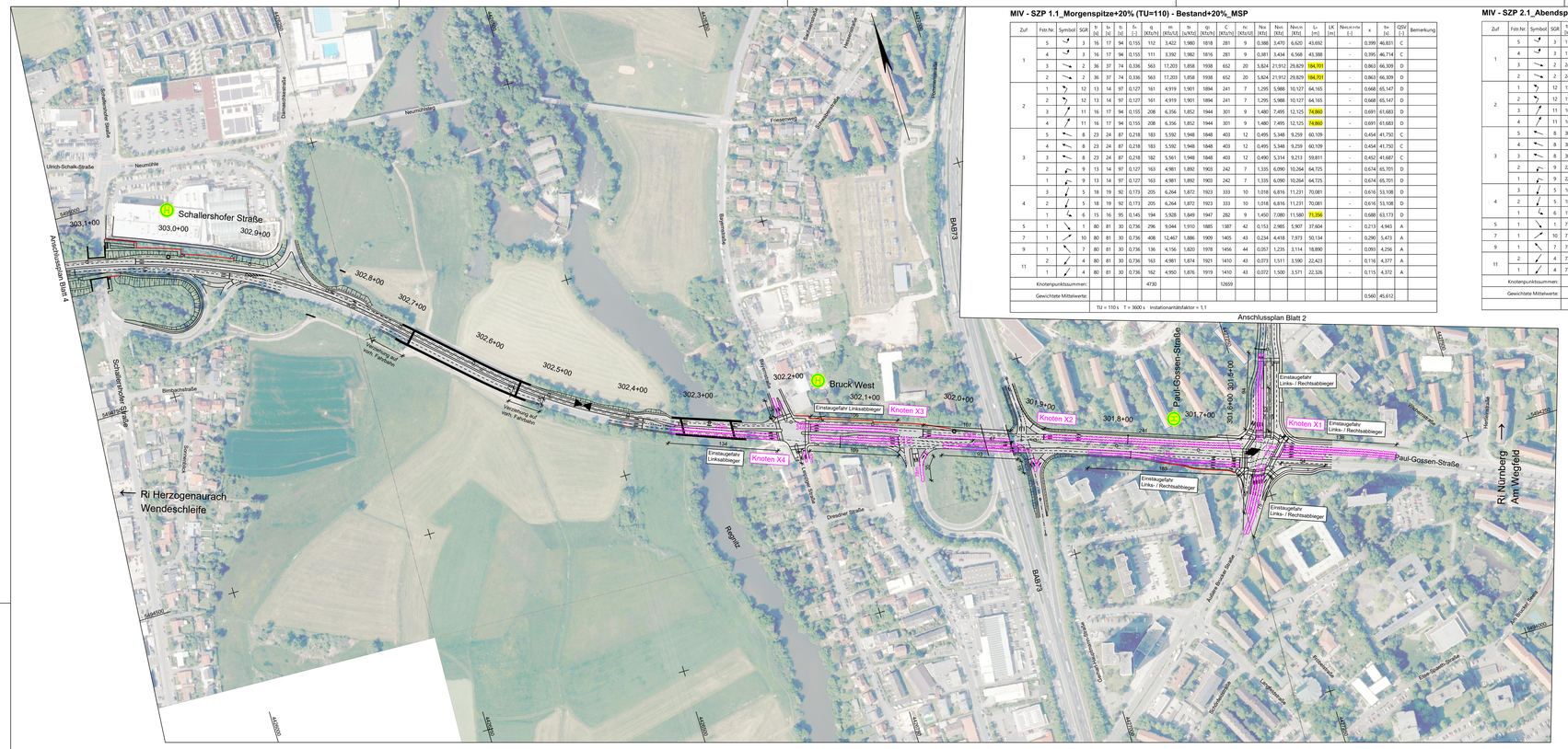


MIV - SZP 1.1_Morgenspitze+20% (TU=110) - Bestand+20%_MSP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	tu [s]	fs [-]	fu [-]	q [Kfz/h]	m [Kfz/Lü]	tv [s/Kfz]	qp [Kfz/h]	C [Kfz/h]	nc [Kfz/Lü]	Naz [Kfz]	Nev. [Kfz]	Nev.m [Kfz]	Nev.p [Kfz]	L= [m]	LK [m]	Nev.m>nv [-]	x	bv [s]	QSV [-]	Bemerkung
1	5		3	16	17	94	0,155	112	3,422	1,980	1818	281	9	0,388	3,470	6,620	43,692		-	0,399	46,831	C			
	4		3	16	17	94	0,155	111	3,392	1,982	1816	281	9	0,381	3,434	6,568	43,388		-	0,395	46,714	C			
	3		2	36	37	74	0,336	563	17,203	1,858	1938	652	20	5,824	21,912	29,829	184,701		-	0,863	66,309	D			
	2		2	36	37	74	0,336	563	17,203	1,858	1938	652	20	5,824	21,912	29,829	184,701		-	0,863	66,309	D			
2	1		2	12	13	14	97	0,127	161	4,919	1,901	1894	241	7	1,295	5,988	10,127	64,165		-	0,668	65,147	D			
	2		2	12	13	14	97	0,127	161	4,919	1,901	1894	241	7	1,295	5,988	10,127	64,165		-	0,668	65,147	D			
	3		1	11	16	17	94	0,155	208	6,356	1,852	1944	301	9	1,480	7,495	12,125	74,860		-	0,691	61,683	D			
	4		1	11	16	17	94	0,155	208	6,356	1,852	1944	301	9	1,480	7,495	12,125	74,860		-	0,691	61,683	D			
3	5		1	8	23	24	87	0,218	183	5,592	1,948	1848	403	12	0,495	5,348	9,259	60,109		-	0,454	41,750	C			
	4		1	8	23	24	87	0,218	183	5,592	1,948	1848	403	12	0,495	5,348	9,259	60,109		-	0,454	41,750	C			
	3		1	8	23	24	87	0,218	182	5,561	1,948	1848	403	12	0,490	5,314	9,213	59,811		-	0,452	41,687	C			
	2		1	9	13	14	97	0,127	163	4,981	1,892	1903	242	7	1,335	6,090	10,264	64,725		-	0,674	65,701	D			
	1		1	9	13	14	97	0,127	163	4,981	1,892	1903	242	7	1,335	6,090	10,264	64,725		-	0,674	65,701	D			
4	3		1	5	18	19	92	0,173	205	6,264	1,872	1923	333	10	1,018	6,816	11,231	70,081		-	0,616	53,108	D			
	2		1	5	18	19	92	0,173	205	6,264	1,872	1923	333	10	1,018	6,816	11,231	70,081		-	0,616	53,108	D			
	1		1	6	15	16	95	0,145	194	5,928	1,849	1947	282	9	1,450	7,080	11,580	71,358		-	0,680	63,173	D			
5	1		1	1	80	81	30	0,736	296	9,044	1,910	1885	1387	42	0,153	2,985	5,907	37,604		-	0,213	4,943	A			
7	1		1	10	80	81	30	0,736	408	12,467	1,886	1909	1405	43	0,234	4,418	7,973	50,134		-	0,290	5,473	A			
9	1		1	7	80	81	30	0,736	136	4,156	1,820	1978	1456	44	0,057	1,235	3,114	18,890		-	0,093	4,256	A			
11	2		2	4	80	81	30	0,736	163	4,981	1,874	1921	1410	43	0,073	1,511	3,590	22,423		-	0,116	4,177	A			
	1		2	4	80	81	30	0,736	162	4,950	1,876	1919	1410	43	0,072	1,500	3,571	22,326		-	0,115	4,172	A			
Knotenpunktssummen:									4730				12659												
Gewichtete Mittelwerte:																						0,560	45,612		

TU = 110 s T = 3600 s Instationaritätsfaktor = 1,1

MIV - SZP 2.1_Abendspitze+20% (TU=110) - Bestand+20%_ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	tu [s]	fs [-]	fu [-]	q [Kfz/h]	m [Kfz/Lü]	tv [s/Kfz]	qp [Kfz/h]	C [Kfz/h]	nc [Kfz/Lü]	Naz [Kfz]	Nev. [Kfz]	Nev.m [Kfz]	Nev.p [Kfz]	L= [m]	LK [m]	Nev.m>nv [-]	x	bv [s]	QSV [-]	Bemerkung
1	5		3	11	12	99	0,109	138	4,217	1,800	2000	218	7	1,085	5,120	8,947	53,682		-	0,633	64,816	D			
	4		3	11	12	99	0,109	137	4,186	1,800	2000	218	7	1,060	5,064	8,870	53,220		-	0,628	64,377	D			
	3		2	24	25	86	0,227	270	8,250	1,856	1940	441	13	1,006	8,412	13,317	82,379		-	0,612	46,378	C			
	2		2	24	25	86	0,227	270	8,250	1,856	1940	441	13	1,006	8,412	13,317	82,379		-	0,612	46,378	C			
2	1		12	15	16	95	0,145	201	6,142	1,867	1928	280	9	1,708	7,569	12,222	76,045		-	0,718	66,839	D			
	2		12	15	16	95	0,145	200	6,111	1,868	1927	280	9	1,670	7,498	12,129	75,559		-	0,714	66,321	D			
	3		11	16	17	94	0,155	187	5,714	1,843	1953	303	9	1,019	6,358	10,622	65,262		-	0,617	55,531	D			
	4		11	16	17	94	0,155	187	5,714	1,843	1953	303	9	1,019	6,358	10,622	65,262		-	0,617	55,531	D			
3	5		8	30	31	80	0,282	438	13,383	1,861	1934	545	17	3,248	15,675	22,371	138,790		-	0,804	58,122	D			
	4		8	30	31	80	0,282	438	13,383	1,861	1934	545	17	3,248	15,675	22,371	138,790		-	0,804	58,122	D			
	3		8	30	31	80	0,282	437	13,353	1,861	1934	545	17	3,196	15,585	22,262	138,113		-	0,802	57,752	D			
	2		9	22	23	88	0,209	294	8,983	1,856	1940	405	12	1,840	10,217	15,623	96,644		-	0,726	56,924	D			
	1		9	22	23	88	0,209	294	8,983	1,856	1940	405	12	1,840	10,217	15,623	96,644		-	0,726	56,924	D			
4	3		5	18	19	92	0,173	261	7,975	1,841	1955	338	10	2,420	10,032	15,389	94,458		-	0,772	69,188	D			
	2		5	18	19	92	0,173	260	7,944	1,841	1955	338	10	2,372	9,950	15,285	93,859		-	0,769	68,652	D			
	1		6	15	16	95	0,145	186	5,683	1,836	1961	284	9	1,224	6,593	10,936	66,928		-	0,655	59,941	D			
5	1		1	77	78	33	0,709	366	11,183	1,867	1928	1367	42	0,209	4,227	7,704	47,934		-	0,268	6,300	A			
7	1		10	77	78	33	0,709	314	9,594	1,822	1976	1401	43	0,163	3,482	6,638	40,306		-	0,224	5,956	A			
9	1		7	77	78	33	0,709	191	5,836	1,800	2000	1418	43	0,087	1,965	4,336	26,016		-	0,135	5,371	A			
11	2		4	77	78	33	0,709	282	8,617	1,820	1978	1402	43	0,142	3,066	6,027	36,560		-	0,201	5,796	A			
	1		4	77	78	33	0,709	282	8,617	1,820	1978	1402	43	0,142	3,066	6,027	36,560		-	0,201	5,796	A			
Knotenpunktssummen:									5633				12879												
Gewichtete Mittelwerte:																						0,592	45,345		

TU = 110 s T = 3600 s Instationaritätsfaktor = 1,1

Knoten X1

Zeichenerklärung

Planung

100 — Vorhandene Stauraumlänge

100m — Erforderliche Stauraumlänge

Leistungsfähigkeitsberechnungen Quelle BERNARD GRUPPE

Knoten X4

MIV - SZP 1.1_MSP+20% (TU=110) - Bestand+20%_MSP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	tu [s]	fs [-]	fu [-]	q [Kfz/h]	m [Kfz/Lü]	tv [s/Kfz]	qp [Kfz/h]	C [Kfz/h]	nc [Kfz/Lü]	Naz [Kfz]	Nev. [Kfz]	Nev.m [Kfz]	Nev.p [Kfz]	L= [m]	LK [m]	Nev.m>nv [-]	x	bv [s]	QSV [-]	Bemerkung
1	3		2	6	7	104	0,064	12	0,367	1,913	1882	100	4	0,062	0,407	1,486	9,478		-	0,100	50,356	D			
	2		1, 51	55	56	55	0,509	830	25,361	1,879	1916	975	30	5,593	27,561	36,440	228,260		-	0,851	44,043	C			
	1		1, 51	55	56	55	0,509	833	25,453	1,874	1921	978	30	5,662	27,729	36,635	229,482		-	0,852	44,255	C			
2	1		3	18	19	92	0,173	154	4,706	2,256	1596	276	8	0,775	5,082	8,895	68,260		-	0,558	51,746	D			
	2		3	18	19	92	0,173	58	1,772	1,940	1856	231	7	0,190	1,792	4,056	26,234		-	0,251	46,522	C			
3	2		4	40	41	70	0,373	418	12,772	1,929	1866	696	21	0,962	11,284	16,965	108,814		-	0,601	32,846	B			
	3		4	40	41	70	0,373	419	12,803	1,922	1873	698	21	0,957	11,299	16,984	108,833		-	0,600	32,792	B			
	4		5	5	6	105	0,055	31	0,947	2,061	1747	96	3	0,271	1,182	3,021	20,754		-	0,323	60,168	D			
4	3		6	13	14	97	0,127	39	1,192	1,800	2000	132	4	0,238	1,373	3,355	20,130		-	0,295	55,423	D			
	1		6	13	14	97	0,127	79	2,414	1,937	1859	236	7	0,290	2,491	5,160	31,548		-	0,335	46,204	C			
Knotenpunktssummen:									2873				4438												
Gewichtete Mittelwerte:																						0,720	41,767		

TU = 110 s T = 3600 s Instationaritätsfaktor = 1,1

MIV - SZP 2.1_ASP+20% (TU=110) - Bestand+20%_ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	tu [s]	fs [-]	fu [-]	q [Kfz/h]	m [Kfz/Lü]	tv [s/Kfz]	qp [Kfz/h]	C [Kfz/h]	nc [Kfz/Lü]	Naz [Kfz]	Nev. [Kfz]	Nev.m [Kfz]	Nev.p [Kfz]	L= [m]	LK [m]	Nev.m>nv [-]	x	bv [s]	QSV [-]	Bemerkung
1	3		2	5	6	105	0,055	37	1,131	1,836	1961	108	3	0,298	1,387	3,379	20,679		-	0,343	59,994	D			
	2		1, 51	54	55	56	0,500	642	19,617	1,836	1961	980	30	1,269	15,854	22,588	138,239		-	0,655	25,108	B			
	1		1, 51	54	55	56	0,500	642	19,617	1,835	1962	980	30	1,269	15,854	22,588	138,103		-	0,655	25,108	B			
2	1		3	17	18	93	0,164	202	6,172	1,853	1943	319	10	1,103	6,861	11,201	68,666		-	0,633	55,340	D			
	2		3	17	18	93	0,164	61	1,864	1,845	1951	232	7	0,203	1,898	4,228	26,002		-	0,263	47,218	C			
3	2		4	45	46	65	0,418	745	22,764	1,828	1969	825	25	10,129	31,410	40,888	249,008		-	0,903	74,124	E			
	3		4	45	46	65	0,418	744	22,733	1,825	1973	825	25	10,001	31,229	40,692	247,579		-	0,902	73,546	E			
	4		5	5	6	105	0,055	49	1,497	1,800	2000	110	3	0,466	1,916	4,257	25,542		-	0,445	65,600	D			
4	3		6	12	13	98	0,118	65	1,986	1,800	2000	111	3	0,845	2,784	5,606	33,636		-	0,586	78,080	E			
	1		6	12	13	98	0,118	56	1,711	1,901	1894	223	7	0,190	1,745	3,979	23,874		-	0,251	47,159	C			
Knotenpunktssummen:									3243				4713												
Gewichtete Mittelwerte:																						0,745	52,232		

TU = 110 s T = 3600 s Instationaritätsfaktor = 1,1

Knoten X3

MIV - SZP 1.1_MSP+20% (TU=110) - Bestand+20%_MSP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	tu [s]	fs [-]	fu [-]	q [Kfz/h]	m [Kfz/Lü]	tv [s/Kfz]	qp [Kfz/h]	C [Kfz/h]	nc [Kfz/Lü]	Naz [Kfz]	Nev. [Kfz]	Nev.m [Kfz]	Nev.p [Kfz]	L= [m]	LK [m]	Nev.m>nv [-]	x	bv [s]	QSV [-]	Bemerkung
1	4		2	30	31	80	0,282	441	13,475	1,865	1930	544	17	1,439	15,983	22,744	141,377		-	0,811	59,519	D			
	3		2	30	31	80	0,282	441	13,475	1,865	1930	544	17	1,439	15,983	22,744	141,377		-	0,811	59,519	D			
	2		2	30	31	80	0,282	440	13,444	1,865	1930	544	17	1,383	15,889	22,630	140,668		-	0,809	59,122	D			
	1		1	60	61	50	0,555	526	16,072	1,908	1887	1047	32	0,614	10,528	16,016	101,862		-	0,502	17,209	A			
2	1		3	82	83	28	0,755	402	12,283	1,921	1874	1415	43	0,227	4,058	7,465	47,791		-	0,284	4,780	A			
	2		3	82	83	28	0,755	402	12,283	1,894	1901	1415	44	0,222	4,038	7,436	46,936		-	0,280	4,743	A			
	3		4	33	34	77	0,329	379	11,581	1,879	1916	592	18	1,163	11,118	16,782	105,122		-	0,640	29,807	C			
3	3		6	16	17	94	0,155	83	2,536	1,849	1947	302	9	0,216	2,454	5,103	31,445		-	0,275	43,595	C			
	2		6	16	17	94	0,155	83	2,536	1,849	1947	302	9	0,216	2,454	5,103	31,445		-	0,275	43,595	C			
	1		5	71	72	39	0,655	524	16,011	1,838	1959	1283	39	0,406	7,944	12,711	77,868		-	0,408	10,073	A			
Knotenpunktssummen:									3721				8008												
Gewichtete Mittelwerte:																						0,555	31,978		

TU = 110 s T = 3600 s Instationaritätsfaktor = 1,1

MIV - SZP 2.1_ASP+20% (TU=110) - Bestand+20%_ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	tu [s]	fs [-]	fu [-]	q [Kfz/h]	m [Kfz/Lü]	tv [s/Kfz]	qp [Kfz/h]	C [Kfz/h]	nc [Kfz/Lü]	Naz [Kfz]	Nev. [Kfz]	Nev.m [Kfz]	Nev.p [Kfz]	L= [m]	LK [m]	Nev.m>nv [-]	x	bv [s]	QSV [-]	Bemerkung
1	4		2	27	28	83	0,255	365	11,153	1,829	1968	501	15	1,899	12,105	17,989	109,661		-	0,729	51,143	D			
	3		2	27	28	83	0,255	364	11,122	1,829	1968	501	15	1,875	12,047	17,917	109,222		-	0,727	50,946	D			
	2		2	27	28	83	0,255	364	11,122	1,829	1968	501	15	1,875	12,047	17,917	109,222		-	0,727	50,946	D			
	1		1	53	54	57	0,491	516	15,767	1,874	1921	943	29	0,750	11,722	17,512	109,380		-	0,547	22,345	B			
2	1		3	93	94	17	0,855	715	21,847	1,843	1953	1670	51	0,444	5,440	9,385	57,661		-	0,428	2,781	A			
	2		3	93	94	17	0,855	715	21,847	1,834	1963	1680	51	0,440	5,423	9,361	57,233		-	0,426	2,762	A			
	3		4	40	41	70	0,373	644	19,678	1,841	1955	729	22	7,543	25,940	34,554	212,060		-	0,883	69,490	D			
3	3		6	5	6	105	0,055	36	1,100	1,838	1959	107	3	0,285	1,348	3,312	20,289		-	0,336	59,764	D			
	2		6	5	6	105	0,055	35	1,069	1,838	1959	107	3	0,277	1,306	3,239	19,842		-	0,327	59,336	D			
	1		5	74	75	36	0,682	235	7,181	1,874	1921	1310	40	0,123	2,724	5,515	34,447		-	0,179	6,473	A			
Knotenpunktssummen:									3989				8049												
Gewichtete Mittelwerte:																						0,582	30,533		

TU = 110 s T = 3600 s Instationaritätsfaktor = 1,1

Knoten X2

MIV - SZP 1.1_MSP+20% (TU=110) - Bestand+20%_MSP

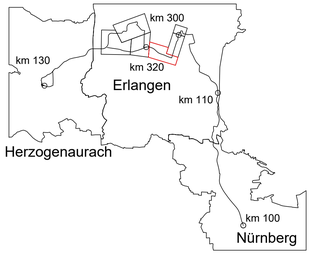
Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	tu [s]	fs [-]	fu [-]	q [Kfz/h]	m [Kfz/Lü]	tv [s/Kfz]	qp [Kfz/h]	C [Kfz/h]	nc [Kfz/Lü]	Naz [Kfz]	Nev. [Kfz]	Nev.m [Kfz]	Nev.p [Kfz]	L= [m]	LK [m]	Nev.m>nv [-]	x	bv [s]	QSV [-]	Bemerkung
1	3		2	34	35	76	0,318	246	7,517	1,883	1912	608	19	0,400	6,284	10,524	66,049		-	0,405	31,732	B			
	9		2	34	35	76	0,318	245	7,486	1,883	1912	608	19	0,397	6,253	10,482	65,785		-	0,403	31,692	B			
	2		1	59	60	51	0,545	688	21,022	1,850	1946	1059	32	1,237	16,049	22,824	140,778		-	0,650	21,838	B			
	1		1	59	60	51	0,545	687	20,992	1,850	1946	1059	32	1,230	16,008	22,775	140,476		-	0,649	21,799	B			
2	3		3	64	65	46	0,591	482	14,728	2,036	1768	1045	32	0,513	8,792	13,807	93,694		-	0,461	14,413	A			
	2		4, 52	35	36	75	0,327	458	13,994	1,883	1912	625	19	1,971	14,358	20,766	130,327		-	0,733	44,117	C			
	1		4, 52	35	36	75	0,327	458	13,994	1,883	1912	625	19	1,970	14,358	20,766	130,327		-	0,733	44,117	C			
3	1		6	24	25	86	0,227	130	3,972	1,998	1802	408	12	0,269	3,579	6,779	45,148		-	0,319	37,804	C			
	2		6	24	25	86	0,227	129	3,942	1,998	1802	408	12	0,265	3,547	6,732	44,835		-	0,316	37,742	C			
	3		5	41	42	69	0,382	427	13,047	1,885	1910	730	22	0,892	11,276	16,955	106,511		-	0,585	31,450	B			
Knotenpunktssummen:									3950				7175												
Gewichtete Mittelwerte:																						0,587	29,403		

TU = 110 s T = 3600 s Instationaritätsfaktor = 1,1

MIV - SZP 2.2_ASP+20% (TU=110) - Bestand+20%_ASP

Zuf	Fstr.Nr.	Symbol	SGR	tr [s]	ts [s]	tu [s]	fs [-]	fu [-]	q [Kfz/h]	m [Kfz/Lü]	tv [s/Kfz]	qp [Kfz/h]	C [Kfz/h]	nc [Kfz/Lü]	Naz [Kfz]	Nev. [Kfz]	Nev.m [Kfz]	Nev.p [Kfz]	L= [m]	LK [m]	Nev.m>nv [-]	x	bv [s]	QSV [-]	Bemerkung
1	3		2	27	28	83	0,253	237	7,242	1,823	1975	503	15	0,534	6,665	11,031	67,046		-	0,471	38,515	C			
	9		2	27	28	83	0,253	237	7,242	1,823	1975	503	15	0,534	6,665	11,031	67,046		-	0,471	38,515	C			
	2		1	71	72	39	0,655	425	12,986	1,858	1938	1269	39	0,291	6,031	10,184	63,059		-	0,335	9,213	A			
	1		1	71	72	39	0,655	425	12,986	1,858	1938	1269	39	0,291	6,031	10,184	63,059		-	0,335	9,213	A			
2	3		3	75	76	39	0,655	830	27,256	1,881	1914	3254	38	1,756	19,355	26,795	168,005		-	0,711	17,293	A			
	2		4, 52	51	52	59	0,473	835	25,514	1,832	1965	929	28	10,143	33,536	43,130	264,660		-	0,899	65,881	D			
	1		4, 52	51	52	59	0,473	835	25,514	1,832	1965	929	28	10,143	33,536	43,130	264,660		-	0,899	65,881	D			
3	1		6	15	16	95	0,145	198	6,050	1,881	1914	277	8	1,678	7,449	12,065	75,648		-	0,715	66,665	D			
	2		6	15	16	95	0,145	197	6,019	1,883	1912	277	8	1,641	7,379	11,973	75,143		-	0,711	66,155	D			
	3		5	29	30	81	0,273	304	9,289	1,858	1938	529	16	0,848	8,858	13,892	86,019		-	0,575	40,253	C			
Knotenpunktssummen:									4585				7739												
Gewichtete Mittelwerte:																						0,676	41,440		

TU = 110 s T = 3600 s Instationaritätsfaktor = 1,1



Nr.	Art der Änderung	Datum	Name
02	Einarbeitung Anmerkungen ZV	28.11.2023	Sojkic
01	Original	08.11.2023	Sojkic

Machbarkeitsstudie

Auftraggeber:

StUB
ZWECKVERBAND STADT-UMLAND-BAHN NÜRNBERG – ERLANGEN – HERZOGENAURACH

Anlage / Blatt-Nr.: 2 / Bl-Nr. 15-3
Maßstab: 1 : 2500
Koordinatensystem: GK 4 im DHHN

Erlangen, den

Verkehrsanlagenplanung Büchenbacher Damm
Lageplan Äußere Brucker Str. - Büchenbacher Damm
Stauraumlängen Variante SBF Büchenbacher Damm Nordlage 2035

Plannummer: 014_-2X00S-STR-2-SO_-021 Index: 02

Auftragnehmer:

Ingenieurgemeinschaft Stadt-Umland-Bahn
Dorsch Gruppe GRE OBERMEYER

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Digital signiert von Ralf Jensen
Datum: 2023.11.28 09:04:30 +01'00'

	Datum	Name
bearbeitet:	28.11.2023	Sojkic
gezeichnet:	28.11.2023	Wannek
geprüft:	28.11.2023	Jensen

Plotdatum: 28.11.2023 M:\29\323-CAD\03-Vorplanung\00-Straßenbahn\NT-125-Büchenbacher-Damm\05_LAGL\Y014_-2X00S-STR-2-SO_-021_-Jene_-02-11-V-VEP.dwg

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