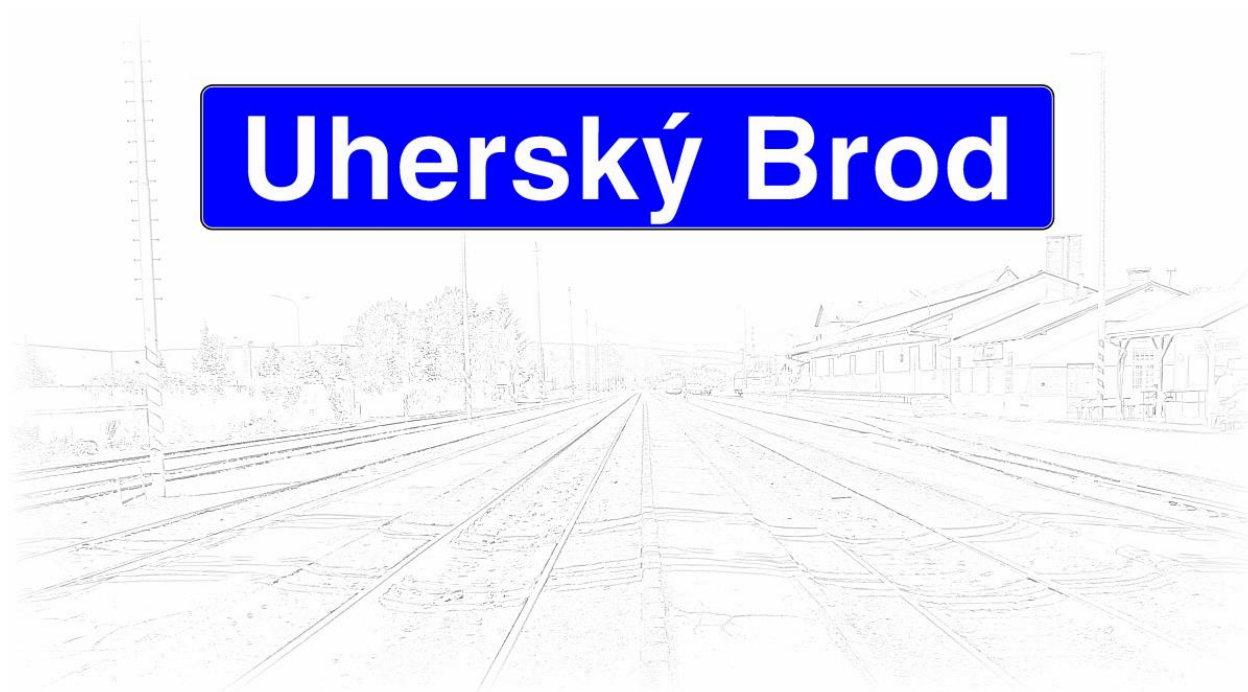


“Transport Terminal Uherský Brod – Stage III”

Development Project

A. ACCOMPANYING REPORT



Content: _____ pg.

A.1	Identification data of the project	3
A.2	General information on the project	4
A.2.1	Construction locality	4
A.2.2	Brief project description with respect to its purpose and functionality	4
A.2.3	Designed capacity of the project:	4
A.3	Review of original details.....	5
A.4	Reasoning of the project and its location	6
A.5	Premature use of facilities, temporary use of facilities for trial operation	6
A.6	Operating complexes and construction facilities subject to technical-safety testing ..	7
A.7	List of owners or administrators of physical investment means.....	7
A.8	Information compliance with general requirements for the development, including barrier-free access to the facility.....	8
A.9	Development project classification	8
A.10	Project classification into operating complexes and construction facilities with direct link to interoperability parameters.....	9
A.11	Coordination with concurrent and follow-up developments	9
A.12	Anticipated dates of project initiation and completion.....	10

A.1 Identification data of the project

Project title: “Transport Terminal Uherský Brod – Stage III”

Documentation level: Development Project

Client: **Railway Infrastructure Administration, state organization**
Dlážděná 1003/7, 110 00 Praha 1 - Nové Město
Building Management East, Nerudova 1, 772 58 Olomouc
Represented by: Ing. Miroslav Bocák, Manager of the Building Management

East

ID: 70994234
VAT ID: CZ70994234

Authority: *technical issues:* Ing. Zdenko Vrťo
contractual issues: Mgr. Lenka Dieguezová

Contractor: **MORAVIA CONSULT Olomouc a.s.**
Seated in: Legionářská 1085/8, 779 00 Olomouc
Represented by: Ing. Václav Kratochvíl, Member of the Board
ID: 64610357
VAT ID: CZ64610357

Authority: *technical issues:* Ing. Ondřej Pokorný
contractual issues: Ing. Václav Kratochvíl

Authors: *MORAVIA CONSULT Olomouc a.s., Legionářská 8, 779 00 Olomouc*
Ing. Ondřej Pokorný HIP
Ing. Martin Nádeníček railway superstructure and bed
Bc. Miloslav Hlávka platforms, paved surfaces
Ing. Michal Čechmánek interlocking devices
Ing. Jan Hubený communication equipment
Ing. Petr Čech project of development organizing
Radek Kubec transportation technology
Ing. Martin Zbořil project cost

RT, profit s.r.o., Veveří 111, 616 00 Brno
Ing. Tomáš Blažek lighting, power lines

Ecological Consulting a.s., Na Střelnici 48, 772 00 Olomouc
Mgr. Jan Michalička project impacts on the environment,
waste

Ing. Jan Smetana, J.Homoly 3739/5, 767 01 Kroměříž
Ing. Jan Smetana geodetic documentation

A.2 General information on the project

A.2.1 Construction locality

The construction is located in the railway station Uherský Brod at the 116.164 km of a single-track non-electrified line Vlárský průsmyk - Veselí nad Moravou. There are also three industry tracks in the station, while two of them are still in use.

Construction site:	regional track no. 341 Vlárský průsmyk - Staré Město u Uherského Hradiště
Track no. under KJŘ:	341
Track section (TU):	2302
Region:	Zlín
Authorised OÚ:	Uherský Brod
Municipality:	Uherský Brod
Cadastral district:	772 984 Uherský Brod

Organizing and operation of railway transport in the railway station Uherský Brod is in compliance with SŽDC D1 regulation.

A.2.2 Brief project description with respect to its purpose and functionality

The project is the last stage of redevelopment of the railway station Uherský Brod into its final appearance. Within this project, the track no. 1 will be restored between ultimate points and the remaining section of the track no. 2b without intervention in track branches. Two platforms will be built – peninsular one-side platform accessible through the central crossing (at the track no. 1), and outer platform (at the track no. 2a); and the paved surface in front of the station building will be modified. A shelter for passengers will be built on the platform at the track no. 1. Both platforms will be provided with a new lighting system and station radio. With respect to tracks restoration, removal and reinsertion of affected external components of the interlocking device are considered. At the same time, all high-current and light-current cable lines involved will be rerouted.

A.2.3 Designed capacity of the project:

General definition of the scope of the project is based on tender requirements for preparation of this documentation. Detail scope is included in operating complexes and construction facilities that are proposed within this documentation after negotiating professional issues at work meetings. Clear project structure is stated in section A.5 Accompanying Reports. Description of individual SOs and PSs is part of the Summary Technical Report, section B.1.3 – Project Concept.

The proposed development includes construction facilities and operating complexes, the general technical parameters and capacities of which are stated below.

Interlocking devices

Interlocking device modification

1 pc

Communication equipment

Radio for passengers – supplementation	1 pc
Utility network rerouting	1 pc

Railway superstructure and bed

Track S49 on concrete sleepers	940 m
Gathering track panels	940 m
New rail bed	2,950 m ³
Gathered gravel bed	1,900 m ³
Gathered contaminated gravel bed	650 m ³
Excavations	3,335 m ³
Drainages PEHD DN 150mm	777 m
Drainage wells (plastic) DN 400	20 pcs
Concrete sewer holes	2 pcs

Platforms

External platform, 550 mm above TK	200 m
Paved surface	165 m ²

Power facilities

Platform lighting fixtures	12 pcs
Bypasses of heavy-current LV lines	1 pc

A.3 Review of original details

The development project has been prepared based on the details provided by the client and gathered by the contractor with necessary updates, so that the documentation could be prepared in sufficient quality and range.

Details gathered by the developer in the course of design works:

- *Preparation documentation “Transport Terminal Uherský Brod – Stage III” prepared for the client SŽDC, s.o. by MORAVIA CONSULT Olomouc a.s. in 11/2014*
- *Development project “Transport Terminal Uherský Brod – Stage III – part SŽDC” prepared for the client SŽDC, s.o. by MORAVIA CONSULT Olomouc a.s. in 07/2012*
- *Up-to-date documentation of transport terminal developments prepared for the client Municipality of Uherský Brod*
- *Cadastral map (2014)*
- *Geodetic survey of the existing state (2011)*
- *Additional geodetic survey (2014)*
- *Existing utility networks study (2015)*
- *Geotechnical study (2014)*

General basic legal standards and documents:

- *Act no. 183/2006 Coll. from March 14, 2006, on regional planning and building code, including code of practice and related regulations*
- *Act no. 266/1994 Coll., on railways, as subsequently amended*

- Regulation no.173/1995 Coll., railway traffic regulations
- Regulation no.177/1995 Coll., railway building and technical order
- Technical-qualitative building conditions
- Current technical standards ČSN, EN, TNŽ, and SŽDC regulations

List of operating complexes (PS) and construction facilities (SO) of the event:		
PD part	PS, SO number	Titles of operating complexes and construction facilities
D.		Technological section
D.1		Railway interlocking equipment
	PS 28-01	Modification of interlocking equipment
D.2		Communication equipment
	PS 14-01	Radio for passengers
E.		Construction section
E.1		Engineering facilities
	SO 16-01	Track bed and superstructure
	SO 17-01	Track superstructure
	SO 16-02	Platforms and paved surfaces
E.2		Civil engineering facilities
	SO 15-01	Shelter for passengers
E.3		Power facilities
	SO 06-01	Platform lighting
	SO 06-02	Bypasses of heavy-current LV lines
	SO 14-01	Bypasses of SŽDC process networks

A.4 Reasoning of the project and its location

The project “Transport Terminal Uherský Brod – Stage III” is designed in compliance with requirements of the Regulation no. 177/1995 Coll., railway building and technical order. New platforms will be developed including access way corresponding with Regulation no. 398/2009 Coll. Project implementation would increase the quality of passenger attendance in the station and the safety of passengers.

Project location is given by the station locality and the documentation prepared respects the existing railway land.

A.5 Premature use of facilities, temporary use of facilities for trial operation

The development process is included in section *F. Development Organizing*. Gradual commissioning of the project is made in stages to affect the passenger transport as little as possible. Construction works in platform areas will proceed to limit passengers as little as possible.

A.6 Operating complexes and construction facilities subject to technical-safety testing

The development is divided into individual construction operations, after completion of which a trial operation will start. Respective facilities and operating complexes subject to testing are defined in basic field regulations and standards. Execution of construction works and their handover will be made in compliance with current regulations and law. The Rail Authority will be invited prior to putting the site into operation and its final approval.

With respect to the defined technical facilities within the meaning of the Act no. 266/1994 Coll., being subject to supervision under the law, it is always necessary for the design, production, and operation to comply with requirements of the Regulation no. 100/1995 Coll. In doing so, the contractor may hand the designated technical facilities over with their valid certificate of competency, which will be provided by the contractor at its own expense.

Detailed list of equipment subject to supervision under the law is defined by Regulation no. 100/1995 Coll., conditions for operation, design, and production of designated technical facilities.

Under the Act no. 266/1994 Coll., technical-safety testing will be carried out prior to initiation of the trial operation on individual parts of the project. **Conditions and scope of this testing and trial operation are defined by Regulation no. 177/1995 Coll., Chapter Three, sec. 5 (Railway building and technical order).**

The technical-safety testing under sec. 6 is carried out:

- a) for the railway track
- b) for the communication equipment
- c) for the interlocking equipment
- d) for the electrical heavy-current and low-current equipment
- e) for bridge restorations

D.1 Railway interlocking equipment

PS 28-01 Modification of interlocking equipment

D.2 Railway communication equipment

PS 14-01 Radio for passengers

E.1 Engineering facilities

SO 16-01 Railway bed

SO 17-01 Railway superstructure

SO 16-02 Platforms and paved surfaces

E.2 Civil engineering facilities

SO 15-01 Shelter for passengers

E.3 Energy facilities

SO 06-01 Platform lighting

SO 06-02 Bypasses of heavy-current LV lines

SO 14-01 Bypasses of SŽDC process networks

A.7 List of owners or administrators of physical investment means

D.1 Railway interlocking equipment

PS 28-01 Modification of interlocking equipment SŽDC

D.2 Railway communication equipment

PS 14-01 Radio for passengers SŽDC

E.1 Engineering facilities

SO 16-01 Railway bed SŽDC

SO 17-01 Railway superstructure SŽDC

SO 16-02 Platforms and paved surfaces SŽDC

E.2 Civil engineering facilities

SO 15-01 Shelter for passengers SŽDC

E.3 Energy facilities

SO 06-01 Platform lighting SŽDC

SO 06-02 Bypasses of heavy-current LV lines SŽDC

SO 14-01 Bypasses of SŽDC process networks SŽDC

A.8 Information compliance with general requirements for the development, including barrier-free access to the facility

Barrier-free modifications are dealt with in details in the **Regulation no. 398/2009 Coll.** (in affect since November 2009, it substitutes the original Regulation no. 369/2001), on general technical requirements supporting barrier-free use of facilities by persons with limited movement and orientation abilities.

A.9 Development project classification

The documentation is classified in compliance with the Directive of the General Manager of SŽDC, s.o. no.11/2006 “Documentation for preparation of construction facilities on national and regional railways”. It was taken into account that this is a construction of small extent and does not include some prescribed documentation parts.

A. Accompanying report		
B. Summary section		
B.1	Summary technical report	
B.2	Operating and traffic technology	<i>part of STZ</i>
B.3	Construction impacts on the environment	
B.4	Stability and safeguarding	<i>part of STZ</i>
B.4.1	Stability and safeguarding with respect to fire protection	<i>part of STZ</i>
B.4.2	Stability and safeguarding of the site against impacts of traction and power lines	<i>part of STZ</i>
B.5	Energy calculations	<i>N/A</i>
B.6	Anti-corrosion protection	<i>N/A</i>
B.7	Diagram of dynamic speed course	<i>N/A</i>
B.8	Traffic measures	<i>part of STZ</i>
B.9	Permanent and temporary land rush from ZPF and PUPFL	<i>N/A</i>
B.10	Energy saving and heat preservation	<i>N/A</i>
B.11	Site protection against harmful impacts of external environment	<i>N/A</i>

B.12	Population protection	N/A
B.13	Barrier-free use	part of STZ
C. Project situation		
C.1	Clear situation in the site locality S 1 : 10 000	
C.2	Coordination situation of the site S 1:500	
C.3	Coordination situation of buildings classification S 1:1000	
D. Technological section		
D.1	Interlocking equipment	
D.2	Communication equipment	
E. Building section		
E.1	Engineering facilities	
E.2	Civil engineering facilities	
E.3	Traction and power facilities	
F. Development organizing		
G. Construction cost		
H. Documents		
I. Geodetic documentation		

A.10 Project classification into operating complexes and construction facilities with direct link to interoperability parameters

Project assessment with Technical specifications of interoperability (TSI) is governed by Act no.134/2011 Coll., which amends the Act no. 266/1994, on railways. It includes among others the Directive 2008/57/ES. Newly, the European railway system in CR is a national railway route. For constructions on regional routes, the existing procedure applies. Verification of the subsystem by notified person or consideration of compliance with national regulations is not documented.

A.11 Coordination with concurrent and follow-up developments

The project follows the projects executed in the station or its close proximity. All projects have already been or are about to be completed.

These are following projects:

- “Transport Terminal Uherský Brod – Stage II – parking east and parking west” prepared by the municipality of Uherský Brod. Necessary coordination of projects due to immediate link, in particular with respect to paved surfaces on the Újezdec outset.
- The project “Restoration of the passenger building – Transport Terminal Uherský Brod”, which modified the interior of the passenger building and premises of the covered paved surface in front of it.

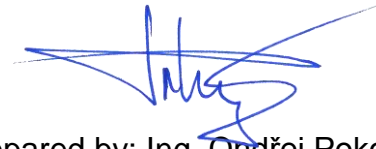
- DOZ of the route Újezdec u Luhačovic (outside) - Vlárský průsmyk, which developed a complex remote controlled system of dispatching and control technology.
- “Transport Terminal Uherský Brod – Stage II – municipal district dealing with the space in front of the station building, and a bus station
- “Transport Terminal Uherský Brod – Stage II – SŽDC section – development of the outer platform at the track no. 2 including partial restoration of the track no. 2 (2a) and new central passage development.

No requirements for subsequent documentations result from this documentation. Prospectively, the option to extend the peninsular platform 1 in Hradačovice direction needs to be considered. Spatial reserve from this project is maintained.

A.12 Anticipated dates of project initiation and completion

According to investor’s assumption, the preliminary project execution date was set in the middle of 2016, more specifically 03/2016 – 08/2016. The realization date has been adopted from section F3 “Time schedule of works”, where building methods and closing periods of railway tracks are further specified in relation to the transportation technology of the operation.

In Brno, February 2016



Prepared by: Ing. Ondřej Pokorný