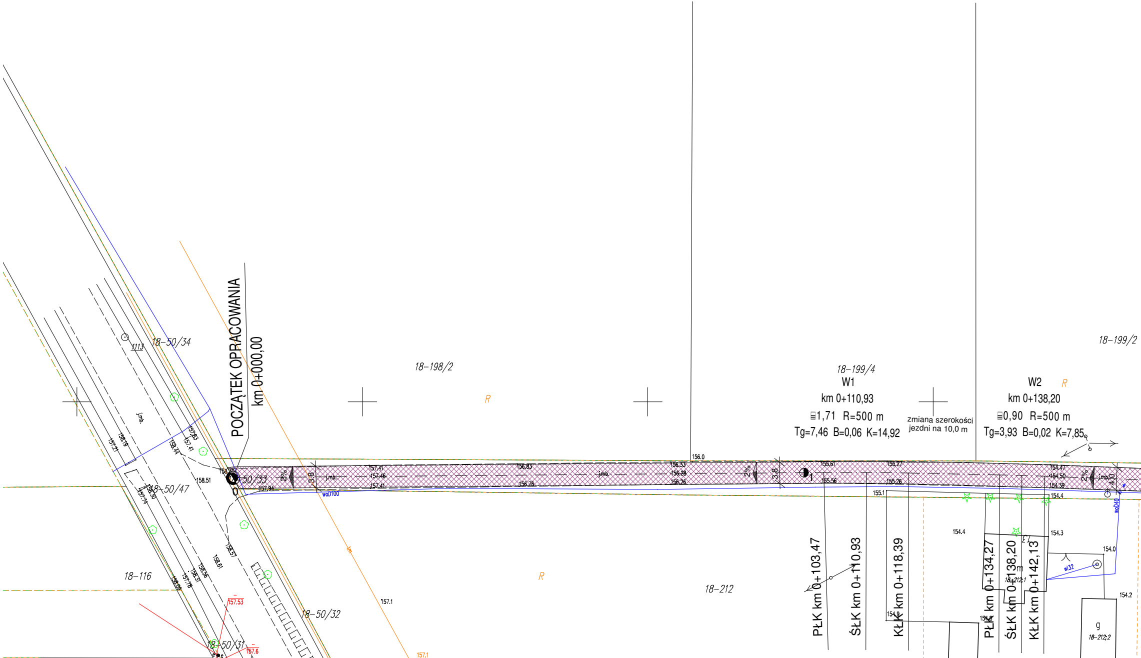
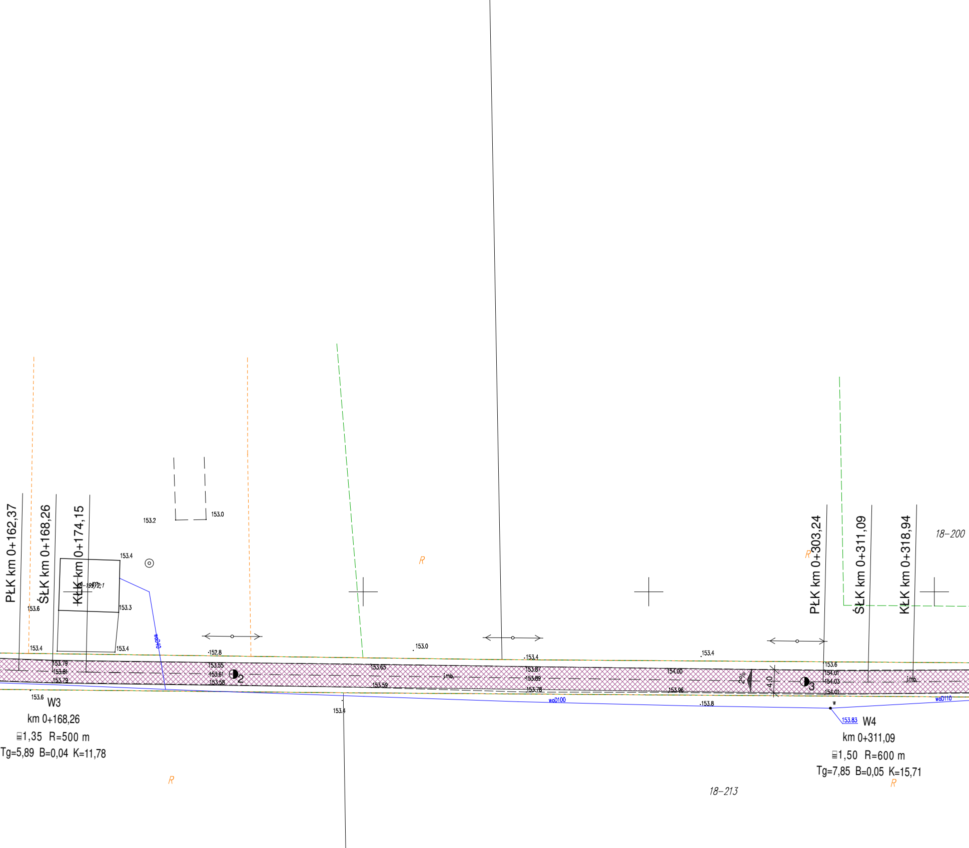
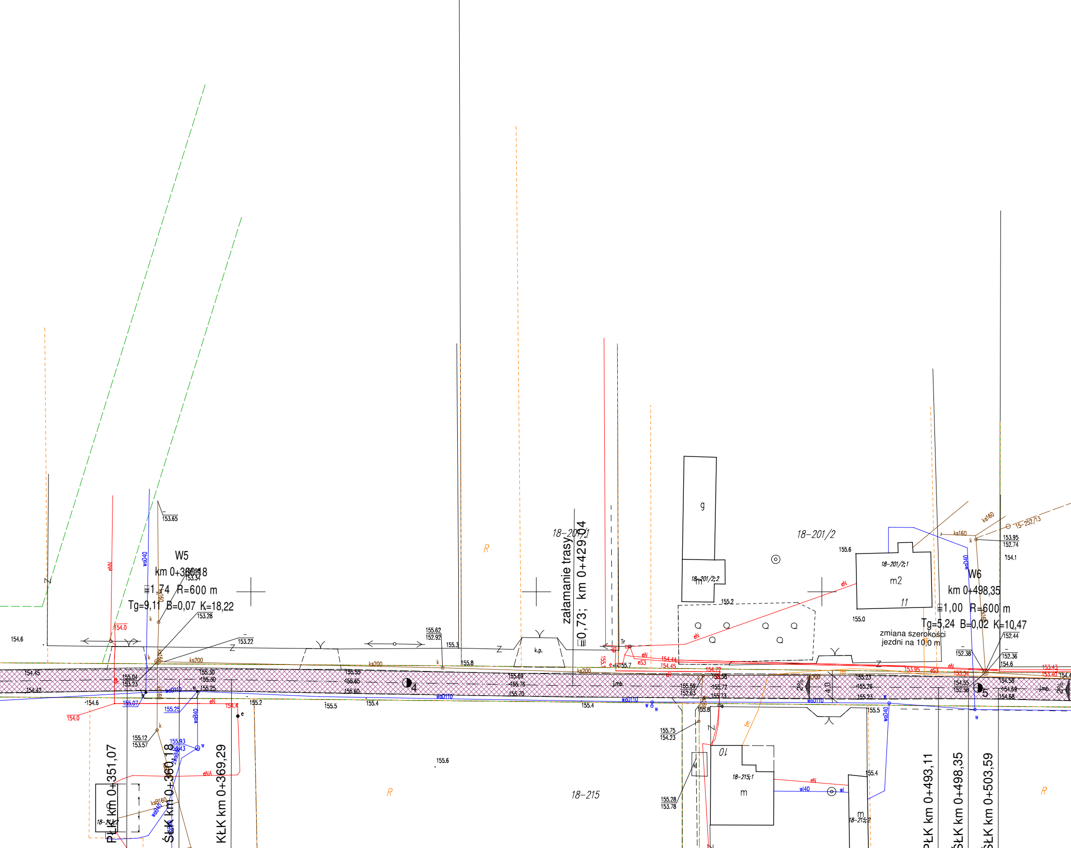
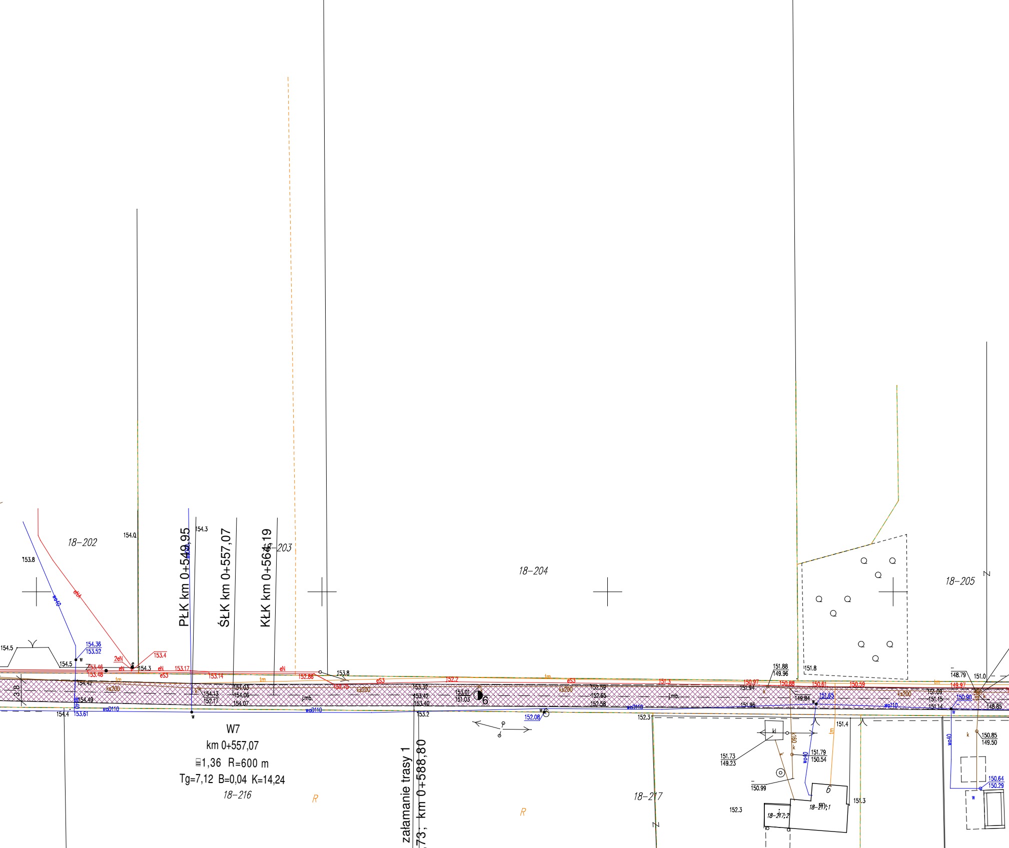
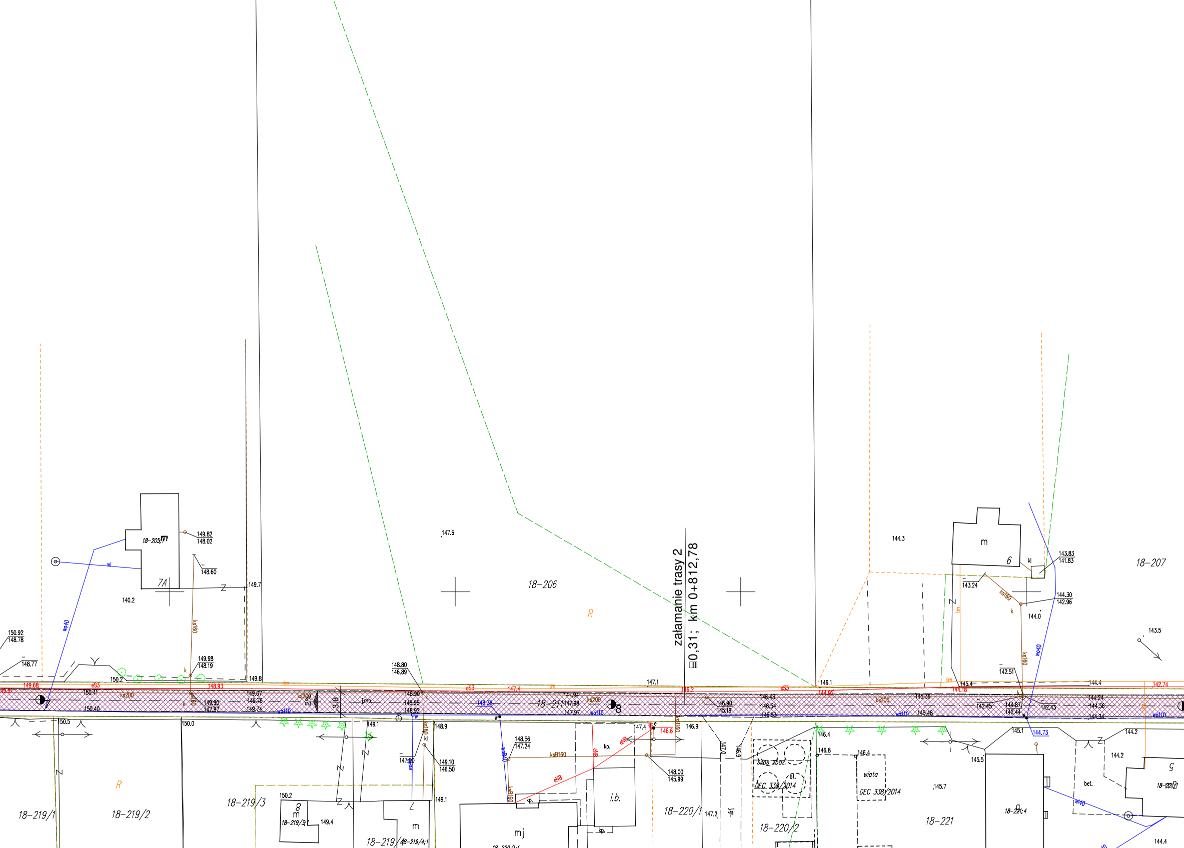
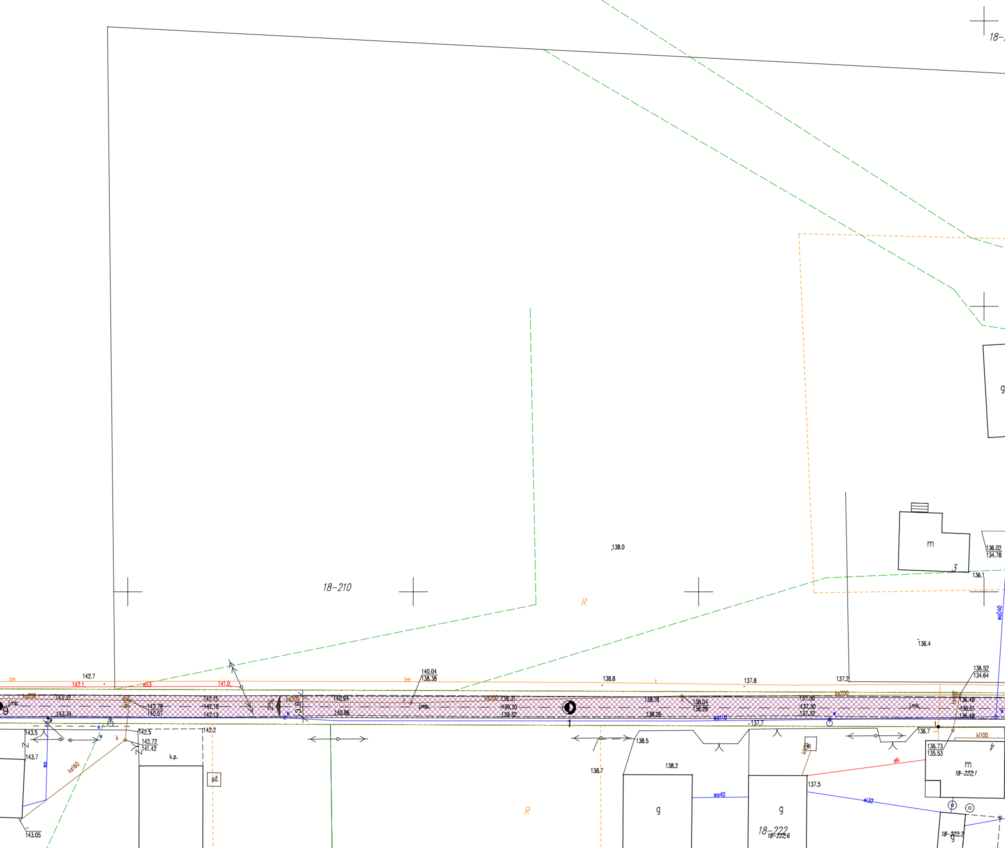

POCZĄTEK OPRACOWANIA
km 0+000,00
18–50/34
1113
18–50/47
18–50/33
18–50/32
18–50/31
18–116
18–198/2
18–199/4
18–199/2
18–212
18–212;1
18–212;2
R
W1
km 0+110,93
1,71 R=500 m
Tg=7,46 B=0,06 K=14,92
zmiana szerokości
jezdni na 10,0 m
W2
km 0+138,20
0,90 R=500 m
Tg=3,93 B=0,02 K=7,85
PŁK km 0+103,47
ŚŁK km 0+110,93
KŁK km 0+118,39
PŁK km 0+134,27
ŚŁK km 0+138,20
KŁK km 0+142,13
j.mb.
2%
3,8
4,0
1
0
woD100
woD40
wl32
lm
m
g
158.30
157.94
158.51
158.44
157.83
157.41
158.19
157.21
158.30
157.74
158.57
158.61
158.56
158.31
157.78
158.09
157.53
157.6
157.41
157.46
157.41
157.1
157.1
156.83
156.76
156.0
156.33
156.28
156.26
155.61
155.56
155.27
155.26
155.1
154.47
154.50
154.39
154.4
154.4
154.3
154.0
154.9
154.8
154.2

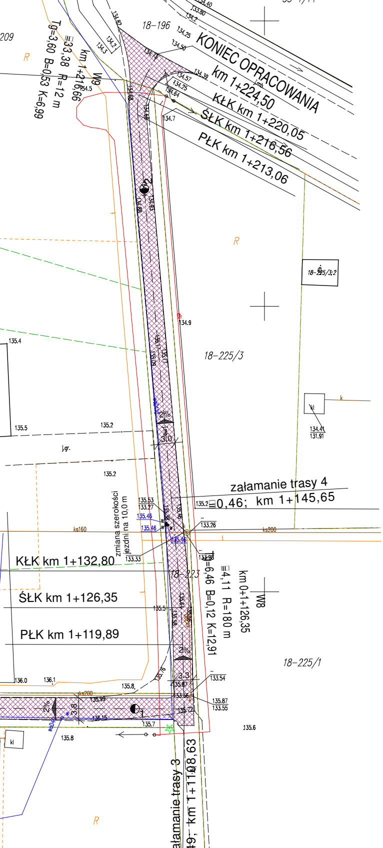

PŁK km 0+162,37
ŚŁK km 0+168,26
KŁK km 0+174,15
153.2
153.0
153.4
153.3
153.6
153.4
153.4
-152.8
153.79
153.81
153.79
153.55
153.61
153.58
2
153.6
W3
km 0+168,26
≡1,35 R=500 m
Tg=5,89 B=0,04 K=11,78
woD40
R
153.0
153.65
153.59
j.mb.
153.4
R
153.4
153.87
153.89
153.78
153.4
154.00
153.96
woD100
153.8
2%
4,0
3
R
PŁK km 0+303,24
ŚŁK km 0+311,09
KŁK km 0+318,94
18–200
153.6
154.01
154.03
154.01
j.mb.
w
woD110
153.83
W4
km 0+311,09
≡1,50 R=600 m
Tg=7,85 B=0,05 K=15,71
R
18–213


W5
km 0+360,18
∡1,74 R=600 m
Tg=9,11 B=0,07 K=18,22
załamanie trasy ∡0,73; km 0+429,04
W6
km 0+498,35
∡1,00 R=600 m
Tg=5,24 B=0,02 K=10,47
zmiana szerokości
jezdni na 10,0 m
PŁK km 0+351,07
ŚŁK km 0+360,18
KŁK km 0+369,29
PŁK km 0+493,11
ŚŁK km 0+498,35
KŁK km 0+503,59
18-201/1
18-201/2
18-201/2;1
18-201/2;2
18-215
18-215;1
18-215;2
18-215/2
15-252/13
R
g
m
m2
11
10
k.p.
Tr
4
5
2%
4,0
eN
eNA
eS3
ks160
ks200
woD40
woD110
wl40
153.65
153.34
153.28
153.22
154.6
154.0
154.45
154.42
155.04
153.23
155.07
155.25
155.30
155.30
155.25
154.4
155.2
155.5
155.4
155.62
152.92
155.3
155.8
155.55
155.65
155.60
155.69
155.76
155.70
155.7
155.4
155.59
152.63
155.58
155.72
155.73
155.8
155.75
154.23
155.28
153.78
155.12
153.57
155.93
155.6
155.2
155.6
155.0
154.44
154.45
154.72
155.23
155.26
155.23
155.5
155.4
153.95
152.74
154.1
152.44
152.38
152.36
154.6
154.55
152.36
154.58
154.69
154.68
153.43
153.40


18-202
18-203
18-204
18-205
18-216
18-217
18-217/1
18-217/2
PŁK km 0+549,95
ŚŁK km 0+557,07
KŁK km 0+564,19
W7
km 0+557,07
1,36 R=600 m
Tg=7,12 B=0,04 K=14,24
załamanie trasy 1
73; km 0+588,80
R
R
154.0
154.3
153.8
154.5
154.36
153.52
153.4
153.46
153.48
153.17
153.14
152.86
153.8
152.2
151.3
150.97
150.88
150.61
150.59
149.97
151.88
149.96
151.8
148.79
151.0
154.42
154.49
154.4
153.61
154.13
152.17
154.03
154.06
154.07
153.32
153.42
153.40
153.2
153.01
151.03
152.08
152.59
152.65
152.58
152.3
151.94
151.96
149.84
151.65
151.09
151.15
151.14
150.90
148.85
151.4
151.73
149.23
151.79
150.54
150.99
152.3
151.3
150.85
149.50
150.64
150.29
eNN
2eN
eN
eS3
tm
ks200
wo40
woD110
wo110
kl
6


załamanie trasy 2
□0,31; km 0+812,78
18–206
R
147.6
18–205/1
7A
m
149.82
148.02
148.60
149.7
140.2
wl
wo40
150.92
148.78
148.77
149.98
148.19
ks160
k
150.2
149.8
149.68
eS3
148.93
150.41
150.40
ks200
149.90
147.87
149.67
149.76
149.74
wo110
ks200
3.8
j.mb.
148.80
146.89
148.90
148.95
148.92
148.38
eS3
147.4
tm
18–211
147.94
147.98
147.97
ks200
wo110
147.1
146.2
146.90
145.19
146.43
146.54
146.53
146.1
144.92
eS3
ks200
145.36
145.48
wo110
144.3
m
6
kl
143.83
141.83
18–207
143.24
ks160
144.30
142.96
144.0
143.5
142.51
145.4
144.18
142.45
144.87
142.44
142.43
144.4
144.24
144.36
144.34
142.74
wo110
150.5
150.0
R
18–219/1
18–219/2
18–219/3
150.2
8
m
18–219/3;1
149.4
149.1
18–219/4
18–219/4;1
m
147.80
148.9
149.10
146.50
149.1
kl
w
wo40
148.56
147.24
ksB160
eNB
kp.
mj
18–220/1;1
i.b.
kp.
147.4
146.6
eNB
146.9
148.00
145.99
18–220/1
147.2
147.0
146.9
jgr.
silos zboż.
bt.
DEC 338/2014
18–220/2
146.4
146.8
146.4
wiata
DEC 338/2014
145.7
18–221
145.1
144.73
145.5
9
18–221;4
144.2
144.2
bet.
wl40
5
18–222/1
144.4


18-
138.0
m
3
136.02
134.78
136.1
18-210
R
wo040
136.4
tm
142.7
142.1
eS3
141.0
140.04
138.38
tm
138.8
t
137.8
137.2
136.52
134.64
ks200
143.32
j.mb.
9
143.34
ks160
142.79
140.57
142.15
142.19
142.13
2%
ks200
3.8
140.94
140.86
k
j.mb.
ks200
139.31
139.30
139.32
1
138.18
138.26
k
138.04
136.26
wo110
137.30
137.30
137.32
137.7
ks200
j.mb.
ks160
136.48
136.51
136.48
w
w
w
w
143.5
143.7
wo
ks160
k
142.5
142.72
141.42
142.2
k.p.
sil.
143.05
138.5
138.7
138.2
R
g
wo40
kl
kl100
g
137.5
18-222
18-222;6
eN
wl32
136.7
t
kl100
136.73
135.53
m
18-222;1
4
18-222;2
g


KONIEC OPRACOWANIA
km 1+224,50
KŁK km 1+220,05
ŚŁK km 1+216,56
PŁK km 1+213,06
18–196
W9
km 1+216,66
33,38 R=12 m
T0=3,60 B=0,53 K=6,99
18–225/3:2
18–225/3
18–225/1
18–223
załamanie trasy 4
0,46; km 1+145,65
zmiana szerokości jezdni na 10,0 m
KŁK km 1+132,80
ŚŁK km 1+126,35
PŁK km 1+119,89
W8
km 0+1+126,35
4,11 R=180 m
T0=6,46 B=0,12 K=12,91
załamanie trasy 3
km 1+108,63
2%
3,0
3,3
3,8
R
j.gr.
ks200
ks160

LEGENDA

▨ - remontowana jezdnia

— - granica pasa drogowego

Biuro usług projektowo - wykonawczych DROGMAR Renata Stypińska
ul. Trzcińska 22A/48; 96-100 Skierniewice

Zleceniodawca: Gmina Nowy Kawęczyn
Nowy Kawęczyn 32; 96-115 Nowy Kawęczyn

Temat: Remont drogi gminnej nr 115329E

Nazwa rys.: Plan sytuacyjny

Wyszczególnienie	Nazwisko i imię, nr upr.	Podpis	Skala: 1:500	Nr rys. 2
Projektant:	mgr inż. Renata Stypińska upr. nr LUB/0151/POWD/11		Data: styczeń 2019	