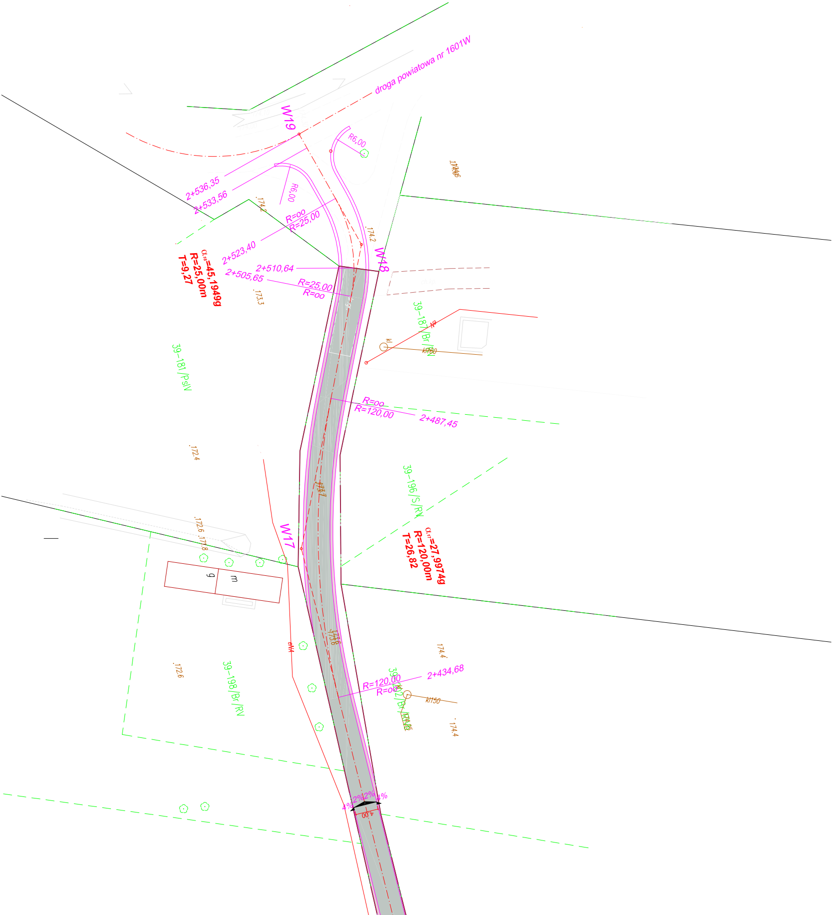
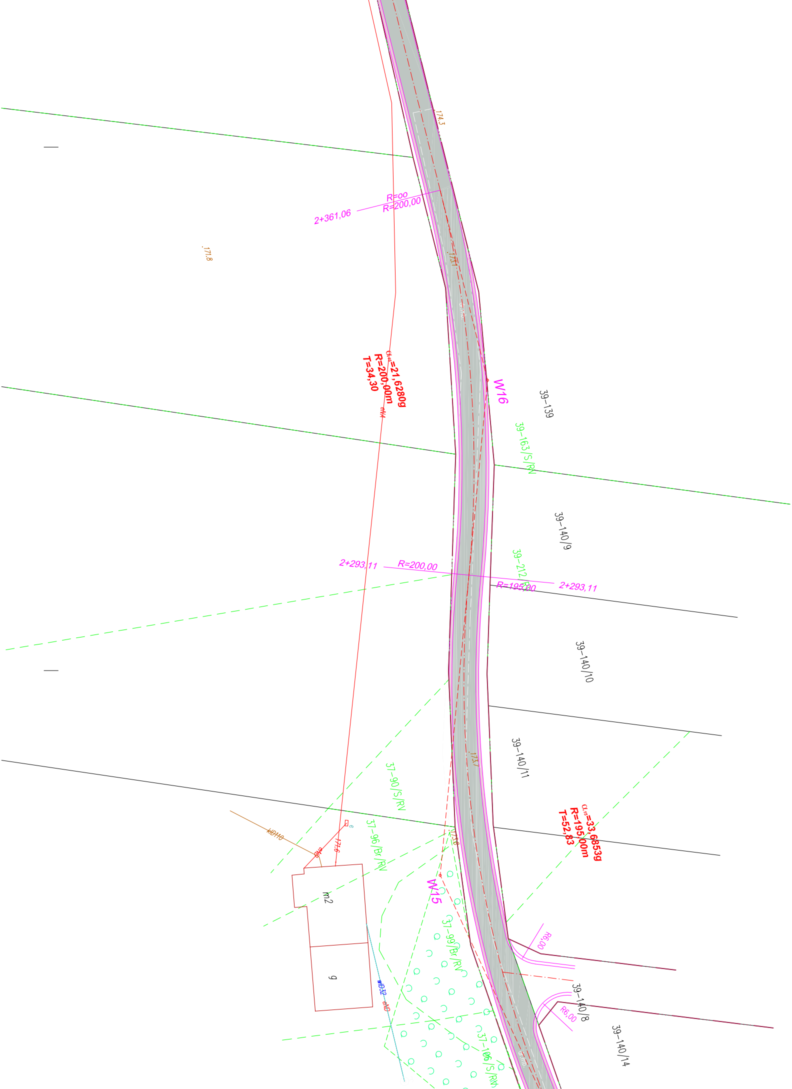
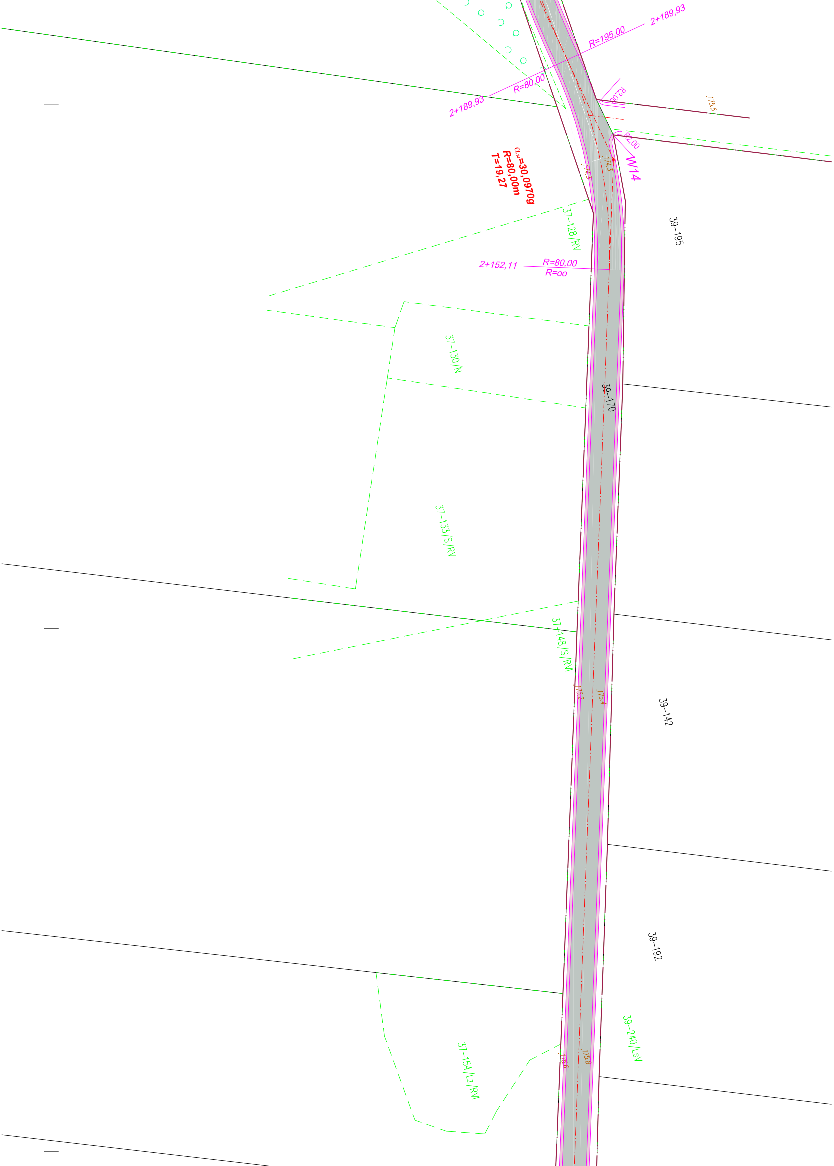
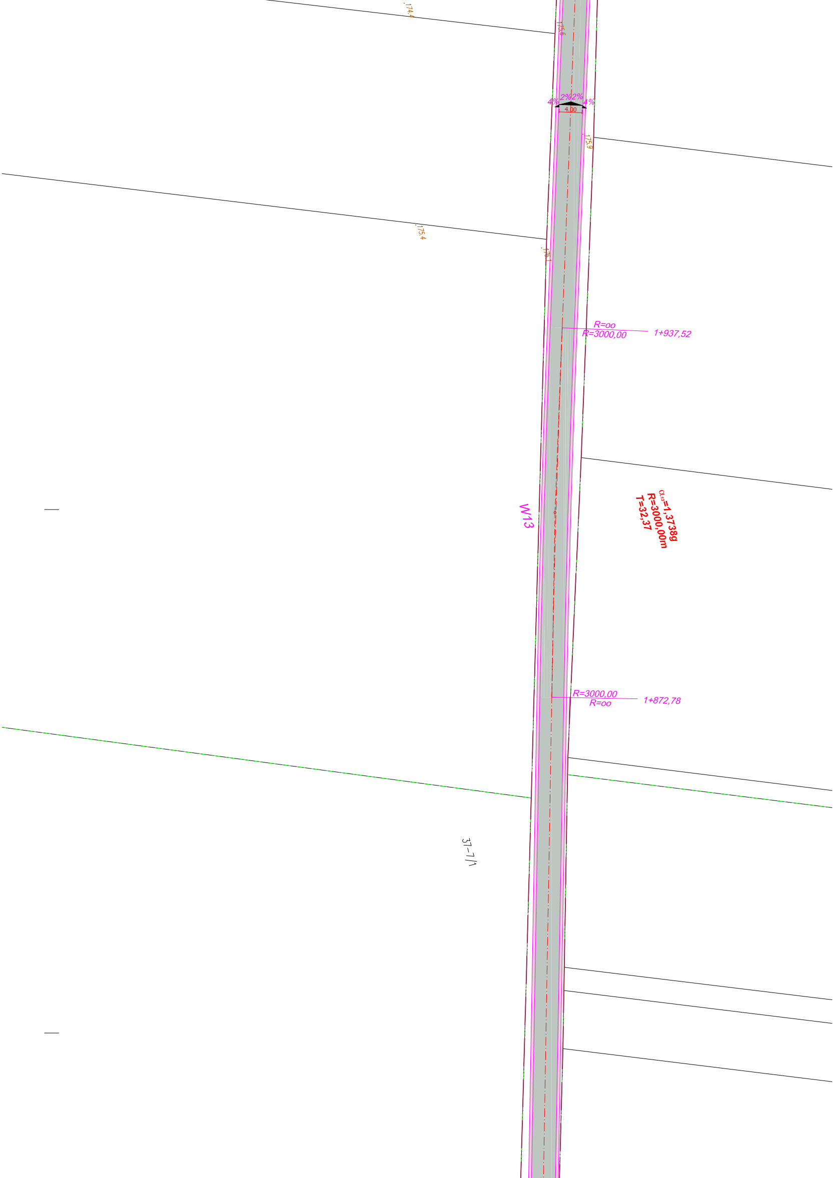
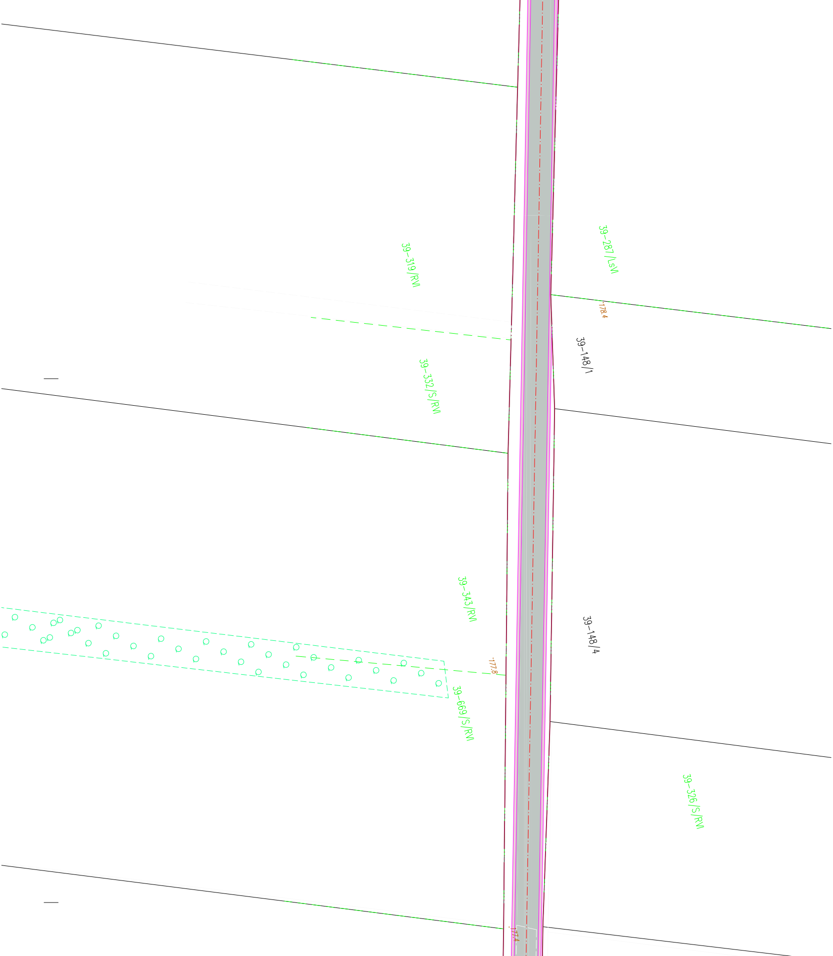
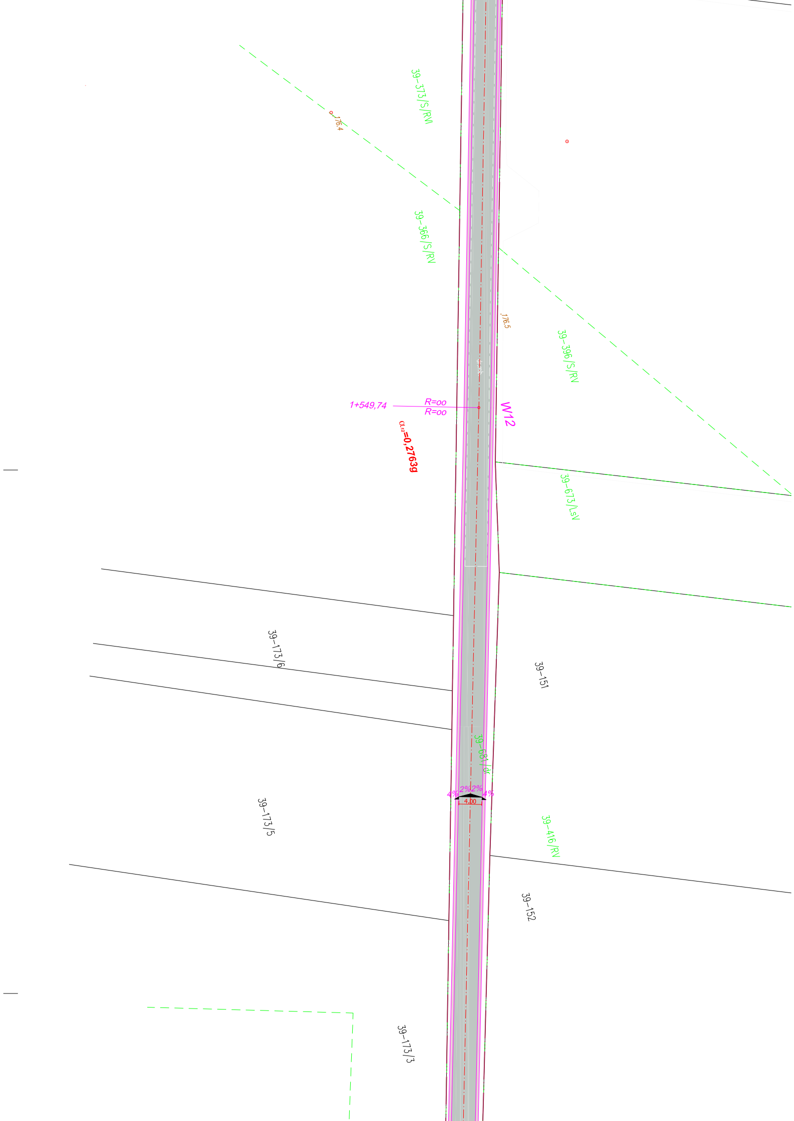

droga powiatowa nr 1601W
W19
R6,00
R6,00
2+536,35
2+533,56
174.2
R=oo
R=25,00
2+523,40
α18=45,1949g
R=25,00m
T=9,27
174.2
W18
2+510,64
2+505,65
R=25,00
R=oo
173.3
39-187/Br/IV
kl
kl160
39-181/PsIV
R=oo
R=120,00
2+487,45
172.4
173.7
39-196/S/RV
α17=27,9974g
R=120,00m
T=26,82
W17
172.6
171.8
g
m
173.6
174.4
172.6
39-198/Br/RV
R=120,00
R=oo
2+434,68
kl150
174.4
4%
2%
2%
4%
4.00

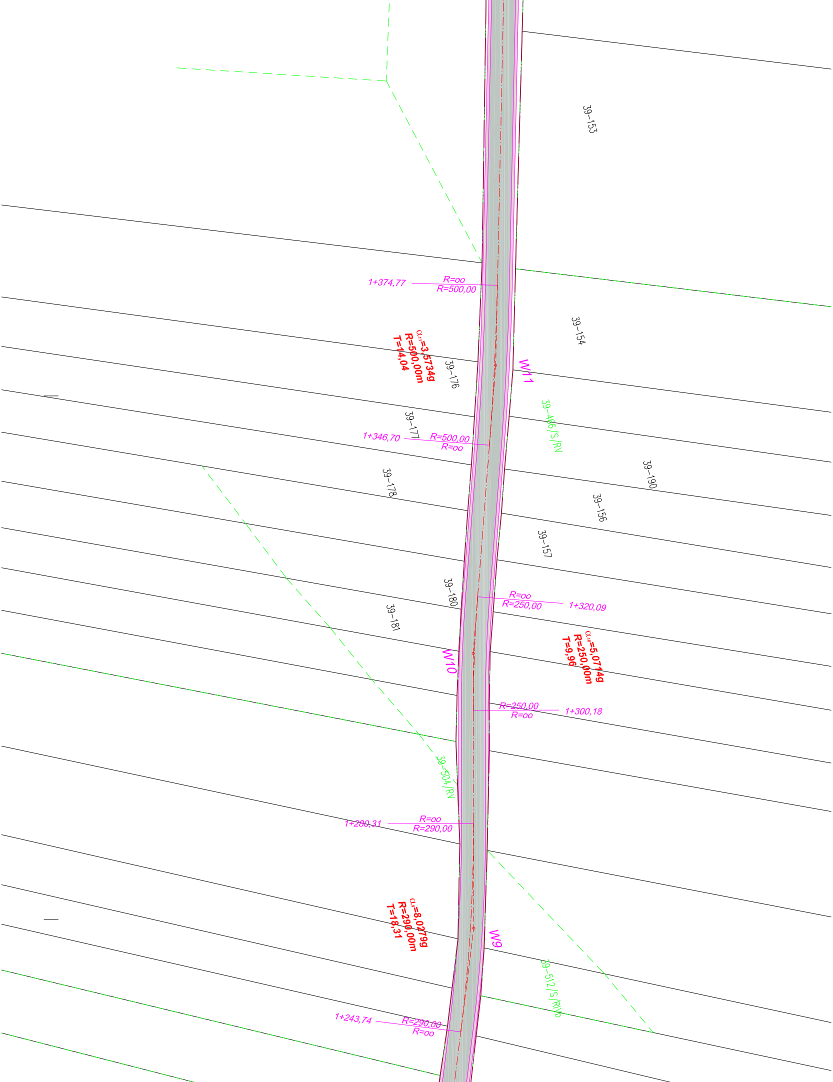

174.3
R=oo
R=200,00
2+361,06
171.8
173.1
α16=21,6280g
R=200,00m
T=34,30
eNA
W16
39–139
39–163/S/RV
39–140/9
2+293,11
R=200,00
39–212/RV
R=195,00
2+293,11
39–140/10
39–140/11
173.7
37–90/S/RV
α15=33,6853g
R=195,00m
T=52,83
kD110
eNB
171.6
e
37–96/Br/RV
W15
m2
37–99/Br/RV
R6,00
g
wD32
eND
39–140/8
R6,00
39–140/14
37–106/S/RV

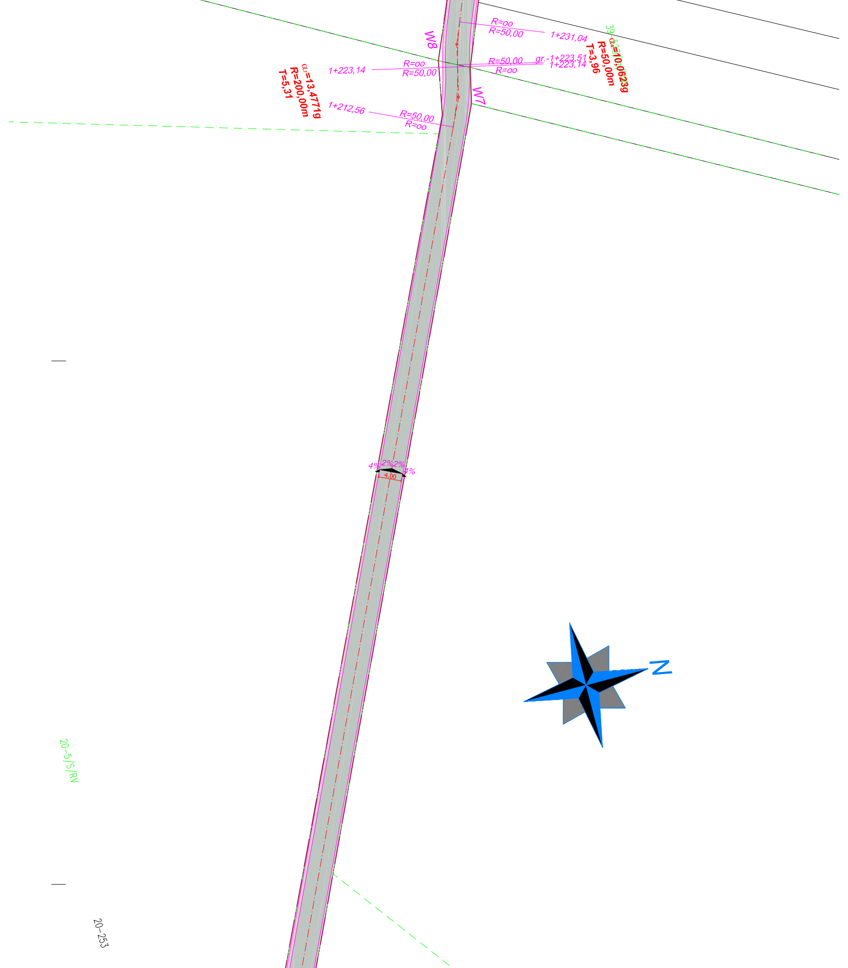

2+189,93
R=195,00
R=80,00
2+189,93
R2,00
R2,00
175,5
W14
174,3
174,3
α14=30,0970g
R=80,00m
T=19,27
39-195
37-128/RV
2+152,11
R=80,00
R=oo
37-130/N
39-170
37-133/S/RV
37-148/S/RV
175,2
175,4
39-142
39-192
39-240/LsV
37-154/Lz/RV
175,6
175,8

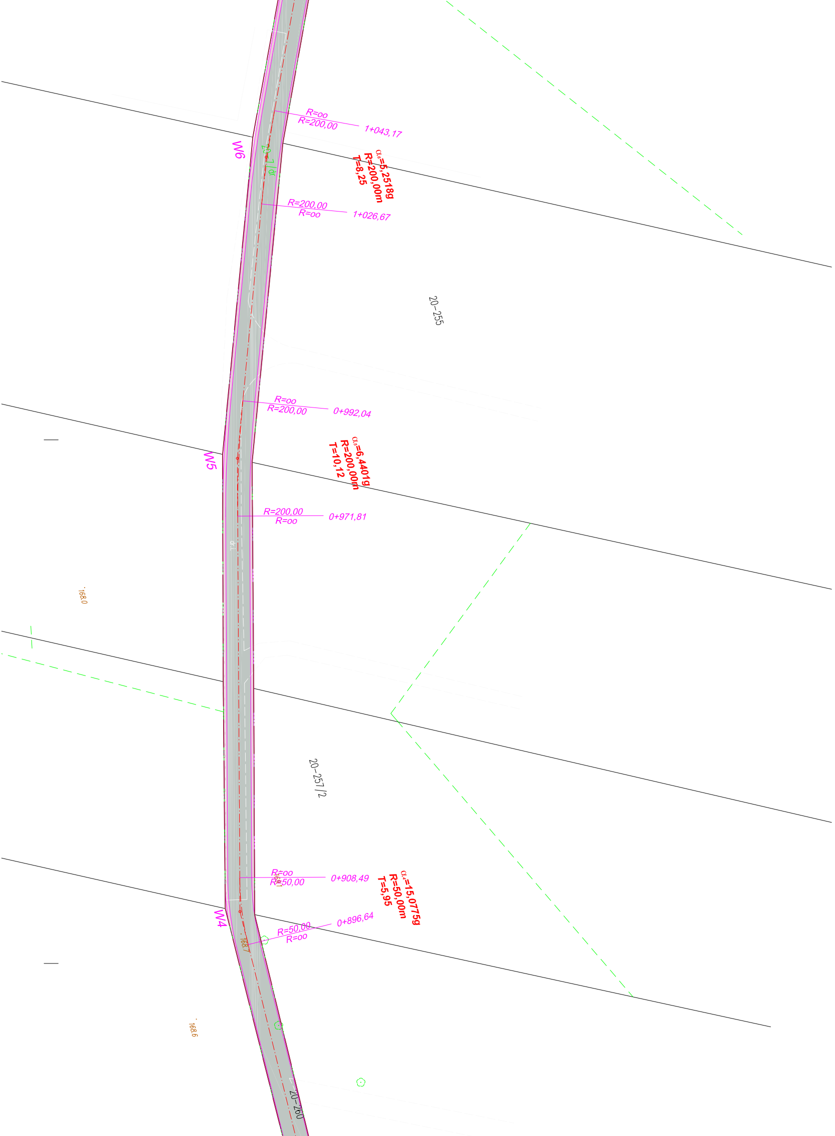

.174.4
.175.6
4%
2%
2%
4%
4.00
.175.9
.175.4
.176.1
R=oo
R=3000,00
1+937,52
W13
α13=1,37389
R=3000,00m
T=32,37
R=3000,00
R=oo
1+872,78
37-7/1

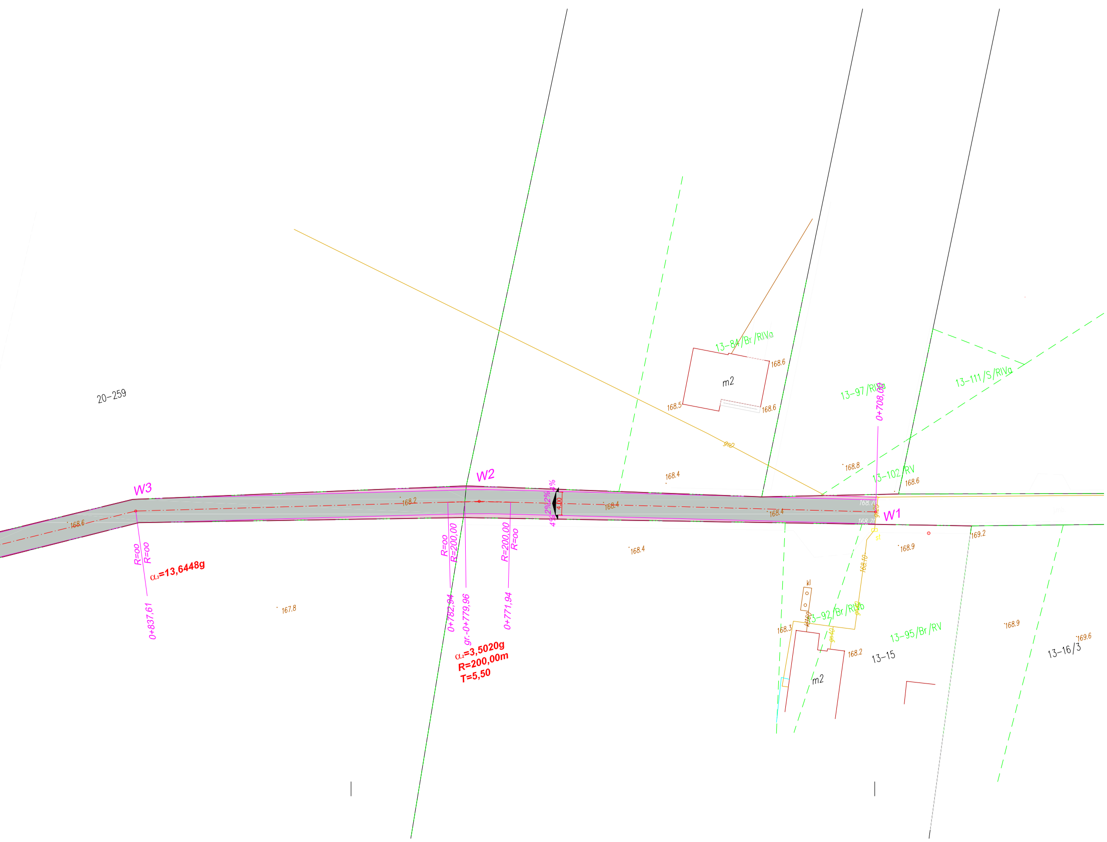

39-319/RVI
39-287/LsVI
·178.4
39-148/1
39-332/S/RVI
39-343/RVI
39-148/4
·177.8
39-669/S/RVI
39-326/S/RVI
·177.4


39-373/S/RV
176.4
39-366/S/RV
176.5
39-396/S/RV
dr.nb
1+549,74
R=oo
R=oo
W12
α_{12}=0,2763g
39-673/LsV
39-173/6
39-151
39-681/dr
4%
2%
2%
4%
4.00
39-173/5
39-416/RV
39-152
39-173/3


39–153
1+374,77
R=oo
R=500,00
39–154
α_{11}=3,5734g
R=500,00m
T=14,04
39–176
W11
39–406/S/RV
39–177
1+346,70
R=500,00
R=oo
39–190
39–178
39–156
39–157
39–180
R=oo
R=250,00
1+320,09
39–181
α_{10}=5,0714g
R=250,00m
T=9,96
W10
R=250,00
R=oo
1+300,18
39–504/RV
1+280,31
R=oo
R=290,00
α_{9}=8,0279g
R=290,00m
T=18,31
W9
39–512/S/RVb
1+243,74
R=290,00
R=oo


R=oo
R=50,00
1+231,04
W8
1+223,14
R=oo
R=50,00
R=50,00
gr.-1+223,51
1+223,14
R=oo
W7
α_8=10,0623g
R=50,00m
T=3,96
α_7=13,4771g
R=200,00m
T=5,31
1+212,56
R=50,00
R=oo
4%
2%
2%
4%
4.00
N
20-5/S/RV
20-253


R=oo
R=200,00
1+043,17
W6
20-271/dr
α_6=5,2518g
R=200,00m
T=8,25
R=200,00
R=oo
1+026,67
20-255
R=oo
R=200,00
0+992,04
W5
α_5=6,4401g
R=200,00m
T=10,12
R=200,00
R=oo
0+971,81
168.0
20-257/2
R=oo
R=50,00
0+908,49
168.1
W4
α_4=15,0775g
R=50,00m
T=5,95
R=50,00
R=oo
0+896,64
168.7
168.6
20-260


20–259
W3
W2
W1
168.6
R=oo
R=oo
α₃=13,6448g
0+837,61
167.8
168.2
R=oo
R=200,00
0+782,94
gr.-0+779,96
α₂=3,5020g
R=200,00m
T=5,50
R=200,00
R=oo
0+771,94
4%
2%
2%
4%
4,00
168.4
168.4
168.4
13–84/Br/RIVa
m2
168.5
168.6
168.6
13–97/RIVb
0+708,00
13–111/S/RIVa
168.8
13–102/RV
168.6
169.2
168.9
168.10
13–92/Br/RIVb
168.3
kl
m2
168.2
13–15
13–95/Br/RV
168.9
169.6
13–16/3

PLAN SYTUACYJNY

LEGENDA:

granica pasa drogowego

nawierzchnia drogi gminne - projektowana

pobocze utwardzone drogi gminnej - projektowane

STADIUM: **P R O J E K T W Y K O N A W C Z Y**

NAZWA PRZEDSIĘWZIĘCIA:
Przebudowa drogi gminnej dojazdowej do gruntów rolnych Jurki - Kruszew - Wola Pniewska od km 0+708,00 do km 2+510,64

INWESTOR: GMINA PNIEWY
05-652 Pniewy 2

ADRES INWESTYCJI: dz. nr ewid.: 14 Jurki; 260 Kruszew; 170 Wola Pniewska; gm. Pniewy, pow. grójecki

TYTUŁ RYSUNKU: PLAN SYTUACYJNY

SKALA: 1:500

PROJEKTANT:	NR UPRAWNIEŃ	PODPIS:
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OPRACOWAŁ:	NR UPRAWNIEŃ	PODPIS:
mgr inż. Marek Romanowski	UAN-II-K-8386/80/86	

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NR RYS. PS/2