

Etap III - zakres - przebudowa drogi

LEGENDA:

Linia przelazowa do rzutu uziomu:

Wp-1 - DN 160 PCV, L=3,0m, I=2,0%

Wp-2 - DN 160 PCV, L=4,0m, I=2,0%

Wp-3 - DN 160 PCV, L=5,0m, I=2,0%

Wp-4 - DN 160 PCV, L=4,5m, I=2,0%

Wp-5 - DN 160 PCV, L=1,0m, I=2,0%

Wp-6 - DN 160 PCV, L=2,0m, I=2,0%

Wp-7 - DN 160 PCV, L=3,5m, I=2,0%

Wp-8 - DN 160 PCV, L=3,0m, I=2,0%

Wp-9 - DN 160 PCV, L=2,0m, I=2,0%

Wp-10 - DN 160 PCV, L=1,5m, I=2,0%

Wp-11 - DN 160 PCV, L=2,0m, I=2,0%

Wp-12 - DN 160 PCV, L=3,5m, I=2,0%

Wp-13 - DN 160 PCV, L=1,0m, I=2,0%

Wp-14 - DN 160 PCV, L=3,5m, I=2,0%

Wp-15 - DN 160 PCV, L=1,0m, I=2,0%

Wp-16 - DN 160 PCV, L=3,5m, I=2,0%

Wp-17 - DN 160 PCV, L=1,0m, I=2,0%

Wp-18 - DN 160 PCV, L=3,5m, I=2,0%

Wp-19 - DN 160 PCV, L=1,0m, I=1,0%

Wp-20 - DN 160 PCV, L=3,5m, I=2,0%

Wp-21 - DN 160 PCV, L=1,0m, I=2,0%

| | | | |
|-------|-------------|--------|-------------|
| Wp-1 | -DN 160 PCV | L=3.0m | $\pm 0.2\%$ |
| Wp-2 | -DN 160 PCV | L=4.5m | $\pm 0.2\%$ |
| Wp-3 | -DN 160 PCV | L=5.0m | $\pm 0.2\%$ |
| Wp-4 | -DN 160 PCV | L=4.5m | $\pm 0.2\%$ |
| Wp-5 | -DN 160 PCV | L=1.0m | $\pm 0.2\%$ |
| Wp-6 | -DN 160 PCV | L=2.0m | $\pm 0.2\%$ |
| Wp-7 | -DN 160 PCV | L=3.5m | $\pm 0.2\%$ |
| Wp-8 | -DN 160 PCV | L=3.0m | $\pm 0.2\%$ |
| Wp-9 | -DN 160 PCV | L=2.0m | $\pm 0.2\%$ |
| Wp-10 | -DN 160 PCV | L=1.5m | $\pm 0.2\%$ |
| Wp-11 | -DN 160 PCV | L=2.0m | $\pm 0.2\%$ |
| Wp-12 | -DN 160 PCV | L=3.5m | $\pm 0.2\%$ |
| Wp-13 | -DN 160 PCV | L=1.0m | $\pm 0.2\%$ |
| Wp-14 | -DN 160 PCV | L=3.5m | $\pm 0.2\%$ |
| Wp-15 | -DN 160 PCV | L=1.0m | $\pm 0.2\%$ |
| Wp-16 | -DN 160 PCV | L=3.5m | $\pm 0.2\%$ |
| Wp-17 | -DN 160 PCV | L=1.5m | $\pm 0.2\%$ |
| Wp-18 | -DN 160 PCV | L=3.5m | $\pm 0.2\%$ |
| Wp-19 | -DN 160 PCV | L=1.0m | $\pm 0.2\%$ |
| Wp-20 | -DN 160 PCV | L=3.5m | $\pm 0.2\%$ |
| Wp-21 | -DN 160 PCV | L=1.0m | $\pm 0.2\%$ |