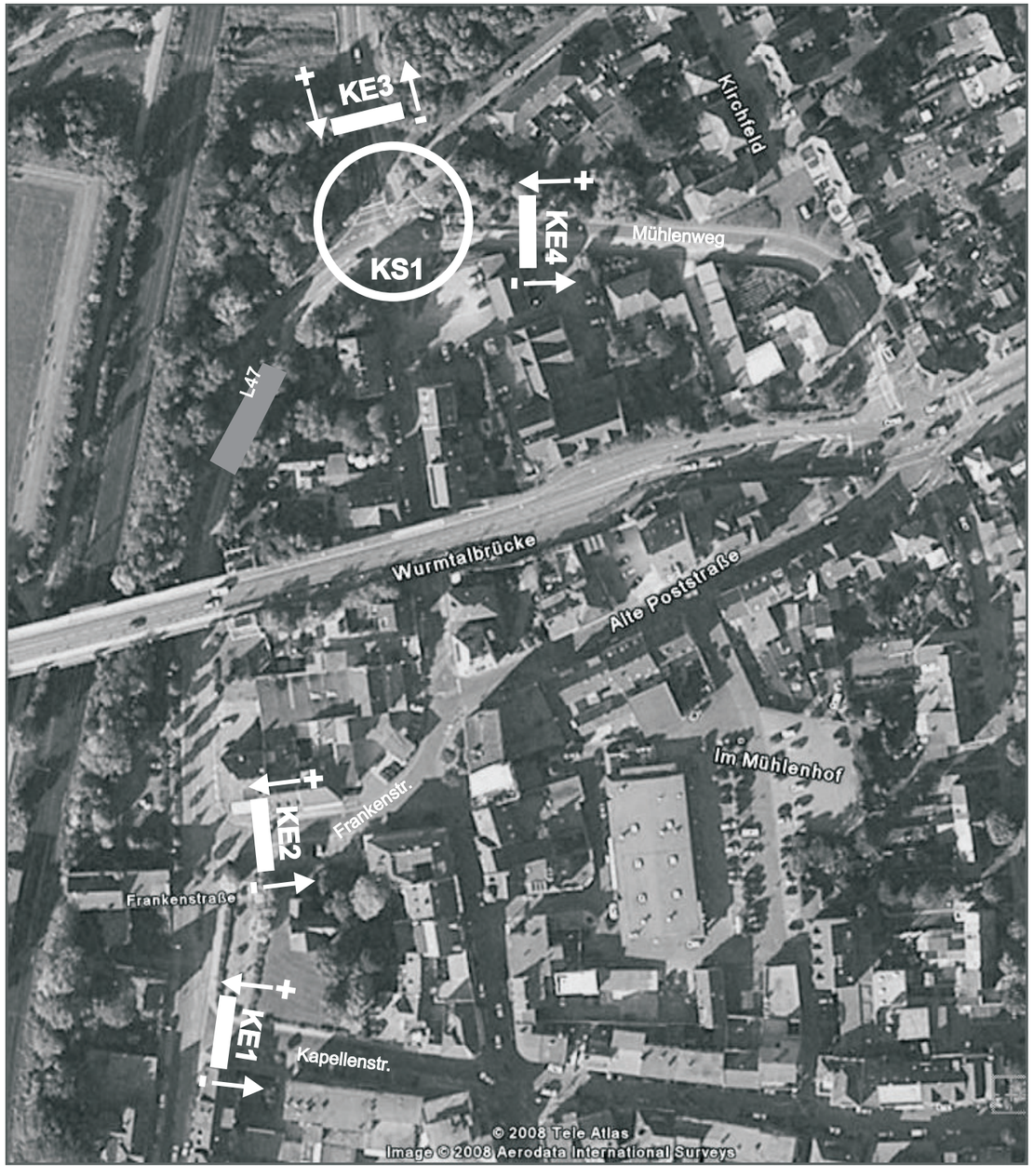
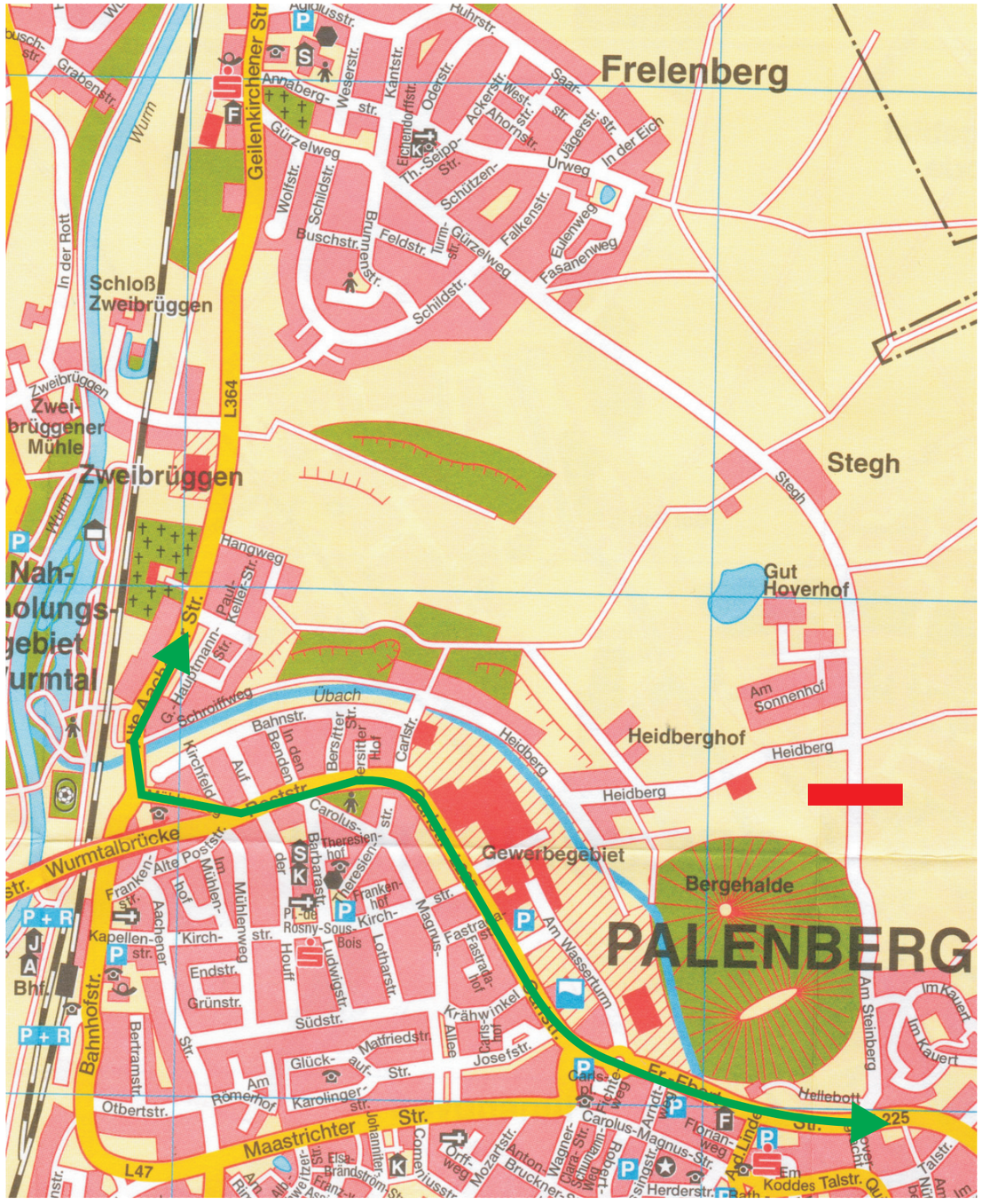
IGEPA Verkehrstechnik GmbH Ardennenstrasse 30 - 52249 Eschweiler Tel.: 02403/5087349 - Fax: 02403/5087354 igepa.verkehr@t-online.de

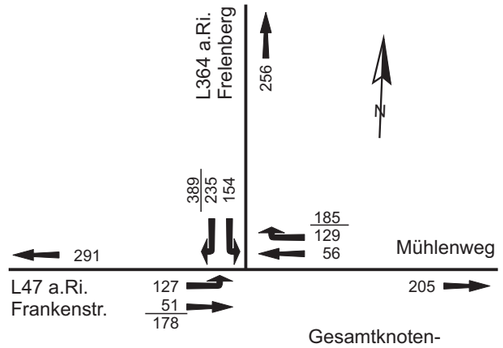


KS: Knotenstromzählung
KE: Kennzeichenerfassung

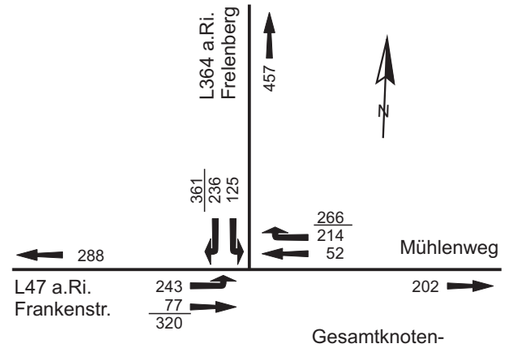
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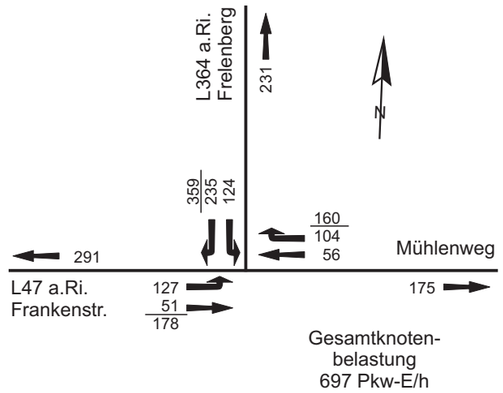
Morgenspitzenstunde
7:15 - 8:15 Uhr
aus Zählung 27.05.08
(incl. Umleitungsverkehre)
[Pkw-E/h]



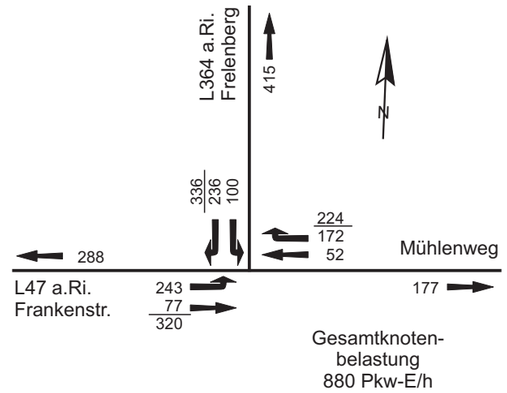
Nachmittagsspitzenstunde
16:15 - 17:15 Uhr
aus Zählung 27.05.08
(incl. Umleitungsverkehre)
[Pkw-E/h]



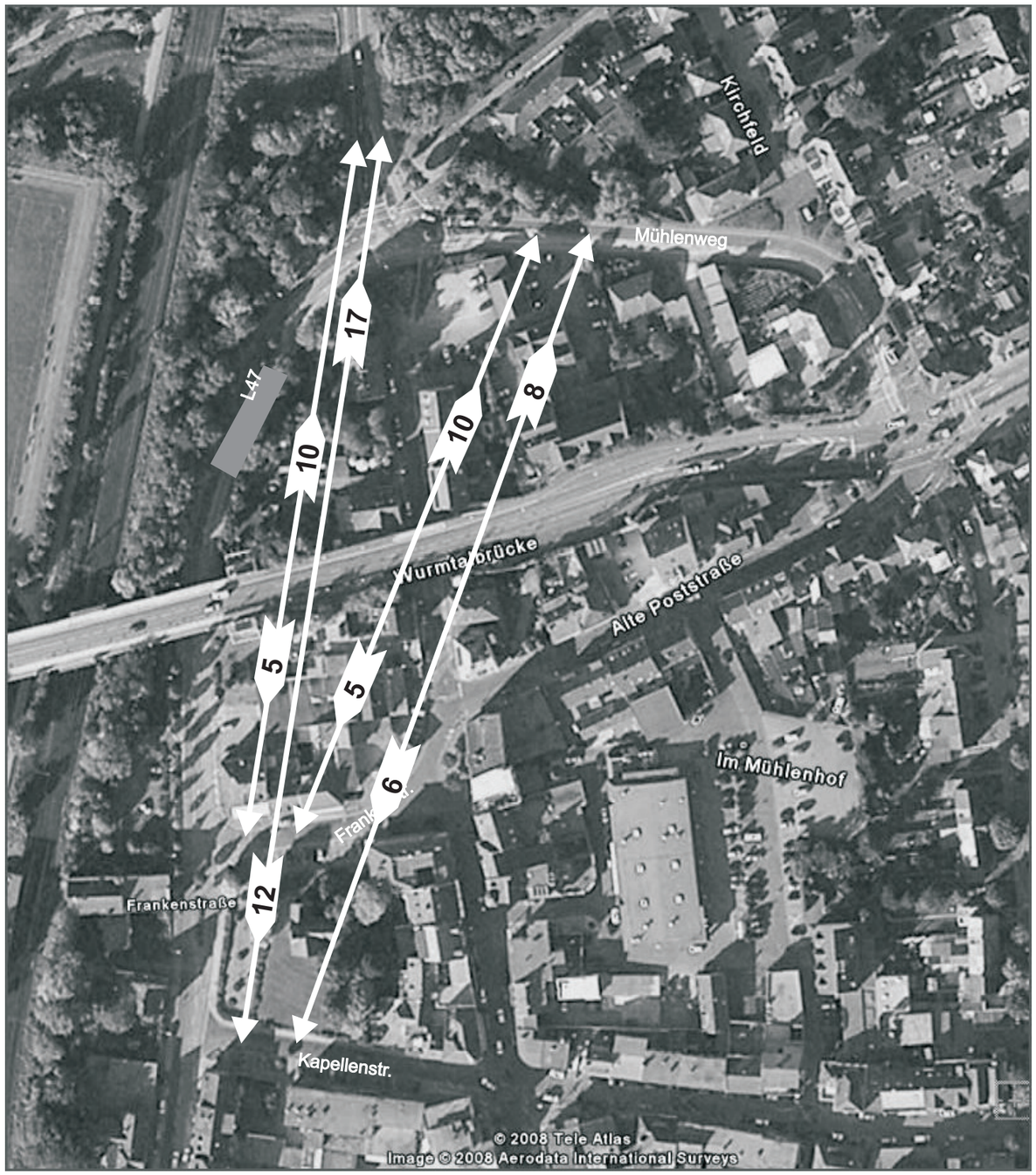
Maßgebende Morgenspitzenstunde
7:15 - 8:15 Uhr
(ohne Umleitungsverkehre)
[Pkw-E/h]

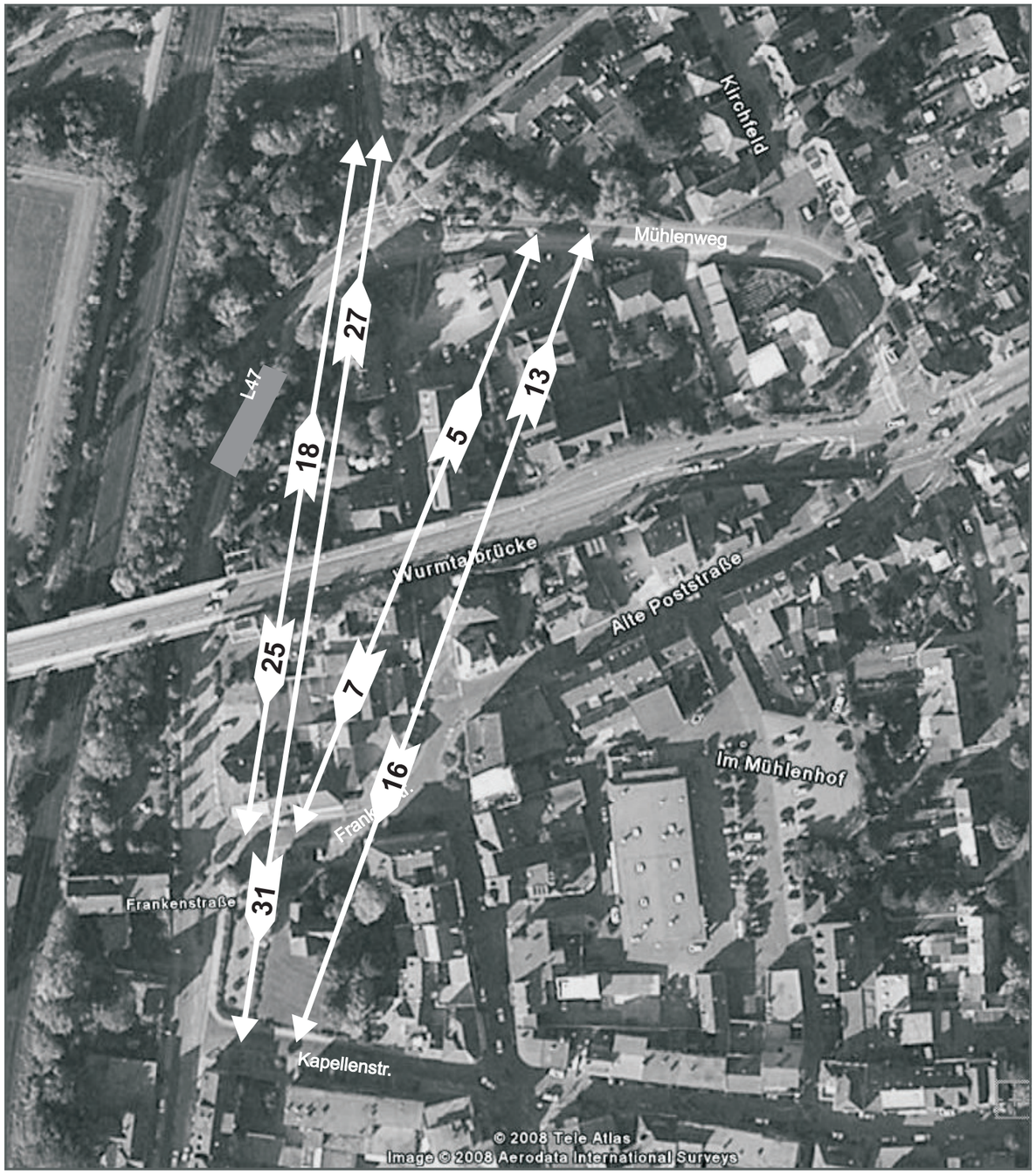


Maßgebende Nachmittagsspitzenstunde
16:15 - 17:15 Uhr
(ohne Umleitungsverkehre)
[Pkw-E/h]



IGEPA Verkehrstechnik GmbH Ardennenstrasse 30 - 52249 Eschweiler Tel.: 02403/5087349 - Fax: 02403/5087354 igepa.verkehr@t-online.de



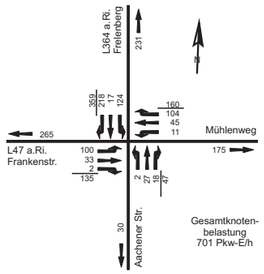


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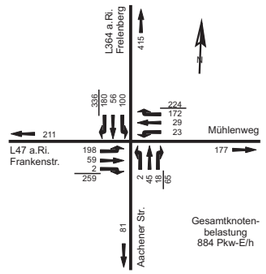
Netzvariante 1

Geometrievariante 1

Morgenspitzenstunde [Pkw-E/h]

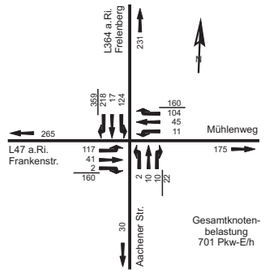


Nachmittagsspitzenstunde [Pkw-E/h]

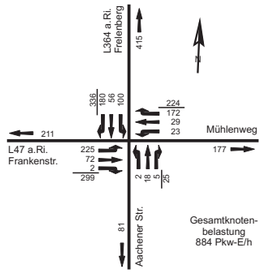


Netzvariante 2

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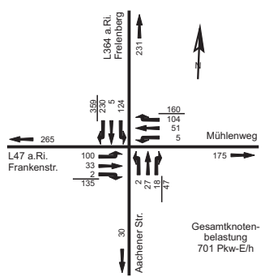


Nachmittagsspitzenstunde [Pkw-E/h]

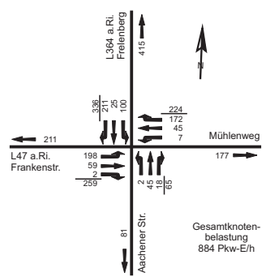


Netzvariante 3

Morgenspitzenstunde [Pkw-E/h]

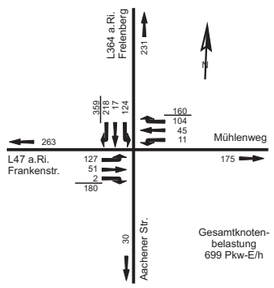


Nachmittagsspitzenstunde [Pkw-E/h]

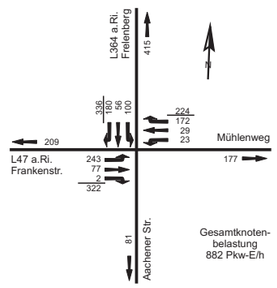


Geometrievariante 2

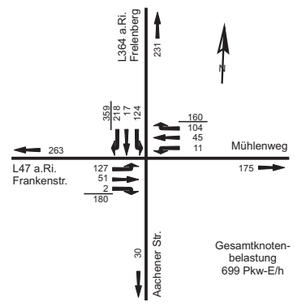
Morgenspitzenstunde [Pkw-E/h]



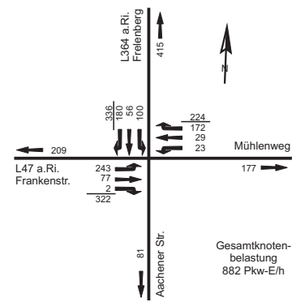
Nachmittagsspitzenstunde [Pkw-E/h]



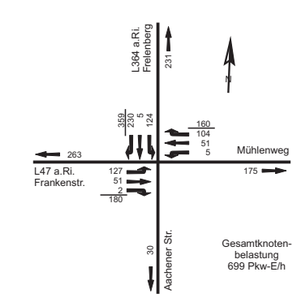
Morgenspitzenstunde [Pkw-E/h]



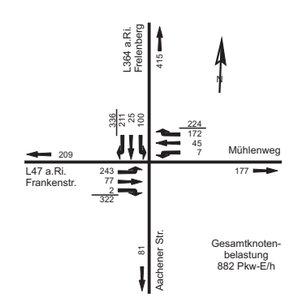
Nachmittagsspitzenstunde [Pkw-E/h]



Morgenspitzenstunde [Pkw-E/h]

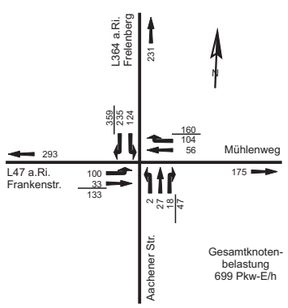


Nachmittagsspitzenstunde [Pkw-E/h]

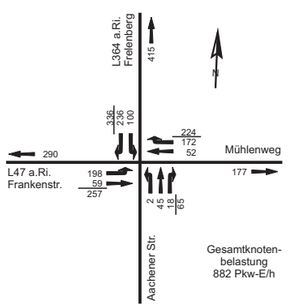


Geometrievariante 3

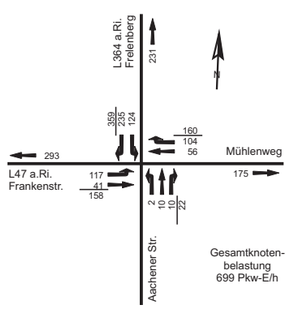
Morgenspitzenstunde [Pkw-E/h]



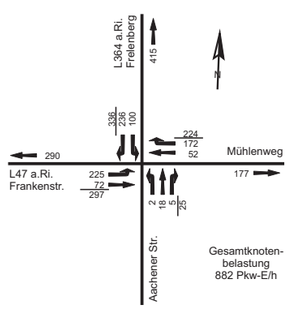
Nachmittagsspitzenstunde [Pkw-E/h]



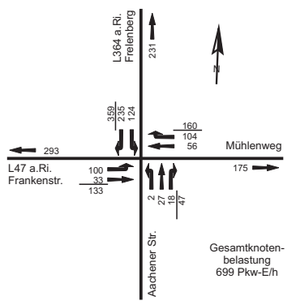
Morgenspitzenstunde [Pkw-E/h]



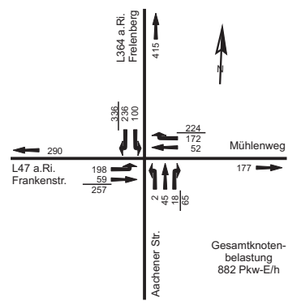
Nachmittagsspitzenstunde [Pkw-E/h]



Morgenspitzenstunde [Pkw-E/h]



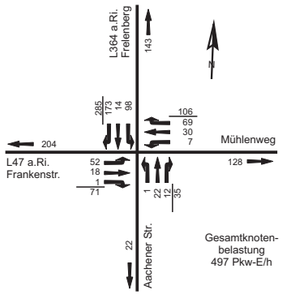
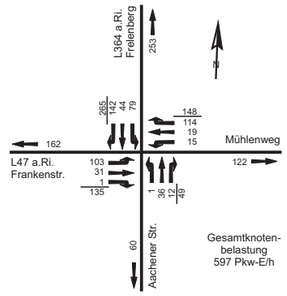
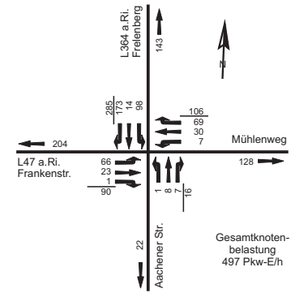
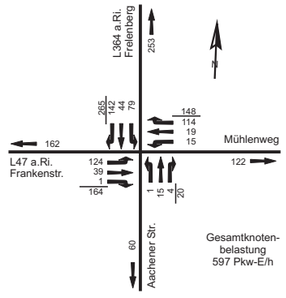
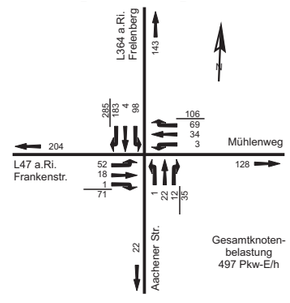
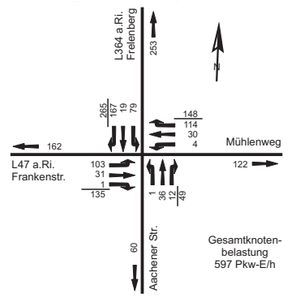
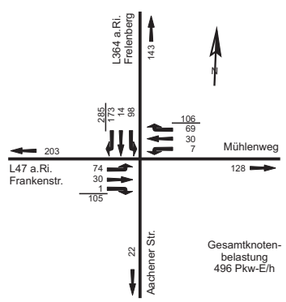
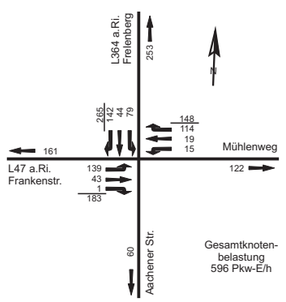
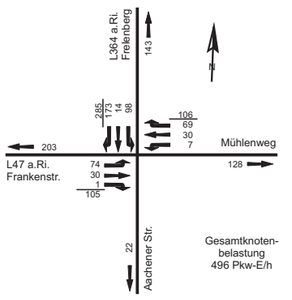
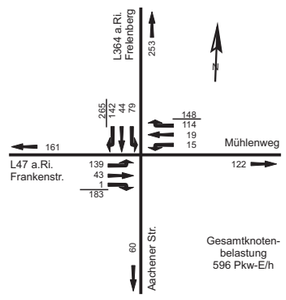
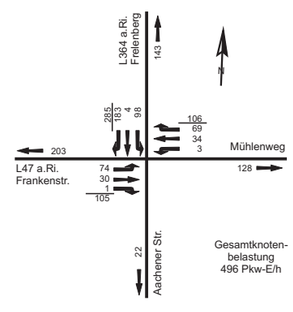
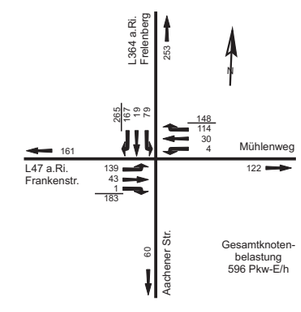
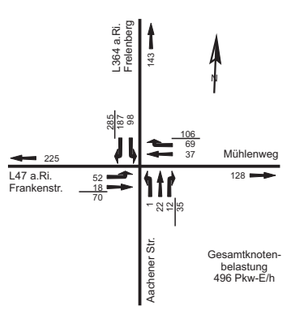
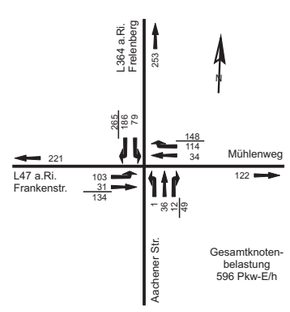
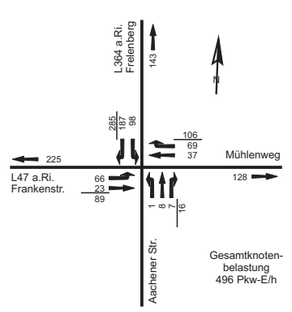
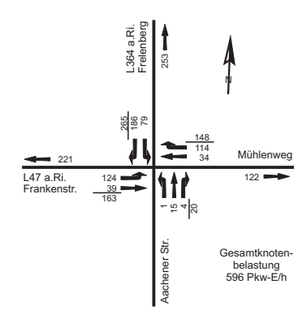
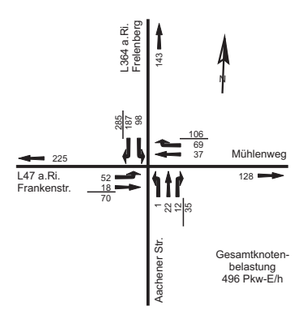
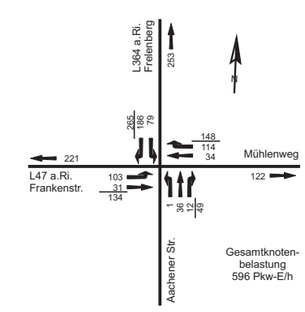
Nachmittagsspitzenstunde [Pkw-E/h]



Prognose 2008

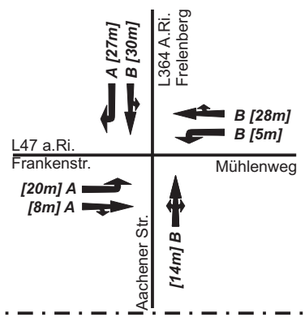
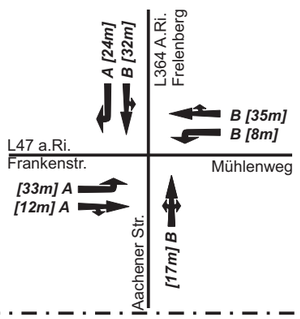
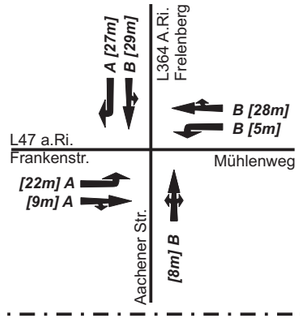
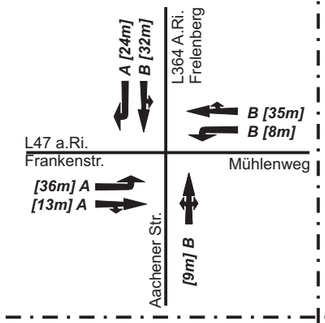
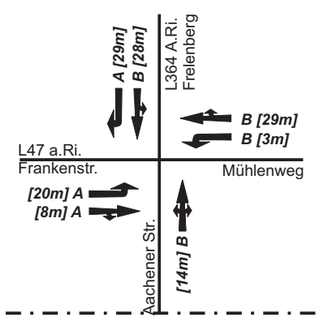
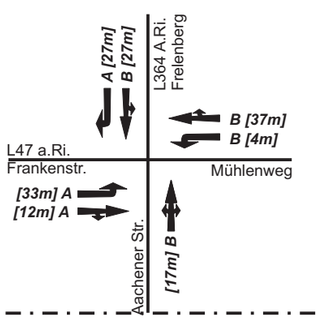
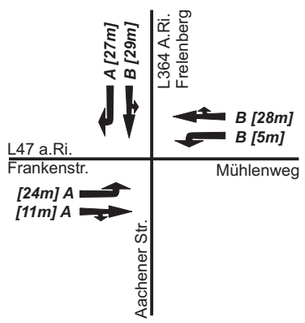
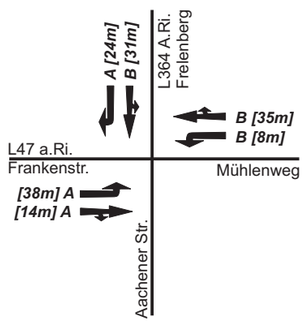
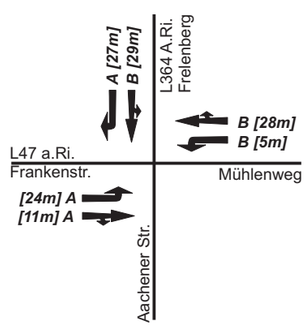
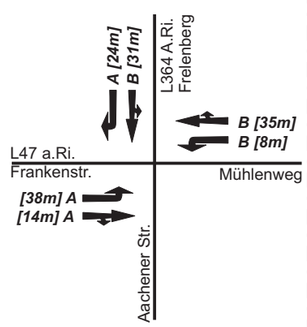
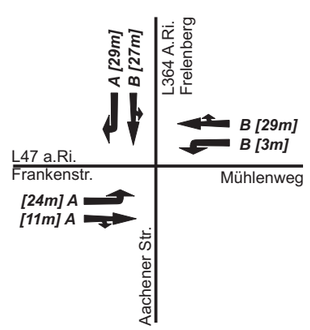
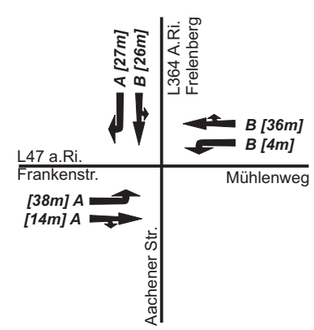
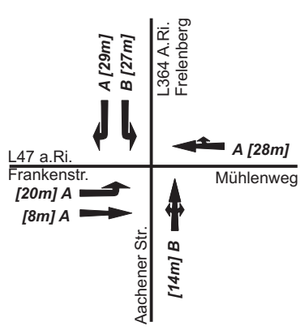
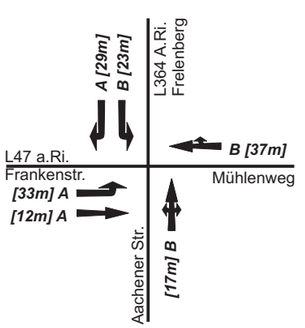
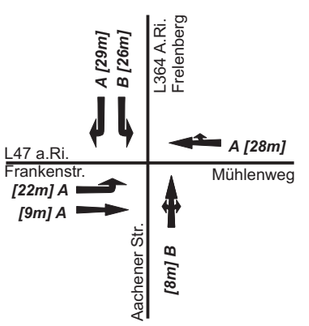
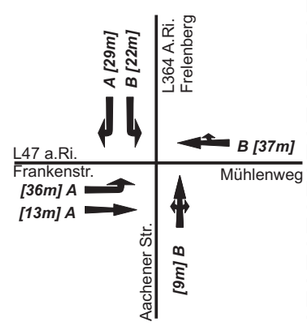
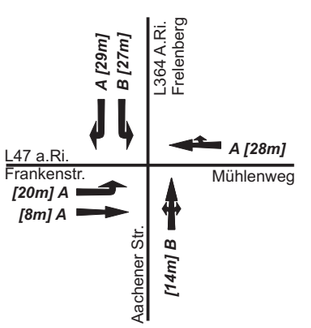
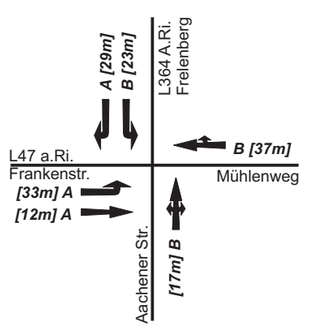
Netzvariante 1: Zweirichtungsverkehr Frankenstr. <-> Kapellenstr.
Netzvariante 2: Einrichtungsverkehr Frankenstr. -> Kapellenstr.
Netzvariante 3: Einrichtungsverkehr Kapellenstr. -> Frankenstr.

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	Netzvariante 1	Netzvariante 2	Netzvariante 3
Geometrievariante 1	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]**  	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]**  	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]** 
Geometrievariante 2	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]**  	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]**  	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]** 
Geometrievariante 3	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]**  	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]**  	**Morgenspitzenstunde [Pkw-E/h]**  **Nachmittagsspitzenstunde [Pkw-E/h]** 

Prognose 2020

Netzvariante 1: Zweirichtungsverkehr Frankenstr. <-> Kapellenstr.
Netzvariante 2: Einrichtungsverkehr Frankenstr. -> Kapellenstr.
Netzvariante 3: Einrichtungsverkehr Kapellenstr. -> Frankenstr.

	Netzvariante 1		Netzvariante 2		Netzvariante 3	
Geometrievariante 1	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**
						
Geometrievariante 2	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**
						
Geometrievariante 3	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**	**Morgenspitzenstunde**	**Nachmittagsspitzenstunde**
						

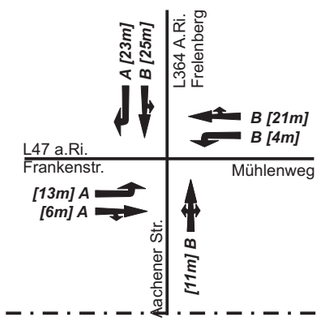
Prognose 2008

Netzvariante 1: Zweirichtungsverkehr Frankenstr. <-> Kapellenstr.
Netzvariante 2: Einrichtungsverkehr Frankenstr. -> Kapellenstr.
Netzvariante 3: Einrichtungsverkehr Kapellenstr. -> Frankenstr.

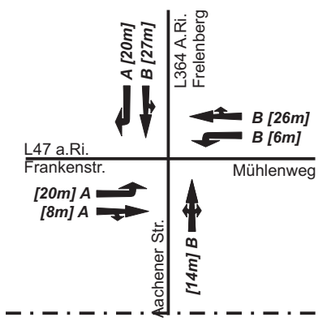
Netzvariante 1

Geometrievariante 1

Morgenspitzenstunde

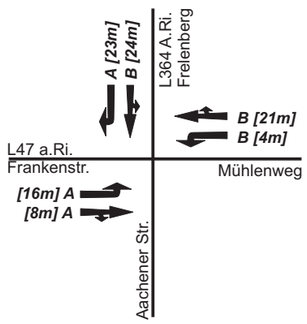


Nachmittagsspitzenstunde

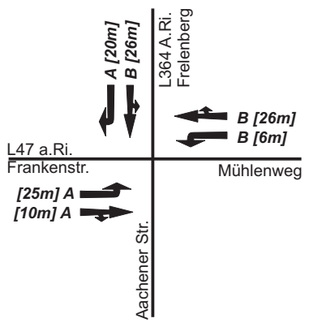


Geometrievariante 2

Morgenspitzenstunde

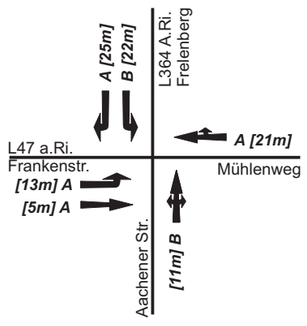


Nachmittagsspitzenstunde

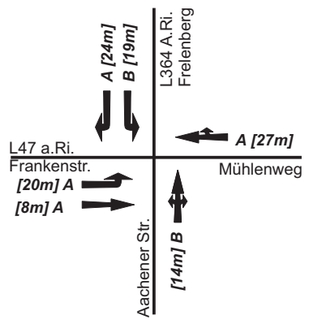


Geometrievariante 3

Morgenspitzenstunde



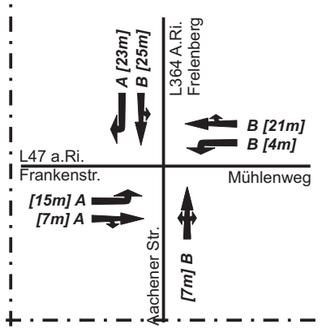
Nachmittagsspitzenstunde



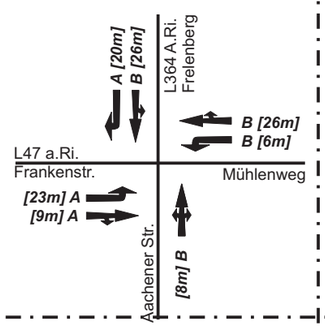
Netzvariante 2

Geometrievariante 1

Morgenspitzenstunde

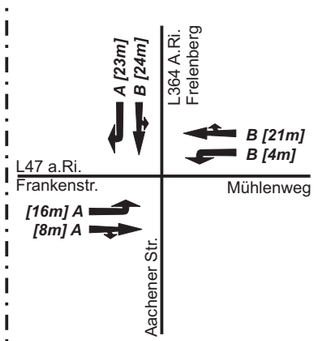


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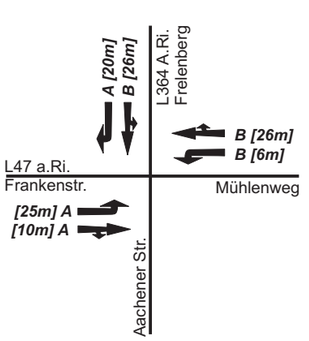


Geometrievariante 2

Morgenspitzenstunde

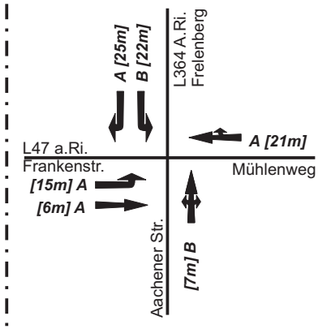


Nachmittagsspitzenstunde

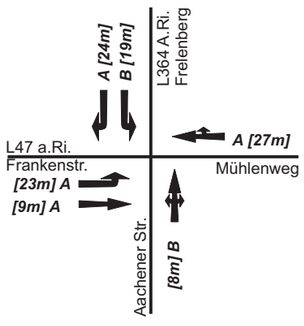


Geometrievariante 3

Morgenspitzenstunde



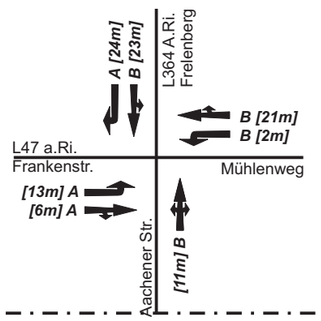
Nachmittagsspitzenstunde



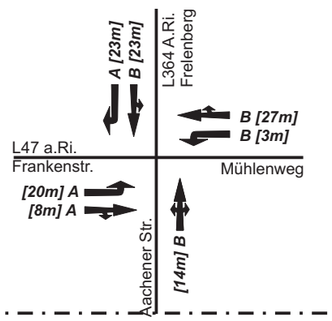
Netzvariante 3

Geometrievariante 1

Morgenspitzenstunde

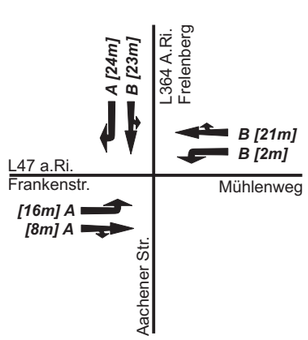


Nachmittagsspitzenstunde

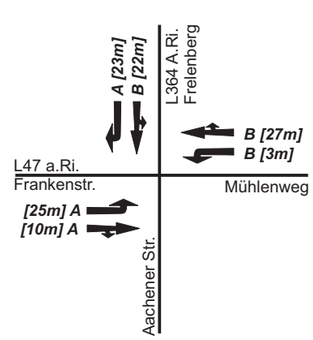


Geometrievariante 2

Morgenspitzenstunde

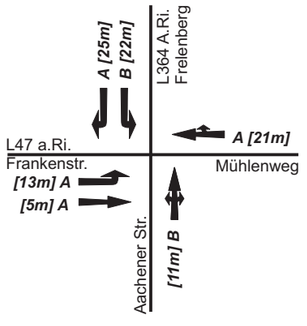


Nachmittagsspitzenstunde

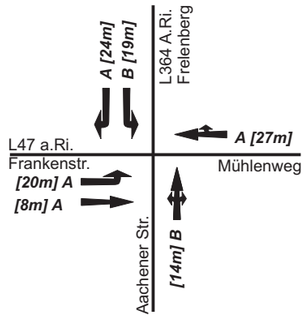


Geometrievariante 3

Morgenspitzenstunde



Nachmittagsspitzenstunde



Prognose 2020

Netzvariante 1: Zweirichtungsverkehr Frankenstr. <-> Kapellenstr.
Netzvariante 2: Einrichtungsverkehr Frankenstr. -> Kapellenstr.
Netzvariante 3: Einrichtungsverkehr Kapellenstr. -> Frankenstr.

- Eine ***Anbindung der Aachener Str.*** ist aus ***leistungstechnischer Sicht*** für ***alle*** untersuchten ***Geometrievarianten*** sowohl für die ***Prognosebelastung 2008*** als auch für einen ***Prognosehorizont 2020 problemlos möglich***.

- Der Knotenpunkt weist ***in allen Geometrie- und Netzvarianten*** sowohl für die Prognosebelastung 2008 als auch für einen Prognosehorizont 2020 eine ***Qualitätsstufe B*** nach HBS und somit noch ***erhebliche Leistungsreserven*** aus

- Die heutige **Koordinierung** mit dem Knotenpunkt L225/Alte Poststr./Mühlenweg sowie die hiermit ursächlich zusammenhängende ***Phasenkonstellation*** der LSA-Steuerung kann in der derzeitigen Form auch bei Anschluss der Aachener Str. ***bestehen bleiben***

- Da leistungstechnisch problemlos möglich, wird diesseits der „***Vollanschluss***“ (Ein- und Ausfahren in den/aus dem Knotenpunkt) der Aachener Str. an den Knotenpunkt L47/L364/Mühlenweg ***vorgeschlagen***

- Dies erfordert neben dem Ausbau der Lichtsignalanlage auch die Einrichtung einer Linksabbiegespur in der Zufahrt Mühlenweg mit einer Länge von ca. 10m zur Vermeidung von Behinderungen der Geradeaus-/Rechtsverkehre und somit zur Gewährleistung eines koordinierten Verkehrsflusses Mühlenweg -> L47

- Die Zufahrt der Aachener Str. kann aufgrund der verhältnismäßig geringen Verkehrsbelastungen als einstreifige Mischspur ausgeführt werden