## Verkehrsmonitoring Zürich Nord, Faktenblatt

Messstellen-ID Z079 Knoten Nr. 783

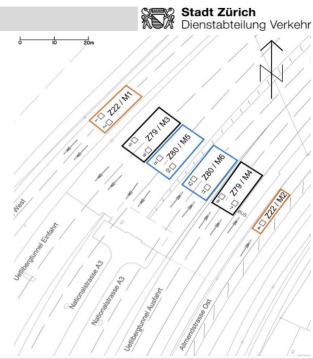
Ort A3W (A4 Uetlibergtunnel Brunau)

Typ DAV

Richtung 1 (R1) Uetlibergtunnel einwärts

Zeitraum Von 2023-01-01 bis 2023-12-31

Bauphase (



	R1	R2	QS	SV-Anteil				
[Fz/d] [Fz/16h] [Fz/8h] [Fz/d] [Fz/16h] [Fz/8h] [Fz/h]	15'474 13'644 1'868 16'317 13'644 1'868 671 1'571	14'907 13'533 1'412 15'698 13'533 1'412 1'243 932	30'381 27'177 3'280 32'015 27'177 3'280 1'914 2'503		SV-Anteil	30'381 0.0% DTV	32'015 0.0% DWV	20.0% 15.0% 10.0% 5.0% 0.0%
	R1	R2	QS	SV-Anteil				
[Fz/d] [Fz/d] [Fz/d] [Fz/d] [Fz/d] [Fz/d]	15'027 16'110 16'809 16'945 16'698 14'950 11'837	14'652 15'312 16'015 16'124 16'388 14'348 11'576	29'679 31'422 32'824 33'069 33'086 29'298 23'413		Verkehrstluss [Fz/d]  Verkehrstluss [Fz/d]  10'000  5'000  R1  R2	Mo Di Mi	Do Fr	Sa So
	[Fz/16h] [Fz/8h] [Fz/d] [Fz/16h] [Fz/h] [Fz/h] [Fz/d] [Fz/d] [Fz/d] [Fz/d] [Fz/d] [Fz/d]	[Fz/d] 15'474 [Fz/16h] 13'644 [Fz/8h] 1'868 [Fz/d] 16'317 [Fz/16h] 13'644 [Fz/8h] 1'868 [Fz/h] 671 [Fz/h] 1'571 R1 [Fz/d] 15'027 [Fz/d] 16'110 [Fz/d] 16'809 [Fz/d] 16'945 [Fz/d] 16'698 [Fz/d] 16'698 [Fz/d] 14'950	[Fz/d] 15'474 14'907 [Fz/16h] 13'644 13'533 [Fz/8h] 1'868 1'412 [Fz/d] 16'317 15'698 [Fz/16h] 13'644 13'533 [Fz/8h] 1'868 1'412 [Fz/h] 671 1'243 [Fz/h] 1'571 932 R1 R2 [Fz/d] 15'027 14'652 [Fz/d] 16'110 15'312 [Fz/d] 16'809 16'015 [Fz/d] 16'945 16'124 [Fz/d] 16'698 16'388 [Fz/d] 14'950 14'348	[Fz/d] 15'474 14'907 30'381 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280 [Fz/d] 16'317 15'698 32'015 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280 [Fz/h] 671 1'243 1'914 [Fz/h] 1'571 932 2'503 R1 R2 QS [Fz/d] 15'027 14'652 29'679 [Fz/d] 16'110 15'312 31'422 [Fz/d] 16'809 16'015 32'824 [Fz/d] 16'945 16'124 33'069 [Fz/d] 16'698 16'388 33'086 [Fz/d] 14'950 14'348 29'298	[Fz/d] 15'474 14'907 30'381 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280 [Fz/d] 16'317 15'698 32'015 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280 [Fz/h] 671 1'243 1'914 [Fz/h] 1'571 932 2'503 R1 R2 QS SV-Anteil [Fz/d] 15'027 14'652 29'679 [Fz/d] 16'110 15'312 31'422 [Fz/d] 16'809 16'015 32'824 [Fz/d] 16'945 16'124 33'069 [Fz/d] 16'698 16'388 33'086 [Fz/d] 14'950 14'348 29'298	[Fz/d] 15'474 14'907 30'381 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280 25'000 [Fz/d] 16'317 15'698 32'015 [Fz/16h] 13'644 13'533 27'177 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280 0 [Fz/h] 671 1'243 1'914 [Fz/h] 1'571 932 2'503 ■SV-Anteil  [Fz/d] 15'027 14'652 29'679 [Fz/d] 16'110 15'312 31'422 [Fz/d] 16'809 16'015 32'824 [Fz/d] 16'945 16'124 33'069 [Fz/d] 16'945 16'124 33'069 [Fz/d] 16'698 16'388 33'086 [Fz/d] 14'950 14'348 29'298 [Fz/d] 11'837 11'576 23'413 ■R1 0	[Fz/d] 15'474 14'907 30'381 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280  [Fz/d] 16'317 15'698 32'015 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280 [Fz/h] 671 1'243 1'914 [Fz/h] 1'571 932 2'503  R1 R2 QS SV-Anteil  [Fz/d] 16'110 15'312 31'422 [Fz/d] 16'809 16'015 32'824 [Fz/d] 16'945 16'124 33'069 [Fz/d] 16'698 16'388 33'086 [Fz/d] 16'698 16'388 33'086 [Fz/d] 11'837 11'576 23'413	[Fz/d] 15'474 14'907 30'381 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280  [Fz/d] 16'317 15'698 32'015 [Fz/16h] 13'644 13'533 27'177 [Fz/8h] 1'868 1'412 3'280 [Fz/h] 671 1'243 1'914 [Fz/h] 1'571 932 2'503  [Fz/d] 16'110 15'312 31'422 [Fz/d] 16'809 16'015 32'824 [Fz/d] 16'945 16'124 33'069 [Fz/d] 16'698 16'388 33'086 [Fz/d] 16'698 16'388 33'086 [Fz/d] 16'698 16'388 33'086 [Fz/d] 14'950 14'348 29'298 [Fz/d] 11'837 11'576 23'413



Kommentare/Beobachtungen