Zaawansowanie: Obudowa ostateczna

Legenda: **Stan na dzień 18.02.2024 r.**

	element	C&C	TS-26	całość	%
🟩 - Obudowa Wstępna	E+W	X	4420,76 [m]	4420,76 [m]	100%
E - Obudowa Ostateczna nitka Wschodnia	Płyta denna	87,5 [m]	2214,38 [m]	2301,88 [m]	100%
	Przyczółek	87,50 [m]	2214,38 [m]	2301,88 [m]	100%
	Izolacja	87,50 [m]	2214,38 [m]	2301,88 [m]	100%
	Sklepienie	87,50 [m]	2214,38 [m]	2301,88 [m]	100%
	Krawężnik	175,00 [m]	4428,76 [m]	4603,76 [m]	100%
	Kapa chod.	175,00 [m]	4428,76 [m]	4603,76 [m]	100%
	Pod. BA	87,50 [m]	2214,38 [m]	2301,88 [m]	100%
	Naw. Bet.	87,50 [m]	2214,38 [m]	2301,88 [m]	100%
W - Obudowa Ostateczna nitka Zachodnia	Płyta denna	62,00 [m]	2210,20 [m]	2272,20 [m]	100%
	Przyczółek	62,00 [m]	2210,20 [m]	2272,20 [m]	100%
	Izolacja	62,00 [m]	2210,20 [m]	2272,20 [m]	100%
	Sklepienie	62,00 [m]	2210,20 [m]	2272,20 [m]	100%
	Krawężnik	124,00 [m]	4420,40 [m]	4544,40 [m]	100%
	Kapa chod.	124,00 [m]	4420,40 [m]	4544,40 [m]	100%
	Pod. BA	62,00 [m]	2210,20 [m]	2272,20 [m]	100%
	Naw. Bet.	62,00 [m]	2210,20 [m]	2272,20 [m]	100%
Zasypka C&C	Port. płn.	38 928 [m3]	-	39 528,00 [m3]	99%
	Port. płd.	7 092 [m3]	-	10 427,00 [m3]	68%
Wykonano: 🟧 6 — Sekcja nr 6 🟨 — Izolacja ⬛ — Podbudowa BA 🟩 — Naw. Bet.	Nawa Wschodnia - zabetonowano sekcji: 185/185 Nawa Zachodnia - zabetonowano sekcji: 184/184 ŁĄCZNIE: 369/369 - 100 [%]				

NITKA WSCHODNIA "E"

TS-26
NAWA LEWA

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

49240
METODA ODKRYWKOWA
CUT & COVER
PORTAL PÓŁNOCNY
PORTAL NORTH
JL-km 42+406,000
1117990 (CPV)
2301880
2213000
METODA NATM
1183890 (CPV)
39640
METODA ODKRYWKOWA
CUT & COVER
PORTAL POŁUDNIOWY
PORTAL SOUTH
JL-km 44+619,000
ISTNIEJĄCY TEREN
EXISTING GROUND
4/TS-26
6/TS-26
10/TS-26
12/TS-26
14/TS-26
16/TS-26
18/TS-26
20/TS-26
22/TS-26
24/TS-26
26/TS-26
28/TS-26
30/TS-26
32/TS-26
34/TS-26
36/TS-26
38/TS-26
40/TS-26
42/TS-26
44/TS-26
BH-2
BH-3
BH-4
GW outflow recorded
Springs
GW level from borehole
GW-level from T4
sklepienie
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
217990mm
187500mm
237500mm
237500mm
237500mm
237500mm
237500mm
237500mm
237500mm
233890mm

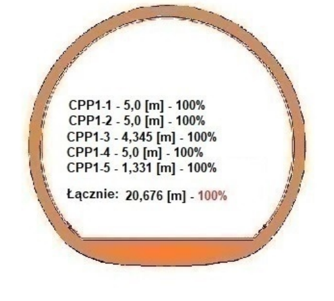
NITKA ZACHODNIA "W"

TS-26
NAWA PRAWA

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

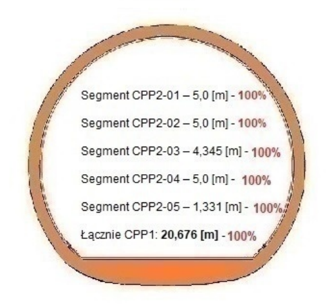
49240
METODA ODKRYWKOWA
CUT & COVER
PORTAL PÓŁNOCNY
PORTAL NORTH
JP-km 42+404,740
1110388 (CPV)
2272200
2207760
METODA NATM
1161812 (CPV)
15200
METODA ODKRYWKOWA
CUT & COVER
PORTAL POŁUDNIOWY
PORTAL SOUTH
JP-km 44+612,500
NAWA PRAWA (JP) = NAWA ZACHODNIA (JP)
KIERUNEK LUBAWKA
RIGHT TUBE (JP) = WEST TUBE (JP)
DIRECTION LUBAWKA
ISTNIEJĄCY TEREN
EXISTING GROUND
GW outflow recorded
Springs
sklepienie
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
217988mm
187500mm
237512mm
234362mm
233026mm
232778mm
232683mm
232744mm
232957mm
230650mm
CPP1 JP-km 42+573,488
CPP2 JP-km 42+760,988
CPP3 JP-km 42+998,500
CPP4 JP-km 43+232,862
CPV1 JP-km 43+465,888
CPP5 JP-km 43+698,666
CPP6 JP-km 43+931,349
CPP7 JP-km 44+164,093
CPP8 JP-km 44+397,050

CPP1



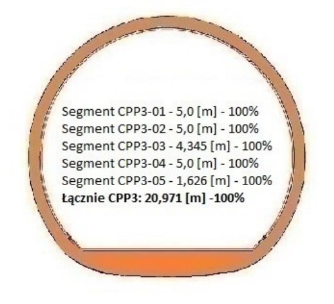
CPP1-1 - 5,0 [m] - 100%
CPP1-2 - 5,0 [m] - 100%
CPP1-3 - 4,345 [m] - 100%
CPP1-4 - 5,0 [m] - 100%
CPP1-5 - 1,331 [m] - 100%
Łącznie: 20,676 [m] - 100%

CPP2



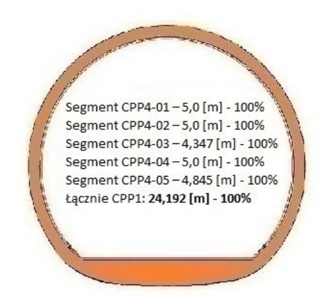
Segment CPP2-01 – 5,0 [m] - 100%
Segment CPP2-02 – 5,0 [m] - 100%
Segment CPP2-03 – 4,345 [m] - 100%
Segment CPP2-04 – 5,0 [m] - 100%
Segment CPP2-05 – 1,331 [m] - 100%
Łacznie CPP1: 20,676 [m] - 100%

CPP3



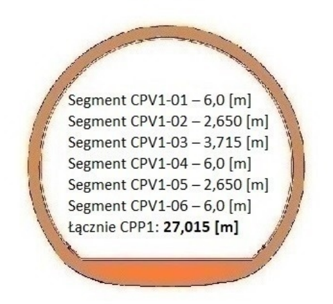
Segment CPP3-01 - 5,0 [m] - 100%
Segment CPP3-02 - 5,0 [m] - 100%
Segment CPP3-03 - 4,345 [m] - 100%
Segment CPP3-04 - 5,0 [m] - 100%
Segment CPP3-05 - 1,626 [m] - 100%
Łącznie CPP3: 20,971 [m] -100%

CPP4



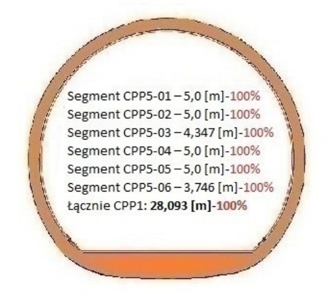
Segment CPP4-01 – 5,0 [m] - 100%
Segment CPP4-02 – 5,0 [m] - 100%
Segment CPP4-03 – 4,347 [m] - 100%
Segment CPP4-04 – 5,0 [m] - 100%
Segment CPP4-05 – 4,845 [m] - 100%
Łącznie CPP1: 24,192 [m] - 100%

CPV1



Segment CPV1-01 – 6,0 [m]
Segment CPV1-02 – 2,650 [m]
Segment CPV1-03 – 3,715 [m]
Segment CPV1-04 – 6,0 [m]
Segment CPV1-05 – 2,650 [m]
Segment CPV1-06 – 6,0 [m]
Łącznie CPP1: 27,015 [m]

CPP5

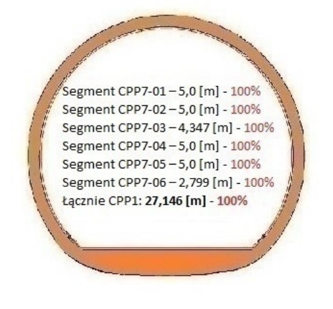


Segment CPP5-01 – 5,0 [m]-100%
Segment CPP5-02 – 5,0 [m]-100%
Segment CPP5-03 – 4,347 [m]-100%
Segment CPP5-04 – 5,0 [m]-100%
Segment CPP5-05 – 5,0 [m]-100%
Segment CPP5-06 – 3,746 [m]-100%
Łącznie CPP1: 28,093 [m]-100%

CPP6

Segment CPP6-01 – 5,0 [m] - 100%
Segment CPP6-02 – 5,0 [m] - 100%
Segment CPP6-03 – 4,346 [m] - 100%
Segment CPP6-04 – 5,0 [m] - 100%
Segment CPP6-05 – 5,0 [m] - 100%
Segment CPP6-06 – 3,882 [m] - 100%
Łącznie CPP1: 28,228 [m] - 100%

CPP7



Segment CPP7-01 – 5,0 [m] - 100%
Segment CPP7-02 – 5,0 [m] - 100%
Segment CPP7-03 – 4,347 [m] - 100%
Segment CPP7-04 – 5,0 [m] - 100%
Segment CPP7-05 – 5,0 [m] - 100%
Segment CPP7-06 – 2,799 [m] - 100%
Łącznie CPP1: 27,146 [m] - 100%

CPP8

Segment CPV1-01 – 6,0 [m] – 100%
Segment CPV1-02 – 2,650 [m] – 100%
Segment CPV1-03 – 3,715 [m] – 100%
Segment CPV1-04 – 6,0 [m] – 100%
Segment CPV1-05 – 2,650 [m] – 100%
Segment CPV1-06 – 6,0 [m] – 100%
Łącznie CPP1: 27,015 [m] 100 %