

Technická správa komunikací hl.m. Prahy, a.s.

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To whom it may concern

Prague, Oct 2020

Brief description of the public procurement contract

1. Construction name: RECONSTRUCTION OF THE LIBEŇ BRIDGE COMPLEX, PRAGUE 7 AND 8
2. Description of the main reconstruction works

The subject of the procurement will be carried out in accordance with the FIDIC - Yellow Book conditions (design & build project type) and other requirements set forth in the procurement specifications. The contract covers the reconstruction of the Libeň complex of bridges in Prague's built-up area. The bridges carry two traffic lanes for two-way automobile traffic, a central tram line and pavements on both sides. The total length of the bridge is approximately 1.2 km.

The six parts of the bridge complex are:

1. Bridge No. V0009 with a 295.82-meter long superstructure stretching across the Vltava river is composed of five three-joint vaults made of plain concrete (spans of 28.0 m, 38.5 m, 2 x 42.8 m and 38.5 m). The vaults are supported by staircases and three reinforced concrete frame structures on the island side and staircases and five reinforced concrete structures (the length of the largest span reaches approximately 15 m) on the Holešovice side.
2. Bridge No. X-652, a reinforced concrete bridge consisting of two fields (2 x 13.2 m) with a 42.8-meter long superstructure. It is supported by an abutment connected to an earthwork.
3. Concrete arched bridge No. X-653 with a 6.2-meter long superstructure.
4. Reinforced concrete one-field frame bridge No. X654 with a 13.4-meter long superstructure.
5. Bridge No. X-656 (inundation bridge) with a 115.52-meter long superstructure and a three-joint vault with a 48-m long span. The bridge technical construction is unique as it is the longest plain concrete vault bridge in Europe. The plain concrete vault is connected to reinforced concrete frame structures completing the bridge's total length. In the past, both sides of the bridge bore staircases.
6. Historically younger bridge 19.5-meter long superstructure No. X-655 from 1971 composed of reinforced girders stretching across Voctářova street.

Bridges No. V009 and X-656 are required to be maintained (sensitively repaired) through the present contract. The remaining above-mentioned bridges are expected to be demolished and replaced. It is also required to replace the existing backfill between bridges V009 and X-656 and the new bridge.

Apart from the bridges and their roadways, the construction works involve roads (including subsoil adjustments in selected parts), temporary bridge engineering structures, a ponton bridge, retaining walls, staircases, flood protection, ducting infrastructure (temporary and final), a sewage system, public lighting, plant works, light-signalling devices, realignment works (electricity, gas pipelines, water-pipes, sewage, heating pipes) and demolition of all obstructing objects. The

engineering networks that will block the construction will be realigned as required by their administrators.

The works will also involve the construction of a retention reservoir and a sluice channel according to the conditions specified in the procurement specifications and their annexes.

The works do not include the construction of a tram line and the stops, its drainage system, traction electrical wires and rail guides, but the contractor will be obliged to carry out preparatory works and enable the completion of the above-mentioned works. The same applies for all other follow-up and related investments.

During the works, traffic in Libeň most street will be closed for the time necessary, with the exception of temporary permits for pedestrians and cyclists.

The realisation of the contract by the selected contractor will include project planning and engineering works consisting of drafting relevant project documents and other supporting documents as well as ensuring the modification of the existing zoning permits, construction permits and presenting a complete plan of temporary traffic measures (dopravně-inženýrské opatření in Czech). The contractor's duties will further involve ensuring the modification or issuance of new zoning decisions and construction permits necessary for the construction of a sluice channel and retention reservoir as well as other objects forming part of the construction works.

3. Year of creation

The most was built in 1928 apart from certain elements constructed later.

4. Last reconstruction:

The bridge has not undergone any substantial reconstruction to date.

5. The essential features of the existing bridge structures:

- a. Construction type: see the description above
- b. Road surfacing: asphalt
- c. Number of fields: see the description above
- d. Surface behind the bridge: the Vltava river, surrounding ground and roads
- e. Engineering networks: YES
- f. Traffic:
 - Railway public transport: YES
 - Other public transport: YES
 - Private motor vehicle transport: YES
 - Pavements: YES

6. Photographs from the side part and traffic lane of the bridge see below

Disclaimer: These data should be considered as indicative only, since their aim is solely to illustrate the extent and focus of the contract. In the event of conflict between the data in this document, the data contained in other parts of the procurement specifications shall prevail.



Side view of the bridge No. V009 across the Vltava



View of the bridge roadway, historical lamp posts