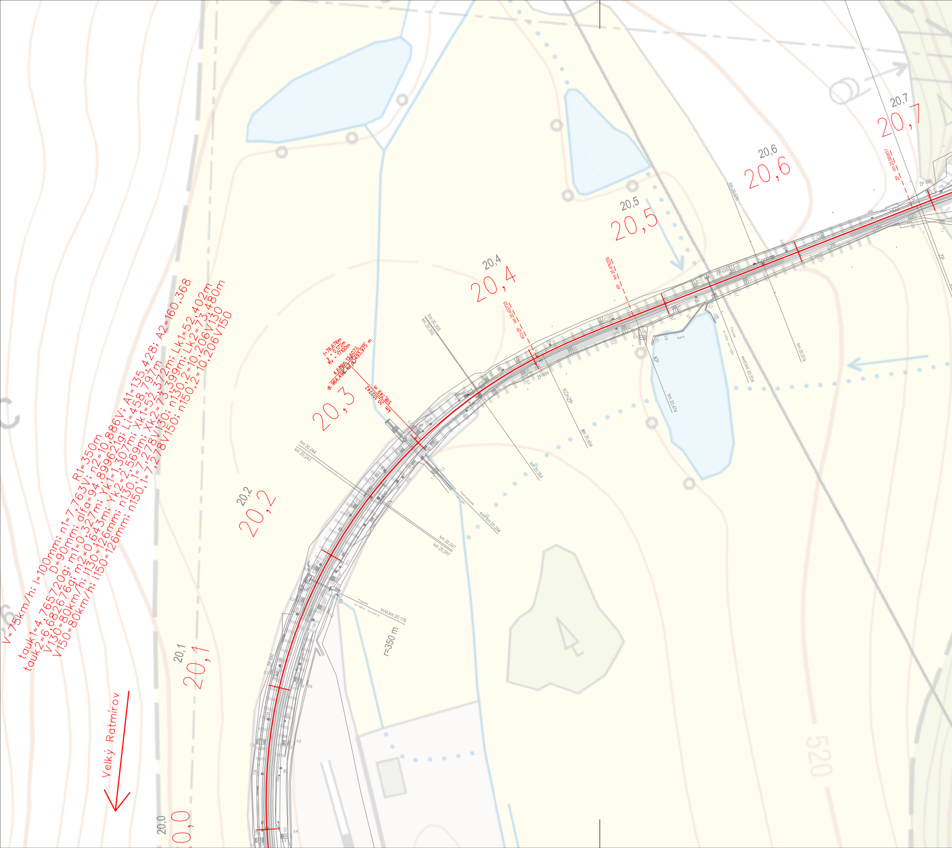
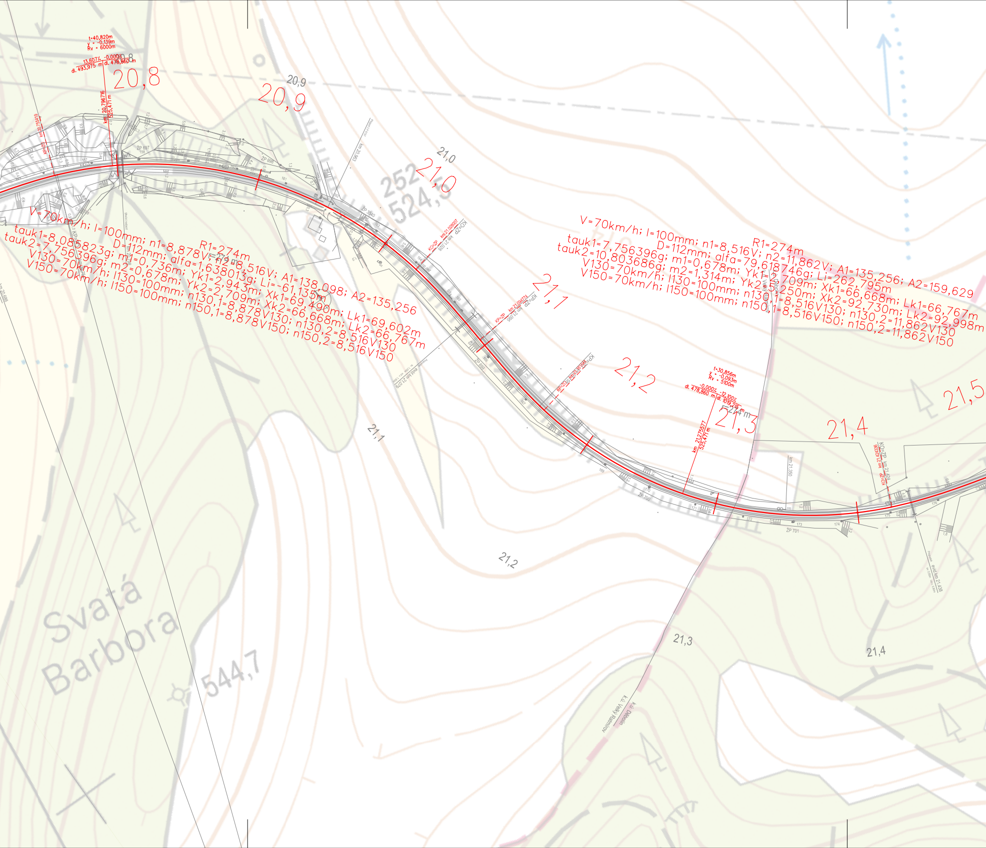
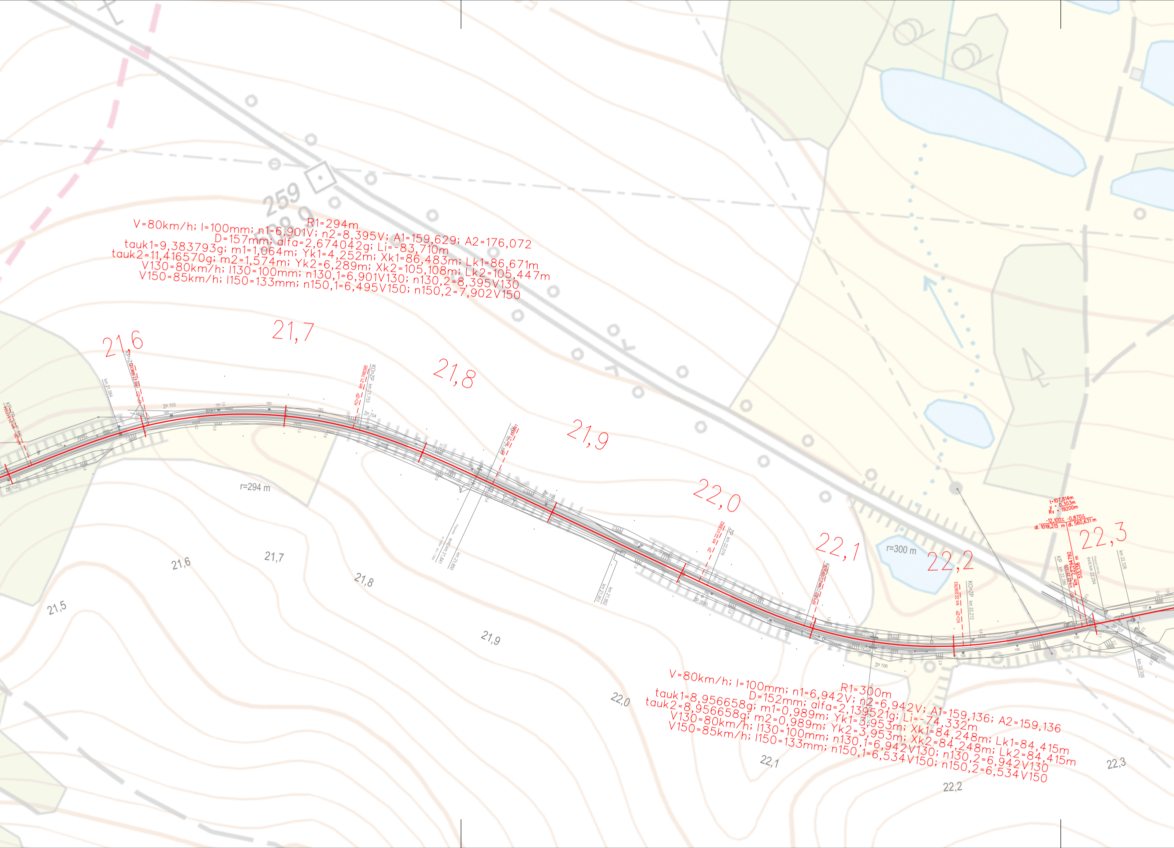
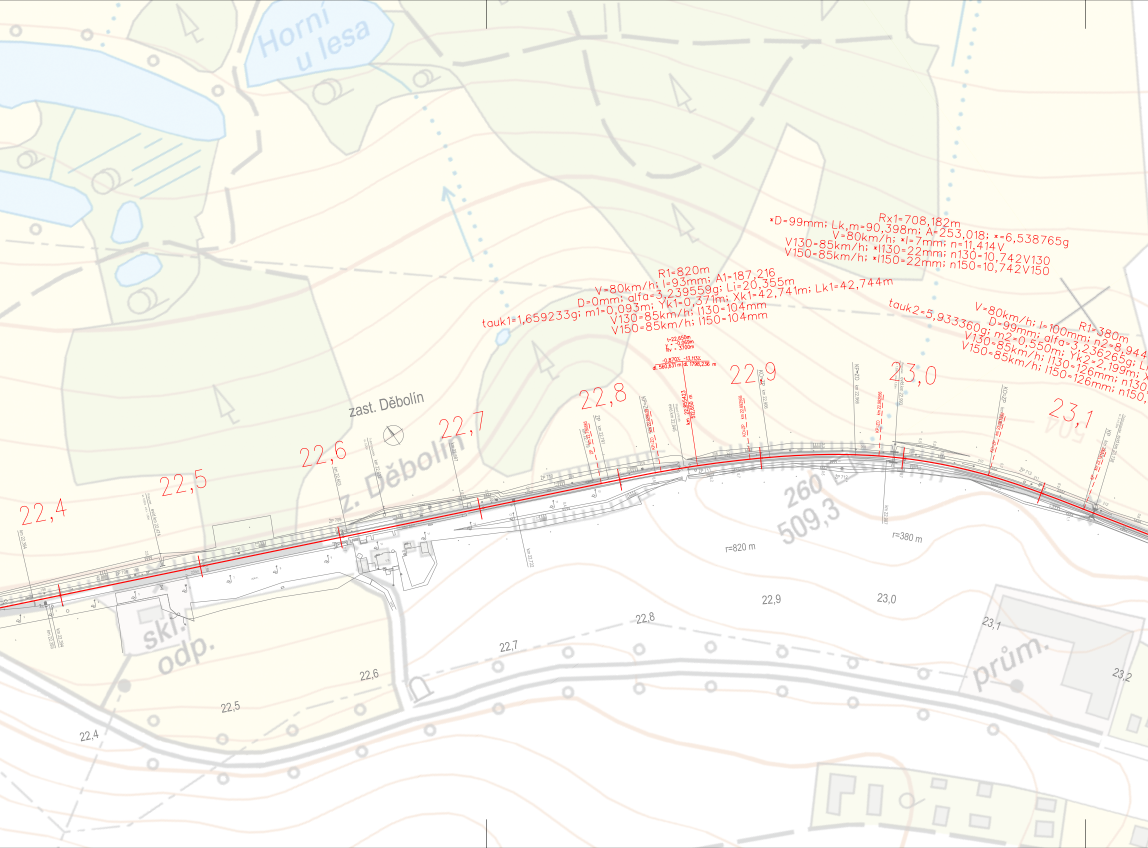
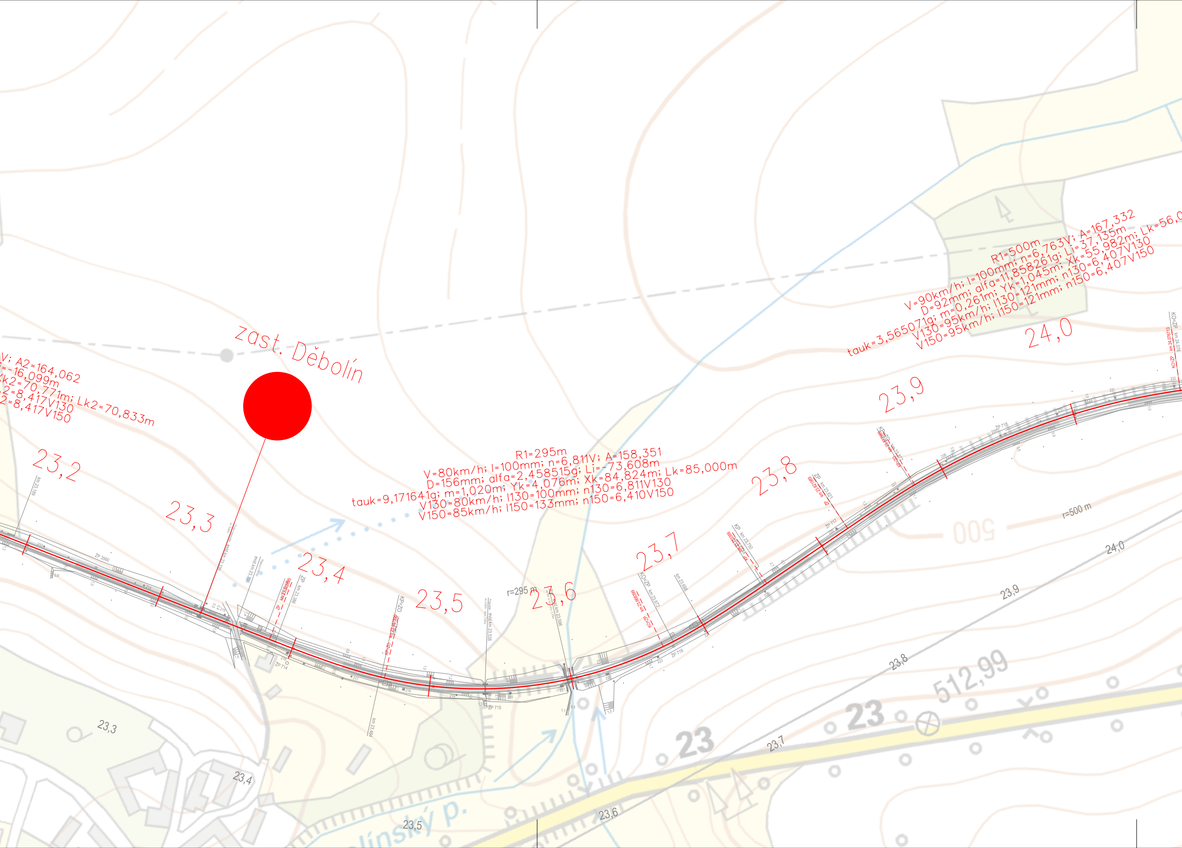
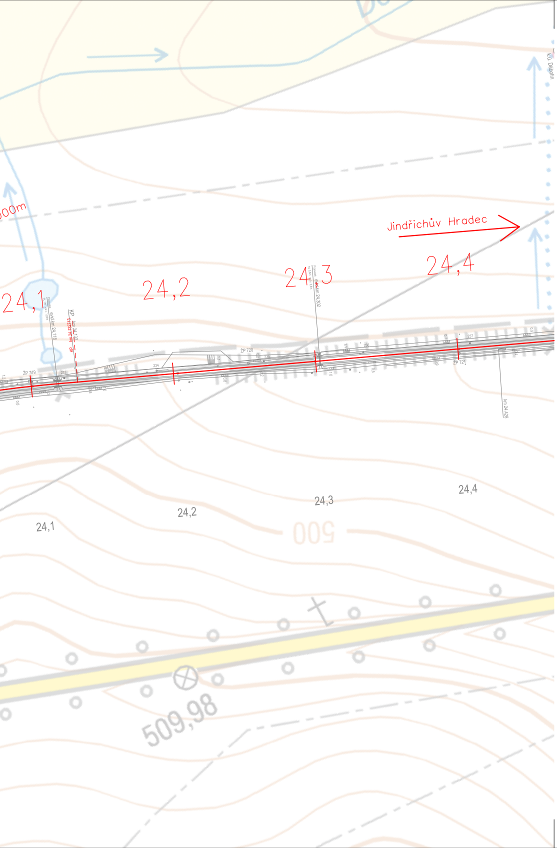

20,7
20,7
km 20,68661
ZP
ZP 696
20,6
20,6
km 20,570
20,5
20,5
km 20,47805
KP
ZP 695
evid.km 20,534
km 20,574
KP
km 20,474
20,4
20,4
km 20,40275
KO-ZP
ZP 694
KO=ZP
km 20,404
km 20,355
km 20,355
km 20,354
t=76,676m
y = 0,172m
Rv = 17100m
4,639% 13,607‰
dl. 964,498 dl. 443,975 m
km 20,302742
518,749 m
20,3
km 20,244
km 20,243
evid.km 20,294
km 20,247
km 20,247
ZP 693
20,2
20,2
evid.km 20,178
r=350 m
ZP 692
20,1
20,1
20,0
20,0
520
R1=350m
V=75km/h; I=100mm; n1=7,763V; n2=10,886V; A1=135,428; A2=160,368
D=90mm; alfa=94,899621g; Li=458,797m
tauk1=4,765720g; m1=0,327m; Yk1=1,307m; Xk1=53,372m; Lk1=52,402m
tauk2=6,682676g; m2=0,643m; Yk2=2,569m; Xk2=73,399m; Lk2=73,480m
V130=80km/h; l130=126mm; n130,1=7,278V130; n130,2=10,206V130
V150=80km/h; l150=126mm; n150,1=7,278V150; n150,2=10,206V150
Velký Ratmírov

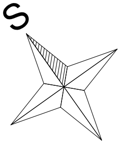

t=40,820m
y = -0,139m
Rv = 6000m
13,607‰ -0,000‰
dl. 493,975 m dl. 478,860 m
km 20,796716
525,471 m
20,8
20,9
21,0
21,1
21,2
21,3
21,4
21,5
252
524,5
544,7
Svatá Barbora
ŽP 697
ŽP 698
ŽP 3540
ŽP 699
ŽP 700
ŽP 701
r=274 m
KO=ZP km 21,028
KP=ZP km 21,094
KP=ZO km 21,161
KO=ZP km 21,424
km 20,686
km 20,798
km 20,963
evid.km 21,079
km 21,390
evid.km 21,438
k.ú. Velký Ratmírov
k.ú. Deboln
V=70km/h; l=100mm; n1=8,878V; n2=8,516V; A1=138,098; A2=135,256
R1=274m
D=112mm; alfa=1,638013g; Li=-61,135m
tauk1=8,085823g; m1=0,736m; Yk1=2,943m; Xk1=69,490m; Lk1=69,602m
tauk2=7,756396g; m2=0,678m; Yk2=2,709m; Xk2=66,668m; Lk2=66,767m
V130=70km/h; l130=100mm; n130,1=8,878V130; n130,2=8,516V130
V150=70km/h; l150=100mm; n150,1=8,878V150; n150,2=8,516V150
V=70km/h; l=100mm; n1=8,516V; n2=11,862V; A1=135,256; A2=159,629
R1=274m
D=112mm; alfa=79,618746g; Li=262,795m
tauk1=7,756396g; m1=0,678m; Yk1=2,709m; Xk1=66,668m; Lk1=66,767m
tauk2=10,803686g; m2=1,314m; Yk2=5,250m; Xk2=92,730m; Lk2=92,998m
V130=70km/h; l130=100mm; n130,1=8,516V130; n130,2=11,862V130
V150=70km/h; l150=100mm; n150,1=8,516V150; n150,2=11,862V150
t=30,856m
y = -0,093m
Rv = 5100m
-0,000‰ -12,100‰
dl. 478,860 m dl. 1019,215 m
km 21,275577
525,471 m


259
R1=294m
V=80km/h; I=100mm; n1=6,901V; n2=8,395V; A1=159,629; A2=176,072
D=157mm; alfa=2,674042g; Li=-83,710m
tauk1=9,383793g; m1=1,064m; Yk1=4,252m; Xk1=86,483m; Lk1=86,671m
tauk2=11,416570g; m2=1,574m; Yk2=6,289m; Xk2=105,108m; Lk2=105,447m
V130=80km/h; I130=100mm; n130,1=6,901V130; n130,2=8,395V130
V150=85km/h; I150=133mm; n150,1=6,495V150; n150,2=7,902V150
21,6
21,7
21,8
21,9
22,0
22,1
22,2
22,3
r=294 m
r=300 m
ŽP 702
ŽP 703
ŽP 704
ŽP 705
ŽP 706
ŽP 707
KO=ZP
km 21,584
km 21,753
km 21,860
km 21,951
km 21,962
km 22,019
km 22,212
km 22,326
t=107,814m
y = 0,303m
Rv = 19200m
-12,100% -0,870%
dl. 1019,215 m
dl. 560,631 m
KP
21,5
21,6
21,7
21,8
21,9
22,0
22,1
22,2
22,3
R1=300m
V=80km/h; I=100mm; n1=6,942V; n2=6,942V; A1=159,136; A2=159,136
D=152mm; alfa=2,139521g; Li=-74,332m
tauk1=8,956658g; m1=0,989m; Yk1=3,953m; Xk1=84,248m; Lk1=84,415m
tauk2=8,956658g; m2=0,989m; Yk2=3,953m; Xk2=84,248m; Lk2=84,415m
V130=80km/h; I130=100mm; n130,1=6,942V130; n130,2=6,942V130
V150=85km/h; I150=133mm; n150,1=6,534V150; n150,2=6,534V150


Horní u lesa
zast. Děbolín
z. Děbolín
22,4
22,5
22,6
22,7
22,8
22,9
23,0
23,1
R1=820m
V=80km/h; l=93mm; A1=187,216
D=0mm; alfa=3,239559g; Li=20,355m
tauk1=1,659233g; m1=0,093m; Yk1=0,371m; Xk1=42,741m; Lk1=42,744m
V130=85km/h; l130=104mm
V150=85km/h; l150=104mm
Rx1=708,182m
*D=99mm; Lk,m=90,398m; A=253,018; *=6,538765g
V=80km/h; *l=7mm; n=11,414V
V130=85km/h; *l130=22mm; n130=10,742V130
V150=85km/h; *l150=22mm; n150=10,742V150
R1=380m
V=80km/h; l=100mm; n2=8,944
tauk2=5,933360g; m2=0,550m; alfa=3,236265g; L
V130=85km/h; l130=126mm; Yk2=2,199m; X
V150=85km/h; l150=126mm; n130
n150,
t=22,650m
y = -0,069m
Rv = 3700m
-0,870‰ -13,113‰
dl. 560,631 m dl. 1798,236 m
km 22,855423
512,650 m
KP=ZO
KO=ZP
KP
ZP
km 22,906
km 22,966
evid.km 22,993
km 22,982956
km 22,892558
km 22,987
km 22,722
km 22,687
km 22,603
km 22,791
km 22,845
km 22,394
km 22,393
evid.km 22,414
km 23,128
ŽP 708
ŽP 709
ŽP 710
ŽP 711
ŽP 712
ŽP 713
r=820 m
r=380 m
260
509,3
skl.
odp.
prům.
22,4
22,5
22,6
22,7
22,8
22,9
23,0
23,1
23,2


zast. Děbolín
V; A2=164,062
=-16,099m
k2=70,771m; Lk2=70,833m
2=8,417V130
2=8,417V150
R1=295m
V=80km/h; I=100mm; n=6,811V; A=158,351
D=156mm; alfa=2,458515g; Li=-73,608m
tauk=9,171641g; m=1,020m; Yk=4,076m; Xk=84,824m; Lk=85,000m
V130=80km/h; I130=100mm; n130=6,811V130
V150=85km/h; I150=133mm; n150=6,410V150
R1=500m
V=90km/h; I=100mm; n=6,763V; A=167,332
D=92mm; alfa=11,858261g; Li=37,135m
tauk=3,565071g; m=0,261m; Yk=1,045m; Xk=55,982m; Lk=56,0
V130=95km/h; I130=121mm; n130=6,407V130
V150=95km/h; I150=121mm; n150=6,407V150
23,2
23,3
23,4
23,5
23,6
23,7
23,8
23,9
24,0
r=295 m
r=500 m
500
KO=ZP km 24,076
KO=ZP km 24,076713
KP-ZO
KO-ZP
KP km 23,750
ZP km 23,398
ZP km 23,821
km 23,538
km 23,599
km 23,672
km 23,698
km 23,464
km 23,189
ZP 3560
ZP 714
ZP 715
ZP 716
ZP 717
ZP 718
23,3
23,4
23,5
23,6
23,7
23,8
23,9
24,0
23
512,99
Děbolínský p.


k.ú. Děbolín
Jindřichův Hradec
00m
24,1
24,2
24,3
24,4
evid. km 24,118
KP km 24,132
km 24,302
ŽP 749
ŽP 720
ŽP 721
km 24,428
24,1
24,2
24,3
24,4
500
509,98



Legenda:

stávající trať

navrhovaná trasa

ČESKÉ VYSOKÉ UČENÍ TECHNICKÉ V PRAZE

Fakulta dopravní - Ústav dopravních systémů

VYPRACOVAL: David Vodák			
AKCE: DIPLOMOVÁ PRÁCE Zhodnocení variant úprav traťového úseku Veselí nad Lužnicí - Jindřichův Hradec		MĚŘÍTKO:	1:2000
		DATUM:	6/2016
NÁZEV PŘÍLOHY: Situace - varianta optimalizace, díl 7		ČÍSLO PŘÍLOHY: 7	