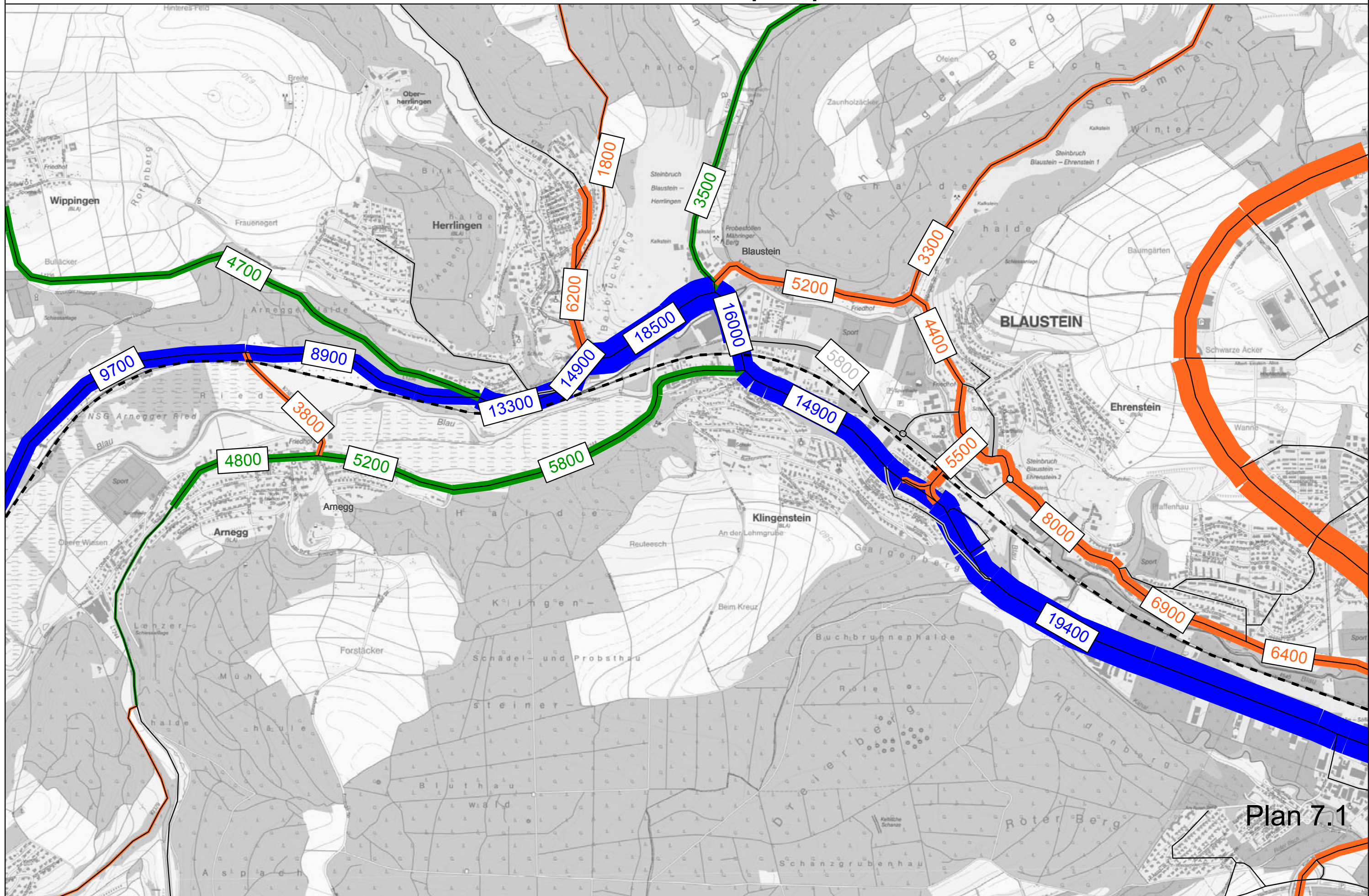
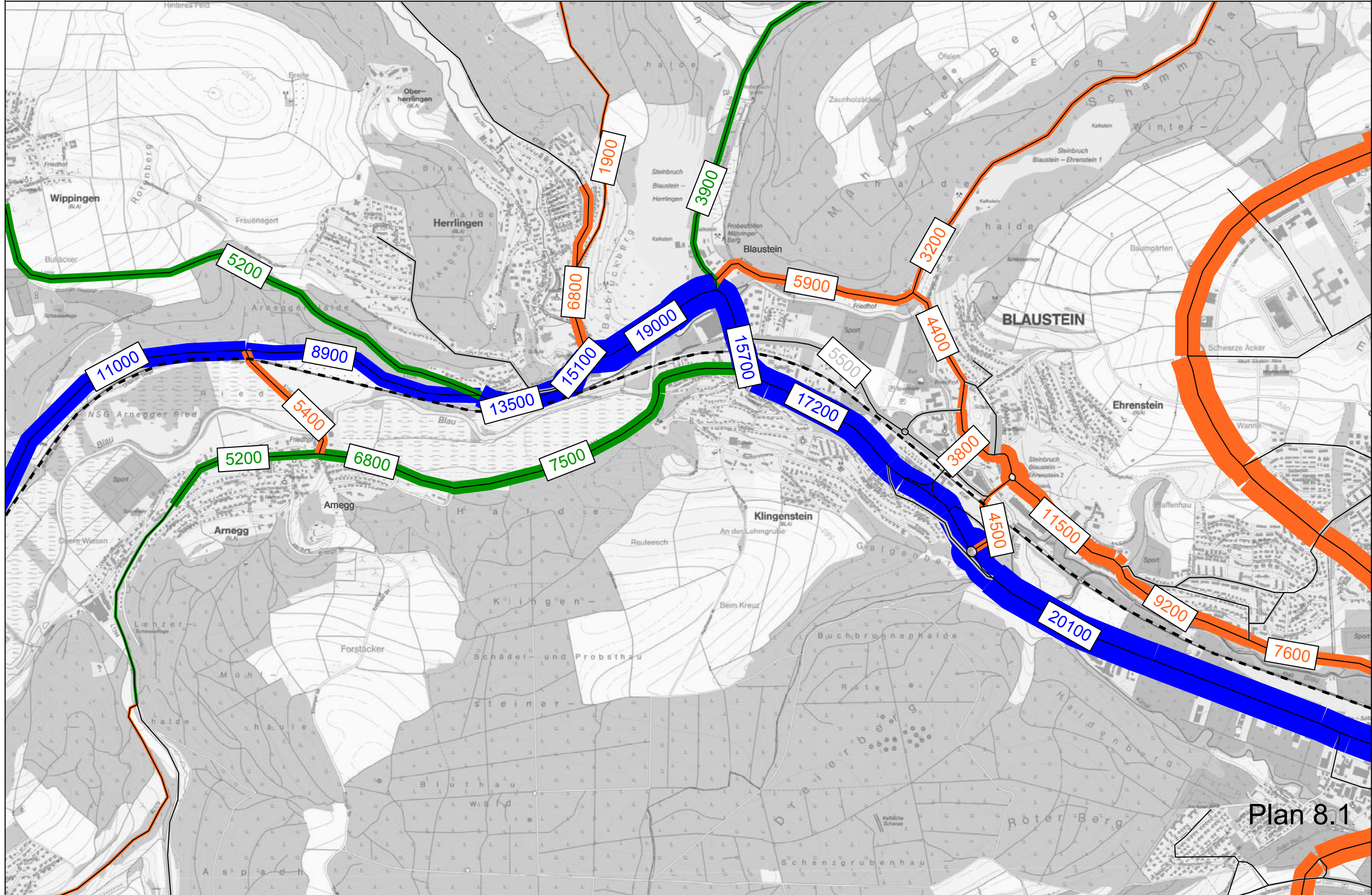


Status Quo 2012 - DTV-w [Kfz/24h]

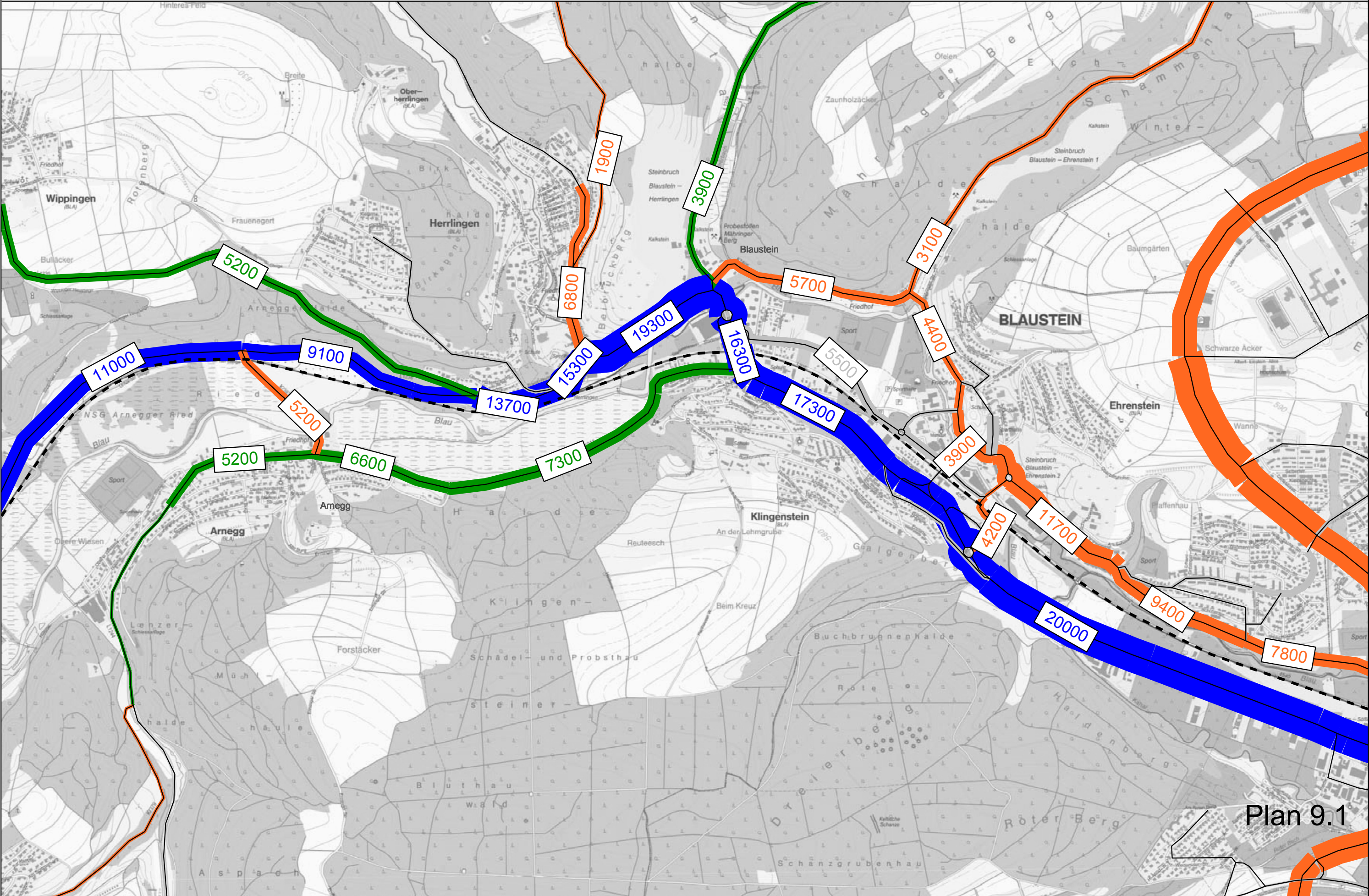


Prognosebezugsfall 2025 - DTV-w [Kfz/24h]



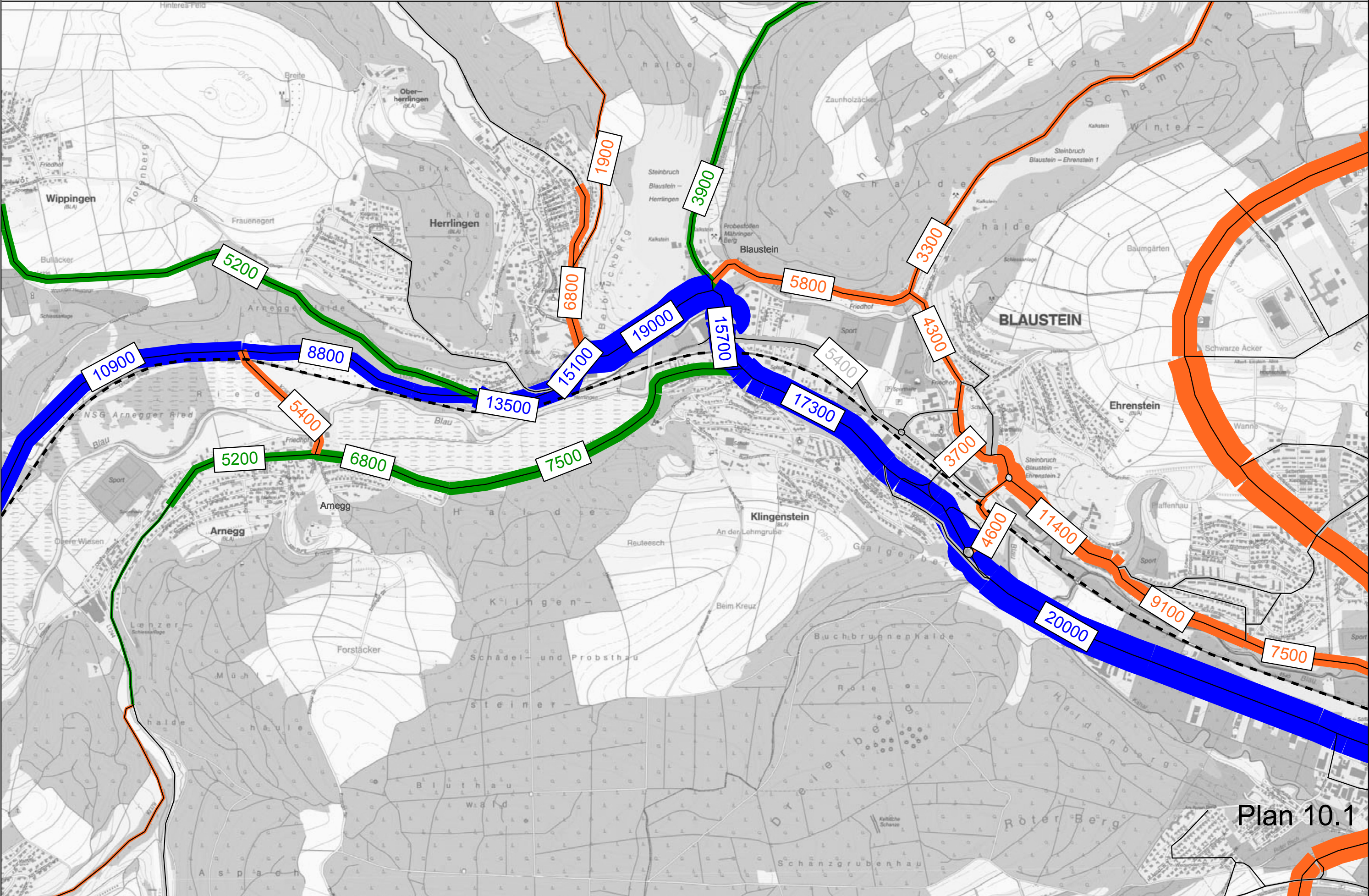
Plan 8.1

Planungsnetzfall 1 - DTV-w [Kfz/24h]

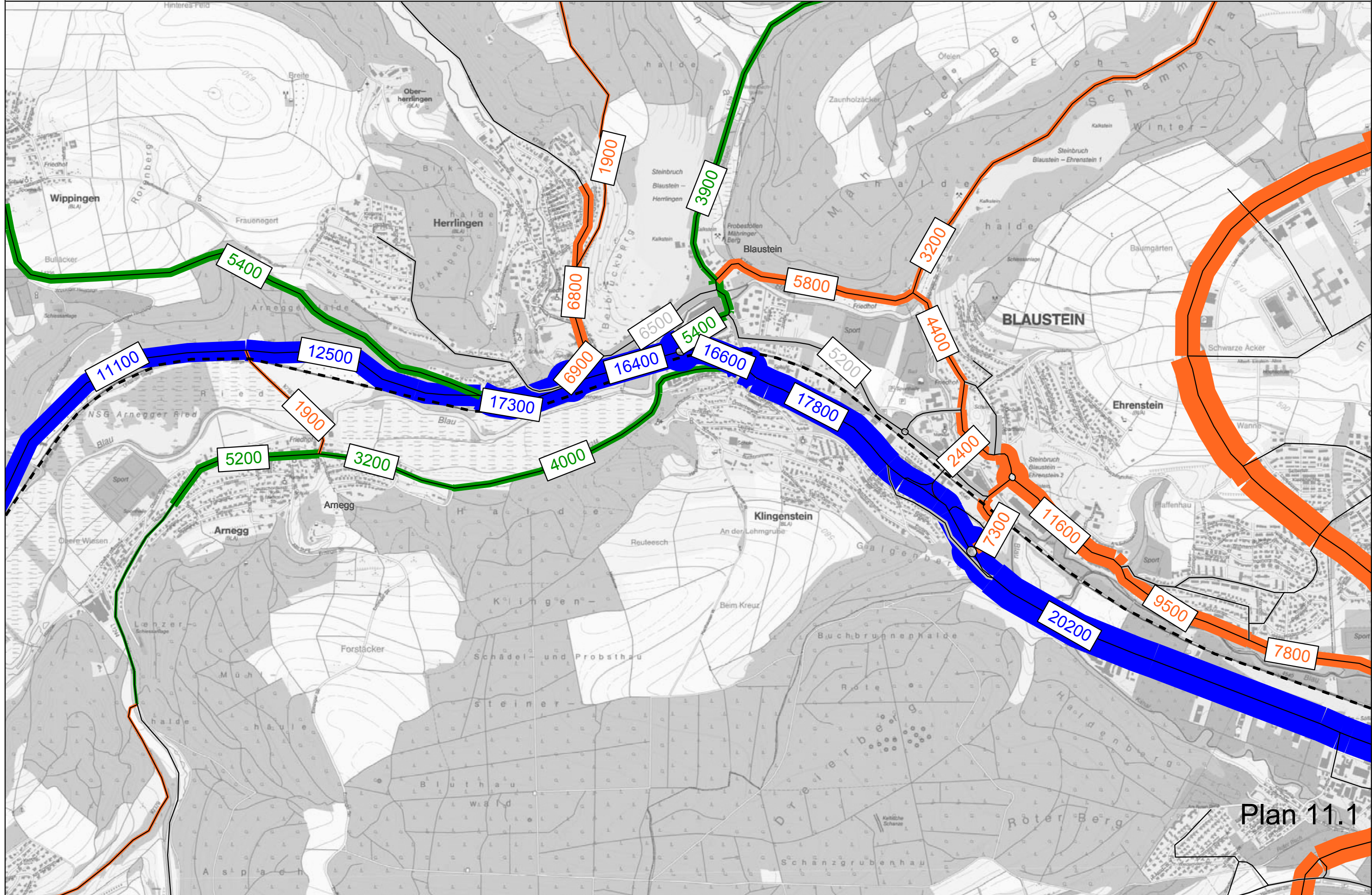


Plan 9.1

Planungsnetzfall 2 - DTV-w [Kfz/24h]

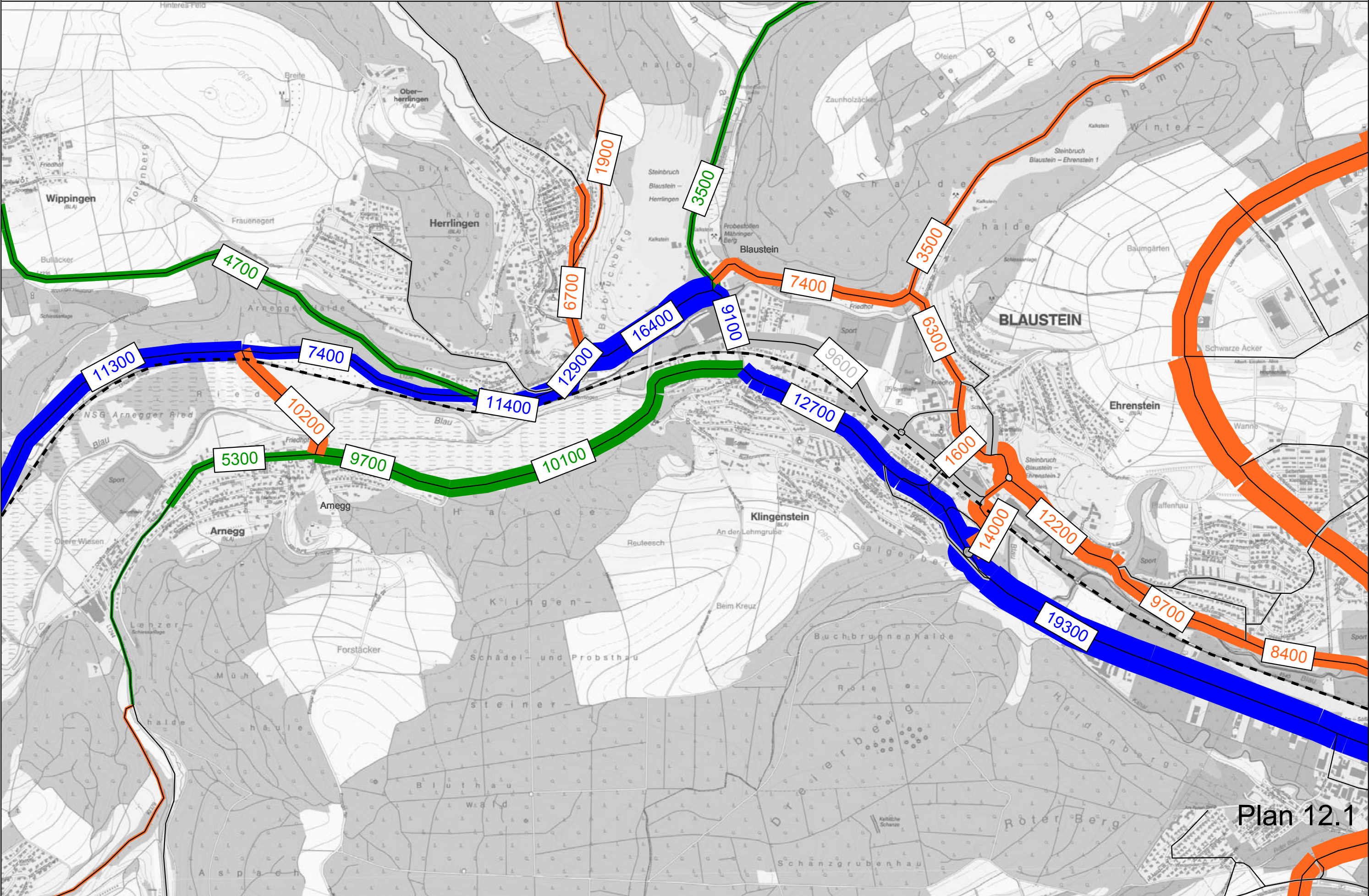


Planungsnetzfall 03 - DTV-w [Kfz/24h]



Plan 11.1

Planungsnetzfall 4 - DTV-w [Kfz/24h]



Plan 12.1

# Vergleich Prognosebezugsfall und Planungsnetzfälle [Kfz/24h]

	B 28 in Klingenstein	B 28 Höhe Bahnübergang	B 28 zw. Herrlingen und Klingenstein	L 1244 zw. Arnegg und Klingenstein	Ehrensteiner Straße
Prognosebezugsfall	<b>17.200</b>	<b>15.700</b>	<b>19.000</b>	<b>7.500</b>	<b>5.500</b>
Variante 1	<b>17.300</b> <b>+ 100</b>	<b>16.300</b> <b>+ 600</b>	<b>19.300</b> <b>+ 300</b>	<b>7.300</b> <b>- 200</b>	<b>5.500</b> <b>+/- 0</b>
Variante 2	<b>17.300</b> <b>+ 100</b>	<b>15.700</b> <b>+/- 0</b>	<b>19.000</b> <b>+/- 0</b>	<b>7.500</b> <b>+/- 0</b>	<b>5.400</b> <b>- 100</b>
Variante 3	<b>17.800</b> <b>+ 600</b>	<b>Neue Trasse</b> <b>16.600</b> <b>(+ 900)</b>	<b>6.500</b> <b>- 12.500</b>	<b>4.000</b> <b>- 3.500</b>	<b>5.200</b> <b>- 300</b>
Variante 4	<b>12.700</b> <b>- 4.500</b>		<b>16.400</b> <b>- 2.600</b>	<b>10.100</b> <b>+ 2.600</b>	<b>9.600</b> <b>+ 4.100</b>