1. **Summary**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| výkres č. | Travelátor | Masarykovo nádraží / Negrelliho viadukt | úsek 1 | úsek 2 | úsek 3 | úsek 4 | CELKEM VARIANTA NRE | Příprava, pozemky, inženýrská činnost | CELKEM VARIANTA CIN bez rezervy |
| R1b (03/2014) | 404 | 1,305 | 8,100 | 512 | 6,156 | 2,196 | 18,671 | 1,823 | 20,495 |
| R1 (R1stř) | 404 | 0 | 7,673 | 512 | 5,667 | 2,168 | 16,422 | 1,685 | 18,107 |
|  | 100% | 0% | 95% | 100% | 92% | 99% | 88% | 92% | 88% |
| R1mod | 404 | 0 | 7,569 | 512 | 5,667 | 2,177 | 16,328 | 1,679 | 18,007 |
|  | 100% | 0% | 93% | 100% | 92% | 99% | 87% | 92% | 88% |
| R1vyp | 404 | 0 | 7,533 | 512 | 5,667 | 2,153 | 16,268 | 1,675 | 17,943 |
|  | 100% | 0% | 93% | 100% | 92% | 98% | 87% | 92% | 88% |
| R1spěš | 404 | 0 | 7,709 | 512 | 5,667 | 2,177 | 16,468 | 1,687 | 18,156 |
|  | 100% | 0% | 95% | 100% | 92% | 99% | 88% | 93% | 89% |
| R2 (03/2014) | 404 | 1,305 | 7,103 | 512 | 6,156 | 2,196 | 17,675 | 1,696 | 19,370 |
| R2spoj | 404 | 0 | 6,676 | 512 | 5,667 | 2,168 | 15,426 | 1,557 | 16,983 |
|  | 100% | 0% | 94% | 100% | 92% | 99% | 87% | 92% | 88% |
| J1b (03/2014) | 404 | 1,305 | 8,100 | 512 | 5,863 | 2,196 | 18,378 | 1,444 | 19,822 |
| J1stř | 404 | 0 | 7,673 | 512 | 5,533 | 2,168 | 16,289 | 1,315 | 17,604 |
|  | 100% | 0% | 95% | 100% | 94% | 99% | 89% | 91% | 89% |
| J5b (03/2014) | 0 | 1,305 | 8,100 | 1,051 | 5,863 | 2,196 | 18,515 | 1,489 | 20,004 |
| J5 | 0 | 0 | 7,673 | 1,051 | 5,550 | 2,179 | 16,453 | 1,363 | 17,816 |
|  | - | 0% | 95% | 100% | 95% | 99% | 89% | 92% | 89% |
| J5mod | 0 | 0 | 7,533 | 1,051 | 5,533 | 2,174 | 16,291 | 1,353 | 17,643 |
|  | - | 0% | 93% | 100% | 94% | 99% | 88% | 91% | 88% |
| *P3d (03/2014)* | 0 | 1,305 | 8,100 | 1,180 | 9,675 | 2,196 | 22,455 | *not evaluated* | |
| P | 0 | 0 | 7,673 | 1,180 | 8,065 | 2,179 | 19,097 | 1,912 | 21,009 |
|  | - | 0% | 95% | 100% | 83% | 99% | 85% |  |  |

1. **Used and unused saving potential**

| *Location* | *Proposed modifications* | *Realized savings [mCZK]* | *Remarks* |
| --- | --- | --- | --- |
| ZST. Bubny | Adjustment range enclosure - compensation for hall-type shelters with noise functions | None | Alternative B.3.1.1b not further considered, saving potential ≥ 193 mCZK |
| Bubny - Výstaviště | Increase the share of natural elements at the expense of bridges | None |  |
| z. Výstaviště | Shelters with noise functions instead of continuous coverage, shortening the bridge | 70 | B.3.1.2 still with hall-type shelter |
| Abandon zast. | 177 |  |
| ZST. Dejvice | Underground station > 1 meter closer to surface | 220 |  |
| Dejvice - Veleslavín | Surface variant | None | = old variant R1b |
| Veleslavin | Additional tracks 101 and 103 in Options R1spěš and R1mod | - | Potential saving: Track 103 and turnout 101 are obsolete, there is always only one turning train. Island platform between tracks 1 / 101 might be considered rather than additional platform. |
| z. Liboc | Simplified roofing | None | B.3.1.5 still with hall-type shelter |
| Abandon zast. | 33 |  |
| Liboc - Ruzyně | Earth wall instead of artificial tunnel | 137 |  |
| Ruzyně - Letiště VH (R versions) | Smaller amount of earthworks, reduced relocations | 459 |  |
| Ruzyně (J versions) | Convert to zast. | 55 | Seems not feasible for operational reasons |
| Hostivice / Litovice - Jeneč (J versions) | Additional investment Litovice - Jeneč | None | Additional investment ≥ 201 mCZK, without firm justification |
| Letiště VH (J versions) | Smaller amount of earthworks, reduced relocations | 475 | Further saving potential: In Option J1str, track 2 Letiště is obsolete. |
| Letiště VH - Jenec (Options J1str, J5, J5mod) |  | - | Instead of tracks 101 - 105 Jenec, electrification of track 3 Jenec and Odb. Průhony (incl. connecting track 100), stabling tracks at Ruzyne (as in the R Options) may be considered and provide additional saving potential |
| Kladno | Layout modifications | 16 ... 28 | Further saving potential: Abandon electrification of track 7-13 ( 5-11 respectively) only used for freight; consider abandoning track 11 for Options R1str, R1vyp, R2(spoj), J1stř, J5, P (track 5 not used for passenger trains); reduce number of EOV (proposed 53 include depot not belonging to the project) |

1. **Samples of cost sheet inconsistencies**

| *Cost estimate* | | | | | *Inconsistent with* | | *Remarks* |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *Work-sheets TAB CZ -* | *Option/ Location* | *Item* | *Unit* | *Quantity* | *Source* | *Quantity* |
| 1.2 | R1 (R1stř), R1vyp, J1stř, J5, J5mod | Výhybka | Kus | 26 | B.5.002, B.5.003, B.3.1.1\*, B.3.1.3, B.3.1.4a | 23+ | Bubny: 804 must be "C" (not "K") type also in alternative; 814, 815, Vyh. to siding "Teplárna Holešovice" not included Dejvice-Veleslavin: Crossover in B.5.002 missing? |
| 1.2 | R1mod, R1spěš | Výhybka | Kus | 30 | B.5.002, B.3.1.1\*, B.3.1.3, B.3.1.4b | 27+ | Bubny: 804 must be "C" (not "K") type also in alternative; 814, 815, Vyh. to siding "Teplárna Holešovice" not included Dejvice-Veleslavin: Crossover in B.5.002 missing? |
| 1.3 | R2 | Výhybka | Kus | 24 | B.5.004, B.3.1.1\*, B.3.1.3, B.3.1.4a | 28 | Bubny: 804 must be "C" (not "K") type also in alternative; 814, 815, Vyh. to siding "Teplárna Holešovice" not included |
| 1.2, 1.3 | all | Nástupiště | m² | 8400 |  |  | Same quantity for all options (6400 at Bubny, 2000 at Veleslavin, no data at all other stops). No amount added for the additional platform at Veleslavin for R1spěš and R1mod. |
| 1.2 | Veleslavin (R1spěš, R1mod) | Zastřešení | m² | 0 |  |  | No roofing at additional track(s) seems included. |
| 1.2, 1.3 | all | EOV | Kč | 13 |  |  | In all variants shown for 13 turnouts at Bubny plus an amount without quantity at Veleslavin. Except for turnouts 1 – 4 Dejvice situated in the tunnel, all turnouts should be heated. |
| 2.1 | all | Železniční svršek - Montáž |  |  |  |  | In general, the quantity in stations seems considerably greater than shown in the drawings B.3.2.\* |
| 2.1 | Stodůlky | Výhybka | ks | 3 | B.3.2.4a, B.5.002 | 2 |  |
| Zličín | 6 | B.3.2.5a | 0 | Check also No. of EOV required |
| 2.3.A, 2.3.B | all |  |  |  |  |  | Totals in AL5:AN57 are not updated (however without further implications) |
| 3.1 | Letiště | Výhybka | ks | 7 | B.3.3.1a | 4 |  |
| 3.4, 3.9 | Ruzyně | Výhybka | ks | 0 | B.3.3.2 | 9 | Conversion to zast. (J Options) seems not feasible under operational view (distance between cross-overs) and is nowhere documented. However, the solution as proposed in B.3.3.2 (km 11.1-11.8) is also not optimum. |
| 3.4, 3.6, 3.9 | Hostivice | Výhybka | ks | 23 | B.3.3.6a | 27 | J1, J1stř, J5, P only (J5mod is correct) |
| 3.4, 3.9 | Jeneček+ Průhony+ Letiště | Výhybka | ks | 13 | B.5.003 | 14 |  |
| 3.6 | Jeneček+ Průhony+ Letiště | Výhybka | ks | 14 | B.5.004 | 18 | B.5.004 not consistent with B.3.3.1c |
| 3.4, 3.9 | Jenec | Výhybka | ks | 12 | B.3.3.5 | 20 |  |
| 3.6 | Jenec | Výhybka | ks | 7 | B.3.3.5 | 19 |  |
| 4 | R1(str), R1vyp, R2(spoj), J1stř | Výhybka | ks | 34 | B.3.4.4a, B.3.4.5, B.3.4.6a, B.3.4.6b | 43 | Kladno 1-31,207,208,301,302 + Kladno Mesto / Ostrovec 1-8 |
| 4 | J5, P | Výhybka | ks | 35 |
| 4 | R1spěš, R1mod | Výhybka | ks | 38 | B.3.4.4b, B.3.4.5, B.3.4.6a, B.3.4.6b | 51 | Kladno 1-38,207,208,301-303 + Kladno Mesto / Ostrovec 1-8 |
| 4 | J5mod | Výhybka | ks | 39 |
| 4 | R1vyp | Nástupiště | m | 2530 | B.3.4.1, B.3.4.2, B.3.4.4a, B.3.4.5, B.3.4.6 (a/b) | 2400 | B.3.4.4a: Drawing not consistent with labelling |
| 4 | R1spěš, R1mod | Nástupiště | m | 2870 | B.3.4.1, B.3.4.2, B.3.4.3, B.3.4.4b, B.3.4.5, B.3.4.6 (a/b) | 3065 | B.3.4.4b: Drawing not consistent with labelling |
| 4 | J5mod | Nástupiště | m | 2530 | B.3.4.1, B.3.4.2, B.3.4.4b, B.3.4.5, B.3.4.6 (a/b) | 2665 | B.3.4.4b: Drawing not consistent with labelling |