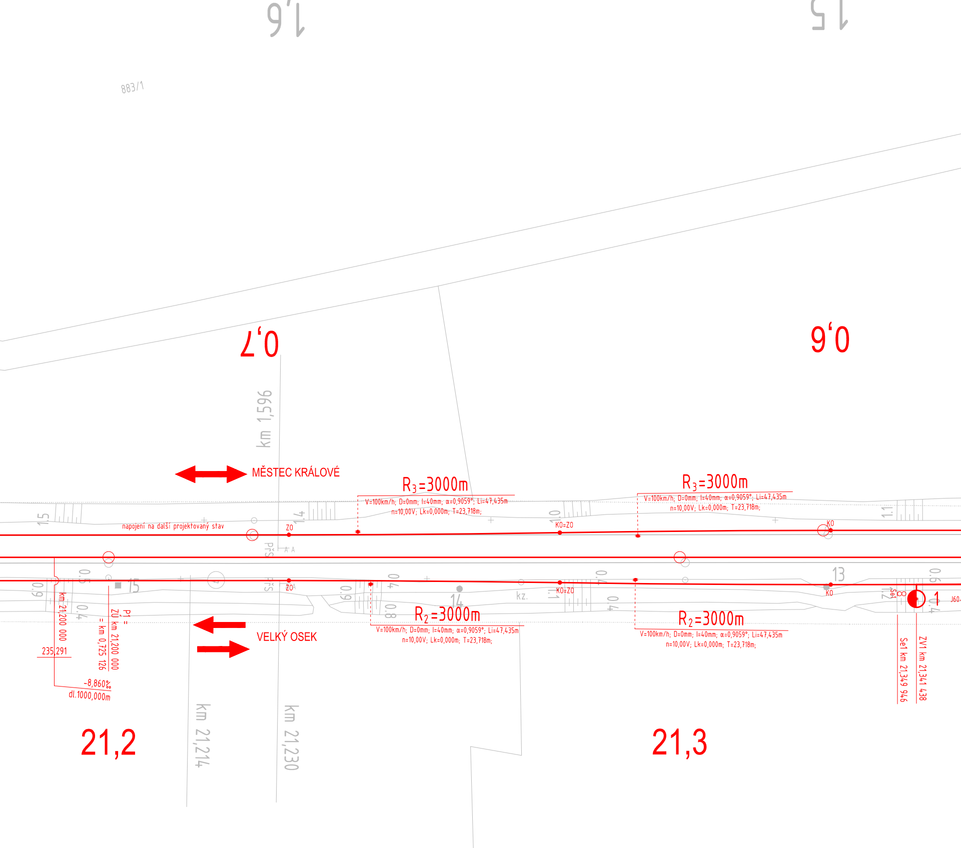
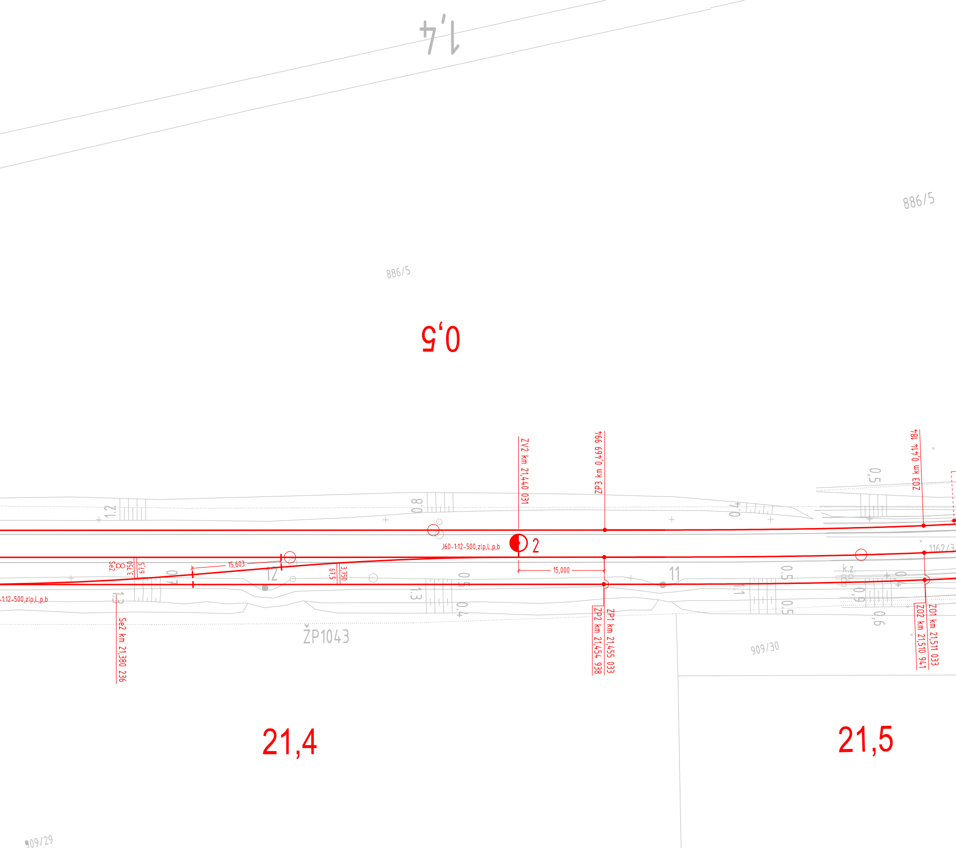
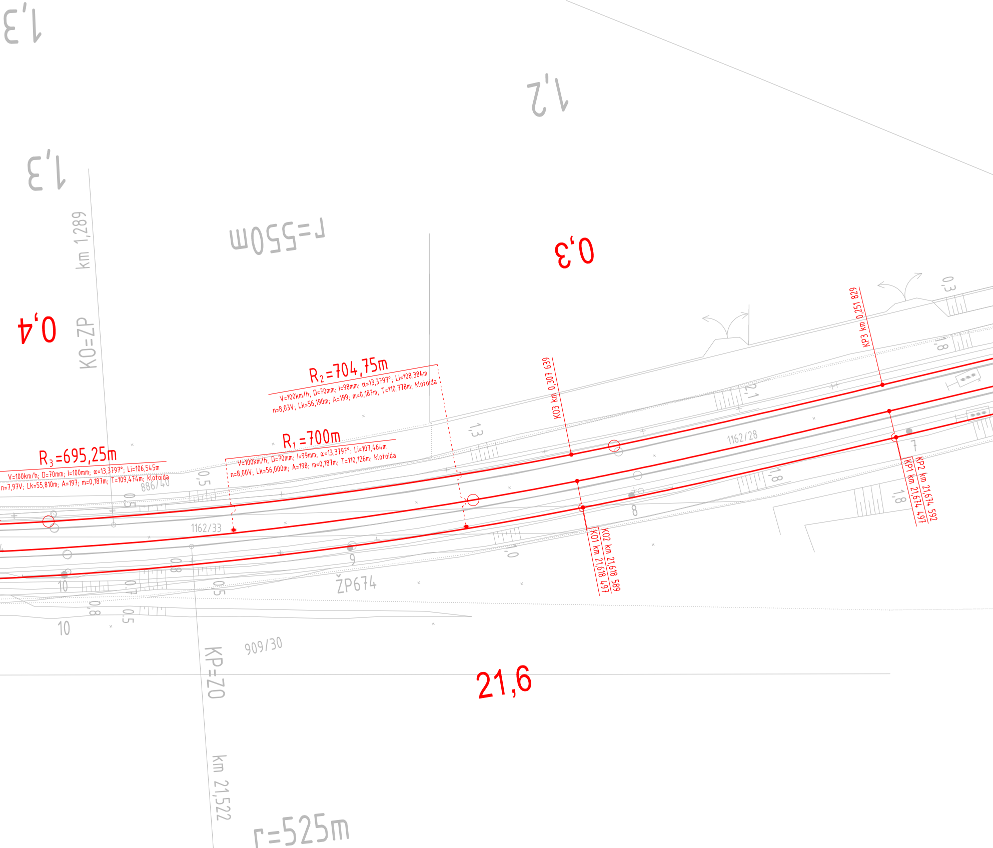
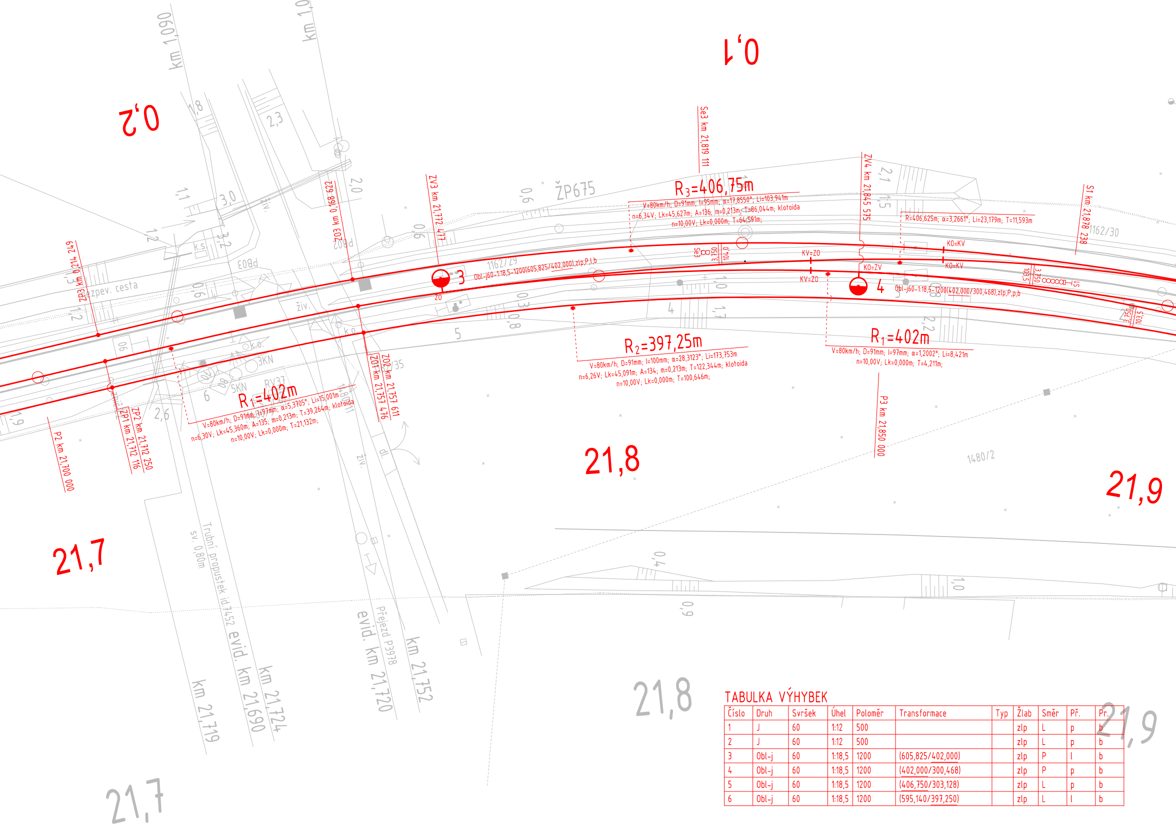

1,6
1,5
883/1
0,7
0,6
km 1,596
MĚSTEC KRÁLOVÉ
R$_3$=3000m
V=100km/h; D=0mm; I=40mm; α=0,9059°; Li=47,435m
n=10,00V; Lk=0,000m; T=23,718m;
R$_3$=3000m
V=100km/h; D=0mm; I=40mm; α=0,9059°; Li=47,435m
n=10,00V; Lk=0,000m; T=23,718m;
napojení na další projektovaný stav
ZO
KO=ZO
KO
PřS
ZO
KO=ZO
KO
13
14
15
kz.
km 21,200 000
235,291
P1 =
ZÚ km 21,200 000
= km 0,725 126
-8,860‰
dl.1000,000m
VELKÝ OSEK
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;
Se1
1
J60-
Se1 km 21,349 946
ZV1 km 21,341 438
21,2
km 21,214
km 21,230
21,3


1,4
886/5
886/5
0,5
ZV2 km 21,440 031
ZP3 km 0,469 994
ZO3 km 0,414 184
1.2
0.8
0.4
0,5
J60-1:12-500,zlp,L,p,b
2
1162/3
15,603
15,000
Se2
3,750
67,5
67,5
3,750
12
11
0.5
0.5
1.1
0.5
k.z.
0.9
0.6
1.3
1.3
0.4
1:12-500,zlp,L,p,b
Se2 km 21,380 236
ŽP1043
ZP2 km 21,454 938
ZP1 km 21,455 033
ZO2 km 21,510 941
ZO1 km 21,511 033
909/30
21,4
21,5
909/29

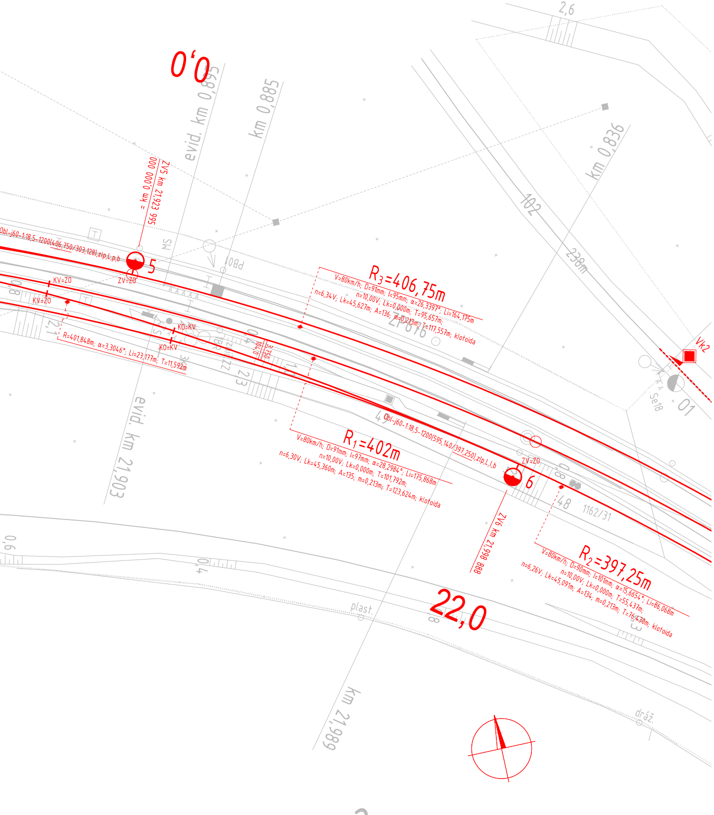


R_2=704,75m
V=100km/h; D=70mm; I=98mm; α=13,3797°; Li=108,384m
n=8,03V; Lk=56,190m; A=199; m=0,187m; T=110,778m; klotoida
R_1 =700m
V=100km/h; D=70mm; I=99mm; α=13,3797°; Li=107,464m
n=8,00V; Lk=56,000m; A=198; m=0,187m; T=110,126m; klotoida
R_3=695,25m
V=100km/h; D=70mm; I=100mm; α=13,3797°; Li=106,545m
n=7,97V; Lk=55,810m; A=197; m=0,187m; T=109,474m; klotoida
KO3 km 0,307 639
KP3 km 0,251 829
KO2 km 21,618 589
KO1 km 21,618 497
KP2 km 21,674 592
KP1 km 21,674 497
KO=ZP
km 1,289
KP=ZO
km 21,522
r=550m
r=525m
0,3
0,4
21,6
1,3
1,2
1,3
1162/33
1162/28
886/40
909/30
ŽP674
0,5
0,5
0,8
0,7
0,5
0,8
0,5
1,3
2,1
1,8
1,8
1,8
0,3
1,0
10
10
9
8
7

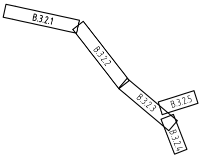

0,1
0,2
21,7
21,8
21,9
R$_3$=406,75m
V=80km/h; D=91mm; I=95mm; α=17,8550°; Li=103,941m
n=6,34V; Lk=45,627m; A=136; m=0,213m; T=86,044m; klotoida
n=10,00V; Lk=0,000m; T=64,591m;
R=406,625m; α=3,2661°; Li=23,179m; T=11,593m
R$_2$=397,25m
V=80km/h; D=91mm; I=100mm; α=28,3123°; Li=173,753m
n=6,26V; Lk=45,091m; A=134; m=0,213m; T=122,344m; klotoida
n=10,00V; Lk=0,000m; T=100,646m;
R$_1$=402m
V=80km/h; D=91mm; I=97mm; α=1,2002°; Li=8,421m
n=10,00V; Lk=0,000m; T=4,211m;
R$_1$=402m
V=80km/h; D=91mm; I=97mm; α=5,3705°; Li=15,001m
n=6,30V; Lk=45,360m; A=135; m=0,213m; T=39,264m; klotoida
n=10,00V; Lk=0,000m; T=21,132m;
3
Obl-j60-1:18,5-1200(605,825/402,000),zlp,P,l,b
ZO
4
Obl-j60-1:18,5-1200(402,000/300,468),zlp,P,p,b
KV=ZO
KO=ZV
KO=KV
KO=KV
Se3 km 21,819 111
ZV4 km 21,845 575
S1 km 21,878 238
P3 km 21,850 000
ZV3 km 21,772 477
ZO3 km 0,168 622
ZO3 km 0,214 247
P2 km 21,700 000
ZP1 km 21,712 116
ZP2 km 21,712 250
ZO1 km 21,757 476
ZO2 km 21,757 611
Se3
3,750
104,0
103,5
3,750
ŽP675
1162/29
1162/30
1480/2
zpev. cesta
živ.
k.s.
k.o.
3KN
5KN
RV37
dl.
km 1,090
Trubní propustek id.7452
sv. 0,80m
evid. km 21,690
km 21,719
km 21,724
evid. km 21,720
Přejezd P3978
km 21,752
21,7
21,8
21,9

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	(595,140/397,250)		zlp	L	l	b


0,0
evid. km 0,895
km 0,885
ZV5 km 21,923 995
= 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
KO=KV
KO=KV
R=401,848m; α=3,3046°; Li=23,177m; T=11,592m
R3=406,75m
V=80km/h; D=91mm; I=95mm; α=26,3397°; Li=164,175m
n=10,00V; Lk=0,000m; T=95,657m;
n=6,34V; Lk=45,627m; A=136; m=0,213m; T=117,557m; klotoida
ZP676
2,6
102
238m
km 0,836
Vk2
Se18
01
evid. km 21,903
R1=402m
V=80km/h; D=91mm; I=97mm; α=28,2984°; Li=175,868m
n=10,00V; Lk=0,000m; T=101,792m;
n=6,30V; Lk=45,360m; A=135; m=0,213m; T=123,624m; klotoida
Obl-j60-1:18,5-1200(595,140/397,250),zlp,L,l,b
ZV=ZO
6
ZV6 km 21,998 888
48
1162/31
R2=397,25m
V=80km/h; D=90mm; I=101mm; α=15,6654°; Li=86,068m
n=10,00V; Lk=0,000m; T=55,437m;
n=6,26V; Lk=45,091m; A=134; m=0,213m; T=76,430m; klotoida
22,0
plast.
km 21,989
dráž.

KLAD LISTŮ:


B.3.2.1
B.3.2.2
B.3.2.3
B.3.2.4
B.3.2.5

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 B, ČÁST 1	

FORMÁT:	9xA4
MĚŘÍTKO:	1:500
DATUM:	28.5.2017
ČÍSLO PŘÍLOHY:	B.3.2.1