





























































| 1. Etappe Graz - Wien |                  |            |                |           |  |  |   |                 |       |       |
|-----------------------|------------------|------------|----------------|-----------|--|--|---|-----------------|-------|-------|
| Einzel<br>KM<br>KM    | Renn Km<br>Minus | Renn<br>KM | Höhen<br>meter | Diff<br>m | Montag 3. Juli 2017<br>Ort / Stadt / markanter Punkt | Straßen-<br>bez.   | Fahrtrichtung<br>Symbol   | Schnitt in km/h |       |       |
|                       |                  |            |                |           |  |  |   | 44              | 42    | 40    |
| 0,0                   | 5,0              | 0,0        | 100            | 0         | <b>NST</b><br>Graz Karmeliterplatz, Paulusstraße     |    |    | 10:00           | 10:00 | 10:00 |
| 0,5                   | 4,5              | 0,5        | 110            | 10,0      | Glaciestraße   |  |    | 10:01           | 10:01 | 10:01 |
| 0,5                   | 4,0              | 1,0        | 120            | 10,0      | Elisabethstraße                                      |  |    | 10:02           | 10:02 | 10:02 |
| 0,5                   | 3,5              | 1,5        | 130            | 10,0      | Elisabethstraße 2x                                   |  |    | 10:03           | 10:03 | 10:03 |
| 0,5                   | 3,0              | 2,0        | 134            | 4,0       | Elisabethstraße 2x                                   |  |    | 10:04           | 10:04 | 10:04 |
| 0,4                   | 2,6              | 2,4        | 200            | 66,0      | Leonhardplatz Ri. Ries<br>Krankenhaus, Schienen      |  |    | 10:05           | 10:05 | 10:05 |
| 0,3                   | 2,3              | 2,7        | 250            | 50,0      | Riesstraße   |  |    | 10:06           | 10:06 | 10:06 |
| 0,4                   | 1,9              | 3,1        | 300            | 50,0      | Ri. Ries   |  |    | 10:07           | 10:07 | 10:07 |
| 1,9                   | 0,0              | 5,0        | 400            | 100,0     | OE Graz  |   |   | 10:12           | 10:12 | 10:12 |
| 0,0                   | 196,0            | 0,0        | 480            | 80,0      | <b>OST</b><br>bei Ortstafel                          |  |  | 10:12           | 10:12 | 10:12 |
| 3,6                   | 192,4            | 3,6        | 480            | 0,0       | B 65 Rieserstraße                                    |  |  | 10:16           | 10:17 | 10:17 |
| 0,8                   | 191,6            | 4,4        | 480            | 0,0       | OA Schillingdorf                                     |  |  | 10:18           | 10:18 | 10:18 |
| 0,5                   | 191,1            | 4,9        | 480            | 0,0       | OE Schillingdorf                                     |  |  | 10:18           | 10:19 | 10:19 |
| 5,5                   | 185,6            | 10,4       | 427            | -53,0     | OA Höf   |  |  | 10:26           | 10:26 | 10:27 |
| 0,7                   | 184,9            | 11,1       | 427            | 0,0       | OE Höf   |  |  | 10:27           | 10:27 | 10:28 |
| 1,7                   | 183,2            | 12,8       | 427            | 0,0       | Ri. Gleisdorf  |  |  | 10:29           | 10:30 | 10:31 |
| 1,4                   | 181,8            | 14,2       | 385            | -42,0     | OA Brodersdorf                                       |  |  | 10:31           | 10:32 | 10:33 |
| 0,5                   | 181,3            | 14,7       | 385            | 0,0       | OE Brodersdorf                                       |  |  | 10:32           | 10:33 | 10:34 |


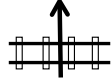




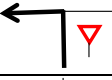



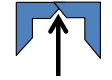

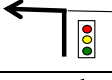


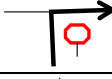

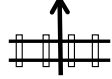








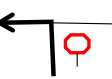

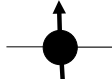
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|-----|-------|-------------|-----|-------|---------------------------------|------|--|-------|-------|-------|
| 0,9 | 180,4 | <b>15,6</b> | 374 | -11,0 | OA Wilfersdorf                  |      |  | 10:33 | 10:34 | 10:35 |
| 0,7 | 179,7 | <b>16,3</b> | 374 | 0,0   | OE Wilfersdorf                  |      |  | 10:34 | 10:35 | 10:36 |
| 1,0 | 178,7 | <b>17,3</b> | 360 | -14,0 | OA Ludersdorf<br>FBT 2x         |      |  | 10:35 | 10:36 | 10:37 |
| 0,3 | 178,4 | <b>17,6</b> | 360 | 0,0   | KV Ri. Gleisdorf                |      |  | 10:36 | 10:37 | 10:38 |
| 0,5 | 177,9 | <b>18,1</b> | 360 | 0,0   | Ri. Hartberg                    |      |  | 10:36 | 10:37 | 10:39 |
| 0,1 | 177,8 | <b>18,2</b> | 360 | 0,0   | Ri. Hartberg                    | B 54 |  | 10:36 | 10:38 | 10:39 |
| 1,3 | 176,5 | <b>19,5</b> | 360 | 0,0   | KV Ri. Hartberg                 |      |  | 10:38 | 10:39 | 10:41 |
| 0,2 | 176,3 | <b>19,7</b> | 373 | 13,0  | OA Gleisdorf<br>FBT 3x          |      |  | 10:38 | 10:40 | 10:41 |
| 0,9 | 175,4 | <b>20,6</b> | 373 | 0,0   | OE Gleisdorf                    |      |  | 10:40 | 10:41 | 10:42 |
| 2,0 | 173,4 | <b>22,6</b> | 373 | 0,0   | Gerade<br>Abzw. Nitscha, FBT 2x | B 54 |  | 10:42 | 10:44 | 10:45 |
| 1,2 | 172,2 | <b>23,8</b> | 460 | 87,0  | OA Wolfsgruben                  |      |  | 10:44 | 10:46 | 10:47 |
| 0,9 | 171,3 | <b>24,7</b> | 460 | 0,0   | OE Wolfsgruben                  |      |  | 10:45 | 10:47 | 10:49 |
| 2,6 | 168,7 | <b>27,3</b> | 460 | 0,0   | KV Ri. Hartberg                 |      |  | 10:49 | 10:51 | 10:52 |
| 4,2 | 164,5 | <b>31,5</b> | 404 | -56,0 | OA Pichelsdorf<br>FBT 7x        |      |  | 10:55 | 10:57 | 10:59 |
| 1,1 | 163,4 | <b>32,6</b> | 404 | 0,0   | OE Pichelsdorf                  |      |  | 10:56 | 10:58 | 11:00 |
| 2,5 | 160,9 | <b>35,1</b> | 382 | -22,0 | OA Hirnsdorf                    |      |  | 10:59 | 11:02 | 11:04 |
| 0,5 | 160,4 | <b>35,6</b> | 382 | 0,0   | OE Hirnsdorf                    |      |  | 11:00 | 11:02 | 11:05 |
| 4,9 | 155,5 | <b>40,5</b> | 382 | 0,0   | K Ri. Hartberg                  |      |  | 11:07 | 11:09 | 11:12 |
| 2,5 | 153,0 | <b>43,0</b> | 344 | -38,0 | OA Kaindorf                     |      |  | 11:10 | 11:13 | 11:16 |
| 0,5 | 152,5 | <b>43,5</b> | 344 | 0,0   | KV Gerade                       | B 54 |  | 11:11 | 11:14 | 11:17 |

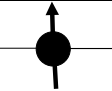






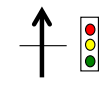



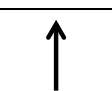
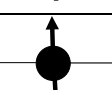
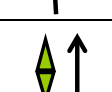
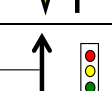
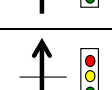
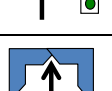
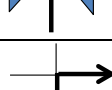
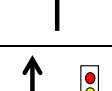

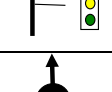
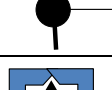
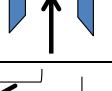


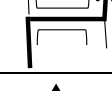

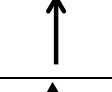
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|------|-------|-------------|-----|--------|--|--|---|-------|-------|-------|
| 0,4  | 152,1 | <b>43,9</b> | 344 | 0,0    | OE Kaindorf  |    |    | 11:11 | 11:14 | 11:17 |
| 5,2  | 146,9 | <b>49,1</b> | 344 | 0,0    | KV Gerade  | B 54   |    | 11:19 | 11:22 | 11:25 |
| 0,7  | 146,2 | <b>49,8</b> | 384 | 40,0   | OA Schildbach                                      | <b>50 km</b>   |    | 11:19 | 11:23 | 11:26 |
| 0,8  | 145,4 | <b>50,6</b> | 369 | -15,0  | OE Schildbach und OA Hartberg                      |    |    | 11:21 | 11:24 | 11:27 |
| 0,4  | 145,0 | <b>51,0</b> | 369 | 0,0    | KV Gerade  | B 54   |    | 11:21 | 11:24 | 11:28 |
| 0,6  | 144,4 | <b>51,6</b> | 369 | 0,0    | <b>1 SP<br/>rechts bei AK und ÖGB</b>              | <b>SP</b>  |    | 11:22 | 11:25 | 11:29 |
| 0,8  | 143,6 | <b>52,4</b> | 369 | 0,0    | KV Gerade  | B 54   |    | 11:23 | 11:26 | 11:30 |
| 0,7  | 142,9 | <b>53,1</b> | 369 | 0,0    | OE Hartberg  |    |    | 11:24 | 11:27 | 11:31 |
| 0,9  | 142,0 | <b>54,0</b> | 369 | 0,0    | KV Gerade Ri. Wien                                 | B 54   |    | 11:25 | 11:29 | 11:33 |
| 3,6  | 138,4 | <b>57,6</b> | 401 | 32,0   | OA Seibersdorf                                     |  |  | 11:30 | 11:34 | 11:38 |
| 0,6  | 137,8 | <b>58,2</b> | 401 | 0,0    | OE Seibersdorf                                     |  |  | 11:31 | 11:35 | 11:39 |
| 0,3  | 137,5 | <b>58,5</b> | 401 | 0,0    | KV Gerade  | B 54   |  | 11:31 | 11:35 | 11:39 |
| 5,0  | 132,5 | <b>63,5</b> | 401 | 0,0    | Gerade   | B 54   |  | 11:38 | 11:42 | 11:47 |
| 11,6 | 120,9 | <b>75,1</b> | 527 | 126,0  | Beginn BW<br>Ausfahrt Pingau                       |  |  | 11:54 | 11:59 | 12:04 |
| 0,2  | 120,7 | <b>75,3</b> | 528 | 1,0    | <b>Buffet Anfang</b>                               |  |  | 11:54 | 11:59 | 12:04 |
| 10,7 | 110,0 | <b>86,0</b> | 940 | 412,0  | <b>Buffet Ende</b>                                 |  |  | 12:09 | 12:14 | 12:21 |
| 0,6  | 109,4 | <b>86,6</b> | 959 | 19,0   | OA Mönichkirchen                                   |  |  | 12:10 | 12:15 | 12:21 |
| 0,5  | 108,9 | <b>87,1</b> | 974 | 15,0   | <b>1. BW Kat 2 Wechsel<br/>vor dem Hotel Thier</b> | <b>BW</b>  |  | 12:10 | 12:16 | 12:22 |
| 0,5  | 108,4 | <b>87,6</b> | 974 | 0,0    | OE Mönichkirchen<br>Beginn Abfahrt in die B 54     |  |  | 12:11 | 12:17 | 12:23 |
| 8,1  | 100,3 | <b>95,7</b> | 537 | -437,0 | OA Aspang Markt                                    |  |  | 12:22 | 12:28 | 12:35 |

|     |      |              |     |       |  |   |   |       |       |       |
|-----|------|--------------|-----|-------|--|---|---|-------|-------|-------|
| 0,6 | 99,7 | <b>96,3</b>  | 520 | -17,0 | OE Aspang Markt  |     |    | 12:23 | 12:29 | 12:36 |
| 1,0 | 98,7 | <b>97,3</b>  | 500 | -20,0 | KV Ri. Wiener Neustadt                                       |   |    | 12:24 | 12:31 | 12:37 |
| 0,9 | 97,8 | <b>98,2</b>  | 486 | -14,0 | OA Aspang Markt  |     |    | 12:25 | 12:32 | 12:39 |
| 0,9 | 96,9 | <b>99,1</b>  | 486 | 0,0   | OE Aspang Markt  |     |    | 12:27 | 12:33 | 12:40 |
| 4,4 | 92,5 | <b>103,5</b> | 486 | 0,0   | Links Ri. Grimmenstein                                       |   |    | 12:33 | 12:39 | 12:47 |
| 0,2 | 92,3 | <b>103,7</b> | 432 | -54,0 | OA Grimmenstein  |     |    | 12:33 | 12:40 | 12:47 |
| 1,5 | 90,8 | <b>105,2</b> | 418 | -14,0 | OE Grimmenstein + OA Hütten                                  |     |    | 12:35 | 12:42 | 12:49 |
| 0,5 | 90,3 | <b>105,7</b> | 418 | 0,0   | OE Hütten  |     |    | 12:36 | 12:43 | 12:50 |
| 1,0 | 89,3 | <b>106,7</b> | 412 | -6,0  | OA Petersbaum  |     |    | 12:37 | 12:44 | 12:52 |
| 0,8 | 88,5 | <b>107,5</b> | 412 | 0,0   | OE Petersbaum  |    |   | 12:38 | 12:45 | 12:53 |
| 0,8 | 87,7 | <b>108,3</b> | 399 | -13,0 | OA Warth   |   |  | 12:39 | 12:46 | 12:54 |
| 1,5 | 86,2 | <b>109,8</b> | 390 | -9,0  | OE Warth + OA Scheiblingkirchen                              |   |  | 12:41 | 12:48 | 12:56 |
| 0,6 | 85,6 | <b>110,4</b> | 390 | 0,0   | OE Scheiblingkirchen   |   |  | 12:42 | 12:49 | 12:57 |
| 8,2 | 77,4 | <b>118,6</b> | 350 | -40,0 | OA Schwarzau   |   |  | 12:53 | 13:01 | 13:09 |
| 1,0 | 76,4 | <b>119,6</b> | 350 | 0,0   | <b>2. SP</b><br>350 m nach Kreuzung mit Neunkirchner Str.    | <b>SP</b>   |  | 12:55 | 13:02 | 13:11 |
| 0,8 | 75,6 | <b>120,4</b> | 323 | -27,0 | Links Ri. St. Egidien - B 17<br>FBT + 100 m OE               |  |  | 12:56 | 13:04 | 13:12 |
| 0,6 | 75,0 | <b>121,0</b> | 330 | 7,0   | Autobahnunterführung   |   |  | 12:57 | 13:04 | 13:13 |
| 2,9 | 72,1 | <b>123,9</b> | 330 | 0,0   | KV 1. Ausfahrt Ri. Wr. Neustadt<br>in die Neunkirchner Allee | B 17  |  | 13:01 | 13:09 | 13:17 |
| 4,0 | 68,1 | <b>127,9</b> | 302 | -28,0 | VA gerade Ri. Wr. Neustadt                                   | B 17  |  | 13:06 | 13:14 | 13:23 |
| 0,3 | 67,8 | <b>128,2</b> | 302 | 0,0   | Gerade<br>Radar  |   |  | 13:06 | 13:15 | 13:24 |


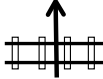

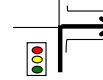
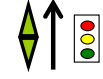

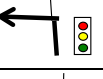



|     |      |              |     |      |                                     |      |  |       |       |       |
|-----|------|--------------|-----|------|-------------------------------------|------|--|-------|-------|-------|
| 0,4 | 67,4 | <b>128,6</b> | 302 | 0,0  | Gerade Ri. Wr. Neustadt             | B 17 |  | 13:07 | 13:15 | 13:24 |
| 0,2 | 67,2 | <b>128,8</b> | 302 | 0,0  | Autobahnunterführung                | B 17 |  | 13:07 | 13:16 | 13:25 |
| 0,2 | 67,0 | <b>129,0</b> | 302 | 0,0  | Autobahnunterführung                | B 17 |  | 13:07 | 13:16 | 13:25 |
| 0,2 | 66,8 | <b>129,2</b> | 302 | 0,0  | Autobahnunterführung                | B 17 |  | 13:08 | 13:16 | 13:25 |
| 0,5 | 66,3 | <b>129,7</b> | 302 | 0,0  | Gerade                              | B 17 |  | 13:08 | 13:17 | 13:26 |
| 0,1 | 66,2 | <b>129,8</b> | 296 | -6,0 | Gerade                              | B 17 |  | 13:09 | 13:17 | 13:26 |
| 0,3 | 65,9 | <b>130,1</b> | 296 | 0,0  | Gerade                              | B 17 |  | 13:09 | 13:17 | 13:27 |
| 0,5 | 65,4 | <b>130,6</b> | 296 | 0,0  | OA Wr. Neustadt                     |      |  | 13:10 | 13:18 | 13:27 |
| 0,9 | 64,5 | <b>131,5</b> | 296 | 0,0  | FBT 4 x                             | B 17 |  | 13:11 | 13:19 | 13:29 |
| 0,2 | 64,3 | <b>131,7</b> | 296 | 0,0  | Eisenbahnunterführung               | B 17 |  | 13:11 | 13:20 | 13:29 |
| 0,2 | 64,1 | <b>131,9</b> | 296 | 0,0  | Fahrbahntrennung 2x                 | B 17 |  | 13:11 | 13:20 | 13:29 |
| 0,3 | 63,8 | <b>132,2</b> | 296 | 0,0  | VA 3x                               | B 17 |  | 13:12 | 13:20 | 13:30 |
| 0,6 | 63,2 | <b>132,8</b> | 296 | 0,0  | KV Wasserturm                       | B 17 |  | 13:13 | 13:21 | 13:31 |
| 0,2 | 63,0 | <b>133,0</b> | 296 | 0,0  | gerade durch Wr. Neustadt mit VA 6x |      |  | 13:13 | 13:22 | 13:31 |
| 1,8 | 61,2 | <b>134,8</b> | 296 | 0,0  | VA bei Pottendorferstrasse gerade   |      |  | 13:15 | 13:24 | 13:34 |
| 0,8 | 60,4 | <b>135,6</b> | 296 | 0,0  | VA bei Badenerstrasse gerade        |      |  | 13:16 | 13:25 | 13:35 |
| 0,2 | 60,2 | <b>135,8</b> | 296 | 0,0  | Eisenbahnunterführung               |      |  | 13:17 | 13:26 | 13:35 |
| 1,4 | 58,8 | <b>137,2</b> | 296 | 0,0  | KV gerade                           |      |  | 13:19 | 13:28 | 13:37 |
| 0,3 | 58,5 | <b>137,5</b> | 296 | 0,0  | OE Wiener Neustadt                  |      |  | 13:19 | 13:28 | 13:38 |
| 0,1 | 58,4 | <b>137,6</b> | 295 | -1,0 | OA Theresienfeld                    |      |  | 13:19 | 13:28 | 13:38 |

|     |      |              |     |       |  |  |   |       |       |       |
|-----|------|--------------|-----|-------|--|--|---|-------|-------|-------|
| 0,6 | 57,8 | <b>138,2</b> | 295 | 0,0   | auf 2 km FBT   |  |    | 13:20 | 13:29 | 13:39 |
| 2,4 | 55,4 | <b>140,6</b> | 295 | 0,0   | OE Theresienfeld                                       |    |    | 13:23 | 13:32 | 13:42 |
| 0,8 | 54,6 | <b>141,4</b> | 302 | 7,0   | OA Sollenau + FBT                                      |    |    | 13:24 | 13:34 | 13:44 |
| 0,9 | 53,7 | <b>142,3</b> | 302 | 0,0   | Eisenbahnkreuzung unbeschränkt                         |    |    | 13:26 | 13:35 | 13:45 |
| 1,0 | 52,7 | <b>143,3</b> | 302 | 0,0   | Durchfahrt Sollenau auf Wiener Straße<br>VA + FBT 2 x  |  |    | 13:27 | 13:36 | 13:46 |
| 1,3 | 51,4 | <b>144,6</b> | 302 | 0,0   | OE Sollenau  |    |    | 13:29 | 13:38 | 13:48 |
| 1,2 | 50,2 | <b>145,8</b> | 302 | 0,0   | Ausfahrt auf B 17 Ri. Günselsdorf                      |    |    | 13:30 | 13:40 | 13:50 |
| 2,5 | 47,7 | <b>148,3</b> | 272 | -30,0 | OA Günselsdorf   |    |    | 13:34 | 13:43 | 13:54 |
| 0,2 | 47,5 | <b>148,5</b> | 272 | 0,0   | rechts Ri. Teesdorf<br>Anton Rauch Straße              |  |    | 13:34 | 13:44 | 13:54 |
| 0,3 | 47,2 | <b>148,8</b> | 272 | 0,0   | In die Teesdorfer Straße                               |  |  | 13:34 | 13:44 | 13:55 |
| 0,5 | 46,7 | <b>149,3</b> | 272 | 0,0   | OE Günselsdorf   |  |  | 13:35 | 13:45 | 13:55 |
| 2,0 | 44,7 | <b>151,3</b> | 260 | -12,0 | OA Teesdorf  |  |  | 13:38 | 13:48 | 13:58 |
| 0,4 | 44,3 | <b>151,7</b> | 272 | 12,0  | Ri. Tattendorf<br>Wiener Neustädter Straße             | L 154  |  | 13:38 | 13:48 | 13:59 |
| 0,7 | 43,6 | <b>152,4</b> | 272 | 0,0   | OE Teesdorf  |  |  | 13:39 | 13:49 | 14:00 |
| 0,4 | 43,2 | <b>152,8</b> | 255 | -17,0 | OA Tattendorf  |  |  | 13:40 | 13:50 | 14:01 |
| 0,6 | 42,6 | <b>153,4</b> | 255 | 0,0   | gerade Ri. Oberwalterdorf                              |  |  | 13:41 | 13:51 | 14:02 |
| 1,3 | 41,3 | <b>154,7</b> | 255 | 0,0   | OE Tattendorf  |  |  | 13:42 | 13:53 | 14:04 |
| 0,5 | 40,8 | <b>155,2</b> | 240 | -15,0 | OA Oberwalterdorf                                      |  |  | 13:43 | 13:53 | 14:04 |
| 1,1 | 39,7 | <b>156,3</b> | 240 | 0,0   | Links Ri. Baden, Oeynhausen                            |  |  | 13:45 | 13:55 | 14:06 |
| 0,1 | 39,6 | <b>156,4</b> | 240 | 0,0   | rechts Ri. Trumau, FBT<br>Hauptstraße, Trumauer Straße |  |  | 13:45 | 13:55 | 14:06 |

|     |      |              |     |       |   |  |   |       |       |       |
|-----|------|--------------|-----|-------|---|--|---|-------|-------|-------|
| 1,2 | 38,4 | <b>157,6</b> | 240 | 0,0   | Eisenbahnkreuzung<br>Lichtampelregelung                   |    |    | 13:46 | 13:57 | 14:08 |
| 0,3 | 38,1 | <b>157,9</b> | 240 | 0,0   | OE Oberwaltersdorf  |    |    | 13:47 | 13:57 | 14:08 |
| 1,2 | 36,9 | <b>159,1</b> | 227 | -13,0 | OA Trumau   |    |    | 13:48 | 13:59 | 14:10 |
| 0,2 | 36,7 | <b>159,3</b> | 227 | 0,0   | links Ri. Baden, Traiskirchen<br>in die Moosbruner Straße |  |    | 13:49 | 13:59 | 14:10 |
| 0,6 | 36,1 | <b>159,9</b> | 227 | 0,0   | rechts Ri. Münchendorf<br>in die Dr. Körner Straße        | L 154  |    | 13:50 | 14:00 | 14:11 |
| 1,1 | 35,0 | <b>161,0</b> | 227 | 0,0   | OE Trunau   |    |    | 13:51 | 14:02 | 14:13 |
| 1,9 | 33,1 | <b>162,9</b> | 227 | 0,0   | Unterführung  |  |    | 13:54 | 14:04 | 14:16 |
| 0,7 | 32,4 | <b>163,6</b> | 214 | -13,0 | OA Münchendorf<br><b>3. SP<br/>vor Haus Nr. 1g rechts</b> | <b>SP</b>  |    | 13:55 | 14:05 | 14:17 |
| 1,1 | 31,3 | <b>164,7</b> | 214 | 0,0   | links Ri. Wien, VA  |  |   | 13:56 | 14:07 | 14:19 |
| 0,7 | 30,6 | <b>165,4</b> | 214 | 0,0   | schräg rechts<br>von der Hauptstr. in die Himbergerstraße |  |  | 13:57 | 14:08 | 14:20 |
| 0,4 | 30,2 | <b>165,8</b> | 214 | 0,0   | rechts Ri. Velm<br>Stoptafel                              |  |  | 13:58 | 14:08 | 14:20 |
| 0,2 | 30,0 | <b>166,0</b> | 214 | 0,0   | Eisenbahnkreuzung beschränkt                              |  |  | 13:58 | 14:09 | 14:21 |
| 0,2 | 29,8 | <b>166,2</b> | 214 | 0,0   | OE Münchendorf  |  |  | 13:58 | 14:09 | 14:21 |
| 0,8 | 29,0 | <b>167,0</b> | 214 | 0,0   | Münchendorf, Birkensee                                    |  |  | 13:59 | 14:10 | 14:22 |
| 3,5 | 25,5 | <b>170,5</b> | 204 | -10,0 | OA Velm   |  |  | 14:04 | 14:15 | 14:27 |
| 1,2 | 24,3 | <b>171,7</b> | 204 | 0,0   | links Ri. Himberg, FBT                                    | L 2074   |  | 14:06 | 14:17 | 14:29 |
| 0,3 | 24,0 | <b>172,0</b> | 204 | 0,0   | OE Velm   |  |  | 14:06 | 14:17 | 14:30 |
| 0,8 | 23,2 | <b>172,8</b> | 204 | 0,0   | links Ri. Himberg<br>Stoptafel                            |  |  | 14:07 | 14:18 | 14:31 |
| 1,3 | 21,9 | <b>174,1</b> | 204 | 0,0   | Gerade auf B 15 A   |  |  | 14:09 | 14:20 | 14:33 |
| 0,9 | 21,0 | <b>175,0</b> | 204 | 0,0   | B 15 A<br>nach 1 km                                       | <b>20 km</b>   |  | 14:10 | 14:22 | 14:34 |

|     |      |              |     |       |  |  |   |       |       |       |
|-----|------|--------------|-----|-------|--|--|---|-------|-------|-------|
| 1,4 | 19,6 | <b>176,4</b> | 204 | 0,0   | Gerade Ri. Schwechat                                 | B 15 A   |    | 14:12 | 14:24 | 14:36 |
| 1,4 | 18,2 | <b>177,8</b> | 204 | 0,0   | rechts Ri. Zwölfaxing                                |  |    | 14:14 | 14:26 | 14:38 |
| 0,8 | 17,4 | <b>178,6</b> | 194 | -10,0 | OA Pellendorf  |    |    | 14:15 | 14:27 | 14:39 |
| 0,3 | 17,1 | <b>178,9</b> | 194 | 0,0   | OE Pellendorf<br>FBT 2 x                             |    |    | 14:15 | 14:27 | 14:40 |
| 0,6 | 16,5 | <b>179,5</b> | 194 | 0,0   | OA Zwölfaxing<br>VA 3 x                              |    |    | 14:16 | 14:28 | 14:41 |
| 1,1 | 15,4 | <b>180,6</b> | 194 | 0,0   | OE Zwölfaxing  |    |    | 14:18 | 14:30 | 14:42 |
| 1,0 | 14,4 | <b>181,6</b> | 194 | 0,0   | OA Schwechat   |    |    | 14:19 | 14:31 | 14:44 |
| 0,2 | 14,2 | <b>181,8</b> | 194 | 0,0   | Schwechat<br>Himberger Straße                        |  |    | 14:19 | 14:31 | 14:44 |
| 0,6 | 13,6 | <b>182,4</b> | 194 | 0,0   | FBT 4 x  |  |    | 14:20 | 14:32 | 14:45 |
| 0,9 | 12,7 | <b>183,3</b> | 194 | 0,0   | Gerade<br>VA 4 x                                     |  |   | 14:21 | 14:33 | 14:46 |
| 0,8 | 11,9 | <b>184,1</b> | 194 | 0,0   | Hauptplatz Schwechat<br>gerade in Sendnergasse       |  |  | 14:23 | 14:35 | 14:48 |
| 0,5 | 11,4 | <b>184,6</b> | 194 | 0,0   | Eisenbahnunterführung                                |  |  | 14:23 | 14:35 | 14:48 |
| 0,3 | 11,1 | <b>184,9</b> | 194 | 0,0   | rechts Ri. Manswörth                                 |  |  | 14:24 | 14:36 | 14:49 |
| 0,4 | 10,7 | <b>185,3</b> | 194 | 0,0   | gerade Ri. Mannswörth                                |  |  | 14:24 | 14:36 | 14:49 |
| 0,2 | 10,5 | <b>185,5</b> | 194 | 0,0   | KV gerade Ri. Mannswörth<br>Unterführung vor KV      |  |  | 14:24 | 14:37 | 14:50 |
| 0,6 | 9,9  | <b>186,1</b> | 194 | 0,0   | Unterführung<br>100 m vor Unterführung               | <b>10 km</b>   |  | 14:25 | 14:37 | 14:51 |
| 0,3 | 9,6  | <b>186,4</b> | 194 | 0,0   | links Ri. Albern                                     |  |  | 14:26 | 14:38 | 14:51 |
| 1,1 | 8,5  | <b>187,5</b> | 194 | 0,0   | rechts Ri. Getreidespeicher<br>nach der Brücke links |  |  | 14:27 | 14:39 | 14:53 |
| 0,3 | 8,2  | <b>187,8</b> | 194 | 0,0   | OA Wien  |  |  | 14:28 | 14:40 | 14:53 |
| 0,8 | 7,4  | <b>188,6</b> | 194 | 0,0   | Eisenbahnkreuzung unbeschränkt                       |  |  | 14:29 | 14:41 | 14:54 |



|     |     |              |     |     |   |  |  |       |       |       |
|-----|-----|--------------|-----|-----|---|--|--|-------|-------|-------|
| 0,4 | 7,0 | <b>189,0</b> | 194 | 0,0 | Eisenbahnkreuzung unbeschränkt  |  |   | 14:29 | 14:42 | 14:55 |
| 0,5 | 6,5 | <b>189,5</b> | 194 | 0,0 | Unterführung 2 x gerade auf der Albener Hafenzufahrtstr.                  |  |   | 14:30 | 14:42 | 14:56 |
| 1,4 | 5,1 | <b>190,9</b> | 194 | 0,0 | rechts Ri. Handelskai über Brücke<br><b>100 m nach Kreuzung 5.000 m</b>   | <b>5 km</b>  |   | 14:32 | 14:44 | 14:58 |
| 0,7 | 4,4 | <b>191,6</b> | 194 | 0,0 | VA 4x, FBT 3 x<br>Seitenhafenstrasse                                      |  |   | 14:33 | 14:45 | 14:59 |
| 1,8 | 2,6 | <b>193,4</b> | 194 | 0,0 | Unterführung Hafenzufahrtstrasse<br><b>400 m vor Unterführung 3.000 m</b> | <b>3 km</b>  |   | 14:35 | 14:48 | 15:02 |
| 0,6 | 2,0 | <b>194,0</b> | 194 | 0,0 | links in die Aspernallee<br><b>50 m nach Ampel bei der Schule</b>         | <b>2 km</b>  |   | 14:36 | 14:49 | 15:03 |
| 0,8 | 1,2 | <b>194,8</b> | 194 | 0,0 | KV Lusthaus rechts in Hauptallee  |  |   | 14:37 | 14:50 | 15:04 |
| 0,2 | 1,0 | <b>195,0</b> | 194 | 0,0 | Autobahnunterführung  | <b>1.000 m</b>   |   | 14:37 | 14:50 | 15:04 |
| 1,0 | 0,0 | <b>196,0</b> | 194 | 0,0 | <b>Ziel<br/>Höhe Stadionbad</b>   |  |  | 14:39 | 14:52 | 15:06 |

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|--|
| 1. Etappe Graz - Wien                    |
| Montag 3. Juli 2017                      |
| Startzeit: 10:00 Uhr                     |
| Neutralisation + Renndistanz: 201 km     |
| Neutralisation: 5,0 km                   |
| Rennkilometer: 196,0 km                  |
| Gesamthöhenmeter: 799 m                  |
| Renngeschwindigkeit: 44, 42, 40 km/h     |
| 44 km/h: 10:00 bis 14:39                 |
| 42 km/h: 10:00 bis 14:52                 |
| 40 km/h: 10:00 bis 15:06                 |
| Sprintwertung bei Km: 51,6, 119,6, 163,6 |
| Bergwertung bei Km: 87,1                 |
| Buffet von Km 75,3 bis Km 86,0           |