

| Výpočet odhadu denní a hodinové intenzity dopravy podle TP 189 | | | | | | | | | | | | |
|--|--|-----------------------------|---|-----------|-------------|--------------------|------------------------------------|-----|-------------------------------|-----------|----------------------------------|----|
| Název křižovatky | Bruntál, ul. Kavalcova (MK) x ul. Kavalcova (MK) | | | | | Den, měsíc, období | | | úterý, leden, zimní | | | |
| Datum průzkumu | 30. ledna 2018 | | | | | Doba průzkumu | | | 7:00 – 8:00, 14:00 – 16:00 | | | |
| Paprsek křižovatky | Kategorie a třída komunikace | Nedělní faktor f_{Ne} [-] | | | Faktor ALFA | | Charakter provozu motorové dopravy | | Charakter cyklistické dopravy | | Skupina přepočtových koeficientů | |
| A | Místní komunikace | – | | | – | | – | | Dopravní | | M | |
| B | Místní komunikace | – | | | – | | – | | Dopravní | | M | |
| C | Místní komunikace | – | | | – | | – | | Dopravní | | M | |
| D | | | | | | | | | | | | |
| Intenzita dopravy za dobu průzkumu I_m [voz, cykl] | | | | | | | | | | | | |
| Dopravní proud / Druh vozidel | Paprsek A | | | Paprsek B | | | Paprsek C | | | Paprsek D | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| O | | 274 | 0 | 115 | | 46 | 0 | 112 | | | | |
| M | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| N | | 9 | 0 | 8 | | 1 | 0 | 1 | | | | |
| A | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| K | | 1 | 0 | 0 | | 0 | 0 | 1 | | | | |
| C | | 5 | 0 | 1 | | 1 | 0 | 2 | | | | |
| S | | 289 | | 124 | | 48 | | 116 | | | | |
| Přepočtový koeficient denních variací $k_{m,d}$ [-] | | | | | | | | | | | | |
| O | 4,65 | | | 4,65 | | | 4,65 | | | | | |
| M | 4,81 | | | 4,81 | | | 4,81 | | | | | |
| N | 4,70 | | | 4,70 | | | 4,70 | | | | | |
| A | 4,84 | | | 4,84 | | | 4,84 | | | | | |
| K | 5,18 | | | 5,18 | | | 5,18 | | | | | |
| C | 4,46 | | | 4,46 | | | 4,46 | | | | | |
| Denní intenzita dopravy I_d [voz, cykl/den] | | | | | | | | | | | | |
| O | | 1 274 | 0 | 535 | | 214 | 0 | 521 | | | | |
| M | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| N | | 42 | 0 | 38 | | 5 | 0 | 5 | | | | |
| A | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| K | | 5 | 0 | 0 | | 0 | 0 | 5 | | | | |
| C | | 22 | 0 | 4 | | 4 | 0 | 9 | | | | |
| S | | 1 343 | 0 | 577 | | 223 | 0 | 540 | | | | |
| Přepočtový koeficient týdenních variací $k_{d,t}$ [-] | | | | | | | | | | | | |
| O | 0,93 | | | 0,93 | | | 0,93 | | | | | |
| M | 0,99 | | | 0,99 | | | 0,99 | | | | | |
| N | 0,78 | | | 0,78 | | | 0,78 | | | | | |
| A | 0,85 | | | 0,85 | | | 0,85 | | | | | |
| K | 0,77 | | | 0,77 | | | 0,77 | | | | | |
| Týdenní průměr denních intenzit dopravy I_t [voz/den] | | | | | | | | | | | | |
| O | | 1 185 | 0 | 498 | | 199 | 0 | 485 | | | | |
| M | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| N | | 33 | 0 | 30 | | 4 | 0 | 4 | | | | |
| A | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| K | | 4 | 0 | 0 | | 0 | 0 | 4 | | | | |
| S | | 1 222 | 0 | 528 | | 203 | 0 | 493 | | | | |
| Přepočtový koeficient ročních variací $k_{t,RPDI}$ [-] | | | | | | | | | | | | |
| O | 1,11 | | | 1,11 | | | 1,11 | | | | | |
| M | 8,85 | | | 8,85 | | | 8,85 | | | | | |
| N | 1,11 | | | 1,11 | | | 1,11 | | | | | |
| A | 1,20 | | | 1,20 | | | 1,20 | | | | | |
| K | 1,11 | | | 1,11 | | | 1,11 | | | | | |
| Roční průměr denních intenzit dopravy $RPDI$ [voz/den] | | | | | | | | | | | | |
| O | | 1 315 | 0 | 553 | | 221 | 0 | 538 | | | | |
| M | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| N | | 37 | 0 | 33 | | 4 | 0 | 4 | | | | |
| A | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| K | | 4 | 0 | 0 | | 0 | 0 | 4 | | | | |
| S | | 1 356 | 0 | 586 | | 225 | 0 | 546 | | | | |
| | | 1 356 | | 811 | | 546 | | | | | | |
| 2 713 | | | | | | | | | | | | |
| Odhad přesnosti určení intenzity dopravy δ [%] | | | | | | | | | | | | |
| C | ±14% | | | | | | | | | | | |
| S | ±15% | | | | | | | | | | | |

| Přepočtový koeficient týdenních variací v pracovní den $k_{d,t}^{PD}$ [-] | | | | | | | | | | | | |
|---|------------|---|---|------------|---|---|------------|---|---|------------|----|----|
| Dopravní proud / Druh vozidel | Paprasek A | | | Paprasek B | | | Paprasek C | | | Paprasek D | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| O | 1,00 | | | 1,04 | | | 1,00 | | | | | |
| M | 1,01 | | | 1,01 | | | 1,01 | | | | | |
| N | 0,98 | | | 0,98 | | | 0,98 | | | | | |
| A | 1,02 | | | 1,02 | | | 1,02 | | | | | |
| K | 0,99 | | | 0,98 | | | 0,99 | | | | | |

| Roční průměr denních intenzit dopravy v pracovní dny $RPDI^{PD}$ [voz/den] | | | | | | | | | | | | |
|--|-------|-------|---|-----|-----|-----|---|-----|--|--|--|--|
| O | | 1 414 | 0 | 618 | | 247 | 0 | 578 | | | | |
| M | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| N | | 46 | 0 | 41 | | 5 | 0 | 5 | | | | |
| A | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| K | | 5 | 0 | 0 | | 0 | 0 | 5 | | | | |
| S | | 1 465 | 0 | 659 | | 252 | 0 | 588 | | | | |
| | | 1 465 | | | 911 | | | 588 | | | | |
| | 2 964 | | | | | | | | | | | |

| Intenzita dopravy špičkové hodiny I_{sh} [voz/h] | | | | | | | | | | | | |
|--|-----|-----|---|----|----|----|---|----|--|--|--|--|
| O | | 101 | 0 | 37 | | 11 | 0 | 37 | | | | |
| M | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| N | | 3 | 0 | 2 | | 0 | 0 | 1 | | | | |
| K | | 1 | 0 | 0 | | 0 | 0 | 1 | | | | |
| C | | 3 | 0 | 1 | | 0 | 0 | 1 | | | | |
| S | | 107 | 0 | 39 | | 11 | 0 | 39 | | | | |
| | | 107 | | | 50 | | | 39 | | | | |
| | 195 | | | | | | | | | | | |

| Padesátirázová hodinová intenzita dopravy I_{50} [voz/h] | | | | | | | | | | | | |
|--|------|-----|---|----|----|----|---|----|--|--|--|--|
| $k_{BPD,50}$ [-] | 1,13 | | | | | | | | | | | |
| O | | 114 | 0 | 41 | | 12 | 0 | 42 | | | | |
| M | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| N | | 3 | 0 | 2 | | 0 | 0 | 1 | | | | |
| K | | 1 | 0 | 0 | | 0 | 0 | 1 | | | | |
| C | | 3 | 0 | 1 | | 0 | 0 | 1 | | | | |
| S | | 121 | 0 | 44 | | 12 | 0 | 45 | | | | |
| | | 121 | | | 56 | | | 45 | | | | |
| | 222 | | | | | | | | | | | |

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Bc. Jiří Ptáček