

With reference to the received queries the Organiser has provided the following new materials (appendices) available at <https://pliki.um.warszawa.pl/index.php/s/CMJ9AFyvCMQYwKK> (i.e. the link sent to the Participants together with the invitation to submit a competition work):

New materials may be found in the catalogue NOWE (NEW). It contains the following files:  
**geolog.zip** – Geological maps developed in the 1960s (from 1964);  
**mapy lewa strona.zip** – Quay on the left bank of the Vistula River;  
**most slasko dabrowski.zip** – Technical drawings of the Śląsko-Dąbrowski Bridge;  
**podklady mapowe.zip** – Updated background maps, also in DXF;  
**model\_3D\_Warszawa.zip** – 3D model of a part of the city;  
**mpzp\_powisle.zip** – Current version of the Local Spatial Development Plan for Powiśle Północne.

**Question No. 1.** Please provide a list of all the documents that may be downloaded from the Competition website.

*Answer:*

Appendix A (*kladka\_1\_750\_calosc.tif, Załącznik A\_mapa zasadnicza.zip*) – Basic map  
Appendix B (*Bulwary Wiślane dokumentacja.zip, Wybrzeże\_Helskie.pdf*) – Design information concerning Bulwary Wiślane and Wybrzeże Helskie  
Appendix C (*Załącznik C-foto.zip*) – Photographic documentation  
Appendix D (*KLADKA\_MAPA\_CAD\_10-2016.pdf, MAPA\_ZBIORCZA\_10-2016.tif, PRZEPRAWA\_PREZENTACJA\_2\_WARIANTY\_10-2016.pdf, PRZEPRAWA\_PREZENTACJA\_2\_WARIANT\_10-2016.pdf*) – Spatial studies for the area included in the Competition  
Appendix E (*MPZP\_Praga\_Centrum.zip, Projekt\_MPZP\_Port\_Praski.zip*) – Local Spatial Development Plans for the area included in the Competition

*In addition, new files have been made available in the catalogue NOWE (NEW; listed above).*

**Question No. 2.** Please provide the technical drawings of the Śląsko-Dąbrowski Bridge supports together with their placement in the plan.

*Answer:*

*The drawings and description are available in the appendices (most slasko dabrowski.zip). No technical drawings of the Śląsko-Dąbrowski Bridge supports are available. The bridge was founded on the old supports of the Kierbedź Bridge for which no documentation is available.*

**Question No. 3.** Please provide the 3D spatial model of Warsaw which was used in the visualisations, e.g. for the panorama view of the city shown in the multimedia presentation.

*Answer:*

*Part of the 3D model of Warsaw has been provided for the Competition purposes. The data may be found in the file: model\_3D\_Warszawa.zip.*

**Question No. 4.** Please provide the 3D models of the Bulwary Wiślane pavilions for the respective section.

*Answer:*

*The Organiser does not have the 3D models of the pavilions.*

**Question No. 5.** Please provide the 3D model of the entire Bulwary Wiślane for the respective section, if available.

*Answer:*

*The Organiser does not have the 3D model of Bulwary Wiślane.*

**Question No. 6.** Please provide the 3D model of Port Praski, if available.

*Answer:*

*The 3D model of Port Praski is a 3D model of the city with land development details added for the purposes of the analyses for the Local Spatial Development Plan. The land development does not reflect the targeted design. Therefore, the Organiser provides only the 3D model of the city (model\_3D\_Warszawa.zip).*

**Question No. 7.** Are there any requirements regarding the bridge balustrade, e.g. its height?

*Answer:*

*It is recommended to use the balustrade 10 cm higher than that specified in the Regulation of the Minister of Transport and Maritime Economy of 30 May 2000 on the technical conditions for road engineering facilities and their location (Journal of Laws, Dz.U. No. 63, Item 735), i.e. 1.3 m high and arched in cross-section.*

*The remaining parameters have to comply with:*

- Regulation of the Minister of Transport and Maritime Economy of 30 May 2000 on the technical conditions for road engineering facilities and their location (Journal of Laws, Dz.U. No. 63, Item 735); and*
- The design and construction standards for the cycle network system in the City of Warsaw included in the appendix to the Ordinance of the Mayor of Warsaw No. 2165/2012 of 1 March 2012.*

**Question No. 8.** Pursuant to Section 5.2 of the Water-Management Guidelines, provided in the Terms and Conditions of the Competition, the elevation of the bridge's beam bottom structure must not be lower than 8.18 m above the high navigable water level. Does it mean that the ramp area at the distance of 80 m from the level of the boulevards does not fall under this guideline?

*Answer:*

*The ramp area is also subject to the guideline. The elevation of the bridge's beam bottom structure of 8.18 m above the high navigable water level (HNWL) applies to the section between the groyne and the left bank of the Vistula River in the Śródmieście District where Bulwary Wiślane are being built. Going below the height of 8.18 m above the HNWL is possible only once the area above the river bank is reached, not above the watercourse.*

**Question No. 9.** Is a geotechnical/hydro-technical study available for the Vistula riverbed? If it is not, how can we get the information necessary to design the foundation of the facility?

Answer:

The only information provided to the Organiser by the Regional Water Management Authority in Warsaw (RZGW) is as follows:

Water gauge: Warsaw

River: Vistula

River basin: Gdańsk Bay

Province/Voivodship: Mazowieckie (Masovian)

County/Powiat: Warsaw

Municipality/Gmina: Warsaw

IMGW Division: Warsaw

RZGW: Warsaw

Geographical coordinates:

Longitude: 21°02'00

Latitude: 52°14'50

Observed elements: water level measurement (H), flow measurement (Q)

Type of station: (M), signalling station (S)

Km: 513.3

Drainage basin area (A): 84 857.2 km<sup>2</sup>

Zero datum of the water gauge in m a.s.l. in the Kronstadt Height Datum (PZ): 76.08 m a.s.l.

**The zero datum of the water gauge is 76.08 m a.s.l. under the Kronstadt 60 Height Datum.**

Year of foundation: 1789

Human impact on the environment: natural regimen (N)

#### HYDROLOGICAL CHARACTERISTICS

Water level [cm] in the period 1921-90

Highest water level observed in this period (WWW): 787

Lowest water level observed in this period (NNW): 104

Characteristic flow rates [m<sup>3</sup>/s] in the period 1951-90

Largest flow observed in this period (WWQ): 5650

Mean flow from the largest annual flows observed in this period (SWQ): 2690

Mean flow in this period (SSQ): 573

Mean flow from the smallest annual flows observed in this period (SNQ): 211

Smallest flow observed in this period (NNQ): 108

Maximum flows [m<sup>3</sup>/s] in the period 1951-90 with the probability of:

0.5% - 8100

1% - 7440

2% - 6750

5% - 5810

10% - 5050

Please note that on 1 January 2017 the provisions of the Act of 25 February 2016 on the re-use of the public sector information (Journal of Laws, Dz.U. of 2016, Item 352), regarding access to the IMGW-PIB data, entered into force. As of 1 January 2017, the IMGW-PIB data, collected for the Institute's public tasks is provided free of charge.

The data may be requested via the telephone system at <https://dane.imgw.pl/>. In case of any problems with the website, please refer to the instruction manual available at [http://bip.imgw.pl/?page\\_id=558](http://bip.imgw.pl/?page_id=558).

**Question No. 10.** Please provide the information about the riverbed for the relevant section. Is its depth known? Has the bottom of the river been studied? Please make the cross-sections of the riverbed available.

*Answer:*

*No cross-sections of the riverbed exist. The depth keeps changing due to the continuous movement of the bed load (variable in time) and the changing free surface of water, in result of which it is impossible to capture the depth or prepare the cross-section of the riverbed.*

*The only information that the Organiser has is the data provided by the Regional Water Management Authority in Warsaw (RZGW):*

Location	513+00	Kanał Kamionkowy (entrance to Port Praski)	IMGW fixed gauging section	Śląsko-Dąbrowski Bridge
Type of data				
Land elevation – right bank (m a.s.l.)			80.60	
Land elevation – left bank (m a.s.l.)			82.10	
Elevation of crown of right embankment (m a.s.l.)				85.27
Elevation of crown of left embankment (m a.s.l.)				
Elevation of riverbed (m a.s.l.) – Note: variable			73.16	
Water elevation 0.5% (m a.s.l.)	85.07	85.04	85.00	85.00
Water elevation 1% (m a.s.l.)	84.71	84.68	84.64	84.64
Water elevation 2% (m a.s.l.)	84.31	84.28	84.24	84.24
Water elevation 5% (m a.s.l.)	83.73	83.70	83.66	83.66
Water elevation 10% (m a.s.l.)	83.21	83.19	83.15	83.15
Km from source (by RZGW)	513.00	513.30	513.85	513.90
Km from source (in MPHP, a hydrographic map of Poland)	422.40	422.10	412.56	421.51
Km of river	513+00	513+30	513+84	513+89

*All the data presented above comes from a study carried out in 2012. All the elevation points are provided in the Kronstadt 60 Height Datum.*

**Question No. 11.** Is an additional drainage system required or can the water be drained directly to the Vistula River?

*Answer:*

*The water cannot be drained from the bridge directly to the Vistula River. For its removal it is necessary to install a drainage system with separators or connected, through retention tanks, to the municipal sewage system.*

*A permit required under the Water Law Act needs to be obtained to ensure the water drainage from the facility, as specified by the Water Law Act (Journal of Laws, Dz.U. of 2015, Item 469 with subsequent amendments), Announcement of the Marshal of the Sejm of the Republic of Poland of 27 February 2015 on the publication of the uniform text of the Water Law Act.*

**Question No. 12.** Please confirm that the bridge supports can in no way be placed within the distance of 80 m from the groyne (OS 4-514). The navigable waterway – the drawing KLADKA\_MAPA\_CAD\_10-2016.

*Answer:*

*No bridge supports can be placed within the zone of 80 m from the groyne (OS 4-514) or on the groyne.*

**Question No. 13.** Are supports allowed within the Protected Landscape Area between Wybrzeże Helskie and the groyne (OS 4-514)?

*Answer:*

*For the water management purposes it is recommended to minimise the number of supports also within the area between the groyne and Wybrzeże Helskie Street (which at the section of the planned footbridge changes into Wybrzeże Szczecińskie Street).*

*A more important aspect to be considered with respect to the Protected Landscape Area is related to any works carried out within the floodplain area due to the danger of flooding. For these works it will be necessary to obtain derogations from the prohibitions specified in the Water Law Act (Journal of Laws, Dz.U. of 2003, Item 469), in particular those referred to in Art. 88l, 88n and 40, Section 1, Point 3 of the Act.*

**Question No. 14.** Are there any other restrictions pertaining to the placement of the bridge abutments, supports, etc.?

*Answer:*

*It is recommended to limit the number of supports to a minimum. Deep foundation will be necessary for the supports. The foundation of the supports on the banks will require for the underground infrastructure to be remodelled. The infrastructure within the area of Bulwary Wiślane is extremely dense. It includes 110 kV cables, power lines for tramways, sewerage networks and others, as presented in the map constituting an appendix to the answer.*

*Please see answer to Question No. 43.*

**Question No. 15.** According to the plan “KLADKA\_MAPA\_CAD\_10-2016”, on the right bank of the Vistula River a zone of 80 m is reserved for “Szlak Żeglowny”, i.e. the navigable

waterway route. Pursuant to Section 5.8, however, the navigable waterway starts within the minimum distance of 80 m from OS 4-514. Is the navigable waterway route marked incorrectly in the plan?

*Answer:*

*On page 10 of the Terms and Conditions there is a photo with a marked section of 80 m from the groyne OS 4/514. This is the current navigable waterway route which also provides the entrance to Port Praski. Due to the changing riverbed the navigable waterway route is not constant in the cross-section and may be subject to change.*

*The zone of 80 m from OS 4/514, free of supports, must be preserved. This is the way which provides the entrance to Port Praski. Irrespective of the relevant location of the (changing) navigable waterway route, the connection between the entrance to Port Praski and the navigable waterway has to be ensured.*

**Question No. 16.** Please provide more information about the tunnel, is a 3D model available?

*Answer:*

*The Organiser does not have a 3D model of the tunnel.*

**Question No. 17.** Is it possible to specify the inland navigation needs referred to in Section 5.4? Where does the navigation corridor run exactly?

*Answer:*

*The navigable waterway route is currently located at the distance of 80 m from the groyne (OS 4/514) and it also provides the entrance to Port Praski.*

*At the site of the planned footbridge the navigable waterway route keeps changing over time and depends on the current (variable) riverbed.*

**Question No. 18.** The TIFF plans in "Appendix A\_map" are partially damaged or do not open properly. Can they be provided as jpg?

*Answer:*

*The TIFF files work properly only in some programs. Please use the combined background maps for the entire work.*

*The Organiser has also uploaded a new set of maps (including the DXF vector version). The new maps may be found in the document "podklady mapowe.zip".*

**Question No. 19.** Can the charts with the drawings have a different format than A0 if it turns out that the drawings of the bridge fit in another format?

*Answer:*

*The charts have to have the A0 format.*

**Question No. 20.** Please provide explanations regarding the location in the plan of the connections between the bridge ramp and the cycling route running along the Praga Harbour at Level "-1". Please also provide explanations with respect to the section in

Wybrzeże Szczecińskie Street, in the south-east direction, regarding the way in which the cycling route coming out of the tunnel at the minus level is to be connected with the bridge. Please elaborate on the idea of the connections of the cycling routes with the bridge on the both sides of the Vistula River, both in the plan and in terms of their heights.

*Answer:*

*The Terms and Conditions of the Competition specify the required connections. The way in which they are designed constitutes part of the Competition.*

**Question No. 21.** It is not possible to prepare a well-thought-out design within the currently proposed timeline. Please extend the deadline for the submission of works to 5 June.

*Answer:*

*The Organiser presented the schedule of the Competition upon its announcement. In addition, due to the fact that the verification procedure of applications was prolonged, the deadline was extended to adjust for the delay.*

**Question No. 22.** Does the attached (Appendix D, slides: 41-54) "Spatial and landscape analysis of the pedestrian and cyclist bridge over the Vistula River in the area of Karowa and Bednarska Streets", prepared by the Urban Spatial Planning and Development Strategy Office in Warsaw (March 2016), present the only acceptable design solutions (the horizontal variant, the variant with the dominant feature)? Will other solutions be accepted?

*Answer:*

*The spatial studies for the area included in the Competition were carried out for the purposes of the project analysis of the investment. While they contain instructions for the Organiser and Participants in the Competition, they should not be treated as normative documents.*

**Question No. 23.** The placement of the supports within the zone of 80 m from the groyne on the Praga side (right river bank) is not allowed. Is it possible to place the supports within the outline of the groyne or on its edge in a way that does not interfere with the zone of 80 m from OS4/514? (Sections 5.3, 5.8, 5.10; Chapter II of the Terms and Conditions).

*Answer:*

*The placement of the supports on the groyne or on its edge is not allowed. The groyne OS 4/514 is not a supporting structure and its durability is strictly dependent on its continuity. Supports must not be placed within its line (on an independent foundation). Such solution would result in damage to the groyne at the place of its contact with the support due to the water current.*

*The supports should be moved for the minimum distance of 5 m, in the direction of Okrzei Street, from the inner edge of the part of the OS 4/514 river-regulation structure protruding above the mean water level. It is not permitted to locate the supports on the OS 4/514 structure or within the distance of 80 m from the external line of the river-regulation structure.*

**Question No. 24.** No land development is allowed within the a1.2ZZ-ZR area. Does this mean that no bridge supports can be placed within this area?

*Answer:*

*The supports can be placed within the indicated area.*

**Question No. 25.** Pursuant to Section 3.1.6, Chapter II of the Terms and Conditions, characteristic views have to be prepared. Are the viewpoints specified or can they be arbitrarily selected?

*Answer:*

*The Organiser has not identified specific viewpoints. The views should be made from the both river banks. According to the Organiser, a view from the small bridge at the exit from Port Praski would be interesting.*

**Question No. 26.** The document “Dolina Środkowej Wisły. Natura 2000” (“Middle Vistula Valley. Natura 2000”) was not included in the Terms and Conditions of the Competition. Does it in any significant way regulate land development in the relevant area? If it does, which of its sections refer to the relevant area and will this document be provided?

*Answer:*

*The document will not be provided as an appendix to the Terms and Conditions of the Competition. Environment protection has been taken into account in the Terms and Conditions.*

**Question No. 27.** Pursuant to Section 3.2, Chapter II of the Terms and Conditions, the development concept should be based on the Local Spatial Development Plans for Praga Centrum, Port Praski and Powiśle Północne (Appendix E). Appendix E contains the Local Spatial Development Plans only for Praga Centrum and Port Praski. Should the development project for the area of Powiśle Północne be prepared based on the materials included in Appendix B: Site Development Project for Bulwary Wiślane and executive projects?

*Answer:*

*The Local Spatial Development Plan for Praga Centrum is the binding plan. The Local Spatial Development Plan for Port Praski is under preparation. Currently, comments and queries are being reviewed after the second presentation of the Plan, which means that no significant changes should be expected. The procedure for the Local Spatial Development Plan for Powiśle Północ is still at a relatively early stage, as no fixed arrangements have yet been agreed. Nevertheless, the Organiser has included the current draft plan in the Appendices.*

**Question No. 28.** Is the height of the dominant feature of 70 m, as specified in the study, the maximum acceptable height? [Based on: “Spatial and landscape analysis of the pedestrian and cyclist bridge over the Vistula River in the area of Karowa and Bednarska Streets”, prepared by the Urban Spatial Planning and Development Strategy Office in Warsaw (March 2016); (Appendix D, slide no. 44)].

*Answer:*

*Please see the answer to Question No. 22.*

**Question No. 29.** Can the dominant feature be placed outside the shaded area on the Praga side (right river bank) if such solution allows to ensure outstanding aesthetic and engineering qualities?

*Answer:*

*Please see the answer to Question No. 22.*

**Question No. 30.** Is it possible to build above the upper level of the footbridge structure, specified in the study? According to the study in the Terms and Conditions, the maximum height is approx. 10 m above the level of Wisłostrada, i.e. approx. 18 m from Level “0” of the Vistula River – how does this restriction apply to designs with dominant features? [Based on the study: “Map of the location of the pedestrian and cyclist bridge in the area of Karowa and Bednarska Streets in Warsaw – an analysis for the purposes of the preparation of the Terms and Conditions of the Competition” (Appendix D, Kładka\_Mapa, Longitudinal section of the footbridge – dimensioning.)]

*Answer:*

*Please see the answer to Question No. 22.*

**Question No. 31.** Is the high navigable water level of 6.70 m the height above the sea level? What is Level “0” of the river? (Section 5.1, Chapter II of the Terms and Conditions).

*Answer:*

*The high navigable water level is 670 cm on WARSAW’S WATER GAUGE located at 513.3 km of the river and it refers to the “0” datum on the water gauge. The water gauge is located in Port Praski. The zero datum of the water gauge is 76.08 m a.s.l. under the Kronstadt 60 Height Datum.*

*The data regarding the water gauge may be found on the following website (link below):*

*<http://ds.prazmow33.pl/wodowskazy/detal.php?id=15>*

*Also, please note that the data regarding the zero level of the Vistula River is available online. The zero level of the Vistula River under the Kronstadt 60 Height Datum is 77.96 m a.s.l. and under the Kronstadt 86 Height Datum it is 77.87 m a.s.l.*

**Question No. 32.** What is the exact location on the map: - of the recreational path along the bank of Port Praski along Wybrzeże Szczecińskie Street which is to be connected to the bridge by a ramp in the south-east direction; - of the seasonal recreational path running in the inter-embankment along the Vistula River? (Section 4.3.3, Chapter II of the Terms and Conditions of the Competition).

*Answer:*

*The location of cycling routes is accessible to the public and may be found for example on the map available at <http://rowery.um.warszawa.pl/mapa-rowerowa>.*

**Question No. 33.** Is the view axis along Księża Ignacego Kłopotowskiego Street important in displaying the view to the Old Town? Currently, the view is covered with dense trees; moreover, the end of the street is arched, which makes it impossible to display the view.

*Answer:*

*Spatial solutions, including the significance of view axes referred to in the question, will also be taken into account by the Competition Jury; however, their analysis and disposition in the competition work are the responsibility of the Participants in the Competition.*

**Question No. 34.** Are the view axes (and if only some of them, then which ones) recognised as UNESCO sites and as such have to be implicitly preserved without blocking the view to the Old Town? [Based on slide no. 4 – “Location – spatial and view conditions” in the study: “Spatial and landscape analysis of the pedestrian and cyclist bridge over the Vistula River in the area of Karowa and Bednarska Streets”, prepared by the Urban Spatial Planning and Development Strategy Office in Warsaw (March 2016). Appendix D.]

*Answer:*

*The UNESCO zones (property and buffer zones) are specific areas on the map which do not include the view axes, as these were designated later for the purposes of the view analysis for newly erected skyscrapers and as part of the information materials related to the designation of viewpoints with the visible outline of the Old Town. This outline may either retain its specific visibility or be accordingly veiled by the architectural form of the footbridge, which should be taken into account in the footbridge design.*

**Question No. 35.** On the side of Port Praski, three different zones are specified in which the bridge elements can be located. Which one is the right one and can the bridge elements be placed beyond these outlines if such solution allows to ensure outstanding aesthetic and engineering qualities? In the study “Spatial and landscape analysis of the pedestrian and cyclist bridge over the Vistula River in the area of Karowa and Bednarska Streets”, prepared by the Urban Spatial Planning and Development Strategy Office in Warsaw (March 2016), slides no. 5 and 6 “Location” point to a different area than slide no. 27 “Local Spatial Development Plans – Praga Północ, Port Praski, Powiśle Północne.

*Answer:*

*Please see the answer to Question No. 22.*

**Question No. 36.** Is there a 3D model available of the site development projects for the quays referred to hereinabove?

*Answer:*

*The Organiser does not have a 3D model of the quay development plans.*

**Question No. 37.** Is it possible to obtain access to a digital 3D model of Bulwary Wiślane?

*Answer:*

*The Organiser does not have a 3D model of Bulwary Wiślane.*

**Question No. 38.** Is it possible to place the bridge support on the crown of the OS 4/514 river-regulation structure?

*Answer:*

*The placement of the supports on the groyne or on its edge is not allowed. The groyne OS 4/514 is not a supporting structure and its durability is strictly dependent on its continuity. Supports must not be placed within its line (on an independent foundation). Such solution would result in damage to the groyne at the place of its contact with the support due to the water current.*

*The supports should be moved for the minimum distance of 5 m, in the direction of Okrzei Street, from the inner edge of the part of the OS 4/514 river-regulation structure protruding above the mean water level. It is not permitted to locate the supports on the OS 4/514 structure or within the distance of 80 m from the external line of the river-regulation structure.*

**Question No. 39.** Can part of the bridge structure be placed directly above the water at the left or right bank of the Vistula River?

*Answer:*

*To the area between the OS 4/514 river-regulation structure and the left river bank, on which Bulwary Wiślane are located, the guidelines of the Regional Water Management Authority in Warsaw (RZGW) apply, as specified in Section 5.2, Chapter II of the Terms and Conditions, i.e. the bridge's beam bottom structure must not be lower than 8.18 m above the high navigable water level (the high navigable water level is 670 cm on Warsaw's water gauge, the zero datum of the water gauge is 76.08 m a.s.l. under the Kronstadt 60 Height Datum).*

**Question No. 40.** Is it possible to periodically lower the bridge elements below the elevation of 8,18 m above the high navigable water level, on the selected sections of the river?

*Answer:*

*Due to the changing free surface of water, the water level may temporarily fall and rise. The bridge elements above the flowing water cannot be temporarily lowered below 8.18 m. Going below 8.18 m is possible only above the boulevards or the area behind the groyne in the direction of Okrzei Street.*

**Question No. 41.** Is it possible to separate the function of the cycling route from that of the pedestrian path on selected sections of the bridge?

*Answer:*

*It is possible to separate the functions of the cycling route and pedestrian path on selected sections or on the entire bridge. If they are to be separated, it is necessary to ensure the usable width of the cycling route of min. 3.4 m and that of the pedestrian path of min. 3 m. It is recommended to separate the functions of the cycling route and pedestrian path on the sections with additional functions for the former or the latter, if such are designed.*

**Question No. 42.** Geotechnical conditions may have a significant effect on the cost of the footbridge. Without the knowledge of the geotechnical conditions, we as the Participants in the Competition will not be able to prepare a realistic cost estimate. Please provide the geotechnical studies for the planned location of the bridge.

*Answer:*

*In the Appendices you may find the study of the land from the 1960s (geolog.zip). It is impossible to find the supports directly on the ground.*

**Question No. 43.** Can another axis of the bridge supports be suggested, other than within the axes of the Śląsko-Dąbrowski Bridge? Please mark and provide the dimensions of the axes referred to in Section 3.5.4, in the drawing “Longitudinal section of the footbridge – dimensioning” and “Map of the location of the pedestrian and cyclist bridge...” in the file KLADKA\_MAPA\_CAD\_10-2016.pdf.

*Answer:*

*The supports should be located parallel to the water flow. They should disturb the linear flow of the water in the river as little as possible. It is recommended to place the supports parallel to the left river bank, i.e. the bank with Bulwary Wiślane (with the irregular shape of the right bank, it is assumed that the current is parallel to the left bank). It is recommended to place the supports at a distance from the left bank analogous to the location of the supports of the Śląsko-Dąbrowski Bridge.*

*The supports should be oval in the cross-section, with the longer side placed parallel to the line of the water flow (the current).*

**Question No. 44.** In Section 4.2 of the Terms and Conditions of the Competition, the minimum usable width of the bridge is 6 m. Can this width be divided into for example two paths, each 3 m wide, giving the total of 6 m?

*Answer:*

*If the cycling route is to be separated from the pedestrian path, the usable width of 3.4 m has to be ensured for the cycling route and the usable width of 3 m has to be ensured for the pedestrian path. In addition, pursuant to Section 4.4, Chapter II of the Terms and Conditions, the bridge design should allow the passage of special-purpose vehicles (e.g. ambulances, service vehicles). To this end, the appropriate design of the arches is of particular importance.*

**Question No. 45.** Can a bridge support be placed on the crown of the OS 4/514 river-regulation structure? If it cannot, what is the minimum distance between the bridge support and the OS 4/514 structure in the direction of Okrzei Street?

*Answer:*

*The placement of the supports on the groyne or on its edge is not allowed. The groyne OS 4/514 is not a supporting structure and its durability is strictly dependent on its continuity. Supports must not be placed within its line (on an independent foundation). Such solution would result in damage to the groyne at the place of its contact with the support due to the water current.*

*The supports should be moved for the minimum distance of 5 m, in the direction of Okrzei Street, from the inner edge of the part of the OS 4/514 river-regulation structure protruding above the mean water level. It is not permitted to locate the supports on the OS 4/514 structure or within the distance of 80 m from the external line of the river-regulation structure.*

**Question No. 46.** Please clarify the information regarding the high navigable water level which is used to determine the elevation of the bridge's beam bottom structure. Pursuant to Section 5.1, Chapter II of the Terms and Conditions of the Competition, the high navigable water level is 670 cm on Warsaw's water gauge. Please provide the altitude measurement of the high navigable water level according to the Vistula Zero Height Datum.

*Answer:*

*We do not use the Vistula Zero Height Datum.*

*We also inform that the zero datum of Warsaw's water gauge is at the height of 76.08 m a.s.l. (under the Kronstadt 60 Height Datum), i.e. the high navigable water level under this Height Datum is  $76.08 + 6.7 = 82.78$  m a.s.l*

*According to the information available online, the zero level of the Vistula River is 77.87 m a.s.l. under the Kronstadt 86 Height Datum, while under the Kronstadt 60 Height Datum (which was used to specify the zero datum of Warsaw's water gauge) it is 77.96 m a.s.l.*

**Question No. 47.** If the bridge is to consist of several lanes separated from each other, is the criterion of the minimum width of 6 meters to be understood as the minimum for each lane or as the total width of all the lanes put together in the cross-section?

*Answer:*

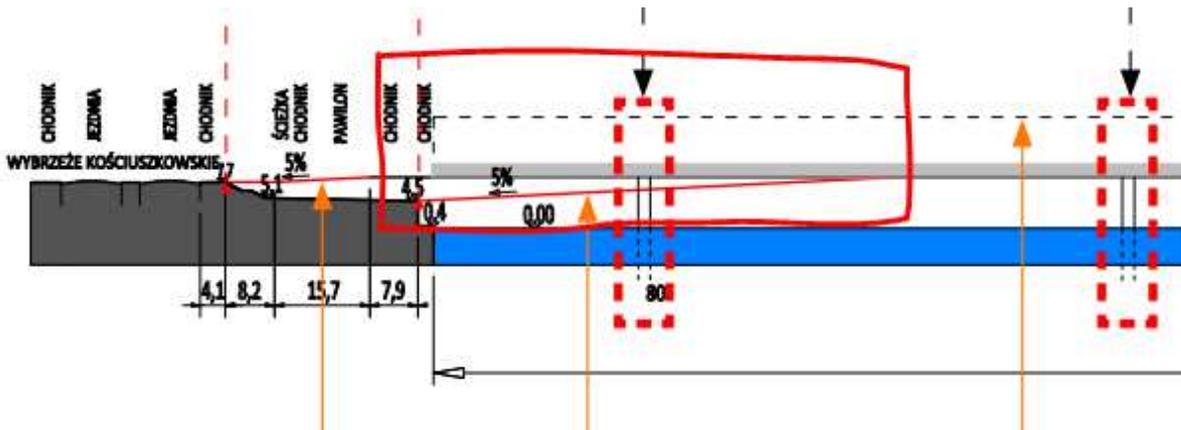
*The minimum usable width for the pedestrian and cyclist lane is 6 m. With the cyclist traffic separated from the pedestrian one, the minimum usable widths are respectively: 3.4 m for the cycling route and 3.0 m for the pedestrian path. When designing the geometry, it is necessary to take into account the requirement specified in Section 4.4, Chapter II of the Terms and Conditions, i.e. to ensure the passage of special-purpose vehicles.*

**Question No. 48.** What is the minimum width and height of the service/special-purpose vehicle that should be considered? Or which model, if it may be specified? The question refers to the minimum free space that needs to be ensured around and above the lane.

*Answer:*

*The minimum width of the service vehicle is 3 m and the height is 3.5 m. The vehicle weighs 3.5 tonnes.*

**Question No. 49.** The architect asks for the confirmation of Section 5.2 of the Terms and Conditions regarding the minimum clearance of 8.18 m above the high navigable water level. Is an exception allowed, and if it is then at what distance from the river bank, from the rule of 8.18 m of the minimum clearance, so that the bridge can begin to descend and meet the respective bank of the Vistula River at the required level? This is the situation presented on the cross-section below which constitutes part of the competition materials:



Answer:

No exceptions are allowed as regards the minimum clearance of 8.18 m under the facility, calculated with respect to the high navigable water level, between the left bank and the groyne (the OS 4/514 river-regulation structure).

**Question No. 50.** Is there an upper limit as regards the height of the facility?

Answer:

No height limits have been defined.

**Question No. 51.** Are 2D or 3D CAD files available which show the project location?

Answer:

Background maps and a 3D model of the city (an excerpt) have been made available to the Participants in the Competition (catalogue NOWE (NEW), files: (podklady mapowe.zip, model\_3D\_Warszawa.zip).

**Question No. 52.** Please specify unequivocally the elevation for the lowest point of the bridge with respect to the altitude measurement a.s.l. or Vistula Zero Height Datum/np0W (77.96 m a.s.l. under the Kronstadt 60 Height Datum).

Answer:

We inform that the zero datum of Warsaw's water gauge is at the height of 76.08 m a.s.l. (under the Kronstadt 60 Height Datum), i.e. the high navigable water level under this Height Datum is  $76.08 + 6.7 = 82.78$  m a.s.l.

The lowest elevation point of the bridge's bottom structure is  $76.08 + 6.7 + 8.18 = 90.96$  m a.s.l. under the Kronstadt 60 Height Datum.

However, we would like to point out that pursuant to the Regulation of the Council of Ministers of 15 October 2012 on the state spatial reference system (Journal of Laws, Dz.U. of 2012, Item 1247), the reference system applicable in Poland for altitude measurements is the Kronstadt 86 Height Datum marked as PL-KRON86-NH.

**Question No. 53.** Does the cost of the BRIDGE specified in the Terms and Conditions refer only to the construction of the footbridge, or should the cost of the supports, foundations and ice protection structures (ice aprons) be also included?

*Answer:*

*The costs specified in the Terms and Conditions include all the costs that have to be incurred in order to carry out the task, including the supports, foundations, ice aprons or remodelling of the land development.*

**Question No. 54.** Are there any geological studies available which were made for the purposes of the Competition, or is it possible to access the geological studies carried out for the foundations of the adjacent bridges?

*Answer:*

*In the Appendices you may find the maps developed in the 1960s (from 1964). Catalogue: Nowe (New), file: geolog.zip).*

*The documentation of the Śląsko-Dąbrowski Bridge and the documentation of the Świętokrzyski Bridge do not include geological studies.*

**Question No. 55.** In Appendix D "KLADKA\_MAPA\_CAD\_10-2016.pdf", the height of 10 m is indicated as the height of the elements of the footbridge structure (approx. 18 m from the level of Wisłostrada). Does this mean that it is impossible to use the variant with a higher structure, e.g. a pylon, i.e. the second variant with the dominant feature proposed by you and specified in the document "PRZEPRAWA\_PREZENTACJA\_2-WARIANTY\_10-2016.pdf"?

*Answer:*

*Please see the answer to Question No. 22.*

**Question No. 56.** Please specify the height of the lower edge of the bridge structure above the roadway level at the intersection of Wisłostrada and Karowa Street, or determine the clearance gauge of the bridge as an elevation above the sea level.

*Answer:*

*We inform that the zero datum of Warsaw's water gauge is at the height of 76.08 m a.s.l. (under the Kronstadt 60 Height Datum), i.e. the high navigable water level under this Height Datum is  $76.08 + 6.7 = 82.78$  m a.s.l.*

*The lowest elevation point of the bridge's bottom structure is  $76.08 + 6.7 + 8.18 = 90.96$  m a.s.l. under the Kronstadt 60 Height Datum.*

*Knowing Level "0" of the Vistula River under the Kronstadt 60 Height Datum, i.e. 77.96 m a.s.l., and under the Kronstadt 86 Height Datum, i.e. 77.87 m a.s.l., it is possible to calculate the elevation of the bridge's bottom structure under the Kronstadt 86 Height Datum, i.e.  $(90.96 - 77.96 + 77.87 =) 90.87$  m a.s.l.*

**Question No. 57.** Please specify the maximum height of the openwork structure of the bridge above the usable level of the pedestrian path and the maximum usable width of the bridge.

*Answer:*

*There is no specified maximum height or maximum width of the bridge structure. The limitation in this respect is the implementation cost.*

**Question No. 58.** Is it possible to obtain the map in the dwg format? This would make the work on the project definitely easier.

*Answer:*

*The updated background maps have been provided (Catalogue: NOWE (NEW), file: podklady mapowe.zip).*

**Question No. 59.** The boundary conditions for the height of the bridge structure defined in Appendix D are contradictory. The plan KLADKA\_MAPA\_CAD\_10-2016 specifies the maximum height of the structure as 18 m above Level "0" of the Vistula River. At the same time, the document PRZEPRAWA\_PREZENTACJA\_2-WARIANTY\_10-2016 on page 39 assumes an alternative solution with the use of a pylon (Variant 2) considerably exceeding the height of 18 m. Please confirm that:

- A) The upper edge of the bridge structure fits under 18 m above Level "0" of the Vistula River;
- B) The upper edge of the bridge structure fits under 18 m above Level "0" of the Vistula River, or that the solution complies with the rules set forth in Variant 2 on page 39 (pylon);
- C) The Participants in the Competition are free to choose the proposed design (e.g. a solution with pylons on the both sides of the river).

*Answer:*

*Please see the answer to Question No. 22.*

**Question No. 60.** In the Terms and Conditions of the Competition (Chapter II, Section 3.5.4, page 7), the following requirement is specified: "Any bridge supports must be placed within (in the axis of the support) the Śląsko-Dąbrowski Bridge supports system in accordance with the guidelines included in point 5.8 herein". The left river bank is not parallel to the axis of the Śląsko-Dąbrowski Bridge supports system. Please clarify whether the placement of the supports should be determined by the extension of the axis of the Śląsko-Dąbrowski Bridge supports system or by the lines drawn in parallel to the course of the river passing through the existing axes of the Śląsko-Dąbrowski Bridge?

*Answer:*

*Please see the answer to Question No. 43.*

**Question No. 61.** Pursuant to the Terms and Conditions of the Competition (Chapter IV, Section 2.2, page 20), the maximum number of pages of the description is 6. Is 6 the maximum number of pages of the description only, or of the description together with the calculations?

*Answer:*

*Pursuant to Section 2.2, Chapter IV of the Terms and Conditions, the descriptive part must be submitted in the form of a bound book in the A3 format, with numbered pages (max. 6 single-side printed pages of the description + static calculations + charts reduced to the A3 format). The cost estimate data may be presented in addition, thus exceeding the limit of the 6 pages.*

**Question No. 62.** Can you provide the drawings from Appendix A in the DWG format?

*Answer:*

*The updated background maps, including the DXF format, have been provided (catalogue: NOWE (NEW), file: podklady mapowe.zip).*

**Question No. 63.** Can the GIS data (OVR, AUX, TFW files) be provided to the Participants in the Competition in a different format, e.g. 3D DWG?

*Answer:*

*The updated background maps, including the DXF format, have been provided (catalogue: NOWE (NEW), file: podklady mapowe.zip).*

**Question No. 64.** If the design of Bulwary Wiślane is available in the BIM format (e.g. IFC) or any other 3D format, e.g. DWG, can these files be provided to the Participants?

*Answer:*

*The updated background maps, including the DXF format, have been provided (catalogue: NOWE (NEW), file: podklady mapowe.zip).*

**Question No. 65.** Can you provide the drawings from Appendix B in the DWG format?

*Answer:*

*The Site Development Project for Bulwary Wiślane has been made available in the DWG version. The Site Development Project for Wybrzeże Helskie/Szczecińskie has been provided for information purposes. The concept of the bridge should refer to the existing state of Wybrzeże Szczecińskie Street. In addition, the Organiser has published the Site Development Projects for the left river bank in the file: "mapy lewa strona.zip" (catalogue: Nowe (New)).*

**Question No. 66.** Do the design solutions have to fit into the demarcation lines specified in the drawing in the Local Spatial Development Plan for Praga Centrum – the lines which limit the width of the bridge? Please clarify the following inaccuracies:

- The footbridge marked in the drawing in the Local Spatial Development Plan goes beyond the area regulated by the Plan;
- Should the lines denoting the footbridge be treated as the boundary lines as regards the location of the footbridge elements or as a symbol of the bridge specified in the legend (i.e. should its placement and parameters set forth in the respective provisions of the Terms and Conditions be preserved without treating the lines in the Plan's drawing as the boundary lines for the bridge/footbridge elements?)

*Answer:*

*The bridge drawn in the Local Spatial Development Plan for Praga Centrum should be treated as a symbol indicating the placement of the facility.*

**Question No. 67.** Please indicate the scope of the competition concept by specifying the boundary lines marked on the map provided as Appendix A to the Competition materials –

due to discrepancies between the maps and materials constituting appendices to the Competition documentation.

*Answer:*

*The scope of the concept is specified in Section 1.2, Chapter II of the Terms and Conditions.*

**Question No. 68.** Please indicate the boundary lines for the elements of the footbridge (if specified) or confirm that the Terms and Conditions of the Competition do not specify them and that any restrictions with respect to the location of the footbridge (or its elements, such as supports, abutments or ramps) result from other conditions (axes, the existing transport network layout, openings).

*Answer:*

*The Terms and Conditions do not specify the boundary lines of the footbridge elements in any other way than specified in Chapter II of the Terms and Conditions.*

**Question No. 69.** Please clarify whether the requirement to move the footbridge support 80 m away from the OS 4/514 river-regulation structure applies to the location of the support in the Vistula current or does it also apply to the support east from the river-regulation structure.

*Answer:*

*The requirement to move the footbridge support for the distance of 80 m away from the OS 4/514 river-regulation structure applies to the support in the Vistula current. Also, the supports must be moved at least 5 m, in the direction of Okrzei Street, from the inner water line at the point of contact with the protruding part of the OS 4/514 river-regulation structure.*

**Question No. 70.** Please specify in which geodetic system of situational and altitude measurements should the competition work be prepared – the local (Warsaw) or the state (Polish) one.

*Answer:*

*It is recommended to prepare the concept using the Kronstadt 86 Height Datum.*

**Question No. 71.** Please specify the system of altitude measurements for the map presented in Appendix A.

*Answer:*

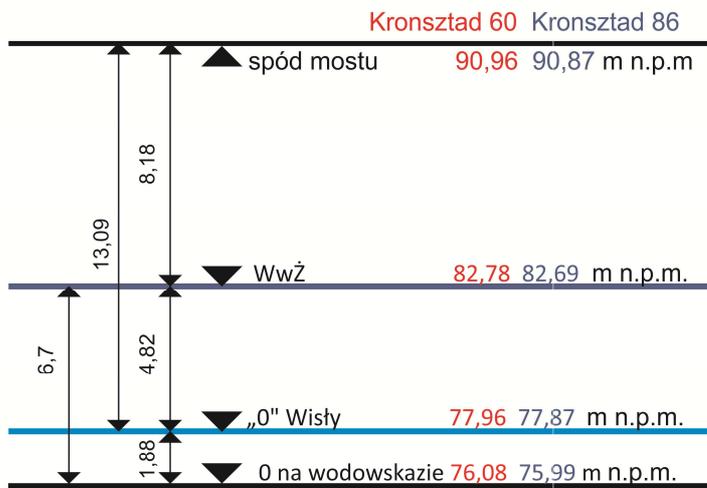
*The system used in the map refers to the level of the Vistula River.*

**Question No. 72.** Please verify the guidelines regarding the height of the footbridge specified in Sections 5.1 and 5.2 of the Terms and Conditions of the Competition. The high navigable water level is 670 above zero on Warsaw's water gauge, i.e. 4.82 above zero of the Vistula River. If the footbridge's beam bottom structure is placed at the height of 8.18 above the high navigable water level, this translates into its height of 13 m above zero of the Vistula River – assuming that the map in Appendix A was also drawn in the Vistula Zero Height

Datum, this means that the footbridge's beam bottom structure is approx. 5.5 m above the level of Wisłostrada. Such approach to the footbridge construction is possible, while the application of such elevation for the placement of the footbridge (followed by the requirement to preserve the same elevation for the beam bottom structure over the whole riverbed) is not compatible with the study materials (where the footbridge's beam bottom structure is 8.2 m above zero of the Vistula River and approx. 0.5 m above the level of Wisłostrada).

*Answer:*

*Please find below a drawing which clarifies the elevation measurements under the Kronstadt 86 and Kronstadt 60 Height Datum, together with the dimensioning for the respective levels.*



**Question No. 73.** Is it possible to obtain a map of the newly planned development of Wybrzeże Helskie, together with the planned elevations of the area above the Vistula River?

*Answer:*

*The concept must refer to the existing state on the right bank of the Vistula River. Nevertheless, the Organiser has provided a drawing of the newly designed development of Wybrzeże Helskie.*

**Question No. 74.** Have the required clearances for the fire engine passage and cycling route been specified along the newly planned left quay of the Vistula River? Should the continuity of the planned fire engine passage be ensured or is it going to be broken at the height of the new bridge?

*Answer:*

*It is necessary to ensure the fire engine passage under the footbridge and thus to ensure the continuity of the cycling route along the quay. The experience of the fire on the Łazienkowski Bridge shows that this is very important. At the level of the boulevard the continuity of the passage of 4.2 m high must be preserved. The maximum elevation of the area for the fire engine passage (in the area of Karowa Street) is approx. 4.94 m under the Vistula Zero Height Datum/np0W.*

*The minimum vertical clearance gauge for bicycle traffic is 2.5 m, but over longer distances (e.g. under the bridge structure) such height of the passage is uncomfortable for the users.*

**Question No. 75.** Please specify what is the high navigable water level in metres above the sea level. The information provided in the Terms and Conditions is inconsistent.

*Answer:*

*We inform that the zero datum of Warsaw's water gauge is at the height of 76.08 m a.s.l. (under the Kronstadt 86 Height Datum), i.e. the high navigable water level under this Height Datum is  $76.08 + 6.7 = 82.78$  m a.s.l.*

*Under the Kronstadt 86 Height Datum the high navigable water level is 82.69 m a.s.l.*

**Question No. 76.** Is it possible for a representative of an engineering office which is part of a group of companies already entered in the Competition with another Participant to join our project team (Appendix 1A)?

*Answer:*

*The Organiser does not object to the Participants making use of the same resources when preparing their Competition works. However, each Participant (entered in the Competition either alone or jointly) may not submit more than one Competition work.*

**Question No. 77.** Can the Competition work be complemented by the physical model (mock-up) of the bridge or its elements in the scale corresponding to the concept?

*Answer:*

*This is not allowed. It is however possible to include the photos of the model in the charts.*

**Question No. 78.** In the light of the provisions in Section 4.2, how is the minimum usable width of the bridge (6 meters) to be ensured for example in case of the permanent separation of the pedestrian path and cycling route (e.g. with a railing)?

*Answer:*

*If the pedestrian path and cycling route are to be separated, it is necessary to ensure the minimum usable width of the cycling route (including the ramps) of 3.4 m and the minimum usable width of the pedestrian path of 3 m. Please bear in mind that the bridge design should allow the passage of special-purpose vehicles.*

**Question No. 79.** If the total width of the pedestrian and bicycle parts is 6 meters (whereby the functional width of each part is ensured), is it possible to assume that the condition is complied with?

*Answer:*

*If the pedestrian path and cycling route are to be separated, it is necessary to ensure the minimum usable width of the cycling route (including the ramps) of 3.4 m and the minimum usable width of the pedestrian path of 3 m. The total of the usable widths will then be at least 6.4 m. If the said separation does not observe the minimum width requirements, the Competition work will be rejected due to its non-compliance with the Terms and Conditions.*

**Question No. 80.** Please provide more specific information regarding the requirements which are to be observed for the vertical clearance gauge of the footbridge in terms of the provisions in Section 4.6 and requirements in Section 4.4 of the Terms and Conditions. Please note that the clearance gauge (minimum clearance outline) of the road is dependent on the class of the road, as specified in Journal of Laws, Dz.U. No. 43.

*Answer:*

*It needs to be assumed that the special-purpose vehicle is 3 m wide and 3.5 m high. An ambulance and a technical/service vehicle are examples of special-purpose vehicles.*

*The clearance gauge for the bicycle traffic is 2.5 m.*

*The minimum vertical clearance gauge should be 3.5 m.*

**Question No. 81.** With reference to the above, please clarify whether the horizontal clearance gauge necessary for the vehicles allowed on the footbridge is already included in the required usable width referred to in Section 4.2?

*Answer:*

*The width of 3.4 m covers the horizontal clearance gauge for the vehicles allowed on the footbridge.*

**Question No. 82.** Following the requirement in Section 4.4 of the Terms and Conditions, please specify the horizontal clearance gauge that should be adopted as obligatory for the cross-sections of the facility and access points?

*Answer:*

*Min. 3.4 m.*

**Question No. 83.** In relation to the connection with the LEFT side of the Vistula River: The materials from the Organiser mention an underpass under Wisłostrada, connecting the boulevards with Karowa Street, and point to difficulties related to its implementation. Such underpass is not present in the currently implemented project of the boulevards. Should the underpass, which is marked on the analytical map from September-October 2016 provided with other Competition materials, but not taken into account in the design of the currently built boulevards, be also considered? Are the Participants expected to design the underpass or consider its necessity?

*Answer:*

*The underpass is not a subject of a separate study, and its presence in the materials results from the fact that the Organiser has been considering a variety of possible transport solutions.*

**Question No. 84.** In relation to the connection with the LEFT side of the Vistula River: Following the information in the materials, a ground-level crossing is planned between the boulevards/footbridge and Karowa Street. Is it planned on the left side of Karowa Street with the exit to the sidewalk in front of the hospital or is it going to lead centrally into Karowa

Street? Is the connection between Karowa Street and Wisłostrada planned to be closed for car traffic?

*Answer:*

*The connection between Karowa Street and Wisłostrada cannot be closed for car traffic. Karowa Street provides access to the hospital, Warsaw Waterworks (MPWiK) and National Security Bureau.*

*In view of the above, it is not possible for the ground-level crossing to lead centrally into Karowa Street. The designer of the footbridge is to indicate the site of the crossing at the street level by specifying its location, i.e. on the left or right side of the intersection of Karowa Street with Wisłostrada, without designing it.*

**Question No. 85.** In relation to the connection with the LEFT side of the Vistula River: A cycling route runs along the section of Karowa Street between Furmańska and Dobra Streets – is it planned to be extended to the end of Karowa Street in the direction of Wisłostrada?

*Answer:*

*Pursuant to the Terms and Conditions (Section 4.3.2, Indent 4, Chapter II, p. 8), in their architectural concepts the Participants in the Competition are to indicate the possible location of a crossing for pedestrians and cyclists at the street level which will ultimately ensure a link with Karowa Street; however, the design for the ground-level crossing will not be included in the scope of the bridge design.*

*At present the cycling route in Karowa Street is not planned to be extended all the way to Wisłostrada, but it is not excluded in the future.*

**Question No. 86.** In relation to the connection with the LEFT side of the Vistula River: In the materials two abutment areas are marked – one at the exit of Karowa Street and the second on the extension of Bednarska Street. Does this mean that the Organiser requires a direct connection (construction of abutments, construction of ramps) of the footbridge with the both areas, or is it possible to select the place of abutment in one of these locations, or in the both locations?

*Answer:*

*Please see the answer to Question No. 22.*

*According to the Terms and Conditions, the bridge should be built at the exit of Karowa Street and Okrzei Street, ensuring all the required transport connections.*

**Question No. 87.** In relation to the connection with the LEFT side of the Vistula River: To ensure the most convenient connection of the footbridge with the level of Wybrzeże Kosciuszki, an extension of the footbridge would be required to the level +7.72 of the boulevards (the entry point to the boulevard area from the ground-level crossing at/in Karowa Street), which would result in redesigning this part of the boulevards (at the place of the steps/seats which are very characteristic for the boulevards). Are the Participants expected to redesign the currently implemented boulevards project of the boulevards – in order to provide for a more convenient connection of the footbridge with Karowa Street? Will the ramp down from the footbridge located at Level -1 of the boulevards, without a major interference with the design of the boulevards, be a satisfactory solution in terms of

transport connections? How much can the design of the abutments interfere with the boulevards project?

*Answer:*

*The Organiser accepts the need for the boulevards to be remodelled at the place of their direct contact with the planned bridge. The choice of the concept belongs to the designer.*

**Question No. 88.** In relation to the connection with the RIGHT side of the Vistula River: On the map in the analytical materials one site is reserved as “area with space below intended for events”. The idea is not elaborated on in any other materials. Is this a guideline that needs to be taken into account when designing the footbridge?

*Answer:*

*Please see the answer to Question No. 22.*

**Question No. 89.** In relation to the connection with the RIGHT side of the Vistula River: Following the guidelines, a connection has to be ensured via a ramp with the recreational path running along Port Praski below the bridge. The current project by Egis assumes to leave stairs in this place – does the remodelling of this section also fall within the scope of the footbridge design?

*Answer:*

*The design should present a complete concept with all changes to the existing and planned elements.*

**Question No. 90.** Please clarify the provisions in Section 3.5.4 referring to the axis of the footbridge supports. How should the axes of the Śląsko-Dąbrowski Bridge be extended? Parallel to the water flow or in any other way?

*Answer:*

*Please see the answer to Question No. 43.*

**Question No. 91.** With the bridge rested at the level of Bulwary Wiślane, an exception will have to be made with respect to the required height between the river level and the bridge’s beam bottom structure. How long is the section on which the bridge can be lowered in order to connect it with the level of the boulevards?

*Answer:*

*No exceptions are allowed.*

**Question No. 92.** Pursuant to Section 2.2, Chapter IV of the Terms and Conditions, the descriptive part must contain 6 pages of the description (max.), static calculations and charts reduced to the A3 format. Section 3.3, however, includes an additional provision regarding the description of the concept (3.3.1), cost estimate (3.3.2), description of the installation techniques (3.3.4), description of the elements not included in the drawings (3.3.5) and additional diagrams, tables and photographs (3.3.7). We understand that Sections 3.3.1,

3.3.2, 3.3.4, 3.3.5, 3.3.7 are to be included in these 6 pages, while Sections 3.3.3 and 3.3.6 are to form the next pages of the description?

*Answer:*

*Yes. Sections 3.3.1, 3.3.2, 3.3.4, 3.3.5, 3.3.7 are to be included in 6 pages, while Sections 3.3.3 and 3.3.6 may form the next pages of the description.*

*The cost estimate may also go beyond the 6 pages of the description.*

**Question No. 93.** Should the competition work be saved on a digital data carrier in all the formats specified in Section 2.3, or is it enough to use PDF, DOC?

*Answer:*

*It is enough to save the work in one of the indicated formats, appropriate for the document type.*

**Question No. 94.** Please confirm that the Competition work is to be submitted in 1 copy, i.e. 1 set of charts, 1 copy of the description in A3 and one CD.

*Answer:*

*Yes. The Competition work should be submitted in one copy.*

**Question No. 95.** Section 3.2, Chapter II lists 3 Local Spatial Development Plans. Appendix E contains the Local Spatial Development Plans for Praga Centrum and Port Praski. However, it does not include the Plan for Powiśle Północne which is currently under preparation. Please provide the missing Local Spatial Development Plan or confirm that it does not constitute an appendix to the Competition materials.

*Answer:*

*The Local Spatial Development Plan for Praga Centrum is the binding plan. The Local Spatial Development Plan for Port Praski is under preparation. Currently, comments and queries are being reviewed after the second presentation of the Plan, which means that no significant changes should be expected. The procedure for the Local Spatial Development Plan for Powiśle Północ is still at a relatively early stage, as no fixed arrangements have yet been agreed. Nevertheless, the Organiser has included the current draft plan in the Appendices.*

**Question No. 96.** Please extend the deadline for the submission of queries regarding the Competition.

*Answer:*

*As of today, the Organiser does not plan to extend the deadlines.*

**Question No. 97.** Please provide more information on changes in Karowa Street due to the planned tunnel. For example, will Karowa Street be partially or fully closed for the traffic in the future? Will its lanes be changed, adjusted to the planned tunnel? Please make the concept or any other planning documents available.

*Answer:*

*Karowa Street is not going to be partially or completely closed. Karowa Street provides access to the hospital, Warsaw Waterworks (MPWiK) and National Security Bureau. The tunnel shown in the materials is a pedestrian crossing which was considered by the Organiser. The crossing is not included in the scope of any project.*

**Question No. 98.** In relation to Question No. 6, do any restrictions apply in terms of redesigning Karowa Street for the Competition purposes?

*Answer:*

*Karowa Street provides access to the hospital, Warsaw Waterworks (MPWiK) and National Security Bureau.*

**Question No. 99.** Is it possible to redesign or completely give up the concept of the planned tunnel connecting Karowa Street with the boulevards?

*Answer:*

*Please see the answer to Question No. 22.*

*The construction of the tunnel at the extension of Karowa Street is related to a number of specific difficulties which the Participants have been informed about. It is not required to make a tunnel in this place.*

**Question No. 100.** What does the 70 m section mark out in the drawing “Longitudinal section of the footbridge – dimensioning”? The question refers to the drawing “KLADKA\_MAPA\_CAD\_10.pdf”, Appendix D.

*Answer:*

*Please see the answer to Question No. 22.*

**Question No. 101.** The question refers to the drawing “Longitudinal section of the footbridge – dimensioning”, “KLADKA\_MAPA\_CAD\_10.pdf”, Appendix D – How can the variant with a drop of 5% on the section of 80 m to the level of the boulevards be adopted without the opinion from the Regional Water Management Authority in Warsaw (RZGW)?

*Answer:*

*Please see the answer to Question No. 22.*

*The variant with the drop of 5% cannot be adopted, it does not comply with the RZGW requirement, i.e. the lowest point of the bridge’s beam bottom structure must not be lower than 8.18 m above the high navigable water level.*

**Question No. 102.** The question refers to the drawing “Longitudinal section of the boulevards ‘Gb’ (executive project)”, “KLADKA\_MAPA\_CAD\_10.pdf”, Appendix D. Please specify the provisions regarding the location of the tunnel and footbridge in this section, and of subsections b and c.

*Answer:*

*Please see the answer to Question No. 22.*

*The indicated part of the drawing analyses the possibility of constructing a tunnel under Wisłostrada on the extension of Karowa Street.*

**Question No. 103.** Are the footbridge level restrictions, presented in the file "KLADKA\_MAPA\_CAD\_10.pdf", complete for the both river banks? What has been agreed with the Regional Water Management Authority in Warsaw (RZGW)?

*Answer:*

*Please see the answer to Question No. 22.*

*The footbridge levels have been provided for the both sides of the Vistula River for informative reasons to allow for the dimensioning of the transport system and to confirm the elevation points of the footbridge on the both river banks (which turned out to be levelled).*

*The lowering of the footbridge's beam bottom structure below the height of 8.18 m above the high navigable water level, including the lowering of the footbridge in the boulevard area as indicated in red in the file "KLADKA\_MAPA\_CAD\_10.pdf", is not allowed. The RZGW requirements are specified in Section 5, Chapter II of the Terms and Conditions (p. 9-10). The placement of the supports on the groyne or on its edge is not allowed. The groyne OS 4/514 is not a supporting structure and its durability is strictly dependent on its continuity. Supports must not be placed within its line (on an independent foundation). Such solution would result in damage to the groyne at the place of its contact with the support due to the water current. The supports should be moved for the minimum distance of 5 m, in the direction of Okrzei Street, from the inner edge of the part of the OS 4/514 river-regulation structure protruding above the mean water level. It is not permitted to locate the supports on the OS 4/514 structure or within the distance of 80 m from the external line of the river-regulation structure.*

**Question No. 104.** Please provide more information about the inland navigable waterway on the Vistula River. What is its main route? Does the zone of 80 m from the groyne (OS 4/514) serve as a navigable waterway or just as an entrance to Port Praski? Please provide an inland waterways route map for the Vistula River.

*Answer:*

*The navigable waterway route currently runs along the OS 4/514 river-regulation structure and is 80 m wide. The zone of 80 m from the groyne serves as a navigable route and entrance to Port Praski. Due to the variability of the riverbed, the route is subject to changes. Because of this no inland waterways route map exists which would specify the navigable routes on the Vistula River within the Capital City of Warsaw.*

*Within the distance of 80 m from the OS 4/514 river-regulation structure (regardless of the route of the navigable waterway), a waterway must be ensured allowing access to Port Praski. Irrespective of the relevant location of the navigable waterway route, the connection between the entrance to Port Praski and the navigable waterway has to be ensured.*

**Question No. 105.** Is there a place which has to remain free of the bridge supports, excluding the navigable waterway route? Does the bridge have to be supported in the same way over its entire length?

*Answer:*

*The bridge cannot be supported in an even matter over its entire length. The bridge must be supported at certain points. The support points may be identical or different, depending on the architectural concept. The supports must be limited to a minimum. They should be placed parallel to the water flow and should disturb the linear flow of the water in the river as little as possible.*

*Please see the answer to Question No. 43.*

**Question No. 106.** Can the bridge support be placed on the OS 4/514 river-regulation structure?

*Answer:*

*The placement of the supports on the OS 4/514 river-regulation structure is not allowed. This structure is not intended to carry any additional loads. Its continuity cannot be interrupted for example by placing a support in its line, even if it was to be placed on a separate foundation.*

**Question No. 107.** Should the cycling route and pedestrian path be separated from each other or is a shared route for pedestrians and cyclists allowed?

*Answer:*

*The cycling route and pedestrian path do not have to be separated from each other. A shared route for pedestrians and cyclists is allowed.*