

B 271 alt  
Kallstadt

DTV	= 4.200
M <sub>T/N</sub>	= 240/40
P1 <sub>T/N</sub>	= 4,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 1,0/3,0

Kreisverkehr	
DTV	= 3.900
M <sub>T/N</sub>	= 220/40
P1 <sub>T/N</sub>	= 5,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 1,0/3,0

DTV	= 260
M <sub>T/N</sub>	= 10/10
P1 <sub>T/N</sub>	= 4,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 20,0/10,0

DTV	= 2.500
M <sub>T/N</sub>	= 140/30
P1 <sub>T/N</sub>	= 4,0/3,0
P2 <sub>T/N</sub>	= 2,0/2,0
pM <sub>T/N</sub>	= 2,0/4,0

DTV	= 1.900
M <sub>T/N</sub>	= 110/20
P1 <sub>T/N</sub>	= 5,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 2,0/5,0

DTV	= 12.000
M <sub>T/N</sub>	= 690/120
P1 <sub>T/N</sub>	= 4,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 1,0/1,0

geplante  
Ortsumgebung  
Herxheim a. B.

DTV	= 1.800
M <sub>T/N</sub>	= 100/20
P1 <sub>T/N</sub>	= 6,0/4,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 2,0/5,0

DTV	= 1.000
M <sub>T/N</sub>	= 60/10
P1 <sub>T/N</sub>	= 2,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 4,0/10,0

B 271 alt  
Herxheim a. B.

DTV	= 8.200
M <sub>T/N</sub>	= 470/80
P1 <sub>T/N</sub>	= 4,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 1,0/2,0

DTV	= 300
M <sub>T/N</sub>	= 20/10
P1 <sub>T/N</sub>	= 2,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 10,0/10,0

DTV	= 8.700
M <sub>T/N</sub>	= 500/90
P1 <sub>T/N</sub>	= 4,0/3,0
P2 <sub>T/N</sub>	= 3,0/5,0
pM <sub>T/N</sub>	= 1,0/2,0

Bad  
Dürkheim

Unterlage 17.1 - Anlage 3d  
Verkehrsbelastungen und Lärmkennwerte - Prognose 2030  
Anschluss B 271 alt

DTV	= durchschnittliche tägliche Verkehrsstärke [Kfz/24 h]
M (Tag/Nacht)	= durchschnittliche stündliche Verkehrsstärke Tag/Nacht [Kfz/h]
p1 (Tag/Nacht)	= Anteil an Fahrzeugen der Fahrzeuggruppe LKW 1 Tag/Nacht [%]
p2 (Tag/Nacht)	= Anteil an Fahrzeugen der Fahrzeuggruppe LKW 2 Tag/Nacht [%]
pM (Tag/Nacht)	= Anteil an Fahrzeugen der Fahrzeuggruppe Motorrad Tag/Nacht [%]