

RAILWAY BRIDGES UNDER VYŠEHRA

Verbal evaluation of Concepts

CONCEPT NO. 9

TRANSPORT SOLUTION

The design of platforms, platform edges and track layout of the Výtoň stop is with reservations, but it ensures transfer links and direct connection between the platform and the footbridge over the Vltava River. More complicated will be the continuity of the cycling path on Smíchov side and the connection to the planned A3. Diverted traffic to Vnislavova street frees up the tram stop space. The existing historical structure is only used for cyclists and pedestrians.

ARCHITECTURAL AND URBAN DESIGN

The architectural expression of the bridges tries to integrate both structures, but the proposed design overwhelms the current lattice structure. From the perspective of monument protection, the clamping of the existing structure between the new parts is problematic. It is an overly robust and broad layout, including the design of the entire Výtoň forecourt.

FUTURE OPERATION

The contactless track design is not documented and it will probably be necessary to divide the bridge section into more load-bearing structures. The maintenance of the main supporting structure of the multi-chamber girder, with the need for its inspection and maintenance inside, appears to be problematic. The two separate structures of the new section allow for inspections and maintenance without a total closure, whereas future maintenance of the old bridge appears to be complicated.

TECHNICAL PARAMETERS

Structurally, it is a more demanding design of chamber girders with problematic maintenance inside their cross-section. The existing structure will be narrowed, but the question is the actual extent of the replacement of its elements.

RESTRICTIONS DURING CONSTRUCTION

These are independent structures in 2+1 track layout with zero-track traffic and time restrictions in the range of comparable designs of this layout.