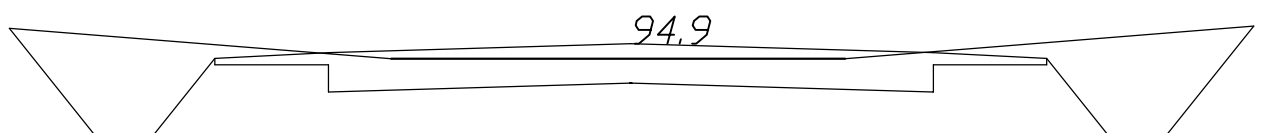
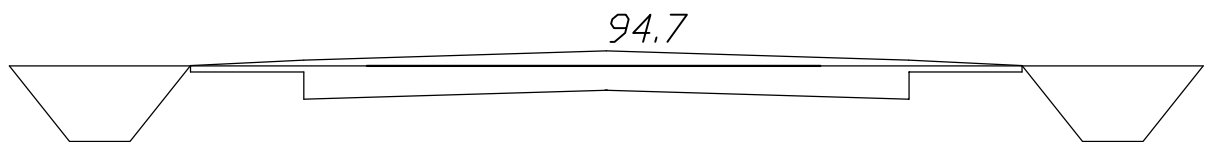
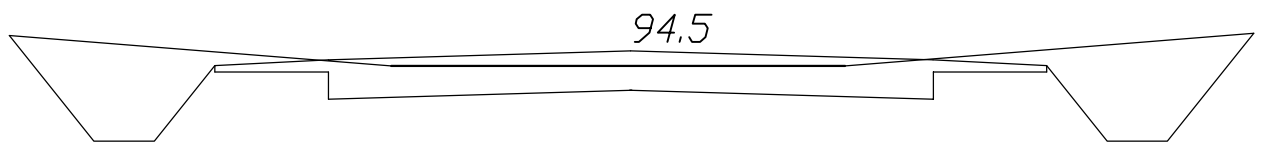
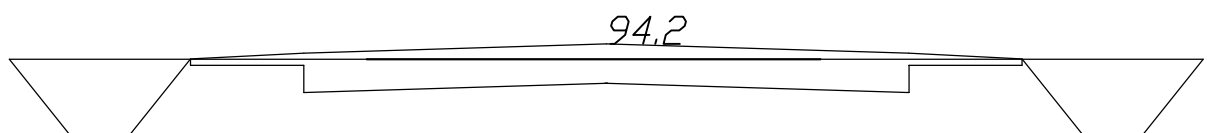
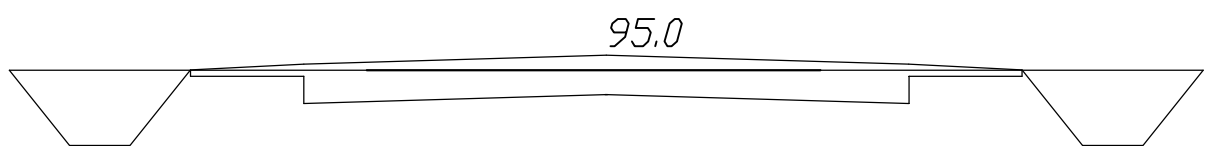
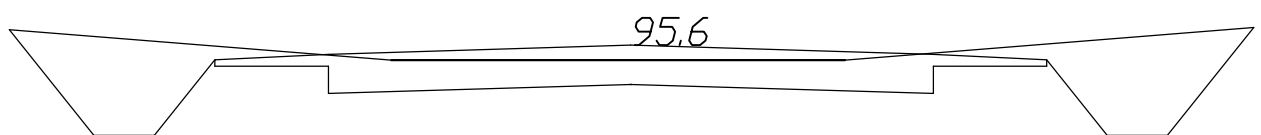


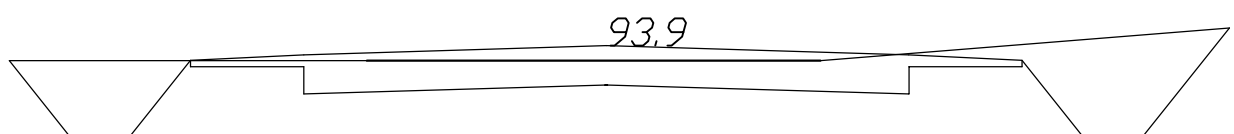
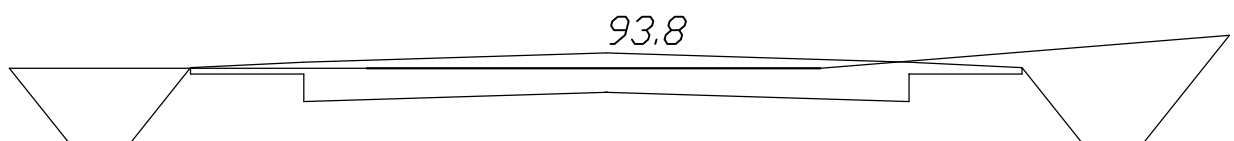
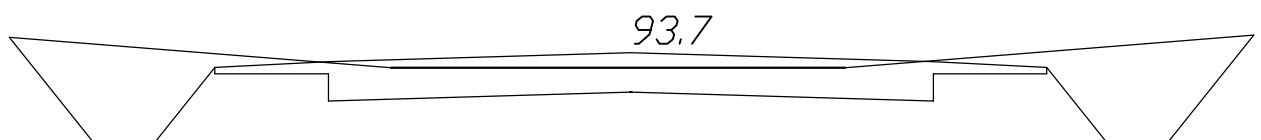
KM do 3+400



KM do 3+500



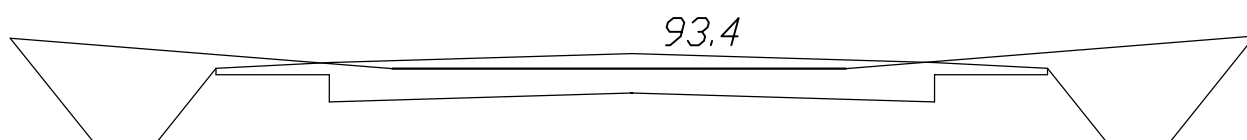
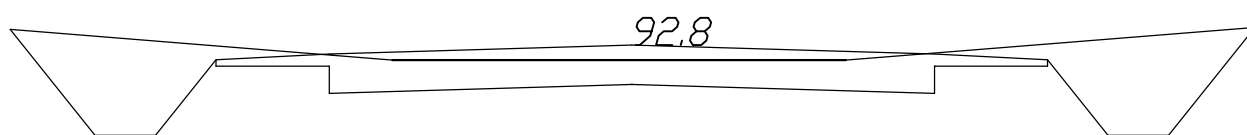
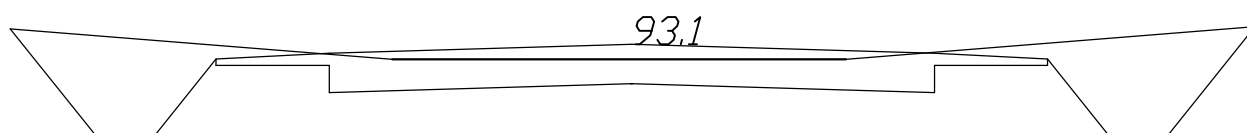
KM do 3+600



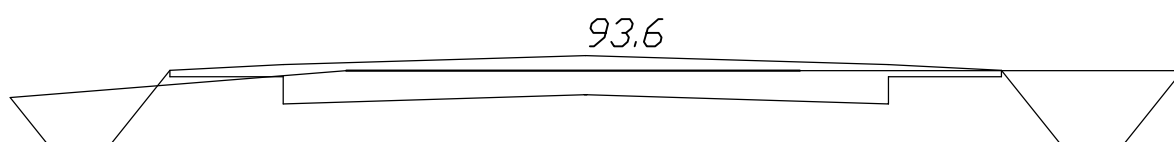
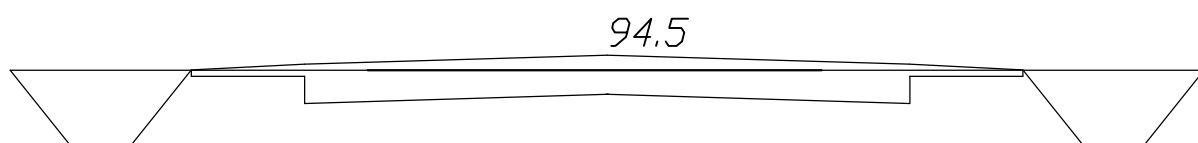
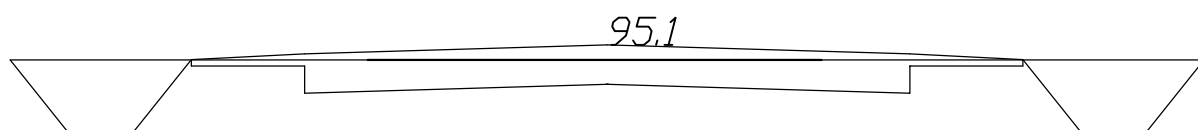
**PP18**

przekroje poprzeczne na kilometrażu

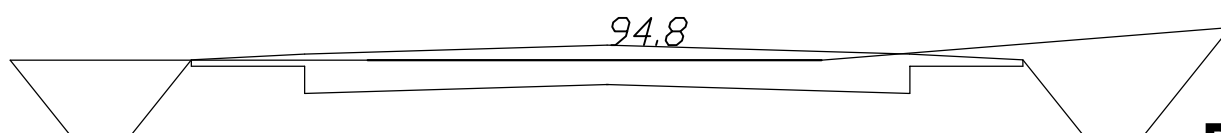
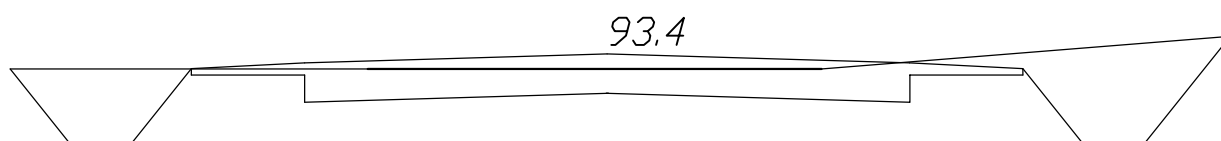
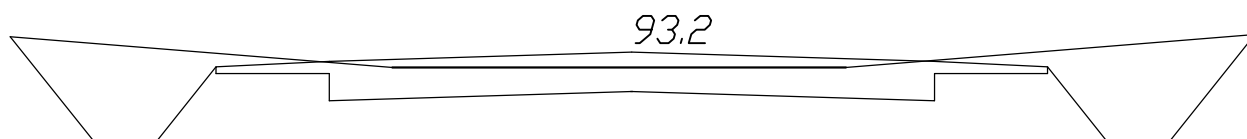
KM do 3+700



KM do 3+800



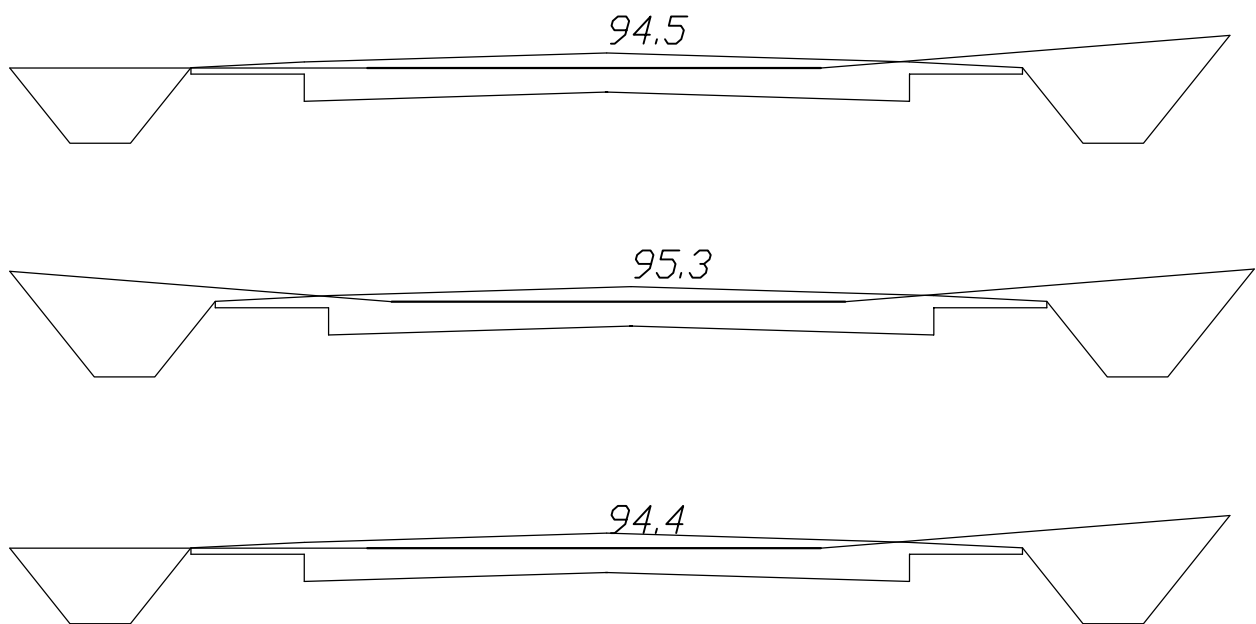
KM do 3+900



**PP19**

przekroje poprzeczne na kilometrażu

KM do 4+000



**PP20**

przekroje poprzeczne na kilometrażu

KM 4+00 do 4+100

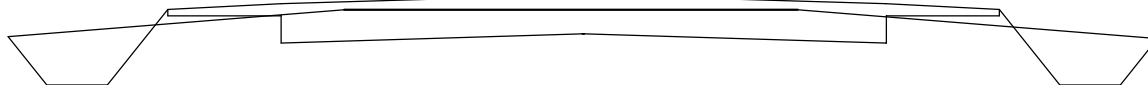
94.6



94.1

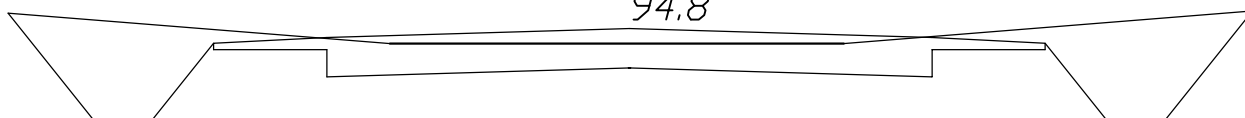


94.6

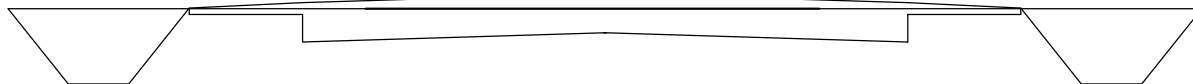


KM do 4+200

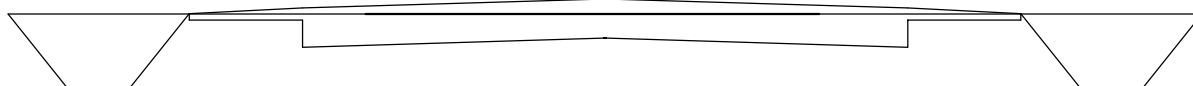
94.8



95.3

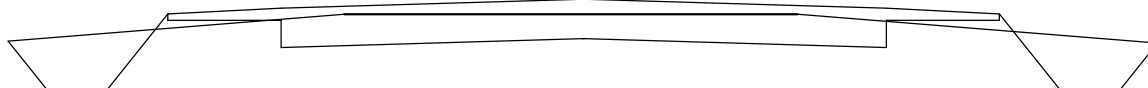


94.5



KM do 4+300

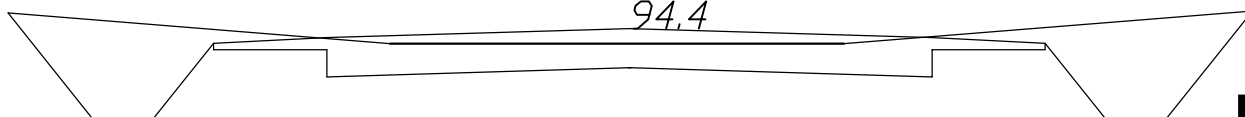
94.0



93.9



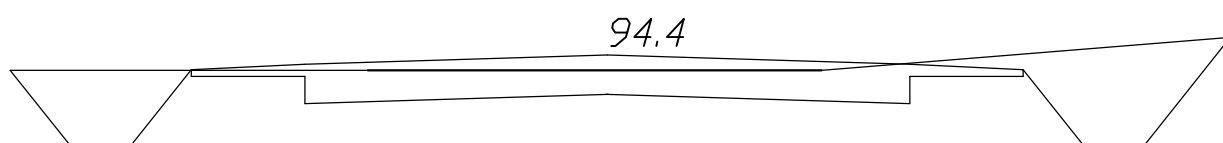
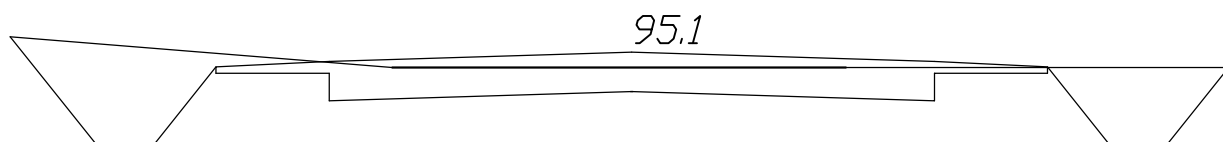
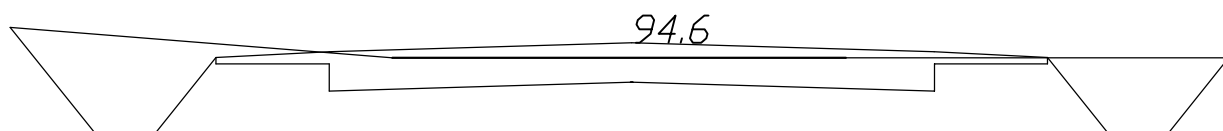
94.4



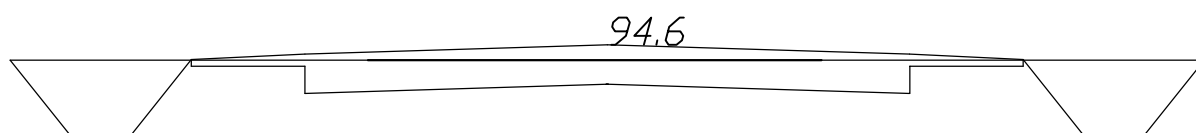
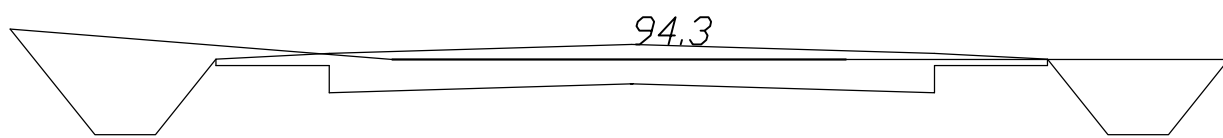
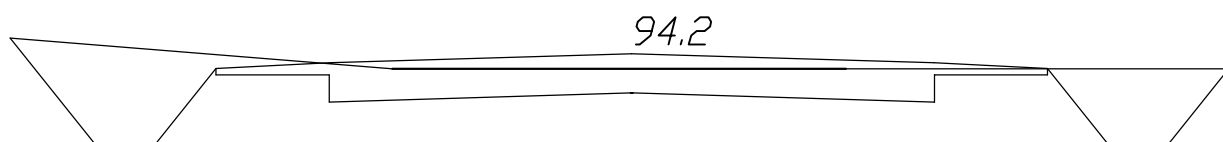
**PP21**

przekroje poprzeczne na kilometrażu

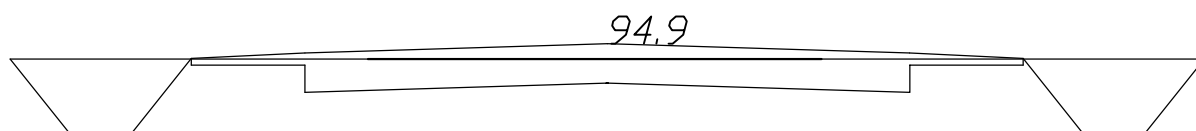
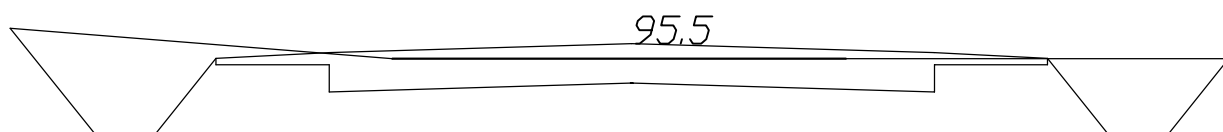
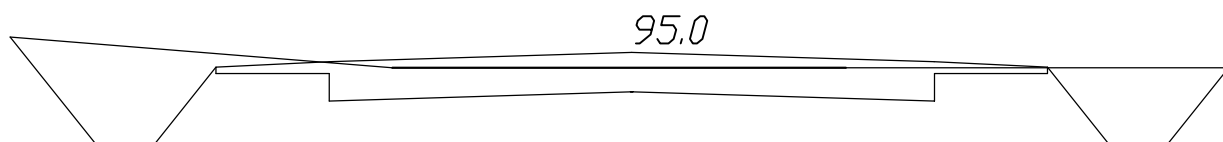
KM do 4+400



KM do 4+500



KM do 4+600

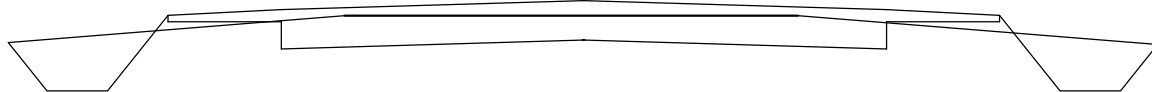


**PP22**

przekroje poprzeczne na kilometrażu

KM do 4+700

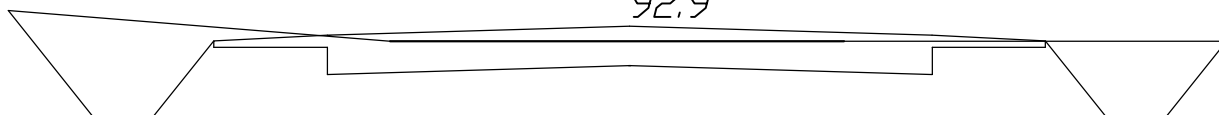
94.9



93.8



92.9

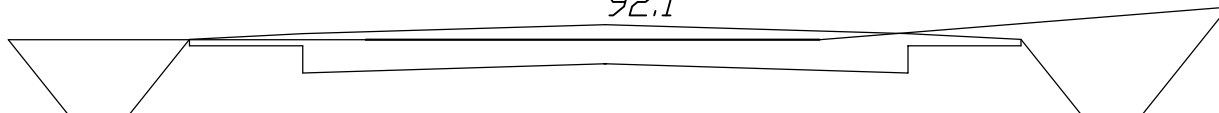


KM do 4+800

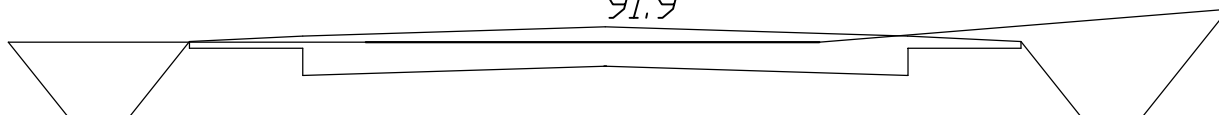
92.6



92.1

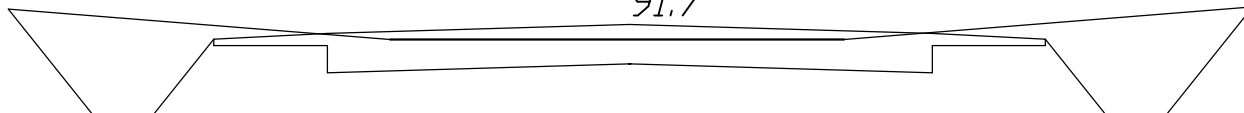


91.9

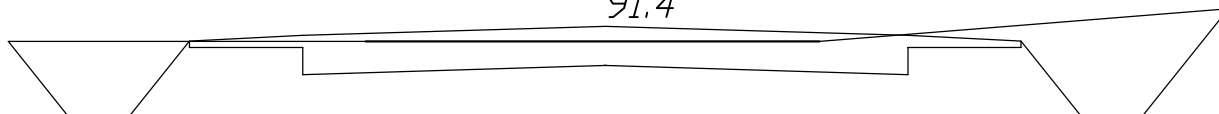


KM do 4+900

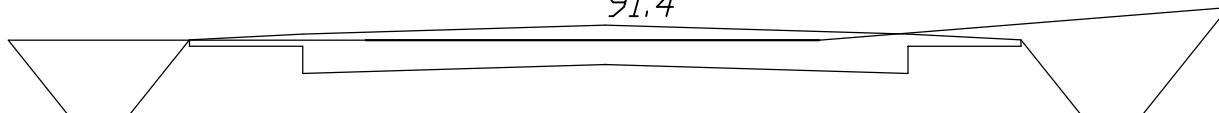
91.7



91.4



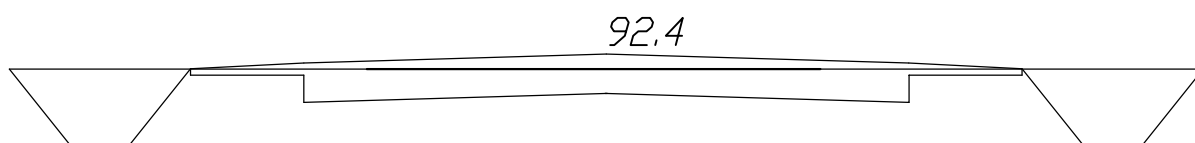
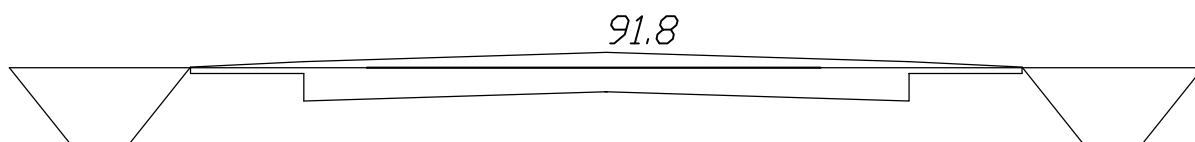
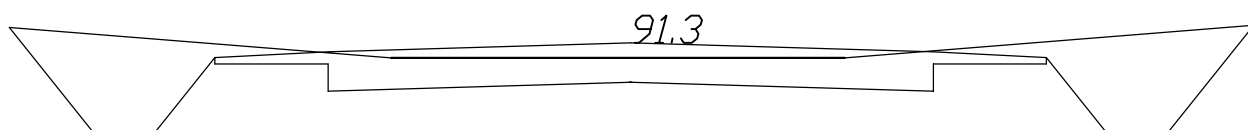
91.4



**PP23**

przekroje poprzeczne na kilometrażu

KM do 5+000

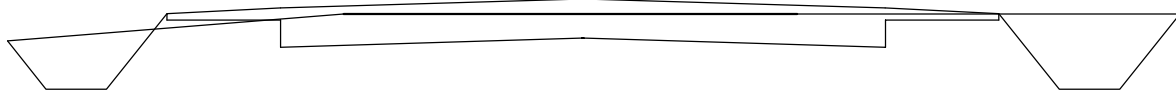


**PP24**

*przekroje poprzeczne na kilometrażu*

KM 5+00 do 5+100

91.7



91.5

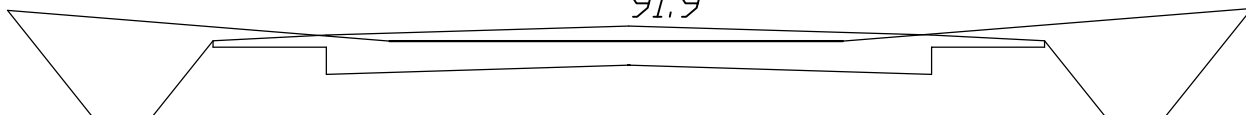


91.5



KM do 5+200

91.9



92.9



92.9



KM do 5+300

92.5



91.7



90.3

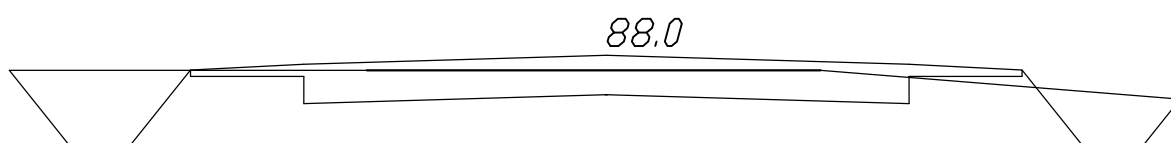
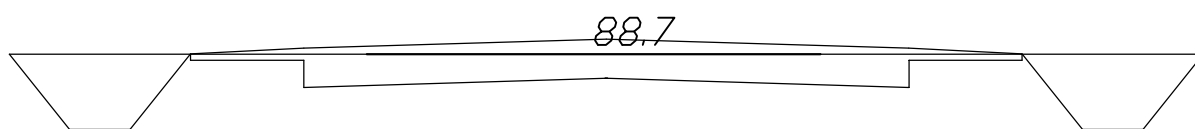
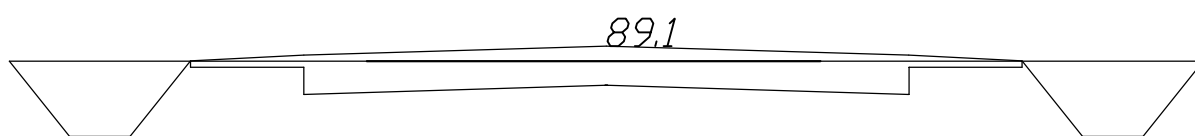


**PP25**

przekroje poprzeczne na kilometrażu



KM do 5+400



**PP26**

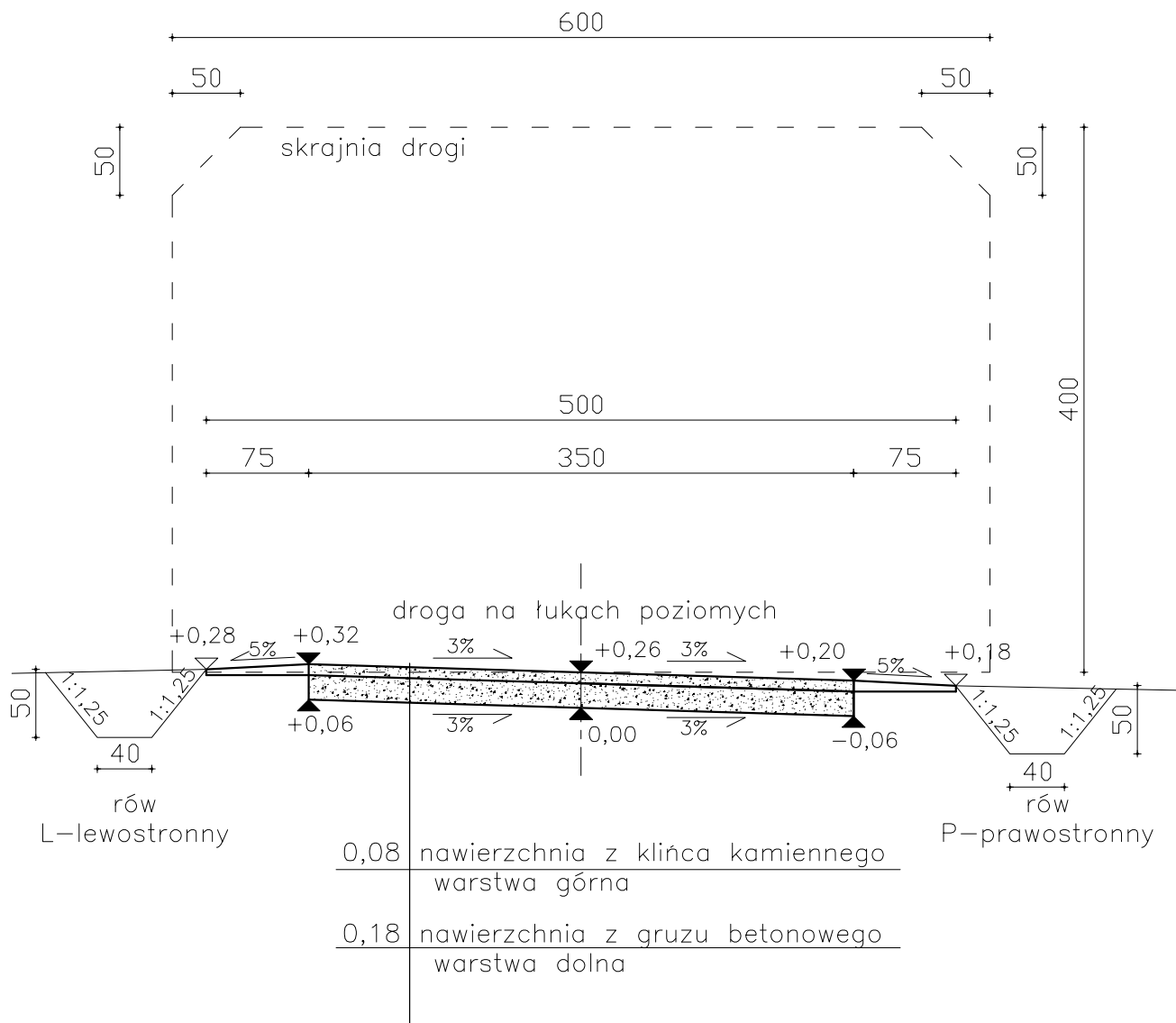
przekroje poprzeczne na kilometrażu

Technical drawing of a road cross-section. The road width is 600 cm, with 50 cm shoulders on each side. The road surface is composed of two layers: a 0.08 m thick layer of stone (warstwa górna) and a 0.18 m thick layer of concrete (warstwa dolna). The road is flanked by ditches (rów) with a width of 40 cm and a slope of 1:1.25. The road is labeled "L-lewostronny" (left-hand traffic) and "P-prawostronny" (right-hand traffic). The road surface is marked with elevations: +0.18, +0.20, +0.26, +0.20, +0.18. The road is flanked by ditches (rów) with a width of 40 cm and a slope of 1:1.25. The road is labeled "L-lewostronny" (left-hand traffic) and "P-prawostronny" (right-hand traffic). The road surface is marked with elevations: +0.18, +0.20, +0.26, +0.20, +0.18.

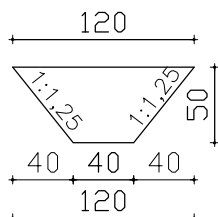
Diagram illustrating the cross-section of a ditch. The top width is 120, the bottom width is 120, and the height is 50. The side slopes are labeled 1:1.25. The bottom width is divided into three segments of 40 each.

|   |  |                                 |
|---|--|---------------------------------|
| BUDOWA DROGI LEŚNEJ   |  | SKALA:<br>1:50                  |
| BRANŻA  | DROGOWA  | DATA:<br>VIII-2015              |
| TYT. RYS.   | PRZEKRÓJ POPRZECZNY  |                                 |
| ADRES<br>BUDOWY   | DZ.: 191, 192 OBR. KOŚCIELNA JANIA,<br>DZ.: 206, 207, 208, 220/1, 221/1, 222, 223/1 OBR. LEŚNA JANIA,<br>DZ.: 223/2, 235/3, 236, 237/2, 237/3, 238, 252, 253, 237/5, 380<br>OBR. BUKOWINY. |                                 |
| 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="text-align: center;"> <h1 style="margin: 0;">D E B E X</h1> <p style="margin: 0;">ZAKŁAD USŁUG DOKUMENTACYJNYCH<br/>B U D O W N I C T W A</p> </div> |  | <h1 style="margin: 0;">PP1</h1> |

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

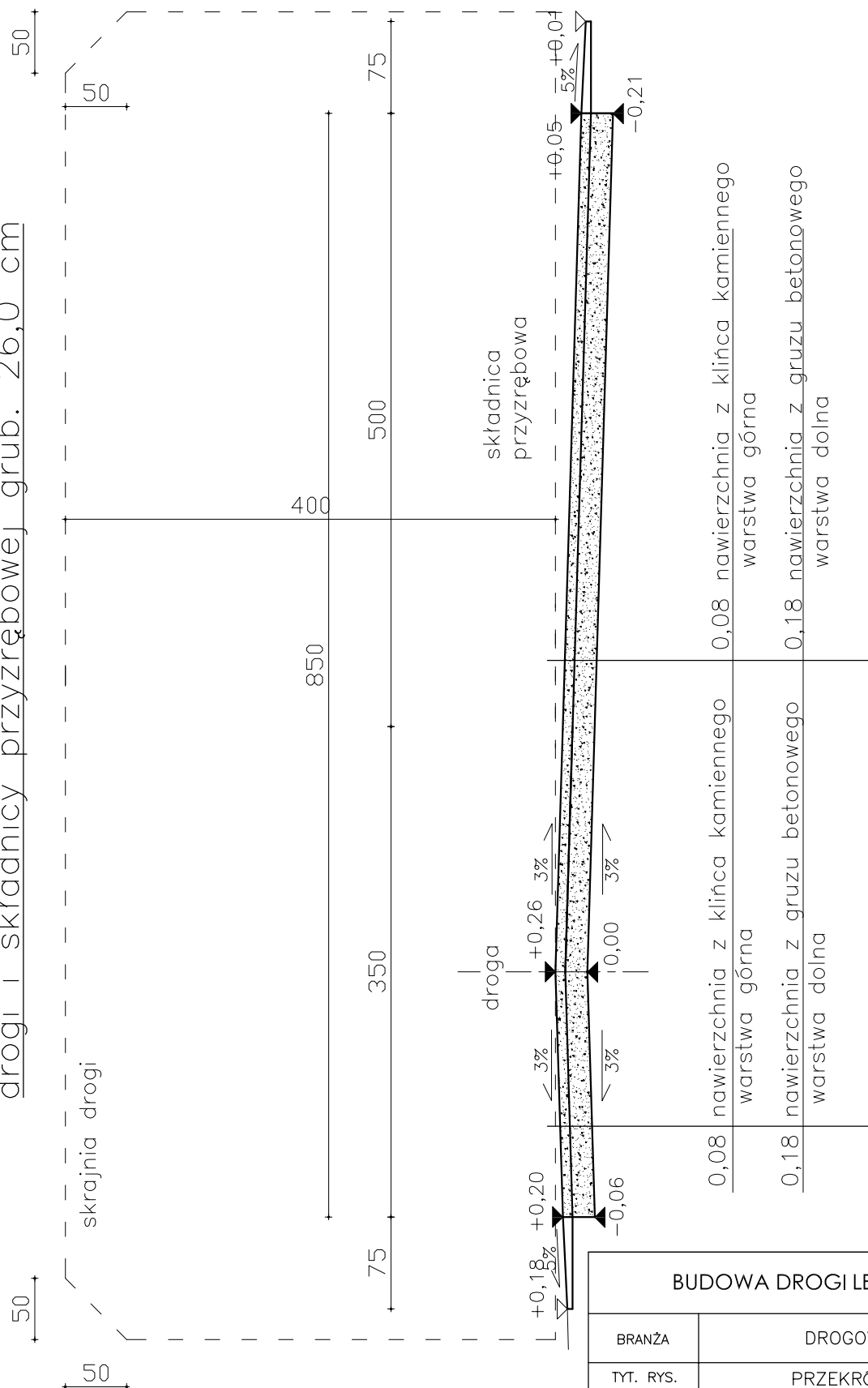


## GEOMETRIA ROWÓW



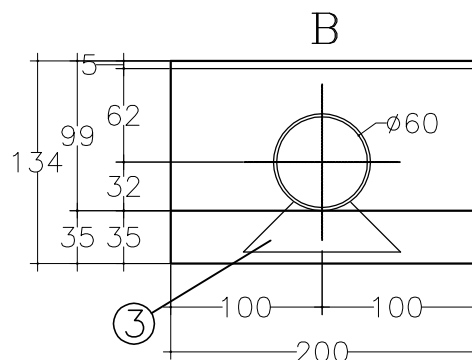
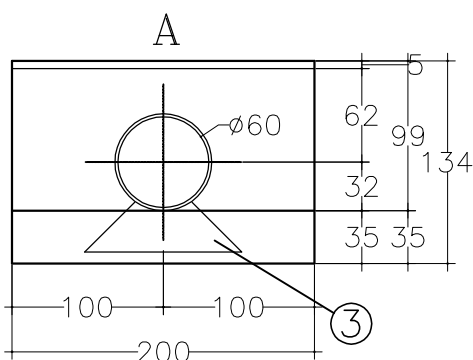
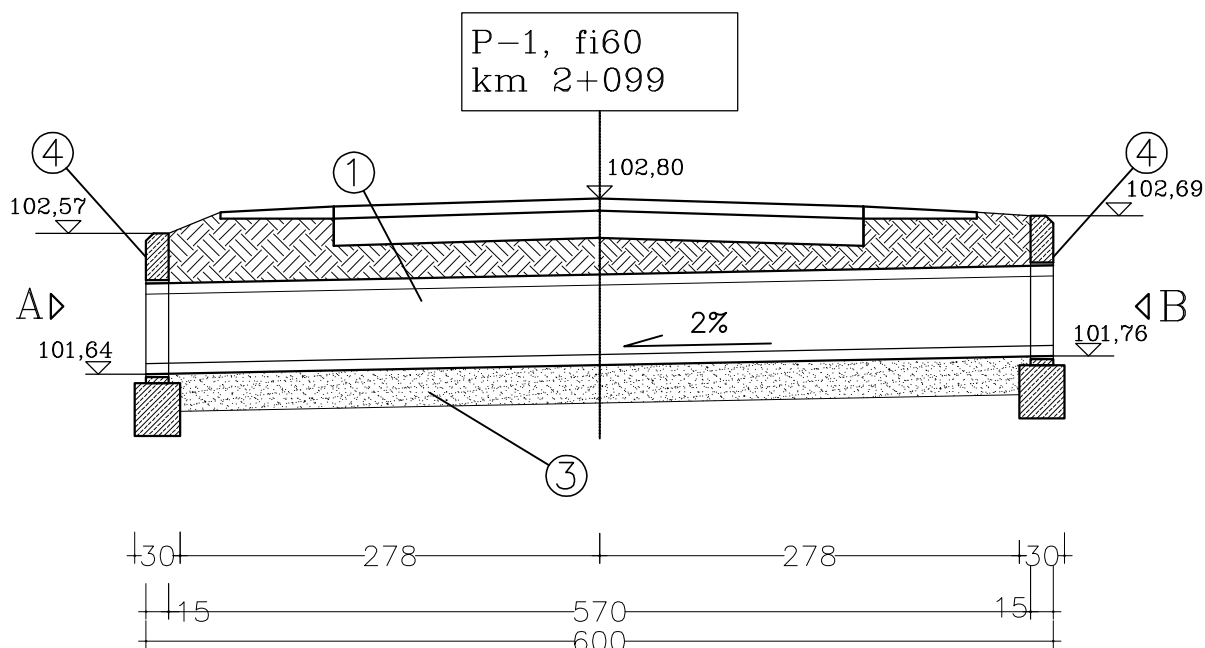
|   |   |                    |
|---|---|--------------------|
| BUDOWA DROGI LEŚNEJ   |   | SKALA:<br>1:50     |
| BRANŻA  | DROGOWA   | DATA:<br>VIII-2015 |
| TYT. RYS.   | PRZĘKRÓJ POPRZECZNY   |                    |
| ADRES BUDOWY  | DZ.: 191, 192 OBR. KOŚCIELNA JANIA,<br>DZ.: 206, 207, 208, 220/1, 221/1, 222, 223/1 OBR. LEŚNA JANIA,<br>DZ.: 223/2, 235/3, 236, 237/2, 237/3, 238, 252, 253, 237/5, 380 OBR. BUKOWINY. |                    |
| 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>PP2</b>         |

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

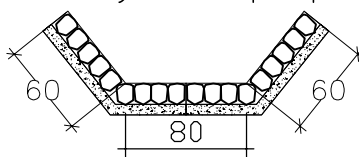


|   |  |                    |
|---|--|--------------------|
| BUDOWA DROGI LEŚNEJ   |  | SKALA:<br>1:50     |
| BRANŻA  | DROGOWA  | DATA:<br>VIII-2015 |
| TYT. RYS.   | PRZESZKÓJ POPRZECZNY   |                    |
| ADRES BUDOWY  | DZ.: 191, 192 OBR. KOŚCIELNA JANIA,<br>DZ.: 206, 207, 208, 220/1, 221/1, 222, 223/1 OBR. LEŚNA JANIA,<br>DZ.: 223/2, 235/3, 236, 237/2, 237/3, 238, 252, 253, 237/5, 380<br>OBR. BUKOWINY. |                    |
| 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

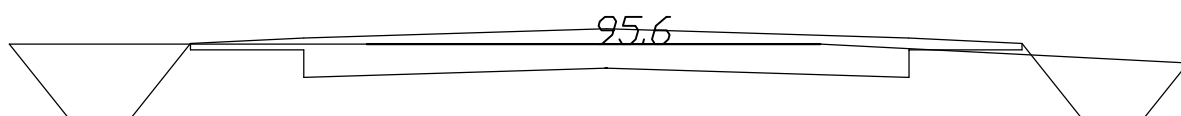
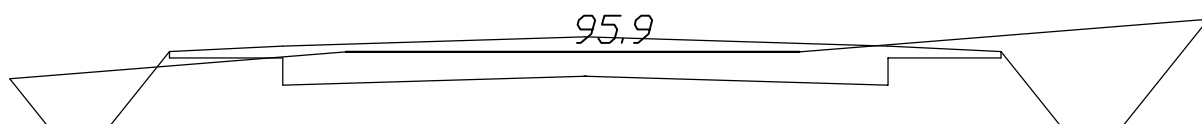
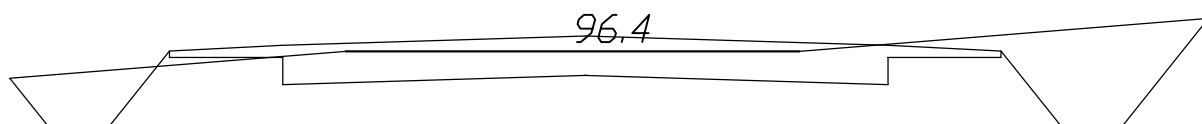


## OZNACZENIA:

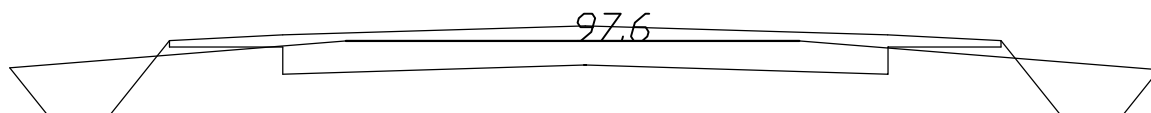
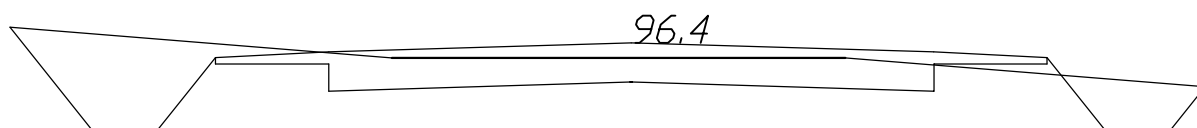
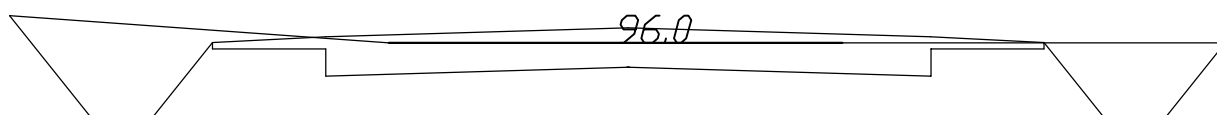
- ① Rura PEHD o średn. 60 cm
- ② Bruk o grub. 14 cm z kamienia łamanego, spoinowany zaprawą cem.-wap. na podsypce piaskowej o grub. 7 cm
- ③ Ława pod przepustem z pospółki o grub. 25 cm
- ④ Ścianka czołowa przepustu z betonu B30

| BUDOWA DROGI LEŚNEJ   |   | SKALA:<br>1:50     |
|---|---|--------------------|
| BRANŻA  | DROGOWA   | DATA:<br>VIII-2015 |
| TYT. RYS.   | PRZĘKRÓJ POPRZECZNY   |                    |
| ADRES BUDOWY  | DZ.: 191, 192 OBR. KOŚCIELNA JANIA,<br>DZ.: 206, 207, 208, 220/1, 221/1, 222, 223/1 OBR. LEŚNA JANIA,<br>DZ.: 223/2, 235/3, 236, 237/2, 237/3, 238, 252, 253, 237/5, 380 OBR. BUKOWINY. |                    |
| 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>BUDOWNICTWA |   | <b>PP4</b>         |

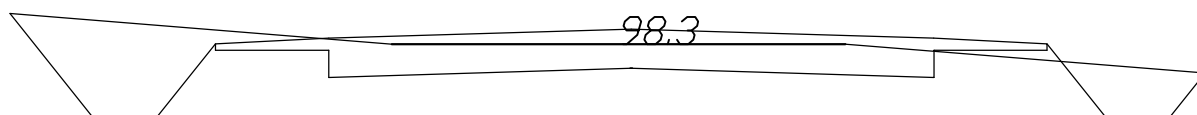
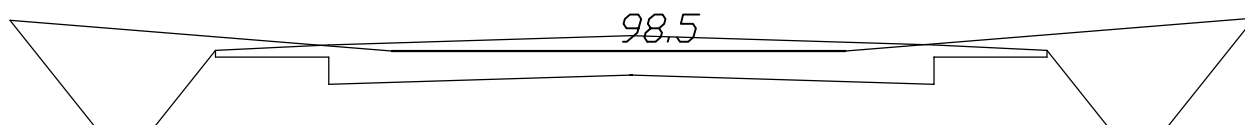
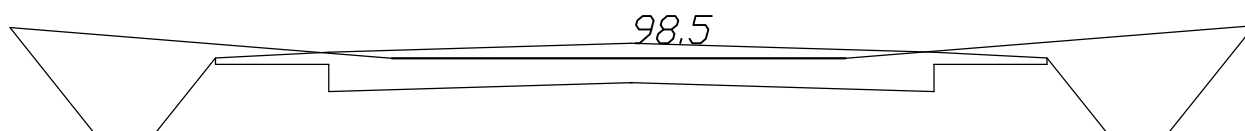
KM 0+00 do 0+100



KM do 0+200



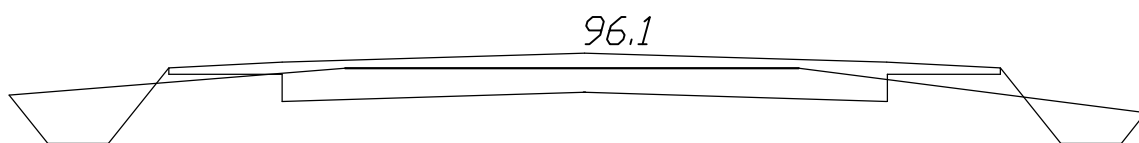
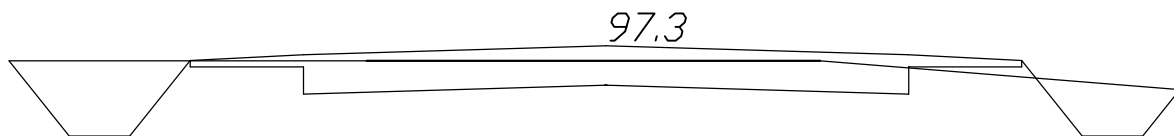
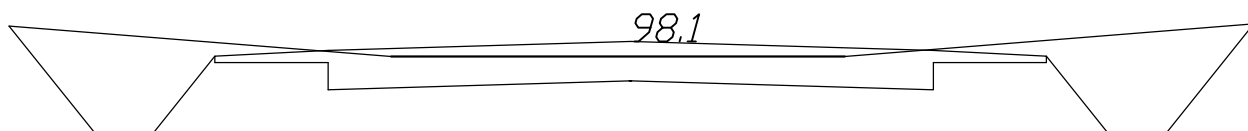
KM do 0+300



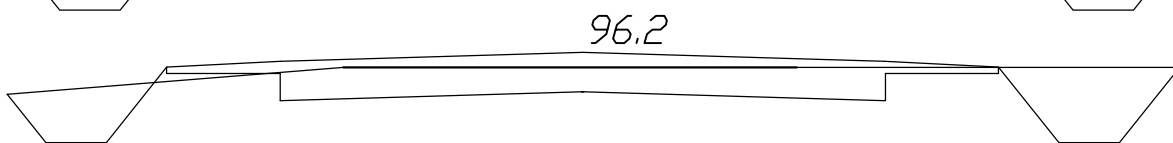
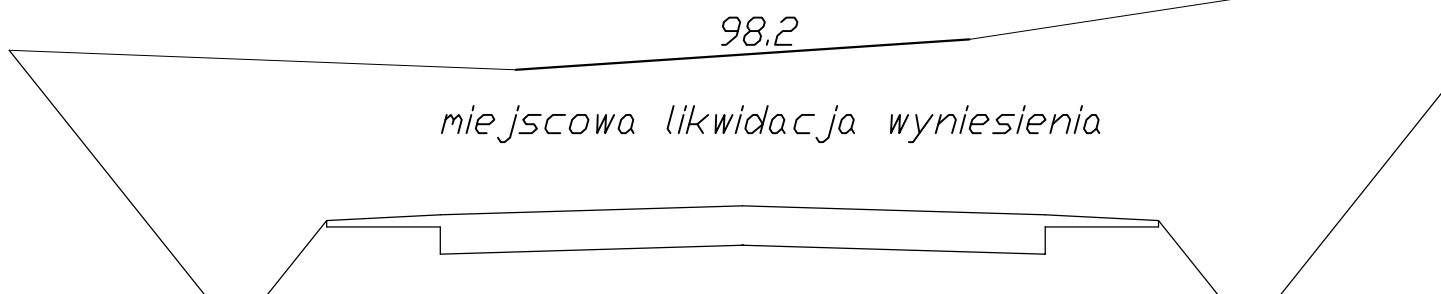
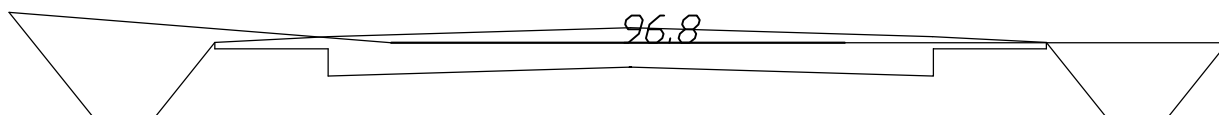
**PP5**

przekroje poprzeczne na kilometrażu

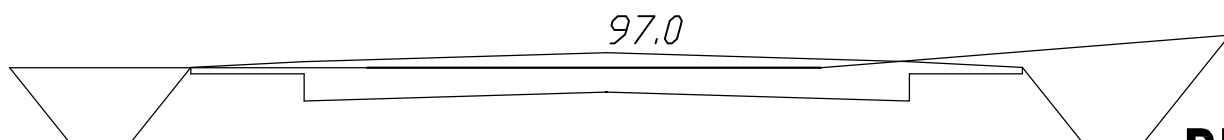
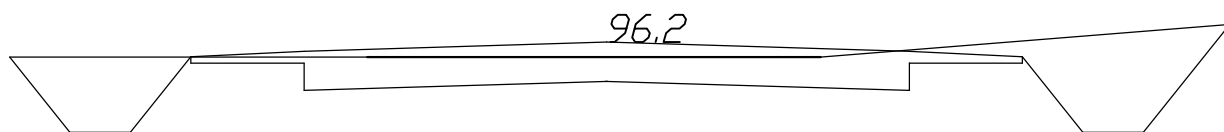
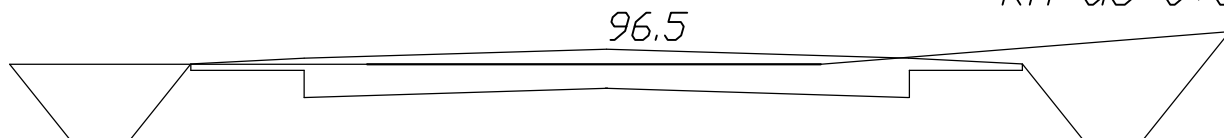
KM do 0+400



KM do 0+500



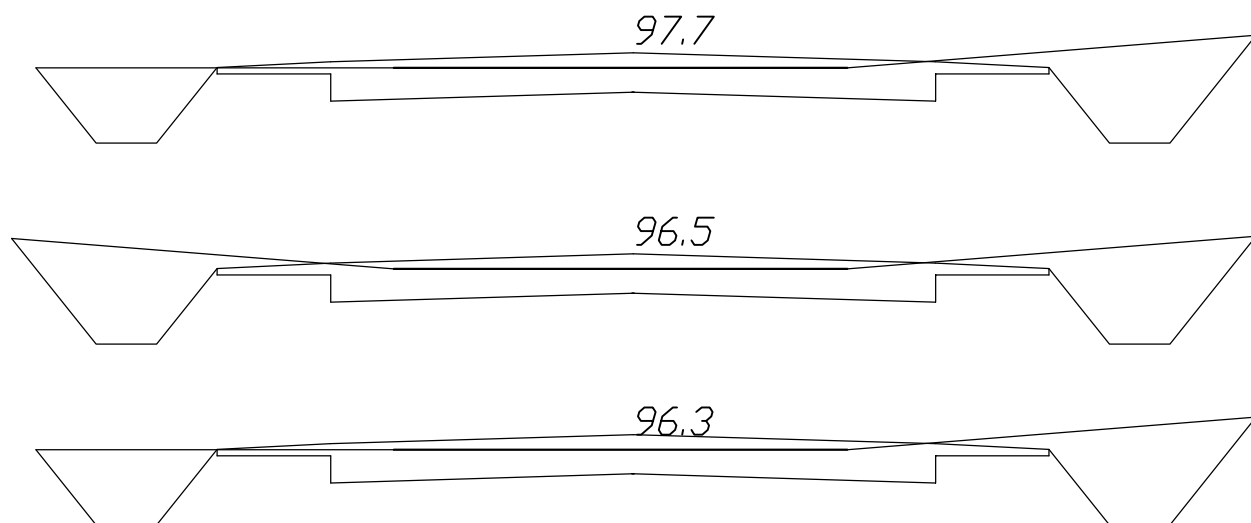
KM do 0+600



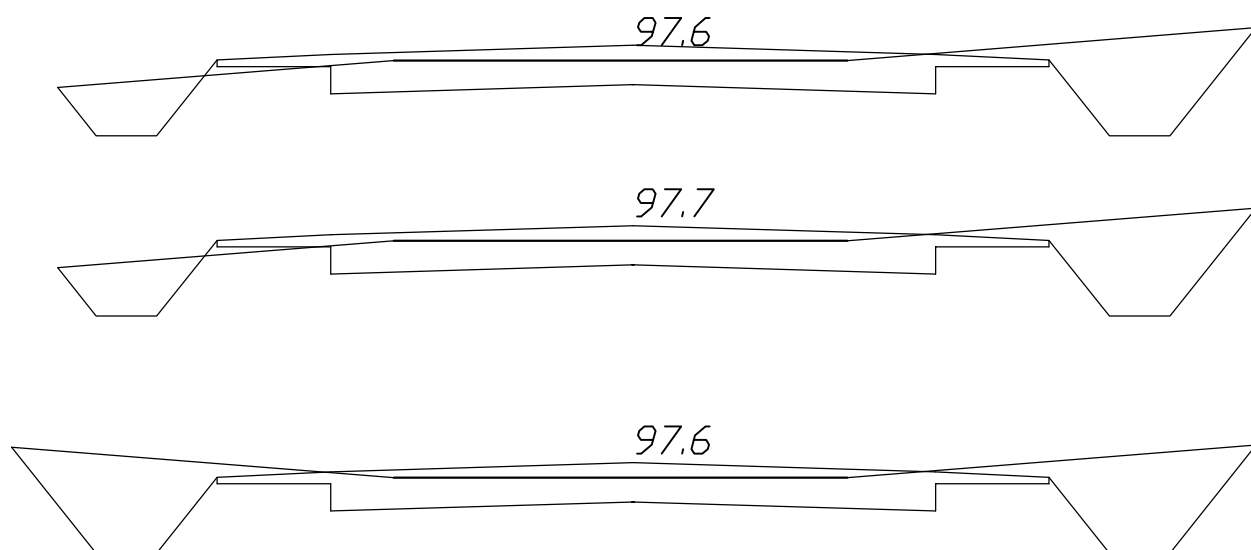
**PP6**

przekroje poprzeczne na kilometrażu

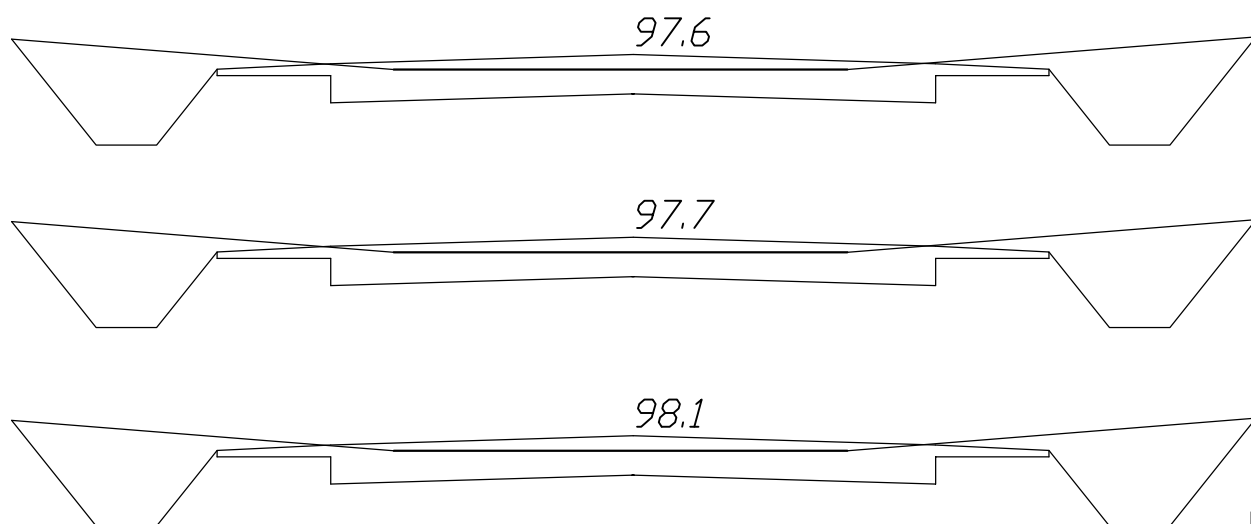
KM do 0+700



KM do 0+800



KM do 0+900

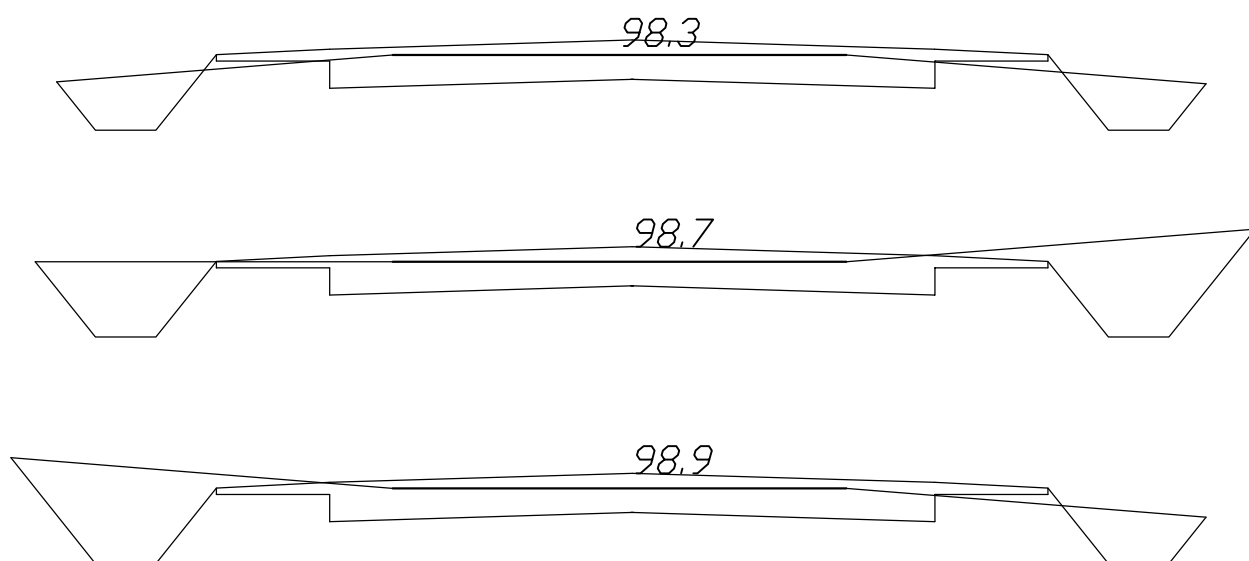


**PP7**

przekroje poprzeczne na kilometrażu



KM do 1+000



**PP8**

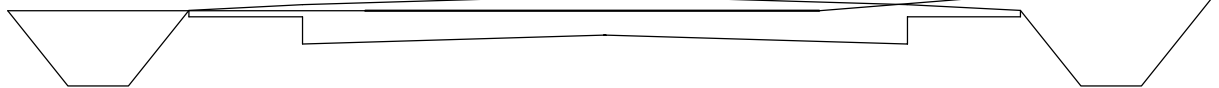
*przekroje poprzeczne na kilometrażu*

KM 1+00 do 1+100

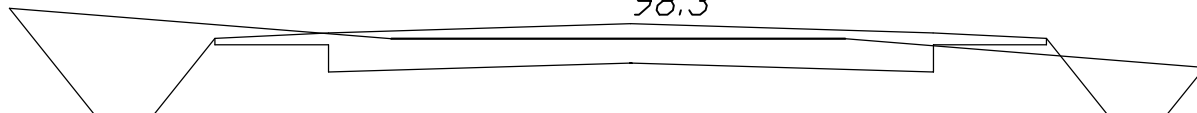
98.8



98.6

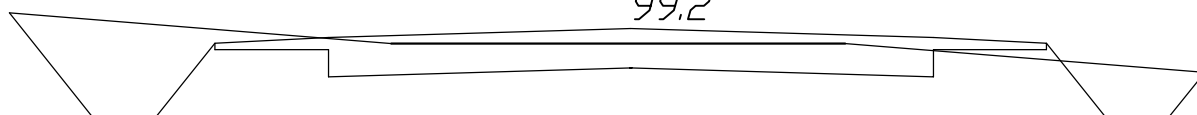


98.3

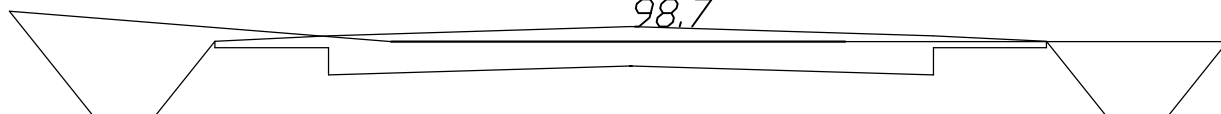


KM do 1+200

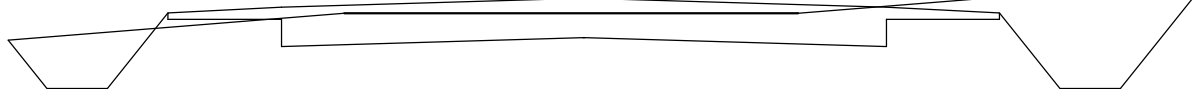
99.2



98.7



98.6

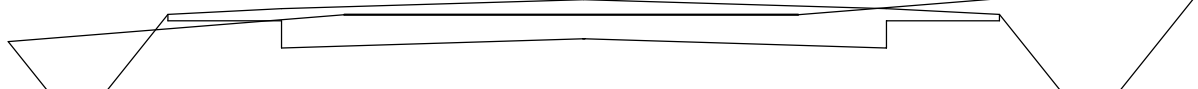


KM do 1+300

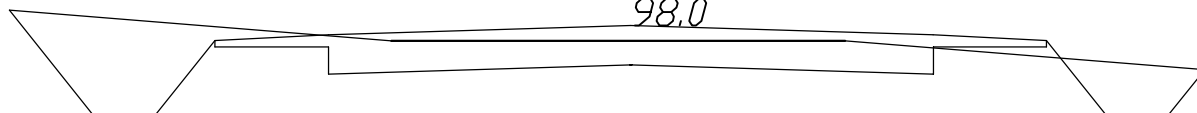
98.1



98.0



98.0

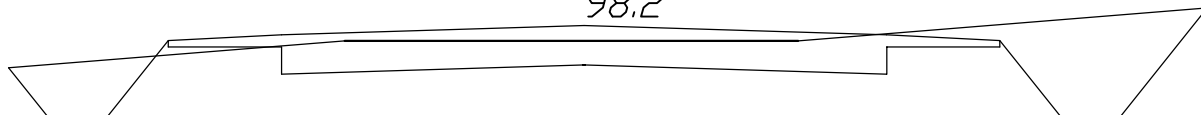


**PP9**

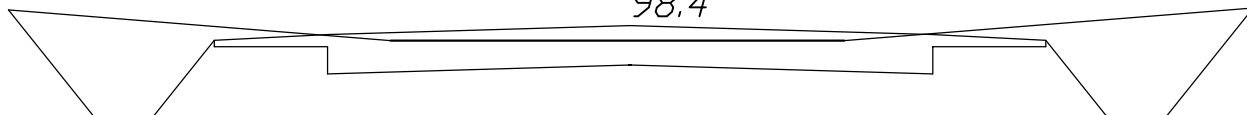
przekroje poprzeczne na kilometrażu

KM do 1+400

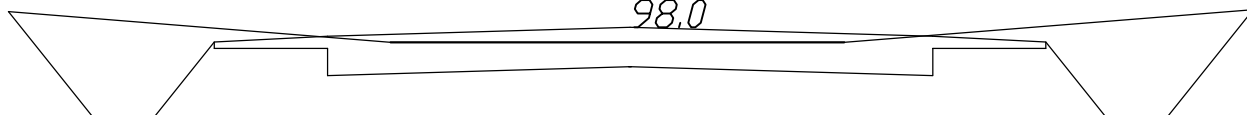
98.2



98.4



98.0

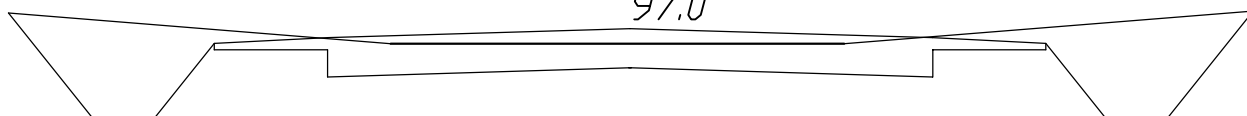


KM do 1+500

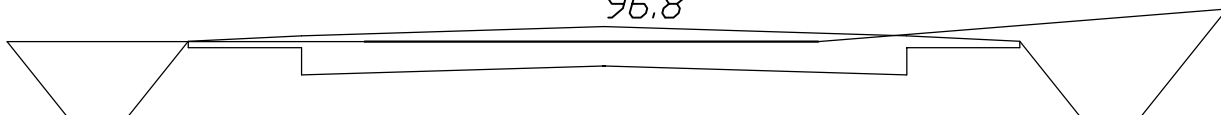
97.9



97.0

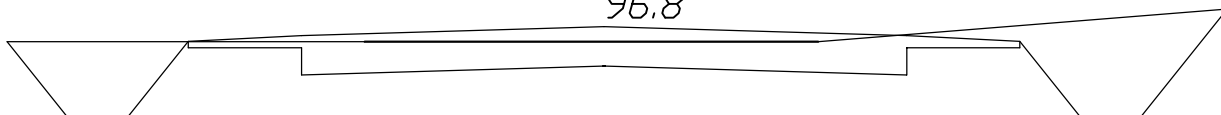


96.8

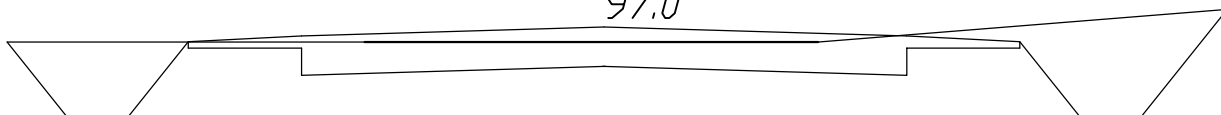


KM do 1+600

96.8



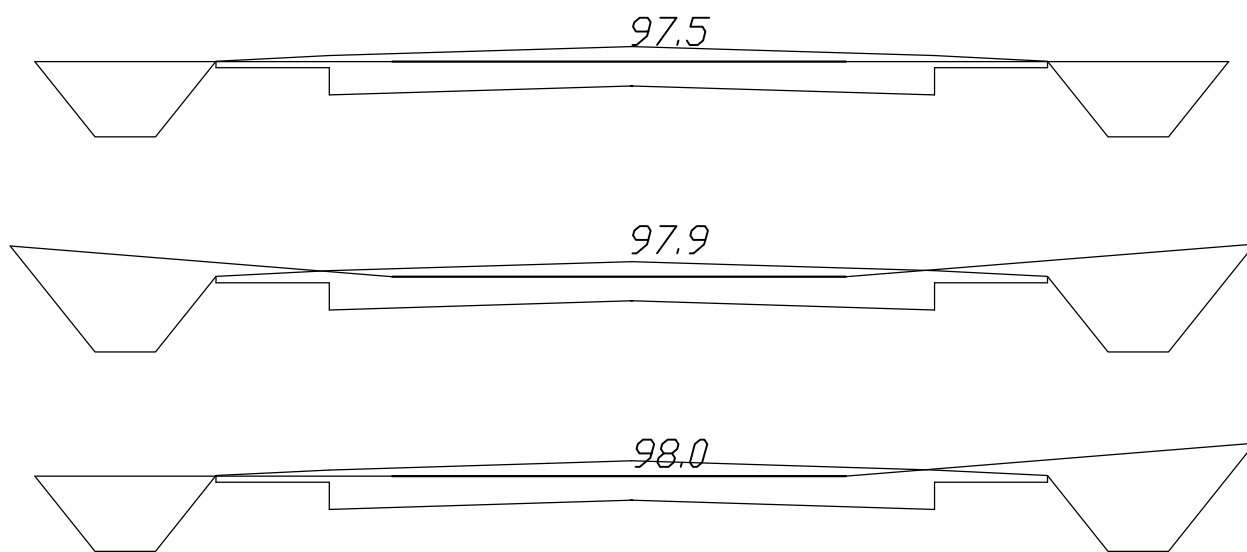
97.0



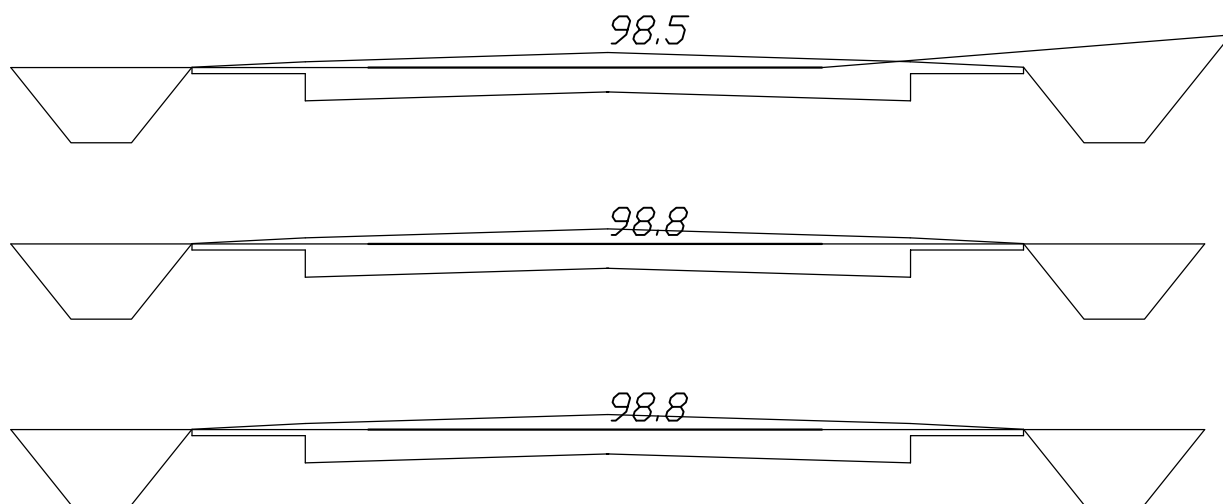
**PP10**

przekroje poprzeczne na kilometrażu

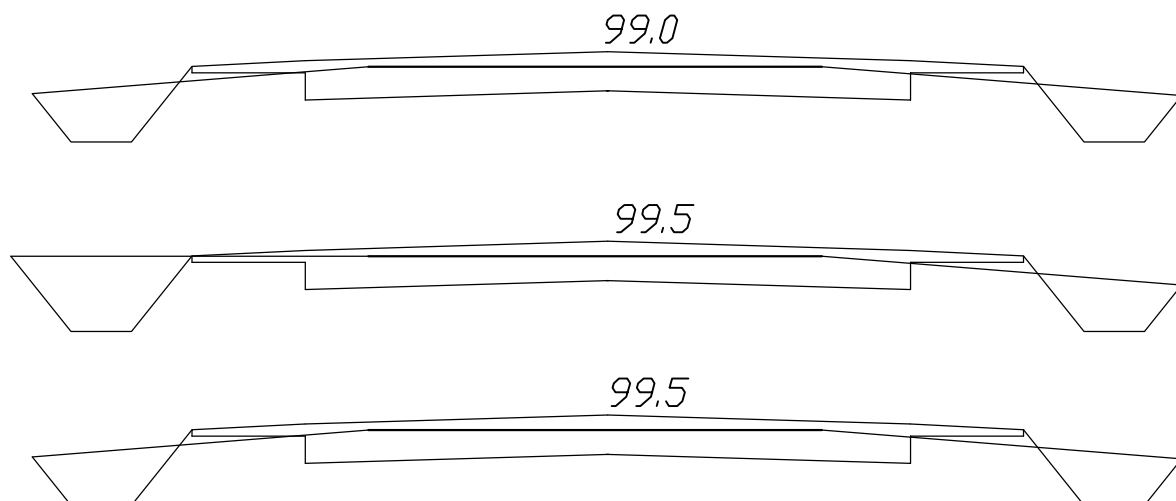
KM do 1+700



KM do 1+800



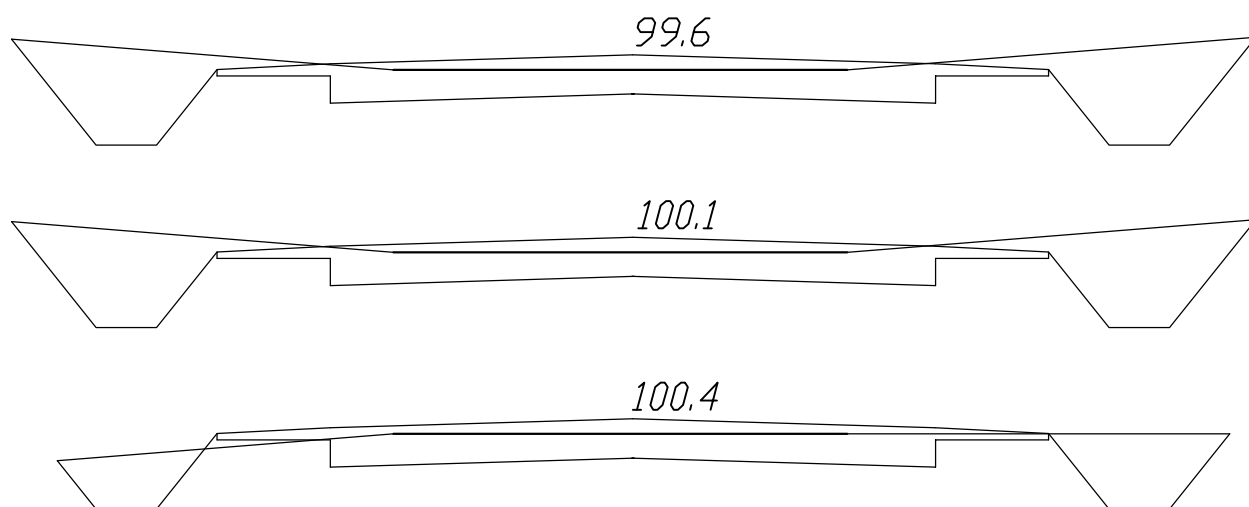
KM do 1+900



**PP11**

przekroje poprzeczne na kilometrażu

KM do 2+000

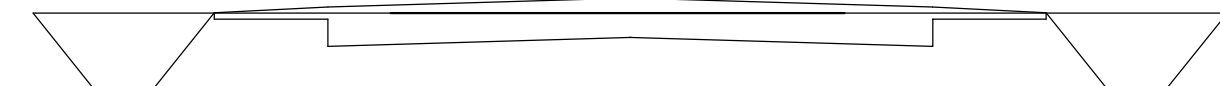


**PP12**

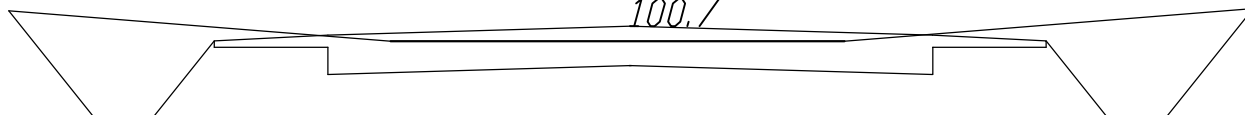
przekroje poprzeczne na kilometrażu

KM 2+00 do 2+100

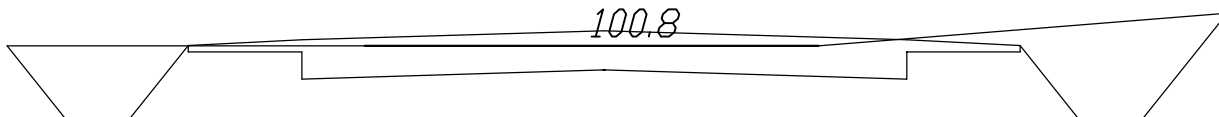
100.7



100.7

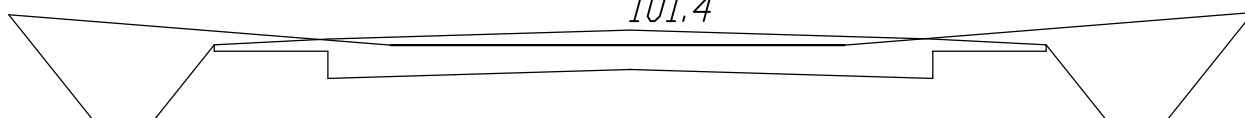


100.8

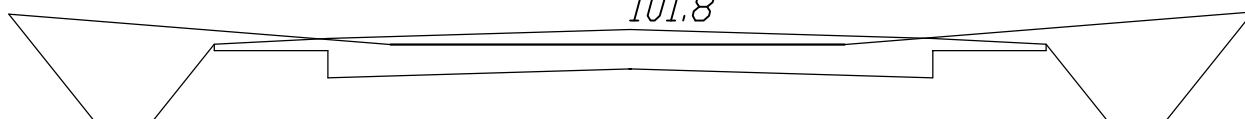


KM do 2+200

101.4



101.8

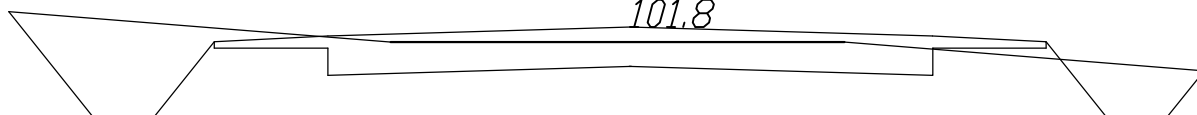


101.8

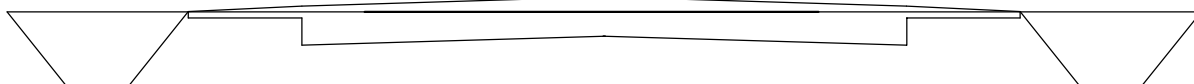


KM do 2+300

101.8



101.3



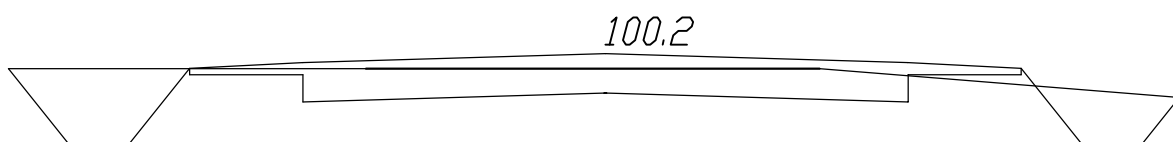
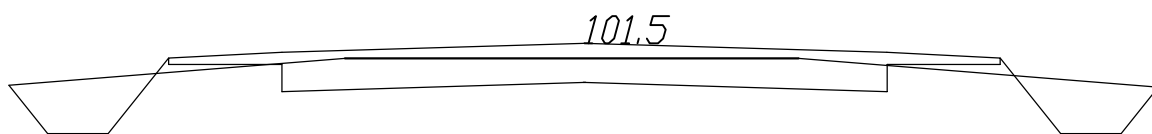
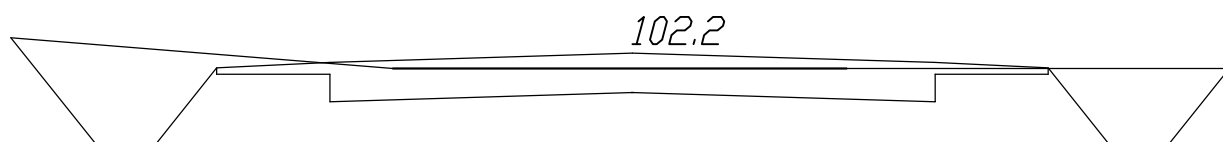
100.8



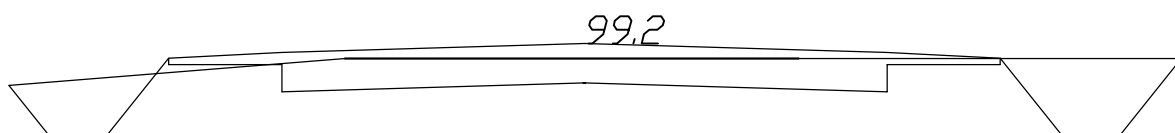
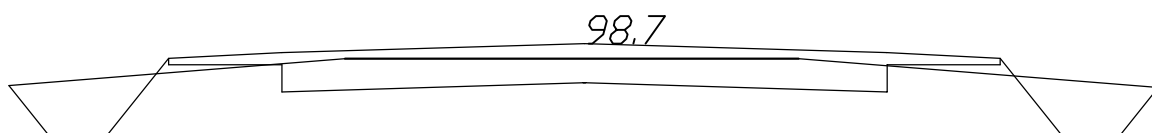
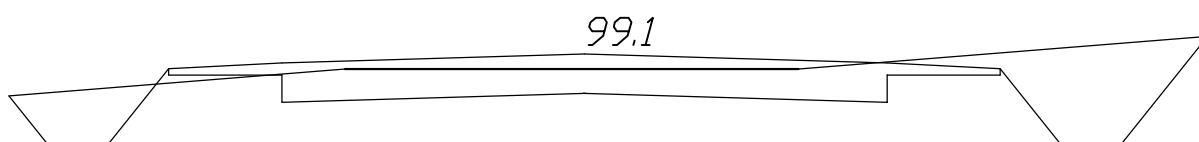
**PP13**

przekroje poprzeczne na kilometrażu

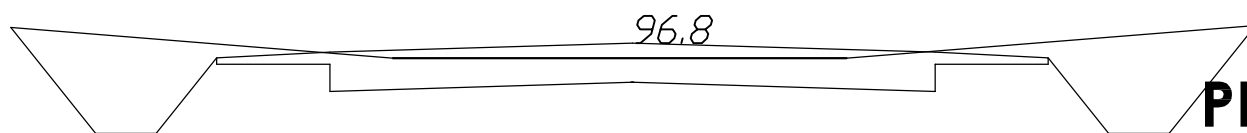
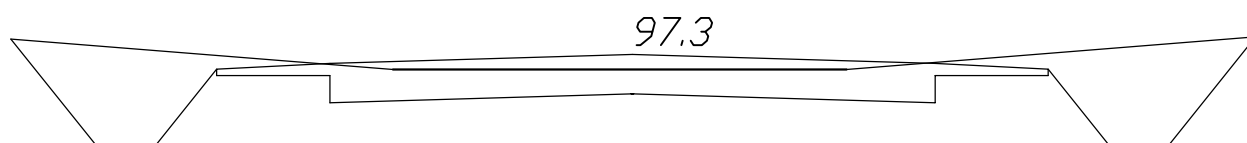
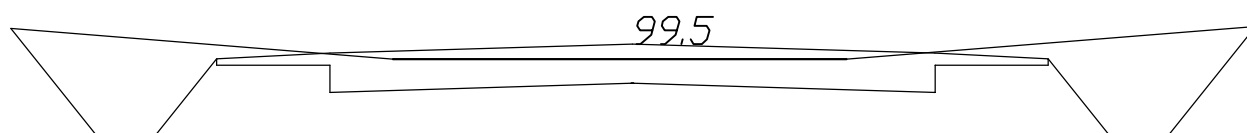
KM do 2+400



KM do 2+500



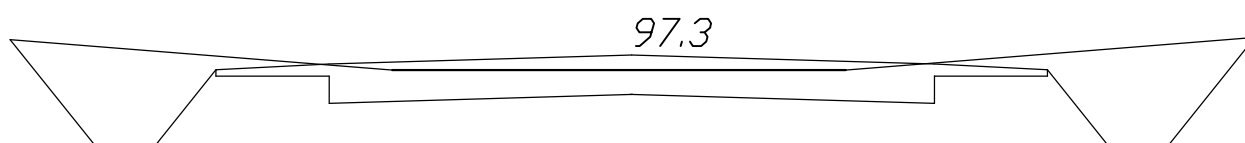
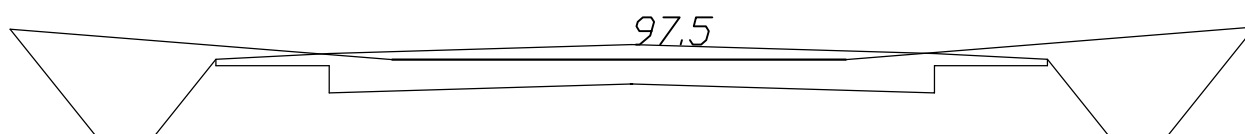
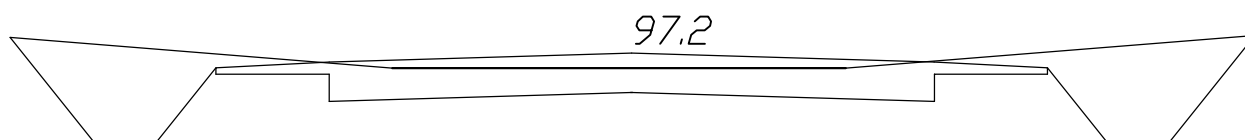
KM do 2+600



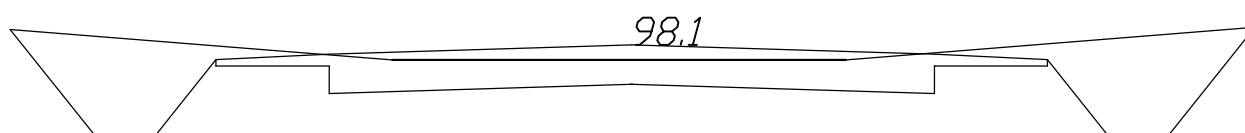
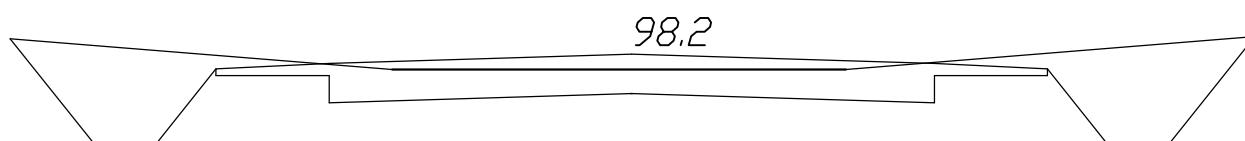
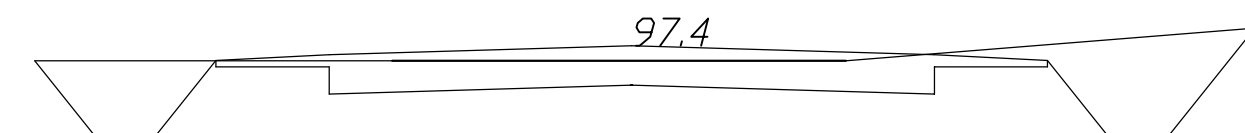
**PP14**

przekroje poprzeczne na kilometrażu

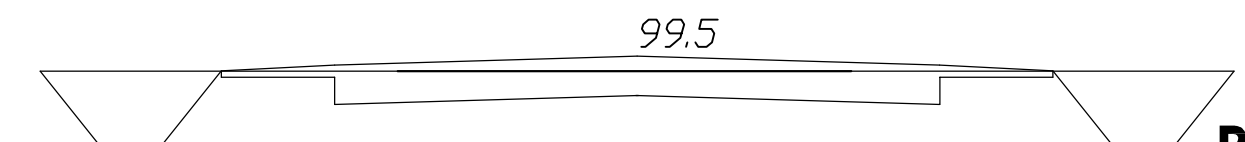
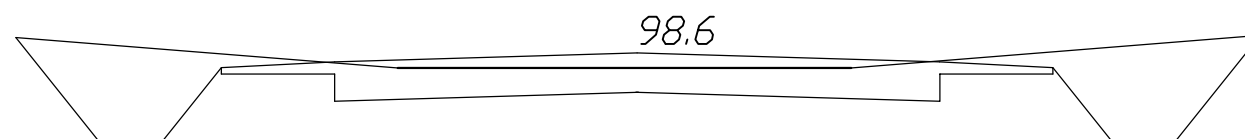
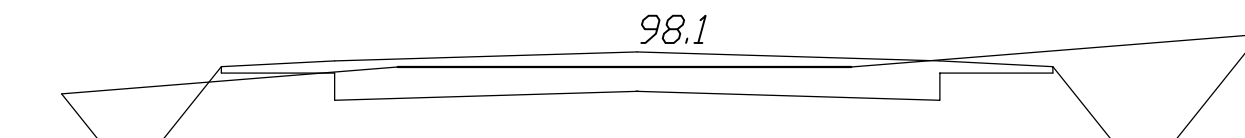
KM do 2+700



KM do 2+800



KM do 2+900

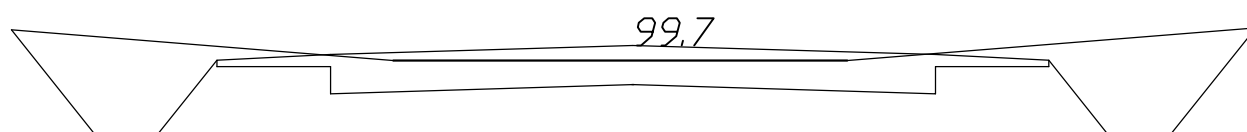
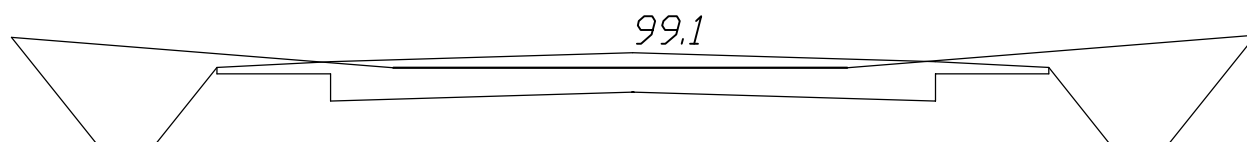
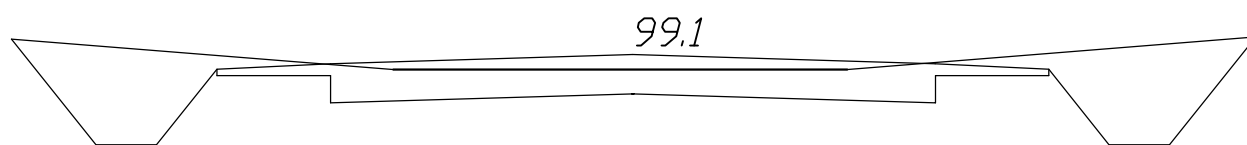


**PP15**

przekroje poprzeczne na kilometrażu



KM do 3+000

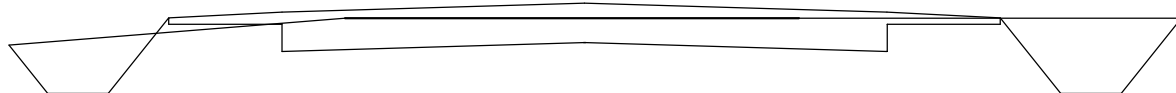


**PP16**

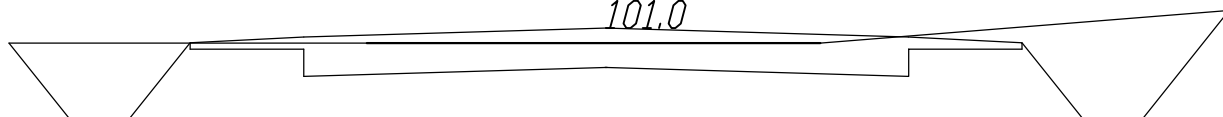
przekroje poprzeczne na kilometrażu

KM 3+00 do 3+100

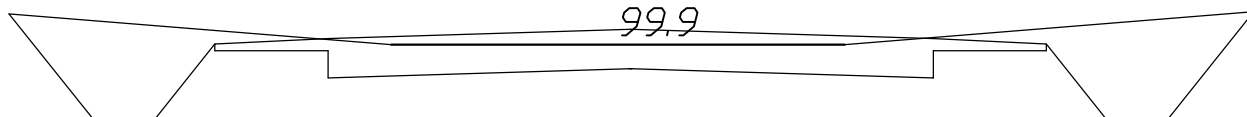
100.8



101.0

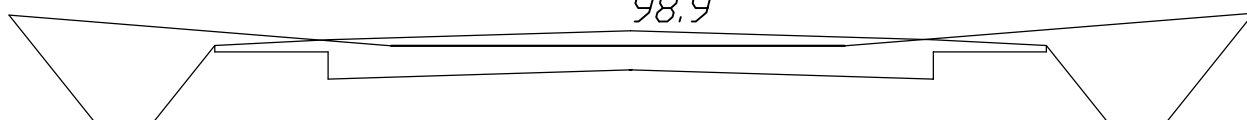


99.9

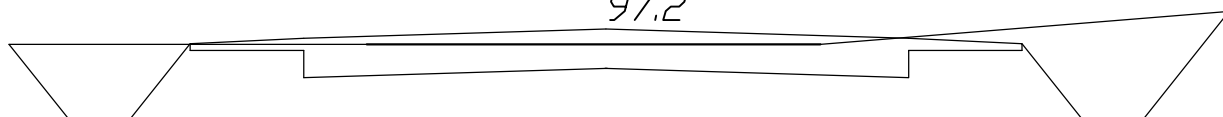


KM do 3+200

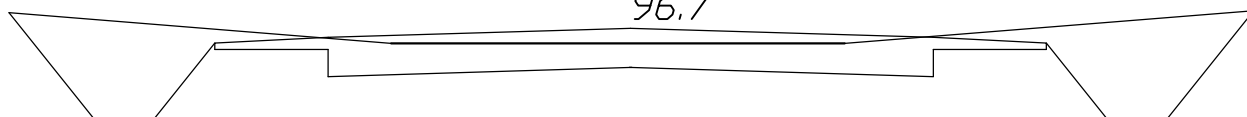
98.9



97.2

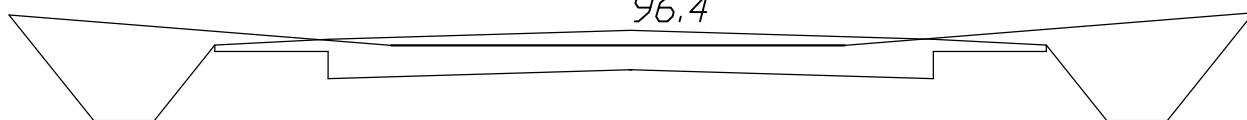


96.7

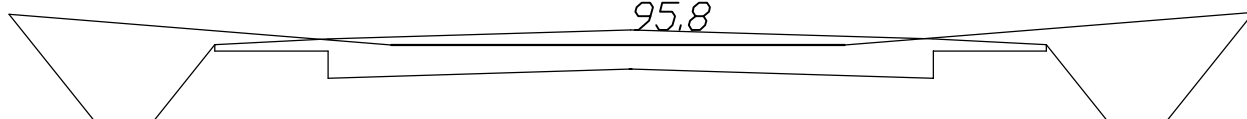


KM do 3+300

96.4



95.8



94.6



**PP17**

przekroje poprzeczne na kilometrażu