 2 shelters	50 passengers

E.3 Power Equipment

SO 06-01 Platform Lighting (Ing. Tomáš Blažek)

Current state:

At present, the lighting of the station is designed by a set of 12m pillars between rails No. 3 and 5 and also at the area of the loading area at both the gridirons. The installation of lighting at the first platform is part of the ongoing construction, both using fluorescent lights at the roofing and also using 6m folding pillars at uncovered parts of the platform and consolidated areas, including lighting of the passenger crossing.

Proposed state:

The subject matter of the SO 06-01 is lighting of two newly built platforms of the Uherský Brod railway station and disassembly of one of the present pillars.

The lighting of the platforms shall be made using LED lights for external environment. They will be installed on 6m folding pillars with the surface treatment by hot-dip galvanizing. Power supply shall be made by two new branches (WL1 and WL2) from the present RBH switchboard in the basement of the building of the present passenger building. Excess earth from excavation works shall be deposited to the dump.

Loudspeakers of the local radio (not included in this SO) shall be installed on the new pillars.

The proposal of lighting, supported by a calculation, is made according to ČSN EN 12464-2 and illuminated areas are included according to the E11 standard for lighting of external railway areas of SŽDC in category No. 5.12.8 – Open platform, suburban and regional trains with a high frequency of passengers or trains of national importance with low frequency of passengers ($E_m = 20 \text{ lx}$, $U_0 = 0.4$).

Following the investor's representative's request arising from the meeting at the construction site on 10/10/2014, the SO 06-01 shall also include the disassembly of one of the present 12m pylon located in the vicinity of the newly designed pylon OS7. Within this project, the existing pylon shall be disassembled and the disassembled material shall be deposited for ecological liquidation according to the applicable regulations. The pulled down debris shall be deposited on the dump and the surfaces shall be put to the original state. The present cable shall be joined. The joint shall be furnished with sand underneath and it shall be supported underneath. A warning sheet shall be placed over the joint. The earth around it shall be compacted.

SO 06-02 Relocations of Low-Voltage Heavy-Current Distributions (Ing. Tomáš Blažek)

Relocation of heavy-current distributions is not expected based on the received reference documents for the state of the existing networks. Only protecting (separated

cable ducts) of the existing distributions is being considered during the excavation works of the substructure. With respect to the frequent unreality of the received reference documents, this SO shall be maintained within the construction, including a financial reserve, if any.

SO 14-03 Relocations of SŽDC Underground Services (Ing. Jan Hubený)

The present route of track cables in the direction of Újezdec shall not be affected by the construction of platform No. 2. Before the works commence, their exact delimitation in the free terrain needs to be done with the cable administrator, or perform thorough probes and hence protect the cables so that they would not get damaged.

The cable route of communication cables in the section from 116.280 to km 116.018 km shall not be affected directly by the construction of platform No. 3, protection of cables needs to be ensured – underpass under track No. 1.

The communication route shall be affected by the reconstruction of track No. 1 in the section from 116.018 km – 115.885 km and mainly by a new drainage. A relocation of cables between track No. 3 and 5 in the length of ca. 140m is being considered in this section.

The cable administrator shall carry out exact delimitation of the cable route, or thorough probes and hence protecting the cables so that they would not get damaged shall be ensured.

The route of security cables, which lead along the passenger building at the place of new platform No. 2 shall not be affected directly, the platform shall be higher than the original one.

B.1.3.3 Assessment of the Construction with Respect to the Use by People with Limited Ability of Movement and Orientation

Touch and colour finishing of walkway areas by guiding lines, optical marking of guiding lines, signal and earning strips are some of the basic presumptions of safe movement of blind and purblind people. Guiding lines and optical marking of guiding lines separate the safety strip at platforms from other areas of the platform and have a function of leading visually impaired people. Signal strips warn about places important in terms of orientation. A warning strip indicates a safe area at platforms, consolidated areas and access roads. Specimen sheets Ž8.7 for platforms of railway stations and stops deal with the specific issues in the railway transport.

A guiding line with a warning strip of the width of 400mm shall be located at the platform edge in the distance of 800mm from the edge, which separate the safety strip from the remaining area of the platform. The surface of this line shall be made of tiles with longitudinal grooves in the sine curve or trapezium – grey colour of tiles. Contrast optical marking in the width of 150mm shall be made in yellow colour (shade 6200 under ČSN), partly on the guiding line closer to the platform.

At the place of guidance to important places, the guiding line shall be disconnected and a signal strip shall be installed directing to the platform to a natural or artificial guiding line. At the place of the passenger crossing, a signal strip is proposed towards track No. 2 for directing blind people across the crossing. At the frontier of the unsecured area of the crossing across track No. 2/2a, i.e. at the distance of 2.50m from the axis, a warning strip 400mm wide parallel with the rail is proposed.

For touch elements, a material according to the government regulation No. 163/2002 Coll. and according to the technical guidelines TN TZÚS 12.03.04. and 06 must be used.

For the access to platform 1A for blind and purblind people, the guiding lines are made of relief pavement at consolidated areas.

B.1.5 Permanent and temporary occupation of lands

No requests for the removal from ALR or PFU shall arise by the construction.

B.1.6 Preparation for the construction

The issue of the preparation of the construction site is generally addressed in part F. *Construction Organisation*.

B.1.7 Purchase of lands and buildings or parts thereof

With respect to the location of the construction on the track land and within the internal part of the existing station, no other lands shall be purchased. A contract on the performing of the construction with the owner of the plots of land shall be entered into for the implementation of the construction. The construction includes, reaching plot of land No. St. 1468, cable lines deposited in the present cable and with the entry to the passenger building to the present facility of the track (utilisation of the present entries).

List of lands affected by the construction			
plot No.	owner	use of land	kind of land
1751/7	České Dráhy, a.s.	railway	other area
St.1468	České Dráhy, a.s.	-	built-up area and courtyard

At present, the division of the station land between ČD a.s. and SŽDC s.o. is being prepared. However, such a division, including the definition of new plots of land shall not have been resolved at the time of the preparation of the documentation.

B.1.8 Exemptions from regulations and standards

The proposal of the technical solution is in accordance with generally applicable laws of the Czech Republic and railway regulations and no exemptions need to be granted from the regulations or standards.

B.2 Operating and transport technologies

1. Introduction

The construction is the last stage of the reconstruction of the Uherský Brod railway station to the final form. Within the construction, track No. 1 between the outer switches and the remaining part of track No. 2a shall be reconstructed without the intervention in rail junctions. Two one-sided platforms – at track No. 1 with the length of 140m and at

track No. 2a, the outer platform with the length of 60m shall be built and a consolidated area shall be arranged in front of the passenger building. A passengers shelter shall be built on the platform at track No. 1. Both the platform shall be equipped with new lighting and station radio. With respect to the reconstruction of rails, excluding and reinserting of the affected outer elements of safety equipment is intended. Concurrently, all the cable distributions shall be transferred – both heavy current and light current affected by the rail reconstruction. The operation and organisation of railway transport is in accordance with the SŽDC D1 regulation.

2. Operational and technical assessment of the current state

The Uherský Brod railway station is located at 116.164 km, at single track No. 317 (for passengers No. 341) Vlárský průmysk – Staré Město u Uherského Hradiště. The station is permanently not occupied, controlled by CDW Přešov.

The backup workplace for the control is set up at the emergency dispatcher in Bylnice.

The track is not electrified. The highest track speed is 80 km/hour, braking distance is 700m, the length direction of a freight train is 540m, track class C4, maximum inclination is 15‰. The operation and organisation of railway transport is in accordance with the SŽDC D1 regulation.

The present scope of the regular train transport in GVD 2015/ 2016.

Hradčovice – Uherský Brod track section

R	Sp	Os	Mn	Total
6	2	18	1	27

Uherský Brod - Hradčovice

R	Sp	Os	Mn	Total
6	3	18	1	28

Uherský Brod-Újezdec u Luhačovic railway section

R	Sp	Os	Mn	Total
6	2	17	1	26

Újezdec u Luhačovic – Uherský Brod

R	Sp	Os	Mn	Total
6	3	17	1	27

In GVD 2015/ 2016, the station is loaded mostly by express trains of the Prague – Luhačovice relation. At the marginal parts of a day, there are express trains of the Olomouc – Luhačovice relation, one train also starting from Hradec Králové. Express trains are aligned at Brno-main station - Bylnice, slow trains at Bylnice (Bojkovice city) – Uherské Hradiště, or, if appropriate, Staré Město u Uherského Hradiště. Concerning freight transport, there is one pair of transit handling trains running on business days. There are 7 crossings of two passenger trains at the station within 24 hours + twice crossing or overtaking of a freight train. In total, the station needs at least 3 transport rails. The length of the set of R trains is 4 to 5 cars, express trains have 4 cars. The length of cars shall be decisive for the determination of the new platform. With the length of a passenger car of 26.4m, it is $5 \times 26.4 \text{ m} = 132\text{m}$. As the inaccuracy of the

stoppage of a train needs to be taken into account, the necessary length of the platform is 140m.

Frequency of passengers

The maximum number of passengers getting off 1 train is 180, on average 64 persons/train

The maximum number of passengers getting on 1 train is 180, on average 60 persons/train

Daily averages for a station

	PD		Sa		No	
	On	Off	On	Off	On	Off
Uherský Brod	1,429	1,390	620	648	639	557

The details provided by ČD a.s., Department of Passenger Transport Sales

Siding tracks

Siding Track No. 5344 Slovácké strojírný, a. s. is connected to the regional rail system in ŽST Uherský Brod in track No. 7 through switch No. 6 at 116.297 km.

Siding Tack No. 5339 REC GROUP s.r.o., the Uherský Brod siding track is connected to the regional rail system in ŽST Uherský Brod in track No. 3 through switch No.16 at 115.555 km.

The ZEVOS a. s. siding track, the Uherský Brod siding track is connected to the Slovácké strojírný a. s. siding track from track No. 2 through switch No. A1 of the Slovácké strojírný a. s. siding track.

The ALWOOD, a. s. siding track, the Uherský Brod siding track turns off from the connecting rail of the REC GROUP s.r.o. siding track, the Uherský Brod siding track through switch No. L1 at 0.531 km. **The ZZN POMORAVÍ a. s. siding track – the Uherský Brod siding track** turns off from the connecting rail of the REC GROUP s.r.o. siding track, the Uherský Brod siding track through switch No. Z1 at 0.122 km.

KOVOSTEEL, s. r. o. siding track, the Uherský Brod siding track turns off from the connecting rail of the REC GROUP s.r.o. siding track, the Uherský Brod siding track through switch No. T1 at 0.428 km.

The unoperated siding track is connected to the regional rail system in the Uherský Brod station in track No. 7 through switch No. 6 from NV No. 6 at 116.321 km. The siding track is not operated – prohibition of running rail vehicles.

Platform

1. platform track No. 2 – at 115.957–116.117 km of the length of 160 m, one-sided, level, outer with a fixed platform edge of 550 mm in height above the rail surface,
2. platform track No. 1 – at 116.030 –116.265 km of the length of 235 m, one-sided, level, outer with a fixed platform edge of 200 mm in height above the rail surface,
3. platform track No. 3 – at 116.030 –116.265 km of the length of 235 m, one-sided, level, outer with a fixed platform edge of 200 mm in height above the rail surface. He access to the platform at track No. 2 is directly from the space in front of the passenger building. The access to the platform at track No. 1 is via crossing track No. 2 at 116.140 km. The access to the platform at track No. 3 is via crossing track No. 2 at 116.140 km and via three crossings across track No. 1.

The access to the station building (including the shelter against weather effects) is not

barrier-free.

Heating of switches

It is installed in switches No. 1,2,3,14,15,16 and 17.

Lighting of the station

The lighting of the railway area and the premises for passengers is designed as general lighting using lighting towers.

Station radio

The station is equipped with the radio with the information system INISS. It is located in the vestibule and at the shelter of the platform. It is automatically operated by the GTN system.

Camera system

A camera system serves for automatic visual monitoring of remotely controlled Uherský Brod transport station. The picture transfer in real time is followed on monitors in the main supervision workplace at the dispatcher.

Rails, their determination and useful length

Rail number	Useful length in m	Limited by the location (fouling points, no. switches, signals, derailleurs, stoppers, etc.)	Purpose of use and other notes (traction wire, reduced speed, equipment administrator, unless it is SDC, etc.)
1	2	3	4
transport tracks			
1	613 m	S 1 – L 1	Entry, departure and passing track, platform
2	155 m	Sc 2 – Lc 2	Entry, departure and passing track, platform
2a	108 m	S 2a – Lc 2a	Entry, departure and passing track
2b	167 m	Sc 2b – L2b	Entry, departure and passing track
3	631 m	S 3 – L3	Entry, departure and passing track, platform
5	579 m	S 5 - L 5	Entry, departure and passing track
handling tracks			
4	194 m	Se 4 - Se 6	side track
6	155 m	stopper – Se 5	General
7	579 m	Se 4 – Se 7	General loading and unloading track
9	226 m	Vk 4 – stopper	Dead-end track, general loading and unloading track, side ramp
deflecting tracks			
6a	44 m	Se 8 – stopper	Dead-end track, track for putting SDC service cars aside

Safety equipment

a) at the station

The Uherský Brod railway station is equipped with electronic SZZ 3. category of ESA 11 type controlled remotely from JOW DOZ CDW Přerov.

Station safety equipment of the Hradčovice, Újezdec u Luhačovic and Luhačovice railway stations may be controlled from the JOW Uherský Brod, too.

b) at the adjacent sections between stations

Track safety equipment of category 3, AH ESA 04 type, without block signals, is integrated at the section Hradčovice – Uherský Brod between stations

Track safety equipment of category 3, AH ESA 04 type, without block signals, is integrated at the section Újezdec u Luhačovic – Uherský Brod between stations.

Computer technology

A computer with the application of the track position of a train is located in the transport office. The computer is operated by an emergency dispatcher.

Production of Uherský Brod railway station in 2015

Number of freight trains	287
Number of starting trains	1
Number of terminating trains	1
Number of transit trains	285
Transit with attachments	35
Transit with disconnections	29
Transit without handling	218
Number of disconnected cars	61
Number of attached cars	62

Handling points at the railway station. Uherský Brod 2013

název	Součet z evidováno VZ	Součet z přistaveno VZ	Součet z odsunuto VZ	Součet z naloženo VZ	Součet z vyloženo VZ	Součet z přistavba obsluhy	Součet z odsun obsluhy	Průměr z na obsluhu přistavba	Průměr z na obsluhu odsun
COL s.r.o. Uherský Brod	0	0	0	0	0	0	0		
Jednota SD, vlečka Uherský Brod	0	0	0	0	0	0	0		
KOVOSTEEL, s.r.o., vlečka Uherský	0	0	0	0	0	0	0		
NAVOS, a.s. - vlečka Uherský Brod	0	0	0	0	0	0	0		
Slovácké strojírny, a.s.	75	75	75	5	75	29	30	2,98	2,64
smluvní místo Uherský Brod	108	108	108	103	5	54	56	2,10	2,05
TEMPEX s.r.o. Uherský Brod	9	9	9	0	9	8	8	1,33	1,33
ZEVOS, a.s., vlečka Uherský Brod	0	0	0	0	0	0	0		
	192	192	192	108	89	91	94	2,22	2,09

2014

název	Součet z evidováno VZ	Součet z přistaveno VZ	Součet z odsunuto VZ	Součet z naloženo VZ	Součet z vyloženo VZ	Součet z přistavba obsluhy	Součet z odsun obsluhy	Průměr z na obsluhu přistavba	Průměr z na obsluhu odsun
COL s.r.o. Uherský Brod	0	0	0	0	0	0	0		
Jednota SD, vlečka Uherský Brod	0	0	0	0	0	0	0		
KOVOSTEEL, s.r.o., vlečka Uherský	0	0	0	0	0	0	0		
NAVOS, a.s. - vlečka Uherský Brod	0	0	0	0	0	0	0		
Slovácké strojírny, a.s.	45	45	45	0	45	13	13	2,97	3,29
smluvní místo Uherský Brod	219	219	219	124	85	46	50	4,42	3,64
TEMPEX s.r.o. Uherský Brod	0	0	0	0	0	0	0		
ZEVOS, a.s., vlečka Uherský Brod	0	0	0	0	0	0	0		
	264	264	264	124	130	59	63	4,16	3,58

2015

název	Součet z evidováno VZ	Součet z přistaveno VZ	Součet z odsunuto VZ	Součet z naloženo VZ	Součet z vyloženo VZ	Součet z přistavba obsluhy	Součet z odsun obsluhy	Průměr z na obsluhu přistavba	Průměr z na obsluhu odsun
COL s.r.o. Uherský Brod	0	0	0	0	0	0	0		
KOVOSTEEL, s.r.o., vlečka Uherský	0	0	0	0	0	0	0		
NAVOS, a.s. - vlečka Uherský Brod	0	0	0	0	0	0	0		
Slovácké strojírny, a.s.	19	19	19	0	19	7	7	2,13	3,22
smluvní místo Uherský Brod	20	20	20	20	0	9	10	2,00	1,85
TEMPEX s.r.o. Uherský Brod	0	0	0	0	0	0	0		
ZEVOS, a.s., vlečka Uherský Brod	0	0	0	0	0	0	0		
	39	39	39	20	19	16	17	2,04	2,36

The details of freight transport provided by ČD Cargo, a. s., O13 – Department of Transport Technology and Organisation

Marshalling of trains and track technology in GVD 2015/ 2016

a) marshalling of trains

Outgoing freight trains

none

Terminating freight trains

none

Transit freight trains

1 Mn train 82103 Nemotice – Bojkovice relation

1 Mn train 82100 Bojkovice – Nemotice relation

Both the trains are driven by a driving car, rank 742, standard 500 tonnes, 400m long (carrier: ČD Cargo a.s.).

b) station technologies

Train marshalling indicates that the work with a freight car is very simple. All freight trains are delivered and removed by Mn trains. There is no separate shunting locomotive in the station, all shunting is done by the locomotives of Mn trains.

Equipment in carriage operation

The station ensuring clearance of passengers in international and national transport, including reservation documents (seat reservations, beds and couchettes). In terms of organisation, it falls under the regional Sales Centre in Zlín.

The station has an authorisation for national and international freight transport. It falls under the Brno operation unit , Otrokovice operation workplace.

2.2. Personnel needs for the operation of the transport route

No employee of the track operator is required at the station.

3. Proposed state

At the target state, transport rails 1, 2, 2a, 2b, 3 and 5 remain at the station. Other rails are handling rails. The platform at track No. 2 shall newly be marked as Platform 1, 160m long. The platform of track No. 2 shall be called Platform 1A, 60 meters long, the platform at track No. 1 shall be named as Platform 2, 40 meters long. The platform at track No. 1 may be extended prospectively to the length of as much as 180 meters. The central crossing across track No. 2 is covered in both the directions by track signals. At the final state, passenger trains will be going when crossing, as a matter of principle, from Kunovice to Platform 1 and shall stop in front of the crossing at the Sc2 track signal. Departure to Újezdec u Luhačovic shall be from the zero speed, which shall also ensure safety at the crossing. Trains from Újezdec u Luhačovic will be coming to Platform 2 at track No. 1. The departing train from this direction no longer goes across the passenger crossing so the safety of passengers is put at risk. Platform 1A at track No. 2a is designated for terminating trains from Luhačovice. Freight trains shall be dispatched at track No. 5.

All new platforms are designed with the height of 550mm over the rail surface.

Safety equipment

During the implementation of the construction, the existing electronic SZZ shall remain in the operation at the station.

Prior to the commencement of the construction works at rails No. 1, 2b, the computer sensors of the axles shall be disassembled at these rails to prevent from their damage by the construction works. After the termination of the construction works at these rails, these computer sensors shall be reassembled back to the original place. At the rails that shall be excluded from the traffic operation but where the construction works that would endanger the outer part of the safety equipment shall not run, the outer safety equipment shall not be disassembled.

Stopping the operation of the excluded rails shall only be under the stipulated procedure with the operation of a joint operation workplace (JOW), without the intervention in the SW of the existing safety equipment.

Communication equipment

The radio equipment shall be extended by the new loudspeakers, which shall add sound to the new platforms No. 1A, with length of 60 m and No. 2, with length of 140 m. Loudspeakers shall be placed at 5-metre hinged lighting towers.

B.3 Impacts of the Construction on the Environment

The impacts of the construction on the environment are laid down in a separate part of the project – Part B.3. With respect to the limited scope of the construction, which, in addition, represents a reconstruction of the existing tracks at the Uherský Brod railway station with minimum deviations from the directional and altitudinal line, negative impacts on the environment are not expected. The proposed track solution, i.e. reconstruction of track No. 1 and in the proposal part of track No. 2 is adjusted in the maximum extent possible to the present position of tracks. Directional deviations from the present state are within several centimetres outside the space in front of the passenger building, when track No. 1 is in the length of ca. 125m diverted by no more than 85cm to the passenger building due to increasing the radius of the curve. The height deviations from the present state are different along the length. At the beginning of the reconstruction, elevations with the local maximum of 115mm are designed, but most of them are up to 50mm. At the middle and terminal part, there is a new position of the track, rather under the level of the present track. Due to the transverse arrangement, a directional and altitudinal correction of the existing track No. 3 needs to be done, which shall be elevated by ca. 50mm compared to the present state.

During the construction, some parameters may be worsened, particularly in relation to the inhabitants of the adjacent buildings. Particularly, they concern noise and emissions emitted by the applied technology. However, this exposure is limited to a relatively short period of reconstruction. On the contrary, after the completion of the designed adjustments, in particular, the substructure and superstructure, negative effects of the passing trains shall be reduced.

B.4 Resistance and Security of the Construction

B.4.1 Occupational Safety

The fundamental obligation of the construction participants in occupational safety and health protection is to comply with Act No. 309/2006 Coll., dated 23 May 2006 (Act on Securing other Conditions of Occupational Safety and Health Protection) and Government Regulation No. 591/2006 Coll. dated 12 December 2006, on Detailed Minimum Requirements for Safety and Health Protection during Work on Construction Sites.

In addition, safety regulations and protective measures according to other technical standards of the individual professions taking part in the implementation of the construction need to be complied with.

Basic directives on occupational safety and health protection at railways (Bp1, as amended) issued by SŽDC and effective as of 01/10/2013, need to be fulfilled for construction work in railway transport.

ČSN EN 50110-1 is applied to the operation and work with electrical equipment. Prior to putting electrical equipment into operation, the correctness of rail connection, earthing and dimensioning of wires shall be verified. An official record shall be made of the relevant tests and commission management for putting the individual pieces of equipment into testing and permanent operation.

TNŽ along with transport and signalling regulations shall be complied with during operation at railway tracks and when using railway equipment in the definitive and provisional state.

Adjustments of the security equipment shall take place on the life and operated equipment under permanent voltage of 220 V, or 380 V. Therefore, it is unconditionally necessary to follow the principles of protection against dangerous touch voltage.

Construction activity – as it arises from the construction procedures above – shall take place while the railway operation shall be partially maintained. This is why all workers need to be instructed and provided protective aids. At the places where access of the public may be expected or where appearance of people within the construction site may be expected safe performance of work needs to be ensured along with ensuring safety of the public. And, this in organisational and technical terms (e.g. by fencing, delimitation of the area for the passage through the construction site and so on).

When performing work with machine mechanisms and cranes on the premises of the track and in the protective zone, authorised workers of SŽDC shall be invited.

Increase attention shall be paid to works near all lines, particularly in the cases when their exact location may not be determined before the beginning of the work. **All underground services must be marked out before the commencement of the construction and the position shall be handed over to the constructor.** The marking shall be carried out – at request – by representatives of the administering organisations. Unless the method of performing work is specified by the administrators of equipment already within their opinion on the processed documentation, the following procedure shall be followed with respect to work near underground services:

Before the commencement of work, the administrator (user) of the equipment shall be invited to confirm its existence, verify or specify its position and give consent to performing work on its equipment or in its vicinity. At the same time, he shall ensure – if necessary – that the equipment shall be shut down at the construction site. If such work is performed where the equipment is live, the “B” order shall be complied with and permanent supervision over the performed work shall be arranged. During work where there is a risk of the contact with other networks, the technology of performing work shall be adjusted to the character of the risk. Relocations and adjustments of services shall be carried out according to administrators’ instructions. Open services need to be secured against damage.

When working on communication lines put at risk by effects of very high voltage and extremely high voltage three-phase lines, the ČSN EN 50110-1 shall be followed.

With respect to communication lines and equipment, the following measures shall be taken for the sake of safety:

- metal structures or cases to which cable terminations, separation transformers shall be fixed, shall be earthed to the common earthing system by an earthing band 30x4mm
 - such structures and cases must be furnished with a warning table according to ČSN ISO 3864 Safety Colours and Safety Marks
 - An insulation carpet shall be placed in front of the steel structure and at the places of the reach of persons operating the equipment
 - All persons that may come to contact with such cables shall be instructed and equipped with protective means and aids according to ČSN EN 50 110-1 Operation and Work at Electric Equipment (11/2003)
 - If a higher voltage than the values specified in Table No. 1 of ČSN 332160 Electrotechnical Regulations, Regulations for the Protection of Communication Lines and Equipment against Dangerous Effects of High-Voltage, Very-High-Voltage and Extremely-High-Voltage Three-Phase Lines, all the documents of such a cable need to be furnished with the “ATTENTION! DANGER OF INJURY BY INDUCED VOLTAGE” sign.
1. Based on the evaluation of the OSHP coordinator, during the preparation at the construction this work and activities shall be carried out exposing an individual to an increase risk of life or injury, which are specified by Government Regulation No. 591/2006 Coll., Annex No. 5:
 - Clause 6 – Work performed in protective zones of power lines, or on technical equipment
 - Clause 11 – Work related to assembly and disassembly of heavy structural metal, concrete and wooden construction parts determined for permanent integration in buildings.
 2. Based on the risk assessment, no special measures in terms of their financial intensity are proposed, except for measures according to statutory provisions – temporary construction structures (scaffoldings), lining, automatic warning system, PPE etc.

Safety and Health Protection Plan (according to Act No. 309/2006 Coll.).

The Occupational Safety and Health Protection Plan for the construction site is a document containing details, information and procedures of the constructor prepared in details necessary to secure safe work not putting health during the implementation of the construction. The plan includes necessary measures in terms of time need defined by the method of performing work.

The OSHP plan has been prepared on the basis of fulfilling the requirements under Section 15 of Act No.309/2006 Coll. The actual OSHP plan is provided in Part F. Construction Organisation as Part F.5.

Generally:

Works and supervision on the premises of the construction and related workplaces may only be performed by employees demonstrably instructed and acquainted with the operation at the railways and other safety regulations and with the certificate for the performance of such work.

B.4.2 Resistance of the Construction to the Effects of Traction and Power Lines

The respective railway station, Uherský Brod, is not equipped with traction line, therefore the effect of very-high voltage 110kV line on the construction needs to be checked:

- at the section of the Uherský Brod railway station (115.600km – 116.329km)

New communication and safety cables shall be laid along the track within this construction. These cables shall be exposed to the effect of the three-phase very-high-voltage line, EON 110kV, in the respective section of the track.

Therefore, in the next stage of the PD, it is necessary to calculate effects of the very-high-voltage line on SŽDC communication and safety cables. The calculation of dangerous induction effects shall be carried out according to the applicable standard, ČSN 33 21 60 – Regulations for the Protection of Communication Lines and Equipment against Dangerous Effects of High-Voltage, Very-High-Voltage and Extremely-High-Voltage Three-Phase Lines. The actual calculation shall be carried out in the next stage of the project documentation.

Input data

At the other side of the track from the passenger building, VB, a double very-high-voltage 110kV line, No. 5571 and 5570, operated by EON, as well as a very-high-voltage 110kV line, No. 5510, are laid in the close vicinity. What is more, this line crosses the railway track.

According to the geotechnical survey, clays and gravel appear at the respective locality in the depth of 0.5-1.5m, which implies probably a very high resistivity of soil. (According to ČSN 33 2000-5-54 ed.2, the allowable resistivity value is between 50-500 Ohm.m.)

The Calculation of the Effect of the Very-high-voltage Line on the Construction According to ČSN 33 21 60:

The calculation of dangerous effects of the very-high-voltage line according to ČSN 33 21 60 shall be calculated.

According to the soil resistivity value, the range of effect of the 110kV line on the communication and safety cables is approximately to 2500m. For the actual calculation, it is necessary to order in the next stage of the project documentation:

- 1.) The course of short-circuit currents of the very-high-voltage 110kV line from EON (the cross-section of ground ropes, very-high-voltages pylon types, etc.)
- 2.) Corrosion survey (measurement of soil resistivity) in at least 3 points – beginning of the construction, middle of the construction and end of the construction.

Protective measures

Protective measures against dangerous effect on the part of the communication and safety line

With respect to the lines exposed to dangerous effects, the following needs to be ensured:

- regular inspection of the insulation state and resistance imbalance
- stability of all connections of wires with the lowest possible number of connections that can be disconnected
- electrical strength of the insulation of the communication and safety equipment.

Protection of communication and safety cables against dangerous induction and galvanic effects

With respect to the lines exposed to dangerous effects, the following needs to be ensured:

- protection by separation transformers (transformers only for communication equipment)
- protection by compensation conductors (overlying rope).

Protection of people working at communication lines appearing in the area of danger effects of three-phase lines

When working on communication and safety lines put at risk by effects of high-voltage, very-high-voltage and extremely-high-voltage three-phase lines, the ČSN EN 50,110-1 ed. 2 shall be followed.

With respect to communication and safety lines and equipment, the following measures shall be taken for the sake of safety:

- Metal structures or cases to which cable terminations, separation transformers shall be fixed, shall be earthed to the common earthing system by an earthing band 30x4mm
- Such structures and cases must be furnished with a warning table according to ČSN ISO 3864-1
- An insulation carpet shall be placed in front of the steel structure and at the places of the reach of persons operating the equipment
- All persons that may come to contact with such cables shall be instructed and equipped with protective means and aids according to ČSN EN 50 110-1 ed. 2.
- If a higher voltage than the values specified in Table No. 1 of ČSN 332160, all the documents of such a cable need to be furnished with the “ATTENTION! DANGER OF INJURY BY INDUCED VOLTAGE” sign.

Conclusion

On the basis of experience from other construction, the designer recommends performing the calculation of the effects of very-high-voltage lines on the communication and safety cables at the respective track section.

Having completed an exact calculation in the next stage of the PD, it will be determined whether cables in the design with ZE protection must be used or not.

WARNING!

For the exact calculation of effects of the very-high-voltage lines on the communication and safety cables, in the next stage of the PD it is necessary to perform the measurement of soil resistivity in the region of the Uherský Brod railway station.

B.4.3 Fire Resistance of the Construction

2.8.1.1. Location of the Construction with respect to Fire Protection

a) Reserve distances and areas not secured against fire

In large part, the construction has a transport character (platforms including the crossing and connected pavement, shelters for passengers, access pavement, underground services, technologies). An open metal glazed shelter for passenger shall be installed at the platform. The buildings are free-standing, located ca. at one third of the platform on the railway land.

The reserve distance shall be determined on the basis of a calculation at the next stage of the documentation.

The area not protected against fire shall not reach any of the existing buildings, not shall it exceed the frontier of the investor's land.

b) Sources of fire water and other extinguishing agents

The station shelter shall be the space without a fire risk. It shall be equipped only with benches and an information notice-board. Neither external nor internal sources of fire-fighting water need to be installed. The shelter needs not be equipped with a hand-held fire extinguisher.

c) Providing the Construction a Determined Fire Safety Equipment

The building of the station shelter shall not be fitted with a designated fire safety equipment. A telephone shall be installed in the building.

d) Access roads and ascending areas for fire technology

Within the construction, the conditions for the arrival of fire-fighting technology to the respective area change. The construction takes place on the railway lands, within the present body of the track. The departure is expected along local roads. Within the construction, the building of noise-protection walls is not expected that would create a barrier in the landscape.

With respect to the character of the construction (fire height of the existing buildings $h < 12\text{m}$, ascending area, internal rescue routes are not required (fire-fighting can take place outside the building)).

B.2.8.2. Fire Safety of Buildings

SO 15-01 Passenger Shelter

The station shelter for passengers is designed to be made of metal with glazing with safety glass with a flat glazed roof. The ground plan dimensions are ca. 8.3×1.86 . The shelter is fitted with simple furniture (individual seats + a board with a timetable).

Metal reinforcement of reinforced-concrete parts shall be interconnected conductively and connected to the nearest earthing.

Fire Safety Solution

It is a ground building without a basement, the supporting structure is made of metal, the perimeter structures are made of glass. It is an inflammable construction system. The building shall be made of a separate fire section, included into SPB I, unprotected rescue routes from

the open shelter are connected directly to the platform and meet the requirements and certificates.

The reserve distance of 2.5m does not go beyond the boundaries of the investor's land and does not reach the existing buildings at adjacent lands.

The building is accessible along the platforms and existing roads. Neither internal nor external nor fire-fighting routes are required.

The building shall not be equipped with a hand-held fire extinguisher.

B.2.8.3. Final Assessment

In terms of the fire safety index, the construction is assessed as a whole. The fire safety of the construction and the in individual buildings is handled in accordance with the requirements of the applicable fire standards and regulations, particularly ČSN 73 0802, ČSN 73 0804, ČSN EN 61936-1 (333201), ČSN 33 3240 and the related standards. In addition, the assessment of fire safety is based on the provisions of Act No. 133/1985 Coll., on Fire Protection, as amended, Act No. 183/2006 Coll., on Territorial Planning and Building Regulations, (The Building Act), Decree No. 23/2008 Coll., on Technical Conditions of Fire Protection of Buildings as amended by Decree No. 268/2011 Coll., and Decree 246 dated 29/06/2001, on the Determination of Conditions of Fire Safety and the Performance of the Government Fire Inspection.

The construction being assessed and the adjustments of the buildings proposed within this construction meet the basic requirements of fire safety in accordance with the applicable fire protection standards and regulations. The construction does not put fire safety of the existing buildings and technological equipment at risk, nor arise claims by the respective fire-fighting units to be equipped with other types of extinguishing agents than those that are commonly available nor do they need to be equipped with a special mobile technology.

In this section, no traction line is installed at this track.

B.5 Power Calculations

not included

B.6 Corrosion Protection

With respect to the fact that the track is not electrified and electrification is not planned prospectively, corrosion protection has not been handled.

B.7 Graph of a Dynamic Course of Speeds

not included

B.8 Transport Measures

B.8.1 Timetable of Closures

Construction start: 07/2016

Construction end: 09/2016

Period of construction: ca. 80 weeks

2016, construction procedures / closures	from	days	to
Construction procedure No. 0	13/07/16	7	19/07/16
<i>Preparatory work (closures at transport breaks not required)</i>	-	-	-
Construction procedure No. 1	20/07/16	21	09/08/16
<i>Station track No. 2b between switches No. 12, 8</i>	20/07/16	10	29/07/16
<i>Station track No. 2 between switches No. 8, 3</i>	20/07/16	21	09/08/16
Construction procedure No. 2	10/08/16	10	19/08/16
<i>Station track No. 3</i>	10/08/16	10	19/08/16
<i>Station track No. 5</i>	14/08/16	6	19/08/16
Construction procedure No. 3	20/08/16	42	30/09/16
<i>Station track No. 1 between switches No. 3, 14</i>	20/08/16	38	26/09/16
<i>Station track No. between switches No. 2, 15</i>	20/08/16	38	26/09/16
<i>Station track No. 3</i>	27/09/16	4	30/09/16

B.8.2 The Concept of Construction Procedures

The construction includes work at the Uherský Brod railway station, construction work shall be performed at tracks No. 1 and 2b, two new platforms shall be built, semi-island one between tracks No. 1, 2, 140m long with a new shelter and one-sided ones at track No. 2, 60m long, the construction includes the relocation of low-voltage distributions and SŽDC technological networks. In addition, works on technological equipment shall take place (radio for passengers, information equipment, lighting of new platforms, etc.).

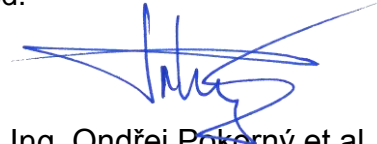
Construction work is distributed among the following basic construction procedures.

Construction Procedure No.0 proposed in the length of 7 days (13/07/2016-19/07/2016), it is intended for preparatory work, advance supplies of the construction by material, marking out the existing underground services within the reach of the construction (ensuring their protection against damage), performing necessary relocations of underground services and cable routes (outside the tracks, by pushing or work at operation breaks) and commencing demolitions and construction work at the passenger buildings. The works shall take part **without the requirement for closures**.

The Construction Procedure No.1 includes construction work at track No.2b and on a new platform at track No. 2, 60m long. The construction procedure is intended for 21 days (20/07/2016-09/08/2016), track No. 2b shall be closed for **10 days**, track No.2 shall be closed for **21 days**. For their operation, passenger trains shall use tracks No. 1 and 3, freight trains shall be dispatched at track No. 5.

Construction Procedure No.2 is proposed in the length of 10 days (10/08/2016-19/08/2016) for the removal of the existing platform between tracks No.1, 3 and building a provisional 90m long platform between tracks No.3, 5, including a crossing to this provisional platform. The work requires a closure of the track No.3 for **10 days** and concurrently tracks No.5 for **6 days**. During the closure, trains shall be dispatched at tracks No. 1 and 2a). Freight transport shall wait for adequate transport situation at adjacent stations.

The last Construction Procedure No. 3 taking 42 days (20/08/2016-30/09/2016) construction work at track No.1 shall take place, including drainage, the existing platform at track No. 1 shall be removed and a new 140m long semi-island platform between tracks No. 1, 2, with a new shelter shall be built. At the end of the construction procedure, the provisional platform between tracks No. 5, 7 shall be removed, including the provisional crossing. The work shall call for a closure of the track No.1 for **38 days** and subsequently track No.5 for **4 days**. Transport and travelling of trains shall not be restricted. Trains longer than 3 cars shall use track No. 2a. Shorter trains shall also use a provisional 90m long platform at track No. 3. Access of passengers to provisional platform shall be through a provisional crossing, which shall be secured by a couple of mechanical gates and supervised by the contractor's worker. The assembly and disassembly basis is expected on the consolidated areas of the Uherský Brod railway station, recycling of the ballast base is not intended.



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