

3+536



Koniec drogi

3+536

D-15 dec.nr WK.7121.13.2015.W.N
20-08-2015

3+050

D-15 dec.nr WK.7120.19.2014
27-02-2014D-15 dec.nr WK.7120.19.2014
27-02-2014

3+050

2+500

D-15 dec.nr WK.7120.19.2014
27-02-2014D-15 dec.nr WK.7120.19.2014
27-02-2014

2+500

A-16,A-17



2+374



2+250



B-34

B-33 dec.nr WK.7121.13.2015.W.N
20-08-2015

2+250

D-15 dec.nr WK.7121.13.2015.W.N
20-08-2015

2+230

D-6 dec.nr WK.7121.13.2015.W.N
20-08-2015

2+224

↑ 2+224
2+220P-10 dł. 4m
Pow=10m2

2+220

D-6 dec.nr WK.7121.13.2015.W.N
20-08-2015

2+150



A-16,A-17



2+100

B-33 dec.nr WK.7121.13.2015.W.N
20-08-2015

B-34 dec.nr WK.7121.13.2015.W.N
20-08-2015



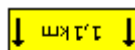
2+100

D-15 dec.nr WK.7120.19.2014
27-02-2014



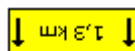
1+810

A-18b,T-2



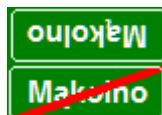
1+459

A-3,T-2



1+430

E-17a,E-18a



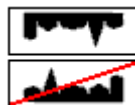
0+443

B-33



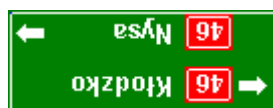
0+352

D-42,D-43



0+352

E-2a




0+083

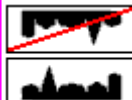
D-15 dec.nr WK.7120.19.2014
27-02-2014

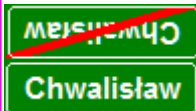


0+065

1+810  D-15 dec.nr WK.7120.19.2014
27-02-2014

1+623  U-9b dec.nr WK.7121.13.2015.W.N
20-08-2015

1+458  D-42,D-43

1+365  E-17a,E-18a

0+361  A-18b,T-2

0+150  A-3,T-2

