

Załącznik 5 - Zestawienie rzędnych projektowanych torów nr 1 i 2

| Lp. | Pikieta (wg toru nr 1) | Rzędna projektowana toru nr 1 [m] | Rzędna projektowana toru nr 2 [m] | Zatomy niwelety  | Uwagi   |
|-----|------------------------|-----------------------------------|-----------------------------------|--|---|
| 1   | 318+600,000            | 82,135                            | 82,102                            |  |   |
| 2   | 318+650,000            | 82,263                            | 82,194                            |  |   |
| 3   | 318+700,000            | 82,391                            | 82,285                            |  |   |
| 4   | 318+750,000            | 82,519                            | 82,376                            |  |   |
| 5   | 318+800,000            | 82,648                            | 82,468                            |  |   |
| 6   | 318+840,00             | 82,750                            | 82,540                            | zatom w torze nr 1 i 2                                     | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejącego przejazdu kolejowo-drogowego w km 318,706, który nie podlega remontowi. |
| 7   | 318+850,000            | 82,769                            | 82,568                            |  |   |
| 8   | 318+900,000            | 82,866                            | 82,703                            |  |   |
| 9   | 318+950,000            | 82,962                            | 82,837                            |  |   |
| 10  | 319+000,000            | 83,059                            | 82,971                            |  |   |
| 11  | 319+050,000            | 83,155                            | 83,106                            |  |   |
| 12  | 319+100,000            | 83,250                            | 83,233                            |  |   |
| 13  | 319+120,000            | 83,275                            | 83,264                            | zatom w torze nr 1 i 2<br>łuk wypukły o promieniu R=30000m | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejącego przejazdu kolejowo-drogowego w km 319,486, który nie podlega remontowi. |
| 14  | 319+150,000            | 83,288                            | 83,290                            |  |   |
| 15  | 319+200,000            | 83,284                            | 83,293                            |  |   |
| 16  | 319+250,000            | 83,281                            | 83,295                            |  |   |
| 17  | 319+300,000            | 83,278                            | 83,296                            |  |   |
| 18  | 319+350,000            | 83,274                            | 83,298                            |  |   |
| 19  | 319+400,000            | 83,271                            | 83,300                            |  |   |
| 20  | 319+450,000            | 83,267                            | 83,301                            |  |   |
| 21  | 319+500,000            | 83,264                            | 83,303                            |  |   |
| 22  | 319+550,000            | 83,260                            | 83,305                            |  |   |
| 23  | 319+600,000            | 83,257                            | 83,307                            |  |   |
| 24  | 319+650,000            | 83,253                            | 83,308                            |  |   |
| 25  | 319+700,000            | 83,250                            | 83,310                            | zatom w torze nr 1 i 2                                     | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejącego przejazdu kolejowo-drogowego w km 319,486, który nie podlega remontowi. |
| 26  | 319+750,000            | 83,298                            | 83,356                            |  |   |
| 27  | 319+800,000            | 83,345                            | 83,399                            |  |   |
| 28  | 319+850,000            | 83,393                            | 83,443                            |  |   |
| 29  | 319+900,000            | 83,440                            | 83,487                            |  |   |
| 30  | 319+950,000            | 83,488                            | 83,531                            |  |   |
| 31  | 320+000,000            | 83,535                            | 83,574                            |  |   |
| 32  | 320+050,000            | 83,583                            | 83,618                            |  |   |
| 33  | 320+100,000            | 83,630                            | 83,662                            |  |   |
| 34  | 320+150,000            | 83,678                            | 83,706                            |  |   |
| 35  | 320+200,000            | 83,725                            | 83,749                            |  |   |
| 36  | 320+250,000            | 83,773                            | 83,793                            |  |   |
| 37  | 320+300,000            | 83,820                            | 83,837                            |  |   |
| 38  | 320+350,000            | 83,868                            | 83,881                            |  |   |
| 39  | 320+400,000            | 83,915                            | 83,924                            |  |   |
| 40  | 320+450,000            | 83,963                            | 83,968                            |  |   |
| 41  | 320+500,000            | 84,010                            | 84,010                            | zatom w torze nr 1 i 2                                     |   |
| 42  | 320+550,000            | 84,079                            | 84,086                            |  |   |
| 43  | 320+600,000            | 84,148                            | 84,159                            |  |   |
| 44  | 320+650,000            | 84,217                            | 84,232                            |  |   |
| 45  | 320+700,000            | 84,286                            | 84,305                            |  |   |
| 46  | 320+750,000            | 84,355                            | 84,378                            |  |   |
| 47  | 320+800,000            | 84,424                            | 84,451                            |  |   |
| 48  | 320+850,000            | 84,493                            | 84,524                            |  |   |
| 49  | 320+900,000            | 84,562                            | 84,597                            |  |   |
| 50  | 320+950,000            | 84,631                            | 84,670                            |  |   |
| 51  | 321+000,000            | 84,700                            | 84,740                            | zatom w torze nr 1 i 2                                     | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejącego przejazdu kolejowo-drogowego w km 321,420, który nie podlega remontowi. |
| 52  | 321+050,000            | 84,761                            | 84,800                            |  |   |
| 53  | 321+100,000            | 84,821                            | 84,859                            |  |   |
| 54  | 321+150,000            | 84,882                            | 84,917                            |  |   |
| 55  | 321+200,000            | 84,943                            | 84,975                            |  |   |
| 56  | 321+250,000            | 85,003                            | 85,033                            |  |   |
| 57  | 321+300,000            | 85,064                            | 85,091                            |  |   |
| 58  | 321+350,000            | 85,124                            | 85,149                            |  |   |
| 59  | 321+400,000            | 85,185                            | 85,207                            |  |   |
| 60  | 321+450,000            | 85,246                            | 85,265                            |  |   |
| 61  | 321+500,000            | 85,306                            | 85,324                            |  |   |
| 62  | 321+550,000            | 85,367                            | 85,382                            |  |   |
| 63  | 321+600,000            | 85,428                            | 85,440                            |  |   |
| 64  | 321+650,000            | 85,488                            | 85,498                            |  |   |
| 65  | 321+700,000            | 85,549                            | 85,556                            |  |   |

|     |             |        |        |  |   |
|-----|-------------|--------|--------|--|---|
| 66  | 321+750,000 | 85,609 | 85,614 |  |   |
| 67  | 321+800,000 | 85,670 | 85,670 | załom w torze nr 1 i 2                                     |   |
| 68  | 321+850,000 | 85,802 | 85,802 |  |   |
| 69  | 321+900,000 | 85,933 | 85,933 |  |   |
| 70  | 321+950,000 | 86,065 | 86,065 |  |   |
| 71  | 322+000,000 | 86,197 | 86,197 |  |   |
| 72  | 322+050,000 | 86,328 | 86,328 |  |   |
| 73  | 322+100,000 | 86,460 | 86,460 | załom w torze nr 1 i 2                                     |   |
| 74  | 322+150,000 | 86,596 | 86,596 |  |   |
| 75  | 322+200,000 | 86,731 | 86,731 |  |   |
| 76  | 322+250,000 | 86,867 | 86,867 |  |   |
| 77  | 322+300,000 | 87,003 | 87,003 |  |   |
| 78  | 322+350,000 | 87,139 | 87,139 |  |   |
| 79  | 322+400,000 | 87,274 | 87,274 |  |   |
| 80  | 322+450,000 | 87,410 | 87,410 |  |   |
| 81  | 322+500,000 | 87,545 | 87,545 |  |   |
| 82  | 322+520,000 | 87,582 | 87,582 | załom w torze nr 1 i 2<br>tut wypukły o promieniu R=20000m |   |
| 83  | 322+550,000 | 87,601 | 87,601 |  |   |
| 84  | 322+600,000 | 87,602 | 87,602 |  |   |
| 85  | 322+650,000 | 87,603 | 87,603 |  |   |
| 86  | 322+700,000 | 87,605 | 87,605 |  |   |
| 87  | 322+750,000 | 87,606 | 87,606 |  |   |
| 88  | 322+800,000 | 87,607 | 87,607 |  |   |
| 89  | 322+850,000 | 87,609 | 87,609 |  |   |
| 90  | 322+900,000 | 87,593 | 87,593 | załom w torze nr 1 i 2<br>tut wypukły o promieniu R=25000m |   |
| 91  | 322+950,000 | 87,494 | 87,490 |  |   |
| 92  | 323+000,000 | 87,379 | 87,375 |  |   |
| 93  | 323+050,000 | 87,263 | 87,260 |  |   |
| 94  | 323+100,000 | 87,147 | 87,146 |  |   |
| 95  | 323+150,000 | 87,031 | 87,031 |  |   |
| 96  | 323+200,000 | 86,916 | 86,920 | załom w torze nr 1 i 2                                     | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania<br>niwelet do istniejących peronów na p.o. Dopiewo. |
| 97  | 323+250,000 | 86,816 | 86,816 |  |   |
| 98  | 323+300,000 | 86,717 | 86,715 |  |   |
| 99  | 323+350,000 | 86,617 | 86,615 |  |   |
| 100 | 323+400,000 | 86,518 | 86,514 |  |   |
| 101 | 323+450,000 | 86,419 | 86,414 |  |   |
| 102 | 323+500,000 | 86,319 | 86,313 |  |   |
| 103 | 323+550,000 | 86,220 | 86,213 |  |   |
| 104 | 323+600,000 | 86,120 | 86,113 |  |   |
| 105 | 323+650,000 | 86,021 | 86,012 |  |   |
| 106 | 323+700,000 | 85,921 | 85,912 |  |   |
| 107 | 323+750,000 | 85,822 | 85,811 |  |   |
| 108 | 323+800,000 | 85,723 | 85,711 |  |   |
| 109 | 323+840,000 | 85,656 | 85,648 | załom w torze nr 1 i 2<br>tut wklęsły o promieniu R=25000m | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania<br>niwelet do istniejących peronów na p.o. Dopiewo. |
| 110 | 323+850,000 | 85,648 | 85,639 |  |   |
| 111 | 323+900,000 | 85,646 | 85,638 |  |   |
| 112 | 323+950,000 | 85,649 | 85,641 |  |   |
| 113 | 324+000,000 | 85,651 | 85,644 |  |   |
| 114 | 324+050,000 | 85,654 | 85,647 |  |   |
| 115 | 324+100,000 | 85,656 | 85,650 |  |   |
| 116 | 324+150,000 | 85,659 | 85,654 |  |   |
| 117 | 324+200,000 | 85,662 | 85,657 |  |   |
| 118 | 324+250,000 | 85,664 | 85,660 |  |   |
| 119 | 324+300,000 | 85,667 | 85,663 |  |   |
| 120 | 324+350,000 | 85,669 | 85,666 |  |   |
| 121 | 324+400,000 | 85,672 | 85,669 |  |   |
| 122 | 324+450,000 | 85,675 | 85,672 |  |   |
| 123 | 324+500,000 | 85,677 | 85,675 |  |   |
| 124 | 324+550,000 | 85,680 | 85,678 |  |   |
| 125 | 324+600,000 | 85,682 | 85,681 |  |   |
| 126 | 324+650,000 | 85,685 | 85,684 |  |   |
| 127 | 324+700,000 | 85,687 | 85,687 |  |   |
| 128 | 324+750,000 | 85,690 | 85,690 | załom w torze nr 1 i 2                                     |   |
| 129 | 324+800,000 | 85,700 | 85,700 |  |   |
| 130 | 324+850,000 | 85,710 | 85,710 |  |   |
| 131 | 324+900,000 | 85,720 | 85,720 |  |   |
| 132 | 324+950,000 | 85,730 | 85,730 |  |   |
| 133 | 325+000,000 | 85,740 | 85,740 |  |   |
| 134 | 325+050,000 | 85,750 | 85,750 | załom w torze nr 1 i 2                                     |   |
| 135 | 325+100,000 | 85,747 | 85,747 |  |   |
| 136 | 325+150,000 | 85,744 | 85,744 |  |   |
| 137 | 325+200,000 | 85,741 | 85,741 |  |   |
| 138 | 325+250,000 | 85,737 | 85,737 |  |   |

|     |             |        |        |  |   |
|-----|-------------|--------|--------|--|---|
| 139 | 325+300,000 | 85,734 | 85,734 |  |   |
| 140 | 325+350,000 | 85,731 | 85,731 |  |   |
| 141 | 325+400,000 | 85,728 | 85,728 |  |   |
| 142 | 325+450,000 | 85,725 | 85,725 |  |   |
| 143 | 325+500,000 | 85,722 | 85,722 |  |   |
| 144 | 325+550,000 | 85,719 | 85,719 |  |   |
| 145 | 325+600,000 | 85,715 | 85,715 |  |   |
| 146 | 325+650,000 | 85,712 | 85,712 |  |   |
| 147 | 325+700,000 | 85,709 | 85,709 |  |   |
| 148 | 325+750,000 | 85,706 | 85,706 |  |   |
| 149 | 325+800,000 | 85,703 | 85,703 |  |   |
| 150 | 325+845,000 | 85,700 | 85,700 | załom w torze nr 1 i 2                                     |   |
| 151 | 325+850,000 | 85,691 | 85,692 |  |   |
| 152 | 325+900,000 | 85,600 | 85,603 |  |   |
| 153 | 325+950,000 | 85,508 | 85,514 |  |   |
| 154 | 326+000,000 | 85,417 | 85,426 |  |   |
| 155 | 326+050,000 | 85,326 | 85,337 |  |   |
| 156 | 326+100,000 | 85,234 | 85,249 |  |   |
| 157 | 326+150,000 | 85,143 | 85,160 |  |   |
| 158 | 326+200,000 | 85,052 | 85,071 |  |   |
| 159 | 326+250,000 | 84,961 | 84,983 |  |   |
| 160 | 326+300,000 | 84,869 | 84,894 |  |   |
| 161 | 326+350,000 | 84,778 | 84,806 |  |   |
| 162 | 326+400,000 | 84,687 | 84,717 |  |   |
| 163 | 326+450,000 | 84,596 | 84,628 |  |   |
| 164 | 326+500,000 | 84,504 | 84,540 |  |   |
| 165 | 326+550,000 | 84,413 | 84,451 |  |   |
| 166 | 326+590,000 | 84,353 | 84,391 | załom w torze nr 1 i 2<br>tut wkłęsty o promieniu R=30000m | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejącego przejazdu kolejowo-drogowego w km 326,144, który nie podlega remontowi. |
| 167 | 326+600,000 | 84,345 | 84,384 |  |   |
| 168 | 326+650,000 | 84,341 | 84,376 |  |   |
| 169 | 326+700,000 | 84,342 | 84,374 |  |   |
| 170 | 326+750,000 | 84,343 | 84,371 |  |   |
| 171 | 326+800,000 | 84,344 | 84,368 |  |   |
| 172 | 326+850,000 | 84,345 | 84,365 |  |   |
| 173 | 326+900,000 | 84,346 | 84,362 |  |   |
| 174 | 326+950,000 | 84,347 | 84,359 |  |   |
| 175 | 327+000,000 | 84,348 | 84,356 |  |   |
| 176 | 327+050,000 | 84,349 | 84,353 |  |   |
| 177 | 327+100,000 | 84,397 | 84,399 | załom w torze nr 1 i 2<br>tut wkłęsty o promieniu R=20000m |   |
| 178 | 327+150,000 | 84,569 | 84,569 |  |   |
| 179 | 327+200,000 | 84,788 | 84,788 |  |   |
| 180 | 327+250,000 | 85,007 | 85,007 |  |   |
| 181 | 327+300,000 | 85,226 | 85,226 |  |   |
| 182 | 327+350,000 | 85,444 | 85,444 |  |   |
| 183 | 327+400,000 | 85,663 | 85,663 |  |   |
| 184 | 327+450,000 | 85,882 | 85,882 |  |   |
| 185 | 327+500,000 | 86,101 | 86,101 |  |   |
| 186 | 327+550,000 | 86,320 | 86,320 | załom w torze nr 1 i 2                                     |   |
| 187 | 327+600,000 | 86,553 | 86,553 |  |   |
| 188 | 327+650,000 | 86,785 | 86,785 |  |   |
| 189 | 327+700,000 | 87,018 | 87,018 |  |   |
| 190 | 327+750,000 | 87,250 | 87,250 | załom w torze nr 1 i 2                                     |   |
| 191 | 327+800,000 | 87,537 | 87,545 |  |   |
| 192 | 327+850,000 | 87,825 | 87,842 |  |   |
| 193 | 327+900,000 | 88,112 | 88,138 |  |   |
| 194 | 327+950,000 | 88,399 | 88,434 |  |   |
| 195 | 328+000,000 | 88,686 | 88,731 |  |   |
| 196 | 328+050,000 | 88,974 | 89,027 |  |   |
| 197 | 328+100,000 | 89,261 | 89,323 |  |   |
| 198 | 328+150,000 | 89,548 | 89,620 |  |   |
| 199 | 328+200,000 | 89,835 | 89,916 |  |   |
| 200 | 328+250,000 | 90,123 | 90,212 |  |   |
| 201 | 328+300,000 | 90,410 | 90,510 | załom w torze nr 1 i 2                                     | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejących peronów na p.o. Otusz.  |
| 202 | 328+350,000 | 90,656 | 90,749 |  |   |
| 203 | 328+400,000 | 90,903 | 90,989 |  |   |
| 204 | 328+450,000 | 91,149 | 91,228 |  |   |
| 205 | 328+500,000 | 91,396 | 91,468 |  |   |
| 206 | 328+550,000 | 91,642 | 91,708 |  |   |
| 207 | 328+600,000 | 91,888 | 91,948 |  |   |
| 208 | 328+650,000 | 92,135 | 92,187 |  |   |
| 209 | 328+700,000 | 92,381 | 92,427 |  |   |
| 210 | 328+750,000 | 92,627 | 92,667 |  |   |
| 211 | 328+800,000 | 92,874 | 92,907 |  |   |

|     |             |        |        |  |   |
|-----|-------------|--------|--------|--|---|
| 212 | 328+850,000 | 93,120 | 93,146 |  |   |
| 213 | 328+900,000 | 93,367 | 93,386 |  |   |
| 214 | 328+950,000 | 93,613 | 93,626 |  |   |
| 215 | 329+000,000 | 93,859 | 93,866 |  |   |
| 216 | 329+050,000 | 94,106 | 94,105 |  |   |
| 217 | 329+100,000 | 94,343 | 94,345 |  |   |
| 218 | 329+130,000 | 94,440 | 94,460 | załom w torze nr 1 i 2<br>łuk wypukły o promieniu R=20000m | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania<br>niwelet do istniejących peronów na p.o. Otusz.   |
| 219 | 329+150,000 | 94,480 | 94,487 |  |   |
| 220 | 329+200,000 | 94,502 | 94,484 |  |   |
| 221 | 329+250,000 | 94,504 | 94,480 |  |   |
| 222 | 329+300,000 | 94,505 | 94,476 |  |   |
| 223 | 329+350,000 | 94,507 | 94,472 |  |   |
| 224 | 329+400,000 | 94,509 | 94,468 |  |   |
| 225 | 329+450,000 | 94,510 | 94,464 |  |   |
| 226 | 329+500,000 | 94,512 | 94,460 |  |   |
| 227 | 329+550,000 | 94,513 | 94,456 |  |   |
| 228 | 329+600,000 | 94,515 | 94,452 |  |   |
| 229 | 329+650,000 | 94,517 | 94,448 |  |   |
| 230 | 329+700,000 | 94,518 | 94,444 |  |   |
| 231 | 329+750,000 | 94,480 | 94,407 | załom w torze nr 1 i 2<br>łuk wypukły o promieniu R=20000m | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania<br>niwelet do istniejących peronów na p.o. Otusz.   |
| 232 | 329+800,000 | 94,321 | 94,255 |  |   |
| 233 | 329+850,000 | 94,123 | 94,069 |  |   |
| 234 | 329+900,000 | 93,925 | 93,883 |  |   |
| 235 | 329+950,000 | 93,727 | 93,697 |  |   |
| 236 | 330+000,000 | 93,528 | 93,512 |  |   |
| 237 | 330+050,000 | 93,330 | 93,326 |  |   |
| 238 | 330+100,000 | 93,132 | 93,140 |  |   |
| 239 | 330+150,000 | 92,933 | 92,954 |  |   |
| 240 | 330+200,000 | 92,735 | 92,768 |  |   |
| 241 | 330+250,000 | 92,537 | 92,582 |  |   |
| 242 | 330+300,000 | 92,338 | 92,397 |  |   |
| 243 | 330+350,000 | 92,166 | 92,231 | załom w torze nr 1 i 2<br>łuk wklęsły o promieniu R=20000m | Brak zasadności podnoszenie toru nr 1 o dodatkowe 7 cm<br>gdy sąsiednie załomy nie mogą być wyrównane.  |
| 244 | 330+400,000 | 92,104 | 92,170 |  |   |
| 245 | 330+450,000 | 92,068 | 92,130 |  |   |
| 246 | 330+500,000 | 92,032 | 92,090 |  |   |
| 247 | 330+550,000 | 91,996 | 92,050 |  |   |
| 248 | 330+600,000 | 91,960 | 92,010 | załom w torze nr 1 i 2                                     | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania<br>niwelet do istniejącego przejazdu kolejowo-drogowego w km 331,006,<br>który nie podlega remontowi. |
| 249 | 330+650,000 | 91,971 | 92,018 |  |   |
| 250 | 330+700,000 | 91,981 | 92,026 |  |   |
| 251 | 330+750,000 | 91,992 | 92,033 |  |   |
| 252 | 330+800,000 | 92,002 | 92,041 |  |   |
| 253 | 330+850,000 | 92,013 | 92,049 |  |   |
| 254 | 330+900,000 | 92,023 | 92,057 |  |   |
| 255 | 330+950,000 | 92,034 | 92,064 |  |   |
| 256 | 331+000,000 | 92,044 | 92,072 |  |   |
| 257 | 331+050,000 | 92,055 | 92,080 |  |   |
| 258 | 331+100,000 | 92,066 | 92,088 |  |   |
| 259 | 331+150,000 | 92,076 | 92,096 |  |   |
| 260 | 331+200,000 | 92,087 | 92,103 |  |   |
| 261 | 331+250,000 | 92,097 | 92,111 |  |   |
| 262 | 331+300,000 | 92,108 | 92,119 |  |   |
| 263 | 331+350,000 | 92,118 | 92,127 |  |   |
| 264 | 331+400,000 | 92,129 | 92,134 |  |   |
| 265 | 331+450,000 | 92,139 | 92,142 |  |   |
| 266 | 331+500,000 | 92,150 | 92,150 | załom w torze nr 1 i 2                                     |   |
| 267 | 331+550,000 | 92,155 | 92,155 |  |   |
| 268 | 331+600,000 | 92,161 | 92,161 |  |   |
| 269 | 331+650,000 | 92,166 | 92,166 |  |   |
| 270 | 331+700,000 | 92,172 | 92,172 |  |   |
| 271 | 331+750,000 | 92,177 | 92,177 |  |   |
| 272 | 331+800,000 | 92,182 | 92,182 |  |   |
| 273 | 331+850,000 | 92,182 | 92,182 |  |   |
| 274 | 331+870,000 | 92,159 | 92,159 | załom w torze nr 1 i 2<br>łuk wypukły o promieniu R=20000m |   |
| 275 | 331+900,000 | 92,088 | 92,088 |  |   |
| 276 | 331+950,000 | 91,918 | 91,918 |  |   |
| 277 | 332+000,000 | 91,747 | 91,747 |  |   |
| 278 | 332+050,000 | 91,576 | 91,576 |  |   |
| 279 | 332+100,000 | 91,406 | 91,406 |  |   |
| 280 | 332+150,000 | 91,235 | 91,235 |  |   |
| 281 | 332+200,000 | 91,064 | 91,064 |  |   |
| 282 | 332+250,000 | 90,893 | 90,893 |  |   |

|     |             |        |        |  |   |
|-----|-------------|--------|--------|--|---|
| 283 | 332+300,000 | 90,723 | 90,723 |  |   |
| 284 | 332+350,000 | 90,552 | 90,552 |  |   |
| 285 | 332+400,000 | 90,381 | 90,381 |  |   |
| 286 | 332+450,000 | 90,210 | 90,210 | załom w torze nr 1 i 2                                 |   |
| 287 | 332+500,000 | 90,076 | 90,076 |  |   |
| 288 | 332+550,000 | 89,942 | 89,942 |  |   |
| 289 | 332+600,000 | 89,808 | 89,808 |  |   |
| 290 | 332+650,000 | 89,673 | 89,673 |  |   |
| 291 | 332+700,000 | 89,539 | 89,539 |  |   |
| 292 | 332+750,000 | 89,405 | 89,405 |  |   |
| 293 | 332+800,000 | 89,270 | 89,270 | załom w torze nr 1 i 2                                 |   |
| 294 | 332+850,000 | 89,134 | 89,134 |  |   |
| 295 | 332+900,000 | 88,997 | 88,997 |  |   |
| 296 | 332+950,000 | 88,861 | 88,861 |  |   |
| 297 | 333+000,000 | 88,724 | 88,724 |  |   |
| 298 | 333+050,000 | 88,588 | 88,588 |  |   |
| 299 | 333+100,000 | 88,451 | 88,451 |  |   |
| 300 | 333+150,000 | 88,315 | 88,315 |  |   |
| 301 | 333+200,000 | 88,179 | 88,179 |  |   |
| 302 | 333+250,000 | 88,042 | 88,042 |  |   |
| 303 | 333+300,000 | 87,906 | 87,906 |  |   |
| 304 | 333+350,000 | 87,769 | 87,769 |  |   |
| 305 | 333+400,000 | 87,633 | 87,633 |  |   |
| 306 | 333+450,000 | 87,496 | 87,496 |  |   |
| 307 | 333+500,000 | 87,360 | 87,360 | załom w torze nr 1 i 2                                 |   |
| 308 | 333+550,000 | 87,236 | 87,186 |  |   |
| 309 | 333+600,000 | 87,112 | 87,013 |  |   |
| 310 | 333+650,000 | 86,988 | 86,841 |  |   |
| 311 | 333+700,000 | 86,864 | 86,668 |  |   |
| 312 | 333+750,000 | 86,740 | 86,500 | załom w torze nr 1 i 2                                 | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejącego przejazdu kolejowo-drogowego w km 333,922, który nie podlega remontowi. |
| 313 | 333+800,000 | 86,606 | 86,395 |  |   |
| 314 | 333+850,000 | 86,472 | 86,293 |  |   |
| 315 | 333+900,000 | 86,338 | 86,191 |  |   |
| 316 | 333+950,000 | 86,205 | 86,088 |  |   |
| 317 | 334+000,000 | 86,071 | 85,986 |  |   |
| 318 | 334+050,000 | 85,945 | 85,915 |  |   |
| 319 | 334+030,000 | 85,991 | 85,934 | załom w torze nr 2<br>tuk wkłęsty o promieniu R=30000m | Konieczność dostosowania niwelet do istniejących rozjazdów na st. Buk oraz przejazdu kolejowo-drogowego w km 333,922, który nie podlega remontowi.                    |
| 320 | 334+060,000 | 85,927 | 85,910 | załom w torze nr 1<br>tuk wkłęsty o promieniu R=30000m |   |
| 321 | 334+100,000 | 85,889 | 85,889 |  |   |
| 322 | 334+150,000 | 85,863 | 85,863 |  |   |
| 323 | 334+200,000 | 85,837 | 85,837 |  |   |
| 324 | 334+250,000 | 85,812 | 85,811 |  |   |
| 325 | 334+300,000 | 85,786 | 85,785 |  |   |
| 326 | 334+350,000 | 85,760 | 85,760 | załom w torze nr 1 i 2                                 |   |
| 327 | 334+400,000 | 85,757 | 85,759 |  |   |
| 328 | 334+450,000 | 85,753 | 85,759 |  |   |
| 329 | 334+500,000 | 85,750 | 85,758 |  |   |
| 330 | 334+550,000 | 85,747 | 85,757 |  |   |
| 331 | 334+600,000 | 85,744 | 85,757 |  |   |
| 332 | 334+650,000 | 85,740 | 85,756 |  |   |
| 333 | 334+700,000 | 85,737 | 85,755 |  |   |
| 334 | 334+750,000 | 85,734 | 85,754 | załom w torze nr 1 i 2                                 | Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejących peronów na st. Buk.   |
| 335 | 334+800,000 | 85,737 | 85,750 |  |   |
| 336 | 334+850,000 | 85,741 | 85,745 |  |   |
| 337 | 334+900,000 | 85,745 | 85,741 |  |   |
| 338 | 334+950,000 | 85,749 | 85,737 |  |   |
| 339 | 335+000,000 | 85,752 | 85,732 |  | Konieczność dostosowania niwelet do istniejących rozjazdów na st. Buk oraz przejazdu kolejowo-drogowego w km 335,171, który nie podlega remontowi.                    |
| 340 | 335+025,000 | 85,754 | 85,730 | załom w torze nr 2                                     |   |
| 341 | 335+050,000 | 85,756 | 85,738 |  |   |
| 342 | 335+100,000 | 85,760 | 85,753 | załom w torze nr 1                                     |   |
| 343 | 335+150,000 | 85,781 | 85,768 |  |   |
| 344 | 335+200,000 | 85,803 | 85,783 |  |   |
| 345 | 335+240,000 | 85,820 | 85,796 | załom w torze nr 1                                     |   |
| 346 | 335+250,000 | 85,820 | 85,799 |  |   |
| 347 | 335+300,000 | 85,820 | 85,814 |  |   |
| 348 | 335+320,000 | 85,820 | 85,820 | załom w torze nr 2                                     |   |
| 349 | 335+350,000 | 85,820 | 85,820 |  |   |
| 350 | 335+400,000 | 85,820 | 85,820 |  |   |
| 351 | 335+450,000 | 85,820 | 85,820 |  |   |
| 352 | 335+500,000 | 85,820 | 85,820 |  |   |
| 353 | 335+550,000 | 85,820 | 85,820 |  |   |
| 354 | 335+570,000 | 85,820 | 85,820 | załom w torze nr 1 i 2                                 |   |

|     |             |        |        |                        |  |
|-----|-------------|--------|--------|------------------------|--|
| 355 | 335+600,000 | 85,809 | 85,809 |                        |  |
| 356 | 335+650,000 | 85,791 | 85,791 |                        |  |
| 357 | 335+700,000 | 85,773 | 85,773 |                        |  |
| 358 | 335+750,000 | 85,755 | 85,755 |                        |  |
| 359 | 335+800,000 | 85,737 | 85,737 |                        |  |
| 360 | 335+820,000 | 85,730 | 85,730 | załom w torze nr 1 i 2 |  |
| 361 | 335+850,000 | 85,730 | 85,730 |                        |  |
| 362 | 335+900,000 | 85,730 | 85,730 |                        |  |
| 363 | 335+950,000 | 85,730 | 85,730 |                        |  |
| 364 | 336+000,000 | 85,730 | 85,730 |                        |  |