

RAPORT Z POSTĘPU ROBÓT DROGOWYCH S17

| pikietaż | odhumusowanie | | wykopy | | nasypy | | warstwa ulepszonego podłoża z gruntu stabilizowanego spoiwem hydraulicznym | | warstwa mrozoochronna | | warstwa technologiczna z gruntu stabilizowanego cementem o Rm=5,0MPa | | podbudowa zasadnicza z mieszanki związanej spoiwem C8/10 | | warstwa poslizowa, geowłóknina | | nawierzchnia z płyt betonowych C36/45 | | ścieki | | bariery | | ekrany akustyczne | | pobocza | | humusowanie i obsiew skarp | | ogrodzenia | | obiekty mostowe | | |
|---|---------------|----|--------|----|--------|----|--|----|-----------------------|----|--|----|--|----|--------------------------------|----|---------------------------------------|----|--------|----|---------|----|-------------------|----|---------|----|----------------------------|----|------------|--|--|--------------|-------------|
| | JP | JL | JP | JL | JP | JL | Dolne warstwy | | | | Górne warstwy | | | | JP | JL | JP | JL | JP | JL | JP | JL | JP | JL | JP | JL | JP | JL | | | | | |
| | | | | | | | JP | JL | JP | JL | JP | JL | JP | JL | | | | | | | | | | | | | | | | | | | |
| część I od km 4+049,41 do km 5+650,00 | 4+049,41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | sekcja I od km 4+049,41 do km 5+650,00 | WS-2 | km 4+797,19 |
| | 4+350,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | T-3 | km 5+143,49 |
| | 4+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | MS-4 | km 5+160,19 |
| | 4+950,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | MS-5 | km 5+428,25 |
| | 5+250,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| część II od km 5+650,00 do km 19+200,00 | 6+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | sekcja II od km 5+650,00 do km 19+200,00 | MS-1 | km 6+598,92 | |
| | 6+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WS-1 | km 6+709,20 | |
| | 7+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | MS-2 | km 6+984,02 | |
| | 7+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WS-2 | km 7+293,53 | |
| | 8+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WD-1 | km 9+382,42 | |
| | 10+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | KD-2 | km 10+506,00 | |
| | 10+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WK-1 | km 39+415,36 | |
| | 11+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | MS-3 | km 11+025,68 | |
| | 11+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WS-3 | km 11+417,10 | |
| | 12+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 12+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WS-4 | km 12+441,40 | |
| 13+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WD-2 | km 14+232,25 | | | |
| 15+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WD-3 | km 15+968,57 | | | |
| 16+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WD-4 | km 17+038,62 | | | |
| 17+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18+150,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18+650,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | WD-5 | km 18+306,23 | | | |
| 19+200,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wykonano na dzień 30.04.2020 (%) | 100,00% | | 96,00% | | 99,00% | | 96,00% | | 96,00% | | 97,00% | | 97,00% | | 88,00% | | 88,00% | | 55,00% | | 60,00% | | 80,00% | | 40,00% | | 45,00% | | 25,00% | | | | |

Legenda:

JP - Jezdnia Prawa

JL - Jezdnia Lewa

- Odhumusowanie
- Wykopy
- Nasypy
- Warstwa ulepszonego podłoża z gruntu stabilizowanego spoiwem hydraulicznym C0,4/0,5
- Warstwa mrozoochronna
- Warstwa technologiczna z gruntu stab. cem. Rm= 5MPa
- Podbudowa zasadnicza z mieszanki związanej spoiwem C8/10
- Warstwa poslizowa, geowłóknina
- Nawierzchnia z płyt betonowych C36/45
- Ścieki