

Schutzkonzept

| | | | | | Vollschutz 2025-M1 | Vollschutz 2025-M2 | Vollschutz 2025-M3 | Variante 2025-M2-1 | Variante 2025-M2-2 | Variante 2025-M2-3 | Variante 2025-M2-4 | Variante 2025-M2-5 | Variante 2025-M2-6 | Variante 2025-M2-7 | Variante 2025-M2-8 | Variante 2025-M2-9 | Optimum 2025-M1-7 | Optimum 2025-M2-7 | Optimum 2025-M3-7 |
|--|----------|----------|-------------|-----|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|----------------------|----------------------|
| Mittelwand | | | | | | | | | | | | | | | | | | | |
| Wandhöhe Außenwand [m über SO] | | | | | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 |
| Wandhöhe Mittelwand [m über SO] | | | | | 3,5 ... 14,0 | 3,5 ... 13,0 | 3,5 ... 12,0 | 1,5 ... 8,0 | 1,5 ... 7,0 | 1,5 ... 6,0 | 1,5 ... 5,0 | 1,5 ... 4,0 | 1,5 ... 3,5 | 1,5 ... 3,0 | 1,5 ... 2,5 | 1,5 ... 2,0 | 1,5 ... 3,0 | 1,5 ... 3,0 | 1,5 ... 3,0 |
| Besonders überwachtetes Gleis Fernbahn | | | | | - | ja | ja | ja | ja | ja | ja | ja | ja | ja | ja | ja | - | ja | ja |
| Besonders überwachtetes Gleis S-Bahn | | | | | - | - | ja | - | - | - | - | - | - | - | - | - | - | - | ja |
| Wandhöhe [m über SO] | | | | | | | | | | | | | | | | | | | |
| | von [km] | bis [km] | Länge [m] | Art | | | | | | | | | | | | | | | |
| | | | 1169 | | | | | | | | | | | | | | | | |
| Strecke 3600 | 21,964 | 22,134 | 170 | m | 10,0 | 5,0 | 4,5 | 5,0 | 5,0 | 5,0 | 5,0 | 4,0 | 3,5 | 3,0 | 2,5 | 2,0 | 3,0 | 3,0 | 3,0 |
| Strecke 3600 | 22,134 | 22,363 | 229 | m | 3,5 | 3,5 | 3,5 | 3,5 | 3,5 | 3,5 | 3,5 | 3,5 | 3,5 | 3,0 | 2,5 | 2,0 | 3,0 | 3,0 | 3,0 |
| Strecke 3600 | 22,363 | 22,522 | 159 | m | 7,0 | 6,5 | 6,5 | 6,5 | 6,5 | 6,0 | 5,0 | 4,0 | 3,5 | 3,0 | 2,5 | 2,0 | 3,0 | 3,0 | 3,0 |
| Strecke 3671 | 0,409 | 0,580 | 171 | m | 14,0 | 13,0 | 12,0 | 8,0 | 7,0 | 6,0 | 5,0 | 4,0 | 3,5 | 3,0 | 2,5 | 2,0 | 3,0 | 3,0 | 3,0 |
| Strecke 3600 | 22,682 | 22,800 | 118 | m | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 4,0 | 3,5 | 3,0 | 2,5 | 2,0 | 3,0 | 3,0 | 3,0 |
| Strecke 3600 | 22,800 | 22,950 | 150 | m | 6,0 | 6,0 | 6,0 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 |
| Strecke 3600 | 22,950 | 23,122 | 172 | m | 6,0 | 6,0 | 6,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 |
| Baukosten Mittelwand [EUR] | | | | | 4.597.010 | 4.032.540 | 3.925.830 | 2.880.380 | 2.815.400 | 2.459.510 | 2.311.670 | 1.916.150 | 1.817.270 | 1.681.750 | 1.546.230 | 1.410.710 | 1.681.750 | 1.681.750 | 1.681.750 |
| Baukosten Außenwand [EUR] | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |