

# Sicherheitspotenziale auf Bundesautobahnen im Zeitraum 2019-2021

BAST-U2p-18/2023\_(Tab-1\_SIPO\_2019-2021\_Abschnitte.xlsx)



Das Sicherheitspotenzial gilt für den gesamten Querschnitt (Hin- und Rückrichtung) des Abschnitts

BAB	Sequenz	Von	Bis	Länge	Sicherheitspotenzial Tsd. € / (km*Jahr)
1	100	AN Heiligenhafen-Ost (Übergang A1/B207)	AS Heiligenhafen-Ost	0,2	-9,5
1	150	AS Heiligenhafen-Ost	AS Heiligenhafen-Mitte	3,1	23,3
1	200	AS Heiligenhafen-Mitte	AS Gremersdorf	3,8	-32,8
1	250	AS Gremersdorf	AS Jahnshof	3,2	-30,2
1	300	AS Jahnshof	AS Oldenburg i.H.-Nord	1,6	-63,3
1	350	AS Oldenburg i.H.-Nord	AS Oldenburg i.H.-Mitte	1,3	-72,0
1	400	AS Oldenburg i.H.-Mitte	AS Oldenburg i.H.-Süd	1,0	44,9
1	450	AS Oldenburg i.H.-Süd	AS Lensahn	8,2	-43,5
1	500	AS Lensahn	AS Neustadt i.H.-Pelzerhaken	11,5	-33,6
1	550	AS Neustadt i.H.-Pelzerhaken	AS Neustadt i.H.-Mitte	5,5	-33,7
1	600	AS Neustadt i.H.-Mitte	AS Eutin	5,6	-10,5
1	650	AS Eutin	AS Scharbeutz	2,0	-56,4
1	700	AS Scharbeutz	AS Pansdorf	3,2	-55,2
1	750	AS Pansdorf	AS Ratekau	6,6	-88,8
1	800	AS Ratekau	AS Sereetz	3,8	-90,2
1	850	AS Sereetz	AD Dreieck Bad Schwartau	0,4	71,6
1	900	AD Dreieck Bad Schwartau	AS Bad Schwartau	2,4	-24,0
1	950	AS Bad Schwartau	AS Lübeck-Zentrum	3,3	-26,5
1	1000	AS Lübeck-Zentrum	AS Lübeck-Moisling	3,3	-186,3
1	1050	AS Lübeck-Moisling	AK Kreuz Lübeck	2,4	-103,3
1	1100	AK Kreuz Lübeck	AS Reinfeld	6,8	-167,0
1	1150	AS Reinfeld	AS Bad Oldesloe	7,3	-105,8
1	1200	AS Bad Oldesloe	AS Bargeheide	9,2	-171,8
1	1250	AS Bargeheide	AK Kreuz Bargeheide	0,3	621,9
1	1300	AK Kreuz Bargeheide	AS Ahrensburg	9,2	-184,7
1	1350	AS Ahrensburg	AS Stapelfeld	4,2	-121,7
1	1400	AS Stapelfeld	AS Barsbüttel	5,2	-163,1
1	1450	AS Barsbüttel	AK Kreuz Hamburg-Ost	3,2	-174,9
1	1500	AK Kreuz Hamburg-Ost	LG (SH/HH)	0,2	-239,0
1	1550	LG (SH/HH)	AS Hamburg-Öjendorf	2,0	74,8
1	1600	AS Hamburg-Öjendorf	AS Hamburg-Billstedt	2,1	85,6
1	1650	AS Hamburg-Billstedt	AS Hamburg-Moorfleet	3,6	-170,1
1	1700	AS Hamburg-Moorfleet	AD Dreieck Hamburg-Südost	0,7	37,1
1	1750	AD Dreieck Hamburg-Südost	AD AD HH-Norderelbe	3,0	-121,5
1	1800	AD AD HH-Norderelbe	AS Hamburg-Stillhorn	3,5	-122,1
1	1850	AS Hamburg-Stillhorn	AS Hamburg-Harburg	1,9	23,9
1	1900	AS Hamburg-Harburg	LG (HH/NI)	2,0	-137,2
1	1950	LG (HH/NI)	AK Maschener Kreuz	6,1	-203,6
1	2000	AK Maschener Kreuz	AD Horster Dreieck	1,3	-193,8
1	2050	AD Horster Dreieck	AD Horster Dreieck	0,8	-263,7
1	2100	AD Horster Dreieck	AS Hittfeld	1,7	-202,4
1	2150	AS Hittfeld	AS Dibbersen	6,6	-141,1
1	2200	AS Dibbersen	AD Buchholzer Dreieck	1,9	-123,5
1	2250	AD Buchholzer Dreieck	AS Rade	3,3	-142,0
1	2300	AS Rade	AS Hollenstedt	6,5	-82,7
1	2350	AS Hollenstedt	AS Heidenau	5,5	-108,8
1	2400	AS Heidenau	AS Sittensen	10,0	-124,1
1	2450	AS Sittensen	AS Elsdorf	13,2	-86,7
1	2500	AS Elsdorf	AS Bockel	5,6	-72,0
1	2550	AS Bockel	AS Stuckenborstel	11,3	-46,9
1	2600	AS Stuckenborstel	AS Posthausen	4,3	-59,7
1	2650	AS Posthausen	AS Oyten	9,2	-8,1
1	2700	AS Oyten	AK Bremer Kreuz	3,5	-70,9
1	2750	AK Bremer Kreuz	AS Uphusen/Bremen-Mahndorf	1,8	-201,0
1	2800	AS Uphusen/Bremen-Mahndorf	LG (NI/HB)	1,3	-187,9
1	2850	LG (NI/HB)	AS Bremen-Hemelingen	4,2	-199,0
1	2900	AS Bremen-Hemelingen	LG (HB/NI)	1,5	104,5
1	2950	LG (HB/NI)	LG (NI/HB)	0,2	-306,1
1	3000	LG (NI/HB)	AS Bremen-Arsten	0,5	272,1
1	3050	AS Bremen-Arsten	LG (HB/NI)	2,9	-34,7
1	3100	LG (HB/NI)	AS Bremen/Brinkum	1,0	-182,8
1	3150	AS Bremen/Brinkum	AD Dreieck Stuhr	7,0	25,7
1	3200	AD Dreieck Stuhr	RA Delmenhorst-Ost	0,1	76,1
1	3250	RA Delmenhorst-Ost	AS Groß Ippener	6,7	-76,4
1	3300	AS Groß Ippener	AS Wildeshausen-Nord	13,0	-92,1
1	3350	AS Wildeshausen-Nord	AS Wildeshausen-West	8,3	-49,2
1	3400	AS Wildeshausen-West	AS Ahlhorner Heide	8,9	-52,5
1	3450	AS Ahlhorner Heide	AD Dreieck Ahlhorner Heide	0,4	-146,7