

akce: PROSTÁ REKONSTRUKCE trati v úseku Police nad M. – Teplice nad M.
stavební objekt: SO 10–01 Železniční svršek, km 73,079 – km 81,580; SO 11–01 Železniční spodek km 73,079 – km 81,580
výkres: VYTÝČOVACÍ VÝKRES km 78,1 – km 80,0
měřítko: 1:1000

TABULKA SMĚROVÝCH OBL

E (eV)	λ (nm)	λ_c (nm)	λ_{eff} (nm)	$2m$	$1/m$	$1/m^2$	$1/m^3$	$1/m^4$	$1/m^5$	$1/m^6$	$1/m^7$	$1/m^8$	$1/m^9$	$1/m^{10}$	$1/m^{11}$	$1/m^{12}$	$1/m^{13}$	$1/m^{14}$	$1/m^{15}$	$1/m^{16}$	$1/m^{17}$	$1/m^{18}$	$1/m^{19}$	$1/m^{20}$	$1/m^{21}$	$1/m^{22}$	$1/m^{23}$	$1/m^{24}$	$1/m^{25}$	$1/m^{26}$	$1/m^{27}$	$1/m^{28}$	$1/m^{29}$	$1/m^{30}$	$1/m^{31}$	$1/m^{32}$	$1/m^{33}$	$1/m^{34}$	$1/m^{35}$	$1/m^{36}$	$1/m^{37}$	$1/m^{38}$	$1/m^{39}$	$1/m^{40}$	$1/m^{41}$	$1/m^{42}$	$1/m^{43}$	$1/m^{44}$	$1/m^{45}$	$1/m^{46}$	$1/m^{47}$	$1/m^{48}$	$1/m^{49}$	$1/m^{50}$	$1/m^{51}$	$1/m^{52}$	$1/m^{53}$	$1/m^{54}$	$1/m^{55}$	$1/m^{56}$	$1/m^{57}$	$1/m^{58}$	$1/m^{59}$	$1/m^{60}$	$1/m^{61}$	$1/m^{62}$	$1/m^{63}$	$1/m^{64}$	$1/m^{65}$	$1/m^{66}$	$1/m^{67}$	$1/m^{68}$	$1/m^{69}$	$1/m^{70}$	$1/m^{71}$	$1/m^{72}$	$1/m^{73}$	$1/m^{74}$	$1/m^{75}$	$1/m^{76}$	$1/m^{77}$	$1/m^{78}$	$1/m^{79}$	$1/m^{80}$	$1/m^{81}$	$1/m^{82}$	$1/m^{83}$	$1/m^{84}$	$1/m^{85}$	$1/m^{86}$	$1/m^{87}$	$1/m^{88}$	$1/m^{89}$	$1/m^{90}$	$1/m^{91}$	$1/m^{92}$	$1/m^{93}$	$1/m^{94}$	$1/m^{95}$	$1/m^{96}$	$1/m^{97}$	$1/m^{98}$	$1/m^{99}$	$1/m^{100}$	$1/m^{101}$	$1/m^{102}$	$1/m^{103}$	$1/m^{104}$	$1/m^{105}$	$1/m^{106}$	$1/m^{107}$	$1/m^{108}$	$1/m^{109}$	$1/m^{110}$	$1/m^{111}$	$1/m^{112}$	$1/m^{113}$	$1/m^{114}$	$1/m^{115}$	$1/m^{116}$	$1/m^{117}$	$1/m^{118}$	$1/m^{119}$	$1/m^{120}$	$1/m^{121}$	$1/m^{122}$	$1/m^{123}$	$1/m^{124}$	$1/m^{125}$	$1/m^{126}$	$1/m^{127}$	$1/m^{128}$	$1/m^{129}$	$1/m^{130}$	$1/m^{131}$	$1/m^{132}$	$1/m^{133}$	$1/m^{134}$	$1/m^{135}$	$1/m^{136}$	$1/m^{137}$	$1/m^{138}$	$1/m^{139}$	$1/m^{140}$	$1/m^{141}$	$1/m^{142}$	$1/m^{143}$	$1/m^{144}$	$1/m^{145}$	$1/m^{146}$	$1/m^{147}$	$1/m^{148}$	$1/m^{149}$	$1/m^{150}$	$1/m^{151}$	$1/m^{152}$	$1/m^{153}$	$1/m^{154}$	$1/m^{155}$	$1/m^{156}$	$1/m^{157}$	$1/m^{158}$	$1/m^{159}$	$1/m^{160}$	$1/m^{161}$	$1/m^{162}$	$1/m^{163}$	$1/m^{164}$	$1/m^{165}$	$1/m^{166}$	$1/m^{167}$	$1/m^{168}$	$1/m^{169}$	$1/m^{170}$	$1/m^{171}$	$1/m^{172}$	$1/m^{173}$	$1/m^{174}$	$1/m^{175}$	$1/m^{176}$	$1/m^{177}$	$1/m^{178}$	$1/m^{179}$	$1/m^{180}$	$1/m^{181}$	$1/m^{182}$	$1/m^{183}$	$1/m^{184}$	$1/m^{185}$	$1/m^{186}$	$1/m^{187}$	$1/m^{188}$	$1/m^{189}$	$1/m^{190}$	$1/m^{191}$	$1/m^{192}$	$1/m^{193}$	$1/m^{194}$	$1/m^{195}$	$1/m^{196}$	$1/m^{197}$	$1/m^{198}$	$1/m^{199}$	$1/m^{200}$	$1/m^{201}$	$1/m^{202}$	$1/m^{203}$	$1/m^{204}$	$1/m^{205}$	$1/m^{206}$	$1/m^{207}$	$1/m^{208}$	$1/m^{209}$	$1/m^{210}$	$1/m^{211}$	$1/m^{212}$	$1/m^{213}$	$1/m^{214}$	$1/m^{215}$	$1/m^{216}$	$1/m^{217}$	$1/m^{218}$	$1/m^{219}$	$1/m^{220}$	$1/m^{221}$	$1/m^{222}$	$1/m^{223}$	$1/m^{224}$	$1/m^{225}$	$1/m^{226}$	$1/m^{227}$	$1/m^{228}$	$1/m^{229}$	$1/m^{230}$	$1/m^{231}$	$1/m^{232}$	$1/m^{233}$	$1/m^{234}$	$1/m^{235}$	$1/m^{236}$	$1/m^{237}$	$1/m^{238}$	$1/m^{239}$	$1/m^{240}$	$1/m^{241}$	$1/m^{242}$	$1/m^{243}$	$1/m^{244}$	$1/m^{245}$	$1/m^{246}$	$1/m^{247}$	$1/m^{248}$	$1/m^{249}$	$1/m^{250}$	$1/m^{251}$	$1/m^{252}$	$1/m^{253}$	$1/m^{254}$	$1/m^{255}$	$1/m^{256}$	$1/m^{257}$	$1/m^{2$
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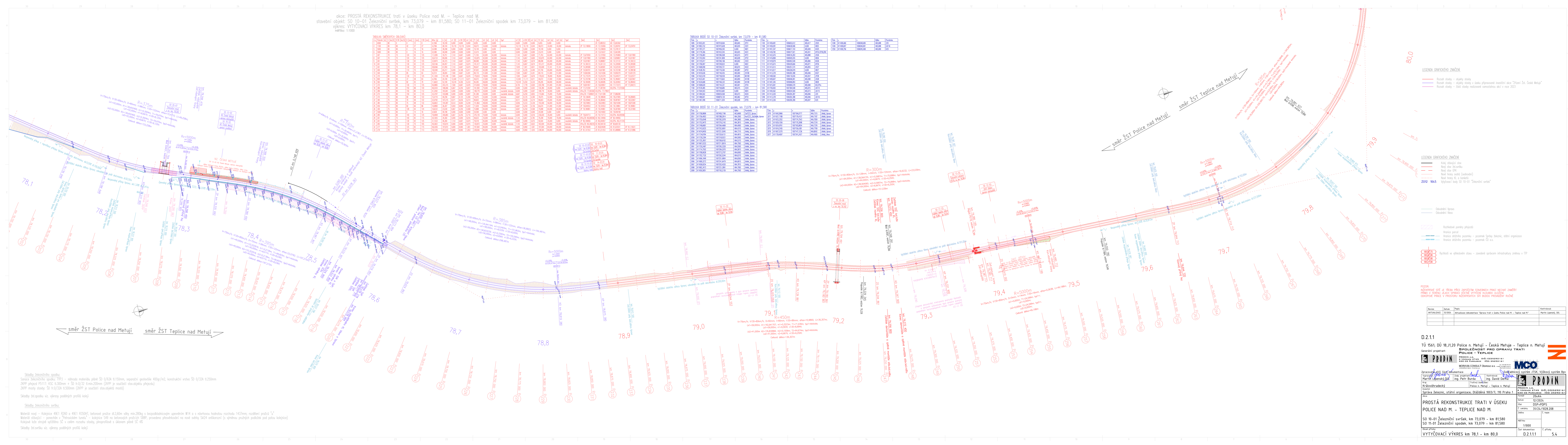
TABULKA BOOŮ SO 10-01 Železniční svršek, km 73,079 – km 81,580

Case	Year	Age	Gender	Case	Year	Age	Gender
1	1981.181	07/18.64	MALE	1	1981.181	07/18.64	MALE
2	1981.193	07/18.78	MALE	2	1981.193	07/18.78	MALE
3	1981.212	07/18.92	MALE	3	1981.212	07/18.92	MALE
4	1981.231	07/19.06	MALE	4	1981.231	07/19.06	MALE
5	1981.250	07/19.20	MALE	5	1981.250	07/19.20	MALE
6	1981.269	07/19.34	MALE	6	1981.269	07/19.34	MALE
7	1981.288	07/19.48	MALE	7	1981.288	07/19.48	MALE
8	1981.307	07/19.62	MALE	8	1981.307	07/19.62	MALE
9	1981.326	07/19.76	MALE	9	1981.326	07/19.76	MALE
10	1981.345	07/19.90	MALE	10	1981.345	07/19.90	MALE
11	1981.364	07/20.04	MALE	11	1981.364	07/20.04	MALE
12	1981.383	07/20.18	MALE	12	1981.383	07/20.18	MALE
13	1981.402	07/20.32	MALE	13	1981.402	07/20.32	MALE
14	1981.421	07/20.46	MALE	14	1981.421	07/20.46	MALE
15	1981.440	07/20.60	MALE	15	1981.440	07/20.60	MALE
16	1981.459	07/20.74	MALE	16	1981.459	07/20.74	MALE
17	1981.478	07/20.88	MALE	17	1981.478	07/20.88	MALE
18	1981.497	07/21.02	MALE	18	1981.497	07/21.02	MALE
19	1981.516	07/21.16	MALE	19	1981.516	07/21.16	MALE
20	1981.535	07/21.30	MALE	20	1981.535	07/21.30	MALE
21	1981.554	07/21.44	MALE	21	1981.554	07/21.44	MALE
22	1981.573	07/21.58	MALE	22	1981.573	07/21.58	MALE
23	1981.592	07/21.72	MALE	23	1981.592	07/21.72	MALE
24	1981.611	07/21.86	MALE	24	1981.611	07/21.86	MALE
25	1981.630	07/22.00	MALE	25	1981.630	07/22.00	MALE
26	1981.649	07/22.14	MALE	26	1981.649	07/22.14	MALE
27	1981.668	07/22.28	MALE	27	1981.668	07/22.28	MALE
28	1981.687	07/22.42	MALE	28	1981.687	07/22.42	MALE
29	1981.706	07/22.56	MALE	29	1981.706	07/22.56	MALE
30	1981.725	07/22.70	MALE	30	1981.725	07/22.70	MALE
31	1981.744	07/22.84	MALE	31	1981.744	07/22.84	MALE
32	1981.763	07/22.98	MALE	32	1981.763	07/22.98	MALE
33	1981.782	07/23.12	MALE	33	1981.782	07/23.12	MALE
34	1981.801	07/23.26	MALE	34	1981.801	07/23.26	MALE
35	1981.820	07/23.40	MALE	35	1981.820	07/23.40	MALE
36	1981.839	07/23.54	MALE	36	1981.839	07/23.54	MALE
37	1981.858	07/23.68	MALE	37	1981.858	07/23.68	MALE
38	1981.877	07/23.82	MALE	38	1981.877	07/23.82	MALE
39	1981.896	07/23.96	MALE	39	1981.896	07/23.96	MALE
40	1981.915	07/24.10	MALE	40	1981.915	07/24.10	MALE
41	1981.934	07/24.24	MALE	41	1981.934	07/24.24	MALE
42	1981.953	07/24.38	MALE	42	1981.953	07/24.38	MALE
43	1981.972	07/24.52	MALE	43	1981.972	07/24.52	MALE
44	1981.991	07/24.66	MALE	44	1981.991	07/24.66	MALE
45	1982.010	07/24.80	MALE	45	1982.010	07/24.80	MALE
46	1982.029	07/24.94	MALE	46	1982.029	07/24.94	MALE
47	1982.048	07/25.08	MALE	47	1982.048	07/25.08	MALE

Číslo	Popis	Průměr	Průměr	Průměr
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$v = 75 \text{ km/h}$; $v_{130} = 80 \text{ km/h}$; $L = 50 \text{ m}$; $A_1 = 1$



D 2.11

TÚ 1561; DÚ 18,11,20 Police n. Metují – Česká Metuje – Teplice n. Metují

Generální projektant

PRODIN a.s.
K VÁPENCE 2745 DIČ: CZ25292161

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Zpracovatel dílčí části dokumentace: Souřadnicový s

vypracoval: Martin Lipenský, DiS. zosp. projektant: ing. Petr Burda kontroloval: ing. David Derka

Kraj: Královéhradecký

Správa železnic, státní organizace; Dlážděná 1003/7; 110 Praha 1

Akte: _____

PRŮSTRA REKONSTRUKCE TRATÍ V ÚSEKU	Účel
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POLICE NAD M. - TEPLICE NAD M.

SO 10-01 Železniční svršek, km 73.079 - km 81.580

SO 11-01 Železnični spodek, km 73,079 - km 81,580

ΝΥΤΥΧΟΝΑΣΙ ΝΥΚΡΕΣ km 78.1 km 80.0

dníkový systém JTSK, Výškový systém

BRADIN

TRUVIN

1 K VÁPENCE 2745 DIČ: CZ25292
530 02 PAROUBICE IČDI: 25292

Format:	20x A4
Datum:	12/2021

Úzel	DSP+PDPS
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Změna	Č. kopie
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Cast dokumentace	C. přílohy
D 3.1.1.1	E 1