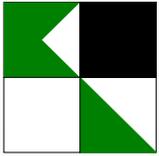


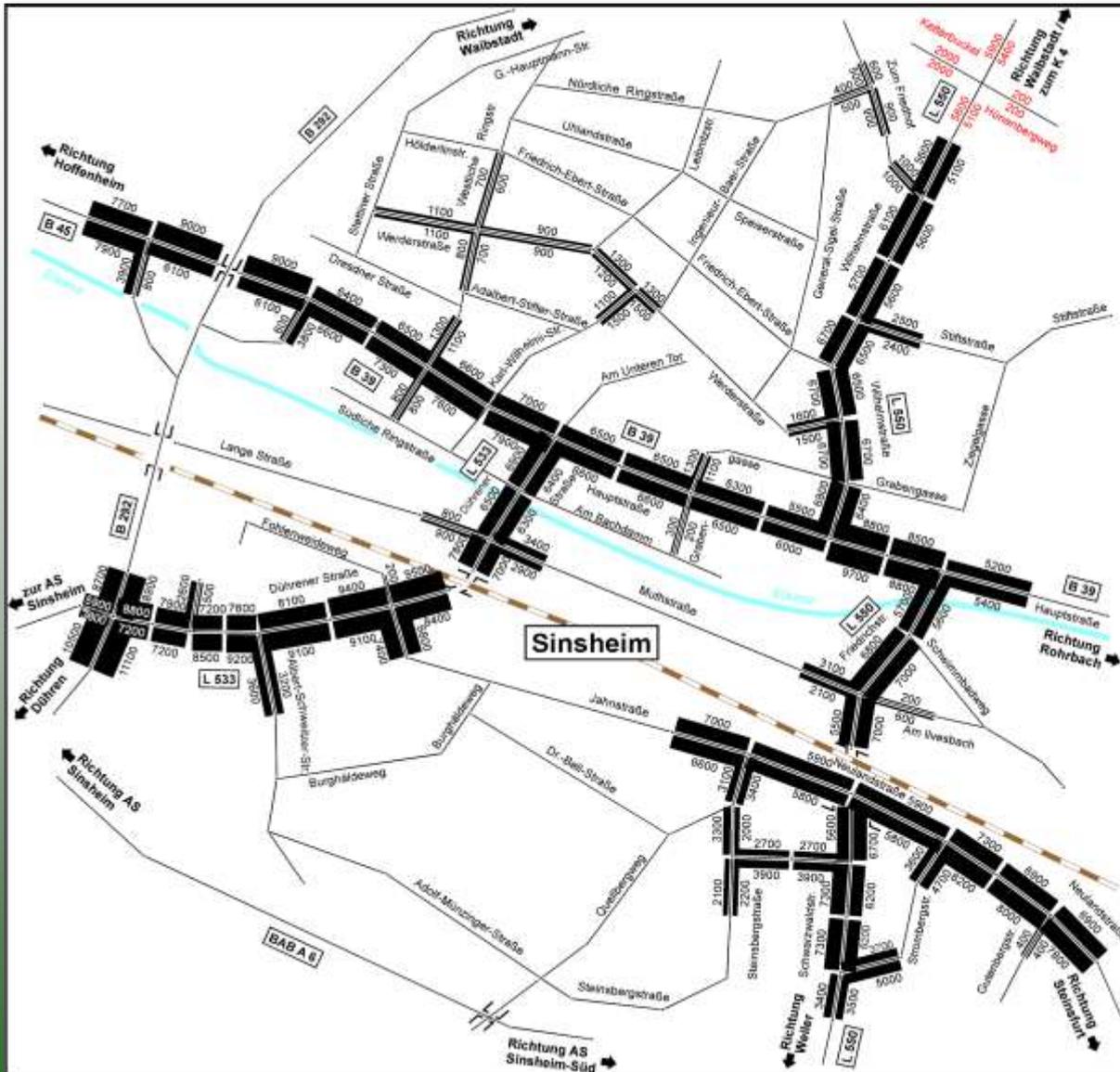
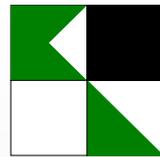
STADT SINSHEIM

Neulandstraße Vorentwurfsplanung

09. April 2013



Problemanalyse



VERKEHRSANALYSE

Werktäglich Gesamtverkehr [Kfz/24h]
aus Knotenpunktzählung

Juli, September, November 2009 sowie Februar 2010

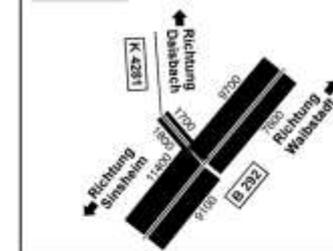
- Kernstadt Sinsheim -

Belastungsgaben in Kfz/24h

Belastungswerte aus Analyse-Nachfall 2010



Ausschnitt:

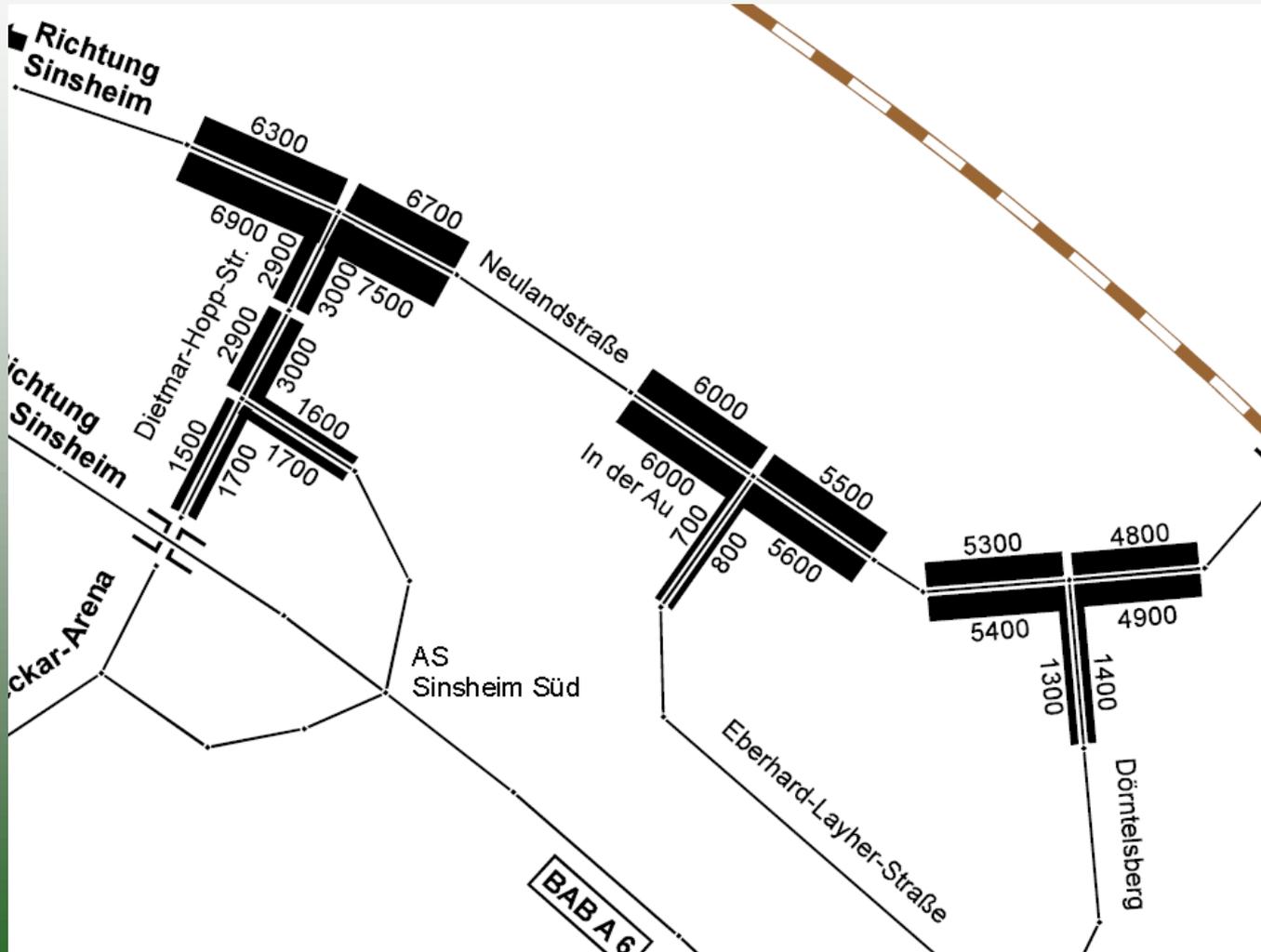
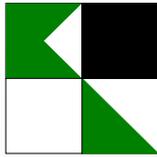


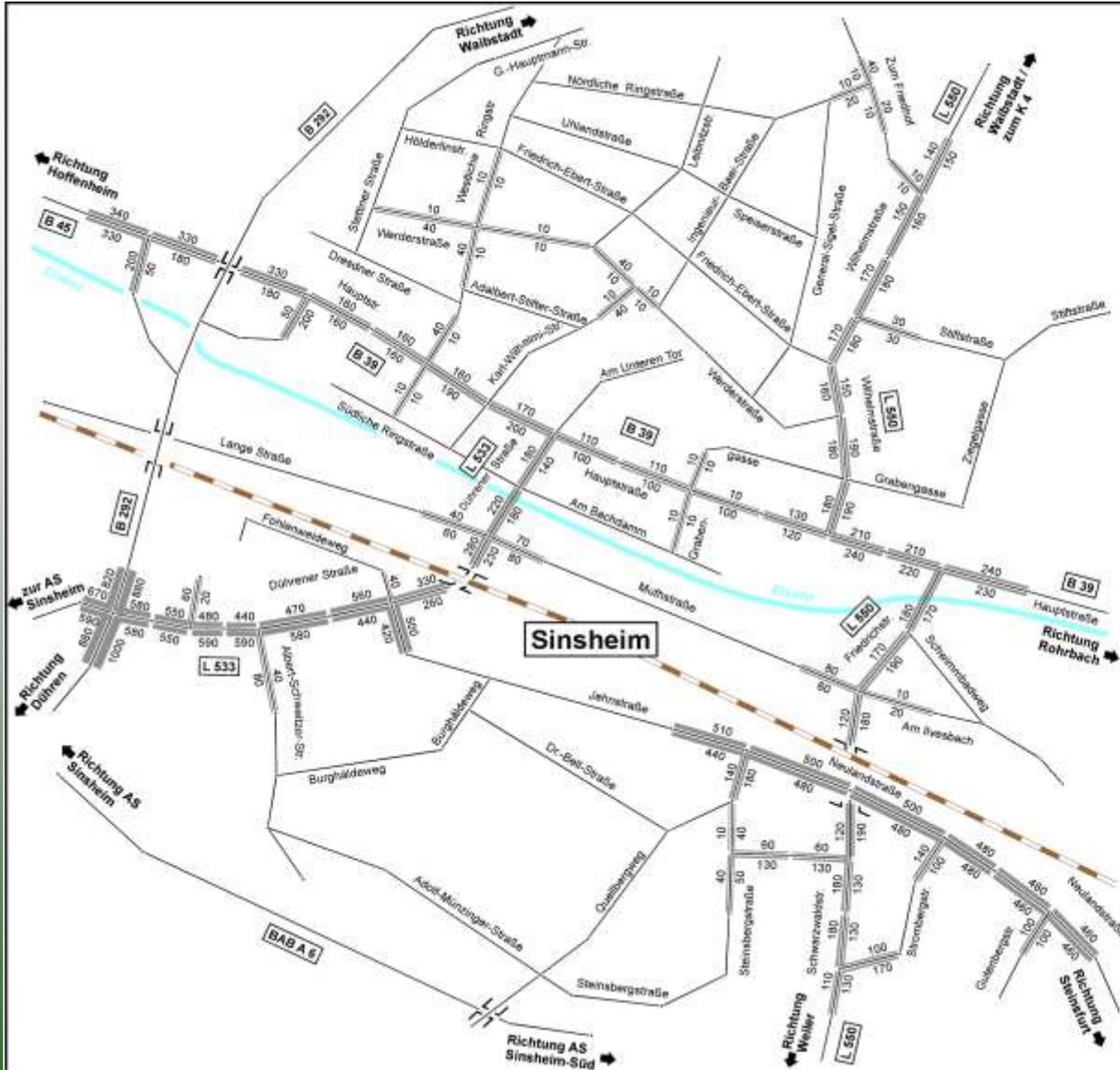
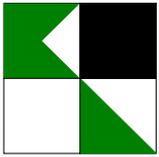
GENERALVERKEHRSPLAN
STADT SINSHAIM

KOEHLER & LEUTWEIN

Ingenieurbüro für Verkehrswesen







VERKEHRSANALYSE

Werktägliches Schwerverkehr (Sfz/24h)
aus Knotenpunktzählung

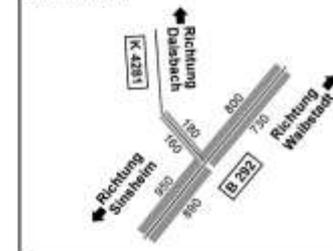
Juli, September, November 2009 sowie Februar 2010

- Kernstadt Sinsheim -

Belastungsangaben in Sfz/24h



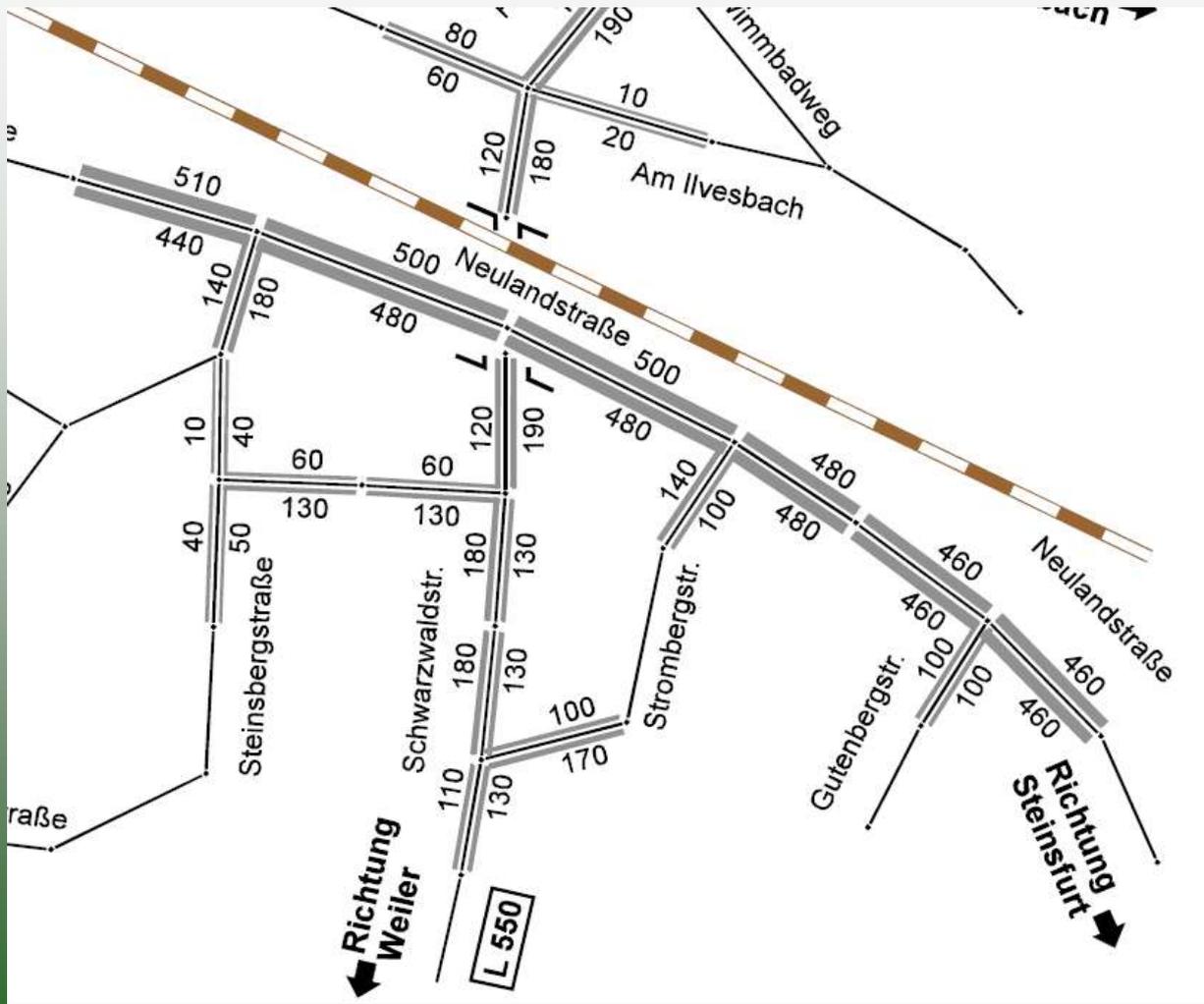
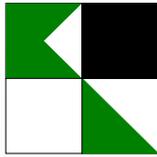
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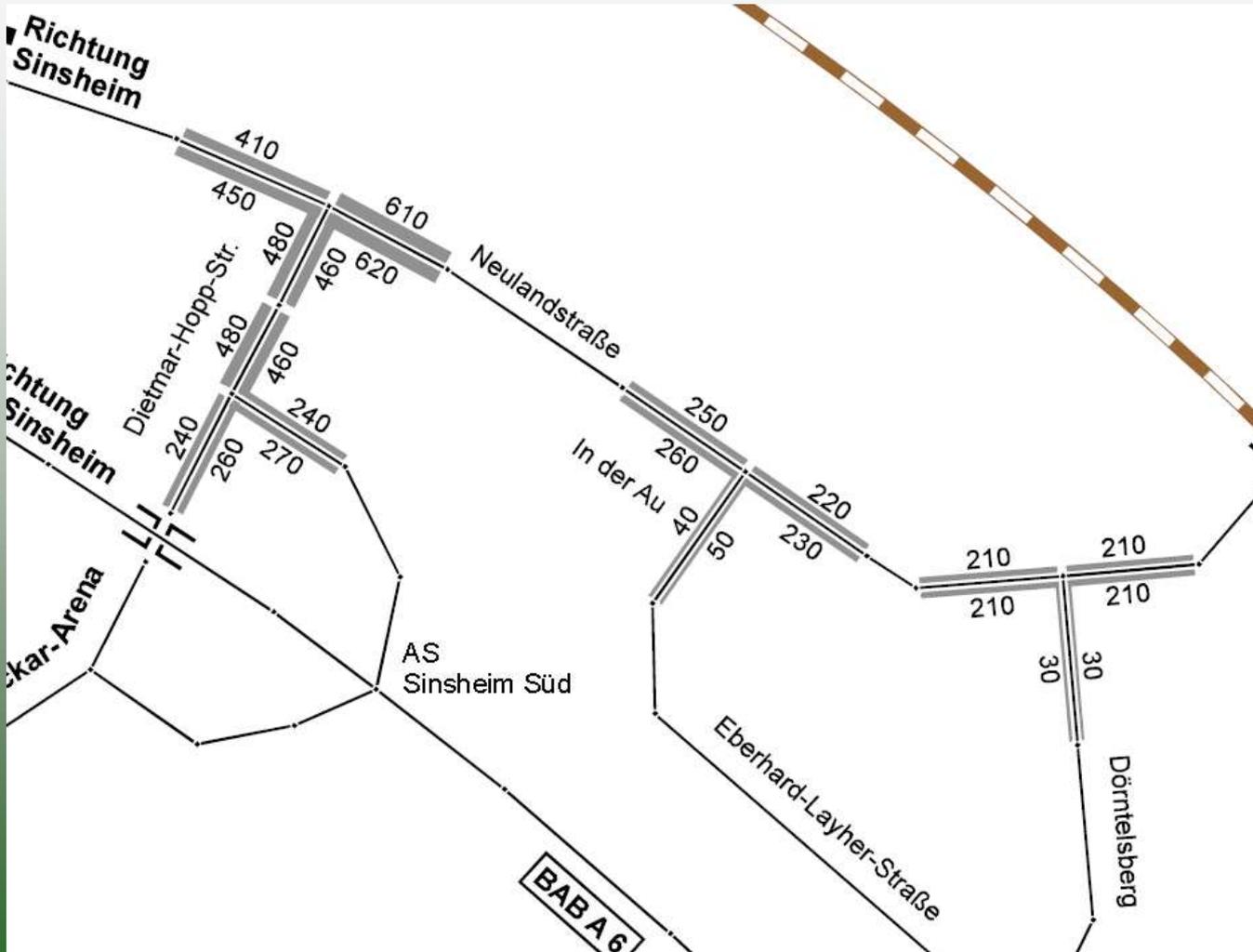
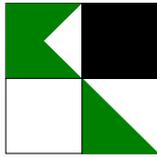


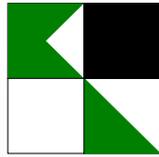
GENERALVERKEHRSPLAN
STADT SINSHHEIM

KOHLER & LEUTWEIN
Ingenieurbüro für Verkehrswesen



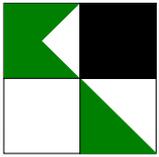






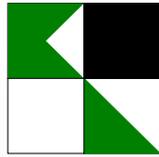
Leistungsfähigkeit Einmündungen





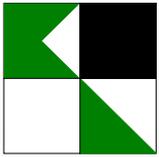
Problembereich Schleppkurven





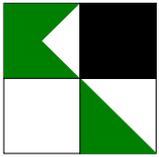
Verkehrsqualität / Verkehrsfluss





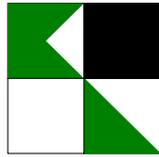
Erschließungsvielfalt



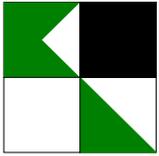


Verbesserungen:

- **Erhöhung der Leistungsfähigkeit**
 - mit Lichtsignalanlagen
 - Knotenpunktverbesserung
 - durch Ausbau
 - durch Neubau
- **Befahrbarkeit**
 - Schleppkurven angepasste Planung
- **Einführen 3. Fahrstreifen**
 - als Verteilerstreifen
 - als Knotenpunktfahrstreifen
- **Straffung der Erschließung**

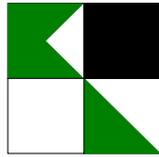


Planungskonzeption modifiziert

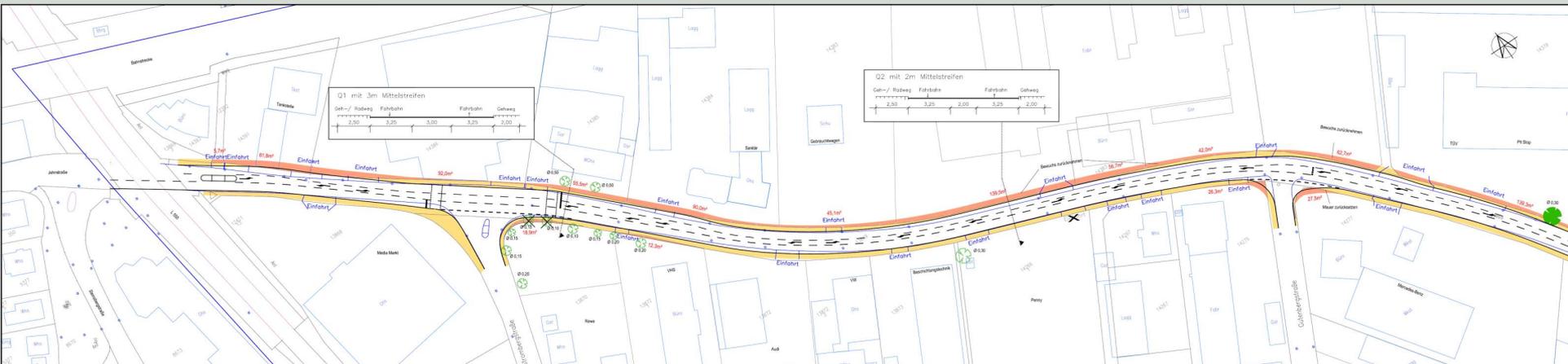


Modifizierung

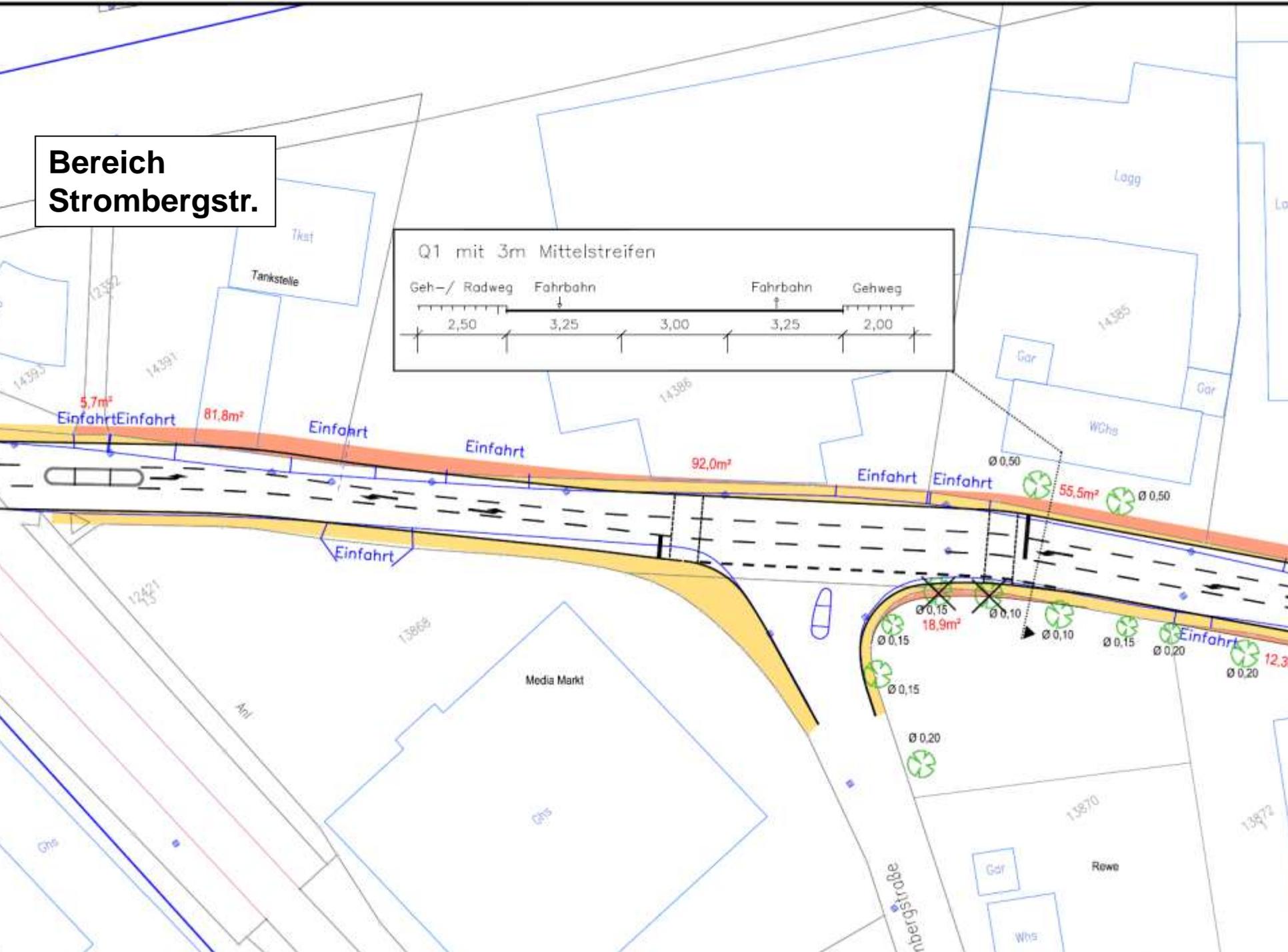
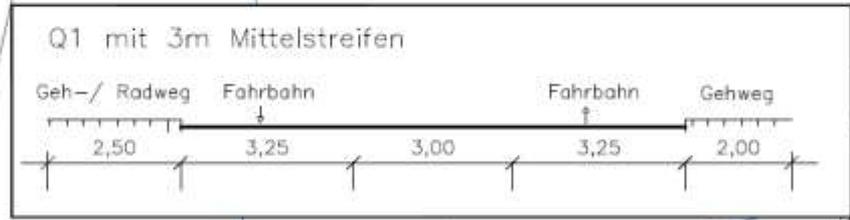
- südlich nur Gehweg (Breite 2 m)
- nördlich kombinierter Geh- und Radweg (Breite 2,50 m)
- soweit möglich Beibehaltung der bestehenden Zu- und Ausfahrten
- möglichst geringer Flächeneingriff in private Grundstücke südlich der Neulandstraße
=> leichte Verschiebung der Straßenachse in nördliche Richtung



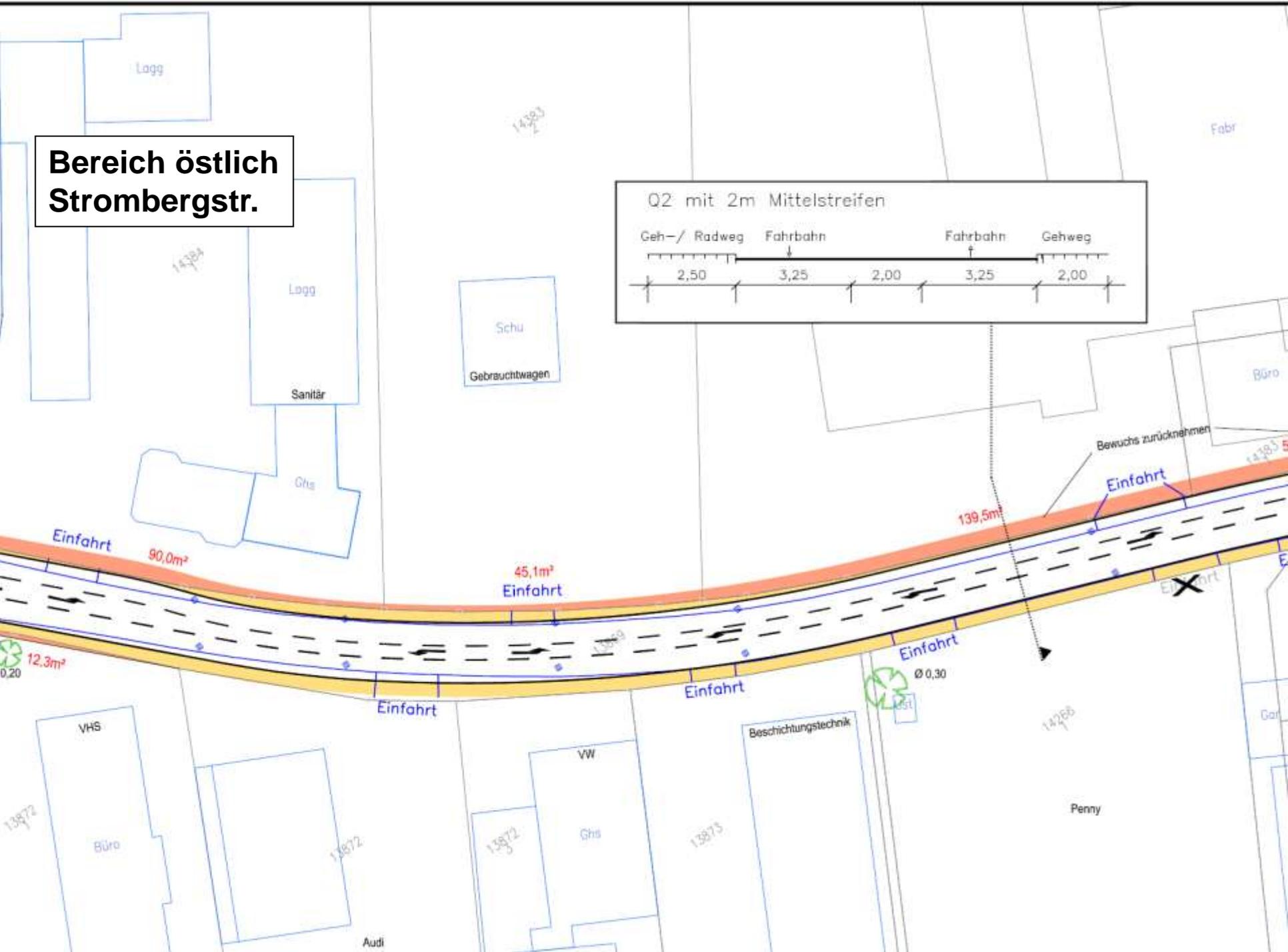
Teilabschnitt 1



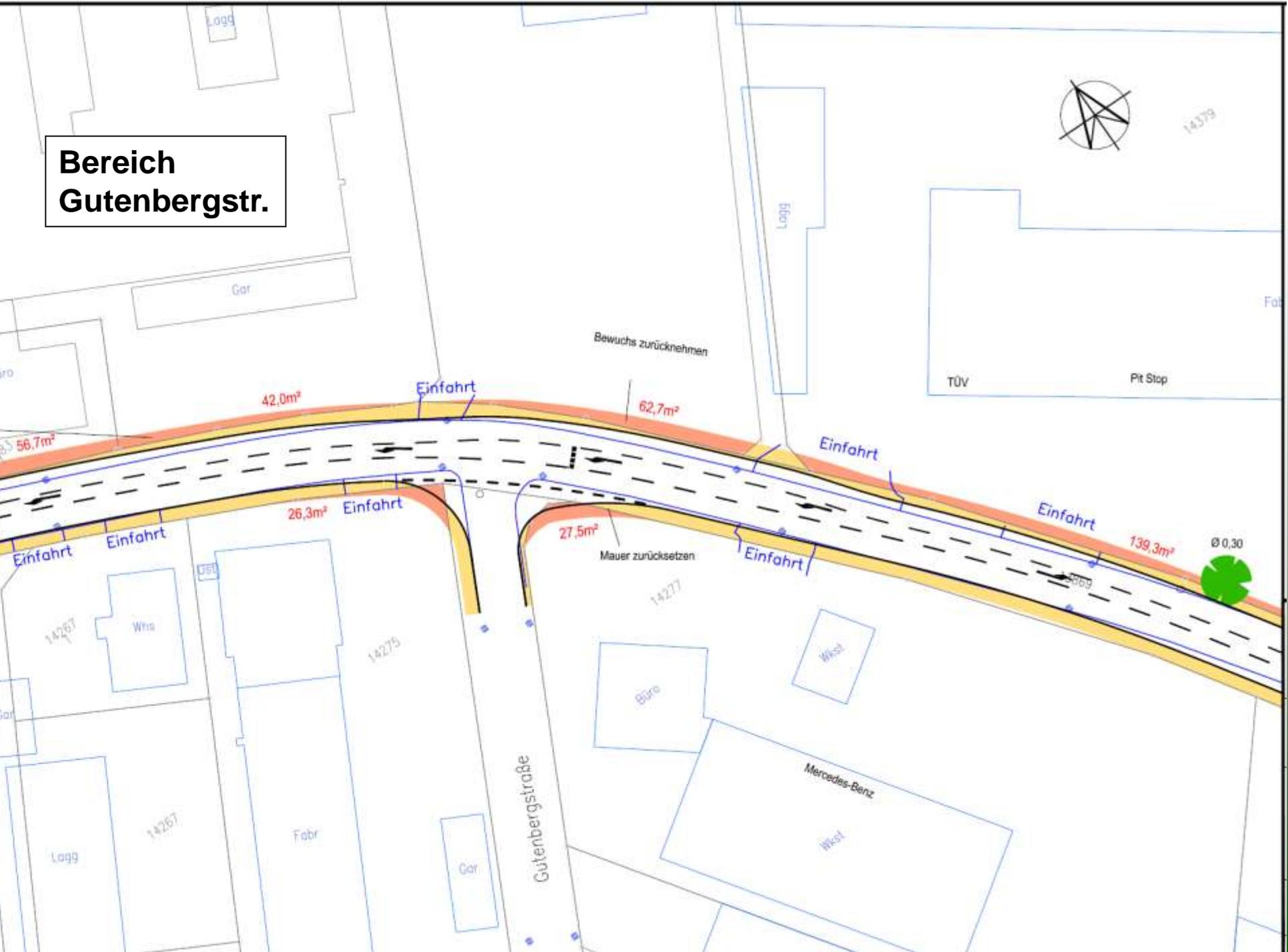
Bereich Strombergstr.

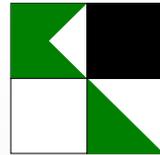


Bereich östlich Strombergstr.

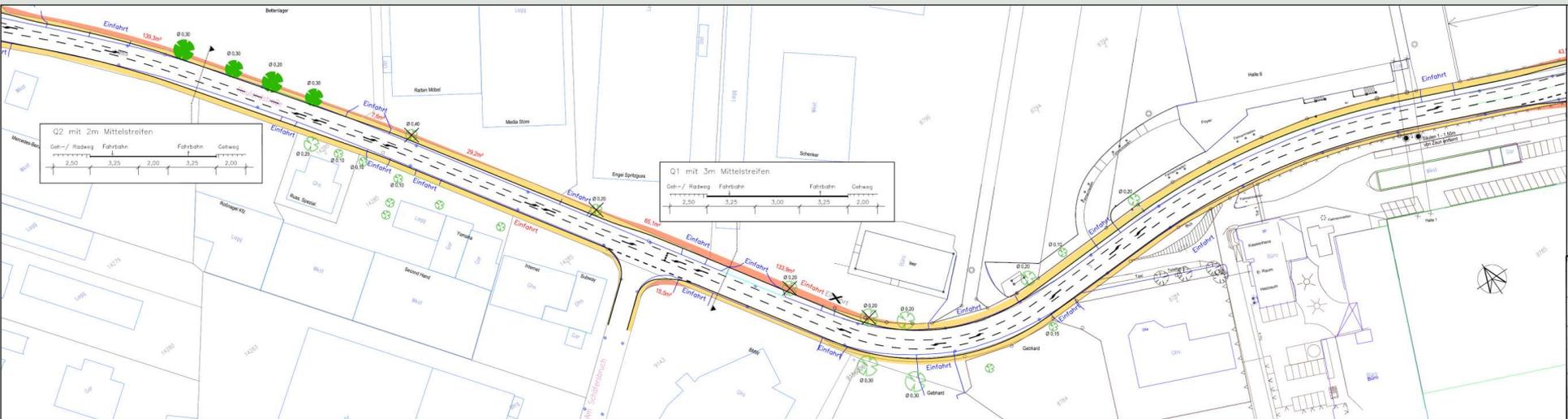


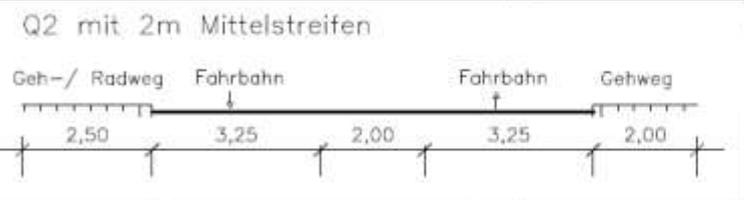
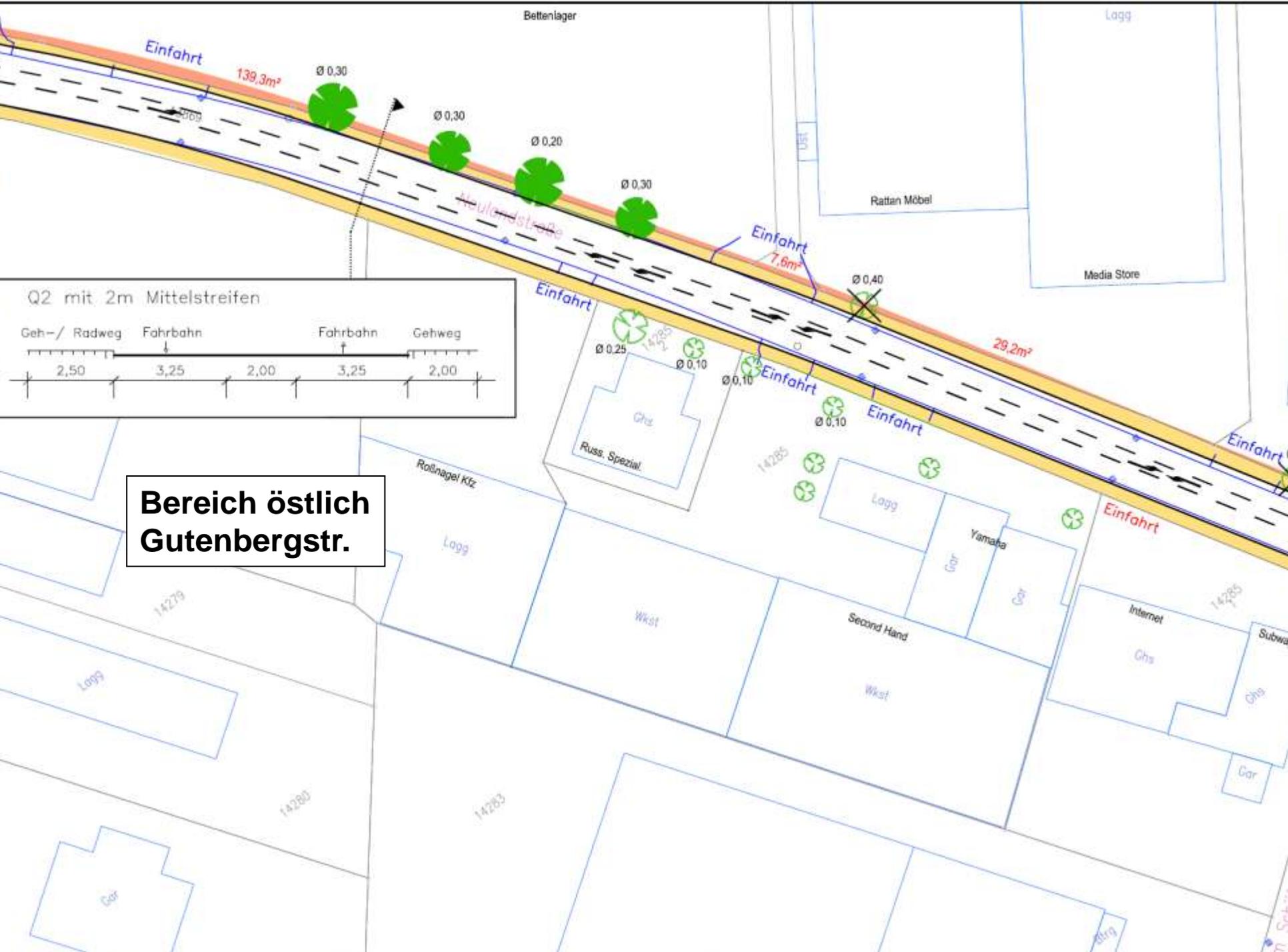
**Bereich
Gutenbergstr.**





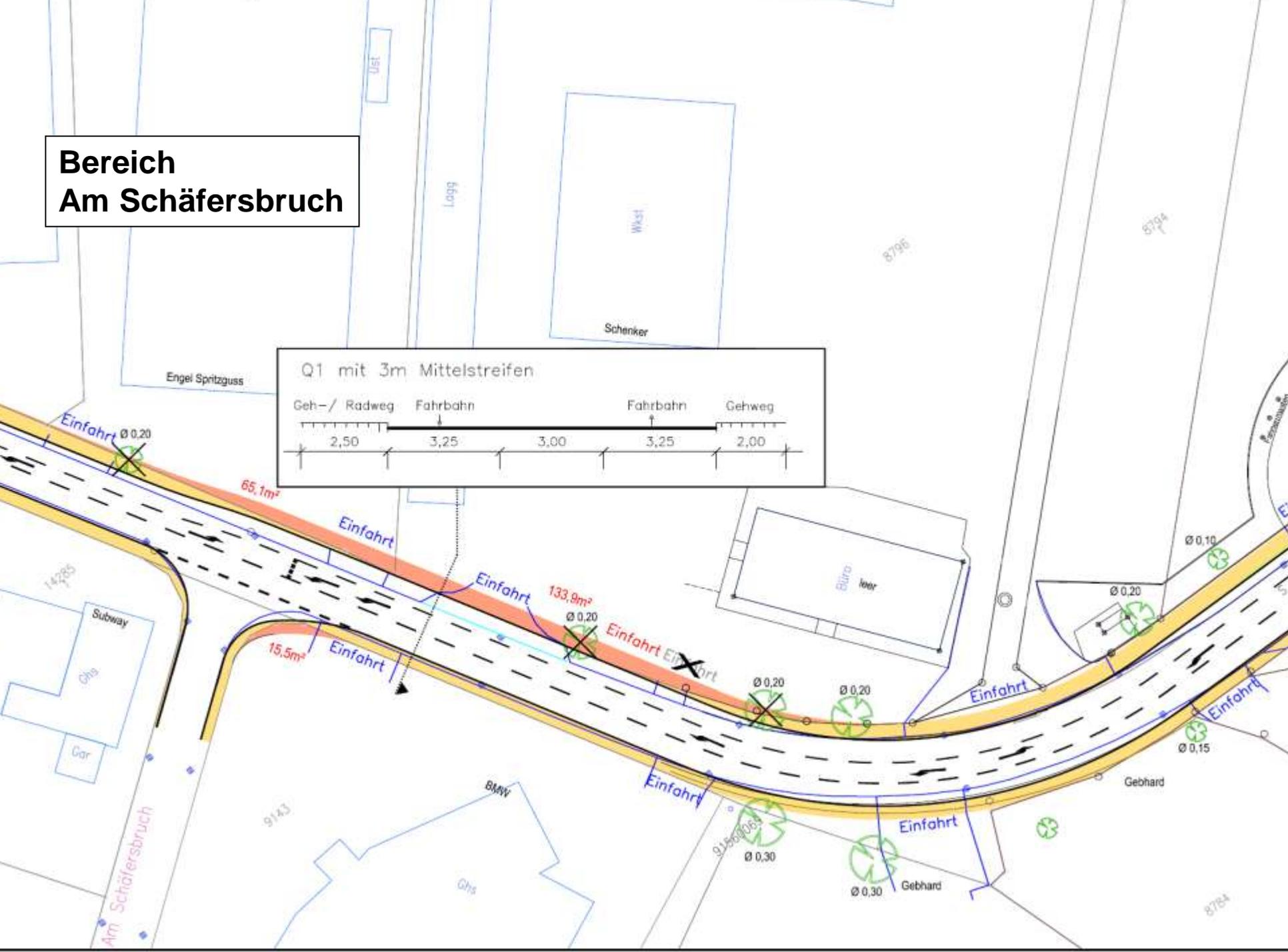
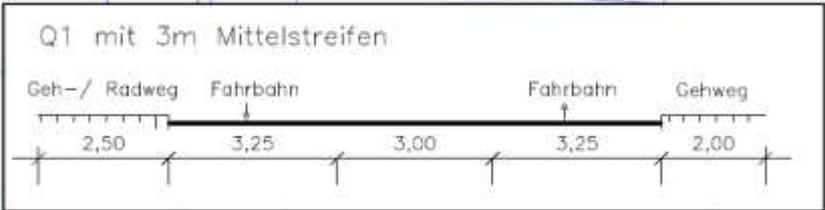
Teilabschnitt 2



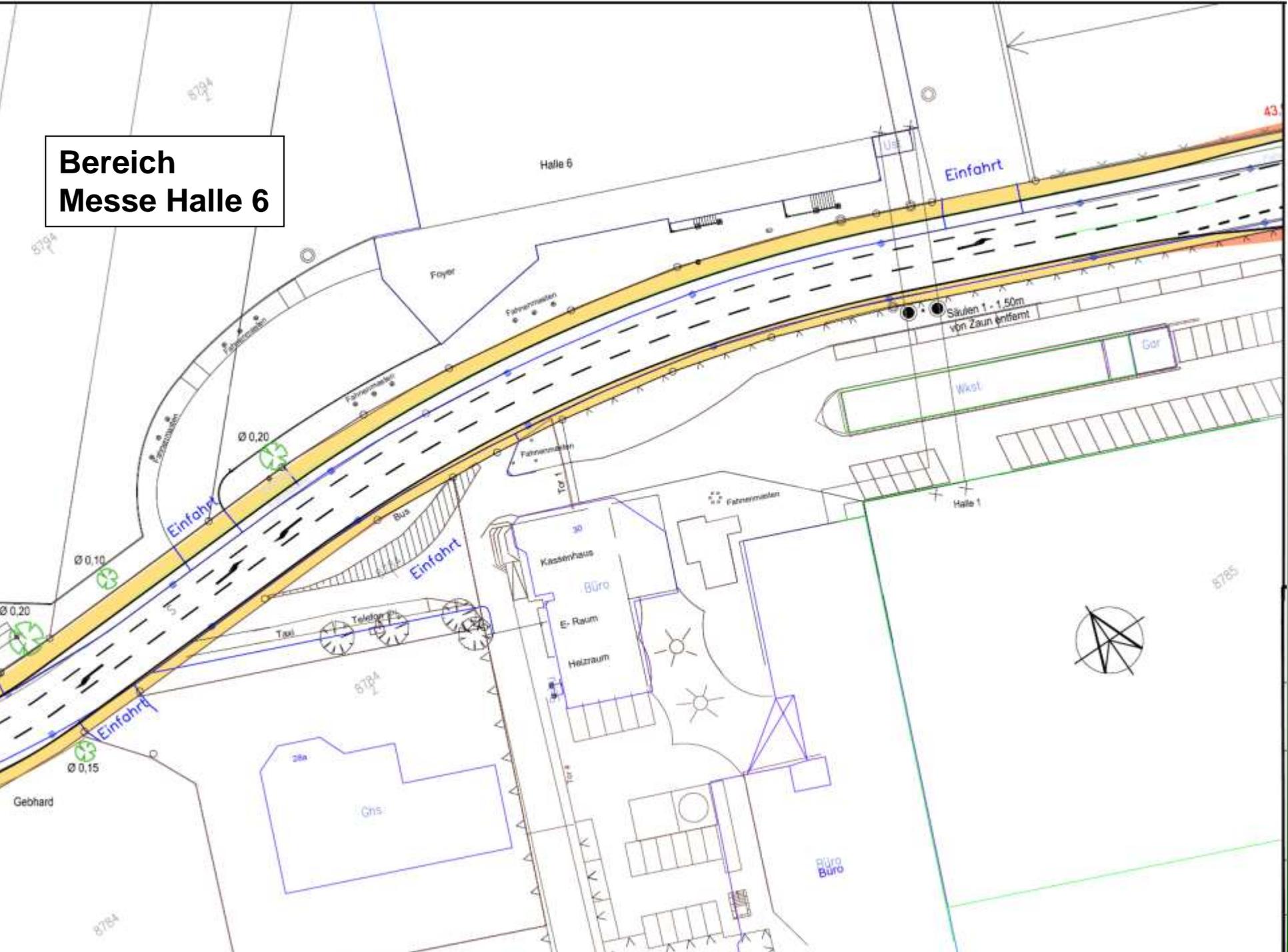


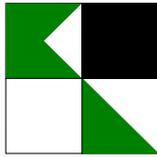
**Bereich östlich
Gutenbergstr.**

Bereich Am Schäfersbruch

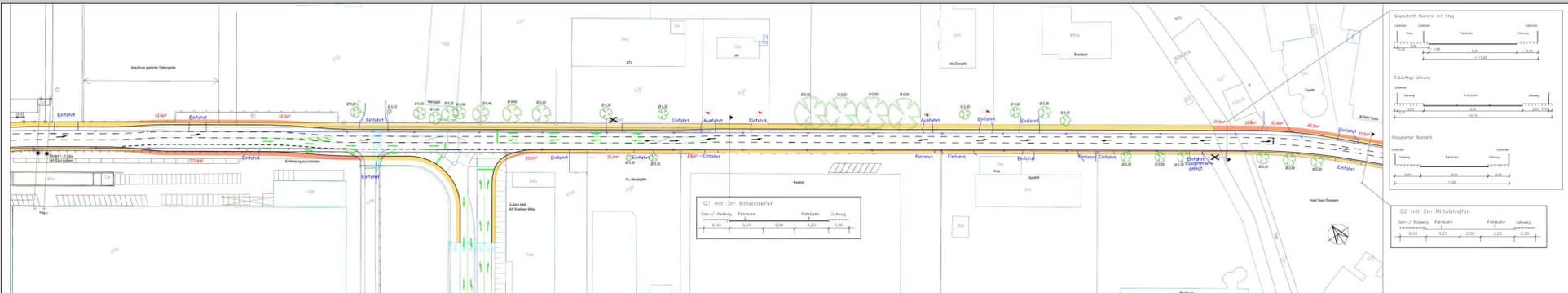


Bereich Messe Halle 6

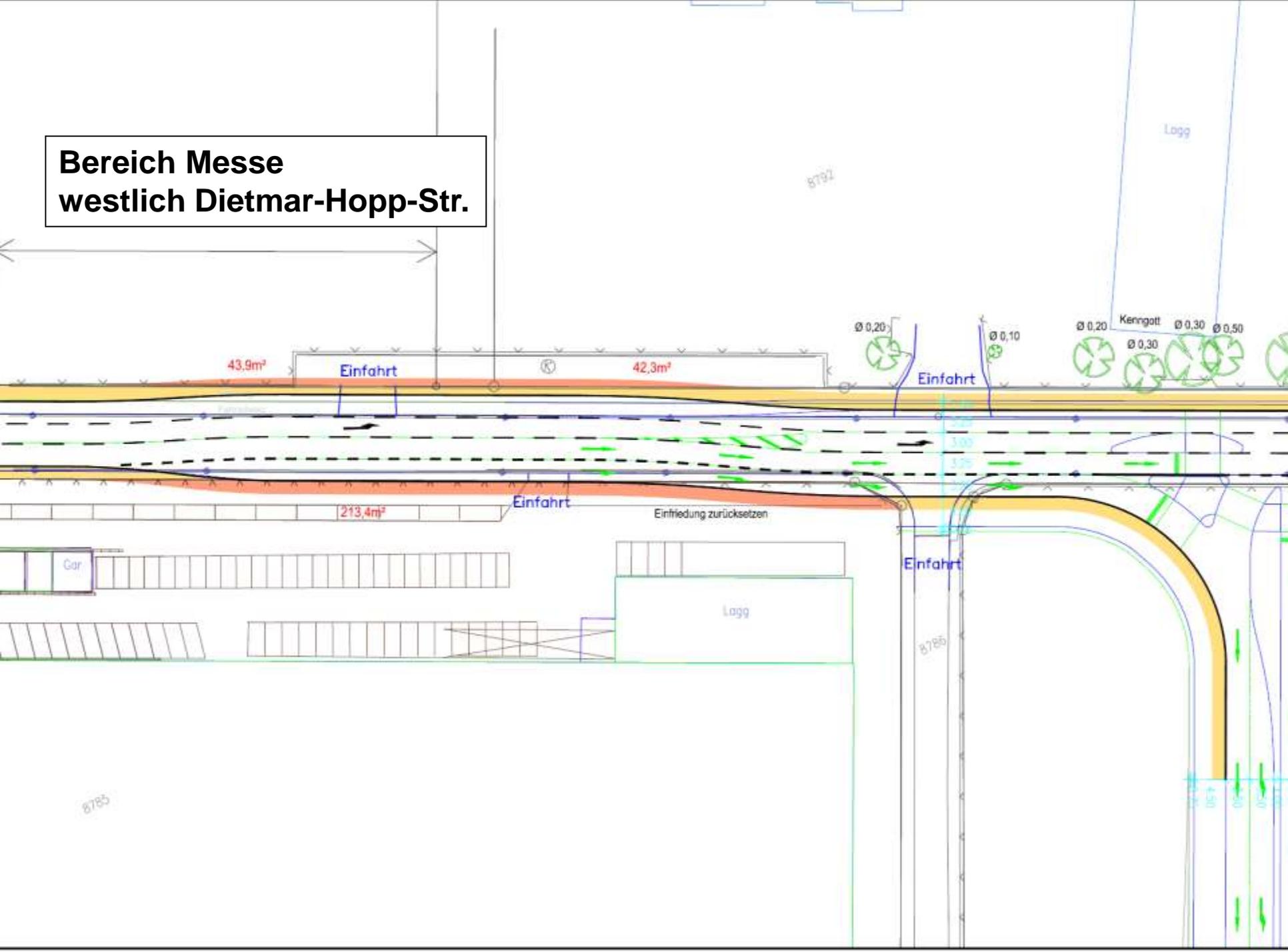




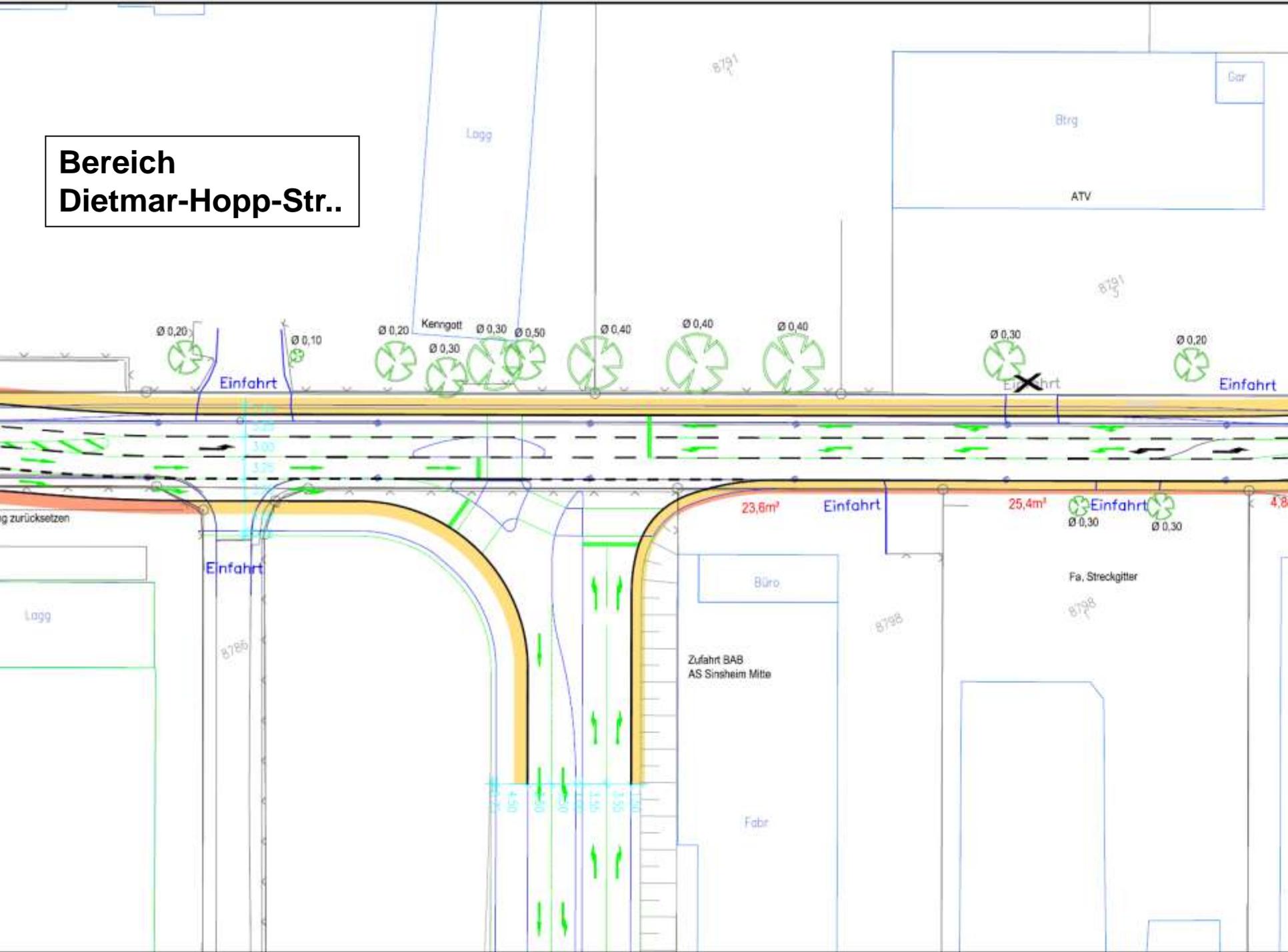
Teilabschnitt 3



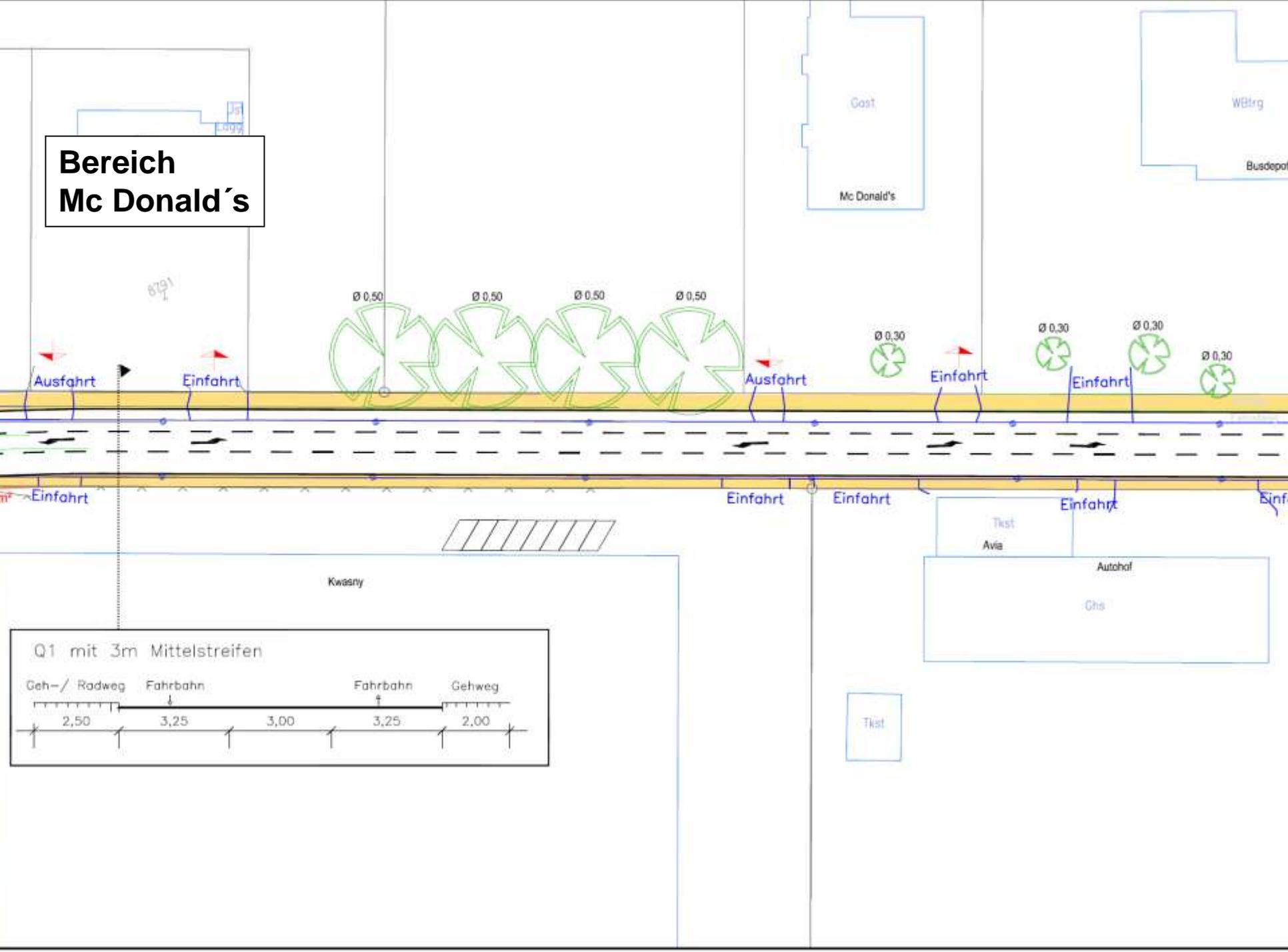
**Bereich Messe
westlich Dietmar-Hopp-Str.**



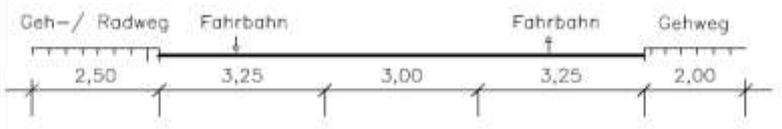
Bereich Dietmar-Hopp-Str..



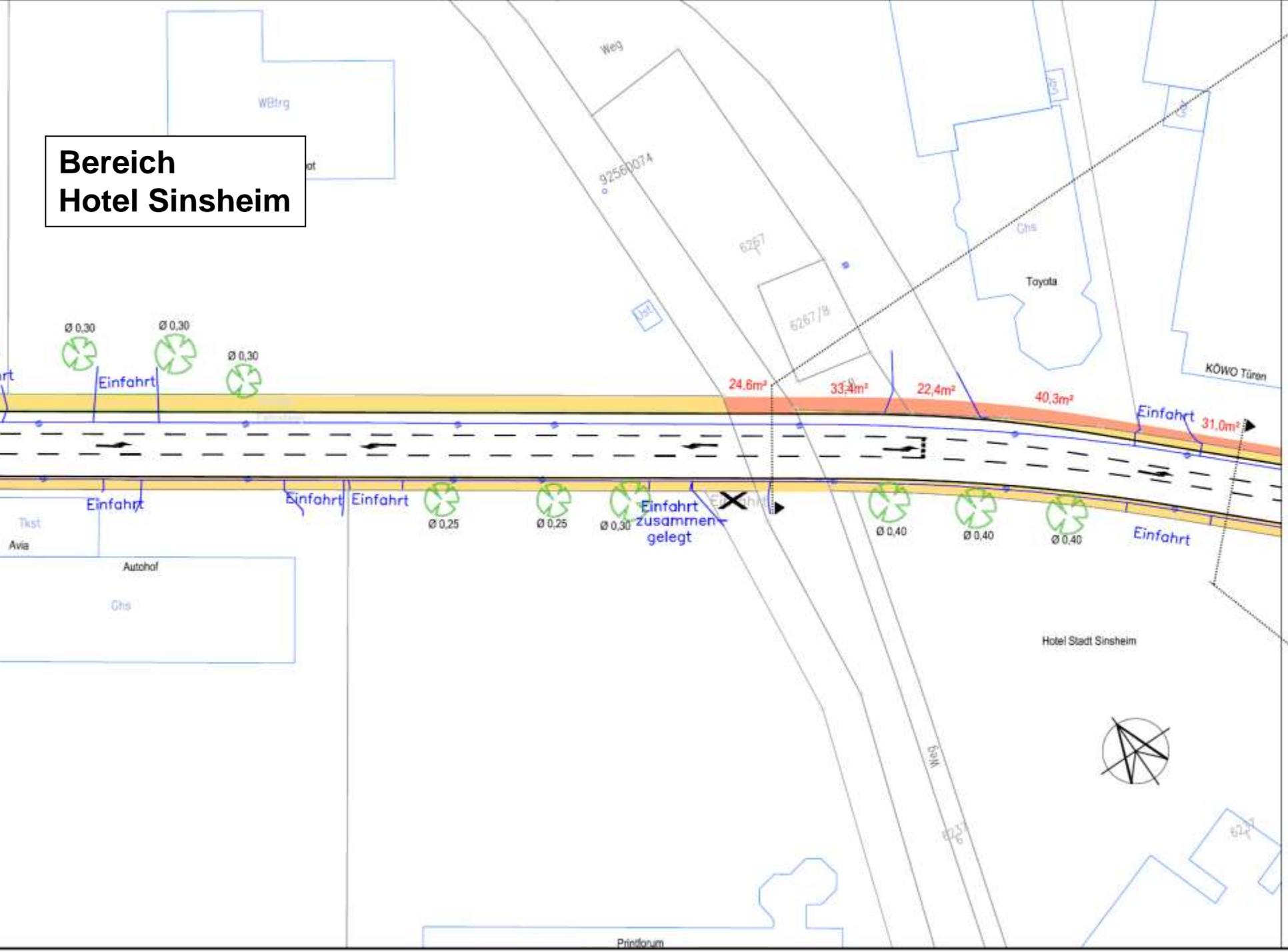
Bereich Mc Donald's

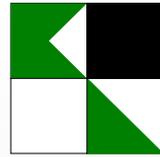


Q1 mit 3m Mittelstreifen

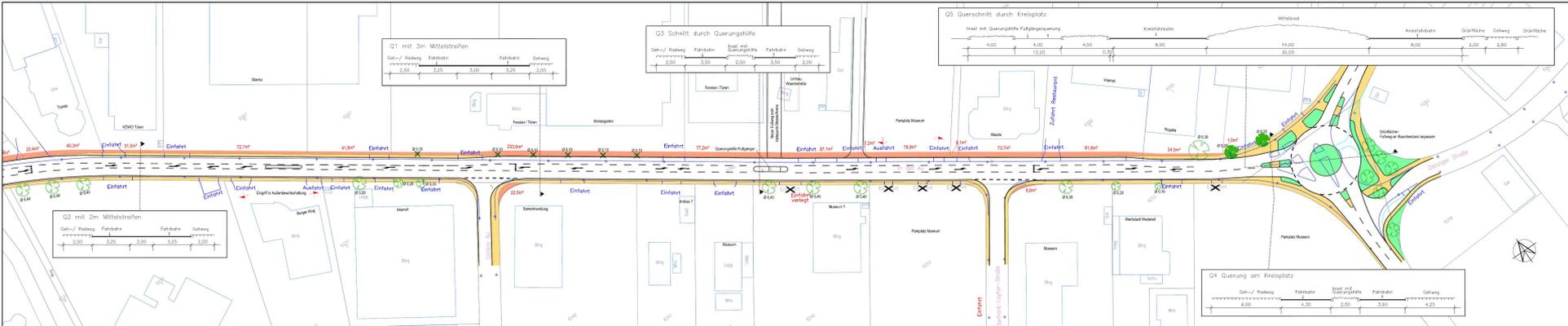


Bereich Hotel Sinsheim

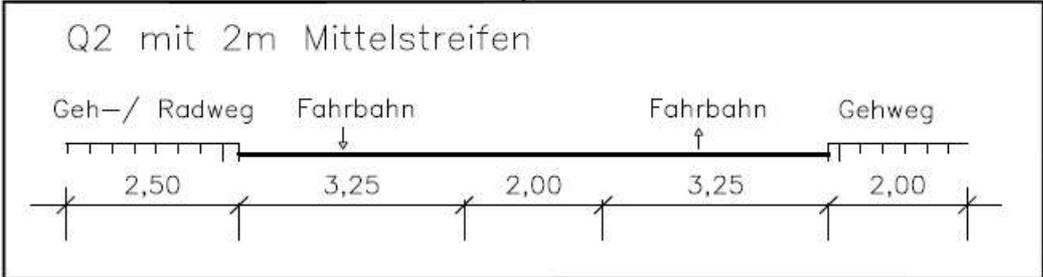
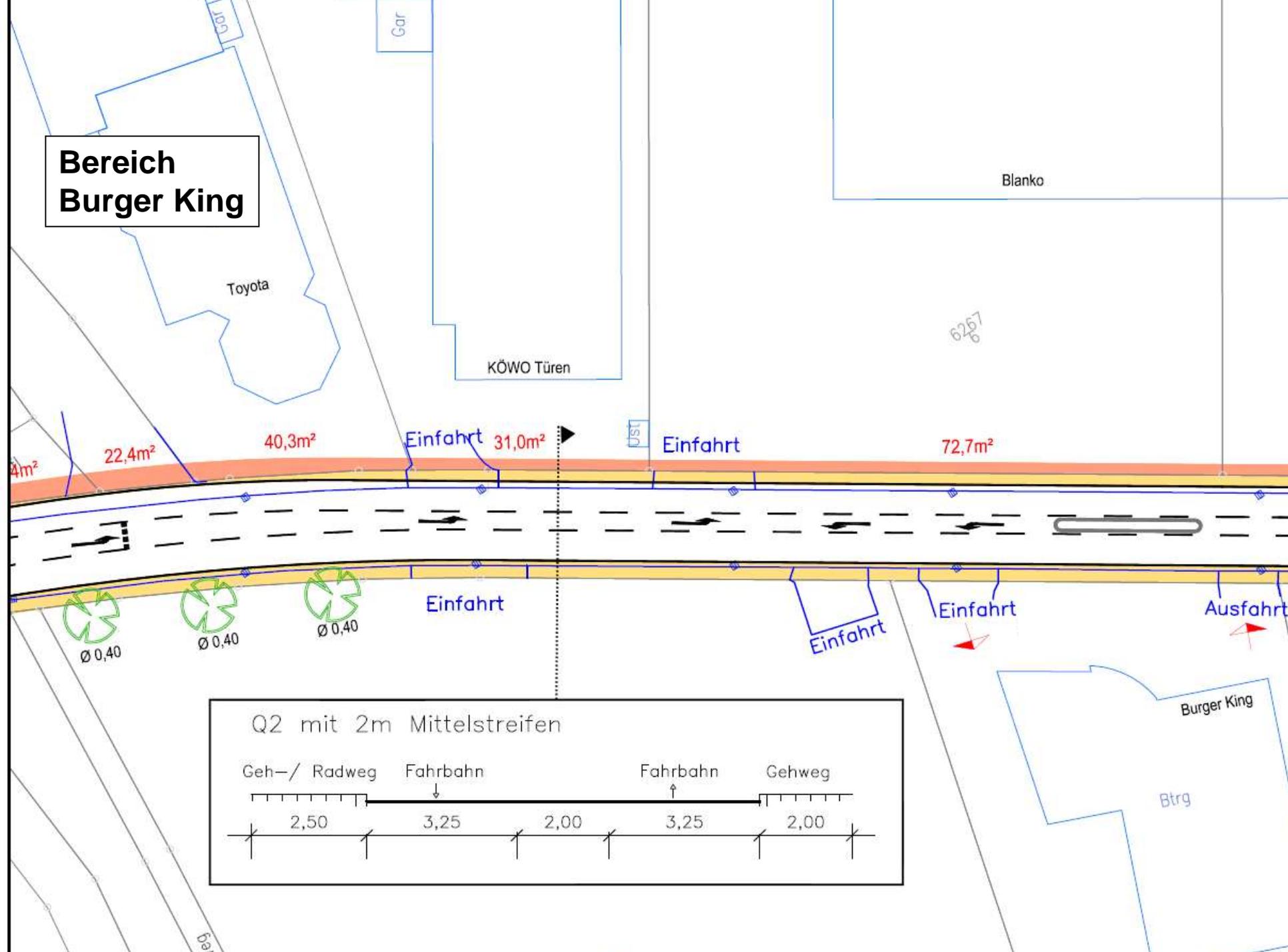


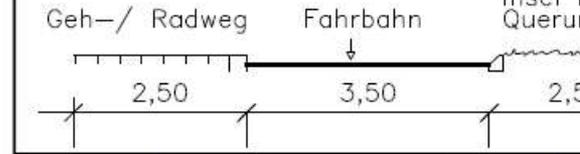
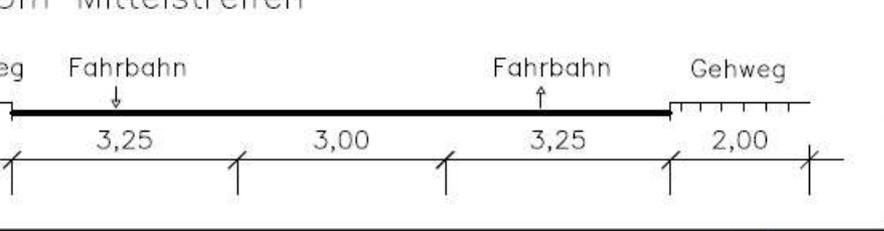


Teilabschnitt 4 – Bauabschnitt 1 – In der Au

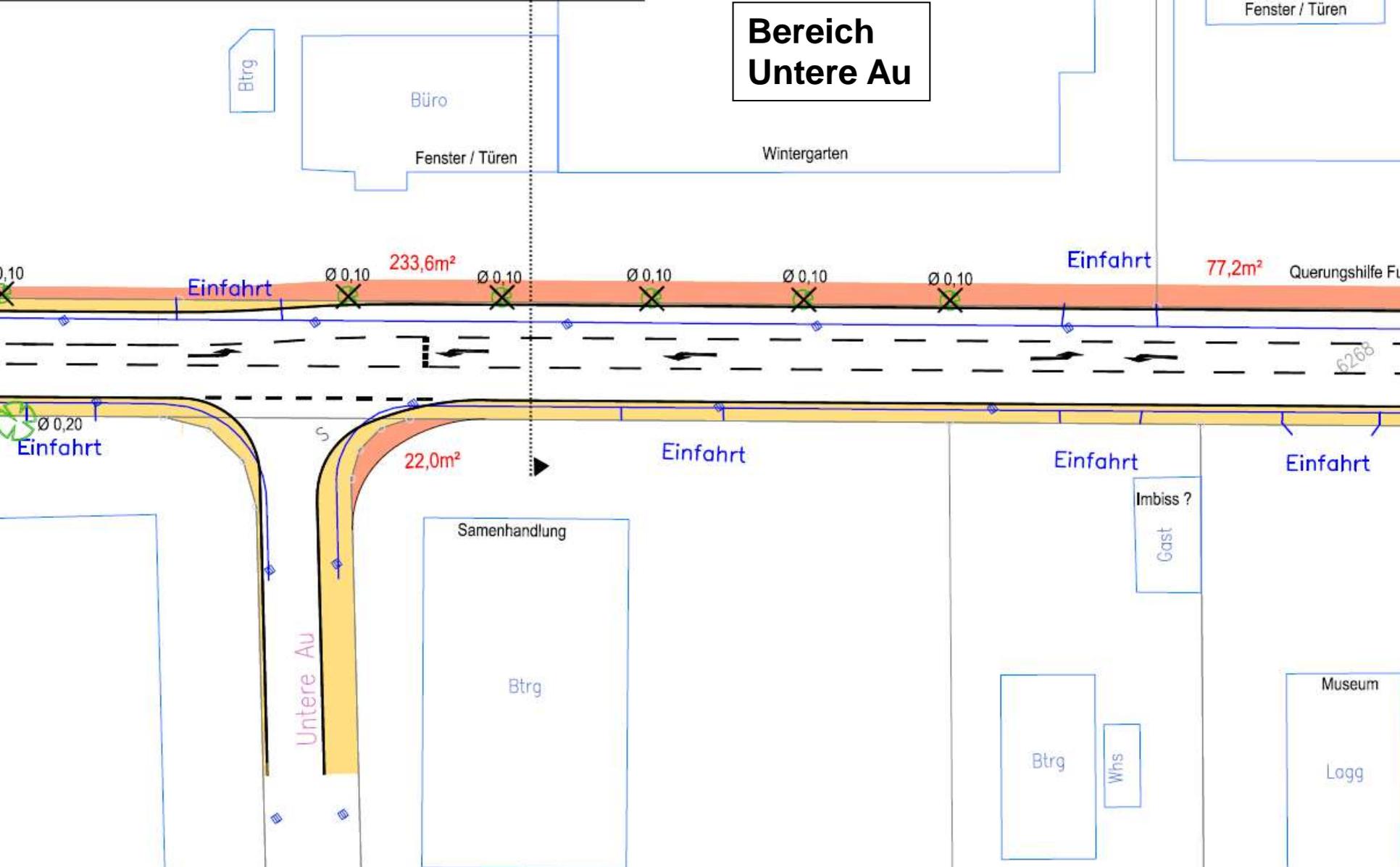


Bereich Burger King

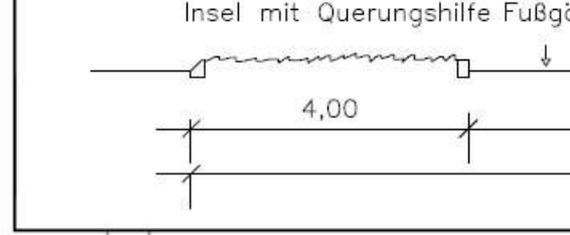
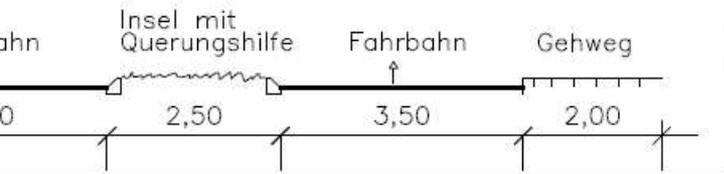




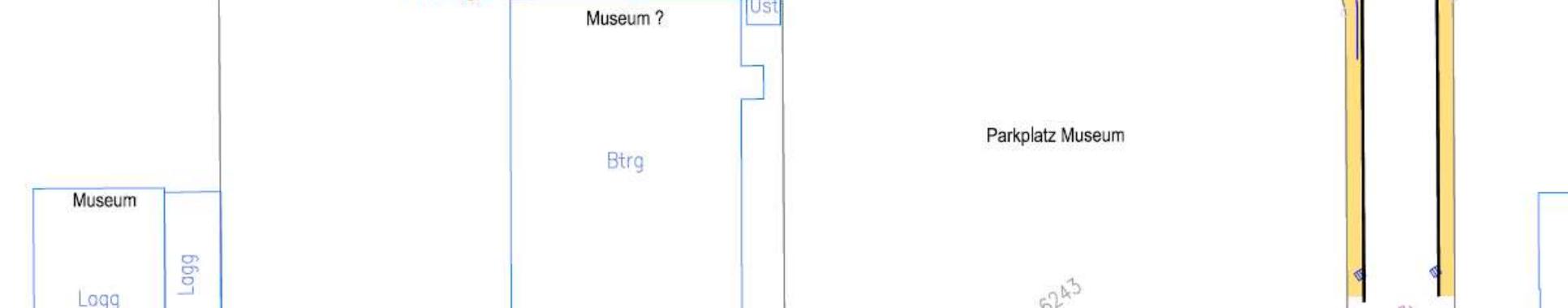
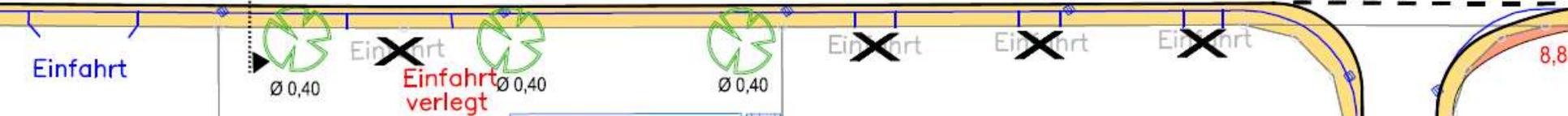
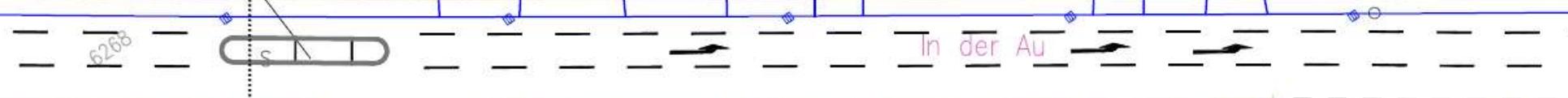
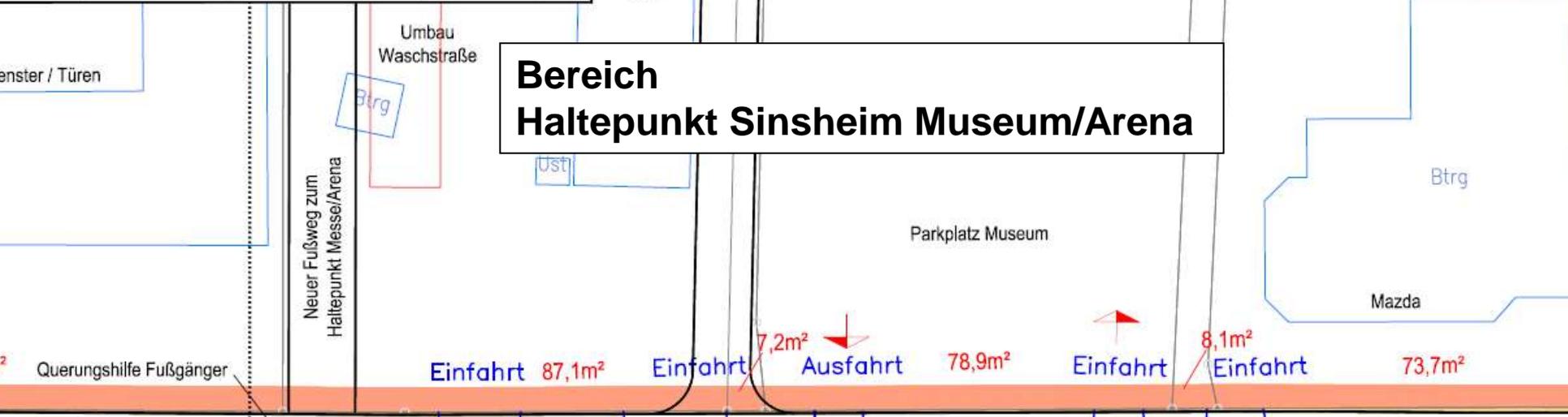
Bereich Untere Au

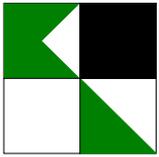


Querungshilfe



Bereich Haltepunkt Sinsheim Museum/Arena



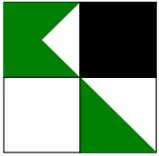


Eingriff in private Grundstücke

	vor Optimierung	nach Optimierung
nördlich Neulandstr.	2190,90m ²	2081,60m ²
südlich Neulandstr.	1306,10m ²	398,50m ²
Summe	3497,00m ²	2480,10m ²

Flächensparnis ca. 1.000 m²

entspricht ca. 29 %



Vielen Dank für Ihre Aufmerksamkeit!

Ingenieurbüro für Verkehrswesen
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76229 Karlsruhe

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Fax: 0721 / 96260 – 50
Net: www.koehler-leutwein.de