

INTERNATIONAL URBAN-TRANSPORT-ARCHITECTURAL TWO-PHASE RESTRICTED PROJECT COMPETITION
FOR THE

"Brno New Main Train Station"

EXPLANATION OF COMPETITION CONDITIONS NO 22

Based on the previous requests of the participant in accordance with paragraph 6.3 of the Competition Conditions, the Contracting Authority provides the following explanation of the Competition Conditions.

Identification of the Contracting Authority:

Správa železnic, státní organizace (**Railway Administration**, State organisation)

based in Dlážděná 1003/7, 110 00 Praha 1

Company ID No: 709 94 234

Tax ID No: CZ 70994234

represented by Ing. Mojmír Nejezchleb, Deputy General Director of the Railway Administration for Railway Modernisation

and

Statutární město Brno (Statutory City of Brno)

based in Dominikánské nám. 196/1, 601 67 Brno

Company ID No: 449 92 785

Tax ID No: CZ44992785

represented by JUDr. Markéta Vaňková, Mayor of the City

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Inquiry No 116:

We have some questions regarding table P08 – Estimated construction costs + estimated life cycle costs. Do we understand it correctly that the first part of the table (Railway Administration) includes all parts of the station (A – main station + sub-station) and the second part of the table (Statutory City of Brno) includes public spaces and other buildings (administration, accommodation ..) in the station forecourt B and the area behind the station C? If there is a road in the sub-station, should we include it in the Railway Administration's table? The railway body then belongs to the item Ground structures / others? Is it possible to send the participants of the competition information on the volume of demolished buildings?

Answer:

Investment costs for areas and constructions related to railway transport in part A – main station + sub-station will be an investment of the Railway Administration. The total costs should also include the estimated costs associated with the relocation of technical infrastructure networks and connections to technical infrastructure networks.

Statutory City of Brno is an investor in the city's infrastructure (transport and technical), so it incurs the costs associated with it, as well as the costs of construction and subsequent operation of the bus station. This means that the Statutory City of Brno will be the investor of the constructions in parts B – station forecourt and C – area behind the station, with the proviso that if some public spaces not directly related to railway transport are located under the railway body, their investor will also be the Statutory City of Brno. The construction of the Regional Directorate of the Railway Administration is an exception; its investor will be the Railway Administration (see also supporting document P21).

The railway body will be located mainly on the bridge structure, i.e. it belongs to ground structures / bridge structures. If it would be useful, this item can be divided and described. We also recommend describing the items listed in the other category so that the Contracting Authority is able to identify what the participant has included in this category.

The documentation for the siting decision (DUR ŽUB) states the estimated volume of demolitions as 49,864 m³. The division of demolitions according to investors shall be proposed by the participant by estimation, with the Railway Administration's investment including all demolitions in Part A and necessary demolitions in Parts B and C, without which the functionality of the new train station could not be ensured, including the demolitions necessary for the construction of the Regional Directorate of the Railway Administration.

Inquiry No 117:

The new tram line will be designed for the turn-around of regular lines terminated in the area of the new Main Station and at the same time must have the capacity for operational shutdown as specified. How many overtaking + handling tracks does the Contracting Authority require to be located within the tram line?

Answer:

Paragraph 1.6.2 of the supporting document P01 Competition Brief states that it is appropriate to allow for a tram (length 40 m) to be parked. This means parking of one tram of the specified length. It is assumed that the regular lines will end in the station area without any waiting time (the tram leaves immediately upon arrival); the trams may also use the "line-changing" principle, where a tram arrives from somewhere as line X and leaves immediately for elsewhere as line Y. However, the Competition Conditions do not exclude the possibility of designing a larger capacity of stabling tracks.

Inquiry No 118:

What kind of operation does the Contracting Authority intend under the words "for operational needs"?

Answer:

With the phrase "for operational needs" specified in paragraph 1.6.2 of the supporting document P01 Competition Brief, the Contracting Authority means a situation where it is necessary to park, for example, a broken car, a supplementary car, a backup car, an extraordinary line, etc.

Inquiry No 119:

Will the design of the tram line's reverse loop curve outside the affected area (e.g. according to the feasibility study on the other side of the Svratka River) be considered as non-compliance with the Competition Brief?

Answer:

Paragraph 1.6.2 of the supporting document P01 Competition Brief states that it is suitable to allow the turn-around of trams in the vicinity of the new main train station, from which it cannot be inferred that the absence of a loop or its placement across the river would constitute a FAILURE TO COMPLY with the Brief. This is a recommended requirement. Please note, however, that the complexity of a tram's turn-around limits the required flexibility of the line (affecting also the operating costs of tram transport), so it is appropriate (not mandatory or required) to allow for the turn-around near the station.

In Brno

doc. Ing. arch. Michal Sedláček
Director of Brno City's Architect Office, Contributory organisation