

| ZÁKLADNÍ ÚDAJE | | | | | | | | | | | | | |
|---------------------------------------|-----------------|---------------|-------|--------------------|--------------------|---------------|------------------------|--------------------|----------|-------------------------------|----------|-------------|--|
| TRAŤ: Ústí nad Labem Západ | | | | | | | Přejezd v km : 2,493 | | | skut: | | | |
| DRUH: PZS 3ZNI | | | | | | | Závory : celé, dělené | | | Označení: A / P1940 | | | |
| Komunikace: Silnice:místní komunikace | | | | | | | Rozhodující uživatelé: | | | vozidla (v blízkosti nadchod) | | | |
| $d_p(m)$: | 26,52 | $t_x(s)$: | -,- | $t_u(s)$: | 10,0 | $t_v(s)$: | 34,94 | $V_s(km.h^{-1})$: | 5,0 | $a(^{\circ})$: | 80 | | |
| $d_T(m)$: | 48,52 | $t_{b1}(s)$: | 6,00 | $t_{u1}(s)$: | 0,0 | $t_z(s)$: | 18,00 | $V_v(km.h^{-1})$: | 20,0 | $b_1(^{\circ})$: | 80 | | |
| $d_Z(m)$: | 24,66 | $t_{b2}(s)$: | 3,00 | $t_{u2}(s)$: | 0,0 | $t_{zz}(s)$: | 45,00 | $a(m.s^{-2})$: | | $b_2(^{\circ})$: | 80 | | |
| $d_S(m)$: | 22,00 | $t_L(s)$: | 54,94 | $t_0(s)$: | 10,0 | $t_r(s)$: | 1,00 | $t_{rp}(s)$: | | $s_p(m)$: | 7,6 | | |
| | | | | | | | | | | | | | |
| Kolej číslo | Zab. vzdálenost | $d_v(m)$ | směr | km okraje přejezdu | Mezní doba anulace | | | Kritická doba | | | | | |
| | | | | | $t_{gA}(s)$ | $t_A(s)$ | $t_{As}(s)$ | $L_D(m)$ | $t_e(s)$ | $t_f(s)$ | $t_k(s)$ | $t_{ks}(s)$ | |
| 1 | 1000 | 700 | lichý | 2,487 | 0 | 349 | - | 1909 | 60 | 180 | 740 | | |
| | | | sudý | 2,499 | 0 | 324 | - | 2627 | 0 | 180 | 779 | | |
| 2 | 1000 | 700 | lichý | 2,487 | 0 | 349 | *) | 1909 | 60 | 180 | 740 | | |
| | | | sudý | 2,499 | 0 | 294 | *) | 2627 | 0 | 180 | 779 | | |
| 3 | 1000 | 700 | lichý | 2,487 | 0 | 349 | - | 1909 | 60 | 180 | 740 | | |
| | | | sudý | 2,499 | 0 | 294 | - | 2627 | 0 | 180 | 779 | | |

*) neměří se, rušeno SZZ

| Kolej číslo | Zab. vzdálenost | $d_v(m)$ | směr | km okraje přejezdu | Mezní doba anulace | | | Mezní výstražná doba | | | | | | |
|-------------|-----------------|----------|-------|--------------------|--------------------|----------|-------------|----------------------|-------------|-------------|--------------|-------------|-------------|--------------|
| | | | | | $t_{gA}(s)$ | $t_A(s)$ | $t_{As}(s)$ | $L_Z(m)$ | $t_{g1}(s)$ | $t_{M1}(s)$ | $t_{M1S}(s)$ | $t_{g2}(s)$ | $t_{M2}(s)$ | $t_{M2S}(s)$ |
| | | | lichý | | | | | | | | | | | |
| | | | sudý | | | | | | | | | | | |
| | | | lichý | | | | | | | | | | | |
| | | | sudý | | | | | | | | | | | |
| | | | lichý | | | | | | | | | | | |
| | | | sudý | | | | | | | | | | | |

| POZITIVNÍ SIGNÁL | | | | | | | | | | | | | |
|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Volné úseky vždy | není | | | | | | | | | | | | |
| Předepsaná poloha výhybek a návěstidel | | | | | | | | | | | | | |
| Úseky | | | | | | | | | | | | | |
| kromě | | | | | | | | | | | | | |
| nemusí být volné při | | | | | | | | | | | | | |

| SIGNAL "VOLNO" ZVUKOVÉ SIGNALIZACE PRO NEVIDOMÉ | | | | | | | | | | | | |
|---|------|--|--|--|--|--|--|--|--|--|--|--|
| Volné úseky vždy | není | | | | | | | | | | | |
| Předepsaná poloha výhybek a návěstidel | | | | | | | | | | | | |
| Úseky | | | | | | | | | | | | |
| kromě | | | | | | | | | | | | |
| nemusí být volné při | | | | | | | | | | | | |

SZDC, s.o. - TUDC - ÚSTÍ - DLZT

PROJEKT
Ing. Lukáš PECHÁČ

Schvalovací protokol č.:

Učin:

Podpis:

Pecháč

VÝSTRAHA

| VYSTRAHA | | | | | | | | | | | | | |
|---------------|-------------|------------------------|---|-----------|--------------|-----------------------|-----------------|------------------|--------------|-----------------|------------------------|-------|--|
| ozna- čení | jízda od-na | rozhodující výhybky | dovolená rychlost při jízdě na přejezd V_t (km.h-1) (změna od náv.,od km) | L_p (m) | L_{ps} (m) | L_{ps} zač. v km | t_{zv} (s) | t_{zvs} (s) | t_n (s) | t_{ns} (s) | při volném úseku | pozn. | |
| A5 | Lc1 | 77+,85+ | 60 | 922 | 1 092 | 1,401 | 10,2 | 0 | 37,0 | 41 | | | |
| A6 | Lc1 | 77- nebo 85- | 60, 40(2,177) - PN | 767 | 917 | 1,576 | 9,0 | 0 | 28,0 | 41 | | | |
| A3 | Lc2 | 29+, 82+, 83+ | 60 | 922 | 1 013 | 1,480 | 5,5 | 0 | 36,0 | 41 | | | |
| A4 | Lc2 | 82- nebo 83- | 60, 40(2,166) - PN | 761 | 917 | 1,576 | 9,4 | 0 | 27,0 | 41 | | | |
| A2 | Lc4 | | 40 - PN | 616 | 917 | 1,576 | 27,1 | 0 | 21,0 | 26 | | | |
| A1 | Lc6 | | 40 - PN | 616 | 390 | 2,103 | -20,4 | 0 | 21,0 | 26 | | | |
| A8 | Lc3 | 70a+, 78+ | 60 | 922 | 1 083 | 1,410 | 9,7 | 0 | 34,0 | 41 | | | |
| A8 | Lc3 | 70a- nebo 78- | 40 - PN | 616 | 1 083 | 1,410 | 42,0 | 0 | 23,0 | 41 | | | |
| A9 | Lc5 | | 40 - PN | 616 | 1 052 | 1,441 | 39,2 | 0 | 15,0 | 26 | | | |
| A10 | Lc7 | | 40 - PN | 616 | 978 | 1,515 | 32,5 | 0 | 5,0 | 26 | | | |
| A11 | Lc9 | | 40 - PN | 616 | 982 | 1,511 | 32,9 | 0 | 5,0 | 26 | | | |
| A13 | Lc13 | | 40 - PN | 616 | 1 320 | 1,173 | 63,3 | 0 | 5,0 | 26 | | | |
| A15 | Lc15 | | 40 - PN | 616 | 1 320 | 1,173 | 63,3 | 0 | 9,0 | 26 | | | |
| A17 | Lc17 | | 40 - PN | 616 | 638 | 1,855 | 1,9 | 0 | | | | | |
| A19 | Lc19 | | 40 - PN | 616 | 656 | 1,837 | 3,6 | 0 | | | | | |
| A23 | Lc23 | | 40 - PN | 616 | 665 | 1,828 | 4,4 | 0 | | | | | |
| A25 | Lc25 | | 40 - PN | 616 | 669 | 1,824 | 4,7 | 0 | | | | | |
| A27 | Lc27 | | 40 - PN | 616 | 669 | 1,824 | 4,7 | 0 | | | | | |
| | | | | | | | | | | | | | |
| A24 | Sc601 | 812+, 821+, 819+ | 80 | 1 227 | 1 322 | 3,815 | 4,3 | 0 | 41,0 | 41 | | | |
| A24 | Sc601 | 812+, 819- | 40, 80(3,243) | 988 | 1 322 | 3,815 | 30,0 | 0 | 41,0 | 41 | | | |
| A24 | Sc601 | 812+, 817- | 60, 80(3,243) | 1 108 | 1 322 | 3,815 | 12,9 | 0 | 41,0 | 41 | | | |
| A24 | Sc601 | 812- | 40, 80(3,243) | 988 | 1 322 | 3,815 | 30,0 | 0 | 41,0 | 41 | | | |
| A26 | Sc601 | | 40, 80(3,243) | 988 | 1 245 | 3,738 | 23,1 | 0 | 41,0 | 41 | | | |
| A12 | Sc601 | 804- | 40, 80(3,243) | 988 | 1 383 | 3,876 | 35,5 | 0 | 41,0 | 41 | | | |
| A16 | Sc601 | | 40, 80(3,243) | 988 | 1 293 | 3,786 | 27,4 | 0 | 41,0 | 41 | | | |
| A14 | Sc601 | | 40, 80(3,243) | 988 | 1 160 | 3,653 | 15,4 | 0 | 41,0 | 41 | | | |
| A22 | Sc601 | 84- nebo 81- nebo 75- | 80, 40(2,821) - PN | 905 | 1 147 | 3,640 | 10,9 | 0 | 26,0 | 41 | | | |
| A22 | Sc601 | 84- nebo 81- nebo 75- | 40 | 616 | 1 147 | 3,640 | 47,8 | 0 | 26,0 | 41 | | | |
| A18 | Sc601 | 84- nebo 81- nebo 75- | 40 | 616 | 1 126 | 3,619 | 45,9 | 0 | 26,0 | 41 | | | |
| A20 | Sc601 | 84- nebo 81- nebo 75- | 40 | 616 | 1 127 | 3,620 | 46,0 | 0 | 26,0 | 41 | | | |
| A28 | Sc602 | 816+ | 80 | 1 227 | 1 379 | 3,872 | 6,8 | 0 | 41,0 | 41 | | | |
| A28 | Sc602 | 816- | 40, 80(3,230) | 982 | 1 379 | 3,872 | 35,7 | 0 | 41,0 | 41 | | | |
| A24 | Sc602 | | 40, 80(3,230) | 982 | 1 322 | 3,815 | 30,6 | 0 | 41,0 | 41 | | | |
| A12 | Sc602 | | 40, 80(3,230) | 982 | 1 383 | 3,876 | 36,1 | 0 | 41,0 | 41 | | | |
| A16 | Sc602 | | 40, 80(3,243) | 982 | 1 293 | 3,786 | 28,0 | 0 | 41,0 | 41 | | | |
| A14 | Sc602 | | 40, 80(3,243) | 982 | 1 160 | 3,653 | 16,0 | 0 | 41,0 | 41 | | | |
| A30 | Sc602 | 80- nebo 74- | 80, 40(2,821) - PN | 905 | 1 205 | 3,698 | 13,5 | 0 | 26,0 | 41 | | | |
| A22 | Sc602 | 80- nebo 74- | 40 | 616 | 1 147 | 3,640 | 47,8 | 0 | 26,0 | 41 | | | |
| A18 | Sc602 | 80- nebo 74- | 40 | 616 | 1 126 | 3,619 | 45,9 | 0 | 26,0 | 41 | | | |
| A20 | Sc602 | 80- nebo 74- | 40 | 616 | 1 127 | 3,620 | 46,0 | 0 | 26,0 | 41 | | | |
| A28 | Sc603 | | 40, 80(3,407) | 1 070 | 1 379 | 3,872 | 27,8 | 0 | 41,0 | 41 | | | |
| A24 | Sc603 | | 40, 80(3,407) | 1 070 | 1 322 | 3,815 | 22,6 | 0 | 41,0 | 41 | | | |
| A12 | Sc603 | | 80 | 1 227 | 1 383 | 3,876 | 7,0 | 0 | 41,0 | 41 | | | |
| A12 | Sc603 | | 40, 80(3,407) | 1 070 | 1 383 | 3,876 | 28,1 | 0 | 41,0 | 41 | | | |
| A16 | Sc603 | | 40, 80(3,407) | 1 070 | 1 293 | 3,786 | 20,0 | 0 | 41,0 | 41 | | | |
| A14 | Sc603 | | 40, 80(3,407) | 1 070 | 1 160 | 3,653 | 8,1 | 0 | 41,0 | 41 | | | |
| A18 | Sc603 | 88- nebo 76- nebo 70b- | 80, 40(2,821) - PN | 905 | 1 126 | 3,619 | 10,0 | 0 | 26,0 | 41 | | | |
| A18 | Sc603 | 88- nebo 76- nebo 70b- | 40 | 616 | 1 126 | 3,619 | 45,9 | 0 | 26,0 | 41 | | | |
| A20 | Sc603 | 88- nebo 76- nebo 70b- | 40 | 616 | 1 127 | 3,620 | 46,0 | 0 | 26,0 | 41 | | | |
| | | | | | | | | | | | | | |

10-455

Re:

| VÝSTRAHA | | | | | | | | | | | | |
|---------------|-------------|---------------------|---|-----------|--------------|-----------------------|-----------------|------------------|--------------|-----------------|------------------------|-------|
| ozna- čení | jízda od-na | rozhodující výhybky | dovolená rychlost při jízdě na přejezd V_t (km.h-1) (změna od náv.,od km) | L_p (m) | L_{ps} (m) | L_{ps} zač. v km | t_{zv} (s) | t_{zvs} (s) | t_n (s) | t_{ns} (s) | při volném úseku | pozn. |
| | Se35 | | 40 | 616 | 52 | 2,441 | -50,8 | 0 | 51,0 | 51 | | |
| | Se37 | | 40 | 616 | 17 | 2,476 | -53,9 | 0 | 52,0 | 51 | | |
| | Se40 | | 40 | 616 | 5 | 2,488 | -55,0 | 0 | 56,0 | 51 | | |
| | Se41 | | 40 | 616 | 5 | 2,488 | -55,0 | 0 | 56,0 | 51 | | |
| | Se42 | | 40 | 616 | 27 | 2,520 | -53,0 | 0 | 54,0 | 51 | | |
| | Se43 | | 40 | 616 | 62 | 2,555 | -49,9 | 0 | 50,0 | 51 | | |
| | Se45 | | 40 | 616 | 130 | 2,623 | -43,8 | 0 | 44,0 | 51 | | |
| | Se46 | | 40 | 616 | 130 | 2,623 | -43,8 | 0 | 44,0 | 51 | | |

Při obsazení kolejových úseků (při projetí návštěvitel): V65,V48,V49,50,53,V52,V55,V56,59,60,V64,62,V54,V61,63,V66,67,V70,V75,77,V74,80,V81,V82,83,V84,V71,76,78,V86,V90(89/90-),603b,601b,602b,603a,V58,V79(79+),V69,72(79+ 72+),V68(79+ 72+)

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| | POZNÁMKY |
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Tisk: 16.10.2017

Podpis:

