

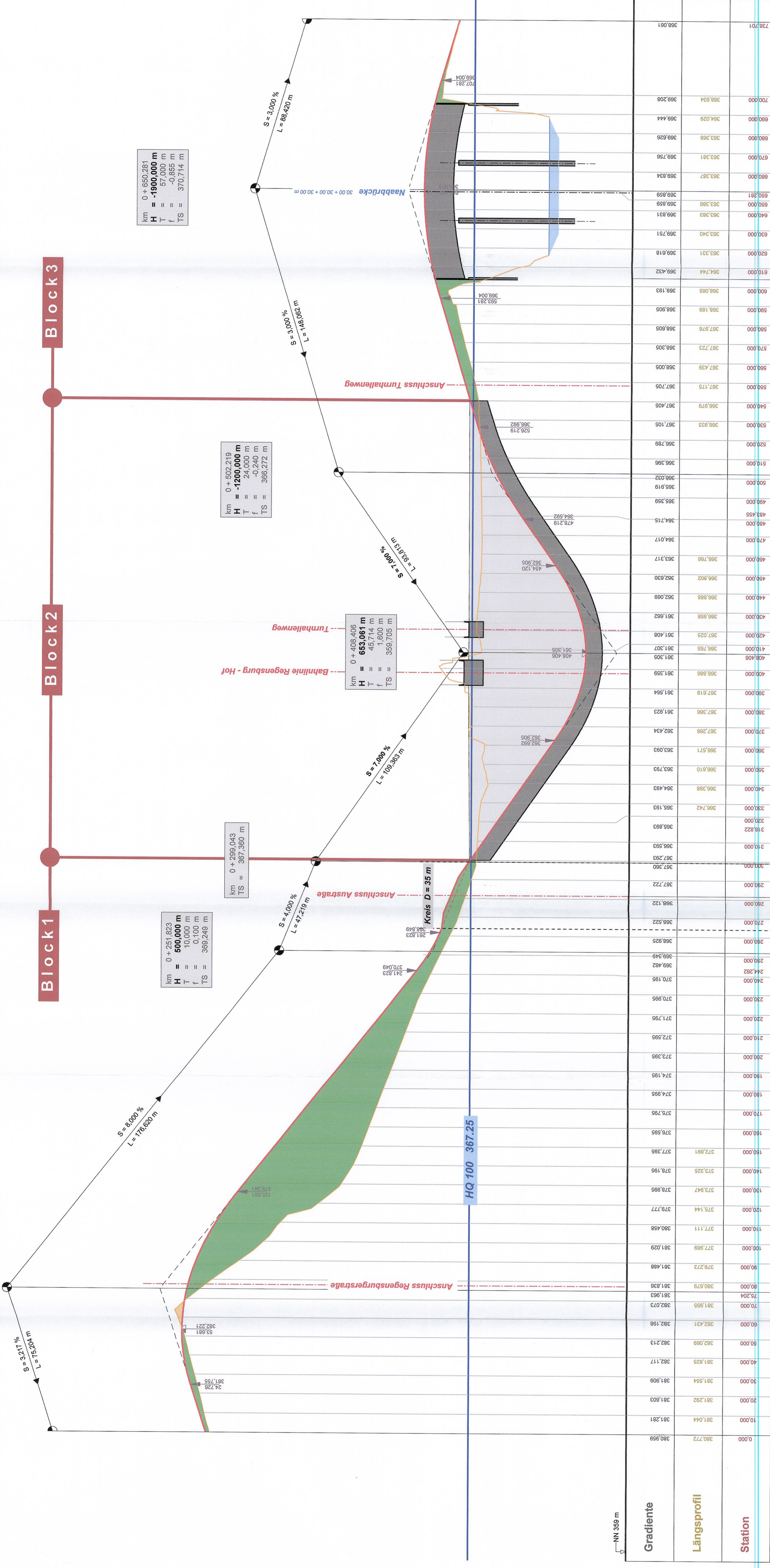
km 0 + 075,204
H = -900,000 m
T = 50,477 m
f = 363,279 m
TS = 363,279 m

km 0 + 251,923
H = 600,000 m
T = 10,000 m
f = 0,100 m
TS = 369,249 m

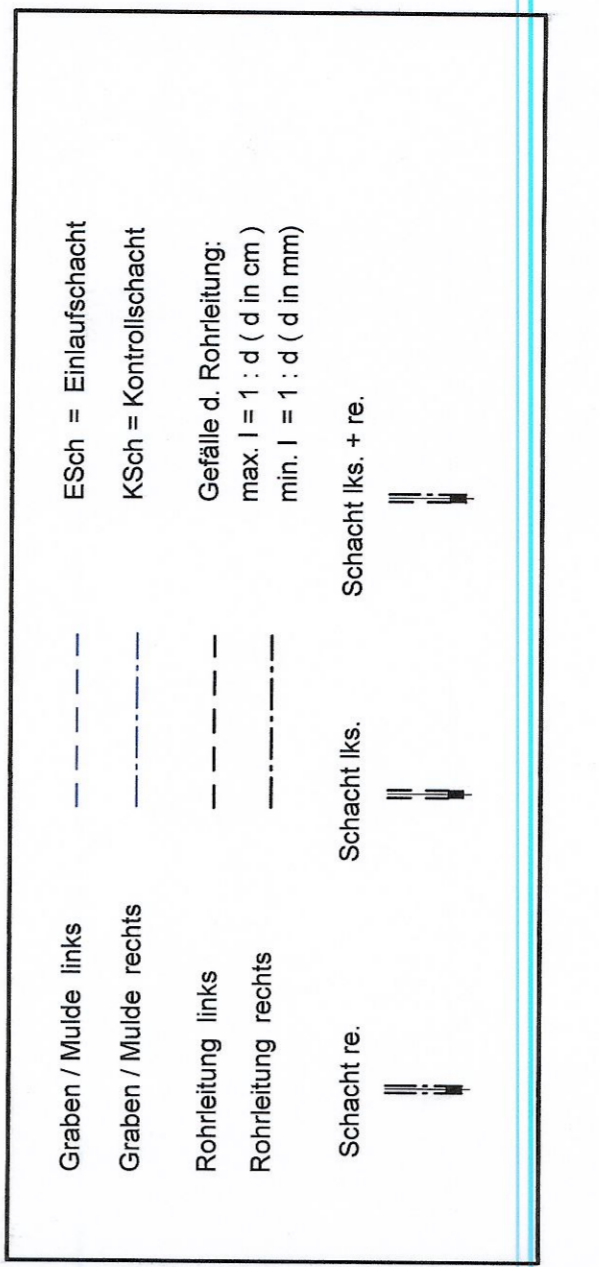
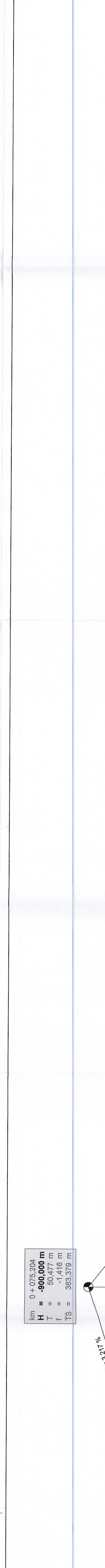
km 0 + 408,405
H = 663,091 m
T = 45,714 m
f = -0,240 m
TS = 369,705 m

km 0 + 502,219
H = -1200,000 m
T = 24,000 m
f = -0,240 m
TS = 369,272 m

km 0 + 650,281
H = -1900,000 m
T = 57,000 m
f = -0,855 m
TS = 370,714 m



Station	0+000	0+100	0+150	0+200	0+250	0+300	0+350	0+400	0+450	0+500	0+550	0+600	0+650	0+700
Gradiante	380,959	381,044	381,282	381,603	381,954	382,117	382,117	382,117	382,117	382,117	382,117	382,117	382,117	382,117
Längsprofil	380,959	381,044	381,282	381,603	381,954	382,117	382,117	382,117	382,117	382,117	382,117	382,117	382,117	382,117



Freistaat Bayern
Staatliches Bauamt Amberg-Weilburg

Voruntersuchung
St 2040 Amberg - Nabburg - Neunburg v. W.
St 2040 Beseitigung
des Bahnübergangs in Nabburg

18.01.2007
Glasner Ute Baufeldleiter

Uhranlage
Blatt Nr.
Datum
Zeichen
She/Bi
Si
Nst
Höhenplan
Mabstab 1:1000/100

Variante V5
Fiktivtrasse 1.5a
A30 Bahntunnelführung

Proj. - 10/2006

