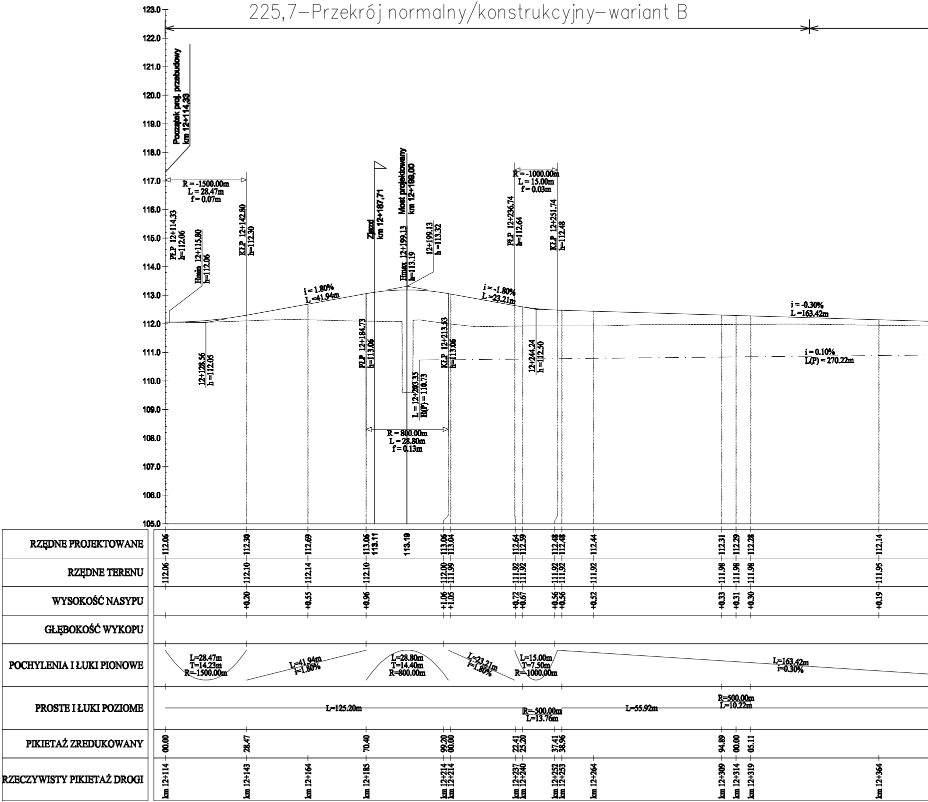
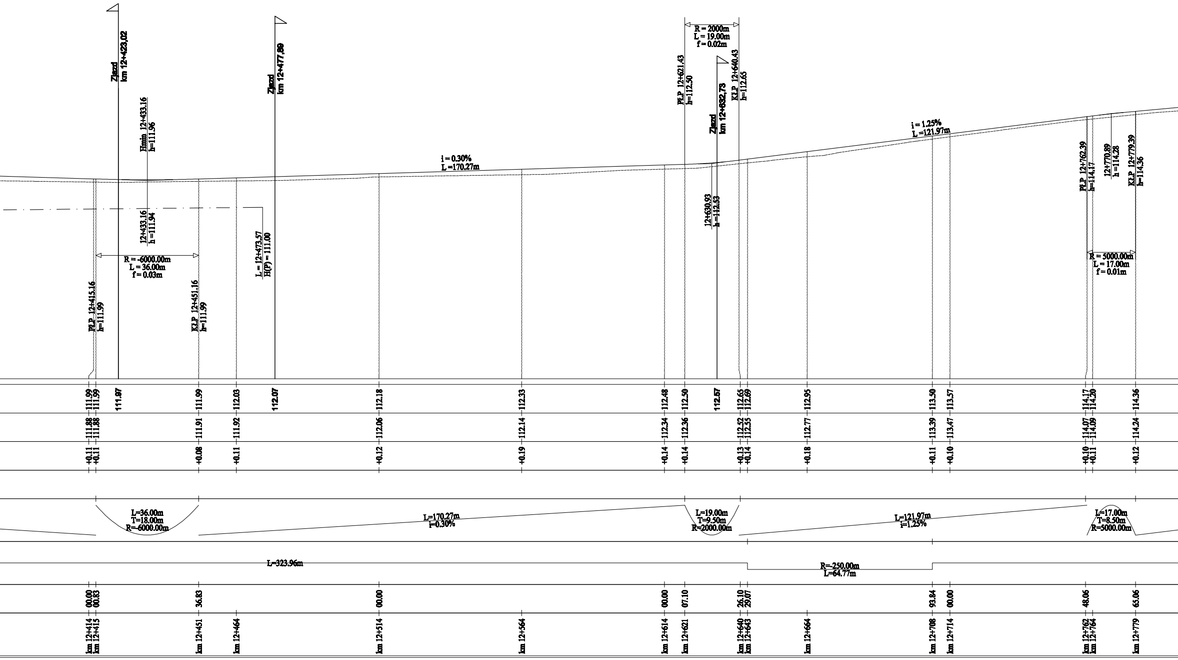
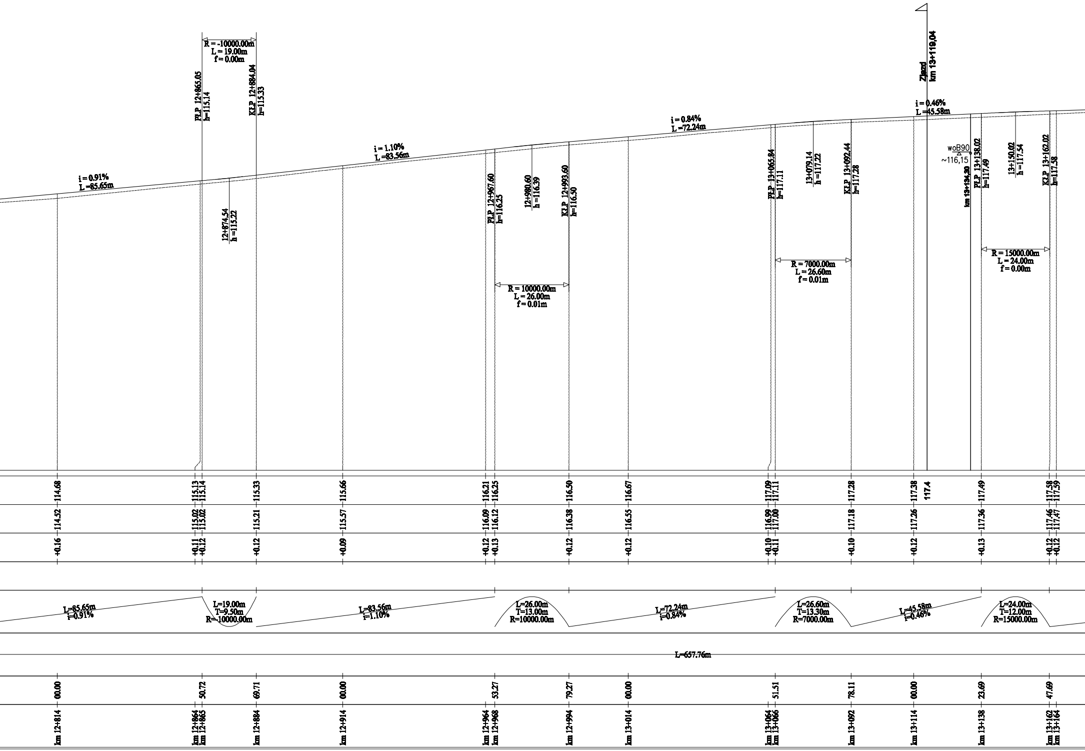
225,7–Przekrój normalny/konstrukcyjny–wariant B

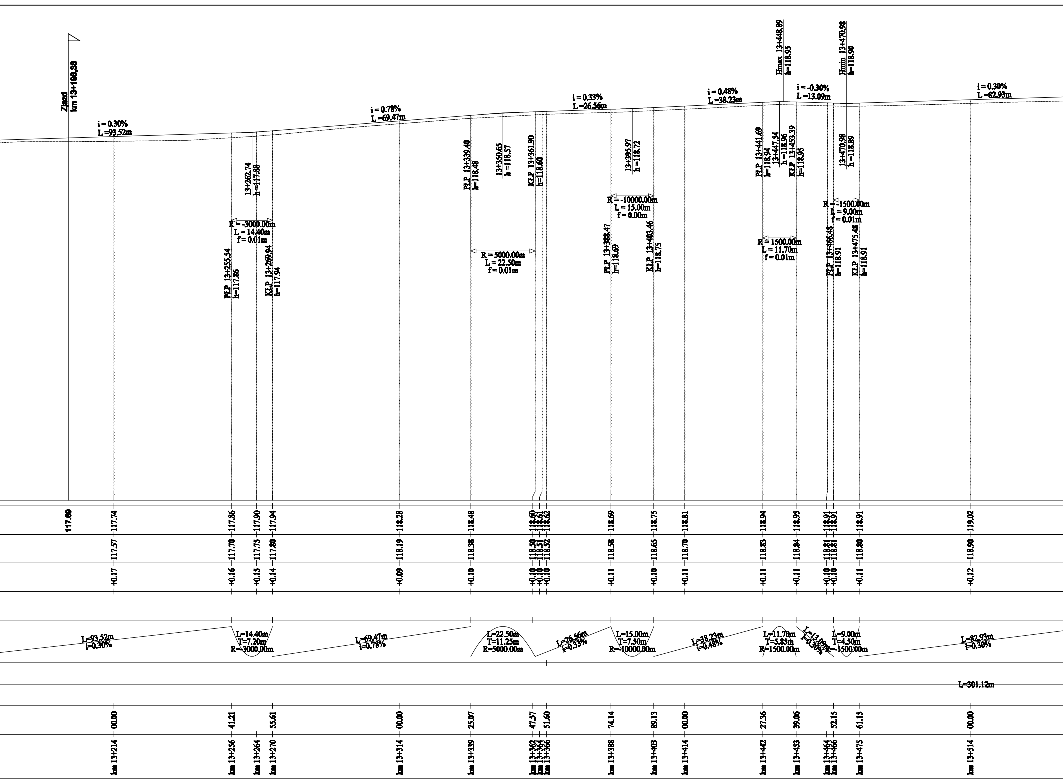

123.0
122.0
121.0
120.0
119.0
118.0
117.0
116.0
115.0
114.0
113.0
112.0
111.0
110.0
109.0
108.0
107.0
106.0
105.0
Początek proj. przebudowy km 12+114,33
R = -1500.00m L = 28.47m f = 0.07m
PŁP 12+114.33 h=112.06
Hmin 12+115.80 h=112.06
KŁP 12+142.80 h=112.30
12+128.56 h=112.05
i = 1.80% L =41.94m
PŁP 12+184.73 h=113.06
Zjazd km 12+187,71
Most projektowany km 12+188,00
Hmax 12+199.13 h=113.19
12+199.13 h=113.32
L = 12+203.35 H(P) = 110.73
KŁP 12+213.53 h=113.06
R = 800.00m L = 28.80m f = 0.13m
i = -1.80% L =23.21m
R = -1000.00m L = 15.00m f = 0.03m
PŁP 12+236.74 h=112.64
KŁP 12+251.74 h=112.48
12+244.24 h=112.50
i = -0.30% L =163.42m
i = 0.10% L(P) = 270.22m
RZĘDNE PROJEKTOWANE
112.06 112.30 112.69 113.06 113.11 113.19 113.06 113.04 112.64 112.59 112.48 112.48 112.44 112.31 112.29 112.28 112.14
RZĘDNE TERENU
112.06 112.10 112.14 112.10 112.00 111.99 111.92 111.92 111.92 111.92 111.92 111.98 111.98 111.98 111.95
WYSOKOŚĆ NASYPU
+0.20 +0.55 +0.96 +1.06 +1.05 +0.72 +0.67 +0.56 +0.56 +0.52 +0.33 +0.31 +0.30 +0.19
GŁĘBOKOŚĆ WYKOPU
POCHYLENIA I ŁUKI PIONOWE
L=28.47m T=14.23m R=-1500.00m
L=41.94m i=1.80%
L=28.80m T=14.40m R=800.00m
L=23.21m i=1.80%
L=15.00m T=7.50m R=-1000.00m
L=163.42m i=0.30%
PROSTE I ŁUKI POZIOME
L=125.20m
R=-500.00m L=13.76m
L=55.92m
R=500.00m L=10.22m
PIKIETAŻ ZREDUKOWANY
00.00 28.47 70.40 99.20 00.00 22.41 25.20 37.41 38.96 94.89 00.00 05.11
RZECZYWISTY PIKIETAŻ DROGI
km 12+114 km 12+143 km 12+164 km 12+185 km 12+214 km 12+214 km 12+237 km 12+240 km 12+252 km 12+253 km 12+264 km 12+309 km 12+314 km 12+319 km 12+364

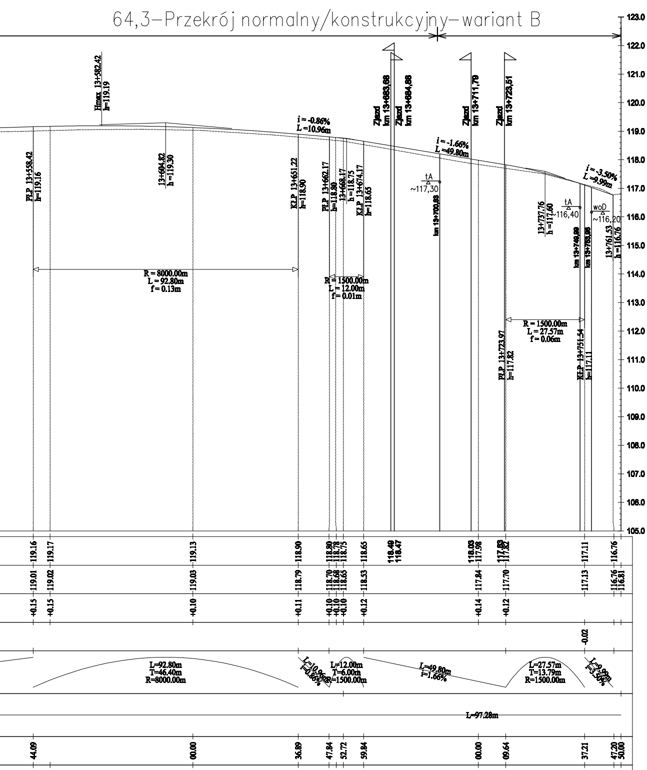

Zjazd
km 12+423,02
Zjazd
km 12+477,89
Hmin 12+433.16
h=111.96
12+433.16
h=111.94
R = -6000.00m
L = 36.00m
f = 0.03m
PŁP 12+415.16
h=111.99
KŁP 12+451.16
h=111.99
L 12+473.57
H(P) = 111.00
i = 0.30%
L =170.27m
R = 2000m
L = 19.00m
f = 0.02m
PŁP 12+621.43
h=112.50
Zjazd
km 12+632,73
KŁP 12+640.43
h=112.65
12+630.93
h=112.53
i = 1.25%
L =121.97m
PŁP 12+762.39
h=114.17
12+770.89
h=114.28
KŁP 12+779.39
h=114.36
R = 5000.00m
L = 17.00m
f = 0.01m
111.99
111.99
111.97
111.99
112.03
112.07
112.18
112.33
112.48
112.50
112.57
112.65
112.69
112.95
113.50
113.57
114.17
114.20
114.36
111.88
111.88
111.91
111.92
112.06
112.14
112.34
112.36
112.52
112.55
112.77
113.39
113.47
114.07
114.09
114.24
+0.11
+0.11
+0.08
+0.11
+0.12
+0.19
+0.14
+0.14
+0.13
+0.14
+0.18
+0.11
+0.10
+0.10
+0.11
+0.12
L=36.00m
T=18.00m
R=-6000.00m
L=170.27m
i=0.30%
L=19.00m
T=9.50m
R=2000.00m
L=121.97m
i=1.25%
L=17.00m
T=8.50m
R=5000.00m
L=323.96m
R=-250.00m
L=64.77m
00.00
00.83
36.83
00.00
00.00
07.10
26.10
29.07
93.84
00.00
48.06
65.06
km 12+414
km 12+415
km 12+451
km 12+464
km 12+514
km 12+564
km 12+614
km 12+621
km 12+640
km 12+643
km 12+664
km 12+708
km 12+714
km 12+762
km 12+764
km 12+779

1360–Przekrój normalny/konstrukcyjny–wariant A (nakładka)



R = -10000.00m
L = 19.00m
f = 0.00m
PLP 12+865.05
h=115.14
KLP 12+884.04
h=115.33
12+874.54
h =115.22
i = 0.91%
L =85.65m
i = 1.10%
L =83.56m
PLP 12+967.60
h=116.25
12+980.60
h =116.39
KLP 12+993.60
h=116.50
R = 10000.00m
L = 26.00m
f = 0.01m
i = 0.84%
L =72.24m
PLP 13+065.84
h=117.11
13+079.14
h =117.22
KLP 13+092.44
h=117.28
R = 7000.00m
L = 26.60m
f = 0.01m
Zjazd
km 13+119,04
i = 0.46%
L =45.58m
woB90
~116,15
km 13+134,30
PLP 13+138.02
h=117.49
13+150.02
h =117.54
KLP 13+162.02
h=117.58
R = 15000.00m
L = 24.00m
f = 0.00m
114.68
115.13
115.14
115.33
115.66
116.21
116.25
116.50
116.67
117.09
117.11
117.28
117.38
117.4
117.49
117.58
117.59
114.52
115.02
115.02
115.21
115.57
116.09
116.12
116.38
116.55
116.99
117.00
117.18
117.26
117.36
117.46
117.47
+0.16
+0.11
+0.12
+0.12
+0.09
+0.12
+0.13
+0.12
+0.12
+0.10
+0.11
+0.10
+0.12
+0.13
+0.12
+0.12
L=85.65m
i=0.91%
L=19.00m
T=9.50m
R=-10000.00m
L=83.56m
i=1.10%
L=26.00m
T=13.00m
R=10000.00m
L=72.24m
i=0.84%
L=26.60m
T=13.30m
R=7000.00m
L=45.58m
i=0.46%
L=24.00m
T=12.00m
R=15000.00m
L=657.76m
00.00
50.72
69.71
00.00
53.27
79.27
00.00
51.51
78.11
00.00
23.69
47.69
km 12+814
km 12+864
km 12+865
km 12+884
km 12+914
km 12+964
km 12+968
km 12+994
km 13+014
km 13+064
km 13+066
km 13+092
km 13+114
km 13+138
km 13+162
km 13+164


Zjazd km 13+198.38
i = 0.30% L =93.52m
i = 0.78% L =69.47m
i = 0.33% L =26.56m
i = 0.48% L =38.23m
i = -0.30% L =13.09m
i = 0.30% L =82.93m
Hmax 13+448.89 h=118.95
Hmin 13+470.98 h=118.90
13+262.74 h =117.88
R = -3000.00m L = 14.40m f = 0.01m
PŁP 13+255.54 h=117.86
KŁP 13+269.94 h=117.94
PŁP 13+339.40 h=118.48
13+350.65 h =118.57
KŁP 13+361.90 h=118.60
R = 5000.00m L = 22.50m f = 0.01m
13+395.97 h =118.72
R = -10000.00m L = 15.00m f = 0.00m
PŁP 13+388.47 h=118.69
KŁP 13+403.46 h=118.75
PŁP 13+441.69 h=118.94
13+447.54 h =118.96
KŁP 13+453.39 h=118.95
R = 1500.00m L = 11.70m f = 0.01m
13+470.98 h =118.89
R = -1500.00m L = 9.00m f = 0.01m
PŁP 13+466.48 h=118.91
KŁP 13+475.48 h=118.91
117.69
117.74
117.86
117.90
117.94
118.28
118.48
118.60
118.61
118.62
118.69
118.75
118.81
118.94
118.95
118.91
118.91
118.91
119.02
117.57
117.70
117.75
117.80
118.19
118.38
118.50
118.51
118.52
118.58
118.65
118.70
118.83
118.84
118.81
118.81
118.80
118.90
+0.17
+0.16
+0.15
+0.14
+0.09
+0.10
+0.10
+0.10
+0.10
+0.11
+0.10
+0.11
+0.11
+0.11
+0.10
+0.10
+0.11
+0.12
L=93.52m i=0.30%
L=14.40m T=7.20m R=-3000.00m
L=69.47m i=0.78%
L=22.50m T=11.25m R=5000.00m
L=26.56m i=0.33%
L=15.00m T=7.50m R=-10000.00m
L=38.23m i=0.48%
L=11.70m T=5.85m R=1500.00m
L=13.09m i=-0.30%
L=9.00m T=4.50m R=-1500.00m
L=82.93m i=0.30%
L=301.12m
00.00
41.21
55.61
00.00
25.07
47.57
51.60
74.14
89.13
00.00
27.36
39.06
52.15
61.15
00.00
km 13+214
km 13+256
km 13+264
km 13+270
km 13+314
km 13+339
km 13+362
km 13+364
km 13+366
km 13+388
km 13+403
km 13+414
km 13+442
km 13+453
km 13+464
km 13+466
km 13+475
km 13+514


64,3–Przekrój normalny/konstrukcyjny–wariant B
123.0
122.0
121.0
120.0
119.0
118.0
117.0
116.0
115.0
114.0
113.0
112.0
111.0
110.0
109.0
108.0
107.0
106.0
105.0
Hmax 13+582.42
h=119.19
PLP 13+558.42
h=119.16
13+604.82
h=119.30
R = 8000.00m
L = 92.80m
f = 0.13m
i = -0.86%
L =10.96m
KLP 13+651.22
h=118.90
PLP 13+662.17
h=118.80
13+668.17
h =118.75
KLP 13+674.17
h=118.65
R = 1500.00m
L = 12.00m
f = 0.01m
Zjazd
km 13+683,68
Zjazd
km 13+684,88
i = -1.66%
L =49.80m
tA
~117,30
km 13+700,68
Zjazd
km 13+711,79
Zjazd
km 13+723,51
PLP 13+723.97
h=117.82
R = 1500.00m
L = 27.57m
f = 0.06m
13+737.76
h =117.60
tA
~116,40
km 13+749,80
KLP 13+751.54
h=117.11
km 13+763,08
woD
~116,20
i = -3.50%
L =9.99m
13+761.53
h =116.76
119.16
119.17
119.13
118.90
118.80
118.78
118.75
118.65
118.49
118.47
118.03
117.98
117.83
117.82
117.11
116.76
119.01
119.02
119.03
118.79
118.70
118.68
118.65
118.53
117.84
117.70
117.13
116.76
116.81
+0.15
+0.15
+0.10
+0.11
+0.10
+0.10
+0.10
+0.12
+0.14
+0.12
-0.02
L=92.80m
T=46.40m
R=8000.00m
L=10.96m
i=-0.86%
L=12.00m
T=6.00m
R=1500.00m
L=49.80m
i=1.66%
L=27.57m
T=13.79m
R=1500.00m
L=9.99m
i=-3.50%
L=97.28m
44.09
00.00
36.89
47.84
52.72
59.84
00.00
09.64
37.21
47.20
50.00
km 13+558
km 13+564
km 13+614
km 13+651
km 13+662
km 13+664
km 13+667
km 13+674
km 13+714
km 13+724
km 13+752
km 13+762
km 13+764

LEGENDA:

Skrzyżowanie obustronne

Zjazd prawostronny

Zjazd lewostronny

wo – wodociąg

tA – kabel telekomunikacyjny

STADIUM : PW

BRANŻA: DROGOWA

SKALA 1 :100/1000

RYS. NR 2

WARSZAWA, 12.2018r.

OBIEKT :
"Przebudowa mostu nr JNI 31001698 w m. Kosemin w ciągu drogi powiatowej
nr 3738W Bożelewo - Kosemin - Żabowo - Szumanie wraz z drogami dojazdowymi"

INWESTOR : Powiat sierpecki
ul. Świętokrzyska 2a
09-200 Sierpc

Nazwa rysunku: Przekrój podłużny drogi

Projektant, branża drogowa: mgr inż Tomasz Kowieszko
UPR. PROJ. w spec. drogowej NR MAZ/0027/POOD/14

Sprawdzający, branża drogowa: mgr inż Łukasz Wandzel
UPR. PROJ. w spec. drogowej NR SLK/3468/POOD/10