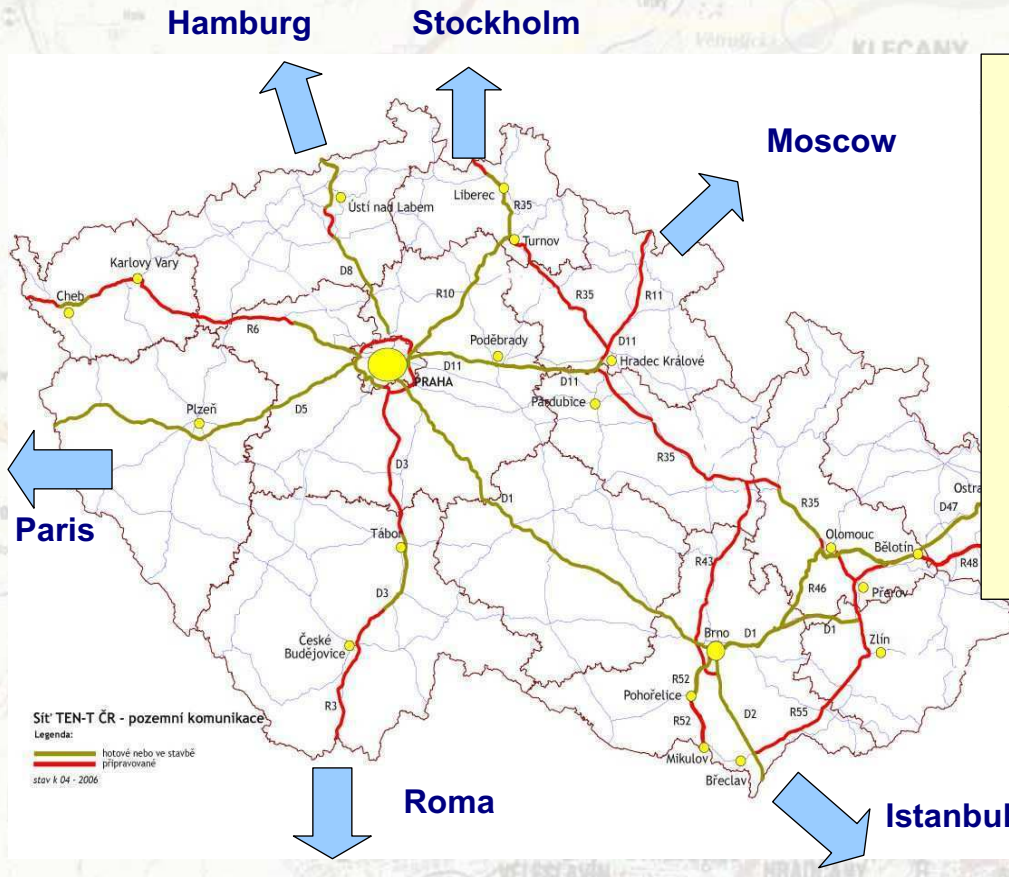
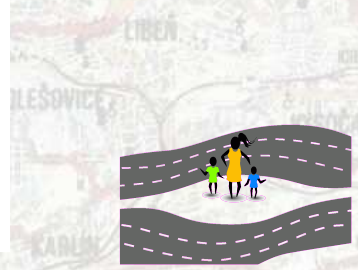


North-Western Segment of Prague Ring Road R1 - Sections 518 and 519 Part of the Trans-European Multimodal Corridor IV (TEN - T)



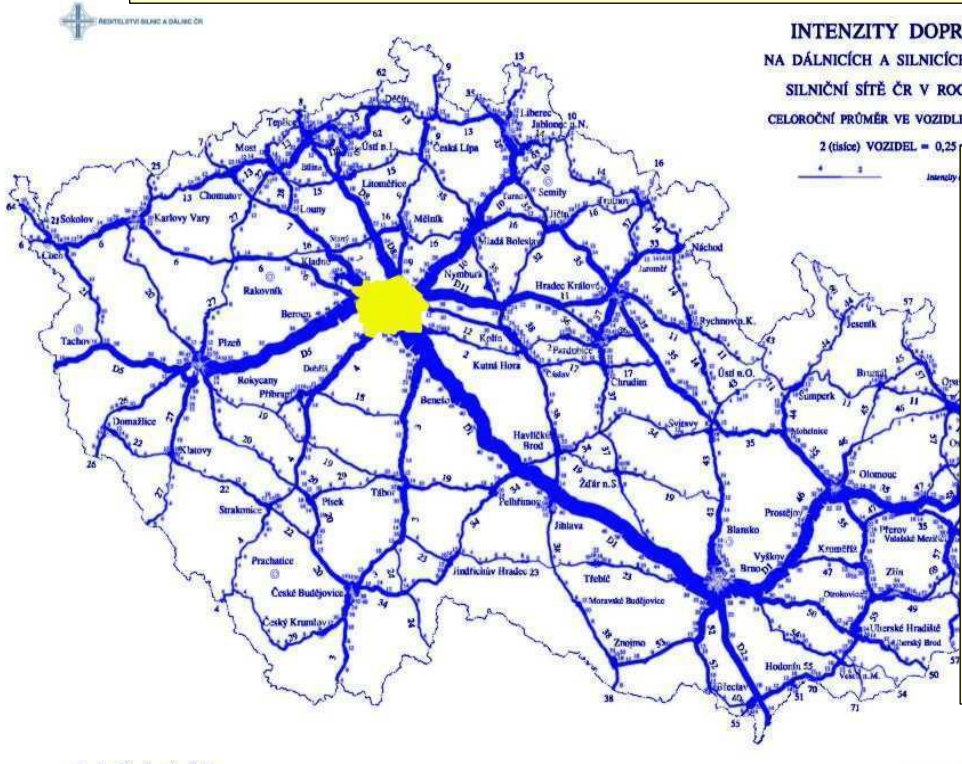
Prague Ring Road
crossing of the European motorways:

- Hamburg - Budapest - Sofia - Istanbul
- Paris - Nürnberg - Warsaw - Moscow
- Stockholm - Linz - Munich - Roma



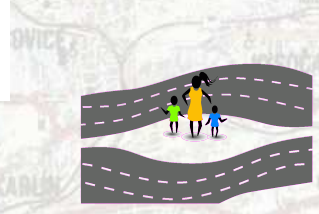
Prague Ring Road - R1 (Ruzyně - Březiněves)

Traffic intensities on Czech motorways and high-quality roads in 2005

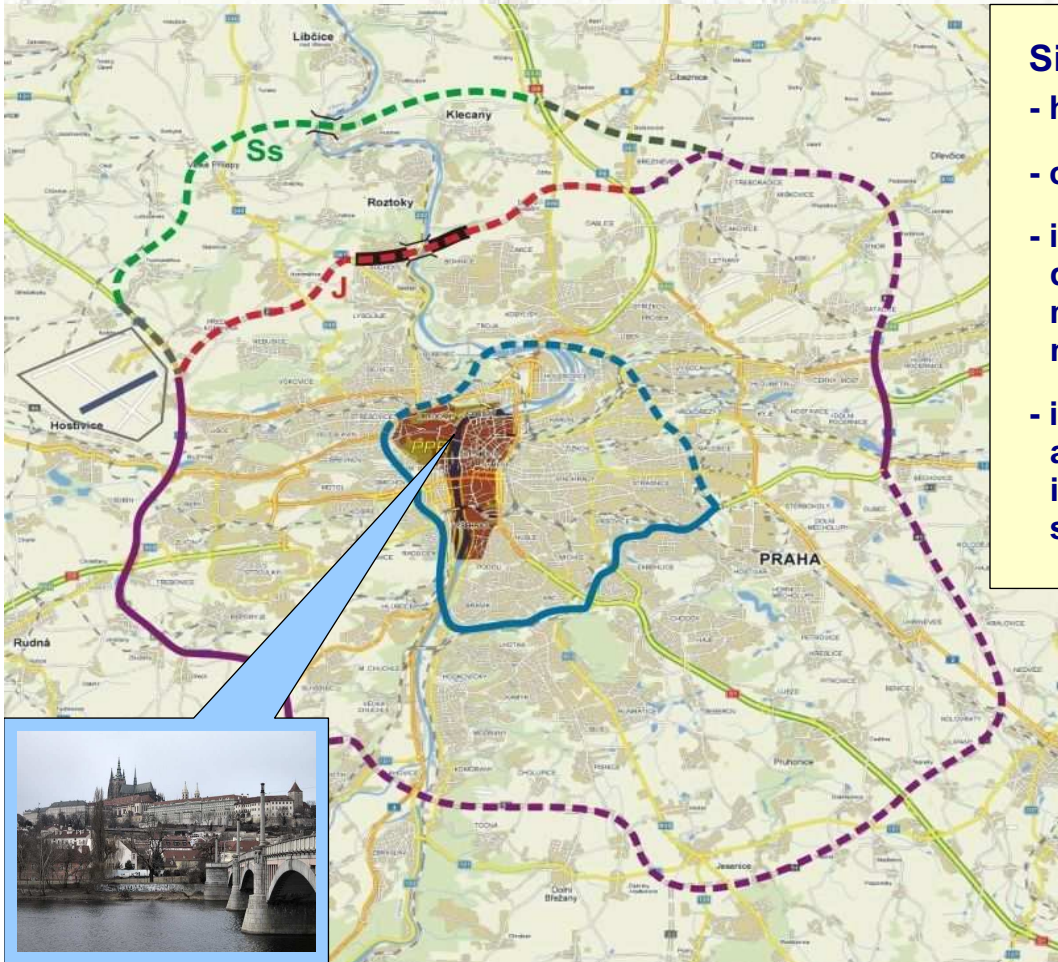


Prague ring road:

- interconnects radial network motorways and high-quality roads for transit traffic
- protects Prague from transit traffic
- distributes the traffic with its origin or end in Prague
- interconnects peripheral districts of Prague



Prague Ring Road - R1 (Ruzyně - Březiněves)

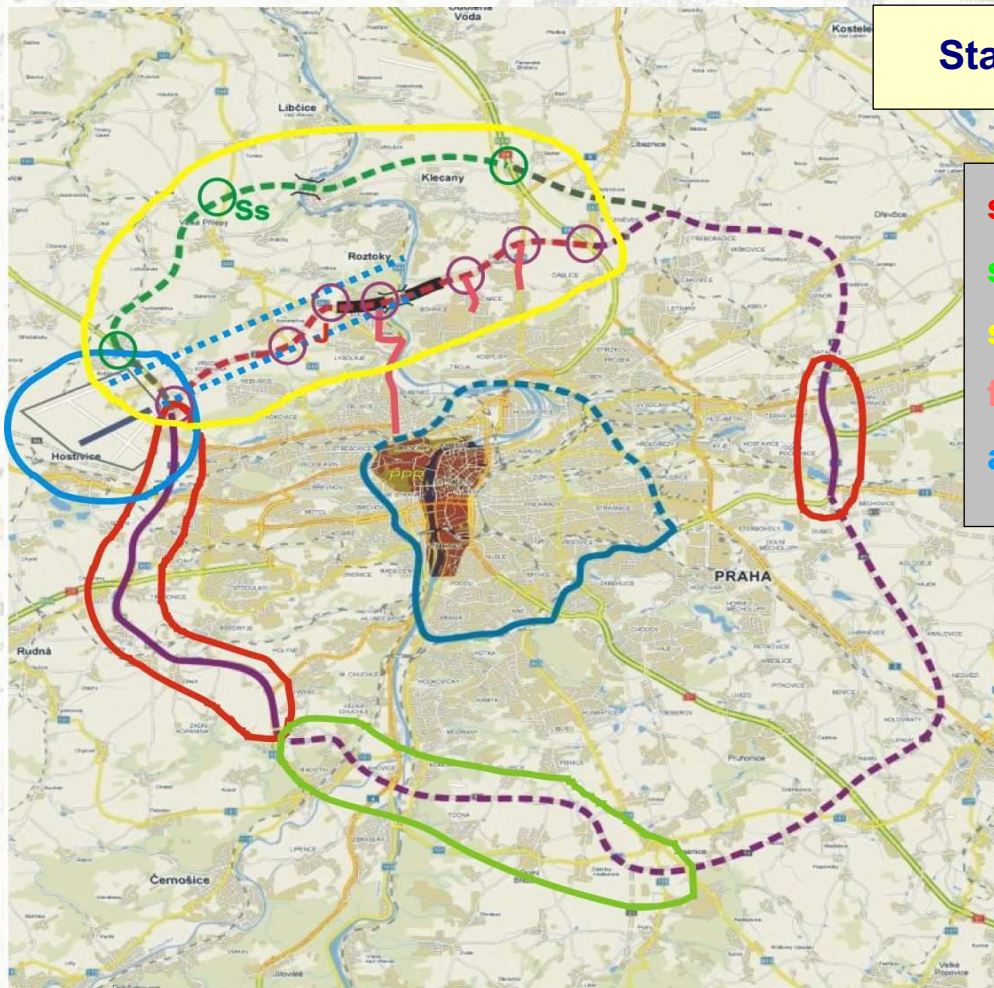


Situation in Prague:

- historic downtown
- city circle road
- in the past urban developments were mostly in the south-east, now also in the north
- in the north the alignment „J“ cuts into inhabited areas of several districts



Prague Ring Road - R1 (Ruzyně - Březiněves)



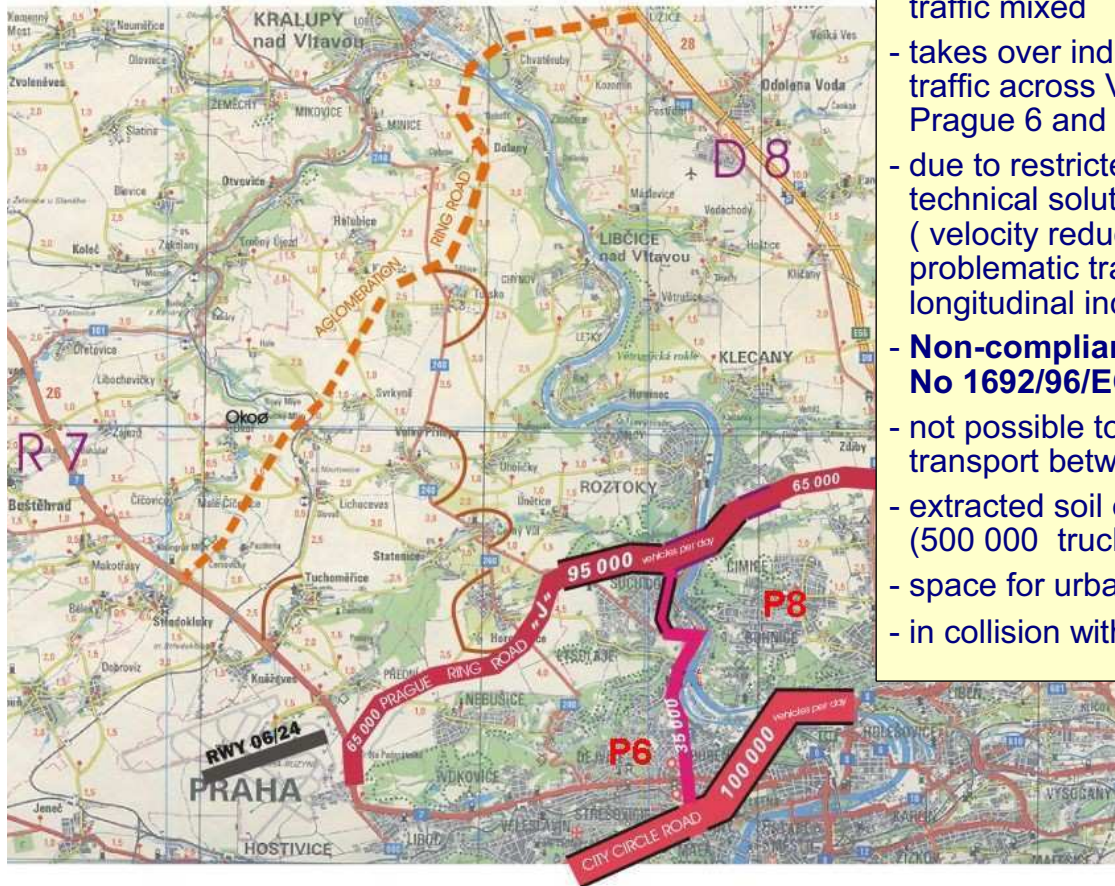
Status - February 2007

- sections in operation
- sections in construction
- sections 518, 519
- feeding roads
- airport with its corridors



Prague Ring Road - R1 (Ruzyně - Březiněves)

Traffic arrangement - “J” variant

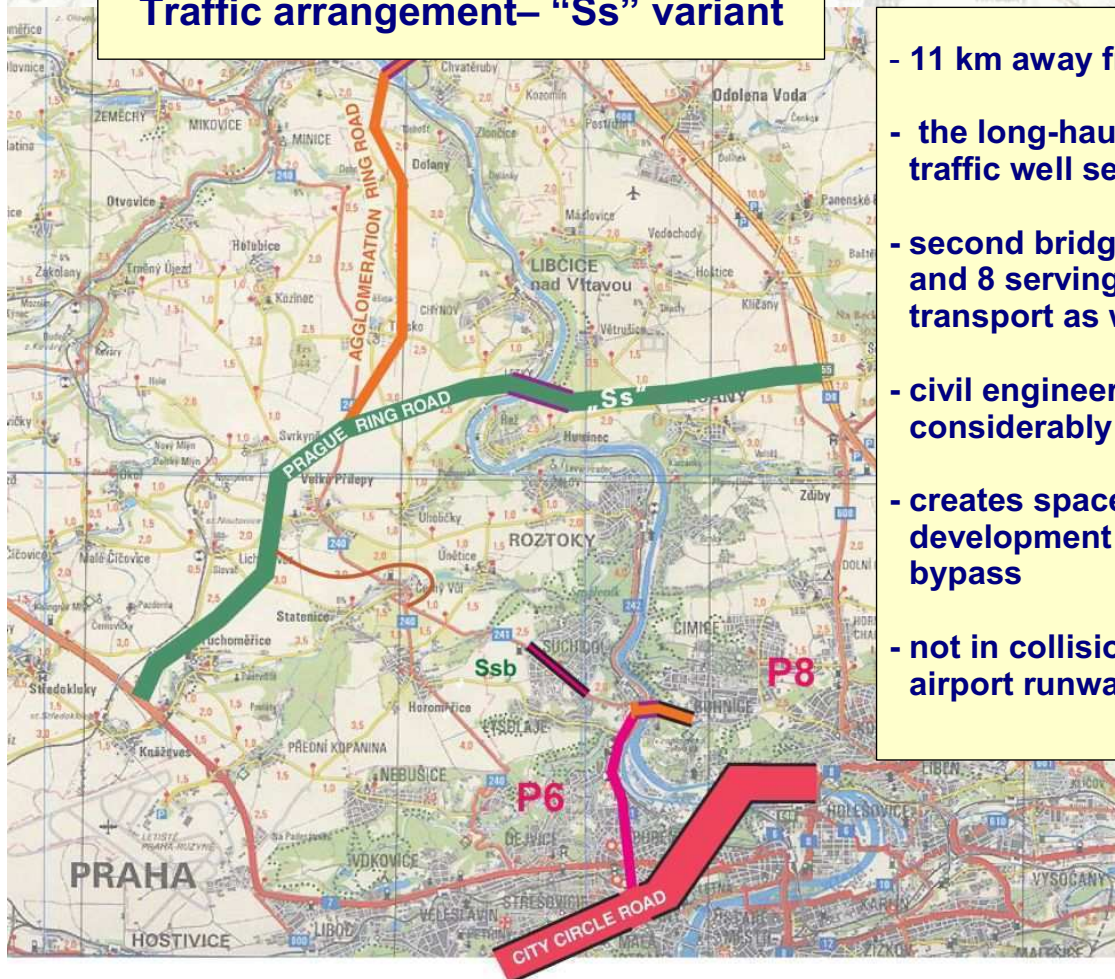


- 7 km away from the historical centre
- the long-haul transit and urban traffic mixed
- takes over individual motor car traffic across Vltava river between Prague 6 and 8: 35 000 veh. / day
- due to restricted space non-directive technical solutions are needed (velocity reduced to 40 km/h, problematic transverse and longitudinal inclinations etc.)
- **Non-compliance with EU Decision No 1692/96/EC**
- not possible to use for public transport between Prague 6 and 8
- extracted soil exceeds 4,5 million m³ (500 000 trucks)
- space for urban development lost
- in collision with new airport runway



Prague Ring Road - R1 (Ruzyně - Březiněves)

Traffic arrangement– “Ss” variant

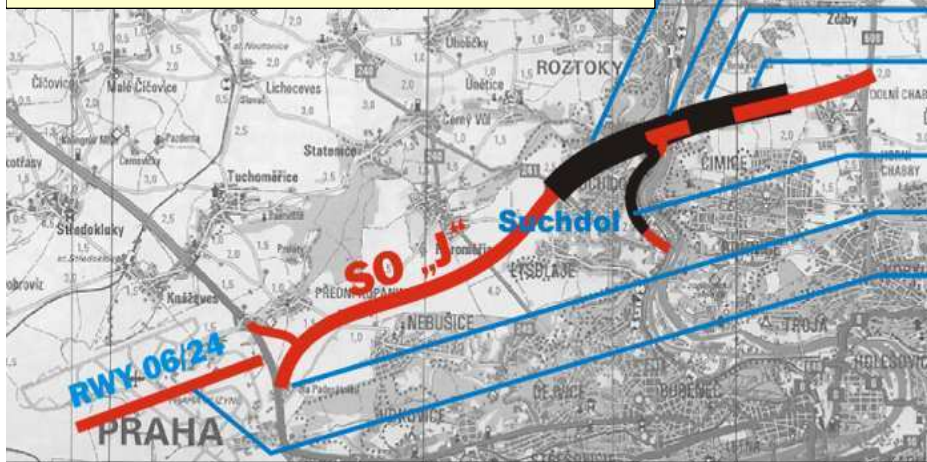


- 11 km away from the city centre
- the long-haul transit and urban traffic well separated
- second bridge between Prague 6 and 8 serving for public transport as well (tramway)
- civil engineering works considerably simple
- creates space for urban development inside of the bypass
- not in collision with the new airport runway



Prague Ring Road - R1 (Ruzyně - Březiněves)

**Traffic safety - "J" variant
Directive No 2004/54/E**



tunnel Suchdol
two-level bridge across the river Vltava
tunnel Zámky
bridges across the Čimické and Drahánské valleys
feeding tunnel Rybářka
Ruzyně crossing
new runway - airport Prague

Evaluation of prof. Lehovc, Czech Technical University, Prague states:
"... the grouping of two-level tunnels and the bridge is from the operational and user's points of view very inappropriate (for a distance of 3,2 km it is not possible to change opposing lanes)..."

The evaluation also brought attention to other serious **inconsistencies in relation to EU Directive No 2004/54/EC**, such as absence of easy-access escape areas from tunnels and from the double-levelled bridge, bi-directional traffic in the single-tube access tunnel, unsatisfactory fire resistance of the proposed steel bridge structure (15 min.), etc..



Prague Ring Road - R1 (Ruzyně - Březiněves)

Traffic safety - "J" variant - main safety problems if used as TEN-T road

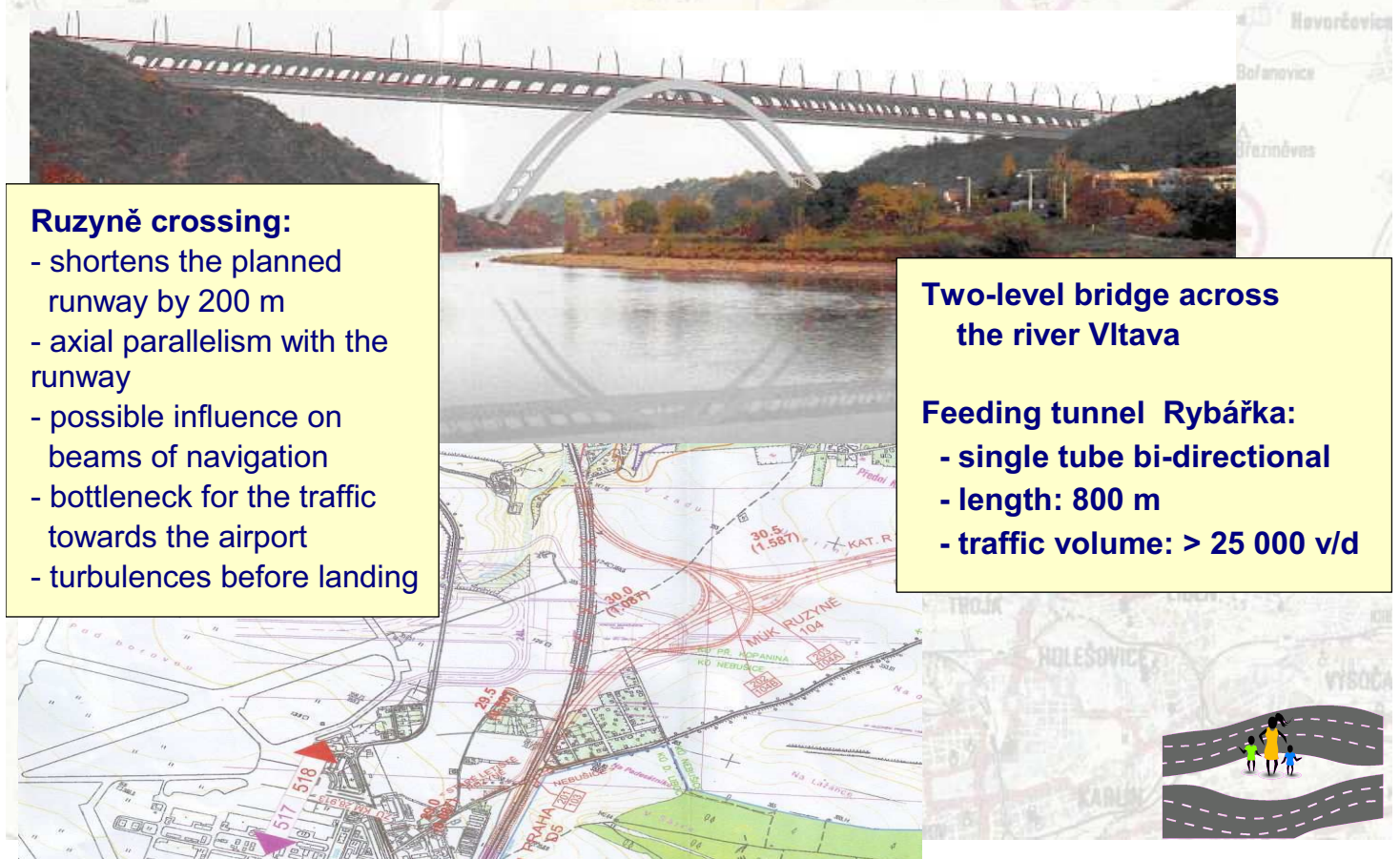
Ruzyně crossing:

- shortens the planned runway by 200 m
- axial parallelism with the runway
- possible influence on beams of navigation
- bottleneck for the traffic towards the airport
- turbulences before landing

Two-level bridge across the river Vltava

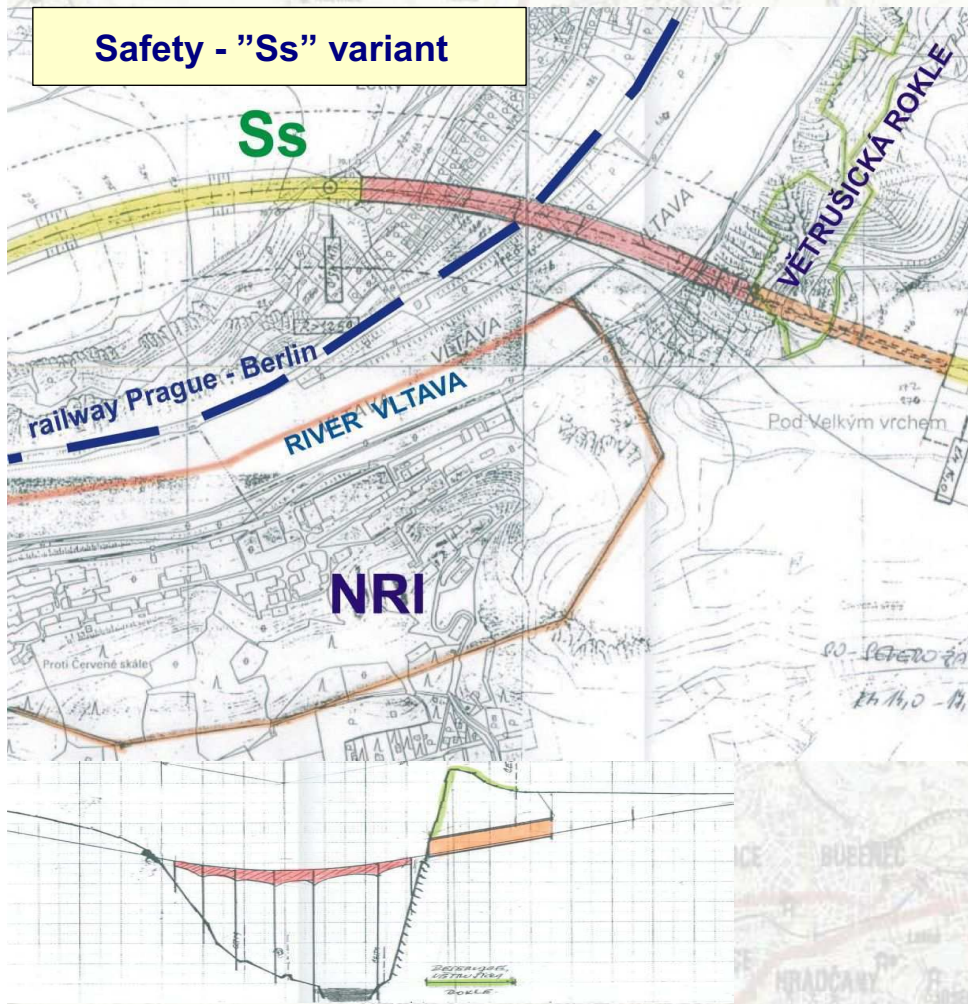
Feeding tunnel Rybářka:

- single tube bi-directional
- length: 800 m
- traffic volume: > 25 000 v/d



Prague Ring Road - R1 (Ruzyně - Březiněves)

Safety - "Ss" variant



No major safety problems if used as TEN-T road

- civil engineering works substantially less demanding
- passage north of the Nuclear Research Institute (NRI) in Rež possible
- passage south of the natural sanctuary Větrušická rokle also possible



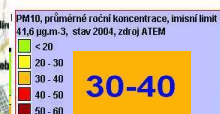
Prague Ring Road - R1 (Ruzyně - Březiněves)

EIA



PM10
emission standard = 40 $\mu\text{g}/\text{m}^3/\text{year}$
model for pollution - 2004

Modelové koncentrace PM10 - 2004



EIA statement, in April 2002, Ministry of Environment:

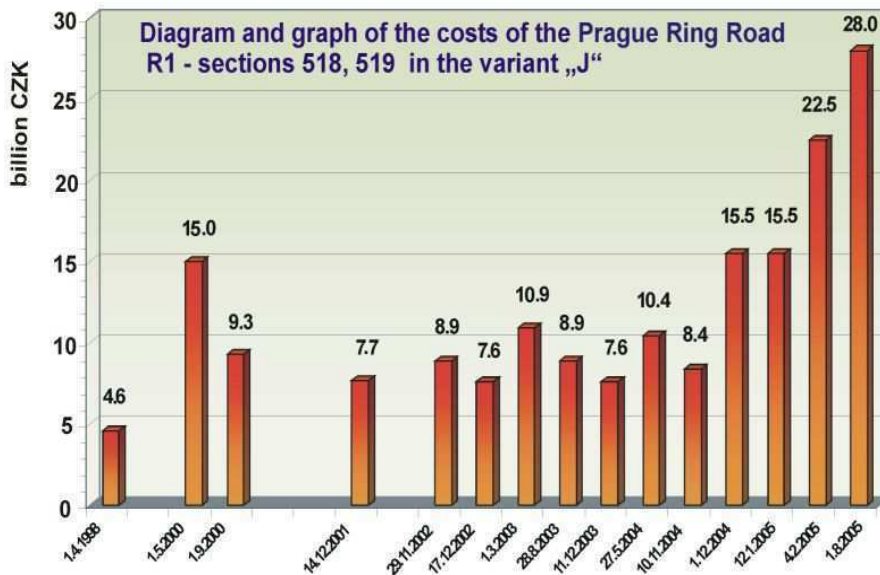
"With regard to environmental impact, we recommend the implementation of the 'Ss' alternative, which we consider more appropriate in the long-term perspective. The 'J' alternative is an extreme solution, the implementation of which might only be accepted if the negotiations about the Area Development Plan for the larger area of the Prague Region ruled out the possibility of implementation of the 'Ss' alternative."

Status 2007: - SEA is missing
- EIA is ignored



Prague Ring Road - R1 (Ruzyně - Březiněves)

Economical aspects



- comparison method "Feasibility study" (EIB) of the variants "J" and "Ss"
- the **variant "Ss" is superior** in all criteria
- EIRR = 15%, NVP = 6 billion CZK, (i.e. the construction is economically viable)
- implementation – a shorter construction time
- construction costs - **savings of 5 billion CZK** (i.e. 30% of "J" variant costs)

Supreme Audit Office:

"... It needs to be stated that the comparison of the alternatives "J" and "Ss", from the economical point of view, was carried out in March 2003. The results of the social-economic assessments were twisted in favour of "J" alternative, in particular, by not including the proper data about traffic intensities and by not including all relevant costs for "J" alternative. Audit Report No. 04/26 of May 2005



Prague Ring Road - R1 (Ruzyně - Březiněves)

SUMMARY

Variant "Ss"

- full bypass of the densely inhabited part of the Prague agglomeration
- in compliance with 1692/96/EC
- no issue related to 2004/54/EC
- in compliance with the corridor preferred by the EIA process
- allows separate connection of northern districts of Prague 6 and 8 by a bridge serving for public transport
- environmentally more friendly
- substantially less expensive
- safer for the traffic
- no collision with the corridor of the planned airport runway



Prague Ring Road - R1 (Ruzyně - Březiněves)

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