



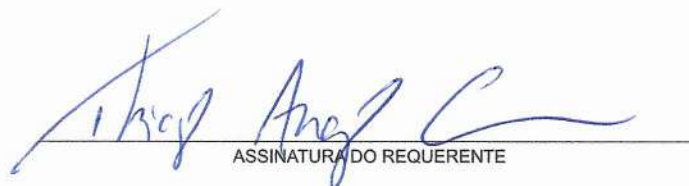
**ANEXO V**  
**REQUERIMENTO PARA RELATÓRIO DE**  
**IMPACTO DE TRÂNSITO - RIT**  
**À COMISSÃO DE ANÁLISE DO EIV / RIV**

Eu, AGV NEGÓCIOS IMOBILIÁRIOS LTDA.,  
(NOME / EMPRESA)  
RG nº \_\_\_\_\_, CPF / CNPJ nº 13.802.141/0001-70, residente e domiciliado em  
Campinas, na Rua / Av. Maria Alvez Martins nº01 - Residencial Bern,  
CEP 13049-641, nos termos do Decreto nº 20.633/2019, requer a análise do ESTUDO DE TRÁFEGO E  
RELATÓRIO DE IMPACTO DE TRÂNSITO, referente ao empreendimento / atividade Arruamento e Loteamento  
Comercial,  
do tipo CSEI, com área construída de 459.831,46 m<sup>2</sup>,  
situado na Rua / Avenida / Gleba / Bairro Gleba A3 - localizada entre a Rodovia Anhanguera (SP-330) e o  
Loteamento Residencial Swiss Park,  
no Município de Campinas.

Nestes termos,

Pede deferimento.

Campinas, 23 de agosto de 2023.

  
ASSINATURA DO REQUERENTE



**AGV NEGÓCIOS  
IMOBILIÁRIOS LTDA.**

Arruamento e Loteamento Comercial

Gleba A3 - Localizada entre a Rodovia  
Anhanguera (SP-330) e o Loteamento Residencial  
Swiss Park

Julho de 2023

**RELATÓRIO DE IMPACTO  
NO TRÁFEGO**

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## 1. INTRODUÇÃO

Este laudo trata-se de um estudo de tráfego, e faz alusão à implantação de um ARRUAMENTO E LOTEAMENTO COMERCIAL de propriedade da AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

O documento se faz necessário para embasar a análise técnica da Secretaria Municipal de Transportes - SMT e da Empresa de Desenvolvimento de Campinas - EMDEC, da Prefeitura Municipal de Campinas - PMC, que aprova as questões relativas ao tráfego, auxiliado por outros órgãos que propiciem o ordenamento territorial, como a Secretaria Municipal de Urbanismo - SEMURB na forma da expedição de alvarás e a Secretaria Municipal do Verde e do Desenvolvimento Sustentável, quando promove o licenciamento ambiental. Não se pode deixar de comentar que a participação da Secretaria de Planejamento e Desenvolvimento Urbano, também tem papel fundamental nas decisões referentes a ocupação urbana e nas implantações de empreendimentos.

O estudo analisa o quão a instalação e operação deste empreendimento irão influenciar e alterar o sistema viário de entorno e áreas de abrangência na região de entorno do projeto.

Apresentam-se neste trabalho, dados coletados da região, tanto como a estrutura física, como a estrutura funcional. Como estrutura física foi considerada a pavimentação da via, entrada e saída de autos, cruzamentos, sinalização e obras como pontes, passarelas e rotatórias. A parte funcional é a análise do fluxo de veículos que trafegam pelos acessos ao empreendimento, e a capacidade de suporte que as vias têm para suprir a nova demanda gerada após a implantação do empreendimento.

Para criar a base de dados de volume veicular, o método utilizado foi o de contagem veicular direcional classificada, e quanto aos cálculos de geração de viagens e determinação de áreas de influência, foram utilizadas bibliografias técnicas, apresentadas ao longo do relatório.

Buscou-se neste estudo observar as legislações vigentes do município, quando da aprovação do empreendimento, tentando alcançar o pleno cumprimento das restrições estabelecidas, que no caso, pelo **Plano Diretor do Município Lei**



## RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

**Complementar 189/2018, Código de Obras - Lei Complementar 9/2003, a Lei Complementar 208/2018 de Parcelamento, Ocupação e Uso do Solo, e Decreto 20.633/2019 – Estudo de Impacto de Vizinhança.**

### 1.1 Informações Gerais

#### DADOS DO EMPREENDEDOR

**Nome:** AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

**CNPJ:** 13.802.141/0001-70

**Endereço:** Rua Maria Alvez Martins, Nº 01 – Residencial Bern

**Bairro:** Swiss Park

**CEP:** 13.049-641

**Município:** Campinas/SP

**Contato:** (19) 3738-5500/ (19) 3738-5501 / contabil@swisspark.com.br

#### DADOS DO EMPREENDIMENTO

**Tipo do Empreendimento:** Arruamento e Loteamento Comercial

**Endereço:** Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e o Loteamento Residencial Swiss Park

**CEP:** 13.061-155

**Município:** Campinas - SP

**Área Loteada:** 459.831,46 m<sup>2</sup>

#### DADOS DA EMPRESA RESPONSÁVEL PELO LAUDO

**Nome:** Global Vias Engenharia Ltda.

**Endereço:** Avenida Engenheiro Carlos Stevenson, nº 422 – Nova Campinas

**CEP:** 13.092-132

**Município:** Campinas-SP

**Telefone:** (19) 3201-5111

**CNPJ:** 13.264.823/0001 – 76

**Contato:** Engº Plínio Escher Júnior (plinio.escher@globalambiente.com.br)

**CREA** 060.06.505.80

**Anotação de Responsabilidade Técnica (ART):** em anexo.

## 2. APRESENTAÇÃO DO EMPREENDIMENTO

### 2.1 Caracterização do Empreendimento e Vagas

De acordo com o Projeto Arquitetônico, o empreendimento trata-se de um Arruamento e Loteamento Comercial. Serão loteados 203 lotes, sendo 202 lotes comerciais instalados em 12 quadras (A – L) e 1 lote não residencial, instalado na quadra M, conforme apresentado no resumo de quadras abaixo.

RESUMO DAS QUADRAS		
QUADRA	LOTES	ÁREA (m <sup>2</sup> )
A	22	22.394,06
B	26	25.986,66
C	14	14.403,79
D	12	12.268,35
E	26	26.017,63
F	14	14.690,16
G	14	21.289,18
H	16	18.116,36
I	08	5.418,55
J	28	20.959,82
K	09	9.112,27
L	12	17.838,08
M	01	5.372,10
<b>TOTAL</b>	<b>203</b>	<b>213.921,02</b>

**Figura 1. Quadro – Resumo de quadras do loteamento.**  
Fonte: Projeto Urbanístico Simplificado do empreendimento.

O empreendimento pretende se instalar em uma gleba de 459.831,46 m<sup>2</sup>, conforme a Matrícula do Imóvel nº 224.240 e contará com 111.049,38 m<sup>2</sup> de Áreas Públicas que serão destinados a implantação do sistema viário, 18.434,40 m<sup>2</sup> de Áreas Institucionais que serão destinados a implantação dos equipamentos públicos de uso comunitário e, 116.426,66 m<sup>2</sup> de Espaços Livres de Uso Público que contemplarão 115.499,94 m<sup>2</sup> para áreas verdes e 926,72 m<sup>2</sup> para áreas de sistema lazer.

A seguir, de forma ilustrativa, foi inserida a figura 1 para visualização inicial do Projeto Urbanístico pretendido, e a Tabela 1 apresenta o quadro de áreas.



**Figura 2. Implantação Geral - Projeto Urbanístico do empreendimento.**  
Fonte: Projeto Urbanístico do empreendimento.

<b>QUADRO DE ÁREAS</b>			
	<b>ESPECIFICAÇÃO</b>	<b>ÁREAS (m<sup>2</sup>)</b>	<b>%</b>
1	LOTES (203 unidades)	213.921,02	46,52
2	ÁREAS PÚBLICAS	111.049,38	24,15
2.1	SISTEMA VIÁRIO	111.049,38	24,15
2.2	ÁREAS INSTITUCIONAIS	18.434,40	4,00
2.2.1	EQUIP. PÚB. COMUNITÁRIO	18.434,40	4,01
2.2.2	EQUIP. PÚB. URBANO	-	-
2.3	ESPAÇOS LIVRES DE USO PÚB.	116.426,66	25,32
2.3.1	ÁREA VERDE	115.499,94	25,12
2.3.2	SISTEMA DE LAZER	926,72	0,20
3	OUTROS (especificar)	-	-
4	ÁREA LOTEADA	459.831,46	100,00
5	ÁREA REMANESCENTE	-	-
6	<b>TOTAL DA GLEBA</b>	<b>459.831,46</b>	<b>100,00</b>
	ÁREA DE PRESERVAÇÃO PERMANENTE	78.796,37	

**Tabela 1. Quadro de Áreas do empreendimento.**

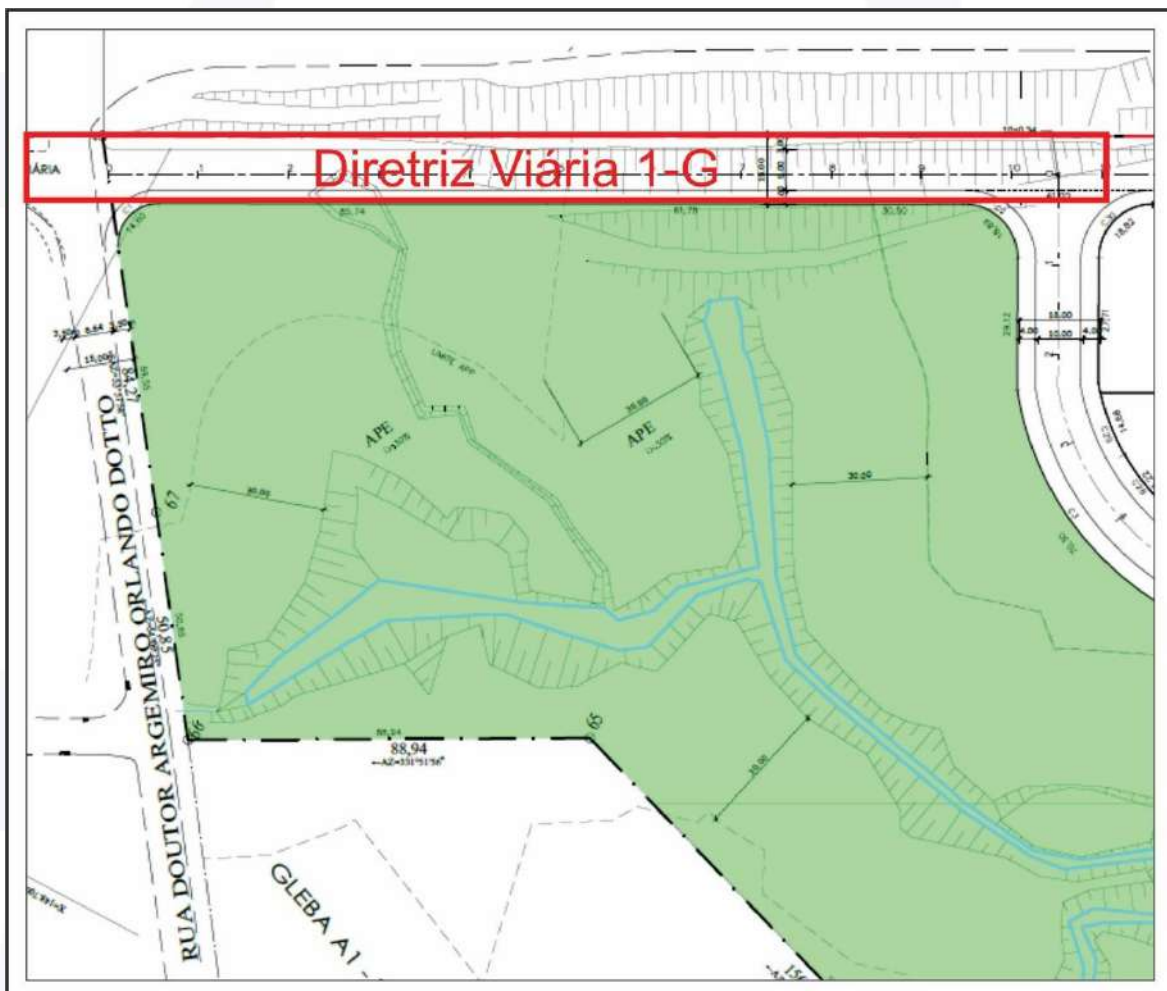
Fonte: Projeto Urbanístico do empreendimento.

Por se tratar de um novo loteamento, serão implantadas Diretrizes Viárias que possibilitarão o acesso ao empreendimento. O loteamento contará com 3 possibilidades de acesso e para isso, a implantação das seguintes diretrizes viárias:

- Prolongamento da Diretriz Viária 1G, interligando com a Rua Doutor Argemiro Orlando Dotto – acesso ao empreendimento.
- Implantação da Diretriz Viária 2, possibilitando o acesso ao empreendimento através da Avenida Antônio Artioli.
- Implantação da Diretriz Viária 6, possibilitando o acesso ao empreendimento através da Marginal da Rodovia Anhanguera – KM 91.

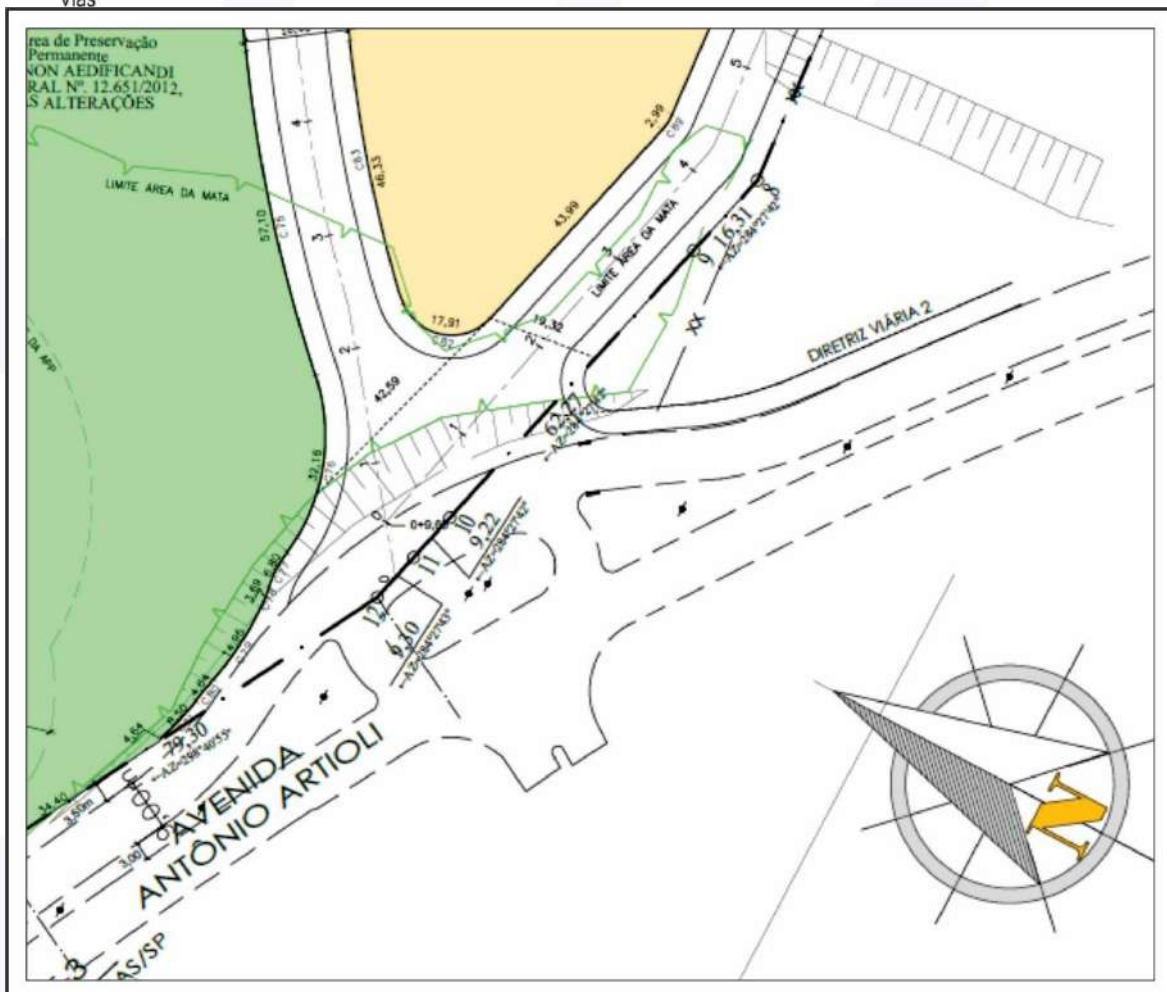


Abaixo foram inseridas as figuras 1 a 3 para visualização dos acessos descritos acima.

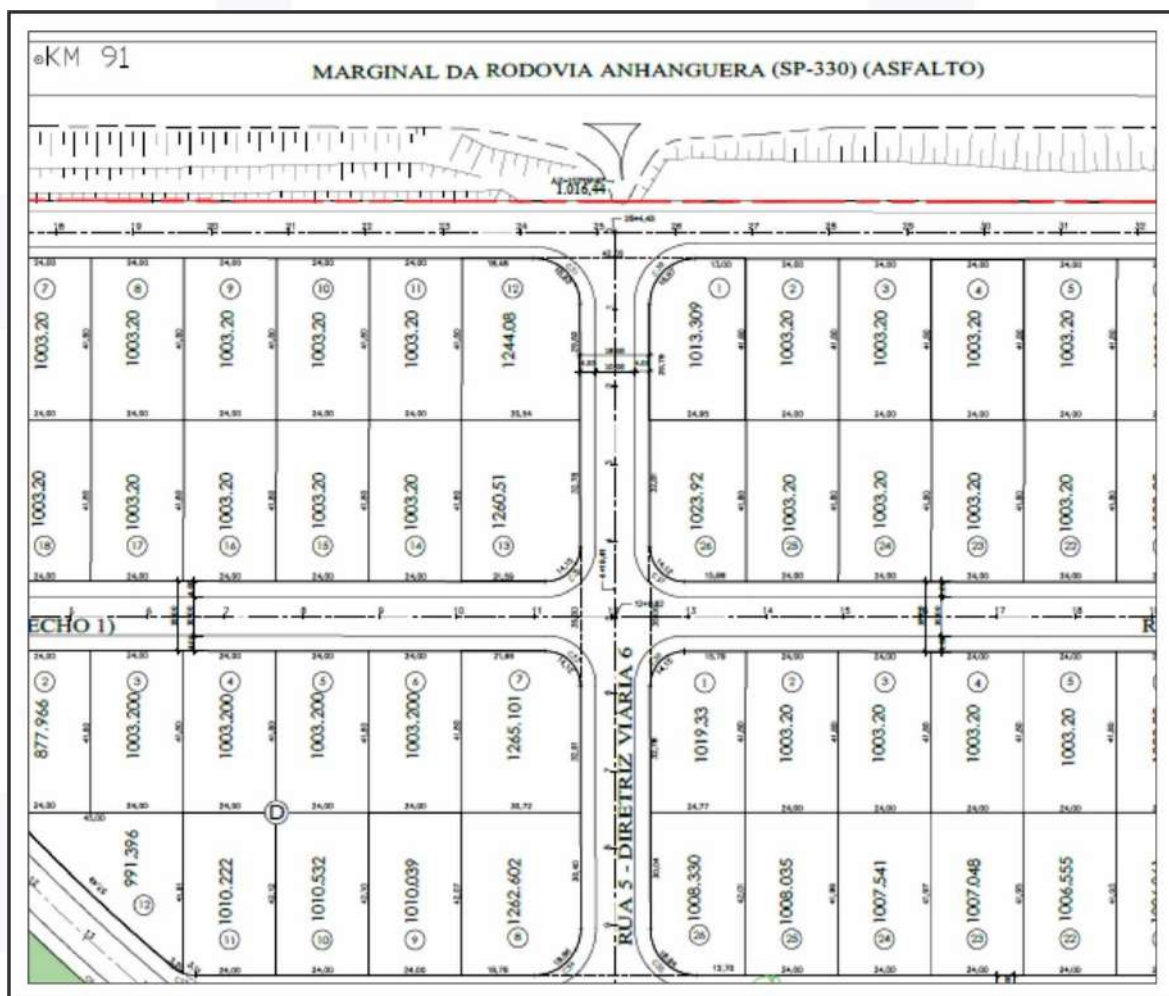


**Figura 3. Acesso ao loteamento – Prolongamento da Diretriz Viária 1G.**

Fonte: Projeto Urbanístico do empreendimento.



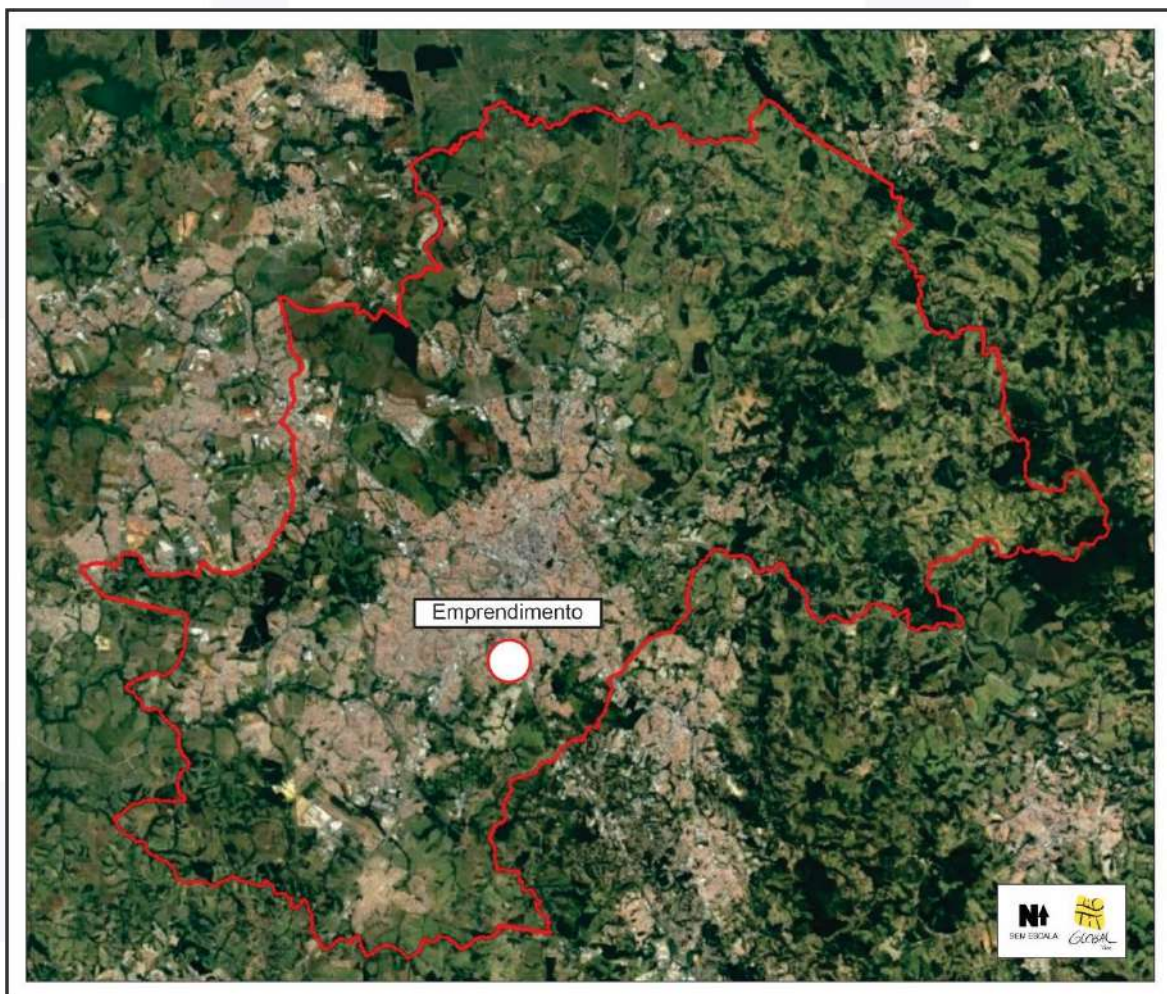
**Figura 4. Acesso ao loteamento – Implantação da Diretriz Viária 2.**  
Fonte: Projeto Urbanístico do empreendimento.



**Figura 5. Acesso ao loteamento – Implantação da Diretriz Viária 6.**  
Fonte: Projeto Urbanístico do empreendimento.

## 2.2 Caracterização da Área

O empreendimento está localizado na Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e o Loteamento Swiss Park, no município de Campinas. Como demonstra-se nas Figuras 6 e 7.



**Figura 6. Localização do Empreendimento no município.**

Fonte: Google Earth – Elaborado por Global Vias



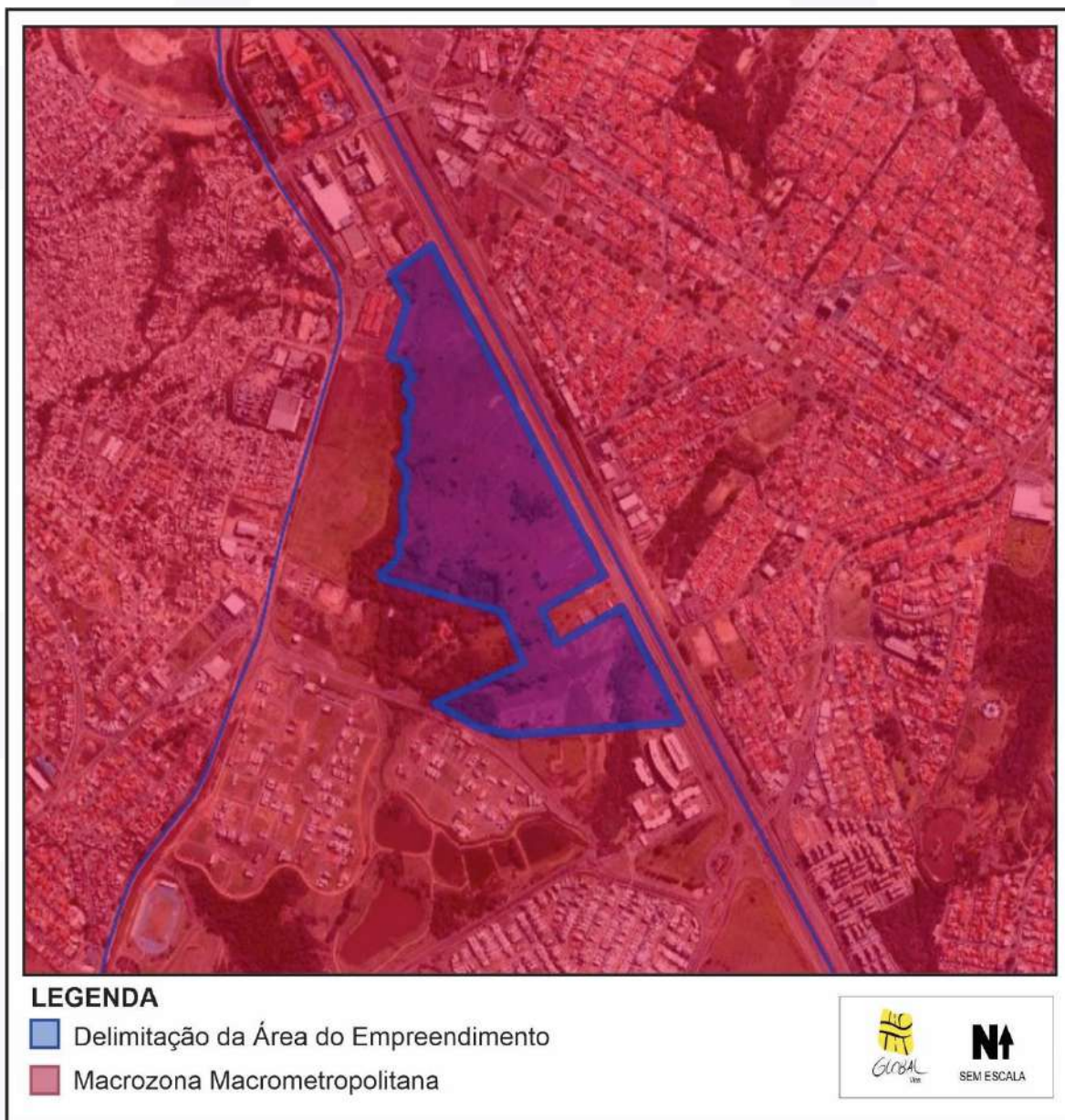
**Figura 7. Localização do Empreendimento.**

Fonte: Google Earth – Elaborado por Global Vias.

Segundo a Lei de Uso e Ocupação do Solo (Lei nº 208 de 2018) e o Plano Diretor Municipal de Campinas (Lei Complementar nº 189 de 2018), a Macrozona Macrometropolitana, que engloba a área da gleba estudada, área urbana diretamente influenciada por estruturas viárias e presença de atividades econômicas de abrangência macrometropolitana, nacional e internacional.

São objetivos específicos para essa macrozona: garantir e promover a urbanização de caráter macrometropolitano, visando a qualidade urbanística vinculada ao desenvolvimento econômico, priorizando usos de escala macrometropolitana, tais como aqueles ligados ao desenvolvimento tecnológico,

pesquisa, educação, serviços, logística, atacadista e industrial. Promover a regularização fundiária.



**Figura 8. Macrozoneamento.**

Fonte: Google Earth – Elaborado por Global Vias.

## 2.3 Geração de Viagens

Para estimar o volume de viagens geradas pelo **loteamento comercial (Business Park)** em estudo, após sua completa instalação e ocupação, durante os dias de semana na hora-pico, foi utilizada a taxa de geração de viagens sugerida pelo ITE (Institute of Transportation Engineers) no Trip Generation Manual, Vol. 2, 10th Edition, que é de *0,9 viagens x N° de Lotes* – Código 770.

$$V_{hora-pico} = \text{Viagens veiculares geradas na hora} - \text{pico}$$

$$\text{Lotes (LT)} = 203 \text{ lotes}$$

$$V_{hora-pico,1} = 0,9 * LT = 0,9 * 203$$

$$V_{hora-pico,1} \approx \mathbf{183 \text{ viagens/hora} - \text{pico}}$$

Ainda conforme a metodologia, estima-se que do total de viagens na hora-pico, 64% das viagens chegará ao empreendimento enquanto 36% sairá. O que significa que das viagens geradas na hora-pico, 117 estarão entrando e 66 saindo do empreendimento.

## 3. ANÁLISE DOS NÍVEIS DE SERVIÇO

### 3.1 Metodologia

Para as análises de tráfego utilizou-se como ferramenta o Software VISTRO, que tem com uma de suas bases metodológicas, os métodos e modelos sugeridos pelo Highway Capacity Manual - HCM 2010, elaborado pelo Institute Of Transportation Engineers - ITE (Instituto de Engenharia de Tráfego).

O método classifica os níveis de serviço de interseção em função do atraso médio por veículo, dividindo entre os seguintes estágios:

- Nível de Serviço A: menor que 10 seg./veículos – ótima fluidez;
- Nível de Serviço B: entre 10 e 15 seg./veículos – fluidez adequada;
- Nível de Serviço C: entre 15 e 25 seg./veículos – fluidez adequada;
- Nível de Serviço D: entre 25 e 35 seg./veículos – próximo da saturação;
- Nível de Serviço E: entre 35 e 50 seg./veículos – fluxo instável;

- Nível de Serviço F: maior que 50 seg./veículos – congestionamento viário;

O Nível de Serviço A representa o trânsito com ótima fluidez. Os Níveis B e C representam qualidade de fluidez relativamente inferior ao Nível A mas ainda considerada adequada. O Nível D representa uma situação já mais próxima da saturação, porém ainda dentro do limite aceitável para a fluidez do trânsito. O Nível E representa fluxo instável, na iminência da formação de congestionamentos, portanto não tolerável. O Nível F representa o congestionamento do sistema viário.

As metodologias para calcular o atraso médio são complexas e envolvem uma lista de variáveis independentes e procedimentos de pesquisa. Com isso, a busca pelos valores de atraso médio por veículo, fica relativamente inviável de ser obtida em determinadas demandas de avaliação da qualidade de operação de interseções.

Por isso é importante a utilização de ferramentas computacionais capazes de simular, através de complexas modelagens, o funcionamento de cada interseção.

Para realizar a simulação das interseções estudadas, foi necessário inserir os valores de instalação da interseção como, por exemplo, quantidade e dimensão das faixas de rolamento de cada aproximação. Após preencher as informações referentes à instalação, inseriram-se os volumes de tráfego para cada movimento de cada aproximação. E, posteriormente, os tempos de semáforo, e prioridades na via. Desta maneira, obteve-se os níveis de serviço atuais de cada aproximação.

O relatório da análise do software consta na íntegra no final deste relatório, como anexo 7.2 e 7.3, onde foram apresentados todos os valores e taxas utilizados nos cálculos. Assim como todos os movimentos estudados e seus volumes.

Com o acréscimo da geração de viagens, também calculado pelo software, obteve-se um novo Nível de Serviço, que demonstra o impacto causado pelo empreendimento.

Depois, para criar os cenários futuros, aplicaram-se taxas de aumento do tráfego em decorrência do aumento da frota veicular e do desenvolvimento urbano da região. A taxa de aumento de tráfego foi calculada com dados da frota veicular do município, obtida no site do DENATRAN. Abaixo, apresentou-se a Tabela 2 com



a quantidade de veículos pertencentes à frota veicular municipal nos últimos 05 anos.

<b>Mês/Ano</b>	<b>Frota</b>	<b>Aumento Frota (#)</b>	<b>Aumento Frota (%)</b>
<b>set/18</b>	892269	*	*
<b>set/19</b>	911010	18741	2,10
<b>set/20</b>	918438	7428	0,82
<b>set/21</b>	929740	11302	1,23
<b>set/22</b>	943740	14000	1,51
<b>Média</b>		12868	1,41

**Tabela 2:** Taxa do Crescimento Veicular Anual.  
Fonte: DENATRAN.

Considerando a taxa de crescimento da frota veicular média de 1,41% ao ano, em 5 anos ter-se-ia 7,07% e em 10 anos 14,13%.

Nos anexos 7.2 e 7.3 apresenta-se o relatório da situação atual, com e sem o empreendimento, respectivamente.

### 3.2 Análise dos Níveis de Serviços Atuais e Futuros

A análise foi elaborada comparando a diferença entre os Níveis de Serviço, com e sem o empreendimento, nas aproximações de entorno do empreendimento, nas condições atuais e em cenários para 5 e 10 anos.

Para demonstrar as interseções analisadas, apresentou-se a Figura 9.



**Figura 9. Localização das interseções analisadas.**

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

A seguir, apresentou-se a Tabela 3, com o Nível de Serviço de cada interseção, no cenário atual, sem a previsão de viagens ocasionada pelo empreendimento e depois a Tabela 4 já com a geração de viagens.

ID	Intersection Name	V/C	Delay (s/veh)	LOS
1	Ponto 1 - Alça Av. São José dos Campos	0,024	0,0	A
2	Ponto 1 - Saída para Av. São José dos Campos	0,024	0,0	A
3	Ponto 1 - Retorno Balão da Torre	0,701	11,7	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,029	492,5	F
5	Ponto 1 - Saída Rod. Anhanguera	0,024	0,0	A
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	0,01	0,0	A
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	5,054	731,2	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	0,017	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	19,634	4033,2	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,004	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	0,737	15,8	C
12	Ponto 2 - Rotatória - Saída Swiss Office	0,004	0,0	A
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	0,002	0,0	A
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	0,425	11,7	B
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	0,002	0,0	A
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	0,743	18,5	C
17	Ponto 3 - Retorno - Av. Antônio Artioli	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	0,038	9,1	A
19	Ponto 3 - Av. Antônio Artioli	0,002	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	0,037	9,5	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	0,001	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	0,056	9,6	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,011	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,188	15,1	C
25	Ponto 4 - Retorno - Rod. Lix da Cunha	0,007	0,0	A
26	Ponto 4 - Entrada - Av. Roque Melilo	0,092	11,1	B
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	0,008	0,0	A
28	Ponto 4 - Saída - Rod. Lix da Cunha	0,658	28,5	D
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,011	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,186	12,2	B
31	Ponto 4 - Rod. Lix da Cunha	0,011	0,0	A
32	Rodovia Lix da Cunha	0,011	0,0	A
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	0,008	0,0	A
34	R. Dr. Argemiro Orlando Dotto	0,003	0,0	A
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	0,065	7,7	A
36	Entrada - Rodovia Anhanguera	0,021	0,0	A

**Tabela 2. Análise Interseções - VISTRO - Cenário Atual SEM o Empreendimento**

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	V/C	Delay (s/veh)	LOS
1	Ponto 1 - Alça Av. São José dos Campos	0,024	0,0	A
2	Ponto 1 - Saída para Av. São José dos Campos	0,024	0,0	A
3	Ponto 1 - Retorno Balão da Torre	0,770	12,6	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,274	603,8	F
5	Ponto 1 - Saída Rod. Anhanguera	0,025	0,0	A
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	0,010	0,0	A
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	5,249	775,2	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	0,017	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	20,815	4301,1	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,005	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	0,875	17,1	C
12	Ponto 2 - Rotatória - Saída Swiss Office	0,005	0,0	A
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	0,002	0,0	A
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	0,448	11,8	B
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	0,003	0,0	A
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	0,759	19,4	C
17	Ponto 3 - Retorno - Av. Antônio Artioli	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	0,056	9,3	A
19	Ponto 3 - Av. Antônio Artioli	0,002	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	0,037	9,6	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	0,078	9,7	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,011	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,208	15,4	C
25	Ponto 4 - Retorno - Rod. Lix da Cunha	0,007	0,0	A
26	Ponto 4 - Entrada - Av. Roque Melilo	0,093	11,2	B
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	0,008	0,0	A
28	Ponto 4 - Saída - Rod. Lix da Cunha	0,956	35,4	E
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,012	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,200	12,3	B
31	Ponto 4 - Rod. Lix da Cunha	0,012	0,0	A
32	Rodovia Lix da Cunha	0,012	0,0	A
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	0,008	0,0	A
34	R. Dr. Argemiro Orlando Dotto	0,004	0,0	A
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	0,065	7,7	A
36	Entrada - Rodovia Anhanguera	0,022	0,0	A
37	Entrada - Rodovia Anhanguera - Pista principal	4,680	623,1	F
38	Acesso Loteamento - R. Dr. Argemiro Orlando Dotto	0,002	8,8	A
39	Acesso Loteamento - Rodovia Anhanguera	0,023	8,5	A
40	Acesso Loteamento - Av. Antônio Artioli	0,018	8,6	A

**Tabela 3. Análise Interseções - VISTRO - Cenário Atual COM o Empreendimento**

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

Por meio da análise dos dados apresentados, observa-se que atualmente, na região onde se pretende instalar o loteamento, três interseções apresentam Nível de Serviço classificado como F - congestionamento viário, são elas as interseções 4 (Entrada – Rod. Anhanguera), 7 (Entrada Balão da Torre – Av. Antônio Artioli) e 9 (Entrada Balão da Torre – Av. Dermival Bernardes Siqueira). Com a instalação

do loteamento, analisando o cenário hipotético apresentado na Tabela 3, observa-se que somente a intersecção 28 (Saída – Rod. Lix da Cunha) apresenta decréscimo no seu Nível de Serviço, passando da classificação D – próximo da saturação, para a classificação E – fluxo instável. Todas as demais intersecções se mantêm em níveis satisfatórios de operação.

Apresentam-se nas Tabelas 4 e 5, os Níveis de Serviço previstos para 5 anos sem a instalação do empreendimento e com a instalação dele, respectivamente.

ID	Intersection Name	V/C	Delay (s/veh)	LOS
1	Ponto 1 - Alça Av. São José dos Campos	0,025	0,0	A
2	Ponto 1 - Saída para Av. São José dos Campos	0,025	0,0	A
3	Ponto 1 - Retorno Balão da Torre	0,755	12,1	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,293	611,0	F
5	Ponto 1 - Saída Rod. Anhanguera	0,026	0,0	A
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	0,011	0,0	A
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	5,969	938,9	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	0,018	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	24,36	10000,0	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,005	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	0,818	17,0	C
12	Ponto 2 - Rotatória - Saída Swiss Office	0,004	0,0	A
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	0,002	0,0	A
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	0,463	12,0	B
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	0,003	0,0	A
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	0,802	21,8	C
17	Ponto 3 - Retorno - Av. Antônio Artioli	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	0,041	9,1	A
19	Ponto 3 - Av. Antônio Artioli	0,002	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	0,04	9,6	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	0,062	9,7	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,011	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,215	16,0	C
25	Ponto 4 - Retorno - Rod. Lix da Cunha	0,007	0,0	A
26	Ponto 4 - Entrada - Av. Roque Melilo	0,103	11,4	B
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	0,008	0,0	A
28	Ponto 4 - Saída - Rod. Lix da Cunha	0,782	33,5	D
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,012	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,21	12,7	B
31	Ponto 4 - Rod. Lix da Cunha	0,012	0,0	A
32	Rodovia Lix da Cunha	0,012	0,0	A
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	0,008	0,0	A
34	R. Dr. Argemiro Orlando Dotto	0,003	0,0	A
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	0,07	7,7	A
36	Entrada - Rodovia Anhanguera	0,023	0,0	A

**Tabela 4. Análise Intersecções - VISTRO - Cenário 5 Anos SEM o Empreendimento**

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	V/C	Delay (s/veh)	LOS
1	Ponto 1 - Alça Av. São José dos Campos	0,025	0,0	A
2	Ponto 1 - Saída para Av. São José dos Campos	0,025	0,0	A
3	Ponto 1 - Retorno Balão da Torre	0,827	13,0	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,567	735,7	F
5	Ponto 1 - Saída Rod. Anhanguera	0,027	0,0	A
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	0,011	0,0	A
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	6,188	988,4	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	0,018	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	25,807	10000,0	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,005	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	0,962	18,7	C
12	Ponto 2 - Rotatória - Saída Swiss Office	0,005	0,0	A
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	0,002	0,0	A
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	0,487	12,1	B
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	0,003	0,0	A
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	0,817	23,0	C
17	Ponto 3 - Retorno - Av. Antônio Artioli	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	0,059	9,4	A
19	Ponto 3 - Av. Antônio Artioli	0,002	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	0,041	9,7	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	0,085	9,8	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,011	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,236	16,4	C
25	Ponto 4 - Retorno - Rod. Lix da Cunha	0,007	0,0	A
26	Ponto 4 - Entrada - Av. Roque Melilo	0,104	11,5	B
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	0,008	0,0	A
28	Ponto 4 - Saída - Rod. Lix da Cunha	1,112	43,5	F
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,012	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,223	12,8	B
31	Ponto 4 - Rod. Lix da Cunha	0,012	0,0	A
32	Rodovia Lix da Cunha	0,012	0,0	A
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	0,008	0,0	A
34	R. Dr. Argemiro Orlando Dotto	0,004	0,0	A
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	0,070	7,7	A
36	Entrada - Rodovia Anhanguera	0,023	0,0	A
37	Entrada - Rodovia Anhanguera - Pista principal	5,099	717,2	F
38	Acesso Loteamento - R. Dr. Argemiro Orlando Dotto	0,002	8,8	A
39	Acesso Loteamento - Rodovia Anhanguera	0,023	8,5	A
40	Acesso Loteamento - Av. Antônio Artioli	0,018	8,6	A

**Tabela 5. Análise Interseções - VISTRO - Cenário 5 Anos COM o Empreendimento.**

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

Nas Tabelas 6 e 7, apresentam-se os Níveis de Serviço previstos para 10 anos sem a instalação do empreendimento e com a instalação dele, respectivamente.

ID	Intersection Name	V/C	Delay (s/veh)	LOS
1	Ponto 1 - Alça Av. São José dos Campos	0,027	0,0	A
2	Ponto 1 - Saída para Av. São José dos Campos	0,027	0,0	A
3	Ponto 1 - Retorno Balão da Torre	0,81	12,4	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,579	740,1	F
5	Ponto 1 - Saída Rod. Anhanguera	0,028	0,0	A
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	0,012	0,0	A
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	7,008	1175,1	F
8	Ponto 1 - Av. Dermal Bernardes Siqueira	0,019	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermal Bernardes Siqueira	30,123	10000,0	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,005	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	0,904	18,5	C
12	Ponto 2 - Rotatória - Saída Swiss Office	0,005	0,0	A
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	0,002	0,0	A
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	0,502	12,3	B
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	0,003	0,0	A
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	0,86	26,6	D
17	Ponto 3 - Retorno - Av. Antônio Artioli	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	0,044	9,2	A
19	Ponto 3 - Av. Antônio Artioli	0,002	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	0,043	9,7	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	0,066	9,8	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,012	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,248	17,0	C
25	Ponto 4 - Retorno - Rod. Lix da Cunha	0,008	0,0	A
26	Ponto 4 - Entrada - Av. Roque Melilo	0,116	11,7	B
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	0,009	0,0	A
28	Ponto 4 - Saída - Rod. Lix da Cunha	0,92	40,1	E
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,012	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,234	13,1	B
31	Ponto 4 - Rod. Lix da Cunha	0,012	0,0	A
32	Rodovia Lix da Cunha	0,012	0,0	A
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	0,009	0,0	A
34	R. Dr. Argemiro Orlando Dotto	0,004	0,0	A
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	0,076	7,7	A
36	Entrada - Rodovia Anhanguera	0,024	0,0	A

**Tabela 6. Análise Interseções - VISTRO - Cenário 10 Anos SEM o Empreendimento**

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	V/C	Delay (s/veh)	LOS
1	Ponto 1 - Alça Av. São José dos Campos	0,027	0,0	A
2	Ponto 1 - Saída para Av. São José dos Campos	0,027	0,0	A
3	Ponto 1 - Retorno Balão da Torre	0,887	13,5	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,885	879,2	F
5	Ponto 1 - Saída Rod. Anhanguera	0,028	0,0	A
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	0,012	0,0	A
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	7,253	1230,6	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	0,019	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	31,882	10000,0	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,006	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	1,053	20,6	F
12	Ponto 2 - Rotatória - Saída Swiss Office	0,005	0,0	A
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	0,003	0,0	A
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	0,527	12,4	B
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	0,003	0,0	A
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	0,877	28,6	D
17	Ponto 3 - Retorno - Av. Antônio Artioli	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	0,062	9,4	A
19	Ponto 3 - Av. Antônio Artioli	0,003	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	0,044	9,8	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	0,089	9,9	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,012	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,271	17,4	C
25	Ponto 4 - Retorno - Rod. Lix da Cunha	0,008	0,0	A
26	Ponto 4 - Entrada - Av. Roque Melilo	0,117	11,8	B
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	0,009	0,0	A
28	Ponto 4 - Saída - Rod. Lix da Cunha	1,289	55,4	F
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,013	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,247	13,2	B
31	Ponto 4 - Rod. Lix da Cunha	0,013	0,0	A
32	Rodovia Lix da Cunha	0,013	0,0	A
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	0,009	0,0	A
34	R. Dr. Argemiro Orlando Dotto	0,004	0,0	A
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	0,076	7,7	A
36	Entrada - Rodovia Anhanguera	0,025	0,0	A
37	Entrada - Rodovia Anhanguera - Pista principal	5,546	817,7	F
38	Acesso Loteamento - R. Dr. Argemiro Orlando Dotto	0,002	8,8	A
39	Acesso Loteamento - Rodovia Anhanguera	0,023	8,5	A
40	Acesso Loteamento - Av. Antônio Artioli	0,018	8,6	A

**Tabela 7. Análise Interseções - VISTRO - Cenário 10 Anos COM o Empreendimento.**

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

Por meio da análise dos cenários apresentados nas Tabelas 4 a 7, observa-se que a intersecção 11 (Rotatória – Entrada Swiss Office) sofrerá, no decorrer de 10 anos após a instalação do empreendimento, um decréscimo em sua qualidade de operação saindo do Nível de Serviço C - fluidez adequada, podendo atingir o Nível de Serviço F - congestionamento viário. O decaimento da qualidade de



operação nessa intersecção, pode ser considerado decorrente do acréscimo de viagens causado pela instalação do empreendimento somado ao aumento previsto da frota veicular do município dentro do período apresentado.

A intersecção 28 (Saída – Rod. Lix da Cunha) apresenta, no decorrer de 5 anos sem a instalação do empreendimento, um decréscimo na qualidade de operação, passando do Nível de Serviço D - próximo da saturação para E - fluxo instável. Este decréscimo demonstra que, ainda que o empreendimento não seja instalado na região, haverá decaimento na qualidade de operação da via decorrente do aumento da frota veicular do município. Considerando os cenários com a instalação do empreendimento, observa-se que no decorrer de 10 anos, essa intersecção atingirá o Nível de Serviço classificado como F – congestionamento viário.

O decréscimo gradual apresentado nas intersecções 11 e 28, no decorrer de 10 anos, considerando os cenários com e sem o empreendimento, indica que essa instalação não será completamente responsável pela saturação das vias, mas contribuirá para que ocorra em conjunto com o aumento da frota veicular do município.

Com relação as demais intersecções, de acordo com as análises apresentadas, a instalação do empreendimento e o aumento da frota veicular do município não causarão, no decorrer de 10 anos, a saturação das vias. As intersecções se manterão em Níveis de Serviço entre A - ótima fluidez e D - próximo da saturação, classificações consideradas adequadas.

Lembra-se que todos os detalhes da análise constam no final do estudo, bem como o relatório de contagem de cada intersecção com todos os movimentos.

#### **4. CONCLUSÃO**

## **RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.**

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O empreendimento em estudo está de acordo com o Plano Diretor, nos assuntos referentes ao zoneamento e o tipo de uso e ocupação pretendido. O projeto também obedece às determinações referentes as condições para acesso de veículos, entrada e saída, número mínimo de vagas e de todos os outros aspectos relativos à fiscalização do devido cumprimento da lei.

Por meio das análises dos Níveis de Serviço e graus de saturação nos pontos considerados mais críticos dentro da área de influência direta, observa-se que as intersecções 11 e 28 sofrerão decréscimos em suas classificações de Nível e, conseqüentemente, na qualidade de operação da via. Contudo, conclui-se que o decréscimo apresentado nos cenários hipotéticos não será decorrente somente da instalação do empreendimento, mas também devido ao aumento da frota do município.

Além das intersecções 11 e 28, que no decorrer de 10 anos, passarão para classificação F de Nível de Serviço, atualmente as intersecções 4, 7 e 9 já apresentam essa condição. Considerando que foram analisadas no total 40 intersecções críticas no entorno da área onde se pretende lotear, e destas somente 5 intersecções apresentam saturação da via, torna-se possível concluir que a instalação pretendida não afetará negativamente a qualidade de operação do tráfego na região.

Com base nas análises acima, se apresenta como necessária a elaboração de um plano de ação, a fim de aliviar os níveis de fluxo de tráfego observados no local de estudo.

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**6.RESPONSABILIDADE TÉCNICA**

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Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

### **7. ANEXOS**



## **RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.**

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

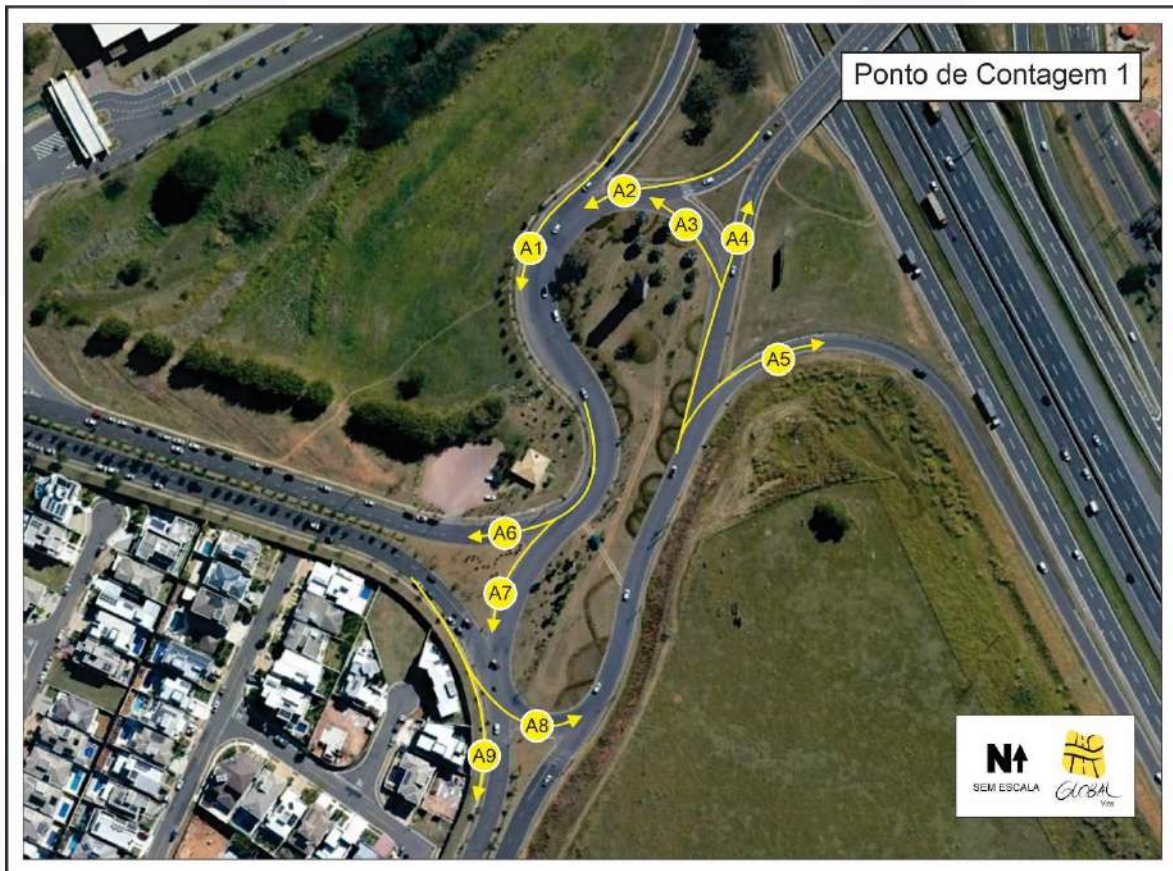
### **7.1 Relatório de Contagem**



**Figura 10. Localização dos pontos de contagem.**

Elaborado por: GLOBAL VIAS.

Dias: 28/03, 29/03 e 30/03/2023



**Figura 11. Ponto de Contagem 1.**  
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.





# RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

PONTO 1 - 28/03/2023

HORÁRIO	A1			A2			A3			A4			A5			A6			A7			A8			A9			TOTAL			TOTAL (EQ)																																								
	lim.	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca		Mb	D2/C2	C3																																					
07:00	17:15	76	5	2	0	50	3	2	0	6	0	0	0	121	8	4	0	101	6	3	0	38	2	1	0	88	6	3	0	81	5	3	0	25	2	1	0	586	37	19	0	635																													
07:15	07:30	120	8	4	0	80	5	2	0	10	1	0	0	192	12	6	0	160	10	5	0	60	4	2	0	140	9	4	0	128	8	4	0	40	3	1	0	530	60	28	0	1006																													
07:30	07:45	93	9	4	0	62	6	2	0	7	0	0	0	149	14	6	0	124	12	5	0	47	5	2	0	109	11	4	0	95	10	4	0	31	3	1	0	720	69	28	0	799																													
07:45	08:00	91	7	2	0	101	5	2	0	13	0	0	0	237	12	4	0	244	11	3	0	60	4	3	0	172	8	3	0	126	9	5	0	54	3	1	0	746	55	19	0	1301																													
08:00	08:15	155	12	3	0	133	9	3	0	15	0	0	0	308	17	7	0	302	17	7	0	97	4	3	0	251	16	6	0	195	16	4	0	63	4	2	0	1163	116	42	0	1383																													
08:15	08:30	155	11	3	0	133	9	3	0	15	0	0	0	308	17	7	0	302	17	7	0	97	4	3	0	251	16	6	0	195	16	4	0	63	4	2	0	1163	116	42	0	1383																													
08:30	08:45	117	3	0	78	8	2	0	9	0	0	0	0	197	18	5	0	156	15	4	0	59	6	2	0	137	13	4	0	105	12	3	0	33	4	1	0	906	87	23	0	982																													
08:45	09:00	122	7	2	0	81	4	2	0	10	0	0	0	195	11	4	0	162	9	3	0	61	3	1	0	142	8	3	0	130	7	3	0	41	2	1	0	944	57	19	0	996																													
TOTAL																																	7393	573	209	0	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3

Fator Hora Pico (FHP) **0,82**  
FHP > 0,75 **Aprovado**

PERÍODO	Ca	Mb	D2/C2	C3	TOTAL (EQ)
07:00	18:00	3741			
07:45	08:15	4388			
07:30	08:30	5219			
07:45	08:45	5171			
08:00	09:00	4887			

Fator Hora Pico (FHP) **0,93**  
FHP > 0,75 **Aprovado**

PERÍODO	Ca	Mb	D2/C2	C3	TOTAL (EQ)
17:00	18:00	3921			
17:15	18:15	4793			
17:30	18:30	5219			
17:45	18:45	5350			
18:00	19:00	5011			

Fator Hora Pico (FHP) **0,89**  
FHP > 0,75 **Aprovado**

HORÁRIO	A1			A2			A3			A4			A5			A6			A7			A8			A9			TOTAL			TOTAL (EQ)																																								
	lim.	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca		Mb	D2/C2	C3																																					
11:00	11:15	37	6	2	0	24	4	2	0	4	0	0	0	59	10	4	0	49	8	3	0	18	3	1	0	43	7	3	0	39	6	3	0	12	2	1	0	284	46	19	0	336																													
11:15	11:30	50	4	2	0	37	3	2	0	4	0	0	0	81	6	4	0	67	5	3	0	25	2	1	0	59	4	3	0	54	4	3	0	17	2	1	0	390	29	19	0	437																													
11:30	11:45	55	3	0	37	3	2	0	4	0	0	0	0	88	8	5	0	74	6	4	0	28	2	2	0	64	6	4	0	59	5	3	0	18	2	1	0	428	37	23	0	486																													
11:45	12:00	59	5	4	0	40	3	3	0	5	2	0	0	95	8	7	0	79	6	6	0	30	2	2	0	69	6	5	0	63	5	4	0	20	2	1	0	480	36	33	0	538																													
12:00	12:15	60	4	2	0	40	3	3	0	5	2	0	0	96	7	3	0	80	6	2	0	30	2	2	0	70	5	2	0	64	4	2	0	20	2	1	0	485	34	14	0	504																													
12:15	12:30	52	4	0	35	2	2	0	4	2	0	0	0	84	6	6	0	70	5	2	0	26	2	2	0	61	4	4	0	56	4	4	0	17	1	1	0	404	30	28	0	470																													
12:30	12:45	43	3	1	0	29	2	1	0	3	1	0	0	69	5	2	0	58	4	2	0	22	2	1	0	50	4	1	0	46	3	1	0	14	1	0	0	335	24	9	0	361																													
12:45	13:00	46	3	2	0	30	2	2	0	4	0	0	0	73	5	4	0	61	4	3	0	23	2	1	0	53	4	3	0	49	3	3	0	15	1	1	0	353	23	19	0	398																													
TOTAL																																	3119	261	163	0	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3

Fator Hora Pico (FHP) **0,93**  
FHP > 0,75 **Aprovado**

PERÍODO	Ca	Mb	D2/C2	C3	TOTAL (EQ)
11:00	12:00	1798			
11:15	12:15	1966			
11:30	12:30	1998			
11:45	12:45	1873			
12:00	13:00	1734			

Fator Hora Pico (FHP) **0,89**  
FHP > 0,75 **Aprovado**

HORÁRIO	A1			A2			A3			A4			A5			A6			A7			A8			A9			TOTAL			TOTAL (EQ)																																												
	lim.	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca	Mb	D2/C2	C3	Ca		Mb	D2/C2	C3																																									
17:00	17:15	97	7	5	0	64	4	3	0	4	0	0	0	188	14	7	0	137	11	6	0	48	3	2	0	119	8	6	0	103	7	5	0	32	2	2	0	590	45	33	0	672																																	
17:15	17:30	118	9	4	0	78	6	3	0	9	1	0	0	225	17	9	0	164	13	6	0	59	5	2	0	137	11	5	0	125	10	6	0	39	3	1	0	817	63	29	0	896																																	
17:30	17:45	140	11	5	0	94	7	4	0	11	0	0	0	273	19	8	0	199	14	6	0	70	5	3	0	164	13	6	0	162	13	5	0	47	4	2	0	975	74	36	0	1075																																	
17:45	18:00	170	12	5	0	114	8	3	0	16	0	0	0	327	21	7	0	239	15	5	0	102	7	2	0	239	15	5	0	218	14	4	0	68	4	1	0	1421	91	23	0	1278																																	
18:00	18:15	205	13	4	0	136	3	0	16	0	0	0	0	367	21	7	0	296	15	5	0	93	5	2	0	217	11	4	0	199	10	3	0	62	3	1	0	1232	67	21	0	1356																																	
18:15	18:30	185	10	3	0	124	6	2	0	15	1	0	0	296	15	5	0	192	11	4	0	82	3	2	0	192	11	4	0	175	6	4	0	55	2	1	0	1162	42	25	0	1206																																	
18:30	18:45	164	6	4	0	110	4	2	0	13	0	0	0	263	10	6	0	168	10	5	0	82	3	2	0	168	10	5	0	148	8	3	0	42	3	1	0	879	54	21	0	939																																	
18:45	19:00	127	8	3	0	84	5	2	0	10	1	0	0	203	12	5	0	148	14	2	0	63	4	2	0	148	14	2	0	135	8	3	0	42	3	1	0	830	58	22	0	852																																	
TOTAL																																	3543	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3	T. GERAL			1	0,33	2	3

Fator Hora Pico (FHP) **0,89**  
FHP > 0,75 **Aprovado**

# RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

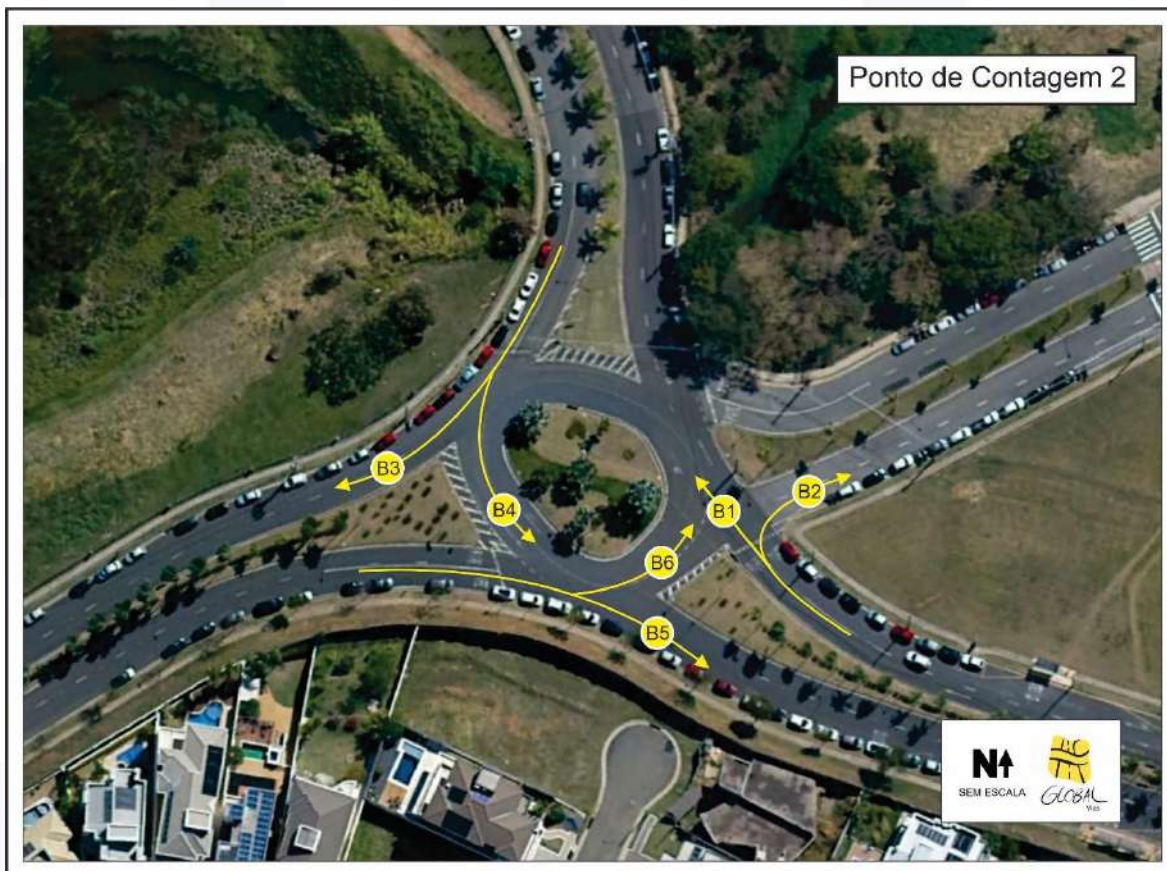
Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

PONTO 1 - 29/03/2023

HORARIO	A1			A2			A3			A4			A5			A6			A7			A8			A9			TOTAL			TOTAL (EQ)				
	Início	lim.	lim.	Cs	Me	D2/C2	C3	Cs	Me	D2/C2	C3	Cs	Me	D2/C2	C3	Cs	Me	D2/C2	C3	Cs	Me	D2/C2	C3	Cs	Me	D2/C2	C3	Cs	Me	D2/C2		C3	Eq		
07:00	07:05	07:10	07:15	07:20	07:25	07:30	07:35	07:40	07:45	07:50	07:55	08:00	08:05	08:10	08:15	08:20	08:25	08:30	08:35	08:40	08:45	08:50	08:55	09:00	09:05	09:10	09:15	09:20	09:25	09:30	09:35	09:40	09:45	09:50	
	45	3	1	0	30	2	1	0	4	0	0	0	13	5	2	0	53	3	2	0	53	3	2	0	68	3	2	0	15	1	0	35	1	0	361
	5	2	0	48	3	1	0	5	0	0	0	118	7	3	0	36	2	1	0	23	1	0	94	5	3	0	71	5	2	0	24	2	1	0	550
	5	2	0	37	4	1	0	4	0	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0	65	6	3	0	60	5	2	0	15	2	1	0	432	
	5	6	3	0	37	4	1	0	4	0	0	63	3	0	74	1	0	26	5	1	0														



Dias: 28/03, 29/03 e 30/03/2023



**Figura 12. Ponto de Contagem 2.**

Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

# RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

PONTO 2 - 28/03/2023

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL													
	lim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	TOTAL EQUIV.						
07:00	07:15	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127					
07:15	07:30	36	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201					
07:30	07:45	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159					
07:45	08:00	48	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260					
08:00	08:15	57	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316					
08:15	08:30	46	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260					
08:30	08:45	35	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196					
08:45	09:00	37	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189					
T. GERAL															1595	115	42	0	1717	T. GERAL			1752	T. GERAL			1717					
Equivalência															1	0,33	2	3	Equivalência			1	0,33	2	3	Equivalência			1	0,33	2	3

PERÍODO	TOTAL (EQ.) GERAL -	
07:00	08:00	746
07:15	08:15	936
07:30	08:30	995
07:45	08:45	1031
08:00	09:00	971
TOTAL (EQ.) GERAL -		1031

Fator Hora Pico (FHP) **0,82**  
FHP > 0,75 | Aprovado

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL													
	lim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	TOTAL EQUIV.						
11:00	11:15	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65					
11:15	11:30	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88					
11:30	11:45	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95					
11:45	12:00	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104					
12:00	12:15	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107					
12:15	12:30	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96					
12:30	12:45	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73					
12:45	13:00	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79					
T. GERAL															626	51	32	0	706	T. GERAL			708	T. GERAL			706					
Equivalência															1	0,33	2	3	Equivalência			1	0,33	2	3	Equivalência			1	0,33	2	3

PERÍODO	TOTAL (EQ.) GERAL -	
11:00	12:00	351
11:15	12:15	393
11:30	12:30	402
11:45	12:45	380
12:00	13:00	355
TOTAL (EQ.) GERAL -		402

Fator Hora Pico (FHP) **0,94**  
FHP > 0,75 | Aprovado

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL													
	lim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	TOTAL EQUIV.						
17:00	17:15	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160					
17:15	17:30	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197					
17:30	17:45	42	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234					
17:45	18:00	51	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283					
18:00	18:15	61	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330					
18:15	18:30	56	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	296					
18:30	18:45	49	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267					
18:45	19:00	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203					
T. GERAL															1856	107	39	0	2003	T. GERAL			2003	T. GERAL			2003					
Equivalência															1	0,33	2	3	Equivalência			1	0,33	2	3	Equivalência			1	0,33	2	3

PERÍODO	TOTAL (EQ.) GERAL -	
17:00	18:00	874
17:15	18:15	1044
17:30	18:30	1143
17:45	18:45	1176
18:00	19:00	1096
TOTAL (EQ.) GERAL -		1176

Fator Hora Pico (FHP) **0,89**  
FHP > 0,75 | Aprovado

# RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

PONTO 2 - 29/03/2023

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL				
	lim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	TOTAL EQUIV.	
07:00	14	1	0	0	0	0	0	0	0	13	1	0	0	38	2	1	0	0	0	0	0	0	76
07:15	22	1	1	0	0	0	0	0	0	20	1	1	0	60	4	2	0	0	0	0	0	120	
07:30	17	2	1	0	0	0	0	0	0	16	2	1	0	47	5	2	0	0	0	0	0	96	
07:45	29	1	0	0	0	0	0	0	0	27	1	0	0	81	4	1	0	0	0	0	0	156	
08:00	34	2	1	0	0	0	0	0	0	32	2	1	0	96	6	3	0	0	0	0	0	190	
08:15	28	3	1	0	0	0	0	0	0	26	3	1	0	78	8	2	0	0	0	0	0	156	
08:30	21	2	1	0	0	0	0	0	0	20	2	1	0	59	6	2	0	0	0	0	0	118	
08:45	22	1	0	0	0	0	0	0	0	20	1	0	0	61	3	1	0	0	0	0	0	119	
09:00																							
T. GERAL															957	69	25	0	1030				
Equivalência															1	0,33	2	3					

Fator Hora Pico (FHP) **0,82**

FHP > 0,75 | **Aprovado**

PERÍODO	TOTAL (EQ.) GERAL -
07:00	448
07:15	561
07:30	597
07:45	619
08:00	563
08:15	563
08:30	619
08:45	563
09:00	619

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL			
	lim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	TOTAL EQUIV.
11:00	10	1	0	0	0	0	0	0	0	9	2	0	0	28	5	2	0	0	0	0	0	58
11:15	14	2	1	0	0	0	0	0	0	13	1	0	0	38	3	2	0	0	0	0	0	79
11:30	15	0	0	0	0	0	0	0	0	14	0	1	0	42	4	2	0	0	0	0	0	85
11:45	16	0	1	0	0	0	0	0	0	15	0	1	0	45	3	1	0	0	0	0	0	94
12:00	16	1	2	0	0	0	0	0	0	15	2	2	0	45	3	1	0	0	0	0	0	96
12:15	14	2	0	0	0	0	0	0	0	13	1	1	0	39	3	3	0	0	0	0	0	87
12:30	12	1	0	0	0	0	0	0	0	11	1	0	0	33	2	1	0	0	0	0	0	65
12:45	12	0	1	0	0	0	0	0	0	11	1	0	0	34	2	2	0	0	0	0	0	71
13:00																						
T. GERAL															563	46	29	0	636			
Equivalência															1	0,33	2	3				

Fator Hora Pico (FHP) **0,94**

FHP > 0,75 | **Aprovado**

PERÍODO	TOTAL (EQ.) GERAL -
11:00	316
11:15	354
11:30	362
11:45	342
12:00	319
12:15	362
12:30	342
12:45	319
13:00	362

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL			
	lim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	TOTAL EQUIV.
17:00	22	1	0	0	0	0	0	0	0	20	1	0	0	61	4	3	0	0	0	0	0	120
17:15	26	2	0	0	0	0	0	0	0	25	2	1	0	74	6	3	0	0	0	0	0	148
17:30	32	1	0	0	0	0	0	0	0	29	2	1	0	88	7	3	0	0	0	0	0	175
17:45	38	2	1	0	0	0	0	0	0	36	3	1	0	107	8	3	0	0	0	0	0	213
18:00	46	2	0	0	0	0	0	0	0	43	3	0	0	129	8	3	0	0	0	0	0	247
18:15	42	2	0	0	0	0	0	0	0	39	2	0	0	117	6	2	0	0	0	0	0	222
18:30	37	1	1	0	0	0	0	0	0	35	1	1	0	104	4	2	0	0	0	0	0	200
18:45	28	0	0	0	0	0	0	0	0	27	2	0	0	80	5	2	0	0	0	0	0	153
19:00																						
T. GERAL															1392	80	30	0	1478			
Equivalência															1	0,33	2	3				

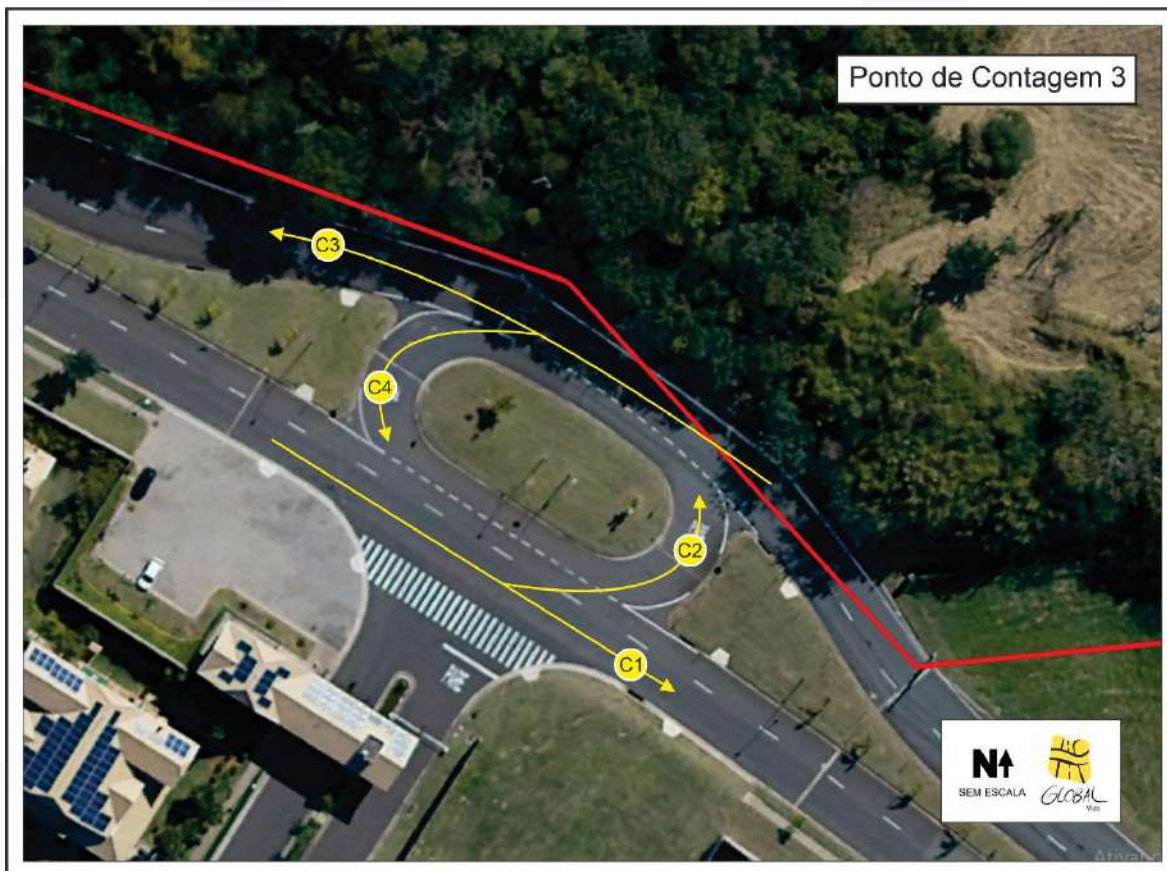
Fator Hora Pico (FHP) **0,83**

FHP > 0,75 | **Aprovado**

PERÍODO	TOTAL (EQ.) GERAL -
17:00	856
17:15	783
17:30	857
17:45	882
18:00	882
18:15	882
18:30	882
18:45	882
19:00	882



Dias: 28/03, 29/03 e 30/03/2023



**Figura 13. Ponto de Contagem 3.**

Fonte: Google Earth / Elaborado por: GLOBAL VIAS.



PONTO 3 - 28/03/2023

HORÁRIO	C1			C2			C3			C4			TOTAL			TOTAL EQUIV.				
	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2					
07:00	15	1	0	3	0	0	14	1	0	0	0	0	35	2	1	0	38			
07:15	24	2	1	5	0	0	22	1	0	4	0	0	55	4	2	0	60			
07:30	19	2	1	4	0	0	17	2	1	0	0	0	43	4	2	0	48			
07:45	33	1	0	7	0	0	29	1	0	0	0	0	74	3	1	0	77			
08:00	39	3	1	8	1	0	34	2	1	0	0	0	87	6	2	0	94			
08:15	32	3	1	6	1	0	28	3	1	0	0	0	71	7	2	0	78			
08:30	24	2	1	5	0	0	21	2	1	0	4	0	54	5	1	0	58			
08:45	25	1	0	5	0	0	22	1	0	0	0	0	56	3	1	0	59			
09:00																				
TOTAL																476	34	12	0	512
T. GERAL																523				
Equivalência																1	0,33	2	3	

Fator Hora Pico (FHP) **0,82**

FHP > 0,75 Aprovado

HORÁRIO	C1			C2			C3			C4			TOTAL			TOTAL EQUIV.				
	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2					
11:00	7	1	0	0	0	0	7	1	0	0	0	0	16	2	0	0	16			
11:15	10	1	0	2	0	0	9	1	0	0	0	0	22	2	1	0	24			
11:30	10	0	1	3	0	0	10	0	0	0	0	0	23	0	1	0	25			
11:45	12	0	1	2	0	0	11	0	1	0	0	0	25	0	2	0	29			
12:00	12	1	1	4	0	0	11	1	1	0	0	0	28	2	3	0	35			
12:15	12	1	1	3	0	0	9	1	0	0	0	0	25	2	1	0	28			
12:30	9	1	0	1	0	0	8	1	0	0	0	0	18	1	1	0	19			
12:45	9	1	0	2	0	0	8	0	0	0	0	0	20	1	1	0	23			
13:00																				
TOTAL																177	12	9	0	198
T. GERAL																198				
Equivalência																1	0,33	2	3	

Fator Hora Pico (FHP) **0,84**

FHP > 0,75 Aprovado

HORÁRIO	C1			C2			C3			C4			TOTAL			TOTAL EQUIV.				
	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2					
17:00	20	1	0	4	0	0	17	1	0	0	0	0	45	3	0	0	46			
17:15	24	2	1	5	0	0	21	2	0	0	4	0	54	4	1	0	58			
17:30	29	2	1	6	0	0	25	1	0	0	5	0	65	3	1	0	68			
17:45	35	2	1	7	0	0	31	1	1	0	6	0	79	4	2	0	84			
18:00	42	3	0	8	1	0	37	2	0	0	7	0	94	5	0	0	96			
18:15	38	2	0	8	0	0	33	1	0	0	7	0	86	4	0	0	87			
18:30	34	1	1	7	0	0	30	1	1	0	6	0	76	2	2	0	80			
18:45	26	2	0	5	0	0	23	0	0	0	5	0	58	2	0	0	59			
19:00																				
TOTAL																556	28	7	0	579
T. GERAL																591				
Equivalência																1	0,33	2	3	

Fator Hora Pico (FHP) **0,90**

FHP > 0,75 Aprovado

PERÍODO	TOTAL (EQ.) GERAL -
07:00 - 08:00	223
07:15 - 08:15	279
07:30 - 08:30	297
07:45 - 08:45	308
08:00 - 09:00	290

PERÍODO	TOTAL (EQ.) GERAL -
11:00 - 12:00	95
11:15 - 12:15	113
11:30 - 12:30	116
11:45 - 12:45	110
12:00 - 13:00	104

PERÍODO	TOTAL (EQ.) GERAL -
17:00 - 18:00	256
17:15 - 18:15	307
17:30 - 18:30	337
17:45 - 18:45	348
18:00 - 19:00	323

PONTO 3 - 29/03/2023

HORÁRIO	fim		C1			C2			C3			C4			TOTAL			TOTAL (EQ.) GERAL -							
	início		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2		C3						
07:00	07:15	9	1	0	0	0	2	0	0	0	8	0	0	0	2	0	0	0	21	1	1	0	22		
07:15	07:30	15	1	0	0	0	3	0	0	0	13	0	0	0	3	0	0	0	33	1	1	0	36		
07:30	07:45	11	1	0	0	0	2	0	0	0	10	1	0	0	2	0	0	0	26	2	1	0	29		
07:45	08:00	20	1	0	0	0	4	0	0	0	17	1	0	0	3	0	0	0	44	2	1	0	46		
08:00	08:15	23	2	1	0	0	5	0	0	0	20	0	1	0	4	0	0	0	52	2	1	0	56		
08:15	08:30	19	2	1	0	0	4	0	0	0	17	1	0	0	3	0	0	0	43	4	1	0	46		
08:30	08:45	14	1	0	0	0	3	0	0	0	13	0	0	0	3	0	0	0	32	2	1	0	35		
08:45	09:00	15	1	0	0	0	3	0	0	0	13	0	0	0	3	0	0	0	34	1	1	0	35		
TOTAL			285	15	7	0	308								308								306		
T. GERAL			308																						
Equivalência			1	0,33	2	3																			

Fator Hora Pico (FHP) **0,82**  
FHP>0,75 | Aprovado

HORÁRIO	fim		C1			C2			C3			C4			TOTAL			TOTAL (EQ.) GERAL -							
	início		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2		C3						
11:00	11:15	7	1	0	0	0	1	0	0	0	6	1	0	0	1	0	0	0	14	2	0	0	15		
11:15	11:30	9	1	0	0	0	2	0	0	0	8	1	0	0	1	0	0	0	20	2	1	0	22		
11:30	11:45	9	0	1	0	0	3	0	0	0	9	0	0	0	0	0	0	0	21	0	1	0	22		
11:45	12:00	11	0	1	0	0	2	0	0	0	10	0	1	0	0	0	0	0	22	0	2	0	26		
12:00	12:15	11	1	0	0	0	4	0	0	0	10	1	0	0	1	0	0	0	25	2	3	0	31		
12:15	12:30	11	1	0	0	0	3	0	0	0	8	1	0	0	1	0	0	0	23	2	1	0	25		
12:30	12:45	8	1	0	0	0	1	0	0	0	7	1	0	0	0	0	0	0	16	1	0	0	17		
12:45	13:00	8	1	0	0	0	2	0	0	0	7	0	0	0	1	0	0	0	18	1	1	0	21		
TOTAL			160	11	8	0	178								178								179		
T. GERAL			178																						
Equivalência			1	0,33	2	3																			

Fator Hora Pico (FHP) **0,84**  
FHP>0,75 | Aprovado

HORÁRIO	fim		C1			C2			C3			C4			TOTAL			TOTAL (EQ.) GERAL -							
	início		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2		C3						
17:00	17:15	15	1	0	0	0	3	0	0	0	13	1	0	0	3	0	0	0	33	2	0	0	34		
17:15	17:30	18	1	0	0	0	4	0	0	0	16	1	0	0	3	0	0	0	41	3	1	0	43		
17:30	17:45	21	2	1	0	0	4	0	0	0	19	0	0	0	4	0	0	0	49	3	1	0	51		
17:45	18:00	26	2	1	0	0	5	0	0	0	23	1	1	0	5	0	0	0	59	3	2	0	63		
18:00	18:15	31	2	0	0	0	6	0	0	0	28	1	0	0	6	0	0	0	71	4	0	0	72		
18:15	18:30	28	1	0	0	0	6	0	0	0	25	1	0	0	5	0	0	0	64	3	0	0	65		
18:30	18:45	25	1	0	0	0	5	0	0	0	22	0	0	0	4	0	0	0	57	2	1	0	60		
18:45	19:00	19	1	0	0	0	4	0	0	0	17	0	0	0	3	0	0	0	44	1	0	0	44		
TOTAL			417	21	5	0	443								443								434		
T. GERAL			443																						
Equivalência			1	0,33	2	3																			

Fator Hora Pico (FHP) **0,90**  
FHP>0,75 | Aprovado

PONTO 3 - 30/03/2023

HORÁRIO	C1			C2			C3			C4			TOTAL			TOTAL (EQ.) GERAL -																		
	início	fim		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3		Ca	Mo	D2/C2	C3														
07:00	07:15	12	1	0	0	2	0	0	0	0	0	11	0	0	0	2	0	0	0	28	1	1	0	30										
07:15	07:30	20	1	1	0	4	0	0	0	0	0	17	0	1	0	3	0	0	0	44	2	1	0	47										
07:30	07:45	15	1	1	0	3	0	0	0	0	0	13	1	1	0	3	0	0	0	34	3	1	0	38										
07:45	08:00	26	1	0	0	5	0	0	0	0	0	23	1	0	0	5	0	0	0	59	3	1	0	62										
08:00	08:15	31	2	1	0	6	0	0	0	0	0	27	2	1	0	5	0	0	0	70	5	2	0	75										
08:15	08:30	25	2	1	0	5	0	0	0	0	0	22	1	1	0	4	0	0	0	57	4	2	0	62										
08:30	08:45	19	2	0	0	4	0	0	0	0	0	17	2	0	0	3	0	0	0	43	4	1	0	47										
08:45	09:00	20	1	0	0	4	0	0	0	0	0	18	1	0	0	4	0	0	0	45	2	1	0	47										
TOTAL															381	25	10	0	415	TOTAL					415	T. GERAL			415	0	409			
Equivalência															1	0,33	2	3	Equivalência					1	0,33	2	3	T. GERAL			1	0,33	2	3

Fator Hora Pico (FHP) **0,81**

FHP>0,75 | Aprovado

HORÁRIO	C1			C2			C3			C4			TOTAL			TOTAL (EQ.) GERAL -																		
	início	fim		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3		Ca	Mo	D2/C2	C3														
11:00	11:15	5	1	0	0	1	0	0	0	0	0	5	0	0	0	11	2	0	0	11	2	0	0	12										
11:15	11:30	7	1	0	0	1	0	0	0	0	0	6	1	0	0	16	2	0	0	17	2	0	0	17										
11:30	11:45	7	0	0	0	2	0	0	0	0	0	7	0	0	0	16	0	1	0	16	0	1	0	17										
11:45	12:00	8	0	1	0	2	0	0	0	0	0	7	0	1	0	17	0	1	0	17	0	1	0	20										
12:00	12:15	9	1	1	0	3	0	0	0	0	0	8	0	1	0	20	2	2	0	24	2	2	0	24										
12:15	12:30	8	1	1	0	2	0	0	0	0	0	7	1	0	0	18	2	1	0	19	2	1	0	19										
12:30	12:45	6	0	0	0	1	0	0	0	0	0	5	0	0	0	12	1	0	0	13	1	0	0	13										
12:45	13:00	7	0	0	0	1	0	0	0	0	0	6	0	0	0	14	1	1	0	16	1	1	0	16										
TOTAL															124	8	6	0	139	TOTAL					139	T. GERAL			139	0	139			
Equivalência															1	0,33	2	3	Equivalência					1	0,33	2	3	T. GERAL			1	0,33	2	3

Fator Hora Pico (FHP) **0,84**

FHP>0,75 | Aprovado

HORÁRIO	C1			C2			C3			C4			TOTAL			TOTAL (EQ.) GERAL -																		
	início	fim		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3		Ca	Mo	D2/C2	C3														
17:00	17:15	18	1	0	0	4	0	0	0	0	0	16	1	0	0	40	3	0	0	41	3	0	0	41										
17:15	17:30	22	2	1	0	4	0	0	0	0	0	19	1	0	0	49	4	1	0	52	4	1	0	52										
17:30	17:45	26	2	1	0	5	0	0	0	0	0	23	1	0	0	58	3	1	0	62	3	1	0	62										
17:45	18:00	31	2	1	0	6	0	0	0	0	0	28	1	1	0	71	4	2	0	76	4	2	0	76										
18:00	18:15	38	2	0	0	8	0	0	0	0	0	33	2	0	0	85	5	0	0	87	5	0	0	87										
18:15	18:30	34	2	0	0	7	0	0	0	0	0	30	1	0	0	77	3	0	0	79	3	0	0	79										
18:30	18:45	30	1	1	0	6	0	0	0	0	0	27	1	1	0	68	2	1	0	72	2	1	0	72										
18:45	19:00	23	1	0	0	5	0	0	0	0	0	21	0	0	0	53	2	0	0	53	2	0	0	53										
TOTAL															500	25	6	0	521	TOTAL					521	T. GERAL			521	0	521			
Equivalência															1	0,33	2	3	Equivalência					1	0,33	2	3	T. GERAL			1	0,33	2	3

Fator Hora Pico (FHP) **0,90**

FHP>0,75 | Aprovado

Dias: 28/03, 29/03 e 30/03/2023



**Figura 14. Ponto de Contagem 4.**

Fonte: Google Earth / Elaborado por: GLOBAL VIAS.





# RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

PONTO 4 - 29/03/2023

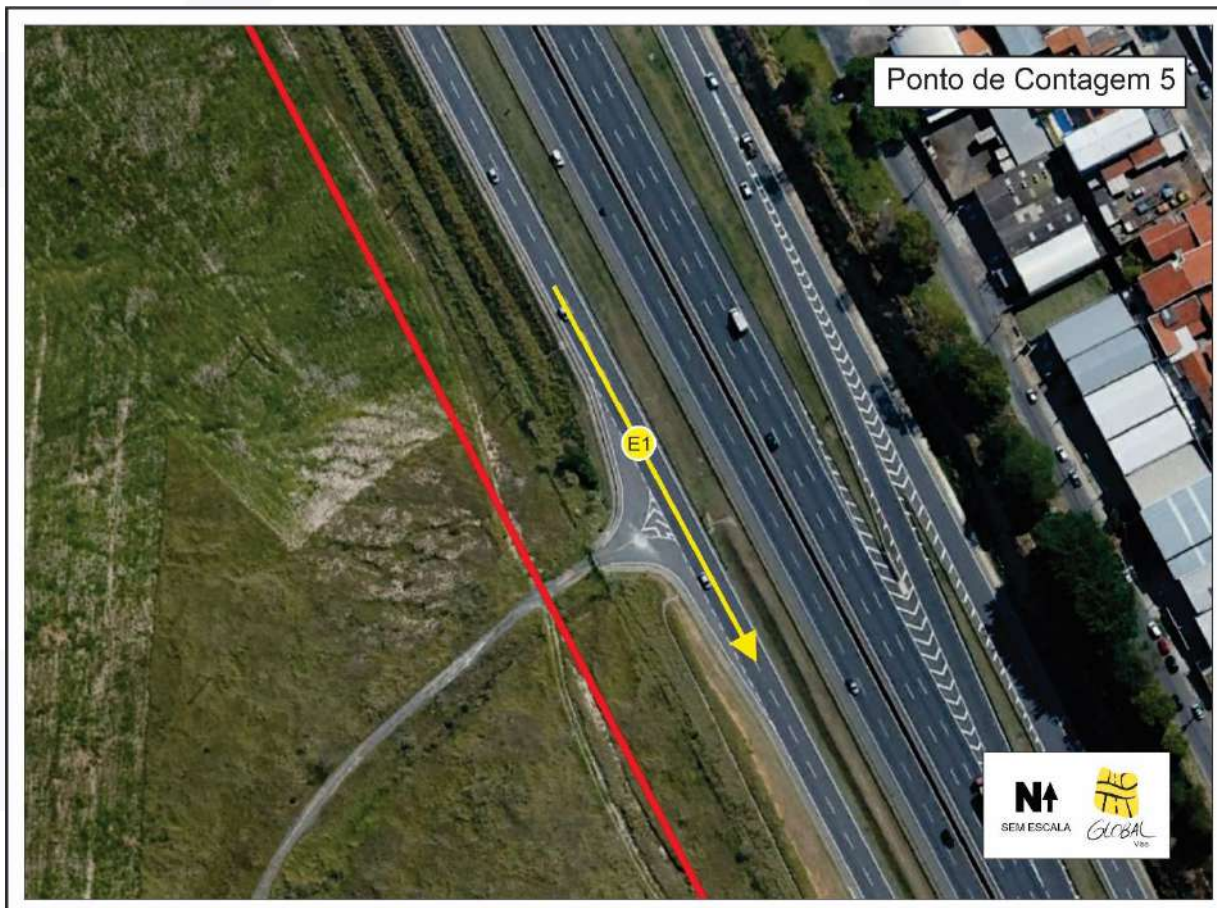
HORARIO	U1		U2		U3		U4		U5		U6		U7		U8		U9		U10		TOTAL	
	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL (FC)																						
GERAL -																						
PERÍODO																						
07:00																						
07:15																						
07:30																						
07:45																						
08:00																						
08:15																						
08:30																						
08:45																						
09:00																						
Faixa Hora Pico (FHP)																						
FHP>0.75																						
Aprovado																						

HORARIO	D1		D2		D3		D4		D5		D6		D7		D8		D9		D10		TOTAL	
	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL (FC)																						
GERAL -																						
PERÍODO																						
07:00																						
07:15																						
07:30																						
07:45																						
08:00																						
08:15																						
08:30																						
08:45																						
09:00																						
Faixa Hora Pico (FHP)																						
FHP>0.75																						
Aprovado																						

HORARIO	E1		E2		E3		E4		E5		E6		E7		E8		E9		E10		TOTAL	
	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt	Ca	Mt
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL (FC)																						
GERAL -																						
PERÍODO																						
07:00																						
07:15																						
07:30																						
07:45																						
08:00																						
08:15																						
08:30																						
08:45																						
09:00																						
Faixa Hora Pico (FHP)																						
FHP>0.75																						
Aprovado																						



**Dias:** 23/05, 24/05 e 25/05/2023



**Figura 15. Ponto de Contagem 5.**

Fonte: Google Earth / Elaborado por: GLOBAL VIAS.



PONTO 5 - 23/05/2023

HORÁRIO	início	fim	E1			TOTAL			TOTAL EQUIV.	
			Ca	Mo	O2IC2	C3	Ca	Mo		O2IC2
07:00	07:15	396	60	27	0	396	60	27	0	470
07:15	07:30	381	52	40	0	381	52	40	0	478
07:30	07:45	354	23	42	0	354	23	42	0	446
07:45	08:00	305	23	37	0	305	23	37	0	387
08:00	08:15	325	21	49	0	325	21	49	0	430
08:15	08:30	294	30	35	0	294	30	35	0	374
08:30	08:45	298	22	32	0	298	22	32	0	369
08:45	09:00	292	26	27	0	292	26	27	0	355
TOTAL			2645	257	289	0	3191			
T. GERAL			1	0,33	2	3				
Equivalência										

PERÍODO	TOTAL (EQ.) GERAL -	
		07:00 - 08:00
07:15 - 08:15	1741	
07:30 - 08:30	1636	
07:45 - 08:45	1560	
08:00 - 09:00	1528	
TOTAL (EQ.) GERAL -		1781

Fator Hora Pico (FHP) **0,93**  
FHP > 0,75 | Aprovado

HORÁRIO	início	fim	E1			TOTAL			TOTAL EQUIV.	
			Ca	Mo	O2IC2	C3	Ca	Mo		O2IC2
11:00	11:15	307	27	29	0	307	27	29	0	374
11:15	11:30	334	35	42	0	334	35	42	0	430
11:30	11:45	311	33	43	0	311	33	43	0	408
11:45	12:00	352	31	38	0	352	31	38	0	438
12:00	12:15	341	43	52	0	341	43	52	0	459
12:15	12:30	361	44	51	0	361	44	51	0	478
12:30	12:45	334	36	42	0	334	36	42	0	430
12:45	13:00	317	29	33	0	317	29	33	0	393
TOTAL			2657	278	330	0	3410			
T. GERAL			1	0,33	2	3				
Equivalência										

PERÍODO	TOTAL (EQ.) GERAL -	
		11:00 - 12:00
11:15 - 12:15	1735	
11:30 - 12:30	1783	
11:45 - 12:45	1805	
12:00 - 13:00	1760	
TOTAL (EQ.) GERAL -		1805

Fator Hora Pico (FHP) **0,94**  
FHP > 0,75 | Aprovado

HORÁRIO	início	fim	E1			TOTAL			TOTAL EQUIV.	
			Ca	Mo	O2IC2	C3	Ca	Mo		O2IC2
17:00	17:15	416	71	29	0	416	71	29	0	498
17:15	17:30	404	66	41	0	404	66	41	0	508
17:30	17:45	378	38	43	0	378	38	43	0	477
17:45	18:00	320	33	39	0	320	33	39	0	409
18:00	18:15	350	29	50	0	350	29	50	0	460
18:15	18:30	305	41	45	0	305	41	45	0	409
18:30	18:45	317	32	44	0	317	32	44	0	416
18:45	19:00	311	35	35	0	311	35	35	0	393
TOTAL			2801	345	326	0	3568			
T. GERAL			1	0,33	2	3				
Equivalência										

PERÍODO	TOTAL (EQ.) GERAL -	
		17:00 - 18:00
17:15 - 18:15	1853	
17:30 - 18:30	1754	
17:45 - 18:45	1693	
18:00 - 19:00	1677	
TOTAL (EQ.) GERAL -		1891

Fator Hora Pico (FHP) **0,93**  
FHP > 0,75 | Aprovado

PONTO 5 - 24/05/2023

HORÁRIO	E1				TOTAL			TOTAL EQUIV.		
	inicio	fim	Ca	Mo	D2/C2	C3	C3			
07:00	07:15	238	36	16	0	238	36	16	0	282
07:15	07:30	229	31	24	0	229	31	24	0	287
07:30	07:45	212	14	25	0	212	14	25	0	267
07:45	08:00	183	14	22	0	183	14	22	0	232
08:00	08:15	195	13	29	0	195	13	29	0	258
08:15	08:30	176	18	21	0	176	18	21	0	224
08:30	08:45	179	13	19	0	179	13	19	0	222
08:45	09:00	175	16	16	0	175	16	16	0	213
TOTAL		1587			154	173	0	1985		
T. GERAL		1915								
Equivalência		1	0,33	2	3					

Fator Hora Pico (FHP) **0,93**

FHP>0,75 | Aprovado

PERÍODO	TOTAL (EQ.) GERAL -
07:00 - 08:00	1068
07:15 - 08:15	1044
07:30 - 08:30	982
07:45 - 08:45	936
08:00 - 09:00	917
	1068

HORÁRIO	E1				TOTAL			TOTAL EQUIV.		
	inicio	fim	Ca	Mo	D2/C2	C3	C3			
11:00	11:15	276	24	26	0	276	24	26	0	337
11:15	11:30	301	32	38	0	301	32	38	0	387
11:30	11:45	280	30	39	0	280	30	39	0	367
11:45	12:00	317	28	34	0	317	28	34	0	395
12:00	12:15	307	39	47	0	307	39	47	0	413
12:15	12:30	325	40	46	0	325	40	46	0	430
12:30	12:45	301	32	38	0	301	32	38	0	387
12:45	13:00	285	26	30	0	285	26	30	0	353
TOTAL		2391			250	297	0	3069		
T. GERAL		2939								
Equivalência		1	0,33	2	3					

Fator Hora Pico (FHP) **0,94**

FHP>0,75 | Aprovado

PERÍODO	TOTAL (EQ.) GERAL -
11:00 - 12:00	1485
11:15 - 12:15	1562
11:30 - 12:30	1605
11:45 - 12:45	1625
12:00 - 13:00	1584
	1625

HORÁRIO	E1				TOTAL			TOTAL EQUIV.		
	inicio	fim	Ca	Mo	D2/C2	C3	C3			
17:00	17:15	312	53	22	0	312	53	22	0	373
17:15	17:30	303	50	31	0	303	50	31	0	381
17:30	17:45	284	29	32	0	284	29	32	0	358
17:45	18:00	240	25	29	0	240	25	29	0	307
18:00	18:15	263	22	38	0	263	22	38	0	345
18:15	18:30	229	31	34	0	229	31	34	0	307
18:30	18:45	238	24	33	0	238	24	33	0	312
18:45	19:00	233	26	26	0	233	26	26	0	295
TOTAL		2101			259	245	0	2676		
T. GERAL		2604								
Equivalência		1	0,33	2	3					

Fator Hora Pico (FHP) **0,93**

FHP>0,75 | Aprovado

PERÍODO	TOTAL (EQ.) GERAL -
17:00 - 18:00	1419
17:15 - 18:15	1390
17:30 - 18:30	1316
17:45 - 18:45	1270
18:00 - 19:00	1258
	1419

**PONTO 5 - 25/05/2023**

HORÁRIO	E1			TOTAL			TOTAL EQUIV.				
	início fim	Ca	Mo	D2/C2	C3	Ca		Mo	D2/C2	C3	
07:00	07:15	317	48	22	0	317	48	22	0	376	
07:15	07:30	305	42	32	0	305	42	32	0	383	
07:30	07:45	283	18	34	0	283	18	34	0	307	
07:45	08:00	244	18	30	0	244	18	30	0	309	
08:00	08:15	260	17	39	0	260	17	39	0	344	
08:15	08:30	235	24	28	0	235	24	28	0	299	
08:30	08:45	238	18	26	0	238	18	26	0	295	
08:45	09:00	234	21	22	0	234	21	22	0	284	
TOTAL							2116	206	231	0	2647
T. GERAL							2553				
Equivalência							1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
07:00 - 08:00	1425
07:15 - 08:15	1393
07:30 - 08:30	1309
07:45 - 08:45	1248
08:00 - 09:00	1222

Fator Hora Pico (FHP) **0,93**

FHP>0,75 | Aprovado

HORÁRIO	E1			TOTAL			TOTAL EQUIV.				
	início fim	Ca	Mo	D2/C2	C3	Ca		Mo	D2/C2	C3	
11:00	11:15	215	19	20	0	215	19	20	0	262	
11:15	11:30	234	25	29	0	234	25	29	0	301	
11:30	11:45	218	23	30	0	218	23	30	0	286	
11:45	12:00	246	22	27	0	246	22	27	0	307	
12:00	12:15	239	30	36	0	239	30	36	0	322	
12:15	12:30	253	31	36	0	253	31	36	0	334	
12:30	12:45	234	25	29	0	234	25	29	0	301	
12:45	13:00	222	20	23	0	222	20	23	0	275	
TOTAL							1860	195	231	0	2387
T. GERAL							2286				
Equivalência							1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
11:00 - 12:00	1155
11:15 - 12:15	1215
11:30 - 12:30	1248
11:45 - 12:45	1264
12:00 - 13:00	1232

Fator Hora Pico (FHP) **0,94**

FHP>0,75 | Aprovado

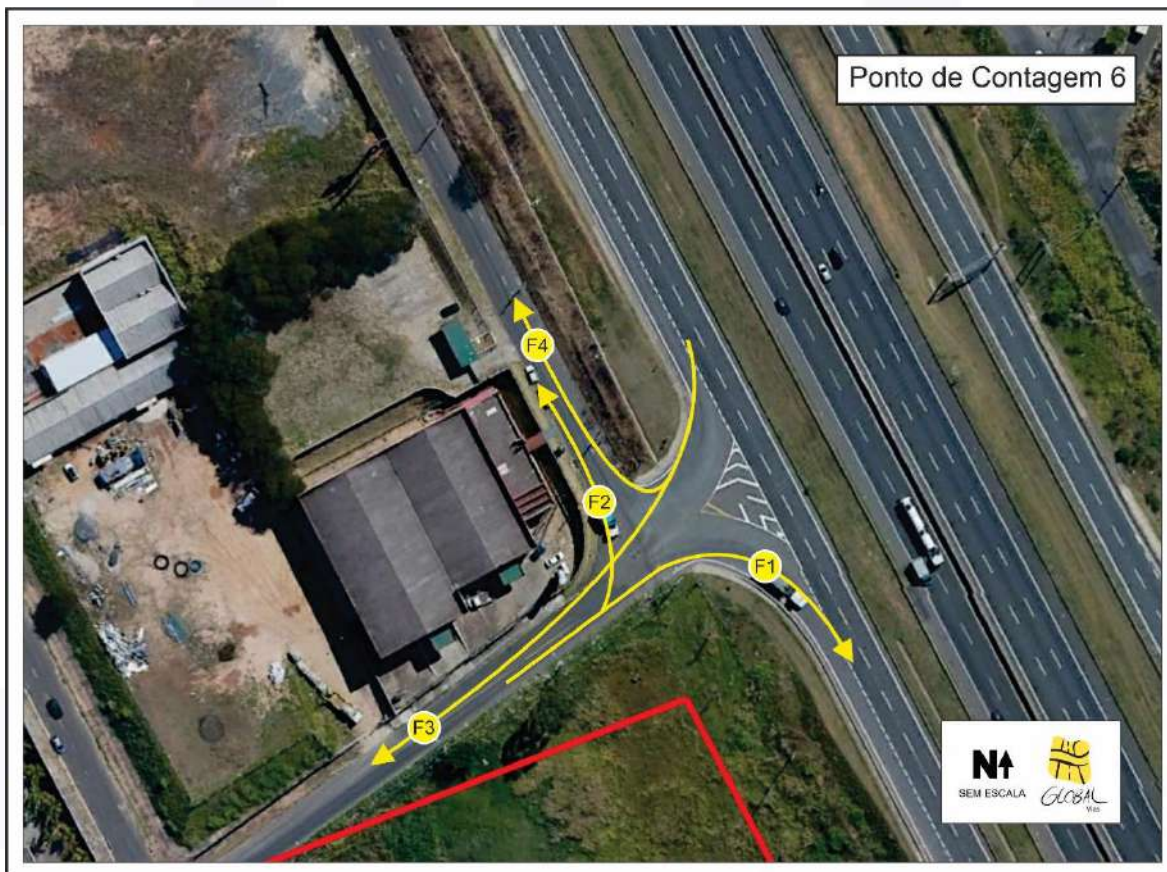
HORÁRIO	E1			TOTAL			TOTAL EQUIV.				
	início fim	Ca	Mo	D2/C2	C3	Ca		Mo	D2/C2	C3	
17:00	17:15	374	64	26	0	374	64	26	0	448	
17:15	17:30	364	59	37	0	364	59	37	0	457	
17:30	17:45	340	34	39	0	340	34	39	0	429	
17:45	18:00	288	30	35	0	288	30	35	0	368	
18:00	18:15	315	26	45	0	315	26	45	0	414	
18:15	18:30	275	37	41	0	275	37	41	0	368	
18:30	18:45	285	29	40	0	285	29	40	0	374	
18:45	19:00	280	32	32	0	280	32	32	0	353	
TOTAL							2521	311	293	0	3111
T. GERAL							3125				
Equivalência							1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
17:00 - 18:00	1702
17:15 - 18:15	1668
17:30 - 18:30	1579
17:45 - 18:45	1524
18:00 - 19:00	1509

Fator Hora Pico (FHP) **0,93**

FHP>0,75 | Aprovado

**Dias:** 23/05, 24/05 e 25/05/2023



**Figura 16. Ponto de Contagem 6.**  
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 6 - 27/06

HORÁRIO	F1		F2		F3		F4		TOTAL			TOTAL EQUIV.				
	início	fim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca		Mo	D2/C2	C3	
07:00	07:15	3	2	0	0	1	3	0	0	1	0	0	0	0	0	9
07:15	07:30	3	2	1	0	2	2	0	1	0	0	1	0	0	0	13
07:30	07:45	4	2	1	0	2	1	0	0	3	2	1	0	0	0	20
07:45	08:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
08:00	08:15	4	1	1	0	0	0	0	0	2	0	0	0	0	0	13
08:15	08:30	5	1	1	0	1	0	0	0	3	1	2	0	0	0	17
08:30	08:45	5	3	2	0	3	2	0	0	4	3	2	0	0	0	28
08:45	09:00	2	2	1	0	0	0	0	0	1	0	0	0	0	0	6
TOTAL											66	35	17	0	112	
T. GERAL											118					
Equivalência											1	0,33	2	3		

PERÍODO	TOTAL (EQ.) GERAL -
07:00 - 08:00	48
07:15 - 08:15	52
07:30 - 08:30	56
07:45 - 08:45	64
08:00 - 09:00	64

Fator Hora Pico (FHP) **0,57**  
FHP > 0,75 | **Aprovado**

HORÁRIO	F1		F2		F3		F4		TOTAL			TOTAL EQUIV.				
	início	fim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca		Mo	D2/C2	C3	
11:00	11:15	14	4	5	0	1	6	1	0	0	0	0	0	0	0	51
11:15	11:30	14	1	1	0	0	0	0	0	0	0	0	0	0	0	32
11:30	11:45	12	2	5	0	3	0	0	0	2	1	0	0	0	0	36
11:45	12:00	17	2	6	0	6	2	2	0	0	0	0	0	0	0	48
12:00	12:15	17	1	8	0	7	1	2	0	1	0	0	0	0	0	50
12:15	12:30	13	3	4	0	4	5	1	0	3	0	1	0	0	0	49
12:30	12:45	20	2	6	0	6	5	1	0	3	0	0	0	0	0	50
12:45	13:00	10	1	1	0	0	0	0	0	0	0	0	0	0	0	21
TOTAL											202	49	59	0	336	
T. GERAL											310					
Equivalência											1	0,33	2	3		

PERÍODO	TOTAL (EQ.) GERAL -
11:00 - 12:00	167
11:15 - 12:15	166
11:30 - 12:30	182
11:45 - 12:45	196
12:00 - 13:00	169

Fator Hora Pico (FHP) **0,96**  
FHP > 0,75 | **Aprovado**

HORÁRIO	F1		F2		F3		F4		TOTAL			TOTAL EQUIV.				
	início	fim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca		Mo	D2/C2	C3	
17:00	17:15	17	1	6	0	15	2	1	0	3	1	2	0	0	0	62
17:15	17:30	44	1	6	0	15	1	1	0	4	2	0	0	0	0	106
17:30	17:45	58	1	4	0	21	2	0	0	4	0	1	0	0	0	113
17:45	18:00	34	1	1	0	16	1	1	0	4	0	0	0	0	0	75
18:00	18:15	26	5	1	0	11	3	1	0	5	0	1	0	0	0	65
18:15	18:30	33	3	1	0	7	3	0	0	11	3	1	0	0	0	75
18:30	18:45	21	3	1	0	11	1	0	0	4	0	0	0	0	0	52
18:45	19:00	20	5	1	0	7	3	0	0	7	2	1	0	0	0	49
TOTAL											507	58	36	0	588	
T. GERAL											601					
Equivalência											1	0,33	2	3		

PERÍODO	TOTAL (EQ.) GERAL -
17:00 - 18:00	356
17:15 - 18:15	<b>359</b>
17:30 - 18:30	328
17:45 - 18:45	268
18:00 - 19:00	242

Fator Hora Pico (FHP) **0,80**  
FHP > 0,75 | **Aprovado**

PONTO 6 - 28/06

HORÁRIO	F1			F2			F3			F4			TOTAL			TOTAL EQUIV.			
	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2				
07:00	2	1	0	1	1	0	1	2	0	0	1	0	0	0	0	0	5		
07:15	2	1	0	1	1	0	1	0	1	0	1	0	0	0	0	0	8		
07:30	2	1	0	1	1	0	2	1	0	1	0	0	0	0	0	0	12		
07:45	2	1	0	1	1	0	2	1	0	0	0	0	0	0	0	0	4		
08:00	2	1	0	1	1	0	1	1	0	0	0	0	0	0	0	0	8		
08:15	2	1	0	1	1	0	1	1	0	0	0	0	0	0	0	0	8		
08:30	3	1	0	1	1	0	2	1	0	1	0	0	0	0	0	0	10		
08:45	3	2	1	0	2	1	0	2	1	0	0	0	0	0	0	0	17		
08:50	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3		
08:55	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3		
<b>TOTAL</b>															40	21	10	0	67
<b>T. GERAL</b>															71				
<b>Equivalência</b>															1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
07:00 - 08:00	29
07:15 - 08:15	31
07:30 - 08:30	33
07:45 - 08:45	38
08:00 - 09:00	38

Fator Hora Pico (FHP) **0,57**  
FHP > 0,75 | Aprovado

HORÁRIO	F1			F2			F3			F4			TOTAL			TOTAL EQUIV.			
	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2				
11:00	13	4	5	0	10	5	1	0	2	0	1	0	0	0	0	0	46		
11:15	13	1	5	0	2	1	1	0	0	1	0	0	0	15	3	6	29		
11:30	11	2	5	0	3	0	0	0	0	0	0	0	0	22	5	0	32		
11:45	15	2	5	0	5	2	2	0	0	1	0	0	0	23	5	9	43		
12:00	15	1	7	0	6	1	2	0	0	0	0	0	0	26	3	9	45		
12:15	12	3	4	0	4	5	1	0	3	0	1	0	0	24	10	8	44		
12:30	18	2	5	0	5	5	1	0	3	0	0	0	0	30	7	6	45		
12:45	9	1	1	0	0	1	0	0	0	0	1	0	0	13	3	0	19		
<b>TOTAL</b>															182	44	53	0	303
<b>T. GERAL</b>															279				
<b>Equivalência</b>															1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
11:00 - 12:00	150
11:15 - 12:15	149
11:30 - 12:30	164
11:45 - 12:45	177
12:00 - 13:00	152

Fator Hora Pico (FHP) **0,96**  
FHP > 0,75 | Aprovado

HORÁRIO	F1			F2			F3			F4			TOTAL			TOTAL EQUIV.			
	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2	Ca	Mo	D2/C2				
17:00	13	1	5	0	11	2	1	0	2	0	0	0	0	31	3	8	47		
17:15	33	1	5	0	11	1	1	0	3	2	0	0	0	65	7	6	80		
17:30	44	1	3	0	16	2	0	0	3	0	1	0	0	74	4	5	85		
17:45	26	1	1	0	12	1	1	0	3	0	0	0	0	53	2	2	56		
18:00	20	4	1	0	8	2	1	0	4	0	1	0	0	41	8	3	49		
18:15	25	2	1	0	5	2	0	0	8	2	1	0	0	49	10	2	57		
18:30	16	2	1	0	8	1	0	0	3	0	0	0	0	37	3	1	39		
18:45	15	4	1	0	5	2	0	0	5	2	1	0	0	32	8	2	37		
<b>TOTAL</b>															380	44	27	0	449
<b>T. GERAL</b>															451				
<b>Equivalência</b>															1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
17:00 - 18:00	267
17:15 - 18:15	269
17:30 - 18:30	246
17:45 - 18:45	201
18:00 - 19:00	182

Fator Hora Pico (FHP) **0,80**  
FHP > 0,75 | Aprovado

PONTO 6 - 29/06

HORÁRIO	F1			F2			F3			F4			TOTAL			TOTAL EQUIV.					
	início	fim		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3		Ca	Mo	D2/C2	C3	
07:00	07:15	2	2	0	0	2	1	0	0	2	0	1	0	0	0	6	5	0	0	7	
07:15	07:30	2	2	1	0	2	2	0	1	2	0	1	0	0	0	6	3	2	0	11	
07:30	07:45	3	2	1	0	2	1	0	2	2	1	0	1	0	10	4	2	0	16		
07:45	08:00	2	2	1	0	1	0	0	0	1	0	0	0	0	2	2	1	0	5		
08:00	08:15	3	1	0	0	1	0	0	2	1	0	0	0	0	6	2	2	0	10		
08:15	08:30	4	1	0	0	1	0	0	2	1	2	0	1	1	8	2	2	0	14		
08:30	08:45	4	2	2	0	2	2	0	3	2	2	0	2	1	12	7	4	0	22		
08:45	09:00	2	2	1	0	0	0	0	1	0	0	0	0	0	2	2	1	0	5		
<b>TOTAL</b>																	53	28	14	0	89
<b>T. GERAL</b>																	94				
<b>Equivalência</b>																	1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
07:00 - 08:00	38
07:15 - 08:15	42
07:30 - 08:30	45
07:45 - 08:45	51
08:00 - 09:00	51

Fator Hora Pico (FHP) **0,57**  
FHP > 0,75 | Aprovado

HORÁRIO	F1			F2			F3			F4			TOTAL			TOTAL EQUIV.					
	início	fim		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3		Ca	Mo	D2/C2	C3	
11:00	11:15	10	3	4	0	8	4	1	0	4	0	1	0	0	22	7	6	0	36		
11:15	11:30	10	1	4	0	1	1	0	0	1	0	1	0	0	12	2	5	0	22		
11:30	11:45	8	1	4	0	2	0	0	0	1	0	0	0	0	17	4	4	0	25		
11:45	12:00	12	1	4	0	4	1	0	1	0	0	0	0	0	18	4	7	0	34		
12:00	12:15	12	1	6	0	5	1	0	1	0	0	0	0	0	20	2	7	0	35		
12:15	12:30	9	2	3	0	3	4	1	0	2	0	1	0	0	19	8	6	0	34		
12:30	12:45	14	1	4	0	4	4	1	0	2	0	0	0	0	23	6	5	0	35		
12:45	13:00	7	1	1	0	0	1	0	0	0	0	1	0	0	10	2	2	0	15		
<b>TOTAL</b>																	141	34	41	0	235
<b>T. GERAL</b>																	217				
<b>Equivalência</b>																	1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
11:00 - 12:00	117
11:15 - 12:15	116
11:30 - 12:30	128
11:45 - 12:45	137
12:00 - 13:00	119

Fator Hora Pico (FHP) **0,96**  
FHP > 0,75 | Aprovado

HORÁRIO	F1			F2			F3			F4			TOTAL			TOTAL EQUIV.					
	início	fim		Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3		Ca	Mo	D2/C2	C3	
17:00	17:15	15	1	5	0	14	2	1	0	3	1	2	0	0	37	4	9	0	56		
17:15	17:30	40	1	5	0	14	1	1	0	4	2	0	0	22	8	7	0	95			
17:30	17:45	52	1	4	0	19	2	0	0	4	0	1	0	14	2	1	0	101			
17:45	18:00	31	1	1	0	14	1	1	0	4	0	0	0	14	1	0	0	68			
18:00	18:15	23	5	1	0	10	3	1	0	5	0	1	0	11	2	1	0	59			
18:15	18:30	30	3	1	0	6	3	0	0	10	3	1	0	13	4	1	0	68			
18:30	18:45	19	3	1	0	10	1	0	0	4	0	0	0	12	4	1	0	47			
18:45	19:00	18	5	1	0	6	3	0	0	6	2	1	0	7	0	0	0	44			
<b>TOTAL</b>																	456	52	32	0	539
<b>T. GERAL</b>																	541				
<b>Equivalência</b>																	1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
17:00 - 18:00	320
17:15 - 18:15	323
17:30 - 18:30	296
17:45 - 18:45	241
18:00 - 19:00	218

Fator Hora Pico (FHP) **0,80**  
FHP > 0,75 | Aprovado



## RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

### 7.2 Memorial de Análise - Relatório Vistro: Cenário Atual sem o Empreendimento



## SWISS PARK - FAZENDA TAUBATÉ I

Vistro File: R:\...VISTRO - SWISS PARK\_Taubaté I.vistro Scenario 1 SITUAÇÃO ATUAL SEM O EMPREENDIMENTO

Report File: R:\...1 SITUAÇÃO ATUAL SEM O

31/07/2023

EMPREENDIMENTO.pdf

## Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1 - Alça Av. São José dos Campos	Two-way stop	HCM 2010	NB Thru	0,024	0,0	A
2	Ponto 1 - Saída para Av. São José dos Campos	Two-way stop	HCM 2010	NB Thru	0,024	0,0	A
3	Ponto 1 - Retorno Balão da Torre	Two-way stop	HCM 2010	WB Thru	0,701	11,7	B
4	Ponto 1 - Entrada Rod. Anhanguera	Two-way stop	HCM 2010	SB Thru	2,029	492,5	F
5	Ponto 1 - Saída Rod. Anhanguera	Two-way stop	HCM 2010	NB Thru	0,024	0,0	A
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	Two-way stop	HCM 2010	WB Left	0,010	0,0	A
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	Two-way stop	HCM 2010	EB Thru	5,054	731,2	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	Two-way stop	HCM 2010	SB Left	0,017	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	Two-way stop	HCM 2010	NB Thru	19,634	4.033,2	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	Two-way stop	HCM 2010	WB Thru	0,004	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	Two-way stop	HCM 2010	NB Thru	0,737	15,8	C
12	Ponto 2 - Rotatória - Saída Swiss Office	Two-way stop	HCM 2010	NB Thru	0,004	0,0	A
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	Two-way stop	HCM 2010	WB Left	0,002	0,0	A
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	Two-way stop	HCM 2010	SB Thru	0,425	11,7	B
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	Two-way stop	HCM 2010	WB Left	0,002	0,0	A
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França	Two-way stop	HCM 2010	EB Right	0,743	18,5	C

	Rangel						
17	Ponto 3 - Retorno - Av. Antônio Artioli	Two-way stop	HCM 2010	EB Thru	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	Two-way stop	HCM 2010	NB Left	0,038	9,1	A
19	Ponto 3 - Av. Antônio Artioli	Two-way stop	HCM 2010	WB Thru	0,002	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	Two-way stop	HCM 2010	SB Left	0,037	9,5	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	Two-way stop	HCM 2010	WB Thru	0,001	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	Two-way stop	HCM 2010	SB Left	0,056	9,6	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,011	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	Two-way stop	HCM 2010	EB Left	0,188	15,1	C
25	Ponto 4 - Retorno - Rod. Lix da Cunha	Two-way stop	HCM 2010	SB Thru	0,007	0,0	A
26	Ponto 4 - Entrada - Av. Roque Melilo	Two-way stop	HCM 2010	EB Right	0,092	11,1	B
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	Two-way stop	HCM 2010	SB Thru	0,008	0,0	A
28	Ponto 4 - Saída - Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,658	28,5	D
29	Ponto 4 - Retorno - Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,011	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	Two-way stop	HCM 2010	WB Left	0,186	12,2	B
31	Ponto 4 - Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,011	0,0	A
32	Rodovia Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,011	0,0	A
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Left	0,008	0,0	A
34	R. Dr. Argemiro Orlando Dotto	Two-way stop	HCM 2010	NB Thru	0,003	0,0	A
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	Two-way stop	HCM 2010	NB Left	0,065	7,7	A
36	Entrada - Rodovia Anhanguera	Two-way stop	HCM 2010	SB Thru	0,021	0,0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For



all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Ponto 1 - Alça Av. São José dos Campos**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,024

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑		↱			
Lane Configuration	↑↑		↱			
Turning Movement	Left	Thru	Thru	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	2101	0	513	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,03	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2101	0	513	0	0
Peak Hour Factor	1,0000	0,8900	1,0000	0,8900	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	590	0	144	0	0
Total Analysis Volume [veh/h]	0	2361	0	576	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,02	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS		A		A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 2: Ponto 1 - Saída para Av. São José dos Campos**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,024

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	61	2101	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,05	2,03	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	2101	0	0	0	0
Peak Hour Factor	0,8900	0,8900	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	17	590	0	0	0	0
Total Analysis Volume [veh/h]	69	2361	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,02	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 3: Ponto 1 - Retorno Balão da Torre**

Control Type:	Two-way stop	Delay (sec / veh):	11,7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,701

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙↘				↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	61	0	0	0	0	513
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,05	2,00	2,00	2,00	2,00	2,05
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	0	0	0	0	513
Peak Hour Factor	0,8900	1,0000	1,0000	1,0000	1,0000	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	17	0	0	0	0	144
Total Analysis Volume [veh/h]	69	0	0	0	0	576
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,70
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	11,73
Movement LOS	A					B
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	1,58
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	12,06
d_A, Approach Delay [s/veh]	0,00		0,00		11,73	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	10,47					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 4: Ponto 1 - Entrada Rod. Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	492,5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2,029

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach			↑		↙ ↘	
Lane Configuration						
Turning Movement	Thru	Thru	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		Yes		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	0	770	513	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,03	2,03	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	770	513	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8900	0,8900	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	216	144	0
Total Analysis Volume [veh/h]	0	0	0	865	576	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	2,03	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	492,50	0,00	0,00
Movement LOS				F	A	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	60,22	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	458,85	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		492,50		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	295,64					
Intersection LOS	F					

**Intersection Level Of Service Report**  
**Intersection 5: Ponto 1 - Saída Rod. Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,024

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	2162	1504	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,03	2,25	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2162	1504	0	0	0	0
Peak Hour Factor	0,8900	0,8900	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	607	422	0	0	0	0
Total Analysis Volume [veh/h]	2429	1690	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,02	0,02	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 6: Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,010

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	899	385
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,03	2,03
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	899	385
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8900	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	253	108
Total Analysis Volume [veh/h]	0	0	0	0	1010	433
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artoli**

Control Type:	Two-way stop	Delay (sec / veh):	731,2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5,054

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration			↑↑		↱↱	
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	899	0	0	1079
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,03	2,00	2,00	2,03
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	899	0	0	1079
Peak Hour Factor	1,0000	1,0000	0,8900	1,0000	1,0000	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	253	0	0	303
Total Analysis Volume [veh/h]	0	0	1010	0	0	1212
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,01	0,00	0,00	5,05
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	731,22
Movement LOS			A			F
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	50,29
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	383,24
d_A, Approach Delay [s/veh]	0,00		0,00		731,22	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	398,85					
Intersection LOS	F					

**Intersection Level Of Service Report**  
**Intersection 8: Ponto 1 - Av. Dermival Bernardes Siqueira**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,017

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	1483	495	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,05	2,03	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1483	495	0	0
Peak Hour Factor	1,0000	1,0000	0,8900	0,8900	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	417	139	0	0
Total Analysis Volume [veh/h]	0	0	1666	556	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,02	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermal Bernardes Siqueira**

Control Type:	Two-way stop	Delay (sec / veh):	4.033,2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	19,634

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑				↙↘	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	2183	0	0	1483	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2183	0	0	1483	0
Peak Hour Factor	1,0000	0,8900	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	613	0	0	371	0
Total Analysis Volume [veh/h]	0	2453	0	0	1483	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	19,63	0,00	0,00	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	4033,22	0,00	0,00	0,00	0,00
Movement LOS		F			A	
95th-Percentile Queue Length [veh/ln]	0,00	140,96	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	1074,10	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	4033,22		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	2513,59					
Intersection LOS	F					

**Intersection Level Of Service Report****Intersection 10: Ponto 2 - Av. Antônio Artoli - Acesso Swiss Office**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,004

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration					<b>1T</b>	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	385	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,03	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	385	0
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8900	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	108	0
Total Analysis Volume [veh/h]	0	0	0	0	433	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report**  
**Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office**

Control Type:	Two-way stop	Delay (sec / veh):	15,8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,737

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28			48,28			48,28			48,28		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	354	34	0	0	0	0	354	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	1,12	2,25	2,00	2,00	2,00	2,00	1,12	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	354	34	0	0	0	0	354	0	0	0	0
Peak Hour Factor	1,0000	0,8900	0,8900	1,0000	1,0000	1,0000	1,0000	0,8900	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	99	10	0	0	0	0	99	0	0	0	0
Total Analysis Volume [veh/h]	0	398	38	0	0	0	0	398	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No			
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,74	0,05	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	15,81	13,26	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS		C	B					A				
95th-Percentile Queue Length [veh/ln]	0,00	1,85	1,77	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	14,12	13,49	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	15,59			0,00			0,00			0,00		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	8,15											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,004

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙ ↘				↑ ↓	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	354	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,12	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	354	0	0	0	0	0
Peak Hour Factor	0,8900	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	99	0	0	0	0	0
Total Analysis Volume [veh/h]	398	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	9,45
Movement LOS	A					A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		9,45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 13: Ponto 2 - Rotatória - Saída Av. Antônio Artoli**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,002

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Left	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	192	162
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	1,12	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	192	162
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8900	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	54	41
Total Analysis Volume [veh/h]	0	0	0	0	216	162
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**

**Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	11,7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,425

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↻↻				↕↕	
Turning Movement	Left	Thru	Thru	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	258	0	0	192	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	1,28	2,00	2,00	1,12	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	258	0	0	192	0
Peak Hour Factor	1,0000	0,8900	1,0000	1,0000	0,8900	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	72	0	0	54	0
Total Analysis Volume [veh/h]	0	290	0	0	216	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,42	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	11,69	0,00	0,00	0,00	0,00
Movement LOS		B			A	
95th-Percentile Queue Length [veh/ln]	0,00	0,80	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	6,10	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	11,69		0,00		0,00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6,70					
Intersection LOS	B					

**Intersection Level Of Service Report****Intersection 15: Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,002

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	212	46
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	1,11	2,03
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	212	46
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8900	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	60	13
Total Analysis Volume [veh/h]	0	0	0	0	238	52
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report**

**Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel**

Control Type:	Two-way stop	Delay (sec / veh):	18,5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,743

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28			48,28			48,28			48,28		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	0	0	88	124	0	0	268	647	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	1,11	1,28	2,00	2,00	2,03	2,03	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	88	124	0	0	268	647	0	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8900	0,8900	1,0000	1,0000	0,8900	0,8900	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	25	35	0	0	75	182	0	0	0
Total Analysis Volume [veh/h]	0	0	0	99	139	0	0	301	727	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,52	0,74	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	17,62	18,46	0,00	0,00	0,00
Movement LOS				A	A			C	C			
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	2,96	7,07	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	22,59	53,86	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00			0,00			18,22			0,00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	14,79											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 17: Ponto 3 - Retorno - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,003

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	31	258	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	1,28	1,28	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	31	258	0	0
Peak Hour Factor	1,0000	1,0000	0,9000	0,9000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	9	72	0	0
Total Analysis Volume [veh/h]	0	0	34	287	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	9,1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,038

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙ ↘				↑ ↓	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	31	0	0	0	0	162
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,28	2,00	2,00	2,00	2,00	1,12
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	0	162
Peak Hour Factor	0,9000	1,0000	1,0000	1,0000	1,0000	0,9000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	9	0	0	0	0	45
Total Analysis Volume [veh/h]	34	0	0	0	0	180
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,04	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	9,07	0,00	0,00	0,00	0,00	0,00
Movement LOS	A					A
95th-Percentile Queue Length [veh/ln]	0,06	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,44	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	9,07		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			1,44			
Intersection LOS			A			

**Intersection Level Of Service Report**  
**Intersection 19: Ponto 3 - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,002

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	27	135
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	1,12	1,12
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	27	135
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,9000	0,9000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	8	38
Total Analysis Volume [veh/h]	0	0	0	0	30	150
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	9,5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,037

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙↘		↑↑			
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	27	0	0	289	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,12	2,00	2,00	1,28	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	0	289	0	0
Peak Hour Factor	0,9000	1,0000	1,0000	0,9000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	8	0	0	80	0	0
Total Analysis Volume [veh/h]	30	0	0	321	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,04	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	9,49	0,00	0,00	0,00	0,00	0,00
Movement LOS	A			A		
95th-Percentile Queue Length [veh/ln]	0,06	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,43	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	9,49		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			0,81			
Intersection LOS			A			

**Intersection Level Of Service Report**  
**Intersection 21: Ponto 4 - Saida - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,001

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration					<b>1T</b>	
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	37	122
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	1,28	1,12
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	37	122
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8200	0,8200
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	11	37
Total Analysis Volume [veh/h]	0	0	0	0	45	149
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	9,6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,056

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙ ↘		↑ ↓			
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	37	0	0	289	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,28	2,00	2,00	1,28	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	0	0	289	0	0
Peak Hour Factor	0,8200	1,0000	1,0000	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	11	0	0	88	0	0
Total Analysis Volume [veh/h]	45	0	0	352	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,06	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	9,64	0,00	0,00	0,00	0,00	0,00
Movement LOS	A			A		
95th-Percentile Queue Length [veh/ln]	0,09	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,66	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	9,64		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			1,09			
Intersection LOS			A			

**Intersection Level Of Service Report**  
**Intersection 23: Ponto 4 - Entrada - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,011

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	863	289	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,03	1,28	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	863	289	0	0	0	0
Peak Hour Factor	0,8200	0,8200	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	263	88	0	0	0	0
Total Analysis Volume [veh/h]	1052	352	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,01	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	15,1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,188

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑				↙↘	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	1090	0	0	61	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,00	2,29	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1090	0	0	61	0
Peak Hour Factor	1,0000	0,8200	1,0000	1,0000	0,8200	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	332	0	0	19	0
Total Analysis Volume [veh/h]	0	1329	0	0	74	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,01	0,00	0,00	0,19	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	15,12	0,00
Movement LOS		A			C	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,31	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	2,36	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		15,12	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0,80					
Intersection LOS	C					

**Intersection Level Of Service Report**  
**Intersection 25: Ponto 4 - Retorno - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,007

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach			←			
Lane Configuration			←			
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	61	561	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,29	2,25	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	61	561	0	0
Peak Hour Factor	1,0000	1,0000	0,8200	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	19	171	0	0
Total Analysis Volume [veh/h]	0	0	74	684	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo**

Control Type:	Two-way stop	Delay (sec / veh):	11,1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,092

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration			↑↑		↗↘	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	623	0	0	47
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,25	2,00	2,00	2,03
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	623	0	0	47
Peak Hour Factor	1,0000	1,0000	0,8200	1,0000	1,0000	0,8200
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	190	0	0	14
Total Analysis Volume [veh/h]	0	0	760	0	0	57
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,01	0,00	0,00	0,09
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	11,11
Movement LOS			A			B
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,14
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	1,10
d_A, Approach Delay [s/veh]	0,00		0,00		11,11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0,78					
Intersection LOS	B					

**Intersection Level Of Service Report****Intersection 27: Ponto 4 - Saída - Av. José Christovão Gonçalves**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,008

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	623	93	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,25	2,25	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	623	93	0	0
Peak Hour Factor	1,0000	1,0000	0,8200	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	190	28	0	0
Total Analysis Volume [veh/h]	0	0	760	113	0	0
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,01	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 28: Ponto 4 - Saida - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	28,5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,658

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑				↙↘	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	122	0	0	863	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	1,12	2,00	2,00	2,03	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	122	0	0	863	0
Peak Hour Factor	1,0000	0,8200	1,0000	1,0000	0,8200	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	37	0	0	263	0
Total Analysis Volume [veh/h]	0	149	0	0	1052	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,66	0,00	0,00	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	28,48	0,00	0,00	0,00	0,00
Movement LOS		D			A	
95th-Percentile Queue Length [veh/ln]	0,00	1,37	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	10,45	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	28,48		0,00		0,00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3,53					
Intersection LOS	D					

**Intersection Level Of Service Report**  
**Intersection 29: Ponto 4 - Retorno - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,011

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	84	886	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,25	1,91	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	886	0	0	0	0
Peak Hour Factor	0,8200	0,8200	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	26	270	0	0	0	0
Total Analysis Volume [veh/h]	102	1080	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,01	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	12,2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,186

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration			↑↑		↙↘	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	0	716	84	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,25	2,25	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	716	84	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8200	0,8200	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	218	26	0
Total Analysis Volume [veh/h]	0	0	0	873	102	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,01	0,19	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	12,25	0,00
Movement LOS				A	B	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,31	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	2,34	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		12,25	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1,28					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 31: Ponto 4 - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,011

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑		↱			
Lane Configuration						
Turning Movement	Left	Thru	Thru	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	1	0	0	0
Exit Pocket Length [m]	0,00	0,00	15,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	886	0	716	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,25	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	886	0	716	0	0
Peak Hour Factor	1,0000	0,8200	1,0000	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	270	0	218	0	0
Total Analysis Volume [veh/h]	0	1080	0	873	0	0
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,01	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS		A		A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 32: Rodovia Lix da Cunha**

Control Type: Two-way stop  
Analysis Method: HCM 2010  
Analysis Period: 15 minutes

Delay (sec / veh): 0,0  
Level Of Service: A  
Volume to Capacity (v/c): 0,011

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↗		↑			
Turning Movement	Thru	Thru	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	886	0	0	716	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,03	2,00	2,00	2,25	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	886	0	0	716	0	0
Peak Hour Factor	0,8200	1,0000	1,0000	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	270	0	0	218	0	0
Total Analysis Volume [veh/h]	1080	0	0	873	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,01	0,00	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A			A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 33: R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,008

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Left	Thru	Left	Right	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	622	264	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,25	2,03	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	622	264	0	0	0	0
Peak Hour Factor	0,8200	0,8200	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	190	80	0	0	0	0
Total Analysis Volume [veh/h]	759	322	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,01	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 34: R. Dr. Argemiro Orlando Dotto**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,003

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↻				↑	
Turning Movement	Left	Thru	Thru	Right	Thru	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	264	0	0	35	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,00	1,12	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	264	0	0	35	0
Peak Hour Factor	1,0000	0,8200	1,0000	1,0000	0,8200	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	80	0	0	11	0
Total Analysis Volume [veh/h]	0	322	0	0	43	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS		A			A	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report**

**Intersection 35: Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	7,7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,065

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach												
Lane Configuration	↔			↔								
Turning Movement	Left	Thru	Thru	Left	Thru	Right	Left	Left	Right	Thru	Right	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28			48,28			48,28			48,28		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	75	0	189	0	35	77	0	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,28	2,00	2,25	2,00	1,28	1,28	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	0	189	0	35	77	0	0	0	0	0	0
Peak Hour Factor	0,8000	1,0000	0,8000	1,0000	0,8000	0,8000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	23	0	59	0	11	24	0	0	0	0	0	0
Total Analysis Volume [veh/h]	94	0	236	0	44	96	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				
Number of Storage Spaces in Median	0	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,06	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	7,66	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A		A		A	A						
95th-Percentile Queue Length [veh/ln]	0,21	0,00	0,21	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	1,59	0,00	1,59	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	2,18		0,00		0,00		0,00		0,00			
Approach LOS	A		A		A		A		A			
d_I, Intersection Delay [s/veh]	1,53											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 36: Entrada - Rodovia Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,021

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	1891	770	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,25	2,03	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1891	770	0	0
Peak Hour Factor	1,0000	1,0000	0,8900	0,8900	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	531	216	0	0
Total Analysis Volume [veh/h]	0	0	2125	865	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,02	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**SWISS PARK - FAZENDA TAUBATÉ I**

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31/07/2023

**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
1	Ponto 1 - Alça Av. São José dos Campos	2101	513	2614

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
2	Ponto 1 - Saída para Av. São José dos Campos	61	2101	2162

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
3	Ponto 1 - Retorno Balão da Torre	61	513	574

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Thru	
4	Ponto 1 - Entrada Rod. Anhanguera	770	513	1283

ID	Intersection Name	Northbound		Total Volume
		Thru	Right	
5	Ponto 1 - Saída Rod. Anhanguera	2162	1504	3666

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	899	385	1284

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	899	1079	1978

ID	Intersection Name	Southbound		Total Volume
		Left	Thru	
8	Ponto 1 - Av. Derval Bernardes Siqueira	1483	495	1978

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Left	
9	Ponto 1 - Entrada Balão da Torre - Av. Derval Bernardes Siqueira	2183	1483	3666

ID	Intersection Name	Westbound		Total Volume
		Thru	Right	
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	385	0	385

ID	Intersection Name	Northbound		Eastbound	Total Volume
		Thru	Right	Thru	
11	Ponto 2 - Rotatória - Entrada Swiss Office	354	34	354	742

ID	Intersection Name	Northbound	Westbound	Total Volume
		Thru	Right	
12	Ponto 2 - Rotatória - Saída Swiss Office	354	0	354

ID	Intersection Name	Westbound		Total Volume
		Left	Right	
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	192	162	354

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Thru	
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artoli	258	192	450

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	212	46	258

ID	Intersection Name	Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	88	124	268	647	1127

ID	Intersection Name	Eastbound		Total Volume
		Left	Thru	
17	Ponto 3 - Retorno - Av. Antônio Artoli	31	258	289

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
18	Ponto 3 - Retorno - Av. Antônio Artoli	31	162	193

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
19	Ponto 3 - Av. Antônio Artoli	27	135	162

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
20	Ponto 3 - Retorno - Av. Antônio Artoli	27	289	316

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
21	Ponto 4 - Saída - Rod. Lix da Cunha	37	122	159

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
22	Ponto 4 - Entrada - Rod. Lix da Cunha	37	289	326

ID	Intersection Name	Northbound		Total Volume
		Thru	Right	
23	Ponto 4 - Entrada - Rod. Lix da Cunha	863	289	1152

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Left	
24	Ponto 4 - Retorno - Rod. Lix da Cunha	1090	61	1151

ID	Intersection Name	Southbound		Total Volume
		Left	Thru	
25	Ponto 4 - Retorno - Rod. Lix da Cunha	61	561	622

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Thru	Right	
26	Ponto 4 - Entrada - Av. Roque Melilo	623	47	670

ID	Intersection Name	Southbound		Total Volume
		Thru	Right	
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	623	93	716

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
28	Ponto 4 - Saída - Rod. Lix da Cunha	122	863	985

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
29	Ponto 4 - Retorno - Rod. Lix da Cunha	84	886	970

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Left	
30	Ponto 4 - Retorno - Rod. Lix da Cunha	716	84	800

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
31	Ponto 4 - Rod. Lix da Cunha	886	716	1602

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
32	Rodovia Lix da Cunha	886	716	1602

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	622	264	886

ID	Intersection Name	Northbound	Westbound	Total Volume
		Thru	Thru	
34	R. Dr. Argemiro Orlando Dotto	264	35	299



ID	Intersection Name	Northbound		Southbound		Total Volume
		Left	Thru	Thru	Right	
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	75	189	35	77	376

ID	Intersection Name	Southbound		Total Volume
		Thru	Right	
36	Entrada - Rodovia Anhanguera	1891	770	2661

## SWISS PARK - FAZENDA TAUBATÉ I

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Report File: R:\...\1 SITUAÇÃO ATUAL SEM O

31/07/2023

EMPREENDIMENTO.pdf

## Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
1	Ponto 1 - Alça Av. São José dos Campos	Final Base	2101	513	2614
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>2101</b>	<b>513</b>	<b>2614</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
2	Ponto 1 - Saída para Av. São José dos Campos	Final Base	61	2101	2162
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>61</b>	<b>2101</b>	<b>2162</b>

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Left	Thru	
3	Ponto 1 - Retorno Balão da Torre	Final Base	61	513	574
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>61</b>	<b>513</b>	<b>574</b>

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Thru	
4	Ponto 1 - Entrada Rod. Anhanguera	Final Base	770	513	1283
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>770</b>	<b>513</b>	<b>1283</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Thru	Right	
5	Ponto 1 - Saída Rod. Anhanguera	Final Base	2162	1504	3666
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>2162</b>	<b>1504</b>	<b>3666</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artoli	Final Base	899	385	1284
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>899</b>	<b>385</b>	<b>1284</b>

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artoli	Final Base	899	1079	1978
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>899</b>	<b>1079</b>	<b>1978</b>

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Left	Thru	
8	Ponto 1 - Av. Dermalva Bernardes Siqueira	Final Base	1483	495	1978
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>1483</b>	<b>495</b>	<b>1978</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound	Total Volume
			Thru		Left	
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	Final Base	2183		1483	3666
		Growth Factor	1,00		1,00	-
		In Process	0		0	0
		Net New Trips	0		0	0
		Other	0		0	0
		<b>Future Total</b>		<b>2183</b>		<b>1483</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Thru	Right	
10	Ponto 2 - Av. Antônio Artoli - Acesso Swiss Office	Final Base	385	0	385
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>		<b>385</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound	Total Volume
			Thru	Right	Thru	
11	Ponto 2 - Rotatória - Entrada Swiss Office	Final Base	354	34	354	742
		Growth Factor	1,00	1,00	1,00	-
		In Process	0	0	0	0
		Net New Trips	0	0	0	0
		Other	0	0	0	0
		<b>Future Total</b>		<b>354</b>	<b>34</b>	<b>354</b>

ID	Intersection Name	Volume Type	Northbound		Westbound	Total Volume
			Thru		Right	
12	Ponto 2 - Rotatória - Saída Swiss Office	Final Base	354		0	354
		Growth Factor	1,00		1,00	-
		In Process	0		0	0
		Net New Trips	0		0	0
		Other	0		0	0
		<b>Future Total</b>		<b>354</b>		<b>0</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Right	
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	Final Base	192	162	354
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>192</b>	<b>162</b>	<b>354</b>

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Thru	
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	Final Base	258	192	450
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>258</b>	<b>192</b>	<b>450</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	Final Base	212	46	258
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>212</b>	<b>46</b>	<b>258</b>

ID	Intersection Name	Volume Type	Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	Final Base	88	124	268	647	1127
		Growth Factor	1,00	1,00	1,00	1,00	-
		In Process	0	0	0	0	0
		Net New Trips	0	0	0	0	0
		Other	0	0	0	0	0
		<b>Future Total</b>	<b>88</b>	<b>124</b>	<b>268</b>	<b>647</b>	<b>1127</b>

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Left	Thru	
17	Ponto 3 - Retorno - Av. Antônio Artioli	Final Base	31	258	289
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>31</b>	<b>258</b>	<b>289</b>

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Left	Thru	
18	Ponto 3 - Retorno - Av. Antônio Artioli	Final Base	31	162	193
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>31</b>	<b>162</b>	<b>193</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
19	Ponto 3 - Av. Antônio Artioli	Final Base	27	135	162
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>27</b>	<b>135</b>	<b>162</b>

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
20	Ponto 3 - Retorno - Av. Antônio Artioli	Final Base	27	289	316
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>27</b>	<b>289</b>	<b>316</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
21	Ponto 4 - Saída - Rod. Lix da Cunha	Final Base	37	122	159
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>37</b>	<b>122</b>	<b>159</b>

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
22	Ponto 4 - Entrada - Rod. Lix da Cunha	Final Base	37	289	326
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>37</b>	<b>289</b>	<b>326</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Thru	Right	
23	Ponto 4 - Entrada - Rod. Lix da Cunha	Final Base	863	289	1152
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>863</b>	<b>289</b>	<b>1152</b>

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Left	
24	Ponto 4 - Retorno - Rod. Lix da Cunha	Final Base	1090	61	1151
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>1090</b>	<b>61</b>	<b>1151</b>

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Left	Thru	
25	Ponto 4 - Retorno - Rod. Lix da Cunha	Final Base	61	561	622
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>61</b>	<b>561</b>	<b>622</b>

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Thru	Right	
26	Ponto 4 - Entrada - Av. Roque Melillo	Final Base	623	47	670
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>623</b>	<b>47</b>	<b>670</b>

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Thru	Right	
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	Final Base	623	93	716
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>623</b>	<b>93</b>	<b>716</b>

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
28	Ponto 4 - Saída - Rod. Lix da Cunha	Final Base	122	863	985
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>122</b>	<b>863</b>	<b>985</b>



ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
29	Ponto 4 - Retorno - Rod. Lix da Cunha	Final Base	84	886	970
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>84</b>	<b>886</b>	<b>970</b>

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Left	
30	Ponto 4 - Retorno - Rod. Lix da Cunha	Final Base	716	84	800
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>716</b>	<b>84</b>	<b>800</b>

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
31	Ponto 4 - Rod. Lix da Cunha	Final Base	886	716	1602
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>886</b>	<b>716</b>	<b>1602</b>

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
32	Rodovia Lix da Cunha	Final Base	886	716	1602
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>886</b>	<b>716</b>	<b>1602</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	Final Base	622	264	886
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>622</b>	<b>264</b>	<b>886</b>

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Thru	Thru	
34	R. Dr. Argemiro Orlando Dotto	Final Base	264	35	299
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>264</b>	<b>35</b>	<b>299</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Total Volume
			Left	Thru	Thru	Right	
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	Final Base	75	189	35	77	376
		Growth Factor	1,00	1,00	1,00	1,00	-
		In Process	0	0	0	0	0
		Net New Trips	0	0	0	0	0
		Other	0	0	0	0	0
		<b>Future Total</b>	<b>75</b>	<b>189</b>	<b>35</b>	<b>77</b>	<b>376</b>

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Thru	Right	
36	Entrada - Rodovia Anhanguera	Final Base	1891	770	2661
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		<b>Future Total</b>	<b>1891</b>	<b>770</b>	<b>2661</b>

## Signal Warrants Report For Intersection 3: Ponto 1 - Retorno Balão da Torre

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	S
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	E
1	61	513
2	59	498
3	58	487
4	54	457
5	48	405
6	48	400
7	47	395
8	43	359
9	42	354
10	41	349
11	36	303
12	34	282
13	33	277
14	24	205
15	24	205
16	17	144
17	10	82
18	10	82
19	5	46
20	3	26
21	2	15
22	1	5
23	1	5
24	1	5

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	61	2	513	No	No	No	No	No	No	No	No	Yes	Yes
2	2	59	2	498	No	No	No	No	No	No	No	No	Yes	Yes
3	2	58	2	487	No	No	No	No	No	No	No	No	Yes	Yes
4	2	54	2	457	No	No	No	No	No	No	No	No	Yes	Yes
5	2	48	2	405	No	No	No	No	No	No	No	No	Yes	Yes
6	2	48	2	400	No	No	No	No	No	No	No	No	Yes	Yes
7	2	47	2	395	No	No	No	No	No	No	No	No	Yes	Yes
8	2	43	2	359	No	No	No	No	No	No	No	No	Yes	No
9	2	42	2	354	No	No	No	No	No	No	No	No	Yes	No
10	2	41	2	349	No	No	No	No	No	No	No	No	Yes	No
11	2	36	2	303	No	No	No	No	No	No	No	No	Yes	No
12	2	34	2	282	No	No	No	No	No	No	No	No	No	No
13	2	33	2	277	No	No	No	No	No	No	No	No	No	No
14	2	24	2	205	No	No	No	No	No	No	No	No	No	No
15	2	24	2	205	No	No	No	No	No	No	No	No	No	No
16	2	17	2	144	No	No	No	No	No	No	No	No	No	No
17	2	10	2	82	No	No	No	No	No	No	No	No	No	No
18	2	10	2	82	No	No	No	No	No	No	No	No	No	No
19	2	5	2	46	No	No	No	No	No	No	No	No	No	No
20	2	3	2	26	No	No	No	No	No	No	No	No	No	No
21	2	2	2	15	No	No	No	No	No	No	No	No	No	No
22	2	1	2	5	No	No	No	No	No	No	No	No	No	No
23	2	1	2	5	No	No	No	No	No	No	No	No	No	No
24	2	1	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	11	7

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11,7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	1:40
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	513
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	574
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 4: Ponto 1 - Entrada Rod. Anhanguera

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	N
1	513	770
2	498	747
3	487	732
4	457	685
5	405	608
6	400	601
7	395	593
8	359	539
9	354	531
10	349	524
11	303	454
12	282	424
13	277	416
14	205	308
15	205	308
16	144	216
17	82	123
18	82	123
19	46	69
20	26	39
21	15	23
22	5	8
23	5	8
24	5	8

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	513	1	770	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
2	2	498	1	747	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
3	2	487	1	732	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
4	2	457	1	685	No	No	Yes	Yes	No	No	No	No	Yes	Yes
5	2	405	1	608	No	No	No	Yes	No	No	No	No	Yes	Yes
6	2	400	1	601	No	No	No	Yes	No	No	No	No	Yes	Yes
7	2	395	1	593	No	No	No	Yes	No	No	No	No	Yes	Yes
8	2	359	1	539	No	No	No	Yes	No	No	No	No	Yes	Yes
9	2	354	1	531	No	No	No	Yes	No	No	No	No	Yes	Yes
10	2	349	1	524	No	No	No	Yes	No	No	No	No	Yes	Yes
11	2	303	1	454	No	No	No	No	No	No	No	No	Yes	Yes
12	2	282	1	424	No	No	No	No	No	No	No	No	Yes	Yes
13	2	277	1	416	No	No	No	No	No	No	No	No	Yes	Yes
14	2	205	1	308	No	No	No	No	No	No	No	No	Yes	No
15	2	205	1	308	No	No	No	No	No	No	No	No	Yes	No
16	2	144	1	216	No	No	No	No	No	No	No	No	No	No
17	2	82	1	123	No	No	No	No	No	No	No	No	No	No
18	2	82	1	123	No	No	No	No	No	No	No	No	No	No
19	2	46	1	69	No	No	No	No	No	No	No	No	No	No
20	2	26	1	39	No	No	No	No	No	No	No	No	No	No
21	2	15	1	23	No	No	No	No	No	No	No	No	No	No
22	2	5	1	8	No	No	No	No	No	No	No	No	No	No
23	2	5	1	8	No	No	No	No	No	No	No	No	No	No
24	2	5	1	8	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	10	0	0	0	1	15	13

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	492,5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	105:20
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	770
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1283
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
<b>Warrant Met for Intersection</b>	<b>Yes</b>

## Signal Warrants Report For Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	899	1079
2	872	1047
3	854	1025
4	800	960
5	710	852
6	701	842
7	692	831
8	629	755
9	620	745
10	611	734
11	530	637
12	494	593
13	485	583
14	360	432
15	360	432
16	252	302
17	144	173
18	144	173
19	81	97
20	45	54
21	27	32
22	9	11
23	9	11
24	9	11

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	899	2	1079	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
2	2	872	2	1047	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
3	2	854	2	1025	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
4	2	800	2	960	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
5	2	710	2	852	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
6	2	701	2	842	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
7	2	692	2	831	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
8	2	629	2	755	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
9	2	620	2	745	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
10	2	611	2	734	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
11	2	530	2	637	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
12	2	494	2	593	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
13	2	485	2	583	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
14	2	360	2	432	No	No	No	Yes	No	No	No	No	Yes	Yes
15	2	360	2	432	No	No	No	Yes	No	No	No	No	Yes	Yes
16	2	252	2	302	No	No	No	No	No	No	No	No	Yes	No
17	2	144	2	173	No	No	No	No	No	No	No	No	No	No
18	2	144	2	173	No	No	No	No	No	No	No	No	No	No
19	2	81	2	97	No	No	No	No	No	No	No	No	No	No
20	2	45	2	54	No	No	No	No	No	No	No	No	No	No
21	2	27	2	32	No	No	No	No	No	No	No	No	No	No
22	2	9	2	11	No	No	No	No	No	No	No	No	No	No
23	2	9	2	11	No	No	No	No	No	No	No	No	No	No
24	2	9	2	11	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	0	4	7	11	16	15

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	731,2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	219:09
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	1079
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1978
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
<b>Warrant Met for Intersection</b>	<b>Yes</b>



## Signal Warrants Report For Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermal Bernardes Siqueira

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	1483	2183
2	1439	2118
3	1409	2074
4	1320	1943
5	1172	1725
6	1157	1703
7	1142	1681
8	1038	1528
9	1023	1506
10	1008	1484
11	875	1288
12	816	1201
13	801	1179
14	593	873
15	593	873
16	415	611
17	237	349
18	237	349
19	133	196
20	74	109
21	44	65
22	15	22
23	15	22
24	15	22

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	1483	2	2183	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1439	2	2118	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1409	2	2074	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1320	2	1943	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1172	2	1725	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	1157	2	1703	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	1142	2	1681	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	1038	2	1528	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	2	1023	2	1506	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	2	1008	2	1484	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	2	875	2	1288	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
12	2	816	2	1201	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
13	2	801	2	1179	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
14	2	593	2	873	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
15	2	593	2	873	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
16	2	415	2	611	No	No	No	Yes	No	No	No	No	Yes	Yes
17	2	237	2	349	No	No	No	No	No	No	No	No	Yes	No
18	2	237	2	349	No	No	No	No	No	No	No	No	Yes	No
19	2	133	2	196	No	No	No	No	No	No	No	No	No	No
20	2	74	2	109	No	No	No	No	No	No	No	No	No	No
21	2	44	2	65	No	No	No	No	No	No	No	No	No	No
22	2	15	2	22	No	No	No	No	No	No	No	No	No	No
23	2	15	2	22	No	No	No	No	No	No	No	No	No	No
24	2	15	2	22	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	10	13	13	15	18	16

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	4033,2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	2445:42
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	2183
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	3666
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
<b>Warrant Met for Intersection</b>	<b>Yes</b>

## Signal Warrants Report For Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	354	388
2	343	376
3	336	369
4	315	345
5	280	307
6	276	303
7	273	299
8	248	272
9	244	268
10	241	264
11	209	229
12	195	213
13	191	210
14	142	155
15	142	155
16	99	109
17	57	62
18	57	62
19	32	35
20	18	19
21	11	12
22	4	4
23	4	4
24	4	4

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	354	2	388	No	No	No	Yes	No	No	No	No	Yes	Yes
2	2	343	2	376	No	No	No	Yes	No	No	No	No	Yes	Yes
3	2	336	2	369	No	No	No	Yes	No	No	No	No	Yes	No
4	2	315	2	345	No	No	No	No	No	No	No	No	Yes	No
5	2	280	2	307	No	No	No	No	No	No	No	No	Yes	No
6	2	276	2	303	No	No	No	No	No	No	No	No	Yes	No
7	2	273	2	299	No	No	No	No	No	No	No	No	Yes	No
8	2	248	2	272	No	No	No	No	No	No	No	No	No	No
9	2	244	2	268	No	No	No	No	No	No	No	No	No	No
10	2	241	2	264	No	No	No	No	No	No	No	No	No	No
11	2	209	2	229	No	No	No	No	No	No	No	No	No	No
12	2	195	2	213	No	No	No	No	No	No	No	No	No	No
13	2	191	2	210	No	No	No	No	No	No	No	No	No	No
14	2	142	2	155	No	No	No	No	No	No	No	No	No	No
15	2	142	2	155	No	No	No	No	No	No	No	No	No	No
16	2	99	2	109	No	No	No	No	No	No	No	No	No	No
17	2	57	2	62	No	No	No	No	No	No	No	No	No	No
18	2	57	2	62	No	No	No	No	No	No	No	No	No	No
19	2	32	2	35	No	No	No	No	No	No	No	No	No	No
20	2	18	2	19	No	No	No	No	No	No	No	No	No	No
21	2	11	2	12	No	No	No	No	No	No	No	No	No	No
22	2	4	2	4	No	No	No	No	No	No	No	No	No	No
23	2	4	2	4	No	No	No	No	No	No	No	No	No	No
24	2	4	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	7	2

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	15,6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	1:40
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	388
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	742
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	E
1	354	0
2	343	0
3	336	0
4	315	0
5	280	0
6	276	0
7	273	0
8	248	0
9	244	0
10	241	0
11	209	0
12	195	0
13	191	0
14	142	0
15	142	0
16	99	0
17	57	0
18	57	0
19	32	0
20	18	0
21	11	0
22	4	0
23	4	0
24	4	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	354	2	0	No	No	No	No	No	No	No	No	No	No
2	2	343	2	0	No	No	No	No	No	No	No	No	No	No
3	2	336	2	0	No	No	No	No	No	No	No	No	No	No
4	2	315	2	0	No	No	No	No	No	No	No	No	No	No
5	2	280	2	0	No	No	No	No	No	No	No	No	No	No
6	2	276	2	0	No	No	No	No	No	No	No	No	No	No
7	2	273	2	0	No	No	No	No	No	No	No	No	No	No
8	2	248	2	0	No	No	No	No	No	No	No	No	No	No
9	2	244	2	0	No	No	No	No	No	No	No	No	No	No
10	2	241	2	0	No	No	No	No	No	No	No	No	No	No
11	2	209	2	0	No	No	No	No	No	No	No	No	No	No
12	2	195	2	0	No	No	No	No	No	No	No	No	No	No
13	2	191	2	0	No	No	No	No	No	No	No	No	No	No
14	2	142	2	0	No	No	No	No	No	No	No	No	No	No
15	2	142	2	0	No	No	No	No	No	No	No	No	No	No
16	2	99	2	0	No	No	No	No	No	No	No	No	No	No
17	2	57	2	0	No	No	No	No	No	No	No	No	No	No
18	2	57	2	0	No	No	No	No	No	No	No	No	No	No
19	2	32	2	0	No	No	No	No	No	No	No	No	No	No
20	2	18	2	0	No	No	No	No	No	No	No	No	No	No
21	2	11	2	0	No	No	No	No	No	No	No	No	No	No
22	2	4	2	0	No	No	No	No	No	No	No	No	No	No
23	2	4	2	0	No	No	No	No	No	No	No	No	No	No
24	2	4	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,5
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	354
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	N
1	192	258
2	186	250
3	182	245
4	171	230
5	152	204
6	150	201
7	148	199
8	134	181
9	132	178
10	131	175
11	113	152
12	106	142
13	104	139
14	77	103
15	77	103
16	54	72
17	31	41
18	31	41
19	17	23
20	10	13
21	6	8
22	2	3
23	2	3
24	2	3

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	192	2	258	No	No	No	No	No	No	No	No	No	No
2	2	186	2	250	No	No	No	No	No	No	No	No	No	No
3	2	182	2	245	No	No	No	No	No	No	No	No	No	No
4	2	171	2	230	No	No	No	No	No	No	No	No	No	No
5	2	152	2	204	No	No	No	No	No	No	No	No	No	No
6	2	150	2	201	No	No	No	No	No	No	No	No	No	No
7	2	148	2	199	No	No	No	No	No	No	No	No	No	No
8	2	134	2	181	No	No	No	No	No	No	No	No	No	No
9	2	132	2	178	No	No	No	No	No	No	No	No	No	No
10	2	131	2	175	No	No	No	No	No	No	No	No	No	No
11	2	113	2	152	No	No	No	No	No	No	No	No	No	No
12	2	106	2	142	No	No	No	No	No	No	No	No	No	No
13	2	104	2	139	No	No	No	No	No	No	No	No	No	No
14	2	77	2	103	No	No	No	No	No	No	No	No	No	No
15	2	77	2	103	No	No	No	No	No	No	No	No	No	No
16	2	54	2	72	No	No	No	No	No	No	No	No	No	No
17	2	31	2	41	No	No	No	No	No	No	No	No	No	No
18	2	31	2	41	No	No	No	No	No	No	No	No	No	No
19	2	17	2	23	No	No	No	No	No	No	No	No	No	No
20	2	10	2	13	No	No	No	No	No	No	No	No	No	No
21	2	6	2	8	No	No	No	No	No	No	No	No	No	No
22	2	2	2	3	No	No	No	No	No	No	No	No	No	No
23	2	2	2	3	No	No	No	No	No	No	No	No	No	No
24	2	2	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	11,7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:50
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	258
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	450
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>



## Signal Warrants Report For Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	212	915
2	206	888
3	201	869
4	189	814
5	167	723
6	165	714
7	163	705
8	148	641
9	146	631
10	144	622
11	125	540
12	117	503
13	114	494
14	85	366
15	85	366
16	59	256
17	34	146
18	34	146
19	19	82
20	11	46
21	6	27
22	2	9
23	2	9
24	2	9

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	212	2	915	No	No	No	No	No	No	No	No	Yes	Yes
2	2	206	2	888	No	No	No	No	No	No	No	No	Yes	Yes
3	2	201	2	869	No	No	No	No	No	No	No	No	Yes	Yes
4	2	189	2	814	No	No	No	No	No	No	No	No	Yes	Yes
5	2	167	2	723	No	No	No	No	No	No	No	No	Yes	Yes
6	2	165	2	714	No	No	No	No	No	No	No	No	Yes	Yes
7	2	163	2	705	No	No	No	No	No	No	No	No	Yes	Yes
8	2	148	2	641	No	No	No	No	No	No	No	No	Yes	Yes
9	2	146	2	631	No	No	No	No	No	No	No	No	Yes	Yes
10	2	144	2	622	No	No	No	No	No	No	No	No	Yes	Yes
11	2	125	2	540	No	No	No	No	No	No	No	No	Yes	Yes
12	2	117	2	503	No	No	No	No	No	No	No	No	Yes	Yes
13	2	114	2	494	No	No	No	No	No	No	No	No	Yes	Yes
14	2	85	2	366	No	No	No	No	No	No	No	No	Yes	No
15	2	85	2	366	No	No	No	No	No	No	No	No	Yes	No
16	2	59	2	256	No	No	No	No	No	No	No	No	No	No
17	2	34	2	146	No	No	No	No	No	No	No	No	No	No
18	2	34	2	146	No	No	No	No	No	No	No	No	No	No
19	2	19	2	82	No	No	No	No	No	No	No	No	No	No
20	2	11	2	46	No	No	No	No	No	No	No	No	No	No
21	2	6	2	27	No	No	No	No	No	No	No	No	No	No
22	2	2	2	9	No	No	No	No	No	No	No	No	No	No
23	2	2	2	9	No	No	No	No	No	No	No	No	No	No
24	2	2	2	9	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	15	13

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	18,2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	4:37
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	915
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1127
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	162	31
2	157	30
3	154	29
4	144	28
5	128	24
6	126	24
7	125	24
8	113	22
9	112	21
10	110	21
11	96	18
12	89	17
13	87	17
14	65	12
15	65	12
16	45	9
17	26	5
18	26	5
19	15	3
20	8	2
21	5	1
22	2	0
23	2	0
24	2	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	162	2	31	No	No	No	No	No	No	No	No	No	No
2	2	157	2	30	No	No	No	No	No	No	No	No	No	No
3	2	154	2	29	No	No	No	No	No	No	No	No	No	No
4	2	144	2	28	No	No	No	No	No	No	No	No	No	No
5	2	128	2	24	No	No	No	No	No	No	No	No	No	No
6	2	126	2	24	No	No	No	No	No	No	No	No	No	No
7	2	125	2	24	No	No	No	No	No	No	No	No	No	No
8	2	113	2	22	No	No	No	No	No	No	No	No	No	No
9	2	112	2	21	No	No	No	No	No	No	No	No	No	No
10	2	110	2	21	No	No	No	No	No	No	No	No	No	No
11	2	96	2	18	No	No	No	No	No	No	No	No	No	No
12	2	89	2	17	No	No	No	No	No	No	No	No	No	No
13	2	87	2	17	No	No	No	No	No	No	No	No	No	No
14	2	65	2	12	No	No	No	No	No	No	No	No	No	No
15	2	65	2	12	No	No	No	No	No	No	No	No	No	No
16	2	45	2	9	No	No	No	No	No	No	No	No	No	No
17	2	26	2	5	No	No	No	No	No	No	No	No	No	No
18	2	26	2	5	No	No	No	No	No	No	No	No	No	No
19	2	15	2	3	No	No	No	No	No	No	No	No	No	No
20	2	8	2	2	No	No	No	No	No	No	No	No	No	No
21	2	5	2	1	No	No	No	No	No	No	No	No	No	No
22	2	2	2	0	No	No	No	No	No	No	No	No	No	No
23	2	2	2	0	No	No	No	No	No	No	No	No	No	No
24	2	2	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	31
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	193
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	N
1	289	27
2	280	26
3	275	26
4	257	24
5	228	21
6	225	21
7	223	21
8	202	19
9	199	19
10	197	18
11	171	16
12	159	15
13	156	15
14	116	11
15	116	11
16	81	8
17	46	4
18	46	4
19	26	2
20	14	1
21	9	1
22	3	0
23	3	0
24	3	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	289	2	27	No	No	No	No	No	No	No	No	No	No
2	2	280	2	26	No	No	No	No	No	No	No	No	No	No
3	2	275	2	26	No	No	No	No	No	No	No	No	No	No
4	2	257	2	24	No	No	No	No	No	No	No	No	No	No
5	2	228	2	21	No	No	No	No	No	No	No	No	No	No
6	2	225	2	21	No	No	No	No	No	No	No	No	No	No
7	2	223	2	21	No	No	No	No	No	No	No	No	No	No
8	2	202	2	19	No	No	No	No	No	No	No	No	No	No
9	2	199	2	19	No	No	No	No	No	No	No	No	No	No
10	2	197	2	18	No	No	No	No	No	No	No	No	No	No
11	2	171	2	16	No	No	No	No	No	No	No	No	No	No
12	2	159	2	15	No	No	No	No	No	No	No	No	No	No
13	2	156	2	15	No	No	No	No	No	No	No	No	No	No
14	2	116	2	11	No	No	No	No	No	No	No	No	No	No
15	2	116	2	11	No	No	No	No	No	No	No	No	No	No
16	2	81	2	8	No	No	No	No	No	No	No	No	No	No
17	2	46	2	4	No	No	No	No	No	No	No	No	No	No
18	2	46	2	4	No	No	No	No	No	No	No	No	No	No
19	2	26	2	2	No	No	No	No	No	No	No	No	No	No
20	2	14	2	1	No	No	No	No	No	No	No	No	No	No
21	2	9	2	1	No	No	No	No	No	No	No	No	No	No
22	2	3	2	0	No	No	No	No	No	No	No	No	No	No
23	2	3	2	0	No	No	No	No	No	No	No	No	No	No
24	2	3	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,5
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	27
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	316
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	N
1	289	37
2	280	36
3	275	35
4	257	33
5	228	29
6	225	29
7	223	28
8	202	26
9	199	26
10	197	25
11	171	22
12	159	20
13	156	20
14	116	15
15	116	15
16	81	10
17	46	6
18	46	6
19	26	3
20	14	2
21	9	1
22	3	0
23	3	0
24	3	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	289	2	37	No	No	No	No	No	No	No	No	No	No
2	2	280	2	36	No	No	No	No	No	No	No	No	No	No
3	2	275	2	35	No	No	No	No	No	No	No	No	No	No
4	2	257	2	33	No	No	No	No	No	No	No	No	No	No
5	2	228	2	29	No	No	No	No	No	No	No	No	No	No
6	2	225	2	29	No	No	No	No	No	No	No	No	No	No
7	2	223	2	28	No	No	No	No	No	No	No	No	No	No
8	2	202	2	26	No	No	No	No	No	No	No	No	No	No
9	2	199	2	26	No	No	No	No	No	No	No	No	No	No
10	2	197	2	25	No	No	No	No	No	No	No	No	No	No
11	2	171	2	22	No	No	No	No	No	No	No	No	No	No
12	2	159	2	20	No	No	No	No	No	No	No	No	No	No
13	2	156	2	20	No	No	No	No	No	No	No	No	No	No
14	2	116	2	15	No	No	No	No	No	No	No	No	No	No
15	2	116	2	15	No	No	No	No	No	No	No	No	No	No
16	2	81	2	10	No	No	No	No	No	No	No	No	No	No
17	2	46	2	6	No	No	No	No	No	No	No	No	No	No
18	2	46	2	6	No	No	No	No	No	No	No	No	No	No
19	2	26	2	3	No	No	No	No	No	No	No	No	No	No
20	2	14	2	2	No	No	No	No	No	No	No	No	No	No
21	2	9	2	1	No	No	No	No	No	No	No	No	No	No
22	2	3	2	0	No	No	No	No	No	No	No	No	No	No
23	2	3	2	0	No	No	No	No	No	No	No	No	No	No
24	2	3	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:05
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	37
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	326
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>



## Signal Warrants Report For Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	W
1	1090	61
2	1057	59
3	1036	58
4	970	54
5	861	48
6	850	48
7	839	47
8	763	43
9	752	42
10	741	41
11	643	36
12	600	34
13	589	33
14	436	24
15	436	24
16	305	17
17	174	10
18	174	10
19	98	5
20	55	3
21	33	2
22	11	1
23	11	1
24	11	1

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	1090	2	61	No	No	No	No	No	No	No	Yes	No	No
2	2	1057	2	59	No	No	No	No	No	No	No	Yes	No	No
3	2	1036	2	58	No	No	No	No	No	No	No	Yes	No	No
4	2	970	2	54	No	No	No	No	No	No	No	No	No	No
5	2	861	2	48	No	No	No	No	No	No	No	No	No	No
6	2	850	2	48	No	No	No	No	No	No	No	No	No	No
7	2	839	2	47	No	No	No	No	No	No	No	No	No	No
8	2	763	2	43	No	No	No	No	No	No	No	No	No	No
9	2	752	2	42	No	No	No	No	No	No	No	No	No	No
10	2	741	2	41	No	No	No	No	No	No	No	No	No	No
11	2	643	2	36	No	No	No	No	No	No	No	No	No	No
12	2	600	2	34	No	No	No	No	No	No	No	No	No	No
13	2	589	2	33	No	No	No	No	No	No	No	No	No	No
14	2	436	2	24	No	No	No	No	No	No	No	No	No	No
15	2	436	2	24	No	No	No	No	No	No	No	No	No	No
16	2	305	2	17	No	No	No	No	No	No	No	No	No	No
17	2	174	2	10	No	No	No	No	No	No	No	No	No	No
18	2	174	2	10	No	No	No	No	No	No	No	No	No	No
19	2	98	2	5	No	No	No	No	No	No	No	No	No	No
20	2	55	2	3	No	No	No	No	No	No	No	No	No	No
21	2	33	2	2	No	No	No	No	No	No	No	No	No	No
22	2	11	2	1	No	No	No	No	No	No	No	No	No	No
23	2	11	2	1	No	No	No	No	No	No	No	No	No	No
24	2	11	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15,1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:15
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	61
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1151
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	623	47
2	604	46
3	592	45
4	554	42
5	492	37
6	486	37
7	480	36
8	436	33
9	430	32
10	424	32
11	368	28
12	343	26
13	336	25
14	249	19
15	249	19
16	174	13
17	100	8
18	100	8
19	56	4
20	31	2
21	19	1
22	6	0
23	6	0
24	6	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	623	2	47	No	No	No	No	No	No	No	No	No	No
2	2	604	2	46	No	No	No	No	No	No	No	No	No	No
3	2	592	2	45	No	No	No	No	No	No	No	No	No	No
4	2	554	2	42	No	No	No	No	No	No	No	No	No	No
5	2	492	2	37	No	No	No	No	No	No	No	No	No	No
6	2	486	2	37	No	No	No	No	No	No	No	No	No	No
7	2	480	2	36	No	No	No	No	No	No	No	No	No	No
8	2	436	2	33	No	No	No	No	No	No	No	No	No	No
9	2	430	2	32	No	No	No	No	No	No	No	No	No	No
10	2	424	2	32	No	No	No	No	No	No	No	No	No	No
11	2	368	2	28	No	No	No	No	No	No	No	No	No	No
12	2	343	2	26	No	No	No	No	No	No	No	No	No	No
13	2	336	2	25	No	No	No	No	No	No	No	No	No	No
14	2	249	2	19	No	No	No	No	No	No	No	No	No	No
15	2	249	2	19	No	No	No	No	No	No	No	No	No	No
16	2	174	2	13	No	No	No	No	No	No	No	No	No	No
17	2	100	2	8	No	No	No	No	No	No	No	No	No	No
18	2	100	2	8	No	No	No	No	No	No	No	No	No	No
19	2	56	2	4	No	No	No	No	No	No	No	No	No	No
20	2	31	2	2	No	No	No	No	No	No	No	No	No	No
21	2	19	2	1	No	No	No	No	No	No	No	No	No	No
22	2	6	2	0	No	No	No	No	No	No	No	No	No	No
23	2	6	2	0	No	No	No	No	No	No	No	No	No	No
24	2	6	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11,1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	47
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	670
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 28: Ponto 4 - Saída - Rod. Lix da Cunha

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	863	122
2	837	118
3	820	116
4	768	109
5	682	96
6	673	95
7	665	94
8	604	85
9	595	84
10	587	83
11	509	72
12	475	67
13	466	66
14	345	49
15	345	49
16	242	34
17	138	20
18	138	20
19	78	11
20	43	6
21	26	4
22	9	1
23	9	1
24	9	1

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	863	2	122	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
2	2	837	2	118	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
3	2	820	2	116	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
4	2	768	2	109	No	No	No	No	No	Yes	Yes	Yes	No	No
5	2	682	2	96	No	No	No	No	No	No	Yes	Yes	No	No
6	2	673	2	95	No	No	No	No	No	No	Yes	Yes	No	No
7	2	665	2	94	No	No	No	No	No	No	Yes	Yes	No	No
8	2	604	2	85	No	No	No	No	No	No	No	Yes	No	No
9	2	595	2	84	No	No	No	No	No	No	No	Yes	No	No
10	2	587	2	83	No	No	No	No	No	No	No	Yes	No	No
11	2	509	2	72	No	No	No	No	No	No	No	Yes	No	No
12	2	475	2	67	No	No	No	No	No	No	No	No	No	No
13	2	466	2	66	No	No	No	No	No	No	No	No	No	No
14	2	345	2	49	No	No	No	No	No	No	No	No	No	No
15	2	345	2	49	No	No	No	No	No	No	No	No	No	No
16	2	242	2	34	No	No	No	No	No	No	No	No	No	No
17	2	138	2	20	No	No	No	No	No	No	No	No	No	No
18	2	138	2	20	No	No	No	No	No	No	No	No	No	No
19	2	78	2	11	No	No	No	No	No	No	No	No	No	No
20	2	43	2	6	No	No	No	No	No	No	No	No	No	No
21	2	26	2	4	No	No	No	No	No	No	No	No	No	No
22	2	9	2	1	No	No	No	No	No	No	No	No	No	No
23	2	9	2	1	No	No	No	No	No	No	No	No	No	No
24	2	9	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	4	7	11	3	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	28,5
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:57
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	122
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	985
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	716	84
2	695	81
3	680	80
4	637	75
5	566	66
6	558	66
7	551	65
8	501	59
9	494	58
10	487	57
11	422	50
12	394	46
13	387	45
14	286	34
15	286	34
16	200	24
17	115	13
18	115	13
19	64	8
20	36	4
21	21	3
22	7	1
23	7	1
24	7	1

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	716	2	84	No	No	No	No	No	No	Yes	Yes	No	No
2	2	695	2	81	No	No	No	No	No	No	Yes	Yes	No	No
3	2	680	2	80	No	No	No	No	No	No	Yes	Yes	No	No
4	2	637	2	75	No	No	No	No	No	No	Yes	Yes	No	No
5	2	566	2	66	No	No	No	No	No	No	No	Yes	No	No
6	2	558	2	66	No	No	No	No	No	No	No	Yes	No	No
7	2	551	2	65	No	No	No	No	No	No	No	Yes	No	No
8	2	501	2	59	No	No	No	No	No	No	No	No	No	No
9	2	494	2	58	No	No	No	No	No	No	No	No	No	No
10	2	487	2	57	No	No	No	No	No	No	No	No	No	No
11	2	422	2	50	No	No	No	No	No	No	No	No	No	No
12	2	394	2	46	No	No	No	No	No	No	No	No	No	No
13	2	387	2	45	No	No	No	No	No	No	No	No	No	No
14	2	286	2	34	No	No	No	No	No	No	No	No	No	No
15	2	286	2	34	No	No	No	No	No	No	No	No	No	No
16	2	200	2	24	No	No	No	No	No	No	No	No	No	No
17	2	115	2	13	No	No	No	No	No	No	No	No	No	No
18	2	115	2	13	No	No	No	No	No	No	No	No	No	No
19	2	64	2	8	No	No	No	No	No	No	No	No	No	No
20	2	36	2	4	No	No	No	No	No	No	No	No	No	No
21	2	21	2	3	No	No	No	No	No	No	No	No	No	No
22	2	7	2	1	No	No	No	No	No	No	No	No	No	No
23	2	7	2	1	No	No	No	No	No	No	No	No	No	No
24	2	7	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	4	7	0	0

## Warrant 3 Condition A

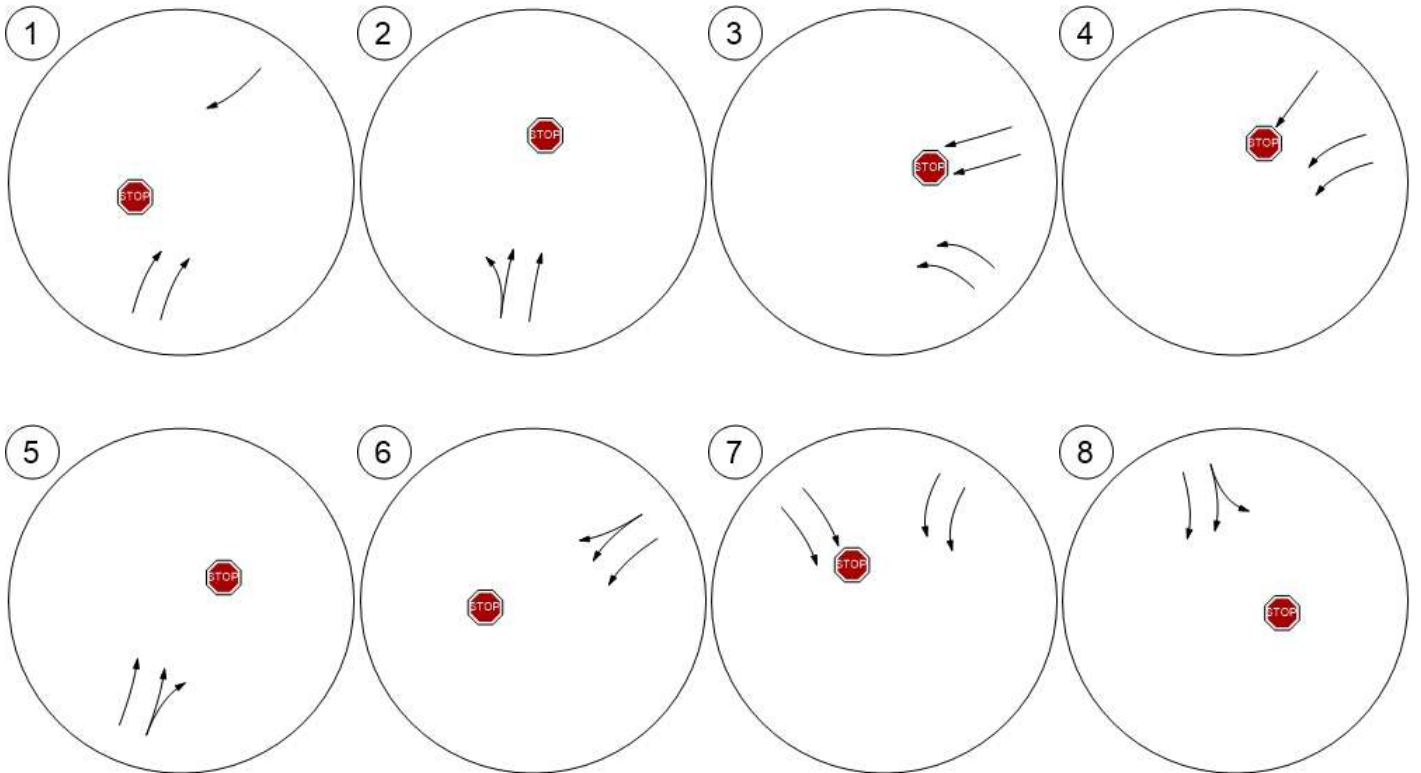
Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	12,2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:17
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	84
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	800
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>



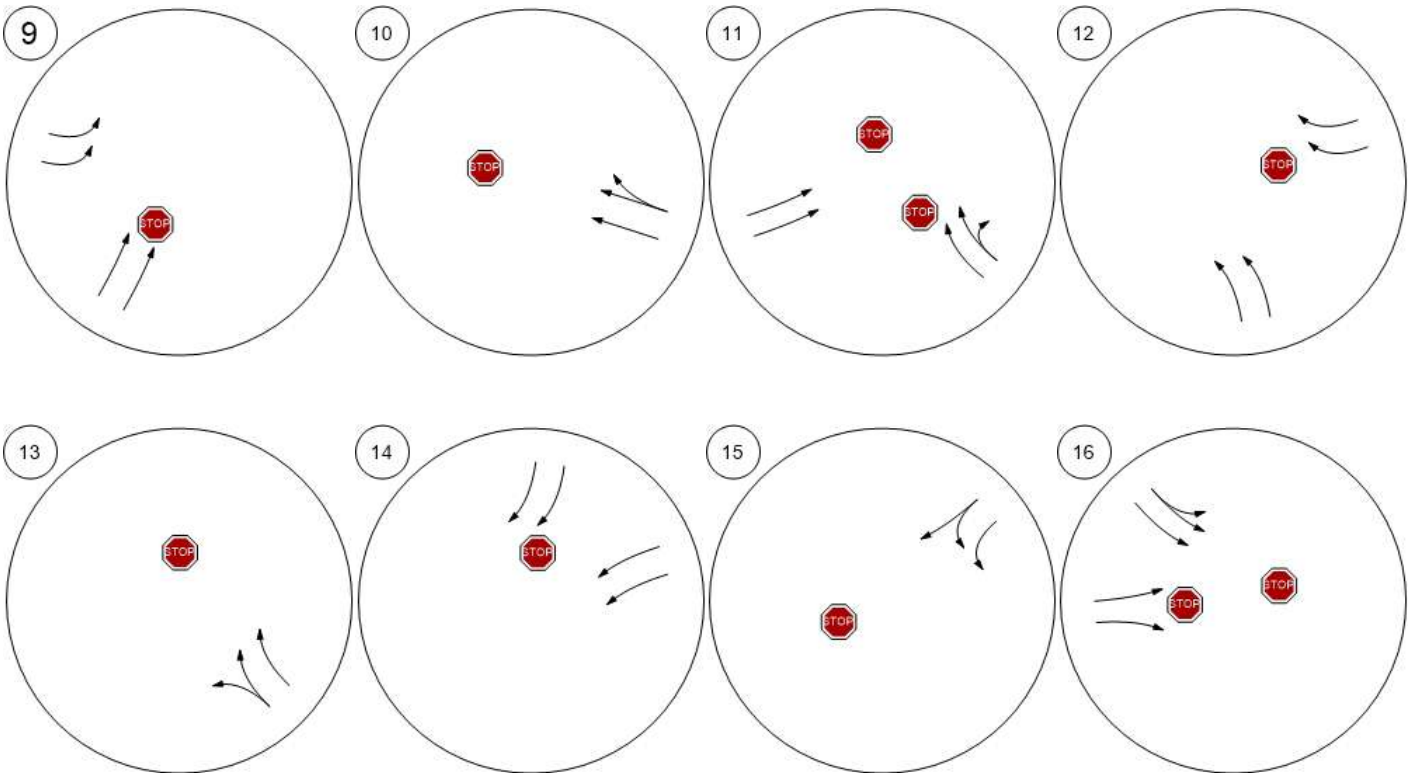
### Study Intersections



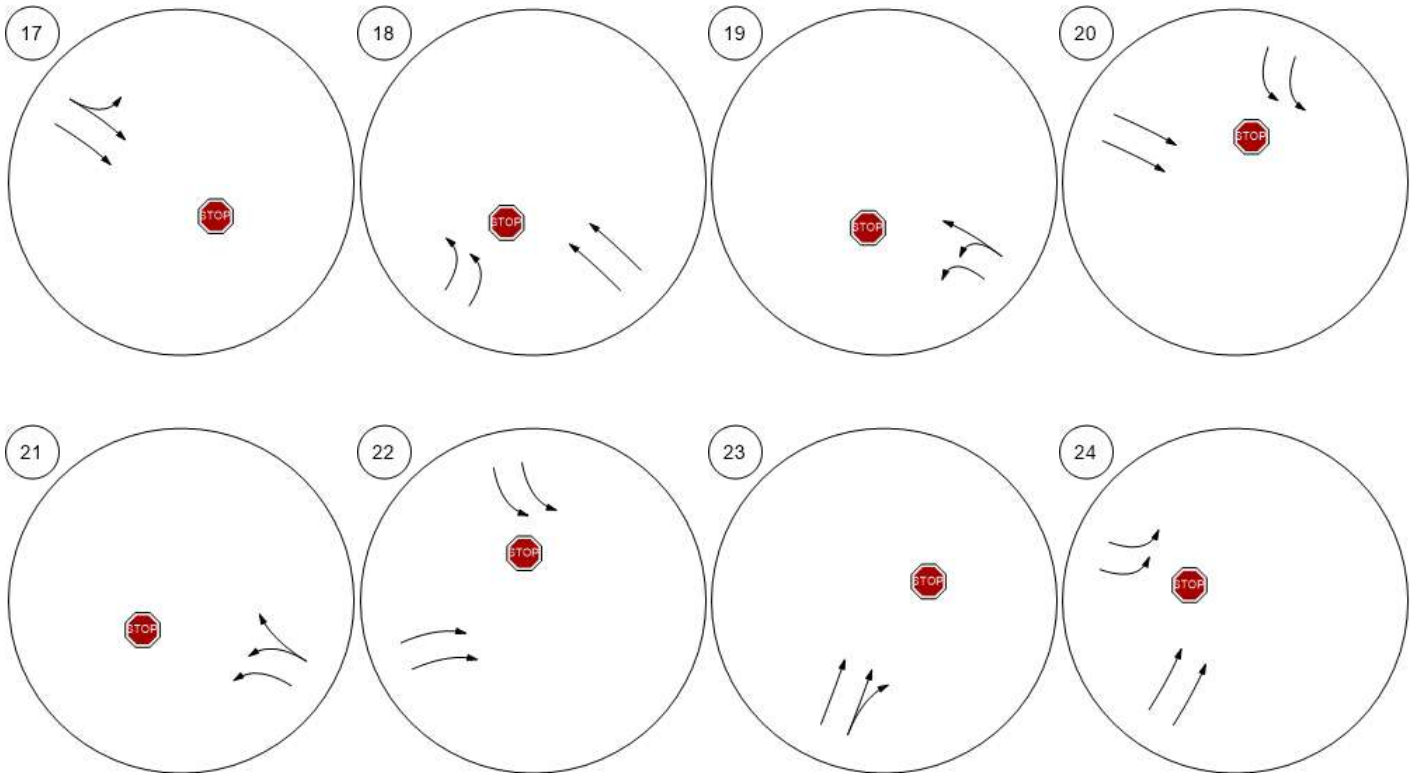
### Lane Configuration and Traffic Control



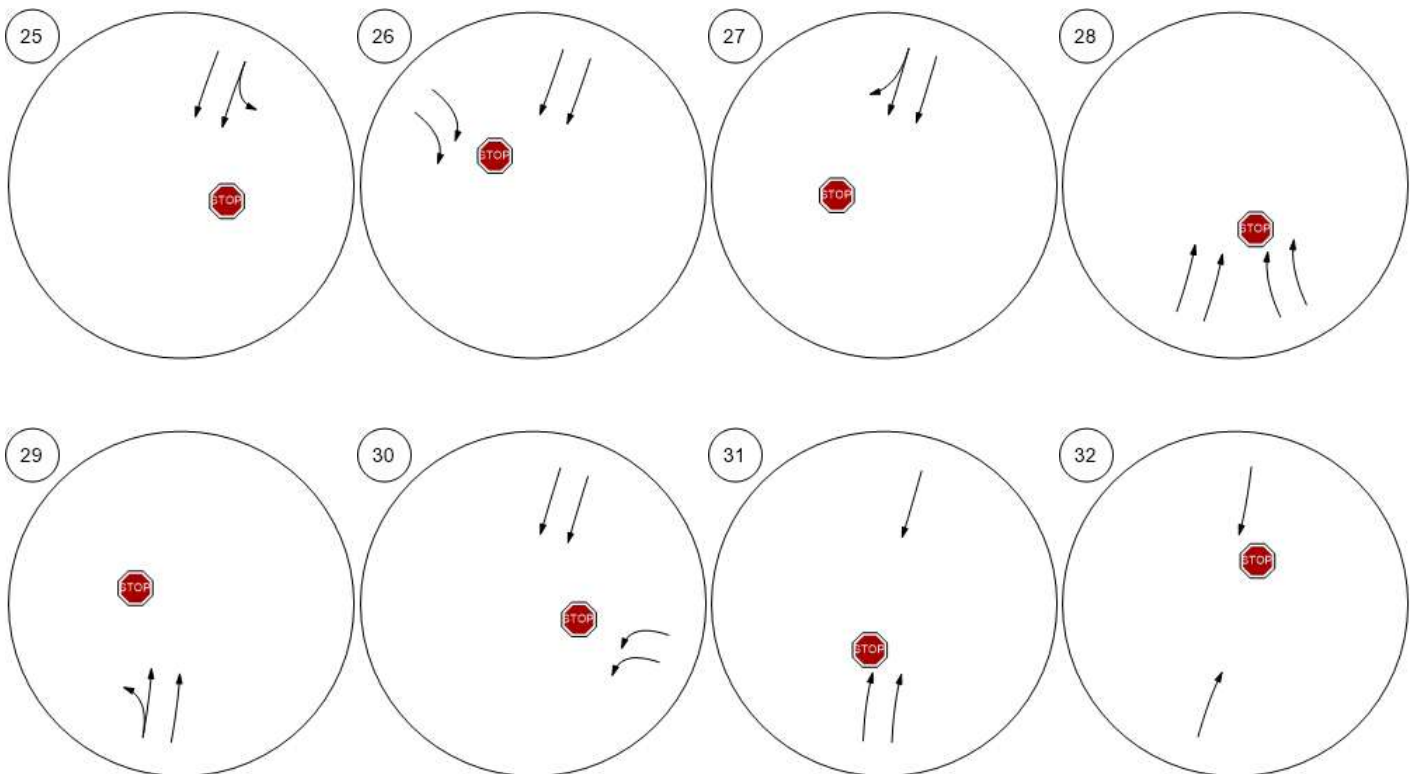
### Lane Configuration and Traffic Control



### Lane Configuration and Traffic Control

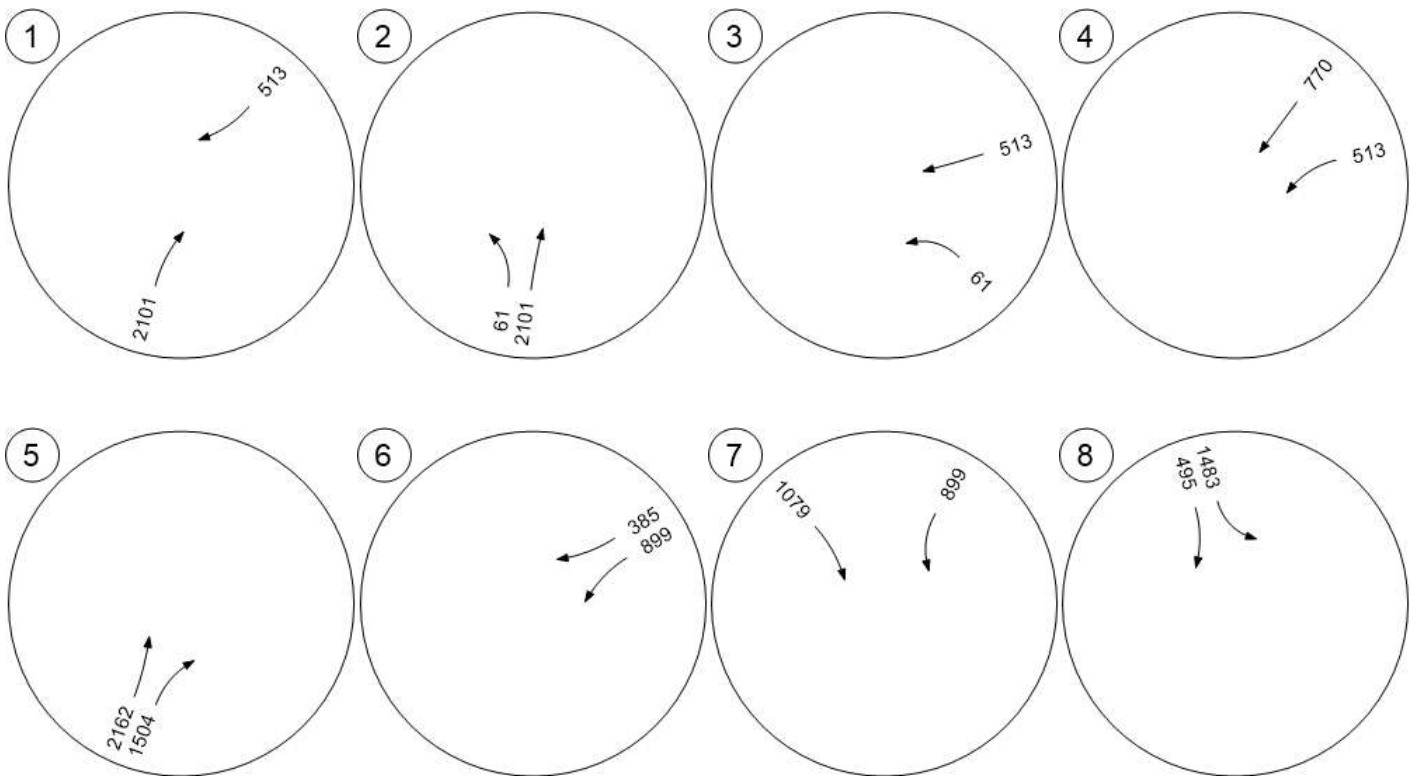


### Lane Configuration and Traffic Control

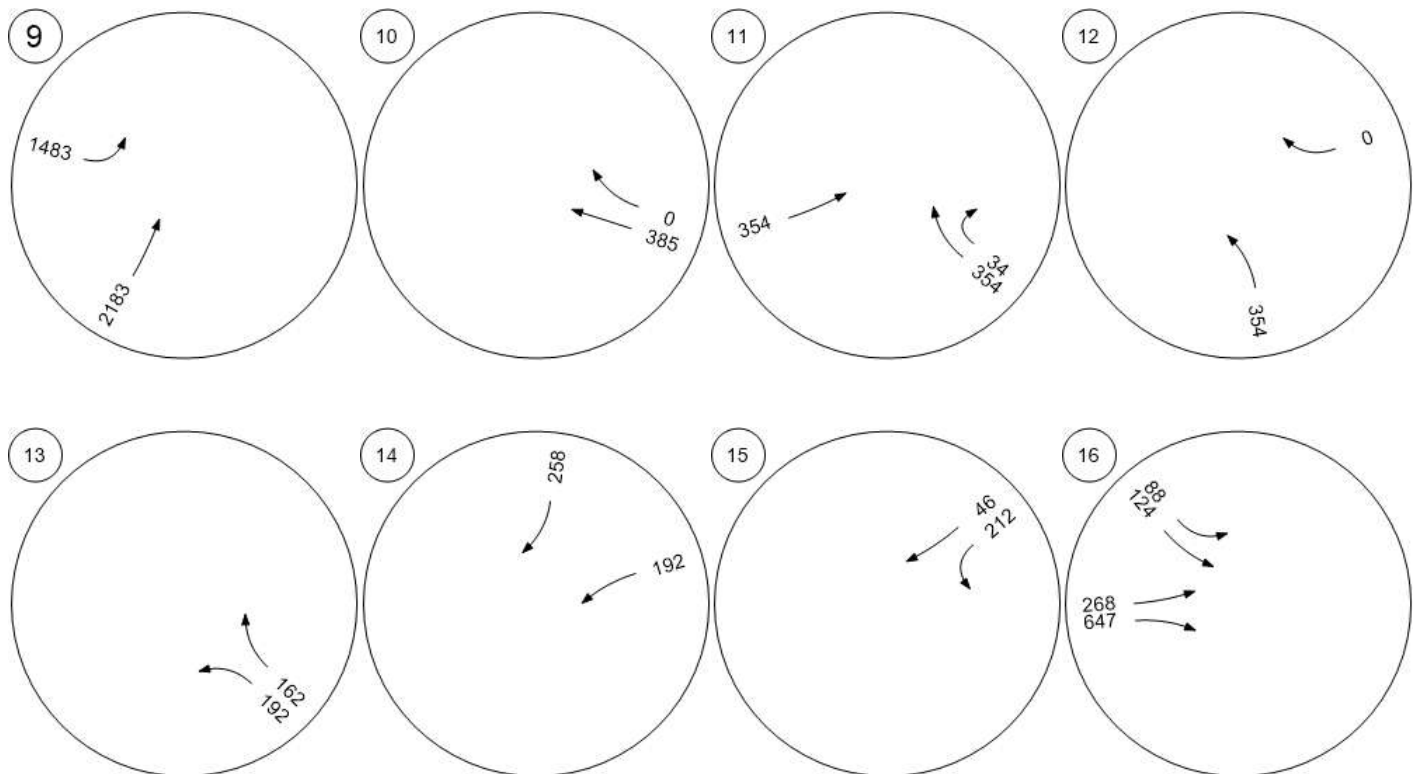




Traffic Volume - Base Volume

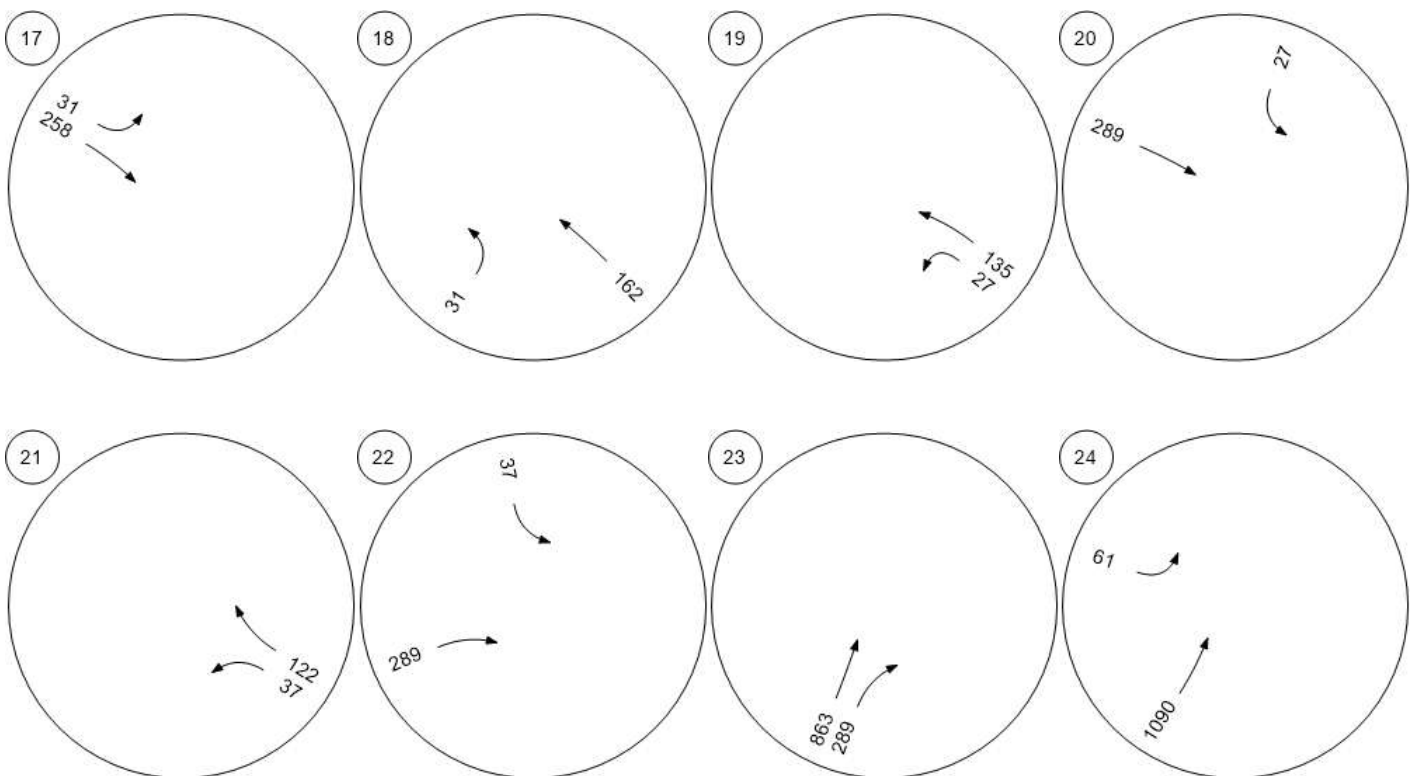


Traffic Volume - Base Volume

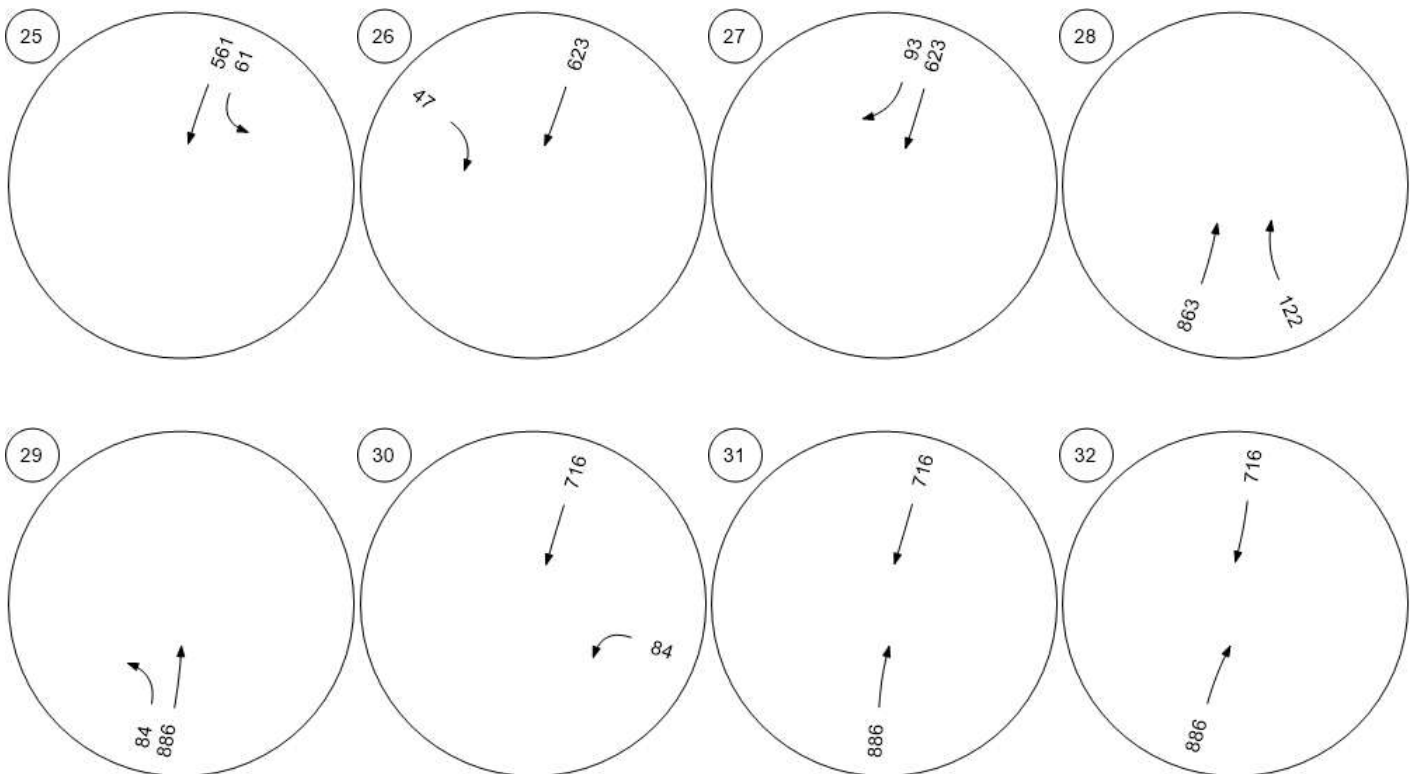




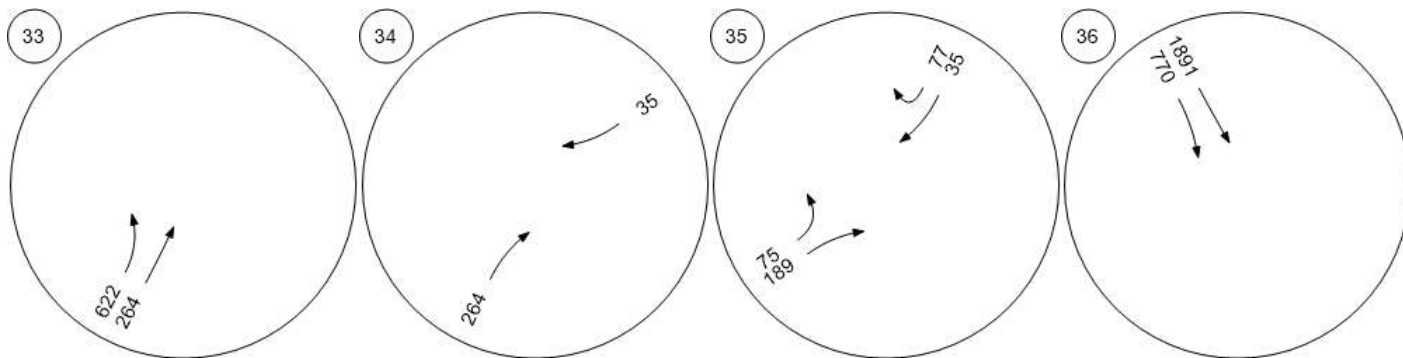
### Traffic Volume - Base Volume



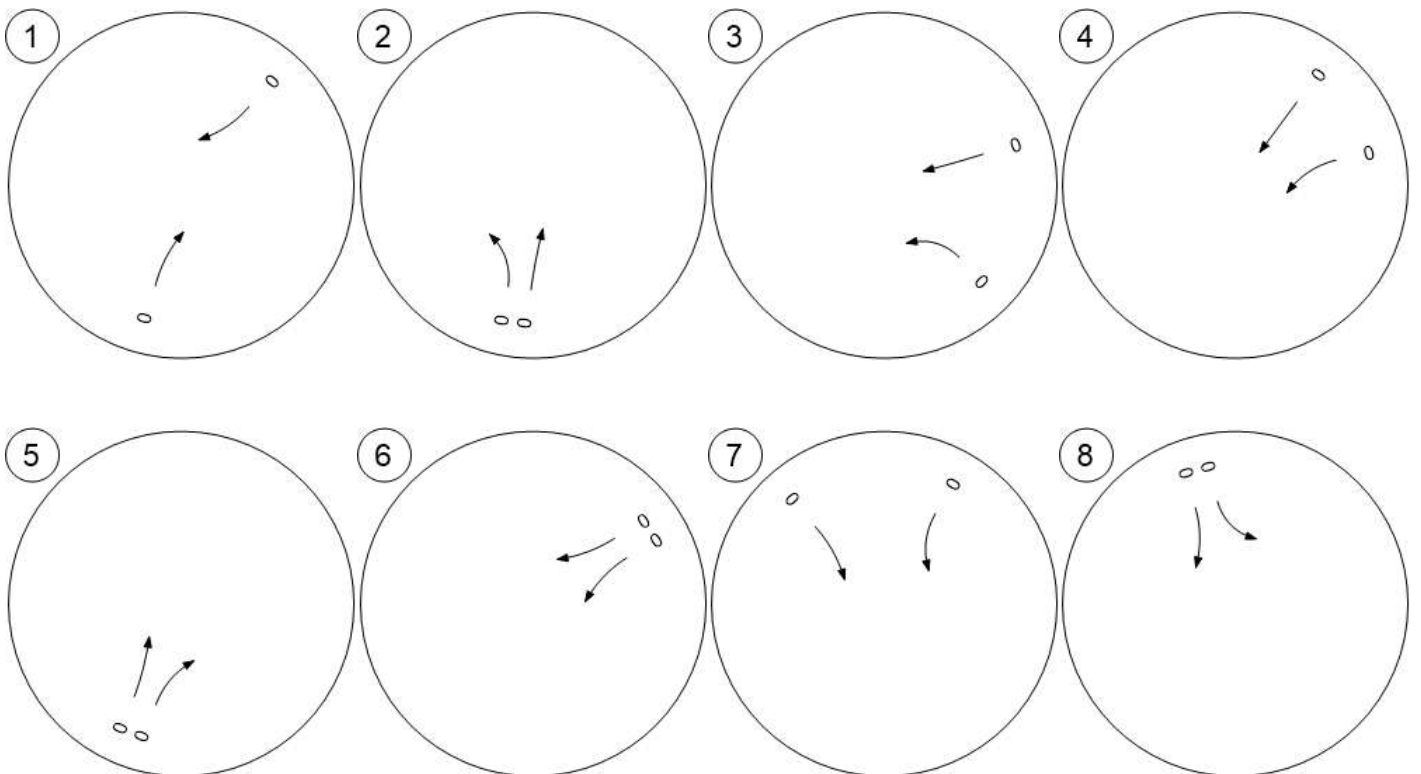
### Traffic Volume - Base Volume



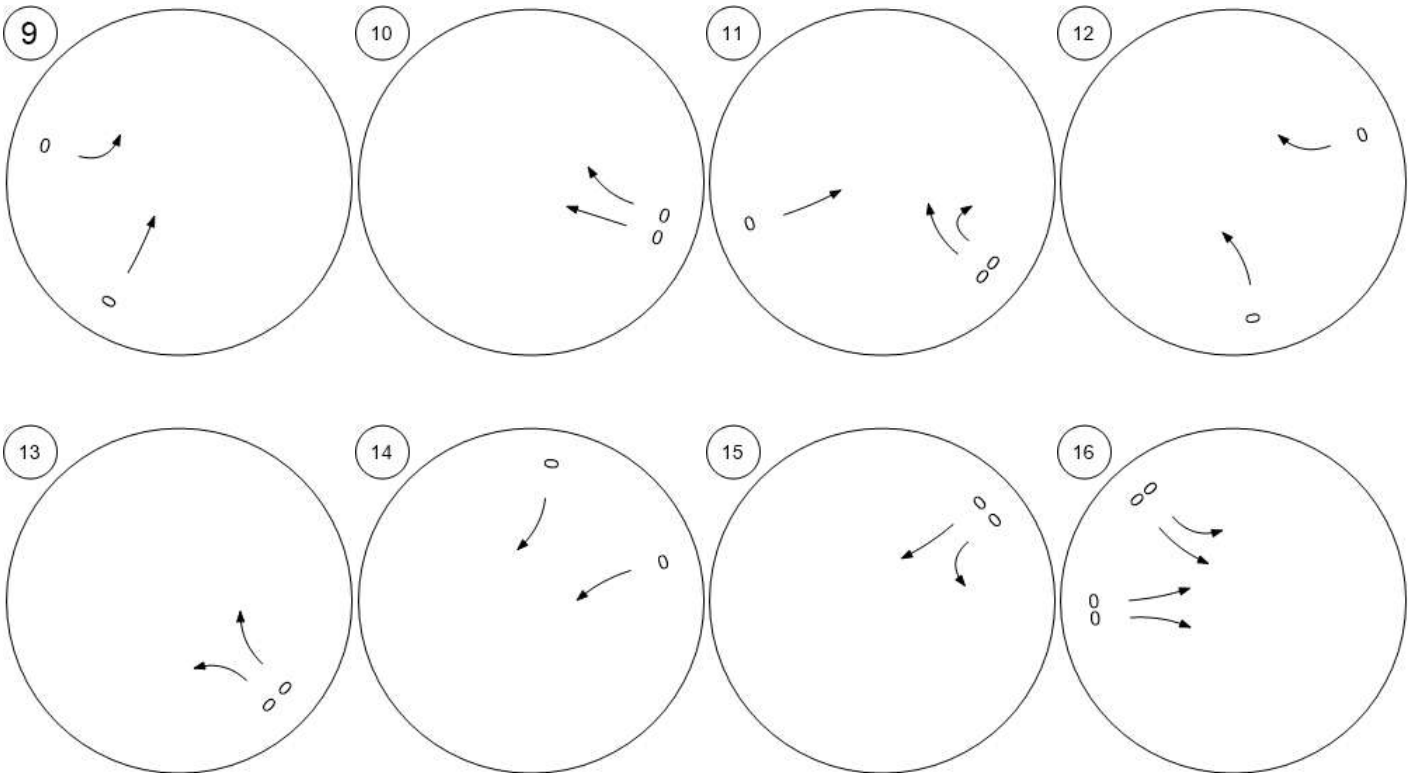
### Traffic Volume - Base Volume



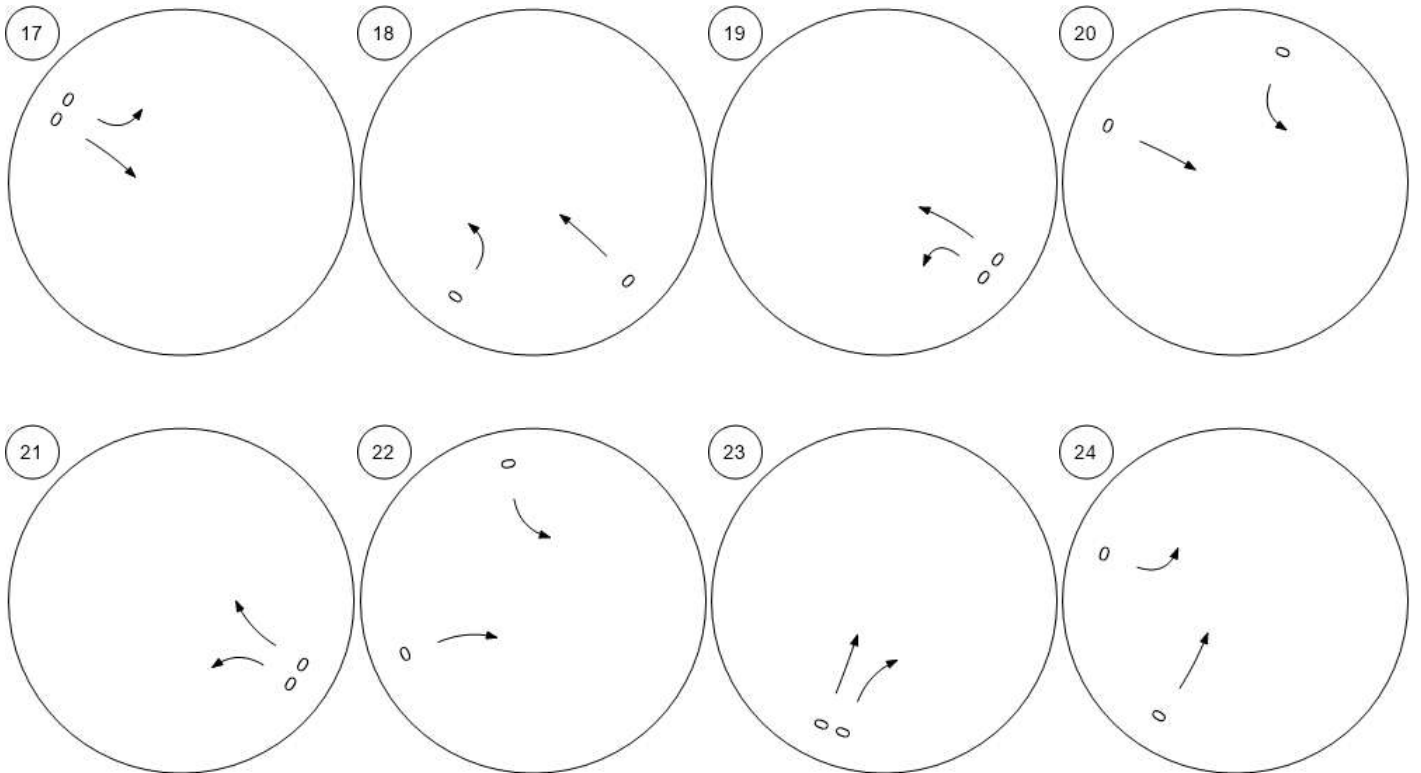
### Traffic Volume - In-Process Volume



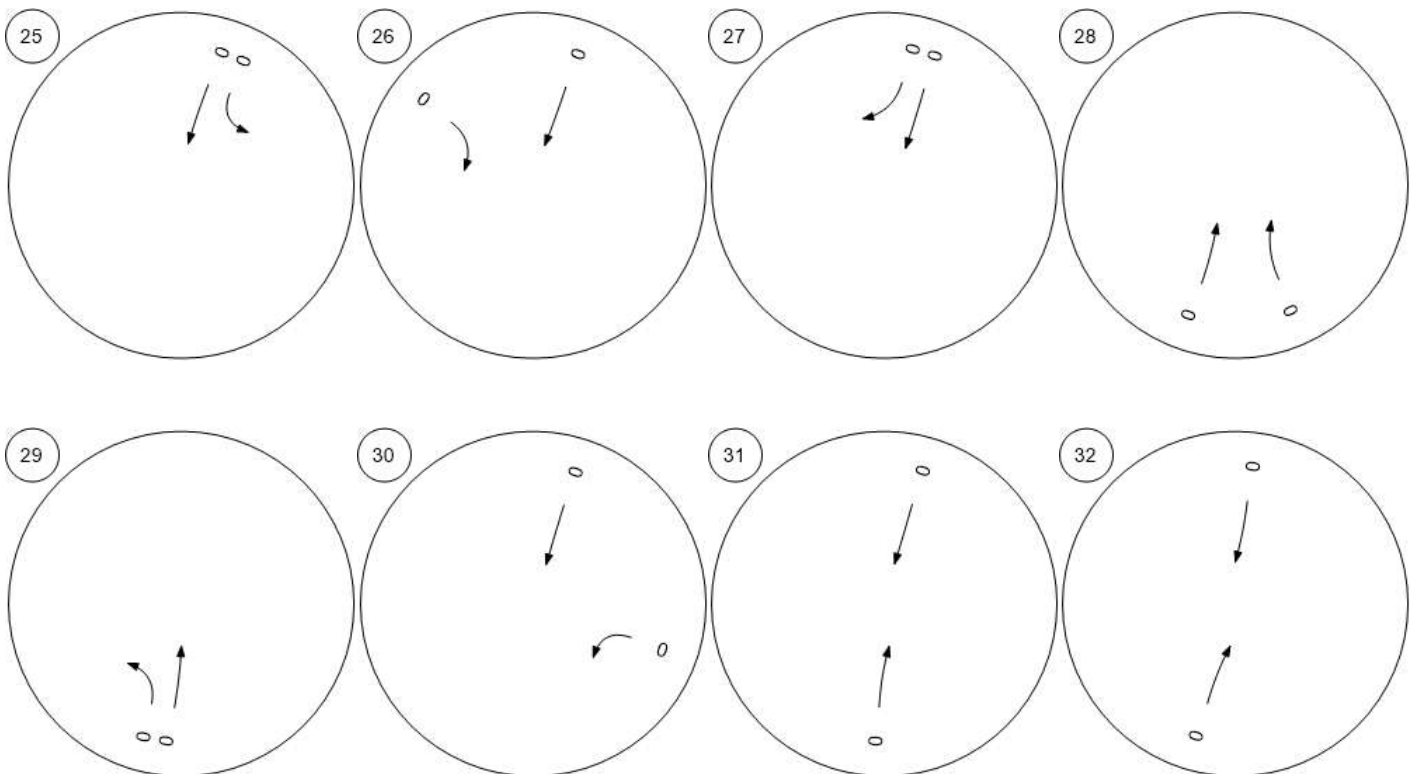
Traffic Volume - In-Process Volume



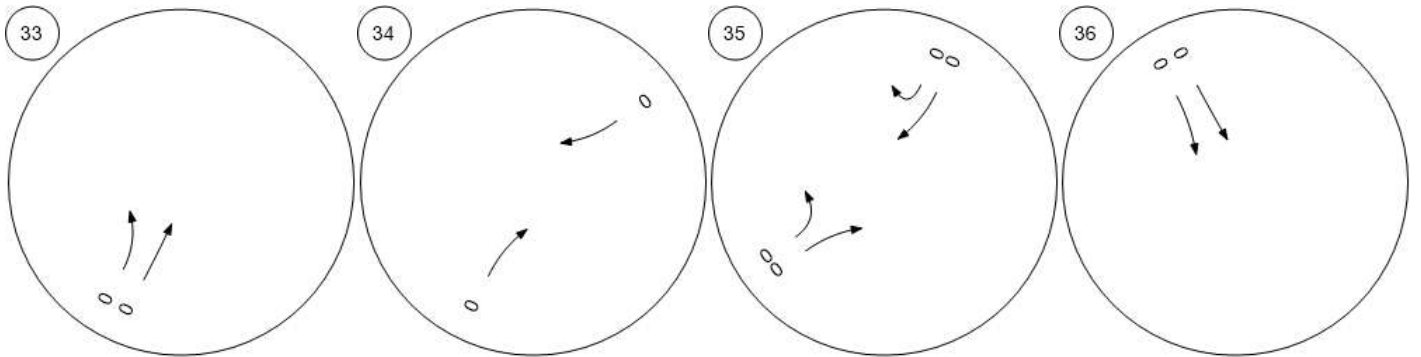
### Traffic Volume - In-Process Volume



### Traffic Volume - In-Process Volume

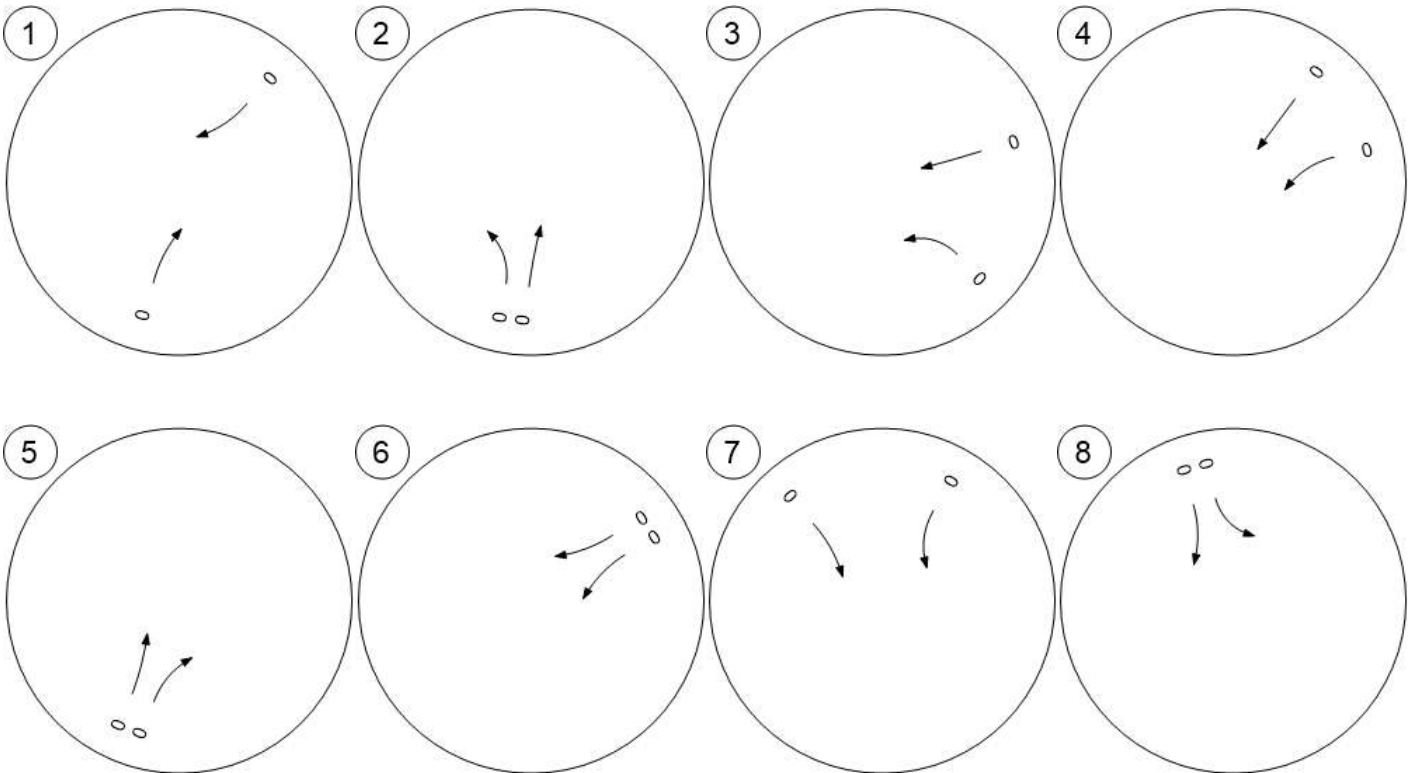


Traffic Volume - In-Process Volume

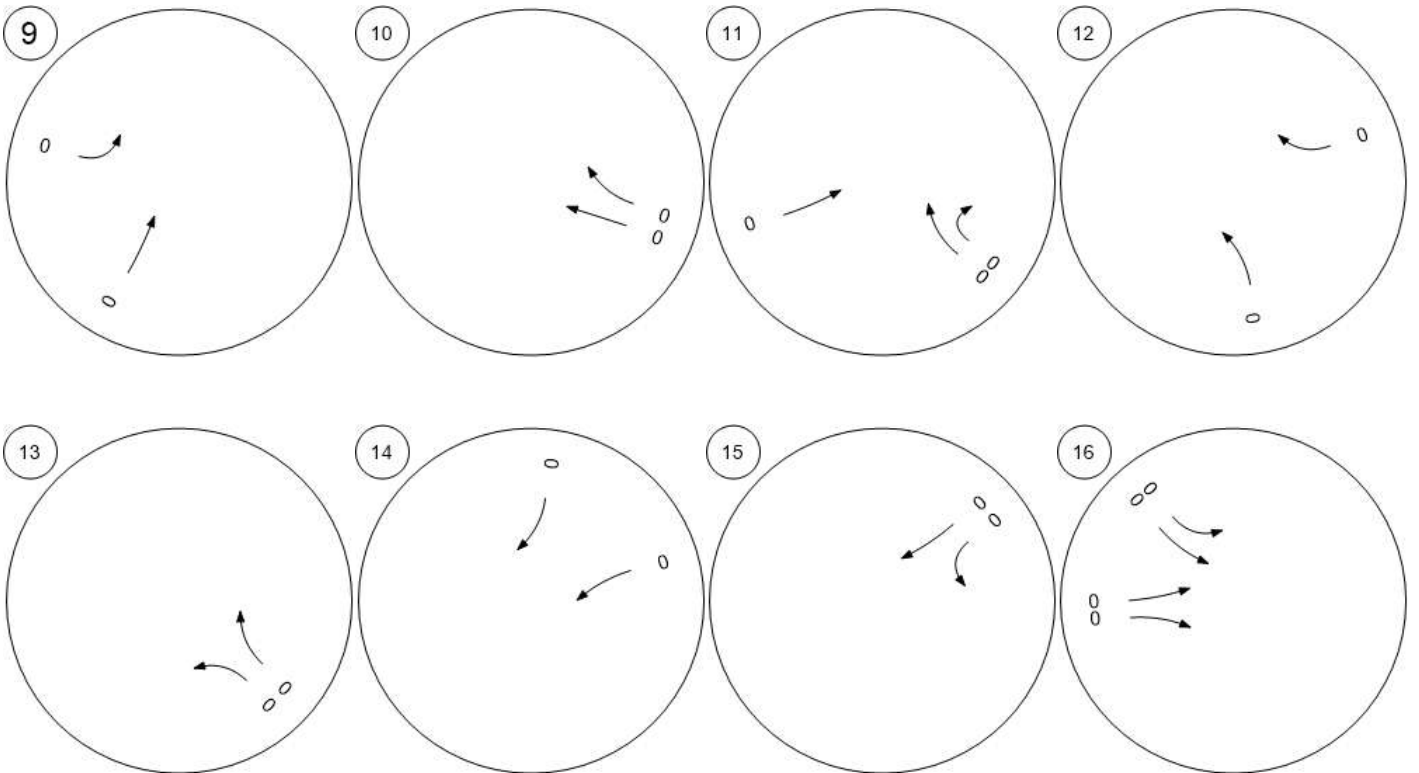




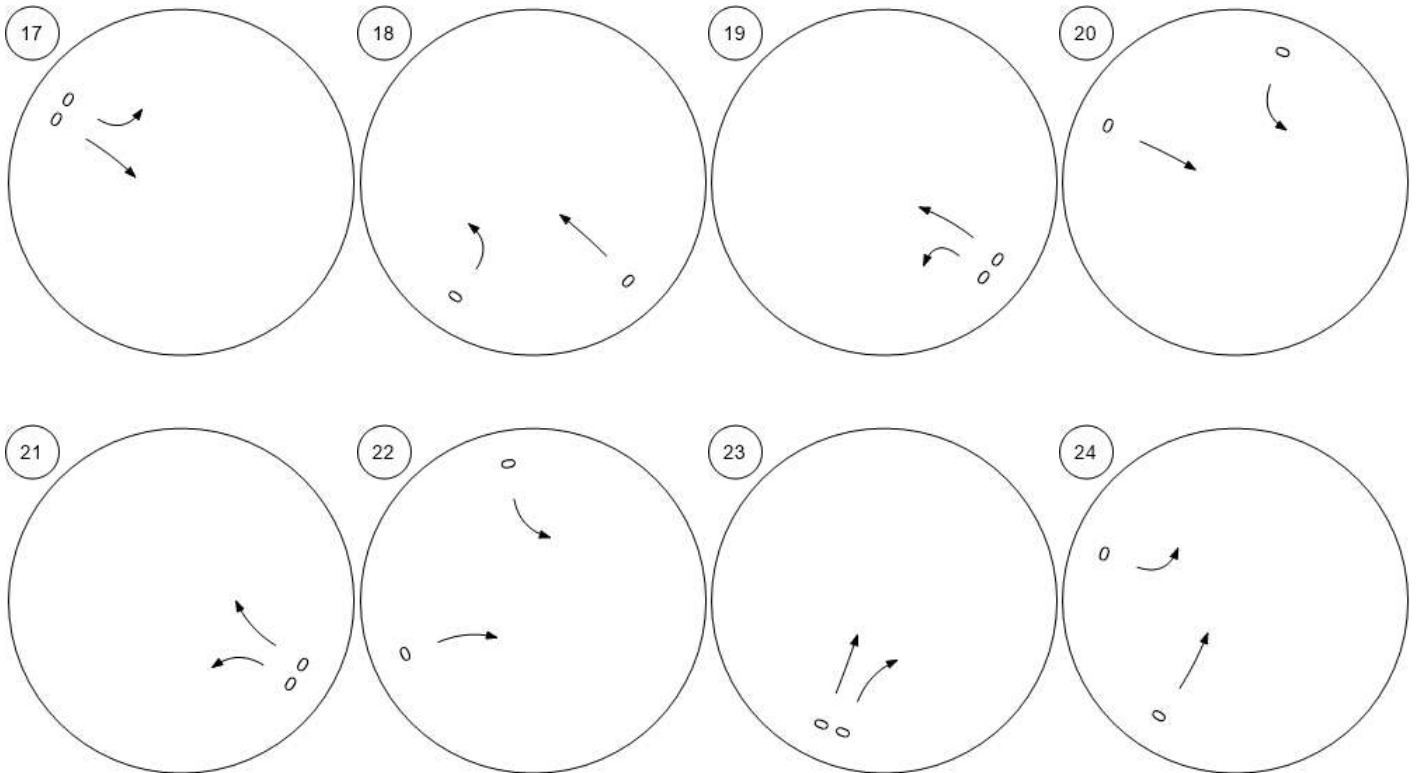
### Traffic Volume - Net New Site Trips



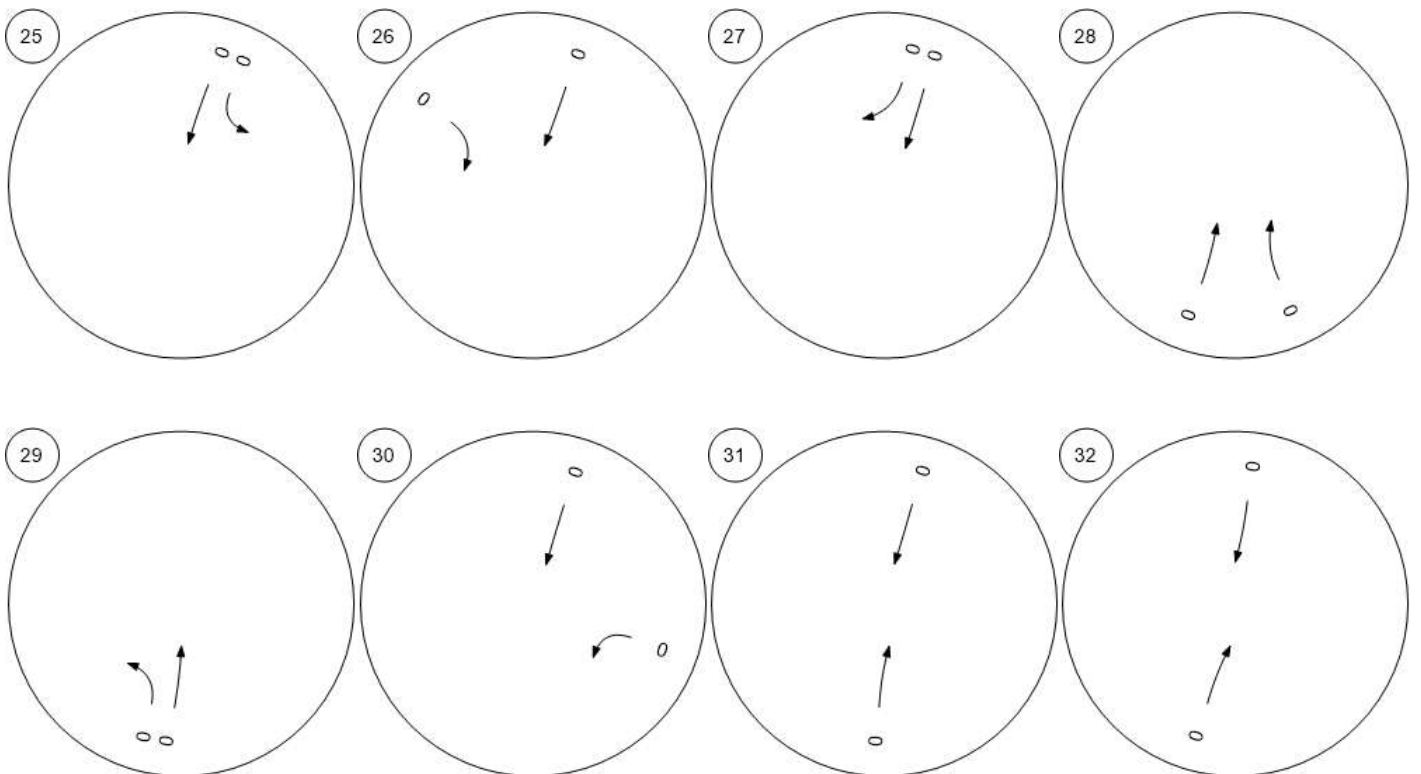
### Traffic Volume - Net New Site Trips



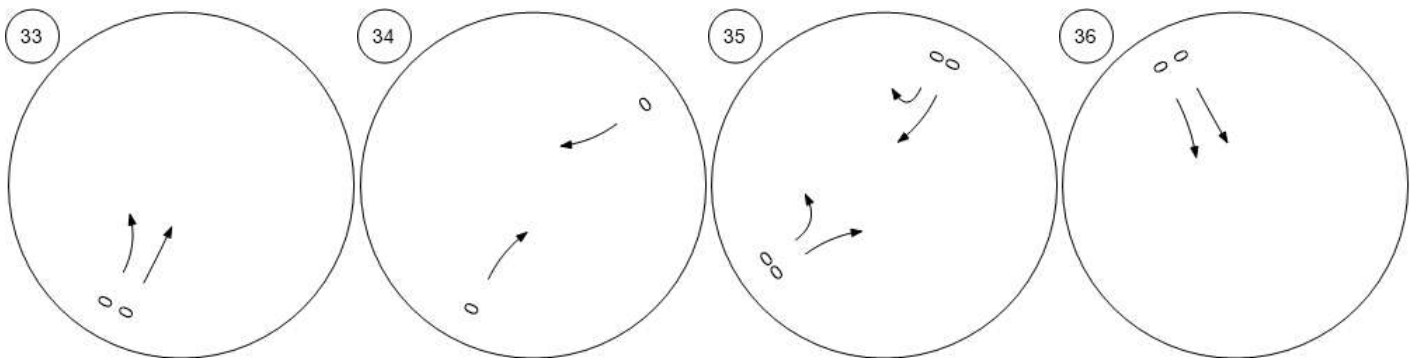
### Traffic Volume - Net New Site Trips



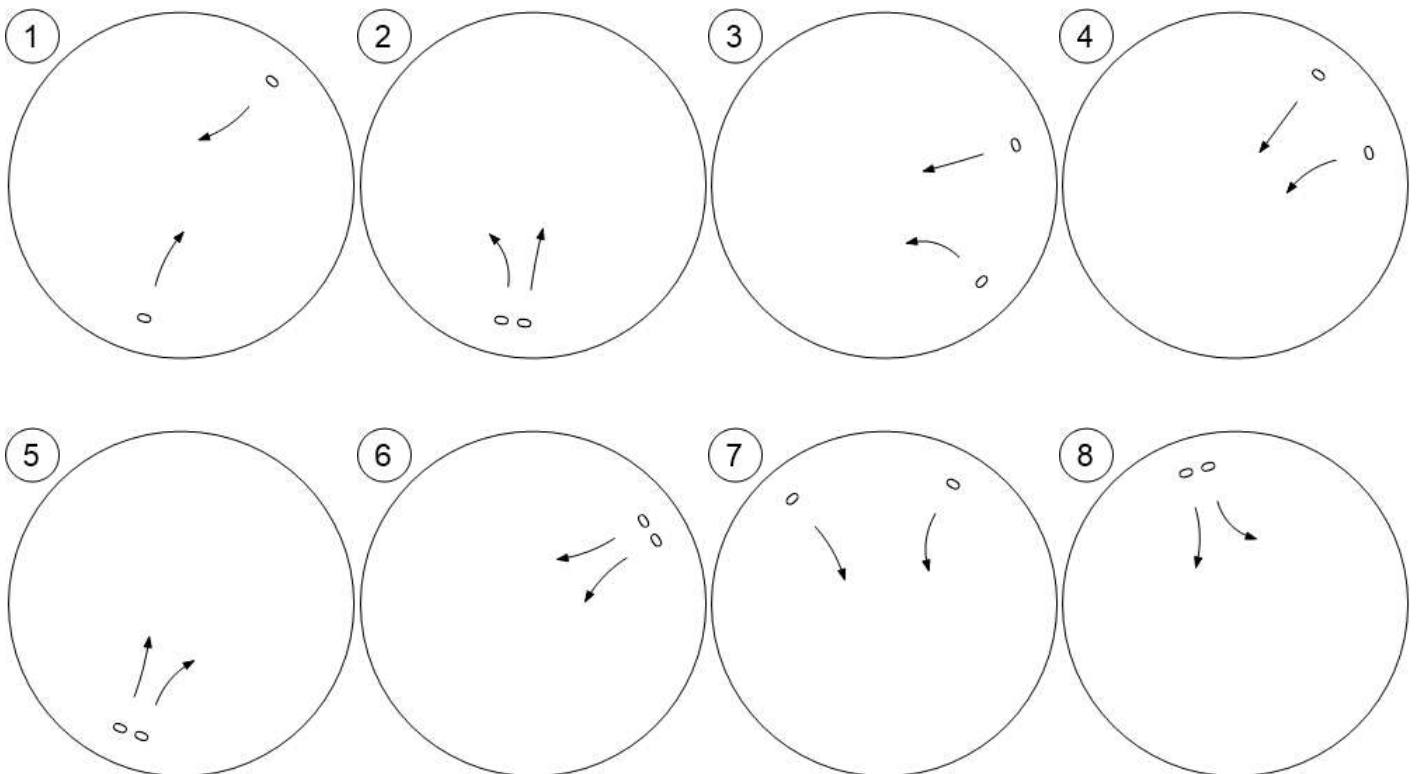
### Traffic Volume - Net New Site Trips



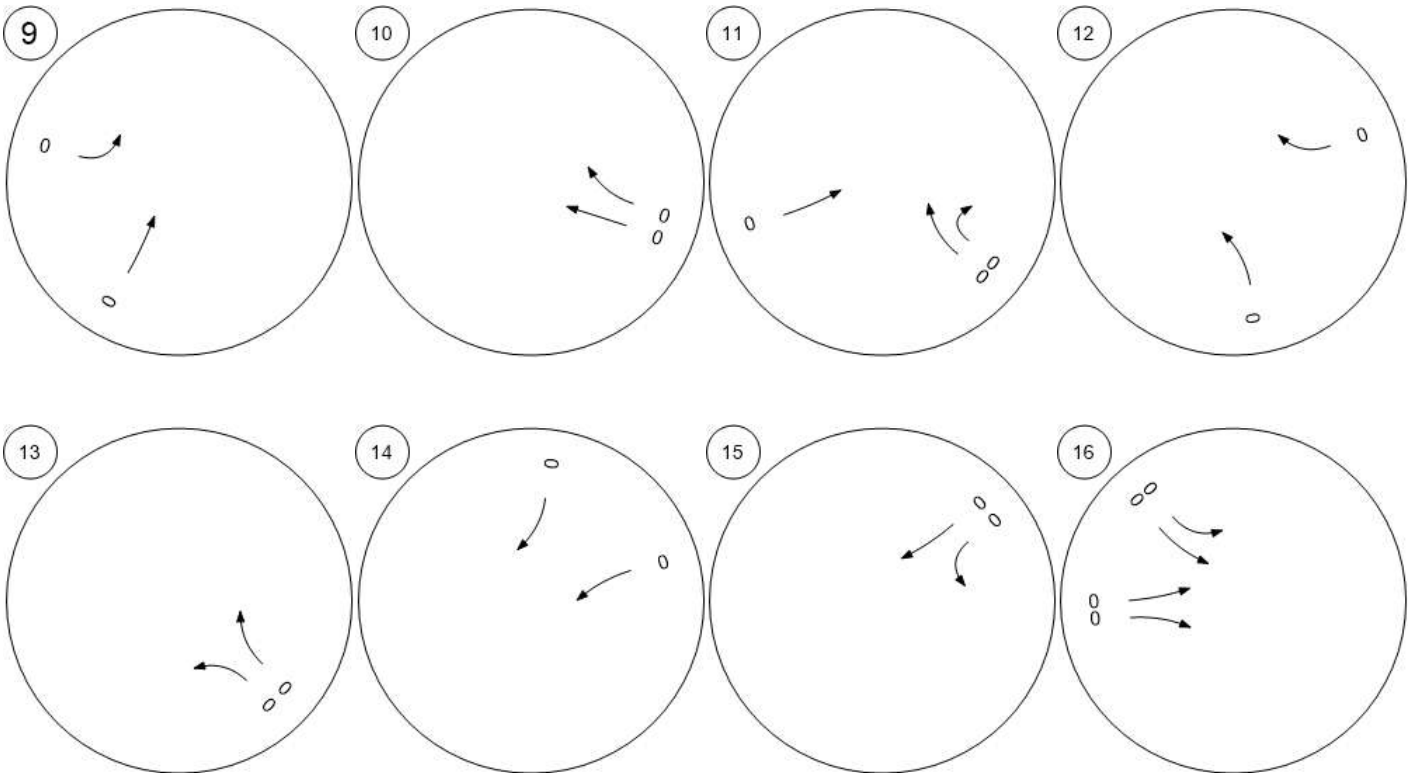
### Traffic Volume - Net New Site Trips



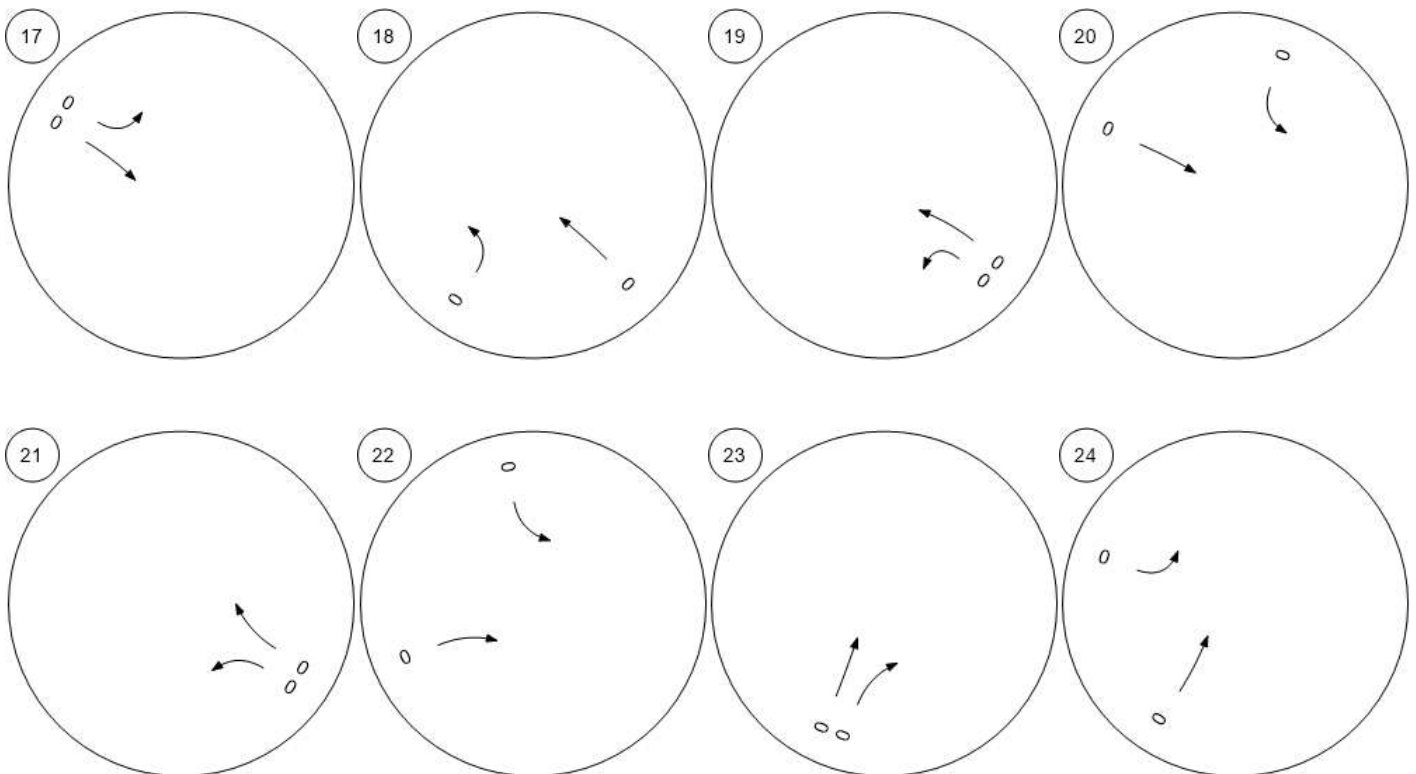
### Traffic Volume - Other Volume



Traffic Volume - Other Volume

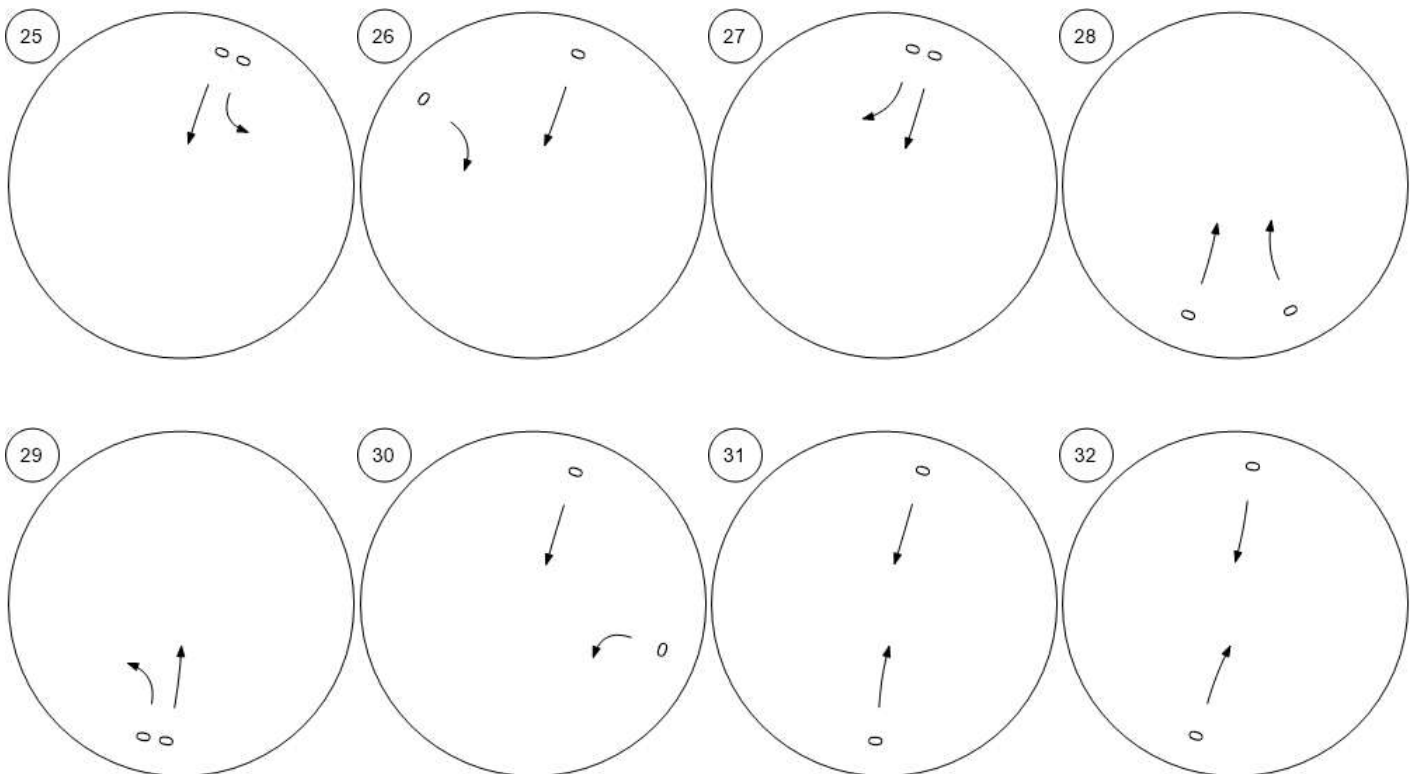


### Traffic Volume - Other Volume

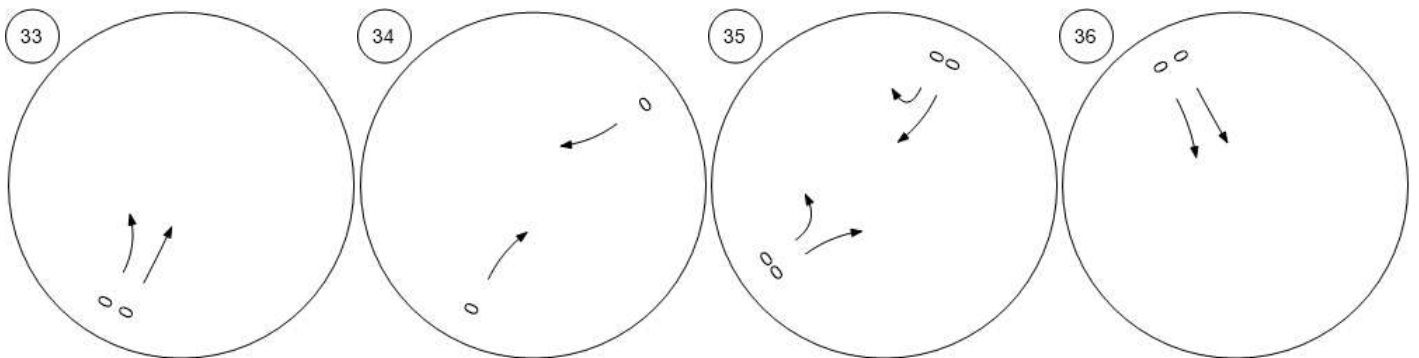




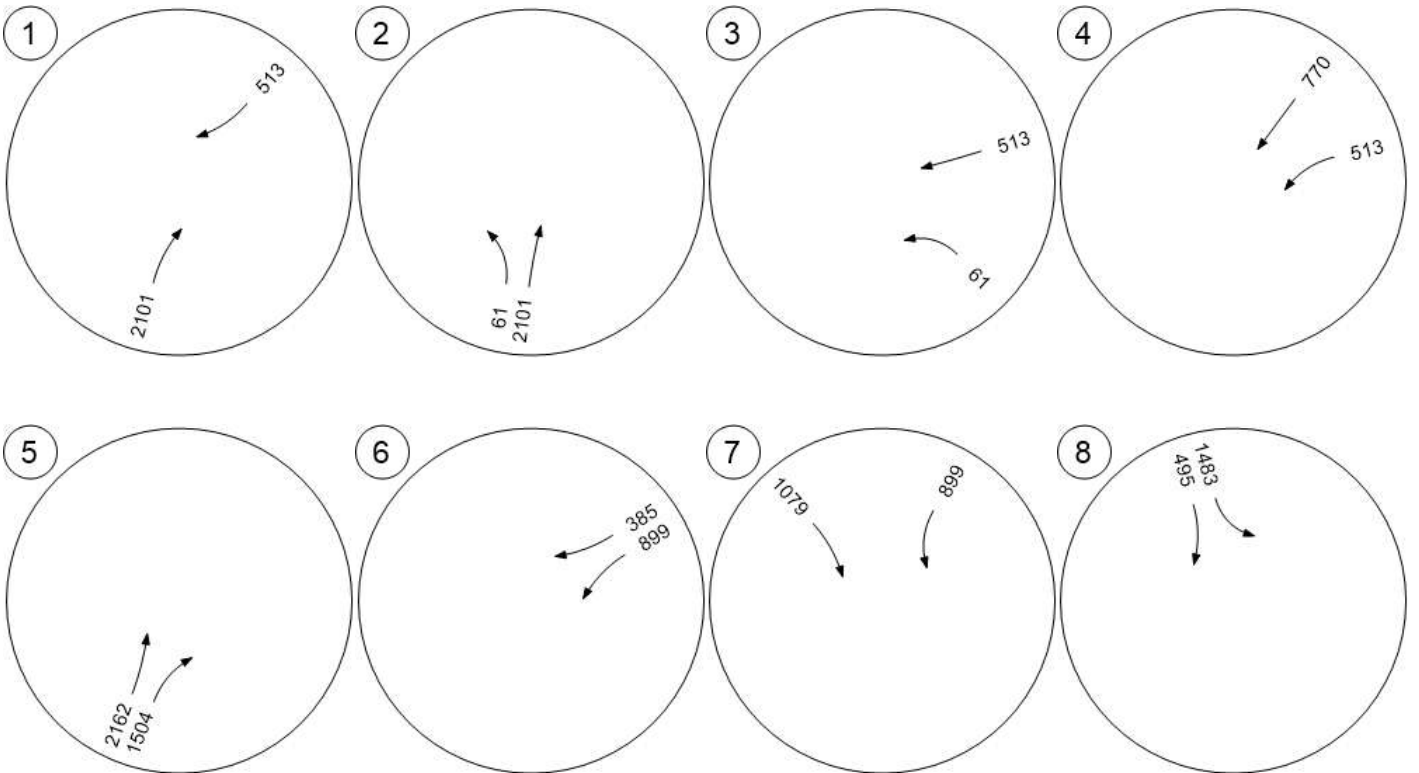
### Traffic Volume - Other Volume



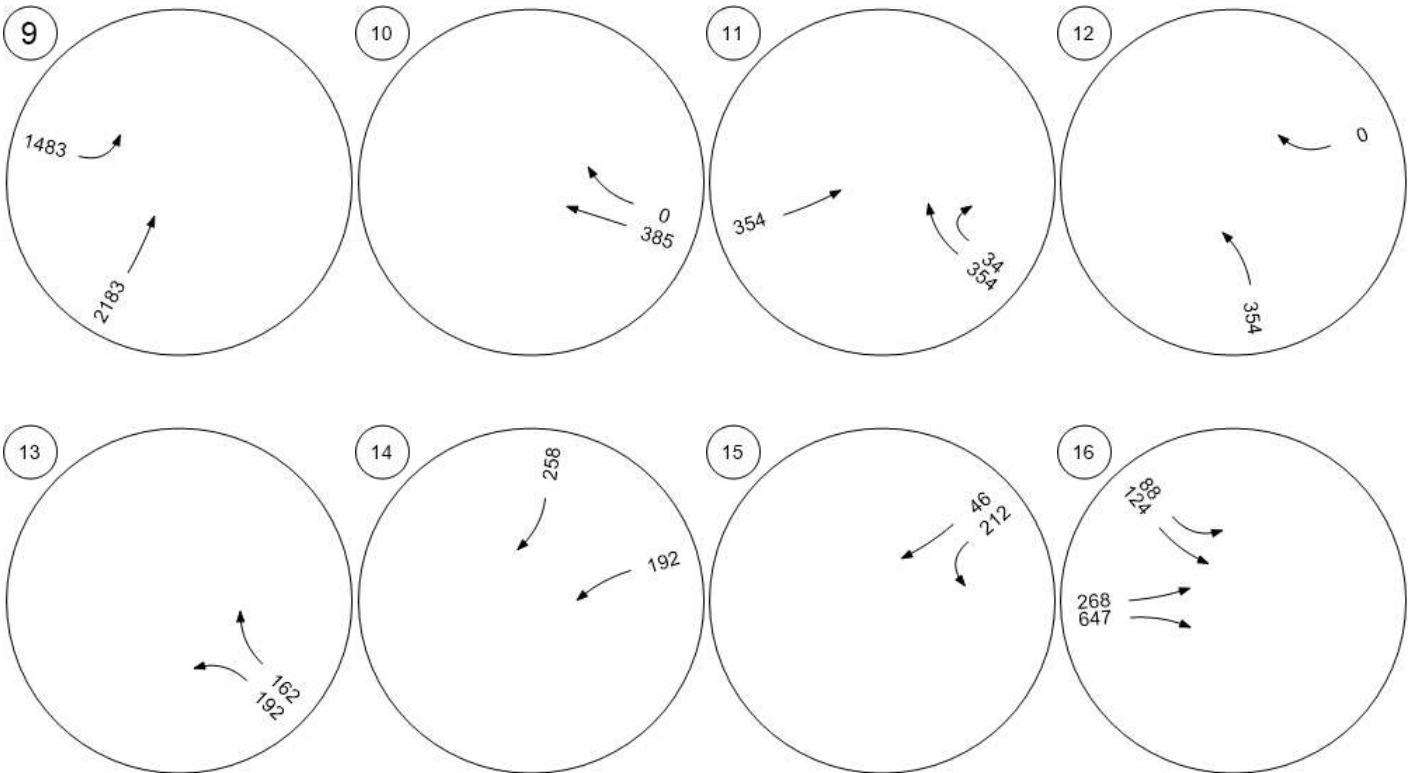
### Traffic Volume - Other Volume



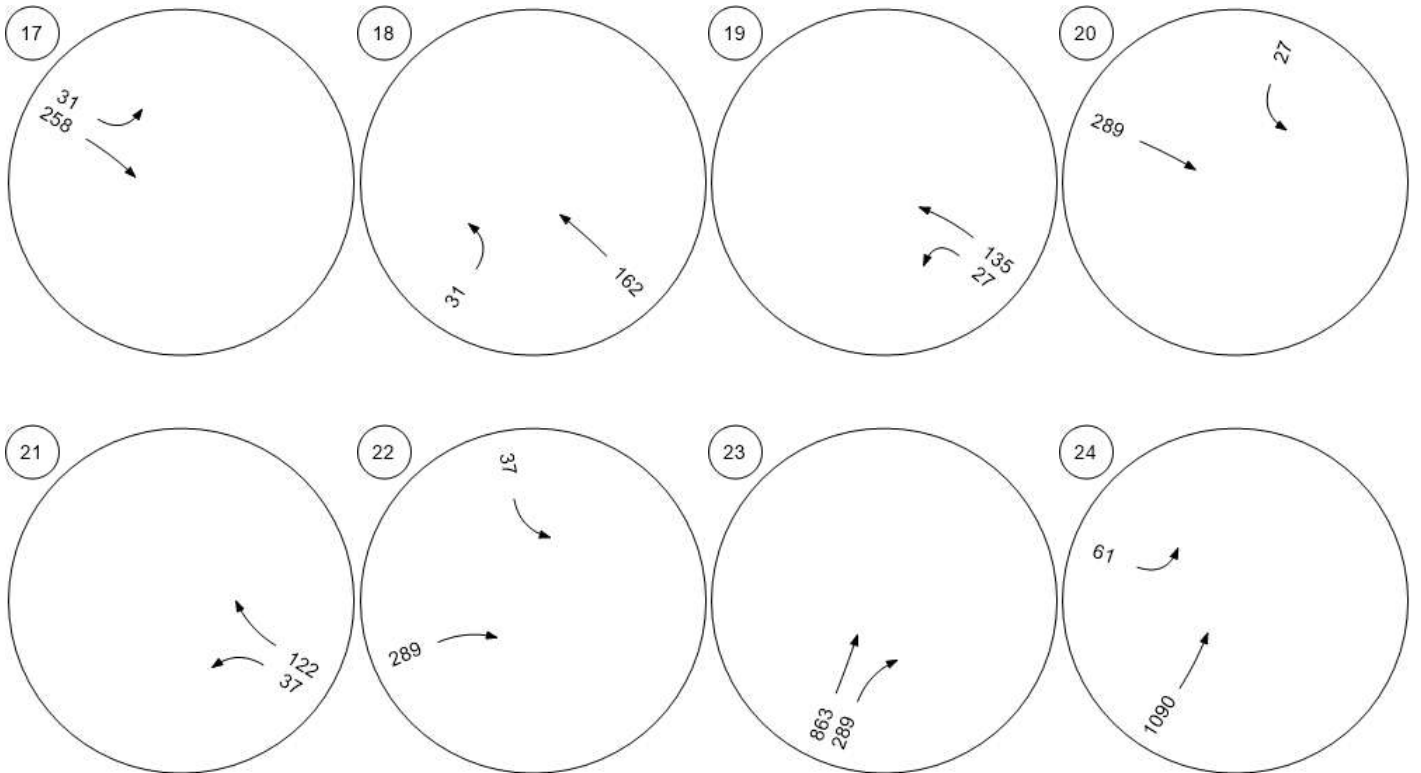
### Traffic Volume - Future Total Volume



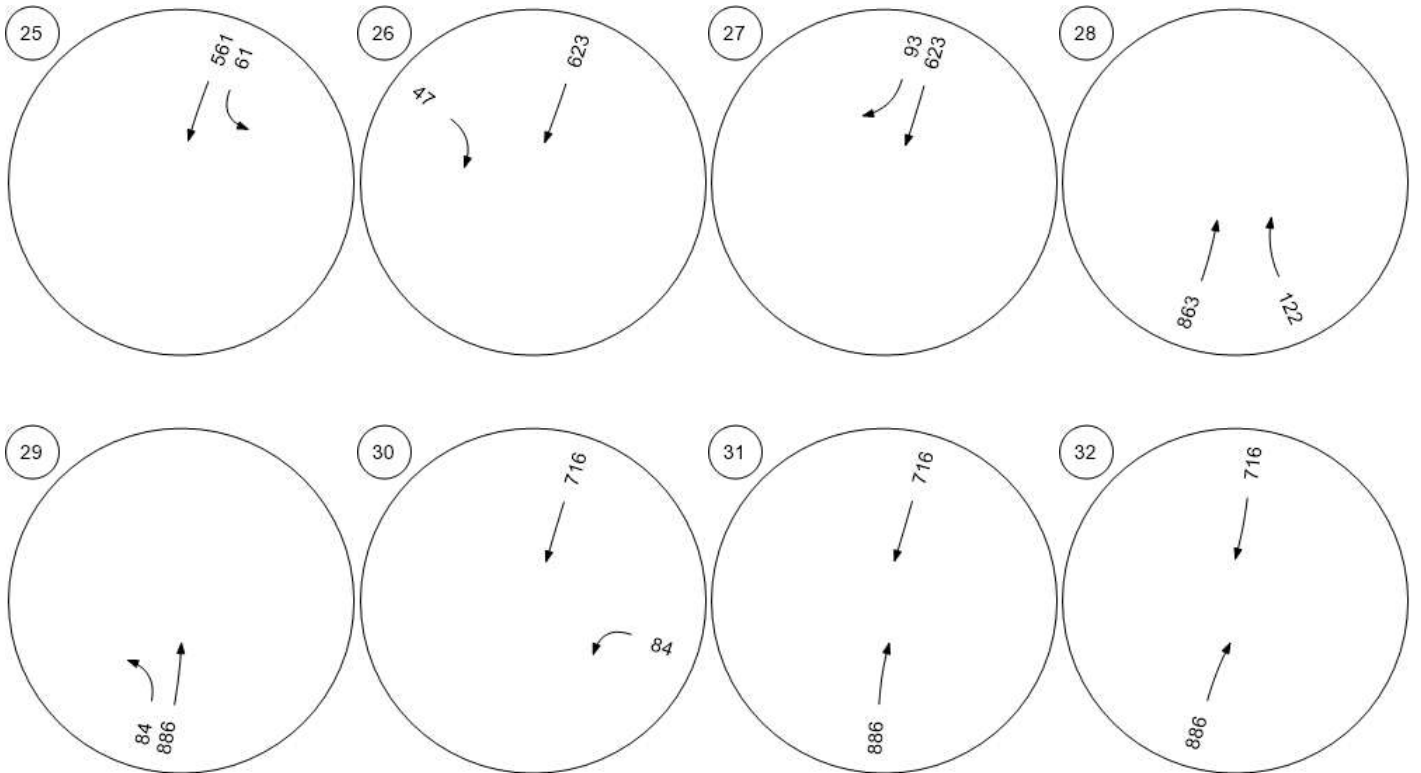
### Traffic Volume - Future Total Volume



### Traffic Volume - Future Total Volume

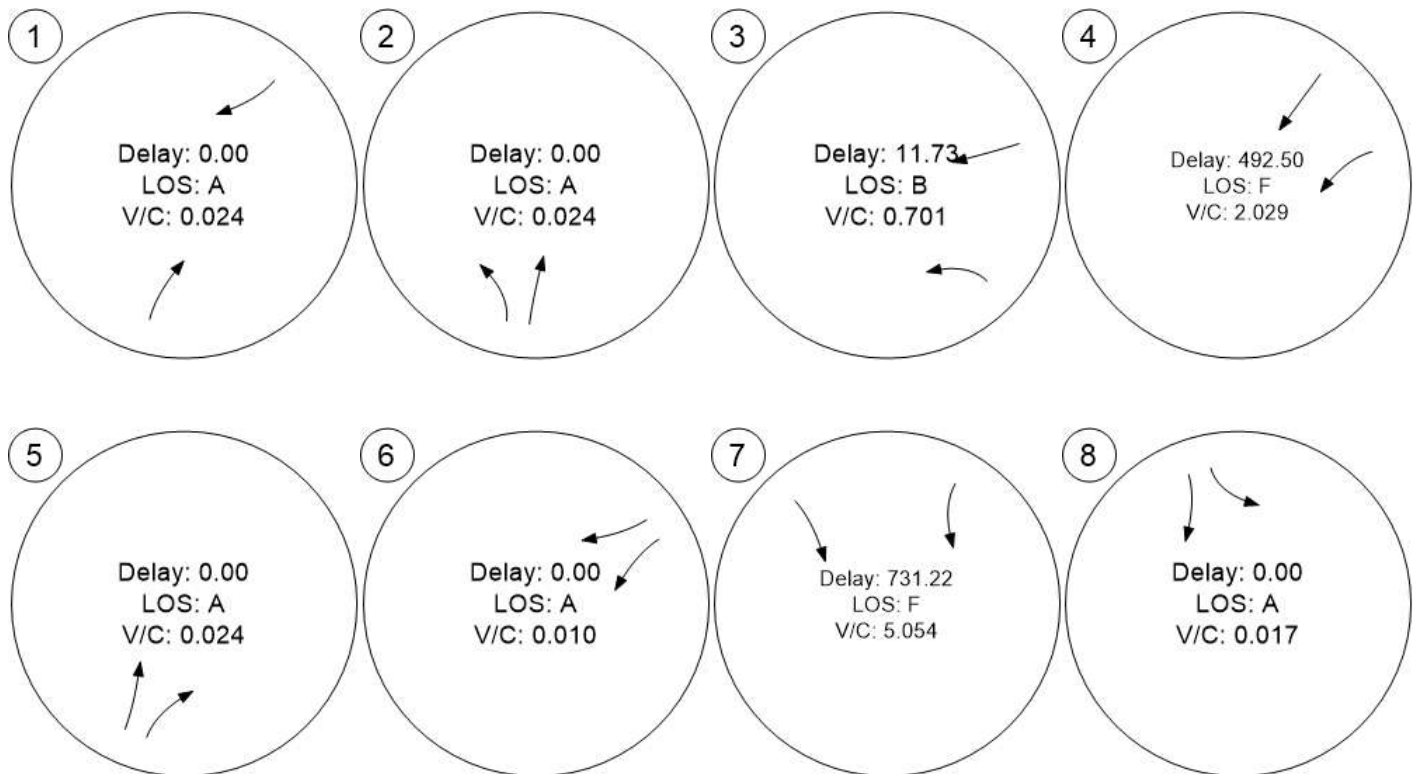


### Traffic Volume - Future Total Volume



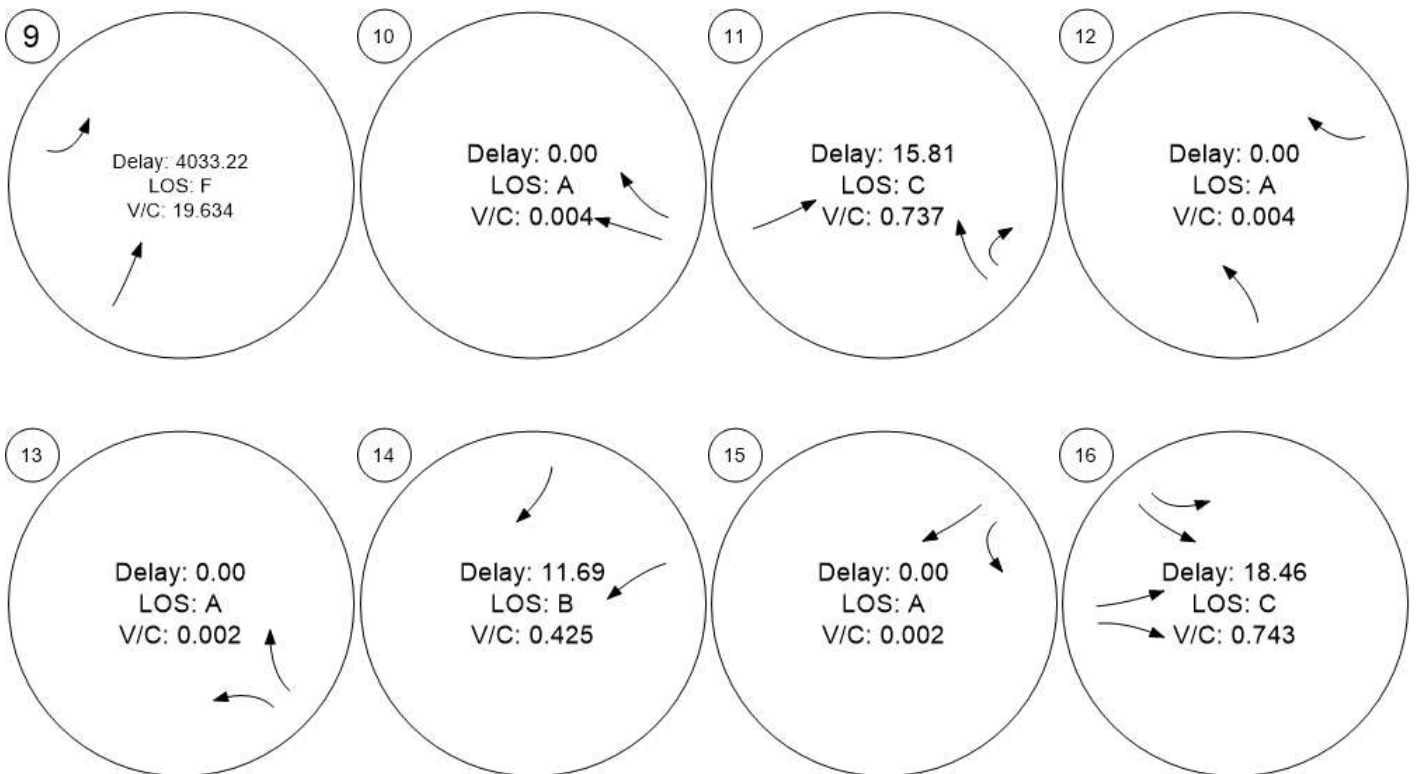


Traffic Conditions

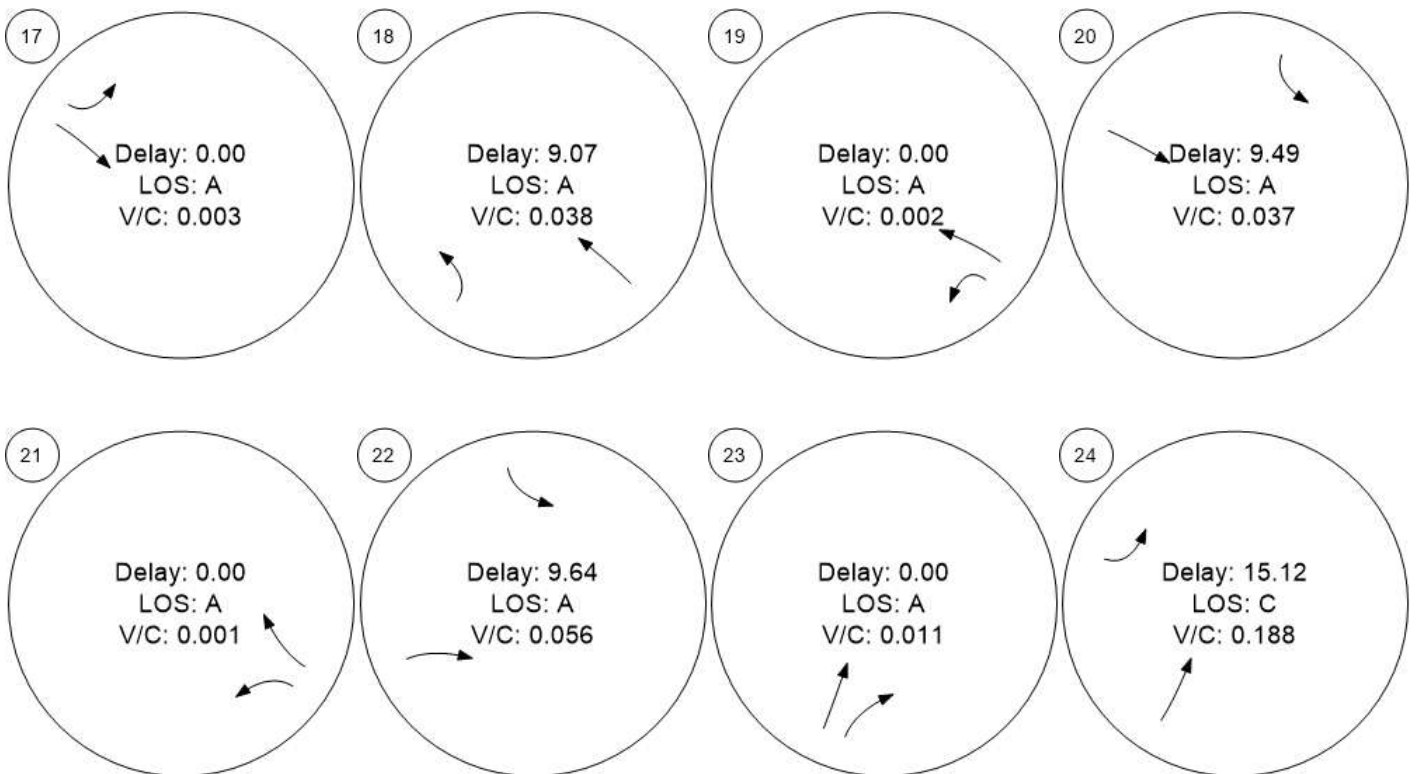




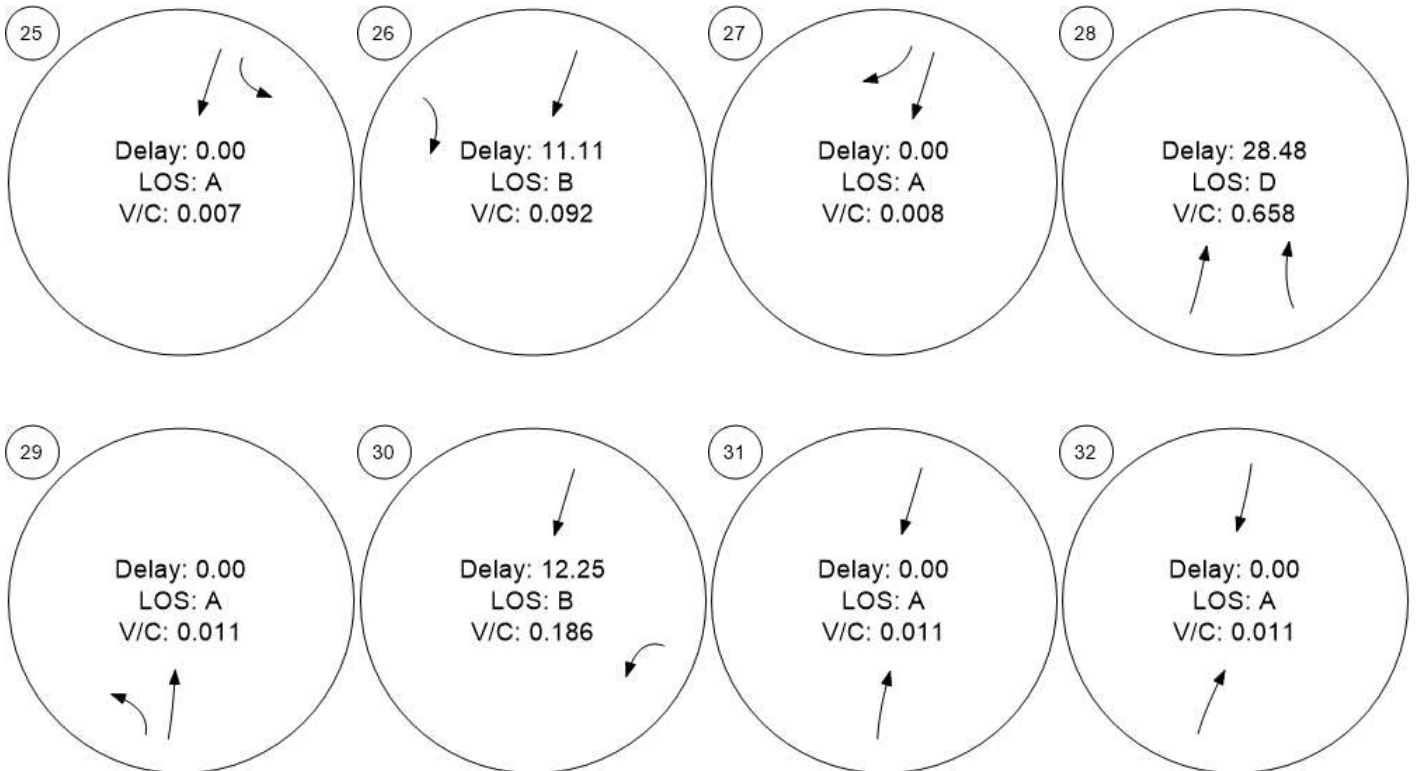
Traffic Conditions



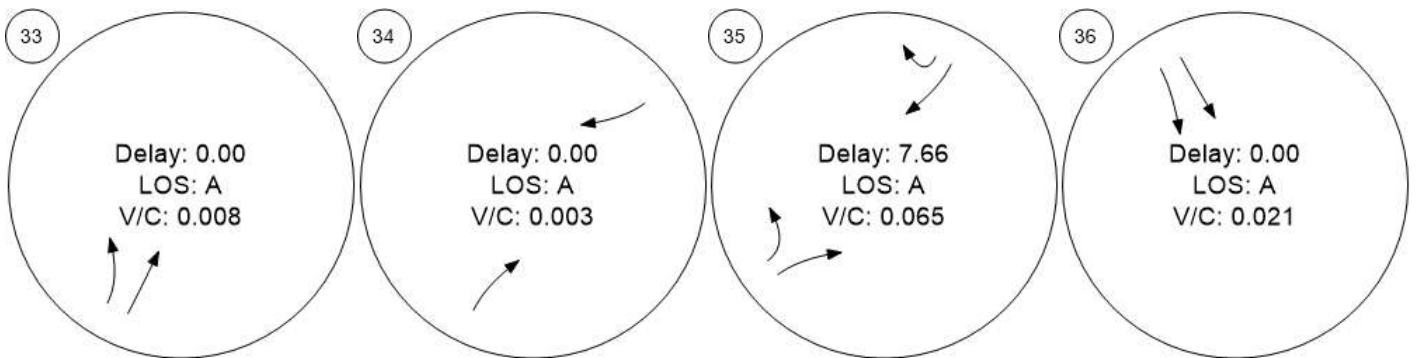
### Traffic Conditions



### Traffic Conditions



### Traffic Conditions





**RELATÓRIO DE IMPACTO NO TRÁFEGO  
AGV NEGÓCIOS IMOBILIÁRIOS LTDA.**

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

**7.3 Memorial de Análise - Relatório Vistro: Cenário Atual com o  
Empreendimento**

## SWISS PARK - FAZENDA TAUBATÉ I

Vistro File: R:\...VISTRO - SWISS PARK\_Taubaté I.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

Report File: R:\...12 CENÁRIO ATUAL COM O

31/07/2023

EMPREENDIMENTO.pdf

## Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1 - Alça Av. São José dos Campos	Two-way stop	HCM 2010	NB Thru	0,024	0,0	A
2	Ponto 1 - Saída para Av. São José dos Campos	Two-way stop	HCM 2010	NB Thru	0,024	0,0	A
3	Ponto 1 - Retorno Balão da Torre	Two-way stop	HCM 2010	WB Thru	0,770	12,6	B
4	Ponto 1 - Entrada Rod. Anhanguera	Two-way stop	HCM 2010	SB Thru	2,274	603,8	F
5	Ponto 1 - Saída Rod. Anhanguera	Two-way stop	HCM 2010	NB Thru	0,025	0,0	A
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	Two-way stop	HCM 2010	WB Left	0,010	0,0	A
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	Two-way stop	HCM 2010	EB Thru	5,249	775,2	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	Two-way stop	HCM 2010	SB Left	0,017	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	Two-way stop	HCM 2010	NB Thru	20,815	4.301,1	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	Two-way stop	HCM 2010	WB Thru	0,005	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	Two-way stop	HCM 2010	NB Thru	0,875	17,1	C
12	Ponto 2 - Rotatória - Saída Swiss Office	Two-way stop	HCM 2010	NB Thru	0,005	0,0	A
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	Two-way stop	HCM 2010	WB Right	0,002	0,0	A
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	Two-way stop	HCM 2010	SB Thru	0,448	11,8	B
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	Two-way stop	HCM 2010	WB Left	0,003	0,0	A
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França	Two-way stop	HCM 2010	EB Right	0,759	19,4	C

	Rangel						
17	Ponto 3 - Retorno - Av. Antônio Artioli	Two-way stop	HCM 2010	EB Thru	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	Two-way stop	HCM 2010	NB Left	0,056	9,3	A
19	Ponto 3 - Av. Antônio Artioli	Two-way stop	HCM 2010	WB Thru	0,002	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	Two-way stop	HCM 2010	SB Left	0,037	9,6	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	Two-way stop	HCM 2010	WB Thru	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	Two-way stop	HCM 2010	SB Left	0,078	9,7	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,011	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	Two-way stop	HCM 2010	EB Left	0,208	15,4	C
25	Ponto 4 - Retorno - Rod. Lix da Cunha	Two-way stop	HCM 2010	SB Thru	0,007	0,0	A
26	Ponto 4 - Entrada - Av. Roque Melilo	Two-way stop	HCM 2010	EB Right	0,093	11,2	B
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	Two-way stop	HCM 2010	SB Thru	0,008	0,0	A
28	Ponto 4 - Saída - Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,956	35,4	E
29	Ponto 4 - Retorno - Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,012	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	Two-way stop	HCM 2010	WB Left	0,200	12,3	B
31	Ponto 4 - Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,012	0,0	A
32	Rodovia Lix da Cunha	Two-way stop	HCM 2010	NB Thru	0,012	0,0	A
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	Two-way stop	HCM 2010	NB Left	0,008	0,0	A
34	R. Dr. Argemiro Orlando Dotto	Two-way stop	HCM 2010	NB Thru	0,004	0,0	A
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	Two-way stop	HCM 2010	NB Left	0,065	7,7	A
36	Entrada - Rodovia Anhanguera	Two-way stop	HCM 2010	SB Thru	0,022	0,0	A
37	Entrada - Rodovia Anhanguera - Pista principal	Two-way stop	HCM 2010	SB Thru	4,680	623,1	F
	Acesso loteamento P. Dr.						

38	Acesso Loteamento - R. Dr. Argemiro Orlando Dotto	Two-way stop	HCM 2010	NB Left	0,002	8,8	A
39	Acesso Loteamento - Rodovia Anhanguera	Two-way stop	HCM 2010	EB Right	0,023	8,5	A
40	Acesso Loteamento - Av. Antônio Artioli	Two-way stop	HCM 2010	SB Right	0,018	8,6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.



**Intersection Level Of Service Report**  
**Intersection 1: Ponto 1 - Alça Av. São José dos Campos**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,024

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑		↱			
Lane Configuration	↑↑		↱			
Turning Movement	Left	Thru	Thru	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	2101	0	513	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,03	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2108	0	523	0	0
Peak Hour Factor	1,0000	0,8900	1,0000	0,8900	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	592	0	147	0	0
Total Analysis Volume [veh/h]	0	2369	0	588	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,02	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS		A		A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 2: Ponto 1 - Saída para Av. São José dos Campos**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,024

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	61	2101	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,05	2,03	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	52	7	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	2108	0	0	0	0
Peak Hour Factor	0,8900	0,8900	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	32	592	0	0	0	0
Total Analysis Volume [veh/h]	127	2369	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,02	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 3: Ponto 1 - Retorno Balão da Torre**

Control Type:	Two-way stop	Delay (sec / veh):	12,6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,770

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙ ↘				↑ ↓	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	61	0	0	0	0	513
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,05	2,00	2,00	2,00	2,00	2,05
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	52	0	0	0	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	0	0	0	0	523
Peak Hour Factor	0,8900	1,0000	1,0000	1,0000	1,0000	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	32	0	0	0	0	147
Total Analysis Volume [veh/h]	127	0	0	0	0	588
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,77
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	12,64
Movement LOS	A					B
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	1,82
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	13,89
d_A, Approach Delay [s/veh]	0,00		0,00		12,64	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	10,39					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 4: Ponto 1 - Entrada Rod. Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	603,8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2,274

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach			↑		↙ ↘	
Lane Configuration						
Turning Movement	Thru	Thru	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		Yes		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	0	770	513	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,03	2,03	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	17	62	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	787	575	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8900	0,8900	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	221	162	0
Total Analysis Volume [veh/h]	0	0	0	884	646	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	2,27	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	603,78	0,00	0,00
Movement LOS				F	A	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	66,87	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	509,56	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		603,78		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	348,85					
Intersection LOS	F					



**Intersection Level Of Service Report**  
**Intersection 5: Ponto 1 - Saída Rod. Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,025

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	<b>IT</b>					
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	2162	1504	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,03	2,25	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	14	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2221	1518	0	0	0	0
Peak Hour Factor	0,8900	0,8900	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	624	426	0	0	0	0
Total Analysis Volume [veh/h]	2496	1706	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,02	0,02	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 6: Ponto 1 - Saída Balão da Torre x Av. Antônio Artoli**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,010

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	899	385
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,03	2,03
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	12	67
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	911	452
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8900	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	256	127
Total Analysis Volume [veh/h]	0	0	0	0	1024	508
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,01	0,01
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report****Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artoli**

Control Type:	Two-way stop	Delay (sec / veh):	775,2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5,249

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration			↑↑		↱↱	
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	899	0	0	1079
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,03	2,00	2,00	2,03
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	12	0	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	911	0	0	1099
Peak Hour Factor	1,0000	1,0000	0,8900	1,0000	1,0000	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	256	0	0	309
Total Analysis Volume [veh/h]	0	0	1024	0	0	1235
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,01	0,00	0,00	5,25
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	775,24
Movement LOS			A			F
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	52,21
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	397,85
d_A, Approach Delay [s/veh]	0,00		0,00		775,24	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	423,82					
Intersection LOS	F					

**Intersection Level Of Service Report**  
**Intersection 8: Ponto 1 - Av. Dermival Bernardes Siqueira**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,017

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	1483	495	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,05	2,03	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	27	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1510	500	0	0
Peak Hour Factor	1,0000	1,0000	0,8900	0,8900	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	424	140	0	0
Total Analysis Volume [veh/h]	0	0	1697	562	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,02	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report****Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermal Bernardes Siqueira**

Control Type:	Two-way stop	Delay (sec / veh):	4.301,1
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	20,815

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑				↙↘	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	2183	0	0	1483	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	46	0	0	27	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2229	0	0	1510	0
Peak Hour Factor	1,0000	0,8900	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	626	0	0	378	0
Total Analysis Volume [veh/h]	0	2504	0	0	1510	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	20,81	0,00	0,00	0,02	0,00
d_M, Delay for Movement [s/veh]	0,00	4301,14	0,00	0,00	0,00	0,00
Movement LOS		F			A	
95th-Percentile Queue Length [veh/ln]	0,00	144,71	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	1102,67	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	4301,14		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	2683,12					
Intersection LOS	F					



**Intersection Level Of Service Report**

**Intersection 10: Ponto 2 - Av. Antônio Artoli - Acesso Swiss Office**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,005

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration					<b>1T</b>	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	385	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,03	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	67	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	452	0
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8900	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	127	0
Total Analysis Volume [veh/h]	0	0	0	0	508	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report**  
**Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office**

Control Type:	Two-way stop	Delay (sec / veh):	17,1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,875

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28			48,28			48,28			48,28		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	354	34	0	0	0	0	354	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	1,12	2,25	2,00	2,00	2,00	2,00	1,12	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	67	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	421	34	0	0	0	0	354	0	0	0	0
Peak Hour Factor	1,0000	0,8900	0,8900	1,0000	1,0000	1,0000	1,0000	0,8900	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	118	10	0	0	0	0	99	0	0	0	0
Total Analysis Volume [veh/h]	0	473	38	0	0	0	0	398	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No			
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,88	0,05	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	17,15	14,53	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS		C	B					A				
95th-Percentile Queue Length [veh/ln]	0,00	2,41	2,31	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	18,39	17,63	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	16,95			0,00			0,00			0,00		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	9,53											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,005

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙ ↘				↑ ↓	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	354	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,12	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	0	0	0	0	0
Peak Hour Factor	0,8900	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	118	0	0	0	0	0
Total Analysis Volume [veh/h]	473	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	9,71
Movement LOS	A					A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		9,71	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					




**Intersection Level Of Service Report**

**Intersection 13: Ponto 2 - Rotatória - Saída Av. Antônio Artoli**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,002

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Left	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name						
Base Volume Input [veh/h]	0	0	0	0	192	162
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	1,12	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	67
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	192	229
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8900	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	54	57
Total Analysis Volume [veh/h]	0	0	0	0	216	229
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**

**Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	11,8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,448

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↻↻				↑↑	
Turning Movement	Left	Thru	Thru	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	258	0	0	192	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	1,28	2,00	2,00	1,12	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	272	0	0	192	0
Peak Hour Factor	1,0000	0,8900	1,0000	1,0000	0,8900	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	76	0	0	54	0
Total Analysis Volume [veh/h]	0	306	0	0	216	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,45	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	11,79	0,00	0,00	0,00	0,00
Movement LOS		B			A	
95th-Percentile Queue Length [veh/ln]	0,00	0,86	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	6,52	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	11,79		0,00		0,00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6,91					
Intersection LOS	B					



**Intersection Level Of Service Report**  
**Intersection 15: Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,003

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	212	46
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	1,11	2,03
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	226	46
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8900	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	63	13
Total Analysis Volume [veh/h]	0	0	0	0	254	52
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report**  
**Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel**

Control Type:	Two-way stop	Delay (sec / veh):	19,4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,759

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28			48,28			48,28			48,28		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	0	0	88	124	0	0	268	647	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	1,11	1,28	2,00	2,00	2,03	2,03	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	14	0	0	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	88	138	0	0	268	653	0	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8900	0,8900	1,0000	1,0000	0,8900	0,8900	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	25	39	0	0	75	183	0	0	0
Total Analysis Volume [veh/h]	0	0	0	99	155	0	0	301	734	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**


V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,53	0,76	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	18,16	19,37	0,00	0,00	0,00
Movement LOS				A	A			C	C			
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	3,08	7,50	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	23,44	57,16	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00			0,00			19,02			0,00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	15,27											
Intersection LOS	C											



**Intersection Level Of Service Report**  
**Intersection 17: Ponto 3 - Retorno - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,003

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	31	258	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	1,28	1,28	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	12	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	43	272	0	0
Peak Hour Factor	1,0000	1,0000	0,9000	0,9000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	12	76	0	0
Total Analysis Volume [veh/h]	0	0	48	302	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	9,3
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,056

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙ ↘				↑ ↓	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	31	0	0	0	0	162
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,28	2,00	2,00	2,00	2,00	1,12
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	0	0	0	67
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	0	0	0	0	229
Peak Hour Factor	0,9000	1,0000	1,0000	1,0000	1,0000	0,9000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	12	0	0	0	0	64
Total Analysis Volume [veh/h]	48	0	0	0	0	254
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,06	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	9,32	0,00	0,00	0,00	0,00	0,00
Movement LOS	A					A
95th-Percentile Queue Length [veh/ln]	0,09	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,66	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	9,32		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			1,48			
Intersection LOS			A			

**Intersection Level Of Service Report**  
**Intersection 19: Ponto 3 - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,002

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	27	135
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	1,12	1,12
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	79
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	27	214
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,9000	0,9000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	8	59
Total Analysis Volume [veh/h]	0	0	0	0	30	238
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	9,6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,037

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙↘		↑↑			
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	27	0	0	289	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,12	2,00	2,00	1,28	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	26	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	0	315	0	0
Peak Hour Factor	0,9000	1,0000	1,0000	0,9000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	8	0	0	88	0	0
Total Analysis Volume [veh/h]	30	0	0	350	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,04	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	9,58	0,00	0,00	0,00	0,00	0,00
Movement LOS	A			A		
95th-Percentile Queue Length [veh/ln]	0,06	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,44	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	9,58		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			0,76			
Intersection LOS			A			



**Intersection Level Of Service Report**  
**Intersection 21: Ponto 4 - Saida - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,002

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration					<b>1T</b>	
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	37	122
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	1,28	1,12
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	14	51
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	51	173
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,8200	0,8200
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	16	53
Total Analysis Volume [veh/h]	0	0	0	0	62	211
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	9,7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,078

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↙↘		↑↑			
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	37	0	0	289	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,28	2,00	2,00	1,28	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	0	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	0	0	301	0	0
Peak Hour Factor	0,8200	1,0000	1,0000	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	16	0	0	92	0	0
Total Analysis Volume [veh/h]	62	0	0	367	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,08	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	9,74	0,00	0,00	0,00	0,00	0,00
Movement LOS	A			A		
95th-Percentile Queue Length [veh/ln]	0,12	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,93	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	9,74		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			1,41			
Intersection LOS			A			

**Intersection Level Of Service Report**  
**Intersection 23: Ponto 4 - Entrada - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,011

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	<b>IT</b>					
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	863	289	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,03	1,28	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	12	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	878	301	0	0	0	0
Peak Hour Factor	0,8200	0,8200	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	268	92	0	0	0	0
Total Analysis Volume [veh/h]	1071	367	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,01	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	15,4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,208

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑				↙↘	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	1090	0	0	61	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,00	2,29	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	22	0	0	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1112	0	0	66	0
Peak Hour Factor	1,0000	0,8200	1,0000	1,0000	0,8200	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	339	0	0	20	0
Total Analysis Volume [veh/h]	0	1356	0	0	80	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,01	0,00	0,00	0,21	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	15,43	0,00
Movement LOS		A			C	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,34	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	2,63	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		15,43	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0,86					
Intersection LOS	C					






**Intersection Level Of Service Report**  
**Intersection 25: Ponto 4 - Retorno - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,007

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	61	561	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,29	2,25	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	5	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	66	566	0	0
Peak Hour Factor	1,0000	1,0000	0,8200	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	20	173	0	0
Total Analysis Volume [veh/h]	0	0	80	690	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo**

Control Type:	Two-way stop	Delay (sec / veh):	11,2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,093

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration			↑↑		↗↘	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	623	0	0	47
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,25	2,00	2,00	2,03
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	633	0	0	47
Peak Hour Factor	1,0000	1,0000	0,8200	1,0000	1,0000	0,8200
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	193	0	0	14
Total Analysis Volume [veh/h]	0	0	772	0	0	57
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,01	0,00	0,00	0,09
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	11,17
Movement LOS			A			B
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,15
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	1,11
d_A, Approach Delay [s/veh]	0,00		0,00		11,17	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0,77					
Intersection LOS	B					

**Intersection Level Of Service Report****Intersection 27: Ponto 4 - Saída - Av. José Christovão Gonçalves**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,008

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	623	93	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,25	2,25	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	633	93	0	0
Peak Hour Factor	1,0000	1,0000	0,8200	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	193	28	0	0
Total Analysis Volume [veh/h]	0	0	772	113	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,01	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 28: Ponto 4 - Saida - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	35,4
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,956

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑				↙↘	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	122	0	0	863	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	1,12	2,00	2,00	2,03	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	51	0	0	15	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	173	0	0	878	0
Peak Hour Factor	1,0000	0,8200	1,0000	1,0000	0,8200	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	53	0	0	268	0
Total Analysis Volume [veh/h]	0	211	0	0	1071	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**


V/C, Movement V/C Ratio	0,00	0,96	0,00	0,00	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	35,38	0,00	0,00	0,00	0,00
Movement LOS		E			A	
95th-Percentile Queue Length [veh/ln]	0,00	2,36	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	17,98	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	35,38		0,00		0,00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	5,82					
Intersection LOS	E					



**Intersection Level Of Service Report**  
**Intersection 29: Ponto 4 - Retorno - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,012

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	84	886	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,25	1,91	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	61	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	947	0	0	0	0
Peak Hour Factor	0,8200	0,8200	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	27	289	0	0	0	0
Total Analysis Volume [veh/h]	109	1155	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,01	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	12,3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,200

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration			↑↑		↙↘	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	0	0	0	716	84	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,25	2,25	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	5	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	721	89	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8200	0,8200	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	220	27	0
Total Analysis Volume [veh/h]	0	0	0	879	109	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,01	0,20	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	12,33	0,00
Movement LOS				A	B	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,33	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	2,53	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		12,33	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1,36					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 31: Ponto 4 - Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,012

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	↑↑		↱			
Lane Configuration	↑↑		↱			
Turning Movement	Left	Thru	Thru	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	1	0	0	0
Exit Pocket Length [m]	0,00	0,00	15,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	886	0	716	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,25	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	61	0	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	947	0	721	0	0
Peak Hour Factor	1,0000	0,8200	1,0000	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	289	0	220	0	0
Total Analysis Volume [veh/h]	0	1155	0	879	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,01	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS		A		A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 32: Rodovia Lix da Cunha**

Control Type: Two-way stop  
Analysis Method: HCM 2010  
Analysis Period: 15 minutes

Delay (sec / veh): 0,0  
Level Of Service: A  
Volume to Capacity (v/c): 0,012

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↻		↑			
Turning Movement	Thru	Thru	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	886	0	0	716	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,03	2,00	2,00	2,25	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	61	0	0	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	947	0	0	721	0	0
Peak Hour Factor	0,8200	1,0000	1,0000	0,8200	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	289	0	0	220	0	0
Total Analysis Volume [veh/h]	1155	0	0	879	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**


V/C, Movement V/C Ratio	0,01	0,00	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A			A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report****Intersection 33: R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,008

**Intersection Setup**

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Left	Thru	Left	Right	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	622	264	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,25	2,03	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	57	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	626	321	0	0	0	0
Peak Hour Factor	0,8200	0,8200	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	191	98	0	0	0	0
Total Analysis Volume [veh/h]	763	391	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,01	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 34: R. Dr. Argemiro Orlando Dotto**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,004

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶				↑	
Turning Movement	Left	Thru	Thru	Right	Thru	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	264	0	0	35	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,03	2,00	2,00	1,12	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	57	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	321	0	0	37	0
Peak Hour Factor	1,0000	0,8200	1,0000	1,0000	0,8200	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	98	0	0	11	0
Total Analysis Volume [veh/h]	0	391	0	0	45	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS		A			A	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report**

**Intersection 35: Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	7,7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,065

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound		
Approach												
Lane Configuration	↔			↔								
Turning Movement	Left	Thru	Thru	Left	Thru	Right	Left	Left	Right	Thru	Right	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28			48,28			48,28			48,28		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	75	189	0	0	35	77	0	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	1,28	2,25	2,00	2,00	1,28	1,28	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	42	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	231	0	0	35	77	0	0	0	0	0	0
Peak Hour Factor	0,8000	0,8000	1,0000	1,0000	0,8000	0,8000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	23	72	0	0	11	24	0	0	0	0	0	0
Total Analysis Volume [veh/h]	94	289	0	0	44	96	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				
Number of Storage Spaces in Median	0	0	0	0


**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,06	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	7,66	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A	A			A	A						
95th-Percentile Queue Length [veh/ln]	0,21	0,21	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	1,59	1,59	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	1,88			0,00			0,00			0,00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1,38											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 36: Entrada - Rodovia Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,022

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	1891	770	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,25	2,03	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	23	17	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1914	787	0	0
Peak Hour Factor	1,0000	1,0000	0,8900	0,8900	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	538	221	0	0
Total Analysis Volume [veh/h]	0	0	2151	884	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,02	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS			A	A		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					



**Intersection Level Of Service Report**

**Intersection 37: Entrada - Rodovia Anhanguera - Pista principal**

Control Type:	Two-way stop	Delay (sec / veh):	623,1
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4,680

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration			↑↑		↱↱	
Turning Movement	Thru	Thru	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	2661	0	0	189
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,25	2,00	2,00	2,25
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	16	0	0	42
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	2677	0	0	231
Peak Hour Factor	1,0000	1,0000	0,8900	1,0000	1,0000	0,8900
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	752	0	0	65
Total Analysis Volume [veh/h]	0	0	3008	0	0	260
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	4,68	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	623,12	0,00	0,00	0,00
Movement LOS			F			A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	112,66	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	858,44	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		623,12		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	573,55					
Intersection LOS	F					

**Intersection Level Of Service Report**

**Intersection 38: Acesso Loteamento - R. Dr. Argemiro Orlando Dotto**

Control Type:	Two-way stop	Delay (sec / veh):	8,8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,002

**Intersection Setup**

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	16	26	31	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	16	26	31	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	1	4	7	8	0	0
Total Analysis Volume [veh/h]	2	16	26	31	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,02	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	8,78	8,56	0,00	0,00	7,33	0,00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0,05	0,05	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,41	0,41	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	8,58		0,00		3,66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2,06					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 39: Acesso Loteamento - Rodovia Anhanguera**

Control Type:	Two-way stop	Delay (sec / veh):	8,5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,023

**Intersection Setup**

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	16	42	0	24
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	16	42	0	24
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	4	11	0	6
Total Analysis Volume [veh/h]	0	0	16	42	0	24
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,00	0,00	0,00	0,00	0,02
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	8,55
Movement LOS			A	A		A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,07
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	0,54
d_A, Approach Delay [s/veh]	0,00		0,00		8,55	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2,50					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 40: Acesso Loteamento - Av. Antônio Artioli**

Control Type:	Two-way stop	Delay (sec / veh):	8,6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,018

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↻				↻	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [m]	3,60	3,60	3,60	3,60	3,60	3,60
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [m]	30,48	30,48	30,48	30,48	30,48	30,48
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [m]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [km/h]	48,28		48,28		48,28	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	0	47	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	18	0	0	47	32
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	5	0	0	12	8
Total Analysis Volume [veh/h]	0	18	0	0	47	32
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0,00	0,02	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	8,58	0,00	0,00	0,00	0,00
Movement LOS		A			A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,05	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,41	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	8,58		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1,59					
Intersection LOS	A					



**SWISS PARK - FAZENDA TAUBATÉ I**

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**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
1	Ponto 1 - Alça Av. São José dos Campos	2108	523	2631

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
2	Ponto 1 - Saída para Av. São José dos Campos	113	2108	2221

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
3	Ponto 1 - Retorno Balão da Torre	113	523	636

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Thru	
4	Ponto 1 - Entrada Rod. Anhanguera	787	575	1362

ID	Intersection Name	Northbound		Total Volume
		Thru	Right	
5	Ponto 1 - Saída Rod. Anhanguera	2221	1518	3739

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	911	452	1363

ID	Intersection Name	Southbound		Eastbound	Total Volume
		Left	Thru	Thru	
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	911		1099	2010

ID	Intersection Name	Southbound		Total Volume
		Left	Thru	
8	Ponto 1 - Av. Derval Bernardes Siqueira	1510	500	2010

ID	Intersection Name	Northbound		Eastbound	Total Volume
		Thru	Right	Left	
9	Ponto 1 - Entrada Balão da Torre - Av. Derval Bernardes Siqueira	2229		1510	3739

ID	Intersection Name	Westbound		Total Volume
		Thru	Right	
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	452	0	452

ID	Intersection Name	Northbound		Eastbound	Total Volume
		Thru	Right	Thru	
11	Ponto 2 - Rotatória - Entrada Swiss Office	421	34	354	809

ID	Intersection Name	Northbound		Westbound	Total Volume
		Thru	Right	Right	
12	Ponto 2 - Rotatória - Saída Swiss Office	421		0	421

ID	Intersection Name	Westbound		Total Volume
		Left	Right	
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	192	229	421

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Thru	
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	272	192	464

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	226	46	272

ID	Intersection Name	Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	88	138	268	653	1147

ID	Intersection Name	Eastbound		Total Volume
		Left	Thru	
17	Ponto 3 - Retorno - Av. Antônio Artioli	43	272	315

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
18	Ponto 3 - Retorno - Av. Antônio Artioli	43	229	272

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
19	Ponto 3 - Av. Antônio Artioli	27	214	241

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
20	Ponto 3 - Retorno - Av. Antônio Artioli	27	315	342

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
21	Ponto 4 - Saída - Rod. Lix da Cunha	51	173	224

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
22	Ponto 4 - Entrada - Rod. Lix da Cunha	51	301	352

ID	Intersection Name	Northbound		Total Volume
		Thru	Right	
23	Ponto 4 - Entrada - Rod. Lix da Cunha	878	301	1179

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Left	
24	Ponto 4 - Retorno - Rod. Lix da Cunha	1112	66	1178

ID	Intersection Name	Southbound		Total Volume
		Left	Thru	
25	Ponto 4 - Retorno - Rod. Lix da Cunha	66	566	632

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Thru	Right	
26	Ponto 4 - Entrada - Av. Roque Melilo	633	47	680

ID	Intersection Name	Southbound		Total Volume
		Thru	Right	
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	633	93	726

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
28	Ponto 4 - Saída - Rod. Lix da Cunha	173	878	1051

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
29	Ponto 4 - Retorno - Rod. Lix da Cunha	89	947	1036

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Left	
30	Ponto 4 - Retorno - Rod. Lix da Cunha	721	89	810

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
31	Ponto 4 - Rod. Lix da Cunha	947	721	1668

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
32	Rodovia Lix da Cunha	947	721	1668

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	626	321	947

ID	Intersection Name	Northbound	Westbound	Total Volume
		Thru	Thru	
34	R. Dr. Argemiro Orlando Dotto	321	37	358

ID	Intersection Name	Northbound		Southbound		Total Volume
		Left	Thru	Thru	Right	
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	75	231	35	77	418

ID	Intersection Name	Southbound		Total Volume
		Thru	Right	
36	Entrada - Rodovia Anhanguera	1914	787	2701

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Thru	Thru	
37	Entrada - Rodovia Anhanguera - Pista principal	2677	231	2908

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
38	Acesso Loteamento - R. Dr. Argemiro Orlando Dotto	2	16	26	31	0	0	75

ID	Intersection Name	Southbound		Eastbound	Total Volume
		Thru	Right	Right	
39	Acesso Loteamento - Rodovia Anhanguera	16	42	24	82

ID	Intersection Name	Southbound	Westbound		Total Volume
		Right	Thru	Right	
40	Acesso Loteamento - Av. Antônio Artioli	18	47	32	97

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**Turning Movement Volume: Detail**

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
1	Ponto 1 - Alça Av. São José dos Campos	Final Base	2101	513	2614
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	7	10	17
		Other	0	0	0
		<b>Future Total</b>	<b>2108</b>	<b>523</b>	<b>2631</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
2	Ponto 1 - Saída para Av. São José dos Campos	Final Base	61	2101	2162
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	52	7	59
		Other	0	0	0
		<b>Future Total</b>	<b>113</b>	<b>2108</b>	<b>2221</b>

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Left	Thru	
3	Ponto 1 - Retorno Balão da Torre	Final Base	61	513	574
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	52	10	62
		Other	0	0	0
		<b>Future Total</b>	<b>113</b>	<b>523</b>	<b>636</b>

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Thru	
4	Ponto 1 - Entrada Rod. Anhanguera	Final Base	770	513	1283
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	17	62	79
		Other	0	0	0
		<b>Future Total</b>	<b>787</b>	<b>575</b>	<b>1362</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Thru	Right	
5	Ponto 1 - Saída Rod. Anhanguera	Final Base	2162	1504	3666
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	59	14	73
		Other	0	0	0
		<b>Future Total</b>	<b>2221</b>	<b>1518</b>	<b>3739</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artoli	Final Base	899	385	1284
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	12	67	79
		Other	0	0	0
		<b>Future Total</b>	<b>911</b>	<b>452</b>	<b>1363</b>

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artoli	Final Base	899	1079	1978
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	12	20	32
		Other	0	0	0
		<b>Future Total</b>	<b>911</b>	<b>1099</b>	<b>2010</b>

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Left	Thru	
8	Ponto 1 - Av. Dermalva Bernardes Siqueira	Final Base	1483	495	1978
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	27	5	32
		Other	0	0	0
		<b>Future Total</b>	<b>1510</b>	<b>500</b>	<b>2010</b>



ID	Intersection Name	Volume Type	Northbound		Eastbound	Total Volume
			Thru		Left	
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	Final Base	2183		1483	3666
		Growth Factor	1,00		1,00	-
		In Process	0		0	0
		Net New Trips	46		27	73
		Other	0		0	0
		<b>Future Total</b>		<b>2229</b>		<b>1510</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Thru	Right	
10	Ponto 2 - Av. Antônio Artoli - Acesso Swiss Office	Final Base	385	0	385
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	67	0	67
		Other	0	0	0
		<b>Future Total</b>		<b>452</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound	Total Volume
			Thru	Right	Thru	
11	Ponto 2 - Rotatória - Entrada Swiss Office	Final Base	354	34	354	742
		Growth Factor	1,00	1,00	1,00	-
		In Process	0	0	0	0
		Net New Trips	67	0	0	67
		Other	0	0	0	0
		<b>Future Total</b>		<b>421</b>	<b>34</b>	<b>354</b>

ID	Intersection Name	Volume Type	Northbound		Westbound	Total Volume
			Thru		Right	
12	Ponto 2 - Rotatória - Saída Swiss Office	Final Base	354		0	354
		Growth Factor	1,00		1,00	-
		In Process	0		0	0
		Net New Trips	67		0	67
		Other	0		0	0
		<b>Future Total</b>		<b>421</b>		<b>0</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Right	
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	Final Base	192	162	354
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	67	67
		Other	0	0	0
		<b>Future Total</b>	<b>192</b>	<b>229</b>	<b>421</b>

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Thru	
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artioli	Final Base	258	192	450
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	14	0	14
		Other	0	0	0
		<b>Future Total</b>	<b>272</b>	<b>192</b>	<b>464</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	Final Base	212	46	258
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	14	0	14
		Other	0	0	0
		<b>Future Total</b>	<b>226</b>	<b>46</b>	<b>272</b>

ID	Intersection Name	Volume Type	Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	Final Base	88	124	268	647	1127
		Growth Factor	1,00	1,00	1,00	1,00	-
		In Process	0	0	0	0	0
		Net New Trips	0	14	0	6	20
		Other	0	0	0	0	0
		<b>Future Total</b>	<b>88</b>	<b>138</b>	<b>268</b>	<b>653</b>	<b>1147</b>

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Left	Thru	
17	Ponto 3 - Retorno - Av. Antônio Artoli	Final Base	31	258	289
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	12	14	26
		Other	0	0	0
		<b>Future Total</b>	<b>43</b>	<b>272</b>	<b>315</b>

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Left	Thru	
18	Ponto 3 - Retorno - Av. Antônio Artoli	Final Base	31	162	193
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	12	67	79
		Other	0	0	0
		<b>Future Total</b>	<b>43</b>	<b>229</b>	<b>272</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
19	Ponto 3 - Av. Antônio Artoli	Final Base	27	135	162
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	79	79
		Other	0	0	0
		<b>Future Total</b>	<b>27</b>	<b>214</b>	<b>241</b>

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
20	Ponto 3 - Retorno - Av. Antônio Artoli	Final Base	27	289	316
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	26	26
		Other	0	0	0
		<b>Future Total</b>	<b>27</b>	<b>315</b>	<b>342</b>

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
21	Ponto 4 - Saída - Rod. Lix da Cunha	Final Base	37	122	159
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	14	51	65
		Other	0	0	0
		<b>Future Total</b>	<b>51</b>	<b>173</b>	<b>224</b>

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
22	Ponto 4 - Entrada - Rod. Lix da Cunha	Final Base	37	289	326
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	14	12	26
		Other	0	0	0
		<b>Future Total</b>	<b>51</b>	<b>301</b>	<b>352</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Thru	Right	
23	Ponto 4 - Entrada - Rod. Lix da Cunha	Final Base	863	289	1152
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	15	12	27
		Other	0	0	0
		<b>Future Total</b>	<b>878</b>	<b>301</b>	<b>1179</b>

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Left	
24	Ponto 4 - Retorno - Rod. Lix da Cunha	Final Base	1090	61	1151
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	22	5	27
		Other	0	0	0
		<b>Future Total</b>	<b>1112</b>	<b>66</b>	<b>1178</b>

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Left	Thru	
25	Ponto 4 - Retorno - Rod. Lix da Cunha	Final Base	61	561	622
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	5	5	10
		Other	0	0	0
		<b>Future Total</b>	<b>66</b>	<b>566</b>	<b>632</b>

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Thru	Right	
26	Ponto 4 - Entrada - Av. Roque Melillo	Final Base	623	47	670
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	10	0	10
		Other	0	0	0
		<b>Future Total</b>	<b>633</b>	<b>47</b>	<b>680</b>

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Thru	Right	
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	Final Base	623	93	716
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	10	0	10
		Other	0	0	0
		<b>Future Total</b>	<b>633</b>	<b>93</b>	<b>726</b>

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
28	Ponto 4 - Saída - Rod. Lix da Cunha	Final Base	122	863	985
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	51	15	66
		Other	0	0	0
		<b>Future Total</b>	<b>173</b>	<b>878</b>	<b>1051</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
29	Ponto 4 - Retorno - Rod. Lix da Cunha	Final Base	84	886	970
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	5	61	66
		Other	0	0	0
		<b>Future Total</b>	<b>89</b>	<b>947</b>	<b>1036</b>

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Left	
30	Ponto 4 - Retorno - Rod. Lix da Cunha	Final Base	716	84	800
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	5	5	10
		Other	0	0	0
		<b>Future Total</b>	<b>721</b>	<b>89</b>	<b>810</b>

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
31	Ponto 4 - Rod. Lix da Cunha	Final Base	886	716	1602
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	61	5	66
		Other	0	0	0
		<b>Future Total</b>	<b>947</b>	<b>721</b>	<b>1668</b>

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
32	Rodovia Lix da Cunha	Final Base	886	716	1602
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	61	5	66
		Other	0	0	0
		<b>Future Total</b>	<b>947</b>	<b>721</b>	<b>1668</b>

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	Final Base	622	264	886
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	4	57	61
		Other	0	0	0
		<b>Future Total</b>	<b>626</b>	<b>321</b>	<b>947</b>

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Thru	Thru	
34	R. Dr. Argemiro Orlando Dotto	Final Base	264	35	299
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	57	2	59
		Other	0	0	0
		<b>Future Total</b>	<b>321</b>	<b>37</b>	<b>358</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Total Volume
			Left	Thru	Thru	Right	
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	Final Base	75	189	35	77	376
		Growth Factor	1,00	1,00	1,00	1,00	-
		In Process	0	0	0	0	0
		Net New Trips	0	42	0	0	42
		Other	0	0	0	0	0
		<b>Future Total</b>	<b>75</b>	<b>231</b>	<b>35</b>	<b>77</b>	<b>418</b>

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Thru	Right	
36	Entrada - Rodovia Anhanguera	Final Base	1891	770	2661
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	23	17	40
		Other	0	0	0
		<b>Future Total</b>	<b>1914</b>	<b>787</b>	<b>2701</b>

ID	Intersection Name	Volume Type	Southbound		Eastbound	Total Volume
			Thru		Thru	
37	Entrada - Rodovia Anhanguera - Pista principal	Final Base	2661		189	2850
		Growth Factor	1,00		1,00	-
		In Process	0		0	0
		Net New Trips	16		42	58
		Other	0		0	0
		<b>Future Total</b>		<b>2677</b>		<b>231</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
38	Acesso Loteamento - R. Dr. Argemiro Orlando Dotto	Final Base	0	0	0	0	0	0	0
		Growth Factor	1,00	1,00	1,00	1,00	1,00	1,00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	2	16	26	31	0	0	75
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>		<b>2</b>	<b>16</b>	<b>26</b>	<b>31</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Southbound		Eastbound	Total Volume
			Thru	Right	Right	
39	Acesso Loteamento - Rodovia Anhanguera	Final Base	0	0	0	0
		Growth Factor	1,00	1,00	1,00	-
		In Process	0	0	0	0
		Net New Trips	16	42	24	82
		Other	0	0	0	0
		<b>Future Total</b>		<b>16</b>	<b>42</b>	<b>24</b>

ID	Intersection Name	Volume Type	Southbound		Westbound		Total Volume
			Right		Thru	Right	
40	Acesso Loteamento - Av. Antônio Artioli	Final Base	0		0	0	0
		Growth Factor	1,00		1,00	1,00	-
		In Process	0		0	0	0
		Net New Trips	18		47	32	97
		Other	0		0	0	0
		<b>Future Total</b>		<b>18</b>		<b>47</b>	<b>32</b>



**SWISS PARK - FAZENDA TAUBATÉ I**

Vistro File: R:\... \VISTRO - SWISS PARK\_Taubaté I.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

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31/07/2023

**Fair Share Volumes**

Intersection 1: Ponto 1 - Alça Av. São José dos Campos			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	0	4	4
31: Zone	0	3	3
32: Zone	7	3	10
Site-Generated Trips	7	10	
Future Total Volume	2108	523	

Intersection 2: Ponto 1 - Saída para Av. São José dos Campos			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	19	0	19
31: Zone	16	0	16
32: Zone	17	7	24
Site-Generated Trips	52	7	
Future Total Volume	113	2108	

Intersection 3: Ponto 1 - Retorno Balão da Torre			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
30: Zone	19	4	23
31: Zone	16	3	19
32: Zone	17	3	20
Site-Generated Trips	52	10	
Future Total Volume	113	523	

Intersection 4: Ponto 1 - Entrada Rod. Anhangüera			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
30: Zone	6	23	29
31: Zone	11	19	30
32: Zone	0	20	20
Site-Generated Trips	17	62	



Future Total Volume	787	575	
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Intersection 5: Ponto 1 - Saída Rod. Anhanguera			
Zone ID: Name	Northbound		Total
	Thru	Right	
30: Zone	19	4	23
31: Zone	16	5	21
32: Zone	24	5	29
Site-Generated Trips	59	14	
Future Total Volume	2221	1518	

Intersection 6: Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli			
Zone ID: Name	Westbound		Total
	Left	Thru	
30: Zone	5	24	29
31: Zone	7	23	30
32: Zone	0	20	20
Site-Generated Trips	12	67	
Future Total Volume	911	452	

Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	5	2	7
31: Zone	7	2	9
32: Zone	0	16	16
Site-Generated Trips	12	20	
Future Total Volume	911	1099	

Intersection 8: Ponto 1 - Av. Dermal Bernardes Siqueira			
Zone ID: Name	Southbound		Total
	Left	Thru	
30: Zone	6	1	7
31: Zone	7	2	9
32: Zone	14	2	16
Site-Generated Trips	27	5	
Future Total Volume	1510	500	

Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Northbound		Total
	Thru	Eastbound Left	
30: Zone	17	6	23
31: Zone	14	7	21
32: Zone	15	14	29
Site-Generated Trips	46	27	
Future Total Volume	2229	1510	

Intersection 10: Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office			
Zone ID: Name	Westbound		Total
	Thru	Right	
30: Zone	24	0	24
31: Zone	23	0	23
32: Zone	20	0	20
Site-Generated Trips	67	0	
Future Total Volume	452	0	

Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office			
Zone ID: Name	Northbound		Total
	Thru	Right	
30: Zone	24	0	24
31: Zone	23	0	23
32: Zone	20	0	20
Site-Generated Trips	67	0	
Future Total Volume	421	34	354

Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office			
Zone ID: Name	Northbound		Total
	Thru	Westbound Right	
30: Zone	24	0	24
31: Zone	23	0	23
32: Zone	20	0	20
Site-Generated Trips	67	0	
Future Total Volume	421	0	

Intersection 13: Ponto 2 - Rotatória - Saída Av. Antônio Artioli			
Zone ID: Name	Westbound		Total
	Left	Right	
30: Zone	0	24	24
31: Zone	0	23	23
32: Zone	0	20	20
Site-Generated Trips	0	67	
Future Total Volume	192	229	

Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artioli			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
30: Zone	0	0	0
31: Zone	0	0	0
32: Zone	14	0	14
Site-Generated Trips	14	0	
Future Total Volume	272	192	

Intersection 15: Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel			
Zone ID: Name	Westbound		Total
	Left	Thru	
30: Zone	0	0	0
31: Zone	0	0	0
32: Zone	14	0	14
Site-Generated Trips	14	0	
Future Total Volume	226	46	

Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel					
Zone ID: Name	Southbound		Eastbound		Total
	Left	Thru	Thru	Right	
30: Zone	0	0	0	2	2
31: Zone	0	0	0	2	2
32: Zone	0	14	0	2	16
Site-Generated Trips	0	14	0	6	
Future Total Volume	88	138	268	653	

Intersection 17: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Eastbound		Total
	Left	Thru	
30: Zone	0	0	0
31: Zone	0	0	0
32: Zone	12	14	26
Site-Generated Trips	12	14	
Future Total Volume	43	272	

Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
30: Zone	0	24	24
31: Zone	0	23	23
32: Zone	12	20	32
Site-Generated Trips	12	67	
Future Total Volume	43	229	

Intersection 19: Ponto 3 - Av. Antônio Artioli			
Zone ID: Name	Westbound		Total
	Left	Thru	
30: Zone	0	24	24
31: Zone	0	23	23
32: Zone	0	32	32
Site-Generated Trips	0	79	
Future Total Volume	27	214	

Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	0	0	0
31: Zone	0	0	0
32: Zone	0	26	26
Site-Generated Trips	0	26	
Future Total Volume	27	315	

Intersection 21: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Westbound		Total
	Left	Thru	
30: Zone	0	24	24
31: Zone	0	23	23
32: Zone	14	4	18
Site-Generated Trips	14	51	
Future Total Volume	51	173	

Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	0	0	0
31: Zone	0	0	0
32: Zone	14	12	26
Site-Generated Trips	14	12	
Future Total Volume	51	301	

Intersection 23: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Thru	Right	
30: Zone	8	0	8
31: Zone	7	0	7
32: Zone	0	12	12
Site-Generated Trips	15	12	
Future Total Volume	878	301	

Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
30: Zone	8	0	8
31: Zone	7	0	7
32: Zone	7	5	12
Site-Generated Trips	22	5	
Future Total Volume	1112	66	

Intersection 25: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound		Total
	Left	Thru	
30: Zone	0	1	1
31: Zone	0	2	2
32: Zone	5	2	7
Site-Generated Trips	5	5	
Future Total Volume	66	566	

Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Right	
30: Zone	1	0	1
31: Zone	2	0	2
32: Zone	7	0	7
Site-Generated Trips	10	0	
Future Total Volume	633	47	

Intersection 27: Ponto 4 - Saída - Av. José Christovão Gonçalves			
Zone ID: Name	Southbound		Total
	Thru	Right	
30: Zone	1	0	1
31: Zone	2	0	2
32: Zone	7	0	7
Site-Generated Trips	10	0	
Future Total Volume	633	93	

Intersection 28: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
30: Zone	24	8	32
31: Zone	23	7	30
32: Zone	4	0	4
Site-Generated Trips	51	15	
Future Total Volume	173	878	



Intersection 29: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	1	31	32
31: Zone	2	28	30
32: Zone	2	2	4
Site-Generated Trips	5	61	
Future Total Volume	89	947	

Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
30: Zone	0	1	1
31: Zone	0	2	2
32: Zone	5	2	7
Site-Generated Trips	5	5	
Future Total Volume	721	89	

Intersection 31: Ponto 4 - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	31	0	31
31: Zone	28	0	28
32: Zone	2	5	7
Site-Generated Trips	61	5	
Future Total Volume	947	721	

Intersection 32: Rodovia Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	31	0	31
31: Zone	28	0	28
32: Zone	2	5	7
Site-Generated Trips	61	5	
Future Total Volume	947	721	

Intersection 33: R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	0	31	31
31: Zone	2	26	28
32: Zone	2	0	2
Site-Generated Trips	4	57	
Future Total Volume	626	321	

Intersection 34: R. Dr. Argemiro Orlando Dotto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
30: Zone	31	2	33
31: Zone	26	0	26
32: Zone	0	0	0
Site-Generated Trips	57	2	
Future Total Volume	321	37	

Intersection 35: Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera					
Zone ID: Name	Northbound		Southbound		Total
	Left	Thru	Thru	Right	
30: Zone	0	16	0	0	16
31: Zone	0	26	0	0	26
32: Zone	0	0	0	0	0
Site-Generated Trips	0	42	0	0	
Future Total Volume	75	231	35	77	

Intersection 36: Entrada - Rodovia Anhanguera			
Zone ID: Name	Southbound		Total
	Thru	Right	
30: Zone	10	6	16
31: Zone	13	11	24
32: Zone	0	0	0
Site-Generated Trips	23	17	
Future Total Volume	1914	787	

Intersection 37: Entrada - Rodovia Anhanguera - Pista principal				
Zone ID: Name	Southbound		Eastbound	Total
	Thru		Thru	
30: Zone	0		16	16
31: Zone	16		26	42
32: Zone	0		0	0
Site-Generated Trips	16		42	
Future Total Volume	2677		231	

Intersection 38: Acesso Loteamento - R. Dr. Argemiro Orlando Dotto							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
30: Zone	2	16	0	31	0	0	49
31: Zone	0	0	26	0	0	0	26
32: Zone	0	0	0	0	0	0	0
Site-Generated Trips	2	16	26	31	0	0	
Future Total Volume	2	16	26	31	0	0	

Intersection 39: Acesso Loteamento - Rodovia Anhanguera					
Zone ID: Name	Southbound		Eastbound		Total
	Thru	Right	Right		
30: Zone	16	0	0		16
31: Zone	0	42	24		66
32: Zone	0	0	0		0
Site-Generated Trips	16	42	24		
Future Total Volume	16	42	24		

Intersection 40: Acesso Loteamento - Av. Antônio Artioli					
Zone ID: Name	Southbound		Westbound		Total
	Right	Thru	Right		
30: Zone	0	24	0		24
31: Zone	0	23	0		23
32: Zone	18	0	32		50
Site-Generated Trips	18	47	32		
Future Total Volume	18	47	32		

**SWISS PARK - FAZENDA TAUBATÉ I**

Vistro File: R:\...VISTRO - SWISS PARK\_Taubaté I.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

Report File: R:\...2 CENÁRIO ATUAL COM O EMPREENDIMENTO.pdf

31/07/2023

**Fair Share % of Net New Site**

Intersection 1: Ponto 1 - Alça Av. São José dos Campos			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	0%	40%	23,53%
31: Zone	0%	30%	17,65%
32: Zone	100%	30%	58,82%
Total	100%	100%	

Intersection 2: Ponto 1 - Saída para Av. São José dos Campos			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	36,54%	0%	32,2%
31: Zone	30,77%	0%	27,12%
32: Zone	32,69%	100%	40,68%
Total	100%	100%	

Intersection 3: Ponto 1 - Retorno Balão da Torre			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
30: Zone	36,54%	40%	37,1%
31: Zone	30,77%	30%	30,65%
32: Zone	32,69%	30%	32,26%
Total	100%	100%	

Intersection 4: Ponto 1 - Entrada Rod. Anhanguera			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
30: Zone	35,29%	37,1%	36,71%
31: Zone	64,71%	30,65%	37,97%
32: Zone	0%	32,26%	25,32%
Total	100%	100%	

Intersection 5: Ponto 1 - Saída Rod. Anhanguera			
Zone ID: Name	Northbound		Total
	Thru	Right	
30: Zone	32,2%	28,57%	31,51%
31: Zone	27,12%	35,71%	28,77%
32: Zone	40,68%	35,71%	39,73%
Total	100%	100%	

Intersection 6: Ponto 1 - Saída Balão da Torre x Av. Antônio Artoli			
Zone ID: Name	Westbound		Total
	Left	Thru	
30: Zone	41,67%	35,82%	36,71%
31: Zone	58,33%	34,33%	37,97%
32: Zone	0%	29,85%	25,32%
Total	100%	100%	

Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artoli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	41,67%	10%	21,88%
31: Zone	58,33%	10%	28,13%
32: Zone	0%	80%	50%
Total	100%	100%	

Intersection 8: Ponto 1 - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Southbound		Total
	Left	Thru	
30: Zone	22,22%	20%	21,88%
31: Zone	25,93%	40%	28,13%
32: Zone	51,85%	40%	50%
Total	100%	100%	

Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
30: Zone	36,96%	22,22%	31,51%
31: Zone	30,43%	25,93%	28,77%
32: Zone	32,61%	51,85%	39,73%
Total	100%	100%	

Intersection 10: Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office			
Zone ID: Name	Westbound		Total
	Thru	Right	
30: Zone	35,82%	0%	35,82%
31: Zone	34,33%	0%	34,33%
32: Zone	29,85%	0%	29,85%
Total	100%	0%	

Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office				
Zone ID: Name	Northbound		Eastbound	Total
	Thru	Right	Thru	
30: Zone	35,82%	0%	0%	35,82%
31: Zone	34,33%	0%	0%	34,33%
32: Zone	29,85%	0%	0%	29,85%
Total	100%	0%	0%	

Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Right	
30: Zone	35,82%	0%	35,82%
31: Zone	34,33%	0%	34,33%
32: Zone	29,85%	0%	29,85%
Total	100%	0%	

Intersection 13: Ponto 2 - Rotatória - Saída Av. Antônio Artioli			
Zone ID: Name	Westbound		Total
	Left	Right	
30: Zone	0%	35,82%	35,82%
31: Zone	0%	34,33%	34,33%
32: Zone	0%	29,85%	29,85%
Total	0%	100%	

Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artioli			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
30: Zone	0%	0%	0%
31: Zone	0%	0%	0%
32: Zone	100%	0%	100%
Total	100%	0%	

Intersection 15: Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel				
Zone ID: Name	Westbound			Total
	Left	Thru	Right	
30: Zone	0%	0%	0%	0%
31: Zone	0%	0%	0%	0%
32: Zone	100%	0%	0%	100%
Total	100%	0%	0%	

Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel					
Zone ID: Name	Southbound		Eastbound		Total
	Left	Thru	Thru	Right	
30: Zone	0%	0%	0%	33,33%	10%
31: Zone	0%	0%	0%	33,33%	10%
32: Zone	0%	100%	0%	33,33%	80%
Total	0%	100%	0%	100%	

Intersection 17: Ponto 3 - Retorno - Av. Antônio Artioli				
Zone ID: Name	Eastbound			Total
	Left	Thru	Right	
30: Zone	0%	0%	0%	0%
31: Zone	0%	0%	0%	0%
32: Zone	100%	100%	0%	100%
Total	100%	100%	0%	

Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli					
Zone ID: Name	Northbound		Westbound		Total
	Left	Thru	Thru	Right	
30: Zone	0%	0%	35,82%	0%	30,38%
31: Zone	0%	0%	34,33%	0%	29,11%
32: Zone	100%	100%	29,85%	0%	40,51%
Total	100%	100%	100%	0%	

Intersection 19: Ponto 3 - Av. Antônio Artioli				
Zone ID: Name	Westbound			Total
	Left	Thru	Right	
30: Zone	0%	30,38%	0%	30,38%
31: Zone	0%	29,11%	0%	29,11%
32: Zone	0%	40,51%	0%	40,51%
Total	0%	100%	0%	

Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	0%	0%	0%
31: Zone	0%	0%	0%
32: Zone	0%	100%	100%
Total	0%	100%	

Intersection 21: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Westbound		Total
	Left	Thru	
30: Zone	0%	47,06%	36,92%
31: Zone	0%	45,1%	35,38%
32: Zone	100%	7,84%	27,69%
Total	100%	100%	

Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	0%	0%	0%
31: Zone	0%	0%	0%
32: Zone	100%	100%	100%
Total	100%	100%	

Intersection 23: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Thru	Right	
30: Zone	53,33%	0%	29,63%
31: Zone	46,67%	0%	25,93%
32: Zone	0%	100%	44,44%
Total	100%	100%	

Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
30: Zone	36,36%	0%	29,63%
31: Zone	31,82%	0%	25,93%
32: Zone	31,82%	100%	44,44%
Total	100%	100%	



Intersection 25: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound		Total
	Left	Thru	
30: Zone	0%	20%	10%
31: Zone	0%	40%	20%
32: Zone	100%	40%	70%
Total	100%	100%	

Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Right	
30: Zone	10%	0%	10%
31: Zone	20%	0%	20%
32: Zone	70%	0%	70%
Total	100%	0%	

Intersection 27: Ponto 4 - Saída - Av. José Christovão Gonçalves			
Zone ID: Name	Southbound		Total
	Thru	Right	
30: Zone	10%	0%	10%
31: Zone	20%	0%	20%
32: Zone	70%	0%	70%
Total	100%	0%	

Intersection 28: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
30: Zone	47,06%	53,33%	48,48%
31: Zone	45,1%	46,67%	45,45%
32: Zone	7,84%	0%	6,06%
Total	100%	100%	

Intersection 29: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	20%	50,82%	48,48%
31: Zone	40%	45,9%	45,45%
32: Zone	40%	3,28%	6,06%
Total	100%	100%	

Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
30: Zone	0%	20%	10%
31: Zone	0%	40%	20%
32: Zone	100%	40%	70%
Total	100%	100%	

Intersection 31: Ponto 4 - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	50,82%	0%	46,97%
31: Zone	45,9%	0%	42,42%
32: Zone	3,28%	100%	10,61%
Total	100%	100%	

Intersection 32: Rodovia Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	50,82%	0%	46,97%
31: Zone	45,9%	0%	42,42%
32: Zone	3,28%	100%	10,61%
Total	100%	100%	

Intersection 33: R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	0%	54,39%	50,82%
31: Zone	50%	45,61%	45,9%
32: Zone	50%	0%	3,28%
Total	100%	100%	

Intersection 34: R. Dr. Argemiro Orlando Dotto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
30: Zone	54,39%	100%	55,93%
31: Zone	45,61%	0%	44,07%
32: Zone	0%	0%	0%
Total	100%	100%	

Intersection 35: Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera					
Zone ID: Name	Northbound		Southbound		Total
	Left	Thru	Thru	Right	
30: Zone	0%	38,1%	0%	0%	38,1%
31: Zone	0%	61,9%	0%	0%	61,9%
32: Zone	0%	0%	0%	0%	0%
Total	0%	100%	0%	0%	

Intersection 36: Entrada - Rodovia Anhanguera			
Zone ID: Name	Southbound		Total
	Thru	Right	
30: Zone	43,48%	35,29%	40%
31: Zone	56,52%	64,71%	60%
32: Zone	0%	0%	0%
Total	100%	100%	

Intersection 37: Entrada - Rodovia Anhanguera - Pista principal			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Thru	
30: Zone	0%	38,1%	27,59%
31: Zone	100%	61,9%	72,41%
32: Zone	0%	0%	0%
Total	100%	100%	

Intersection 38: Acesso Loteamento - R. Dr. Argemiro Orlando Dotto							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
30: Zone	100%	100%	0%	100%	0%	0%	65,33%
31: Zone	0%	0%	100%	0%	0%	0%	34,67%
32: Zone	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	0%	0%	

Intersection 39: Acesso Loteamento - Rodovia Anhanguera				
Zone ID: Name	Southbound		Eastbound	Total
	Thru	Right	Right	
30: Zone	100%	0%	0%	19,51%
31: Zone	0%	100%	100%	80,49%
32: Zone	0%	0%	0%	0%
Total	100%	100%	100%	

Intersection 40: Acesso Loteamento - Av. Antônio Artioli				
Zone ID: Name	Southbound	Westbound		Total
		Thru	Right	
30: Zone	0%	51,06%	0%	24,74%
31: Zone	0%	48,94%	0%	23,71%
32: Zone	100%	0%	100%	51,55%
Total	100%	100%	100%	

**SWISS PARK - FAZENDA TAUBATÉ I**

Vistro File: R:\...VISTRO - SWISS PARK\_Taubaté I.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

Report File: R:\...2 CENÁRIO ATUAL COM O EMPREENDIMENTO.pdf

31/07/2023

**Fair Share % of Future Total**

Intersection 1: Ponto 1 - Alça Av. São José dos Campos			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	0%	0,76%	0,15%
31: Zone	0%	0,57%	0,11%
32: Zone	0,33%	0,57%	0,38%
Total	0,33%	1,91%	

Intersection 2: Ponto 1 - Saída para Av. São José dos Campos			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	16,81%	0%	0,86%
31: Zone	14,16%	0%	0,72%
32: Zone	15,04%	0,33%	1,08%
Total	46,02%	0,33%	

Intersection 3: Ponto 1 - Retorno Balão da Torre			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
30: Zone	16,81%	0,76%	3,62%
31: Zone	14,16%	0,57%	2,99%
32: Zone	15,04%	0,57%	3,14%
Total	46,02%	1,91%	

Intersection 4: Ponto 1 - Entrada Rod. Anhanguera			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
30: Zone	0,76%	4%	2,13%
31: Zone	1,4%	3,3%	2,2%
32: Zone	0%	3,48%	1,47%
Total	2,16%	10,78%	

Intersection 5: Ponto 1 - Saída Rod. Anhanguera			
Zone ID: Name	Northbound		Total
	Thru	Right	
30: Zone	0,86%	0,26%	0,62%
31: Zone	0,72%	0,33%	0,56%
32: Zone	1,08%	0,33%	0,78%
Total	2,66%	0,92%	

Intersection 6: Ponto 1 - Saída Balão da Torre x Av. Antônio Artoli			
Zone ID: Name	Westbound		Total
	Left	Thru	
30: Zone	0,55%	5,31%	2,13%
31: Zone	0,77%	5,09%	2,2%
32: Zone	0%	4,42%	1,47%
Total	1,32%	14,82%	

Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artoli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	0,55%	0,18%	0,35%
31: Zone	0,77%	0,18%	0,45%
32: Zone	0%	1,46%	0,8%
Total	1,32%	1,82%	

Intersection 8: Ponto 1 - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Southbound		Total
	Left	Thru	
30: Zone	0,4%	0,2%	0,35%
31: Zone	0,46%	0,4%	0,45%
32: Zone	0,93%	0,4%	0,8%
Total	1,79%	1%	

Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
30: Zone	0,76%	0,4%	0,62%
31: Zone	0,63%	0,46%	0,56%
32: Zone	0,67%	0,93%	0,78%
Total	2,06%	1,79%	

Intersection 10: Ponto 2 - Av. Antônio Artoli - Acesso Swiss Office			
Zone ID: Name	Westbound		Total
	Thru	Right	
30: Zone	5,31%	0%	5,31%
31: Zone	5,09%	0%	5,09%
32: Zone	4,42%	0%	4,42%
Total	14,82%	0%	

Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office				
Zone ID: Name	Northbound		Eastbound	Total
	Thru	Right	Thru	
30: Zone	5,7%	0%	0%	2,97%
31: Zone	5,46%	0%	0%	2,84%
32: Zone	4,75%	0%	0%	2,47%
Total	15,91%	0%	0%	

Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Right	
30: Zone	5,7%	0%	5,7%
31: Zone	5,46%	0%	5,46%
32: Zone	4,75%	0%	4,75%
Total	15,91%	0%	

Intersection 13: Ponto 2 - Rotatória - Saída Av. Antônio Artoli			
Zone ID: Name	Westbound		Total
	Left	Right	
30: Zone	0%	10,48%	5,7%
31: Zone	0%	10,04%	5,46%
32: Zone	0%	8,73%	4,75%
Total	0%	29,26%	

Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artoli			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
30: Zone	0%	0%	0%
31: Zone	0%	0%	0%
32: Zone	5,15%	0%	3,02%
Total	5,15%	0%	

Intersection 15: Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel				
Zone ID: Name	Westbound			Total
	Left		Thru	
30: Zone	0%		0%	0%
31: Zone	0%		0%	0%
32: Zone	6,19%		0%	5,15%
Total	6,19%		0%	

Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel					
Zone ID: Name	Southbound		Eastbound		Total
	Left	Thru	Thru	Right	
30: Zone	0%	0%	0%	0,31%	0,17%
31: Zone	0%	0%	0%	0,31%	0,17%
32: Zone	0%	10,14%	0%	0,31%	1,39%
Total	0%	10,14%	0%	0,92%	

Intersection 17: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Eastbound		Total
	Left		
30: Zone	0%		0%
31: Zone	0%		0%
32: Zone	27,91%		5,15%
Total	27,91%		5,15%

Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli				
Zone ID: Name	Northbound		Westbound	Total
	Left		Thru	
30: Zone	0%		10,48%	8,82%
31: Zone	0%		10,04%	8,46%
32: Zone	27,91%		8,73%	11,76%
Total	27,91%		29,26%	

Intersection 19: Ponto 3 - Av. Antônio Artioli			
Zone ID: Name	Westbound		Total
	Left		
30: Zone	0%		11,21%
31: Zone	0%		10,75%
32: Zone	0%		14,95%
Total	0%		36,92%



Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	0%	0%	0%
31: Zone	0%	0%	0%
32: Zone	0%	8,25%	7,6%
Total	0%	8,25%	

Intersection 21: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Westbound		Total
	Left	Thru	
30: Zone	0%	13,87%	10,71%
31: Zone	0%	13,29%	10,27%
32: Zone	27,45%	2,31%	8,04%
Total	27,45%	29,48%	

Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
30: Zone	0%	0%	0%
31: Zone	0%	0%	0%
32: Zone	27,45%	3,99%	7,39%
Total	27,45%	3,99%	

Intersection 23: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Thru	Right	
30: Zone	0,91%	0%	0,68%
31: Zone	0,8%	0%	0,59%
32: Zone	0%	3,99%	1,02%
Total	1,71%	3,99%	

Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
30: Zone	0,72%	0%	0,68%
31: Zone	0,63%	0%	0,59%
32: Zone	0,63%	7,58%	1,02%
Total	1,98%	7,58%	

Intersection 25: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound		Total
	Left	Thru	
30: Zone	0%	0,18%	0,16%
31: Zone	0%	0,35%	0,32%
32: Zone	7,58%	0,35%	1,11%
Total	7,58%	0,88%	

Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Right	
30: Zone	0,16%	0%	0,15%
31: Zone	0,32%	0%	0,29%
32: Zone	1,11%	0%	1,03%
Total	1,58%	0%	

Intersection 27: Ponto 4 - Saída - Av. José Christovão Gonçalves			
Zone ID: Name	Southbound		Total
	Thru	Right	
30: Zone	0,16%	0%	0,14%
31: Zone	0,32%	0%	0,28%
32: Zone	1,11%	0%	0,96%
Total	1,58%	0%	

Intersection 28: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
30: Zone	13,87%	0,91%	3,04%
31: Zone	13,29%	0,8%	2,85%
32: Zone	2,31%	0%	0,38%
Total	29,48%	1,71%	

Intersection 29: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	1,12%	3,27%	3,09%
31: Zone	2,25%	2,96%	2,9%
32: Zone	2,25%	0,21%	0,39%
Total	5,62%	6,44%	

Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
30: Zone	0%	1,12%	0,12%
31: Zone	0%	2,25%	0,25%
32: Zone	0,69%	2,25%	0,86%
Total	0,69%	5,62%	

Intersection 31: Ponto 4 - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	3,27%	0%	1,86%
31: Zone	2,96%	0%	1,68%
32: Zone	0,21%	0,69%	0,42%
Total	6,44%	0,69%	

Intersection 32: Rodovia Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
30: Zone	3,27%	0%	1,86%
31: Zone	2,96%	0%	1,68%
32: Zone	0,21%	0,69%	0,42%
Total	6,44%	0,69%	

Intersection 33: R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
30: Zone	0%	9,66%	3,27%
31: Zone	0,32%	8,1%	2,96%
32: Zone	0,32%	0%	0,21%
Total	0,64%	17,76%	

Intersection 34: R. Dr. Argemiro Orlando Dotto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
30: Zone	9,66%	5,41%	9,22%
31: Zone	8,1%	0%	7,26%
32: Zone	0%	0%	0%
Total	17,76%	5,41%	

Intersection 35: Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera					
Zone ID: Name	Northbound		Southbound		Total
	Left	Thru	Thru	Right	
30: Zone	0%	6,93%	0%	0%	3,83%
31: Zone	0%	11,26%	0%	0%	6,22%
32: Zone	0%	0%	0%	0%	0%
Total	0%	18,18%	0%	0%	

Intersection 36: Entrada - Rodovia Anhanguera			
Zone ID: Name	Southbound		Total
	Thru	Right	
30: Zone	0,52%	0,76%	0,59%
31: Zone	0,68%	1,4%	0,89%
32: Zone	0%	0%	0%
Total	1,2%	2,16%	

Intersection 37: Entrada - Rodovia Anhanguera - Pista principal					
Zone ID: Name	Southbound		Eastbound		Total
	Thru	Right	Thru	Right	
30: Zone	0%	0%	6,93%	0%	0,55%
31: Zone	0,6%	0%	11,26%	0%	1,44%
32: Zone	0%	0%	0%	0%	0%
Total	0,6%	0%	18,18%	0%	

Intersection 38: Acesso Loteamento - R. Dr. Argemiro Orlando Dotto							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
30: Zone	100%	100%	0%	100%	0%	0%	65,33%
31: Zone	0%	0%	100%	0%	0%	0%	34,67%
32: Zone	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	0%	0%	

Intersection 39: Acesso Loteamento - Rodovia Anhanguera					
Zone ID: Name	Southbound		Eastbound		Total
	Thru	Right	Right	Right	
30: Zone	100%	0%	0%	0%	19,51%
31: Zone	0%	100%	100%	0%	80,49%
32: Zone	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	

Intersection 40: Acesso Loteamento - Av. Antônio Artioli				
Zone ID: Name	Southbound	Westbound		Total
		Right	Thru	
30: Zone	0%	51,06%	0%	24,74%
31: Zone	0%	48,94%	0%	23,71%
32: Zone	100%	0%	100%	51,55%
Total	100%	100%	100%	

## Signal Warrants Report For Intersection 3: Ponto 1 - Retorno Balão da Torre

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	S
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	E
1	113	523
2	110	507
3	107	497
4	101	465
5	89	413
6	88	408
7	87	403
8	79	366
9	78	361
10	77	356
11	67	309
12	62	288
13	61	282
14	45	209
15	45	209
16	32	146
17	18	84
18	18	84
19	10	47
20	6	26
21	3	16
22	1	5
23	1	5
24	1	5

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	113	2	523	No	No	No	No	No	No	No	No	Yes	Yes
2	2	110	2	507	No	No	No	No	No	No	No	No	Yes	Yes
3	2	107	2	497	No	No	No	No	No	No	No	No	Yes	Yes
4	2	101	2	465	No	No	No	No	No	No	No	No	Yes	Yes
5	2	89	2	413	No	No	No	No	No	No	No	No	Yes	Yes
6	2	88	2	408	No	No	No	No	No	No	No	No	Yes	Yes
7	2	87	2	403	No	No	No	No	No	No	No	No	Yes	Yes
8	2	79	2	366	No	No	No	No	No	No	No	No	Yes	No
9	2	78	2	361	No	No	No	No	No	No	No	No	Yes	No
10	2	77	2	356	No	No	No	No	No	No	No	No	Yes	No
11	2	67	2	309	No	No	No	No	No	No	No	No	Yes	No
12	2	62	2	288	No	No	No	No	No	No	No	No	No	No
13	2	61	2	282	No	No	No	No	No	No	No	No	No	No
14	2	45	2	209	No	No	No	No	No	No	No	No	No	No
15	2	45	2	209	No	No	No	No	No	No	No	No	No	No
16	2	32	2	146	No	No	No	No	No	No	No	No	No	No
17	2	18	2	84	No	No	No	No	No	No	No	No	No	No
18	2	18	2	84	No	No	No	No	No	No	No	No	No	No
19	2	10	2	47	No	No	No	No	No	No	No	No	No	No
20	2	6	2	26	No	No	No	No	No	No	No	No	No	No
21	2	3	2	16	No	No	No	No	No	No	No	No	No	No
22	2	1	2	5	No	No	No	No	No	No	No	No	No	No
23	2	1	2	5	No	No	No	No	No	No	No	No	No	No
24	2	1	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	11	7

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	12,6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	1:50
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	523
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	636
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 4: Ponto 1 - Entrada Rod. Anhanguera

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	N
1	575	787
2	558	763
3	546	748
4	512	700
5	454	622
6	449	614
7	443	606
8	403	551
9	397	543
10	391	535
11	339	464
12	316	433
13	311	425
14	230	315
15	230	315
16	161	220
17	92	126
18	92	126
19	52	71
20	29	39
21	17	24
22	6	8
23	6	8
24	6	8



## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	575	1	787	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
2	2	558	1	763	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
3	2	546	1	748	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
4	2	512	1	700	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
5	2	454	1	622	No	No	Yes	Yes	No	No	No	No	Yes	Yes
6	2	449	1	614	No	No	Yes	Yes	No	No	No	No	Yes	Yes
7	2	443	1	606	No	No	Yes	Yes	No	No	No	No	Yes	Yes
8	2	403	1	551	No	No	No	Yes	No	No	No	No	Yes	Yes
9	2	397	1	543	No	No	No	Yes	No	No	No	No	Yes	Yes
10	2	391	1	535	No	No	No	Yes	No	No	No	No	Yes	Yes
11	2	339	1	464	No	No	No	Yes	No	No	No	No	Yes	Yes
12	2	316	1	433	No	No	No	No	No	No	No	No	Yes	Yes
13	2	311	1	425	No	No	No	No	No	No	No	No	Yes	Yes
14	2	230	1	315	No	No	No	No	No	No	No	No	Yes	No
15	2	230	1	315	No	No	No	No	No	No	No	No	Yes	No
16	2	161	1	220	No	No	No	No	No	No	No	No	No	No
17	2	92	1	126	No	No	No	No	No	No	No	No	No	No
18	2	92	1	126	No	No	No	No	No	No	No	No	No	No
19	2	52	1	71	No	No	No	No	No	No	No	No	No	No
20	2	29	1	39	No	No	No	No	No	No	No	No	No	No
21	2	17	1	24	No	No	No	No	No	No	No	No	No	No
22	2	6	1	8	No	No	No	No	No	No	No	No	No	No
23	2	6	1	8	No	No	No	No	No	No	No	No	No	No
24	2	6	1	8	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	7	11	0	0	0	4	15	13

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	603,8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	131:59
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	787
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1362
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
<b>Warrant Met for Intersection</b>	<b>Yes</b>

## Signal Warrants Report For Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	911	1099
2	884	1066
3	865	1044
4	811	978
5	720	868
6	711	857
7	701	846
8	638	769
9	629	758
10	619	747
11	537	648
12	501	604
13	492	593
14	364	440
15	364	440
16	255	308
17	146	176
18	146	176
19	82	99
20	46	55
21	27	33
22	9	11
23	9	11
24	9	11

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	911	2	1099	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	884	2	1066	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
3	2	865	2	1044	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
4	2	811	2	978	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
5	2	720	2	868	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
6	2	711	2	857	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
7	2	701	2	846	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
8	2	638	2	769	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
9	2	629	2	758	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
10	2	619	2	747	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
11	2	537	2	648	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
12	2	501	2	604	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
13	2	492	2	593	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
14	2	364	2	440	No	No	No	Yes	No	No	No	No	Yes	Yes
15	2	364	2	440	No	No	No	Yes	No	No	No	No	Yes	Yes
16	2	255	2	308	No	No	No	No	No	No	No	No	Yes	No
17	2	146	2	176	No	No	No	No	No	No	No	No	No	No
18	2	146	2	176	No	No	No	No	No	No	No	No	No	No
19	2	82	2	99	No	No	No	No	No	No	No	No	No	No
20	2	46	2	55	No	No	No	No	No	No	No	No	No	No
21	2	27	2	33	No	No	No	No	No	No	No	No	No	No
22	2	9	2	11	No	No	No	No	No	No	No	No	No	No
23	2	9	2	11	No	No	No	No	No	No	No	No	No	No
24	2	9	2	11	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	1	5	8	11	16	15

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	775,2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	236:39
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	1099
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2010
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
<b>Warrant Met for Intersection</b>	<b>Yes</b>

## Signal Warrants Report For Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermal Bernardes Siqueira

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	1510	2229
2	1465	2162
3	1435	2118
4	1344	1984
5	1193	1761
6	1178	1739
7	1163	1716
8	1057	1560
9	1042	1538
10	1027	1516
11	891	1315
12	831	1226
13	815	1204
14	604	892
15	604	892
16	423	624
17	242	357
18	242	357
19	136	201
20	76	111
21	45	67
22	15	22
23	15	22
24	15	22

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	1510	2	2229	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1465	2	2162	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1435	2	2118	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1344	2	1984	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1193	2	1761	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	1178	2	1739	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	1163	2	1716	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	1057	2	1560	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	2	1042	2	1538	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	2	1027	2	1516	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	2	891	2	1315	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
12	2	831	2	1226	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
13	2	815	2	1204	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
14	2	604	2	892	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
15	2	604	2	892	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
16	2	423	2	624	No	No	Yes	Yes	No	No	No	No	Yes	Yes
17	2	242	2	357	No	No	No	No	No	No	No	No	Yes	No
18	2	242	2	357	No	No	No	No	No	No	No	No	Yes	No
19	2	136	2	201	No	No	No	No	No	No	No	No	No	No
20	2	76	2	111	No	No	No	No	No	No	No	No	No	No
21	2	45	2	67	No	No	No	No	No	No	No	No	No	No
22	2	15	2	22	No	No	No	No	No	No	No	No	No	No
23	2	15	2	22	No	No	No	No	No	No	No	No	No	No
24	2	15	2	22	No	No	No	No	No	No	No	No	No	No
Hours Met					15	15	16	16	10	13	13	15	18	16

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	4301,1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	2663:07
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	2229
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	3739
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
<b>Warrant Met for Intersection</b>	<b>Yes</b>

## Signal Warrants Report For Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	354	455
2	343	441
3	336	432
4	315	405
5	280	359
6	276	355
7	273	350
8	248	319
9	244	314
10	241	309
11	209	268
12	195	250
13	191	246
14	142	182
15	142	182
16	99	127
17	57	73
18	57	73
19	32	41
20	18	23
21	11	14
22	4	5
23	4	5
24	4	5

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	354	2	455	No	No	No	Yes	No	No	No	No	Yes	Yes
2	2	343	2	441	No	No	No	Yes	No	No	No	No	Yes	Yes
3	2	336	2	432	No	No	No	Yes	No	No	No	No	Yes	Yes
4	2	315	2	405	No	No	No	No	No	No	No	No	Yes	Yes
5	2	280	2	359	No	No	No	No	No	No	No	No	Yes	No
6	2	276	2	355	No	No	No	No	No	No	No	No	Yes	No
7	2	273	2	350	No	No	No	No	No	No	No	No	Yes	No
8	2	248	2	319	No	No	No	No	No	No	No	No	Yes	No
9	2	244	2	314	No	No	No	No	No	No	No	No	Yes	No
10	2	241	2	309	No	No	No	No	No	No	No	No	Yes	No
11	2	209	2	268	No	No	No	No	No	No	No	No	No	No
12	2	195	2	250	No	No	No	No	No	No	No	No	No	No
13	2	191	2	246	No	No	No	No	No	No	No	No	No	No
14	2	142	2	182	No	No	No	No	No	No	No	No	No	No
15	2	142	2	182	No	No	No	No	No	No	No	No	No	No
16	2	99	2	127	No	No	No	No	No	No	No	No	No	No
17	2	57	2	73	No	No	No	No	No	No	No	No	No	No
18	2	57	2	73	No	No	No	No	No	No	No	No	No	No
19	2	32	2	41	No	No	No	No	No	No	No	No	No	No
20	2	18	2	23	No	No	No	No	No	No	No	No	No	No
21	2	11	2	14	No	No	No	No	No	No	No	No	No	No
22	2	4	2	5	No	No	No	No	No	No	No	No	No	No
23	2	4	2	5	No	No	No	No	No	No	No	No	No	No
24	2	4	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	10	4

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	17
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	2:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	455
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	809
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	E
1	421	0
2	408	0
3	400	0
4	375	0
5	333	0
6	328	0
7	324	0
8	295	0
9	290	0
10	286	0
11	248	0
12	232	0
13	227	0
14	168	0
15	168	0
16	118	0
17	67	0
18	67	0
19	38	0
20	21	0
21	13	0
22	4	0
23	4	0
24	4	0



## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	421	2	0	No	No	No	No	No	No	No	No	No	No
2	2	408	2	0	No	No	No	No	No	No	No	No	No	No
3	2	400	2	0	No	No	No	No	No	No	No	No	No	No
4	2	375	2	0	No	No	No	No	No	No	No	No	No	No
5	2	333	2	0	No	No	No	No	No	No	No	No	No	No
6	2	328	2	0	No	No	No	No	No	No	No	No	No	No
7	2	324	2	0	No	No	No	No	No	No	No	No	No	No
8	2	295	2	0	No	No	No	No	No	No	No	No	No	No
9	2	290	2	0	No	No	No	No	No	No	No	No	No	No
10	2	286	2	0	No	No	No	No	No	No	No	No	No	No
11	2	248	2	0	No	No	No	No	No	No	No	No	No	No
12	2	232	2	0	No	No	No	No	No	No	No	No	No	No
13	2	227	2	0	No	No	No	No	No	No	No	No	No	No
14	2	168	2	0	No	No	No	No	No	No	No	No	No	No
15	2	168	2	0	No	No	No	No	No	No	No	No	No	No
16	2	118	2	0	No	No	No	No	No	No	No	No	No	No
17	2	67	2	0	No	No	No	No	No	No	No	No	No	No
18	2	67	2	0	No	No	No	No	No	No	No	No	No	No
19	2	38	2	0	No	No	No	No	No	No	No	No	No	No
20	2	21	2	0	No	No	No	No	No	No	No	No	No	No
21	2	13	2	0	No	No	No	No	No	No	No	No	No	No
22	2	4	2	0	No	No	No	No	No	No	No	No	No	No
23	2	4	2	0	No	No	No	No	No	No	No	No	No	No
24	2	4	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	421
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	N
1	192	272
2	186	264
3	182	258
4	171	242
5	152	215
6	150	212
7	148	209
8	134	190
9	132	188
10	131	185
11	113	160
12	106	150
13	104	147
14	77	109
15	77	109
16	54	76
17	31	44
18	31	44
19	17	24
20	10	14
21	6	8
22	2	3
23	2	3
24	2	3

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	192	2	272	No	No	No	No	No	No	No	No	No	No
2	2	186	2	264	No	No	No	No	No	No	No	No	No	No
3	2	182	2	258	No	No	No	No	No	No	No	No	No	No
4	2	171	2	242	No	No	No	No	No	No	No	No	No	No
5	2	152	2	215	No	No	No	No	No	No	No	No	No	No
6	2	150	2	212	No	No	No	No	No	No	No	No	No	No
7	2	148	2	209	No	No	No	No	No	No	No	No	No	No
8	2	134	2	190	No	No	No	No	No	No	No	No	No	No
9	2	132	2	188	No	No	No	No	No	No	No	No	No	No
10	2	131	2	185	No	No	No	No	No	No	No	No	No	No
11	2	113	2	160	No	No	No	No	No	No	No	No	No	No
12	2	106	2	150	No	No	No	No	No	No	No	No	No	No
13	2	104	2	147	No	No	No	No	No	No	No	No	No	No
14	2	77	2	109	No	No	No	No	No	No	No	No	No	No
15	2	77	2	109	No	No	No	No	No	No	No	No	No	No
16	2	54	2	76	No	No	No	No	No	No	No	No	No	No
17	2	31	2	44	No	No	No	No	No	No	No	No	No	No
18	2	31	2	44	No	No	No	No	No	No	No	No	No	No
19	2	17	2	24	No	No	No	No	No	No	No	No	No	No
20	2	10	2	14	No	No	No	No	No	No	No	No	No	No
21	2	6	2	8	No	No	No	No	No	No	No	No	No	No
22	2	2	2	3	No	No	No	No	No	No	No	No	No	No
23	2	2	2	3	No	No	No	No	No	No	No	No	No	No
24	2	2	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	11,8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:53
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	272
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	464
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	226	921
2	219	893
3	215	875
4	201	820
5	179	728
6	176	718
7	174	709
8	158	645
9	156	635
10	154	626
11	133	543
12	124	507
13	122	497
14	90	368
15	90	368
16	63	258
17	36	147
18	36	147
19	20	83
20	11	46
21	7	28
22	2	9
23	2	9
24	2	9

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	226	2	921	No	No	No	No	No	No	No	No	Yes	Yes
2	2	219	2	893	No	No	No	No	No	No	No	No	Yes	Yes
3	2	215	2	875	No	No	No	No	No	No	No	No	Yes	Yes
4	2	201	2	820	No	No	No	No	No	No	No	No	Yes	Yes
5	2	179	2	728	No	No	No	No	No	No	No	No	Yes	Yes
6	2	176	2	718	No	No	No	No	No	No	No	No	Yes	Yes
7	2	174	2	709	No	No	No	No	No	No	No	No	Yes	Yes
8	2	158	2	645	No	No	No	No	No	No	No	No	Yes	Yes
9	2	156	2	635	No	No	No	No	No	No	No	No	Yes	Yes
10	2	154	2	626	No	No	No	No	No	No	No	No	Yes	Yes
11	2	133	2	543	No	No	No	No	No	No	No	No	Yes	Yes
12	2	124	2	507	No	No	No	No	No	No	No	No	Yes	Yes
13	2	122	2	497	No	No	No	No	No	No	No	No	Yes	Yes
14	2	90	2	368	No	No	No	No	No	No	No	No	Yes	No
15	2	90	2	368	No	No	No	No	No	No	No	No	Yes	No
16	2	63	2	258	No	No	No	No	No	No	No	No	No	No
17	2	36	2	147	No	No	No	No	No	No	No	No	No	No
18	2	36	2	147	No	No	No	No	No	No	No	No	No	No
19	2	20	2	83	No	No	No	No	No	No	No	No	No	No
20	2	11	2	46	No	No	No	No	No	No	No	No	No	No
21	2	7	2	28	No	No	No	No	No	No	No	No	No	No
22	2	2	2	9	No	No	No	No	No	No	No	No	No	No
23	2	2	2	9	No	No	No	No	No	No	No	No	No	No
24	2	2	2	9	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	15	13

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	19
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	4:51
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	921
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1147
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	229	43
2	222	42
3	218	41
4	204	38
5	181	34
6	179	34
7	176	33
8	160	30
9	158	30
10	156	29
11	135	25
12	126	24
13	124	23
14	92	17
15	92	17
16	64	12
17	37	7
18	37	7
19	21	4
20	11	2
21	7	1
22	2	0
23	2	0
24	2	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	229	2	43	No	No	No	No	No	No	No	No	No	No
2	2	222	2	42	No	No	No	No	No	No	No	No	No	No
3	2	218	2	41	No	No	No	No	No	No	No	No	No	No
4	2	204	2	38	No	No	No	No	No	No	No	No	No	No
5	2	181	2	34	No	No	No	No	No	No	No	No	No	No
6	2	179	2	34	No	No	No	No	No	No	No	No	No	No
7	2	176	2	33	No	No	No	No	No	No	No	No	No	No
8	2	160	2	30	No	No	No	No	No	No	No	No	No	No
9	2	158	2	30	No	No	No	No	No	No	No	No	No	No
10	2	156	2	29	No	No	No	No	No	No	No	No	No	No
11	2	135	2	25	No	No	No	No	No	No	No	No	No	No
12	2	126	2	24	No	No	No	No	No	No	No	No	No	No
13	2	124	2	23	No	No	No	No	No	No	No	No	No	No
14	2	92	2	17	No	No	No	No	No	No	No	No	No	No
15	2	92	2	17	No	No	No	No	No	No	No	No	No	No
16	2	64	2	12	No	No	No	No	No	No	No	No	No	No
17	2	37	2	7	No	No	No	No	No	No	No	No	No	No
18	2	37	2	7	No	No	No	No	No	No	No	No	No	No
19	2	21	2	4	No	No	No	No	No	No	No	No	No	No
20	2	11	2	2	No	No	No	No	No	No	No	No	No	No
21	2	7	2	1	No	No	No	No	No	No	No	No	No	No
22	2	2	2	0	No	No	No	No	No	No	No	No	No	No
23	2	2	2	0	No	No	No	No	No	No	No	No	No	No
24	2	2	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	43
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	272
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	N
1	315	27
2	306	26
3	299	26
4	280	24
5	249	21
6	246	21
7	243	21
8	221	19
9	217	19
10	214	18
11	186	16
12	173	15
13	170	15
14	126	11
15	126	11
16	88	8
17	50	4
18	50	4
19	28	2
20	16	1
21	9	1
22	3	0
23	3	0
24	3	0



## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	315	2	27	No	No	No	No	No	No	No	No	No	No
2	2	306	2	26	No	No	No	No	No	No	No	No	No	No
3	2	299	2	26	No	No	No	No	No	No	No	No	No	No
4	2	280	2	24	No	No	No	No	No	No	No	No	No	No
5	2	249	2	21	No	No	No	No	No	No	No	No	No	No
6	2	246	2	21	No	No	No	No	No	No	No	No	No	No
7	2	243	2	21	No	No	No	No	No	No	No	No	No	No
8	2	221	2	19	No	No	No	No	No	No	No	No	No	No
9	2	217	2	19	No	No	No	No	No	No	No	No	No	No
10	2	214	2	18	No	No	No	No	No	No	No	No	No	No
11	2	186	2	16	No	No	No	No	No	No	No	No	No	No
12	2	173	2	15	No	No	No	No	No	No	No	No	No	No
13	2	170	2	15	No	No	No	No	No	No	No	No	No	No
14	2	126	2	11	No	No	No	No	No	No	No	No	No	No
15	2	126	2	11	No	No	No	No	No	No	No	No	No	No
16	2	88	2	8	No	No	No	No	No	No	No	No	No	No
17	2	50	2	4	No	No	No	No	No	No	No	No	No	No
18	2	50	2	4	No	No	No	No	No	No	No	No	No	No
19	2	28	2	2	No	No	No	No	No	No	No	No	No	No
20	2	16	2	1	No	No	No	No	No	No	No	No	No	No
21	2	9	2	1	No	No	No	No	No	No	No	No	No	No
22	2	3	2	0	No	No	No	No	No	No	No	No	No	No
23	2	3	2	0	No	No	No	No	No	No	No	No	No	No
24	2	3	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	27
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	342
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	N
1	301	51
2	292	49
3	286	48
4	268	45
5	238	40
6	235	40
7	232	39
8	211	36
9	208	35
10	205	35
11	178	30
12	166	28
13	163	28
14	120	20
15	120	20
16	84	14
17	48	8
18	48	8
19	27	5
20	15	3
21	9	2
22	3	1
23	3	1
24	3	1

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	301	2	51	No	No	No	No	No	No	No	No	No	No
2	2	292	2	49	No	No	No	No	No	No	No	No	No	No
3	2	286	2	48	No	No	No	No	No	No	No	No	No	No
4	2	268	2	45	No	No	No	No	No	No	No	No	No	No
5	2	238	2	40	No	No	No	No	No	No	No	No	No	No
6	2	235	2	40	No	No	No	No	No	No	No	No	No	No
7	2	232	2	39	No	No	No	No	No	No	No	No	No	No
8	2	211	2	36	No	No	No	No	No	No	No	No	No	No
9	2	208	2	35	No	No	No	No	No	No	No	No	No	No
10	2	205	2	35	No	No	No	No	No	No	No	No	No	No
11	2	178	2	30	No	No	No	No	No	No	No	No	No	No
12	2	166	2	28	No	No	No	No	No	No	No	No	No	No
13	2	163	2	28	No	No	No	No	No	No	No	No	No	No
14	2	120	2	20	No	No	No	No	No	No	No	No	No	No
15	2	120	2	20	No	No	No	No	No	No	No	No	No	No
16	2	84	2	14	No	No	No	No	No	No	No	No	No	No
17	2	48	2	8	No	No	No	No	No	No	No	No	No	No
18	2	48	2	8	No	No	No	No	No	No	No	No	No	No
19	2	27	2	5	No	No	No	No	No	No	No	No	No	No
20	2	15	2	3	No	No	No	No	No	No	No	No	No	No
21	2	9	2	2	No	No	No	No	No	No	No	No	No	No
22	2	3	2	1	No	No	No	No	No	No	No	No	No	No
23	2	3	2	1	No	No	No	No	No	No	No	No	No	No
24	2	3	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	51
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	352
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	W
1	1112	66
2	1079	64
3	1056	63
4	990	59
5	878	52
6	867	51
7	856	51
8	778	46
9	767	46
10	756	45
11	656	39
12	612	36
13	600	36
14	445	26
15	445	26
16	311	18
17	178	11
18	178	11
19	100	6
20	56	3
21	33	2
22	11	1
23	11	1
24	11	1

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	1112	2	66	No	No	No	No	No	No	No	Yes	No	No
2	2	1079	2	64	No	No	No	No	No	No	No	Yes	No	No
3	2	1056	2	63	No	No	No	No	No	No	No	Yes	No	No
4	2	990	2	59	No	No	No	No	No	No	No	Yes	No	No
5	2	878	2	52	No	No	No	No	No	No	No	No	No	No
6	2	867	2	51	No	No	No	No	No	No	No	No	No	No
7	2	856	2	51	No	No	No	No	No	No	No	No	No	No
8	2	778	2	46	No	No	No	No	No	No	No	No	No	No
9	2	767	2	46	No	No	No	No	No	No	No	No	No	No
10	2	756	2	45	No	No	No	No	No	No	No	No	No	No
11	2	656	2	39	No	No	No	No	No	No	No	No	No	No
12	2	612	2	36	No	No	No	No	No	No	No	No	No	No
13	2	600	2	36	No	No	No	No	No	No	No	No	No	No
14	2	445	2	26	No	No	No	No	No	No	No	No	No	No
15	2	445	2	26	No	No	No	No	No	No	No	No	No	No
16	2	311	2	18	No	No	No	No	No	No	No	No	No	No
17	2	178	2	11	No	No	No	No	No	No	No	No	No	No
18	2	178	2	11	No	No	No	No	No	No	No	No	No	No
19	2	100	2	6	No	No	No	No	No	No	No	No	No	No
20	2	56	2	3	No	No	No	No	No	No	No	No	No	No
21	2	33	2	2	No	No	No	No	No	No	No	No	No	No
22	2	11	2	1	No	No	No	No	No	No	No	No	No	No
23	2	11	2	1	No	No	No	No	No	No	No	No	No	No
24	2	11	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	4	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15,4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:16
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	66
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1178
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	633	47
2	614	46
3	601	45
4	563	42
5	500	37
6	494	37
7	487	36
8	443	33
9	437	32
10	430	32
11	373	28
12	348	26
13	342	25
14	253	19
15	253	19
16	177	13
17	101	8
18	101	8
19	57	4
20	32	2
21	19	1
22	6	0
23	6	0
24	6	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	633	2	47	No	No	No	No	No	No	No	No	No	No
2	2	614	2	46	No	No	No	No	No	No	No	No	No	No
3	2	601	2	45	No	No	No	No	No	No	No	No	No	No
4	2	563	2	42	No	No	No	No	No	No	No	No	No	No
5	2	500	2	37	No	No	No	No	No	No	No	No	No	No
6	2	494	2	37	No	No	No	No	No	No	No	No	No	No
7	2	487	2	36	No	No	No	No	No	No	No	No	No	No
8	2	443	2	33	No	No	No	No	No	No	No	No	No	No
9	2	437	2	32	No	No	No	No	No	No	No	No	No	No
10	2	430	2	32	No	No	No	No	No	No	No	No	No	No
11	2	373	2	28	No	No	No	No	No	No	No	No	No	No
12	2	348	2	26	No	No	No	No	No	No	No	No	No	No
13	2	342	2	25	No	No	No	No	No	No	No	No	No	No
14	2	253	2	19	No	No	No	No	No	No	No	No	No	No
15	2	253	2	19	No	No	No	No	No	No	No	No	No	No
16	2	177	2	13	No	No	No	No	No	No	No	No	No	No
17	2	101	2	8	No	No	No	No	No	No	No	No	No	No
18	2	101	2	8	No	No	No	No	No	No	No	No	No	No
19	2	57	2	4	No	No	No	No	No	No	No	No	No	No
20	2	32	2	2	No	No	No	No	No	No	No	No	No	No
21	2	19	2	1	No	No	No	No	No	No	No	No	No	No
22	2	6	2	0	No	No	No	No	No	No	No	No	No	No
23	2	6	2	0	No	No	No	No	No	No	No	No	No	No
24	2	6	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11,2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	47
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	680
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 28: Ponto 4 - Saída - Rod. Lix da Cunha

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	56%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	878	173
2	852	168
3	834	164
4	781	154
5	694	137
6	685	135
7	676	133
8	615	121
9	606	119
10	597	118
11	518	102
12	483	95
13	474	93
14	351	69
15	351	69
16	246	48
17	140	28
18	140	28
19	79	16
20	44	9
21	26	5
22	9	2
23	9	2
24	9	2



## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	878	2	173	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	2	852	2	168	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
3	2	834	2	164	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
4	2	781	2	154	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
5	2	694	2	137	No	No	No	Yes	No	No	Yes	Yes	No	No
6	2	685	2	135	No	No	No	Yes	No	No	Yes	Yes	No	No
7	2	676	2	133	No	No	No	Yes	No	No	Yes	Yes	No	No
8	2	615	2	121	No	No	No	Yes	No	No	No	Yes	No	No
9	2	606	2	119	No	No	No	Yes	No	No	No	Yes	No	No
10	2	597	2	118	No	No	No	Yes	No	No	No	Yes	No	No
11	2	518	2	102	No	No	No	No	No	No	No	Yes	No	No
12	2	483	2	95	No	No	No	No	No	No	No	No	No	No
13	2	474	2	93	No	No	No	No	No	No	No	No	No	No
14	2	351	2	69	No	No	No	No	No	No	No	No	No	No
15	2	351	2	69	No	No	No	No	No	No	No	No	No	No
16	2	246	2	48	No	No	No	No	No	No	No	No	No	No
17	2	140	2	28	No	No	No	No	No	No	No	No	No	No
18	2	140	2	28	No	No	No	No	No	No	No	No	No	No
19	2	79	2	16	No	No	No	No	No	No	No	No	No	No
20	2	44	2	9	No	No	No	No	No	No	No	No	No	No
21	2	26	2	5	No	No	No	No	No	No	No	No	No	No
22	2	9	2	2	No	No	No	No	No	No	No	No	No	No
23	2	9	2	2	No	No	No	No	No	No	No	No	No	No
24	2	9	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	10	0	4	7	11	4	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	35,4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	1:42
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	173
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1051
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	721	89
2	699	86
3	685	85
4	642	79
5	570	70
6	562	69
7	555	69
8	505	62
9	497	61
10	490	61
11	425	53
12	397	49
13	389	48
14	288	36
15	288	36
16	202	25
17	115	14
18	115	14
19	65	8
20	36	4
21	22	3
22	7	1
23	7	1
24	7	1

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B	
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%			
1	2	721	2	89	No	No	No	No	No	Yes	Yes	Yes	No	No	
2	2	699	2	86	No	No	No	No	No	No	Yes	Yes	No	No	
3	2	685	2	85	No	No	No	No	No	No	Yes	Yes	No	No	
4	2	642	2	79	No	No	No	No	No	No	Yes	Yes	No	No	
5	2	570	2	70	No	No	No	No	No	No	No	Yes	No	No	
6	2	562	2	69	No	No	No	No	No	No	No	Yes	No	No	
7	2	555	2	69	No	No	No	No	No	No	No	Yes	No	No	
8	2	505	2	62	No	No	No	No	No	No	No	Yes	No	No	
9	2	497	2	61	No	No	No	No	No	No	No	No	No	No	
10	2	490	2	61	No	No	No	No	No	No	No	No	No	No	
11	2	425	2	53	No	No	No	No	No	No	No	No	No	No	
12	2	397	2	49	No	No	No	No	No	No	No	No	No	No	
13	2	389	2	48	No	No	No	No	No	No	No	No	No	No	
14	2	288	2	36	No	No	No	No	No	No	No	No	No	No	
15	2	288	2	36	No	No	No	No	No	No	No	No	No	No	
16	2	202	2	25	No	No	No	No	No	No	No	No	No	No	
17	2	115	2	14	No	No	No	No	No	No	No	No	No	No	
18	2	115	2	14	No	No	No	No	No	No	No	No	No	No	
19	2	65	2	8	No	No	No	No	No	No	No	No	No	No	
20	2	36	2	4	No	No	No	No	No	No	No	No	No	No	
21	2	22	2	3	No	No	No	No	No	No	No	No	No	No	
22	2	7	2	1	No	No	No	No	No	No	No	No	No	No	
23	2	7	2	1	No	No	No	No	No	No	No	No	No	No	
24	2	7	2	1	No	No	No	No	No	No	No	No	No	No	
Hours Met					0	0	0	0	0	0	1	4	8	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	12,3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:18
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	89
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	810
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 37: Entrada - Rodovia Anhanguera - Pista principal

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	N
1	231	2677
2	224	2597
3	219	2543
4	206	2383
5	182	2115
6	180	2088
7	178	2061
8	162	1874
9	159	1847
10	157	1820
11	136	1579
12	127	1472
13	125	1446
14	92	1071
15	92	1071
16	65	750
17	37	428
18	37	428
19	21	241
20	12	134
21	7	80
22	2	27
23	2	27
24	2	27

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	231	2	2677	No	No	No	No	No	No	No	No	Yes	Yes
2	2	224	2	2597	No	No	No	No	No	No	No	No	Yes	Yes
3	2	219	2	2543	No	No	No	No	No	No	No	No	Yes	Yes
4	2	206	2	2383	No	No	No	No	No	No	No	No	Yes	Yes
5	2	182	2	2115	No	No	No	No	No	No	No	No	Yes	Yes
6	2	180	2	2088	No	No	No	No	No	No	No	No	Yes	Yes
7	2	178	2	2061	No	No	No	No	No	No	No	No	Yes	Yes
8	2	162	2	1874	No	No	No	No	No	No	No	No	Yes	Yes
9	2	159	2	1847	No	No	No	No	No	No	No	No	Yes	Yes
10	2	157	2	1820	No	No	No	No	No	No	No	No	Yes	Yes
11	2	136	2	1579	No	No	No	No	No	No	No	No	Yes	Yes
12	2	127	2	1472	No	No	No	No	No	No	No	No	Yes	Yes
13	2	125	2	1446	No	No	No	No	No	No	No	No	Yes	Yes
14	2	92	2	1071	No	No	No	No	No	No	No	No	Yes	Yes
15	2	92	2	1071	No	No	No	No	No	No	No	No	Yes	Yes
16	2	65	2	750	No	No	No	No	No	No	No	No	Yes	Yes
17	2	37	2	428	No	No	No	No	No	No	No	No	Yes	Yes
18	2	37	2	428	No	No	No	No	No	No	No	No	Yes	Yes
19	2	21	2	241	No	No	No	No	No	No	No	No	No	No
20	2	12	2	134	No	No	No	No	No	No	No	No	No	No
21	2	7	2	80	No	No	No	No	No	No	No	No	No	No
22	2	2	2	27	No	No	No	No	No	No	No	No	No	No
23	2	2	2	27	No	No	No	No	No	No	No	No	No	No
24	2	2	2	27	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	18	18

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	623,1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	463:21
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	2677
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2908
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
<b>Warrant Met for Intersection</b>	<b>Yes</b>

## Signal Warrants Report For Intersection 38: Acesso Loteamento - R. Dr. Argemiro Orlando Dotto

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	57	18
2	0	55	17
3	0	54	17
4	0	51	16
5	0	45	14
6	0	44	14
7	0	44	14
8	0	40	13
9	0	39	12
10	0	39	12
11	0	34	11
12	0	31	10
13	0	31	10
14	0	23	7
15	0	23	7
16	0	16	5
17	0	9	3
18	0	9	3
19	0	5	2
20	0	3	1
21	0	2	1
22	0	1	0
23	0	1	0
24	0	1	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	1	57	1	18	No	No	No	No	No	No	No	No	No	No
2	1	55	1	17	No	No	No	No	No	No	No	No	No	No
3	1	54	1	17	No	No	No	No	No	No	No	No	No	No
4	1	51	1	16	No	No	No	No	No	No	No	No	No	No
5	1	45	1	14	No	No	No	No	No	No	No	No	No	No
6	1	44	1	14	No	No	No	No	No	No	No	No	No	No
7	1	44	1	14	No	No	No	No	No	No	No	No	No	No
8	1	40	1	13	No	No	No	No	No	No	No	No	No	No
9	1	39	1	12	No	No	No	No	No	No	No	No	No	No
10	1	39	1	12	No	No	No	No	No	No	No	No	No	No
11	1	34	1	11	No	No	No	No	No	No	No	No	No	No
12	1	31	1	10	No	No	No	No	No	No	No	No	No	No
13	1	31	1	10	No	No	No	No	No	No	No	No	No	No
14	1	23	1	7	No	No	No	No	No	No	No	No	No	No
15	1	23	1	7	No	No	No	No	No	No	No	No	No	No
16	1	16	1	5	No	No	No	No	No	No	No	No	No	No
17	1	9	1	3	No	No	No	No	No	No	No	No	No	No
18	1	9	1	3	No	No	No	No	No	No	No	No	No	No
19	1	5	1	2	No	No	No	No	No	No	No	No	No	No
20	1	3	1	1	No	No	No	No	No	No	No	No	No	No
21	1	2	1	1	No	No	No	No	No	No	No	No	No	No
22	1	1	1	0	No	No	No	No	No	No	No	No	No	No
23	1	1	1	0	No	No	No	No	No	No	No	No	No	No
24	1	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8,6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	18
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	75
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 39: Acesso Loteamento - Rodovia Anhanguera

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	58	24
2	56	23
3	55	23
4	52	21
5	46	19
6	45	19
7	45	18
8	41	17
9	40	17
10	39	16
11	34	14
12	32	13
13	31	13
14	23	10
15	23	10
16	16	7
17	9	4
18	9	4
19	5	2
20	3	1
21	2	1
22	1	0
23	1	0
24	1	0



## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	58	1	24	No	No	No	No	No	No	No	No	No	No
2	2	56	1	23	No	No	No	No	No	No	No	No	No	No
3	2	55	1	23	No	No	No	No	No	No	No	No	No	No
4	2	52	1	21	No	No	No	No	No	No	No	No	No	No
5	2	46	1	19	No	No	No	No	No	No	No	No	No	No
6	2	45	1	19	No	No	No	No	No	No	No	No	No	No
7	2	45	1	18	No	No	No	No	No	No	No	No	No	No
8	2	41	1	17	No	No	No	No	No	No	No	No	No	No
9	2	40	1	17	No	No	No	No	No	No	No	No	No	No
10	2	39	1	16	No	No	No	No	No	No	No	No	No	No
11	2	34	1	14	No	No	No	No	No	No	No	No	No	No
12	2	32	1	13	No	No	No	No	No	No	No	No	No	No
13	2	31	1	13	No	No	No	No	No	No	No	No	No	No
14	2	23	1	10	No	No	No	No	No	No	No	No	No	No
15	2	23	1	10	No	No	No	No	No	No	No	No	No	No
16	2	16	1	7	No	No	No	No	No	No	No	No	No	No
17	2	9	1	4	No	No	No	No	No	No	No	No	No	No
18	2	9	1	4	No	No	No	No	No	No	No	No	No	No
19	2	5	1	2	No	No	No	No	No	No	No	No	No	No
20	2	3	1	1	No	No	No	No	No	No	No	No	No	No
21	2	2	1	1	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8,5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	24
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	82
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 40: Acesso Loteamento - Av. Antônio Artioli

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	N
1	79	18
2	77	17
3	75	17
4	70	16
5	62	14
6	62	14
7	61	14
8	55	13
9	55	12
10	54	12
11	47	11
12	43	10
13	43	10
14	32	7
15	32	7
16	22	5
17	13	3
18	13	3
19	7	2
20	4	1
21	2	1
22	1	0
23	1	0
24	1	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	79	1	18	No	No	No	No	No	No	No	No	No	No
2	2	77	1	17	No	No	No	No	No	No	No	No	No	No
3	2	75	1	17	No	No	No	No	No	No	No	No	No	No
4	2	70	1	16	No	No	No	No	No	No	No	No	No	No
5	2	62	1	14	No	No	No	No	No	No	No	No	No	No
6	2	62	1	14	No	No	No	No	No	No	No	No	No	No
7	2	61	1	14	No	No	No	No	No	No	No	No	No	No
8	2	55	1	13	No	No	No	No	No	No	No	No	No	No
9	2	55	1	12	No	No	No	No	No	No	No	No	No	No
10	2	54	1	12	No	No	No	No	No	No	No	No	No	No
11	2	47	1	11	No	No	No	No	No	No	No	No	No	No
12	2	43	1	10	No	No	No	No	No	No	No	No	No	No
13	2	43	1	10	No	No	No	No	No	No	No	No	No	No
14	2	32	1	7	No	No	No	No	No	No	No	No	No	No
15	2	32	1	7	No	No	No	No	No	No	No	No	No	No
16	2	22	1	5	No	No	No	No	No	No	No	No	No	No
17	2	13	1	3	No	No	No	No	No	No	No	No	No	No
18	2	13	1	3	No	No	No	No	No	No	No	No	No	No
19	2	7	1	2	No	No	No	No	No	No	No	No	No	No
20	2	4	1	1	No	No	No	No	No	No	No	No	No	No
21	2	2	1	1	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8,6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	18
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	97
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

**SWISS PARK - FAZENDA TAUBATÉ I**

Vistro File: R:\...\VISTRO - SWISS PARK\_Taubaté I.vistro    Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

Report File: R:\...\2 CENÁRIO ATUAL COM O  
EMPREENDIMENTO.pdf

31/07/2023

**Trip Generation summary****Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
30: Zone				0,900	55,000	64,00	36,00	0,00	32	18	50	30,12
31: Zone				0,900	73,000	64,00	36,00	0,00	42	24	66	39,76
32: Zone				0,900	55,000	64,00	36,00	0,00	32	18	50	30,12
<b>Added Trips Total</b>									<b>106</b>	<b>60</b>	<b>166</b>	<b>100,00</b>

## SWISS PARK - FAZENDA TAUBATÉ I

Vistro File: R:\...VISTRO - SWISS PARK\_Taubaté I.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

Report File: R:\...12 CENÁRIO ATUAL COM O EMPREENDIMENTO.pdf

31/07/2023

## Trip Distribution summary

Zone / Gate	Zone 30: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
31: Zone	0,00	0	0,00	0
32: Zone	0,00	0	0,00	0
33: Gate	0,00	0	25,73	5
34: Gate	12,40	4	28,59	5
35: Gate	0,00	0	20,47	4
36: Gate	52,78	17	0,00	0
37: Gate	0,00	0	6,74	1
38: Gate	0,00	0	0,00	0
39: Gate	0,00	0	0,00	0
40: Gate	6,48	2	0,00	0
41: Gate	0,00	0	0,63	0
42: Gate	26,35	8	0,00	0
43: Gate	0,00	0	7,63	1
44: Gate	1,14	0	0,00	0
45: Gate	0,00	0	1,27	0
46: Gate	0,00	0	0,00	0
47: Gate	0,00	0	8,46	2
48: Gate	0,00	0	0,48	0
49: Gate	0,00	0	0,00	0
50: Gate	0,85	0	0,00	0
51: Gate	0,00	0	0,00	0
<b>Total</b>	<b>100,00</b>	<b>31</b>	<b>100,00</b>	<b>18</b>

Zone / Gate	Zone 31: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
30: Zone	0,00	0	0,00	0
32: Zone	0,00	0	0,00	0
33: Gate	0,00	0	25,73	6
34: Gate	7,83	3	28,59	7
35: Gate	0,00	0	20,47	5
36: Gate	33,32	14	0,00	0
37: Gate	0,00	0	6,74	2
38: Gate	0,00	0	0,00	0
39: Gate	0,00	0	0,00	0
40: Gate	4,09	2	0,00	0
41: Gate	0,00	0	0,63	0
42: Gate	16,64	7	0,00	0
43: Gate	0,00	0	7,63	2
44: Gate	0,72	0	0,00	0
45: Gate	0,00	0	1,27	0
46: Gate	0,00	0	0,00	0
47: Gate	0,00	0	8,46	2
48: Gate	0,00	0	0,00	0
49: Gate	0,00	0	0,48	0
50: Gate	0,00	0	0,00	0
51: Gate	37,40	16	0,00	0
<b>Total</b>	<b>100,00</b>	<b>42</b>	<b>100,00</b>	<b>24</b>

Zone / Gate	Zone 32: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
30: Zone	0,00	0	0,00	0
31: Zone	0,00	0	0,00	0
33: Gate	0,00	0	0,00	0
34: Gate	10,65	3	38,50	7
35: Gate	0,00	0	27,56	5
36: Gate	45,32	15	0,00	0
37: Gate	0,00	0	9,07	2
38: Gate	0,00	0	0,00	0
39: Gate	0,00	0	0,00	0
40: Gate	5,56	2	0,00	0
41: Gate	0,00	0	0,84	0
42: Gate	22,63	7	0,00	0
43: Gate	0,00	0	10,28	2
44: Gate	0,98	0	0,00	0
45: Gate	0,00	0	1,70	0
46: Gate	14,86	5	0,00	0
47: Gate	0,00	0	11,40	2
48: Gate	0,00	0	0,00	0
49: Gate	0,00	0	0,65	0
50: Gate	0,00	0	0,00	0
51: Gate	0,00	0	0,00	0



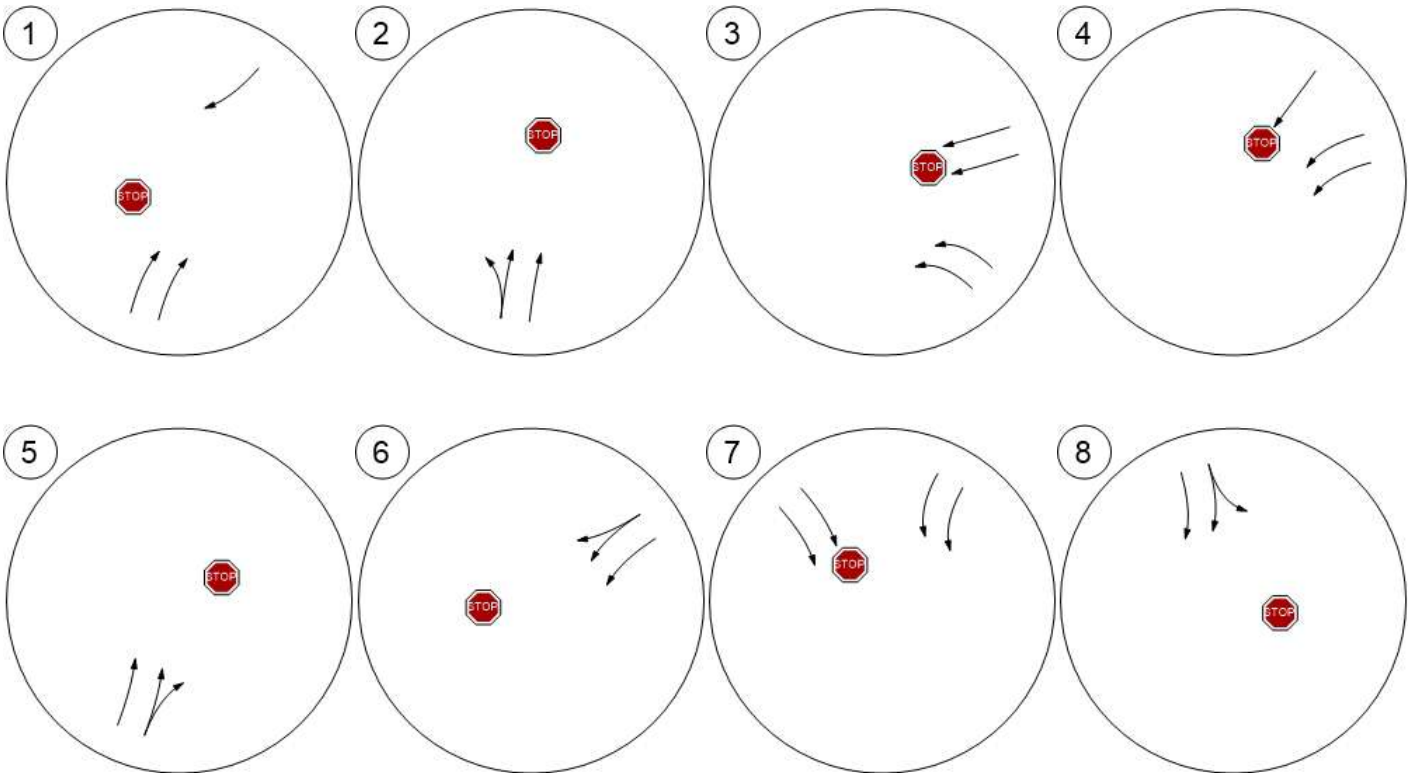
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<b>Total</b>	<b>100,00</b>	<b>32</b>	<b>100,00</b>	<b>18</b>
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### Study Intersections

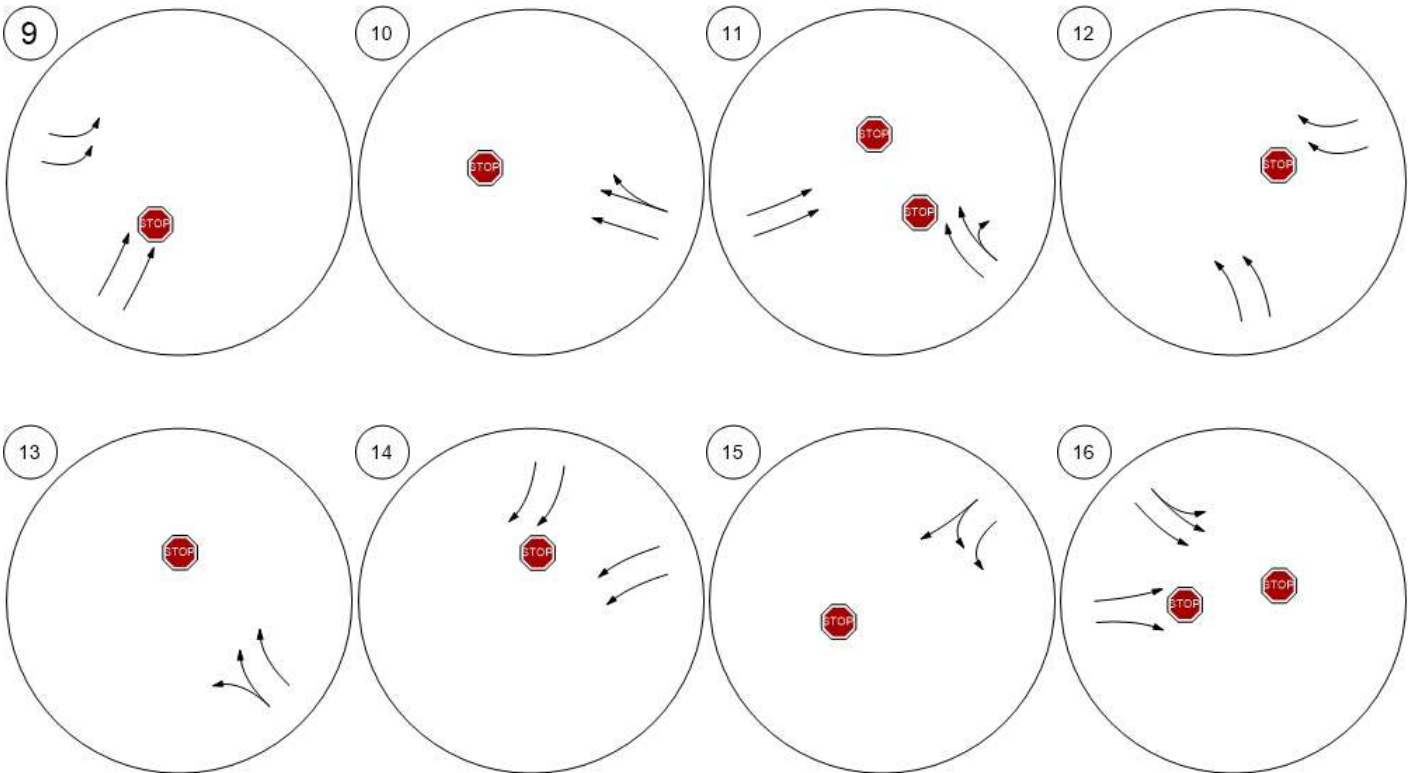


### Lane Configuration and Traffic Control

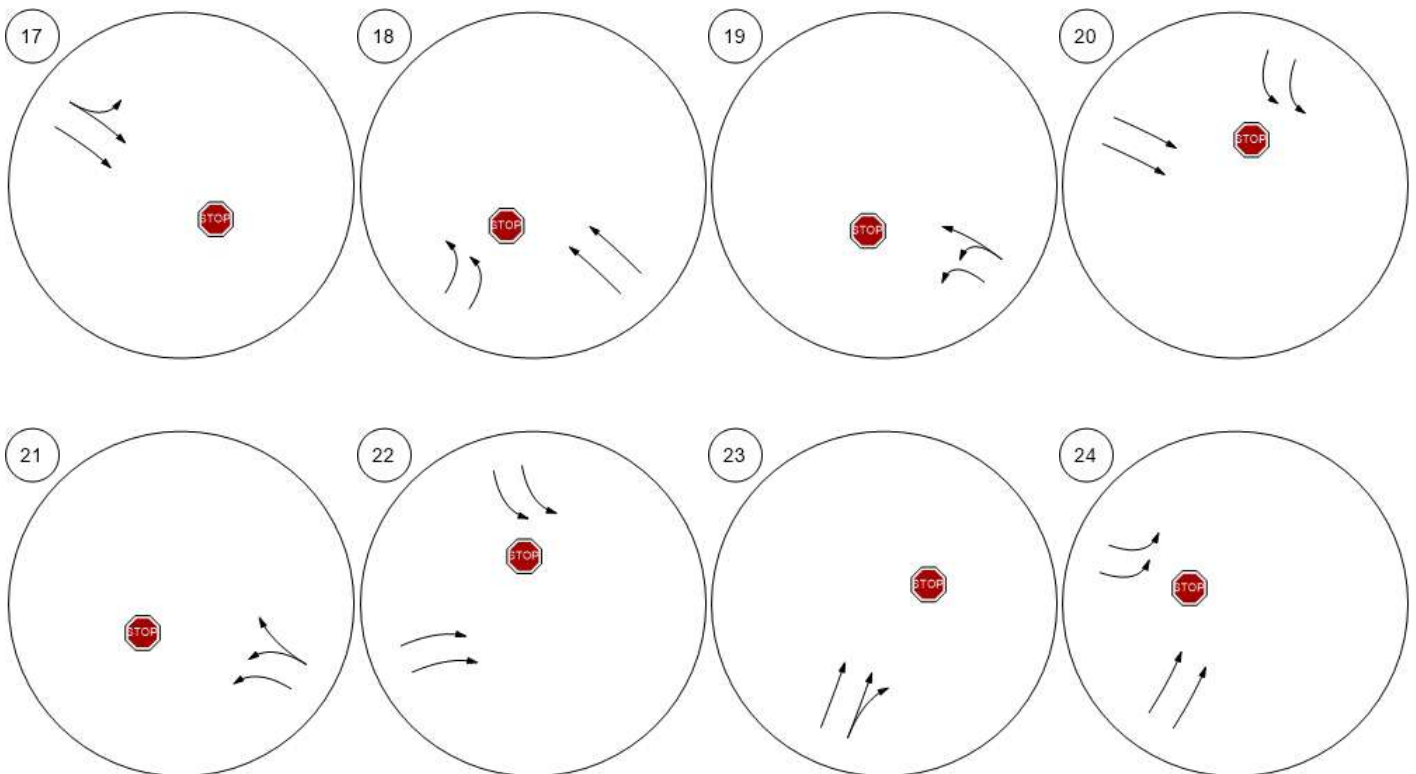




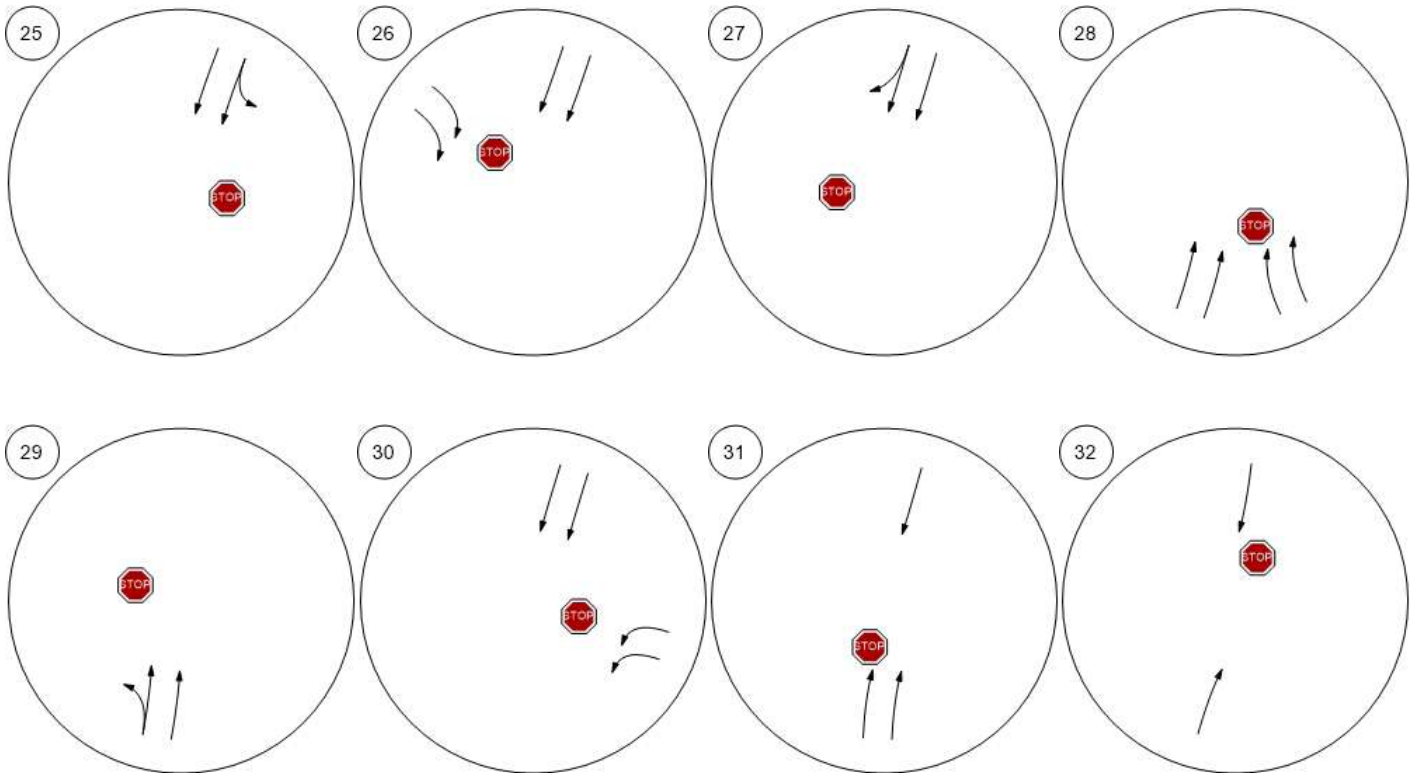
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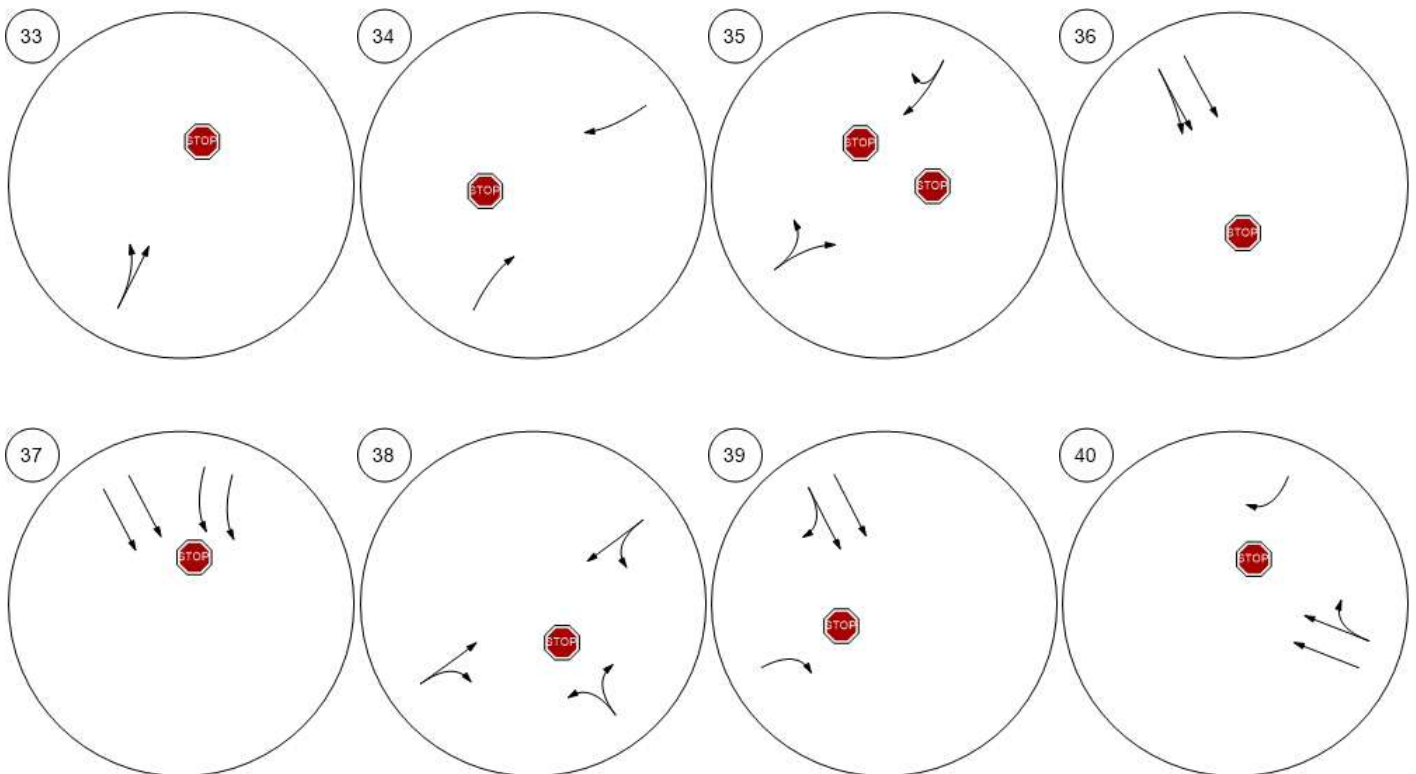
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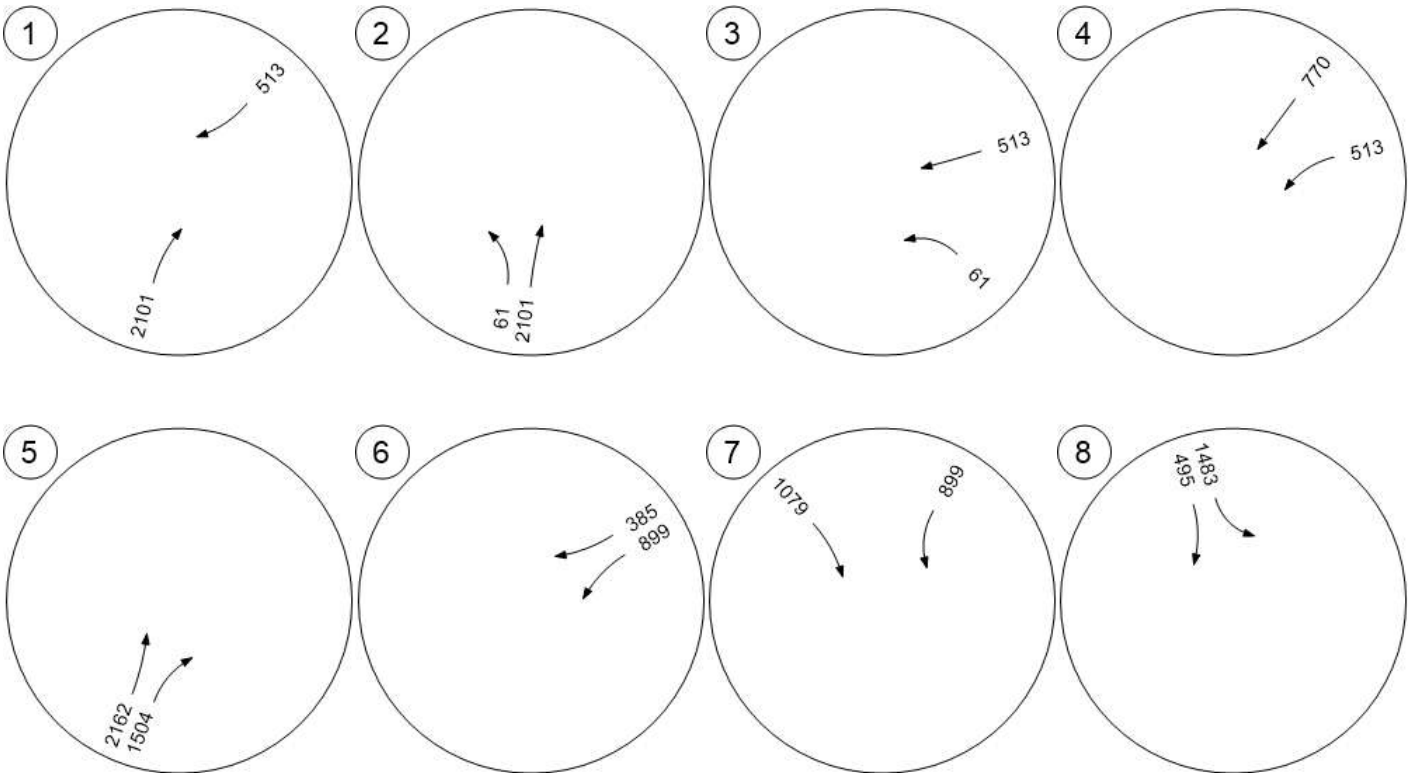
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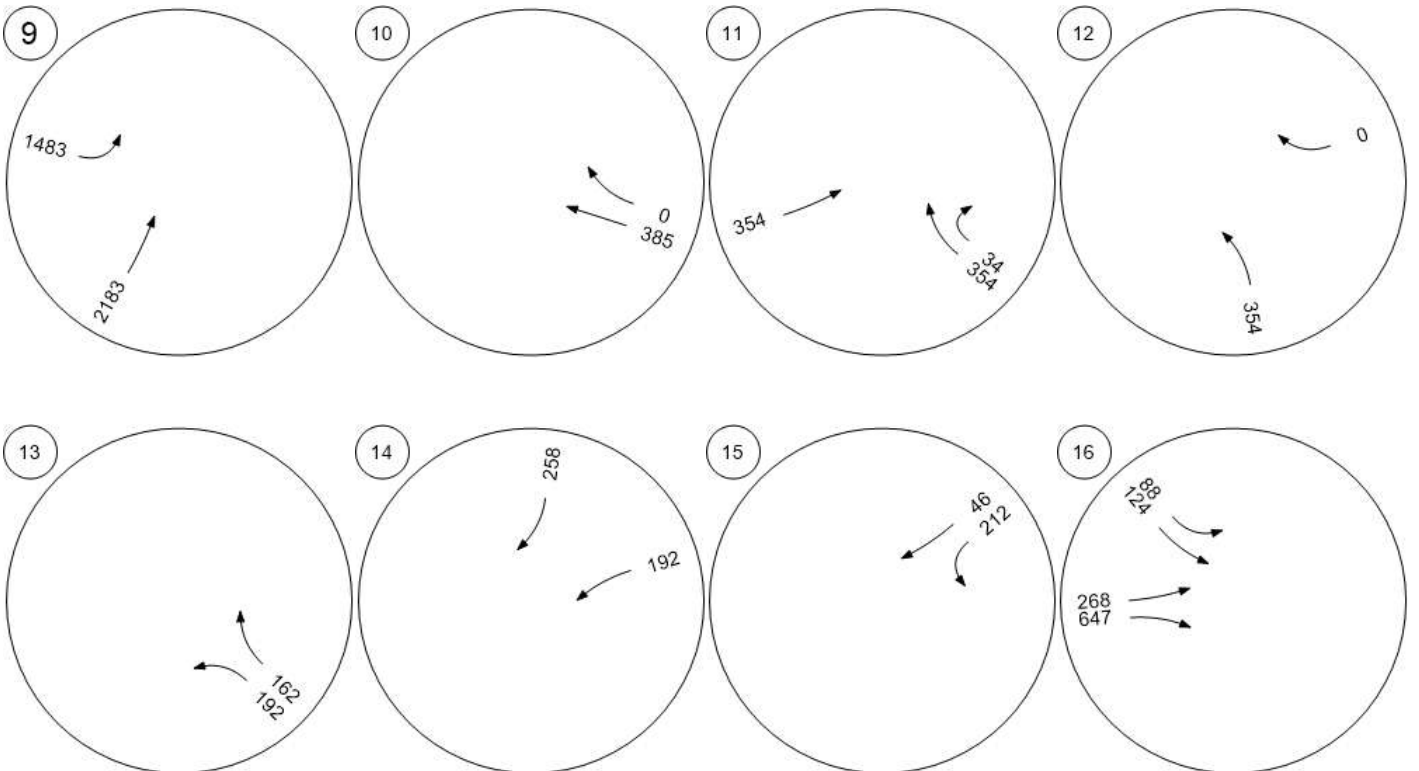
### Lane Configuration and Traffic Control



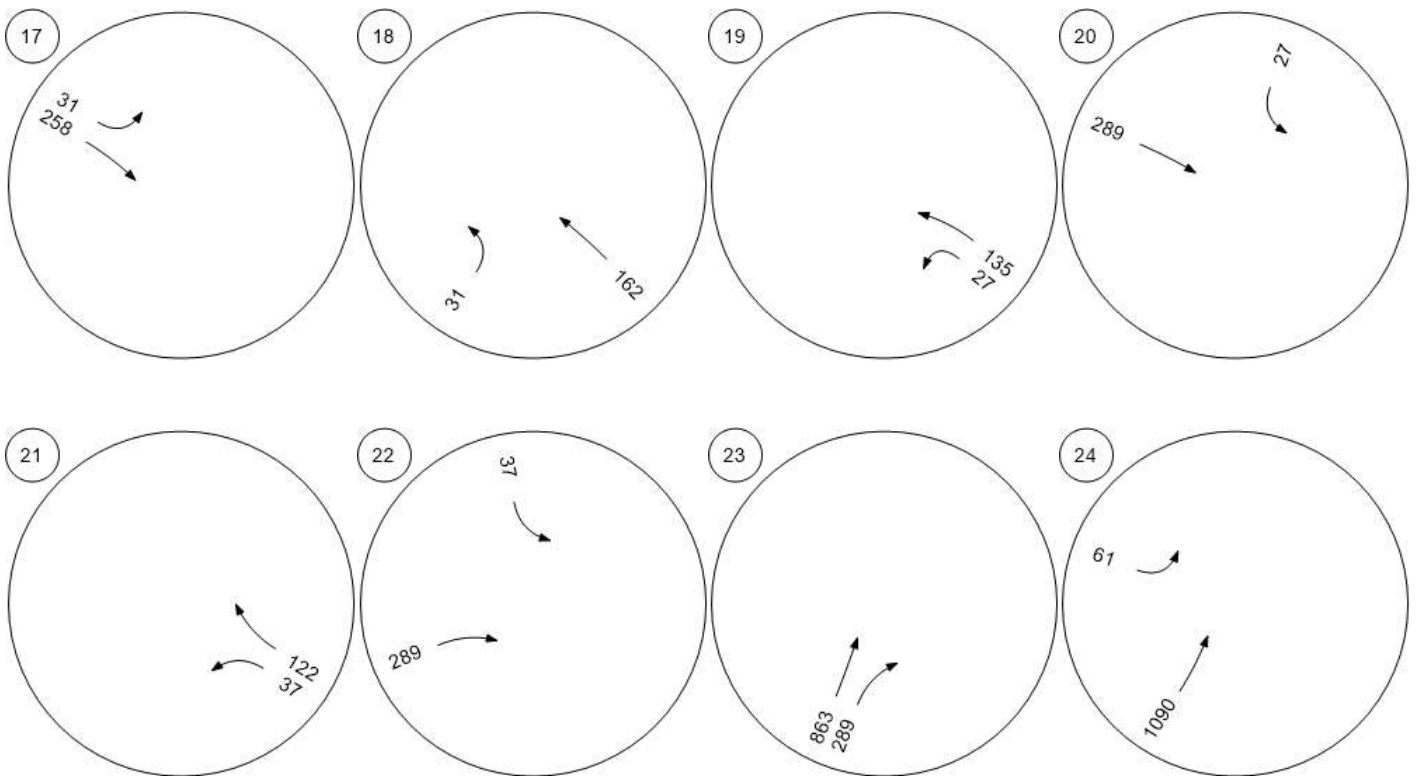
Traffic Volume - Base Volume



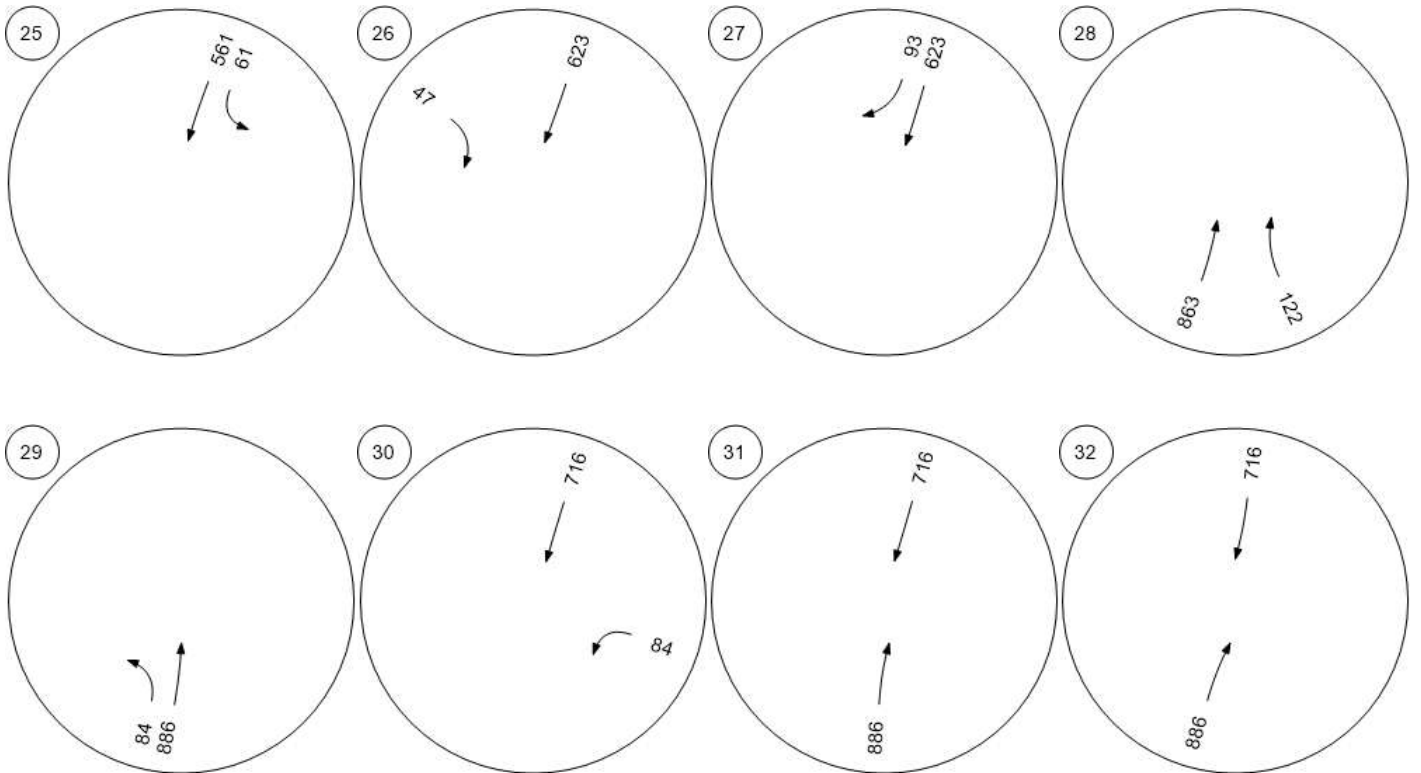
Traffic Volume - Base Volume



### Traffic Volume - Base Volume



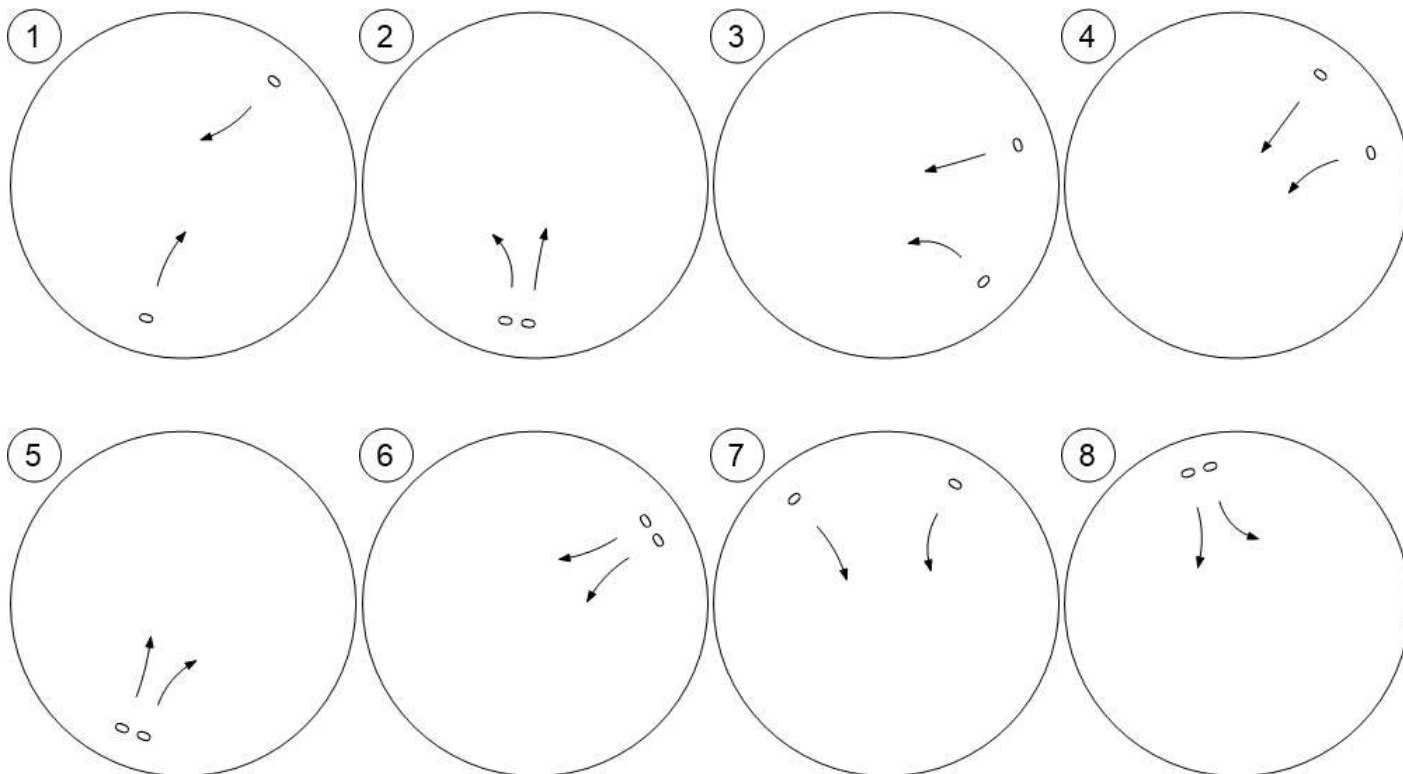
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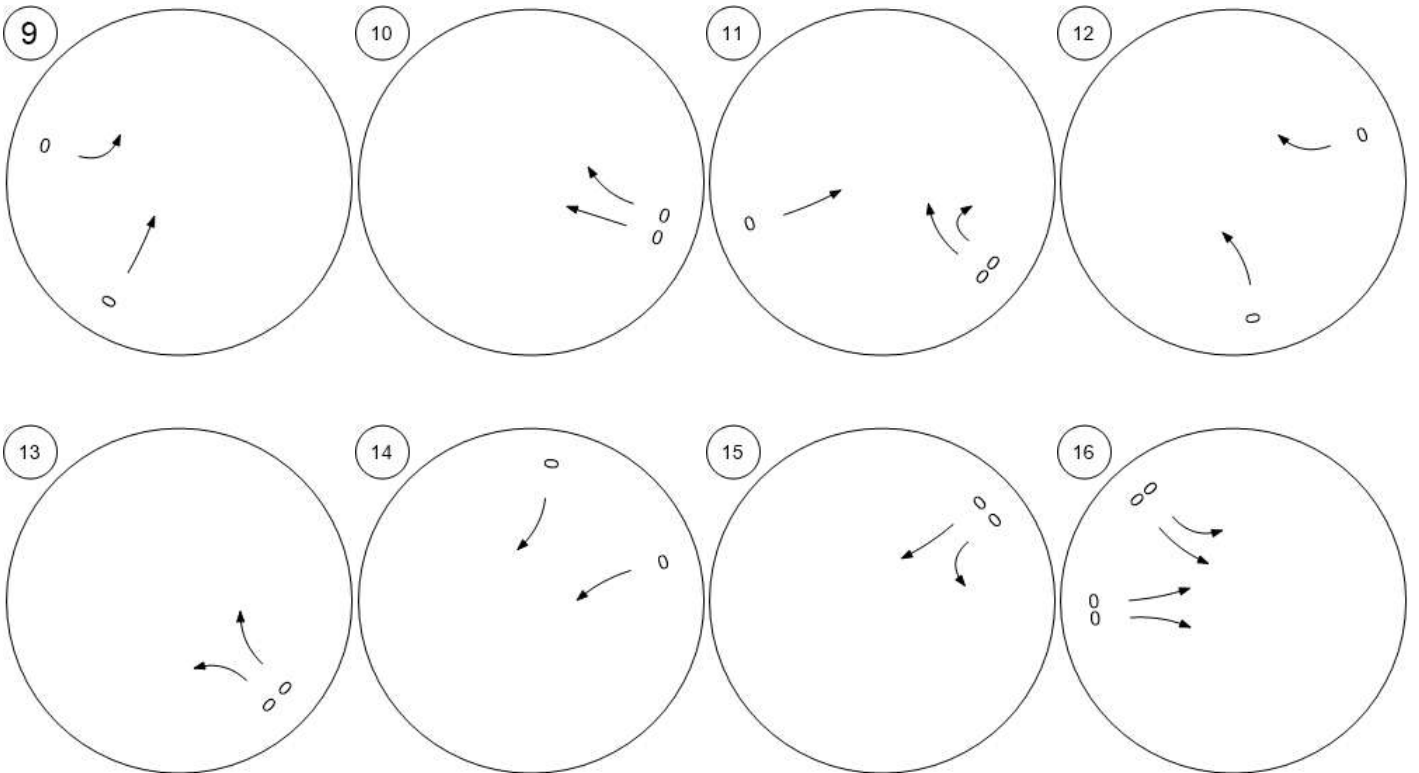




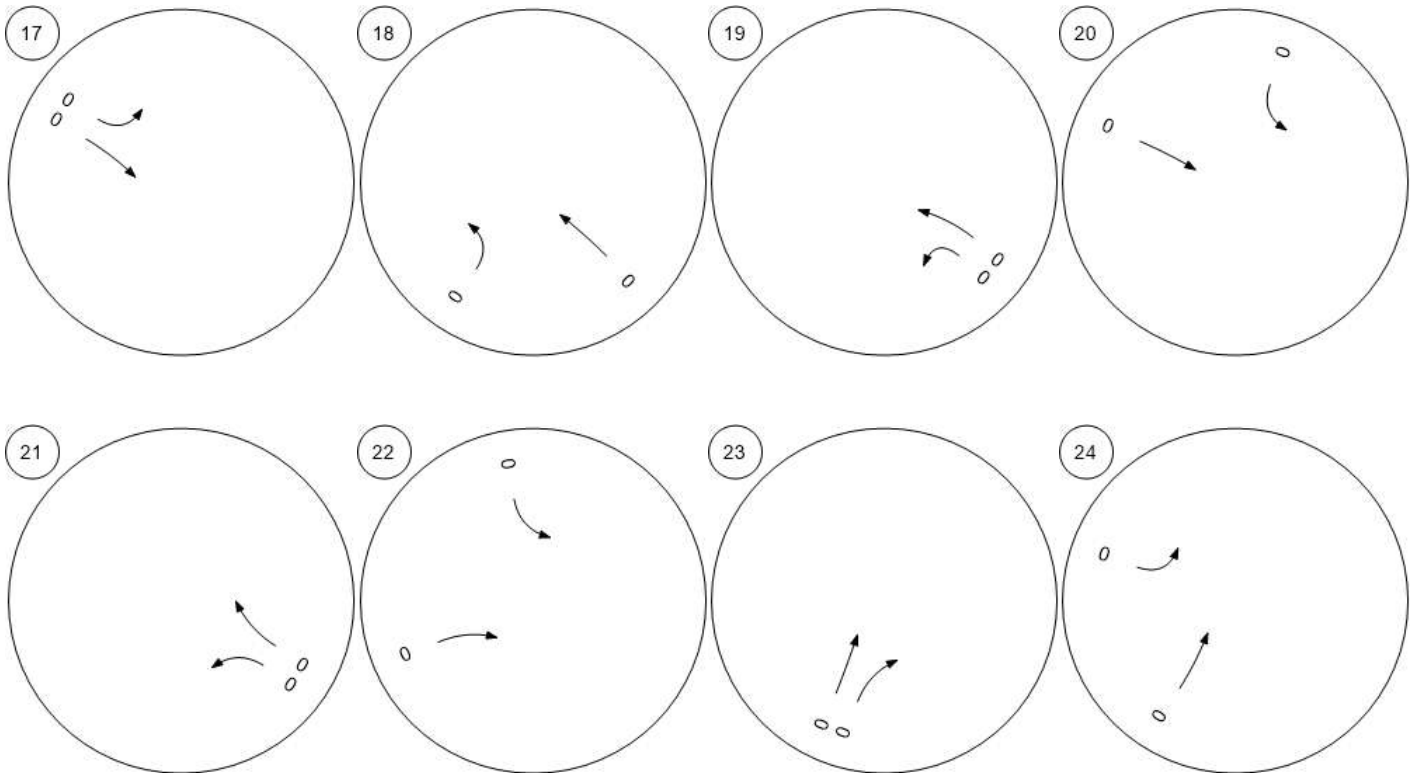
### Traffic Volume - In-Process Volume



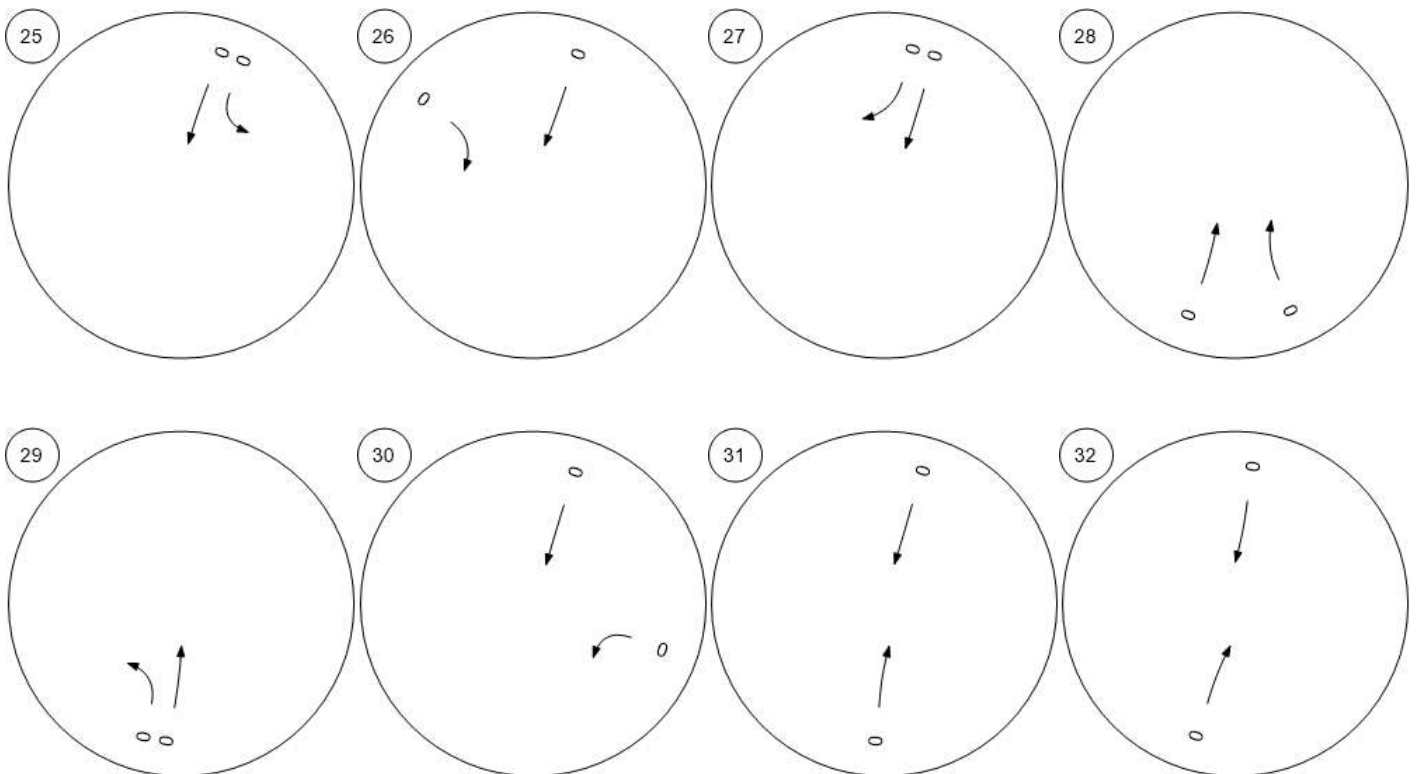
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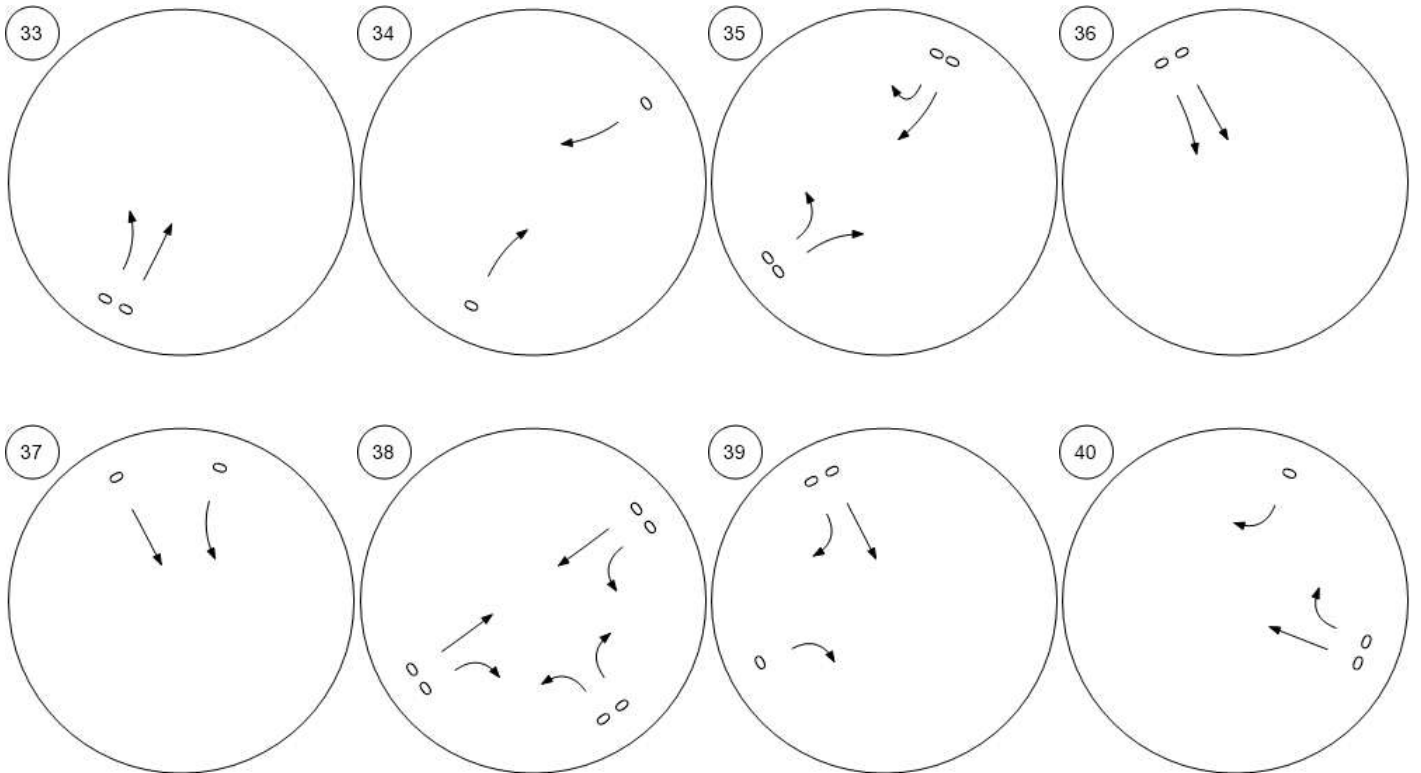
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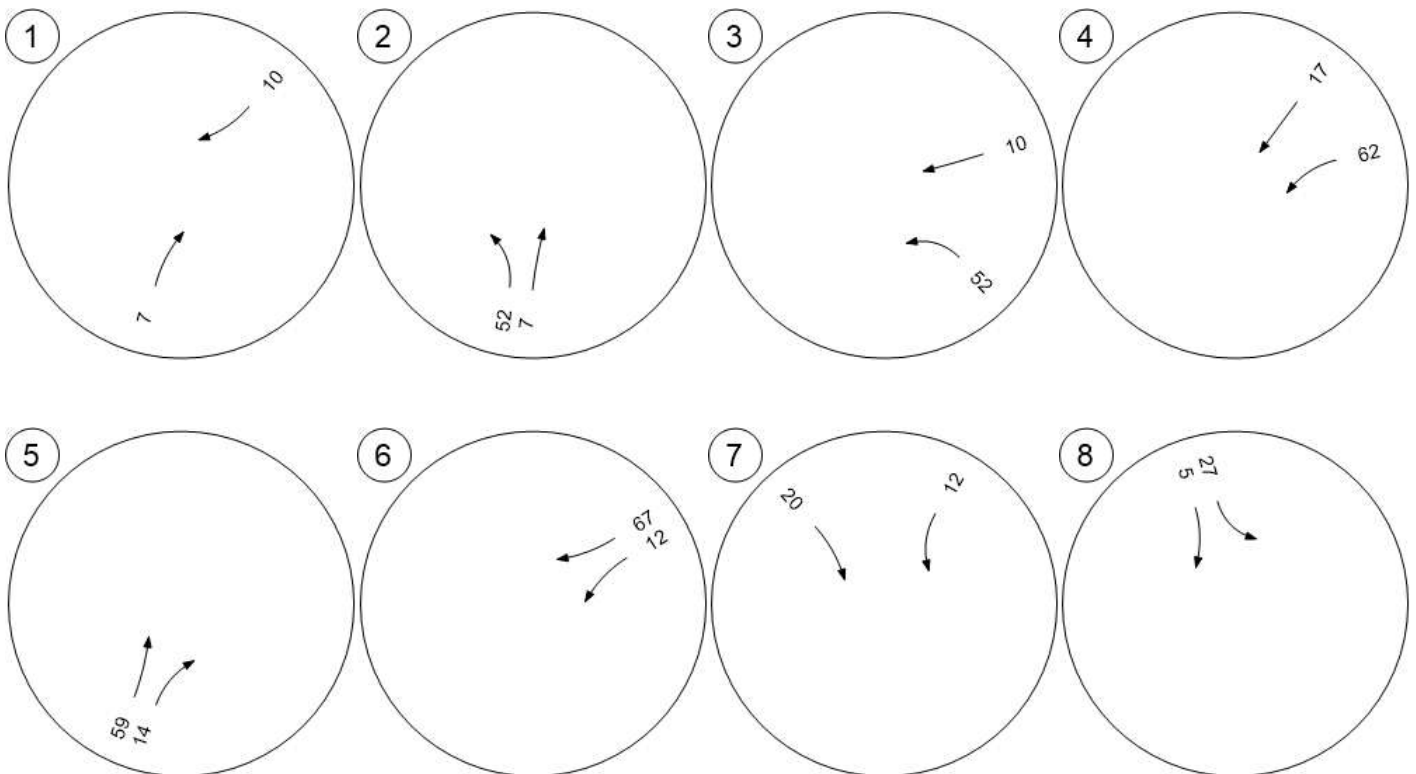
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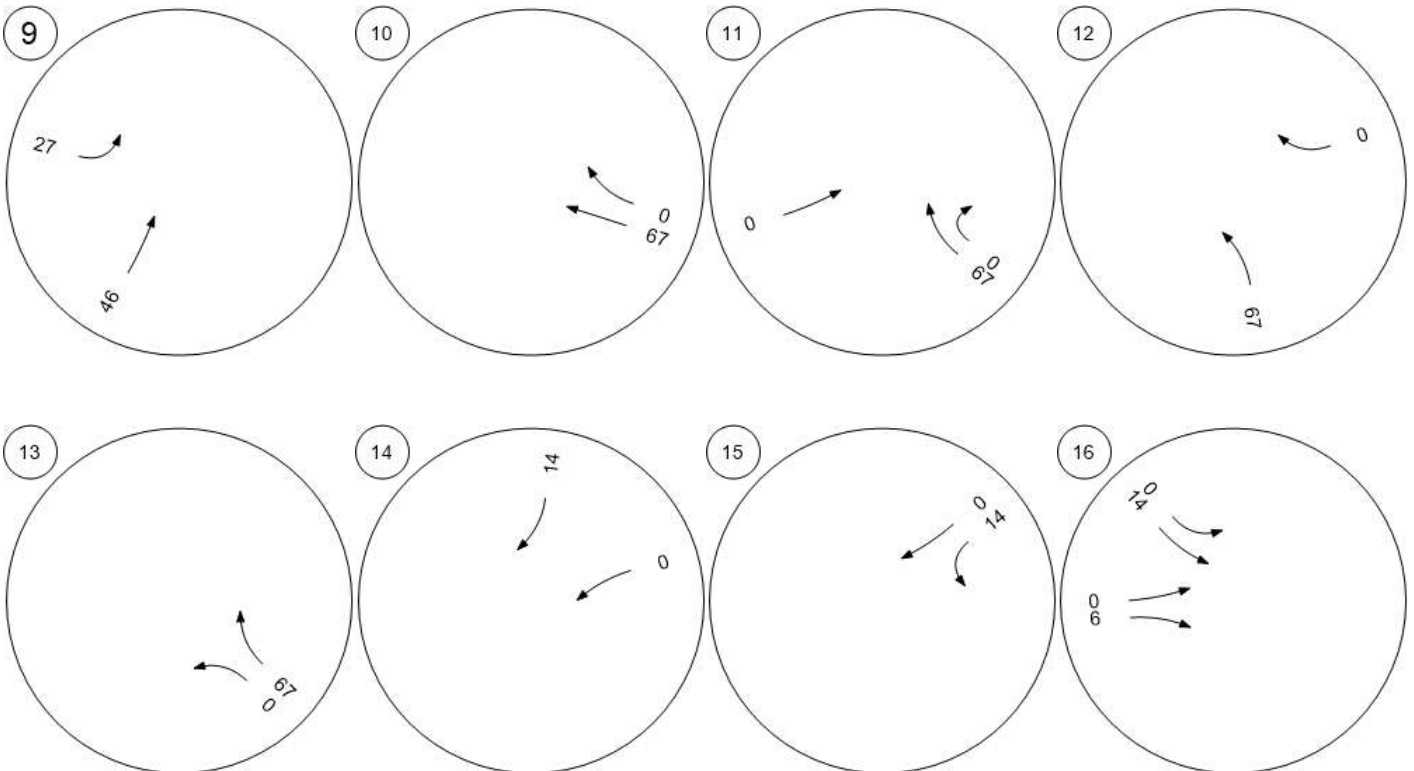
Traffic Volume - In-Process Volume



### Traffic Volume - Net New Site Trips

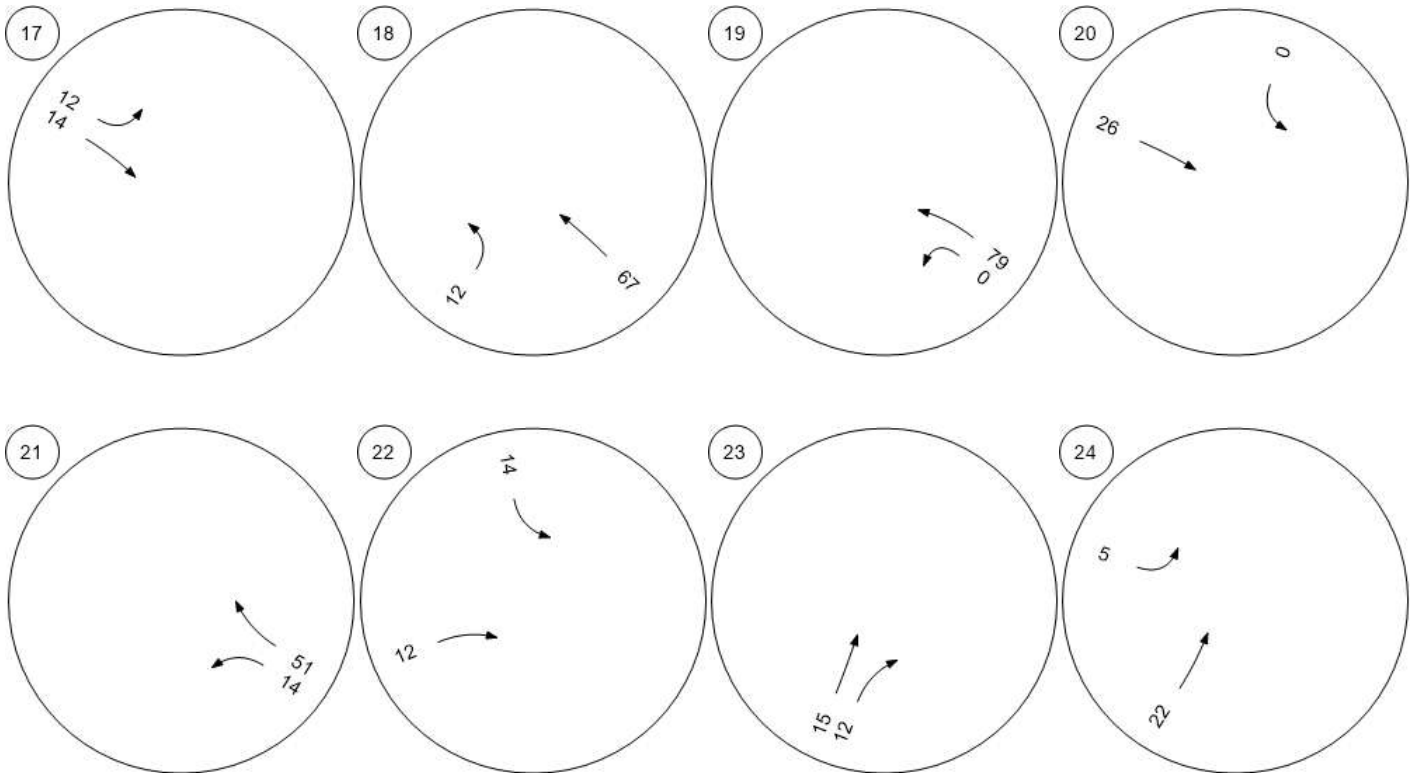


Traffic Volume - Net New Site Trips

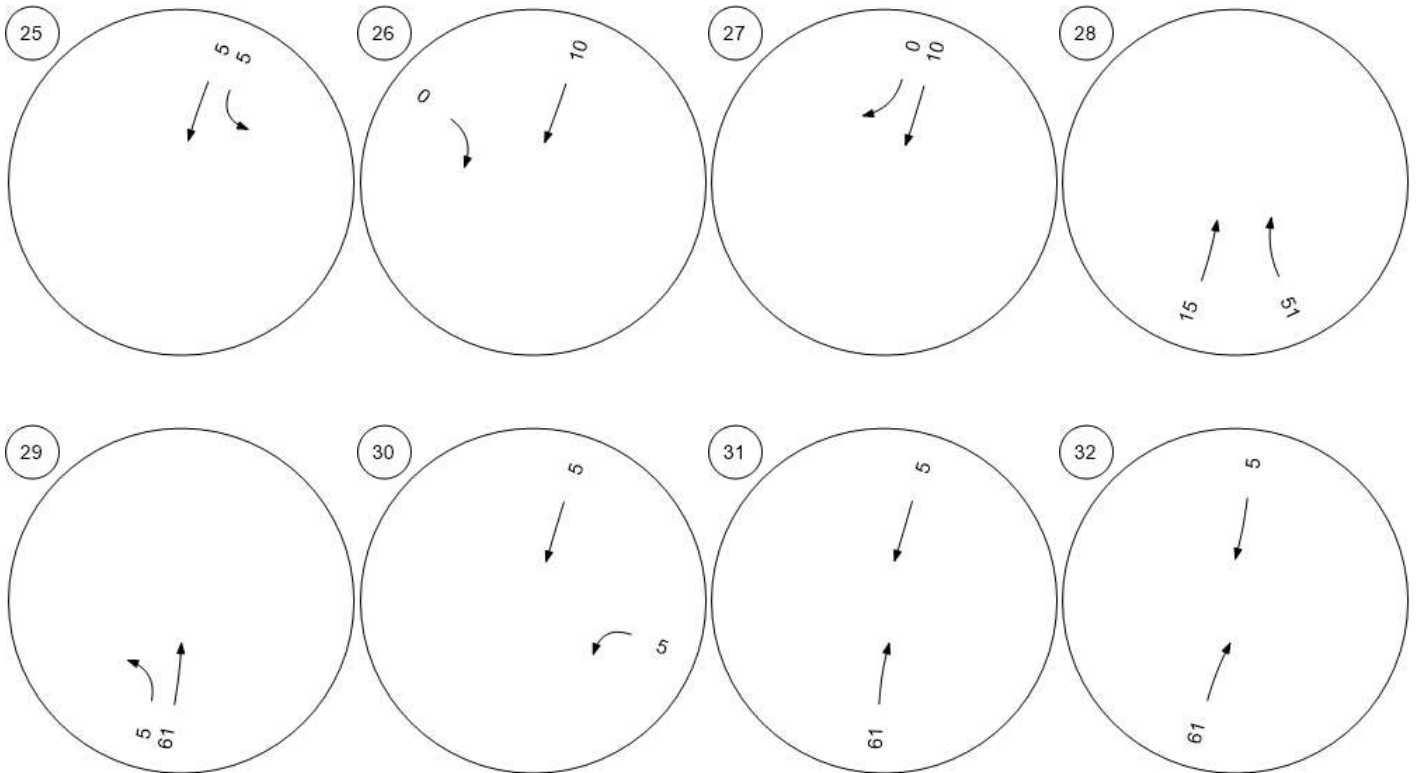




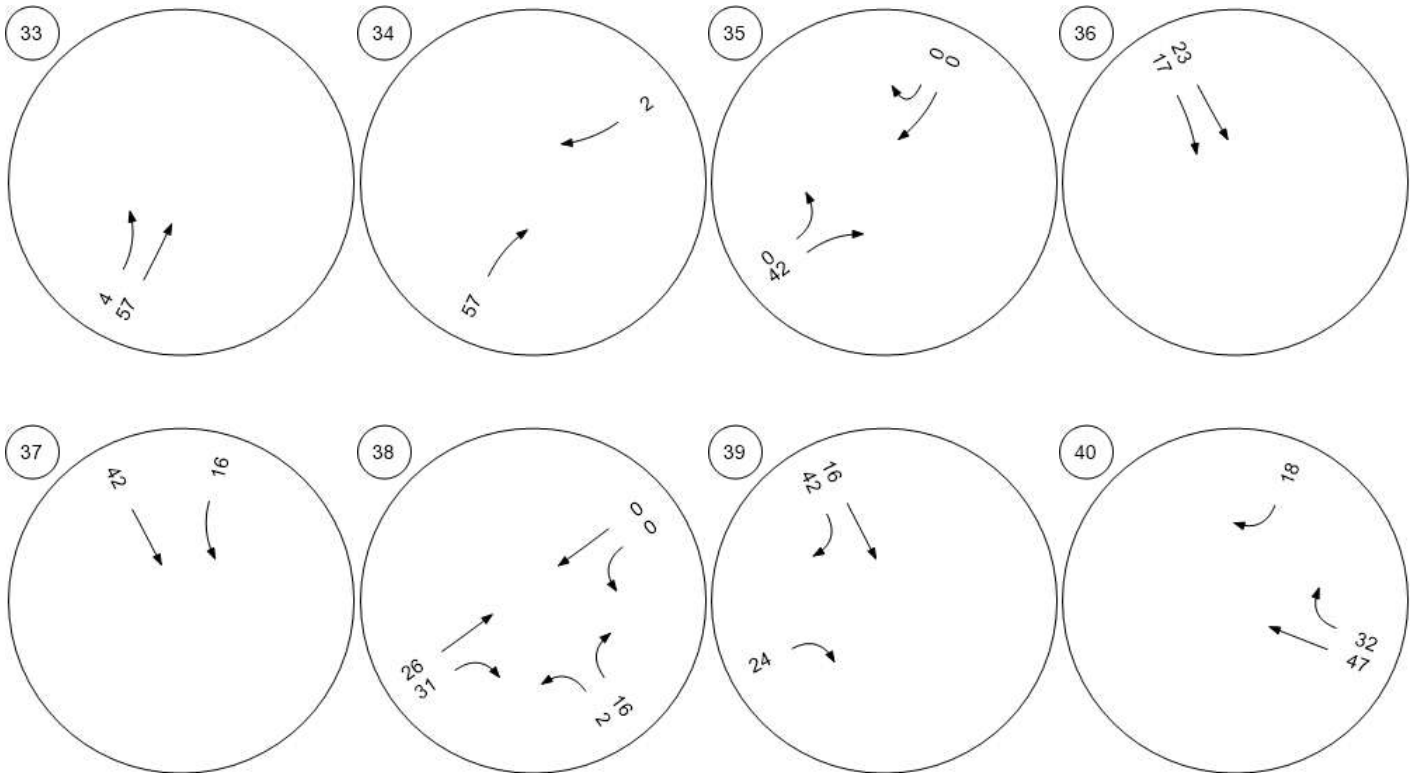
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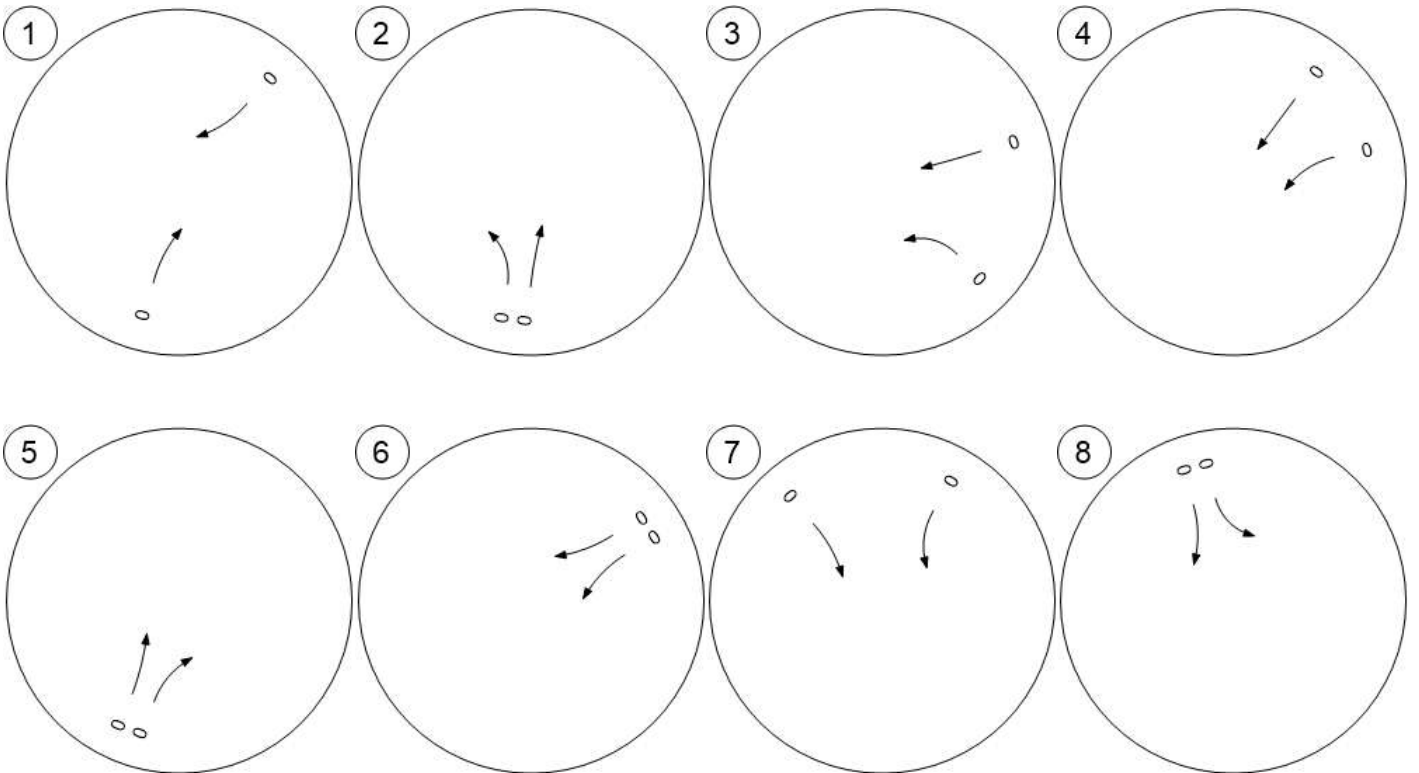
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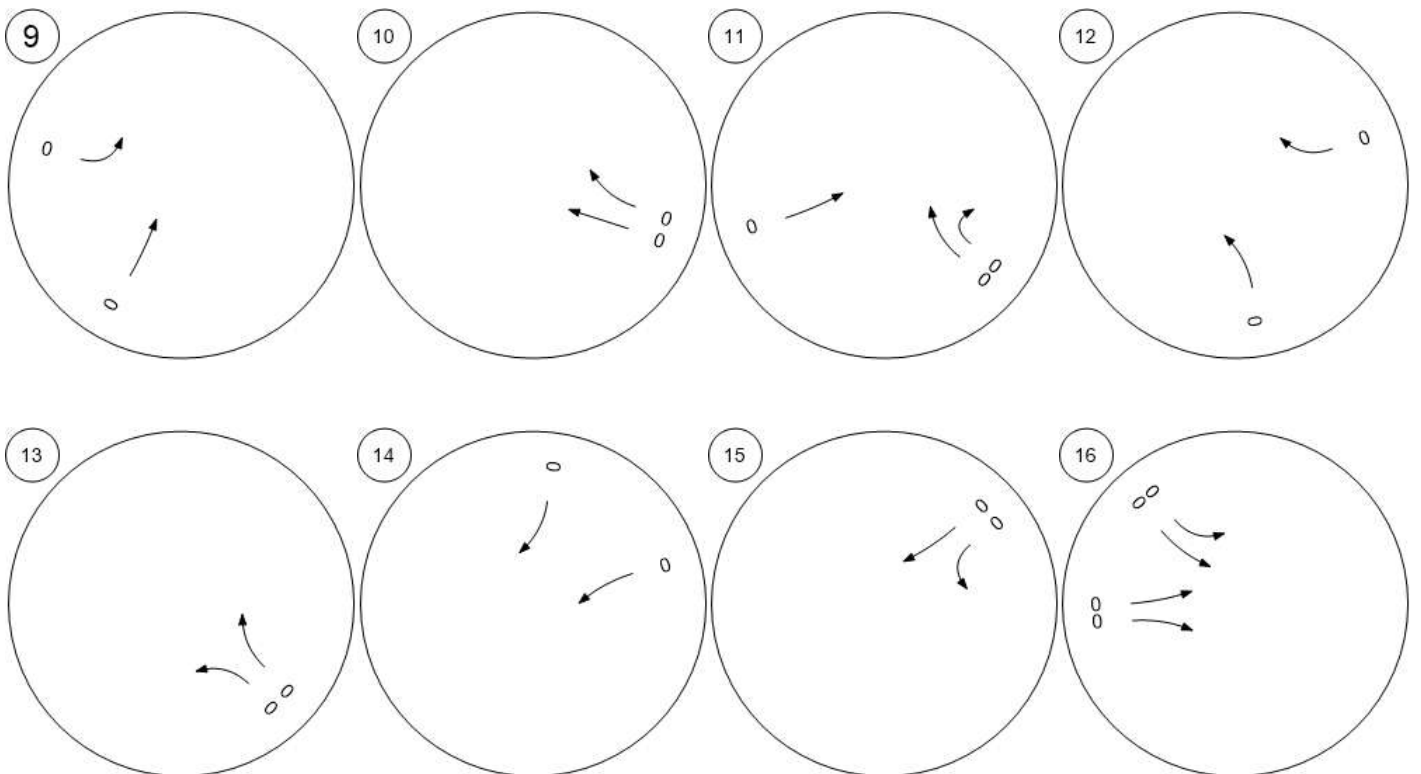
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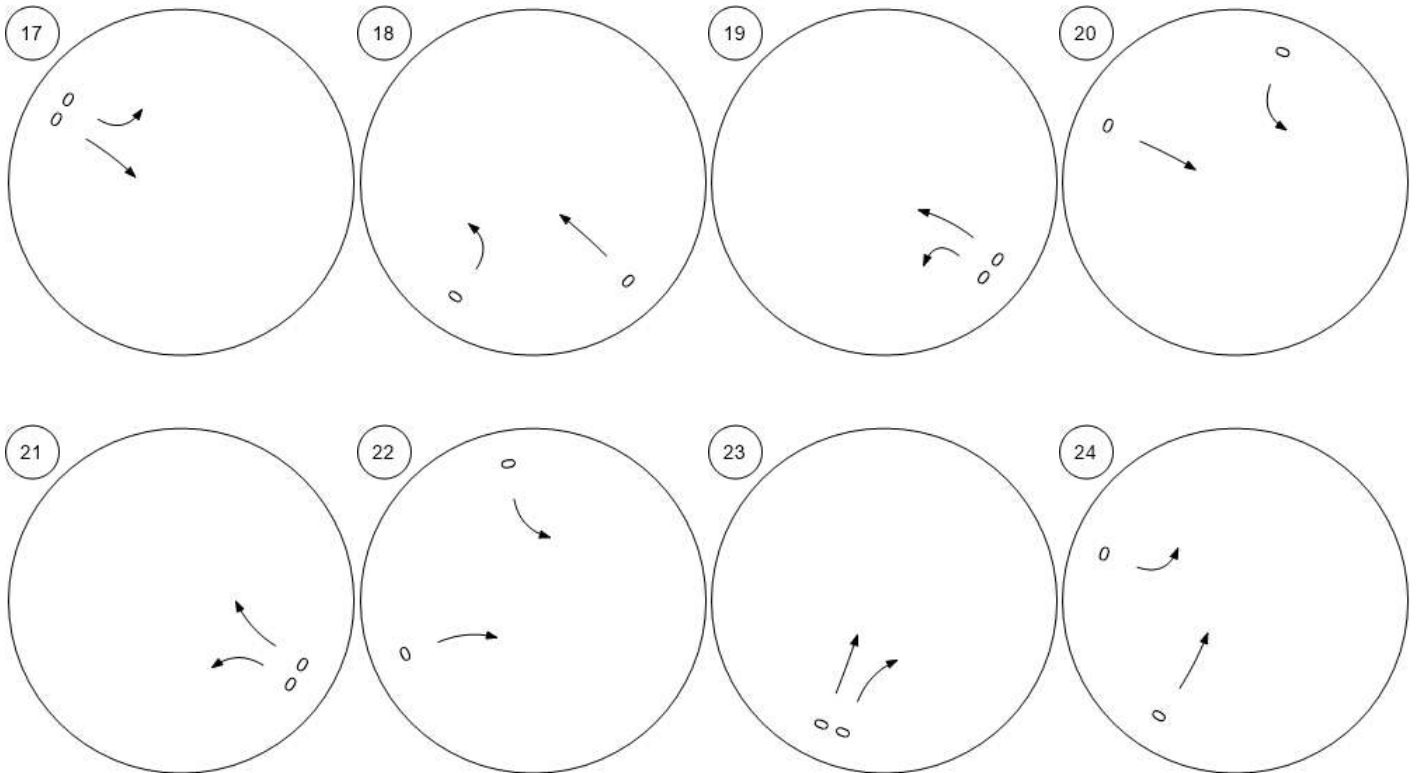
### Traffic Volume - Other Volume



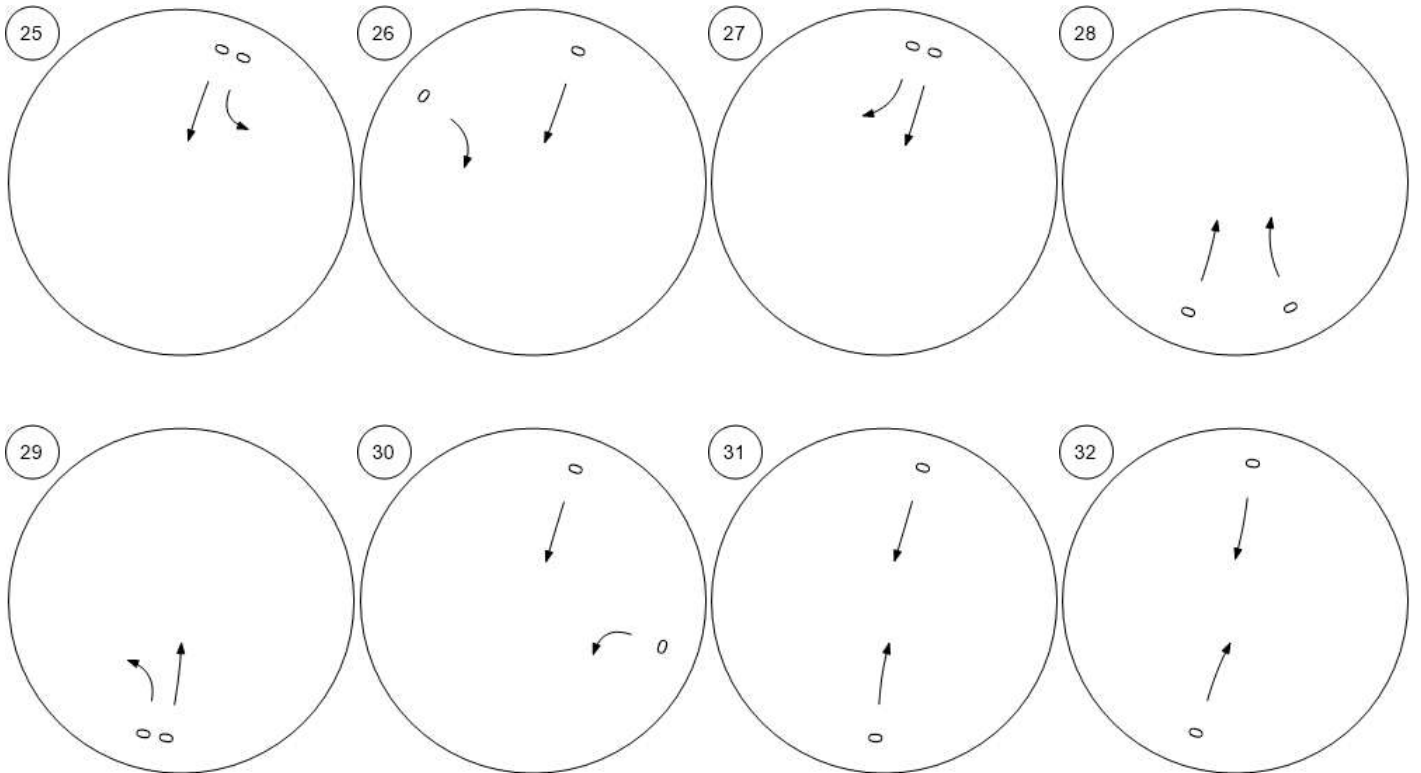
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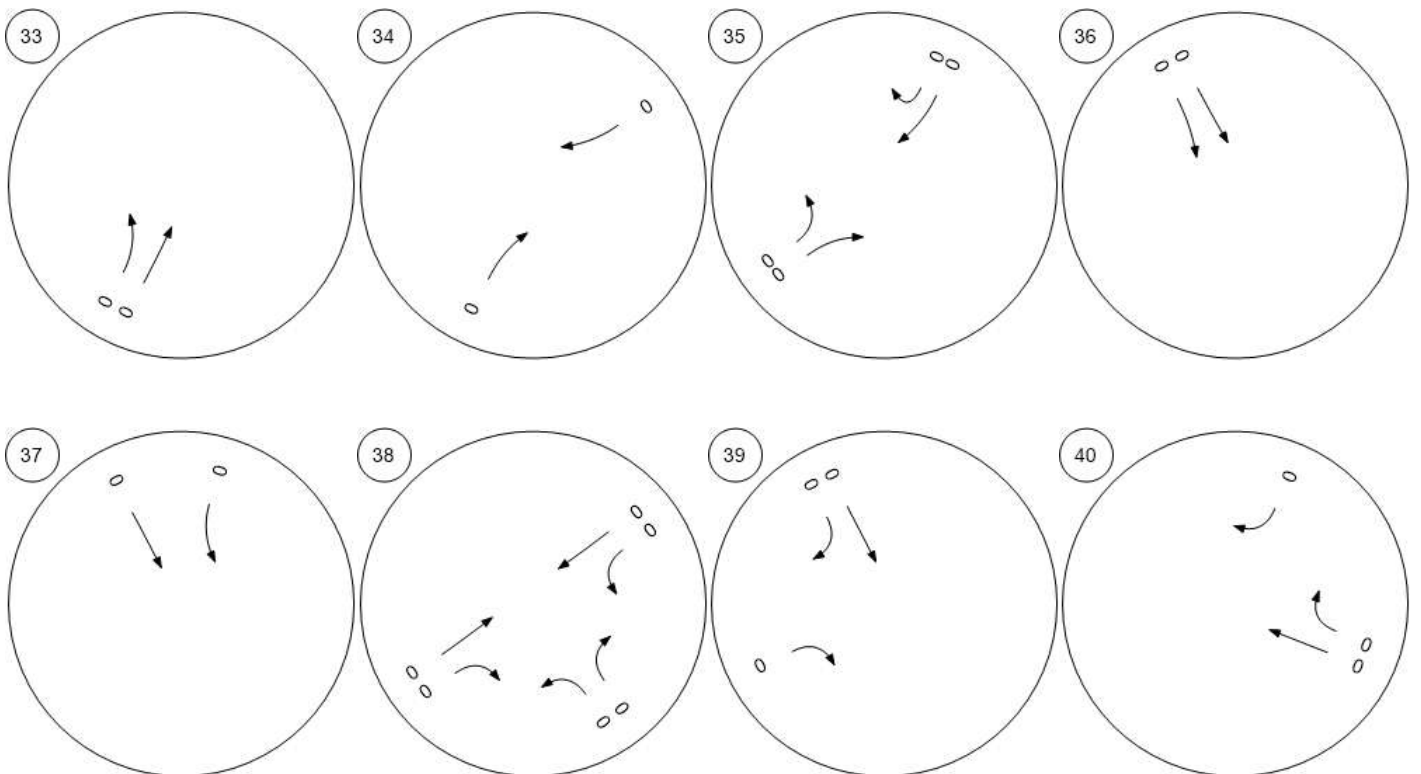
Traffic Volume - Other Volume



Traffic Volume - Other Volume

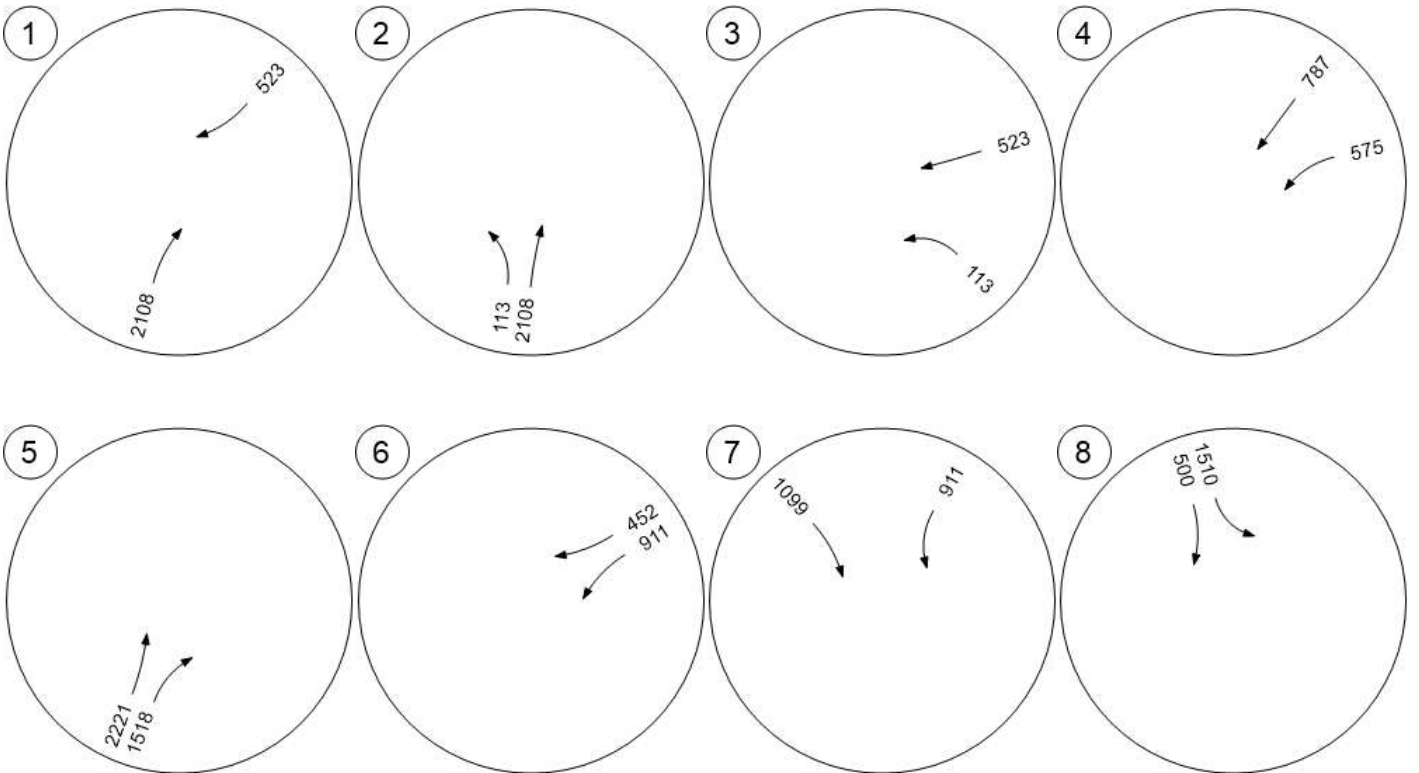


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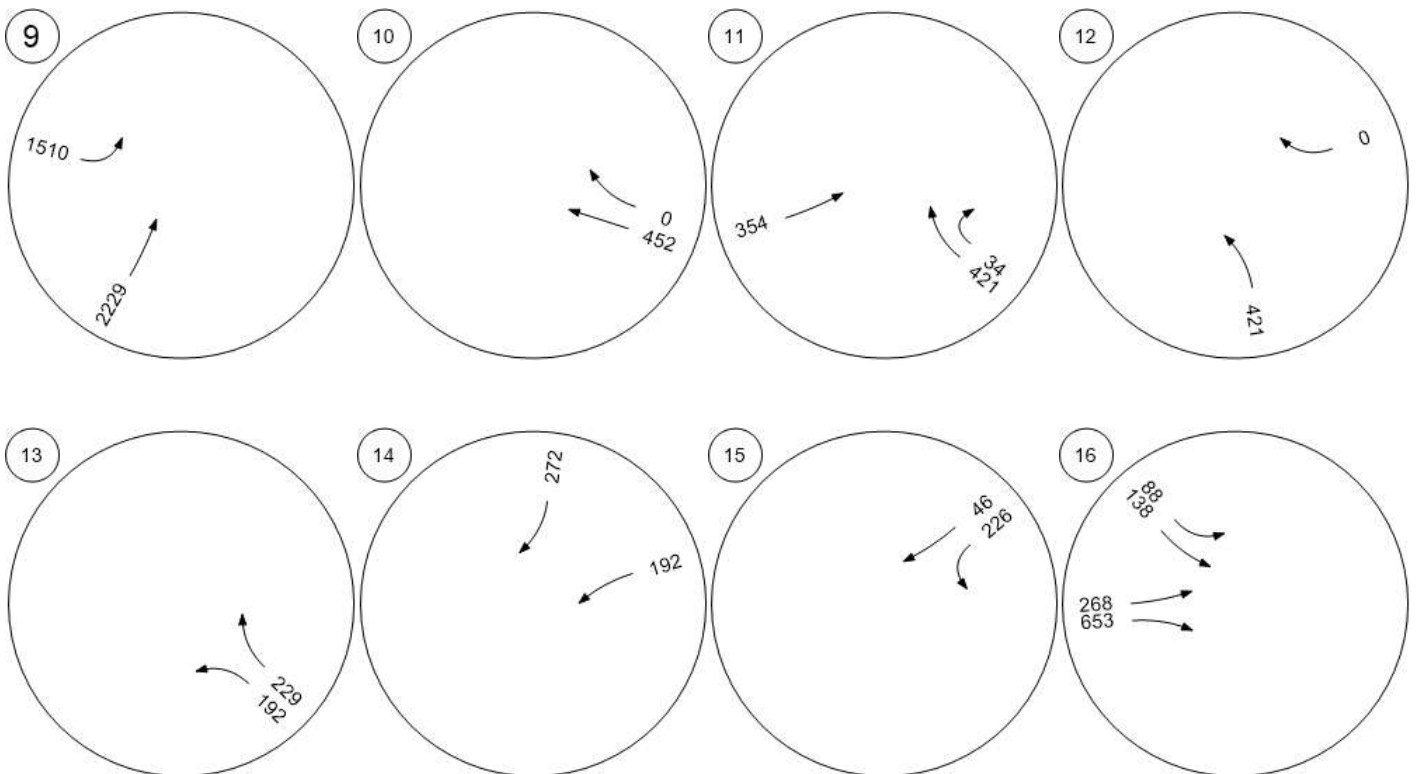




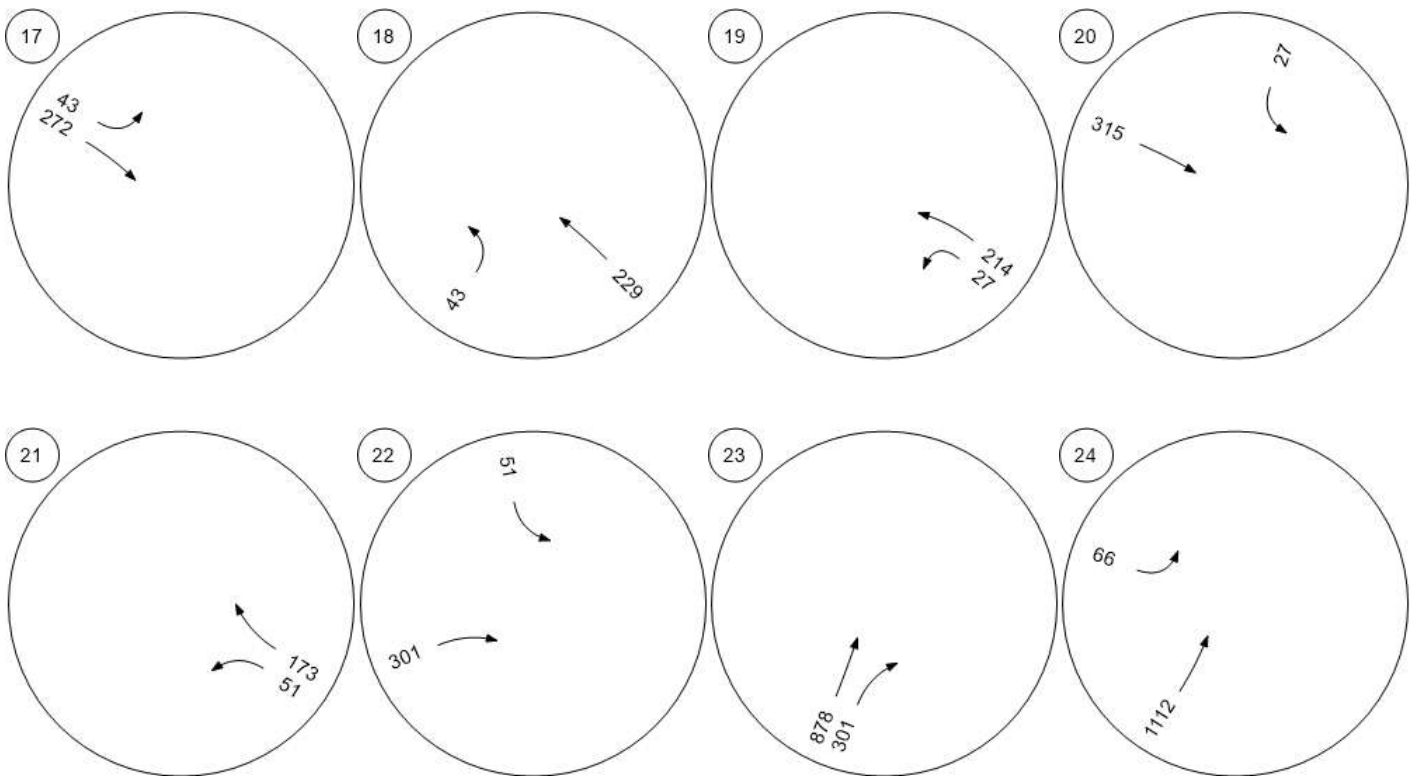
### Traffic Volume - Future Total Volume



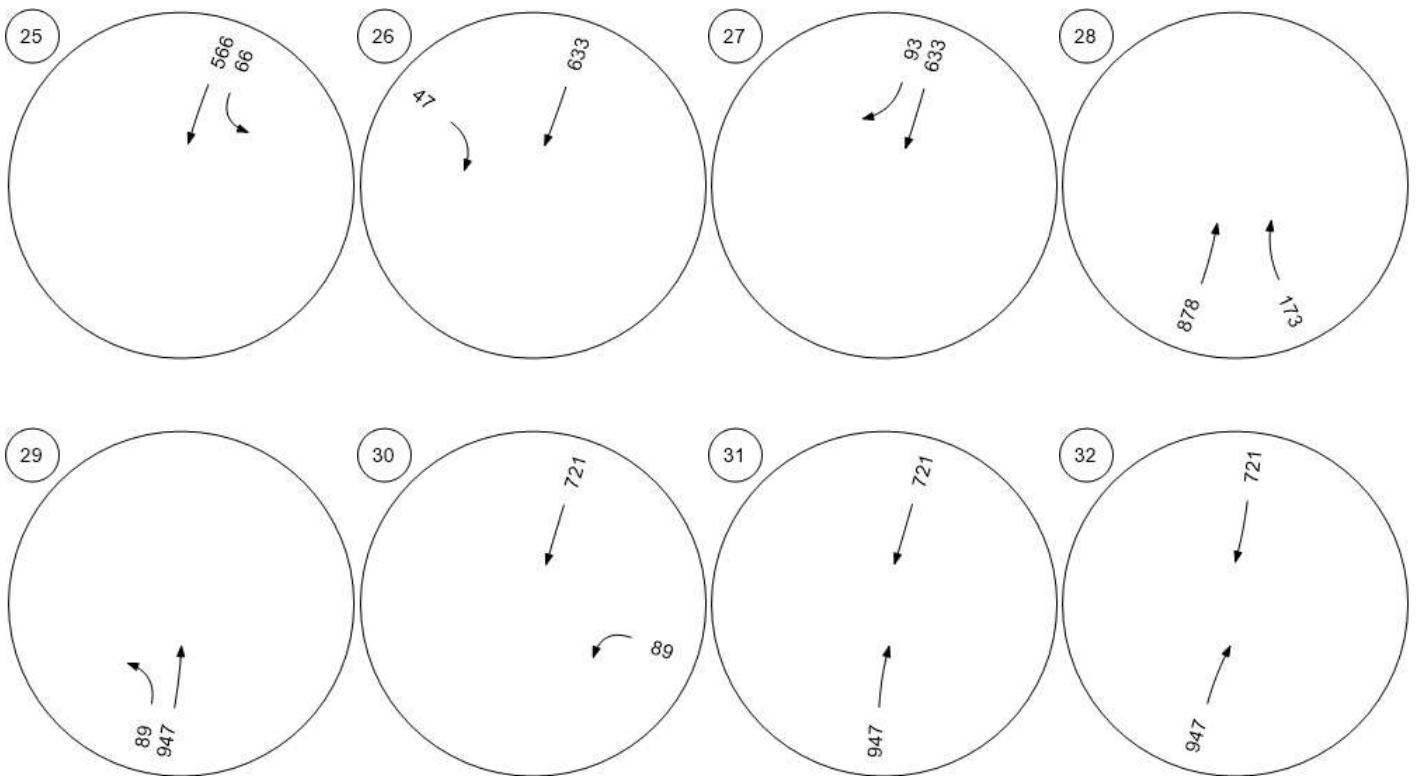
Traffic Volume - Future Total Volume



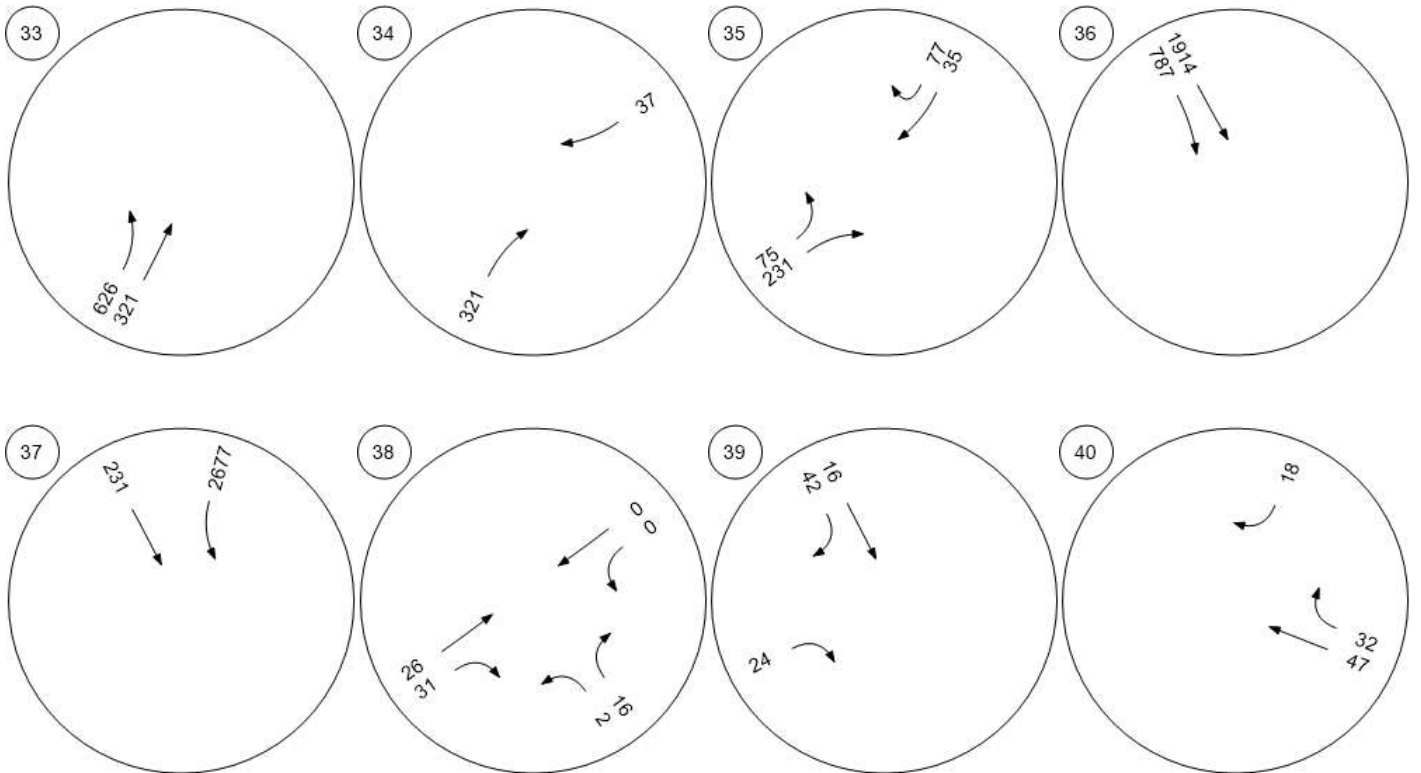
### Traffic Volume - Future Total Volume



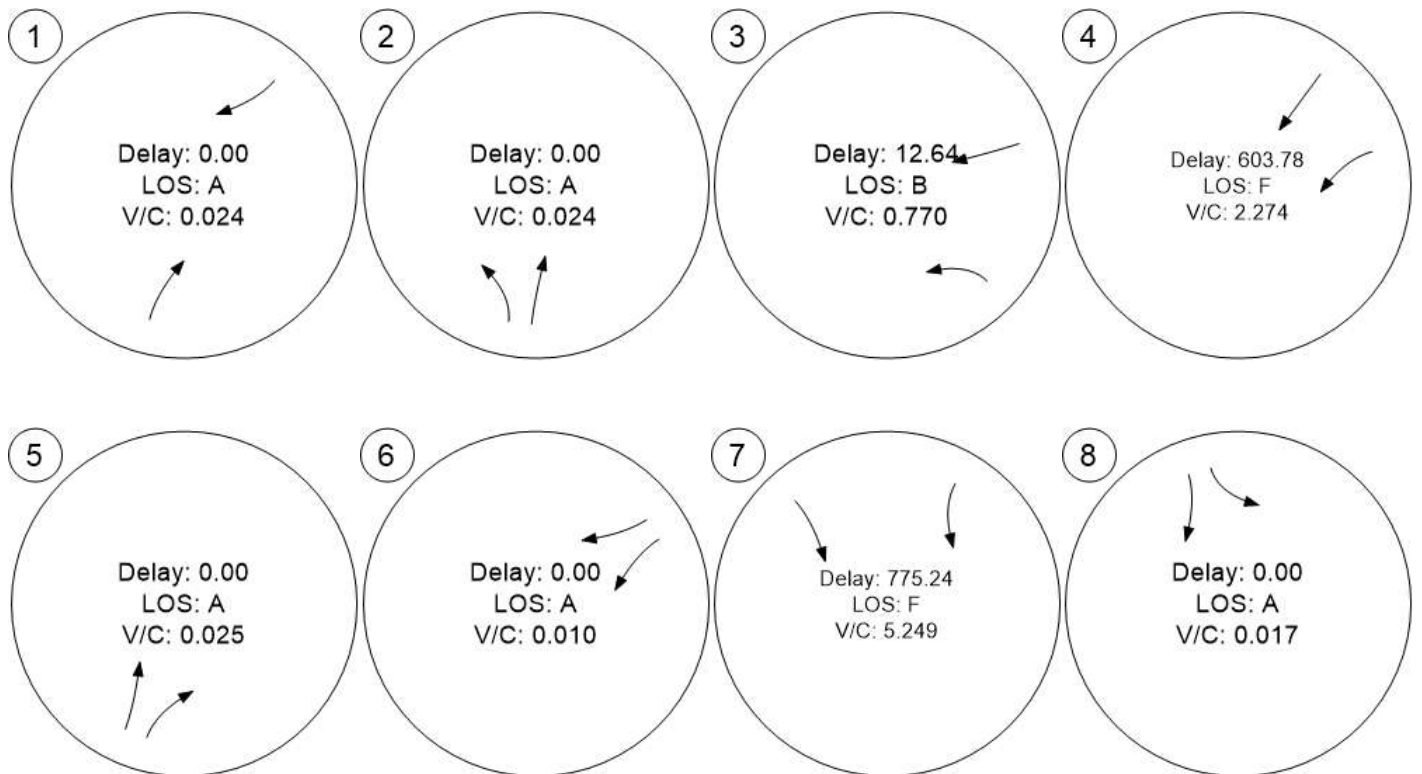
### Traffic Volume - Future Total Volume



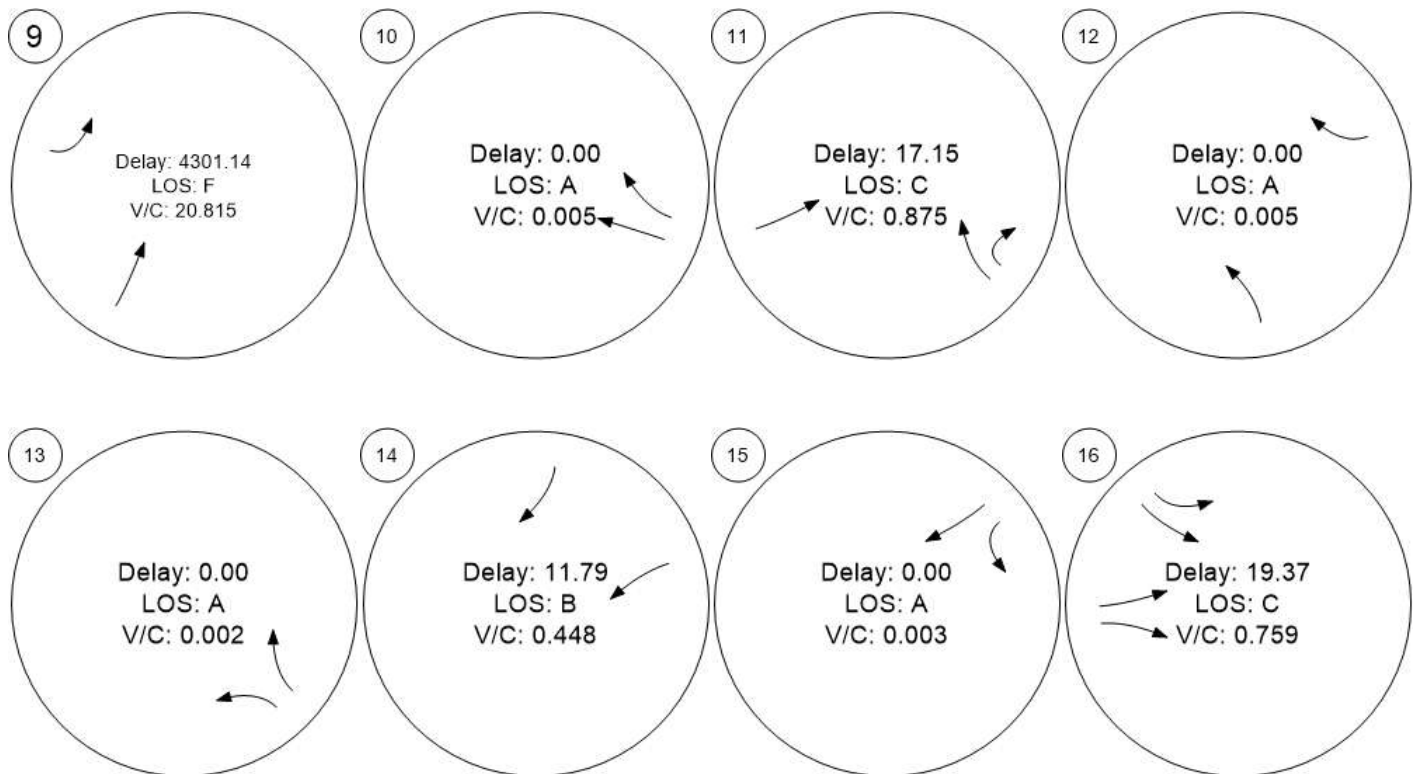
### Traffic Volume - Future Total Volume



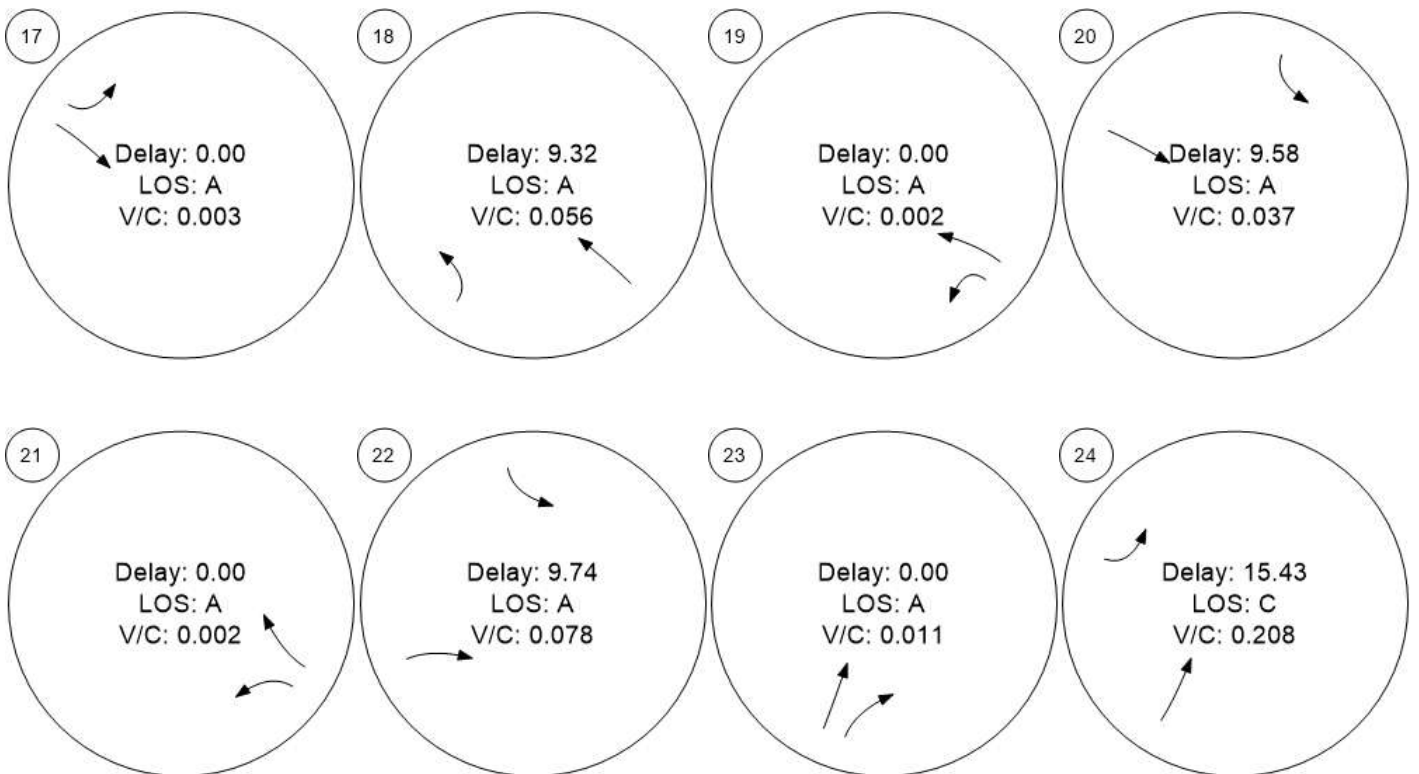
Traffic Conditions



Traffic Conditions

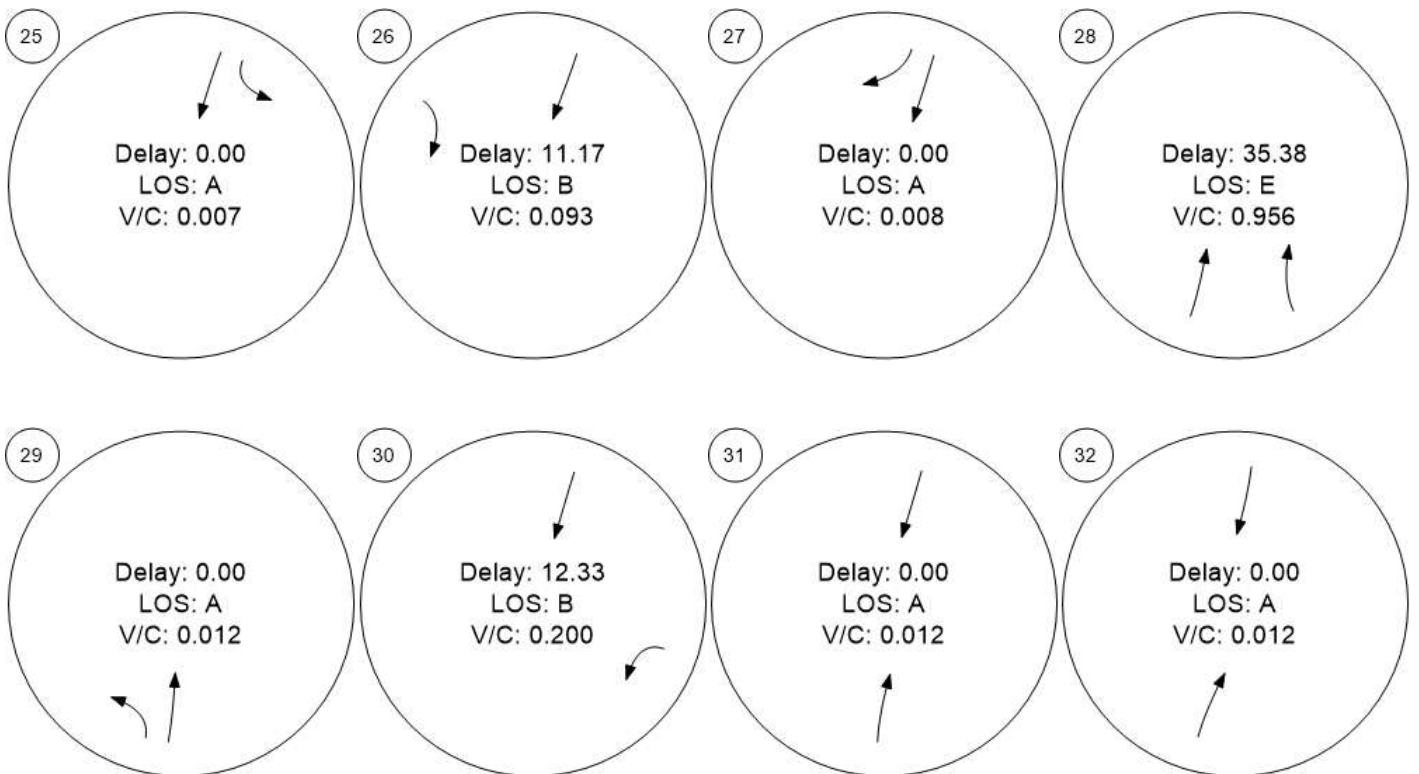


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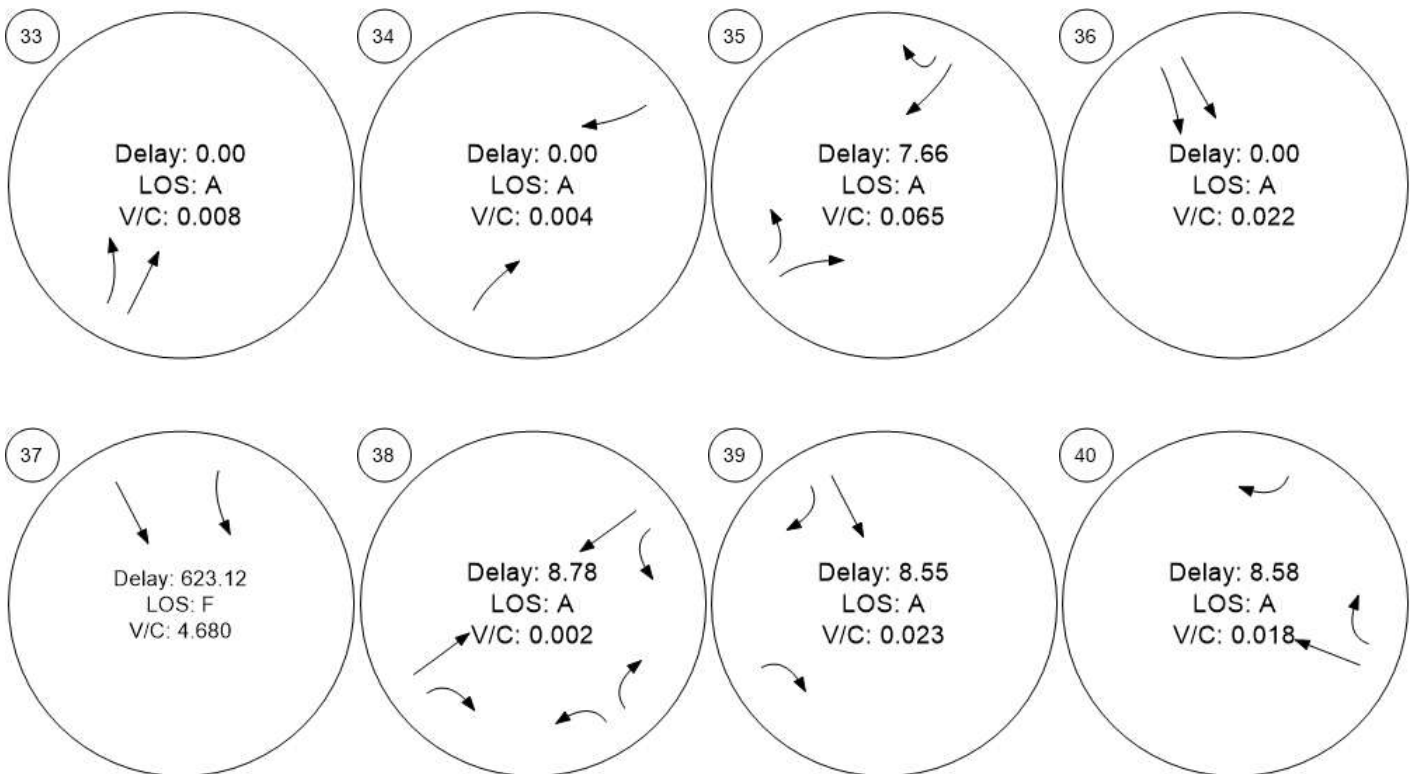




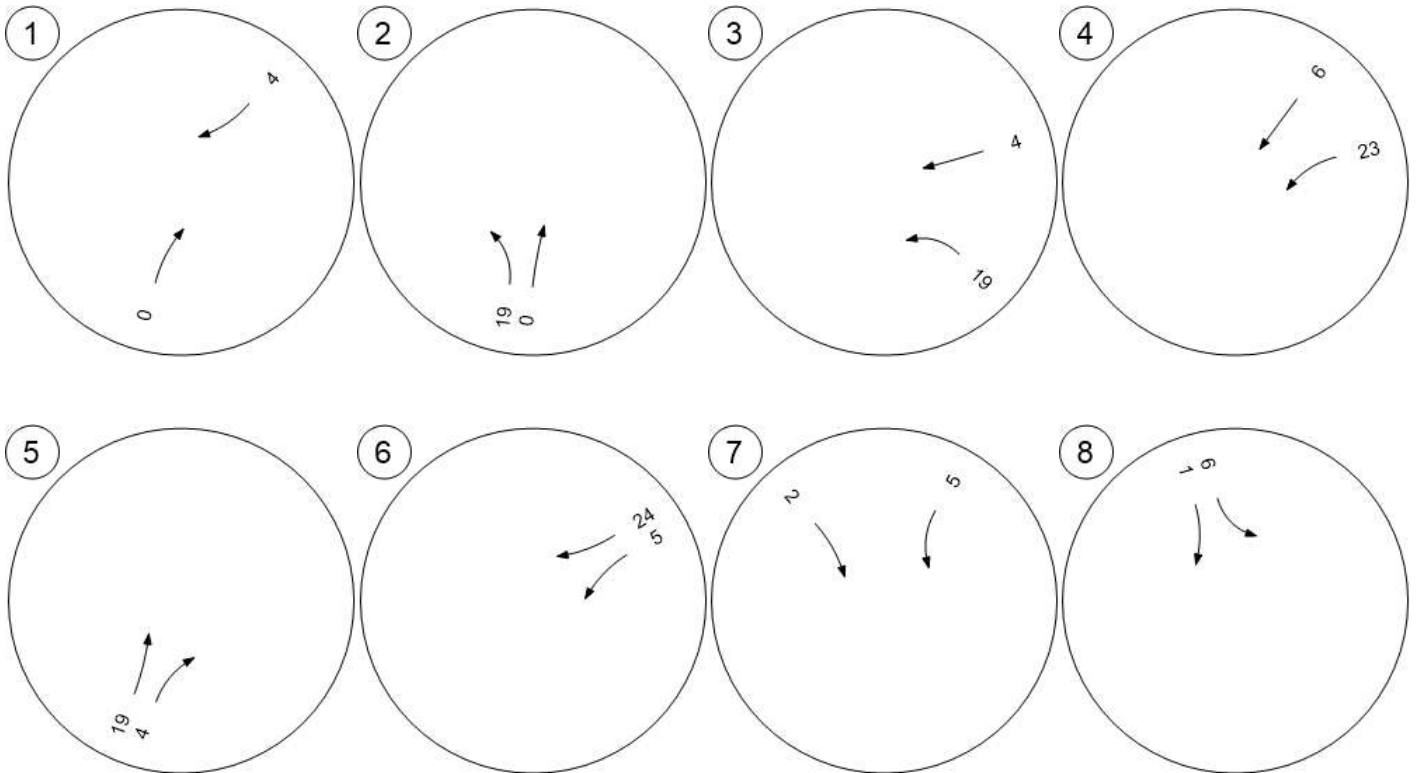
Traffic Conditions



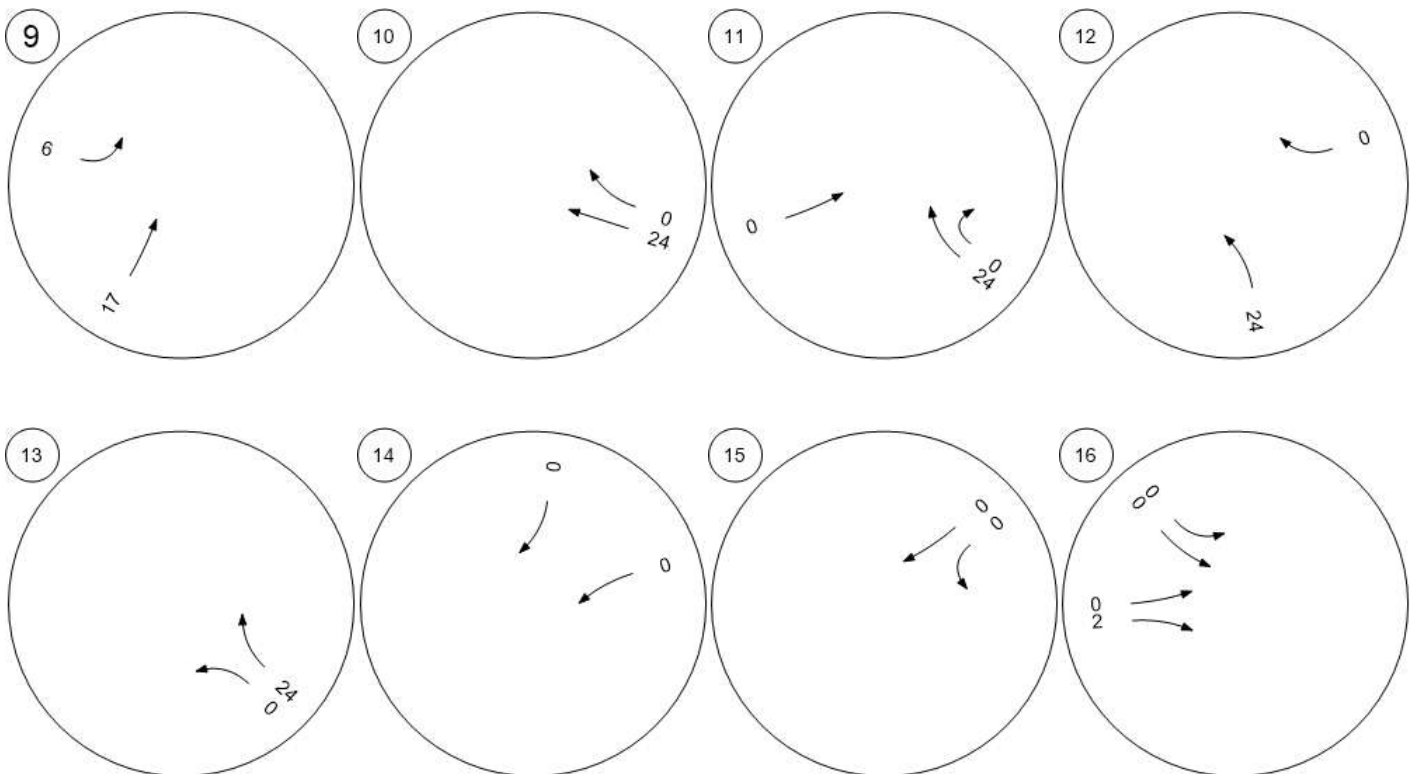
Traffic Conditions



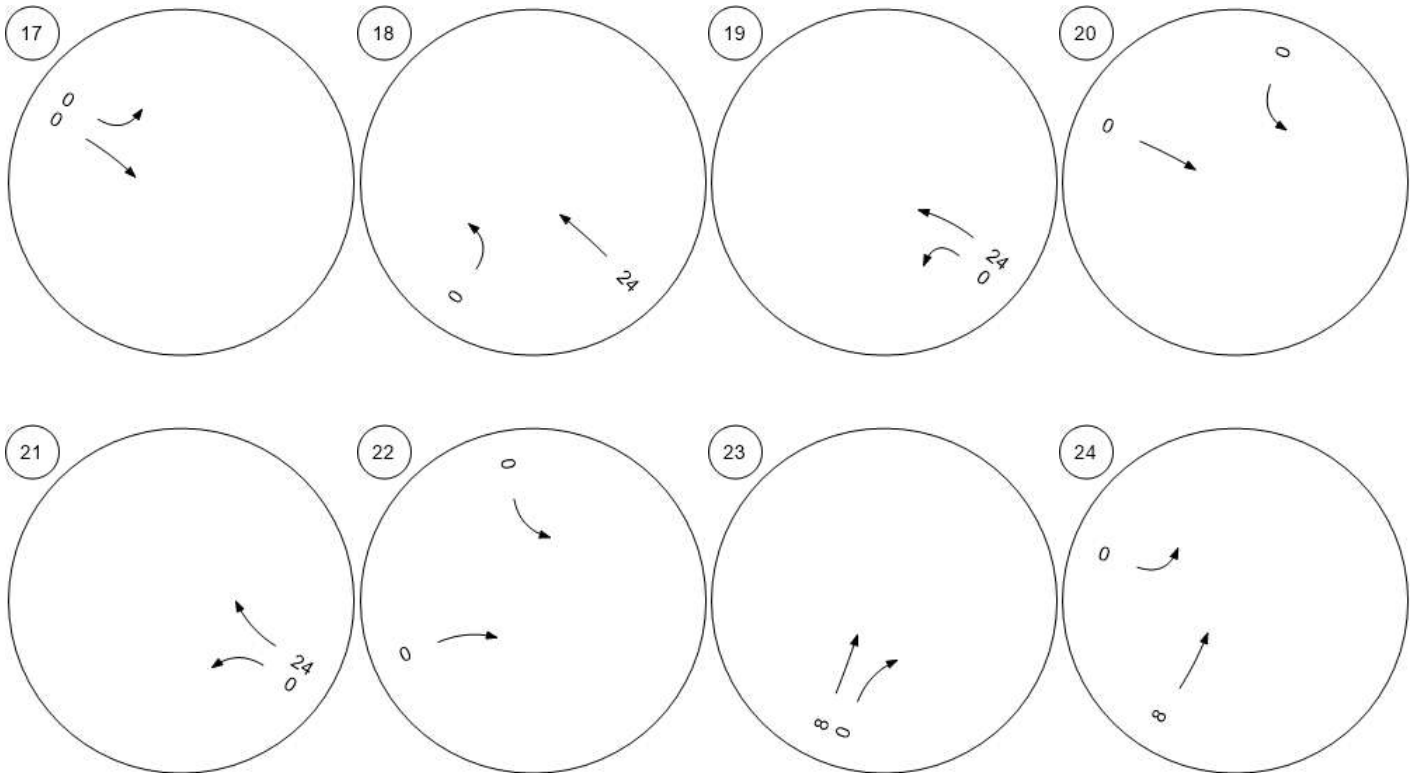
Fair Share - Fair Share Volumes - Zone 30: Zone



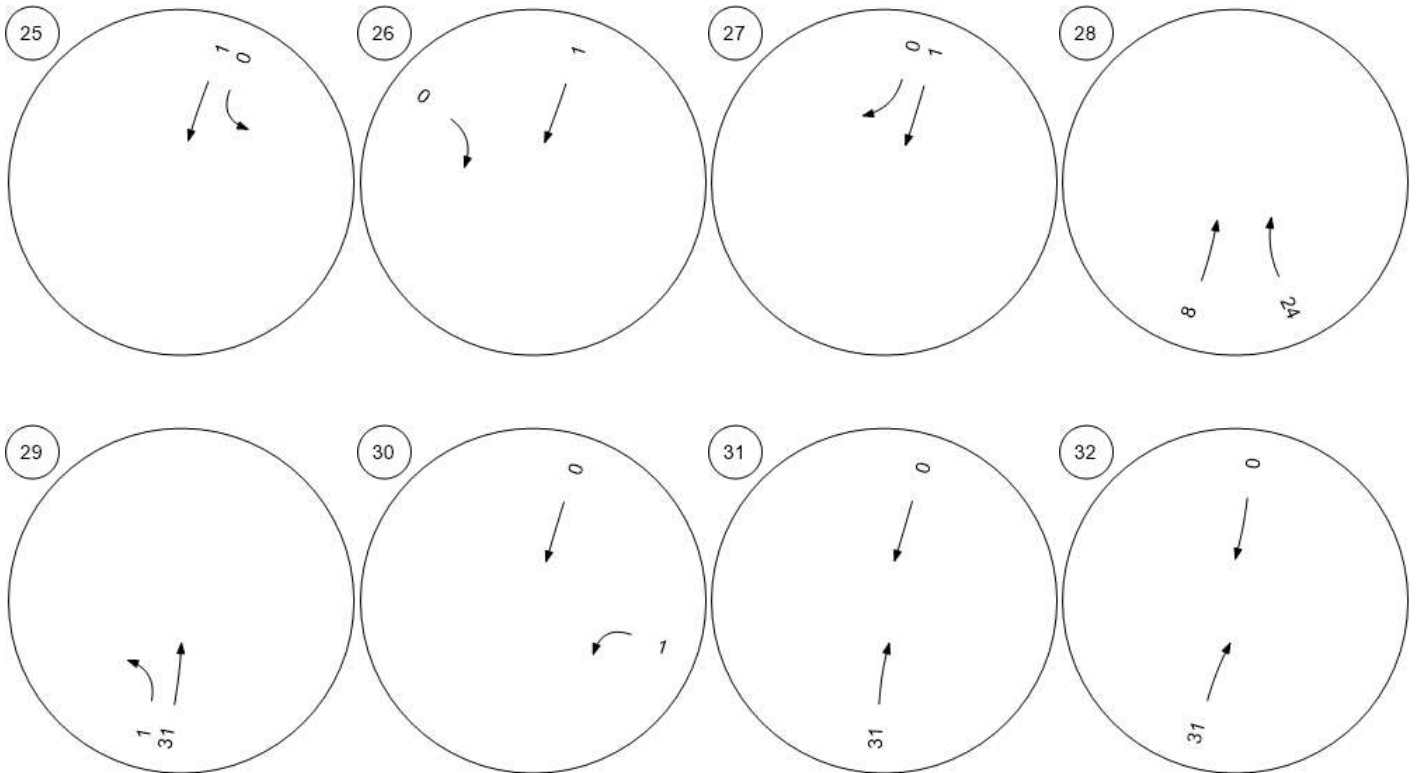
Fair Share - Fair Share Volumes - Zone 30: Zone



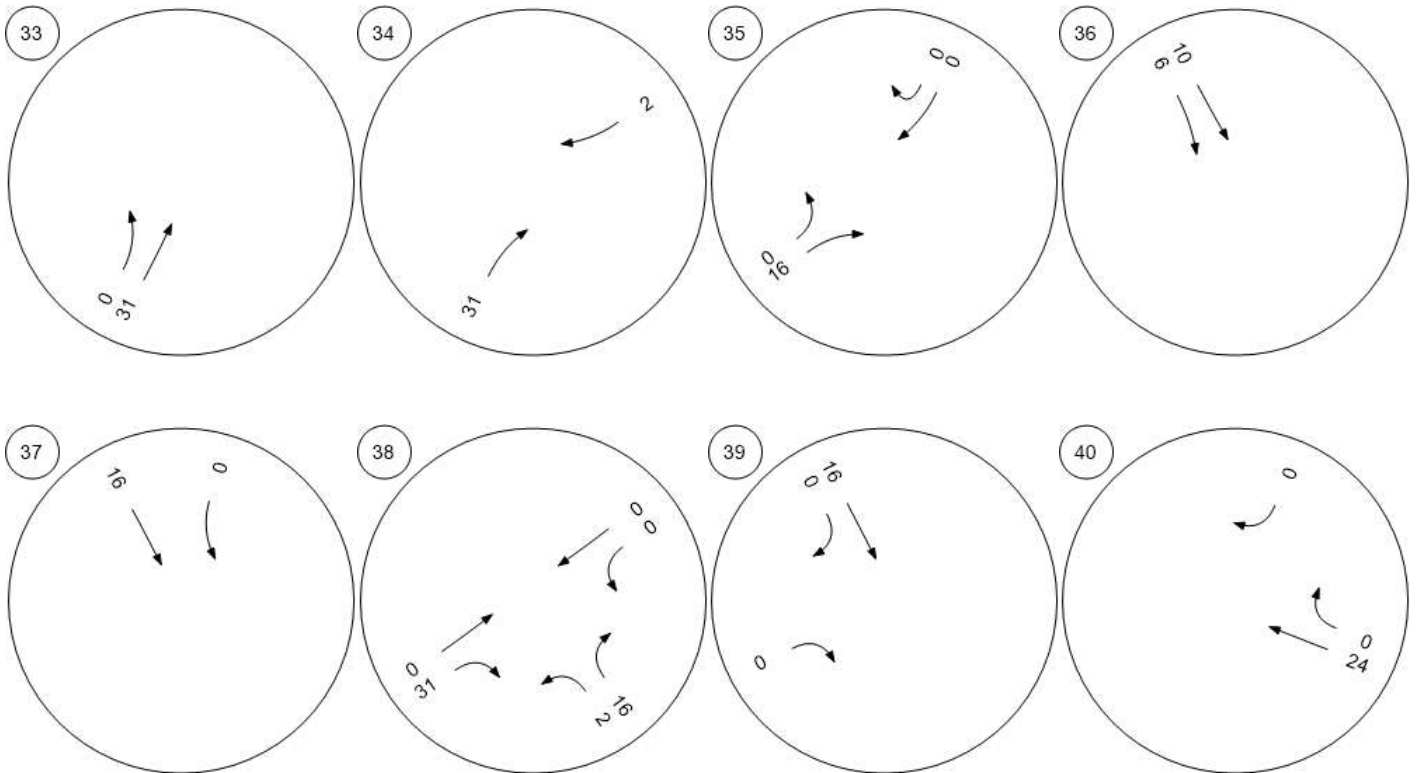
Fair Share - Fair Share Volumes - Zone 30: Zone



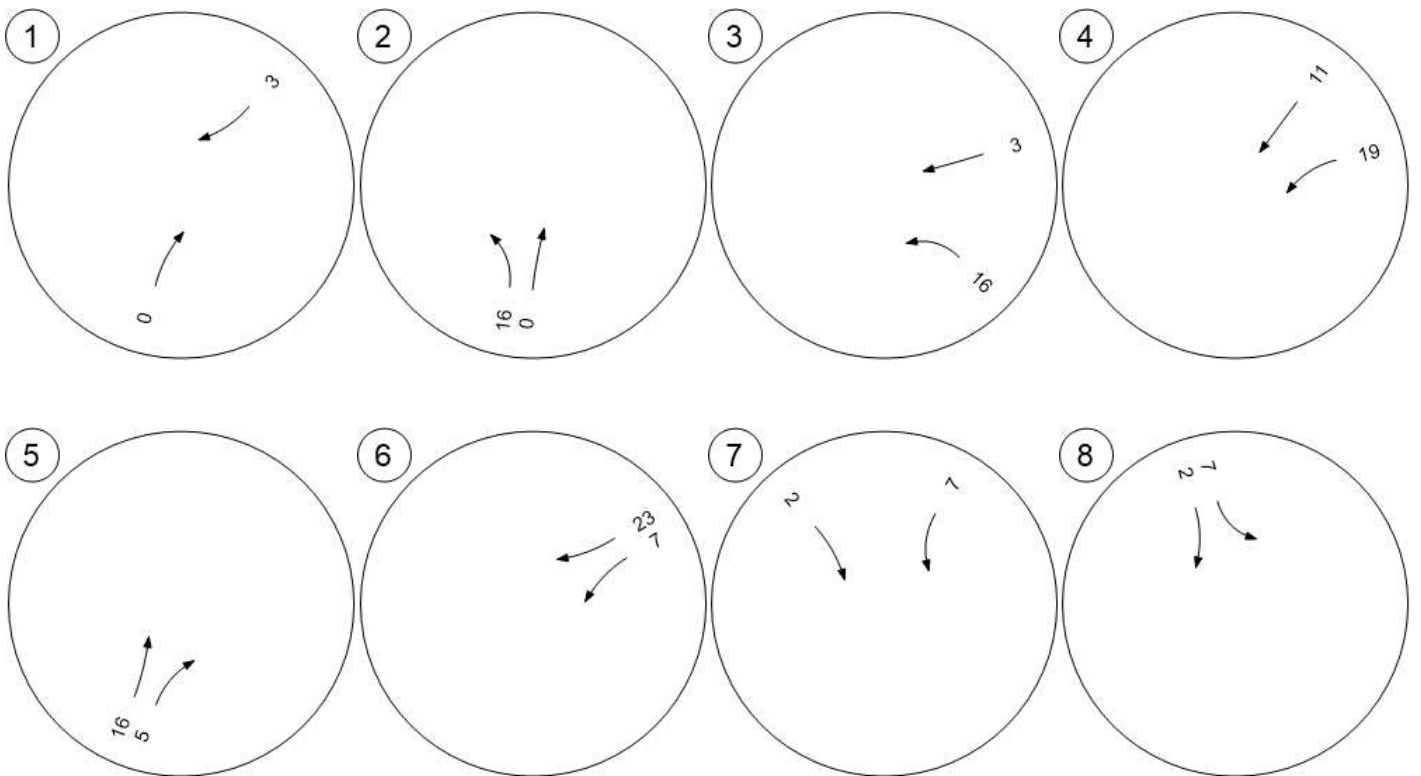
Fair Share - Fair Share Volumes - Zone 30: Zone



Fair Share - Fair Share Volumes - Zone 30: Zone

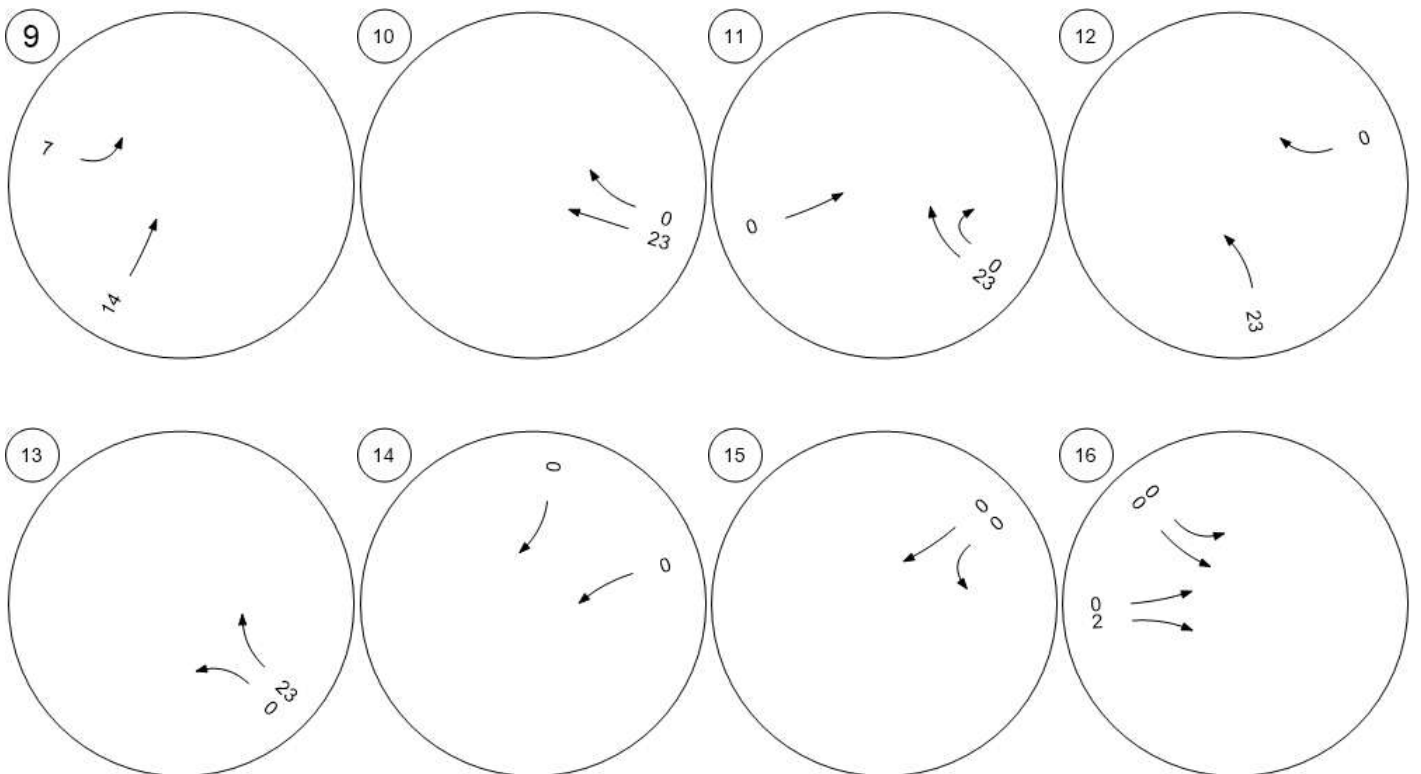


Fair Share - Fair Share Volumes - Zone 31: Zone

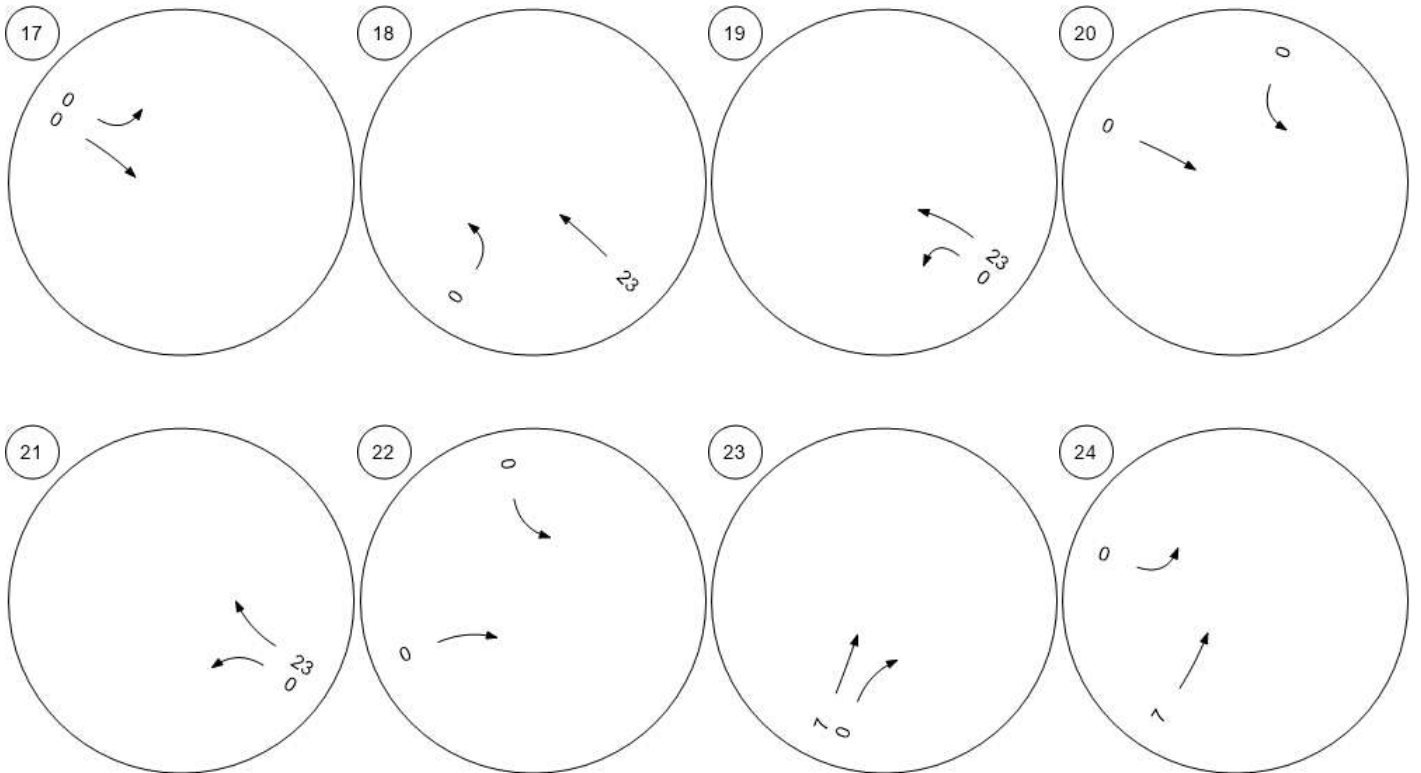




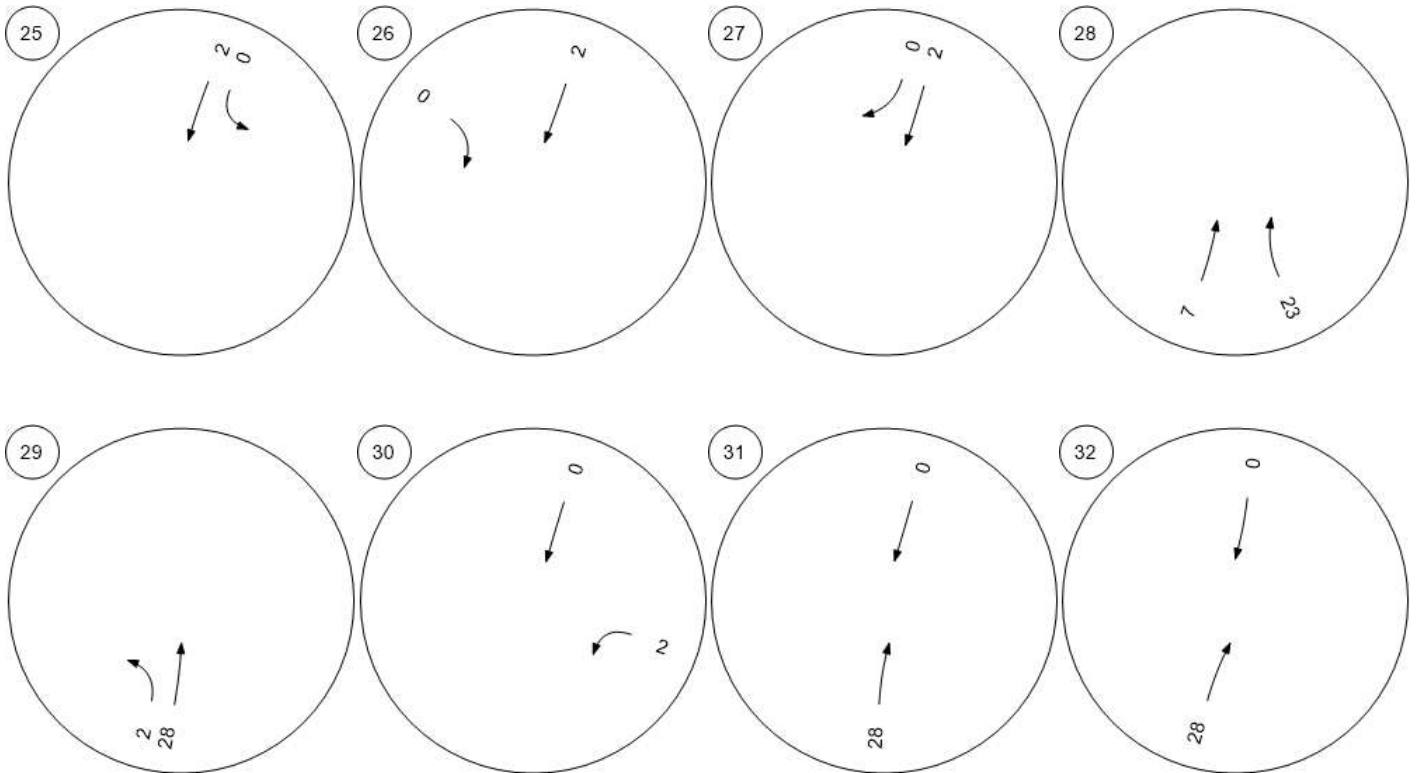
Fair Share - Fair Share Volumes - Zone 31: Zone



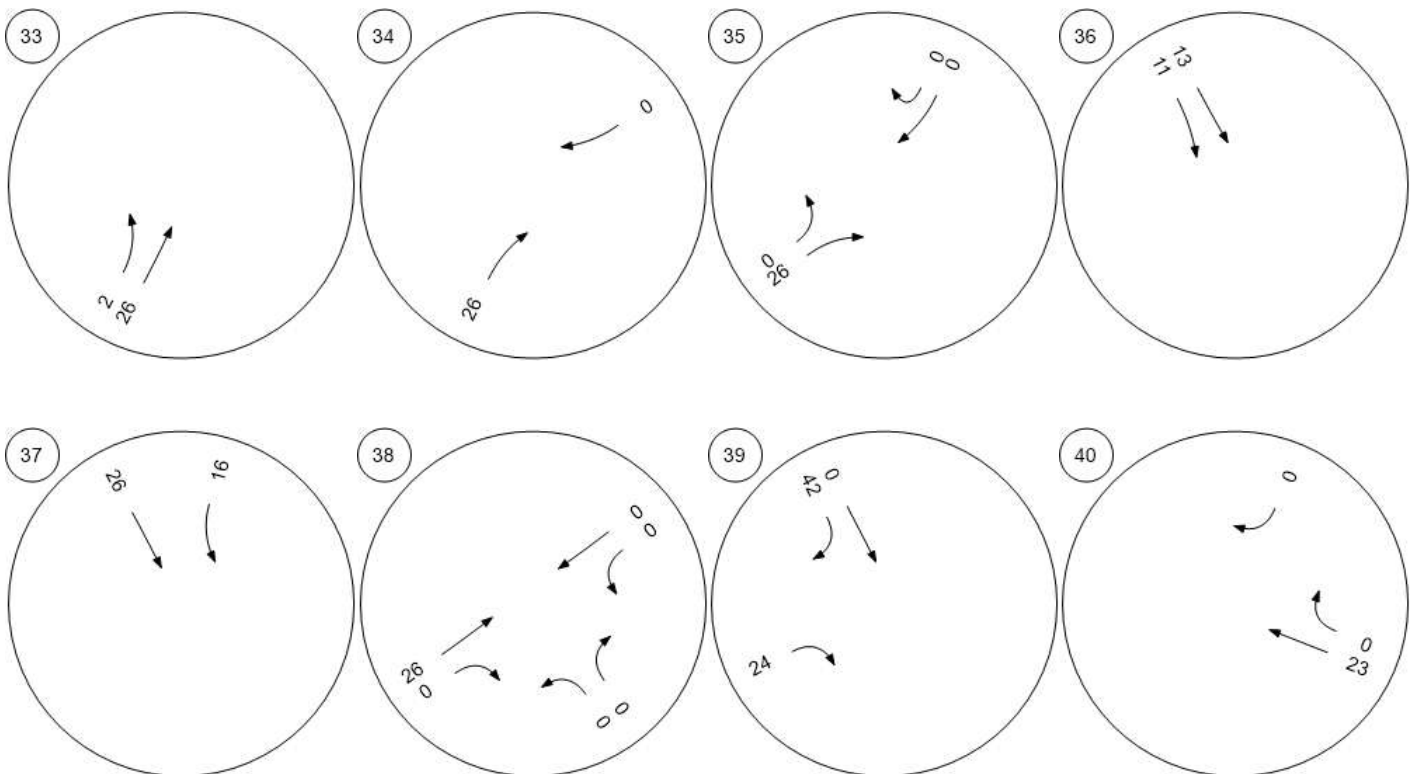
Fair Share - Fair Share Volumes - Zone 31: Zone



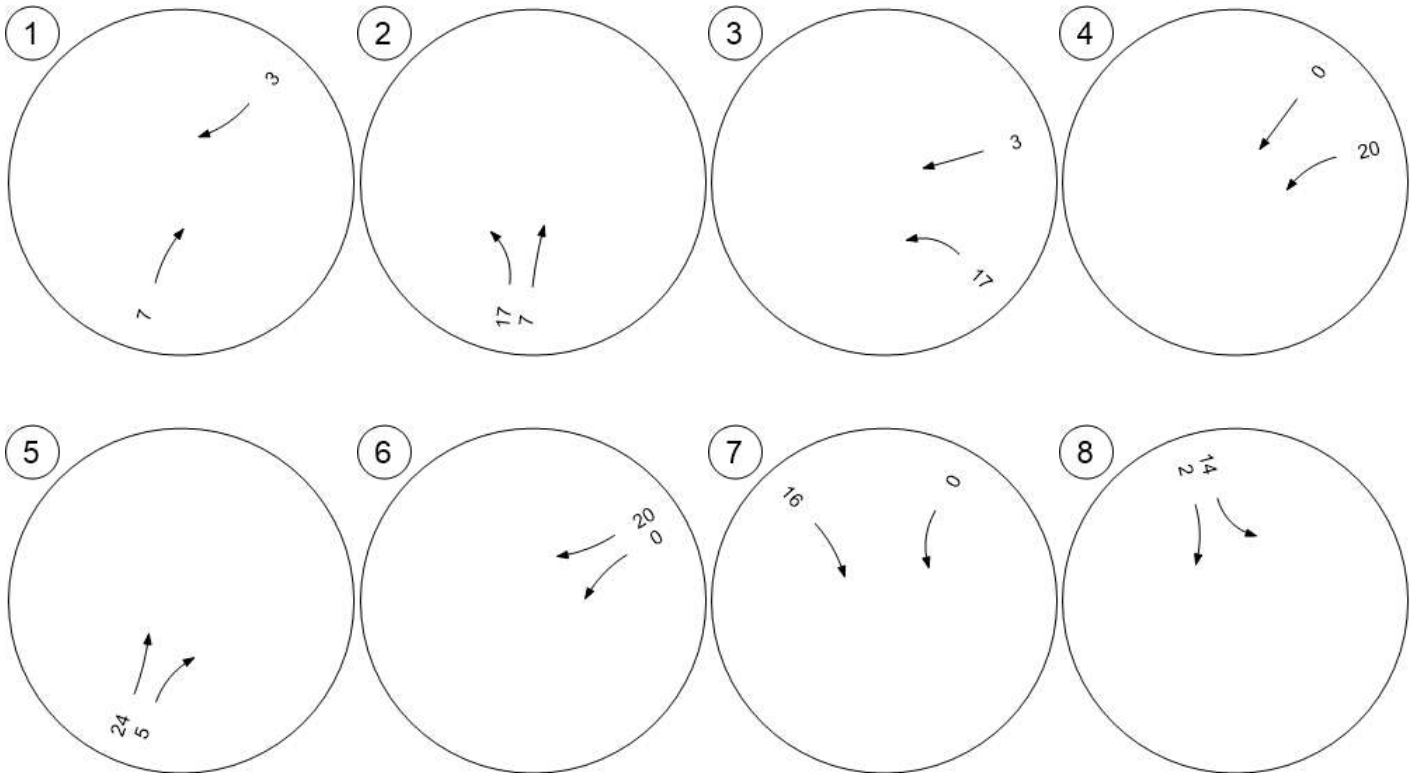
Fair Share - Fair Share Volumes - Zone 31: Zone



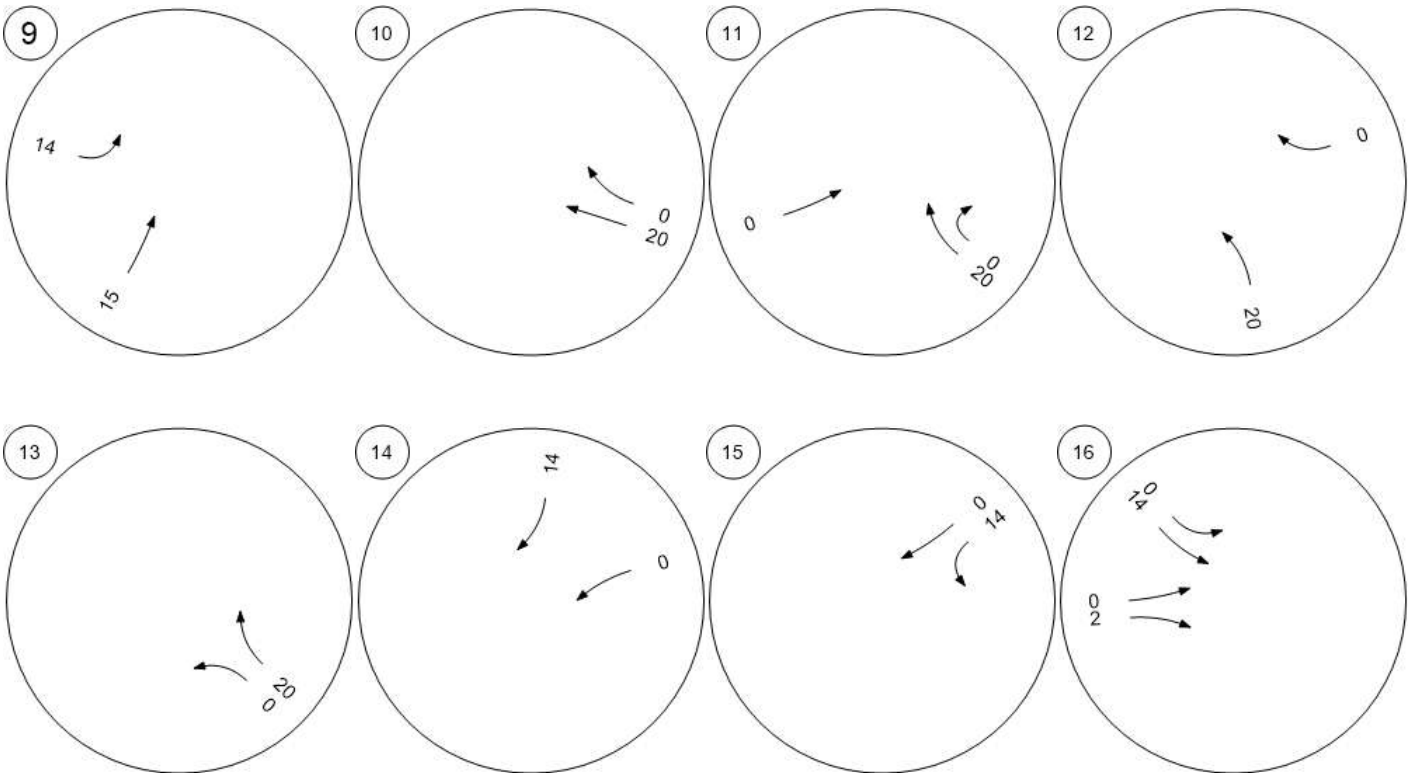
Fair Share - Fair Share Volumes - Zone 31: Zone



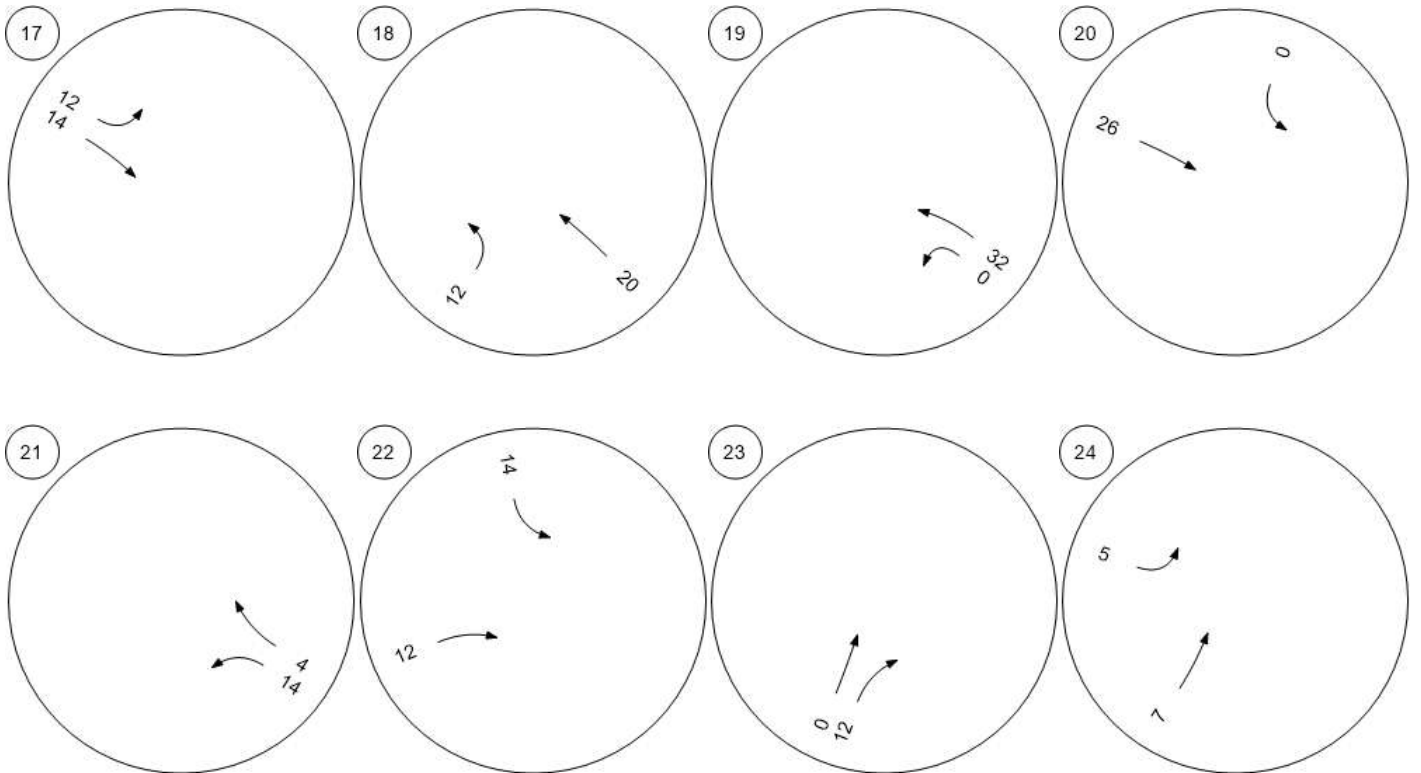
Fair Share - Fair Share Volumes - Zone 32: Zone



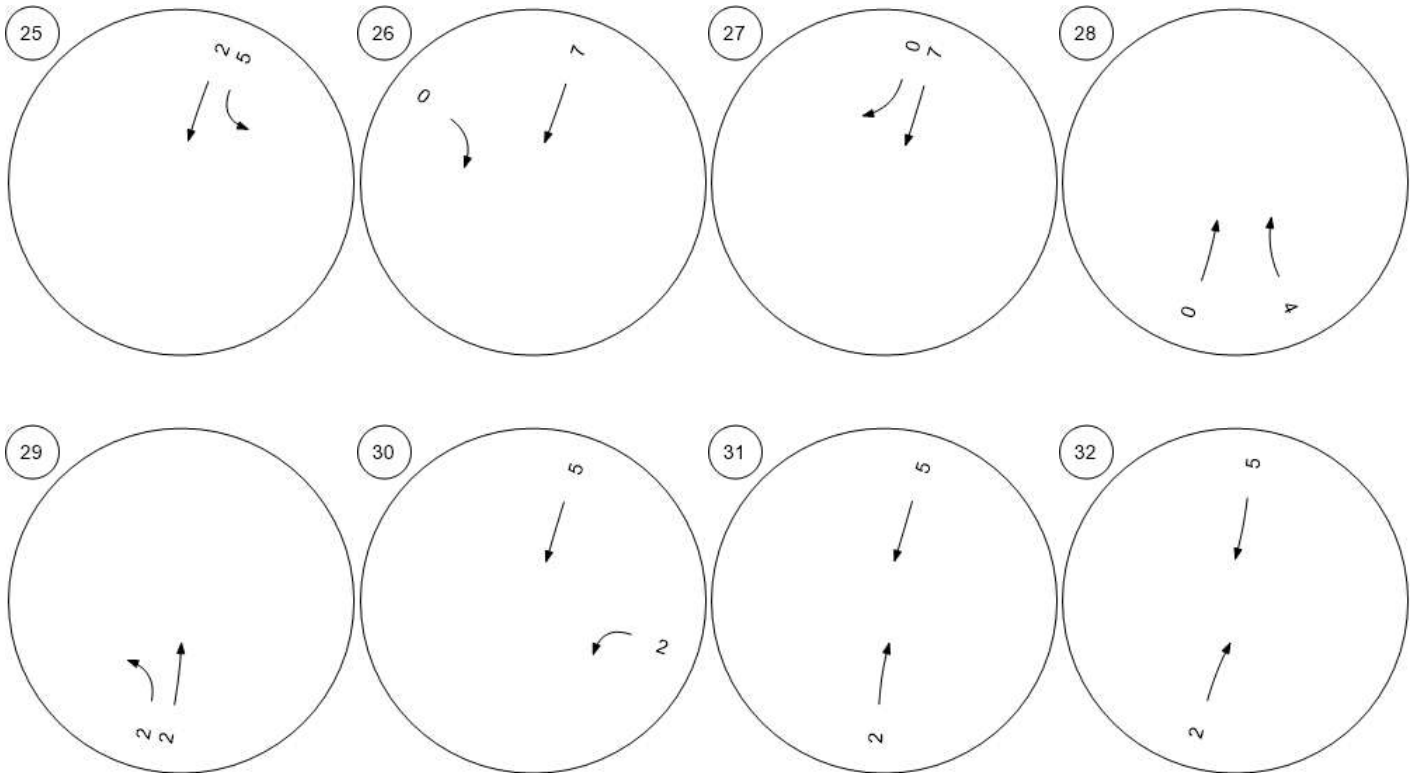
Fair Share - Fair Share Volumes - Zone 32: Zone



Fair Share - Fair Share Volumes - Zone 32: Zone

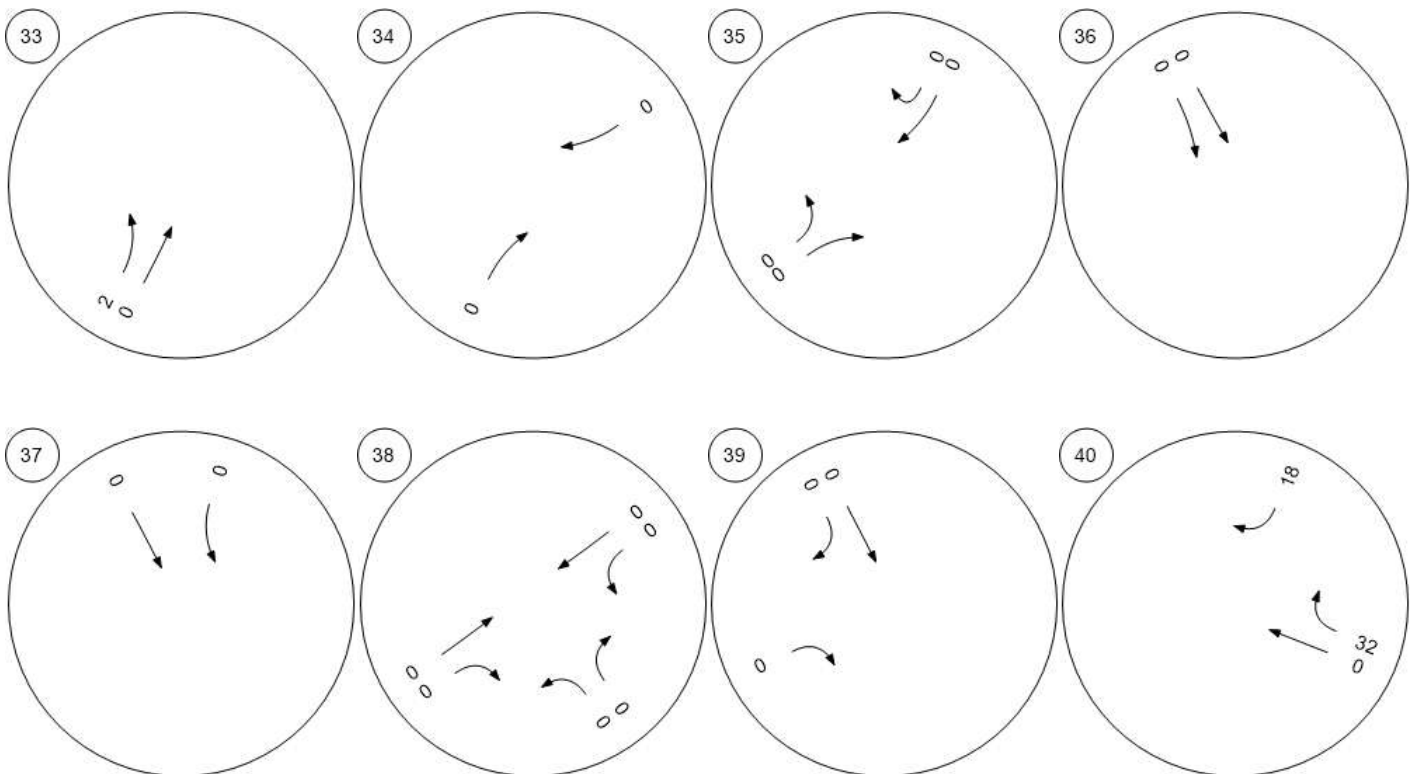


Fair Share - Fair Share Volumes - Zone 32: Zone

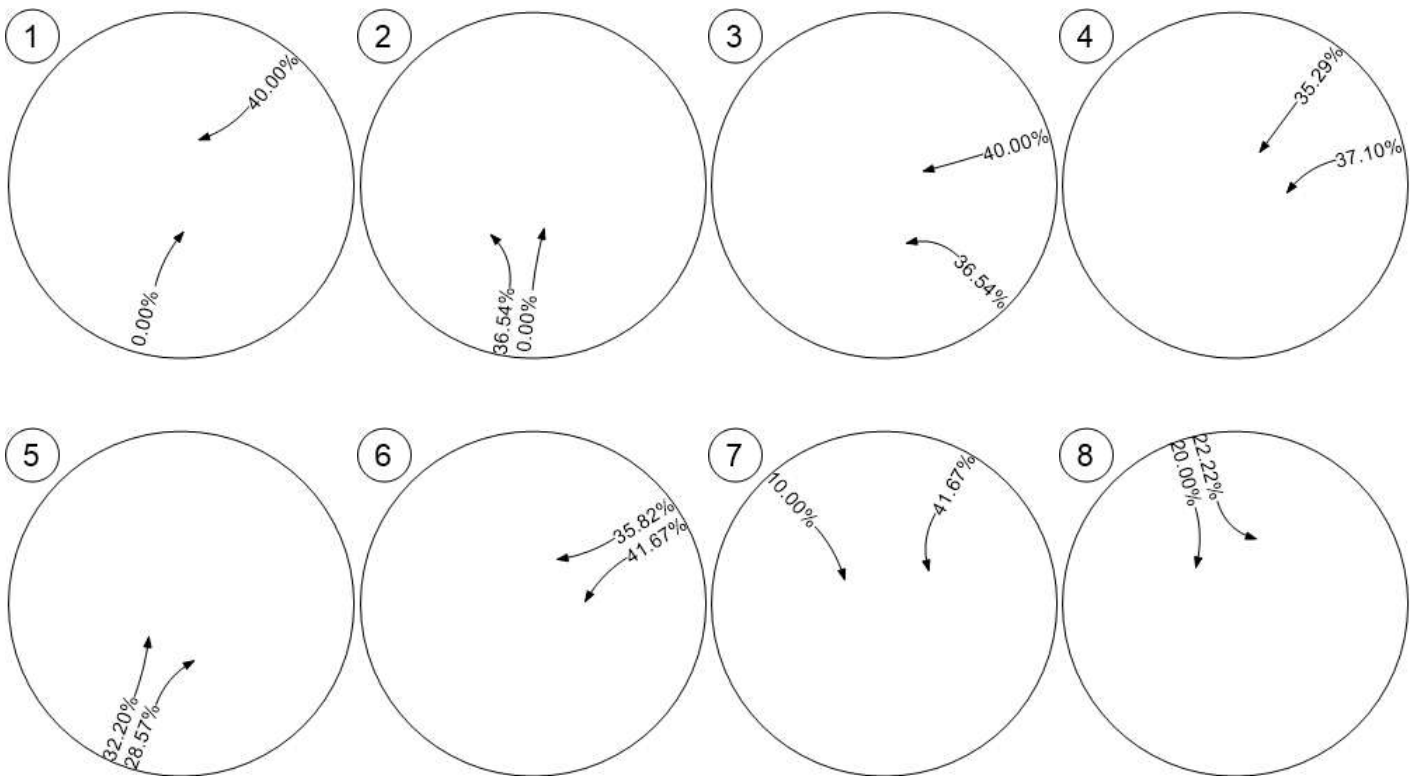




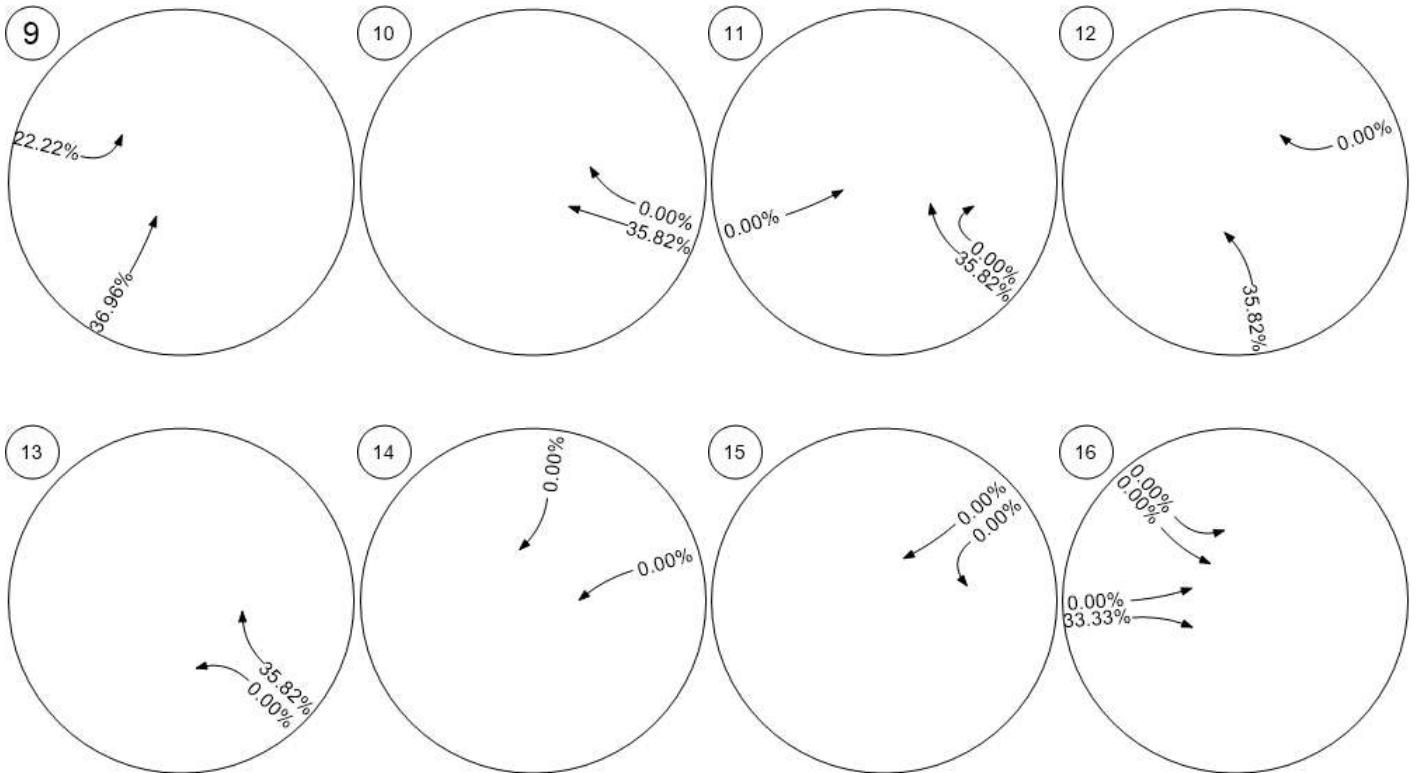
Fair Share - Fair Share Volumes - Zone 32: Zone



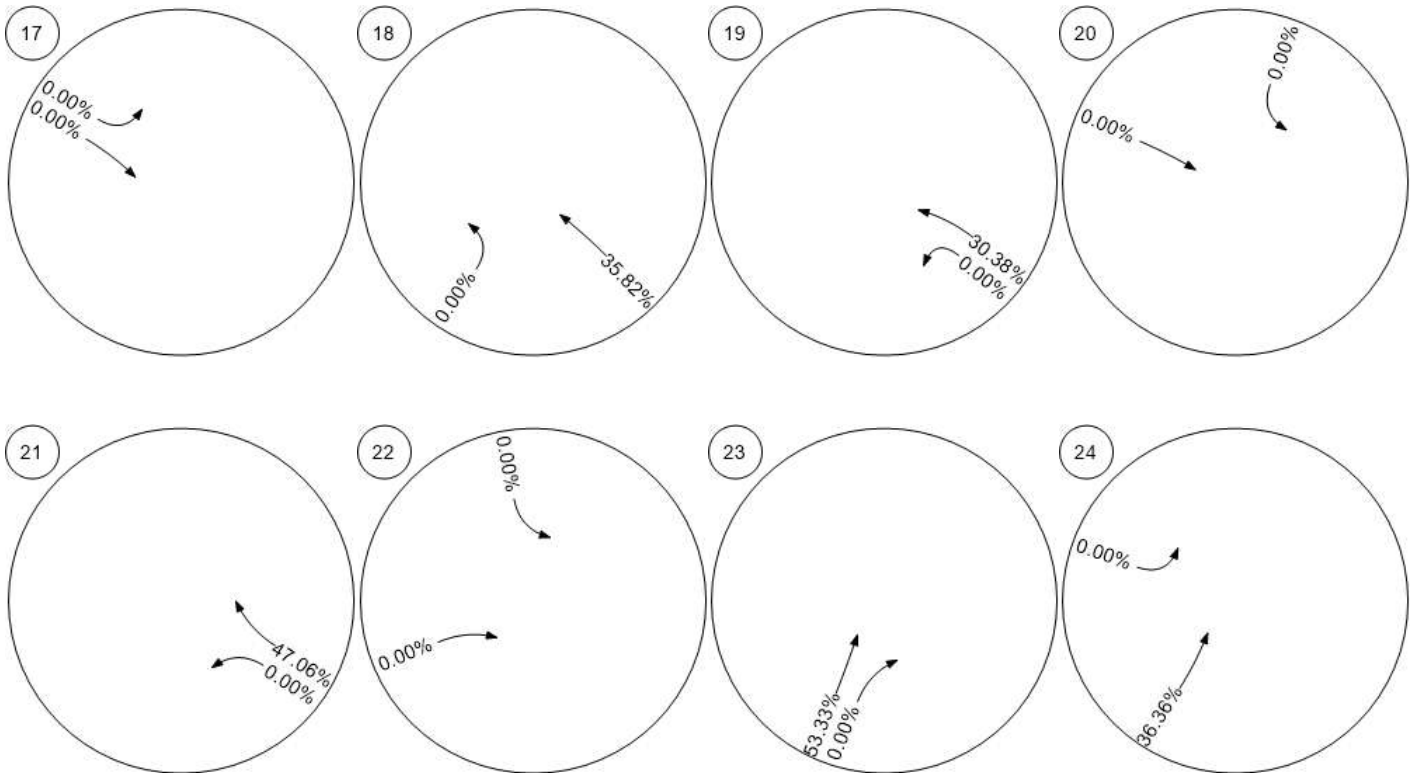
Fair Share - Fair Share % of Net New Site - Zone 30: Zone



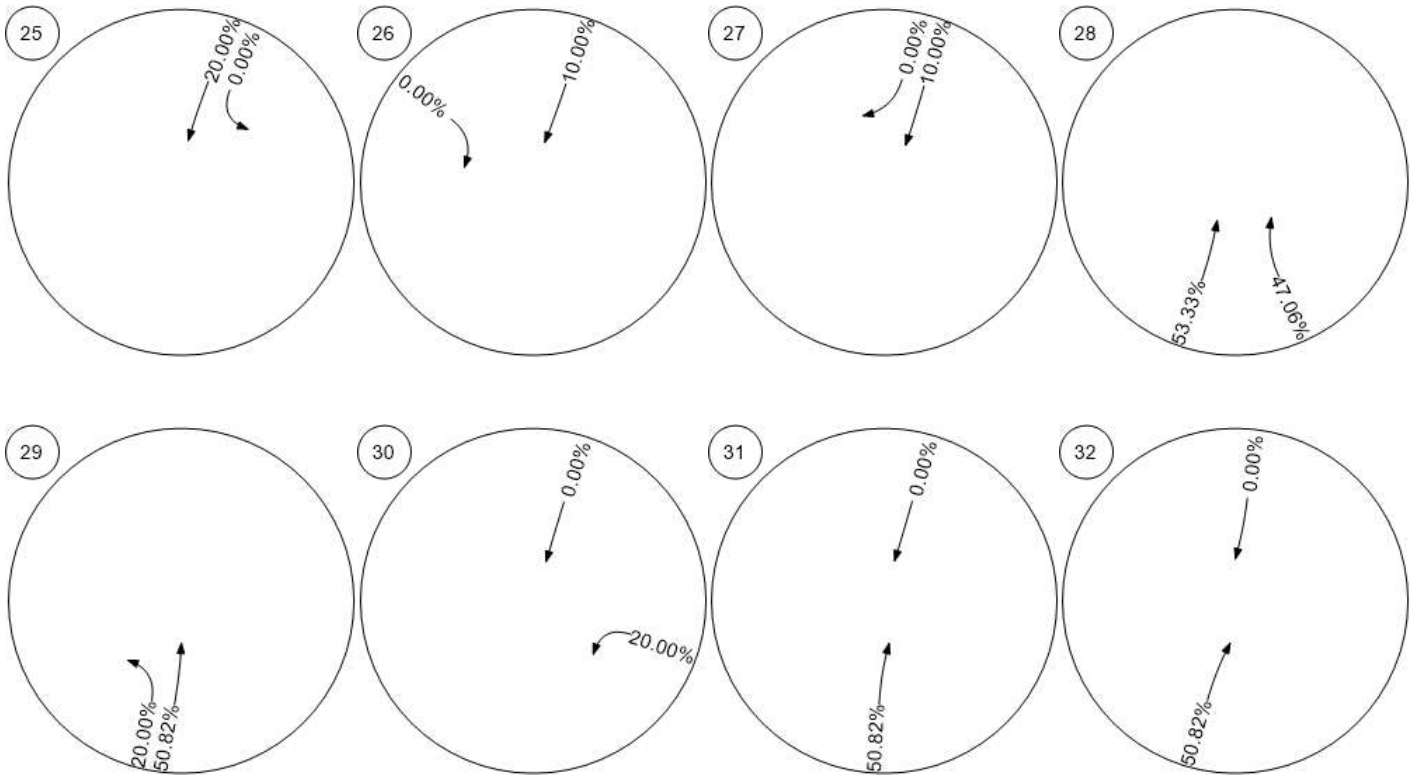
Fair Share - Fair Share % of Net New Site - Zone 30: Zone



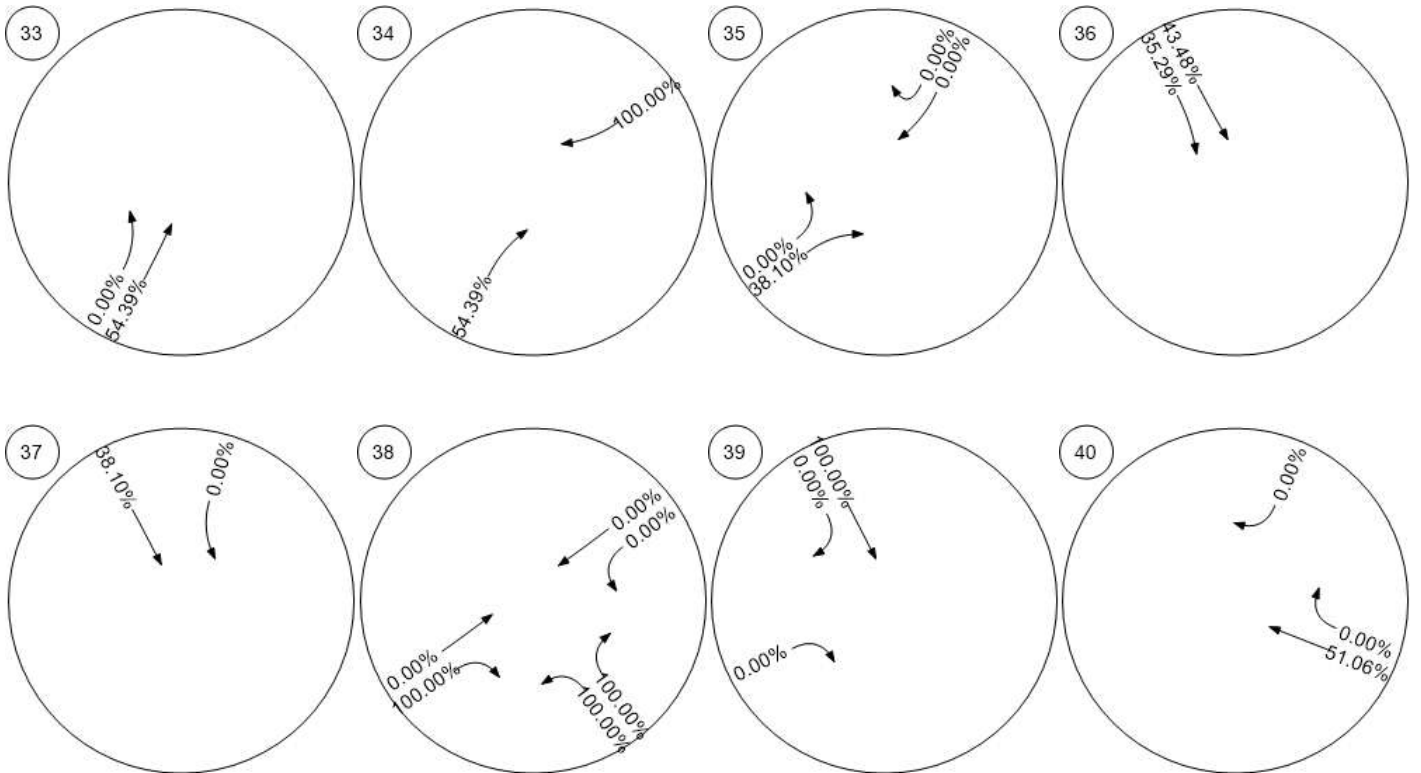
Fair Share - Fair Share % of Net New Site - Zone 30: Zone



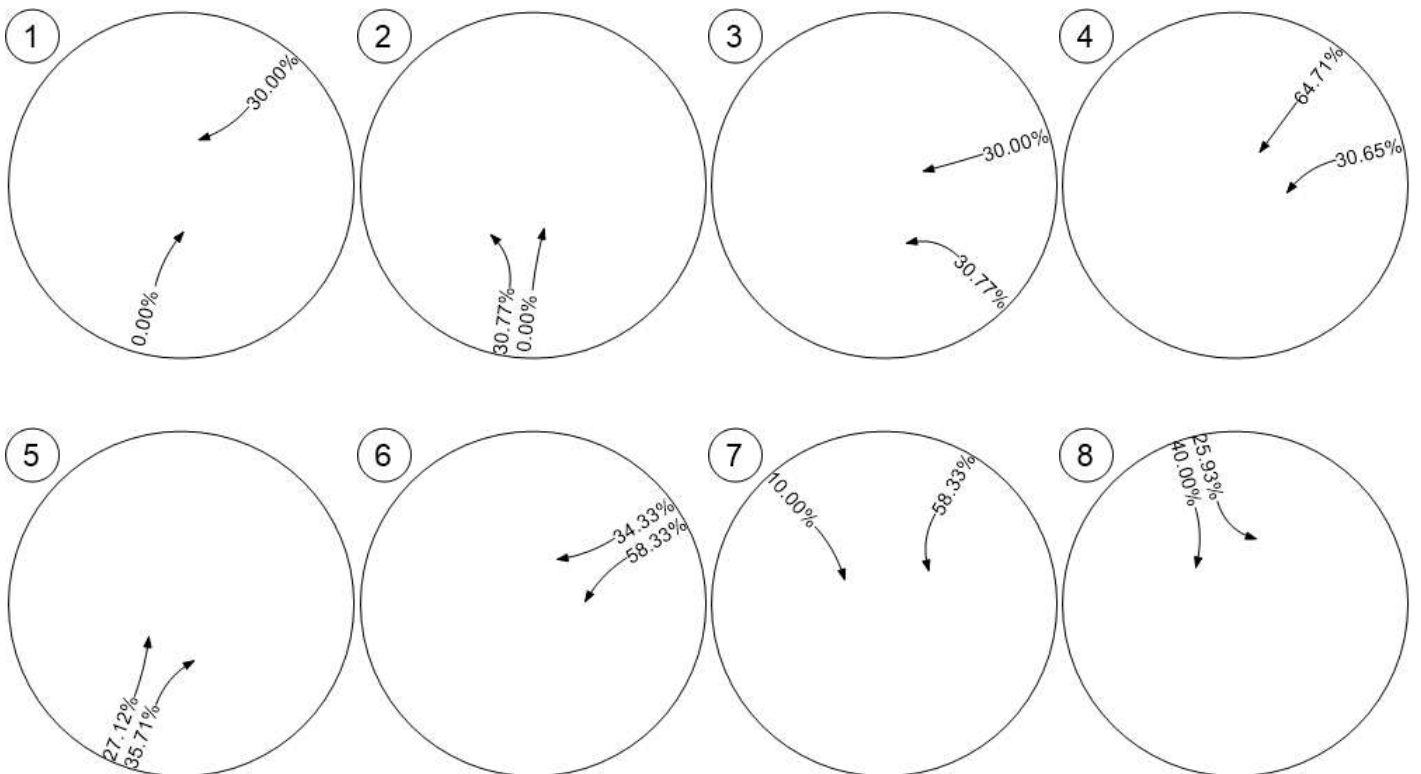
Fair Share - Fair Share % of Net New Site - Zone 30: Zone



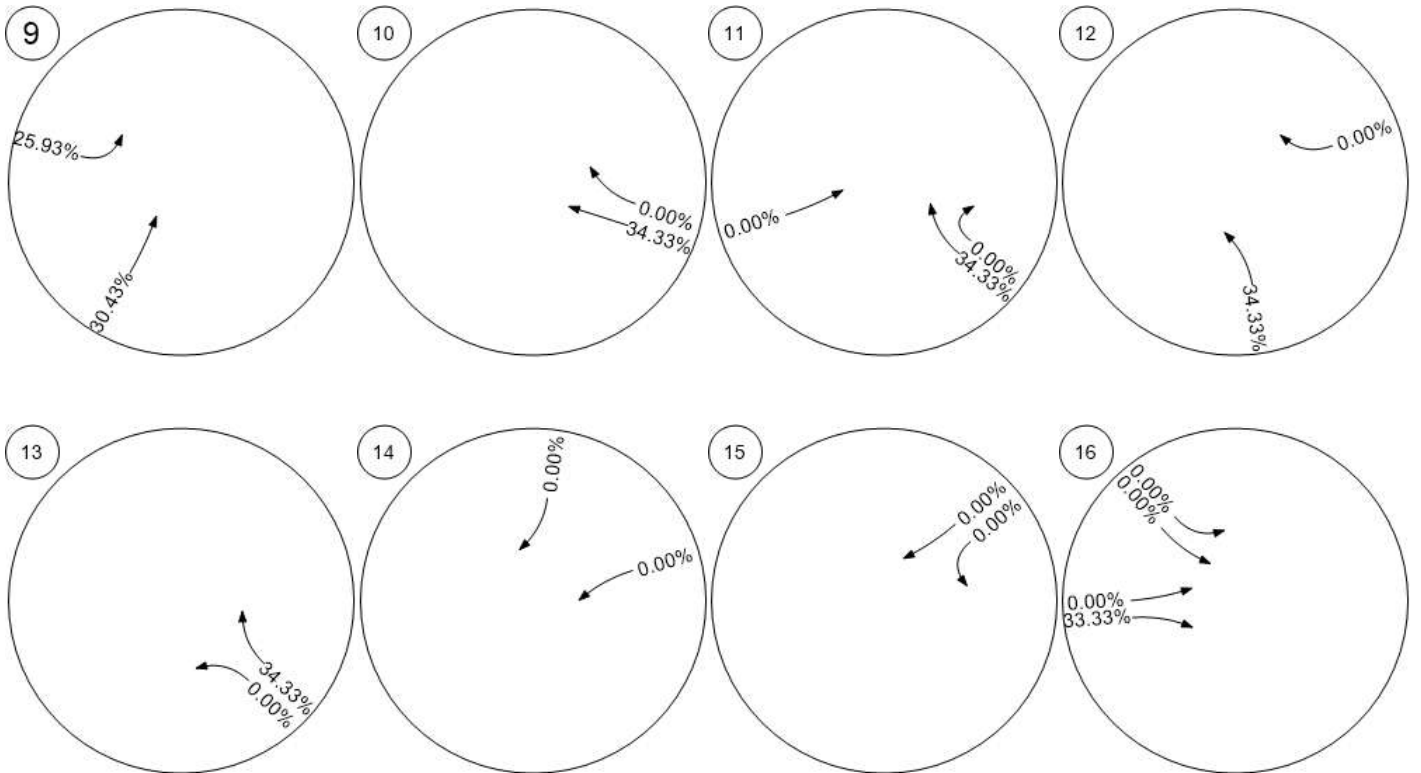
Fair Share - Fair Share % of Net New Site - Zone 30: Zone



Fair Share - Fair Share % of Net New Site - Zone 31: Zone

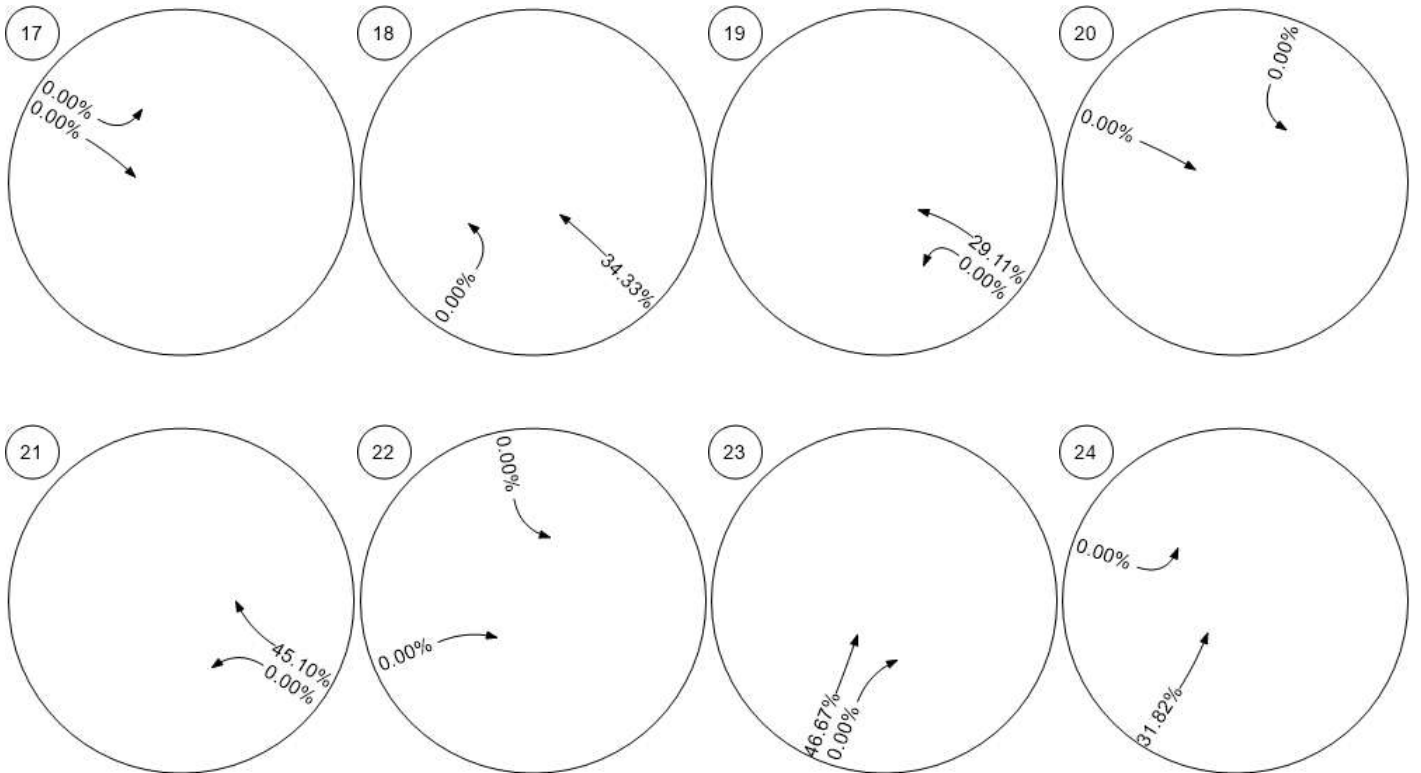


Fair Share - Fair Share % of Net New Site - Zone 31: Zone

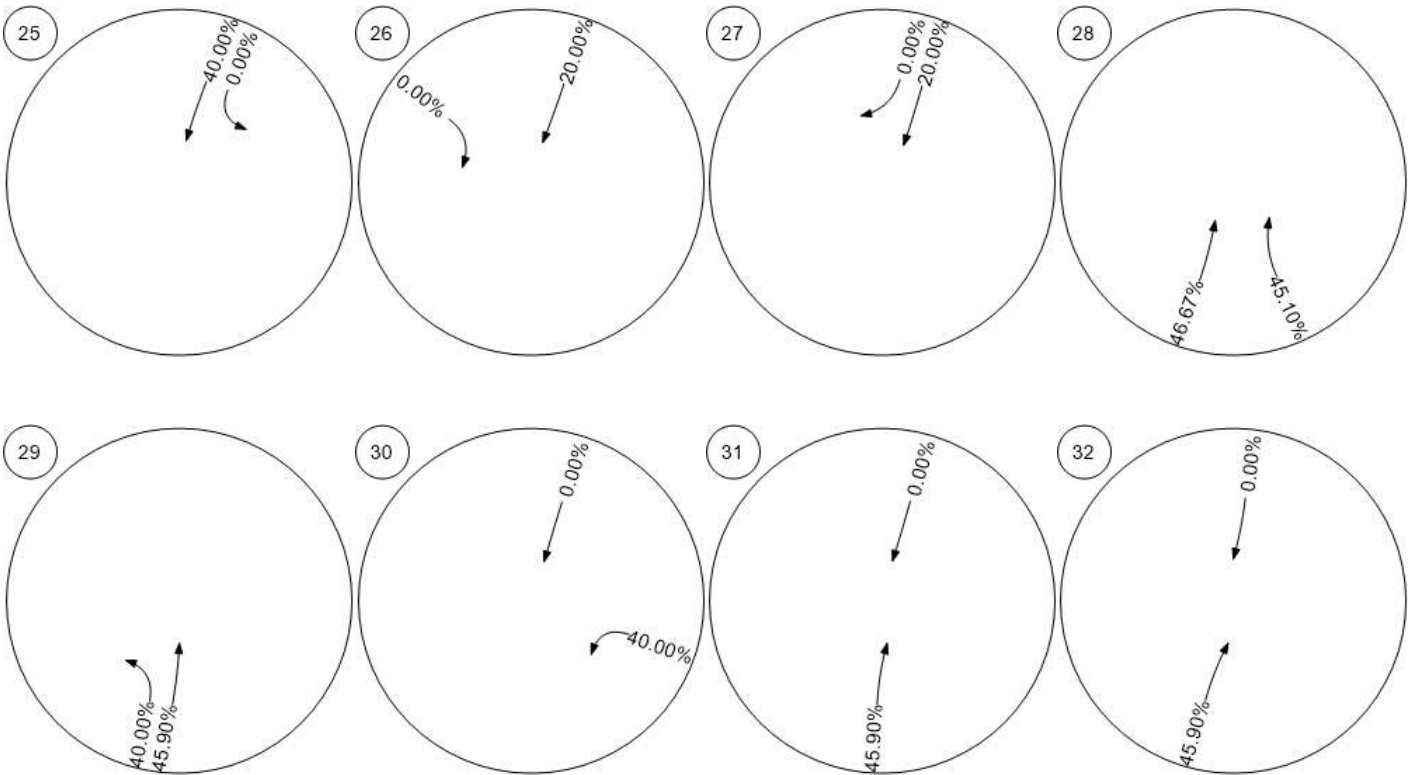




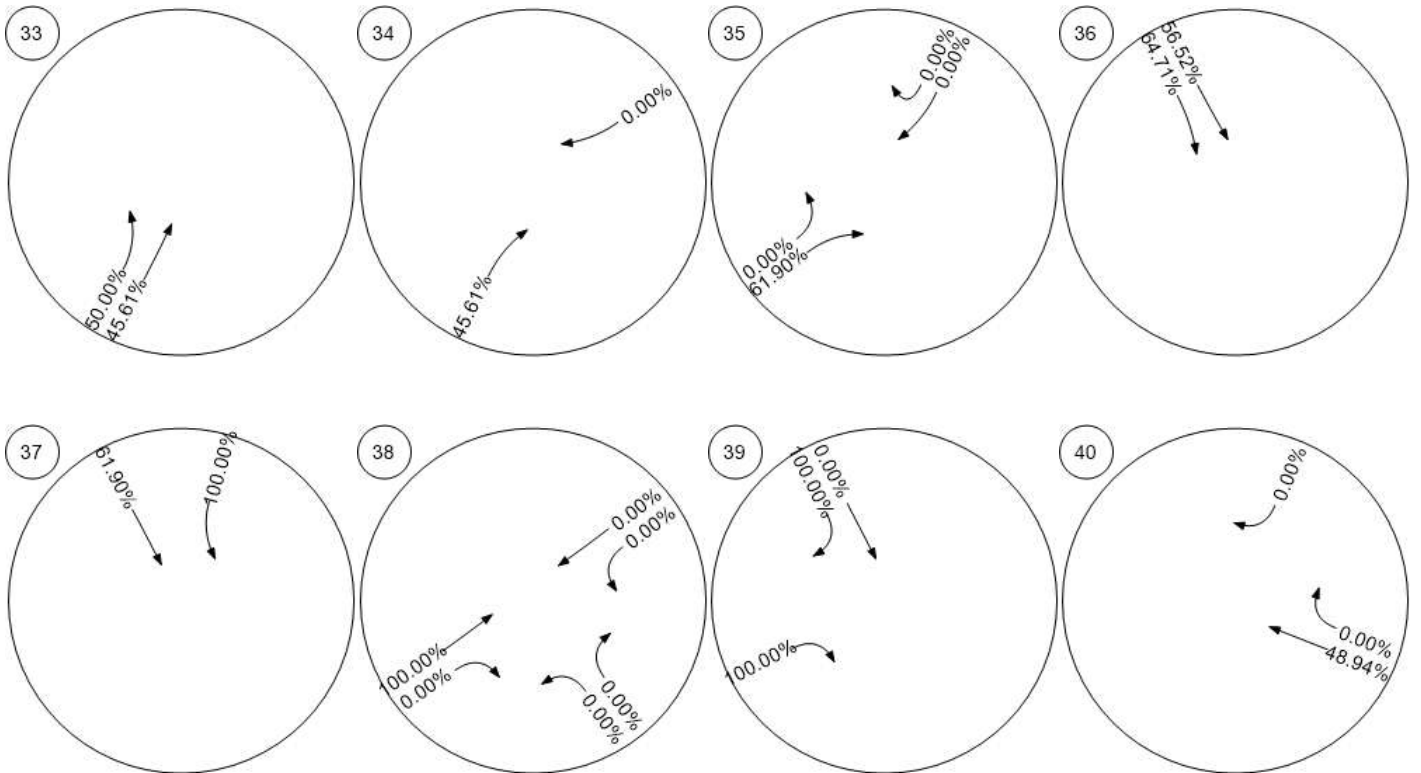
Fair Share - Fair Share % of Net New Site - Zone 31: Zone



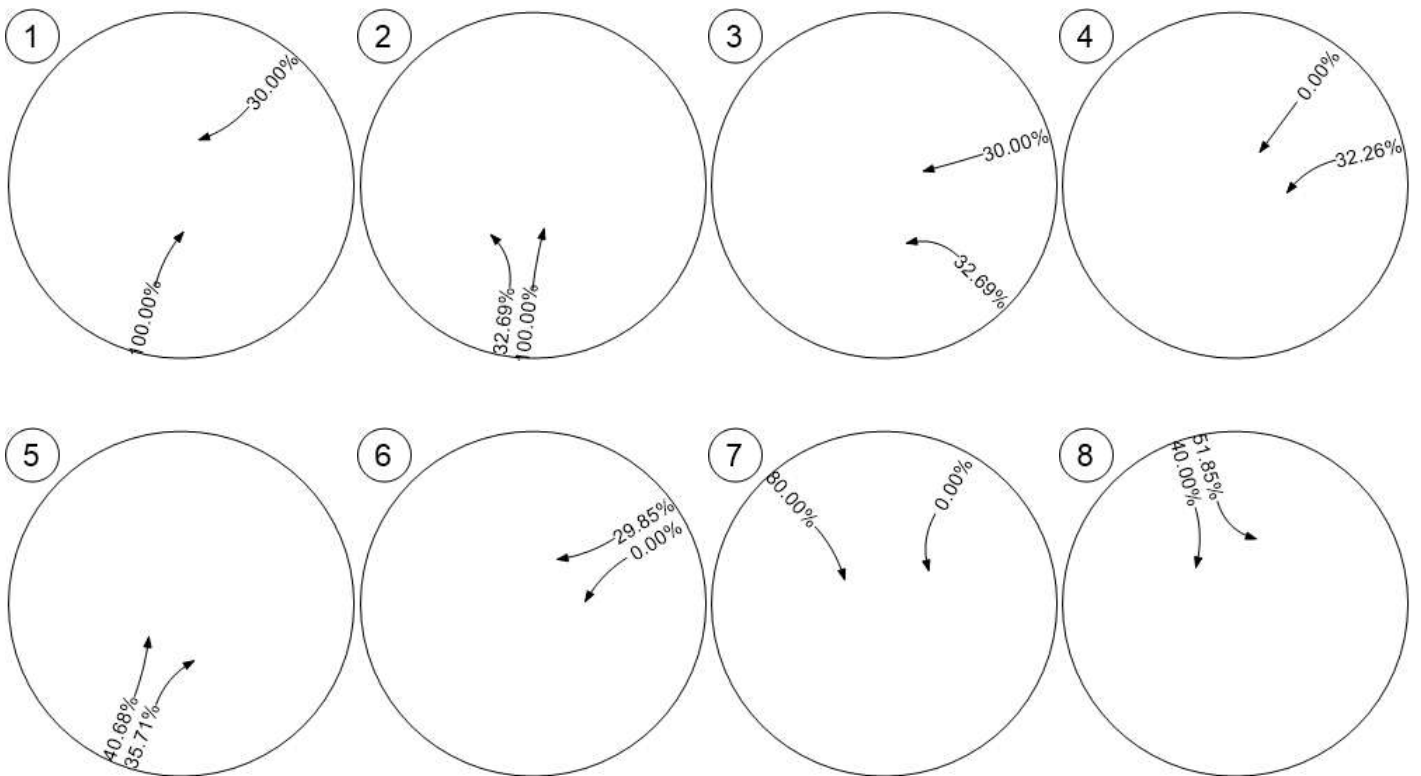
Fair Share - Fair Share % of Net New Site - Zone 31: Zone



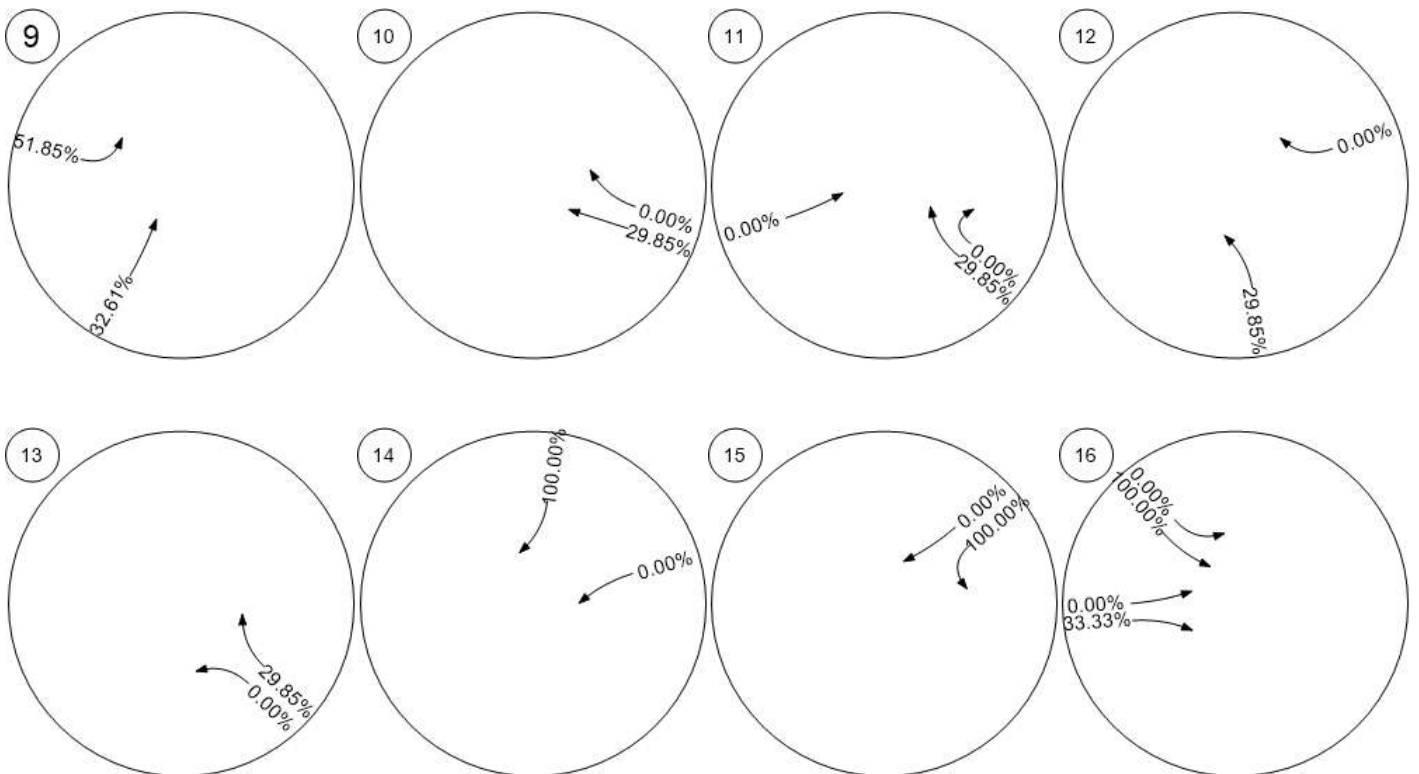
Fair Share - Fair Share % of Net New Site - Zone 31: Zone



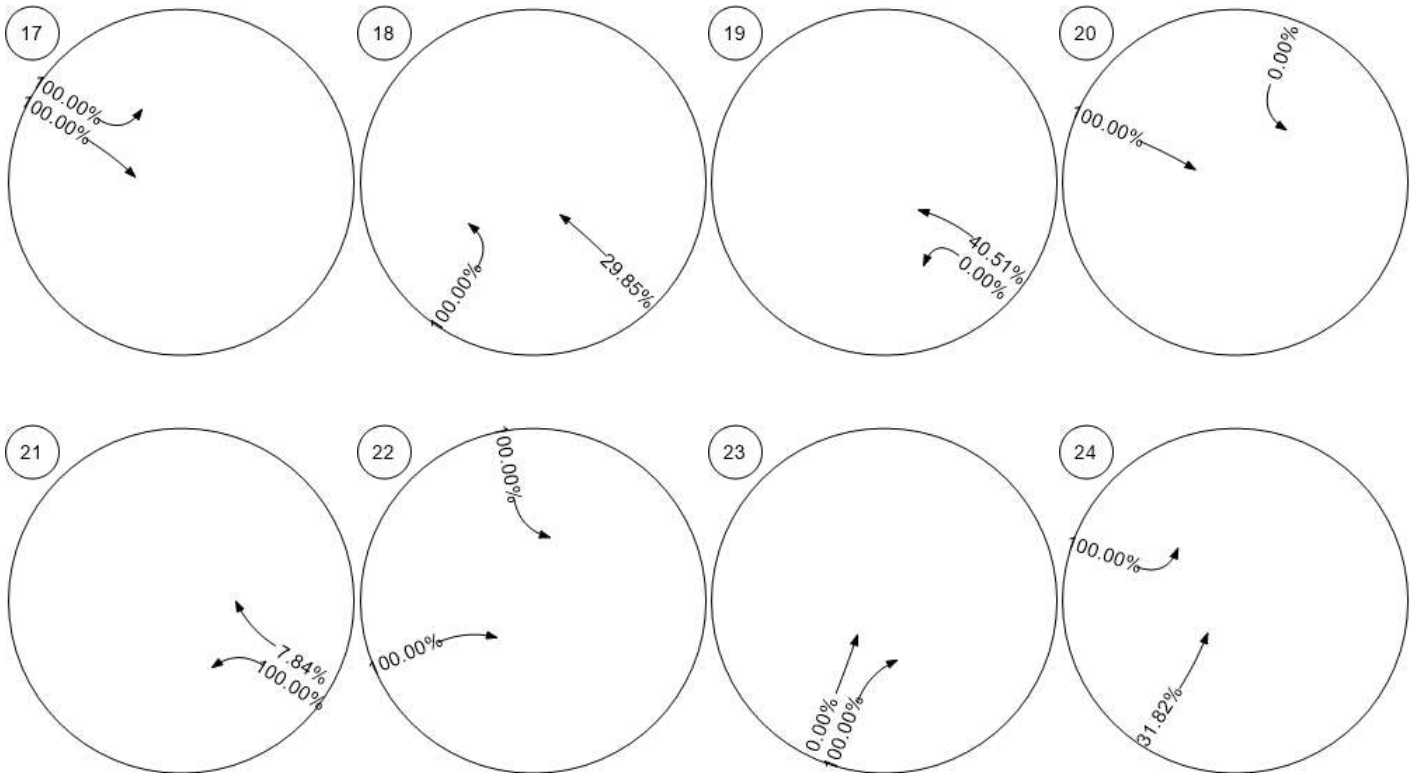
Fair Share - Fair Share % of Net New Site - Zone 32: Zone



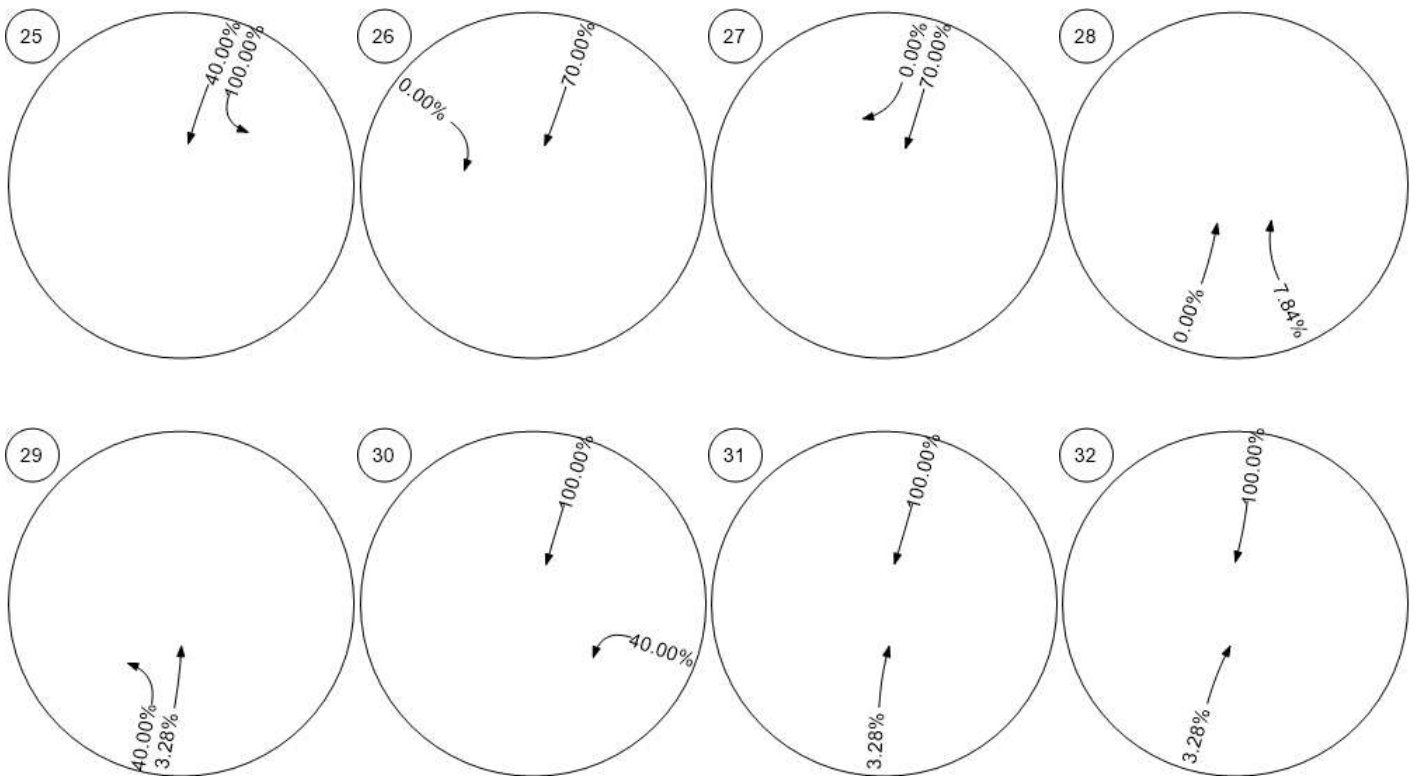
Fair Share - Fair Share % of Net New Site - Zone 32: Zone



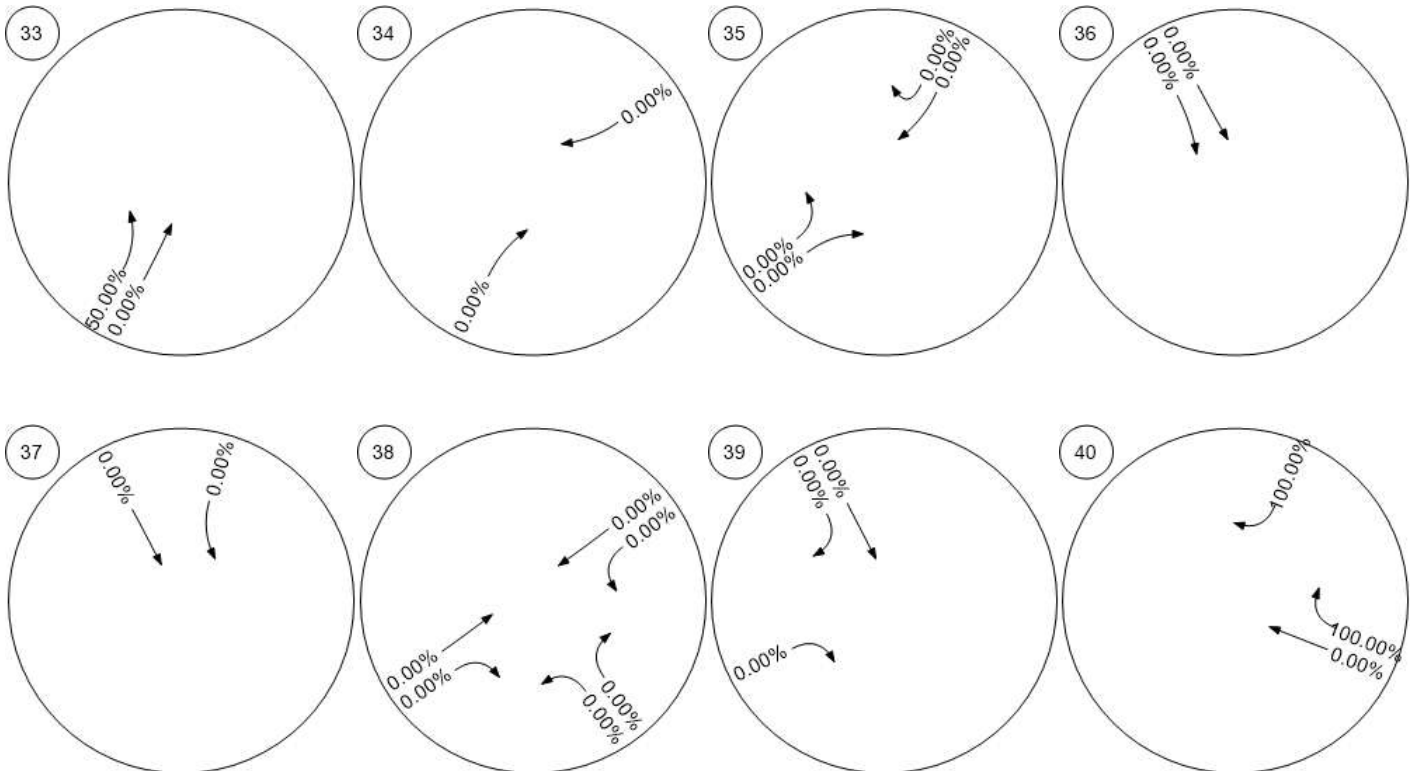
Fair Share - Fair Share % of Net New Site - Zone 32: Zone



Fair Share - Fair Share % of Net New Site - Zone 32: Zone

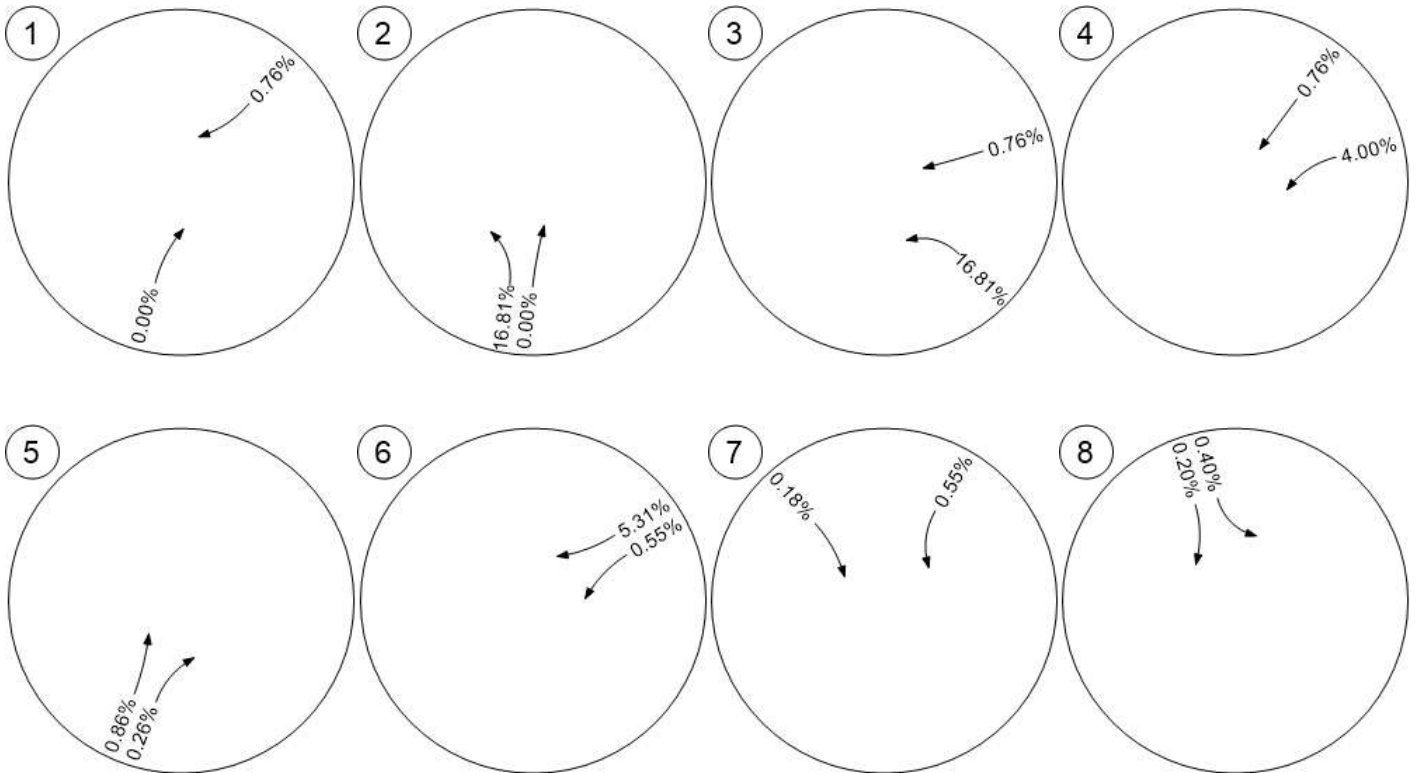


Fair Share - Fair Share % of Net New Site - Zone 32: Zone

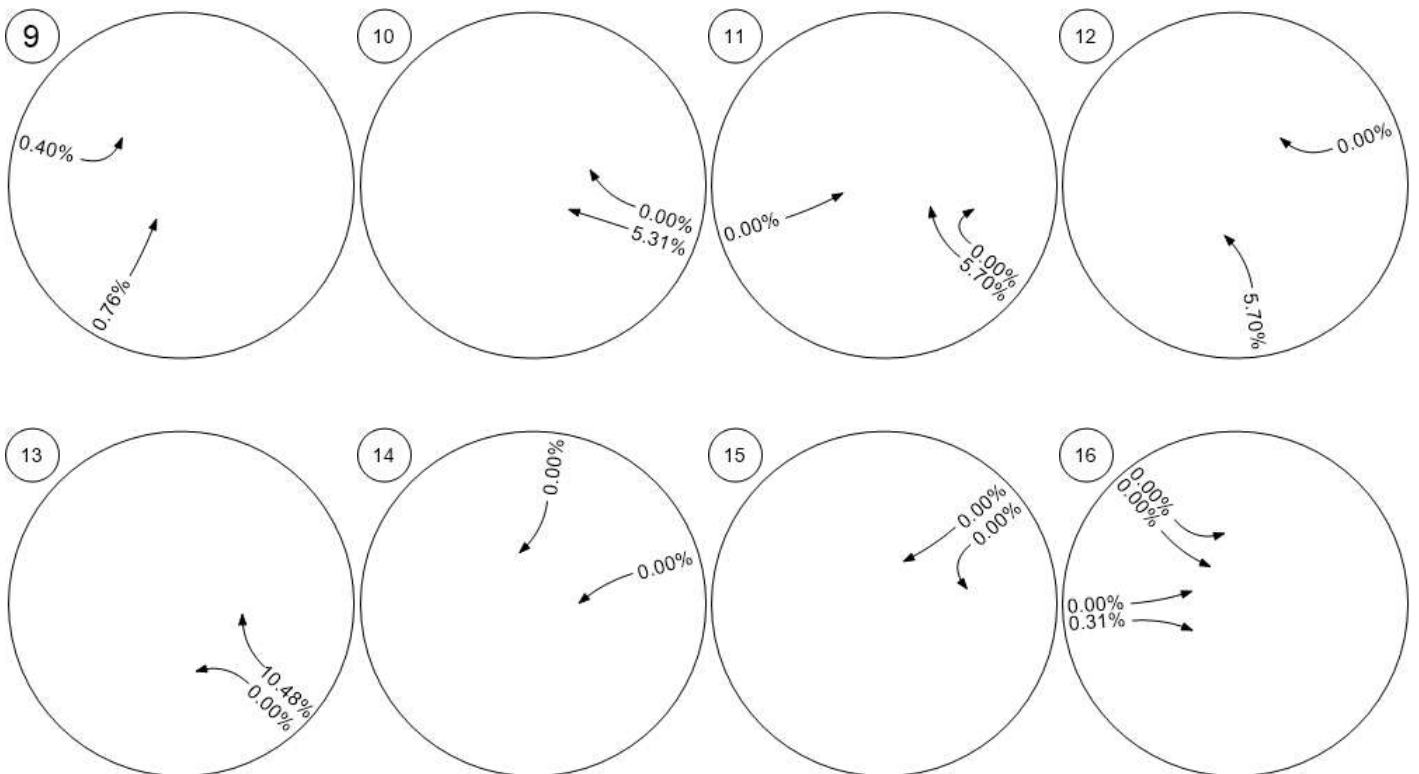




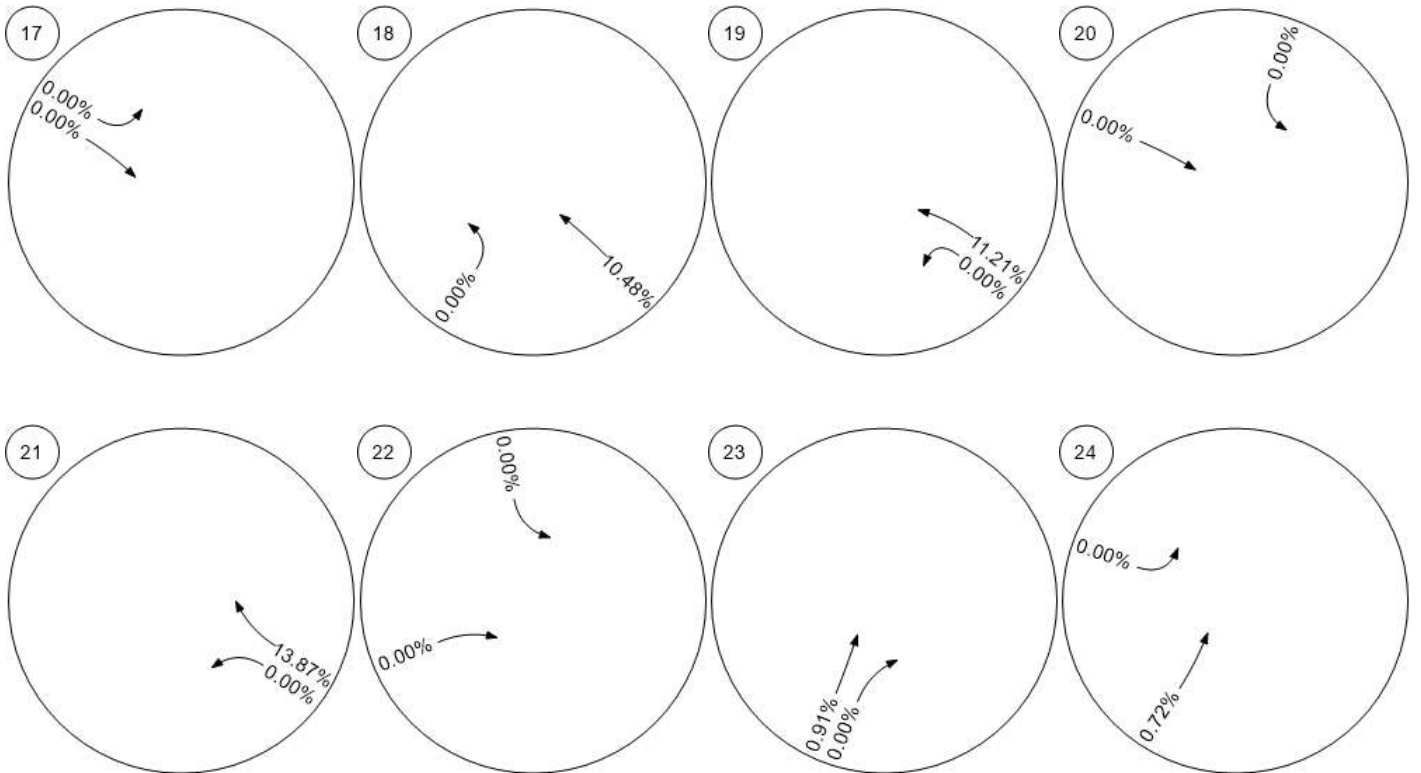
Fair Share - Fair Share % of Future Total - Zone 30: Zone



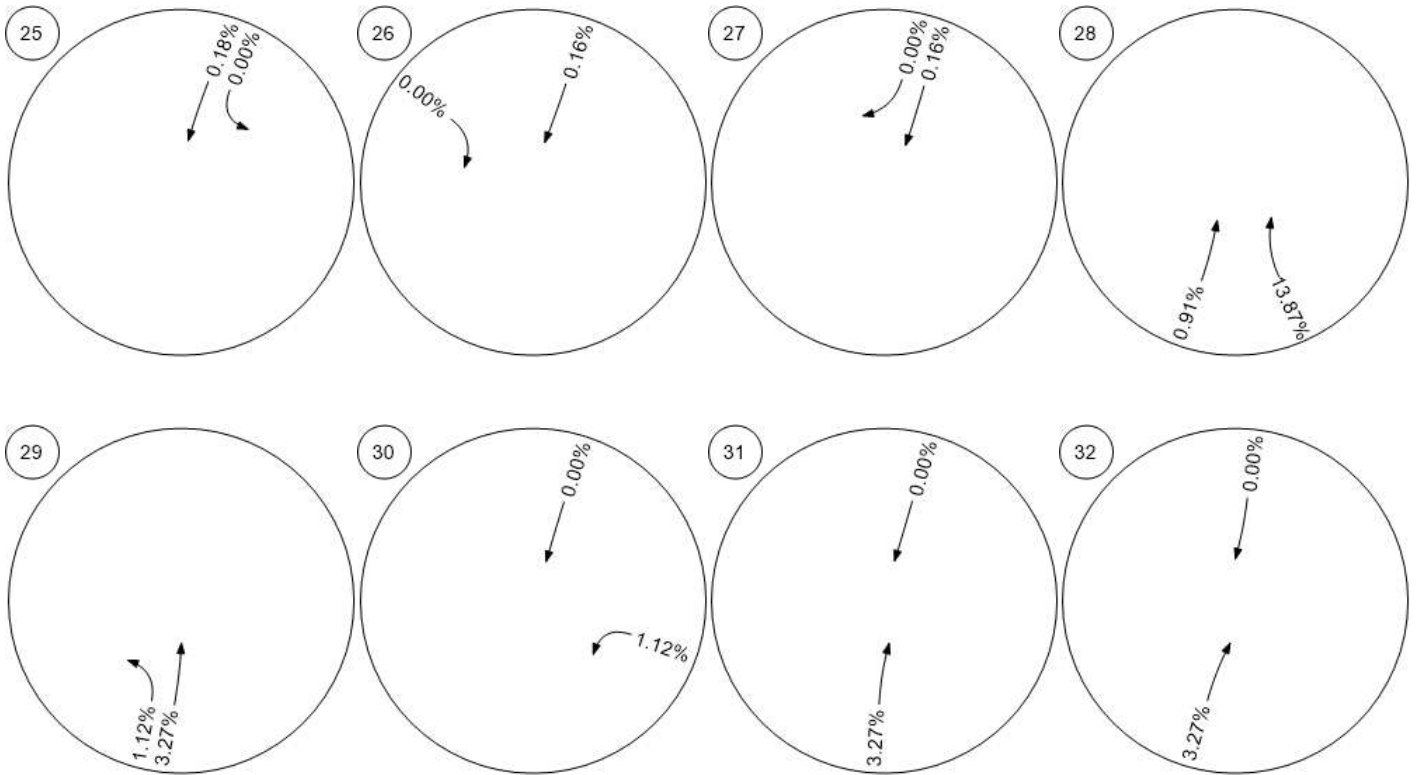
Fair Share - Fair Share % of Future Total - Zone 30: Zone



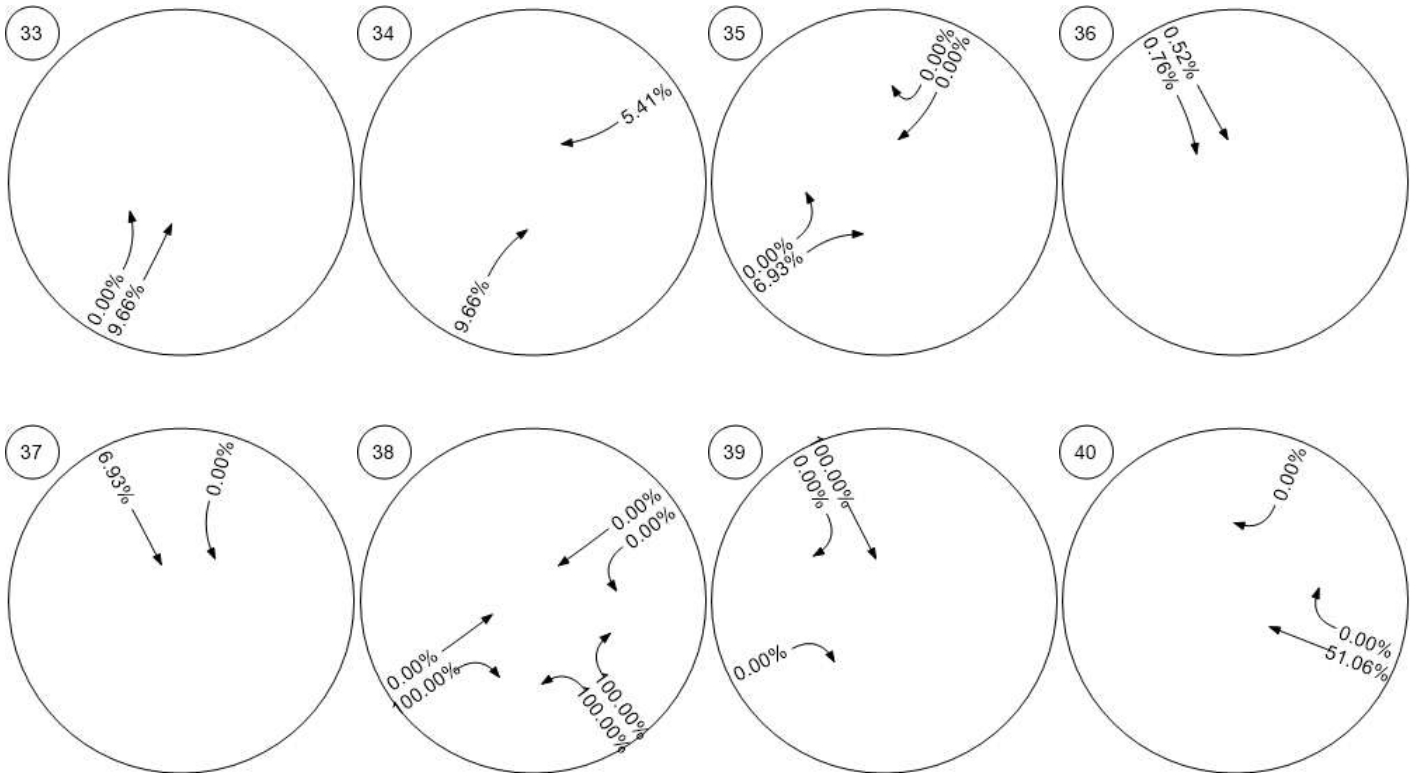
Fair Share - Fair Share % of Future Total - Zone 30: Zone



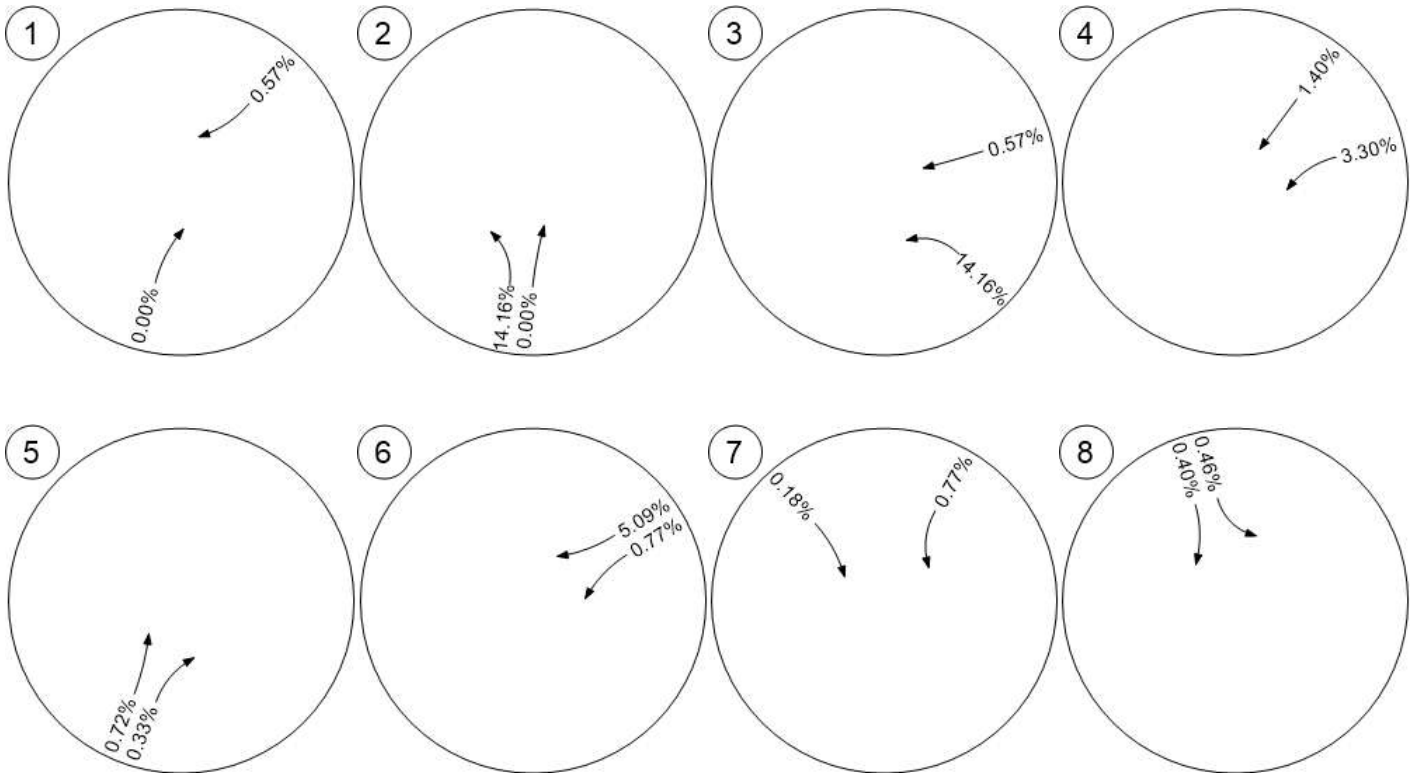
Fair Share - Fair Share % of Future Total - Zone 30: Zone



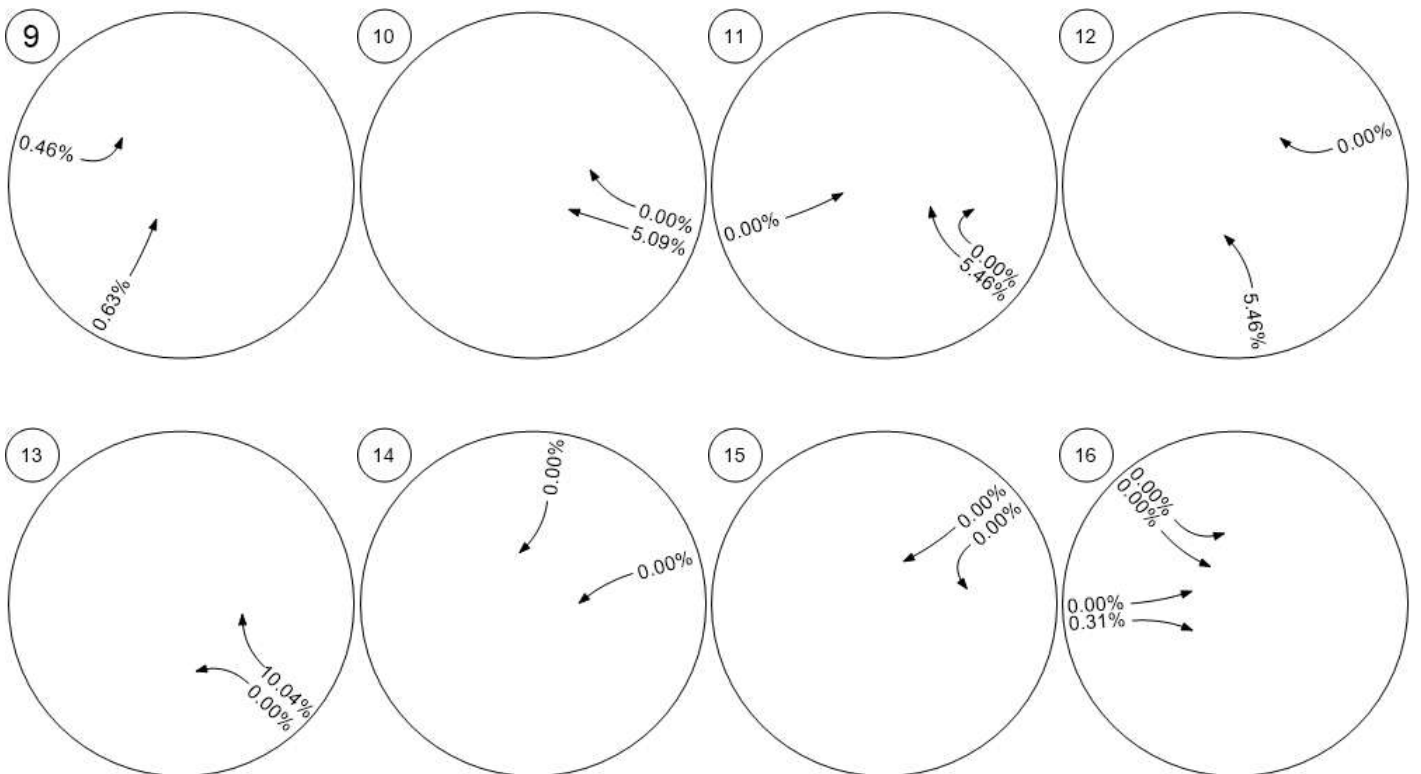
Fair Share - Fair Share % of Future Total - Zone 30: Zone



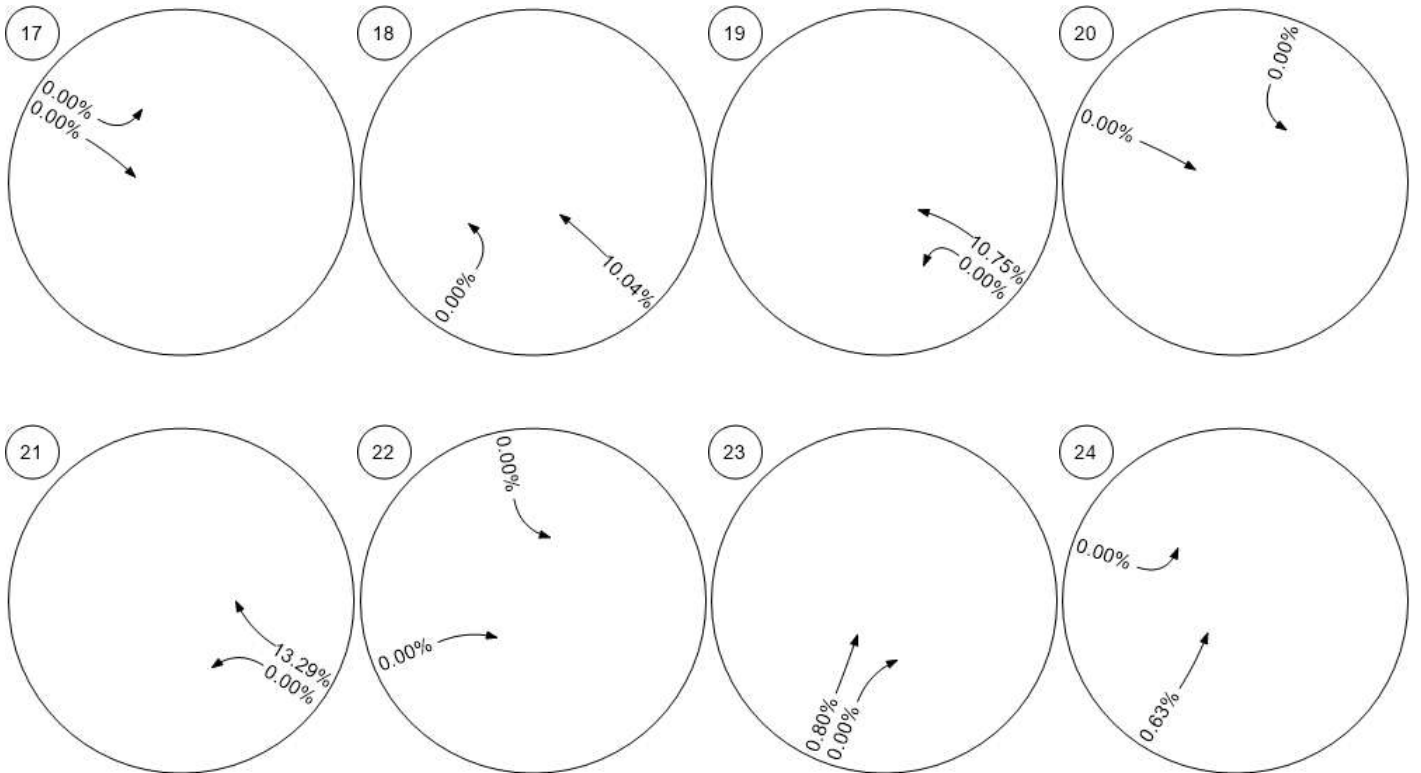
Fair Share - Fair Share % of Future Total - Zone 31: Zone



Fair Share - Fair Share % of Future Total - Zone 31: Zone

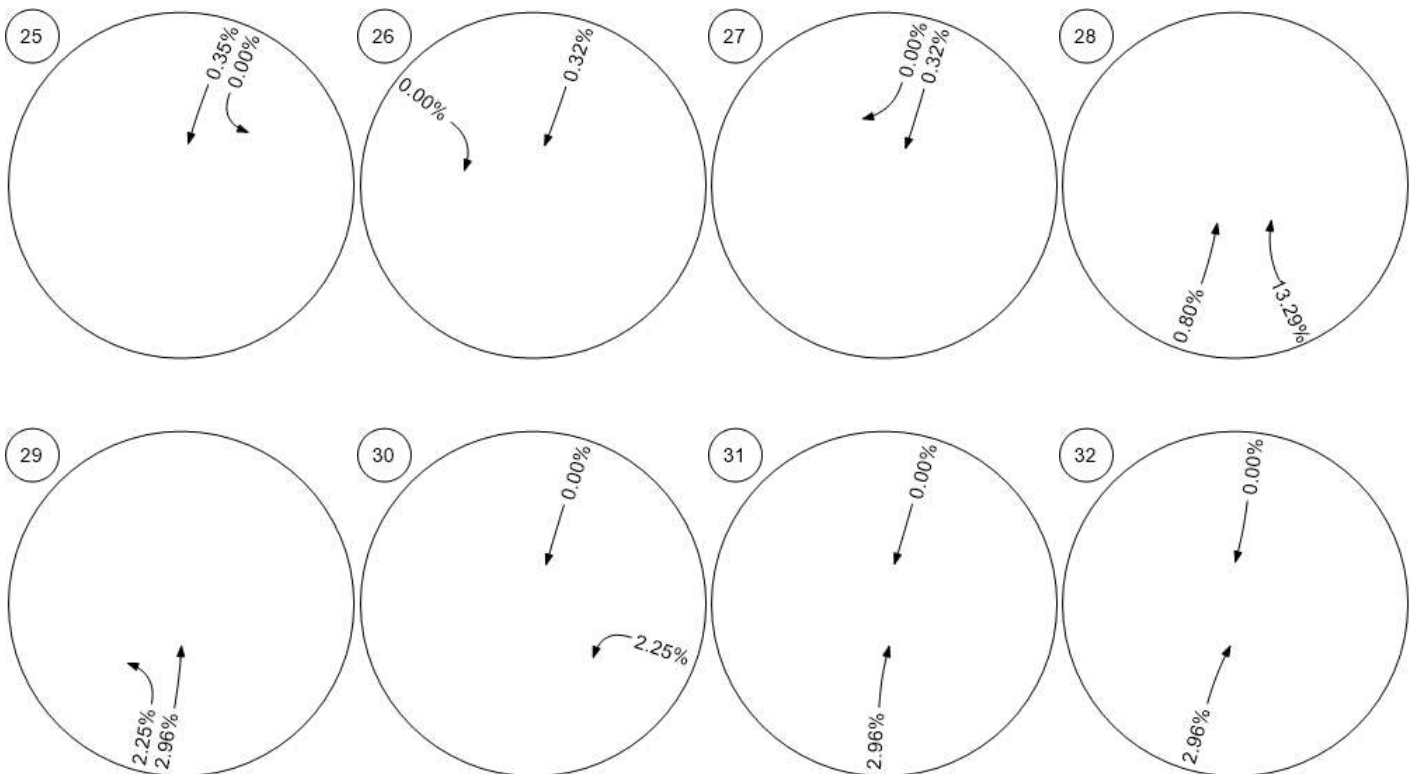


Fair Share - Fair Share % of Future Total - Zone 31: Zone

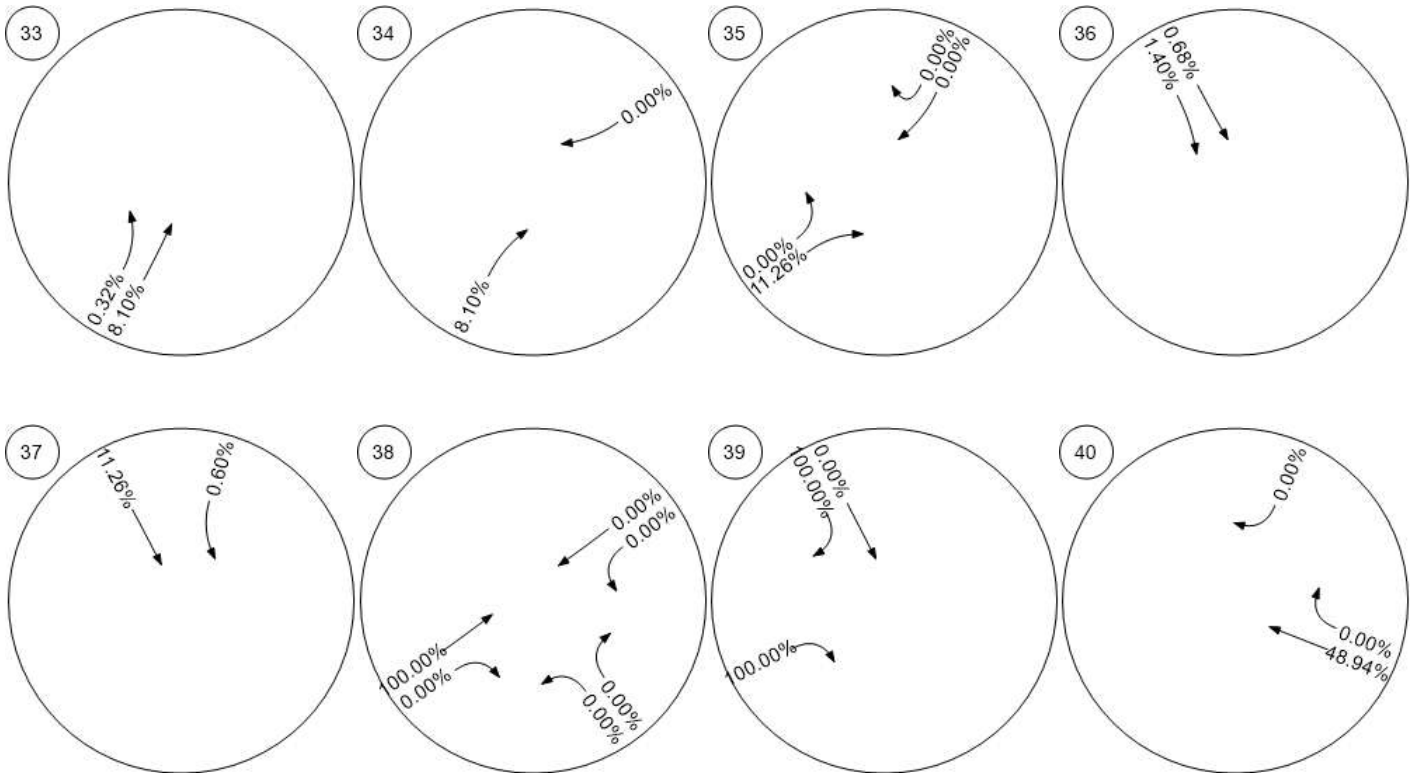




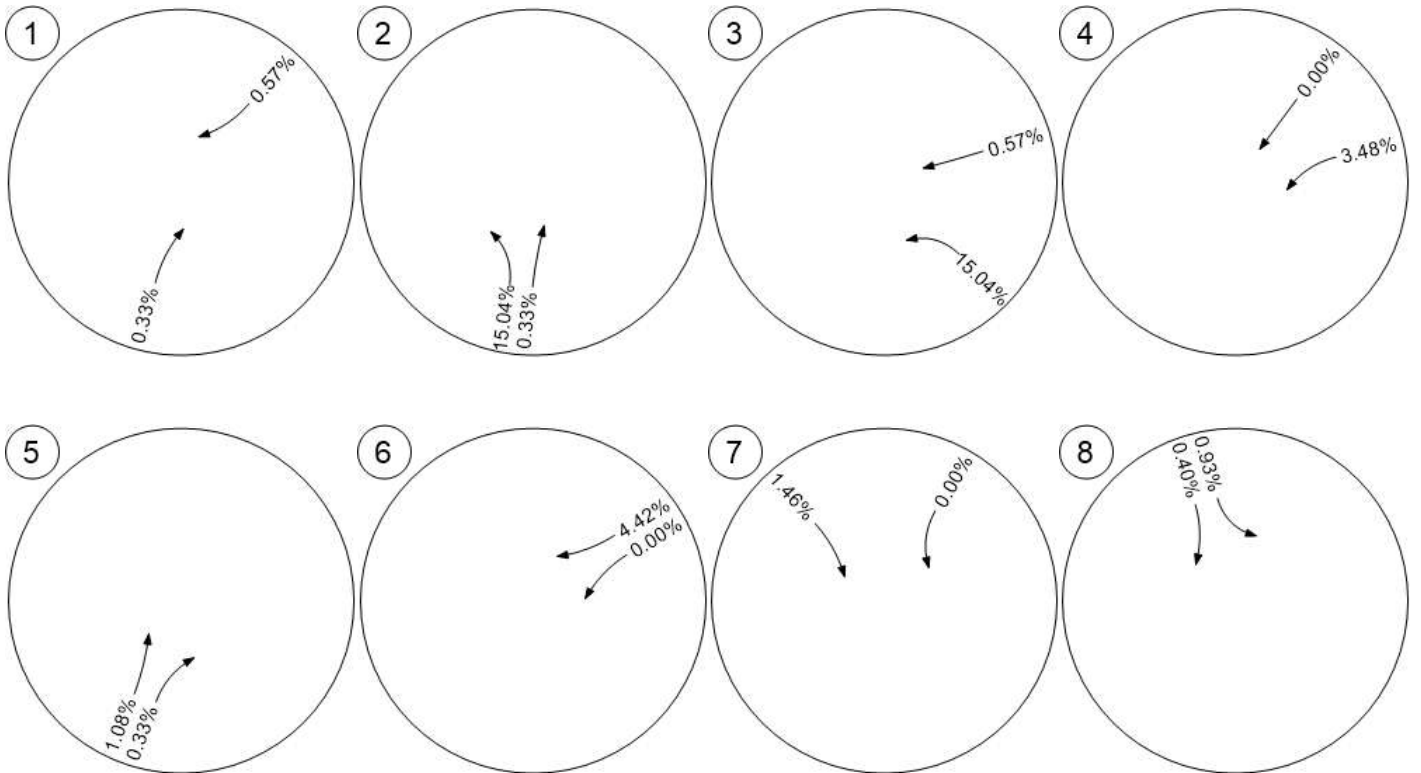
Fair Share - Fair Share % of Future Total - Zone 31: Zone



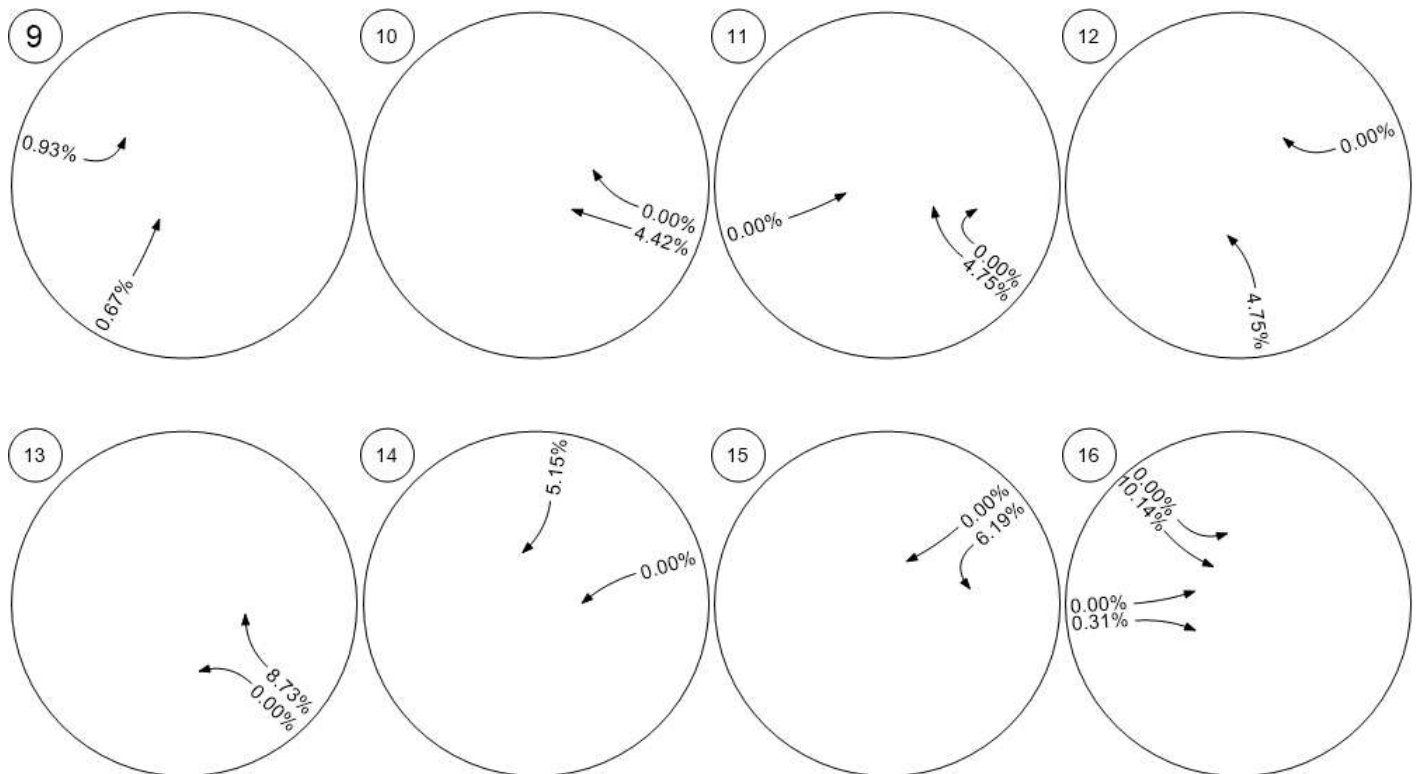
Fair Share - Fair Share % of Future Total - Zone 31: Zone



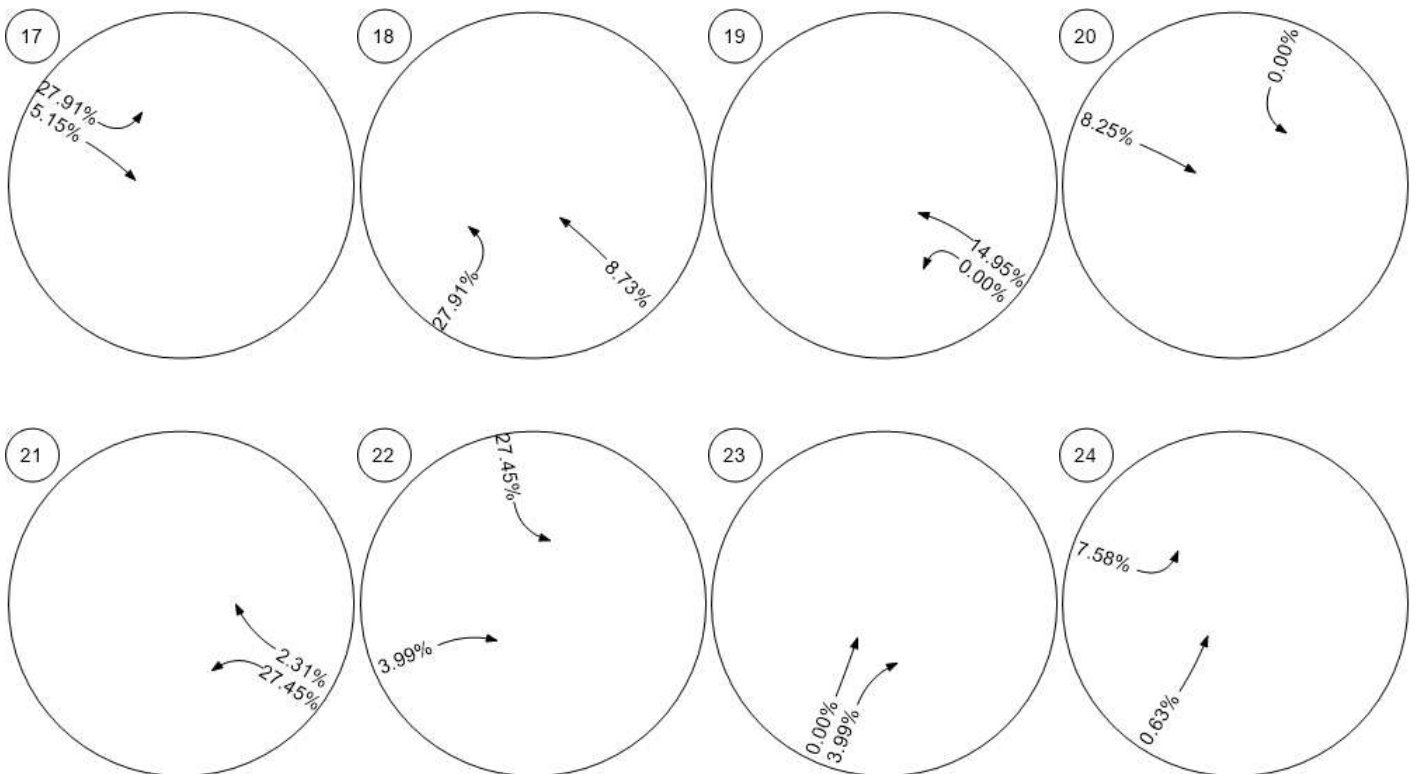
Fair Share - Fair Share % of Future Total - Zone 32: Zone



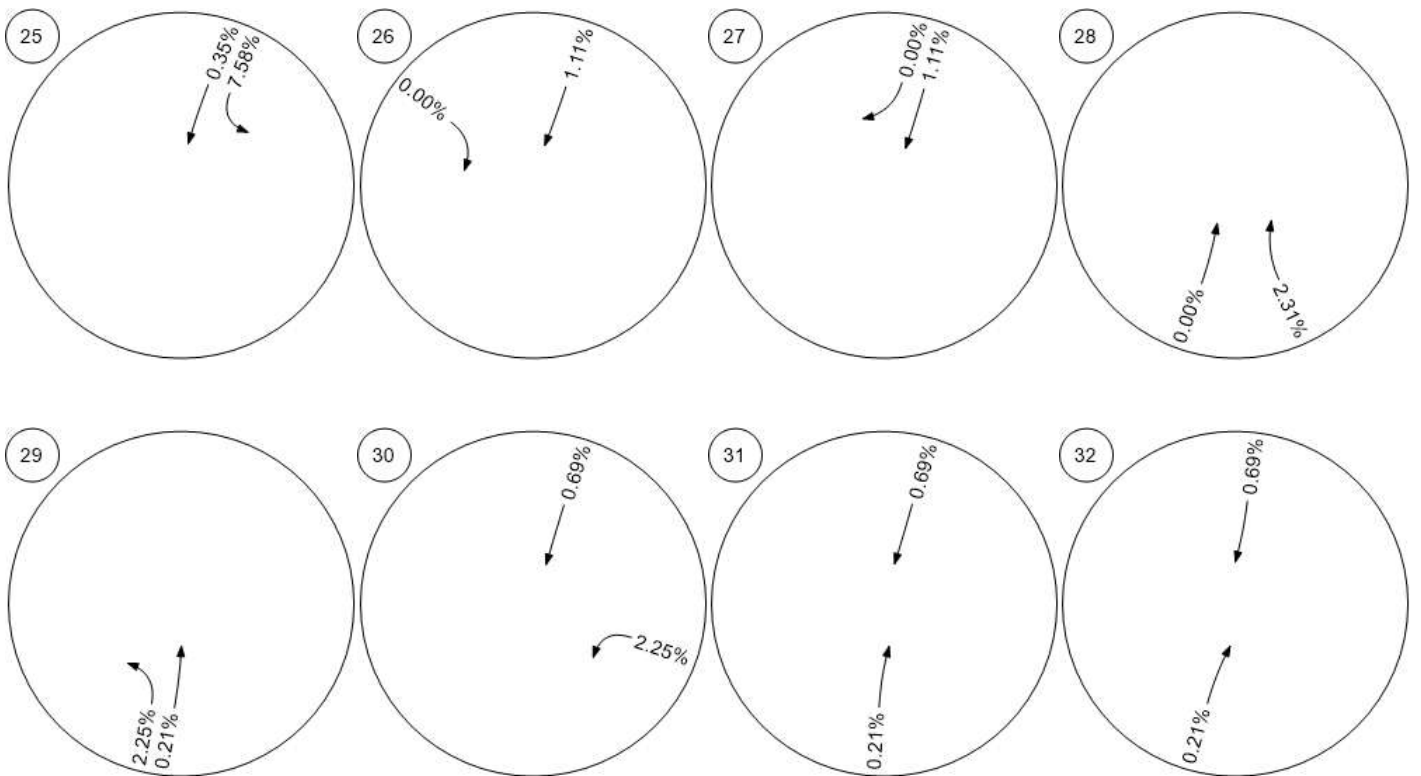
Fair Share - Fair Share % of Future Total - Zone 32: Zone



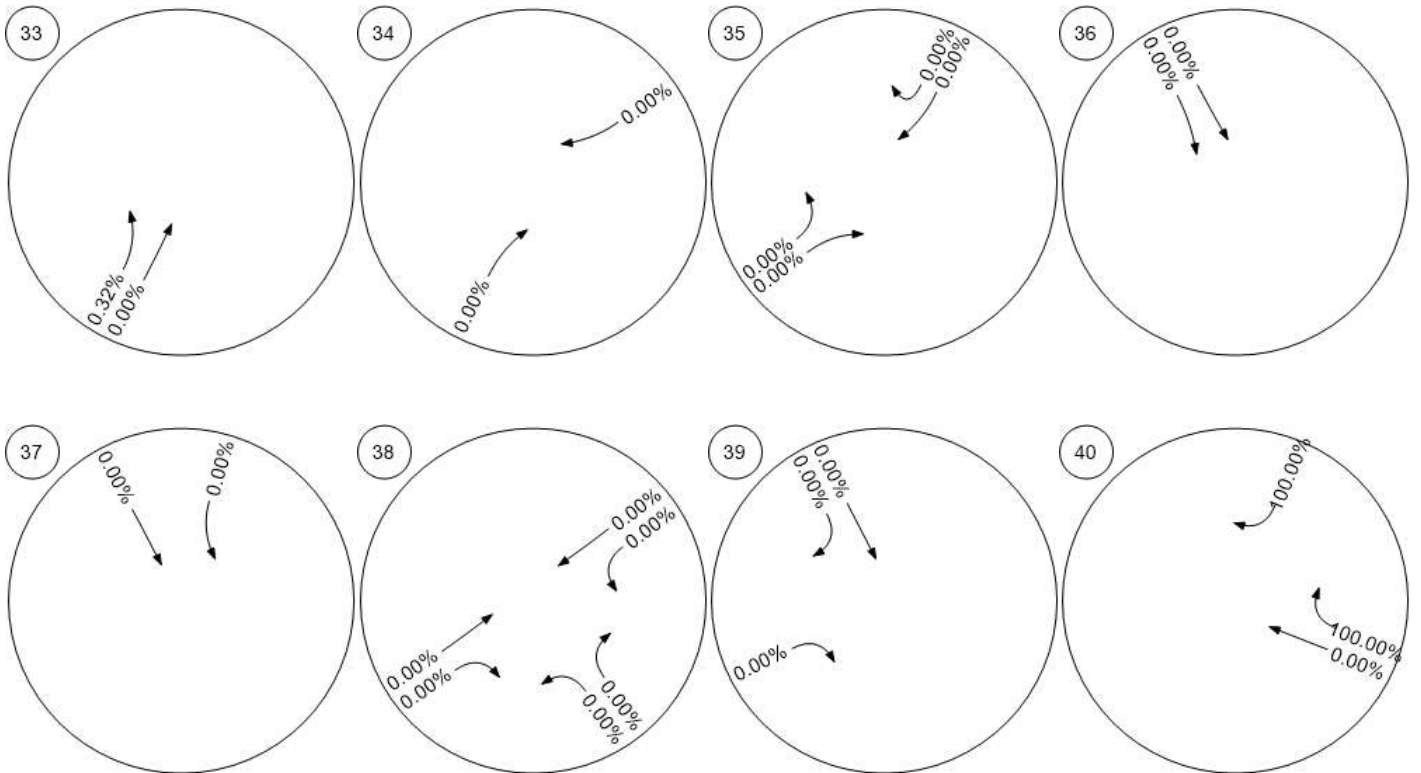
Fair Share - Fair Share % of Future Total - Zone 32: Zone



Fair Share - Fair Share % of Future Total - Zone 32: Zone



Fair Share - Fair Share % of Future Total - Zone 32: Zone





## **RELATÓRIO DE IMPACTO NO TRÁFEGO AGV NEGÓCIOS IMOBILIÁRIOS LTDA.**

Arruamento e Loteamento Comercial  
Gleba A3 – Localizada entre a Rodovia Anhanguera (SP-330) e  
Loteamento Swiss Park, Campinas/SP

### **7.4 Anotação de Responsabilidade Técnica - ART**





**Anotação de Responsabilidade Técnica - ART**  
**Lei nº 6.496, de 7 de dezembro de 1977**  
**Conselho Regional de Engenharia e Agronomia do Estado de São Paulo**

**CREA-SP**

**ART de Obra ou Serviço**  
**28027230230533495**

**1. Responsável Técnico**

**PLINIO ESCHER JUNIOR**

Título Profissional: **Engenheiro Civil**

RNP: **2603581503**

Registro: **0600650580-SP**

Registro: **1941510-SP**

Empresa Contratada: **GLOBAL AMBIENTE CONSULTORIA AMBIENTAL LTDA**

**2. Dados do Contrato**

Contratante: **AGV NEGÓCIOS IMOBILIÁRIOS LTDA**

Endereço: **Rua MARIA ALVES MARTINS**

Complemento: **RESIDENCIAL BERN**

Cidade: **Campinas**

Contrato:

Valor: **R\$ 7.890,00**

Ação Institucional:

CPF/CNPJ: **13.802.141/0001-70**

Nº: **01**

Bairro: **SWISS PARK**

UF: **SP**

CEP: **13049-523**

Vinculada à Art nº:

Celebrado em: **01/02/2023**

Tipo de Contratante: **Pessoa Jurídica de Direito Privado**

**3. Dados da Obra Serviço**

Endereço: **Rodovia ANHANGÜERA**

Complemento: **GLEBA A3 LOTEAMENTO SWISS PARK**

Cidade: **Campinas**

Data de Início: **01/02/2023**

Previsão de Término: **04/04/2023**

Coordenadas Geográficas:

Finalidade: **Ambiental**

Proprietário: **AGV NEGÓCIOS IMOBILIÁRIOS LTDA**

Nº:

Bairro: **JARDIM GARCÍA**

UF: **SP**

CEP: **13061-155**

Código:

CPF/CNPJ: **13.802.141/0001-70**

**4. Atividade Técnica**

Quantidade

Unidade

**Elaboração**

**1**

**Estudo de viabilidade ambiental**

**de diagnóstico e caracterização ambiental**

**diagnóstico ambiental**

**459831,46000**

**metro quadrado**

Após a conclusão das atividades técnicas o profissional deverá proceder a baixa desta ART

**5. Observações**

Trata-se de Estudos Ambientais para um arruamento e loteamento comercial, situado na Gleba A3 localizado na Rodovia Anhanguera, loteamento Residencial Swiss Park em Campinas SP, com área de 459.831,46 m². Este estudo é composto do ESTUDO DO IMPACTO de VIZINHANÇA (EIV), com seu respectivo Relatório de Impacto no Tráfego (RIT), elementos e estudos que compõem o Licenciamento Ambiental junto a Prefeitura Municipal de Campinas. O estudo de Tráfego consiste em verificarmos a atual situação existente, com campanhas de contagem de veículos como sua projeção para os próximos 5 e 10 anos.

**6. Declarações**

**Acessibilidade: Declaro atendimento às regras de acessibilidade previstas nas normas técnicas da ABNT, na legislação específica e no Decreto nº 5.296, de 2 de dezembro de 2004.**

7. Entidade de Classe

ASSOCIAÇÃO DE ENGENHEIROS E ARQUITETOS DE CAMPINAS

8. Assinaturas

Declaro serem verdadeiras as informações acima

*Campinas* *06/04* de *2023*  
Local data

PLINIO ESCHER JUNIOR - CPF: 925.413.568-20

AGV NEGÓCIOS IMOBILIÁRIOS LTDA - CPF/CNPJ: 13.802.141/0001-70

9. Informações

- A presente ART encontra-se devidamente quitada conforme dados constantes no rodapé-versão do sistema, certificada pelo *Nosso Número*.

- A autenticidade deste documento pode ser verificada no site [www.creasp.org.br](http://www.creasp.org.br) ou [www.confex.org.br](http://www.confex.org.br)

- A guarda da via assinada da ART será de responsabilidade do profissional e do contratante com o objetivo de documentar o vínculo contratual.

[www.creasp.org.br](http://www.creasp.org.br)  
Tel: 0800 017 18 11  
E-mail: acessar link Fale Conosco do site acima



Valor ART R\$ 96,62

Registrada em: 06/04/2023

Valor Pago R\$ 96,62

Nosso Número: 28027230230533495

Versão do sistema

Impresso em: 06/04/2023 16:12:58

CURVA	RAM	ANGULO	RAIO	INCLINACAO	COORDENADAS DO PC E PT
C1	R1	90° 00' 00"	100,00	0,00	245.000,000 245.000,000
C2	R2	90° 00' 00"	100,00	0,00	245.000,000 245.000,000
C3	R3	90° 00' 00"	100,00	0,00	245.000,000 245.000,000

CURVA	RAM	ANGULO	RAIO	INCLINACAO	COORDENADAS DO PC E PT
C4	R4	90° 00' 00"	100,00	0,00	245.000,000 245.000,000
C5	R5	90° 00' 00"	100,00	0,00	245.000,000 245.000,000
C6	R6	90° 00' 00"	100,00	0,00	245.000,000 245.000,000

CURVA	RAM	ANGULO	RAIO	INCLINACAO	COORDENADAS DO PC E PT
C7	R7	90° 00' 00"	100,00	0,00	245.000,000 245.000,000
C8	R8	90° 00' 00"	100,00	0,00	245.000,000 245.000,000
C9	R9	90° 00' 00"	100,00	0,00	245.000,000 245.000,000

CURVA	RAM	ANGULO	RAIO	INCLINACAO	COORDENADAS DO PC E PT
C10	R10	90° 00' 00"	100,00	0,00	245.000,000 245.000,000
C11	R11	90° 00' 00"	100,00	0,00	245.000,000 245.000,000
C12	R12	90° 00' 00"	100,00	0,00	245.000,000 245.000,000

PUNTO	X	Y
P1	244.719.200	142.707.507
P2	244.655.100	142.707.507
P3	244.655.100	142.854.148
P4	244.655.100	142.854.148
P5	244.655.100	142.854.148

COORDENADAS DOS PONTOS	COORDENADAS DOS PONTOS	COORDENADAS DOS PONTOS
P1	P2	P3
P4	P5	P6
P7	P8	P9
P10	P11	P12
P13	P14	P15
P16	P17	P18
P19	P20	P21
P22	P23	P24
P25	P26	P27
P28	P29	P30
P31	P32	P33
P34	P35	P36
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