



# Anlagenband

Verkehrstechnische Untersuchung zweier Knotenpunkte im Rahmen  
des B-Planverfahrens Nr. 45 der Gemeinde Mühlenbecker Land



Berlin | 5. Oktober 2022

Der Anlagenband stellt eine tabellarische und grafische Zusammenstellung der erarbeiteten Untersuchungsergebnisse dar. Gemeinsam mit dem »Erläuterungsteil« bildet es die vollständige Dokumentation zur Verkehrsuntersuchung

## IMPRESSUM

Titel.....**Anlagenband**  
Verkehrstechnische Untersuchung zweier Knotenpunkte im Rahmen des B-Planverfahrens Nr. 45 der Gemeinde Mühlenbecker Land

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Ort | Datum.....**Berlin | 5. Oktober 2022**



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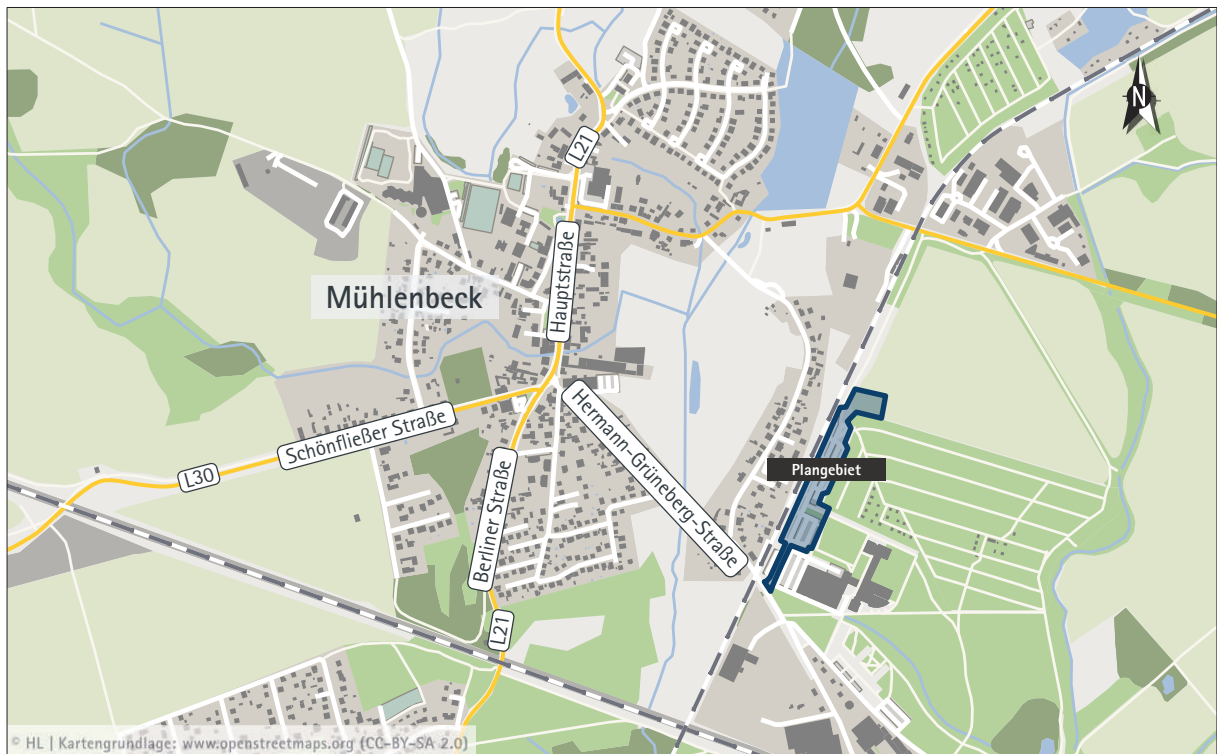
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# 1 Vorhabengebiet und Zählstellen

## 1.1 Lage des Vorhabengebiets



## 1.2 Lage der Zählstellen



## 1.3 Benennung der Zählstellen

| Knotenpunkt (KP) | Zählstandort                                        |
|------------------|-----------------------------------------------------|
| KP 1             | Hauptstraße / Hermann-Grüneberg-Straße              |
| KP 2             | Hauptstraße - Berliner Straße / Schönfließer Straße |
| Querschnitt (QS) | Zählstandort                                        |
| QS 1             | Schönfließer Straße (L30)                           |
| QS 2             | Hermann-Grüneberg-Straße                            |
| QS 3             | Hauptstraße (L21)                                   |

## **2 Bestehende Verkehrsinfrastruktur**



## 2.1 Verkehrsinfrastruktur für den motorisierten Individualverkehr



## 2.2 Standortübersicht Fotodokumentation

Bild 1 QS 1 Schönfließer Straße (L30) | Blickrichtung Westen



Bild 2 QS 2 Hermann-Grüneberg-Straße | Blickrichtung Osten





**Bild 3** QS 3 Hauptstraße (L21) | Blickrichtung Norden**Bild 4** KP 1 Hauptstraße / Hermann-Grüneberg-Straße | Blickrichtung Norden



**Bild 5** KP 1 Hauptstraße / Hermann-Grüneberg-Straße | Blickrichtung Westen**Bild 6** KP 2 Berliner Straße / Schönfließer Straße | Blickrichtung Nordosten

**Bild 7** KP 2 Berliner Straße / Schönfließer Straße | Blickrichtung Südwesten

### **3 Ergebnis der Verkehrserhebung**

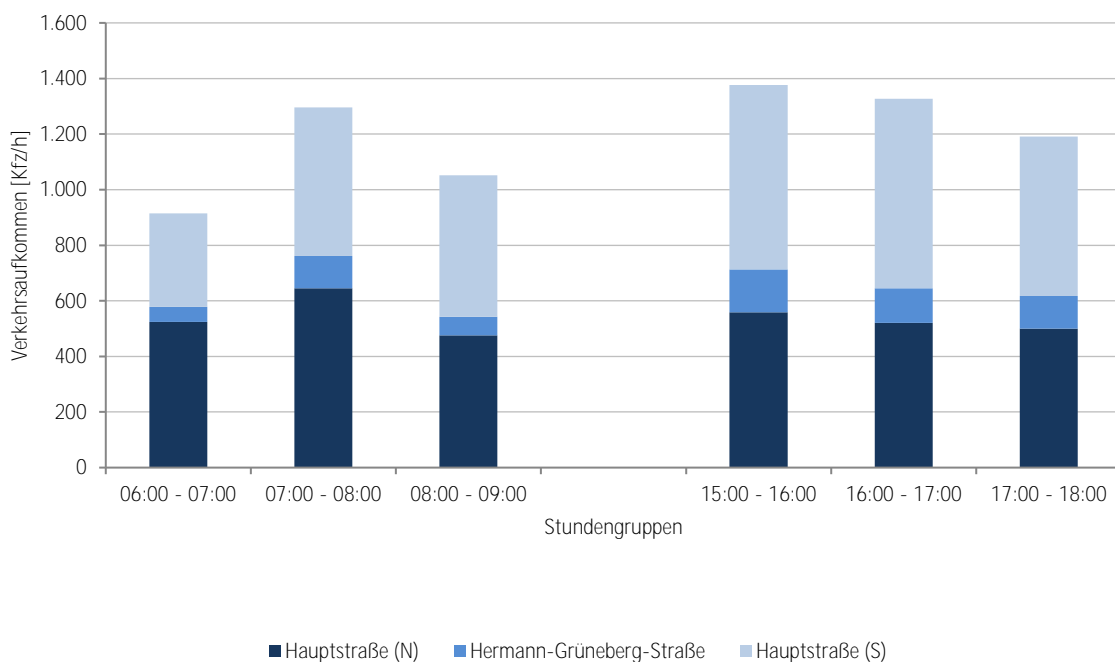
### 3.1 Ergebnis der Knotenstromerhebung

#### 3.1.1 KP 1 | Hauptstraße (L21) / Hermann-Grüneberg-Straße

##### Basisdaten der Verkehrserhebung

|                       |                                                                                      |       |
|-----------------------|--------------------------------------------------------------------------------------|-------|
| Ort.....              | Gemeinde Mühlenbecker Land                                                           |       |
| Zählstelle.....       | Hauptstraße / Hermann-Grüneberg-Straße                                               |       |
| Datum.....            | 15.09.2022                                                                           |       |
| Wochentag.....        | Donnerstag                                                                           |       |
| Art der Erhebung..... | Knotenstromerhebung                                                                  |       |
| Erhebungsdauer.....   | Hauptverkehrszeiten (06:00 - 10:00 Uhr; 15:00 - 19:00 Uhr)                           |       |
| Klassifizierung.....  | leichte Fahrzeuge (Krad, Pkw, Lfw)   LkwA & Sattelzug   Busse   Rad auf der Fahrbahn |       |
| Witterung.....        | heiter                                                                               |       |
| Temperatur.....       | tagsüber                                                                             | 18 °C |
|                       | nachts                                                                               | 11 °C |
| Bemerkungen.....      | Schienenersatzverkehr wegen Bauarbeiten an der S-Bahn Linie S8                       |       |

##### Ganglinien des Erhebungszeitraums





## Verkehrsaufkommen je Knotenpunktzufahrt

| Gesamt        | Hauptstraße (N) |     | Hermann-Grüneberg-Straße |     | Hauptstraße (S) |     | Summe |     |
|---------------|-----------------|-----|--------------------------|-----|-----------------|-----|-------|-----|
|               | Kfz             | Rad | Kfz                      | Rad | Kfz             | Rad | Kfz   | Rad |
| Zeit          |                 |     |                          |     |                 |     |       |     |
| 06:00 - 07:00 | 524             | 1   | 54                       | 0   | 337             | 2   | 915   | 3   |
| 07:00 - 08:00 | 645             | 1   | 116                      | 3   | 535             | 7   | 1.296 | 11  |
| 08:00 - 09:00 | 476             | 4   | 67                       | 0   | 509             | 4   | 1.052 | 8   |
| Summe         | 1.645           | 6   | 237                      | 3   | 1.381           | 13  | 3.263 | 22  |
| 15:00 - 16:00 | 559             | 6   | 154                      | 1   | 664             | 3   | 1.377 | 10  |
| 16:00 - 17:00 | 521             | 1   | 124                      | 2   | 682             | 15  | 1.327 | 18  |
| 17:00 - 18:00 | 500             | 0   | 118                      | 4   | 573             | 10  | 1.191 | 14  |
| Summe         | 1.580           | 7   | 396                      | 7   | 1.919           | 28  | 3.895 | 42  |
| Gesamt        | 3.225           | 13  | 633                      | 10  | 3.300           | 41  | 7.158 | 64  |

| Spitzenstunde am Vormittag | Hauptstraße (N) |     | Hermann-Grüneberg-Straße |     | Hauptstraße (S) |     | Summe |     |
|----------------------------|-----------------|-----|--------------------------|-----|-----------------|-----|-------|-----|
|                            | Kfz             | Rad | Kfz                      | Rad | Kfz             | Rad | Kfz   | Rad |
| Zeit                       |                 |     |                          |     |                 |     |       |     |
| 07:00 - 07:15              | 183             | 1   | 28                       | 2   | 105             | 2   | 316   | 5   |
| 07:15 - 07:30              | 153             | 0   | 36                       | 1   | 137             | 0   | 326   | 1   |
| 07:30 - 07:45              | 146             | 0   | 30                       | 0   | 156             | 1   | 332   | 1   |
| 07:45 - 08:00              | 163             | 0   | 22                       | 0   | 137             | 4   | 322   | 4   |
| Summe                      | 645             | 1   | 116                      | 3   | 535             | 7   | 1.296 | 11  |

| Spitzenstunde am Nachmittag | Hauptstraße (N) |     | Hermann-Grüneberg-Straße |     | Hauptstraße (S) |     | Summe |     |
|-----------------------------|-----------------|-----|--------------------------|-----|-----------------|-----|-------|-----|
|                             | Kfz             | Rad | Kfz                      | Rad | Kfz             | Rad | Kfz   | Rad |
| Zeit                        |                 |     |                          |     |                 |     |       |     |
| 15:15 - 15:30               | 144             | 3   | 30                       | 0   | 161             | 2   | 335   | 5   |
| 15:30 - 15:45               | 138             | 1   | 33                       | 0   | 165             | 1   | 336   | 2   |
| 15:45 - 16:00               | 147             | 1   | 29                       | 1   | 169             | 0   | 345   | 2   |
| 16:00 - 16:15               | 145             | 0   | 48                       | 0   | 179             | 3   | 372   | 3   |
| Summe                       | 574             | 5   | 140                      | 1   | 674             | 6   | 1.388 | 12  |



### Verkehrsaufkommen je Verkehrsbeziehung und Knotenpunktzufahrt | 1h-Intervall

| Hauptstraße (N) | Geradeausverkehr |     |     |     | Linksabbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|-----------------|------------------|-----|-----|-----|---------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
|                 | Pkw              | Lkw | Bus | Rad | Pkw                 | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad | %         |
| Zeit            |                  |     |     |     |                     |     |     |     |        |     |     |     |       |     |           |
| 06:00 - 07:00   | 464              | 22  | 0   | 0   | 32                  | 3   | 3   | 1   | 0      | 0   | 0   | 0   | 524   | 1   | 5%        |
| 07:00 - 08:00   | 529              | 30  | 5   | 1   | 77                  | 1   | 3   | 0   | 0      | 0   | 0   | 0   | 645   | 1   | 6%        |
| 08:00 - 09:00   | 406              | 21  | 1   | 2   | 45                  | 0   | 3   | 2   | 0      | 0   | 0   | 0   | 476   | 4   | 5%        |
| Summe           | 1.399            | 73  | 6   | 3   | 154                 | 4   | 9   | 3   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt          | 1.478            |     |     |     | 167                 |     |     |     | 0      |     |     |     | 1.645 | 6   | 6%        |
| 15:00 - 16:00   | 484              | 20  | 1   | 6   | 49                  | 2   | 3   | 0   | 0      | 0   | 0   | 0   | 559   | 6   | 5%        |
| 16:00 - 17:00   | 450              | 15  | 0   | 1   | 51                  | 2   | 3   | 0   | 0      | 0   | 0   | 0   | 521   | 1   | 4%        |
| 17:00 - 18:00   | 452              | 7   | 0   | 0   | 37                  | 0   | 4   | 0   | 0      | 0   | 0   | 0   | 500   | 0   | 2%        |
| Summe           | 1.386            | 42  | 1   | 7   | 137                 | 4   | 10  | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt          | 1.429            |     |     |     | 151                 |     |     |     | 0      |     |     |     | 1.580 | 7   | 4%        |

| Hauptstraße (N)<br>Spitzenstunde | Geradeausverkehr |     |     |     | Linksabbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|----------------------------------|------------------|-----|-----|-----|---------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
|                                  | Pkw              | Lkw | Bus | Rad | Pkw                 | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad | %         |
| Zeit                             |                  |     |     |     |                     |     |     |     |        |     |     |     |       |     |           |
| 07:00 - 07:15                    | 154              | 8   | 1   | 1   | 20                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 183   | 1   | 5%        |
| 07:15 - 07:30                    | 117              | 8   | 2   | 0   | 25                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 153   | 0   | 7%        |
| 07:30 - 07:45                    | 123              | 7   | 1   | 0   | 14                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 146   | 0   | 6%        |
| 07:45 - 08:00                    | 135              | 7   | 1   | 0   | 18                  | 1   | 1   | 0   | 0      | 0   | 0   | 0   | 163   | 0   | 6%        |
| Summe                            | 529              | 30  | 5   | 1   | 77                  | 1   | 3   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                           | 564              |     |     |     | 81                  |     |     |     | 0      |     |     |     | 645   | 1   | 6%        |
| 15:15 - 15:30                    | 127              | 4   | 0   | 3   | 13                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 144   | 3   | 3%        |
| 15:30 - 15:45                    | 119              | 6   | 1   | 1   | 11                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 138   | 1   | 6%        |
| 15:45 - 16:00                    | 126              | 3   | 0   | 1   | 17                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 147   | 1   | 3%        |
| 16:00 - 16:15                    | 122              | 6   | 0   | 0   | 14                  | 2   | 1   | 0   | 0      | 0   | 0   | 0   | 145   | 0   | 6%        |
| Summe                            | 494              | 19  | 1   | 5   | 55                  | 2   | 3   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                           | 514              |     |     |     | 60                  |     |     |     | 0      |     |     |     | 574   | 5   | 4%        |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

| Hermann-Grüneberg-Straße | Rechtseinbiegeverkehr |     |     |     | Linkseinbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|--------------------------|-----------------------|-----|-----|-----|----------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
|                          | Zeit                  | Pkw | Lkw | Bus | Rad                  | Pkw | Lkw | Bus | Rad    | Pkw | Lkw | Bus | Rad   | Kfz | Rad       |
| 06:00 - 07:00            | 23                    | 1   | 3   | 0   | 22                   | 0   | 5   | 0   | 0      | 0   | 0   | 0   | 54    | 0   | 17%       |
| 07:00 - 08:00            | 58                    | 1   | 7   | 3   | 45                   | 0   | 5   | 0   | 0      | 0   | 0   | 0   | 116   | 3   | 11%       |
| 08:00 - 09:00            | 35                    | 0   | 5   | 0   | 19                   | 2   | 6   | 0   | 0      | 0   | 0   | 0   | 67    | 0   | 19%       |
| Summe                    | 116                   | 2   | 15  | 3   | 86                   | 2   | 16  | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                   | 133                   |     |     |     | 104                  |     |     |     | 0      |     |     |     | 237   | 3   | 15%       |
| 15:00 - 16:00            | 99                    | 6   | 1   | 1   | 41                   | 1   | 6   | 0   | 0      | 0   | 0   | 0   | 154   | 1   | 9%        |
| 16:00 - 17:00            | 78                    | 1   | 2   | 1   | 37                   | 0   | 6   | 1   | 0      | 0   | 0   | 0   | 124   | 2   | 7%        |
| 17:00 - 18:00            | 63                    | 1   | 2   | 3   | 47                   | 0   | 5   | 1   | 0      | 0   | 0   | 0   | 118   | 4   | 7%        |
| Summe                    | 240                   | 8   | 5   | 5   | 125                  | 1   | 17  | 2   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                   | 253                   |     |     |     | 143                  |     |     |     | 0      |     |     |     | 396   | 7   | 8%        |

| Hermann-Grüneberg-Straße<br>Spitzenstunde | Rechtseinbiegeverkehr |     |     |     | Linkseinbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|-------------------------------------------|-----------------------|-----|-----|-----|----------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
|                                           | Zeit                  | Pkw | Lkw | Bus | Rad                  | Pkw | Lkw | Bus | Rad    | Pkw | Lkw | Bus | Rad   | Kfz | Rad       |
| 07:00 - 07:15                             | 17                    | 0   | 1   | 2   | 8                    | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 28    | 2   | 11%       |
| 07:15 - 07:30                             | 15                    | 1   | 4   | 1   | 16                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 36    | 1   | 14%       |
| 07:30 - 07:45                             | 16                    | 0   | 1   | 0   | 12                   | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 30    | 0   | 7%        |
| 07:45 - 08:00                             | 10                    | 0   | 1   | 0   | 9                    | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 22    | 0   | 14%       |
| Summe                                     | 58                    | 1   | 7   | 3   | 45                   | 0   | 5   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                                    | 66                    |     |     |     | 50                   |     |     |     | 0      |     |     |     | 116   | 3   | 11%       |
| 15:15 - 15:30                             | 19                    | 0   | 1   | 0   | 10                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 30    | 0   | 3%        |
| 15:30 - 15:45                             | 16                    | 2   | 0   | 0   | 13                   | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 33    | 0   | 12%       |
| 15:45 - 16:00                             | 20                    | 2   | 0   | 1   | 4                    | 1   | 2   | 0   | 0      | 0   | 0   | 0   | 29    | 1   | 17%       |
| 16:00 - 16:15                             | 35                    | 0   | 0   | 0   | 11                   | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 48    | 0   | 4%        |
| Summe                                     | 90                    | 4   | 1   | 1   | 38                   | 1   | 6   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                                    | 95                    |     |     |     | 45                   |     |     |     | 0      |     |     |     | 140   | 1   | 9%        |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafräder (Krad) zusammengefasst.

| Hauptstraße (S) | Rechtsabbiegeverkehr |     |     |     | Geradeausverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|-----------------|----------------------|-----|-----|-----|------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
| Zeit            | Pkw                  | Lkw | Bus | Rad | Pkw              | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad | %         |
| 06:00 - 07:00   | 18                   | 0   | 6   | 0   | 299              | 14  | 0   | 2   | 0      | 0   | 0   | 0   | 337   | 2   | 6%        |
| 07:00 - 08:00   | 61                   | 0   | 5   | 2   | 453              | 16  | 0   | 5   | 0      | 0   | 0   | 0   | 535   | 7   | 4%        |
| 08:00 - 09:00   | 43                   | 0   | 6   | 1   | 428              | 32  | 0   | 3   | 0      | 0   | 0   | 0   | 509   | 4   | 7%        |
| Summe           | 122                  | 0   | 17  | 3   | 1.180            | 62  | 0   | 10  | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt          | 139                  |     |     |     | 1.242            |     |     |     | 0      |     |     |     | 1.381 | 13  | 6%        |
| 15:00 - 16:00   | 43                   | 1   | 6   | 1   | 586              | 26  | 2   | 2   | 0      | 0   | 0   | 0   | 664   | 3   | 5%        |
| 16:00 - 17:00   | 34                   | 0   | 6   | 7   | 628              | 14  | 0   | 8   | 0      | 0   | 0   | 0   | 682   | 15  | 3%        |
| 17:00 - 18:00   | 35                   | 1   | 4   | 0   | 526              | 6   | 1   | 10  | 0      | 0   | 0   | 0   | 573   | 10  | 2%        |
| Summe           | 112                  | 2   | 16  | 8   | 1.740            | 46  | 3   | 20  | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt          | 130                  |     |     |     | 1.789            |     |     |     | 0      |     |     |     | 1.919 | 28  | 3%        |

| Hauptstraße (S)<br>Spitzenstunde | Rechtsabbiegeverkehr |     |     |     | Geradeausverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|----------------------------------|----------------------|-----|-----|-----|------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
| Zeit                             | Pkw                  | Lkw | Bus | Rad | Pkw              | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad | %         |
| 07:00 - 07:15                    | 9                    | 0   | 1   | 1   | 91               | 4   | 0   | 1   | 0      | 0   | 0   | 0   | 105   | 2   | 5%        |
| 07:15 - 07:30                    | 8                    | 0   | 0   | 0   | 125              | 4   | 0   | 0   | 0      | 0   | 0   | 0   | 137   | 0   | 3%        |
| 07:30 - 07:45                    | 20                   | 0   | 2   | 1   | 131              | 3   | 0   | 0   | 0      | 0   | 0   | 0   | 156   | 1   | 3%        |
| 07:45 - 08:00                    | 24                   | 0   | 2   | 0   | 106              | 5   | 0   | 4   | 0      | 0   | 0   | 0   | 137   | 4   | 5%        |
| Summe                            | 61                   | 0   | 5   | 2   | 453              | 16  | 0   | 5   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                           | 66                   |     |     |     | 469              |     |     |     | 0      |     |     |     | 535   | 7   | 4%        |
| 15:15 - 15:30                    | 8                    | 1   | 2   | 1   | 144              | 5   | 1   | 1   | 0      | 0   | 0   | 0   | 161   | 2   | 6%        |
| 15:30 - 15:45                    | 12                   | 0   | 0   | 0   | 148              | 5   | 0   | 1   | 0      | 0   | 0   | 0   | 165   | 1   | 3%        |
| 15:45 - 16:00                    | 12                   | 0   | 2   | 0   | 148              | 7   | 0   | 0   | 0      | 0   | 0   | 0   | 169   | 0   | 5%        |
| 16:00 - 16:15                    | 6                    | 0   | 2   | 2   | 168              | 3   | 0   | 1   | 0      | 0   | 0   | 0   | 179   | 3   | 3%        |
| Summe                            | 38                   | 1   | 6   | 3   | 608              | 20  | 1   | 3   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                           | 45                   |     |     |     | 629              |     |     |     | 0      |     |     |     | 674   | 6   | 4%        |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

### Verkehrsaufkommen je Verkehrsbeziehung und Knotenpunktzufahrt | 15min-Intervall

| Hauptstraße (N) | Geradeausverkehr |     |     |     | Linksabbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     |
|-----------------|------------------|-----|-----|-----|---------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|
|                 | Pkw              | Lkw | Bus | Rad | Pkw                 | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad |
| 06:00 - 06:15   | 116              | 3   | 0   | 0   | 6                   | 1   | 1   | 0   | 0      | 0   | 0   | 0   | 127   | 0   |
| 06:15 - 06:30   | 117              | 1   | 0   | 0   | 11                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 130   | 0   |
| 06:30 - 06:45   | 107              | 5   | 0   | 0   | 4                   | 0   | 0   | 1   | 0      | 0   | 0   | 0   | 116   | 1   |
| 06:45 - 07:00   | 124              | 13  | 0   | 0   | 11                  | 2   | 1   | 0   | 0      | 0   | 0   | 0   | 151   | 0   |
| 07:00 - 07:15   | 154              | 8   | 1   | 1   | 20                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 183   | 1   |
| 07:15 - 07:30   | 117              | 8   | 2   | 0   | 25                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 153   | 0   |
| 07:30 - 07:45   | 123              | 7   | 1   | 0   | 14                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 146   | 0   |
| 07:45 - 08:00   | 135              | 7   | 1   | 0   | 18                  | 1   | 1   | 0   | 0      | 0   | 0   | 0   | 163   | 0   |
| 08:00 - 08:15   | 100              | 3   | 0   | 1   | 13                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 117   | 1   |
| 08:15 - 08:30   | 108              | 2   | 0   | 1   | 10                  | 0   | 0   | 2   | 0      | 0   | 0   | 0   | 120   | 3   |
| 08:30 - 08:45   | 102              | 10  | 1   | 0   | 14                  | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 128   | 0   |
| 08:45 - 09:00   | 96               | 6   | 0   | 0   | 8                   | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 111   | 0   |

|               |     |   |   |   |    |   |   |   |   |   |   |   |     |   |
|---------------|-----|---|---|---|----|---|---|---|---|---|---|---|-----|---|
| 15:00 - 15:15 | 112 | 7 | 0 | 1 | 8  | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 130 | 1 |
| 15:15 - 15:30 | 127 | 4 | 0 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 3 |
| 15:30 - 15:45 | 119 | 6 | 1 | 1 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 138 | 1 |
| 15:45 - 16:00 | 126 | 3 | 0 | 1 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 147 | 1 |
| 16:00 - 16:15 | 122 | 6 | 0 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 145 | 0 |
| 16:15 - 16:30 | 103 | 1 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 1 |
| 16:30 - 16:45 | 118 | 4 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 133 | 0 |
| 16:45 - 17:00 | 107 | 4 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 126 | 0 |
| 17:00 - 17:15 | 106 | 3 | 0 | 0 | 9  | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 119 | 0 |
| 17:15 - 17:30 | 141 | 0 | 0 | 0 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 0 |
| 17:30 - 17:45 | 107 | 1 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 123 | 0 |
| 17:45 - 18:00 | 98  | 3 | 0 | 0 | 8  | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 111 | 0 |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

| Hermann-Grüneberg-Straße<br>Zeit | Rechtseinbiegeverkehr |     |     |     | Linkseinbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     |
|----------------------------------|-----------------------|-----|-----|-----|----------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|
|                                  | Pkw                   | Lkw | Bus | Rad | Pkw                  | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad |
| 06:00 - 06:15                    | 2                     | 0   | 0   | 0   | 4                    | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 7     | 0   |
| 06:15 - 06:30                    | 5                     | 0   | 1   | 0   | 5                    | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 12    | 0   |
| 06:30 - 06:45                    | 8                     | 0   | 1   | 0   | 8                    | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 18    | 0   |
| 06:45 - 07:00                    | 8                     | 1   | 1   | 0   | 5                    | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 17    | 0   |
| 07:00 - 07:15                    | 17                    | 0   | 1   | 2   | 8                    | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 28    | 2   |
| 07:15 - 07:30                    | 15                    | 1   | 4   | 1   | 16                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 36    | 1   |
| 07:30 - 07:45                    | 16                    | 0   | 1   | 0   | 12                   | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 30    | 0   |
| 07:45 - 08:00                    | 10                    | 0   | 1   | 0   | 9                    | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 22    | 0   |
| 08:00 - 08:15                    | 5                     | 0   | 1   | 0   | 4                    | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 12    | 0   |
| 08:15 - 08:30                    | 12                    | 0   | 2   | 0   | 0                    | 0   | 2   | 0   | 0      | 0   | 0   | 0   | 16    | 0   |
| 08:30 - 08:45                    | 8                     | 0   | 1   | 0   | 9                    | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 18    | 0   |
| 08:45 - 09:00                    | 10                    | 0   | 1   | 0   | 6                    | 2   | 2   | 0   | 0      | 0   | 0   | 0   | 21    | 0   |

|               |    |   |   |   |    |   |   |   |   |   |   |   |    |   |
|---------------|----|---|---|---|----|---|---|---|---|---|---|---|----|---|
| 15:00 - 15:15 | 44 | 2 | 0 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 62 | 0 |
| 15:15 - 15:30 | 19 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| 15:30 - 15:45 | 16 | 2 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |
| 15:45 - 16:00 | 20 | 2 | 0 | 1 | 4  | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 1 |
| 16:00 - 16:15 | 35 | 0 | 0 | 0 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 48 | 0 |
| 16:15 - 16:30 | 16 | 1 | 0 | 1 | 9  | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 1 |
| 16:30 - 16:45 | 9  | 0 | 1 | 0 | 5  | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 16 | 1 |
| 16:45 - 17:00 | 18 | 0 | 1 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |
| 17:00 - 17:15 | 14 | 0 | 1 | 1 | 14 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 31 | 2 |
| 17:15 - 17:30 | 20 | 0 | 1 | 1 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 1 |
| 17:30 - 17:45 | 11 | 0 | 0 | 1 | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 |
| 17:45 - 18:00 | 18 | 1 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

| Hauptstraße (S) | Rechtsabbiegeverkehr |     |     |     | Geradeausverkehr |     |     |     | Wender |     |     |     | Summe |     |
|-----------------|----------------------|-----|-----|-----|------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|
|                 | Zeit                 | Pkw | Lkw | Bus | Rad              | Pkw | Lkw | Bus | Rad    | Pkw | Lkw | Bus | Rad   | Kfz |
| 06:00 - 06:15   | 3                    | 0   | 2   | 0   | 50               | 2   | 0   | 1   | 0      | 0   | 0   | 0   | 57    | 1   |
| 06:15 - 06:30   | 4                    | 0   | 2   | 0   | 67               | 1   | 0   | 0   | 0      | 0   | 0   | 0   | 74    | 0   |
| 06:30 - 06:45   | 0                    | 0   | 0   | 0   | 87               | 4   | 0   | 0   | 0      | 0   | 0   | 0   | 91    | 0   |
| 06:45 - 07:00   | 11                   | 0   | 2   | 0   | 95               | 7   | 0   | 1   | 0      | 0   | 0   | 0   | 115   | 1   |
| 07:00 - 07:15   | 9                    | 0   | 1   | 1   | 91               | 4   | 0   | 1   | 0      | 0   | 0   | 0   | 105   | 2   |
| 07:15 - 07:30   | 8                    | 0   | 0   | 0   | 125              | 4   | 0   | 0   | 0      | 0   | 0   | 0   | 137   | 0   |
| 07:30 - 07:45   | 20                   | 0   | 2   | 1   | 131              | 3   | 0   | 0   | 0      | 0   | 0   | 0   | 156   | 1   |
| 07:45 - 08:00   | 24                   | 0   | 2   | 0   | 106              | 5   | 0   | 4   | 0      | 0   | 0   | 0   | 137   | 4   |
| 08:00 - 08:15   | 16                   | 0   | 2   | 1   | 97               | 8   | 0   | 1   | 0      | 0   | 0   | 0   | 123   | 2   |
| 08:15 - 08:30   | 8                    | 0   | 2   | 0   | 121              | 11  | 0   | 2   | 0      | 0   | 0   | 0   | 142   | 2   |
| 08:30 - 08:45   | 8                    | 0   | 0   | 0   | 100              | 3   | 0   | 0   | 0      | 0   | 0   | 0   | 111   | 0   |
| 08:45 - 09:00   | 11                   | 0   | 2   | 0   | 110              | 10  | 0   | 0   | 0      | 0   | 0   | 0   | 133   | 0   |

|               |    |   |   |   |     |   |   |   |   |   |   |   |     |   |
|---------------|----|---|---|---|-----|---|---|---|---|---|---|---|-----|---|
| 15:00 - 15:15 | 11 | 0 | 2 | 0 | 146 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 169 | 0 |
| 15:15 - 15:30 | 8  | 1 | 2 | 1 | 144 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 161 | 2 |
| 15:30 - 15:45 | 12 | 0 | 0 | 0 | 148 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 165 | 1 |
| 15:45 - 16:00 | 12 | 0 | 2 | 0 | 148 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 0 |
| 16:00 - 16:15 | 6  | 0 | 2 | 2 | 168 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 179 | 3 |
| 16:15 - 16:30 | 8  | 0 | 0 | 2 | 171 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 184 | 4 |
| 16:30 - 16:45 | 10 | 0 | 2 | 2 | 145 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 161 | 3 |
| 16:45 - 17:00 | 10 | 0 | 2 | 1 | 144 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 158 | 5 |
| 17:00 - 17:15 | 11 | 0 | 2 | 0 | 142 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 157 | 1 |
| 17:15 - 17:30 | 5  | 0 | 0 | 0 | 136 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 142 | 7 |
| 17:30 - 17:45 | 10 | 1 | 1 | 0 | 127 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 141 | 2 |
| 17:45 - 18:00 | 9  | 0 | 1 | 0 | 121 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 133 | 0 |

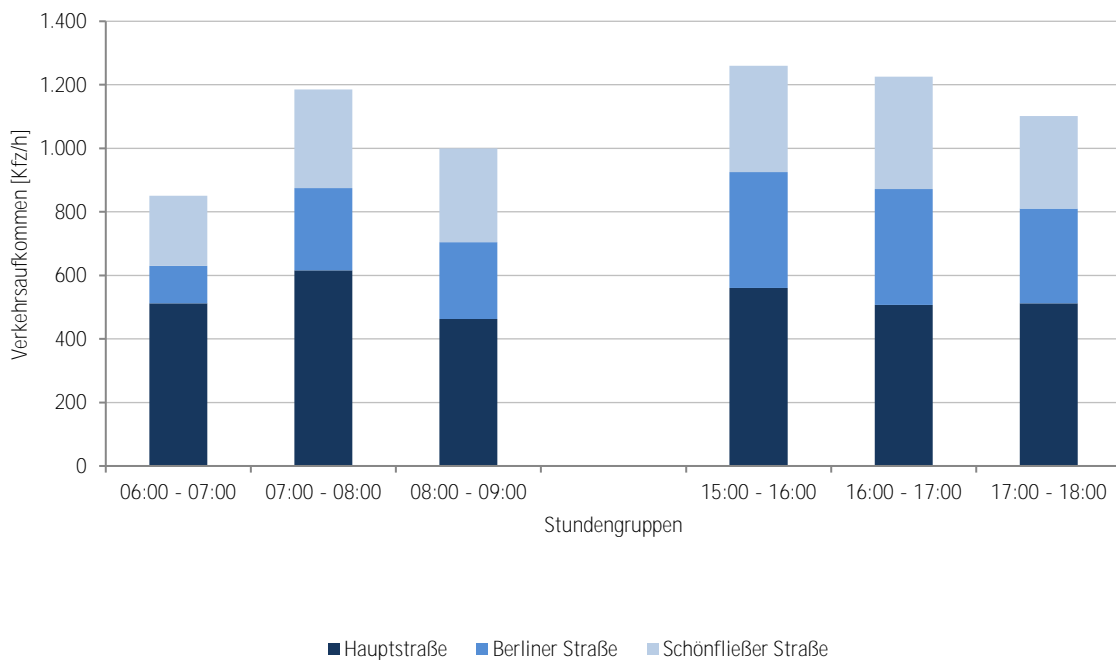
In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

### 3.1.2 KP 2 | Berliner Straße (L21) / Schönfließer Straße (L30)

#### Basisdaten der Verkehrserhebung

|                       |                                                                                      |       |
|-----------------------|--------------------------------------------------------------------------------------|-------|
| Ort.....              | Gemeinde Mühlenbecker Land                                                           |       |
| Zählstelle.....       | Berliner Straße / Schönfließer Straße                                                |       |
| Datum.....            | 15.09.2022                                                                           |       |
| Wochentag.....        | Donnerstag                                                                           |       |
| Art der Erhebung..... | Knotenstromerhebung                                                                  |       |
| Erhebungsdauer.....   | Hauptverkehrszeiten (06:00 - 10:00 Uhr; 15:00 - 19:00 Uhr)                           |       |
| Klassifizierung.....  | leichte Fahrzeuge (Krad, Pkw, Lfw)   LkwA & Sattelzug   Busse   Rad auf der Fahrbahn |       |
| Witterung.....        | heiter                                                                               |       |
| Temperatur.....       | tagsüber                                                                             | 18 °C |
|                       | nachts                                                                               | 11 °C |
| Bemerkungen.....      | Schienenersatzverkehr wegen Bauarbeiten an der S-Bahn Linie S8                       |       |

#### Ganglinien des Erhebungszeitraums



## Verkehrsaufkommen je Knotenpunktzufahrt

| Gesamt        | Hauptstraße |     | Berliner Straße |     | Schönfließer Straße |     | Summe |     |
|---------------|-------------|-----|-----------------|-----|---------------------|-----|-------|-----|
|               | Kfz         | Rad | Kfz             | Rad | Kfz                 | Rad | Kfz   | Rad |
| Zeit          |             |     |                 |     |                     |     |       |     |
| 06:00 - 07:00 | 512         | 2   | 118             | 1   | 221                 | 2   | 851   | 5   |
| 07:00 - 08:00 | 616         | 1   | 259             | 3   | 310                 | 2   | 1.185 | 6   |
| 08:00 - 09:00 | 463         | 4   | 242             | 2   | 295                 | 0   | 1.000 | 6   |
| Summe         | 1.591       | 7   | 619             | 6   | 826                 | 4   | 3.036 | 17  |
| 15:00 - 16:00 | 560         | 5   | 365             | 0   | 335                 | 0   | 1.260 | 5   |
| 16:00 - 17:00 | 507         | 5   | 365             | 7   | 354                 | 2   | 1.226 | 14  |
| 17:00 - 18:00 | 512         | 3   | 298             | 7   | 292                 | 3   | 1.102 | 13  |
| Summe         | 1.579       | 13  | 1.028           | 14  | 981                 | 5   | 3.588 | 32  |
| Gesamt        | 3.170       | 20  | 1.647           | 20  | 1.807               | 9   | 6.624 | 49  |

| Spitzenstunde am Vormittag | Hauptstraße |     | Berliner Straße |     | Schönfließer Straße |     | Summe |     |
|----------------------------|-------------|-----|-----------------|-----|---------------------|-----|-------|-----|
|                            | Kfz         | Rad | Kfz             | Rad | Kfz                 | Rad | Kfz   | Rad |
| Zeit                       |             |     |                 |     |                     |     |       |     |
| 07:00 - 07:15              | 175         | 1   | 47              | 1   | 68                  | 0   | 290   | 2   |
| 07:15 - 07:30              | 137         | 0   | 75              | 0   | 78                  | 0   | 290   | 0   |
| 07:30 - 07:45              | 149         | 0   | 77              | 0   | 74                  | 0   | 300   | 0   |
| 07:45 - 08:00              | 155         | 0   | 60              | 2   | 90                  | 2   | 305   | 4   |
| Summe                      | 616         | 1   | 259             | 3   | 310                 | 2   | 1.185 | 6   |

| Spitzenstunde am Nachmittag | Hauptstraße |     | Berliner Straße |     | Schönfließer Straße |     | Summe |     |
|-----------------------------|-------------|-----|-----------------|-----|---------------------|-----|-------|-----|
|                             | Kfz         | Rad | Kfz             | Rad | Kfz                 | Rad | Kfz   | Rad |
| Zeit                        |             |     |                 |     |                     |     |       |     |
| 15:15 - 15:30               | 138         | 1   | 90              | 0   | 88                  | 0   | 316   | 1   |
| 15:30 - 15:45               | 138         | 2   | 92              | 0   | 88                  | 0   | 318   | 2   |
| 15:45 - 16:00               | 148         | 1   | 91              | 0   | 77                  | 0   | 316   | 1   |
| 16:00 - 16:15               | 141         | 1   | 99              | 3   | 91                  | 0   | 331   | 4   |
| Summe                       | 565         | 5   | 372             | 3   | 344                 | 0   | 1.281 | 8   |



### Verkehrsaufkommen je Verkehrsbeziehung und Knotenpunktzufahrt | 1h-Intervall

| Hauptstraße | Rechtsabbiegeverkehr |     |     |     | Geradeausverkehr |     |     |     | Wender |     |     |     | Summe |       | SV-Anteil |    |
|-------------|----------------------|-----|-----|-----|------------------|-----|-----|-----|--------|-----|-----|-----|-------|-------|-----------|----|
|             | Zeit                 | Pkw | Lkw | Bus | Rad              | Pkw | Lkw | Bus | Rad    | Pkw | Lkw | Bus | Rad   | Kfz   | Rad       | %  |
|             | 06:00 - 07:00        | 278 | 16  | 5   | 0                | 208 | 5   | 0   | 2      | 0   | 0   | 0   | 0     | 512   | 2         | 5% |
|             | 07:00 - 08:00        | 285 | 21  | 7   | 0                | 288 | 12  | 3   | 1      | 0   | 0   | 0   | 0     | 616   | 1         | 7% |
|             | 08:00 - 09:00        | 220 | 8   | 8   | 2                | 213 | 14  | 0   | 2      | 0   | 0   | 0   | 0     | 463   | 4         | 6% |
|             | Summe                | 783 | 45  | 20  | 2                | 709 | 31  | 3   | 5      | 0   | 0   | 0   | 0     |       |           |    |
|             | Gesamt               | 848 |     |     |                  | 743 |     |     |        | 0   |     |     |       | 1.591 | 7         | 6% |
|             | 15:00 - 16:00        | 246 | 9   | 7   | 0                | 288 | 10  | 0   | 5      | 0   | 0   | 0   | 0     | 560   | 5         | 5% |
|             | 16:00 - 17:00        | 257 | 5   | 7   | 2                | 231 | 7   | 0   | 3      | 0   | 0   | 0   | 0     | 507   | 5         | 4% |
|             | 17:00 - 18:00        | 229 | 4   | 5   | 1                | 271 | 3   | 0   | 2      | 0   | 0   | 0   | 0     | 512   | 3         | 2% |
|             | Summe                | 732 | 18  | 19  | 3                | 790 | 20  | 0   | 10     | 0   | 0   | 0   | 0     |       |           |    |
|             | Gesamt               | 769 |     |     |                  | 810 |     |     |        | 0   |     |     |       | 1.579 | 13        | 4% |

| Hauptstraße<br>Spitzenstunde | Rechtsabbiegeverkehr |     |     |     | Geradeausverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |    |
|------------------------------|----------------------|-----|-----|-----|------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|----|
|                              | Zeit                 | Pkw | Lkw | Bus | Rad              | Pkw | Lkw | Bus | Rad    | Pkw | Lkw | Bus | Rad   | Kfz | Rad       | %  |
|                              | 07:00 - 07:15        | 77  | 6   | 2   | 0                | 86  | 3   | 1   | 1      | 0   | 0   | 0   | 0     | 175 | 1         | 7% |
|                              | 07:15 - 07:30        | 71  | 3   | 0   | 0                | 59  | 3   | 1   | 0      | 0   | 0   | 0   | 0     | 137 | 0         | 5% |
|                              | 07:30 - 07:45        | 65  | 6   | 3   | 0                | 73  | 2   | 0   | 0      | 0   | 0   | 0   | 0     | 149 | 0         | 7% |
|                              | 07:45 - 08:00        | 72  | 6   | 2   | 0                | 70  | 4   | 1   | 0      | 0   | 0   | 0   | 0     | 155 | 0         | 8% |
|                              | Summe                | 285 | 21  | 7   | 0                | 288 | 12  | 3   | 1      | 0   | 0   | 0   | 0     |     |           |    |
|                              | Gesamt               | 313 |     |     |                  | 303 |     |     |        | 0   |     |     |       | 616 | 1         | 7% |
|                              | 15:15 - 15:30        | 72  | 2   | 0   | 0                | 61  | 3   | 0   | 1      | 0   | 0   | 0   | 0     | 138 | 1         | 4% |
|                              | 15:30 - 15:45        | 59  | 1   | 2   | 0                | 72  | 4   | 0   | 2      | 0   | 0   | 0   | 0     | 138 | 2         | 5% |
|                              | 15:45 - 16:00        | 58  | 2   | 3   | 0                | 83  | 2   | 0   | 1      | 0   | 0   | 0   | 0     | 148 | 1         | 5% |
|                              | 16:00 - 16:15        | 77  | 1   | 2   | 0                | 56  | 5   | 0   | 1      | 0   | 0   | 0   | 0     | 141 | 1         | 6% |
|                              | Summe                | 266 | 6   | 7   | 0                | 272 | 14  | 0   | 5      | 0   | 0   | 0   | 0     |     |           |    |
|                              | Gesamt               | 279 |     |     |                  | 286 |     |     |        | 0   |     |     |       | 565 | 5         | 5% |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

| Berliner Straße | Geradeausverkehr |     |     |     | Linksabbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|-----------------|------------------|-----|-----|-----|---------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
| Zeit            | Pkw              | Lkw | Bus | Rad | Pkw                 | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad | %         |
| 06:00 - 07:00   | 110              | 3   | 0   | 1   | 5                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 118   | 1   | 3%        |
| 07:00 - 08:00   | 232              | 6   | 0   | 3   | 19                  | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 259   | 3   | 3%        |
| 08:00 - 09:00   | 213              | 12  | 0   | 2   | 17                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 242   | 2   | 5%        |
| Summe           | 555              | 21  | 0   | 6   | 41                  | 2   | 0   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt          | 576              |     |     |     | 43                  |     |     |     | 0      |     |     |     | 619   | 6   | 4%        |
| 15:00 - 16:00   | 329              | 8   | 2   | 0   | 26                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 365   | 0   | 3%        |
| 16:00 - 17:00   | 338              | 5   | 0   | 7   | 22                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 365   | 7   | 1%        |
| 17:00 - 18:00   | 280              | 4   | 1   | 7   | 13                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 298   | 7   | 2%        |
| Summe           | 947              | 17  | 3   | 14  | 61                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt          | 967              |     |     |     | 61                  |     |     |     | 0      |     |     |     | 1.028 | 14  | 2%        |

| Berliner Straße Spitzenstunde | Geradeausverkehr |     |     |     | Linksabbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|-------------------------------|------------------|-----|-----|-----|---------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
| Zeit                          | Pkw              | Lkw | Bus | Rad | Pkw                 | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad | %         |
| 07:00 - 07:15                 | 42               | 3   | 0   | 1   | 2                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 47    | 1   | 6%        |
| 07:15 - 07:30                 | 65               | 1   | 0   | 0   | 7                   | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 75    | 0   | 4%        |
| 07:30 - 07:45                 | 73               | 1   | 0   | 0   | 3                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 77    | 0   | 1%        |
| 07:45 - 08:00                 | 52               | 1   | 0   | 2   | 7                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 60    | 2   | 2%        |
| Summe                         | 232              | 6   | 0   | 3   | 19                  | 2   | 0   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                        | 238              |     |     |     | 21                  |     |     |     | 0      |     |     |     | 259   | 3   | 3%        |
| 15:15 - 15:30                 | 76               | 3   | 1   | 0   | 10                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 90    | 0   | 4%        |
| 15:30 - 15:45                 | 85               | 0   | 0   | 0   | 7                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 92    | 0   | 0%        |
| 15:45 - 16:00                 | 87               | 1   | 0   | 0   | 3                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 91    | 0   | 1%        |
| 16:00 - 16:15                 | 92               | 1   | 0   | 3   | 6                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 99    | 3   | 1%        |
| Summe                         | 340              | 5   | 1   | 3   | 26                  | 0   | 0   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                        | 346              |     |     |     | 26                  |     |     |     | 0      |     |     |     | 372   | 3   | 2%        |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

| Schönfließer Straße | Rechtseinbiegeverkehr |     |     |     | Linkseinbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|---------------------|-----------------------|-----|-----|-----|----------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
|                     | Pkw                   | Lkw | Bus | Rad | Pkw                  | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad | %         |
| Zeit                |                       |     |     |     |                      |     |     |     |        |     |     |     |       |     |           |
| 06:00 - 07:00       | 7                     | 0   | 0   | 0   | 200                  | 8   | 6   | 2   | 0      | 0   | 0   | 0   | 221   | 2   | 6%        |
| 07:00 - 08:00       | 13                    | 1   | 0   | 0   | 284                  | 7   | 5   | 2   | 0      | 0   | 0   | 0   | 310   | 2   | 4%        |
| 08:00 - 09:00       | 12                    | 0   | 0   | 0   | 258                  | 19  | 6   | 0   | 0      | 0   | 0   | 0   | 295   | 0   | 8%        |
| Summe               | 32                    | 1   | 0   | 0   | 742                  | 34  | 17  | 4   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt              | 33                    |     |     |     | 793                  |     |     |     | 0      |     |     |     | 826   | 4   | 6%        |
| 15:00 - 16:00       | 17                    | 0   | 0   | 0   | 293                  | 19  | 6   | 0   | 0      | 0   | 0   | 0   | 335   | 0   | 7%        |
| 16:00 - 17:00       | 16                    | 0   | 0   | 0   | 325                  | 8   | 5   | 2   | 0      | 0   | 0   | 0   | 354   | 2   | 4%        |
| 17:00 - 18:00       | 10                    | 0   | 0   | 2   | 273                  | 4   | 5   | 1   | 0      | 0   | 0   | 0   | 292   | 3   | 3%        |
| Summe               | 43                    | 0   | 0   | 2   | 891                  | 31  | 16  | 3   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt              | 43                    |     |     |     | 938                  |     |     |     | 0      |     |     |     | 981   | 5   | 5%        |

| Schönfließer Straße Spitzenstunde | Rechtseinbiegeverkehr |     |     |     | Linkseinbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     | SV-Anteil |
|-----------------------------------|-----------------------|-----|-----|-----|----------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|-----------|
|                                   | Pkw                   | Lkw | Bus | Rad | Pkw                  | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad | %         |
| Zeit                              |                       |     |     |     |                      |     |     |     |        |     |     |     |       |     |           |
| 07:00 - 07:15                     | 4                     | 0   | 0   | 0   | 63                   | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 68    | 0   | 1%        |
| 07:15 - 07:30                     | 4                     | 0   | 0   | 0   | 72                   | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 78    | 0   | 3%        |
| 07:30 - 07:45                     | 3                     | 1   | 0   | 0   | 67                   | 1   | 2   | 0   | 0      | 0   | 0   | 0   | 74    | 0   | 5%        |
| 07:45 - 08:00                     | 2                     | 0   | 0   | 0   | 82                   | 4   | 2   | 2   | 0      | 0   | 0   | 0   | 90    | 2   | 7%        |
| Summe                             | 13                    | 1   | 0   | 0   | 284                  | 7   | 5   | 2   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                            | 14                    |     |     |     | 296                  |     |     |     | 0      |     |     |     | 310   | 2   | 4%        |
| 15:15 - 15:30                     | 3                     | 0   | 0   | 0   | 78                   | 5   | 2   | 0   | 0      | 0   | 0   | 0   | 88    | 0   | 8%        |
| 15:30 - 15:45                     | 4                     | 0   | 0   | 0   | 79                   | 5   | 0   | 0   | 0      | 0   | 0   | 0   | 88    | 0   | 6%        |
| 15:45 - 16:00                     | 6                     | 0   | 0   | 0   | 65                   | 4   | 2   | 0   | 0      | 0   | 0   | 0   | 77    | 0   | 8%        |
| 16:00 - 16:15                     | 5                     | 0   | 0   | 0   | 82                   | 2   | 2   | 0   | 0      | 0   | 0   | 0   | 91    | 0   | 4%        |
| Summe                             | 18                    | 0   | 0   | 0   | 304                  | 16  | 6   | 0   | 0      | 0   | 0   | 0   |       |     |           |
| Gesamt                            | 18                    |     |     |     | 326                  |     |     |     | 0      |     |     |     | 344   | 0   | 6%        |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

### Verkehrsaufkommen je Verkehrsbeziehung und Knotenpunktzufahrt | 15min-Intervall

| Hauptstraße   | Rechtsabbiegeverkehr |     |     |     | Geradausverkehr |     |     |     | Wender |     |     |     | Summe |     |
|---------------|----------------------|-----|-----|-----|-----------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|
|               | Pkw                  | Lkw | Bus | Rad | Pkw             | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad |
| 06:00 - 06:15 | 76                   | 5   | 1   | 0   | 41              | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 123   | 0   |
| 06:15 - 06:30 | 74                   | 1   | 0   | 0   | 50              | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 125   | 0   |
| 06:30 - 06:45 | 57                   | 2   | 2   | 0   | 47              | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 110   | 0   |
| 06:45 - 07:00 | 71                   | 8   | 2   | 0   | 70              | 3   | 0   | 2   | 0      | 0   | 0   | 0   | 154   | 2   |
| 07:00 - 07:15 | 77                   | 6   | 2   | 0   | 86              | 3   | 1   | 1   | 0      | 0   | 0   | 0   | 175   | 1   |
| 07:15 - 07:30 | 71                   | 3   | 0   | 0   | 59              | 3   | 1   | 0   | 0      | 0   | 0   | 0   | 137   | 0   |
| 07:30 - 07:45 | 65                   | 6   | 3   | 0   | 73              | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 149   | 0   |
| 07:45 - 08:00 | 72                   | 6   | 2   | 0   | 70              | 4   | 1   | 0   | 0      | 0   | 0   | 0   | 155   | 0   |
| 08:00 - 08:15 | 53                   | 0   | 2   | 2   | 44              | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 101   | 2   |
| 08:15 - 08:30 | 62                   | 1   | 0   | 0   | 59              | 4   | 0   | 1   | 0      | 0   | 0   | 0   | 126   | 1   |
| 08:30 - 08:45 | 46                   | 4   | 3   | 0   | 61              | 6   | 0   | 0   | 0      | 0   | 0   | 0   | 120   | 0   |
| 08:45 - 09:00 | 59                   | 3   | 3   | 0   | 49              | 2   | 0   | 1   | 0      | 0   | 0   | 0   | 116   | 1   |

|               |    |   |   |   |    |   |   |   |   |   |   |   |     |   |
|---------------|----|---|---|---|----|---|---|---|---|---|---|---|-----|---|
| 15:00 - 15:15 | 57 | 4 | 2 | 0 | 72 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 136 | 1 |
| 15:15 - 15:30 | 72 | 2 | 0 | 0 | 61 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 138 | 1 |
| 15:30 - 15:45 | 59 | 1 | 2 | 0 | 72 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 138 | 2 |
| 15:45 - 16:00 | 58 | 2 | 3 | 0 | 83 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 148 | 1 |
| 16:00 - 16:15 | 77 | 1 | 2 | 0 | 56 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 141 | 1 |
| 16:15 - 16:30 | 51 | 0 | 1 | 2 | 58 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 110 | 4 |
| 16:30 - 16:45 | 64 | 1 | 2 | 0 | 61 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 |
| 16:45 - 17:00 | 65 | 3 | 2 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 |
| 17:00 - 17:15 | 60 | 1 | 2 | 1 | 65 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 130 | 2 |
| 17:15 - 17:30 | 66 | 0 | 1 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 |
| 17:30 - 17:45 | 55 | 0 | 1 | 0 | 58 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 114 | 1 |
| 17:45 - 18:00 | 48 | 3 | 1 | 0 | 62 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

| Berliner Straße<br>Zeit | Geradeausverkehr |     |     |     | Linksabbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     |
|-------------------------|------------------|-----|-----|-----|---------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|
|                         | Pkw              | Lkw | Bus | Rad | Pkw                 | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad |
| 06:00 - 06:15           | 18               | 0   | 0   | 1   | 1                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 19    | 1   |
| 06:15 - 06:30           | 23               | 1   | 0   | 0   | 3                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 27    | 0   |
| 06:30 - 06:45           | 34               | 1   | 0   | 0   | 0                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 35    | 0   |
| 06:45 - 07:00           | 35               | 1   | 0   | 0   | 1                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 37    | 0   |
| 07:00 - 07:15           | 42               | 3   | 0   | 1   | 2                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 47    | 1   |
| 07:15 - 07:30           | 65               | 1   | 0   | 0   | 7                   | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 75    | 0   |
| 07:30 - 07:45           | 73               | 1   | 0   | 0   | 3                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 77    | 0   |
| 07:45 - 08:00           | 52               | 1   | 0   | 2   | 7                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 60    | 2   |
| 08:00 - 08:15           | 51               | 2   | 0   | 1   | 6                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 59    | 1   |
| 08:15 - 08:30           | 54               | 4   | 0   | 1   | 2                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 60    | 1   |
| 08:30 - 08:45           | 50               | 1   | 0   | 0   | 4                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 55    | 0   |
| 08:45 - 09:00           | 58               | 5   | 0   | 0   | 5                   | 0   | 0   | 0   | 0      | 0   | 0   | 0   | 68    | 0   |

|               |    |   |   |   |    |   |   |   |   |   |   |   |    |   |
|---------------|----|---|---|---|----|---|---|---|---|---|---|---|----|---|
| 15:00 - 15:15 | 81 | 4 | 1 | 0 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 |
| 15:15 - 15:30 | 76 | 3 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| 15:30 - 15:45 | 85 | 0 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 |
| 15:45 - 16:00 | 87 | 1 | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 |
| 16:00 - 16:15 | 92 | 1 | 0 | 3 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 3 |
| 16:15 - 16:30 | 90 | 1 | 0 | 3 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 3 |
| 16:30 - 16:45 | 81 | 3 | 0 | 1 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 1 |
| 16:45 - 17:00 | 75 | 0 | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 |
| 17:00 - 17:15 | 77 | 1 | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 |
| 17:15 - 17:30 | 67 | 0 | 0 | 3 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 3 |
| 17:30 - 17:45 | 72 | 2 | 0 | 3 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 3 |
| 17:45 - 18:00 | 64 | 1 | 1 | 1 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 1 |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

| Schönfließer Straße<br>Zeit | Rechtseinbiegeverkehr |     |     |     | Linkseinbiegeverkehr |     |     |     | Wender |     |     |     | Summe |     |
|-----------------------------|-----------------------|-----|-----|-----|----------------------|-----|-----|-----|--------|-----|-----|-----|-------|-----|
|                             | Pkw                   | Lkw | Bus | Rad | Pkw                  | Lkw | Bus | Rad | Pkw    | Lkw | Bus | Rad | Kfz   | Rad |
| 06:00 - 06:15               | 2                     | 0   | 0   | 0   | 35                   | 0   | 2   | 1   | 0      | 0   | 0   | 0   | 39    | 1   |
| 06:15 - 06:30               | 1                     | 0   | 0   | 0   | 42                   | 2   | 2   | 1   | 0      | 0   | 0   | 0   | 47    | 1   |
| 06:30 - 06:45               | 2                     | 0   | 0   | 0   | 56                   | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 60    | 0   |
| 06:45 - 07:00               | 2                     | 0   | 0   | 0   | 67                   | 4   | 2   | 0   | 0      | 0   | 0   | 0   | 75    | 0   |
| 07:00 - 07:15               | 4                     | 0   | 0   | 0   | 63                   | 0   | 1   | 0   | 0      | 0   | 0   | 0   | 68    | 0   |
| 07:15 - 07:30               | 4                     | 0   | 0   | 0   | 72                   | 2   | 0   | 0   | 0      | 0   | 0   | 0   | 78    | 0   |
| 07:30 - 07:45               | 3                     | 1   | 0   | 0   | 67                   | 1   | 2   | 0   | 0      | 0   | 0   | 0   | 74    | 0   |
| 07:45 - 08:00               | 2                     | 0   | 0   | 0   | 82                   | 4   | 2   | 2   | 0      | 0   | 0   | 0   | 90    | 2   |
| 08:00 - 08:15               | 4                     | 0   | 0   | 0   | 70                   | 4   | 2   | 0   | 0      | 0   | 0   | 0   | 80    | 0   |
| 08:15 - 08:30               | 3                     | 0   | 0   | 0   | 73                   | 7   | 1   | 0   | 0      | 0   | 0   | 0   | 84    | 0   |
| 08:30 - 08:45               | 1                     | 0   | 0   | 0   | 59                   | 3   | 1   | 0   | 0      | 0   | 0   | 0   | 64    | 0   |
| 08:45 - 09:00               | 4                     | 0   | 0   | 0   | 56                   | 5   | 2   | 0   | 0      | 0   | 0   | 0   | 67    | 0   |

|               |   |   |   |   |    |   |   |   |   |   |   |   |    |   |
|---------------|---|---|---|---|----|---|---|---|---|---|---|---|----|---|
| 15:00 - 15:15 | 4 | 0 | 0 | 0 | 71 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 82 | 0 |
| 15:15 - 15:30 | 3 | 0 | 0 | 0 | 78 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 88 | 0 |
| 15:30 - 15:45 | 4 | 0 | 0 | 0 | 79 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 |
| 15:45 - 16:00 | 6 | 0 | 0 | 0 | 65 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 77 | 0 |
| 16:00 - 16:15 | 5 | 0 | 0 | 0 | 82 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 91 | 0 |
| 16:15 - 16:30 | 5 | 0 | 0 | 0 | 85 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 |
| 16:30 - 16:45 | 4 | 0 | 0 | 0 | 82 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 88 | 0 |
| 16:45 - 17:00 | 2 | 0 | 0 | 0 | 76 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 81 | 2 |
| 17:00 - 17:15 | 3 | 0 | 0 | 1 | 72 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 79 | 2 |
| 17:15 - 17:30 | 2 | 0 | 0 | 0 | 76 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 |
| 17:30 - 17:45 | 3 | 0 | 0 | 1 | 63 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 68 | 1 |
| 17:45 - 18:00 | 2 | 0 | 0 | 0 | 62 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 0 |

In der Gruppe der Pkw sind Personenkraftwagen (Pkw), Lieferwagen (Lfw, < 3,5 t) und Krafträder (Krad) zusammengefasst.

### 3.2 Verkehrsaufkommen zur Spitzenstunde | Bestand

#### 3.2.1 Verkehrsaufkommen | Spitzenstunde am Vormittag



#### 3.2.2 Verkehrsaufkommen | Spitzenstunde am Nachmittag



### 3.3 Ergebnis der Querschnittserhebung

#### 3.3.1 QS 1 | Schönfließer Straße

##### Basisdaten der Verkehrserhebung

Ort:..... Gemeinde Mühlenbecker Land

Zählstelle:..... QS 1 | Schönfließer Straße

Datum:..... 15.09.2022

Wochentag:..... Donnerstag

Art der Erhebung:..... Querschnittserhebung

Erhebungsdauer:..... 24 Stunden (00:00 - 24:00 Uhr)

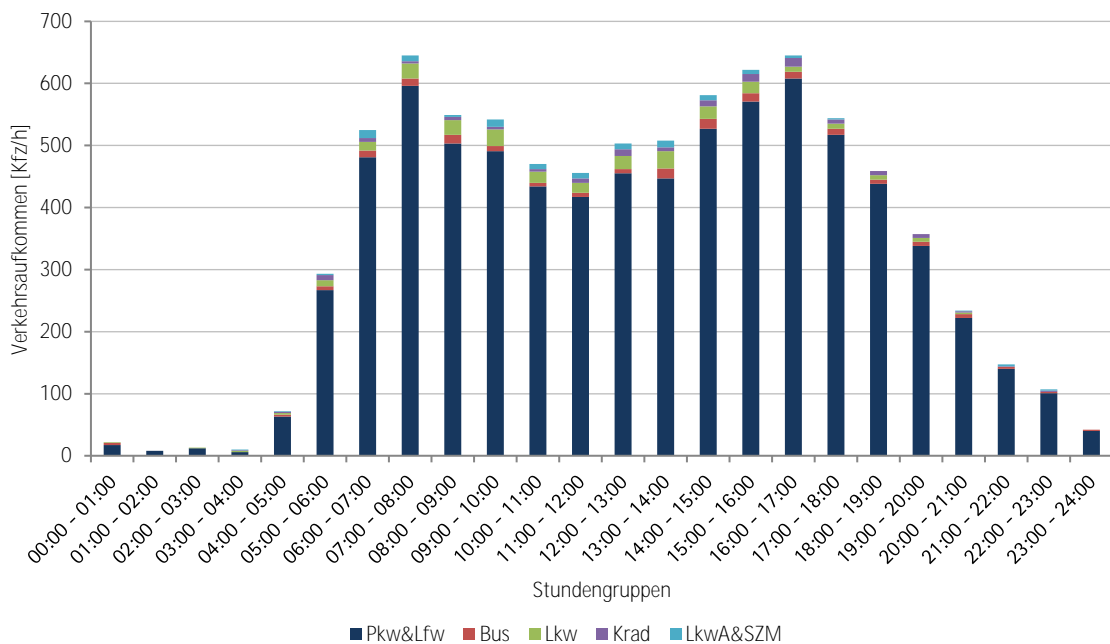
Klassifizierung:..... Krad | Pkw & Lfw| Lkw > 3,5 t | Busse | LkwA & Sattelzug | Rad

Witterung:..... heiter

Temperatur:..... tagsüber 18 °C  
nachts 11 °C

Bemerkungen:..... Schienenersatzverkehr wegen Bauarbeiten an der S-Bahn Linie S8

##### Ganglinien des Erhebungszeitraums





**Gesamtverkehrsaufkommen je Fahrtrichtung**

| Querschnitt   | Fahrtrichtung West |      |      |      |          |        |        | Summe | Fahrtrichtung Ost |      |      |      |          |        |       | Summe | Gesamter Straßenquerschnitt |      |      |        |          |     |     | Summe |
|---------------|--------------------|------|------|------|----------|--------|--------|-------|-------------------|------|------|------|----------|--------|-------|-------|-----------------------------|------|------|--------|----------|-----|-----|-------|
|               | Pkw                | Krad | Lkw1 |      | Lkw2     | Rad    | Kfz    |       | Pkw               | Krad | Lkw1 |      | Lkw2     | Rad    | Kfz   |       | Pkw                         | Krad | Lkw1 |        | Lkw2     | Rad | Kfz |       |
|               | Pkw&Lfw            | Krad | Bus  | Lkw  | LkwA&SZM |        |        |       | Pkw&Lfw           | Krad | Bus  | Lkw  | LkwA&SZM |        |       |       | Pkw&Lfw                     | Krad | Bus  | Lkw    | LkwA&SZM |     |     |       |
| 00:00 - 01:00 | 7                  | 0    | 2    | 1    | 0        | 0      | 10     | 10    | 0                 | 2    | 0    | 0    | 0        | 0      | 12    | 17    | 0                           | 4    | 1    | 0      | 0        | 22  |     |       |
| 01:00 - 02:00 | 3                  | 0    | 0    | 0    | 0        | 0      | 3      | 5     | 0                 | 0    | 0    | 0    | 0        | 5      | 8     | 0     | 0                           | 0    | 0    | 0      | 8        |     |     |       |
| 02:00 - 03:00 | 7                  | 0    | 0    | 1    | 0        | 0      | 8      | 5     | 0                 | 0    | 0    | 0    | 1        | 5      | 12    | 0     | 0                           | 1    | 0    | 1      | 13       |     |     |       |
| 03:00 - 04:00 | 3                  | 1    | 0    | 0    | 0        | 0      | 4      | 3     | 0                 | 0    | 2    | 1    | 0        | 6      | 6     | 1     | 0                           | 2    | 1    | 0      | 10       |     |     |       |
| 04:00 - 05:00 | 48                 | 1    | 1    | 3    | 1        | 0      | 54     | 15    | 1                 | 2    | 0    | 0    | 0        | 18     | 63    | 2     | 3                           | 3    | 1    | 0      | 72       |     |     |       |
| 05:00 - 06:00 | 172                | 7    | 3    | 9    | 1        | 2      | 192    | 95    | 1                 | 3    | 1    | 1    | 5        | 101    | 267   | 8     | 6                           | 10   | 2    | 7      | 293      |     |     |       |
| 06:00 - 07:00 | 277                | 3    | 5    | 11   | 8        | 0      | 304    | 204   | 3                 | 6    | 3    | 5    | 2        | 221    | 481   | 6     | 11                          | 14   | 13   | 2      | 525      |     |     |       |
| 07:00 - 08:00 | 301                | 1    | 7    | 18   | 7        | 2      | 334    | 295   | 3                 | 5    | 6    | 2    | 2        | 311    | 596   | 4     | 12                          | 24   | 9    | 4      | 645      |     |     |       |
| 08:00 - 09:00 | 235                | 2    | 8    | 8    | 1        | 1      | 254    | 268   | 3                 | 6    | 16   | 2    | 0        | 295    | 503   | 5     | 14                          | 24   | 3    | 1      | 549      |     |     |       |
| 09:00 - 10:00 | 238                | 3    | 4    | 16   | 7        | 6      | 268    | 253   | 1                 | 4    | 11   | 5    | 1        | 274    | 491   | 4     | 8                           | 27   | 12   | 7      | 542      |     |     |       |
| 10:00 - 11:00 | 193                | 4    | 3    | 8    | 2        | 1      | 210    | 241   | 0                 | 3    | 10   | 6    | 1        | 260    | 434   | 4     | 6                           | 18   | 8    | 2      | 470      |     |     |       |
| 11:00 - 12:00 | 191                | 5    | 3    | 8    | 2        | 0      | 209    | 226   | 2                 | 4    | 8    | 7    | 1        | 247    | 417   | 7     | 7                           | 16   | 9    | 1      | 456      |     |     |       |
| 12:00 - 13:00 | 207                | 8    | 3    | 8    | 5        | 2      | 231    | 248   | 3                 | 4    | 13   | 4    | 2        | 272    | 455   | 11    | 7                           | 21   | 9    | 4      | 503      |     |     |       |
| 13:00 - 14:00 | 196                | 3    | 10   | 14   | 6        | 2      | 229    | 251   | 3                 | 6    | 14   | 5    | 1        | 279    | 447   | 6     | 16                          | 28   | 11   | 3      | 508      |     |     |       |
| 14:00 - 15:00 | 246                | 3    | 8    | 6    | 2        | 3      | 265    | 281   | 7                 | 8    | 14   | 6    | 3        | 316    | 527   | 10    | 16                          | 20   | 8    | 6      | 581      |     |     |       |
| 15:00 - 16:00 | 269                | 3    | 7    | 6    | 2        | 5      | 287    | 302   | 9                 | 6    | 13   | 5    | 1        | 335    | 571   | 12    | 13                          | 19   | 7    | 6      | 622      |     |     |       |
| 16:00 - 17:00 | 274                | 5    | 6    | 3    | 2        | 2      | 290    | 334   | 9                 | 5    | 5    | 2    | 6        | 355    | 608   | 14    | 11                          | 8    | 4    | 8      | 645      |     |     |       |
| 17:00 - 18:00 | 238                | 5    | 5    | 3    | 1        | 1      | 252    | 279   | 2                 | 5    | 5    | 1    | 2        | 292    | 517   | 7     | 10                          | 8    | 2    | 3      | 544      |     |     |       |
| 18:00 - 19:00 | 197                | 3    | 3    | 1    | 0        | 3      | 204    | 241   | 4                 | 4    | 6    | 0    | 1        | 255    | 438   | 7     | 7                           | 7    | 0    | 4      | 459      |     |     |       |
| 19:00 - 20:00 | 147                | 4    | 3    | 1    | 0        | 2      | 155    | 191   | 2                 | 4    | 5    | 0    | 1        | 202    | 338   | 6     | 7                           | 6    | 0    | 3      | 357      |     |     |       |
| 20:00 - 21:00 | 112                | 1    | 3    | 3    | 0        | 1      | 119    | 110   | 1                 | 3    | 0    | 1    | 1        | 115    | 222   | 2     | 6                           | 3    | 1    | 2      | 234      |     |     |       |
| 21:00 - 22:00 | 70                 | 1    | 2    | 0    | 0        | 1      | 73     | 70    | 0                 | 1    | 0    | 3    | 0        | 74     | 140   | 1     | 3                           | 0    | 3    | 1      | 147      |     |     |       |
| 22:00 - 23:00 | 52                 | 1    | 1    | 0    | 0        | 0      | 54     | 49    | 1                 | 1    | 0    | 2    | 0        | 53     | 101   | 2     | 2                           | 0    | 2    | 0      | 107      |     |     |       |
| 23:00 - 24:00 | 20                 | 0    | 1    | 0    | 0        | 0      | 21     | 20    | 0                 | 1    | 0    | 0    | 1        | 21     | 40    | 0     | 2                           | 0    | 0    | 1      | 42       |     |     |       |
| Summe         | 3.703              | 64   | 88   | 128  | 47       | 34     | 4.030  | 3.996 | 55                | 83   | 132  | 58   | 32       | 4.324  | 7.699 | 119   | 171                         | 260  | 105  | 66     | 8.354    |     |     |       |
|               |                    |      | 216  |      |          |        |        |       |                   | 215  |      |      |          |        |       |       | 431                         |      |      |        |          |     |     |       |
| Anteil in %   | 91,9%              | 1,6% | 2,2% | 3,2% | 1,2%     | 100,0% | 100,0% | 92,4% | 1,3%              | 1,9% | 3,1% | 1,3% | 100,0%   | 100,0% | 92,2% | 1,4%  | 2,0%                        | 3,1% | 1,3% | 100,0% | 100,0%   |     |     |       |
|               |                    |      | 5,4% |      |          |        |        |       |                   | 5,0% |      |      |          |        |       |       | 5,2%                        |      |      |        |          |     |     |       |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 1   Schönfließer Straße |                    |      |     |     |          |     |       |
|----------------------------|--------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                | Fahrtrichtung West |      |     |     |          |     | Summe |
| Zeit                       | Pkw&Lfw            | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 00:00-00:15                | 0                  | 0    | 0   | 0   | 0        | 0   | 0     |
| 00:15-00:30                | 6                  | 0    | 0   | 1   | 0        | 0   | 7     |
| 00:30-00:45                | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 00:45-01:00                | 0                  | 0    | 2   | 0   | 0        | 0   | 2     |
| 01:00-01:15                | 2                  | 0    | 0   | 0   | 0        | 0   | 2     |
| 01:15-01:30                | 0                  | 0    | 0   | 0   | 0        | 0   | 0     |
| 01:30-01:45                | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 01:45-02:00                | 0                  | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:00-02:15                | 5                  | 0    | 0   | 0   | 0        | 0   | 5     |
| 02:15-02:30                | 0                  | 0    | 0   | 1   | 0        | 0   | 1     |
| 02:30-02:45                | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 02:45-03:00                | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 03:00-03:15                | 0                  | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:15-03:30                | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 03:30-03:45                | 1                  | 1    | 0   | 0   | 0        | 0   | 2     |
| 03:45-04:00                | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 04:00-04:15                | 4                  | 0    | 0   | 0   | 0        | 0   | 4     |
| 04:15-04:30                | 7                  | 0    | 0   | 1   | 0        | 0   | 8     |
| 04:30-04:45                | 18                 | 0    | 0   | 2   | 1        | 0   | 21    |
| 04:45-05:00                | 19                 | 1    | 1   | 0   | 0        | 0   | 21    |
| 05:00-05:15                | 39                 | 1    | 1   | 1   | 1        | 0   | 43    |
| 05:15-05:30                | 47                 | 4    | 0   | 3   | 0        | 0   | 54    |
| 05:30-05:45                | 23                 | 2    | 1   | 0   | 0        | 1   | 26    |
| 05:45-06:00                | 63                 | 0    | 1   | 5   | 0        | 1   | 69    |

## Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 1   Schönfließener Straße |                    |      |     |     |          |     |       |
|------------------------------|--------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                  | Fahrtrichtung West |      |     |     |          |     | Summe |
| Zeit                         | Pkw&Lfw            | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 06:00-06:15                  | 77                 | 0    | 1   | 4   | 1        | 0   | 83    |
| 06:15-06:30                  | 76                 | 1    | 0   | 0   | 1        | 0   | 78    |
| 06:30-06:45                  | 55                 | 1    | 2   | 2   | 1        | 0   | 61    |
| 06:45-07:00                  | 69                 | 1    | 2   | 5   | 5        | 0   | 82    |
| 07:00-07:15                  | 79                 | 0    | 2   | 3   | 3        | 0   | 87    |
| 07:15-07:30                  | 77                 | 0    | 0   | 5   | 1        | 0   | 83    |
| 07:30-07:45                  | 67                 | 0    | 3   | 6   | 1        | 0   | 77    |
| 07:45-08:00                  | 78                 | 1    | 2   | 4   | 2        | 2   | 87    |
| 08:00-08:15                  | 58                 | 1    | 2   | 1   | 0        | 1   | 62    |
| 08:15-08:30                  | 64                 | 0    | 0   | 1   | 0        | 0   | 65    |
| 08:30-08:45                  | 49                 | 1    | 3   | 4   | 0        | 0   | 57    |
| 08:45-09:00                  | 64                 | 0    | 3   | 2   | 1        | 0   | 70    |
| 09:00-09:15                  | 44                 | 0    | 1   | 3   | 2        | 1   | 50    |
| 09:15-09:30                  | 70                 | 2    | 0   | 2   | 0        | 2   | 74    |
| 09:30-09:45                  | 53                 | 0    | 2   | 7   | 2        | 3   | 64    |
| 09:45-10:00                  | 71                 | 1    | 1   | 4   | 3        | 0   | 80    |
| 10:00-10:15                  | 43                 | 1    | 1   | 2   | 1        | 0   | 48    |
| 10:15-10:30                  | 37                 | 0    | 0   | 2   | 0        | 0   | 39    |
| 10:30-10:45                  | 48                 | 2    | 1   | 3   | 0        | 0   | 54    |
| 10:45-11:00                  | 65                 | 1    | 1   | 1   | 1        | 1   | 69    |
| 11:00-11:15                  | 44                 | 2    | 1   | 1   | 1        | 0   | 49    |
| 11:15-11:30                  | 49                 | 1    | 0   | 1   | 1        | 0   | 52    |
| 11:30-11:45                  | 49                 | 0    | 1   | 2   | 0        | 0   | 52    |
| 11:45-12:00                  | 49                 | 2    | 1   | 4   | 0        | 0   | 56    |

**Gesamtverkehrsaufkommen je Fahrtrichtung**

| QS 1   Schönfließener Straße |                    |      |     |     |          |     |       |
|------------------------------|--------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                  | Fahrtrichtung West |      |     |     |          |     | Summe |
| Zeit                         | Pkw&Lfw            | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 12:00-12:15                  | 53                 | 1    | 0   | 2   | 1        | 1   | 57    |
| 12:15-12:30                  | 51                 | 2    | 0   | 1   | 1        | 1   | 55    |
| 12:30-12:45                  | 42                 | 1    | 1   | 4   | 2        | 0   | 50    |
| 12:45-13:00                  | 61                 | 4    | 2   | 1   | 1        | 0   | 69    |
| 13:00-13:15                  | 50                 | 0    | 2   | 2   | 2        | 0   | 56    |
| 13:15-13:30                  | 54                 | 0    | 0   | 4   | 2        | 2   | 60    |
| 13:30-13:45                  | 43                 | 2    | 5   | 4   | 1        | 0   | 55    |
| 13:45-14:00                  | 49                 | 1    | 3   | 4   | 1        | 0   | 58    |
| 14:00-14:15                  | 65                 | 1    | 2   | 2   | 1        | 0   | 71    |
| 14:15-14:30                  | 49                 | 2    | 1   | 1   | 0        | 0   | 53    |
| 14:30-14:45                  | 78                 | 0    | 2   | 2   | 0        | 1   | 82    |
| 14:45-15:00                  | 54                 | 0    | 3   | 1   | 1        | 2   | 59    |
| 15:00-15:15                  | 65                 | 0    | 2   | 2   | 1        | 0   | 70    |
| 15:15-15:30                  | 81                 | 0    | 0   | 2   | 0        | 3   | 83    |
| 15:30-15:45                  | 64                 | 3    | 2   | 0   | 1        | 0   | 70    |
| 15:45-16:00                  | 59                 | 0    | 3   | 2   | 0        | 2   | 64    |
| 16:00-16:15                  | 83                 | 0    | 2   | 0   | 1        | 0   | 86    |
| 16:15-16:30                  | 54                 | 2    | 0   | 0   | 0        | 2   | 56    |
| 16:30-16:45                  | 68                 | 3    | 2   | 1   | 0        | 0   | 74    |
| 16:45-17:00                  | 69                 | 0    | 2   | 2   | 1        | 0   | 74    |
| 17:00-17:15                  | 61                 | 1    | 2   | 1   | 1        | 1   | 66    |
| 17:15-17:30                  | 71                 | 0    | 1   | 0   | 0        | 0   | 72    |
| 17:30-17:45                  | 55                 | 2    | 1   | 0   | 0        | 0   | 58    |
| 17:45-18:00                  | 51                 | 2    | 1   | 2   | 0        | 0   | 56    |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 1   Schönfließer Straße |                    |      |     |     |          |     |       |
|----------------------------|--------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                | Fahrtrichtung West |      |     |     |          |     | Summe |
| Zeit                       | Pkw&Lfw            | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 18:00-18:15                | 43                 | 1    | 1   | 1   | 0        | 1   | 46    |
| 18:15-18:30                | 55                 | 0    | 1   | 0   | 0        | 1   | 56    |
| 18:30-18:45                | 60                 | 1    | 0   | 0   | 0        | 0   | 61    |
| 18:45-19:00                | 39                 | 1    | 1   | 0   | 0        | 1   | 41    |
| 19:00-19:15                | 39                 | 1    | 1   | 0   | 0        | 1   | 41    |
| 19:15-19:30                | 39                 | 2    | 0   | 0   | 0        | 0   | 41    |
| 19:30-19:45                | 31                 | 1    | 1   | 0   | 0        | 0   | 33    |
| 19:45-20:00                | 38                 | 0    | 1   | 1   | 0        | 1   | 40    |
| 20:00-20:15                | 29                 | 0    | 1   | 0   | 0        | 1   | 30    |
| 20:15-20:30                | 28                 | 0    | 0   | 1   | 0        | 0   | 29    |
| 20:30-20:45                | 27                 | 1    | 1   | 0   | 0        | 0   | 29    |
| 20:45-21:00                | 28                 | 0    | 1   | 2   | 0        | 0   | 31    |
| 21:00-21:15                | 21                 | 1    | 1   | 0   | 0        | 0   | 23    |
| 21:15-21:30                | 19                 | 0    | 0   | 0   | 0        | 1   | 19    |
| 21:30-21:45                | 17                 | 0    | 0   | 0   | 0        | 0   | 17    |
| 21:45-22:00                | 13                 | 0    | 1   | 0   | 0        | 0   | 14    |
| 22:00-22:15                | 16                 | 0    | 0   | 0   | 0        | 0   | 16    |
| 22:15-22:30                | 13                 | 1    | 0   | 0   | 0        | 0   | 14    |
| 22:30-22:45                | 9                  | 0    | 0   | 0   | 0        | 0   | 9     |
| 22:45-23:00                | 14                 | 0    | 1   | 0   | 0        | 0   | 15    |
| 23:00-23:15                | 7                  | 0    | 0   | 0   | 0        | 0   | 7     |
| 23:15-23:30                | 5                  | 0    | 0   | 0   | 0        | 0   | 5     |
| 23:30-23:45                | 2                  | 0    | 0   | 0   | 0        | 0   | 2     |
| 23:45-24:00                | 6                  | 0    | 1   | 0   | 0        | 0   | 7     |

**Gesamtverkehrsaufkommen je Fahrtrichtung**

| QS 1   Schönfließer Straße |                   |      |     |     |          |     |       |
|----------------------------|-------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                | Fahrtrichtung Ost |      |     |     |          |     | Summe |
| Zeit                       | Pkw&Lfw           | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 00:00-00:15                | 3                 | 0    | 1   | 0   | 0        | 0   | 4     |
| 00:15-00:30                | 5                 | 0    | 0   | 0   | 0        | 0   | 5     |
| 00:30-00:45                | 2                 | 0    | 0   | 0   | 0        | 0   | 2     |
| 00:45-01:00                | 0                 | 0    | 1   | 0   | 0        | 0   | 1     |
| 01:00-01:15                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 01:15-01:30                | 2                 | 0    | 0   | 0   | 0        | 0   | 2     |
| 01:30-01:45                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 01:45-02:00                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 02:00-02:15                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 02:15-02:30                | 1                 | 0    | 0   | 0   | 0        | 1   | 1     |
| 02:30-02:45                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 02:45-03:00                | 2                 | 0    | 0   | 0   | 0        | 0   | 2     |
| 03:00-03:15                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 03:15-03:30                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 03:30-03:45                | 0                 | 0    | 0   | 1   | 1        | 0   | 2     |
| 03:45-04:00                | 1                 | 0    | 0   | 1   | 0        | 0   | 2     |
| 04:00-04:15                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 04:15-04:30                | 5                 | 0    | 1   | 0   | 0        | 0   | 6     |
| 04:30-04:45                | 4                 | 0    | 1   | 0   | 0        | 0   | 5     |
| 04:45-05:00                | 5                 | 1    | 0   | 0   | 0        | 0   | 6     |
| 05:00-05:15                | 9                 | 0    | 1   | 0   | 0        | 0   | 10    |
| 05:15-05:30                | 23                | 0    | 1   | 1   | 1        | 2   | 26    |
| 05:30-05:45                | 29                | 1    | 1   | 0   | 0        | 2   | 31    |
| 05:45-06:00                | 34                | 0    | 0   | 0   | 0        | 1   | 34    |

**Gesamtverkehrsaufkommen je Fahrtrichtung**

| QS 1   Schönfließener Straße |                   |      |     |     |          |     |       |
|------------------------------|-------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                  | Fahrtrichtung Ost |      |     |     |          |     | Summe |
| Zeit                         | Pkw&Lfw           | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 06:00-06:15                  | 36                | 1    | 2   | 0   | 0        | 0   | 39    |
| 06:15-06:30                  | 44                | 0    | 2   | 1   | 1        | 1   | 48    |
| 06:30-06:45                  | 56                | 1    | 0   | 0   | 2        | 0   | 59    |
| 06:45-07:00                  | 68                | 1    | 2   | 2   | 2        | 1   | 75    |
| 07:00-07:15                  | 67                | 0    | 1   | 0   | 0        | 0   | 68    |
| 07:15-07:30                  | 76                | 0    | 0   | 1   | 1        | 0   | 78    |
| 07:30-07:45                  | 71                | 1    | 2   | 2   | 0        | 0   | 76    |
| 07:45-08:00                  | 81                | 2    | 2   | 3   | 1        | 2   | 89    |
| 08:00-08:15                  | 73                | 1    | 2   | 4   | 0        | 0   | 80    |
| 08:15-08:30                  | 75                | 0    | 1   | 5   | 2        | 0   | 83    |
| 08:30-08:45                  | 60                | 0    | 1   | 3   | 0        | 0   | 64    |
| 08:45-09:00                  | 60                | 2    | 2   | 4   | 0        | 0   | 68    |
| 09:00-09:15                  | 64                | 0    | 2   | 2   | 1        | 0   | 69    |
| 09:15-09:30                  | 62                | 1    | 1   | 3   | 1        | 0   | 68    |
| 09:30-09:45                  | 67                | 0    | 0   | 2   | 1        | 0   | 70    |
| 09:45-10:00                  | 60                | 0    | 1   | 4   | 2        | 1   | 67    |
| 10:00-10:15                  | 54                | 0    | 1   | 2   | 0        | 0   | 57    |
| 10:15-10:30                  | 63                | 0    | 1   | 2   | 3        | 0   | 69    |
| 10:30-10:45                  | 56                | 0    | 0   | 3   | 1        | 1   | 60    |
| 10:45-11:00                  | 68                | 0    | 1   | 3   | 2        | 0   | 74    |
| 11:00-11:15                  | 46                | 0    | 1   | 1   | 2        | 0   | 50    |
| 11:15-11:30                  | 67                | 1    | 0   | 3   | 2        | 0   | 73    |
| 11:30-11:45                  | 55                | 1    | 2   | 1   | 1        | 0   | 60    |
| 11:45-12:00                  | 58                | 0    | 1   | 3   | 2        | 1   | 64    |

**Gesamtverkehrsaufkommen je Fahrtrichtung**

| QS 1   Schönfließener Straße |                   |      |     |     |          |     |       |
|------------------------------|-------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                  | Fahrtrichtung Ost |      |     |     |          |     | Summe |
| Zeit                         | Pkw&Lfw           | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 12:00-12:15                  | 67                | 0    | 1   | 3   | 1        | 0   | 72    |
| 12:15-12:30                  | 50                | 1    | 1   | 4   | 0        | 0   | 56    |
| 12:30-12:45                  | 75                | 0    | 1   | 2   | 1        | 2   | 79    |
| 12:45-13:00                  | 56                | 2    | 1   | 4   | 2        | 0   | 65    |
| 13:00-13:15                  | 60                | 1    | 1   | 9   | 1        | 0   | 72    |
| 13:15-13:30                  | 63                | 1    | 2   | 3   | 2        | 1   | 71    |
| 13:30-13:45                  | 63                | 1    | 1   | 0   | 1        | 0   | 66    |
| 13:45-14:00                  | 65                | 0    | 2   | 2   | 1        | 0   | 70    |
| 14:00-14:15                  | 64                | 2    | 2   | 1   | 1        | 0   | 70    |
| 14:15-14:30                  | 65                | 1    | 2   | 3   | 3        | 0   | 74    |
| 14:30-14:45                  | 78                | 2    | 2   | 7   | 2        | 2   | 91    |
| 14:45-15:00                  | 74                | 2    | 2   | 3   | 0        | 1   | 81    |
| 15:00-15:15                  | 72                | 3    | 2   | 4   | 1        | 0   | 82    |
| 15:15-15:30                  | 78                | 4    | 2   | 4   | 0        | 1   | 88    |
| 15:30-15:45                  | 82                | 1    | 0   | 2   | 3        | 0   | 88    |
| 15:45-16:00                  | 70                | 1    | 2   | 3   | 1        | 0   | 77    |
| 16:00-16:15                  | 84                | 4    | 2   | 1   | 1        | 1   | 92    |
| 16:15-16:30                  | 90                | 1    | 0   | 3   | 0        | 1   | 94    |
| 16:30-16:45                  | 86                | 2    | 2   | 0   | 0        | 2   | 90    |
| 16:45-17:00                  | 74                | 2    | 1   | 1   | 1        | 2   | 79    |
| 17:00-17:15                  | 76                | 1    | 3   | 1   | 0        | 1   | 81    |
| 17:15-17:30                  | 75                | 0    | 0   | 2   | 0        | 0   | 77    |
| 17:30-17:45                  | 68                | 0    | 1   | 0   | 1        | 1   | 70    |
| 17:45-18:00                  | 60                | 1    | 1   | 2   | 0        | 0   | 64    |



**Gesamtverkehrsaufkommen je Fahrtrichtung**

| QS 1   Schönfließer Straße |                   |      |     |     |          |     |       |
|----------------------------|-------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                | Fahrtrichtung Ost |      |     |     |          |     | Summe |
| Zeit                       | Pkw&Lfw           | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 18:00-18:15                | 70                | 3    | 2   | 2   | 0        | 0   | 77    |
| 18:15-18:30                | 76                | 0    | 1   | 2   | 0        | 0   | 79    |
| 18:30-18:45                | 47                | 1    | 0   | 0   | 0        | 0   | 48    |
| 18:45-19:00                | 48                | 0    | 1   | 2   | 0        | 1   | 51    |
| 19:00-19:15                | 54                | 1    | 2   | 2   | 0        | 0   | 59    |
| 19:15-19:30                | 59                | 1    | 1   | 1   | 0        | 0   | 62    |
| 19:30-19:45                | 44                | 0    | 0   | 2   | 0        | 1   | 46    |
| 19:45-20:00                | 34                | 0    | 1   | 0   | 0        | 0   | 35    |
| 20:00-20:15                | 32                | 0    | 1   | 0   | 0        | 0   | 33    |
| 20:15-20:30                | 24                | 0    | 1   | 0   | 0        | 0   | 25    |
| 20:30-20:45                | 27                | 1    | 0   | 0   | 0        | 1   | 28    |
| 20:45-21:00                | 27                | 0    | 1   | 0   | 1        | 0   | 29    |
| 21:00-21:15                | 21                | 0    | 0   | 0   | 0        | 0   | 21    |
| 21:15-21:30                | 19                | 0    | 1   | 0   | 0        | 0   | 20    |
| 21:30-21:45                | 13                | 0    | 0   | 0   | 2        | 0   | 15    |
| 21:45-22:00                | 17                | 0    | 0   | 0   | 1        | 0   | 18    |
| 22:00-22:15                | 10                | 0    | 0   | 0   | 0        | 0   | 10    |
| 22:15-22:30                | 14                | 0    | 1   | 0   | 0        | 0   | 15    |
| 22:30-22:45                | 12                | 1    | 0   | 0   | 2        | 0   | 15    |
| 22:45-23:00                | 13                | 0    | 0   | 0   | 0        | 0   | 13    |
| 23:00-23:15                | 5                 | 0    | 0   | 0   | 0        | 0   | 5     |
| 23:15-23:30                | 8                 | 0    | 1   | 0   | 0        | 1   | 9     |
| 23:30-23:45                | 6                 | 0    | 0   | 0   | 0        | 0   | 6     |
| 23:45-24:00                | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |

### 3.3.2 QS 2 | Hermann-Grüneberg-Straße

#### Basisdaten der Verkehrserhebung

Ort:..... Gemeinde Mühlenbecker Land

Zählstelle:..... QS 2 | Hermann-Grüneberg-Straße

Datum:..... 15.09.2022

Wochentag:..... Donnerstag

Art der Erhebung:..... Querschnitterhebung

Erhebungsdauer:..... 24 Stunden (00:00 - 24:00 Uhr)

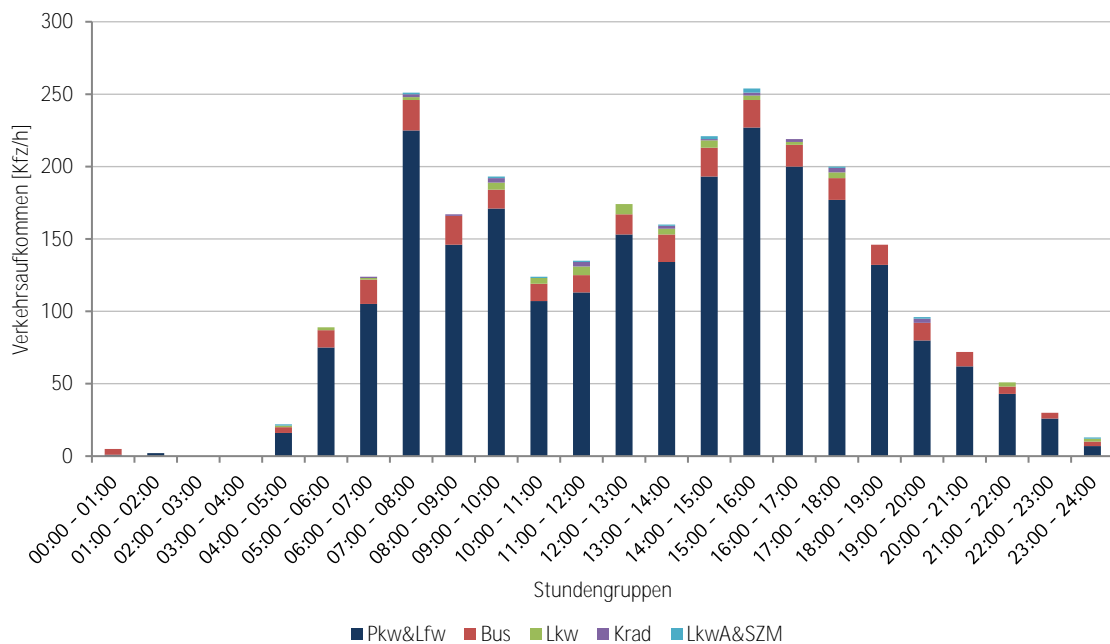
Klassifizierung:..... Krad | Pkw & Lfw| Lkw > 3,5 t | Busse | Lkwa & Sattelzug | Rad

Witterung:..... heiter

Temperatur:..... tagsüber 18 °C  
nachts 11 °C

Bemerkungen:..... Schienenersatzverkehr wegen Bauarbeiten an der S-Bahn Linie S8

#### Ganglinien des Erhebungszeitraums



**Gesamtverkehrsaufkommen je Fahrtrichtung**

| Querschnitt   | Fahrtrichtung Nord-West |      |       |      |          |        |        | Summe | Fahrtrichtung Süd-Ost |       |      |      |          |        |       | Summe | Gesamter Straßenquerschnitt |      |      |        |          |     |     | Summe |
|---------------|-------------------------|------|-------|------|----------|--------|--------|-------|-----------------------|-------|------|------|----------|--------|-------|-------|-----------------------------|------|------|--------|----------|-----|-----|-------|
|               | Pkw                     | Krad | Lkw1  |      | Lkw2     | Rad    | Kfz    |       | Pkw                   | Krad  | Lkw1 |      | Lkw2     | Rad    | Kfz   |       | Pkw                         | Krad | Lkw1 |        | Lkw2     | Rad | Kfz |       |
|               | Pkw&Lfw                 | Krad | Bus   | Lkw  | LkwA&SZM |        |        |       | Pkw&Lfw               | Krad  | Bus  | Lkw  | LkwA&SZM |        |       |       | Pkw&Lfw                     | Krad | Bus  | Lkw    | LkwA&SZM |     |     |       |
| 00:00 - 01:00 | 0                       | 0    | 2     | 0    | 0        | 0      | 2      | 1     | 0                     | 2     | 0    | 0    | 0        | 1      | 3     | 1     | 0                           | 4    | 0    | 0      | 1        | 5   |     |       |
| 01:00 - 02:00 | 1                       | 0    | 0     | 0    | 0        | 0      | 1      | 1     | 0                     | 0     | 0    | 0    | 0        | 1      | 2     | 2     | 0                           | 0    | 0    | 0      | 2        |     |     |       |
| 02:00 - 03:00 | 0                       | 0    | 0     | 0    | 0        | 0      | 0      | 0     | 0                     | 0     | 0    | 0    | 0        | 0      | 0     | 0     | 0                           | 0    | 0    | 0      | 0        |     |     |       |
| 03:00 - 04:00 | 0                       | 0    | 0     | 0    | 0        | 0      | 0      | 0     | 0                     | 0     | 0    | 0    | 0        | 0      | 0     | 0     | 0                           | 0    | 0    | 0      | 0        |     |     |       |
| 04:00 - 05:00 | 7                       | 0    | 1     | 1    | 1        | 0      | 10     | 9     | 0                     | 3     | 0    | 0    | 3        | 12     | 16    | 0     | 4                           | 1    | 1    | 3      | 22       |     |     |       |
| 05:00 - 06:00 | 31                      | 0    | 6     | 2    | 0        | 1      | 39     | 44    | 0                     | 6     | 0    | 0    | 7        | 50     | 75    | 0     | 12                          | 2    | 0    | 8      | 89       |     |     |       |
| 06:00 - 07:00 | 48                      | 0    | 8     | 1    | 0        | 1      | 57     | 57    | 1                     | 9     | 0    | 0    | 7        | 67     | 105   | 1     | 17                          | 1    | 0    | 8      | 124      |     |     |       |
| 07:00 - 08:00 | 93                      | 0    | 13    | 1    | 1        | 12     | 108    | 132   | 2                     | 8     | 1    | 0    | 16       | 143    | 225   | 2     | 21                          | 2    | 1    | 28     | 251      |     |     |       |
| 08:00 - 09:00 | 57                      | 1    | 11    | 0    | 0        | 1      | 69     | 89    | 0                     | 9     | 0    | 0    | 11       | 98     | 146   | 1     | 20                          | 0    | 0    | 12     | 167      |     |     |       |
| 09:00 - 10:00 | 73                      | 2    | 7     | 3    | 0        | 7      | 85     | 98    | 1                     | 6     | 2    | 1    | 5        | 108    | 171   | 3     | 13                          | 5    | 1    | 12     | 193      |     |     |       |
| 10:00 - 11:00 | 52                      | 0    | 6     | 3    | 1        | 1      | 62     | 55    | 0                     | 6     | 1    | 0    | 4        | 62     | 107   | 0     | 12                          | 4    | 1    | 5      | 124      |     |     |       |
| 11:00 - 12:00 | 50                      | 2    | 6     | 2    | 0        | 4      | 60     | 63    | 1                     | 6     | 4    | 1    | 3        | 75     | 113   | 3     | 12                          | 6    | 1    | 7      | 135      |     |     |       |
| 12:00 - 13:00 | 79                      | 0    | 6     | 5    | 0        | 0      | 90     | 74    | 0                     | 8     | 2    | 0    | 7        | 84     | 153   | 0     | 14                          | 7    | 0    | 7      | 174      |     |     |       |
| 13:00 - 14:00 | 69                      | 1    | 9     | 2    | 0        | 6      | 81     | 65    | 1                     | 10    | 2    | 1    | 5        | 79     | 134   | 2     | 19                          | 4    | 1    | 11     | 160      |     |     |       |
| 14:00 - 15:00 | 133                     | 1    | 7     | 2    | 1        | 5      | 144    | 60    | 0                     | 13    | 3    | 1    | 16       | 77     | 193   | 1     | 20                          | 5    | 2    | 21     | 221      |     |     |       |
| 15:00 - 16:00 | 135                     | 2    | 10    | 3    | 1        | 13     | 151    | 92    | 0                     | 9     | 0    | 2    | 9        | 103    | 227   | 2     | 19                          | 3    | 3    | 22     | 254      |     |     |       |
| 16:00 - 17:00 | 118                     | 2    | 8     | 1    | 0        | 10     | 129    | 82    | 0                     | 7     | 1    | 0    | 13       | 90     | 200   | 2     | 15                          | 2    | 0    | 23     | 219      |     |     |       |
| 17:00 - 18:00 | 107                     | 1    | 7     | 3    | 0        | 9      | 118    | 70    | 2                     | 8     | 1    | 1    | 3        | 82     | 177   | 3     | 15                          | 4    | 1    | 12     | 200      |     |     |       |
| 18:00 - 19:00 | 68                      | 0    | 8     | 0    | 0        | 8      | 76     | 64    | 0                     | 6     | 0    | 0    | 7        | 70     | 132   | 0     | 14                          | 0    | 0    | 15     | 146      |     |     |       |
| 19:00 - 20:00 | 34                      | 1    | 6     | 0    | 1        | 6      | 42     | 46    | 2                     | 6     | 0    | 0    | 4        | 54     | 80    | 3     | 12                          | 0    | 1    | 10     | 96       |     |     |       |
| 20:00 - 21:00 | 27                      | 0    | 6     | 0    | 0        | 1      | 33     | 35    | 0                     | 4     | 0    | 0    | 5        | 39     | 62    | 0     | 10                          | 0    | 0    | 6      | 72       |     |     |       |
| 21:00 - 22:00 | 16                      | 0    | 3     | 1    | 0        | 3      | 20     | 27    | 0                     | 2     | 2    | 0    | 1        | 31     | 43    | 0     | 5                           | 3    | 0    | 4      | 51       |     |     |       |
| 22:00 - 23:00 | 14                      | 0    | 2     | 0    | 0        | 1      | 16     | 12    | 0                     | 2     | 0    | 0    | 0        | 14     | 26    | 0     | 4                           | 0    | 0    | 1      | 30       |     |     |       |
| 23:00 - 24:00 | 3                       | 0    | 2     | 1    | 0        | 0      | 6      | 4     | 0                     | 1     | 1    | 1    | 0        | 7      | 7     | 0     | 3                           | 2    | 1    | 0      | 13       |     |     |       |
| Summe         | 1.215                   | 13   | 134   | 31   | 6        | 89     | 1.399  | 1.180 | 10                    | 131   | 20   | 8    | 127      | 1.349  | 2.395 | 23    | 265                         | 51   | 14   | 216    | 2.748    |     |     |       |
|               |                         |      | 165   |      |          |        |        |       |                       | 151   |      |      |          |        |       |       | 316                         |      |      |        |          |     |     |       |
| Anteil in %   | 86,8%                   | 0,9% | 9,6%  | 2,2% | 0,4%     | 100,0% | 100,0% | 87,5% | 0,7%                  | 9,7%  | 1,5% | 0,6% | 100,0%   | 100,0% | 87,2% | 0,8%  | 9,6%                        | 1,9% | 0,5% | 100,0% | 100,0%   |     |     |       |
|               |                         |      | 11,8% |      |          |        |        |       |                       | 11,2% |      |      |          |        |       |       | 11,5%                       |      |      |        |          |     |     |       |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 2   Hermann-Grüneberg-Straße |                         |      |     |     |          |     |       |
|---------------------------------|-------------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                     | Fahrtrichtung Nord-West |      |     |     |          |     | Summe |
| Zeit                            | Pkw&Lfw                 | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 00:00-00:15                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 00:15-00:30                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 00:30-00:45                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 00:45-01:00                     | 0                       | 0    | 2   | 0   | 0        | 0   | 2     |
| 01:00-01:15                     | 1                       | 0    | 0   | 0   | 0        | 0   | 1     |
| 01:15-01:30                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 01:30-01:45                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 01:45-02:00                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:00-02:15                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:15-02:30                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:30-02:45                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:45-03:00                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:00-03:15                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:15-03:30                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:30-03:45                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:45-04:00                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 04:00-04:15                     | 1                       | 0    | 0   | 0   | 0        | 0   | 1     |
| 04:15-04:30                     | 2                       | 0    | 0   | 0   | 0        | 0   | 2     |
| 04:30-04:45                     | 3                       | 0    | 0   | 1   | 0        | 0   | 4     |
| 04:45-05:00                     | 1                       | 0    | 1   | 0   | 1        | 0   | 3     |
| 05:00-05:15                     | 8                       | 0    | 1   | 1   | 0        | 0   | 10    |
| 05:15-05:30                     | 5                       | 0    | 1   | 0   | 0        | 0   | 6     |
| 05:30-05:45                     | 9                       | 0    | 1   | 0   | 0        | 1   | 10    |
| 05:45-06:00                     | 9                       | 0    | 3   | 1   | 0        | 0   | 13    |

**Gesamtverkehrsaufkommen je Fahrtrichtung**

| QS 2   Hermann-Grüneberg-Straße |                         |      |     |     |          |     |       |
|---------------------------------|-------------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                     | Fahrtrichtung Nord-West |      |     |     |          |     | Summe |
| Zeit                            | Pkw&Lfw                 | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 06:00-06:15                     | 6                       | 0    | 2   | 0   | 0        | 0   | 8     |
| 06:15-06:30                     | 13                      | 0    | 2   | 0   | 0        | 1   | 15    |
| 06:30-06:45                     | 13                      | 0    | 1   | 0   | 0        | 0   | 14    |
| 06:45-07:00                     | 16                      | 0    | 3   | 1   | 0        | 0   | 20    |
| 07:00-07:15                     | 24                      | 0    | 3   | 1   | 1        | 5   | 29    |
| 07:15-07:30                     | 26                      | 0    | 4   | 0   | 0        | 2   | 30    |
| 07:30-07:45                     | 29                      | 0    | 2   | 0   | 0        | 2   | 31    |
| 07:45-08:00                     | 14                      | 0    | 4   | 0   | 0        | 3   | 18    |
| 08:00-08:15                     | 9                       | 1    | 2   | 0   | 0        | 0   | 12    |
| 08:15-08:30                     | 13                      | 0    | 4   | 0   | 0        | 1   | 17    |
| 08:30-08:45                     | 17                      | 0    | 1   | 0   | 0        | 0   | 18    |
| 08:45-09:00                     | 18                      | 0    | 4   | 0   | 0        | 0   | 22    |
| 09:00-09:15                     | 18                      | 0    | 3   | 0   | 0        | 2   | 21    |
| 09:15-09:30                     | 17                      | 1    | 1   | 2   | 0        | 2   | 21    |
| 09:30-09:45                     | 16                      | 1    | 1   | 0   | 0        | 2   | 18    |
| 09:45-10:00                     | 22                      | 0    | 2   | 1   | 0        | 1   | 25    |
| 10:00-10:15                     | 12                      | 0    | 2   | 0   | 0        | 0   | 14    |
| 10:15-10:30                     | 14                      | 0    | 1   | 1   | 1        | 0   | 17    |
| 10:30-10:45                     | 14                      | 0    | 1   | 0   | 0        | 0   | 15    |
| 10:45-11:00                     | 12                      | 0    | 2   | 2   | 0        | 1   | 16    |
| 11:00-11:15                     | 12                      | 0    | 2   | 0   | 0        | 0   | 14    |
| 11:15-11:30                     | 11                      | 0    | 1   | 1   | 0        | 1   | 13    |
| 11:30-11:45                     | 9                       | 1    | 1   | 1   | 0        | 1   | 12    |
| 11:45-12:00                     | 18                      | 1    | 2   | 0   | 0        | 2   | 21    |

**Gesamtverkehrsaufkommen je Fahrtrichtung**

| QS 2   Hermann-Grüneberg-Straße |                         |      |     |     |          |     |       |
|---------------------------------|-------------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                     | Fahrtrichtung Nord-West |      |     |     |          |     | Summe |
| Zeit                            | Pkw&Lfw                 | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 12:00-12:15                     | 23                      | 0    | 1   | 0   | 0        | 0   | 24    |
| 12:15-12:30                     | 17                      | 0    | 2   | 1   | 0        | 0   | 20    |
| 12:30-12:45                     | 23                      | 0    | 0   | 3   | 0        | 0   | 26    |
| 12:45-13:00                     | 16                      | 0    | 3   | 1   | 0        | 0   | 20    |
| 13:00-13:15                     | 20                      | 0    | 2   | 0   | 0        | 2   | 22    |
| 13:15-13:30                     | 15                      | 0    | 3   | 1   | 0        | 2   | 19    |
| 13:30-13:45                     | 14                      | 0    | 0   | 0   | 0        | 0   | 14    |
| 13:45-14:00                     | 20                      | 1    | 4   | 1   | 0        | 2   | 26    |
| 14:00-14:15                     | 18                      | 0    | 2   | 0   | 0        | 1   | 20    |
| 14:15-14:30                     | 29                      | 0    | 3   | 1   | 0        | 0   | 33    |
| 14:30-14:45                     | 56                      | 0    | 1   | 1   | 1        | 1   | 59    |
| 14:45-15:00                     | 30                      | 1    | 1   | 0   | 0        | 3   | 32    |
| 15:00-15:15                     | 56                      | 1    | 3   | 0   | 1        | 1   | 61    |
| 15:15-15:30                     | 32                      | 0    | 3   | 0   | 0        | 3   | 35    |
| 15:30-15:45                     | 28                      | 0    | 0   | 2   | 0        | 2   | 30    |
| 15:45-16:00                     | 19                      | 1    | 4   | 1   | 0        | 7   | 25    |
| 16:00-16:15                     | 46                      | 1    | 2   | 0   | 0        | 4   | 49    |
| 16:15-16:30                     | 25                      | 1    | 3   | 1   | 0        | 1   | 30    |
| 16:30-16:45                     | 16                      | 0    | 0   | 0   | 0        | 4   | 16    |
| 16:45-17:00                     | 31                      | 0    | 3   | 0   | 0        | 1   | 34    |
| 17:00-17:15                     | 31                      | 0    | 4   | 1   | 0        | 3   | 36    |
| 17:15-17:30                     | 29                      | 0    | 2   | 0   | 0        | 3   | 31    |
| 17:30-17:45                     | 20                      | 0    | 0   | 0   | 0        | 3   | 20    |
| 17:45-18:00                     | 27                      | 1    | 1   | 2   | 0        | 0   | 31    |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 2   Hermann-Grüneberg-Straße |                         |      |     |     |          |     |       |
|---------------------------------|-------------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                     | Fahrtrichtung Nord-West |      |     |     |          |     | Summe |
| Zeit                            | Pkw&Lfw                 | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 18:00-18:15                     | 25                      | 0    | 3   | 0   | 0        | 2   | 28    |
| 18:15-18:30                     | 11                      | 0    | 2   | 0   | 0        | 4   | 13    |
| 18:30-18:45                     | 14                      | 0    | 0   | 0   | 0        | 1   | 14    |
| 18:45-19:00                     | 18                      | 0    | 3   | 0   | 0        | 1   | 21    |
| 19:00-19:15                     | 10                      | 1    | 1   | 0   | 0        | 1   | 12    |
| 19:15-19:30                     | 11                      | 0    | 2   | 0   | 0        | 4   | 13    |
| 19:30-19:45                     | 5                       | 0    | 0   | 0   | 1        | 0   | 6     |
| 19:45-20:00                     | 8                       | 0    | 3   | 0   | 0        | 1   | 11    |
| 20:00-20:15                     | 13                      | 0    | 2   | 0   | 0        | 1   | 15    |
| 20:15-20:30                     | 3                       | 0    | 1   | 0   | 0        | 0   | 4     |
| 20:30-20:45                     | 4                       | 0    | 2   | 0   | 0        | 0   | 6     |
| 20:45-21:00                     | 7                       | 0    | 1   | 0   | 0        | 0   | 8     |
| 21:00-21:15                     | 5                       | 0    | 1   | 0   | 0        | 1   | 6     |
| 21:15-21:30                     | 2                       | 0    | 0   | 1   | 0        | 0   | 3     |
| 21:30-21:45                     | 4                       | 0    | 1   | 0   | 0        | 1   | 5     |
| 21:45-22:00                     | 5                       | 0    | 1   | 0   | 0        | 1   | 6     |
| 22:00-22:15                     | 2                       | 0    | 0   | 0   | 0        | 0   | 2     |
| 22:15-22:30                     | 3                       | 0    | 0   | 0   | 0        | 0   | 3     |
| 22:30-22:45                     | 2                       | 0    | 1   | 0   | 0        | 0   | 3     |
| 22:45-23:00                     | 7                       | 0    | 1   | 0   | 0        | 1   | 8     |
| 23:00-23:15                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 23:15-23:30                     | 0                       | 0    | 0   | 0   | 0        | 0   | 0     |
| 23:30-23:45                     | 1                       | 0    | 1   | 0   | 0        | 0   | 2     |
| 23:45-24:00                     | 2                       | 0    | 1   | 1   | 0        | 0   | 4     |



### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 2   Hermann-Grüneberg-Straße |                       |      |     |     |          |     |       |
|---------------------------------|-----------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                     | Fahrtrichtung Süd-Ost |      |     |     |          |     | Summe |
| Zeit                            | Pkw&Lfw               | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 00:00-00:15                     | 0                     | 0    | 1   | 0   | 0        | 1   | 1     |
| 00:15-00:30                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 00:30-00:45                     | 1                     | 0    | 1   | 0   | 0        | 0   | 2     |
| 00:45-01:00                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 01:00-01:15                     | 1                     | 0    | 0   | 0   | 0        | 0   | 1     |
| 01:15-01:30                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 01:30-01:45                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 01:45-02:00                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:00-02:15                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:15-02:30                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:30-02:45                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 02:45-03:00                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:00-03:15                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:15-03:30                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:30-03:45                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:45-04:00                     | 0                     | 0    | 0   | 0   | 0        | 0   | 0     |
| 04:00-04:15                     | 0                     | 0    | 0   | 0   | 0        | 1   | 0     |
| 04:15-04:30                     | 2                     | 0    | 1   | 0   | 0        | 0   | 3     |
| 04:30-04:45                     | 3                     | 0    | 1   | 0   | 0        | 1   | 4     |
| 04:45-05:00                     | 4                     | 0    | 1   | 0   | 0        | 1   | 5     |
| 05:00-05:15                     | 6                     | 0    | 1   | 0   | 0        | 2   | 7     |
| 05:15-05:30                     | 12                    | 0    | 2   | 0   | 0        | 1   | 14    |
| 05:30-05:45                     | 10                    | 0    | 1   | 0   | 0        | 2   | 11    |
| 05:45-06:00                     | 16                    | 0    | 2   | 0   | 0        | 2   | 18    |

## Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 2   Hermann-Grüneberg-Straße |                       |      |     |     |          |     |       |
|---------------------------------|-----------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                     | Fahrtrichtung Süd-Ost |      |     |     |          |     | Summe |
| Zeit                            | Pkw&Lfw               | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 06:00-06:15                     | 10                    | 0    | 3   | 0   | 0        | 0   | 13    |
| 06:15-06:30                     | 16                    | 1    | 3   | 0   | 0        | 2   | 20    |
| 06:30-06:45                     | 7                     | 0    | 1   | 0   | 0        | 3   | 8     |
| 06:45-07:00                     | 24                    | 0    | 2   | 0   | 0        | 2   | 26    |
| 07:00-07:15                     | 29                    | 0    | 1   | 0   | 0        | 7   | 30    |
| 07:15-07:30                     | 30                    | 0    | 1   | 0   | 0        | 4   | 31    |
| 07:30-07:45                     | 34                    | 2    | 3   | 0   | 0        | 4   | 39    |
| 07:45-08:00                     | 39                    | 0    | 3   | 1   | 0        | 1   | 43    |
| 08:00-08:15                     | 29                    | 0    | 3   | 0   | 0        | 3   | 32    |
| 08:15-08:30                     | 18                    | 0    | 3   | 0   | 0        | 4   | 21    |
| 08:30-08:45                     | 22                    | 0    | 1   | 0   | 0        | 0   | 23    |
| 08:45-09:00                     | 20                    | 0    | 2   | 0   | 0        | 4   | 22    |
| 09:00-09:15                     | 23                    | 0    | 2   | 1   | 0        | 3   | 26    |
| 09:15-09:30                     | 34                    | 0    | 2   | 0   | 0        | 1   | 36    |
| 09:30-09:45                     | 26                    | 1    | 0   | 1   | 0        | 1   | 28    |
| 09:45-10:00                     | 15                    | 0    | 2   | 0   | 1        | 0   | 18    |
| 10:00-10:15                     | 11                    | 0    | 2   | 0   | 0        | 2   | 13    |
| 10:15-10:30                     | 12                    | 0    | 2   | 0   | 0        | 0   | 14    |
| 10:30-10:45                     | 16                    | 0    | 1   | 0   | 0        | 0   | 17    |
| 10:45-11:00                     | 16                    | 0    | 1   | 1   | 0        | 2   | 18    |
| 11:00-11:15                     | 16                    | 0    | 2   | 1   | 1        | 0   | 20    |
| 11:15-11:30                     | 12                    | 0    | 1   | 0   | 0        | 1   | 13    |
| 11:30-11:45                     | 20                    | 0    | 2   | 1   | 0        | 0   | 23    |
| 11:45-12:00                     | 15                    | 1    | 1   | 2   | 0        | 2   | 19    |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 2   Hermann-Grüneberg-Straße |                       |      |     |     |          |     |       |
|---------------------------------|-----------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                     | Fahrtrichtung Süd-Ost |      |     |     |          |     | Summe |
| Zeit                            | Pkw&Lfw               | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 12:00-12:15                     | 15                    | 0    | 2   | 1   | 0        | 3   | 18    |
| 12:15-12:30                     | 16                    | 0    | 3   | 0   | 0        | 2   | 19    |
| 12:30-12:45                     | 23                    | 0    | 2   | 0   | 0        | 2   | 25    |
| 12:45-13:00                     | 20                    | 0    | 1   | 1   | 0        | 0   | 22    |
| 13:00-13:15                     | 19                    | 1    | 3   | 0   | 0        | 0   | 23    |
| 13:15-13:30                     | 14                    | 0    | 2   | 0   | 0        | 1   | 16    |
| 13:30-13:45                     | 19                    | 0    | 2   | 1   | 1        | 1   | 23    |
| 13:45-14:00                     | 13                    | 0    | 3   | 1   | 0        | 3   | 17    |
| 14:00-14:15                     | 13                    | 0    | 3   | 0   | 0        | 1   | 16    |
| 14:15-14:30                     | 13                    | 0    | 4   | 1   | 1        | 3   | 19    |
| 14:30-14:45                     | 20                    | 0    | 0   | 0   | 0        | 12  | 20    |
| 14:45-15:00                     | 14                    | 0    | 6   | 2   | 0        | 0   | 22    |
| 15:00-15:15                     | 17                    | 0    | 3   | 0   | 1        | 1   | 21    |
| 15:15-15:30                     | 20                    | 0    | 2   | 0   | 1        | 4   | 23    |
| 15:30-15:45                     | 25                    | 0    | 1   | 0   | 0        | 3   | 26    |
| 15:45-16:00                     | 30                    | 0    | 3   | 0   | 0        | 1   | 33    |
| 16:00-16:15                     | 20                    | 0    | 2   | 1   | 0        | 4   | 23    |
| 16:15-16:30                     | 23                    | 0    | 0   | 0   | 0        | 2   | 23    |
| 16:30-16:45                     | 17                    | 0    | 2   | 0   | 0        | 4   | 19    |
| 16:45-17:00                     | 22                    | 0    | 3   | 0   | 0        | 3   | 25    |
| 17:00-17:15                     | 17                    | 0    | 3   | 1   | 0        | 0   | 21    |
| 17:15-17:30                     | 13                    | 0    | 1   | 0   | 0        | 2   | 14    |
| 17:30-17:45                     | 23                    | 0    | 1   | 0   | 1        | 0   | 25    |
| 17:45-18:00                     | 17                    | 2    | 3   | 0   | 0        | 1   | 22    |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 2   Hermann-Grüneberg-Straße |                       |      |     |     |          |     |       |
|---------------------------------|-----------------------|------|-----|-----|----------|-----|-------|
| Querschnitt                     | Fahrtrichtung Süd-Ost |      |     |     |          |     | Summe |
| Zeit                            | Pkw&Lfw               | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 18:00-18:15                     | 16                    | 0    | 2   | 0   | 0        | 0   | 18    |
| 18:15-18:30                     | 13                    | 0    | 1   | 0   | 0        | 1   | 14    |
| 18:30-18:45                     | 16                    | 0    | 2   | 0   | 0        | 0   | 18    |
| 18:45-19:00                     | 19                    | 0    | 1   | 0   | 0        | 6   | 20    |
| 19:00-19:15                     | 10                    | 0    | 2   | 0   | 0        | 0   | 12    |
| 19:15-19:30                     | 10                    | 0    | 2   | 0   | 0        | 3   | 12    |
| 19:30-19:45                     | 18                    | 2    | 0   | 0   | 0        | 1   | 20    |
| 19:45-20:00                     | 8                     | 0    | 2   | 0   | 0        | 0   | 10    |
| 20:00-20:15                     | 6                     | 0    | 1   | 0   | 0        | 0   | 7     |
| 20:15-20:30                     | 9                     | 0    | 2   | 0   | 0        | 4   | 11    |
| 20:30-20:45                     | 11                    | 0    | 1   | 0   | 0        | 0   | 12    |
| 20:45-21:00                     | 9                     | 0    | 0   | 0   | 0        | 1   | 9     |
| 21:00-21:15                     | 9                     | 0    | 0   | 0   | 0        | 0   | 9     |
| 21:15-21:30                     | 6                     | 0    | 2   | 0   | 0        | 1   | 8     |
| 21:30-21:45                     | 5                     | 0    | 0   | 2   | 0        | 0   | 7     |
| 21:45-22:00                     | 7                     | 0    | 0   | 0   | 0        | 0   | 7     |
| 22:00-22:15                     | 4                     | 0    | 0   | 0   | 0        | 0   | 4     |
| 22:15-22:30                     | 1                     | 0    | 2   | 0   | 0        | 0   | 3     |
| 22:30-22:45                     | 5                     | 0    | 0   | 0   | 0        | 0   | 5     |
| 22:45-23:00                     | 2                     | 0    | 0   | 0   | 0        | 0   | 2     |
| 23:00-23:15                     | 2                     | 0    | 0   | 0   | 0        | 0   | 2     |
| 23:15-23:30                     | 1                     | 0    | 1   | 0   | 0        | 0   | 2     |
| 23:30-23:45                     | 1                     | 0    | 0   | 0   | 0        | 0   | 1     |
| 23:45-24:00                     | 0                     | 0    | 0   | 1   | 1        | 0   | 2     |

### 3.3.3 QS 3 | Hauptstraße

Ort:..... Gemeinde Mühlenbecker Land

Zählstelle:..... QS 3 | Hauptstraße

Datum:..... 15.09.2022

Wochentag:..... Donnerstag

Art der Erhebung:..... Querschnitterhebung

Erhebungsdauer:..... 24 Stunden (00:00 - 24:00 Uhr)

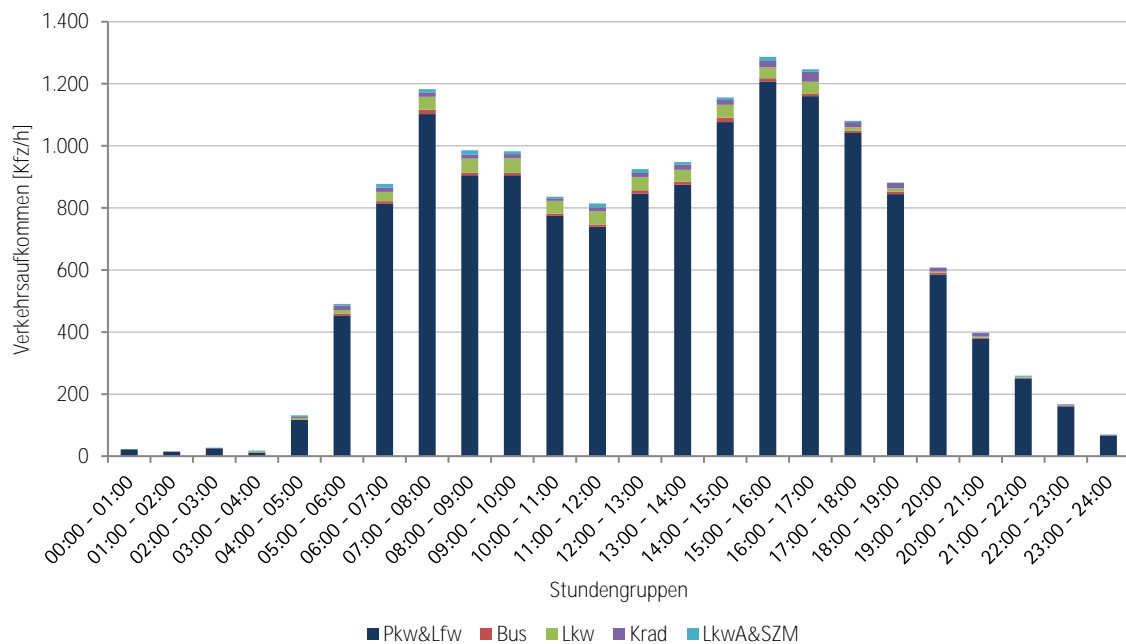
Klassifizierung:..... Krad | Pkw & Lfw| Lkw > 3,5 t | Busse | Lkwa & Sattelzug | Rad

Witterung:..... heiter

Temperatur:..... tagsüber 18 °C  
nachts 11 °C

Bemerkungen:..... Schienenersatzverkehr wegen Bauarbeiten an der S-Bahn Linie S8

#### Ganglinien des Erhebungszeitraums



**Gesamtverkehrsaufkommen je Fahrtrichtung**

| Querschnitt   | Fahrtrichtung Süd |      |         |      |      |        |        | Summe | Fahrtrichtung Nord |      |      |          |        |        |        | Summe | Gesamter Straßenquerschnitt |      |      |          |        |     |     | Summe |
|---------------|-------------------|------|---------|------|------|--------|--------|-------|--------------------|------|------|----------|--------|--------|--------|-------|-----------------------------|------|------|----------|--------|-----|-----|-------|
|               | Pkw               | Krad | Lkw1    |      | Lkw2 | Rad    | Kfz    |       | Pkw                | Krad | Lkw1 |          | Lkw2   | Rad    | Kfz    |       | Pkw                         | Krad | Lkw1 |          | Lkw2   | Rad | Kfz |       |
|               |                   |      | Lkw&Lfw | Bus  |      |        |        |       |                    |      | Lkw  | LkwA&SZM |        |        |        |       |                             |      | Lkw  | LkwA&SZM |        |     |     |       |
| 00:00 - 01:00 | 11                | 0    | 0       | 1    | 0    | 0      | 12     | 11    | 0                  | 0    | 0    | 0        | 0      | 11     | 22     | 0     | 0                           | 1    | 0    | 0        | 23     |     |     |       |
| 01:00 - 02:00 | 8                 | 0    | 0       | 0    | 0    | 0      | 8      | 6     | 1                  | 0    | 1    | 0        | 0      | 8      | 14     | 1     | 0                           | 1    | 0    | 0        | 16     |     |     |       |
| 02:00 - 03:00 | 14                | 0    | 0       | 0    | 1    | 0      | 15     | 11    | 1                  | 0    | 0    | 0        | 0      | 12     | 25     | 1     | 0                           | 0    | 1    | 0        | 27     |     |     |       |
| 03:00 - 04:00 | 6                 | 1    | 0       | 1    | 1    | 0      | 9      | 6     | 0                  | 0    | 2    | 1        | 0      | 9      | 12     | 1     | 0                           | 3    | 2    | 0        | 18     |     |     |       |
| 04:00 - 05:00 | 81                | 3    | 0       | 4    | 3    | 1      | 91     | 36    | 2                  | 0    | 2    | 0        | 0      | 40     | 117    | 5     | 0                           | 6    | 3    | 1        | 131    |     |     |       |
| 05:00 - 06:00 | 297               | 9    | 4       | 9    | 2    | 1      | 321    | 156   | 5                  | 3    | 2    | 3        | 3      | 169    | 453    | 14    | 7                           | 11   | 5    | 4        | 490    |     |     |       |
| 06:00 - 07:00 | 502               | 7    | 3       | 17   | 7    | 3      | 536    | 313   | 6                  | 4    | 13   | 5        | 2      | 341    | 815    | 13    | 7                           | 30   | 12   | 5        | 877    |     |     |       |
| 07:00 - 08:00 | 597               | 7    | 8       | 25   | 8    | 1      | 645    | 505   | 8                  | 7    | 16   | 2        | 9      | 538    | 1.102  | 15    | 15                          | 41   | 10   | 10       | 1.183  |     |     |       |
| 08:00 - 09:00 | 442               | 6    | 4       | 22   | 5    | 4      | 479    | 463   | 6                  | 5    | 23   | 10       | 4      | 507    | 905    | 12    | 9                           | 45   | 15   | 8        | 986    |     |     |       |
| 09:00 - 10:00 | 446               | 9    | 4       | 24   | 6    | 3      | 489    | 459   | 4                  | 5    | 22   | 4        | 7      | 494    | 905    | 13    | 9                           | 46   | 10   | 10       | 983    |     |     |       |
| 10:00 - 11:00 | 340               | 3    | 3       | 15   | 2    | 3      | 363    | 434   | 5                  | 4    | 27   | 3        | 2      | 473    | 774    | 8     | 7                           | 42   | 5    | 5        | 836    |     |     |       |
| 11:00 - 12:00 | 350               | 8    | 3       | 24   | 4    | 1      | 389    | 389   | 5                  | 4    | 19   | 9        | 5      | 426    | 739    | 13    | 7                           | 43   | 13   | 6        | 815    |     |     |       |
| 12:00 - 13:00 | 385               | 9    | 6       | 16   | 8    | 3      | 424    | 461   | 5                  | 5    | 26   | 4        | 7      | 501    | 846    | 14    | 11                          | 42   | 12   | 10       | 925    |     |     |       |
| 13:00 - 14:00 | 392               | 7    | 7       | 21   | 2    | 5      | 429    | 482   | 9                  | 4    | 17   | 7        | 9      | 519    | 874    | 16    | 11                          | 38   | 9    | 14       | 948    |     |     |       |
| 14:00 - 15:00 | 462               | 5    | 8       | 14   | 2    | 6      | 491    | 615   | 11                 | 6    | 27   | 6        | 7      | 665    | 1.077  | 16    | 14                          | 41   | 8    | 13       | 1.156  |     |     |       |
| 15:00 - 16:00 | 540               | 9    | 4       | 15   | 5    | 3      | 573    | 668   | 12                 | 6    | 20   | 8        | 2      | 714    | 1.208  | 21    | 10                          | 35   | 13   | 5        | 1.287  |     |     |       |
| 16:00 - 17:00 | 498               | 6    | 3       | 11   | 5    | 1      | 523    | 662   | 26                 | 4    | 29   | 3        | 11     | 724    | 1.160  | 32    | 7                           | 40   | 8    | 12       | 1.247  |     |     |       |
| 17:00 - 18:00 | 466               | 9    | 4       | 5    | 2    | 1      | 486    | 576   | 8                  | 3    | 6    | 2        | 12     | 595    | 1.042  | 17    | 7                           | 11   | 4    | 13       | 1.081  |     |     |       |
| 18:00 - 19:00 | 411               | 7    | 4       | 2    | 0    | 2      | 424    | 433   | 11                 | 5    | 8    | 1        | 9      | 458    | 844    | 18    | 9                           | 10   | 1    | 11       | 882    |     |     |       |
| 19:00 - 20:00 | 285               | 6    | 3       | 1    | 0    | 5      | 295    | 300   | 6                  | 4    | 2    | 1        | 4      | 313    | 585    | 12    | 7                           | 3    | 1    | 9        | 608    |     |     |       |
| 20:00 - 21:00 | 196               | 5    | 1       | 3    | 0    | 1      | 205    | 182   | 7                  | 2    | 1    | 1        | 2      | 193    | 378    | 12    | 3                           | 4    | 1    | 3        | 398    |     |     |       |
| 21:00 - 22:00 | 132               | 0    | 1       | 2    | 0    | 1      | 135    | 118   | 1                  | 1    | 1    | 3        | 1      | 124    | 250    | 1     | 2                           | 3    | 3    | 2        | 259    |     |     |       |
| 22:00 - 23:00 | 87                | 2    | 1       | 0    | 0    | 0      | 90     | 73    | 1                  | 1    | 1    | 2        | 1      | 78     | 160    | 3     | 2                           | 1    | 2    | 1        | 168    |     |     |       |
| 23:00 - 24:00 | 30                | 0    | 0       | 0    | 2    | 1      | 32     | 36    | 1                  | 1    | 0    | 0        | 1      | 38     | 66     | 1     | 1                           | 0    | 2    | 2        | 70     |     |     |       |
| Summe         | 6.978             | 118  | 71      | 232  | 65   | 46     | 7.464  | 7.395 | 141                | 74   | 265  | 75       | 98     | 7.950  | 14.373 | 259   | 145                         | 497  | 140  | 144      | 15.414 |     |     |       |
|               |                   |      | 303     |      |      |        |        |       |                    | 339  |      |          |        |        |        |       | 642                         |      |      |          |        |     |     |       |
| Anteil in %   | 93,5%             | 1,6% | 1,0%    | 3,1% | 0,9% | 100,0% | 100,0% | 93,0% | 1,8%               | 0,9% | 3,3% | 0,9%     | 100,0% | 100,0% | 93,2%  | 1,7%  | 0,9%                        | 3,2% | 0,9% | 100,0%   | 100,0% |     |     |       |
|               |                   |      | 4,1%    |      |      |        |        |       |                    | 4,3% |      |          |        |        |        |       | 4,2%                        |      |      |          |        |     |     |       |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 3   Hauptstraße |                   |      |     |     |          |     |       |
|--------------------|-------------------|------|-----|-----|----------|-----|-------|
| Querschnitt        | Fahrtrichtung Süd |      |     |     |          |     | Summe |
| Zeit               | Pkw&Lfw           | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 00:00-00:15        | 4                 | 0    | 0   | 0   | 0        | 0   | 4     |
| 00:15-00:30        | 6                 | 0    | 0   | 1   | 0        | 0   | 7     |
| 00:30-00:45        | 0                 | 0    | 0   | 0   | 0        | 0   | 0     |
| 00:45-01:00        | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 01:00-01:15        | 4                 | 0    | 0   | 0   | 0        | 0   | 4     |
| 01:15-01:30        | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 01:30-01:45        | 2                 | 0    | 0   | 0   | 0        | 0   | 2     |
| 01:45-02:00        | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 02:00-02:15        | 6                 | 0    | 0   | 0   | 0        | 0   | 6     |
| 02:15-02:30        | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 02:30-02:45        | 5                 | 0    | 0   | 0   | 1        | 0   | 6     |
| 02:45-03:00        | 2                 | 0    | 0   | 0   | 0        | 0   | 2     |
| 03:00-03:15        | 0                 | 0    | 0   | 0   | 1        | 0   | 1     |
| 03:15-03:30        | 2                 | 0    | 0   | 0   | 0        | 0   | 2     |
| 03:30-03:45        | 3                 | 1    | 0   | 1   | 0        | 0   | 5     |
| 03:45-04:00        | 1                 | 0    | 0   | 0   | 0        | 0   | 1     |
| 04:00-04:15        | 7                 | 0    | 0   | 0   | 0        | 0   | 7     |
| 04:15-04:30        | 18                | 0    | 0   | 1   | 1        | 0   | 20    |
| 04:30-04:45        | 24                | 2    | 0   | 2   | 2        | 1   | 30    |
| 04:45-05:00        | 32                | 1    | 0   | 1   | 0        | 0   | 34    |
| 05:00-05:15        | 70                | 2    | 1   | 0   | 1        | 1   | 74    |
| 05:15-05:30        | 75                | 3    | 1   | 4   | 0        | 0   | 83    |
| 05:30-05:45        | 55                | 2    | 0   | 1   | 1        | 0   | 59    |
| 05:45-06:00        | 97                | 2    | 2   | 4   | 0        | 0   | 105   |

## Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 3   Hauptstraße |                   |      |     |     |          |     |       |
|--------------------|-------------------|------|-----|-----|----------|-----|-------|
| Querschnitt        | Fahrtrichtung Süd |      |     |     |          |     | Summe |
| Zeit               | Pkw&Lfw           | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 06:00-06:15        | 122               | 1    | 1   | 6   | 0        | 0   | 130   |
| 06:15-06:30        | 123               | 3    | 1   | 0   | 0        | 1   | 127   |
| 06:30-06:45        | 112               | 2    | 0   | 6   | 2        | 2   | 122   |
| 06:45-07:00        | 145               | 1    | 1   | 5   | 5        | 0   | 157   |
| 07:00-07:15        | 171               | 3    | 1   | 6   | 2        | 1   | 183   |
| 07:15-07:30        | 139               | 1    | 3   | 6   | 2        | 0   | 151   |
| 07:30-07:45        | 134               | 2    | 3   | 5   | 3        | 0   | 147   |
| 07:45-08:00        | 153               | 1    | 1   | 8   | 1        | 0   | 164   |
| 08:00-08:15        | 109               | 0    | 1   | 5   | 1        | 1   | 116   |
| 08:15-08:30        | 122               | 0    | 1   | 5   | 0        | 3   | 128   |
| 08:30-08:45        | 113               | 1    | 1   | 7   | 1        | 0   | 123   |
| 08:45-09:00        | 98                | 5    | 1   | 5   | 3        | 0   | 112   |
| 09:00-09:15        | 100               | 0    | 1   | 8   | 0        | 2   | 109   |
| 09:15-09:30        | 120               | 5    | 1   | 2   | 0        | 1   | 128   |
| 09:30-09:45        | 118               | 2    | 1   | 8   | 2        | 0   | 131   |
| 09:45-10:00        | 108               | 2    | 1   | 6   | 4        | 0   | 121   |
| 10:00-10:15        | 78                | 0    | 1   | 4   | 1        | 2   | 84    |
| 10:15-10:30        | 65                | 1    | 1   | 5   | 1        | 0   | 73    |
| 10:30-10:45        | 95                | 2    | 0   | 6   | 0        | 0   | 103   |
| 10:45-11:00        | 102               | 0    | 1   | 0   | 0        | 1   | 103   |
| 11:00-11:15        | 78                | 4    | 1   | 6   | 0        | 1   | 89    |
| 11:15-11:30        | 77                | 0    | 1   | 4   | 0        | 0   | 82    |
| 11:30-11:45        | 102               | 4    | 1   | 5   | 1        | 0   | 113   |
| 11:45-12:00        | 93                | 0    | 0   | 9   | 3        | 0   | 105   |



### Gesamtverkehrsaufkommen je Fahrtrichtung

| OS 3   Hauptstraße |                   |      |     |     |          |     |       |
|--------------------|-------------------|------|-----|-----|----------|-----|-------|
| Querschnitt        | Fahrtrichtung Süd |      |     |     |          |     | Summe |
| Zeit               | Pkw&Lfw           | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 12:00-12:15        | 91                | 2    | 1   | 3   | 1        | 2   | 98    |
| 12:15-12:30        | 91                | 2    | 2   | 4   | 1        | 0   | 100   |
| 12:30-12:45        | 86                | 1    | 1   | 3   | 3        | 1   | 94    |
| 12:45-13:00        | 117               | 4    | 2   | 6   | 3        | 0   | 132   |
| 13:00-13:15        | 107               | 2    | 2   | 3   | 0        | 0   | 114   |
| 13:15-13:30        | 98                | 1    | 0   | 6   | 1        | 0   | 106   |
| 13:30-13:45        | 81                | 2    | 2   | 7   | 1        | 3   | 93    |
| 13:45-14:00        | 106               | 2    | 3   | 5   | 0        | 2   | 116   |
| 14:00-14:15        | 115               | 2    | 1   | 3   | 2        | 1   | 123   |
| 14:15-14:30        | 100               | 2    | 2   | 5   | 0        | 1   | 109   |
| 14:30-14:45        | 126               | 0    | 1   | 1   | 0        | 2   | 128   |
| 14:45-15:00        | 121               | 1    | 4   | 5   | 0        | 2   | 131   |
| 15:00-15:15        | 129               | 1    | 1   | 4   | 3        | 1   | 138   |
| 15:15-15:30        | 130               | 2    | 0   | 4   | 0        | 1   | 136   |
| 15:30-15:45        | 136               | 4    | 2   | 4   | 2        | 0   | 148   |
| 15:45-16:00        | 145               | 2    | 1   | 3   | 0        | 1   | 151   |
| 16:00-16:15        | 130               | 0    | 1   | 4   | 3        | 0   | 138   |
| 16:15-16:30        | 114               | 3    | 0   | 1   | 0        | 1   | 118   |
| 16:30-16:45        | 129               | 3    | 1   | 3   | 0        | 0   | 136   |
| 16:45-17:00        | 125               | 0    | 1   | 3   | 2        | 0   | 131   |
| 17:00-17:15        | 112               | 1    | 1   | 1   | 2        | 0   | 117   |
| 17:15-17:30        | 136               | 3    | 0   | 0   | 0        | 1   | 139   |
| 17:30-17:45        | 119               | 3    | 1   | 1   | 0        | 0   | 124   |
| 17:45-18:00        | 99                | 2    | 2   | 3   | 0        | 0   | 106   |

## Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 3   Hauptstraße |                   |      |     |     |          |     |       |
|--------------------|-------------------|------|-----|-----|----------|-----|-------|
| Querschnitt        | Fahrtrichtung Süd |      |     |     |          |     | Summe |
| Zeit               | Pkw&Lfw           | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 18:00-18:15        | 102               | 4    | 2   | 2   | 0        | 2   | 110   |
| 18:15-18:30        | 109               | 0    | 0   | 0   | 0        | 0   | 109   |
| 18:30-18:45        | 103               | 1    | 1   | 0   | 0        | 0   | 105   |
| 18:45-19:00        | 97                | 2    | 1   | 0   | 0        | 0   | 100   |
| 19:00-19:15        | 67                | 1    | 1   | 0   | 0        | 3   | 69    |
| 19:15-19:30        | 82                | 4    | 1   | 0   | 0        | 1   | 87    |
| 19:30-19:45        | 63                | 1    | 0   | 0   | 0        | 1   | 64    |
| 19:45-20:00        | 73                | 0    | 1   | 1   | 0        | 0   | 75    |
| 20:00-20:15        | 57                | 0    | 0   | 0   | 0        | 1   | 57    |
| 20:15-20:30        | 45                | 2    | 1   | 1   | 0        | 0   | 49    |
| 20:30-20:45        | 38                | 2    | 0   | 0   | 0        | 0   | 40    |
| 20:45-21:00        | 56                | 1    | 0   | 2   | 0        | 0   | 59    |
| 21:00-21:15        | 34                | 0    | 0   | 0   | 0        | 0   | 34    |
| 21:15-21:30        | 35                | 0    | 1   | 0   | 0        | 1   | 36    |
| 21:30-21:45        | 39                | 0    | 0   | 2   | 0        | 0   | 41    |
| 21:45-22:00        | 24                | 0    | 0   | 0   | 0        | 0   | 24    |
| 22:00-22:15        | 28                | 1    | 0   | 0   | 0        | 0   | 29    |
| 22:15-22:30        | 21                | 1    | 1   | 0   | 0        | 0   | 23    |
| 22:30-22:45        | 21                | 0    | 0   | 0   | 0        | 0   | 21    |
| 22:45-23:00        | 17                | 0    | 0   | 0   | 0        | 0   | 17    |
| 23:00-23:15        | 12                | 0    | 0   | 0   | 0        | 0   | 12    |
| 23:15-23:30        | 3                 | 0    | 0   | 0   | 1        | 1   | 4     |
| 23:30-23:45        | 9                 | 0    | 0   | 0   | 0        | 0   | 9     |
| 23:45-24:00        | 6                 | 0    | 0   | 0   | 1        | 0   | 7     |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 3   Hauptstraße |                    |      |     |     |          |     |       |
|--------------------|--------------------|------|-----|-----|----------|-----|-------|
| Querschnitt        | Fahrtrichtung Nord |      |     |     |          |     | Summe |
| Zeit               | Pkw&Lfw            | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 00:00-00:15        | 3                  | 0    | 0   | 0   | 0        | 0   | 3     |
| 00:15-00:30        | 6                  | 0    | 0   | 0   | 0        | 0   | 6     |
| 00:30-00:45        | 2                  | 0    | 0   | 0   | 0        | 0   | 2     |
| 00:45-01:00        | 0                  | 0    | 0   | 0   | 0        | 0   | 0     |
| 01:00-01:15        | 2                  | 0    | 0   | 0   | 0        | 0   | 2     |
| 01:15-01:30        | 2                  | 0    | 0   | 1   | 0        | 0   | 3     |
| 01:30-01:45        | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 01:45-02:00        | 1                  | 1    | 0   | 0   | 0        | 0   | 2     |
| 02:00-02:15        | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 02:15-02:30        | 2                  | 1    | 0   | 0   | 0        | 0   | 3     |
| 02:30-02:45        | 4                  | 0    | 0   | 0   | 0        | 0   | 4     |
| 02:45-03:00        | 4                  | 0    | 0   | 0   | 0        | 0   | 4     |
| 03:00-03:15        | 0                  | 0    | 0   | 0   | 0        | 0   | 0     |
| 03:15-03:30        | 1                  | 0    | 0   | 0   | 0        | 0   | 1     |
| 03:30-03:45        | 1                  | 0    | 0   | 1   | 1        | 0   | 3     |
| 03:45-04:00        | 4                  | 0    | 0   | 1   | 0        | 0   | 5     |
| 04:00-04:15        | 4                  | 0    | 0   | 0   | 0        | 0   | 4     |
| 04:15-04:30        | 8                  | 0    | 0   | 1   | 0        | 0   | 9     |
| 04:30-04:45        | 7                  | 1    | 0   | 1   | 0        | 0   | 9     |
| 04:45-05:00        | 17                 | 1    | 0   | 0   | 0        | 0   | 18    |
| 05:00-05:15        | 27                 | 0    | 0   | 0   | 0        | 0   | 27    |
| 05:15-05:30        | 29                 | 1    | 0   | 0   | 1        | 1   | 31    |
| 05:30-05:45        | 49                 | 2    | 1   | 1   | 1        | 2   | 54    |
| 05:45-06:00        | 51                 | 2    | 2   | 1   | 1        | 0   | 57    |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 3   Hauptstraße |                    |      |     |     |          |     |       |
|--------------------|--------------------|------|-----|-----|----------|-----|-------|
| Querschnitt        | Fahrtrichtung Nord |      |     |     |          |     | Summe |
| Zeit               | Pkw&Lfw            | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 06:00-06:15        | 52                 | 1    | 1   | 1   | 2        | 2   | 57    |
| 06:15-06:30        | 79                 | 0    | 1   | 2   | 0        | 0   | 82    |
| 06:30-06:45        | 81                 | 2    | 1   | 4   | 2        | 0   | 90    |
| 06:45-07:00        | 101                | 3    | 1   | 6   | 1        | 0   | 112   |
| 07:00-07:15        | 112                | 0    | 1   | 4   | 0        | 3   | 117   |
| 07:15-07:30        | 144                | 1    | 4   | 3   | 1        | 1   | 153   |
| 07:30-07:45        | 138                | 6    | 1   | 3   | 0        | 1   | 148   |
| 07:45-08:00        | 111                | 1    | 1   | 6   | 1        | 4   | 120   |
| 08:00-08:15        | 105                | 1    | 1   | 6   | 3        | 1   | 116   |
| 08:15-08:30        | 127                | 0    | 2   | 5   | 4        | 2   | 138   |
| 08:30-08:45        | 110                | 1    | 1   | 4   | 1        | 0   | 117   |
| 08:45-09:00        | 121                | 4    | 1   | 8   | 2        | 1   | 136   |
| 09:00-09:15        | 127                | 0    | 3   | 5   | 0        | 2   | 135   |
| 09:15-09:30        | 109                | 3    | 0   | 6   | 1        | 2   | 119   |
| 09:30-09:45        | 113                | 1    | 1   | 4   | 1        | 0   | 120   |
| 09:45-10:00        | 110                | 0    | 1   | 7   | 2        | 3   | 120   |
| 10:00-10:15        | 103                | 0    | 0   | 5   | 1        | 0   | 109   |
| 10:15-10:30        | 104                | 3    | 1   | 6   | 1        | 0   | 115   |
| 10:30-10:45        | 117                | 2    | 1   | 9   | 0        | 2   | 129   |
| 10:45-11:00        | 110                | 0    | 2   | 7   | 1        | 0   | 120   |
| 11:00-11:15        | 79                 | 1    | 1   | 4   | 3        | 0   | 88    |
| 11:15-11:30        | 110                | 1    | 0   | 4   | 1        | 2   | 116   |
| 11:30-11:45        | 96                 | 2    | 2   | 6   | 3        | 1   | 109   |
| 11:45-12:00        | 104                | 1    | 1   | 5   | 2        | 2   | 113   |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| OS 3   Hauptstraße |                    |      |     |     |          |     |       |
|--------------------|--------------------|------|-----|-----|----------|-----|-------|
| Querschnitt        | Fahrtrichtung Nord |      |     |     |          |     | Summe |
| Zeit               | Pkw&Lfw            | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 12:00-12:15        | 115                | 1    | 0   | 8   | 1        | 2   | 125   |
| 12:15-12:30        | 113                | 1    | 1   | 7   | 1        | 2   | 123   |
| 12:30-12:45        | 129                | 1    | 2   | 5   | 0        | 1   | 137   |
| 12:45-13:00        | 104                | 2    | 2   | 6   | 2        | 2   | 116   |
| 13:00-13:15        | 122                | 1    | 0   | 9   | 1        | 0   | 133   |
| 13:15-13:30        | 108                | 4    | 1   | 3   | 3        | 3   | 119   |
| 13:30-13:45        | 127                | 3    | 1   | 2   | 1        | 3   | 134   |
| 13:45-14:00        | 125                | 1    | 2   | 3   | 2        | 3   | 133   |
| 14:00-14:15        | 119                | 5    | 0   | 2   | 0        | 1   | 126   |
| 14:15-14:30        | 141                | 1    | 3   | 9   | 1        | 4   | 155   |
| 14:30-14:45        | 178                | 2    | 3   | 6   | 3        | 0   | 192   |
| 14:45-15:00        | 177                | 3    | 0   | 10  | 2        | 2   | 192   |
| 15:00-15:15        | 177                | 3    | 2   | 8   | 2        | 0   | 192   |
| 15:15-15:30        | 157                | 2    | 2   | 3   | 2        | 1   | 166   |
| 15:30-15:45        | 168                | 2    | 0   | 4   | 3        | 0   | 177   |
| 15:45-16:00        | 166                | 5    | 2   | 5   | 1        | 1   | 179   |
| 16:00-16:15        | 175                | 9    | 0   | 17  | 1        | 1   | 202   |
| 16:15-16:30        | 181                | 8    | 1   | 6   | 0        | 4   | 196   |
| 16:30-16:45        | 158                | 4    | 1   | 3   | 1        | 2   | 167   |
| 16:45-17:00        | 148                | 5    | 2   | 3   | 1        | 4   | 159   |
| 17:00-17:15        | 157                | 3    | 1   | 3   | 0        | 2   | 164   |
| 17:15-17:30        | 154                | 3    | 1   | 1   | 1        | 7   | 160   |
| 17:30-17:45        | 137                | 1    | 0   | 1   | 0        | 3   | 139   |
| 17:45-18:00        | 128                | 1    | 1   | 1   | 1        | 0   | 132   |

### Gesamtverkehrsaufkommen je Fahrtrichtung

| QS 3   Hauptstraße |                    |      |     |     |          |     |       |
|--------------------|--------------------|------|-----|-----|----------|-----|-------|
| Querschnitt        | Fahrtrichtung Nord |      |     |     |          |     | Summe |
| Zeit               | Pkw&Lfw            | Krad | Bus | Lkw | LkwA&SZM | Rad | Kfz   |
| 18:00-18:15        | 128                | 2    | 2   | 1   | 0        | 4   | 133   |
| 18:15-18:30        | 117                | 3    | 1   | 4   | 1        | 3   | 126   |
| 18:30-18:45        | 97                 | 4    | 0   | 1   | 0        | 1   | 102   |
| 18:45-19:00        | 91                 | 2    | 2   | 2   | 0        | 1   | 97    |
| 19:00-19:15        | 85                 | 2    | 1   | 2   | 0        | 2   | 90    |
| 19:15-19:30        | 82                 | 3    | 1   | 0   | 0        | 1   | 86    |
| 19:30-19:45        | 83                 | 1    | 0   | 0   | 1        | 1   | 85    |
| 19:45-20:00        | 50                 | 0    | 2   | 0   | 0        | 0   | 52    |
| 20:00-20:15        | 56                 | 3    | 1   | 0   | 0        | 0   | 60    |
| 20:15-20:30        | 41                 | 1    | 0   | 0   | 0        | 2   | 42    |
| 20:30-20:45        | 49                 | 3    | 1   | 0   | 0        | 0   | 53    |
| 20:45-21:00        | 36                 | 0    | 0   | 1   | 1        | 0   | 38    |
| 21:00-21:15        | 27                 | 0    | 0   | 0   | 0        | 1   | 27    |
| 21:15-21:30        | 37                 | 0    | 0   | 1   | 0        | 0   | 38    |
| 21:30-21:45        | 31                 | 0    | 1   | 0   | 2        | 0   | 34    |
| 21:45-22:00        | 23                 | 1    | 0   | 0   | 1        | 0   | 25    |
| 22:00-22:15        | 16                 | 0    | 0   | 0   | 0        | 0   | 16    |
| 22:15-22:30        | 28                 | 0    | 0   | 1   | 0        | 0   | 29    |
| 22:30-22:45        | 11                 | 1    | 1   | 0   | 2        | 0   | 15    |
| 22:45-23:00        | 18                 | 0    | 0   | 0   | 0        | 1   | 18    |
| 23:00-23:15        | 7                  | 0    | 0   | 0   | 0        | 0   | 7     |
| 23:15-23:30        | 14                 | 1    | 0   | 0   | 0        | 1   | 15    |
| 23:30-23:45        | 9                  | 0    | 1   | 0   | 0        | 0   | 10    |
| 23:45-24:00        | 6                  | 0    | 0   | 0   | 0        | 0   | 6     |

### 3.4 Durchschnittliches (werk-)tägliches Verkehrsaufkommen | Bestand

#### 3.4.1 $DTV_w$ | QS 1 – Schönfließer Straße

Ort..... Gemeinde Mühlenbecker Land

Straße..... QS 1 | Schönfließer Straße

Zähldatum..... 15.09.2022

Zählmonat..... September

Stundengruppe..... 00:00 - 24:00

Ergebnis der Verkehrszählung

|                                                     |       | Kfz   | SV  |
|-----------------------------------------------------|-------|-------|-----|
| [01] Summe   Verkehrsaufkommen der Stundengruppe    | Kfz   | 8.354 | 536 |
| [02] Summe   Verkehrsbelastung in der Spitzenstunde | Kfz/h | 645   | 45  |

Hochrechnungsfaktoren für den Tagesverkehr

|                                                                                          |               |   |   |
|------------------------------------------------------------------------------------------|---------------|---|---|
| [03] Hochrechnungsfaktor für den Tagesverkehr<br>im jeweiligen Zeitbereich   $Hrf_{kFz}$ | 00:00 - 24:00 | 1 | 1 |
|------------------------------------------------------------------------------------------|---------------|---|---|

Ermittlung des durchschnittlich werktäglichen Verkehrs

|                                                          |          |       |      |
|----------------------------------------------------------|----------|-------|------|
| [04] Tagesverkehr                                        | Kfz/24 h | 8.354 | 536  |
| [05] Saisonfaktor des $DTV_{W5}$                         | -        | 0,99  | 1,00 |
| [06] Durchschnittlich werktäglicher Verkehr   $DTV_{W5}$ | Kfz/24 h | 8.270 | 536  |
| [07] $DTV_{W5}$ gerundet                                 | Kfz/24 h | 8.300 | 540  |
| [08] SV-Anteil am $DTV_{W5}$                             | %        | -     | 7    |

Ermittlung des durchschnittlich täglichen Verkehrs

|                                               |          |       |      |
|-----------------------------------------------|----------|-------|------|
| [09] Wochenfaktoren für den DTV               | -        | 0,88  | 0,80 |
| [10] Saisonfaktor des DTV                     | -        | 0,97  | 0,96 |
| [11] Durchschnittlich täglicher Verkehr   DTV | Kfz/24 h | 7.131 | 412  |
| [12] DTV gerundet                             | Kfz/24 h | 7.200 | 420  |
| [13] SV-Anteil am DTV                         | %        | -     | 6    |

### 3.4.2 DTV<sub>w</sub> | QS 2 – Hermann-Grüneberg-Straße

Ort..... Gemeinde Mühlenbecker Land  
 Straße..... QS 2 | Hermann-Grüneberg-Straße  
 Zähldatum..... 15.09.2022  
 Zählmonat..... September  
 Stundengruppe..... 00:00 - 24:00

| Ergebnis der Verkehrszählung                        | Kfz       | SV  |
|-----------------------------------------------------|-----------|-----|
| [01] Summe   Verkehrsaufkommen der Stundengruppe    | Kfz 2.748 | 330 |
| [02] Summe   Verkehrsbelastung in der Spitzenstunde | Kfz/h 254 | 25  |

Hochrechnungsfaktoren für den Tagesverkehr

|                                                                                              |               |   |   |
|----------------------------------------------------------------------------------------------|---------------|---|---|
| [03] Hochrechnungsfaktor für den Tagesverkehr im jeweiligen Zeitbereich   Hrf <sub>Kfz</sub> | 00:00 - 24:00 | 1 | 1 |
|----------------------------------------------------------------------------------------------|---------------|---|---|

Ermittlung des durchschnittlich werktäglichen Verkehrs

|                                                                 |          |       |      |
|-----------------------------------------------------------------|----------|-------|------|
| [04] Tagesverkehr                                               | Kfz/24 h | 2.748 | 330  |
| [05] Saisonfaktor des DTV <sub>w5</sub>                         | -        | 0,99  | 1,00 |
| [06] Durchschnittlich werktäglicher Verkehr   DTV <sub>w5</sub> | Kfz/24 h | 2.721 | 330  |
| [07] DTV <sub>w5</sub> gerundet                                 | Kfz/24 h | 2.800 | 330  |
| [08] SV-Anteil am DTV <sub>w5</sub>                             | %        | -     | 12   |

Ermittlung des durchschnittlich täglichen Verkehrs

|                                               |          |       |      |
|-----------------------------------------------|----------|-------|------|
| [09] Wochenfaktoren für den DTV               | -        | 0,91  | 0,85 |
| [10] Saisonfaktor des DTV                     | -        | 0,97  | 0,96 |
| [11] Durchschnittlich täglicher Verkehr   DTV | Kfz/24 h | 2.426 | 269  |
| [12] DTV gerundet                             | Kfz/24 h | 2.500 | 270  |
| [13] SV-Anteil am DTV                         | %        | -     | 11   |



### 3.4.3 DTV<sub>w</sub> | QS 3 – Hauptstraße

Ort..... Gemeinde Mühlenbecker Land

Straße..... QS 3 | Hauptstraße

Zähldatum..... 15.09.2022

Zählmonat..... September

Stundengruppe..... 00:00 - 24:00

| Ergebnis der Verkehrszählung                        |       | Kfz    | SV  |
|-----------------------------------------------------|-------|--------|-----|
| [01] Summe   Verkehrsaufkommen der Stundengruppe    | Kfz   | 15.414 | 782 |
| [02] Summe   Verkehrsbelastung in der Spitzenstunde | Kfz/h | 1.287  | 58  |

Hochrechnungsfaktoren für den Tagesverkehr

|                                                                                              |               |   |   |
|----------------------------------------------------------------------------------------------|---------------|---|---|
| [03] Hochrechnungsfaktor für den Tagesverkehr im jeweiligen Zeitbereich   Hrf <sub>Kfz</sub> | 00:00 - 24:00 | 1 | 1 |
|----------------------------------------------------------------------------------------------|---------------|---|---|

Ermittlung des durchschnittlich werktäglichen Verkehrs

|                                                                 |          |        |      |
|-----------------------------------------------------------------|----------|--------|------|
| [04] Tagesverkehr                                               | Kfz/24 h | 15.414 | 782  |
| [05] Saisonfaktor des DTV <sub>w5</sub>                         | -        | 0,99   | 1,00 |
| [06] Durchschnittlich werktäglicher Verkehr   DTV <sub>w5</sub> | Kfz/24 h | 15.260 | 782  |
| [07] DTV <sub>w5</sub> gerundet                                 | Kfz/24 h | 15.300 | 790  |
| [08] SV-Anteil am DTV <sub>w5</sub>                             | %        | -      | 5    |

Ermittlung des durchschnittlich täglichen Verkehrs

|                                               |          |        |      |
|-----------------------------------------------|----------|--------|------|
| [09] Wochenfaktoren für den DTV               | -        | 0,90   | 0,82 |
| [10] Saisonfaktor des DTV                     | -        | 0,97   | 0,96 |
| [11] Durchschnittlich täglicher Verkehr   DTV | Kfz/24 h | 13.456 | 616  |
| [12] DTV gerundet                             | Kfz/24 h | 13.500 | 620  |
| [13] SV-Anteil am DTV                         | %        | -      | 5    |

### 3.4.4 $DTV_w$ | Gesamt



## **4      Leistungsfähigkeit | Bestand**

## 4.1 Qualitätsstufen des Verkehrsablaufs nach HBS-Verfahren

### QSV | nichtsignalisierter Knotenpunkt

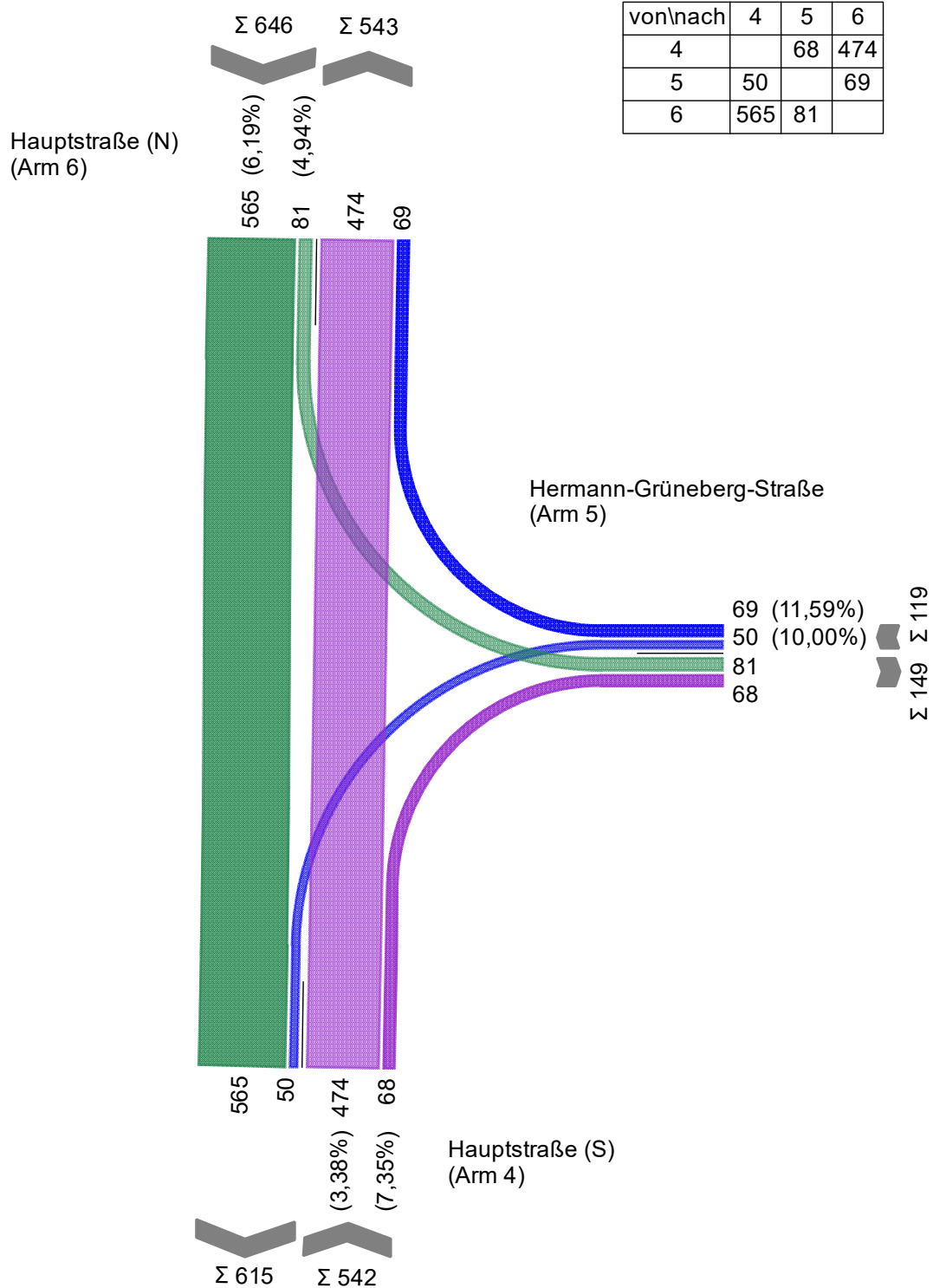
| Nach dem Handbuch für die Bemessung von Straßenverkehrsanlagen (HBS 2015) Knotenpunkte ohne Lichtsignalanlage    |                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                 |                                                  |             |
|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|--------------------------------------------------|-------------|
| Grenzwerte der mittleren Wartezeit für die Qualitätsstufen des Verkehrsablaufs (QSV)                             |                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                 |                                                  |             |
| QSV                                                                                                              | Mittlere Wartezeit $t_w$ [s]                                                                                                                                                                                                                                                                                                                                                                                       |                                                 |                                                  |             |
|                                                                                                                  | Regelung durch Vorfahrtsbeschilderung                                                                                                                                                                                                                                                                                                                                                                              |                                                 | Regelung »rechts vor links« Kraftfahrzeugverkehr |             |
|                                                                                                                  | Fahrzeugverkehr auf der Fahrbahn                                                                                                                                                                                                                                                                                                                                                                                   | Radverkehr auf Radverkehrsanlagen und Fußgänger | Kreuzung                                         | Einmündung  |
| A                                                                                                                | $\leq 10$                                                                                                                                                                                                                                                                                                                                                                                                          | $\leq 5$                                        | $\leq 10$                                        | $\leq 10$   |
| B                                                                                                                | $\leq 20$                                                                                                                                                                                                                                                                                                                                                                                                          | $\leq 10$                                       | $\leq 10$                                        | $\leq 10$   |
| C                                                                                                                | $\leq 30$                                                                                                                                                                                                                                                                                                                                                                                                          | $\leq 15$                                       | $\leq 15$                                        | $\leq 15$   |
| D                                                                                                                | $\leq 45$                                                                                                                                                                                                                                                                                                                                                                                                          | $\leq 25$                                       | $\leq 20$                                        | $\leq 15$   |
| E                                                                                                                | $\geq 45$                                                                                                                                                                                                                                                                                                                                                                                                          | $\geq 35$                                       | $\geq 25$                                        | $\geq 20$   |
| F                                                                                                                | _____ <sup>1)</sup>                                                                                                                                                                                                                                                                                                                                                                                                | $> 35$                                          | $> 25^{2)}$                                      | $> 20^{2)}$ |
| <sup>1)</sup> Die Stufe ist erreicht, wenn die nachgefragte Verkehrsstärke $q_i$ über der Kapazität $C_i$ liegt. |                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                 |                                                  |             |
| <sup>2)</sup> In diesem Bereich funktioniert die Regelungsart „rechts vor links“ nicht mehr                      |                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                 |                                                  |             |
| Die einzelnen Qualitätsstufen bedeuten:                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                 |                                                  |             |
| Stufe A:                                                                                                         | Die Mehrzahl der Verkehrsteilnehmer kann nahezu ungehindert den Knotenpunkt passieren. Die Wartezeiten sind sehr gering.                                                                                                                                                                                                                                                                                           |                                                 |                                                  |             |
| Stufe B:                                                                                                         | Die Abflussmöglichkeiten der wartepflichtigen Verkehrsströme werden vom bevorrechtigten Verkehr beeinflusst. Die dabei entstehenden Wartezeiten sind gering.                                                                                                                                                                                                                                                       |                                                 |                                                  |             |
| Stufe C:                                                                                                         | Die Verkehrsteilnehmer in den Nebenströmen müssen auf eine merkbare Anzahl von bevorrechtigten Verkehrsteilnehmer achten. Die Wartezeiten sind spürbar. Es kommt zur Bildung von Stau, der jedoch weder hinsichtlich seiner räumlichen Ausdehnung noch bezüglich der zeitlichen Dauer eine starke Beeinträchtigung darstellt.                                                                                      |                                                 |                                                  |             |
| Stufe D:                                                                                                         | Die Mehrzahl der Verkehrsteilnehmer in den Nebenströmen muss Haltevorgänge, verbunden mit deutlichen Zeitverlusten, hinnehmen. Für einzelne Verkehrsteilnehmer können die Wartezeiten hohe Werte annehmen. Auch wenn sich vorübergehend ein merklicher Stau in einem Nebenstrom ergeben hat, bildet sich dieser wieder zurück. Der Verkehrszustand ist noch stabil.                                                |                                                 |                                                  |             |
| Stufe E:                                                                                                         | Es bilden sich Staus, die sich bei der vorhandenen Belastung nicht mehr abbauen. Die Wartezeiten nehmen sehr große und dabei stark streuende Werte an. Geringfügige Verschlechterungen der Einflussgrößen können zum Verkehrszusammenbruch führen. Die Kapazität wird erreicht.                                                                                                                                    |                                                 |                                                  |             |
| Stufe F:                                                                                                         | Die Anzahl der Verkehrsteilnehmer, die in einem Verkehrsstrom dem Knotenpunkt je Zeiteinheit zufließen, ist über eine Stunde größer als die Kapazität für diesen Verkehrsstrom. Es bilden sich lange, ständig wachsende Staus mit besonders hohen Wartezeiten. Diese Situation löst sich erst nach einer deutlichen Abnahme der Verkehrsstärke im zufließenden Verkehr wieder auf. Der Knotenpunkt ist überlastet. |                                                 |                                                  |             |

## QSV | signalisierter Knotenpunkt

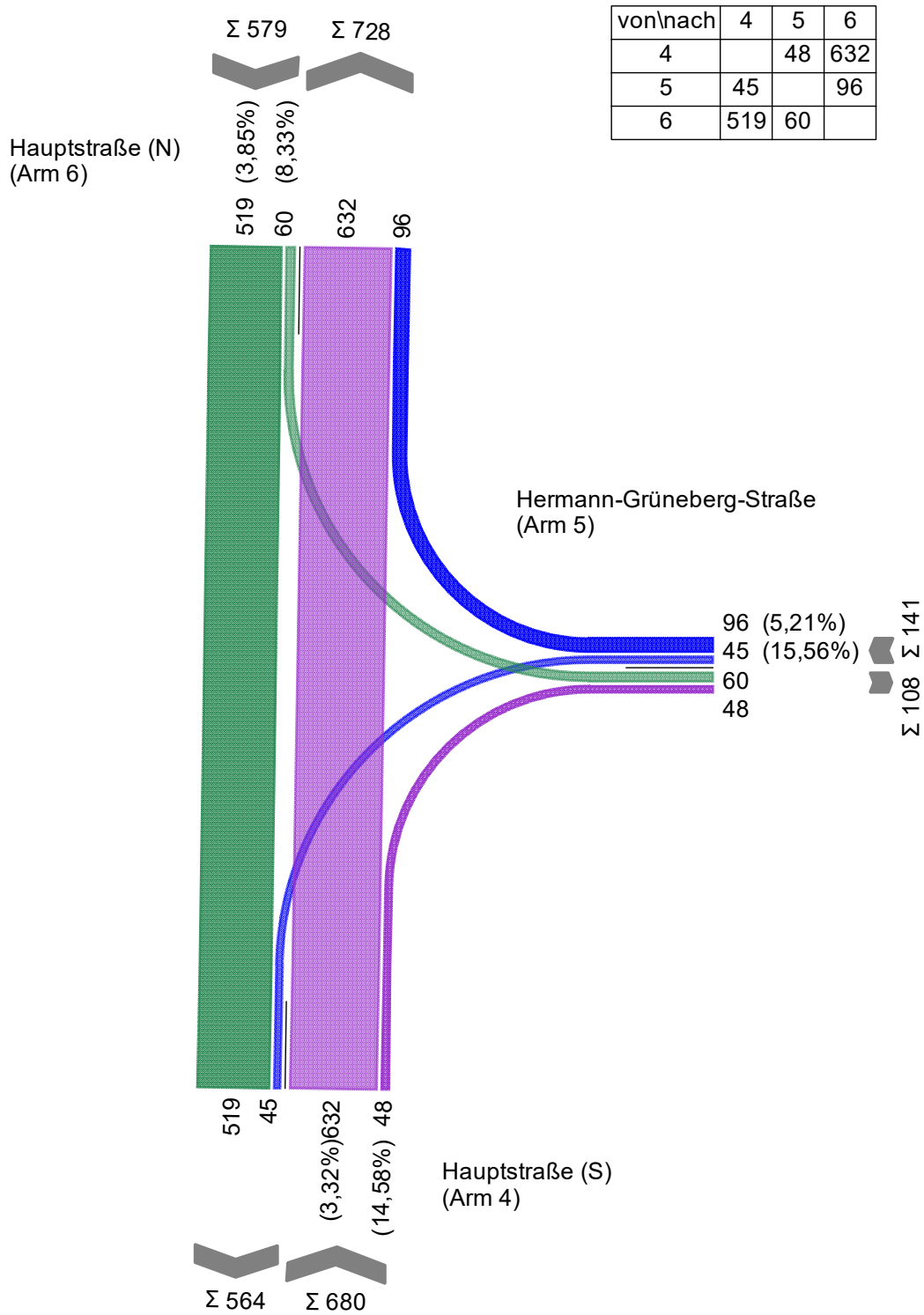
| Nach dem Handbuch für die Bemessung von Straßenverkehrsanlagen (HBS 2015) Knotenpunkte mit Lichtsignalanlage |                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Grenzwerte der mittleren Wartezeit für die Qualitätsstufen des Verkehrsablaufs (QSV)                         |                                                                                                                                                                                                                                                                                                                                                       |
| QSV                                                                                                          | Mittlere Wartezeit $t_w$ [s]                                                                                                                                                                                                                                                                                                                          |
| A                                                                                                            | $\leq 20$                                                                                                                                                                                                                                                                                                                                             |
| B                                                                                                            | $\leq 35$                                                                                                                                                                                                                                                                                                                                             |
| C                                                                                                            | $\leq 50$                                                                                                                                                                                                                                                                                                                                             |
| D                                                                                                            | $\leq 70$                                                                                                                                                                                                                                                                                                                                             |
| E                                                                                                            | $> 70$                                                                                                                                                                                                                                                                                                                                                |
| F                                                                                                            | _____ <sup>1)</sup>                                                                                                                                                                                                                                                                                                                                   |
| <sup>1)</sup> Die Stufe ist erreicht, wenn die nachgefragte Verkehrsstärke $q$ über der Kapazität $C$ liegt. |                                                                                                                                                                                                                                                                                                                                                       |
| Die einzelnen Qualitätsstufen bedeuten:                                                                      |                                                                                                                                                                                                                                                                                                                                                       |
| Stufe A:                                                                                                     | Die Wartezeiten sind für die jeweils betroffenen Verkehrsteilnehmer sehr kurz.                                                                                                                                                                                                                                                                        |
| Stufe B:                                                                                                     | Die Wartezeiten sind für die jeweils betroffenen Verkehrsteilnehmer kurz. Alle während der Sperrzeit auf dem betrachteten Fahrstreifen ankommenden Kraftfahrzeuge können in der nachfolgenden Freigabezeit weiterfahren.                                                                                                                              |
| Stufe C:                                                                                                     | Die Wartezeiten sind für die jeweils betroffenen Verkehrsteilnehmer spürbar. Nahezu alle während der Sperrzeit auf dem betrachteten Fahrstreifen ankommenden Kraftfahrzeuge können in der nachfolgenden Freigabezeit weiterfahren. Auf dem betrachteten Fahrstreifen tritt im Kfz-Verkehr am Ende der Freigabezeit nur gelegentlich ein Rückstau auf. |
| Stufe D:                                                                                                     | Die Wartezeiten für die jeweils betroffenen Verkehrsteilnehmer sind beträchtlich. Auf dem betrachteten Fahrstreifen tritt im Kraftfahrzeugverkehr am Ende der Freigabezeit häufig ein Rückstau auf.                                                                                                                                                   |
| Stufe E:                                                                                                     | Die Wartezeiten sind für die jeweils betroffenen Verkehrsteilnehmer lang. Auf dem betrachteten Fahrstreifen tritt im Kfz-Verkehr am Ende der Freigabezeit in den meisten Umläufen ein Rückstau auf.                                                                                                                                                   |
| Stufe F:                                                                                                     | Die Wartezeiten sind sehr lang. Auf dem betrachteten Fahrstreifen wird die Kapazität im Kfz-Verkehr überschritten. Der Rückstau wächst stetig. Die Fahrzeuge müssen bis zu ihrer Weiterfahrt mehrfach vorrücken.                                                                                                                                      |

## 4.2 KP1 | Hauptstraße (L21) / Hermann-Grüneberg-Straße

### 4.2.1 Knotenstrombelastungsplan | Spitzenstunde am Vormittag (07:00 - 08:00 Uhr)

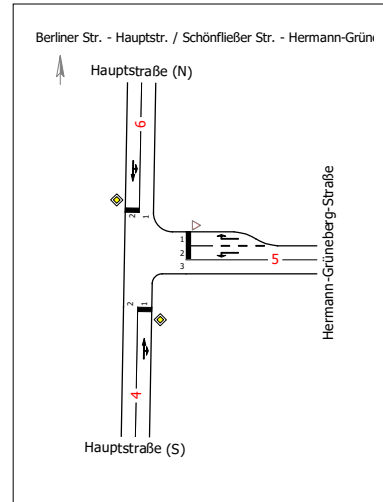


### 4.2.2 Knotenstrombelastungsplan | Spitzenstunde am Nachmittag (15:15 - 16:15 Uhr)



### 4.2.3 HBS-Bewertung | Spitzenstunde am Vormittag (07:00 – 08:00 Uhr)

**Bewertungsmethode** : HBS 2015  
**Knotenpunkt** : Berliner Str. - Hauptstr. / Schönfließler Str. - Hermann-Grüneberg-Str., TK 2 (Einmündung)  
**Lage des Knotenpunktes** : Innerorts  
**Belastung** : Bestand 2022 | Frühspitze 07:00-08:00 Uhr



| Arm | Zufahrt | Vorfahrtsregelung |                    | Verkehrsstrom |
|-----|---------|-------------------|--------------------|---------------|
| 4   | A       |                   | Vorfahrtsstraße    | 2             |
|     |         |                   |                    | 3             |
| 5   | B       |                   | Vorfahrt gewähren! | 4             |
|     |         |                   |                    | 6             |
| 6   | C       |                   | Vorfahrtsstraße    | 7             |
|     |         |                   |                    | 8             |

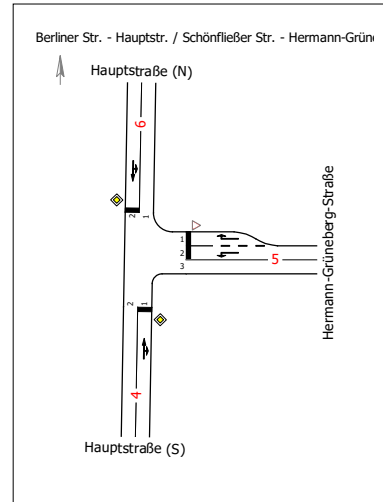
| Arm         | Zufahrt | Strom | Verkehrsstrom | q <sub>Fz</sub><br>[Fz/h] | q <sub>PE</sub><br>[Pkw-E/h] | C <sub>PE</sub><br>[Pkw-E/h] | C <sub>Fz</sub><br>[Fz/h] | x <sub>i</sub><br>[-] | R<br>[Fz/h] | t <sub>w</sub><br>[s] | QSV |
|-------------|---------|-------|---------------|---------------------------|------------------------------|------------------------------|---------------------------|-----------------------|-------------|-----------------------|-----|
| 4           | A       | 4 → 6 | 2             | 474,0                     | 479,5                        | 1.800,0                      | 1.778,5                   | 0,266                 | 1.304,5     | 2,8                   | A   |
|             |         | 4 → 5 | 3             | 68,0                      | 69,5                         | 1.600,0                      | 1.565,5                   | 0,043                 | 1.497,5     | 2,4                   | A   |
| 5           | B       | 5 → 4 | 4             | 50,0                      | 52,5                         | 192,5                        | 183,5                     | 0,273                 | 133,5       | 26,9                  | C   |
|             |         | 5 → 6 | 6             | 69,0                      | 71,5                         | 645,0                        | 622,5                     | 0,111                 | 553,5       | 6,5                   | A   |
| 6           | C       | 6 → 5 | 7             | 81,0                      | 83,0                         | 693,5                        | 676,5                     | 0,120                 | 595,5       | 6,0                   | A   |
|             |         | 6 → 4 | 8             | 565,0                     | 582,0                        | 1.800,0                      | 1.747,5                   | 0,323                 | 1.182,5     | 3,0                   | A   |
| Mischströme |         |       |               |                           |                              |                              |                           |                       |             |                       |     |
| 5           | B       | -     | 4+6           | 119,0                     | 124,0                        | 444,5                        | 426,5                     | 0,279                 | 307,5       | 11,7                  | B   |
| 6           | C       | -     | 7+8           | 646,0                     | 665,0                        | 1.800,0                      | 1.749,5                   | 0,369                 | 1.103,5     | 3,3                   | A   |
| Gesamt QSV  |         |       |               |                           |                              |                              |                           |                       |             |                       | C   |

q<sub>Fz</sub> : Fahrzeuge  
q<sub>PE</sub> : Belastung  
C<sub>PE</sub>, C<sub>Fz</sub> : Kapazität  
x<sub>i</sub> : Auslastungsgrad  
R : Kapazitätsreserve  
t<sub>w</sub> : Mittlere Wartezeit



### 4.2.4 HBS-Bewertung | Spitzenstunde am Nachmittag (15:15 - 16:15 Uhr)

**Bewertungsmethode** : HBS 2015  
**Knotenpunkt** : Berliner Str. - Hauptstr. / Schönfließler Str. - Hermann-Grüneberg-Str., TK 2 (Einmündung)  
**Lage des Knotenpunktes** : Innerorts  
**Belastung** : Bestand 2022 | Spätspitze 15:15-16:15 Uhr



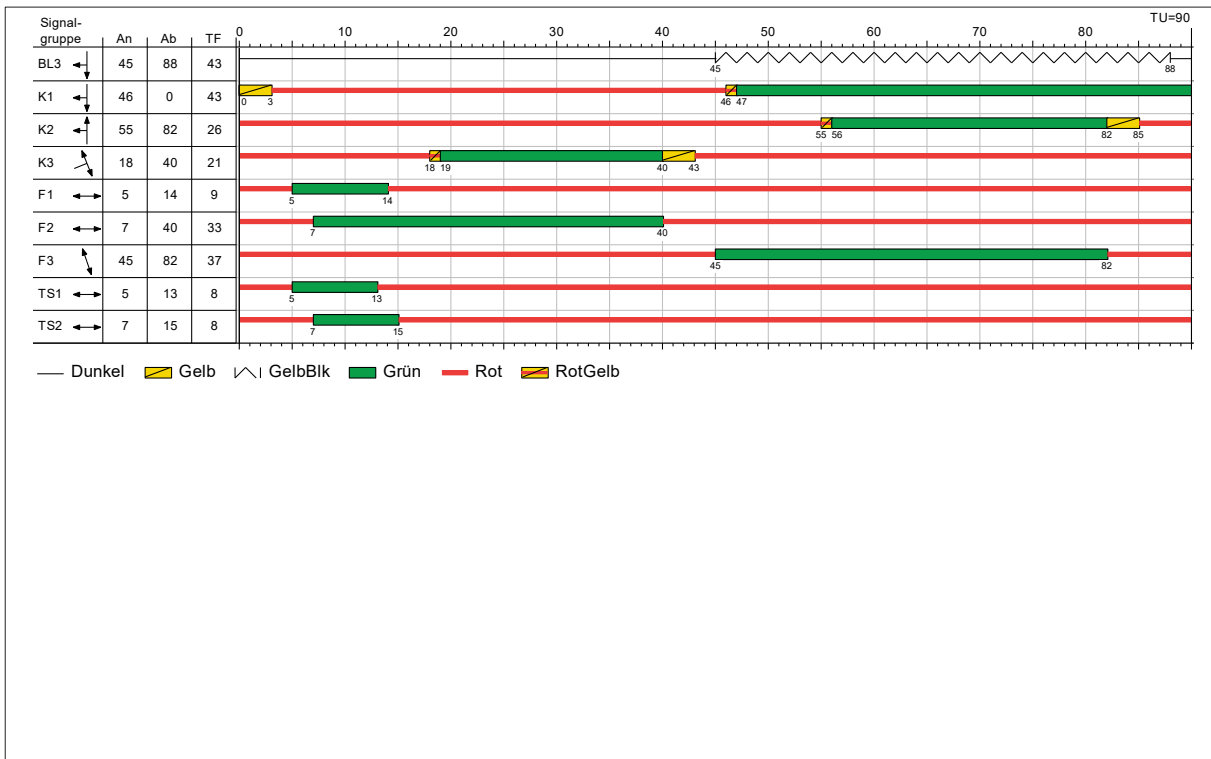
| Arm | Zufahrt | Vorfahrtsregelung |                    | Verkehrsstrom |
|-----|---------|-------------------|--------------------|---------------|
| 4   | A       |                   | Vorfahrtsstraße    | 2             |
|     |         |                   |                    | 3             |
| 5   | B       |                   | Vorfahrt gewähren! | 4             |
|     |         |                   |                    | 6             |
| 6   | C       |                   | Vorfahrtsstraße    | 7             |
|     |         |                   |                    | 8             |

| Arm         | Zufahrt | Strom | Verkehrsstrom | q <sub>Fz</sub><br>[Fz/h] | q <sub>PE</sub><br>[Pkw-E/h] | C <sub>PE</sub><br>[Pkw-E/h] | C <sub>Fz</sub><br>[Fz/h] | x <sub>i</sub><br>[-] | R<br>[Fz/h] | t <sub>w</sub><br>[s] | QSV |
|-------------|---------|-------|---------------|---------------------------|------------------------------|------------------------------|---------------------------|-----------------------|-------------|-----------------------|-----|
| 4           | A       | 4 → 6 | 2             | 632,0                     | 641,0                        | 1.800,0                      | 1.775,0                   | 0,356                 | 1.143,0     | 3,1                   | A   |
|             |         | 4 → 5 | 3             | 48,0                      | 50,0                         | 1.600,0                      | 1.535,5                   | 0,031                 | 1.487,5     | 2,4                   | A   |
| 5           | B       | 5 → 4 | 4             | 45,0                      | 48,5                         | 178,5                        | 165,5                     | 0,272                 | 120,5       | 29,8                  | C   |
|             |         | 5 → 6 | 6             | 96,0                      | 98,0                         | 538,0                        | 527,0                     | 0,182                 | 431,0       | 8,4                   | A   |
| 6           | C       | 6 → 5 | 7             | 60,0                      | 62,5                         | 592,5                        | 568,5                     | 0,105                 | 508,5       | 7,1                   | A   |
|             |         | 6 → 4 | 8             | 519,0                     | 526,5                        | 1.800,0                      | 1.775,0                   | 0,293                 | 1.256,0     | 2,9                   | A   |
| Mischströme |         |       |               |                           |                              |                              |                           |                       |             |                       |     |
| 5           | B       | -     | 4+6           | 141,0                     | 146,5                        | 493,5                        | 475,0                     | 0,297                 | 334,0       | 10,8                  | B   |
| 6           | C       | -     | 7+8           | 579,0                     | 589,0                        | 1.800,0                      | 1.770,0                   | 0,327                 | 1.191,0     | 3,0                   | A   |
| Gesamt QSV  |         |       |               |                           |                              |                              |                           |                       |             |                       | C   |

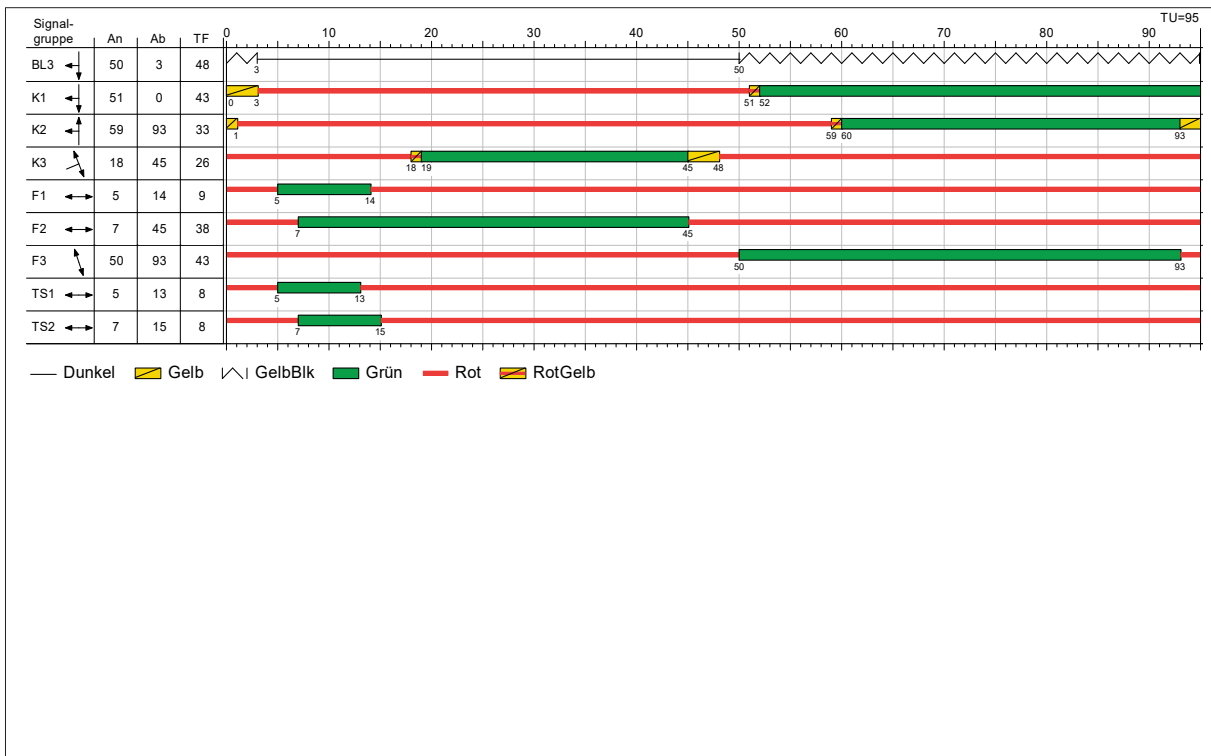
q<sub>Fz</sub> : Fahrzeuge  
q<sub>PE</sub> : Belastung  
C<sub>PE</sub>, C<sub>Fz</sub> : Kapazität  
x<sub>i</sub> : Auslastungsgrad  
R : Kapazitätsreserve  
t<sub>w</sub> : Mittlere Wartezeit

### 4.3 KP2 | Berliner Straße (L21) / Schönflieger Straße (L30)

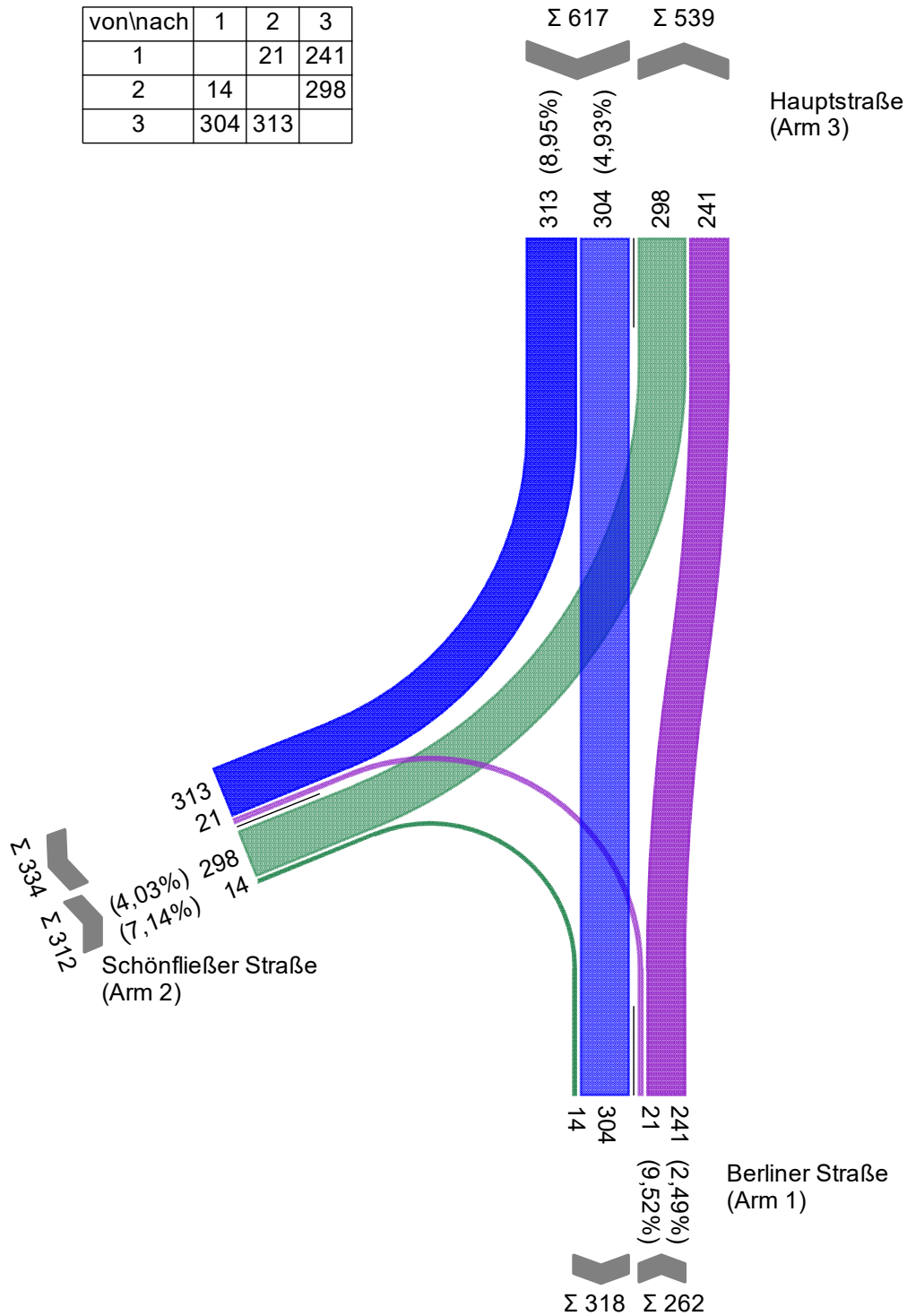
#### 4.3.1 Signalzeitenplan Frühspitze



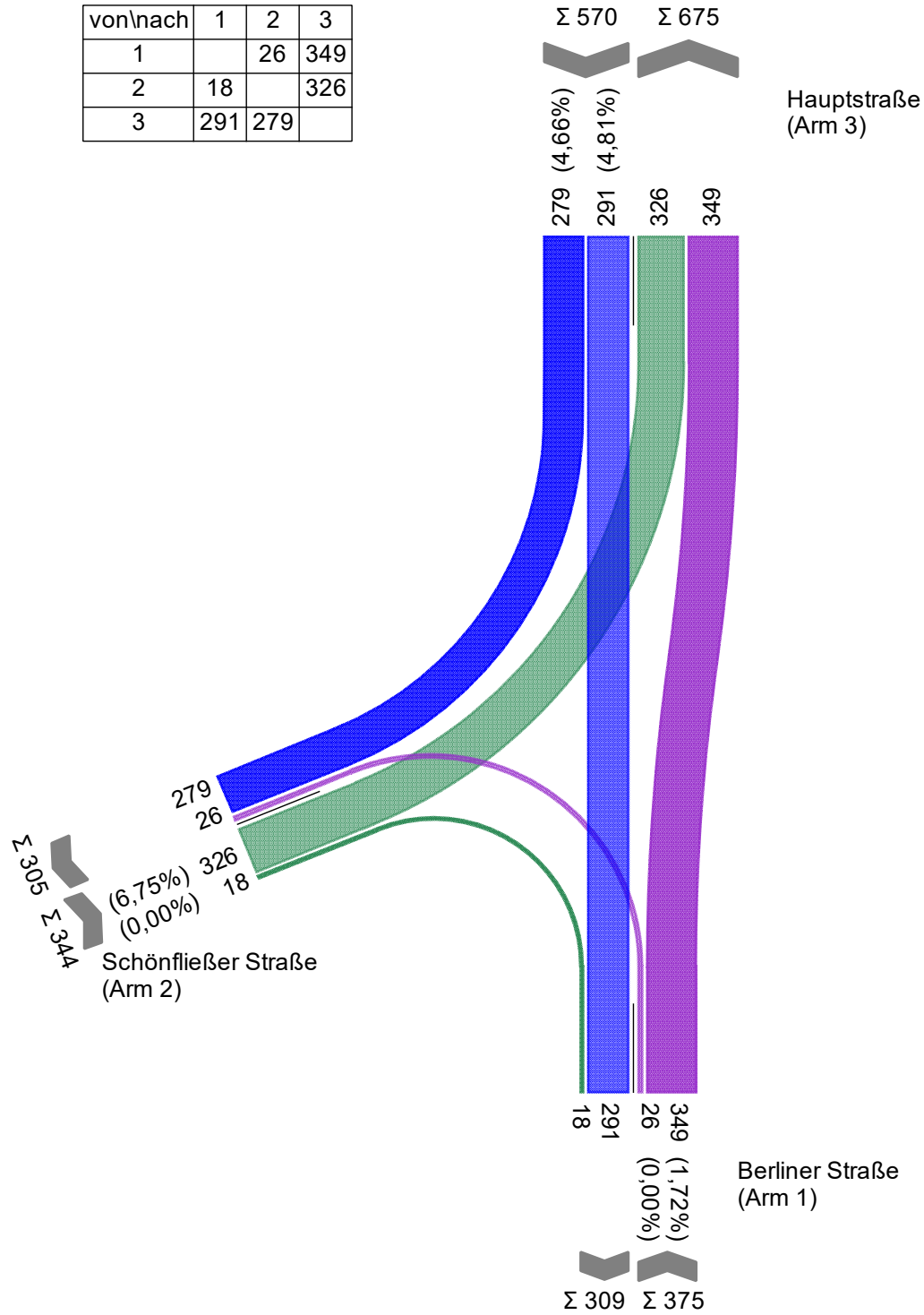
#### 4.3.2 Signalzeitenplan Spätspitze



### 4.3.3 Knotenstrombelastungsplan | Spitzenstunde am Vormittag (07:00 - 08:00 Uhr)



### 4.3.4 Knotenstrombelastungsplan | Spitzenstunde am Nachmittag (15:15 - 16:15 Uhr)



### 4.3.5 HBS-Bewertung | Spitzenstunde am Vormittag (07:00 – 08:00 Uhr)

| Zuf                     | Fstr.Nr. | Symbol | SGR | t <sub>f</sub><br>[s]                             | t <sub>A</sub><br>[s] | t <sub>S</sub><br>[s] | f <sub>A</sub><br>[-] | q<br>[Kfz/h] | m<br>[Kfz/U] | t <sub>B</sub><br>[s/Kfz] | q <sub>S</sub><br>[Kfz/h] | C<br>[Kfz/h] | n <sub>C</sub><br>[Kfz/U] | N <sub>GE</sub><br>[Kfz] | N <sub>MS</sub><br>[Kfz] | N <sub>MS,95</sub><br>[Kfz] | L <sub>x</sub><br>[m] | LK<br>[m] | N <sub>MS,95&gt;n<sub>K</sub></sub><br>[-] | x     | t <sub>w</sub><br>[s] | QSV<br>[-] | Bemerkung |  |
|-------------------------|----------|--------|-----|---------------------------------------------------|-----------------------|-----------------------|-----------------------|--------------|--------------|---------------------------|---------------------------|--------------|---------------------------|--------------------------|--------------------------|-----------------------------|-----------------------|-----------|--------------------------------------------|-------|-----------------------|------------|-----------|--|
| 1                       | 1        |        | K2  | 26                                                | 27                    | 64                    | 0,300                 | 274          | 6,850        | 1,869                     | 1926                      | 515          | 13                        | 0,698                    | 6,550                    | 10,878                      | 67,552                |           | -                                          | 0,532 | 33,060                | B          |           |  |
| 2                       | 1        |        | K3  | 21                                                | 22                    | 69                    | 0,244                 | 305          | 7,625        | 1,881                     | 1914                      | 468          | 12                        | 1,229                    | 8,084                    | 12,893                      | 80,916                |           | -                                          | 0,652 | 40,039                | C          |           |  |
| 3                       | 1        |        | K1  | 43                                                | 44                    | 47                    | 0,489                 | 580          | 14,500       | 1,861                     | 1934                      | 946          | 24                        | 1,023                    | 11,604                   | 17,365                      | 108,045               |           | -                                          | 0,613 | 20,674                | B          |           |  |
| 4                       | 1        |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                            |       |                       |            |           |  |
| 5                       | 1        |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                            |       |                       |            |           |  |
|                         | 2        |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                            |       |                       |            |           |  |
| 6                       | 2        |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                            |       |                       |            |           |  |
| Knotenpunktsummen:      |          |        |     |                                                   |                       |                       |                       | 1159         |              |                           |                           | 1929         |                           |                          |                          |                             |                       |           |                                            |       |                       |            |           |  |
| Gewichtete Mittelwerte: |          |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                            |       | 0,604                 | 28,698     |           |  |
|                         |          |        |     | TU = 90 s T = 3600 s Instationaritätsfaktor = 1,1 |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                            |       |                       |            |           |  |

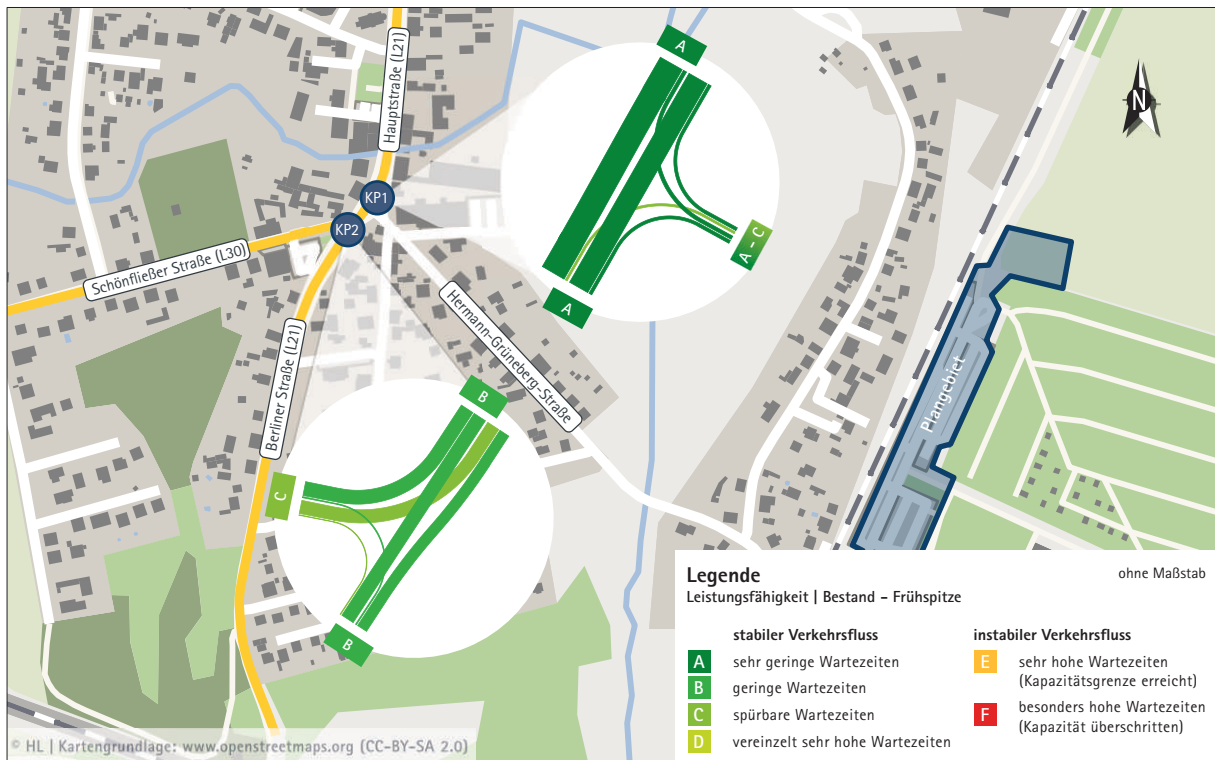
|                                     |                                                                                           |         |
|-------------------------------------|-------------------------------------------------------------------------------------------|---------|
| Zuf                                 | Zufahrt                                                                                   | [-]     |
| Fstr.Nr.                            | Fahstreifen-Nummer                                                                        | [-]     |
| Symbol                              | Fahstreifen-Symbol                                                                        | [-]     |
| SGR                                 | Signalgruppe                                                                              | [-]     |
| t <sub>f</sub>                      | Freigabezeit                                                                              | [s]     |
| t <sub>A</sub>                      | Abflusszeit                                                                               | [s]     |
| t <sub>S</sub>                      | Sperrzeit                                                                                 | [s]     |
| f <sub>A</sub>                      | Abflusszeitanteil                                                                         | [-]     |
| q                                   | Belastung                                                                                 | [Kfz/h] |
| m                                   | Mittlere Anzahl eintreffender Kfz pro Umlauf                                              | [Kfz/U] |
| t <sub>B</sub>                      | Mittlerer Zeitbedarfswert                                                                 | [s/Kfz] |
| q <sub>S</sub>                      | Sättigungsverkehrsstärke                                                                  | [Kfz/h] |
| C                                   | Kapazität des Fahstreifens                                                                | [Kfz/h] |
| n <sub>C</sub>                      | Abflusskapazität pro Umlauf                                                               | [Kfz/U] |
| N <sub>GE</sub>                     | Mittlere Rückstaulänge bei Freigabeende                                                   | [Kfz]   |
| N <sub>MS</sub>                     | Mittlere Rückstaulänge bei Maximalstau                                                    | [Kfz]   |
| N <sub>MS,95</sub>                  | Rückstau bei Maximalstau, der mit einer stat. Sicherheit von 95% nicht überschritten wird | [Kfz]   |
| L <sub>x</sub>                      | Erforderliche Stauraumlänge                                                               | [m]     |
| LK                                  | Länge des kurzen Aufstellstreifens                                                        | [m]     |
| N <sub>MS,95&gt;n<sub>K</sub></sub> | Kurzer Aufstellstreifen vorhanden                                                         | [-]     |
| x                                   | Auslastungsgrad                                                                           | [-]     |
| t <sub>w</sub>                      | Mittlere Wartezeit                                                                        | [s]     |
| QSV                                 | Qualitätsstufe des Verkehrsablaufs                                                        | [-]     |

### 4.3.6 HBS-Bewertung | Spitzenstunde am Nachmittag (15:15 - 16:15 Uhr)

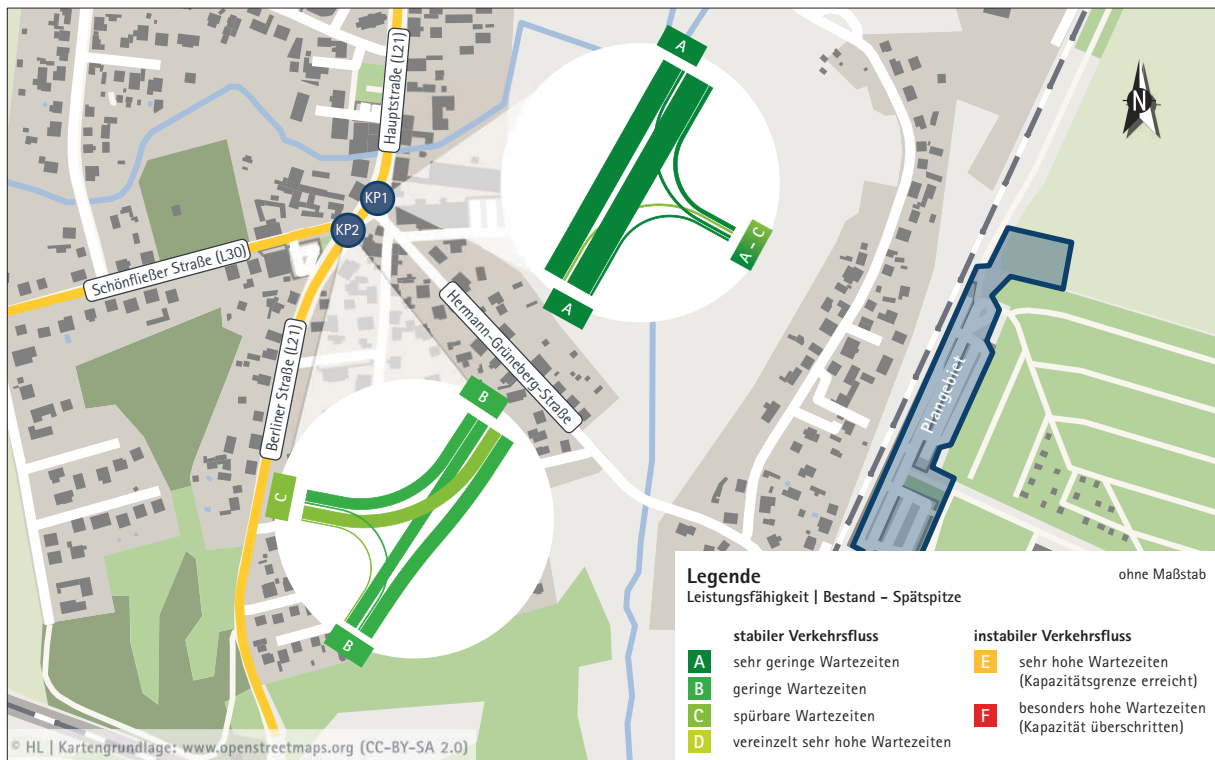
| Zuf                     | Fstr.Nr. | Symbol | SGR | t <sub>f</sub><br>[s]                             | t <sub>A</sub><br>[s] | t <sub>S</sub><br>[s] | f <sub>A</sub><br>[-] | q<br>[Kfz/h] | m<br>[Kfz/U] | t <sub>B</sub><br>[s/Kfz] | q <sub>S</sub><br>[Kfz/h] | C<br>[Kfz/h] | n <sub>C</sub><br>[Kfz/U] | N <sub>GE</sub><br>[Kfz] | N <sub>MS</sub><br>[Kfz] | N <sub>MS,95</sub><br>[Kfz] | L <sub>v</sub><br>[m] | L <sub>K</sub><br>[m] | N <sub>MS,95&gt;n<sub>K</sub></sub><br>[-] | x     | t <sub>w</sub><br>[s] | QSV<br>[-] | Bemerkung |  |
|-------------------------|----------|--------|-----|---------------------------------------------------|-----------------------|-----------------------|-----------------------|--------------|--------------|---------------------------|---------------------------|--------------|---------------------------|--------------------------|--------------------------|-----------------------------|-----------------------|-----------------------|--------------------------------------------|-------|-----------------------|------------|-----------|--|
| 1                       | 1        |        | K2  | 33                                                | 34                    | 62                    | 0,358                 | 372          | 9,817        | 1,821                     | 1977                      | 617          | 16                        | 0,969                    | 9,288                    | 14,442                      | 87,778                |                       | -                                          | 0,603 | 33,348                | B          |           |  |
| 2                       | 1        |        | K3  | 26                                                | 27                    | 69                    | 0,284                 | 344          | 9,078        | 1,887                     | 1908                      | 541          | 14                        | 1,137                    | 9,069                    | 14,162                      | 89,306                |                       | -                                          | 0,636 | 37,285                | C          |           |  |
| 3                       | 1        |        | K1  | 43                                                | 44                    | 52                    | 0,463                 | 565          | 14,910       | 1,865                     | 1930                      | 894          | 24                        | 1,124                    | 12,442                   | 18,408                      | 114,535               |                       | -                                          | 0,632 | 23,890                | B          |           |  |
| 4                       | 1        |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
| 5                       | 1        |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
|                         | 2        |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
| 6                       | 2        |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
| Knotenpunktsummen:      |          |        |     |                                                   |                       |                       |                       | 1281         |              |                           |                           | 2052         |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
| Gewichtete Mittelwerte: |          |        |     |                                                   |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       | 0,625                 | 30,234     |           |  |
|                         |          |        |     | TU = 95 s T = 3600 s Instationaritätsfaktor = 1,1 |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |

|                                     |                                                                                           |         |
|-------------------------------------|-------------------------------------------------------------------------------------------|---------|
| Zuf                                 | Zufahrt                                                                                   | [-]     |
| Fstr.Nr.                            | Fahstreifen-Nummer                                                                        | [-]     |
| Symbol                              | Fahstreifen-Symbol                                                                        | [-]     |
| SGR                                 | Signalgruppe                                                                              | [-]     |
| t <sub>f</sub>                      | Freigabezeit                                                                              | [s]     |
| t <sub>A</sub>                      | Abflusszeit                                                                               | [s]     |
| t <sub>S</sub>                      | Sperrzeit                                                                                 | [s]     |
| f <sub>A</sub>                      | Abflusszeitanteil                                                                         | [-]     |
| q                                   | Belastung                                                                                 | [Kfz/h] |
| m                                   | Mittlere Anzahl eintreffender Kfz pro Umlauf                                              | [Kfz/U] |
| t <sub>B</sub>                      | Mittlerer Zeitbedarfswert                                                                 | [s/Kfz] |
| q <sub>S</sub>                      | Sättigungsverkehrsstärke                                                                  | [Kfz/h] |
| C                                   | Kapazität des Fahstreifens                                                                | [Kfz/h] |
| n <sub>C</sub>                      | Abflusskapazität pro Umlauf                                                               | [Kfz/U] |
| N <sub>GE</sub>                     | Mittlere Rückstaulänge bei Freigabeende                                                   | [Kfz]   |
| N <sub>MS</sub>                     | Mittlere Rückstaulänge bei Maximalstau                                                    | [Kfz]   |
| N <sub>MS,95</sub>                  | Rückstau bei Maximalstau, der mit einer stat. Sicherheit von 95% nicht überschritten wird | [Kfz]   |
| L <sub>v</sub>                      | Erforderliche Stauraumlänge                                                               | [m]     |
| L <sub>K</sub>                      | Länge des kurzen Aufstellstreifens                                                        | [m]     |
| N <sub>MS,95&gt;n<sub>K</sub></sub> | Kurzer Aufstellstreifen vorhanden                                                         | [-]     |
| x                                   | Auslastungsgrad                                                                           | [-]     |
| t <sub>w</sub>                      | Mittlere Wartezeit                                                                        | [s]     |
| QSV                                 | Qualitätsstufe des Verkehrsablaufs                                                        | [-]     |

#### 4.4 HBS-Bewertung | Spitzenstunde am Vormittag (Bestand)



#### 4.5 HBS-Bewertung | Spitzenstunde am Nachmittag (Bestand)

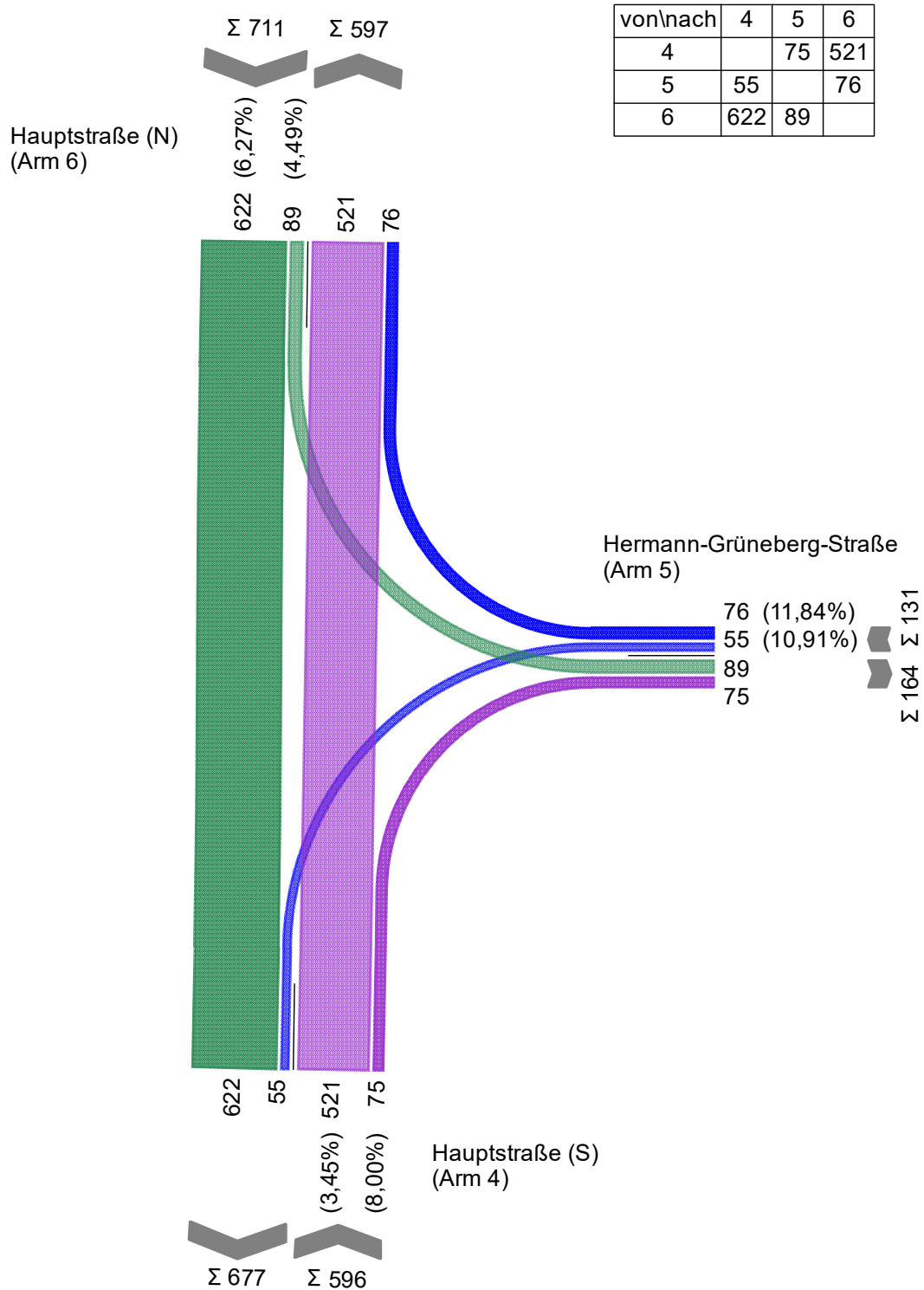


## **5      Leistungsfähigkeit | Planfall**

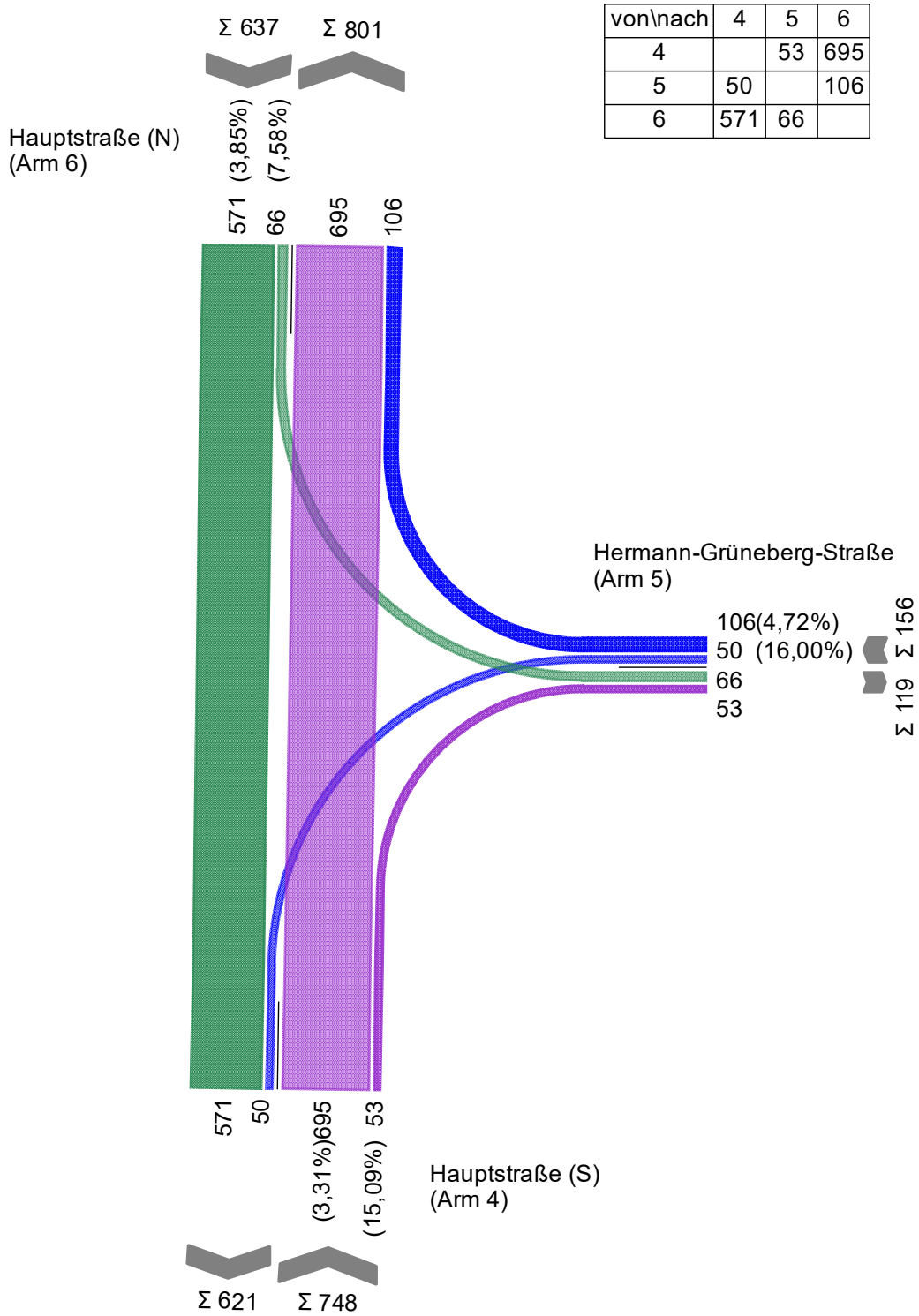


## 5.1 KP1 | Hauptstraße (L21) / Hermann-Grüneberg-Straße

### 5.1.1 Knotenstrombelastungsplan | Spitzenstunde am Vormittag (Planfall)

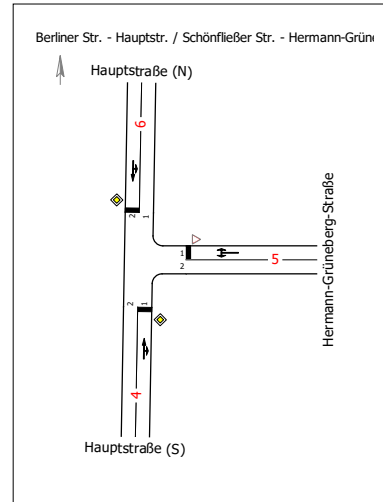


### 5.1.2 Knotenstrombelastungsplan | Spitzenstunde am Nachmittag (Planfall)



### 5.1.3 HBS-Bewertung | Spitzenstunde am Vormittag (Planfall)

**Bewertungsmethode** : HBS 2015  
**Knotenpunkt** : Berliner Str. - Hauptstr. / Schönfließler Str. - Hermann-Grüneberg-Str., TK 2 (Einmündung)  
**Lage des Knotenpunktes** : Innerorts  
**Belastung** : Planfall | Frühspitze



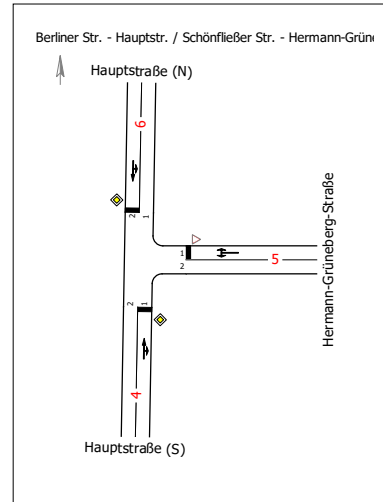
| Arm | Zufahrt | Vorfahrtsregelung |                    | Verkehrsstrom |
|-----|---------|-------------------|--------------------|---------------|
| 4   | A       |                   | Vorfahrtsstraße    | 2             |
|     |         |                   |                    | 3             |
| 5   | B       |                   | Vorfahrt gewähren! | 4             |
|     |         |                   |                    | 6             |
| 6   | C       |                   | Vorfahrtsstraße    | 7             |
|     |         |                   |                    | 8             |

| Arm         | Zufahrt | Strom | Verkehrsstrom | q [Fz/h] | q <sup>PE</sup> [Pkw-E/h] | C <sub>PE</sub> [Pkw-E/h] | C <sub>Fz</sub> [Fz/h] | x [-] | R [Fz/h] | t <sub>w</sub> [s] | QSV |
|-------------|---------|-------|---------------|----------|---------------------------|---------------------------|------------------------|-------|----------|--------------------|-----|
| 4           | A       | 4 → 6 | 2             | 521,0    | 527,5                     | 1.800,0                   | 1.778,5                | 0,293 | 1.257,5  | 2,9                | A   |
|             |         | 4 → 5 | 3             | 75,0     | 77,0                      | 1.600,0                   | 1.558,0                | 0,048 | 1.483,0  | 2,4                | A   |
| 5           | B       | 5 → 4 | 4             | 55,0     | 58,0                      | 156,5                     | 148,5                  | 0,371 | 93,5     | 38,3               | D   |
|             |         | 5 → 6 | 6             | 76,0     | 79,0                      | 606,5                     | 583,5                  | 0,130 | 507,5    | 7,1                | A   |
| 6           | C       | 6 → 5 | 7             | 89,0     | 91,0                      | 652,0                     | 638,0                  | 0,140 | 549,0    | 6,6                | A   |
|             |         | 6 → 4 | 8             | 622,0    | 641,5                     | 1.800,0                   | 1.746,0                | 0,356 | 1.124,0  | 3,2                | A   |
| Mischströme |         |       |               |          |                           |                           |                        |       |          |                    |     |
| 5           | B       | -     | 4+6           | 131,0    | 137,0                     | 273,5                     | 261,5                  | 0,501 | 130,5    | 27,4               | C   |
| 6           | C       | -     | 7+8           | 711,0    | 732,0                     | 1.800,0                   | 1.747,5                | 0,407 | 1.036,5  | 3,5                | A   |
| Gesamt QSV  |         |       |               |          |                           |                           |                        |       |          |                    | D   |

PE : Pkw-Einheiten  
q : Belastung  
C : Kapazität  
x : Auslastungsgrad  
R : Kapazitätsreserve  
t<sub>w</sub> : Mittlere Wartezeit

### 5.1.4 HBS-Bewertung | Spitzenstunde am Nachmittag (Planfall)

**Bewertungsmethode** : HBS 2015  
**Knotenpunkt** : Berliner Str. - Hauptstr. / Schönfließler Str. - Hermann-Grüneberg-Str., TK 2 (Einmündung)  
**Lage des Knotenpunktes** : Innerorts  
**Belastung** : Planfall | Spätspitze



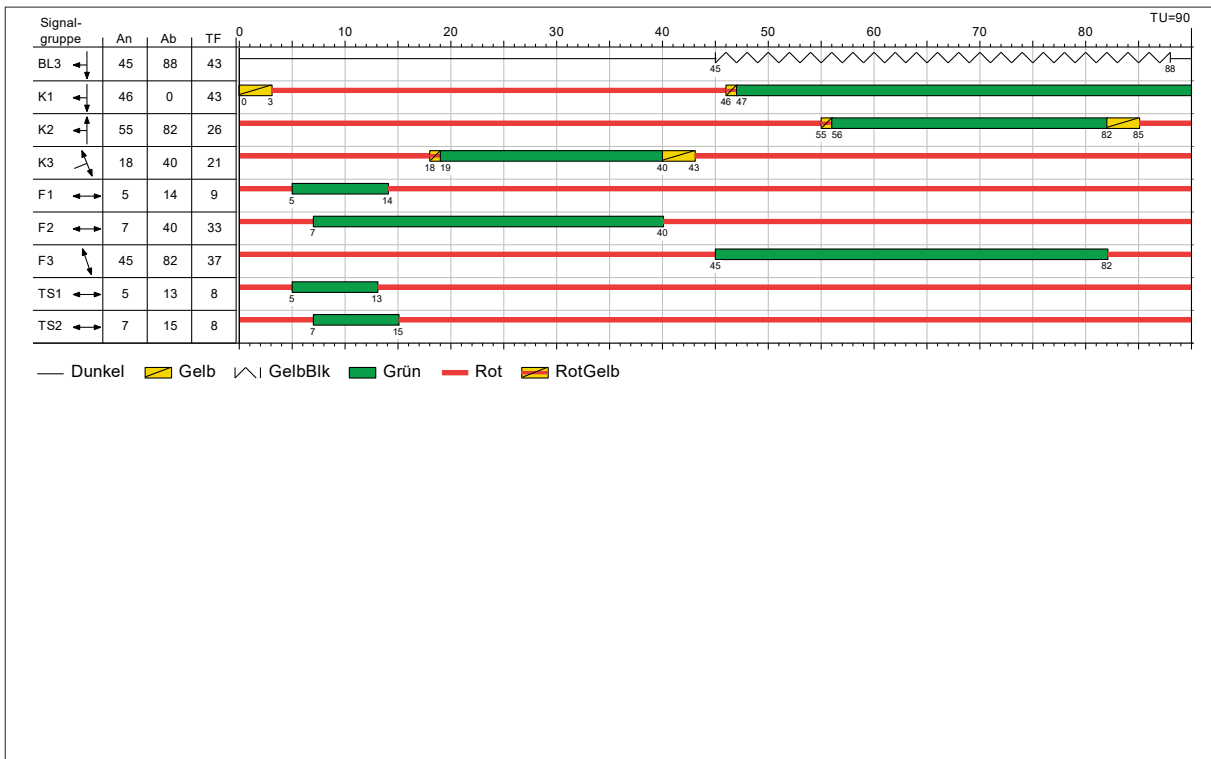
| Arm | Zufahrt | Vorfahrtsregelung |                    | Verkehrsstrom |
|-----|---------|-------------------|--------------------|---------------|
| 4   | A       |                   | Vorfahrtsstraße    | 2             |
|     |         |                   |                    | 3             |
| 5   | B       |                   | Vorfahrt gewähren! | 4             |
|     |         |                   |                    | 6             |
| 6   | C       |                   | Vorfahrtsstraße    | 7             |
|     |         |                   |                    | 8             |

| Arm         | Zufahrt | Strom | Verkehrsstrom | q [Fz/h] | q <sup>PE</sup> [Pkw-E/h] | C <sub>PE</sub> [Pkw-E/h] | C <sub>Fz</sub> [Fz/h] | x [-] | R [Fz/h] | t <sub>w</sub> [s] | QSV |
|-------------|---------|-------|---------------|----------|---------------------------|---------------------------|------------------------|-------|----------|--------------------|-----|
| 4           | A       | 4 → 6 | 2             | 695,0    | 704,5                     | 1.800,0                   | 1.775,0                | 0,391 | 1.080,0  | 3,3                | A   |
|             |         | 4 → 5 | 3             | 53,0     | 55,5                      | 1.600,0                   | 1.528,0                | 0,035 | 1.475,0  | 2,4                | A   |
| 5           | B       | 5 → 4 | 4             | 50,0     | 54,0                      | 144,5                     | 134,0                  | 0,374 | 84,0     | 42,6               | D   |
|             |         | 5 → 6 | 6             | 106,0    | 108,0                     | 497,0                     | 487,5                  | 0,217 | 381,5    | 9,4                | A   |
| 6           | C       | 6 → 5 | 7             | 66,0     | 68,5                      | 548,5                     | 528,5                  | 0,125 | 462,5    | 7,8                | A   |
|             |         | 6 → 4 | 8             | 571,0    | 579,0                     | 1.800,0                   | 1.775,0                | 0,322 | 1.204,0  | 3,0                | A   |
| Mischströme |         |       |               |          |                           |                           |                        |       |          |                    |     |
| 5           | B       | -     | 4+6           | 156,0    | 162,0                     | 274,0                     | 264,0                  | 0,591 | 108,0    | 32,8               | D   |
| 6           | C       | -     | 7+8           | 637,0    | 647,5                     | 1.800,0                   | 1.771,5                | 0,360 | 1.134,5  | 3,2                | A   |
| Gesamt QSV  |         |       |               |          |                           |                           |                        |       |          |                    | D   |

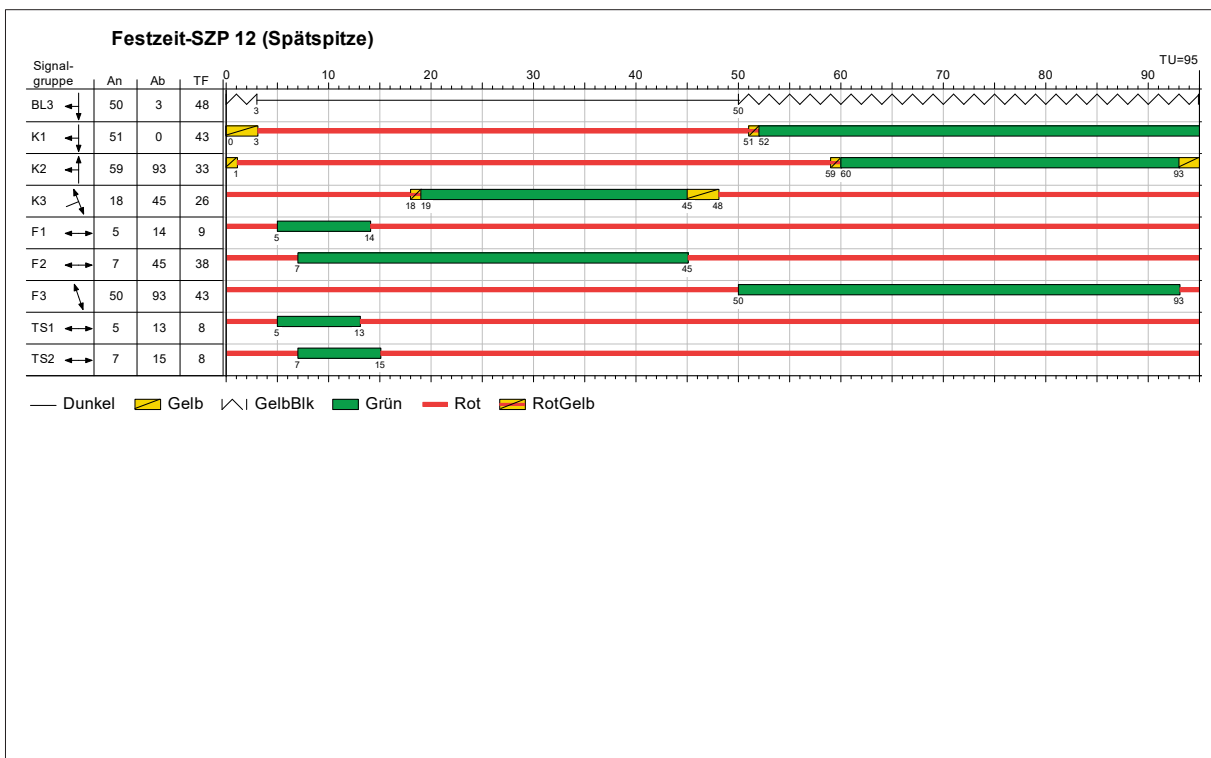
PE : Pkw-Einheiten  
q : Belastung  
C : Kapazität  
x : Auslastungsgrad  
R : Kapazitätsreserve  
t<sub>w</sub> : Mittlere Wartezeit

## 5.2 KP2 | Berliner Straße (L21) / Schönfließer Straße (L30)

### 5.2.1 Signalzeitenplan Frühspitze

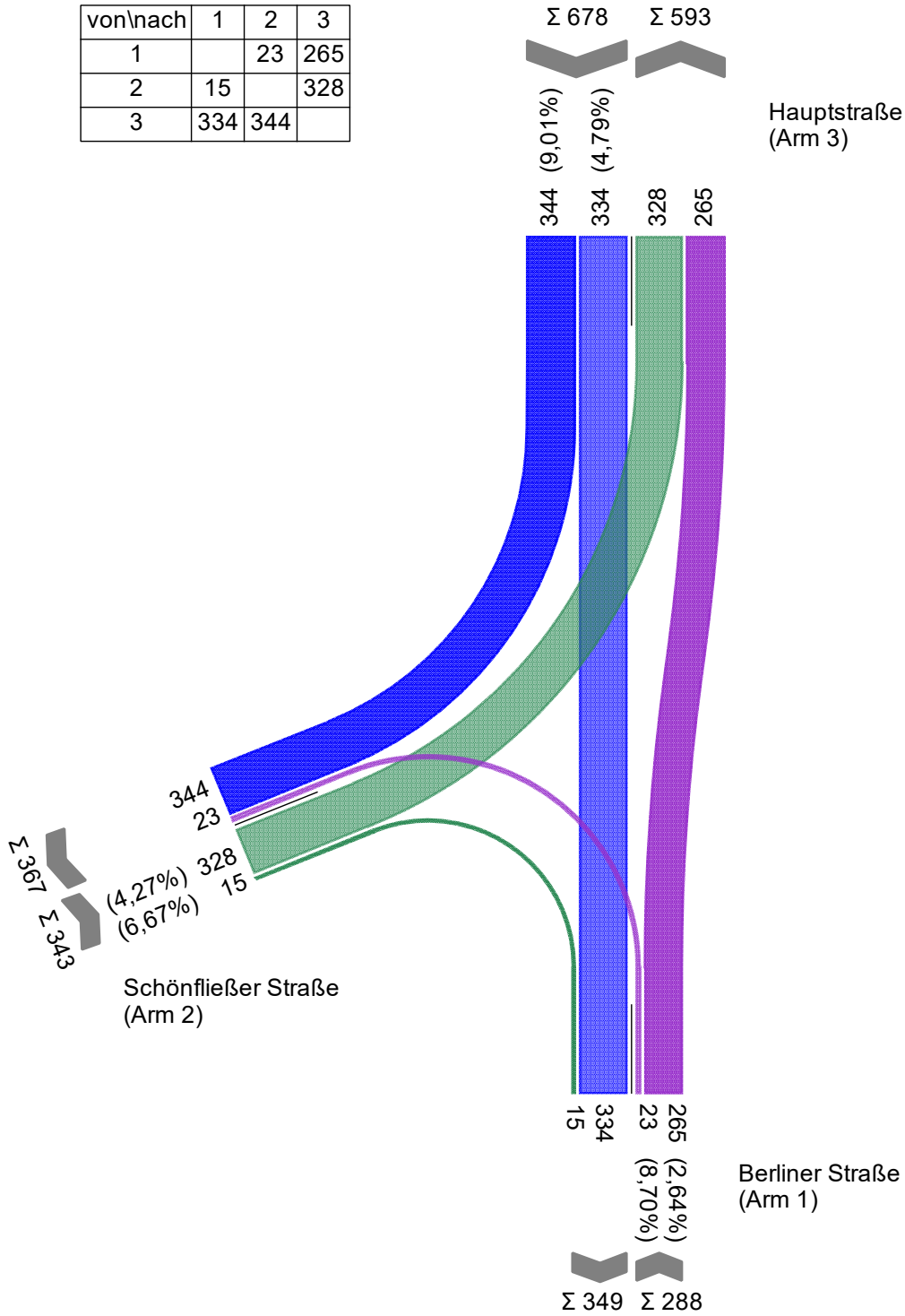


### 5.2.2 Signalzeitenplan Spätspitze

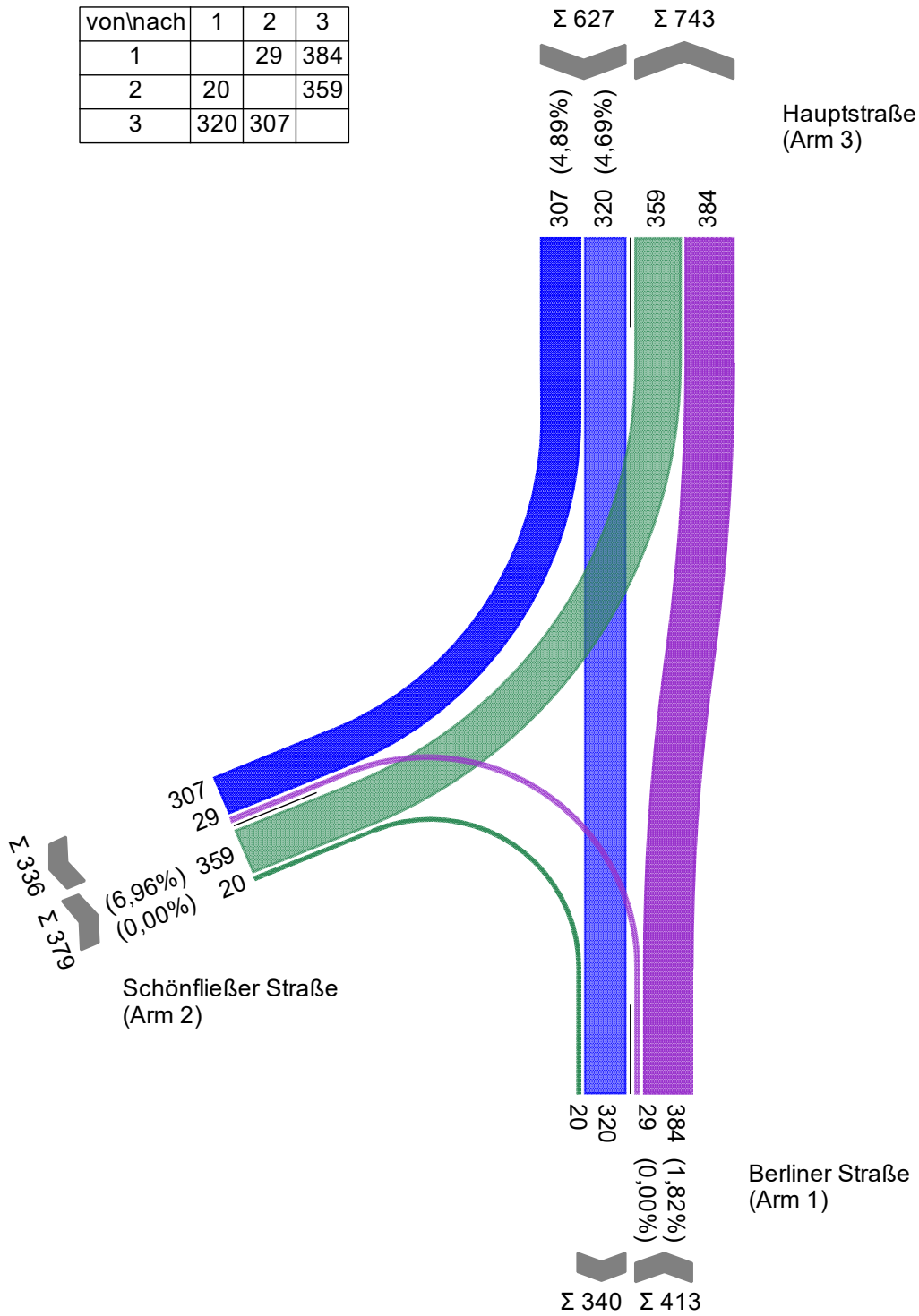


### 5.2.3 Knotenstrombelastungsplan | Spitzenstunde am Vormittag (Planfall)

| von\nach | 1   | 2   | 3   |
|----------|-----|-----|-----|
| 1        |     | 23  | 265 |
| 2        | 15  |     | 328 |
| 3        | 334 | 344 |     |



### 5.2.4 Knotenstrombelastungsplan | Spitzenstunde am Nachmittag (Planfall)



### 5.2.5 HBS-Bewertung | Spitzenstunde am Vormittag (Planfall)

| Zuf                                               | Fstr.Nr. | Symbol | SGR | t <sub>f</sub><br>[s] | t <sub>A</sub><br>[s] | t <sub>S</sub><br>[s] | f <sub>A</sub><br>[-] | q<br>[Kfz/h] | m<br>[Kfz/U] | t <sub>B</sub><br>[s/Kfz] | q <sub>S</sub><br>[Kfz/h] | C<br>[Kfz/h] | n <sub>C</sub><br>[Kfz/U] | N <sub>GE</sub><br>[Kfz] | N <sub>MS</sub><br>[Kfz] | N <sub>MS,95</sub><br>[Kfz] | L <sub>V</sub><br>[m] | L <sub>K</sub><br>[m] | N <sub>MS,95&gt;n<sub>K</sub></sub><br>[-] | x     | t <sub>w</sub><br>[s] | QSV<br>[-] | Bemerkung |  |
|---------------------------------------------------|----------|--------|-----|-----------------------|-----------------------|-----------------------|-----------------------|--------------|--------------|---------------------------|---------------------------|--------------|---------------------------|--------------------------|--------------------------|-----------------------------|-----------------------|-----------------------|--------------------------------------------|-------|-----------------------|------------|-----------|--|
| 1                                                 | 1        |        | K2  | 26                    | 27                    | 64                    | 0,300                 | 285          | 7,125        | 1,843                     | 1953                      | 474          | 12                        | 0,956                    | 7,272                    | 11,833                      | 72,418                |                       | -                                          | 0,601 | 37,458                | C          |           |  |
| 2                                                 | 1        |        | K3  | 21                    | 22                    | 69                    | 0,244                 | 341          | 8,525        | 1,859                     | 1937                      | 473          | 12                        | 1,802                    | 9,623                    | 14,869                      | 92,069                |                       | -                                          | 0,721 | 44,925                | C          |           |  |
| 3                                                 | 1        |        | K1  | 43                    | 44                    | 47                    | 0,489                 | 677          | 16,925       | 1,894                     | 1901                      | 930          | 23                        | 1,940                    | 15,369                   | 21,999                      | 140,970               |                       | -                                          | 0,728 | 25,756                | B          |           |  |
| 4                                                 | 1        |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
| 5                                                 | 1        |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
| 6                                                 | 2        |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
| Knotenpunktssummen:                               |          |        |     |                       |                       |                       |                       | 1303         |              |                           |                           | 1877         |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |
| Gewichtete Mittelwerte:                           |          |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       | 0,698                 | 33,332     |           |  |
| TU = 90 s T = 3600 s Instationaritätsfaktor = 1,1 |          |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |                       |                                            |       |                       |            |           |  |

|                                     |                                                                                           |         |
|-------------------------------------|-------------------------------------------------------------------------------------------|---------|
| Zuf                                 | Zufahrt                                                                                   | [-]     |
| Fstr.Nr.                            | Fahstreifen-Nummer                                                                        | [-]     |
| Symbol                              | Fahstreifen-Symbol                                                                        | [-]     |
| SGR                                 | Signalgruppe                                                                              | [-]     |
| t <sub>f</sub>                      | Freigabezeit                                                                              | [s]     |
| t <sub>A</sub>                      | Abflusszeit                                                                               | [s]     |
| t <sub>S</sub>                      | Sperrzeit                                                                                 | [s]     |
| f <sub>A</sub>                      | Abflusszeitanteil                                                                         | [-]     |
| q                                   | Belastung                                                                                 | [Kfz/h] |
| m                                   | Mittlere Anzahl eintreffender Kfz pro Umlauf                                              | [Kfz/U] |
| t <sub>B</sub>                      | Mittlerer Zeitbedarfswert                                                                 | [s/Kfz] |
| q <sub>S</sub>                      | Sättigungsverkehrsstärke                                                                  | [Kfz/h] |
| C                                   | Kapazität des Fahstreifens                                                                | [Kfz/h] |
| n <sub>C</sub>                      | Abflusskapazität pro Umlauf                                                               | [Kfz/U] |
| N <sub>GE</sub>                     | Mittlere Rückstaulänge bei Freigabeende                                                   | [Kfz]   |
| N <sub>MS</sub>                     | Mittlere Rückstaulänge bei Maximalstau                                                    | [Kfz]   |
| N <sub>MS,95</sub>                  | Rückstau bei Maximalstau, der mit einer stat. Sicherheit von 95% nicht überschritten wird | [Kfz]   |
| L <sub>V</sub>                      | Erforderliche Stauraumlänge                                                               | [m]     |
| L <sub>K</sub>                      | Länge des kurzen Aufstellstreifens                                                        | [m]     |
| N <sub>MS,95&gt;n<sub>K</sub></sub> | Kurzer Aufstellstreifen vorhanden                                                         | [-]     |
| x                                   | Auslastungsgrad                                                                           | [-]     |
| t <sub>w</sub>                      | Mittlere Wartezeit                                                                        | [s]     |
| QSV                                 | Qualitätsstufe des Verkehrsablaufs                                                        | [-]     |

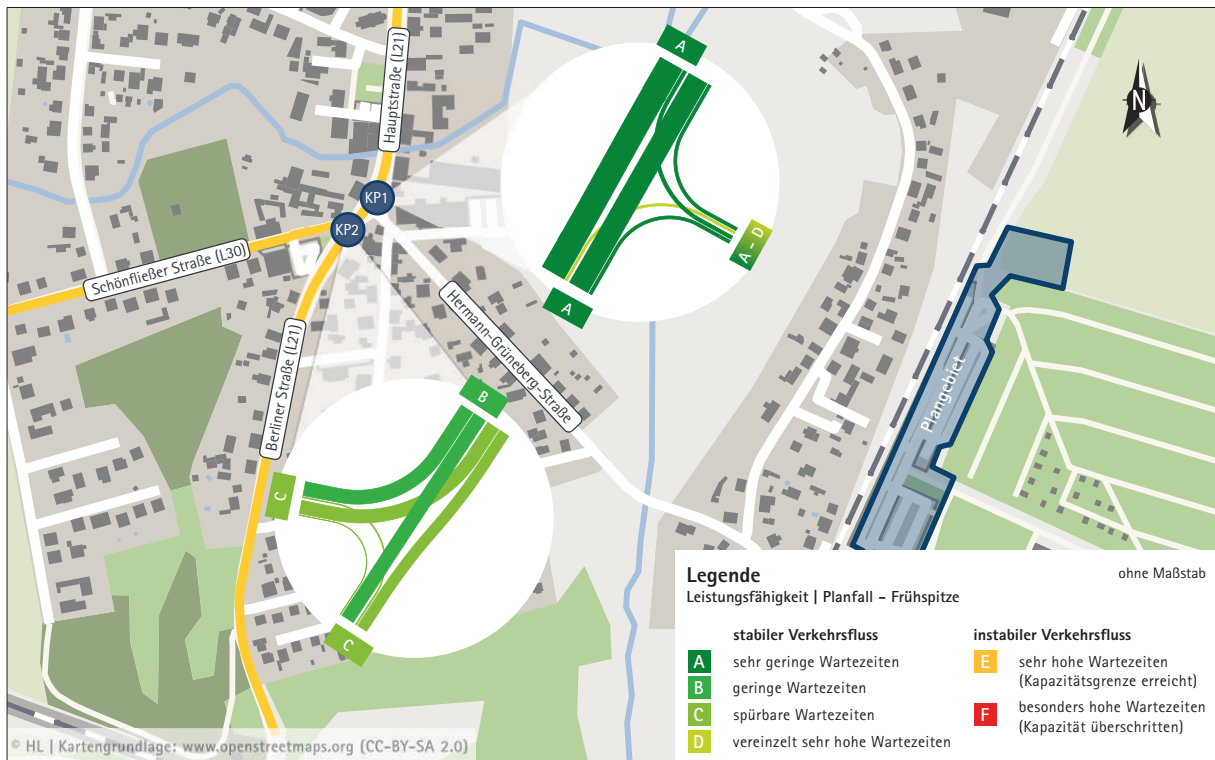


### 5.2.6 HBS-Bewertung | Spitzenstunde am Nachmittag (Planfall)

| Zuf                                               | Fstr.Nr. | Symbol | SGR | t <sub>f</sub><br>[s] | t <sub>A</sub><br>[s] | t <sub>S</sub><br>[s] | f <sub>A</sub><br>[-] | q<br>[Kfz/h] | m<br>[Kfz/U] | t <sub>B</sub><br>[s/Kfz] | q <sub>S</sub><br>[Kfz/h] | C<br>[Kfz/h] | n <sub>C</sub><br>[Kfz/U] | N <sub>GE</sub><br>[Kfz] | N <sub>MS</sub><br>[Kfz] | N <sub>MS,95</sub><br>[Kfz] | L <sub>x</sub><br>[m] | LK<br>[m] | N <sub>MS,95&gt;nK</sub><br>[-] | x     | t <sub>w</sub><br>[s] | QSV<br>[-] | Bemerkung |  |
|---------------------------------------------------|----------|--------|-----|-----------------------|-----------------------|-----------------------|-----------------------|--------------|--------------|---------------------------|---------------------------|--------------|---------------------------|--------------------------|--------------------------|-----------------------------|-----------------------|-----------|---------------------------------|-------|-----------------------|------------|-----------|--|
| 1                                                 | 1        |        | K2  | 33                    | 34                    | 62                    | 0,358                 | 410          | 10,819       | 1,823                     | 1975                      | 598          | 16                        | 1,486                    | 11,006                   | 16,617                      | 101,098               |           | -                               | 0,686 | 38,077                | C          |           |  |
| 2                                                 | 1        |        | K3  | 26                    | 27                    | 69                    | 0,284                 | 379          | 10,001       | 1,889                     | 1906                      | 541          | 14                        | 1,612                    | 10,553                   | 16,047                      | 101,289               |           | -                               | 0,701 | 41,131                | C          |           |  |
| 3                                                 | 1        |        | K1  | 43                    | 44                    | 52                    | 0,463                 | 621          | 16,388       | 1,866                     | 1929                      | 894          | 24                        | 1,582                    | 14,557                   | 21,010                      | 130,598               |           | -                               | 0,695 | 26,566                | B          |           |  |
| 4                                                 | 1        |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                 |       |                       |            |           |  |
| 5                                                 | 1        |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                 |       |                       |            |           |  |
| 6                                                 | 2        |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                 |       |                       |            |           |  |
| Knotenpunktsummen:                                |          |        |     |                       |                       |                       |                       | 1410         |              |                           |                           | 2033         |                           |                          |                          |                             |                       |           |                                 |       |                       |            |           |  |
| Gewichtete Mittelwerte:                           |          |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                 |       | 0,694                 | 33,828     |           |  |
| TU = 95 s T = 3600 s Instationaritätsfaktor = 1,1 |          |        |     |                       |                       |                       |                       |              |              |                           |                           |              |                           |                          |                          |                             |                       |           |                                 |       |                       |            |           |  |

|                          |                                                                                           |         |
|--------------------------|-------------------------------------------------------------------------------------------|---------|
| Zuf                      | Zufahrt                                                                                   | [-]     |
| Fstr.Nr.                 | Fahstreifen-Nummer                                                                        | [-]     |
| Symbol                   | Fahstreifen-Symbol                                                                        | [-]     |
| SGR                      | Signalgruppe                                                                              | [-]     |
| t <sub>f</sub>           | Freigabezeit                                                                              | [s]     |
| t <sub>A</sub>           | Abflusszeit                                                                               | [s]     |
| t <sub>S</sub>           | Sperrzeit                                                                                 | [s]     |
| t <sub>A</sub>           | Abflusszeitanteil                                                                         | [-]     |
| q                        | Belastung                                                                                 | [Kfz/h] |
| m                        | Mittlere Anzahl eintreffender Kfz pro Umlauf                                              | [Kfz/U] |
| t <sub>B</sub>           | Mittlerer Zeitbedarfswert                                                                 | [s/Kfz] |
| q <sub>S</sub>           | Sättigungsverkehrsstärke                                                                  | [Kfz/h] |
| C                        | Kapazität des Fahstreifens                                                                | [Kfz/h] |
| n <sub>C</sub>           | Abflusskapazität pro Umlauf                                                               | [Kfz/U] |
| N <sub>GE</sub>          | Mittlere Rückstaulänge bei Freigabeende                                                   | [Kfz]   |
| N <sub>MS</sub>          | Mittlere Rückstaulänge bei Maximalstau                                                    | [Kfz]   |
| N <sub>MS,95</sub>       | Rückstau bei Maximalstau, der mit einer stat. Sicherheit von 95% nicht überschritten wird | [Kfz]   |
| L <sub>x</sub>           | Erforderliche Stauraumlänge                                                               | [m]     |
| LK                       | Länge des kurzen Aufstellstreifens                                                        | [m]     |
| N <sub>MS,95&gt;nK</sub> | Kurzer Aufstellstreifen vorhanden                                                         | [-]     |
| x                        | Auslastungsgrad                                                                           | [-]     |
| t <sub>w</sub>           | Mittlere Wartezeit                                                                        | [s]     |
| QSV                      | Qualitätsstufe des Verkehrsablaufs                                                        | [-]     |

### 5.3 HBS-Bewertung | Spitzenstunde am Vormittag (Planfall)



### 5.4 HBS-Bewertung | Spitzenstunde am Nachmittag (Planfall)

