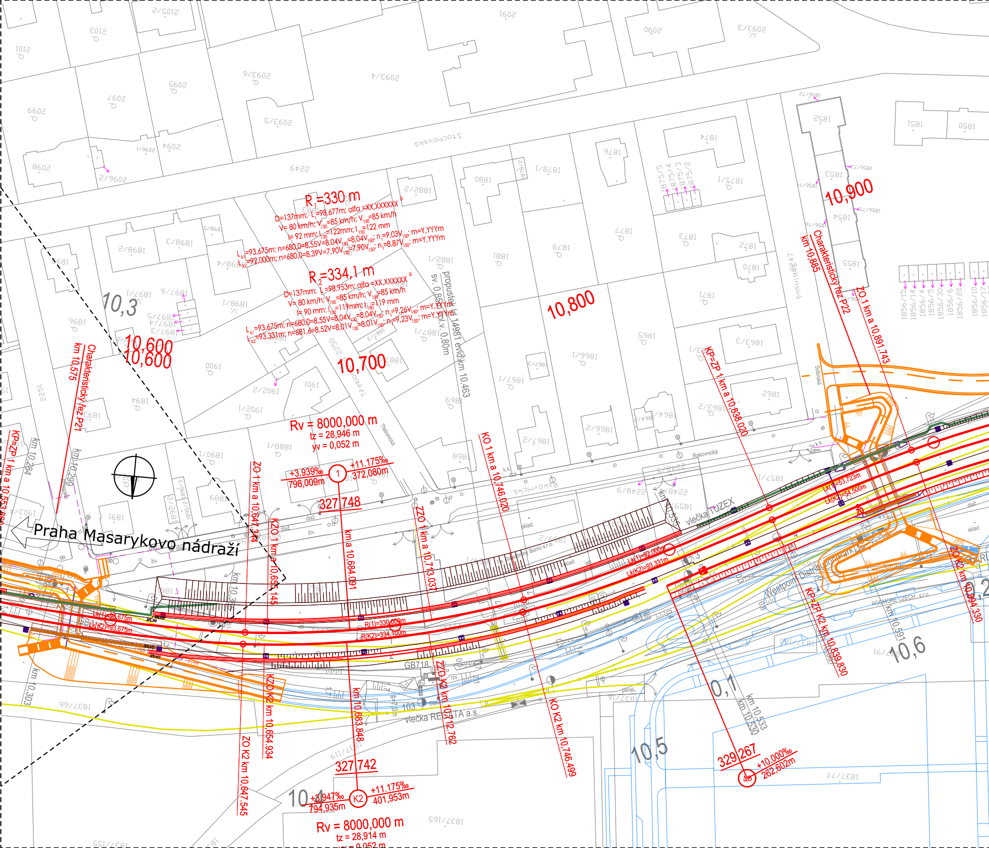
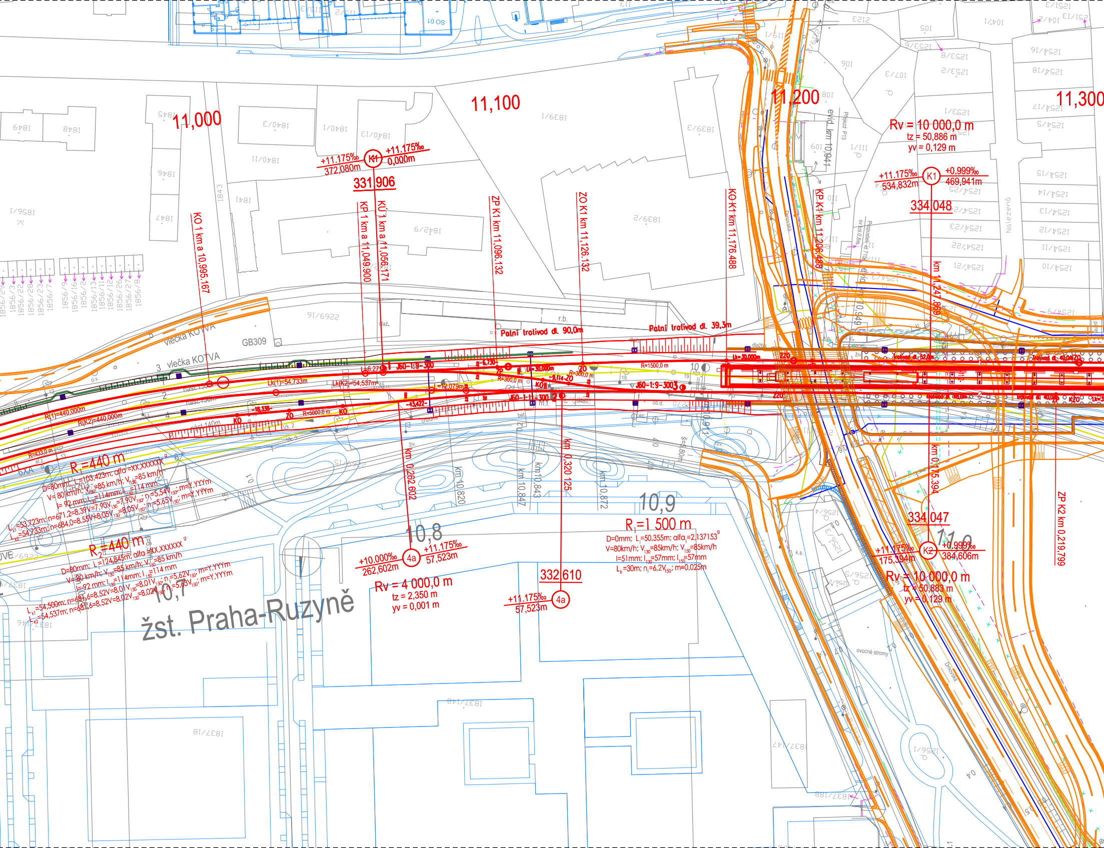
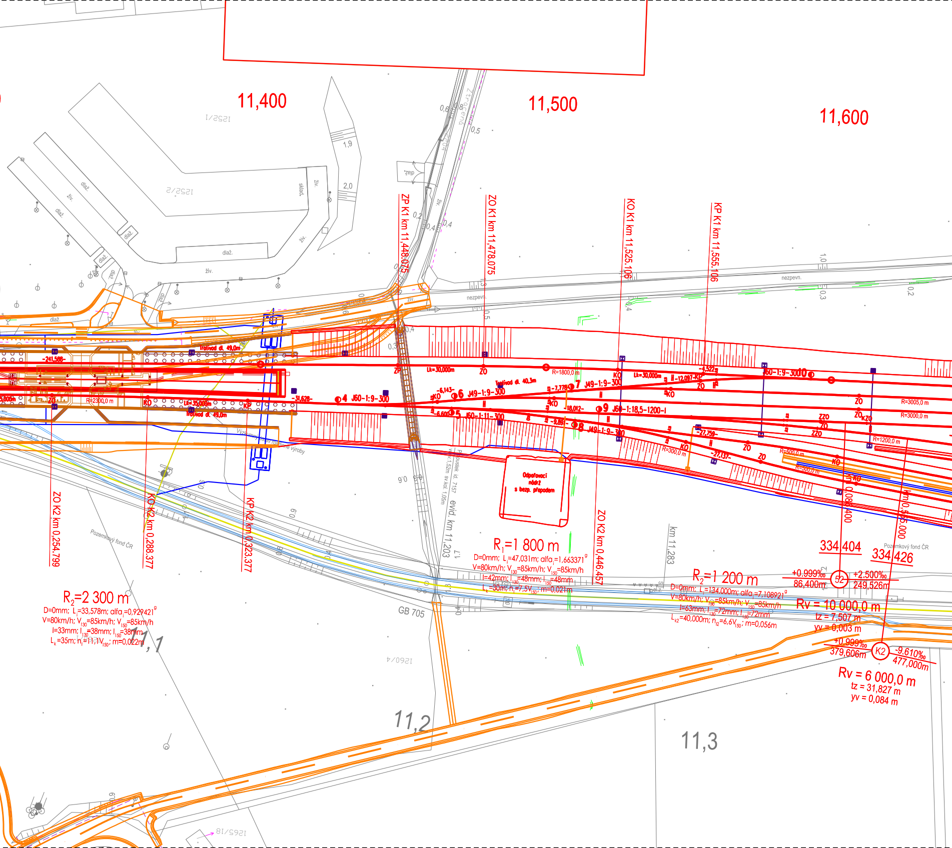
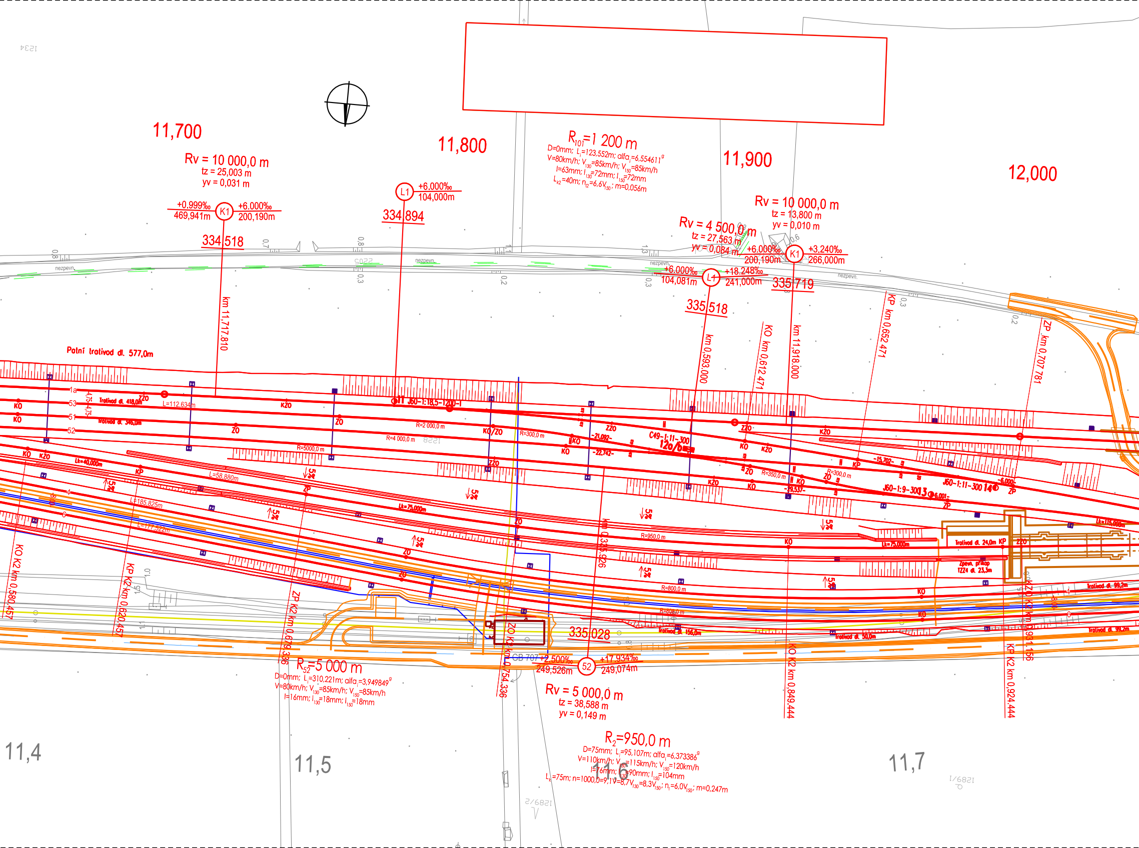
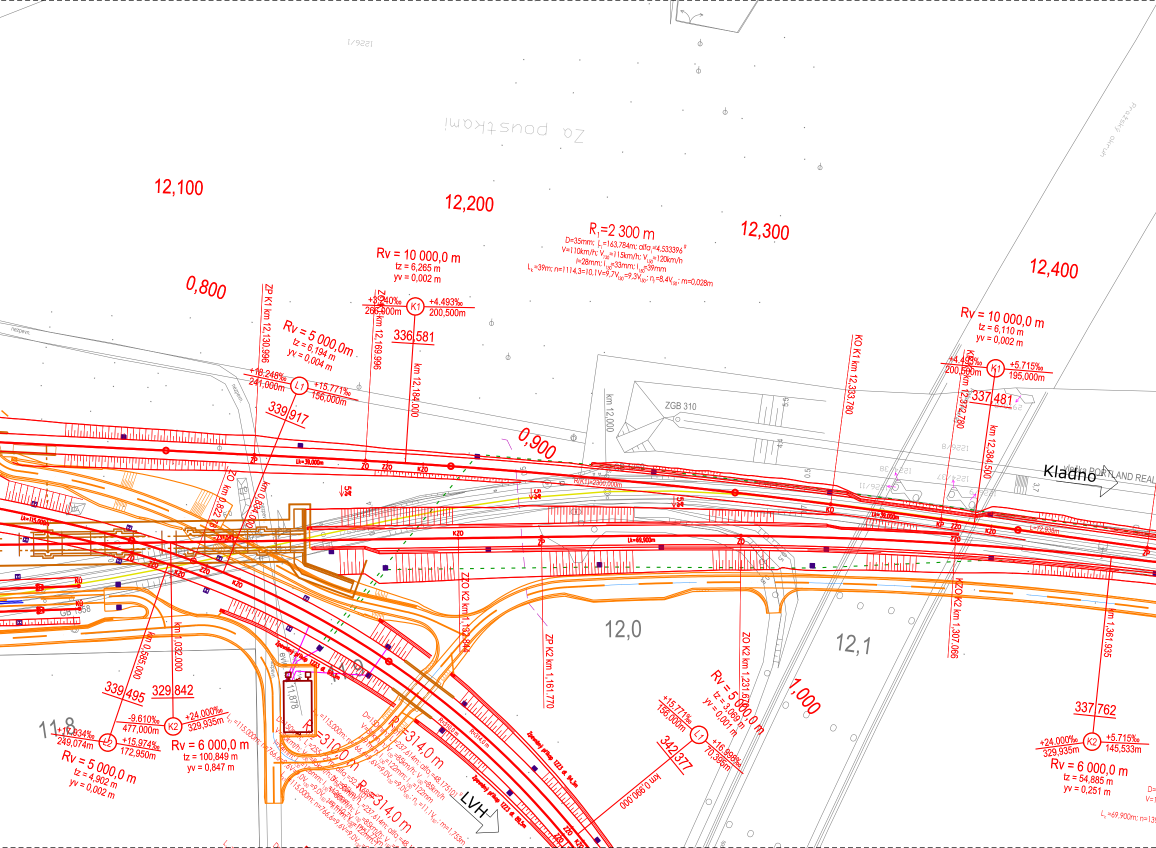
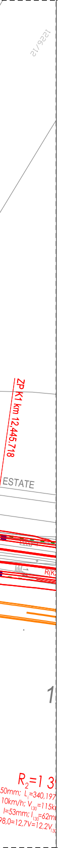

Praha Masarykovo nádraží
R_1=330 m
D=137mm; L_i=98,677m; alfa =XX,XXXXXX
V= 80 km/h; V_{130}=85 km/h; V_{150}=85 km/h
I= 92 mm; I_{130}=122mm; I_{150}=122 mm
L_{k1}=93,675m; n=680,0=8,55V=8,04V_{130}=8,04V_{150}; n_i=9,03V_{150}; m=Y,YYYm
L_{k2}=92,000m; n=680,0=8,39V=7,90V_{130}=7,90V_{150}; n_i=8,87V_{150}; m=Y,YYYm
R_2=334,1 m
D=137mm; L_i=98,953m; alfa =XX,XXXXXX
V= 80 km/h; V_{130}=85 km/h; V_{150}=85 km/h
I= 90 mm; I_{130}=119mm; I_{150}=119 mm
L_{k1}=93,675m; n=680,0=8,55V=8,04V_{130}=8,04V_{150}; n_i=9,26V_{150}; m=Y,YYYm
L_{k2}=93,331m; n=681,6=8,52V=8,01V_{130}=8,01V_{150}; n_i=9,23V_{150}; m=Y,YYYm
propustek Id 14981 evid.km 10,463
sv. 0,85m, vol.v. 0,80m
10,3
10,600
10,600
10,700
10,800
10,900
10,4
10,5
10,6
0,1
Charakteristický řez P21
km 10,575
Charakteristický řez P22
km 10,885
ZO 1 km a 10,891,743
KP=ZP 1 km a 10,838,020
KO 1 km a 10,746,020
ZZO 1 km a 10,713,037
kmla 10,684,091
KZO 1 kma 10,655,145
ZO 1 km a 10,647,374
KP=ZP 1 km a 10,553,000
km 10,284
km 10,290
km 10,303
km 10,591
km 10,533
km 10,530
ZO K2 km 10,647,545
KZO K2 km 10,654,934
km 10,683,848
ZZO K2 km 10,712,762
KO K2 km 10,746,499
KP=ZP K2 km 10,839,830
ZO K2 km 10,894,330
Rv = 8000,000 m
tz = 28,946 m
yv = 0,052 m
+3,939‰
798,009m
1
+11,175‰
372,080m
327,748
327,742
+3,947‰
794,935m
K2
+11,175‰
401,953m
Rv = 8000,000 m
tz = 28,914 m
yv = 0,052 m
329,267
4a
+10,000‰
262,602m
Lk(1)=93,675m
Lk(K2)=93,675m
R(1)=330,000m
R(K2)=334,100m
Lk(1)=92,000m
Lk(K2)=93,331m
Lk(1)=53,723m
Lk(K2)=54,500m
GB718
vlečka REGATA a.s.
vlečka TUZEX
Westpoint Distribution Park
AGGMORE CZECH s.r.o.
Stochovská
Rakovnická
Třebonická
Sobínská
Sobínská
Třeboradická
sklad
panel.
dlaž.
živ.
rzv.
1837/66
1837/165
1837/155
1837/77
2249
2250
1901
1890/1
1894
1895
1896
1897/1
1898/1
1898/2
1898/3
1882/1
1882/2
1887/1
1880
1881
1878/1
1879
1877
1876
1874
1873
1872
1871
1870
1865
1866/1
1866/2
1867/1
1867/2
1863/1
1863/2
1863/3
1862
1864
1850
1851
1852
1853
1854
1855
2093/4
2093/5
2093/6
2094
2095
2096/1
2096/2
2097
2098
2099
2101
2103
2105/2
1602
2090
2093/3
1875/1
1875/2
1875/3
1875/4
1875/5
1856/15
1856/14
1856/4
1856/5
1856/30
1856/6
1856/20
1856/10
1856/17
2248/9
2248/5
1857/1
1858/1


11,000
11,100
11,200
11,300
+11,175‰
372,080m
K1
+11,175‰
0,000m
331 906
KO 1 km a 10,995.167
KP 1 km a 11,049.900
KÚ 1 km a 11,056.171
ZP K1 km 11,096.132
ZO K1 km 11,126.132
KO K1 km 11,176.488
KP K1 km 11,206.488
Rv = 10 000,0 m
tz = 50,886 m
yv = 0,129 m
+11,175‰
534,832m
K1
+0,999‰
469,941m
334 048
km 11,247,869
Polní trolivod dl. 90,0m
Polní trolivod dl. 39,3m
vlečka KOTVA
GB309
R(1)=440,000m
R(K2)=440,000m
R=433,0 m
Lk(1)=54,733m
Lk(K2)=54,537m
J60-1:9-300
J60-1:9-300
J60-1:11-300
R=1500,0 m
R=5000,0 m
R=300,0 m
KO
ZO
ZP
6XA
GB703
R1=440 m
D=80mm; Li=103,423m; alfa =XX,XXXXXX g
V= 80 km/h; V130=85 km/h; V150=85 km/h
I= 92 mm; I130=114mm; I150=114 mm
Lk1=53,723m; n=671,2=8,39V=7,90V130=7,90V150; ni=5,54V150; m=Y,YYYm
Lk2=54,733m; n=684,0=8,55V=8,05V130=8,05V150; ni=5,65V150; m=Y,YYYm
R2=440 m
D=80mm; Li=124,845m; alfa =XX,XXXXXX g
V=80 km/h; V130=85 km/h; V150=85 km/h
I=92 mm; I130=114mm; I150=114 mm
Lk1=54,500m; n=681,6=8,52V=8,01V130=8,01V150; ni=5,62V150; m=Y,YYYm
Lk2=54,537m; n=681,6=8,52V=8,02V130=8,02V150; ni=5,63V150; m=Y,YYYm
10,7
10,8
10,9
11,0
žst. Praha-Ruzyně
km 0,262,602
km 10,820
km 10,847
km 10,843
km 0,320 125
km 10,872
+10,000‰
262,602m
4a
+11,175‰
57,523m
Rv = 4 000,0 m
tz = 2,350 m
yv = 0,001 m
332 610
+11,175‰
57,523m
4a
R1=1 500 m
D=0mm; Li=50,355m; alfai=2,137153 g
V=80km/h; V130=85km/h; V150=85km/h
I=51mm; I130=57mm; I150=57mm
Lk=30m; ni=6,2V150; m=0,025m
km 0,175,394
334 047
+11,175‰
175,394m
K2
+0,999‰
384,606m
Rv = 10 000,0 m
tz = 50,883 m
yv = 0,129 m
ZP K2 km 0,219,799
evid. km 10,941
Přípojka P13
Dlabačova? Drnovská
Nalezená
ovocné stromy
1843
1839/1
1840/1
1840/3
1840/13
1840/11
1841
1842/6
1839/3
1839/2
1845
1846
1847
1848
1849
1856/1
2269/16
1837/18
1837/148
1837/147
1837/188
1253/1
1253/2
1253/8
1254/5
1254/7
1254/8
1254/9
1254/10
1254/11
1254/12
1254/13
1254/14
1254/15
1254/21
1254/22
1254/23
1256/1
1256/4
106
107/3
108
109
105
104/1
2213
10 OS


11,400
11,500
11,600
1252/1
1252/2
ZP K1 km 11,448.075
ZO K1 km 11,478.075
KO K1 km 11,525.106
KP K1 km 11,555.106
ZO K2 km 0,254.799
KO K2 km 0,288.377
KP K2 km 0,323.377
ZO K2 km 0,446.457
km 0,086.400
km 0,505.000
Přestavovací výkon
Úsek S
Trolivod dl. 49,0m
Trolivod dl. 40,3m
J60-1:9-300
J49-1:9-300
J60-1:11-300
J60-1:18,5-1200-I
J60-1:9-3000
R=1800,0 m
R=2300,0 m
R=3005,0 m
R=3000,0 m
R=1200,0 m
R=300,0 m
R=500,0 m
Lk=30,000m
Lk=35,000m
Odpařovací nádrž s bezp. přepadem
Pozemkový fond ČR
evid. km 11,203
km 11,283
GB 705
nezpevn.
dlaž.
živ.
sklad.
zeleň
11,1
11,2
11,3
1260/4
1265/18
R$_1$=1 800 m
D=0mm; L$_i$=47,031m; alfa$_i$=1,663371^g
V=80km/h; V$_{130}$=85km/h; V$_{150}$=85km/h
I=42mm; I$_{130}$=48mm; I$_{150}$=48mm
L$_k$=30m; n$_l$=7,5V$_{150}$; m=0,021m
R$_2$=2 300 m
D=0mm; L$_i$=33,578m; alfa$_i$=0,929421^g
V=80km/h; V$_{130}$=85km/h; V$_{150}$=85km/h
I=33mm; I$_{130}$=38mm; I$_{150}$=38mm
L$_k$=35m; n$_l$=11,1V$_{150}$; m=0,022m
R$_2$=1 200 m
D=0mm; L$_i$=134,000m; alfa$_i$=7,108921^g
V=80km/h; V$_{130}$=85km/h; V$_{150}$=85km/h
I=63mm; I$_{130}$=72mm; I$_{150}$=72mm
L$_{k2}$=40,000m; n$_{l2}$=6,6V$_{150}$; m=0,056m
334,404
334,426
+0,999‰ 86,400m
52
+2,500‰ 249,526m
Rv = 10 000,0 m
tz = 7,507 m
yv = 0,003 m
+0,999‰ 379,606m
K2
-9,610‰ 477,000m
Rv = 6 000,0 m
tz = 31,827 m
yv = 0,084 m


11,700
Rv = 10 000,0 m
tz = 25,003 m
yv = 0,031 m
+0.999‰
469,941m
K1
+6.000‰
200,190m
334|518
11,800
L1
+6.000‰
104,000m
334|894
R_{101}=1 200 m
D=0mm; L_i=123,552m; alfa$_i$=6,554611^g
V=80km/h; V_{130}=85km/h; V_{150}=85km/h
I=63mm; I_{130}=72mm; I_{150}=72mm
L_{k2}=40m; n_{t2}=6,6V_{150}; m=0,056m
11,900
12,000
Rv = 10 000,0 m
tz = 13,800 m
yv = 0,010 m
Rv = 4 500,0 m
tz = 27,563 m
yv = 0,084 m
+6.000‰
200,190m
K1
+3,240‰
266,000m
+6.000‰
104,081m
L1
+18,248‰
241,000m
335|719
335|518
nezpevn.
km 11,717.810
km 0,593.000
KO km 0,612.471
km 11,918.000
KP km 0,652.471
ZP km 0,707.781
Polní trolivod dl. 577,0m
Trolivod dl. 418,0m
Trolivod dl. 346,0m
1a
53
51
52
KO
KZO
ZZO
ZO
KO/ZO
L=112,634m
J60-1:18,5-1200-I
R=2 000,0 m
R=4 000,0 m
R=5000,0 m
R=300,0 m
C49-1:11-300
120/6
-21,092-
-22,742-
R=350,0 m
R=300,0 m
-15,702-
-23,537-
J60-1:9-300 13
J60-1:11-300 14
-6,000-
6,001-
ZP
KP
Lk=40,000m
L=58,880m
L=185,825m
L=177,522m
Lk=75,000m
Lk=115,000m
Lk=75,000m
4
6
R=950,0 m
R=800,0 m
R=808,0 m
Trolivod dl. 24,0m
Zpevn. príkop TZZ4 dl. 23,3m
Trolivod dl. 99,2m
Trolivod dl. 99,2m
Trolivod dl. 156,0m
Trolivod dl. 50,0m
km 0,335.926
KO K2 km 0,580.457
KP K2 km 0,620.457
ZP K2 km 0,679.336
ZO K2 km 0,754.336
KO K2 km 0,849.444
KP K2 km 0,924.444
KZO K2 km 0,931.156
335|028
GB 707
+2,500‰
249,526m
52
+17,934‰
249,074m
R_{52}=5 000 m
D=0mm; L_i=310,221m; alfa$_i$=3,949849^g
V=80km/h; V_{130}=85km/h; V_{150}=85km/h
I=16mm; I_{130}=18mm; I_{150}=18mm
Rv = 5 000,0 m
tz = 38,588 m
yv = 0,149 m
R_2=950,0 m
D=75mm; L_i=95,107m; alfa$_i$=6,373386^g
V=110km/h; V_{130}=115km/h; V_{150}=120km/h
I=76mm; I_{130}=90mm; I_{150}=104mm
L_k=75m; n=1000,0=9,1V=8,7V_{130}=8,3V_{150}; n_l=6,0V_{150}; m=0,247m
11,4
11,5
11,6
11,7
1234
1289/1
1289/2
1228
2205


Za poustkami
Pražský okruh
12,100
12,200
12,300
12,400
0,800
0,900
1,000
12,0
12,1
11,8
Kladno
vlečka PORTLAND REAL
LVH
ZGB 310
GB 1358
R1=2 300 m
D=35mm; Li=163,784m; alfai=4,533396 g
V=110km/h; V130=115km/h; V150=120km/h
I=28mm; I130=33mm; I150=39mm
Lk=39m; n=1114,3=10,1V=9,7V130=9,3V150; nI=8,4V150; m=0,028m
Rv = 10 000,0 m
tz = 6,265 m
yv = 0,002 m
+3,240‰
266,000m
K1
+4.493‰
200,500m
336,581
km 12,184.000
ZP K1 km 12,130.996
ZO K1 km 12,169.996
Rv = 5 000,0m
tz = 6,194 m
yv = 0,004 m
+18.248‰
241,000m
L1
+15.771‰
156,000m
339,917
Rv = 10 000,0 m
tz = 6,110 m
yv = 0,002 m
+4.493‰
200,500m
K1
+5.715‰
195,000m
337,481
KO K1 km 12,333.780
km 12,384.500
km 12,000
KZO K1 km 12,372.780
R(K1)=2300,000m
Lk=39,000m
Lk=69,900m
L=72,938m
ZP
ZO
ZZO
KZO
KO
KP
KÚ
ZZO K2 km 1,132.844
ZP K2 km 1,161.770
ZO K2 km 1,231.670
KZO K2 km 1,307.066
km 1,361.935
km 0,822.000
km 0,884.000
km 0,585.000
km 1,032.000
km 0,990.000
339,495
329,842
-9.610‰
477,000m
K2
+24.000‰
329,935m
+17.934‰
249,074m
L2
+15.974‰
172,950m
Rv = 6 000,0 m
tz = 100,849 m
yv = 0,847 m
Rv = 5 000,0 m
tz = 4,902 m
yv = 0,002 m
Rv = 5 000,0 m
tz = 3,069 m
yv = 0,001 m
+15.771‰
156,000m
L1
+16.998‰
70,395m
342,377
337,762
+24.000‰
329,935m
K2
+5.715‰
145,533m
Rv = 6 000,0 m
tz = 54,885 m
yv = 0,251 m
Lk=69,900m; n=13
R=314,0 m
R=310,0 m
R=314,0 m
R=310,0 m
Lk=115,000m
Zpevněný přejezd
11,878
5‰
nezpevn.
1226/1
1226/8
1224/38
1224/37
1226/11
5,5
4,4
0,5
3,7


1226/12
ZP K1 km 12,445.718
ESTATE
R/K
1
R_2=1 3
50mm; L_i=340,197
10km/h; V_{130}=115k
I=53mm; I_{130}=62m
98,0=12,7V=12,2V_{130}

Jiná ověření:	Paré:
Orientační schéma:	Razítko oprávněné osoby: Podpis: Datum:

Revize:	Datum:	Popis:	Kontroloval:
-	-	-	-

Stavebník/Investor:	**Správa železnic, státní organizace**
Adresa:	**Dlážděná 1003/7, 110 00 Praha 1**
Zástupce investora:	**Stavební správa západ**
Adresa:	**Ke Štvanici 656/3 186 00 Praha 8**

Zhotovitel díla:	**AFRY CZ s.r.o**
Adresa:	Magistrů 1275/13, 140 00 Praha 4
Kontakt:	T: +420 277 005 500 E: afrycz@afry.com
Zhotovitel části/objektu:	**AFRY CZ s.r.o**
Adresa:	Magistrů 1275/13, 140 00 Praha 4
Kontakt:	T: +420 277 005 500 E: afrycz@afry.com

Hlavní projektant (HIP):	**Ing. Petr Pavlíček**	Specialista:	**Ing. Martin Vachtl**

Název stavby/akce:	**Aktualizace studie proveditelnosti železničního spojení Prahy, letiště Ruzyně a Kladna**	Označení investora: **S632100034** Zakázka: **2024/0199**	
Název části:	Výkresová část	Označení části: **C**	
Název objektu/dílčí části:	**Situace dopraven**	Označení objektu/komplexu: **---**	
Název přílohy: Název dílčí části přílohy:	ŽST Praha-Ruzyně	Číslo přílohy (typ/pořadí): **4. 004**	
Odpovědný projektant: Ing. Jaromír Tvrdík	Zpracovatel přílohy: Ing. Tomáš Blahovec	Měřítko: 1:1 000 Formáty: 10 x A4	Stupeň dokumentace: **ASP**
Kraj: Středočeský, Hlavní město Praha	Katastrální území: dle přílohy	TUDU: 0101, 0711, 0741, 0811, 0801	Smluvní datum zpracování: **12/2024**

Označení investora::	*Stupeň dokumentace:*	*Část:*	*Objekt:*	*Podobjekt:*	*Příloha:*	*Revize:*
S 6 3 2 1 0 0 0 3 4	*_ X A S P*	*_ C X X X X*	*_ X X X X X X X X*	*_ X X*	*_ 4 _ 0 0 4*	*_ 0 0 0*

[Prostor pro další informace]