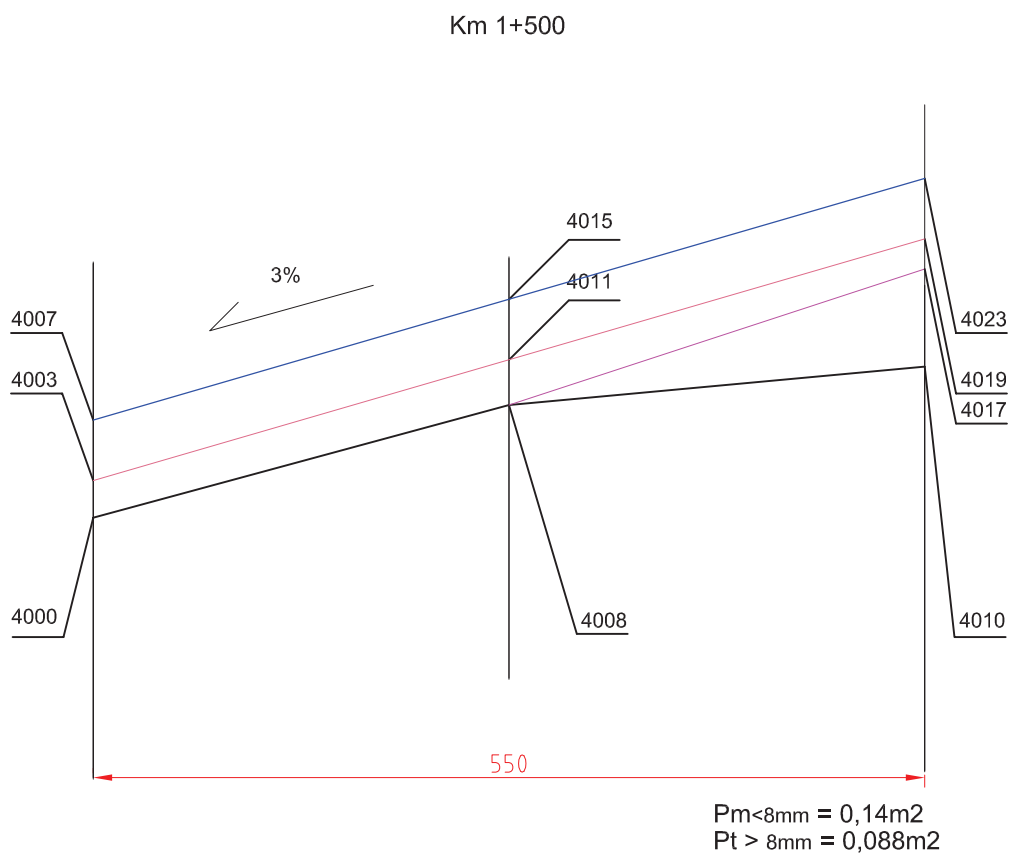
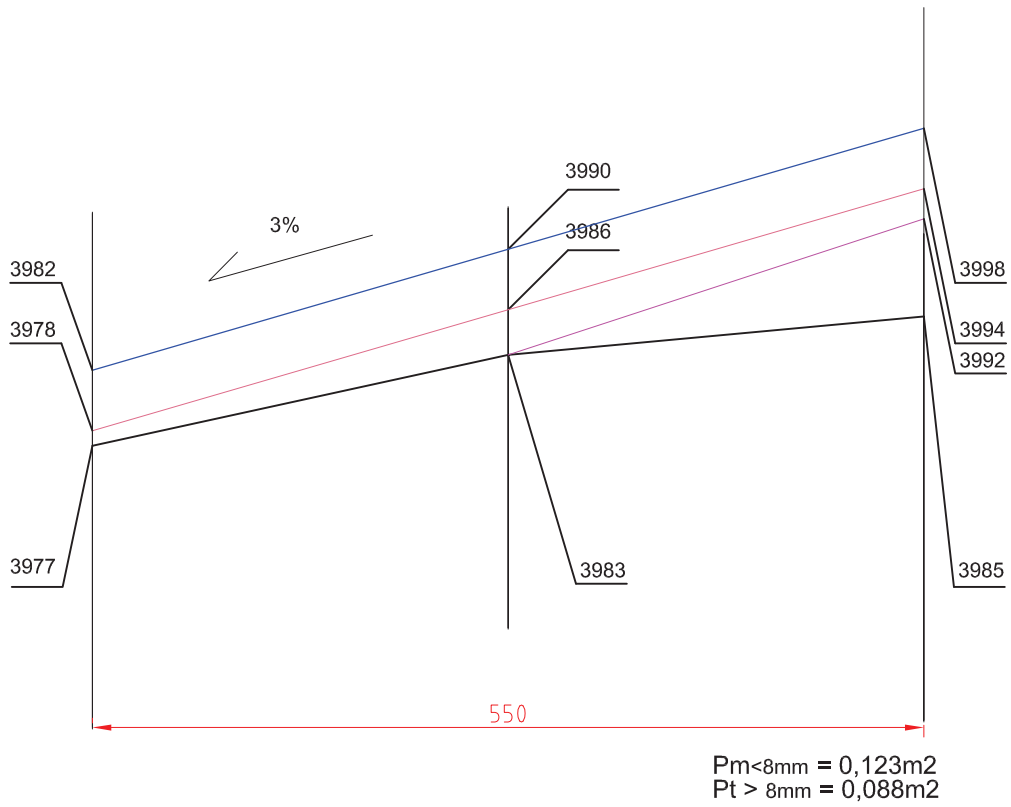


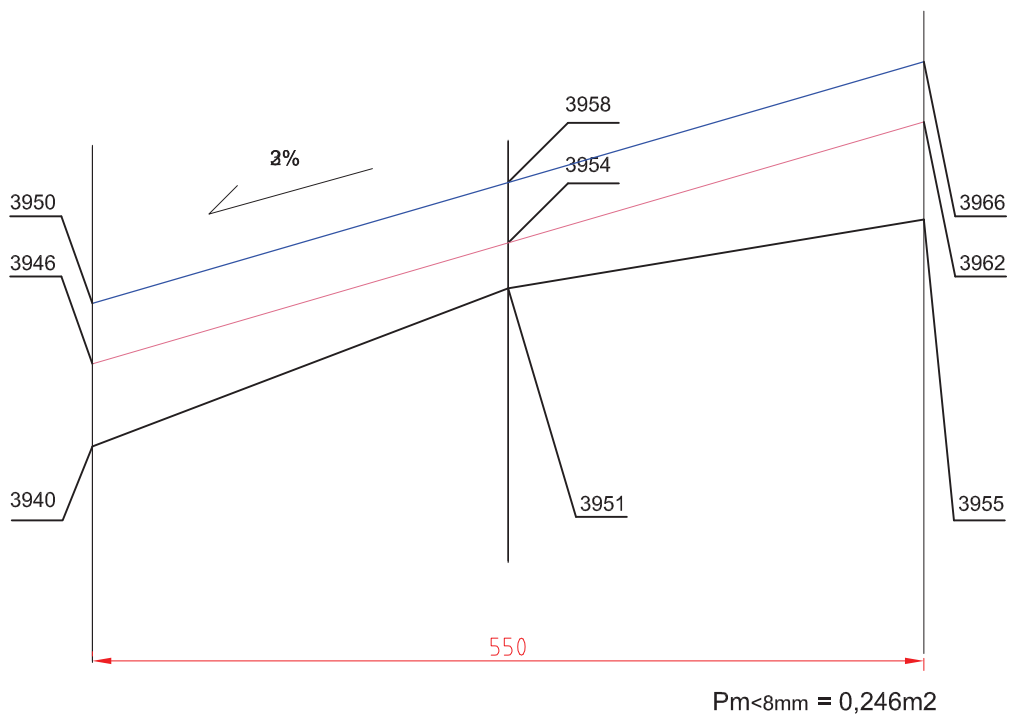
Przekroje poprzeczne drogi powiatowej Nr 1416G  
odc. Szemud - Kowalewo  
od Km 1+500 do Km 3+000 dł. 1500 mb  
Skala 1:5/50



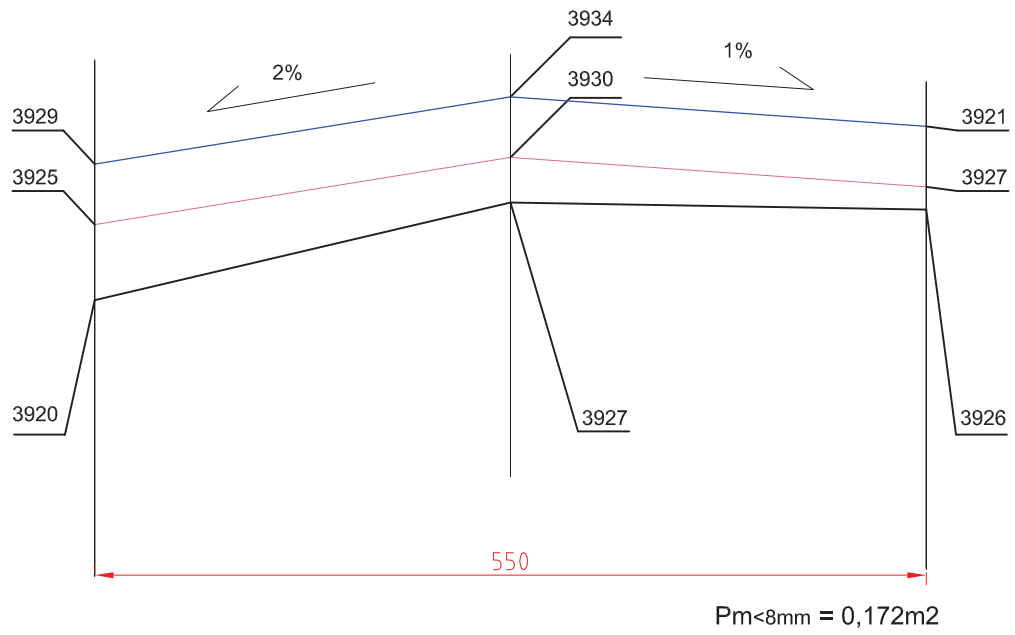
Km 1+525



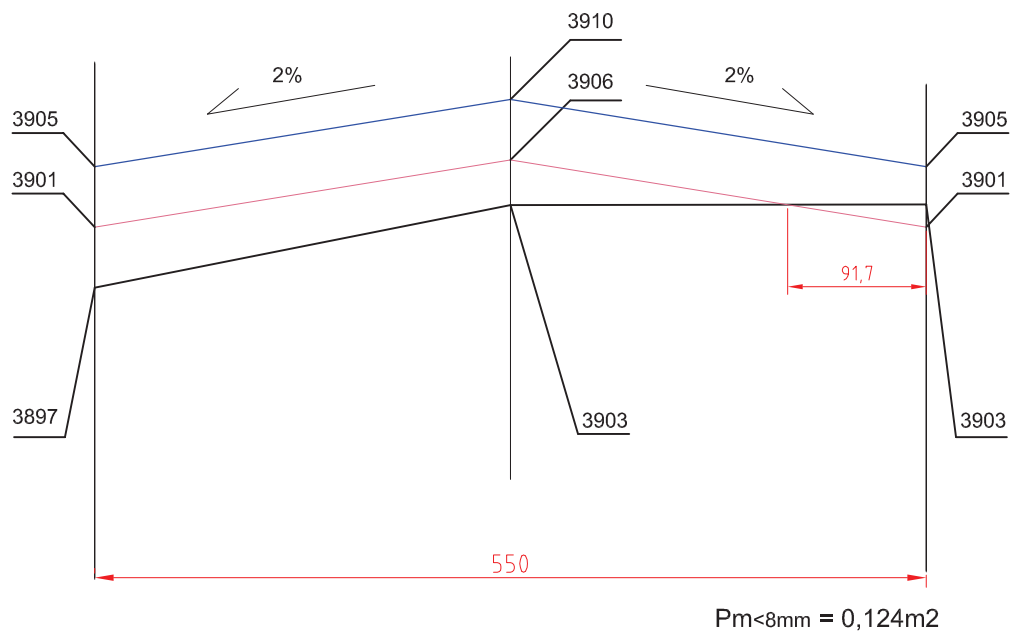
Km 1+550



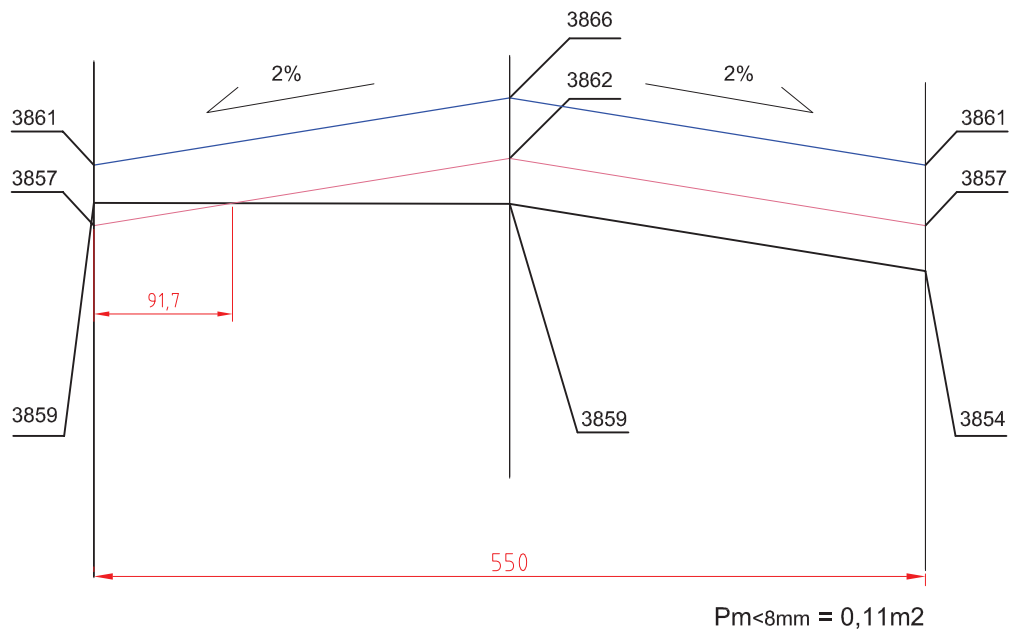
Km 1+575



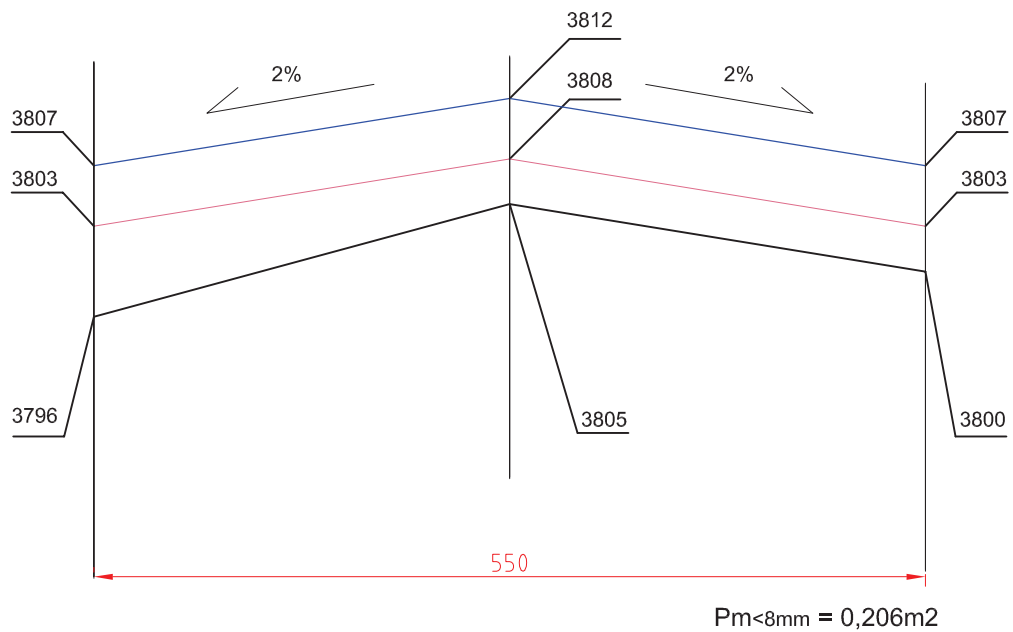
Km 1+600



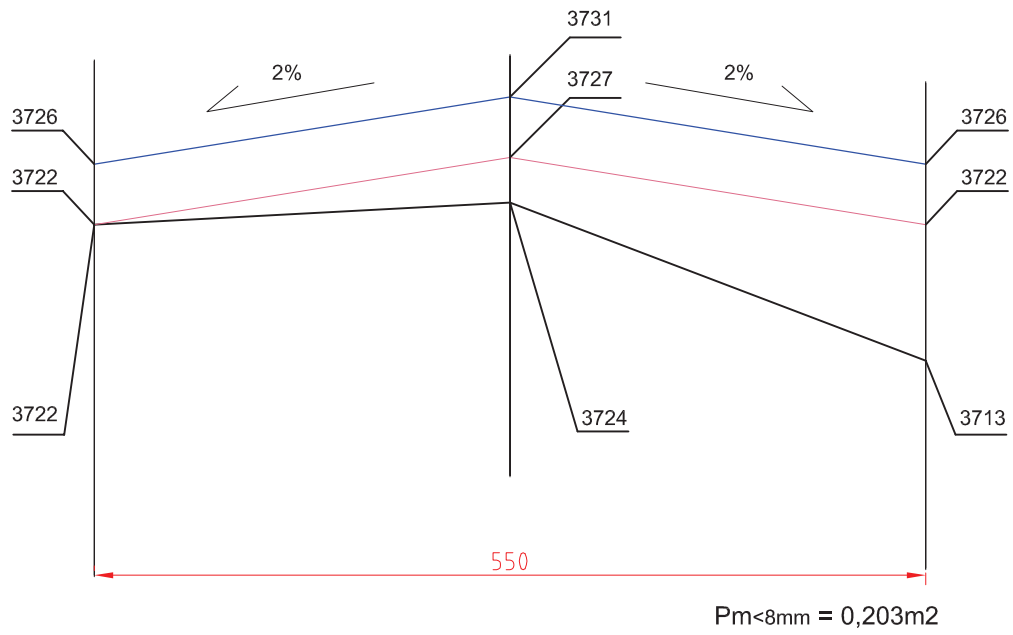
Km 1+625



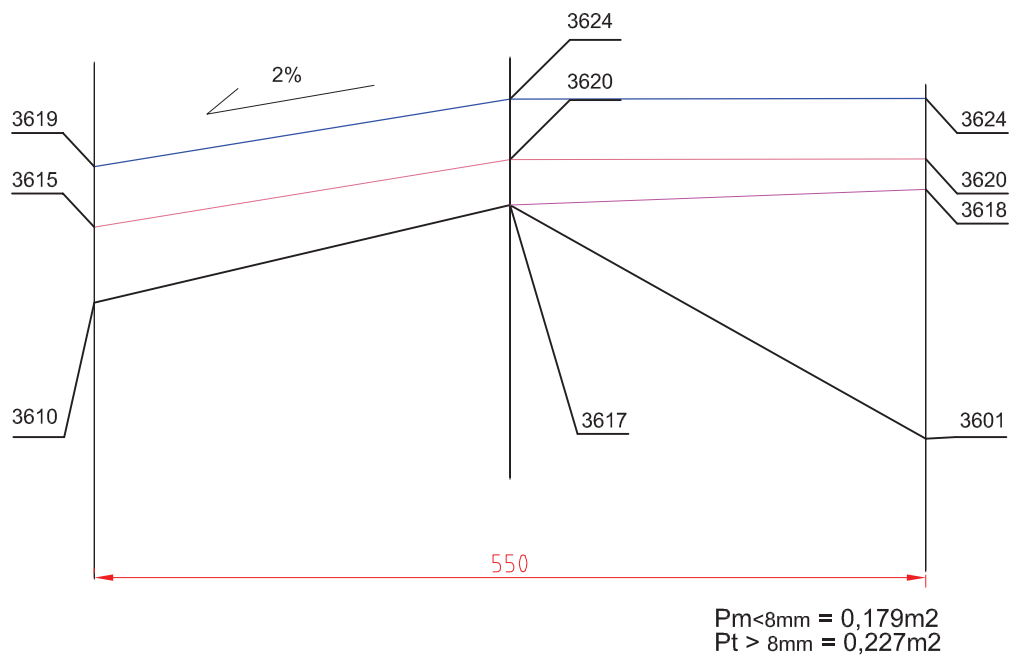
Km 1+650



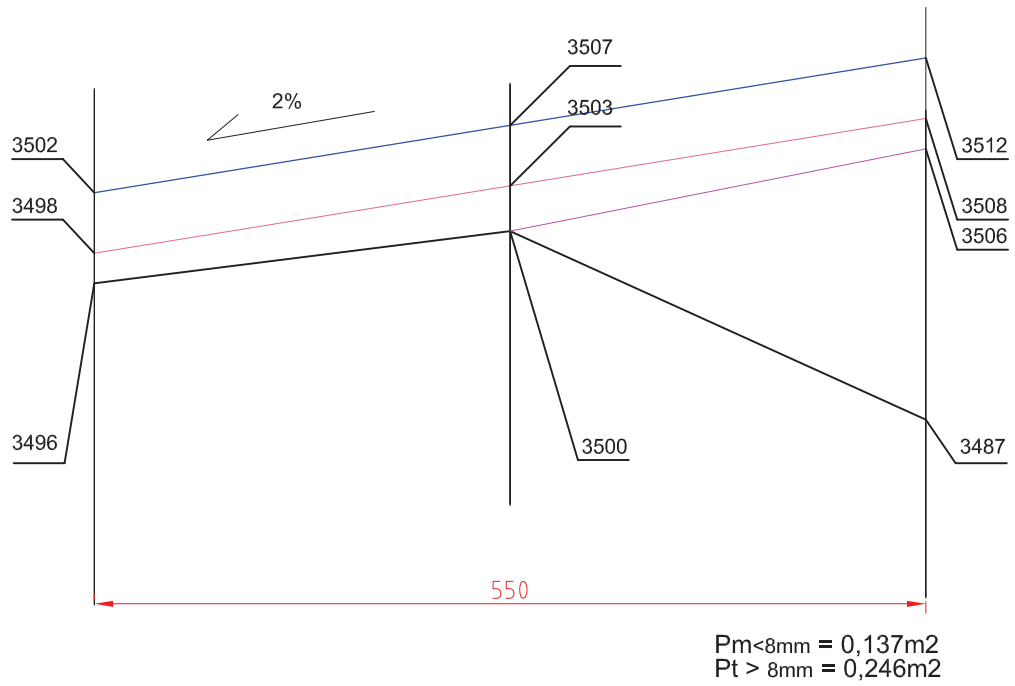
Km 1+675



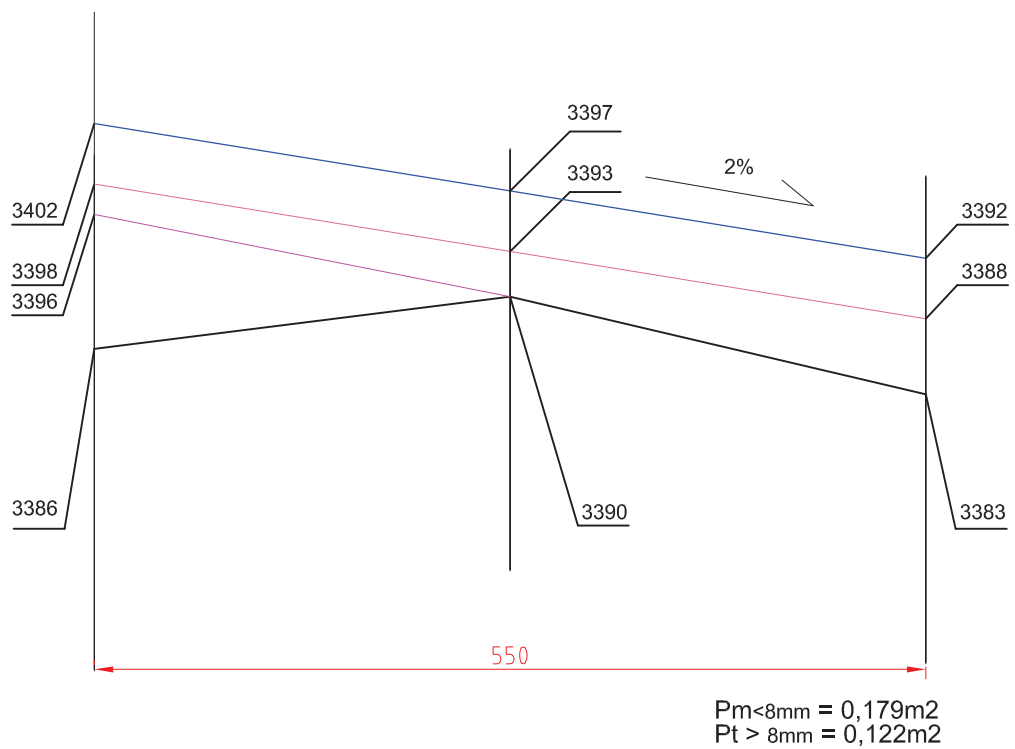
Km 1+700



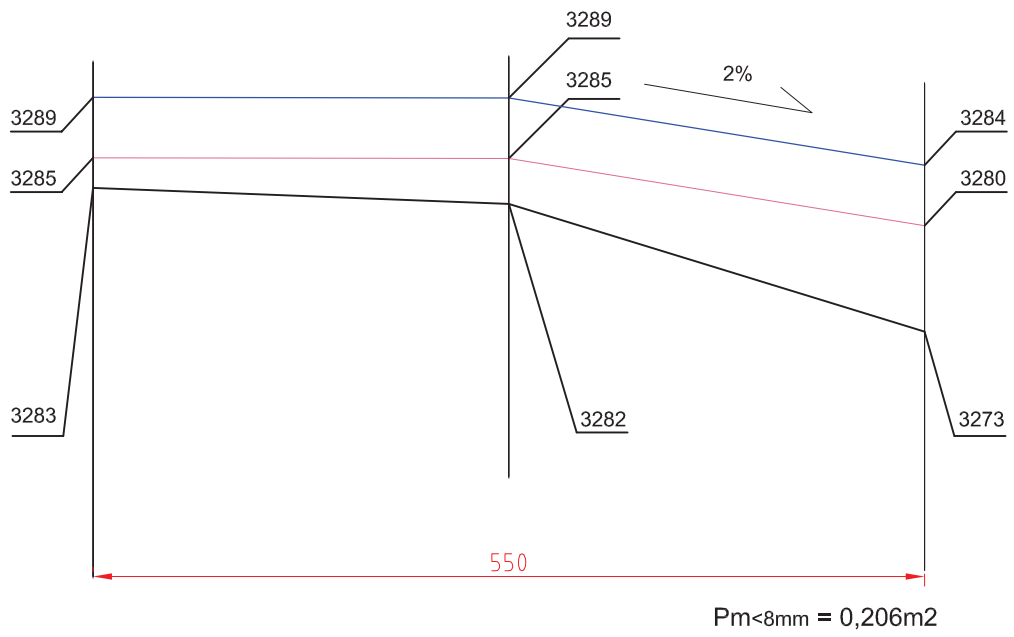
Km 1+725



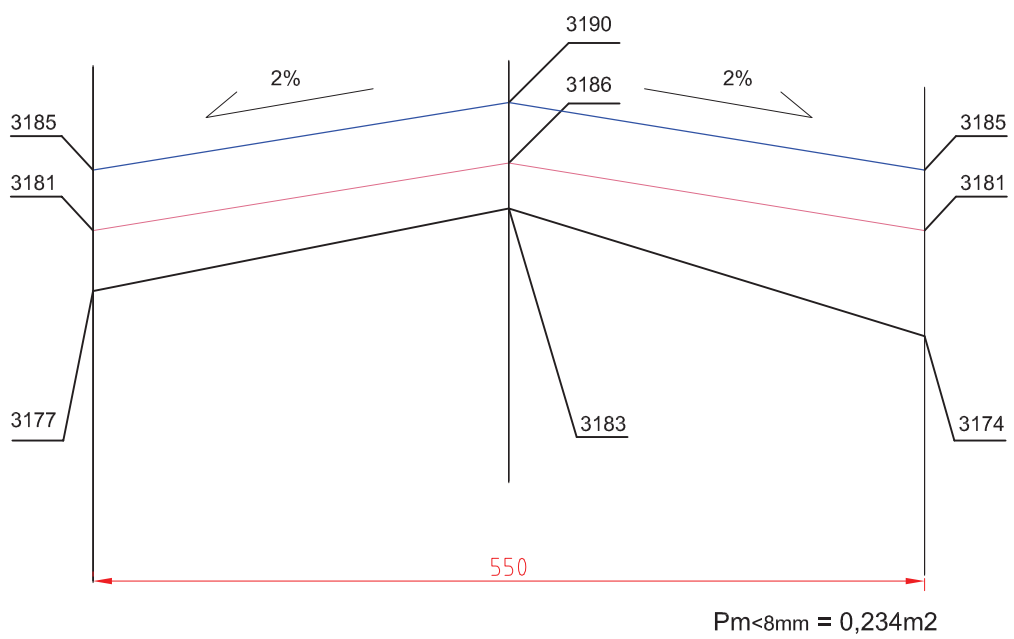
Km 1+750



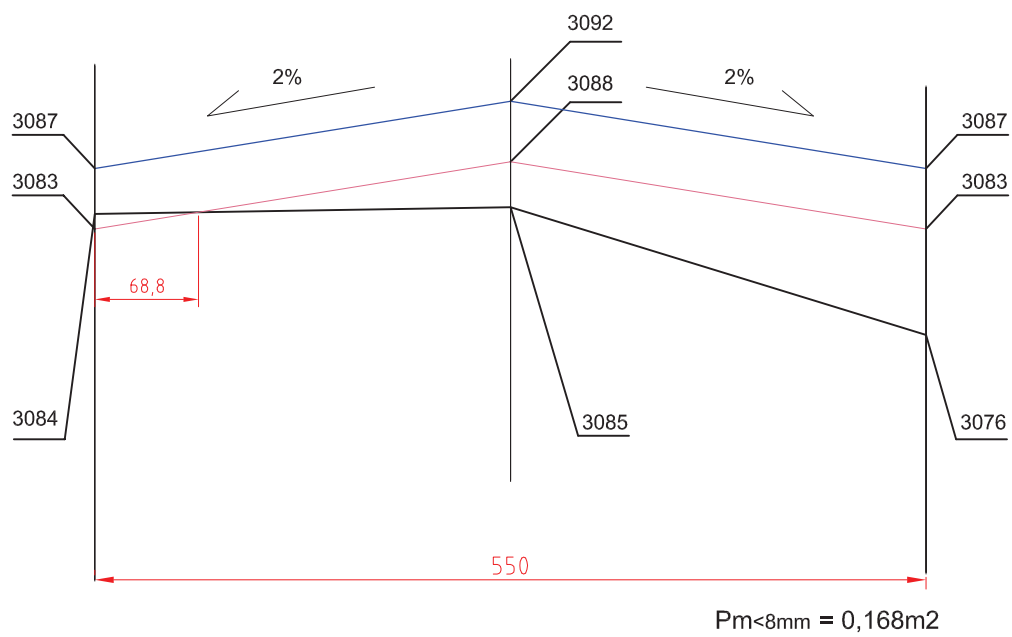
Km 1+775



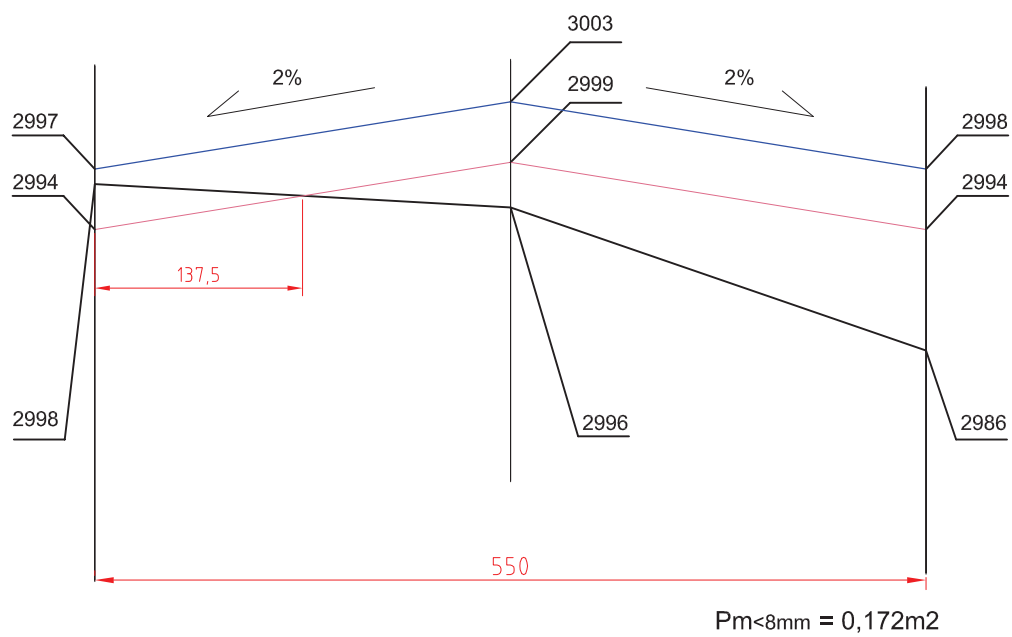
Km 1+800



Km 1+825

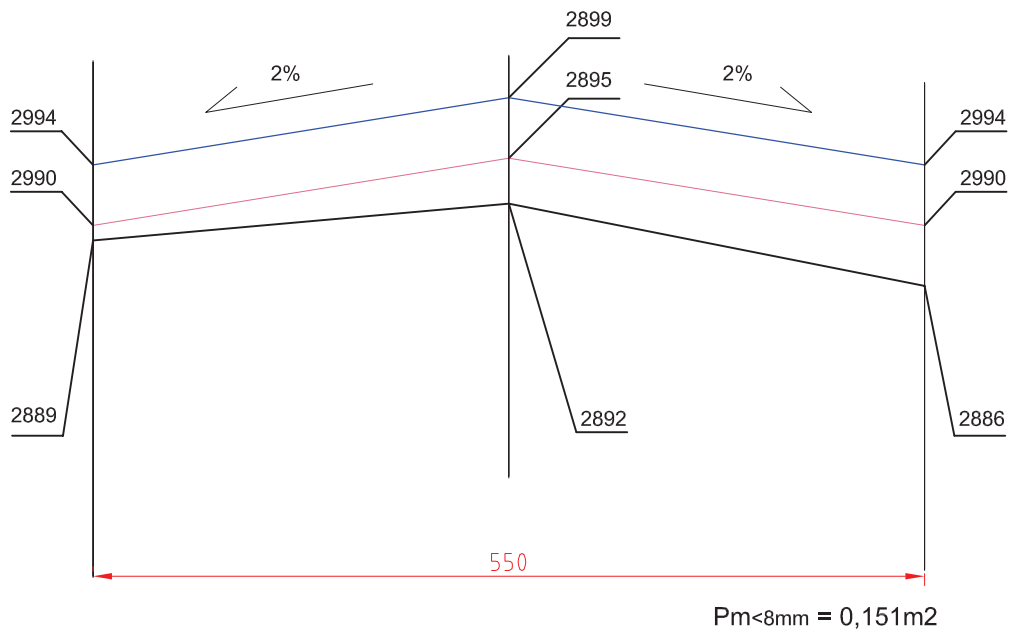


Km 1+850

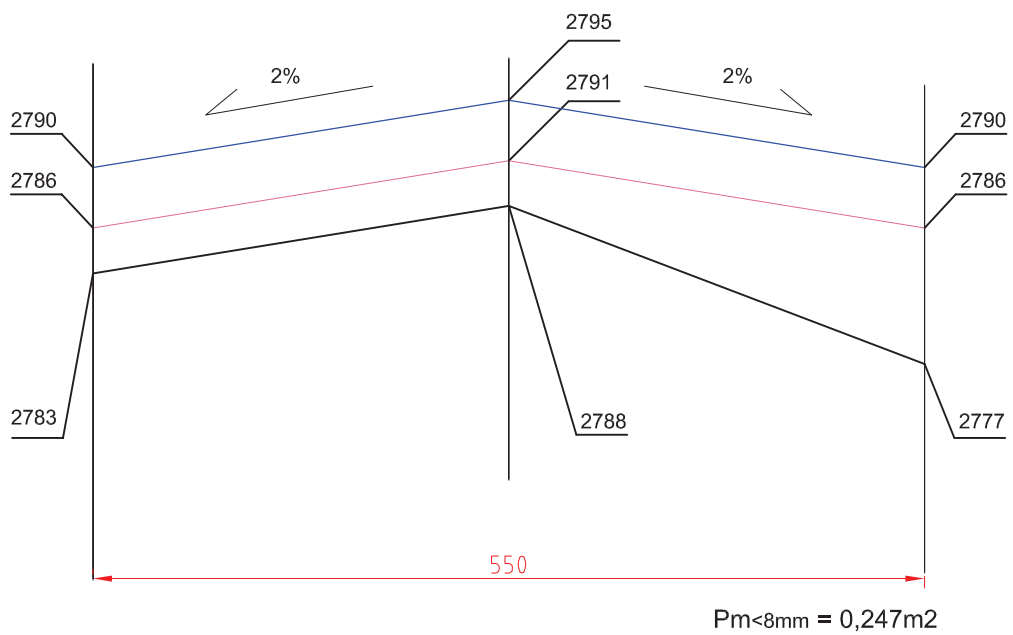




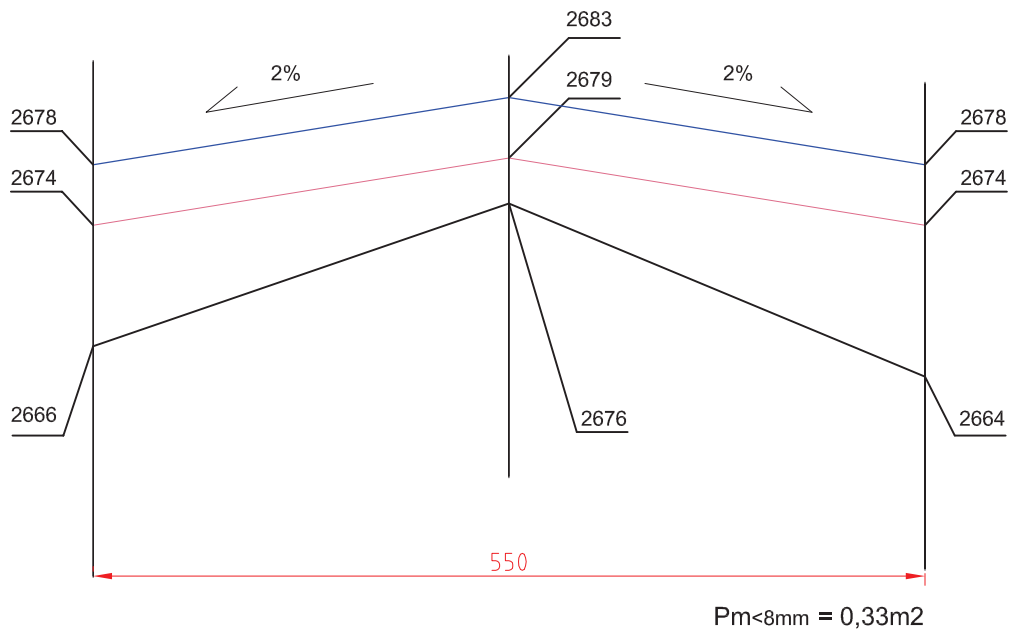
Km 1+875



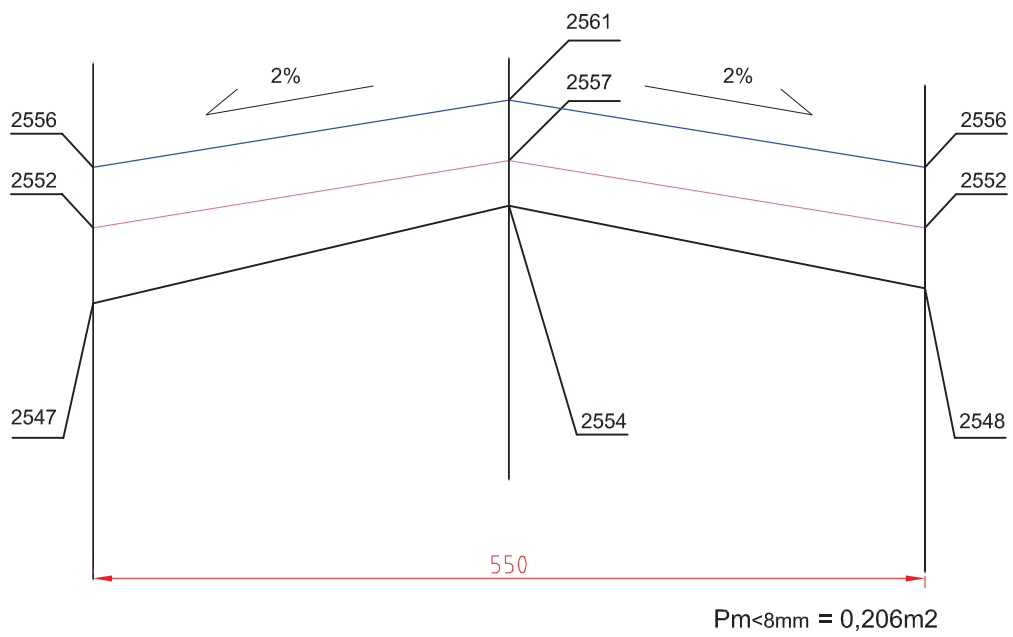
Km 1+900



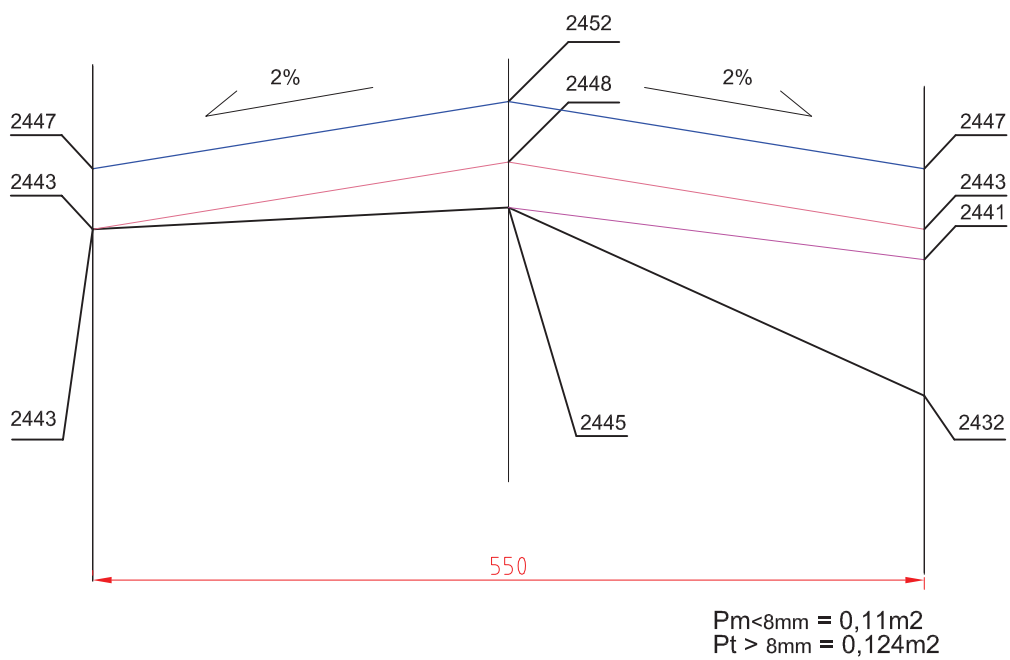
Km 1+925



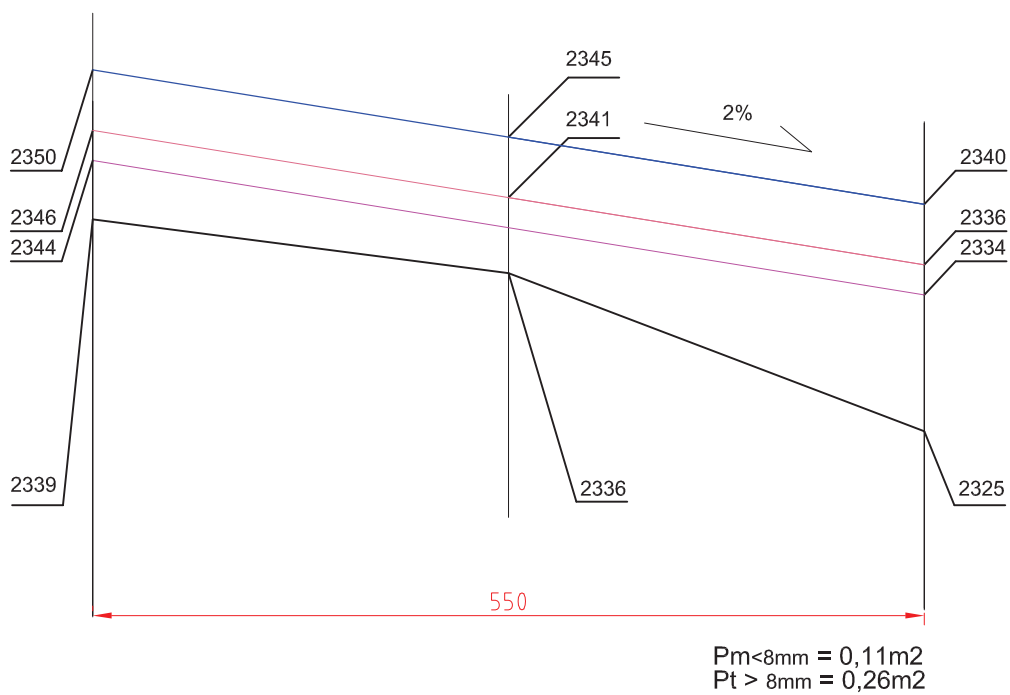
Km 1+950



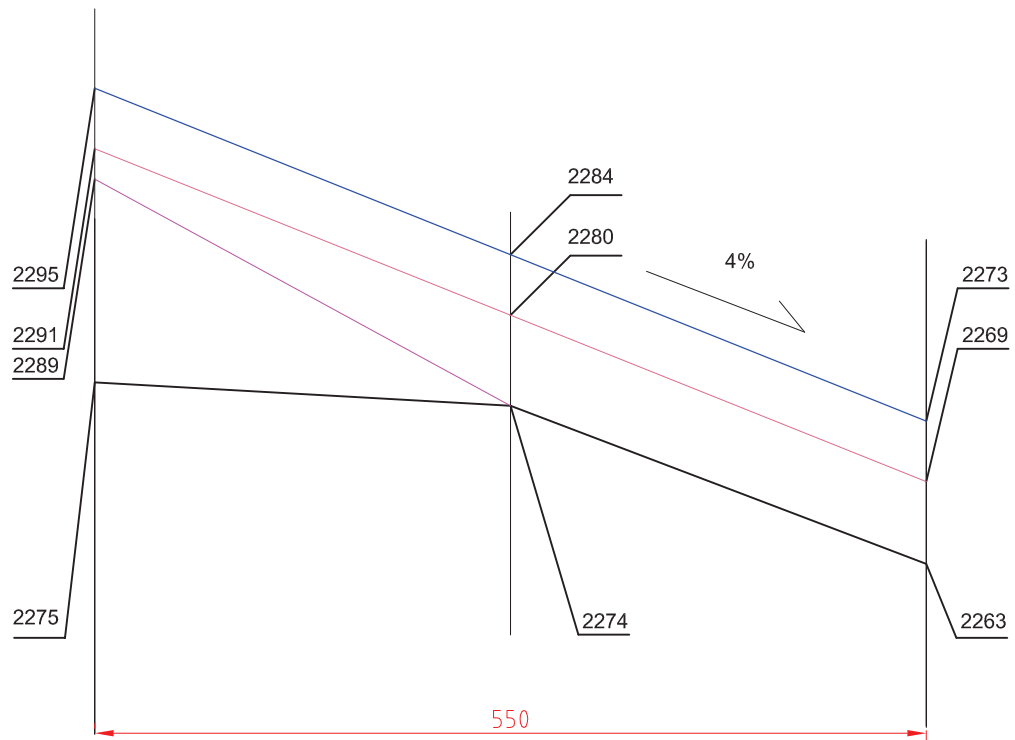
Km 1+975



Km 2+000

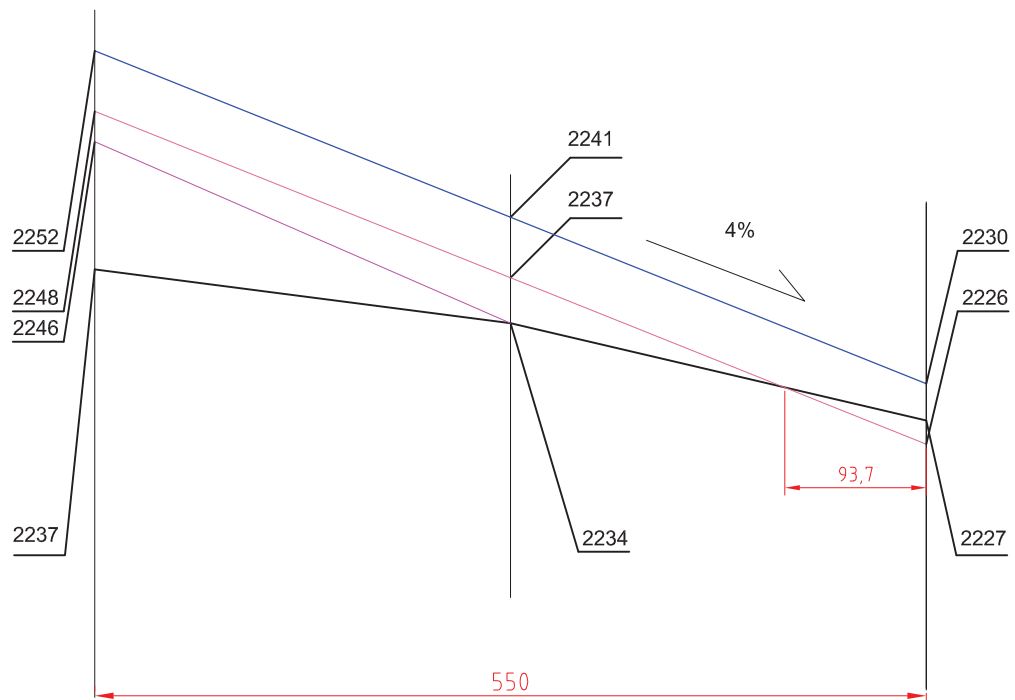


Km 2+025



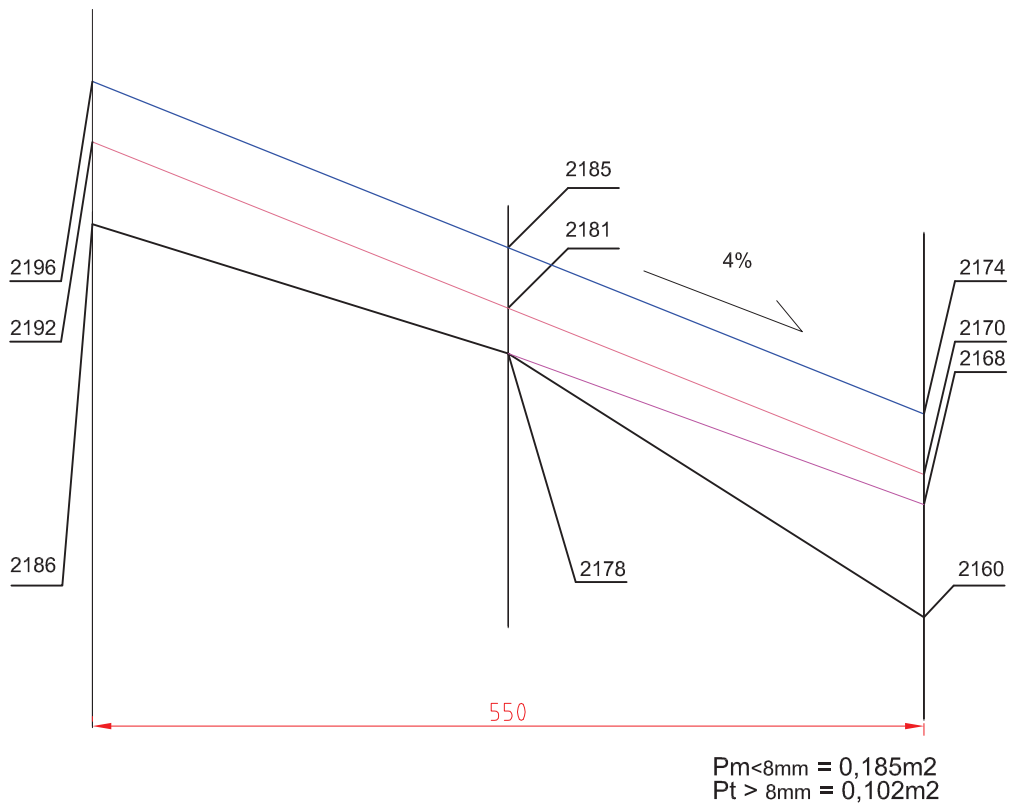
$P_{m < 8mm} = 0,267m^2$   
 $P_{t > 8mm} = 0,185m^2$

Km 2+050

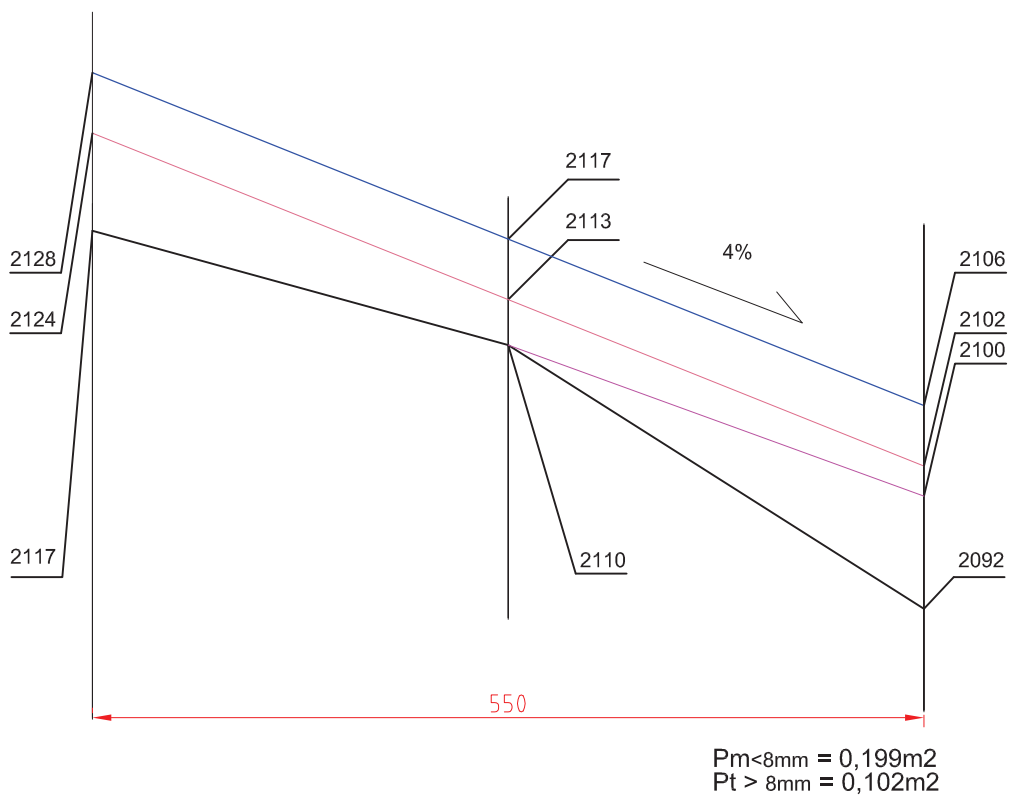


$P_{m < 8mm} = 0,096m^2$   
 $P_{t > 8mm} = 0,116m^2$

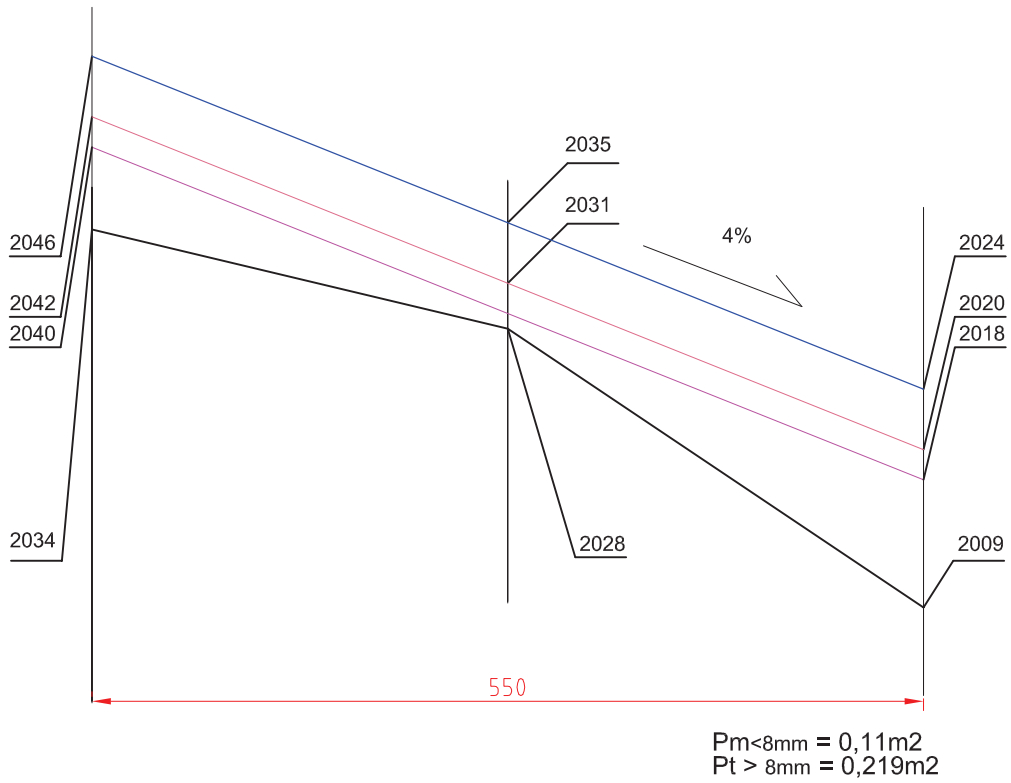
Km 2+075



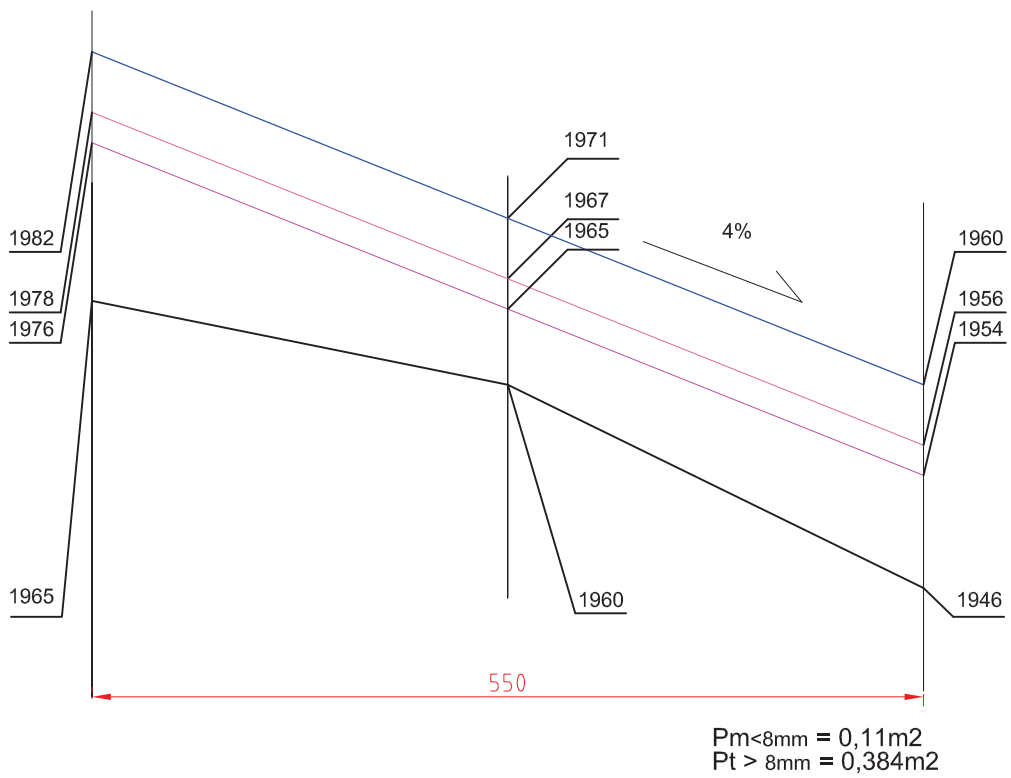
Km 2+100



# Km 2+125



# Km 2+150



Technical drawing of a roof plan showing a gabled roof structure. The drawing includes the following elements:

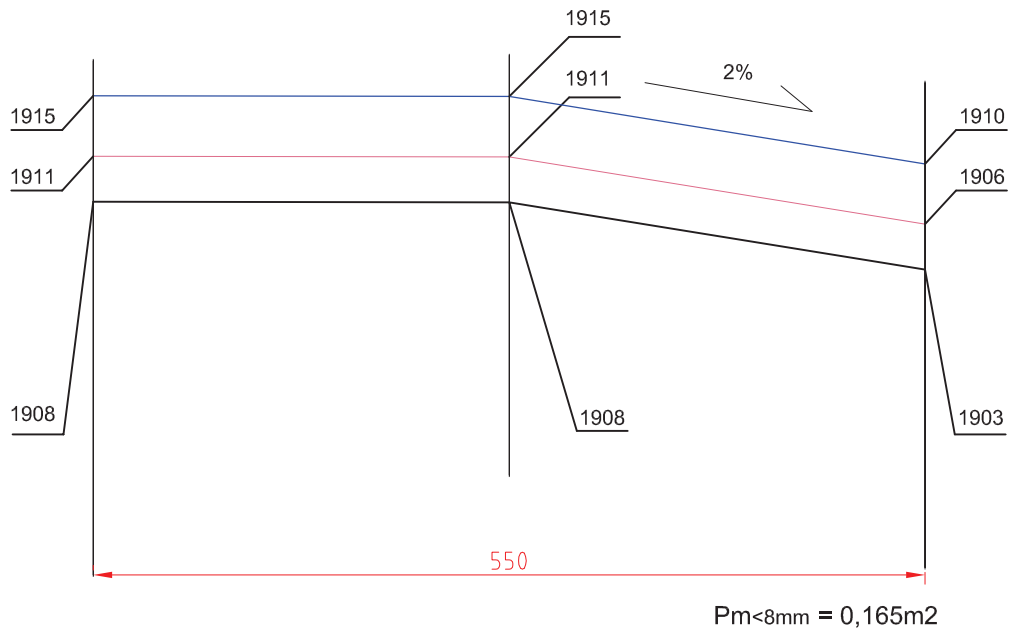
- Dimensions:**
  - A horizontal dimension of 550 is indicated at the bottom.
  - A horizontal dimension of 137,5 is indicated on the left side, corresponding to a vertical line.
- Annotations:**
  - Angles of 2% and 4% are indicated on the right side.
  - Angles of 2% and 4% are indicated on the left side.
- Labels:**
  - 1945, 1941, 1944, 1950, 1946, 1943, 1945, 1941, 1938 are labels for different parts of the roof structure.
- Equation:**
  - $P_{m<8mm} = 0,103m^2$  is written at the bottom right.

Longitudinal profile of the road between stations 550+00 and 550+50. The profile shows the existing ground (black line) and three proposed road elevations: 1924m (blue line), 1920m (pink line), and 1918m (purple line). The 1924m profile has a 2% upward slope from station 550+00 to 550+25, followed by a 2% downward slope. The 1920m and 1918m profiles are flatter. The existing ground profile shows a significant dip at station 550+25, with elevations of 1916m at 550+00 and 1909m at 550+50. A red arrow at the bottom indicates the distance of 550 meters between the two stations.

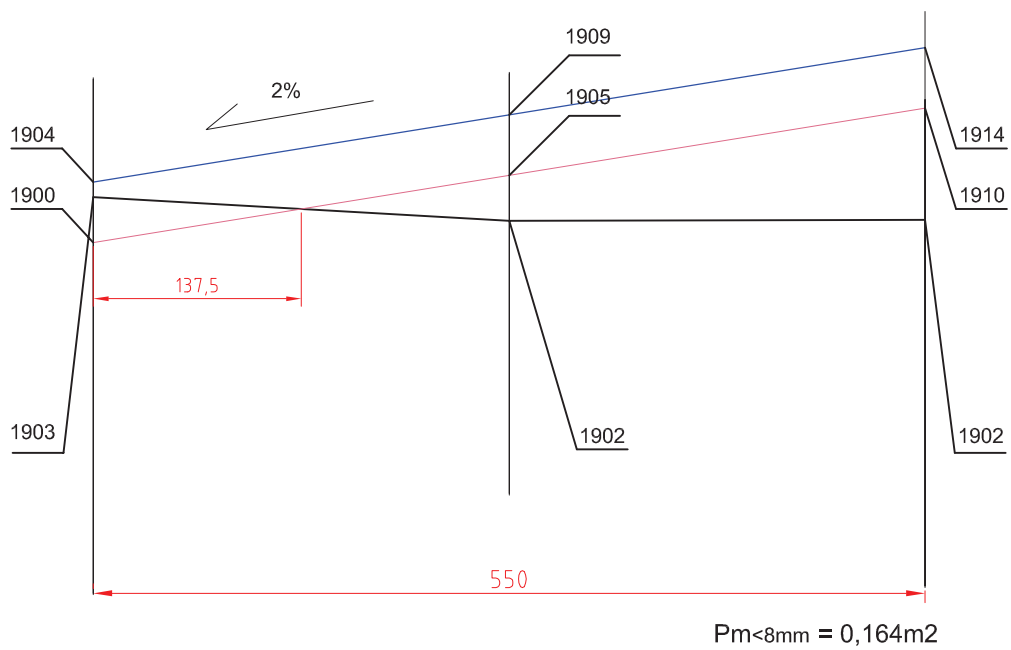
Station	Existing Ground (m)	Proposed 1924m (m)	Proposed 1920m (m)	Proposed 1918m (m)
550+00	1916	1920	1919	1918
550+25	1916	1924	1920	1918
550+50	1909	1920	1919	1918

$P_{m < 8mm} = 0,11m^2$   
 $P_{t > 8mm} = 0,289m^2$

Km 2+225

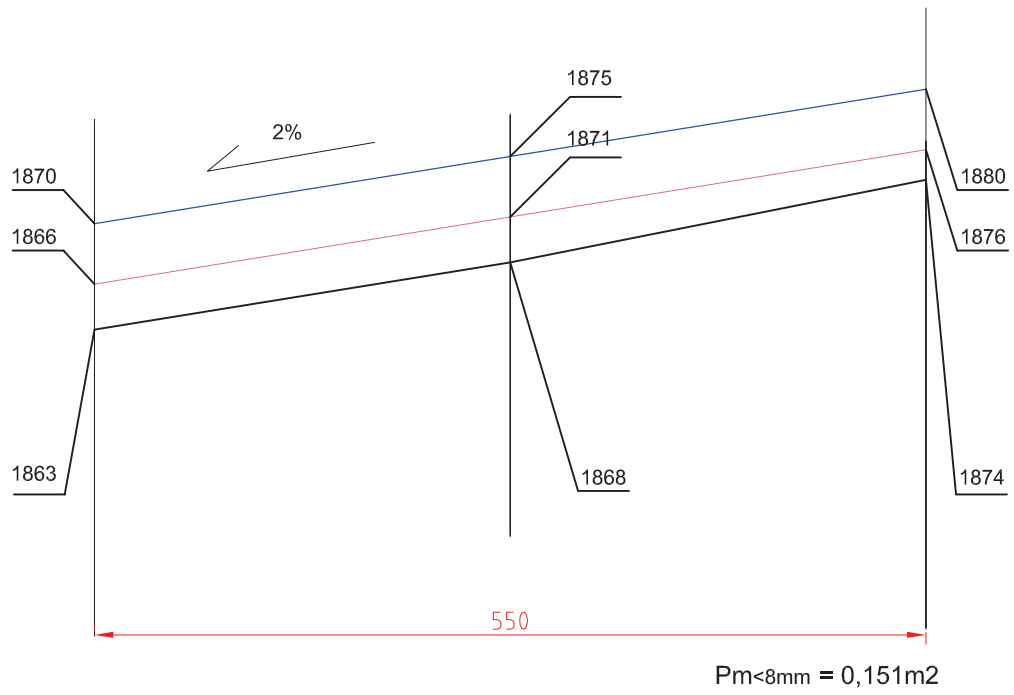


Km 2+250

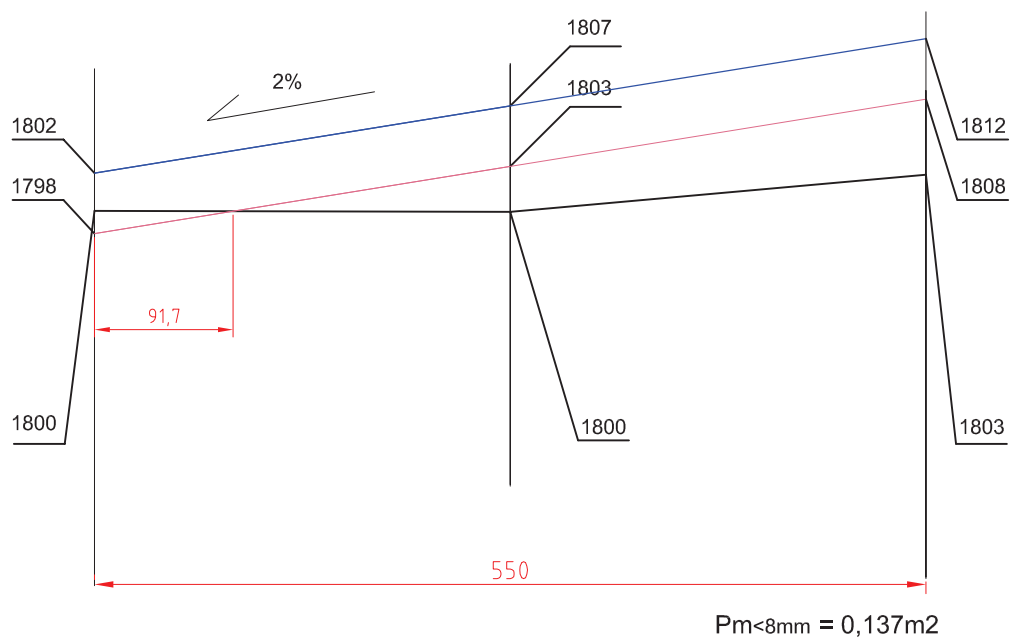




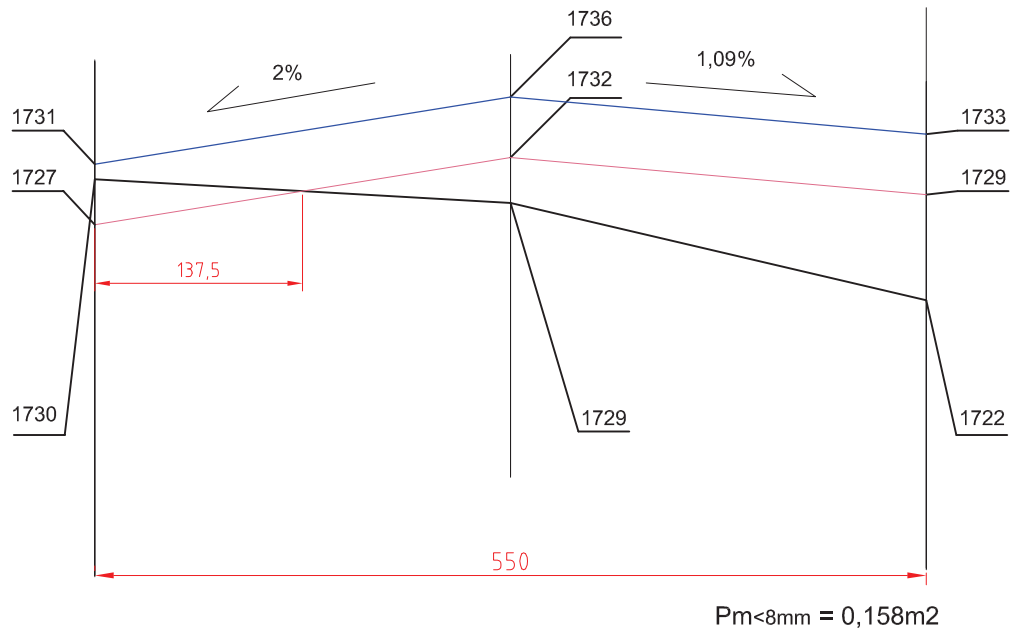
Km 2+275



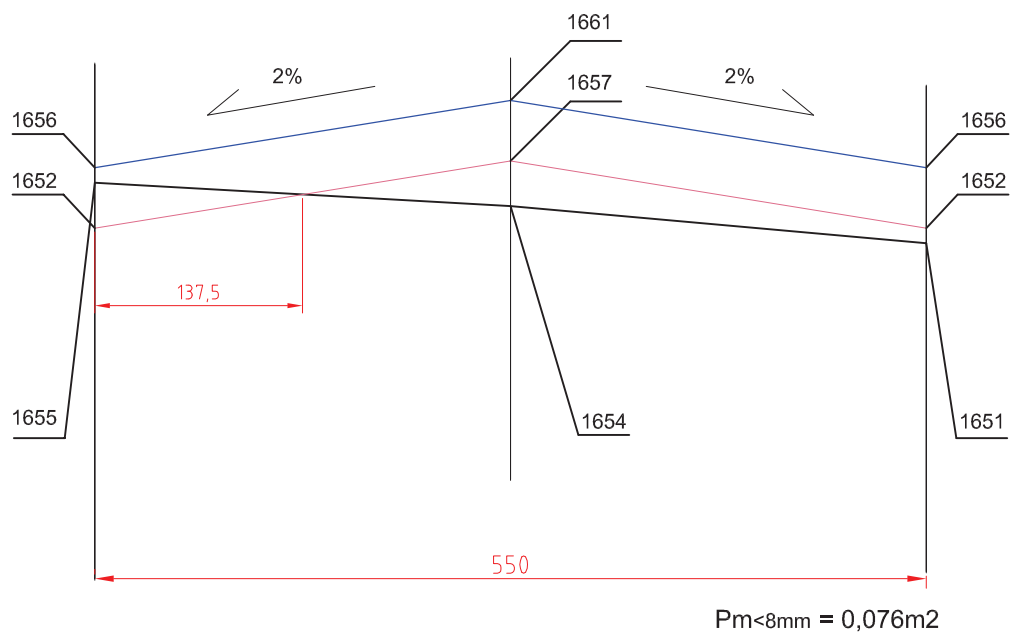
Km 2+300



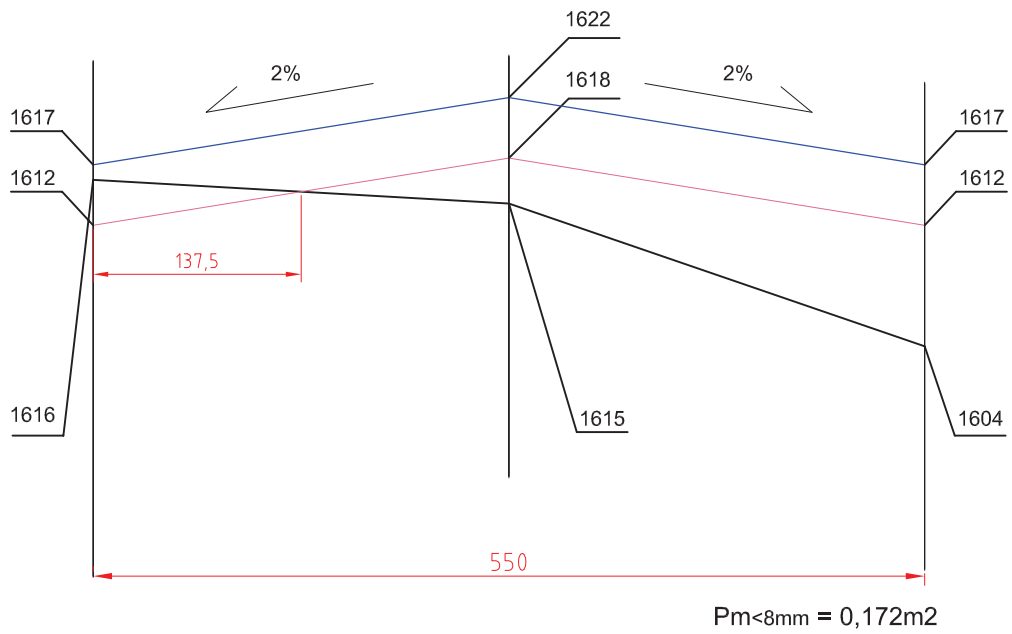
Km 2+325



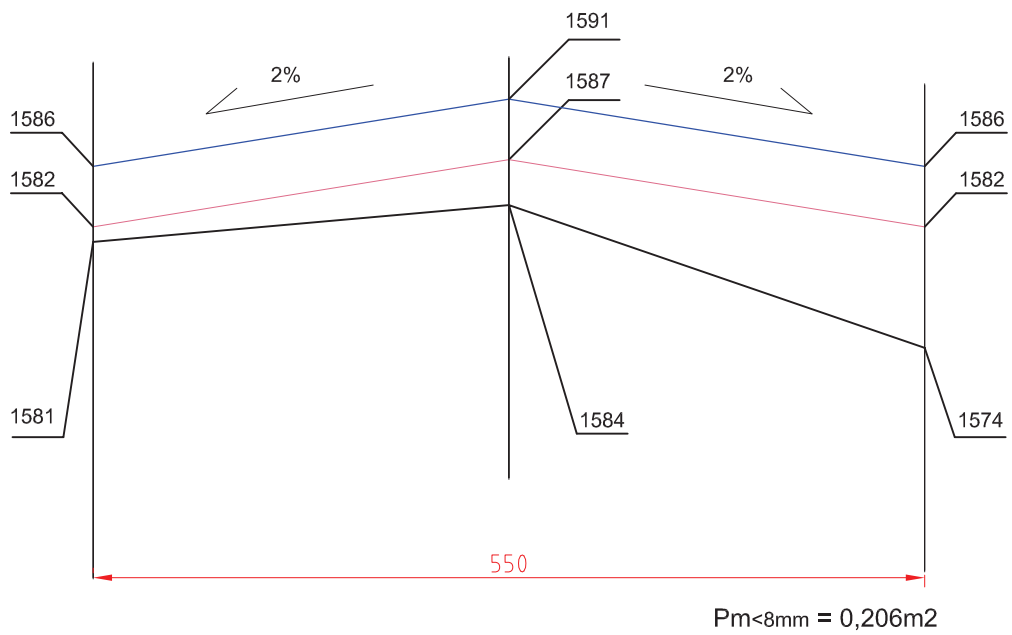
Km 2+350



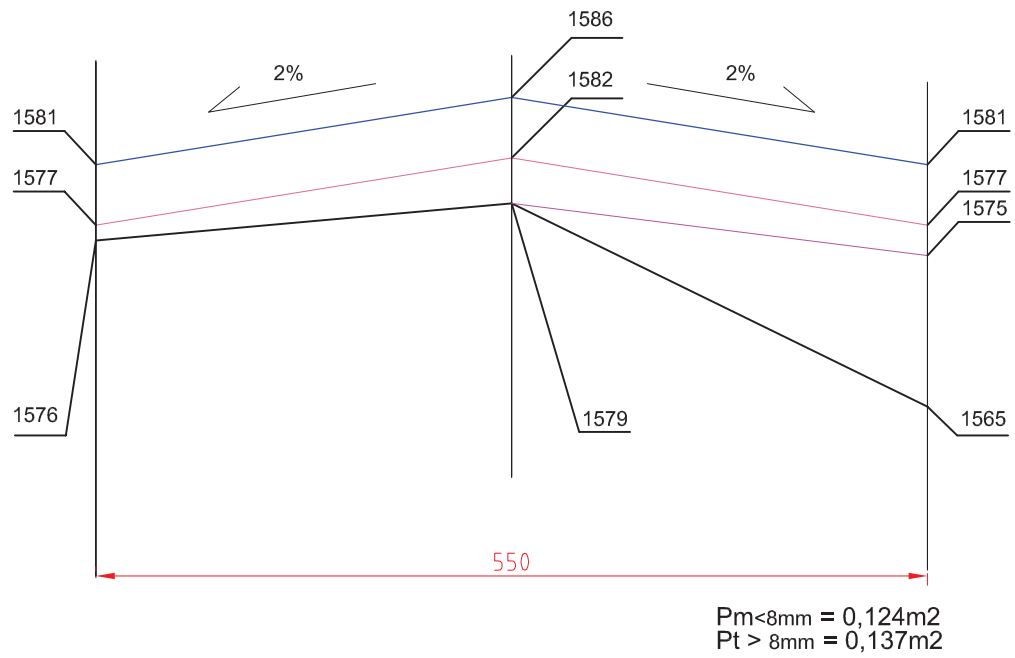
Km 2+375



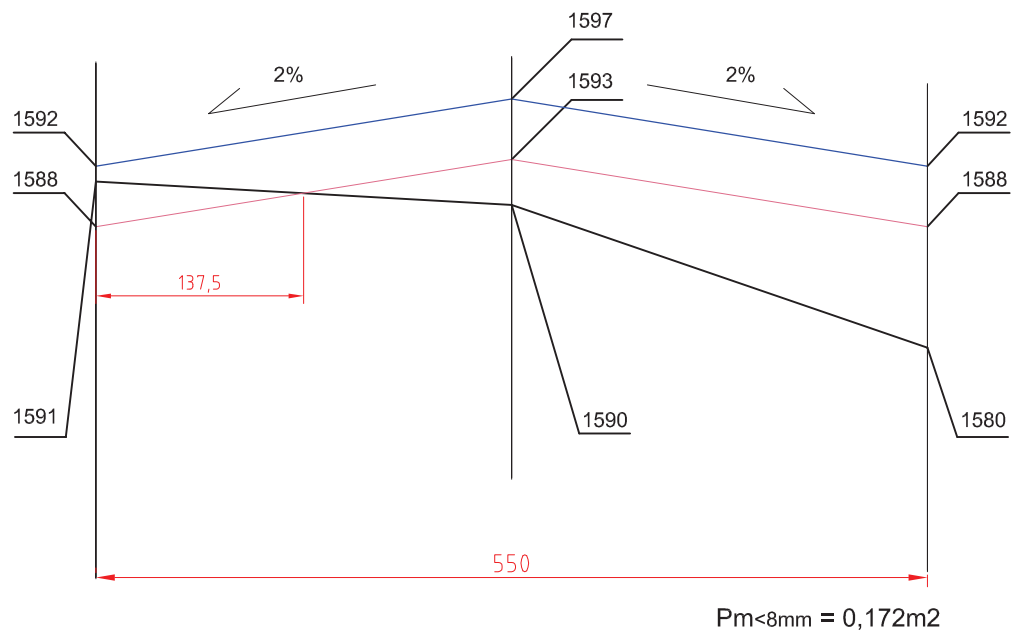
Km 2+400



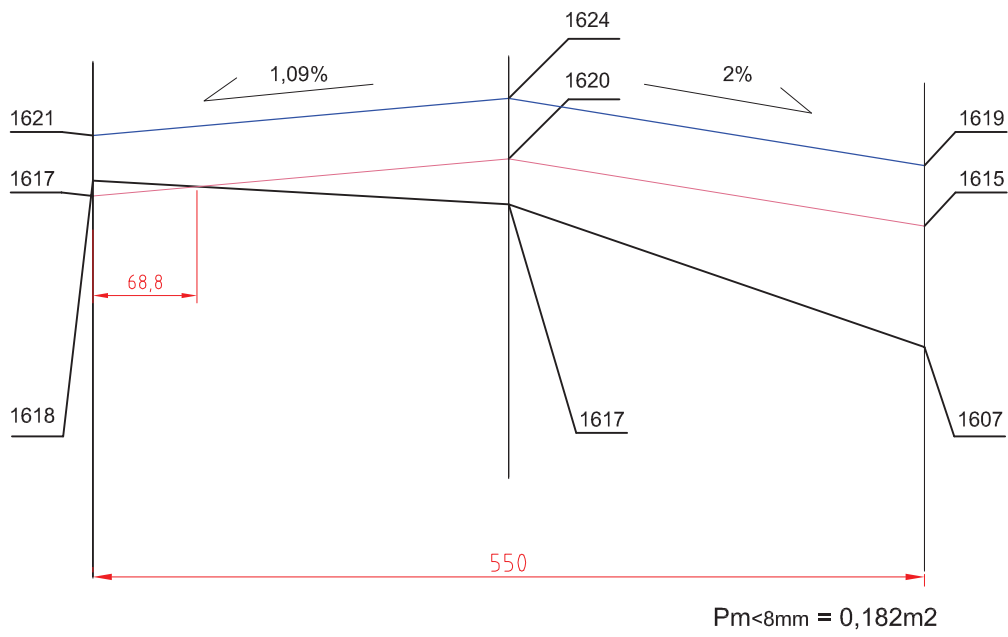
Km 2+425



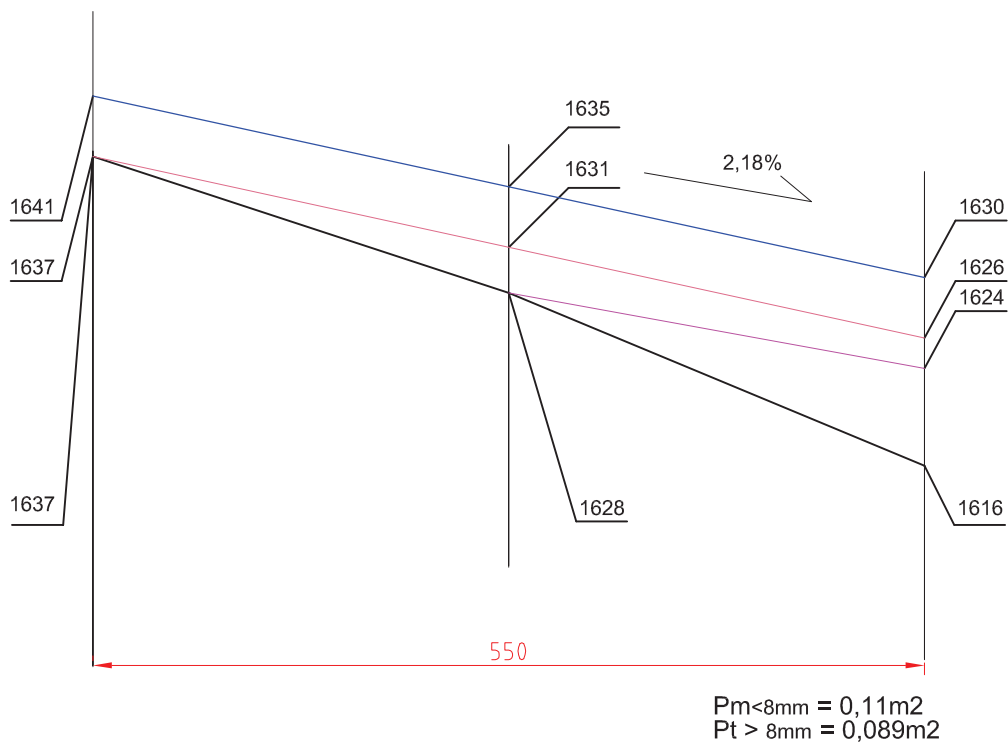
Km 2+450



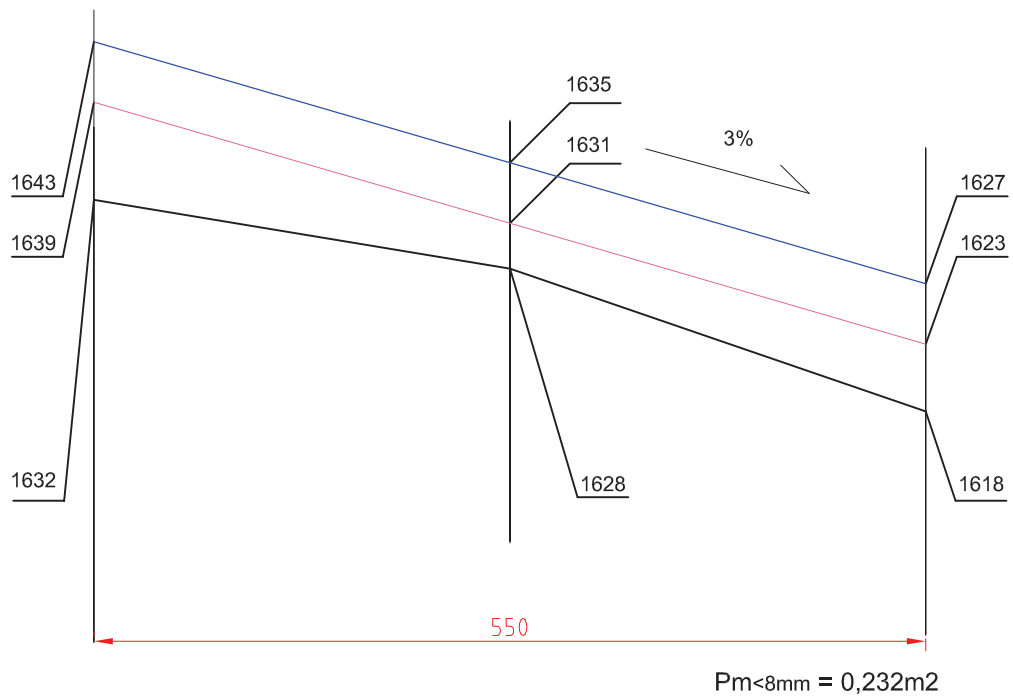
Km 2+475



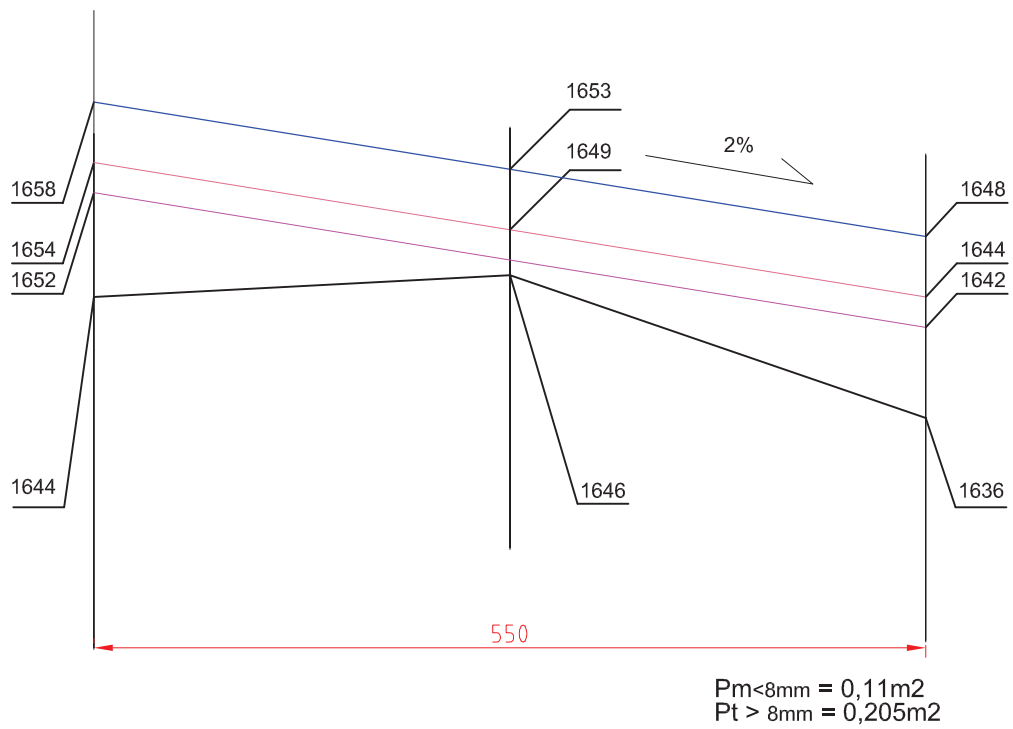
Km 2+500



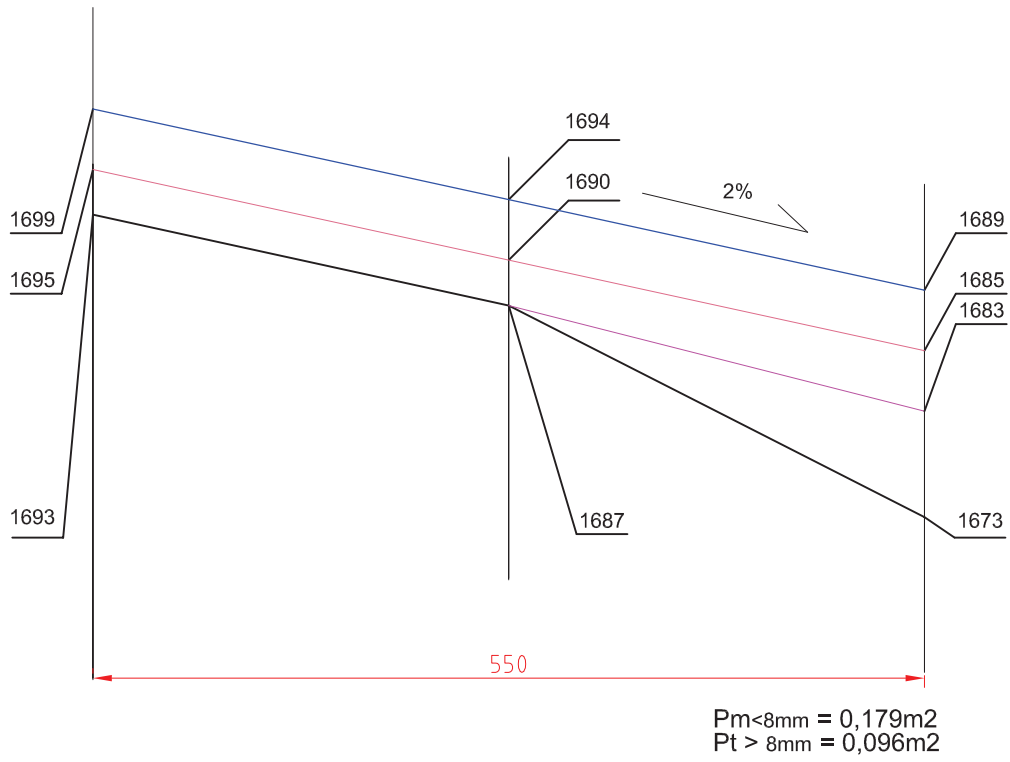
Km 2+525



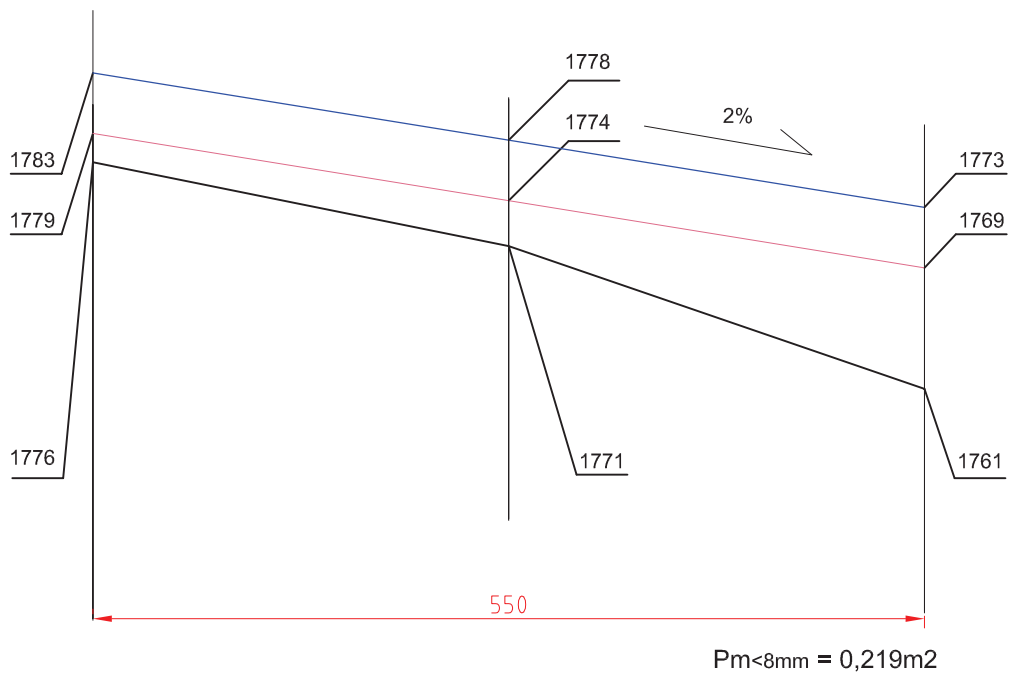
Km 2+550



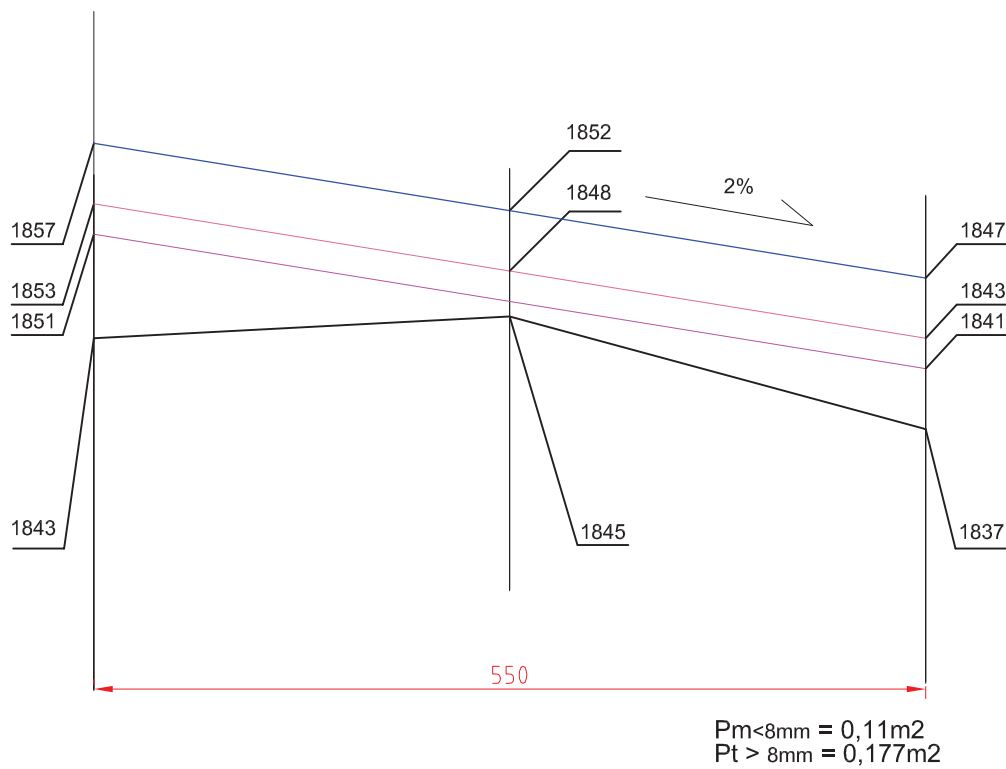
Km 2+575



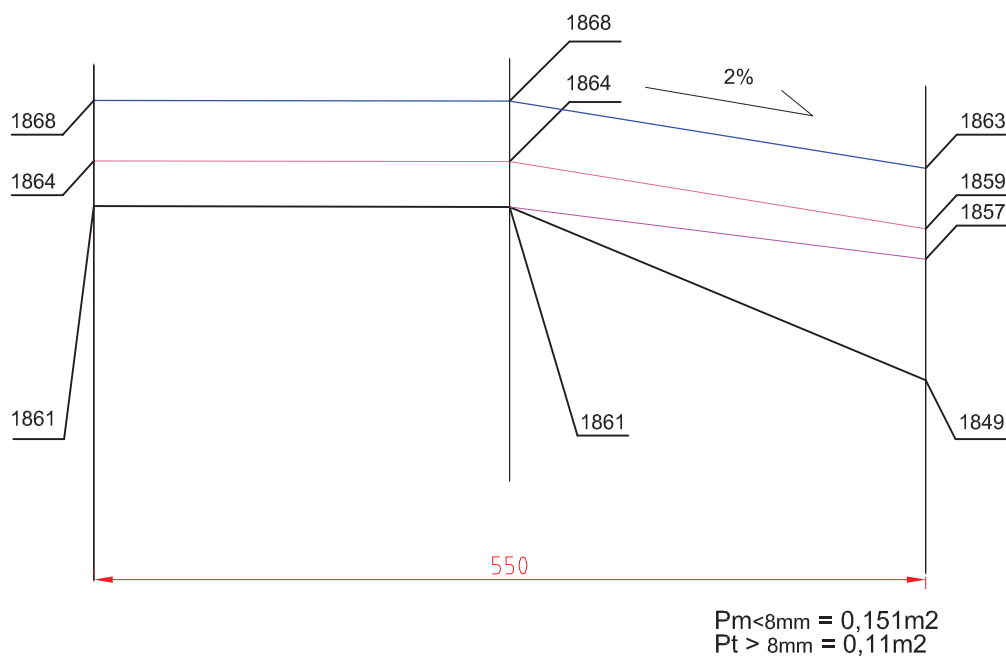
Km 2+600



Km 2+625

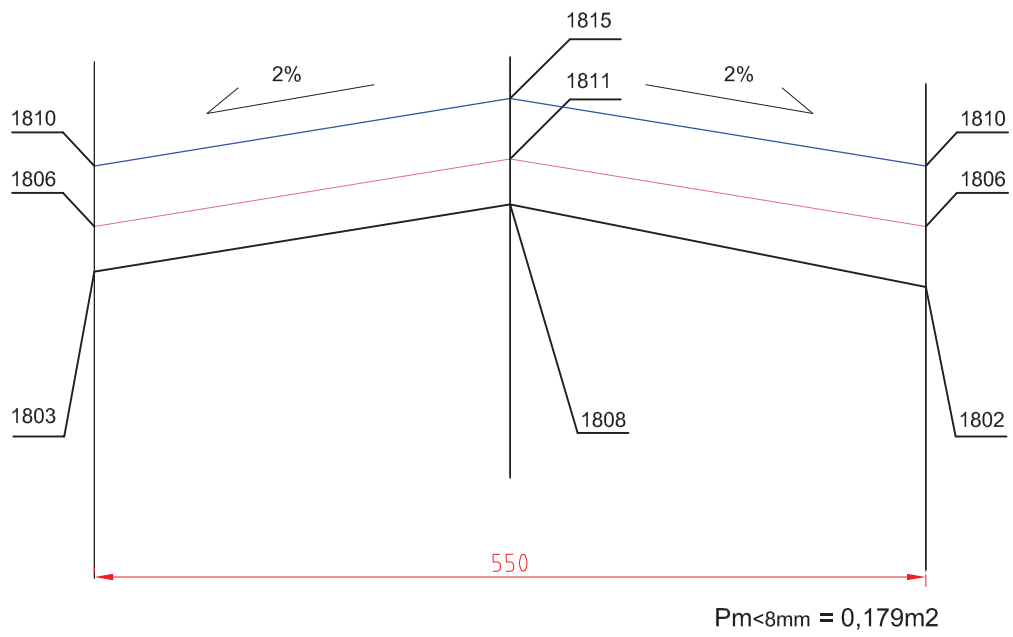


Km 2+650

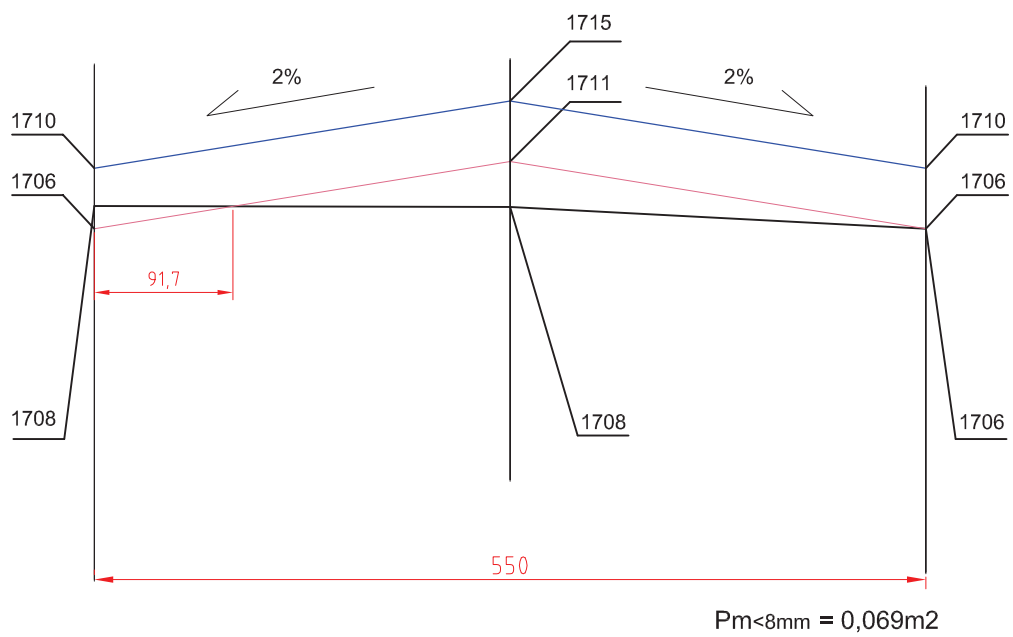




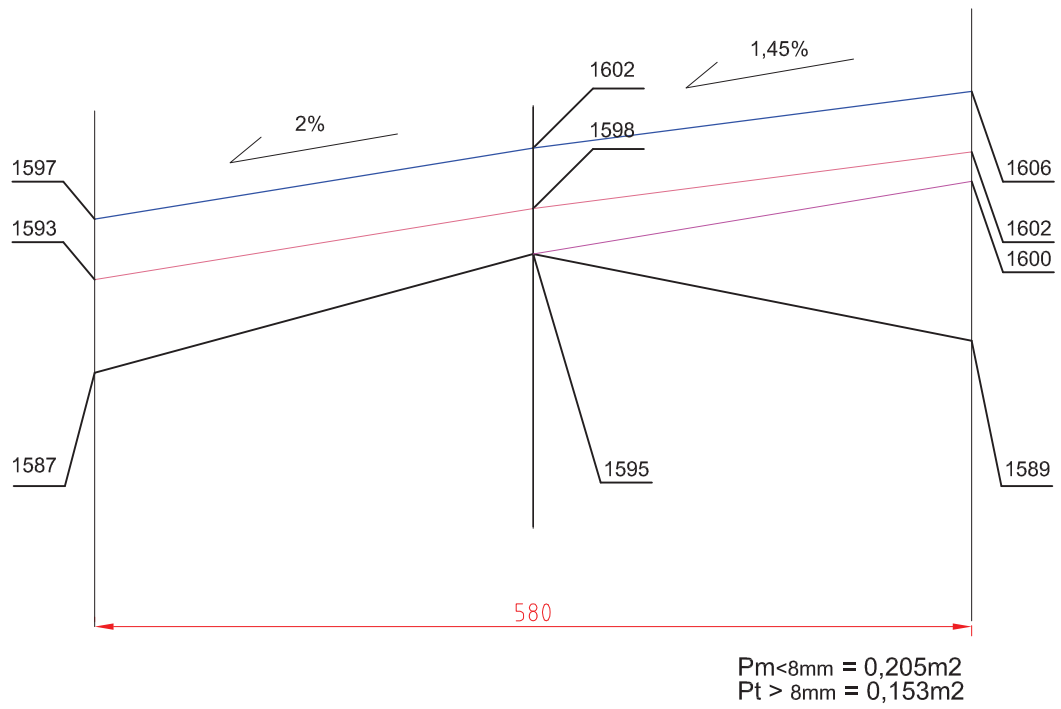
Km 2+675



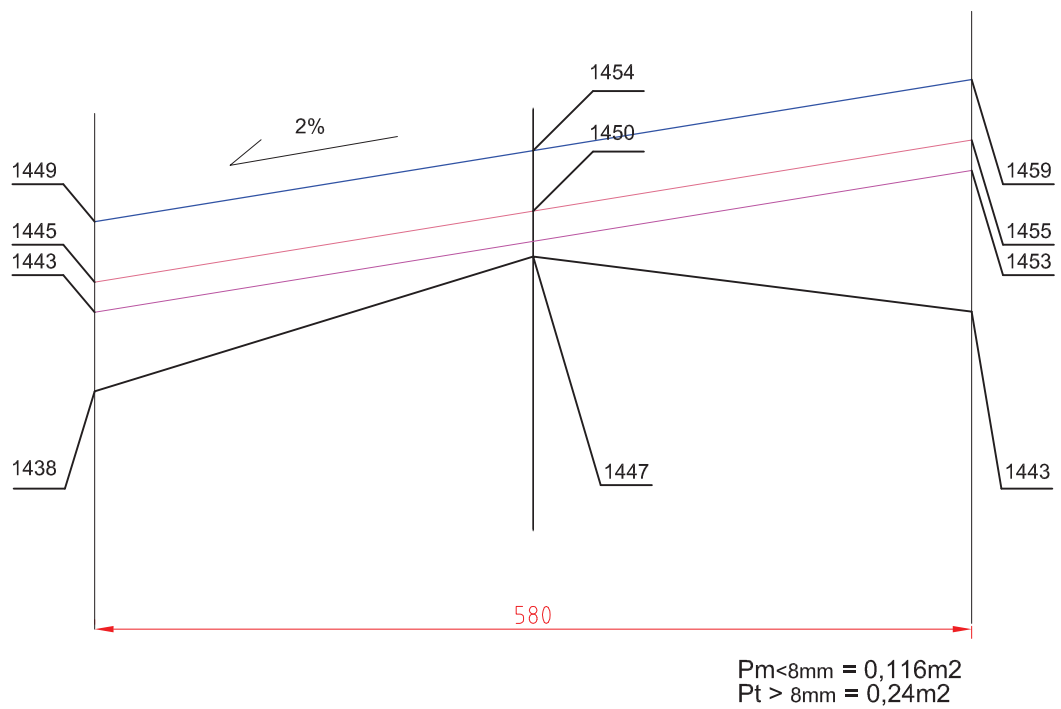
Km 2+700



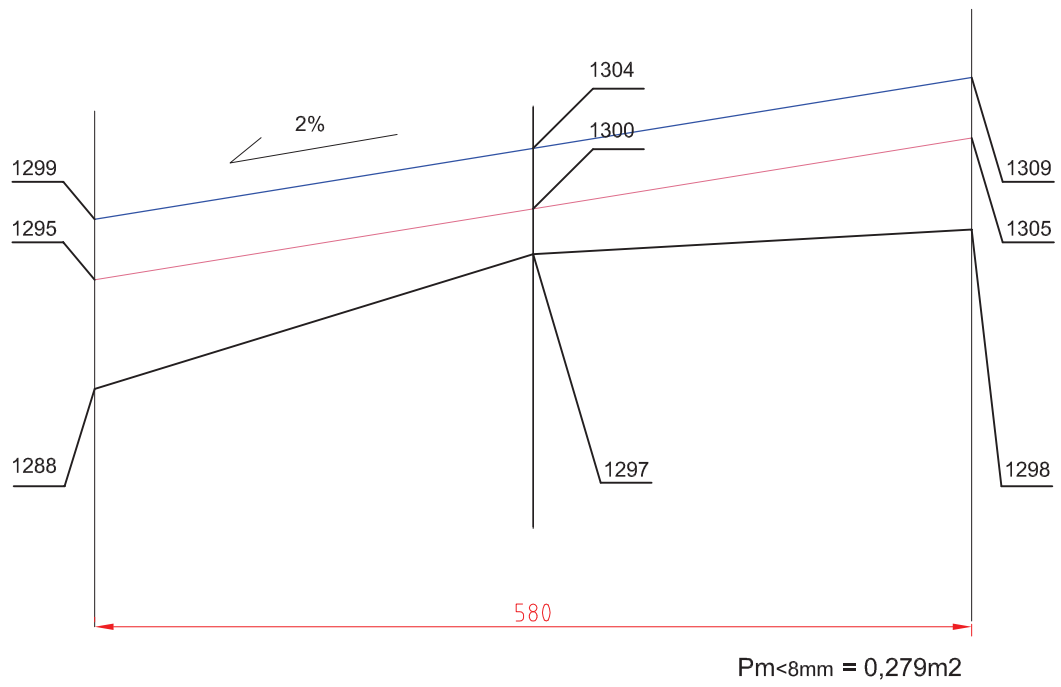
Km 2+725



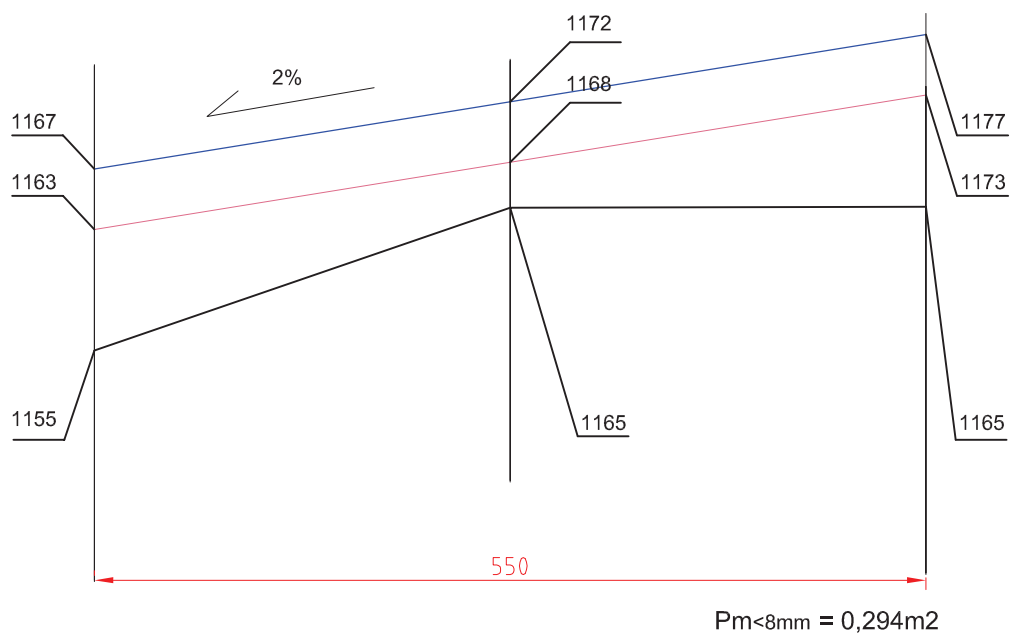
Km 2+750



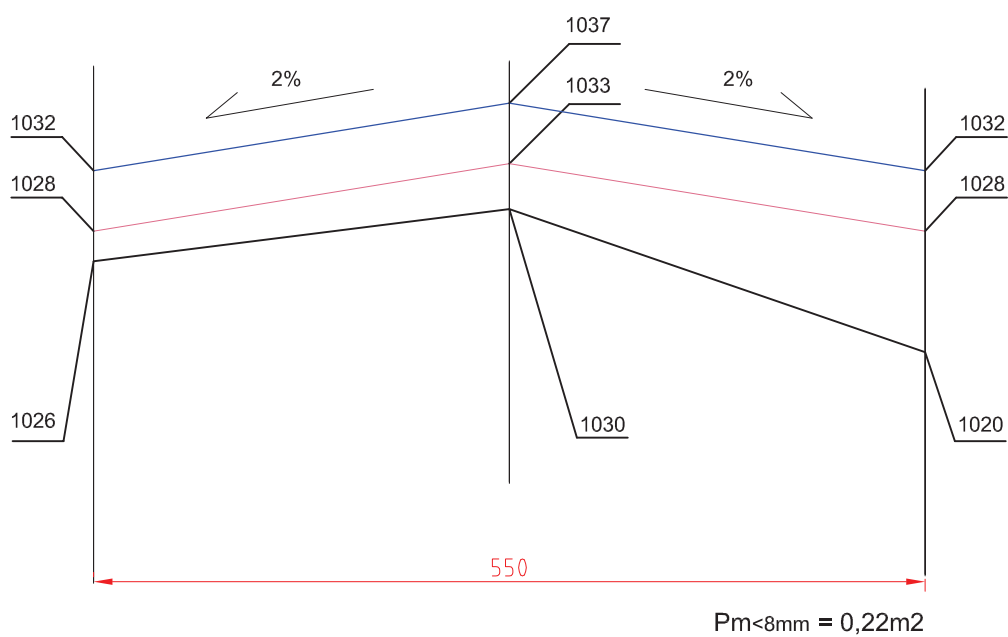
Km 2+775



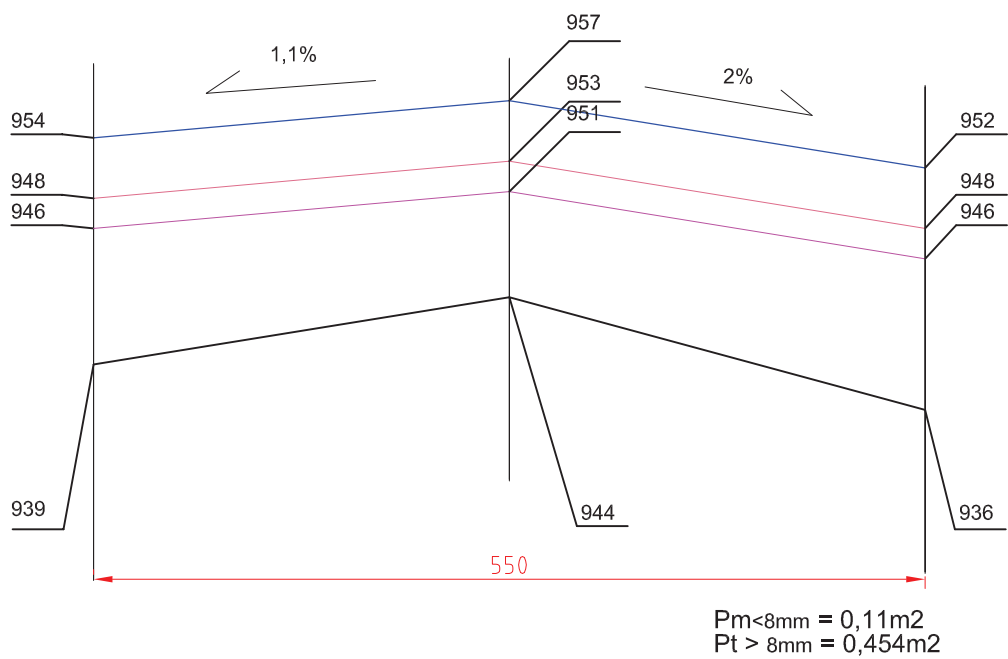
Km 2+800



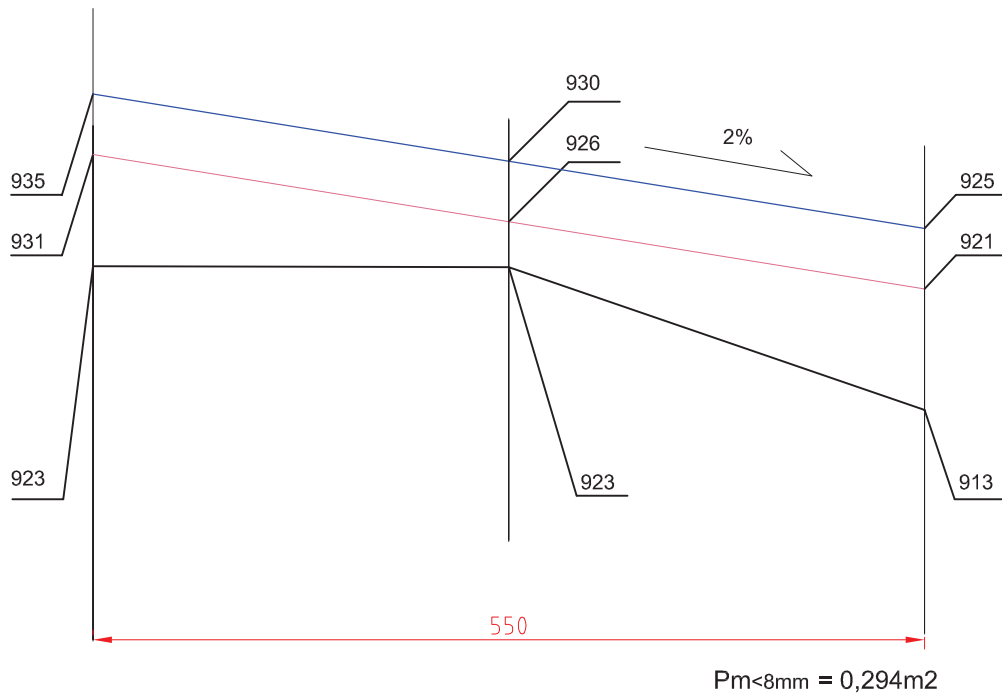
Km 2+825



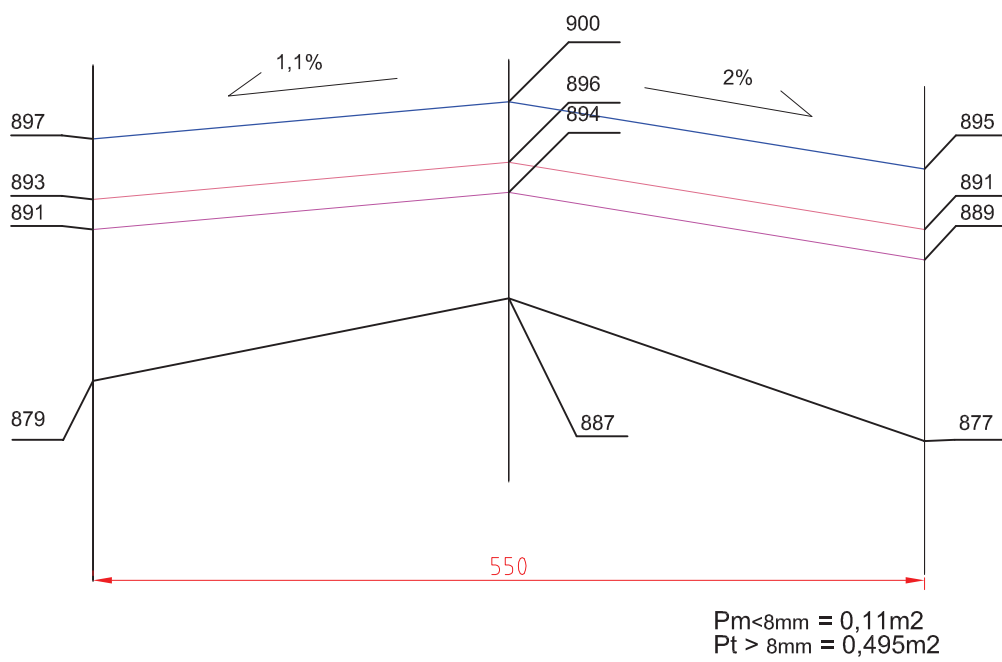
Km 2+850



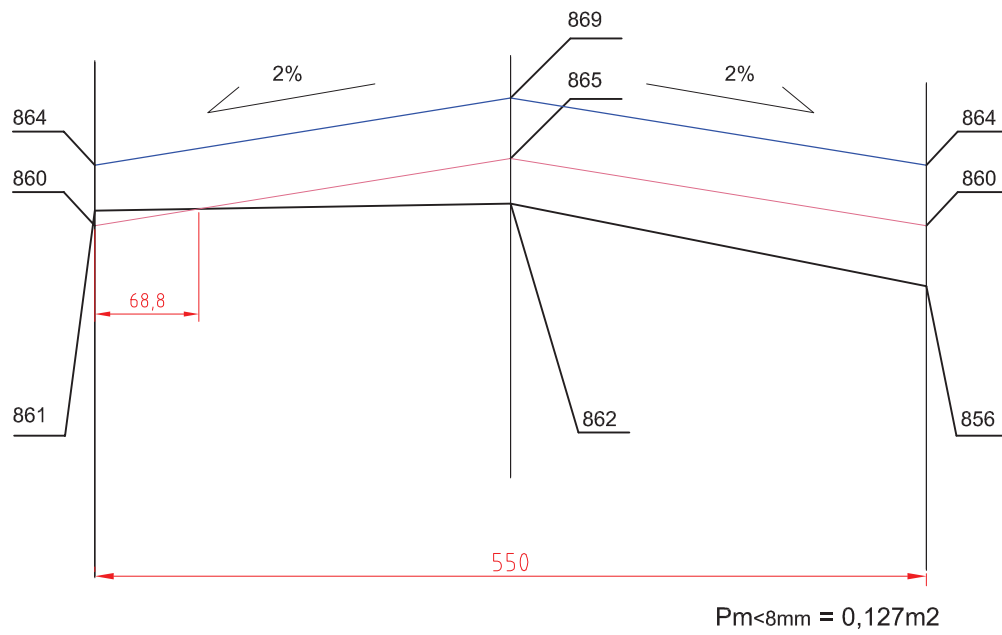
Km 2+875



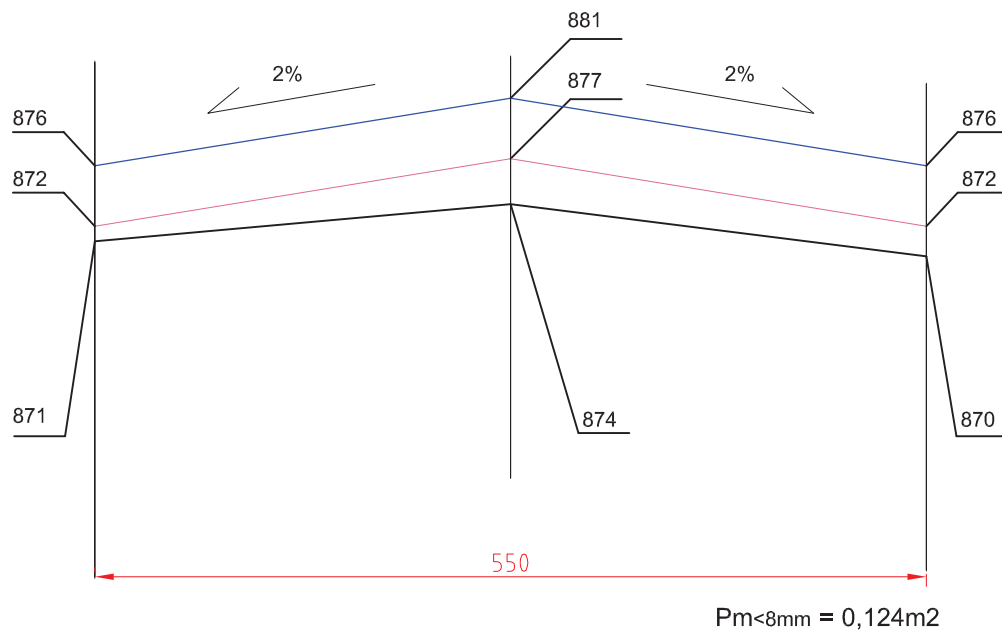
Km 2+900



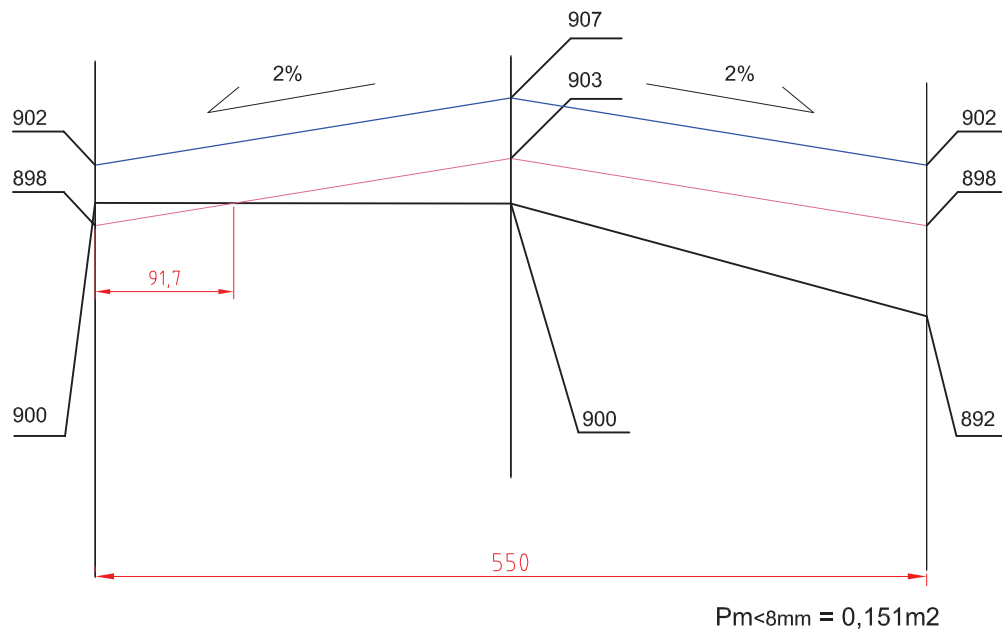
Km 2+925



Km 2+950



Km 2+975



Km 3+000

