

RAILWAY BRIDGES UNDER VYŠEHRAĐ

Verbal evaluation of Concepts

CONCEPT NO. 6

TRANSPORT SOLUTION

The design of platforms, platform edges and track layout of the Výtoň stop is without comments, with good and short transfer links and direct connection between the platform and the footbridge over the Vltava River. A separate solution for bicycle transport is suitable. However, the solution of bicycle transport in the direction of Smíchov was evaluated negatively, when the path turns off and does not connect to A3. Therefore, the bicycle transport design does not allow to cross Hořejší nábřeží embankment without loss of elevation and to continue, without collision, the route of the planned cycling path using the abandoned track object, in any of the cycling path design options. The way of maintaining the connection between the embankment and Rašín's Embankment appears to be potentially problematic. Pedestrians' comfort is limited in some places by the high chamber girder. The island platform is designed in minimum width dimensions with respect to the overall design concept.

ARCHITECTURAL AND URBAN DESIGN

The architectural and structural expression of the new bridge is not entirely clear – in the overall view, the conceptual consideration of the bridges' dialogue is unconvincing. The preservation and displacement of the old bridge structure and its accessibility is conceptually problematic (impression of inaccessibility and being put away – artefact). The overall width of the entire bridges appears to be too large.

FUTURE OPERATION

The design of contactless track is not documented and it is not clear from the documentation whether division into more load-bearing structures, or another solution, is possible. On the other hand, the new structure meets the requirements for minimum maintenance and robustness – with the risk of vandalism on the full surfaces of the parapet girders. The question is the future management and maintenance of the old bridge and its actual daily use for recreational purposes after the loss of its primary function.

TECHNICAL PARAMETERS

The layout of the pair of new asymmetrical bridges with continuously supported rails, not entirely convincing structurally and technically. The undulating chamber girder restricts the pedestrians' view and looks too dynamic in the given location;

RESTRICTIONS DURING CONSTRUCTION

Two structures in 2+1 track layout preserve single-track traffic throughout the period. The declared closure period seems unrealistic, but is comparable to other Concepts in 2+1 layout.