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|---|---|-------------------|
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Verkehrsuntersuchung B 198 OU Mirow

Verkehrszählung und Auswertung

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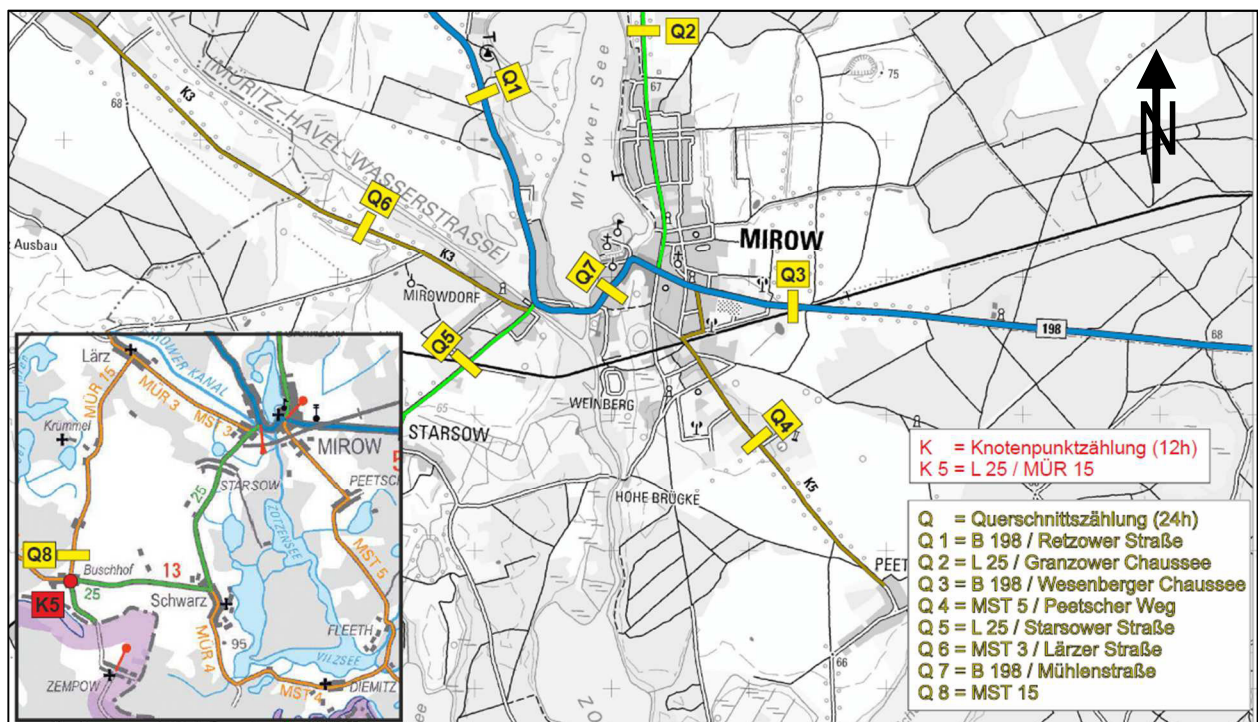
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|----------|--|
| Anlage 1 | Auswertung der automatischen Querschnittserhebung vom 02.06.2016 |
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1 Anlass und Aufgabenstellung

Zur Ermittlung der aktuellen Grundlagendaten für eine im Weiteren durchzuführende Verkehrsuntersuchung zur B 198 Ortsumgehung Mirow sind die Verkehrsbelastungen im Außenkordon der Stadt zu erheben und auszuwerten. Die Verkehrserhebungen sind als Tagespegel (24 Stunden) mit Hilfe automatischer Zählgeräte durchzuführen.

Für die Untersuchung einer verbesserten Verkehrsverbindung Mirow – Wittstock/Dosse sind zeitgleich zum oben genannten Zählprogramm in Mirow die Verkehrsbelastungen auf der Kreisstraße MÜR 15 (Lärz – Buschhof) als Tagespegel zu ermitteln. Die Verkehrsströme am Knotenpunkt L 25/ MÜR 15 in Buschhof sind am selben Tag manuell über 12 Stunden zu erheben.

Der für die Leistungserbringung maßgebende Zählstellenplan ist nachstehend abgebildet:



(Quelle: SPI)

Abbildung 1-1: Zählstellenplan Mirow/ Buschhof

2 Vorgehensweise und Erhebungsergebnisse

2.1 Automatische Querschnittserhebungen

In Absprache mit dem Auftraggeber und dem NAN für die automatischen Querschnittserhebungen (VTL Verkehrstechnik Laube GmbH & Co. KG Magdeburg) wurde der Donnerstag, 02. Juni 2016 als Erhebungstag festgelegt. Die Tagespegelzählungen erfolgten auf den in Abbildung 1-1 dargestellten Streckenabschnitten von 00.00 Uhr bis 24.00 Uhr des Zähltages. Richtungsgetrennt wurden dabei in 60min-Intervallen folgende Kennwerte erhoben und digital gespeichert:

- 3 Längenklassen (< 5,20 m; < 9,80 m; < 25 m)
- 15 Geschwindigkeitsklassen (von 30 bis 80 km/h in 5-er-Intervallen; danach 10er-Intervalle bis 120 km/h)

Die detaillierte Auswertung des NAN, die in Anlage 1 geordnet nach Q1 – Q8 abgelegt ist, umfasst gemäß Vertrag folgende Ergebnislisten:

- Querschnittsauswertung als Längenbericht und als Statistik Zeitraum/Längenklassen
- Fahrtrichtungsauswertungen als grafische Auswertung, Längenbericht, Geschwindigkeitsbericht und Statistik Länge/Geschwindigkeit

In den folgenden Abbildungen sind die Erhebungsergebnisse tabellarisch und grafisch zusammenfassend dargestellt.

| Streckenabschnitt | Fahrtrichtung | | Summe gezählt | L1 [PKW] | L2 [TP/LKW] | L3 [LZ/BUS] | Summe L1-L3 |
|--|---------------|-------------|------------------|--------------|-------------|-------------|----------------|
| | | | | | | | |
| B 198 - Retzower Str. | Q1A | Zentrum | 2.502 | 2.062 | 252 | 177 | 2.491 |
| | Q1B | Röbel | 2.408 | 1.936 | 279 | 184 | 2.399 |
| Q1 - Querschnitt B 198/ Nord: | | | 4.910 | 3.998 | 531 | 361 | 4.890 |
| L 25 - Granzower Chaussee | Q2A | Zentrum | 1.644 | 1.517 | 109 | 14 | 1.640 |
| | Q2B | Neustrelitz | 1.713 | 1.537 | 150 | 19 | 1.706 |
| Q2 - Querschnitt L 25/ Nord: | | | 3.357 | 3.054 | 259 | 33 | 3.346 |
| B 198 - Wesenberger Chaussee | Q3A | Zentrum | 2.878 | 2.345 | 270 | 192 | 2.807 |
| | Q3B | Wesenberg | 2.777 | 2.201 | 359 | 210 | 2.770 |
| Q3 - Querschnitt B 198/ Ost: | | | 5.655 | 4.546 | 629 | 402 | 5.577 |
| MST 5 - Peetscher Weg | Q4A | Zentrum | 731 | 624 | 78 | 20 | 722 |
| | Q4B | Rheinsberg | 735 | 642 | 82 | 11 | 735 |
| Q4 - Querschnitt MST 5: | | | 1.466 | 1.266 | 160 | 31 | 1.457 |
| L 25 - Starsower Strasse | Q5A | Zentrum | 1.193 | 976 | 141 | 75 | 1.192 |
| | Q5B | Schwarz | 1.083 | 903 | 115 | 65 | 1.083 |
| Q5 - Querschnitt L 25: | | | 2.276 | 1.879 | 256 | 140 | 2.275 |
| MST 3 - Lärzer Strasse | Q6A | Zentrum | 423 | 381 | 24 | 14 | 419 |
| | Q6B | Lärz | 411 | 352 | 42 | 14 | 408 |
| Q6 - Querschnitt MST 3: | | | 834 | 733 | 66 | 28 | 827 |
| B 198 - Mühlenstrasse | Q7A | Zentrum | 4.185 | 3.557 | 424 | 193 | 4.174 |
| | Q7B | Röbel | 4.040 | 3.370 | 423 | 235 | 4.028 |
| Q7 - Querschnitt B 198/ Stadtmitte: | | | 8.225 | 6.927 | 847 | 428 | 8.202 |
| MÜR 15 | Q8A | Lärz | 121 | 78 | 33 | 10 | 121 |
| | Q8B | Buschhof | 104 | 53 | 40 | 11 | 104 |
| Q8 - Querschnitt MÜR 15*: | | | 225 | 131 | 73 | 21 | 225 |

Tabelle 2-1: Zusammenfassung der automatischen Tagespegelerhebung vom 02.06.2016

Die den Längenklassen zuzuordnenden Fahrzeuge (Summe L1 – L3) sind nachstehend in der Grafik richtungsbezogen für den Gesamtverkehr zusammenfassend dargestellt.

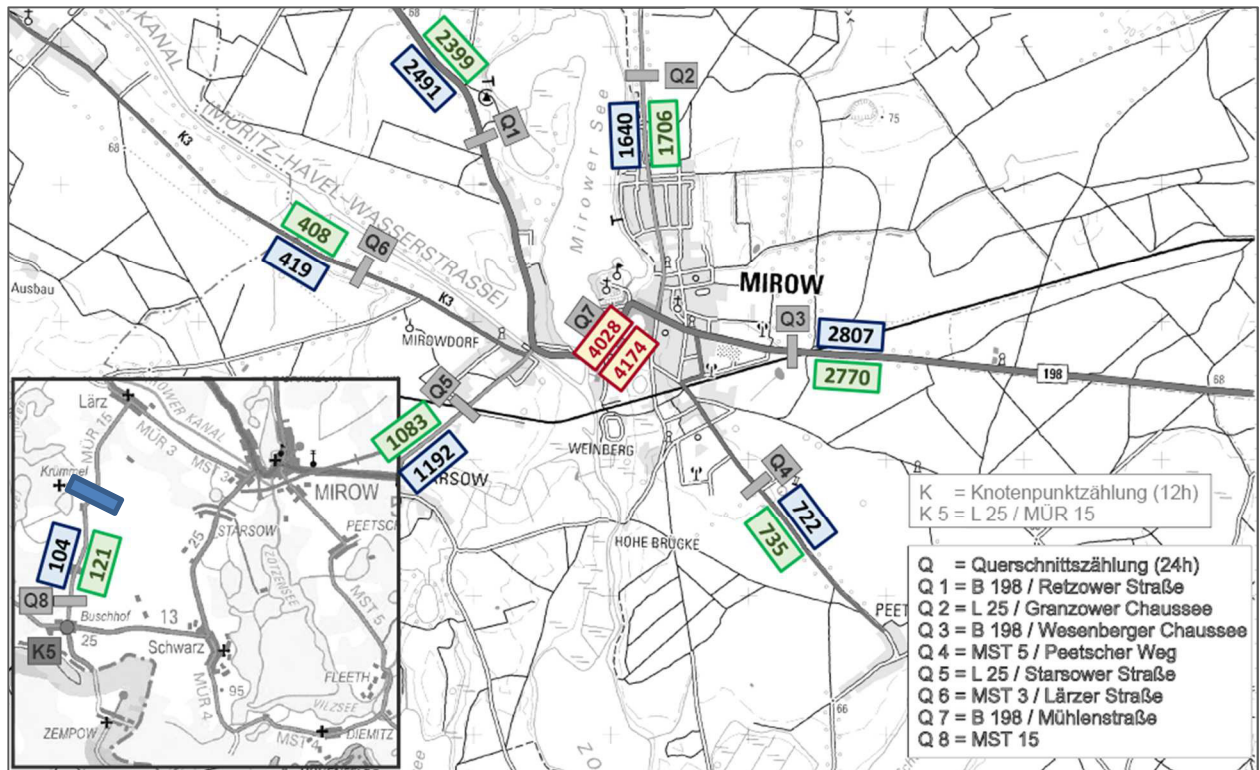


Abbildung 2-1: Ergebnisse der VZ vom 02.06.2016; Gesamtverkehr [Kfz/24h]

Bezüglich der Querschnittsdaten des Q8 (MÜR15) ist zu beachten, dass die Kreisstraße MÜR15 zwischen Buschhof und Lärz über einen längeren Zeitraum aufgrund einer Brückenbaustelle in Krümmel nicht durchgehend befahrbar ist. Aus beiden Fahrtrichtungen ist die Straße als Sackgasse bis zur Baustelle ausgeschildert und frei gegeben.



Abbildung 2-2: Beschilderung am KP L 25/ MÜR 15 in Buschhof sowie im Ortskern Lärz

Dem entsprechend fehlen in den Verkehrsbelastungen des Q8 der aktuellen Erhebung die durchgehenden Verkehrsanteile, die aus Richtung Norden (B 198/ Vietzen, Lärz) in Richtung Süden (L 25/ Flecken Zechlin) bzw. in Richtung Westen (MÜR 15/ Wittstock/ Dosse) fahren (und umgekehrt).

2.2 Manuelle Knotenstromerhebung

Die manuellen Knotenstromerhebungen erfolgten am Zähltag (02.06.2016) gemäß Auftrag in der Zeit von 06 – 18 Uhr. Die einzelnen Verkehrsströme wurden dabei in 15-min-Intervallen fahrtrichtungsgetreunt erfasst. Entsprechend HBS 2015¹ erfolgte die Klassifizierung der Fahrzeuge nach TLS 2012 in folgende Fahrzeuggruppen:

| | | | | | | |
|------|-----|------|-------------|-----|-----|--------------------|
| Krad | Pkw | PkwA | Lieferwagen | Bus | Lkw | LkwA/ Sattelzug |
|------|-----|------|-------------|-----|-----|--------------------|

PkwA = Pkw mit Anhänger

LkwA = Lkw mit Anhänger

Die detaillierten Auswertungstabellen der manuellen Knotenstromerfassung sind in Anlage 2.1 abgelegt. Die entsprechenden grafischen Ergebnisabbildungen in Form von Knotenstrombelastungen sind in Anlage 2.2 enthalten.

In den folgenden Tabellen und Abbildungen sind die Erhebungsergebnisse tabellarisch und grafisch zusammenfassend dargestellt. Die Früh- und Nachmittagsspitzenbelastungen in der Summe aller Knotenpunktzufahrten wurden von 06.15 - 07.15 Uhr und 15.30 – 16.30 Uhr gezählt.

¹ Handbuch für die Bemessung von Straßenverkehrsanlagen; Ausgabe 2015

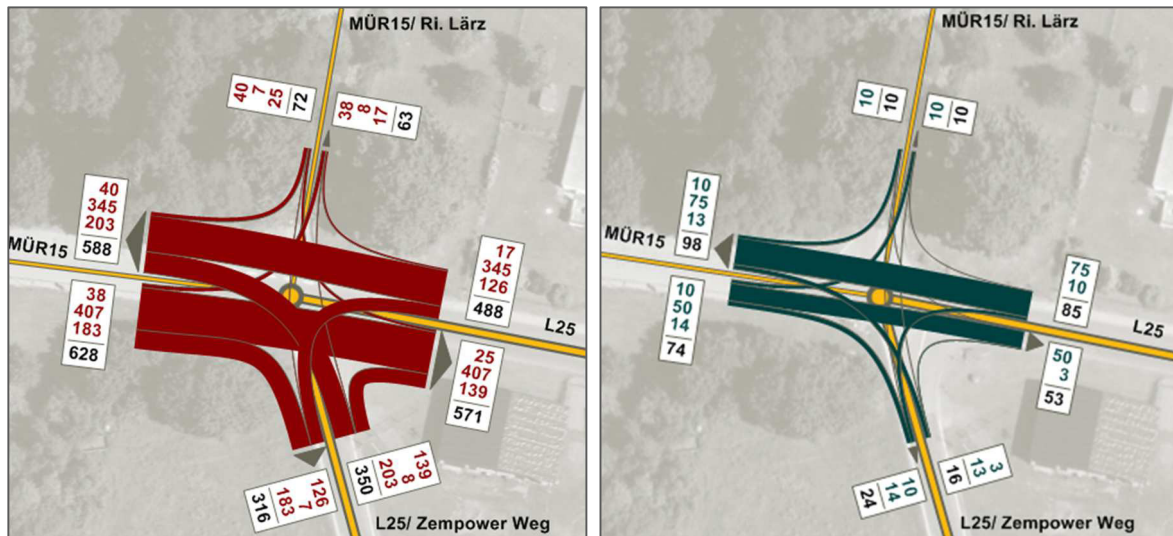


Abbildung 2-3: Gesamte Zählzeit 06-18 Uhr: Gesamt- und Schwerverkehr [Kfz bzw. SV/ 12h]

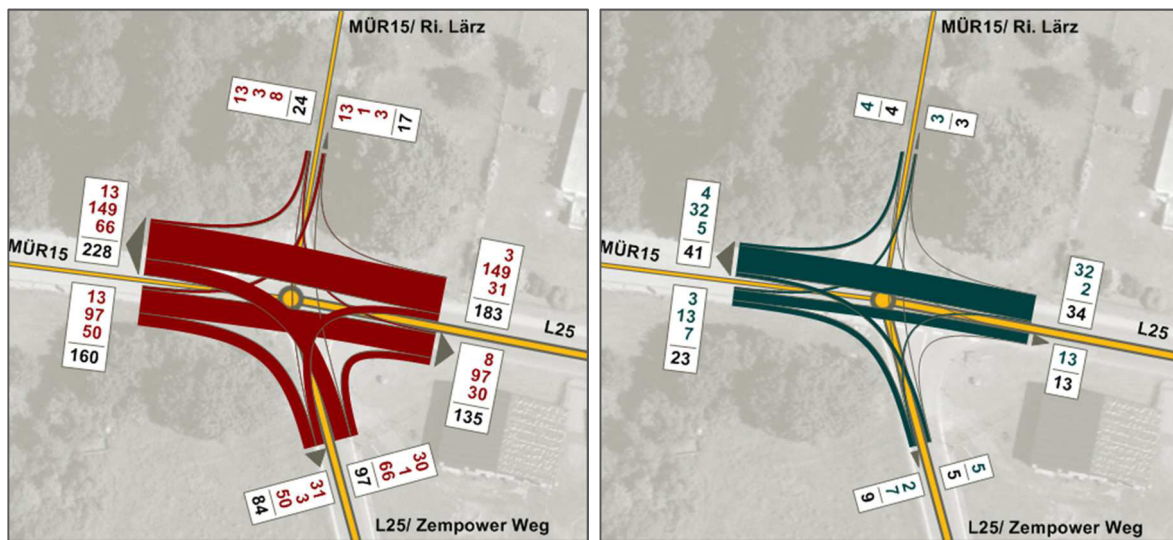


Abbildung 2-4: Zählzeit Vormittag 06-10 Uhr: Gesamt- und Schwerverkehr [Kfz bzw. SV/ 4h]

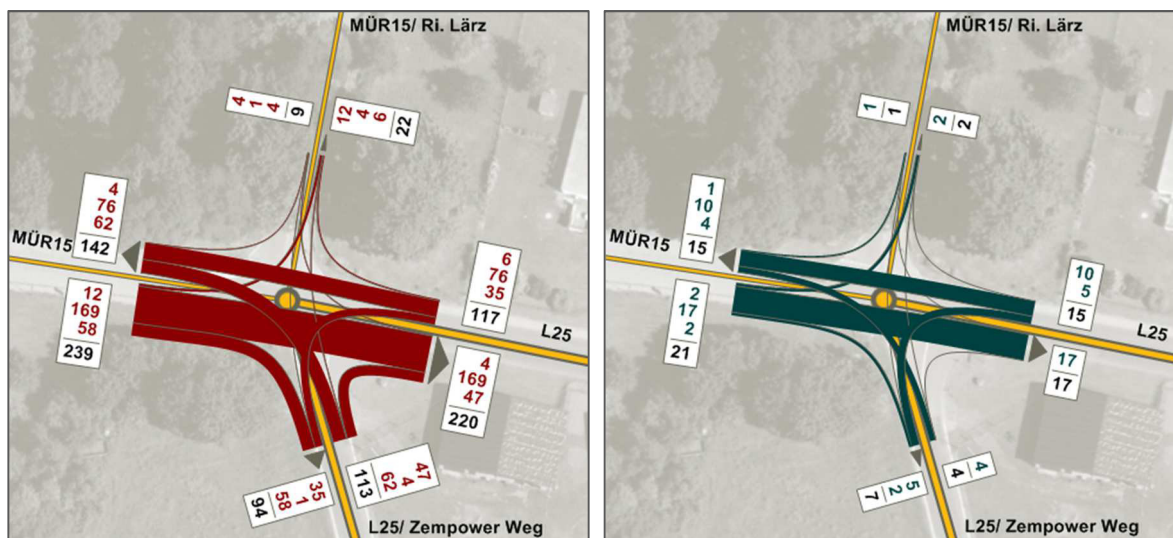


Abbildung 2-5: Zählzeit Nachmittag 15-18 Uhr: Gesamt- und Schwerverkehr [Kfz bzw. SV/ 3h]

| Ort: Buschhof bei Mirow | | | | | | | | | | | | |
|----------------------------------|--|--------|---------------|---------------|--------|---------------|---------------|---------|---------------|--------------------|-------|-------|
| Datum: Donnerstag, 02. Juni 2016 | | | | | | | | | | | | |
| Verkehrsart | | | Gesamtverkehr | Schwerverkehr | % | Gesamtverkehr | Schwerverkehr | % | Gesamtverkehr | Schwerverkehr | % | |
| Zählzeitraum: | | | 06-10 Uhr | | | Anteil SV/GV | 15-18 Uhr | | | Zählzeit 06-18 Uhr | | |
| KP-Zufahrt | Fahrstrom | Kfz/4h | | | Kfz/3h | | | Kfz/12h | | | | |
| Nord | MÜR 15/ Zempower Weg | LA | q10 | 8 | 0 | 0,0% | 4 | 0 | 0,0% | 25 | 0 | 0,0% |
| | | GF | q11 | 3 | 0 | 0,0% | 1 | 0 | 0,0% | 7 | 0 | 0,0% |
| | | RA | q12 | 13 | 4 | 30,8% | 4 | 1 | 25,0% | 40 | 10 | 25,0% |
| | | Sum. | | 24 | 4 | 16,7% | 9 | 1 | 11,1% | 72 | 10 | 13,9% |
| Ost | L 25/ Wittstocker Str. (Schwarz) | LA | q7 | 31 | 2 | 6,5% | 35 | 5 | 14,3% | 126 | 10 | 7,9% |
| | | GF | q8 | 149 | 32 | 21,5% | 76 | 10 | 13,2% | 345 | 75 | 21,7% |
| | | RA | q9 | 3 | 0 | 0,0% | 6 | 0 | 0,0% | 17 | 0 | 0,0% |
| | | Sum. | | 183 | 34 | 18,6% | 117 | 15 | 12,8% | 488 | 85 | 17,4% |
| Süd | L 25/ Zempower Weg, Süd | LA | q4 | 66 | 5 | 7,6% | 62 | 4 | 8,1% | 203 | 13 | 6,9% |
| | | GF | q5 | 1 | 0 | 0,0% | 4 | 0 | 0,0% | 8 | 0 | 0,0% |
| | | RA | q6 | 30 | 0 | 0,0% | 47 | 0 | 0,0% | 139 | 3 | 2,2% |
| | | Sum. | | 97 | 5 | 5,2% | 113 | 4 | 3,5% | 350 | 16 | 4,6% |
| West | MÜR 15/ Wittstocker Str. (Buschhof) | LA | q1 | 13 | 3 | 23,1% | 12 | 2 | 16,7% | 38 | 10 | 26,3% |
| | | GF | q2 | 97 | 13 | 13,4% | 169 | 17 | 10,1% | 407 | 50 | 12,3% |
| | | RA | q3 | 50 | 7 | 14,0% | 58 | 2 | 3,4% | 183 | 14 | 7,7% |
| | | Sum. | | 160 | 23 | 14,4% | 239 | 21 | 8,8% | 628 | 74 | 11,8% |
| Gesamtsumme KP-Zufahrten: | | | 464 | 66 | 14,2% | 478 | 41 | 8,6% | 1.538 | 185 | 12,0% | |

| Verkehrsart | | | Gesamtverkehr | Schwerverkehr | % | Gesamtverkehr | Schwerverkehr | % | Gesamtverkehr | Schwerverkehr | % |
|----------------------------|------|----------|---------------|---------------|-------|---------------|---------------|-------|---------------|---------------|-------|
| Ausfahrten | Nord | Ausfahrt | 17 | 3 | 17,6% | 22 | 2 | 9,1% | 63 | 10 | 15,9% |
| | Ost | Ausfahrt | 135 | 13 | 9,6% | 220 | 17 | 7,7% | 571 | 53 | 9,3% |
| | Süd | Ausfahrt | 84 | 9 | 10,7% | 94 | 7 | 7,4% | 316 | 24 | 7,6% |
| | West | Ausfahrt | 228 | 41 | 18,0% | 142 | 15 | 10,6% | 588 | 98 | 16,8% |
| Gesamtsumme KP-Ausfahrten: | | | 464 | 66 | 14,2% | 478 | 41 | 8,6% | 1.538 | 185 | 12,1% |

Tabelle 2-2: Gesamtzusammenfassung der manuellen Knotenstromzählung vom 02.06.2016

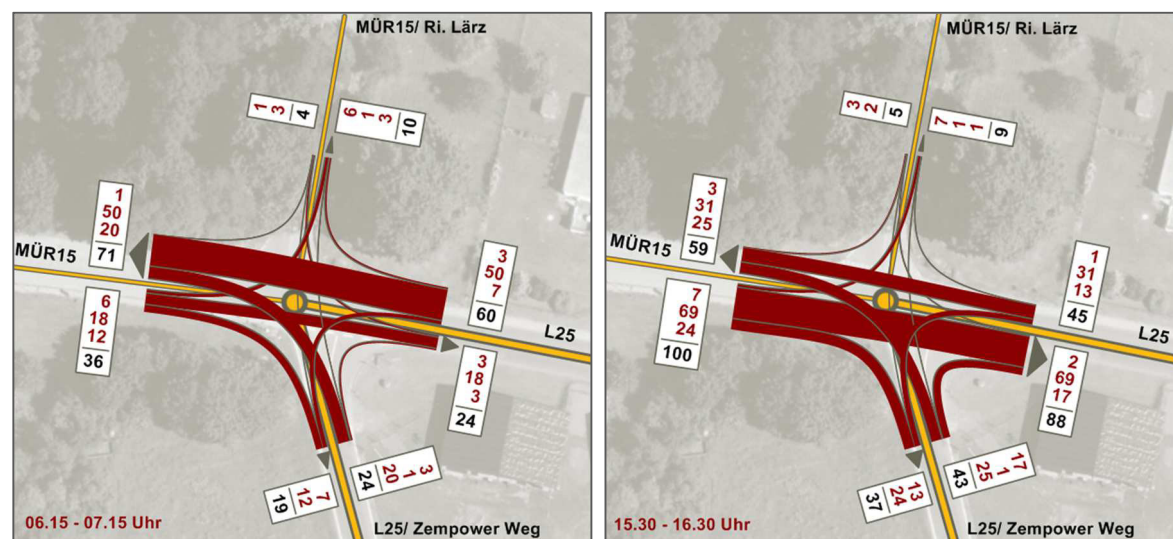


Abbildung 2-6: Früh- und Nachmittagsspitzenstunde – Gesamtverkehr [Kfz/h]

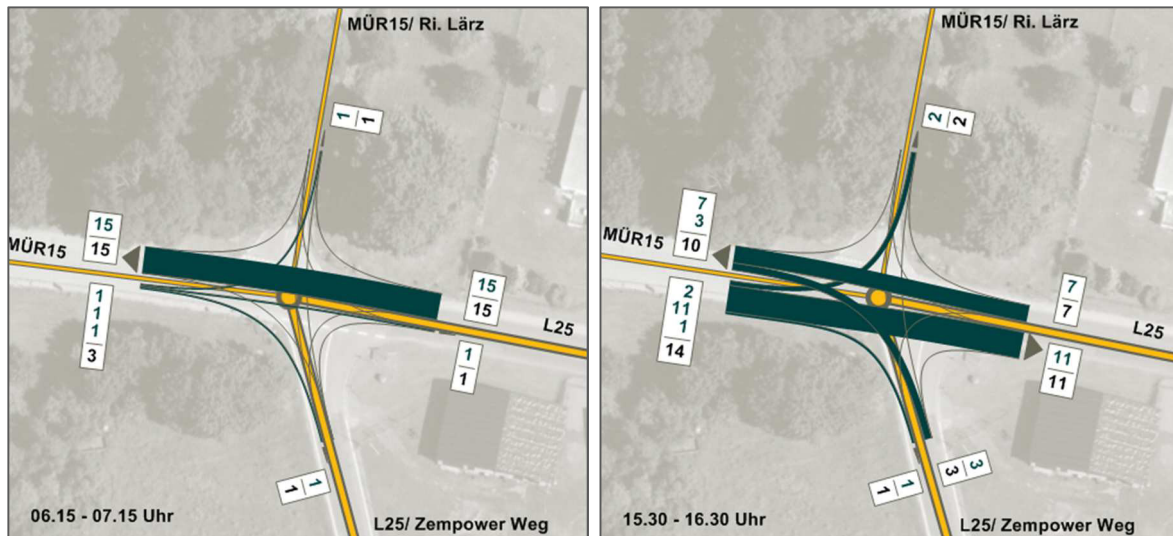


Abbildung 2-7: Früh- und Nachmittagsspitzenstunde – Schwerverkehr [Kfz/h]

| Verkehrsart | | Gesamtverkehr | Schwerverkehr | % | Gesamtverkehr | Schwerverkehr | | |
|---------------------------|--|-----------------|---------------|-------|-------------------|---------------|-----|----|
| Zählzeitraum: | | Frühspitze | | | NM-Spitze | | | |
| KP-Zufahrt | Fahrstrom | 06.15-07.15 Uhr | | | 15.30 - 16.30 Uhr | | | |
| Nord | MÜR 15/ Zempower Weg | LA | q10 | 3 | 0 | 0,0% | 2 | 0 |
| | | GF | q11 | 0 | 0 | | 0 | 0 |
| | | RA | q12 | 1 | 0 | 0,0% | 3 | 0 |
| | | Sum. | | 4 | 0 | 0,0% | 5 | 0 |
| Ost | L 25/ Wittstocker Str. (Schwarz) | LA | q7 | 7 | 0 | 0,0% | 13 | 0 |
| | | GF | q8 | 50 | 15 | 30,0% | 31 | 7 |
| | | RA | q9 | 3 | 0 | 0,0% | 1 | 0 |
| | | Sum. | | 60 | 15 | 25,0% | 45 | 7 |
| Süd | L 25/ Zempower Weg, Süd | LA | q4 | 20 | 0 | 0,0% | 25 | 3 |
| | | GF | q5 | 1 | 0 | 0,0% | 1 | 0 |
| | | RA | q6 | 3 | 0 | 0,0% | 17 | 0 |
| | | Sum. | | 24 | 0 | 0,0% | 43 | 3 |
| West | MÜR 15/ Wittstocker Str. (Buschhof) | LA | q1 | 6 | 1 | 16,7% | 7 | 2 |
| | | GF | q2 | 18 | 1 | 5,6% | 69 | 11 |
| | | RA | q3 | 12 | 1 | 8,3% | 24 | 1 |
| | | Sum. | | 36 | 3 | 8,3% | 100 | 14 |
| Gesamtsumme KP-Zufahrten: | | 124 | 18 | 14,5% | 193 | 24 | | |

| Verkehrsart | | Gesamtverkehr | Schwerverkehr | % | Gesamtverkehr | Schwerverkehr | |
|----------------------------|------|---------------|---------------|-------|---------------|---------------|----|
| Ausfahrten | Nord | Ausfahrt | 10 | 1 | 10,0% | 9 | 2 |
| | Ost | Ausfahrt | 24 | 1 | 4,2% | 88 | 11 |
| | Süd | Ausfahrt | 19 | 1 | 5,3% | 37 | 1 |
| | West | Ausfahrt | 71 | 15 | 21,1% | 59 | 10 |
| Gesamtsumme KP-Ausfahrten: | | 124 | 18 | 14,5% | 193 | 24 | |

Tabelle 2-3: Ergebnisse der manuellen Knotenstromzählung vom 02.06.2016: Früh- und Nachmittagsspitze

Anlage 1

Auswertung der automatischen Querschnittserhebungen Q1 – Q8

Donnerstag, 02.06.2016 [00 – 24 Uhr]

Ergebniszusammenfassung

- Q1 B 198/ Retzower Straße
- Q 2 L 25/ Granzower Chaussee
- Q 3 B 198/ Wesenberger Chaussee
- Q 4 MST 5/ Peetscher Weg
- Q 5 L 25/ Starsower Straße
- Q 6 MST 3/ Lärzer Straße
- Q 7 B 198/ Mühlenstraße
- Q 8 MÜR 15

Auswertung je Querschnitt:

Querschnittsauswertung als Längenbericht und
Statistik Zeitraum/ Längenklassen

Fahrtrichtungsauswertung als grafische Auswertung, Längenbericht,
Geschwindigkeitsbericht und Statistik Länge/ Geschwindigkeit

Statistische Daten

der

Verkehrserhebung

für die Stadt Mirow

Zählstellen :

Q1 bis Q8

Erhebungszeitraum :

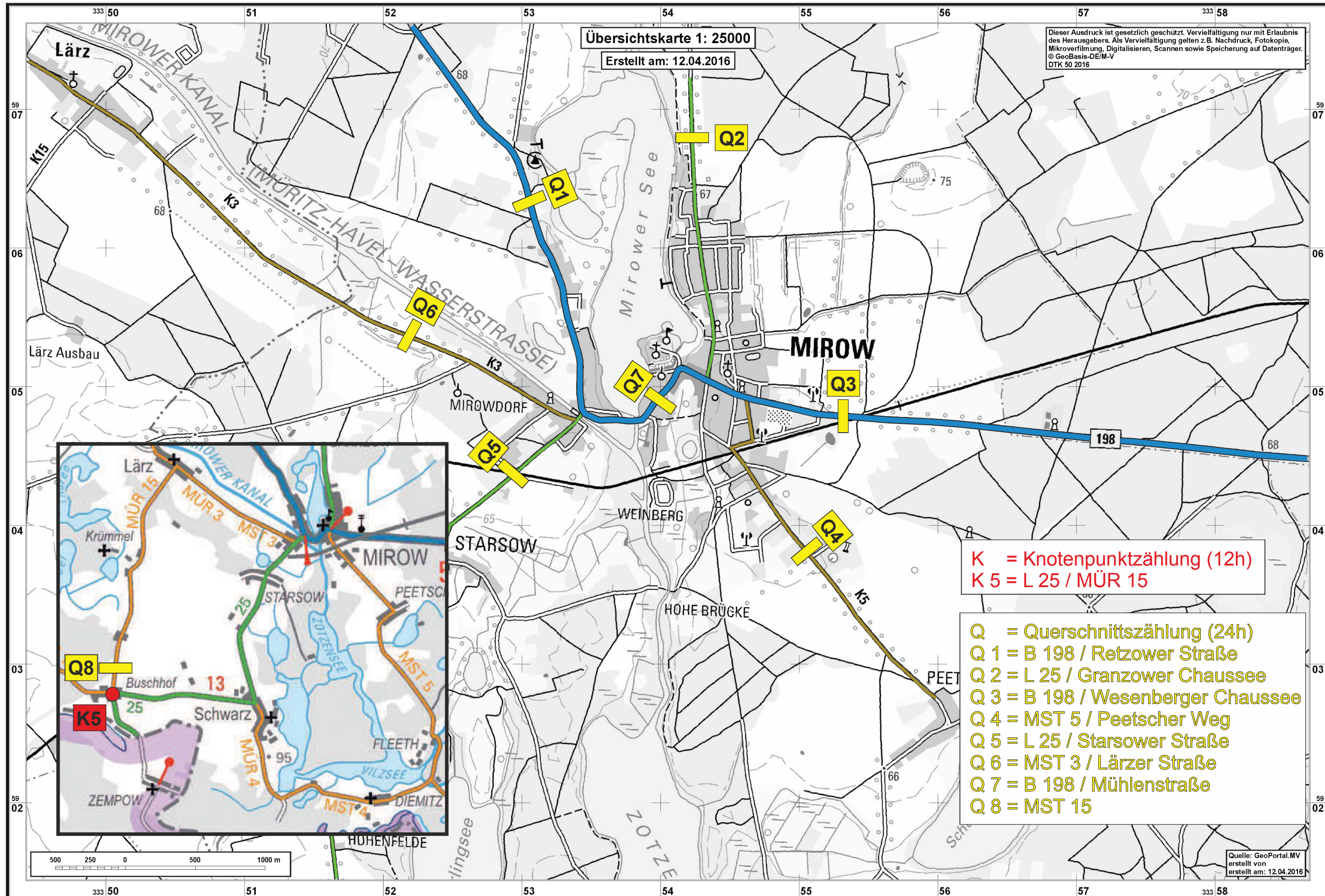
02.06.2016 – 00:00 bis 03.06.2016 – 00:00

Messintervall : 60 Minuten

Übersichtskarte 1: 25000

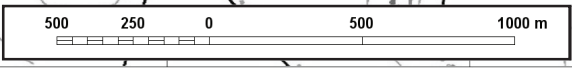
Erstellt am: 12.04.2016

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DTK 50 2016



K = Knotenpunktzählung (12h)
K 5 = L 25 / MÜR 15

Q = Querschnittszählung (24h)
Q 1 = B 198 / Retzower Straße
Q 2 = L 25 / Granzower Chaussee
Q 3 = B 198 / Wesenberger Chaussee
Q 4 = MST 5 / Peetscher Weg
Q 5 = L 25 / Starsower Straße
Q 6 = MST 3 / Lärzer Straße
Q 7 = B 198 / Mühlenstraße
Q 8 = MST 15



Quelle: GeoPortal.MV
erstellt von
erstellt am: 12.04.2016

Inhaltsverzeichnis

Statistische Auswertung

Q1 – B 189 – Retzower Strasse

Querschnitts-Berechnung

Längenbericht
Statistik Zeitraum/Längenklassen

Fahrtrichtung 1/ → Zentrum

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit

Fahrtrichtung 2/ → Röbel

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit



Rtg. Zentrum



Rtg. Röbel

| | |
|---------------------------------|---|
| Projekt : TCRVIRTUAL | Kurzbezeichnung : GQ - Q1 - B 198 - Retzower Str. |
| Strasse : B 198 - Retzower Str. | Geräte-Nr. : 1000 Geräte-Typ : TCRVIRTUAL |
| Richtung : Gesamtquerschnitt | Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00 |
| Stadt : Mirow2016 | Geschw.lt.STVO : 50 Intervall : 60 |
| Land : MV | Staat : D Bearbeiter : MVT |

Strassenzustand
 + Zustand: X Naß X Normal X Trocken

DTV-Berechnung
 + Formelbezeichnung: - Formel:
 - Faktor:
 + Berücksichtigungen: - Strassenzustand - Zeiträume
 - Längenklassen - Geschwindigkeitsklassen
 - Datumsbereich:

Längenklassen PKW (5,2) TP/LKW (9,8) LZ/BUS (25,0) **Geschw.-klassen** 30,35,40,45,50,55,60,65,70,75,80,90,100,110,120

| | | | | | | | |
|------------------|-------------------|--------------|--------------|----------------------|-------------------|--------------|--------------|
| Zeiträume | 06 - 10 (VM) | von 06:00:00 | bis 10:00:00 | Spitzenzeiten | 06 - 12 (VM) | von 06:00:00 | bis 12:00:00 |
| | 10 - 15 (MT) | von 10:00:00 | bis 15:00:00 | | 12 - 18 (NM) | von 12:00:00 | bis 18:00:00 |
| | 15 - 19 (NM) | von 15:00:00 | bis 19:00:00 | | 18 - 22 (Abend) | von 18:00:00 | bis 22:00:00 |
| | 06 - 22 (Tag) | von 06:00:00 | bis 22:00:00 | | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 |
| | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 | | | | |
| | Total | von 00:00:00 | bis 23:59:59 | | | | |

MVT-Traffic ©

Projekt : TCRVIRTUAL
 Strasse : B 198 - Retzower Str.
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (409 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Visual representation of vehicle distribution by length class] | | | | | | | | | |
| (02) 01:00 | 22 | 9 | 6 | 7 | 22 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 02:00 | 17 | 4 | 4 | 9 | 17 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 03:00 | 21 | 5 | 6 | 10 | 21 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 04:00 | 21 | 8 | 8 | 5 | 21 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 05:00 | 51 | 33 | 11 | 7 | 51 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 06:00 | 123 | 100 | 14 | 9 | 123 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 07:00 | 262 | 196 | 40 | 26 | 262 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 08:00 | 310 | 259 | 34 | 15 | 308 | 2 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 09:00 | 260 | 211 | 28 | 21 | 260 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 10:00 | 303 | 236 | 41 | 23 | 300 | 3 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 11:00 | 334 | 283 | 32 | 18 | 333 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 12:00 | 349 | 272 | 41 | 32 | 345 | 4 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 13:00 | 283 | 234 | 28 | 20 | 282 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 14:00 | 317 | 263 | 40 | 13 | 316 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 15:00 | 361 | 306 | 35 | 18 | 359 | 2 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 16:00 | 380 | 312 | 41 | 26 | 379 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 17:00 | 409 | 352 | 34 | 23 | 409 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 18:00 | 355 | 306 | 26 | 20 | 352 | 3 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 19:00 | 261 | 226 | 20 | 14 | 260 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 20:00 | 198 | 169 | 15 | 14 | 198 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 21:00 | 98 | 84 | 7 | 7 | 98 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 22:00 | 95 | 71 | 12 | 12 | 95 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 23:00 | 50 | 39 | 5 | 6 | 50 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (03) 00:00 | 30 | 20 | 3 | 6 | 29 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| Summe | 4910 | 3998 | 531 | 361 | 4890 | 20 | | | [Visual representation] | | | | | | | | | |

Projekt : TCRVIRTUAL
 Strasse : B 198 - Retzower Str.
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 1135 | 902 | 143 | 85 | 1130 | 5 |
| | | 79,8% | 12,7% | 7,5% | 100,0% | |
| 10 - 15 (MT) | 1644 | 1358 | 176 | 101 | 1635 | 9 |
| | | 83,1% | 10,8% | 6,2% | 100,0% | |
| 15 - 19 (NM) | 1405 | 1196 | 121 | 83 | 1400 | 5 |
| | | 85,4% | 8,6% | 5,9% | 100,0% | |
| 06 - 22 (Tag) | 4575 | 3780 | 474 | 302 | 4556 | 19 |
| | | 83,0% | 10,4% | 6,6% | 100,0% | |
| 22 - 06 (Nacht) | 335 | 218 | 57 | 59 | 334 | 1 |
| | | 65,3% | 17,1% | 17,7% | 100,0% | |
| Total | 4910 | 3998 | 531 | 361 | 4890 | 20 |
| | | 81,8% | 10,9% | 7,4% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 1135 | 902 | 143 | 85 | 1130 | 5 |
| | | 79,8% | 12,7% | 7,5% | 100,0% | |
| 10 - 15 (MT) | 1644 | 1358 | 176 | 101 | 1635 | 9 |
| | | 83,1% | 10,8% | 6,2% | 100,0% | |
| 15 - 19 (NM) | 1405 | 1196 | 121 | 83 | 1400 | 5 |
| | | 85,4% | 8,6% | 5,9% | 100,0% | |
| 06 - 22 (Tag) | 4575 | 3780 | 474 | 302 | 4556 | 19 |
| | | 83,0% | 10,4% | 6,6% | 100,0% | |
| 22 - 06 (Nacht) | 335 | 218 | 57 | 59 | 334 | 1 |
| | | 65,3% | 17,1% | 17,7% | 100,0% | |
| Total | 4910 | 3998 | 531 | 361 | 4890 | 20 |
| | | 81,8% | 10,9% | 7,4% | 100,0% | |

Verkehrstechnik Laube

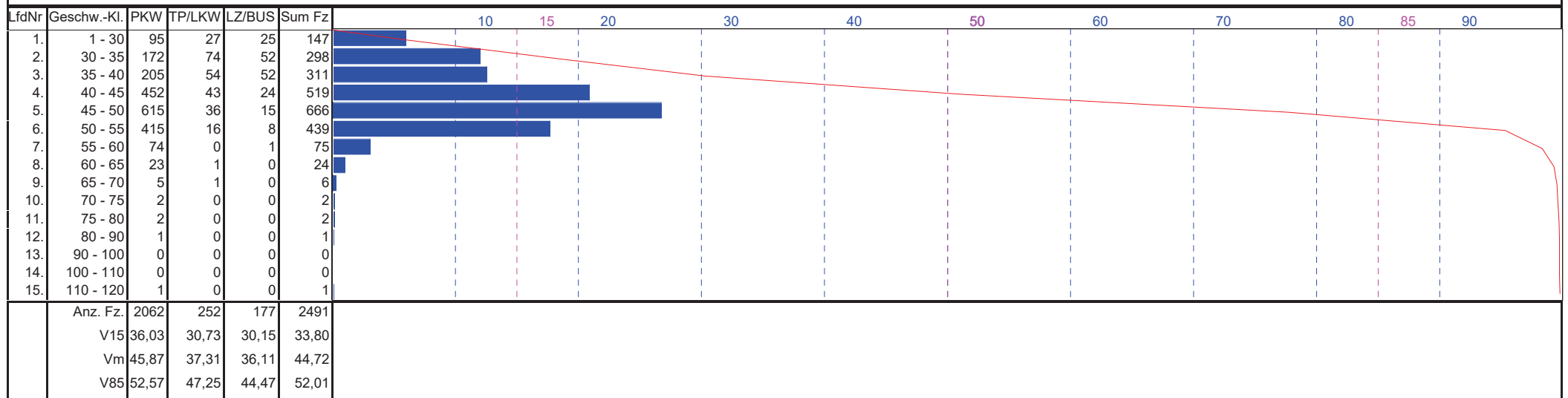
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : B 198 - Retzower Str.
 Richtung : Zentrum
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : study_301376_Q1A
 Geräte-Nr. : 1376
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1376
 Geräte-Typ : NC300

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (225 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Visual representation of vehicle distribution across 10 length classes] | | | | | | | | | |
| (02) 01:00 | 11 | 6 | 1 | 4 | 11 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 02:00 | 9 | 3 | 1 | 5 | 9 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 03:00 | 12 | 2 | 3 | 7 | 12 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 04:00 | 13 | 4 | 5 | 4 | 13 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 05:00 | 26 | 16 | 7 | 3 | 26 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 06:00 | 54 | 45 | 7 | 2 | 54 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 07:00 | 105 | 88 | 10 | 7 | 105 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 08:00 | 154 | 132 | 15 | 5 | 152 | 2 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 09:00 | 131 | 106 | 14 | 11 | 131 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 10:00 | 159 | 120 | 23 | 13 | 156 | 3 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 11:00 | 172 | 148 | 14 | 9 | 171 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 12:00 | 183 | 145 | 18 | 17 | 180 | 3 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 13:00 | 131 | 106 | 15 | 10 | 131 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 14:00 | 157 | 130 | 22 | 5 | 157 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 15:00 | 183 | 157 | 16 | 9 | 182 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 16:00 | 225 | 185 | 25 | 15 | 225 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 17:00 | 203 | 182 | 12 | 9 | 203 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 18:00 | 176 | 150 | 14 | 11 | 175 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 19:00 | 133 | 116 | 10 | 7 | 133 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 20:00 | 104 | 89 | 7 | 8 | 104 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 21:00 | 53 | 46 | 4 | 3 | 53 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 22:00 | 53 | 44 | 4 | 5 | 53 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 23:00 | 33 | 27 | 2 | 4 | 33 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (03) 00:00 | 22 | 15 | 3 | 4 | 22 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| Summe | 2502 | 2062 | 252 | 177 | 2491 | 11 | | | [Visual representation] | | | | | | | | | |

Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1376
 Geräte-Typ : NC300

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 11 | 0 | 2 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0,0 | Tr | 34,1 | 44,2 | 53,4 | 27,3 |
| (02) 02:00 | 9 | 1 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0,0 | Tr | 35,4 | 39,4 | 44,4 | 11,1 |
| (02) 03:00 | 12 | 5 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0,0 | Tr | 10,8 | 36,7 | 51,0 | 16,7 |
| (02) 04:00 | 13 | 3 | 1 | 4 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0,0 | Tr | 19,5 | 38,1 | 50,3 | 15,4 |
| (02) 05:00 | 26 | 0 | 1 | 4 | 3 | 3 | 9 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0,0 | Tr | 38,6 | 51,1 | 60,2 | 57,7 |
| (02) 06:00 | 54 | 3 | 2 | 0 | 10 | 17 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0,0 | Tr | 41,6 | 48,5 | 54,1 | 40,7 |
| (02) 07:00 | 105 | 1 | 7 | 17 | 22 | 27 | 25 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 0,0 | Tr | 37,3 | 46,0 | 53,1 | 29,5 |
| (02) 08:00 | 154 | 17 | 19 | 18 | 26 | 39 | 28 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 2 | 0,0 | Tr | 31,5 | 44,2 | 51,8 | 21,7 |
| (02) 09:00 | 131 | 6 | 21 | 30 | 32 | 21 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0,0 | Tr | 33,3 | 41,3 | 50,3 | 16,0 |
| (02) 10:00 | 159 | 20 | 30 | 23 | 35 | 33 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 3 | 0,0 | Tr | 30,6 | 40,7 | 48,7 | 9,6 |
| (02) 11:00 | 172 | 3 | 19 | 17 | 50 | 49 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 1 | 0,0 | Tr | 36,1 | 44,7 | 51,2 | 19,3 |
| (02) 12:00 | 183 | 20 | 31 | 29 | 39 | 32 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 3 | 0,0 | Tr | 31,1 | 41,3 | 50,4 | 16,1 |
| (02) 13:00 | 131 | 6 | 14 | 26 | 32 | 31 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0,0 | Tr | 34,9 | 43,0 | 50,8 | 16,8 |
| (02) 14:00 | 157 | 9 | 21 | 14 | 32 | 50 | 25 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 0,0 | Tr | 33,5 | 45,3 | 51,5 | 19,7 |
| (02) 15:00 | 183 | 11 | 22 | 16 | 41 | 49 | 30 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 1 | 0,0 | Tr | 33,7 | 45,1 | 52,6 | 23,6 |
| (02) 16:00 | 225 | 15 | 43 | 37 | 40 | 48 | 34 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | 0,0 | Tr | 32,2 | 42,2 | 51,2 | 18,7 |
| (02) 17:00 | 203 | 7 | 20 | 22 | 36 | 78 | 36 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 0,0 | Tr | 35,8 | 46,1 | 51,3 | 19,7 |
| (02) 18:00 | 176 | 13 | 16 | 15 | 37 | 60 | 28 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 1 | 0,0 | Tr | 34,1 | 45,5 | 51,4 | 19,4 |
| (02) 19:00 | 133 | 2 | 11 | 14 | 25 | 40 | 32 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 133 | 0 | 0,0 | Tr | 37,5 | 46,8 | 53,3 | 30,8 |
| (02) 20:00 | 104 | 1 | 8 | 7 | 23 | 33 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0,0 | Tr | 39,7 | 47,0 | 52,8 | 30,8 |
| (02) 21:00 | 53 | 2 | 4 | 2 | 11 | 12 | 18 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0,0 | Tr | 39,9 | 48,1 | 53,9 | 41,5 |
| (02) 22:00 | 53 | 0 | 2 | 5 | 5 | 22 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0,0 | Tr | 41,0 | 48,3 | 54,6 | 35,8 |
| (02) 23:00 | 33 | 1 | 2 | 0 | 5 | 14 | 4 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 33 | 0 | 0,0 | Tr | 42,0 | 48,0 | 60,1 | 33,3 |
| (03) 00:00 | 22 | 1 | 2 | 3 | 6 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0,0 | Tr | 35,5 | 44,2 | 52,3 | 27,3 |
| Summe | 2502 | 147 | 298 | 311 | 519 | 666 | 439 | 75 | 24 | 6 | 2 | 2 | 1 | 0 | 0 | 1 | 2491 | 11 | | | 33,8 | 44,7 | 52,0 | 22,1 |

Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1376
 Geräte-Typ : NC300

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 549 | 446 | 62 | 36 | 544 | 5 |
| | | 82,0% | 11,4% | 6,6% | 100,0% | |
| 10 - 15 (MT) | 826 | 686 | 85 | 50 | 821 | 5 |
| | | 83,6% | 10,4% | 6,1% | 100,0% | |
| 15 - 19 (NM) | 737 | 633 | 61 | 42 | 736 | 1 |
| | | 86,0% | 8,3% | 5,7% | 100,0% | |
| 06 - 22 (Tag) | 2322 | 1944 | 223 | 144 | 2311 | 11 |
| | | 84,1% | 9,6% | 6,2% | 100,0% | |
| 22 - 06 (Nacht) | 180 | 118 | 29 | 33 | 180 | 0 |
| | | 65,6% | 16,1% | 18,3% | 100,0% | |
| Total | 2502 | 2062 | 252 | 177 | 2491 | 11 |
| | | 82,8% | 10,1% | 7,1% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 549 | 446 | 62 | 36 | 544 | 5 |
| | | 82,0% | 11,4% | 6,6% | 100,0% | |
| 10 - 15 (MT) | 826 | 686 | 85 | 50 | 821 | 5 |
| | | 83,6% | 10,4% | 6,1% | 100,0% | |
| 15 - 19 (NM) | 737 | 633 | 61 | 42 | 736 | 1 |
| | | 86,0% | 8,3% | 5,7% | 100,0% | |
| 06 - 22 (Tag) | 2322 | 1944 | 223 | 144 | 2311 | 11 |
| | | 84,1% | 9,6% | 6,2% | 100,0% | |
| 22 - 06 (Nacht) | 180 | 118 | 29 | 33 | 180 | 0 |
| | | 65,6% | 16,1% | 18,3% | 100,0% | |
| Total | 2502 | 2062 | 252 | 177 | 2491 | 11 |
| | | 82,8% | 10,1% | 7,1% | 100,0% | |

Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1376
 Geräte-Typ : NC300

| Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 549 | 44 | 77 | 88 | 115 | 120 | 87 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 544 | 5 | 32,4 | 42,7 | 51,1 | 100 | |
| | | 8,1% | 14,2% | 16,2% | 21,1% | 22,1% | 16,0% | 1,7% | 0,7% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 18,4% | |
| 10 - 15 (MT) | 826 | 49 | 107 | 102 | 194 | 211 | 123 | 27 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 821 | 5 | 33,5 | 43,9 | 51,4 | 158 | |
| | | 6,0% | 13,0% | 12,4% | 23,6% | 25,7% | 15,0% | 3,3% | 0,7% | 0,1% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 19,2% | |
| 15 - 19 (NM) | 737 | 37 | 90 | 88 | 138 | 226 | 130 | 19 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 736 | 1 | 34,1 | 45,3 | 51,8 | 157 | |
| | | 5,0% | 12,2% | 12,0% | 18,8% | 30,7% | 17,7% | 2,6% | 0,7% | 0,1% | 0,1% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 21,3% | |
| 06 - 22 (Tag) | 2322 | 133 | 288 | 292 | 486 | 624 | 399 | 64 | 19 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 2311 | 11 | 33,7 | 44,6 | 51,8 | 488 | |
| | | 5,8% | 12,5% | 12,6% | 21,0% | 27,0% | 17,3% | 2,8% | 0,8% | 0,1% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 21,1% | |
| 22 - 06 (Nacht) | 180 | 14 | 10 | 19 | 33 | 42 | 40 | 11 | 5 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 180 | 0 | 35,8 | 46,7 | 54,4 | 62 | |
| | | 7,8% | 5,6% | 10,6% | 18,3% | 23,3% | 22,2% | 6,1% | 2,8% | 1,7% | 0,0% | 0,6% | 0,6% | 0,0% | 0,0% | 0,6% | 100,0% | | | | | 34,4% | |
| Total | 2502 | 147 | 298 | 311 | 519 | 666 | 439 | 75 | 24 | 6 | 2 | 2 | 1 | 0 | 0 | 1 | 2491 | 11 | 33,8 | 44,7 | 52,0 | 550 | |
| | | 5,9% | 12,0% | 12,5% | 20,8% | 26,7% | 17,6% | 3,0% | 1,0% | 0,2% | 0,1% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 22,1% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 549 | 44 | 77 | 88 | 115 | 120 | 87 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 544 | 5 | 32,4 | 42,7 | 51,1 | 100 | |
| | | 8,1% | 14,2% | 16,2% | 21,1% | 22,1% | 16,0% | 1,7% | 0,7% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 18,4% | |
| 10 - 15 (MT) | 826 | 49 | 107 | 102 | 194 | 211 | 123 | 27 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 821 | 5 | 33,5 | 43,9 | 51,4 | 158 | |
| | | 6,0% | 13,0% | 12,4% | 23,6% | 25,7% | 15,0% | 3,3% | 0,7% | 0,1% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 19,2% | |
| 15 - 19 (NM) | 737 | 37 | 90 | 88 | 138 | 226 | 130 | 19 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 736 | 1 | 34,1 | 45,3 | 51,8 | 157 | |
| | | 5,0% | 12,2% | 12,0% | 18,8% | 30,7% | 17,7% | 2,6% | 0,7% | 0,1% | 0,1% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 21,3% | |
| 06 - 22 (Tag) | 2322 | 133 | 288 | 292 | 486 | 624 | 399 | 64 | 19 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 2311 | 11 | 33,7 | 44,6 | 51,8 | 488 | |
| | | 5,8% | 12,5% | 12,6% | 21,0% | 27,0% | 17,3% | 2,8% | 0,8% | 0,1% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 21,1% | |
| 22 - 06 (Nacht) | 180 | 14 | 10 | 19 | 33 | 42 | 40 | 11 | 5 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 180 | 0 | 35,8 | 46,7 | 54,4 | 62 | |
| | | 7,8% | 5,6% | 10,6% | 18,3% | 23,3% | 22,2% | 6,1% | 2,8% | 1,7% | 0,0% | 0,6% | 0,6% | 0,0% | 0,0% | 0,6% | 100,0% | | | | | 34,4% | |
| Total | 2502 | 147 | 298 | 311 | 519 | 666 | 439 | 75 | 24 | 6 | 2 | 2 | 1 | 0 | 0 | 1 | 2491 | 11 | 33,8 | 44,7 | 52,0 | 550 | |
| | | 5,9% | 12,0% | 12,5% | 20,8% | 26,7% | 17,6% | 3,0% | 1,0% | 0,2% | 0,1% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 22,1% | |

Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1376
 Geräte-Typ : NC300

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 12:00 | 183 | 145 | 18 | 17 | 180 | 3 | 0 | Tr |
| | 12 - 18 (NM) | 16:00 | 225 | 185 | 25 | 15 | 225 | 0 | 0 | Tr |
| | 18 - 22 (Abend) | 19:00 | 133 | 116 | 10 | 7 | 133 | 0 | 0 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 54 | 45 | 7 | 2 | 54 | 0 | 0 | Tr |

Verkehrstechnik Laube

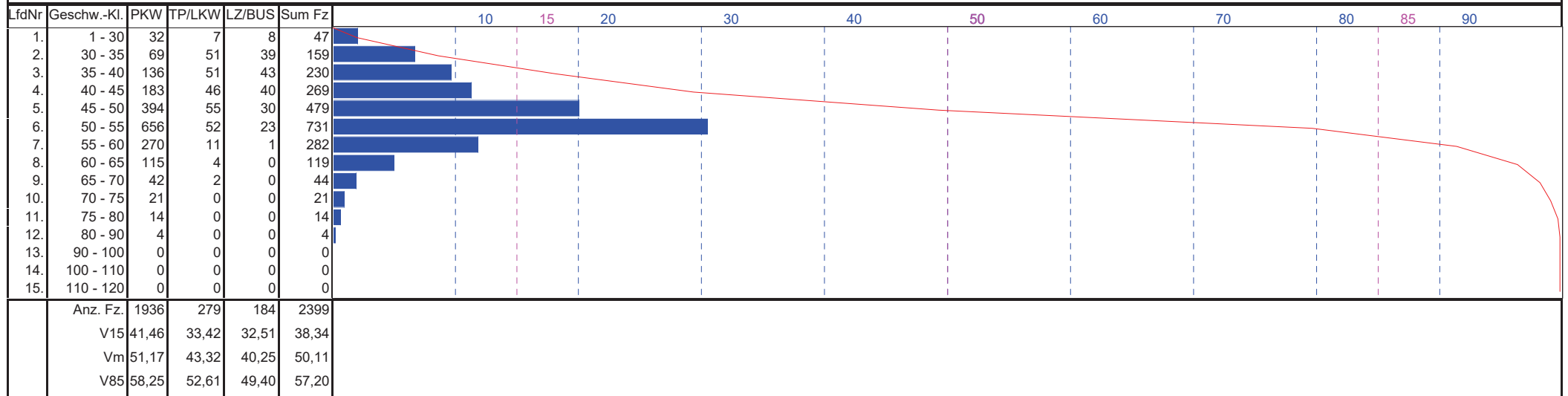
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : B 198 - Retzower Str.
 Richtung : Röbel
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : study_301380_Q1B
 Geräte-Nr. : 1380
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 1380
 Geräte-Typ : NC300

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (206 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Visual representation of vehicle distribution by length class] | | | | | | | | | |
| (02) 01:00 | 11 | 3 | 5 | 3 | 11 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 02:00 | 8 | 1 | 3 | 4 | 8 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 03:00 | 9 | 3 | 3 | 3 | 9 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 04:00 | 8 | 4 | 3 | 1 | 8 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 05:00 | 25 | 17 | 4 | 4 | 25 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 06:00 | 69 | 55 | 7 | 7 | 69 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 07:00 | 157 | 108 | 30 | 19 | 157 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 08:00 | 156 | 127 | 19 | 10 | 156 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 09:00 | 129 | 105 | 14 | 10 | 129 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 10:00 | 144 | 116 | 18 | 10 | 144 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 11:00 | 162 | 135 | 18 | 9 | 162 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 12:00 | 166 | 127 | 23 | 15 | 165 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 13:00 | 152 | 128 | 13 | 10 | 151 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 14:00 | 160 | 133 | 18 | 8 | 159 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 15:00 | 178 | 149 | 19 | 9 | 177 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 16:00 | 155 | 127 | 16 | 11 | 154 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 17:00 | 206 | 170 | 22 | 14 | 206 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 18:00 | 179 | 156 | 12 | 9 | 177 | 2 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 19:00 | 128 | 110 | 10 | 7 | 127 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 20:00 | 94 | 80 | 8 | 6 | 94 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 21:00 | 45 | 38 | 3 | 4 | 45 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 22:00 | 42 | 27 | 8 | 7 | 42 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 23:00 | 17 | 12 | 3 | 2 | 17 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (03) 00:00 | 8 | 5 | 0 | 2 | 7 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| Summe | 2408 | 1936 | 279 | 184 | 2399 | 9 | | | [Visual representation] | | | | | | | | | |

Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 1380
 Geräte-Typ : NC300

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D l | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|--------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 11 | 0 | 0 | 0 | 3 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0,0 | Tr | 42,8 | 49,2 | 57,3 | 45,5 |
| (02) 02:00 | 8 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0,0 | Tr | 45,3 | 50,0 | 57,0 | 50,0 |
| (02) 03:00 | 9 | 0 | 1 | 2 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0,0 | Tr | 35,9 | 50,8 | 58,3 | 55,6 |
| (02) 04:00 | 8 | 0 | 0 | 2 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0,0 | Tr | 38,0 | 51,7 | 59,0 | 62,5 |
| (02) 05:00 | 25 | 0 | 1 | 1 | 4 | 2 | 6 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0,0 | Tr | 42,2 | 53,8 | 63,1 | 68,0 |
| (02) 06:00 | 69 | 0 | 5 | 6 | 4 | 5 | 25 | 9 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0,0 | Tr | 39,5 | 52,9 | 62,9 | 71,0 |
| (02) 07:00 | 157 | 9 | 27 | 26 | 13 | 24 | 30 | 16 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 0,0 | Tr | 32,7 | 45,7 | 56,4 | 36,9 |
| (02) 08:00 | 156 | 4 | 7 | 19 | 21 | 33 | 49 | 13 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 156 | 0 | 0,0 | Tr | 38,3 | 49,1 | 55,0 | 46,2 |
| (02) 09:00 | 129 | 3 | 8 | 13 | 11 | 31 | 38 | 16 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 129 | 0 | 0,0 | Tr | 38,2 | 49,8 | 56,8 | 48,8 |
| (02) 10:00 | 144 | 0 | 4 | 17 | 18 | 40 | 41 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0,0 | Tr | 40,2 | 49,1 | 55,6 | 45,1 |
| (02) 11:00 | 162 | 1 | 17 | 13 | 21 | 35 | 51 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 0,0 | Tr | 37,4 | 49,1 | 55,0 | 46,3 |
| (02) 12:00 | 166 | 5 | 9 | 14 | 24 | 47 | 47 | 12 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 165 | 1 | 0,0 | Tr | 38,8 | 48,2 | 54,4 | 40,0 |
| (02) 13:00 | 152 | 4 | 19 | 13 | 15 | 30 | 42 | 15 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 151 | 1 | 0,0 | Tr | 34,9 | 49,1 | 56,8 | 46,4 |
| (02) 14:00 | 160 | 1 | 4 | 17 | 28 | 30 | 46 | 18 | 9 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 159 | 1 | 0,0 | Tr | 40,3 | 49,9 | 57,5 | 49,7 |
| (02) 15:00 | 178 | 1 | 21 | 17 | 18 | 40 | 48 | 20 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 177 | 1 | 0,0 | Tr | 36,3 | 48,9 | 56,4 | 45,2 |
| (02) 16:00 | 155 | 7 | 6 | 19 | 21 | 24 | 42 | 23 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 1 | 0,0 | Tr | 37,7 | 50,0 | 57,6 | 50,0 |
| (02) 17:00 | 206 | 3 | 15 | 24 | 17 | 40 | 73 | 19 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 206 | 0 | 0,0 | Tr | 37,7 | 50,3 | 55,8 | 51,9 |
| (02) 18:00 | 179 | 4 | 2 | 14 | 20 | 38 | 68 | 17 | 8 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 177 | 2 | 0,0 | Tr | 41,6 | 50,8 | 56,3 | 55,9 |
| (02) 19:00 | 128 | 3 | 5 | 5 | 13 | 20 | 44 | 24 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 127 | 1 | 0,0 | Tr | 42,3 | 52,0 | 58,7 | 63,8 |
| (02) 20:00 | 94 | 2 | 2 | 2 | 13 | 16 | 34 | 14 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 94 | 0 | 0,0 | Tr | 43,1 | 51,8 | 58,9 | 62,8 |
| (02) 21:00 | 45 | 0 | 1 | 1 | 1 | 4 | 19 | 7 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0,0 | Tr | 49,7 | 54,1 | 63,8 | 84,4 |
| (02) 22:00 | 42 | 0 | 2 | 3 | 3 | 6 | 11 | 9 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 42 | 0 | 0,0 | Tr | 42,2 | 53,2 | 62,8 | 66,7 |
| (02) 23:00 | 17 | 0 | 3 | 1 | 1 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 0 | 0,0 | Tr | 34,3 | 48,5 | 61,1 | 41,2 |
| (03) 00:00 | 8 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 1 | 0,0 | Tr | 50,1 | 54,2 | 69,8 | 85,7 |
| Summe | 2408 | 47 | 159 | 230 | 269 | 479 | 731 | 282 | 119 | 44 | 21 | 14 | 4 | 0 | 0 | 0 | 2399 | 9 | | | 38,3 | 50,1 | 57,2 | 50,6 |

Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 1380
 Geräte-Typ : NC300

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 586 | 456 | 81 | 49 | 586 | 0 |
| | | 77,8% | 13,8% | 8,4% | 100,0% | |
| 10 - 15 (MT) | 818 | 672 | 91 | 51 | 814 | 4 |
| | | 82,6% | 11,2% | 6,3% | 100,0% | |
| 15 - 19 (NM) | 668 | 563 | 60 | 41 | 664 | 4 |
| | | 84,8% | 9,0% | 6,2% | 100,0% | |
| 06 - 22 (Tag) | 2253 | 1836 | 251 | 158 | 2245 | 8 |
| | | 81,8% | 11,2% | 7,0% | 100,0% | |
| 22 - 06 (Nacht) | 155 | 100 | 28 | 26 | 154 | 1 |
| | | 64,9% | 18,2% | 16,9% | 100,0% | |
| Total | 2408 | 1936 | 279 | 184 | 2399 | 9 |
| | | 80,7% | 11,6% | 7,7% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 586 | 456 | 81 | 49 | 586 | 0 |
| | | 77,8% | 13,8% | 8,4% | 100,0% | |
| 10 - 15 (MT) | 818 | 672 | 91 | 51 | 814 | 4 |
| | | 82,6% | 11,2% | 6,3% | 100,0% | |
| 15 - 19 (NM) | 668 | 563 | 60 | 41 | 664 | 4 |
| | | 84,8% | 9,0% | 6,2% | 100,0% | |
| 06 - 22 (Tag) | 2253 | 1836 | 251 | 158 | 2245 | 8 |
| | | 81,8% | 11,2% | 7,0% | 100,0% | |
| 22 - 06 (Nacht) | 155 | 100 | 28 | 26 | 154 | 1 |
| | | 64,9% | 18,2% | 16,9% | 100,0% | |
| Total | 2408 | 1936 | 279 | 184 | 2399 | 9 |
| | | 80,7% | 11,6% | 7,7% | 100,0% | |

Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 1380
 Geräte-Typ : NC300

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 586 | 16 | 46 | 75 | 63 | 128 | 158 | 64 | 23 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 586 | 0 | 36,7 | 48,6 | 55,9 | 258 | |
| | | 2,7% | 7,8% | 12,8% | 10,8% | 21,8% | 27,0% | 10,9% | 3,9% | 1,2% | 0,7% | 0,3% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 44,0% | |
| 10 - 15 (MT) | 818 | 12 | 70 | 74 | 106 | 182 | 234 | 82 | 32 | 10 | 5 | 6 | 1 | 0 | 0 | 0 | 814 | 4 | 37,7 | 49,0 | 55,8 | 370 | |
| | | 1,5% | 8,6% | 9,1% | 13,0% | 22,4% | 28,7% | 10,1% | 3,9% | 1,2% | 0,6% | 0,7% | 0,1% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 45,5% | |
| 15 - 19 (NM) | 668 | 17 | 28 | 62 | 71 | 122 | 227 | 83 | 36 | 10 | 4 | 4 | 0 | 0 | 0 | 0 | 664 | 4 | 39,4 | 50,7 | 57,3 | 364 | |
| | | 2,6% | 4,2% | 9,3% | 10,7% | 18,4% | 34,2% | 12,5% | 5,4% | 1,5% | 0,6% | 0,6% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 54,8% | |
| 06 - 22 (Tag) | 2253 | 47 | 149 | 217 | 257 | 458 | 683 | 259 | 106 | 35 | 18 | 14 | 2 | 0 | 0 | 0 | 2245 | 8 | 38,2 | 49,9 | 56,9 | 1117 | |
| | | 2,1% | 6,6% | 9,7% | 11,4% | 20,4% | 30,4% | 11,5% | 4,7% | 1,6% | 0,8% | 0,6% | 0,1% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 49,8% | |
| 22 - 06 (Nacht) | 155 | 0 | 10 | 13 | 12 | 21 | 48 | 23 | 13 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 154 | 1 | 40,0 | 52,2 | 61,5 | 98 | |
| | | 0,0% | 6,5% | 8,4% | 7,8% | 13,6% | 31,2% | 14,9% | 8,4% | 5,8% | 1,9% | 0,0% | 1,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 63,6% | |
| Total | 2408 | 47 | 159 | 230 | 269 | 479 | 731 | 282 | 119 | 44 | 21 | 14 | 4 | 0 | 0 | 0 | 2399 | 9 | 38,3 | 50,1 | 57,2 | 1215 | |
| | | 2,0% | 6,6% | 9,6% | 11,2% | 20,0% | 30,5% | 11,8% | 5,0% | 1,8% | 0,9% | 0,6% | 0,2% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 50,6% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 586 | 16 | 46 | 75 | 63 | 128 | 158 | 64 | 23 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 586 | 0 | 36,7 | 48,6 | 55,9 | 258 | |
| | | 2,7% | 7,8% | 12,8% | 10,8% | 21,8% | 27,0% | 10,9% | 3,9% | 1,2% | 0,7% | 0,3% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 44,0% | |
| 10 - 15 (MT) | 818 | 12 | 70 | 74 | 106 | 182 | 234 | 82 | 32 | 10 | 5 | 6 | 1 | 0 | 0 | 0 | 814 | 4 | 37,7 | 49,0 | 55,8 | 370 | |
| | | 1,5% | 8,6% | 9,1% | 13,0% | 22,4% | 28,7% | 10,1% | 3,9% | 1,2% | 0,6% | 0,7% | 0,1% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 45,5% | |
| 15 - 19 (NM) | 668 | 17 | 28 | 62 | 71 | 122 | 227 | 83 | 36 | 10 | 4 | 4 | 0 | 0 | 0 | 0 | 664 | 4 | 39,4 | 50,7 | 57,3 | 364 | |
| | | 2,6% | 4,2% | 9,3% | 10,7% | 18,4% | 34,2% | 12,5% | 5,4% | 1,5% | 0,6% | 0,6% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 54,8% | |
| 06 - 22 (Tag) | 2253 | 47 | 149 | 217 | 257 | 458 | 683 | 259 | 106 | 35 | 18 | 14 | 2 | 0 | 0 | 0 | 2245 | 8 | 38,2 | 49,9 | 56,9 | 1117 | |
| | | 2,1% | 6,6% | 9,7% | 11,4% | 20,4% | 30,4% | 11,5% | 4,7% | 1,6% | 0,8% | 0,6% | 0,1% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 49,8% | |
| 22 - 06 (Nacht) | 155 | 0 | 10 | 13 | 12 | 21 | 48 | 23 | 13 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 154 | 1 | 40,0 | 52,2 | 61,5 | 98 | |
| | | 0,0% | 6,5% | 8,4% | 7,8% | 13,6% | 31,2% | 14,9% | 8,4% | 5,8% | 1,9% | 0,0% | 1,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 63,6% | |
| Total | 2408 | 47 | 159 | 230 | 269 | 479 | 731 | 282 | 119 | 44 | 21 | 14 | 4 | 0 | 0 | 0 | 2399 | 9 | 38,3 | 50,1 | 57,2 | 1215 | |
| | | 2,0% | 6,6% | 9,6% | 11,2% | 20,0% | 30,5% | 11,8% | 5,0% | 1,8% | 0,9% | 0,6% | 0,2% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 50,6% | |

Projekt : NC300
 Strasse : B 198 - Retzower Str.
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 1380
 Geräte-Typ : NC300

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 12:00 | 166 | 127 | 23 | 15 | 165 | 1 | 0 | Tr |
| | 12 - 18 (NM) | 17:00 | 206 | 170 | 22 | 14 | 206 | 0 | 0 | Tr |
| | 18 - 22 (Abend) | 19:00 | 128 | 110 | 10 | 7 | 127 | 1 | 0 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 69 | 55 | 7 | 7 | 69 | 0 | 0 | Tr |

Inhaltsverzeichnis

Statistische Auswertung

Q2 – L 25 – Granzower Chaussee

Querschnitts-Berechnung

Längenbericht
Statistik Zeitraum/Längenklassen

Fahrtrichtung 1/ → Zentrum

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit

Fahrtrichtung 2/ → Neustrelitz

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit



Rtg. Zentrum

Rtg. Neustrelitz

| | |
|-------------------------------------|---|
| Projekt : TCRVIRTUAL | Kurzbezeichnung : GQ - Q2 - L 25 - Granzower Chaussee |
| Strasse : L 25 - Granzower Chaussee | Geräte-Nr. : 1000 Geräte-Typ : TCRVIRTUAL |
| Richtung : Gesamtquerschnitt | Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00 |
| Stadt : Mirow2016 | Geschw.lt.STVO : 50 Intervall : 60 |
| Land : MV | Staat : D Bearbeiter : MVT |

Strassenzustand
 + Zustand: X Naß X Normal X Trocken

DTV-Berechnung
 + Formelbezeichnung: - Formel:
 - Faktor:
 + Berücksichtigungen: - Strassenzustand - Zeiträume
 - Längenklassen - Geschwindigkeitsklassen
 - Datumsbereich:

Längenklassen PKW (5,2) **Geschw.-klassen** 30,35,40,45,50,55,60,65,70,75,80,90,100,110,120
 TP/LKW (9,8)
 LZ/BUS (25,0)

| | | | | | | | |
|------------------|-------------------|--------------|--------------|----------------------|-------------------|--------------|--------------|
| Zeiträume | 06 - 10 (VM) | von 06:00:00 | bis 10:00:00 | Spitzenzeiten | 06 - 12 (VM) | von 06:00:00 | bis 12:00:00 |
| | 10 - 15 (MT) | von 10:00:00 | bis 15:00:00 | | 12 - 18 (NM) | von 12:00:00 | bis 18:00:00 |
| | 15 - 19 (NM) | von 15:00:00 | bis 19:00:00 | | 18 - 22 (Abend) | von 18:00:00 | bis 22:00:00 |
| | 06 - 22 (Tag) | von 06:00:00 | bis 22:00:00 | | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 |
| | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 | | | | |
| | Total | von 00:00:00 | bis 23:59:59 | | | | |

MVT-Traffic ©

Projekt : TCRVIRTUAL
 Strasse : L 25 - Granzower Chaussee
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (322 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for vehicle distribution] | | | | | | | | | |
| (02) 01:00 | 5 | 5 | 0 | 0 | 5 | 0 | 22,0 | Tr | | | | | | | | | | |
| (02) 02:00 | 2 | 2 | 0 | 0 | 2 | 0 | 21,0 | Tr | | | | | | | | | | |
| (02) 03:00 | 4 | 4 | 0 | 0 | 4 | 0 | 21,0 | Tr | | | | | | | | | | |
| (02) 04:00 | 4 | 3 | 1 | 0 | 4 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 05:00 | 14 | 11 | 3 | 0 | 14 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 06:00 | 45 | 37 | 4 | 4 | 45 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 07:00 | 142 | 134 | 7 | 1 | 142 | 0 | 21,0 | Tr | | | | | | | | | | |
| (02) 08:00 | 214 | 198 | 14 | 2 | 214 | 0 | 20,5 | Tr | | | | | | | | | | |
| (02) 09:00 | 189 | 171 | 18 | 0 | 189 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 10:00 | 216 | 197 | 18 | 1 | 216 | 0 | 22,0 | Tr | | | | | | | | | | |
| (02) 11:00 | 248 | 226 | 19 | 2 | 247 | 1 | 23,0 | Na | | | | | | | | | | |
| (02) 12:00 | 257 | 232 | 19 | 3 | 254 | 3 | 28,0 | Na | | | | | | | | | | |
| (02) 13:00 | 218 | 195 | 20 | 2 | 217 | 1 | 36,0 | Na | | | | | | | | | | |
| (02) 14:00 | 185 | 165 | 17 | 3 | 185 | 0 | 36,5 | Na | | | | | | | | | | |
| (02) 15:00 | 234 | 200 | 27 | 5 | 232 | 2 | 38,5 | Na | | | | | | | | | | |
| (02) 16:00 | 284 | 266 | 18 | 0 | 284 | 0 | 41,0 | Na | | | | | | | | | | |
| (02) 17:00 | 326 | 287 | 30 | 5 | 322 | 4 | 39,0 | Na | | | | | | | | | | |
| (02) 18:00 | 261 | 244 | 12 | 5 | 261 | 0 | 37,0 | Na | | | | | | | | | | |
| (02) 19:00 | 221 | 205 | 16 | 0 | 221 | 0 | 35,5 | Na | | | | | | | | | | |
| (02) 20:00 | 131 | 124 | 7 | 0 | 131 | 0 | 32,0 | Na | | | | | | | | | | |
| (02) 21:00 | 75 | 70 | 5 | 0 | 75 | 0 | 29,0 | Na | | | | | | | | | | |
| (02) 22:00 | 48 | 47 | 1 | 0 | 48 | 0 | 27,0 | Na | | | | | | | | | | |
| (02) 23:00 | 25 | 22 | 3 | 0 | 25 | 0 | 26,0 | Na | | | | | | | | | | |
| (03) 00:00 | 9 | 9 | 0 | 0 | 9 | 0 | 24,0 | Na | | | | | | | | | | |
| Summe | 3357 | 3054 | 259 | 33 | 3346 | 11 | | | | | | | | | | | | |

Projekt : TCRVIRTUAL
 Strasse : L 25 - Granzower Chaussee
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 761 | 700 | 57 | 4 | 761 | 0 |
| | | 92,0% | 7,5% | 0,5% | 100,0% | |
| 10 - 15 (MT) | 1142 | 1018 | 102 | 15 | 1135 | 7 |
| | | 89,7% | 9,0% | 1,3% | 100,0% | |
| 15 - 19 (NM) | 1092 | 1002 | 76 | 10 | 1088 | 4 |
| | | 92,1% | 7,0% | 0,9% | 100,0% | |
| 06 - 22 (Tag) | 3249 | 2961 | 248 | 29 | 3238 | 11 |
| | | 91,4% | 7,7% | 0,9% | 100,0% | |
| 22 - 06 (Nacht) | 108 | 93 | 11 | 4 | 108 | 0 |
| | | 86,1% | 10,2% | 3,7% | 100,0% | |
| Total | 3357 | 3054 | 259 | 33 | 3346 | 11 |
| | | 91,3% | 7,7% | 1,0% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 761 | 700 | 57 | 4 | 761 | 0 |
| | | 92,0% | 7,5% | 0,5% | 100,0% | |
| 10 - 15 (MT) | 1142 | 1018 | 102 | 15 | 1135 | 7 |
| | | 89,7% | 9,0% | 1,3% | 100,0% | |
| 15 - 19 (NM) | 1092 | 1002 | 76 | 10 | 1088 | 4 |
| | | 92,1% | 7,0% | 0,9% | 100,0% | |
| 06 - 22 (Tag) | 3249 | 2961 | 248 | 29 | 3238 | 11 |
| | | 91,4% | 7,7% | 0,9% | 100,0% | |
| 22 - 06 (Nacht) | 108 | 93 | 11 | 4 | 108 | 0 |
| | | 86,1% | 10,2% | 3,7% | 100,0% | |
| Total | 3357 | 3054 | 259 | 33 | 3346 | 11 |
| | | 91,3% | 7,7% | 1,0% | 100,0% | |

Verkehrstechnik Laube

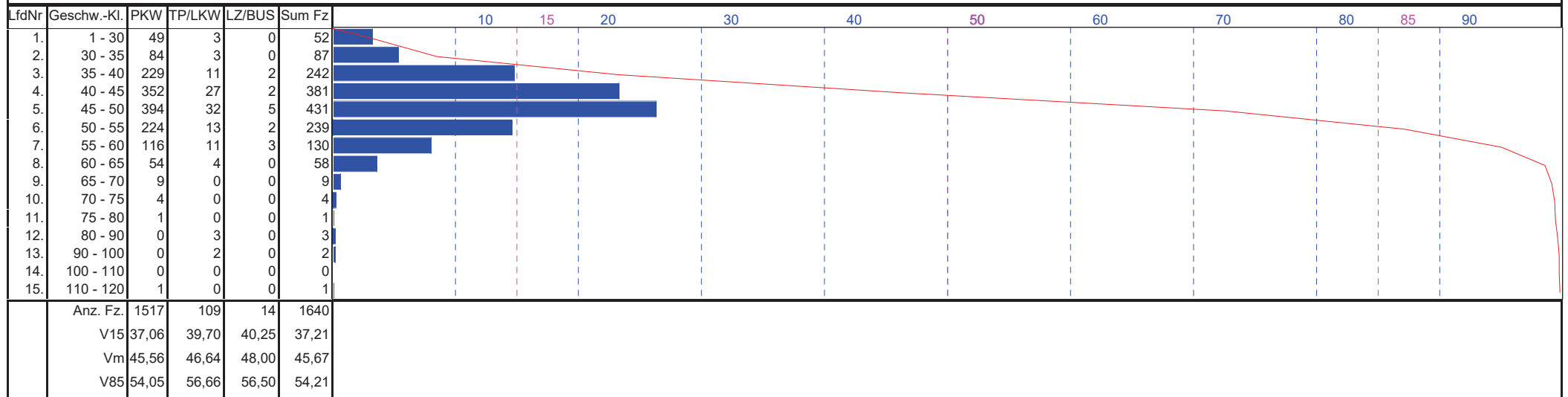
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : L 25 - Granzower Chaussee
 Richtung : Zentrum
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q2A
 Geräte-Nr. : 7351
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 7351
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (142 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for vehicle distribution data] | | | | | | | | | |
| (02) 01:00 | 2 | 2 | 0 | 0 | 2 | 0 | 22,0 | Tr | | | | | | | | | | |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 21,0 | Tr | | | | | | | | | | |
| (02) 03:00 | 1 | 1 | 0 | 0 | 1 | 0 | 21,0 | Tr | | | | | | | | | | |
| (02) 04:00 | 2 | 1 | 1 | 0 | 2 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 05:00 | 8 | 6 | 2 | 0 | 8 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 06:00 | 30 | 26 | 1 | 3 | 30 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 07:00 | 86 | 80 | 5 | 1 | 86 | 0 | 21,0 | Tr | | | | | | | | | | |
| (02) 08:00 | 110 | 104 | 5 | 1 | 110 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 09:00 | 103 | 95 | 8 | 0 | 103 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 10:00 | 117 | 107 | 10 | 0 | 117 | 0 | 22,0 | Tr | | | | | | | | | | |
| (02) 11:00 | 124 | 114 | 9 | 1 | 124 | 0 | 23,0 | Tr | | | | | | | | | | |
| (02) 12:00 | 131 | 118 | 10 | 3 | 131 | 0 | 32,0 | Tr | | | | | | | | | | |
| (02) 13:00 | 111 | 102 | 9 | 0 | 111 | 0 | 37,0 | Tr | | | | | | | | | | |
| (02) 14:00 | 95 | 88 | 6 | 1 | 95 | 0 | 37,0 | Tr | | | | | | | | | | |
| (02) 15:00 | 113 | 101 | 11 | 1 | 113 | 0 | 40,0 | Tr | | | | | | | | | | |
| (02) 16:00 | 117 | 114 | 3 | 0 | 117 | 0 | 42,0 | Tr | | | | | | | | | | |
| (02) 17:00 | 146 | 129 | 12 | 1 | 142 | 4 | 40,0 | Tr | | | | | | | | | | |
| (02) 18:00 | 122 | 113 | 7 | 2 | 122 | 0 | 37,0 | Tr | | | | | | | | | | |
| (02) 19:00 | 93 | 89 | 4 | 0 | 93 | 0 | 36,0 | Tr | | | | | | | | | | |
| (02) 20:00 | 60 | 57 | 3 | 0 | 60 | 0 | 32,0 | Tr | | | | | | | | | | |
| (02) 21:00 | 30 | 28 | 2 | 0 | 30 | 0 | 29,0 | Tr | | | | | | | | | | |
| (02) 22:00 | 30 | 29 | 1 | 0 | 30 | 0 | 27,0 | Tr | | | | | | | | | | |
| (02) 23:00 | 9 | 9 | 0 | 0 | 9 | 0 | 26,0 | Tr | | | | | | | | | | |
| (03) 00:00 | 4 | 4 | 0 | 0 | 4 | 0 | 24,0 | Tr | | | | | | | | | | |
| Summe | 1644 | 1517 | 109 | 14 | 1640 | 4 | | | | | | | | | | | | |

Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 7351
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % km/h |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|------------------|
| (02) 01:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 22,0 | Tr | 4,5 | 15,0 | 25,5 | 0,0 |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 03:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 21,0 | Tr | 4,5 | 15,0 | 25,5 | 0,0 |
| (02) 04:00 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20,0 | Tr | 36,5 | 60,0 | 63,5 | 50,0 |
| (02) 05:00 | 8 | 1 | 1 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 20,0 | Tr | 31,0 | 38,3 | 54,5 | 37,5 |
| (02) 06:00 | 30 | 0 | 1 | 1 | 2 | 5 | 6 | 10 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 30 | 0 | 20,0 | Tr | 45,5 | 55,0 | 61,3 | 70,0 |
| (02) 07:00 | 86 | 2 | 4 | 8 | 16 | 24 | 16 | 7 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 21,0 | Tr | 39,3 | 47,7 | 57,2 | 37,2 |
| (02) 08:00 | 110 | 3 | 2 | 20 | 26 | 27 | 14 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 20,0 | Tr | 37,9 | 45,7 | 55,7 | 29,1 |
| (02) 09:00 | 103 | 3 | 1 | 23 | 29 | 19 | 18 | 6 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 103 | 0 | 20,0 | Tr | 37,5 | 44,2 | 53,5 | 27,2 |
| (02) 10:00 | 117 | 2 | 6 | 13 | 35 | 28 | 15 | 10 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 117 | 0 | 22,0 | Tr | 38,7 | 45,4 | 55,2 | 28,2 |
| (02) 11:00 | 124 | 13 | 9 | 25 | 30 | 33 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 23,0 | Tr | 33,1 | 42,5 | 49,3 | 11,3 |
| (02) 12:00 | 131 | 3 | 6 | 23 | 32 | 41 | 18 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 32,0 | Tr | 37,3 | 45,2 | 51,8 | 19,8 |
| (02) 13:00 | 111 | 1 | 8 | 20 | 21 | 32 | 14 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 37,0 | Tr | 36,9 | 45,9 | 54,4 | 26,1 |
| (02) 14:00 | 95 | 1 | 9 | 16 | 13 | 33 | 12 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 37,0 | Tr | 36,3 | 46,3 | 53,6 | 24,2 |
| (02) 15:00 | 113 | 3 | 5 | 17 | 31 | 27 | 17 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 40,0 | Tr | 37,6 | 45,1 | 53,8 | 26,5 |
| (02) 16:00 | 117 | 4 | 11 | 21 | 37 | 22 | 10 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 117 | 0 | 42,0 | Tr | 35,6 | 43,0 | 52,2 | 18,8 |
| (02) 17:00 | 146 | 2 | 9 | 17 | 35 | 43 | 20 | 11 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 142 | 4 | 40,0 | Tr | 38,0 | 45,9 | 53,7 | 25,4 |
| (02) 18:00 | 122 | 4 | 5 | 13 | 28 | 32 | 23 | 12 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 122 | 0 | 37,0 | Tr | 38,6 | 46,7 | 54,7 | 32,8 |
| (02) 19:00 | 93 | 0 | 8 | 10 | 15 | 28 | 17 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 36,0 | Tr | 38,0 | 47,4 | 55,6 | 34,4 |
| (02) 20:00 | 60 | 4 | 0 | 4 | 14 | 14 | 17 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 32,0 | Tr | 40,4 | 47,9 | 54,4 | 40,0 |
| (02) 21:00 | 30 | 1 | 1 | 2 | 7 | 11 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 29,0 | Tr | 40,4 | 46,8 | 54,4 | 26,7 |
| (02) 22:00 | 30 | 2 | 0 | 3 | 7 | 9 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 27,0 | Tr | 39,2 | 46,7 | 54,5 | 30,0 |
| (02) 23:00 | 9 | 0 | 1 | 1 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 26,0 | Tr | 36,8 | 47,5 | 57,8 | 44,4 |
| (03) 00:00 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24,0 | Tr | 38,0 | 45,0 | 48,5 | 0,0 |
| Summe | 1644 | 52 | 87 | 242 | 381 | 431 | 239 | 130 | 58 | 9 | 4 | 1 | 3 | 2 | 0 | 1 | 1640 | 4 | | | 37,2 | 45,7 | 54,2 | 27,3 |

Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 7351
 Geräte-Typ : NC90

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 416 | 386 | 28 | 2 | 416 | 0 |
| | | 92,8% | 6,7% | 0,5% | 100,0% | |
| 10 - 15 (MT) | 574 | 523 | 45 | 6 | 574 | 0 |
| | | 91,1% | 7,8% | 1,0% | 100,0% | |
| 15 - 19 (NM) | 478 | 445 | 26 | 3 | 474 | 4 |
| | | 93,9% | 5,5% | 0,6% | 100,0% | |
| 06 - 22 (Tag) | 1588 | 1468 | 105 | 11 | 1584 | 4 |
| | | 92,7% | 6,6% | 0,7% | 100,0% | |
| 22 - 06 (Nacht) | 56 | 49 | 4 | 3 | 56 | 0 |
| | | 87,5% | 7,1% | 5,4% | 100,0% | |
| Total | 1644 | 1517 | 109 | 14 | 1640 | 4 |
| | | 92,5% | 6,6% | 0,9% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 416 | 386 | 28 | 2 | 416 | 0 |
| | | 92,8% | 6,7% | 0,5% | 100,0% | |
| 10 - 15 (MT) | 574 | 523 | 45 | 6 | 574 | 0 |
| | | 91,1% | 7,8% | 1,0% | 100,0% | |
| 15 - 19 (NM) | 478 | 445 | 26 | 3 | 474 | 4 |
| | | 93,9% | 5,5% | 0,6% | 100,0% | |
| 06 - 22 (Tag) | 1588 | 1468 | 105 | 11 | 1584 | 4 |
| | | 92,7% | 6,6% | 0,7% | 100,0% | |
| 22 - 06 (Nacht) | 56 | 49 | 4 | 3 | 56 | 0 |
| | | 87,5% | 7,1% | 5,4% | 100,0% | |
| Total | 1644 | 1517 | 109 | 14 | 1640 | 4 |
| | | 92,5% | 6,6% | 0,9% | 100,0% | |

Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 7351
 Geräte-Typ : NC90

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 416 | 10 | 13 | 64 | 106 | 98 | 63 | 34 | 22 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 416 | 0 | 38,1 | 45,8 | 55,0 | 125 | |
| | | 2,4% | 3,1% | 15,4% | 25,5% | 23,6% | 15,1% | 8,2% | 5,3% | 0,5% | 0,5% | 0,2% | 0,0% | 0,2% | 0,0% | 0,0% | 100,0% | | | | | 30,0% | |
| 10 - 15 (MT) | 574 | 21 | 37 | 101 | 127 | 166 | 71 | 33 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 574 | 0 | 36,4 | 45,0 | 52,5 | 122 | |
| | | 3,7% | 6,4% | 17,6% | 22,1% | 28,9% | 12,4% | 5,7% | 2,4% | 0,7% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 21,3% | |
| 15 - 19 (NM) | 478 | 10 | 33 | 61 | 115 | 125 | 70 | 41 | 12 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 474 | 4 | 37,3 | 45,7 | 54,2 | 130 | |
| | | 2,1% | 7,0% | 12,9% | 24,3% | 26,4% | 14,8% | 8,6% | 2,5% | 0,6% | 0,2% | 0,0% | 0,4% | 0,2% | 0,0% | 0,0% | 100,0% | | | | | 27,4% | |
| 06 - 22 (Tag) | 1588 | 48 | 84 | 235 | 376 | 423 | 230 | 116 | 55 | 9 | 3 | 1 | 2 | 2 | 0 | 0 | 1584 | 4 | 37,2 | 45,6 | 53,9 | 418 | |
| | | 3,0% | 5,3% | 14,8% | 23,7% | 26,7% | 14,5% | 7,3% | 3,5% | 0,6% | 0,2% | 0,1% | 0,1% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 26,4% | |
| 22 - 06 (Nacht) | 56 | 4 | 3 | 7 | 5 | 8 | 9 | 14 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 56 | 0 | 36,0 | 50,6 | 59,1 | 29 | |
| | | 7,1% | 5,4% | 12,5% | 8,9% | 14,3% | 16,1% | 25,0% | 5,4% | 0,0% | 1,8% | 0,0% | 1,8% | 0,0% | 0,0% | 1,8% | 100,0% | | | | | 51,8% | |
| Total | 1644 | 52 | 87 | 242 | 381 | 431 | 239 | 130 | 58 | 9 | 4 | 1 | 3 | 2 | 0 | 1 | 1640 | 4 | 37,2 | 45,7 | 54,2 | 447 | |
| | | 3,2% | 5,3% | 14,8% | 23,2% | 26,3% | 14,6% | 7,9% | 3,5% | 0,5% | 0,2% | 0,1% | 0,2% | 0,1% | 0,0% | 0,1% | 100,0% | | | | | 27,3% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 416 | 10 | 13 | 64 | 106 | 98 | 63 | 34 | 22 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 416 | 0 | 38,1 | 45,8 | 55,0 | 125 | |
| | | 2,4% | 3,1% | 15,4% | 25,5% | 23,6% | 15,1% | 8,2% | 5,3% | 0,5% | 0,5% | 0,2% | 0,0% | 0,2% | 0,0% | 0,0% | 100,0% | | | | | 30,0% | |
| 10 - 15 (MT) | 574 | 21 | 37 | 101 | 127 | 166 | 71 | 33 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 574 | 0 | 36,4 | 45,0 | 52,5 | 122 | |
| | | 3,7% | 6,4% | 17,6% | 22,1% | 28,9% | 12,4% | 5,7% | 2,4% | 0,7% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 21,3% | |
| 15 - 19 (NM) | 478 | 10 | 33 | 61 | 115 | 125 | 70 | 41 | 12 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 474 | 4 | 37,3 | 45,7 | 54,2 | 130 | |
| | | 2,1% | 7,0% | 12,9% | 24,3% | 26,4% | 14,8% | 8,6% | 2,5% | 0,6% | 0,2% | 0,0% | 0,4% | 0,2% | 0,0% | 0,0% | 100,0% | | | | | 27,4% | |
| 06 - 22 (Tag) | 1588 | 48 | 84 | 235 | 376 | 423 | 230 | 116 | 55 | 9 | 3 | 1 | 2 | 2 | 0 | 0 | 1584 | 4 | 37,2 | 45,6 | 53,9 | 418 | |
| | | 3,0% | 5,3% | 14,8% | 23,7% | 26,7% | 14,5% | 7,3% | 3,5% | 0,6% | 0,2% | 0,1% | 0,1% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 26,4% | |
| 22 - 06 (Nacht) | 56 | 4 | 3 | 7 | 5 | 8 | 9 | 14 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 56 | 0 | 36,0 | 50,6 | 59,1 | 29 | |
| | | 7,1% | 5,4% | 12,5% | 8,9% | 14,3% | 16,1% | 25,0% | 5,4% | 0,0% | 1,8% | 0,0% | 1,8% | 0,0% | 0,0% | 1,8% | 100,0% | | | | | 51,8% | |
| Total | 1644 | 52 | 87 | 242 | 381 | 431 | 239 | 130 | 58 | 9 | 4 | 1 | 3 | 2 | 0 | 1 | 1640 | 4 | 37,2 | 45,7 | 54,2 | 447 | |
| | | 3,2% | 5,3% | 14,8% | 23,2% | 26,3% | 14,6% | 7,9% | 3,5% | 0,5% | 0,2% | 0,1% | 0,2% | 0,1% | 0,0% | 0,1% | 100,0% | | | | | 27,3% | |

Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 7351
 Geräte-Typ : NC90

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I L F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|------------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 12:00 | 131 | 118 | 10 | 3 | 131 | 0 | 32 | Tr |
| | 12 - 18 (NM) | 17:00 | 146 | 129 | 12 | 1 | 142 | 4 | 40 | Tr |
| | 18 - 22 (Abend) | 19:00 | 93 | 89 | 4 | 0 | 93 | 0 | 36 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 30 | 26 | 1 | 3 | 30 | 0 | 20 | Tr |

Verkehrstechnik Laube

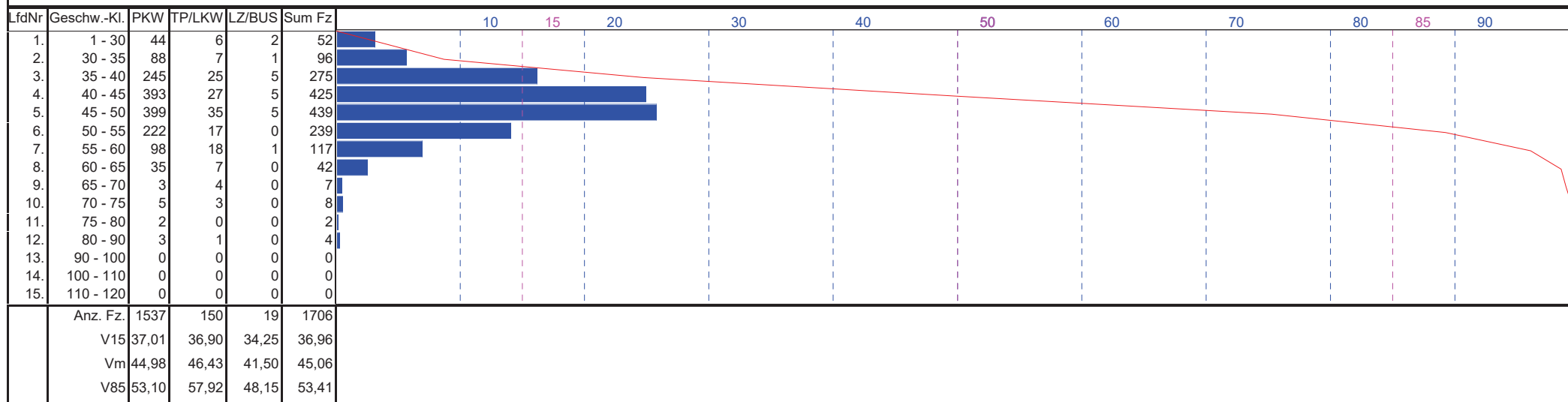
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : L 25 - Granzower Chaussee
 Richtung : Neustrelitz
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q2B
 Geräte-Nr. : 2755
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Neustrelitz

Bearbeiter : RM
 Geräte-Nr. : 2755
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (180 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Visual representation of vehicle distribution across length classes] | | | | | | | | | |
| (02) 01:00 | 3 | 3 | 0 | 0 | 3 | 0 | 22,0 | Tr | [Bar chart showing 100% PKW] | | | | | | | | | |
| (02) 02:00 | 2 | 2 | 0 | 0 | 2 | 0 | 21,0 | Tr | [Bar chart showing 100% PKW] | | | | | | | | | |
| (02) 03:00 | 3 | 3 | 0 | 0 | 3 | 0 | 21,0 | Tr | [Bar chart showing 100% PKW] | | | | | | | | | |
| (02) 04:00 | 2 | 2 | 0 | 0 | 2 | 0 | 20,0 | Tr | [Bar chart showing 100% PKW] | | | | | | | | | |
| (02) 05:00 | 6 | 5 | 1 | 0 | 6 | 0 | 20,0 | Tr | [Bar chart showing ~83% PKW, ~17% TP/LKW] | | | | | | | | | |
| (02) 06:00 | 15 | 11 | 3 | 1 | 15 | 0 | 20,0 | Tr | [Bar chart showing ~73% PKW, ~27% TP/LKW] | | | | | | | | | |
| (02) 07:00 | 56 | 54 | 2 | 0 | 56 | 0 | 21,0 | Tr | [Bar chart showing ~96% PKW, ~4% TP/LKW] | | | | | | | | | |
| (02) 08:00 | 104 | 94 | 9 | 1 | 104 | 0 | 21,0 | Tr | [Bar chart showing ~90% PKW, ~8% TP/LKW, ~2% LZ/BUS] | | | | | | | | | |
| (02) 09:00 | 86 | 76 | 10 | 0 | 86 | 0 | 20,0 | Tr | [Bar chart showing ~88% PKW, ~12% TP/LKW] | | | | | | | | | |
| (02) 10:00 | 99 | 90 | 8 | 1 | 99 | 0 | 22,0 | Tr | [Bar chart showing ~90% PKW, ~8% TP/LKW, ~2% LZ/BUS] | | | | | | | | | |
| (02) 11:00 | 124 | 112 | 10 | 1 | 123 | 1 | 23,0 | Na | [Bar chart showing ~90% PKW, ~8% TP/LKW, ~2% LZ/BUS, ~1% Na] | | | | | | | | | |
| (02) 12:00 | 126 | 114 | 9 | 0 | 123 | 3 | 24,0 | Na | [Bar chart showing ~91% PKW, ~7% TP/LKW, ~2% Na] | | | | | | | | | |
| (02) 13:00 | 107 | 93 | 11 | 2 | 106 | 1 | 35,0 | Na | [Bar chart showing ~87% PKW, ~10% TP/LKW, ~3% LZ/BUS, ~1% Na] | | | | | | | | | |
| (02) 14:00 | 90 | 77 | 11 | 2 | 90 | 0 | 36,0 | Na | [Bar chart showing ~86% PKW, ~12% TP/LKW, ~2% LZ/BUS] | | | | | | | | | |
| (02) 15:00 | 121 | 99 | 16 | 4 | 119 | 2 | 37,0 | Na | [Bar chart showing ~82% PKW, ~13% TP/LKW, ~5% LZ/BUS, ~2% Na] | | | | | | | | | |
| (02) 16:00 | 167 | 152 | 15 | 0 | 167 | 0 | 40,0 | Na | [Bar chart showing ~91% PKW, ~9% TP/LKW] | | | | | | | | | |
| (02) 17:00 | 180 | 158 | 18 | 4 | 180 | 0 | 38,0 | Na | [Bar chart showing ~88% PKW, ~10% TP/LKW, ~2% LZ/BUS] | | | | | | | | | |
| (02) 18:00 | 139 | 131 | 5 | 3 | 139 | 0 | 37,0 | Na | [Bar chart showing ~94% PKW, ~5% TP/LKW, ~1% LZ/BUS] | | | | | | | | | |
| (02) 19:00 | 128 | 116 | 12 | 0 | 128 | 0 | 35,0 | Na | [Bar chart showing ~91% PKW, ~9% TP/LKW] | | | | | | | | | |
| (02) 20:00 | 71 | 67 | 4 | 0 | 71 | 0 | 32,0 | Na | [Bar chart showing ~94% PKW, ~4% TP/LKW] | | | | | | | | | |
| (02) 21:00 | 45 | 42 | 3 | 0 | 45 | 0 | 29,0 | Na | [Bar chart showing ~93% PKW, ~3% TP/LKW] | | | | | | | | | |
| (02) 22:00 | 18 | 18 | 0 | 0 | 18 | 0 | 27,0 | Na | [Bar chart showing 100% PKW] | | | | | | | | | |
| (02) 23:00 | 16 | 13 | 3 | 0 | 16 | 0 | 26,0 | Na | [Bar chart showing ~81% PKW, ~3% TP/LKW, ~16% LZ/BUS] | | | | | | | | | |
| (03) 00:00 | 5 | 5 | 0 | 0 | 5 | 0 | 24,0 | Na | [Bar chart showing 100% PKW] | | | | | | | | | |
| Summe | 1713 | 1537 | 150 | 19 | 1706 | 7 | | | [Total distribution across length classes] | | | | | | | | | |

Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Neustrelitz

Bearbeiter : RM
 Geräte-Nr. : 2755
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 22,0 | Tr | 4,5 | 15,0 | 25,5 | 0,0 |
| (02) 02:00 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 21,0 | Tr | 9,0 | 45,0 | 48,5 | 0,0 |
| (02) 03:00 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 21,0 | Tr | 30,8 | 32,5 | 34,3 | 0,0 |
| (02) 04:00 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20,0 | Tr | 30,8 | 32,5 | 34,3 | 0,0 |
| (02) 05:00 | 6 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 20,0 | Tr | 34,5 | 42,5 | 60,5 | 16,7 |
| (02) 06:00 | 15 | 0 | 0 | 2 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 20,0 | Tr | 40,2 | 44,6 | 54,4 | 26,7 |
| (02) 07:00 | 56 | 2 | 1 | 6 | 13 | 13 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 21,0 | Tr | 39,5 | 47,3 | 54,2 | 37,5 |
| (02) 08:00 | 104 | 3 | 5 | 14 | 20 | 23 | 20 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 21,0 | Tr | 37,7 | 47,2 | 56,3 | 37,5 |
| (02) 09:00 | 86 | 0 | 3 | 14 | 18 | 29 | 12 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 20,0 | Tr | 38,5 | 46,4 | 53,8 | 25,6 |
| (02) 10:00 | 99 | 1 | 9 | 18 | 23 | 26 | 10 | 7 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 99 | 0 | 22,0 | Tr | 36,3 | 44,7 | 53,6 | 22,2 |
| (02) 11:00 | 124 | 7 | 15 | 31 | 30 | 20 | 13 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 123 | 1 | 23,0 | Na | 33,8 | 41,4 | 50,6 | 16,3 |
| (02) 12:00 | 126 | 4 | 9 | 21 | 46 | 29 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 123 | 3 | 24,0 | Na | 36,3 | 43,0 | 49,2 | 11,4 |
| (02) 13:00 | 107 | 2 | 4 | 16 | 32 | 28 | 13 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 1 | 35,0 | Na | 38,1 | 44,8 | 53,1 | 22,6 |
| (02) 14:00 | 90 | 1 | 9 | 19 | 21 | 20 | 10 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 36,0 | Na | 35,9 | 43,8 | 53,3 | 22,2 |
| (02) 15:00 | 121 | 5 | 5 | 30 | 19 | 32 | 11 | 11 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 119 | 2 | 37,0 | Na | 36,3 | 45,1 | 54,6 | 23,5 |
| (02) 16:00 | 167 | 10 | 8 | 19 | 48 | 45 | 25 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 167 | 0 | 40,0 | Na | 36,9 | 44,8 | 52,4 | 22,2 |
| (02) 17:00 | 180 | 5 | 7 | 22 | 52 | 52 | 21 | 16 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 180 | 0 | 38,0 | Na | 38,4 | 45,4 | 53,6 | 23,3 |
| (02) 18:00 | 139 | 4 | 3 | 19 | 31 | 42 | 25 | 12 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 139 | 0 | 37,0 | Na | 38,6 | 46,5 | 53,8 | 28,8 |
| (02) 19:00 | 128 | 0 | 4 | 20 | 26 | 37 | 24 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 0 | 35,0 | Na | 38,8 | 46,9 | 54,5 | 32,0 |
| (02) 20:00 | 71 | 1 | 4 | 9 | 19 | 17 | 12 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 32,0 | Na | 38,1 | 45,7 | 54,3 | 29,6 |
| (02) 21:00 | 45 | 1 | 2 | 6 | 14 | 11 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 29,0 | Na | 38,1 | 44,8 | 52,7 | 24,4 |
| (02) 22:00 | 18 | 1 | 1 | 4 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 27,0 | Na | 35,9 | 46,0 | 52,9 | 27,8 |
| (02) 23:00 | 16 | 1 | 1 | 4 | 3 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 26,0 | Na | 35,5 | 43,3 | 58,0 | 31,3 |
| (03) 00:00 | 5 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 24,0 | Na | 46,3 | 49,2 | 82,5 | 40,0 |
| Summe | 1713 | 52 | 96 | 275 | 425 | 439 | 239 | 117 | 42 | 7 | 8 | 2 | 4 | 0 | 0 | 0 | 1706 | 7 | | | 37,0 | 45,1 | 53,4 | 24,6 |

Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Neustrelitz

Bearbeiter : RM
 Geräte-Nr. : 2755
 Geräte-Typ : NC90

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 345 | 314 | 29 | 2 | 345 | 0 |
| | | 91,0% | 8,4% | 0,6% | 100,0% | |
| 10 - 15 (MT) | 568 | 495 | 57 | 9 | 561 | 7 |
| | | 88,2% | 10,2% | 1,6% | 100,0% | |
| 15 - 19 (NM) | 614 | 557 | 50 | 7 | 614 | 0 |
| | | 90,7% | 8,1% | 1,1% | 100,0% | |
| 06 - 22 (Tag) | 1661 | 1493 | 143 | 18 | 1654 | 7 |
| | | 90,3% | 8,6% | 1,1% | 100,0% | |
| 22 - 06 (Nacht) | 52 | 44 | 7 | 1 | 52 | 0 |
| | | 84,6% | 13,5% | 1,9% | 100,0% | |
| Total | 1713 | 1537 | 150 | 19 | 1706 | 7 |
| | | 90,1% | 8,8% | 1,1% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 345 | 314 | 29 | 2 | 345 | 0 |
| | | 91,0% | 8,4% | 0,6% | 100,0% | |
| 10 - 15 (MT) | 568 | 495 | 57 | 9 | 561 | 7 |
| | | 88,2% | 10,2% | 1,6% | 100,0% | |
| 15 - 19 (NM) | 614 | 557 | 50 | 7 | 614 | 0 |
| | | 90,7% | 8,1% | 1,1% | 100,0% | |
| 06 - 22 (Tag) | 1661 | 1493 | 143 | 18 | 1654 | 7 |
| | | 90,3% | 8,6% | 1,1% | 100,0% | |
| 22 - 06 (Nacht) | 52 | 44 | 7 | 1 | 52 | 0 |
| | | 84,6% | 13,5% | 1,9% | 100,0% | |
| Total | 1713 | 1537 | 150 | 19 | 1706 | 7 |
| | | 90,1% | 8,8% | 1,1% | 100,0% | |

Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Neustrelitz

Bearbeiter : RM
 Geräte-Nr. : 2755
 Geräte-Typ : NC90

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 345 | 6 | 18 | 52 | 74 | 91 | 57 | 30 | 12 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 345 | 0 | 37,7 | 46,2 | 54,6 | 104 | |
| | | 1,7% | 5,2% | 15,1% | 21,4% | 26,4% | 16,5% | 8,7% | 3,5% | 0,3% | 0,9% | 0,3% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 30,1% | |
| 10 - 15 (MT) | 568 | 19 | 42 | 117 | 148 | 129 | 58 | 25 | 15 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 561 | 7 | 36,0 | 43,5 | 51,9 | 106 | |
| | | 3,4% | 7,5% | 20,9% | 26,4% | 23,0% | 10,3% | 4,5% | 2,7% | 0,7% | 0,4% | 0,0% | 0,4% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 18,9% | |
| 15 - 19 (NM) | 614 | 19 | 22 | 80 | 157 | 176 | 95 | 51 | 7 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 614 | 0 | 38,2 | 45,8 | 53,6 | 160 | |
| | | 3,1% | 3,6% | 13,0% | 25,6% | 28,7% | 15,5% | 8,3% | 1,1% | 0,3% | 0,5% | 0,2% | 0,2% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 26,1% | |
| 06 - 22 (Tag) | 1661 | 47 | 89 | 268 | 414 | 429 | 234 | 114 | 39 | 7 | 8 | 2 | 3 | 0 | 0 | 0 | 1654 | 7 | 37,1 | 45,1 | 53,4 | 407 | |
| | | 2,8% | 5,4% | 16,2% | 25,0% | 25,9% | 14,1% | 6,9% | 2,4% | 0,4% | 0,5% | 0,1% | 0,2% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 24,6% | |
| 22 - 06 (Nacht) | 52 | 5 | 7 | 7 | 11 | 10 | 5 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 52 | 0 | 32,0 | 43,2 | 54,2 | 12 | |
| | | 9,6% | 13,5% | 13,5% | 21,2% | 19,2% | 9,6% | 5,8% | 5,8% | 0,0% | 0,0% | 0,0% | 1,9% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 23,1% | |
| Total | 1713 | 52 | 96 | 275 | 425 | 439 | 239 | 117 | 42 | 7 | 8 | 2 | 4 | 0 | 0 | 0 | 1706 | 7 | 37,0 | 45,1 | 53,4 | 419 | |
| | | 3,0% | 5,6% | 16,1% | 24,9% | 25,7% | 14,0% | 6,9% | 2,5% | 0,4% | 0,5% | 0,1% | 0,2% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 24,6% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 345 | 6 | 18 | 52 | 74 | 91 | 57 | 30 | 12 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 345 | 0 | 37,7 | 46,2 | 54,6 | 104 | |
| | | 1,7% | 5,2% | 15,1% | 21,4% | 26,4% | 16,5% | 8,7% | 3,5% | 0,3% | 0,9% | 0,3% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 30,1% | |
| 10 - 15 (MT) | 568 | 19 | 42 | 117 | 148 | 129 | 58 | 25 | 15 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 561 | 7 | 36,0 | 43,5 | 51,9 | 106 | |
| | | 3,4% | 7,5% | 20,9% | 26,4% | 23,0% | 10,3% | 4,5% | 2,7% | 0,7% | 0,4% | 0,0% | 0,4% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 18,9% | |
| 15 - 19 (NM) | 614 | 19 | 22 | 80 | 157 | 176 | 95 | 51 | 7 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 614 | 0 | 38,2 | 45,8 | 53,6 | 160 | |
| | | 3,1% | 3,6% | 13,0% | 25,6% | 28,7% | 15,5% | 8,3% | 1,1% | 0,3% | 0,5% | 0,2% | 0,2% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 26,1% | |
| 06 - 22 (Tag) | 1661 | 47 | 89 | 268 | 414 | 429 | 234 | 114 | 39 | 7 | 8 | 2 | 3 | 0 | 0 | 0 | 1654 | 7 | 37,1 | 45,1 | 53,4 | 407 | |
| | | 2,8% | 5,4% | 16,2% | 25,0% | 25,9% | 14,1% | 6,9% | 2,4% | 0,4% | 0,5% | 0,1% | 0,2% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 24,6% | |
| 22 - 06 (Nacht) | 52 | 5 | 7 | 7 | 11 | 10 | 5 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 52 | 0 | 32,0 | 43,2 | 54,2 | 12 | |
| | | 9,6% | 13,5% | 13,5% | 21,2% | 19,2% | 9,6% | 5,8% | 5,8% | 0,0% | 0,0% | 0,0% | 1,9% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 23,1% | |
| Total | 1713 | 52 | 96 | 275 | 425 | 439 | 239 | 117 | 42 | 7 | 8 | 2 | 4 | 0 | 0 | 0 | 1706 | 7 | 37,0 | 45,1 | 53,4 | 419 | |
| | | 3,0% | 5,6% | 16,1% | 24,9% | 25,7% | 14,0% | 6,9% | 2,5% | 0,4% | 0,5% | 0,1% | 0,2% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 24,6% | |

Projekt : NC90
 Strasse : L 25 - Granzower Chaussee
 Richtung : Neustrelitz

Bearbeiter : RM
 Geräte-Nr. : 2755
 Geräte-Typ : NC90

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 11:00 | 124 | 112 | 10 | 1 | 123 | 1 | 23 | Na |
| | 12 - 18 (NM) | 17:00 | 180 | 158 | 18 | 4 | 180 | 0 | 38 | Na |
| | 18 - 22 (Abend) | 19:00 | 128 | 116 | 12 | 0 | 128 | 0 | 35 | Na |
| | 22 - 06 (Nacht) | 23:00 | 16 | 13 | 3 | 0 | 16 | 0 | 26 | Na |

Inhaltsverzeichnis

Statistische Auswertung

Q3 – B 189 – Wesenberger Chaussee

Querschnitts-Berechnung

Längenbericht
Statistik Zeitraum/Längenklassen

Fahrtrichtung 1/ → Zentrum

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit

Fahrtrichtung 2/ → Wesenberg

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit



Rtg. Zentrum



Rtg. Wesenberg

Projekt : TCRVIRTUAL
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Gesamtquerschnitt
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : GQ - Q3 - B 198 - Wesenberger Chaussee
 Geräte-Nr. : 1000 Geräte-Typ : TCRVIRTUAL
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50 Intervall : 60
 Staat : D Bearbeiter : MVT

Strassenzustand
 + Zustand: X Naß X Normal X Trocken

DTV-Berechnung
 + Formelbezeichnung: - Formel:
 - Faktor:
 + Berücksichtigungen: - Strassenzustand - Zeiträume
 - Längenklassen - Geschwindigkeitsklassen
 - Datumsbereich:

| | | | | | |
|----------------------|---|--|---|--|--|
| Längenklassen | PKW (5,2) TP/LKW (9,8) LZ/BUS (25,0) | Geschw.-klassen | 30,35,40,45,50,55,60,65,70,75,80,90,100,110,120 | | |
| Zeiträume | 06 - 10 (VM) 10 - 15 (MT) 15 - 19 (NM) 06 - 22 (Tag) 22 - 06 (Nacht) Total | von 06:00:00 bis 10:00:00 von 10:00:00 bis 15:00:00 von 15:00:00 bis 19:00:00 von 06:00:00 bis 22:00:00 von 22:00:00 bis 06:00:00 von 00:00:00 bis 23:59:59 | Spitzenzeiten | 06 - 12 (VM) 12 - 18 (NM) 18 - 22 (Abend) 22 - 06 (Nacht) | von 06:00:00 bis 12:00:00 von 12:00:00 bis 18:00:00 von 18:00:00 bis 22:00:00 von 22:00:00 bis 06:00:00 |

MVT-Traffic ©

Projekt : TCRVIRTUAL
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (521 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Visual representation of vehicle distribution by length class] | | | | | | | | | |
| (02) 01:00 | 26 | 11 | 5 | 7 | 23 | 3 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 02:00 | 21 | 11 | 3 | 5 | 19 | 2 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 03:00 | 23 | 8 | 6 | 9 | 23 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 04:00 | 22 | 7 | 7 | 7 | 21 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 05:00 | 49 | 31 | 9 | 5 | 45 | 4 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 06:00 | 149 | 110 | 23 | 15 | 148 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 07:00 | 338 | 258 | 49 | 28 | 335 | 3 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 08:00 | 339 | 264 | 48 | 21 | 333 | 6 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 09:00 | 332 | 269 | 40 | 21 | 330 | 2 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 10:00 | 354 | 285 | 45 | 23 | 353 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 11:00 | 372 | 306 | 39 | 24 | 369 | 3 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 12:00 | 358 | 275 | 49 | 30 | 354 | 4 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 13:00 | 340 | 271 | 36 | 29 | 336 | 4 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 14:00 | 348 | 279 | 44 | 18 | 341 | 7 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 15:00 | 387 | 318 | 41 | 20 | 379 | 8 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 16:00 | 405 | 321 | 49 | 29 | 399 | 6 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 17:00 | 524 | 457 | 40 | 24 | 521 | 3 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 18:00 | 403 | 352 | 31 | 18 | 401 | 2 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 19:00 | 345 | 299 | 22 | 19 | 340 | 5 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 20:00 | 209 | 177 | 16 | 14 | 207 | 2 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 21:00 | 131 | 107 | 9 | 11 | 127 | 4 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 22:00 | 86 | 64 | 8 | 13 | 85 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 23:00 | 58 | 41 | 7 | 5 | 53 | 5 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (03) 00:00 | 36 | 25 | 3 | 7 | 35 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| Summe | 5655 | 4546 | 629 | 402 | 5577 | 78 | | | [Visual representation] | | | | | | | | | |

Projekt : TCRVIRTUAL
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 1363 | 1076 | 182 | 93 | 1351 | 12 |
| | | 79,6% | 13,5% | 6,9% | 100,0% | |
| 10 - 15 (MT) | 1805 | 1449 | 209 | 121 | 1779 | 26 |
| | | 81,5% | 11,7% | 6,8% | 100,0% | |
| 15 - 19 (NM) | 1677 | 1429 | 142 | 90 | 1661 | 16 |
| | | 86,0% | 8,5% | 5,4% | 100,0% | |
| 06 - 22 (Tag) | 5271 | 4302 | 566 | 342 | 5210 | 61 |
| | | 82,6% | 10,9% | 6,6% | 100,0% | |
| 22 - 06 (Nacht) | 384 | 244 | 63 | 60 | 367 | 17 |
| | | 66,5% | 17,2% | 16,3% | 100,0% | |
| Total | 5655 | 4546 | 629 | 402 | 5577 | 78 |
| | | 81,5% | 11,3% | 7,2% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 1363 | 1076 | 182 | 93 | 1351 | 12 |
| | | 79,6% | 13,5% | 6,9% | 100,0% | |
| 10 - 15 (MT) | 1805 | 1449 | 209 | 121 | 1779 | 26 |
| | | 81,5% | 11,7% | 6,8% | 100,0% | |
| 15 - 19 (NM) | 1677 | 1429 | 142 | 90 | 1661 | 16 |
| | | 86,0% | 8,5% | 5,4% | 100,0% | |
| 06 - 22 (Tag) | 5271 | 4302 | 566 | 342 | 5210 | 61 |
| | | 82,6% | 10,9% | 6,6% | 100,0% | |
| 22 - 06 (Nacht) | 384 | 244 | 63 | 60 | 367 | 17 |
| | | 66,5% | 17,2% | 16,3% | 100,0% | |
| Total | 5655 | 4546 | 629 | 402 | 5577 | 78 |
| | | 81,5% | 11,3% | 7,2% | 100,0% | |

Verkehrstechnik Laube

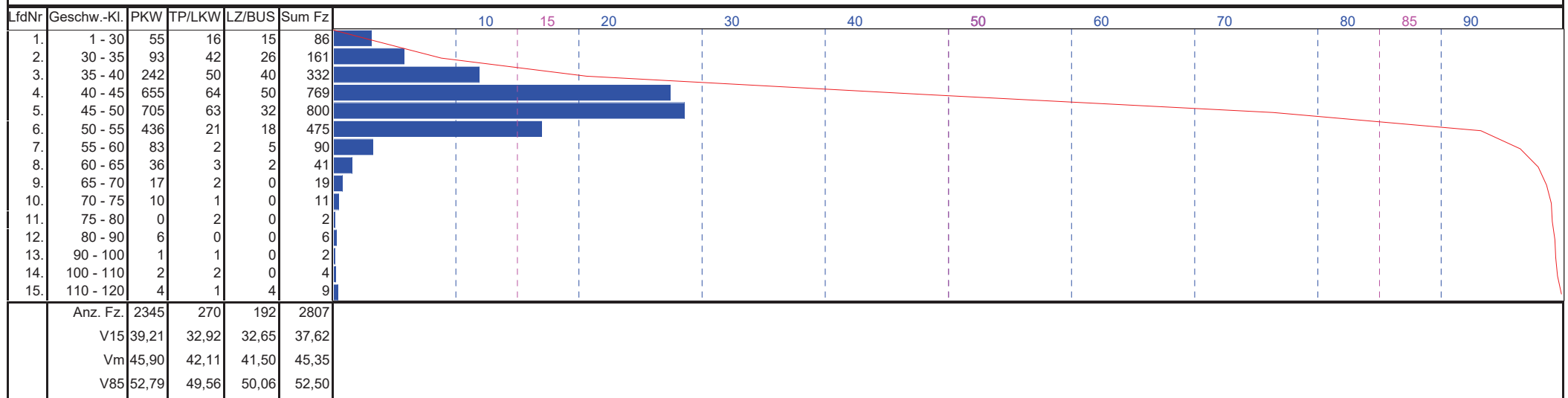
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Zentrum
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : study_301383_Q3A
 Geräte-Nr. : 1383
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1383
 Geräte-Typ : NC300

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (259 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for vehicle distribution data] | | | | | | | | | |
| (02) 01:00 | 12 | 5 | 0 | 4 | 9 | 3 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 02:00 | 10 | 4 | 1 | 3 | 8 | 2 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 03:00 | 14 | 4 | 3 | 7 | 14 | 0 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 04:00 | 11 | 4 | 1 | 5 | 10 | 1 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 05:00 | 24 | 14 | 4 | 2 | 20 | 4 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 06:00 | 71 | 58 | 7 | 5 | 70 | 1 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 07:00 | 162 | 140 | 15 | 5 | 160 | 2 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 08:00 | 179 | 149 | 18 | 6 | 173 | 6 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 09:00 | 170 | 134 | 23 | 11 | 168 | 2 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 10:00 | 188 | 149 | 26 | 12 | 187 | 1 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 11:00 | 204 | 168 | 20 | 13 | 201 | 3 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 12:00 | 174 | 137 | 19 | 14 | 170 | 4 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 13:00 | 161 | 130 | 15 | 13 | 158 | 3 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 14:00 | 173 | 137 | 21 | 9 | 167 | 6 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 15:00 | 189 | 158 | 17 | 7 | 182 | 7 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 16:00 | 214 | 168 | 26 | 15 | 209 | 5 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 17:00 | 261 | 233 | 15 | 11 | 259 | 2 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 18:00 | 196 | 171 | 12 | 12 | 195 | 1 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 19:00 | 156 | 132 | 8 | 11 | 151 | 5 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 20:00 | 115 | 99 | 7 | 7 | 113 | 2 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 21:00 | 83 | 70 | 4 | 5 | 79 | 4 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 22:00 | 48 | 37 | 3 | 7 | 47 | 1 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 23:00 | 39 | 27 | 3 | 4 | 34 | 5 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| (03) 00:00 | 24 | 17 | 2 | 4 | 23 | 1 | 0,0 | Tr | [Bar chart data] | | | | | | | | | |
| Summe | 2878 | 2345 | 270 | 192 | 2807 | 71 | | | [Bar chart data] | | | | | | | | | |

Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1383
 Geräte-Typ : NC300

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % km/h |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|------------------|
| (02) 01:00 | 12 | 1 | 0 | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0,0 | Tr | 36,8 | 44,2 | 52,8 | 33,3 |
| (02) 02:00 | 10 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0,0 | Tr | 41,0 | 51,7 | 62,0 | 62,5 |
| (02) 03:00 | 14 | 2 | 2 | 1 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0,0 | Tr | 30,3 | 43,3 | 54,8 | 35,7 |
| (02) 04:00 | 11 | 0 | 0 | 4 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0,0 | Tr | 36,9 | 42,5 | 67,5 | 40,0 |
| (02) 05:00 | 24 | 1 | 0 | 1 | 6 | 5 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 4 | 0,0 | Tr | 40,8 | 47,0 | 60,0 | 35,0 |
| (02) 06:00 | 71 | 1 | 3 | 3 | 11 | 26 | 15 | 5 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 70 | 1 | 0,0 | Tr | 41,6 | 48,3 | 55,5 | 37,1 |
| (02) 07:00 | 162 | 4 | 8 | 11 | 35 | 52 | 31 | 11 | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 160 | 2 | 0,0 | Tr | 40,1 | 47,1 | 54,2 | 31,3 |
| (02) 08:00 | 179 | 6 | 5 | 15 | 52 | 49 | 33 | 6 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 173 | 6 | 0,0 | Tr | 40,0 | 45,9 | 53,0 | 26,6 |
| (02) 09:00 | 170 | 5 | 17 | 37 | 37 | 34 | 22 | 6 | 3 | 2 | 2 | 1 | 0 | 0 | 1 | 1 | 168 | 2 | 0,0 | Tr | 35,4 | 43,4 | 52,9 | 22,6 |
| (02) 10:00 | 188 | 7 | 15 | 38 | 61 | 42 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 1 | 0,0 | Tr | 35,8 | 42,7 | 49,5 | 12,8 |
| (02) 11:00 | 204 | 6 | 14 | 39 | 71 | 54 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 201 | 3 | 0,0 | Tr | 36,3 | 42,9 | 48,8 | 8,5 |
| (02) 12:00 | 174 | 10 | 19 | 14 | 39 | 65 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 4 | 0,0 | Tr | 34,1 | 45,2 | 49,8 | 13,5 |
| (02) 13:00 | 161 | 7 | 14 | 19 | 53 | 36 | 20 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 158 | 3 | 0,0 | Tr | 35,7 | 43,7 | 51,3 | 18,4 |
| (02) 14:00 | 173 | 8 | 15 | 24 | 63 | 34 | 18 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 6 | 0,0 | Tr | 35,4 | 42,9 | 49,7 | 13,8 |
| (02) 15:00 | 189 | 4 | 8 | 24 | 52 | 59 | 31 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 182 | 7 | 0,0 | Tr | 38,2 | 45,3 | 51,2 | 19,2 |
| (02) 16:00 | 214 | 5 | 10 | 29 | 62 | 60 | 37 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 209 | 5 | 0,0 | Tr | 37,8 | 44,9 | 51,6 | 20,6 |
| (02) 17:00 | 261 | 2 | 7 | 21 | 79 | 92 | 50 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 2 | 0,0 | Tr | 40,6 | 46,1 | 51,9 | 22,4 |
| (02) 18:00 | 196 | 5 | 9 | 17 | 54 | 61 | 39 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 195 | 1 | 0,0 | Tr | 39,5 | 46,0 | 52,5 | 25,1 | |
| (02) 19:00 | 156 | 5 | 6 | 15 | 35 | 45 | 32 | 7 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 151 | 5 | 0,0 | Tr | 38,9 | 46,6 | 53,5 | 29,8 |
| (02) 20:00 | 115 | 3 | 4 | 6 | 21 | 38 | 28 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 113 | 2 | 0,0 | Tr | 40,9 | 48,0 | 54,3 | 36,3 |
| (02) 21:00 | 83 | 1 | 2 | 4 | 10 | 21 | 28 | 5 | 5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 79 | 4 | 0,0 | Tr | 42,4 | 50,3 | 56,2 | 51,9 |
| (02) 22:00 | 48 | 1 | 2 | 5 | 9 | 11 | 14 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 47 | 1 | 0,0 | Tr | 39,1 | 48,0 | 54,3 | 40,4 |
| (02) 23:00 | 39 | 0 | 1 | 3 | 6 | 8 | 7 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5 | 0,0 | Tr | 40,9 | 49,4 | 58,9 | 47,1 |
| (03) 00:00 | 24 | 1 | 0 | 1 | 4 | 5 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 1 | 0,0 | Tr | 41,8 | 50,5 | 63,9 | 52,2 |
| Summe | 2878 | 86 | 161 | 332 | 769 | 800 | 475 | 90 | 41 | 19 | 11 | 2 | 6 | 2 | 4 | 9 | 2807 | 71 | | | 37,6 | 45,3 | 52,5 | 23,5 |

Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1383
 Geräte-Typ : NC300

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 699 | 572 | 82 | 34 | 688 | 11 |
| | | 83,1% | 11,9% | 4,9% | 100,0% | |
| 10 - 15 (MT) | 901 | 730 | 92 | 56 | 878 | 23 |
| | | 83,1% | 10,5% | 6,4% | 100,0% | |
| 15 - 19 (NM) | 827 | 704 | 61 | 49 | 814 | 13 |
| | | 86,5% | 7,5% | 6,0% | 100,0% | |
| 06 - 22 (Tag) | 2673 | 2212 | 249 | 158 | 2619 | 54 |
| | | 84,5% | 9,5% | 6,0% | 100,0% | |
| 22 - 06 (Nacht) | 205 | 133 | 21 | 34 | 188 | 17 |
| | | 70,7% | 11,2% | 18,1% | 100,0% | |
| Total | 2878 | 2345 | 270 | 192 | 2807 | 71 |
| | | 83,5% | 9,6% | 6,8% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 699 | 572 | 82 | 34 | 688 | 11 |
| | | 83,1% | 11,9% | 4,9% | 100,0% | |
| 10 - 15 (MT) | 901 | 730 | 92 | 56 | 878 | 23 |
| | | 83,1% | 10,5% | 6,4% | 100,0% | |
| 15 - 19 (NM) | 827 | 704 | 61 | 49 | 814 | 13 |
| | | 86,5% | 7,5% | 6,0% | 100,0% | |
| 06 - 22 (Tag) | 2673 | 2212 | 249 | 158 | 2619 | 54 |
| | | 84,5% | 9,5% | 6,0% | 100,0% | |
| 22 - 06 (Nacht) | 205 | 133 | 21 | 34 | 188 | 17 |
| | | 70,7% | 11,2% | 18,1% | 100,0% | |
| Total | 2878 | 2345 | 270 | 192 | 2807 | 71 |
| | | 83,5% | 9,6% | 6,8% | 100,0% | |

Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1383
 Geräte-Typ : NC300

| Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 699 | 22 | 45 | 101 | 185 | 177 | 105 | 28 | 10 | 4 | 6 | 1 | 0 | 1 | 1 | 2 | 688 | 11 | 36,8 | 44,8 | 52,6 | 158 | |
| | | 3,2% | 6,5% | 14,7% | 26,9% | 25,7% | 15,3% | 4,1% | 1,5% | 0,6% | 0,9% | 0,1% | 0,0% | 0,1% | 0,1% | 0,3% | 100,0% | | | | | 23,0% | |
| 10 - 15 (MT) | 901 | 35 | 70 | 120 | 278 | 248 | 103 | 14 | 3 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 878 | 23 | 36,1 | 43,8 | 49,9 | 127 | |
| | | 4,0% | 8,0% | 13,7% | 31,7% | 28,2% | 11,7% | 1,6% | 0,3% | 0,2% | 0,0% | 0,0% | 0,1% | 0,0% | 0,2% | 0,2% | 100,0% | | | | | 14,5% | |
| 15 - 19 (NM) | 827 | 17 | 32 | 82 | 230 | 258 | 158 | 18 | 8 | 4 | 0 | 1 | 2 | 1 | 1 | 2 | 814 | 13 | 39,5 | 45,9 | 52,3 | 195 | |
| | | 2,1% | 3,9% | 10,1% | 28,3% | 31,7% | 19,4% | 2,2% | 1,0% | 0,5% | 0,0% | 0,1% | 0,2% | 0,1% | 0,1% | 0,2% | 100,0% | | | | | 24,0% | |
| 06 - 22 (Tag) | 2673 | 79 | 155 | 318 | 733 | 753 | 436 | 73 | 32 | 12 | 8 | 2 | 5 | 2 | 4 | 7 | 2619 | 54 | 37,5 | 45,2 | 52,2 | 581 | |
| | | 3,0% | 5,9% | 12,1% | 28,0% | 28,8% | 16,6% | 2,8% | 1,2% | 0,5% | 0,3% | 0,1% | 0,2% | 0,1% | 0,2% | 0,3% | 100,0% | | | | | 22,2% | |
| 22 - 06 (Nacht) | 205 | 7 | 6 | 14 | 36 | 47 | 39 | 17 | 9 | 7 | 3 | 0 | 1 | 0 | 0 | 2 | 188 | 17 | 40,2 | 48,3 | 58,2 | 78 | |
| | | 3,7% | 3,2% | 7,4% | 19,1% | 25,0% | 20,7% | 9,0% | 4,8% | 3,7% | 1,6% | 0,0% | 0,5% | 0,0% | 0,0% | 1,1% | 100,0% | | | | | 41,5% | |
| Total | 2878 | 86 | 161 | 332 | 769 | 800 | 475 | 90 | 41 | 19 | 11 | 2 | 6 | 2 | 4 | 9 | 2807 | 71 | 37,6 | 45,3 | 52,5 | 659 | |
| | | 3,1% | 5,7% | 11,8% | 27,4% | 28,5% | 16,9% | 3,2% | 1,5% | 0,7% | 0,4% | 0,1% | 0,2% | 0,1% | 0,1% | 0,3% | 100,0% | | | | | 23,5% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 699 | 22 | 45 | 101 | 185 | 177 | 105 | 28 | 10 | 4 | 6 | 1 | 0 | 1 | 1 | 2 | 688 | 11 | 36,8 | 44,8 | 52,6 | 158 | |
| | | 3,2% | 6,5% | 14,7% | 26,9% | 25,7% | 15,3% | 4,1% | 1,5% | 0,6% | 0,9% | 0,1% | 0,0% | 0,1% | 0,1% | 0,3% | 100,0% | | | | | 23,0% | |
| 10 - 15 (MT) | 901 | 35 | 70 | 120 | 278 | 248 | 103 | 14 | 3 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 878 | 23 | 36,1 | 43,8 | 49,9 | 127 | |
| | | 4,0% | 8,0% | 13,7% | 31,7% | 28,2% | 11,7% | 1,6% | 0,3% | 0,2% | 0,0% | 0,0% | 0,1% | 0,0% | 0,2% | 0,2% | 100,0% | | | | | 14,5% | |
| 15 - 19 (NM) | 827 | 17 | 32 | 82 | 230 | 258 | 158 | 18 | 8 | 4 | 0 | 1 | 2 | 1 | 1 | 2 | 814 | 13 | 39,5 | 45,9 | 52,3 | 195 | |
| | | 2,1% | 3,9% | 10,1% | 28,3% | 31,7% | 19,4% | 2,2% | 1,0% | 0,5% | 0,0% | 0,1% | 0,2% | 0,1% | 0,1% | 0,2% | 100,0% | | | | | 24,0% | |
| 06 - 22 (Tag) | 2673 | 79 | 155 | 318 | 733 | 753 | 436 | 73 | 32 | 12 | 8 | 2 | 5 | 2 | 4 | 7 | 2619 | 54 | 37,5 | 45,2 | 52,2 | 581 | |
| | | 3,0% | 5,9% | 12,1% | 28,0% | 28,8% | 16,6% | 2,8% | 1,2% | 0,5% | 0,3% | 0,1% | 0,2% | 0,1% | 0,2% | 0,3% | 100,0% | | | | | 22,2% | |
| 22 - 06 (Nacht) | 205 | 7 | 6 | 14 | 36 | 47 | 39 | 17 | 9 | 7 | 3 | 0 | 1 | 0 | 0 | 2 | 188 | 17 | 40,2 | 48,3 | 58,2 | 78 | |
| | | 3,7% | 3,2% | 7,4% | 19,1% | 25,0% | 20,7% | 9,0% | 4,8% | 3,7% | 1,6% | 0,0% | 0,5% | 0,0% | 0,0% | 1,1% | 100,0% | | | | | 41,5% | |
| Total | 2878 | 86 | 161 | 332 | 769 | 800 | 475 | 90 | 41 | 19 | 11 | 2 | 6 | 2 | 4 | 9 | 2807 | 71 | 37,6 | 45,3 | 52,5 | 659 | |
| | | 3,1% | 5,7% | 11,8% | 27,4% | 28,5% | 16,9% | 3,2% | 1,5% | 0,7% | 0,4% | 0,1% | 0,2% | 0,1% | 0,1% | 0,3% | 100,0% | | | | | 23,5% | |

Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 1383
 Geräte-Typ : NC300

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I L F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|------------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 11:00 | 204 | 168 | 20 | 13 | 201 | 3 | 0 | Tr |
| | 12 - 18 (NM) | 17:00 | 261 | 233 | 15 | 11 | 259 | 2 | 0 | Tr |
| | 18 - 22 (Abend) | 19:00 | 156 | 132 | 8 | 11 | 151 | 5 | 0 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 71 | 58 | 7 | 5 | 70 | 1 | 0 | Tr |

Verkehrstechnik Laube

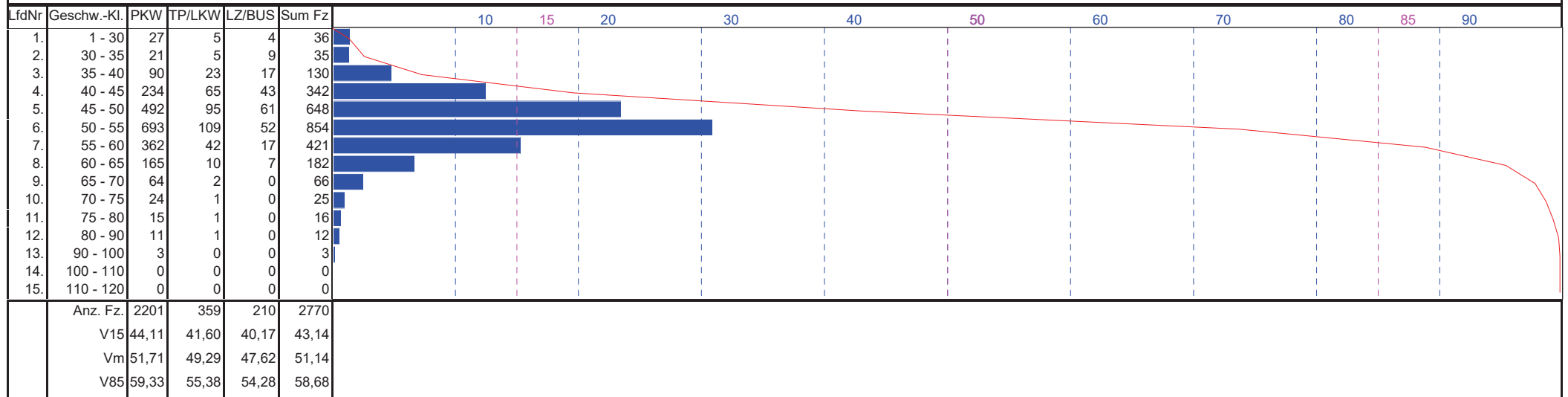
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Wesenberg
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : study_301387_Q3B
 Geräte-Nr. : 1387
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Wesenberg

Bearbeiter : RM
 Geräte-Nr. : 1387
 Geräte-Typ : NC300

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (262 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Visual representation of vehicle distribution by length class] | | | | | | | | | |
| (02) 01:00 | 14 | 6 | 5 | 3 | 14 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 02:00 | 11 | 7 | 2 | 2 | 11 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 03:00 | 9 | 4 | 3 | 2 | 9 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 04:00 | 11 | 3 | 6 | 2 | 11 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 05:00 | 25 | 17 | 5 | 3 | 25 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 06:00 | 78 | 52 | 16 | 10 | 78 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 07:00 | 176 | 118 | 34 | 23 | 175 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 08:00 | 160 | 115 | 30 | 15 | 160 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 09:00 | 162 | 135 | 17 | 10 | 162 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 10:00 | 166 | 136 | 19 | 11 | 166 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 11:00 | 168 | 138 | 19 | 11 | 168 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 12:00 | 184 | 138 | 30 | 16 | 184 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 13:00 | 179 | 141 | 21 | 16 | 178 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 14:00 | 175 | 142 | 23 | 9 | 174 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 15:00 | 198 | 160 | 24 | 13 | 197 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 16:00 | 191 | 153 | 23 | 14 | 190 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 17:00 | 263 | 224 | 25 | 13 | 262 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 18:00 | 207 | 181 | 19 | 6 | 206 | 1 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 19:00 | 189 | 167 | 14 | 8 | 189 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 20:00 | 94 | 78 | 9 | 7 | 94 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 21:00 | 48 | 37 | 5 | 6 | 48 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 22:00 | 38 | 27 | 5 | 6 | 38 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 23:00 | 19 | 14 | 4 | 1 | 19 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| (03) 00:00 | 12 | 8 | 1 | 3 | 12 | 0 | 0,0 | Tr | [Visual representation] | | | | | | | | | |
| Summe | 2777 | 2201 | 359 | 210 | 2770 | 7 | | | [Visual representation] | | | | | | | | | |

Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Wesenberg

Bearbeiter : RM
 Geräte-Nr. : 1387
 Geräte-Typ : NC300

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % km/h |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|--------|---------|-------------|-------------|------------|-------------|------------------|
| (02) 01:00 | 14 | 0 | 0 | 2 | 0 | 3 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0,0 | Tr | 45,2 | 53,3 | 59,9 | 64,3 |
| (02) 02:00 | 11 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 0 | 0,0 | Tr | 51,1 | 57,5 | 76,8 | 90,9 |
| (02) 03:00 | 9 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0,0 | Tr | 43,4 | 57,5 | 68,3 | 77,8 |
| (02) 04:00 | 11 | 0 | 0 | 1 | 3 | 0 | 2 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0,0 | Tr | 41,1 | 53,8 | 71,8 | 63,6 |
| (02) 05:00 | 25 | 0 | 0 | 0 | 2 | 3 | 7 | 4 | 3 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 25 | 0 | 0,0 | Tr | 47,9 | 55,6 | 70,6 | 80,0 |
| (02) 06:00 | 78 | 0 | 0 | 1 | 3 | 17 | 25 | 16 | 9 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 78 | 0 | 0,0 | Tr | 47,3 | 53,6 | 62,4 | 73,1 |
| (02) 07:00 | 176 | 0 | 3 | 4 | 16 | 29 | 49 | 36 | 26 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 175 | 1 | 0,0 | Tr | 45,6 | 53,6 | 62,3 | 70,3 |
| (02) 08:00 | 160 | 3 | 2 | 6 | 22 | 39 | 50 | 28 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 160 | 0 | 0,0 | Tr | 43,0 | 50,8 | 57,5 | 55,0 |
| (02) 09:00 | 162 | 0 | 4 | 12 | 11 | 40 | 55 | 27 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 162 | 0 | 0,0 | Tr | 43,8 | 51,3 | 57,9 | 58,6 |
| (02) 10:00 | 166 | 0 | 4 | 6 | 25 | 44 | 43 | 34 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0,0 | Tr | 43,0 | 50,5 | 57,8 | 52,4 |
| (02) 11:00 | 168 | 15 | 4 | 5 | 25 | 35 | 55 | 23 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 168 | 0 | 0,0 | Tr | 40,2 | 50,0 | 55,8 | 50,0 |
| (02) 12:00 | 184 | 4 | 2 | 4 | 30 | 43 | 56 | 27 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0,0 | Tr | 42,9 | 50,8 | 58,2 | 54,9 |
| (02) 13:00 | 179 | 0 | 2 | 0 | 16 | 62 | 59 | 24 | 7 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 178 | 1 | 0,0 | Tr | 45,7 | 50,8 | 57,6 | 55,1 |
| (02) 14:00 | 175 | 5 | 0 | 5 | 41 | 46 | 49 | 18 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 174 | 1 | 0,0 | Tr | 42,0 | 48,9 | 55,5 | 44,3 |
| (02) 15:00 | 198 | 0 | 5 | 21 | 22 | 50 | 57 | 24 | 14 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 197 | 1 | 0,0 | Tr | 40,8 | 50,0 | 57,6 | 50,3 |
| (02) 16:00 | 191 | 1 | 4 | 15 | 23 | 44 | 56 | 30 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 1 | 0,0 | Tr | 41,8 | 50,7 | 58,1 | 54,2 |
| (02) 17:00 | 263 | 5 | 1 | 16 | 34 | 73 | 88 | 23 | 15 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 262 | 1 | 0,0 | Tr | 42,5 | 50,1 | 56,2 | 50,8 |
| (02) 18:00 | 207 | 1 | 3 | 9 | 31 | 47 | 60 | 32 | 15 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 206 | 1 | 0,0 | Tr | 42,9 | 51,0 | 58,8 | 55,8 |
| (02) 19:00 | 189 | 2 | 1 | 12 | 22 | 42 | 61 | 29 | 11 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 189 | 0 | 0,0 | Tr | 43,0 | 51,3 | 58,6 | 58,2 |
| (02) 20:00 | 94 | 0 | 0 | 4 | 5 | 16 | 26 | 20 | 11 | 5 | 2 | 1 | 4 | 0 | 0 | 0 | 94 | 0 | 0,0 | Tr | 46,6 | 54,2 | 64,0 | 73,4 |
| (02) 21:00 | 48 | 0 | 0 | 0 | 3 | 5 | 23 | 6 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0,0 | Tr | 49,2 | 53,5 | 62,4 | 83,3 |
| (02) 22:00 | 38 | 0 | 0 | 6 | 3 | 5 | 13 | 7 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 38 | 0 | 0,0 | Tr | 39,8 | 51,9 | 58,8 | 63,2 |
| (02) 23:00 | 19 | 0 | 0 | 1 | 2 | 4 | 7 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 0,0 | Tr | 44,6 | 51,8 | 60,8 | 63,2 |
| (03) 00:00 | 12 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0,0 | Tr | 50,8 | 55,0 | 66,0 | 91,7 |
| Summe | 2777 | 36 | 35 | 130 | 342 | 648 | 854 | 421 | 182 | 66 | 25 | 16 | 12 | 3 | 0 | 0 | 2770 | 7 | | | 43,1 | 51,1 | 58,7 | 57,0 |

Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Wesenberg

Bearbeiter : RM
 Geräte-Nr. : 1387
 Geräte-Typ : NC300

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 664 | 504 | 100 | 59 | 663 | 1 |
| | | 76,0% | 15,1% | 8,9% | 100,0% | |
| 10 - 15 (MT) | 904 | 719 | 117 | 65 | 901 | 3 |
| | | 79,8% | 13,0% | 7,2% | 100,0% | |
| 15 - 19 (NM) | 850 | 725 | 81 | 41 | 847 | 3 |
| | | 85,6% | 9,6% | 4,8% | 100,0% | |
| 06 - 22 (Tag) | 2598 | 2090 | 317 | 184 | 2591 | 7 |
| | | 80,7% | 12,2% | 7,1% | 100,0% | |
| 22 - 06 (Nacht) | 179 | 111 | 42 | 26 | 179 | 0 |
| | | 62,0% | 23,5% | 14,5% | 100,0% | |
| Total | 2777 | 2201 | 359 | 210 | 2770 | 7 |
| | | 79,5% | 13,0% | 7,6% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 664 | 504 | 100 | 59 | 663 | 1 |
| | | 76,0% | 15,1% | 8,9% | 100,0% | |
| 10 - 15 (MT) | 904 | 719 | 117 | 65 | 901 | 3 |
| | | 79,8% | 13,0% | 7,2% | 100,0% | |
| 15 - 19 (NM) | 850 | 725 | 81 | 41 | 847 | 3 |
| | | 85,6% | 9,6% | 4,8% | 100,0% | |
| 06 - 22 (Tag) | 2598 | 2090 | 317 | 184 | 2591 | 7 |
| | | 80,7% | 12,2% | 7,1% | 100,0% | |
| 22 - 06 (Nacht) | 179 | 111 | 42 | 26 | 179 | 0 |
| | | 62,0% | 23,5% | 14,5% | 100,0% | |
| Total | 2777 | 2201 | 359 | 210 | 2770 | 7 |
| | | 79,5% | 13,0% | 7,6% | 100,0% | |

Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Wesenberg

Bearbeiter : RM
 Geräte-Nr. : 1387
 Geräte-Typ : NC300

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 664 | 3 | 13 | 28 | 74 | 152 | 197 | 125 | 48 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 663 | 1 | 43,7 | 51,6 | 58,9 | 393 | |
| | | 0,5% | 2,0% | 4,2% | 11,2% | 22,9% | 29,7% | 18,9% | 7,2% | 2,4% | 0,8% | 0,3% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 59,3% | |
| 10 - 15 (MT) | 904 | 24 | 13 | 35 | 134 | 236 | 276 | 116 | 41 | 14 | 5 | 4 | 3 | 0 | 0 | 0 | 901 | 3 | 42,4 | 50,2 | 57,1 | 459 | |
| | | 2,7% | 1,4% | 3,9% | 14,9% | 26,2% | 30,6% | 12,9% | 4,6% | 1,6% | 0,6% | 0,4% | 0,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 50,9% | |
| 15 - 19 (NM) | 850 | 9 | 9 | 52 | 110 | 206 | 265 | 114 | 51 | 19 | 4 | 5 | 2 | 1 | 0 | 0 | 847 | 3 | 42,6 | 50,7 | 58,0 | 461 | |
| | | 1,1% | 1,1% | 6,1% | 13,0% | 24,3% | 31,3% | 13,5% | 6,0% | 2,2% | 0,5% | 0,6% | 0,2% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 54,4% | |
| 06 - 22 (Tag) | 2598 | 36 | 35 | 125 | 329 | 620 | 800 | 388 | 160 | 57 | 18 | 12 | 10 | 1 | 0 | 0 | 2591 | 7 | 42,9 | 50,9 | 58,3 | 1446 | |
| | | 1,4% | 1,4% | 4,8% | 12,7% | 23,9% | 30,9% | 15,0% | 6,2% | 2,2% | 0,7% | 0,5% | 0,4% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 55,8% | |
| 22 - 06 (Nacht) | 179 | 0 | 0 | 5 | 13 | 28 | 54 | 33 | 22 | 9 | 7 | 4 | 2 | 2 | 0 | 0 | 179 | 0 | 46,6 | 54,0 | 64,4 | 133 | |
| | | 0,0% | 0,0% | 2,8% | 7,3% | 15,6% | 30,2% | 18,4% | 12,3% | 5,0% | 3,9% | 2,2% | 1,1% | 1,1% | 0,0% | 0,0% | 100,0% | | | | | 74,3% | |
| Total | 2777 | 36 | 35 | 130 | 342 | 648 | 854 | 421 | 182 | 66 | 25 | 16 | 12 | 3 | 0 | 0 | 2770 | 7 | 43,1 | 51,1 | 58,7 | 1579 | |
| | | 1,3% | 1,3% | 4,7% | 12,3% | 23,4% | 30,8% | 15,2% | 6,6% | 2,4% | 0,9% | 0,6% | 0,4% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 57,0% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 664 | 3 | 13 | 28 | 74 | 152 | 197 | 125 | 48 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 663 | 1 | 43,7 | 51,6 | 58,9 | 393 | |
| | | 0,5% | 2,0% | 4,2% | 11,2% | 22,9% | 29,7% | 18,9% | 7,2% | 2,4% | 0,8% | 0,3% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 59,3% | |
| 10 - 15 (MT) | 904 | 24 | 13 | 35 | 134 | 236 | 276 | 116 | 41 | 14 | 5 | 4 | 3 | 0 | 0 | 0 | 901 | 3 | 42,4 | 50,2 | 57,1 | 459 | |
| | | 2,7% | 1,4% | 3,9% | 14,9% | 26,2% | 30,6% | 12,9% | 4,6% | 1,6% | 0,6% | 0,4% | 0,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 50,9% | |
| 15 - 19 (NM) | 850 | 9 | 9 | 52 | 110 | 206 | 265 | 114 | 51 | 19 | 4 | 5 | 2 | 1 | 0 | 0 | 847 | 3 | 42,6 | 50,7 | 58,0 | 461 | |
| | | 1,1% | 1,1% | 6,1% | 13,0% | 24,3% | 31,3% | 13,5% | 6,0% | 2,2% | 0,5% | 0,6% | 0,2% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 54,4% | |
| 06 - 22 (Tag) | 2598 | 36 | 35 | 125 | 329 | 620 | 800 | 388 | 160 | 57 | 18 | 12 | 10 | 1 | 0 | 0 | 2591 | 7 | 42,9 | 50,9 | 58,3 | 1446 | |
| | | 1,4% | 1,4% | 4,8% | 12,7% | 23,9% | 30,9% | 15,0% | 6,2% | 2,2% | 0,7% | 0,5% | 0,4% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 55,8% | |
| 22 - 06 (Nacht) | 179 | 0 | 0 | 5 | 13 | 28 | 54 | 33 | 22 | 9 | 7 | 4 | 2 | 2 | 0 | 0 | 179 | 0 | 46,6 | 54,0 | 64,4 | 133 | |
| | | 0,0% | 0,0% | 2,8% | 7,3% | 15,6% | 30,2% | 18,4% | 12,3% | 5,0% | 3,9% | 2,2% | 1,1% | 1,1% | 0,0% | 0,0% | 100,0% | | | | | 74,3% | |
| Total | 2777 | 36 | 35 | 130 | 342 | 648 | 854 | 421 | 182 | 66 | 25 | 16 | 12 | 3 | 0 | 0 | 2770 | 7 | 43,1 | 51,1 | 58,7 | 1579 | |
| | | 1,3% | 1,3% | 4,7% | 12,3% | 23,4% | 30,8% | 15,2% | 6,6% | 2,4% | 0,9% | 0,6% | 0,4% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 57,0% | |

Projekt : NC300
 Strasse : B 198 - Wesenberger Chaussee
 Richtung : Wesenberg

Bearbeiter : RM
 Geräte-Nr. : 1387
 Geräte-Typ : NC300

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 12:00 | 184 | 138 | 30 | 16 | 184 | 0 | 0 | Tr |
| | 12 - 18 (NM) | 17:00 | 263 | 224 | 25 | 13 | 262 | 1 | 0 | Tr |
| | 18 - 22 (Abend) | 19:00 | 189 | 167 | 14 | 8 | 189 | 0 | 0 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 78 | 52 | 16 | 10 | 78 | 0 | 0 | Tr |

Inhaltsverzeichnis

Statistische Auswertung

Q4 – MST 5 – Peetscher Weg

Querschnitts-Berechnung

Längenbericht
Statistik Zeitraum/Längenklassen

Fahrtrichtung 1/ → Zentrum

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit

Fahrtrichtung 2/ → Rheinsberg

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit



Rtg. Zentrum

Rtg. Rheinsberg

| | |
|---------------------------------|---|
| Projekt : TCRVIRTUAL | Kurzbezeichnung : GQ - Q4 - MST 5 - Peetscher Weg |
| Strasse : MST 5 - Peetscher Weg | Geräte-Nr. : 1000 Geräte-Typ : TCRVIRTUAL |
| Richtung : Gesamtquerschnitt | Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00 |
| Stadt : Mirow2016 | Geschw.lt.STVO : 50 Intervall : 60 |
| Land : MV | Staat : D Bearbeiter : MVT |

Strassenzustand
 + Zustand: X Naß X Normal X Trocken

DTV-Berechnung
 + Formelbezeichnung: - Formel:
 - Faktor:
 + Berücksichtigungen: - Strassenzustand - Zeiträume
 - Längenklassen - Geschwindigkeitsklassen
 - Datumsbereich:

Längenklassen PKW (5,2) TP/LKW (9,8) LZ/BUS (25,0) **Geschw.-klassen** 30,35,40,45,50,55,60,65,70,75,80,90,100,110,120

| | | | | | | | |
|------------------|-------------------|--------------|--------------|----------------------|-------------------|--------------|--------------|
| Zeiträume | 06 - 10 (VM) | von 06:00:00 | bis 10:00:00 | Spitzenzeiten | 06 - 12 (VM) | von 06:00:00 | bis 12:00:00 |
| | 10 - 15 (MT) | von 10:00:00 | bis 15:00:00 | | 12 - 18 (NM) | von 12:00:00 | bis 18:00:00 |
| | 15 - 19 (NM) | von 15:00:00 | bis 19:00:00 | | 18 - 22 (Abend) | von 18:00:00 | bis 22:00:00 |
| | 06 - 22 (Tag) | von 06:00:00 | bis 22:00:00 | | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 |
| | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 | | | | |
| | Total | von 00:00:00 | bis 23:59:59 | | | | |

MVT-Traffic ©

Projekt : TCRVIRTUAL
 Strasse : MST 5 - Peetscher Weg
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (134 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Visual representation of vehicle distribution across 10 categories] | | | | | | | | | |
| (02) 01:00 | 2 | 2 | 0 | 0 | 2 | 0 | 18,5 | Tr | [Bar chart showing distribution] | | | | | | | | | |
| (02) 02:00 | 13 | 12 | 1 | 0 | 13 | 0 | 18,5 | Tr | [Bar chart showing distribution] | | | | | | | | | |
| (02) 03:00 | 11 | 9 | 1 | 0 | 10 | 1 | 17,0 | Tr | [Bar chart showing distribution] | | | | | | | | | |
| (02) 04:00 | 2 | 2 | 0 | 0 | 2 | 0 | 17,0 | Tr | [Bar chart showing distribution] | | | | | | | | | |
| (02) 05:00 | 3 | 3 | 0 | 0 | 3 | 0 | 17,0 | Tr | [Bar chart showing distribution] | | | | | | | | | |
| (02) 06:00 | 27 | 23 | 3 | 0 | 26 | 1 | 17,5 | Tr | [Bar chart showing distribution] | | | | | | | | | |
| (02) 07:00 | 78 | 65 | 9 | 3 | 77 | 1 | 18,5 | Tr | [Bar chart showing distribution] | | | | | | | | | |
| (02) 08:00 | 98 | 87 | 8 | 3 | 98 | 0 | 17,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 09:00 | 64 | 57 | 6 | 1 | 64 | 0 | 18,5 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 10:00 | 98 | 85 | 11 | 2 | 98 | 0 | 21,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 11:00 | 105 | 87 | 16 | 2 | 105 | 0 | 26,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 12:00 | 114 | 100 | 11 | 2 | 113 | 1 | 28,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 13:00 | 108 | 94 | 13 | 1 | 108 | 0 | 26,5 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 14:00 | 96 | 79 | 16 | 0 | 95 | 1 | 26,5 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 15:00 | 76 | 63 | 11 | 2 | 76 | 0 | 26,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 16:00 | 135 | 120 | 14 | 0 | 134 | 1 | 27,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 17:00 | 133 | 114 | 14 | 5 | 133 | 0 | 27,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 18:00 | 110 | 92 | 14 | 4 | 110 | 0 | 25,5 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 19:00 | 79 | 71 | 5 | 3 | 79 | 0 | 25,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 20:00 | 35 | 30 | 3 | 1 | 34 | 1 | 23,5 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 21:00 | 44 | 42 | 1 | 1 | 44 | 0 | 23,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 22:00 | 20 | 17 | 2 | 1 | 20 | 0 | 21,5 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (02) 23:00 | 13 | 10 | 1 | 0 | 11 | 2 | 21,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| (03) 00:00 | 2 | 2 | 0 | 0 | 2 | 0 | 20,0 | Na | [Bar chart showing distribution] | | | | | | | | | |
| Summe | 1466 | 1266 | 160 | 31 | 1457 | 9 | | | [Summary bar chart] | | | | | | | | | |

Projekt : TCRVIRTUAL
 Strasse : MST 5 - Peetscher Weg
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 338 | 294 | 34 | 9 | 337 | 1 |
| | | 87,2% | 10,1% | 2,7% | 100,0% | |
| 10 - 15 (MT) | 499 | 423 | 67 | 7 | 497 | 2 |
| | | 85,1% | 13,5% | 1,4% | 100,0% | |
| 15 - 19 (NM) | 457 | 397 | 47 | 12 | 456 | 1 |
| | | 87,1% | 10,3% | 2,6% | 100,0% | |
| 06 - 22 (Tag) | 1393 | 1203 | 154 | 31 | 1388 | 5 |
| | | 86,7% | 11,1% | 2,2% | 100,0% | |
| 22 - 06 (Nacht) | 73 | 63 | 6 | 0 | 69 | 4 |
| | | 91,3% | 8,7% | 0,0% | 100,0% | |
| Total | 1466 | 1266 | 160 | 31 | 1457 | 9 |
| | | 86,9% | 11,0% | 2,1% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 338 | 294 | 34 | 9 | 337 | 1 |
| | | 87,2% | 10,1% | 2,7% | 100,0% | |
| 10 - 15 (MT) | 499 | 423 | 67 | 7 | 497 | 2 |
| | | 85,1% | 13,5% | 1,4% | 100,0% | |
| 15 - 19 (NM) | 457 | 397 | 47 | 12 | 456 | 1 |
| | | 87,1% | 10,3% | 2,6% | 100,0% | |
| 06 - 22 (Tag) | 1393 | 1203 | 154 | 31 | 1388 | 5 |
| | | 86,7% | 11,1% | 2,2% | 100,0% | |
| 22 - 06 (Nacht) | 73 | 63 | 6 | 0 | 69 | 4 |
| | | 91,3% | 8,7% | 0,0% | 100,0% | |
| Total | 1466 | 1266 | 160 | 31 | 1457 | 9 |
| | | 86,9% | 11,0% | 2,1% | 100,0% | |

Verkehrstechnik Laube

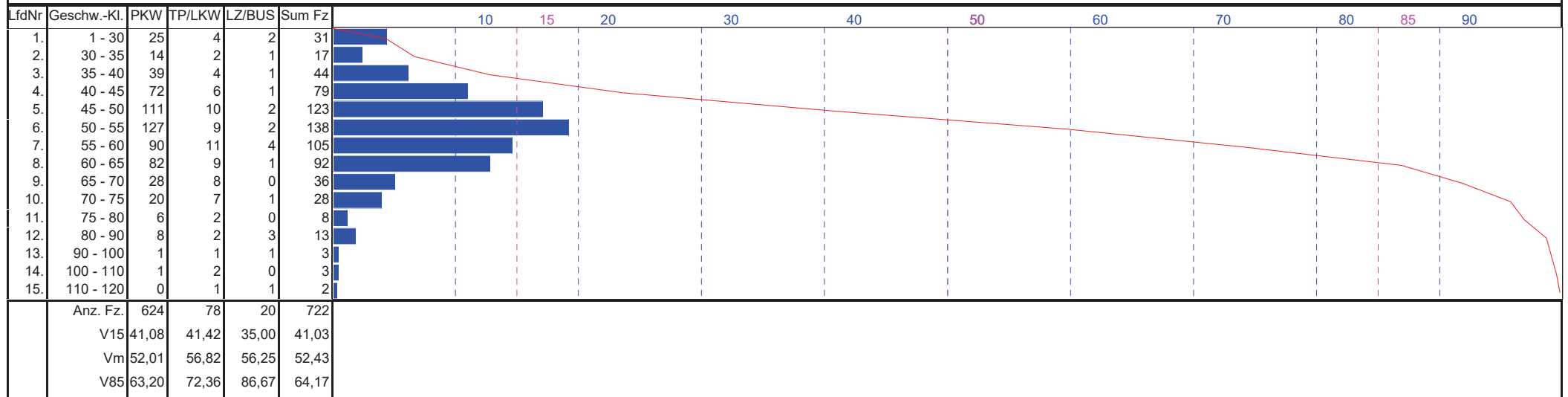
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : MST 5 - Peetscher Weg
 Richtung : Zentrum
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q4A
 Geräte-Nr. : 4397
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4397
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (72 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for vehicle distribution data] | | | | | | | | | |
| (02) 01:00 | 1 | 1 | 0 | 0 | 1 | 0 | 19,0 | Tr | | | | | | | | | | |
| (02) 02:00 | 6 | 6 | 0 | 0 | 6 | 0 | 19,0 | Tr | | | | | | | | | | |
| (02) 03:00 | 7 | 5 | 1 | 0 | 6 | 1 | 18,0 | Tr | | | | | | | | | | |
| (02) 04:00 | 1 | 1 | 0 | 0 | 1 | 0 | 18,0 | Tr | | | | | | | | | | |
| (02) 05:00 | 2 | 2 | 0 | 0 | 2 | 0 | 18,0 | Tr | | | | | | | | | | |
| (02) 06:00 | 8 | 5 | 2 | 0 | 7 | 1 | 19,0 | Tr | | | | | | | | | | |
| (02) 07:00 | 31 | 23 | 6 | 1 | 30 | 1 | 19,0 | Tr | | | | | | | | | | |
| (02) 08:00 | 57 | 52 | 3 | 2 | 57 | 0 | 18,0 | Tr | | | | | | | | | | |
| (02) 09:00 | 31 | 29 | 2 | 0 | 31 | 0 | 19,0 | Tr | | | | | | | | | | |
| (02) 10:00 | 57 | 51 | 4 | 2 | 57 | 0 | 22,0 | Tr | | | | | | | | | | |
| (02) 11:00 | 60 | 47 | 11 | 2 | 60 | 0 | 30,0 | Na | | | | | | | | | | |
| (02) 12:00 | 55 | 47 | 6 | 1 | 54 | 1 | 33,0 | Tr | | | | | | | | | | |
| (02) 13:00 | 44 | 38 | 6 | 0 | 44 | 0 | 30,0 | Tr | | | | | | | | | | |
| (02) 14:00 | 51 | 41 | 9 | 0 | 50 | 1 | 29,0 | Tr | | | | | | | | | | |
| (02) 15:00 | 36 | 30 | 5 | 1 | 36 | 0 | 28,0 | Tr | | | | | | | | | | |
| (02) 16:00 | 73 | 65 | 7 | 0 | 72 | 1 | 28,0 | Tr | | | | | | | | | | |
| (02) 17:00 | 64 | 55 | 5 | 4 | 64 | 0 | 28,0 | Tr | | | | | | | | | | |
| (02) 18:00 | 61 | 54 | 5 | 2 | 61 | 0 | 27,0 | Tr | | | | | | | | | | |
| (02) 19:00 | 33 | 28 | 3 | 2 | 33 | 0 | 26,0 | Tr | | | | | | | | | | |
| (02) 20:00 | 16 | 13 | 1 | 1 | 15 | 1 | 24,0 | Tr | | | | | | | | | | |
| (02) 21:00 | 21 | 20 | 0 | 1 | 21 | 0 | 24,0 | Tr | | | | | | | | | | |
| (02) 22:00 | 9 | 6 | 2 | 1 | 9 | 0 | 22,0 | Tr | | | | | | | | | | |
| (02) 23:00 | 7 | 5 | 0 | 0 | 5 | 2 | 22,0 | Tr | | | | | | | | | | |
| (03) 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 21,0 | Tr | | | | | | | | | | |
| Summe | 731 | 624 | 78 | 20 | 722 | 9 | | | | | | | | | | | | |

Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4397
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % | |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|----------|------|
| (02) 01:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19,0 | Tr | 4,5 | 15,0 | 25,5 | 0,0 | |
| (02) 02:00 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19,0 | Tr | 9,0 | 35,0 | 55,5 | 16,7 | |
| (02) 03:00 | 7 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 18,0 | Tr | 27,0 | 45,0 | 60,5 | 33,3 | |
| (02) 04:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18,0 | Tr | 30,8 | 32,5 | 34,3 | 0,0 | |
| (02) 05:00 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18,0 | Tr | 46,5 | 60,0 | 63,5 | 50,0 | |
| (02) 06:00 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 7 | 1 | 19,0 | Tr | 50,3 | 63,8 | 94,8 | 85,7 | |
| (02) 07:00 | 31 | 1 | 0 | 2 | 2 | 1 | 8 | 4 | 8 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 30 | 1 | 19,0 | Tr | 43,8 | 56,3 | 64,7 | 80,0 | |
| (02) 08:00 | 57 | 4 | 1 | 3 | 4 | 5 | 9 | 14 | 8 | 4 | 3 | 0 | 1 | 0 | 1 | 0 | 57 | 0 | 18,0 | Tr | 40,7 | 55,9 | 65,6 | 70,2 | |
| (02) 09:00 | 31 | 0 | 0 | 2 | 2 | 6 | 9 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 | 0 | 19,0 | Tr | 45,5 | 53,1 | 61,4 | 67,7 | |
| (02) 10:00 | 57 | 1 | 0 | 2 | 7 | 9 | 10 | 10 | 13 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 22,0 | Tr | 44,0 | 54,8 | 63,6 | 66,7 | |
| (02) 11:00 | 60 | 4 | 1 | 2 | 14 | 16 | 7 | 7 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 30,0 | Na | 40,7 | 47,8 | 60,0 | 38,3 | |
| (02) 12:00 | 55 | 1 | 1 | 5 | 9 | 15 | 8 | 5 | 3 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 54 | 1 | 33,0 | Tr | 40,6 | 48,7 | 63,2 | 42,6 | |
| (02) 13:00 | 44 | 3 | 1 | 8 | 7 | 1 | 11 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 30,0 | Tr | 36,6 | 50,9 | 59,6 | 54,5 | |
| (02) 14:00 | 51 | 1 | 0 | 0 | 3 | 16 | 5 | 11 | 4 | 4 | 1 | 2 | 2 | 0 | 1 | 0 | 50 | 1 | 29,0 | Tr | 46,1 | 55,0 | 68,1 | 60,0 | |
| (02) 15:00 | 36 | 0 | 0 | 6 | 2 | 9 | 8 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 28,0 | Tr | 39,5 | 50,6 | 61,6 | 52,8 | |
| (02) 16:00 | 73 | 1 | 4 | 3 | 10 | 13 | 16 | 9 | 9 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 72 | 1 | 28,0 | Tr | 41,4 | 51,6 | 62,9 | 56,9 | |
| (02) 17:00 | 64 | 3 | 2 | 2 | 5 | 8 | 17 | 9 | 7 | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 64 | 0 | 28,0 | Tr | 42,6 | 53,5 | 66,8 | 68,8 | |
| (02) 18:00 | 61 | 3 | 2 | 2 | 5 | 12 | 13 | 9 | 7 | 4 | 2 | 0 | 1 | 0 | 1 | 0 | 61 | 0 | 27,0 | Tr | 42,2 | 52,5 | 64,2 | 60,7 | |
| (02) 19:00 | 33 | 2 | 2 | 3 | 0 | 3 | 9 | 2 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 33 | 0 | 26,0 | Tr | 36,6 | 53,6 | 70,1 | 69,7 | |
| (02) 20:00 | 16 | 0 | 1 | 1 | 3 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 1 | 24,0 | Tr | 40,4 | 49,2 | 62,9 | 46,7 | |
| (02) 21:00 | 21 | 1 | 0 | 0 | 1 | 3 | 4 | 2 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 21 | 0 | 24,0 | Tr | 46,9 | 58,8 | 69,8 | 76,2 |
| (02) 22:00 | 9 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 22,0 | Tr | 41,8 | 58,8 | 69,1 | 77,8 | |
| (02) 23:00 | 7 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 22,0 | Tr | 22,5 | 42,5 | 56,3 | 20,0 | |
| (03) 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 | |
| Summe | 731 | 31 | 17 | 44 | 79 | 123 | 138 | 105 | 92 | 36 | 28 | 8 | 13 | 3 | 3 | 2 | 722 | 9 | | | 41,0 | 52,4 | 64,2 | 59,3 | |

Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4397
 Geräte-Typ : NC90

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 176 | 155 | 15 | 5 | 175 | 1 |
| | | 88,6% | 8,6% | 2,9% | 100,0% | |
| 10 - 15 (MT) | 246 | 203 | 37 | 4 | 244 | 2 |
| | | 83,2% | 15,2% | 1,6% | 100,0% | |
| 15 - 19 (NM) | 231 | 202 | 20 | 8 | 230 | 1 |
| | | 87,8% | 8,7% | 3,5% | 100,0% | |
| 06 - 22 (Tag) | 699 | 599 | 75 | 20 | 694 | 5 |
| | | 86,3% | 10,8% | 2,9% | 100,0% | |
| 22 - 06 (Nacht) | 32 | 25 | 3 | 0 | 28 | 4 |
| | | 89,3% | 10,7% | 0,0% | 100,0% | |
| Total | 731 | 624 | 78 | 20 | 722 | 9 |
| | | 86,4% | 10,8% | 2,8% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 176 | 155 | 15 | 5 | 175 | 1 |
| | | 88,6% | 8,6% | 2,9% | 100,0% | |
| 10 - 15 (MT) | 246 | 203 | 37 | 4 | 244 | 2 |
| | | 83,2% | 15,2% | 1,6% | 100,0% | |
| 15 - 19 (NM) | 231 | 202 | 20 | 8 | 230 | 1 |
| | | 87,8% | 8,7% | 3,5% | 100,0% | |
| 06 - 22 (Tag) | 699 | 599 | 75 | 20 | 694 | 5 |
| | | 86,3% | 10,8% | 2,9% | 100,0% | |
| 22 - 06 (Nacht) | 32 | 25 | 3 | 0 | 28 | 4 |
| | | 89,3% | 10,7% | 0,0% | 100,0% | |
| Total | 731 | 624 | 78 | 20 | 722 | 9 |
| | | 86,4% | 10,8% | 2,8% | 100,0% | |

Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4397
 Geräte-Typ : NC90

| Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 176 | 6 | 1 | 9 | 15 | 21 | 36 | 34 | 34 | 7 | 7 | 1 | 2 | 0 | 1 | 1 | 175 | 1 | 43,4 | 54,9 | 63,9 | 123 | |
| | | 3,4% | 0,6% | 5,1% | 8,6% | 12,0% | 20,6% | 19,4% | 19,4% | 4,0% | 4,0% | 0,6% | 1,1% | 0,0% | 0,6% | 0,6% | 100,0% | | | | | 70,3% | |
| 10 - 15 (MT) | 246 | 9 | 3 | 21 | 35 | 57 | 39 | 34 | 21 | 10 | 6 | 3 | 5 | 0 | 1 | 0 | 244 | 2 | 40,5 | 49,7 | 62,2 | 119 | |
| | | 3,7% | 1,2% | 8,6% | 14,3% | 23,4% | 16,0% | 13,9% | 8,6% | 4,1% | 2,5% | 1,2% | 2,0% | 0,0% | 0,4% | 0,0% | 100,0% | | | | | 48,8% | |
| 15 - 19 (NM) | 231 | 9 | 10 | 10 | 20 | 36 | 55 | 29 | 26 | 13 | 14 | 3 | 3 | 1 | 1 | 0 | 230 | 1 | 41,4 | 52,7 | 65,2 | 145 | |
| | | 3,9% | 4,3% | 4,3% | 8,7% | 15,7% | 23,9% | 12,6% | 11,3% | 5,7% | 6,1% | 1,3% | 1,3% | 0,4% | 0,4% | 0,0% | 100,0% | | | | | 63,0% | |
| 06 - 22 (Tag) | 699 | 25 | 15 | 42 | 75 | 120 | 136 | 103 | 88 | 36 | 27 | 8 | 13 | 1 | 3 | 2 | 694 | 5 | 41,5 | 52,6 | 64,2 | 417 | |
| | | 3,6% | 2,2% | 6,1% | 10,8% | 17,3% | 19,6% | 14,8% | 12,7% | 5,2% | 3,9% | 1,2% | 1,9% | 0,1% | 0,4% | 0,3% | 100,0% | | | | | 60,1% | |
| 22 - 06 (Nacht) | 32 | 6 | 2 | 2 | 4 | 3 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 28 | 4 | 21,0 | 45,0 | 63,5 | 11 | |
| | | 21,4% | 7,1% | 7,1% | 14,3% | 10,7% | 7,1% | 7,1% | 14,3% | 0,0% | 3,6% | 0,0% | 0,0% | 7,1% | 0,0% | 0,0% | 100,0% | | | | | 39,3% | |
| Total | 731 | 31 | 17 | 44 | 79 | 123 | 138 | 105 | 92 | 36 | 28 | 8 | 13 | 3 | 3 | 2 | 722 | 9 | 41,0 | 52,4 | 64,2 | 428 | |
| | | 4,3% | 2,4% | 6,1% | 10,9% | 17,0% | 19,1% | 14,5% | 12,7% | 5,0% | 3,9% | 1,1% | 1,8% | 0,4% | 0,4% | 0,3% | 100,0% | | | | | 59,3% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 176 | 6 | 1 | 9 | 15 | 21 | 36 | 34 | 34 | 7 | 7 | 1 | 2 | 0 | 1 | 1 | 175 | 1 | 43,4 | 54,9 | 63,9 | 123 | |
| | | 3,4% | 0,6% | 5,1% | 8,6% | 12,0% | 20,6% | 19,4% | 19,4% | 4,0% | 4,0% | 0,6% | 1,1% | 0,0% | 0,6% | 0,6% | 100,0% | | | | | 70,3% | |
| 10 - 15 (MT) | 246 | 9 | 3 | 21 | 35 | 57 | 39 | 34 | 21 | 10 | 6 | 3 | 5 | 0 | 1 | 0 | 244 | 2 | 40,5 | 49,7 | 62,2 | 119 | |
| | | 3,7% | 1,2% | 8,6% | 14,3% | 23,4% | 16,0% | 13,9% | 8,6% | 4,1% | 2,5% | 1,2% | 2,0% | 0,0% | 0,4% | 0,0% | 100,0% | | | | | 48,8% | |
| 15 - 19 (NM) | 231 | 9 | 10 | 10 | 20 | 36 | 55 | 29 | 26 | 13 | 14 | 3 | 3 | 1 | 1 | 0 | 230 | 1 | 41,4 | 52,7 | 65,2 | 145 | |
| | | 3,9% | 4,3% | 4,3% | 8,7% | 15,7% | 23,9% | 12,6% | 11,3% | 5,7% | 6,1% | 1,3% | 1,3% | 0,4% | 0,4% | 0,0% | 100,0% | | | | | 63,0% | |
| 06 - 22 (Tag) | 699 | 25 | 15 | 42 | 75 | 120 | 136 | 103 | 88 | 36 | 27 | 8 | 13 | 1 | 3 | 2 | 694 | 5 | 41,5 | 52,6 | 64,2 | 417 | |
| | | 3,6% | 2,2% | 6,1% | 10,8% | 17,3% | 19,6% | 14,8% | 12,7% | 5,2% | 3,9% | 1,2% | 1,9% | 0,1% | 0,4% | 0,3% | 100,0% | | | | | 60,1% | |
| 22 - 06 (Nacht) | 32 | 6 | 2 | 2 | 4 | 3 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 28 | 4 | 21,0 | 45,0 | 63,5 | 11 | |
| | | 21,4% | 7,1% | 7,1% | 14,3% | 10,7% | 7,1% | 7,1% | 14,3% | 0,0% | 3,6% | 0,0% | 0,0% | 7,1% | 0,0% | 0,0% | 100,0% | | | | | 39,3% | |
| Total | 731 | 31 | 17 | 44 | 79 | 123 | 138 | 105 | 92 | 36 | 28 | 8 | 13 | 3 | 3 | 2 | 722 | 9 | 41,0 | 52,4 | 64,2 | 428 | |
| | | 4,3% | 2,4% | 6,1% | 10,9% | 17,0% | 19,1% | 14,5% | 12,7% | 5,0% | 3,9% | 1,1% | 1,8% | 0,4% | 0,4% | 0,3% | 100,0% | | | | | 59,3% | |

Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4397
 Geräte-Typ : NC90

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 11:00 | 60 | 47 | 11 | 2 | 60 | 0 | 30 | Na |
| | 12 - 18 (NM) | 16:00 | 73 | 65 | 7 | 0 | 72 | 1 | 28 | Tr |
| | 18 - 22 (Abend) | 19:00 | 33 | 28 | 3 | 2 | 33 | 0 | 26 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 8 | 5 | 2 | 0 | 7 | 1 | 19 | Tr |

Verkehrstechnik Laube

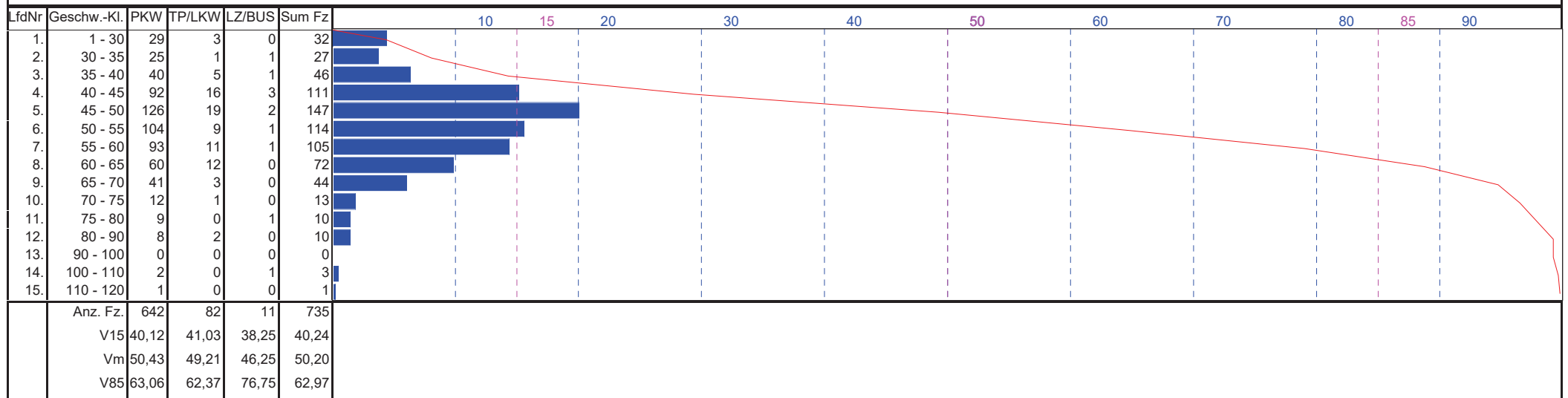
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : MST 5 - Peetscher Weg
 Richtung : Rheinsberg
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q4B
 Geräte-Nr. : 0771
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Rheinsberg

Bearbeiter : RM
 Geräte-Nr. : 0771
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (69 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for percentage distribution] | | | | | | | | | |
| (02) 01:00 | 1 | 1 | 0 | 0 | 1 | 0 | 18,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 02:00 | 7 | 6 | 1 | 0 | 7 | 0 | 18,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 03:00 | 4 | 4 | 0 | 0 | 4 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 04:00 | 1 | 1 | 0 | 0 | 1 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 05:00 | 1 | 1 | 0 | 0 | 1 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 06:00 | 19 | 18 | 1 | 0 | 19 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 07:00 | 47 | 42 | 3 | 2 | 47 | 0 | 18,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 08:00 | 41 | 35 | 5 | 1 | 41 | 0 | 16,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 09:00 | 33 | 28 | 4 | 1 | 33 | 0 | 18,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 10:00 | 41 | 34 | 7 | 0 | 41 | 0 | 20,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 11:00 | 45 | 40 | 5 | 0 | 45 | 0 | 22,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 12:00 | 59 | 53 | 5 | 1 | 59 | 0 | 23,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 13:00 | 64 | 56 | 7 | 1 | 64 | 0 | 23,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 14:00 | 45 | 38 | 7 | 0 | 45 | 0 | 24,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 15:00 | 40 | 33 | 6 | 1 | 40 | 0 | 24,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 16:00 | 62 | 55 | 7 | 0 | 62 | 0 | 26,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 17:00 | 69 | 59 | 9 | 1 | 69 | 0 | 26,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 18:00 | 49 | 38 | 9 | 2 | 49 | 0 | 24,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 19:00 | 46 | 43 | 2 | 1 | 46 | 0 | 24,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 20:00 | 19 | 17 | 2 | 0 | 19 | 0 | 23,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 21:00 | 23 | 22 | 1 | 0 | 23 | 0 | 22,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 22:00 | 11 | 11 | 0 | 0 | 11 | 0 | 21,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 23:00 | 6 | 5 | 1 | 0 | 6 | 0 | 20,0 | Na | [Bar chart data] | | | | | | | | | |
| (03) 00:00 | 2 | 2 | 0 | 0 | 2 | 0 | 19,0 | Na | [Bar chart data] | | | | | | | | | |
| Summe | 735 | 642 | 82 | 11 | 735 | 0 | | | [Bar chart data] | | | | | | | | | |

Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Rheinsberg

Bearbeiter : RM
 Geräte-Nr. : 0771
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1-S15 | D l | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|---------------|--------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18,0 | Tr | 35,8 | 37,5 | 39,3 | 0,0 |
| (02) 02:00 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 18,0 | Tr | 4,5 | 15,0 | 25,5 | 0,0 |
| (02) 03:00 | 4 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 16,0 | Tr | 9,0 | 35,0 | 52,0 | 25,0 |
| (02) 04:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 16,0 | Tr | 75,8 | 77,5 | 79,3 | 100,0 |
| (02) 05:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 16,0 | Tr | 75,8 | 77,5 | 79,3 | 100,0 |
| (02) 06:00 | 19 | 1 | 1 | 0 | 0 | 2 | 3 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 16,0 | Tr | 47,1 | 56,8 | 62,7 | 78,9 |
| (02) 07:00 | 47 | 0 | 3 | 1 | 2 | 9 | 6 | 10 | 8 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 47 | 0 | 18,0 | Tr | 45,6 | 56,3 | 65,8 | 68,1 |
| (02) 08:00 | 41 | 2 | 4 | 5 | 5 | 11 | 4 | 4 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 41 | 0 | 16,0 | Na | 35,2 | 47,0 | 59,8 | 34,1 |
| (02) 09:00 | 33 | 0 | 0 | 3 | 4 | 10 | 5 | 2 | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 33 | 0 | 18,0 | Na | 42,4 | 49,8 | 64,1 | 48,5 |
| (02) 10:00 | 41 | 1 | 2 | 7 | 10 | 5 | 6 | 4 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 41 | 0 | 20,0 | Na | 37,3 | 45,5 | 59,8 | 39,0 |
| (02) 11:00 | 45 | 2 | 0 | 3 | 9 | 12 | 8 | 3 | 3 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 45 | 0 | 22,0 | Na | 41,0 | 48,5 | 62,1 | 42,2 |
| (02) 12:00 | 59 | 1 | 2 | 5 | 9 | 15 | 13 | 8 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 59 | 0 | 23,0 | Na | 40,5 | 49,2 | 58,2 | 45,8 |
| (02) 13:00 | 64 | 4 | 3 | 4 | 7 | 6 | 14 | 13 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 23,0 | Na | 38,3 | 52,9 | 63,4 | 62,5 |
| (02) 14:00 | 45 | 0 | 1 | 1 | 7 | 7 | 11 | 12 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 45 | 0 | 24,0 | Na | 43,4 | 53,0 | 59,7 | 64,4 |
| (02) 15:00 | 40 | 1 | 0 | 1 | 6 | 10 | 8 | 3 | 4 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 40 | 0 | 24,0 | Na | 43,3 | 51,3 | 66,7 | 55,0 |
| (02) 16:00 | 62 | 7 | 3 | 6 | 17 | 8 | 10 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 26,0 | Na | 33,8 | 44,4 | 56,4 | 33,9 |
| (02) 17:00 | 69 | 1 | 2 | 2 | 7 | 15 | 11 | 11 | 11 | 6 | 1 | 0 | 1 | 0 | 0 | 1 | 69 | 0 | 26,0 | Na | 43,8 | 53,4 | 64,4 | 60,9 |
| (02) 18:00 | 49 | 0 | 4 | 3 | 10 | 12 | 2 | 7 | 7 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 49 | 0 | 24,0 | Na | 40,2 | 48,1 | 62,6 | 40,8 |
| (02) 19:00 | 46 | 1 | 1 | 1 | 5 | 14 | 7 | 6 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 46 | 0 | 24,0 | Na | 43,9 | 50,7 | 63,4 | 52,2 |
| (02) 20:00 | 19 | 0 | 0 | 0 | 8 | 3 | 1 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 23,0 | Na | 41,8 | 47,5 | 62,9 | 42,1 |
| (02) 21:00 | 23 | 2 | 1 | 1 | 2 | 4 | 0 | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 23 | 0 | 22,0 | Na | 37,3 | 56,3 | 67,6 | 56,5 |
| (02) 22:00 | 11 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 21,0 | Na | 41,1 | 47,5 | 71,8 | 36,4 |
| (02) 23:00 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 20,0 | Na | 54,5 | 67,5 | 81,0 | 100,0 |
| (03) 00:00 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19,0 | Na | 46,5 | 50,0 | 53,5 | 50,0 |
| Summe | 735 | 32 | 27 | 46 | 111 | 147 | 114 | 105 | 72 | 44 | 13 | 10 | 10 | 0 | 3 | 1 | 735 | 0 | | | 40,2 | 50,2 | 63,0 | 50,6 |

Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Rheinsberg

Bearbeiter : RM
 Geräte-Nr. : 0771
 Geräte-Typ : NC90

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 162 | 139 | 19 | 4 | 162 | 0 |
| | | 85,8% | 11,7% | 2,5% | 100,0% | |
| 10 - 15 (MT) | 253 | 220 | 30 | 3 | 253 | 0 |
| | | 87,0% | 11,9% | 1,2% | 100,0% | |
| 15 - 19 (NM) | 226 | 195 | 27 | 4 | 226 | 0 |
| | | 86,3% | 11,9% | 1,8% | 100,0% | |
| 06 - 22 (Tag) | 694 | 604 | 79 | 11 | 694 | 0 |
| | | 87,0% | 11,4% | 1,6% | 100,0% | |
| 22 - 06 (Nacht) | 41 | 38 | 3 | 0 | 41 | 0 |
| | | 92,7% | 7,3% | 0,0% | 100,0% | |
| Total | 735 | 642 | 82 | 11 | 735 | 0 |
| | | 87,3% | 11,2% | 1,5% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 162 | 139 | 19 | 4 | 162 | 0 |
| | | 85,8% | 11,7% | 2,5% | 100,0% | |
| 10 - 15 (MT) | 253 | 220 | 30 | 3 | 253 | 0 |
| | | 87,0% | 11,9% | 1,2% | 100,0% | |
| 15 - 19 (NM) | 226 | 195 | 27 | 4 | 226 | 0 |
| | | 86,3% | 11,9% | 1,8% | 100,0% | |
| 06 - 22 (Tag) | 694 | 604 | 79 | 11 | 694 | 0 |
| | | 87,0% | 11,4% | 1,6% | 100,0% | |
| 22 - 06 (Nacht) | 41 | 38 | 3 | 0 | 41 | 0 |
| | | 92,7% | 7,3% | 0,0% | 100,0% | |
| Total | 735 | 642 | 82 | 11 | 735 | 0 |
| | | 87,3% | 11,2% | 1,5% | 100,0% | |

Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Rheinsberg

Bearbeiter : RM
 Geräte-Nr. : 0771
 Geräte-Typ : NC90

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 162 | 3 | 9 | 16 | 21 | 35 | 21 | 20 | 17 | 11 | 4 | 1 | 4 | 0 | 0 | 0 | 162 | 0 | 38,8 | 49,6 | 63,7 | 78 | |
| | | 1,9% | 5,6% | 9,9% | 13,0% | 21,6% | 13,0% | 12,3% | 10,5% | 6,8% | 2,5% | 0,6% | 2,5% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 48,1% | |
| 10 - 15 (MT) | 253 | 8 | 6 | 14 | 38 | 50 | 54 | 39 | 19 | 13 | 4 | 5 | 2 | 0 | 1 | 0 | 253 | 0 | 41,3 | 51,0 | 61,6 | 137 | |
| | | 3,2% | 2,4% | 5,5% | 15,0% | 19,8% | 21,3% | 15,4% | 7,5% | 5,1% | 1,6% | 2,0% | 0,8% | 0,0% | 0,4% | 0,0% | 100,0% | | | | | 54,2% | |
| 15 - 19 (NM) | 226 | 9 | 10 | 12 | 39 | 49 | 30 | 30 | 27 | 13 | 2 | 1 | 2 | 0 | 1 | 1 | 226 | 0 | 40,4 | 49,4 | 62,4 | 107 | |
| | | 4,0% | 4,4% | 5,3% | 17,3% | 21,7% | 13,3% | 13,3% | 11,9% | 5,8% | 0,9% | 0,4% | 0,9% | 0,0% | 0,4% | 0,4% | 100,0% | | | | | 47,3% | |
| 06 - 22 (Tag) | 694 | 22 | 26 | 44 | 111 | 144 | 108 | 98 | 67 | 41 | 12 | 8 | 9 | 0 | 3 | 1 | 694 | 0 | 40,5 | 50,0 | 62,8 | 347 | |
| | | 3,2% | 3,7% | 6,3% | 16,0% | 20,7% | 15,6% | 14,1% | 9,7% | 5,9% | 1,7% | 1,2% | 1,3% | 0,0% | 0,4% | 0,1% | 100,0% | | | | | 50,0% | |
| 22 - 06 (Nacht) | 41 | 10 | 1 | 2 | 0 | 3 | 6 | 7 | 5 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 41 | 0 | 18,5 | 53,8 | 66,4 | 25 | |
| | | 24,4% | 2,4% | 4,9% | 0,0% | 7,3% | 14,6% | 17,1% | 12,2% | 7,3% | 2,4% | 4,9% | 2,4% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 61,0% | |
| Total | 735 | 32 | 27 | 46 | 111 | 147 | 114 | 105 | 72 | 44 | 13 | 10 | 10 | 0 | 3 | 1 | 735 | 0 | 40,2 | 50,2 | 63,0 | 372 | |
| | | 4,4% | 3,7% | 6,3% | 15,1% | 20,0% | 15,5% | 14,3% | 9,8% | 6,0% | 1,8% | 1,4% | 1,4% | 0,0% | 0,4% | 0,1% | 100,0% | | | | | 50,6% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 162 | 3 | 9 | 16 | 21 | 35 | 21 | 20 | 17 | 11 | 4 | 1 | 4 | 0 | 0 | 0 | 162 | 0 | 38,8 | 49,6 | 63,7 | 78 | |
| | | 1,9% | 5,6% | 9,9% | 13,0% | 21,6% | 13,0% | 12,3% | 10,5% | 6,8% | 2,5% | 0,6% | 2,5% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 48,1% | |
| 10 - 15 (MT) | 253 | 8 | 6 | 14 | 38 | 50 | 54 | 39 | 19 | 13 | 4 | 5 | 2 | 0 | 1 | 0 | 253 | 0 | 41,3 | 51,0 | 61,6 | 137 | |
| | | 3,2% | 2,4% | 5,5% | 15,0% | 19,8% | 21,3% | 15,4% | 7,5% | 5,1% | 1,6% | 2,0% | 0,8% | 0,0% | 0,4% | 0,0% | 100,0% | | | | | 54,2% | |
| 15 - 19 (NM) | 226 | 9 | 10 | 12 | 39 | 49 | 30 | 30 | 27 | 13 | 2 | 1 | 2 | 0 | 1 | 1 | 226 | 0 | 40,4 | 49,4 | 62,4 | 107 | |
| | | 4,0% | 4,4% | 5,3% | 17,3% | 21,7% | 13,3% | 13,3% | 11,9% | 5,8% | 0,9% | 0,4% | 0,9% | 0,0% | 0,4% | 0,4% | 100,0% | | | | | 47,3% | |
| 06 - 22 (Tag) | 694 | 22 | 26 | 44 | 111 | 144 | 108 | 98 | 67 | 41 | 12 | 8 | 9 | 0 | 3 | 1 | 694 | 0 | 40,5 | 50,0 | 62,8 | 347 | |
| | | 3,2% | 3,7% | 6,3% | 16,0% | 20,7% | 15,6% | 14,1% | 9,7% | 5,9% | 1,7% | 1,2% | 1,3% | 0,0% | 0,4% | 0,1% | 100,0% | | | | | 50,0% | |
| 22 - 06 (Nacht) | 41 | 10 | 1 | 2 | 0 | 3 | 6 | 7 | 5 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 41 | 0 | 18,5 | 53,8 | 66,4 | 25 | |
| | | 24,4% | 2,4% | 4,9% | 0,0% | 7,3% | 14,6% | 17,1% | 12,2% | 7,3% | 2,4% | 4,9% | 2,4% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 61,0% | |
| Total | 735 | 32 | 27 | 46 | 111 | 147 | 114 | 105 | 72 | 44 | 13 | 10 | 10 | 0 | 3 | 1 | 735 | 0 | 40,2 | 50,2 | 63,0 | 372 | |
| | | 4,4% | 3,7% | 6,3% | 15,1% | 20,0% | 15,5% | 14,3% | 9,8% | 6,0% | 1,8% | 1,4% | 1,4% | 0,0% | 0,4% | 0,1% | 100,0% | | | | | 50,6% | |

Projekt : NC90
 Strasse : MST 5 - Peetscher Weg
 Richtung : Rheinsberg

Bearbeiter : RM
 Geräte-Nr. : 0771
 Geräte-Typ : NC90

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 12:00 | 59 | 53 | 5 | 1 | 59 | 0 | 23 | Na |
| | 12 - 18 (NM) | 17:00 | 69 | 59 | 9 | 1 | 69 | 0 | 26 | Na |
| | 18 - 22 (Abend) | 19:00 | 46 | 43 | 2 | 1 | 46 | 0 | 24 | Na |
| | 22 - 06 (Nacht) | 06:00 | 19 | 18 | 1 | 0 | 19 | 0 | 16 | Tr |

Inhaltsverzeichnis

Statistische Auswertung

Q5 – L 25 – Starsower Strasse

Querschnitts-Berechnung

Längenbericht
Statistik Zeitraum/Längenklassen

Fahrtrichtung 1/ → Zentrum

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit

Fahrtrichtung 2/ → Schwarz

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit



Rtg. Zentrum

Rtg. Schwarz

| | |
|------------------------------------|--|
| Projekt : TCRVIRTUAL | Kurzbezeichnung : GQ - Q5 - L 25 - Starsower Strasse |
| Strasse : L 25 - Starsower Strasse | Geräte-Nr. : 1000 Geräte-Typ : TCRVIRTUAL |
| Richtung : Gesamtquerschnitt | Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00 |
| Stadt : Mirow2016 | Geschw.lt.STVO : 50 Intervall : 60 |
| Land : MV | Staat : D Bearbeiter : MVT |

Strassenzustand
 + Zustand: X Naß X Normal X Trocken

DTV-Berechnung
 + Formelbezeichnung: - Formel:
 - Faktor:
 + Berücksichtigungen: - Strassenzustand - Zeiträume
 - Längenklassen - Geschwindigkeitsklassen
 - Datumsbereich:

Längenklassen PKW (5,2) **Geschw.-klassen** 30,35,40,45,50,55,60,65,70,75,80,90,100,110,120
 TP/LKW (9,8)
 LZ/BUS (25,0)

| | | | | | | | |
|------------------|-------------------|--------------|--------------|----------------------|-------------------|--------------|--------------|
| Zeiträume | 06 - 10 (VM) | von 06:00:00 | bis 10:00:00 | Spitzenzeiten | 06 - 12 (VM) | von 06:00:00 | bis 12:00:00 |
| | 10 - 15 (MT) | von 10:00:00 | bis 15:00:00 | | 12 - 18 (NM) | von 12:00:00 | bis 18:00:00 |
| | 15 - 19 (NM) | von 15:00:00 | bis 19:00:00 | | 18 - 22 (Abend) | von 18:00:00 | bis 22:00:00 |
| | 06 - 22 (Tag) | von 06:00:00 | bis 22:00:00 | | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 |
| | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 | | | | |
| | Total | von 00:00:00 | bis 23:59:59 | | | | |

MVT-Traffic ©

Projekt : TCRVIRTUAL
 Strasse : L 25 - Starsower Strasse
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (238 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for vehicle distribution data] | | | | | | | | | |
| (02) 01:00 | 1 | 1 | 0 | 0 | 1 | 0 | 22,0 | Tr | | | | | | | | | | |
| (02) 02:00 | 2 | 1 | 1 | 0 | 2 | 0 | 21,5 | Tr | | | | | | | | | | |
| (02) 03:00 | 3 | 3 | 0 | 0 | 3 | 0 | 20,5 | Tr | | | | | | | | | | |
| (02) 04:00 | 4 | 2 | 1 | 0 | 3 | 1 | 20,5 | Tr | | | | | | | | | | |
| (02) 05:00 | 9 | 5 | 3 | 1 | 9 | 0 | 20,0 | Tr | | | | | | | | | | |
| (02) 06:00 | 47 | 34 | 7 | 6 | 47 | 0 | 20,5 | Tr | | | | | | | | | | |
| (02) 07:00 | 121 | 89 | 20 | 12 | 121 | 0 | 21,0 | Tr | | | | | | | | | | |
| (02) 08:00 | 137 | 112 | 14 | 11 | 137 | 0 | 20,5 | Tr | | | | | | | | | | |
| (02) 09:00 | 117 | 90 | 18 | 9 | 117 | 0 | 20,5 | Tr | | | | | | | | | | |
| (02) 10:00 | 121 | 97 | 13 | 11 | 121 | 0 | 24,0 | Tr | | | | | | | | | | |
| (02) 11:00 | 167 | 140 | 19 | 8 | 167 | 0 | 33,0 | Tr | | | | | | | | | | |
| (02) 12:00 | 137 | 107 | 21 | 9 | 137 | 0 | 35,5 | Tr | | | | | | | | | | |
| (02) 13:00 | 161 | 136 | 19 | 6 | 161 | 0 | 37,0 | Tr | | | | | | | | | | |
| (02) 14:00 | 144 | 116 | 17 | 11 | 144 | 0 | 43,0 | Tr | | | | | | | | | | |
| (02) 15:00 | 156 | 123 | 20 | 13 | 156 | 0 | 42,0 | Tr | | | | | | | | | | |
| (02) 16:00 | 184 | 155 | 15 | 14 | 184 | 0 | 43,0 | Tr | | | | | | | | | | |
| (02) 17:00 | 238 | 209 | 17 | 12 | 238 | 0 | 42,0 | Tr | | | | | | | | | | |
| (02) 18:00 | 148 | 127 | 16 | 5 | 148 | 0 | 40,0 | Tr | | | | | | | | | | |
| (02) 19:00 | 139 | 115 | 14 | 10 | 139 | 0 | 37,0 | Tr | | | | | | | | | | |
| (02) 20:00 | 106 | 96 | 9 | 1 | 106 | 0 | 34,0 | Tr | | | | | | | | | | |
| (02) 21:00 | 66 | 60 | 6 | 0 | 66 | 0 | 31,0 | Tr | | | | | | | | | | |
| (02) 22:00 | 43 | 39 | 3 | 1 | 43 | 0 | 28,5 | Tr | | | | | | | | | | |
| (02) 23:00 | 15 | 13 | 2 | 0 | 15 | 0 | 26,5 | Tr | | | | | | | | | | |
| (03) 00:00 | 10 | 9 | 1 | 0 | 10 | 0 | 25,0 | Tr | | | | | | | | | | |
| Summe | 2276 | 1879 | 256 | 140 | 2275 | 1 | | | | | | | | | | | | |

Projekt : TCRVIRTUAL
 Strasse : L 25 - Starsower Strasse
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 496 | 388 | 65 | 43 | 496 | 0 |
| | | 78,2% | 13,1% | 8,7% | 100,0% | |
| 10 - 15 (MT) | 765 | 622 | 96 | 47 | 765 | 0 |
| | | 81,3% | 12,5% | 6,1% | 100,0% | |
| 15 - 19 (NM) | 709 | 606 | 62 | 41 | 709 | 0 |
| | | 85,5% | 8,7% | 5,8% | 100,0% | |
| 06 - 22 (Tag) | 2185 | 1811 | 241 | 133 | 2185 | 0 |
| | | 82,9% | 11,0% | 6,1% | 100,0% | |
| 22 - 06 (Nacht) | 91 | 68 | 15 | 7 | 90 | 1 |
| | | 75,6% | 16,7% | 7,8% | 100,0% | |
| Total | 2276 | 1879 | 256 | 140 | 2275 | 1 |
| | | 82,6% | 11,3% | 6,2% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 496 | 388 | 65 | 43 | 496 | 0 |
| | | 78,2% | 13,1% | 8,7% | 100,0% | |
| 10 - 15 (MT) | 765 | 622 | 96 | 47 | 765 | 0 |
| | | 81,3% | 12,5% | 6,1% | 100,0% | |
| 15 - 19 (NM) | 709 | 606 | 62 | 41 | 709 | 0 |
| | | 85,5% | 8,7% | 5,8% | 100,0% | |
| 06 - 22 (Tag) | 2185 | 1811 | 241 | 133 | 2185 | 0 |
| | | 82,9% | 11,0% | 6,1% | 100,0% | |
| 22 - 06 (Nacht) | 91 | 68 | 15 | 7 | 90 | 1 |
| | | 75,6% | 16,7% | 7,8% | 100,0% | |
| Total | 2276 | 1879 | 256 | 140 | 2275 | 1 |
| | | 82,6% | 11,3% | 6,2% | 100,0% | |

Verkehrstechnik Laube

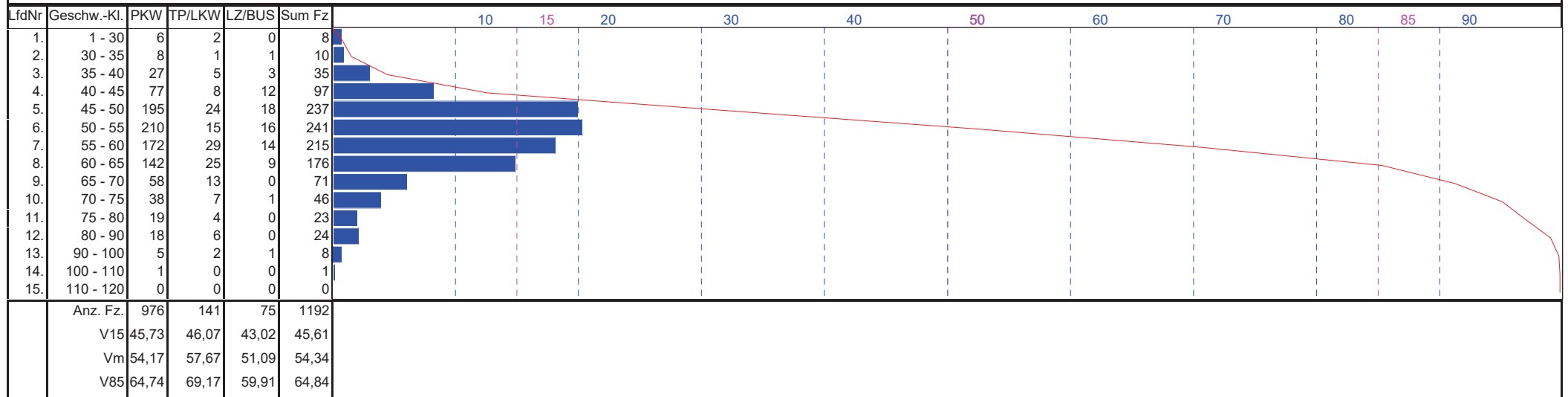
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : L 25 - Starsower Strasse
 Richtung : Zentrum
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q5A
 Geräte-Nr. : 6775
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 6775
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (144 = 100%) | | | | | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|--|---|---|---|---|---|---|---|---|----|----|----|--|--|
| | | | | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| (02) 01:00 | 1 | 1 | 0 | 0 | 1 | 0 | 22,0 | Tr | | | | | | | | | | | | | | |
| (02) 02:00 | 1 | 0 | 1 | 0 | 1 | 0 | 22,0 | Tr | | | | | | | | | | | | | | |
| (02) 03:00 | 1 | 1 | 0 | 0 | 1 | 0 | 21,0 | Tr | | | | | | | | | | | | | | |
| (02) 04:00 | 2 | 1 | 0 | 0 | 1 | 1 | 21,0 | Tr | | | | | | | | | | | | | | |
| (02) 05:00 | 2 | 0 | 1 | 1 | 2 | 0 | 20,0 | Tr | | | | | | | | | | | | | | |
| (02) 06:00 | 27 | 20 | 5 | 2 | 27 | 0 | 21,0 | Tr | | | | | | | | | | | | | | |
| (02) 07:00 | 57 | 47 | 9 | 1 | 57 | 0 | 21,0 | Tr | | | | | | | | | | | | | | |
| (02) 08:00 | 70 | 62 | 4 | 4 | 70 | 0 | 21,0 | Tr | | | | | | | | | | | | | | |
| (02) 09:00 | 60 | 44 | 11 | 5 | 60 | 0 | 21,0 | Tr | | | | | | | | | | | | | | |
| (02) 10:00 | 69 | 58 | 4 | 7 | 69 | 0 | 24,0 | Tr | | | | | | | | | | | | | | |
| (02) 11:00 | 91 | 73 | 13 | 5 | 91 | 0 | 33,0 | Tr | | | | | | | | | | | | | | |
| (02) 12:00 | 58 | 47 | 6 | 5 | 58 | 0 | 36,0 | Tr | | | | | | | | | | | | | | |
| (02) 13:00 | 75 | 64 | 9 | 2 | 75 | 0 | 37,0 | Tr | | | | | | | | | | | | | | |
| (02) 14:00 | 80 | 61 | 13 | 6 | 80 | 0 | 43,0 | Tr | | | | | | | | | | | | | | |
| (02) 15:00 | 81 | 62 | 10 | 9 | 81 | 0 | 42,0 | Tr | | | | | | | | | | | | | | |
| (02) 16:00 | 94 | 78 | 10 | 6 | 94 | 0 | 43,0 | Tr | | | | | | | | | | | | | | |
| (02) 17:00 | 144 | 124 | 12 | 8 | 144 | 0 | 42,0 | Tr | | | | | | | | | | | | | | |
| (02) 18:00 | 73 | 62 | 7 | 4 | 73 | 0 | 40,0 | Tr | | | | | | | | | | | | | | |
| (02) 19:00 | 76 | 58 | 10 | 8 | 76 | 0 | 37,0 | Tr | | | | | | | | | | | | | | |
| (02) 20:00 | 49 | 40 | 8 | 1 | 49 | 0 | 34,0 | Tr | | | | | | | | | | | | | | |
| (02) 21:00 | 47 | 44 | 3 | 0 | 47 | 0 | 32,0 | Tr | | | | | | | | | | | | | | |
| (02) 22:00 | 20 | 16 | 3 | 1 | 20 | 0 | 29,0 | Tr | | | | | | | | | | | | | | |
| (02) 23:00 | 7 | 5 | 2 | 0 | 7 | 0 | 27,0 | Tr | | | | | | | | | | | | | | |
| (03) 00:00 | 8 | 8 | 0 | 0 | 8 | 0 | 26,0 | Tr | | | | | | | | | | | | | | |
| Summe | 1193 | 976 | 141 | 75 | 1192 | 1 | | | | | | | | | | | | | | | | |

Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 6775
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % km/h |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|------------------|
| (02) 01:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22,0 | Tr | 60,8 | 62,5 | 64,3 | 100,0 |
| (02) 02:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 22,0 | Tr | 81,5 | 85,0 | 88,5 | 100,0 |
| (02) 03:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 21,0 | Tr | 60,8 | 62,5 | 64,3 | 100,0 |
| (02) 04:00 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 21,0 | Tr | 35,8 | 37,5 | 39,3 | 0,0 |
| (02) 05:00 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20,0 | Tr | 45,8 | 47,5 | 49,3 | 0,0 |
| (02) 06:00 | 27 | 0 | 0 | 1 | 1 | 3 | 2 | 5 | 7 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 27 | 0 | 21,0 | Tr | 48,4 | 61,1 | 69,9 | 81,5 |
| (02) 07:00 | 57 | 1 | 0 | 0 | 1 | 7 | 9 | 14 | 5 | 4 | 6 | 2 | 6 | 2 | 0 | 0 | 57 | 0 | 21,0 | Tr | 49,7 | 58,8 | 78,6 | 84,2 |
| (02) 08:00 | 70 | 1 | 1 | 1 | 3 | 12 | 16 | 14 | 15 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 70 | 0 | 21,0 | Tr | 46,9 | 55,4 | 63,8 | 74,3 |
| (02) 09:00 | 60 | 0 | 0 | 3 | 4 | 13 | 13 | 12 | 7 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 60 | 0 | 21,0 | Tr | 45,8 | 53,8 | 64,3 | 66,7 |
| (02) 10:00 | 69 | 0 | 1 | 1 | 5 | 14 | 12 | 21 | 7 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 69 | 0 | 24,0 | Tr | 46,2 | 55,4 | 63,3 | 69,6 |
| (02) 11:00 | 91 | 0 | 0 | 2 | 8 | 19 | 24 | 18 | 9 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 91 | 0 | 33,0 | Tr | 46,0 | 53,4 | 63,5 | 68,1 |
| (02) 12:00 | 58 | 1 | 1 | 1 | 6 | 12 | 15 | 7 | 8 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 58 | 0 | 36,0 | Tr | 44,8 | 52,7 | 63,9 | 63,8 |
| (02) 13:00 | 75 | 1 | 1 | 4 | 10 | 24 | 13 | 9 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 75 | 0 | 37,0 | Tr | 42,6 | 49,5 | 61,5 | 46,7 |
| (02) 14:00 | 80 | 0 | 0 | 2 | 6 | 15 | 22 | 20 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 80 | 0 | 43,0 | Tr | 46,3 | 53,9 | 61,4 | 71,3 |
| (02) 15:00 | 81 | 1 | 1 | 3 | 11 | 14 | 19 | 12 | 12 | 4 | 1 | 2 | 0 | 0 | 1 | 0 | 81 | 0 | 42,0 | Tr | 43,3 | 52,8 | 63,3 | 63,0 |
| (02) 16:00 | 94 | 1 | 2 | 3 | 8 | 19 | 21 | 12 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 43,0 | Tr | 45,0 | 53,3 | 63,2 | 64,9 |
| (02) 17:00 | 144 | 1 | 3 | 6 | 13 | 33 | 23 | 23 | 18 | 14 | 6 | 2 | 2 | 0 | 0 | 0 | 144 | 0 | 42,0 | Tr | 44,5 | 53,5 | 65,9 | 61,1 |
| (02) 18:00 | 73 | 0 | 0 | 1 | 7 | 14 | 12 | 11 | 15 | 7 | 2 | 2 | 1 | 1 | 0 | 0 | 73 | 0 | 40,0 | Tr | 46,1 | 56,1 | 66,5 | 69,9 |
| (02) 19:00 | 76 | 1 | 0 | 1 | 10 | 18 | 11 | 15 | 11 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 76 | 0 | 37,0 | Tr | 44,7 | 53,6 | 63,9 | 60,5 |
| (02) 20:00 | 49 | 0 | 0 | 1 | 1 | 9 | 9 | 5 | 8 | 4 | 7 | 2 | 3 | 0 | 0 | 0 | 49 | 0 | 34,0 | Tr | 48,0 | 59,5 | 73,3 | 77,6 |
| (02) 21:00 | 47 | 0 | 0 | 2 | 1 | 5 | 15 | 9 | 4 | 4 | 0 | 2 | 2 | 3 | 0 | 0 | 47 | 0 | 32,0 | Tr | 49,1 | 55,3 | 69,9 | 83,0 |
| (02) 22:00 | 20 | 0 | 0 | 1 | 1 | 2 | 3 | 5 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 29,0 | Tr | 47,5 | 58,0 | 65,0 | 80,0 |
| (02) 23:00 | 7 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 27,0 | Tr | 40,3 | 52,5 | 62,4 | 57,1 |
| (03) 00:00 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 26,0 | Tr | 51,0 | 60,0 | 74,0 | 87,5 |
| Summe | 1193 | 8 | 10 | 35 | 97 | 237 | 241 | 215 | 176 | 71 | 46 | 23 | 24 | 8 | 1 | 0 | 1192 | 1 | | | 45,6 | 54,3 | 64,8 | 67,5 |

Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 6775
 Geräte-Typ : NC90

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 256 | 211 | 28 | 17 | 256 | 0 |
| | | 82,4% | 10,9% | 6,6% | 100,0% | |
| 10 - 15 (MT) | 385 | 307 | 51 | 27 | 385 | 0 |
| | | 79,7% | 13,2% | 7,0% | 100,0% | |
| 15 - 19 (NM) | 387 | 322 | 39 | 26 | 387 | 0 |
| | | 83,2% | 10,1% | 6,7% | 100,0% | |
| 06 - 22 (Tag) | 1144 | 940 | 132 | 72 | 1144 | 0 |
| | | 82,2% | 11,5% | 6,3% | 100,0% | |
| 22 - 06 (Nacht) | 49 | 36 | 9 | 3 | 48 | 1 |
| | | 75,0% | 18,8% | 6,3% | 100,0% | |
| Total | 1193 | 976 | 141 | 75 | 1192 | 1 |
| | | 81,9% | 11,8% | 6,3% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 256 | 211 | 28 | 17 | 256 | 0 |
| | | 82,4% | 10,9% | 6,6% | 100,0% | |
| 10 - 15 (MT) | 385 | 307 | 51 | 27 | 385 | 0 |
| | | 79,7% | 13,2% | 7,0% | 100,0% | |
| 15 - 19 (NM) | 387 | 322 | 39 | 26 | 387 | 0 |
| | | 83,2% | 10,1% | 6,7% | 100,0% | |
| 06 - 22 (Tag) | 1144 | 940 | 132 | 72 | 1144 | 0 |
| | | 82,2% | 11,5% | 6,3% | 100,0% | |
| 22 - 06 (Nacht) | 49 | 36 | 9 | 3 | 48 | 1 |
| | | 75,0% | 18,8% | 6,3% | 100,0% | |
| Total | 1193 | 976 | 141 | 75 | 1192 | 1 |
| | | 81,9% | 11,8% | 6,3% | 100,0% | |

Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 6775
 Geräte-Typ : NC90

| Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 256 | 2 | 2 | 5 | 13 | 46 | 50 | 61 | 34 | 12 | 15 | 7 | 7 | 2 | 0 | 0 | 256 | 0 | 46,8 | 55,8 | 66,9 | 188 | |
| | | 0,8% | 0,8% | 2,0% | 5,1% | 18,0% | 19,5% | 23,8% | 13,3% | 4,7% | 5,9% | 2,7% | 2,7% | 0,8% | 0,0% | 0,0% | 100,0% | | | | | 73,4% | |
| 10 - 15 (MT) | 385 | 3 | 3 | 12 | 41 | 84 | 93 | 66 | 46 | 16 | 8 | 8 | 3 | 1 | 1 | 0 | 385 | 0 | 44,8 | 52,7 | 62,7 | 242 | |
| | | 0,8% | 0,8% | 3,1% | 10,6% | 21,8% | 24,2% | 17,1% | 11,9% | 4,2% | 2,1% | 2,1% | 0,8% | 0,3% | 0,3% | 0,0% | 100,0% | | | | | 62,9% | |
| 15 - 19 (NM) | 387 | 3 | 5 | 11 | 38 | 84 | 67 | 61 | 66 | 29 | 13 | 4 | 4 | 2 | 0 | 0 | 387 | 0 | 45,1 | 53,9 | 64,5 | 246 | |
| | | 0,8% | 1,3% | 2,8% | 9,8% | 21,7% | 17,3% | 15,8% | 17,1% | 7,5% | 3,4% | 1,0% | 1,0% | 0,5% | 0,0% | 0,0% | 100,0% | | | | | 63,6% | |
| 06 - 22 (Tag) | 1144 | 8 | 10 | 32 | 95 | 230 | 237 | 207 | 163 | 67 | 43 | 23 | 20 | 8 | 1 | 0 | 1144 | 0 | 45,6 | 54,2 | 64,7 | 769 | |
| | | 0,7% | 0,9% | 2,8% | 8,3% | 20,1% | 20,7% | 18,1% | 14,2% | 5,9% | 3,8% | 2,0% | 1,7% | 0,7% | 0,1% | 0,0% | 100,0% | | | | | 67,2% | |
| 22 - 06 (Nacht) | 49 | 0 | 0 | 3 | 2 | 7 | 4 | 8 | 13 | 4 | 3 | 0 | 4 | 0 | 0 | 0 | 48 | 1 | 46,6 | 60,0 | 69,8 | 36 | |
| | | 0,0% | 0,0% | 6,3% | 4,2% | 14,6% | 8,3% | 16,7% | 27,1% | 8,3% | 6,3% | 0,0% | 8,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 75,0% | |
| Total | 1193 | 8 | 10 | 35 | 97 | 237 | 241 | 215 | 176 | 71 | 46 | 23 | 24 | 8 | 1 | 0 | 1192 | 1 | 45,6 | 54,3 | 64,8 | 805 | |
| | | 0,7% | 0,8% | 2,9% | 8,1% | 19,9% | 20,2% | 18,0% | 14,8% | 6,0% | 3,9% | 1,9% | 2,0% | 0,7% | 0,1% | 0,0% | 100,0% | | | | | 67,5% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 256 | 2 | 2 | 5 | 13 | 46 | 50 | 61 | 34 | 12 | 15 | 7 | 7 | 2 | 0 | 0 | 256 | 0 | 46,8 | 55,8 | 66,9 | 188 | |
| | | 0,8% | 0,8% | 2,0% | 5,1% | 18,0% | 19,5% | 23,8% | 13,3% | 4,7% | 5,9% | 2,7% | 2,7% | 0,8% | 0,0% | 0,0% | 100,0% | | | | | 73,4% | |
| 10 - 15 (MT) | 385 | 3 | 3 | 12 | 41 | 84 | 93 | 66 | 46 | 16 | 8 | 8 | 3 | 1 | 1 | 0 | 385 | 0 | 44,8 | 52,7 | 62,7 | 242 | |
| | | 0,8% | 0,8% | 3,1% | 10,6% | 21,8% | 24,2% | 17,1% | 11,9% | 4,2% | 2,1% | 2,1% | 0,8% | 0,3% | 0,3% | 0,0% | 100,0% | | | | | 62,9% | |
| 15 - 19 (NM) | 387 | 3 | 5 | 11 | 38 | 84 | 67 | 61 | 66 | 29 | 13 | 4 | 4 | 2 | 0 | 0 | 387 | 0 | 45,1 | 53,9 | 64,5 | 246 | |
| | | 0,8% | 1,3% | 2,8% | 9,8% | 21,7% | 17,3% | 15,8% | 17,1% | 7,5% | 3,4% | 1,0% | 1,0% | 0,5% | 0,0% | 0,0% | 100,0% | | | | | 63,6% | |
| 06 - 22 (Tag) | 1144 | 8 | 10 | 32 | 95 | 230 | 237 | 207 | 163 | 67 | 43 | 23 | 20 | 8 | 1 | 0 | 1144 | 0 | 45,6 | 54,2 | 64,7 | 769 | |
| | | 0,7% | 0,9% | 2,8% | 8,3% | 20,1% | 20,7% | 18,1% | 14,2% | 5,9% | 3,8% | 2,0% | 1,7% | 0,7% | 0,1% | 0,0% | 100,0% | | | | | 67,2% | |
| 22 - 06 (Nacht) | 49 | 0 | 0 | 3 | 2 | 7 | 4 | 8 | 13 | 4 | 3 | 0 | 4 | 0 | 0 | 0 | 48 | 1 | 46,6 | 60,0 | 69,8 | 36 | |
| | | 0,0% | 0,0% | 6,3% | 4,2% | 14,6% | 8,3% | 16,7% | 27,1% | 8,3% | 6,3% | 0,0% | 8,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 75,0% | |
| Total | 1193 | 8 | 10 | 35 | 97 | 237 | 241 | 215 | 176 | 71 | 46 | 23 | 24 | 8 | 1 | 0 | 1192 | 1 | 45,6 | 54,3 | 64,8 | 805 | |
| | | 0,7% | 0,8% | 2,9% | 8,1% | 19,9% | 20,2% | 18,0% | 14,8% | 6,0% | 3,9% | 1,9% | 2,0% | 0,7% | 0,1% | 0,0% | 100,0% | | | | | 67,5% | |

Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 6775
 Geräte-Typ : NC90

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 11:00 | 91 | 73 | 13 | 5 | 91 | 0 | 33 | Tr |
| | 12 - 18 (NM) | 17:00 | 144 | 124 | 12 | 8 | 144 | 0 | 42 | Tr |
| | 18 - 22 (Abend) | 19:00 | 76 | 58 | 10 | 8 | 76 | 0 | 37 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 27 | 20 | 5 | 2 | 27 | 0 | 21 | Tr |

Verkehrstechnik Laube

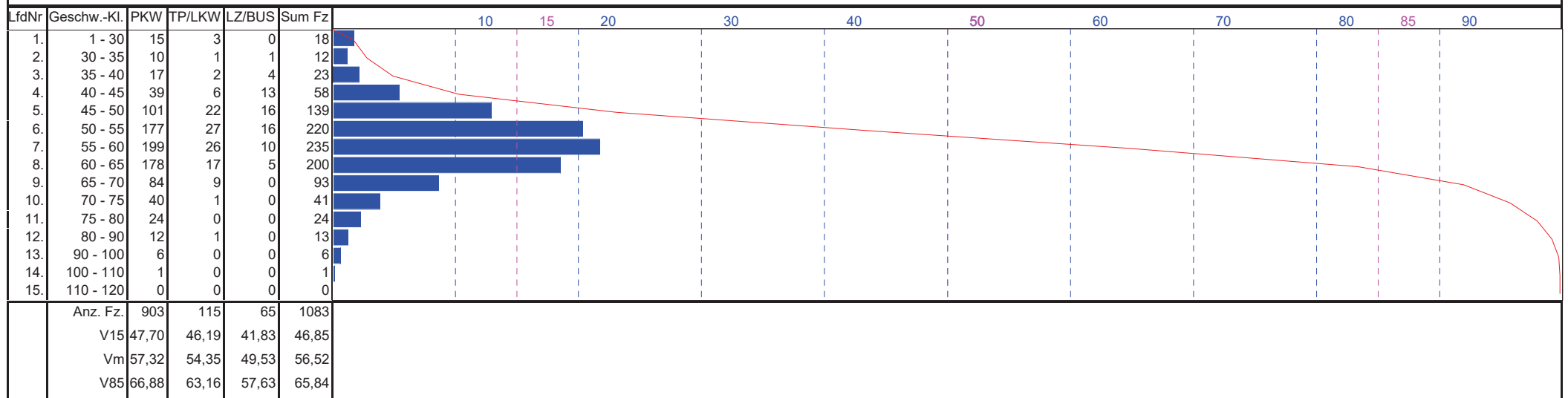
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : L 25 - Starsower Strasse
 Richtung : Schwarz
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q5B
 Geräte-Nr. : 7355
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Schwarz

Bearbeiter : RM
 Geräte-Nr. : 7355
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (94 = 100%) | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|
| | | | | | | | | | | | | |
| (02) 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 22,0 | Tr | | | | |
| (02) 02:00 | 1 | 1 | 0 | 0 | 0 | 1 | 21,0 | Tr | | | | |
| (02) 03:00 | 2 | 2 | 0 | 0 | 2 | 0 | 20,0 | Tr | | | | |
| (02) 04:00 | 2 | 1 | 1 | 0 | 2 | 0 | 20,0 | Tr | | | | |
| (02) 05:00 | 7 | 5 | 2 | 0 | 7 | 0 | 20,0 | Tr | | | | |
| (02) 06:00 | 20 | 14 | 2 | 4 | 20 | 0 | 20,0 | Tr | | | | |
| (02) 07:00 | 64 | 42 | 11 | 11 | 64 | 0 | 21,0 | Tr | | | | |
| (02) 08:00 | 67 | 50 | 10 | 7 | 67 | 0 | 20,0 | Tr | | | | |
| (02) 09:00 | 57 | 46 | 7 | 4 | 57 | 0 | 20,0 | Tr | | | | |
| (02) 10:00 | 52 | 39 | 9 | 4 | 52 | 0 | 24,0 | Tr | | | | |
| (02) 11:00 | 76 | 67 | 6 | 3 | 76 | 0 | 33,0 | Tr | | | | |
| (02) 12:00 | 79 | 60 | 15 | 4 | 79 | 0 | 35,0 | Tr | | | | |
| (02) 13:00 | 86 | 72 | 10 | 4 | 86 | 0 | 37,0 | Tr | | | | |
| (02) 14:00 | 64 | 55 | 4 | 5 | 64 | 0 | 43,0 | Tr | | | | |
| (02) 15:00 | 75 | 61 | 10 | 4 | 75 | 0 | 42,0 | Tr | | | | |
| (02) 16:00 | 90 | 77 | 5 | 8 | 90 | 0 | 43,0 | Tr | | | | |
| (02) 17:00 | 94 | 85 | 5 | 4 | 94 | 0 | 42,0 | Tr | | | | |
| (02) 18:00 | 75 | 65 | 9 | 1 | 75 | 0 | 40,0 | Tr | | | | |
| (02) 19:00 | 63 | 57 | 4 | 2 | 63 | 0 | 37,0 | Tr | | | | |
| (02) 20:00 | 57 | 56 | 1 | 0 | 57 | 0 | 34,0 | Tr | | | | |
| (02) 21:00 | 19 | 16 | 3 | 0 | 19 | 0 | 30,0 | Tr | | | | |
| (02) 22:00 | 23 | 23 | 0 | 0 | 23 | 0 | 28,0 | Tr | | | | |
| (02) 23:00 | 8 | 8 | 0 | 0 | 8 | 0 | 26,0 | Tr | | | | |
| (03) 00:00 | 2 | 1 | 1 | 0 | 2 | 0 | 24,0 | Tr | | | | |
| Summe | 1083 | 903 | 115 | 65 | 1083 | 0 | | | | | | |

Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Schwarz

Bearbeiter : RM
 Geräte-Nr. : 7355
 Geräte-Typ : NC90

| (Tag) Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % km/h |
|------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|------------------|
| (02) 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 02:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 21,0 | Tr | 4,5 | 15,0 | 25,5 | 0,0 |
| (02) 03:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20,0 | Tr | 9,0 | 55,0 | 58,5 | 50,0 |
| (02) 04:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20,0 | Tr | 56,5 | 60,0 | 63,5 | 100,0 |
| (02) 05:00 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 20,0 | Tr | 55,3 | 62,5 | 67,4 | 100,0 |
| (02) 06:00 | 20 | 0 | 0 | 0 | 3 | 2 | 2 | 4 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 20,0 | Tr | 45,0 | 58,8 | 65,0 | 75,0 |
| (02) 07:00 | 64 | 0 | 1 | 2 | 8 | 11 | 11 | 8 | 12 | 8 | 0 | 0 | 2 | 1 | 0 | 0 | 64 | 0 | 21,0 | Tr | 44,1 | 54,5 | 65,9 | 65,6 |
| (02) 08:00 | 67 | 2 | 0 | 5 | 8 | 11 | 11 | 10 | 7 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 67 | 0 | 20,0 | Tr | 41,9 | 53,4 | 66,6 | 61,2 |
| (02) 09:00 | 57 | 0 | 2 | 3 | 1 | 5 | 15 | 17 | 9 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 57 | 0 | 20,0 | Tr | 47,6 | 55,7 | 63,0 | 80,7 |
| (02) 10:00 | 52 | 0 | 0 | 0 | 2 | 4 | 15 | 10 | 12 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 52 | 0 | 24,0 | Tr | 50,6 | 57,5 | 66,0 | 88,5 |
| (02) 11:00 | 76 | 1 | 0 | 0 | 3 | 13 | 18 | 15 | 10 | 10 | 3 | 2 | 1 | 0 | 0 | 0 | 76 | 0 | 33,0 | Tr | 47,8 | 56,0 | 67,3 | 77,6 |
| (02) 12:00 | 79 | 0 | 1 | 1 | 2 | 13 | 13 | 22 | 14 | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 79 | 0 | 35,0 | Tr | 48,0 | 57,2 | 66,1 | 78,5 |
| (02) 13:00 | 86 | 1 | 1 | 2 | 10 | 15 | 24 | 17 | 12 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 86 | 0 | 37,0 | Tr | 44,5 | 52,9 | 61,3 | 66,3 |
| (02) 14:00 | 64 | 4 | 1 | 0 | 1 | 8 | 15 | 15 | 8 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 43,0 | Tr | 47,3 | 56,0 | 66,7 | 78,1 |
| (02) 15:00 | 75 | 3 | 2 | 0 | 6 | 15 | 16 | 16 | 11 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 75 | 0 | 42,0 | Tr | 45,1 | 53,6 | 62,6 | 65,3 |
| (02) 16:00 | 90 | 1 | 2 | 4 | 3 | 12 | 14 | 17 | 21 | 7 | 6 | 0 | 3 | 0 | 0 | 0 | 90 | 0 | 43,0 | Tr | 46,5 | 57,6 | 66,8 | 75,6 |
| (02) 17:00 | 94 | 1 | 0 | 2 | 2 | 13 | 20 | 26 | 20 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 94 | 0 | 42,0 | Tr | 48,5 | 56,7 | 64,0 | 80,9 |
| (02) 18:00 | 75 | 1 | 0 | 2 | 1 | 6 | 20 | 11 | 17 | 13 | 2 | 1 | 0 | 1 | 0 | 0 | 75 | 0 | 40,0 | Tr | 50,3 | 58,4 | 67,2 | 86,7 |
| (02) 19:00 | 63 | 0 | 1 | 0 | 7 | 4 | 10 | 21 | 13 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 63 | 0 | 37,0 | Tr | 46,8 | 57,3 | 64,1 | 81,0 |
| (02) 20:00 | 57 | 2 | 1 | 1 | 0 | 2 | 8 | 16 | 9 | 8 | 2 | 6 | 1 | 0 | 0 | 0 | 57 | 0 | 34,0 | Tr | 51,6 | 59,5 | 73,6 | 89,5 |
| (02) 21:00 | 19 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 30,0 | Tr | 52,3 | 60,6 | 72,9 | 94,7 |
| (02) 22:00 | 23 | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 9 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 23 | 0 | 28,0 | Tr | 47,4 | 62,5 | 69,4 | 78,3 |
| (02) 23:00 | 8 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 26,0 | Tr | 50,5 | 60,0 | 74,0 | 87,5 |
| (03) 00:00 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 24,0 | Tr | 51,5 | 65,0 | 68,5 | 100,0 |
| Summe | 1083 | 18 | 12 | 23 | 58 | 139 | 220 | 235 | 200 | 93 | 41 | 24 | 13 | 6 | 1 | 0 | 1083 | 0 | | | 46,9 | 56,5 | 65,8 | 76,9 |

Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Schwarz

Bearbeiter : RM
 Geräte-Nr. : 7355
 Geräte-Typ : NC90

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 240 | 177 | 37 | 26 | 240 | 0 |
| | | 73,8% | 15,4% | 10,8% | 100,0% | |
| 10 - 15 (MT) | 380 | 315 | 45 | 20 | 380 | 0 |
| | | 82,9% | 11,8% | 5,3% | 100,0% | |
| 15 - 19 (NM) | 322 | 284 | 23 | 15 | 322 | 0 |
| | | 88,2% | 7,1% | 4,7% | 100,0% | |
| 06 - 22 (Tag) | 1041 | 871 | 109 | 61 | 1041 | 0 |
| | | 83,7% | 10,5% | 5,9% | 100,0% | |
| 22 - 06 (Nacht) | 42 | 32 | 6 | 4 | 42 | 0 |
| | | 76,2% | 14,3% | 9,5% | 100,0% | |
| Total | 1083 | 903 | 115 | 65 | 1083 | 0 |
| | | 83,4% | 10,6% | 6,0% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 240 | 177 | 37 | 26 | 240 | 0 |
| | | 73,8% | 15,4% | 10,8% | 100,0% | |
| 10 - 15 (MT) | 380 | 315 | 45 | 20 | 380 | 0 |
| | | 82,9% | 11,8% | 5,3% | 100,0% | |
| 15 - 19 (NM) | 322 | 284 | 23 | 15 | 322 | 0 |
| | | 88,2% | 7,1% | 4,7% | 100,0% | |
| 06 - 22 (Tag) | 1041 | 871 | 109 | 61 | 1041 | 0 |
| | | 83,7% | 10,5% | 5,9% | 100,0% | |
| 22 - 06 (Nacht) | 42 | 32 | 6 | 4 | 42 | 0 |
| | | 76,2% | 14,3% | 9,5% | 100,0% | |
| Total | 1083 | 903 | 115 | 65 | 1083 | 0 |
| | | 83,4% | 10,6% | 6,0% | 100,0% | |

Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Schwarz

Bearbeiter : RM
 Geräte-Nr. : 7355
 Geräte-Typ : NC90

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 240 | 2 | 3 | 10 | 19 | 31 | 52 | 45 | 40 | 26 | 3 | 4 | 3 | 2 | 0 | 0 | 240 | 0 | 45,3 | 55,3 | 65,4 | 175 | |
| | | 0,8% | 1,3% | 4,2% | 7,9% | 12,9% | 21,7% | 18,8% | 16,7% | 10,8% | 1,3% | 1,7% | 1,3% | 0,8% | 0,0% | 0,0% | 100,0% | | | | | 72,9% | |
| 10 - 15 (MT) | 380 | 9 | 5 | 3 | 22 | 64 | 86 | 85 | 55 | 25 | 13 | 8 | 3 | 1 | 1 | 0 | 380 | 0 | 46,4 | 55,1 | 64,5 | 277 | |
| | | 2,4% | 1,3% | 0,8% | 5,8% | 16,8% | 22,6% | 22,4% | 14,5% | 6,6% | 3,4% | 2,1% | 0,8% | 0,3% | 0,3% | 0,0% | 100,0% | | | | | 72,9% | |
| 15 - 19 (NM) | 322 | 3 | 3 | 8 | 13 | 35 | 64 | 75 | 71 | 24 | 18 | 3 | 4 | 1 | 0 | 0 | 322 | 0 | 48,0 | 57,3 | 65,4 | 260 | |
| | | 0,9% | 0,9% | 2,5% | 4,0% | 10,9% | 19,9% | 23,3% | 22,0% | 7,5% | 5,6% | 0,9% | 1,2% | 0,3% | 0,0% | 0,0% | 100,0% | | | | | 80,7% | |
| 06 - 22 (Tag) | 1041 | 16 | 12 | 23 | 55 | 136 | 214 | 227 | 188 | 89 | 39 | 23 | 13 | 5 | 1 | 0 | 1041 | 0 | 46,8 | 56,4 | 65,8 | 799 | |
| | | 1,5% | 1,2% | 2,2% | 5,3% | 13,1% | 20,6% | 21,8% | 18,1% | 8,5% | 3,7% | 2,2% | 1,2% | 0,5% | 0,1% | 0,0% | 100,0% | | | | | 76,8% | |
| 22 - 06 (Nacht) | 42 | 2 | 0 | 0 | 3 | 3 | 6 | 8 | 12 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 42 | 0 | 47,2 | 59,4 | 67,1 | 34 | |
| | | 4,8% | 0,0% | 0,0% | 7,1% | 7,1% | 14,3% | 19,0% | 28,6% | 9,5% | 4,8% | 2,4% | 0,0% | 2,4% | 0,0% | 0,0% | 100,0% | | | | | 81,0% | |
| Total | 1083 | 18 | 12 | 23 | 58 | 139 | 220 | 235 | 200 | 93 | 41 | 24 | 13 | 6 | 1 | 0 | 1083 | 0 | 46,9 | 56,5 | 65,8 | 833 | |
| | | 1,7% | 1,1% | 2,1% | 5,4% | 12,8% | 20,3% | 21,7% | 18,5% | 8,6% | 3,8% | 2,2% | 1,2% | 0,6% | 0,1% | 0,0% | 100,0% | | | | | 76,9% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 240 | 2 | 3 | 10 | 19 | 31 | 52 | 45 | 40 | 26 | 3 | 4 | 3 | 2 | 0 | 0 | 240 | 0 | 45,3 | 55,3 | 65,4 | 175 | |
| | | 0,8% | 1,3% | 4,2% | 7,9% | 12,9% | 21,7% | 18,8% | 16,7% | 10,8% | 1,3% | 1,7% | 1,3% | 0,8% | 0,0% | 0,0% | 100,0% | | | | | 72,9% | |
| 10 - 15 (MT) | 380 | 9 | 5 | 3 | 22 | 64 | 86 | 85 | 55 | 25 | 13 | 8 | 3 | 1 | 1 | 0 | 380 | 0 | 46,4 | 55,1 | 64,5 | 277 | |
| | | 2,4% | 1,3% | 0,8% | 5,8% | 16,8% | 22,6% | 22,4% | 14,5% | 6,6% | 3,4% | 2,1% | 0,8% | 0,3% | 0,3% | 0,0% | 100,0% | | | | | 72,9% | |
| 15 - 19 (NM) | 322 | 3 | 3 | 8 | 13 | 35 | 64 | 75 | 71 | 24 | 18 | 3 | 4 | 1 | 0 | 0 | 322 | 0 | 48,0 | 57,3 | 65,4 | 260 | |
| | | 0,9% | 0,9% | 2,5% | 4,0% | 10,9% | 19,9% | 23,3% | 22,0% | 7,5% | 5,6% | 0,9% | 1,2% | 0,3% | 0,0% | 0,0% | 100,0% | | | | | 80,7% | |
| 06 - 22 (Tag) | 1041 | 16 | 12 | 23 | 55 | 136 | 214 | 227 | 188 | 89 | 39 | 23 | 13 | 5 | 1 | 0 | 1041 | 0 | 46,8 | 56,4 | 65,8 | 799 | |
| | | 1,5% | 1,2% | 2,2% | 5,3% | 13,1% | 20,6% | 21,8% | 18,1% | 8,5% | 3,7% | 2,2% | 1,2% | 0,5% | 0,1% | 0,0% | 100,0% | | | | | 76,8% | |
| 22 - 06 (Nacht) | 42 | 2 | 0 | 0 | 3 | 3 | 6 | 8 | 12 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 42 | 0 | 47,2 | 59,4 | 67,1 | 34 | |
| | | 4,8% | 0,0% | 0,0% | 7,1% | 7,1% | 14,3% | 19,0% | 28,6% | 9,5% | 4,8% | 2,4% | 0,0% | 2,4% | 0,0% | 0,0% | 100,0% | | | | | 81,0% | |
| Total | 1083 | 18 | 12 | 23 | 58 | 139 | 220 | 235 | 200 | 93 | 41 | 24 | 13 | 6 | 1 | 0 | 1083 | 0 | 46,9 | 56,5 | 65,8 | 833 | |
| | | 1,7% | 1,1% | 2,1% | 5,4% | 12,8% | 20,3% | 21,7% | 18,5% | 8,6% | 3,8% | 2,2% | 1,2% | 0,6% | 0,1% | 0,0% | 100,0% | | | | | 76,9% | |

Projekt : NC90
 Strasse : L 25 - Starsower Strasse
 Richtung : Schwarz

Bearbeiter : RM
 Geräte-Nr. : 7355
 Geräte-Typ : NC90

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 12:00 | 79 | 60 | 15 | 4 | 79 | 0 | 35 | Tr |
| | 12 - 18 (NM) | 17:00 | 94 | 85 | 5 | 4 | 94 | 0 | 42 | Tr |
| | 18 - 22 (Abend) | 19:00 | 63 | 57 | 4 | 2 | 63 | 0 | 37 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 20 | 14 | 2 | 4 | 20 | 0 | 20 | Tr |

Inhaltsverzeichnis

Statistische Auswertung

Q6 – MST 3 – Lärzer Strasse

Querschnitts-Berechnung

Längenbericht
Statistik Zeitraum/Längenklassen

Fahrtrichtung 1/ → Zentrum

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit

Fahrtrichtung 2/ → Lärz

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit



Rtg. Zentrum

Rtg. Lärz

| | |
|----------------------------------|--|
| Projekt : TCRVIRTUAL | Kurzbezeichnung : GQ - Q6 - MST 3 - Lärzer Strasse |
| Strasse : MST 3 - Lärzer Strasse | Geräte-Nr. : 1000 Geräte-Typ : TCRVIRTUAL |
| Richtung : Gesamtquerschnitt | Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00 |
| Stadt : Mirow2016 | Geschw.lt.STVO : 50 Intervall : 60 |
| Land : MV | Staat : D Bearbeiter : MVT |

Strassenzustand
 + Zustand: X Naß X Normal X Trocken

DTV-Berechnung
 + Formelbezeichnung: - Formel:
 - Faktor:
 + Berücksichtigungen: - Strassenzustand - Zeiträume
 - Längenklassen - Geschwindigkeitsklassen
 - Datumsbereich:

Längenklassen PKW (5,2) **Geschw.-klassen** 30,35,40,45,50,55,60,65,70,75,80,90,100,110,120
 TP/LKW (9,8)
 LZ/BUS (25,0)

| | | | | | | | |
|------------------|-------------------|--------------|--------------|----------------------|-------------------|--------------|--------------|
| Zeiträume | 06 - 10 (VM) | von 06:00:00 | bis 10:00:00 | Spitzenzeiten | 06 - 12 (VM) | von 06:00:00 | bis 12:00:00 |
| | 10 - 15 (MT) | von 10:00:00 | bis 15:00:00 | | 12 - 18 (NM) | von 12:00:00 | bis 18:00:00 |
| | 15 - 19 (NM) | von 15:00:00 | bis 19:00:00 | | 18 - 22 (Abend) | von 18:00:00 | bis 22:00:00 |
| | 06 - 22 (Tag) | von 06:00:00 | bis 22:00:00 | | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 |
| | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 | | | | |
| | Total | von 00:00:00 | bis 23:59:59 | | | | |

MVT-Traffic ©

Projekt : TCRVIRTUAL
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (74 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for vehicle distribution data] | | | | | | | | | |
| (02) 01:00 | 3 | 3 | 0 | 0 | 3 | 0 | 19,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 18,5 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 03:00 | 2 | 2 | 0 | 0 | 2 | 0 | 18,5 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 05:00 | 3 | 2 | 1 | 0 | 3 | 0 | 18,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 06:00 | 14 | 12 | 1 | 1 | 14 | 0 | 18,5 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 07:00 | 46 | 41 | 3 | 2 | 46 | 0 | 18,5 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 08:00 | 43 | 36 | 6 | 0 | 42 | 1 | 18,5 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 09:00 | 51 | 47 | 3 | 0 | 50 | 1 | 18,5 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 10:00 | 46 | 41 | 1 | 2 | 44 | 2 | 21,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 11:00 | 65 | 52 | 7 | 5 | 64 | 1 | 30,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 12:00 | 68 | 56 | 8 | 4 | 68 | 0 | 29,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 13:00 | 50 | 44 | 4 | 2 | 50 | 0 | 30,5 | Na | [Bar chart data] | | | | | | | | | |
| (02) 14:00 | 46 | 41 | 4 | 0 | 45 | 1 | 30,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 15:00 | 57 | 47 | 8 | 2 | 57 | 0 | 27,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 16:00 | 66 | 54 | 9 | 3 | 66 | 0 | 25,5 | Na | [Bar chart data] | | | | | | | | | |
| (02) 17:00 | 75 | 71 | 2 | 1 | 74 | 1 | 26,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 18:00 | 67 | 61 | 5 | 1 | 67 | 0 | 25,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 19:00 | 51 | 46 | 1 | 4 | 51 | 0 | 24,5 | Na | [Bar chart data] | | | | | | | | | |
| (02) 20:00 | 27 | 25 | 2 | 0 | 27 | 0 | 23,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 21:00 | 20 | 20 | 0 | 0 | 20 | 0 | 22,5 | Na | [Bar chart data] | | | | | | | | | |
| (02) 22:00 | 16 | 16 | 0 | 0 | 16 | 0 | 21,5 | Na | [Bar chart data] | | | | | | | | | |
| (02) 23:00 | 13 | 11 | 1 | 1 | 13 | 0 | 21,0 | Na | [Bar chart data] | | | | | | | | | |
| (03) 00:00 | 5 | 5 | 0 | 0 | 5 | 0 | 20,0 | Na | [Bar chart data] | | | | | | | | | |
| Summe | 834 | 733 | 66 | 28 | 827 | 7 | | | [Bar chart data] | | | | | | | | | |

Projekt : TCRVIRTUAL
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 186 | 165 | 13 | 4 | 182 | 4 |
| | | 90,7% | 7,1% | 2,2% | 100,0% | |
| 10 - 15 (MT) | 286 | 240 | 31 | 13 | 284 | 2 |
| | | 84,5% | 10,9% | 4,6% | 100,0% | |
| 15 - 19 (NM) | 259 | 232 | 17 | 9 | 258 | 1 |
| | | 89,9% | 6,6% | 3,5% | 100,0% | |
| 06 - 22 (Tag) | 794 | 698 | 63 | 26 | 787 | 7 |
| | | 88,7% | 8,0% | 3,3% | 100,0% | |
| 22 - 06 (Nacht) | 40 | 35 | 3 | 2 | 40 | 0 |
| | | 87,5% | 7,5% | 5,0% | 100,0% | |
| Total | 834 | 733 | 66 | 28 | 827 | 7 |
| | | 88,6% | 8,0% | 3,4% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 186 | 165 | 13 | 4 | 182 | 4 |
| | | 90,7% | 7,1% | 2,2% | 100,0% | |
| 10 - 15 (MT) | 286 | 240 | 31 | 13 | 284 | 2 |
| | | 84,5% | 10,9% | 4,6% | 100,0% | |
| 15 - 19 (NM) | 259 | 232 | 17 | 9 | 258 | 1 |
| | | 89,9% | 6,6% | 3,5% | 100,0% | |
| 06 - 22 (Tag) | 794 | 698 | 63 | 26 | 787 | 7 |
| | | 88,7% | 8,0% | 3,3% | 100,0% | |
| 22 - 06 (Nacht) | 40 | 35 | 3 | 2 | 40 | 0 |
| | | 87,5% | 7,5% | 5,0% | 100,0% | |
| Total | 834 | 733 | 66 | 28 | 827 | 7 |
| | | 88,6% | 8,0% | 3,4% | 100,0% | |

Verkehrstechnik Laube

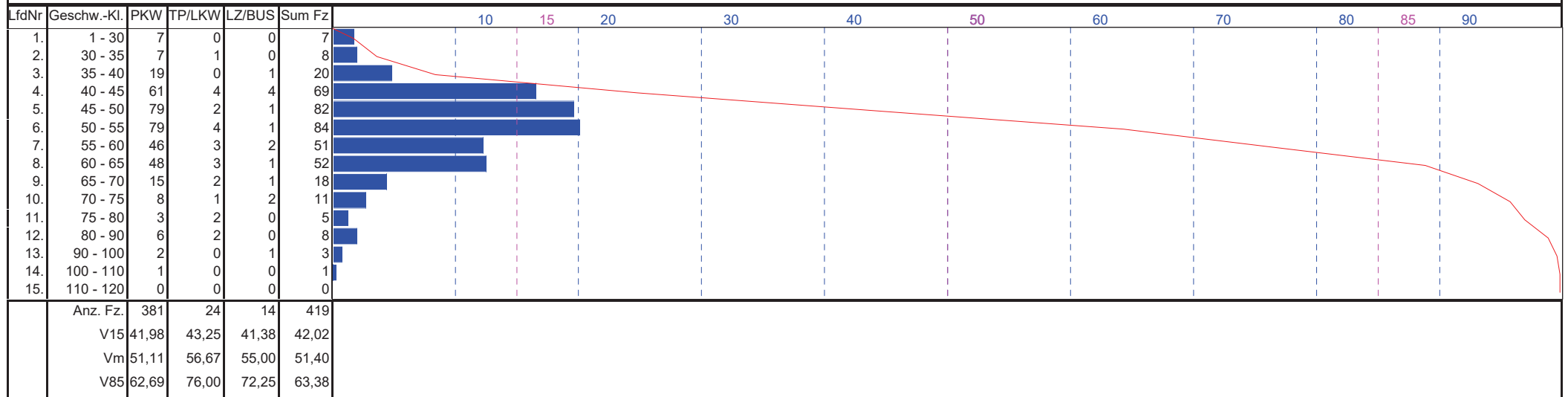
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Zentrum
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q6A
 Geräte-Nr. : 4854
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4854
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (42 = 100%) | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|-----|--------|--------|
| | | | | | | | | | Tr | PKW | TP/LKW | LZ/BUS |
| (02) 01:00 | 1 | 1 | 0 | 0 | 1 | 0 | 19,0 | Tr | 1 | 0 | 0 | 0 |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | 0 | 0 | 0 | 0 |
| (02) 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | 0 | 0 | 0 | 0 |
| (02) 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | 0 | 0 | 0 | 0 |
| (02) 05:00 | 1 | 1 | 0 | 0 | 1 | 0 | 18,0 | Tr | 1 | 0 | 0 | 0 |
| (02) 06:00 | 7 | 7 | 0 | 0 | 7 | 0 | 18,0 | Tr | 7 | 0 | 0 | 0 |
| (02) 07:00 | 23 | 20 | 2 | 1 | 23 | 0 | 18,0 | Tr | 20 | 2 | 1 | 0 |
| (02) 08:00 | 24 | 20 | 4 | 0 | 24 | 0 | 18,0 | Tr | 20 | 4 | 0 | 0 |
| (02) 09:00 | 35 | 34 | 0 | 0 | 34 | 1 | 18,0 | Tr | 34 | 0 | 0 | 1 |
| (02) 10:00 | 24 | 22 | 0 | 1 | 23 | 1 | 20,0 | Tr | 22 | 0 | 1 | 0 |
| (02) 11:00 | 33 | 26 | 3 | 4 | 33 | 0 | 28,0 | Tr | 26 | 3 | 4 | 0 |
| (02) 12:00 | 28 | 24 | 2 | 2 | 28 | 0 | 24,0 | Tr | 24 | 2 | 2 | 0 |
| (02) 13:00 | 26 | 23 | 2 | 1 | 26 | 0 | 24,0 | Tr | 23 | 2 | 1 | 0 |
| (02) 14:00 | 23 | 21 | 1 | 0 | 22 | 1 | 24,0 | Tr | 21 | 1 | 0 | 0 |
| (02) 15:00 | 28 | 24 | 3 | 1 | 28 | 0 | 24,0 | Tr | 24 | 3 | 1 | 0 |
| (02) 16:00 | 36 | 31 | 3 | 2 | 36 | 0 | 23,0 | Tr | 31 | 3 | 2 | 0 |
| (02) 17:00 | 43 | 41 | 1 | 0 | 42 | 1 | 24,0 | Tr | 41 | 1 | 0 | 0 |
| (02) 18:00 | 30 | 28 | 2 | 0 | 30 | 0 | 23,0 | Tr | 28 | 2 | 0 | 0 |
| (02) 19:00 | 16 | 15 | 0 | 1 | 16 | 0 | 23,0 | Tr | 15 | 0 | 1 | 0 |
| (02) 20:00 | 17 | 16 | 1 | 0 | 17 | 0 | 22,0 | Tr | 16 | 1 | 0 | 0 |
| (02) 21:00 | 8 | 8 | 0 | 0 | 8 | 0 | 21,0 | Tr | 8 | 0 | 0 | 0 |
| (02) 22:00 | 9 | 9 | 0 | 0 | 9 | 0 | 20,0 | Tr | 9 | 0 | 0 | 0 |
| (02) 23:00 | 8 | 7 | 0 | 1 | 8 | 0 | 20,0 | Tr | 7 | 0 | 1 | 0 |
| (03) 00:00 | 3 | 3 | 0 | 0 | 3 | 0 | 19,0 | Tr | 3 | 0 | 0 | 0 |
| Summe | 423 | 381 | 24 | 14 | 419 | 4 | | | | | | |

Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4854
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1-S15 | D l | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|---------------|--------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19,0 | Tr | 40,8 | 42,5 | 44,3 | 0,0 |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 05:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18,0 | Tr | 60,8 | 62,5 | 64,3 | 100,0 |
| (02) 06:00 | 7 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 18,0 | Tr | 42,6 | 52,5 | 59,9 | 57,1 |
| (02) 07:00 | 23 | 1 | 0 | 1 | 4 | 4 | 6 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 18,0 | Tr | 41,8 | 51,3 | 62,6 | 56,5 |
| (02) 08:00 | 24 | 0 | 1 | 1 | 5 | 4 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 18,0 | Tr | 41,6 | 51,3 | 60,5 | 54,2 |
| (02) 09:00 | 35 | 0 | 0 | 3 | 3 | 5 | 12 | 4 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 34 | 1 | 18,0 | Tr | 43,5 | 52,5 | 61,9 | 67,6 |
| (02) 10:00 | 24 | 1 | 0 | 0 | 5 | 2 | 10 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 23 | 1 | 20,0 | Tr | 42,5 | 51,8 | 61,4 | 65,2 |
| (02) 11:00 | 33 | 0 | 0 | 1 | 6 | 8 | 6 | 4 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 33 | 0 | 28,0 | Tr | 43,3 | 51,3 | 68,4 | 54,5 |
| (02) 12:00 | 28 | 0 | 0 | 3 | 7 | 9 | 5 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 28 | 0 | 24,0 | Tr | 40,9 | 47,2 | 54,8 | 32,1 |
| (02) 13:00 | 26 | 0 | 0 | 3 | 7 | 7 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 24,0 | Tr | 40,6 | 47,1 | 56,8 | 34,6 |
| (02) 14:00 | 23 | 0 | 0 | 0 | 4 | 3 | 4 | 4 | 2 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 22 | 1 | 24,0 | Tr | 44,1 | 55,0 | 67,8 | 68,2 |
| (02) 15:00 | 28 | 1 | 2 | 1 | 3 | 3 | 5 | 2 | 2 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 28 | 0 | 24,0 | Tr | 40,3 | 54,0 | 82,0 | 64,3 |
| (02) 16:00 | 36 | 0 | 1 | 1 | 5 | 7 | 4 | 6 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 23,0 | Tr | 43,4 | 55,0 | 64,1 | 61,1 |
| (02) 17:00 | 43 | 1 | 1 | 1 | 6 | 8 | 9 | 3 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 42 | 1 | 24,0 | Tr | 42,8 | 52,2 | 63,4 | 59,5 |
| (02) 18:00 | 30 | 0 | 0 | 2 | 1 | 7 | 4 | 8 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 30 | 0 | 23,0 | Tr | 46,1 | 55,6 | 66,3 | 66,7 |
| (02) 19:00 | 16 | 2 | 2 | 1 | 5 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 23,0 | Tr | 31,0 | 43,0 | 57,7 | 25,0 |
| (02) 20:00 | 17 | 0 | 1 | 0 | 3 | 3 | 4 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 22,0 | Tr | 42,6 | 51,9 | 64,1 | 58,8 |
| (02) 21:00 | 8 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21,0 | Tr | 48,0 | 60,0 | 63,5 | 75,0 |
| (02) 22:00 | 9 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 20,0 | Tr | 41,8 | 50,8 | 58,3 | 55,6 |
| (02) 23:00 | 8 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 20,0 | Tr | 45,3 | 48,8 | 54,5 | 37,5 |
| (03) 00:00 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19,0 | Tr | 13,5 | 37,5 | 47,8 | 0,0 |
| Summe | 423 | 7 | 8 | 20 | 69 | 82 | 84 | 51 | 52 | 18 | 11 | 5 | 8 | 3 | 1 | 0 | 419 | 4 | | | 42,0 | 51,4 | 63,4 | 55,6 |

Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4854
 Geräte-Typ : NC90

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 106 | 96 | 6 | 2 | 104 | 2 |
| | | 92,3% | 5,8% | 1,9% | 100,0% | |
| 10 - 15 (MT) | 138 | 118 | 11 | 8 | 137 | 1 |
| | | 86,1% | 8,0% | 5,8% | 100,0% | |
| 15 - 19 (NM) | 125 | 115 | 6 | 3 | 124 | 1 |
| | | 92,7% | 4,8% | 2,4% | 100,0% | |
| 06 - 22 (Tag) | 403 | 362 | 24 | 13 | 399 | 4 |
| | | 90,7% | 6,0% | 3,3% | 100,0% | |
| 22 - 06 (Nacht) | 20 | 19 | 0 | 1 | 20 | 0 |
| | | 95,0% | 0,0% | 5,0% | 100,0% | |
| Total | 423 | 381 | 24 | 14 | 419 | 4 |
| | | 90,9% | 5,7% | 3,3% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 106 | 96 | 6 | 2 | 104 | 2 |
| | | 92,3% | 5,8% | 1,9% | 100,0% | |
| 10 - 15 (MT) | 138 | 118 | 11 | 8 | 137 | 1 |
| | | 86,1% | 8,0% | 5,8% | 100,0% | |
| 15 - 19 (NM) | 125 | 115 | 6 | 3 | 124 | 1 |
| | | 92,7% | 4,8% | 2,4% | 100,0% | |
| 06 - 22 (Tag) | 403 | 362 | 24 | 13 | 399 | 4 |
| | | 90,7% | 6,0% | 3,3% | 100,0% | |
| 22 - 06 (Nacht) | 20 | 19 | 0 | 1 | 20 | 0 |
| | | 95,0% | 0,0% | 5,0% | 100,0% | |
| Total | 423 | 381 | 24 | 14 | 419 | 4 |
| | | 90,9% | 5,7% | 3,3% | 100,0% | |

Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4854
 Geräte-Typ : NC90

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 106 | 2 | 1 | 5 | 17 | 15 | 32 | 12 | 14 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 104 | 2 | 42,2 | 51,9 | 61,6 | 64 | |
| | | 1,9% | 1,0% | 4,8% | 16,3% | 14,4% | 30,8% | 11,5% | 13,5% | 1,9% | 1,9% | 1,0% | 0,0% | 1,0% | 0,0% | 0,0% | 100,0% | | | | | 61,5% | |
| 10 - 15 (MT) | 138 | 1 | 2 | 8 | 27 | 30 | 24 | 14 | 7 | 11 | 3 | 1 | 7 | 1 | 1 | 0 | 137 | 1 | 41,8 | 50,1 | 66,6 | 69 | |
| | | 0,7% | 1,5% | 5,8% | 19,7% | 21,9% | 17,5% | 10,2% | 5,1% | 8,0% | 2,2% | 0,7% | 5,1% | 0,7% | 0,7% | 0,0% | 100,0% | | | | | 50,4% | |
| 15 - 19 (NM) | 125 | 3 | 4 | 5 | 17 | 24 | 17 | 20 | 22 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 124 | 1 | 41,9 | 52,6 | 63,5 | 71 | |
| | | 2,4% | 3,2% | 4,0% | 13,7% | 19,4% | 13,7% | 16,1% | 17,7% | 3,2% | 4,0% | 1,6% | 0,8% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 57,3% | |
| 06 - 22 (Tag) | 403 | 6 | 8 | 19 | 65 | 76 | 81 | 49 | 51 | 17 | 11 | 5 | 8 | 2 | 1 | 0 | 399 | 4 | 42,1 | 51,6 | 63,4 | 225 | |
| | | 1,5% | 2,0% | 4,8% | 16,3% | 19,0% | 20,3% | 12,3% | 12,8% | 4,3% | 2,8% | 1,3% | 2,0% | 0,5% | 0,3% | 0,0% | 100,0% | | | | | 56,4% | |
| 22 - 06 (Nacht) | 20 | 1 | 0 | 1 | 4 | 6 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 20 | 0 | 41,3 | 48,3 | 60,0 | 8 | |
| | | 5,0% | 0,0% | 5,0% | 20,0% | 30,0% | 15,0% | 10,0% | 5,0% | 5,0% | 0,0% | 0,0% | 0,0% | 5,0% | 0,0% | 0,0% | 100,0% | | | | | 40,0% | |
| Total | 423 | 7 | 8 | 20 | 69 | 82 | 84 | 51 | 52 | 18 | 11 | 5 | 8 | 3 | 1 | 0 | 419 | 4 | 42,0 | 51,4 | 63,4 | 233 | |
| | | 1,7% | 1,9% | 4,8% | 16,5% | 19,6% | 20,0% | 12,2% | 12,4% | 4,3% | 2,6% | 1,2% | 1,9% | 0,7% | 0,2% | 0,0% | 100,0% | | | | | 55,6% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 106 | 2 | 1 | 5 | 17 | 15 | 32 | 12 | 14 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 104 | 2 | 42,2 | 51,9 | 61,6 | 64 | |
| | | 1,9% | 1,0% | 4,8% | 16,3% | 14,4% | 30,8% | 11,5% | 13,5% | 1,9% | 1,9% | 1,0% | 0,0% | 1,0% | 0,0% | 0,0% | 100,0% | | | | | 61,5% | |
| 10 - 15 (MT) | 138 | 1 | 2 | 8 | 27 | 30 | 24 | 14 | 7 | 11 | 3 | 1 | 7 | 1 | 1 | 0 | 137 | 1 | 41,8 | 50,1 | 66,6 | 69 | |
| | | 0,7% | 1,5% | 5,8% | 19,7% | 21,9% | 17,5% | 10,2% | 5,1% | 8,0% | 2,2% | 0,7% | 5,1% | 0,7% | 0,7% | 0,0% | 100,0% | | | | | 50,4% | |
| 15 - 19 (NM) | 125 | 3 | 4 | 5 | 17 | 24 | 17 | 20 | 22 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 124 | 1 | 41,9 | 52,6 | 63,5 | 71 | |
| | | 2,4% | 3,2% | 4,0% | 13,7% | 19,4% | 13,7% | 16,1% | 17,7% | 3,2% | 4,0% | 1,6% | 0,8% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 57,3% | |
| 06 - 22 (Tag) | 403 | 6 | 8 | 19 | 65 | 76 | 81 | 49 | 51 | 17 | 11 | 5 | 8 | 2 | 1 | 0 | 399 | 4 | 42,1 | 51,6 | 63,4 | 225 | |
| | | 1,5% | 2,0% | 4,8% | 16,3% | 19,0% | 20,3% | 12,3% | 12,8% | 4,3% | 2,8% | 1,3% | 2,0% | 0,5% | 0,3% | 0,0% | 100,0% | | | | | 56,4% | |
| 22 - 06 (Nacht) | 20 | 1 | 0 | 1 | 4 | 6 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 20 | 0 | 41,3 | 48,3 | 60,0 | 8 | |
| | | 5,0% | 0,0% | 5,0% | 20,0% | 30,0% | 15,0% | 10,0% | 5,0% | 5,0% | 0,0% | 0,0% | 0,0% | 5,0% | 0,0% | 0,0% | 100,0% | | | | | 40,0% | |
| Total | 423 | 7 | 8 | 20 | 69 | 82 | 84 | 51 | 52 | 18 | 11 | 5 | 8 | 3 | 1 | 0 | 419 | 4 | 42,0 | 51,4 | 63,4 | 233 | |
| | | 1,7% | 1,9% | 4,8% | 16,5% | 19,6% | 20,0% | 12,2% | 12,4% | 4,3% | 2,6% | 1,2% | 1,9% | 0,7% | 0,2% | 0,0% | 100,0% | | | | | 55,6% | |

Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 4854
 Geräte-Typ : NC90

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 09:00 | 35 | 34 | 0 | 0 | 34 | 1 | 18 | Tr |
| | 12 - 18 (NM) | 17:00 | 43 | 41 | 1 | 0 | 42 | 1 | 24 | Tr |
| | 18 - 22 (Abend) | 20:00 | 17 | 16 | 1 | 0 | 17 | 0 | 22 | Tr |
| | 22 - 06 (Nacht) | 23:00 | 8 | 7 | 0 | 1 | 8 | 0 | 20 | Tr |

Verkehrstechnik Laube

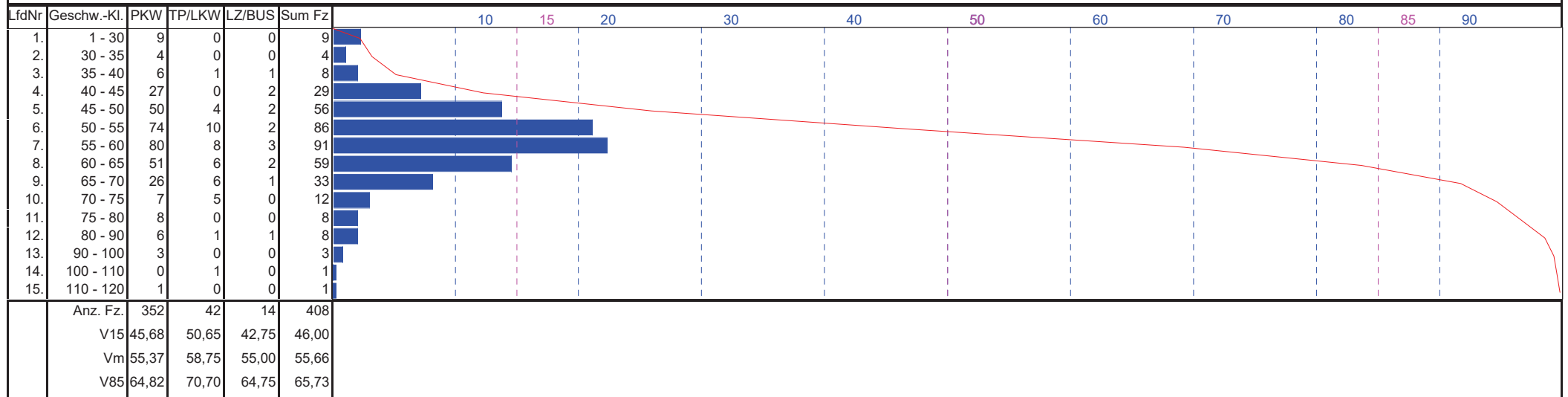
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Lärz
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q6B
 Geräte-Nr. : 6786
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 6786
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (40 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Stacked bar chart area] | | | | | | | | | |
| (02) 01:00 | 2 | 2 | 0 | 0 | 2 | 0 | 19,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 19,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 03:00 | 2 | 2 | 0 | 0 | 2 | 0 | 19,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 05:00 | 2 | 1 | 1 | 0 | 2 | 0 | 18,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 06:00 | 7 | 5 | 1 | 1 | 7 | 0 | 19,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 07:00 | 23 | 21 | 1 | 1 | 23 | 0 | 19,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 08:00 | 19 | 16 | 2 | 0 | 18 | 1 | 19,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 09:00 | 16 | 13 | 3 | 0 | 16 | 0 | 19,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 10:00 | 22 | 19 | 1 | 1 | 21 | 1 | 22,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 11:00 | 32 | 26 | 4 | 1 | 31 | 1 | 32,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 12:00 | 40 | 32 | 6 | 2 | 40 | 0 | 34,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 13:00 | 24 | 21 | 2 | 1 | 24 | 0 | 37,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 14:00 | 23 | 20 | 3 | 0 | 23 | 0 | 36,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 15:00 | 29 | 23 | 5 | 1 | 29 | 0 | 30,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 16:00 | 30 | 23 | 6 | 1 | 30 | 0 | 28,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 17:00 | 32 | 30 | 1 | 1 | 32 | 0 | 28,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 18:00 | 37 | 33 | 3 | 1 | 37 | 0 | 27,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 19:00 | 35 | 31 | 1 | 3 | 35 | 0 | 26,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 20:00 | 10 | 9 | 1 | 0 | 10 | 0 | 24,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 21:00 | 12 | 12 | 0 | 0 | 12 | 0 | 24,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 22:00 | 7 | 7 | 0 | 0 | 7 | 0 | 23,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (02) 23:00 | 5 | 4 | 1 | 0 | 5 | 0 | 22,0 | Na | [Stacked bar chart] | | | | | | | | | |
| (03) 00:00 | 2 | 2 | 0 | 0 | 2 | 0 | 21,0 | Na | [Stacked bar chart] | | | | | | | | | |
| Summe | 411 | 352 | 42 | 14 | 408 | 3 | | | [Stacked bar chart] | | | | | | | | | |

Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 6786
 Geräte-Typ : NC90

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D l | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|--------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19,0 | Tr | 36,5 | 60,0 | 63,5 | 50,0 |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 03:00 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19,0 | Tr | 41,5 | 45,0 | 48,5 | 0,0 |
| (02) 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 05:00 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18,0 | Tr | 41,5 | 50,0 | 53,5 | 50,0 |
| (02) 06:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 19,0 | Tr | 56,8 | 61,3 | 69,8 | 100,0 |
| (02) 07:00 | 23 | 0 | 0 | 0 | 2 | 4 | 4 | 5 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 23 | 0 | 19,0 | Tr | 46,8 | 56,5 | 66,4 | 73,9 |
| (02) 08:00 | 19 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 5 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 18 | 1 | 19,0 | Tr | 53,5 | 61,0 | 71,5 | 88,9 |
| (02) 09:00 | 16 | 0 | 0 | 1 | 2 | 1 | 3 | 2 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 19,0 | Tr | 43,5 | 57,5 | 64,6 | 75,0 |
| (02) 10:00 | 22 | 1 | 0 | 1 | 1 | 2 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 22,0 | Tr | 45,4 | 53,9 | 59,2 | 76,2 |
| (02) 11:00 | 32 | 4 | 0 | 0 | 7 | 8 | 5 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 32,0 | Na | 40,5 | 47,8 | 58,9 | 38,7 |
| (02) 12:00 | 40 | 2 | 0 | 1 | 2 | 6 | 8 | 7 | 10 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 40 | 0 | 34,0 | Na | 45,8 | 55,7 | 64,0 | 72,5 |
| (02) 13:00 | 24 | 0 | 0 | 0 | 2 | 4 | 5 | 6 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 24 | 0 | 37,0 | Na | 47,0 | 55,8 | 65,7 | 75,0 |
| (02) 14:00 | 23 | 1 | 0 | 0 | 1 | 4 | 8 | 3 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 23 | 0 | 36,0 | Na | 46,8 | 53,4 | 73,9 | 73,9 |
| (02) 15:00 | 29 | 0 | 0 | 1 | 1 | 7 | 8 | 5 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 29 | 0 | 30,0 | Na | 46,7 | 53,4 | 73,2 | 69,0 |
| (02) 16:00 | 30 | 1 | 3 | 2 | 1 | 1 | 2 | 8 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 30 | 0 | 28,0 | Na | 36,3 | 58,1 | 66,5 | 73,3 |
| (02) 17:00 | 32 | 0 | 0 | 0 | 2 | 4 | 11 | 8 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 32 | 0 | 28,0 | Na | 48,5 | 54,5 | 65,3 | 81,3 |
| (02) 18:00 | 37 | 0 | 1 | 1 | 3 | 1 | 5 | 7 | 11 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 37 | 0 | 27,0 | Na | 47,8 | 60,2 | 68,1 | 83,8 |
| (02) 19:00 | 35 | 0 | 0 | 0 | 2 | 6 | 7 | 10 | 4 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 35 | 0 | 26,0 | Na | 47,7 | 56,3 | 66,3 | 77,1 |
| (02) 20:00 | 10 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 24,0 | Na | 50,8 | 56,0 | 59,5 | 90,0 |
| (02) 21:00 | 12 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 24,0 | Na | 49,5 | 54,0 | 61,0 | 83,3 |
| (02) 22:00 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 23,0 | Na | 50,3 | 57,5 | 64,8 | 85,7 |
| (02) 23:00 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 22,0 | Na | 43,8 | 57,5 | 82,5 | 60,0 |
| (03) 00:00 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 21,0 | Na | 50,8 | 52,5 | 54,3 | 100,0 |
| Summe | 411 | 9 | 4 | 8 | 29 | 56 | 86 | 91 | 59 | 33 | 12 | 8 | 8 | 3 | 1 | 1 | 408 | 3 | | | 46,0 | 55,7 | 65,7 | 74,0 |

Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 6786
 Geräte-Typ : NC90

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 80 | 69 | 7 | 2 | 78 | 2 |
| | | 88,5% | 9,0% | 2,6% | 100,0% | |
| 10 - 15 (MT) | 148 | 122 | 20 | 5 | 147 | 1 |
| | | 83,0% | 13,6% | 3,4% | 100,0% | |
| 15 - 19 (NM) | 134 | 117 | 11 | 6 | 134 | 0 |
| | | 87,3% | 8,2% | 4,5% | 100,0% | |
| 06 - 22 (Tag) | 391 | 336 | 39 | 13 | 388 | 3 |
| | | 86,6% | 10,1% | 3,4% | 100,0% | |
| 22 - 06 (Nacht) | 20 | 16 | 3 | 1 | 20 | 0 |
| | | 80,0% | 15,0% | 5,0% | 100,0% | |
| Total | 411 | 352 | 42 | 14 | 408 | 3 |
| | | 86,3% | 10,3% | 3,4% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 80 | 69 | 7 | 2 | 78 | 2 |
| | | 88,5% | 9,0% | 2,6% | 100,0% | |
| 10 - 15 (MT) | 148 | 122 | 20 | 5 | 147 | 1 |
| | | 83,0% | 13,6% | 3,4% | 100,0% | |
| 15 - 19 (NM) | 134 | 117 | 11 | 6 | 134 | 0 |
| | | 87,3% | 8,2% | 4,5% | 100,0% | |
| 06 - 22 (Tag) | 391 | 336 | 39 | 13 | 388 | 3 |
| | | 86,6% | 10,1% | 3,4% | 100,0% | |
| 22 - 06 (Nacht) | 20 | 16 | 3 | 1 | 20 | 0 |
| | | 80,0% | 15,0% | 5,0% | 100,0% | |
| Total | 411 | 352 | 42 | 14 | 408 | 3 |
| | | 86,3% | 10,3% | 3,4% | 100,0% | |

Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 6786
 Geräte-Typ : NC90

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 80 | 1 | 0 | 2 | 5 | 9 | 15 | 19 | 16 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 78 | 2 | 47,1 | 56,8 | 64,8 | 61 | |
| | | 1,3% | 0,0% | 2,6% | 6,4% | 11,5% | 19,2% | 24,4% | 20,5% | 5,1% | 3,8% | 3,8% | 1,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 78,2% | |
| 10 - 15 (MT) | 148 | 7 | 0 | 2 | 13 | 29 | 34 | 24 | 14 | 10 | 4 | 3 | 3 | 3 | 0 | 1 | 147 | 1 | 45,0 | 53,3 | 66,0 | 96 | |
| | | 4,8% | 0,0% | 1,4% | 8,8% | 19,7% | 23,1% | 16,3% | 9,5% | 6,8% | 2,7% | 2,0% | 2,0% | 2,0% | 0,0% | 0,7% | 100,0% | | | | | 65,3% | |
| 15 - 19 (NM) | 134 | 1 | 4 | 3 | 8 | 12 | 25 | 33 | 23 | 16 | 4 | 1 | 3 | 0 | 1 | 0 | 134 | 0 | 46,7 | 57,1 | 66,5 | 106 | |
| | | 0,7% | 3,0% | 2,2% | 6,0% | 9,0% | 18,7% | 24,6% | 17,2% | 11,9% | 3,0% | 0,7% | 2,2% | 0,0% | 0,7% | 0,0% | 100,0% | | | | | 79,1% | |
| 06 - 22 (Tag) | 391 | 9 | 4 | 7 | 26 | 54 | 83 | 87 | 56 | 31 | 12 | 7 | 7 | 3 | 1 | 1 | 388 | 3 | 46,1 | 55,6 | 65,6 | 288 | |
| | | 2,3% | 1,0% | 1,8% | 6,7% | 13,9% | 21,4% | 22,4% | 14,4% | 8,0% | 3,1% | 1,8% | 1,8% | 0,8% | 0,3% | 0,3% | 100,0% | | | | | 74,2% | |
| 22 - 06 (Nacht) | 20 | 0 | 0 | 1 | 3 | 2 | 3 | 4 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 20 | 0 | 43,3 | 56,3 | 67,5 | 14 | |
| | | 0,0% | 0,0% | 5,0% | 15,0% | 10,0% | 15,0% | 20,0% | 15,0% | 10,0% | 0,0% | 5,0% | 5,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 70,0% | |
| Total | 411 | 9 | 4 | 8 | 29 | 56 | 86 | 91 | 59 | 33 | 12 | 8 | 8 | 3 | 1 | 1 | 408 | 3 | 46,0 | 55,7 | 65,7 | 302 | |
| | | 2,2% | 1,0% | 2,0% | 7,1% | 13,7% | 21,1% | 22,3% | 14,5% | 8,1% | 2,9% | 2,0% | 2,0% | 0,7% | 0,2% | 0,2% | 100,0% | | | | | 74,0% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 80 | 1 | 0 | 2 | 5 | 9 | 15 | 19 | 16 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 78 | 2 | 47,1 | 56,8 | 64,8 | 61 | |
| | | 1,3% | 0,0% | 2,6% | 6,4% | 11,5% | 19,2% | 24,4% | 20,5% | 5,1% | 3,8% | 3,8% | 1,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 78,2% | |
| 10 - 15 (MT) | 148 | 7 | 0 | 2 | 13 | 29 | 34 | 24 | 14 | 10 | 4 | 3 | 3 | 3 | 0 | 1 | 147 | 1 | 45,0 | 53,3 | 66,0 | 96 | |
| | | 4,8% | 0,0% | 1,4% | 8,8% | 19,7% | 23,1% | 16,3% | 9,5% | 6,8% | 2,7% | 2,0% | 2,0% | 2,0% | 0,0% | 0,7% | 100,0% | | | | | 65,3% | |
| 15 - 19 (NM) | 134 | 1 | 4 | 3 | 8 | 12 | 25 | 33 | 23 | 16 | 4 | 1 | 3 | 0 | 1 | 0 | 134 | 0 | 46,7 | 57,1 | 66,5 | 106 | |
| | | 0,7% | 3,0% | 2,2% | 6,0% | 9,0% | 18,7% | 24,6% | 17,2% | 11,9% | 3,0% | 0,7% | 2,2% | 0,0% | 0,7% | 0,0% | 100,0% | | | | | 79,1% | |
| 06 - 22 (Tag) | 391 | 9 | 4 | 7 | 26 | 54 | 83 | 87 | 56 | 31 | 12 | 7 | 7 | 3 | 1 | 1 | 388 | 3 | 46,1 | 55,6 | 65,6 | 288 | |
| | | 2,3% | 1,0% | 1,8% | 6,7% | 13,9% | 21,4% | 22,4% | 14,4% | 8,0% | 3,1% | 1,8% | 1,8% | 0,8% | 0,3% | 0,3% | 100,0% | | | | | 74,2% | |
| 22 - 06 (Nacht) | 20 | 0 | 0 | 1 | 3 | 2 | 3 | 4 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 20 | 0 | 43,3 | 56,3 | 67,5 | 14 | |
| | | 0,0% | 0,0% | 5,0% | 15,0% | 10,0% | 15,0% | 20,0% | 15,0% | 10,0% | 0,0% | 5,0% | 5,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 70,0% | |
| Total | 411 | 9 | 4 | 8 | 29 | 56 | 86 | 91 | 59 | 33 | 12 | 8 | 8 | 3 | 1 | 1 | 408 | 3 | 46,0 | 55,7 | 65,7 | 302 | |
| | | 2,2% | 1,0% | 2,0% | 7,1% | 13,7% | 21,1% | 22,3% | 14,5% | 8,1% | 2,9% | 2,0% | 2,0% | 0,7% | 0,2% | 0,2% | 100,0% | | | | | 74,0% | |

Projekt : NC90
 Strasse : MST 3 - Lärzer Strasse
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 6786
 Geräte-Typ : NC90

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 12:00 | 40 | 32 | 6 | 2 | 40 | 0 | 34 | Na |
| | 12 - 18 (NM) | 18:00 | 37 | 33 | 3 | 1 | 37 | 0 | 27 | Na |
| | 18 - 22 (Abend) | 19:00 | 35 | 31 | 1 | 3 | 35 | 0 | 26 | Na |
| | 22 - 06 (Nacht) | 06:00 | 7 | 5 | 1 | 1 | 7 | 0 | 19 | Tr |

Inhaltsverzeichnis

Statistische Auswertung

Q7 – B 198 – Mühlenstrasse

Querschnitts-Berechnung

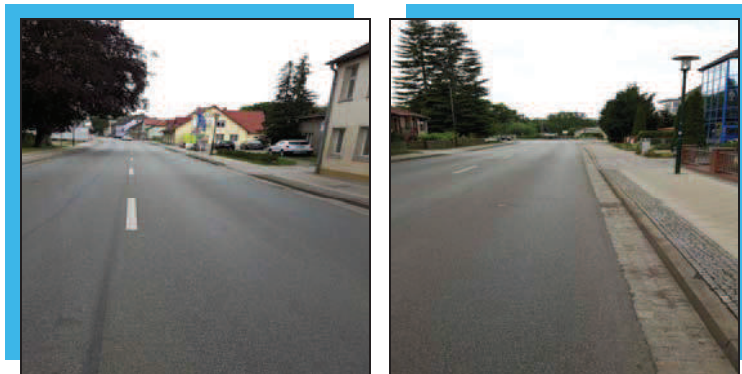
Längenbericht
Statistik Zeitraum/Längenklassen

Fahrtrichtung 1/ → Zentrum

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit

Fahrtrichtung 2/ → Röbel

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit



Rtg. Zentrum

Rtg. Röbel

Projekt : TCRVIRTUAL
Strasse : B 198 - Mühlenstrasse
Richtung : Gesamtquerschnitt
Stadt : Mirow2016
Land : MV

Kurzbezeichnung : GQ - Q7 - B 198 - Mühlenstrasse
Geräte-Nr. : 1000 Geräte-Typ : TCRVIRTUAL
Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
Geschw.lt.STVO : 50 Intervall : 60
Staat : D Bearbeiter : MVT

Strassenzustand
+ Zustand: X Naß X Normal X Trocken

DTV-Berechnung
+ Formelbezeichnung: - Formel:
- Faktor:
+ Berücksichtigungen: - Strassenzustand - Zeiträume
- Längenklassen - Geschwindigkeitsklassen
- Datumsbereich:

Längenklassen PKW (5,2)
TP/LKW (9,8)
LZ/BUS (25,0) **Geschw.-klassen** 30,35,40,45,50,55,60,65,70,75,80,90,100,110,120

| | | | | | | | |
|------------------|-------------------|--------------|--------------|----------------------|-------------------|--------------|--------------|
| Zeiträume | 06 - 10 (VM) | von 06:00:00 | bis 10:00:00 | Spitzenzeiten | 06 - 12 (VM) | von 06:00:00 | bis 12:00:00 |
| | 10 - 15 (MT) | von 10:00:00 | bis 15:00:00 | | 12 - 18 (NM) | von 12:00:00 | bis 18:00:00 |
| | 15 - 19 (NM) | von 15:00:00 | bis 19:00:00 | | 18 - 22 (Abend) | von 18:00:00 | bis 22:00:00 |
| | 06 - 22 (Tag) | von 06:00:00 | bis 22:00:00 | | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 |
| | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 | | | | |
| Total | von 00:00:00 | bis 23:59:59 | | | | | |

MVT-Traffic ©

Projekt : TCRVIRTUAL
 Strasse : B 198 - Mühlenstrasse
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (748 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Visual representation of vehicle distribution by length class] | | | | | | | | | |
| (02) 01:00 | 28 | 14 | 4 | 10 | 28 | 0 | 22,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 02:00 | 16 | 5 | 3 | 7 | 15 | 1 | 21,5 | Tr | [Visual representation] | | | | | | | | | |
| (02) 03:00 | 26 | 10 | 4 | 12 | 26 | 0 | 21,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 04:00 | 18 | 6 | 6 | 6 | 18 | 0 | 20,5 | Tr | [Visual representation] | | | | | | | | | |
| (02) 05:00 | 61 | 40 | 14 | 7 | 61 | 0 | 20,5 | Tr | [Visual representation] | | | | | | | | | |
| (02) 06:00 | 167 | 131 | 22 | 14 | 167 | 0 | 21,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 07:00 | 393 | 319 | 45 | 27 | 391 | 2 | 22,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 08:00 | 493 | 408 | 56 | 28 | 492 | 1 | 21,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 09:00 | 466 | 391 | 52 | 23 | 466 | 0 | 21,5 | Tr | [Visual representation] | | | | | | | | | |
| (02) 10:00 | 531 | 436 | 65 | 30 | 531 | 0 | 24,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 11:00 | 640 | 549 | 69 | 21 | 639 | 1 | 30,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 12:00 | 549 | 464 | 52 | 31 | 547 | 2 | 31,5 | Tr | [Visual representation] | | | | | | | | | |
| (02) 13:00 | 496 | 413 | 53 | 28 | 494 | 2 | 39,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 14:00 | 486 | 406 | 57 | 21 | 484 | 2 | 43,5 | Tr | [Visual representation] | | | | | | | | | |
| (02) 15:00 | 582 | 501 | 59 | 20 | 580 | 2 | 43,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 16:00 | 662 | 565 | 64 | 29 | 658 | 4 | 47,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 17:00 | 751 | 654 | 67 | 27 | 748 | 3 | 44,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 18:00 | 596 | 520 | 52 | 21 | 593 | 3 | 40,5 | Tr | [Visual representation] | | | | | | | | | |
| (02) 19:00 | 500 | 442 | 39 | 19 | 500 | 0 | 35,5 | Tr | [Visual representation] | | | | | | | | | |
| (02) 20:00 | 323 | 283 | 25 | 15 | 323 | 0 | 33,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 21:00 | 195 | 167 | 17 | 11 | 195 | 0 | 30,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 22:00 | 142 | 121 | 11 | 10 | 142 | 0 | 28,0 | Tr | [Visual representation] | | | | | | | | | |
| (02) 23:00 | 65 | 52 | 7 | 6 | 65 | 0 | 26,0 | Tr | [Visual representation] | | | | | | | | | |
| (03) 00:00 | 39 | 30 | 4 | 5 | 39 | 0 | 24,0 | Tr | [Visual representation] | | | | | | | | | |
| Summe | 8225 | 6927 | 847 | 428 | 8202 | 23 | | | [Visual representation] | | | | | | | | | |

Projekt : TCRVIRTUAL
 Strasse : B 198 - Mühlenstrasse
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 1883 | 1554 | 218 | 108 | 1880 | 3 |
| | | 82,7% | 11,6% | 5,7% | 100,0% | |
| 10 - 15 (MT) | 2753 | 2333 | 290 | 121 | 2744 | 9 |
| | | 85,0% | 10,6% | 4,4% | 100,0% | |
| 15 - 19 (NM) | 2509 | 2181 | 222 | 96 | 2499 | 10 |
| | | 87,3% | 8,9% | 3,8% | 100,0% | |
| 06 - 22 (Tag) | 7805 | 6639 | 783 | 361 | 7783 | 22 |
| | | 85,3% | 10,1% | 4,6% | 100,0% | |
| 22 - 06 (Nacht) | 420 | 288 | 64 | 67 | 419 | 1 |
| | | 68,7% | 15,3% | 16,0% | 100,0% | |
| Total | 8225 | 6927 | 847 | 428 | 8202 | 23 |
| | | 84,5% | 10,3% | 5,2% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 1883 | 1554 | 218 | 108 | 1880 | 3 |
| | | 82,7% | 11,6% | 5,7% | 100,0% | |
| 10 - 15 (MT) | 2753 | 2333 | 290 | 121 | 2744 | 9 |
| | | 85,0% | 10,6% | 4,4% | 100,0% | |
| 15 - 19 (NM) | 2509 | 2181 | 222 | 96 | 2499 | 10 |
| | | 87,3% | 8,9% | 3,8% | 100,0% | |
| 06 - 22 (Tag) | 7805 | 6639 | 783 | 361 | 7783 | 22 |
| | | 85,3% | 10,1% | 4,6% | 100,0% | |
| 22 - 06 (Nacht) | 420 | 288 | 64 | 67 | 419 | 1 |
| | | 68,7% | 15,3% | 16,0% | 100,0% | |
| Total | 8225 | 6927 | 847 | 428 | 8202 | 23 |
| | | 84,5% | 10,3% | 5,2% | 100,0% | |

Verkehrstechnik Laube

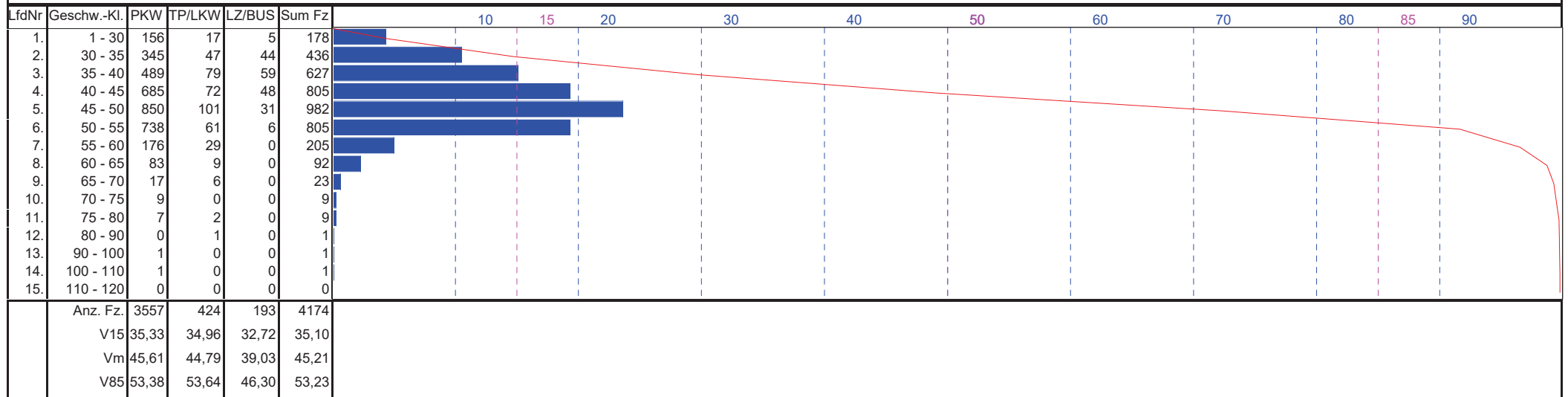
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : B 198 - Mühlenstrasse
 Richtung : Zentrum
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : study_9038821_Q7A
 Geräte-Nr. : 8821
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 8821
 Geräte-Typ : NC200

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (406 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for percentage distribution] | | | | | | | | | |
| (02) 01:00 | 15 | 10 | 2 | 3 | 15 | 0 | 22,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 02:00 | 7 | 3 | 2 | 2 | 7 | 0 | 22,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 03:00 | 13 | 4 | 1 | 8 | 13 | 0 | 21,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 04:00 | 10 | 3 | 4 | 3 | 10 | 0 | 21,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 05:00 | 26 | 15 | 9 | 2 | 26 | 0 | 21,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 06:00 | 83 | 70 | 10 | 3 | 83 | 0 | 21,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 07:00 | 168 | 146 | 14 | 7 | 167 | 1 | 22,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 08:00 | 256 | 215 | 32 | 8 | 255 | 1 | 21,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 09:00 | 242 | 205 | 26 | 11 | 242 | 0 | 22,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 10:00 | 288 | 240 | 32 | 16 | 288 | 0 | 24,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 11:00 | 332 | 286 | 35 | 11 | 332 | 0 | 24,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 12:00 | 281 | 244 | 20 | 16 | 280 | 1 | 28,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 13:00 | 223 | 183 | 27 | 13 | 223 | 0 | 38,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 14:00 | 242 | 200 | 30 | 11 | 241 | 1 | 43,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 15:00 | 281 | 246 | 25 | 9 | 280 | 1 | 43,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 16:00 | 353 | 303 | 35 | 13 | 351 | 2 | 47,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 17:00 | 409 | 364 | 32 | 10 | 406 | 3 | 44,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 18:00 | 291 | 252 | 28 | 10 | 290 | 1 | 41,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 19:00 | 239 | 205 | 23 | 11 | 239 | 0 | 36,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 20:00 | 167 | 146 | 14 | 7 | 167 | 0 | 33,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 21:00 | 115 | 99 | 10 | 6 | 115 | 0 | 30,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 22:00 | 75 | 63 | 6 | 6 | 75 | 0 | 28,0 | Tr | [Bar chart] | | | | | | | | | |
| (02) 23:00 | 41 | 32 | 5 | 4 | 41 | 0 | 26,0 | Tr | [Bar chart] | | | | | | | | | |
| (03) 00:00 | 28 | 23 | 2 | 3 | 28 | 0 | 24,0 | Tr | [Bar chart] | | | | | | | | | |
| Summe | 4185 | 3557 | 424 | 193 | 4174 | 11 | | | [Bar chart] | | | | | | | | | |

Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 8821
 Geräte-Typ : NC200

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 15 | 0 | 0 | 4 | 3 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 22,0 | Tr | 37,8 | 45,8 | 54,6 | 33,3 |
| (02) 02:00 | 7 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 22,0 | Tr | 37,6 | 42,5 | 59,8 | 28,6 |
| (02) 03:00 | 13 | 3 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 21,0 | Tr | 19,5 | 34,4 | 45,2 | 7,7 |
| (02) 04:00 | 10 | 0 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 21,0 | Tr | 33,8 | 45,0 | 62,5 | 40,0 |
| (02) 05:00 | 26 | 0 | 0 | 3 | 3 | 5 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 21,0 | Tr | 41,5 | 51,3 | 58,9 | 57,7 |
| (02) 06:00 | 83 | 0 | 3 | 6 | 8 | 20 | 26 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 21,0 | Tr | 42,2 | 50,9 | 57,9 | 55,4 |
| (02) 07:00 | 168 | 0 | 7 | 8 | 19 | 29 | 68 | 22 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 167 | 1 | 22,0 | Tr | 42,6 | 51,5 | 57,5 | 62,3 |
| (02) 08:00 | 256 | 11 | 19 | 40 | 39 | 67 | 62 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 255 | 1 | 21,0 | Tr | 36,0 | 46,4 | 53,3 | 31,0 |
| (02) 09:00 | 242 | 5 | 15 | 46 | 58 | 51 | 54 | 9 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 242 | 0 | 22,0 | Tr | 36,8 | 44,7 | 52,8 | 27,7 |
| (02) 10:00 | 288 | 18 | 37 | 57 | 63 | 78 | 26 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 0 | 24,0 | Tr | 33,4 | 42,5 | 49,5 | 12,2 |
| (02) 11:00 | 332 | 18 | 42 | 63 | 71 | 86 | 41 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 332 | 0 | 24,0 | Tr | 33,8 | 43,0 | 50,3 | 15,7 |
| (02) 12:00 | 281 | 11 | 40 | 63 | 60 | 69 | 28 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 1 | 28,0 | Tr | 33,9 | 42,2 | 49,6 | 13,2 |
| (02) 13:00 | 223 | 5 | 46 | 37 | 32 | 63 | 33 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 0 | 38,0 | Tr | 33,1 | 43,7 | 51,0 | 17,9 |
| (02) 14:00 | 242 | 2 | 25 | 44 | 56 | 53 | 45 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 1 | 43,0 | Tr | 36,0 | 44,4 | 52,8 | 25,3 |
| (02) 15:00 | 281 | 19 | 46 | 41 | 64 | 54 | 46 | 7 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 280 | 1 | 43,0 | Tr | 32,5 | 42,7 | 51,5 | 20,0 |
| (02) 16:00 | 353 | 43 | 50 | 53 | 73 | 83 | 37 | 6 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 351 | 2 | 47,0 | Tr | 31,0 | 42,0 | 49,8 | 14,0 |
| (02) 17:00 | 409 | 30 | 45 | 60 | 76 | 91 | 78 | 17 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 406 | 3 | 44,0 | Tr | 33,4 | 44,5 | 52,8 | 25,6 |
| (02) 18:00 | 291 | 5 | 18 | 47 | 66 | 79 | 52 | 13 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 290 | 1 | 41,0 | Tr | 37,2 | 45,6 | 53,0 | 25,9 |
| (02) 19:00 | 239 | 4 | 23 | 20 | 42 | 56 | 65 | 19 | 6 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 239 | 0 | 36,0 | Tr | 37,2 | 47,7 | 54,5 | 39,3 |
| (02) 20:00 | 167 | 2 | 6 | 11 | 26 | 36 | 54 | 21 | 8 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 167 | 0 | 33,0 | Tr | 41,2 | 50,2 | 56,7 | 51,5 |
| (02) 21:00 | 115 | 1 | 7 | 8 | 14 | 29 | 32 | 9 | 6 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 115 | 0 | 30,0 | Tr | 40,4 | 49,7 | 58,8 | 48,7 |
| (02) 22:00 | 75 | 1 | 0 | 5 | 13 | 13 | 27 | 9 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 75 | 0 | 28,0 | Tr | 42,0 | 51,0 | 57,6 | 57,3 |
| (02) 23:00 | 41 | 0 | 0 | 4 | 6 | 10 | 10 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 41 | 0 | 26,0 | Tr | 41,8 | 50,3 | 59,0 | 51,2 |
| (03) 00:00 | 28 | 0 | 1 | 2 | 6 | 5 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 24,0 | Tr | 41,0 | 50,0 | 56,0 | 50,0 |
| Summe | 4185 | 178 | 436 | 627 | 805 | 982 | 805 | 205 | 92 | 23 | 9 | 9 | 1 | 1 | 1 | 0 | 4174 | 11 | | | 35,1 | 45,2 | 53,2 | 27,5 |

Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 8821
 Geräte-Typ : NC200

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 954 | 806 | 104 | 42 | 952 | 2 |
| | | 84,7% | 10,9% | 4,4% | 100,0% | |
| 10 - 15 (MT) | 1359 | 1159 | 137 | 60 | 1356 | 3 |
| | | 85,5% | 10,1% | 4,4% | 100,0% | |
| 15 - 19 (NM) | 1292 | 1124 | 118 | 44 | 1286 | 6 |
| | | 87,4% | 9,2% | 3,4% | 100,0% | |
| 06 - 22 (Tag) | 3962 | 3397 | 389 | 165 | 3951 | 11 |
| | | 86,0% | 9,8% | 4,2% | 100,0% | |
| 22 - 06 (Nacht) | 223 | 160 | 35 | 28 | 223 | 0 |
| | | 71,7% | 15,7% | 12,6% | 100,0% | |
| Total | 4185 | 3557 | 424 | 193 | 4174 | 11 |
| | | 85,2% | 10,2% | 4,6% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 954 | 806 | 104 | 42 | 952 | 2 |
| | | 84,7% | 10,9% | 4,4% | 100,0% | |
| 10 - 15 (MT) | 1359 | 1159 | 137 | 60 | 1356 | 3 |
| | | 85,5% | 10,1% | 4,4% | 100,0% | |
| 15 - 19 (NM) | 1292 | 1124 | 118 | 44 | 1286 | 6 |
| | | 87,4% | 9,2% | 3,4% | 100,0% | |
| 06 - 22 (Tag) | 3962 | 3397 | 389 | 165 | 3951 | 11 |
| | | 86,0% | 9,8% | 4,2% | 100,0% | |
| 22 - 06 (Nacht) | 223 | 160 | 35 | 28 | 223 | 0 |
| | | 71,7% | 15,7% | 12,6% | 100,0% | |
| Total | 4185 | 3557 | 424 | 193 | 4174 | 11 |
| | | 85,2% | 10,2% | 4,6% | 100,0% | |

Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 8821
 Geräte-Typ : NC200

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 954 | 34 | 78 | 151 | 179 | 225 | 210 | 48 | 21 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 952 | 2 | 36,0 | 45,8 | 53,4 | 285 | |
| | | 3,6% | 8,2% | 15,9% | 18,8% | 23,6% | 22,1% | 5,0% | 2,2% | 0,1% | 0,2% | 0,3% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 29,9% | |
| 10 - 15 (MT) | 1359 | 55 | 199 | 248 | 283 | 325 | 193 | 34 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 1356 | 3 | 33,7 | 43,1 | 51,1 | 246 | |
| | | 4,1% | 14,7% | 18,3% | 20,9% | 24,0% | 14,2% | 2,5% | 0,9% | 0,4% | 0,0% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 18,1% | |
| 15 - 19 (NM) | 1292 | 82 | 136 | 180 | 257 | 309 | 232 | 55 | 22 | 8 | 3 | 1 | 0 | 1 | 0 | 0 | 1286 | 6 | 34,1 | 44,8 | 52,8 | 322 | |
| | | 6,4% | 10,6% | 14,0% | 20,0% | 24,0% | 18,0% | 4,3% | 1,7% | 0,6% | 0,2% | 0,1% | 0,0% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 25,0% | |
| 06 - 22 (Tag) | 3962 | 175 | 426 | 603 | 772 | 937 | 748 | 176 | 74 | 20 | 9 | 9 | 1 | 1 | 0 | 0 | 3951 | 11 | 34,9 | 45,0 | 53,0 | 1038 | |
| | | 4,4% | 10,8% | 15,3% | 19,5% | 23,7% | 18,9% | 4,5% | 1,9% | 0,5% | 0,2% | 0,2% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 26,3% | |
| 22 - 06 (Nacht) | 223 | 3 | 10 | 24 | 33 | 45 | 57 | 29 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 223 | 0 | 39,3 | 49,6 | 58,0 | 108 | |
| | | 1,3% | 4,5% | 10,8% | 14,8% | 20,2% | 25,6% | 13,0% | 8,1% | 1,3% | 0,0% | 0,0% | 0,0% | 0,0% | 0,4% | 0,0% | 100,0% | | | | | 48,4% | |
| Total | 4185 | 178 | 436 | 627 | 805 | 982 | 805 | 205 | 92 | 23 | 9 | 9 | 1 | 1 | 1 | 0 | 4174 | 11 | 35,1 | 45,2 | 53,2 | 1146 | |
| | | 4,3% | 10,4% | 15,0% | 19,3% | 23,5% | 19,3% | 4,9% | 2,2% | 0,6% | 0,2% | 0,2% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 27,5% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 954 | 34 | 78 | 151 | 179 | 225 | 210 | 48 | 21 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 952 | 2 | 36,0 | 45,8 | 53,4 | 285 | |
| | | 3,6% | 8,2% | 15,9% | 18,8% | 23,6% | 22,1% | 5,0% | 2,2% | 0,1% | 0,2% | 0,3% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 29,9% | |
| 10 - 15 (MT) | 1359 | 55 | 199 | 248 | 283 | 325 | 193 | 34 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 1356 | 3 | 33,7 | 43,1 | 51,1 | 246 | |
| | | 4,1% | 14,7% | 18,3% | 20,9% | 24,0% | 14,2% | 2,5% | 0,9% | 0,4% | 0,0% | 0,1% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 18,1% | |
| 15 - 19 (NM) | 1292 | 82 | 136 | 180 | 257 | 309 | 232 | 55 | 22 | 8 | 3 | 1 | 0 | 1 | 0 | 0 | 1286 | 6 | 34,1 | 44,8 | 52,8 | 322 | |
| | | 6,4% | 10,6% | 14,0% | 20,0% | 24,0% | 18,0% | 4,3% | 1,7% | 0,6% | 0,2% | 0,1% | 0,0% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 25,0% | |
| 06 - 22 (Tag) | 3962 | 175 | 426 | 603 | 772 | 937 | 748 | 176 | 74 | 20 | 9 | 9 | 1 | 1 | 0 | 0 | 3951 | 11 | 34,9 | 45,0 | 53,0 | 1038 | |
| | | 4,4% | 10,8% | 15,3% | 19,5% | 23,7% | 18,9% | 4,5% | 1,9% | 0,5% | 0,2% | 0,2% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 26,3% | |
| 22 - 06 (Nacht) | 223 | 3 | 10 | 24 | 33 | 45 | 57 | 29 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 223 | 0 | 39,3 | 49,6 | 58,0 | 108 | |
| | | 1,3% | 4,5% | 10,8% | 14,8% | 20,2% | 25,6% | 13,0% | 8,1% | 1,3% | 0,0% | 0,0% | 0,0% | 0,0% | 0,4% | 0,0% | 100,0% | | | | | 48,4% | |
| Total | 4185 | 178 | 436 | 627 | 805 | 982 | 805 | 205 | 92 | 23 | 9 | 9 | 1 | 1 | 1 | 0 | 4174 | 11 | 35,1 | 45,2 | 53,2 | 1146 | |
| | | 4,3% | 10,4% | 15,0% | 19,3% | 23,5% | 19,3% | 4,9% | 2,2% | 0,6% | 0,2% | 0,2% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 27,5% | |

Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Zentrum

Bearbeiter : RM
 Geräte-Nr. : 8821
 Geräte-Typ : NC200

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 11:00 | 332 | 286 | 35 | 11 | 332 | 0 | 24 | Tr |
| | 12 - 18 (NM) | 17:00 | 409 | 364 | 32 | 10 | 406 | 3 | 44 | Tr |
| | 18 - 22 (Abend) | 19:00 | 239 | 205 | 23 | 11 | 239 | 0 | 36 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 83 | 70 | 10 | 3 | 83 | 0 | 21 | Tr |

Verkehrstechnik Laube

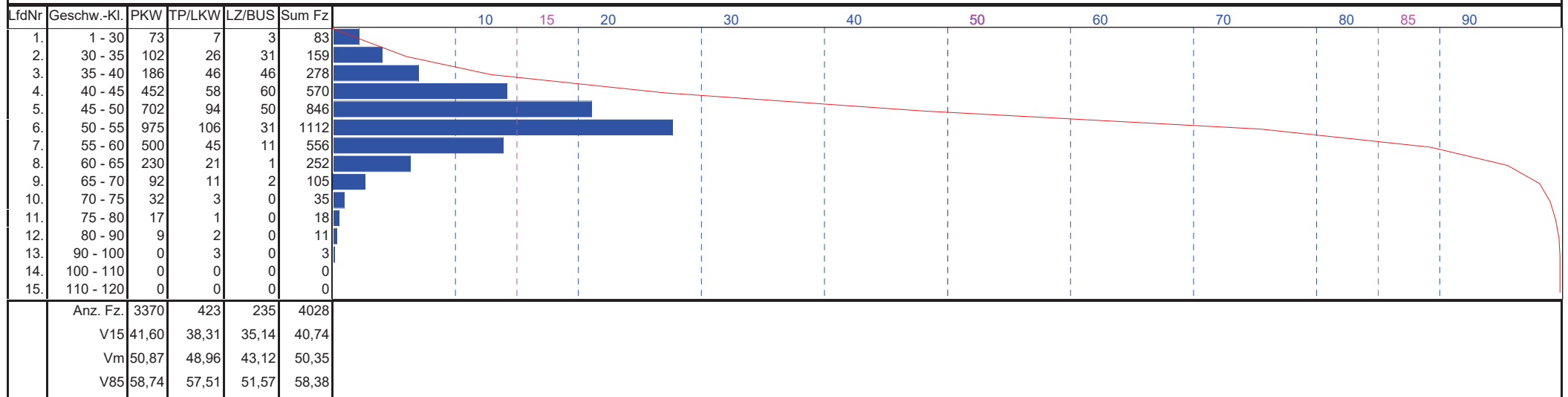
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : B 198 - Mühlenstrasse
 Richtung : Röbel
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : study_9038804_Q7B
 Geräte-Nr. : 8804
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 8804
 Geräte-Typ : NC200

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (342 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Stacked bar chart area] | | | | | | | | | |
| (02) 01:00 | 13 | 4 | 2 | 7 | 13 | 0 | 22,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 02:00 | 9 | 2 | 1 | 5 | 8 | 1 | 21,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 03:00 | 13 | 6 | 3 | 4 | 13 | 0 | 21,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 04:00 | 8 | 3 | 2 | 3 | 8 | 0 | 20,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 05:00 | 35 | 25 | 5 | 5 | 35 | 0 | 20,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 06:00 | 84 | 61 | 12 | 11 | 84 | 0 | 21,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 07:00 | 225 | 173 | 31 | 20 | 224 | 1 | 22,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 08:00 | 237 | 193 | 24 | 20 | 237 | 0 | 21,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 09:00 | 224 | 186 | 26 | 12 | 224 | 0 | 21,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 10:00 | 243 | 196 | 33 | 14 | 243 | 0 | 24,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 11:00 | 308 | 263 | 34 | 10 | 307 | 1 | 36,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 12:00 | 268 | 220 | 32 | 15 | 267 | 1 | 35,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 13:00 | 273 | 230 | 26 | 15 | 271 | 2 | 40,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 14:00 | 244 | 206 | 27 | 10 | 243 | 1 | 44,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 15:00 | 301 | 255 | 34 | 11 | 300 | 1 | 43,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 16:00 | 309 | 262 | 29 | 16 | 307 | 2 | 47,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 17:00 | 342 | 290 | 35 | 17 | 342 | 0 | 44,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 18:00 | 305 | 268 | 24 | 11 | 303 | 2 | 40,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 19:00 | 261 | 237 | 16 | 8 | 261 | 0 | 35,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 20:00 | 156 | 137 | 11 | 8 | 156 | 0 | 33,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 21:00 | 80 | 68 | 7 | 5 | 80 | 0 | 30,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 22:00 | 67 | 58 | 5 | 4 | 67 | 0 | 28,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (02) 23:00 | 24 | 20 | 2 | 2 | 24 | 0 | 26,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| (03) 00:00 | 11 | 7 | 2 | 2 | 11 | 0 | 24,0 | Tr | [Stacked bar chart] | | | | | | | | | |
| Summe | 4040 | 3370 | 423 | 235 | 4028 | 12 | | | [Stacked bar chart] | | | | | | | | | |

Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 8804
 Geräte-Typ : NC200

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|--------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 13 | 0 | 0 | 0 | 3 | 3 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 22,0 | Tr | 43,3 | 50,6 | 60,2 | 53,8 |
| (02) 02:00 | 9 | 0 | 0 | 1 | 1 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 21,0 | Tr | 41,0 | 52,5 | 59,0 | 75,0 |
| (02) 03:00 | 13 | 2 | 0 | 3 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 21,0 | Tr | 29,3 | 52,5 | 67,6 | 61,5 |
| (02) 04:00 | 8 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 20,0 | Tr | 38,0 | 53,3 | 69,0 | 75,0 |
| (02) 05:00 | 35 | 0 | 1 | 0 | 5 | 4 | 10 | 4 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 35 | 0 | 20,0 | Tr | 44,3 | 53,8 | 68,4 | 71,4 |
| (02) 06:00 | 84 | 0 | 2 | 5 | 5 | 12 | 21 | 20 | 9 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 84 | 0 | 21,0 | Tr | 45,3 | 54,3 | 63,6 | 71,4 |
| (02) 07:00 | 225 | 1 | 16 | 24 | 38 | 33 | 58 | 27 | 18 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 224 | 1 | 22,0 | Tr | 38,5 | 50,0 | 58,8 | 50,0 |
| (02) 08:00 | 237 | 0 | 11 | 22 | 32 | 59 | 59 | 29 | 15 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 237 | 0 | 21,0 | Tr | 40,4 | 49,5 | 58,2 | 47,7 |
| (02) 09:00 | 224 | 2 | 6 | 8 | 25 | 43 | 74 | 35 | 18 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 224 | 0 | 21,0 | Tr | 43,5 | 51,9 | 59,6 | 62,5 |
| (02) 10:00 | 243 | 4 | 9 | 28 | 36 | 45 | 75 | 23 | 13 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 243 | 0 | 24,0 | Tr | 39,2 | 49,9 | 57,1 | 49,8 |
| (02) 11:00 | 308 | 14 | 21 | 34 | 54 | 75 | 72 | 26 | 6 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 307 | 1 | 36,0 | Tr | 36,6 | 47,0 | 54,4 | 35,5 |
| (02) 12:00 | 268 | 15 | 13 | 15 | 49 | 63 | 74 | 27 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 1 | 35,0 | Tr | 39,0 | 48,3 | 54,9 | 41,9 |
| (02) 13:00 | 273 | 16 | 9 | 22 | 42 | 59 | 72 | 34 | 8 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 271 | 2 | 40,0 | Tr | 38,6 | 48,9 | 56,5 | 45,4 |
| (02) 14:00 | 244 | 5 | 10 | 19 | 36 | 54 | 68 | 34 | 12 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 243 | 1 | 44,0 | Tr | 40,3 | 49,8 | 57,1 | 49,0 |
| (02) 15:00 | 301 | 2 | 22 | 18 | 41 | 77 | 83 | 38 | 8 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 300 | 1 | 43,0 | Tr | 40,4 | 49,4 | 56,6 | 46,7 |
| (02) 16:00 | 309 | 10 | 13 | 20 | 44 | 66 | 93 | 37 | 20 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 307 | 2 | 47,0 | Tr | 40,3 | 50,0 | 57,0 | 50,2 |
| (02) 17:00 | 342 | 2 | 11 | 23 | 53 | 83 | 100 | 47 | 18 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 342 | 0 | 44,0 | Tr | 41,4 | 49,9 | 57,0 | 49,7 |
| (02) 18:00 | 305 | 4 | 6 | 15 | 53 | 68 | 85 | 41 | 19 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 303 | 2 | 40,0 | Tr | 41,9 | 50,3 | 58,2 | 51,8 |
| (02) 19:00 | 261 | 0 | 2 | 11 | 25 | 59 | 77 | 52 | 21 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 261 | 0 | 35,0 | Tr | 45,1 | 52,2 | 59,6 | 62,8 |
| (02) 20:00 | 156 | 1 | 1 | 2 | 17 | 17 | 41 | 37 | 30 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 156 | 0 | 33,0 | Tr | 45,7 | 54,9 | 62,8 | 75,6 |
| (02) 21:00 | 80 | 0 | 0 | 2 | 5 | 10 | 15 | 21 | 12 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 80 | 0 | 30,0 | Tr | 47,5 | 56,9 | 66,4 | 78,8 |
| (02) 22:00 | 67 | 5 | 4 | 2 | 4 | 11 | 13 | 14 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 28,0 | Tr | 37,6 | 52,9 | 62,2 | 61,2 |
| (02) 23:00 | 24 | 0 | 1 | 1 | 2 | 2 | 6 | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 26,0 | Tr | 44,0 | 55,0 | 65,7 | 75,0 |
| (03) 00:00 | 11 | 0 | 1 | 1 | 0 | 3 | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 24,0 | Tr | 38,3 | 51,3 | 68,4 | 54,5 |
| Summe | 4040 | 83 | 159 | 278 | 570 | 846 | 1112 | 556 | 252 | 105 | 35 | 18 | 11 | 3 | 0 | 0 | 4028 | 12 | | | 40,7 | 50,4 | 58,4 | 51,9 |

Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 8804
 Geräte-Typ : NC200

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 929 | 748 | 114 | 66 | 928 | 1 |
| | | 80,6% | 12,3% | 7,1% | 100,0% | |
| 10 - 15 (MT) | 1394 | 1174 | 153 | 61 | 1388 | 6 |
| | | 84,6% | 11,0% | 4,4% | 100,0% | |
| 15 - 19 (NM) | 1217 | 1057 | 104 | 52 | 1213 | 4 |
| | | 87,1% | 8,6% | 4,3% | 100,0% | |
| 06 - 22 (Tag) | 3843 | 3242 | 394 | 196 | 3832 | 11 |
| | | 84,6% | 10,3% | 5,1% | 100,0% | |
| 22 - 06 (Nacht) | 197 | 128 | 29 | 39 | 196 | 1 |
| | | 65,3% | 14,8% | 19,9% | 100,0% | |
| Total | 4040 | 3370 | 423 | 235 | 4028 | 12 |
| | | 83,7% | 10,5% | 5,8% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 929 | 748 | 114 | 66 | 928 | 1 |
| | | 80,6% | 12,3% | 7,1% | 100,0% | |
| 10 - 15 (MT) | 1394 | 1174 | 153 | 61 | 1388 | 6 |
| | | 84,6% | 11,0% | 4,4% | 100,0% | |
| 15 - 19 (NM) | 1217 | 1057 | 104 | 52 | 1213 | 4 |
| | | 87,1% | 8,6% | 4,3% | 100,0% | |
| 06 - 22 (Tag) | 3843 | 3242 | 394 | 196 | 3832 | 11 |
| | | 84,6% | 10,3% | 5,1% | 100,0% | |
| 22 - 06 (Nacht) | 197 | 128 | 29 | 39 | 196 | 1 |
| | | 65,3% | 14,8% | 19,9% | 100,0% | |
| Total | 4040 | 3370 | 423 | 235 | 4028 | 12 |
| | | 83,7% | 10,5% | 5,8% | 100,0% | |

Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 8804
 Geräte-Typ : NC200

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 929 | 7 | 42 | 82 | 131 | 180 | 266 | 114 | 64 | 25 | 10 | 4 | 2 | 1 | 0 | 0 | 928 | 1 | 40,3 | 50,4 | 58,5 | 486 | |
| | | 0,8% | 4,5% | 8,8% | 14,1% | 19,4% | 28,7% | 12,3% | 6,9% | 2,7% | 1,1% | 0,4% | 0,2% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 52,4% | |
| 10 - 15 (MT) | 1394 | 52 | 75 | 108 | 222 | 328 | 369 | 159 | 42 | 17 | 9 | 5 | 2 | 0 | 0 | 0 | 1388 | 6 | 38,8 | 48,6 | 55,8 | 603 | |
| | | 3,7% | 5,4% | 7,8% | 16,0% | 23,6% | 26,6% | 11,5% | 3,0% | 1,2% | 0,6% | 0,4% | 0,1% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 43,4% | |
| 15 - 19 (NM) | 1217 | 16 | 32 | 69 | 175 | 276 | 355 | 177 | 78 | 23 | 4 | 4 | 3 | 1 | 0 | 0 | 1213 | 4 | 41,9 | 50,5 | 58,1 | 645 | |
| | | 1,3% | 2,6% | 5,7% | 14,4% | 22,8% | 29,3% | 14,6% | 6,4% | 1,9% | 0,3% | 0,3% | 0,2% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 53,2% | |
| 06 - 22 (Tag) | 3843 | 81 | 154 | 265 | 554 | 822 | 1059 | 522 | 235 | 88 | 26 | 15 | 9 | 2 | 0 | 0 | 3832 | 11 | 40,7 | 50,2 | 58,1 | 1956 | |
| | | 2,1% | 4,0% | 6,9% | 14,5% | 21,5% | 27,6% | 13,6% | 6,1% | 2,3% | 0,7% | 0,4% | 0,2% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 51,0% | |
| 22 - 06 (Nacht) | 197 | 2 | 5 | 13 | 16 | 24 | 53 | 34 | 17 | 17 | 9 | 3 | 2 | 1 | 0 | 0 | 196 | 1 | 42,9 | 53,6 | 65,8 | 136 | |
| | | 1,0% | 2,6% | 6,6% | 8,2% | 12,2% | 27,0% | 17,3% | 8,7% | 8,7% | 4,6% | 1,5% | 1,0% | 0,5% | 0,0% | 0,0% | 100,0% | | | | | 69,4% | |
| Total | 4040 | 83 | 159 | 278 | 570 | 846 | 1112 | 556 | 252 | 105 | 35 | 18 | 11 | 3 | 0 | 0 | 4028 | 12 | 40,7 | 50,4 | 58,4 | 2092 | |
| | | 2,1% | 3,9% | 6,9% | 14,2% | 21,0% | 27,6% | 13,8% | 6,3% | 2,6% | 0,9% | 0,4% | 0,3% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 51,9% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 929 | 7 | 42 | 82 | 131 | 180 | 266 | 114 | 64 | 25 | 10 | 4 | 2 | 1 | 0 | 0 | 928 | 1 | 40,3 | 50,4 | 58,5 | 486 | |
| | | 0,8% | 4,5% | 8,8% | 14,1% | 19,4% | 28,7% | 12,3% | 6,9% | 2,7% | 1,1% | 0,4% | 0,2% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 52,4% | |
| 10 - 15 (MT) | 1394 | 52 | 75 | 108 | 222 | 328 | 369 | 159 | 42 | 17 | 9 | 5 | 2 | 0 | 0 | 0 | 1388 | 6 | 38,8 | 48,6 | 55,8 | 603 | |
| | | 3,7% | 5,4% | 7,8% | 16,0% | 23,6% | 26,6% | 11,5% | 3,0% | 1,2% | 0,6% | 0,4% | 0,1% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 43,4% | |
| 15 - 19 (NM) | 1217 | 16 | 32 | 69 | 175 | 276 | 355 | 177 | 78 | 23 | 4 | 4 | 3 | 1 | 0 | 0 | 1213 | 4 | 41,9 | 50,5 | 58,1 | 645 | |
| | | 1,3% | 2,6% | 5,7% | 14,4% | 22,8% | 29,3% | 14,6% | 6,4% | 1,9% | 0,3% | 0,3% | 0,2% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 53,2% | |
| 06 - 22 (Tag) | 3843 | 81 | 154 | 265 | 554 | 822 | 1059 | 522 | 235 | 88 | 26 | 15 | 9 | 2 | 0 | 0 | 3832 | 11 | 40,7 | 50,2 | 58,1 | 1956 | |
| | | 2,1% | 4,0% | 6,9% | 14,5% | 21,5% | 27,6% | 13,6% | 6,1% | 2,3% | 0,7% | 0,4% | 0,2% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 51,0% | |
| 22 - 06 (Nacht) | 197 | 2 | 5 | 13 | 16 | 24 | 53 | 34 | 17 | 17 | 9 | 3 | 2 | 1 | 0 | 0 | 196 | 1 | 42,9 | 53,6 | 65,8 | 136 | |
| | | 1,0% | 2,6% | 6,6% | 8,2% | 12,2% | 27,0% | 17,3% | 8,7% | 8,7% | 4,6% | 1,5% | 1,0% | 0,5% | 0,0% | 0,0% | 100,0% | | | | | 69,4% | |
| Total | 4040 | 83 | 159 | 278 | 570 | 846 | 1112 | 556 | 252 | 105 | 35 | 18 | 11 | 3 | 0 | 0 | 4028 | 12 | 40,7 | 50,4 | 58,4 | 2092 | |
| | | 2,1% | 3,9% | 6,9% | 14,2% | 21,0% | 27,6% | 13,8% | 6,3% | 2,6% | 0,9% | 0,4% | 0,3% | 0,1% | 0,0% | 0,0% | 100,0% | | | | | 51,9% | |

Projekt : NC200
 Strasse : B 198 - Mühlenstrasse
 Richtung : Röbel

Bearbeiter : RM
 Geräte-Nr. : 8804
 Geräte-Typ : NC200

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 11:00 | 308 | 263 | 34 | 10 | 307 | 1 | 36 | Tr |
| | 12 - 18 (NM) | 17:00 | 342 | 290 | 35 | 17 | 342 | 0 | 44 | Tr |
| | 18 - 22 (Abend) | 19:00 | 261 | 237 | 16 | 8 | 261 | 0 | 35 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 84 | 61 | 12 | 11 | 84 | 0 | 21 | Tr |

Inhaltsverzeichnis

Statistische Auswertung

Q8 – MST 15

Querschnitts-Berechnung

Längenbericht
Statistik Zeitraum/Längenklassen

Fahrtrichtung 1/ → Lärz

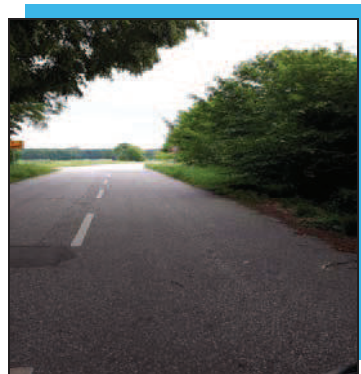
Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit

Fahrtrichtung 2/ → Buschhof

Grafische Auswertung
Längenbericht
Geschwindigkeitsbericht
Statistik Länge/Geschwindigkeit



Rtg. Lärz



Rtg. Buschhof

| | |
|------------------------------|--|
| Projekt : TCRVIRTUAL | Kurzbezeichnung : GQ - Q8 - MST 15 |
| Strasse : MST 15 | Geräte-Nr. : 1000 |
| Richtung : Gesamtquerschnitt | Geräte-Typ : TCRVIRTUAL |
| Stadt : Mirow2016 | Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00 |
| Land : MV | Geschw.lt.STVO : 50 |
| | Intervall : 60 |
| | Staat : D |
| | Bearbeiter : MVT |

Strassenzustand
 + Zustand: X Naß X Normal X Trocken

DTV-Berechnung
 + Formelbezeichnung: - Formel:
 - Faktor:
 + Berücksichtigungen: - Strassenzustand - Zeiträume
 - Längenklassen - Geschwindigkeitsklassen
 - Datumsbereich:

Längenklassen PKW (5,2) TP/LKW (9,8) LZ/BUS (25,0) **Geschw.-klassen** 30,35,40,45,50,55,60,65,70,75,80,90,100,110,120

| | | | | | | | |
|------------------|-------------------|--------------|--------------|----------------------|-------------------|--------------|--------------|
| Zeiträume | 06 - 10 (VM) | von 06:00:00 | bis 10:00:00 | Spitzenzeiten | 06 - 12 (VM) | von 06:00:00 | bis 12:00:00 |
| | 10 - 15 (MT) | von 10:00:00 | bis 15:00:00 | | 12 - 18 (NM) | von 12:00:00 | bis 18:00:00 |
| | 15 - 19 (NM) | von 15:00:00 | bis 19:00:00 | | 18 - 22 (Abend) | von 18:00:00 | bis 22:00:00 |
| | 06 - 22 (Tag) | von 06:00:00 | bis 22:00:00 | | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 |
| | 22 - 06 (Nacht) | von 22:00:00 | bis 06:00:00 | | | | |
| | Total | von 00:00:00 | bis 23:59:59 | | | | |

MVT-Traffic ©

Projekt : TCRVIRTUAL
 Strasse : MST 15
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (20 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for vehicle distribution data] | | | | | | | | | |
| (02) 01:00 | 2 | 2 | 0 | 0 | 2 | 0 | 18,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 02:00 | 1 | 0 | 1 | 0 | 1 | 0 | 17,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 03:00 | 3 | 1 | 2 | 0 | 3 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 04:00 | 1 | 1 | 0 | 0 | 1 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 06:00 | 9 | 7 | 2 | 0 | 9 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 07:00 | 15 | 10 | 5 | 0 | 15 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 08:00 | 11 | 5 | 4 | 2 | 11 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 09:00 | 4 | 2 | 1 | 1 | 4 | 0 | 16,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 10:00 | 20 | 12 | 5 | 3 | 20 | 0 | 18,5 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 11:00 | 18 | 7 | 9 | 2 | 18 | 0 | 24,0 | Tr | [Bar chart data] | | | | | | | | | |
| (02) 12:00 | 11 | 7 | 1 | 3 | 11 | 0 | 33,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 13:00 | 18 | 11 | 6 | 1 | 18 | 0 | 32,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 14:00 | 16 | 6 | 8 | 2 | 16 | 0 | 28,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 15:00 | 11 | 5 | 3 | 3 | 11 | 0 | 26,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 16:00 | 14 | 10 | 4 | 0 | 14 | 0 | 25,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 17:00 | 20 | 9 | 7 | 4 | 20 | 0 | 24,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 18:00 | 5 | 5 | 0 | 0 | 5 | 0 | 23,5 | Na | [Bar chart data] | | | | | | | | | |
| (02) 19:00 | 15 | 11 | 4 | 0 | 15 | 0 | 23,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 20:00 | 8 | 6 | 2 | 0 | 8 | 0 | 22,5 | Na | [Bar chart data] | | | | | | | | | |
| (02) 21:00 | 7 | 5 | 2 | 0 | 7 | 0 | 21,5 | Na | [Bar chart data] | | | | | | | | | |
| (02) 22:00 | 8 | 4 | 4 | 0 | 8 | 0 | 21,0 | Na | [Bar chart data] | | | | | | | | | |
| (02) 23:00 | 5 | 3 | 2 | 0 | 5 | 0 | 20,5 | Na | [Bar chart data] | | | | | | | | | |
| (03) 00:00 | 3 | 2 | 1 | 0 | 3 | 0 | 20,0 | Na | [Bar chart data] | | | | | | | | | |
| Summe | 225 | 131 | 73 | 21 | 225 | 0 | | | [Bar chart data] | | | | | | | | | |

Projekt : TCRVIRTUAL
 Strasse : MST 15
 Richtung : Gesamtquerschnitt

Bearbeiter : MVT
 Geräte-Nr. : 1000
 Geräte-Typ : TCRVIRTUAL

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 50 | 29 | 15 | 6 | 50 | 0 |
| | | 58,0% | 30,0% | 12,0% | 100,0% | |
| 10 - 15 (MT) | 74 | 36 | 27 | 11 | 74 | 0 |
| | | 48,6% | 36,5% | 14,9% | 100,0% | |
| 15 - 19 (NM) | 54 | 35 | 15 | 4 | 54 | 0 |
| | | 64,8% | 27,8% | 7,4% | 100,0% | |
| 06 - 22 (Tag) | 201 | 115 | 65 | 21 | 201 | 0 |
| | | 57,2% | 32,3% | 10,4% | 100,0% | |
| 22 - 06 (Nacht) | 24 | 16 | 8 | 0 | 24 | 0 |
| | | 66,7% | 33,3% | 0,0% | 100,0% | |
| Total | 225 | 131 | 73 | 21 | 225 | 0 |
| | | 58,2% | 32,4% | 9,3% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 50 | 29 | 15 | 6 | 50 | 0 |
| | | 58,0% | 30,0% | 12,0% | 100,0% | |
| 10 - 15 (MT) | 74 | 36 | 27 | 11 | 74 | 0 |
| | | 48,6% | 36,5% | 14,9% | 100,0% | |
| 15 - 19 (NM) | 54 | 35 | 15 | 4 | 54 | 0 |
| | | 64,8% | 27,8% | 7,4% | 100,0% | |
| 06 - 22 (Tag) | 201 | 115 | 65 | 21 | 201 | 0 |
| | | 57,2% | 32,3% | 10,4% | 100,0% | |
| 22 - 06 (Nacht) | 24 | 16 | 8 | 0 | 24 | 0 |
| | | 66,7% | 33,3% | 0,0% | 100,0% | |
| Total | 225 | 131 | 73 | 21 | 225 | 0 |
| | | 58,2% | 32,4% | 9,3% | 100,0% | |

Verkehrstechnik Laube

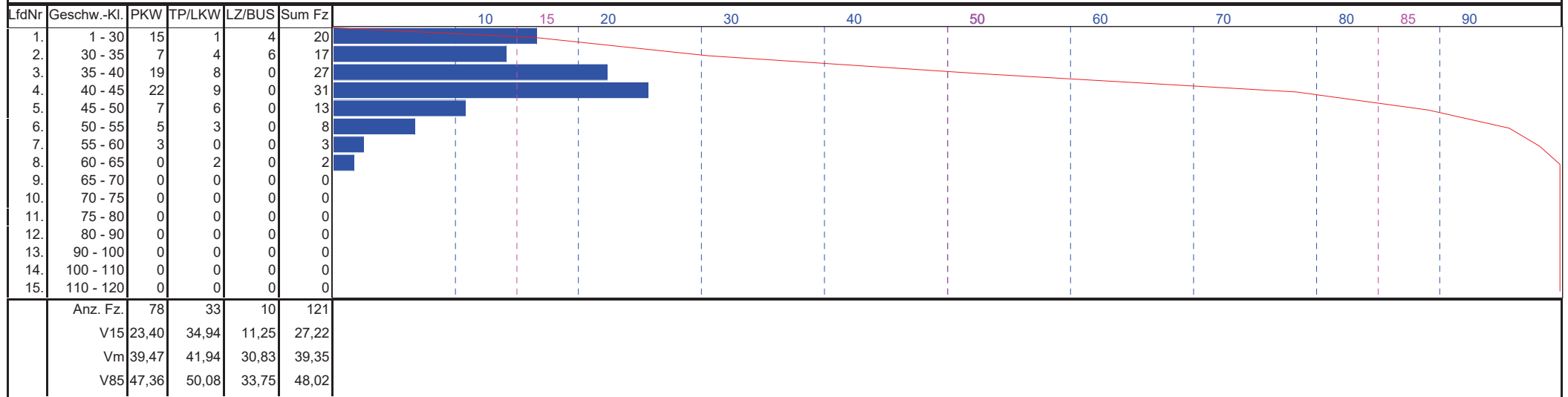
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : MST 15
 Richtung : Lärz
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q8A
 Geräte-Nr. : 0284
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC97
 Strasse : MST 15
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 0284
 Geräte-Typ : NC97

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (15 = 100%) | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--------|--------|----------|
| | | | | | | | | | PKW | TP/LKW | LZ/BUS | sonstige |
| (02) 01:00 | 1 | 1 | 0 | 0 | 1 | 0 | 18,0 | Tr | 100 | 0 | 0 | 0 |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | 0 | 0 | 0 | 0 |
| (02) 03:00 | 2 | 0 | 2 | 0 | 2 | 0 | 16,0 | Tr | 0 | 100 | 0 | 0 |
| (02) 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | 0 | 0 | 0 | 0 |
| (02) 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | 0 | 0 | 0 | 0 |
| (02) 06:00 | 3 | 2 | 1 | 0 | 3 | 0 | 16,0 | Tr | 66,7 | 33,3 | 0 | 0 |
| (02) 07:00 | 8 | 5 | 3 | 0 | 8 | 0 | 16,0 | Tr | 62,5 | 37,5 | 0 | 0 |
| (02) 08:00 | 4 | 1 | 3 | 0 | 4 | 0 | 16,0 | Tr | 25 | 75 | 0 | 0 |
| (02) 09:00 | 2 | 1 | 0 | 1 | 2 | 0 | 16,0 | Tr | 50 | 50 | 0 | 0 |
| (02) 10:00 | 11 | 7 | 3 | 1 | 11 | 0 | 18,0 | Tr | 63,6 | 36,4 | 0 | 0 |
| (02) 11:00 | 11 | 5 | 5 | 1 | 11 | 0 | 21,0 | Tr | 45,5 | 45,5 | 9,0 | 0 |
| (02) 12:00 | 6 | 4 | 0 | 2 | 6 | 0 | 32,0 | Tr | 66,7 | 33,3 | 0 | 0 |
| (02) 13:00 | 10 | 9 | 1 | 0 | 10 | 0 | 37,0 | Tr | 90 | 10 | 0 | 0 |
| (02) 14:00 | 7 | 4 | 2 | 1 | 7 | 0 | 30,0 | Tr | 57,1 | 28,6 | 14,3 | 0 |
| (02) 15:00 | 4 | 3 | 0 | 1 | 4 | 0 | 28,0 | Tr | 75 | 25 | 0 | 0 |
| (02) 16:00 | 7 | 4 | 3 | 0 | 7 | 0 | 26,0 | Tr | 57,1 | 42,9 | 0 | 0 |
| (02) 17:00 | 15 | 7 | 5 | 3 | 15 | 0 | 24,0 | Tr | 46,7 | 33,3 | 16,7 | 3,3 |
| (02) 18:00 | 5 | 5 | 0 | 0 | 5 | 0 | 24,0 | Tr | 100 | 0 | 0 | 0 |
| (02) 19:00 | 8 | 7 | 1 | 0 | 8 | 0 | 24,0 | Tr | 87,5 | 12,5 | 0 | 0 |
| (02) 20:00 | 5 | 4 | 1 | 0 | 5 | 0 | 23,0 | Tr | 80 | 20 | 0 | 0 |
| (02) 21:00 | 4 | 4 | 0 | 0 | 4 | 0 | 22,0 | Tr | 100 | 0 | 0 | 0 |
| (02) 22:00 | 5 | 3 | 2 | 0 | 5 | 0 | 21,0 | Tr | 60 | 40 | 0 | 0 |
| (02) 23:00 | 2 | 2 | 0 | 0 | 2 | 0 | 21,0 | Tr | 100 | 0 | 0 | 0 |
| (03) 00:00 | 1 | 0 | 1 | 0 | 1 | 0 | 20,0 | Tr | 0 | 100 | 0 | 0 |
| Summe | 121 | 78 | 33 | 10 | 121 | 0 | | | | | | |

Projekt : NC97
 Strasse : MST 15
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 0284
 Geräte-Typ : NC97

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1- S15 | D I F | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18,0 | Tr | 35,8 | 37,5 | 39,3 | 0,0 |
| (02) 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 03:00 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16,0 | Tr | 36,5 | 40,0 | 43,5 | 0,0 |
| (02) 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 06:00 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16,0 | Tr | 13,5 | 37,5 | 62,8 | 33,3 |
| (02) 07:00 | 8 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16,0 | Tr | 18,0 | 36,7 | 42,0 | 0,0 |
| (02) 08:00 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 16,0 | Tr | 33,0 | 36,7 | 39,0 | 0,0 |
| (02) 09:00 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16,0 | Tr | 31,5 | 55,0 | 58,5 | 50,0 |
| (02) 10:00 | 11 | 1 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 18,0 | Tr | 33,3 | 39,4 | 43,4 | 0,0 |
| (02) 11:00 | 11 | 1 | 2 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21,0 | Tr | 31,6 | 38,1 | 50,9 | 18,2 |
| (02) 12:00 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 32,0 | Tr | 6,8 | 22,5 | 32,8 | 0,0 |
| (02) 13:00 | 10 | 1 | 2 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 37,0 | Tr | 31,3 | 41,3 | 51,3 | 20,0 |
| (02) 14:00 | 7 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 30,0 | Tr | 30,3 | 37,5 | 47,4 | 0,0 |
| (02) 15:00 | 4 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 28,0 | Tr | 18,0 | 50,0 | 53,5 | 50,0 |
| (02) 16:00 | 7 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 26,0 | Tr | 40,9 | 42,9 | 45,0 | 0,0 |
| (02) 17:00 | 15 | 4 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 24,0 | Tr | 16,9 | 35,8 | 44,6 | 0,0 |
| (02) 18:00 | 5 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 24,0 | Tr | 33,8 | 43,8 | 56,3 | 40,0 |
| (02) 19:00 | 8 | 1 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 24,0 | Tr | 36,0 | 45,0 | 48,5 | 0,0 |
| (02) 20:00 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 23,0 | Tr | 22,5 | 52,5 | 61,3 | 60,0 |
| (02) 21:00 | 4 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 22,0 | Tr | 18,0 | 40,0 | 47,0 | 0,0 |
| (02) 22:00 | 5 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 21,0 | Tr | 22,5 | 41,3 | 46,3 | 0,0 |
| (02) 23:00 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 21,0 | Tr | 36,5 | 40,0 | 43,5 | 0,0 |
| (03) 00:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20,0 | Tr | 45,8 | 47,5 | 49,3 | 0,0 |
| Summe | 121 | 20 | 17 | 27 | 31 | 13 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | | | 27,2 | 39,4 | 48,0 | 10,7 |

Projekt : NC97
 Strasse : MST 15
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 0284
 Geräte-Typ : NC97

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 25 | 14 | 9 | 2 | 25 | 0 |
| | | 56,0% | 36,0% | 8,0% | 100,0% | |
| 10 - 15 (MT) | 38 | 25 | 8 | 5 | 38 | 0 |
| | | 65,8% | 21,1% | 13,2% | 100,0% | |
| 15 - 19 (NM) | 35 | 23 | 9 | 3 | 35 | 0 |
| | | 65,7% | 25,7% | 8,6% | 100,0% | |
| 06 - 22 (Tag) | 112 | 73 | 29 | 10 | 112 | 0 |
| | | 65,2% | 25,9% | 8,9% | 100,0% | |
| 22 - 06 (Nacht) | 9 | 5 | 4 | 0 | 9 | 0 |
| | | 55,6% | 44,4% | 0,0% | 100,0% | |
| Total | 121 | 78 | 33 | 10 | 121 | 0 |
| | | 64,5% | 27,3% | 8,3% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 25 | 14 | 9 | 2 | 25 | 0 |
| | | 56,0% | 36,0% | 8,0% | 100,0% | |
| 10 - 15 (MT) | 38 | 25 | 8 | 5 | 38 | 0 |
| | | 65,8% | 21,1% | 13,2% | 100,0% | |
| 15 - 19 (NM) | 35 | 23 | 9 | 3 | 35 | 0 |
| | | 65,7% | 25,7% | 8,6% | 100,0% | |
| 06 - 22 (Tag) | 112 | 73 | 29 | 10 | 112 | 0 |
| | | 65,2% | 25,9% | 8,9% | 100,0% | |
| 22 - 06 (Nacht) | 9 | 5 | 4 | 0 | 9 | 0 |
| | | 55,6% | 44,4% | 0,0% | 100,0% | |
| Total | 121 | 78 | 33 | 10 | 121 | 0 |
| | | 64,5% | 27,3% | 8,3% | 100,0% | |

Projekt : NC97
 Strasse : MST 15
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 0284
 Geräte-Typ : NC97

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % km/h | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|------------------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 25 | 3 | 4 | 10 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 30,9 | 37,8 | 43,0 | 1 | |
| | | 12,0% | 16,0% | 40,0% | 28,0% | 0,0% | 0,0% | 4,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 4,0% | |
| 10 - 15 (MT) | 38 | 8 | 8 | 8 | 6 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 21,4 | 36,9 | 50,3 | 6 | |
| | | 21,1% | 21,1% | 21,1% | 15,8% | 5,3% | 15,8% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 15,8% | |
| 15 - 19 (NM) | 35 | 5 | 4 | 4 | 13 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 30,3 | 41,7 | 47,7 | 2 | |
| | | 14,3% | 11,4% | 11,4% | 37,1% | 20,0% | 2,9% | 2,9% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 5,7% | |
| 06 - 22 (Tag) | 112 | 19 | 17 | 23 | 29 | 12 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 26,5 | 39,3 | 48,0 | 12 | |
| | | 17,0% | 15,2% | 20,5% | 25,9% | 10,7% | 7,1% | 2,7% | 0,9% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 10,7% | |
| 22 - 06 (Nacht) | 9 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 35,4 | 39,4 | 48,3 | 1 | |
| | | 11,1% | 0,0% | 44,4% | 22,2% | 11,1% | 0,0% | 0,0% | 11,1% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 11,1% | |
| Total | 121 | 20 | 17 | 27 | 31 | 13 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 27,2 | 39,4 | 48,0 | 13 | |
| | | 16,5% | 14,0% | 22,3% | 25,6% | 10,7% | 6,6% | 2,5% | 1,7% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 10,7% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 25 | 3 | 4 | 10 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 30,9 | 37,8 | 43,0 | 1 | |
| | | 12,0% | 16,0% | 40,0% | 28,0% | 0,0% | 0,0% | 4,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 4,0% | |
| 10 - 15 (MT) | 38 | 8 | 8 | 8 | 6 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 21,4 | 36,9 | 50,3 | 6 | |
| | | 21,1% | 21,1% | 21,1% | 15,8% | 5,3% | 15,8% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 15,8% | |
| 15 - 19 (NM) | 35 | 5 | 4 | 4 | 13 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 30,3 | 41,7 | 47,7 | 2 | |
| | | 14,3% | 11,4% | 11,4% | 37,1% | 20,0% | 2,9% | 2,9% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 5,7% | |
| 06 - 22 (Tag) | 112 | 19 | 17 | 23 | 29 | 12 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 26,5 | 39,3 | 48,0 | 12 | |
| | | 17,0% | 15,2% | 20,5% | 25,9% | 10,7% | 7,1% | 2,7% | 0,9% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 10,7% | |
| 22 - 06 (Nacht) | 9 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 35,4 | 39,4 | 48,3 | 1 | |
| | | 11,1% | 0,0% | 44,4% | 22,2% | 11,1% | 0,0% | 0,0% | 11,1% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 11,1% | |
| Total | 121 | 20 | 17 | 27 | 31 | 13 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 27,2 | 39,4 | 48,0 | 13 | |
| | | 16,5% | 14,0% | 22,3% | 25,6% | 10,7% | 6,6% | 2,5% | 1,7% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 10,7% | |

Projekt : NC97
 Strasse : MST 15
 Richtung : Lärz

Bearbeiter : RM
 Geräte-Nr. : 0284
 Geräte-Typ : NC97

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 10:00 | 11 | 7 | 3 | 1 | 11 | 0 | 18 | Tr |
| | 12 - 18 (NM) | 17:00 | 15 | 7 | 5 | 3 | 15 | 0 | 24 | Tr |
| | 18 - 22 (Abend) | 19:00 | 8 | 7 | 1 | 0 | 8 | 0 | 24 | Tr |
| | 22 - 06 (Nacht) | 06:00 | 3 | 2 | 1 | 0 | 3 | 0 | 16 | Tr |

Verkehrstechnik Laube

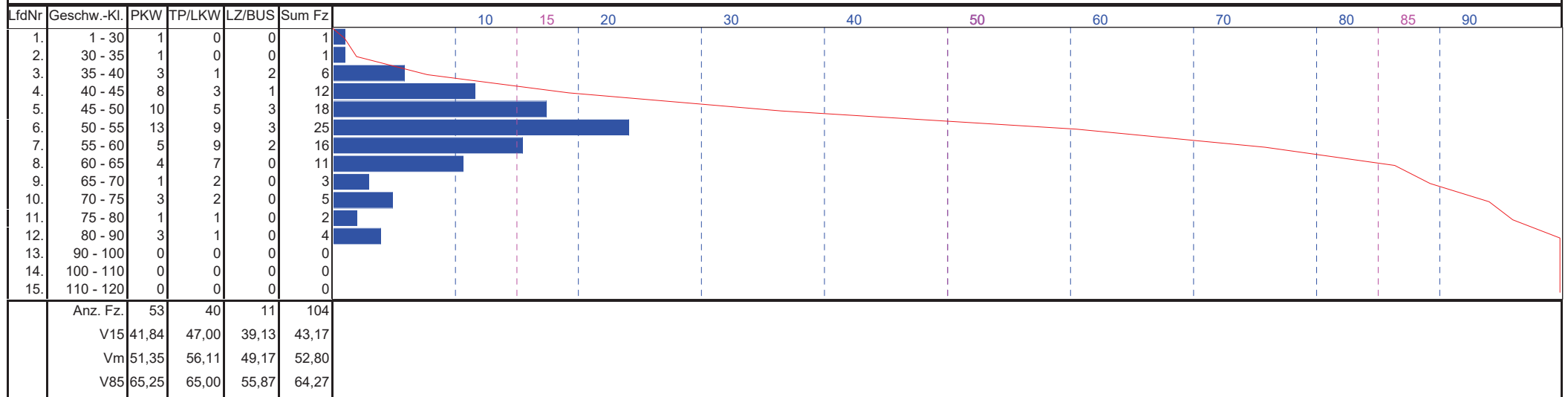
www.vtl-md.de

Projekt : TCR-Daten
 Strasse : MST 15
 Richtung : Buschhof
 Stadt : Mirow2016
 Land : MV

Kurzbezeichnung : Q8B
 Geräte-Nr. : 0272
 Zeitraum : 02.06.2016 00:00 - 03.06.2016 00:00
 Geschw.lt.STVO : 50
 Staat : D
 Intervall : 60
 Bearbeiter : RM

MVT-Traffic ©

Relative Häufigkeit



Projekt : NC97
 Strasse : MST 15
 Richtung : Buschhof

Bearbeiter : RM
 Geräte-Nr. : 0272
 Geräte-Typ : NC97

| (Tag) Zeit | ge-zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T | Anzahl der Kfz in [%] (9 = 100%) | | | | | | | | | |
|------------|----------|-----------|--------------|--------------|------------------|-------------|---------|-------------|---|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | [Empty cells for vehicle distribution data] | | | | | | | | | |
| (02) 01:00 | 1 | 1 | 0 | 0 | 1 | 0 | 18,0 | Tr | | | | | | | | | | |
| (02) 02:00 | 1 | 0 | 1 | 0 | 1 | 0 | 18,0 | Tr | | | | | | | | | | |
| (02) 03:00 | 1 | 1 | 0 | 0 | 1 | 0 | 16,0 | Tr | | | | | | | | | | |
| (02) 04:00 | 1 | 1 | 0 | 0 | 1 | 0 | 16,0 | Tr | | | | | | | | | | |
| (02) 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | | | | | | | | | | |
| (02) 06:00 | 6 | 5 | 1 | 0 | 6 | 0 | 16,0 | Tr | | | | | | | | | | |
| (02) 07:00 | 7 | 5 | 2 | 0 | 7 | 0 | 16,0 | Tr | | | | | | | | | | |
| (02) 08:00 | 7 | 4 | 1 | 2 | 7 | 0 | 16,0 | Tr | | | | | | | | | | |
| (02) 09:00 | 2 | 1 | 1 | 0 | 2 | 0 | 16,0 | Tr | | | | | | | | | | |
| (02) 10:00 | 9 | 5 | 2 | 2 | 9 | 0 | 19,0 | Tr | | | | | | | | | | |
| (02) 11:00 | 7 | 2 | 4 | 1 | 7 | 0 | 27,0 | Tr | | | | | | | | | | |
| (02) 12:00 | 5 | 3 | 1 | 1 | 5 | 0 | 34,0 | Na | | | | | | | | | | |
| (02) 13:00 | 8 | 2 | 5 | 1 | 8 | 0 | 27,0 | Na | | | | | | | | | | |
| (02) 14:00 | 9 | 2 | 6 | 1 | 9 | 0 | 26,0 | Na | | | | | | | | | | |
| (02) 15:00 | 7 | 2 | 3 | 2 | 7 | 0 | 24,0 | Na | | | | | | | | | | |
| (02) 16:00 | 7 | 6 | 1 | 0 | 7 | 0 | 24,0 | Na | | | | | | | | | | |
| (02) 17:00 | 5 | 2 | 2 | 1 | 5 | 0 | 24,0 | Na | | | | | | | | | | |
| (02) 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 23,0 | Na | | | | | | | | | | |
| (02) 19:00 | 7 | 4 | 3 | 0 | 7 | 0 | 22,0 | Na | | | | | | | | | | |
| (02) 20:00 | 3 | 2 | 1 | 0 | 3 | 0 | 22,0 | Na | | | | | | | | | | |
| (02) 21:00 | 3 | 1 | 2 | 0 | 3 | 0 | 21,0 | Na | | | | | | | | | | |
| (02) 22:00 | 3 | 1 | 2 | 0 | 3 | 0 | 21,0 | Na | | | | | | | | | | |
| (02) 23:00 | 3 | 1 | 2 | 0 | 3 | 0 | 20,0 | Na | | | | | | | | | | |
| (03) 00:00 | 2 | 2 | 0 | 0 | 2 | 0 | 20,0 | Na | | | | | | | | | | |
| Summe | 104 | 53 | 40 | 11 | 104 | 0 | | | | | | | | | | | | |

Projekt : NC97
 Strasse : MST 15
 Richtung : Buschhof

Bearbeiter : RM
 Geräte-Nr. : 0272
 Geräte-Typ : NC97

| (Tag) Zeit | ge-zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ S1-S15 | D l | T °C | W E T | V15 km/h | Vm km/h | V85 km/h | >50 % |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|---------------|--------|---------|-------------|-------------|------------|-------------|----------|
| (02) 01:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 18,0 | Tr | 81,5 | 85,0 | 88,5 | 100,0 |
| (02) 02:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 18,0 | Tr | 75,8 | 77,5 | 79,3 | 100,0 |
| (02) 03:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16,0 | Tr | 60,8 | 62,5 | 64,3 | 100,0 |
| (02) 04:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16,0 | Tr | 35,8 | 37,5 | 39,3 | 0,0 |
| (02) 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16,0 | Tr | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 06:00 | 6 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 16,0 | Tr | 47,3 | 51,7 | 65,5 | 66,7 |
| (02) 07:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 16,0 | Tr | 60,1 | 63,1 | 69,8 | 100,0 |
| (02) 08:00 | 7 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 16,0 | Tr | 40,1 | 46,3 | 54,8 | 28,6 |
| (02) 09:00 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16,0 | Tr | 41,5 | 55,0 | 58,5 | 50,0 |
| (02) 10:00 | 9 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 19,0 | Tr | 46,8 | 52,5 | 63,3 | 77,8 |
| (02) 11:00 | 7 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 27,0 | Tr | 50,1 | 53,1 | 59,8 | 85,7 |
| (02) 12:00 | 5 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 34,0 | Na | 41,3 | 44,2 | 66,3 | 40,0 |
| (02) 13:00 | 8 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 27,0 | Na | 46,0 | 57,0 | 59,8 | 75,0 |
| (02) 14:00 | 9 | 1 | 0 | 1 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 26,0 | Na | 36,8 | 48,8 | 56,6 | 44,4 |
| (02) 15:00 | 7 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24,0 | Na | 40,1 | 46,3 | 59,8 | 28,6 |
| (02) 16:00 | 7 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24,0 | Na | 40,3 | 46,9 | 49,9 | 14,3 |
| (02) 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 24,0 | Na | 53,8 | 62,5 | 73,1 | 100,0 |
| (02) 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23,0 | Na | 0,0 | 0,0 | 0,0 | 0,0 |
| (02) 19:00 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 22,0 | Na | 52,6 | 61,3 | 74,8 | 100,0 |
| (02) 20:00 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 22,0 | Na | 47,3 | 52,5 | 85,5 | 66,7 |
| (02) 21:00 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 21,0 | Na | 51,1 | 53,8 | 57,8 | 100,0 |
| (02) 22:00 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 21,0 | Na | 52,3 | 57,5 | 62,8 | 100,0 |
| (02) 23:00 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 20,0 | Na | 37,3 | 47,5 | 52,8 | 33,3 |
| (03) 00:00 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20,0 | Na | 41,5 | 45,0 | 48,5 | 0,0 |
| Summe | 104 | 1 | 1 | 6 | 12 | 18 | 25 | 16 | 11 | 3 | 5 | 2 | 4 | 0 | 0 | 0 | 104 | 0 | | | 43,2 | 52,8 | 64,3 | 63,5 |

Projekt : NC97
 Strasse : MST 15
 Richtung : Buschhof

Bearbeiter : RM
 Geräte-Nr. : 0272
 Geräte-Typ : NC97

| Zeit | ge- zählt | L1 PKW 5,2 | L2 TP/LKW 9,8 | L3 LZ/BUS 25,0 | KFZ L1- L3 | D I F |
|-------------------|--------------|------------------|---------------------|----------------------|------------------|-------------|
| 02.06.2016 | Donnerstag | | | | | |
| 06 - 10 (VM) | 25 | 15 | 6 | 4 | 25 | 0 |
| | | 60,0% | 24,0% | 16,0% | 100,0% | |
| 10 - 15 (MT) | 36 | 11 | 19 | 6 | 36 | 0 |
| | | 30,6% | 52,8% | 16,7% | 100,0% | |
| 15 - 19 (NM) | 19 | 12 | 6 | 1 | 19 | 0 |
| | | 63,2% | 31,6% | 5,3% | 100,0% | |
| 06 - 22 (Tag) | 89 | 42 | 36 | 11 | 89 | 0 |
| | | 47,2% | 40,4% | 12,4% | 100,0% | |
| 22 - 06 (Nacht) | 15 | 11 | 4 | 0 | 15 | 0 |
| | | 73,3% | 26,7% | 0,0% | 100,0% | |
| Total | 104 | 53 | 40 | 11 | 104 | 0 |
| | | 51,0% | 38,5% | 10,6% | 100,0% | |
| Zusammenfg. | Summe | | | | | |
| 06 - 10 (VM) | 25 | 15 | 6 | 4 | 25 | 0 |
| | | 60,0% | 24,0% | 16,0% | 100,0% | |
| 10 - 15 (MT) | 36 | 11 | 19 | 6 | 36 | 0 |
| | | 30,6% | 52,8% | 16,7% | 100,0% | |
| 15 - 19 (NM) | 19 | 12 | 6 | 1 | 19 | 0 |
| | | 63,2% | 31,6% | 5,3% | 100,0% | |
| 06 - 22 (Tag) | 89 | 42 | 36 | 11 | 89 | 0 |
| | | 47,2% | 40,4% | 12,4% | 100,0% | |
| 22 - 06 (Nacht) | 15 | 11 | 4 | 0 | 15 | 0 |
| | | 73,3% | 26,7% | 0,0% | 100,0% | |
| Total | 104 | 53 | 40 | 11 | 104 | 0 |
| | | 51,0% | 38,5% | 10,6% | 100,0% | |

Projekt : NC97
 Strasse : MST 15
 Richtung : Buschhof

Bearbeiter : RM
 Geräte-Nr. : 0272
 Geräte-Typ : NC97

| Zeit | ge- zählt | S1 30 | S2 35 | S3 40 | S4 45 | S5 50 | S6 55 | S7 60 | S8 65 | S9 70 | S10 75 | S11 80 | S12 90 | S13 100 | S14 110 | S15 120 | KFZ L1- L15 | D I F | V15 km/h | Vm km/h | V85 km/h | >50 % | |
|-------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------------|-------------|-------------|------------|-------------|----------|--|
| 02.06.2016 | Donnerstag | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 25 | 0 | 1 | 1 | 3 | 3 | 6 | 3 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 42,9 | 53,8 | 64,3 | 17 | |
| | | 0,0% | 4,0% | 4,0% | 12,0% | 12,0% | 24,0% | 12,0% | 20,0% | 4,0% | 4,0% | 4,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 68,0% | |
| 10 - 15 (MT) | 36 | 1 | 0 | 2 | 7 | 6 | 7 | 9 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 36 | 0 | 41,7 | 51,4 | 59,2 | 20 | |
| | | 2,8% | 0,0% | 5,6% | 19,4% | 16,7% | 19,4% | 25,0% | 2,8% | 2,8% | 2,8% | 0,0% | 2,8% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 55,6% | |
| 15 - 19 (NM) | 19 | 0 | 0 | 1 | 1 | 4 | 4 | 2 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 46,1 | 54,4 | 71,9 | 13 | |
| | | 0,0% | 0,0% | 5,3% | 5,3% | 21,1% | 21,1% | 10,5% | 15,8% | 0,0% | 15,8% | 0,0% | 5,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 68,4% | |
| 06 - 22 (Tag) | 89 | 1 | 1 | 4 | 11 | 14 | 21 | 16 | 10 | 2 | 5 | 1 | 3 | 0 | 0 | 0 | 89 | 0 | 43,3 | 53,2 | 63,8 | 58 | |
| | | 1,1% | 1,1% | 4,5% | 12,4% | 15,7% | 23,6% | 18,0% | 11,2% | 2,2% | 5,6% | 1,1% | 3,4% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 65,2% | |
| 22 - 06 (Nacht) | 15 | 0 | 0 | 2 | 1 | 4 | 4 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 15 | 0 | 41,3 | 50,6 | 68,8 | 8 | |
| | | 0,0% | 0,0% | 13,3% | 6,7% | 26,7% | 26,7% | 0,0% | 6,7% | 6,7% | 0,0% | 6,7% | 6,7% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 53,3% | |
| Total | 104 | 1 | 1 | 6 | 12 | 18 | 25 | 16 | 11 | 3 | 5 | 2 | 4 | 0 | 0 | 0 | 104 | 0 | 43,2 | 52,8 | 64,3 | 66 | |
| | | 1,0% | 1,0% | 5,8% | 11,5% | 17,3% | 24,0% | 15,4% | 10,6% | 2,9% | 4,8% | 1,9% | 3,8% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 63,5% | |
| Zusammenfg. | Summe | | | | | | | | | | | | | | | | | | | | | | |
| 06 - 10 (VM) | 25 | 0 | 1 | 1 | 3 | 3 | 6 | 3 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 42,9 | 53,8 | 64,3 | 17 | |
| | | 0,0% | 4,0% | 4,0% | 12,0% | 12,0% | 24,0% | 12,0% | 20,0% | 4,0% | 4,0% | 4,0% | 0,0% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 68,0% | |
| 10 - 15 (MT) | 36 | 1 | 0 | 2 | 7 | 6 | 7 | 9 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 36 | 0 | 41,7 | 51,4 | 59,2 | 20 | |
| | | 2,8% | 0,0% | 5,6% | 19,4% | 16,7% | 19,4% | 25,0% | 2,8% | 2,8% | 2,8% | 0,0% | 2,8% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 55,6% | |
| 15 - 19 (NM) | 19 | 0 | 0 | 1 | 1 | 4 | 4 | 2 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 46,1 | 54,4 | 71,9 | 13 | |
| | | 0,0% | 0,0% | 5,3% | 5,3% | 21,1% | 21,1% | 10,5% | 15,8% | 0,0% | 15,8% | 0,0% | 5,3% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 68,4% | |
| 06 - 22 (Tag) | 89 | 1 | 1 | 4 | 11 | 14 | 21 | 16 | 10 | 2 | 5 | 1 | 3 | 0 | 0 | 0 | 89 | 0 | 43,3 | 53,2 | 63,8 | 58 | |
| | | 1,1% | 1,1% | 4,5% | 12,4% | 15,7% | 23,6% | 18,0% | 11,2% | 2,2% | 5,6% | 1,1% | 3,4% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 65,2% | |
| 22 - 06 (Nacht) | 15 | 0 | 0 | 2 | 1 | 4 | 4 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 15 | 0 | 41,3 | 50,6 | 68,8 | 8 | |
| | | 0,0% | 0,0% | 13,3% | 6,7% | 26,7% | 26,7% | 0,0% | 6,7% | 6,7% | 0,0% | 6,7% | 6,7% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 53,3% | |
| Total | 104 | 1 | 1 | 6 | 12 | 18 | 25 | 16 | 11 | 3 | 5 | 2 | 4 | 0 | 0 | 0 | 104 | 0 | 43,2 | 52,8 | 64,3 | 66 | |
| | | 1,0% | 1,0% | 5,8% | 11,5% | 17,3% | 24,0% | 15,4% | 10,6% | 2,9% | 4,8% | 1,9% | 3,8% | 0,0% | 0,0% | 0,0% | 100,0% | | | | | 63,5% | |

Projekt : NC97
 Strasse : MST 15
 Richtung : Buschhof

Bearbeiter : RM
 Geräte-Nr. : 0272
 Geräte-Typ : NC97

| Datum | Bezeichnung | Zeit | ge- zählt | L1 PKW | L2 TP/LKW | L3 LZ/BUS | KFZ L1- L3 | D I F | T °C | W E T |
|------------|-------------------|-------|--------------|-----------|--------------|--------------|------------------|-------------|---------|-------------|
| 02.06.2016 | 06 - 12 (VM) | 10:00 | 9 | 5 | 2 | 2 | 9 | 0 | 19 | Tr |
| | 12 - 18 (NM) | 14:00 | 9 | 2 | 6 | 1 | 9 | 0 | 26 | Na |
| | 18 - 22 (Abend) | 19:00 | 7 | 4 | 3 | 0 | 7 | 0 | 22 | Na |
| | 22 - 06 (Nacht) | 06:00 | 6 | 5 | 1 | 0 | 6 | 0 | 16 | Tr |

Anlage 2

Auswertung Verkehrserhebung KP L 25/ MÜR 15 in Buschhof

Donnerstag, 02.06.2016 [06-18 Uhr]

| | |
|------------|------------------------------|
| | Ergebniszusammenfassung |
| Anlage 2.1 | Zusammenfassung tabellarisch |
| Anlage 2.2 | Zusammenfassung grafisch |

Anlage 2.1

Auswertung Verkehrserhebung KP L 25/ MÜR 15 in Buschhof

Donnerstag, 02.06.2016 [06-18 Uhr]

Ergebniszusammenfassung tabellarisch

Blatt 2.1.1 Zusammenfassung Gesamtknotenpunkt

Blatt 2.1.2 Zusammenfassung Gesamtverkehr

Blatt 2.1.3 Zusammenfassung Schwerverkehr

Zufahrt Nord: MÜR 15

Blatt 2.1.4 Ergebnisliste 06-18 Uhr (alle Kfz/15 min)

Blatt 2.1.5 Balkendiagramm 06-18 Uhr (alle Kfz/15 min)

Zufahrt Ost: L 25/ Wittstocker Str.

Blatt 2.1.6 Ergebnisliste 06-18 Uhr (alle Kfz/15 min)

Blatt 2.1.7 Balkendiagramm 06-18 Uhr (alle Kfz/15 min)

Zufahrt Süd: L 25/ Zempower Weg

Blatt 2.1.8 Ergebnisliste 06-18 Uhr (alle Kfz/15 min)

Blatt 2.1.9 Balkendiagramm 06-18 Uhr (alle Kfz/15 min)

Zufahrt West: MÜR 15/ Wittstocker Str.

Blatt 2.1.10 Ergebnisliste 06-18 Uhr (alle Kfz/15 min)

Blatt 2.1.11 Balkendiagramm 06-18 Uhr (alle Kfz/15 min)

Zusammenfassung Knotenstromerhebung
KP L 25/ MÜR 15 in Buschhof (Wittstocker Straße/ Zempower Weg)



| Verkehrsort | | Buschhof bei Mirow | | | | | | | | | | | | | | | | | |
|-----------------------------------|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|--------------|-------|
| Zählzeitraum: | | Donnerstag, 02. Juni 2016 | | | | | | | | | | | | | | | | | |
| Verkehrsort | | 06-10 Uhr | | | | 10-15 Uhr | | | | 15-18 Uhr | | | | Zählzeit 06-18 Uhr | | | | | |
| Verkehrsort | | Kfz/4h | | | | Kfz/5h | | | | Kfz/3h | | | | Kfz/12h | | | | | |
| Verkehrsort | | Anteil SV/ GV | | | | Anteil SV/ GV | | | | Anteil SV/ GV | | | | Anteil SV/ GV | | | | | |
| Nord | MÜR 15/ Ri. Lärz | LA | q10 | 8 | 8 | 0 | 0,0% | 13 | 13 | 0 | 0,0% | 4 | 4 | 0 | 0,0% | 25 | 25 | 0 | 0,0% |
| | | GF | q11 | 3 | 3 | 0 | 0,0% | 3 | 3 | 0 | 0,0% | 1 | 1 | 0 | 0,0% | 7 | 7 | 0 | 0,0% |
| | | RA | q12 | 13 | 9 | 4 | 30,8% | 23 | 18 | 5 | 21,7% | 4 | 3 | 1 | 25,0% | 40 | 30 | 10 | 25,0% |
| | | Sum. | | 24 | 20 | 4 | 16,7% | 39 | 34 | 5 | 12,8% | 9 | 8 | 1 | 11,1% | 72 | 62 | 10 | 13,9% |
| Ost | L 25/ Wittstocker Str. (Schwarz) | LA | q7 | 31 | 29 | 2 | 6,5% | 60 | 57 | 3 | 5,0% | 35 | 30 | 5 | 14,3% | 126 | 116 | 10 | 7,9% |
| | | GF | q8 | 149 | 117 | 32 | 21,5% | 120 | 87 | 33 | 27,5% | 76 | 66 | 10 | 13,2% | 345 | 270 | 75 | 21,7% |
| | | RA | q9 | 3 | 3 | 0 | 0,0% | 8 | 8 | 0 | 0,0% | 6 | 6 | 0 | 0,0% | 17 | 17 | 0 | 0,0% |
| | | Sum. | | 183 | 149 | 34 | 18,6% | 188 | 152 | 36 | 19,1% | 117 | 102 | 15 | 12,8% | 488 | 403 | 85 | 17,4% |
| Süd | L 25/ Zempower Weg, Süd | LA | q4 | 66 | 61 | 5 | 7,6% | 75 | 71 | 4 | 5,3% | 62 | 57 | 5 | 8,1% | 203 | 189 | 14 | 6,9% |
| | | GF | q5 | 1 | 1 | 0 | 0,0% | 3 | 3 | 0 | 0,0% | 4 | 4 | 0 | 0,0% | 8 | 8 | 0 | 0,0% |
| | | RA | q6 | 30 | 30 | 0 | 0,0% | 62 | 59 | 3 | 4,8% | 47 | 47 | 0 | 0,0% | 139 | 136 | 3 | 2,2% |
| | | Sum. | | 97 | 92 | 5 | 5,2% | 140 | 133 | 7 | 5,0% | 113 | 108 | 5 | 4,4% | 350 | 333 | 17 | 4,9% |
| West | MÜR 15/ Wittstocker Str. (Buschhof) | LA | q1 | 13 | 10 | 3 | 23,1% | 13 | 8 | 5 | 38,5% | 12 | 10 | 2 | 16,7% | 38 | 28 | 10 | 26,3% |
| | | GF | q2 | 97 | 84 | 13 | 13,4% | 141 | 121 | 20 | 14,2% | 169 | 152 | 17 | 10,1% | 407 | 357 | 50 | 12,3% |
| | | RA | q3 | 50 | 43 | 7 | 14,0% | 75 | 70 | 5 | 6,7% | 58 | 56 | 2 | 3,4% | 183 | 169 | 14 | 7,7% |
| | | Sum. | | 160 | 137 | 23 | 14,4% | 229 | 199 | 30 | 13,1% | 239 | 218 | 21 | 8,8% | 628 | 554 | 74 | 11,8% |
| Gesamtsumme KP-Zufahrten: | | | 464 | 398 | 66 | 14,2% | 596 | 518 | 78 | 13,1% | 478 | 436 | 42 | 8,8% | 1.538 | 1.352 | 186 | 12,1% | |
| Ausfahrten | Verkehrsort | | Gesamtverkehr | Leichtverkehr | Schwerverkehr | % | Gesamtverkehr | Leichtverkehr | Schwerverkehr | % | Gesamtverkehr | Leichtverkehr | Schwerverkehr | % | Gesamtverkehr | Leichtverkehr | Schwerverkehr | % | |
| | Nord | Ausfahrt | 17 | 14 | 3 | 17,6% | 24 | 19 | 5 | 20,8% | 22 | 20 | 2 | 9,1% | 63 | 53 | 10 | 15,9% | |
| | Ost | Ausfahrt | 135 | 122 | 13 | 9,6% | 216 | 193 | 23 | 10,6% | 220 | 203 | 17 | 7,7% | 571 | 518 | 53 | 9,3% | |
| | Süd | Ausfahrt | 84 | 75 | 9 | 10,7% | 138 | 130 | 8 | 5,8% | 94 | 87 | 7 | 7,4% | 316 | 292 | 24 | 7,6% | |
| | West | Ausfahrt | 228 | 187 | 41 | 18,0% | 218 | 176 | 42 | 19,3% | 142 | 126 | 16 | 11,3% | 588 | 489 | 99 | 16,8% | |
| Gesamtsumme KP-Ausfahrten: | | | 464 | 398 | 66 | 14,2% | 596 | 518 | 78 | 13,1% | 478 | 436 | 42 | 8,8% | 1.538 | 1.352 | 186 | 12,1% | |

Auswertung Knotenstromerhebung Gesamtverkehr

Ort: Buschhof bei Mirow
Datum: Donnerstag, 02. Juni 2016

Zählstelle: KP L 25/ MÜR 15 in Buschhof (Wittstocker Straße/ Zempower Weg)

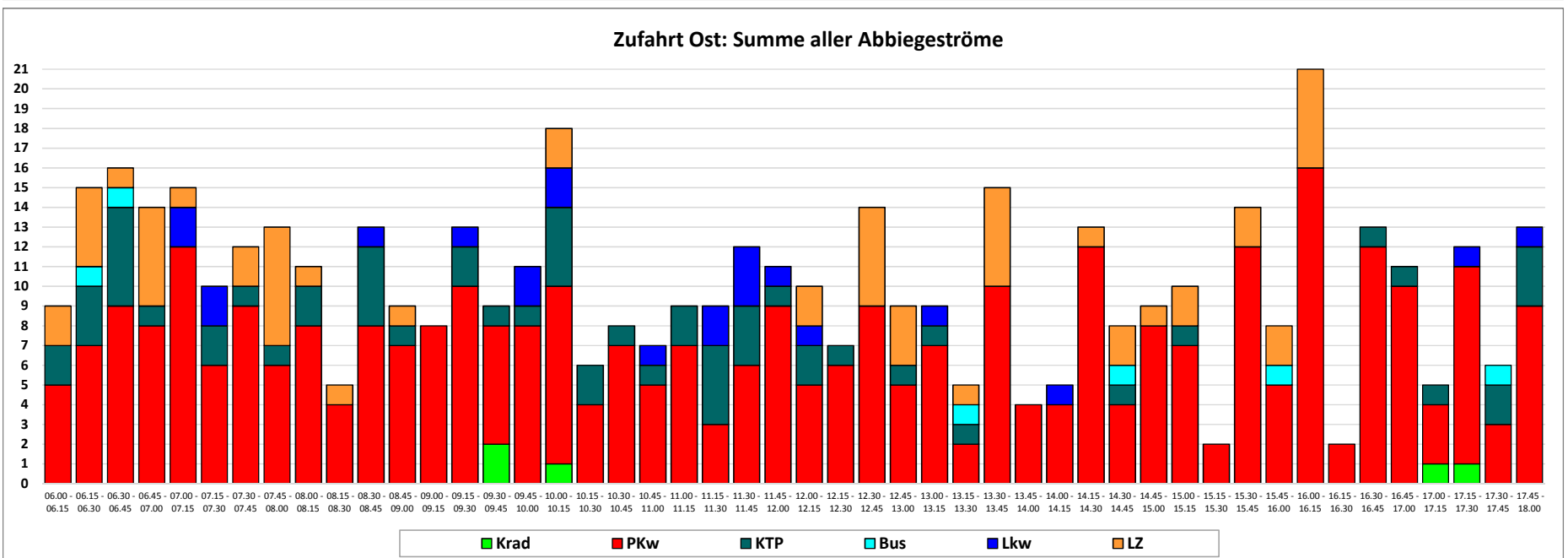
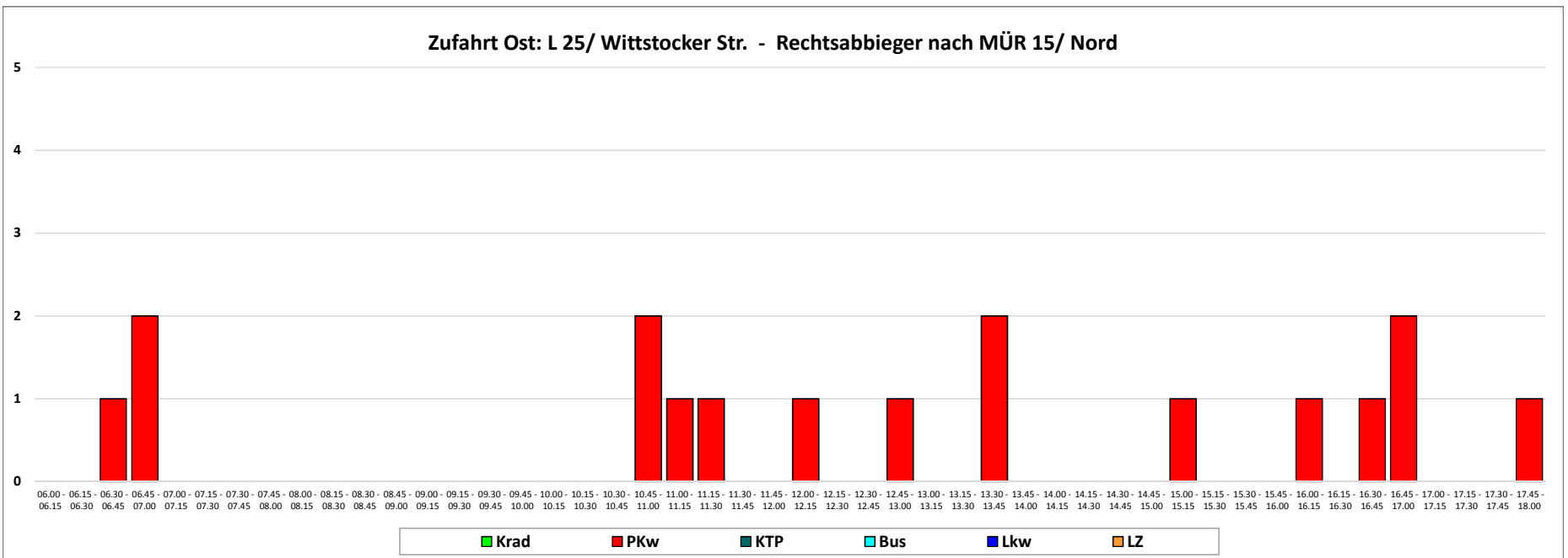
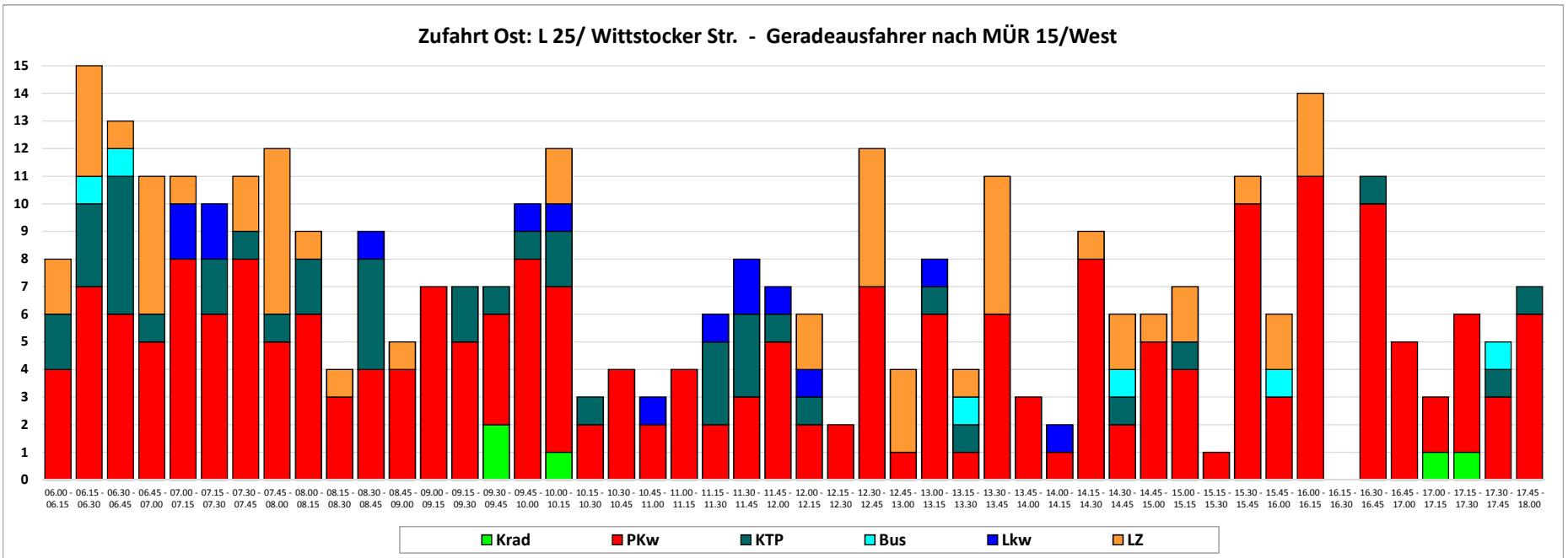
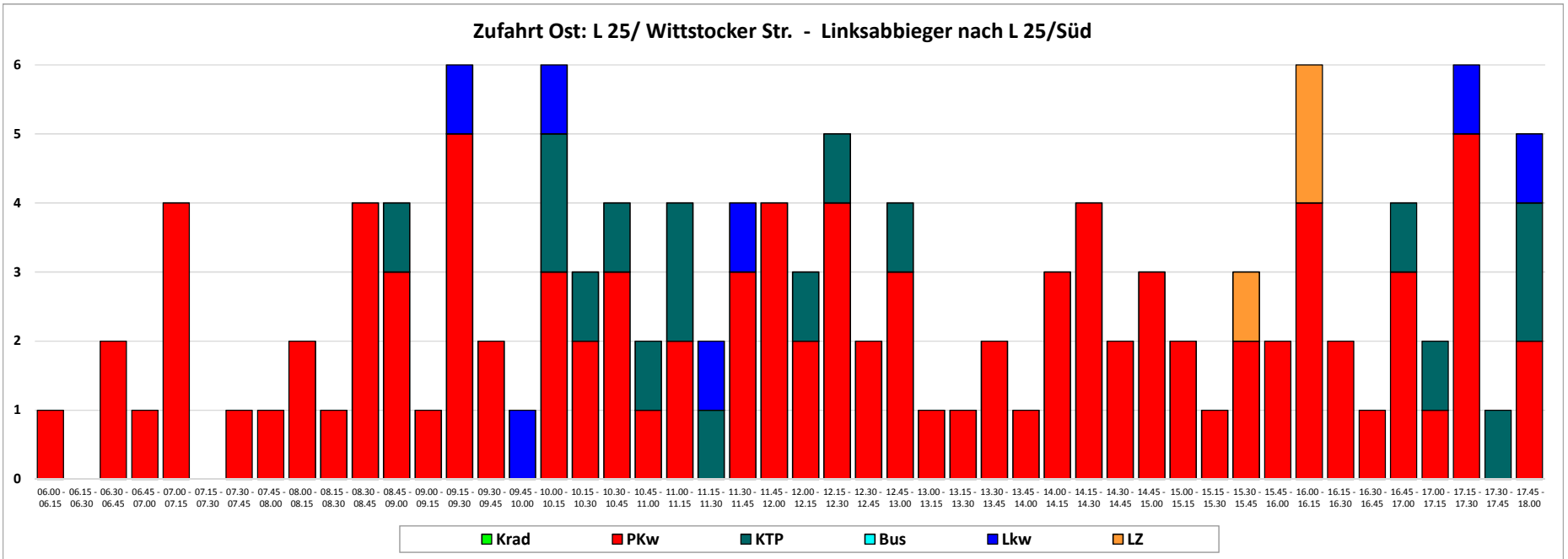
Table with columns: KP-Zufahrt, West, MÜR 15/ Wittstocker Str. (Buschhof), Süd, L 25/ Zempower Weg, Süd, Ost, L 25/ Wittstocker Str. (Schwarz), Nord, MÜR 15/ Ri. Lärz, Summe Zufahrten. Rows include time intervals from 06.00-06.15 to 17.45-18.00, and summary rows for 06-18 Uhr, 06-10 Uhr, 10-15 Uhr, and 15-18 Uhr.

Auswertung Knotenstromerhebung

Ort: Buschhof bei Mirow
Datum: Donnerstag, 02. Juni 2016

Zählstelle: KP L 25/ MÜR 15 in Buschhof (Wittstocker Straße/ Zempower Weg)

KP-Zufahrt Ost L 25/ Wittstocker Str. (Schwarz)

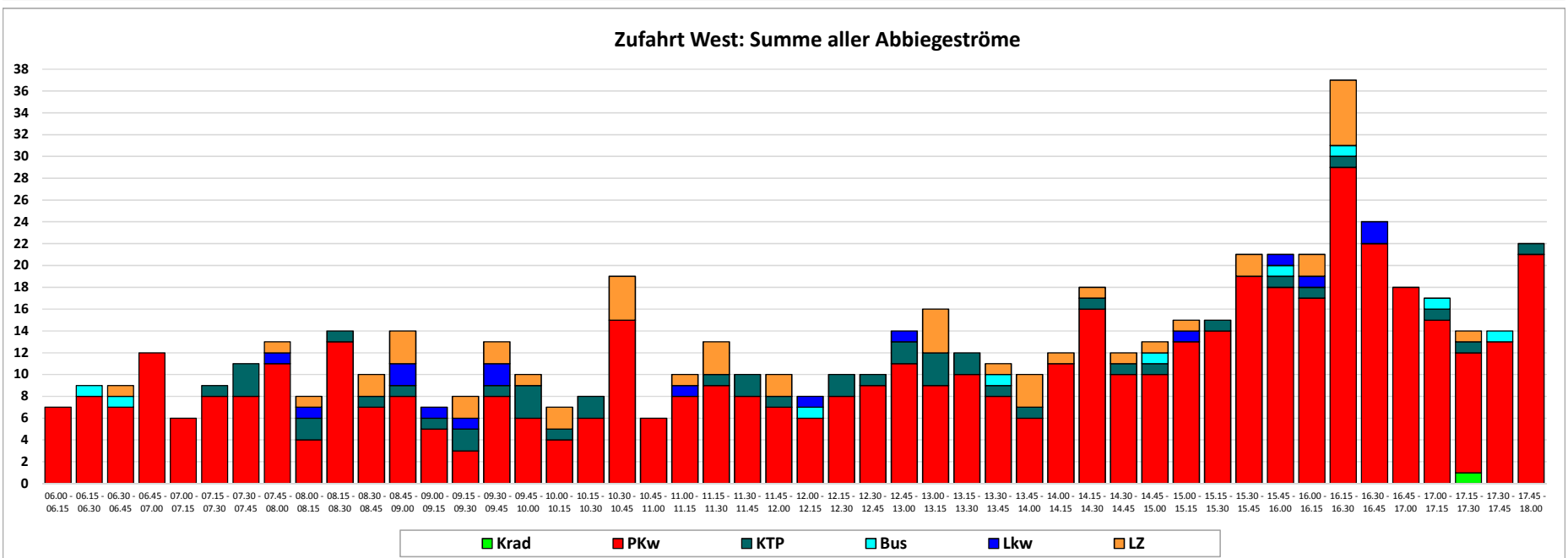
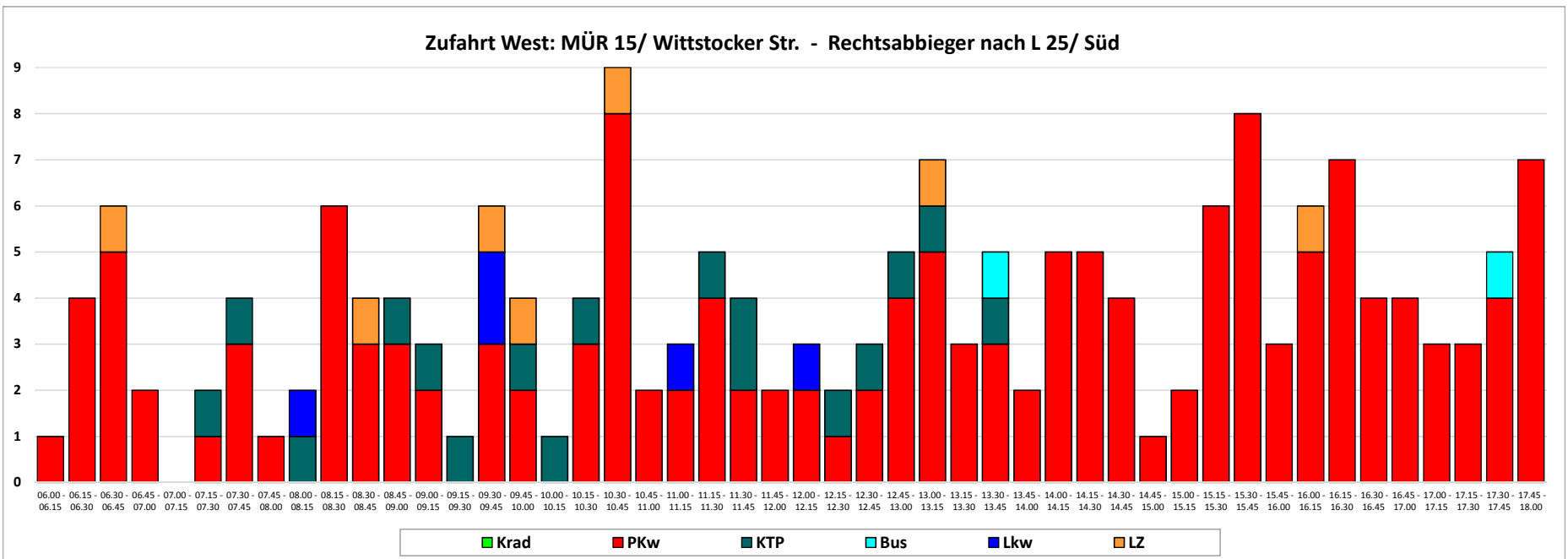
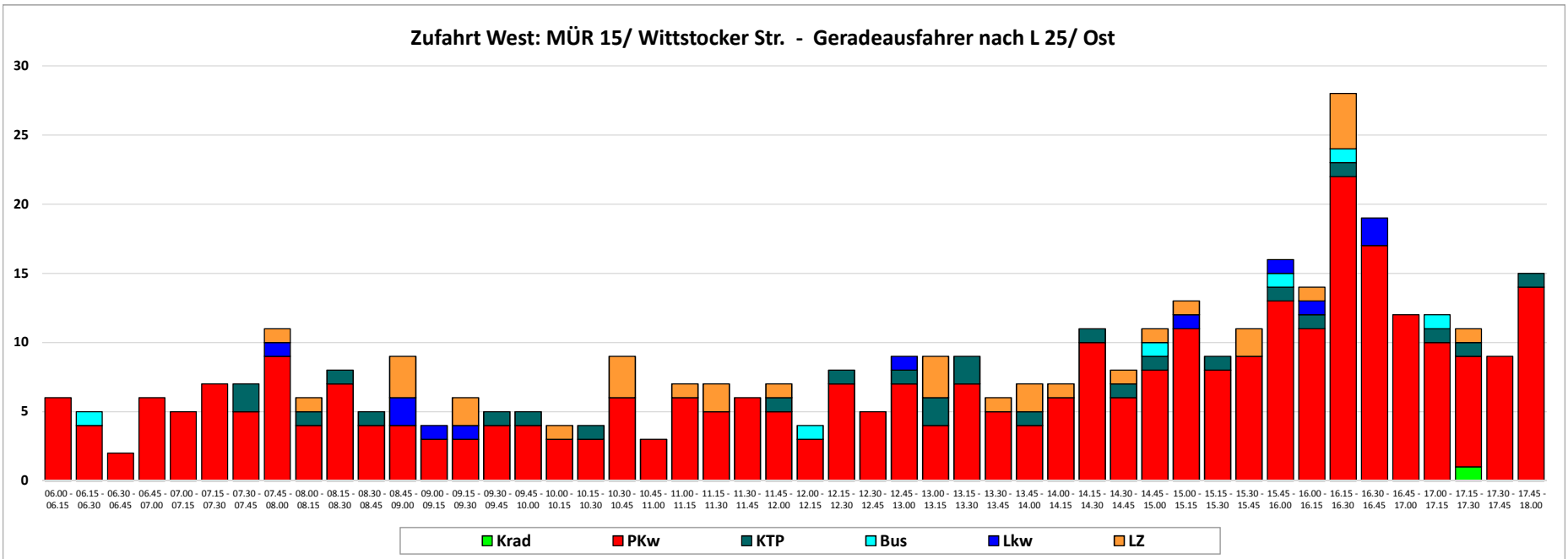
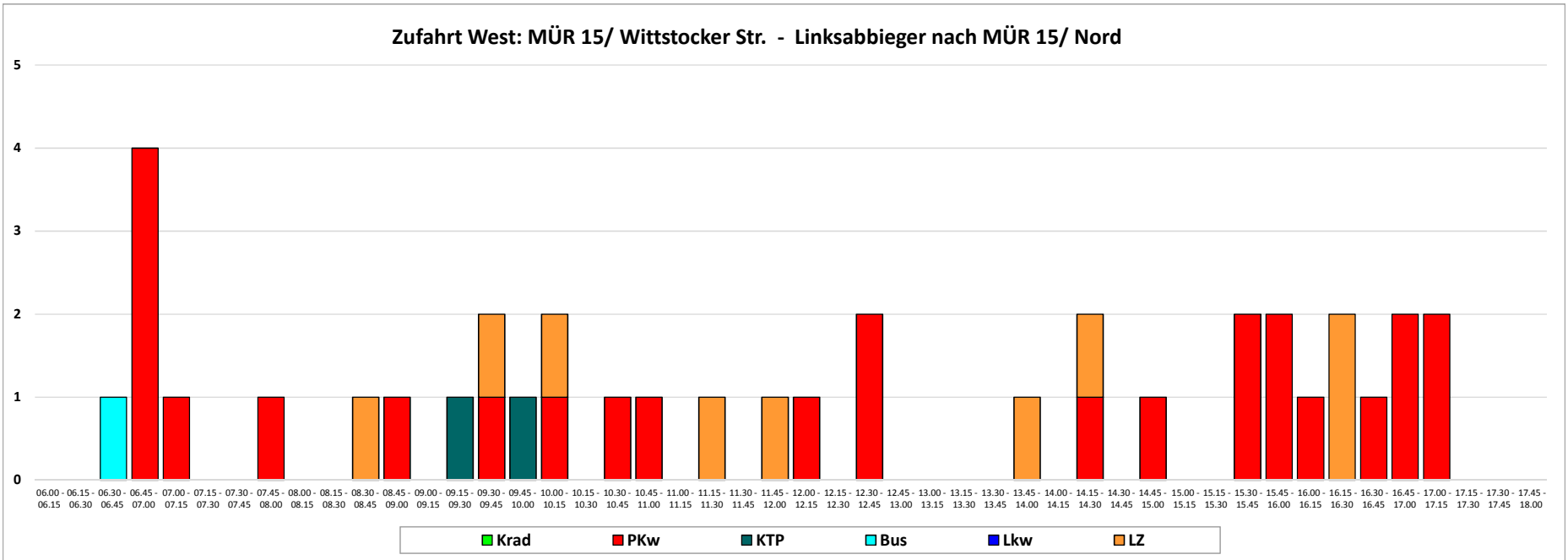


Auswertung Knotenstromerhebung

Ort: Buschhof bei Mirow
 Datum: Donnerstag, 02. Juni 2016

Zählstelle: KP L 25/ MÜR 15 in Buschhof (Wittstocker Straße/ Zempower Weg)

KP-Zufahrt West MÜR 15/ Wittstocker Str. (Buschhof)



Anlage 2.2

Auswertung Verkehrserhebung - grafisch KP L 25/ MÜR 15 in Buschhof

Donnerstag, 02.06.2016 [06-18 Uhr]

Verkehrsflussdiagramme

Zählzeitraum 06-18 Uhr

Blatt 2.2.1 Gesamtverkehr/ Schwerverkehr [Kfz/12h; SV/12h]

Vormittags-/ Nachmittagsintervall

Blatt 2.2.2 Gesamtverkehr 06-10 Uhr/ 15-18 Uhr [Kfz/4h bzw. Kfz/3h]

Blatt 2.2.3 Schwerverkehr 06-10 Uhr/ 15-18 Uhr [SV/4h bzw. SV3h]

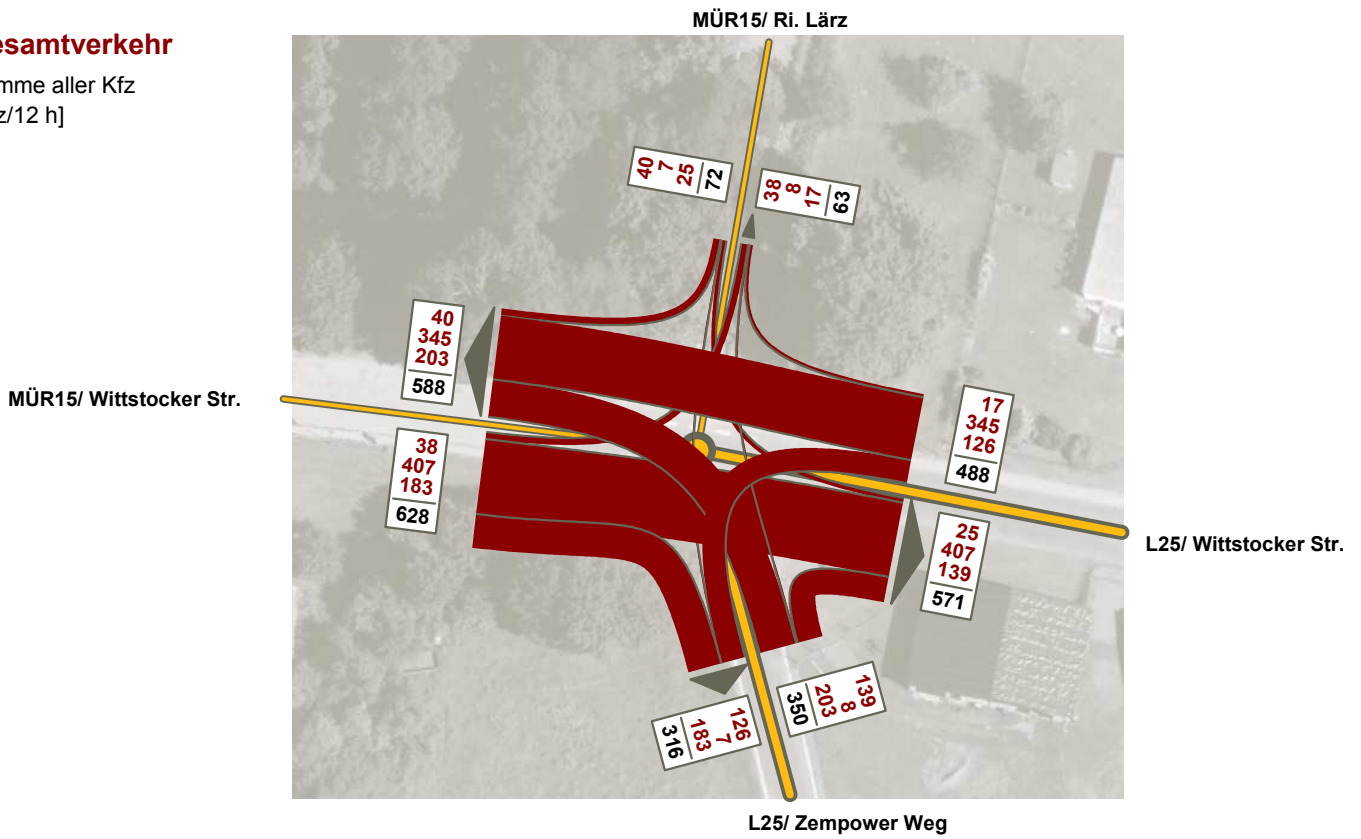
Früh- und Spätspitzenstunde

Blatt 2.2.4 Gesamtverkehr früh/spät [Kfz/h]

Blatt 2.2.5 Schwerverkehr früh/spät [SV/h]

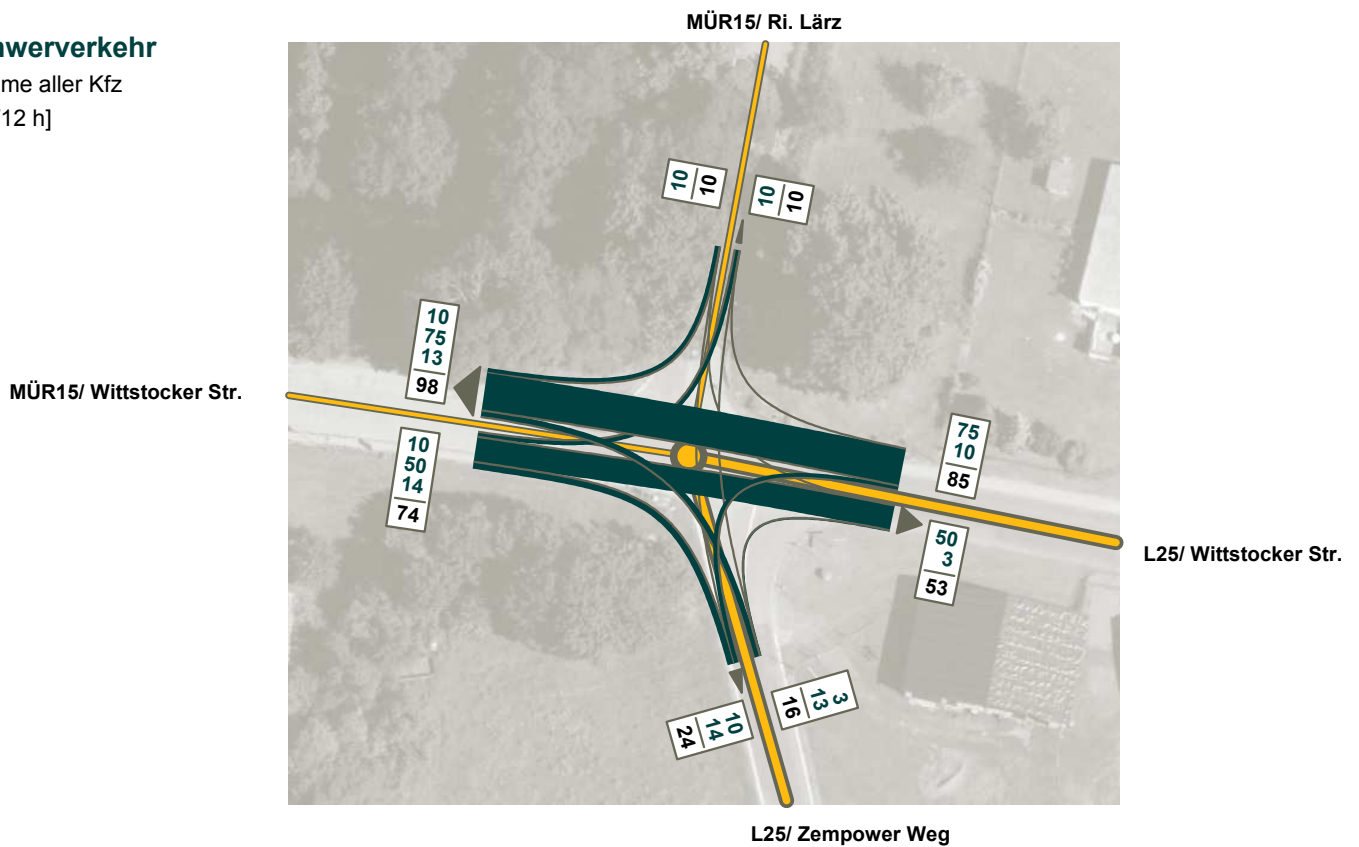
Gesamtverkehr

Summe aller Kfz
[Kfz/12 h]



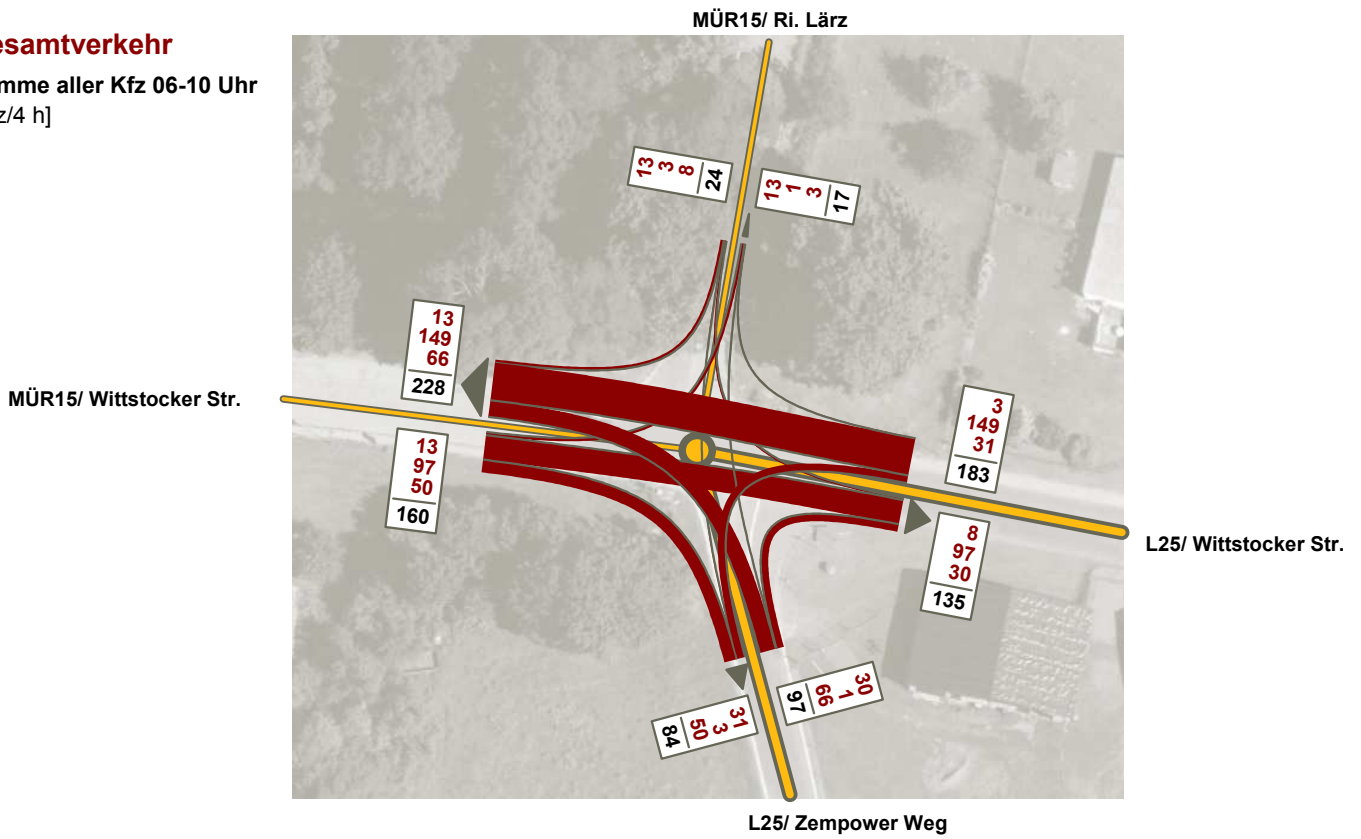
Schwerverkehr

Summe aller Kfz
[SV/12 h]



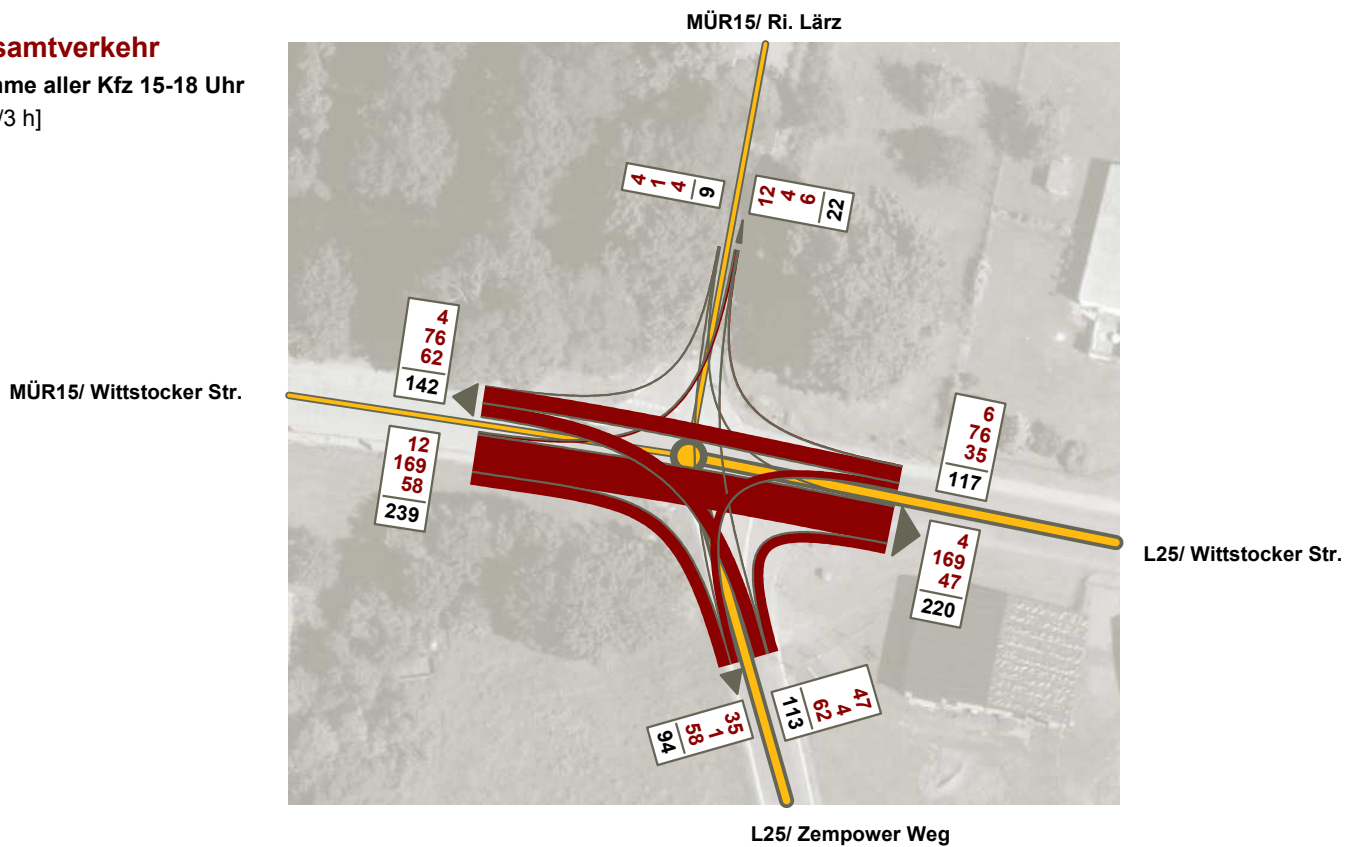
Gesamtverkehr

Summe aller Kfz 06-10 Uhr
[Kfz/4 h]



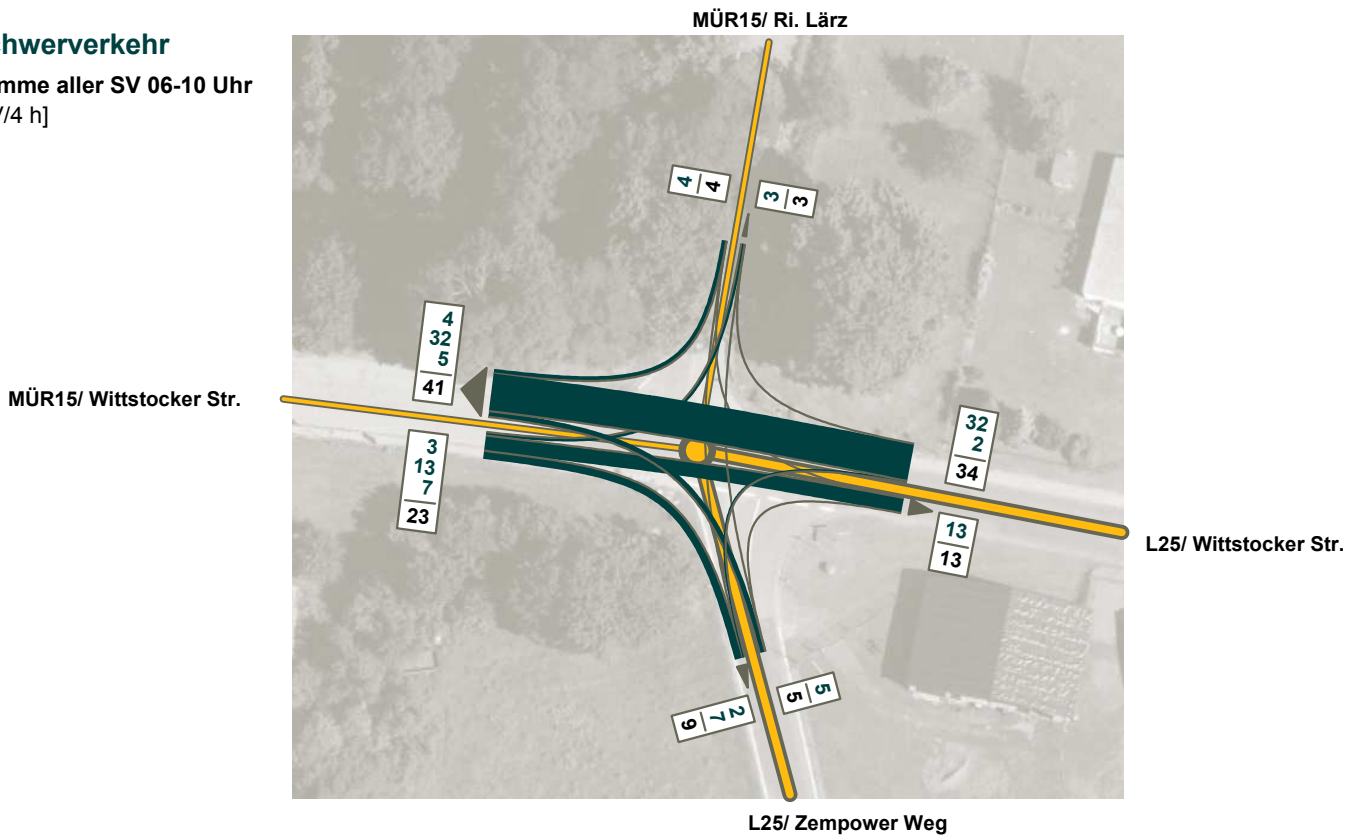
Gesamtverkehr

Summe aller Kfz 15-18 Uhr
[Kfz/3 h]



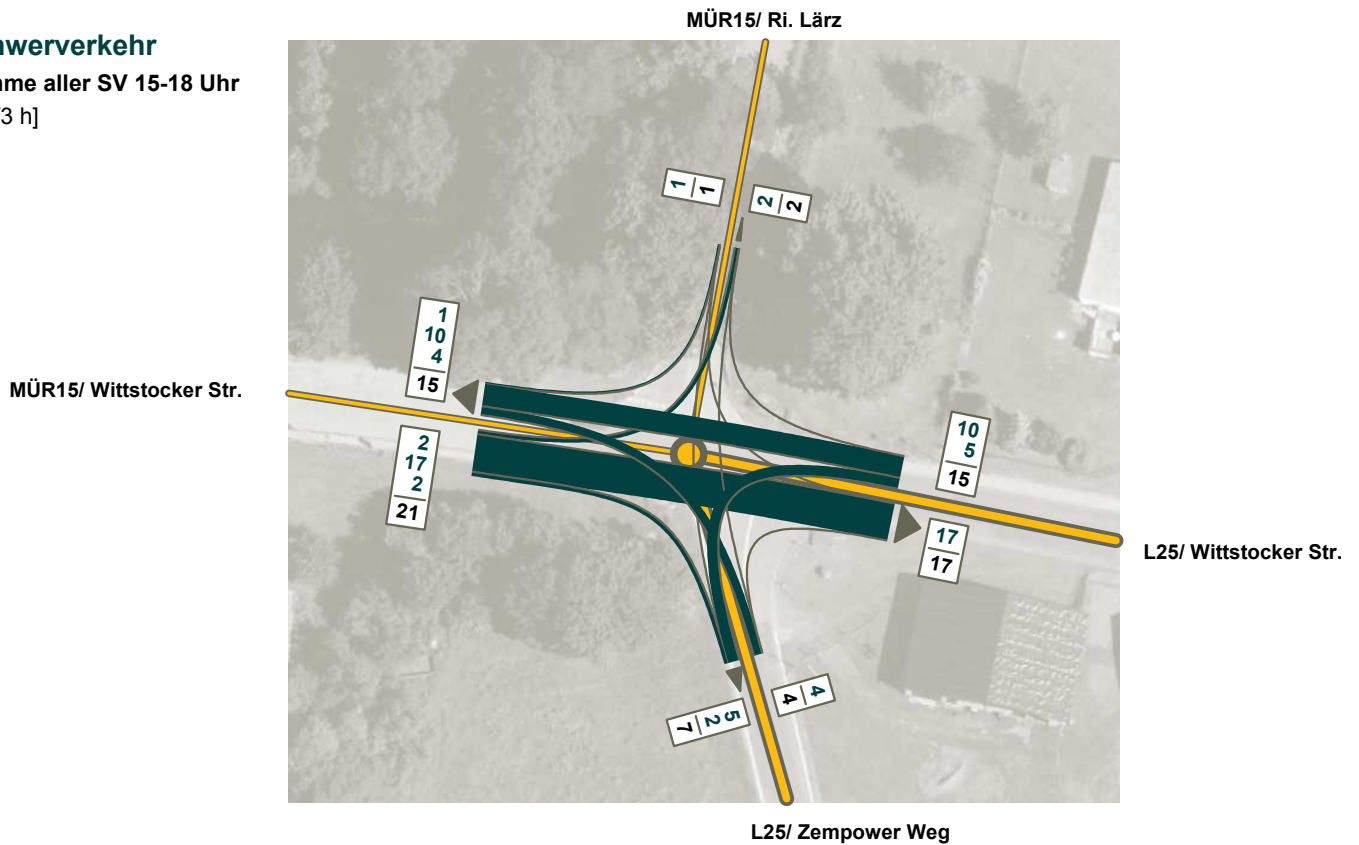
Schwerverkehr

Summe aller SV 06-10 Uhr
[SV/4 h]



Schwerverkehr

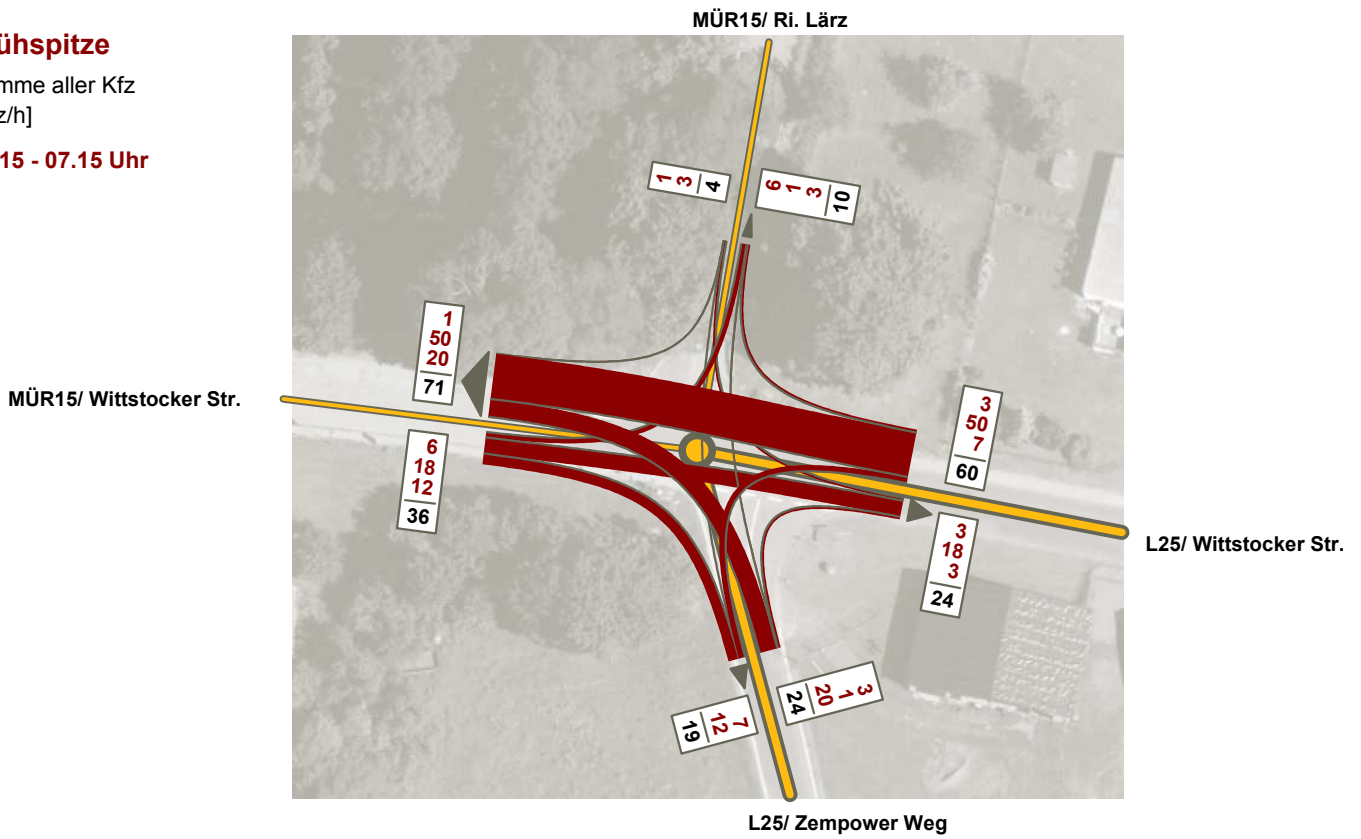
Summe aller SV 15-18 Uhr
[SV/3 h]



Frühspitze

Summe aller Kfz
[Kfz/h]

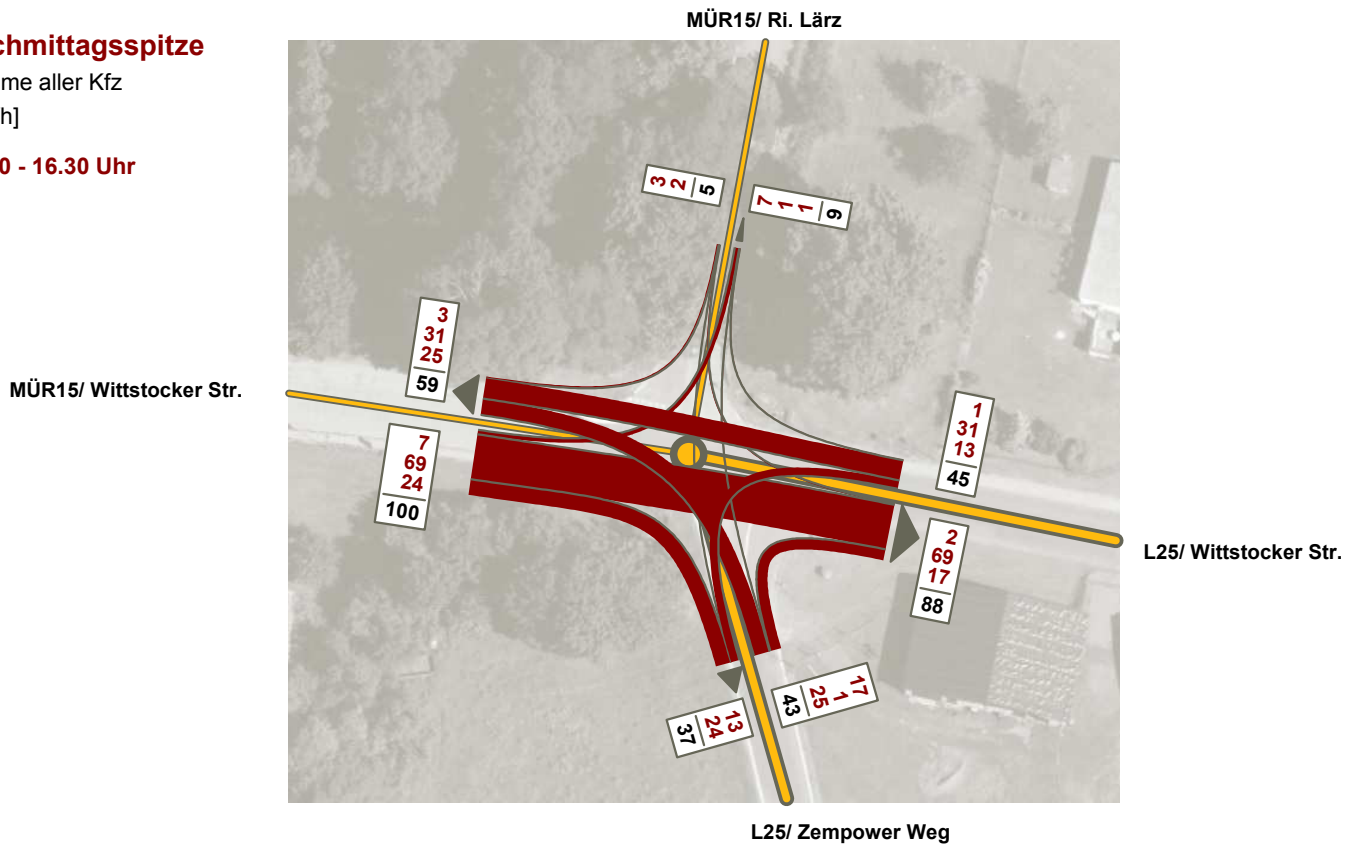
06.15 - 07.15 Uhr



Nachmittagsspitze

Summe aller Kfz
[Kfz/h]

15.30 - 16.30 Uhr



Frühspitze

Summe aller SV
[Kfz/h]

06.15 - 07.15 Uhr



Nachmittagsspitze

Summe aller SV
[Kfz/h]

15.30 - 16.30 Uhr

