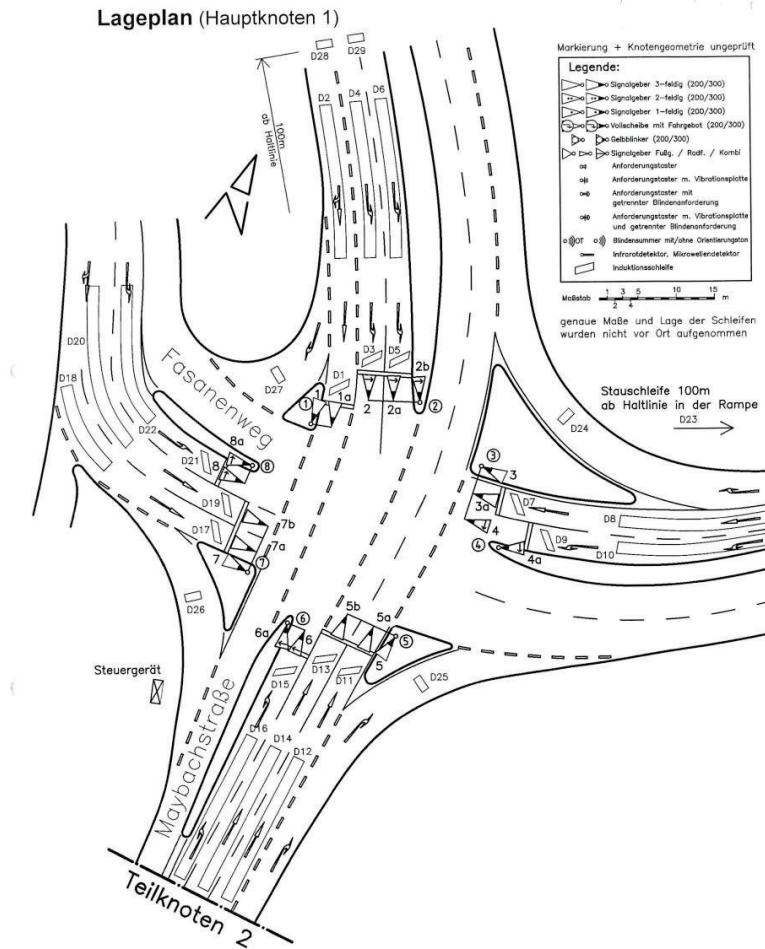


Verkehrsuntersuchung Fasanenweg 11 Anlagenband

10.06.2025

Knotenpunkt Fasanenweg/Maybachstraße

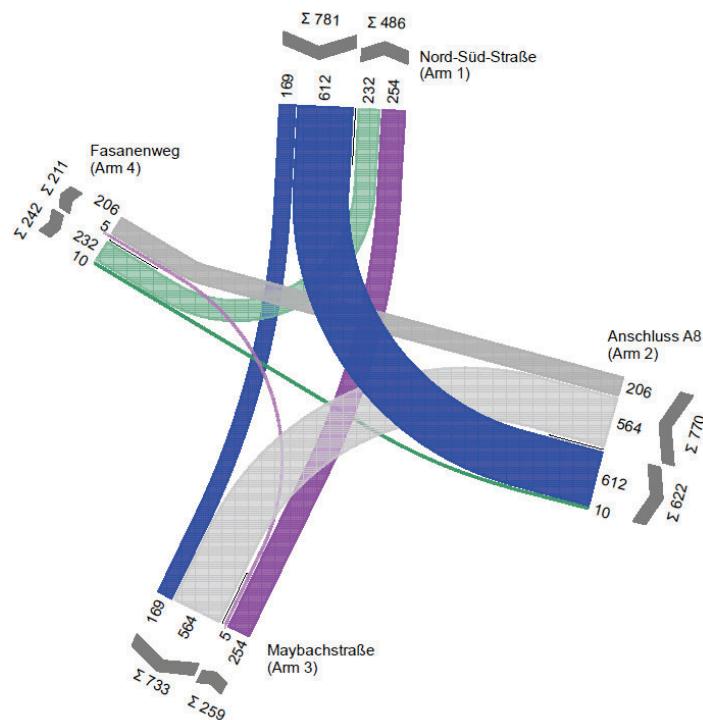
Lageplan



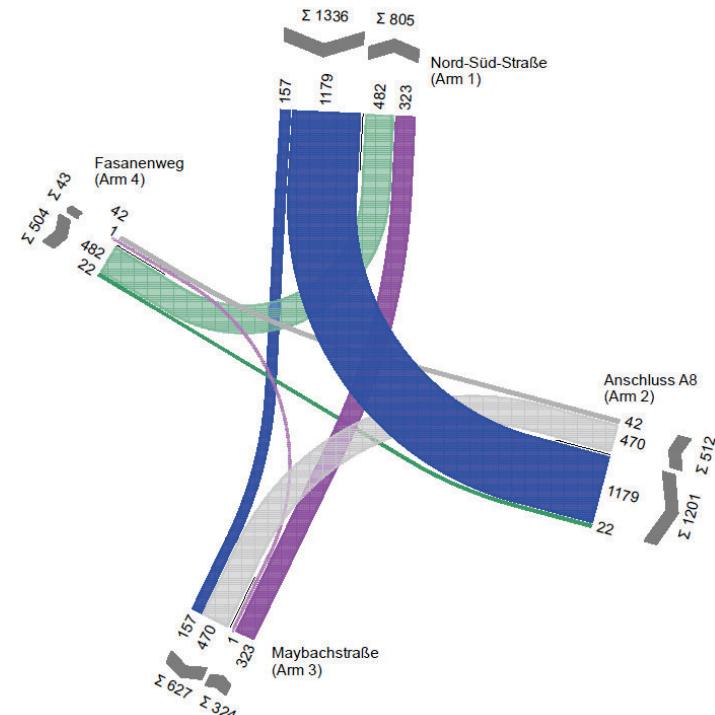
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – Analyse

MSP



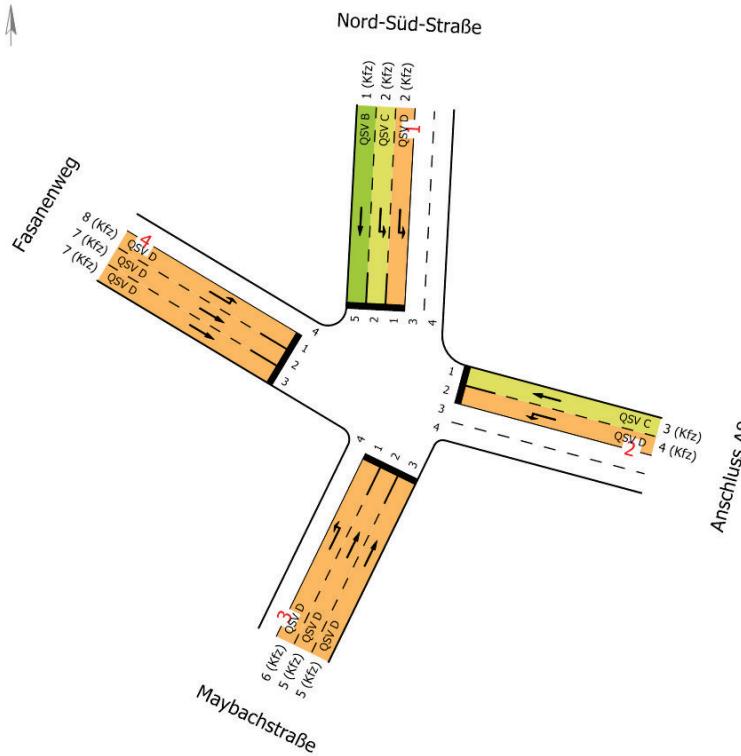
ASP



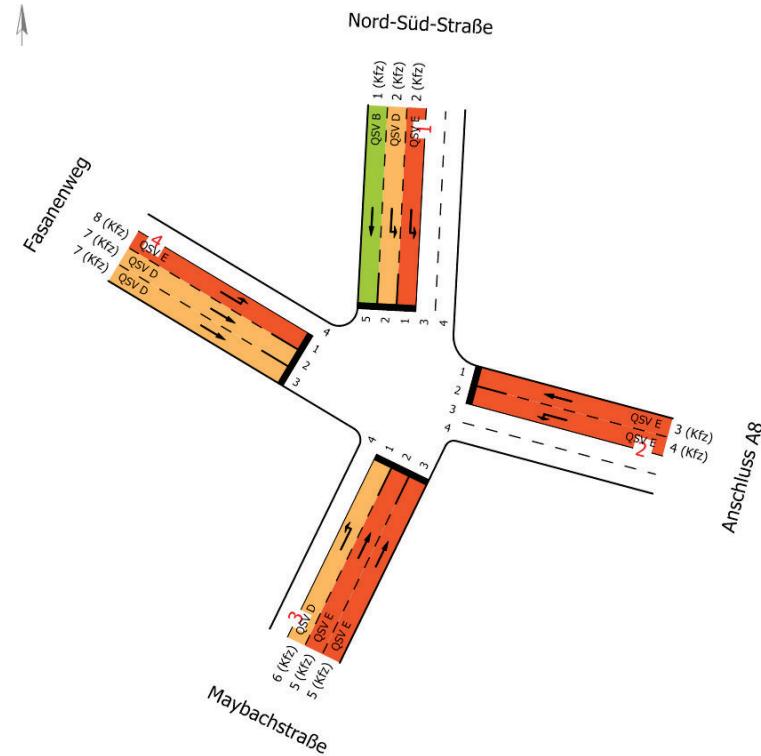
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – Analyse

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – Analyse

MSP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	fA [-]	q [Kfz/h]	m [Kfz/U]	f _{in} [-]	ts [s/Kfz]	qs [Kfz/h]	Nms,95>n _k [-]	n _c [Kfz/U]	C [Kfz/h]	x	tw [s]	N _{ge} [Kfz]	Nms [Kfz]	Nms,95 [Kfz]	L _x [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	36	84	0,308	169	5,633	1,1	1,865	1930	-	20	594	0,285	32,879	0,228	4,501	8,089	50,281		B	
	2	↳	2	31	89	0,267	306	10,200	1,1	1,989	1810	-	16	483	0,634	47,176	1,123	10,123	15,504	95,722		C	
	1	↳	2	31	89	0,267	306	10,200	1,1	2,130	1690	-	15	451	0,678	50,594	1,407	10,536	16,026	98,945		D	
2	1	↖	3	30	90	0,258	206	6,867	1,1	1,879	1916	-	16	494	0,417	40,084	0,421	6,130	10,317	64,626		C	
	2	↖	4	47	73	0,400	564	18,800	1,1	2,199	1637	-	22	655	0,861	64,325	5,709	22,915	31,011	198,718		D	
3	1	↗	6	5	115	0,050	5	0,167	1,1	1,991	1808	-	3	90	0,056	55,622	0,033	0,192	0,933	5,598		D	
	2	↗	5	12	108	0,108	127	4,233	1,1	1,885	1910	-	7	207	0,614	68,347	0,990	5,034	8,829	55,464		D	
	3	↗	5	12	108	0,108	127	4,233	1,1	1,885	1910	-	7	207	0,614	68,347	0,990	5,034	8,829	55,464		D	
4	1	↗↖	8	23	97	0,200	232	7,733	1,1	1,958	1839	-	12	368	0,630	54,619	1,092	8,171	13,005	81,073		D	
	2	↖	7	6	114	0,058	5	0,167	1,1	1,800	2000	-	4	116	0,043	54,151	0,025	0,182	0,904	5,424		D	
	3	↖	7	6	114	0,058	5	0,167	1,1	1,800	2000	-	4	116	0,043	54,151	0,025	0,182	0,904	5,424		D	
Knotenpunktsummen:													3781										
Gewichtete Mittelwerte:													0,645	54,026									
TU = 120 s T = 3600 s																							

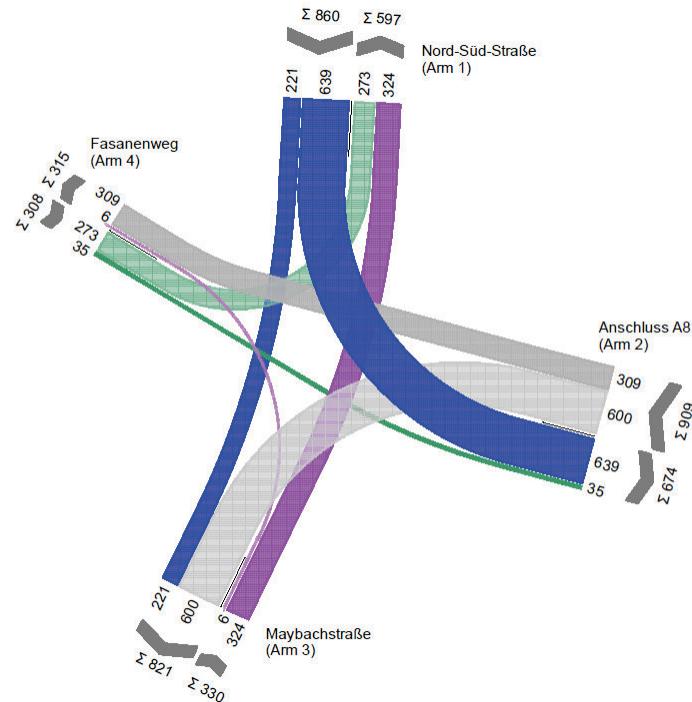
ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	fA [-]	q [Kfz/h]	m [Kfz/U]	f _{in} [-]	ts [s/Kfz]	qs [Kfz/h]	Nms,95>n _k [-]	n _c [Kfz/U]	C [Kfz/h]	x	tw [s]	N _{ge} [Kfz]	Nms [Kfz]	Nms,95 [Kfz]	L _x [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	50	70	0,425	157	5,233	1,1	1,868	1927	-	27	819	0,192	22,189	0,134	3,411	6,535	40,700		B	
	2	↳	2	45	75	0,383	590	19,667	1,1	1,989	1810	-	23	692	0,853	61,595	5,319	23,341	31,512	194,555		D	
	1	↳	2	45	75	0,383	589	19,633	1,1	2,130	1690	-	22	647	0,910	89,506	9,785	28,380	37,390	230,846		E	
2	1	↖	3	5	115	0,050	42	1,400	1,1	1,897	1898	-	3	95	0,442	72,730	0,458	1,818	4,098	25,916		E	
	2	↖	4	34	86	0,292	470	15,667	1,1	2,197	1639	-	16	479	0,981	160,499	15,747	31,292	40,753	260,901		E	
3	1	↗	6	5	115	0,050	1	0,033	1,1	1,991	1808	-	3	90	0,011	54,420	0,006	0,038	0,368	2,208		D	
	2	↗	5	12	108	0,108	162	5,400	1,1	1,876	1919	-	7	207	0,783	94,028	2,408	7,670	12,354	77,237		E	
	3	↗	5	12	108	0,108	161	5,367	1,1	1,876	1919	-	7	207	0,778	92,762	2,337	7,563	12,214	76,362		E	
4	1	↗↖	8	35	85	0,300	482	16,067	1,1	1,954	1842	-	18	553	0,872	79,455	6,089	21,320	29,129	181,241		E	
	2	↖	7	5	115	0,050	11	0,367	1,1	1,800	2000	-	3	97	0,113	57,093	0,071	0,421	1,518	9,108		D	
	3	↖	7	5	115	0,050	11	0,367	1,1	1,800	2000	-	3	97	0,113	57,093	0,071	0,421	1,518	9,108		D	
Knotenpunktsummen:													2676										
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							
0,831 89,988																							

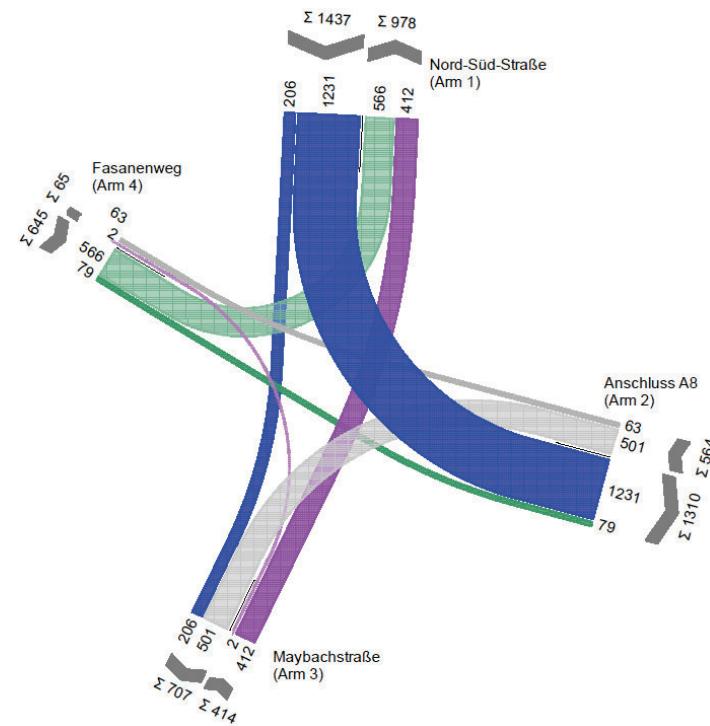
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – P0

MSP



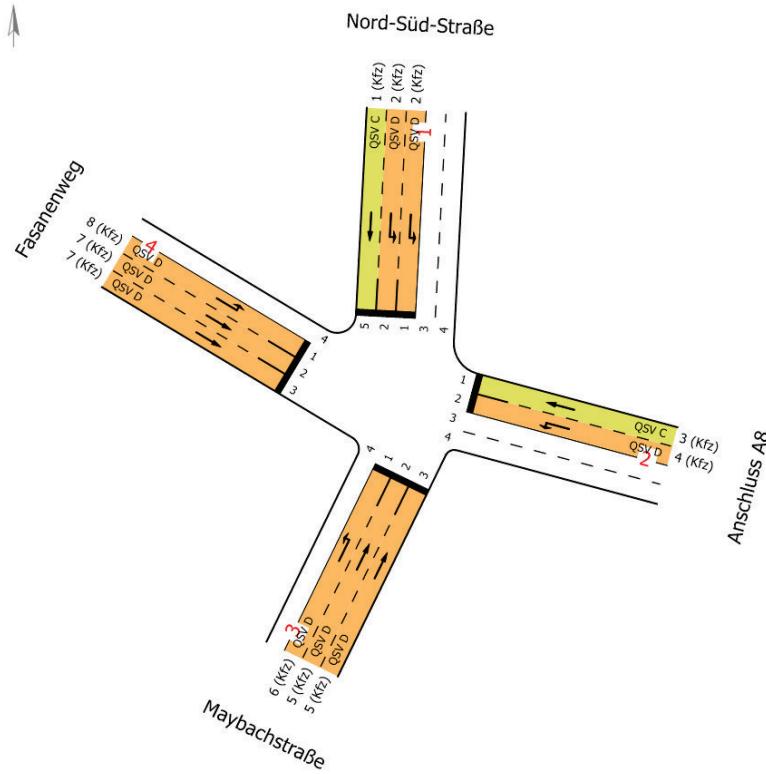
ASP



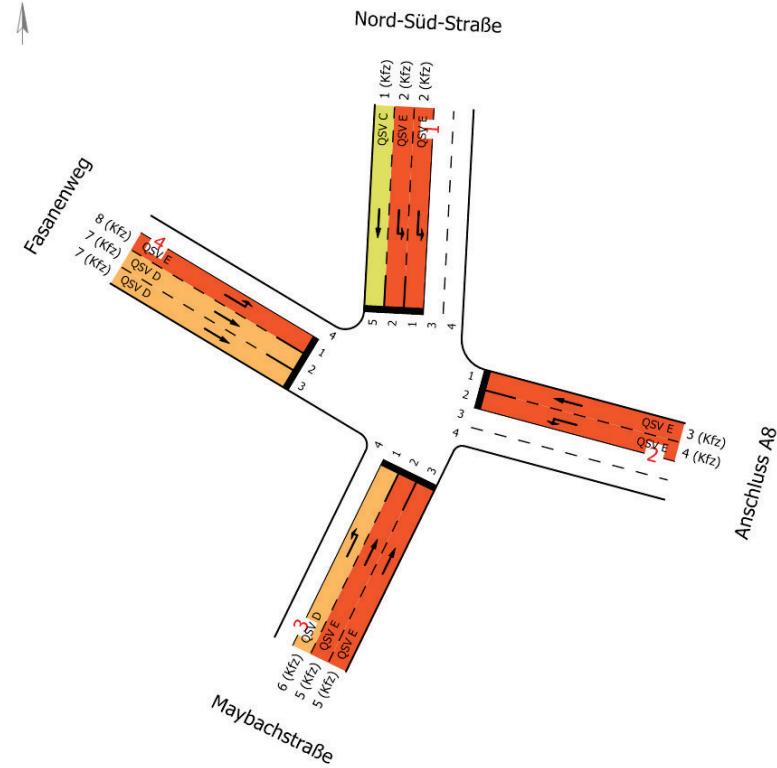
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – P0

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – P0

MSP

Zuf	Fstr.Nr.	Symbol	SGR	tf [s]	ts [s]	f _A [-]	q [Kfz/h]	m [Kfz/U]	f _n [-]	t _B [s/Kfz]	q _S [Kfz/h]	NMS,95>NK [-]	nc [Kfz/U]	C [Kfz/h]	x	t _W [s]	N _{GE} [Kfz]	N _{MS} [Kfz]	NMS,95 [Kfz]	L _x [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	34	86	0,292	221	7,367	1,1	1,867	1928	-	19	563	0,393	36,398	0,379	6,271	10,506	65,368	C		
	2	↖	2	27	93	0,233	320	10,667	1,1	1,933	1862	-	14	434	0,737	59,014	1,977	11,855	17,678	106,068	D		
	1	↖	2	27	93	0,233	319	10,633	1,1	2,070	1739	-	14	405	0,788	67,814	2,765	12,755	18,795	112,770	D		
2	1	↔	3	32	88	0,275	309	10,300	1,1	1,883	1912	-	18	526	0,587	43,740	0,896	9,801	15,096	94,742	C		
	2	↖	4	49	71	0,417	600	20,000	1,1	2,197	1639	-	23	683	0,878	68,874	6,963	25,358	33,875	216,868	D		
3	1	↗	6	5	115	0,050	6	0,200	1,1	1,991	1808	-	3	90	0,067	55,932	0,040	0,231	1,044	6,264	D		
	2	↗	5	15	105	0,133	162	5,400	1,1	1,883	1912	-	9	255	0,635	64,848	1,104	6,218	10,435	65,490	D		
	3	↗	5	15	105	0,133	162	5,400	1,1	1,883	1912	-	9	255	0,635	64,848	1,104	6,218	10,435	65,490	D		
4	1	↙	8	23	97	0,200	273	9,100	1,1	1,956	1840	-	12	368	0,742	64,794	2,014	10,563	16,060	100,022	D		
	2	↖	7	5	115	0,050	18	0,600	1,1	1,800	2000	-	3	98	0,184	59,282	0,126	0,701	2,117	12,702	D		
	3	↖	7	5	115	0,050	17	0,567	1,1	1,800	2000	-	3	98	0,173	58,920	0,117	0,660	2,034	12,204	D		
Knotenpunktsummen:													3775										
Gewichtete Mittelwerte:													0,705	60,035									
TU = 120 s T = 3600 s																							

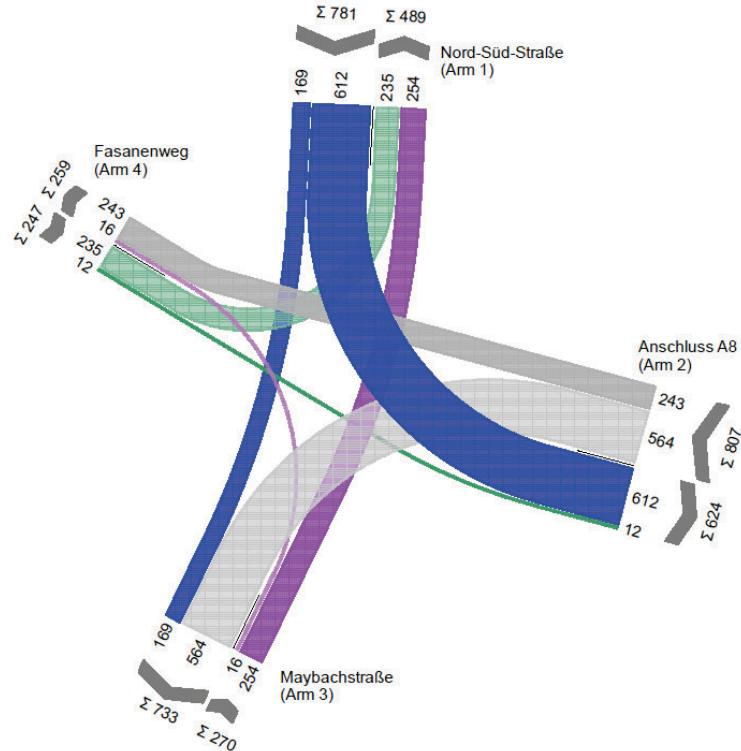
ASP

Zuf	Fstr.Nr.	Symbol	SGR	tf [s]	ts [s]	f _A [-]	q [Kfz/h]	m [Kfz/U]	f _n [-]	t _B [s/Kfz]	q _S [Kfz/h]	NMS,95>NK [-]	nc [Kfz/U]	C [Kfz/h]	x	t _W [s]	N _{GE} [Kfz]	N _{MS} [Kfz]	NMS,95 [Kfz]	L _x [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	28	92	0,242	206	6,867	1,1	1,865	1930	-	16	467	0,441	42,201	0,468	6,295	10,538	65,504	C		
	2	↖	2	43	77	0,367	616	20,533	1,1	1,989	1810	-	22	664	0,928	102,153	12,117	31,828	41,369	255,412	E		
	1	↖	2	43	77	0,367	615	20,500	1,1	2,130	1690	-	21	620	0,992	160,071	21,057	41,462	52,352	323,221	E		
2	1	↔	3	5	115	0,050	63	2,100	1,1	1,886	1909	-	3	95	0,663	100,154	1,165	3,228	6,267	39,407	E		
	2	↖	4	36	84	0,308	501	16,700	1,1	2,197	1639	-	17	505	0,992	168,521	17,836	34,477	44,407	284,294	E		
3	1	↗	6	5	115	0,050	2	0,067	1,1	1,991	1808	-	3	90	0,022	54,690	0,012	0,075	0,538	3,228	D		
	2	↗	5	12	108	0,108	206	6,867	1,1	1,879	1916	-	7	206	1,000	218,683	9,451	16,318	23,150	145,012	E		
	3	↗	5	12	108	0,108	206	6,867	1,1	1,879	1916	-	7	206	1,000	218,683	9,451	16,318	23,150	145,012	E		
4	1	↙	8	36	84	0,308	566	18,867	1,1	1,954	1842	-	19	567	0,998	171,559	20,487	39,337	49,944	310,752	E		
	2	↖	7	5	115	0,050	40	1,333	1,1	1,834	1963	-	3	98	0,408	69,862	0,397	1,690	3,889	23,777	D		
	3	↖	7	5	115	0,050	39	1,300	1,1	1,834	1963	-	3	98	0,398	69,208	0,380	1,640	3,806	23,270	D		
Knotenpunktsummen:													3060										
Gewichtete Mittelwerte:													0,922	148,237									
TU = 120 s T = 3600 s																							

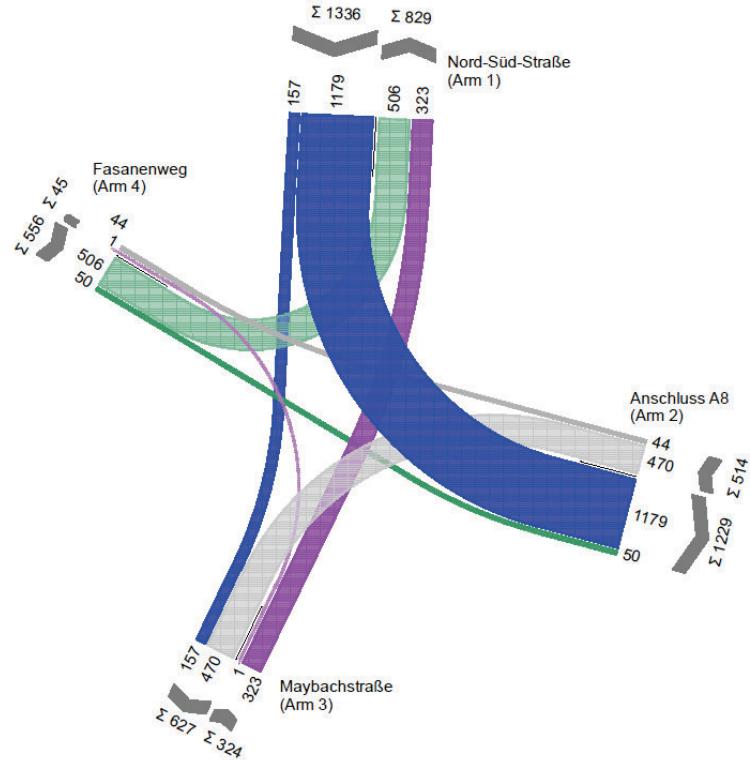
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – Analyse + F11

MSP



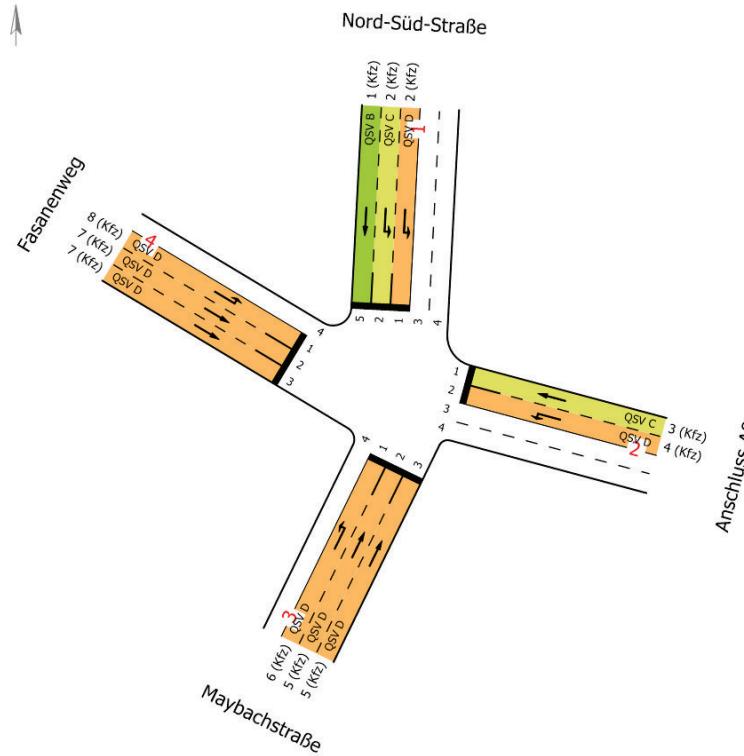
ASP



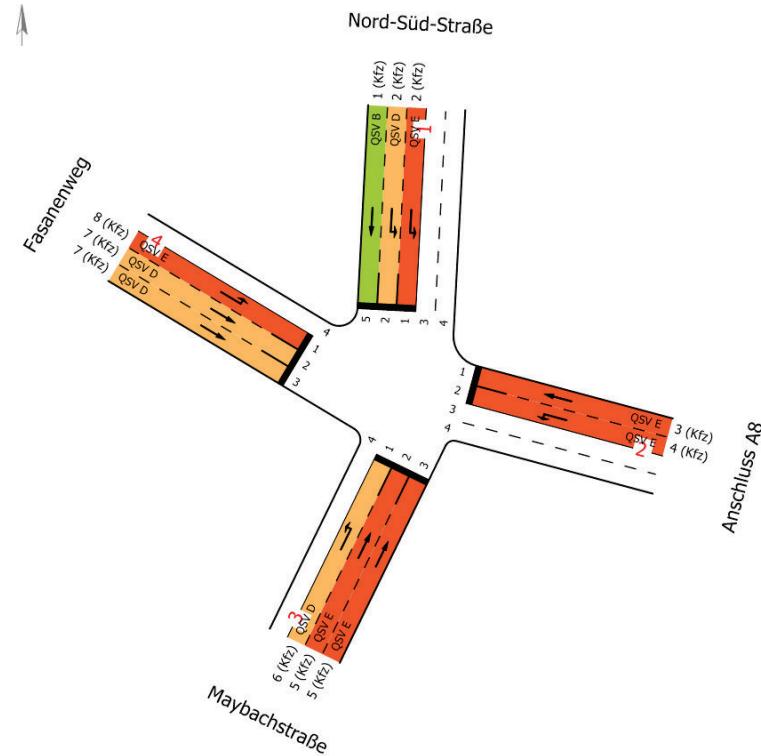
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – Analyse + F11

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – Analyse + F11

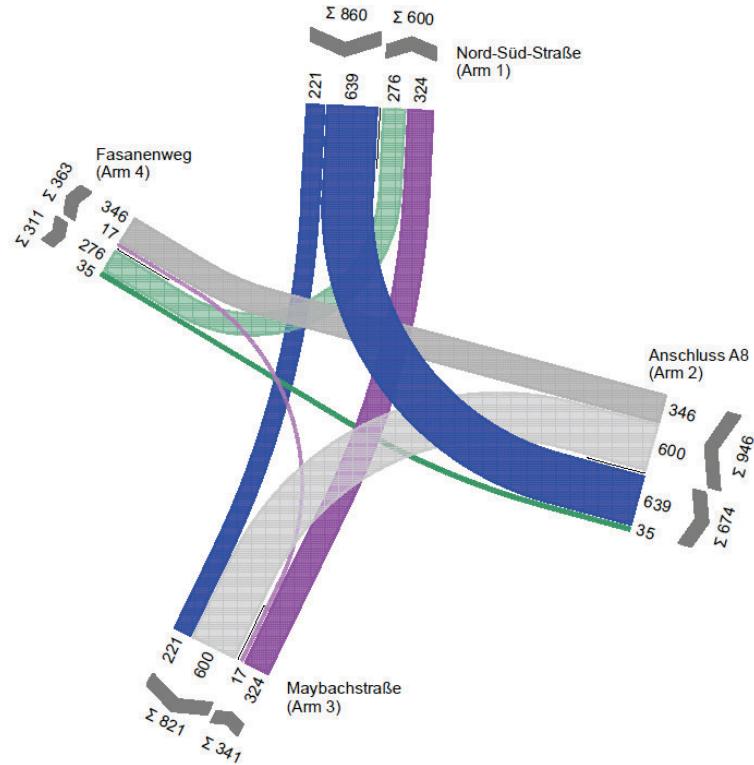
MSP

ASP

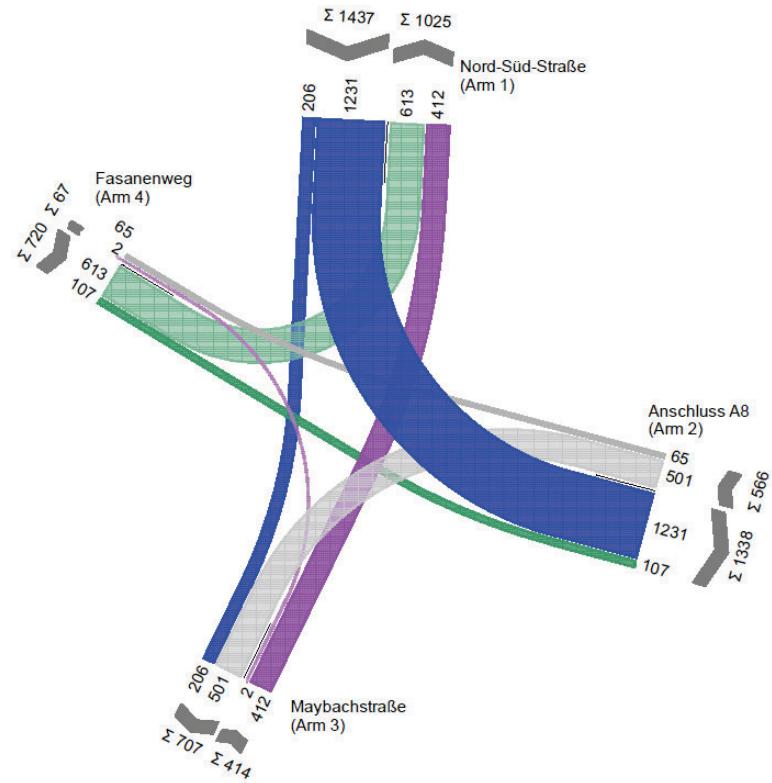
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – P0 + F11

MSP



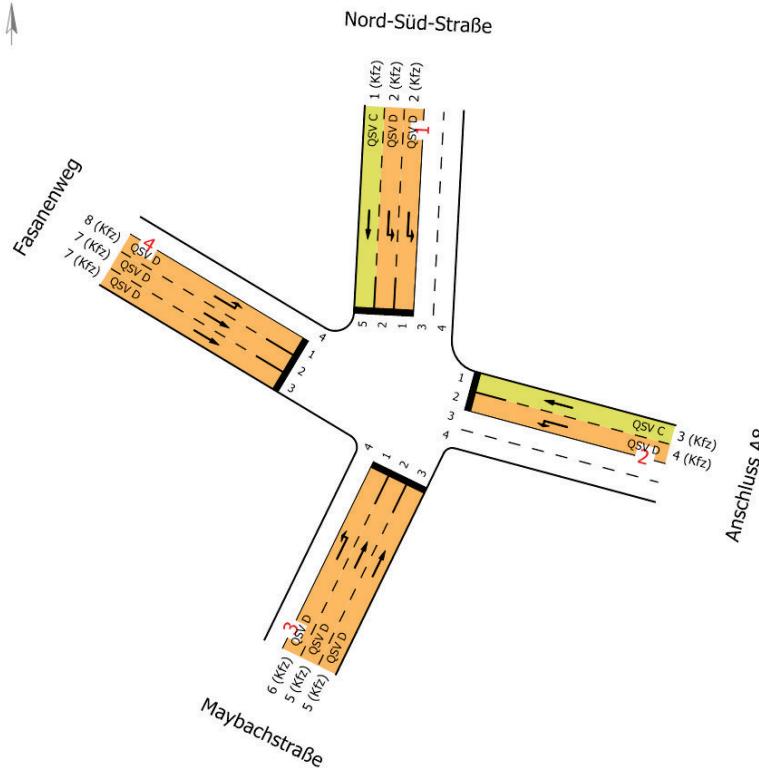
ASP



Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – P0 + F11

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – P0 + F11

MSP

ASP

Zuf	Fstr.Nr.	Symbol	SGR	t _r [s]	t _s [s]	f _A [-]	q [Kfz/h]	m	f _{in} [-]	t _B [s/Kfz]	q _S [Kfz/h]	N _{MS,ss>nK} [-]	n _C [Kfz/U]	C [Kfz/h]	x	t _W [s]	N _{Ge} [Kfz]	N _{MS} [Kfz]	N _{MS,ss} [Kfz]	L _x [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	34	86	0,292	221	7,367	1,1	1,867	1928	-	19	563	0,393	36,398	0,379	6,271	10,506	65,368	-	C	
	2	27	93	0,233	320	10,667	1,1	1,933	1862	-	14	434	0,737	59,014	1,977	11,855	17,678	106,068	-	D			
	1	↳	2	27	93	0,233	319	10,633	1,1	2,070	1739	-	14	405	0,788	67,814	2,765	12,755	18,795	112,770	-	D	
2	1	↔	3	32	88	0,275	346	11,533	1,1	1,874	1921	-	18	528	0,655	47,002	1,252	11,451	17,174	107,269	-	C	
	2	↖	4	49	71	0,417	600	20,000	1,1	2,197	1639	-	23	683	0,878	68,874	6,963	25,358	33,875	216,868	-	D	
3	1	↗	6	5	115	0,050	17	0,567	1,1	1,991	1808	-	3	90	0,189	59,867	0,130	0,673	2,060	12,360	-	D	
	2	↑	5	15	105	0,133	162	5,400	1,1	1,883	1912	-	9	255	0,635	64,848	1,104	6,218	10,435	65,490	-	D	
	3	↑	5	15	105	0,133	162	5,400	1,1	1,883	1912	-	9	255	0,635	64,848	1,104	6,218	10,435	65,490	-	D	
4	1	↗	8	23	97	0,200	276	9,200	1,1	1,956	1840	-	12	368	0,750	65,886	2,117	10,776	16,328	101,691	-	D	
	2	↖	7	5	115	0,050	18	0,600	1,1	1,800	2000	-	3	98	0,184	59,282	0,126	0,701	2,117	12,702	-	D	
	3	↖	7	5	115	0,050	17	0,567	1,1	1,800	2000	-	3	98	0,173	58,920	0,117	0,660	2,034	12,204	-	D	
Knotenpunktsummen:						2458						3777											
Gewichtete Mittelwerte:												0,712	60,386										

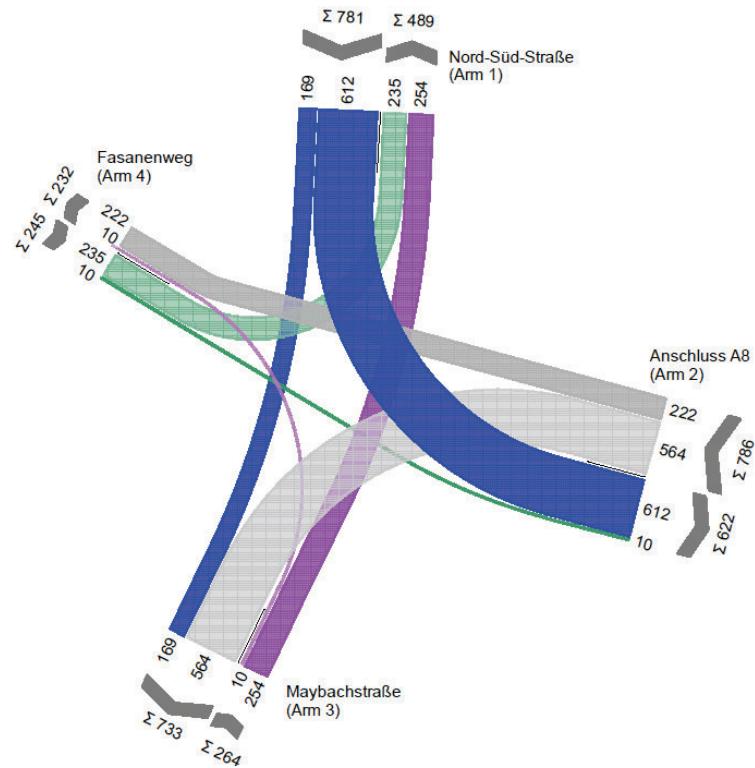
TU = 120 s T = 3600 s

Zuf	Fstr.Nr.	Symbol	SGR	t _r [s]	t _s [s]	f _A [-]	q [Kfz/h]	m	f _{in} [-]	t _B [s/Kfz]	q _S [Kfz/h]	N _{MS,ss>nK} [-]	n _C [Kfz/U]	C [Kfz/h]	x	t _W [s]	N _{Ge} [Kfz]	N _{MS} [Kfz]	N _{MS,ss} [Kfz]	L _x [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	28	92	0,242	206	6,867	1,1	1,865	1930	-	16	467	0,441	42,201	0,468	6,295	10,538	65,504	-	C	
	2	↳	2	43	77	0,367	616	20,533	1,1	1,989	1810	-	22	664	0,928	102,153	12,117	31,828	41,369	255,412	-	E	
	1	↳	2	43	77	0,367	615	20,500	1,1	2,130	1690	-	21	620	0,992	160,071	21,057	41,462	52,352	323,221	-	E	
2	1	↔	3	6	114	0,058	65	2,167	1,1	1,883	1912	-	4	111	0,586	82,520	0,845	2,958	5,867	36,821	-	E	
	2	↖	4	36	84	0,308	501	16,700	1,1	2,197	1639	-	17	505	0,992	168,521	17,836	34,477	44,407	284,294	-	E	
3	1	↗	6	5	115	0,050	2	0,067	1,1	1,991	1808	-	3	90	0,022	54,690	0,012	0,075	0,538	3,228	-	D	
	2	↑	5	12	108	0,108	206	6,867	1,1	1,879	1916	-	7	206	1,000	218,683	9,451	16,318	23,150	145,012	-	E	
	3	↑	5	12	108	0,108	206	6,867	1,1	1,879	1916	-	7	206	1,000	218,683	9,451	16,318	23,150	145,012	-	E	
4	1	↗	8	36	84	0,308	613	20,433	1,1	1,949	1847	-	19	569	1,077	252,857	33,403	53,836	66,245	410,984	-	F	
	2	↖	7	5	115	0,050	54	1,800	1,1	1,825	1973	-	3	99	0,545	81,303	0,705	2,463	5,117	31,132	-	E	
	3	↖	7	5	115	0,050	53	1,767	1,1	1,825	1973	-	3	99	0,535	80,220	0,676	2,400	5,020	30,542	-	E	
Knotenpunktssummen:								3137												3636			
Gewichtete Mittelwerte:																				0,936	163,757		

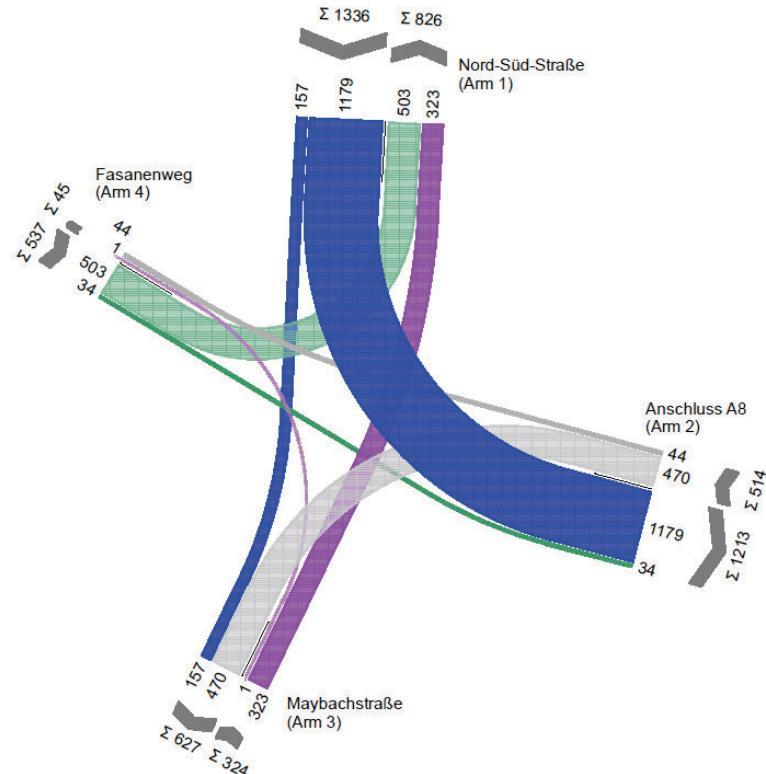
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – Analyse + F11 Szenario ÖV

MSP

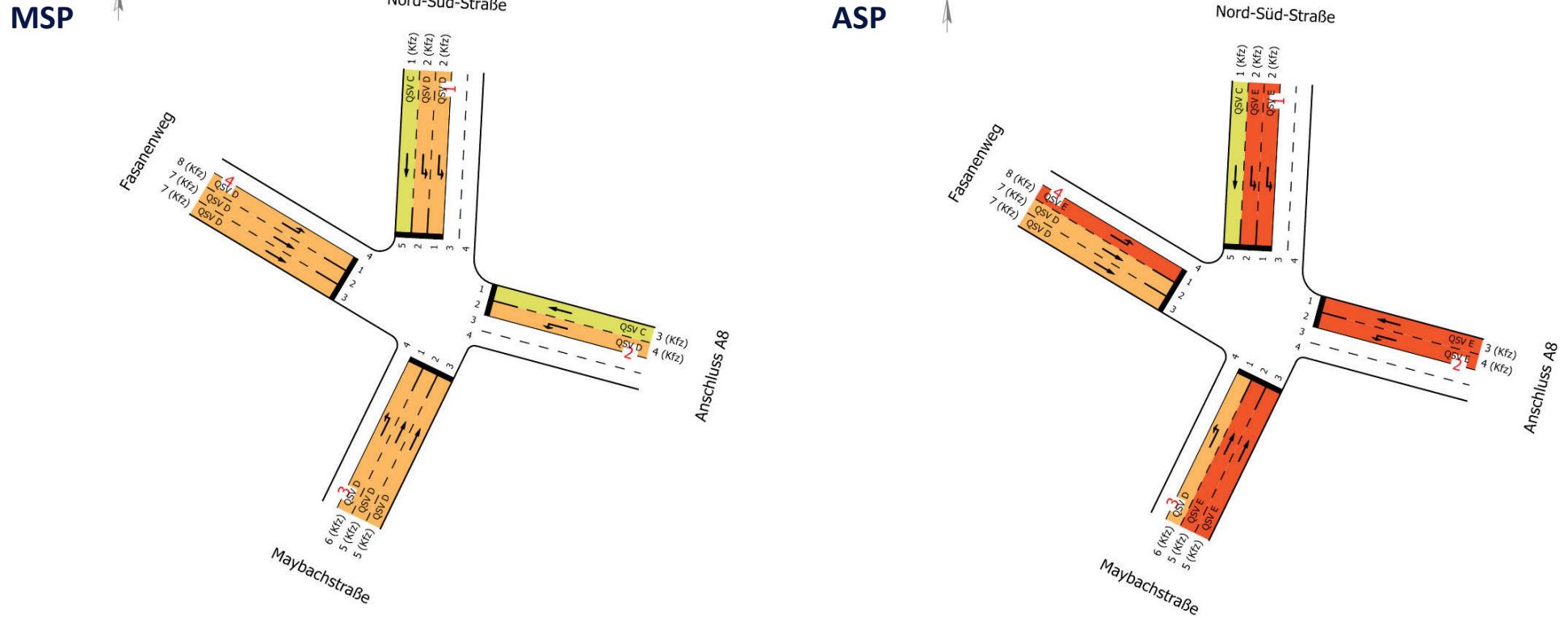


ASP



Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – Analyse + F11 Szenario ÖV



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – Analyse + F11 Szenario ÖV

MSP

Zuf	Fstr.Nr.	Symbol	SGR	t _f [s]	t _s [s]	f _A [-]	q [Kfz/h]	m [Kfz/U]	f _{in} [-]	t _B [s/Kfz]	q _S [Kfz/h]	N _{M5,95>nk} [-]	n _C [Kfz/U]	C [Kfz/h]	x	t _W [s]	N _{Ge} [Kfz]	N _{M5} [Kfz]	N _{M5,95} [Kfz]	L _x [m]	L _K [m]	QSV [-]	Bemerkung
1	5	↓	1	36	84	0,308	169	5,633	1,1	1,865	1930	-	20	594	0,285	32,879	0,228	4,501	8,089	50,281		B	
	2	↖	2	31	89	0,267	306	10,200	1,1	1,989	1810	-	16	483	0,634	47,176	1,123	10,123	15,504	95,722		C	
	1	↖	2	31	89	0,267	306	10,200	1,1	2,130	1690	-	15	451	0,678	50,594	1,407	10,536	16,026	98,945		D	
2	1	↔	3	30	90	0,258	222	7,400	1,1	1,874	1921	-	17	496	0,448	40,857	0,483	6,691	11,066	69,118		C	
	2	↑↓	4	47	73	0,400	564	18,800	1,1	2,199	1637	-	22	655	0,861	64,325	5,709	22,915	31,011	198,718		D	
3	1	↗	6	5	115	0,050	10	0,333	1,1	1,991	1808	-	3	90	0,111	57,212	0,069	0,387	1,439	8,634		D	
	2	↗↑	5	12	108	0,108	127	4,233	1,1	1,885	1910	-	7	207	0,614	68,347	0,990	5,034	8,829	55,464		D	
	3	↗↑	5	12	108	0,108	127	4,233	1,1	1,885	1910	-	7	207	0,614	68,347	0,990	5,034	8,829	55,464		D	
4	1	↗↖	8	23	97	0,200	235	7,833	1,1	1,956	1840	-	12	368	0,639	55,199	1,142	8,327	13,207	82,253		D	
	2	↖↖	7	6	114	0,058	5	0,167	1,1	1,800	2000	-	4	116	0,043	54,151	0,025	0,182	0,904	5,424		D	
	3	↖↖	7	6	114	0,058	5	0,167	1,1	1,800	2000	-	4	116	0,043	54,151	0,025	0,182	0,904	5,424		D	
Knotenpunktssummen:													3783										
Gewichtete Mittelwerte:													0,647	54,080									
TU = 120 s T = 3600 s																							

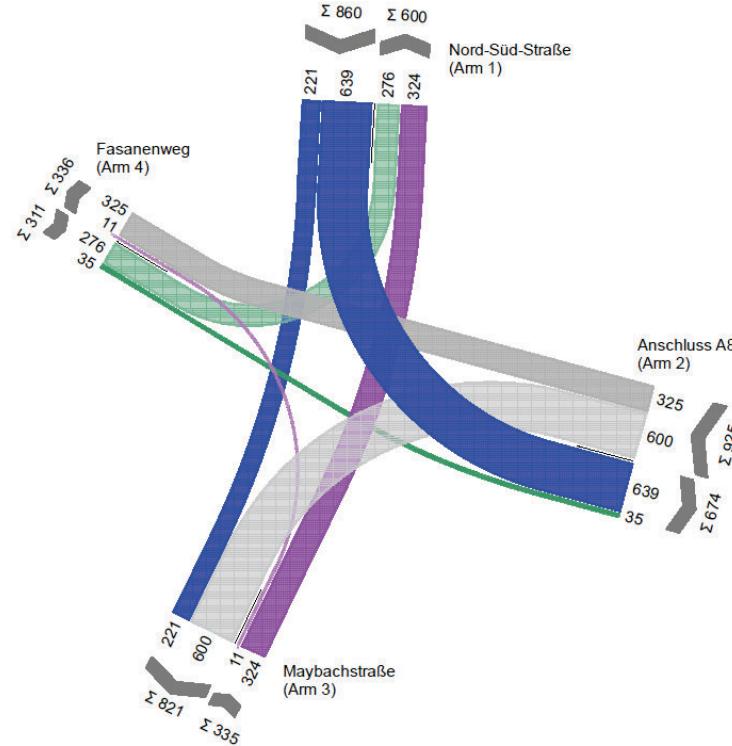
ASP

Zuf	Fstr.Nr.	Symbol	SGR	t _f [s]	t _s [s]	f _A [-]	q [Kfz/h]	m [Kfz/U]	f _{in} [-]	t _B [s/Kfz]	q _S [Kfz/h]	N _{M5,95>nk} [-]	n _C [Kfz/U]	C [Kfz/h]	x	t _W [s]	N _{Ge} [Kfz]	N _{M5} [Kfz]	N _{M5,95} [Kfz]	L _x [m]	L _K [m]	QSV [-]	Bemerkung
1	5	↓	1	28	92	0,242	157	5,233	1,1	1,868	1927	-	16	466	0,337	39,806	0,294	4,613	8,245	51,350		C	
	2	↖	2	43	77	0,367	590	19,667	1,1	1,989	1810	-	22	664	0,889	78,006	7,806	26,284	34,955	215,812		E	
	1	↖	2	43	77	0,367	589	19,633	1,1	2,130	1690	-	21	620	0,950	121,382	14,548	33,628	43,435	268,168		E	
2	1	↔	3	5	115	0,050	44	1,467	1,1	1,892	1903	-	3	95	0,463	74,380	0,500	1,926	4,273	26,946		E	
	2	↓↑	4	36	84	0,308	470	15,667	1,1	2,197	1639	-	17	505	0,931	115,862	10,602	25,802	34,393	220,184		E	
3	1	↗	6	5	115	0,050	1	0,033	1,1	1,991	1808	-	3	90	0,011	54,420	0,006	0,038	0,368	2,208		D	
	2	↑	5	12	108	0,108	162	5,400	1,1	1,876	1919	-	7	207	0,783	94,028	2,408	7,670	12,354	77,237		E	
	3	↑	5	12	108	0,108	161	5,367	1,1	1,876	1919	-	7	207	0,778	92,762	2,337	7,563	12,214	76,362		E	
4	1	↗↖	8	37	83	0,317	503	16,767	1,1	1,952	1844	-	20	585	0,860	72,209	5,481	21,225	29,017	180,370		E	
	2	↖↖	7	5	115	0,050	17	0,567	1,1	1,800	2000	-	3	98	0,173	58,920	0,117	0,660	2,034	12,204		D	
	3	↖↖	7	5	115	0,050	17	0,567	1,1	1,800	2000	-	3	98	0,173	58,920	0,117	0,660	2,034	12,204		D	
Knotenpunktssummen:													2711										
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

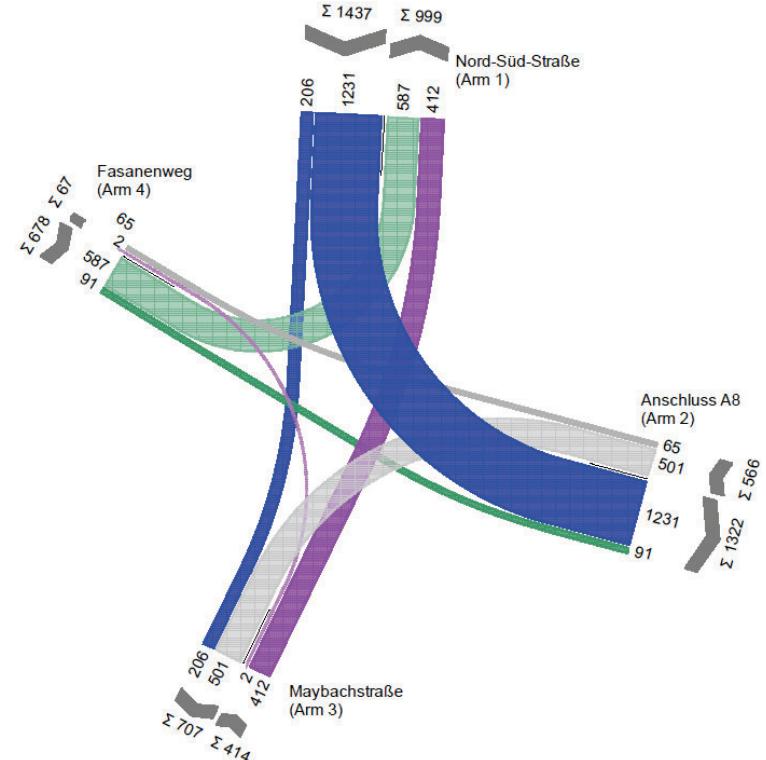
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – P0 + F11 Szenario ÖV

MSP

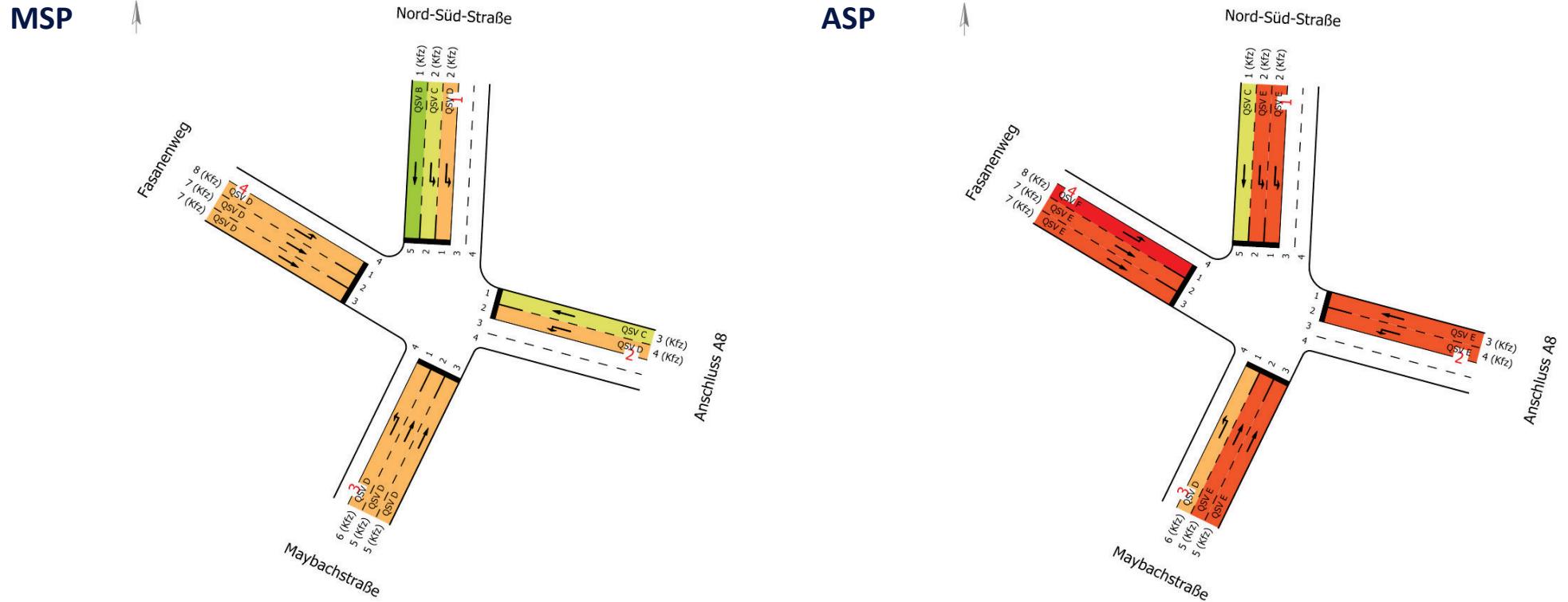


ASP



Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – P0 + F11 Szenario ÖV



Knotenpunkt Fasanenweg/Maybachstraße

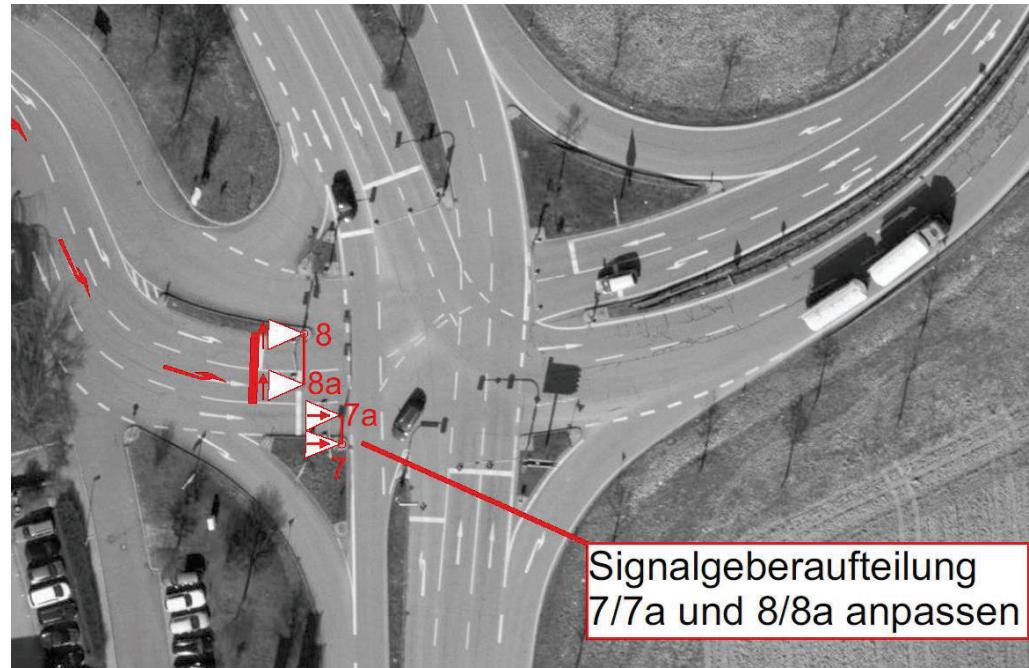
HBS-Bewertung – P0 + F11 Szenario ÖV

MSP

ASP

Knotenpunkt Fasanenweg/Maybachstraße

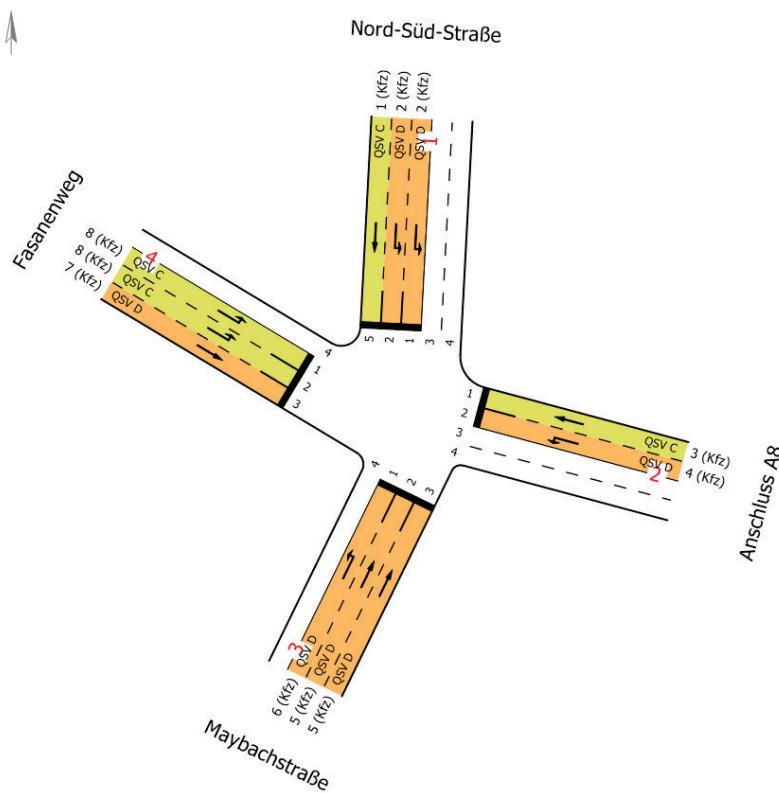
Optimierung durch doppelten Linksabbieger aus dem Fasanenweg



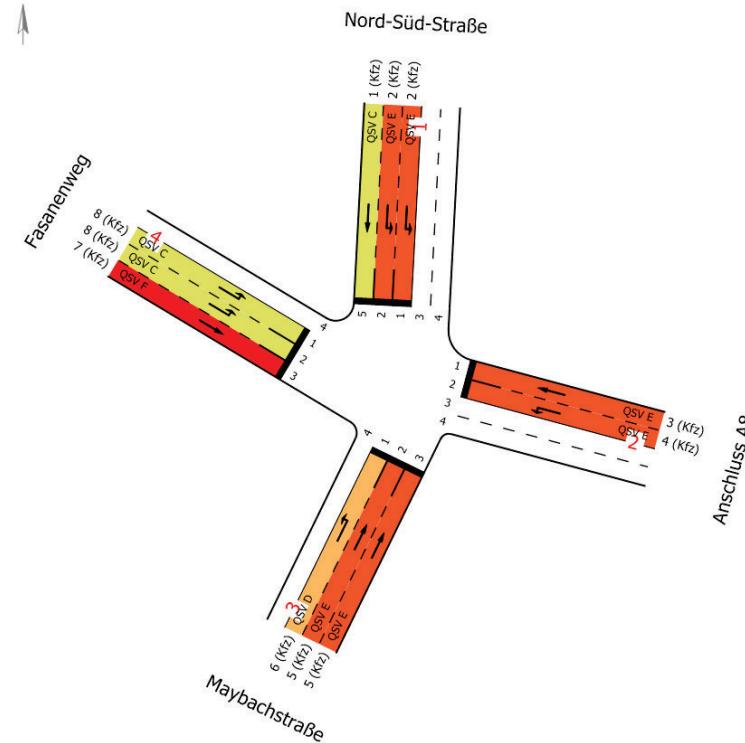
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – P0 + F11

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – P0 + F11

MSP

Zuf	Fstr.Nr.	Symbol	SGR	t _f [s]	t _s [s]	f _A [-]	q [Kfz/h]	m [Kfz/U]	f _{in} [-]	t ₈ [s/Kfz]	q _S [Kfz/h]	N _{M5,95>N_K} [-]	n _C [Kfz/U]	C [Kfz/h]	x	t _W [s]	N _g [Kfz]	N _{M5} [Kfz]	N _{M5,95} [Kfz]	L _x [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	34	86	0,292	221	7,367	1,1	1,867	1928	-	19	563	0,393	36,398	0,379	6,271	10,506	65,368		C	
	2	↖	2	27	93	0,233	320	10,667	1,1	1,933	1862	-	14	434	0,737	59,014	1,977	11,855	17,678	106,068		D	
	1	↖	2	27	93	0,233	319	10,633	1,1	2,070	1739	-	14	405	0,788	67,814	2,765	12,755	18,795	112,770		D	
2	1	↔	3	32	88	0,275	346	11,533	1,1	1,874	1921	-	18	528	0,655	47,002	1,252	11,451	17,174	107,269		C	
	2	↔	4	49	71	0,417	600	20,000	1,1	2,197	1639	-	23	683	0,878	68,874	6,963	25,358	33,875	216,868		D	
3	1	↗	6	5	115	0,050	17	0,567	1,1	1,991	1808	-	3	90	0,189	59,867	0,130	0,673	2,060	12,360		D	
	2	↗	5	15	105	0,133	162	5,400	1,1	1,883	1912	-	9	255	0,635	64,848	1,104	6,218	10,435	65,490		D	
	3	↗	5	15	105	0,133	162	5,400	1,1	1,883	1912	-	9	255	0,635	64,848	1,104	6,218	10,435	65,490		D	
4	1	↗	8	23	97	0,200	138	4,600	1,1	1,956	1840	-	12	368	0,375	44,928	0,349	4,327	7,845	48,859		C	
	2	↗	8	23	97	0,200	138	4,600	1,1	1,868	1927	-	13	385	0,358	44,381	0,323	4,287	7,789	48,510		C	
	3	↖	7	5	115	0,050	35	1,167	1,1	1,838	1959	-	3	98	0,357	66,779	0,317	1,445	3,478	21,306		D	
Knotenpunktsummen:													4064										
Gewichtete Mittelwerte:													0,671	58,112									
TU = 120 s T = 3600 s																							

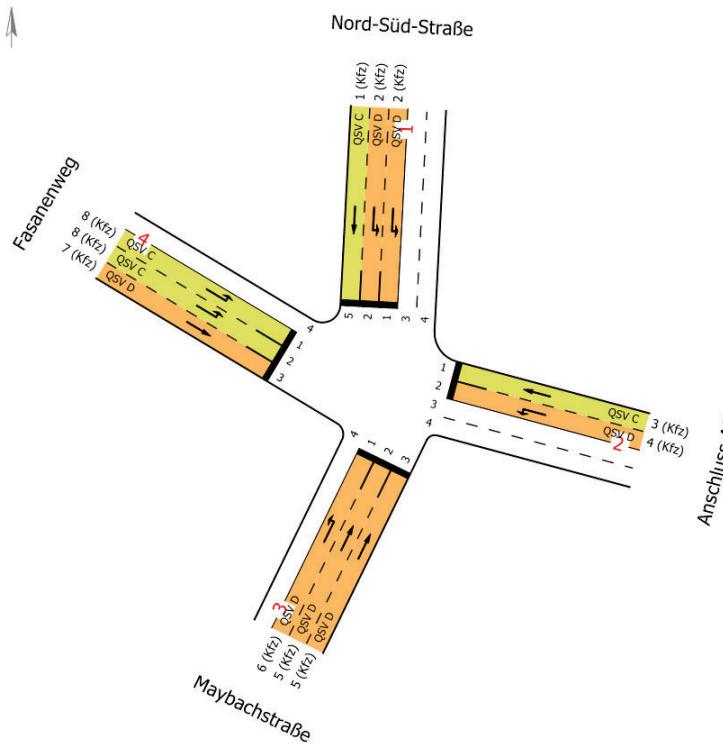
ASP

Zuf	Fstr.Nr.	Symbol	SGR	t _f [s]	t _s [s]	f _A [-]	q [Kfz/h]	m [Kfz/U]	f _{in} [-]	t ₈ [s/Kfz]	q _S [Kfz/h]	N _{M5,95>N_K} [-]	n _C [Kfz/U]	C [Kfz/h]	x	t _W [s]	N _g [Kfz]	N _{M5} [Kfz]	N _{M5,95} [Kfz]	L _x [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	28	92	0,242	206	6,867	1,1	1,865	1930	-	16	467	0,441	42,201	0,468	6,295	10,538	65,504		C	
	2	↖	2	43	77	0,367	616	20,533	1,1	1,989	1810	-	22	664	0,928	102,153	12,117	31,828	41,369	255,412		E	
	1	↖	2	43	77	0,367	615	20,500	1,1	2,130	1690	-	21	620	0,992	160,071	21,057	41,462	52,352	323,221		E	
2	1	↔	3	5	115	0,050	65	2,167	1,1	1,883	1912	-	3	96	0,677	102,622	1,242	3,372	6,478	40,656		E	
	2	↔	4	36	84	0,308	501	16,700	1,1	2,197	1639	-	17	505	0,992	168,521	17,836	34,477	44,407	284,294		E	
3	1	↗	6	5	115	0,050	2	0,067	1,1	1,991	1808	-	3	90	0,022	54,690	0,012	0,075	0,538	3,228		D	
	2	↗	5	12	108	0,108	206	6,867	1,1	1,879	1916	-	7	206	1,000	218,683	9,451	16,318	23,150	145,012		E	
	3	↗	5	12	108	0,108	206	6,867	1,1	1,879	1916	-	7	206	1,000	218,683	9,451	16,318	23,150	145,012		E	
4	1	↗	8	36	84	0,308	307	10,233	1,1	1,949	1847	-	19	569	0,540	39,045	0,724	9,218	14,353	89,046		C	
	2	↗	8	36	84	0,308	306	10,200	1,1	1,861	1934	-	20	596	0,513	38,001	0,642	9,025	14,106	87,514		C	
	3	↖	7	5	115	0,050	107	3,567	1,1	1,825	1973	-	3	99	1,081	335,473	7,658	11,225	16,891	102,765		F	
Knotenpunktsummen:																							
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

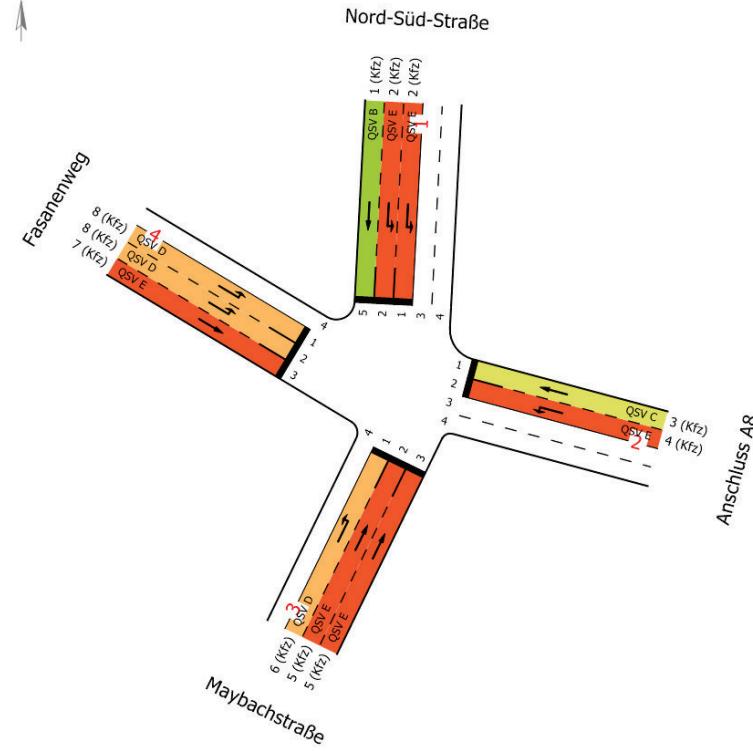
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – P0 + F11 Szenario ÖV

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – P0 + F11 Szenario ÖV

MSP

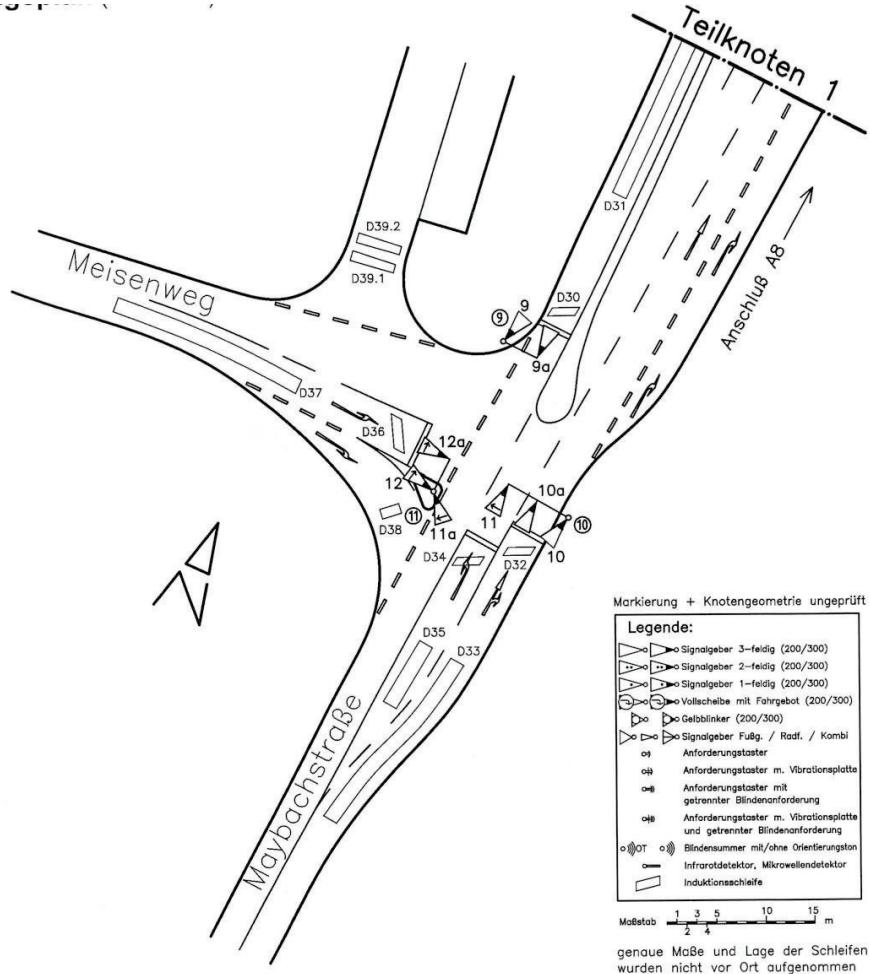
Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	fA [-]	q [Kfz/h]	m [Kfz/U]	fin [-]	ts [s/Kfz]	qs [Kfz/h]	Nms,ss>nk [-]	nc [Kfz/U]	C [Kfz/h]	x	tw [s]	Nge [Kfz]	Nms [Kfz]	Nms,ss [Kfz]	Lx [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	34	86	0,292	221	7,367	1,1	1,867	1928	-	19	563	0,393	36,398	0,379	6,271	10,506	65,368	C		
	2	↖	2	27	93	0,233	320	10,667	1,1	1,933	1862	-	14	434	0,737	59,014	1,977	11,855	17,678	106,068	D		
	1	↖	2	27	93	0,233	319	10,633	1,1	2,070	1739	-	14	405	0,788	67,814	2,765	12,755	18,795	112,770	D		
2	1	↖	3	32	88	0,275	325	10,833	1,1	1,879	1916	-	18	527	0,617	45,045	1,034	10,493	15,971	100,042	C		
	2	↖	4	49	71	0,417	600	20,000	1,1	2,197	1639	-	23	683	0,878	68,874	6,963	25,358	33,875	216,868	D		
3	1	↗	6	5	115	0,050	11	0,367	1,1	1,991	1808	-	3	90	0,122	57,562	0,077	0,427	1,532	9,192	D		
	2	↗	5	15	105	0,133	162	5,400	1,1	1,883	1912	-	9	255	0,635	64,848	1,104	6,218	10,435	65,490	D		
	3	↗	5	15	105	0,133	162	5,400	1,1	1,883	1912	-	9	255	0,635	64,848	1,104	6,218	10,435	65,490	D		
4	1	↖	8	23	97	0,200	138	4,600	1,1	1,956	1840	-	12	368	0,375	44,928	0,349	4,327	7,845	48,859	C		
	2	↖	8	23	97	0,200	138	4,600	1,1	1,868	1927	-	13	385	0,358	44,381	0,323	4,287	7,789	48,510	C		
	3	↖	7	5	115	0,050	35	1,167	1,1	1,838	1959	-	3	98	0,357	66,779	0,317	1,445	3,478	21,306	D		
Knotenpunktssummen:													4063										
Gewichtete Mittelwerte:													0,667										
TU = 120 s T = 3600 s																							

ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	fA [-]	q [Kfz/h]	m [Kfz/U]	fin [-]	ts [s/Kfz]	qs [Kfz/h]	Nms,ss>nk [-]	nc [Kfz/U]	C [Kfz/h]	x	tw [s]	Nge [Kfz]	Nms [Kfz]	Nms,ss [Kfz]	Lx [m]	LK [m]	QSV [-]	Bemerkung
1	5	↓	1	47	73	0,400	206	6,867	1,1	1,865	1930	-	26	772	0,267	25,153	0,208	4,821	8,534	53,047	B		
	2	↖	2	43	77	0,367	616	20,533	1,1	1,999	1810	-	22	664	0,928	102,153	12,117	31,828	41,369	255,412	E		
	1	↖	2	43	77	0,367	615	20,500	1,1	2,130	1690	-	21	620	0,992	160,071	21,057	41,462	52,352	323,221	E		
2	1	↖	3	16	104	0,142	65	2,167	1,1	1,883	1912	-	9	272	0,239	48,078	0,178	2,102	4,554	28,581	C		
	2	↖	4	36	84	0,308	501	16,700	1,1	2,197	1639	-	17	505	0,992	168,521	17,836	34,477	44,407	284,294	E		
3	1	↗	6	5	115	0,050	2	0,067	1,1	1,991	1808	-	3	90	0,022	54,690	0,012	0,075	0,538	3,228	D		
	2	↗	5	12	108	0,108	206	6,867	1,1	1,879	1916	-	7	206	1,000	218,683	9,451	16,318	23,150	145,012	E		
	3	↗	5	12	108	0,108	206	6,867	1,1	1,879	1916	-	7	206	1,000	218,683	9,451	16,318	23,150	145,012	E		
4	1	↖	8	26	94	0,225	294	9,800	1,1	1,952	1844	-	14	415	0,708	57,240	1,657	10,691	16,221	100,830	D		
	2	↖	8	26	94	0,225	293	9,767	1,1	1,865	1930	-	14	434	0,675	53,963	1,383	10,308	15,738	97,827	D		
	3	↖	7	5	115	0,050	91	3,033	1,1	1,829	1968	-	3	98	0,929	208,686	4,135	7,157	11,681	71,207	E		
Knotenpunktssummen:													3095										
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

Knotenpunkt Maybachstraße/Meisenweg

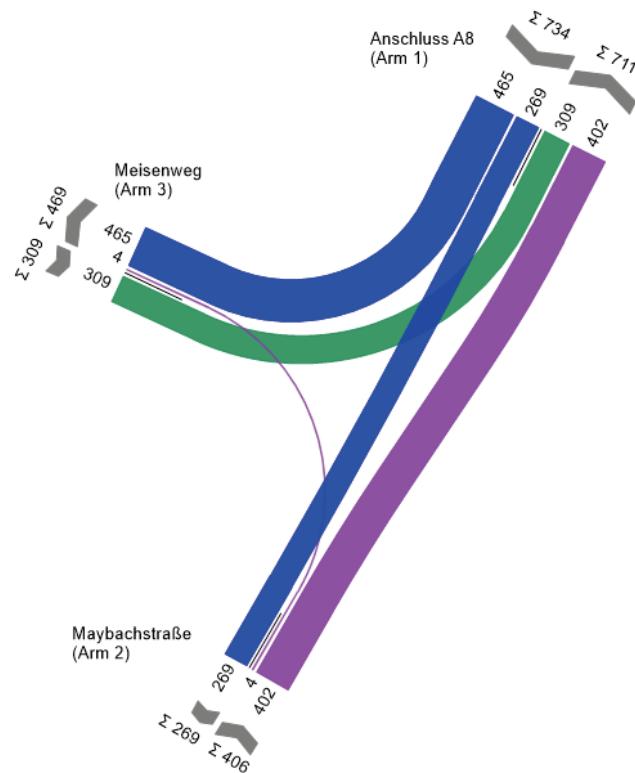
Lageplan



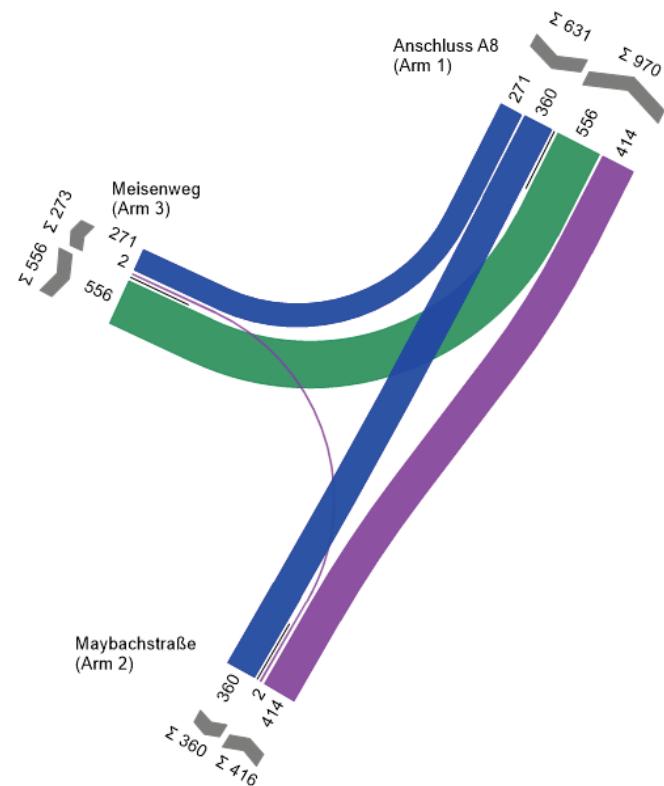
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – Analyse

MSP



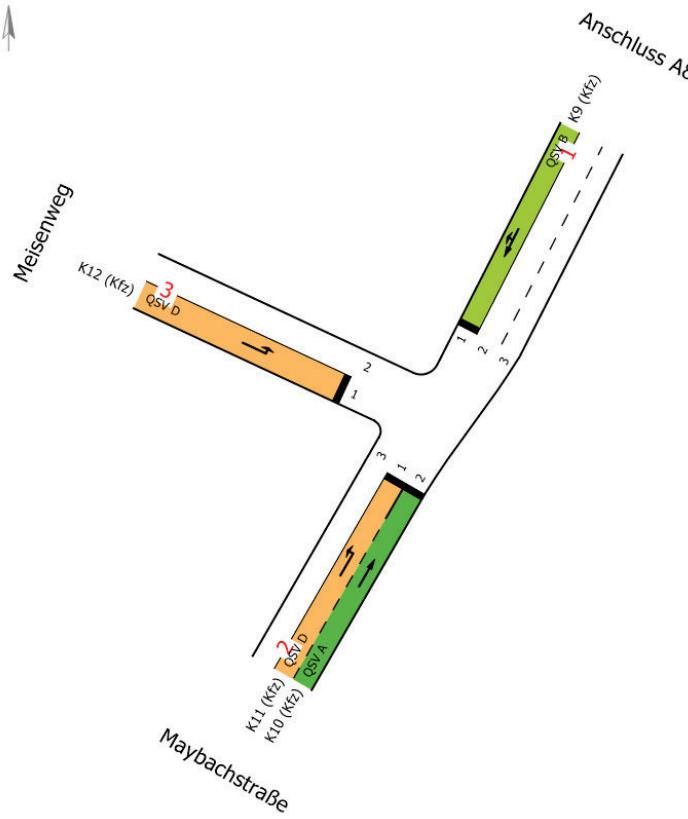
ASP



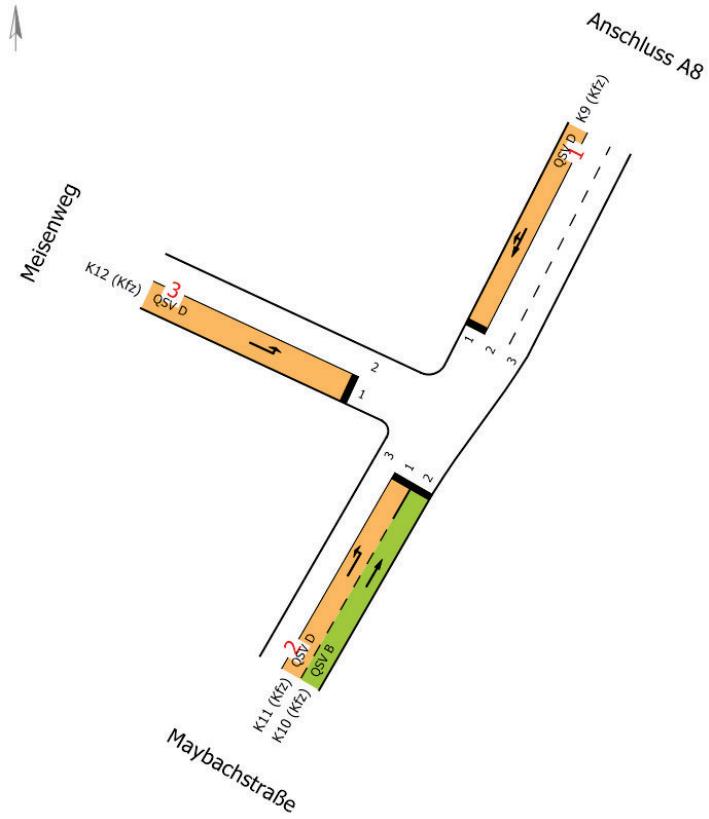
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – Analyse

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – Analyse

MSP

Zuf	Fstr.Nr.	Symbol	SGR	t_r [s]	t_s [s]	f_A [-]	q [Kfz/h]	m [Kfz/U]	f_{in} [-]	t_b [s/Kfz]	q_s [Kfz/h]	$Nms,95 > nk$ [-]	nc [Kfz/U]	C [Kfz/h]	x	tw [s]	Nge [Kfz]	Nms [Kfz]	$Nms,95$ [Kfz]	Lx [m]	LK [m]	QSV [-]	Bemerkung
1	1	↖	K9	66	54	0,558	734	24,467	1,1	2,048	1758	-	33	981	0,748	28,280	2,224	20,786	28,497	177,650	B		
2	1	↗	K11	5	115	0,050	4	0,133	1,1	2,070	1739	-	3	87	0,046	55,392	0,027	0,154	0,818	4,908	D		
2	2	↖	K10	69	51	0,583	402	13,400	1,1	1,867	1928	-	37	1124	0,358	14,223	0,324	7,386	11,982	74,552	A		
3	1	↗	K12	27	93	0,233	309	10,300	1,1	2,145	1678	-	13	391	0,790	68,966	2,792	12,474	18,447	114,667	D		
Knotenpunktsummen:																							
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

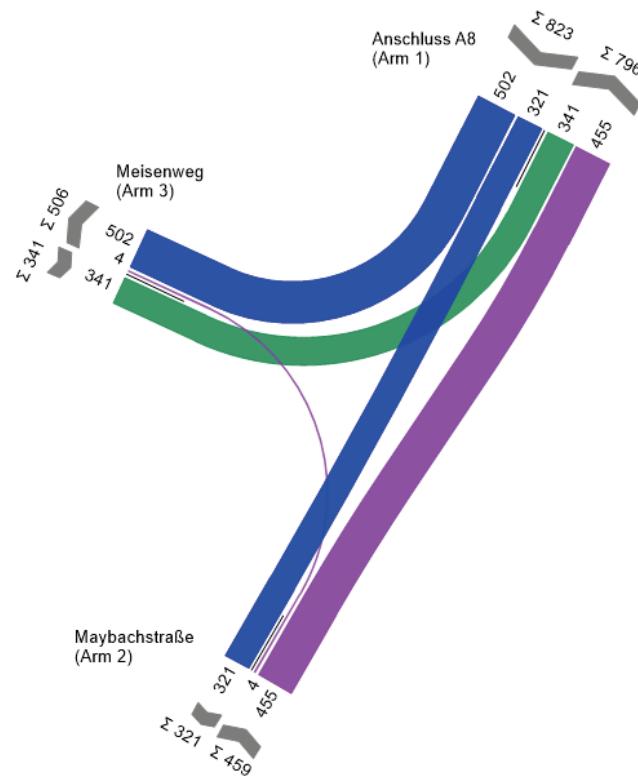
ASP

Zuf	Fstr.Nr.	Symbol	SGR	t_r [s]	t_s [s]	f_A [-]	q [Kfz/h]	m [Kfz/U]	f_{in} [-]	t_b [s/Kfz]	q_s [Kfz/h]	$Nms,95 > nk$ [-]	nc [Kfz/U]	C [Kfz/h]	x	tw [s]	Nge [Kfz]	Nms [Kfz]	$Nms,95$ [Kfz]	Lx [m]	LK [m]	QSV [-]	Bemerkung
1	1	↖	K9	48	72	0,408	631	21,033	1,1	1,987	1812	-	25	739	0,854	58,856	5,457	24,567	32,950	205,213	D		
2	1	↗	K11	5	115	0,050	2	0,067	1,1	2,070	1739	-	3	87	0,023	54,750	0,013	0,076	0,542	3,252	D		
2	2	↖	K10	56	64	0,475	414	13,800	1,1	1,868	1927	-	31	915	0,452	22,999	0,493	9,719	14,991	93,364	B		
3	1	↗	K12	45	75	0,383	556	18,533	1,1	2,151	1674	-	21	641	0,867	68,164	6,048	23,168	31,308	195,174	D		
Knotenpunktsummen:																							
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

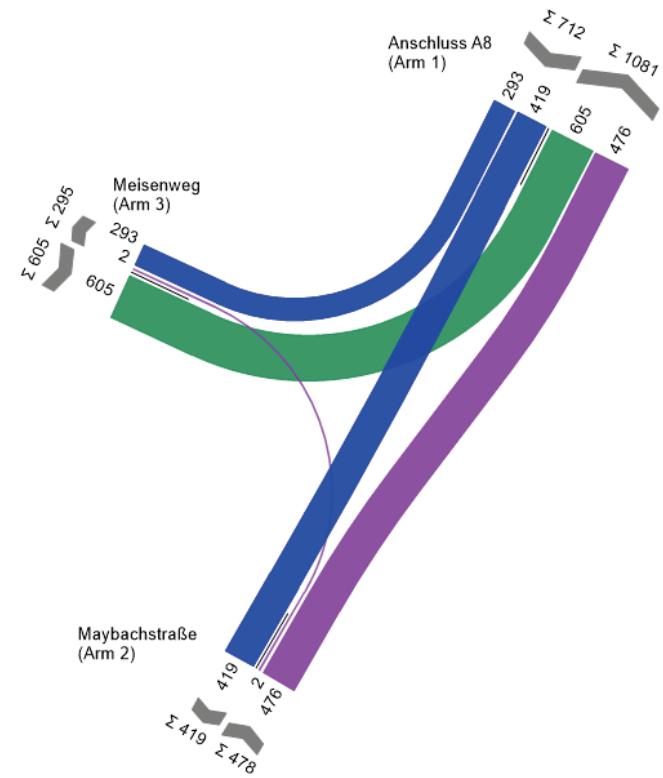
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – P0

MSP



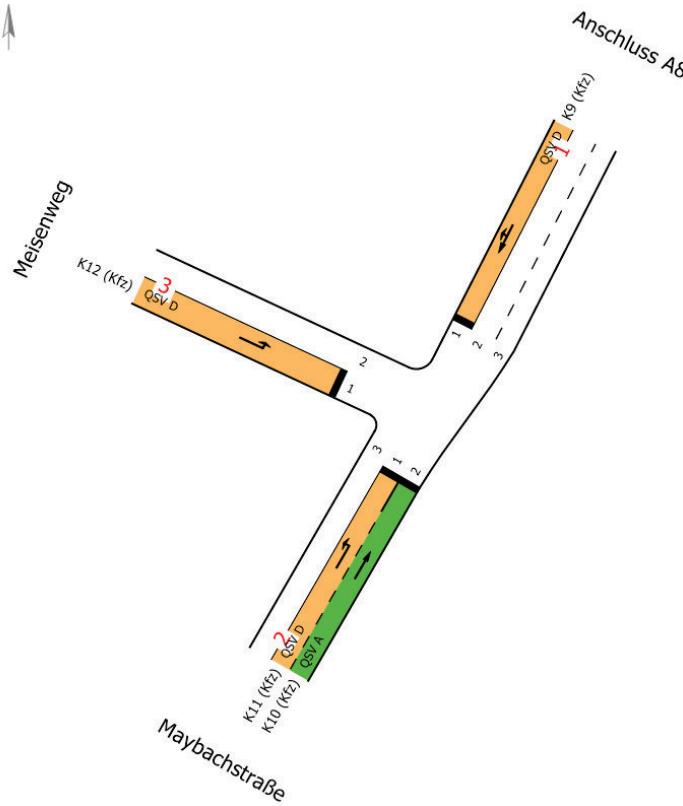
ASP



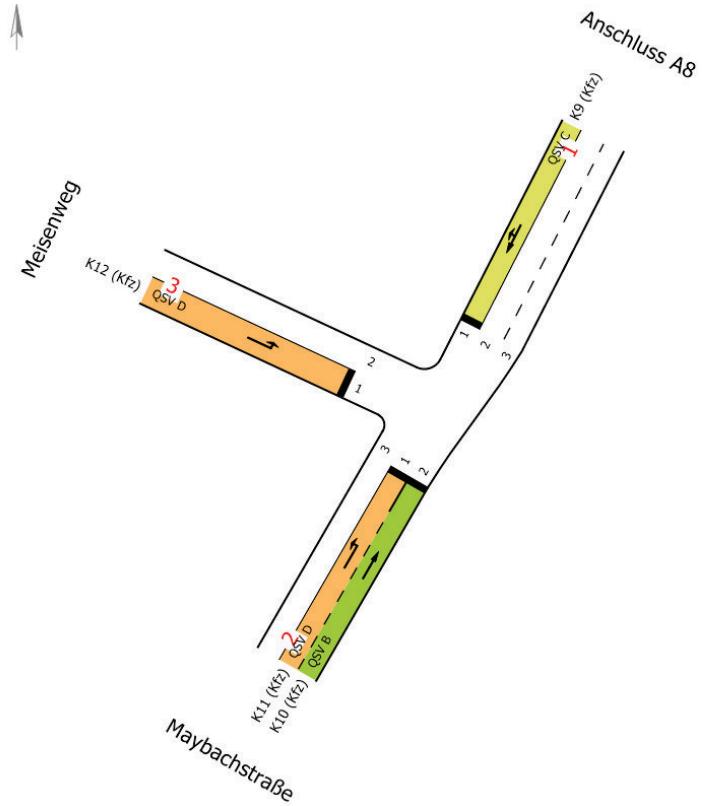
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – P0

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – P0

MSP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	fa [-]	q [Kfz/h]	m [Kfz/U]	fin [-]	tb [s/Kfz]	qs [Kfz/h]	Nms,95>nk [-]	nc [Kfz/U]	C [Kfz/h]	x	tw [s]	Nge [Kfz]	Nms [Kfz]	Nms,95 [-]	Lx [m]	LK [m]	QSV [-]	Bemerkung
1	1	↖	K9	63	57	0,533	823	27,433	1,1	2,037	1767	-	31	942	0,874	52,556	7,342	31,326	40,792	253,563		D	
2	1	↗	K11	5	115	0,050	4	0,133	1,1	2,070	1739	-	3	87	0,046	55,392	0,027	0,154	0,818	4,908		D	
2	2	↗↖	K10	71	49	0,600	455	15,167	1,1	1,865	1930	-	39	1158	0,393	13,743	0,380	8,319	13,197	82,033		A	
3	1	↖↗	K12	30	90	0,258	341	11,367	1,1	2,142	1681	-	14	434	0,786	64,240	2,749	13,328	19,502	121,107		D	
Knotenpunktssummen:																							
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

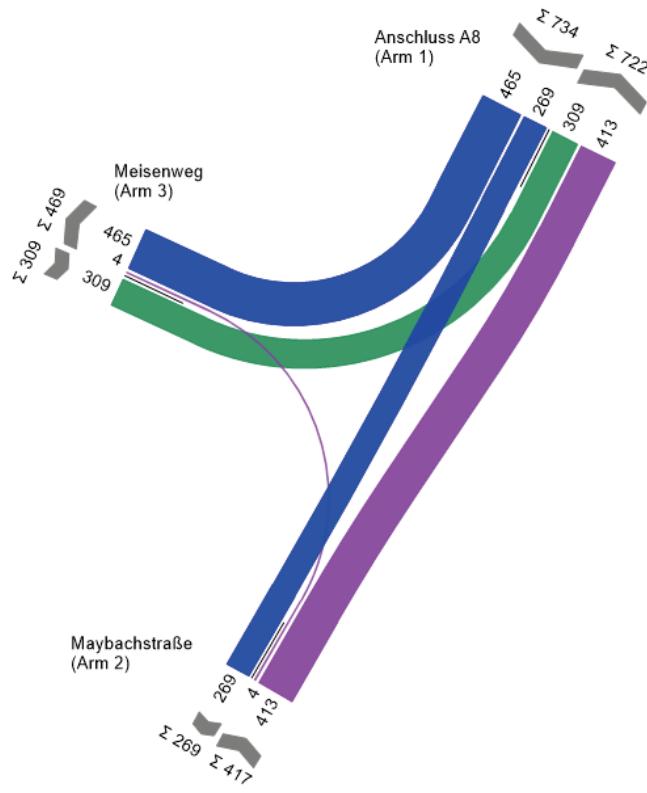
ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	fa [-]	q [Kfz/h]	m [Kfz/U]	fin [-]	tb [s/Kfz]	qs [Kfz/h]	Nms,95>nk [-]	nc [Kfz/U]	C [Kfz/h]	x	tw [s]	Nge [Kfz]	Nms [Kfz]	Nms,95 [-]	Lx [m]	LK [m]	QSV [-]	Bemerkung
1	1	↖	K9	48	72	0,408	565	18,833	1,1	1,905	1890	-	26	771	0,733	39,292	1,990	17,896	25,051	150,306		C	
2	1	↗	K11	5	115	0,050	2	0,067	1,1	2,070	1739	-	3	87	0,023	54,750	0,013	0,076	0,542	3,252		D	
2	2	↗↖	K10	56	64	0,475	500	16,667	1,1	1,800	2000	-	32	950	0,526	24,634	0,683	12,347	18,290	109,740		B	
3	1	↖↗	K12	45	75	0,383	578	19,267	1,1	2,070	1739	-	22	666	0,868	67,638	6,183	23,991	32,275	193,650		D	
Knotenpunktssummen:																							
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

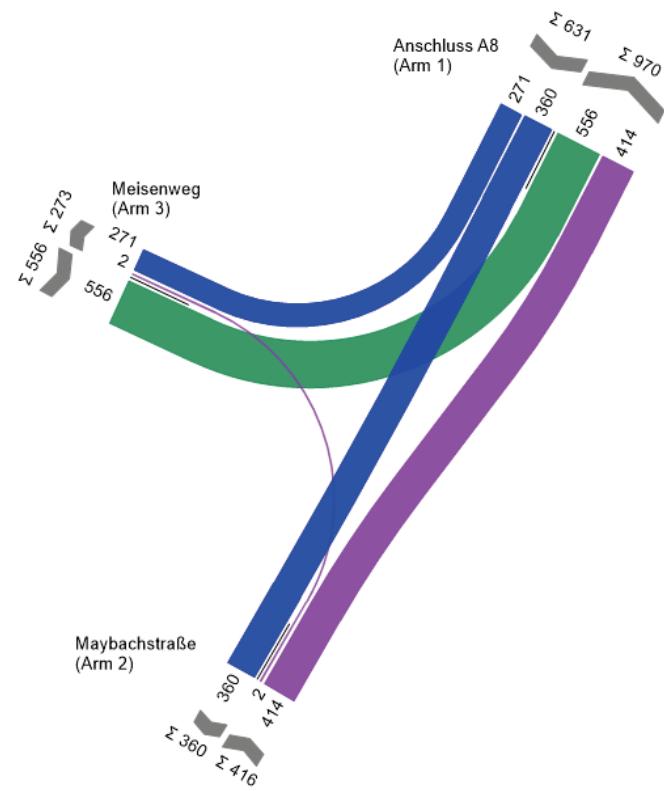
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – Analyse + F11

MSP



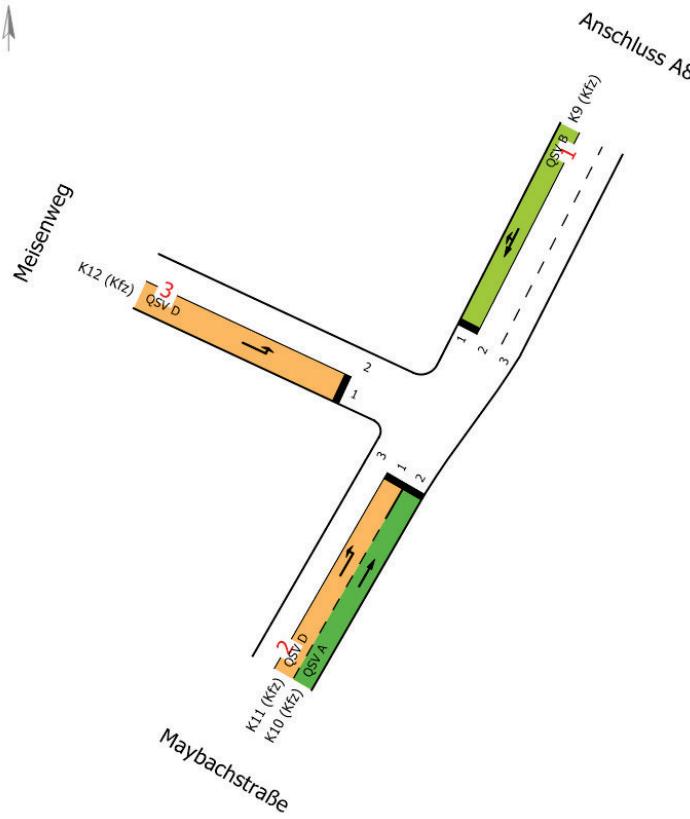
ASP



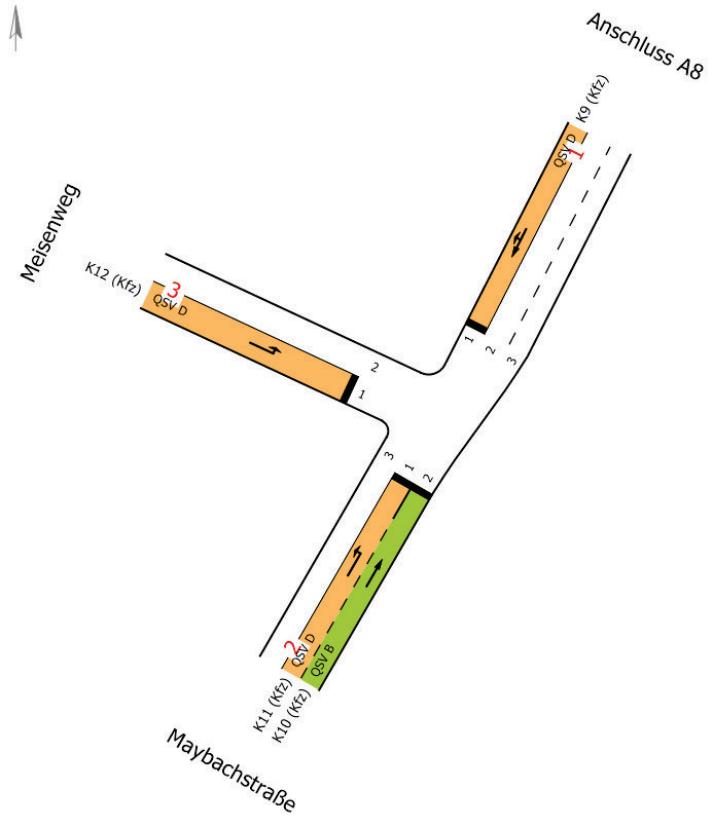
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – Analyse + F11

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – Analyse + F11

MSP

Zuf	Fstr.Nr.	Symbol	SGR	t_r [s]	t_s [s]	f_A [-]	q [Kfz/h]	m [Kfz/U]	f_{in} [-]	t_s [s/Kfz]	q_s [Kfz/h]	$N_{MS,95}>n_k$ [-]	n_c [Kfz/U]	C [Kfz/h]	x	t_w [s]	N_{MS} [Kfz]	$N_{MS,95}$ [Kfz]	L_x [m]	L_K [m]	QSV [-]	Bemerkung
1	1	↖	K9	66	54	0,558	734	24,467	1,1	2,048	1758	-	33	981	0,748	28,280	2,224	20,786	28,497	177,650		B
2	1	↗	K11	5	115	0,050	4	0,133	1,1	2,070	1739	-	3	87	0,046	55,392	0,027	0,154	0,818	4,908		D
	2	↗	K10	69	51	0,583	413	13,767	1,1	1,868	1927	-	37	1123	0,368	14,370	0,339	7,648	12,325	76,760		A
3	1	↖↗	K12	27	93	0,233	309	10,300	1,1	2,145	1678	-	13	391	0,790	68,966	2,792	12,474	18,447	114,667		D
Knotenpunktsummen:																						
Gewichtete Mittelwerte:																						
TU = 120 s T = 3600 s																						

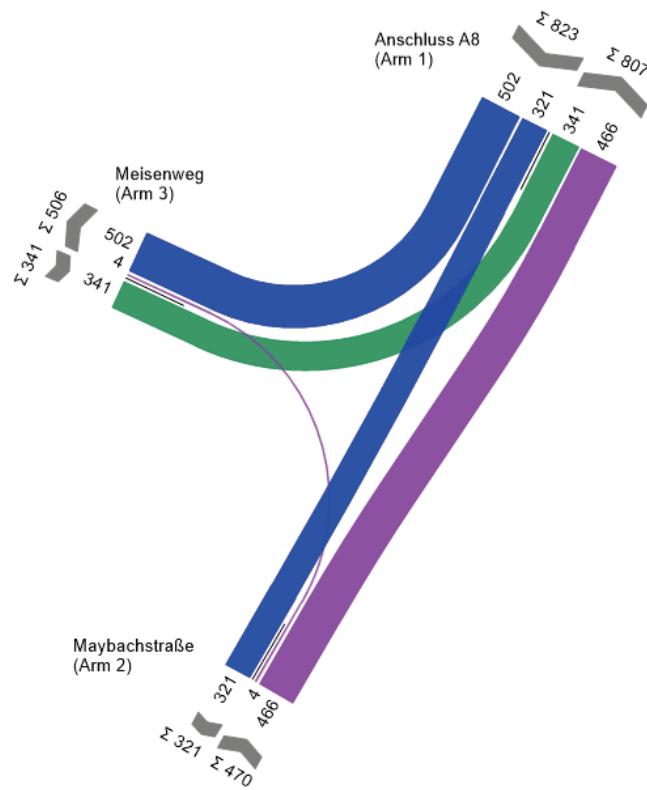
ASP

Zuf	Fstr.Nr.	Symbol	SGR	t_r [s]	t_s [s]	f_A [-]	q [Kfz/h]	m [Kfz/U]	f_{in} [-]	t_s [s/Kfz]	q_s [Kfz/h]	$N_{MS,95}>n_k$ [-]	n_c [Kfz/U]	C [Kfz/h]	x	t_w [s]	N_{MS} [Kfz]	$N_{MS,95}$ [Kfz]	L_x [m]	L_K [m]	QSV [-]	Bemerkung
1	1	↖	K9	48	72	0,408	631	21,033	1,1	1,987	1812	-	25	739	0,854	58,856	5,457	24,567	32,950	205,213		D
2	1	↗	K11	5	115	0,050	2	0,067	1,1	2,070	1739	-	3	87	0,023	54,750	0,013	0,076	0,542	3,252		D
2	2	↗	K10	56	64	0,475	414	13,800	1,1	1,868	1927	-	31	915	0,452	22,999	0,493	9,719	14,991	93,364		B
3	1	↖↗	K12	45	75	0,383	556	18,533	1,1	2,151	1674	-	21	641	0,867	68,164	6,048	23,168	31,308	195,174		D
Knotenpunktsummen:																						
Gewichtete Mittelwerte:																						
TU = 120 s T = 3600 s																						

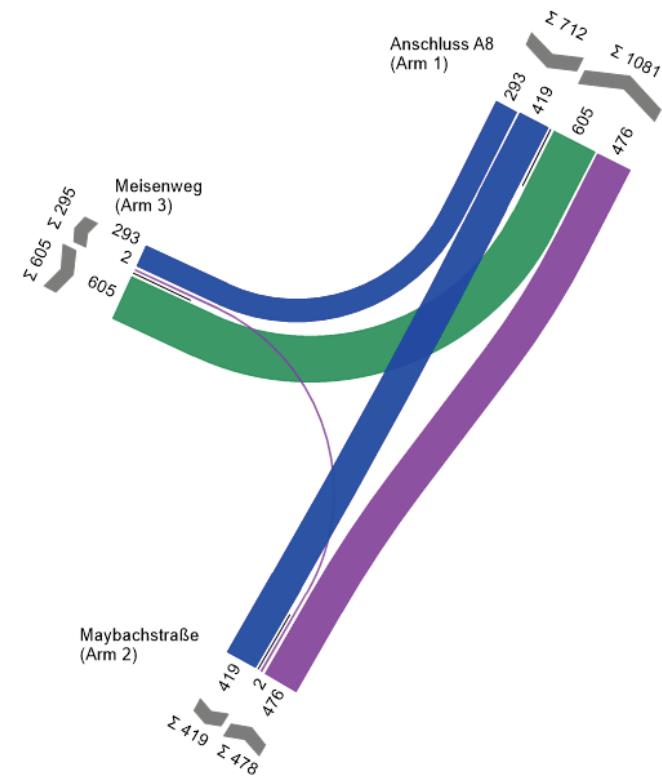
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – P0 + F11

MSP



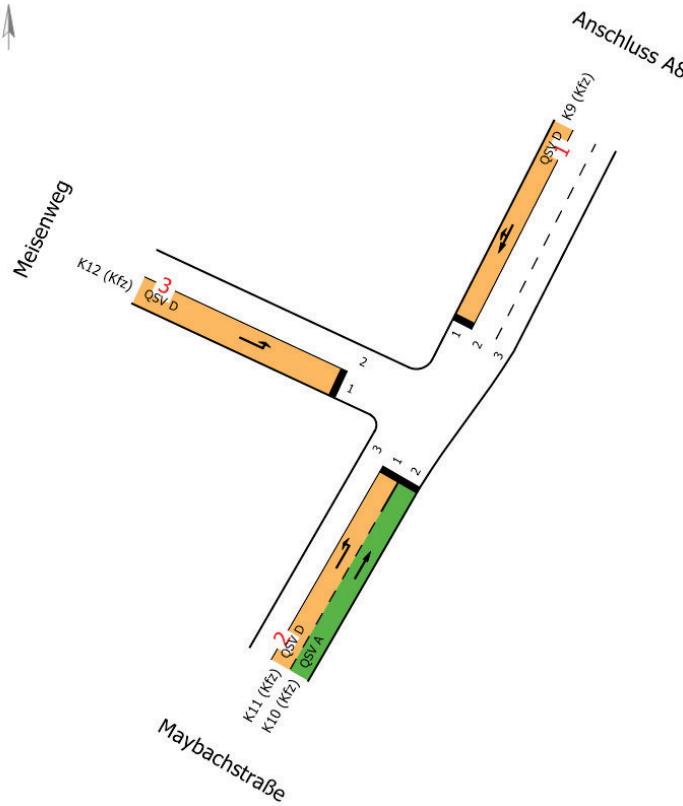
ASP



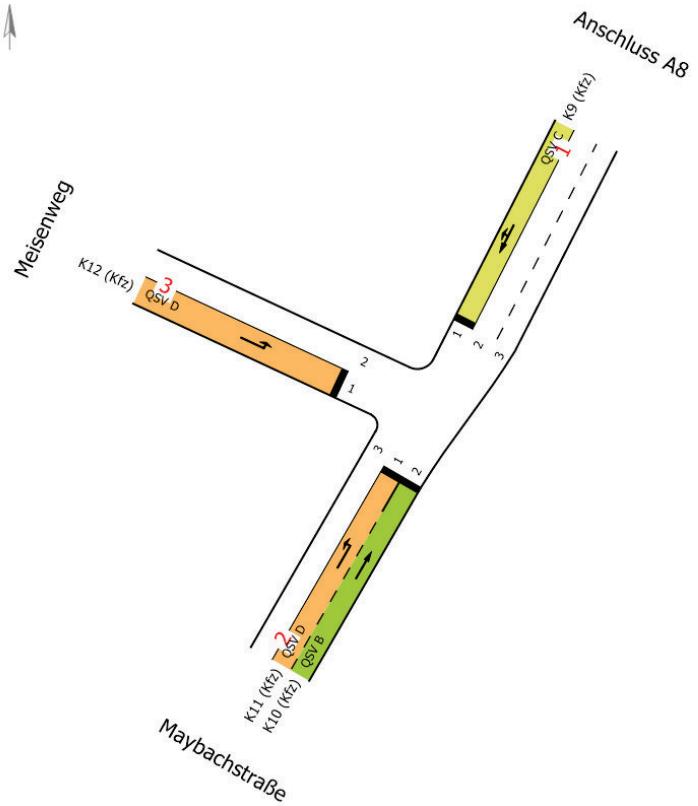
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – P0 + F11

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – P0 + F11

MSP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	f _A [-]	q [Kfz/h]	m [Kfz/U]	f _m [-]	ts [s/Kfz]	qs [Kfz/h]	N _{WS,95>NK} [-]	n _C [Kfz/U]	C [Kfz/h]	x	tw [s]	N _{GE} [Kfz]	N _{WS} [Kfz]	N _{WS,95} [Kfz]	L _x [m]	L _K [m]	QSV [-]	Bemerkung
1	1	↖	K9	63	57	0,533	823	27,433	1,1	2,037	1767	-	31	942	0,874	52,556	7,342	31,326	40,792	253,563		D	
2	1	↗	K11	5	115	0,050	4	0,133	1,1	2,070	1739	-	3	87	0,046	55,392	0,027	0,154	0,818	4,908		D	
2	2	↗	K10	71	49	0,600	466	15,533	1,1	1,867	1928	-	39	1157	0,403	13,897	0,397	8,592	13,549	84,302		A	
3	1	↖	K12	30	90	0,258	341	11,367	1,1	2,142	1681	-	14	434	0,786	64,240	2,749	13,328	19,502	121,107		D	
Knotenpunktssummen:																							
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

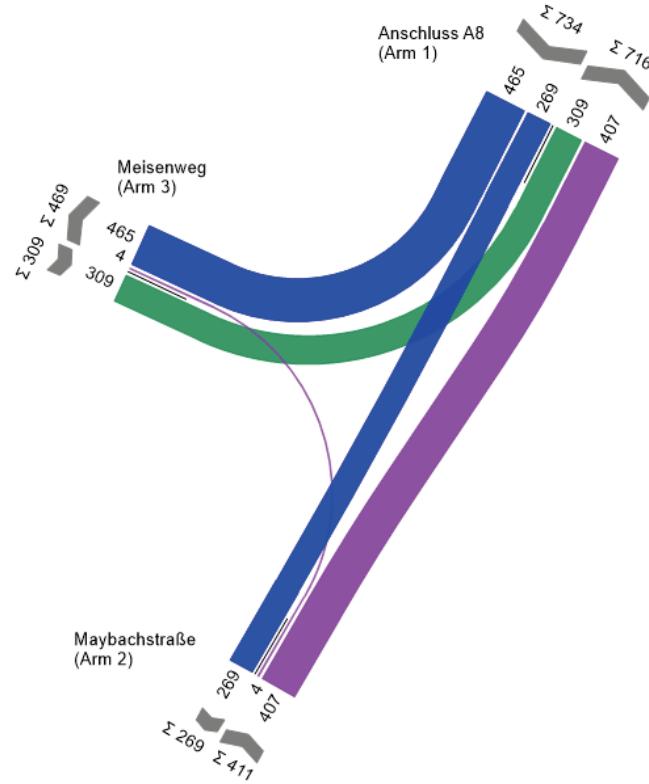
ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	f _A [-]	q [Kfz/h]	m [Kfz/U]	f _m [-]	ts [s/Kfz]	qs [Kfz/h]	N _{WS,95>NK} [-]	n _C [Kfz/U]	C [Kfz/h]	x	tw [s]	N _{GE} [Kfz]	N _{WS} [Kfz]	N _{WS,95} [Kfz]	L _x [m]	L _K [m]	QSV [-]	Bemerkung
1	1	↖	K9	48	72	0,408	565	18,833	1,1	1,905	1890	-	26	771	0,733	39,292	1,990	17,896	25,051	150,306		C	
2	1	↗	K11	5	115	0,050	2	0,067	1,1	2,070	1739	-	3	87	0,023	54,750	0,013	0,076	0,542	3,252		D	
2	2	↗	K10	56	64	0,475	500	16,667	1,1	1,800	2000	-	32	950	0,526	24,634	0,683	12,347	18,290	109,740		B	
3	1	↖	K12	45	75	0,383	578	19,267	1,1	2,070	1739	-	22	666	0,868	67,638	6,183	23,991	32,275	193,650		D	
Knotenpunktssummen:																							
Gewichtete Mittelwerte:																							
TU = 120 s T = 3600 s																							

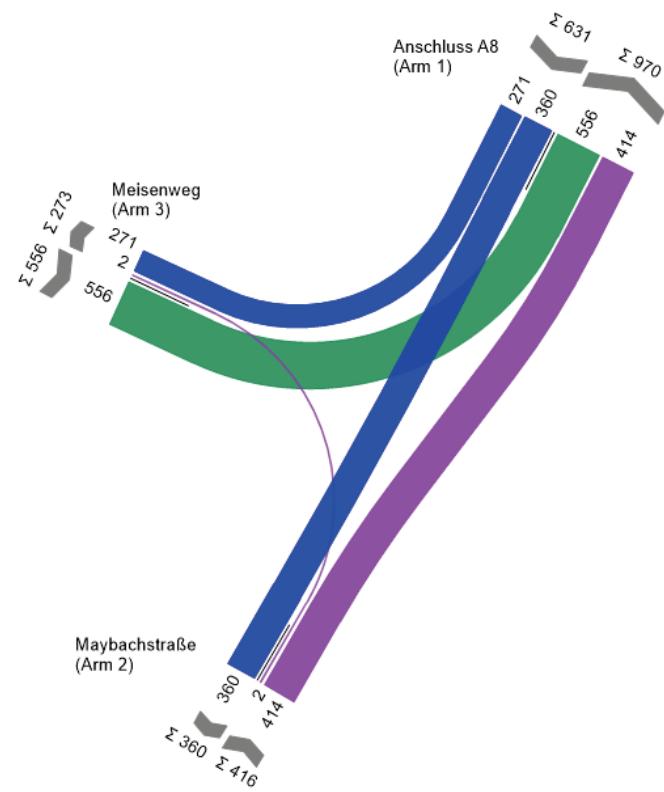
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – Analyse + F11 Szenario ÖV

MSP



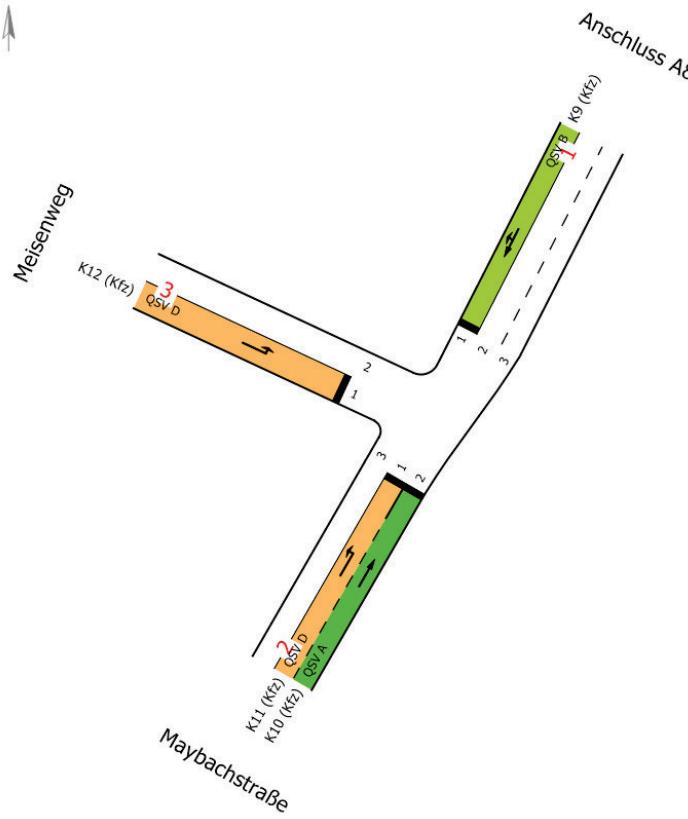
ASP



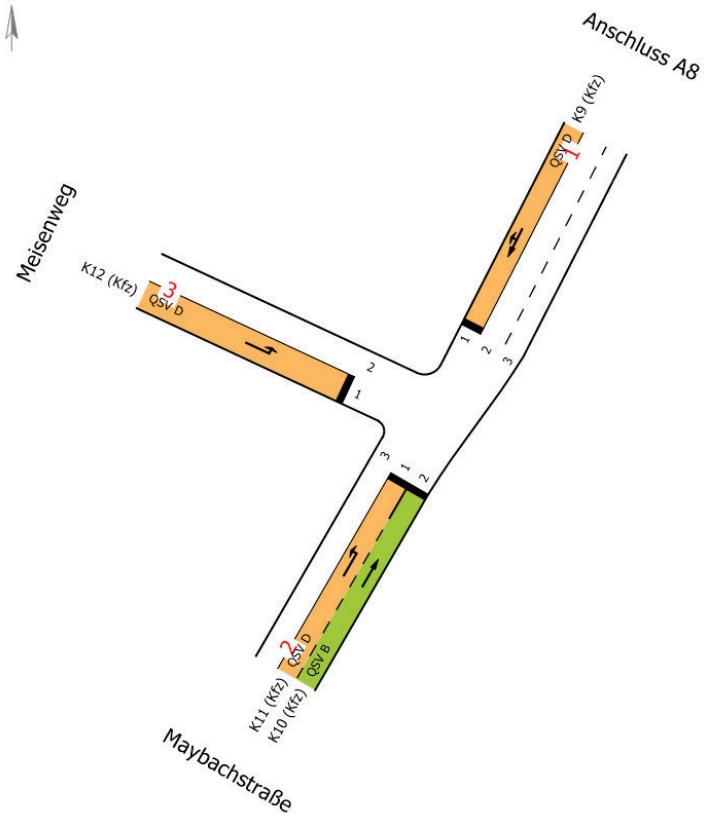
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – Analyse + F11 Szenario ÖV

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – Analyse + F11 Szenario ÖV

MSP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	f _A [-]	q [Kfz/h]	m [-]	f _{in} [s/Kfz]	t _B [s/Kfz/h]	qs [-]	N _{MS95>NIK} [-]	n _C [Kfz/U]	C [Kfz/h]	x [s]	t _W [s]	N _{GE} [Kfz]	N _{MS} [Kfz]	N _{MS95} [-]	L _x [m]	L _K [m]	QSV [-]	Bemerkung																	
1	1	↖	K9	66	54	0,558	734	24,467	1,1	2,048	1758	-	33	981	0,748	28,280	2,224	20,786	28,497	177,650		B																		
2	1	↗	K11	5	115	0,050	4	0,133	1,1	2,070	1739	-	3	87	0,046	55,392	0,027	0,154	0,818	4,908		D																		
	2	↗	K10	69	51	0,583	407	13,567	1,1	1,867	1928	-	37	1124	0,362	14,281	0,330	7,501	12,133	75,492		A																		
3	1	↖↗	K12	27	93	0,233	309	10,300	1,1	2,145	1678	-	13	391	0,790	68,966	2,792	12,474	18,447	114,667		D																		
Knotenpunktsummen:						1454								2583																										
Gewichtete Mittelwerte:																																								
TU = 120 s T = 3600 s																																								

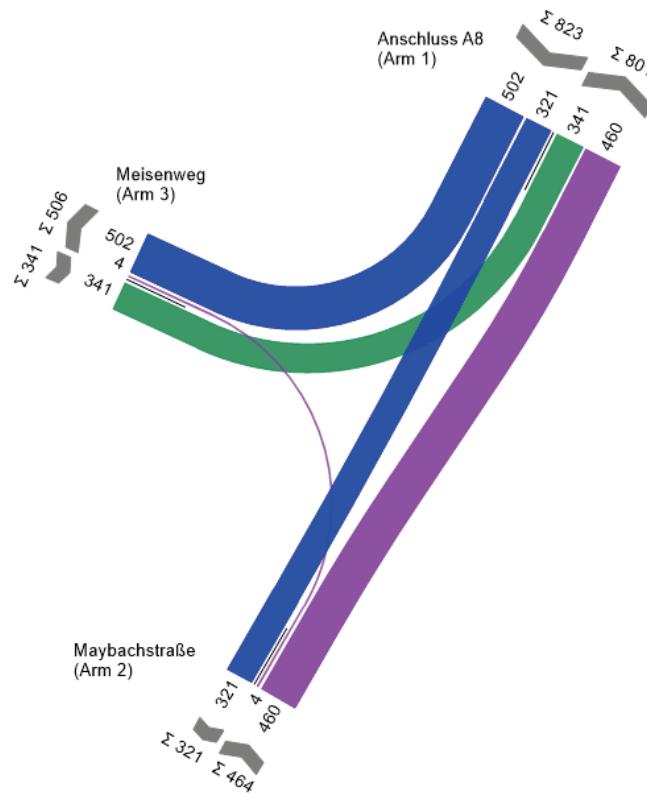
ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	f _A [-]	q [Kfz/h]	m [-]	f _{in} [s/Kfz]	t _B [s/Kfz/h]	qs [-]	N _{MS95>NIK} [-]	n _C [Kfz/U]	C [Kfz/h]	x [s]	t _W [s]	N _{GE} [Kfz]	N _{MS} [Kfz]	N _{MS95} [-]	L _x [m]	L _K [m]	QSV [-]	Bemerkung	
1	1	↖	K9	48	72	0,408	631	21,033	1,1	1,987	1812	-	25	739	0,854	58,856	5,457	24,567	32,950	205,213		D		
2	1	↗	K11	5	115	0,050	2	0,067	1,1	2,070	1739	-	3	87	0,023	54,750	0,013	0,076	0,542	3,252		D		
2	2	↗	K10	56	64	0,475	414	13,800	1,1	1,868	1927	-	31	915	0,452	22,999	0,493	9,719	14,991	93,364		B		
3	1	↖↗	K12	45	75	0,383	556	18,533	1,1	2,151	1674	-	21	641	0,867	68,164	6,048	23,168	31,308	195,174		D		
Knotenpunktsummen:																								
Gewichtete Mittelwerte:																								
TU = 120 s T = 3600 s																								

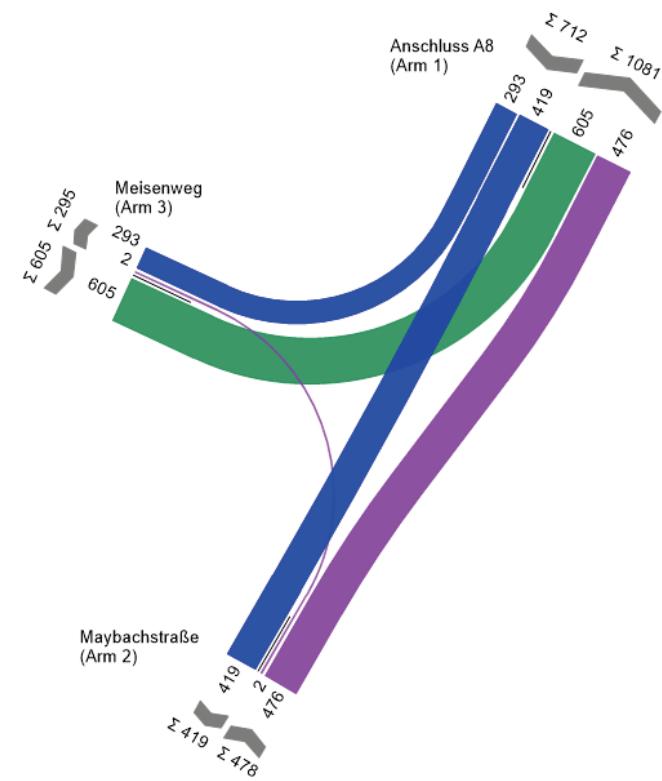
Knotenpunkt Fasanenweg/Maybachstraße

Belastungen – P0 + F11 Szenario ÖV

MSP



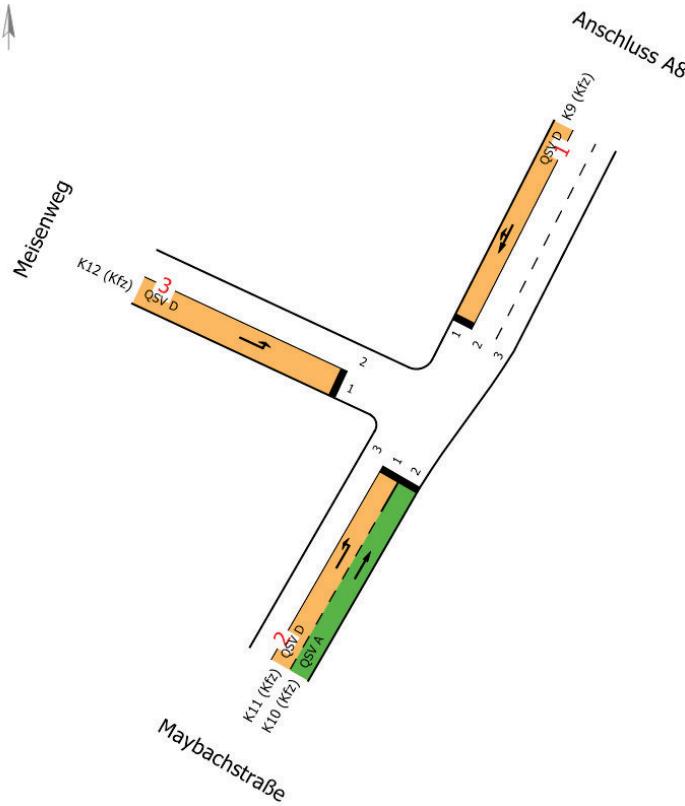
ASP



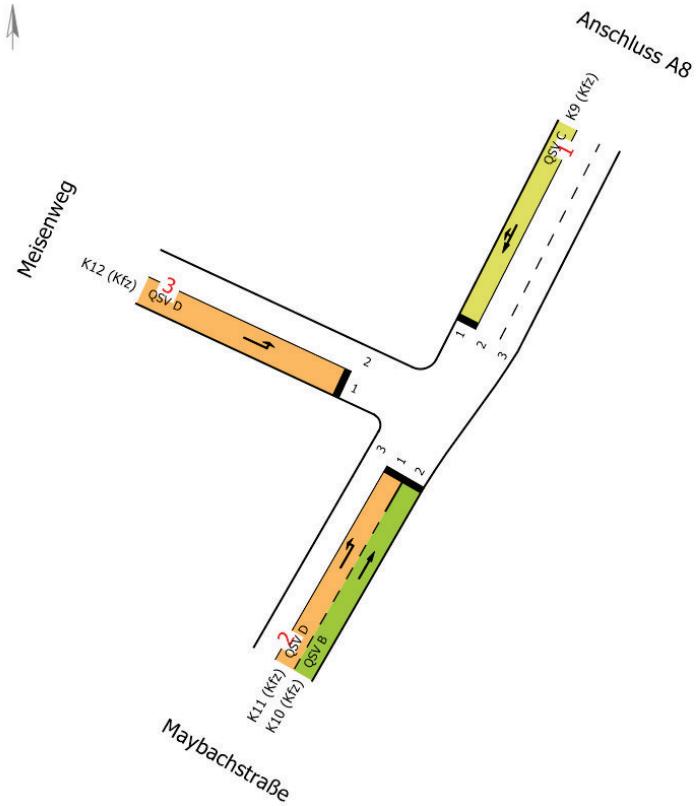
Knotenpunkt Fasanenweg/Maybachstraße

Qualitätsstufen – P0 + F11 Szenario ÖV

MSP



ASP



Knotenpunkt Fasanenweg/Maybachstraße

HBS-Bewertung – P0 + F11 Szenario ÖV

MSP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	f _A [-]	q [Kfz/U]	m [Kfz/h]	f _{in} [-]	ts [s/Kfz]	q _s [Kfz/h]	N _{MS,95>NK} [-]	n _C [Kfz/U]	C [Kfz/h]	x [s]	tw [s]	N _{SE} [Kfz]	N _{MS} [Kfz]	N _{MS,95} [Kfz]	L _x [m]	L _K [m]	QSV [-]	Bemerkung
1	1	↖ ↘	K9	63	57	0,533	823	27,433	1,1	2,037	1767	-	31	942	0,874	52,556	7,342	31,326	40,792	253,563	D		
2	1	↗ ↙	K11	5	115	0,050	4	0,133	1,1	2,070	1739	-	3	87	0,046	55,392	0,027	0,154	0,818	4,908	D		
	2	↗ ↘ ↙ ↖	K10	71	49	0,600	460	15,333	1,1	1,865	1930	-	39	1158	0,397	13,805	0,387	8,438	13,351	82,990	A		
3	1	↗ ↙ ↖ ↘	K12	30	90	0,258	341	11,367	1,1	2,142	1681	-	14	434	0,786	64,240	2,749	13,328	19,502	121,107	D		
Knotenpunktsummen:													2621										
Gewichtete Mittelwerte:													0,719	44,061									
TU = 120 s T = 3600 s																							

ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	f _A [-]	q [Kfz/U]	m [Kfz/h]	f _{in} [-]	ts [s/Kfz]	q _s [Kfz/h]	N _{MS,95>NK} [-]	n _C [Kfz/U]	C [Kfz/h]	x [s]	tw [s]	N _{SE} [Kfz]	N _{MS} [Kfz]	N _{MS,95} [Kfz]	L _x [m]	L _K [m]	QSV [-]	Bemerkung
1	1	↖ ↘	K9	48	72	0,408	565	18,833	1,1	1,905	1890	-	26	771	0,733	39,292	1,990	17,896	25,051	150,306	C		
2	1	↗ ↙	K11	5	115	0,050	2	0,067	1,1	2,070	1739	-	3	87	0,023	54,750	0,013	0,076	0,542	3,252	D		
2	2	↗ ↘ ↙ ↖	K10	56	64	0,475	500	16,667	1,1	1,800	2000	-	32	950	0,526	24,634	0,683	12,347	18,290	109,740	B		
3	1	↗ ↙ ↖ ↘	K12	45	75	0,383	578	19,267	1,1	2,070	1739	-	22	666	0,868	67,638	6,183	23,991	32,275	193,650	D		
Knotenpunktsummen:													1645										
Gewichtete Mittelwerte:													2474										
TU = 120 s T = 3600 s																							