



N=23

N=231,880

N=231,800

Fehlerstation  
12,4 - 12,5 ist 99,3 m

-0,501 ‰

319,3

+0,571 ‰

140,0

+8,500 ‰

160,0

76,8  
88,4  
90,0

25,0  
39,7  
44,3  
50,0

67,0  
31,0  
36,0  
76,1

12,3

12,4

12,5

12,6

12,7

12

0,0

40,0

92,2  
ÜA

27,5  
ÜA

85,5  
ÜE

34,2  
ÜE

$i_0=58,0$

R=300

1:611

ü=95

1:611

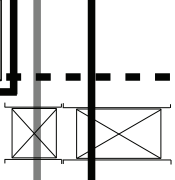
WÜST A

A. Krenzer  
Umschlagplatz 2

WÜST E

A. Krenzer  
Umschlagplatz 1

420



Flutbrücke

Durchlass

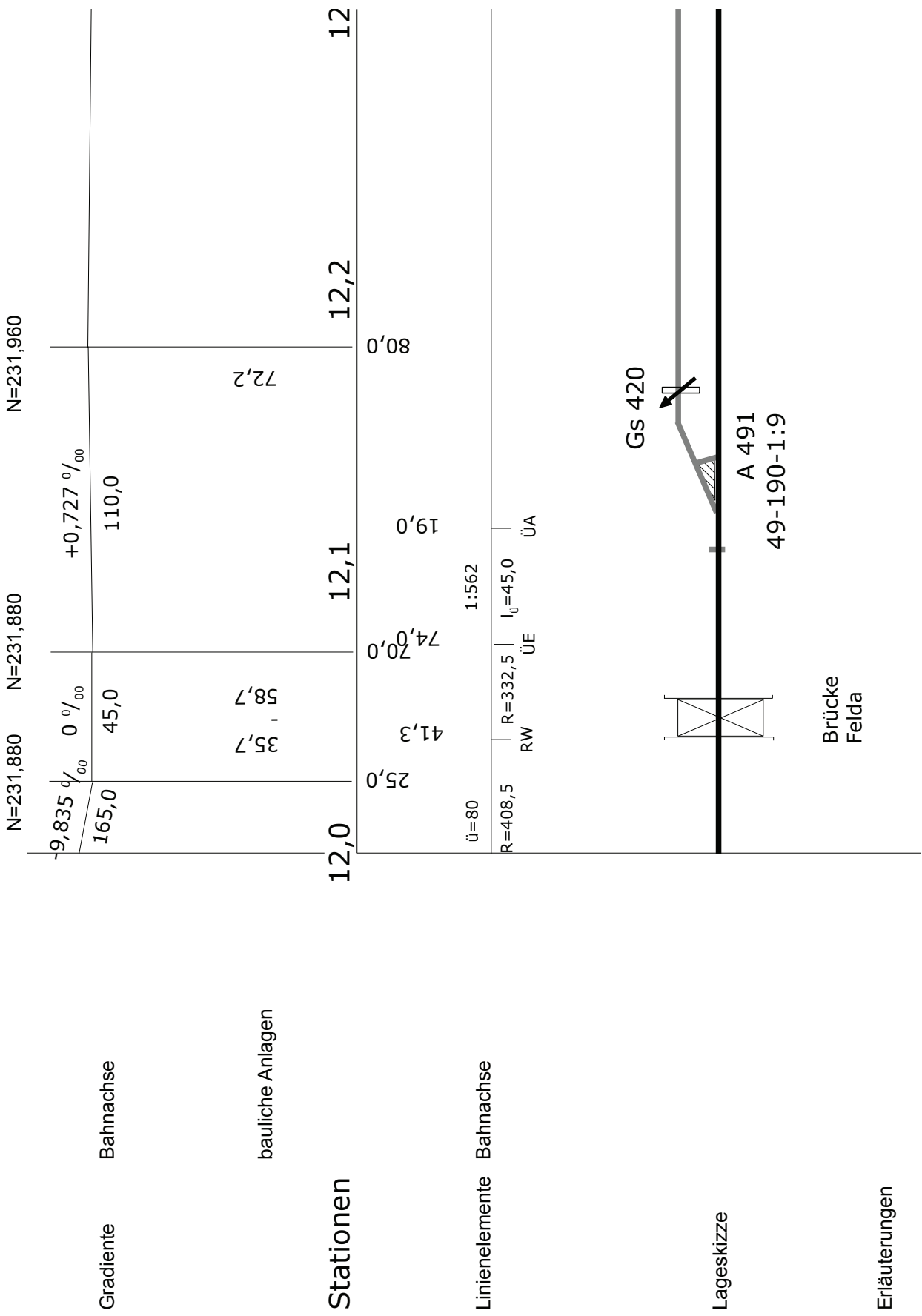
Tor  
Wegübergang  
Krenzer

Durchlass  
St DN 500

Tor  
Durchlass

Gs 421

A 4  
49-190-1



N=231,880    N=231,880    N=231,960

-9,835 ‰    0 ‰    +0,727 ‰

165,0    45,0    110,0

35,7    58,7    72,2

12,0    12,1    12,2    12,3    12,4    12,5    12,6    12,7    12,8    12,9    12,0

ü=80    1:562    R=408,5    RW    R=332,5    ÜE    I<sub>0</sub>=45,0    ÜA

Gs 420

A 491  
49-190-1:9

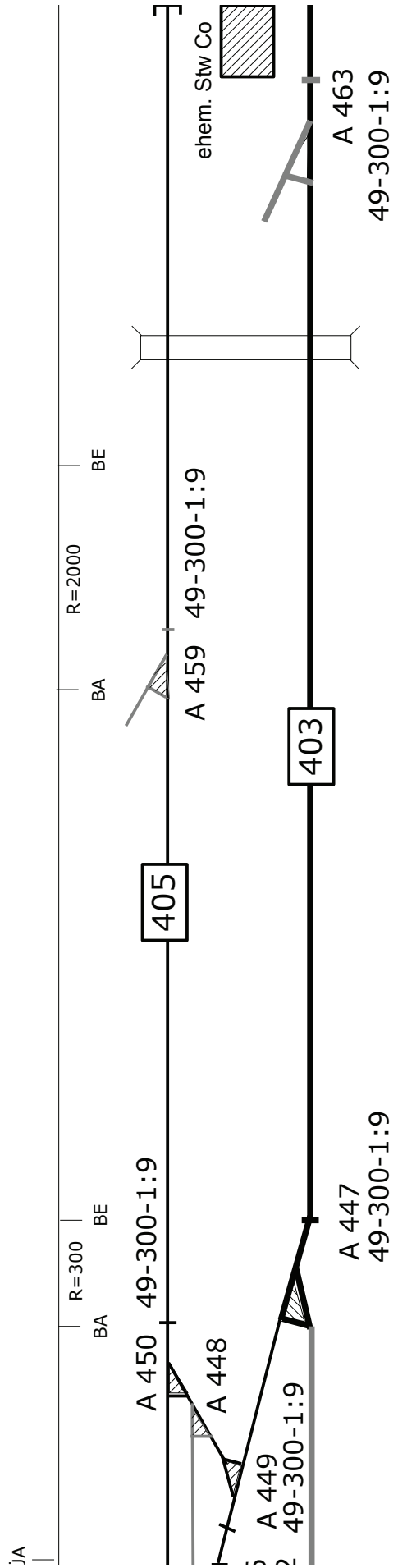
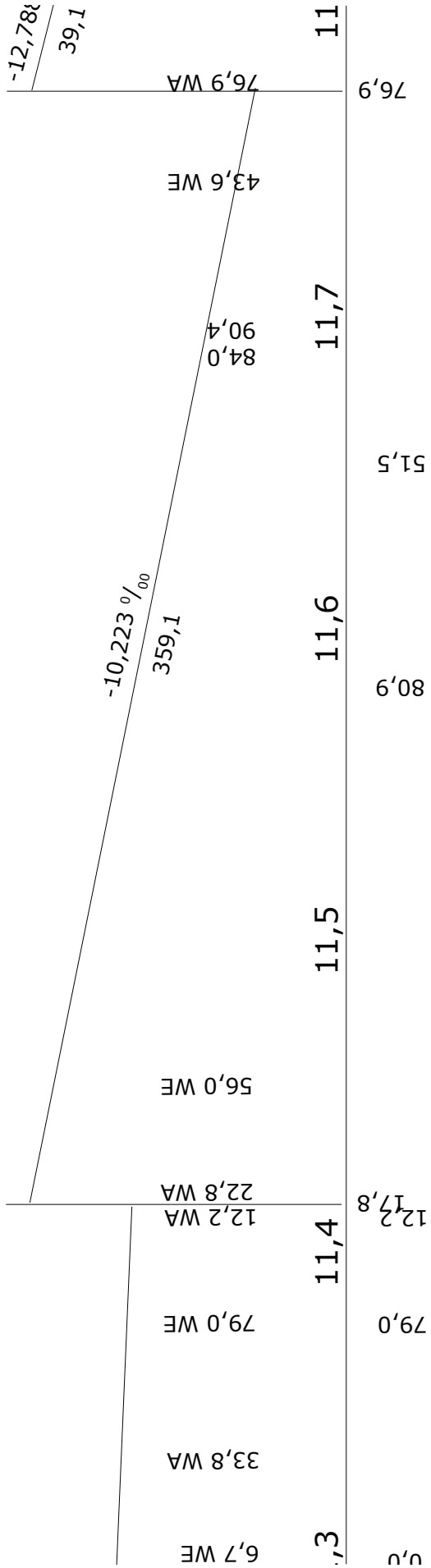
Brücke  
Felda

Erläuterungen



N=237,991

N=234,320



Straßenüberführung

N=244,480

N=242,820

N=239,037

-3,065 ‰<sub>00</sub>

200,0

-2,189 ‰<sub>00</sub>

477,8

0,78 Bstg

33,0 Bstg  
39,8

1,8 10,9 11,0 11,1 11,2 11

5	32,5	ÜE	l <sub>0</sub> =65,0	ÜA	97,5	40,0	11,0	11,1	11,2	21,5	54,0	67,5	11
								BA	BE	ÜA	ÜE	ÜE	ü
								R=2000			R=375	R=32,5	l <sub>0</sub> =32,5

1:619

1:542 ü=60 1:542

49-300-1:9

405

ehem. Bahnsteig 3/4

403

ehem. Bahnsteig 1/2

A 423 49-190-1:9

402

A 446

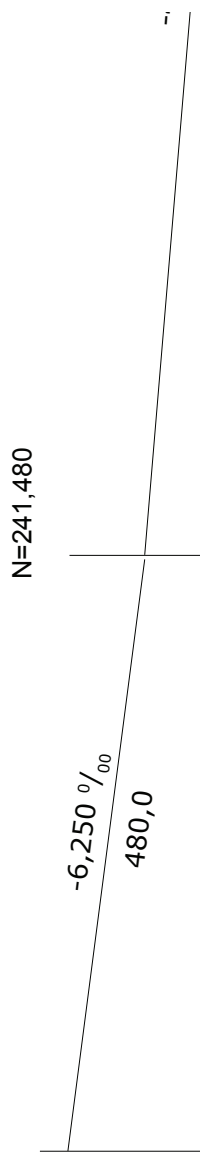
49-500-1:12

ehem.  
Personentunnel



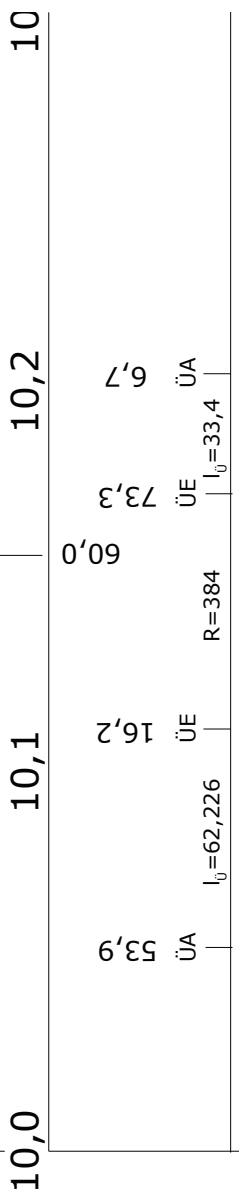
Gradiente

Bahnachse



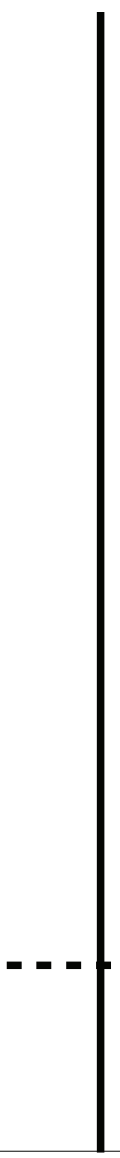
bauliche Anlagen

Stationen



Linienelemente Bahnachse

Lageskizze



Durchlass  
DN 600

Erläuterungen





N=244,480

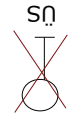
0 ‰

480,0

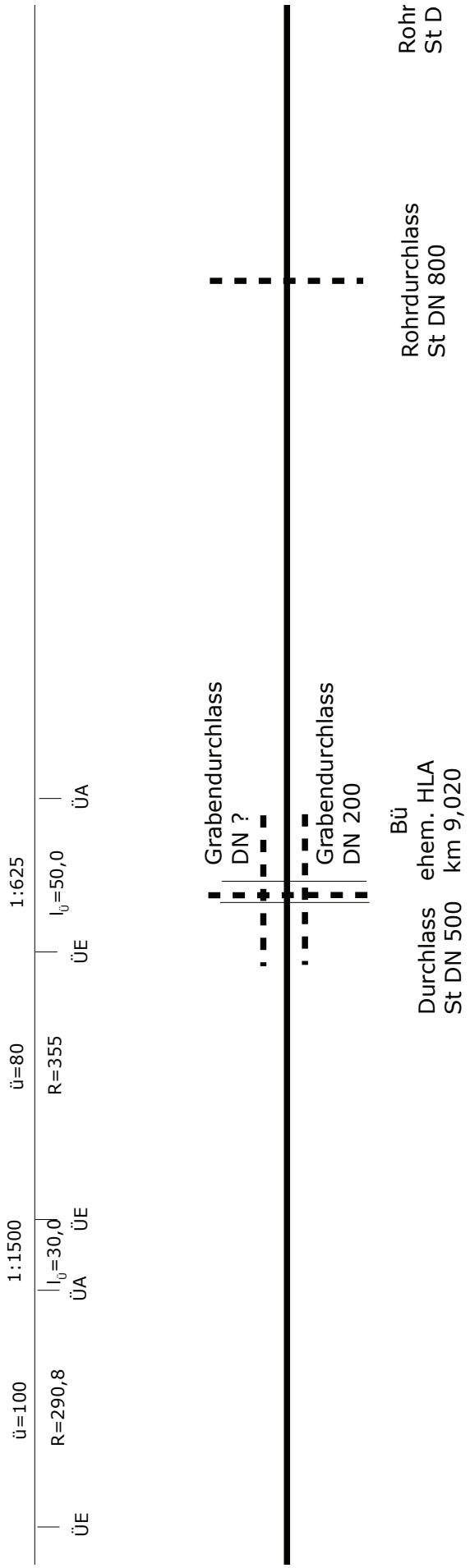
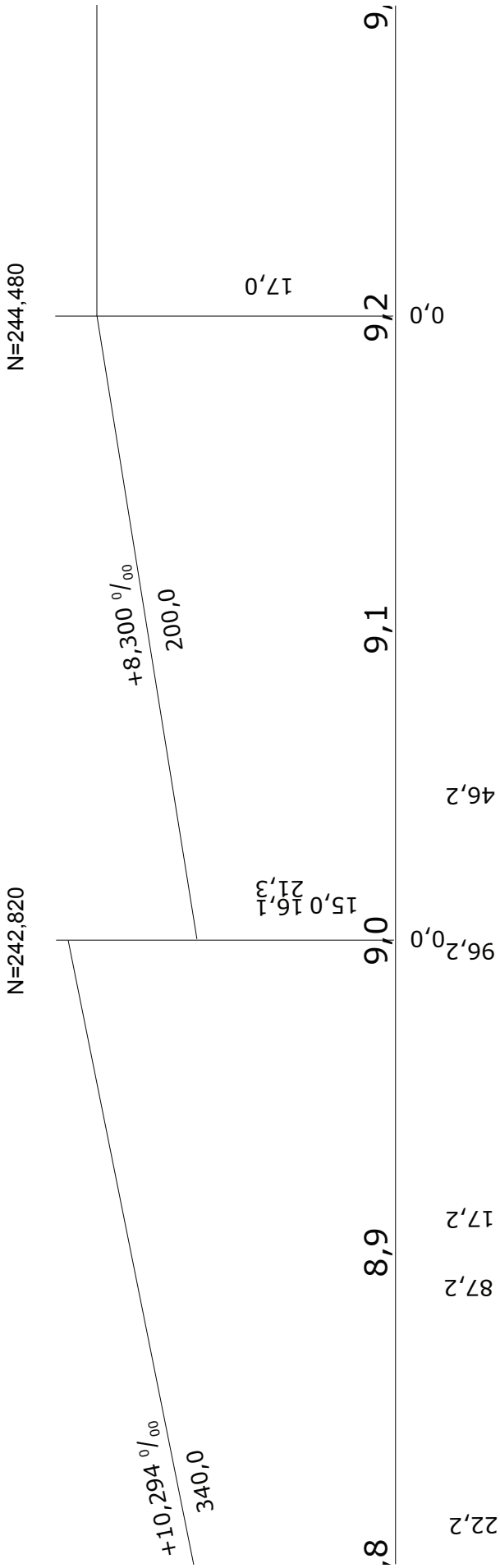
12,0

3, 9,4 9,5 9,6 9,7 9,9

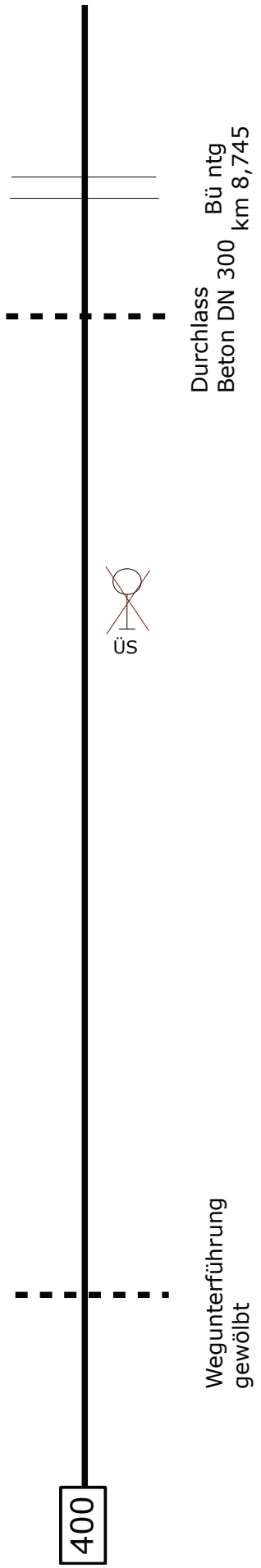
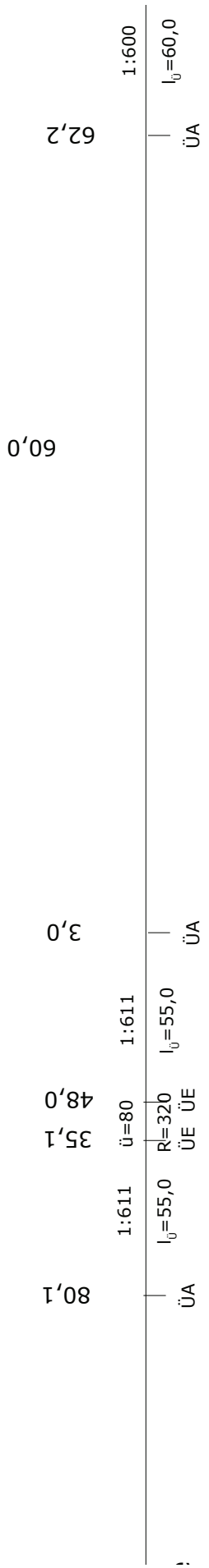
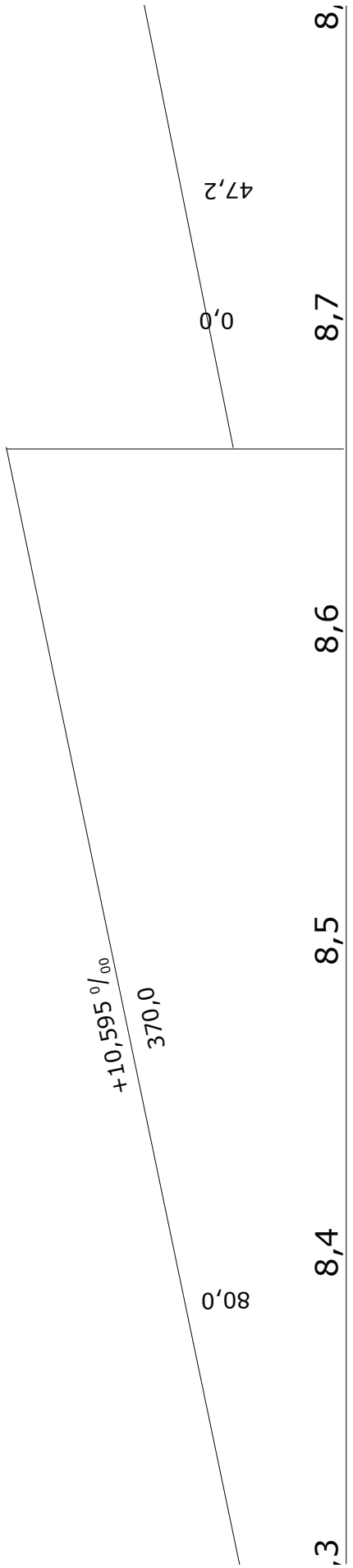
0,4	1:604	ü=53	1:759	10,4	üA	1:759	1:836
32,4	ü=32,0	R=480,7	üA	70,5	üA	1:759	1:836
78,3	üE	R=283	üE	10,4	üA	1:759	1:836
80,0	üE	R=283	üE	10,4	üA	1:759	1:836
39,5	üE	R=283	üE	10,4	üA	1:759	1:836
75,3	üE	R=283	üE	10,4	üA	1:759	1:836

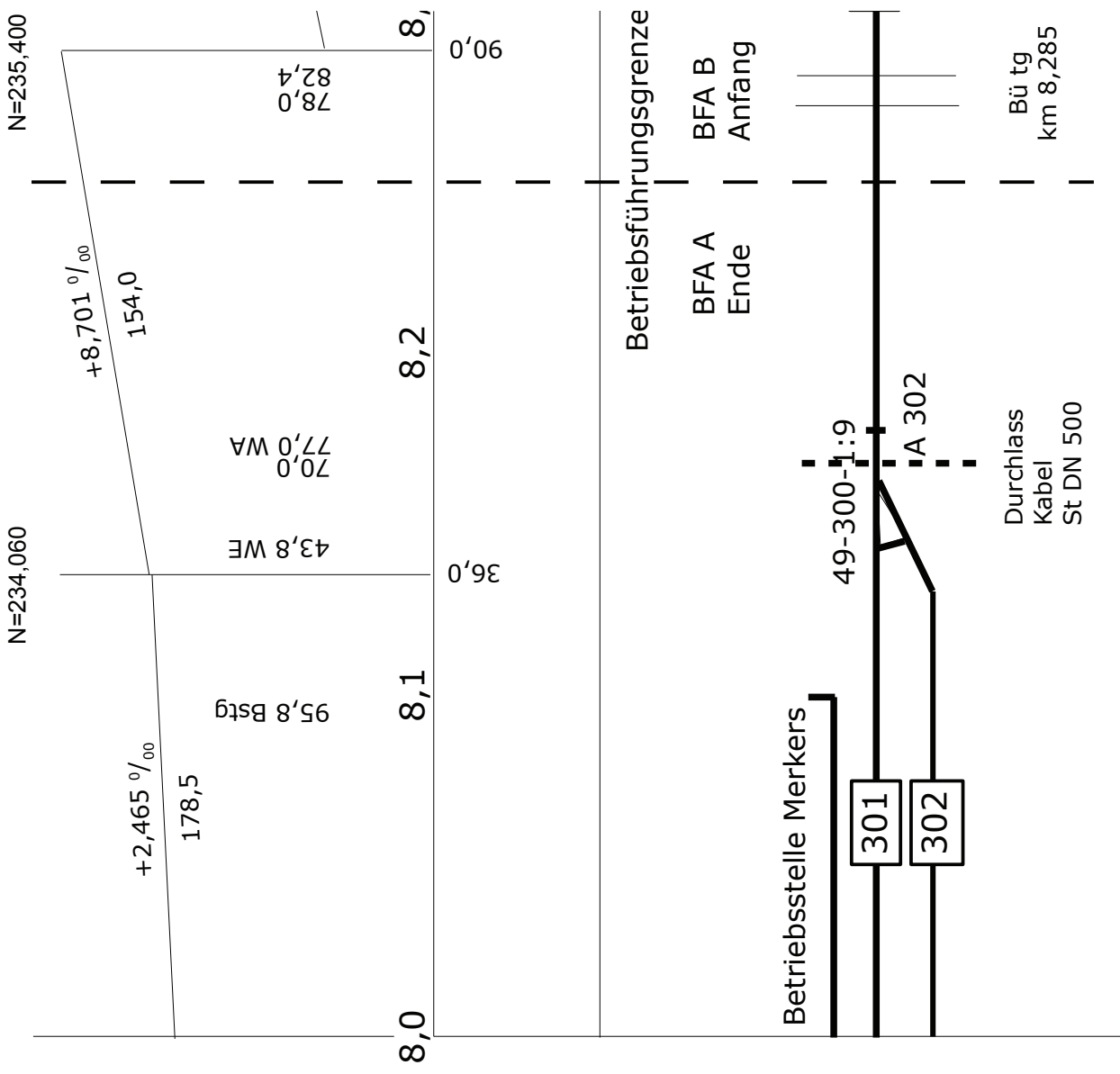


durchlass  
N 500



N=239,320





Gradiente Bahnachse

bauliche Anlagen

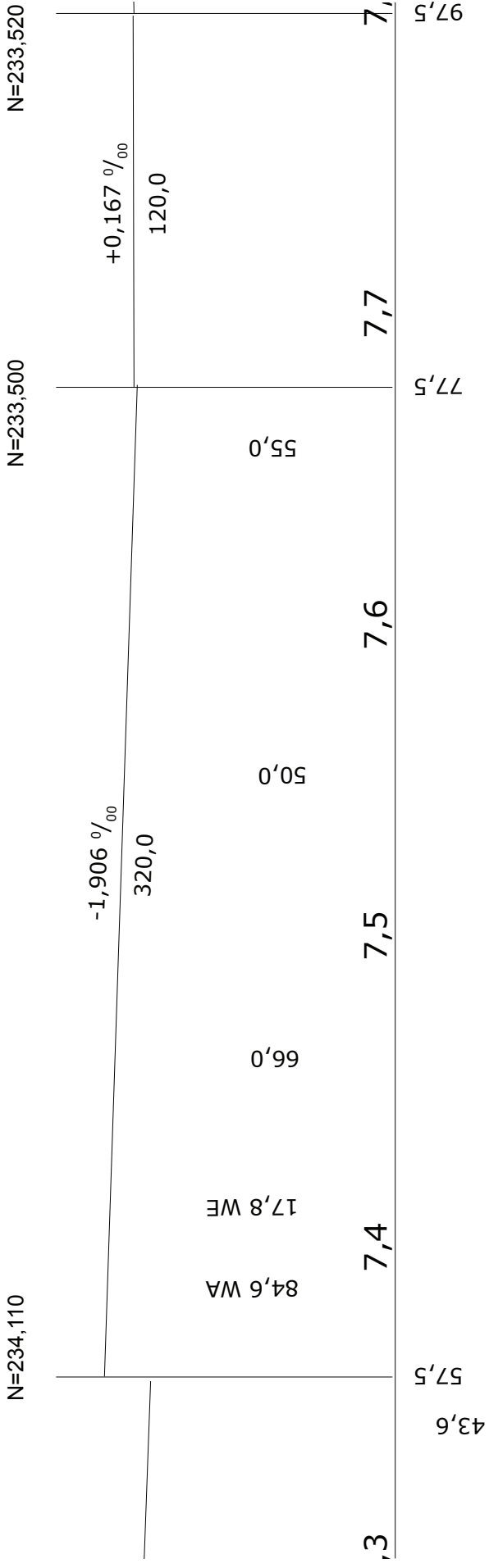
Stationen

Linienelemente Bahnachse

Lageskizze

Erläuterungen



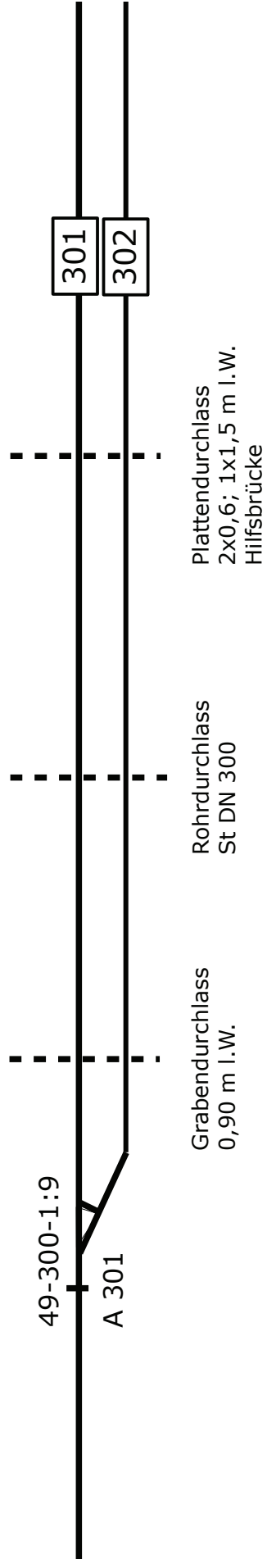


1:3333

$l_0=65,0$

ÜA

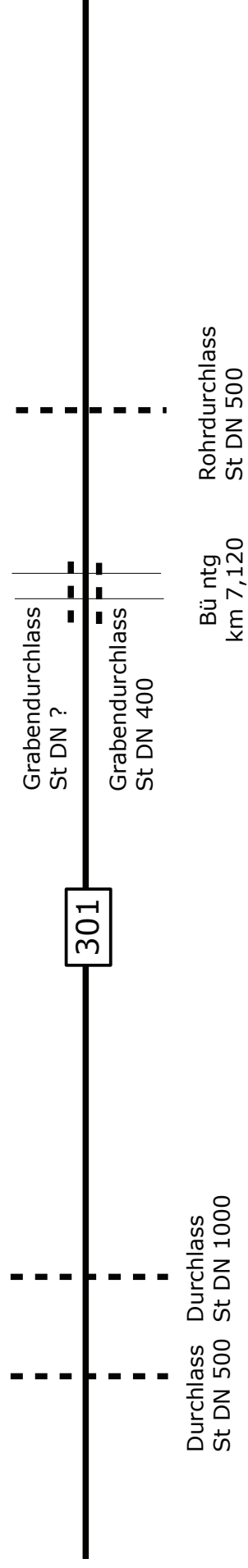
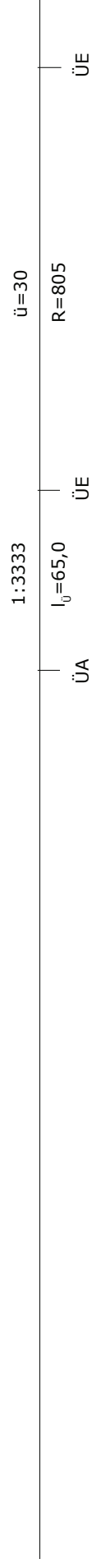
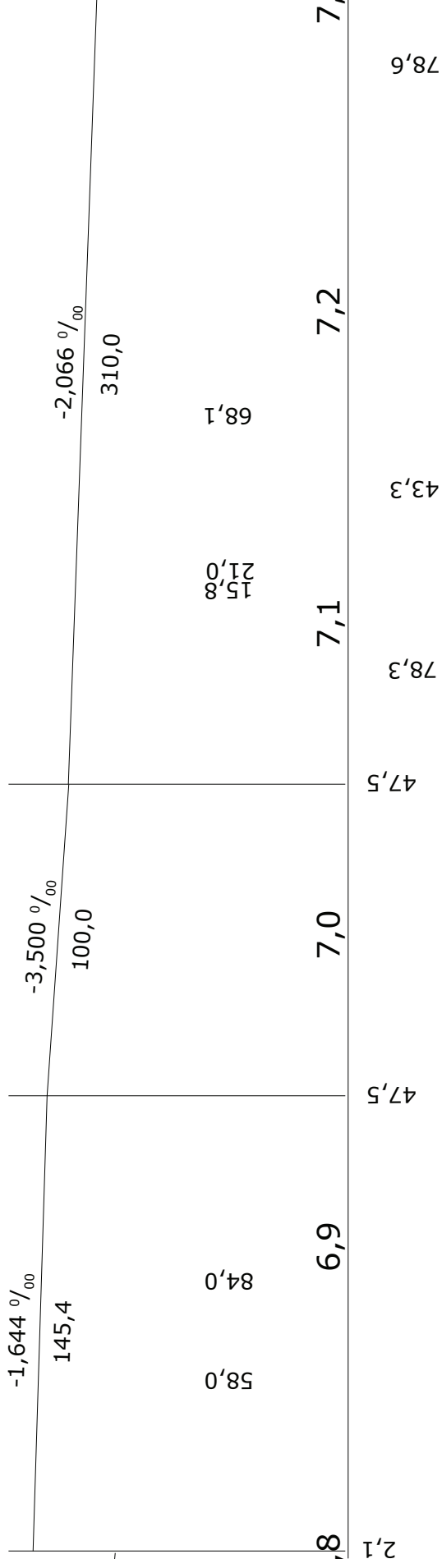
Nutzlänge Gleise 301 und 302: 700 m



5,339

N=235,100

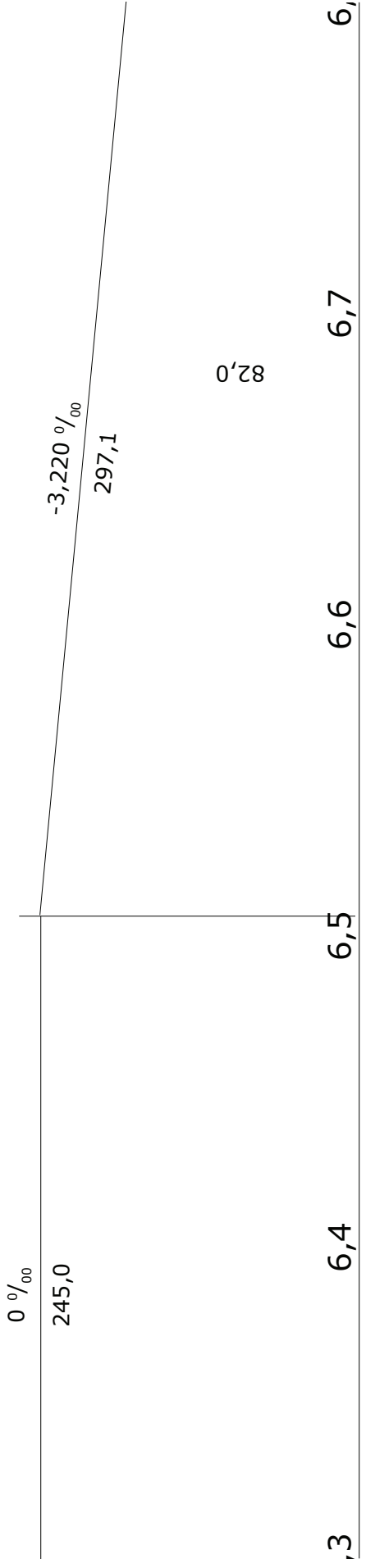
N=234,750





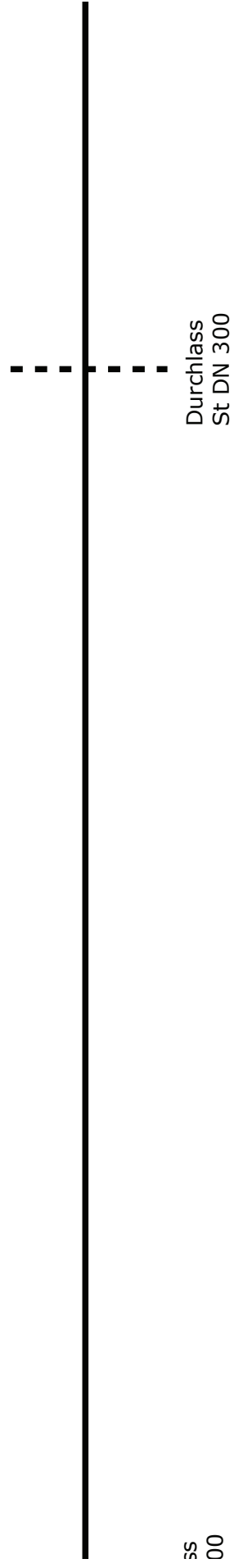
N=23

N=236,296

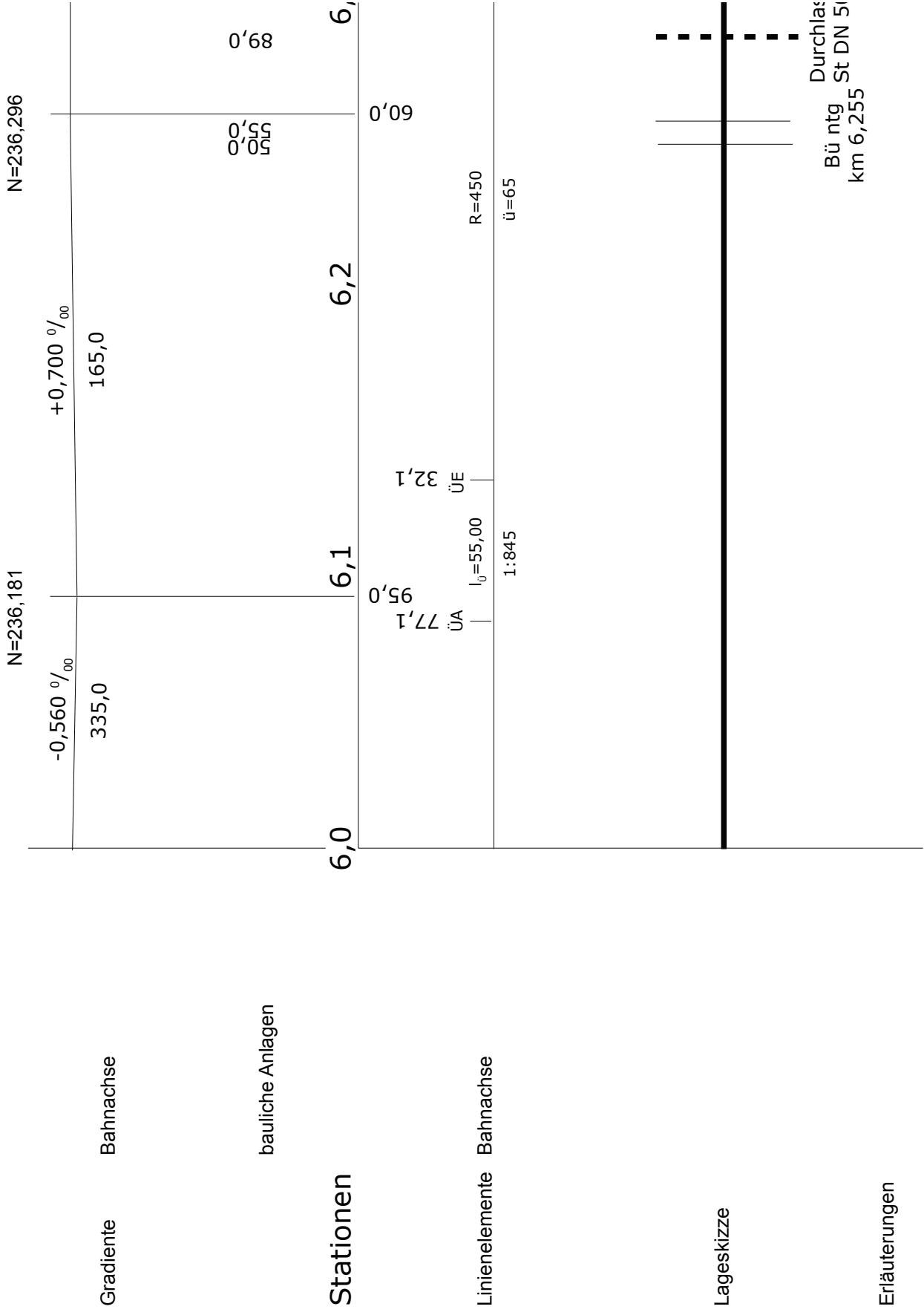


x	y
6,3	37,2
6,4	92,2
6,5	5,0
6,6	
6,7	
6,8	

$l_0 = 55,00$   
 ÜA  
 ÜE  
 1:845



55  
00

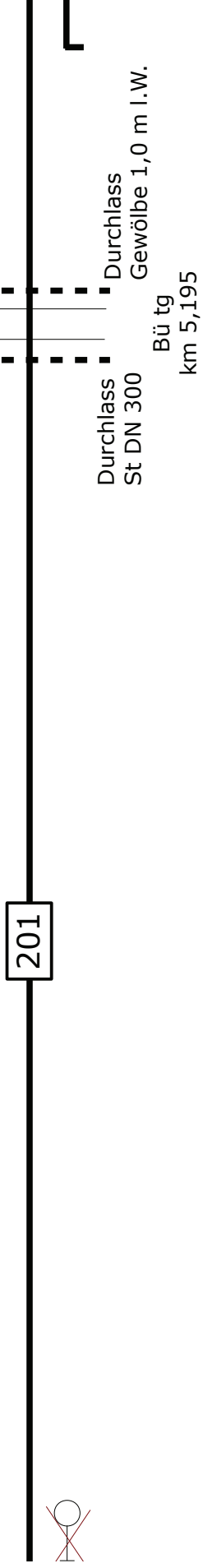
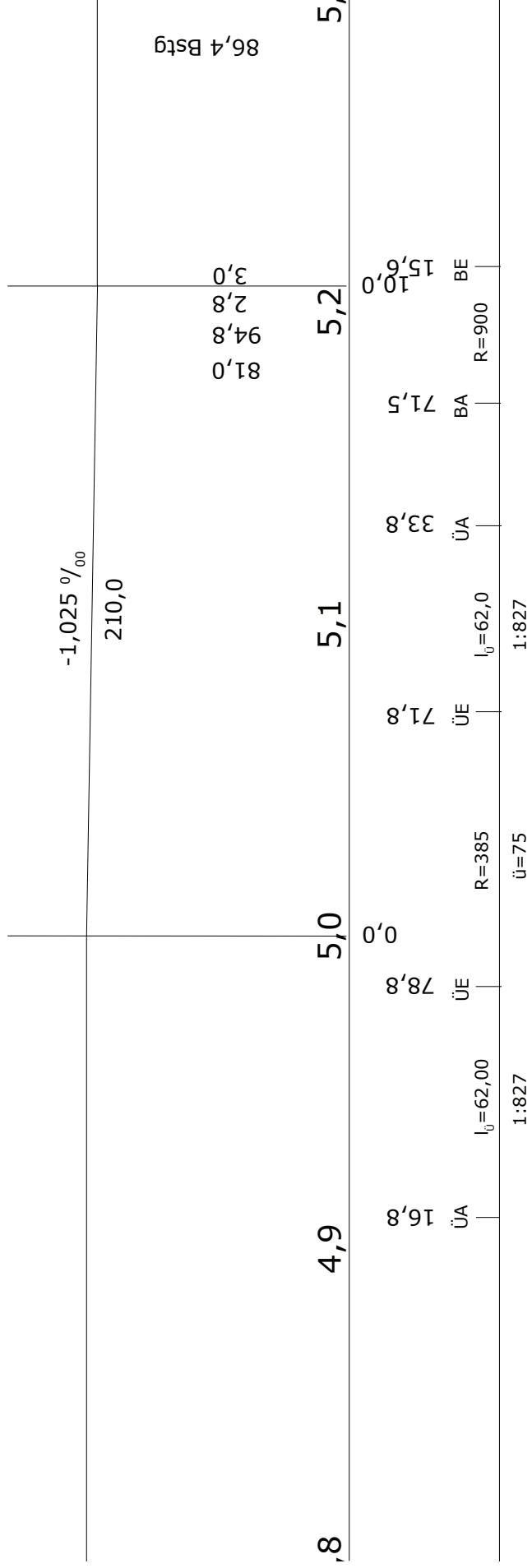






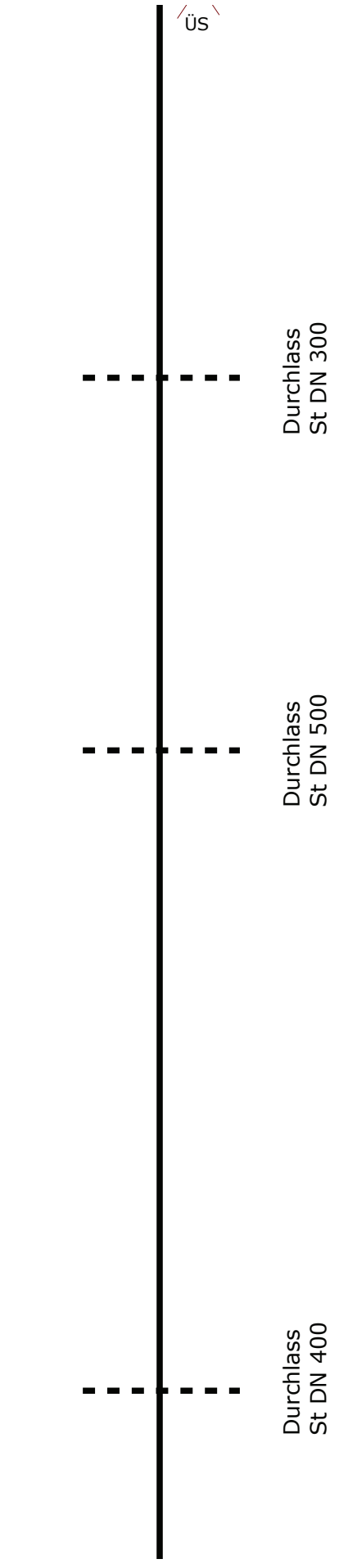
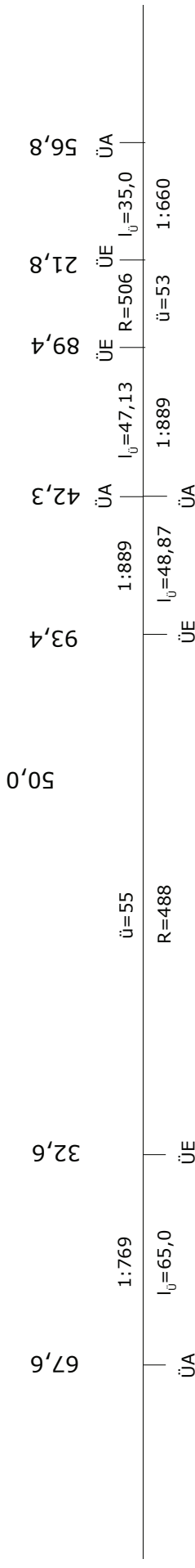
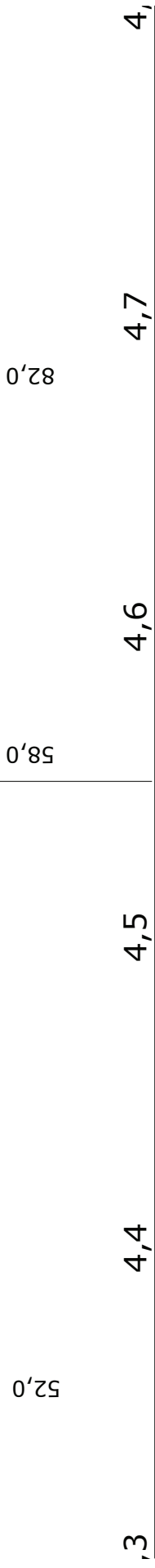
N=236,360

N=236,145

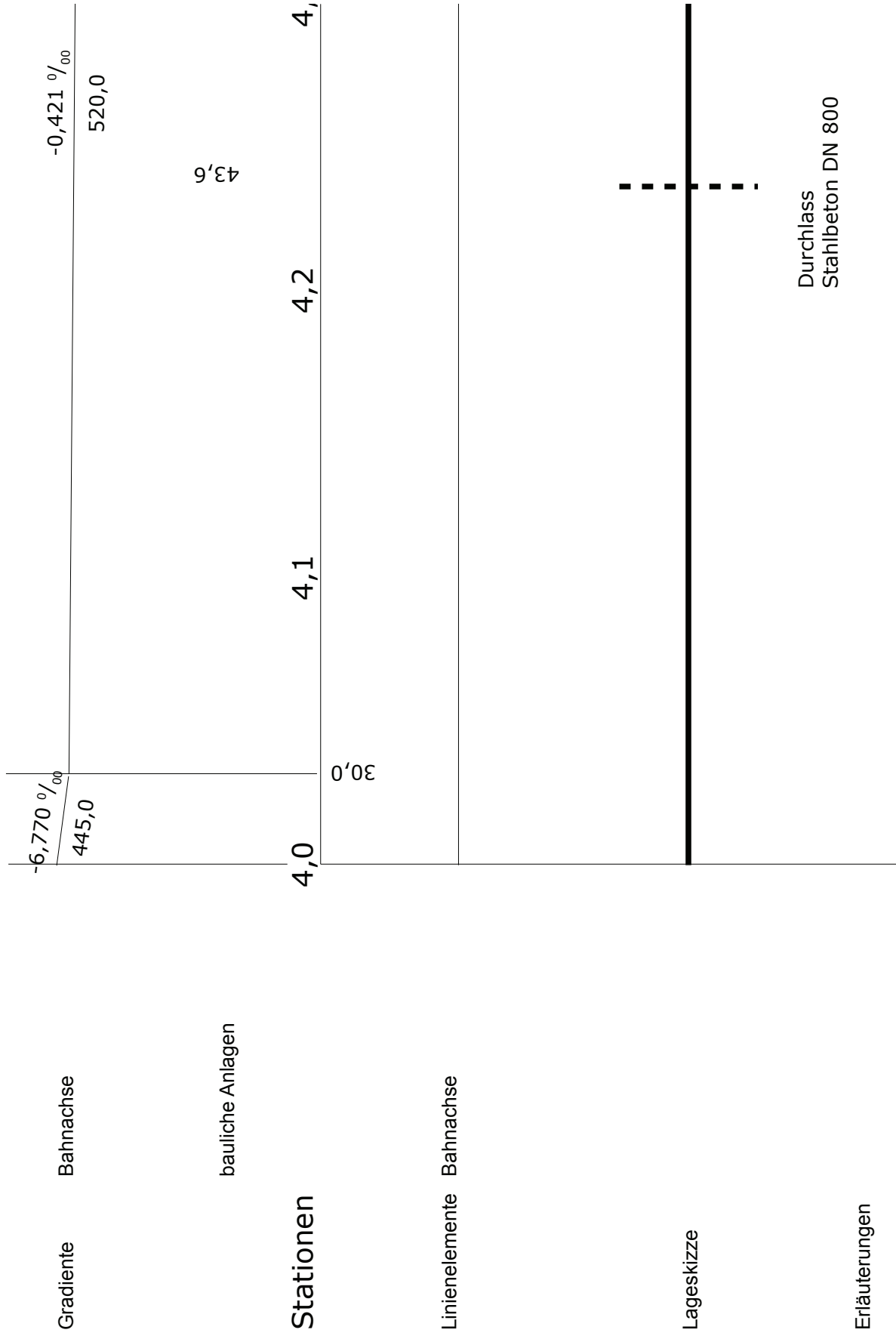


N=236,360

0 ‰  
450,0



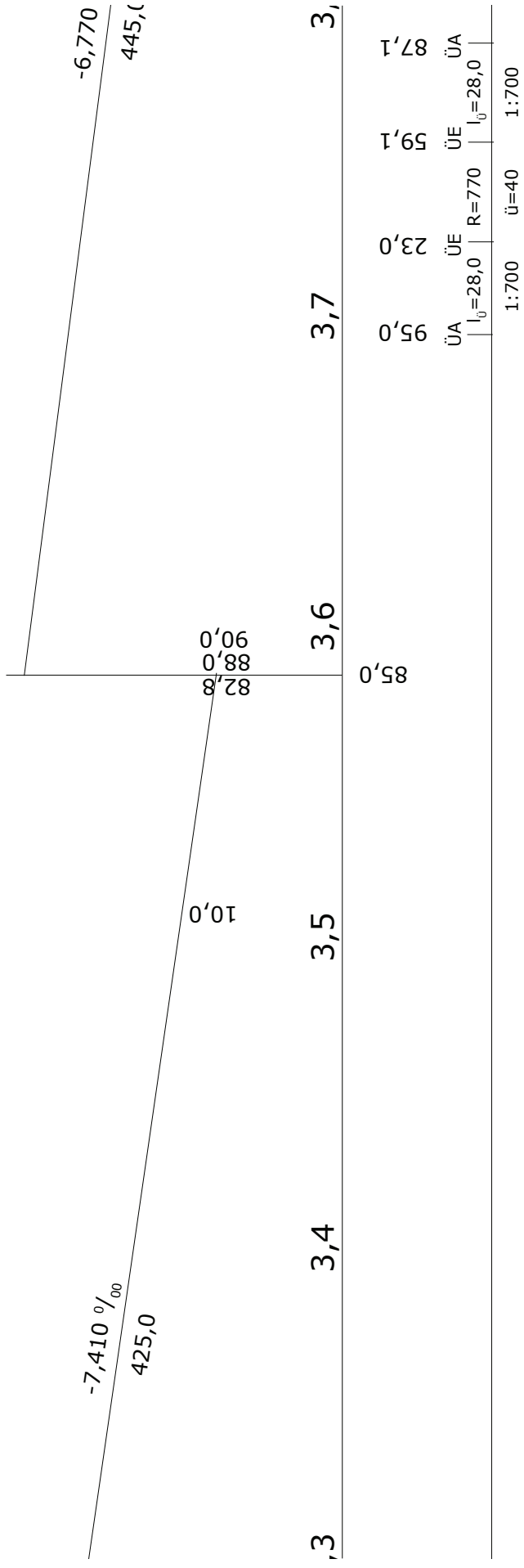
N=236,580







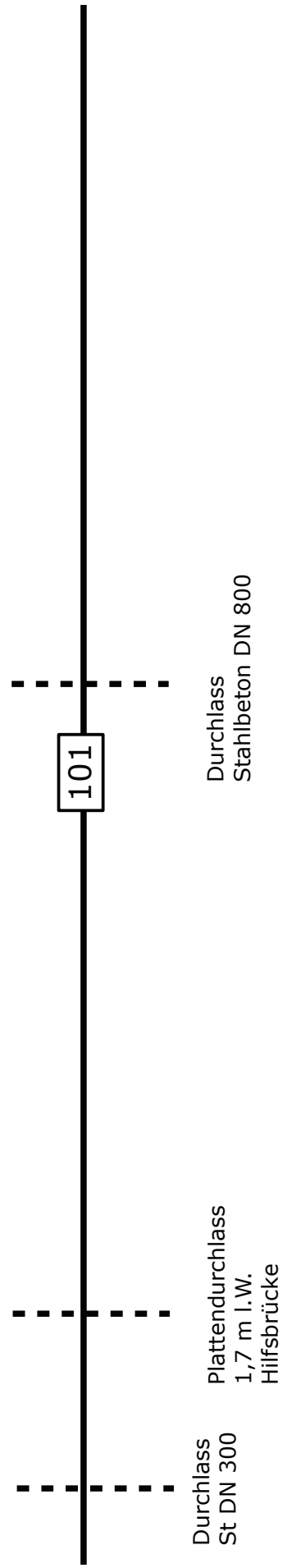
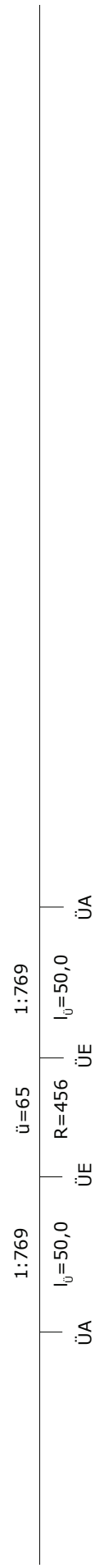
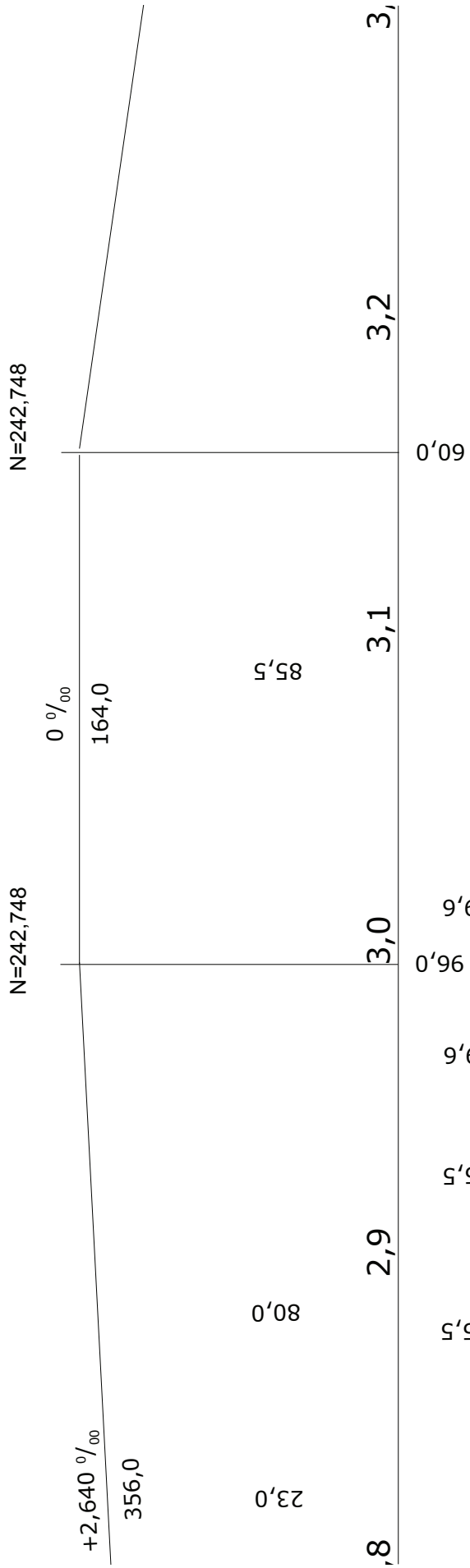
N=239,591

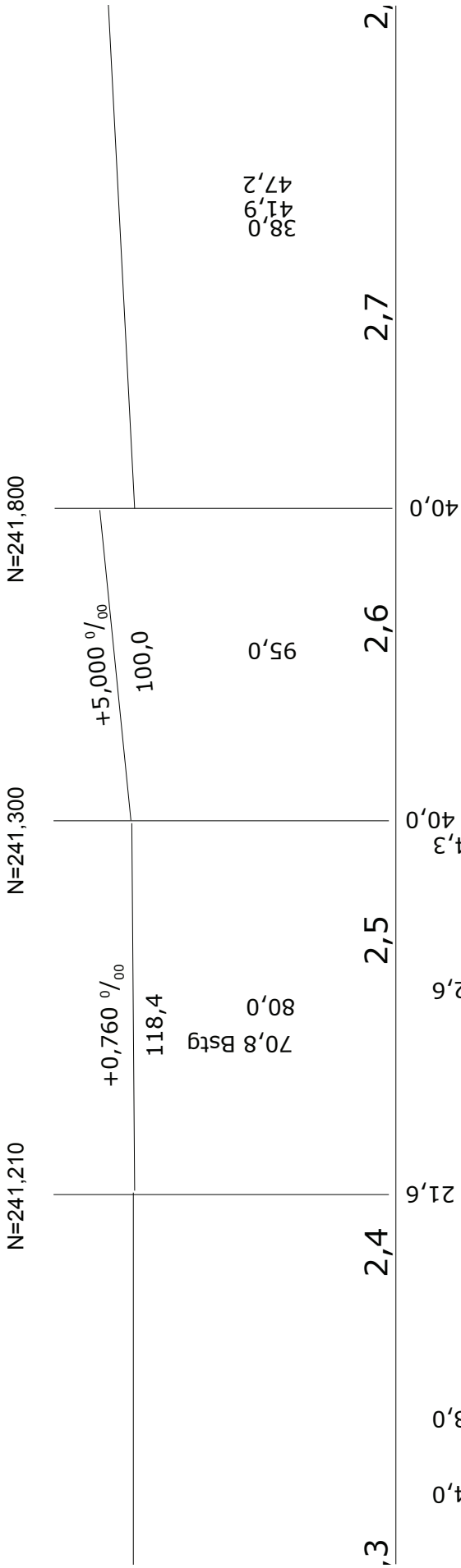


Durchlass  
St DN 500

Durchlass  
St DN 400

Bü ntg  
km 3,590





ÜE 24,0  
 ÜA 48,0  
 $\lambda = 1270$  |  $l_0 = 24,0$

ü=20 1:1200

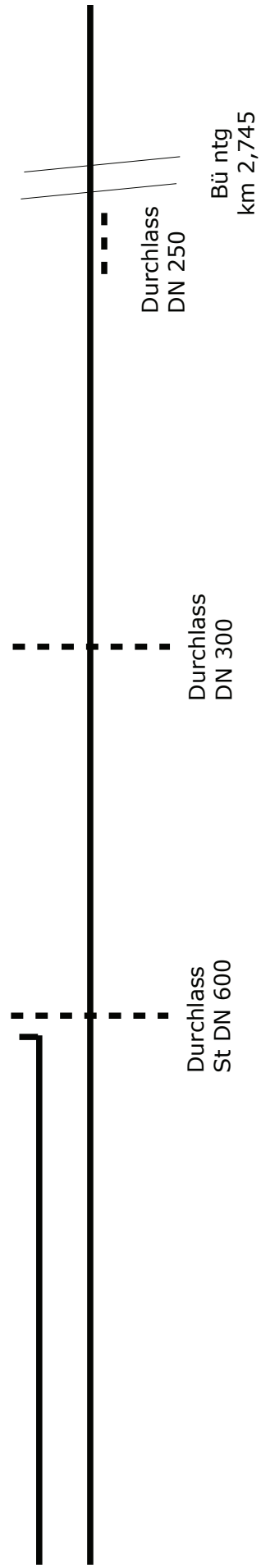
ü=0

R=3083

Nutzlänge WÜST = 215 m

WÜST Ende

iebsstelle Leimbach-Kaiserroda

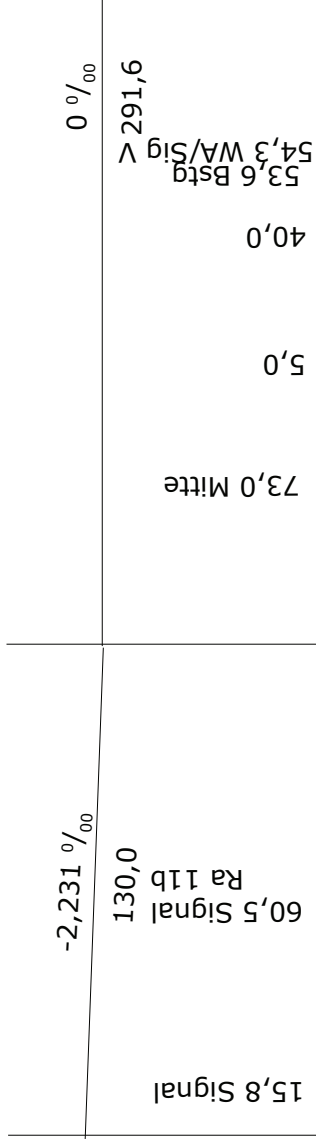


N=241,500

N=241,210

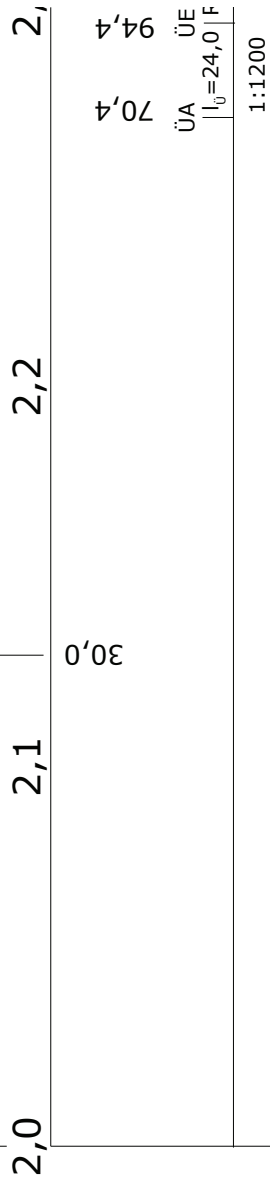
Gradiente

Bahnachse



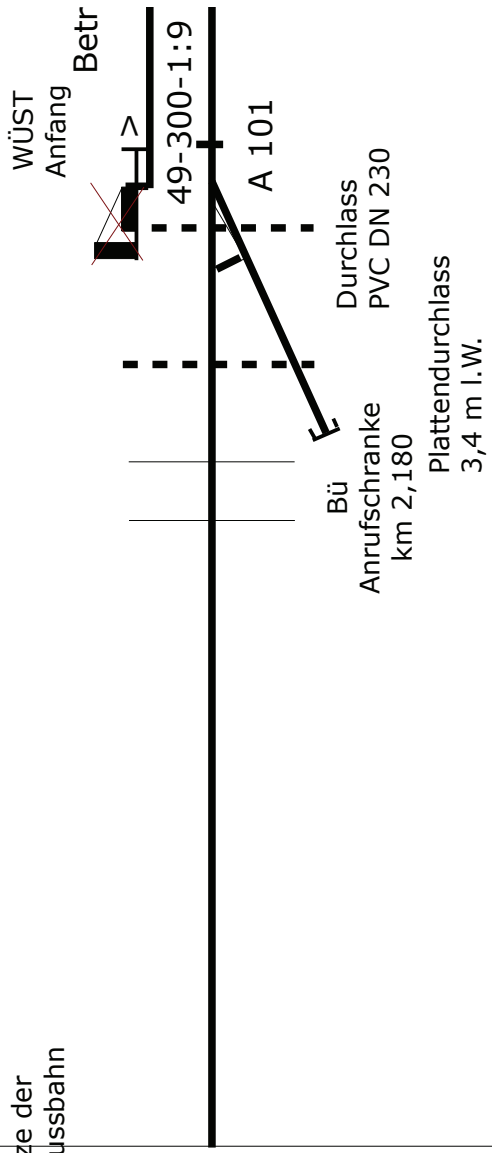
Stationen

bauliche Anlagen



Linienelemente

Grenze der Anschlussbahn



Lageskizze

Erläuterungen

WÜST  
Anfang  
Betr

49-300-1:9

A 101

Durchlass  
PVC DN 230

Bü  
Anrufschränke  
km 2,180  
Plattendurchlass  
3,4 m l.W.