

Załącznik 5 - Zestawienie rzędnych projektowanych torów nr 1 i 2

Lp.	Pikieta (wg toru nr 1)	Rzędna projektowana toru nr 1	Rzędna projektowana toru nr 2	Zalomy niwelety	Uwagi
1	362+570,000	73,839m	73,830m		
2	362+600,000	73,745m	73,738m		
3	362+650,000	73,589m	73,584m		
4	362+700,000	73,434m	73,431m		
5	362+750,000	73,278m	73,277m		
6	362+775,000	73,200m	73,200m	załom w torze nr 1 i 2 łuk wklęsły o promieniu R=25000m	
7	362+800,000	73,174m	73,174m		
8	362+850,000	73,122m	73,122m		
9	362+900,000	73,071m	73,071m		
10	362+950,000	73,019m	73,019m		
11	363+000,000	72,967m	72,967m		
12	363+050,000	72,915m	72,915m		
13	363+100,000	72,864m	72,864m		
14	363+150,000	72,812m	72,812m		
15	363+200,000	72,760m	72,760m	załom w torze nr 1 i 2	
16	363+250,000	72,784m	72,784m		
17	363+300,000	72,807m	72,807m		
18	363+350,000	72,831m	72,831m		
19	363+400,000	72,855m	72,855m		
20	363+450,000	72,879m	72,879m		
21	363+500,000	72,902m	72,902m		
22	363+550,000	72,926m	72,926m		
23	363+600,000	72,937m	72,937m	załom w torze nr 1 i 2 łuk wypukły o promieniu R=25000m	
24	363+650,000	72,871m	72,869m		
25	363+700,000	72,793m	72,789m		
26	363+750,000	72,714m	72,709m		
27	363+800,000	72,636m	72,629m		
28	363+850,000	72,557m	72,548m		
29	363+900,000	72,479m	72,468m		
30	363+950,000	72,400m	72,388m		
31	364+000,000	72,321m	72,308m		
32	364+050,000	72,243m	72,228m		
33	364+100,000	72,164m	72,148m		
34	364+150,000	72,086m	72,068m		
35	364+200,000	72,007m	71,988m		
36	364+250,000	71,929m	71,908m		
37	364+300,000	71,850m	71,830m	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 364+295, który nie podlega remontowi.
38	364+350,000	71,832m	71,813m		
39	364+400,000	71,813m	71,796m		
40	364+450,000	71,795m	71,780m		
41	364+500,000	71,777m	71,763m		
42	364+550,000	71,758m	71,746m		
43	364+600,000	71,740m	71,730m		
44	364+650,000	71,722m	71,713m		
45	364+700,000	71,703m	71,696m		
46	364+750,000	71,685m	71,680m		
47	364+800,000	71,667m	71,663m		
48	364+850,000	71,648m	71,646m		
49	364+900,000	71,630m	71,630m	załom w torze nr 1 i 2	
50	364+950,000	71,656m	71,656m		
51	365+000,000	71,683m	71,683m		
52	365+050,000	71,709m	71,709m		
53	365+100,000	71,736m	71,736m		
54	365+150,000	71,762m	71,762m		
55	365+200,000	71,789m	71,789m		
56	365+250,000	71,815m	71,815m		
57	365+300,000	71,841m	71,841m		
58	365+350,000	71,868m	71,868m		
59	365+400,000	71,894m	71,894m		
60	365+450,000	71,921m	71,921m		
61	365+500,000	71,947m	71,947m		
62	365+550,000	71,974m	71,974m		
63	365+600,000	72,000m	72,000m	załom w torze nr 1 i 2	
64	365+650,000	72,045m	72,045m		
65	365+700,000	72,090m	72,090m		
66	365+750,000	72,135m	72,135m		
67	365+800,000	72,180m	72,180m		
68	365+850,000	72,225m	72,225m		
69	365+900,000	72,269m	72,269m		
70	365+950,000	72,314m	72,314m		
71	366+000,000	72,359m	72,359m		
72	366+050,000	72,404m	72,404m		
73	366+100,000	72,449m	72,449m		
74	366+150,000	72,494m	72,494m		
75	366+190,000	72,530m	72,530m	załom w torze nr 1 i 2 łuk wypukły o promieniu R=20000m	
76	366+200,000	72,493m	72,489m		
77	366+250,000	72,385m	72,378m		
78	366+300,000	72,265m	72,254m		
79	366+350,000	72,145m	72,130m		
80	366+400,000	72,024m	72,007m		
81	366+450,000	71,904m	71,883m		
82	366+500,000	71,783m	71,759m		
83	366+550,000	71,663m	71,635m		
84	366+600,000	71,542m	71,511m		
85	366+650,000	71,422m	71,388m		
86	366+700,000	71,301m	71,264m		
87	366+750,000	71,181m	71,140m		

88	366+800,000	71,060m	71,016m		
89	366+850,000	70,940m	70,892m	załom w torze nr 1	
90	366+900,000	70,812m	70,769m		
91	366+950,000	70,684m	70,645m		
92	367+000,000	70,557m	70,521m		
93	367+030,00	70,480m	70,450m	załom: bez wyokrąglenia w torze nr 1 łuk wklęsły o promieniu R=25000m w torze nr 2	Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejących peronów oraz przejazdu kolejowo-drogowego w km 366+940 na p.o. Jastrzębsko.
94	367+050,000	70,479m	70,450m		
95	367+100,000	70,478m	70,449m		
96	367+150,000	70,476m	70,448m		
97	367+200,000	70,474m	70,447m		
98	367+250,000	70,473m	70,446m		
99	367+300,000	70,471m	70,445m		
100	367+350,000	70,469m	70,444m		
101	367+400,000	70,468m	70,443m		
102	367+450,000	70,466m	70,442m		
103	367+500,000	70,464m	70,441m		
104	367+550,000	70,463m	70,440m		
105	367+600,000	70,461m	70,439m		
106	367+650,000	70,459m	70,438m		
107	367+700,000	70,458m	70,437m		
108	367+750,000	70,456m	70,436m		
109	367+800,000	70,454m	70,435m		
110	367+850,000	70,453m	70,434m		
111	367+900,000	70,451m	70,433m		
112	367+950,000	70,449m	70,432m		
113	368+000,000	70,448m	70,432m		
114	368+050,000	70,446m	70,431m		
115	368+100,000	70,444m	70,430m		
116	368+150,000	70,443m	70,429m		
117	368+200,000	70,441m	70,428m		
118	368+250,000	70,439m	70,427m		
119	368+300,000	70,438m	70,426m		
120	368+350,000	70,436m	70,425m		
121	368+400,000	70,434m	70,424m		
122	368+450,000	70,433m	70,423m		
123	368+500,000	70,431m	70,422m		
124	368+550,000	70,429m	70,421m		
125	368+600,000	70,428m	70,420m		
126	368+650,000	70,426m	70,419m		
127	368+700,000	70,424m	70,418m		
128	368+750,000	70,423m	70,417m		
129	368+800,000	70,421m	70,416m		
130	368+850,000	70,419m	70,415m		
131	368+900,000	70,418m	70,414m		
132	368+950,000	70,416m	70,413m		
133	369+000,000	70,414m	70,413m		
134	369+050,000	70,413m	70,412m		
135	369+100,000	70,411m	70,411m		
136	369+135,000	70,410m	70,410m	załom w torze nr 1 i 2 łuk wklęsły o promieniu R=25000m	
137	369+150,000	70,455m	70,455m		
138	369+200,000	70,578m	70,578m		
139	369+250,000	70,707m	70,707m		
140	369+300,000	70,836m	70,836m		
141	369+350,000	70,966m	70,966m		
142	369+400,000	71,095m	71,095m		
143	369+450,000	71,224m	71,224m		
144	369+500,000	71,353m	71,353m		
145	369+550,000	71,482m	71,482m		
146	369+600,000	71,612m	71,612m		
147	369+650,000	71,741m	71,741m		
148	369+700,000	71,870m	71,870m	załom w torze nr 1 i 2	
149	369+750,000	72,001m	72,001m		
150	369+800,000	72,132m	72,132m		
151	369+850,000	72,263m	72,263m		
152	369+900,000	72,394m	72,394m		
153	369+950,000	72,525m	72,525m		
154	370+000,000	72,656m	72,656m		
155	370+050,000	72,787m	72,787m		
156	370+100,000	72,918m	72,918m		
157	370+150,000	73,049m	73,049m		
158	370+200,000	73,180m	73,180m		
159	370+250,000	73,311m	73,311m		
160	370+300,000	73,442m	73,442m		
161	370+350,000	73,573m	73,573m		
162	370+400,000	73,704m	73,704m		
163	370+450,000	73,835m	73,835m		
164	370+500,000	73,966m	73,966m		
165	370+550,000	74,097m	74,097m		
166	370+600,000	74,228m	74,228m		
167	370+650,000	74,359m	74,359m		
168	370+700,000	74,474m	74,474m	załom w torze nr 1 i 2 łuk wypukły o promieniu R=20000m	
169	370+750,000	74,495m	74,496m		
170	370+800,000	74,501m	74,501m		
171	370+850,000	74,506m	74,506m		
172	370+900,000	74,512m	74,512m		
173	370+950,000	74,517m	74,517m		
174	371+000,000	74,522m	74,522m		
175	371+050,000	74,528m	74,528m		
176	371+100,000	74,533m	74,533m		
177	371+150,000	74,538m	74,539m		
178	371+200,000	74,544m	74,544m		
179	371+250,000	74,549m	74,549m		
180	371+300,000	74,555m	74,555m		

181	371+350,000	74,560m	74,560m	załom w torze nr 1 i 2	
182	371+400,000	74,568m	74,568m		
183	371+450,000	74,576m	74,576m		
184	371+500,000	74,584m	74,584m		
185	371+550,000	74,592m	74,592m		
186	371+600,000	74,600m	74,600m	załom w torze nr 1 i 2	
187	371+650,000	74,599m	74,596m		
188	371+700,000	74,597m	74,592m		
189	371+750,000	74,596m	74,588m		
190	371+800,000	74,595m	74,584m		
191	371+850,000	74,593m	74,571m	załom w torze nr 2 łuk wypukły o promieniu R=20000m	Różnica rzędnych w torach nr 1 i 2 wynika z konieczności dostosowania niwelet do istniejących peronów oraz przejazdu kolejowo-drogowego w km 371+932 na pbsp. Chrośnica.
192	371+900,000	74,592m	74,480m		
193	371+950,000	74,591m	74,380m		
194	371+980,000	74,590m	74,320m	załom w torze nr 1 łuk wypukły o promieniu R=20000m	
195	372+000,000	74,533m	74,280m		
196	372+050,000	74,397m	74,180m		
197	372+100,000	74,259m	74,080m	załom w torze nr 2	
198	372+150,000	74,121m	73,988m		
199	372+200,000	73,983m	73,896m		
200	372+230,000	73,900m	73,841m	załom w torze nr 1	
201	372+250,000	73,856m	73,804m		
202	372+300,000	73,744m	73,712m		
203	372+350,000	73,633m	73,620m	załom w torze nr 2	
204	372+400,000	73,522m	73,508m		
205	372+450,000	73,411m	73,397m		
206	372+500,000	73,300m	73,285m		
207	372+550,000	73,189m	73,173m		
208	372+600,000	73,078m	73,061m		
209	372+650,000	72,967m	72,950m		
210	372+700,000	72,856m	72,838m		
211	372+750,000	72,744m	72,726m		
212	372+800,000	72,633m	72,614m		
213	372+850,000	72,522m	72,503m		
214	372+900,000	72,411m	72,391m		
215	372+950,000	72,300m	72,279m		
216	373+000,000	72,189m	72,167m		
217	373+050,000	72,078m	72,056m		
218	373+100,000	71,967m	71,944m		
219	373+150,000	71,856m	71,832m		
220	373+200,000	71,744m	71,721m		
221	373+250,000	71,633m	71,609m		
222	373+300,000	71,522m	71,497m		
223	373+350,000	71,411m	71,385m		
224	373+400,000	71,300m	71,280m	załom w torze nr 1 i 2	Koniec opracowania - włączenie w stan istniejący.