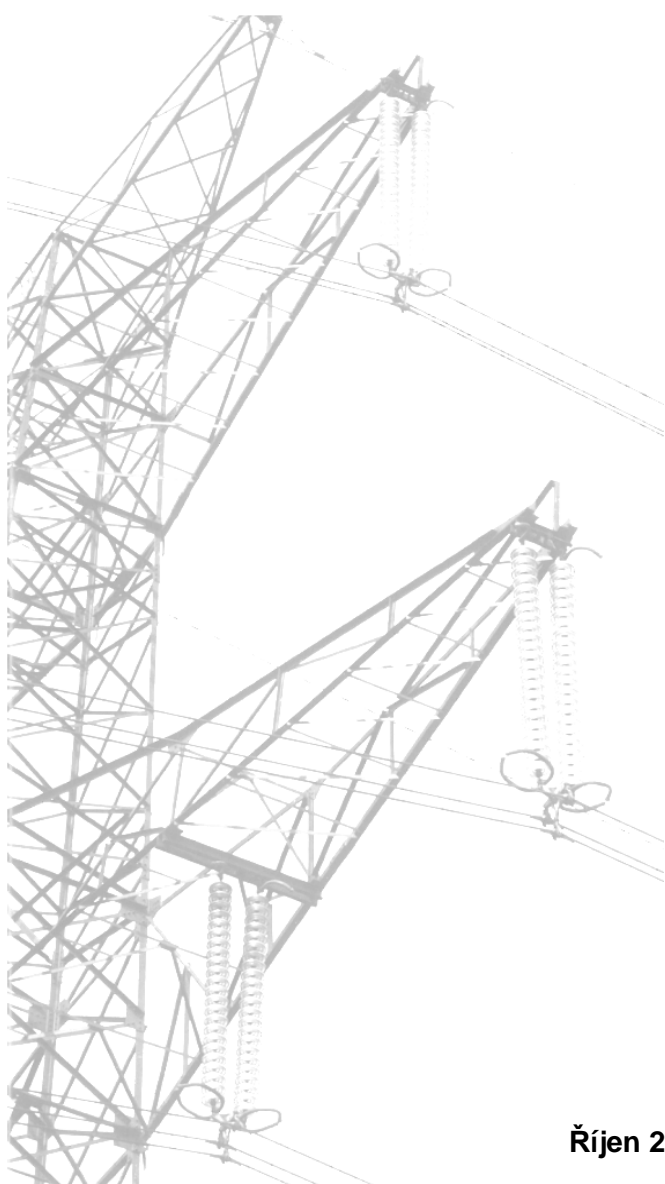




# H. PŘÍLOHA č.10.4

## Soupis stožárových konstrukcí



Říjen 2018



## Nové dvojité vedení – zaústění do TR Sokolnice 1

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
<b>R7</b>	<b>22</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	23	N+0	46,0
	24	N+4	49,9
	25	N+6	51,9
<b>R8</b>	<b>26</b>	<b>RV<sub>150+4</sub></b>	<b>48,0</b>
	27	N+10	55,8
<b>R9</b>	<b>28</b>	<b>RV<sub>120+4</sub></b>	<b>48,0</b>
	29	N+0	46,0
	30	N+8	59,9
	31	N+4	49,9
	32	N+2	48,0
<b>R10</b>	<b>33</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	34	N+6	51,9
	35	N+0	46,0
	36	N+0	46,0
	37	N+0	46,0
	38	N+0	46,0
	39	N+0	46,0
<b>R11</b>	<b>39</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
	40	N+8	53,9
	41	N+8	53,9
	42	N+4	49,9
	43	N+2	48,0
	44	N+0	46,0
	45	N+0	46,0
	46	N+4	49,9
	47	N+4	49,9
48	N+0	46,0	
<b>R12</b>	<b>49</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
<b>R13</b>	<b>50</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>R14</b>	<b>51</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	52	N+4	49,9
	53	N+4	49,9
	54	N+0	46,0
	55	N+4	49,9
	56	N+4	49,9
<b>R14a</b>	<b>56</b>	<b>RV<sub>170+2</sub></b>	<b>46,0</b>
	57	N+2	48,0
	58	N+2	48,0
	59	N+0	46,0
	60	N+0	46,0
	61	N+0	46,0
	62	N+2	48,0
<b>R15</b>	<b>63</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	64	N+0	46,0
	65	N+0	46,0
	66	N+0	46,0
	67	N+6	51,9
	68	N+6	51,9
<b>R15a</b>	<b>68</b>	<b>RV<sub>170+4</sub></b>	<b>44,0</b>
	69	N+0	49,9
	70	N+4	49,9
<b>R16</b>	71	N+4	51,8
	<b>72</b>	<b>RV<sub>120+0</sub></b>	<b>44,0</b>
	73	N+0	46,0
	74	N+2	48,0

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
	75	N+2	48,0
	76	N+0	46,0
	77	N+0	46,0
<b>R16a</b>	<b>78</b>	<b>RV<sub>170+0</sub></b>	<b>44,0</b>
	79	N+4	49,9
	80	N+4	49,9
	81	N+4	49,9
	82	N+2	48,0
<b>R16b</b>	<b>83</b>	<b>RV<sub>170+2</sub></b>	<b>46,0</b>
	84	N+6	51,9
	85	N+4	49,9
	86	N+4	49,9
	87	N+0	46,0
	88	N+0	46,0
	89	N+0	46,0
<b>R17</b>	<b>90</b>	<b>RV<sub>120+4</sub></b>	<b>48,0</b>
	91	N+6	51,9
	92	N+6	51,9
	93	N+8	53,9
	94	N+4	49,9
	95	N+4	49,9
	96	N+2	48,0
	97	N+2	48,0
	98	N+2	48,0
	99	N+2	48,0
<b>R18</b>	<b>100</b>	<b>RV<sub>120+6</sub></b>	<b>49,9</b>
	101	N+6	51,9
<b>R19</b>	<b>102</b>	<b>RV<sub>150+6</sub></b>	<b>49,9</b>
<b>R20</b>	<b>103</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>R21</b>	<b>104</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>R22</b>	<b>105</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
	106	N+4	49,9
	107	N+6	51,9
	108	N+4	49,9
<b>R23</b>	<b>109</b>	<b>RV<sub>120+2</sub></b>	<b>46,0</b>
	110	N+6	51,9
	111	N+0	46,0
	112	N+0	46,0
	113	N+0	46,0
<b>R24</b>	<b>114</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	115	N+2	48,0
	116	N+2	48,0
	117	N+2	48,0
<b>R25</b>	<b>118</b>	<b>RV<sub>150+6</sub></b>	<b>49,9</b>
	119	N+8	53,9
	120	N+6	51,9
	121	N+2	48,0
	122	N+2	48,8
	123	N+4	49,9
	124	N+2	48,0
	125	N+4	49,9
	126	N+4	49,9
	127	N+4	49,9
<b>25a</b>	<b>128</b>	<b>RV<sub>170+4</sub></b>	<b>48,0</b>

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
	129	N+4	49,9
	130	N+0	46,0
	131	N+2	48,0
<b>R26</b>	<b>132</b>	<b>RV<sub>170+2</sub></b>	<b>46,0</b>
	133	N+6	51,9
	134	N+4	48,0
<b>R27</b>	<b>135</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
	136	N+4	49,9
	137	N+2	48,0
	138	N+2	48,0
	139	N+0	46,0
<b>R28</b>	<b>140</b>	<b>RV<sub>120+0</sub></b>	<b>44,0</b>
	141	N+0	46,0
	142	N+0	46,0
	143	N+8	53,9
<b>R29</b>	<b>144</b>	<b>RV<sub>150+6</sub></b>	<b>49,9</b>
	145	N+6	51,9
	146	N+2	48,0
	147	N+2	48,0
	148	N+2	48,0
<b>R30</b>	<b>149</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	150	N+4	49,9
	151	N+20	65,7
<b>R31</b>	<b>152</b>	<b>RV<sub>150+16</sub></b>	<b>59,8</b>
	153	N+2	48,0
	154	N+0	46,0
<b>R32</b>	<b>155</b>	<b>RV<sub>170+0</sub></b>	<b>44,0</b>
	156	Soudek N+2	56,0
	157	Soudek N+12	60,9
<b>R33</b>	<b>158</b>	<b>Soudek RV<sub>120+10</sub></b>	<b>59,0</b>
<b>R34</b>	<b>159</b>	<b>Soudek RV<sub>120+10</sub></b>	<b>59,0</b>
<b>R35</b>	<b>160</b>	<b>Soudek RV<sub>120+6</sub></b>	<b>55,0</b>
	TR SOK	Portál TR SOK	

## Nové dvojité vedení – zaústění do TR Sokolnice 2

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
<b>R7</b>	<b>22</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	23	N+0	46,0
	24	N+4	49,9
	25	N+6	51,9
<b>R8</b>	<b>26</b>	<b>RV<sub>150+4</sub></b>	<b>48,0</b>
	27	N+10	55,8
<b>R9</b>	<b>28</b>	<b>RV<sub>120+4</sub></b>	<b>48,0</b>
	29	N+0	46,0
	30	N+8	59,9
	31	N+4	49,9
	32	N+2	48,0
<b>R10</b>	<b>33</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	34	N+6	51,9
	35	N+0	46,0
	36	N+0	46,0
	37	N+0	46,0
	38	N+0	46,0

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
<b>R11</b>	<b>39</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
	40	N+8	53,9
	41	N+8	53,9
	42	N+4	49,9
	43	N+2	48,0
	44	N+0	46,0
	45	N+0	46,0
	46	N+4	49,9
	47	N+4	49,9
	48	N+0	46,0
<b>R12</b>	<b>49</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
<b>R13</b>	<b>50</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>R14</b>	<b>51</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	52	N+4	49,9
	53	N+4	49,9
	54	N+0	46,0
	55	N+4	49,9
<b>R14a</b>	<b>56</b>	<b>RV<sub>170+2</sub></b>	<b>46,0</b>
	57	N+2	48,0
	58	N+2	48,0
	59	N+0	46,0
	60	N+0	46,0
	61	N+0	46,0
	62	N+2	48,0
<b>R15</b>	<b>63</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	64	N+0	46,0
	65	N+0	46,0
	66	N+0	46,0
	67	N+6	51,9
	68	N+6	51,9
<b>R15a</b>	<b>68</b>	<b>RV<sub>170+4</sub></b>	<b>44,0</b>
	69	N+0	49,9
	70	N+4	49,9
	71	N+4	51,8
<b>R16</b>	<b>72</b>	<b>RV<sub>120+0</sub></b>	<b>44,0</b>
	73	N+0	46,0
	74	N+2	48,0
	75	N+2	48,0
	76	N+0	46,0
	77	N+0	46,0
	78	N+0	46,0
<b>R16a</b>	<b>78</b>	<b>RV<sub>170+0</sub></b>	<b>44,0</b>
	79	N+4	49,9
	80	N+4	49,9
	81	N+4	49,9
	82	N+2	48,0
	83	N+2	48,0
<b>R16b</b>	<b>83</b>	<b>RV<sub>170+2</sub></b>	<b>46,0</b>
	84	N+6	51,9
	85	N+4	49,9
	86	N+4	49,9
	87	N+0	46,0
	88	N+0	46,0
	89	N+0	46,0
<b>R17</b>	<b>90</b>	<b>RV<sub>120+4</sub></b>	<b>48,0</b>
	91	N+6	51,9
	92	N+6	51,9

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
	93	N+8	53,9
	94	N+4	49,9
	95	N+4	49,9
	96	N+2	48,0
	97	N+2	48,0
	98	N+2	48,0
	99	N+2	48,0
<b>R18</b>	<b>100</b>	<b>RV<sub>120+6</sub></b>	<b>49,9</b>
	101	N+6	51,9
<b>R19</b>	<b>102</b>	<b>RV<sub>150+6</sub></b>	<b>49,9</b>
<b>R20</b>	<b>103</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>R21</b>	<b>104</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>R22</b>	<b>105</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
	106	N+4	49,9
	107	N+6	51,9
	108	N+4	49,9
<b>R23</b>	<b>109</b>	<b>RV<sub>120+2</sub></b>	<b>46,0</b>
	110	N+6	51,9
	111	N+0	46,0
	112	N+0	46,0
	113	N+0	46,0
<b>R24</b>	<b>114</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	115	N+2	48,0
	116	N+2	48,0
	117	N+2	48,0
<b>R25</b>	<b>118</b>	<b>RV<sub>150+6</sub></b>	<b>49,9</b>
	119	N+8	53,9
	120	N+6	51,9
	121	N+2	48,0
	122	N+2	48,8
	123	N+4	49,9
	124	N+2	48,0
	125	N+4	49,9
	126	N+4	49,9
	127	N+4	49,9
<b>25a</b>	<b>128</b>	<b>RV<sub>170+4</sub></b>	<b>48,0</b>
	129	N+4	49,9
	130	N+0	46,0
	131	N+2	48,0
<b>R26</b>	<b>132</b>	<b>RV<sub>170+2</sub></b>	<b>46,0</b>
	133	N+6	51,9
	134	N+4	48,0
<b>R27</b>	<b>135</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
	136	N+4	49,9
	137	N+2	48,0
	138	N+2	48,0
	139	N+0	46,0
<b>R28</b>	<b>140</b>	<b>RV<sub>120+0</sub></b>	<b>44,0</b>
	141	N+0	46,0
	142	N+0	46,0
	143	N+8	53,9
<b>R29</b>	<b>144</b>	<b>RV<sub>150+6</sub></b>	<b>49,9</b>
	145	N+6	51,9
	146	N+2	48,0

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
	147	N+2	48,0
	148	N+2	48,0
<b>R30</b>	<b>149</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
	150	N+4	49,9
	151	N+20	65,7
<b>R31</b>	<b>152</b>	<b>RV<sub>150+16</sub></b>	<b>59,8</b>
	153	N+2	48,0
	154	N+0	46,0
<b>R32</b>	<b>155</b>	<b>RV<sub>170+0</sub></b>	<b>44,0</b>
	156	N+10	55,8
<b>R33</b>	<b>157</b>	<b>RV<sub>90+16</sub></b>	<b>59,8</b>
<b>R34</b>	<b>158</b>	<b>RV<sub>120+0</sub></b>	<b>44,0</b>
	TR SOK	Portál TR SOK	

## Úprava mezi lomovými body R12 – R14

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
<b>Vložený stožár</b>	<b>47 V435/436</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
<b>Vložený stožár</b>	<b>47A V435/436</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>

## Úprava mezi lomovými body R15 – R16 – varianta 2

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
<b>Vložený stožár</b>	<b>63</b>	<b>RV<sub>150+6</sub></b>	<b>49,9</b>
<b>R15</b>	<b>64</b>	<b>RV<sub>150+2</sub></b>	<b>44,0</b>
	65	N+4	49,9
	66	N+4	49,9
	67	N+10	55,8
<b>R15a</b>	<b>68</b>	<b>RV<sub>170+4</sub></b>	<b>48,0</b>
	69	N+6	51,9
	70	N+4	49,9
	71	N+6	51,9
<b>R16</b>	<b>72</b>	<b>RV<sub>120+8</sub></b>	<b>51,9</b>
<b>Vložený stožár</b>	<b>72</b>	<b>RV<sub>120+4</sub></b>	<b>48,0</b>

## Úprava mezi lomovými body R16 – R17 – varianta 2

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
<b>Vložený stožár</b>	<b>72</b>	<b>RV<sub>120+2</sub></b>	<b>46,0</b>
<b>R16</b>	<b>73</b>	<b>RV<sub>120+10</sub></b>	<b>53,9</b>
	74	N+0	46,0
	75	N+2	48,0
	76	N+0	46,0
	77	N+0	46,0
	78	N+0	46,0
<b>R16a</b>	<b>79</b>	<b>RV<sub>170+0</sub></b>	<b>44,0</b>
	80	N+4	49,9
	81	N+4	49,9
	82	N+6	51,9
	83	N+2	48,0
<b>R16b</b>	<b>84</b>	<b>RV<sub>170+2</sub></b>	<b>46,0</b>
	85	N+10	55,8
	86	N+6	51,9

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
	87	N+0	48,0
<b>R16c</b>	<b>88</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
<b>R16d</b>	<b>89</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>Vložený stožár</b>	<b>86</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
<b>Vložený stožár</b>	<b>87</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>

**Kombinace varianty 2 mezi lomovými body R15 – R16 a R16 – R17**

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
<b>Vložený stožár</b>	<b>63</b>	<b>RV<sub>150+6</sub></b>	<b>49,9</b>
<b>R15</b>	<b>64</b>	<b>RV<sub>150+2</sub></b>	<b>44,0</b>
	65	N+4	49,9
	66	N+4	49,9
	67	N+10	55,8
<b>R15a</b>	<b>68</b>	<b>RV<sub>170+4</sub></b>	<b>48,0</b>
	69	N+6	51,9
	70	N+4	49,9
	71	N+6	51,9
<b>R16</b>	<b>72</b>	<b>RV<sub>120+16</sub></b>	<b>59,8</b>
	73	N+4	49,9
	74	N+2	48,0
	75	N+2	48,0
	76	N+0	46,0
	77	N+0	46,0
<b>R16a</b>	<b>78</b>	<b>RV<sub>170+0</sub></b>	<b>44,0</b>
	79	N+4	49,9
	80	N+4	49,9
	81	N+0	46,0
	82	N+2	48,0
<b>R16b</b>	<b>83</b>	<b>RV<sub>170+2</sub></b>	<b>46,0</b>
	84	N+10	55,8
	85	N+6	51,9
	86	N+0	48,0
<b>R16c</b>	<b>87</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
<b>R16d</b>	<b>88</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>Vložený stožár</b>	<b>86</b>	<b>RV<sub>150+0</sub></b>	<b>44,0</b>
<b>Vložený stožár</b>	<b>87</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>

**Úprava mezi lomovými body R19 – R22 vedení V435/436**

Lomový bod	Číslo stožáru	Typ stožáru	Celková výška [m]
<b>R19</b>	<b>97 V435/436</b>	<b>RV<sub>150+10</sub></b>	<b>53,9</b>
<b>R20</b>	<b>98 V435/436</b>	<b>RV<sub>150+4</sub></b>	<b>48,0</b>
<b>R21</b>	<b>99 V435/436</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>
<b>R22</b>	<b>101A V435/436</b>	<b>RV<sub>150+2</sub></b>	<b>46,0</b>