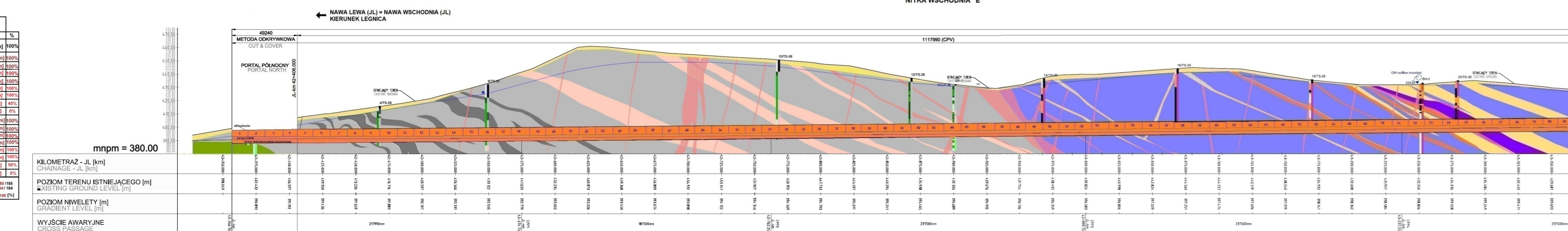


Zawansowanie: Obudowa ostateczna

Legenda: Stan na dzień 02.07.2023 r.

| element | CAC | TS-26 | całokt | % |
|---|-----------|------------|-------------|------------------------------|
| Obudowa Wstępna | E-W | X | 4420,76 [m] | 4420,76 [m] 100% |
| Obudowa Ostateczna nitka Wschodnia | Plan | | 87,50 [m] | 2214,38 [m] 2301,88 [m] 100% |
| | Przekrój | | 87,50 [m] | 2214,38 [m] 2301,88 [m] 100% |
| | Skrajny | | 87,50 [m] | 2214,38 [m] 2301,88 [m] 100% |
| | Krawędź | | 77,00 [m] | 4420,76 [m] 4603,72 [m] 100% |
| | Plan BA | | 90,00 [m] | 4895,74 [m] 4475 [m] 100% |
| | Now. Bud. | | 0,00 [m] | 0,00 [m] 0% |
| Obudowa Ostateczna nitka Zachodnia | Plan | | 82,00 [m] | 2210,20 [m] 2272,20 [m] 100% |
| | Przekrój | | 82,00 [m] | 2210,20 [m] 2272,20 [m] 100% |
| | Skrajny | | 82,00 [m] | 2210,20 [m] 2272,20 [m] 100% |
| | Krawędź | | 72,00 [m] | 4420,40 [m] 4544,40 [m] 100% |
| | Plan BA | | 84,00 [m] | 4420,40 [m] 4544,40 [m] 100% |
| | Now. Bud. | | 0,00 [m] | 0,00 [m] 0% |
| Kraw. obr. / Kraw. obr. 1 | | 124,00 [m] | 4420,40 [m] | 4544,40 [m] 100% |
| Kraw. obr. / Kraw. obr. 1 | | 49,50 [m] | 1079,84 [m] | 1129,14 [m] 96% |
| Kraw. obr. / Kraw. obr. 1 | | 0,00 [m] | 0,00 [m] | 0% |
| Wskazano | | | | |
| | | | | |



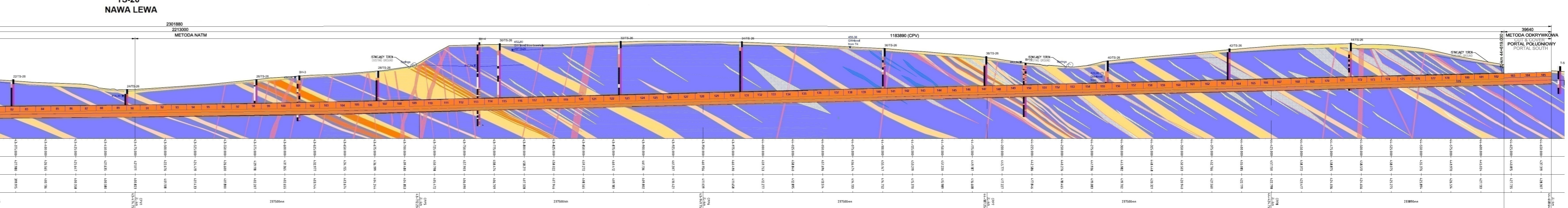
mnpm = 380.00

KILOMETRAŻ - JL [km] CHAINAGE - JL [km]

POZIOM TERENU ISTNIEJĄCEGO [m] EXISTING GROUND LEVEL [m]

POZIOM NIWELETY [m] GRADIENT LEVEL [m]

WYJŚCIE AWARYJNE CROSS PASSAGE



mnpm = 380.00

KILOMETRAŻ - JP [km] CHAINAGE - JP [km]

POZIOM TERENU ISTNIEJĄCEGO [m] EXISTING GROUND LEVEL [m]

POZIOM NIWELETY [m] GRADIENT LEVEL [m]

WYJŚCIE AWARYJNE CROSS PASSAGE

CPP1

CPP2

CPP3

CPP4

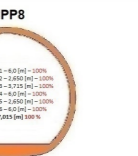
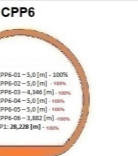
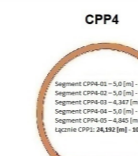
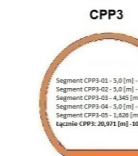
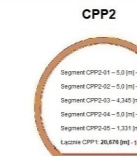
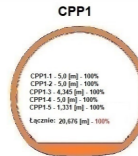
CPV1

CPP5

CPP6

CPP7

CPP8



TS-26 NAWA LEWA

TS-26 NAWA PRAWA

NAWA LEWA (JL) = NAWA WSCHODNIA (JL) KIERUNEK LEGNICA

NAWA PRAWA (JP) = NAWA ZACHODNIA (JP) KIERUNEK LUBAWKA