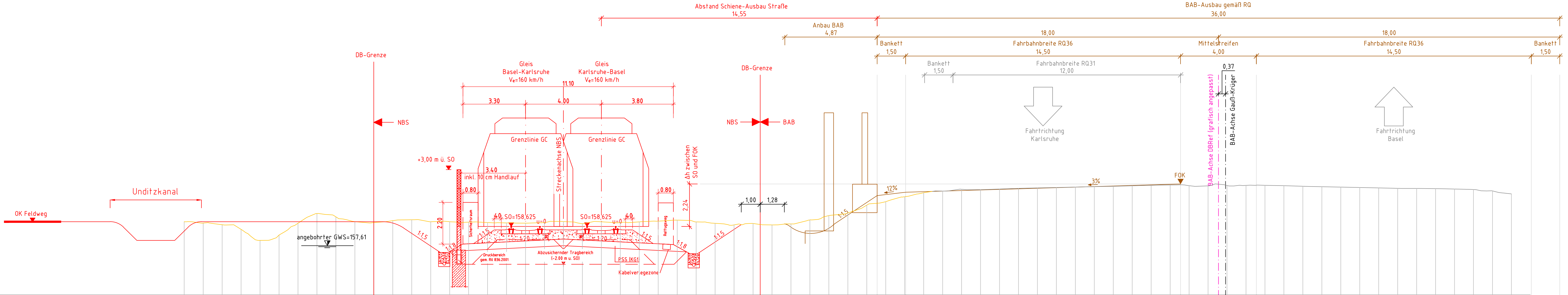


Querprofil 6
NBS-km 168,000
M 1:100
Westlich vom Waldmattensee,
unmittelbar vor TRA Mahrberg

Legende:

- Bestand
- Neubau/Änderung
- Rückbau
- hängende Planung



M = 1:100
155,00

Höhe Gelände	-20,000	158,873	-19,000	158,801	-18,000	158,717	-17,000	158,649	-16,000	157,889	-15,000	158,869	-14,000	158,714	-13,000	159,384	-12,000	159,131	-11,000	158,877	-10,000	158,829	-9,000	158,928	-8,000	158,975	-7,000	158,872	-6,000	158,875	-5,000	158,850	-4,000	158,830	-3,000	158,811	-2,000	158,799	-1,000	158,829	0,000	158,884	1,000	158,774	2,000	158,869	3,000	158,831	4,000	158,866	5,000	158,902	6,000	158,957	7,000	158,864	8,000	158,789	9,000	158,707	10,000	158,779	11,000	158,702	12,000	158,756	13,000	158,870	14,000	155,196	15,000	159,337	16,000	159,749	17,000	159,930	18,000	160,192	19,000	160,445	20,000	160,495	21,000	160,587	22,000	160,567	23,000	160,601	24,000	160,637	25,000	160,660	26,000	160,682	27,000	160,714	28,000	160,725	29,000	160,746	30,000	160,772	31,000	160,799	32,000	160,875	33,000	160,775	34,000	160,767	35,000	160,787	36,000	160,791	37,000	160,796	38,000	160,777	39,000	160,747	40,000	160,724	41,000	160,702	42,000	160,681	43,000	160,660	44,000	160,637	45,000	160,632	46,000	160,622	47,000	160,600	48,000	160,573	49,000	160,563	50,000	160,341
Station Gelände	-20,000	158,873	-19,000	158,801	-18,000	158,717	-17,000	158,649	-16,000	157,889	-15,000	158,869	-14,000	158,714	-13,000	159,384	-12,000	159,131	-11,000	158,877	-10,000	158,829	-9,000	158,928	-8,000	158,975	-7,000	158,872	-6,000	158,875	-5,000	158,850	-4,000	158,830	-3,000	158,811	-2,000	158,799	-1,000	158,829	0,000	158,884	1,000	158,774	2,000	158,869	3,000	158,831	4,000	158,866	5,000	158,902	6,000	158,957	7,000	158,864	8,000	158,789	9,000	158,707	10,000	158,779	11,000	158,702	12,000	158,756	13,000	158,870	14,000	155,196	15,000	159,337	16,000	159,749	17,000	159,930	18,000	160,192	19,000	160,445	20,000	160,495	21,000	160,587	22,000	160,567	23,000	160,601	24,000	160,637	25,000	160,660	26,000	160,682	27,000	160,714	28,000	160,725	29,000	160,746	30,000	160,772	31,000	160,799	32,000	160,875	33,000	160,775	34,000	160,767	35,000	160,787	36,000	160,791	37,000	160,796	38,000	160,777	39,000	160,747	40,000	160,724	41,000	160,702	42,000	160,681	43,000	160,660	44,000	160,637	45,000	160,632	46,000	160,622	47,000	160,600	48,000	160,573	49,000	160,563	50,000	160,341
Höhe Gelände an BAB-Achse	-20,000	158,873	-19,000	158,801	-18,000	158,717	-17,000	158,649	-16,000	157,889	-15,000	158,869	-14,000	158,714	-13,000	159,384	-12,000	159,131	-11,000	158,877	-10,000	158,829	-9,000	158,928	-8,000	158,975	-7,000	158,872	-6,000	158,875	-5,000	158,850	-4,000	158,830	-3,000	158,811	-2,000	158,799	-1,000	158,829	0,000	158,884	1,000	158,774	2,000	158,869	3,000	158,831	4,000	158,866	5,000	158,902	6,000	158,957	7,000	158,864	8,000	158,789	9,000	158,707	10,000	158,779	11,000	158,702	12,000	158,756	13,000	158,870	14,000	155,196	15,000	159,337	16,000	159,749	17,000	159,930	18,000	160,192	19,000	160,445	20,000	160,495	21,000	160,587	22,000	160,567	23,000	160,601	24,000	160,637	25,000	160,660	26,000	160,682	27,000	160,714	28,000	160,725	29,000	160,746	30,000	160,772	31,000	160,799	32,000	160,875	33,000	160,775	34,000	160,767	35,000	160,787	36,000	160,791	37,000	160,796	38,000	160,777	39,000	160,747	40,000	160,724	41,000	160,702	42,000	160,681	43,000	160,660	44,000	160,637	45,000	160,632	46,000	160,622	47,000	160,600	48,000	160,573	49,000	160,563	50,000	160,341
Station BAB-Achse	-20,000	158,873	-19,000	158,801	-18,000	158,717	-17,000	158,649	-16,000	157,889	-15,000	158,869	-14,000	158,714	-13,000	159,384	-12,000	159,131	-11,000	158,877	-10,000	158,829	-9,000	158,928	-8,000	158,975	-7,000	158,872	-6,000	158,875	-5,000	158,850	-4,000	158,830	-3,000	158,811	-2,000	158,799	-1,000	158,829	0,000	158,884	1,000	158,774	2,000	158,869	3,000	158,831	4,000	158,866	5,000	158,902	6,000	158,957	7,000	158,864	8,000	158,789	9,000	158,707	10,000	158,779	11,000	158,702	12,000	158,756	13,000	158,870	14,000	155,196	15,000	159,337	16,000	159,749	17,000	159,930	18,000	160,192	19,000	160,445	20,000	160,495	21,000	160,587	22,000	160,567	23,000	160,601	24,000	160,637	25,000	160,660	26,000	160,682	27,000	160,714	28,000	160,725	29,000	160,746	30,000	160,772	31,000	160,799	32,000	160,875	33,000	160,775	34,000	160,767	35,000	160,787	36,000	160,791	37,000	160,796	38,000	160,777	39,000	160,747	40,000	160,724	41,000	160,702	42,000	160,681	43,000	160,660	44,000	160,637	45,000	160,632	46,000	160,622	47,000	160,600	48,000	160,573	49,000	160,563	50,000	160,341

**UNTERLAGE FÜR DIE FRÜHE
ÖFFENTLICHKEITSBETEILIGUNG**

DB NETZ

DB NETZ

Auftraggeber: Ingenieurgesellschaft K+Ba-PFA 7.2 - 7.4 c/o Schüller-Plan Ludwigstraße 67-69 67059 Ludwigshafen		Planverfasser: Schüller-Plan Ingenieurgesellschaft mbH Ludwigstraße 67-69 67059 Ludwigshafen		Auftrag-Nr.: 12379	
Bauherr: DB Netz AG Zentrale Theodor-Heuss-Allee 7 60488 Frankfurt am Main		DB Netz AG Großprojekt Karlsruhe - Basel INGK 2 (2) Schwarzwaldstraße 82 76137 Karlsruhe		Anlage: 7.3.6	
Maßstab: 1:100		Querprofil 6 - NBS PfA 7.3 Westlich vom Waldmattensee NBS-km 168,000		Planart: Vorentwurf Planzeichen: loa Blatttrg: 420x1189 Einwirkungen (Lastmodelle): Höhen- und Koordinatensystem: DHHN92 DB-REF	
Projekt: Strecke: Strecke		ABS/NBS Karlsruhe-Basel PfA 7.2-7.4 4280 Abzw Bashaide-Weil am Rhein km 154,000-183,500		Brückennr.: xxx	
Strecke		Kilometer		Kennzahl	
4280		x 168,000		xxx	