

| TUNEL 2              |   |                        |         |
|----------------------|---|------------------------|---------|
| Lewy   Left          |   |                        |         |
|                      | wg. osi tunelu   by. axis of the tunnel | Aktualny   Actual      |         |
| Drażenie<br>Drill    | km 723 477                              | 1584,41 [m b.]<br>[lm] | 82,42 % |
| Spąg<br>Invert       | km 723 359                              | 1466,61 [m b.]<br>[lm] | 76,29 % |
| Kalota*<br>Top crown | km 723 359                              | 1394,16 [m b.]<br>[lm] | 72,52 % |

\*na odcinku / on section :  
721+892,856 - 721+910,306, 722+819,970 - 722+874,970  
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<br>Drill    | km 723 477                              | 337,95 [m b.]<br>[lm] | 17,58 % |
| Spąg<br>Invert       | km 723 359                              | 455,75 [m b.]<br>[lm] | 23,71 % |
| Kalota*<br>Top crown | km 723 692                              | 15,00 [m b.]<br>[lm]  | 0,78 %  |

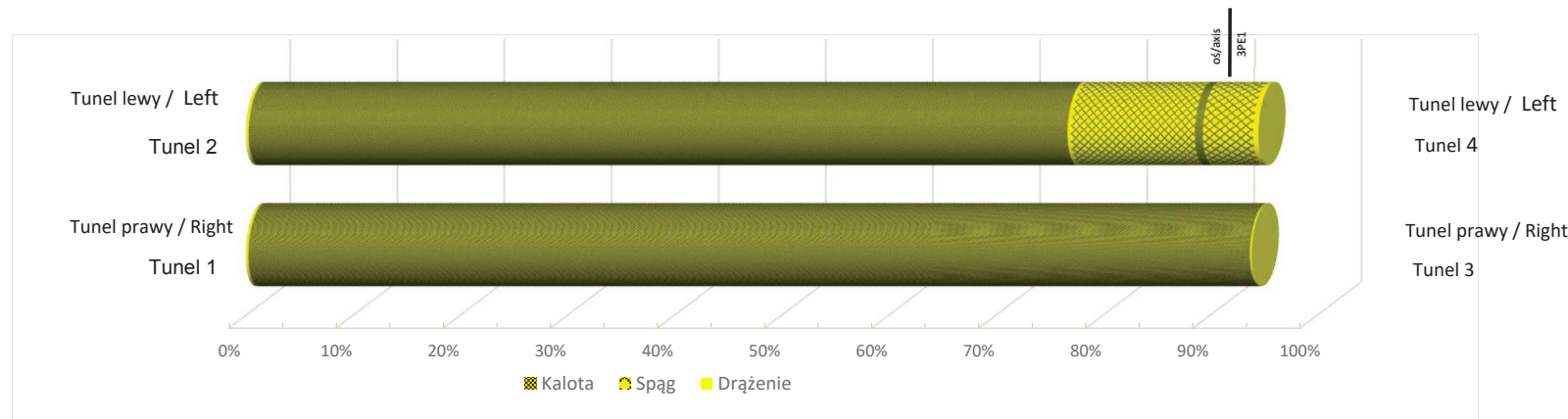
\*na odcinku / on section :  
723+706,510 - 723+815,217  
nie ma jeszcze wykonanych kalot - there is no top crowns yet

| TUNEL 2+4           |  |                        |         |
|---------------------|--|------------------------|---------|
| Lewy   Left         |  |                        |         |
|                     |  | Aktualny   Actual      |         |
| Drażenie<br>Drill   |  | 1922,36 [m b.]<br>[lm] | 100 %   |
| Spąg<br>Invert      |  | 1922,36 [m b.]<br>[lm] | 100 %   |
| Kalota<br>Top crown |  | 1409,16 [m b.]<br>[lm] | 73,30 % |

| POZOSTAŁO DO WYKONANIA / TO FINISH |     |                |  |
|------------------------------------|-----|----------------|--|
| Lewy   Left                        |     |                |  |
| Drażenie<br>Drill                  | 0   | [m b.]<br>[lm] |  |
| Spąg<br>Invert                     | 0   | [m b.]<br>[lm] |  |
| Kalota<br>Top crown                | 513 | [m b.]<br>[lm] |  |

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.]<br>[lm]    | 100 %   |
| Spąg<br>Invert                | 3839,46 | [m b.]<br>[lm]    | 100 %   |
| Kalota<br>Top crown           | 3326,26 | [m b.]<br>[lm]    | 86,63 % |

| TUNEL 1             |   |                        |         |
|---------------------|---|------------------------|---------|
| Prawy   Right       |   |                        |         |
|                     | wg. osi tunelu   by. axis of the tunnel | Aktualny   Actual      |         |
| Drażenie<br>Drill   | km 723 303                              | 1382,90 [m b.]<br>[lm] | 72,13 % |
| Spąg<br>Invert      | km 723 237                              | 1317,40 [m b.]<br>[lm] | 68,72 % |
| Kalota<br>Top crown | km 723 292                              | 1372,43 [m b.]<br>[lm] | 71,59 % |

| TUNEL 3             |   |                       |         |
|---------------------|---|-----------------------|---------|
| Prawy   Right       |   |                       |         |
|                     | wg. osi tunelu   by. axis of the tunnel | Aktualny   Actual     |         |
| Drażenie<br>Drill   | km 723 303                              | 534,20 [m b.]<br>[lm] | 27,87 % |
| Spąg<br>Invert      | km 723 237                              | 599,70 [m b.]<br>[lm] | 31,28 % |
| Kalota<br>Top crown | km 723 292                              | 544,67 [m b.]<br>[lm] | 28,41 % |

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

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