

DB Ingolstadt – Munich track upgrade section (ABS), Final Phase, North, 43 km of line improvement

The southern partial section of the Ingolstadt – Munich track upgrade section is listed as an urgent need in the 1992 Federal Transport Infrastructure Plan and the Federal Track Upgrade Act of 11/15/1993.

The Munich – Peterhausen section had already been completed by 2003. The Final Phase, North involves the upgrading of the Peterhausen – Ingolstadt section.

The planned route upgrading will enable an average speed of 190 km/h to be reached over 23 kilometers between Peterhausen and Rohrbach. In order to increase the maximum speed on the route to 160 km/h, line improvement with curve radii extension was planned for the remaining 21 kilometers between Rohrbach and Ingolstadt.



Permanent way concreting M-IN of the rail overpass pair for construction phase 18.3



New station, Baar-Ebenhausen

The following services are required for this project:

- 15 rail and road flyovers
- Line improvement with noise barrier between km 70.650 and 74.473 km
- New station Baar-Ebenhausen, including West and East P & R facilities
- Creation of a standard cross-section with retaining wall, km 61.539 – km 62.100
- Embankment remediation using the FMI method, km 69.100 – km 69.800
- Station Rohrbach, permanent way upgrading to 190 km/h

- Station renovation Pfaffenhofen with P&R facility, renewal of track
- Noise barriers, overall L = 7,500m
- Noise barriers, overall L = 1,100m
- construction OLA Re 200 over 45 km
- New electronic signal control units (ESTW-A) in Baar-Ebenhausen
- New electronic signal control units (ESTW-A) in Pfaffenhofen
- Adaptation of the 50 Hz and telecommunications system over the entire route
- Dismantling of various crossings and rail installations
- Relocating the Paar River
- Track renewal without rail + FPL between Reichertshofen and Ingolstadt

The conversion is to be carried out over 43 km in 63 phases during ongoing railway operation. sfirion AG was entrusted with project management for this construction project.



Münchner Strasse road crossing, km 71.998

Client

DB Netz AG

Contracting authority

DB ProjektBau GmbH
Regionalbereich Süd

Reference person

Dipl.-Ing. Thomas Thürer
DB ProjektBau Project
Manager

Construction time

2010-2014

Construction cost

approximately €224 million

Contract value

approximately €1.1 million

Services provided by sfirion AG

Project management

- Coordination
- Organization and documentation
- Plan Management
- Cost control
- Scheduling
- Contract and change order management

Work phases

LPh 2-8