

Information on documents provided

The Contracting authority provides the participants in the Competitive dialogue procedure with the following documents for the processing of proposals for the architectural and structural design of railway bridges under Vyšehrad. These mainly include archival documentation on bridge structures to the extent of the area concerned (see **P02**), a rough geotechnical profile at the point of the bridging of the Vltava river (see **P04**), a geodetic document including the marking of the area concerned and the spatial position of the tracks in adjacent segments (see **P02**).

The archival documentation folder in **P04** contains available technical documents on the history of bridge structures, such as archival documentation on the construction, reconstruction, repairs or renovation of bridges. These are mainly PDF files containing scanned hard copy documents. At the same time, a longitudinal section and a transverse section of the existing Vltava bridge in DWG and DGN format are attached; the depicted situation dates back to before the reconstruction of the footbridge.

The geodetic document (see **P02**) is provided in open formats DWG and DGN; it is a geodetic survey of the location concerned. The data are in the S-JTSK coordinate system and the Baltic Height System. The file contains 3D data. The border of the area concerned is marked with an orange dashed line. The current cadastral document is available for free on the Geoportal of the Czech Office for Surveying, Mapping and Cadastre (ČÚZK). [https://geoportal.cuzk.cz/zalozky Data>Mapy>Katastrální mapy](https://geoportal.cuzk.cz/zalozky>Data>Mapy>Katastrální mapy)).

The spatial position of the tracks of the adjoining structures (see **P05**) is provided in open formats DWG and DGN. The data are in the S-JTSK coordinate system and the Baltic Height System. The file contains 2D data only; the vertical alignment of the track is described using gradient signs. The connecting structures projects are designed to adhere to the connection of the tracks to the existing two-track line in the section concerned and so as it is possible to build the structures independently of time. The connection of the section concerned is assumed to be implemented using connecting arches (stationing approx. approximately on 3,100 km to 3,300 km on the Vyšehrad side, or more precisely 4,000 km to 4,200 km on the Smíchov side) that will be adjusted according to the selected design solution. The newly created third track will be connected to track 103d on the Vyšehrad side and to track 3a on the Smíchov side. In this document on adjoining structures, the tracks end with buffer stops for the reasons described above.