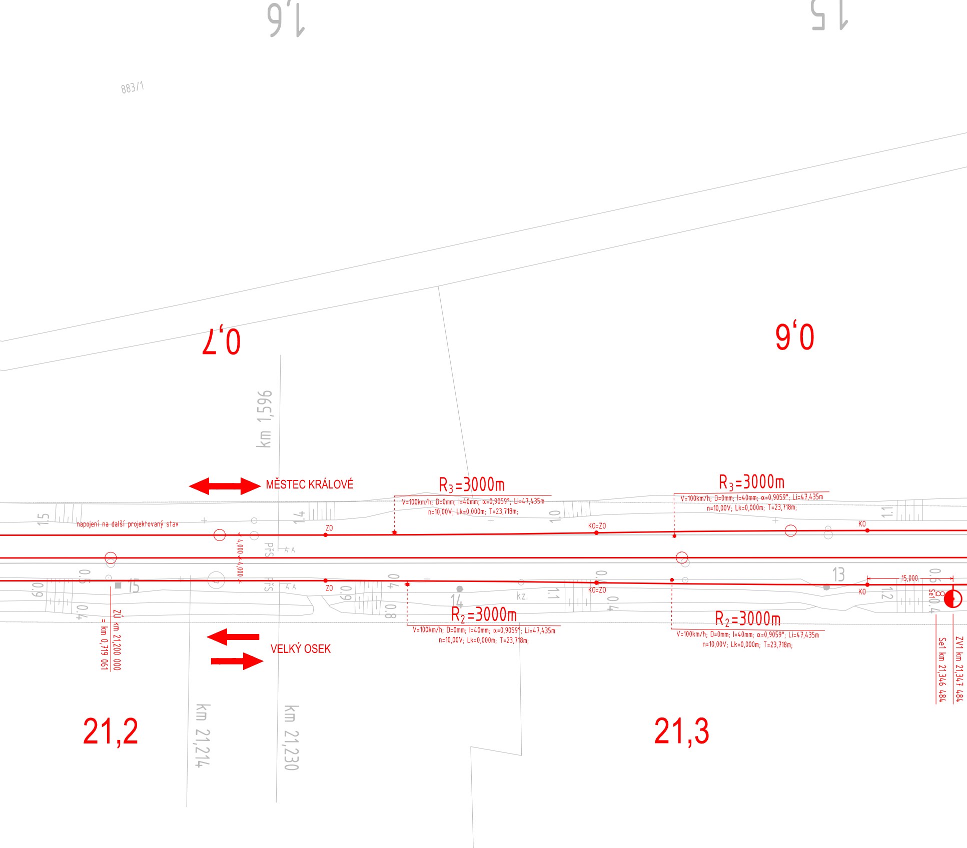
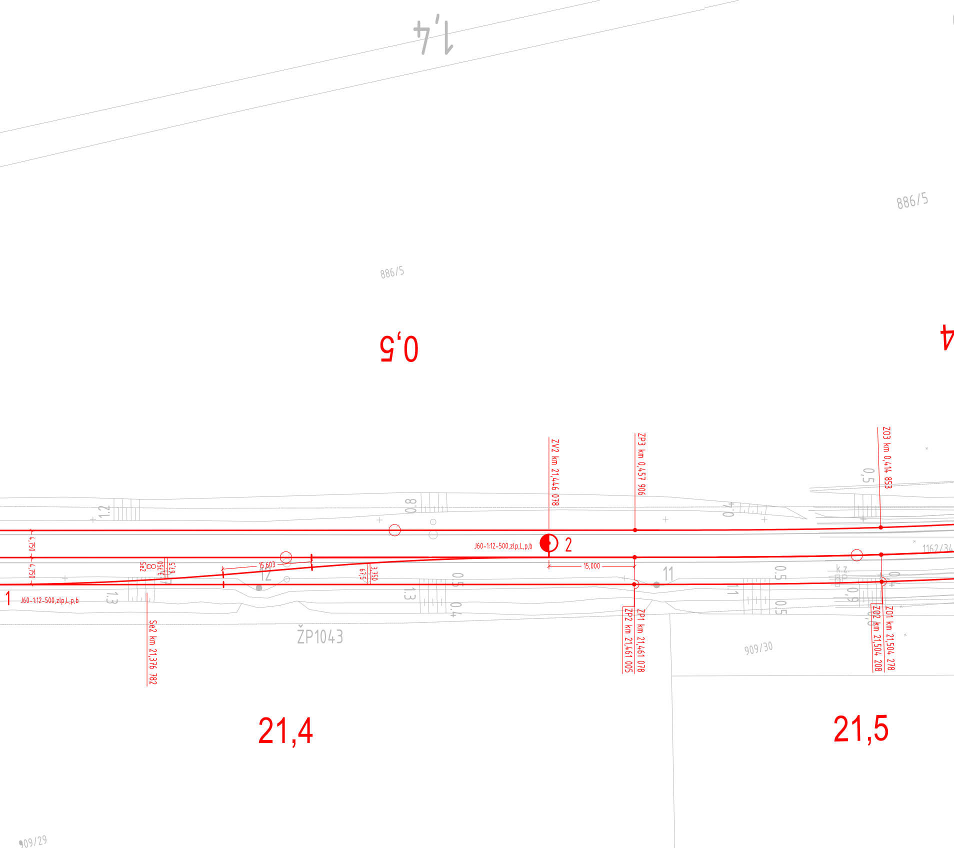
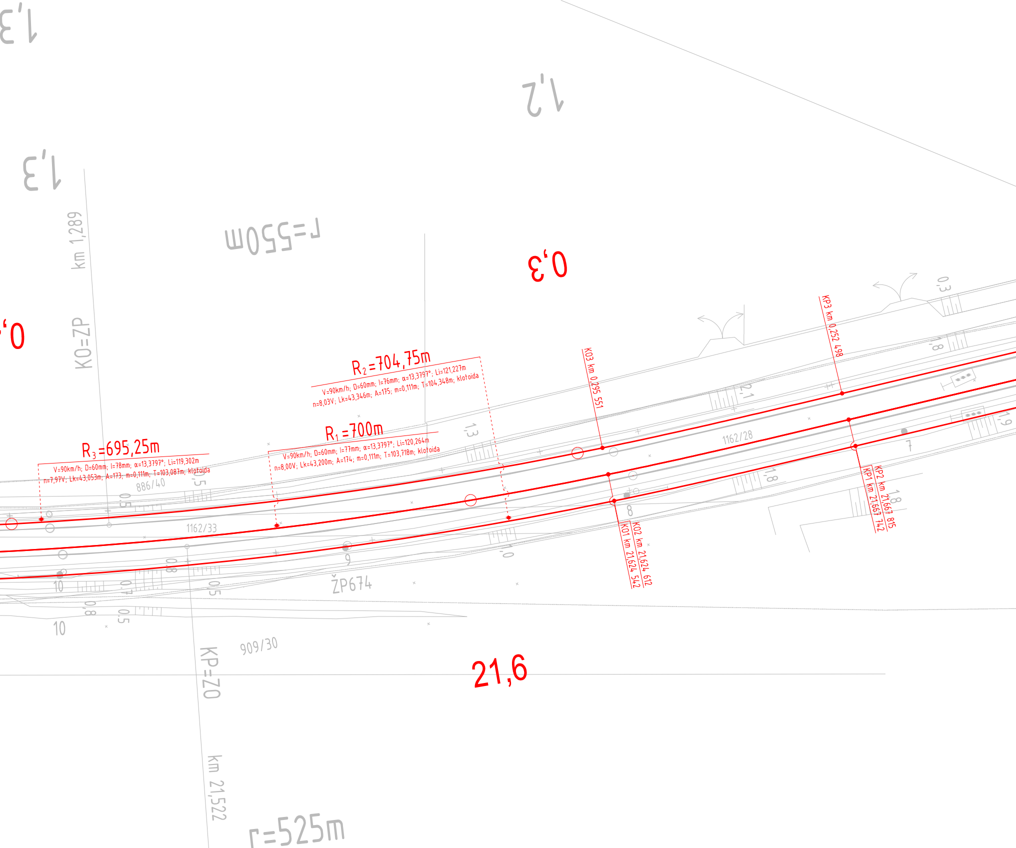
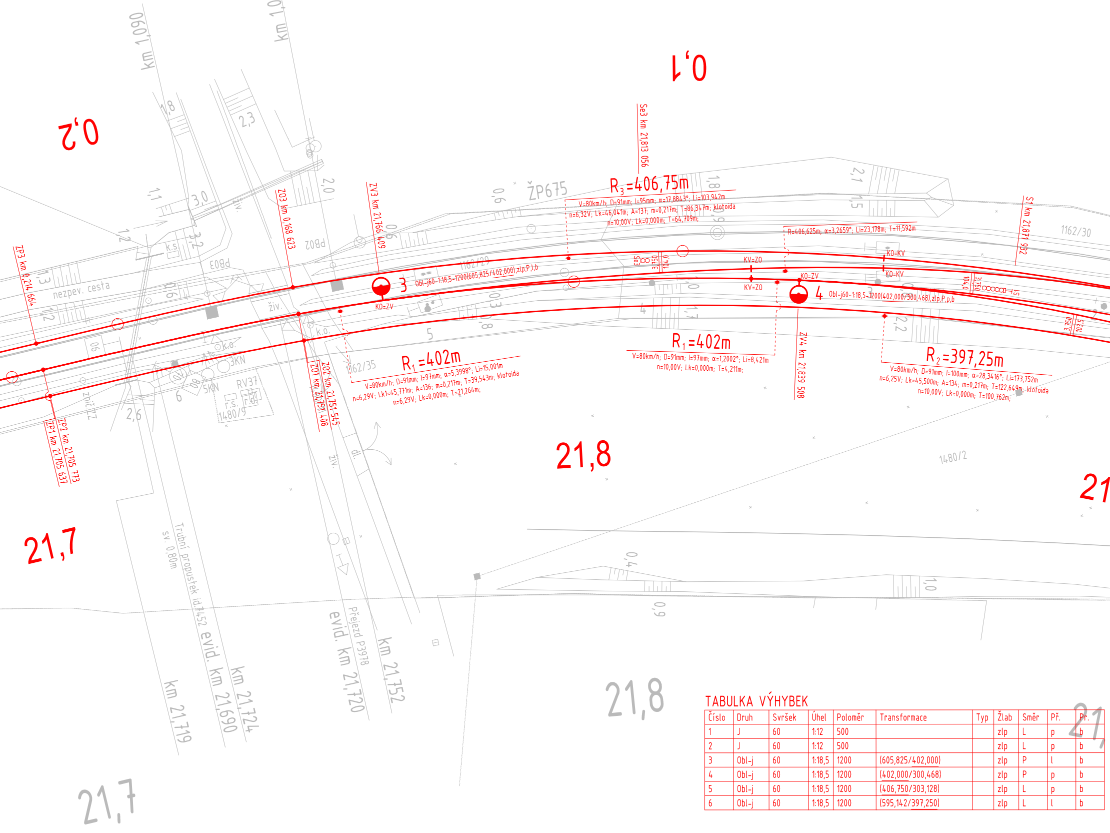

1,6
15
883/1
0,7
0,6
km 1,596
MĚSTEC KRÁLOVÉ
R_3=3000m
V=100km/h; D=0mm; I=40mm; α=0,9059°; Li=47,435m
n=10,00V; Lk=0,000m; T=23,718m;
R_3=3000m
V=100km/h; D=0mm; I=40mm; α=0,9059°; Li=47,435m
n=10,00V; Lk=0,000m; T=23,718m;
napojení na další projektovaný stav
ZO
KO=ZO
KO
4,000
4,000
PřS
PřS
ZO
KO=ZO
KO
13
14
15
kz.
15,000
Se1
R_2=3000m
V=100km/h; D=0mm; I=40mm; α=0,9059°; Li=47,435m
n=10,00V; Lk=0,000m; T=23,718m;
R_2=3000m
V=100km/h; D=0mm; I=40mm; α=0,9059°; Li=47,435m
n=10,00V; Lk=0,000m; T=23,718m;
ZÚ km 21,200 000
= km 0,719 061
VELKÝ OSEK
Se1 km 21,346 484
ZV1 km 21,347 484
21,2
km 21,214
km 21,230
21,3

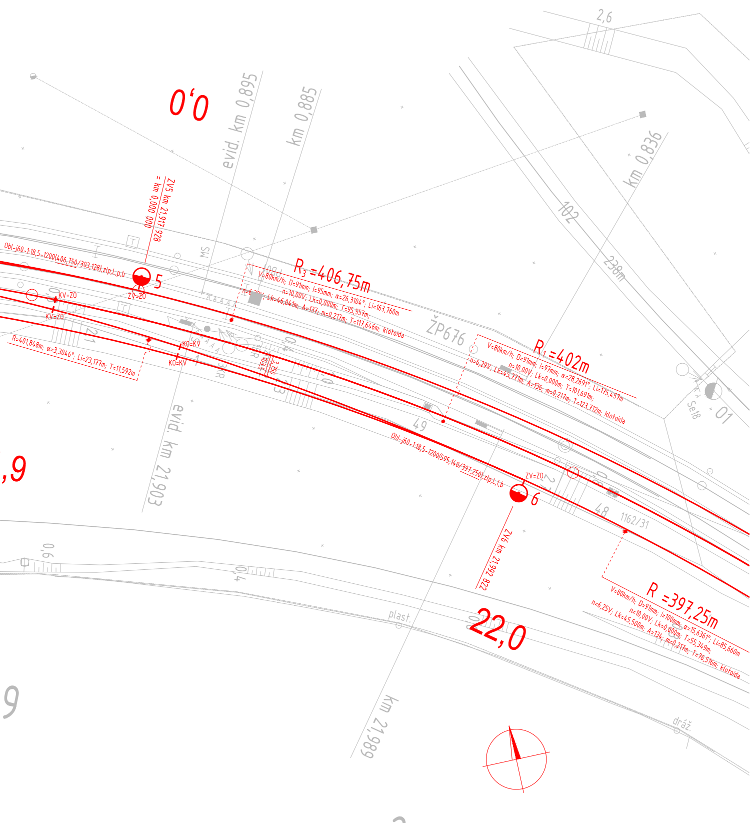

1,4
886/5
886/5
0,5
4
ZV2 km 21,446 078
ZP3 km 0,457 906
ZO3 km 0,414 853
J60-1:12-500,zlp,L,p,b
2
15,000
1162/34
1
J60-1:12-500,zlp,L,p,b
4,750
4,750
Se2
8
3,750
67,5
15,603
12
3,750
67,5
11
k.z.
Se2 km 21,376 782
ŽP1043
ZP2 km 21,461 005
ZP1 km 21,461 078
909/30
ZO2 km 21,504 208
ZO1 km 21,504 278
21,4
21,5
909/29
1.2
0.8
0.4
0.5
1.3
1.3
0.5
0.4
1.1
0.5
0.5
0.9


1,3
1,2
1,3
r=550m
0,3
0,
km 1,289
KO=ZP
R₂ =704,75m
V=90km/h; D=60mm; l=76mm; α=13,3797°; Li=121,227m
n=8,03V; Lk=43,346m; A=175; m=0,111m; T=104,348m; klotoida
R₁ =700m
V=90km/h; D=60mm; l=77mm; α=13,3797°; Li=120,264m
n=8,00V; Lk=43,200m; A=174; m=0,111m; T=103,718m; klotoida
R₃ =695,25m
V=90km/h; D=60mm; l=78mm; α=13,3797°; Li=119,302m
n=7,97V; Lk=43,053m; A=173; m=0,111m; T=103,087m; klotoida
886/40
1162/33
1162/28
KO3 km 0,295 551
KP3 km 0,252 498
KO2 km 21,624 612
KO1 km 21,624 542
KP2 km 21,667 815
KP1 km 21,667 742
0,3
1,8
2,1
1,9
1,3
1,8
1,8
0,5
0,5
0,8
0,7
0,5
0,8
0,5
1,0
10
10
9
8
7
ŽP674
909/30
KP=ZO
km 21,522
21,6
r=525m

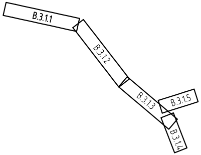

0,1
0,2
21,8
21,7
km 1,090
Se3 km 21,813 056
S1 km 21,871 982
ZO3 km 0,168 623
ZV3 km 21,766 409
ZP3 km 0,214 664
ZP2 km 21,705 773
ZP1 km 21,705 637
ZO2 km 21,751 545
ZO1 km 21,751 408
ZV4 km 21,839 508
R3 =406,75m
V=80km/h; D=91mm; I=95mm; α=17,8843°; Li=103,942m
n=6,32V; Lk=46,041m; A=137; m=0,217m; T=86,347m; klotoida
n=10,00V; Lk=0,000m; T=64,709m;
R=406,625m; α=3,2659°; Li=23,178m; T=11,592m
R1 =402m
V=80km/h; D=91mm; I=97mm; α=5,3998°; Li=15,001m
n=6,29V; Lk1=45,771m; A=136; m=0,217m; T=39,543m; klotoida
n=6,29V; Lk=0,000m; T=21,264m;
R1 =402m
V=80km/h; D=91mm; I=97mm; α=1,2002°; Li=8,421m
n=10,00V; Lk=0,000m; T=4,211m;
R2 =397,25m
V=80km/h; D=91mm; I=100mm; α=28,3416°; Li=173,752m
n=6,25V; Lk=45,500m; A=134; m=0,217m; T=122,649m; klotoida
n=10,00V; Lk=0,000m; T=100,762m;
3
Obl-j60-1:18,5-1200(605,825/402,000),zlp,P,l,b
KO=ZV
4
Obl-j60-1:18,5-1200(402,000/300,468),zlp,P,p,b
KV=ZO
KO=ZV
KO=KV
ŽP675
1162/29
1162/35
1162/30
1480/2
1480/9
PB02
PB03
nezpev. cesta
živ.
k.o.
3KN
5KN
RV37
zničZZ
Trubní propustek id.1452 sv. 0,80m
evid. km 21,690
km 21,724
km 21,719
evid. km 21,720
Přejezd P3978
km 21,752
dl.

TABULKA VÝHYBEK

Číslo	Druh	Svršek	Úhel	Poloměr	Transformace	Typ	Žlab	Směr	Př.	Pr.
1	J	60	1:12	500			zlp	L	p	b
2	J	60	1:12	500			zlp	L	p	b
3	Obl-j	60	1:18,5	1200	(605,825/402,000)		zlp	P	l	b
4	Obl-j	60	1:18,5	1200	(402,000/300,468)		zlp	P	p	b
5	Obl-j	60	1:18,5	1200	(406,750/303,128)		zlp	L	p	b
6	Obl-j	60	1:18,5	1200	(595,142/397,250)		zlp	L	l	b


0,0
evid. km 0,895
km 0,885
ZV5 km 21,917 928
= km 0,000 000
Obl-j60-1:18,5-1200(406,750/303,128),zlp,L,p,b
5
ZV=ZO
KV=ZO
KV=ZO
R=401,848m; α=3,3046°; Li=23,177m; T=11,592m
KO=KV
KO=KV
R3 =406,75m
V=80km/h; D=91mm; I=95mm; α=26,3104°; Li=163,760m
n=10,00V; Lk=0,000m; T=95,557m;
n=6,[illegible]V; Lk=46,041m; A=137; m=0,217m; T=117,646m; klotoida
MS
103,5
3,750
ŽP676
R1 =402m
V=80km/h; D=91mm; I=97mm; α=28,2691°; Li=175,457m
n=10,00V; Lk=0,000m; T=101,691m;
n=6,29V; Lk=45,771m; A=136; m=0,217m; T=123,712m; klotoida
km 0,836
102
238m
2,6
Se18
01
49
48
1162/31
Obl-j60-1:18,5-1200(595,140/397,250),zlp,L,l,b
ZV=ZO
6
ZV6 km 21,992 822
R =397,25m
V=80km/h; D=91mm; I=100mm; α=15,6361°; Li=85,660m
n=10,00V; Lk=0,000m; T=55,349m;
n=6,25V; Lk=45,500m; A=134; m=0,217m; T=76,516m; klotoida
,9
evid. km 21,903
22,0
km 21,989
plast.
dráž.
9

KLAD LISTŮ:


B.3.1.1
B.3.1.2
B.3.1.3
B.3.1.4
B.3.1.5

ČESKÉ VYSOKÉ UČENÍ TECHNICKÉ V PRAZE **FAKULTA STAVEBNÍ**		
OBOR:	**KATEDRA:**	**VYPRACOVALA:**
KONSTRUKCE A DOPRAVNÍ STAVBY	K137 - KATEDRA ŽELEZNIČNÍCH STAVEB	JITKA VÁGNEROVÁ
ROČNÍK:	**KONTROLOVAL:**	
4.	Ing. PETR BŘEŠŤOVSKÝ, PhD.	

TÉMA BP:

REKONSTRUKCE ŽELEZNIČNÍ STANICE CHLUMEC NAD CIDLINOU

NÁZEV PŘÍLOHY:

SITUACE VARIANTY A, ČÁST 1

FORMÁT:	9xA4
MĚŘÍTKO:	1:500
DATUM:	28.5.2017
ČÍSLO PŘÍLOHY:	B.3.1.1