

The visualization displays several data series over a horizontal axis marked from 0 to 42. The vertical axis ranges from 10 to 310. The series include:

- Blue Line:** Starts at approximately 10, rises to a peak of about 190 around marker 15, and then gradually declines to about 120 by marker 42.
- Red Dotted Line:** A step function that increases in discrete steps from marker 0 to marker 19, reaching a plateau at 280. It remains at 280 until marker 26, where it drops sharply to 150 and remains constant until marker 42.
- Cyan Line:** Starts at approximately 10, rises to a peak of about 160 around marker 10, and then declines to about 120 by marker 42. It shows a very sharp drop to near 10 at marker 39 before rising back to 120.





Key markers on the horizontal axis include 0, 5, 10, 15, 20, 25, 30, 35, 40, and 42. A specific point is labeled at marker 28: 28,217=38,219.

The chart displays four data series over a horizontal axis labeled from 0 to 42. The vertical axis ranges from 10 to 310. The series are:

- Blue line:** Starts at approximately 100 at x=0, rises to a peak of about 200 at x=15, and then gradually declines to approximately 140 at x=42.
- Red line:** Starts at approximately 100 at x=0, rises to a peak of about 160 at x=10, and then declines to approximately 130 at x=42.
- Green line:** Starts at approximately 100 at x=0, rises to a peak of about 280 at x=12, and then declines to approximately 140 at x=42.
- Yellow line:** Starts at approximately 100 at x=0, rises to a peak of about 160 at x=10, and then declines to approximately 130 at x=42.


The chart also includes a legend at the bottom with the following entries:

- 0
- 5
- 10
- 15
- 20
- 25
- 30
- 35
- 40
- 42

	R - lokomotiva řady 350 ($V_{max}=160$) souprava 450 t, 256 m
	EX - lokomotiva řady 380 ($V_{max}=200$) souprava 450 t, 256 m
	omezení rychlosti, $l = 130$ mm
	omezení rychlosti, $l = 100$ mm

č.změny	Text změny - odpovědnění	Datum	Podpis

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STŘEDISKO	205 STŘEDISKO KONCEPCE DOPRAVY	VEDOUcí STŘEDISKA ING. PAVEL TIKMAN	GENERÁLNÍ ŘEDITEL ING. JOSEF FIDLER
ODPOVĚDNÝ PROJEKTANT STAVBY ING. MIROSLAV KRSEK	ODPOVĚDNÝ PROJ. OBJ., PS ING. VLADISLAV ČERNÝ	NAVRHL, VYPRACOVAL ING. TOMÁŠ NĚMEC	KONTROLOVAL ING. MIROSLAV KRSEK
KRAJ: PRAHA, STŘEDOČESKÝ	MÚ/OÚ/POVĚŘENÁ OBEC: PRAHA 5, VELKÁ CHUCHLE, BEROUN	ÚČEL	PŘÍP. DOKUMENTACE
Praha - Beroun, nové železniční spojení Graf dynamického průběhu rychlosti směr Praha-Smíchov - Beroun (TK2); R, Ex		DATUM	10 / 2007
		MĚŘÍTKO	1 : 50 000
		FORMÁT	5 A4
		ČÁST B.5	PŘÍL. 2a