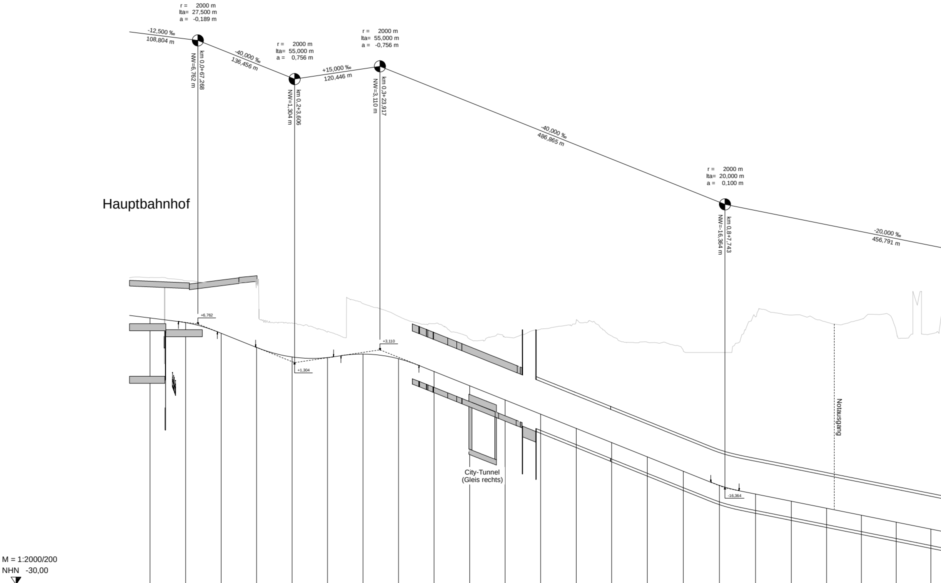
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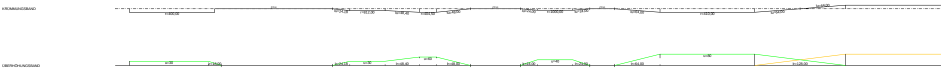
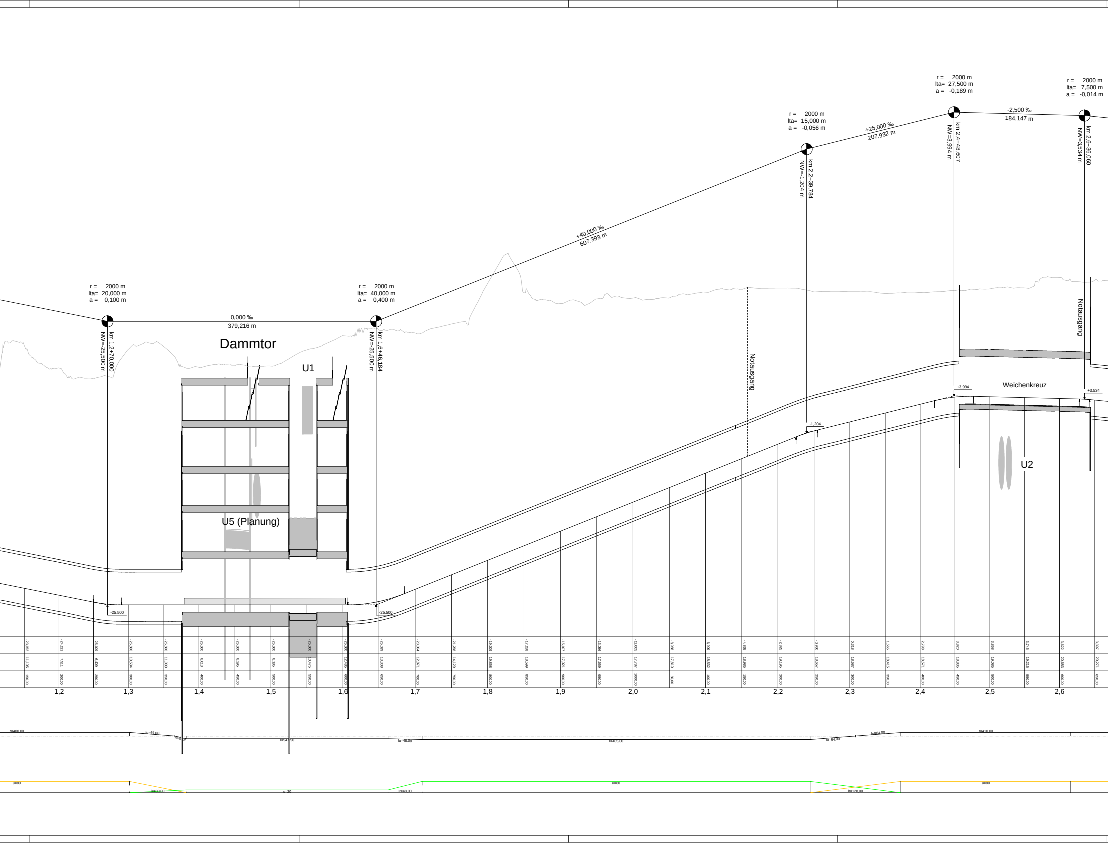
lta= 27,500 m
a = -0,189 m
-12,500 ‰
108,804 m
km 0,0+67,268
NW=6,762 m
-40,000 ‰
136,456 m
r = 2000 m
lta= 55,000 m
a = 0,756 m
km 0,2+3,606
NW=1,304 m
+15,000 ‰
120,446 m
r = 2000 m
lta= 55,000 m
a = -0,756 m
km 0,3+23,917
NW=3,110 m
-40,000 ‰
486,865 m
r = 2000 m
lta= 20,000 m
a = 0,100 m
km 0,8+7,743
NW=-16,364 m
-20,000 ‰
456,791 m
Hauptbahnhof
+6,762
+1,304
+3,110
-16,364
City-Tunnel
(Gleis rechts)
Notausgang

M = 1:2000/200
NHN -30,00

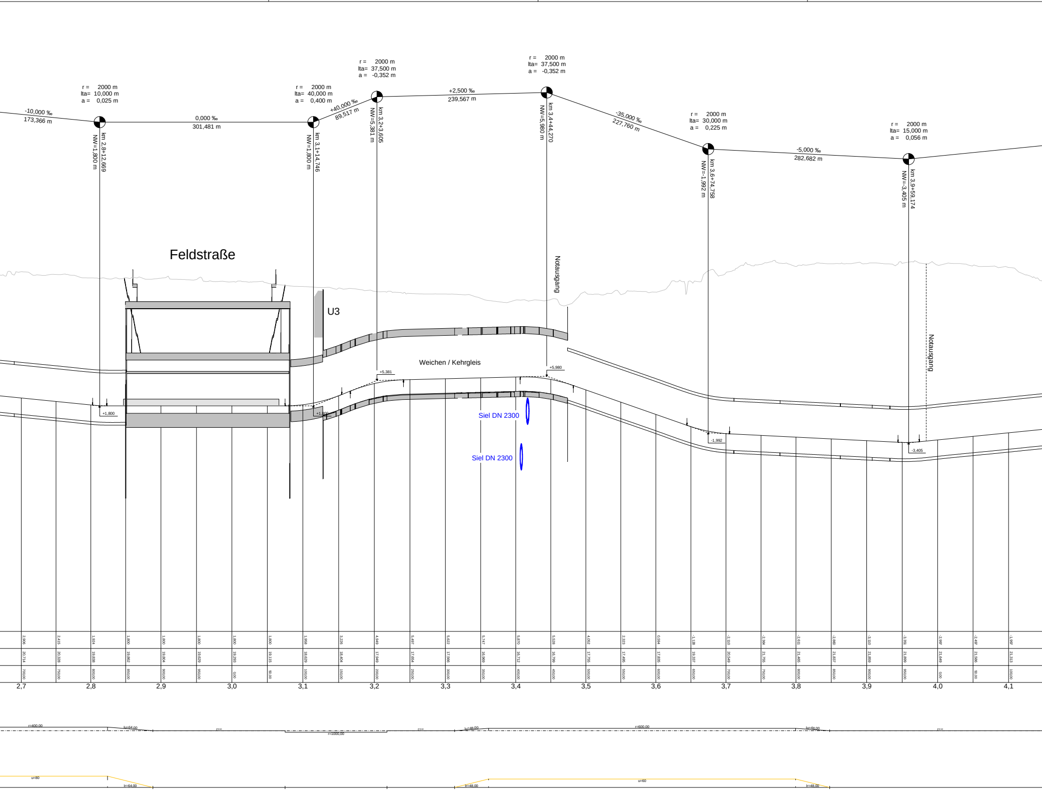
SO Planung	7,607	6,953	5,448	3,448	2,108	2,018	2,510	1,856	0,055	-1,963	-3,955	-5,957	-7,967	-9,967	-11,979	-14,013	-16,012	-17,225	-18,286	-19,233	-20,215	-21,195	-22,174
Gelände	13,322	12,839	12,611	13,034	6,904	5,662	9,632	7,886	6,801	4,634	4,885	6,032	7,385	5,074	4,395	2,930	2,740	7,744	8,022	7,017	7,430	5,765	5,369
Station	0,00	50,00	100,00	150,00	200,00	250,00	300,00	350,00	400,00	450,00	500,00	550,00	600,00	650,00	700,00	750,00	800,00	850,00	900,00	950,00	0,00	50,00	100,00
	0,0		0,1		0,2		0,3		0,4		0,5		0,6		0,7		0,8		0,9		1,0		1,1


KRÜMMUNGSBAND
r=400,00
r=∞
lu=24,18
r=812,00
lu=48,40
r=404,50
lu=48,00
r=∞
lu=24,00
r=1000,00
lu=24,00
r=∞
lu=64,00
r=410,00
lu=64,00
lu=64,00
ÜBERHÖHUNGSBAND
u=30
lr=18,00
lr=24,18
u=30
lr=48,40
u=60
lr=48,00
lr=24,00
u=40
lr=24,00
lr=64,00
u=80
lr=128,00

01-8003-VET-Hamburg\LS-Variante-2b-e.PLT\LS-Variante-2b-e Druckdatum: 25.08.2


r = 2000 m
lta= 20,000 m
a = 0,100 m
km 1,2+70,000
NW=-25,500 m
0,000 ‰
379,216 m
r = 2000 m
lta= 40,000 m
a = 0,400 m
km 1,6+46,184
NW=-25,500 m
+40,000 ‰
607,393 m
r = 2000 m
lta= 15,000 m
a = -0,056 m
km 2,2+39,784
NW=-1,204 m
+25,000 ‰
207,932 m
r = 2000 m
lta= 27,500 m
a = -0,189 m
km 2,4+48,607
NW=3,994 m
-2,500 ‰
184,147 m
r = 2000 m
lta= 7,500 m
a = -0,014 m
km 2,6+36,060
NW=3,534 m
Dammtor
U1
U5 (Planung)
Notausgang
Notausgang
Weichenkreuz
U2
-25,500
-25,500
-1,204
+3,994
+3,534
1,2
1,3
1,4
1,5
1,6
1,7
1,8
1,9
2,0
2,1
2,2
2,3
2,4
2,5
2,6
r=400,00
lu=64,00
r=547,50
lu=48,00
r=405,00
lu=64,00
lu=64,00
r=410,00
u=80
lr=80,00
u=20
lr=48,00
u=80
lr=128,00
u=80

-23,352	-24,131	-25,309	-25,500	-25,500	-25,500	-25,500	-25,500	-25,500	-25,500	-25,039	-23,304	-21,258	-19,309	-17,358	-15,307	-13,056	-11,005	-8,956	-6,909	-4,885	-2,825	-0,950	0,318	1,565	2,798	3,820	3,868	3,745	3,622	3,397
11,106	7,911	6,409	10,534	11,000	8,013	8,295	8,385	10,475	12,485	13,308	12,871	14,129	19,858	18,599	17,021	17,659	17,787	17,810	18,532	18,985	19,195	18,657	18,687	18,415	18,571	18,835	19,085	19,215	20,683	20,271
150,00	200,00	250,00	300,00	350,00	400,00	450,00	500,00	550,00	600,00	650,00	700,00	750,00	800,00	850,00	900,00	950,00	1000,00	50,00	100,00	150,00	200,00	250,00	300,00	350,00	400,00	450,00	500,00	550,00	600,00	650,00


Feldstraße
U3
Weichen / Kehrgleis
Notausgang
Notausgang
Siel DN 2300
Siel DN 2300
-10,000 ‰
173,366 m
r = 2000 m
lta= 10,000 m
a = 0,025 m
km 2,8+12,669
NW=1,800 m
0,000 ‰
301,481 m
r = 2000 m
lta= 40,000 m
a = 0,400 m
km 3,1+14,746
NW=1,800 m
+40,000 ‰
89,517 m
r = 2000 m
lta= 37,500 m
a = -0,352 m
km 3,2+3,605
NW=5,381 m
+2,500 ‰
239,567 m
r = 2000 m
lta= 37,500 m
a = -0,352 m
km 3,4+44,270
NW=5,980 m
-35,000 ‰
227,760 m
r = 2000 m
lta= 30,000 m
a = 0,225 m
km 3,6+74,758
NW=-1,992 m
-5,000 ‰
282,682 m
r = 2000 m
lta= 15,000 m
a = 0,056 m
km 3,9+59,174
NW=-3,405 m
+1,800
+1,800
+5,381
+5,980
-1,992
-3,405
2,906 20,714 700,00
2,415 20,328 750,00
1,924 19,838 800,00
1,800 19,862 850,00
1,800 19,804 900,00
1,800 19,629 950,00
1,800 19,293 0,00
1,800 19,115 50,00
1,958 18,629 100,00
3,226 18,404 150,00
4,949 17,949 200,00
5,497 17,654 250,00
5,622 17,566 300,00
5,747 16,969 350,00
5,870 16,712 400,00
5,528 16,799 450,00
4,052 17,755 500,00
2,323 17,495 550,00
0,594 17,835 600,00
-1,128 19,337 650,00
-2,110 20,549 700,00
-2,364 21,755 750,00
-2,611 21,465 800,00
-2,880 21,837 850,00
-3,110 21,859 900,00
-3,351 21,899 950,00
-2,997 21,649 0,00
-2,497 21,586 50,00
-1,997 21,313 100,00
2,7
2,8
2,9
3,0
3,1
3,2
3,3
3,4
3,5
3,6
3,7
3,8
3,9
4,0
4,1
r=400,00
lu=64,00
r=∞
r=1000,00
r=∞
lu=48,00
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lu=48,00
r=∞
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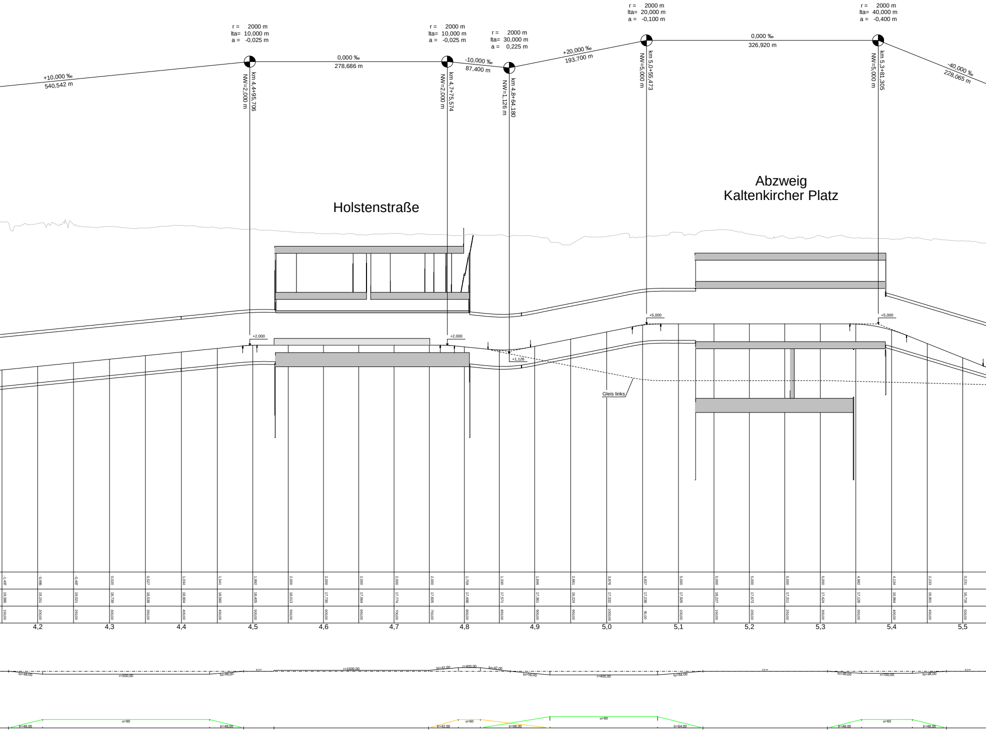
lr=48,00
u=60
lr=48,00


r = 2000 m
lta= 10,000 m
a = -0,025 m
r = 2000 m
lta= 10,000 m
a = -0,025 m
r = 2000 m
lta= 30,000 m
a = 0,225 m
r = 2000 m
lta= 20,000 m
a = -0,100 m
r = 2000 m
lta= 40,000 m
a = -0,400 m
+10,000 ‰
540,542 m
0,000 ‰
278,686 m
-10,000 ‰
87,400 m
+20,000 ‰
193,700 m
0,000 ‰
326,920 m
-40,000 ‰
228,065 m
km 4,4+95,706
NW=2,000 m
km 4,7+75,574
NW=2,000 m
km 4,8+64,180
NW=1,126 m
km 5,0+55,473
NW=5,000 m
km 5,3+81,305
NW=5,000 m
Holstenstraße
Abzweig
Kaltenkircher Platz
+2,000
+2,000
+1,126
+5,000
+5,000
Gleis links
-1,497 -0,995 -0,487 0,020 0,527 1,034 1,541 1,992 2,000 2,000 2,000 2,000 2,000 1,759 1,330 1,846 2,861 3,876 4,837 5,000 5,000 5,000 5,000 5,000 4,982 4,134 2,233 0,231
19,386 19,151 19,021 18,739 18,538 18,904 18,560 18,405 18,013 17,730 17,564 17,774 17,605 17,498 17,571 17,361 16,224 17,332 17,238 17,926 18,227 17,673 17,311 17,424 17,126 16,964 16,901 16,716
150,00 200,00 250,00 300,00 350,00 400,00 450,00 500,00 550,00 600,00 650,00 700,00 750,00 800,00 850,00 900,00 950,00 1000,00 50,00 100,00 150,00 200,00 250,00 300,00 350,00 400,00 450,00 500,00
4,2 4,3 4,4 4,5 4,6 4,7 4,8 4,9 5,0 5,1 5,2 5,3 5,4 5,5
lu=48,00
r=500,00
lu=48,00
r=∞
r=1500,00
lu=42,00
r=400,00
lu=42,00
lu=56,00
r=400,00
lu=64,00
r=∞
lu=48,00
r=700,00
lu=48,00
r=∞
lr=48,00
u=60
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u=80
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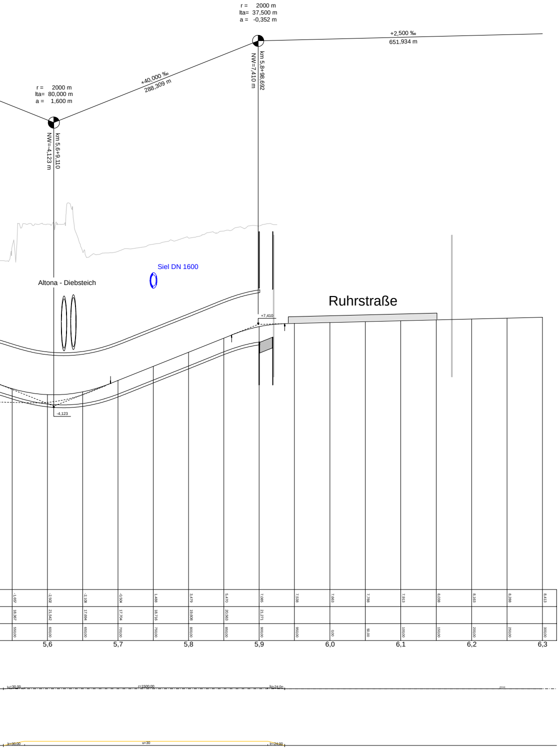
r = 2000 m
lta= 37,500 m
a = -0,352 m
+2,500 ‰
651,934 m
km 5,8+98,692
NW=7,410 m
+40,000 ‰
288,309 m
r = 2000 m
lta= 80,000 m
a = 1,600 m
km 5,6+9,110
NW=-4,123 m
Siel DN 1600
Altona - Diebsteich
Ruhrstraße
+7,410
-4,123
-1,657
-2,502
-2,108
-0,504
1,488
3,479
5,470
7,085
7,538
7,663
7,788
7,913
8,038
8,163
8,288
8,413
18,367
21,542
17,694
17,704
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19,608
20,563
21,271
550,00
600,00
650,00
700,00
750,00
800,00
850,00
900,00
950,00
0,00
50,00
100,00
150,00
200,00
250,00
300,00
5,6
5,7
5,8
5,9
6,0
6,1
6,2
6,3
lt=30,00
r=1500,00
lt=24,00
r=∞
lr=30,00
u=30
lr=24,00

Anlage 12.4.07

Genehmigungsvermerk Eisenbahn-Bundesamt

Übersichtsskizze

Index	Änderungen bzw. Ergänzungen	Name:	Datum:

Machbarkeitsstudie

Vorhabenträger:

NETZE

DB Netz AG
Hamburg Hbf und VET, LNI-N-E-V
Infrastrucktuprojekte Nord
Hammerbrookstr. 44
20097 Hamburg

Hamburg,
Ort, Datum, Unterschrift

Vertreter des Vorhabenträgers der DB Netz AG:

Ort, Datum, Unterschrift

Projekt-Nr DB.: G.016220370

BIM-Datencodierung:

	Datum	Name
Erstellt	15.07.2022	Weidemann
Geprüft	15.07.2022	Weidemann
Freigegeben	15.07.2022	Kelly

Auftragnehmer:

AMBERG ENGINEERING

Ingenieurgemeinschaft
GRE/SSF/Amberg,
VET - Hamburg
SSF Ingenieure AG
Domagkstraße 1a
80807 München

Ort, Datum, Unterschrift

Planverfasser:

GRE -
German Rail Engineering
c/o GRE Dresden,
Wiener Straße 114/116
01219 Dresden
Tel.: (0351) 4 734 -30
Fax: (0351) 4 734 -400

Ort, Datum, Unterschrift

Höhen- und Koordinatensystem: DBRef/DBRef

Einwirkung Lastmodell

Entwurfsgeschwindigkeit:

Blattgröße: 363.0 x 59.4

Maßstab: 1:2000/200

Vorhaben:

BIM Machbarkeitsstudie VET Verbindungsbahnentlastungstunnel Hamburg

Bauwerksvariante:

Planart: Höhenplan

Planinhalt:

Variante 2b
Hamburg Hbf - Ruhrstraße
Gleis rechts