



FREISTAAT BAYERN  
LANDKREIS SCHWEINFURT

Gem. Kolitzheim  
Gmkg. Unterspiesheim

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**ASB Nr. 6027 504**  
Brücke im Zuge der Gemeindeverbindungsstraße Unterspiesheim - Grettstadt über die B 286  
Bau-km 2+357,000  
KRW = 99.993 gon LW = 23,00 m  
BzG = 10,10 m LH > 4,70 m  
MLC 50/50-100 KH = 1,35 m  
Eurocode, DIN-EN 1991-2

**Entwässerungsabschnitt 4**  
B 286, Bau-km 1+435 bis Bau-km 2+720  
A<sub>s</sub> = 0,231 ha, Q<sub>max</sub> = 163,1 l/s  
Ableitung in Regenbehandlungs-/Regenrückhalteanlage 2, Bau-km 2+715 links mit anschließender Einleitung in den Armuttsgraben (Einleitungsstelle E2)

**Entwässerungsabschnitt 18**  
Überführung der GVS Unterspiesheim - Grettstadt bei Bau-km 2+357 (B 286), Ostseite  
A<sub>s</sub> = 0,267 ha, Q<sub>max</sub> = 4,0 l/s  
breitflächige Ableitung in Seitenbereich/Ableitung des überschüssigen Wassers in Richtung Armuttsgraben (Einleitungsstelle E11)

**Entwässerungsabschnitt 19**  
Überführung der GVS Unterspiesheim - Grettstadt bei Bau-km 2+357 (B 286), Westseite  
A<sub>s</sub> = 0,253 ha, Q<sub>max</sub> = 4,2 l/s  
breitflächige Ableitung in Seitenbereich/Ableitung des überschüssigen Wassers in Richtung Armuttsgraben (Einleitungsstelle E12)

Ende der Baustrecke 0+324,876  
Anpassung an Bestand

Beginn der Baustrecke 0+000  
Anpassung an Bestand

H = 490,000 m  
T = 217,519 m  
I = 0,059 m  
-0,500 %  
830,000 m  
-0,391 %  
695,000 m  
Kilometerstand: 2+357,000  
TS = 219,183 m

**LA 01**  
Lärmschutzwall rechts, Länge 515 m  
Bau-km 2+365 bis 2+880  
2+365 - 2+465: H = 2,00 m über Gelände  
2+465 - 2+485: Verzerrung von 2,00 m auf 1,50 m über Gelände  
2+485 - 2+480: H = 1,50 m über Gelände  
2+480 - 2+880: Verzerrung von 1,50 m über Gelände auf Gelände

ÜFS in Fahrtrichtung  
Schweinfurt, l=920 m

**Unterspiesheim**

**Zeichenerklärung**

- Einzugsgebiet (unterschiedliche Farbdarstellung)
- E1 Einleitungsstelle mit Angabe der Nummer
- Versickerungsfläche
- Wassersensibler Bereich
- /  Fließrichtungspfeil Bestand / Planung

- Entwässerung**
- |                                                                                                                                         |                                                                                                                                          |                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| vorhanden                                                                                                                               | geplant                                                                                                                                  | Streckenentwässerung               |
| <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span>              | <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span>              | Straßenablauf mit Anschlussleitung |
| <span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> | <span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black; border-radius: 50%; margin-right: 5px;"></span> | Prüfschacht                        |
| <span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> | <span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black; border-radius: 50%; margin-right: 5px;"></span> | Ablaufschacht                      |
| <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span>              | <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span>              | raue Sohlfestlegung                |
| <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span>              | <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span>              | Rohrdurchlass mit Böschungstück    |
| <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span>              | <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span>              | Rechteckdurchlass mit Endbauwerk   |
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