

2.011 Tabulka vytyčovacíh bodů

| "Náhrada přejezdu P6501 v km 245,044 trati Přerov – Bohumín" | | | | | |
|---|--------------|---------------|--------------------|---------------|----------------------------|
| Tabulka vytyčovaných bodů SO 01-17-01 Žst. Studénka železniční svršek | | | | | |
| Souřadnicový systém S-JTSK | | | Výškový systém Bpv | | |
| č.b. | Y | X | Z | Staničení (m) | Popis (poznámka) |
| Kolej č.1 | | | | | |
| 1 | -487190.199 | -1114370.054 | 235.994m | 244870.000 | Zač. směr. a výšk. úpravy |
| 2 | -487143.475 | -1114362.226 | 235.930m | 244917.375 | KT=ZP |
| 3 | -487075.415 | -1114350.572 | 235.849m | 244986.426 | KP=ZO |
| 4 | -486803.067 | -1114289.576 | 235.521m | 245265.609 | KO=ZP |
| 5 | -486646.846 | -1114239.923 | 235.328m | 245429.609 | KP=ZO |
| 6 | -486325.551 | -1114040.085 | 234.169m | 245809.186 | KO=ZP |
| 7 | -486210.921 | -1113922.865 | 233.643m | 245974.186 | KP=ZT |
| 8 | -486180.827 | -1113890.393 | 233.514m | 246018.459 | Konec směr. a výšk. úpravy |
| 9 | -487160.585 | -1114365.093 | 235.950m | 244900.027 | Lom sklonu |
| 10 | -486618.649 | -1114228.505 | 235.292m | 245460.027 | Lom sklonu |
| 11 | -486193.369 | -1113903.927 | 233.560m | 246000.000 | Lom sklonu |
| 12 | -487037.480 | -1114343.559 | 235.803m | 245025.000 | Příčný řez č.1 |
| 13 | -487019.810 | -1114340.131 | 235.782m | 245043.000 | Příčný řez č.2 |
| 14 | -486998.239 | -1114335.807 | 235.756m | 245065.000 | Příčný řez č.3 |
| 15 | -486915.190 | -1114317.710 | 235.656m | 245150.000 | Příčný řez č.4 |
| Kolej č.2 | | | | | |
| 16 | -487191.019 | -1114365.375 | 235.994m | 244870.000 | Zač. směr. a výšk. úpravy |
| 17 | -487144.240 | -1114357.538 | 235.930m | 244917.396 | KT=ZP |
| 18 | -487076.225 | -1114345.892 | 235.848m | 244986.396 | KP=ZO |
| 19 | -486804.455 | -1114285.031 | 235.520m | 245264.986 | KO=ZP |
| 20 | -486648.233 | -1114235.382 | 235.327m | 245428.986 | KP=ZO |
| 21 | -486326.928 | -1114035.540 | 234.163m | 245809.573 | KO=ZP |
| 22 | -486212.299 | -1113918.319 | 233.635m | 245973.573 | KP=ZT |
| 23 | -486183.834 | -1113887.606 | 233.514m | 246015.448 | Konec směr. a výšk. úpravy |
| 24 | -487161.366 | -1114360.407 | 235.950m | 244900.023 | Lom sklonu |
| 25 | -486620.485 | -1114224.153 | 235.292m | 245458.919 | Lom sklonu |
| 26 | -486196.383 | -1113901.147 | 233.560m | 245996.989 | Lom sklonu |
| Kolej č.5a | | | | | |
| 29 | -487054.744m | -1114357.312m | 235.841m | 0.000 | KV E1 |
| 30 | -487021.953m | -1114351.923m | 235.801m | 33.231 | KV E1=ZT |
| 31 | -487038.348m | -1114354.617m | 235.821m | 16.517 | BO E1 |
| 32 | -487054.941m | -1114355.485m | 235.841m | - | KV E1 |
| 33 | -487011.088m | -1114350.137m | 235.788m | 44.241 | KT= ZV 105, Lom sklonu |
| 34 | -486986.211m | -1114346.048m | 235.757m | 69.453 | KV 105 = KT, Lom sklonu |
| 35 | -486986.050m | -1114347.710m | 235.757m | - | KV 105 |
| 36 | -486998.655m | -1114348.093m | 235.772m | 56.842 | BO 105 |

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| Tabulka vytyčovaných bodů SO 01-17-01 Žst. Studénka železniční svršek | | | | | |
| Souřadnicový systém S-JTSK | | | Výškový systém Bpv | | |
| č.b. | Y | X | Z | Staničení (m) | Popis (poznámka) |
| Kolej č.1 | | | | | |
| Spojka mezi k.č.1 a k.č.3a | | | | | |
| 37 | -487031.169m | -1114342.347m | 235.796m | 0.000 | ZÚ=ZV 7 |
| 38 | -487051.601m | -1114346.295m | 235.820m | 20.788 | BO 7 |
| 39 | -487071.683m | -1114351.658m | 235.845m | 41.578 | KÚ=KV |
| 40 | -487091.833m | -1114357.039m | 235.869m | 62.435 | KV 7 |
| 41 | -487107.887m | -1114361.326m | 235.888m | 79.051 | BO 10 |
| 42 | -487123.940m | -1114365.614m | 235.908m | 95.666 | ZV 10 |
| 43 | -487091.458m | -1114358.838m | 235.887m | 62.435 | KV 10=ZO |
| Spojka mezi k.č.3a a k.č.5a | | | | | |
| 44 | -487062.201m | -1114355.865m | 235.851m | - | KO |
| 45 | -487076.903m | -1114356.634m | 0.000m | - | VB |
| Kolej č.4 | | | | | |
| 46 | -486967.334m | -1114324.484m | 235.718m | 0.000 | ZÚ=ZV 4, Lom sklonu |
| 47 | -486987.667m | -1114328.849m | 235.743m | 20.681 | BO 4 |
| 48 | -487008.326m | -1114331.242m | 235.767m | 41.562 | KV 4 |
| 49 | -487008.056m | -1114332.949m | 235.767m | - | KV 4 |
| 50 | -487056.059m | -1114336.771m | 235.824m | 89.504 | ZV 8, Lom sklonu |
| 51 | -487069.577m | -1114338.337m | 235.840m | 103.123 | BO 8 |
| 52 | -487083.096m | -1114339.903m | 235.856m | 116.731 | KV 8 |
| Kolej č.6 | | | | | |
| 53 | -487083.182m | -1114338.673m | 235.856m | 27.096 | KV 8 |
| 54 | -487095.330m | -1114338.997m | 235.870m | 39.263 | Lom sklonu |
| 55 | -487096.757m | -1114339.007m | 235.871m | 40.688 | KT=ZO |
| Kolejové spojky - výhybka č.3 a výhybka č.5 | | | | | |
| | Obl.-o-60 1:12 - 500 - I | | | | |
| 56 | -486915.259m | -1114312.850m | 235.655m | | ZV |
| 57 | -486935.518m | -1114317.554m | 235.679m | | BO |
| 58 | -486955.835m | -1114321.994m | 235.704m | | KVp |
| 59 | -486957.007m | -1114322.250m | 235.705m | | KVp-d |
| 60 | -486955.396m | -1114323.666m | - | | KVo |
| 61 | -486956.543m | -1114324.018m | - | | KVo-d |
| | | | | -3200 | poloměr v hl .větvi |
| | | | | -592,7527 | poloměr v odb. větvi |
| | Obl.-j-60 1:12 - 500 - I | | | | |
| 62 | -487010.623m | -1114338.309m | 235.771m | | ZV |
| 63 | -486990.230m | -1114334.231m | 235.747m | | BO |
| 64 | -486969.891m | -1114329.889m | 235.722m | | KVp |
| 65 | -486968.718m | -1114329.638m | 235.721m | | KVp-d |
| 66 | -486970.322m | -1114328.215m | - | | Kvo |
| 67 | -486969.173m | -1114327.868m | - | | KVo-d |
| | | | | -3204,75 | poloměr v hl .větvi |
| | | | | 432,4023 | poloměr v odb. větvi |

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|---|--------------|---------------|--------------------|---------------|-------------------------|
| Tabulka vytyčovaných bodů SO 01-16-01 Žst. Studénka železniční spodek | | | | | |
| Souřadnicový systém S-JTSK | | | Výškový systém Bpv | | |
| č.b. | Y | X | Z | Staničení (m) | Popis (poznámka) |
| Kolej č.1 | | | | | |
| 100 | -487038.117m | -1114329.177m | 232,83 | 245.02708 | BŠP1; Bet. DN800, TYP A |
| 101 | -487004.395m | -1114325.286m | 232,84 | 245.06106 | BŠP2; Bet. DN800, TYP A |
| 102 | -487039.899m | -1114331.987m | 233,05 | 245.02480 | BŠ1; Bet. DN800, TYP A |
| 103 | -487037.841m | -1114331.748m | 232,94 | 245.02687 | RŠ2; Bet. DN800, TYP B |
| 104 | -487036.812m | -1114341.013m | 232,94 | 245.02613 | RŠ3; Bet. DN800, TYP B |
| 105 | -487072.224m | -1114347.584m | 233,23 | 244.99009 | RŠ4; Bet. DN800, TYP A |
| 106 | -487071.362m | -1114354.612m | 233,29 | 244.98970 | BŠ5; Bet. DN800, TYP A |
| 107 | -487036.204m | -1114346.462m | 233,25 | 245.02571 | BŠ6; Bet. DN800, TYP B |
| 108 | -487055.074m | -1114353.289m | 234,07 | 245.00593 | Š7; PE-HD DN400, TYP A |
| 109 | -487035.623m | -1114351.632m | 233,95 | 245.02531 | Š8; PE-HD DN400, TYP B |
| 110 | -487004.146m | -1114327.504m | 233 | 245.06087 | Š9; Bet. DN800, TYP B |
| 111 | -486965.533m | -1114321.130m | 233,47 | 245.10007 | BŠ10; Bet. DN800, TYP A |
| 112 | -487003.376m | -1114334.356m | 233,09 | 245.06024 | RŠ11; Bet. DN800, TYP B |
| 113 | -486989.778m | -1114331.707m | 233,08 | 245.08397 | RŠ12; Bet. DN800, TYP C |
| 114 | -487002.789m | -1114339.636m | 233,2 | 245.0597 | BŠ13; Bet. DN800, TYP B |
| 115 | -486968.204m | -1114332.505m | 233,47 | 245.09506 | BŠ14; Bet. DN800, TYP A |
| 116 | -487002.056m | -1114346.187m | 233,72 | 245.05920 | Š15; PE-HD DN400, TYP B |
| 117 | -486986.327m | -1114343.605m | 233,80 | 245.07508 | Š16; PE-HD DN400, TYP A |

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