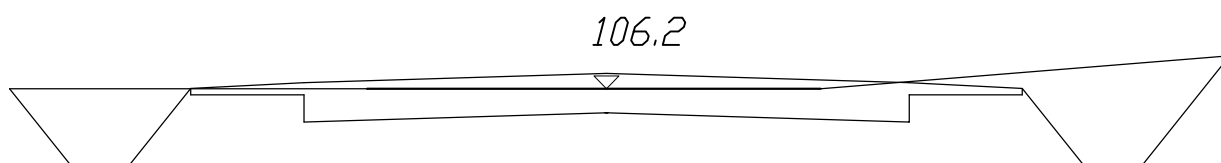
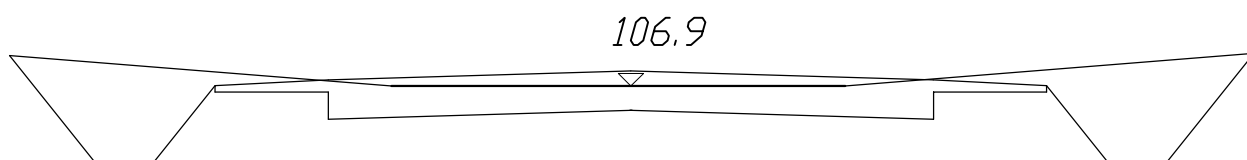
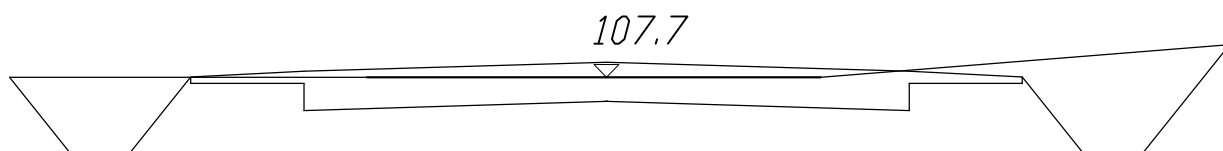


KM do 4+000

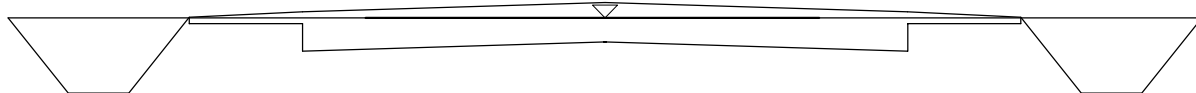


**PP20**

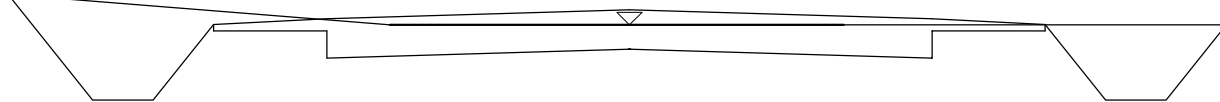
przekroje poprzeczne na kilometrażu

KM 4+00 do 4+100

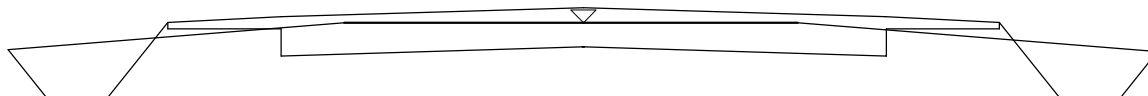
105.2



103.6

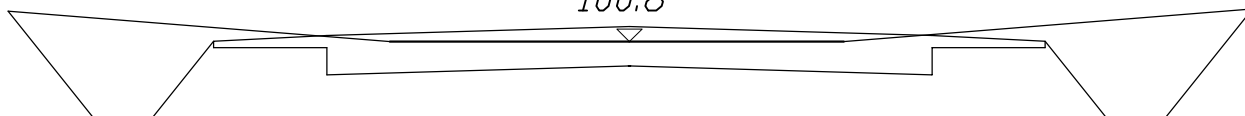


101.6

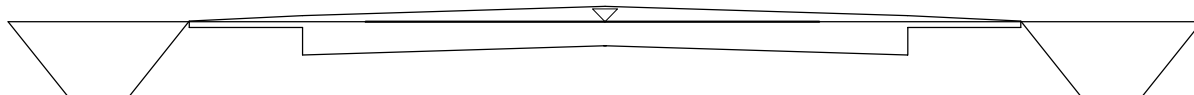


KM do 4+200

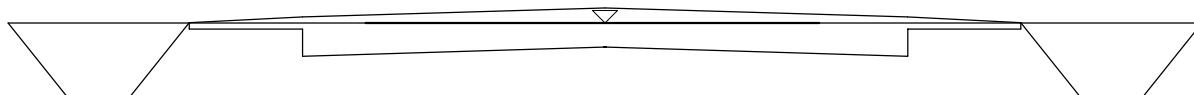
100.8



101.4

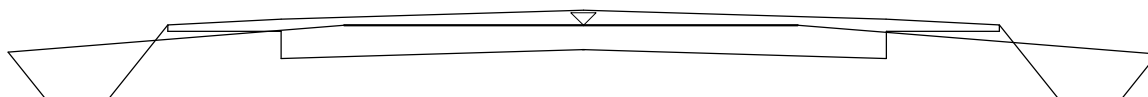


102.0

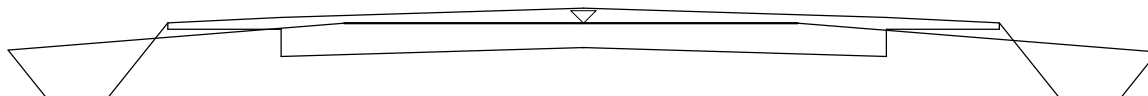


KM do 4+300

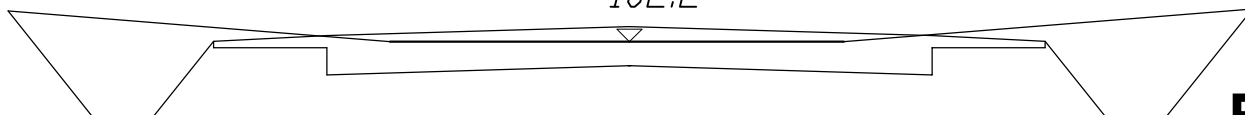
103.0



102.6



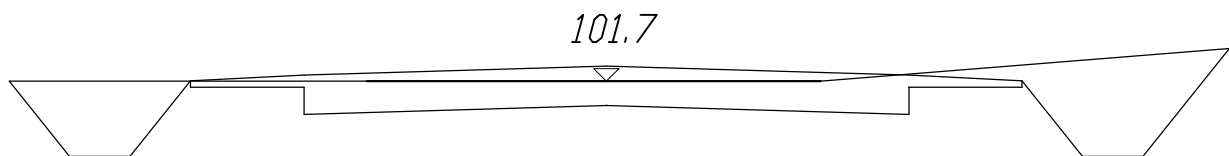
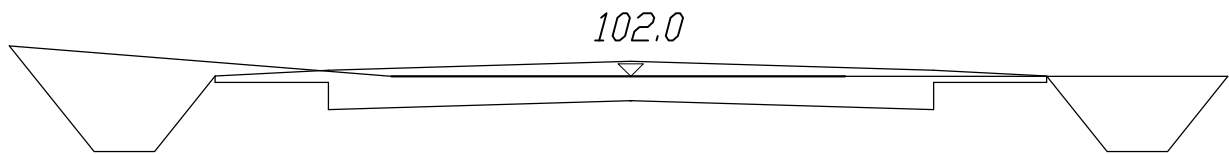
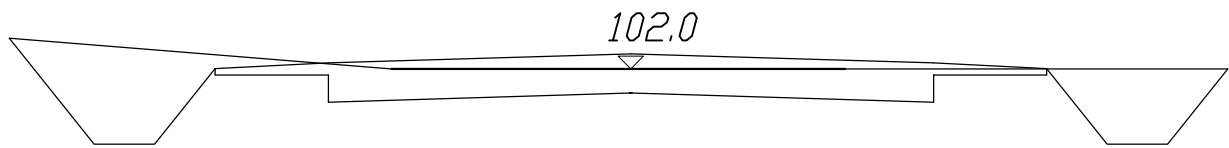
102.2



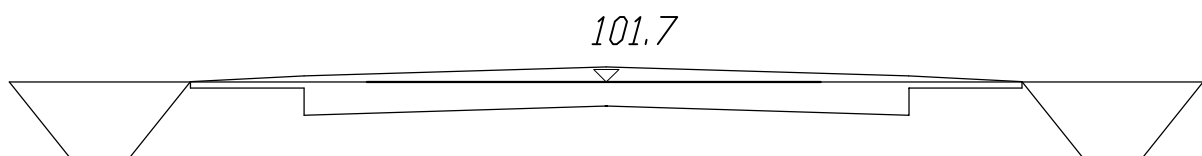
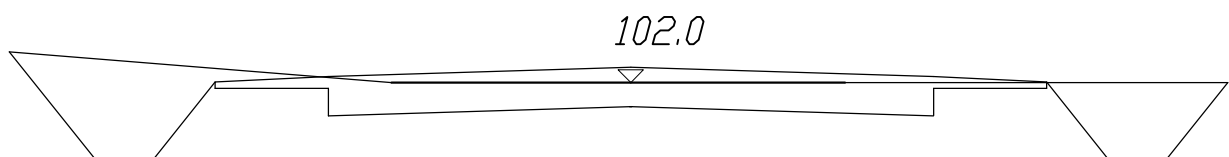
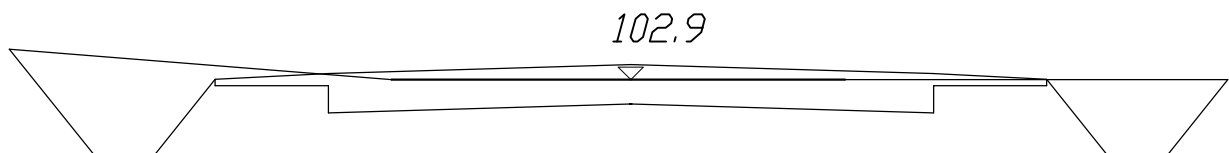
**PP21**

przekroje poprzeczne na kilometrażu

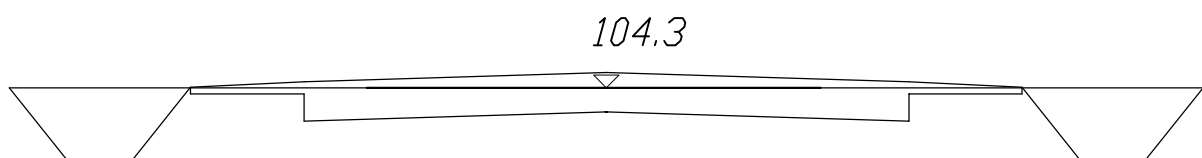
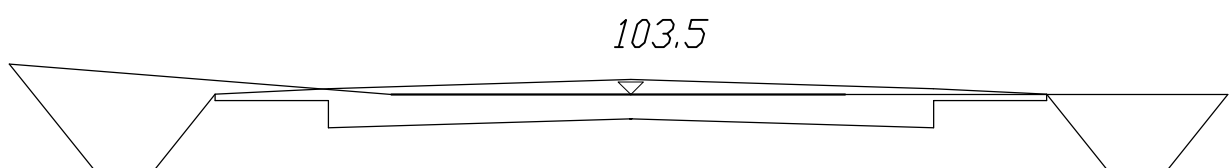
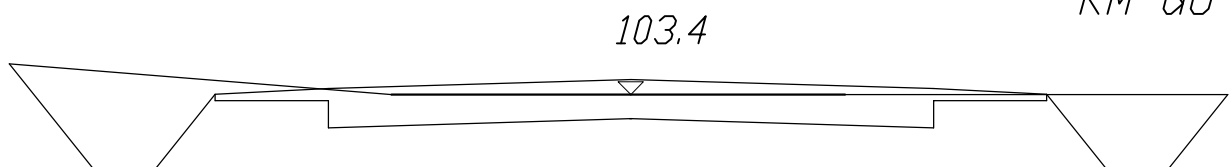
KM do 4+400



KM do 4+500



KM do 4+600

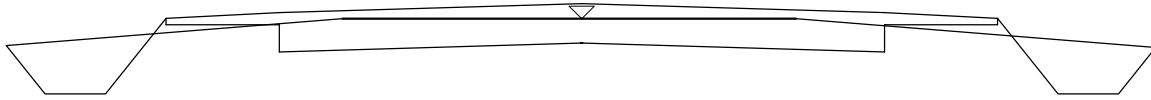


**PP22**

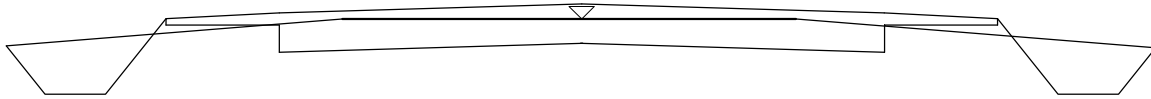
przekroje poprzeczne na kilometrażu

104.8

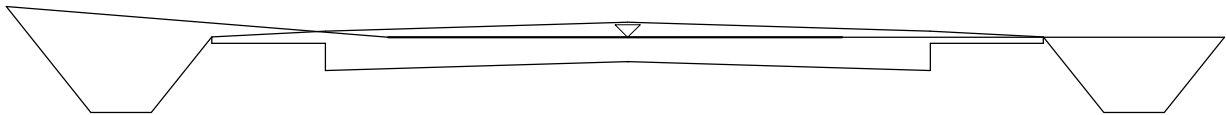
KM do 4+700



105.1

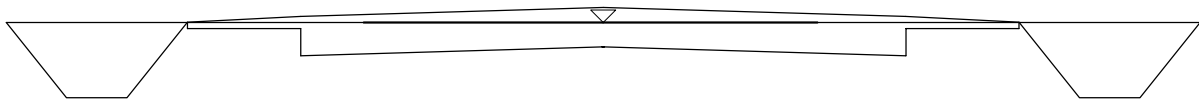


105.6

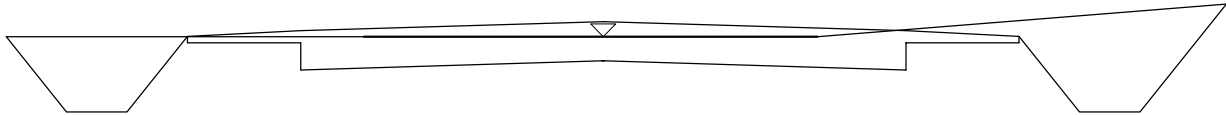


KM do 4+800

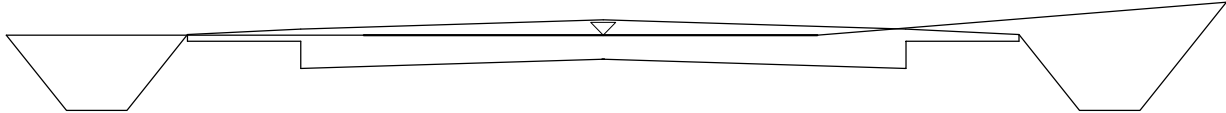
105.0



103.5

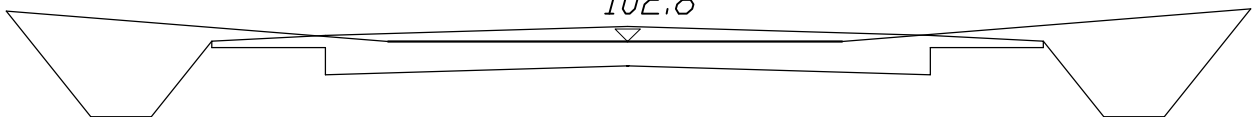


103.3

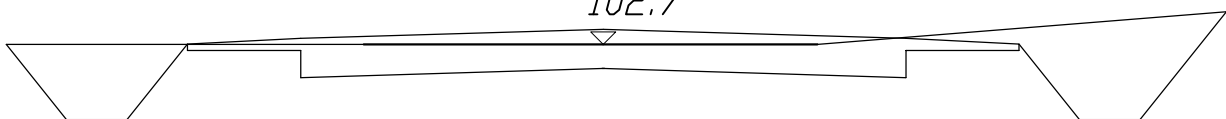


KM do 4+900

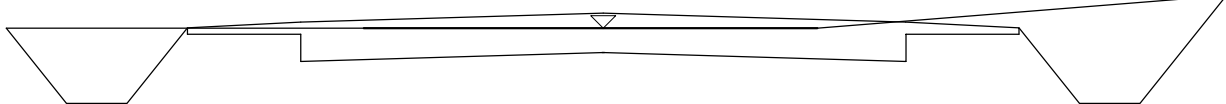
102.8



102.7



103.7

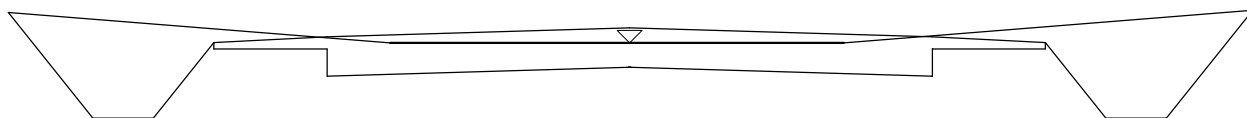


**PP23**

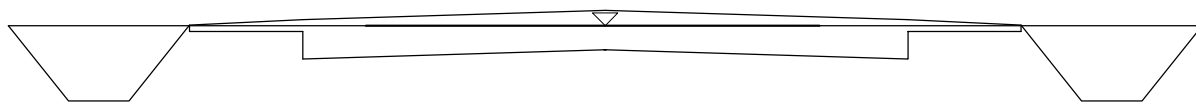
przekroje poprzeczne na kilometrażu

KM do 5+000

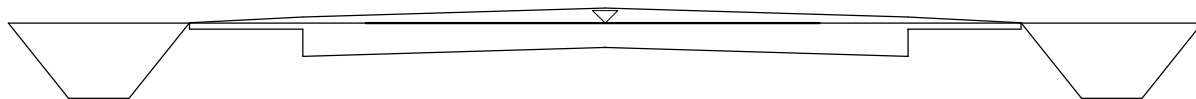
106.0



106.5



104.4

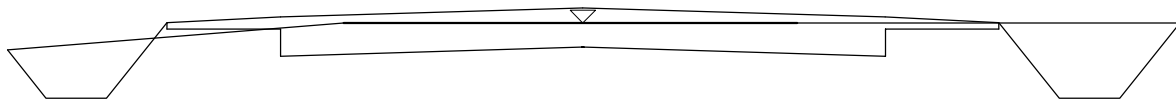


**PP24**

*przekroje poprzeczne na kilometrażu*

KM 5+00 do 5+100

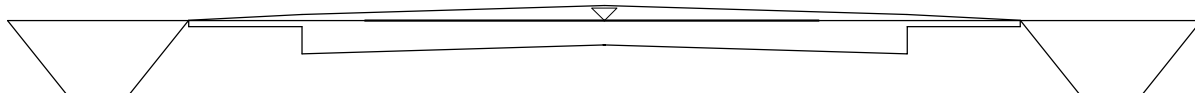
104.8



107.5

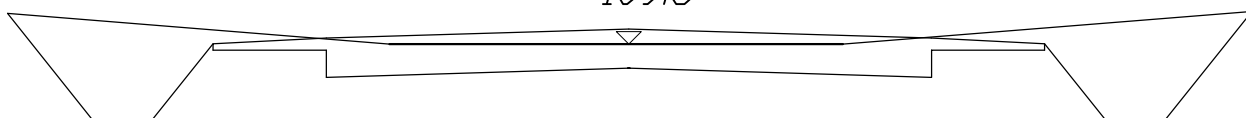


108.9

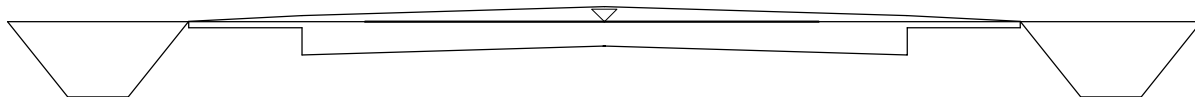


KM do 5+200

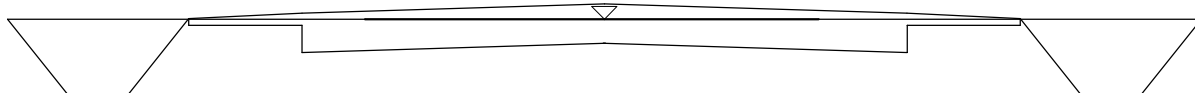
109.6



110.7

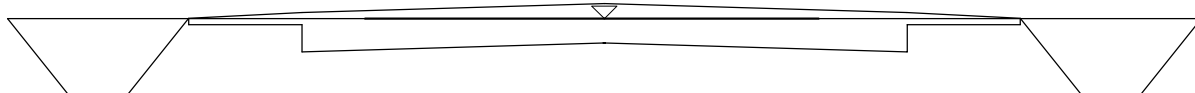


110.8

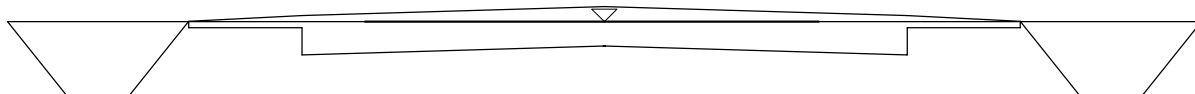


KM do 5+300

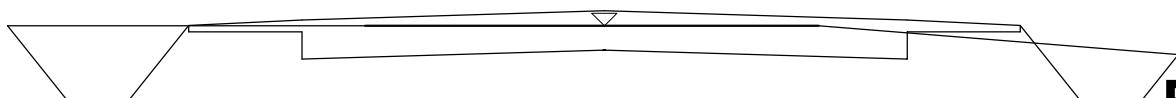
111.1



111.4



111.7

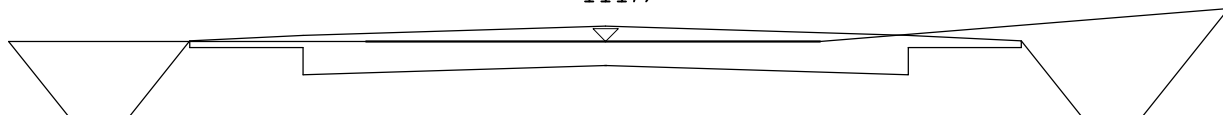


**PP25**

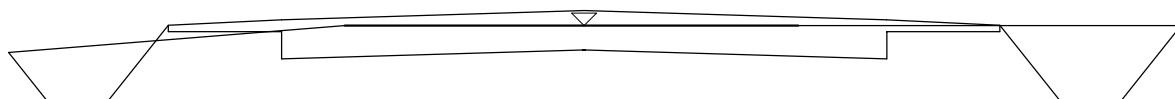
przekroje poprzeczne na kilometrażu

KM do 5+400

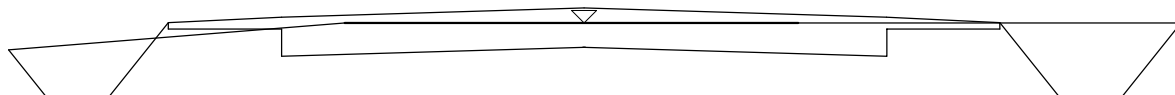
111.7



111.4

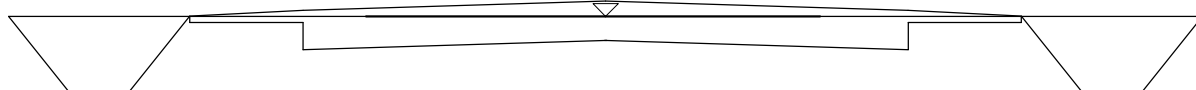


111.8

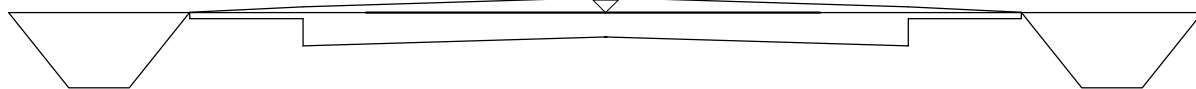


KM do 5+500

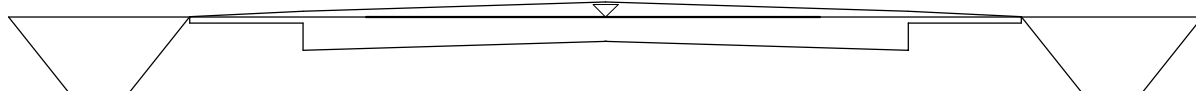
112.0



112.1

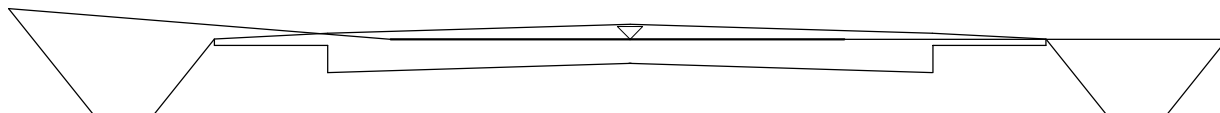


111.7

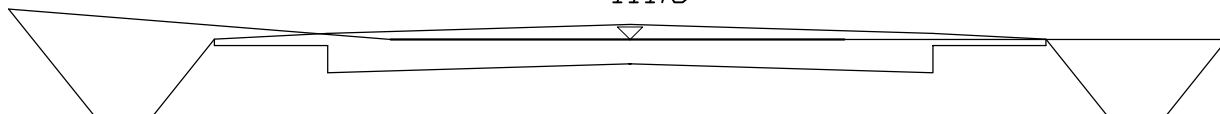


KM do 5+600

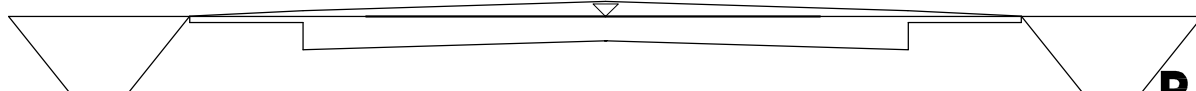
111.4



111.5



111.5



**PP26**

przekroje poprzeczne na kilometrażu

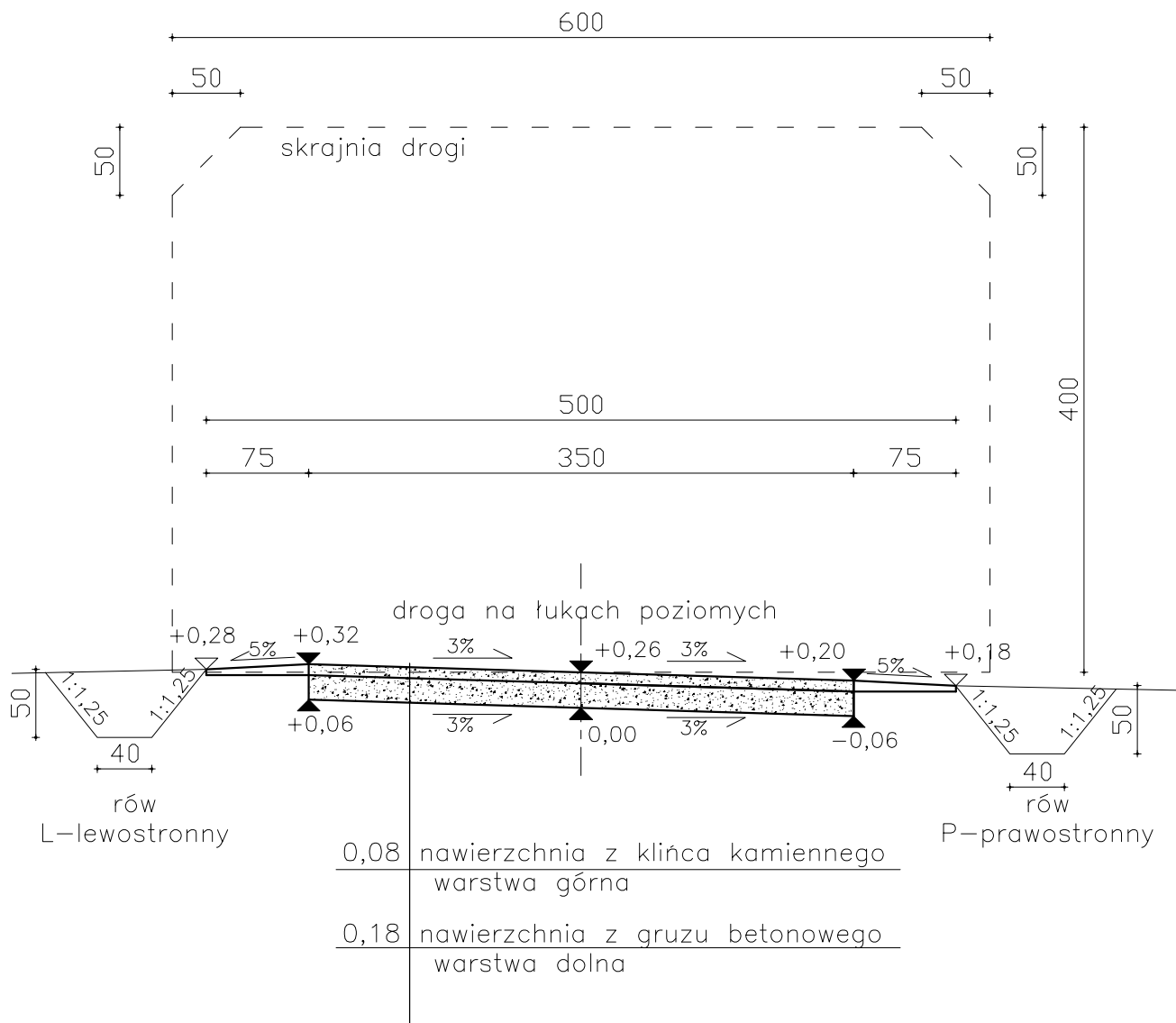
Technical drawing of a road cross-section. The road width is 600 cm, with 50 cm shoulders on both sides. The road surface is composed of two layers: a 0.08 m thick layer of stone (nawierzchnia z kłińca kamiennego) and a 0.18 m thick layer of concrete (nawierzchnia z gruzu betonowego). The road is flanked by ditches (rów) with a width of 40 cm and a slope of 1:1.25. The road surface has a 3% cross-slope (3% ↓ and 3% ↑) and a 5% side slope (5% ↓ and 5% ↑). The elevation markers are: 0.18 at the outer edges of the shoulders, 0.20 at the edges of the road surface, 0.26 at the center of the road surface, and 0.00 at the center of the ditch. The ditch is labeled 'rów' and 'L-lewostronny' (left) and 'P-prawostronny' (right). The road is labeled 'skrajnia drogi' (road edge) and 'droga' (road).

Diagram illustrating the cross-section of a ditch. The top width is 120, the bottom width is 120, and the height is 50. The side slopes are labeled 1:1.25. The bottom width is divided into three segments of 40 each.

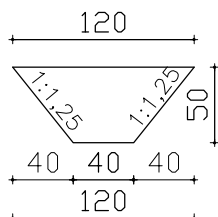
|  |   |                    |
|--|---|--------------------|
| BUDOWA DROGI LEŚNEJ  |   | SKALA:<br>1:50     |
| BRANŻA   | DROGOWA   | DATA:<br>VIII-2015 |
| TYT. RYS.  | PRZEKRÓJ POPRZECZNY   |                    |
| ADRES<br>BUDOWY  | DZ.: 298/1, 299/1, 292/1, 300, 295, 336/1, 337, 338, 338/1<br>OBR. KASPARUS, DZ.: 339/1, 340/1, 341/1, 326/2, 327/2,<br>328/2, 345, 346, 347, 348 OBR. SUCHOBRZEŹNICA, DZ.: 328/1,<br>327/1, 326/1, 341/2, 340/2, 339/2 OBR. ZDRÓJNO. |                    |
| PROJEKTOWAŁ  | mgr inż. Andrzej Domeracki<br>upr. bud. nr POM/0081/P00K/04<br>nr ew. POIIB: POM/BO/0221/03   | PODPIS             |
| SPRAWDZIŁ  | inż. Krzysztof Partyka<br>upr. bud. nr POM/0129/OWOK/03<br>nr ew. POIIB: POM/BO/0138/04   | PODPIS             |
|  | <div style="font-size: 48px; font-weight: bold; text-align: center;">D E B E X</div> <div style="text-align: center;">             ZAKŁAD USŁUG DOKUMENTACYJNYCH<br/>             B U D O W N I C T W A         </div>                | PP1                |



# Przekrój konstrukcyjny nawierzchni łuki poziome grub. 26,0 cm

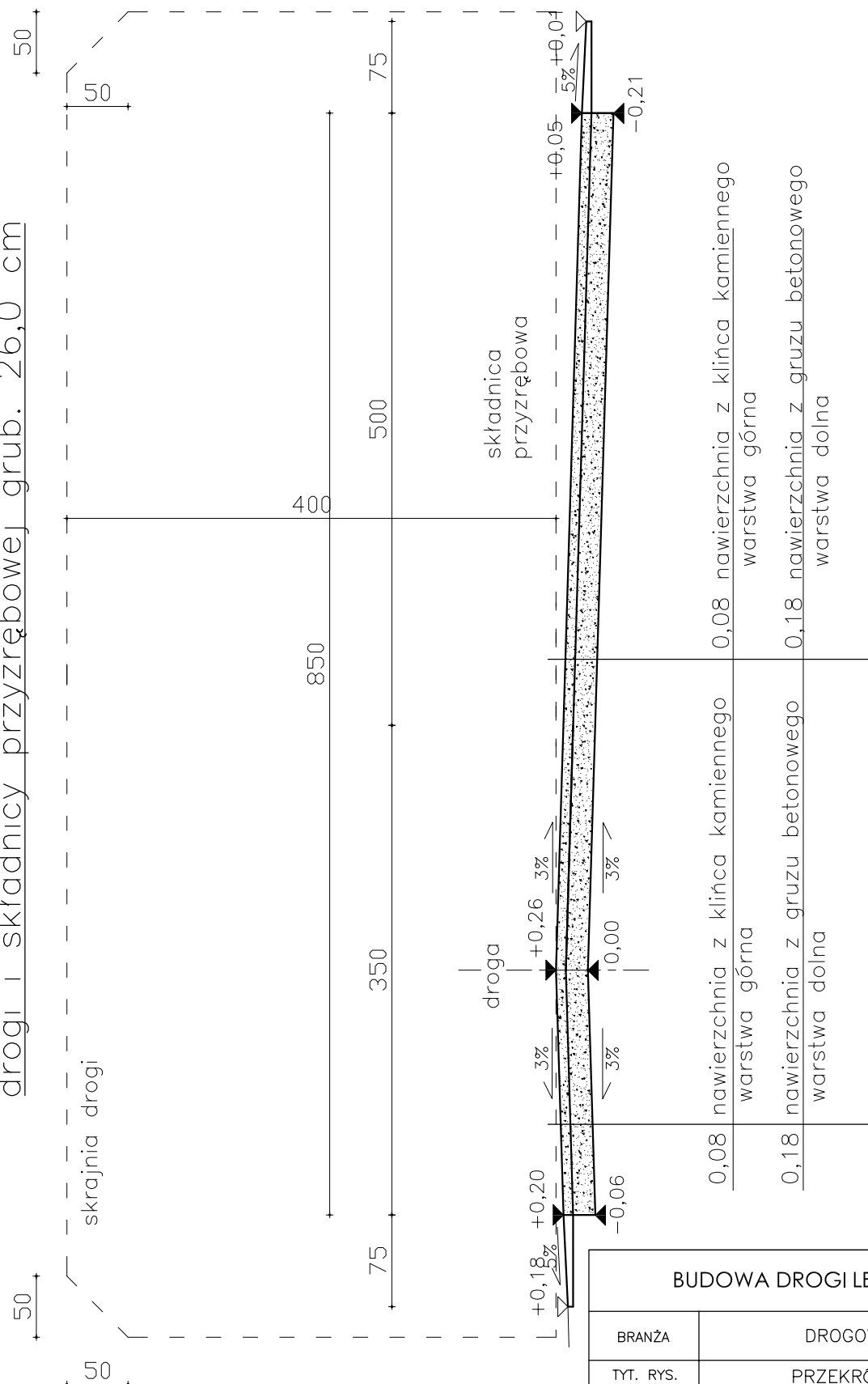


## GEOMETRIA ROWÓW



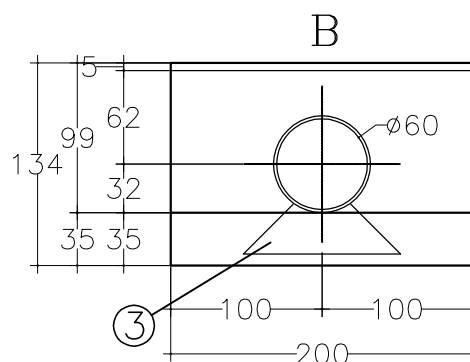
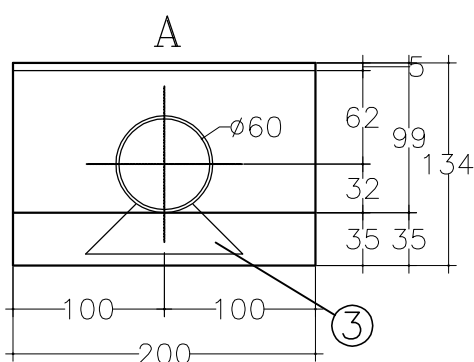
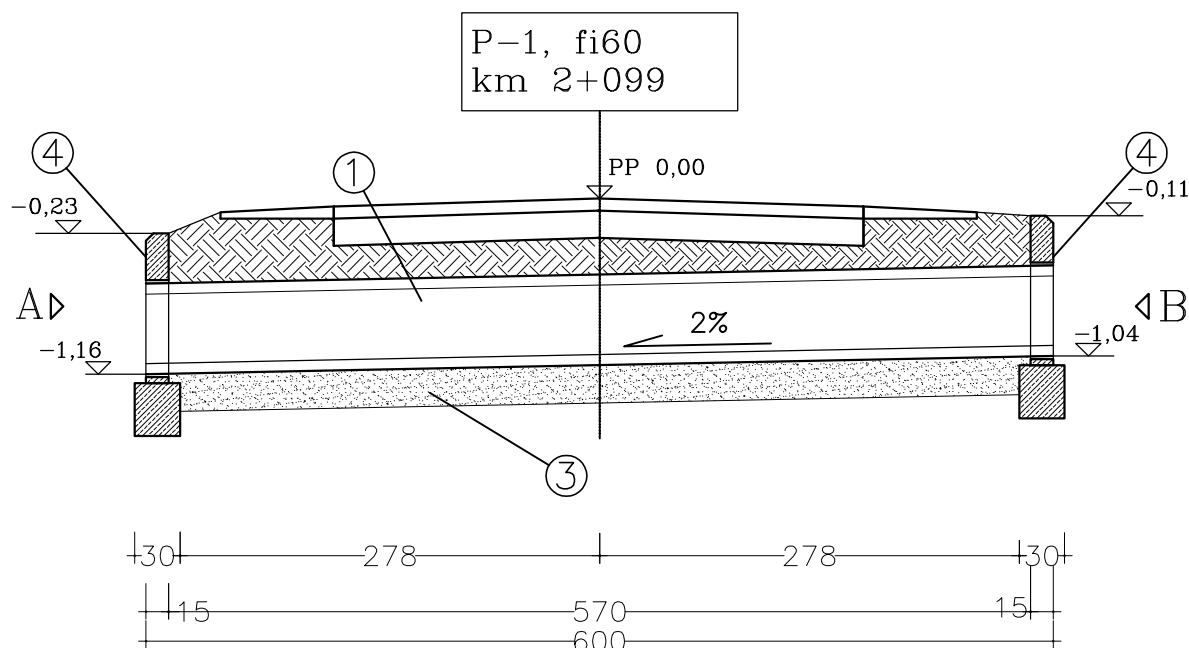
|   |  |                    |
|---|--|--------------------|
| BUDOWA DROGI LEŚNEJ   |  | SKALA:<br>1:50     |
| BRANŻA  | DROGOWA  | DATA:<br>VIII-2015 |
| TYT. RYS.   | PRZĘKRÓJ POPRZECZNY  |                    |
| ADRES BUDOWY  | DZ.: 298/1, 299/1, 292/1, 300, 295, 336/1, 337, 338, 338/1 OBR. KASPARUS, DZ.: 339/1, 340/1, 341/1, 326/2, 327/2, 328/2, 345, 346, 347, 348 OBR. SUCHOBRZEŹNICA, DZ.: 328/1, 327/1, 326/1, 341/2, 340/2, 339/2 OBR. ZDRÓJNO. |                    |
| PROJEKTOWAŁ   | mgr inż. Andrzej Domeracki<br>upr. bud. nr POM/0081/P00K/04<br>nr ew. POIIB: POM/BO/0221/03  | PODPIS             |
| SPRAWDZIŁ   | inż. Krzysztof Partyka<br>upr. bud. nr POM/0129/OWOK/03<br>nr ew. POIIB: POM/BO/0138/04  | PODPIS             |
|  <b>DEBEX</b><br>ZAKŁAD USŁUG DOKUMENTACYJNYCH<br>BUDOWNICZWA |  | <b>PP2</b>         |

# Przekrój konstrukcyjny nawierzchni drogi i składnicy przyzrębowej grub. 26,0 cm

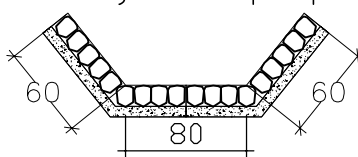


|   |  |                    |
|---|--|--------------------|
| BUDOWA DROGI LEŚNEJ   |  | SKALA:<br>1:50     |
| BRANŻA  | DROGOWA  | DATA:<br>VIII-2015 |
| TYT. RYS.   | PRZĘKRÓJ POPRZECZNY  |                    |
| ADRES BUDOWY  | DZ.: 298/1, 299/1, 292/1, 300, 295, 336/1, 337, 338, 338/1 OBR. KASPARUS, DZ.: 339/1, 340/1, 341/1, 326/2, 327/2, 328/2, 345, 346, 347, 348 OBR. SUCHOBRZEŹNICA, DZ.: 328/1, 327/1, 326/1, 341/2, 340/2, 339/2 OBR. ZDRÓJNO. |                    |
| PROJEKTOWAŁ   | mgr inż. Andrzej Domeracki<br>upr. bud. nr POM/0081/P00K/04<br>nr ew. POIIB: POM/BO/0221/03  | PODPIS             |
| SPRAWDZIŁ   | inż. Krzysztof Partyka<br>upr. bud. nr POM/0129/OWOK/03<br>nr ew. POIIB: POM/BO/0138/04  | PODPIS             |
|  <b>DEBEX</b><br>ZAKŁAD USŁUG DOKUMENTACYJNYCH<br>B U D O W N I C T W A |  | <b>PP3</b>         |

# PRZEPUST - D 60cm



Utwardzenie rowów na długości 2,0m  
na wlocie i wylocie z przepustu



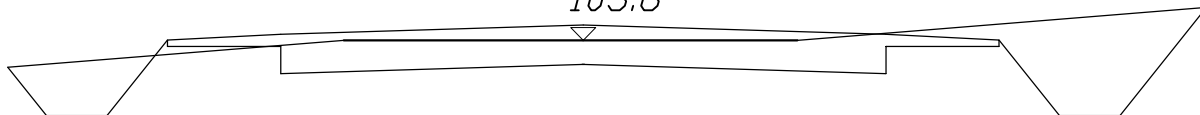
## OZNACZENIA:

- ① Rura PEHD o średn. 60 cm
- ② Bruk o grub. 14 cm z kamienia łamanego, spoinowany zaprawą cem.-wap. na podsypce piaskowej o grub. 7 cm
- ③ Ława pod przepustem z pospółki o grub. 25 cm
- ④ Ścianka czołowa przepustu z betonu B30

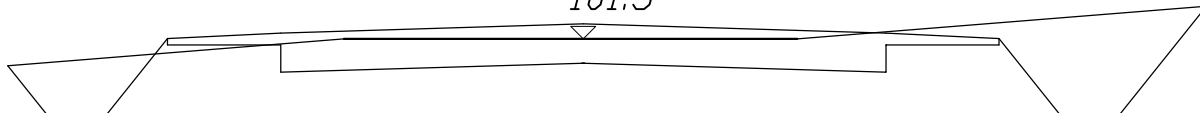
| BUDOWA DROGI LEŚNEJ   |   | SKALA:<br>1:50     |
|---|---|--------------------|
| BRANŻA  | DROGOWA   | DATA:<br>VIII-2015 |
| TYT. RYS.   | PRZĘKRÓJ POPRZECZNY   |                    |
| ADRES BUDOWY  | DZ.: 298/1, 299/1, 292/1, 300, 295, 336/1, 337, 338, 338/1 OBR. KASPARUS, DZ.: 339/1, 340/1, 341/1, 326/2, 327/2, 328/2, 345, 346, 347, 348 OBR. SUCHOBREŻNICA, DZ.: 328/1, 327/1, 326/1, 341/2, 340/2, 339/2 OBR. ZDRÓJNO. |                    |
| PROJEKTOWAŁ   | mgr inż. Andrzej Domeracki<br>upr. bud. nr POM/0081/P00K/04<br>nr ew. POIIB: POM/BO/0221/03   | PODPIS             |
| SPRAWDZIŁ   | inż. Krzysztof Partyka<br>upr. bud. nr POM/0129/OWOK/03<br>nr ew. POIIB: POM/BO/0138/04   | PODPIS             |
|  <b>DEBEX</b><br>ZAKŁAD USŁUG DOKUMENTACYJNYCH<br>B U D O W N I C T W A |   | <b>PP4</b>         |

KM 0+00 do 0+100

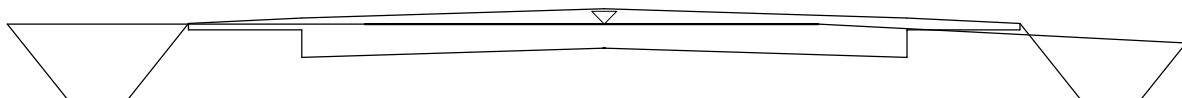
103.6



101.3

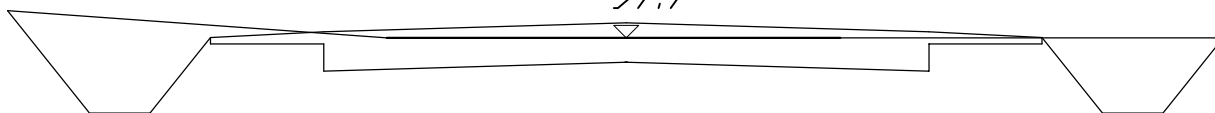


99.6

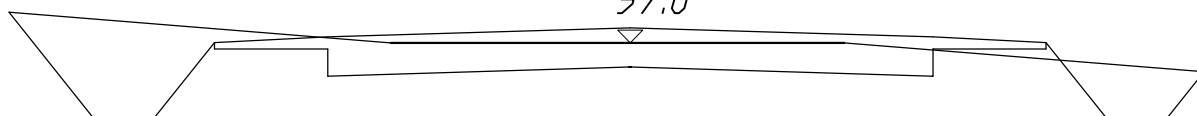


KM do 0+200

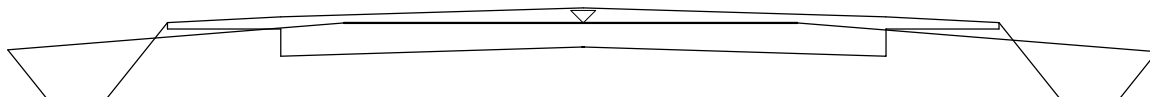
97.7



97.0

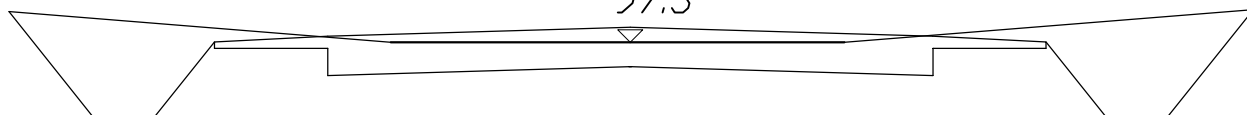


96.8

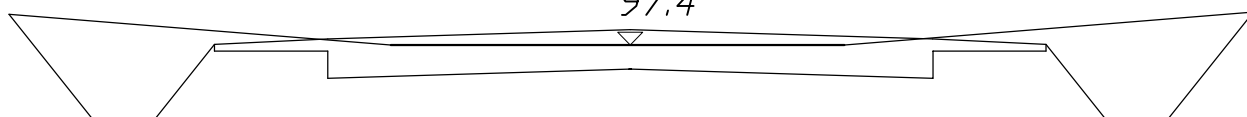


KM do 0+300

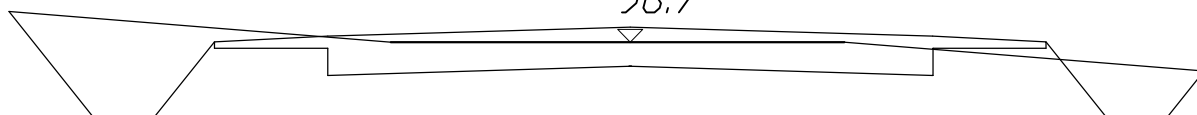
97.3



97.4



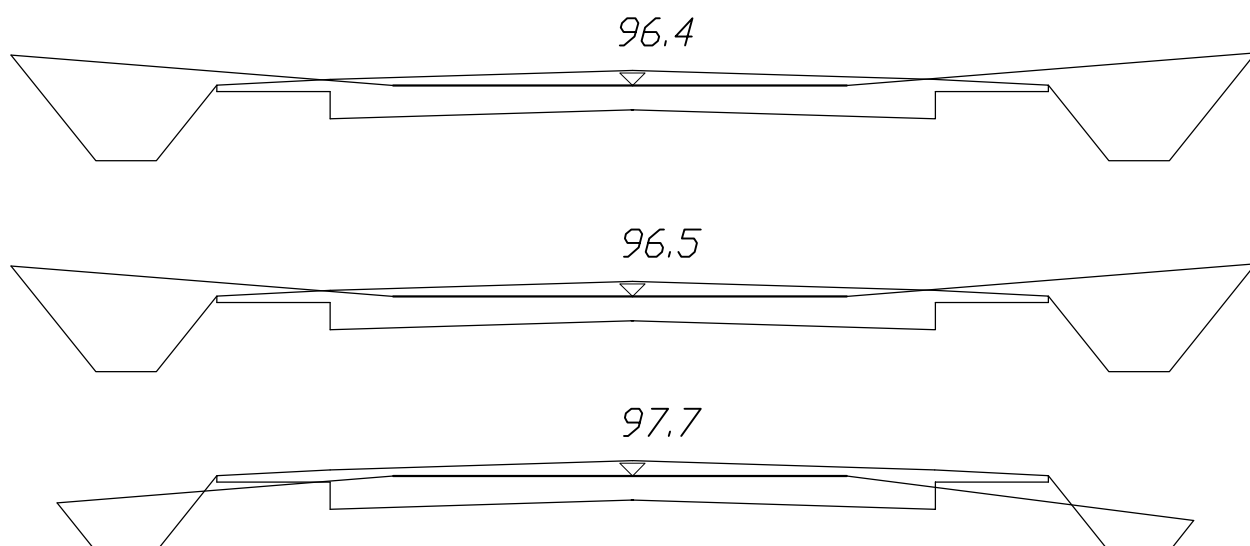
96.7



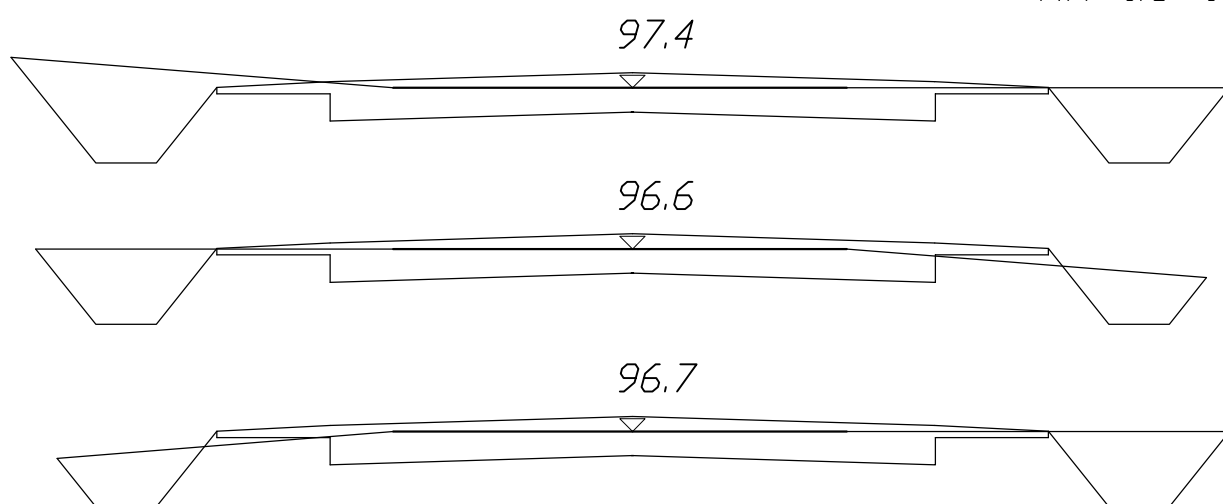
**PP5**

przekroje poprzeczne na kilometrażu

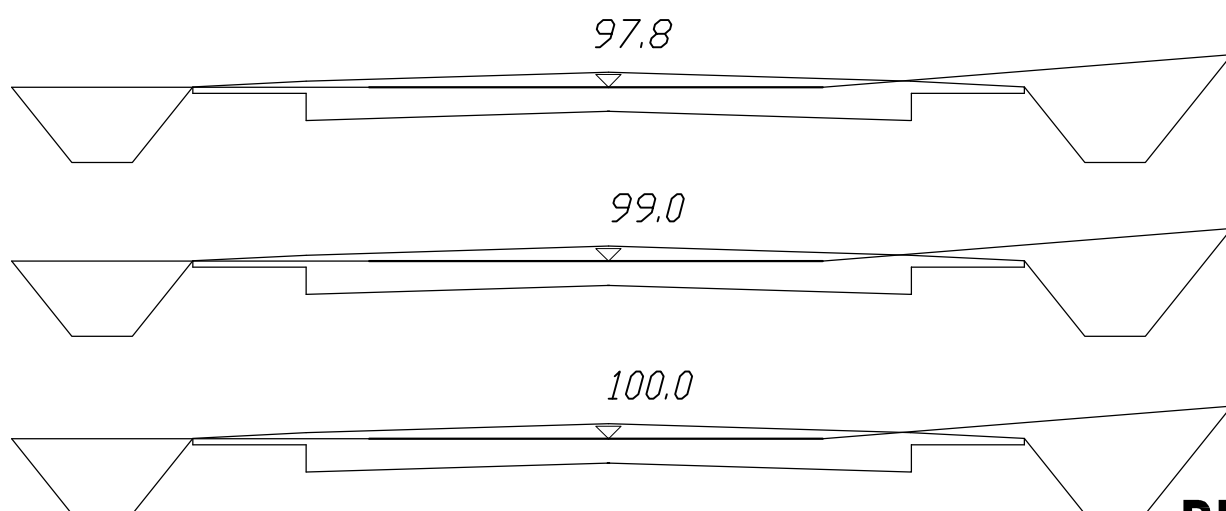
KM do 0+400



KM do 0+500



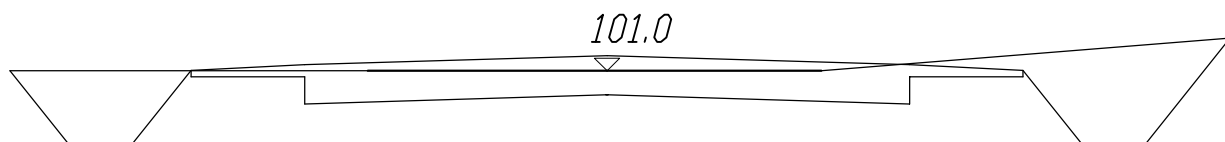
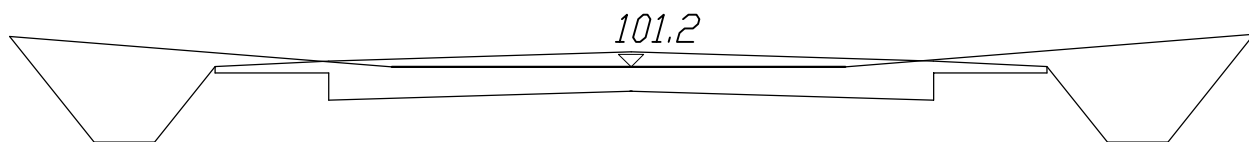
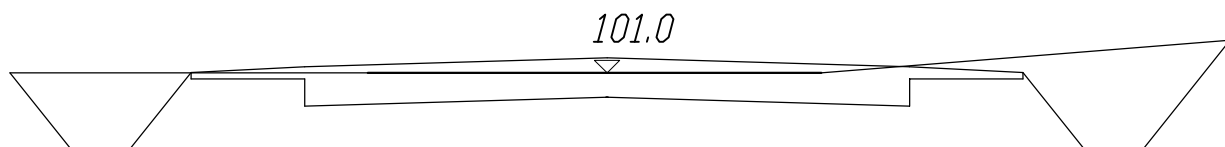
KM do 0+600



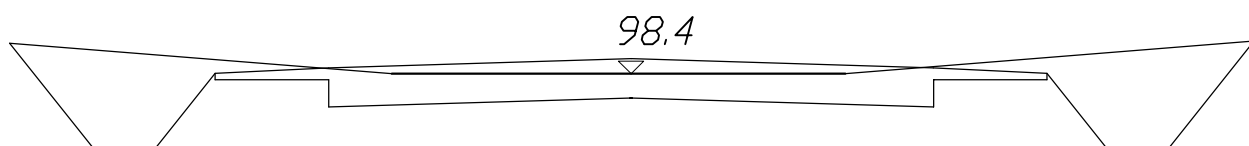
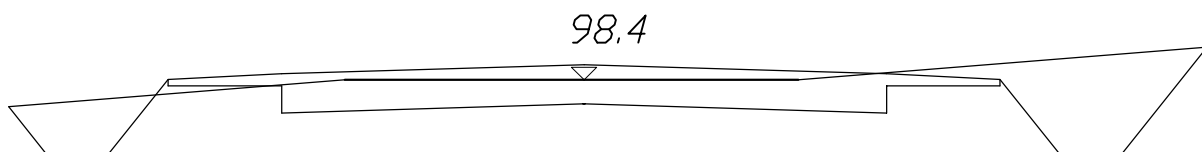
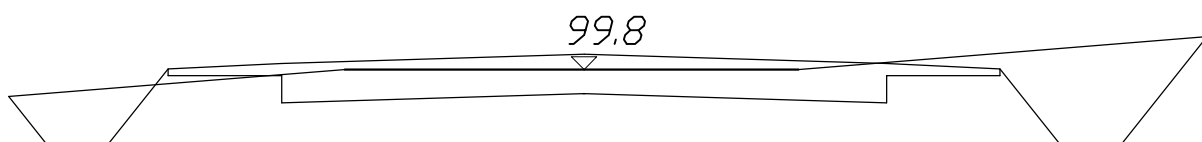
**PP6**

przekroje poprzeczne na kilometrażu

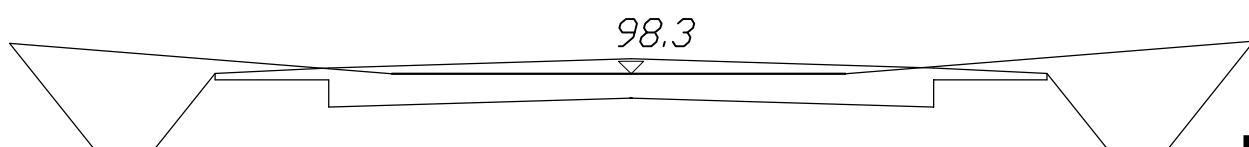
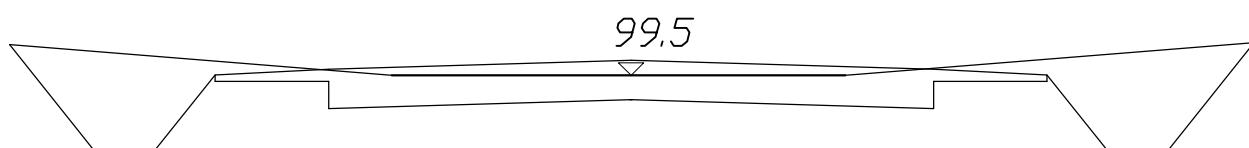
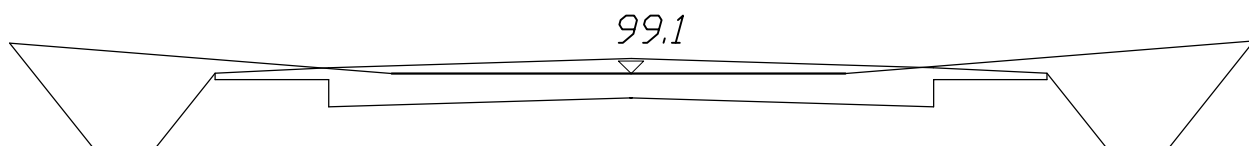
KM do 0+700



KM do 0+800



KM do 0+900

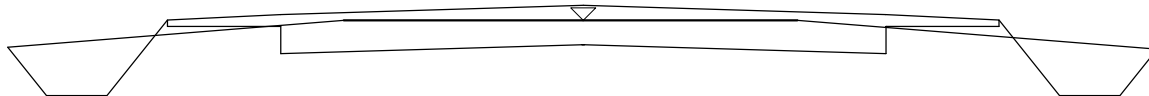


**PP7**

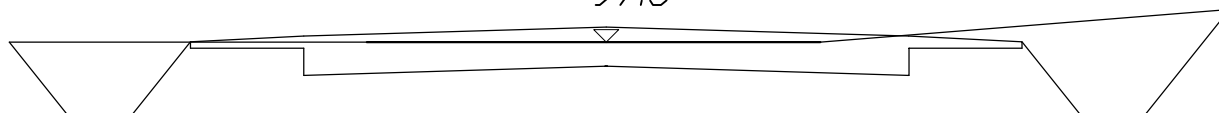
przekroje poprzeczne na kilometrażu

KM do 1+000

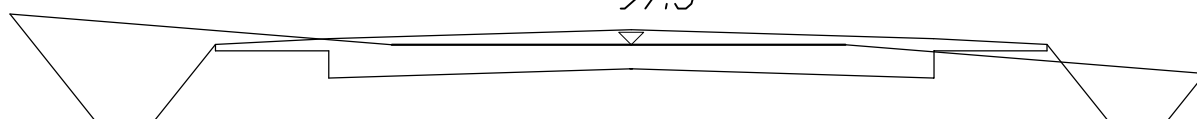
97.6



97.3



97.5

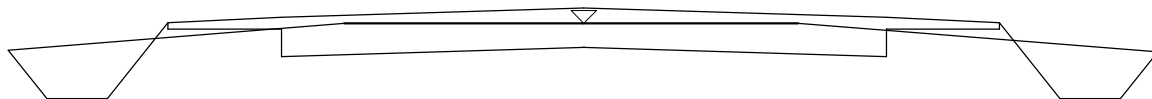


**PP8**

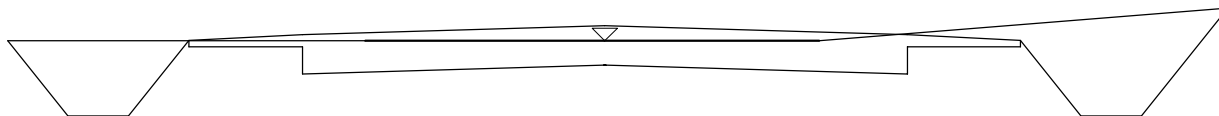
przekroje poprzeczne na kilometrażu

KM 1+00 do 1+100

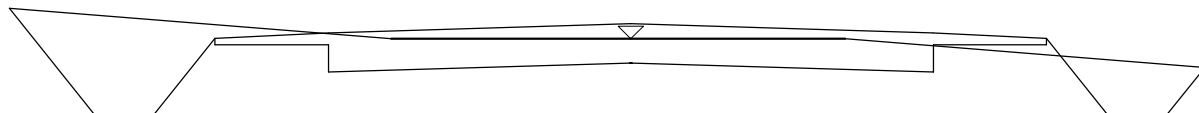
97,3



96,6

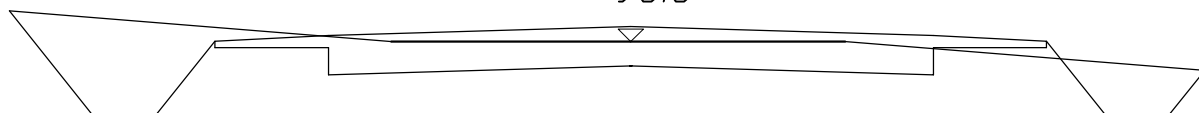


96,3

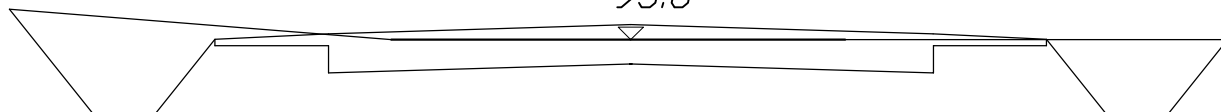


KM do 1+200

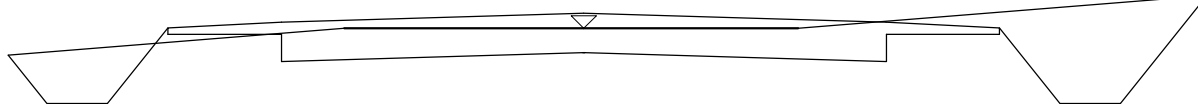
96,3



95,8

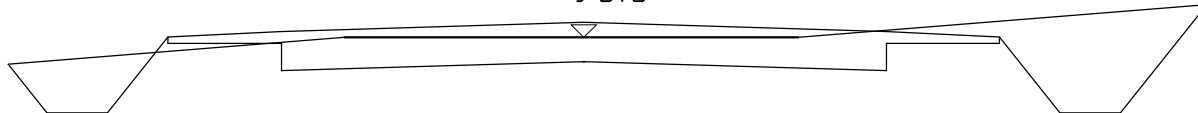


95,4

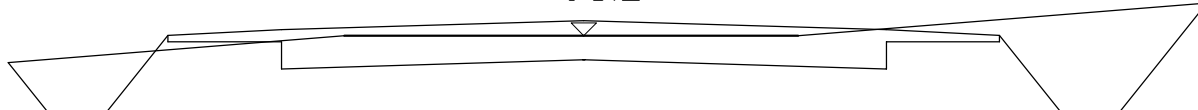


KM do 1+300

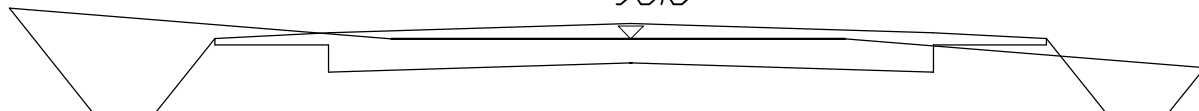
95,6



96,2



96,8

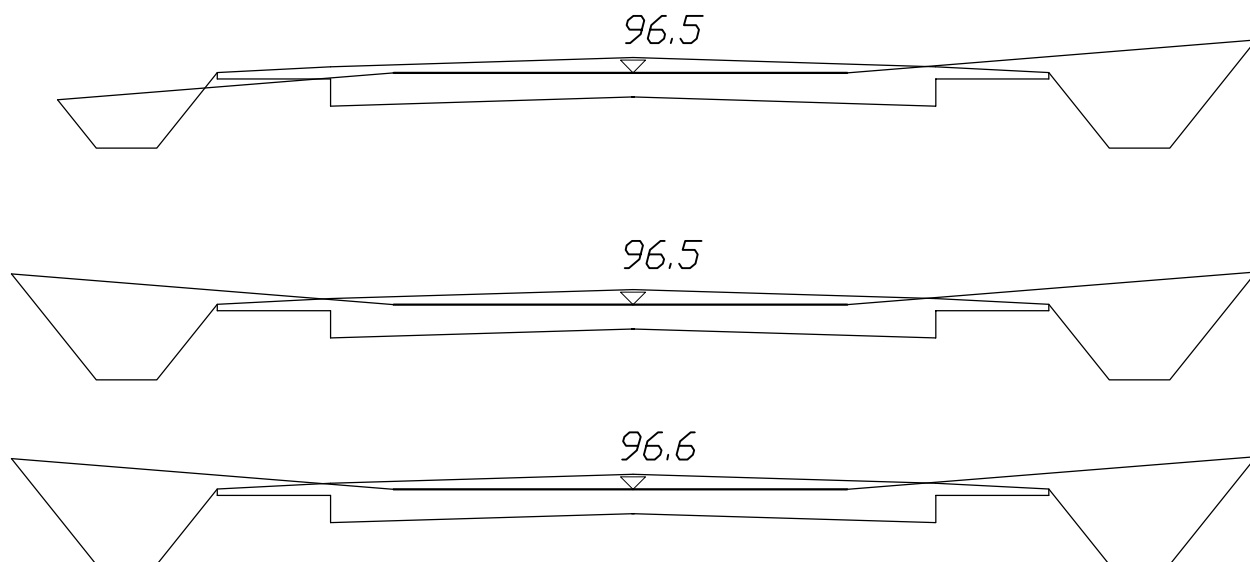


**PP9**

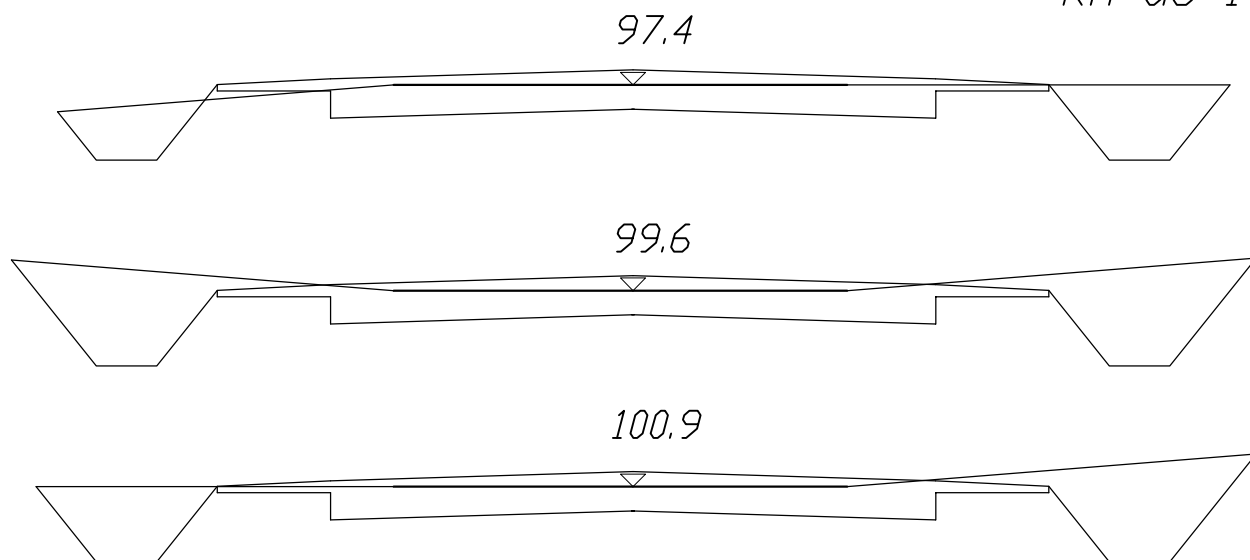
przekroje poprzeczne na kilometrażu



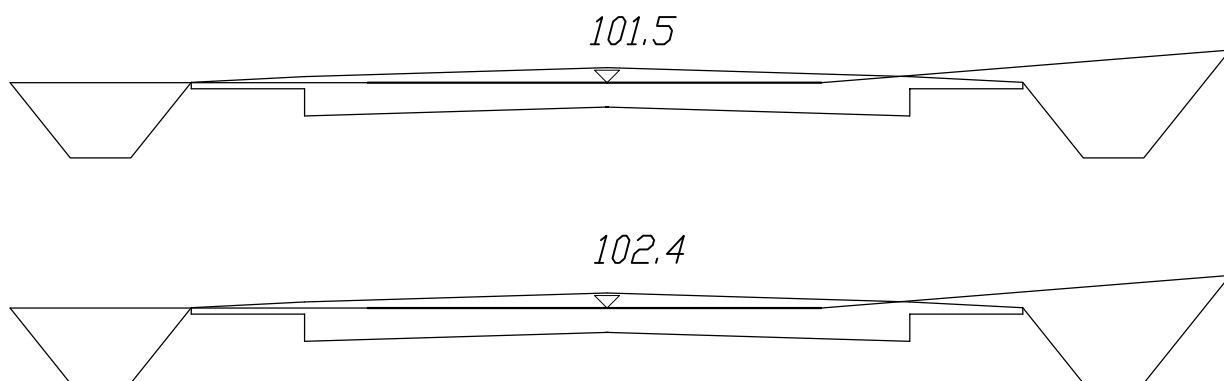
KM do 1+400



KM do 1+500



KM do 1+600

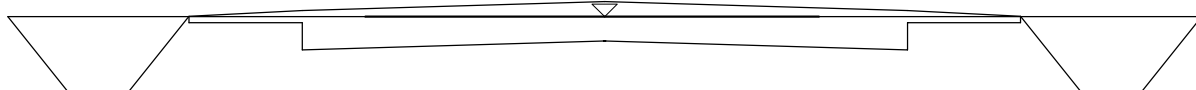


**PP10**

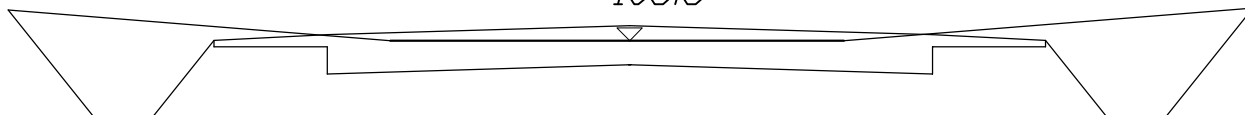
przekroje poprzeczne na kilometrażu

KM do 1+700

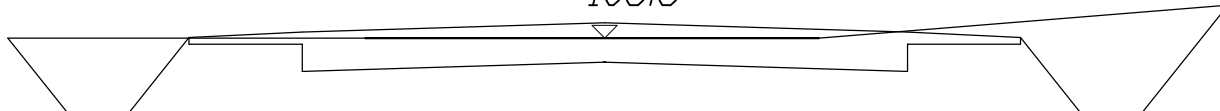
103.9



103.6

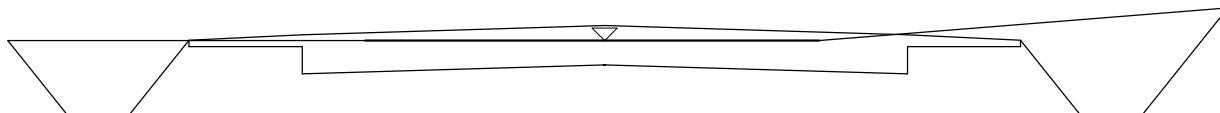


103.5

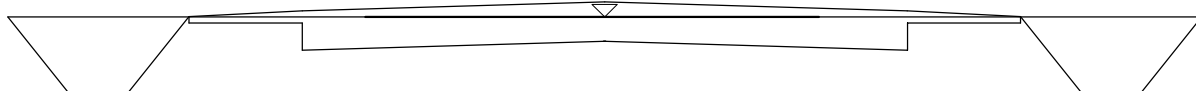


KM do 1+800

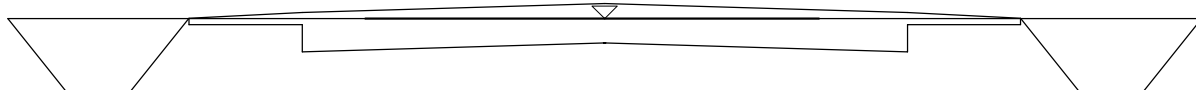
103.3



103.4

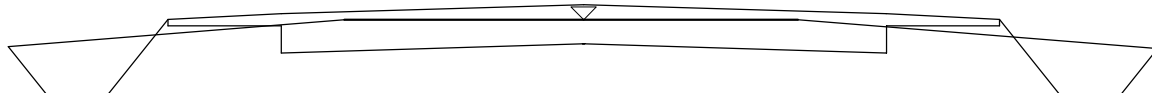


103.2

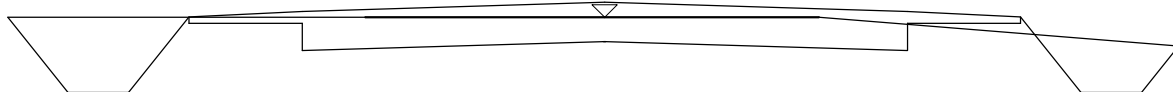


KM do 1+900

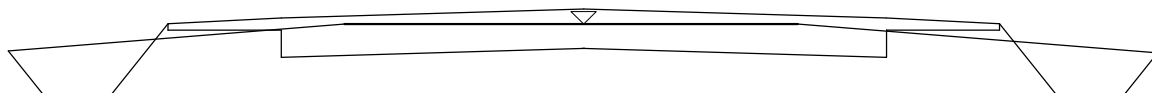
102.3



101.1



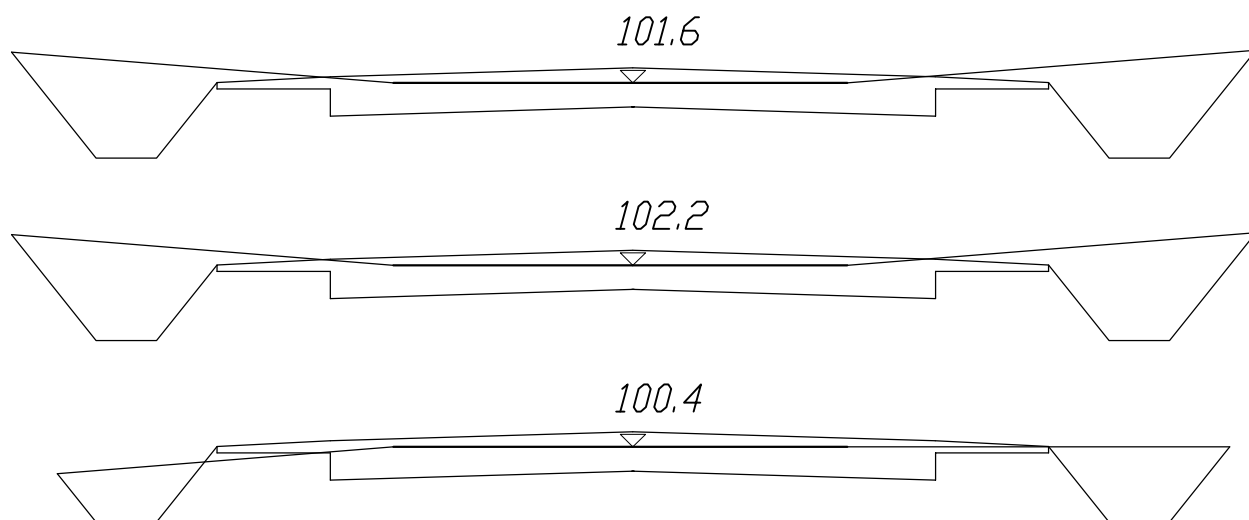
100.8



**PP11**

przekroje poprzeczne na kilometrażu

KM do 2+000

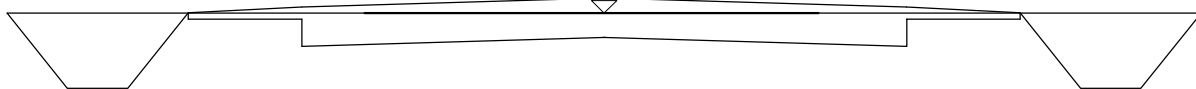


**PP12**

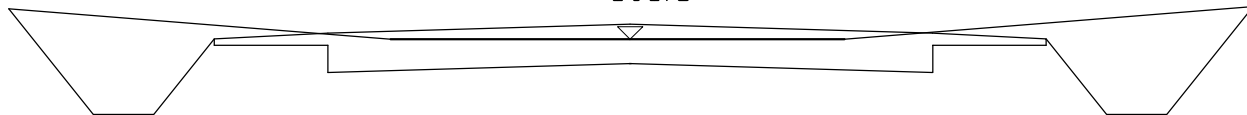
przekroje poprzeczne na kilometrażu

KM 2+00 do 2+100

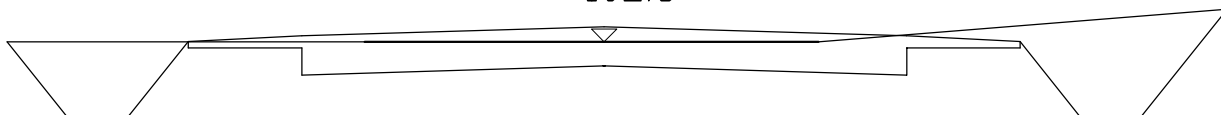
100.0



101.5

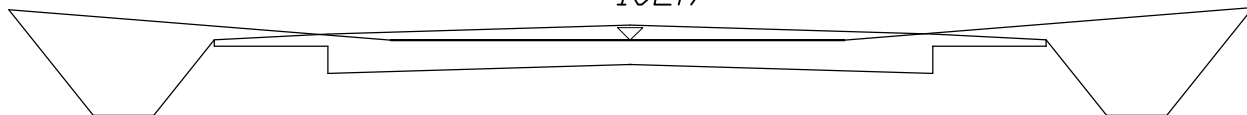


102.5

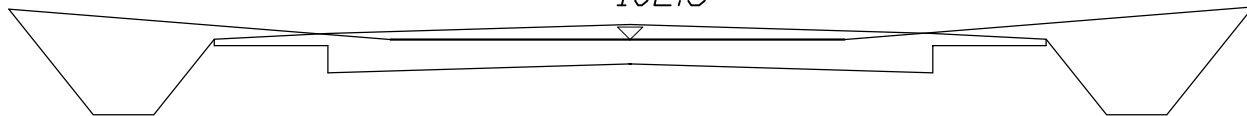


KM do 2+200

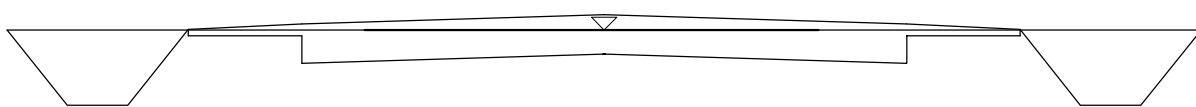
102.7



102.3

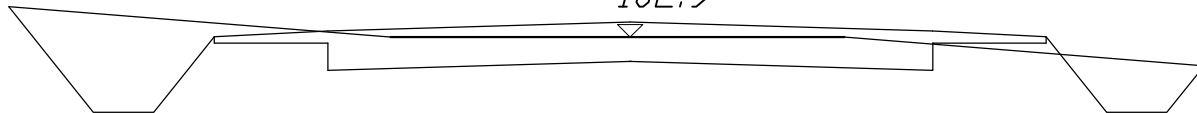


102.0

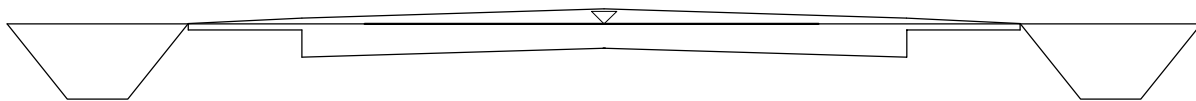


KM do 2+300

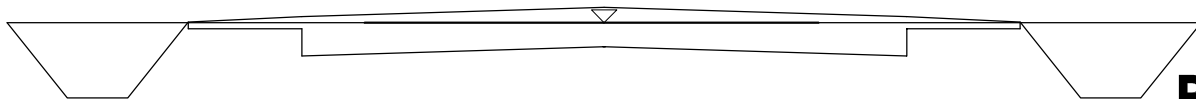
102.9



102.5



102.5

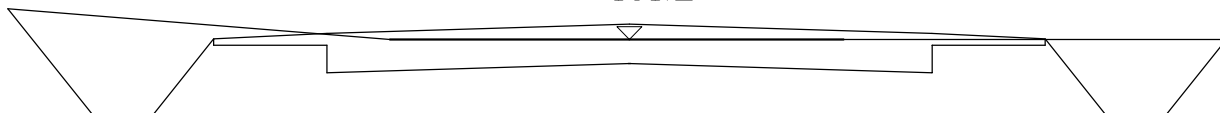


**PP13**

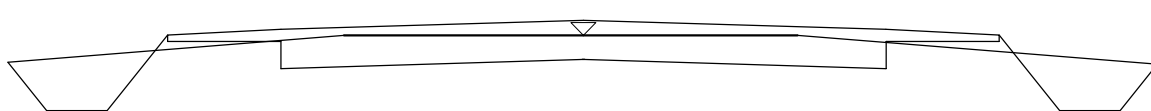
przekroje poprzeczne na kilometrażu

KM do 2+400

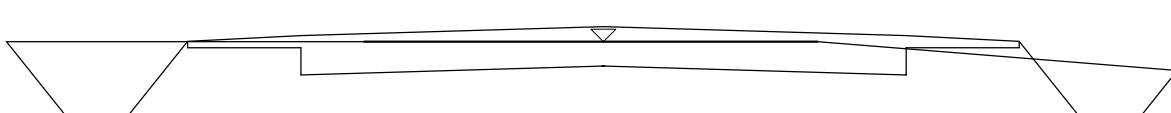
101.2



101.3

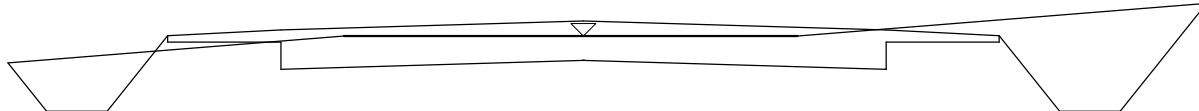


101.1

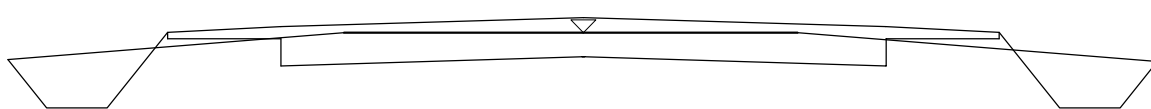


KM do 2+500

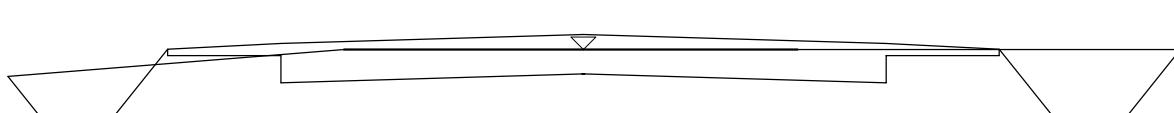
100.5



100.8

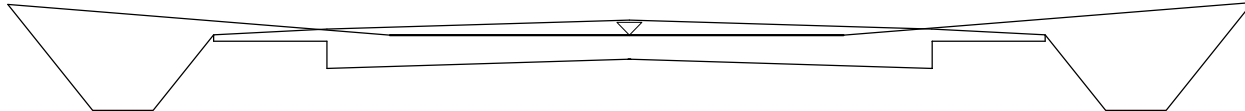


101.9

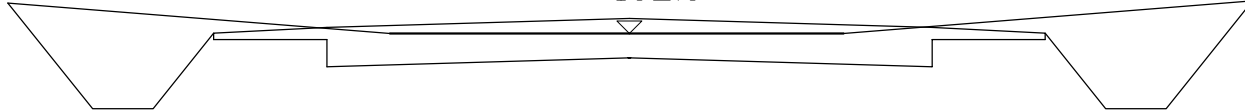


KM do 2+600

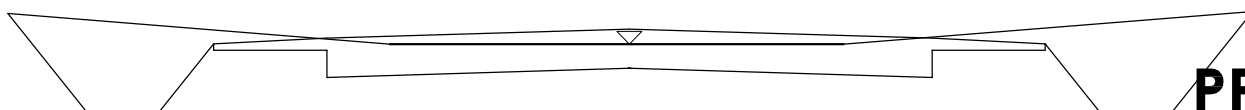
101.7



102.0



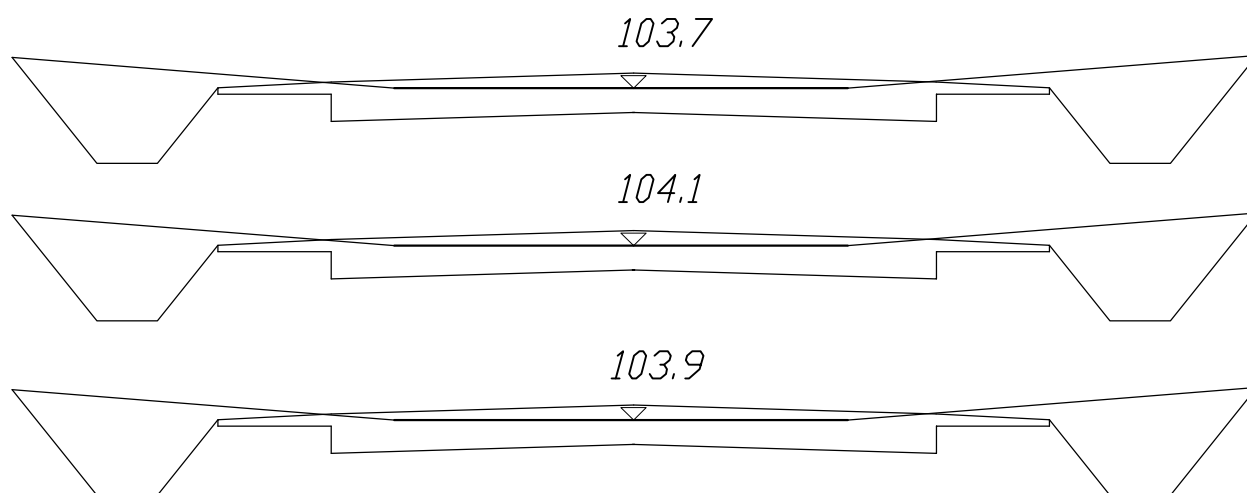
102.0



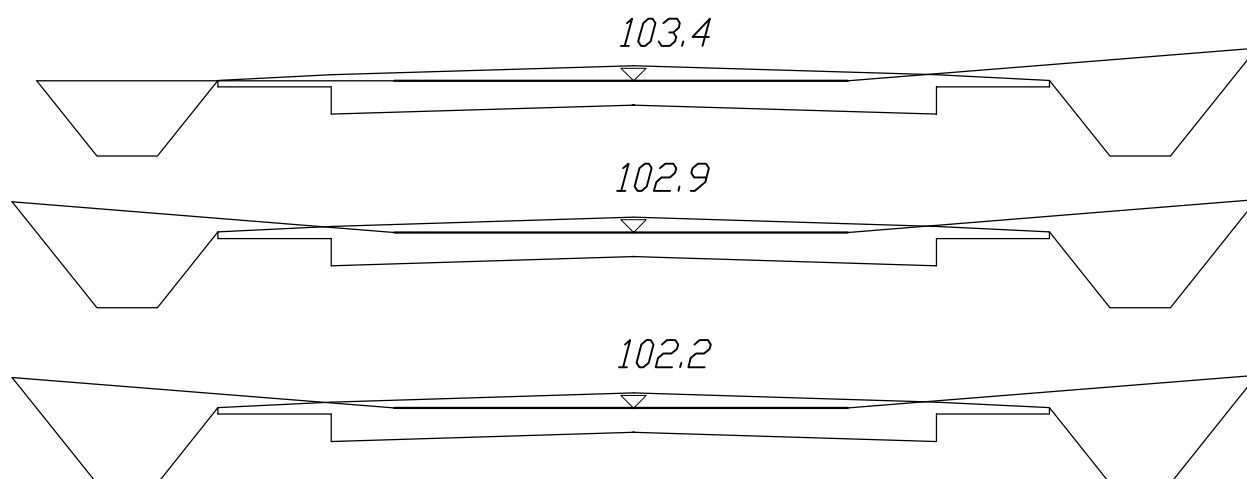
**PP14**

przekroje poprzeczne na kilometrażu

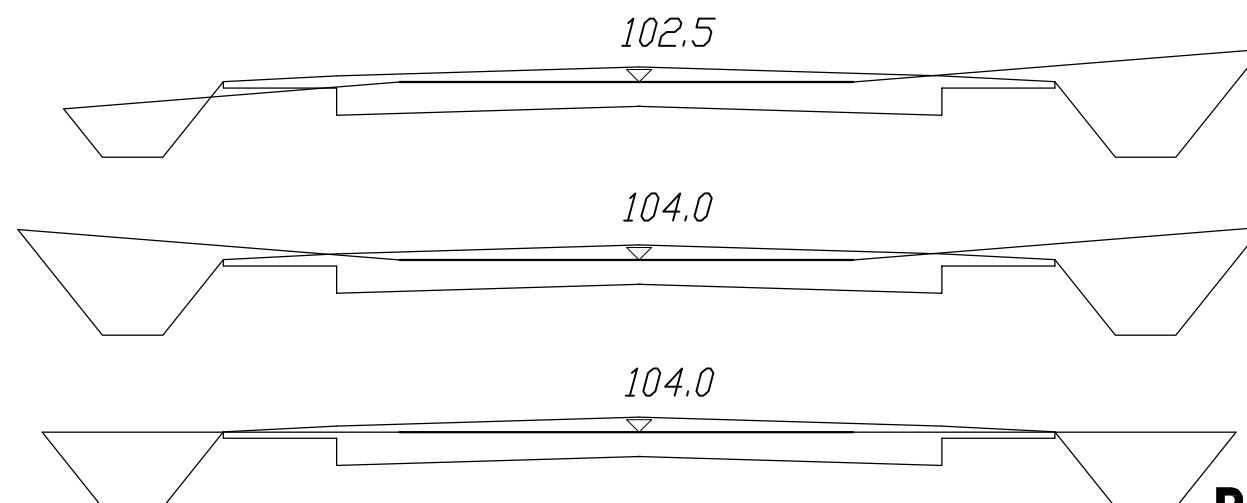
KM do 2+700



KM do 2+800



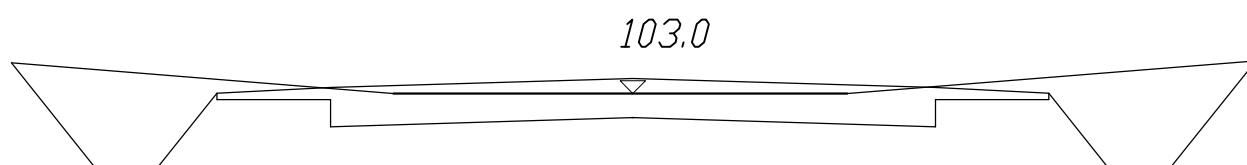
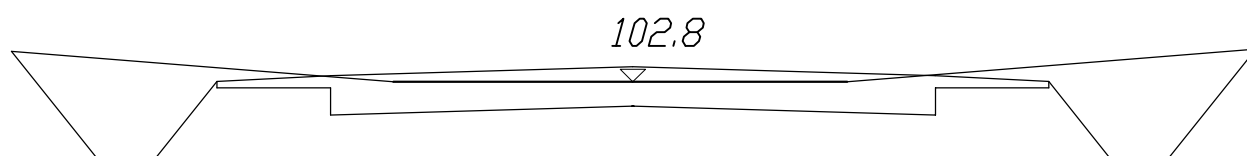
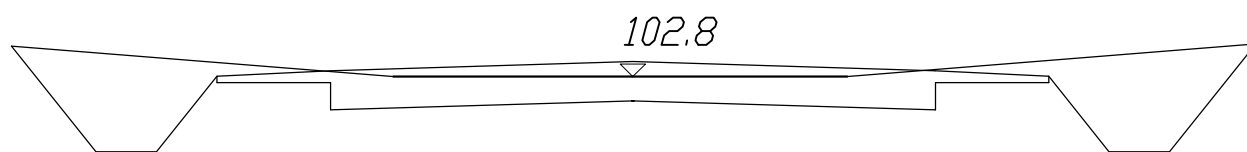
KM do 2+900



**PP15**

przekroje poprzeczne na kilometrażu

KM do 3+000

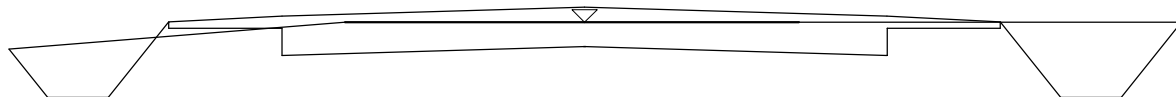


**PP16**

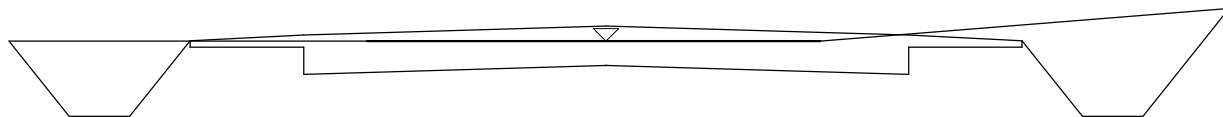
przekroje poprzeczne na kilometrażu

KM 3+00 do 3+100

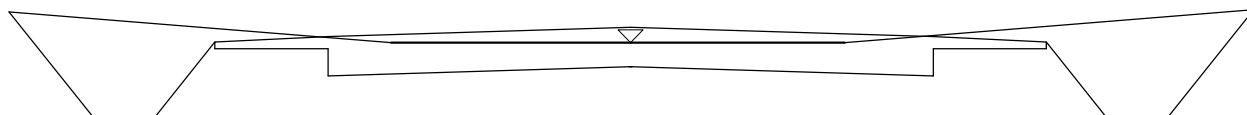
103.3



103.6

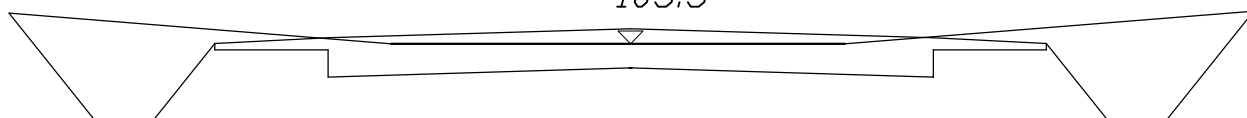


105.0

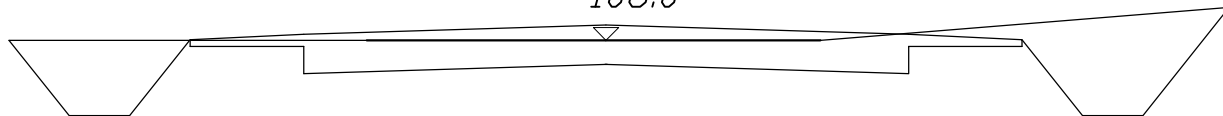


KM do 3+200

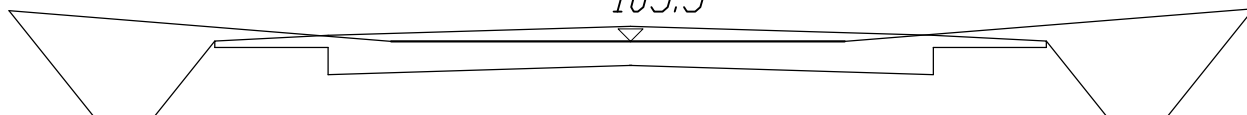
105.5



106.0

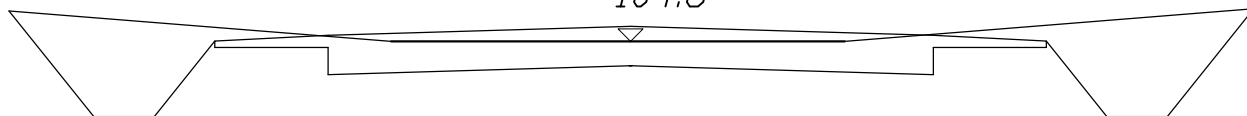


105.5

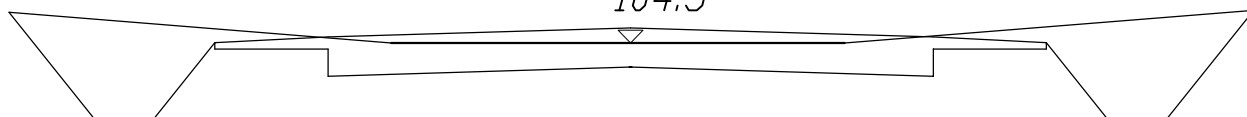


KM do 3+300

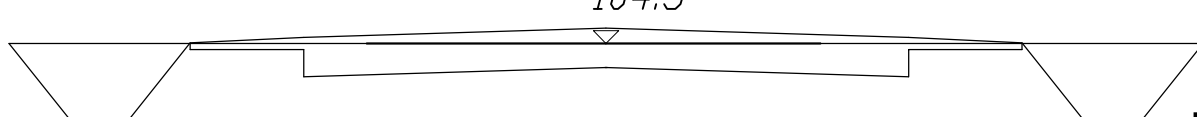
104.8



104.5



104.5



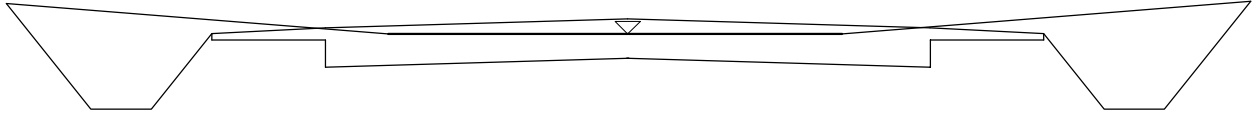
**PP17**

przekroje poprzeczne na kilometrażu

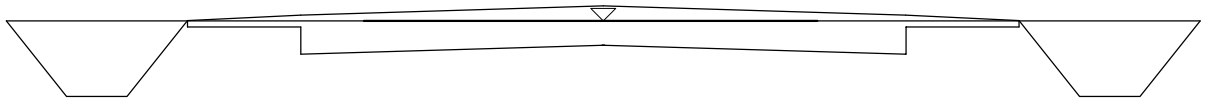


KM do 3+400

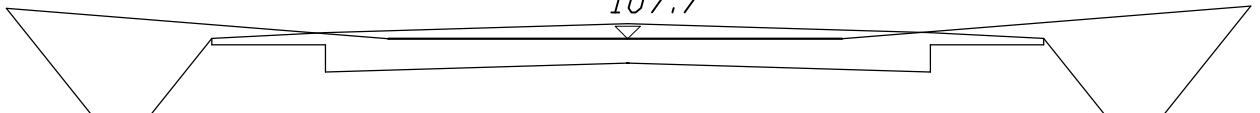
105.1



106.2

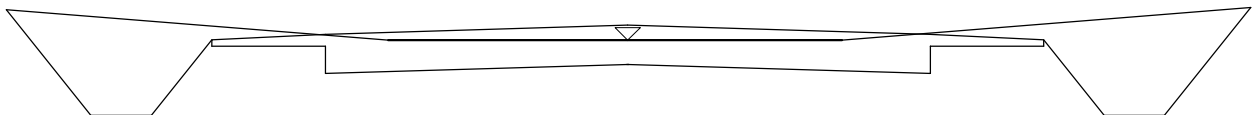


107.7

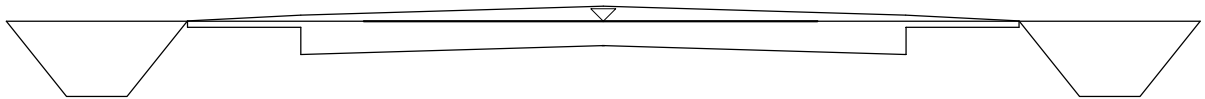


KM do 3+500

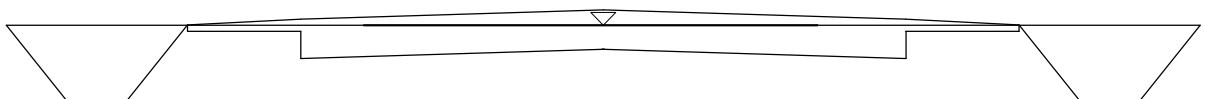
109.3



109.0

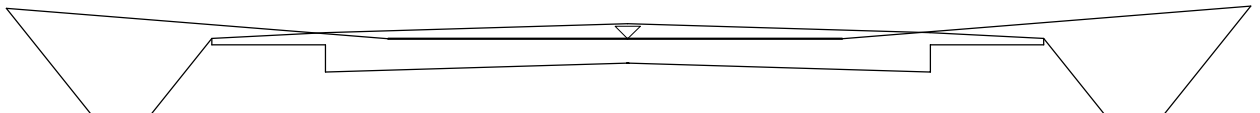


109.4

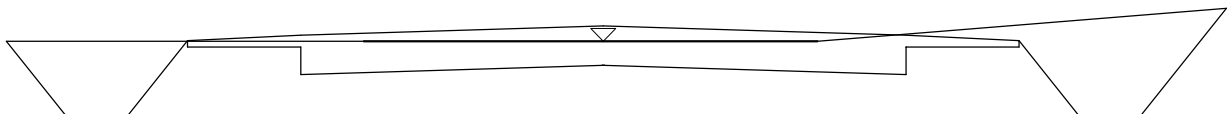


KM do 3+600

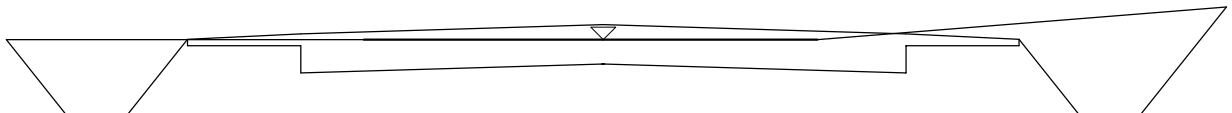
109.1



109.2



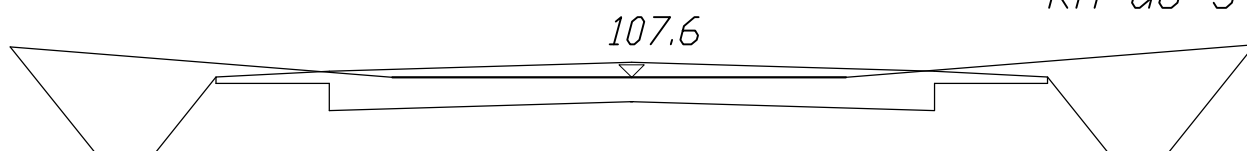
108.4



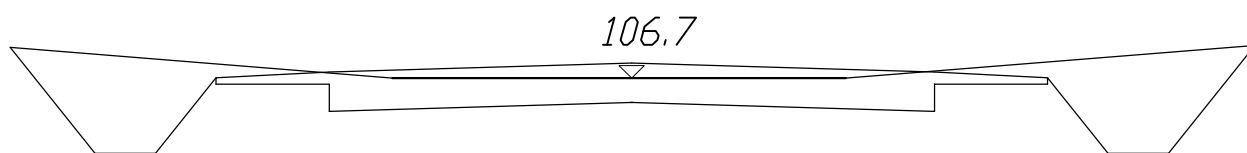
**PP18**

przekroje poprzeczne na kilometrażu

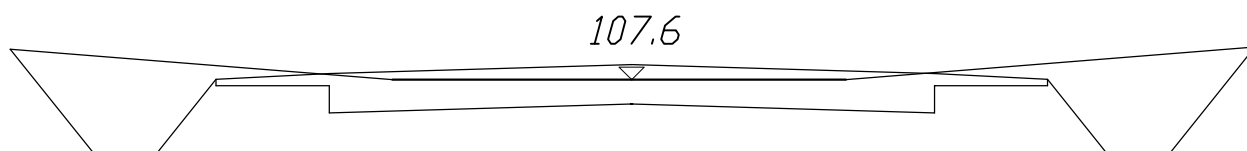
KM do 3+700



106.7

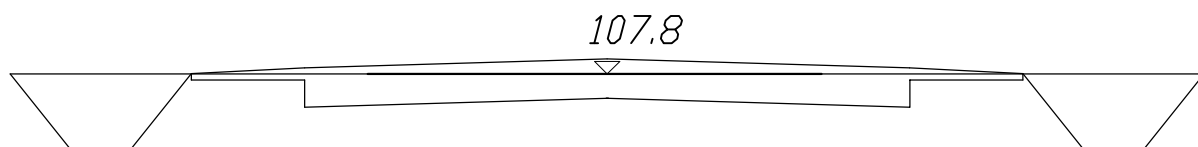


107.6

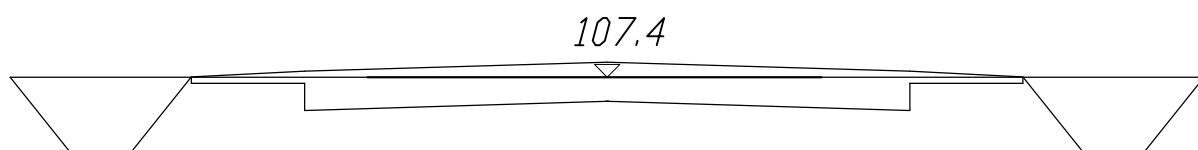


KM do 3+800

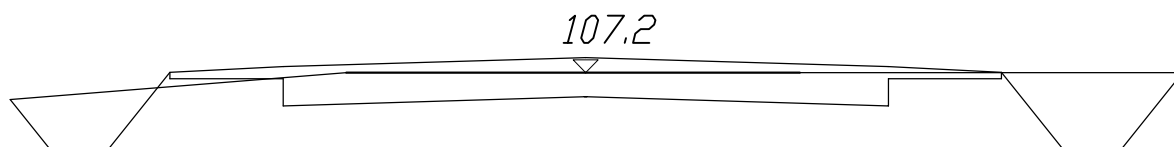
107.8



107.4

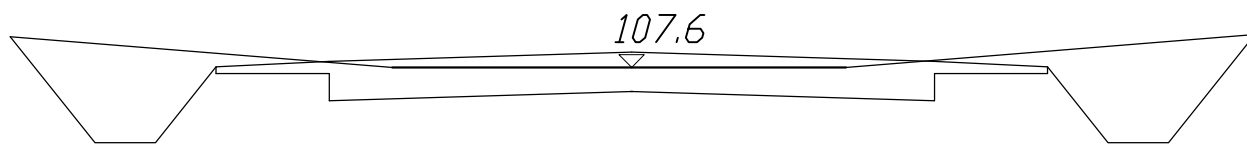


107.2

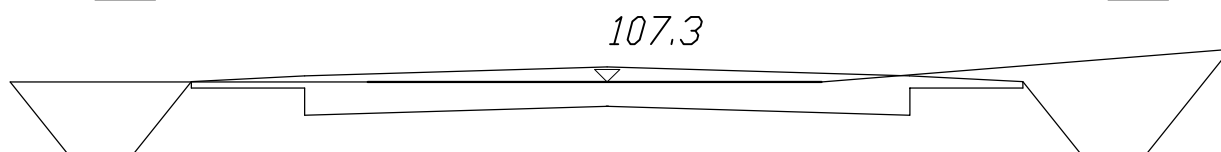


KM do 3+900

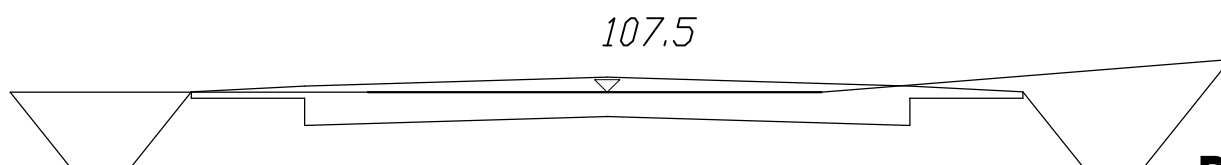
107.6



107.3



107.5



**PP19**

przekroje poprzeczne na kilometrażu