

| TUNEL 2 | | | |
|-----------------------|---|---------------------|---------|
| Lewy Left | | | |
| | wg. osi tunelu by. axis of the tunnel | Aktualny Actual | |
| Drażenie Drill | km 723 477 | 1584,41 [m b.] [lm] | 82,42 % |
| | wg. osi drogi: 723 492 | | |
| Spąg* Invert | km 723 345 | 1447,16 [m b.] [lm] | 75,28 % |
| | wg. osi drogi: 723 360 | | |
| Kalota** Top crown | km 723 148 | 1151,90 [m b.] [lm] | 59,92 % |
| | wg. osi drogi: 723 163 | | |

*na odcinku / on section :
721+892,856 - 721+898,300
nie ma jeszcze wykonanego spągu / there is no invert yet
**na odcinku / on section :
721+892,856 - 721+910,306, 722+812,210 - 722+886,970 oraz 722+927,470 - 722+938,970
nie ma jeszcze wykonanych kalot / there is no top crowns yet

| TUNEL 4 | | | |
|-----------------------|---|--------------------|---------|
| Lewy Left | | | |
| | wg. osi tunelu by. axis of the tunnel | Aktualny Actual | |
| Drażenie Drill | km 723 477 | 337,95 [m b.] [lm] | 17,58 % |
| | wg. osi drogi: 723 492 | | |
| Spąg* Invert | km 723 534 | 195,24 [m b.] [lm] | 10,16 % |
| | wg. osi drogi: 723 549 | | |
| Kalota** Top crown | km 723 692 | 6,30 [m b.] [lm] | 0,33 % |
| | wg. osi drogi: 723 707 | | |

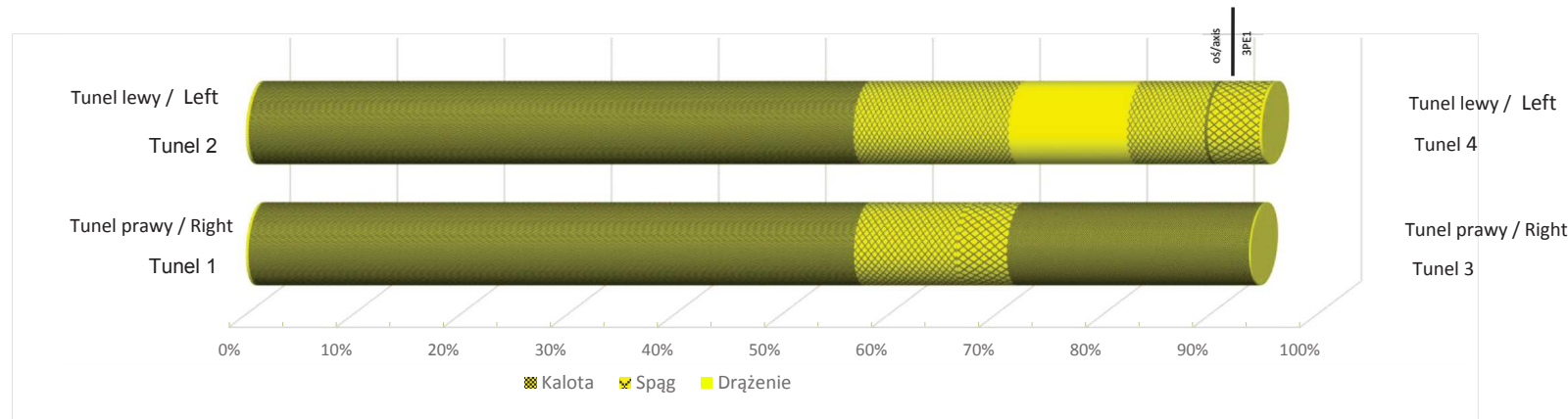
*na odcinku / on section :
723+593,510 - 723+667,510, 723+766,510 - 723+778,510, 723+814,750 - 723+815,217
nie ma jeszcze wykonanych spągów - there is no inverts yet
**na odcinku / on section :
723+697,810 - 723+815,217
nie ma jeszcze wykonanych kalot - there is no top crowns yet

| TUNEL 2+4 | | | |
|---------------------|---------------------|---------|--|
| Lewy Left | | | |
| | Aktualny Actual | | |
| Drażenie Drill | 1922,36 [m b.] [lm] | 100 % | |
| Spąg Invert | 1642,40 [m b.] [lm] | 85,44 % | |
| Kalota Top crown | 1158,20 [m b.] [lm] | 60,25 % | |

| POZOSTAŁO DO WYKONANIA / TO FINISH | | |
|------------------------------------|-----------------|--|
| Lewy Left | | |
| Drażenie Drill | 0 [m b.] [lm] | |
| Spąg Invert | 275 [m b.] [lm] | |
| Kalota Top crown | 759 [m b.] [lm] | |

Portal N - północny | North

Portal S - południowy | South



| TUNEL Prawy i Lewy | | |
|-------------------------------|---------------------|----------|
| Prawy i lewy Right and left | | |
| | Aktualny Actual | |
| Drażenie Drill | 3839,46 [m b.] [lm] | 100,01 % |
| Spąg Invert | 3559,50 [m b.] [lm] | 92,72 % |
| Kalota Top crown | 2811,92 [m b.] [lm] | 73,25 % |

| TUNEL 1 | | | |
|----------------------|---|---------------------|---------|
| Prawy Right | | | |
| | wg. osi tunelu by. axis of the tunnel | Aktualny Actual | |
| Drażenie Drill | km 723 303 | 1382,90 [m b.] [lm] | 72,13 % |
| | wg. osi drogi: 723 291 | | |
| Spąg Invert | km 723 237 | 1317,40 [m b.] [lm] | 68,72 % |
| | wg. osi drogi: 723 225 | | |
| Kalota* Top crown | km 723 206 | 1214,05 [m b.] [lm] | 63,33 % |
| | wg. osi drogi: 723 194 | | |

| TUNEL 3 | | | |
|---------------------|---|--------------------|---------|
| Prawy Right | | | |
| | wg. osi tunelu by. axis of the tunnel | Aktualny Actual | |
| Drażenie Drill | km 723 303 | 534,20 [m b.] [lm] | 27,87 % |
| | wg. osi drogi: 723 291 | | |
| Spąg Invert | km 723 237 | 599,70 [m b.] [lm] | 31,28 % |
| | wg. osi drogi: 723 225 | | |
| Kalota Top crown | km 723 397 | 439,67 [m b.] [lm] | 22,93 % |
| | wg. osi drogi: 723 385 | | |

| TUNEL 1+3 | | | |
|---------------------|---------------------|---------|--|
| Prawy Right | | | |
| | Aktualny Actual | | |
| Drażenie Drill | 1917,10 [m b.] [lm] | 100 % | |
| Spąg Invert | 1917,10 [m b.] [lm] | 100 % | |
| Kalota Top crown | 1653,72 [m b.] [lm] | 86,26 % | |

| POZOSTAŁO DO WYKONANIA / TO FINISH | | |
|------------------------------------|-----------------|--|
| Prawy Right | | |
| Drażenie Drill | 0 [m b.] [lm] | |
| Spąg Invert | 0 [m b.] [lm] | |
| Kalota Top crown | 258 [m b.] [lm] | |