

| Formblatt 1 | | Knotenpunkt mit Lichtsignalanlage | | | | | | | | | | | | | |
|---|-----------------|--|------------------------------|----------------------|-----------------------|----------------------|-----------------------|--------------------------------|--------------------------|------------------------|-------------------------|---|-----------------------------------|-------------|--|
| | | Ausgangsdaten | | | | | | | | | | | | | |
| Projekt: | | 11801 BAB A6 Öhringen -Kupferzell, Vorentwurf | | | | | | | | | | AG: | | RPS Ref. 44 | |
| Knotenpunkt: | | AS Kupferzell Süd-West Rampe | | | | | | | | | | Datum: | | 09.12.2013 | |
| Zeitabschnitt: | | Prognose 2030, vormittags | | | | | | | | | | Bearbeiter: | | ziu | |
| | | | | | | | | | | | | Bemerkungen überschlägige Berechnung Umlegung Analysewerte 2008 Zählung 15.00 - 19.00 Uhr Umrechnung auf vormittags Berechnung Rampe K3 "2 FS" L _{ein} K4 "1 FS" R _{ein} | | | |
| | | | | | | | | | | | | | | | |
| Knotenpunktskizze | | | | | | | | | | | | | | | |
| Fahrstreifen | | | | | | | | | | | | | | | |
| Nr. | Bez./ Symbol | q _{maßg} [Fz/h] | q _{S,st} [Pkw/h] | SV [%] | f ₁ [~] | Bez. | f ₂ [~] | Bez. | q _S [Fz/h] | $\frac{q_{maßg}}{q_S}$ | g _{gew} [~] | $\frac{q_{maßg}}{g \times q_S}$ | Bemerkungen maßg Ph. | | |
| 1 | K1a | 222 | 2000 | 12,8 | 0,88 | SV | 1 | | 1756 | 0,1264 | 0,8 | 0,1580 | Ph.1 "G" | | |
| 2 | K1b | 222 | 2000 | 12,8 | 0,88 | SV | 1 | | 1756 | 0,1264 | 0,8 | 0,1580 | Ph.1 "G" | | |
| 3 | K2 | 175 | 2000 | 12,8 | 0,88 | SV | 1 | | 1756 | 0,0997 | 0,8 | 0,1246 | Ph.1 R _{ab} nicht maßg. | | |
| 4 | K3a | 123 | 2000 | 12,8 | 0,88 | SV | 1 | | 1756 | 0,0700 | 0,8 | 0,0876 | Ph.3 L _{ein} | | |
| 5 | K3b | 123 | 2000 | 12,8 | 0,88 | SV | 1 | | 1756 | 0,0700 | 0,8 | 0,0876 | Ph.3 L _{ein} | | |
| 6 | K4 | 497 | 2000 | 12,8 | 0,88 | SV | 0,9 | R<15m | 1580 | 0,3145 | 0,8 | 0,3931 | Ph.3 R _{ein} nicht maßg. | | |
| 7 | K5 | 42 | 3000 | 12,8 | 0,88 | SV | 1 | | 2634 | 0,0159 | 0,8 | 0,0199 | Ph.2 "L" | | |
| 8 | K6a | 491 | 2000 | 12,8 | 0,88 | SV | 1 | | 1756 | 0,2796 | 0,8 | 0,3495 | Ph.2 "G" | | |
| 9 | K6b | 491 | 2000 | 12,8 | 0,88 | SV | 1 | | 1756 | 0,2796 | 0,8 | 0,3495 | Ph.2 "G" | | |
| 10 | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | |
| Phasenablauf | | | | | | | | | | | | | | | |
| Phase 1 | | Phase 2 | | Phase 3 | | Phase __ | | Phase __ | | Phase __ | | | | | |
| | | | | | | | | | | | | | | | |
| $\sum_{i=1}^p \frac{q_{maßg_i}}{q_{S_i}} = 0,476$ | | $\sum_{i=1}^p \frac{q_{maßg_i}}{g \times q_{S_i}} = 0,595$ | | $T_Z = 21 \text{ s}$ | | $t_U = 70 \text{ s}$ | | $t_{U_{gew.}} = 120 \text{ s}$ | | | | | | | |



| Formblatt 2 | | Knotenpunkt mit Lichtsignalanlage | | | | | | | | | | |
|--|------|---|-----------------------------|------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|-----------------------|----------------------------|----------------------------|
| | | Berechnung der Freigabezeiten im Kraftfahrzeugverkehr | | | | | | | | | | |
| Projekt: 11801 BAB A6 Öhringen -Kupferzell, Vorentwurf | | | | | | | | AG RPS Ref. 44 | | | | |
| Knotenpunkt: AS Kupferzell Süd-West Rampe | | | | | | | | Datum: 09.12.2013 | | | | |
| Zeitabschnitt: Prognose 2030, vormittags | | | | | | | | Bearbeiter: ziu | | | | |
| t _U = 120 s | | T _Z = 21 s | | B = 0,6668 | | | | | | | | |
| Nr. | Bez. | maßg in Ph.: | q _{maßg} [Fz/h] | m [Fz] | q _S [Fz/h] | t _B [s/Fz] | b _{maßg} [~] | g _{gew.} [~] | t _F erf. [s] | t _F [s] | t _F gew. [s] | Bemerkungen |
| 1 | K1a | Ph. 1 | 222 | 7,4 | 1755,9 | 2,05 | 0,1264 | 0,8 | 18,8 | | 28 | |
| 2 | K1b | | 222 | 7,4 | 1755,9 | 2,05 | | | 18,8 | | 28 | |
| 3 | K2 | | 175 | 5,8 | 1755,9 | 2,05 | | | 14,8 | | 53 | t _F = "K1"+"K3" |
| 4 | K3a | Ph. 3 | 123 | 4,1 | 1755,9 | 2,05 | 0,2607 | 0,8 | 10,4 | | 25 | |
| 5 | K3b | Ph. 3 | 123 | 4,1 | 1755,9 | 2,05 | | | 10,4 | | 25 | |
| 6 | K4 | | 497 | 16,6 | 1580,3 | 2,28 | | | 46,7 | | 71 | t _F = "K3"+"K6" |
| 7 | K5 | | 42 | 1,4 | 2633,9 | 1,37 | | | 2,4 | | 42 | t _{Fmin} = 5s |
| 8 | K6a | Ph. 2 | 491 | 16,4 | 1755,9 | 2,05 | 0,2796 | 0,8 | 41,5 | | 46 | |
| 9 | K6b | | 491 | 16,4 | 1755,9 | 2,05 | | | 41,5 | | 46 | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | Berechnung Rampe | | | |
| 13 | | | | | | | | | K3 "2 FS" L _{ein} | | | |
| 14 | | | | | | | | | K4 "1 FS" R _{ein} | | | |
| 15 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | |



| Formblatt 3 | | Knotenpunkt mit Lichtsignalanlage | | | | | | | | | | | | | | | | | |
|--|------|--|----------|-----------------------|-------------|----------------------------|--------------------------|--------------------------|------------------------|-------------|----------|-------------------------|------------------------|----------------------------|----------|----------------------------|--------------------------|----------|-----|
| | | a) Nachweis der Verkehrsqualität im Kraftfahrzeugverkehr | | | | | | | | | | | | | | | | | |
| Projekt: 11801 BAB A6 Öhringen -Kupferzell, Vorentwurf | | | | | | | | | | | | AG: RPS Ref. 44 | | | | | | | |
| Knotenpunkt: AS Kupferzell Süd-West Rampe | | | | | | | | | | | | Datum: 09.12.2013 | | | | | | | |
| Zeitabschnitt: Prognose 2030, vormittags | | | | | | | | | | | | Bearbeiter: ziu | | | | | | | |
| t _U = 120 s | | T = 60 min | | | | | | | | | | | | | | | | | |
| Nr. | Bez. | t _F [s] | f [~] | t _S [s] | q [Fz/h] | m [Fz] | q _S [Fz/h] | t _B [s/Fz] | n _C [Fz] | C [Fz/h] | g [~] | N _{GE} [Fz] | n _H [Fz] | h [%] | S [%] | N _{RE} [Fz] | I _{stau} [m] | w [s] | QSV |
| 1 | K1a | 28 | 0,233 | 92 | 222 | 7,4 | 1755,9 | 2,1 | 13,7 | 409,7 | 0,542 | 0,00 | 6,49 | 88 | 90 | 9,0 | 54 | 40,4 | C |
| 2 | K1b | 28 | 0,233 | 92 | 222 | 7,4 | 1755,9 | 2,1 | 13,7 | 409,7 | 0,542 | 0,00 | 6,49 | 88 | 90 | 9,0 | 54 | 40,4 | C |
| 3 | K2 | 53 | 0,442 | 67 | 175 | 5,8 | 1755,9 | 2,1 | 25,9 | 775,5 | 0,226 | 0,00 | 3,62 | 62 | 90 | 5,8 | 35 | 20,8 | B |
| 4 | K3a | 25 | 0,208 | 95 | 123 | 4,1 | 1755,9 | 2,1 | 12,2 | 365,8 | 0,336 | 0,00 | 3,49 | 85 | 90 | 5,8 | 35 | 40,4 | C |
| 5 | K3b | 25 | 0,208 | 95 | 123 | 4,1 | 1755,9 | 2,1 | 12,2 | 365,8 | 0,336 | 0,00 | 3,49 | 85 | 90 | 5,8 | 35 | 40,4 | C |
| 6 | K4 | 71 | 0,592 | 49 | 497 | 16,6 | 1580,3 | 2,3 | 31,2 | 935,0 | 0,532 | 0,00 | 9,87 | 60 | 90 | 10,4 | 63 | 14,6 | A |
| 7 | K5 | 42 | 0,350 | 78 | 42 | 1,4 | 2633,9 | 1,4 | 30,7 | 921,9 | 0,046 | 0,00 | 0,92 | 66 | 90 | 2,3 | 14 | 25,8 | B |
| 8 | K6a | 46 | 0,383 | 74 | 491 | 16,4 | 1755,9 | 2,1 | 22,4 | 673,1 | 0,729 | 0,86 | 14,34 | 88 | 90 | 15,6 | 94 | 36,3 | C |
| 9 | K6b | 46 | 0,383 | 74 | 491 | 16,4 | 1755,9 | 2,1 | 22,4 | 673,1 | 0,729 | 0,86 | 14,34 | 88 | 90 | 15,6 | 94 | 36,3 | C |
| 10 | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | Berechnung Rampe | | | | | |
| 14 | | | | | | | | | | | | | | K3 "2 FS" L _{ein} | | | | | |
| 15 | | | | | | | | | | | | | | K4 "1 FS" R _{ein} | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | | | | |
| | | q _K = 2386 Fz/h | | | | C _K = 5530 Fz/h | | | | | | f̄ = 0,564 | | | | ḡ _{maßg} = 0,614 | | | |