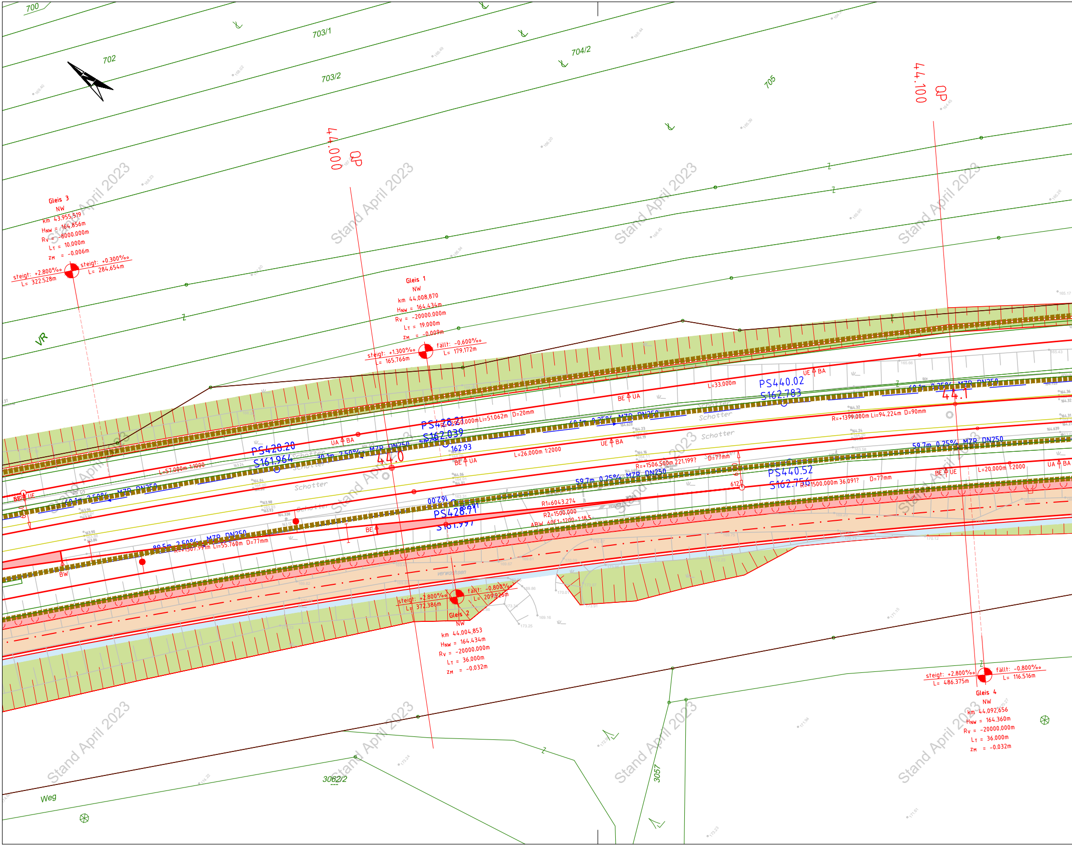
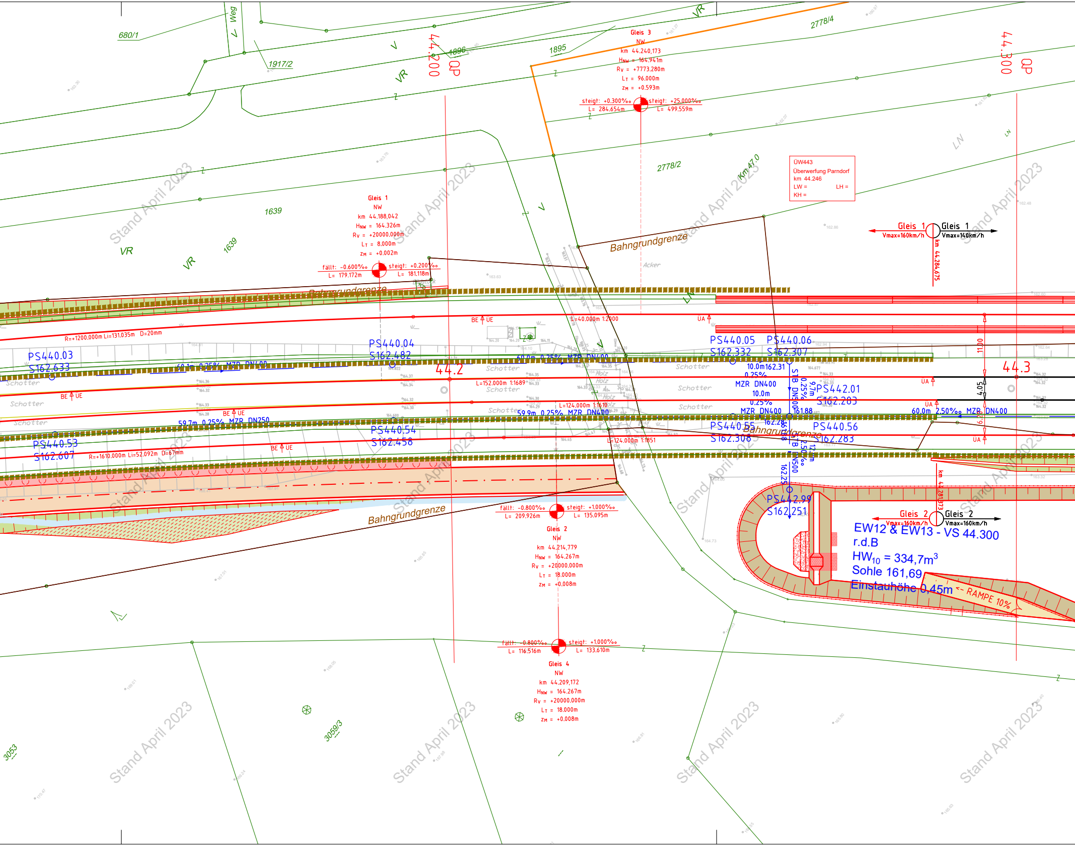
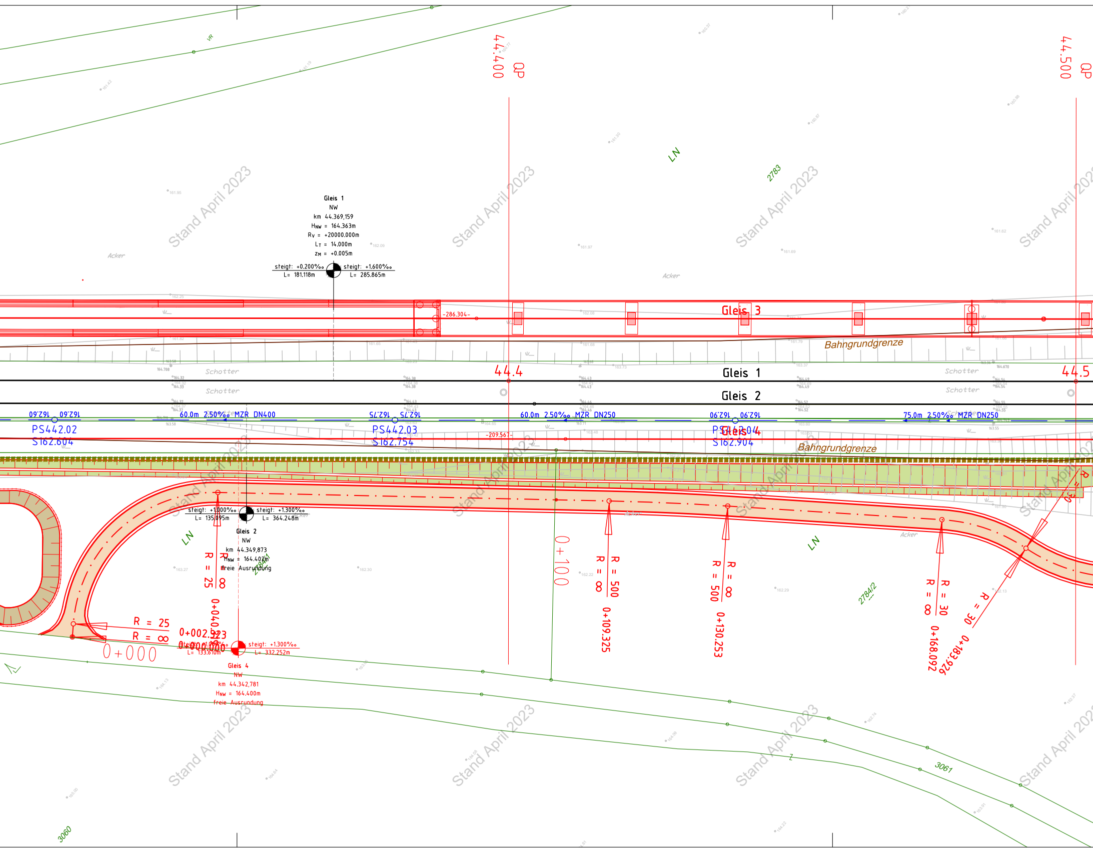
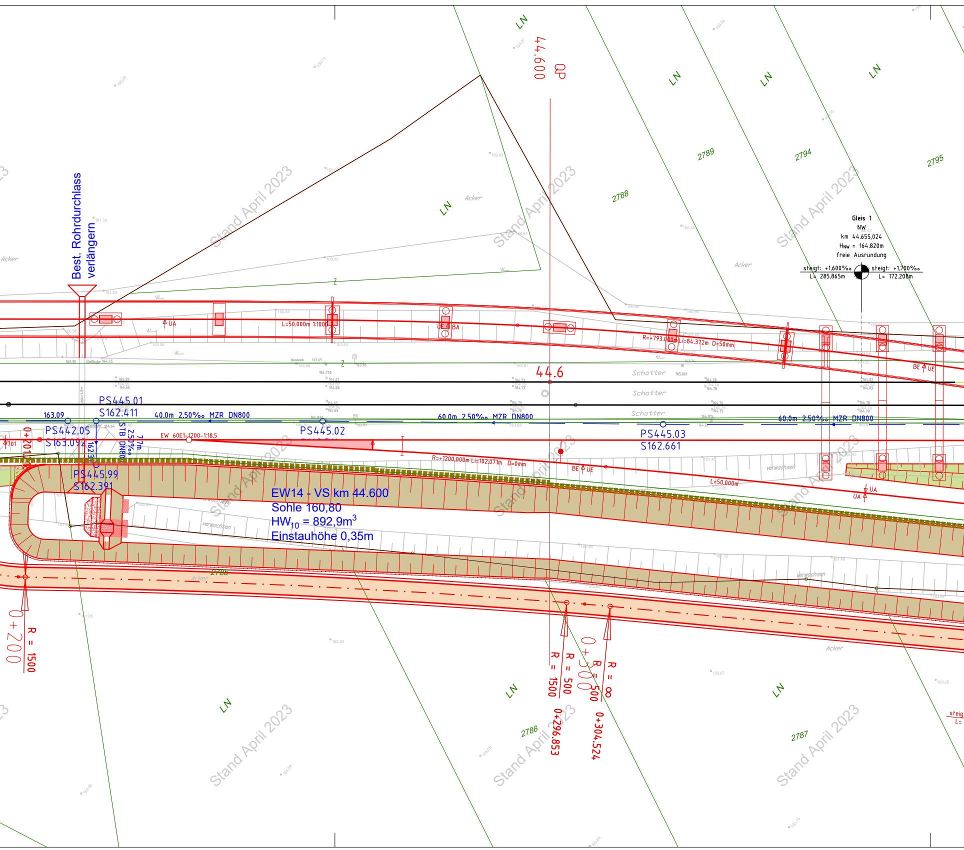

700
702
703/1
703/2
704/2
705
44.000 QP
44.100 QP
Gleis 3
NW
km 43.955,519
HNW = 164.856m
Rv = -8000.000m
LT = 10.000m
zM = -0.006m
steigt: +2.800‰ L= 322.528m
steigt: +0.300‰ L= 284.654m
Gleis 1
NW
km 44.008,870
HNW = 164.434m
Rv = -20000.000m
LT = 19.000m
zM = -0.009m
steigt: +1.300‰ L= 165.766m
fällt: -0.600‰ L= 179.172m
VR
PS428.20
S161.964
PS428.21
S162.039
162.93
PS440.02
S162.783
PS440.52
S162.756
PS428.71
S161.997
44.0
44.1
L=57.000m 1:1000
L=33.000m
L=26.000m 1:2000
L=20.000m 1:2000
R=+1399.000m Li=94.224m D=90mm
D=20mm
60.1m 0.25% MZR DN250
59.7m 0.25% MZR DN250
30.1m 2.50% MZR DN250
60.1m 2.50% MZR DN250
89.5m 2.50% MZR DN250
R=+1507.99m Li=55.760m D=77mm
R=+1506.500m 221.199?
D=77mm
R=1500.000m 36.091?
D=77mm
R1=6043.274
R2=1500.000
ABW 60E1-1200-1:18.5
UE BA
BE UA
UA BA
BE UA
UE BA
BE UE
UA BA
BE UF
BE
BW
612
Schotter
verwachsen
Gleis 2
NW
km 44.004,853
HNW = 164.434m
Rv = -20000.000m
LT = 36.000m
zM = -0.032m
steigt: +2.800‰ L= 372.386m
fällt: -0.800‰ L= 209.926m
Gleis 4
NW
km 44.092,656
HNW = 164.360m
Rv = -20000.000m
LT = 36.000m
zM = -0.032m
steigt: +2.800‰ L= 486.375m
fällt: -0.800‰ L= 116.516m
Weg
3062/2
3057

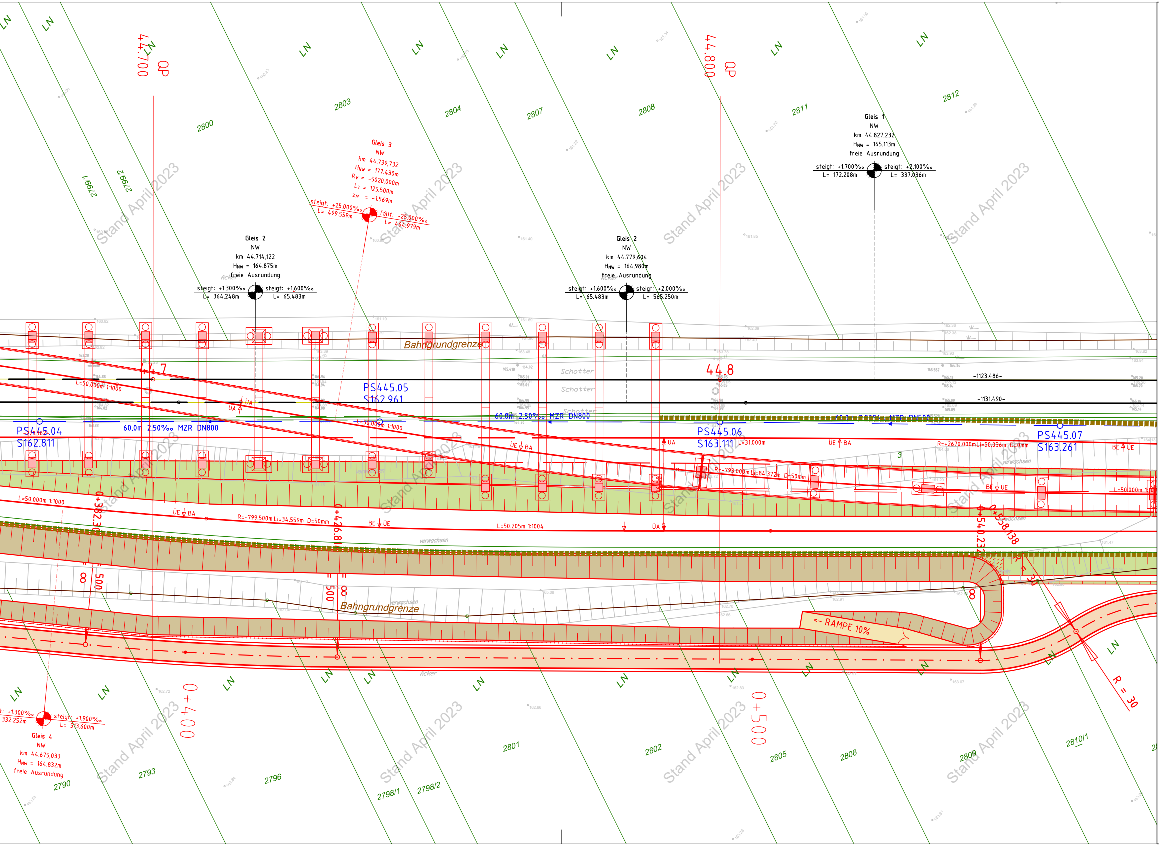
Stand April 2023


680/1
Weg
1917/2
1896
1895
2778/4
2778/2
1639
1639
VR
VR
VR
VR
44.200
QP
44.300
QP
Gleis 3
NW
km 44.240,173
HNW = 164.941m
RV = +7773.280m
LT = 96.000m
zM = +0.593m
steigt: +0.300‰
L= 284.654m
steigt: +25.000‰
L= 499.559m
ÜW443
Überwerfung Parndorf
km 44.246
LW =
LH =
KH =
Km 47.0
Gleis 1
NW
km 44.188,042
HNW = 164.326m
RV = +20000.000m
LT = 8.000m
zM = +0.002m
fällt: -0.600‰
L= 179.172m
steigt: +0.200‰
L= 181.118m
Bahngrundgrenze
Bahngrundgrenze
Bahngrundgrenze
Bahngrundgrenze
Acker
Gleis 1
Vmax=160km/h
Gleis 1
Vmax=140km/h
km 44.284,675
LN
LN
LN
R=+1200.000m Li=131.035m D=20mm
BE UE
L=40.000m 1:2000
ÜA
PS440.03
S162.633
PS440.04
S162.482
PS440.05
S162.332
PS440.06
S162.307
60.1m 0.25% MZR DN400
60.0m 0.25% MZR DN400
10.0m 162.31
0.25%
MZR DN400
10.0m
0.25%
MZR DN400
44.2
44.3
11.00
4.05
Schotter
Schotter
Schotter
Schotter
Schotter
Schotter
Schotter
Holz
L=152.000m 1:1689
L=124.000m 1:1610
L=124.000m 1:1851
BE UE
BE UE
BE UE
59.7m 0.25% MZR DN250
59.9m 0.25% MZR DN400
PS442.01
S162.283
60.0m 2.50‰ MZR DN400
161.88
162.28
PS440.53
S162.607
PS440.54
S162.458
PS440.55
S162.308
PS440.56
S162.283
R=+1610.000m Li=52.092m D=67mm
UA
STB DN500
STB DN500
162.25
fällt: -0.800‰
L= 209.926m
steigt: +1.000‰
L= 135.095m
Gleis 2
NW
km 44.214,779
HNW = 164.267m
RV = +20000.000m
LT = 18.000m
zM = +0.008m
PS442.99
S162.251
km 44.281,873
Gleis 2
Vmax=160km/h
Gleis 2
Vmax=160km/h
EW12 & EW13 - VS 44.300
r.d.B
HW10 = 334,7m³
Sohle 161,69
Einstauhöhe 0,45m
RAMPE 10%
fällt: -0.800‰
L= 116.516m
steigt: +1.000‰
L= 133.610m
Gleis 4
NW
km 44.209,172
HNW = 164.267m
RV = +20000.000m
LT = 18.000m
zM = +0.008m
3059/3
3053
Z
Stand April 2023


44.400 QP
44.500 QP
VR
LN
2783
Acker
Gleis 1
NW
km 44,369,159
HNW = 164.363m
RV = +20000.000m
LT = 14.000m
zM = +0.005m
steigt: +0.200‰
L= 181.118m
steigt: +1.600‰
L= 285.865m
-286.304-
Gleis 3
Bahngrundgrenze
Schotter
44.4
44.5
Gleis 1
Gleis 2
162.60 162.60
60.0m 2.50‰ MZR DN400
PS442.02
S162.604
162.75 162.75
PS442.03
S162.754
-209.567-
60.0m 2.50‰ MZR DN250
162.90 162.90
PS442.04
S162.904
Gleis 4
75.0m 2.50‰ MZR DN250
Bahngrundgrenze
steigt: +1.000‰
L= 135.095m
steigt: +1.300‰
L= 364.248m
Gleis 2
NW
km 44,349,873
HNW = 164.402m
freie Ausrundung
2784/1
R = 25
R = ∞
0+040.000
0+100
R = 500
R = ∞
0+109.325
R = ∞
R = 500
0+130.253
2784/2
R = 30
R = ∞
0+168.092
R = 30
0+183.926
R = 30
R = 25
R = ∞
0+002.923
0+000.000
0+000
steigt: +1.000‰
L= 133.610m
steigt: +1.300‰
L= 332.252m
Gleis 4
NW
km 44,342,781
HNW = 164.400m
Freie Ausrundung
Z
3061
3060
Stand April 2023



Best. Rohrdurchlass verlängern
44.600
QP
LN
Acker
2788
2789
2794
2795
Gleis 1
NW
km 44.655,024
HNW = 164.820m
freie Ausrundung
steigt: +1.600‰
L= 285.865m
steigt: +1.700‰
L= 172.208m
UA
L=50.000m 1:1000
UE
BA
R=+793.000m Li=84.372m D=50mm
BE
UE
44.6
Schotter
PS445.01
S162.411
163.09
40.0m 2.50‰ MZR DN800
60.0m 2.50‰ MZR DN800
PS442.05
S163.094
STB DN800
2.50‰
7.7m
PS445.02
PS445.03
S162.661
EW 60E1-1200-1:18.5
R=+1200.000m Li=102.071m D=0mm
L=50.000m
ÜA
UA
verwachsen
PS445.99
S162.391
EW14 - VS km 44.600
Sohle 160,80
HW10 = 892,9m3
Einstauhöhe 0,35m
2785
2786
2787
0+200
R = 1500
0+300
R = 1500
R = 500
R = ∞
0+296.853
0+304.524
Stand April 2023


44.700 QP
44.800 QP
Gleis 3
NW
km 44.739,732
HNW = 177.430m
Rv = -5020.000m
LT = 125.500m
zH = -1.569m
steigt: +25.000‰
L= 499.559m
fällt: -25.000‰
L= 464.979m
Gleis 1
NW
km 44.827,232
HNW = 165.113m
freie Ausrundung
steigt: +1.700‰
L= 172.208m
steigt: +2.100‰
L= 337.036m
Gleis 2
NW
km 44.714,122
HNW = 164.875m
freie Ausrundung
steigt: +1.300‰
L= 364.248m
steigt: +1.600‰
L= 65.483m
Gleis 2
NW
km 44.779,604
HNW = 164.980m
freie Ausrundung
steigt: +1.600‰
L= 65.483m
steigt: +2.000‰
L= 565.250m
Gleis 4
NW
km 44.675,033
HNW = 164.832m
freie Ausrundung
t: +1.300‰
332.252m
steigt: +1.900‰
L= 513.600m
Bahngrundgrenze
Bahngrundgrenze
44.7
44.8
PS445.04
S162.811
PS445.05
S162.961
PS445.06
S163.111
PS445.07
S163.261
60.0m 2.50‰ MZR DN800
60.0m 2.50‰ MZR DN800
60.0m 2.50‰ MZR DN500
-1123.486-
-1131.490-
Schotter
Schotter
Schotter
L=50.000m 1:1000
L=50.000m 1:1000
L=50.000m 1:1000
L=50.000m 1:1000
L=31.000m
L=50.205m 1:1004
R=-799.500m Li=34.559m D=50mm
R=-793.000m Li=84.372m D=50mm
R=+2670.000m Li=50.036m D=0mm
ÜA
ÜA
ÜE BA
ÜE BA
ÜE BA
BE ÜE
BE ÜE
BE ÜE
ÜA
UA
3
0+382.3
0+426.81
0+540.23
0+558.138
0+400
0+500
∞
∞
∞
= 500
= 500
R = 30
R = 30
RAMPE 10%
verwachsen
verwachsen
verwachsen
verwachsen
Acker
Acker
Acker
LN
2800
2803
2804
2807
2808
2811
2812
2799/1
2799/2
2790
2793
2796
2798/1
2798/2
2801
2802
2805
2806
2809
2810/1
Stand April 2023

Kofinanziert von der
Europäischen Union

ÖBB
INFRA

AUSFERTIGUNG
ORDNUNGSNUMMER

STRECKE

Wien Hbf-Südosttangente (in Wbf)=Staatsgrenze nächst Nickelsdorf - (Hegyeshalom)
(VZG - Nr.: 11801)
Rennweg (in Nw)=Wolfsthal
(VZG - Nr.: 19101)

FLUGHAFEN WIEN - OSTBAHN

Errichtung Verbindungsstrecke

km 19,300 - km 41,300

VERKEHRSPROJEKT
EINREICHPROJEKT

VORABZUG STAND 26.04.2023

Index	Datum	Name	Beschreibung der Änderung	Zustimmung
04				
03				
02				
01				

OBJEKTNR.:

STRECKENNR.: VZG - Nr.:

ABSCHNITT
Km / Stat.

Bearbeitet	04/2023	DM
Gezeichnet	04/2023	AH
Geprüft	04/2023	DM
GZ	2201	
Plangröße	2100 x 297 = 0,62 m2	

Maßstab
1:500

Planinhalt

LAGEPLAN
BLATT 3.11

Planung:

TEAM IBBS-STOIK-TECTON
p.A. IBBS ZT - GMBH
LINDENGASSE 4 / 16-17
1070 WIEN

TECTON consult
Engineering ZT GmbH
A-1050 Wien, Nikolsdorfer Gasse 39
Tel: 01 58709587 Δ Fax: DW 24
E-Mail: office@tectonconsult.at

Datum

Unterschrift/Stempel

Fachreferent:
ÖBB-Infrastruktur AG
GB Projekte Neu-/Ausbau
DI Vodik Andreas
Projektleitung Wien Zentral
Unterschrift/Stempel

Projektleitung:
ÖBB-Infrastruktur AG
GB Projekte Neu-/Ausbau
Ing. Christian Trummer
Projektleitung Wien Zentral
Unterschrift/Stempel