

| TUNEL 2               |   |                     |         |
|-----------------------|---|---------------------|---------|
| Lewy   Left           |   |                     |         |
|                       | wg. osi tunelu   by. axis of the tunnel | Aktualny   Actual   |         |
| Drażenie<br>Drill     | km 723 477                              | 1584,41 [m b.] [lm] | 82,42 % |
|                       | wg. osi drogi: 723 492                  |                     |         |
| Spąg*<br>Invert       | km 723 321                              | 1415,16 [m b.] [lm] | 73,62 % |
|                       | wg. osi drogi: 723 336                  |                     |         |
| Kalota**<br>Top crown | km 723 124                              | 1127,90 [m b.] [lm] | 58,67 % |
|                       | wg. osi drogi: 723 139                  |                     |         |

| TUNEL 4               |   |                    |         |
|-----------------------|---|--------------------|---------|
| Lewy   Left           |   |                    |         |
|                       | wg. osi tunelu   by. axis of the tunnel | Aktualny   Actual  |         |
| Drażenie<br>Drill     | km 723 477                              | 337,95 [m b.] [lm] | 17,58 % |
|                       | wg. osi drogi: 723 492                  |                    |         |
| Spąg*<br>Invert       | km 723 534                              | 135,24 [m b.] [lm] | 7,04 %  |
|                       | wg. osi drogi: 723 549                  |                    |         |
| Kalota**<br>Top crown | km 723 692                              | 6,30 [m b.] [lm]   | 0,33 %  |
|                       | wg. osi drogi: 723 707                  |                    |         |

| TUNEL 2+4           |                     |         |  |
|---------------------|---------------------|---------|--|
| Lewy   Left         |                     |         |  |
|                     | Aktualny   Actual   |         |  |
| Drażenie<br>Drill   | 1922,36 [m b.] [lm] | 100 %   |  |
| Spąg<br>Invert      | 1550,40 [m b.] [lm] | 80,65 % |  |
| Kalota<br>Top crown | 1134,20 [m b.] [lm] | 59,00 % |  |

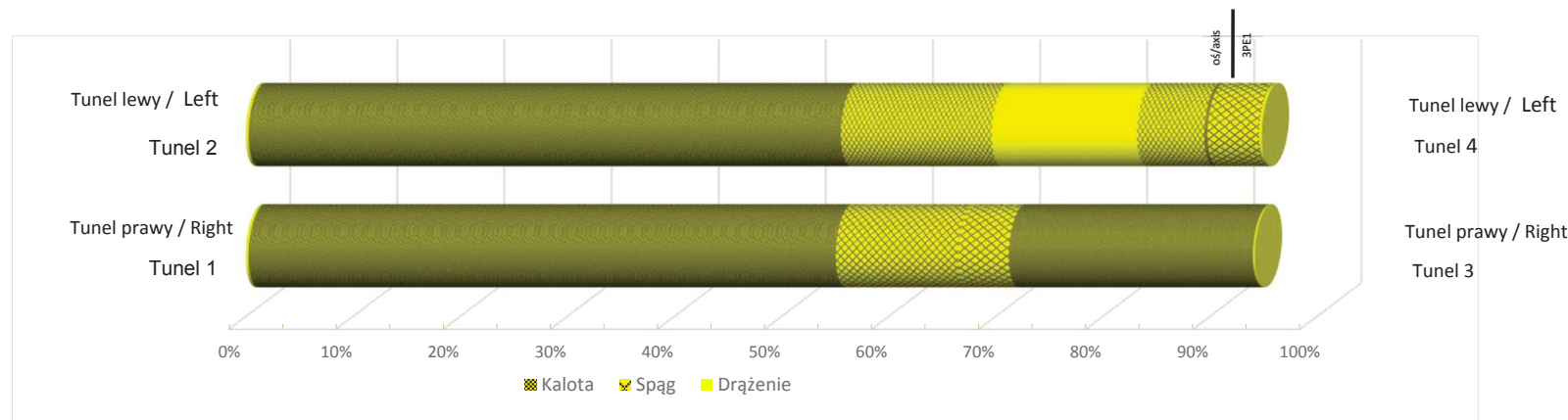
| POZOSTAŁO DO WYKONANIA / TO FINISH |                 |  |  |
|------------------------------------|-----------------|--|--|
| Lewy   Left                        |                 |  |  |
| Drażenie<br>Drill                  | 0 [m b.] [lm]   |  |  |
| Spąg<br>Invert                     | 367 [m b.] [lm] |  |  |
| Kalota<br>Top crown                | 783 [m b.] [lm] |  |  |

\*na odcinku / on section :  
 723+258,470 - 723+266,470  
 nie ma jeszcze wykonanych spągów / there is no inverts yet  
 \*\*na odcinku / on section :  
 721+898,306 - 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

\*na odcinku / on section :  
 723+557,510 - 723+667,510, 723+766,510 - 723+802,510, 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

Portal N - północny | North

Portal S - południowy | South



| TUNEL Prawy i Lewy            |                     |          |  |
|-------------------------------|---------------------|----------|--|
| Prawy i lewy   Right and left |                     |          |  |
|                               | Aktualny   Actual   |          |  |
| Drażenie<br>Drill             | 3839,46 [m b.] [lm] | 100,01 % |  |
| Spąg<br>Invert                | 3467,50 [m b.] [lm] | 90,32 %  |  |
| Kalota<br>Top crown           | 2768,92 [m b.] [lm] | 72,13 %  |  |

| TUNEL 1              |   |                     |         |
|----------------------|---|---------------------|---------|
| Prawy   Right        |   |                     |         |
|                      | wg. osi tunelu   by. axis of the tunnel | Aktualny   Actual   |         |
| Drażenie<br>Drill    | km 723 303                              | 1382,90 [m b.] [lm] | 72,13 % |
|                      | wg. osi drogi: 723 291                  |                     |         |
| Spąg<br>Invert       | km 723 237                              | 1317,40 [m b.] [lm] | 68,72 % |
|                      | wg. osi drogi: 723 225                  |                     |         |
| Kalota*<br>Top crown | km 723 187                              | 1195,05 [m b.] [lm] | 62,34 % |
|                      | wg. osi drogi: 723 175                  |                     |         |

| TUNEL 3             |   |                    |         |
|---------------------|---|--------------------|---------|
| Prawy   Right       |   |                    |         |
|                     | wg. osi tunelu   by. axis of the tunnel | Aktualny   Actual  |         |
| Drażenie<br>Drill   | km 723 303                              | 534,20 [m b.] [lm] | 27,87 % |
|                     | wg. osi drogi: 723 291                  |                    |         |
| Spąg<br>Invert      | km 723 237                              | 599,70 [m b.] [lm] | 31,28 % |
|                     | wg. osi drogi: 723 225                  |                    |         |
| Kalota<br>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<br>Drill   | 1917,10 [m b.] [lm] | 100 %   |  |
| Spąg<br>Invert      | 1917,10 [m b.] [lm] | 100 %   |  |
| Kalota<br>Top crown | 1634,72 [m b.] [lm] | 85,27 % |  |

| POZOSTAŁO DO WYKONANIA / TO FINISH |                 |  |  |
|------------------------------------|-----------------|--|--|
| Prawy   Right                      |                 |  |  |
| Drażenie<br>Drill                  | 0 [m b.] [lm]   |  |  |
| Spąg<br>Invert                     | 0 [m b.] [lm]   |  |  |
| Kalota<br>Top crown                | 277 [m b.] [lm] |  |  |