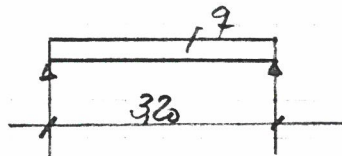


Pos. E04; Stahltrapezblech 106/250/0,881. System, Lasten:

q aus Trapezprofil
 aus Dachabdichtung
 aus Haarschraun
 aus 6cm Kies
 aus Unterdecke

$q = 0,10 \text{ kN/m}^2$
 $0,17 \text{ "}$
 $0,05 \text{ "}$
 $1,10 \text{ "}$
 $0,48 \text{ "}$

 $q = 1,90 \text{ kN/m}^2$
 $s = 0,75 \text{ "}$

 $q = \underline{\underline{2,65 \text{ kN/m}^2}}$
2. Schnittkräfte, Bemessung:

gew.: Stahl-Trapezprofil 106/250/0,88

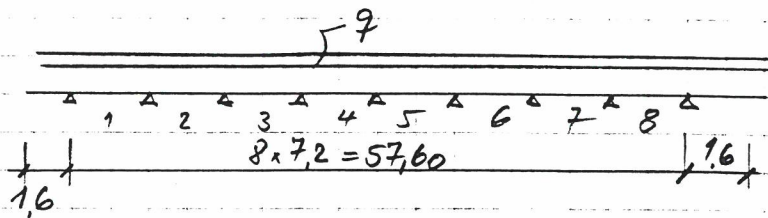
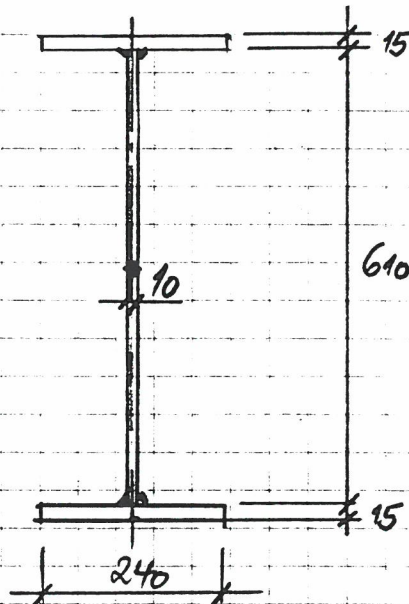
 $zul\ q = 3,44 \text{ kN/m}^2 > 2,65$

 für $l/300$ und $l = 3,25 \text{ m}$

$$A_g = 1,9 \cdot 3,2 \cdot \frac{1}{2} = 3,04 \text{ kN/m}$$

$$A_p = 0,75 \cdot 3,2 \cdot \frac{1}{2} = 1,20 \text{ "}$$

$$A_q = \underline{\underline{4,24 \text{ kN/m}}}$$

Pos. E05 ; Stahl-Längsträger - #37.21. System, Lasten:Querschnitt:

$$A = 2 \cdot 24 \cdot 15 + 61 = 133 \text{ cm}^2 \rightarrow G = 1,05 \text{ kN/m}$$

$$J_y = 1 \cdot 61^3 / 12 = 18915,1$$

$$2 \cdot 24 \cdot 15 \cdot 31,25^2 = 70312,5$$

$$\left. \begin{array}{l} 18915,1 \\ 70312,5 \end{array} \right\} 89227,6 \text{ cm}^4$$

$$W_y = 89227,6 / 32 = 2788 \text{ cm}^3$$

Lasten:

q: aus Ig.-Träger
aus Pos. E04

aus "

Dr.-Ing. P. Martens
Prüfingenieur

$$g = 1,05 \text{ kN/m}$$

$$= 3,05$$

$$g = 4,10 \text{ kN/m}$$

$$p = 1,20 \text{ kN/m}$$

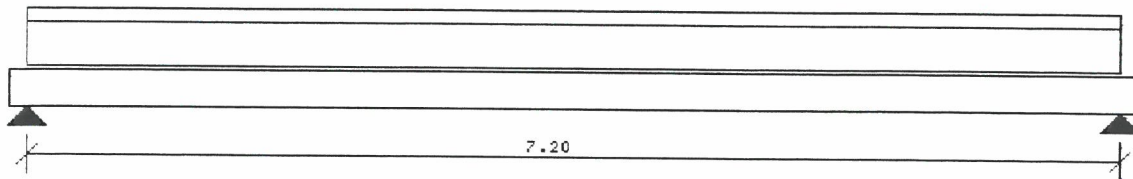
DURCHLAUFTRAEGER DLT 10 02/92 DOS B71

Bl. 1

Projekt : 24720

P o s : E05

Laengen-Masstab 1 : 50



S t a h l t r a e g e r

E-Modul E = 21000 kN/cm²

SYSTEM Laenge Querschnittswerte

Feld	L (m)		I (cm ⁴)	Wo (cm ³)	Wu (cm ³)
1	7.200	konstant	89227.0	2788.0	2788.0

BELASTUNG Lasttyp : 1=Gleichlast ueber L , 2=Einzellast bei a
(kN,m) 3=Einzelmoment bei a , 4=Trapezlast von a - a+b
5=Dreieckslast ueber L , 6=Trapezlast ueber L

Feld	Typ	g1	p1	Abstand	g2	p2	Laenge	ausPOS
1	1	4.100	1.200					q

Feldmomente Maximum

Durch elektronische
Vergleichsrechnung geprüft

Feld		Mf	M li	M re	Q li	Q re
1	x0 = 3.600	34.34	.00	.00	19.08	-19.08

Stuetzmomente Maximum

Stuetze	M li	M re	Q li	+ Q re	= max V	min V
1	.00	.00	.00	19.08	19.08	14.76
2	.00	.00	-19.08	.00	19.08	14.76

Durchbiegungen maximale minimale

Feld Nr.	x (m)	f (cm)	x (m)	f (cm)
----------	-------	--------	-------	--------

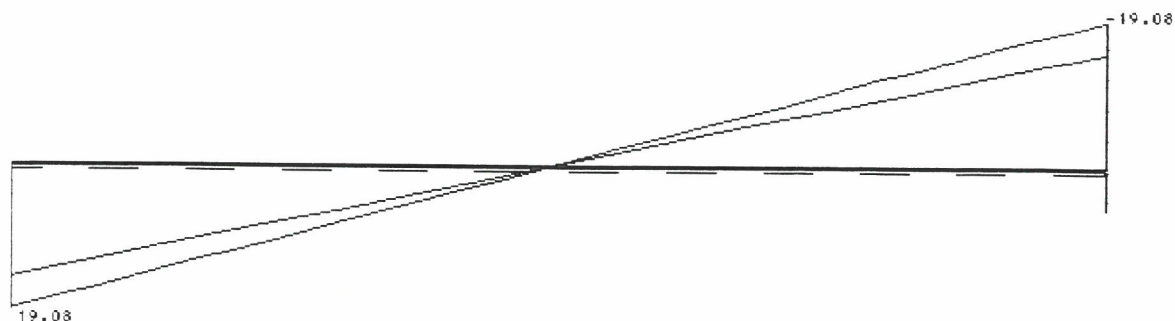
DURCHLAUFTRAEGER DLT 10 02/92 DOS B71

B1. 2

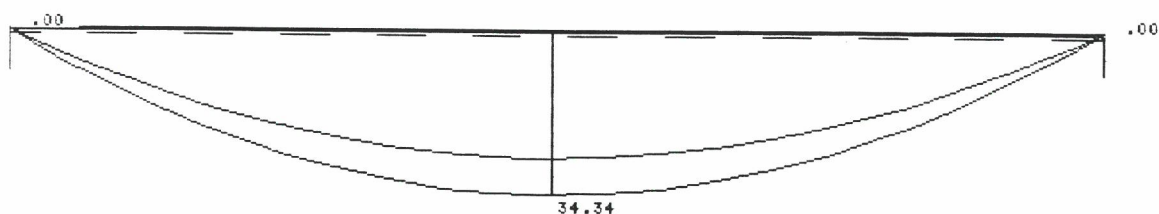
Projekt : 24720

P o s : E05

1 3.60 .10 7.20 .00



✓ Durch elektronische
 Vergleichsrechnung geprüft



B e m e s s u n g : St 37 zul Sigma = 140.0 N/mm2

Zulaessige Durchbiegungen : im Feld zul f = L / 300
 Kragarm L / 150

Feld	x	Moment	Sigma o	Sigma u	f	erf I	vorh I
Nr.		(kNm)	(N/mm2)	(N/mm2)	(cm)	(cm4)	(cm4)
1	3.600	34.34	-12.32	12.32	.10	3680	89227

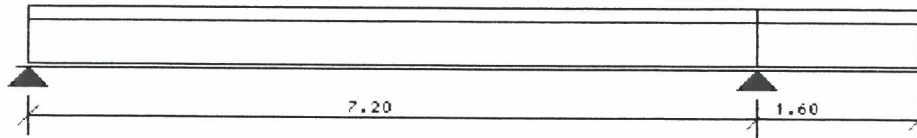
DURCHLAUFTRAEGER DLT 10 02/92 DOS B71

Bl. 1

Projekt : 24720

P o s : E.05A

Laengen-Masstab 1 : 75



S t a h l t r a e g e r

E-Modul E = 21000 kN/cm²

SYSTEM	Laenge	Querschnittswerte			
Feld	L (m)		I (cm ⁴)	Wo (cm ³)	Wu (cm ³)
1	7.200	konstant	89227.0	2788.0	2788.0
Kragarm					
rechts	1.600	konstant	89227.0	2788.0	2788.0

BELASTUNG Lasttyp : 1=Gleichlast ueber L , 2=Einzellast bei a
(kN,m) 3=Einzelmoment bei a , 4=Trapezlast von a - a+b
5=Dreieckslast ueber L , 6=Trapezlast ueber L

Feld	Typ	g1	p1	Abstand	g2	p2	Laenge	ausPOS
1	1	4.100	1.200					q
Kragarm								
rechts	1	4.100	1.200					q

Feldmomente Maximum

✓ Durch elektronische
Vergleichsrechnung geprüft

Feld		Mf	M li	M re	Q li	Q re
1	x0 = 3.462	31.77	.00	-5.25	18.35	-19.81

Stuetzmomente Maximum

Stuetze	M li	M re	Q li	+ Q re	= max V	min V
1	.00	.00	.00	18.35	18.35	13.82
2	-6.78	-6.78	-20.02	8.48	28.50	22.05

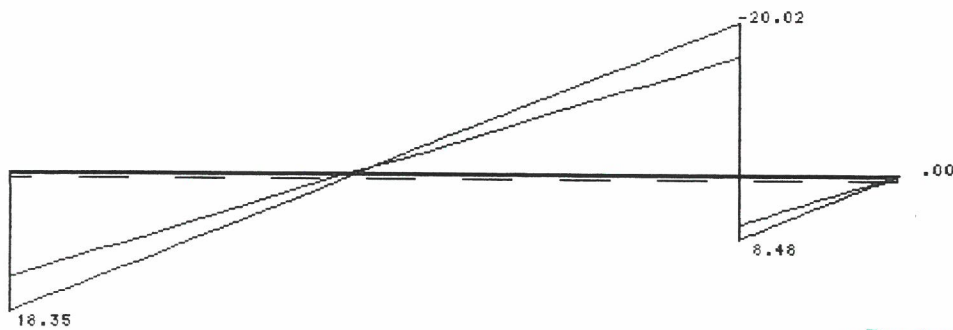
DURCHLAUFTRAEGER DLT 10 02/92 DOS B71

Bl. 2

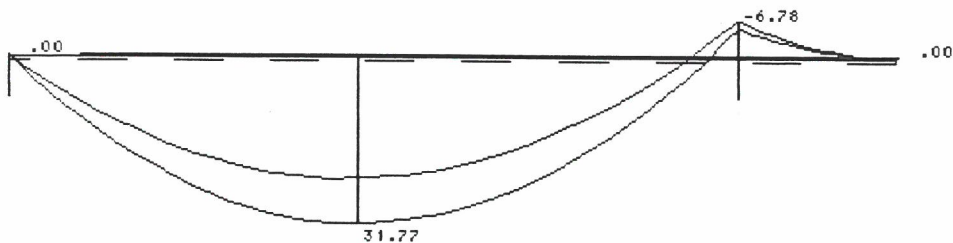
Projekt : 24720

P o s : E.05A

Durchbiegungen		maximale		minimale	
Feld Nr.	x (m)	f (cm)	x (m)	f (cm)	
1	3.60	.09	.00	.00	
Kragarme					
Krre	1.60	-.04	1.60	-.06	



✓ Durch elektronische
Vergleichsrechnung geprüft



B e m e s s u n g : St 37 zul Sigma = 140.0 N/mm2

Zulaessige Durchbiegungen : im Feld zul f = L / 300
Kragarm L / 150

Feld	x	Moment	Sigma o	Sigma u	f	erf I	vorh I
Nr.		(kNm)	(N/mm2)	(N/mm2)	(cm)	(cm4)	(cm4)
1	3.462	31.77	-11.40	11.40	.09	3343	89227
Kragarm rechts					-.04		89227

DURCHLAUFTRAEGER DLT10 02/92 DOS B71

Bl. 3

Projekt : 24720

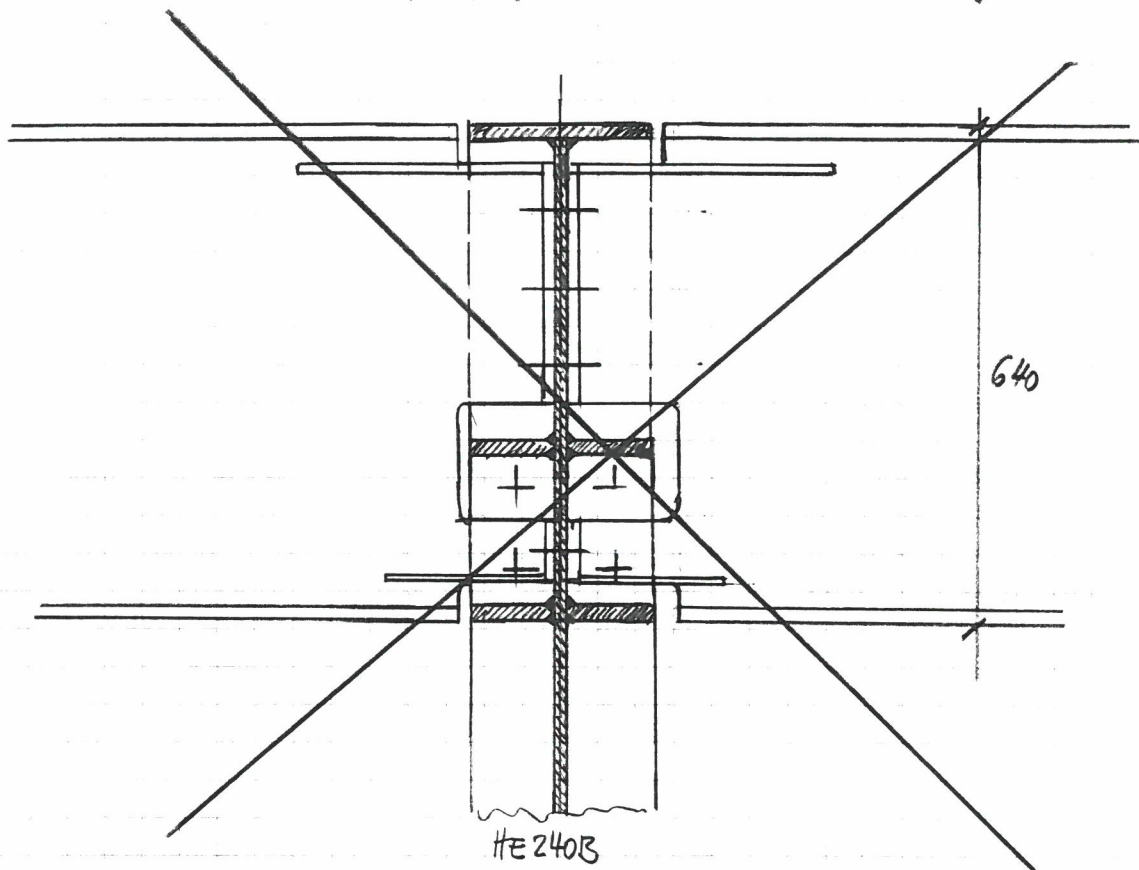
P o s : E.05A

Stuetze	M	Sigma o	Sigma u	Q li	Tau	Q re	Tau
Nr.	(kNm)	(N/mm2)	(N/mm2)	(kN)	(N/mm2)	(kN)	(N/mm2)
1	.000	.0	.0	.0		18.4	
2	-6.784	2.4	-2.4	-20.0		8.5	

Durch elektronische
Vergleichsrechnung geprüft

2. Schnittkräfte, Bemessung

- $l/300$ bzw. $l_k/150$
- vgl. folgende elektr. Berechnung

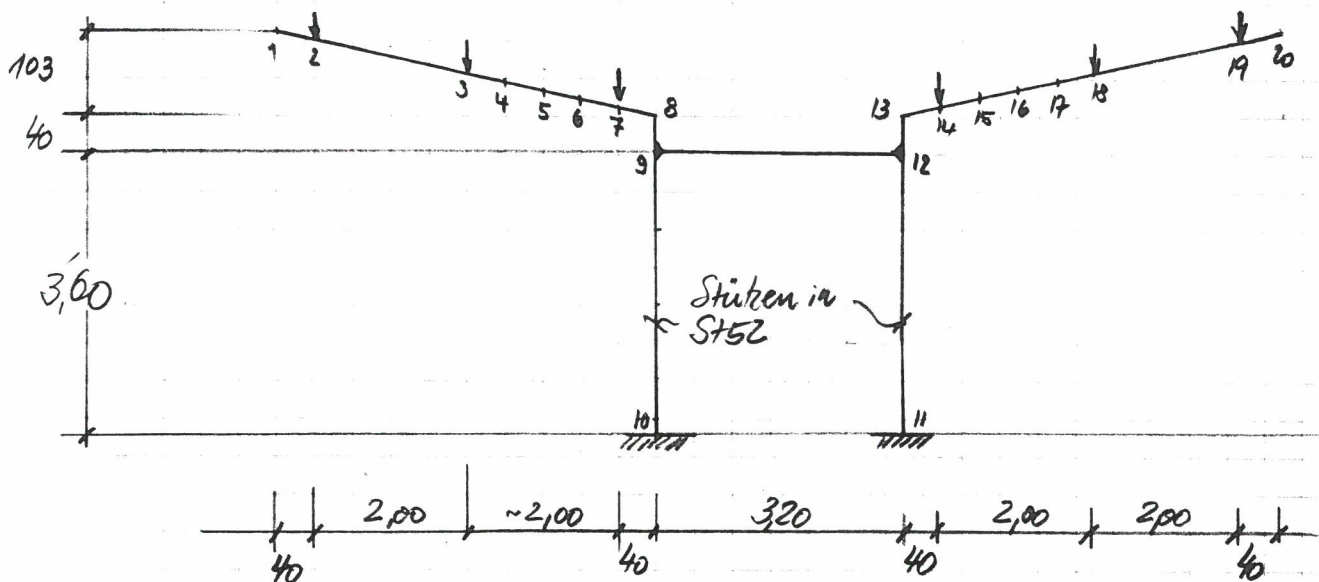


Pos. E06 ; Stahl - Randprofil : I 240

Gew.: nach konstruktiven Erfordernissen
ohne weiteren Nachweis

Pos. E07; Stahlrahmen - Vordach : HE 240B

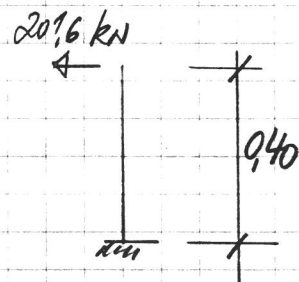
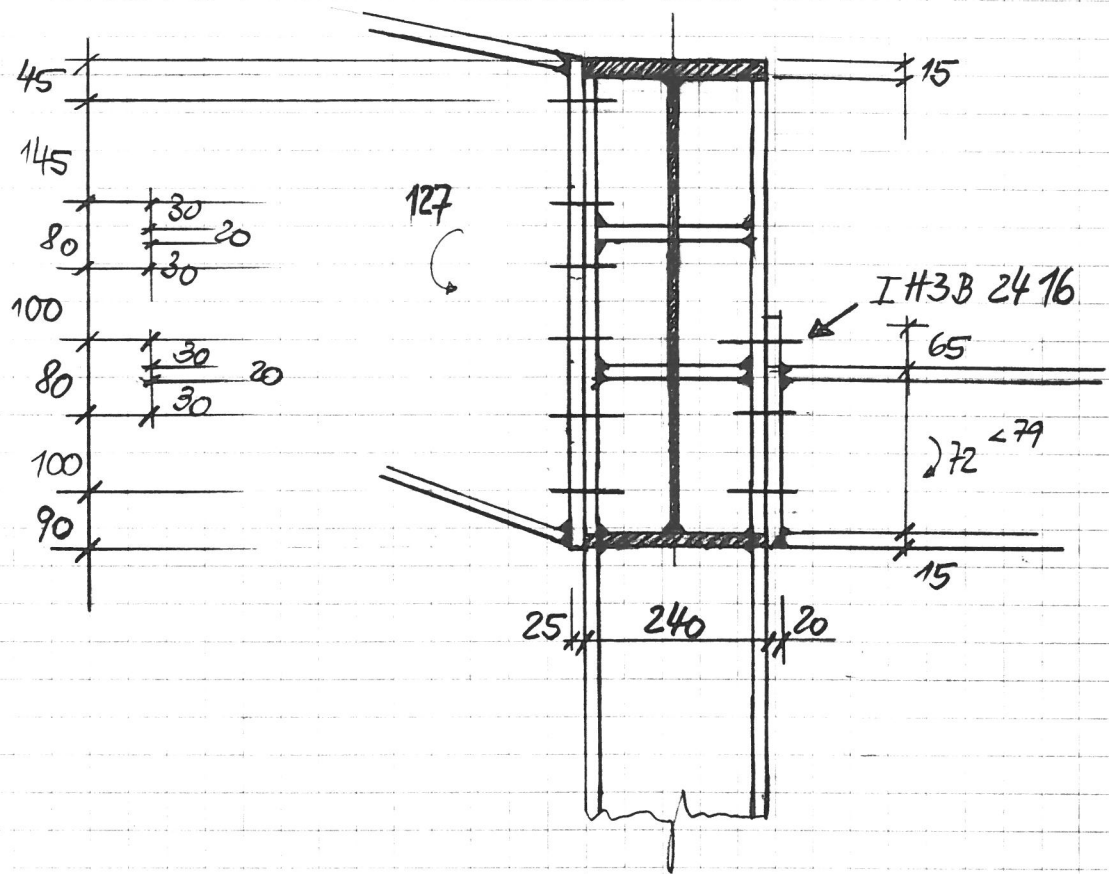
1. System, Lasten:



- alles weitere → vgl. Pos E08

2. Schnittkräfte, Bemessung

- vgl. folgende elektr. Berechnung
- Wegen der geringen Ausnutzung wird auf einen Nachweis nach Theorie II. Ordnung verzichtet.

Pos. 07/08, Detailpunkt - Ecke

$$M = 127 \text{ kNm}$$

$$Z = Q = 127 / 0,63 = 201,6 \text{ kN}$$

$$\sigma_v = 201,6 / (22 \cdot 1) = 9,16 \text{ kN/m}^2 < 156$$

$$M_R = 201,6 \cdot 0,4 = 80,60 \text{ kNm}$$

$$\sigma_x = 8060 / 938 = 8,60 \text{ kN/m}^2$$

$$\sigma_v = \sqrt{8,6^2 + 3 \cdot 9,16^2} = 18,04 \text{ kN/m}^2 < 11,1$$

Nachweis des Schraubenauschlusses

nach Petersen "Stahlbau"

Seite 631 1. Auflage - VIEWEG

$$n=6 \quad m=2 \quad \rightarrow f_z = 0,209$$

$$\max z = \frac{M}{h} \cdot f_z = \frac{127}{0,58} \cdot 0,209 = \underline{\underline{45,7 \text{ kN}}}$$

gew.: HV M16 - 10.9 ; 1,0 PV

$$z_{ult} = \begin{matrix} 64,4 \text{ kN} & (H_z) \\ 56,5 \text{ kN} & (H) \end{matrix}$$

gew.: Stirnplatten dicke

$$t_p = 1,5 \cdot 16 = 24 \rightarrow \underline{\underline{25 \text{ mm}}}$$

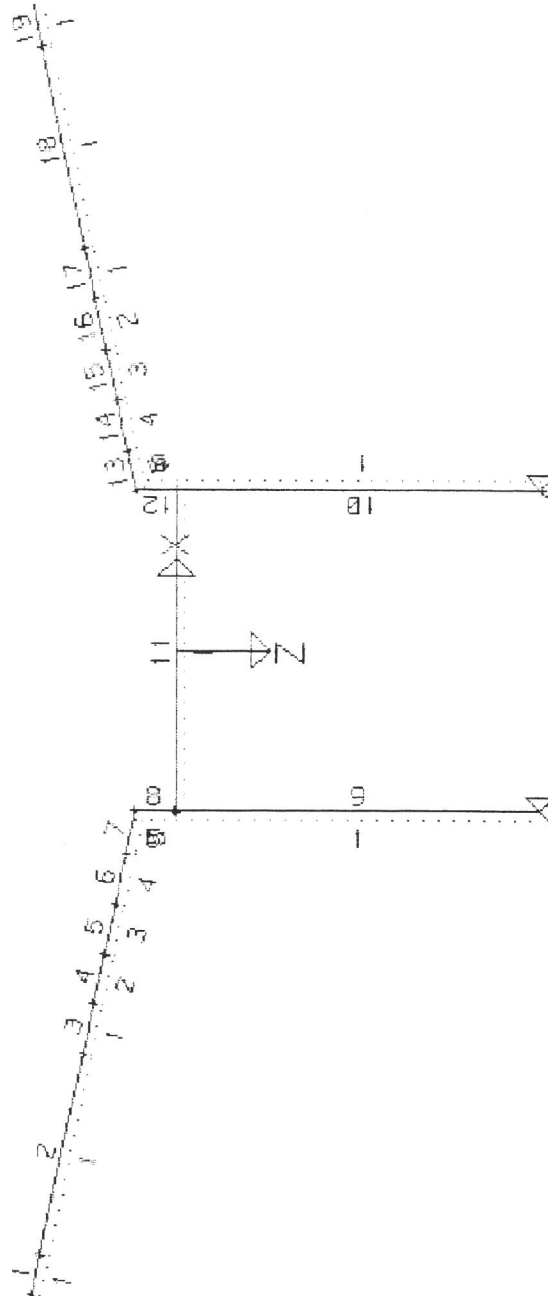
gew.: Stützenflanschdicke

$$t_F = 1,00 \cdot 16 = 16 \rightarrow \underline{\underline{17}}$$

Verkehrsterminal Peine

=====

SYSTEMSKIZZE: M 1 : 75

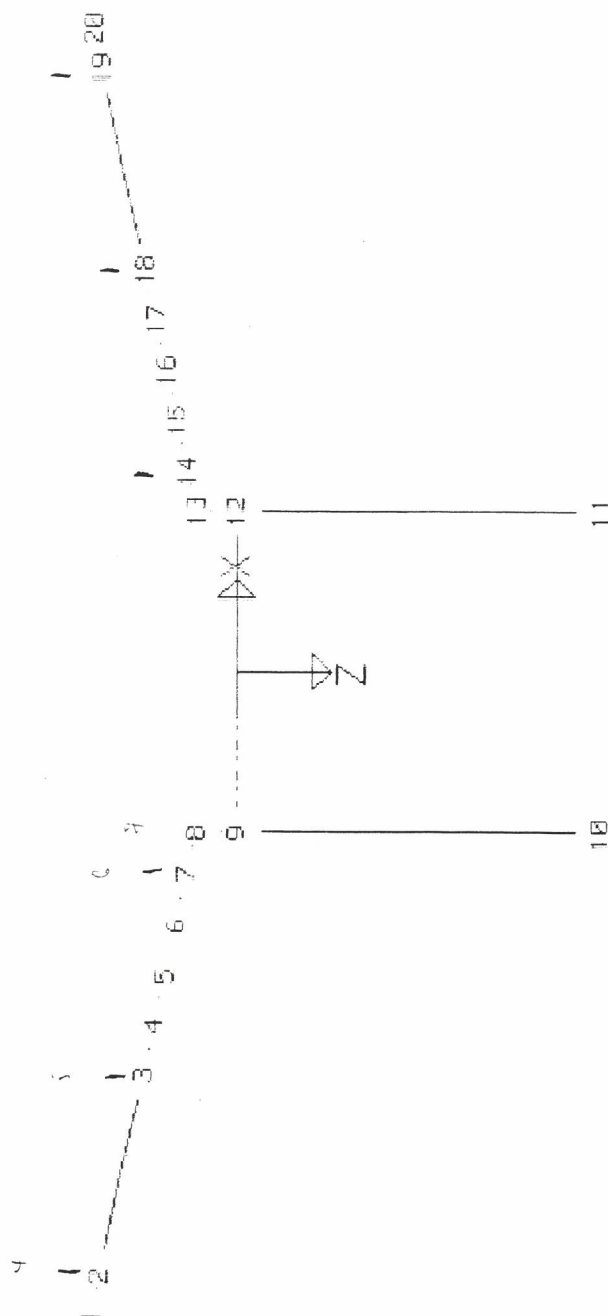


R

Verkehrsterminal Peine

=====

SYSTEMSKIZZE: M 1 : 75



R

Verkehrsterminal Peine

Zusammenstellung der Systemwerte:

Materialkonstanten:

E-Modul E= 2.100E+08 KN/M²

Koordinaten der Knoten: (m)

Kno	X	Z	Kno	X	Z	Kno	X	Z
1	-6.400	-1.430	2	-6.000	-1.344	3	-4.000	-.915
4	-3.500	-.807	5	-3.000	-.700	6	-2.500	-.593
7	-2.000	-.486	8	-1.600	-.400	9	-1.600	0.000
10	-1.600	3.600	11	1.600	3.600	12	1.600	0.000
13	1.600	-.400	14	2.000	-.486	15	2.500	-.593
16	3.000	-.700	17	3.500	-.807	18	4.000	-.915
19	6.000	-1.344	20	6.400	-1.430			

Systembeschreibung: (m,Grad) Gelenke NMQ.NMQ (0=Nein 1=Ja)

Stab	K-A	K-E	GA.GE	QA.QE	Laenge	Richtung
1	1	2	0.000	1.00	.409	-12.134
2	2	3	0.000	1.00	2.045	-12.106
3	3	4	0.000	1.00	.512	-12.189
4	4	5	0.000	2.00	.511	-12.079
5	5	6	0.000	3.00	.511	-12.079
6	6	7	0.000	4.00	.511	-12.079
7	7	8	0.000	5.00	.409	-12.134
8	8	9	0.000	5.00	.400	-90.000
9	9	10	0.000	1.00	3.600	-90.000
10	11	12	0.000	1.00	3.600	90.000
11	9	12	0.000	1.00	3.200	0.000
12	12	13	0.000	5.00	.400	90.000
13	13	14	0.000	5.00	.409	12.134
14	14	15	0.000	4.00	.511	12.079
15	15	16	0.000	3.00	.511	12.079
16	16	17	0.000	2.00	.511	12.079
17	17	18	0.000	1.00	.512	12.189
18	18	19	0.000	1.00	2.045	12.106
19	19	20	0.000	1.00	.409	12.134

Querschnittswerte: (m)

Nr.	Ib	F	Ys	Yu	Yo	b	C
1	10.893E-05	10.200E-03	0.000	-.120	.120	0.000	0
2	17.137E-05	10.760E-03	0.000	-.147	.147	0.000	0
3	34.411E-05	11.840E-03	0.000	-.201	.201	0.000	0
4	58.589E-05	12.920E-03	.013	-.255	.255	0.000	0
5	86.645E-05	13.890E-03	0.000	-.304	.304	0.000	0

Auflagerbedingungen: Definition:		<0=Fest	0=Frei	>0=Elastisch
Kno	Ort	X	Y	Z
10		-1.000E+00	-1.000E+00	-1.000E+00
11		-1.000E+00	-1.000E+00	-1.000E+00

Projekt: 24720 Pos.: E07

Blatt: 2 Seite: *B57/4*

Programm: RAHM

OWI 05.1986

HP Vectra QS-20

Verkehrsterminal Peine

Lage der Bemessungspunkte:

Pkt	Ort	Stab	a	Pkt	Ort	Stab	a
1	S 1	a= 0	1	0.000	2	S 1	a= .409
3	S 2	a= 0	2	0.000	4	S 2	a= 2.045
5	S 3	a= 0	3	0.000	6	S 3	a= .511
7	S 4	a= 0	4	0.000	8	S 4	a= .511
9	S 5	a= 0	5	0.000	10	S 5	a= .511
11	S 6	a= 0	6	0.000	12	S 6	a= .511
13	S 7	a= 0	7	0.000	14	S 7	a= .409
15	S 8	a= 0	8	0.000	16	S 8	a= .4
17	S 9	a= 0	9	0.000	18	S 9	a= 3.6
19	S 10	a= 0	10	0.000	20	S 10	a= 3.6
21	S 11	a= 0	11	0.000	22	S 11	a= 3.2
23	S 12	a= 0	12	0.000	24	S 12	a= .4
25	S 13	a= 0	13	0.000	26	S 13	a= .409
27	S 14	a= 0	14	0.000	28	S 14	a= .511
29	S 15	a= 0	15	0.000	30	S 15	a= .511
31	S 16	a= 0	16	0.000	32	S 16	a= .511
33	S 17	a= 0	17	0.000	34	S 17	a= .511
35	S 18	a= 0	18	0.000	36	S 18	a= 2.045
37	S 19	a= 0	19	0.000	38	S 19	a= .409

Sicherung der Daten in der Datei:

B:vtp_E07

Belastung: (m,KN,Grad) Def.: b<0 ==> Belastung ueber mehrere Staebe
 Hinweis: Stab.XX ==> XX = Step der Stabnummernfolge

LF	Art	Ri.	Stab	==> Stab	a	b	Wert 1	Wert 2
1	Str	3	1	7.00	0.000	-20.00	.50	.50
1	Str	3	13	19.00	0.000	-20.00	.50	.50
1	Str	3	11	11.00	0.000	-20.00	.50	.50
4	Str	1	9	9.00	0.000	-20.00	-2.88	-2.88
4	Str	1	10	10.00	0.000	-20.00	1.80	1.80

LF	Art	Ri.	Knot	==> Knot	--	Hx	My	Vz
1	Kno	0	2	2.00	0.000	0.00	0.00	6.18
1	Kno	0	3	3.00	0.000	0.00	0.00	9.87
1	Kno	0	7	7.00	0.000	0.00	0.00	6.18
1	Kno	0	9	9.00	0.000	0.00	0.00	31.27
1	Kno	0	14	14.00	0.000	0.00	0.00	6.18
1	Kno	0	18	18.00	0.000	0.00	0.00	9.87
1	Kno	0	19	19.00	0.000	0.00	0.00	6.18
1	Kno	0	12	12.00	0.000	0.00	0.00	31.27
2	Kno	0	9	9.00	0.000	0.00	0.00	11.57
3	Kno	0	12	12.00	0.000	0.00	0.00	11.57
2	Kno	0	2	2.00	0.000	0.00	0.00	7.15
2	Kno	0	3	3.00	0.000	0.00	0.00	14.07
2	Kno	0	7	7.00	0.000	0.00	0.00	7.15
3	Kno	0	14	14.00	0.000	0.00	0.00	7.15
3	Kno	0	18	18.00	0.000	0.00	0.00	14.07

Projekt: 24720 Pos.: E07

Blatt: 3 Seite: *B57/5*

Programm: RAHM OWI 05.1986

HP Vectra QS-20

Verkehrsterminal Peine

=====

LF	Art	Ri.	Knot	=> Knot	--	Hx	My	Vz
3	Kno	0	19	19.00	0.000	0.00	0.00	7.15
4	Kno	0	2	2.00	0.000	0.00	0.00	-7.15
4	Kno	0	3	3.00	0.000	0.00	0.00	-14.07
4	Kno	0	7	7.00	0.000	0.00	0.00	-7.15
4	Kno	0	14	14.00	0.000	0.00	0.00	-2.38
4	Kno	0	18	18.00	0.000	0.00	0.00	-4.69
4	Kno	0	19	19.00	0.000	0.00	0.00	-2.38

Lastfall: 1 Ständige Last

Auflagerkrafte:

*Seite B57/5 bis B57/21**Durch elektronische
Vergleichsrechnung geprüft*

LF	Kno	Ort	Hx (KN)	My (KNm)	Vz (KN)
1	10		-15.6	18.7	-56.7
1	11		15.6	-18.7	-56.7
Summe			-0.0	0.0	-113.4

Schnittkrafte: (mm, Rad*1000, KN, KNm, KN/m^2)

LF	Stab	U	Phi	W	N	M	Q
1	1 A	-.58	3.56	13.87	-0.0	-0.0	0.0
	E	-.58	3.56	12.41	-0.0	-0.0	-.2
1	2 A	-.59	3.56	12.41	-1.3	-0.0	-6.2
	E	-.59	2.96	5.53	-1.5	-13.8	-7.2
1	3 A	-.58	2.96	5.53	-3.6	-13.8	-16.9
	E	-.59	2.55	4.11	-3.7	-22.5	-17.1
1	4 A	-.59	2.55	4.11	-3.7	-22.5	-17.1
	E	-.59	2.17	2.90	-3.7	-31.3	-17.4
1	5 A	-.59	2.17	2.90	-3.7	-31.3	-17.4
	E	-.59	1.92	1.85	-3.8	-40.2	-17.6
1	6 A	-.59	1.92	1.85	-3.8	-40.2	-17.6
	E	-.60	1.73	.91	-3.8	-49.3	-17.8
1	7 A	-.59	1.73	.91	-5.1	-49.3	-23.9
	E	-.60	1.61	.23	-5.2	-59.1	-24.1
1	8 A	.10	1.61	.63	-24.6	-59.1	0.0
	E	.10	1.48	.01	-24.6	-59.1	0.0
1	9 A	.10	1.48	.01	-56.7	-37.5	15.6
	E	0.00	0.00	0.00	-56.7	18.7	15.6
1	10 A	0.00	0.00	0.00	-56.7	18.7	-15.6
	E	-.10	-1.48	.01	-56.7	-37.5	-15.6
1	11 A	-.01	1.48	.10	15.6	-21.6	.8
	E	.01	-1.48	.10	15.6	-21.6	-.8

Projekt: 24720 Pos.: E07

Blatt: 4 Seite: *B57/6*

Programm: RAHM OWI 05.1986

HP Vectra QS-20

Verkehrsterminal Peine

LF	Stab		U	Phi	W	N	M	Q
1	12	A	-.10	-1.48	.01	-24.6	-59.1	0.0
		E	-.10	-1.61	.63	-24.6	-59.1	0.0
1	13	A	.60	-1.61	.23	-5.2	-59.1	24.1
		E	.59	-1.73	.91	-5.1	-49.3	23.9
1	14	A	.60	-1.73	.91	-3.8	-49.3	17.8
		E	.59	-1.92	1.85	-3.8	-40.2	17.6
1	15	A	.59	-1.92	1.85	-3.8	-40.2	17.6
		E	.59	-2.17	2.90	-3.7	-31.3	17.4
1	16	A	.59	-2.17	2.90	-3.7	-31.3	17.4
		E	.59	-2.55	4.11	-3.7	-22.5	17.1
1	17	A	.59	-2.55	4.11	-3.7	-22.5	17.1
		E	.58	-2.96	5.53	-3.6	-13.8	16.9
1	18	A	.59	-2.96	5.53	-1.5	-13.8	7.2
		E	.59	-3.56	12.41	-1.3	-0.0	6.2
1	19	A	.58	-3.56	12.41	-0.0	-0.0	.2
		E	.58	-3.56	13.87	0.0	-0.0	-0.0

 Lastfall: 2 Schneelast links

Auflagerkrafte:

LF	Kno	Ort	Hx (KN)	My (KNm)	Vz (KN)
2	10		-9.1	6.2	-58.3
2	11		9.1	-15.5	18.4
Summe			-0.0	-9.2	-39.9

Schnittkrafte: (mm, Rad*1000, KN, KNm, KN/m^2)

LF	Stab		U	Phi	W	N	M	Q
2	1	A	-1.90	3.89	15.41	-0.0	-0.0	0.0
		E	-1.90	3.89	13.82	-0.0	0.0	0.0
2	2	A	-1.91	3.89	13.82	-1.5	0.0	-7.0
		E	-1.91	3.25	6.31	-1.5	-14.3	-7.0
2	3	A	-1.90	3.25	6.31	-4.5	-14.3	-20.7
		E	-1.90	2.81	4.75	-4.5	-24.9	-20.7
2	4	A	-1.91	2.81	4.75	-4.4	-24.9	-20.8
		E	-1.91	2.38	3.41	-4.4	-35.5	-20.8
2	5	A	-1.91	2.38	3.41	-4.4	-35.5	-20.8
		E	-1.91	2.09	2.27	-4.4	-46.1	-20.8
2	6	A	-1.91	2.09	2.27	-4.4	-46.1	-20.8
		E	-1.91	1.88	1.25	-4.4	-56.7	-20.8
2	7	A	-1.91	1.88	1.25	-6.0	-56.7	-27.7

Projekt: 24720 Pos.: E07

Blatt: 5 Seite: 357/7

Programm: RAHM OWI 05.1986

HP Vectra QS-20

Verkehrsterminal Peine

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LF	Stab	U	Phi	W	N	M	Q
	E	-1.91	1.74	.52	-6.0	-68.1	-27.7
2	8 A	.10	1.74	1.98	-28.4	-68.1	0.0
	E	.10	1.59	1.31	-28.4	-68.1	0.0
2	9 A	.10	1.59	1.31	-58.3	-26.4	9.1
	E	0.00	0.00	0.00	-58.3	6.2	9.1
2	10 A	0.00	0.00	0.00	18.4	15.5	-9.1
	E	.03	-.13	-1.30	18.4	-17.1	-9.1
2	11 A	-1.31	1.59	.10	9.1	-41.7	18.4
	E	-1.30	-.13	-.03	9.1	17.1	18.4
2	12 A	.03	-.13	-1.30	0.0	0.0	-0.0
	E	.03	-.13	-1.25	0.0	0.0	-0.0
2	13 A	-1.21	-.13	-.29	-0.0	0.0	0.0
	E	-1.21	-.13	-.24	-0.0	0.0	0.0
2	14 A	-1.21	-.13	-.24	-0.0	0.0	-0.0
	E	-1.21	-.13	-.17	-0.0	0.0	-0.0
2	15 A	-1.21	-.13	-.17	-0.0	0.0	-0.0
	E	-1.21	-.13	-.10	-0.0	0.0	-0.0
2	16 A	-1.21	-.13	-.10	-0.0	0.0	-0.0
	E	-1.21	-.13	-.03	-0.0	0.0	-0.0
2	17 A	-1.21	-.13	-.04	-0.0	0.0	0.0
	E	-1.21	-.13	.03	-0.0	0.0	0.0
2	18 A	-1.21	-.13	.03	-0.0	0.0	-0.0
	E	-1.21	-.13	.30	-0.0	0.0	-0.0
2	19 A	-1.21	-.13	.30	-0.0	0.0	-0.0
	E	-1.21	-.13	.36	-0.0	-0.0	-0.0

Lastfall: 3 Schneelast rechts

Auflagerkraefte:

LF	Kno	Ort	Hx (KN)	My (KNm)	Vz (KN)
3	10		-9.1	15.5	18.4
3	11		9.1	-6.2	-58.3
Summe			0.0	9.2	-39.9

Schnittkraefte: (mm, Rad*1000, KN, KNm, KN/m^2)

LF	Stab	U	Phi	W	N	M	Q
3	1 A	1.21	.13	.36	0.0	0.0	-0.0
	E	1.21	.13	.30	0.0	-0.0	-0.0
3	2 A	1.21	.13	.30	-0.0	-0.0	-0.0
	E	1.21	.13	.03	-0.0	-0.0	-0.0

Projekt: 24720 Pos.: E07

Blatt: 6 Seite: *B57/8*

Programm: RAHM OWI 05.1986

HP Vectra QS-20

Verkehrsterminal Peine

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LF	Stab	U	Phi	W	N	M	Q
3	3 A	1.21	.13	.03	-0.0	-0.0	-0.0
	E	1.21	.13	-.04	-0.0	-0.0	-0.0
3	4 A	1.21	.13	-.03	-0.0	-0.0	0.0
	E	1.21	.13	-.10	-0.0	-0.0	0.0
3	5 A	1.21	.13	-.10	-0.0	-0.0	0.0
	E	1.21	.13	-.17	-0.0	-0.0	0.0
3	6 A	1.21	.13	-.17	-0.0	-0.0	0.0
	E	1.21	.13	-.24	-0.0	0.0	0.0
3	7 A	1.21	.13	-.24	-0.0	0.0	0.0
	E	1.21	.13	-.29	-0.0	0.0	0.0
3	8 A	-.03	.13	-1.25	-0.0	0.0	-0.0
	E	-.03	.13	-1.30	-0.0	-0.0	-0.0
3	9 A	-.03	.13	-1.30	18.4	-17.1	9.1
	E	0.00	0.00	0.00	18.4	15.5	9.1
3	10 A	0.00	0.00	0.00	-58.3	6.2	-9.1
	E	-.10	-1.59	1.31	-58.3	-26.4	-9.1
3	11 A	1.30	.13	-.03	9.1	17.1	-18.4
	E	1.31	-1.59	.10	9.1	-41.7	-18.4
3	12 A	-.10	-1.59	1.31	-28.4	-68.1	0.0
	E	-.10	-1.74	1.98	-28.4	-68.1	0.0
3	13 A	1.91	-1.74	.52	-6.0	-68.1	27.7
	E	1.91	-1.88	1.25	-6.0	-56.7	27.7
3	14 A	1.91	-1.88	1.25	-4.4	-56.7	20.8
	E	1.91	-2.09	2.27	-4.4	-46.1	20.8
3	15 A	1.91	-2.09	2.27	-4.4	-46.1	20.8
	E	1.91	-2.38	3.41	-4.4	-35.5	20.8
3	16 A	1.91	-2.38	3.41	-4.4	-35.5	20.8
	E	1.91	-2.81	4.75	-4.4	-24.9	20.8
3	17 A	1.90	-2.81	4.75	-4.5	-24.9	20.7
	E	1.90	-3.25	6.31	-4.5	-14.3	20.7
3	18 A	1.91	-3.25	6.31	-1.5	-14.3	7.0
	E	1.91	-3.89	13.82	-1.5	0.0	7.0
3	19 A	1.90	-3.89	13.82	0.0	0.0	-0.0
	E	1.90	-3.89	15.41	0.0	0.0	-0.0

Lastfall: 4 Windlast

Auflagerkraefte:

LF	Kno	Ort	Hx (KN)	My (KNm)	Vz (KN)
4	10		2.5	.1	43.4
4	11		-19.4	27.5	-5.6
Summe			-16.8	27.7	37.8

Projekt: 24720 Pos.: E07

Blatt: 7 Seite: **B57/9**

Programm: RAHM

OWI 05.1986

HP Vectra QS-20

Verkehrsterminal Peine

Schnittkraefte: (mm, Rad*1000, KN, KNm, KN/m²)

LF	Stab	U	Phi	W	N	M	Q
4	1 A	2.41	-4.02	-16.14	-0.0	0.0	-0.0
	E	2.41	-4.02	-14.49	-0.0	-0.0	-0.0
4	2 A	2.42	-4.02	-14.49	1.5	-0.0	7.0
	E	2.42	-3.38	-6.71	1.5	14.3	7.0
4	3 A	2.41	-3.38	-6.72	4.5	14.3	20.7
	E	2.41	-2.94	-5.09	4.5	24.9	20.7
4	4 A	2.42	-2.94	-5.09	4.4	24.9	20.8
	E	2.42	-2.51	-3.69	4.4	35.5	20.8
4	5 A	2.42	-2.51	-3.69	4.4	35.5	20.8
	E	2.42	-2.22	-2.47	4.4	46.1	20.8
4	6 A	2.42	-2.22	-2.47	4.4	46.1	20.8
	E	2.43	-2.01	-1.39	4.4	56.7	20.8
4	7 A	2.42	-2.01	-1.39	6.0	56.7	27.7
	E	2.43	-1.87	-.60	6.0	68.1	27.7
4	8 A	-.08	-1.87	-2.50	28.4	68.1	0.0
	E	-.07	-1.72	-1.78	28.4	68.1	0.0
4	9 A	-.07	-1.72	-1.78	43.4	27.9	-12.9
	E	0.00	0.00	0.00	43.4	.1	-2.5
4	10 A	0.00	0.00	0.00	-5.6	-27.5	19.4
	E	-.01	.54	1.76	-5.6	30.5	12.9
4	11 A	1.78	-1.72	-.07	-12.9	40.2	-15.0
	E	1.76	.54	.01	-12.9	-7.9	-15.0
4	12 A	-.01	.54	1.76	9.4	22.7	0.0
	E	-.01	.59	1.53	9.4	22.7	0.0
4	13 A	1.50	.59	.33	2.0	22.7	-9.2
	E	1.50	.64	.08	2.0	18.9	-9.2
4	14 A	1.50	.64	.08	1.5	18.9	-6.9
	E	1.50	.71	-.27	1.5	15.4	-6.9
4	15 A	1.50	.71	-.27	1.5	15.4	-6.9
	E	1.50	.81	-.66	1.5	11.8	-6.9
4	16 A	1.50	.81	-.66	1.5	11.8	-6.9
	E	1.50	.95	-1.11	1.5	8.3	-6.9
4	17 A	1.50	.95	-1.11	1.5	8.3	-6.9
	E	1.50	1.10	-1.64	1.5	4.8	-6.9
4	18 A	1.50	1.10	-1.64	.5	4.8	-2.3
	E	1.50	1.31	-4.17	.5	-0.0	-2.3
4	19 A	1.50	1.31	-4.17	0.0	-0.0	0.0
	E	1.50	1.31	-4.71	0.0	-0.0	0.0

Verkehrsterminal Peine

UEBERLAGERUNG DER LASTFAELLE

Definition der Kennziffern:

KZ=1: Staendige Last (G)

KZ=2: Verkehr unguenstig additiv

KZ=3: Verkehr alternativ additiv

KZ=4: Kombinations - LF additiv

Ueberlagerung	LF bis LF	KZ	Faktor
1	1	1	1.000
2	4	2	1.000

SCHNITTKRAEFTE: (KN,KNm,MN/m²)

Pkt	Ort	Art	N	M	Q	Sig-u	Sig-o
1	S 1 a= 0	N+	-0.0	-0.0	0.0	-0.00	0.00
1		N-	-0.0	-0.0	0.0	-0.00	0.00
1		M+	-0.0	-0.0	0.0	-0.00	0.00
1		M-	-0.0	-0.0	0.0	-0.00	0.00
1		Q+	-0.0	-0.0	0.0	-0.00	0.00
1		Q-	-0.0	-0.0	0.0	-0.00	0.00
2	S 1 a= .409	N+	-0.0	-0.0	-.2	-.05	.04
2		N-	-0.0	-0.0	-.2	-.05	.04
2		M+	-0.0	-0.0	-.2	-.05	.04
2		M-	-0.0	-0.0	-.2	-.05	.04
2		Q+	-0.0	-0.0	-.2	-.05	.04
2		Q-	-0.0	-0.0	-.2	-.05	.04
3	S 2 a= 0	N+	.2	-0.0	.8	-.03	.06
3		N-	-2.8	-0.0	-13.2	-.32	-.23
3		M+	-2.8	-0.0	-13.2	-.32	-.23
3		M-	.2	-0.0	.8	-.03	.06
3		Q+	.2	-0.0	.8	-.03	.06
3		Q-	-2.8	-0.0	-13.2	-.32	-.23
4	S 2 a= 2.045	N+	-0.0	.5	-.2	.55	-.56
4		N-	-3.0	-28.1	-14.2	-31.25	30.66
4		M+	-0.0	.5	-.2	.55	-.56
4		M-	-3.0	-28.1	-14.2	-31.25	30.66
4		Q+	-0.0	.5	-.2	.55	-.56
4		Q-	-3.0	-28.1	-14.2	-31.25	30.66
5	S 3 a= 0	N+	.8	.5	3.9	.63	-.47
5		N-	-8.1	-28.1	-37.6	-31.75	30.16
5		M+	.8	.5	3.9	.63	-.47
5		M-	-8.1	-28.1	-37.6	-31.75	30.16
5		Q+	.8	.5	3.9	.63	-.47
5		Q-	-8.1	-28.1	-37.6	-31.75	30.16

Projekt: 24720 Pos.: E07

Blatt: 2 Seite: 357/11

Programm: UEBE OWI 11.1988

HP Vectra QS-20

Verkehrsterminal Peine

Pkt	Ort	Art	N	M	Q	Sig-u	Sig-o
6	S 3 a= .511	N+	.8	2.4	3.6	2.75	-2.59
6		N-	-8.2	-47.4	-37.8	-53.02	51.41
6		M+	.8	2.4	3.6	2.75	-2.59
6		M-	-8.2	-47.4	-37.8	-53.02	51.41
6		Q+	.8	2.4	3.6	2.75	-2.59
6		Q-	-8.2	-47.4	-37.8	-53.02	51.41
7	S 4 a= 0	N+	.8	2.4	3.6	2.15	-2.01
7		N-	-8.1	-47.4	-37.9	-41.41	39.90
7		M+	.8	2.4	3.6	2.15	-2.01
7		M-	-8.1	-47.4	-37.9	-41.41	39.90
7		Q+	.8	2.4	3.6	2.15	-2.01
7		Q-	-8.1	-47.4	-37.9	-41.41	39.90
8	S 4 a= .511	N+	.7	4.2	3.4	3.69	-3.55
8		N-	-8.2	-66.8	-38.1	-58.08	56.56
8		M+	.7	4.2	3.4	3.69	-3.55
8		M-	-8.2	-66.8	-38.1	-58.08	56.56
8		Q+	.7	4.2	3.4	3.69	-3.55
8		Q-	-8.2	-66.8	-38.1	-58.08	56.56
9	S 5 a= 0	N+	.7	4.2	3.4	2.53	-2.40
9		N-	-8.2	-66.8	-38.1	-39.72	38.34
9		M+	.7	4.2	3.4	2.53	-2.40
9		M-	-8.2	-66.8	-38.1	-39.72	38.34
9		Q+	.7	4.2	3.4	2.53	-2.40
9		Q-	-8.2	-66.8	-38.1	-39.72	38.34
10	S 5 a= .511	N+	.7	5.9	3.1	3.50	-3.38
10		N-	-8.2	-86.4	-38.4	-51.14	49.76
10		M+	.7	5.9	3.1	3.50	-3.38
10		M-	-8.2	-86.4	-38.4	-51.14	49.76
10		Q+	.7	5.9	3.1	3.50	-3.38
10		Q-	-8.2	-86.4	-38.4	-51.14	49.76
11	S 6 a= 0	N+	.7	5.9	3.1	2.75	-2.38
11		N-	-8.2	-86.4	-38.4	-40.13	35.05
11		M+	.7	5.9	3.1	2.75	-2.38
11		M-	-8.2	-86.4	-38.4	-40.13	35.05
11		Q+	.7	5.9	3.1	2.75	-2.38
11		Q-	-8.2	-86.4	-38.4	-40.13	35.05
12	S 6 a= .511	N+	.6	7.4	2.9	3.45	-3.03
12		N-	-8.3	-106.0	-38.6	-49.13	43.17
12		M+	.6	7.4	2.9	3.45	-3.03
12		M-	-8.3	-106.0	-38.6	-49.13	43.17
12		Q+	.6	7.4	2.9	3.45	-3.03
12		Q-	-8.3	-106.0	-38.6	-49.13	43.17
13	S 7 a= 0	N+	.8	7.4	3.9	2.67	-2.55
13		N-	-11.1	-106.0	-51.6	-38.00	36.41

Projekt: 24720 Pos.: E07

Blatt: 3 Seite:

B57/12

Programm: UEBE

OWI 11.1988

HP Vectra QS-20

Verkehrsterminal Peine

Pkt	Ort	Art	N	M	Q	Sig-u	Sig-o
13		M+	.8	7.4	3.9	2.67	-2.55
13		M-	-11.1	-106.0	-51.6	-38.00	36.41
13		Q+	.8	7.4	3.9	2.67	-2.55
13		Q-	-11.1	-106.0	-51.6	-38.00	36.41
14	S 7 a= .409	N+	.8	9.0	3.7	3.21	-3.09
14		N-	-11.1	-127.2	-51.8	-45.43	43.83
14		M+	.8	9.0	3.7	3.21	-3.09
14		M-	-11.1	-127.2	-51.8	-45.43	43.83
14		Q+	.8	9.0	3.7	3.21	-3.09
14		Q-	-11.1	-127.2	-51.8	-45.43	43.83
15	S 8 a= 0	N+	3.7	9.0	0.0	3.42	-2.88
15		N-	-53.0	-127.2	-0.0	-48.44	40.81
15		M+	3.7	9.0	0.0	3.42	-2.88
15		M-	-53.0	-127.2	0.0	-48.44	40.81
15		Q+	-24.6	-59.1	0.0	-22.51	18.97
15		Q-	-24.6	-59.1	-0.0	-22.51	18.97
16	S 8 a= .4	N+	3.7	9.0	0.0	3.42	-2.88
16		N-	-53.0	-127.2	-0.0	-48.44	40.81
16		M+	3.7	9.0	0.0	3.42	-2.88
16		M-	-53.0	-127.2	-0.0	-48.44	40.81
16		Q+	-24.6	-59.1	0.0	-22.51	18.97
16		Q-	-24.6	-59.1	-0.0	-22.51	18.97
17	S 9 a= 0	N+	5.1	-26.8	11.8	-28.99	29.99
17		N-	-115.0	-63.9	24.7	-81.66	59.11
17		M+	-13.3	-9.6	2.7	-11.91	9.30
17		M-	-96.6	-81.0	33.7	-98.75	79.80
17		Q+	-96.6	-81.0	33.7	<u>-98.75</u>	79.80
17		Q-	-13.3	-9.6	2.7	-11.91	9.30
18	S 9 a= 3.6	N+	5.1	34.3	22.2	38.29	-37.29
18		N-	-115.0	24.9	24.7	16.18	-38.74
18		M+	-53.2	40.5	31.2	39.43	-49.87
18		M-	-56.7	18.7	15.6	15.04	-26.15
18		Q+	-96.6	40.4	33.7	35.02	-53.96
18		Q-	-13.3	18.8	13.1	19.45	-22.06
19	S 10 a= 0	N+	-38.3	34.2	-24.7	33.87	-41.38
19		N-	-120.6	-2.6	-5.3	-14.68	-8.97
19		M+	-96.6	40.4	-33.7	35.02	-53.96
19		M-	-62.3	-8.8	3.8	-15.82	3.61
19		Q+	-62.3	-8.8	3.8	-15.82	3.61
19		Q-	-96.6	40.4	-33.7	35.02	-53.96
20	S 10 a= 3.6	N+	-38.3	-54.7	-24.7	-63.97	56.46
20		N-	-120.6	-33.3	-11.8	-48.56	24.91
20		M+	-62.3	-7.0	-2.7	-13.78	1.57
20		M-	-96.6	-81.0	-33.7	-98.75	79.80
20		Q+	-62.3	-7.0	-2.7	-13.78	1.57

Verkehrsterminal Peine

Pkt	Ort	Art	N	M	Q	Sig-u	Sig-o
20		Q-	-96.6	-81.0	-33.7	-98.75	79.80
21	S 11 a= 0	N+	33.7	-46.2	.8	-47.55	54.16
21		N-	2.7	18.6	-14.2	20.76	-20.22
21		M+	11.8	35.7	-32.6	40.54	-38.23
21		M-	24.7	-63.3	19.2	-67.32	72.16
21		Q+	24.7	-63.3	19.2	-67.32	72.16
21		Q-	11.8	35.7	-32.6	40.54	-38.23
22	S 11 a= 3.2	N+	33.7	-46.2	-.8	-47.55	54.16
22		N-	2.7	-29.5	-15.8	-32.19	32.73
22		M+	24.7	-4.5	17.6	-2.48	7.32
22		M-	11.8	-71.2	-34.2	-77.26	79.57
22		Q+	24.7	-4.5	17.6	-2.48	7.32
22		Q-	11.8	-71.2	-34.2	-77.26	79.57
23	S 12 a= 0	N+	-15.2	-36.4	-0.0	-13.88	11.69
23		N-	-53.0	-127.2	0.0	-48.44	40.81
23		M+	-15.2	-36.4	-0.0	-13.88	11.69
23		M-	-53.0	-127.2	0.0	-48.44	40.81
23		Q+	-43.5	-104.5	0.0	-39.81	33.54
23		Q-	-24.6	-59.1	-0.0	-22.51	18.97
24	S 12 a= .4	N+	-15.2	-36.4	-0.0	-13.88	11.69
24		N-	-53.0	-127.2	0.0	-48.44	40.81
24		M+	-15.2	-36.4	-0.0	-13.88	11.69
24		M-	-53.0	-127.2	0.0	-48.44	40.81
24		Q+	-43.5	-104.5	0.0	-39.81	33.54
24		Q-	-24.6	-59.1	-0.0	-22.51	18.97
25	S 13 a= 0	N+	-3.2	-36.4	14.8	-13.01	12.55
25		N-	-11.1	-127.2	51.8	-45.43	43.83
25		M+	-3.2	-36.4	14.8	-13.01	12.55
25		M-	-11.1	-127.2	51.8	-45.43	43.83
25		Q+	-11.1	-127.2	51.8	-45.43	43.83
25		Q-	-3.2	-36.4	14.8	-13.01	12.55
26	S 13 a= .409	N+	-3.1	-30.4	14.6	-10.89	10.44
26		N-	-11.1	-106.0	51.6	-38.00	36.41
26		M+	-3.1	-30.4	14.6	-10.89	10.44
26		M-	-11.1	-106.0	51.6	-38.00	36.41
26		Q+	-11.1	-106.0	51.6	-38.00	36.41
26		Q-	-3.1	-30.4	14.6	-10.89	10.44
27	S 14 a= 0	N+	-2.3	-30.4	10.9	-14.08	12.38
27		N-	-8.3	-106.0	38.6	-49.13	43.17
27		M+	-2.3	-30.4	10.9	-14.08	12.38
27		M-	-8.3	-106.0	38.6	-49.13	43.17
27		Q+	-8.3	-106.0	38.6	-49.13	43.17
27		Q-	-2.3	-30.4	10.9	-14.08	12.38
28	S 14 a= .511	N+	-2.3	-24.9	10.7	-11.55	10.10

Verkehrsterminal Peine

Pkt	Ort	Art	N	M	Q	Sig-u	Sig-o
28		N-	-8.2	-86.4	38.4	-40.13	35.05
28		M+	-2.3	-24.9	10.7	-11.55	10.10
28		M-	-8.2	-86.4	38.4	-40.13	35.05
28		Q+	-8.2	-86.4	38.4	-40.13	35.05
28		Q-	-2.3	-24.9	10.7	-11.55	10.10
29	S 15 a= 0	N+	-2.3	-24.9	10.7	-14.72	14.34
29		N-	-8.2	-86.4	38.4	-51.14	49.76
29		M+	-2.3	-24.9	10.7	-14.72	14.34
29		M-	-8.2	-86.4	38.4	-51.14	49.76
29		Q+	-8.2	-86.4	38.4	-51.14	49.76
29		Q-	-2.3	-24.9	10.7	-14.72	14.34
30	S 15 a= .511	N+	-2.2	-19.5	10.4	-11.56	11.18
30		N-	-8.2	-66.8	38.1	-39.72	38.34
30		M+	-2.2	-19.5	10.4	-11.56	11.18
30		M-	-8.2	-66.8	38.1	-39.72	38.34
30		Q+	-8.2	-66.8	38.1	-39.72	38.34
30		Q-	-2.2	-19.5	10.4	-11.56	11.18
31	S 16 a= 0	N+	-2.2	-19.5	10.4	-16.91	16.49
31		N-	-8.2	-66.8	38.1	-58.08	56.56
31		M+	-2.2	-19.5	10.4	-16.91	16.49
31		M-	-8.2	-66.8	38.1	-58.08	56.56
31		Q+	-8.2	-66.8	38.1	-58.08	56.56
31		Q-	-2.2	-19.5	10.4	-16.91	16.49
32	S 16 a= .511	N+	-2.2	-14.2	10.2	-12.38	11.97
32		N-	-8.1	-47.4	37.9	-41.41	39.90
32		M+	-2.2	-14.2	10.2	-12.38	11.97
32		M-	-8.1	-47.4	37.9	-41.41	39.90
32		Q+	-8.1	-47.4	37.9	-41.41	39.90
32		Q-	-2.2	-14.2	10.2	-12.38	11.97
33	S 17 a= 0	N+	-2.2	-14.2	10.2	-15.85	15.42
33		N-	-8.2	-47.4	37.8	-53.02	51.41
33		M+	-2.2	-14.2	10.2	-15.85	15.42
33		M-	-8.2	-47.4	37.8	-53.02	51.41
33		Q+	-8.2	-47.4	37.8	-53.02	51.41
33		Q-	-2.2	-14.2	10.2	-15.85	15.42
34	S 17 a= .511	N+	-2.1	-9.0	10.0	-10.17	9.75
34		N-	-8.1	-28.1	37.6	-31.75	30.16
34		M+	-2.1	-9.0	10.0	-10.17	9.75
34		M-	-8.1	-28.1	37.6	-31.75	30.16
34		Q+	-8.1	-28.1	37.6	-31.75	30.16
34		Q-	-2.1	-9.0	10.0	-10.17	9.75
35	S 18 a= 0	N+	-1.0	-9.0	4.9	-10.06	9.86
35		N-	-3.0	-28.1	14.2	-31.25	30.66
35		M+	-1.0	-9.0	4.9	-10.06	9.86
35		M-	-3.0	-28.1	14.2	-31.25	30.66

Projekt: 24720 Pos.: E07

Blatt: 6 Seite: *B57/15*

Programm: UEBE OWI 11.1988

HP Vectra QS-20

Verkehrsterminal Peine

Pkt	Ort	Art	N	M	Q	Sig-u	Sig-o
35		Q+	-3.0	-28.1	14.2	-31.25	30.66
35		Q-	-1.0	-9.0	4.9	-10.06	9.86
36	S 18 a= 2.045	N+	-.8	-0.0	3.9	-.13	-.04
36		N-	-2.8	-0.0	13.2	-.32	-.23
36		M+	-2.8	-0.0	13.2	-.32	-.23
36		M-	-.8	-0.0	3.9	-.13	-.04
36		Q+	-2.8	-0.0	13.2	-.32	-.23
36		Q-	-.8	-0.0	3.9	-.13	-.04
37	S 19 a= 0	N+	-0.0	-0.0	.2	-.05	.04
37		N-	-0.0	-0.0	.2	-.05	.04
37		M+	-0.0	-0.0	.2	-.05	.04
37		M-	-0.0	-0.0	.2	-.05	.04
37		Q+	-0.0	-0.0	.2	-.05	.04
37		Q-	-0.0	-0.0	.2	-.05	.04
38	S 19 a= .409	N+	0.0	-0.0	-0.0	-0.00	0.00
38		N-	0.0	-0.0	-0.0	-0.00	0.00
38		M+	0.0	-0.0	-0.0	-0.00	0.00
38		M-	0.0	-0.0	-0.0	-0.00	0.00
38		Q+	0.0	-0.0	-0.0	-0.00	0.00
38		Q-	0.0	-0.0	-0.0	-0.00	0.00

AUFLAGERKRAEFTE:

Kno	Ort	Art	Hx	My	Vz
		KZ	-1-	-2-	-3-
10		1+	-13.1	18.8	-13.3
10		1-	-33.7	40.4	-96.6
10		2+	-31.2	40.5	-53.2
10		2-	-15.6	18.7	-56.7
10		3+	-22.2	34.3	5.1
10		3-	-24.7	24.9	-115.0
11		1+	33.7	-40.4	-96.6
11		1-	-3.8	8.8	-62.3
11		2+	-3.8	8.8	-62.3
11		2-	33.7	-40.4	-96.6
11		3+	24.7	-34.2	-38.3
11		3-	5.3	2.6	-120.6

Verkehrsterminal Peine

UEBERLAGERUNG DER LASTFAELLE

Definition der Kennziffern:

KZ=1: Staendige Last (G)

KZ=2: Verkehr unguenstig additiv

KZ=3: Verkehr alternativ additiv

KZ=4: Kombinations - LF additiv

Ueberlagerung	LF bis LF	KZ	Faktor
1	1	1	1.000
2	4	2	1.000

VERFORMUNGEN:

Pkt	Ort	Art	U	Phi	W
1	S 1 a= 0	U+	3.0	- .3	-1.9
1		U-	-2.5	7.4	29.3
1		P+	-1.3	7.6	29.6
1		P-	1.8	- .5	-2.3
1		W+	-1.3	7.6	29.6
1		W-	1.8	- .5	-2.3
2	S 1 a= .409	U+	3.0	- .3	-1.8
2		U-	-2.5	7.4	26.2
2		P+	-1.3	7.6	26.5
2		P-	1.8	- .5	-2.1
2		W+	-1.3	7.6	26.5
2		W-	1.8	- .5	-2.1
3	S 2 a= 0	U+	3.0	- .3	-1.8
3		U-	-2.5	7.4	26.2
3		P+	-1.3	7.6	26.5
3		P-	1.8	- .5	-2.1
3		W+	-1.3	7.6	26.5
3		W-	1.8	- .5	-2.1
4	S 2 a= 2.045	U+	3.0	- .3	-1.1
4		U-	-2.5	6.2	11.8
4		P+	-1.3	6.3	11.9
4		P-	1.8	- .4	-1.2
4		W+	-1.3	6.3	11.9
4		W-	1.8	- .4	-1.2
5	S 3 a= 0	U+	3.0	- .3	-1.2
5		U-	-2.5	6.2	11.8
5		P+	-1.3	6.3	11.9
5		P-	1.8	- .4	-1.2
5		W+	-1.3	6.3	11.9
5		W-	1.8	- .4	-1.2

Verkehrsterminal Peine

Pkt	Ort	Art	U	Phi	W
6	S 3 a= .511	U+	3.0	-.3	-1.0
6		U-	-2.5	5.4	8.9
6		P+	-1.3	5.5	8.8
6		P-	1.8	-.4	-1.0
6		W+	-2.5	5.4	8.9
6		W-	3.0	-.3	-1.0
7	S 4 a= 0	U+	3.0	-.3	-1.0
7		U-	-2.5	5.4	8.9
7		P+	-1.3	5.5	8.8
7		P-	1.8	-.4	-1.0
7		W+	-2.5	5.4	8.9
7		W-	3.0	-.3	-1.0
8	S 4 a= .511	U+	3.0	-.2	-.9
8		U-	-2.5	4.5	6.3
8		P+	-1.3	4.7	6.2
8		P-	1.8	-.3	-.8
8		W+	-2.5	4.5	6.3
8		W-	3.0	-.2	-.9
9	S 5 a= 0	U+	3.0	-.2	-.9
9		U-	-2.5	4.5	6.3
9		P+	-1.3	4.7	6.2
9		P-	1.8	-.3	-.8
9		W+	-2.5	4.5	6.3
9		W-	3.0	-.2	-.9
10	S 5 a= .511	U+	3.0	-.2	-.8
10		U-	-2.5	4.0	4.1
10		P+	-1.3	4.1	3.9
10		P-	1.8	-.3	-.6
10		W+	-2.5	4.0	4.1
10		W-	3.0	-.2	-.8
11	S 6 a= 0	U+	3.0	-.2	-.8
11		U-	-2.5	4.0	4.1
11		P+	-1.3	4.1	3.9
11		P-	1.8	-.3	-.6
11		W+	-2.5	4.0	4.1
11		W-	3.0	-.2	-.8
12	S 6 a= .511	U+	3.0	-.1	-.7
12		U-	-2.5	3.6	2.2
12		P+	-1.3	3.7	1.9
12		P-	1.8	-.3	-.5
12		W+	-2.5	3.6	2.2
12		W-	3.0	-.1	-.7
13	S 7 a= 0	U+	3.0	-.1	-.7
13		U-	-2.5	3.6	2.2

Verkehrsterminal Peine

Pkt	Ort	Art	U	Phi	W
13		P+	-1.3	3.7	1.9
13		P-	1.8	-.3	-.5
13		W+	-2.5	3.6	2.2
13		W-	3.0	-.1	-.7
14	S 7 a= .409	U+	3.0	-.1	-.7
14		U-	-2.5	3.3	.7
14		P+	-1.3	3.5	.5
14		P-	1.8	-.3	-.4
14		W+	-2.5	3.3	.7
14		W-	3.0	-.1	-.7
15	S 8 a= 0	U+	.2	3.3	2.6
15		U-	-0.0	-.1	-3.1
15		P+	.2	3.5	1.4
15		P-	0.0	-.3	-1.9
15		W+	.2	3.3	2.6
15		W-	-0.0	-.1	-3.1
16	S 8 a= .4	U+	.2	3.1	1.3
16		U-	-0.0	-.1	-3.1
16		P+	.2	3.2	0.0
16		P-	0.0	-.2	-1.8
16		W+	.2	3.1	1.3
16		W-	-0.0	-.1	-3.1
17	S 9 a= 0	U+	.2	3.1	1.3
17		U-	-0.0	-.1	-3.1
17		P+	.2	3.2	0.0
17		P-	0.0	-.2	-1.8
17		W+	.2	3.1	1.3
17		W-	-0.0	-.1	-3.1
18	S 9 a= 3.6	U+	0.0	-0.0	-0.0
18		U-	-0.0	-0.0	0.0
18		P+	0.0	-0.0	0.0
18		P-	0.0	-0.0	-0.0
18		W+	-0.0	-0.0	0.0
18		W-	0.0	-0.0	-0.0
19	S 10 a= 0	U+	0.0	0.0	0.0
19		U-	0.0	0.0	0.0
19		P+	0.0	0.0	0.0
19		P-	0.0	0.0	0.0
19		W+	0.0	0.0	0.0
19		W-	0.0	0.0	0.0
20	S 10 a= 3.6	U+	-.1	-1.6	-1.3
20		U-	-.2	-2.5	3.1
20		P+	-.1	-.9	1.8
20		P-	-.2	-3.2	0.0
20		W+	-.2	-2.5	3.1

Verkehrsterminal Peine

Pkt	Ort	Art	U	Phi	W
20		W-	- .1	-1.6	-1.3
21	S 11 a= 0	U+	3.1	- .1	-0.0
21		U-	-1.3	3.1	.2
21		P+	-0.0	3.2	.2
21		P-	1.8	-.2	0.0
21		W+	-1.3	3.1	.2
21		W-	3.1	-.1	-0.0
22	S 11 a= 3.2	U+	3.1	-2.5	.2
22		U-	-1.3	-1.6	.1
22		P+	1.8	-.9	.1
22		P-	0.0	-3.2	.2
22		W+	3.1	-2.5	.2
22		W-	-1.3	-1.6	.1
23	S 12 a= 0	U+	- .1	-1.6	-1.3
23		U-	-.2	-2.5	3.1
23		P+	- .1	-.9	1.8
23		P-	-.2	-3.2	0.0
23		W+	-.2	-2.5	3.1
23		W-	- .1	-1.6	-1.3
24	S 12 a= .4	U+	- .1	-1.7	-.6
24		U-	-.2	-2.8	4.1
24		P+	- .1	-1.0	2.2
24		P-	-.2	-3.5	1.4
24		W+	-.2	-2.8	4.1
24		W-	- .1	-1.7	-.6
25	S 13 a= 0	U+	4.0	-2.8	1.1
25		U-	-.6	-1.7	-.1
25		P+	2.1	-1.0	.6
25		P-	1.3	-3.5	.5
25		W+	4.0	-2.8	1.1
25		W-	-.6	-1.7	-.1
26	S 13 a= .409	U+	4.0	-3.0	2.2
26		U-	-.6	-1.9	.7
26		P+	2.1	-1.1	1.0
26		P-	1.3	-3.7	1.9
26		W+	4.0	-3.0	2.2
26		W-	-.6	-1.9	.7
27	S 14 a= 0	U+	4.0	-3.0	2.2
27		U-	-.6	-1.9	.7
27		P+	2.1	-1.1	1.0
27		P-	1.3	-3.7	1.9
27		W+	4.0	-3.0	2.2
27		W-	-.6	-1.9	.7
28	S 14 a= .511	U+	4.0	-3.3	3.8

Verkehrsterminal Peine

Pkt	Ort	Art	U	Phi	W
28		U-	-.6	-2.1	1.7
28		P+	2.1	-1.2	1.6
28		P-	1.3	-4.1	3.9
28		W+	2.5	-4.0	4.1
28		W-	.9	-1.3	1.4
29	S 15 a= 0	U+	4.0	-3.3	3.8
29		U-	-.6	-2.1	1.7
29		P+	2.1	-1.2	1.6
29		P-	1.3	-4.1	3.9
29		W+	2.5	-4.0	4.1
29		W-	.9	-1.3	1.4
30	S 15 a= .511	U+	4.0	-3.7	5.6
30		U-	-.6	-2.3	2.8
30		P+	2.1	-1.4	2.2
30		P-	1.3	-4.7	6.2
30		W+	2.5	-4.5	6.3
30		W-	.9	-1.5	2.1
31	S 16 a= 0	U+	4.0	-3.7	5.6
31		U-	-.6	-2.3	2.8
31		P+	2.1	-1.4	2.2
31		P-	1.3	-4.7	6.2
31		W+	2.5	-4.5	6.3
31		W-	.9	-1.5	2.1
32	S 16 a= .511	U+	4.0	-4.4	7.7
32		U-	-.6	-2.7	4.1
32		P+	2.1	-1.6	3.0
32		P-	1.3	-5.5	8.8
32		W+	2.5	-5.4	8.9
32		W-	.9	-1.7	3.0
33	S 17 a= 0	U+	4.0	-4.4	7.8
33		U-	-.6	-2.7	4.1
33		P+	2.1	-1.6	3.0
33		P-	1.3	-5.5	8.8
33		W+	2.5	-5.4	8.9
33		W-	.9	-1.7	3.0
34	S 17 a= .511	U+	4.0	-5.1	10.2
34		U-	-.6	-3.1	5.6
34		P+	2.1	-1.9	3.9
34		P-	1.3	-6.3	11.9
34		W+	1.3	-6.3	11.9
34		W-	2.1	-1.9	3.9
35	S 18 a= 0	U+	4.0	-5.1	10.2
35		U-	-.6	-3.1	5.6
35		P+	2.1	-1.9	3.9
35		P-	1.3	-6.3	11.9

Projekt: 24720 Pos.: E07

Blatt: 6 Seite: *B57/21*

Programm: UEBE OWI 11.1988

HP Vectra QS-20

Verkehrsterminal Peine

Pkt	Ort	Art	U	Phi	W
35		W+	1.3	-6.3	11.9
35		W-	2.1	-1.9	3.9
36	S 18 a= 2.045	U+	4.0	-6.1	22.1
36		U-	-0.6	-3.7	12.7
36		P+	2.1	-2.3	8.2
36		P-	1.3	-7.6	26.5
36		W+	1.3	-7.6	26.5
36		W-	2.1	-2.3	8.2
37	S 19 a= 0	U+	4.0	-6.1	22.1
37		U-	-0.6	-3.7	12.7
37		P+	2.1	-2.3	8.2
37		P-	1.3	-7.6	26.5
37		W+	1.3	-7.6	26.5
37		W-	2.1	-2.3	8.2
38	S 19 a= .409	U+	4.0	-6.1	24.6
38		U-	-0.6	-3.7	14.2
38		P+	2.1	-2.3	9.2
38		P-	1.3	-7.6	29.6
38		W+	1.3	-7.6	29.6
38		W-	2.1	-2.3	9.2