

| TUNEL 2 | | | |
|---|------------------------|-------------------|----------------|
| Lewy Left | | | |
| wg. osi tunelu by axis of the tunnel | | | |
| | | Aktualny Actual | |
| Drażenie Drill | km 723 175 | 1282,40 | [m b.] [lm] |
| | wg. osi drogi: 723 190 | 66,72 | % |
| Spąg Invert | km 723 013 | 1115,16 | [m b.] [lm] |
| | wg. osi drogi: 723 028 | 58,02 | % |
| Odległość od przodka: Distance from the front: DELTA [m] 162 | | | |
| Kalota* Top crown | km 722 927 | 942,40 | [m b.] [lm] |
| | wg. osi drogi: 722 942 | 49,03 | % |
| Odległość od przodka: Distance from the front: DELTA [m] 248 | | | |

*na odcinku / on section :
721+898,306 - 721+910,306
722+812,210 - 722+885,970
nie ma jeszcze wykonanych kalot / there is no top crowns yet

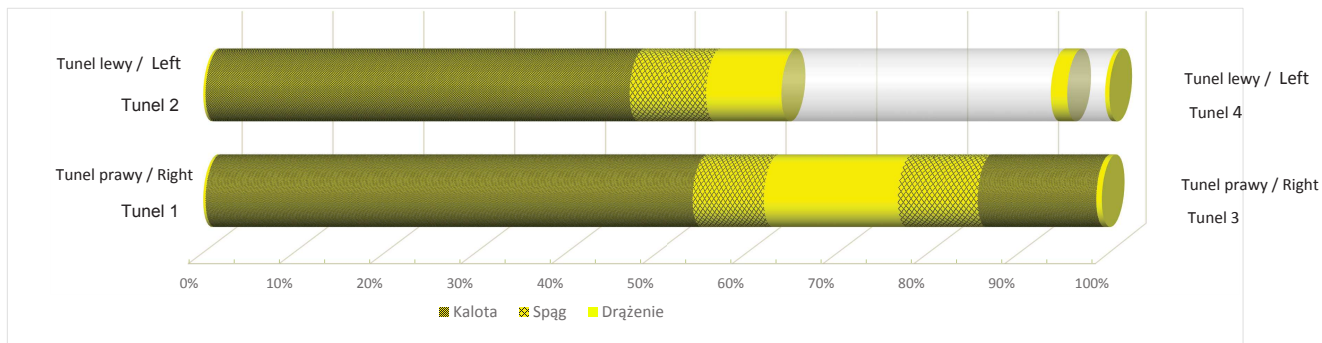
| TUNEL 4 | | | |
|---|------------------------|-------------------|----------------|
| Lewy Left | | | |
| wg. osi tunelu by axis of the tunnel | | | |
| | | Aktualny Actual | |
| Drażenie* Drill | km 723 684 | 36,42 | [m b.] [lm] |
| | wg. osi drogi: 723 699 | 1,89 | % |
| Spąg Invert | km 723 815 | 0,00 | [m b.] [lm] |
| | wg. osi drogi: 723 830 | 0,00 | % |
| Odległość od przodka: Distance from the front: DELTA [m] | | | |
| Kalota Top crown | km 723 815 | 0,00 | [m b.] [lm] |
| | wg. osi drogi: 723 830 | 0,00 | % |
| Odległość od przodka: Distance from the front: DELTA [m] | | | |

drażenie w kierunku północnym / drill to north
km 723+684,42
drażenie w kierunku południowym / drill to south
km 723+720,84

| TUNEL 2+4 | | | |
|---|--|---------|----------------|
| Lewy Left | | | |
| Aktualny Actual | | | |
| | | | |
| Drażenie Drill | | 1318,82 | [m b.] [lm] |
| | | 68,62 | % |
| (progress dla tunelu lewego / progress for tunnel left) | | | |
| Spąg Invert | | 1115,16 | [m b.] [lm] |
| | | 58,02 | % |
| (progress dla tunelu lewego / progress for tunnel left) | | | |
| Kalota Top crown | | 942,40 | [m b.] [lm] |
| | | 49,03 | % |
| (progress dla tunelu lewego / progress for tunnel left) | | | |

Portal N - północny | North

Portal S - południowy | South



| TUNEL Prawy i Lewy | | | |
|-------------------------------|--|---------|----------------|
| Prawy i lewy Right and left | | | |
| Aktualny Actual | | | |
| | | | |
| Drażenie Drill | | 3235,91 | [m b.] [lm] |
| | | 84,29 | % |
| Spąg Invert | | 2744,78 | [m b.] [lm] |
| | | 71,50 | % |
| Kalota Top crown | | 2247,12 | [m b.] [lm] |
| | | 58,53 | % |

| TUNEL 1 | | | |
|---|------------------------|-------------------|----------------|
| Prawy Right | | | |
| wg. osi tunelu by axis of the tunnel | | | |
| | | Aktualny Actual | |
| Drażenie Drill | km 723 303 | 1382,90 | [m b.] [lm] |
| | wg. osi drogi: 723 291 | 72,13 | % |
| Spąg Invert | km 723 127 | 1201,95 | [m b.] [lm] |
| | wg. osi drogi: 723 115 | 62,70 | % |
| Odległość od przodka: Distance from the front: DELTA [m] 176 | | | |
| Kalota* Top crown | km 723 041 | 1049,05 | [m b.] [lm] |
| | wg. osi drogi: 723 029 | 54,72 | % |
| Odległość od przodka: Distance from the front: DELTA [m] 262 | | | |

*na odcinku / on section :

| TUNEL 3 | | | |
|---|------------------------|-------------------|----------------|
| Prawy Right | | | |
| wg. osi tunelu by axis of the tunnel | | | |
| | | Aktualny Actual | |
| Drażenie Drill | km 723 303 | 534,20 | [m b.] [lm] |
| | wg. osi drogi: 723 291 | 27,87 | % |
| Spąg Invert | km 723 409 | 427,67 | [m b.] [lm] |
| | wg. osi drogi: 723 397 | 22,31 | % |
| Odległość od przodka: Distance from the front: DELTA [m] 107 | | | |
| Kalota Top crown | km 723 581 | 255,67 | [m b.] [lm] |
| | wg. osi drogi: 723 569 | 13,34 | % |
| Odległość od przodka: Distance from the front: DELTA [m] 279 | | | |

| TUNEL 1+3 | | | |
|---|--|---------|----------------|
| Prawy Right | | | |
| Aktualny Actual | | | |
| | | | |
| Drażenie Drill | | 1917,10 | [m b.] [lm] |
| | | 100,00 | % |
| (progress dla tunelu prawego / progress for tunnel right) | | | |
| Spąg Invert | | 1629,62 | [m b.] [lm] |
| | | 85,00 | % |
| (progress dla tunelu prawego / progress for tunnel right) | | | |
| Kalota Top crown | | 1304,72 | [m b.] [lm] |
| | | 68,06 | % |
| (progress dla tunelu prawego / progress for tunnel right) | | | |