

RAILWAY BRIDGES UNDER VYŠEHRA

Verbal evaluation of Concepts

CONCEPT NO. 12

TRANSPORT SOLUTION

The design of platforms, platform edges and track layout of the Výtoň stop is without any comments, with good and short transfer links and direct connection between the platform and the footbridge over the Vltava River. Direct connection in the direction of the platform – footbridge is designed. Bicycle transport is separated from pedestrians; the proposed design prefers rather long-distance routes, where it overcomes all problematic areas and connects to other paths.

ARCHITECTURAL AND URBAN DESIGN

An architecturally completely different concept that does not refer to the current expression of the existing bridge structure in any way. It is a strongly linear design of the lattice structure. The existing bridge is only used as an artefact in the form of a lookout tower and the impact on the forecourt is very significant, which is highly questionable from the perspective of monument protection and subsequent discussion. Although it urbanistically enhances the related area, it is at the cost of a total change in its scale and expression.

FUTURE OPERATION

The contactless track design is documented by a standard solution. The cladding of the supporting structure with suspended ceilings should be further examined in more detail in terms of its future inspection and maintenance. However, overall, the design looks very appropriate in terms of future operation, with the partial reservation above.

TECHNICAL PARAMETERS

It is an efficient and contemporary technical design with repetitive design details. Three-pole bridge with simple girders; according to the graphic part, it appears as a continuous structure, which would require insertion of expansion equipment into the BK. The spans of the outermost fields are larger than in the case of other designs and they overcome even the embankment without supports. The efficient and current technical design is a prerequisite for simpler construction and easier subsequent maintenance.

RESTRICTIONS DURING CONSTRUCTION

These are independent structures in 2+1 track layout with zero-track traffic and time restrictions in the range that is slightly more advantageous than in the case of other comparable designs.