

# **Temporäre Lichtsignalanlage**

**Leipzig,  
Chausseehaus  
KP: Eutritzscher Str., Roscher Str.**

**Verkehrstechnische Unterlagen**

# Temporäre 3 Phasen-Lichtsignalanlage

## Leipzig, Chausseehaus KP: Eutritzscher Str., Roscher Str.

Aufbau: Signalgruppen K1, K2, K3, K4, K5, R1, F1, F2,  
F3, F4, F5 gemäß Grunddaten

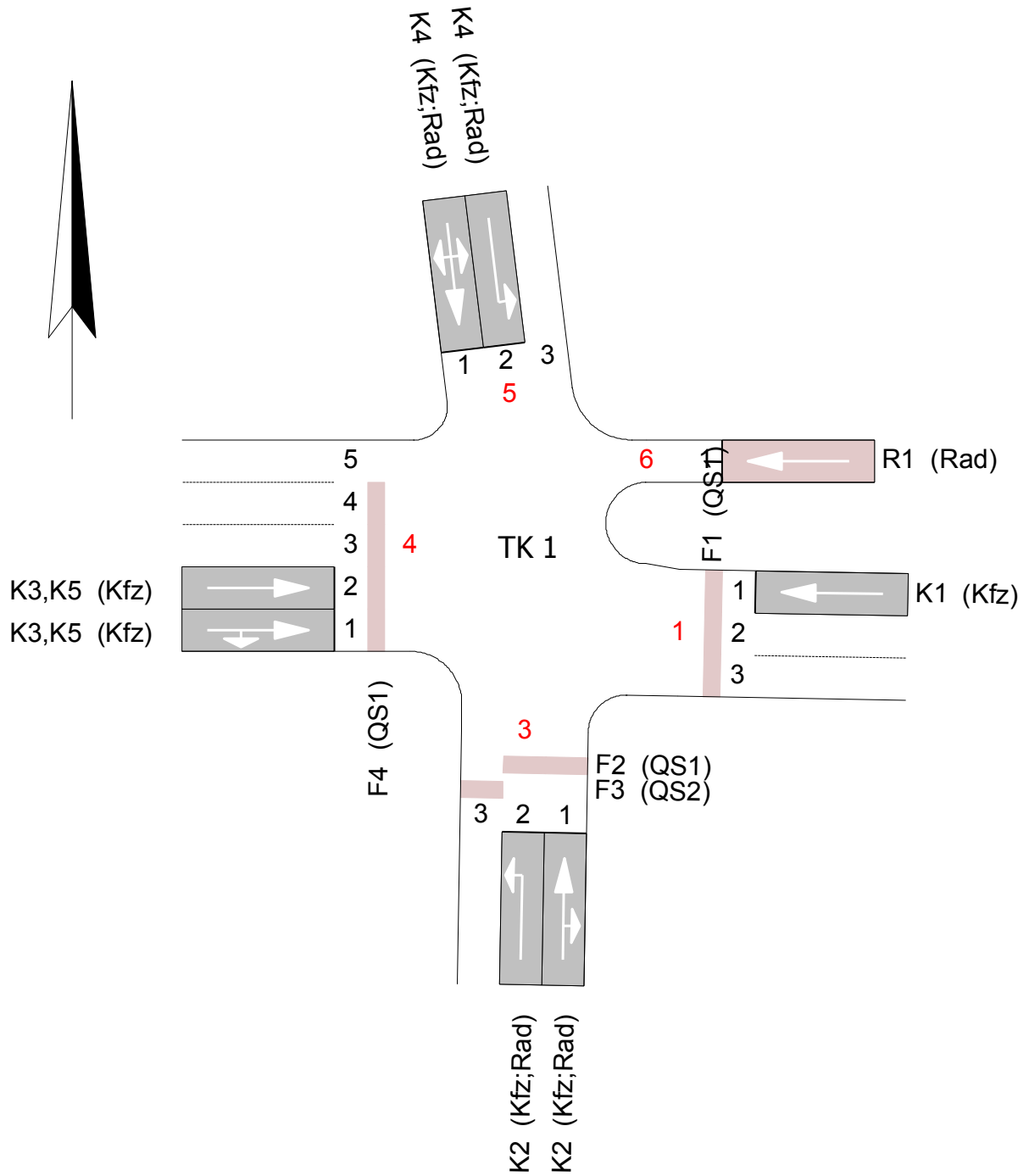
Betriebszeit: ganztägig, tageszeitabhängig

Betriebsart: koordiniertes Festzeitsignalprogramm mit  
tageszeitabhängiger Schaltung,  
koordinierter Hauptrichtung (K1, K3, K5)  
von/nach KP Chausseehaus, Radfahrer mit  
4m/s berücksichtigt

Bearbeiter: M. Beer (B.A.S. Leipzig)














Stand: V03; 25.08.2017



|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 1          |

# Signalgruppen

LISA+

| Lfd.Nr. | Name | Typ                     | ID-Nr. | Signalisierte Ströme | Teil-knoten | Symbol  | tf <sub>min</sub> | tf <sub>max</sub> | t <sub>Smin</sub> | t <sub>Smax</sub> | Anwurf     | Abwurf  | V <sub>max</sub> [km/h] | Aus = Frei | Farbbild Aus Gelb-Blk | Verkehrsart | Bemerkung |
|---------|------|-------------------------|--------|----------------------|-------------|---|-------------------|-------------------|-------------------|-------------------|------------|---------|-------------------------|------------|-----------------------|-------------|-----------|
| 1       | K1   | Kfz (3-feldig)          | 1      | Arm1 -> 4            | TK 1        |  | 10                | -                 | 1                 | -                 | Rotgelb 1s | Gelb 3s | -                       | -          | Dunkel                | Kfz         |           |
| 2       | K2   | Kfz (3-feldig)          | 2      | Arm3 -> 1,4,5        | TK 1        |  | 10                | -                 | 1                 | -                 | Rotgelb 1s | Gelb 3s | -                       | -          | Gelblinken            | Kfz,Rad     |           |
| 3       | K3   | Kfz (3-feldig)          | 3      | Arm4 -> 1,3          | TK 1        |  | 10                | -                 | 1                 | -                 | Rotgelb 1s | Gelb 3s | -                       | -          | Dunkel                | Kfz         |           |
| 4       | K4   | Kfz (3-feldig)          | 4      | Arm5 -> 1,3,4        | TK 1        |  | 10                | -                 | 1                 | -                 | Rotgelb 1s | Gelb 3s | -                       | -          | Gelblinken            | Kfz,Rad     |           |
| 5       | K5   | Kfz (3-feldig)          | 5      | Arm4 -> 1            | TK 1        |  | 10                | -                 | 1                 | -                 | Rotgelb 1s | Gelb 3s | -                       | -          | Dunkel                | Kfz         |           |
| 6       | F1   | Fuß/Rad (2-feldig)      | 6      | Arm1(quer.): QS1     | TK 1        |  | 10                | -                 | 1                 | -                 | -          | -       | -                       | -          | Dunkel                | Fußg.       |           |
| 7       | F2   | Fuß/Rad (2-feldig)      | 7      | Arm3(quer.): QS1     | TK 1        |  | 5                 | -                 | 1                 | -                 | -          | -       | -                       | -          | Dunkel                | Fußg.       |           |
| 8       | F3   | Fuß/Rad (2-feldig)      | 8      | Arm3(quer.): QS2     | TK 1        |  | 5                 | -                 | 1                 | -                 | -          | -       | -                       | -          | Dunkel                | Fußg.       |           |
| 9       | F4   | Fuß/Rad (2-feldig)      | 9      | Arm4(quer.): QS1     | TK 1        |  | 10                | -                 | 1                 | -                 | -          | -       | -                       | -          | Dunkel                | Fußg.       |           |
| 10      | F5   | Fuß/Rad (2-feldig)      | 10     | Arm6(quer.): QS1     | TK 1        |  | 8                 | -                 | 1                 | -                 | -          | -       | -                       | -          | Dunkel                | Fußg.       |           |
| 11      | R1   | Rad mit Gelb (3-feldig) | 11     | Arm6 -> 4            | TK 1        |  | 5                 | -                 | 1                 | -                 | Rotgelb 1s | Gelb 2s | -                       | -          | Dunkel                | Rad         |           |

|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 1.1        |

# Signalgeberzuordnung und Überwachung

LISA+

| Lfd.Nr. | SGR | Kammeranzahl | Signalgeber      | Abschaltung bei Ausfall von (Regelfall: Rotlampe) |
|---------|-----|--------------|------------------|---|
| 1       | K1  | 3            | K1.1; K1.2       | UGA (1#2)   |
| 2       | K2  | 3            | K2.1; K2.2; K2.3 | UGA (1#2#3)                                       |
| 3       | K3  | 3            | K3.1; K3.2       | UGA (1#2)   |
| 4       | K4  | 3            | K4.1; K4.2; K4.3 | UGA (1#2#3)                                       |
| 5       | K5  | 3            | K5.1; K5.2       | UGA (1#2)   |
| 6       | F1  | 2            | F1.1; F1.2       | UGA (1#2)   |
| 7       | F2  | 2            | F2.1; F2.2       | UGA (1#2)   |
| 8       | F3  | 2            | F3.1; F3.2       | UGA (1#2)   |
| 9       | F4  | 2            | F4.1; F4.2       | UGA (1#2)   |
| 10      | F5  | 2            | F5.1; F5.2       | UGA (1#2)   |
| 11      | R1  | 3            | R1               | UGA (1)   |

|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 1.2        |

# Signalgeber

LISA+

| Lfd.Nr. | Signalgeber | Angesteuert durch | Kammer |      |       |             |       | Klemm-nr | Kabel | Mast |     |            | Abgedeckt | Nachtblincken | Kontrastblende | Bemerkung |
|---------|-------------|-------------------|--------|------|-------|-------------|-------|----------|-------|------|-----|------------|-----------|---------------|----------------|-----------|
|         |             |                   | Nr.    | Name | Maske | Durchmesser | Optik |          |       | Nr.  | Typ | Anbringung |           |               |                |           |
| 1       | K1.1        | K1                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 2       | K1.2        | K1                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | X              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 3       | K2.1        | K2                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 4       | K2.2        | K2                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | X              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 5       | K2.3        | K2                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 6       | K3.1        | K3                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 7       | K3.2        | K3                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | X              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 8       | K4.1        | K4                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 9       | K4.2        | K4                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | X              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 10      | K4.3        | K4                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 11      | K5.1        | K5                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 12      | K5.2        | K5                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | X              |           |
|         |             |                   | 3      | Grün |       | 200         |       |          |       |      |     |            |           |               |                |           |
| 13      | F1.1        | F1                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 14      | F1.2        | F1                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 15      | F2.1        | F2                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 16      | F2.2        | F2                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 17      | F3.1        | F3                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 18      | F3.2        | F3                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 19      | F4.1        | F4                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 20      | F4.2        | F4                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 21      | F5.1        | F5                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 22      | F5.2        | F5                | 1      | Rot  |       | 200         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Grün |       | 200         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
| 23      | R1          | R1                | 1      | Rot  |       | 110         |       |          |       |      |     |            |           |               |                |           |
|         |             |                   | 2      | Gelb |       | 110         |       |          |       | -    | -   | Grundmast  | -         | -             | -              |           |
|         |             |                   | 3      | Grün |       | 110         |       |          |       |      |     |            |           |               |                |           |

|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 1.3        |

# Unverträglichkeitsmatrix

LISA+

|         |    | EINFAHREND |    |    |    |    |    |    |    |    |    |    |
|---------|----|------------|----|----|----|----|----|----|----|----|----|----|
|         |    | K1         | K2 | K3 | K4 | K5 | F1 | F2 | F3 | F4 | F5 | R1 |
| RÄUMEND | K1 | ☐          | X  | -  | X  | -  | X  | -  | -  | X  | -  | -  |
|         | K2 | X          | ☐  | X  | X  | X  | -  | X  | -  | X  | X  | X  |
|         | K3 | -          | X  | ☐  | X  | -  | X  | -  | -  | X  | -  | -  |
|         | K4 | X          | X  | X  | ☐  | X  | -  | -  | X  | -  | X  | X  |
|         | K5 | -          | X  | -  | X  | ☐  | X  | -  | -  | X  | -  | -  |
|         | F1 | X          | -  | X  | -  | X  | ☐  | -  | -  | -  | -  | -  |
|         | F2 | -          | X  | -  | -  | -  | -  | ☐  | -  | -  | -  | -  |
|         | F3 | -          | -  | -  | X  | -  | -  | -  | ☐  | -  | -  | -  |
|         | F4 | X          | X  | X  | -  | X  | -  | -  | -  | ☐  | -  | -  |
|         | F5 | -          | X  | -  | X  | -  | -  | -  | -  | -  | ☐  | -  |
|         | R1 | -          | X  | -  | X  | -  | -  | -  | -  | -  | -  | ☐  |

|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 2          |

# Zwischenzeitenberechnung



LISA+

| Lfd.Nr. | Räumend     |       |             | Einfahrend |       |             | Räumend              |                    |                      |                      |                                    |                    |                    | Einfahrend         |                      |                      |                                    | Zwischenzeit       |                       |                           |                        | Info |               |                 |        |           |
|---------|-------------|-------|-------------|------------|-------|-------------|----------------------|--------------------|----------------------|----------------------|------------------------------------|--------------------|--------------------|--------------------|----------------------|----------------------|------------------------------------|--------------------|-----------------------|---------------------------|------------------------|------|---------------|-----------------|--------|-----------|
|         | SGR         | Strom | Teilstrom   | SGR        | Strom | Teilstrom   | L <sub>F29</sub> [m] | s <sub>0</sub> [m] | v <sub>0</sub> [m/s] | V <sub>r</sub> [m/s] | a <sub>r</sub> [m/s <sup>2</sup> ] | t <sub>ü</sub> [s] | t <sub>r</sub> [s] | s <sub>e</sub> [m] | v <sub>0</sub> [m/s] | V <sub>e</sub> [m/s] | a <sub>e</sub> [m/s <sup>2</sup> ] | t <sub>e</sub> [s] | t <sub>ZBer</sub> [s] | t <sub>Zuschlag</sub> [s] | t <sub>maßg.</sub> [s] | Rad  | Rad maßgebend | Schnittpunkt ID | Schutz | Bemerkung |
| 1       | K1          | 1 (G) | Spur 1, Kfz | K2         | 3 (L) | Spur 2, Kfz | 6,0                  | 31,0               | -                    | 10,0                 | -                                  | 3,0                | 6,7                | 28,0               | -                    | 11,1                 | -                                  | 2,5                | 4,2                   | -                         | 5                      | -    | -             | 54              | -      |           |
|         |             | 1 (G) | Spur 1, Kfz |            | 3 (G) | Spur 1, Kfz | 6,0                  | 29,0               | -                    | 10,0                 | -                                  | 3,0                | 6,5                | 28,0               | -                    | 11,1                 | -                                  | 2,5                | 4,0                   | -                         |                        | -    | -             | -               | 466    | -         |
| 2       | K1          | 1 (G) | Spur 1, Kfz | K4         | 5 (L) | Spur 1, Kfz | 6,0                  | 37,0               | -                    | 10,0                 | -                                  | 3,0                | 7,3                | 12,0               | -                    | 11,1                 | -                                  | 1,1                | 6,2                   | -                         | 7                      | -    | -             | 493             | -      |           |
|         |             | 1 (G) | Spur 1, Kfz |            | 5 (G) | Spur 1, Kfz | 6,0                  | 38,5               | -                    | 10,0                 | -                                  | 3,0                | 7,5                | 12,5               | -                    | 11,1                 | -                                  | 1,1                | 6,4                   | -                         |                        | -    | -             | 477             | -      |           |
|         |             | 1 (G) | Spur 1, Kfz |            | 5 (R) | Spur 1, Kfz | 6,0                  | 40,0               | -                    | 10,0                 | -                                  | 3,0                | 7,6                | 12,5               | -                    | 11,1                 | -                                  | 1,1                | 6,5                   | -                         |                        | -    | -             | 81              | -      |           |
|         |             |       |             |            | 5 (R) | Spur 1, Kfz | 6,0                  | 40,5               | -                    | 10,0                 | -                                  | 3,0                | 7,7                | 13,5               | -                    | 11,1                 | -                                  | 1,2                | 6,5                   | -                         |                        | -    | -             | 485             | -      |           |
| 3       | K1          | 1 (G) | Spur 1, Kfz | F1         | 1 (Q) | Fußg.       | 6,0                  | 4,0                | -                    | 10,0                 | -                                  | 3,0                | 4,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,0                   | -                         | 4                      | -    | -             | 270             | -      |           |
| 4       | K1          | 1 (G) | Spur 1, Kfz | F4         | 4 (Q) | Fußg.       | 6,0                  | 53,5               | -                    | 10,0                 | -                                  | 3,0                | 9,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 9,0                   | -                         | 9                      | -    | -             | 16              | -      |           |
| 5       | K2          | 3 (L) | Spur 2, Kfz | K1         | 1 (G) | Spur 1, Kfz | 6,0                  | 28,5               | -                    | 7,0                  | -                                  | 2,0                | 6,9                | 30,5               | -                    | 11,1                 | -                                  | 2,7                | 4,2                   | -                         | 7                      | X    | -             | 54              | X      |           |
|         |             | 3 (G) | Spur 1, Rad |            | 1 (G) | Spur 1, Kfz | -                    | 30,0               | -                    | 4,0                  | -                                  | 1,0                | 8,5                | 27,0               | -                    | 11,1                 | -                                  | 2,4                | 6,1                   | -                         |                        | X    | X             | 469             | X      |           |
| 6       | K2          | 3 (R) | Spur 1, Kfz | K3         | 4 (G) | Spur 1, Kfz | 6,0                  | 12,0               | -                    | 5,0                  | -                                  | 2,0                | 5,6                | 36,5               | -                    | 11,1                 | -                                  | 3,3                | 2,3                   | -                         | 3                      | -    | -             | 36              | -      |           |
|         |             | 3 (L) | Spur 2, Kfz |            | 4 (G) | Spur 1, Kfz | 6,0                  | 13,5               | -                    | 7,0                  | -                                  | 2,0                | 4,8                | 30,5               | -                    | 11,1                 | -                                  | 2,7                | 2,1                   | -                         |                        | X    | -             | 503             | -      |           |
|         |             |       |             |            | 4 (G) | Spur 1, Kfz | 6,0                  | 13,5               | -                    | 7,0                  | -                                  | 2,0                | 4,8                | 30,5               | -                    | 11,1                 | -                                  | 2,7                | 2,1                   | -                         |                        | -    | -             | 507             | -      |           |
|         |             | 3 (G) | Spur 1, Kfz |            | 4 (G) | Spur 1, Kfz | 6,0                  | 14,0               | -                    | 10,0                 | -                                  | 3,0                | 5,0                | 33,0               | -                    | 11,1                 | -                                  | 3,0                | 2,0                   | -                         |                        | X    | -             | 494             | -      |           |
| 7       | K2          | 3 (R) | Spur 1, Kfz | K4         | 5 (L) | Spur 1, Kfz | 6,0                  | 25,0               | -                    | 7,0                  | -                                  | 2,0                | 6,4                | 32,5               | -                    | 11,1                 | -                                  | 2,9                | 3,5                   | -                         | 10                     | -    | -             | 264             | -      |           |
|         |             | 3 (L) | Spur 2, Rad |            | 5 (L) | Spur 1, Kfz | -                    | 34,5               | -                    | 4,0                  | -                                  | 1,0                | 9,6                | 12,5               | -                    | 11,1                 | -                                  | 1,1                | 8,5                   | -                         |                        | X    | X             | 600             | X      |           |
|         |             | 3 (G) | Spur 1, Rad |            | 5 (L) | Spur 1, Kfz | -                    | 27,5               | -                    | 4,0                  | -                                  | 1,0                | 7,9                | 21,0               | -                    | 11,1                 | -                                  | 1,9                | 6,0                   | -                         |                        | X    | X             | 540             | X      |           |
|         |             |       |             |            | 5 (G) | Spur 1, Kfz | -                    | 35,5               | -                    | 4,0                  | -                                  | 1,0                | 9,9                | 12,5               | -                    | 11,1                 | -                                  | 1,1                | 8,8                   | -                         |                        | X    | X             | 574             | X      |           |
|         |             | 3 (L) | Spur 2, Rad |            | 5 (R) | Spur 1, Kfz | -                    | 37,5               | -                    | 4,0                  | -                                  | 1,0                | 10,4               | 12,5               | -                    | 11,1                 | -                                  | 1,1                | 9,3                   | -                         |                        | X    | X             | 86              | X      |           |
|         |             |       |             |            | 5 (R) | Spur 1, Kfz | -                    | 38,0               | -                    | 4,0                  | -                                  | 1,0                | 10,5               | 13,5               | -                    | 11,1                 | -                                  | 1,2                | 9,3                   | -                         |                        | -    | -             | 582             | -      |           |
| 8       | K2          | 3 (R) | Spur 1, Kfz | K5         | 4 (G) | Spur 2, Kfz | 6,0                  | 24,5               | -                    | 7,0                  | -                                  | 2,0                | 6,4                | 40,5               | -                    | 11,1                 | -                                  | 3,6                | 2,8                   | -                         | 4                      | -    | -             | 242             | -      |           |
|         |             | 3 (L) | Spur 2, Kfz |            | 4 (G) | Spur 2, Kfz | 6,0                  | 24,5               | -                    | 7,0                  | -                                  | 2,0                | 6,4                | 28,0               | -                    | 11,1                 | -                                  | 2,5                | 3,9                   | -                         |                        | X    | -             | 566             | X      |           |
|         |             | 3 (G) | Spur 1, Kfz |            | 4 (G) | Spur 2, Kfz | 6,0                  | 24,5               | -                    | 10,0                 | -                                  | 3,0                | 6,1                | 31,0               | -                    | 11,1                 | -                                  | 2,8                | 3,3                   | -                         |                        | X    | -             | 536             | X      |           |
| 9       | K2          | 3 (R) | Spur 1, Kfz | F2         | 3 (Q) | Fußg.       | 6,0                  | 4,5                | -                    | 5,0                  | -                                  | 2,0                | 4,1                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,1                   | -                         | 5                      | -    | -             | 42              | -      |           |
|         |             | 3 (L) | Spur 2, Kfz |            | 3 (Q) | Fußg.       | 6,0                  | 4,5                | -                    | 7,0                  | -                                  | 2,0                | 4,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,0                   | -                         |                        | X    | -             | 46              | -      |           |
|         |             |       |             |            | 3 (G) | Spur 1, Kfz | 3 (Q)                | Fußg.              | 6,0                  | 4,5                  | -                                  | 7,0                | -                  | 2,0                | 4,0                  | 0,0                  | -                                  | 1,5                | -                     | 0,0                       |                        | 4,0  | -             | X               | -      | 58        |
| 10      | K2          | 3 (L) | Spur 2, Kfz | F4         | 4 (Q) | Fußg.       | 6,0                  | 51,0               | -                    | 7,0                  | -                                  | 2,0                | 10,1               | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 10,1                  | -                         | 11                     | X    | -             | 61              | -      |           |
| 11      | K2          | 3 (G) | Spur 1, Kfz | F5         | 6 (Q) | Fußg.       | 6,0                  | 36,0               | -                    | 10,0                 | -                                  | 3,0                | 7,2                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 7,2                   | -                         | 8                      | X    | -             | 34              | -      |           |
| 12      | K2          | 3 (G) | Spur 1, Kfz | R1         | 6 (G) | Spur 1, Rad | 6,0                  | 34,5               | -                    | 10,0                 | -                                  | 3,0                | 7,1                | 5,0                | -                    | 5,0                  | -                                  | 1,0                | 6,1                   | -                         | 7                      | X    | -             | 535             | -      |           |
| 13      | K3          | 4 (G) | Spur 1, Kfz | K2         | 3 (R) | Spur 1, Kfz | 6,0                  | 37,0               | -                    | 10,0                 | -                                  | 3,0                | 7,3                | 11,5               | -                    | 11,1                 | -                                  | 1,0                | 6,3                   | -                         | 7                      | -    | -             | 36              | -      |           |
|         |             |       |             |            |       | Spur 1, Kfz | 6,0                  | 36,5               | -                    | 10,0                 | -                                  | 3,0                | 7,3                | 11,5               | -                    | 11,1                 | -                                  | 1,0                | 6,3                   | -                         |                        | -    | -             | 521             | -      |           |
|         |             | 4 (G) | Spur 1, Kfz |            | 3 (L) | Spur 2, Kfz | 6,0                  | 33,0               | -                    | 10,0                 | -                                  | 3,0                | 6,9                | 11,0               | -                    | 11,1                 | -                                  | 1,0                | 5,9                   | -                         |                        | -    | -             | 506             | -      |           |
|         |             |       |             |            |       | Spur 2, Kfz | 6,0                  | 33,0               | -                    | 10,0                 | -                                  | 3,0                | 6,9                | 11,0               | -                    | 11,1                 | -                                  | 1,0                | 5,9                   | -                         |                        | -    | -             | 510             | -      |           |
|         |             | 4 (G) | Spur 1, Kfz |            | 3 (G) | Spur 1, Kfz | 6,0                  | 35,5               | -                    | 10,0                 | -                                  | 3,0                | 7,2                | 11,0               | -                    | 11,1                 | -                                  | 1,0                | 6,2                   | -                         |                        | -    | -             | 497             | -      |           |
| 4 (G)   | Spur 1, Kfz | 5 (L) | Spur 2, Kfz | 6,0        | 32,0  | -           | 10,0                 | -                  | 3,0                  | 6,8                  | 30,5                               | -                  | 11,1               | -                  | 2,7                  | 4,1                  | -                                  | -                  | -                     | 125                       | -                      |      |               |                 |        |           |

|             |   |             |                   |  |       |            |
|-------------|---|-------------|-------------------|--|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |  |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |  |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung |  | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung | m.                |  | Blatt | 2.1        |



# Zwischenzeitenberechnung



LISA+

| Lfd.Nr.     | Räumend |       |             | Einfahrend |             |             | Räumend              |                    |                      |                      |                                    |                    |                    | Einfahrend         |                      |                      |                                    | Zwischenzeit       |                       |                           |                        | Info |               |                 |        |           |     |   |  |
|-------------|---------|-------|-------------|------------|-------------|-------------|----------------------|--------------------|----------------------|----------------------|------------------------------------|--------------------|--------------------|--------------------|----------------------|----------------------|------------------------------------|--------------------|-----------------------|---------------------------|------------------------|------|---------------|-----------------|--------|-----------|-----|---|--|
|             | SGR     | Strom | Teilstrom   | SGR        | Strom       | Teilstrom   | L <sub>F29</sub> [m] | s <sub>0</sub> [m] | v <sub>0</sub> [m/s] | V <sub>r</sub> [m/s] | a <sub>r</sub> [m/s <sup>2</sup> ] | t <sub>ü</sub> [s] | t <sub>r</sub> [s] | s <sub>e</sub> [m] | v <sub>0</sub> [m/s] | V <sub>e</sub> [m/s] | a <sub>e</sub> [m/s <sup>2</sup> ] | t <sub>e</sub> [s] | t <sub>zBer</sub> [s] | t <sub>Zuschlag</sub> [s] | t <sub>maßg.</sub> [s] | Rad  | Rad maßgebend | Schnittpunkt ID | Schutz | Bemerkung |     |   |  |
| 14          | K3      | 4 (G) | Spur 1, Kfz | K4         | 5 (G)       | Spur 1, Kfz | 6,0                  | 23,0               | -                    | 10,0                 | -                                  | 3,0                | 5,9                | 28,5               | -                    | 11,1                 | -                                  | 2,6                | 3,3                   | -                         | 5                      | -    | -             | 511             | -      |           |     |   |  |
|             |         | 4 (R) | Spur 1, Kfz |            | 5 (G)       | Spur 1, Kfz | 6,0                  | 21,0               | -                    | 5,0                  | -                                  | 2,0                | 7,4                | 29,5               | -                    | 11,1                 | -                                  | 2,7                | 4,7                   | -                         |                        | -    | -             | -               | -      | 69        | -   |   |  |
| 15          | K3      | 4 (G) | Spur 1, Kfz | F1         | 1 (Q)       | Fußg.       | 6,0                  | 53,5               | -                    | 10,0                 | -                                  | 3,0                | 9,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 9,0                   | -                         | 9                      | -    | -             | 273             | -      |           |     |   |  |
| 16          | K3      | 4 (G) | Spur 1, Kfz | F4         | 4 (Q)       | Fußg.       | 6,0                  | 4,0                | -                    | 10,0                 | -                                  | 3,0                | 4,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,0                   | -                         | 4                      | -    | -             | 19              | -      |           |     |   |  |
|             |         | 4 (R) | Spur 1, Kfz |            | 4 (Q)       | Fußg.       | 6,0                  | 4,0                | -                    | 5,0                  | -                                  | 2,0                | 4,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,0                   | -                         |                        | -    | -             | 25              | -      |           |     |   |  |
| 17          | K4      | 5 (L) | Spur 1, Kfz | K1         | 1 (G)       | Spur 1, Kfz | 6,0                  | 18,0               | -                    | 7,0                  | -                                  | 2,0                | 5,4                | 31,5               | -                    | 11,1                 | -                                  | 2,8                | 2,6                   | -                         | 3                      | X    | -             | 490             | -      |           |     |   |  |
|             |         | 5 (G) | Spur 1, Kfz |            | 1 (G)       | Spur 1, Kfz | 6,0                  | 15,0               | -                    | 10,0                 | -                                  | 3,0                | 5,1                | 35,5               | -                    | 11,1                 | -                                  | 3,2                | 1,9                   | -                         |                        | X    | -             | 474             | -      |           |     |   |  |
|             |         | 5 (R) | Spur 1, Kfz |            | 1 (G)       | Spur 1, Kfz | 6,0                  | 15,0               | -                    | 5,0                  | -                                  | 2,0                | 6,2                | 39,0               | -                    | 11,1                 | -                                  | 3,5                | 2,7                   | -                         |                        | -    | -             | 482             | -      |           |     |   |  |
| 18          | K4      | 5 (L) | Spur 2, Rad | K2         | 3 (R)       | Spur 1, Kfz | -                    | 36,5               | -                    | 4,0                  | -                                  | 1,0                | 10,1               | 11,5               | -                    | 11,1                 | -                                  | 1,0                | 9,1                   | -                         | 10                     | X    | X             | 136             | X      |           |     |   |  |
|             |         |       | Spur 2, Kfz |            |             | Spur 2, Kfz | 6,0                  | 32,0               | -                    | 7,0                  | -                                  | 2,0                | 7,4                | 13,0               | -                    | 11,1                 | -                                  | 1,2                | 6,2                   | -                         |                        | -    | -             | -               | -      | 561       | -   |   |  |
|             |         |       | Spur 2, Kfz |            |             | Spur 2, Kfz | 6,0                  | 32,0               | -                    | 7,0                  | -                                  | 2,0                | 7,4                | 13,0               | -                    | 11,1                 | -                                  | 1,2                | 6,2                   | -                         |                        | -    | -             | -               | -      | -         | 588 | X |  |
|             |         |       | Spur 2, Rad |            |             | Spur 2, Kfz | -                    | 32,0               | -                    | 4,0                  | -                                  | 1,0                | 9,0                | 13,0               | -                    | 11,1                 | -                                  | 1,2                | 7,8                   | -                         |                        | -    | -             | -               | -      | -         | 588 | - |  |
|             |         |       | Spur 2, Rad |            |             | Spur 2, Kfz | -                    | 32,0               | -                    | 4,0                  | -                                  | 1,0                | 9,0                | 13,0               | -                    | 11,1                 | -                                  | 1,2                | 7,8                   | -                         |                        | -    | -             | -               | -      | -         | 561 | - |  |
|             |         | 5 (G) | Spur 1, Kfz | 3 (L)      | Spur 2, Kfz | 6,0         | 18,0                 | -                  | 10,0                 | -                    | 3,0                                | 5,4                | 30,0               | -                  | 11,1                 | -                    | 2,7                                | 2,7                | -                     | -                         | -                      | -    | X             | -               | 548    | X         |     |   |  |
|             |         | 5 (R) | Spur 1, Kfz | 3 (L)      | Spur 2, Kfz | 6,0         | 16,0                 | -                  | 5,0                  | -                    | 2,0                                | 6,4                | 35,0               | -                  | 11,1                 | -                    | 3,2                                | 3,2                | -                     | -                         | -                      | -    | -             | -               | 98     | -         |     |   |  |
|             |         | 5 (L) | Spur 2, Rad | 3 (G)      | Spur 1, Kfz | -           | 34,5                 | -                  | 4,0                  | -                    | 1,0                                | 9,6                | 12,0               | -                  | 11,1                 | -                    | 1,1                                | 8,5                | -                     | -                         | -                      | -    | X             | X               | 530    | X         |     |   |  |
| 19          | K4      | 5 (L) | Spur 2, Kfz | K3         | 4 (G)       | Spur 1, Kfz | 6,0                  | 31,0               | -                    | 7,0                  | -                                  | 2,0                | 7,3                | 31,5               | -                    | 11,1                 | -                                  | 2,8                | 4,5                   | -                         | 7                      | X    | -             | 125             | X      |           |     |   |  |
|             |         | 5 (G) | Spur 1, Rad |            | 4 (G)       | Spur 1, Kfz | -                    | 30,5               | -                    | 4,0                  | -                                  | 1,0                | 8,6                | 21,0               | -                    | 11,1                 | -                                  | 1,9                | 6,7                   | -                         |                        | X    | X             | 513             | X      |           |     |   |  |
|             |         | 5 (G) | Spur 1, Rad |            | 4 (R)       | Spur 1, Kfz | -                    | 30,0               | -                    | 4,0                  | -                                  | 1,0                | 8,5                | 20,5               | -                    | 11,1                 | -                                  | 1,8                | 6,7                   | -                         |                        | X    | X             | 69              | X      |           |     |   |  |
| 20          | K4      | 5 (L) | Spur 2, Kfz | K5         | 4 (G)       | Spur 2, Kfz | 6,0                  | 23,0               | -                    | 7,0                  | -                                  | 2,0                | 6,1                | 25,5               | -                    | 11,1                 | -                                  | 2,3                | 3,8                   | -                         | 5                      | X    | -             | 624             | X      |           |     |   |  |
|             |         | 5 (G) | Spur 1, Kfz |            | 4 (G)       | Spur 2, Kfz | 6,0                  | 24,5               | -                    | 10,0                 | -                                  | 3,0                | 6,1                | 20,0               | -                    | 11,1                 | -                                  | 1,8                | 4,3                   | -                         |                        | X    | -             | 608             | X      |           |     |   |  |
| 21          | K4      | 5 (G) | Spur 1, Kfz | F3         | 3 (Q)       | Fußg.       | 6,0                  | 38,0               | -                    | 10,0                 | -                                  | 3,0                | 7,4                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 7,4                   | -                         | 8                      | X    | -             | 76              | -      |           |     |   |  |
| 22          | K4      | 5 (L) | Spur 1, Kfz | F5         | 6 (Q)       | Fußg.       | 6,0                  | 7,0                | -                    | 7,0                  | -                                  | 2,0                | 4,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,0                   | -                         | 5                      | X    | -             | 267             | -      |           |     |   |  |
|             |         |       | Spur 2, Kfz |            |             | Fußg.       | 6,0                  | 7,5                | -                    | 7,0                  | -                                  | 2,0                | 4,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,0                   | -                         |                        | -    | -             | 171             | -      |           |     |   |  |
|             |         | 5 (G) | Spur 1, Kfz |            | 6 (Q)       | Fußg.       | 6,0                  | 7,0                | -                    | 10,0                 | -                                  | 3,0                | 4,3                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,3                   | -                         |                        | X    | -             | 78              | -      |           |     |   |  |
|             |         | 5 (R) | Spur 1, Kfz |            | 6 (Q)       | Fußg.       | 6,0                  | 7,0                | -                    | 5,0                  | -                                  | 2,0                | 4,6                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,6                   | -                         |                        | -    | -             | 95              | -      |           |     |   |  |
| Spur 1, Kfz | Fußg.   | 6,0   | 7,0         | -          |             | 5,0         | -                    | 2,0                | 4,6                  | 0,0                  | -                                  | 1,5                | -                  | 0,0                | 4,6                  | -                    | -                                  | -                  | 108                   | -                         |                        |      |               |                 |        |           |     |   |  |
| 23          | K4      | 5 (L) | Spur 2, Kfz | R1         | 6 (G)       | Spur 1, Rad | 6,0                  | 11,0               | -                    | 7,0                  | -                                  | 2,0                | 4,4                | 9,0                | -                    | 5,0                  | -                                  | 1,8                | 2,6                   | -                         | 3                      | X    | -             | 617             | -      |           |     |   |  |
|             |         | 5 (G) | Spur 1, Kfz |            | 6 (G)       | Spur 1, Rad | 6,0                  | 10,5               | -                    | 10,0                 | -                                  | 3,0                | 4,7                | 13,0               | -                    | 5,0                  | -                                  | 2,6                | 2,1                   | -                         |                        | X    | -             | 601             | -      |           |     |   |  |
|             |         | 5 (R) | Spur 1, Kfz |            | 6 (G)       | Spur 1, Rad | 6,0                  | 10,0               | -                    | 5,0                  | -                                  | 2,0                | 5,2                | 13,0               | -                    | 5,0                  | -                                  | 2,6                | 2,6                   | -                         |                        | -    | -             | 614             | -      |           |     |   |  |
| 24          | K5      | 4 (G) | Spur 2, Kfz | K2         | 3 (R)       | Spur 1, Kfz | 6,0                  | 41,0               | -                    | 10,0                 | -                                  | 3,0                | 7,7                | 24,0               | -                    | 11,1                 | -                                  | 2,2                | 5,5                   | -                         | 6                      | -    | -             | 242             | -      |           |     |   |  |
|             |         | 4 (G) | Spur 2, Kfz |            | 3 (L)       | Spur 2, Kfz | 6,0                  | 32,5               | -                    | 10,0                 | -                                  | 3,0                | 6,9                | 21,5               | -                    | 11,1                 | -                                  | 1,9                | 5,0                   | -                         |                        | -    | -             | 593             | -      |           |     |   |  |
|             |         | 4 (G) | Spur 2, Kfz |            | 3 (G)       | Spur 1, Kfz | 6,0                  | 33,5               | -                    | 10,0                 | -                                  | 3,0                | 7,0                | 22,0               | -                    | 11,1                 | -                                  | 2,0                | 5,0                   | -                         |                        | -    | -             | 539             | -      |           |     |   |  |
| 25          | K5      | 4 (G) | Spur 2, Kfz | K4         | 5 (L)       | Spur 1, Kfz | 6,0                  | 34,0               | -                    | 10,0                 | -                                  | 3,0                | 7,0                | 24,5               | -                    | 11,1                 | -                                  | 2,2                | 4,8                   | -                         | 5                      | -    | -             | 259             | -      |           |     |   |  |
|             |         | 4 (G) | Spur 2, Kfz |            | 5 (G)       | Spur 1, Kfz | 6,0                  | 23,5               | -                    | 10,0                 | -                                  | 3,0                | 6,0                | 21,5               | -                    | 11,1                 | -                                  | 1,9                | 4,1                   | -                         |                        | -    | -             | 605             | -      |           |     |   |  |
| 26          | K5      | 4 (G) | Spur 2, Kfz | F1         | 1 (Q)       | Fußg.       | 6,0                  | 55,0               | -                    | 10,0                 | -                                  | 3,0                | 9,1                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 9,1                   | -                         | 10                     | -    | -             | 282             | -      |           |     |   |  |

|             |   |             |                   |  |       |            |
|-------------|---|-------------|-------------------|--|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |  |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |  |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung |  | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung | m.                |  | Blatt | 2.1        |

# Zwischenzeitenberechnung



LISA+

| Lfd.Nr. | Räumend     |       |             | Einfahrend |             |             | Räumend              |                    |                      |                      |                                    |                    |                    | Einfahrend         |                      |                      |                                    | Zwischenzeit       |                       |                           |                        | Info |               |                 |        |           |
|---------|-------------|-------|-------------|------------|-------------|-------------|----------------------|--------------------|----------------------|----------------------|------------------------------------|--------------------|--------------------|--------------------|----------------------|----------------------|------------------------------------|--------------------|-----------------------|---------------------------|------------------------|------|---------------|-----------------|--------|-----------|
|         | SGR         | Strom | Teilstrom   | SGR        | Strom       | Teilstrom   | L <sub>F29</sub> [m] | s <sub>0</sub> [m] | v <sub>0</sub> [m/s] | V <sub>r</sub> [m/s] | a <sub>r</sub> [m/s <sup>2</sup> ] | t <sub>ü</sub> [s] | t <sub>r</sub> [s] | s <sub>e</sub> [m] | v <sub>0</sub> [m/s] | V <sub>e</sub> [m/s] | a <sub>e</sub> [m/s <sup>2</sup> ] | t <sub>e</sub> [s] | t <sub>zBer</sub> [s] | t <sub>Zuschlag</sub> [s] | t <sub>maßg.</sub> [s] | Rad  | Rad maßgebend | Schnittpunkt ID | Schutz | Bemerkung |
| 27      | K5          | 4 (G) | Spur 2, Kfz | F4         | 4 (Q)       | Fußg.       | 6,0                  | 4,0                | -                    | 10,0                 | -                                  | 3,0                | 4,0                | 0,0                | -                    | 1,5                  | -                                  | 0,0                | 4,0                   | -                         | 4                      | -    | -             | 237             | -      |           |
| 28      | F1          | 1 (Q) | Fußg.       | K1         | 1 (G)       | Spur 1, Kfz | -                    | 19,0               | -                    | 1,2                  | -                                  | -                  | 15,8               | 0,0                | -                    | 11,1                 | -                                  | 0,0                | 15,8                  | -                         | 16                     | -    | -             | 271             | -      |           |
| 29      | F1          | 1 (Q) | Fußg.       | K3         | 4 (G)       | Spur 1, Kfz | -                    | 19,0               | -                    | 1,2                  | -                                  | -                  | 15,8               | 50,5               | -                    | 11,1                 | -                                  | 4,5                | 11,3                  | -                         | 12                     | -    | -             | 1238            | -      |           |
| 30      | F1          | 1 (Q) | Fußg.       | K5         | 4 (G)       | Spur 2, Kfz | -                    | 19,0               | -                    | 1,2                  | -                                  | -                  | 15,8               | 52,0               | -                    | 11,1                 | -                                  | 4,7                | 11,1                  | -                         | 12                     | -    | -             | 1258            | -      |           |
| 31      | F2          | 3 (Q) | Fußg.       | K2         | 3 (R)       | Spur 1, Kfz | -                    | 9,0                | -                    | 1,2                  | -                                  | -                  | 7,5                | 0,0                | -                    | 11,1                 | -                                  | 0,0                | 7,5                   | -                         | 8                      | -    | -             | 446             | -      |           |
|         |             |       | Fußg.       |            |             | Spur 1, Kfz | -                    | 9,0                | -                    | 1,2                  | -                                  | -                  | 7,5                | 0,0                | -                    | 11,1                 | -                                  | 0,0                | 7,5                   | -                         |                        |      |               | 1259            |        |           |
|         |             | Fußg. | 3 (L)       |            | Spur 2, Kfz | -           | 9,0                  | -                  | 1,2                  | -                    | -                                  | 7,5                | 0,0                | -                  | 11,1                 | -                    | 0,0                                | 7,5                | -                     | 1245                      |                        |      |               |                 |        |           |
|         |             | Fußg. |             |            | Spur 2, Kfz | -           | 9,0                  | -                  | 1,2                  | -                    | -                                  | 7,5                | 0,0                | -                  | 11,1                 | -                    | 0,0                                | 7,5                | -                     | 1247                      |                        |      |               |                 |        |           |
|         |             | Fußg. | 3 (G)       |            | Spur 2, Rad | -           | 9,0                  | -                  | 1,2                  | -                    | -                                  | 7,5                | 0,0                | -                  | 5,0                  | -                    | 0,0                                | 7,5                | -                     | 1247                      |                        |      |               |                 |        |           |
|         |             | Fußg. |             |            | Spur 1, Kfz | -           | 9,0                  | -                  | 1,2                  | -                    | -                                  | 7,5                | 0,0                | -                  | 11,1                 | -                    | 0,0                                | 7,5                | -                     | 444                       |                        |      |               |                 |        |           |
| Fußg.   | Spur 1, Rad | -     | 9,0         | -          | 1,2         | -           | -                    | 7,5                | 0,0                  | -                    | 5,0                                | -                  | 0,0                | 7,5                | -                    | 444                  |                                    |                    |                       |                           |                        |      |               |                 |        |           |
| 32      | F3          | 3 (Q) | Fußg.       | K4         | 5 (G)       | Spur 1, Kfz | -                    | 7,5                | -                    | 1,2                  | -                                  | -                  | 6,3                | 35,0               | -                    | 11,1                 | -                                  | 3,2                | 3,1                   | -                         | 4                      | -    | -             | 464             | -      |           |
| 33      | F4          | 4 (Q) | Fußg.       | K1         | 1 (G)       | Spur 1, Kfz | -                    | 19,0               | -                    | 1,2                  | -                                  | -                  | 15,8               | 51,5               | -                    | 11,1                 | -                                  | 4,6                | 11,2                  | -                         | 12                     | -    | -             | 17              | -      |           |
| 34      | F4          | 4 (Q) | Fußg.       | K2         | 3 (L)       | Spur 2, Kfz | -                    | 19,0               | -                    | 1,2                  | -                                  | -                  | 15,8               | 46,0               | -                    | 11,1                 | -                                  | 4,1                | 11,7                  | -                         | 12                     | -    | -             | 50              | -      |           |
| 35      | F4          | 4 (Q) | Fußg.       | K3         | 4 (G)       | Spur 1, Kfz | -                    | 19,0               | -                    | 1,2                  | -                                  | -                  | 15,8               | 0,0                | -                    | 11,1                 | -                                  | 0,0                | 15,8                  | -                         | 16                     | -    | -             | 1237            | -      |           |
|         |             | 4 (Q) | Fußg.       |            | 4 (R)       | Spur 1, Kfz | -                    | 19,0               | -                    | 1,2                  | -                                  | -                  | 15,8               | 0,0                | -                    | 11,1                 | -                                  | 0,0                | 15,8                  | -                         |                        |      |               | 1240            |        |           |
| 36      | F4          | 4 (Q) | Fußg.       | K5         | 4 (G)       | Spur 2, Kfz | -                    | 19,0               | -                    | 1,2                  | -                                  | -                  | 15,8               | 0,0                | -                    | 11,1                 | -                                  | 0,0                | 15,8                  | -                         | 16                     | -    | -             | 1257            | -      |           |
| 37      | F5          | 6 (Q) | Fußg.       | K2         | 3 (G)       | Spur 1, Kfz | -                    | 15,5               | -                    | 1,2                  | -                                  | -                  | 12,9               | 34,0               | -                    | 11,1                 | -                                  | 3,1                | 9,8                   | -                         | 10                     | -    | -             | 33              | -      |           |
| 38      | F5          | 6 (Q) | Fußg.       | K4         | 5 (L)       | Spur 1, Kfz | -                    | 15,5               | -                    | 1,2                  | -                                  | -                  | 12,9               | 5,5                | -                    | 11,1                 | -                                  | 0,5                | 12,4                  | -                         | 13                     | -    | -             | 268             | -      |           |
|         |             |       | Fußg.       |            |             | Spur 2, Kfz | -                    | 15,5               | -                    | 1,2                  | -                                  | -                  | 12,9               | 6,0                | -                    | 11,1                 | -                                  | 0,5                | 12,4                  | -                         |                        |      |               | 1255            |        |           |
|         |             | Fußg. | 5 (G)       |            | Spur 1, Kfz | -           | 15,5                 | -                  | 1,2                  | -                    | -                                  | 12,9               | 5,5                | -                  | 11,1                 | -                    | 0,5                                | 12,4               | -                     | 1250                      |                        |      |               |                 |        |           |
|         |             | Fußg. |             |            | Spur 1, Kfz | -           | 15,5                 | -                  | 1,2                  | -                    | -                                  | 12,9               | 5,5                | -                  | 11,1                 | -                    | 0,5                                | 12,4               | -                     | 94                        |                        |      |               |                 |        |           |
|         |             | Fußg. | 5 (R)       |            | Spur 1, Kfz | -           | 15,5                 | -                  | 1,2                  | -                    | -                                  | 12,9               | 5,5                | -                  | 11,1                 | -                    | 0,5                                | 12,4               | -                     | 109                       |                        |      |               |                 |        |           |
|         |             | Fußg. |             |            | Spur 1, Kfz | -           | 15,5                 | -                  | 1,2                  | -                    | -                                  | 12,9               | 5,5                | -                  | 11,1                 | -                    | 0,5                                | 12,4               | -                     |                           |                        |      |               |                 |        |           |
| 39      | R1          | 6 (G) | Spur 1, Rad | K2         | 3 (G)       | Spur 1, Kfz | -                    | 7,0                | -                    | 4,0                  | -                                  | 1,0                | 2,8                | 32,5               | -                    | 11,1                 | -                                  | 2,9                | -0,1                  | 1,0                       | 1                      | X    | X             | 532             | X      |           |
| 40      | R1          | 6 (G) | Spur 1, Rad | K4         | 5 (L)       | Spur 1, Kfz | -                    | 15,5               | -                    | 4,0                  | -                                  | 1,0                | 4,9                | 8,0                | -                    | 11,1                 | -                                  | 0,7                | 4,2                   | -                         | 5                      | X    | X             | 632             | X      |           |
|         |             | 6 (G) | Spur 1, Rad |            | 5 (G)       | Spur 1, Kfz | -                    | 15,5               | -                    | 4,0                  | -                                  | 1,0                | 4,9                | 8,0                | -                    | 11,1                 | -                                  | 0,7                | 4,2                   | -                         |                        |      |               | 604             |        |           |
|         |             | 6 (G) | Spur 1, Rad |            | 5 (R)       | Spur 1, Kfz | -                    | 16,0               | -                    | 4,0                  | -                                  | 1,0                | 5,0                | 8,5                | -                    | 11,1                 | -                                  | 0,8                | 4,2                   | -                         |                        |      |               | 611             |        |           |
|         |             | 6 (G) | Spur 1, Rad |            |             | Spur 1, Kfz | -                    | 15,5               | -                    | 4,0                  | -                                  | 1,0                | 4,9                | 8,0                | -                    | 11,1                 | -                                  | 0,7                | 4,2                   | -                         |                        |      |               | 615             |        |           |

Richtlinie: RiLSA2015

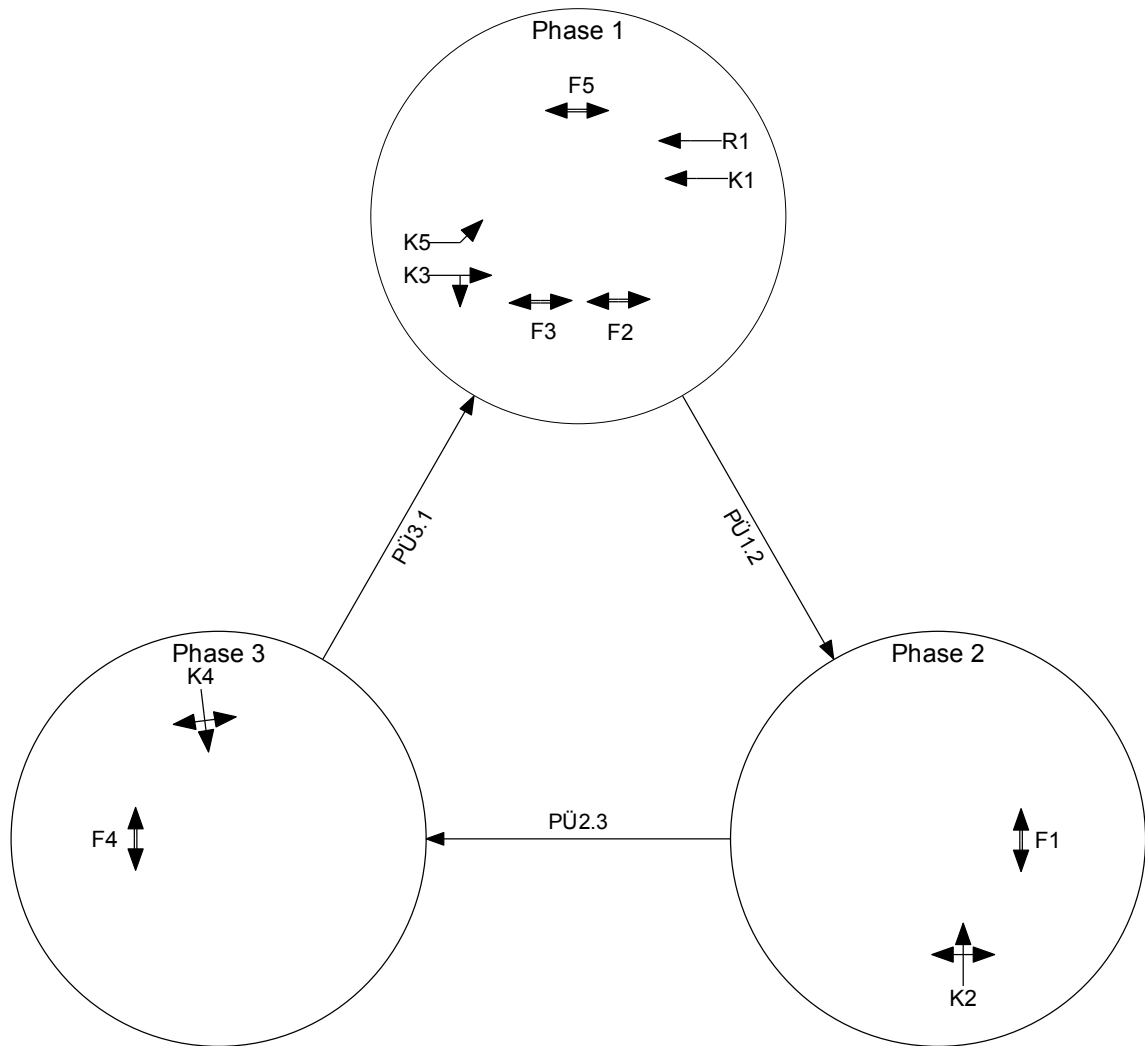
|             |   |             |                   |  |       |            |
|-------------|---|-------------|-------------------|--|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |  |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |  |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung |  | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung | m.                |  | Blatt | 2.1        |

# Zwischenzeitenmatrix ZZM

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|         |    | EINFAHREND |    |    |    |    |    |    |    |    |    |    |   |
|---------|----|------------|----|----|----|----|----|----|----|----|----|----|---|
|         |    | K1         | K2 | K3 | K4 | K5 | F1 | F2 | F3 | F4 | F5 | R1 |   |
| RÄUMEND | K1 | ←          | ■  | 5  | -  | 7  | -  | 4  | -  | -  | 9  | -  | - |
|         | K2 | ↕          | 7  | ■  | 3  | 10 | 4  | -  | 5  | -  | 11 | 8  | 7 |
|         | K3 | →          | -  | 7  | ■  | 5  | -  | 9  | -  | -  | 4  | -  | - |
|         | K4 | ↕          | 3  | 10 | 7  | ■  | 5  | -  | -  | 8  | -  | 5  | 3 |
|         | K5 | ↖          | -  | 6  | -  | 5  | ■  | 10 | -  | -  | 4  | -  | - |
|         | F1 | ↕          | 16 | -  | 12 | -  | 12 | ■  | -  | -  | -  | -  | - |
|         | F2 | ↔          | -  | 8  | -  | -  | -  | -  | ■  | -  | -  | -  | - |
|         | F3 | ↔          | -  | -  | -  | 4  | -  | -  | -  | ■  | -  | -  | - |
|         | F4 | ↕          | 12 | 12 | 16 | -  | 16 | -  | -  | -  | ■  | -  | - |
|         | F5 | ↔          | -  | 10 | -  | 13 | -  | -  | -  | -  | -  | ■  | - |
|         | R1 | ←          | -  | 1  | -  | 5  | -  | -  | -  | -  | -  | -  | ■ |

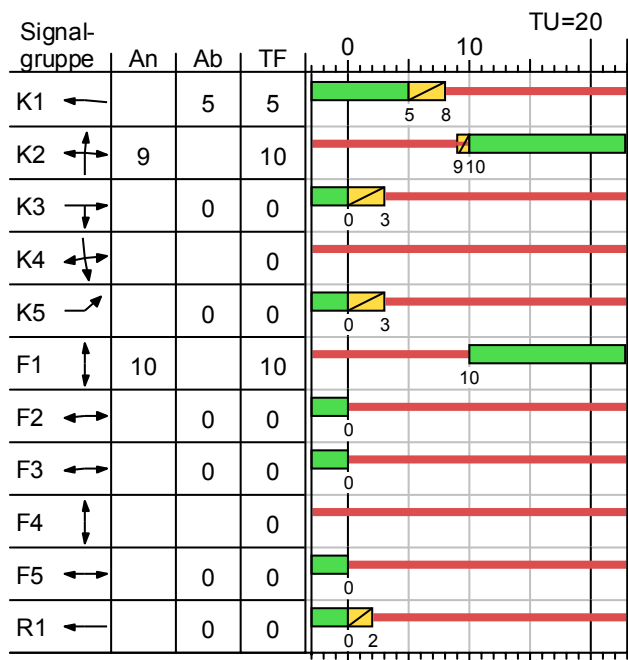
|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 2.2        |



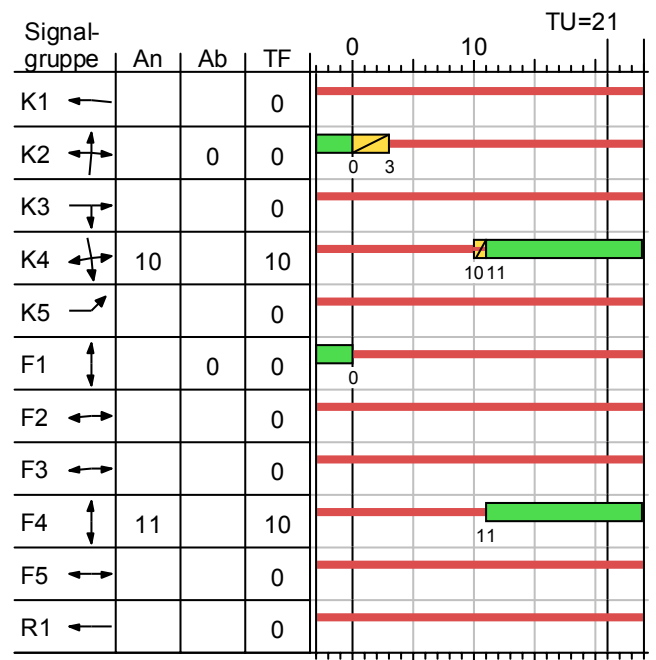
|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 3.1        |

LISA+

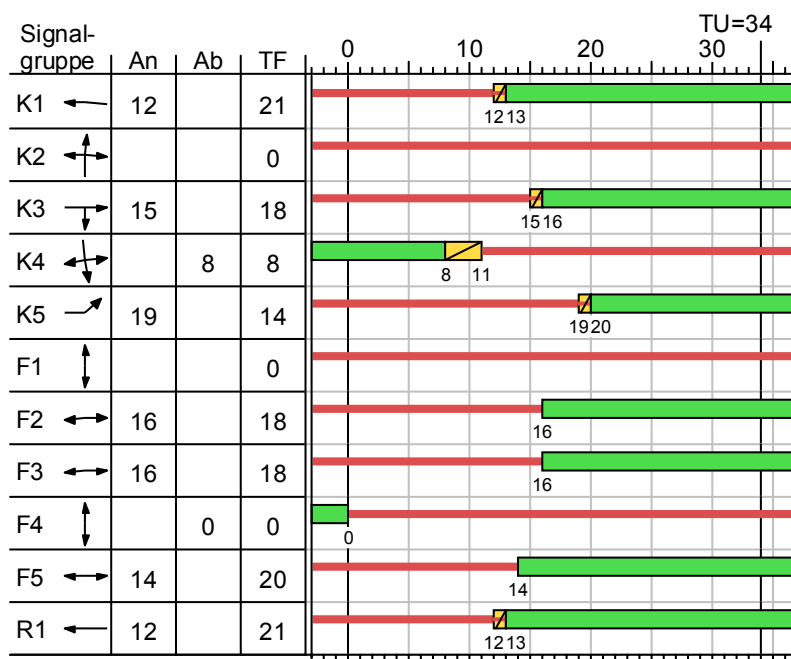
## PÜ 1.2



## PÜ 2.3



## PÜ 3.1



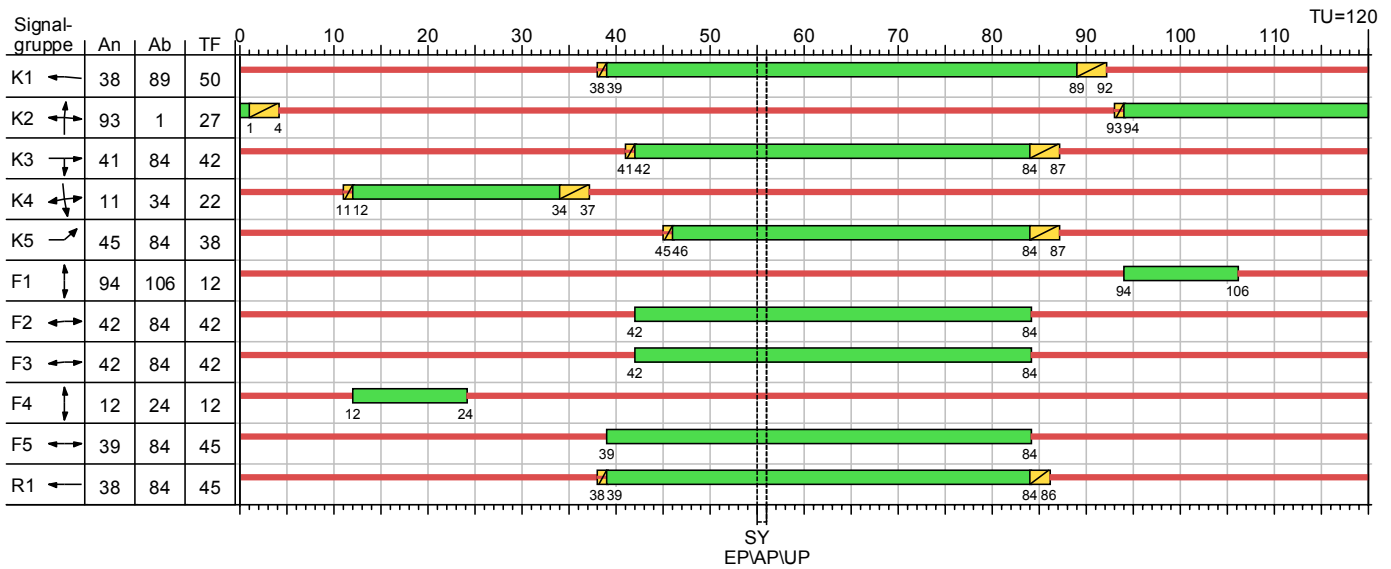
Gelb
  Gruen
  Rot
  Rotgelb

|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 3.2        |

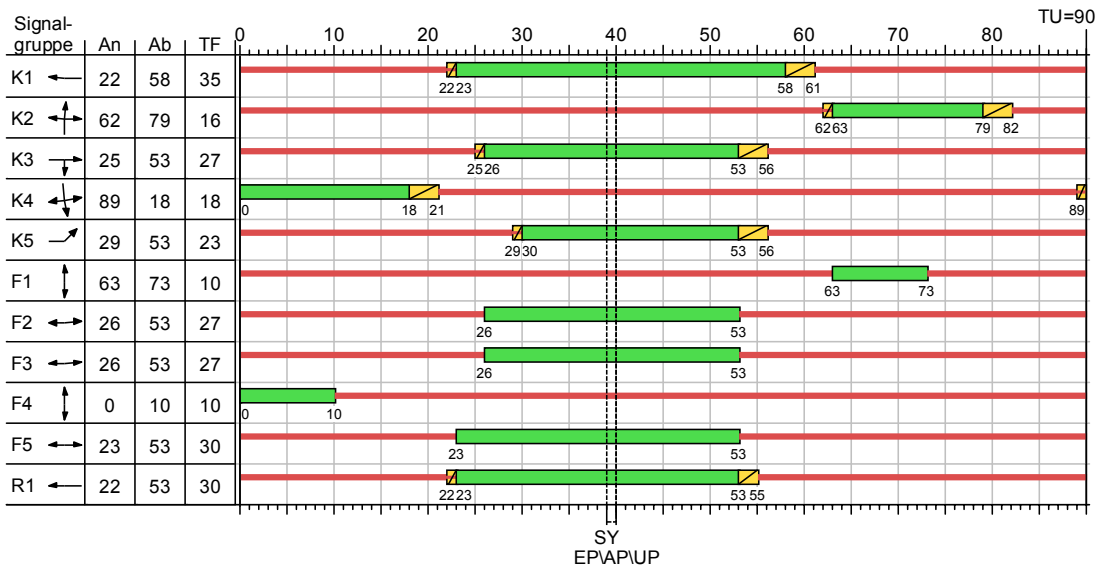
# Signalzeitenpläne Blatt 1

LISA+

## SZP 1



## SZP 2

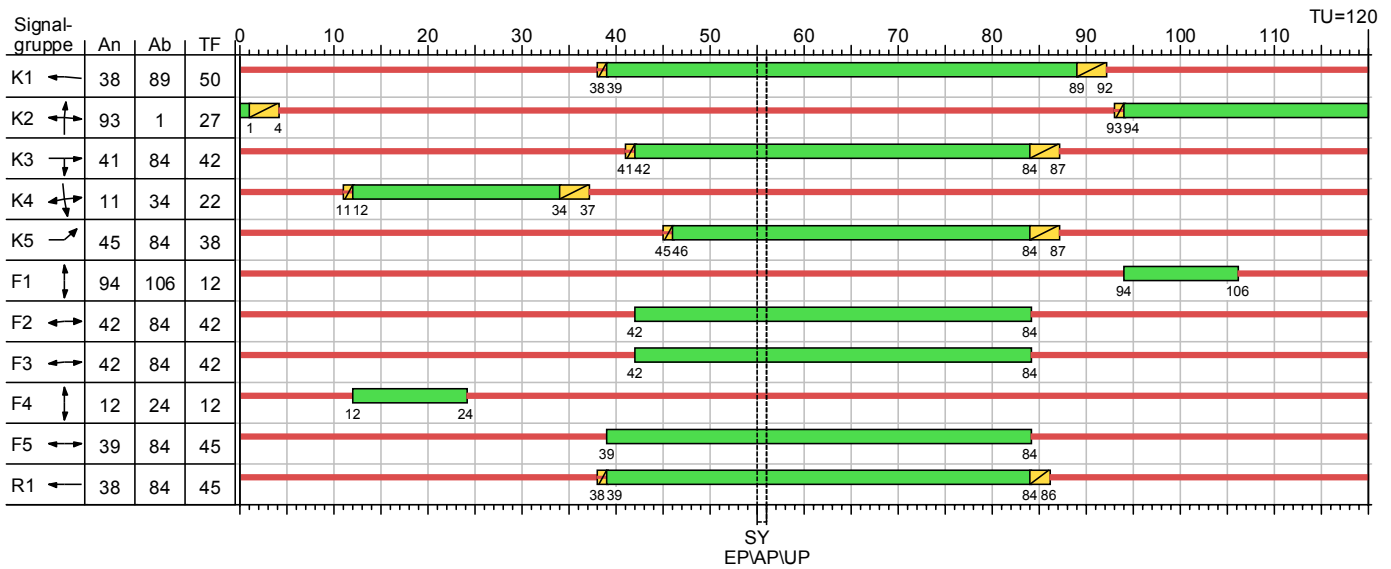


▬ Gelb   
 ▬ Gruen   
 ▬ Rot   
 ▬ Rotgelb

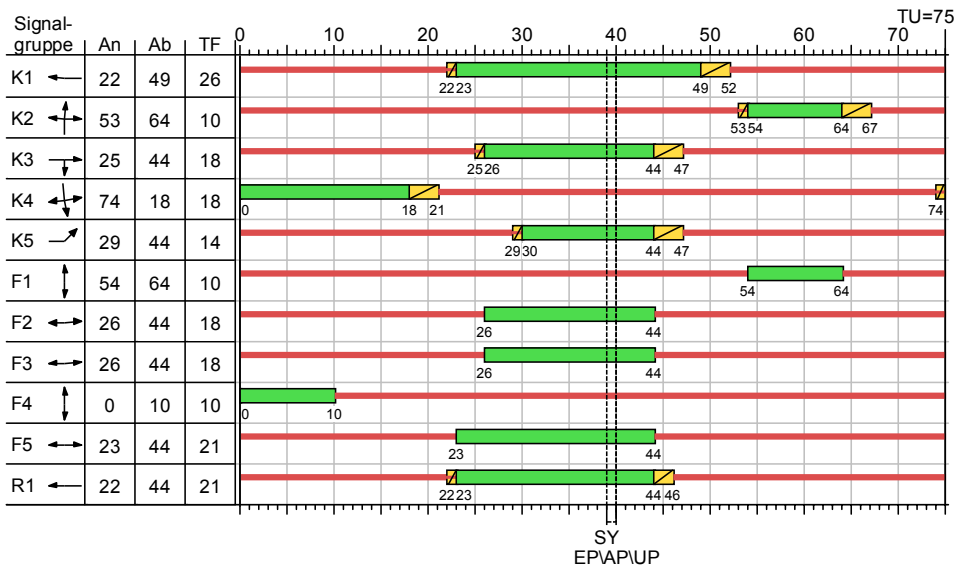
|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 3.3.1      |

LISA+

## SZP 3



## SZP 4



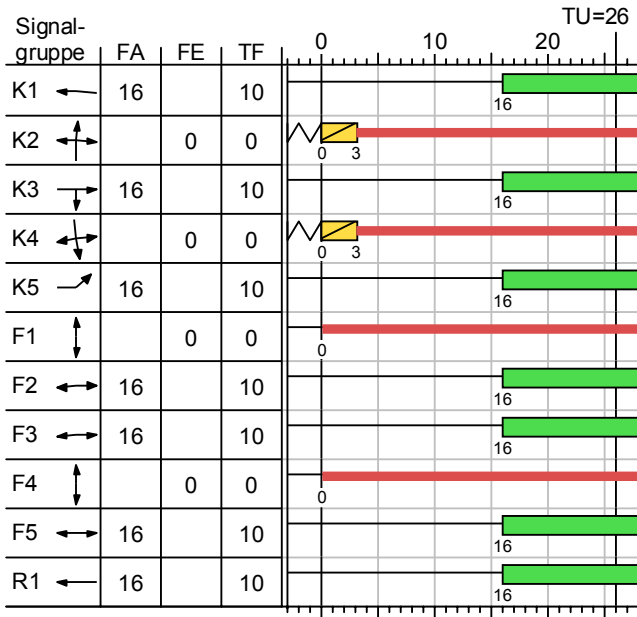
Gelb
  Gruen
  Rot
  Rotgelb

|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 3.3.2      |

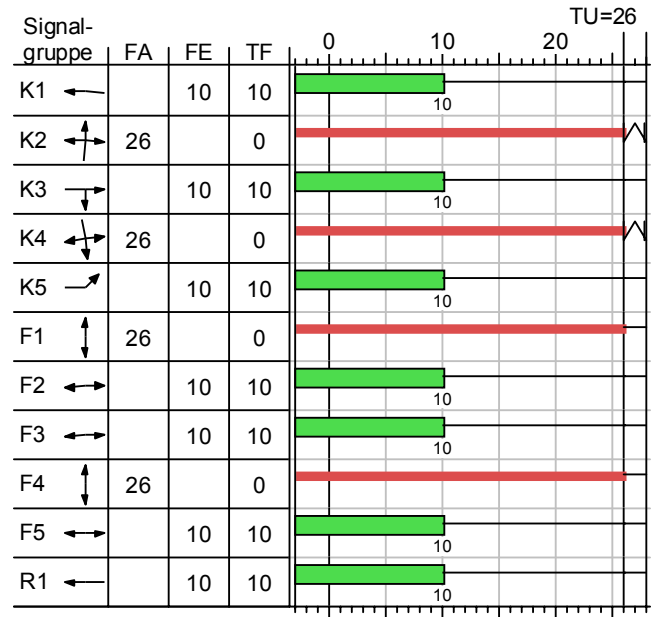
# Signalzeitenpläne Blatt 3

LISA+

## EP



## AP



— Dunkel      Gelb      Gelbblinken      Gruen      Rot

|             |   |             |                   |       |            |
|-------------|---|-------------|-------------------|-------|------------|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |       |            |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |       |            |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung | Datum | 26.07.2017 |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   | Blatt | 3.3.3      |



# Schaltuhr



LISA+

## Wochenplantabelle

| Lfd.Nr. | Wochenplan | ID-Nr. | Mo  | Di  | Mi  | Do  | Fr  | Sa  | So  | Bemerkung           |
|---------|------------|--------|-----|-----|-----|-----|-----|-----|-----|---------------------|
| 1       | Standard   | 1      | TP1 | TP1 | TP1 | TP1 | TP1 | TP2 | TP3 | Standard-Wochenplan |

## Tagesplan

**Tagesplan:** TP1 **ID-Nr.:** 1 **Langbezeichnung:** Standard-Tagesplan

| Lfd.Nr. | Zeit  | Befehl      | SZP   | VA | ÖV | IV | Koordiniert | Modifikationen | Bemerkung |
|---------|-------|-------------|-------|----|----|----|-------------|----------------|-----------|
| 1       | 00:00 | Umschaltung | SZP 4 | -  | -  | -  | X           |                |           |
| 2       | 05:00 | Umschaltung | SZP 1 | -  | -  | -  | X           |                |           |
| 3       | 09:00 | Umschaltung | SZP 2 | -  | -  | -  | X           |                |           |
| 4       | 13:00 | Umschaltung | SZP 3 | -  | -  | -  | X           |                |           |
| 5       | 19:00 | Umschaltung | SZP 2 | -  | -  | -  | X           |                |           |
| 6       | 22:00 | Umschaltung | SZP 4 | -  | -  | -  | X           |                |           |

## Tagesplan

**Tagesplan:** TP2 **ID-Nr.:** 2 **Langbezeichnung:** Standard-Tagesplan

| Lfd.Nr. | Zeit  | Befehl      | SZP   | VA | ÖV | IV | Koordiniert | Modifikationen | Bemerkung |
|---------|-------|-------------|-------|----|----|----|-------------|----------------|-----------|
| 1       | 00:00 | Umschaltung | SZP 4 | -  | -  | -  | X           |                |           |
| 2       | 08:00 | Umschaltung | SZP 2 | -  | -  | -  | X           |                |           |
| 3       | 22:00 | Umschaltung | SZP 4 | -  | -  | -  | X           |                |           |

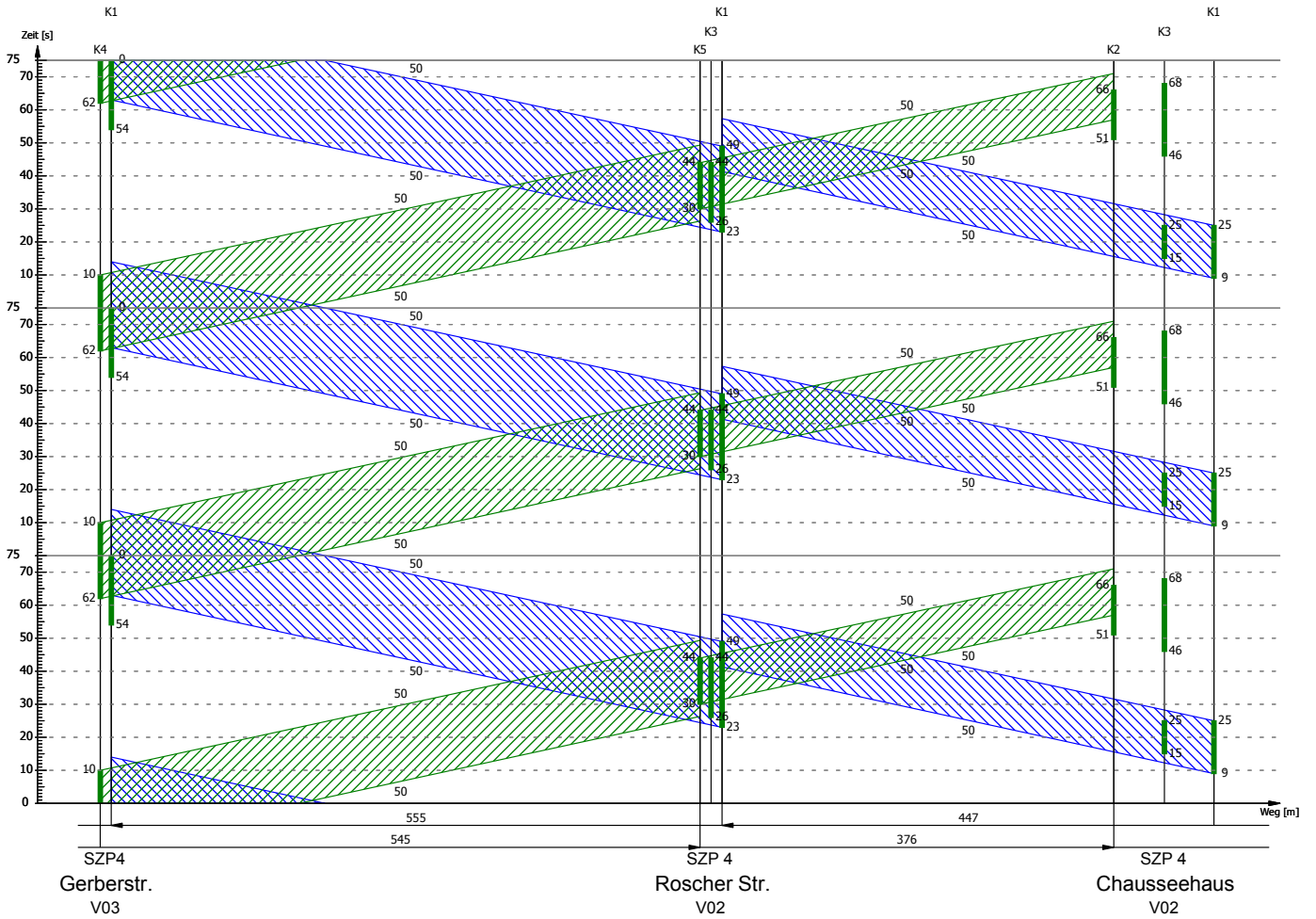
## Tagesplan

**Tagesplan:** TP3 **ID-Nr.:** 3 **Langbezeichnung:** Standard-Tagesplan

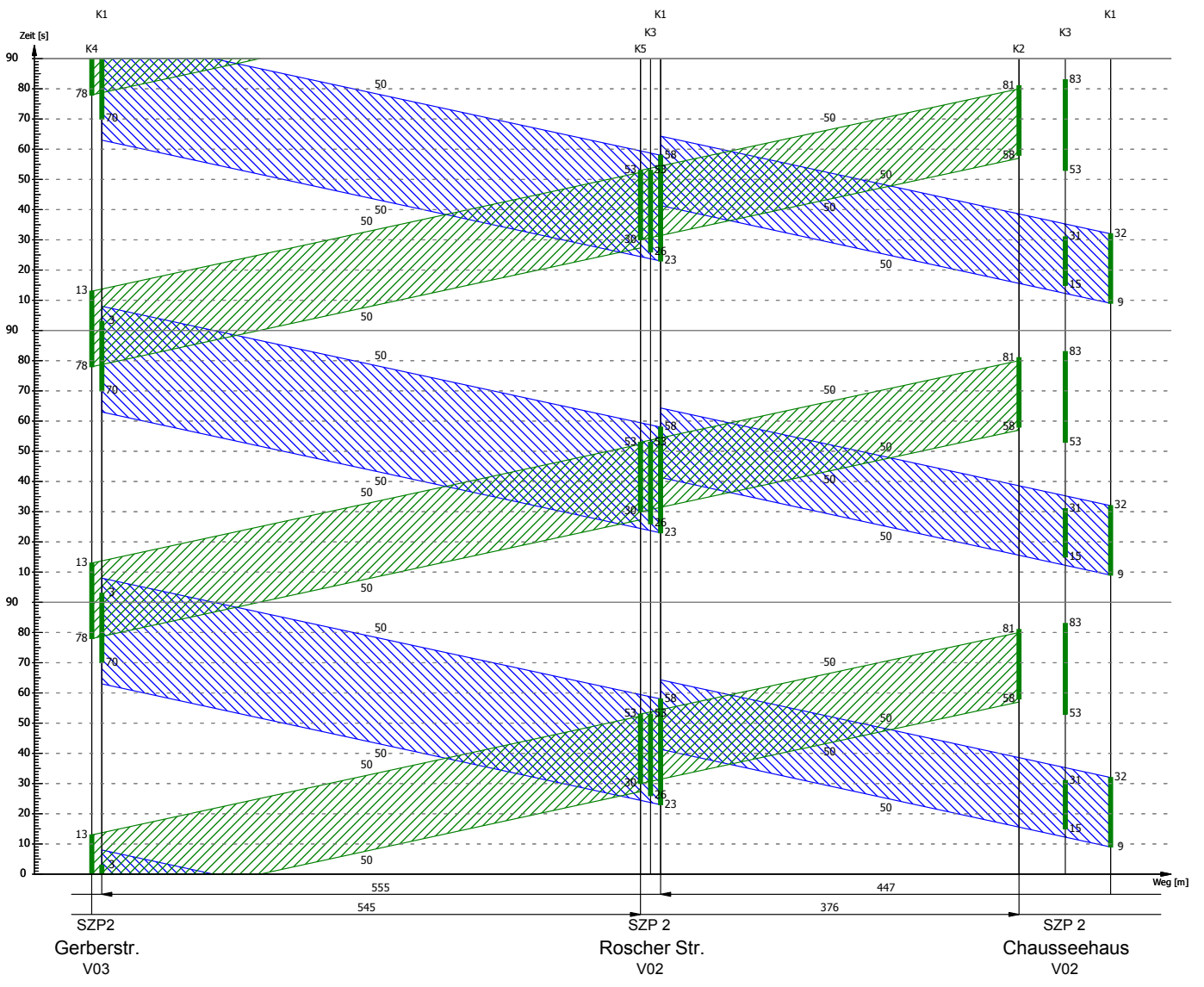
| Lfd.Nr. | Zeit  | Befehl      | SZP   | VA | ÖV | IV | Koordiniert | Modifikationen | Bemerkung |
|---------|-------|-------------|-------|----|----|----|-------------|----------------|-----------|
| 1       | 00:00 | Umschaltung | SZP 4 | -  | -  | -  | X           |                |           |
| 2       | 08:00 | Umschaltung | SZP 2 | -  | -  | -  | X           |                |           |
| 3       | 22:00 | Umschaltung | SZP 4 | -  | -  | -  | X           |                |           |

|             |   |             |                   |  |  |       |            |  |  |
|-------------|---|-------------|-------------------|--|--|-------|------------|--|--|
| Projekt     | BV: Chausseehaus (Gleisbauarbeiten)       |             |                   |  |  |       |            |  |  |
| Knotenpunkt | temp. LSA Eutritzscher Str. / Roscherstr. |             |                   |  |  |       |            |  |  |
| Auftragsnr. | 1300031820                                | Variante    | V03 nach Anhörung |  |  | Datum | 26.07.2017 |  |  |
| Bearbeiter  | M. Beer                                   | Abzeichnung |                   |  |  | Blatt | 3.8        |  |  |

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