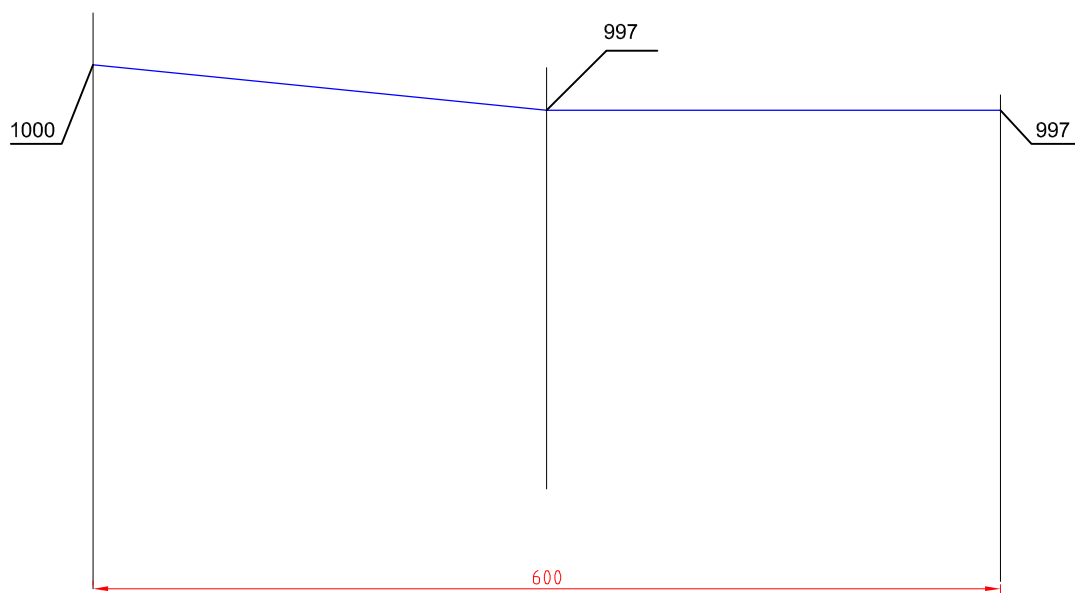
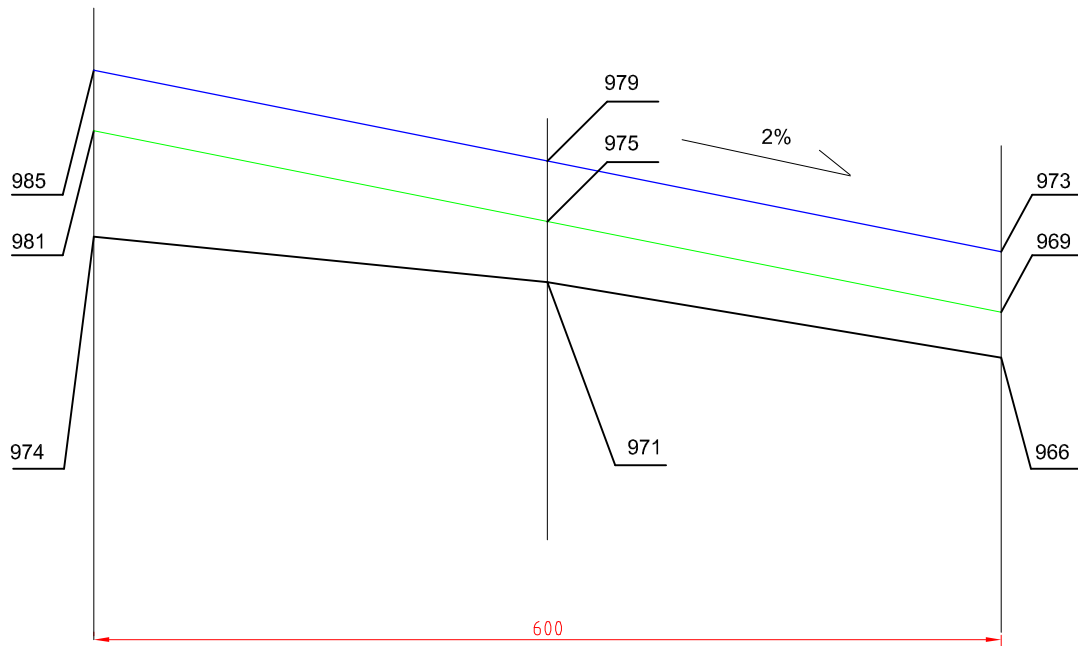


Przekroje poprzeczne drogi powiatowej Nr 1438G  
odc. Mierzyno - Tadzino  
od Km 8+537 do Km 11+444 dł. 2907 mb  
Skala 1:5/50

Km 8+537

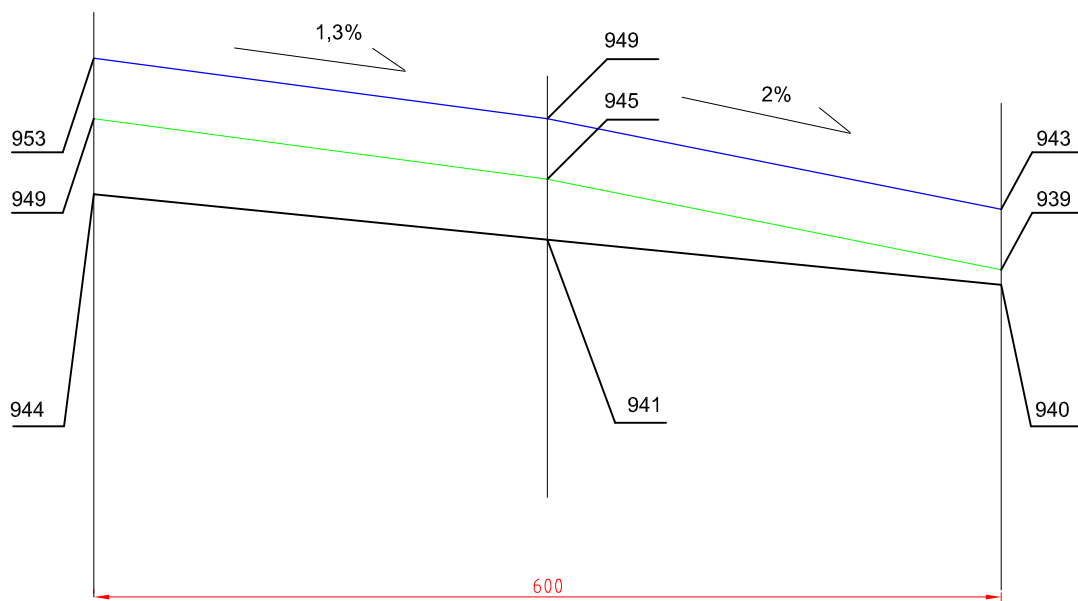


Km 8+562



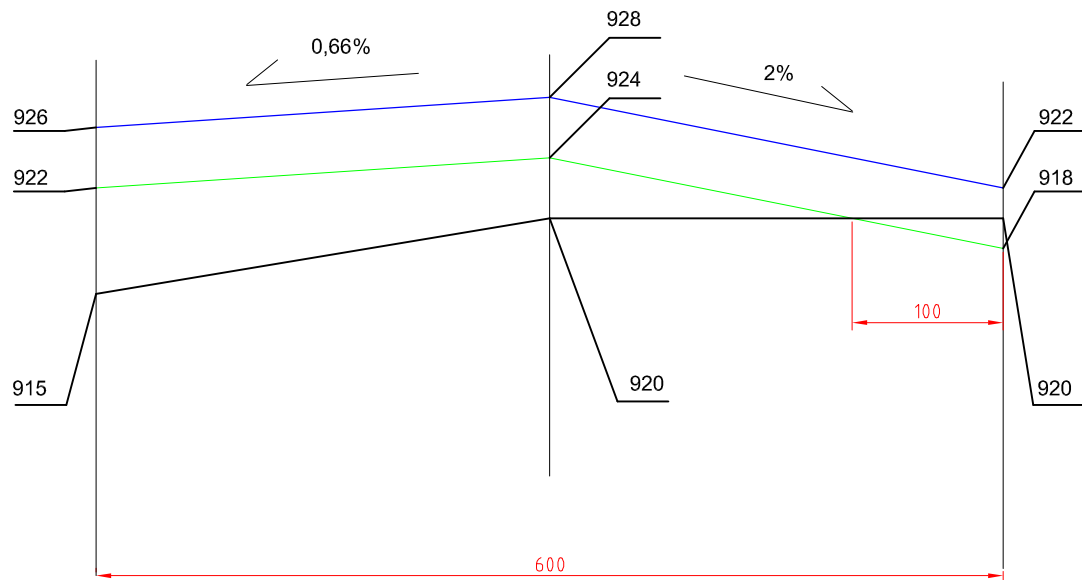
$P_{m<8mm} = 0,27m^2$

Km 8+587



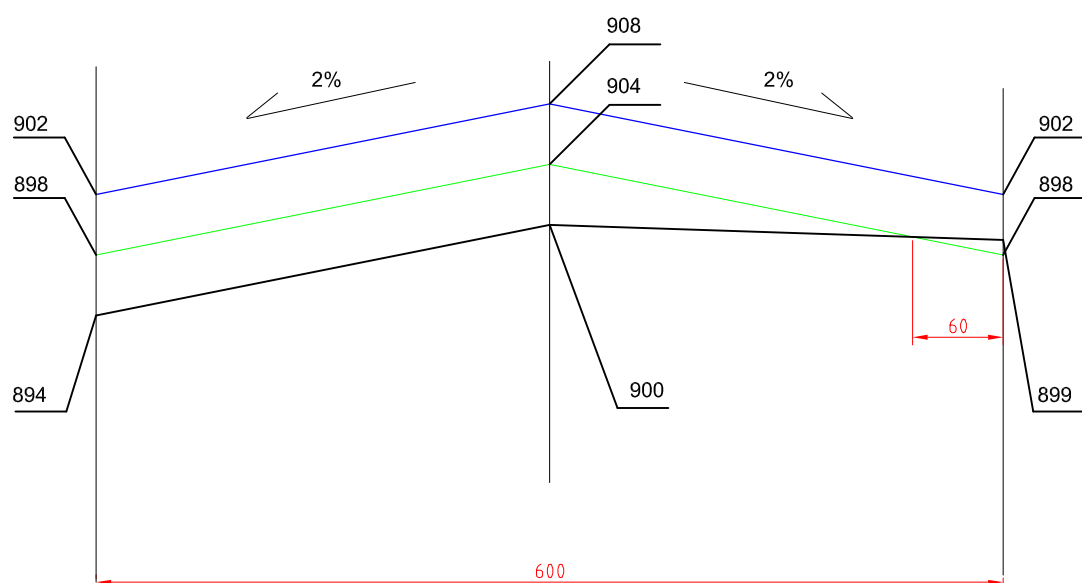
$P_{m<8mm} = 0,21m^2$

Km 8+612



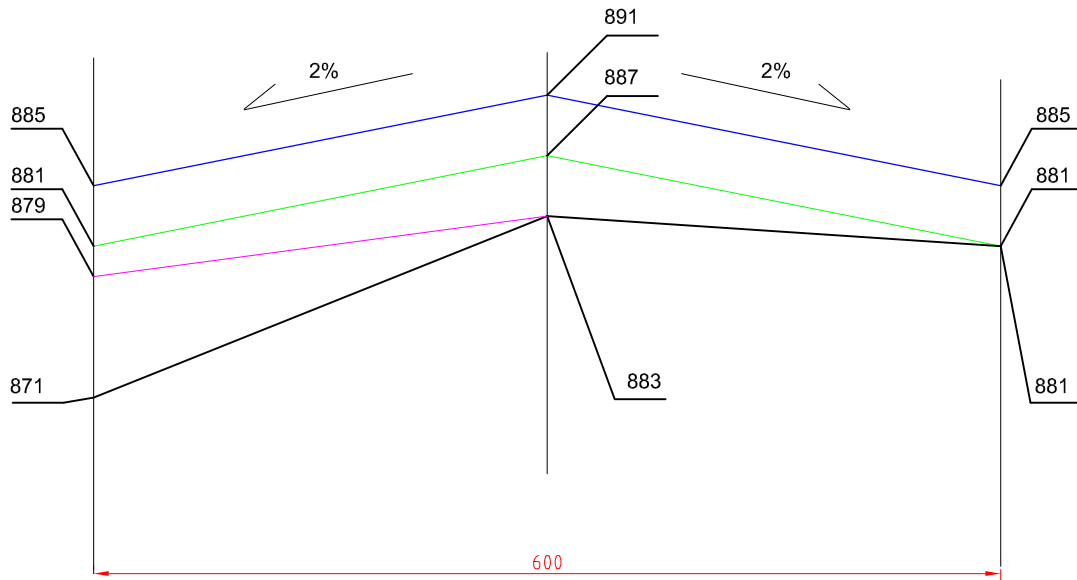
$P_{m<8mm} = 0,205m^2$

Km 8+637



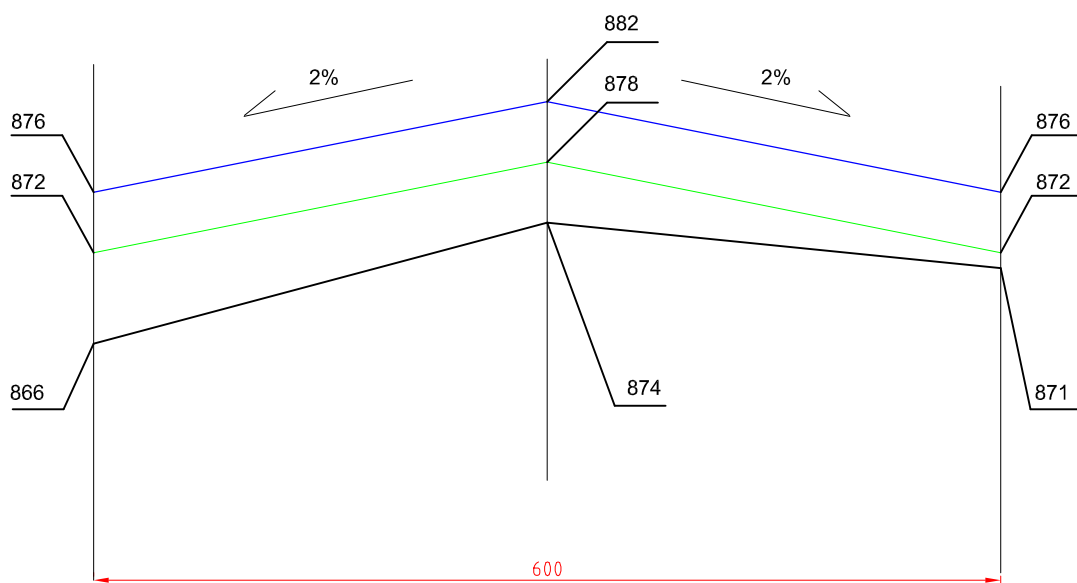
$P_{m<8mm} = 0,168m^2$

Km 8+662



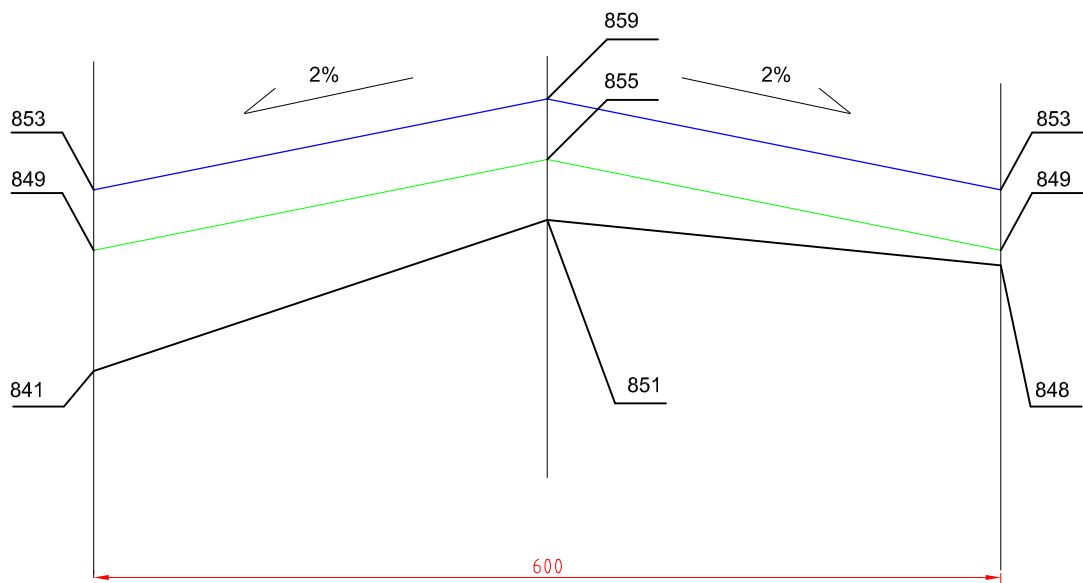
$P_{m<8mm} = 0,15m^2$   
 $P_{gr>8mm} = 0,12m^2$

Km 8+687



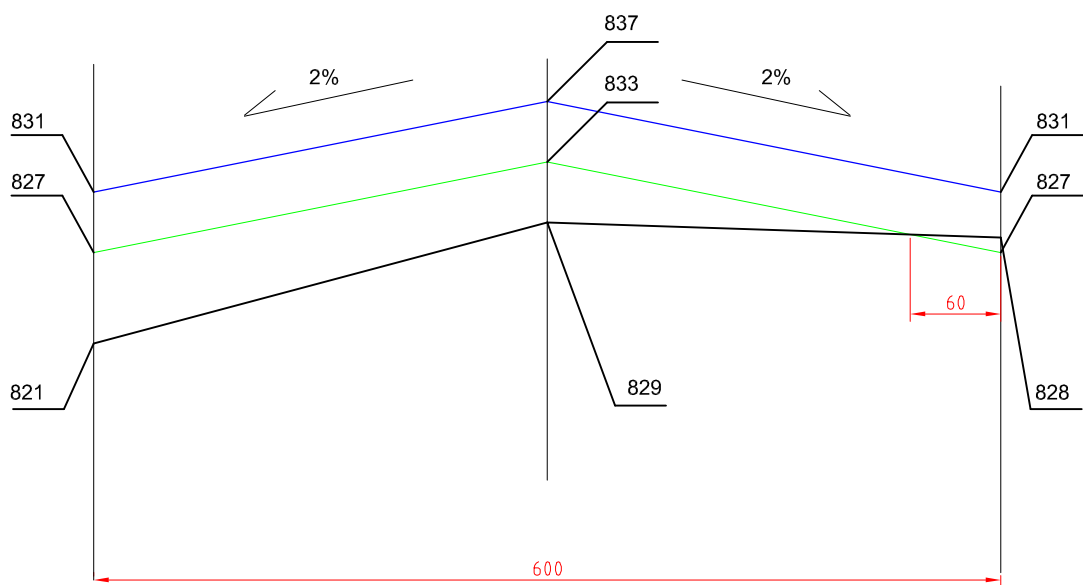
$P_{m<8mm} = 0,225m^2$

Km 8+712



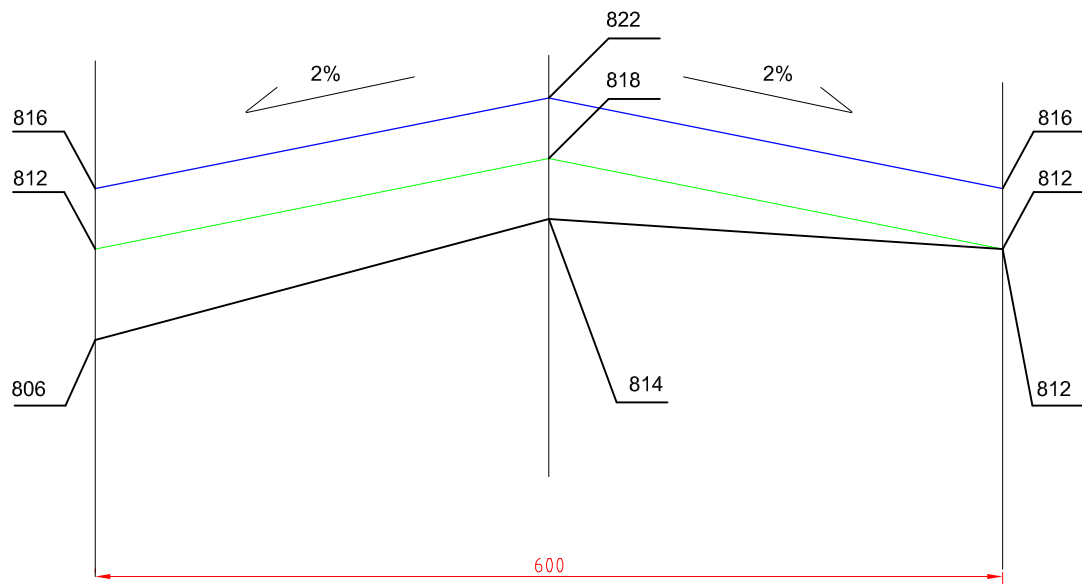
$P_{m<8mm} = 0,255m^2$

Km 8+737



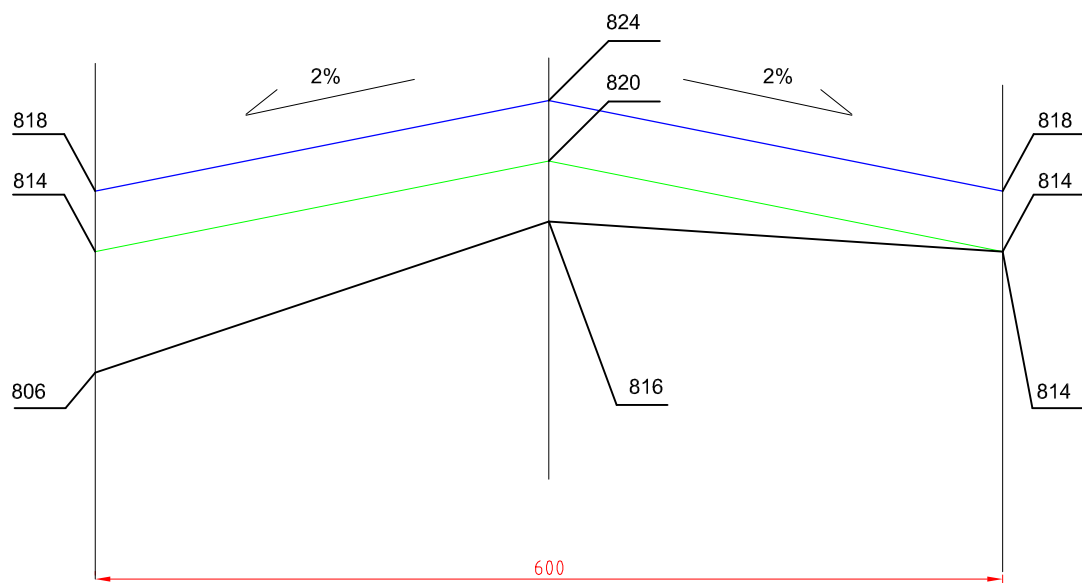
$P_{m<8mm} = 0,198m^2$

Km 8+762



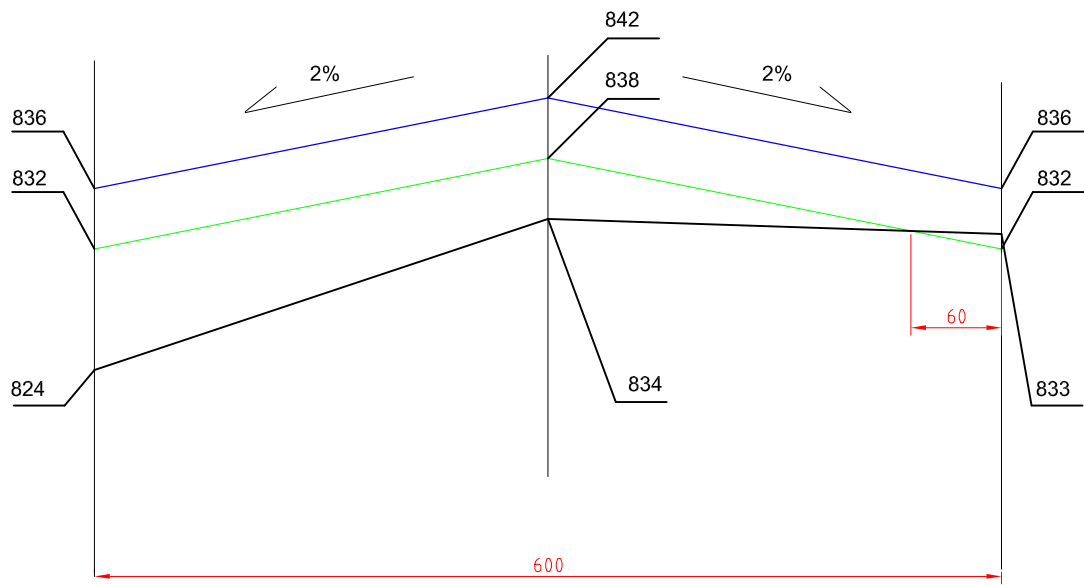
$P_{m<8mm} = 0,21m^2$

Km 8+787



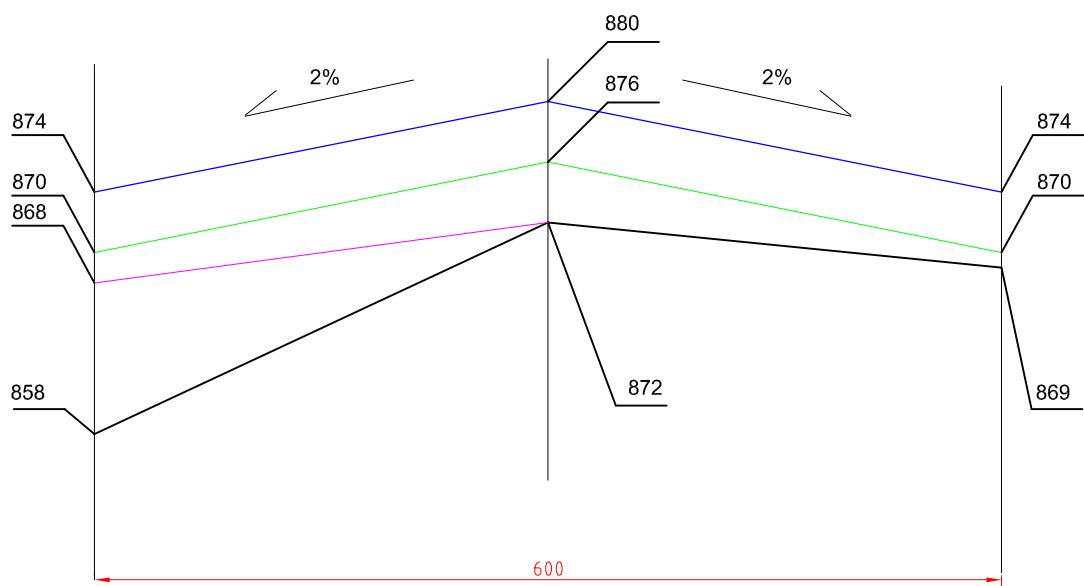
$P_{m<8mm} = 0,24m^2$

Km 8+812



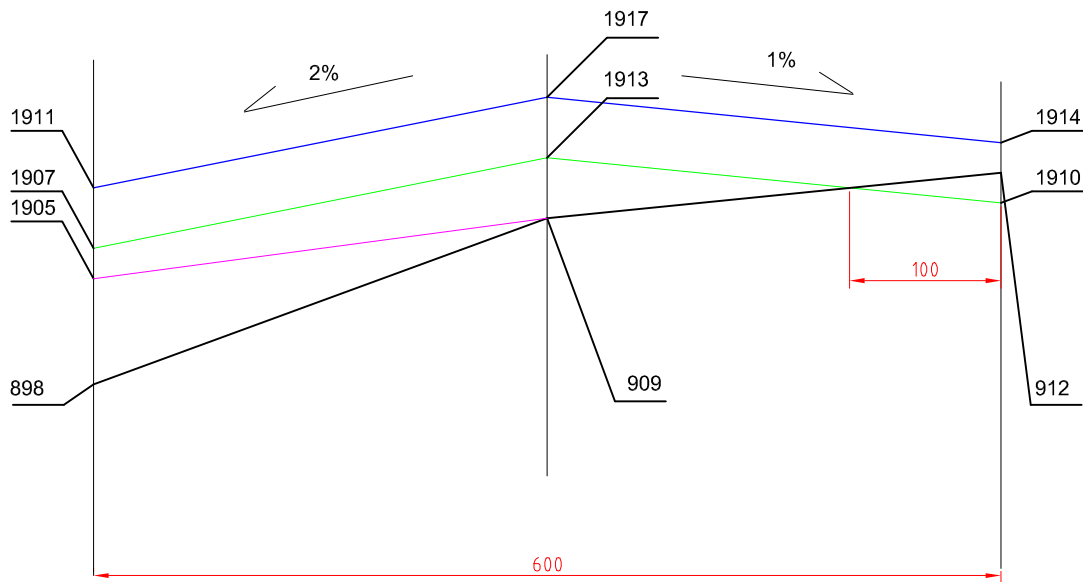
$P_{m<8mm} = 0,228m^2$

Km 8+837



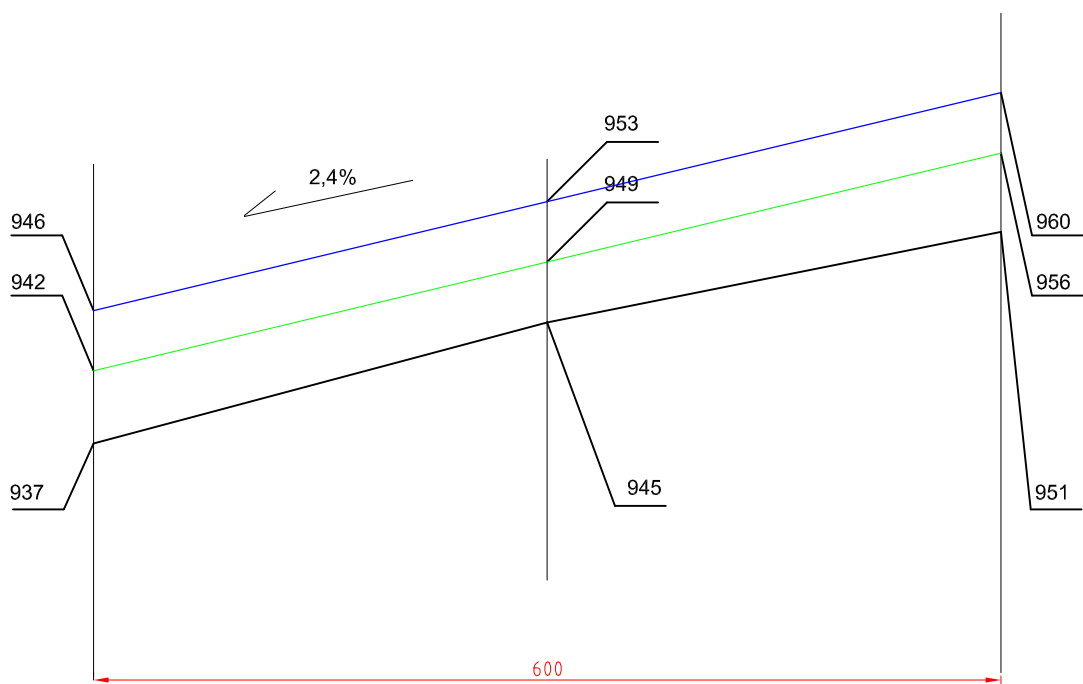
$P_{m<8mm} = 0,165m^2$   
 $P_{gr>8mm} = 0,15m^2$

Km 8+862



$P_{m<8mm} = 0,13m^2$   
 $P_{gr>8mm} = 0,105m^2$

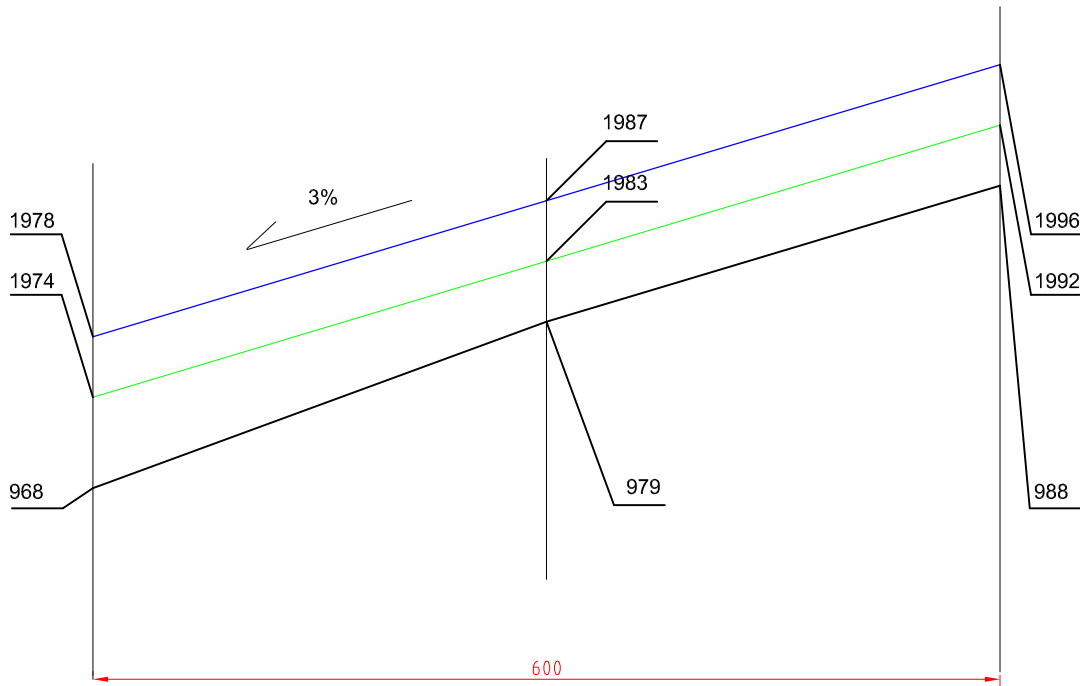
Km 8+887



$P_{m<8mm} = 0,27m^2$

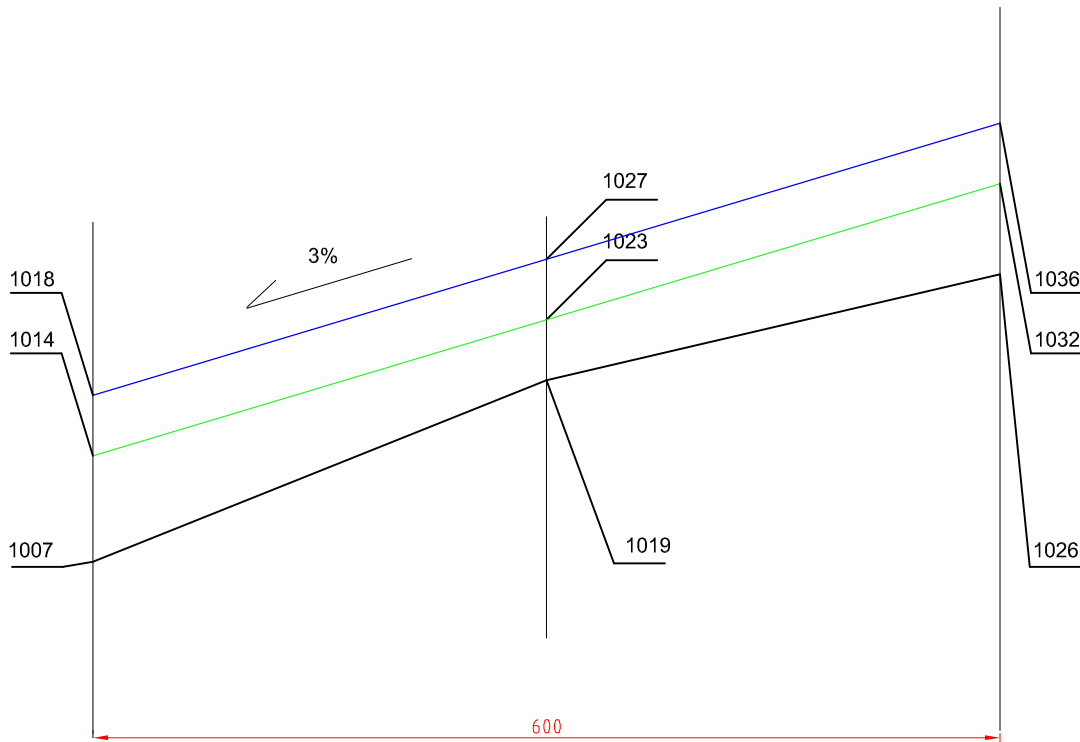


Km 8+912



Pm<8mm = 0,27m2

Km 8+937



Pm<8mm = 0,315m2

1047  
1043  
1038

2%

1053  
1049  
1045

1059  
1055  
1047

600

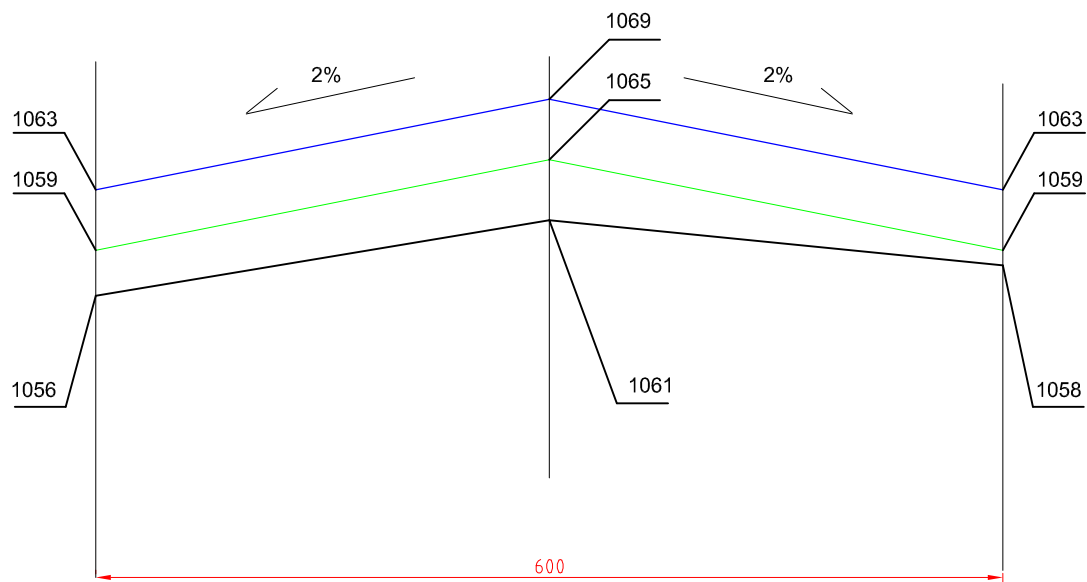
$P_{m<8mm} = 0,3m^2$

Technical drawing of a roof plan showing three roof sections with slopes of 2%, 1%, and 0%.

The drawing includes elevation points (1054, 1057, 1061, 1063, 1064, 1067, 1060) and dimensions (600, 60).

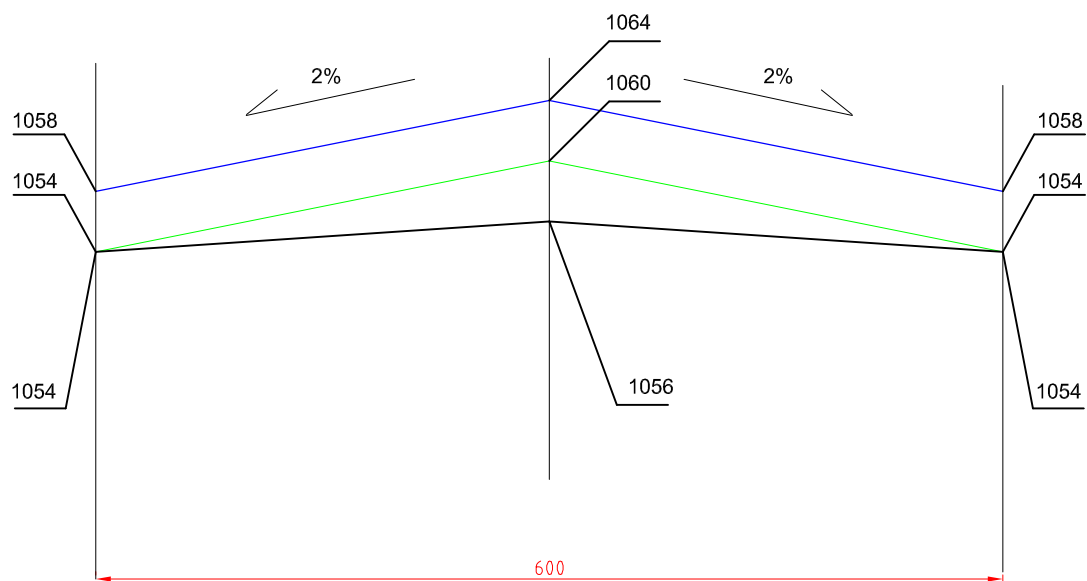
The total area is calculated as  $P_{m < 8mm} = 0,153m^2$ .

Km 9+012



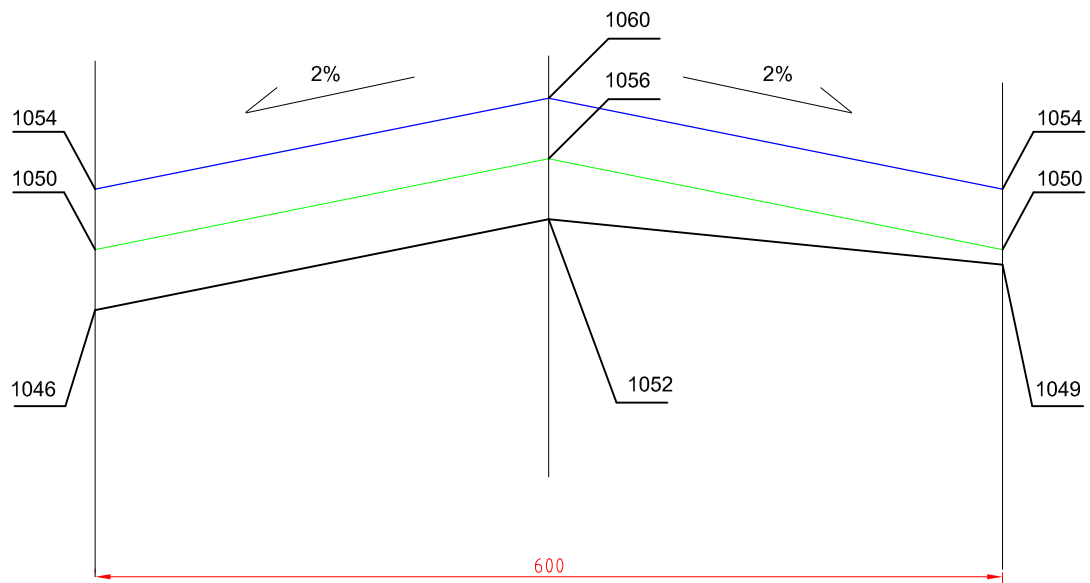
$P_{m<8mm} = 0,18m^2$

Km 9+037



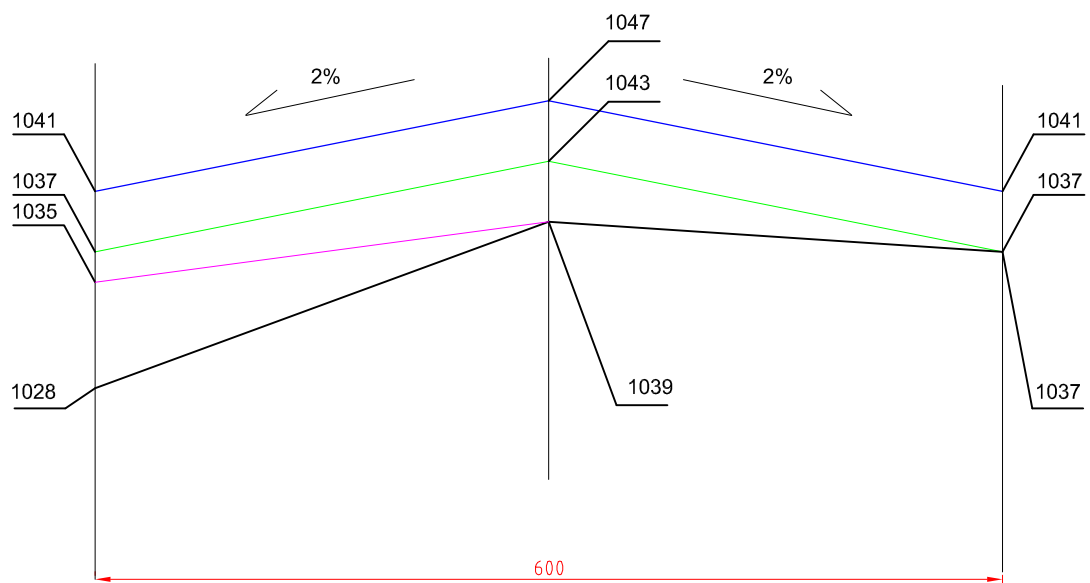
$P_{m<8mm} = 0,12m^2$

Km 9+062



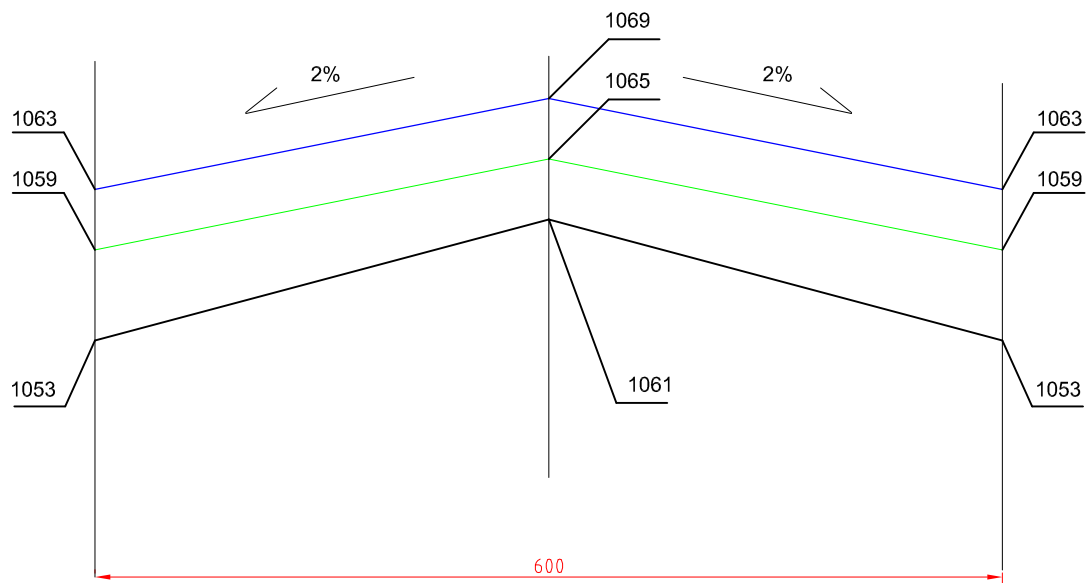
$P_{m<8mm} = 0,195m^2$

Km 9+087



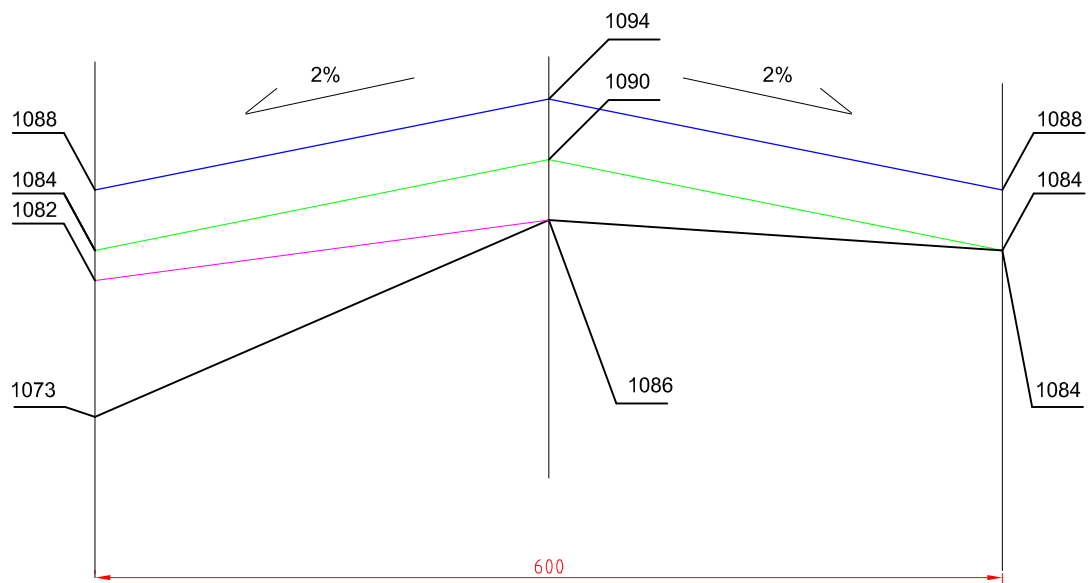
$P_{m<8mm} = 0,15m^2$   
 $P_{gr>8mm} = 0,105m^2$

Km 9+112



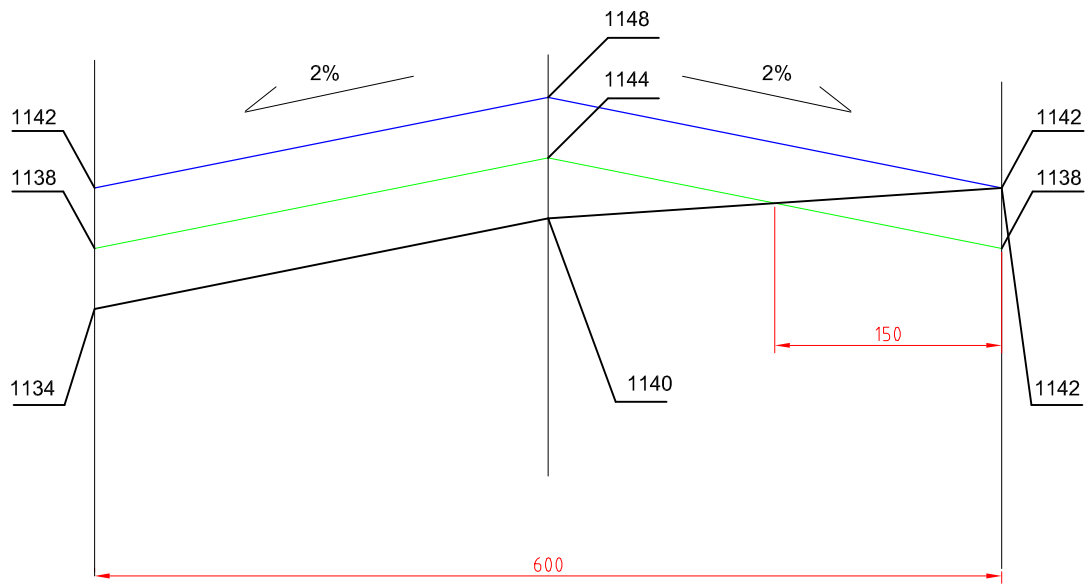
$P_{m<8mm} = 0,3m^2$

Km 9+137



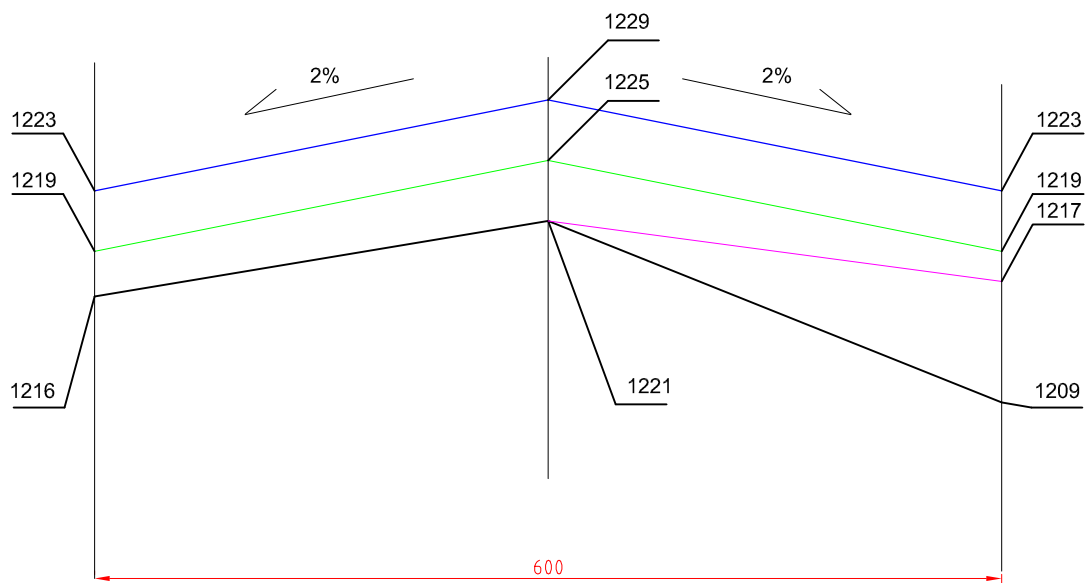
$P_{m<8mm} = 0,15m^2$   
 $P_{gr>8mm} = 0,135m^2$

Km 9+162



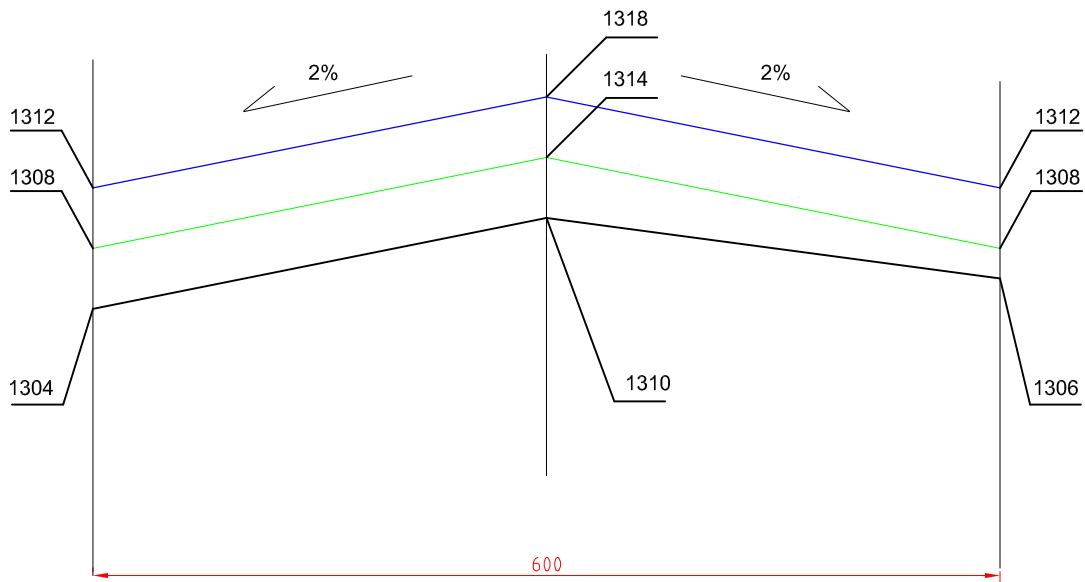
$P_{m<8mm} = 0,15m^2$

Km 9+187



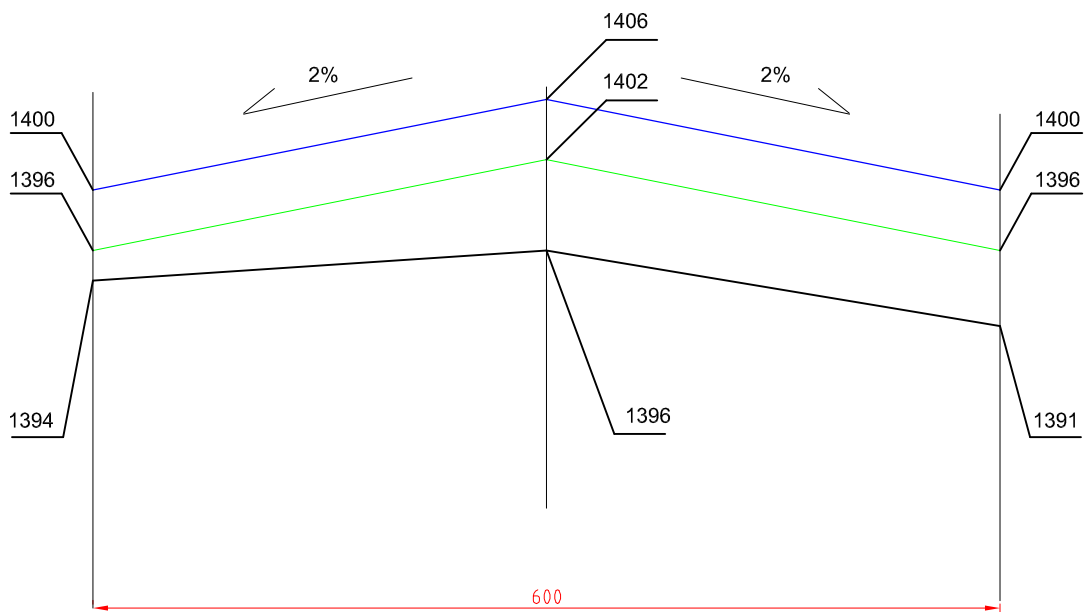
$P_{m<8mm} = 0,195m^2$   
 $P_{gr>8mm} = 0,12m^2$

Km 9+212



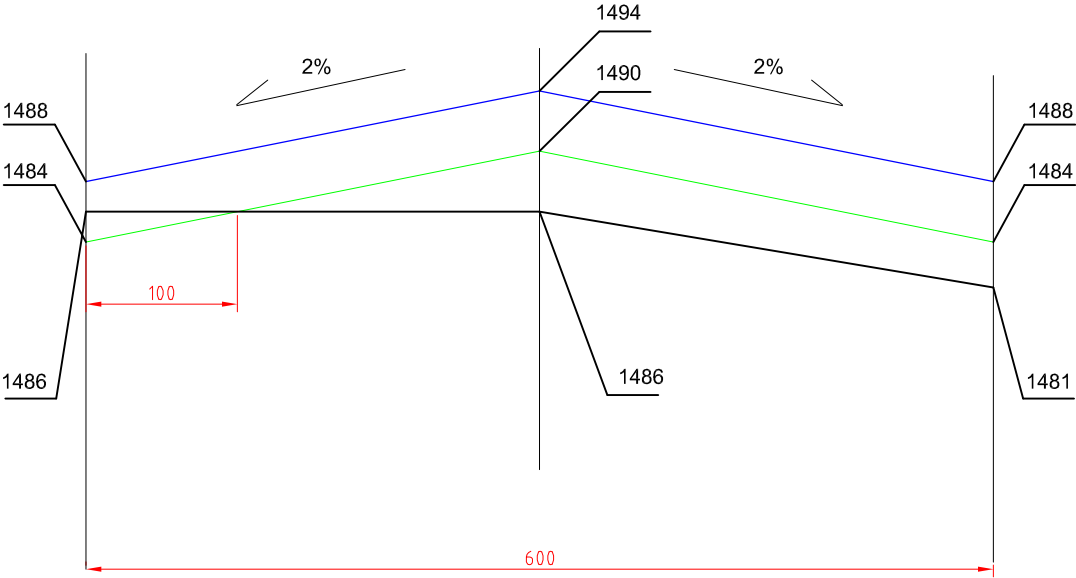
$P_{m<8mm} = 0,21m^2$

Km 9+237



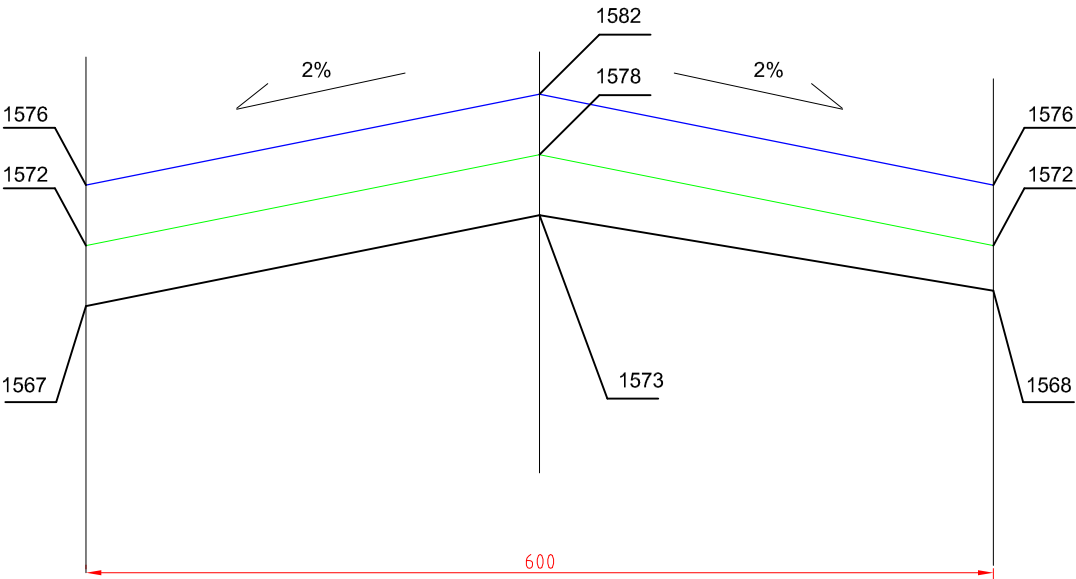
$P_{m<8mm} = 0,285m^2$

Km 9+262



$P_{m<8mm} = 0,145m^2$

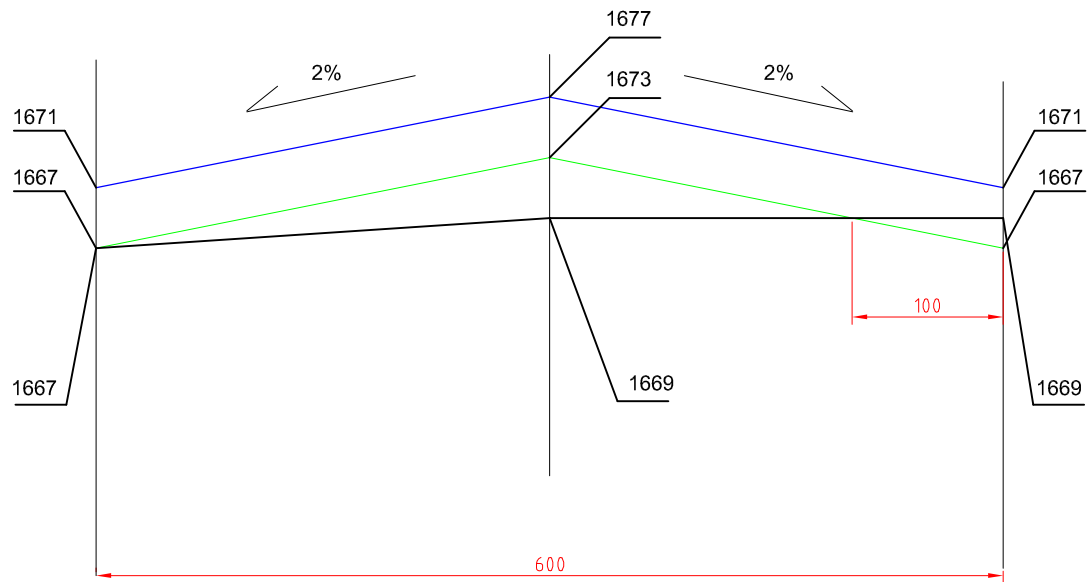
Km 9+287



$P_{m<8mm} = 0,225m^2$

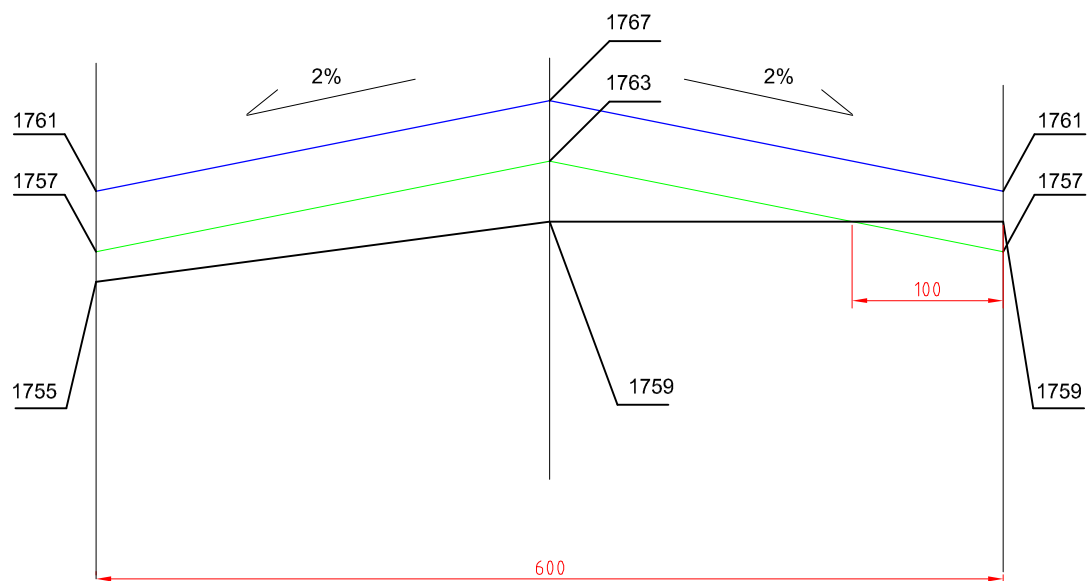


Km 9+312



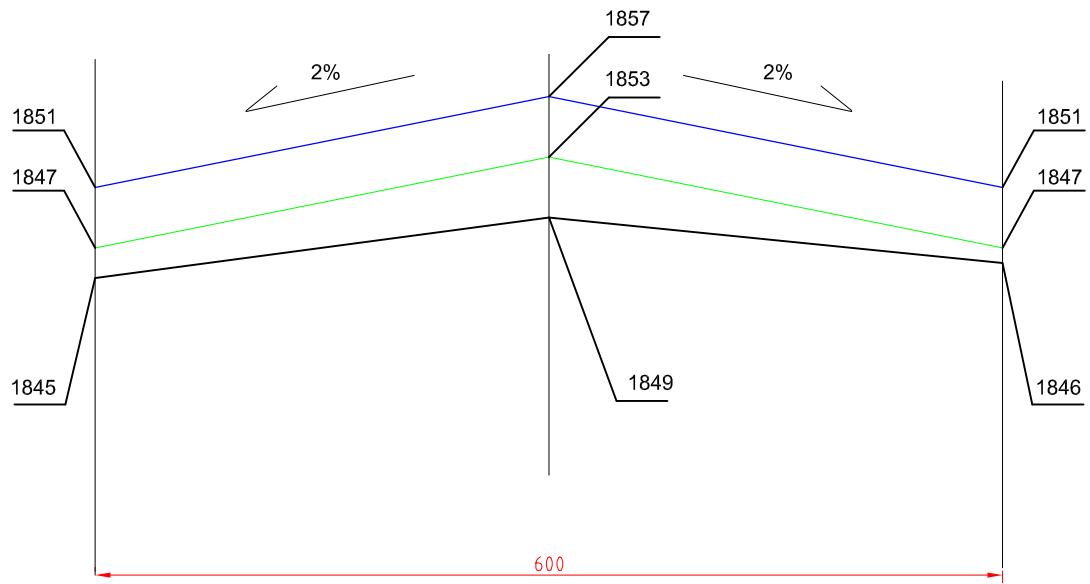
$P_{m<8mm} = 0,1m^2$

Km 9+337



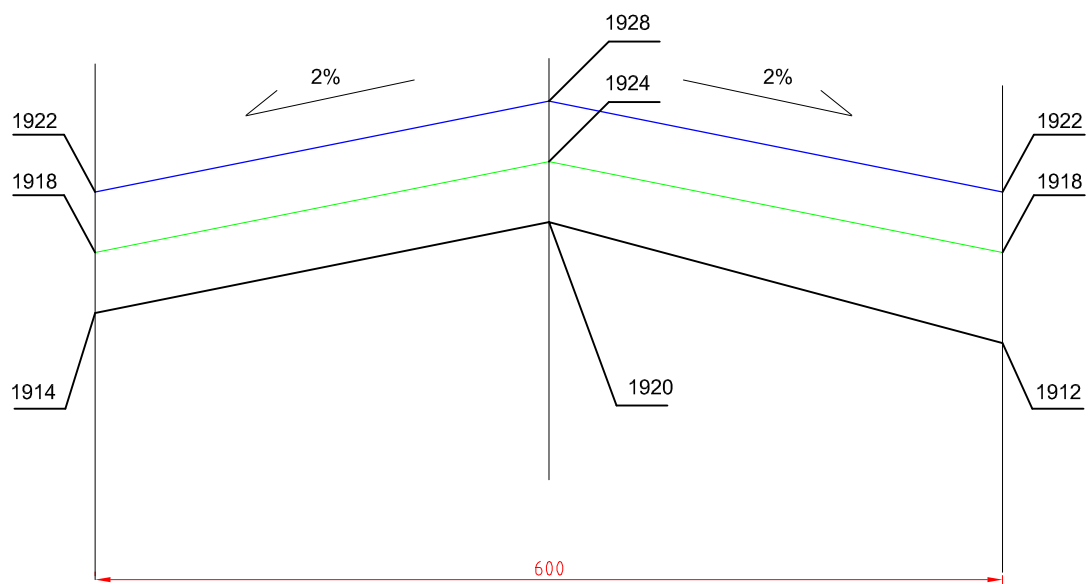
$P_{m<8mm} = 0,13m^2$

Km 9+362



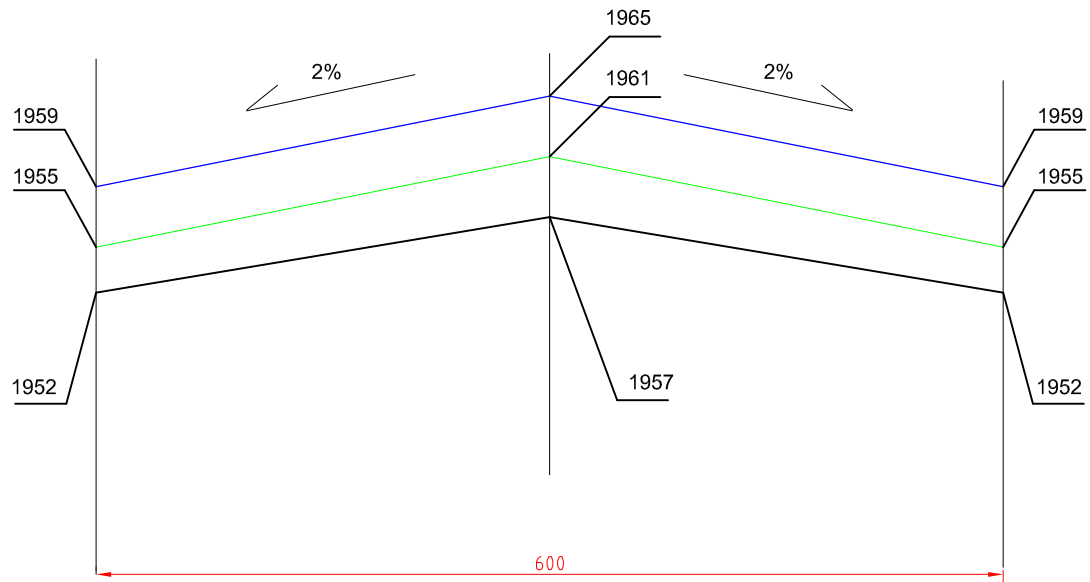
$P_{m<8mm} = 0,165m^2$

Km 9+387



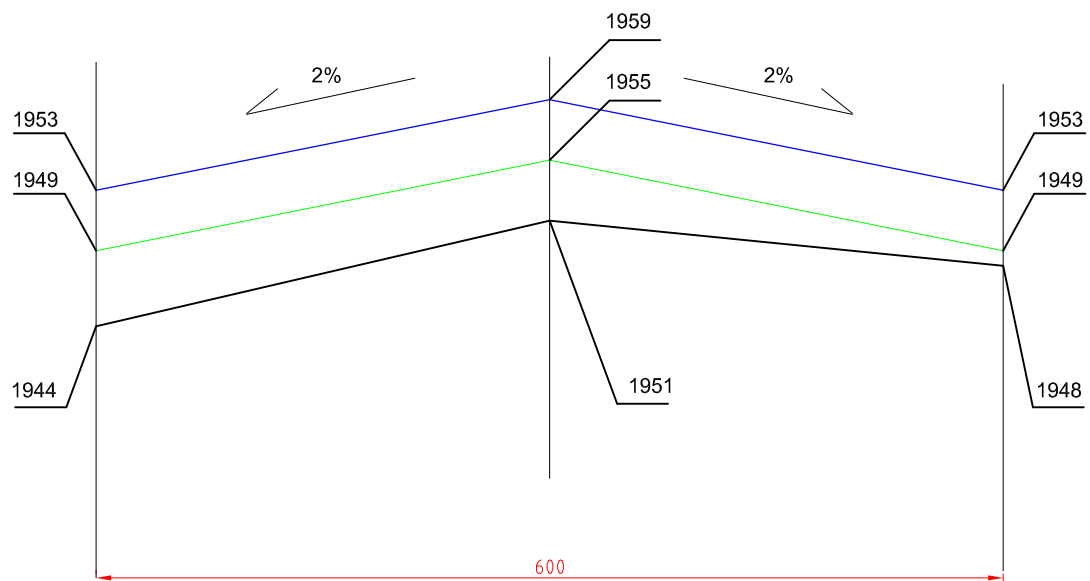
$P_{m<8mm} = 0,27m^2$

Km 9+412



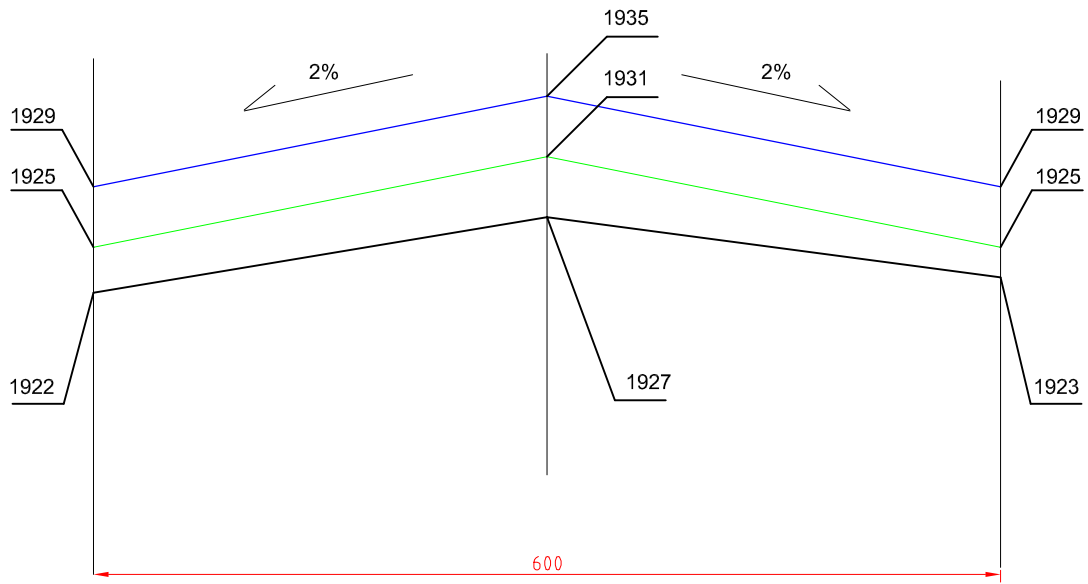
$P_{m<8mm} = 0,21m^2$

Km 9+437



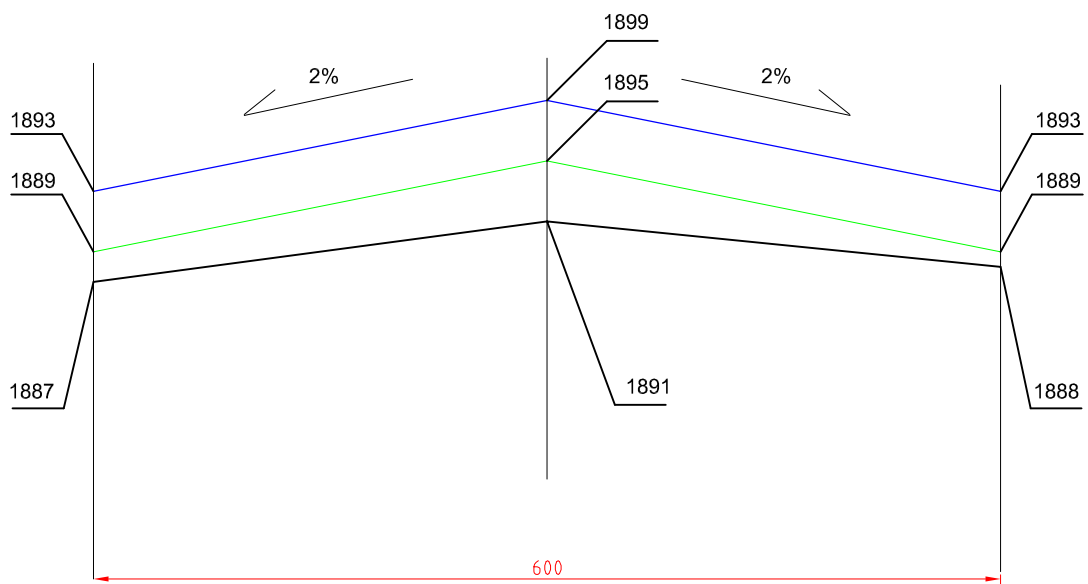
$P_{m<8mm} = 0,21m^2$

Km 9+462



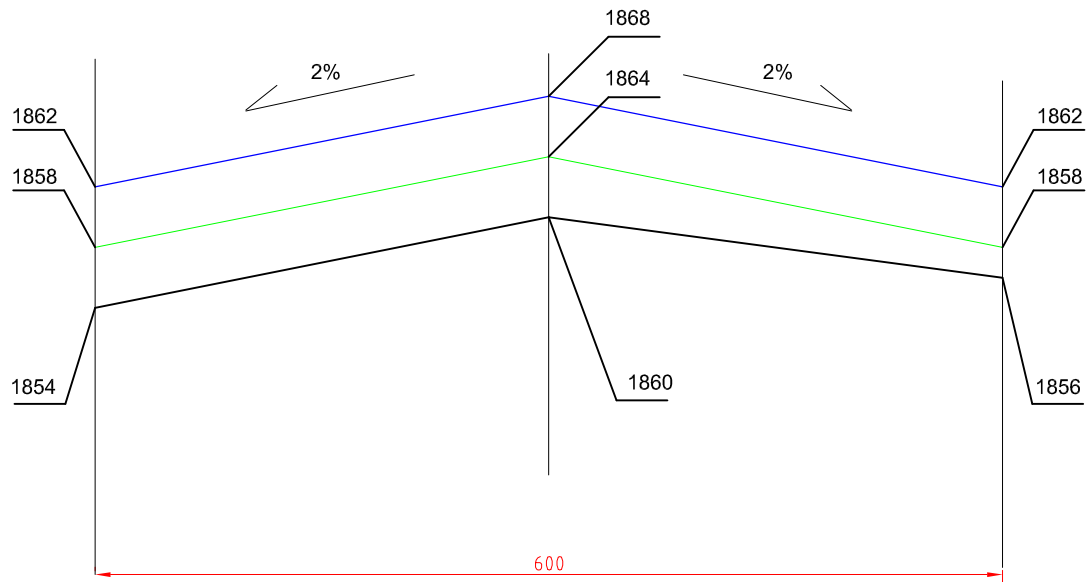
$P_{m<8mm} = 0,195m^2$

Km 9+487



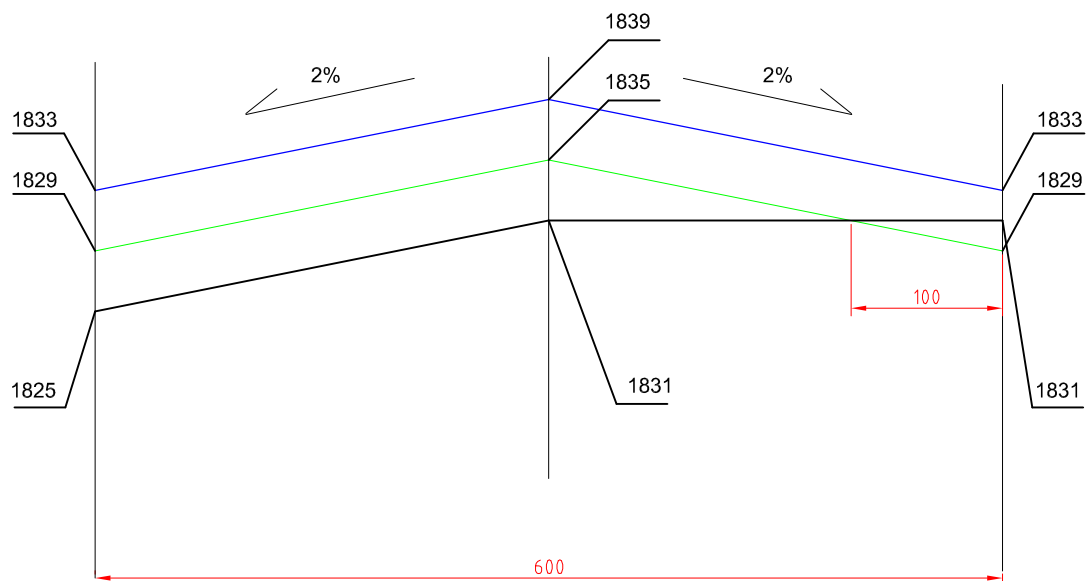
$P_{m<8mm} = 0,165m^2$

Km 9+512



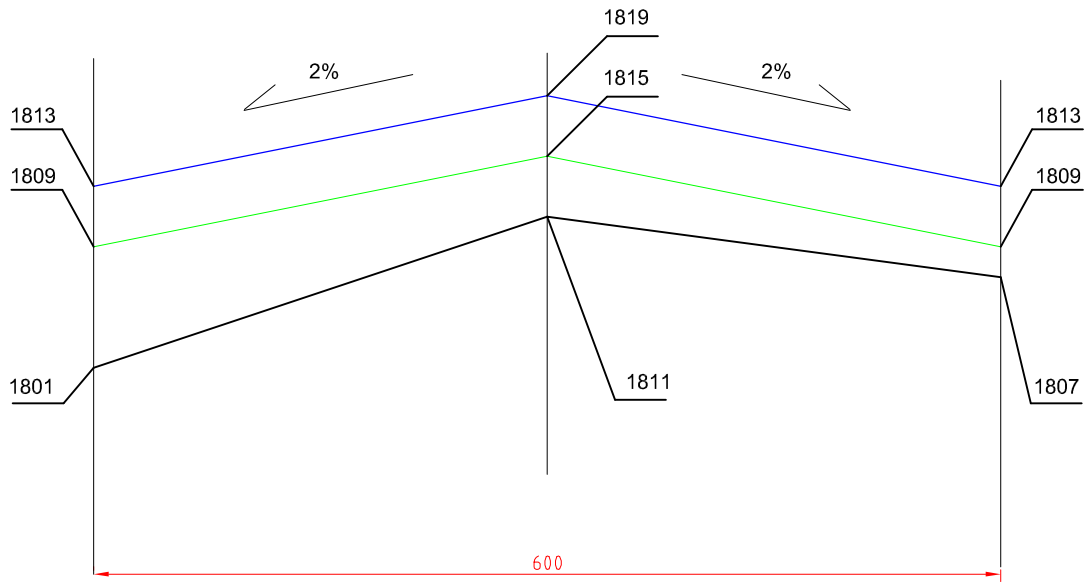
$P_{m<8mm} = 0,21m^2$

Km 9+537



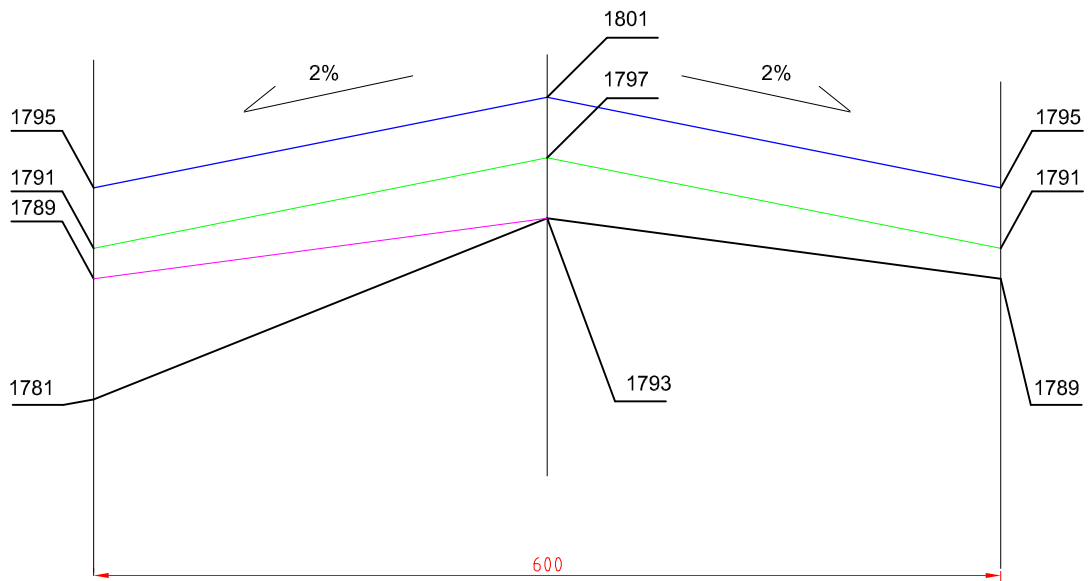
$P_{m<8mm} = 0,16m^2$

Km 9+562



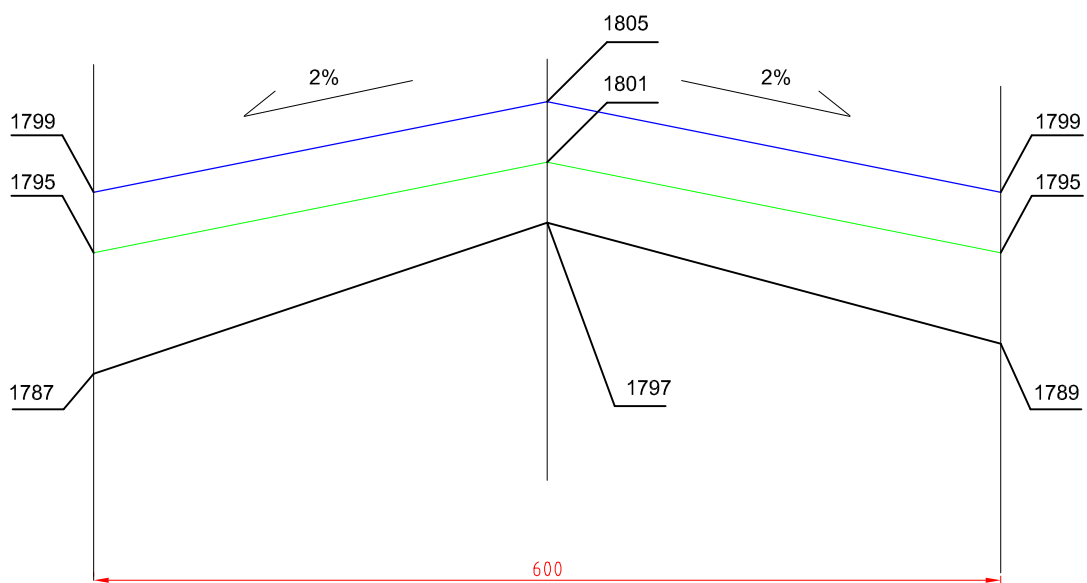
$P_{m<8mm} = 0,27m^2$

Km 9+587



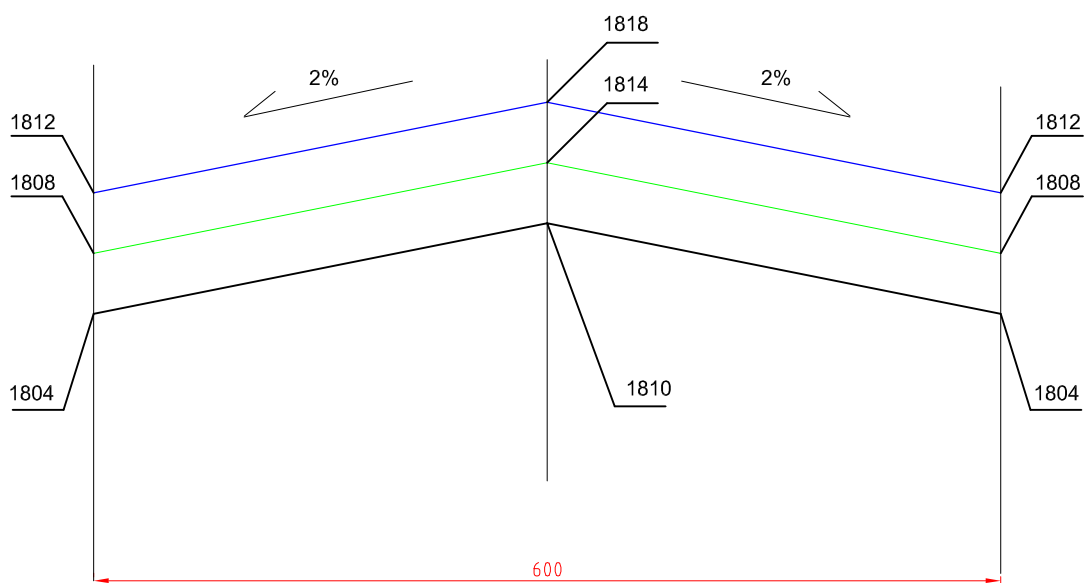
$P_{m<8mm} = 0,18m^2$   
 $P_{gr>8mm} = 0,12m^2$

Km 9+612



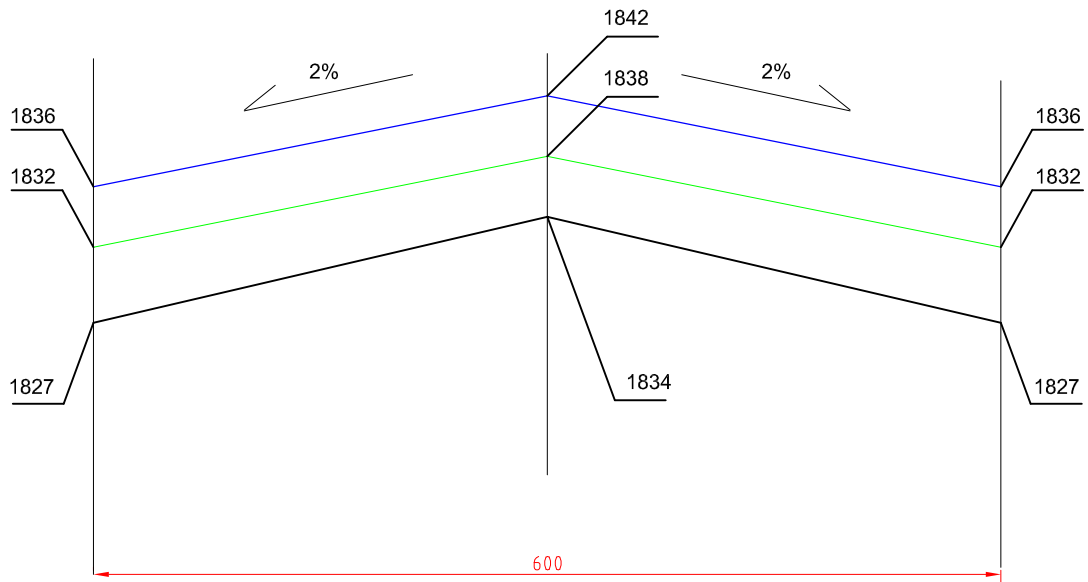
$P_{m<8mm} = 0,33m^2$

Km 9+637



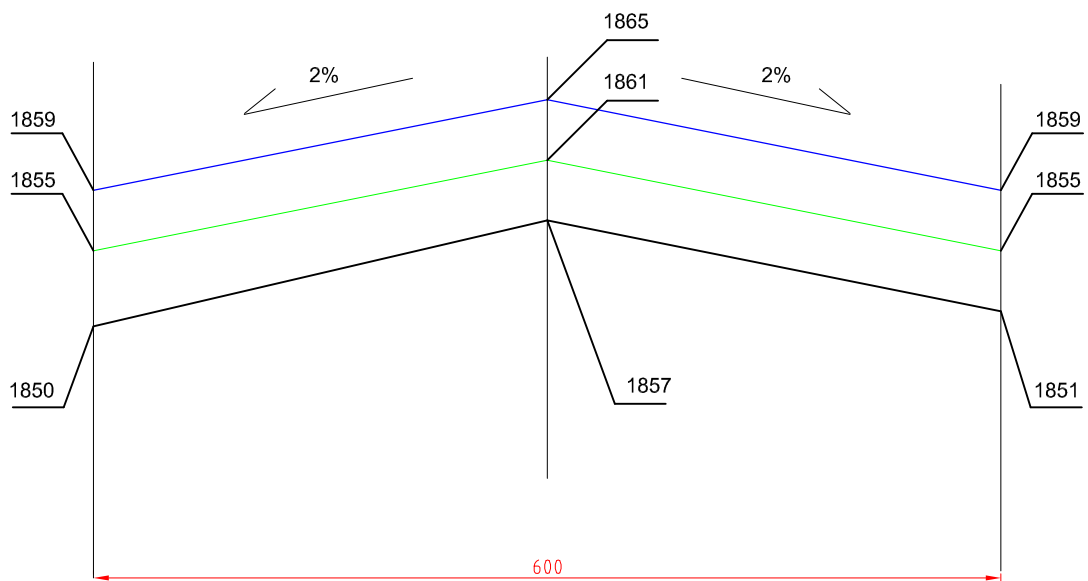
$P_{m<8mm} = 0,24m^2$

Km 9+662



$P_{m<8mm} = 0,27m^2$

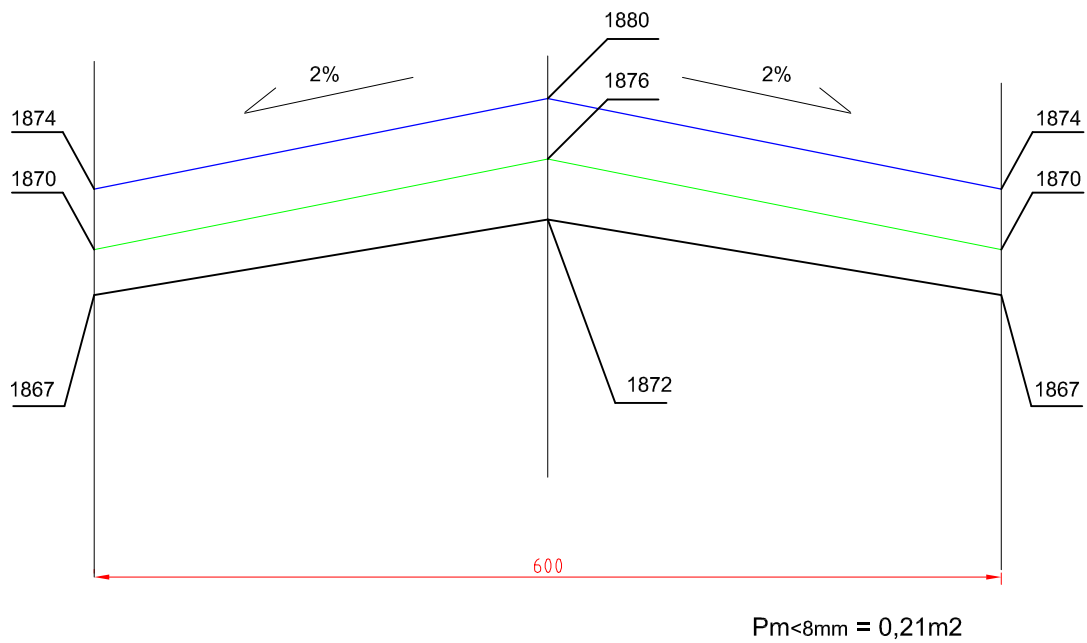
Km 9+687



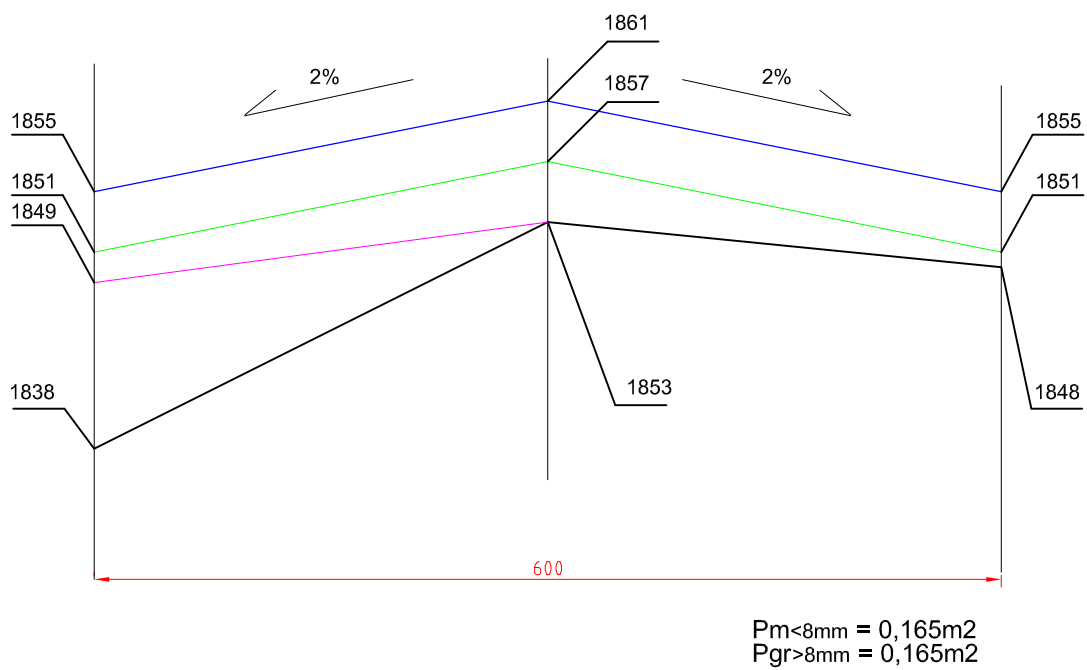
$P_{m<8mm} = 0,255m^2$



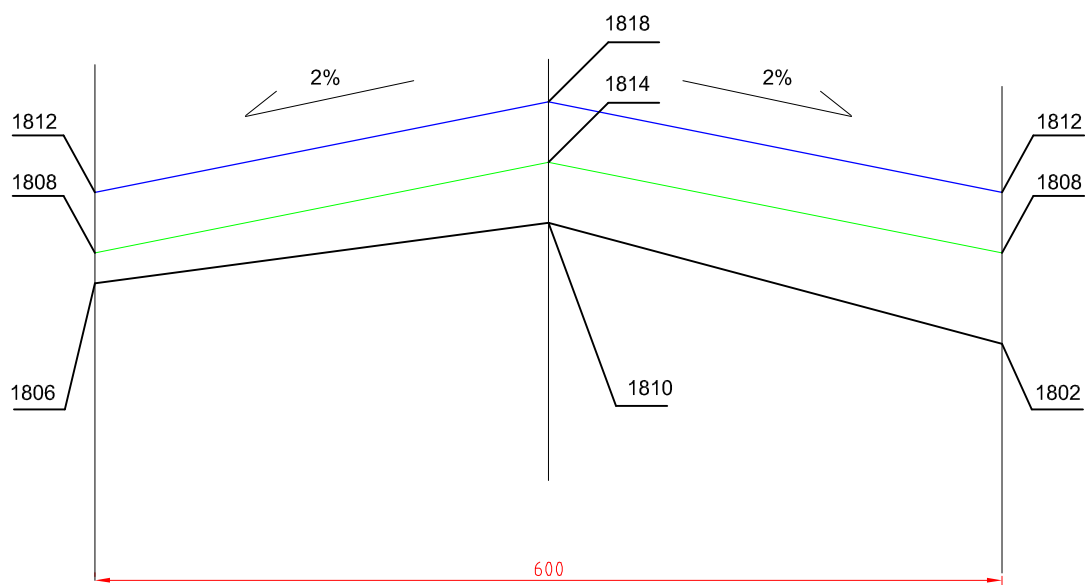
Km 9+712



Km 9+737

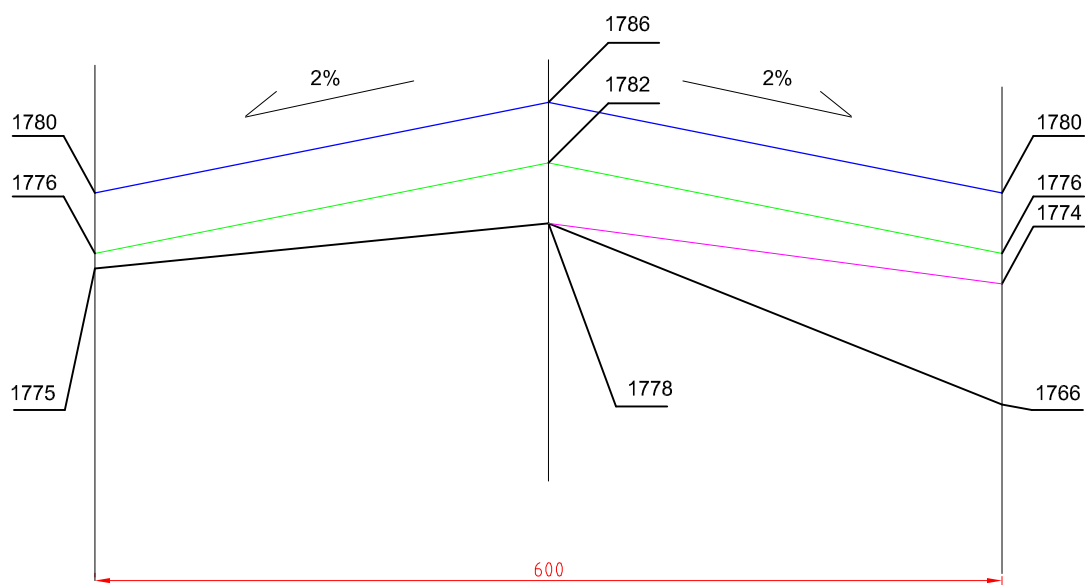


Km 9+762



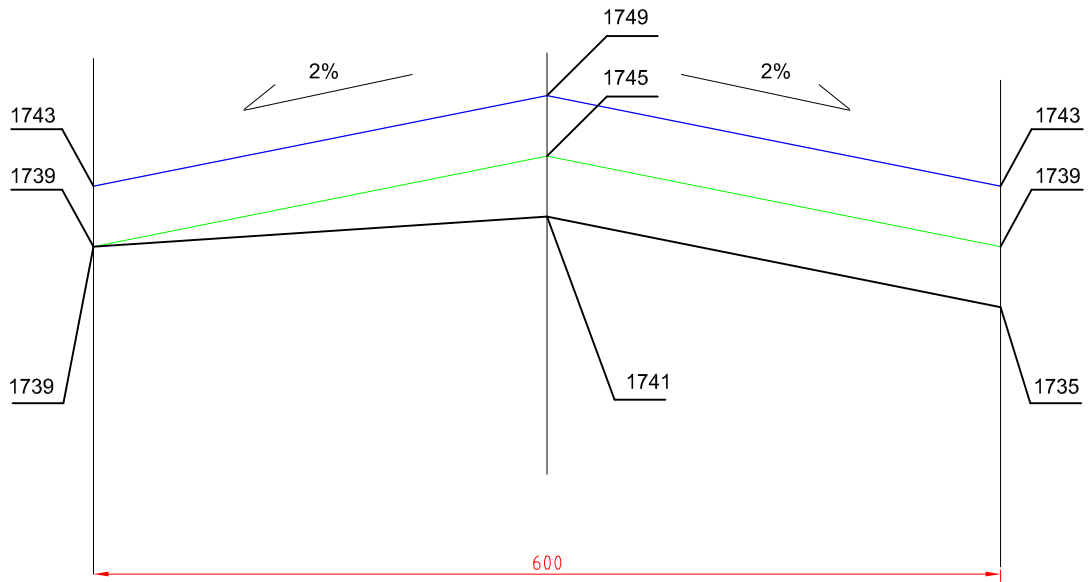
$P_{m<8mm} = 0,24m^2$

Km 9+787



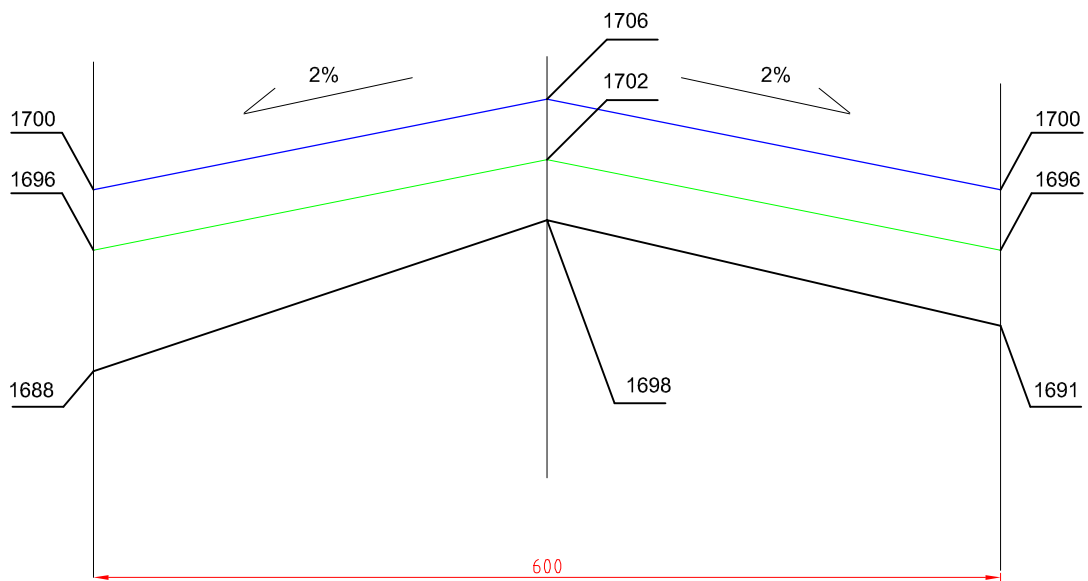
$P_{m<8mm} = 0,165m^2$   
 $P_{gr>8mm} = 0,12m^2$

Km 9+812



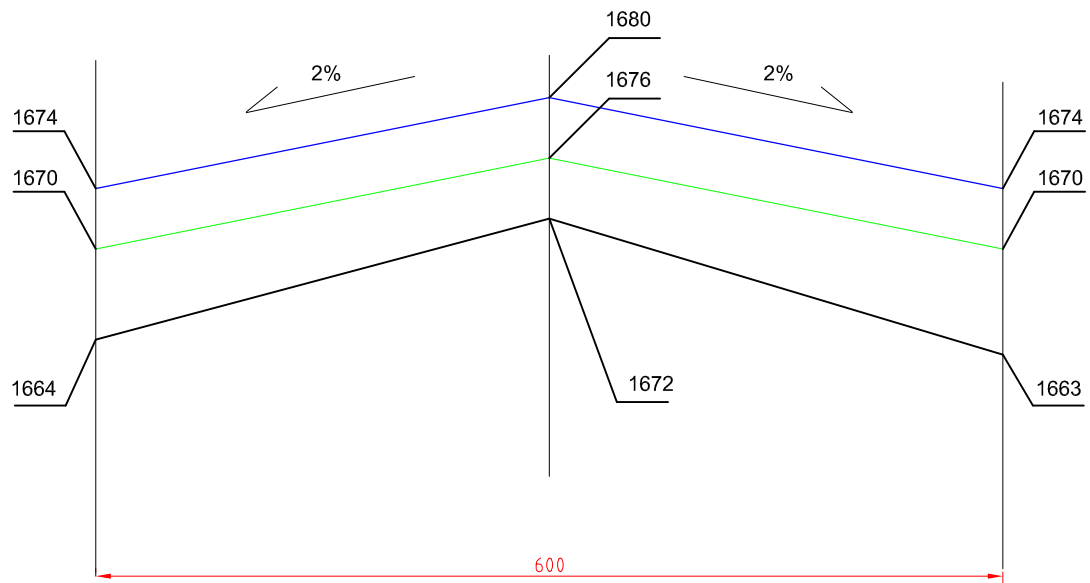
$P_{m<8mm} = 0,18m^2$

Km 9+837



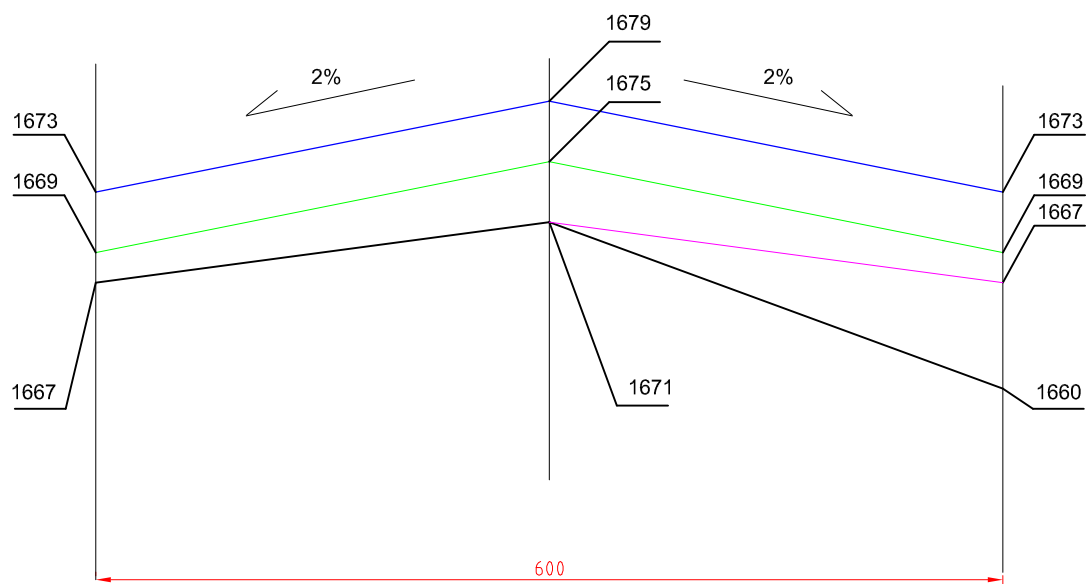
$P_{m<8mm} = 0,315m^2$

Km 9+862



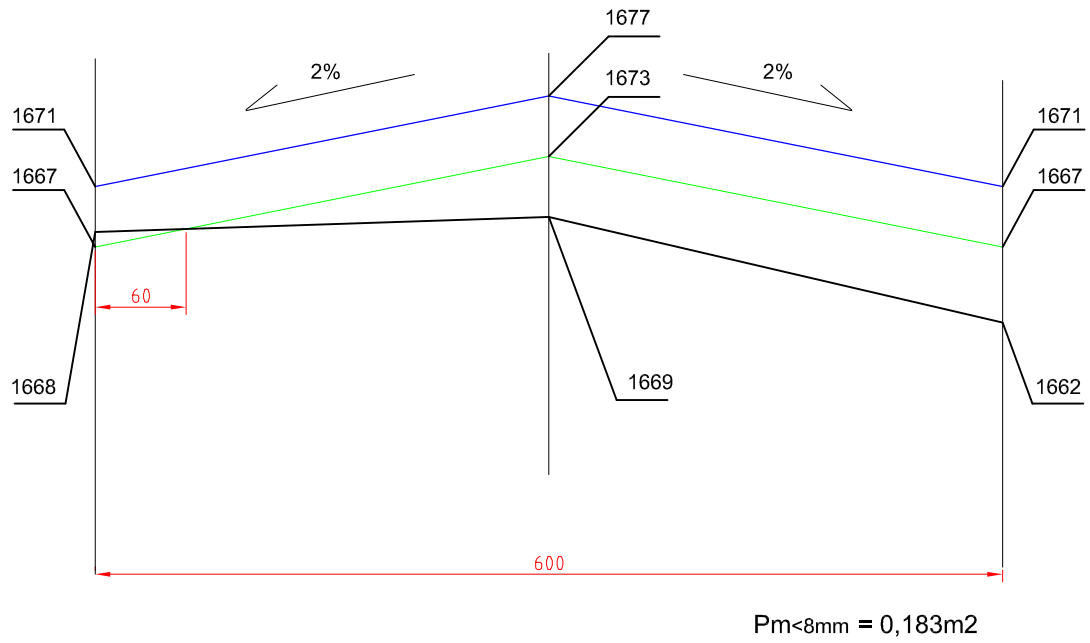
$P_{m<8mm} = 0,315m^2$

Km 9+887

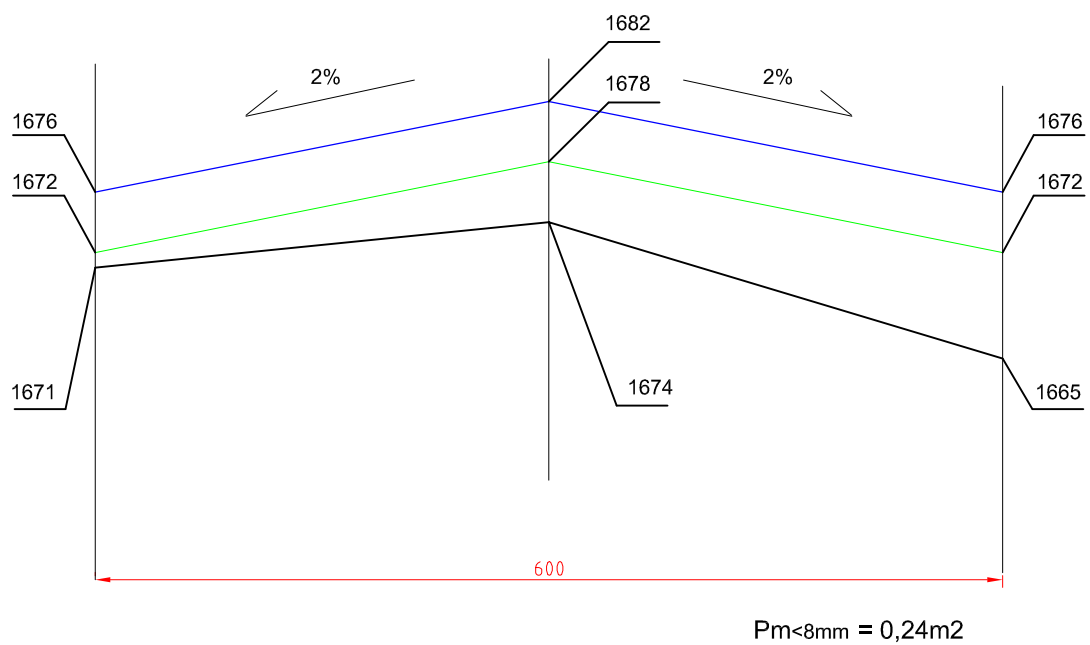


$P_{m<8mm} = 0,18m^2$   
 $P_{gr>8mm} = 0,105m^2$

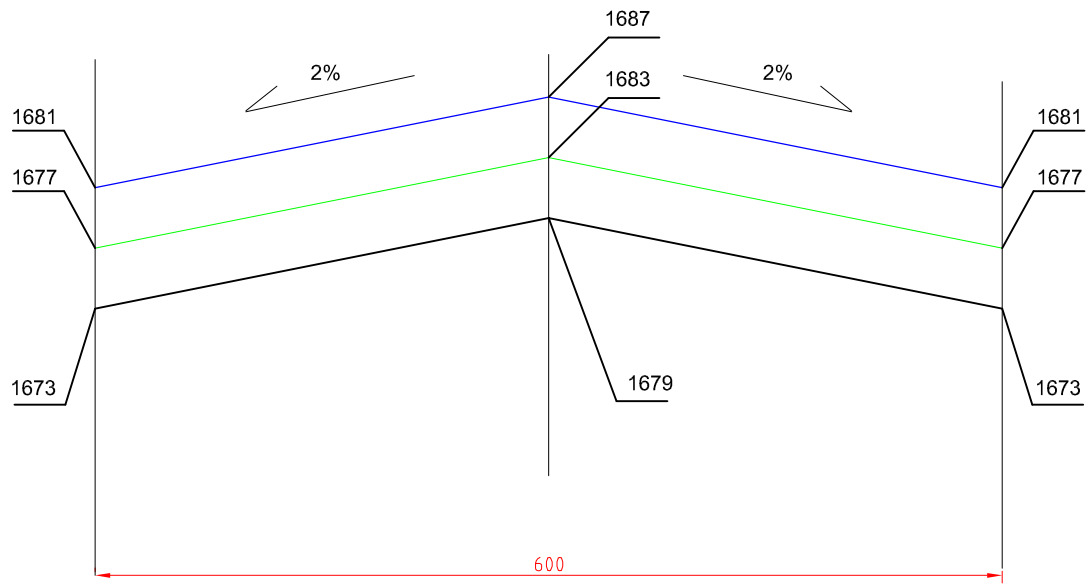
Km 9+912



Km 9+937

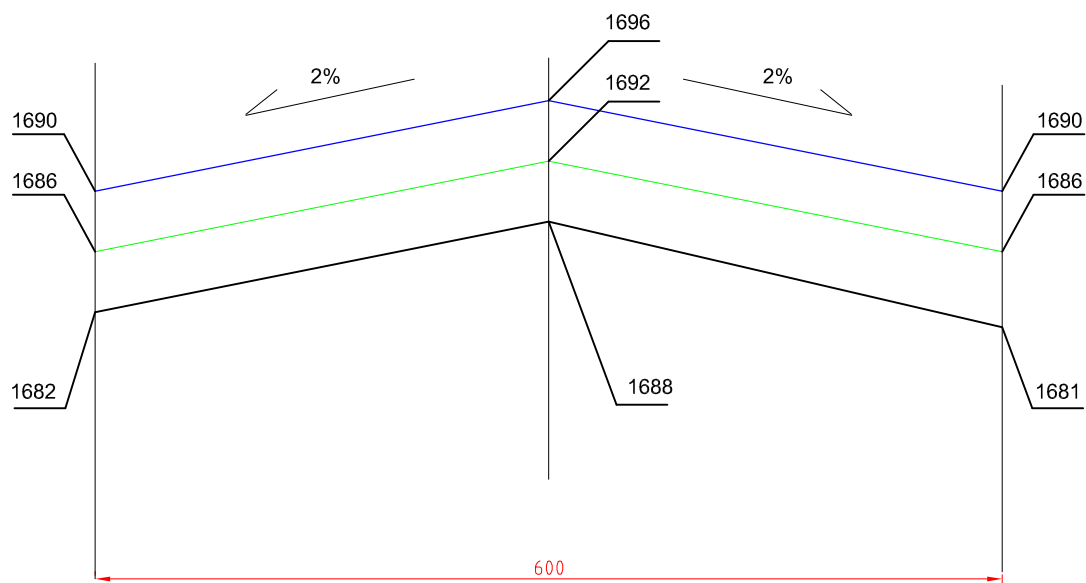


Km 9+962



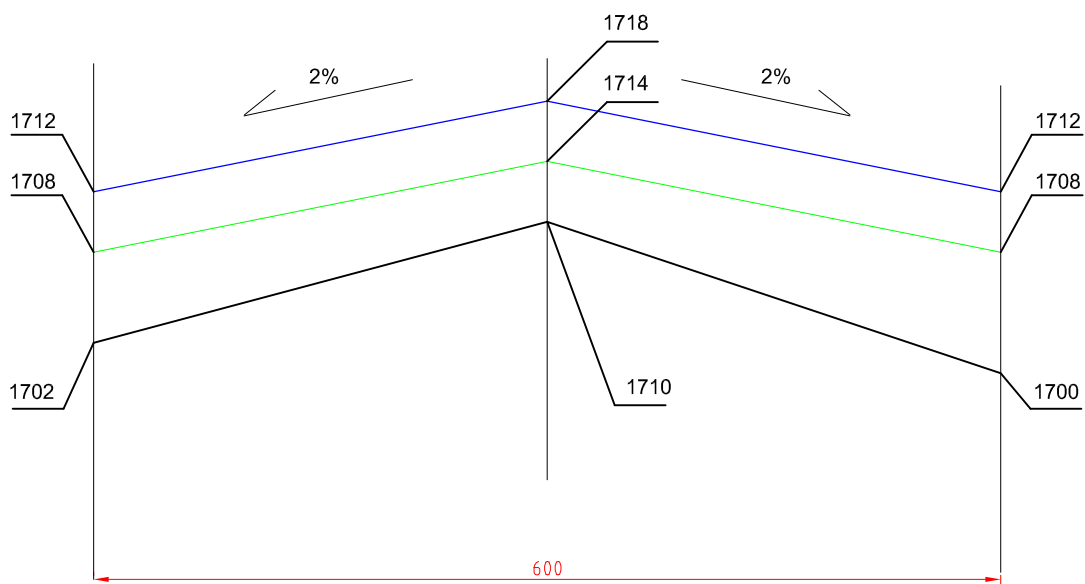
$P_{m<8mm} = 0,24m^2$

Km 9+987



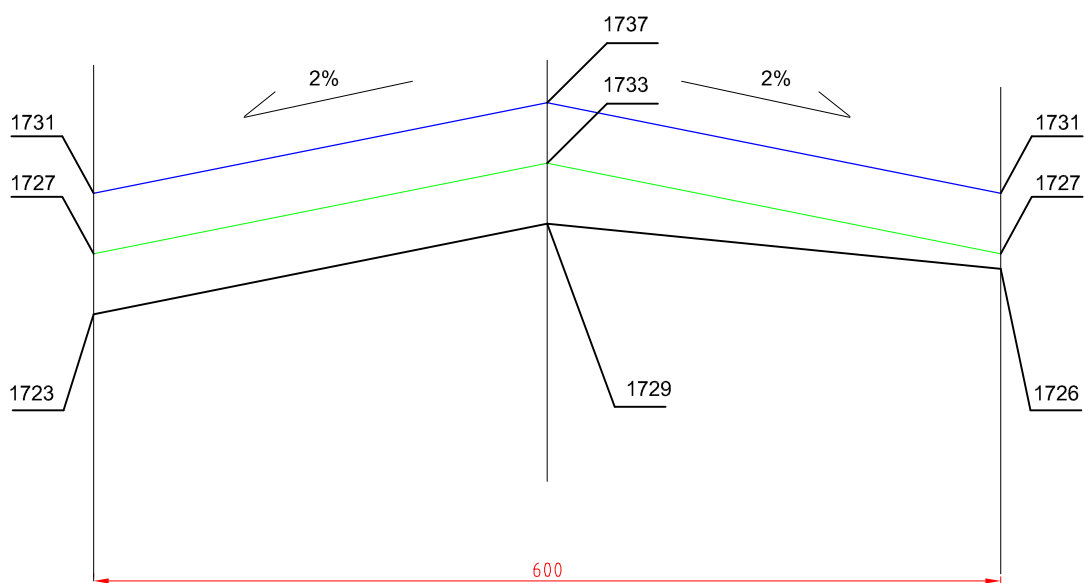
$P_{m<8mm} = 0,255m^2$

Km 10+012



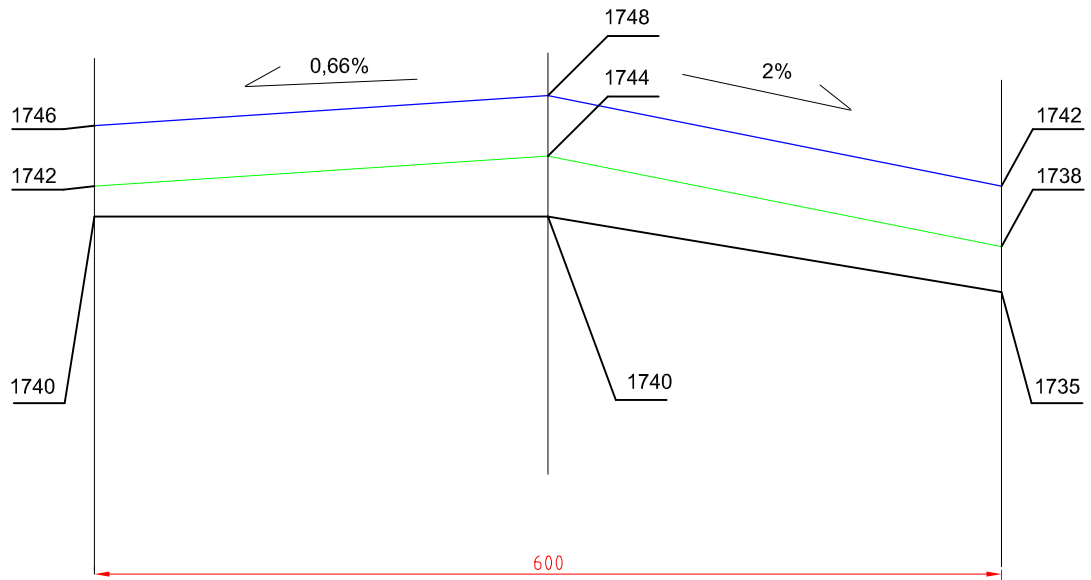
$P_{m<8mm} = 0,33m^2$

Km 10+037



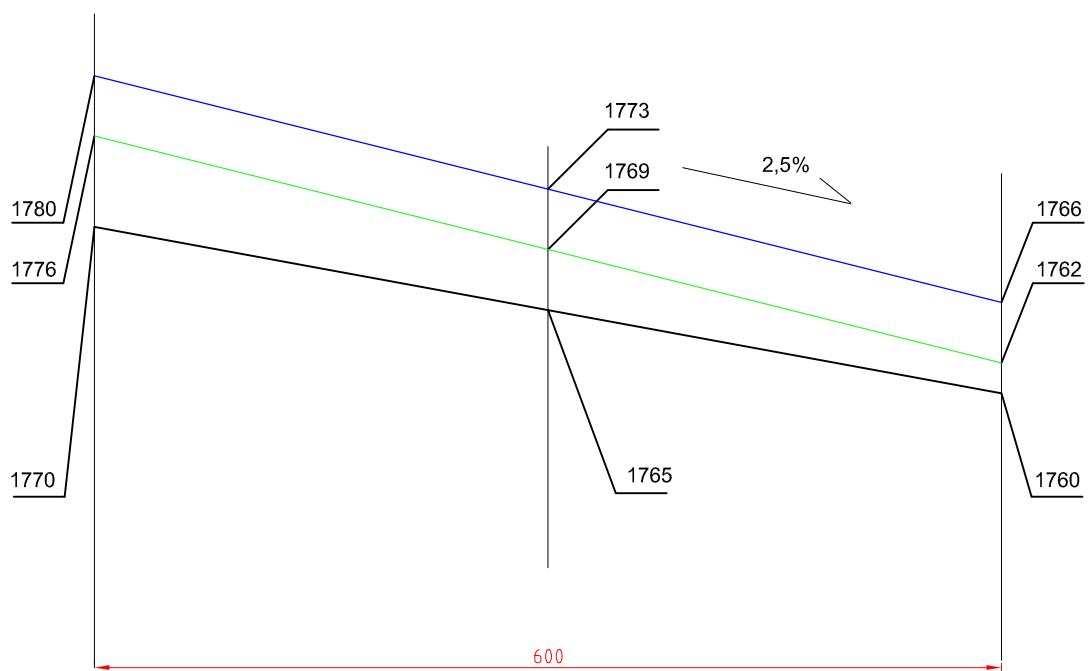
$P_{m<8mm} = 0,195m^2$

Km 10+062



$P_{m<8mm} = 0,195m^2$

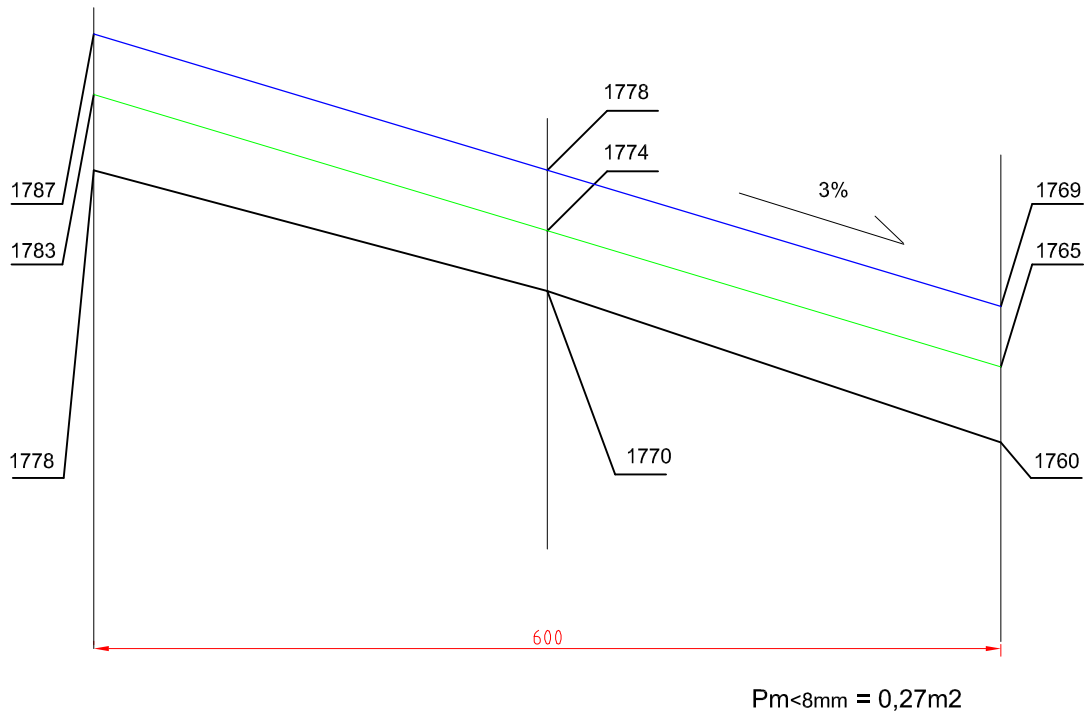
Km 10+087



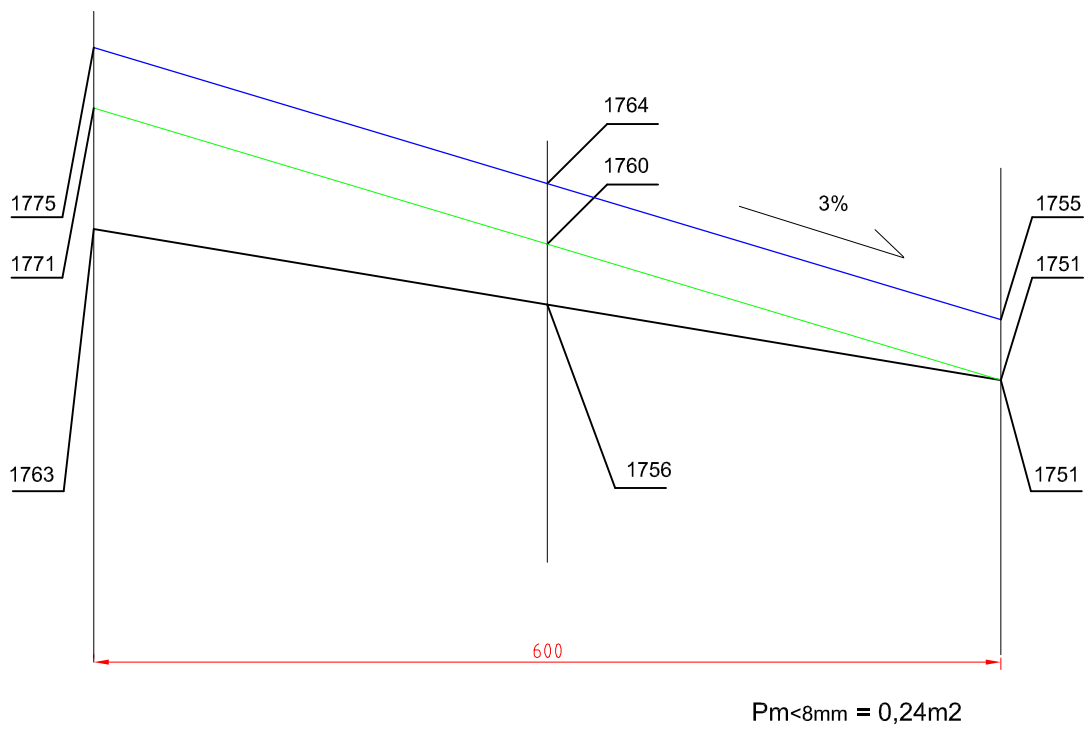
$P_{m<8mm} = 0,24m^2$



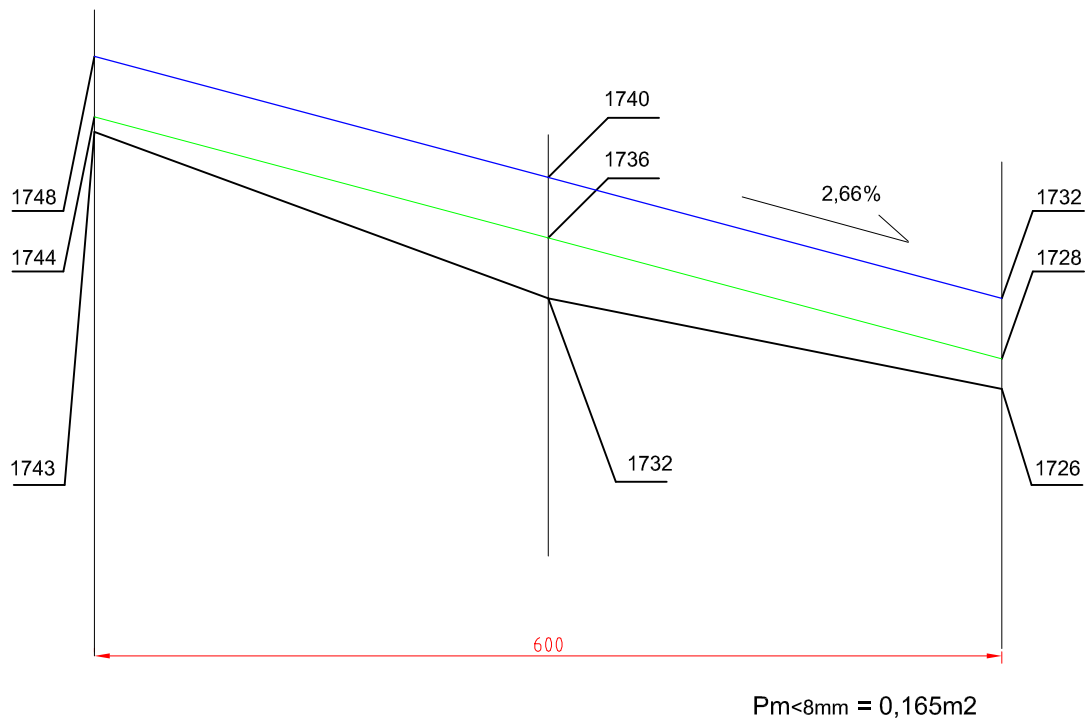
Km 10+112



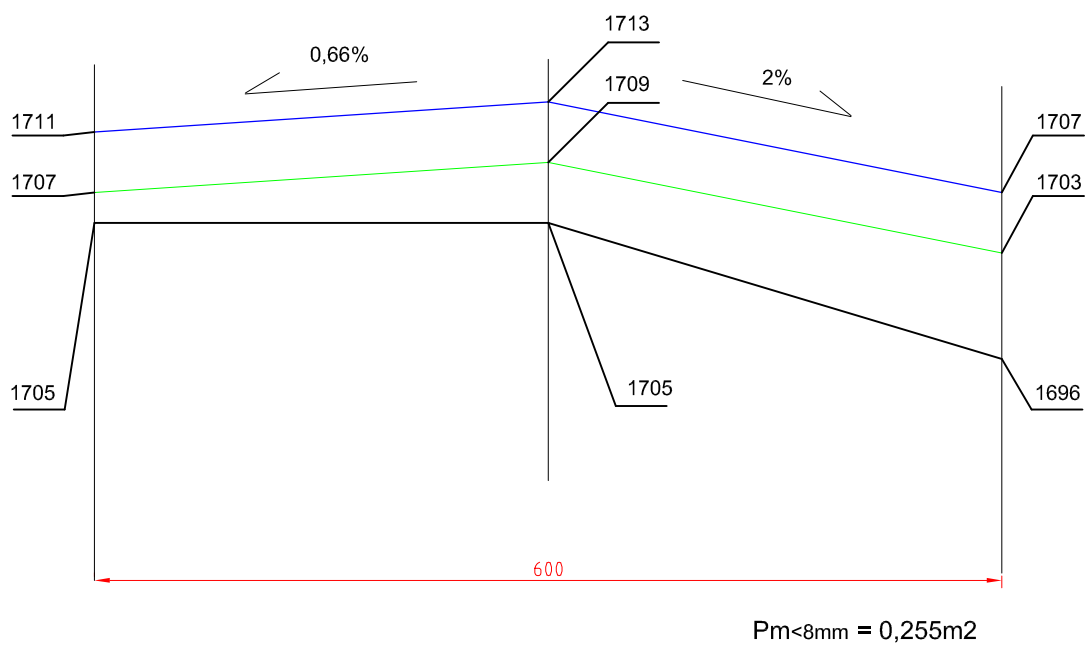
Km 10+137



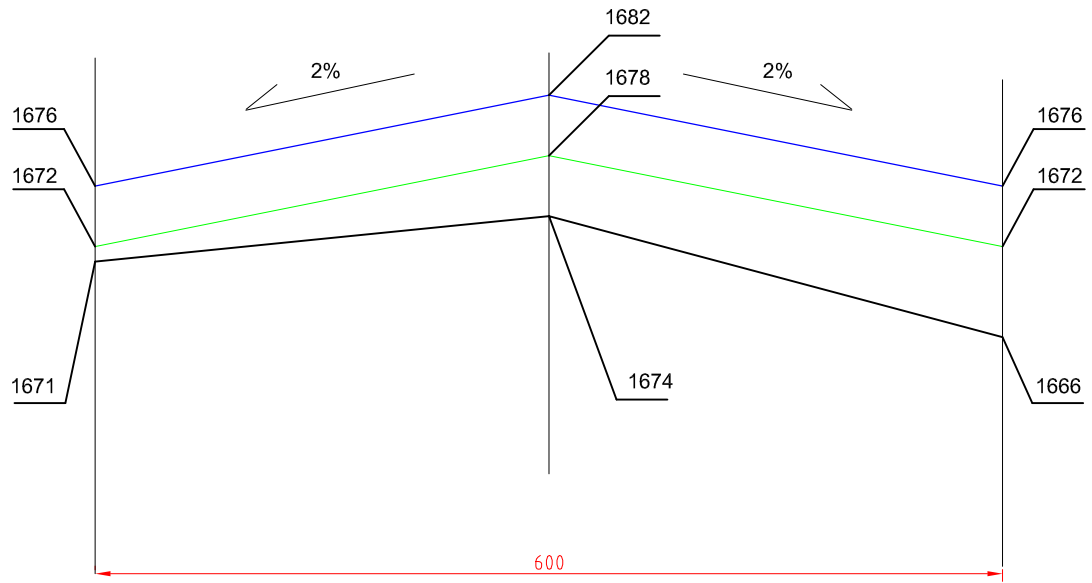
Km 10+162



Km 10+187

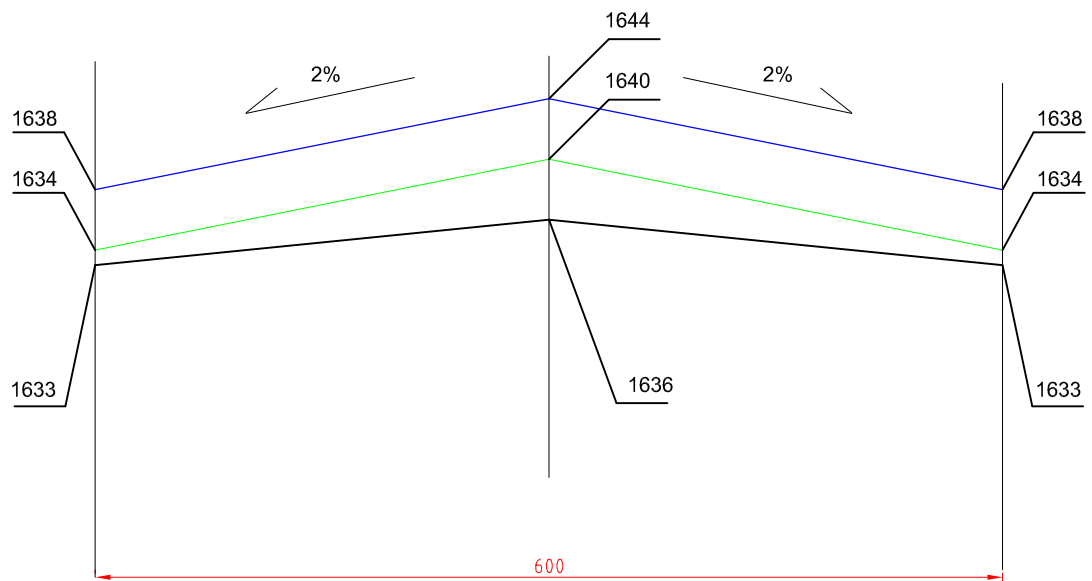


Km 10+212



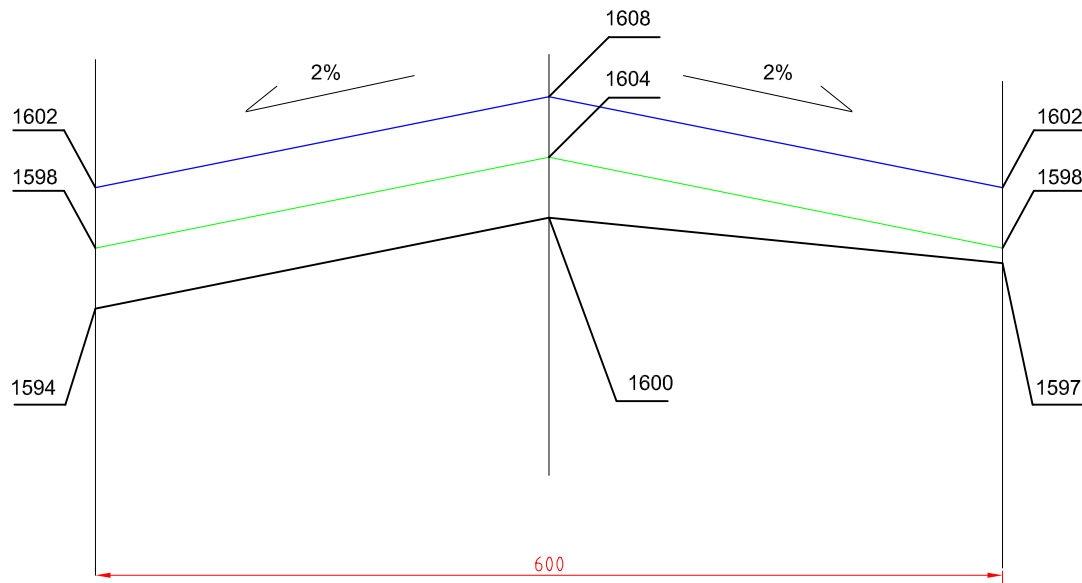
$P_{m<8mm} = 0,225m^2$

Km 10+237



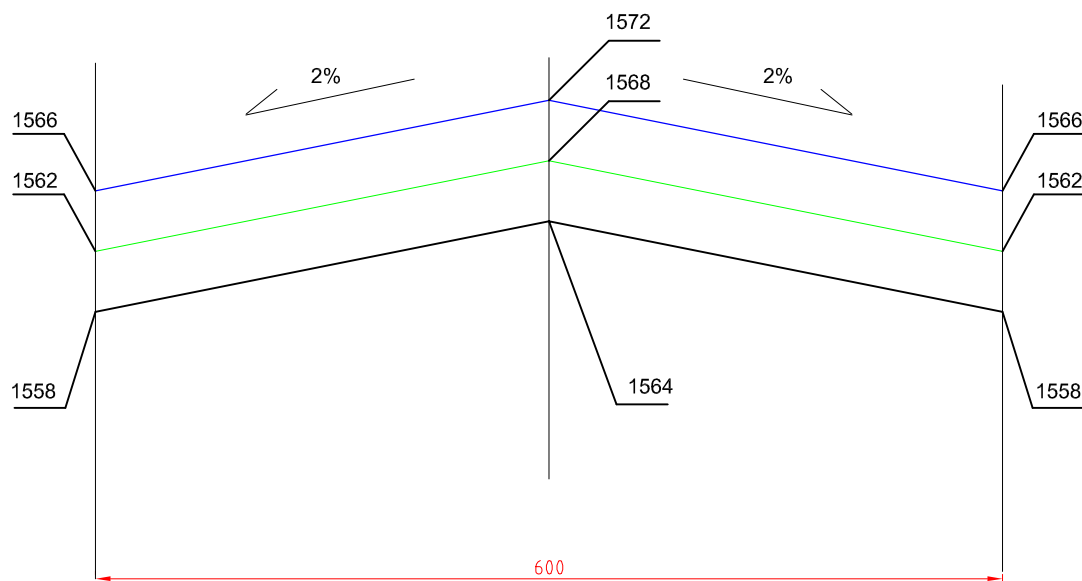
$P_{m<8mm} = 0,15m^2$

Km 10+262



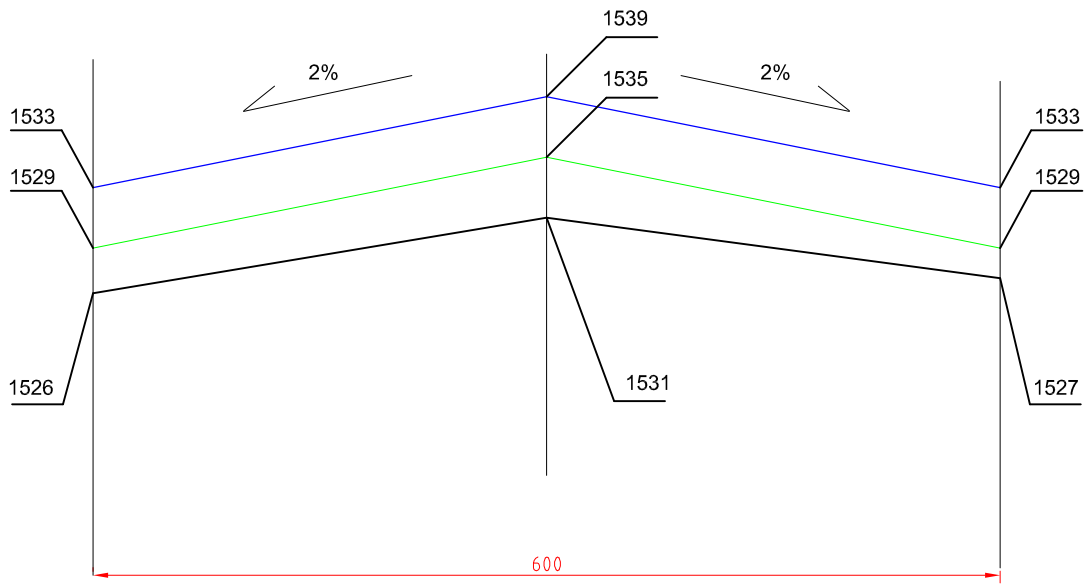
$P_{m<8mm} = 0,195m^2$

Km 10+287



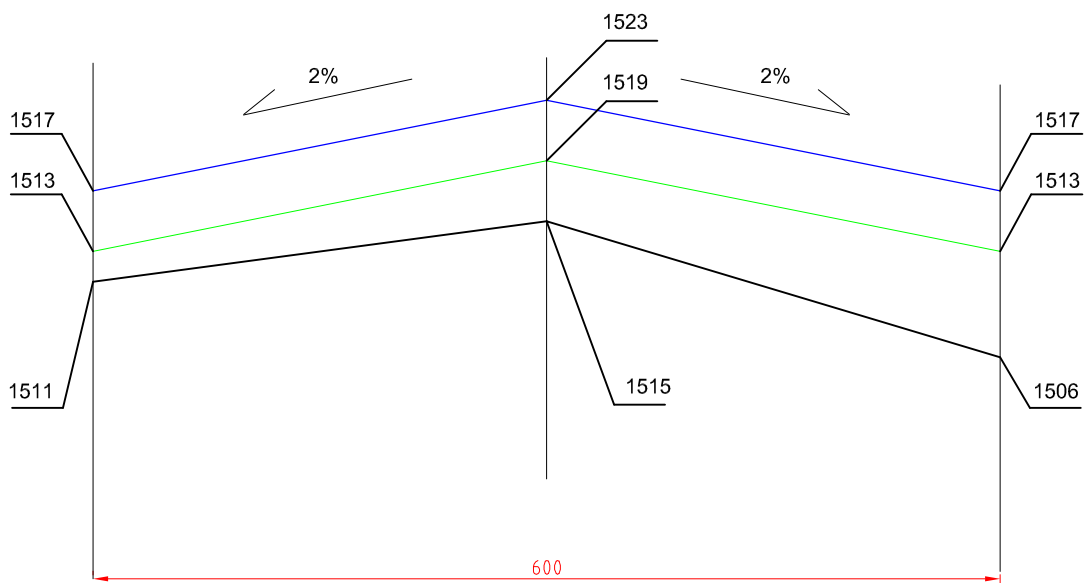
$P_{m<8mm} = 0,24m^2$

Km 10+312



$P_{m<8mm} = 0,195m^2$

Km 10+337

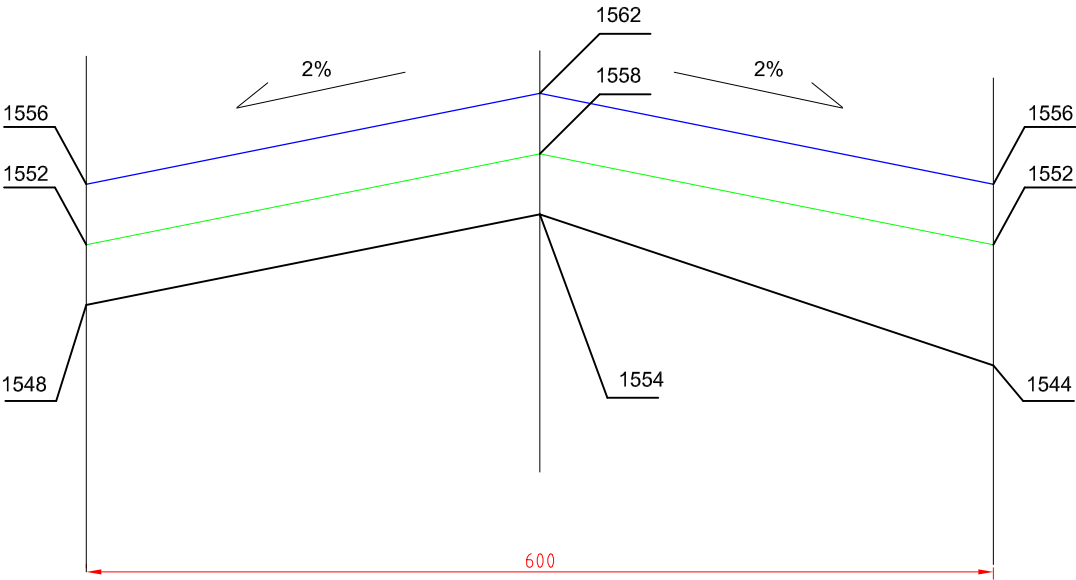


$P_{m<8mm} = 0,255m^2$

1531  
1527  
1528  
60  
600  
1537  
1533  
1529  
2%  
2%  
1531  
1527  
1525  
1515

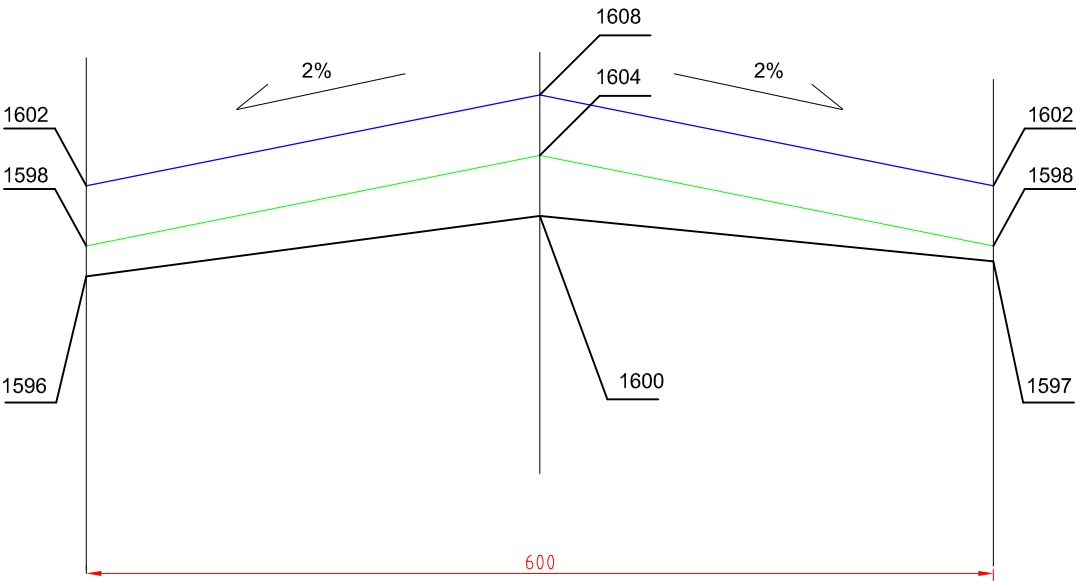
$P_{m<8mm} = 0,138m^2$   
 $P_{gr>8mm} = 0,15m^2$

Km 10+412



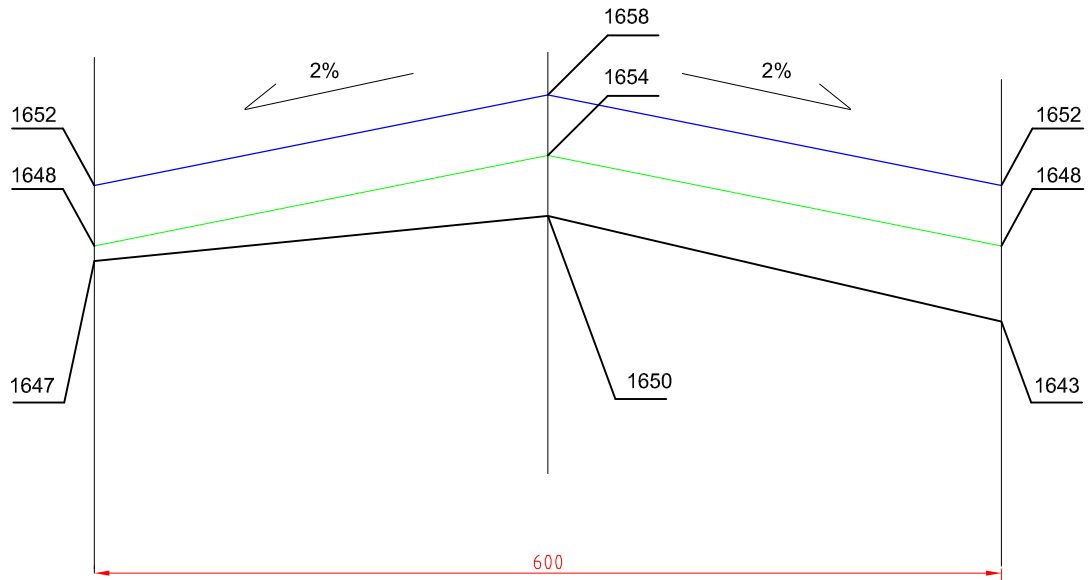
$P_{m<8mm} = 0,3m^2$

Km 10+437



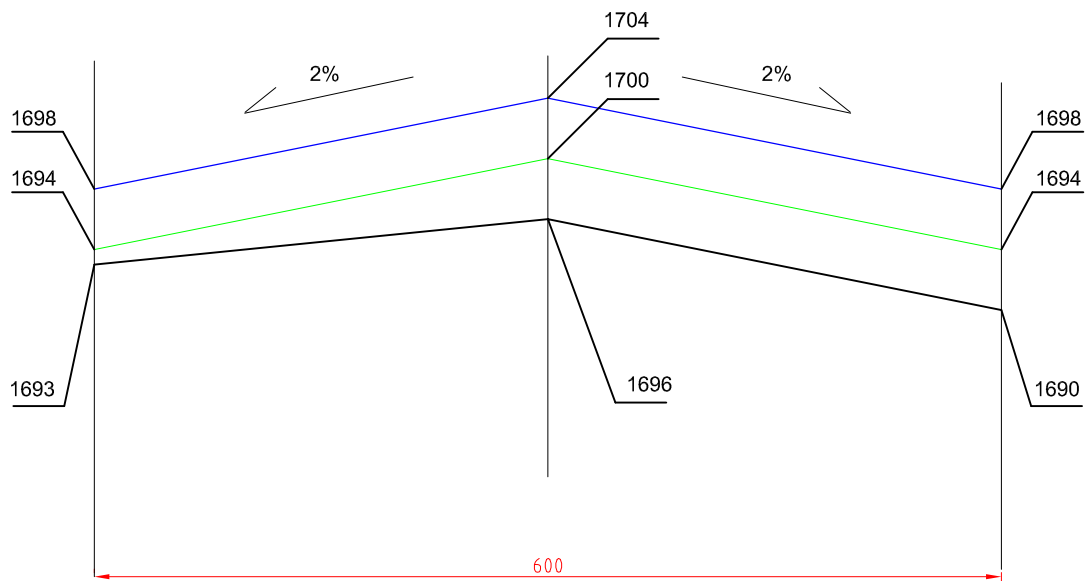
$P_{m<8mm} = 0,165m^2$

Km 10+462



$P_{m<8mm} = 0,21m^2$

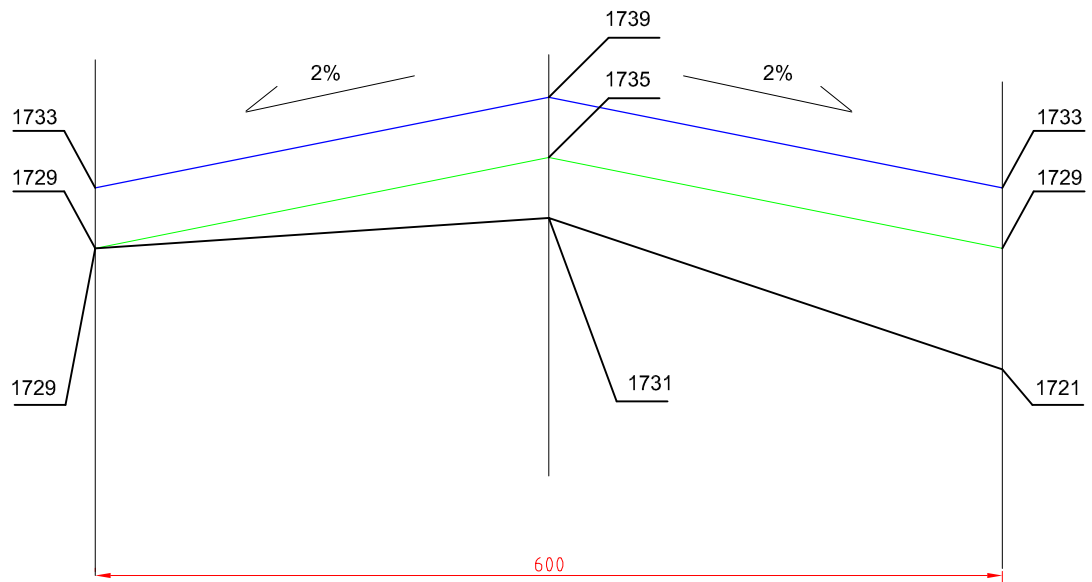
Km 10+487



$P_{m<8mm} = 0,195m^2$

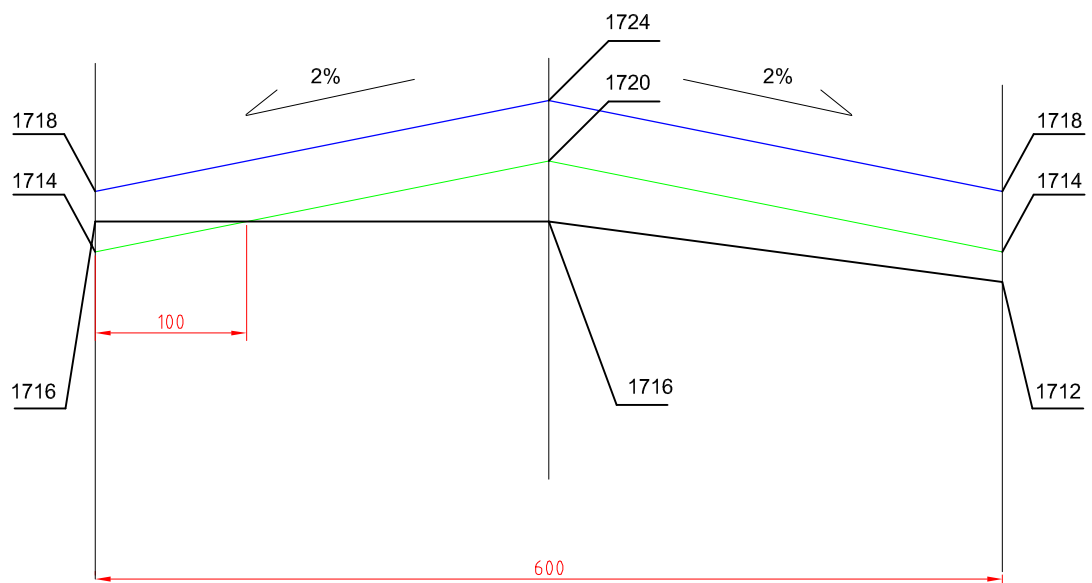


Km 10+512



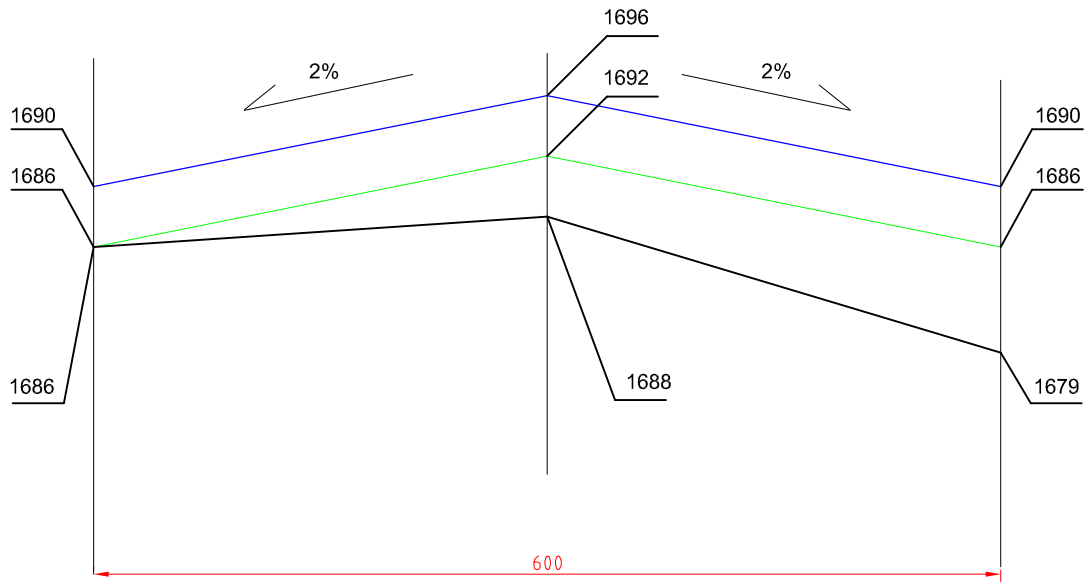
$P_{m<8mm} = 0,24m^2$

Km 10+537



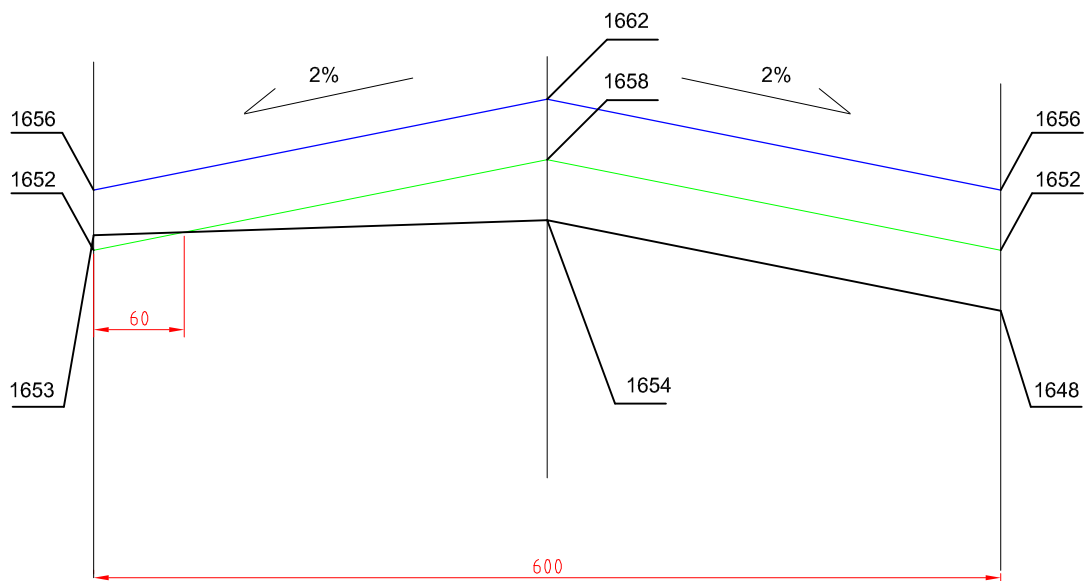
$P_{m<8mm} = 0,13m^2$

Km 10+562



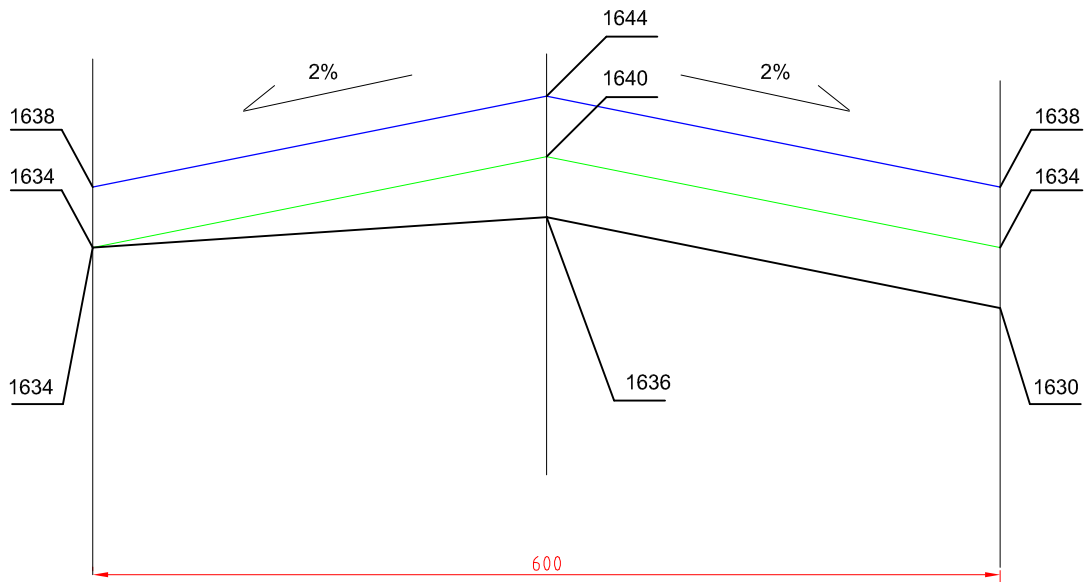
$P_{m<8mm} = 0,225m^2$

Km 10+587



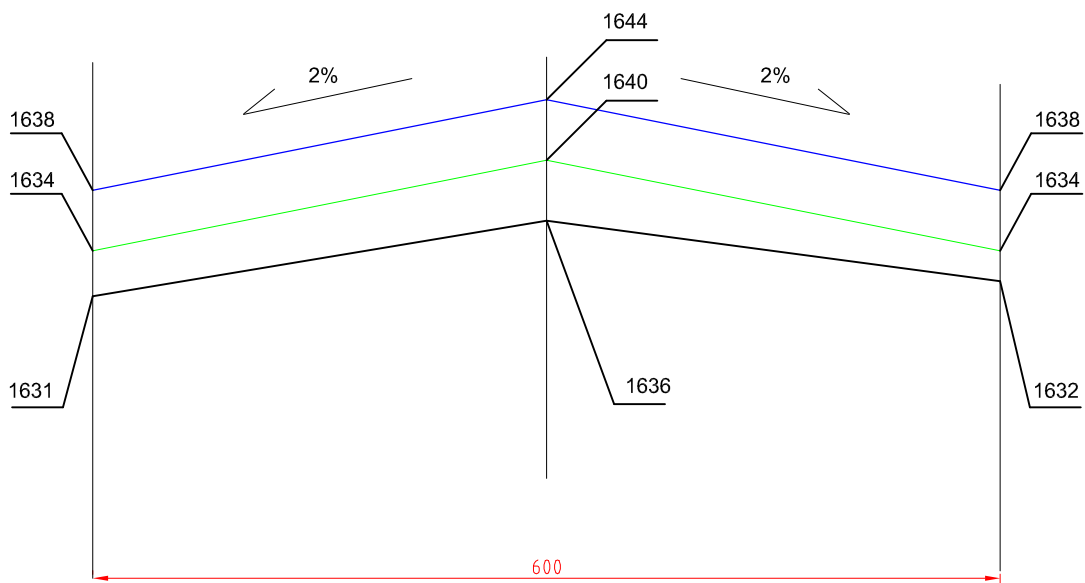
$P_{m<8mm} = 0,168m^2$

Km 10+612



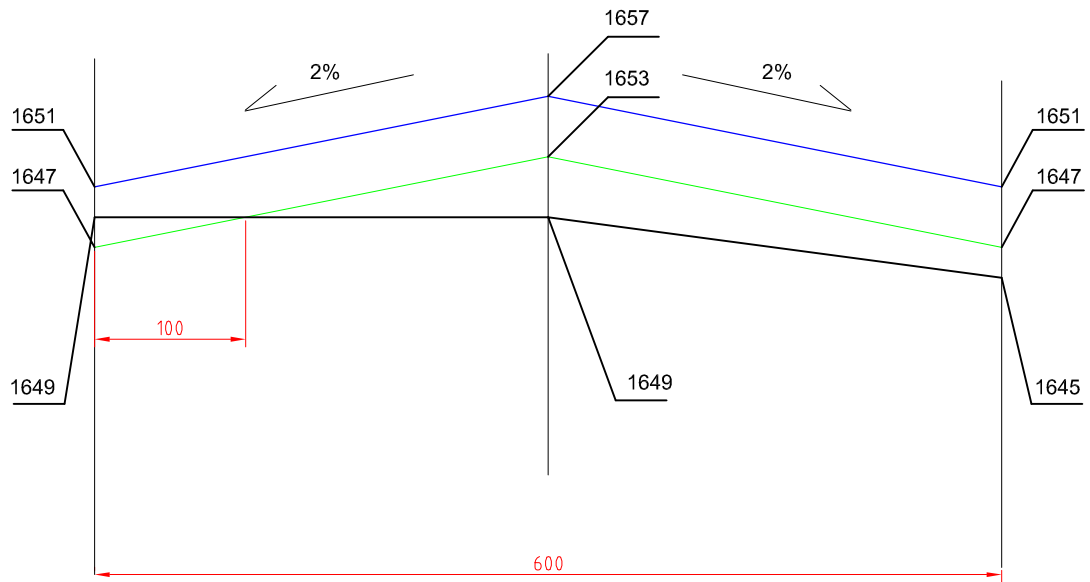
$P_{m<8mm} = 0,18m^2$

Km 10+637



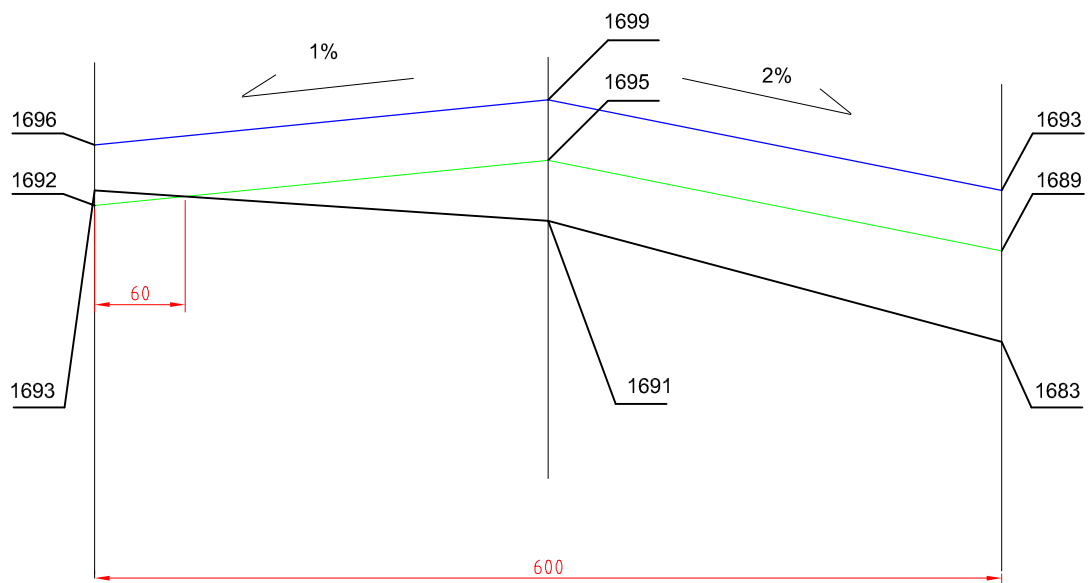
$P_{m<8mm} = 0,195m^2$

Km 10+662



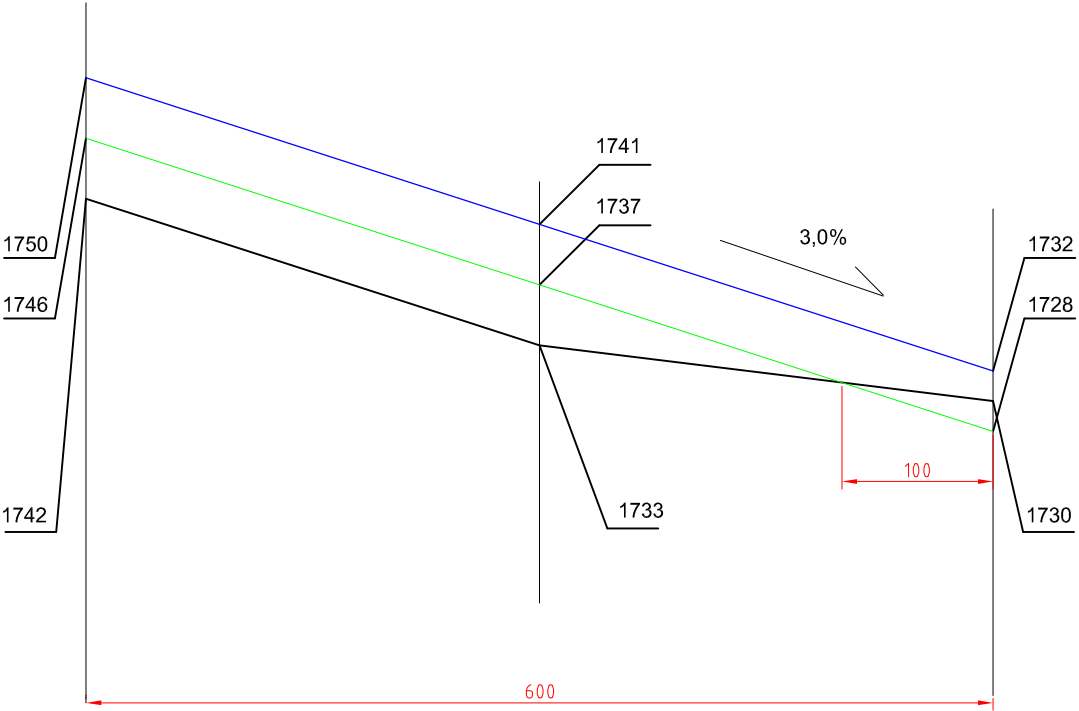
$P_{m<8mm} = 0,13m^2$

Km 10+687



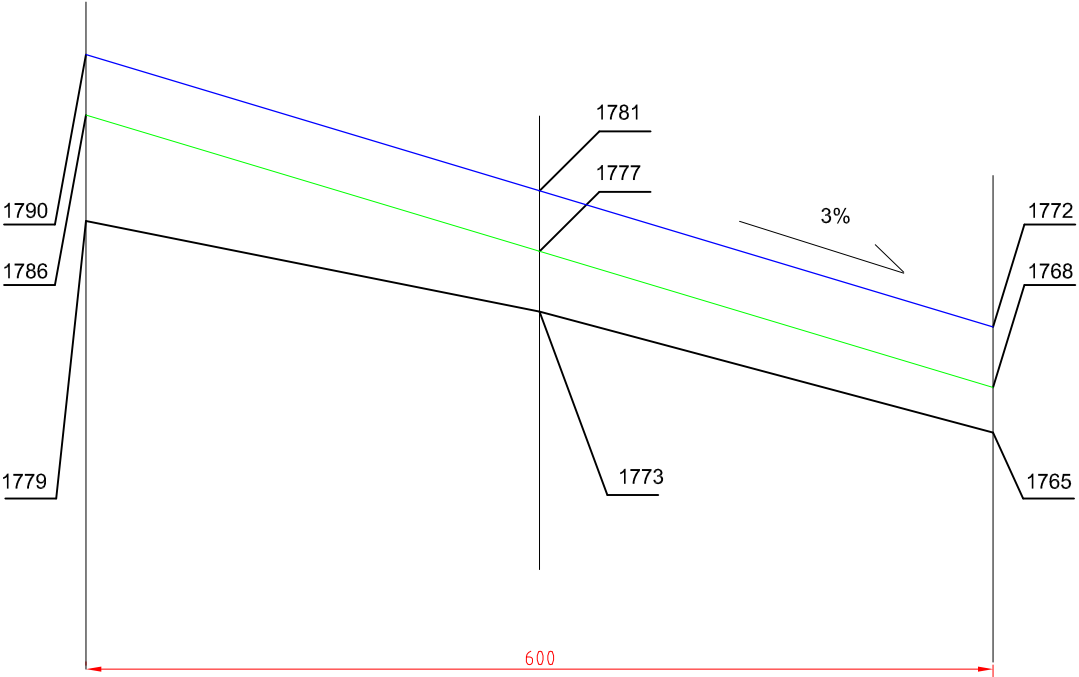
$P_{m<8mm} = 0,198m^2$

Km 10+712



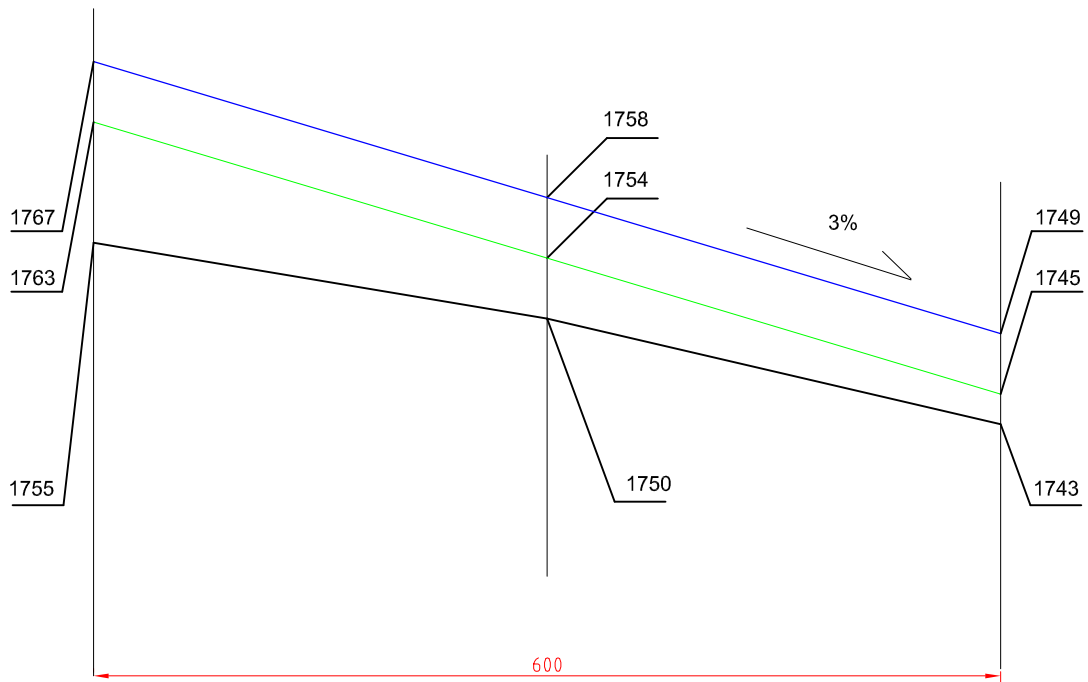
$P_{m<8mm} = 0,16m^2$

Km 10+737



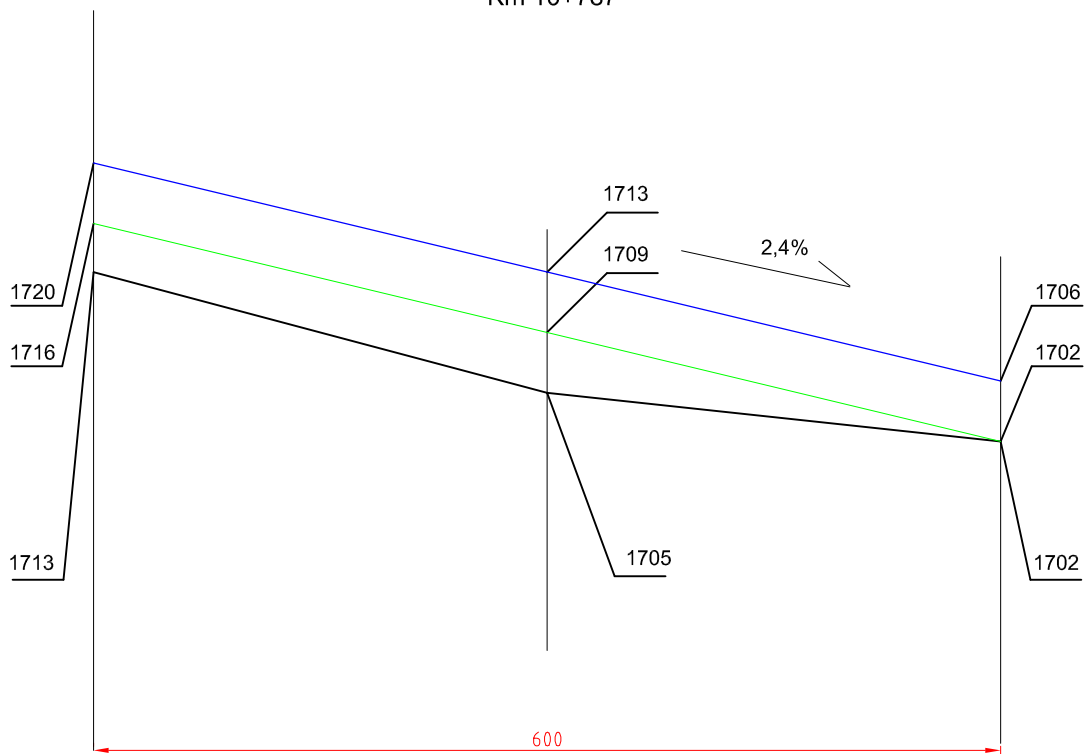
$P_{m<8mm} = 0,27m^2$

Km 10+762



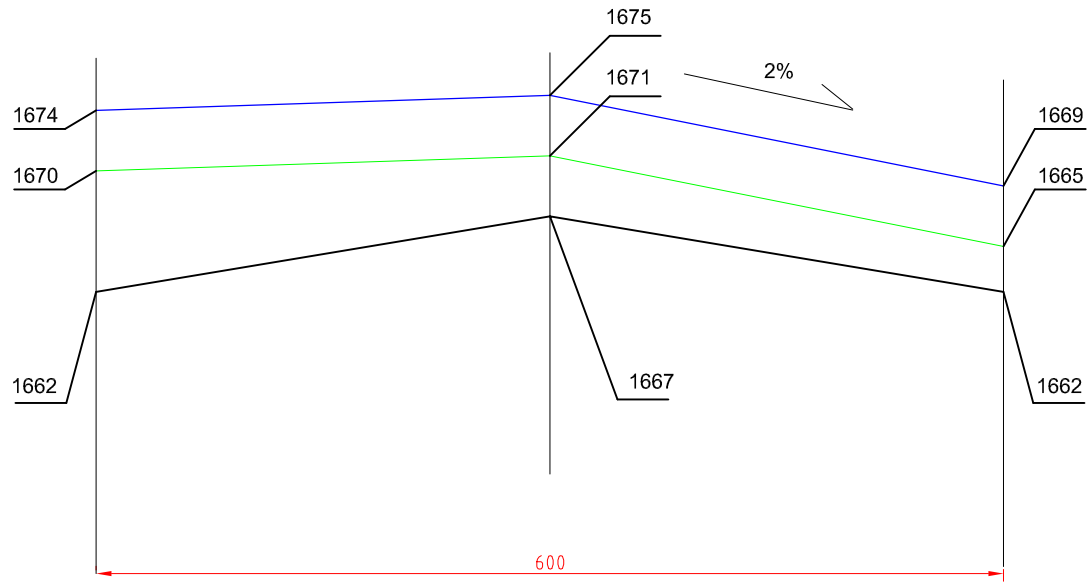
$P_{m<8mm} = 0,27m^2$

Km 10+787



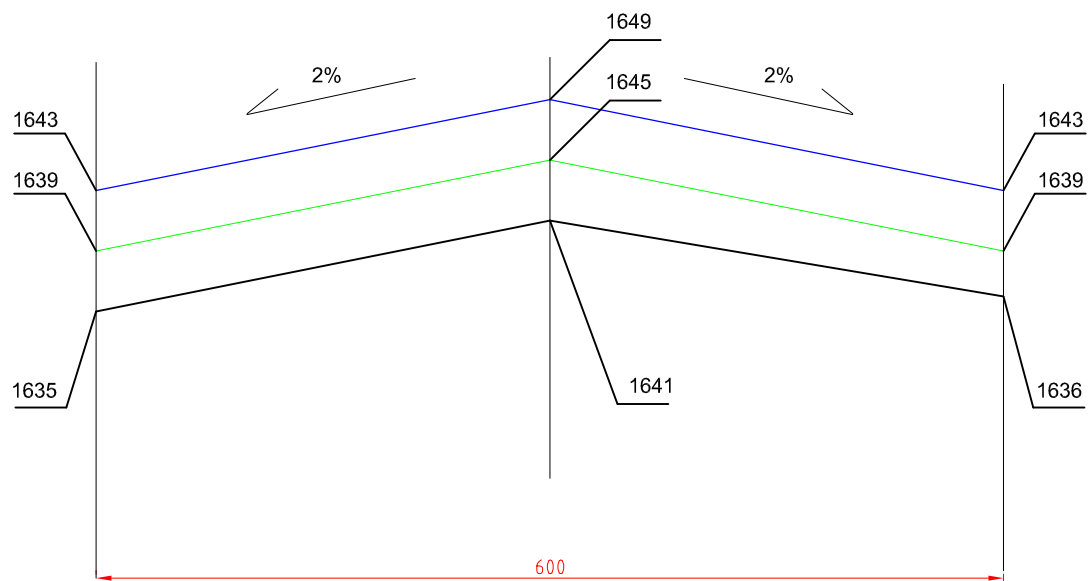
$P_{m<8mm} = 0,168m^2$

Km 10+812



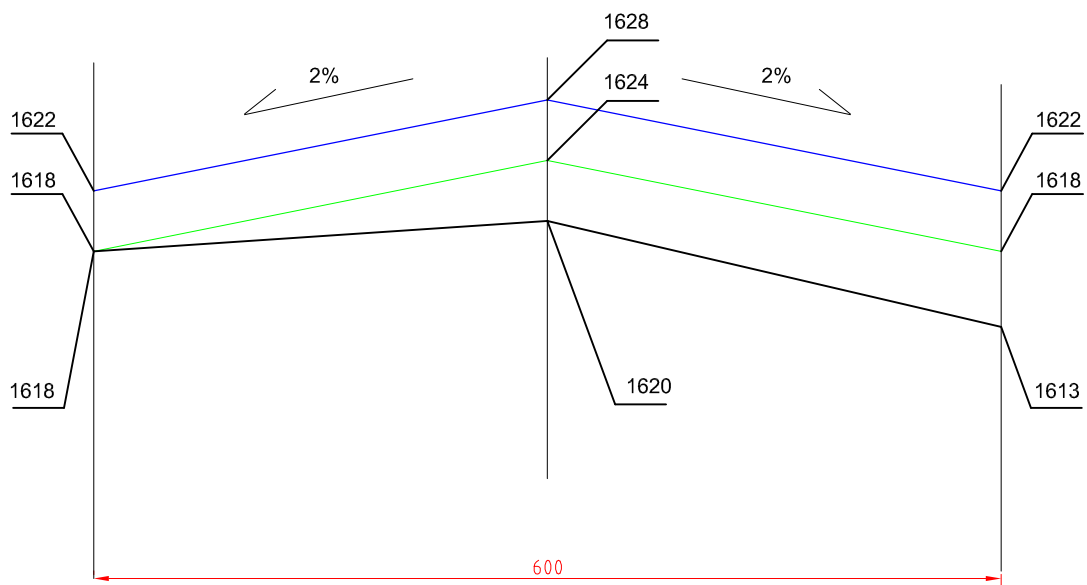
$P_{m<8mm} = 0,285m^2$

Km 10+837



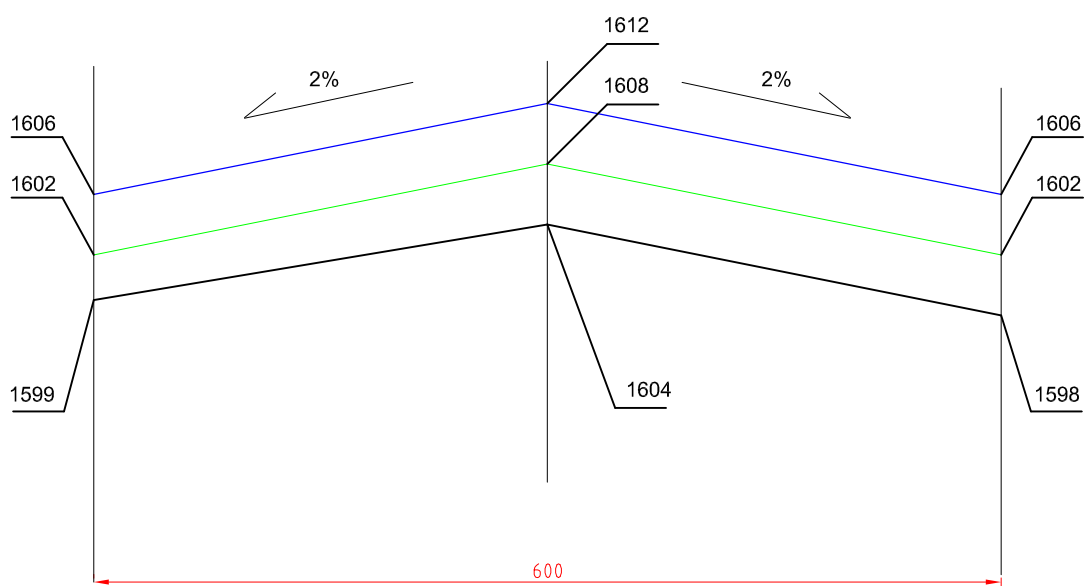
$P_{m<8mm} = 0,225m^2$

Km 10+862



$P_{m<8mm} = 0,195m^2$

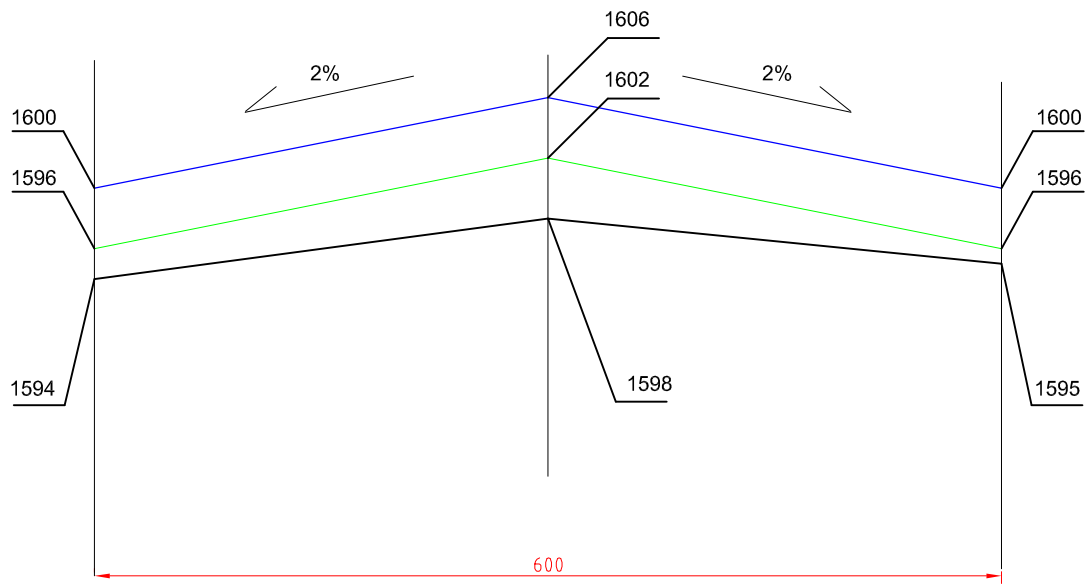
Km 10+887



$P_{m<8mm} = 0,225m^2$

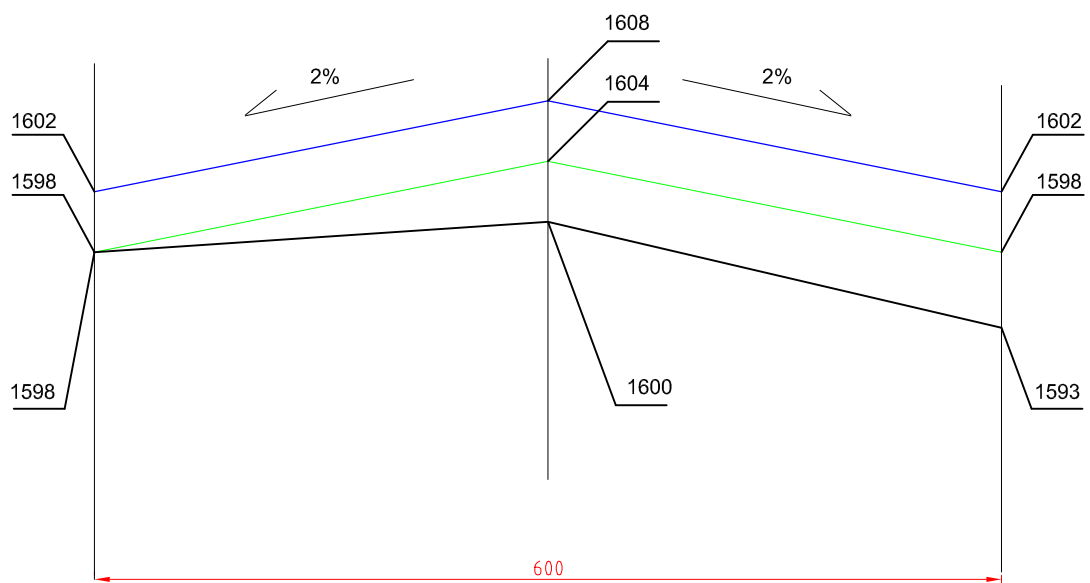


Km 10+912



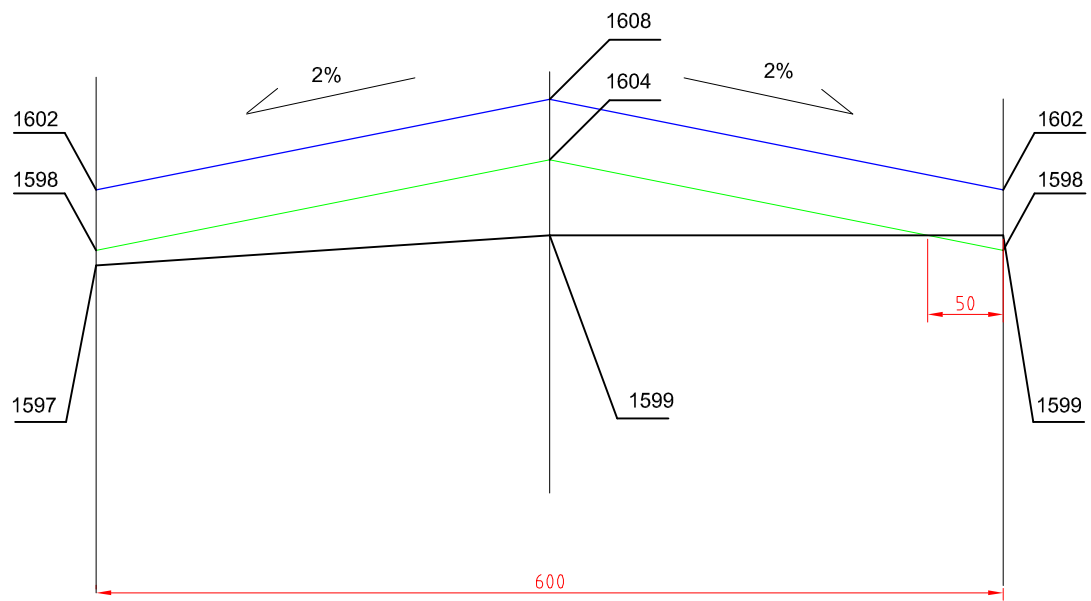
$P_{m<8mm} = 0,165m^2$

Km 10+937



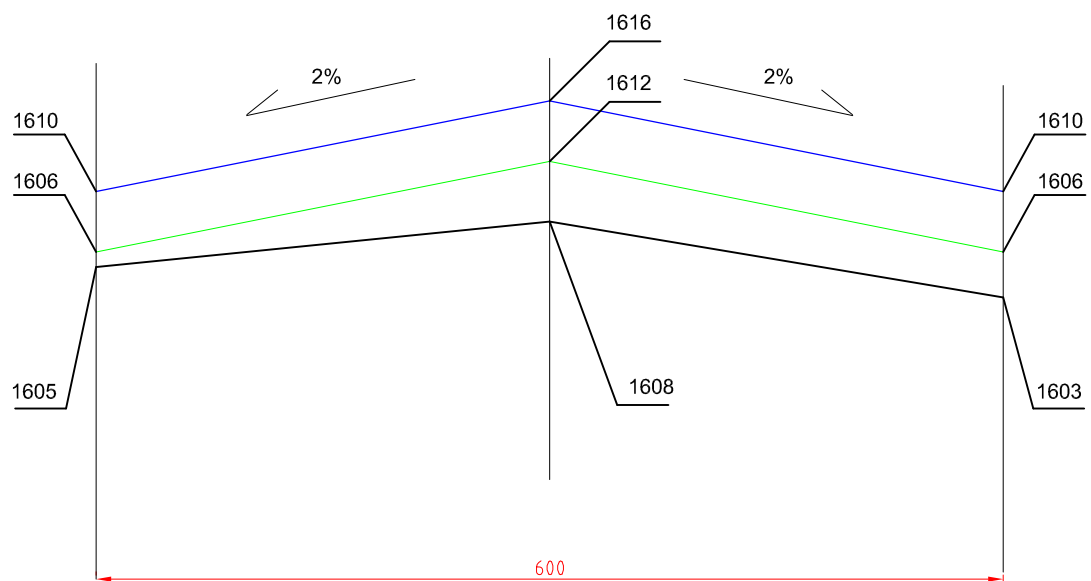
$P_{m<8mm} = 0,195m^2$

Km 10+962



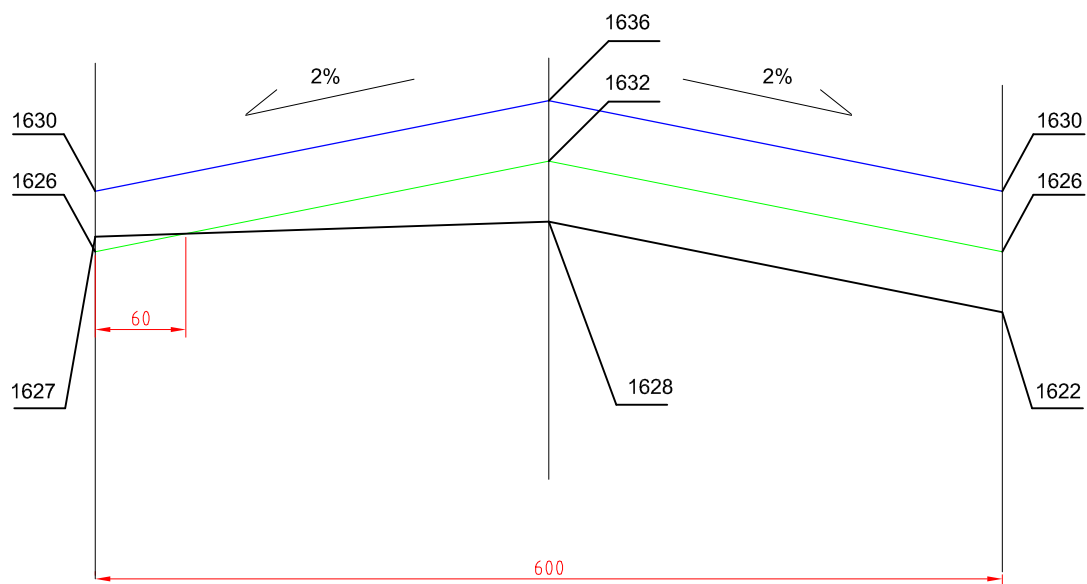
$P_{m<8mm} = 0,152m^2$

Km 10+987



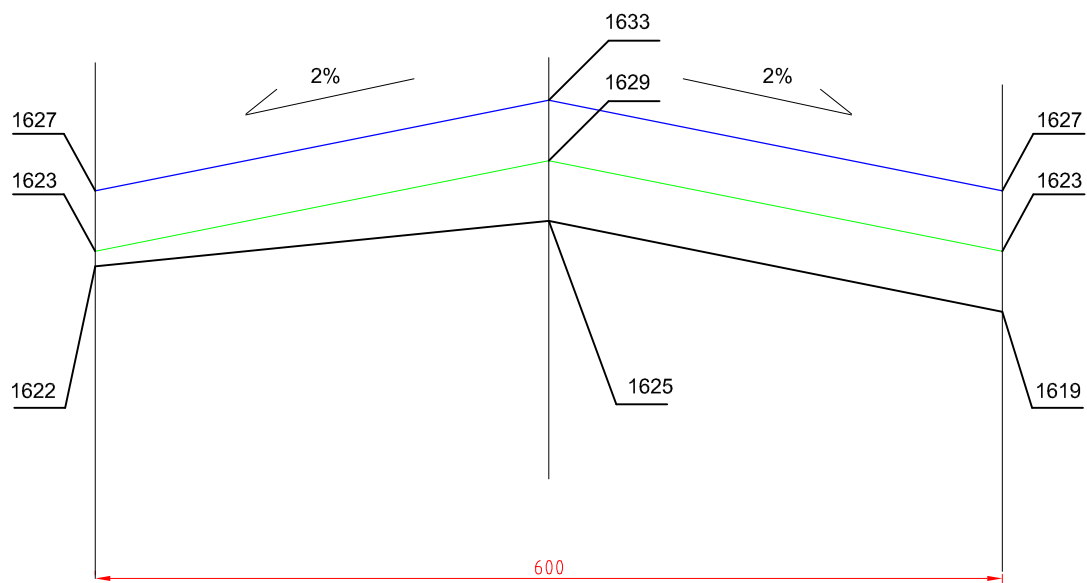
$P_{m<8mm} = 0,18m^2$

Km 11+012



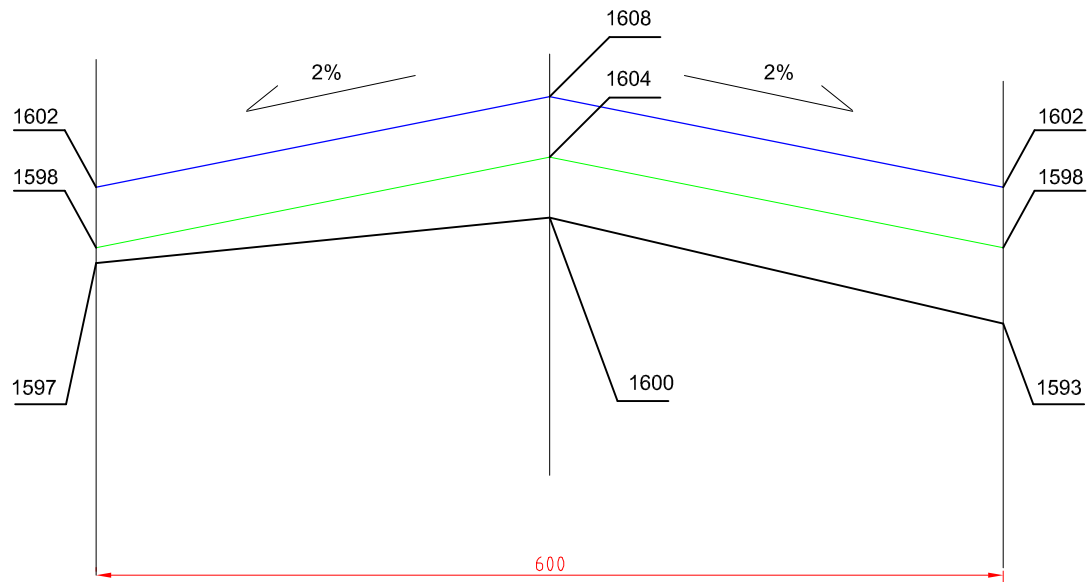
$P_{m<8mm} = 0,168m^2$

Km 11+037



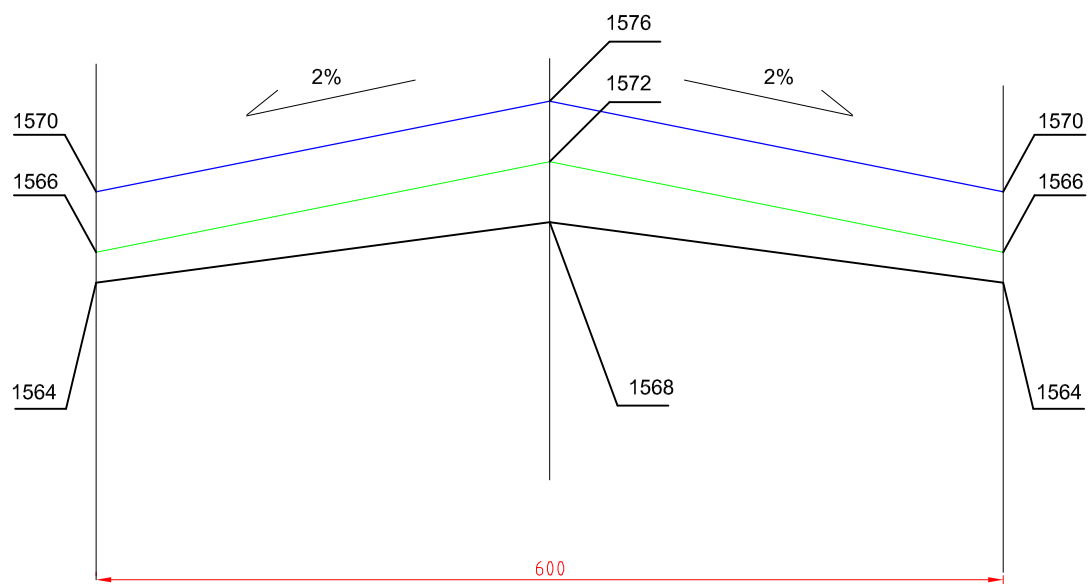
$P_{m<8mm} = 0,195m^2$

Km 11+062



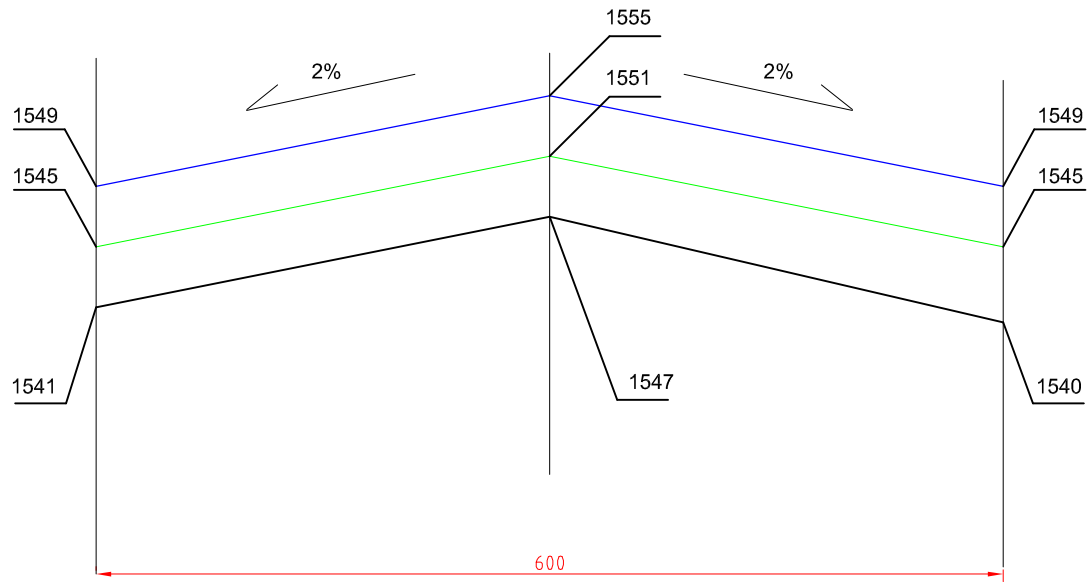
$P_{m<8mm} = 0,21m^2$

Km 11+087



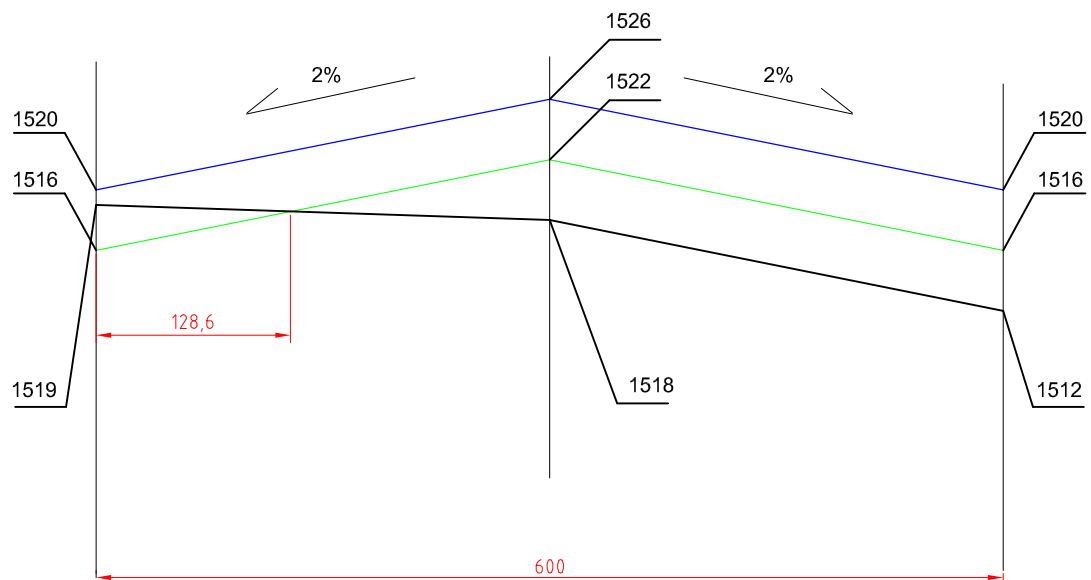
$P_{m<8mm} = 0,18m^2$

Km 11+112



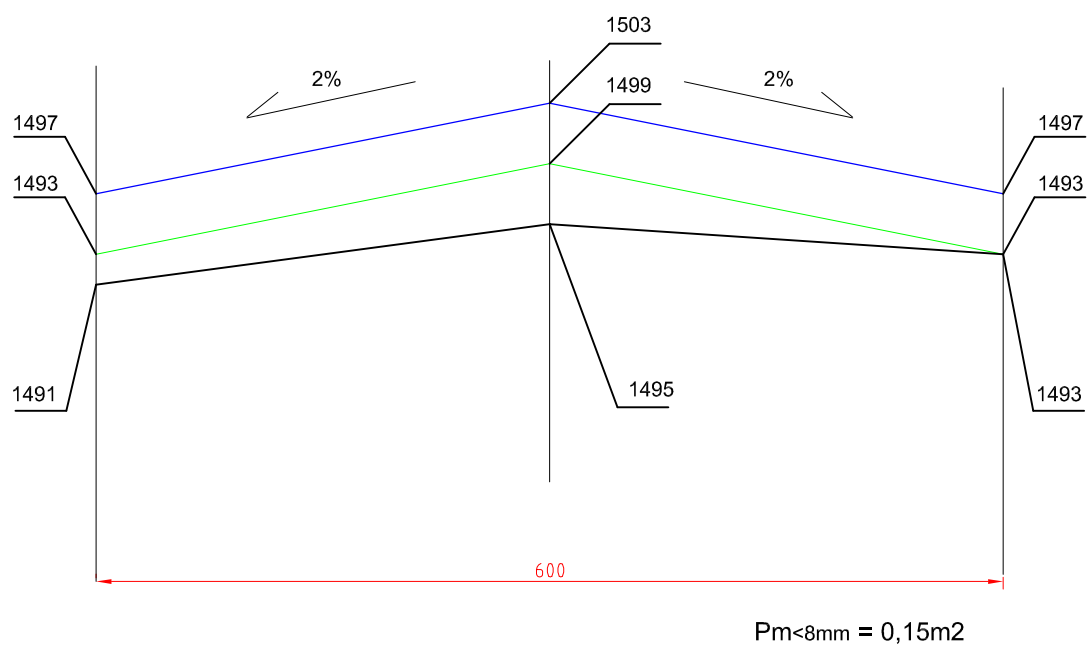
$P_{m<8mm} = 0,255m^2$

Km 11+137

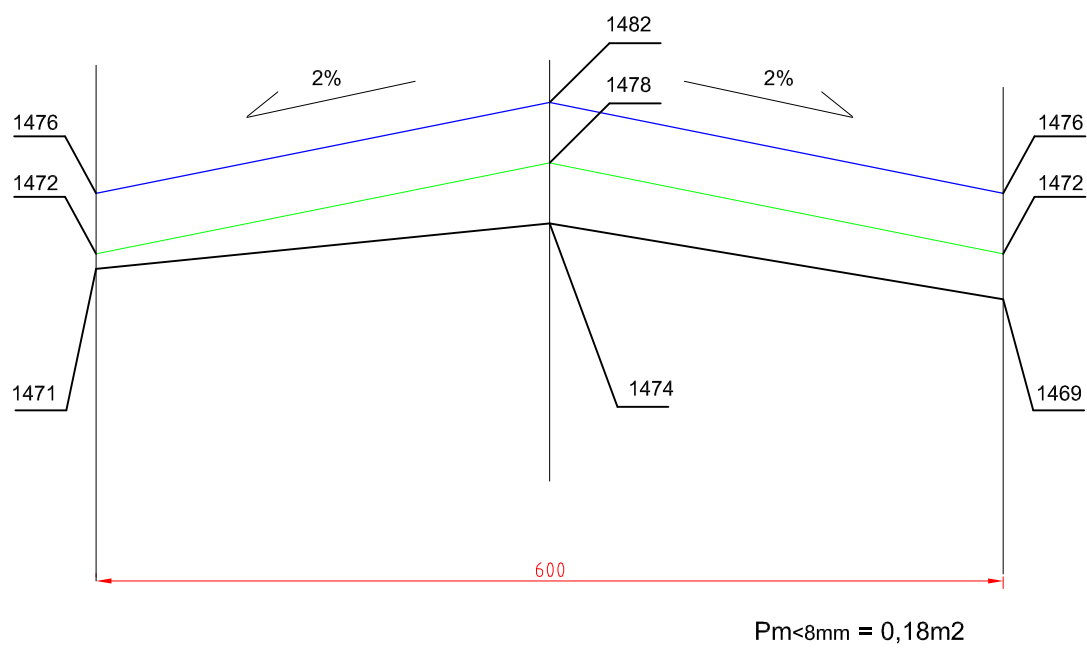


$P_{m<8mm} = 0,154m^2$

Km 11+162

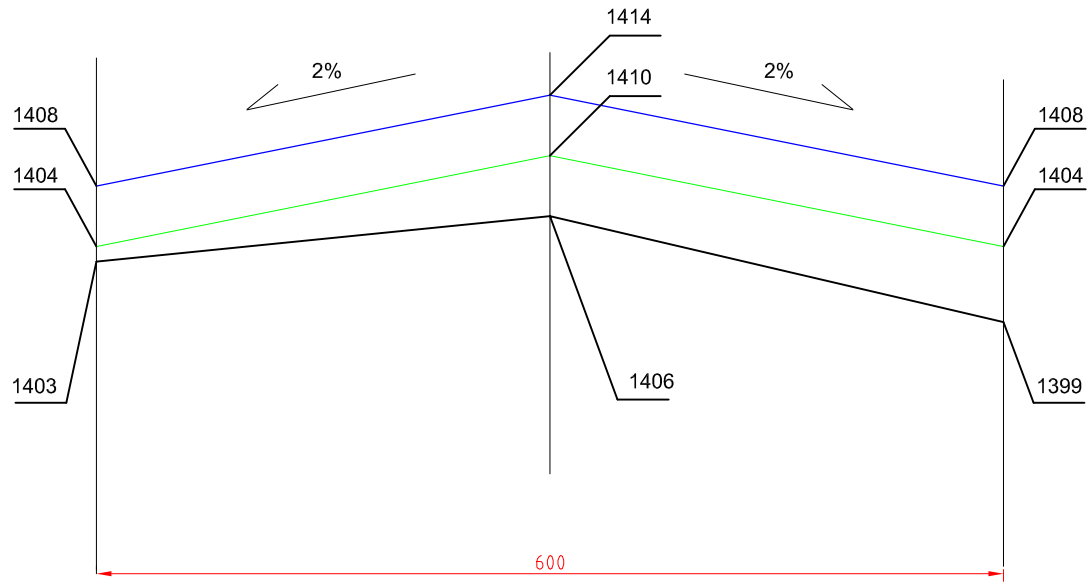


Km 11+187



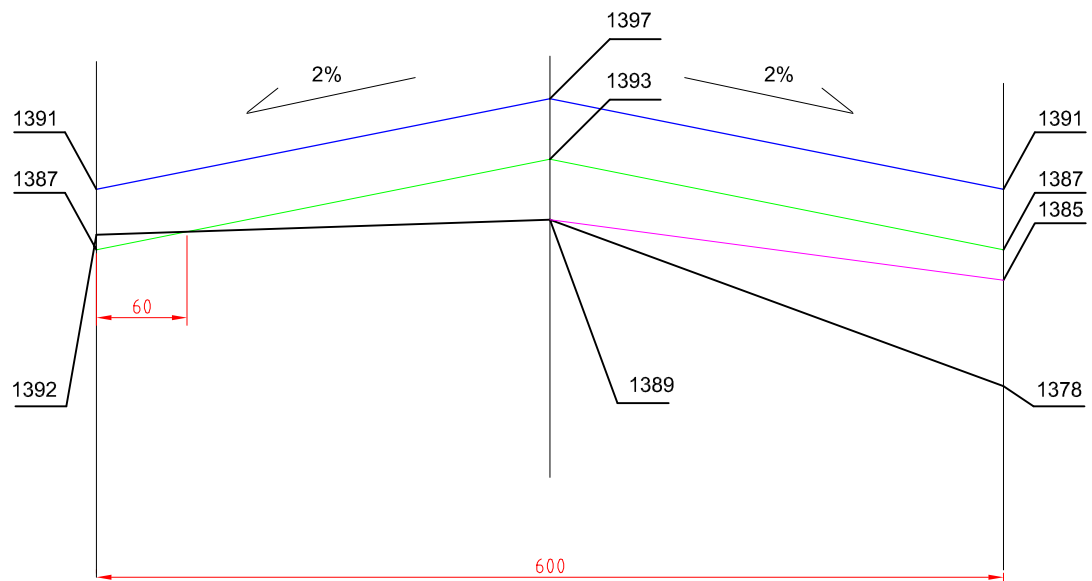
$$P_{m<8mm} = 0,088m^2$$

Km 11+262



$P_{m<8mm} = 0,21m^2$

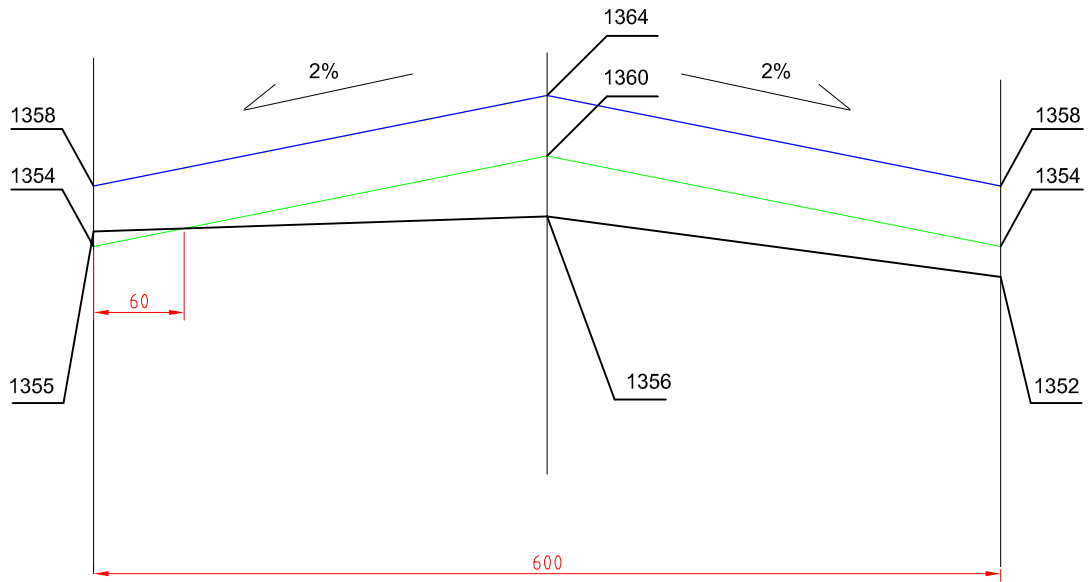
Km 11+287



$P_{m<8mm} = 0,138m^2$   
 $P_{gr>8mm} = 0,105m^2$

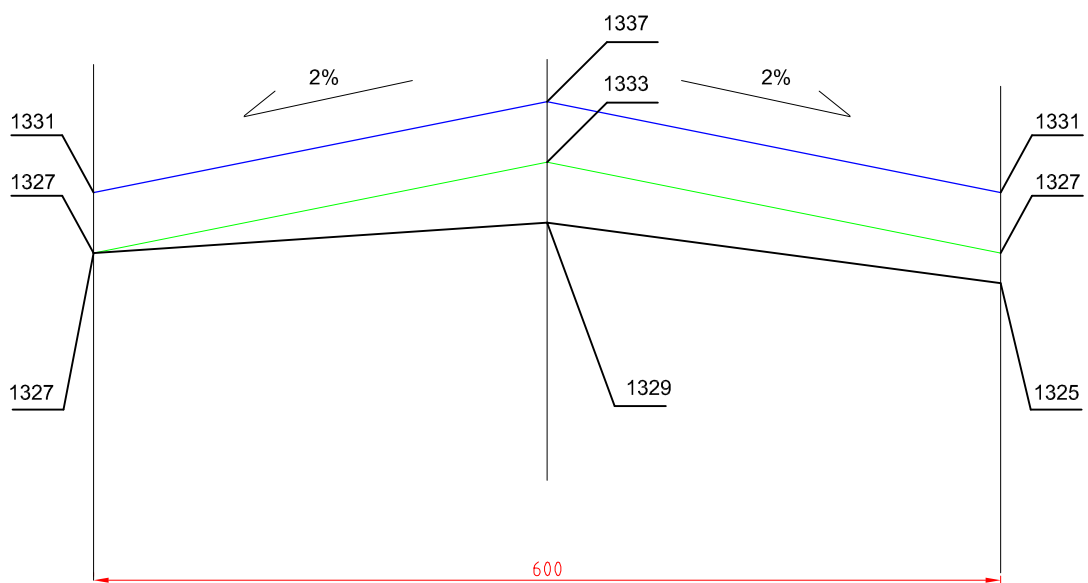


Km 11+312



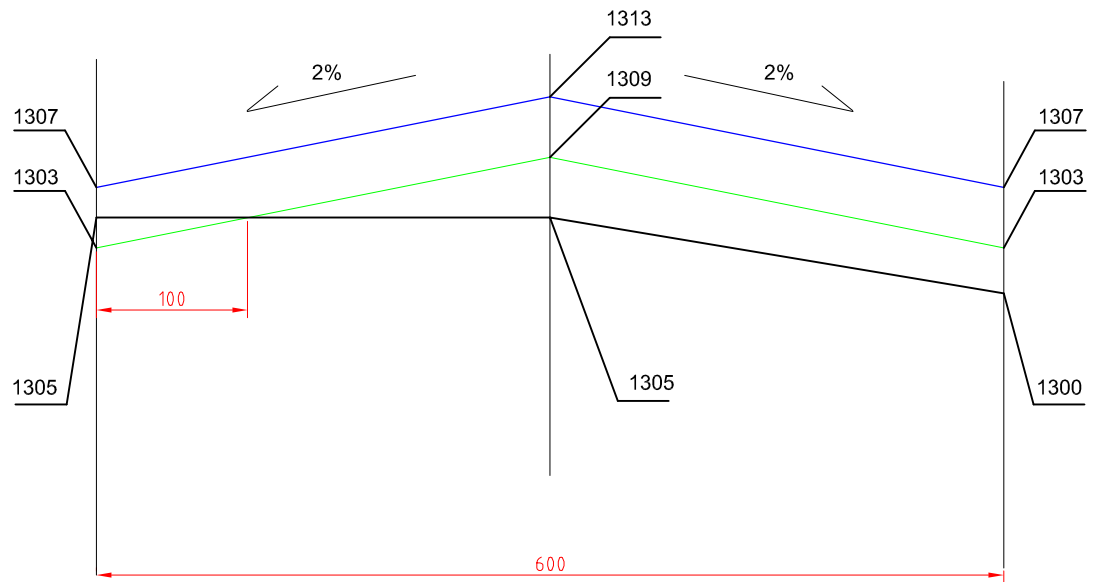
$P_{m<8mm} = 0,138m^2$

Km 11+337



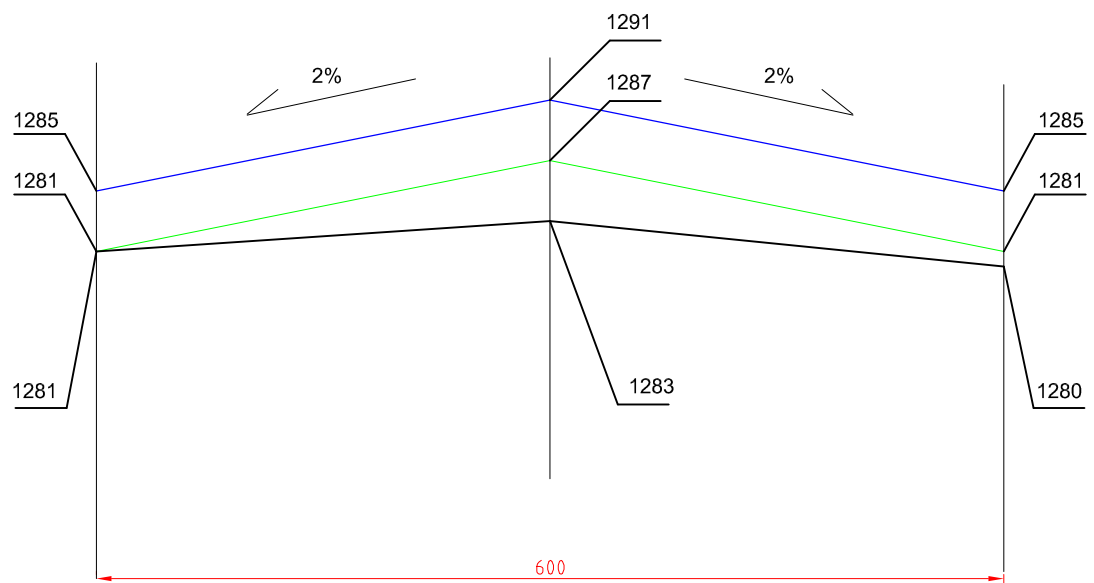
$P_{m<8mm} = 0,15m^2$

Km 11+362



$P_{m<8mm} = 0,145m^2$

Km 11+387



$P_{m<8mm} = 0,135m^2$

Technical drawing of a roof plan showing a gabled roof with a 2% slope. The drawing includes dimensions for the roof width (600), the height of the gable (128,6), and the height of the roof ridge (1267). The roof is divided into three sections: a central section with a height of 1263 and two side sections with heights of 1261 and 1257. The roof is labeled with  $P_{m<8mm} = 0,124m^2$ .

Technical drawing of a roof plan showing a gabled roof with a 2% slope. The drawing includes a cross-section view on the right and a plan view on the left. The plan view shows a rectangular area with a width of 600 and a length of 1238. The cross-section view shows a gabled roof with a 2% slope. The roof height is 1238. The roof width is 1234. The roof slope is 2%.

Km 11+444

