



- Ground moraines
- Terminal moraines
- Sandurs
- Melt water runoff course

Die Promenade between the “Am Brauhaus” hotel and the cemetery along the south shore of the lake came into being with the construction of the so-called complex traffic solution in the 1970s.



Construction of the railway route and the Schwerin causeway, 1975

The construction of the railway and road traffic routes eliminated the traffic problems in the narrow town streets. The downside was that the part of Waren old town that extended to the lake had to be demolished for the purpose.



Große Mauerstraße, circa 1960



View from the Marien-Kirche onto the railway line and the Schwerin causeway, 1978

To make the foundation ground in the lakeside area capable of bearing loads, prestressed concrete-driven pile moor bridges were built bearing reinforced concrete slabs and a 3- to 4- m-deep layer of gravel and concrete fill. On 24th July 1974 the bridge along the route of the Strelitzer Strasse, under which the trains pass today, was the first structure to be completed. Clearance for the four-lane Schweriner Damm (causeway) followed in 1977. The first passenger train ran on the new line from Waren to Kargow on 29th August 1977. Immediately after the construction work, the promenade was laid down.

In remembrance of the synagogue of the Waren Jewish community, which was located on Großer Mauerplatz between Lange Strasse and the Tiefwarensee, a memorial stone was laid down on the promenade in 1993, near the location of the former synagogue. The dilapidated building was demolished back in 1954. The remains fell victim to the construction of the traffic solution.



Synagogue memorial

