

4/23

THE 3rd CONSTRUCTION SEASON PPP D4 STARTED



Dear readers,

The third construction season of the Via Salis project is already in full swing. This first PPP project in the Czech Republic, which deals with the completion of the D4 highway between Příbram and Písek, is approaching its halfway point in terms of the amount of completed construction work. We are currently about 42 % done, which was confirmed by the Minister of Transport Martin Kupka. The minister's technical visit in mid-March turned out to his complete satisfaction. And Martin Kupka will visit the construction site again in mid-May, as he accepted our invitation to a meeting on the occasion of the second anniversary of the Via Salis project.

The head of the transport department inspected some key sites of the construction, such as the cut near Milín, where a large rock massif is being blasted, or the newly emerging bridges. Bridge construction is one of the most challenging parts of our project and you can read about some of them in the following posts.

Already this year, drivers will be able to drive along some completed sections of the D4, to which we will transfer traffic as part of transport organization. With spring, we have started some necessary closures, which, however, are planned to last as little time as possible and to limit drivers as little as possible.

The progress of construction on all sections is best seen from above. That's why we regularly photograph the highway with drones. And we bring you a small taste of the bird's eye view.

Happy spring reading.

Christian Biegert
CEO of Via Salis

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THE MINISTER OF TRANSPORT INSPECTED THE PROGRESS OF THE CONSTRUCTION OF THE D4

In mid-March, the Minister of Transport Martin Kupka came directly to the field to familiarize himself with the progress of the construction. Accompanied by representatives of the concessionaire and the contractor, he inspected the key locations of the future highway and made sure that the investment, which is a benchmark for other PPP projects, continues as expected.

The representative of the concessionaire, the CEO of Via Salis and the Executive Director of VINCI Highways for Central Europe, Christian Biegert, and Martin Borovka, CEO of the VINCI Construction CS Group, introduced the Minister of Transport to current detailed information about the ongoing works. The visit was also attended by Radek Mátl, CEO of the Directorate of Roads and Highways, which provided engineering work before the start of the project.

„From the beginning, the construction of the D4 has been perceived as a reference project for deciding on the further use of the PPP model on other works, for example highways or railways. As I was able to see for myself today, the work here continues in full force, construction is being carried out along the entire length of the route, and the highway is being built here almost before our eyes,“ said Minister of Transport Martin Kupka.

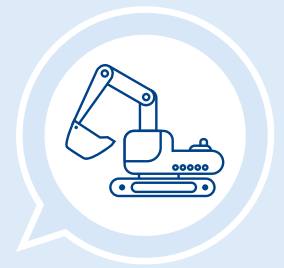
On his way out, the minister visited several places where construction is currently underway. One of the stops was,

for example, the cut near Milín, where the Kojetín rock massif standing in the route of the future highway is being removed. Other stops on the route included the two newly constructed bridges at Milín and Zalužany, the Lety intersection with a packaging plant and a mobile concrete mixer, or the flyover over the Skalice river.

The Minister of Transport plans to visit the D4 construction site at least once more this year, namely in May, when two years have passed since construction began.



THE THIRD CONSTRUCTION SEASON IS IN FULL SWING



Works on the completion of the D4 motorway have moved into its third season and are in full swing, as much as the weather permits. Everyone who passes by can clearly see where the construction route leads and how the bridges and other structures are slowly growing. This shift is the most noticeable from a bird's eye view (see drone photo).

Extensive earthworks continue along the entire route, including related structures such as culverts and retaining walls. At the beginning of the Háje - Milín section, gradual careful blasting of the rock, subsequent removal of soil and securing of the rock slope are still taking place in the rock cut.

As the work progresses, both temporary and long-term traffic measures are installed in various places. This is also related to the construction of secondary road facilities that have been created and have already been put to use, so that construction work can continue smoothly and safely while securing road traffic. This happened, for example, in the Háje - Milín section, and locally also in the Milín - Lety section and further in the Mirovice - extension section.

Work on all bridge structures is also progressing. For drivers the most visible are the bridges around Zalužany, Nerestce and Mirovice. In the last case, the original ones were removed and in their place are growing completely new ones. Work is currently underway on their pillars and supports.

A new feature from the middle of March is the closure of fast lanes on the D4 highway at km 77.98 – 86.10. In connection with the works, the site is operating in a 2+1 lane mode. Two lanes in the direction of Prague, one lane towards Písek. This measure will be valid until the end of April 2023.

Other companies from the VINCI Construction CS Group are working on the route of the newly emerging D4 highway under the direction of the DIVia construction company, namely EUROVIA CS, Stavby mostů, PRŮMSTAV, and specialized establishments such as EUROVIA Asphalt, PREFA PRO and OK Třebestovice will also provide supplies. Almost hundreds of pieces of mechanization and a similar number of people work on the construction site every day. Their deployment changes with the progress of the work and according to the type of technology implemented. The highest deployment will be seen in the 2023 construction season.





THIS YEAR WE WILL COMPLETE THE ROUGH CONSTRUCTION OF MOST BRIDGES ON THE D4

As part of the PPP project for the completion of the D4 Via Salis highway, a total of 40 bridges with different designs and purposes will be created. Half of them are crossings or underpasses for animals. With a length of 32 kilometers of the newly emerging highway, there is at least one bridge or culvert for every kilometer of the route. This year, most of the bridges on the D4 will be finished in the rough construction phase. Then they will wait for the laying of insulation, road layers, and other finishing works. There are currently 33 of them under construction.

Bridges are among the interesting technical challenges and more complex objects on the D4 construction site. That is also because their expected lifespan is 100 years. Undoubtedly the largest, but also the most interesting bridge structure on Via Salis is the overpass over Skalice near the village of Nerestce. The almost 420-meter-long structure will gradually bridge over a third-class road, a dirt road, the valley of the Skalice river and a regional railway line.

The bridge near Nerestce is built for highways using a quite uncommon method. While normally a freeway bridge consists of two separate bridges for each direction of the freeway, in this

case, one bridge is created for both directions. First, a central monolithic backbone beam is built, on which concrete wings are hung on both sides. Subsequently, the spaces between the wings are concreted. This so-called current method is especially suitable for larger bridges, with a greater height and a longer span of the individual spans (the span of the longest span of the bridge at Nerestce is 70 meters). In the Czech Republic, a similar supporting structure was used, for example, near Uhersko during the construction of the bridge on the D35 section Ostrov – Časy.

Other large bridge constructions on the D4 include the 7-field bridge behind Milín, which is already clearly visible in the landscape, and will measure 157m. With a length of 223m, the Zalužany bridge is the second longest on the section under construction. Worth mentioning are also two elegant bridge biocorridors. The first will bridge the future D4 between Kojetín hill and Milín, approximately at the 50th kilometer, the second rises on the Rakovice and Čimelice bypass at kilometer 72.



PEOPLE WHO IMPLEMENT PPP D4 Bridges



Ing. Martin Vlk

Martin is responsible for 17 larger and smaller bridges on the Milín - Lety section, i.e. for almost half of the bridge structures on the D4 section under construction. They also include the second longest bridge near Zalužany and the bridge over the biocorridor behind Milín.

He studied Construction and Transport Structures at the Faculty of Civil Engineering at the Czech Technical University in Prague, and the first construction he worked on was a kilometer-long highway overpass near Pardubice.

His employer for the last 4 years has been the company Stavby mostů, a.s., part of VINCI Construction CS/SK.

His hobby is heights and rock climbing, which we understand to mean that his job is also a hobby. And we, as drivers of the future D4, can be calm, because there is no place on his bridges where he would not climb to check the quality of the work.



Ing. Martin Jurek

Martin is in charge of the construction of 15 bridges on sections 4, 5 and 6 of the under construction section of the D4. The most interesting of which is the one over the river Skalice with a length of 419.25m with a chamber section and prefabricated struts. The bridge will therefore have one structure for both directions of the highway. Its monolithic core is created by successive concreting on a solid ring, in several steps. Currently, the first measure is complete. Then the struts will be mounted on the core. Colleagues used this technology, for example, during the construction of bridges on the R1 expressway between Nitra and Banská Bystrica in Slovakia (PPP project).

Martin graduated from the Faculty of Architecture in Košice, majoring in IKDS.

Since 2015, he has been working at EUROVIA CS, the Bridges and Construction plant, from the VINCI Construction CS Group. He worked on such projects as the so-called Old Bridge over the Danube in Bratislava for trams and pedestrians. It was designed to fit sensitively into the character of the city, which it did, and the bridge won many awards.





CURRENT TRAFFIC RESTRICTIONS AND DETOURS

Háje - MUK Milín				101 (výstavba hlavní trasy)		
Uzavřená silnice	Staničení	Zahájení	Ukončení	Objízdná trasa	Popis uzavírky	Mapa
I/4 od MÚK Háje po MÚK Milín	46,0 - 49,8	Zahájeno	30.05.2023	Po nově vystavěné budoucí II/604, objekty HM 130 a HM 132	Uzavřená I/4 po celou dobu výstavby hlavní trasy, napojení na HM 130 po sjezdu ze současné D4. V úseku křižovatky s komunikací III/11812 Jerusalém - Buk bude zachováno připojení na čepací stanici Eurotrans do 30.6. kyvadlovým provozem	

MUK Milín - skála				102 (výstavba hlavní trasy)		
Uzavřená silnice	Staničení	Zahájení	Ukončení	Objízdná trasa	Popis uzavírky	Mapa
I/4 od MÚK Milín po křižovatku s ul. 11. Května (začátek MILE)	49,8 - KÚ	01.06.2023	30.11.2023	Skrz místní komunikace v Milíně a ML 130	Maximální možná doba vedení dopravy přes ul. 11. května v Milíně a ML 130	

Milín - Lety				101 (výstavba hlavní trasy)		
Uzavřená silnice	Staničení	Zahájení	Ukončení	Objízdná trasa	Popis uzavírky	Mapa
I/4 u křižení s budoucí dálnicí	59,5 - 59,6	Zahájeno	15.08.2023	Skrz provizorní komunikaci ML 192.6	Uzavření trasy a přesunutí dopravy na provizorní komunikaci	

Mlín - Lety				101 (výstavba hlavní trasy)		
Uzavřená silnice	Staničení	Zahájení	Ukončení	Objízdná trasa	Popis uzavírky	Mapa
I/4 od 62,0 po KÚ	62,0 - KÚ	Zahájeno	29.12.2024	Skrz ML 138, tj. budoucí II/604	Uzavření trasy I/4, na jejímž místě se bude stavět hlavní trasa D4, přesunutí dopravy na nově vybudovanou budoucí doprovodnou komunikaci II/604	

Lety - Čimelice				101 (výstavba hlavní trasy)		
Uzavřená silnice	Staničení	Zahájení	Ukončení	Objízdná trasa	Popis uzavírky	Mapa
I/19	obec Lety - křižovatka SO201	01.04.2023	15.05.2023	Milevsko - Zvíkovské Podhradí - Rakovické Chalupy	Uzavřená I/19. Uzávěra z důvodu výstavby SO 130	

Mirovice - rozšíření				101 (výstavba hlavní trasy)		
Uzavřená silnice	Staničení	Zahájení	Ukončení	Objízdná trasa	Popis uzavírky	Mapa
I/4	77,5	30.04.2023	Trvale	Bude se využívat sjezd na Nové Hospodě a nebo příjezd přes Mirovice	Zrušení sjezdu na Radobytce - trvale. Uzávěra z důvodu POV a výstavby SO 703, SO 303	

Mirovice - rozšíření				D4		
Uzavřená silnice	Staničení	Zahájení	Ukončení	Objízdná trasa	Popis uzavírky	Mapa
D4	78,2 - 85,4	13/03/2023	30.04.2023	Pomalý pruh v obou směrech	Uzavření rychlého pruhu v obou směrech	
D4	78,2 - 85,4	30.04.2023	cca po dobu 2,5 měsíců	Provoz převeden do směru na Strakonice (1+1)	Uzávěra obou pruhů ve směru na Prahu na cca 2,5 měsíce	
D4	78,2 - 85,4	po dokončení oprav ve směru na Prahu	cca po dobu 3 měsíců	Provoz převeden do směru na Prahu (1+1)	Uzávěra obou pruhů ve směru na Strakonice na cca 3 měsíce	



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