



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 - sp, na Rua / Av. Rua Maria Alves Martins, nº 01 – Residencial Bern,
CEP 13091-611, 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 Parcelamento de Solo -
Loteamento Não Residencial,
do tipo LNR, com área construída de 157.560,76 m²,
situado na Rua / Avenida / Gleba / Bairro Rodovia Lix da Cunha (SP-073), Gleba 73-B - Quarteirão 30.029
oriunda da subdivisão da Gleba A3 da Fazenda Taubaté - Campinas – SP,
no Município de Campinas.

Nestes termos,

Pede deferimento.

Campinas, 01 de novembro de 2023.

pp. Rayman Ramos da Costa
ASSINATURA DO REQUERENTE



**AGV NEGÓCIOS
IMOBILIÁRIOS LTDA.**

Loteamento Não Residencial

Rodovia Lix da Cunha (SP-073) Gleba 73B
Campinas/SP

Setembro 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 PARCELAMENTO DE SOLO – LOTEAMENTO NÃO RESIDENCIAL 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.
Parcelamento de Solo – Loteamento Não Residencial – Swiss Park Logística
Rodovia Lix da Cunha (SP 073), Gleba 73-B
Quarteirão 30.029 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 Alves 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: Parcelamento de Solo – Loteamento Não Residencial

Nome Fantasia: Swiss Park Logística

Endereço: Rodovia Lix da Cunha (SP-073), Gleba 73-B - Quarteirão 30.029 – oriunda da subdivisão da Gleba A3 da Fazenda Taubaté - Campinas – SP

CEP: 13083-100

Município: Campinas - SP

Área Loteada: 157.560,76 m²

DADOS DA EMPRESA RESPONSÁVEL PELO LAUDO

Nome: Global Ambiente Consultoria Ambiental 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: Eng^o 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 Urbanístico apresentado, o empreendimento em estudo se trata de um Loteamento Não Residencial com área total a ser loteada de 157.560,76m². Este loteamento contará também com aproximadamente 86.063,22 m² (54,62%) destinados as áreas públicas, sendo que destes, 33.350,41 m² (21,17%) serão destinados ao Sistema Viário, e 14.038,08 m² (8,91%) destinados às Áreas Institucionais, ademais de 1.512,39 m² (0,96%) destinados ao Sistema de Lazer, e 37.162,34 m² (23,58%) destinados às Áreas Verdes, sendo que destes, 27.295,64 m² equivalem à Área de Preservação Permanente – APP.

A tabela 1 a seguir, apresenta o quadro de áreas pretendido para o loteamento.

	ESPECIFICAÇÃO	ÁREAS (m ²)	%
1	LOTES (56 unidades)	71.497,54	45,38
2	ÁREAS PÚBLICAS	86.063,22	54,62
2.1	SISTEMA VIÁRIO	33.350,41	21,17
2.2	ÁREAS INSTITUCIONAIS	14.038,08	8,91
2.2.1	EQUIP. PÚBLICO URBANO	7.732,53	4,91
2.2.2	EQUIP. PÚBLICO COMUNITÁRIO	6.305,55	4,00
2.3	ESPAÇOS LIVRES DE USO PÚBLICO	38.674,73	24,54
2.3.1	ÁREA VERDE	37.162,34	23,58
2.3.2	SISTEMA DE LAZER	1.512,39	0,96
3	OUTROS	—	—
4	ÁREA LOTEADA	157.560,76	100,00
5	ÁREA REMANESCENTE	—	—
6	TOTAL DA GLEBA	157.560,76	100,00
	ÁREA DE PRESERVAÇÃO PERMANENTE (APP)	27.295,64	

Tabela 1. Quadro de Áreas do empreendimento.
 Fonte: Projeto Urbanístico do empreendimento.

Conforme apresentado pelo empreendedor, o loteamento terá um prazo de implantação de 48 meses, que se referem as obras do loteamento, não contemplando os períodos de lançamento e demais etapas do mercado imobiliário.

A seguir, de forma ilustrativa, foi inserida a figura 1 para visualização inicial do Projeto Urbanístico pretendido.



Figura 1. Implantação Geral - Projeto Urbanístico do empreendimento.
Fonte: Projeto Urbanístico do empreendimento.

Por se tratar de um novo loteamento, serão implantadas pelo empreendedor as vias internas de acesso ao empreendimento. Na figura 2 abaixo, foram destacadas as vias que serão implantadas, sendo elas:

- Rua 1 – via principal para acesso ao loteamento, paralela a Rodovia Lix da Cunha.
- Ruas 2 a 6 – vias de tráfego interno.

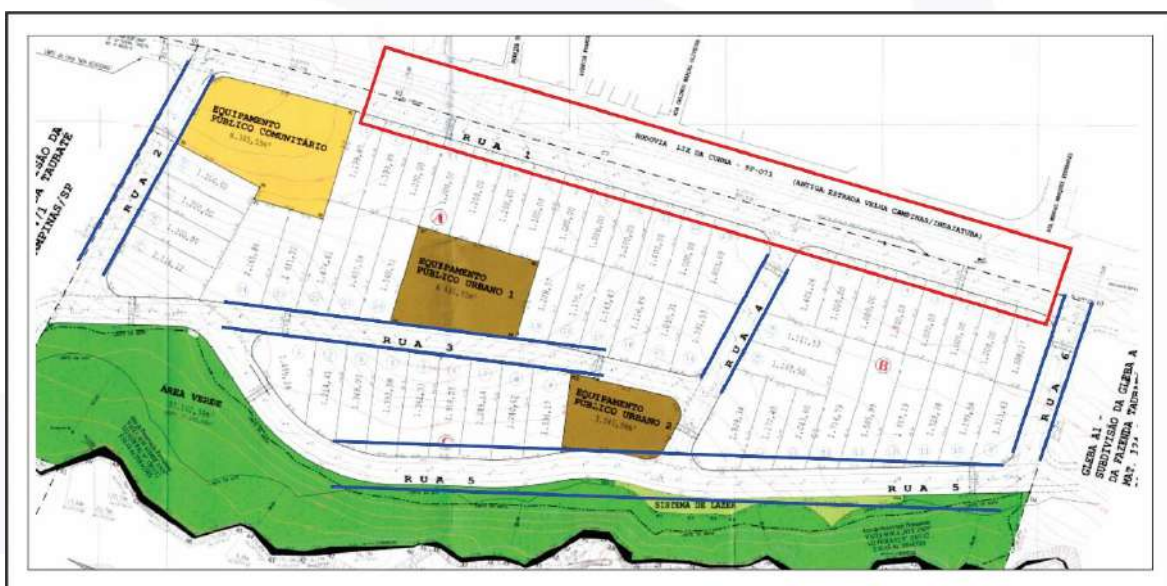


Figura 2. Vias para acesso e tráfego interno ao loteamento.
Fonte: Projeto Urbanístico do empreendimento.

2.2 Caracterização da Área

De acordo com o Projeto Urbanístico, o empreendimento trata-se de um Loteamento Não Residencial – Swiss Park Logística, a se localizar na Rodovia Lix da Cunha (SP 073), Gleba 73-B - Quarteirão 30.029, oriunda da subdivisão da Gleba A3 da Fazenda Taubaté, no município de Campinas.

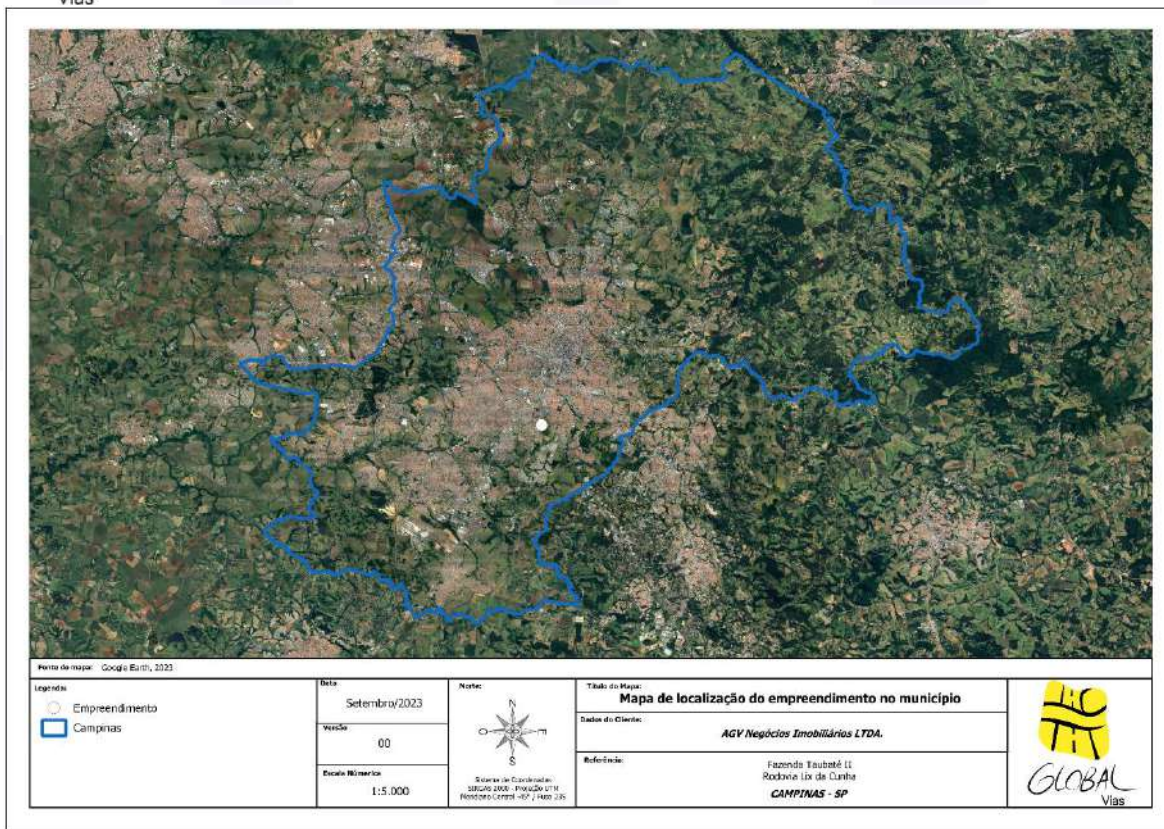


Figura 3. Localização do Empreendimento no município.
Fonte: Google Earth – Elaborado por Global Vias



Figura 4. 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 5. Macrozoneamento.
Fonte: Google Earth – Elaborado por Global Vias.

2.3 Geração de Viagens

Para estimar o volume de viagens geradas pelo **loteamento não residencial** 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*.

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

$$\text{Lotes (LT)} = 56 \text{ lotes}$$

$$V_{v_{hora-pico,1}} = 0,9 * LT = 0,9 * 56$$

$$V_{v_{hora-pico,1}} \approx \mathbf{51 \text{ viagens/hora – pico}}$$

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, 36 estarão entrando e 20 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.

Mês/Ano	Frota	Aumento Frota (#)	Aumento Frota (%)
set/18	892269	*	*
set/19	911010	18741	2,10
set/20	918438	7428	0,82
set/21	929740	11302	1,23
set/22	943740	14000	1,51
Média		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 6.



Figura 6. Localização das interseções analisadas.

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

A seguir, apresentou-se a Tabela 2, com o Nível de Serviço de cada interseção, no cenário atual, sem a previsão de viagens ocasionada pelo empreendimento e depois a Tabela 3 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. Dermal Bernardes Siqueira	0,017	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermal 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	0,720	12,0	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,086	518,4	F
5	Ponto 1 - Saída Rod. Anhanguera	0,024	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	5,108	743,3	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	0,017	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	19,996	4115,5	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,005	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	0,774	16,1	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	0,440	11,8	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	0,750	18,9	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	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	0,057	9,7	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,011	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,218	15,3	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	0,763	30,6	D
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,011	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,188	12,3	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
37	Acesso ao Loteamento	0,007	8,7	A
38	Acesso ao Loteamento	0,004	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 nenhuma intersecção sofrerá decréscimo na qualidade de operação e, conseqüentemente, em Nível de Serviço. Todas as 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	0,775	12,3	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,354	639,0	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	6,025	951,2	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	0,018	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	24,803	10000,0	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,005	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	0,856	17,4	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	0,478	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	0,810	22,5	C
17	Ponto 3 - Retorno - Av. Antônio Artioli	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	0,042	9,2	A
19	Ponto 3 - Av. Antônio Artioli	0,002	0,0	A
20	Ponto 3 - Retorno - Av. Antônio Artioli	0,040	9,6	A
21	Ponto 4 - Saída - Rod. Lix da Cunha	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	0,063	9,8	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,011	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,247	16,3	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	0,898	36,5	E
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,012	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,212	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	0,003	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	Acesso ao Loteamento	0,007	8,7	A
38	Acesso ao Loteamento	0,004	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	0,833	12,7	B
4	Ponto 1 - Entrada Rod. Anhanguera	2,652	773,3	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	7,074	1189,8	F
8	Ponto 1 - Av. Dermival Bernardes Siqueira	0,019	0,0	A
9	Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira	31,663	10000,0	F
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	0,005	0,0	A
11	Ponto 2 - Rotatória - Entrada Swiss Office	0,944	19,0	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	0,518	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	0,868	27,6	D
17	Ponto 3 - Retorno - Av. Antônio Artioli	0,003	0,0	A
18	Ponto 3 - Retorno - Av. Antônio Artioli	0,045	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	0,067	9,9	A
23	Ponto 4 - Entrada - Rod. Lix da Cunha	0,012	0,0	A
24	Ponto 4 - Retorno - Rod. Lix da Cunha	0,282	17,3	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	1,045	44,4	F
29	Ponto 4 - Retorno - Rod. Lix da Cunha	0,013	0,0	A
30	Ponto 4 - Retorno - Rod. Lix da Cunha	0,236	13,2	B
31	Ponto 4 - Rod. Lix da Cunha	0,013	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
37	Acesso ao Loteamento	0,007	8,7	A
38	Acesso ao Loteamento	0,004	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 somente a intersecção 28 apresenta um decréscimo na qualidade de operação no decorrer do período avaliado. No cenário apresentado com o empreendimento dentro do período de 5 anos, essa intersecção sofre um decréscimo em seu Nível de Serviço passando do Nível D – próximo da saturação,



para o Nível E – fluxo instável. No decorrer de 10 anos, a intersecção 28 passa a ter seu Nível de Serviço classificado em F – congestionamento viário.

O decréscimo gradual apresentado na intersecção 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.

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 a intersecção 28 sofrerá decréscimos em sua classificação 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.

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.

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RELATÓRIO DE IMPACTO NO TRÁFEGO
AGV NEGÓCIOS IMOBILIÁRIOS LTDA.
Parcelamento de Solo – Loteamento Não Residencial – Swiss Park Logística
Rodovia Lix da Cunha (SP 073), Gleba 73-B
Quarteirão 30.029 Campinas-SP

6. RESPONSABILIDADE TÉCNICA

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Analista Ambiental



RELATÓRIO DE IMPACTO NO TRÁFEGO
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7. ANEXOS



RELATÓRIO DE IMPACTO NO TRÁFEGO
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Quarteirão 30.029 Campinas-SP

7.1 Relatório de Contagem



Figura 7. Localização dos pontos de contagem.
Elaborado por: GLOBAL VIAS.

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

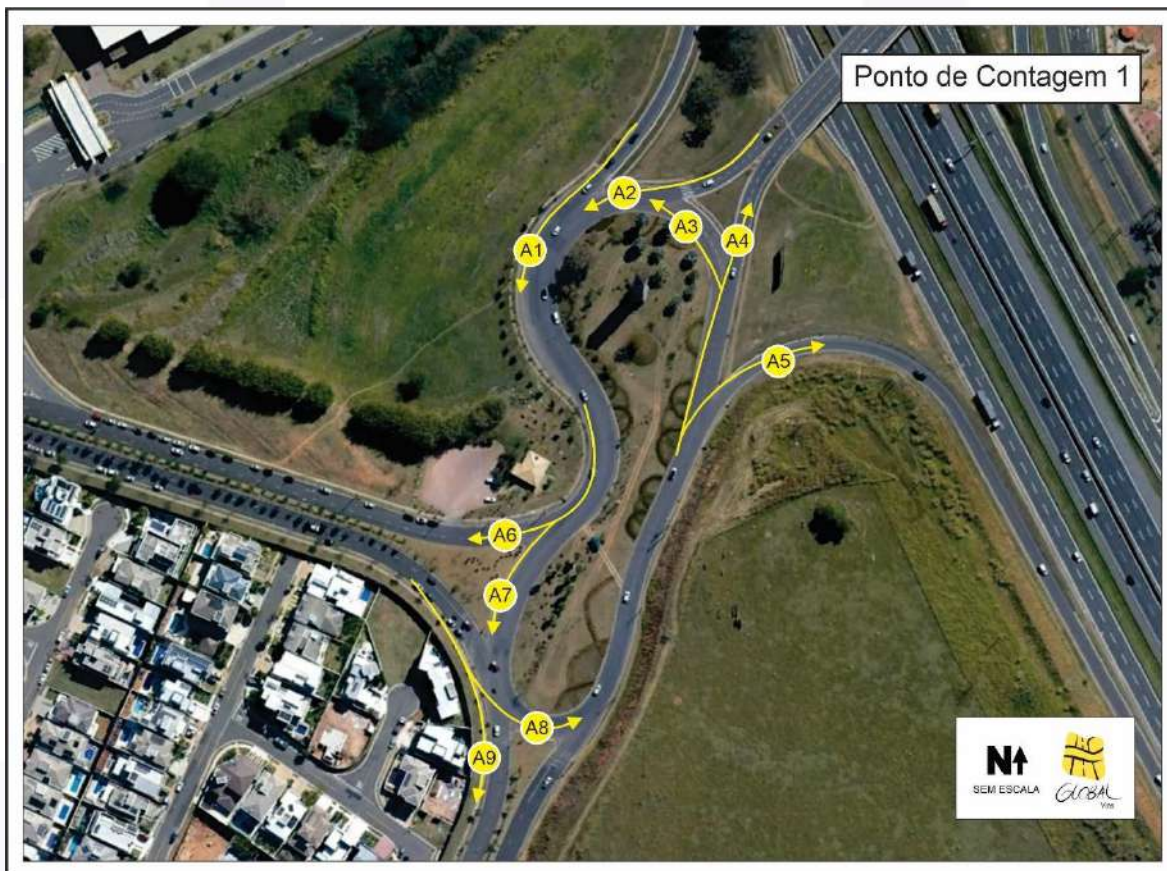


Figura 8. Ponto de Contagem 1.

Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 1 - 28/03/2023

HORÁRIO	A1			A2			A3			A4			A5			A6			A7			A8			A9			TOTAL			TOTAL EQUIV																																					
	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																																							
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	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	237	12	4	0	244	11	3	0	80	4	3	0	172	8	3	0	126	9	5	0	54	3	0	0	746	95	19	0	1301																											
08:00	08:15	155	12	3	0	133	9	3	0	15	0	0	343	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	1303																											
08:15	08:30	155	11	3	0	133	9	3	0	15	0	0	343	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	1303																											
08:30	08:45	117	3	0	78	8	2	0	9	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	195	11	4	0	162	9	3	0	61	3	1	0	142	8	3	0	100	7	3	0	41	2	1	0	944	57	19	0	986																											
TOTAL																														7393	573	209	0	18761	1	0,33	2	3	TOTAL EQUIV																													
T. GERAL																														7393	573	209	0	18761	1	0,33	2	3	T. GERAL																													
Equivalência																														1	0,33	2	3	Equivalência																																		
Fator Hora Pico (FHP)																														0,82	Fator Hora Pico (FHP)																														0,82							
FHP > 0,75																														Aprovado	FHP > 0,75																														Aprovado							

PERÍODO	TOTAL (EQ)
07:00	3741
07:15	6836
07:30	4938
07:45	5711
08:00	6836
08:15	6836
08:30	5711
08:45	6836
09:00	5711

PERÍODO	TOTAL (EQ)
11:00	1738
11:15	1275
11:30	1958
11:45	1873
12:00	1734
12:15	1958
12:30	1734
12:45	1958
13:00	1734

Fator Hora Pico (FHP)	0,53
FHP > 0,75	Aprovado

PERÍODO	TOTAL (EQ)
17:00	3921
17:15	4793
17:30	5239
17:45	5350
18:00	5901
18:15	5901
18:30	5901
18:45	5901
19:00	5901

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

HORÁRIO	A1			A2			A3			A4			A5			A6			A7			A8			A9			TOTAL			TOTAL EQUIV																																					
	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																																							
11:00	11:15	37	6	2	0	24	4	2	0	3	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	34	2	2	0	4	1	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	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	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	2	0	4	0	0	96	7	3	0	80	6	2	0	30	2	1	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	84	6	6	0	70	5	2	0	26	2	2	0	61	4	4	0	56	4	4	0	17	1	0	0	404	30	28	0	470																											
12:30	12:45	43	3	1	0	29	2	1	0	3	1	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	73	5	4	0	61	4	3	0	23	2	1	0	53	4	3	0	49	3	3	0	15	1	0	0	353	23	19	0	398																											
TOTAL																														3119	261	163	0	3543	1	0,33	2	3	TOTAL EQUIV																													
T. GERAL																														3119	261	163	0	3543	1	0,33	2	3	T. GERAL																													
Equivalência																														1	0,33	2	3	Equivalência																																		
Fator Hora Pico (FHP)																														0,53	Fator Hora Pico (FHP)																														0,53							
FHP > 0,75																														Aprovado	FHP > 0,75																														Aprovado							

HORÁRIO	A1			A2			A3			A4			A5			A6			A7			A8			A9			TOTAL			TOTAL EQUIV																																					
	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																																							
17:00	17:15	97	7	5	0	64	4	3	0	4	0	0	77	11	8	0	52	4	3	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	188	14	7	0	69	5	2	0	59	5	2	0	137	11	5	0	125	10	4	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	225	17	9	0	75	6	3	0	70	5	3	0	164	13	6	0	150	12	6	0	47	4	2	0	975	74	36	0	1078																											
17:45	18:00	170	12	5	0	114	8	3	0	14	0	0	273	19	8	0	109	7	3	0	85	6	2	0	199	14	6	0	182	13	5	0	57	4	2	0	1184	82	33	0	1278																											
18:00	18:15	205	13	4	0	136	3	3	0	16	0	0	327	21	7	0	109	7	2	0	102	7	2	0	239	15	5	0	218	14	4	0	68	4	1	0	1421	91	29	0	1510																											
18:15	18:30	195	10	3	0	124	6	2	0	15	1	0	296	15	5	0	98	5	2	0	93	5	2	0	217	11	4	0	199	10	3	0	62	3	1	0	1232	67	21	0	1356																											
18:30	18:45	164	6	4	0	110	4	2	0	13	0	0	263	10	6	0	88	3	2	0	82	3	2	0	192	7	4	0	175	6	4	0	55	2	1	0	1182	42	25	0	1206																											
18:45	19:00	127	8	3	0	84	5	2	0	10	1	0	203	12	5	0	68	4	2	0	63	4	2	0	148	9	4	0	105	8	3	0	42	3	1	0	879	54	21	0	939																											
TOTAL																														8301	518	229	0	9552	1	0,33	2	3	TOTAL EQUIV																													
T. GERAL																														8301	518	229	0	9552	1	0,33	2	3	T. GERAL																													
Equivalência																														1	0,33	2	3	Equivalência																																		
Fator Hora Pico (FHP)																														0,89	Fator Hora Pico (FHP)																														0,89							
FHP > 0,75																														Aprovado	FHP > 0,75																														Aprovado							

PONTO 1 - 29/03/2023

HORARIO	A1			A2			A3			A4			A5			A6			A7			A8			A9			TOTAL			TOTAL (EQ)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	Ca	Me	D2/C2	C3	Ca	Me	D2/C2	C3	Ca	Me	D2/C2	C3	Ca	Me	D2/C2	C3	Ca	Me	D2/C2	C3	Ca	Me	D2/C2	C3	Ca	Me	D2/C2	C3	Ca	Me		D2/C2	C3	Ca	Me	D2/C2	C3	Ca	Me	D2/C2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
07:00	45	3	1	0	30	2	1	0	4	0	0	0	0	13	5	2	0	53	3	2	0	68	3	2	0	15	1	0	0	351	22	11	0	361	07:00	08:00	08:45	09:30	09:45	10:30	11:00	11:45	12:00	12:30	13:00	13:45	14:30	15:00	15:45	16:30	17:00	17:45	18:00	18:45	19:00	19:45	20:30	21:00	21:45	22:30	23:00	23:45	24:30	25:00	25:45	26:30	27:00	27:45	28:30	29:00	29:45	30:30	31:00	31:45	32:30	33:00	33:45	34:30	35:00	35:45	36:30	37:00	37:45	38:30	39:00	39:45	40:30	41:00	41:45	42:30	43:00	43:45	44:30	45:00	45:45	46:30	47:00	47:45	48:30	49:00	49:45	50:30	51:00	51:45	52:30	53:00	53:45	54:30	55:00	55:45	56:30	57:00	57:45	58:30	59:00	59:45	60:30	61:00	61:45	62:30	63:00	63:45	64:30	65:00	65:45	66:30	67:00	67:45	68:30	69:00	69:45	70:30	71:00	71:45	72:30	73:00	73:45	74:30	75:00	75:45	76:30	77:00	77:45	78:30	79:00	79:45	80:30	81:00	81:45	82:30	83:00	83:45	84:30	85:00	85:45	86:30	87:00	87:45	88:30	89:00	89:45	90:30	91:00	91:45	92:30	93:00	93:45	94:30	95:00	95:45	96:30	97:00	97:45	98:30	99:00	99:45	100:30	101:00	101:45	102:30	103:00	103:45	104:30	105:00	105:45	106:30	107:00	107:45	108:30	109:00	109:45	110:30	111:00	111:45	112:30	113:00	113:45	114:30	115:00	115:45	116:30	117:00	117:45	118:30	119:00	119:45	120:30	121:00	121:45	122:30	123:00	123:45	124:30	125:00	125:45	126:30	127:00	127:45	128:30	129:00	129:45	130:30	131:00	131:45	132:30	133:00	133:45	134:30	135:00	135:45	136:30	137:00	137:45	138:30	139:00	139:45	140:30	141:00	141:45	142:30	143:00	143:45	144:30	145:00	145:45	146:30	147:00	147:45	148:30	149:00	149:45	150:30	151:00	151:45	152:30	153:00	153:45	154:30	155:00	155:45	156:30	157:00	157:45	158:30	159:00	159:45	160:30	161:00	161:45	162:30	163:00	163:45	164:30	165:00	165:45	166:30	167:00	167:45	168:30	169:00	169:45	170:30	171:00	171:45	172:30	173:00	173:45	174:30	175:00	175:45	176:30	177:00	177:45	178:30	179:00	179:45	180:30	181:00	181:45	182:30	183:00	183:45	184:30	185:00	185:45	186:30	187:00	187:45	188:30	189:00	189:45	190:30	191:00	191:45	192:30	193:00	193:45	194:30	195:00	195:45	196:30	197:00	197:45	198:30	199:00	199:45	200:30	201:00	201:45	202:30	203:00	203:45	204:30	205:00	205:45	206:30	207:00	207:45	208:30	209:00	209:45	210:30	211:00	211:45	212:30	213:00	213:45	214:30	215:00	215:45	216:30	217:00	217:45	218:30	219:00	219:45	220:30	221:00	221:45	222:30	223:00	223:45	224:30	225:00	225:45	226:30	227:00	227:45	228:30	229:00	229:45	230:30	231:00	231:45	232:30	233:00	233:45	234:30	235:00	235:45	236:30	237:00	237:45	238:30	239:00	239:45	240:30	241:00	241:45	242:30	243:00	243:45	244:30	245:00	245:45	246:30	247:00	247:45	248:30	249:00	249:45	250:30	251:00	251:45	252:30	253:00	253:45	254:30	255:00	255:45	256:30	257:00	257:45	258:30	259:00	259:45	260:30	261:00	261:45	262:30	263:00	263:45	264:30	265:00	265:45	266:30	267:00	267:45	268:30	269:00	269:45	270:30	271:00	271:45	272:30	273:00	273:45	274:30	275:00	275:45	276:30	277:00	277:45	278:30	279:00	279:45	280:30	281:00	281:45	282:30	283:00	283:45	284:30	285:00	285:45	286:30	287:00	287:45	288:30	289:00	289:45	290:30	291:00	291:45	292:30	293:00	293:45	294:30	295:00	295:45	296:30	297:00	297:45	298:30	299:00	299:45	300:30	301:00	301:45	302:30	303:00	303:45	304:30	305:00	305:45	306:30	307:00	307:45	308:30	309:00	309:45	310:30	311:00	311:45	312:30	313:00	313:45	314:30	315:00	315:45	316:30	317:00	317:45	318:30	319:00	319:45	320:30	321:00	321:45	322:30	323:00	323:45	324:30	325:00	325:45	326:30	327:00	327:45	328:30	329:00	329:45	330:30	331:00	331:45	332:30	333:00	333:45	334:30	335:00	335:45	336:30	337:00	337:45	338:30	339:00	339:45	340:30	341:00	341:45	342:30	343:00	343:45	344:30	345:00	345:45	346:30	347:00	347:45	348:30	349:00	349:45	350:30	351:00	351:45	352:30	353:00	353:45	354:30	355:00	355:45	356:30	357:00	357:45	358:30	359:00	359:45	360:30	361:00	361:45	362:30	363:00	363:45	364:30	365:00	365:45	366:30	367:00	367:45	368:30	369:00	369:45	370:30	371:00	371:45	372:30	373:00	373:45	374:30	375:00	375:45	376:30	377:00	377:45	378:30	379:00	379:45	380:30	381:00	381:45	382:30	383:00	383:45	384:30	385:00	385:45	386:30	387:00	387:45	388:30	389:00	389:45	390:30	391:00	391:45	392:30	393:00	393:45	394:30	395:00	395:45	396:30	397:00	397:45	398:30	399:00	399:45	400:30	401:00	401:45	402:30	403:00	403:45	404:30	405:00	405:45	406:30	407:00	407:45	408:30	409:00	409:45	410:30	411:00	411:45	412:30	413:00	413:45	414:30	415:00	415:45	416:30	417:00	417:45	418:30	419:00	419:45	420:30	421:00	421:45	422:30	423:00	423:45	424:30	425:00	425:45	426:30	427:00	427:45	428:30	429:00	429:45	430:30	431:00	431:45	432:30	433:00	433:45	434:30	435:00	435:45	436:30	437:00	437:45	438:30	439:00	439:45	440:30	441:00	441:45	442:30	443:00	443:45	444:30	445:00	445:45	446:30	447:00	447:45	448:30	449:00	449:45	450:30	451:00	451:45	452:30	453:00	453:45	454:30	455:00	455:45	456:30	457:00	457:45	458:30	459:00	459:45	460:30	461:00	461:45	462:30	463:00	463:45	464:30	465:00	465:45	466:30	467:00	467:45	468:30	469:00	469:45	470:30	471:00	471:45	472:30	473:00	473:45	474:30	475:00	475:45	476:30	477:00	477:45	478:30	479:00	479:45	480:30	481:00	481:45	482:30	483:00	483:45	484:30	485:00	485:45	486:30	487:00	487:45	488:30	489:00	489:45	490:30	491:00	491:45	492:30	493:00	493:45	494:30	495:00	495:45	496:30	497:00	497:45	498:30	499:00	499:45	500:30	501:00	501:45	502:30	503:00	503:45	504:30	505:00	505:45	506:30	507:00	507:45	508:30	509:00	509:45	510:30	511:00	511:45	512:30	513:00	513:45	514:30	515:00	515:45	516:30	517:00	517:45	518:30	519:00	519:45	520:30	521:00	521:45	522:30	523:00	523:45	524:30	525:00	525:45	526:30	527:00	527:45	528:30	529:00	529:45	530:30	531:00	531:45	532:30	533:00	533:45	534:30	535:00	535:45	536:30	537:00	537:45	538:30	539:00	539:45	540:30	541:00	541:45	542:30	543:00	543:45	544:30	545:00	545:45	546:30	547:00	547:45	548:30	549:00	549:45	550:30	551:00	551:45	552:30	553:00	553:45	554:30	555:00	555:45	556:30	557:00	557:45	558:30	559:00	559:45	560:30	561:00	561:45	562:30	563:00	563:45	564:30	565:00	565:45	566:30	567:00	567:45	568:30	569:00	569:45	570:30	571:00	571:45	572:30	573:00	573:45	574:30	575:00	575:45	576:30	577:00	577:45	578:30	579:00	579:45	580:30	581:00	581:45	582:30	583:00	583:45	584:30	585:00	585:45	586:30	587:00	587:45	588:30	589:00	589:45	590:30	591:00	591:45	592:30	593:00	593:45	594:30	595:00	595:45	596:30	597:00	597:45	598:30	599:00	599:45	600:30	601:00	601:45	602:30	603:00	603:45	604:30	605:00	605:45	606:30	607:00	607:45	608:30	609:00	609:45	610:30	611:00	611:45	612:30	613:00	613:45	614:30	615:00	615:45	616:30	617:00	617:45	618:30	619:00	619:45	620:30	621:00	621:45	622:30	623:00	623:45	624:30	625:00	625:45	626:30	627:00	627:45	628:30	629:00	629:45	630:30	631:00	631:45	632:30	633:00	633:45	634:30	635:00	635:45	636:30	637:00	637:45	638:30	639:00	639:45	640:30	641:00	641:45	642:30	643:00	643:45	644:30	645:00	645:45	646:30	647:00	647:45	648:30	649:00	649:45	650:30	651:00	651:45	652:30	653:00	653:45	654:30	655:00	655:45	656:30	657:00	657:45	658:30	659:00	659:45	660:30	661:00	661:45	662:30	663:00	663:45	664:30	665:00	665:45	666:30	667:00	667:45	668:30	669:00	669:45	670:30	671:00	671:45	672:30	673:00	673:45	674:30	675:00	675:45	676:30	677:00	677:45	678:30	679:00	679:45	680:30	681:00	681:45	682:30	683:00	683:45	684:30	685:00	685:45	686:30	687:00	687:45	688:30	689:00	689:45	690:30	691:00	691:45	692:30	693:00	693:45	694:30	695:00	695:45	696:30	697:00	697:45	698:30	699:00	699:45	700:30	701:00	701:45	702:30	703:00	703:45	704:30	705:00	705:45	706:30	707:00

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

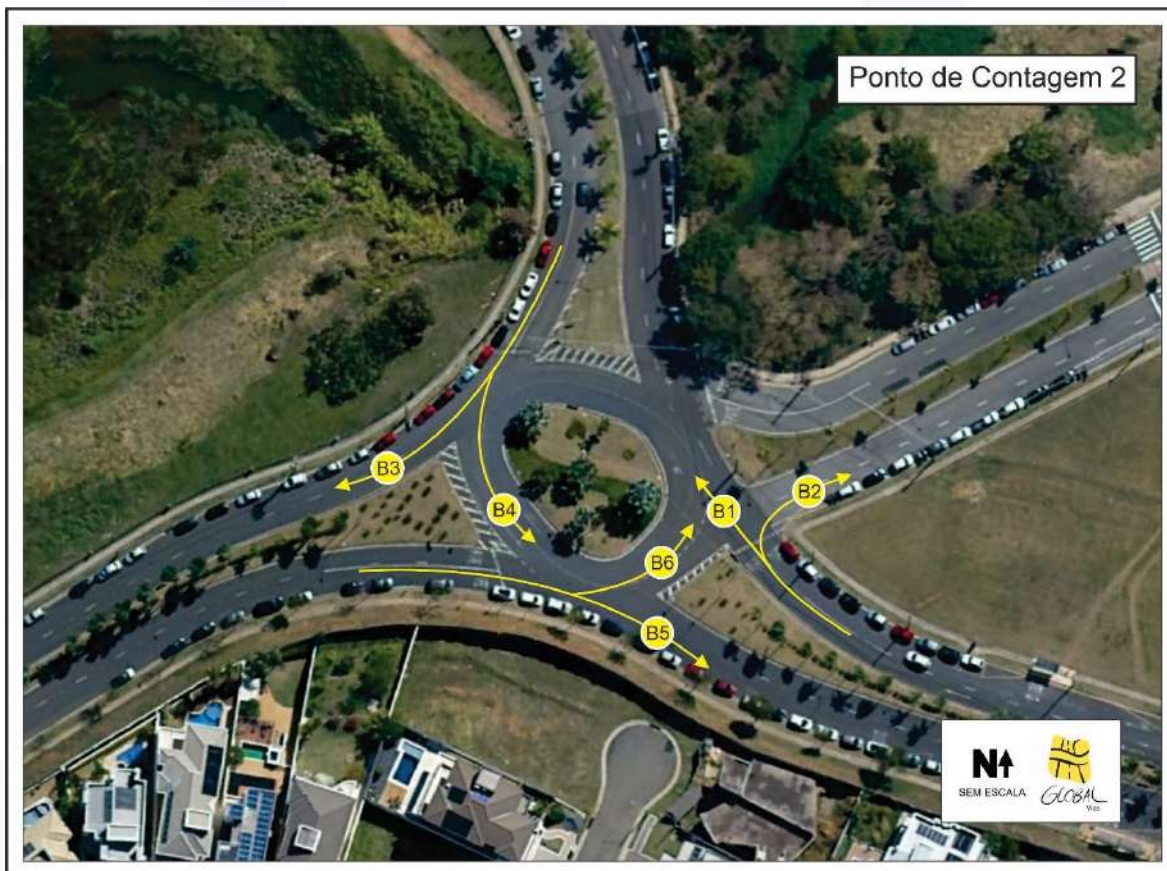


Figura 9. Ponto de Contagem 2.

Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

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	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	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	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	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	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	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	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	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	189
T. GERAL																		1595	115	42	0	1717	
T. GERAL 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	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	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	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	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	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	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	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	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	79
T. GERAL																		626	51	32	0	706	
T. GERAL 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	360
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	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	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	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	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	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	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	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	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	203
T. GERAL																		1856	107	39	0	2003	
T. GERAL 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

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	70	4	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	111	7	3	120
07:30	17	2	1	0	0	0	0	0	0	16	2	1	0	47	5	2	0	0	0	0	86	8	3	96	
07:45	29	1	0	0	0	0	0	0	0	27	1	0	0	81	4	1	0	0	0	0	143	7	2	156	
08:00	34	2	1	0	0	0	0	0	0	32	2	1	0	96	6	3	0	0	0	0	176	12	5	190	
08:15	28	3	1	0	0	0	0	0	0	26	3	1	0	78	8	2	0	0	0	0	143	14	4	156	
08:30	21	2	1	0	0	0	0	0	0	20	2	1	0	59	6	2	0	0	0	0	108	11	3	118	
08:45	22	1	0	0	0	0	0	0	0	20	1	0	0	61	3	1	0	0	0	0	113	6	2	119	
T. GERAL																			957	69	25	0	1030		
T. GERAL																			1	0,33	2	3			
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	619
08:30	563
08:45	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	52	7	2	58
11:15	14	2	1	0	0	0	0	0	0	13	1	0	0	38	3	2	0	0	0	0	71	6	3	79
11:30	15	0	0	0	0	0	0	0	0	14	0	1	0	42	4	2	0	0	0	0	77	5	3	85
11:45	16	0	1	0	0	0	0	0	0	15	0	1	0	45	3	1	0	0	0	0	80	4	6	94
12:00	16	1	2	0	0	0	0	0	0	15	2	2	0	45	3	1	0	0	0	0	84	7	5	96
12:15	14	2	0	0	0	0	0	0	0	13	1	1	0	39	3	3	0	0	0	0	77	6	4	87
12:30	12	1	0	0	0	0	0	0	0	11	1	0	0	33	2	1	0	0	0	0	60	5	2	65
12:45	12	0	1	0	0	0	0	0	0	11	1	1	0	34	2	2	0	0	0	0	63	5	3	71
T. GERAL																			563	46	29	0	636	
T. GERAL																			1	0,33	2	3		
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	319
12:45	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	111	8	3	120
17:15	26	2	0	0	0	0	0	0	0	25	2	1	0	74	6	3	0	0	0	0	136	10	4	148
17:30	32	1	0	0	0	0	0	0	0	29	2	1	0	88	7	3	0	0	0	0	162	11	5	175
17:45	38	2	1	0	0	0	0	0	0	36	3	1	0	107	8	3	0	0	0	0	197	13	6	213
18:00	46	2	0	0	0	0	0	0	0	43	3	0	0	129	8	3	0	0	0	0	236	15	3	247
18:15	42	2	0	0	0	0	0	0	0	39	2	0	0	117	6	2	0	0	0	0	214	10	2	222
18:30	37	1	1	0	0	0	0	0	0	35	1	1	0	104	4	2	0	0	0	0	190	6	4	200
18:45	28	0	0	0	0	0	0	0	0	27	2	0	0	80	5	2	0	0	0	0	146	7	2	153
T. GERAL																			1392	80	30	0	1478	
T. GERAL																			1	0,33	2	3		
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	822
18:15	882
18:30	822
18:45	882

PONTO 2 - 30/03/2023

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL																						
	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	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	TOTAL EQUIV.									
07:00	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101									
07:15	29	2	1	0	2	0	0	0	6	0	0	0	27	2	1	0	0	81	5	2	0	4	0	0	148	10	4	0	0	160	0	128									
07:30	22	2	1	0	2	0	0	0	4	0	0	0	21	2	1	0	0	62	6	2	0	3	0	0	115	11	4	0	0	208											
07:45	39	2	1	0	3	0	0	0	8	0	0	0	36	2	1	0	0	108	5	2	0	5	0	0	159	3	3	0	0	253											
08:00	46	3	1	0	4	0	0	0	9	1	0	0	42	3	1	0	0	127	8	4	0	6	0	0	234	16	7	0	0	208											
08:15	37	4	1	0	3	0	0	0	7	1	0	0	35	3	1	0	0	104	10	3	0	5	0	0	191	19	5	0	0	157											
08:30	28	3	1	0	2	0	0	0	6	1	0	0	26	3	1	0	0	79	8	2	0	4	0	0	145	14	4	0	0	159											
08:45	29	2	1	0	2	0	0	0	6	0	0	0	27	1	1	0	0	82	4	2	0	4	0	0	151	8	3	0	0	1374											
09:00	29	2	1	0	2	0	0	0	6	0	0	0	27	1	1	0	0	82	4	2	0	4	0	0	151	8	3	0	0	159											
TOTAL																	1276	92	33	0	1374	T. GERAL			1402	T. GERAL			1402	T. GERAL			1402	T. GERAL			1402				
EQUIVALÊNCIA																	1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3

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

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL																						
	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	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	TOTAL EQUIV.									
11:00	8	1	0	0	1	0	0	0	2	0	0	0	7	1	0	0	0	22	4	1	0	1	0	0	40	6	2	0	0	45											
11:15	11	1	0	0	2	0	0	0	2	0	0	0	10	1	0	0	0	30	2	1	0	1	0	0	55	5	2	0	0	61											
11:30	12	0	1	0	1	0	0	0	1	0	0	0	11	0	1	0	0	32	3	2	0	2	0	0	60	4	3	0	0	66											
11:45	12	0	1	0	1	0	0	0	2	0	0	0	12	0	1	0	0	35	3	2	0	1	0	0	63	3	5	0	0	73											
12:00	13	1	0	1	1	0	0	0	3	0	0	0	12	1	0	0	0	36	2	1	0	2	0	0	65	6	4	0	0	75											
12:15	11	1	0	0	1	0	0	0	4	0	0	0	10	1	1	0	0	31	2	2	0	3	0	0	60	4	3	0	0	67											
12:30	9	1	0	0	1	0	0	0	2	0	0	0	8	1	0	0	0	25	2	1	0	1	0	0	47	4	1	0	0	51											
12:45	10	0	1	0	1	0	0	0	2	0	0	0	9	1	0	0	0	27	2	1	0	1	0	0	49	4	3	0	0	55											
TOTAL																	438	35	22	0	494	T. GERAL			496	T. GERAL			496	T. GERAL			496	T. GERAL			496				
EQUIVALÊNCIA																	1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3

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

HORÁRIO	B1			B2			B3			B4			B5			B6			TOTAL																						
	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	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	TOTAL EQUIV.									
17:00	26	2	0	0	1	0	0	0	5	0	0	0	24	2	0	0	0	73	5	4	0	3	0	0	133	9	4	0	0	144											
17:15	32	2	0	0	3	0	0	0	6	0	0	0	30	2	1	0	0	89	7	3	0	4	0	0	164	13	5	0	0	177											
17:30	38	1	0	0	2	0	0	0	8	1	0	0	35	3	1	0	0	106	8	4	0	5	0	0	194	13	6	0	0	210											
17:45	46	2	1	0	4	0	0	0	9	1	0	0	43	3	1	0	0	129	9	4	0	6	0	0	237	15	7	0	0	235											
18:00	55	3	0	0	4	0	0	0	11	1	0	0	52	3	0	0	0	155	10	3	0	7	0	0	283	17	4	0	0	237											
18:15	50	2	0	0	3	0	0	0	10	1	0	0	47	2	0	0	0	141	7	2	0	7	0	0	257	13	3	0	0	267											
18:30	44	1	1	0	1	0	0	0	9	0	0	0	41	2	1	0	0	124	5	3	0	8	0	0	228	8	5	0	0	241											
18:45	34	0	0	0	2	0	0	0	7	0	0	0	32	2	0	0	0	96	6	2	0	5	0	0	175	3	3	0	0	183											
19:00	34	0	0	0	2	0	0	0	7	0	0	0	32	2	0	0	0	96	6	2	0	5	0	0	175	3	3	0	0	183											
TOTAL																	1671	96	35	0	1774	T. GERAL			1803	T. GERAL			1803	T. GERAL			1803	T. GERAL			1803				
EQUIVALÊNCIA																	1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3	EQUIVALÊNCIA			1	0,33	2	3

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

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

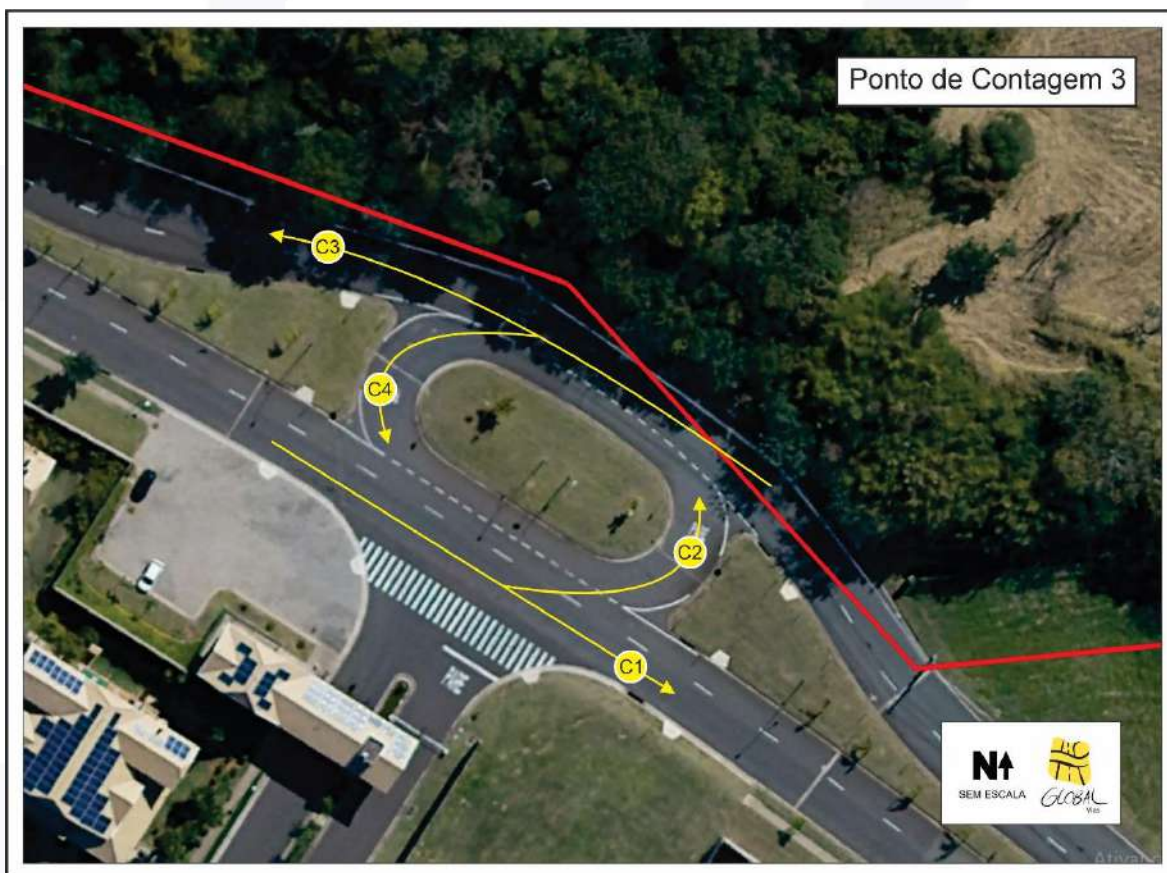


Figura 10. Ponto de Contagem 3.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

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	12	1	0	1	0	0	8	1	0	0	0	0	18	1	1	0	19			
12:45	9	1	0	1	0	0	8	1	0	0	0	0	20	1	1	0	23			
13:00	9	1	0	2	0	0	8	0	0	0	0	0	17	12	9	0	198			
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
	308

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
	116

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
	348

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			1			0,33			2			3								
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	1	0	1	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	1	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	1	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	1	0	0	0	0	7	1	0	0	0	0	0	0	16	1	0	0	17
12:45	13:00	8	1	0	0	2	0	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			1			0,33			2			3								
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			1			0,33			2			3								
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 EQUIV.								
	início	fim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca		Mo	D2/C2	C3					
07:00	07:15	12	1	0	0	0	11	0	0	0	2	0	0	0	28	1	1	0	30	
07:15	07:30	20	1	1	0	0	17	0	1	0	3	0	0	0	44	2	1	0	47	
07:30	07:45	15	1	1	0	0	13	1	1	0	3	0	0	0	34	3	1	0	38	
07:45	08:00	26	1	0	0	0	23	1	0	0	5	0	0	0	59	3	1	0	62	
08:00	08:15	31	2	1	0	0	27	2	1	0	5	0	0	0	70	5	2	0	75	
08:15	08:30	25	2	1	0	0	22	1	1	0	4	0	0	0	57	4	2	0	62	
08:30	08:45	19	2	0	0	0	17	2	0	0	3	0	0	0	43	4	1	0	47	
08:45	09:00	20	1	0	0	0	18	1	0	0	4	0	0	0	45	2	1	0	47	
TOTAL											381	25	10	0	415				409	
T. GERAL											Equivalência			1	0,33	2	3			

PERÍODO	TOTAL (EQ.) GERAL -
07:00 - 08:00	177
07:15 - 08:15	223
07:30 - 08:30	237
07:45 - 08:45	246
08:00 - 09:00	231
	246

Fator Hora Pico (FHP) **0,81**
 FHP > 0,75 | Aprovado

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

PERÍODO	TOTAL (EQ.) GERAL -
11:00 - 12:00	66
11:15 - 12:15	79
11:30 - 12:30	81
11:45 - 12:45	77
12:00 - 13:00	73
	81

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

HORÁRIO	C1		C2		C3		C4		TOTAL			TOTAL EQUIV.								
	início	fim	Ca	Mo	D2/C2	C3	Ca	Mo	D2/C2	C3	Ca		Mo	D2/C2	C3					
17:00	17:15	18	1	0	0	0	16	1	0	0	40	3	0	0	41					
17:15	17:30	22	2	1	0	0	19	1	0	0	49	4	1	0	52					
17:30	17:45	26	2	1	0	0	23	1	0	0	58	3	1	0	62					
17:45	18:00	31	2	1	0	0	28	1	1	0	67	4	2	0	76					
18:00	18:15	38	2	0	0	0	33	2	0	0	85	5	0	0	87					
18:15	18:30	34	2	0	0	0	30	1	0	0	77	3	0	0	79					
18:30	18:45	30	1	1	0	0	27	1	1	0	68	2	1	0	72					
18:45	19:00	23	1	0	0	0	21	0	0	0	53	2	0	0	53					
TOTAL											500	25	6	0	521				521	
T. GERAL											Equivalência			1	0,33	2	3			

PERÍODO	TOTAL (EQ.) GERAL -
17:00 - 18:00	231
17:15 - 18:15	276
17:30 - 18:30	303
17:45 - 18:45	313
18:00 - 19:00	290
	313

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

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



Figura 11. Ponto de Contagem 4.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.



Parcelamento de Solo – Loteamento Não Residencial – Swiss Park Logística
Rodovia Lix da Cunha (SP 073), Gleba 73-B
Quarteirão 30.029 Campinas-SP

PONTO 4 - 26/03/2023

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
07.00	07.15	07.30	07.45	08.00	08.15	08.30	08.45	09.00	09.15	09.30	09.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00																						
07.00	07.15	07.30	07.45	08.00	08.15	08.30	08.45	09.00	09.15	09.30	09.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00																						
TOTAL (EQ)																								301	311	321	331	341	351	361	371	381	391	401	411	421	431	441	451	461	471	481	491	501	511	521

Favor Total/Favor(FPH)	0.92
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15	16.30	16.45	17.00																						
11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15	16.30	16.45	17.00																						
TOTAL (EQ)																								230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450

Favor Total/Favor(FPH)	0.93
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
17.00	17.15	17.30	17.45	18.00	18.15	18.30	18.45	19.00	19.15	19.30	19.45	20.00	20.15	20.30	20.45	21.00	21.15	21.30	21.45	22.00	22.15	22.30	22.45	23.00																						
17.00	17.15	17.30	17.45	18.00	18.15	18.30	18.45	19.00	19.15	19.30	19.45	20.00	20.15	20.30	20.45	21.00	21.15	21.30	21.45	22.00	22.15	22.30	22.45	23.00																						
TOTAL (EQ)																								591	601	611	621	631	641	651	661	671	681	691	701	711	721	731	741	751	761	771	781	791	801	811

Favor Total/Favor(FPH)	0.69
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
17.00	17.15	17.30	17.45	18.00	18.15	18.30	18.45	19.00	19.15	19.30	19.45	20.00	20.15	20.30	20.45	21.00	21.15	21.30	21.45	22.00	22.15	22.30	22.45	23.00																						
17.00	17.15	17.30	17.45	18.00	18.15	18.30	18.45	19.00	19.15	19.30	19.45	20.00	20.15	20.30	20.45	21.00	21.15	21.30	21.45	22.00	22.15	22.30	22.45	23.00																						
TOTAL (EQ)																								270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490

Favor Total/Favor(FPH)	0.92
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
23.00	23.15	23.30	23.45	24.00	24.15	24.30	24.45	25.00	25.15	25.30	25.45	26.00	26.15	26.30	26.45	27.00	27.15	27.30	27.45	28.00	28.15	28.30	28.45	29.00																						
23.00	23.15	23.30	23.45	24.00	24.15	24.30	24.45	25.00	25.15	25.30	25.45	26.00	26.15	26.30	26.45	27.00	27.15	27.30	27.45	28.00	28.15	28.30	28.45	29.00																						
TOTAL (EQ)																								240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460

Favor Total/Favor(FPH)	0.69
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
29.00	29.15	29.30	29.45	30.00	30.15	30.30	30.45	31.00	31.15	31.30	31.45	32.00	32.15	32.30	32.45	33.00	33.15	33.30	33.45	34.00	34.15	34.30	34.45	35.00																						
29.00	29.15	29.30	29.45	30.00	30.15	30.30	30.45	31.00	31.15	31.30	31.45	32.00	32.15	32.30	32.45	33.00	33.15	33.30	33.45	34.00	34.15	34.30	34.45	35.00																						
TOTAL (EQ)																								430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650

Favor Total/Favor(FPH)	0.92
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
35.00	35.15	35.30	35.45	36.00	36.15	36.30	36.45	37.00	37.15	37.30	37.45	38.00	38.15	38.30	38.45	39.00	39.15	39.30	39.45	40.00	40.15	40.30	40.45	41.00																						
35.00	35.15	35.30	35.45	36.00	36.15	36.30	36.45	37.00	37.15	37.30	37.45	38.00	38.15	38.30	38.45	39.00	39.15	39.30	39.45	40.00	40.15	40.30	40.45	41.00																						
TOTAL (EQ)																								470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690

Favor Total/Favor(FPH)	0.69
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
41.00	41.15	41.30	41.45	42.00	42.15	42.30	42.45	43.00	43.15	43.30	43.45	44.00	44.15	44.30	44.45	45.00	45.15	45.30	45.45	46.00	46.15	46.30	46.45	47.00																						
41.00	41.15	41.30	41.45	42.00	42.15	42.30	42.45	43.00	43.15	43.30	43.45	44.00	44.15	44.30	44.45	45.00	45.15	45.30	45.45	46.00	46.15	46.30	46.45	47.00																						
TOTAL (EQ)																								530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750

Favor Total/Favor(FPH)	0.92
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
47.00	47.15	47.30	47.45	48.00	48.15	48.30	48.45	49.00	49.15	49.30	49.45	50.00	50.15	50.30	50.45	51.00	51.15	51.30	51.45	52.00	52.15	52.30	52.45	53.00																						
47.00	47.15	47.30	47.45	48.00	48.15	48.30	48.45	49.00	49.15	49.30	49.45	50.00	50.15	50.30	50.45	51.00	51.15	51.30	51.45	52.00	52.15	52.30	52.45	53.00																						
TOTAL (EQ)																								570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790

Favor Total/Favor(FPH)	0.69
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL																							
53.00	53.15	53.30	53.45	54.00	54.15	54.30	54.45	55.00	55.15	55.30	55.45	56.00	56.15	56.30	56.45	57.00	57.15	57.30	57.45	58.00	58.15	58.30	58.45	59.00																						
53.00	53.15	53.30	53.45	54.00	54.15	54.30	54.45	55.00	55.15	55.30	55.45	56.00	56.15	56.30	56.45	57.00	57.15	57.30	57.45	58.00	58.15	58.30	58.45	59.00																						
TOTAL (EQ)																								630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850

Favor Total/Favor(FPH)	0.92
FPH(0.75)	Aprovado

PERÍODO	Cs	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	Ms	LOQ/2	C3	TOTAL	
59.00	59.15	59.30	59.45	60.00	60.15	60.30	60.45	61.00	61.15	61.30	61.45	62.00	62.15	62.30	62.45	63.00	63.15	63.30	63.45	64.00	64.15	64.30	64.45	65.00
59.00	59.15	59.30	59.45	60.00	60.15	60.30	60.45	61.00	61.15	61.30	61.45	62.00	62.15	62.30	62.45	63.00	63.15	63.30	63.45	64.00	64.15	64.30	64.45	



Parcelamento de Solo – Loteamento Não Residencial – Swiss Park Logística
 Rodovia Lix da Cunha (SP 073), Gleba 73-B
 Quarteirão 30.029 Campinas-SP

PONTO 4 - 29/03/2023

HORARIO	U1		U2		U3		U4		U5		U6		U7		U8		U9		U10		TOTAL																									
	lim.	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma																							
07:00	07:15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
07:15	07:30	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
07:30	07:45	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
07:45	08:00	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
08:00	08:15	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
08:15	08:30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
08:30	08:45	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
08:45	09:00	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
TOTAL																						2392	206	77	0	362	TOTAL		2392	206	77	0	362	TOTAL		2392	206	77	0	362	TOTAL		2392	206	77	0
EQUIVALENCIA																						1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1

PERÍODO	TOTAL (EQ)	
07:00 - 08:00	1420	
08:00 - 08:15	1739	
08:15 - 08:30	1839	
08:30 - 08:45	1907	
08:45 - 09:00	1945	
TOTAL		1907

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

HORARIO	D1		D2		D3		D4		D5		D6		D7		D8		D9		D10		TOTAL																									
	lim.	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma																							
11:00	11:15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
11:15	11:30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
11:30	11:45	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
11:45	12:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
12:00	12:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
12:15	12:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
12:30	12:45	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
12:45	13:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
TOTAL																						725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EQUIVALENCIA																						1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1

PERÍODO	TOTAL (EQ)	
11:00 - 12:00	969	
12:00 - 12:15	1189	
12:15 - 12:30	1187	
12:30 - 12:45	1140	
12:45 - 13:00	985	
TOTAL		1187

Faixa Hora Pico (FHP) 0,83
 FHP > 0,75 | Aprovado

HORARIO	E1		E2		E3		E4		E5		E6		E7		E8		E9		E10		TOTAL																									
	lim.	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma	Ca	Ma																							
17:00	17:15	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
17:15	17:30	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
17:30	17:45	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
17:45	18:00	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
18:00	18:15	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
18:15	18:30	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
18:30	18:45	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
18:45	19:00	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
TOTAL																						354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EQUIVALENCIA																						1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1	0,33	2	3	TOTAL		1

PERÍODO	TOTAL (EQ)	
17:00 - 18:00	1420	
18:00 - 18:15	1782	
18:15 - 18:30	1830	
18:30 - 18:45	1907	
18:45 - 19:00	1945	
TOTAL		1907

Faixa Hora Pico (FHP) 0,83
 FHP > 0,75 | Aprovado

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



Figura 12. Ponto de Contagem 5.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 5 - 23/05/2023

HORÁRIO	fim		E1			TOTAL			TOTAL EQUIV.	
	início	fim	Ca	Mo	D2IC2	C3	Ca	Mo		D2IC2
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	232	26	27	0	232	26	27	0	355
TOTAL			2645	257	289	0	3181			
T. GERAL			Equivalência			1	0,33	2	3	

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

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

HORÁRIO	fim		E1			TOTAL			TOTAL EQUIV.	
	início	fim	Ca	Mo	D2IC2	C3	Ca	Mo		D2IC2
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	33	0	311	33	33	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			Equivalência			1	0,33	2	3	

PERÍODO	TOTAL (EQ.) GERAL -
11:00 - 12:00	1650
11:15 - 12:15	1735
11:30 - 12:30	1783
11:45 - 12:45	1805
12:00 - 13:00	1760
	1805

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

HORÁRIO	fim		E1			TOTAL			TOTAL EQUIV.	
	início	fim	Ca	Mo	D2IC2	C3	Ca	Mo		D2IC2
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			Equivalência			1	0,33	2	3	

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

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

PONTO 5 - 24/05/2023

HORÁRIO	Início	fim	E1			TOTAL			TOTAL EQUIV.	
			Ca	Mo	D2/C2	C3	Ca	Mo		D2/C2
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	1915			
T. GERAL			Equivalência			1	0,33	2	3	

Fator Hora Pico (FHP)

0,33

FHP > 0,75 | Aprovado

HORÁRIO	Início	fim	E1			TOTAL			TOTAL EQUIV.	
			Ca	Mo	D2/C2	C3	Ca	Mo		D2/C2
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	2939			
T. GERAL			Equivalência			1	0,33	2	3	

Fator Hora Pico (FHP)

0,34

FHP > 0,75 | Aprovado

HORÁRIO	Início	fim	E1			TOTAL			TOTAL EQUIV.	
			Ca	Mo	D2/C2	C3	Ca	Mo		D2/C2
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	2604			
T. GERAL			Equivalência			1	0,33	2	3	

Fator Hora Pico (FHP)

0,33

FHP > 0,75 | Aprovado

PERÍODO		TOTAL (EQ.)
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
GERAL -		1068

PERÍODO		TOTAL (EQ.)
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
GERAL -		1625

PERÍODO		TOTAL (EQ.)
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
GERAL -		1419

PONTO 5 - 25/05/2023

HORÁRIO	E1			TOTAL			TOTAL EQUIV.	
	início	fim	Ca	Mo	O2/C2	C3		
07:00	07:15	317	48	22	0	317	0	
07:15	07:30	305	42	32	0	383	0	
07:30	07:45	283	18	34	0	357	0	
07:45	08:00	244	18	30	0	309	0	
08:00	08:15	260	17	39	0	344	0	
08:15	08:30	235	24	28	0	299	0	
08:30	08:45	238	16	26	0	295	0	
08:45	09:00	234	21	22	0	284	0	
TOTAL							2116	206
T. GERAL							2553	231
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
TOTAL	
1425	

Fator Hora Pico (FHP)

0.93

FHP > 0.75 | Aprovado

HORÁRIO	E1			TOTAL			TOTAL EQUIV.	
	início	fim	Ca	Mo	O2/C2	C3		
11:00	11:15	215	19	20	0	262	0	
11:15	11:30	234	25	29	0	301	0	
11:30	11:45	218	23	30	0	286	0	
11:45	12:00	246	22	27	0	307	0	
12:00	12:15	239	30	36	0	322	0	
12:15	12:30	253	31	36	0	334	0	
12:30	12:45	234	25	29	0	301	0	
12:45	13:00	222	20	23	0	275	0	
TOTAL							1860	195
T. GERAL							2286	231
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
TOTAL	
1264	

Fator Hora Pico (FHP)

0.94

FHP > 0.75 | Aprovado

HORÁRIO	E1			TOTAL			TOTAL EQUIV.	
	início	fim	Ca	Mo	O2/C2	C3		
17:00	17:15	374	64	26	0	448	0	
17:15	17:30	364	59	37	0	457	0	
17:30	17:45	340	34	39	0	429	0	
17:45	18:00	288	30	35	0	368	0	
18:00	18:15	315	26	45	0	414	0	
18:15	18:30	275	37	41	0	368	0	
18:30	18:45	285	29	40	0	374	0	
18:45	19:00	280	32	32	0	353	0	
TOTAL							2521	311
T. GERAL							3125	293
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
TOTAL	
1702	

Fator Hora Pico (FHP)

0.93

FHP > 0.75 | Aprovado

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



Figura 13. 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	0	1	0	0	1	0	0	13
07:30	07:45	4	2	1	0	2	1	0	0	3	0	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	1	2	1	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	17	
08:30	08:45	5	3	2	0	3	2	0	0	4	3	2	0	0	28	
08:45	09:00	2	2	1	0	0	0	0	0	1	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	2	1	0	0	1	0	0	0	0	0	51
11:15	11:30	14	1	1	0	1	0	0	0	1	1	0	1	0	32	
11:30	11:45	12	2	5	0	3	0	0	0	2	1	0	0	0	36	
11:45	12:00	17	2	6	0	6	2	0	0	3	1	2	0	0	48	
12:00	12:15	17	1	8	0	7	1	2	0	4	1	0	0	0	50	
12:15	12:30	13	3	4	0	4	5	1	0	3	0	3	0	0	49	
12:30	12:45	20	2	6	0	6	5	1	0	3	0	0	0	0	50	
12:45	13:00	10	1	1	0	0	1	0	0	4	1	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	62
17:15	17:30	44	1	6	0	15	1	1	0	4	2	0	0	0	106
17:30	17:45	58	1	4	0	21	2	0	0	4	0	1	0	0	113
17:45	18:00	34	1	1	0	16	1	1	0	4	0	0	0	0	75
18:00	18:15	26	5	1	0	11	3	1	0	5	0	1	0	0	65
18:15	18:30	33	3	1	0	7	3	0	0	11	3	1	0	0	75
18:30	18:45	21	3	1	0	11	1	0	0	4	0	0	0	0	52
18:45	19:00	20	5	1	0	7	3	0	0	7	2	1	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	359
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	0	0	0	0	0	0	0	0	0	0	4		
08:00	2	1	0	1	0	0	1	1	0	1	0	0	0	0	0	0	8		
08:15	2	1	0	1	0	0	1	1	0	1	0	0	0	0	0	0	8		
08:30	3	1	0	1	0	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		
09:00	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3		
TOTAL															40	21	10	0	67
T. GERAL															71				
Equivalência															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	10	5	1	0	2	0	1	0	0	0	0	0	0	46		
11:15	13	1	5	2	1	0	0	0	1	0	1	0	0	15	3	6	29		
11:30	11	2	5	3	0	0	2	1	0	0	0	0	0	22	5	5	32		
11:45	15	2	5	5	2	2	0	1	0	0	3	1	2	0	23	5	43		
12:00	15	1	7	6	1	2	0	1	0	0	0	0	0	26	3	9	45		
12:15	12	3	4	4	5	1	0	3	0	1	0	0	0	24	10	8	44		
12:30	18	2	5	5	5	1	0	3	0	0	0	0	0	30	7	6	45		
12:45	9	1	1	0	0	1	0	0	0	1	0	0	0	13	3	3	19		
TOTAL															182	44	53	0	303
T. GERAL															279				
Equivalência															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	11	2	1	0	2	1	0	0	0	0	31	3	8	47		
17:15	33	1	5	11	1	1	0	3	2	0	0	18	4	1	0	65	7	80	
17:30	44	1	3	16	2	0	0	3	0	1	0	12	2	1	0	74	4	85	
17:45	26	1	1	12	1	1	0	3	0	0	0	12	1	0	0	53	2	56	
18:00	20	4	1	8	2	1	0	4	0	1	0	9	2	1	0	41	8	49	
18:15	25	2	1	5	2	0	0	8	2	1	0	11	3	1	0	49	10	57	
18:30	16	2	1	0	8	1	0	0	0	0	0	3	0	0	0	37	3	39	
18:45	15	4	1	5	2	0	0	5	2	1	0	6	0	0	0	32	8	37	
TOTAL															380	44	27	0	449
T. GERAL															451				
Equivalência															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	2	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		
TOTAL																	53	28	14	0	89
T. GERAL																	94				
Equivalência																	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	2	1	0	18	4	7	0	34		
12:00	12:15	12	1	6	0	5	1	0	0	1	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	3	1	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		
TOTAL																	141	34	41	0	235
T. GERAL																	217				
Equivalência																	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	8	5	0	101			
17:45	18:00	31	1	1	0	14	1	1	0	4	0	0	0	14	3	2	0	68			
18:00	18:15	23	5	1	0	10	3	1	0	5	0	1	0	11	4	3	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	3	2	0	44			
TOTAL																	456	52	32	0	539
T. GERAL																	541				
Equivalência																	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.
Parcelamento de Solo – Loteamento Não Residencial – Swiss Park Logística
Rodovia Lix da Cunha (SP 073), Gleba 73-B
Quarteirão 30.029 Campinas-SP

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

SWISS PARK - LOT. FAZENDA TAUBATÉ II

Vistro File: R:\...VISTRO - SWISS PARK_Taubaté II.vistro Scenario 1 SITUAÇÃO ATUAL SEM O EMPREENDIMENTO

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

15/09/2023

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. Derrival 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 Artioli - 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					1T	
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					1T	
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						
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	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T			T								
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		
Approach LOS	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 - LOT. FAZENDA TAUBATÉ II

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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	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 Artioli	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 Artioli	31	258	289

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

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

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
20	Ponto 3 - Retorno - Av. Antônio Artioli	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 - LOT. FAZENDA TAUBATÉ II

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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
		Future Total	2101	513	2614

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
		Future Total	61	2101	2162

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
		Future Total	61	513	574

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
		Future Total	770	513	1283

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
		Future Total	2162	1504	3666

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
		Future Total	899	385	1284

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
		Future Total	899	1079	1978

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
		Future Total	1483	495	1978

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
		Future Total		2183		1483

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
		Future Total		385	0

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
		Future Total		354	34	354

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
		Future Total		354		0

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
		Future Total	192	162	354

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
		Future Total	258	192	450

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
		Future Total	212	46	258

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
		Future Total	88	124	268	647	1127

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	0	0	0
		Other	0	0	0
		Future Total	31	258	289

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	0	0	0
		Other	0	0	0
		Future Total	31	162	193

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	0	0
		Other	0	0	0
		Future Total	27	135	162

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	0	0
		Other	0	0	0
		Future Total	27	289	316

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
		Future Total	37	122	159

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
		Future Total	37	289	326

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
		Future Total	863	289	1152

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
		Future Total	1090	61	1151

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
		Future Total	61	561	622

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
		Future Total	623	47	670

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
		Future Total	623	93	716

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
		Future Total	122	863	985

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
		Future Total	84	886	970

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
		Future Total	716	84	800

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
		Future Total	886	716	1602

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
		Future Total	886	716	1602

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
		Future Total	622	264	886

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
		Future Total	264	35	299

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
		Future Total	75	189	35	77	376

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
		Future Total	1891	770	2661

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	Yes

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
Warrant Met for Intersection	Yes

Signal Warrants Report For Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermival 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
Warrant Met for Intersection	Yes

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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
Warrant Met for Intersection	No

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

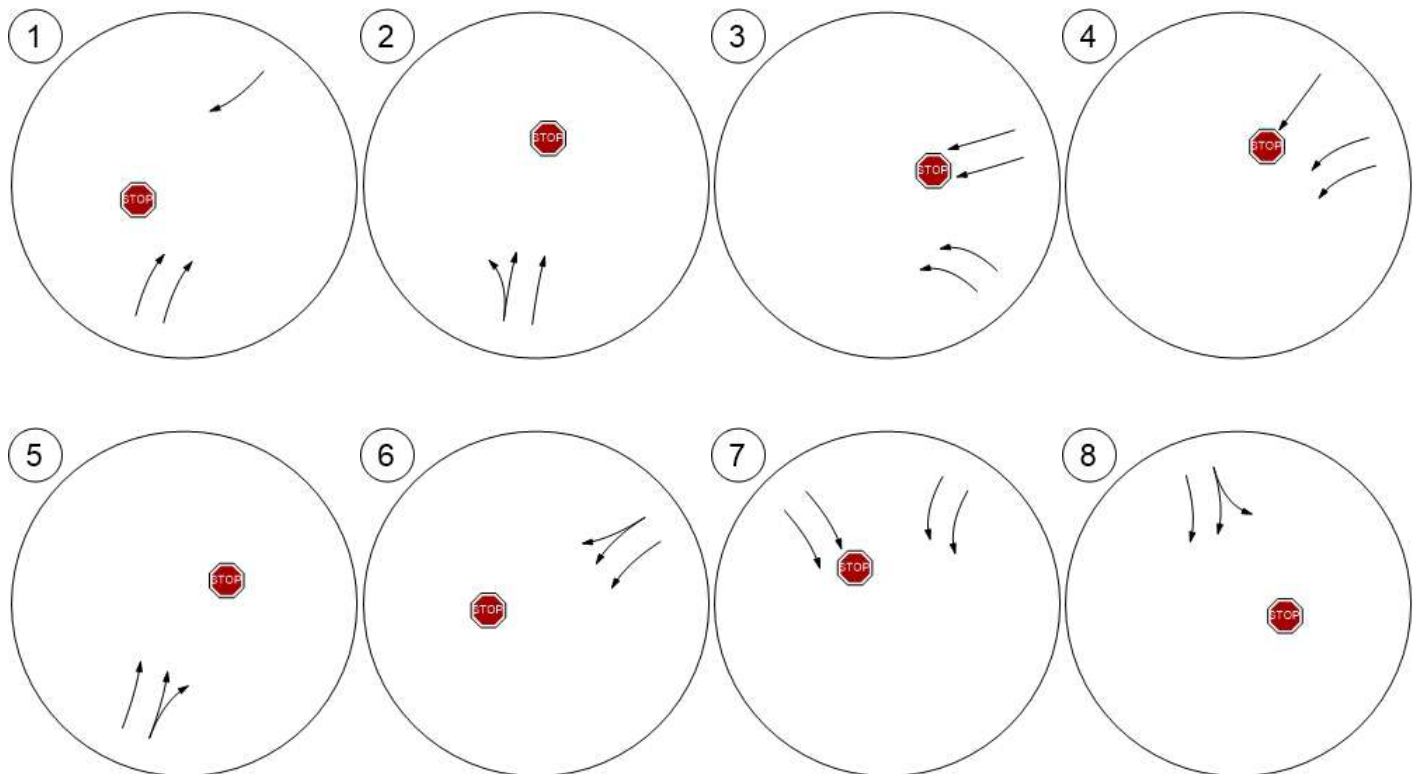
Warrant 3 Condition A

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
Warrant Met for Intersection	No

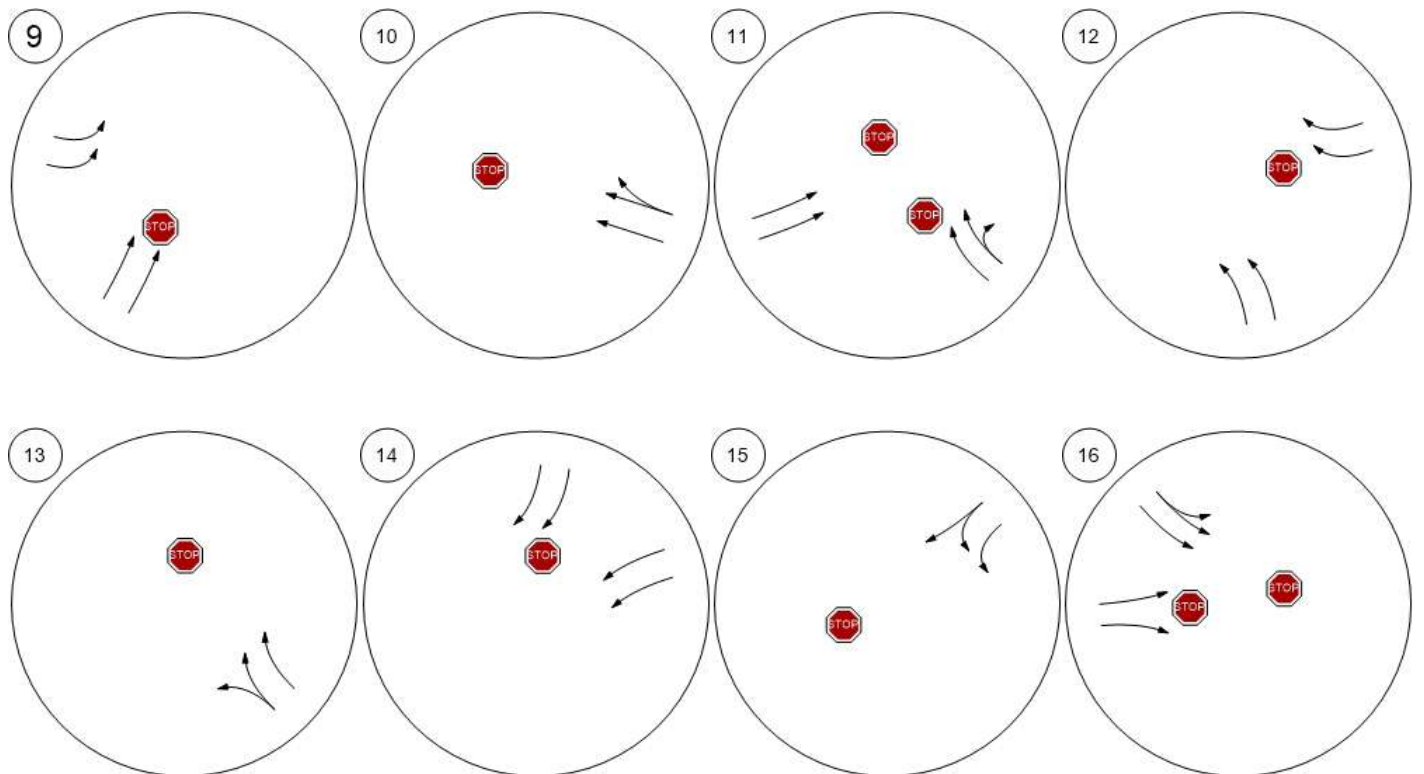
Study Intersections



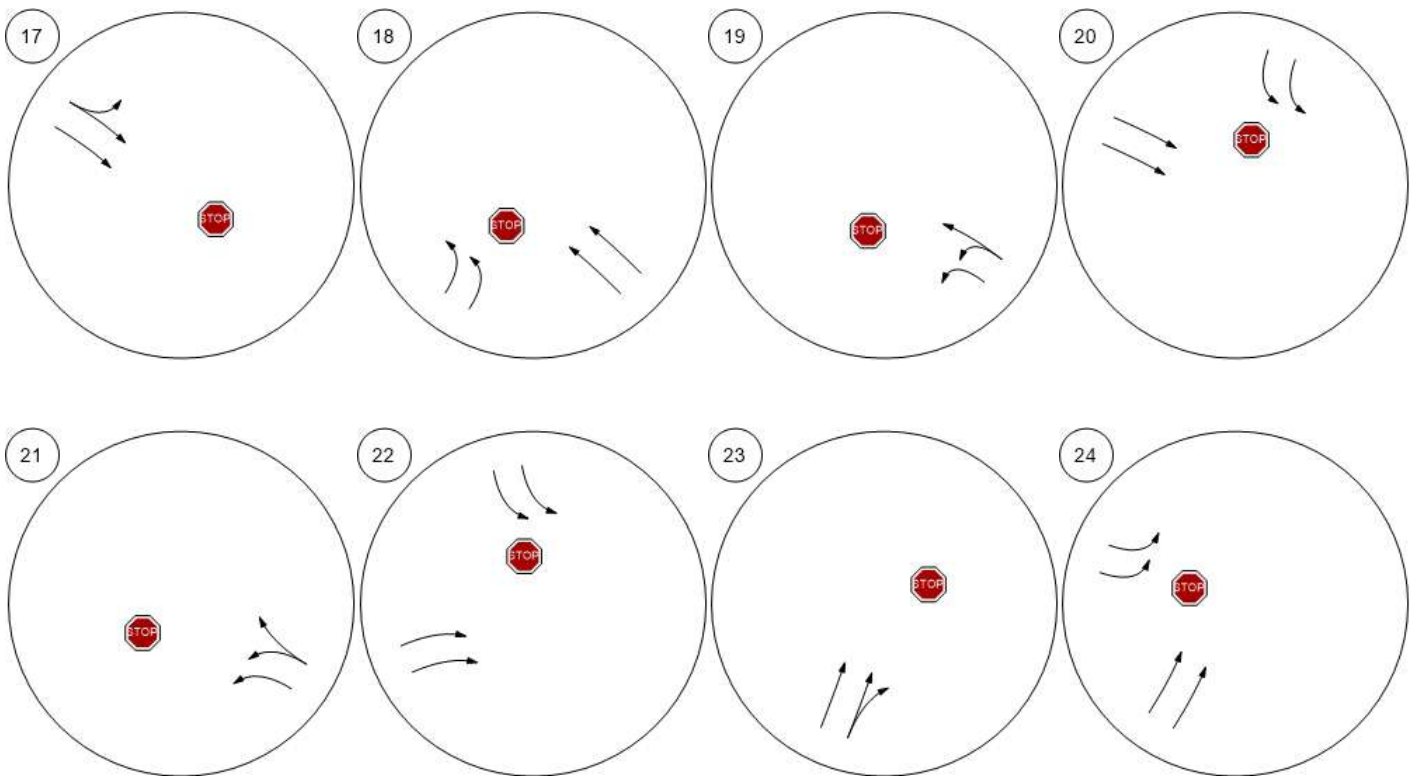
Lane Configuration and Traffic Control



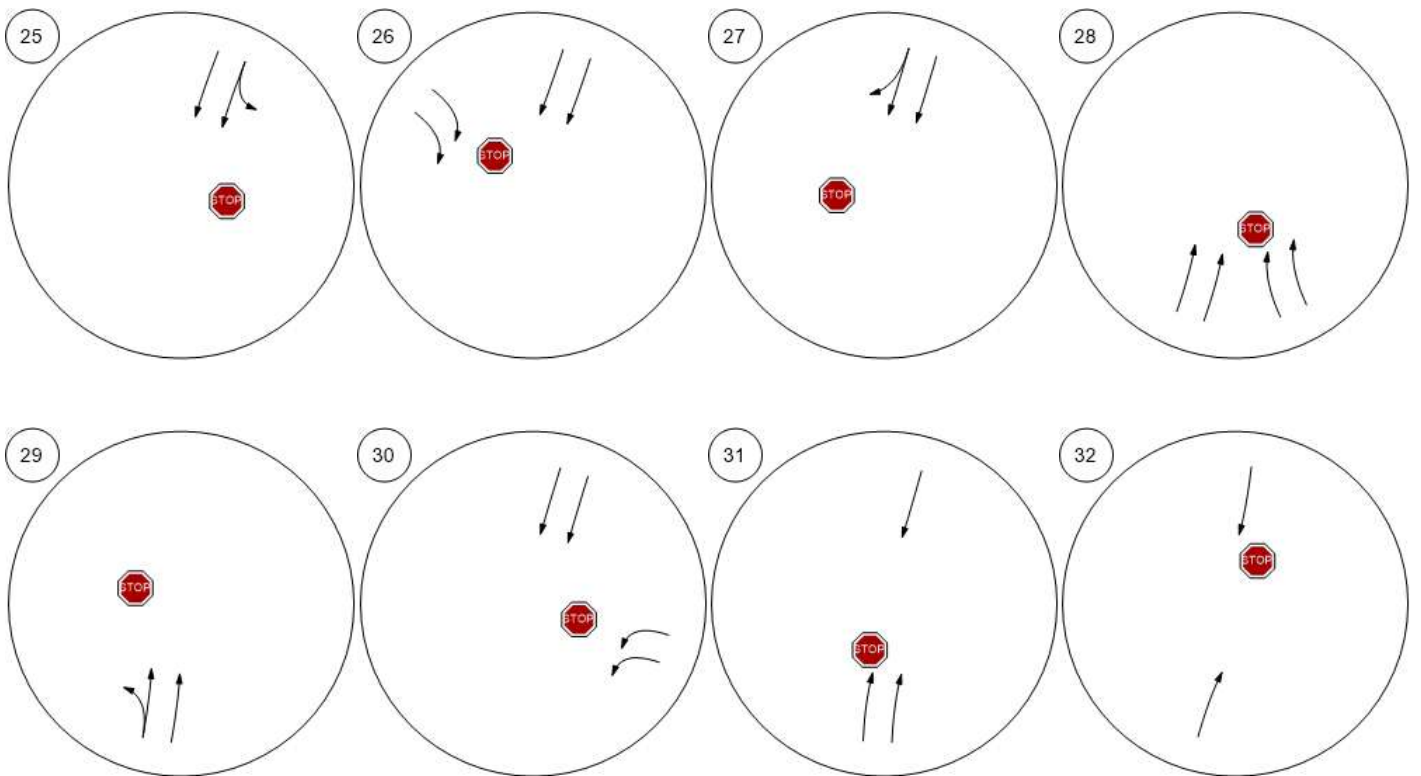
Lane Configuration and Traffic Control



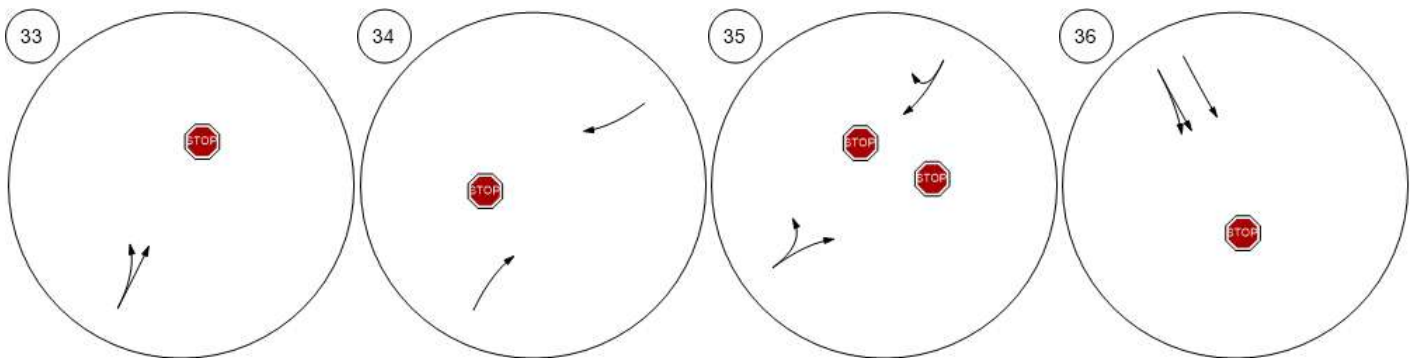
Lane Configuration and Traffic Control



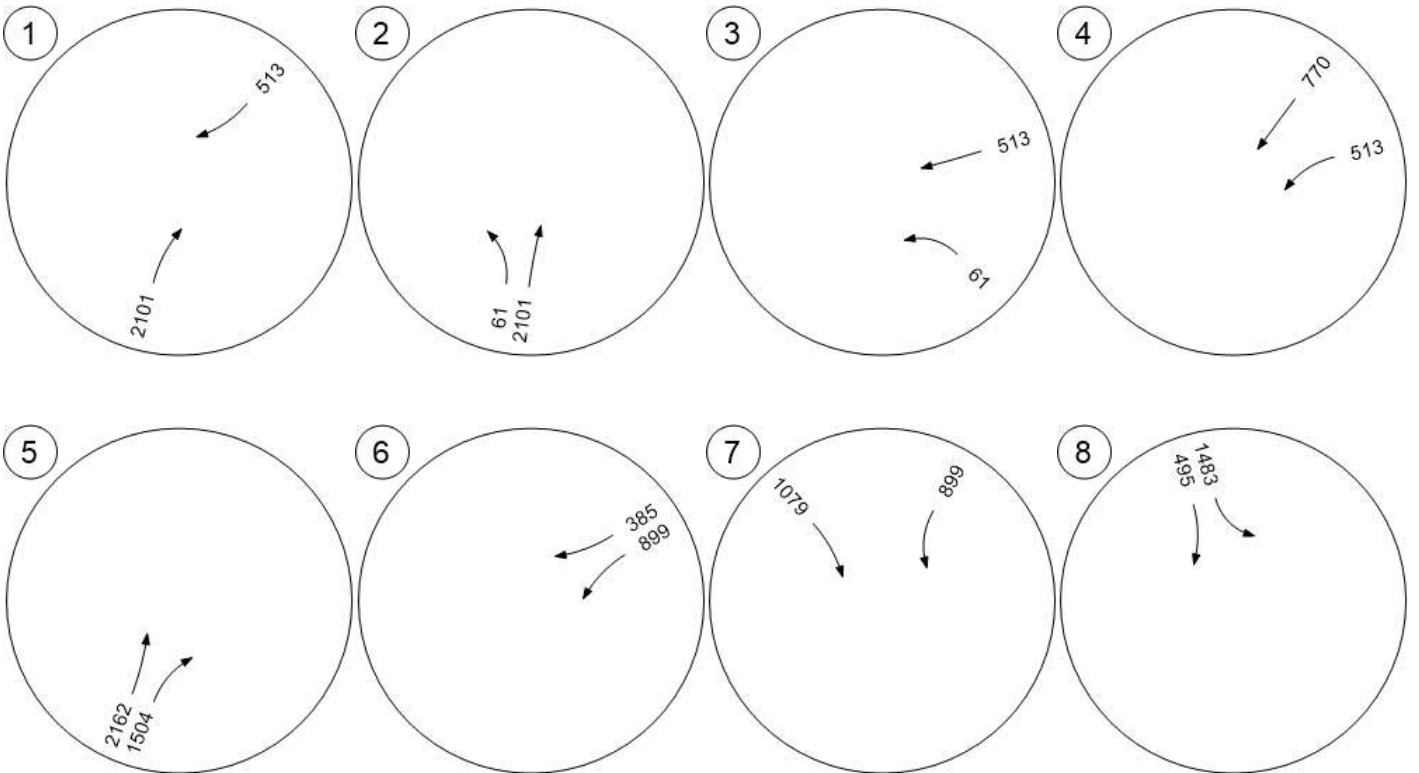
Lane Configuration and Traffic Control



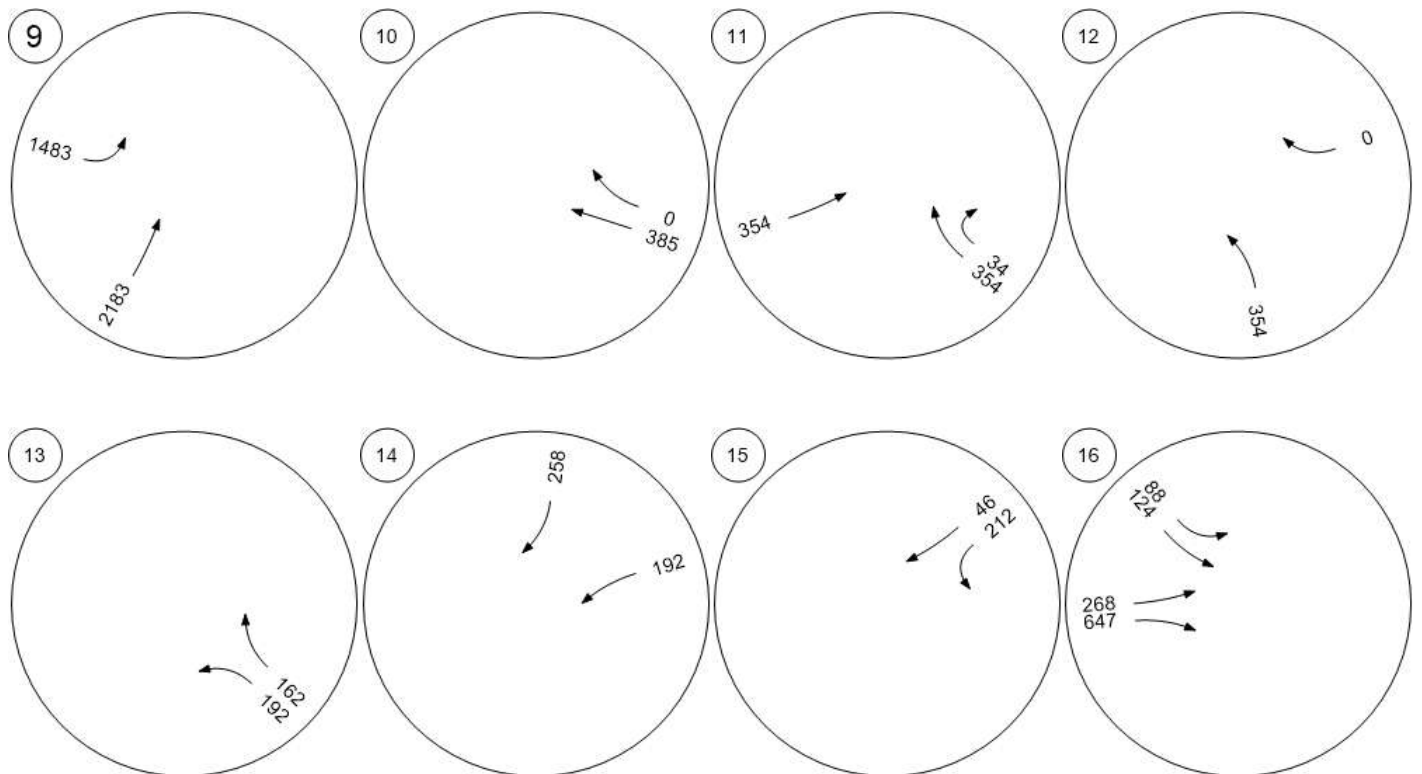
Lane Configuration and Traffic Control



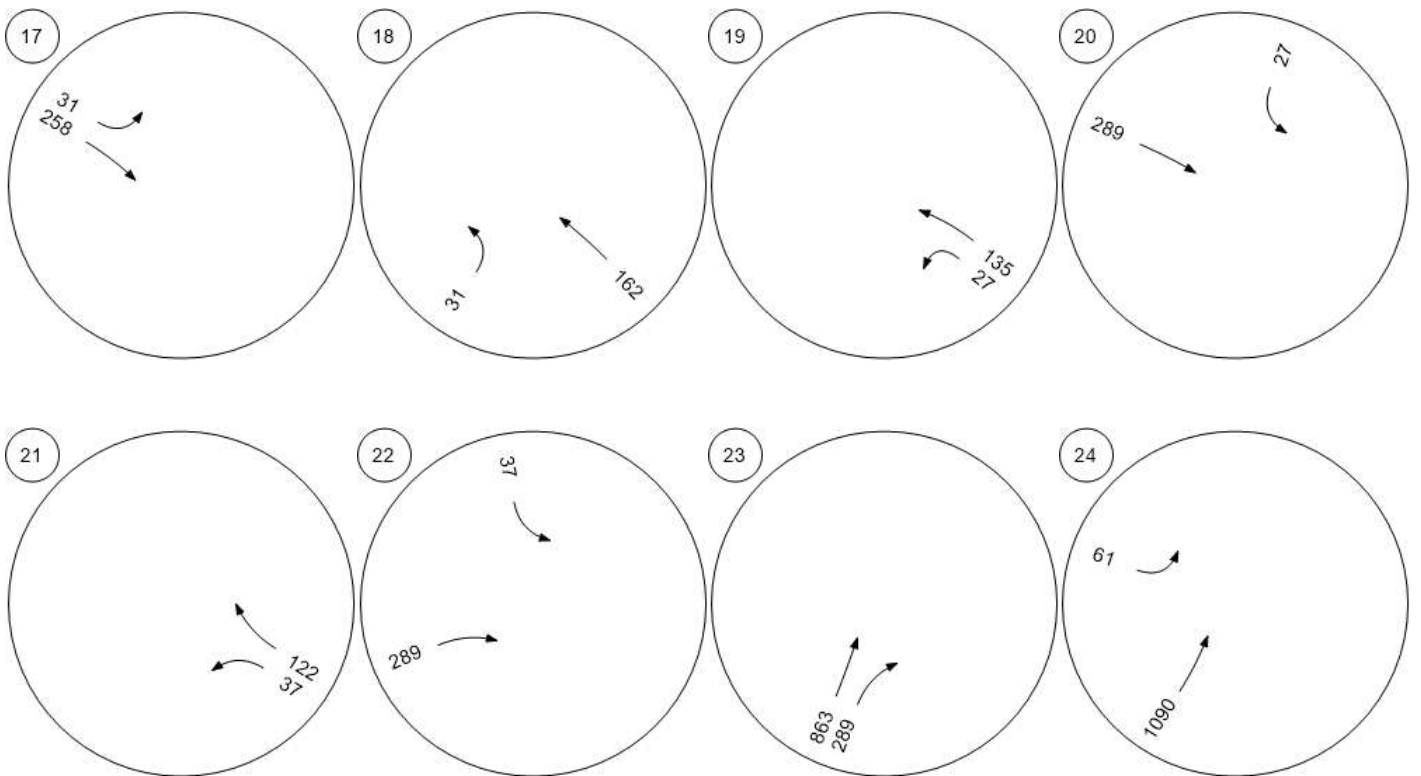
Traffic Volume - Base Volume



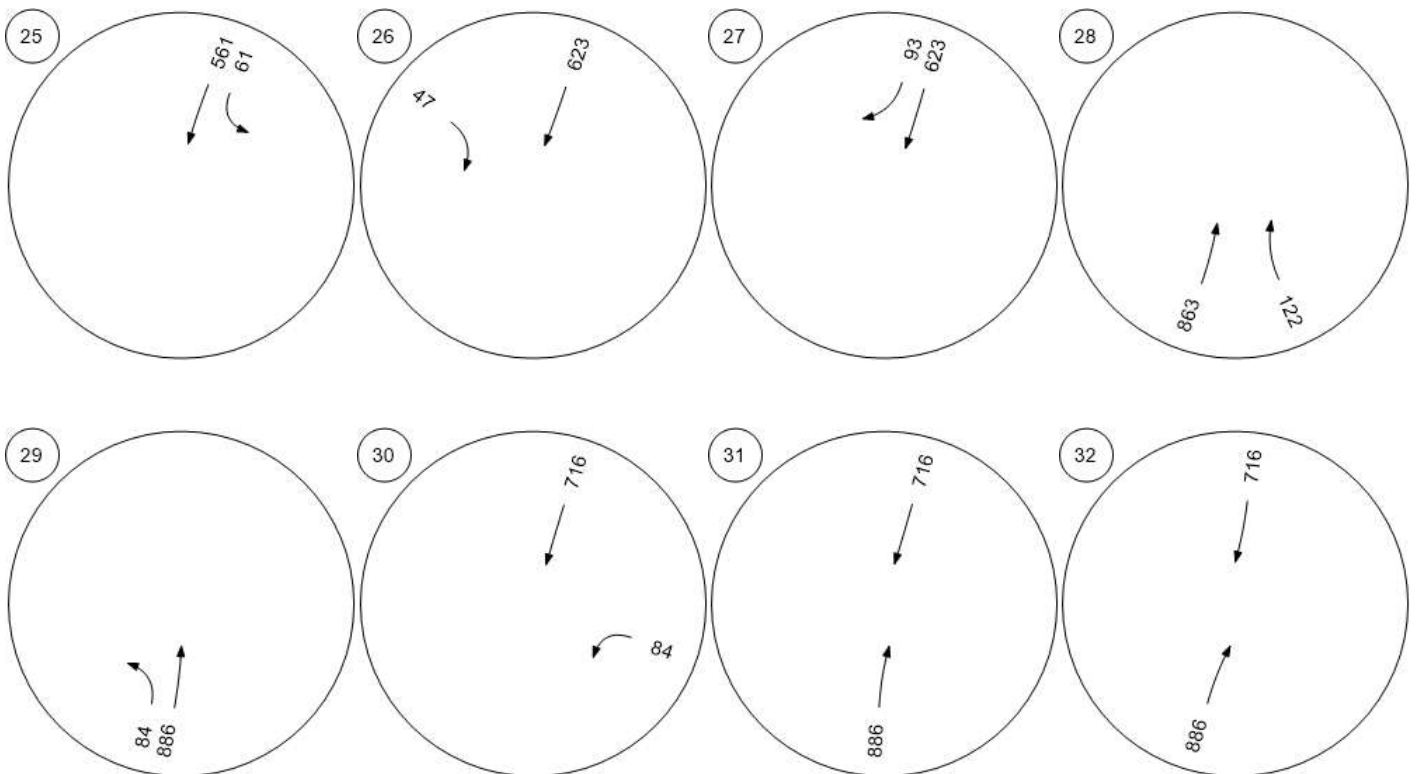
Traffic Volume - Base Volume



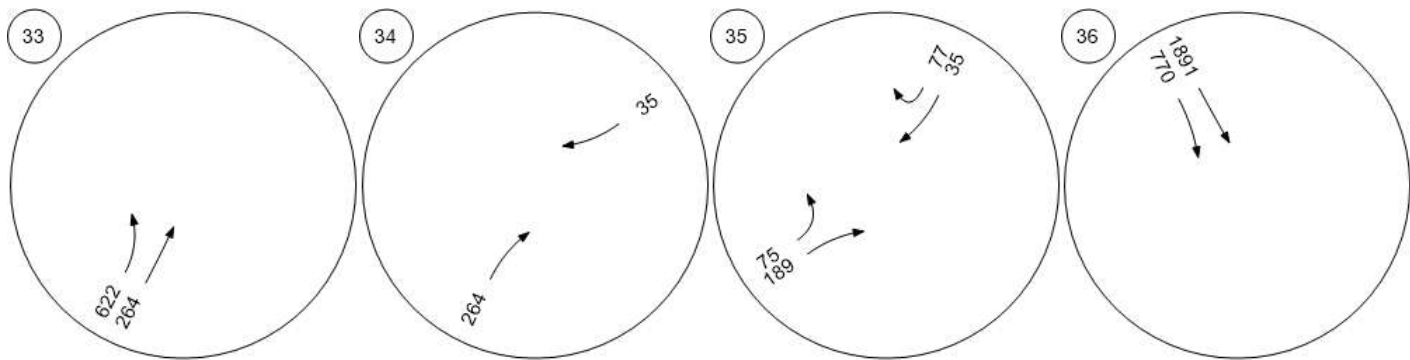
Traffic Volume - Base Volume



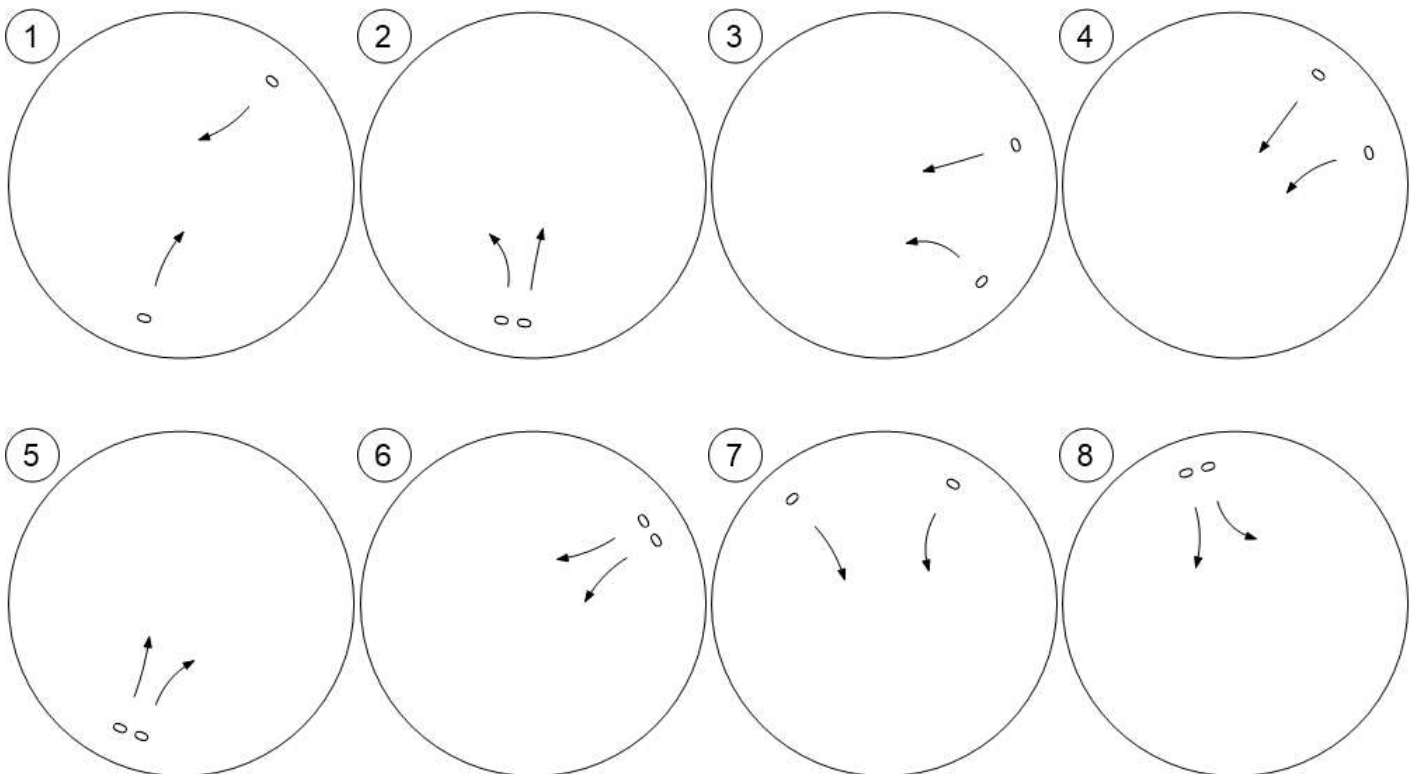
Traffic Volume - Base Volume



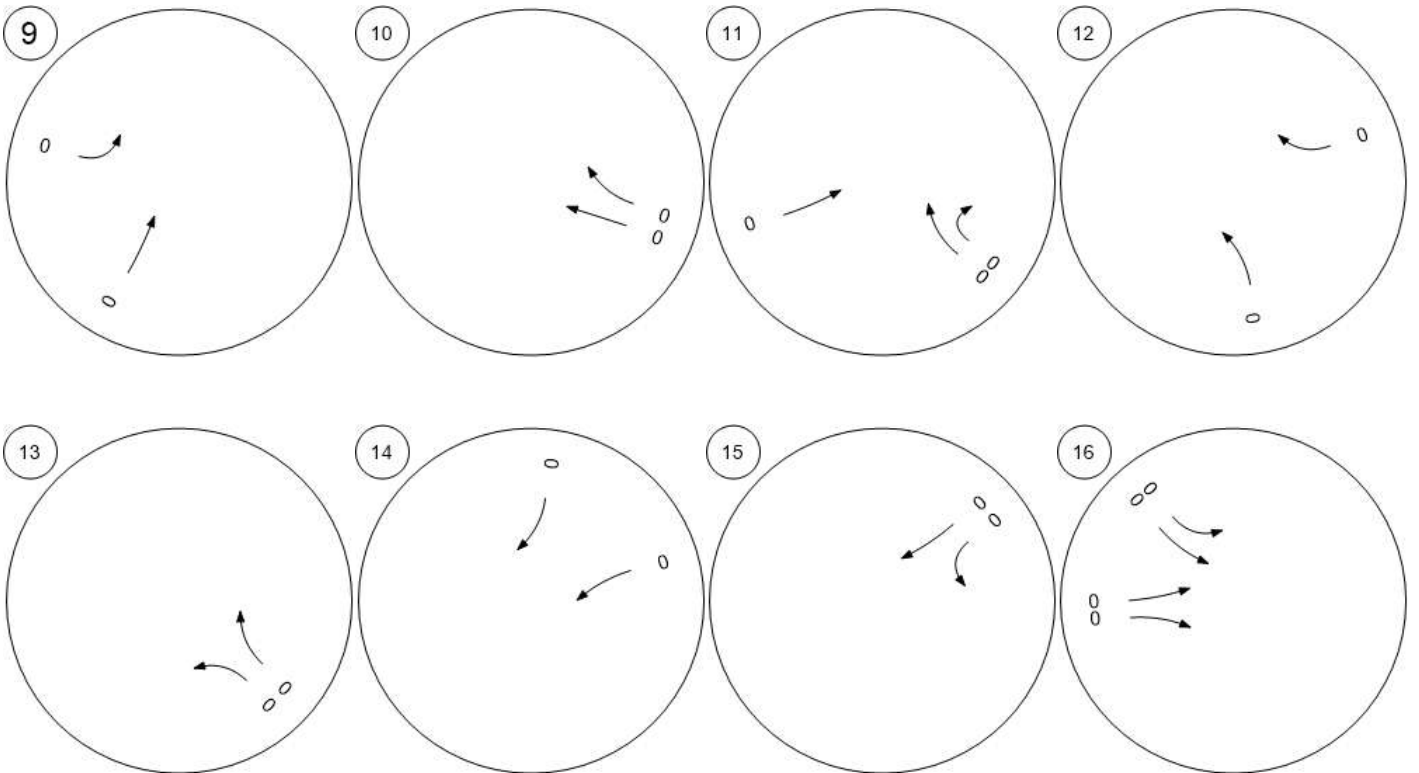
Traffic Volume - Base Volume



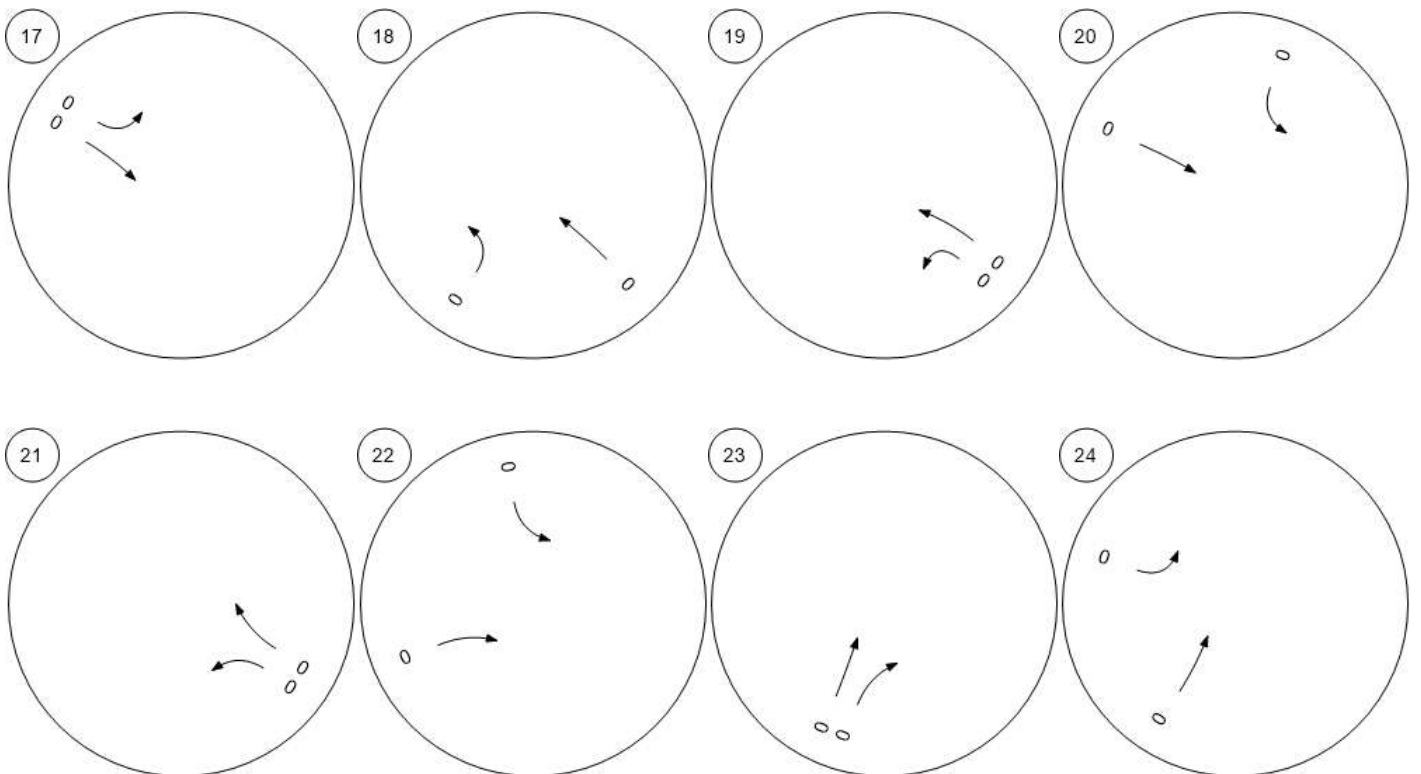
Traffic Volume - In-Process Volume



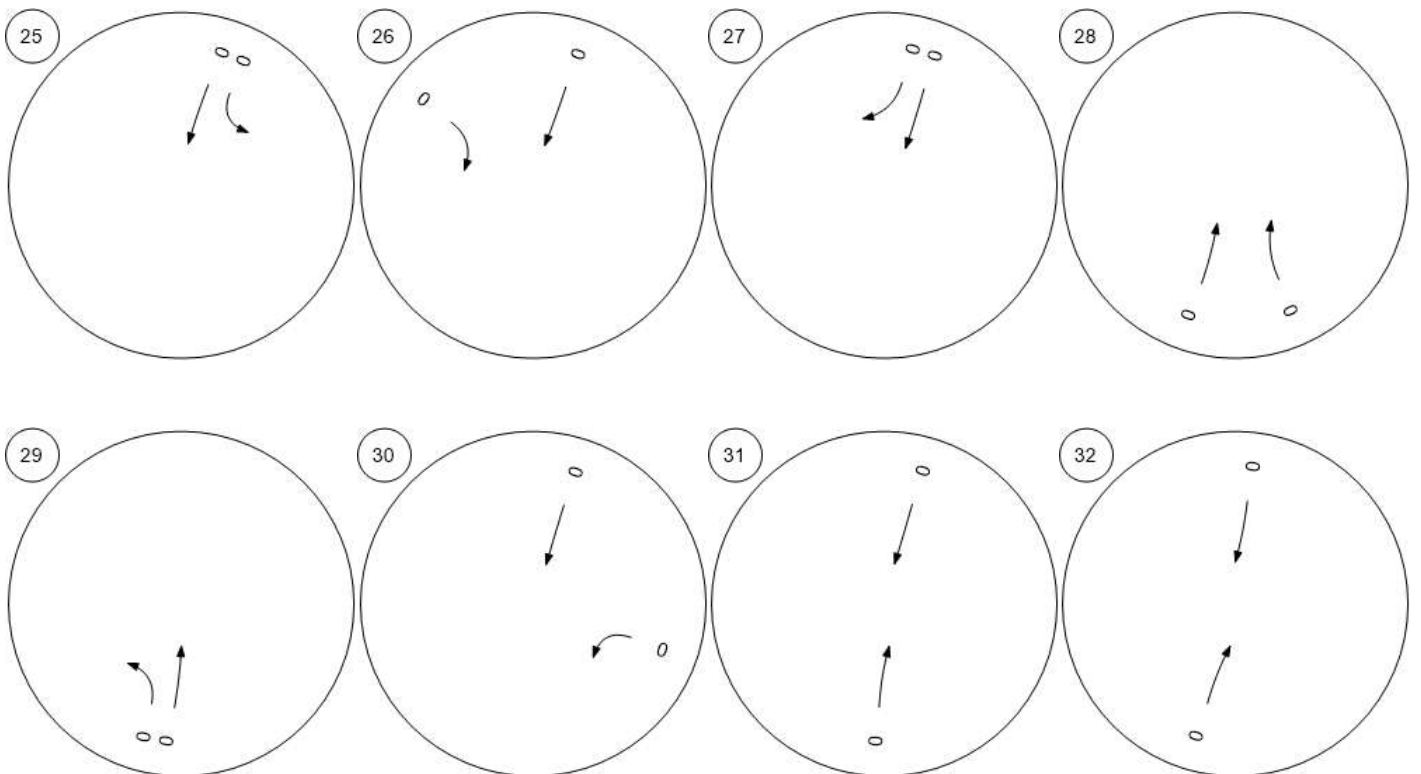
Traffic Volume - In-Process Volume



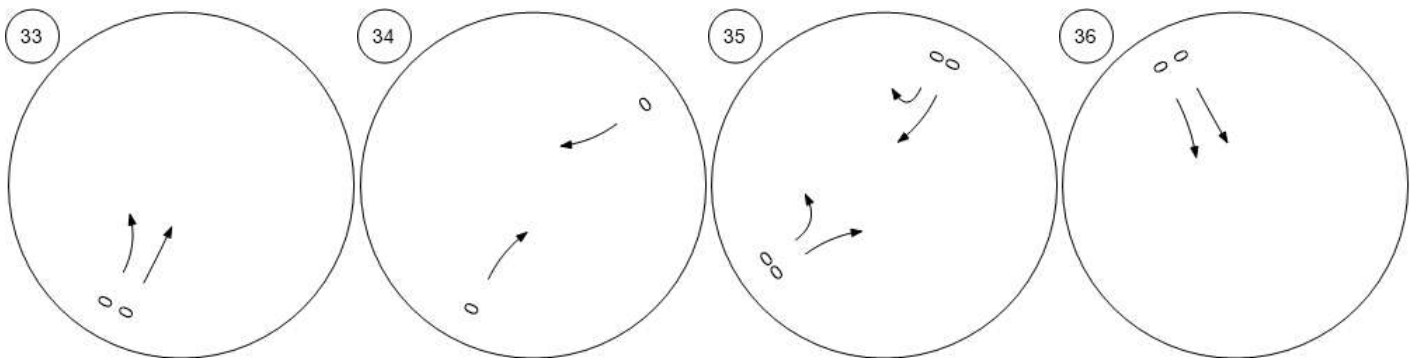
Traffic Volume - In-Process Volume



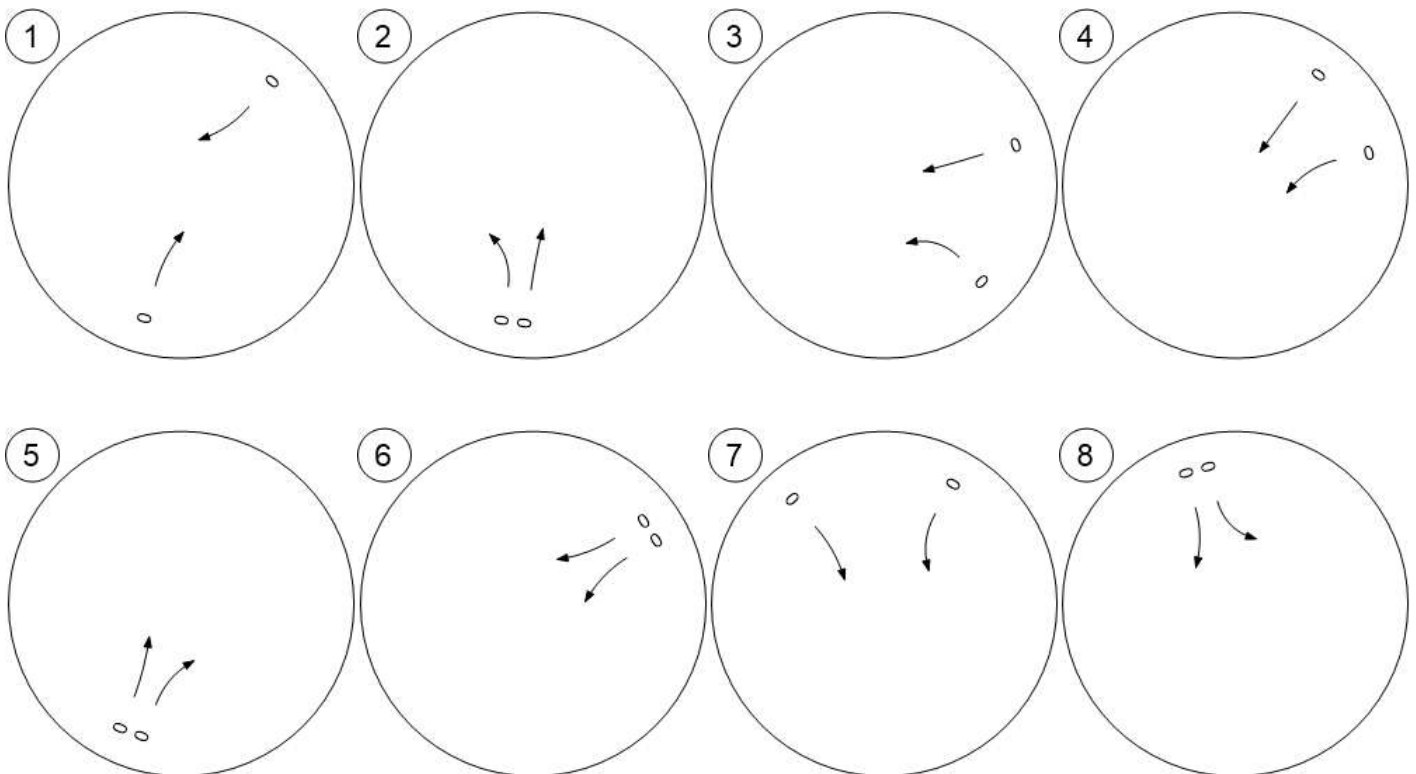
Traffic Volume - In-Process Volume



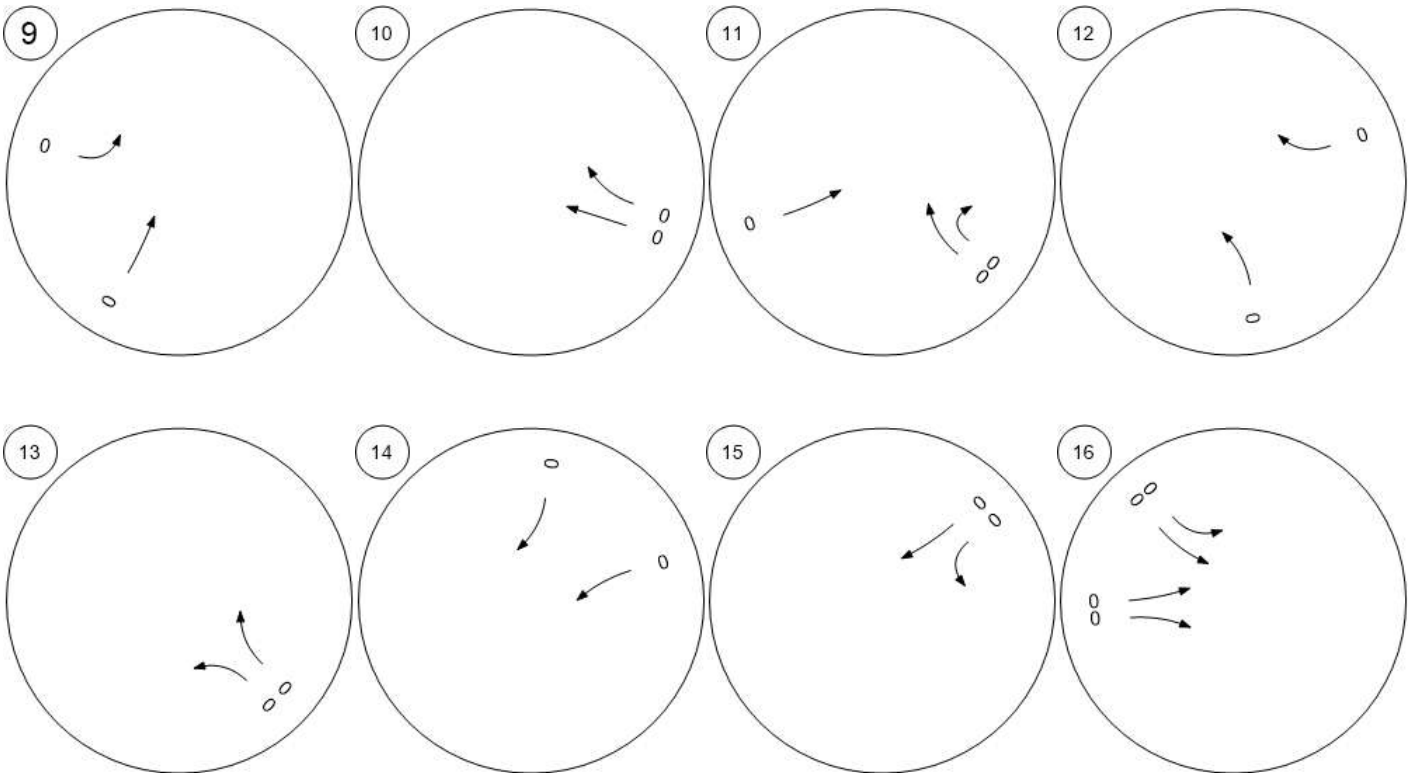
Traffic Volume - In-Process Volume



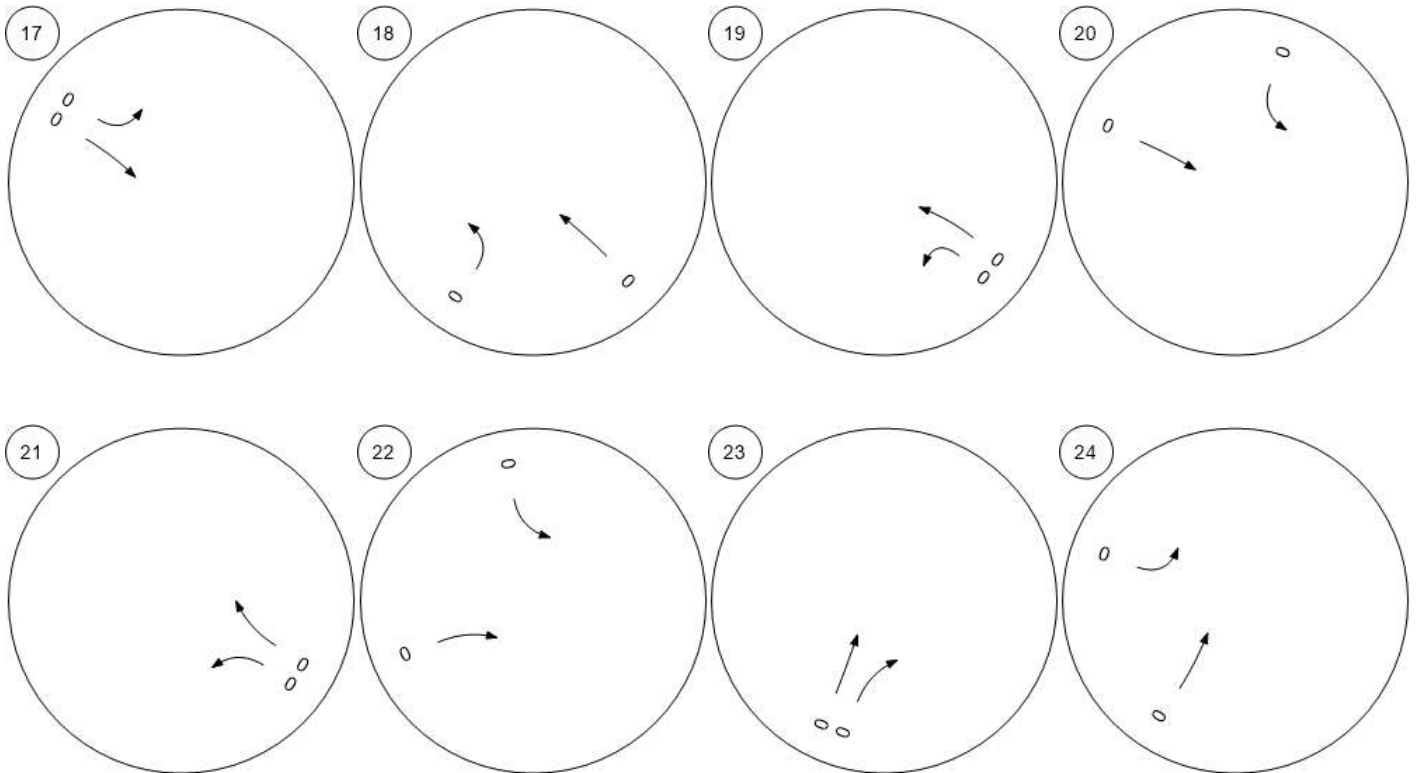
Traffic Volume - Net New Site Trips



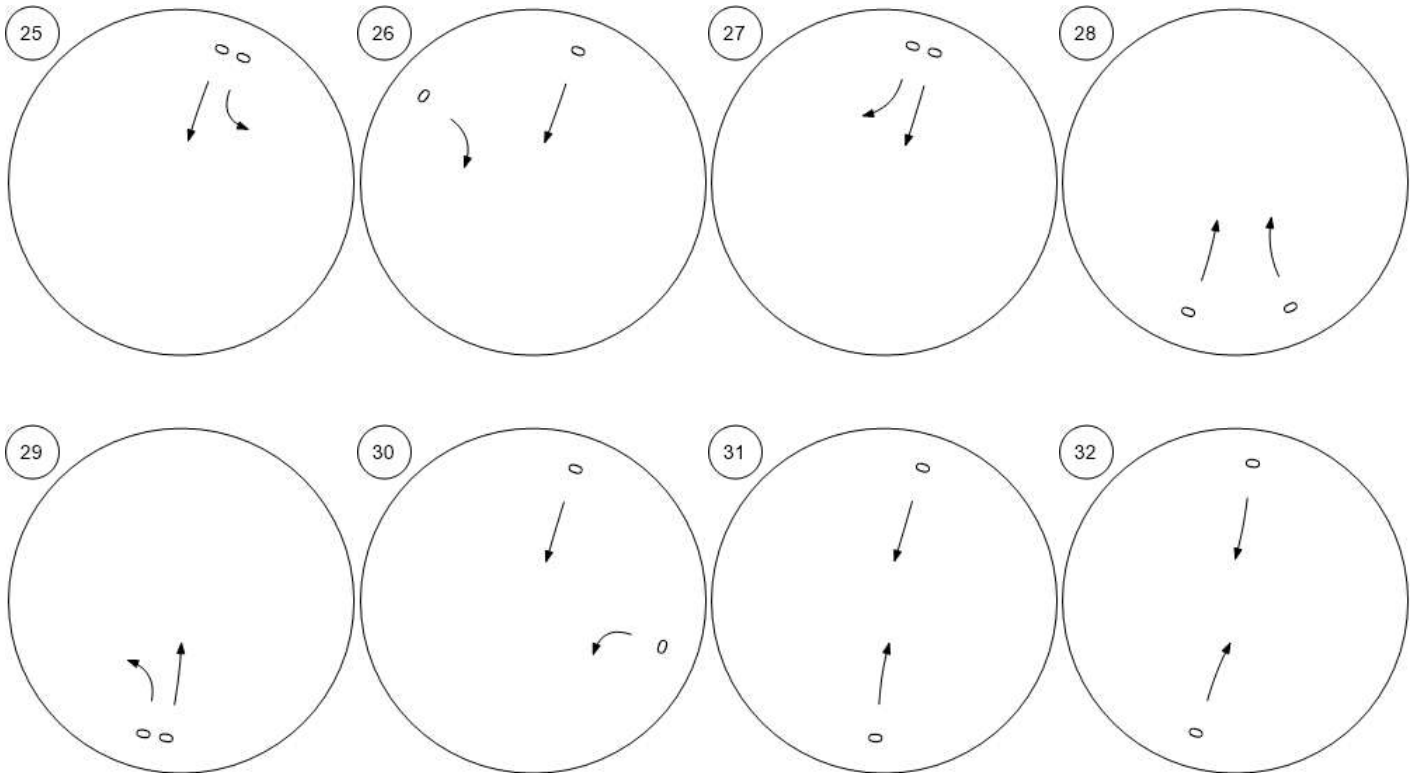
Traffic Volume - Net New Site Trips



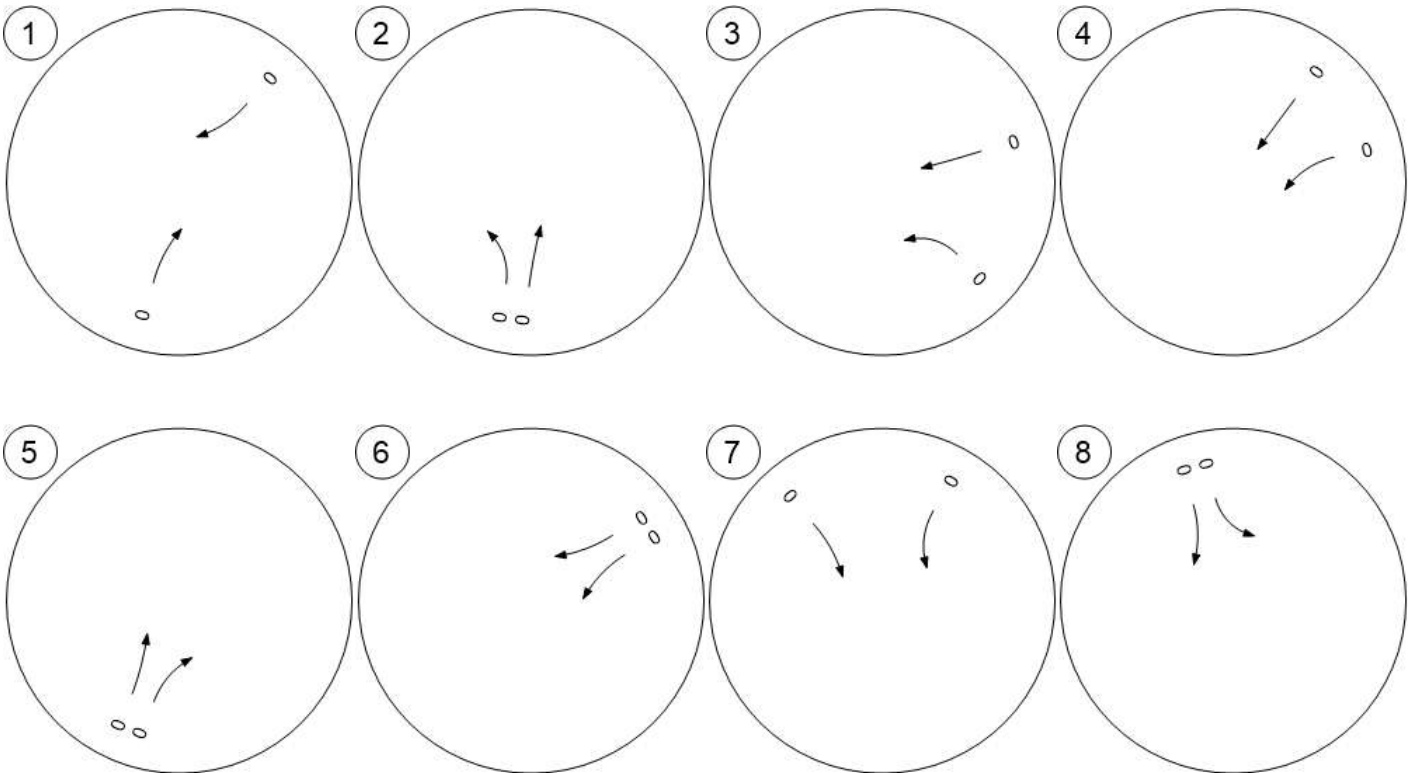
Traffic Volume - Net New Site Trips



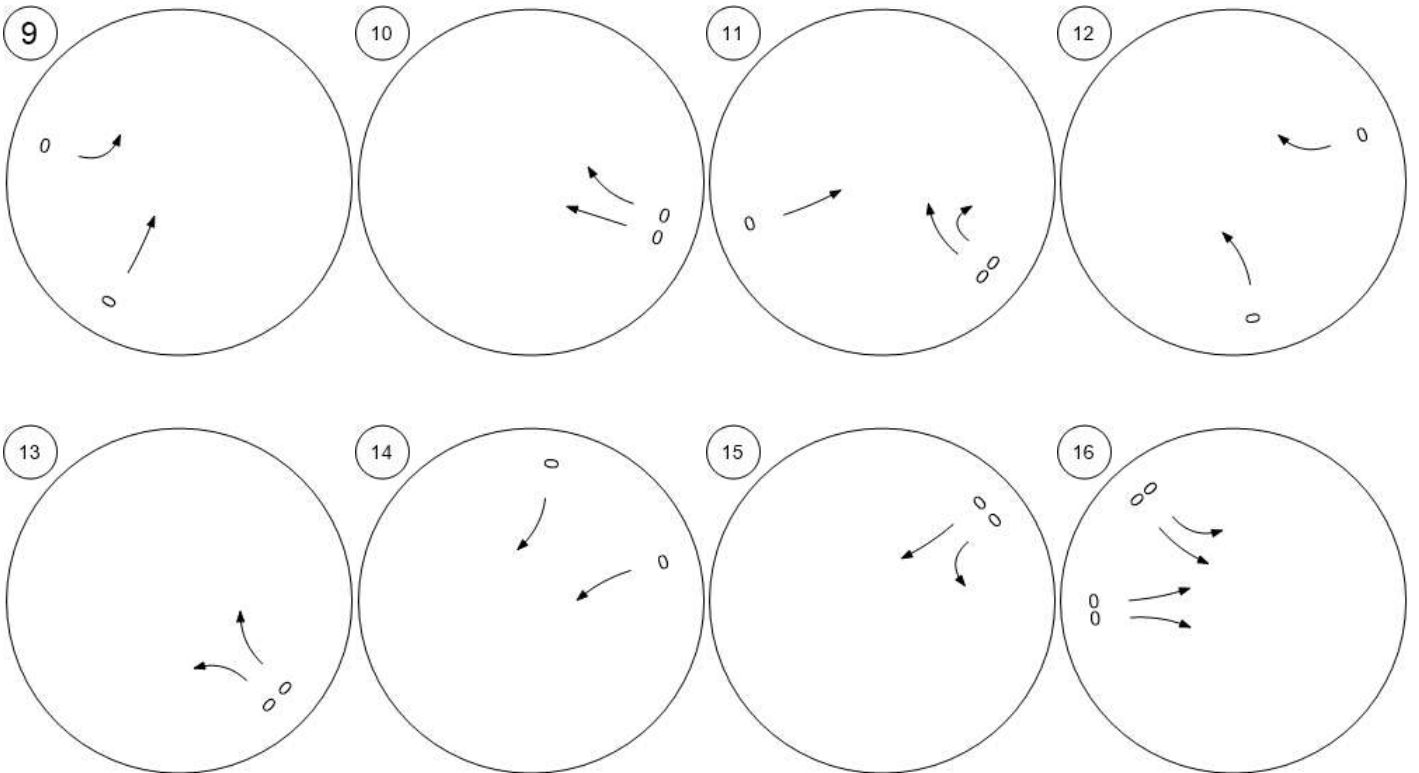
Traffic Volume - Net New Site Trips



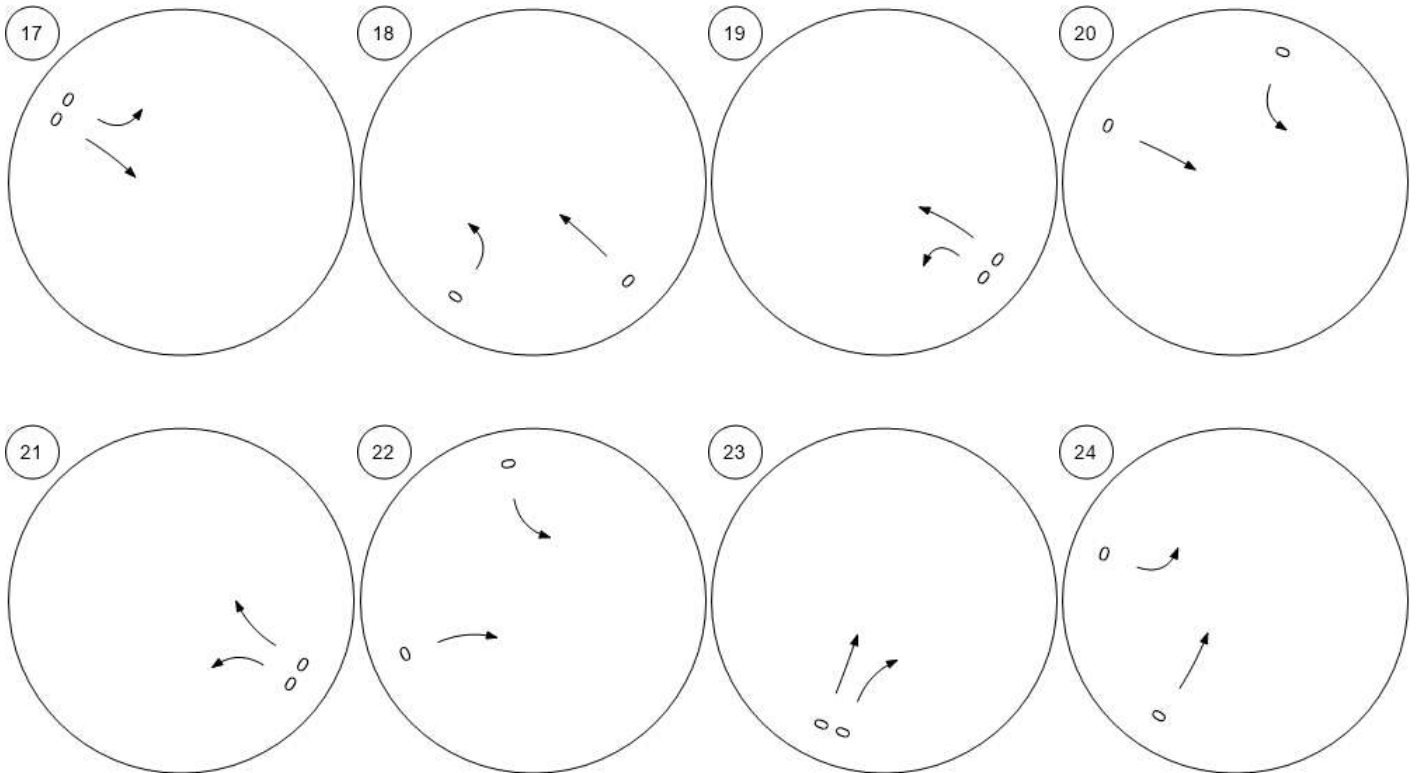
Traffic Volume - Other Volume



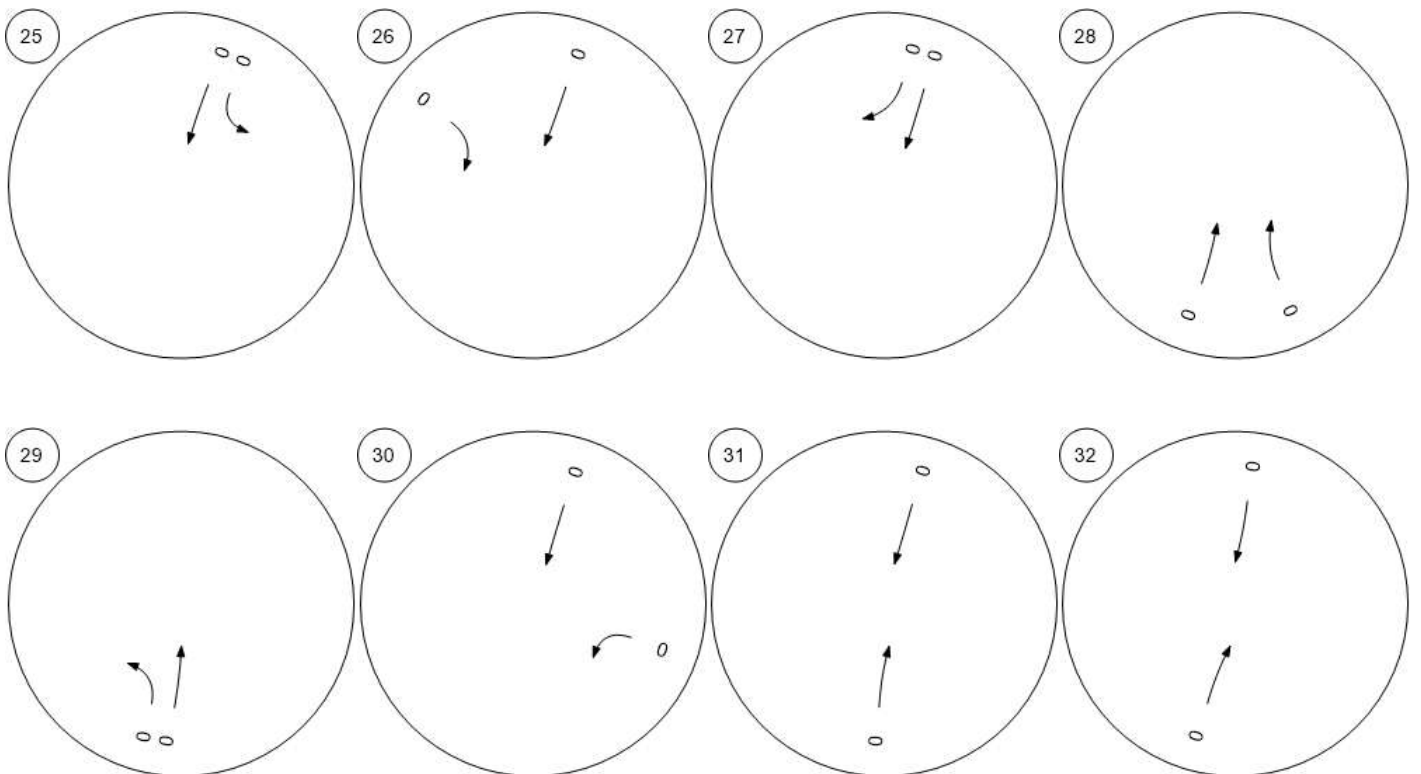
Traffic Volume - Other Volume



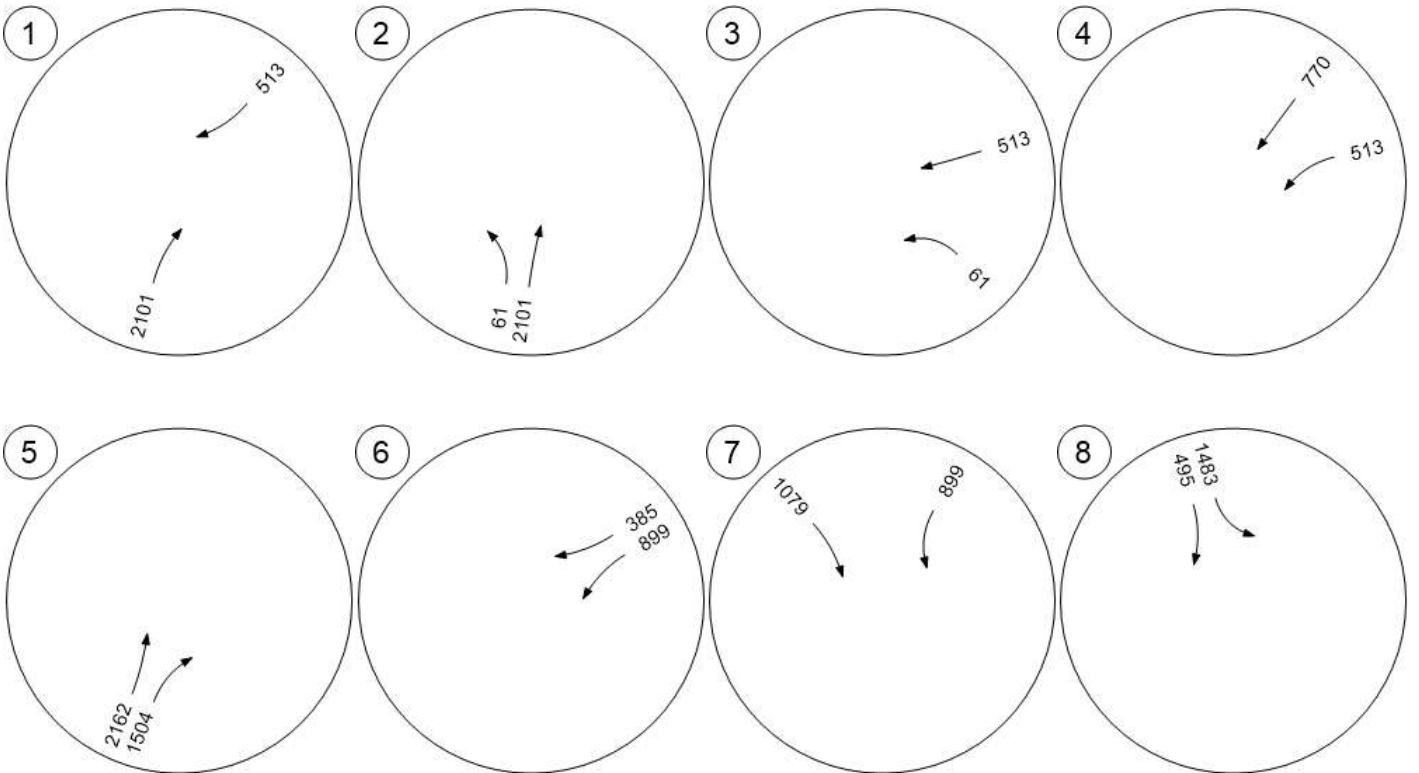
Traffic Volume - Other Volume



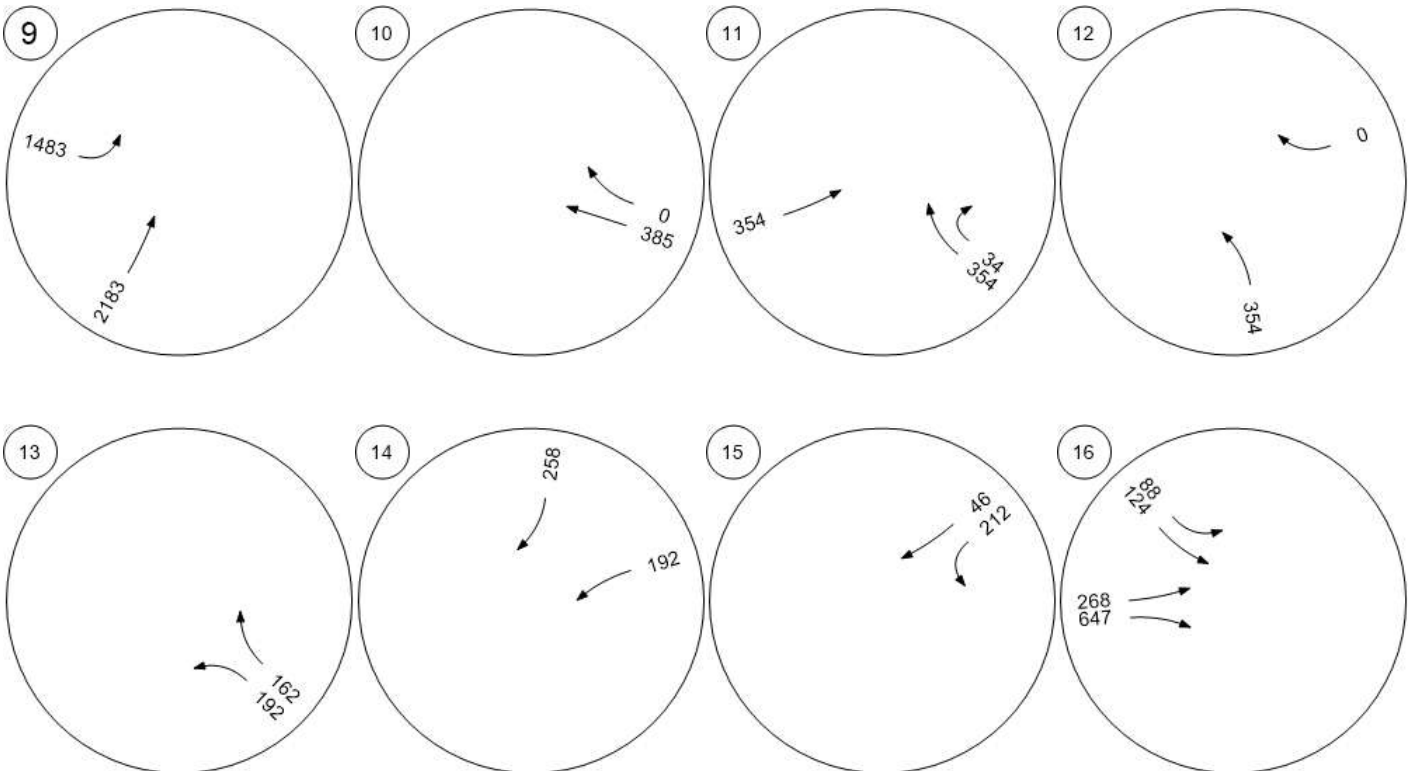
Traffic Volume - Other Volume



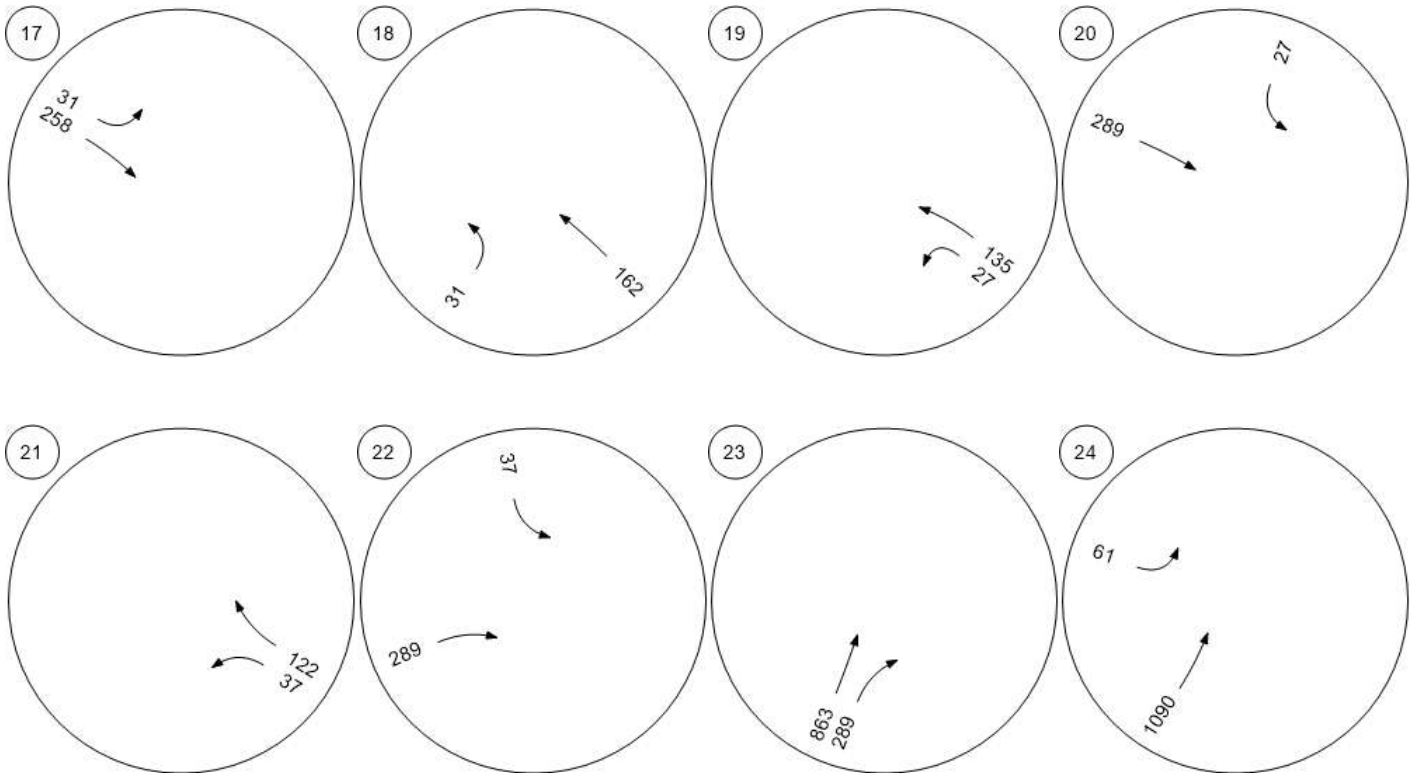
Traffic Volume - Future Total Volume



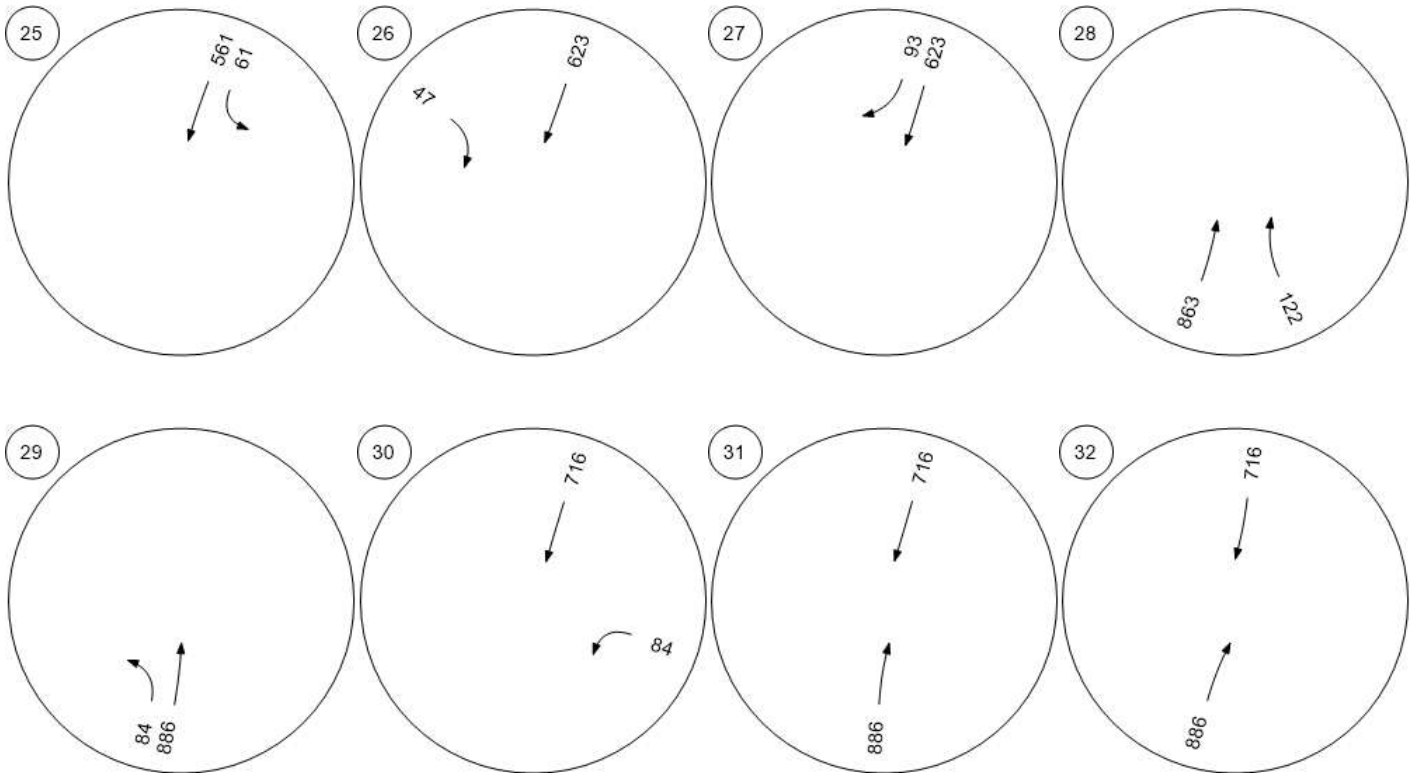
Traffic Volume - Future Total Volume



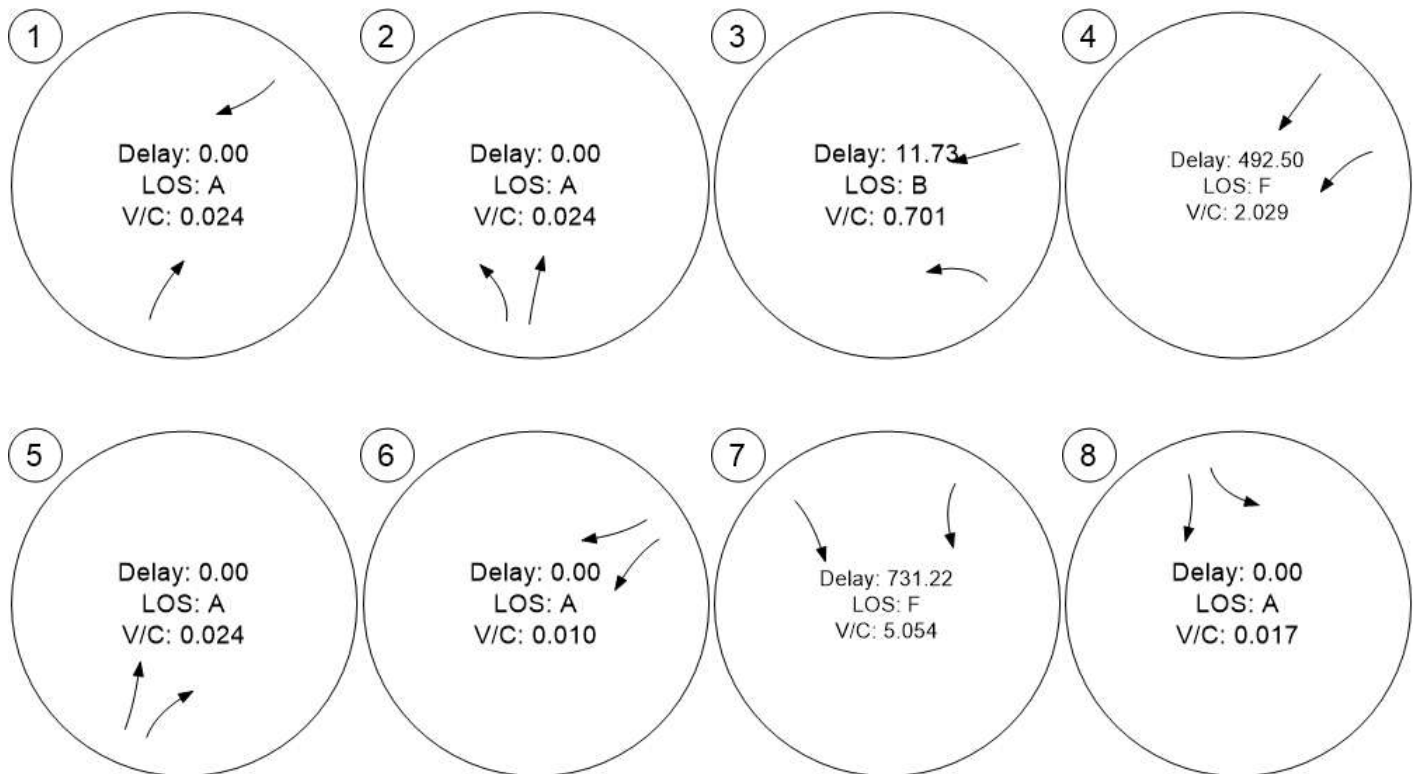
Traffic Volume - Future Total Volume



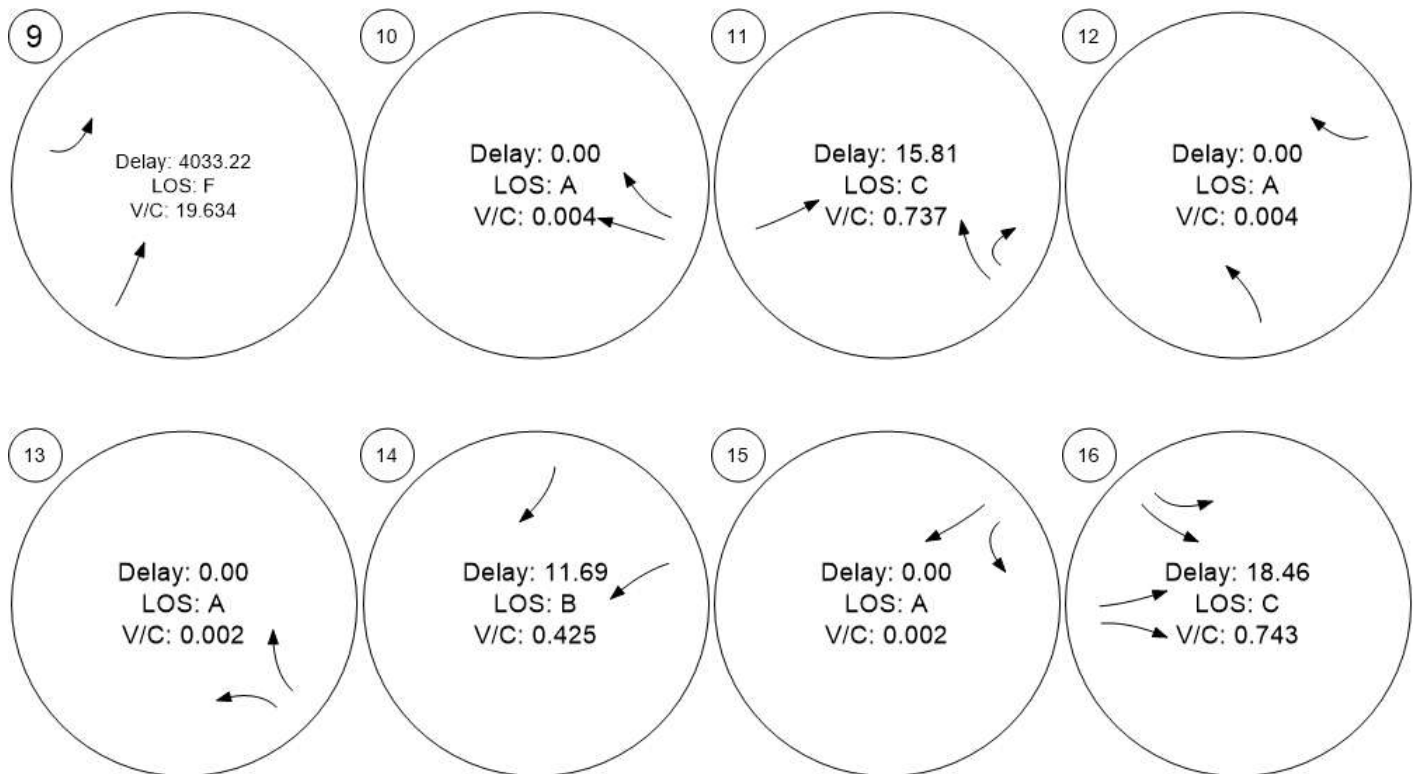
Traffic Volume - Future Total Volume



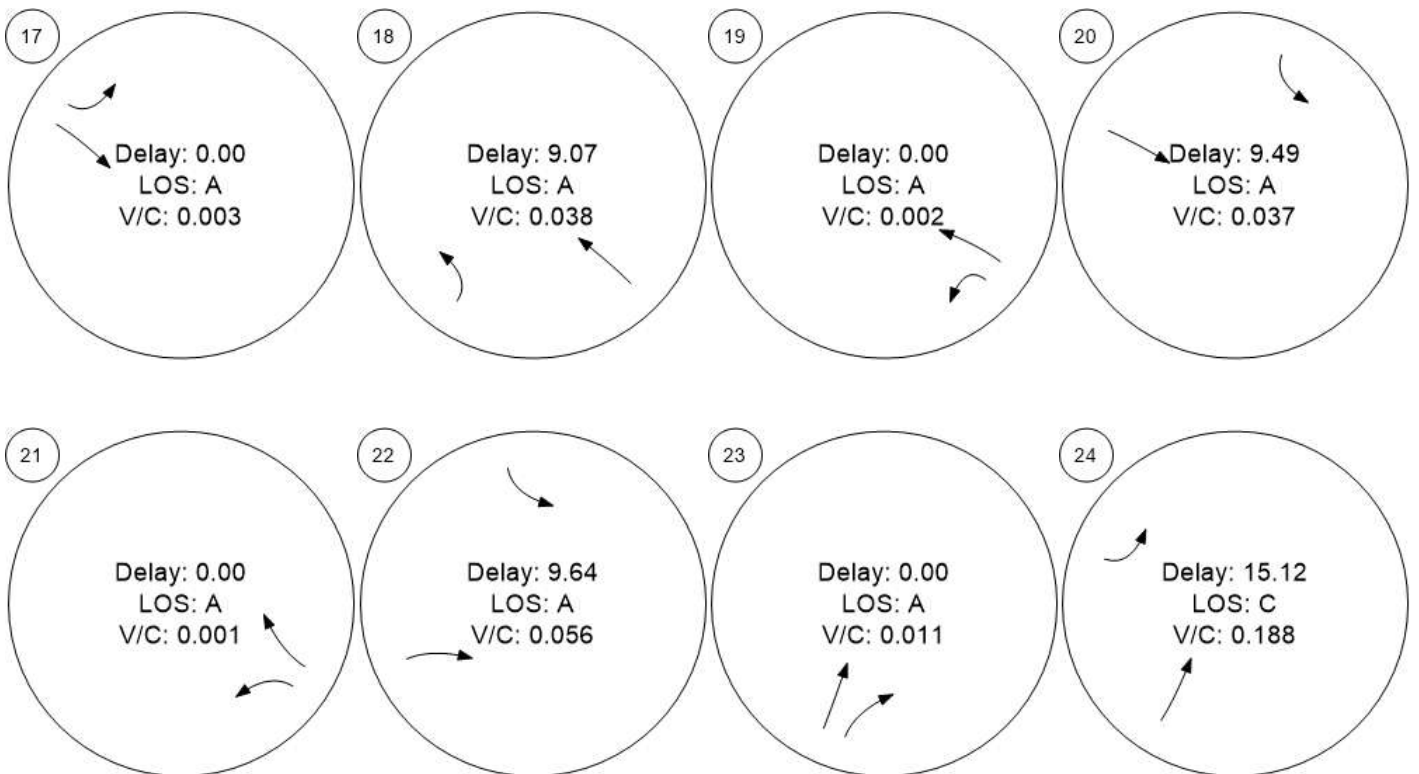
Traffic Conditions



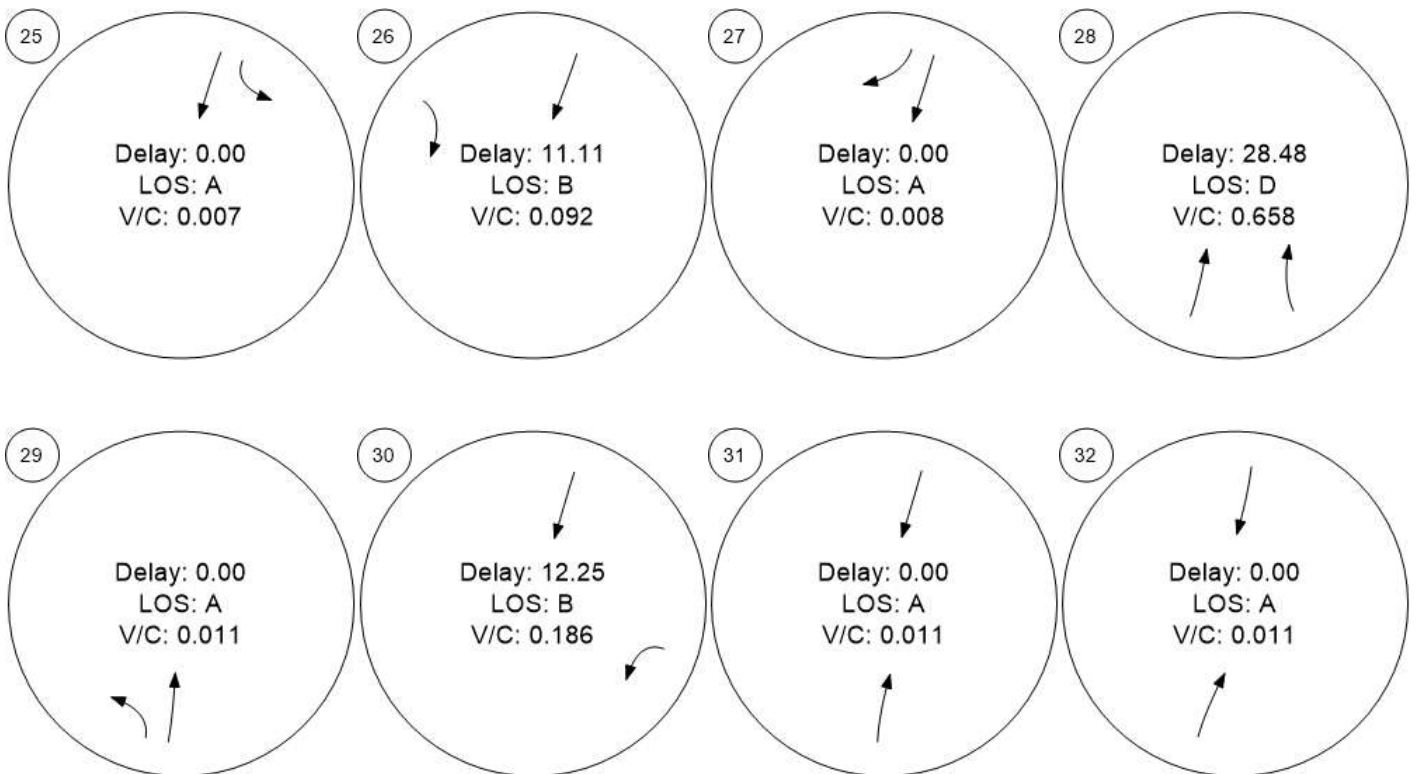
Traffic Conditions



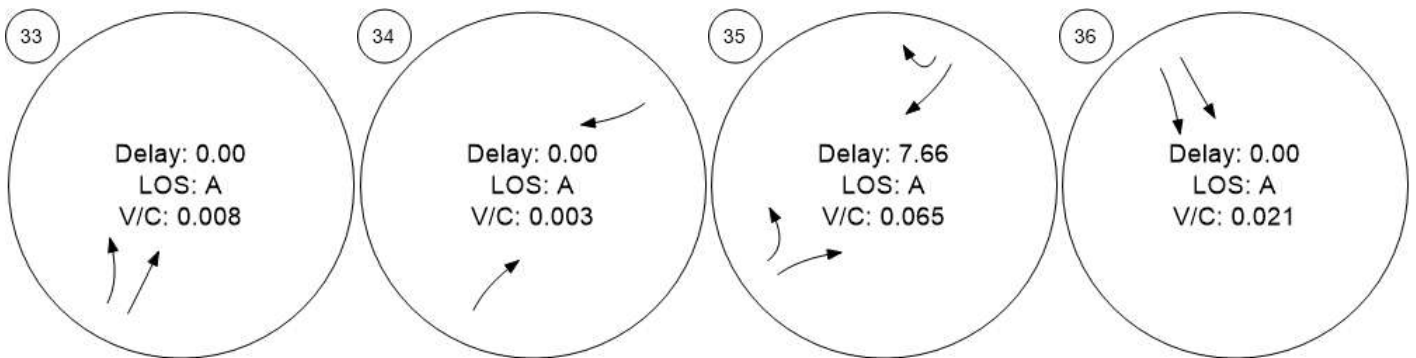
Traffic Conditions



Traffic Conditions



Traffic Conditions





RELATÓRIO DE IMPACTO NO TRÁFEGO
AGV NEGÓCIOS IMOBILIÁRIOS LTDA.
Parcelamento de Solo – Loteamento Não Residencial – Swiss Park Logística
Rodovia Lix da Cunha (SP 073), Gleba 73-B
Quarteirão 30.029 Campinas-SP

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

SWISS PARK - LOT. FAZENDA TAUBATÉ II

Vistro File: R:\...VISTRO - SWISS PARK_Taubaté II.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

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

15/09/2023

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	0,720	12,0	B
4	Ponto 1 - Entrada Rod. Anhanguera	Two-way stop	HCM 2010	SB Thru	2,086	518,4	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	5,108	743,3	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	19,996	4.115,5	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	0,774	16,1	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	0,440	11,8	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	0,750	18,9	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	0,002	0,0	A
22	Ponto 4 - Entrada - Rod. Lix da Cunha	Two-way stop	HCM 2010	SB Left	0,057	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	0,218	15,3	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	0,763	30,6	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	0,188	12,3	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
37	Acesso ao Loteamento	Two-way stop	HCM 2010	WB Left	0,007	8,7	A
38	Acesso ao Loteamento	Two-way stop	HCM 2010	WB Left	0,004	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	3	0	3	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	2104	0	516	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	591	0	145	0	0
Total Analysis Volume [veh/h]	0	2364	0	580	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]	15	3	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]	76	2104	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]	21	591	0	0	0	0
Total Analysis Volume [veh/h]	85	2364	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):	12,0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,720

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]	15	0	0	0	0	3
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]	76	0	0	0	0	516
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]	21	0	0	0	0	145
Total Analysis Volume [veh/h]	85	0	0	0	0	580
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	0,72
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	11,97
Movement LOS	A					B
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	1,65
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	12,55
d_A, Approach Delay [s/veh]	0,00		0,00		11,97	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	10,44					
Intersection LOS	B					



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

Control Type:	Two-way stop	Delay (sec / veh):	518,4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2,086

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	18	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	531	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	149	0
Total Analysis Volume [veh/h]	0	0	0	865	597	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	2,09	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	518,43	0,00	0,00
Movement LOS				F	A	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	61,56	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	469,06	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		518,43		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	306,73					
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						
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]	18	4	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]	2180	1508	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]	612	424	0	0	0	0
Total Analysis Volume [veh/h]	2449	1694	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	Northbound		Eastbound		Westbound	
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	18
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	403
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	113
Total Analysis Volume [veh/h]	0	0	0	0	1010	453
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):	743,3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5,108

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	11
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	1090
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	306
Total Analysis Volume [veh/h]	0	0	1010	0	0	1225
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	5,11
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	743,27
Movement LOS			A			F
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	51,08
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	0,00	389,26
d_A, Approach Delay [s/veh]	0,00		0,00		743,27	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	407,39					
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	9	2	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	1492	497	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	419	140	0	0
Total Analysis Volume [veh/h]	0	0	1676	558	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. Derrival Bernardes Siqueira**

Control Type:	Two-way stop	Delay (sec / veh):	4.115,5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	19,996

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	13	0	0	9	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	2196	0	0	1492	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	617	0	0	373	0
Total Analysis Volume [veh/h]	0	2467	0	0	1492	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	20,00	0,00	0,00	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	4115,51	0,00	0,00	0,00	0,00
Movement LOS		F			A	
95th-Percentile Queue Length [veh/ln]	0,00	142,02	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	1082,21	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	4115,51		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	2564,53					
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					IT	
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	18	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	403	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	113	0
Total Analysis Volume [veh/h]	0	0	0	0	453	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):	16,1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,774

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	18	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	372	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	104	10	0	0	0	0	99	0	0	0	0
Total Analysis Volume [veh/h]	0	418	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	0,77	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	16,14	13,57	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	1,99	1,90	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	15,18	14,52	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	15,92			0,00			0,00			0,00		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	8,50											
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]	18	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]	372	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]	104	0	0	0	0	0
Total Analysis Volume [veh/h]	418	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	9,52
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		9,52	
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	18
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	180
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	45
Total Analysis Volume [veh/h]	0	0	0	0	216	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			
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):	0,440

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	9	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	267	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	75	0	0	54	0
Total Analysis Volume [veh/h]	0	300	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	0,44	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	11,76	0,00	0,00	0,00	0,00
Movement LOS		B			A	
95th-Percentile Queue Length [veh/ln]	0,00	0,83	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	6,36	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	11,76		0,00		0,00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6,83					
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	9	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	221	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	62	13
Total Analysis Volume [veh/h]	0	0	0	0	248	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):	18,9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,750

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	9	0	0	0	2	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	133	0	0	268	649	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	37	0	0	75	182	0	0	0
Total Analysis Volume [veh/h]	0	0	0	99	149	0	0	301	729	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	0,75	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	17,96	18,90	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	3,03	7,27	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	23,11	55,37	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00			0,00			18,63			0,00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	15,01											
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	9	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	267	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	74	0	0
Total Analysis Volume [veh/h]	0	0	34	297	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	18
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	180
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	50
Total Analysis Volume [veh/h]	34	0	0	0	0	200
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]	9,12	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]	9,12		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			1,33			
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	18
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	153
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	43
Total Analysis Volume [veh/h]	0	0	0	0	30	170
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	9	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	298	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	83	0	0
Total Analysis Volume [veh/h]	30	0	0	331	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]	9,52	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]	9,52		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			0,79			
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					IT	
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	18
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	140
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	43
Total Analysis Volume [veh/h]	0	0	0	0	45	171
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):	0,057

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	9	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	298	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	91	0	0
Total Analysis Volume [veh/h]	45	0	0	363	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]	9,67	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]	0,67	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	9,67		0,00		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			1,07			
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]	6	9	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]	869	298	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]	265	91	0	0	0	0
Total Analysis Volume [veh/h]	1060	363	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):	15,3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,218

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	6	0	0	9	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	1096	0	0	70	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	334	0	0	21	0
Total Analysis Volume [veh/h]	0	1337	0	0	85	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	0,22	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	15,34	0,00
Movement LOS		A			C	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,36	0,00
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,00	0,00	2,77	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		15,34	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0,92					
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	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]	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	9	2	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	70	563	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	21	172	0	0
Total Analysis Volume [veh/h]	0	0	85	687	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	11	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	634	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	773	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	11	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	634	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	773	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):	30,6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,763

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	18	0	0	6	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	140	0	0	869	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	43	0	0	265	0
Total Analysis Volume [veh/h]	0	171	0	0	1060	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	0,76	0,00	0,00	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	30,64	0,00	0,00	0,00	0,00
Movement LOS		D			A	
95th-Percentile Queue Length [veh/ln]	0,00	1,69	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [m/ln]	0,00	12,85	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	30,64		0,00		0,00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4,26					
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	24	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	910	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	277	0	0	0	0
Total Analysis Volume [veh/h]	102	1110	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):	0,188

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	11	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	727	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	222	26	0
Total Analysis Volume [veh/h]	0	0	0	887	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	12,33	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	2,36	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]	1,27					
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	24	0	11	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	910	0	727	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	277	0	222	0	0
Total Analysis Volume [veh/h]	0	1110	0	887	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]	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	5	0	4	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	891	0	720	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	272	0	220	0	0
Total Analysis Volume [veh/h]	0	1087	0	878	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 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]	2	3	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]	624	267	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	81	0	0	0	0
Total Analysis Volume [veh/h]	761	326	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	3	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	267	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	81	0	0	11	0
Total Analysis Volume [veh/h]	0	326	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	Northbound			Southbound			Eastbound			Westbound		
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	3	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	192	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	60	0	11	24	0	0	0	0	0	0
Total Analysis Volume [veh/h]	94	0	240	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]	2,16		0,00		0,00		0,00		0,00			
Approach LOS	A		A		A		A		A			
d_I, Intersection Delay [s/veh]	1,52											
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	3	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	1894	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	532	216	0	0
Total Analysis Volume [veh/h]	0	0	2128	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					

Intersection Level Of Service Report
Intersection 37: Acesso ao Loteamento

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

Delay (sec / veh): 8,7
 Level Of Service: A
 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	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]	13	11	2	4	7	1
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]	13	11	2	4	7	1
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]	3	3	1	1	2	0
Total Analysis Volume [veh/h]	13	11	2	4	7	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
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	0,00	0,00	0,00	0,01	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	7,27	0,00	8,67	8,43
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,02	0,02
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,03	0,03	0,19	0,19
d_A, Approach Delay [s/veh]	0,00		2,42		8,64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2,20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 38: Acesso ao Loteamento

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):	0,004

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	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]	1	13	2	2	4	4
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]	1	13	2	2	4	4
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	3	1	1	1	1
Total Analysis Volume [veh/h]	1	13	2	2	4	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
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	0,00	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	7,25	0,00	8,61	8,38
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,02	0,02
95th-Percentile Queue Length [m/ln]	0,00	0,00	0,03	0,03	0,18	0,18
d_A, Approach Delay [s/veh]	0,00		3,62		8,49	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3,17					
Intersection LOS	A					

SWISS PARK - LOT. FAZENDA TAUBATÉ II

Vistro File: R:\... \VISTRO - SWISS PARK_Taubaté II.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

Report File: R:\... \2 CENÁRIO ATUAL COM O EMPREENDIMENTO.pdf

15/09/2023

Turning Movement Volume: Summary

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
1	Ponto 1 - Alça Av. São José dos Campos	2104	516	2620

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
2	Ponto 1 - Saída para Av. São José dos Campos	76	2104	2180

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
3	Ponto 1 - Retorno Balão da Torre	76	516	592

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Thru	
4	Ponto 1 - Entrada Rod. Ananguera	770	531	1301

ID	Intersection Name	Northbound		Total Volume
		Thru	Right	
5	Ponto 1 - Saída Rod. Ananguera	2180	1508	3688

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
6	Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli	899	403	1302

ID	Intersection Name	Southbound		Eastbound	Total Volume
		Left	Thru	Thru	
7	Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli	899		1090	1989

ID	Intersection Name	Southbound		Total Volume
		Left	Thru	
8	Ponto 1 - Av. Derval Bernardes Siqueira	1492	497	1989

ID	Intersection Name	Northbound		Eastbound	Total Volume
		Thru	Right	Left	
9	Ponto 1 - Entrada Balão da Torre - Av. Derval Bernardes Siqueira	2196		1492	3688

ID	Intersection Name	Westbound		Total Volume
		Thru	Right	
10	Ponto 2 - Av. Antônio Artioli - Acesso Swiss Office	403	0	403

ID	Intersection Name	Northbound		Eastbound	Total Volume
		Thru	Right	Thru	
11	Ponto 2 - Rotatória - Entrada Swiss Office	372	34	354	760

ID	Intersection Name	Northbound		Westbound	Total Volume
		Thru	Right	Right	
12	Ponto 2 - Rotatória - Saída Swiss Office	372		0	372

ID	Intersection Name	Westbound		Total Volume
		Left	Right	
13	Ponto 2 - Rotatória - Saída Av. Antônio Artioli	192	180	372

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Thru	
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artoli	267	192	459

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
15	Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel	221	46	267

ID	Intersection Name	Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	
16	Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel	88	133	268	649	1138

ID	Intersection Name	Eastbound		Total Volume
		Left	Thru	
17	Ponto 3 - Retorno - Av. Antônio Artoli	31	267	298

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
18	Ponto 3 - Retorno - Av. Antônio Artoli	31	180	211

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
19	Ponto 3 - Av. Antônio Artoli	27	153	180

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
20	Ponto 3 - Retorno - Av. Antônio Artoli	27	298	325

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
21	Ponto 4 - Saída - Rod. Lix da Cunha	37	140	177

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
22	Ponto 4 - Entrada - Rod. Lix da Cunha	37	298	335

ID	Intersection Name	Northbound		Total Volume
		Thru	Right	
23	Ponto 4 - Entrada - Rod. Lix da Cunha	869	298	1167

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Left	
24	Ponto 4 - Retorno - Rod. Lix da Cunha	1096	70	1166

ID	Intersection Name	Southbound		Total Volume
		Left	Thru	
25	Ponto 4 - Retorno - Rod. Lix da Cunha	70	563	633

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Thru	Right	
26	Ponto 4 - Entrada - Av. Roque Melilo	634	47	681

ID	Intersection Name	Southbound		Total Volume
		Thru	Right	
27	Ponto 4 - Saída - Av. José Christovão Gonçalves	634	93	727

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
28	Ponto 4 - Saída - Rod. Lix da Cunha	140	869	1009

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
29	Ponto 4 - Retorno - Rod. Lix da Cunha	84	910	994

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Left	
30	Ponto 4 - Retorno - Rod. Lix da Cunha	727	84	811

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
31	Ponto 4 - Rod. Lix da Cunha	910	727	1637

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
32	Rodovia Lix da Cunha	891	720	1611

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
33	R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha	624	267	891

ID	Intersection Name	Northbound	Westbound	Total Volume
		Thru	Thru	
34	R. Dr. Argemiro Orlando Dotto	267	35	302

ID	Intersection Name	Northbound		Southbound		Total Volume
		Left	Thru	Thru	Right	
35	Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera	75	192	35	77	379

ID	Intersection Name	Southbound		Total Volume
		Thru	Right	
36	Entrada - Rodovia Anhanguera	1894	770	2664

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
37	Acesso ao Loteamento	13	11	2	4	7	1	38

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
38	Acesso ao Loteamento	1	13	2	2	4	4	26

SWISS PARK - LOT. FAZENDA TAUBATÉ II

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15/09/2023

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	3	3	6
		Other	0	0	0
		Future Total	2104	516	2620

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	15	3	18
		Other	0	0	0
		Future Total	76	2104	2180

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	15	3	18
		Other	0	0	0
		Future Total	76	516	592

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	18	18
		Other	0	0	0
		Future Total	770	531	1301

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	18	4	22
		Other	0	0	0
		Future Total	2180	1508	3688

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	18	18
		Other	0	0	0
		Future Total	899	403	1302

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	11	11
		Other	0	0	0
		Future Total	899	1090	1989

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	9	2	11
		Other	0	0	0
		Future Total	1492	497	1989

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	13		9	22
		Other	0		0	0
		Future Total		2196		1492

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	18	0	18
		Other	0	0	0
		Future Total		403	0

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	18	0	0	18
		Other	0	0	0	0
		Future Total		372	34	354

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	18		0	18
		Other	0		0	0
		Future Total		372		0

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Right	
13	Ponto 2 - Rotatória - Saída Av. Antônio Artoli	Final Base	192	162	354
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	18	18
		Other	0	0	0
		Future Total	192	180	372

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Thru	
14	Ponto 2 - Rotatória - Entrada Av. Antônio Artoli	Final Base	258	192	450
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	9	0	9
		Other	0	0	0
		Future Total	267	192	459

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	9	0	9
		Other	0	0	0
		Future Total	221	46	267

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	9	0	2	11
		Other	0	0	0	0	0
		Future Total	88	133	268	649	1138

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	0	9	9
		Other	0	0	0
		Future Total	31	267	298

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	0	18	18
		Other	0	0	0
		Future Total	31	180	211

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	18	18
		Other	0	0	0
		Future Total	27	153	180

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	9	9
		Other	0	0	0
		Future Total	27	298	325

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	18	18
		Other	0	0	0
		Future Total	37	140	177

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	9	9
		Other	0	0	0
		Future Total	37	298	335

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	6	9	15
		Other	0	0	0
		Future Total	869	298	1167

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	6	9	15
		Other	0	0	0
		Future Total	1096	70	1166

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	9	2	11
		Other	0	0	0
		Future Total	70	563	633

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	11	0	11
		Other	0	0	0
		Future Total	634	47	681

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	11	0	11
		Other	0	0	0
		Future Total	634	93	727

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	18	6	24
		Other	0	0	0
		Future Total	140	869	1009

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	24	24
		Other	0	0	0
		Future Total	84	910	994

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	11	0	11
		Other	0	0	0
		Future Total	727	84	811

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	24	11	35
		Other	0	0	0
		Future Total	910	727	1637

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	5	4	9
		Other	0	0	0
		Future Total	891	720	1611

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	2	3	5
		Other	0	0	0
		Future Total	624	267	891

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	3	0	3
		Other	0	0	0
		Future Total	267	35	302

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	3	0	0	3
		Other	0	0	0	0	0
		Future Total	75	192	35	77	379

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	3	0	3
		Other	0	0	0
		Future Total	1894	770	2664

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
37	Acesso ao Loteamento	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	13	11	2	4	7	1	38
		Other	0	0	0	0	0	0	0
		Future Total	13	11	2	4	7	1	38

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
38	Acesso ao Loteamento	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	1	13	2	2	4	4	26
		Other	0	0	0	0	0	0	0
		Future Total	1	13	2	2	4	4	26

SWISS PARK - LOT. FAZENDA TAUBATÉ II

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Fair Share Volumes

Intersection 1: Ponto 1 - Alça Av. São José dos Campos			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	3	1	4
53: Zone	0	2	2
Site-Generated Trips	3	3	
Future Total Volume	2104	516	

Intersection 2: Ponto 1 - Saída para Av. São José dos Campos			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	7	3	10
53: Zone	8	0	8
Site-Generated Trips	15	3	
Future Total Volume	76	2104	

Intersection 3: Ponto 1 - Retorno Balão da Torre			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
52: Zone	7	1	8
53: Zone	8	2	10
Site-Generated Trips	15	3	
Future Total Volume	76	516	

Intersection 4: Ponto 1 - Entrada Rod. Anhanguera			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
52: Zone	0	8	8
53: Zone	0	10	10
Site-Generated Trips	0	18	
Future Total Volume	770	531	

Intersection 5: Ponto 1 - Saída Rod. Anhanguera			
Zone ID: Name	Northbound		Total
	Thru	Right	
52: Zone	10	2	12
53: Zone	8	2	10
Site-Generated Trips	18	4	
Future Total Volume	2180	1508	

Intersection 6: Ponto 1 - Saída Balão da Torre x Av. Antônio Artioli			
Zone ID: Name	Westbound		Total
	Left	Thru	
52: Zone	0	8	8
53: Zone	0	10	10
Site-Generated Trips	0	18	
Future Total Volume	899	403	

Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artioli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0	7	7
53: Zone	0	4	4
Site-Generated Trips	0	11	
Future Total Volume	899	1090	

Intersection 8: Ponto 1 - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Southbound		Total
	Left	Thru	
52: Zone	6	1	7
53: Zone	3	1	4
Site-Generated Trips	9	2	
Future Total Volume	1492	497	

Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
52: Zone	6	6	12
53: Zone	7	3	10
Site-Generated Trips	13	9	
Future Total Volume	2196	1492	

Intersection 10: Ponto 2 - Av. Antônio Artoli - Acesso Swiss Office			
Zone ID: Name	Westbound		Total
	Thru	Right	
52: Zone	8	0	8
53: Zone	10	0	10
Site-Generated Trips	18	0	
Future Total Volume	403	0	

Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office				
Zone ID: Name	Northbound		Eastbound	Total
	Thru	Right	Thru	
52: Zone	8	0	0	8
53: Zone	10	0	0	10
Site-Generated Trips	18	0	0	
Future Total Volume	372	34	354	

Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Right	
52: Zone	8	0	8
53: Zone	10	0	10
Site-Generated Trips	18	0	
Future Total Volume	372	0	

Intersection 13: Ponto 2 - Rotatória - Saída Av. Antônio Artoli			
Zone ID: Name	Westbound		Total
	Left	Right	
52: Zone	0	8	8
53: Zone	0	10	10
Site-Generated Trips	0	18	
Future Total Volume	192	180	

Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artoli			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
52: Zone	6	0	6
53: Zone	3	0	3
Site-Generated Trips	9	0	
Future Total Volume	267	192	

Intersection 15: Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel				
Zone ID: Name	Westbound			Total
	Left	Thru	Right	
52: Zone	6	0	0	6
53: Zone	3	0	0	3
Site-Generated Trips	9	0	0	
Future Total Volume	221	46	0	

Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel					
Zone ID: Name	Southbound		Eastbound		Total
	Left	Thru	Thru	Right	
52: Zone	0	6	0	1	7
53: Zone	0	3	0	1	4
Site-Generated Trips	0	9	0	2	
Future Total Volume	88	133	268	649	

Intersection 17: Ponto 3 - Retorno - Av. Antônio Artioli				
Zone ID: Name	Eastbound			Total
	Left	Thru	Right	
52: Zone	0	6	0	6
53: Zone	0	3	0	3
Site-Generated Trips	0	9	0	
Future Total Volume	31	267	0	

Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli					
Zone ID: Name	Northbound		Westbound		Total
	Left	Thru	Thru	Right	
52: Zone	0	8	0	0	8
53: Zone	0	10	0	0	10
Site-Generated Trips	0	18	0	0	
Future Total Volume	31	180	0	0	

Intersection 19: Ponto 3 - Av. Antônio Artioli				
Zone ID: Name	Westbound			Total
	Left	Thru	Right	
52: Zone	0	8	0	8
53: Zone	0	10	0	10
Site-Generated Trips	0	18	0	
Future Total Volume	27	153	0	

Intersection 20: Ponto 3 - Retorno - Av. Antônio Artoli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0	6	6
53: Zone	0	3	3
Site-Generated Trips	0	9	
Future Total Volume	27	298	

Intersection 21: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Westbound		Total
	Left	Thru	
52: Zone	0	8	8
53: Zone	0	10	10
Site-Generated Trips	0	18	
Future Total Volume	37	140	

Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0	6	6
53: Zone	0	3	3
Site-Generated Trips	0	9	
Future Total Volume	37	298	

Intersection 23: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Thru	Right	
52: Zone	3	6	9
53: Zone	3	3	6
Site-Generated Trips	6	9	
Future Total Volume	869	298	

Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
52: Zone	3	6	9
53: Zone	3	3	6
Site-Generated Trips	6	9	
Future Total Volume	1096	70	

Intersection 25: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound		Total
	Left	Thru	
52: Zone	6	1	7
53: Zone	3	1	4
Site-Generated Trips	9	2	
Future Total Volume	70	563	

Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Right	
52: Zone	7	0	7
53: Zone	4	0	4
Site-Generated Trips	11	0	
Future Total Volume	634	47	

Intersection 27: Ponto 4 - Saída - Av. José Christovão Gonçalves			
Zone ID: Name	Southbound		Total
	Thru	Right	
52: Zone	7	0	7
53: Zone	4	0	4
Site-Generated Trips	11	0	
Future Total Volume	634	93	

Intersection 28: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
52: Zone	8	3	11
53: Zone	10	3	13
Site-Generated Trips	18	6	
Future Total Volume	140	869	

Intersection 29: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	0	11	11
53: Zone	0	13	13
Site-Generated Trips	0	24	
Future Total Volume	84	910	

Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
52: Zone	7	0	7
53: Zone	4	0	4
Site-Generated Trips	11	0	
Future Total Volume	727	84	

Intersection 31: Ponto 4 - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	11	7	18
53: Zone	13	4	17
Site-Generated Trips	24	11	
Future Total Volume	910	727	

Intersection 32: Rodovia Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	1	2	3
53: Zone	4	2	6
Site-Generated Trips	5	4	
Future Total Volume	891	720	

Intersection 33: R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	1	0	1
53: Zone	1	3	4
Site-Generated Trips	2	3	
Future Total Volume	624	267	

Intersection 34: R. Dr. Argemiro Orlando Dotto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
52: Zone	0	0	0
53: Zone	3	0	3
Site-Generated Trips	3	0	
Future Total Volume	267	35	

Intersection 35: Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera					
Zone ID: Name	Northbound		Southbound		Total
	Left	Thru	Thru	Right	
52: Zone	0	0	0	0	0
53: Zone	0	3	0	0	3
Site-Generated Trips	0	3	0	0	
Future Total Volume	75	192	35	77	

Intersection 36: Entrada - Rodovia Anhanguera			
Zone ID: Name	Southbound		Total
	Thru	Right	
52: Zone	0	0	0
53: Zone	3	0	3
Site-Generated Trips	3	0	
Future Total Volume	1894	770	

Intersection 37: Acesso ao Loteamento							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
52: Zone	0	11	2	0	7	1	21
53: Zone	13	0	0	4	0	0	17
Site-Generated Trips	13	11	2	4	7	1	
Future Total Volume	13	11	2	4	7	1	

Intersection 38: Acesso ao Loteamento							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
52: Zone	1	0	0	2	0	0	3
53: Zone	0	13	2	0	4	4	23
Site-Generated Trips	1	13	2	2	4	4	
Future Total Volume	1	13	2	2	4	4	

SWISS PARK - LOT. FAZENDA TAUBATÉ II

Vistro File: R:\...VISTRO - SWISS PARK_Taubaté II.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

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

15/09/2023

EMPREENDIMENTO.pdf

Fair Share % of Net New Site

Intersection 1: Ponto 1 - Alça Av. São José dos Campos			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	100%	33,33%	66,67%
53: Zone	0%	66,67%	33,33%
Total	100%	100%	

Intersection 2: Ponto 1 - Saída para Av. São José dos Campos			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	46,67%	100%	55,56%
53: Zone	53,33%	0%	44,44%
Total	100%	100%	

Intersection 3: Ponto 1 - Retorno Balão da Torre			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
52: Zone	46,67%	33,33%	44,44%
53: Zone	53,33%	66,67%	55,56%
Total	100%	100%	

Intersection 4: Ponto 1 - Entrada Rod. Anhanguera			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
52: Zone	0%	44,44%	44,44%
53: Zone	0%	55,56%	55,56%
Total	0%	100%	

Intersection 5: Ponto 1 - Saída Rod. Anhanguera			
Zone ID: Name	Northbound		Total
	Thru	Right	
52: Zone	55,56%	50%	54,55%
53: Zone	44,44%	50%	45,45%
Total	100%	100%	

Intersection 6: Ponto 1 - Saída Balão da Torre x Av. Antônio Artoli			
Zone ID: Name	Westbound		Total
	Left	Thru	
52: Zone	0%	44,44%	44,44%
53: Zone	0%	55,56%	55,56%
Total	0%	100%	

Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artoli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0%	63,64%	63,64%
53: Zone	0%	36,36%	36,36%
Total	0%	100%	

Intersection 8: Ponto 1 - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Southbound		Total
	Left	Thru	
52: Zone	66,67%	50%	63,64%
53: Zone	33,33%	50%	36,36%
Total	100%	100%	

Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
52: Zone	46,15%	66,67%	54,55%
53: Zone	53,85%	33,33%	45,45%
Total	100%	100%	

Intersection 10: Ponto 2 - Av. Antônio Artoli - Acesso Swiss Office			
Zone ID: Name	Westbound		Total
	Thru	Right	
52: Zone	44,44%	0%	44,44%
53: Zone	55,56%	0%	55,56%
Total	100%	0%	

Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office				
Zone ID: Name	Northbound		Eastbound	Total
	Thru	Right	Thru	
52: Zone	44,44%	0%	0%	44,44%
53: Zone	55,56%	0%	0%	55,56%
Total	100%	0%	0%	

Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office				
Zone ID: Name	Northbound	Westbound		Total
	Thru	Right		
52: Zone	44,44%	0%		44,44%
53: Zone	55,56%	0%		55,56%
Total	100%	0%		

Intersection 13: Ponto 2 - Rotatória - Saída Av. Antônio Artoli			
Zone ID: Name	Westbound		Total
	Left	Right	
52: Zone	0%	44,44%	44,44%
53: Zone	0%	55,56%	55,56%
Total	0%	100%	

Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artoli			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
52: Zone	66,67%	0%	66,67%
53: Zone	33,33%	0%	33,33%
Total	100%	0%	

Intersection 15: Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel				
Zone ID: Name	Westbound			Total
	Left	Thru		
52: Zone	66,67%	0%		66,67%
53: Zone	33,33%	0%		33,33%
Total	100%	0%		

Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel					
Zone ID: Name	Southbound		Eastbound		Total
	Left	Thru	Thru	Right	
52: Zone	0%	66,67%	0%	50%	63,64%
53: Zone	0%	33,33%	0%	50%	36,36%
Total	0%	100%	0%	100%	

Intersection 17: Ponto 3 - Retorno - Av. Antônio Artioli				
Zone ID: Name	Eastbound			Total
	Left	Thru		
52: Zone	0%	66,67%		66,67%
53: Zone	0%	33,33%		33,33%
Total	0%	100%		

Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli					
Zone ID: Name	Northbound		Westbound		Total
	Left	Thru	Thru		
52: Zone	0%		44,44%		44,44%
53: Zone	0%		55,56%		55,56%
Total	0%		100%		

Intersection 19: Ponto 3 - Av. Antônio Artioli				
Zone ID: Name	Westbound			Total
	Left	Thru		
52: Zone	0%	44,44%		44,44%
53: Zone	0%	55,56%		55,56%
Total	0%	100%		

Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0%	66,67%	66,67%
53: Zone	0%	33,33%	33,33%
Total	0%	100%	

Intersection 21: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Westbound		Total
	Left	Thru	
52: Zone	0%	44,44%	44,44%
53: Zone	0%	55,56%	55,56%
Total	0%	100%	

Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0%	66,67%	66,67%
53: Zone	0%	33,33%	33,33%
Total	0%	100%	

Intersection 23: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Thru	Right	
52: Zone	50%	66,67%	60%
53: Zone	50%	33,33%	40%
Total	100%	100%	

Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
52: Zone	50%	66,67%	60%
53: Zone	50%	33,33%	40%
Total	100%	100%	

Intersection 25: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound		Total
	Left	Thru	
52: Zone	66,67%	50%	63,64%
53: Zone	33,33%	50%	36,36%
Total	100%	100%	

Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Right	
52: Zone	63,64%	0%	63,64%
53: Zone	36,36%	0%	36,36%
Total	100%	0%	

Intersection 27: Ponto 4 - Saída - Av. José Christovão Gonçalves			
Zone ID: Name	Southbound		Total
	Thru	Right	
52: Zone	63,64%	0%	63,64%
53: Zone	36,36%	0%	36,36%
Total	100%	0%	

Intersection 28: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
52: Zone	44,44%	50%	45,83%
53: Zone	55,56%	50%	54,17%
Total	100%	100%	

Intersection 29: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	0%	45,83%	45,83%
53: Zone	0%	54,17%	54,17%
Total	0%	100%	

Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
52: Zone	63,64%	0%	63,64%
53: Zone	36,36%	0%	36,36%
Total	100%	0%	

Intersection 31: Ponto 4 - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	45,83%	63,64%	51,43%
53: Zone	54,17%	36,36%	48,57%
Total	100%	100%	

Intersection 32: Rodovia Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	20%	50%	33,33%
53: Zone	80%	50%	66,67%
Total	100%	100%	

Intersection 33: R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	50%	0%	20%
53: Zone	50%	100%	80%
Total	100%	100%	

Intersection 34: R. Dr. Argemiro Orlando Dotto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
52: Zone	0%	0%	0%
53: Zone	100%	0%	100%
Total	100%	0%	

Intersection 35: Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera					
Zone ID: Name	Northbound		Southbound		Total
	Left	Thru	Thru	Right	
52: Zone	0%	0%	0%	0%	0%
53: Zone	0%	100%	0%	0%	100%
Total	0%	100%	0%	0%	

Intersection 36: Entrada - Rodovia Anhanguera			
Zone ID: Name	Southbound		Total
	Thru	Right	
52: Zone	0%	0%	0%
53: Zone	100%	0%	100%
Total	100%	0%	

Intersection 37: Acesso ao Loteamento							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
52: Zone	0%	100%	100%	0%	100%	100%	55,26%
53: Zone	100%	0%	0%	100%	0%	0%	44,74%
Total	100%	100%	100%	100%	100%	100%	

Intersection 38: Acesso ao Loteamento							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
52: Zone	100%	0%	0%	100%	0%	0%	11,54%
53: Zone	0%	100%	100%	0%	100%	100%	88,46%
Total	100%	100%	100%	100%	100%	100%	

SWISS PARK - LOT. FAZENDA TAUBATÉ II

Vistro File: R:\...VISTRO - SWISS PARK_Taubaté II.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

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

15/09/2023

Fair Share % of Future Total

Intersection 1: Ponto 1 - Alça Av. São José dos Campos			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	0,14%	0,19%	0,15%
53: Zone	0%	0,39%	0,08%
Total	0,14%	0,58%	

Intersection 2: Ponto 1 - Saída para Av. São José dos Campos			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	9,21%	0,14%	0,46%
53: Zone	10,53%	0%	0,37%
Total	19,74%	0,14%	

Intersection 3: Ponto 1 - Retorno Balão da Torre			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
52: Zone	9,21%	0,19%	1,35%
53: Zone	10,53%	0,39%	1,69%
Total	19,74%	0,58%	

Intersection 4: Ponto 1 - Entrada Rod. Anhanguera			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
52: Zone	0%	1,51%	0,61%
53: Zone	0%	1,88%	0,77%
Total	0%	3,39%	

Intersection 5: Ponto 1 - Saída Rod. Anhanguera			
Zone ID: Name	Northbound		Total
	Thru	Right	
52: Zone	0,46%	0,13%	0,33%
53: Zone	0,37%	0,13%	0,27%
Total	0,83%	0,27%	

Intersection 6: Ponto 1 - Saída Balão da Torre x Av. Antônio Artoli			
Zone ID: Name	Westbound		Total
	Left	Thru	
52: Zone	0%	1,99%	0,61%
53: Zone	0%	2,48%	0,77%
Total	0%	4,47%	

Intersection 7: Ponto 1 - Entrada Balão da Torre - Av. Antônio Artoli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0%	0,64%	0,35%
53: Zone	0%	0,37%	0,2%
Total	0%	1,01%	

Intersection 8: Ponto 1 - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Southbound		Total
	Left	Thru	
52: Zone	0,4%	0,2%	0,35%
53: Zone	0,2%	0,2%	0,2%
Total	0,6%	0,4%	

Intersection 9: Ponto 1 - Entrada Balão da Torre - Av. Dermival Bernardes Siqueira			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
52: Zone	0,27%	0,4%	0,33%
53: Zone	0,32%	0,2%	0,27%
Total	0,59%	0,6%	

Intersection 10: Ponto 2 - Av. Antônio Artoli - Acesso Swiss Office			
Zone ID: Name	Westbound		Total
	Thru	Right	
52: Zone	1,99%	0%	1,99%
53: Zone	2,48%	0%	2,48%
Total	4,47%	0%	

Intersection 11: Ponto 2 - Rotatória - Entrada Swiss Office				
Zone ID: Name	Northbound		Eastbound	Total
	Thru	Right	Thru	
52: Zone	2,15%	0%	0%	1,05%
53: Zone	2,69%	0%	0%	1,32%
Total	4,84%	0%	0%	

Intersection 12: Ponto 2 - Rotatória - Saída Swiss Office			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Right	
52: Zone	2,15%	0%	2,15%
53: Zone	2,69%	0%	2,69%
Total	4,84%	0%	

Intersection 13: Ponto 2 - Rotatória - Saída Av. Antônio Artoli			
Zone ID: Name	Westbound		Total
	Left	Right	
52: Zone	0%	4,44%	2,15%
53: Zone	0%	5,56%	2,69%
Total	0%	10%	

Intersection 14: Ponto 2 - Rotatória - Entrada Av. Antônio Artoli			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Thru	
52: Zone	2,25%	0%	1,31%
53: Zone	1,12%	0%	0,65%
Total	3,37%	0%	

Intersection 15: Ponto 2 - Rotatória - Saída Av. Wellman G. de França Rangel			
Zone ID: Name	Westbound		Total
	Left	Thru	
52: Zone	2,71%	0%	2,25%
53: Zone	1,36%	0%	1,12%
Total	4,07%	0%	

Intersection 16: Ponto 2 - Rotatória - Entrada Av. Wellman G. de França Rangel					
Zone ID: Name	Southbound		Eastbound		Total
	Left	Thru	Thru	Right	
52: Zone	0%	4,51%	0%	0,15%	0,62%
53: Zone	0%	2,26%	0%	0,15%	0,35%
Total	0%	6,77%	0%	0,31%	

Intersection 17: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Eastbound		Total
	Left	Thru	
52: Zone	0%	2,25%	2,01%
53: Zone	0%	1,12%	1,01%
Total	0%	3,37%	

Intersection 18: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
52: Zone	0%	4,44%	3,79%
53: Zone	0%	5,56%	4,74%
Total	0%	10%	

Intersection 19: Ponto 3 - Av. Antônio Artioli			
Zone ID: Name	Westbound		Total
	Left	Thru	
52: Zone	0%	5,23%	4,44%
53: Zone	0%	6,54%	5,56%
Total	0%	11,76%	

Intersection 20: Ponto 3 - Retorno - Av. Antônio Artioli			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0%	2,01%	1,85%
53: Zone	0%	1,01%	0,92%
Total	0%	3,02%	

Intersection 21: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Westbound		Total
	Left	Thru	
52: Zone	0%	5,71%	4,52%
53: Zone	0%	7,14%	5,65%
Total	0%	12,86%	

Intersection 22: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
52: Zone	0%	2,01%	1,79%
53: Zone	0%	1,01%	0,9%
Total	0%	3,02%	

Intersection 23: Ponto 4 - Entrada - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Thru	Right	
52: Zone	0,35%	2,01%	0,77%
53: Zone	0,35%	1,01%	0,51%
Total	0,69%	3,02%	

Intersection 24: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Left	
52: Zone	0,27%	8,57%	0,77%
53: Zone	0,27%	4,29%	0,51%
Total	0,55%	12,86%	

Intersection 25: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound		Total
	Left	Thru	
52: Zone	8,57%	0,18%	1,11%
53: Zone	4,29%	0,18%	0,63%
Total	12,86%	0,36%	

Intersection 26: Ponto 4 - Entrada - Av. Roque Melilo			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Right	
52: Zone	1,1%	0%	1,03%
53: Zone	0,63%	0%	0,59%
Total	1,74%	0%	

Intersection 27: Ponto 4 - Saída - Av. José Christovão Gonçalves			
Zone ID: Name	Southbound		Total
	Thru	Right	
52: Zone	1,1%	0%	0,96%
53: Zone	0,63%	0%	0,55%
Total	1,74%	0%	

Intersection 28: Ponto 4 - Saída - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
52: Zone	5,71%	0,35%	1,09%
53: Zone	7,14%	0,35%	1,29%
Total	12,86%	0,69%	

Intersection 29: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	0%	1,21%	1,11%
53: Zone	0%	1,43%	1,31%
Total	0%	2,64%	

Intersection 30: Ponto 4 - Retorno - Rod. Lix da Cunha			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
52: Zone	0,96%	0%	0,86%
53: Zone	0,55%	0%	0,49%
Total	1,51%	0%	

Intersection 31: Ponto 4 - Rod. Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	1,21%	0,96%	1,1%
53: Zone	1,43%	0,55%	1,04%
Total	2,64%	1,51%	

Intersection 32: Rodovia Lix da Cunha			
Zone ID: Name	Northbound	Southbound	Total
	Thru	Thru	
52: Zone	0,11%	0,28%	0,19%
53: Zone	0,45%	0,28%	0,37%
Total	0,56%	0,56%	

Intersection 33: R. Dr. Argemiro Orlando Dotto x Rod. Lix da Cunha			
Zone ID: Name	Northbound		Total
	Left	Thru	
52: Zone	0,16%	0%	0,11%
53: Zone	0,16%	1,12%	0,45%
Total	0,32%	1,12%	

Intersection 34: R. Dr. Argemiro Orlando Dotto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
52: Zone	0%	0%	0%
53: Zone	1,12%	0%	0,99%
Total	1,12%	0%	

Intersection 35: Ponto 6 - R. Comendador José Cezar Gazi x Acesso Rod. Anhanguera					
Zone ID: Name	Northbound		Southbound		Total
	Left	Thru	Thru	Right	
52: Zone	0%	0%	0%	0%	0%
53: Zone	0%	1,56%	0%	0%	0,79%
Total	0%	1,56%	0%	0%	

Intersection 36: Entrada - Rodovia Anhanguera			
Zone ID: Name	Southbound		Total
	Thru	Right	
52: Zone	0%	0%	0%
53: Zone	0,16%	0%	0,11%
Total	0,16%	0%	

Intersection 37: Acesso ao Loteamento							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
52: Zone	0%	100%	100%	0%	100%	100%	55,26%
53: Zone	100%	0%	0%	100%	0%	0%	44,74%
Total	100%	100%	100%	100%	100%	100%	

Intersection 38: Acesso ao Loteamento							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
52: Zone	100%	0%	0%	100%	0%	0%	11,54%
53: Zone	0%	100%	100%	0%	100%	100%	88,46%
Total	100%	100%	100%	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	76	516
2	74	501
3	72	490
4	68	459
5	60	408
6	59	402
7	59	397
8	53	361
9	52	356
10	52	351
11	45	304
12	42	284
13	41	279
14	30	206
15	30	206
16	21	144
17	12	83
18	12	83
19	7	46
20	4	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	76	2	516	No	No	No	No	No	No	No	No	Yes	Yes
2	2	74	2	501	No	No	No	No	No	No	No	No	Yes	Yes
3	2	72	2	490	No	No	No	No	No	No	No	No	Yes	Yes
4	2	68	2	459	No	No	No	No	No	No	No	No	Yes	Yes
5	2	60	2	408	No	No	No	No	No	No	No	No	Yes	Yes
6	2	59	2	402	No	No	No	No	No	No	No	No	Yes	Yes
7	2	59	2	397	No	No	No	No	No	No	No	No	Yes	Yes
8	2	53	2	361	No	No	No	No	No	No	No	No	Yes	No
9	2	52	2	356	No	No	No	No	No	No	No	No	Yes	No
10	2	52	2	351	No	No	No	No	No	No	No	No	Yes	No
11	2	45	2	304	No	No	No	No	No	No	No	No	Yes	No
12	2	42	2	284	No	No	No	No	No	No	No	No	No	No
13	2	41	2	279	No	No	No	No	No	No	No	No	No	No
14	2	30	2	206	No	No	No	No	No	No	No	No	No	No
15	2	30	2	206	No	No	No	No	No	No	No	No	No	No
16	2	21	2	144	No	No	No	No	No	No	No	No	No	No
17	2	12	2	83	No	No	No	No	No	No	No	No	No	No
18	2	12	2	83	No	No	No	No	No	No	No	No	No	No
19	2	7	2	46	No	No	No	No	No	No	No	No	No	No
20	2	4	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)	12
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	516
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	592
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	531	770
2	515	747
3	504	732
4	473	685
5	419	608
6	414	601
7	409	593
8	372	539
9	366	531
10	361	524
11	313	454
12	292	424
13	287	416
14	212	308
15	212	308
16	149	216
17	85	123
18	85	123
19	48	69
20	27	39
21	16	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	531	1	770	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
2	2	515	1	747	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
3	2	504	1	732	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
4	2	473	1	685	No	No	Yes	Yes	No	No	No	No	Yes	Yes
5	2	419	1	608	No	No	No	Yes	No	No	No	No	Yes	Yes
6	2	414	1	601	No	No	No	Yes	No	No	No	No	Yes	Yes
7	2	409	1	593	No	No	No	Yes	No	No	No	No	Yes	Yes
8	2	372	1	539	No	No	No	Yes	No	No	No	No	Yes	Yes
9	2	366	1	531	No	No	No	Yes	No	No	No	No	Yes	Yes
10	2	361	1	524	No	No	No	Yes	No	No	No	No	Yes	Yes
11	2	313	1	454	No	No	No	No	No	No	No	No	Yes	Yes
12	2	292	1	424	No	No	No	No	No	No	No	No	Yes	Yes
13	2	287	1	416	No	No	No	No	No	No	No	No	Yes	Yes
14	2	212	1	308	No	No	No	No	No	No	No	No	Yes	No
15	2	212	1	308	No	No	No	No	No	No	No	No	Yes	No
16	2	149	1	216	No	No	No	No	No	No	No	No	No	No
17	2	85	1	123	No	No	No	No	No	No	No	No	No	No
18	2	85	1	123	No	No	No	No	No	No	No	No	No	No
19	2	48	1	69	No	No	No	No	No	No	No	No	No	No
20	2	27	1	39	No	No	No	No	No	No	No	No	No	No
21	2	16	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	3	15	13

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	518,4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	110:53
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	1301
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	Yes

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	1090
2	872	1057
3	854	1036
4	800	970
5	710	861
6	701	850
7	692	839
8	629	763
9	620	752
10	611	741
11	530	643
12	494	600
13	485	589
14	360	436
15	360	436
16	252	305
17	144	174
18	144	174
19	81	98
20	45	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	899	2	1090	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
2	2	872	2	1057	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
3	2	854	2	1036	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
4	2	800	2	970	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
5	2	710	2	861	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
6	2	701	2	850	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
7	2	692	2	839	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
8	2	629	2	763	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
9	2	620	2	752	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
10	2	611	2	741	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
11	2	530	2	643	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
12	2	494	2	600	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
13	2	485	2	589	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
14	2	360	2	436	No	No	No	Yes	No	No	No	No	Yes	Yes
15	2	360	2	436	No	No	No	Yes	No	No	No	No	Yes	Yes
16	2	252	2	305	No	No	No	No	No	No	No	No	Yes	No
17	2	144	2	174	No	No	No	No	No	No	No	No	No	No
18	2	144	2	174	No	No	No	No	No	No	No	No	No	No
19	2	81	2	98	No	No	No	No	No	No	No	No	No	No
20	2	45	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	0	4	7	11	16	15

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	743,3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	225:02
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	1090
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1989
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	Yes

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	1492	2196
2	1447	2130
3	1417	2086
4	1328	1954
5	1179	1735
6	1164	1713
7	1149	1691
8	1044	1537
9	1029	1515
10	1015	1493
11	880	1296
12	821	1208
13	806	1186
14	597	878
15	597	878
16	418	615
17	239	351
18	239	351
19	134	198
20	75	110
21	45	66
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	1492	2	2196	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1447	2	2130	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1417	2	2086	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1328	2	1954	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1179	2	1735	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	1164	2	1713	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	1149	2	1691	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	1044	2	1537	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	2	1029	2	1515	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	2	1015	2	1493	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	2	880	2	1296	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
12	2	821	2	1208	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
13	2	806	2	1186	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
14	2	597	2	878	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
15	2	597	2	878	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
16	2	418	2	615	No	No	No	Yes	No	No	No	No	Yes	Yes
17	2	239	2	351	No	No	No	No	No	No	No	No	Yes	No
18	2	239	2	351	No	No	No	No	No	No	No	No	Yes	No
19	2	134	2	198	No	No	No	No	No	No	No	No	No	No
20	2	75	2	110	No	No	No	No	No	No	No	No	No	No
21	2	45	2	66	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)	4115,5
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	2510:27
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	2196
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	3688
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	Yes

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	406
2	343	394
3	336	386
4	315	361
5	280	321
6	276	317
7	273	313
8	248	284
9	244	280
10	241	276
11	209	240
12	195	223
13	191	219
14	142	162
15	142	162
16	99	114
17	57	65
18	57	65
19	32	37
20	18	20
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	406	No	No	No	Yes	No	No	No	No	Yes	Yes
2	2	343	2	394	No	No	No	Yes	No	No	No	No	Yes	Yes
3	2	336	2	386	No	No	No	Yes	No	No	No	No	Yes	Yes
4	2	315	2	361	No	No	No	No	No	No	No	No	Yes	No
5	2	280	2	321	No	No	No	No	No	No	No	No	Yes	No
6	2	276	2	317	No	No	No	No	No	No	No	No	Yes	No
7	2	273	2	313	No	No	No	No	No	No	No	No	Yes	No
8	2	248	2	284	No	No	No	No	No	No	No	No	No	No
9	2	244	2	280	No	No	No	No	No	No	No	No	No	No
10	2	241	2	276	No	No	No	No	No	No	No	No	No	No
11	2	209	2	240	No	No	No	No	No	No	No	No	No	No
12	2	195	2	223	No	No	No	No	No	No	No	No	No	No
13	2	191	2	219	No	No	No	No	No	No	No	No	No	No
14	2	142	2	162	No	No	No	No	No	No	No	No	No	No
15	2	142	2	162	No	No	No	No	No	No	No	No	No	No
16	2	99	2	114	No	No	No	No	No	No	No	No	No	No
17	2	57	2	65	No	No	No	No	No	No	No	No	No	No
18	2	57	2	65	No	No	No	No	No	No	No	No	No	No
19	2	32	2	37	No	No	No	No	No	No	No	No	No	No
20	2	18	2	20	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	3

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	15,9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	1:47
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	406
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	760
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	372	0
2	361	0
3	353	0
4	331	0
5	294	0
6	290	0
7	286	0
8	260	0
9	257	0
10	253	0
11	219	0
12	205	0
13	201	0
14	149	0
15	149	0
16	104	0
17	60	0
18	60	0
19	33	0
20	19	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	372	2	0	No	No	No	No	No	No	No	No	No	No
2	2	361	2	0	No	No	No	No	No	No	No	No	No	No
3	2	353	2	0	No	No	No	No	No	No	No	No	No	No
4	2	331	2	0	No	No	No	No	No	No	No	No	No	No
5	2	294	2	0	No	No	No	No	No	No	No	No	No	No
6	2	290	2	0	No	No	No	No	No	No	No	No	No	No
7	2	286	2	0	No	No	No	No	No	No	No	No	No	No
8	2	260	2	0	No	No	No	No	No	No	No	No	No	No
9	2	257	2	0	No	No	No	No	No	No	No	No	No	No
10	2	253	2	0	No	No	No	No	No	No	No	No	No	No
11	2	219	2	0	No	No	No	No	No	No	No	No	No	No
12	2	205	2	0	No	No	No	No	No	No	No	No	No	No
13	2	201	2	0	No	No	No	No	No	No	No	No	No	No
14	2	149	2	0	No	No	No	No	No	No	No	No	No	No
15	2	149	2	0	No	No	No	No	No	No	No	No	No	No
16	2	104	2	0	No	No	No	No	No	No	No	No	No	No
17	2	60	2	0	No	No	No	No	No	No	No	No	No	No
18	2	60	2	0	No	No	No	No	No	No	No	No	No	No
19	2	33	2	0	No	No	No	No	No	No	No	No	No	No
20	2	19	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	372
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	267
2	186	259
3	182	254
4	171	238
5	152	211
6	150	208
7	148	206
8	134	187
9	132	184
10	131	182
11	113	158
12	106	147
13	104	144
14	77	107
15	77	107
16	54	75
17	31	43
18	31	43
19	17	24
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	267	No	No	No	No	No	No	No	No	No	No
2	2	186	2	259	No	No	No	No	No	No	No	No	No	No
3	2	182	2	254	No	No	No	No	No	No	No	No	No	No
4	2	171	2	238	No	No	No	No	No	No	No	No	No	No
5	2	152	2	211	No	No	No	No	No	No	No	No	No	No
6	2	150	2	208	No	No	No	No	No	No	No	No	No	No
7	2	148	2	206	No	No	No	No	No	No	No	No	No	No
8	2	134	2	187	No	No	No	No	No	No	No	No	No	No
9	2	132	2	184	No	No	No	No	No	No	No	No	No	No
10	2	131	2	182	No	No	No	No	No	No	No	No	No	No
11	2	113	2	158	No	No	No	No	No	No	No	No	No	No
12	2	106	2	147	No	No	No	No	No	No	No	No	No	No
13	2	104	2	144	No	No	No	No	No	No	No	No	No	No
14	2	77	2	107	No	No	No	No	No	No	No	No	No	No
15	2	77	2	107	No	No	No	No	No	No	No	No	No	No
16	2	54	2	75	No	No	No	No	No	No	No	No	No	No
17	2	31	2	43	No	No	No	No	No	No	No	No	No	No
18	2	31	2	43	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	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)	11,8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:52
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	267
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	459
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	221	917
2	214	889
3	210	871
4	197	816
5	175	724
6	172	715
7	170	706
8	155	642
9	152	633
10	150	624
11	130	541
12	122	504
13	119	495
14	88	367
15	88	367
16	62	257
17	35	147
18	35	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	221	2	917	No	No	No	No	No	No	No	No	Yes	Yes
2	2	214	2	889	No	No	No	No	No	No	No	No	Yes	Yes
3	2	210	2	871	No	No	No	No	No	No	No	No	Yes	Yes
4	2	197	2	816	No	No	No	No	No	No	No	No	Yes	Yes
5	2	175	2	724	No	No	No	No	No	No	No	No	Yes	Yes
6	2	172	2	715	No	No	No	No	No	No	No	No	Yes	Yes
7	2	170	2	706	No	No	No	No	No	No	No	No	Yes	Yes
8	2	155	2	642	No	No	No	No	No	No	No	No	Yes	Yes
9	2	152	2	633	No	No	No	No	No	No	No	No	Yes	Yes
10	2	150	2	624	No	No	No	No	No	No	No	No	Yes	Yes
11	2	130	2	541	No	No	No	No	No	No	No	No	Yes	Yes
12	2	122	2	504	No	No	No	No	No	No	No	No	Yes	Yes
13	2	119	2	495	No	No	No	No	No	No	No	No	Yes	Yes
14	2	88	2	367	No	No	No	No	No	No	No	No	Yes	No
15	2	88	2	367	No	No	No	No	No	No	No	No	Yes	No
16	2	62	2	257	No	No	No	No	No	No	No	No	No	No
17	2	35	2	147	No	No	No	No	No	No	No	No	No	No
18	2	35	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)	18,6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	4:44
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	917
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1138
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	180	31
2	175	30
3	171	29
4	160	28
5	142	24
6	140	24
7	139	24
8	126	22
9	124	21
10	122	21
11	106	18
12	99	17
13	97	17
14	72	12
15	72	12
16	50	9
17	29	5
18	29	5
19	16	3
20	9	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	180	2	31	No	No	No	No	No	No	No	No	No	No
2	2	175	2	30	No	No	No	No	No	No	No	No	No	No
3	2	171	2	29	No	No	No	No	No	No	No	No	No	No
4	2	160	2	28	No	No	No	No	No	No	No	No	No	No
5	2	142	2	24	No	No	No	No	No	No	No	No	No	No
6	2	140	2	24	No	No	No	No	No	No	No	No	No	No
7	2	139	2	24	No	No	No	No	No	No	No	No	No	No
8	2	126	2	22	No	No	No	No	No	No	No	No	No	No
9	2	124	2	21	No	No	No	No	No	No	No	No	No	No
10	2	122	2	21	No	No	No	No	No	No	No	No	No	No
11	2	106	2	18	No	No	No	No	No	No	No	No	No	No
12	2	99	2	17	No	No	No	No	No	No	No	No	No	No
13	2	97	2	17	No	No	No	No	No	No	No	No	No	No
14	2	72	2	12	No	No	No	No	No	No	No	No	No	No
15	2	72	2	12	No	No	No	No	No	No	No	No	No	No
16	2	50	2	9	No	No	No	No	No	No	No	No	No	No
17	2	29	2	5	No	No	No	No	No	No	No	No	No	No
18	2	29	2	5	No	No	No	No	No	No	No	No	No	No
19	2	16	2	3	No	No	No	No	No	No	No	No	No	No
20	2	9	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	211
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	298	27
2	289	26
3	283	26
4	265	24
5	235	21
6	232	21
7	229	21
8	209	19
9	206	19
10	203	18
11	176	16
12	164	15
13	161	15
14	119	11
15	119	11
16	83	8
17	48	4
18	48	4
19	27	2
20	15	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	298	2	27	No	No	No	No	No	No	No	No	No	No
2	2	289	2	26	No	No	No	No	No	No	No	No	No	No
3	2	283	2	26	No	No	No	No	No	No	No	No	No	No
4	2	265	2	24	No	No	No	No	No	No	No	No	No	No
5	2	235	2	21	No	No	No	No	No	No	No	No	No	No
6	2	232	2	21	No	No	No	No	No	No	No	No	No	No
7	2	229	2	21	No	No	No	No	No	No	No	No	No	No
8	2	209	2	19	No	No	No	No	No	No	No	No	No	No
9	2	206	2	19	No	No	No	No	No	No	No	No	No	No
10	2	203	2	18	No	No	No	No	No	No	No	No	No	No
11	2	176	2	16	No	No	No	No	No	No	No	No	No	No
12	2	164	2	15	No	No	No	No	No	No	No	No	No	No
13	2	161	2	15	No	No	No	No	No	No	No	No	No	No
14	2	119	2	11	No	No	No	No	No	No	No	No	No	No
15	2	119	2	11	No	No	No	No	No	No	No	No	No	No
16	2	83	2	8	No	No	No	No	No	No	No	No	No	No
17	2	48	2	4	No	No	No	No	No	No	No	No	No	No
18	2	48	2	4	No	No	No	No	No	No	No	No	No	No
19	2	27	2	2	No	No	No	No	No	No	No	No	No	No
20	2	15	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	325
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	298	37
2	289	36
3	283	35
4	265	33
5	235	29
6	232	29
7	229	28
8	209	26
9	206	26
10	203	25
11	176	22
12	164	20
13	161	20
14	119	15
15	119	15
16	83	10
17	48	6
18	48	6
19	27	3
20	15	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	298	2	37	No	No	No	No	No	No	No	No	No	No
2	2	289	2	36	No	No	No	No	No	No	No	No	No	No
3	2	283	2	35	No	No	No	No	No	No	No	No	No	No
4	2	265	2	33	No	No	No	No	No	No	No	No	No	No
5	2	235	2	29	No	No	No	No	No	No	No	No	No	No
6	2	232	2	29	No	No	No	No	No	No	No	No	No	No
7	2	229	2	28	No	No	No	No	No	No	No	No	No	No
8	2	209	2	26	No	No	No	No	No	No	No	No	No	No
9	2	206	2	26	No	No	No	No	No	No	No	No	No	No
10	2	203	2	25	No	No	No	No	No	No	No	No	No	No
11	2	176	2	22	No	No	No	No	No	No	No	No	No	No
12	2	164	2	20	No	No	No	No	No	No	No	No	No	No
13	2	161	2	20	No	No	No	No	No	No	No	No	No	No
14	2	119	2	15	No	No	No	No	No	No	No	No	No	No
15	2	119	2	15	No	No	No	No	No	No	No	No	No	No
16	2	83	2	10	No	No	No	No	No	No	No	No	No	No
17	2	48	2	6	No	No	No	No	No	No	No	No	No	No
18	2	48	2	6	No	No	No	No	No	No	No	No	No	No
19	2	27	2	3	No	No	No	No	No	No	No	No	No	No
20	2	15	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)	9,7
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	335
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	1096	70
2	1063	68
3	1041	67
4	975	62
5	866	55
6	855	55
7	844	54
8	767	49
9	756	48
10	745	48
11	647	41
12	603	39
13	592	38
14	438	28
15	438	28
16	307	20
17	175	11
18	175	11
19	99	6
20	55	4
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	1096	2	70	No	No	No	No	No	No	Yes	Yes	No	No	
2	2	1063	2	68	No	No	No	No	No	No	No	Yes	No	No	
3	2	1041	2	67	No	No	No	No	No	No	No	Yes	No	No	
4	2	975	2	62	No	No	No	No	No	No	No	Yes	No	No	
5	2	866	2	55	No	No	No	No	No	No	No	No	No	No	
6	2	855	2	55	No	No	No	No	No	No	No	No	No	No	
7	2	844	2	54	No	No	No	No	No	No	No	No	No	No	
8	2	767	2	49	No	No	No	No	No	No	No	No	No	No	
9	2	756	2	48	No	No	No	No	No	No	No	No	No	No	
10	2	745	2	48	No	No	No	No	No	No	No	No	No	No	
11	2	647	2	41	No	No	No	No	No	No	No	No	No	No	
12	2	603	2	39	No	No	No	No	No	No	No	No	No	No	
13	2	592	2	38	No	No	No	No	No	No	No	No	No	No	
14	2	438	2	28	No	No	No	No	No	No	No	No	No	No	
15	2	438	2	28	No	No	No	No	No	No	No	No	No	No	
16	2	307	2	20	No	No	No	No	No	No	No	No	No	No	
17	2	175	2	11	No	No	No	No	No	No	No	No	No	No	
18	2	175	2	11	No	No	No	No	No	No	No	No	No	No	
19	2	99	2	6	No	No	No	No	No	No	No	No	No	No	
20	2	55	2	4	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	1	4	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15,3
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	70
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1166
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	634	47
2	615	46
3	602	45
4	564	42
5	501	37
6	495	37
7	488	36
8	444	33
9	437	32
10	431	32
11	374	28
12	349	26
13	342	25
14	254	19
15	254	19
16	178	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	634	2	47	No	No	No	No	No	No	No	No	No	No
2	2	615	2	46	No	No	No	No	No	No	No	No	No	No
3	2	602	2	45	No	No	No	No	No	No	No	No	No	No
4	2	564	2	42	No	No	No	No	No	No	No	No	No	No
5	2	501	2	37	No	No	No	No	No	No	No	No	No	No
6	2	495	2	37	No	No	No	No	No	No	No	No	No	No
7	2	488	2	36	No	No	No	No	No	No	No	No	No	No
8	2	444	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	431	2	32	No	No	No	No	No	No	No	No	No	No
11	2	374	2	28	No	No	No	No	No	No	No	No	No	No
12	2	349	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	254	2	19	No	No	No	No	No	No	No	No	No	No
15	2	254	2	19	No	No	No	No	No	No	No	No	No	No
16	2	178	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	681
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	Yes
#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	869	140
2	843	136
3	826	133
4	773	125
5	687	111
6	678	109
7	669	108
8	608	98
9	600	97
10	591	95
11	513	83
12	478	77
13	469	76
14	348	56
15	348	56
16	243	39
17	139	22
18	139	22
19	78	13
20	43	7
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	869	2	140	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	2	843	2	136	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
3	2	826	2	133	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
4	2	773	2	125	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
5	2	687	2	111	No	No	No	No	No	No	Yes	Yes	No	No
6	2	678	2	109	No	No	No	No	No	No	Yes	Yes	No	No
7	2	669	2	108	No	No	No	No	No	No	Yes	Yes	No	No
8	2	608	2	98	No	No	No	No	No	No	No	Yes	No	No
9	2	600	2	97	No	No	No	No	No	No	No	Yes	No	No
10	2	591	2	95	No	No	No	No	No	No	No	Yes	No	No
11	2	513	2	83	No	No	No	No	No	No	No	Yes	No	No
12	2	478	2	77	No	No	No	No	No	No	No	No	No	No
13	2	469	2	76	No	No	No	No	No	No	No	No	No	No
14	2	348	2	56	No	No	No	No	No	No	No	No	No	No
15	2	348	2	56	No	No	No	No	No	No	No	No	No	No
16	2	243	2	39	No	No	No	No	No	No	No	No	No	No
17	2	139	2	22	No	No	No	No	No	No	No	No	No	No
18	2	139	2	22	No	No	No	No	No	No	No	No	No	No
19	2	78	2	13	No	No	No	No	No	No	No	No	No	No
20	2	43	2	7	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	1	4	0	4	7	11	4	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	30,6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	1:11
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	140
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1009
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

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	727	84
2	705	81
3	691	80
4	647	75
5	574	66
6	567	66
7	560	65
8	509	59
9	502	58
10	494	57
11	429	50
12	400	46
13	393	45
14	291	34
15	291	34
16	204	24
17	116	13
18	116	13
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	727	2	84	No	No	No	No	No	Yes	Yes	Yes	No	No	
2	2	705	2	81	No	No	No	No	No	No	Yes	Yes	No	No	
3	2	691	2	80	No	No	No	No	No	No	Yes	Yes	No	No	
4	2	647	2	75	No	No	No	No	No	No	Yes	Yes	No	No	
5	2	574	2	66	No	No	No	No	No	No	No	Yes	No	No	
6	2	567	2	66	No	No	No	No	No	No	No	Yes	No	No	
7	2	560	2	65	No	No	No	No	No	No	No	Yes	No	No	
8	2	509	2	59	No	No	No	No	No	No	No	Yes	No	No	
9	2	502	2	58	No	No	No	No	No	No	No	No	No	No	
10	2	494	2	57	No	No	No	No	No	No	No	No	No	No	
11	2	429	2	50	No	No	No	No	No	No	No	No	No	No	
12	2	400	2	46	No	No	No	No	No	No	No	No	No	No	
13	2	393	2	45	No	No	No	No	No	No	No	No	No	No	
14	2	291	2	34	No	No	No	No	No	No	No	No	No	No	
15	2	291	2	34	No	No	No	No	No	No	No	No	No	No	
16	2	204	2	24	No	No	No	No	No	No	No	No	No	No	
17	2	116	2	13	No	No	No	No	No	No	No	No	No	No	
18	2	116	2	13	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)	0:17
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	811
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 37: Acesso ao Loteamento

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	6	24	8
2	6	23	8
3	6	23	8
4	5	21	7
5	5	19	6
6	5	19	6
7	5	18	6
8	4	17	6
9	4	17	6
10	4	16	5
11	4	14	5
12	3	13	4
13	3	13	4
14	2	10	3
15	2	10	3
16	2	7	2
17	1	4	1
18	1	4	1
19	1	2	1
20	0	1	0
21	0	1	0
22	0	0	0
23	0	0	0
24	0	0	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	30	1	8	No	No	No	No	No	No	No	No	No	No
2	1	29	1	8	No	No	No	No	No	No	No	No	No	No
3	1	29	1	8	No	No	No	No	No	No	No	No	No	No
4	1	26	1	7	No	No	No	No	No	No	No	No	No	No
5	1	24	1	6	No	No	No	No	No	No	No	No	No	No
6	1	24	1	6	No	No	No	No	No	No	No	No	No	No
7	1	23	1	6	No	No	No	No	No	No	No	No	No	No
8	1	21	1	6	No	No	No	No	No	No	No	No	No	No
9	1	21	1	6	No	No	No	No	No	No	No	No	No	No
10	1	20	1	5	No	No	No	No	No	No	No	No	No	No
11	1	18	1	5	No	No	No	No	No	No	No	No	No	No
12	1	16	1	4	No	No	No	No	No	No	No	No	No	No
13	1	16	1	4	No	No	No	No	No	No	No	No	No	No
14	1	12	1	3	No	No	No	No	No	No	No	No	No	No
15	1	12	1	3	No	No	No	No	No	No	No	No	No	No
16	1	9	1	2	No	No	No	No	No	No	No	No	No	No
17	1	5	1	1	No	No	No	No	No	No	No	No	No	No
18	1	5	1	1	No	No	No	No	No	No	No	No	No	No
19	1	3	1	1	No	No	No	No	No	No	No	No	No	No
20	1	1	1	0	No	No	No	No	No	No	No	No	No	No
21	1	1	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	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	E
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)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	8
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	38
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 38: Acesso ao Loteamento

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	4	14	8
2	4	14	8
3	4	13	8
4	4	12	7
5	3	11	6
6	3	11	6
7	3	11	6
8	3	10	6
9	3	10	6
10	3	10	5
11	2	8	5
12	2	8	4
13	2	8	4
14	2	6	3
15	2	6	3
16	1	4	2
17	1	2	1
18	1	2	1
19	0	1	1
20	0	1	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	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	18	1	8	No	No	No	No	No	No	No	No	No	No
2	1	18	1	8	No	No	No	No	No	No	No	No	No	No
3	1	17	1	8	No	No	No	No	No	No	No	No	No	No
4	1	16	1	7	No	No	No	No	No	No	No	No	No	No
5	1	14	1	6	No	No	No	No	No	No	No	No	No	No
6	1	14	1	6	No	No	No	No	No	No	No	No	No	No
7	1	14	1	6	No	No	No	No	No	No	No	No	No	No
8	1	13	1	6	No	No	No	No	No	No	No	No	No	No
9	1	13	1	6	No	No	No	No	No	No	No	No	No	No
10	1	13	1	5	No	No	No	No	No	No	No	No	No	No
11	1	10	1	5	No	No	No	No	No	No	No	No	No	No
12	1	10	1	4	No	No	No	No	No	No	No	No	No	No
13	1	10	1	4	No	No	No	No	No	No	No	No	No	No
14	1	8	1	3	No	No	No	No	No	No	No	No	No	No
15	1	8	1	3	No	No	No	No	No	No	No	No	No	No
16	1	5	1	2	No	No	No	No	No	No	No	No	No	No
17	1	3	1	1	No	No	No	No	No	No	No	No	No	No
18	1	3	1	1	No	No	No	No	No	No	No	No	No	No
19	1	1	1	1	No	No	No	No	No	No	No	No	No	No
20	1	1	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	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	E
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)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	8
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	26
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

SWISS PARK - LOT. FAZENDA TAUBATÉ II

Vistro File: R:\...\VISTRO - SWISS PARK_Taubaté II.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

Report File: R:\...\2 CENÁRIO ATUAL COM O
EMPREENDIMENTO.pdf

15/09/2023

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
52: Zone				0,900	25,000	64,00	36,00	0,00	14	8	23	50,00
53: Zone				0,900	26,000	64,00	36,00	0,00	15	8	23	50,00
Added Trips Total									29	16	46	100,00

SWISS PARK - LOT. FAZENDA TAUBATÉ II

Vistro File: R:\...VISTRO - SWISS PARK_Taubaté II.vistro Scenario 2 CENÁRIO ATUAL COM O EMPREENDIMENTO

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

15/09/2023

Trip Distribution summary

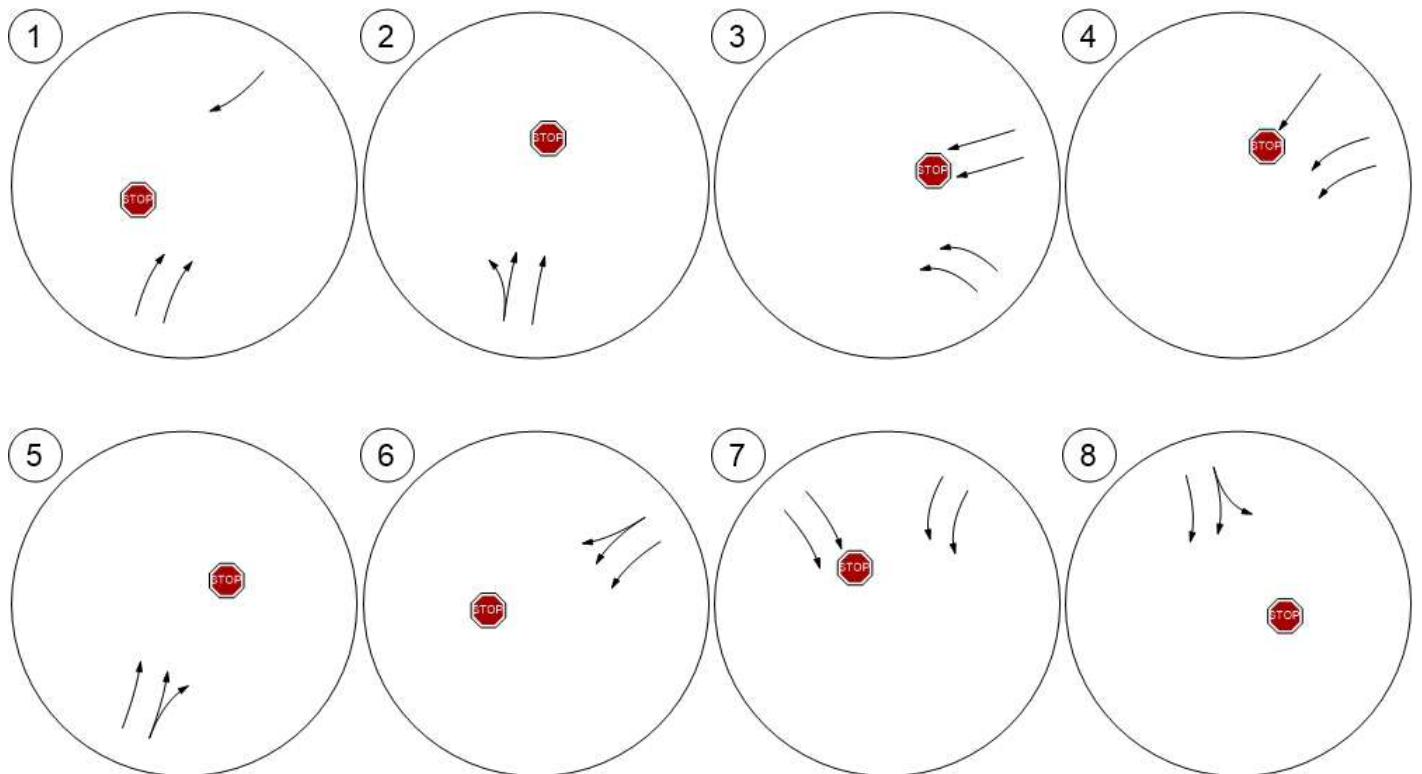
Zone / Gate	Zone 52: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
53: Zone	0,00	0	0,00	0
54: Gate	0,00	0	24,66	2
55: Gate	10,65	1	27,40	1
56: Gate	0,00	0	19,62	2
57: Gate	45,32	6	0,00	0
58: Gate	0,00	0	6,46	1
59: Gate	0,00	0	0,00	0
60: Gate	0,00	0	4,62	0
61: Gate	0,00	0	0,60	0
62: Gate	5,56	1	0,00	0
63: Gate	22,63	3	0,00	0
64: Gate	0,00	0	7,32	1
65: Gate	0,98	0	0,00	0
66: Gate	0,00	0	1,21	0
67: Gate	14,86	2	0,00	0
68: Gate	0,00	0	8,11	1
69: Gate	0,00	0	0,00	0
70: Gate	0,00	0	0,00	0
71: Gate	0,00	0	0,00	0
Total	100,00	13	100,00	8

Zone / Gate	Zone 53: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
52: Zone	0,00	0	0,00	0
54: Gate	0,00	0	24,66	2
55: Gate	10,65	2	27,40	1
56: Gate	0,00	0	19,62	2
57: Gate	45,32	7	0,00	0
58: Gate	0,00	0	6,46	1
59: Gate	0,00	0	0,00	0
60: Gate	0,00	0	4,62	0
61: Gate	0,00	0	0,60	0
62: Gate	5,56	1	0,00	0
63: Gate	22,63	3	0,00	0
64: Gate	0,00	0	7,32	1
65: Gate	0,98	0	0,00	0
66: Gate	0,00	0	1,21	0
67: Gate	14,86	2	0,00	0
68: Gate	0,00	0	8,11	1
69: Gate	0,00	0	0,00	0
70: Gate	0,00	0	0,00	0
71: Gate	0,00	0	0,00	0
Total	100,00	15	100,00	8

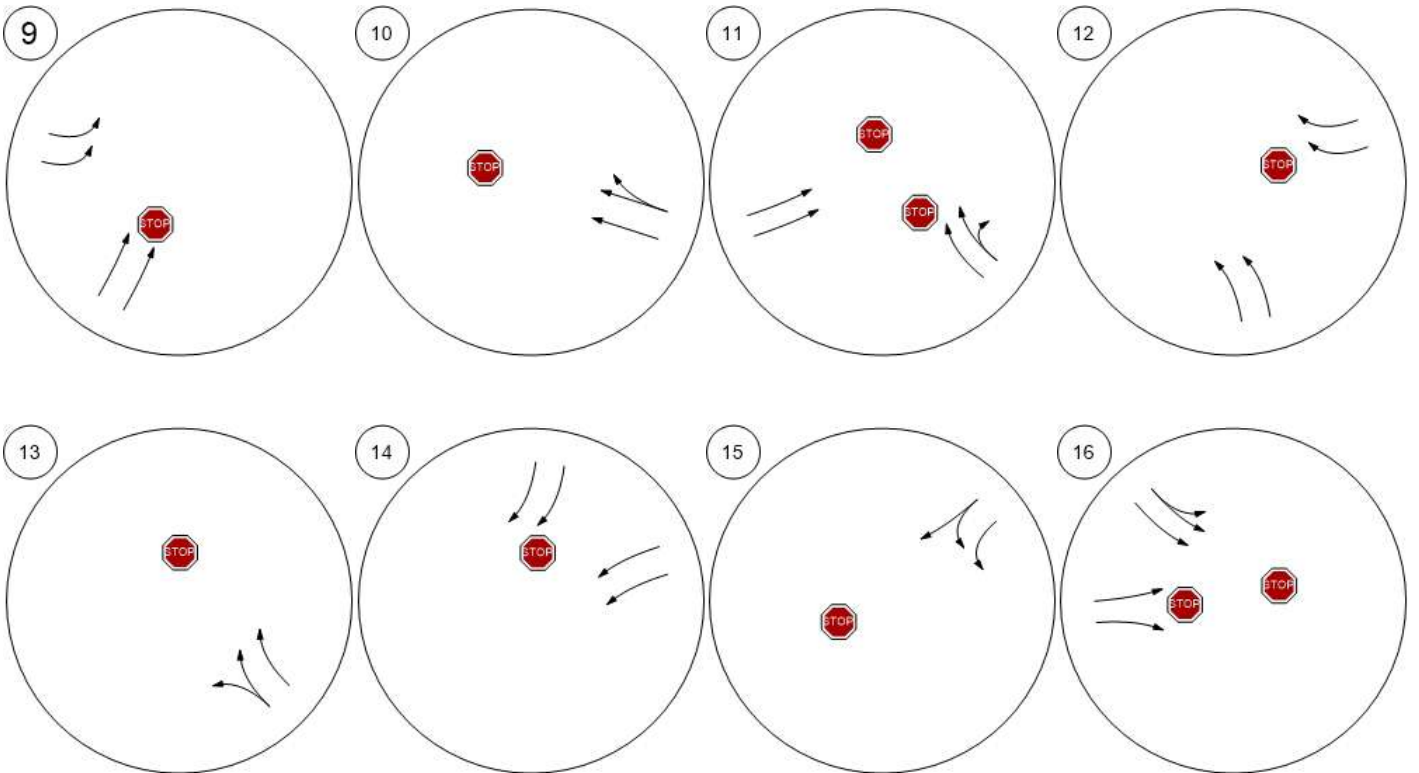
Study Intersections



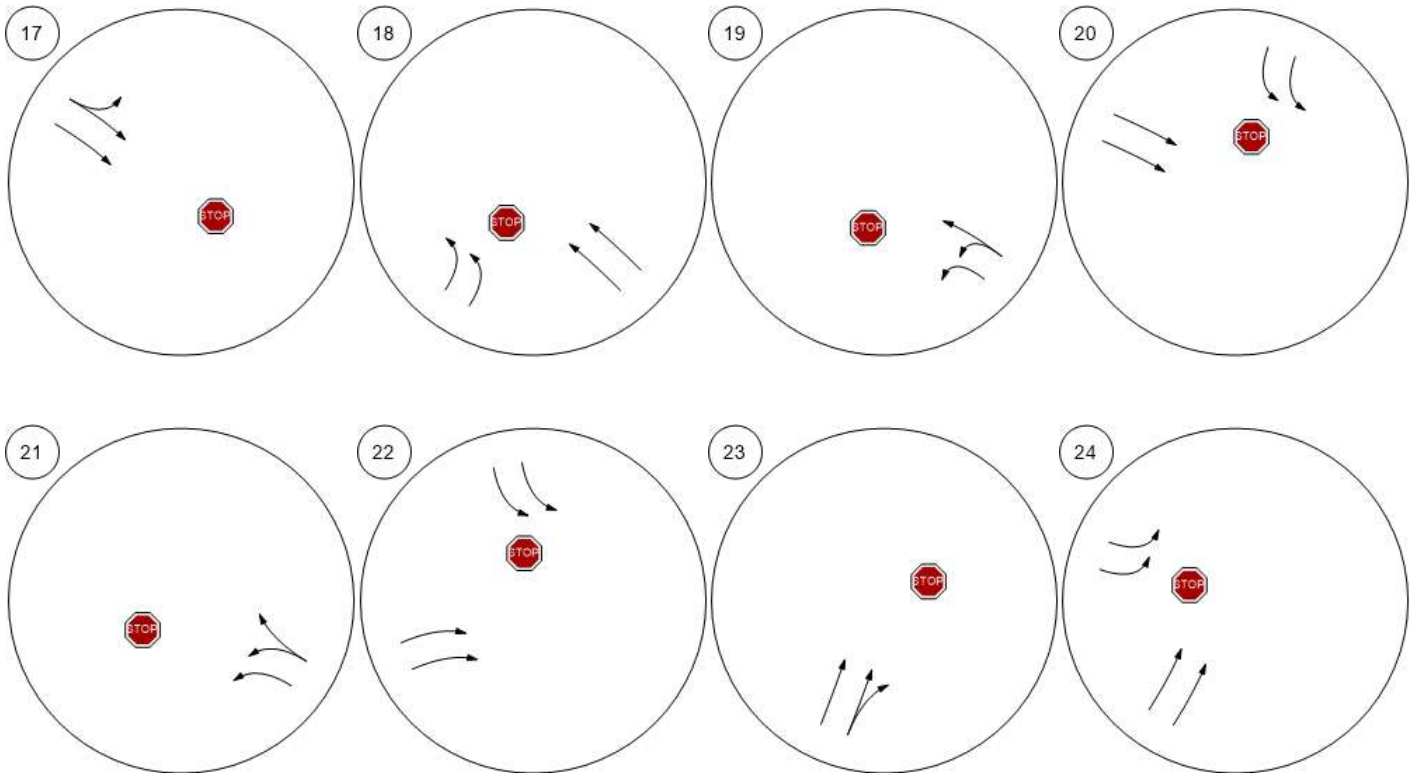
Lane Configuration and Traffic Control



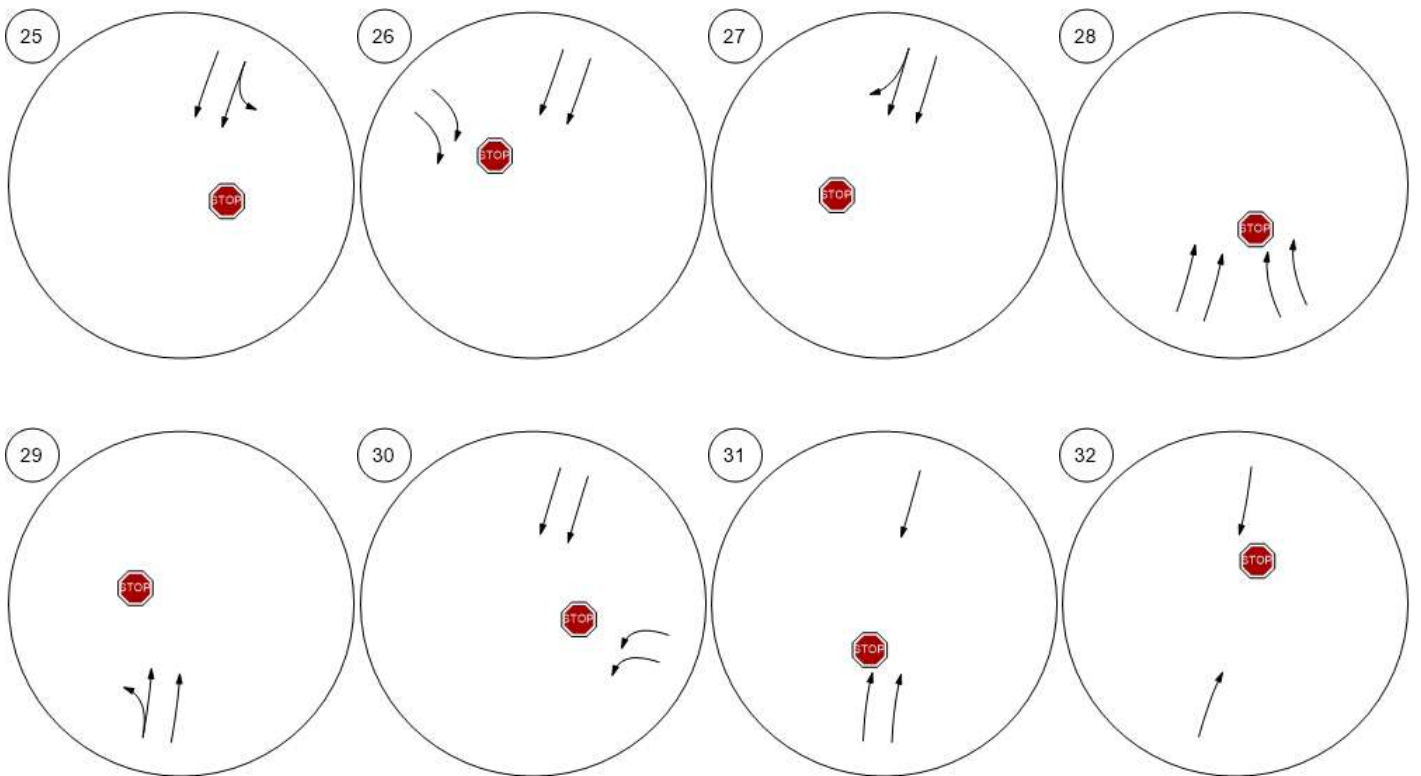
Lane Configuration and Traffic Control



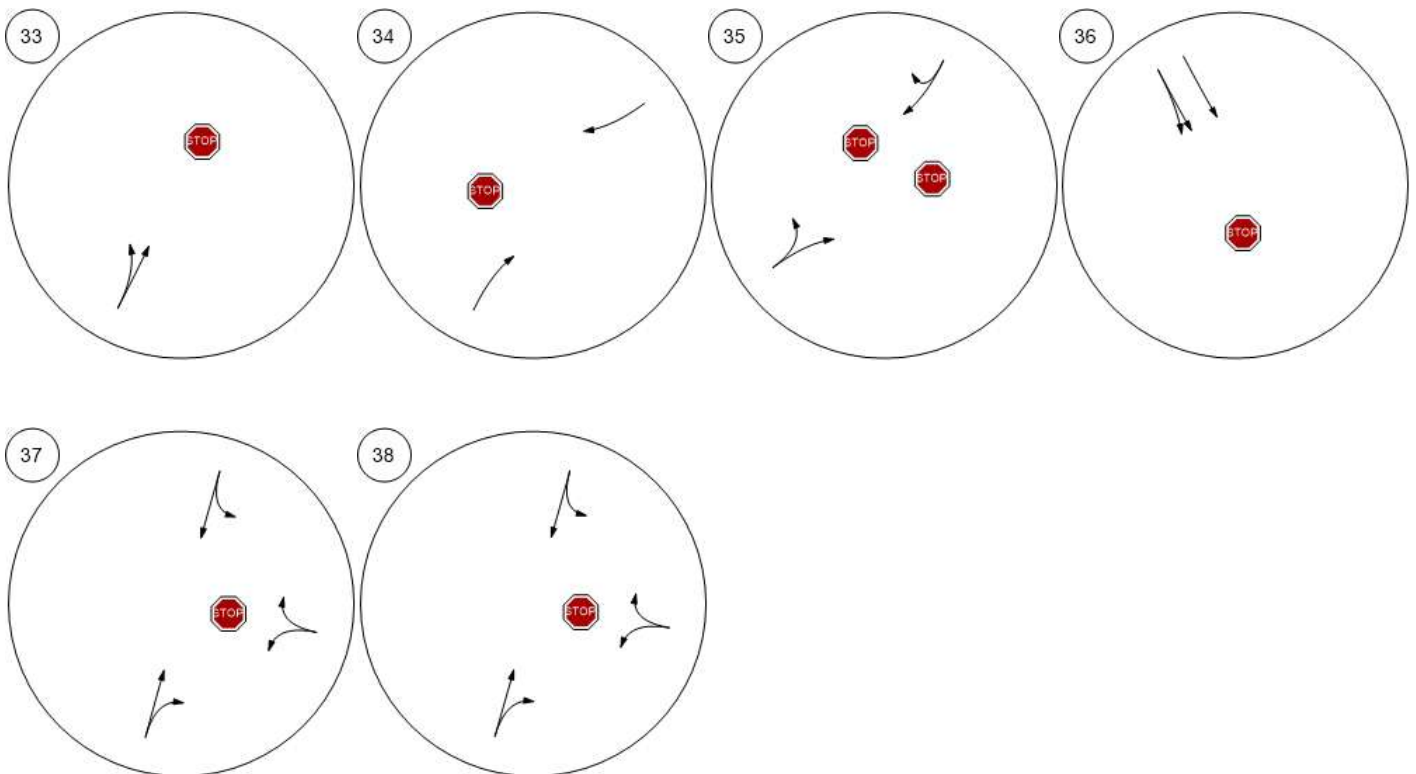
Lane Configuration and Traffic Control



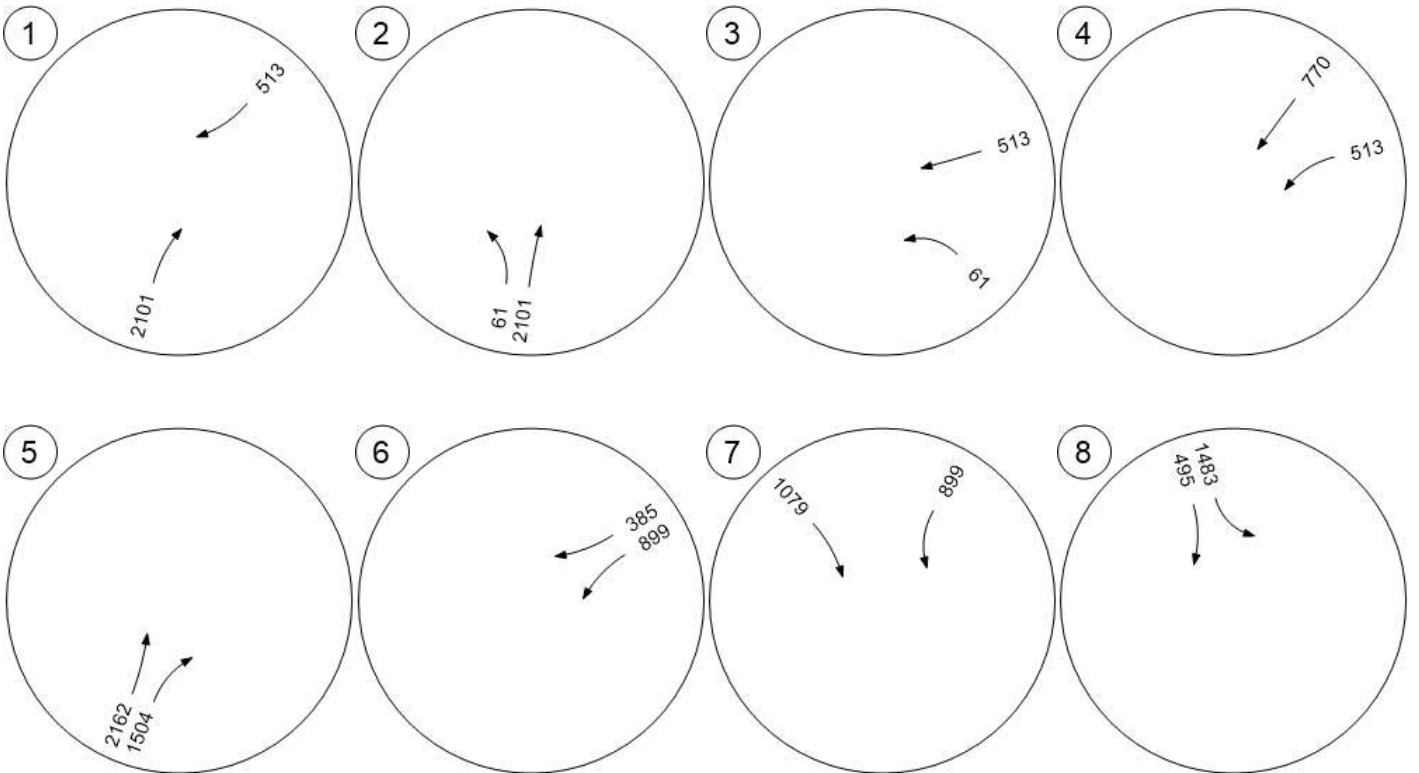
Lane Configuration and Traffic Control



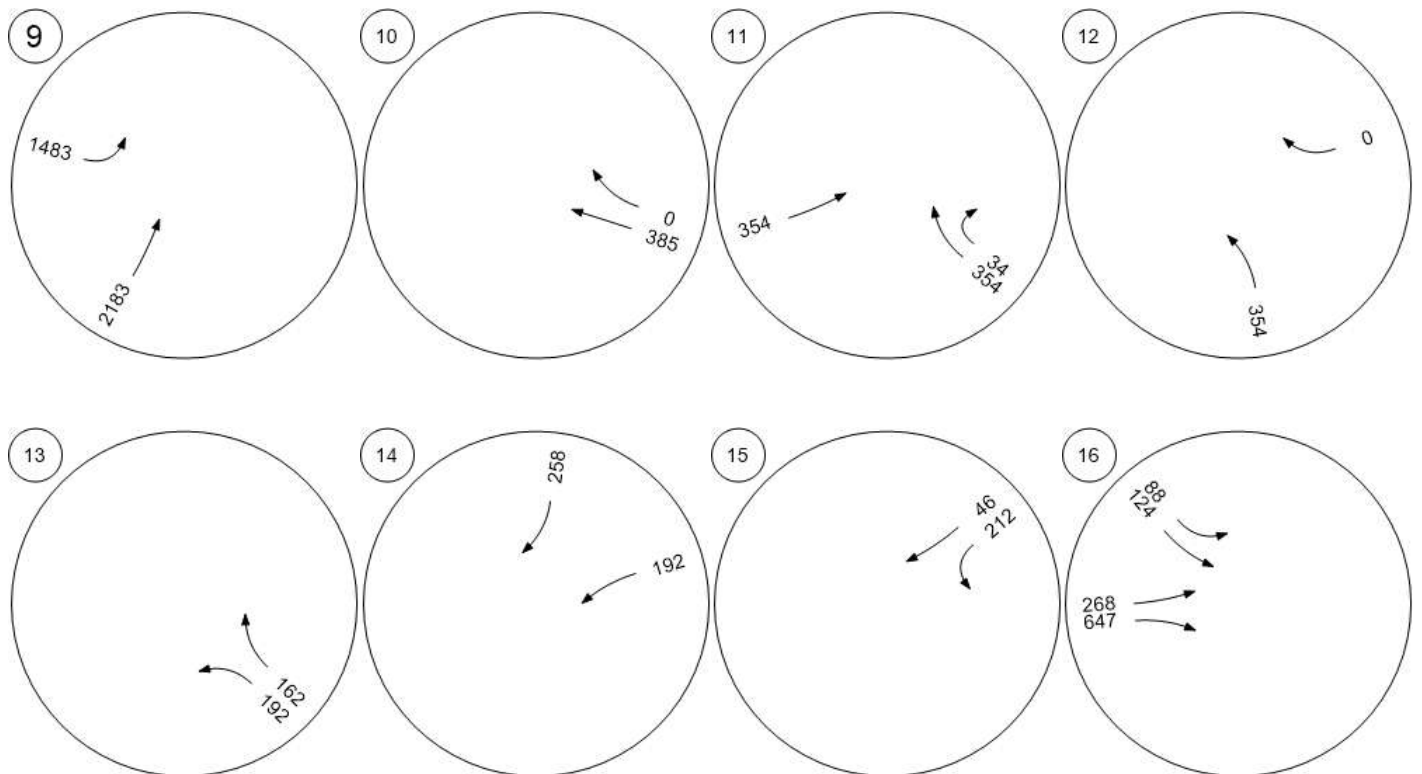
Lane Configuration and Traffic Control



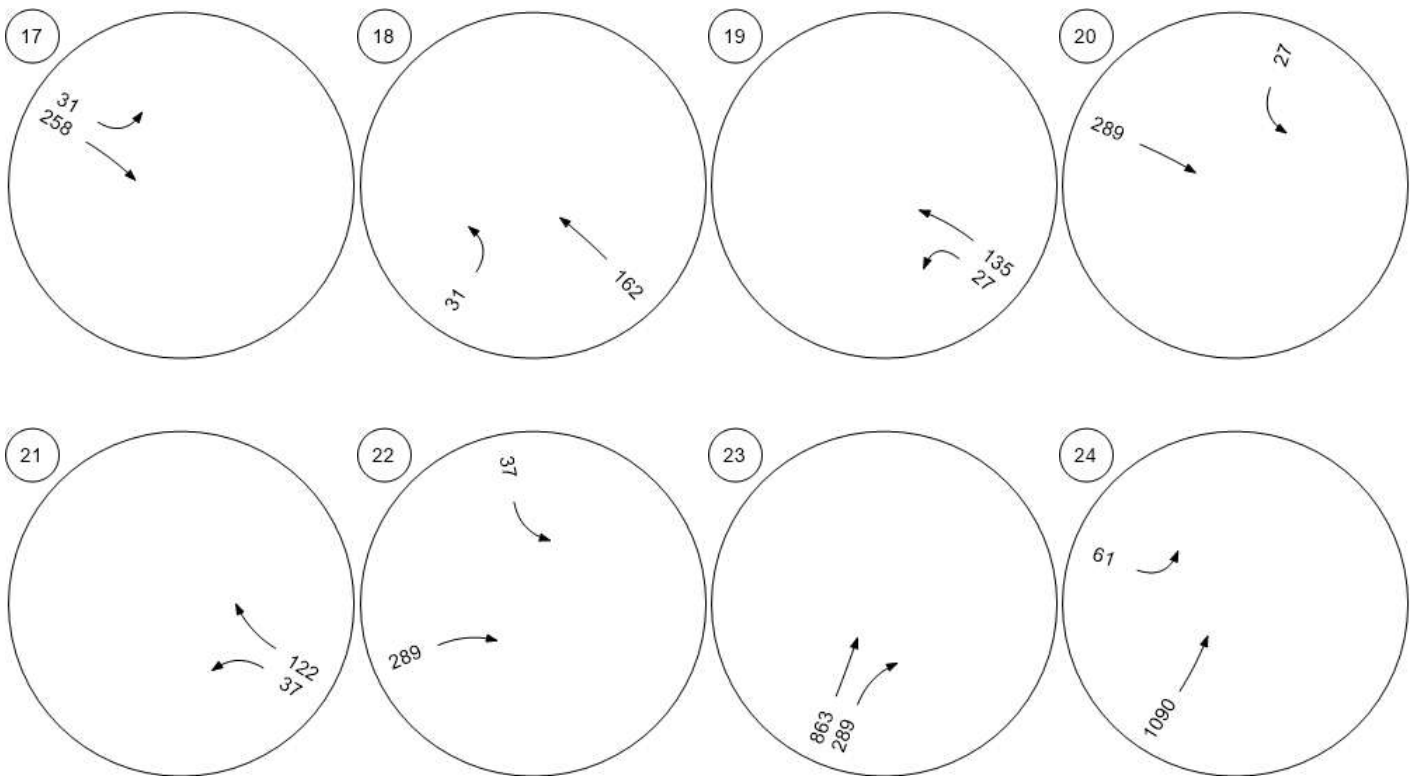
Traffic Volume - Base Volume



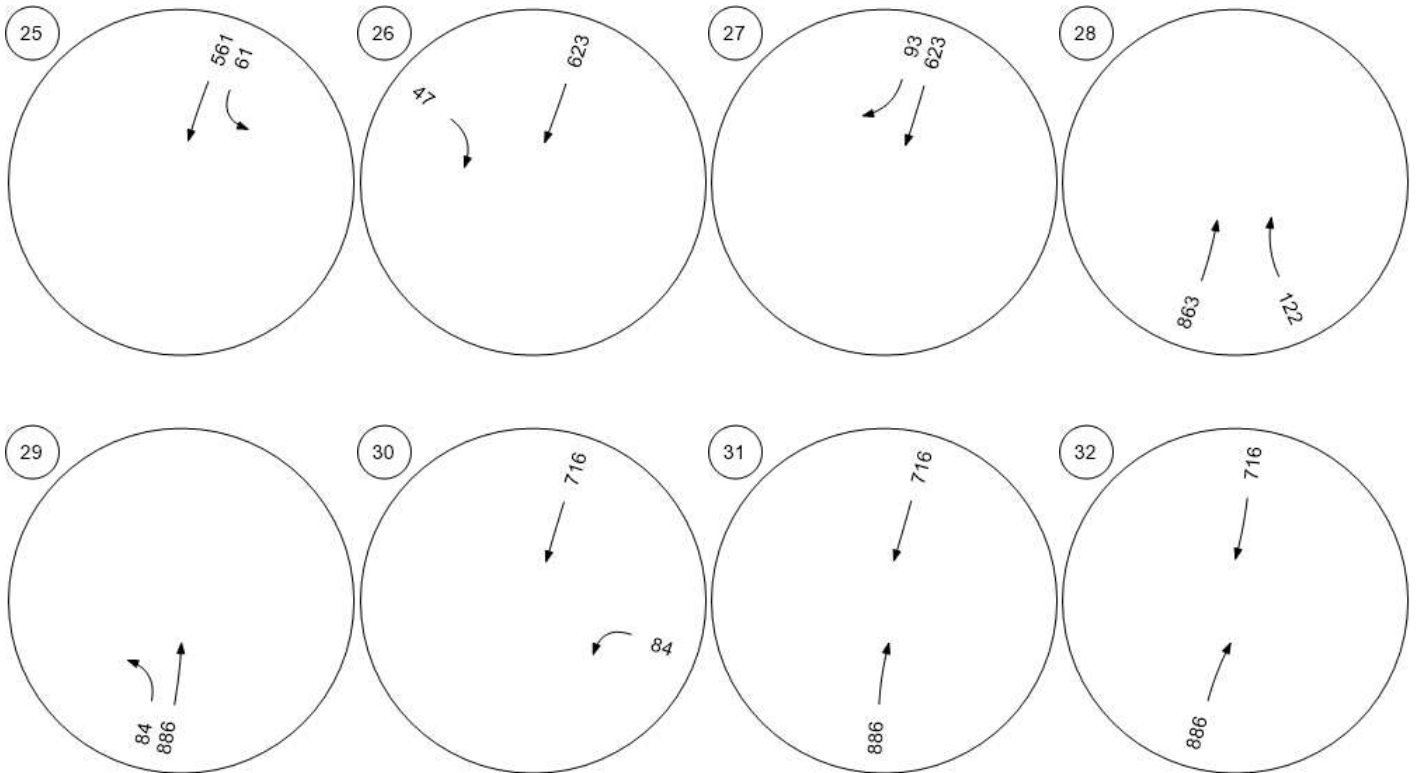
Traffic Volume - Base Volume



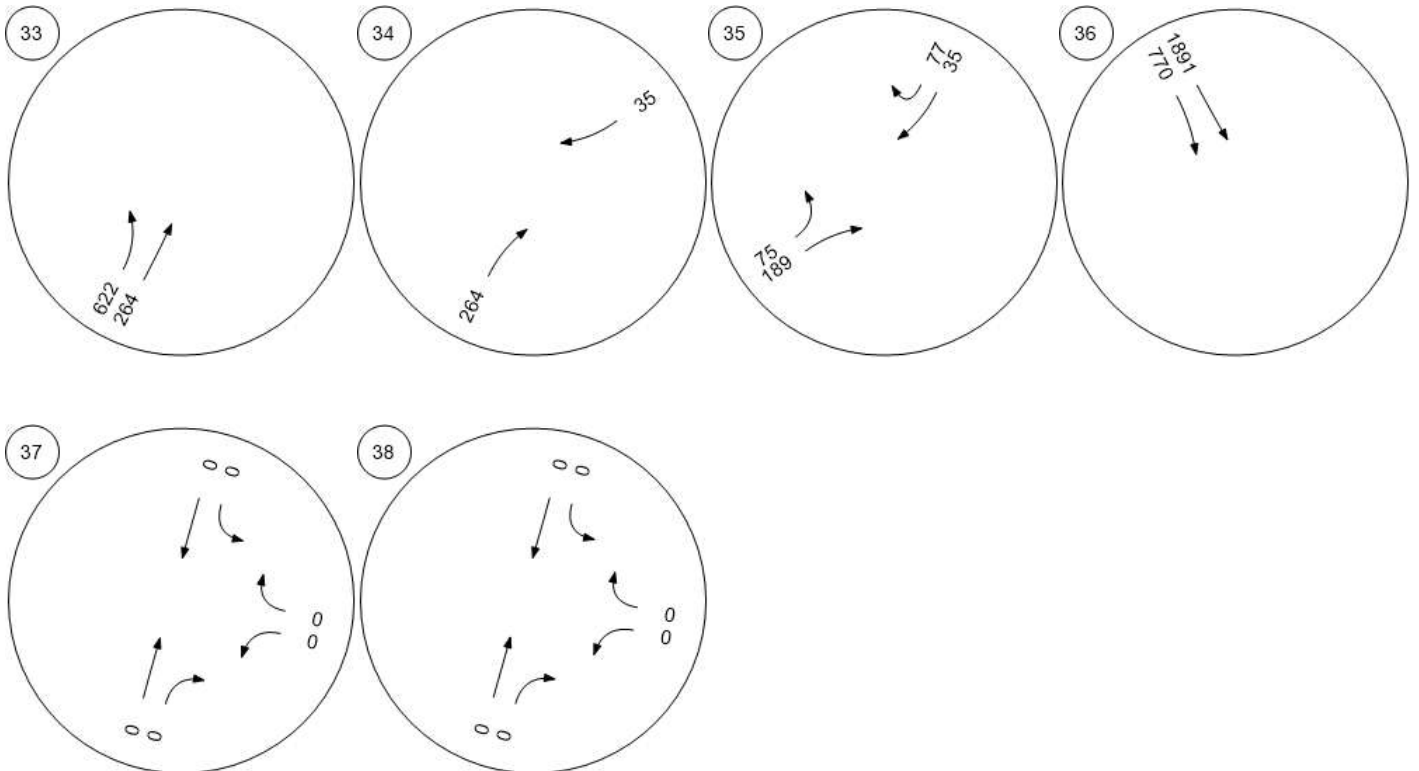
Traffic Volume - Base Volume



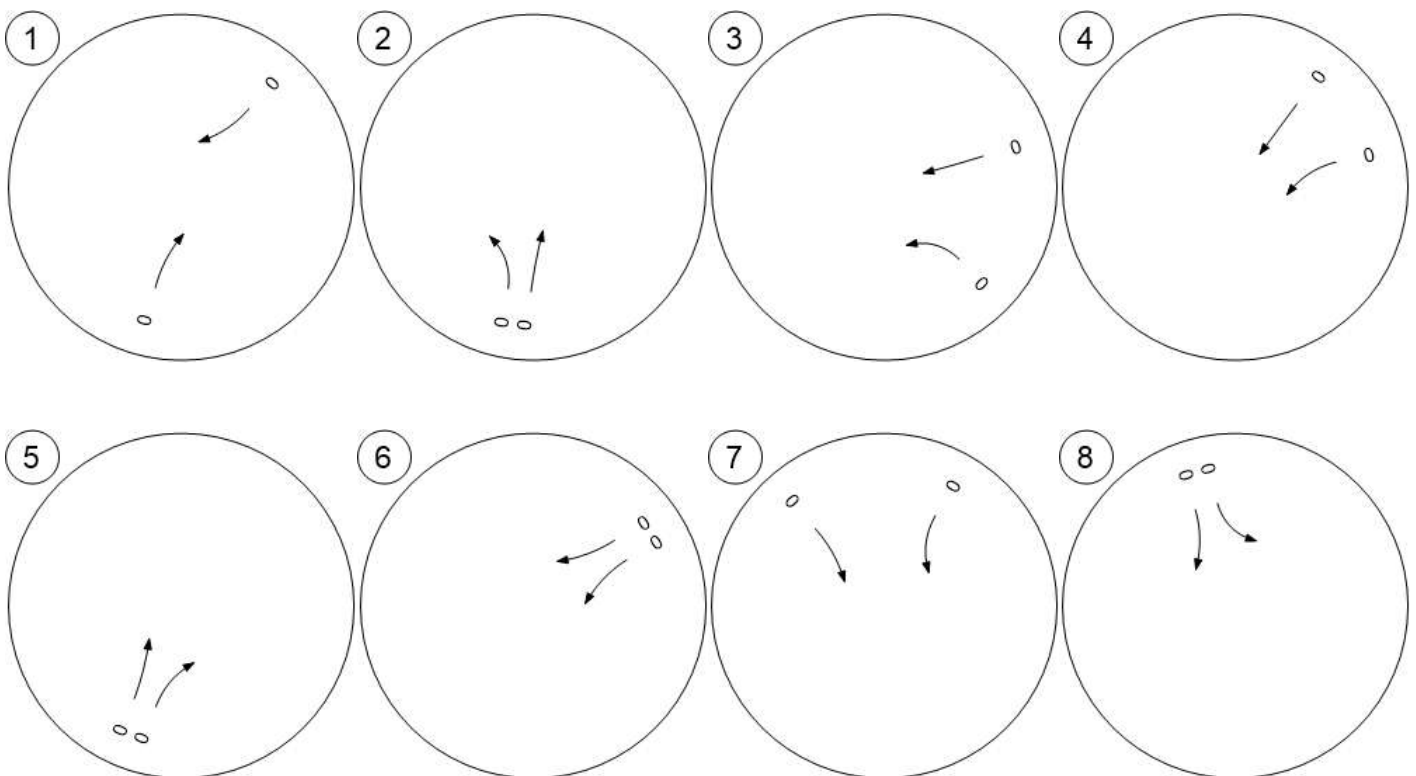
Traffic Volume - Base Volume



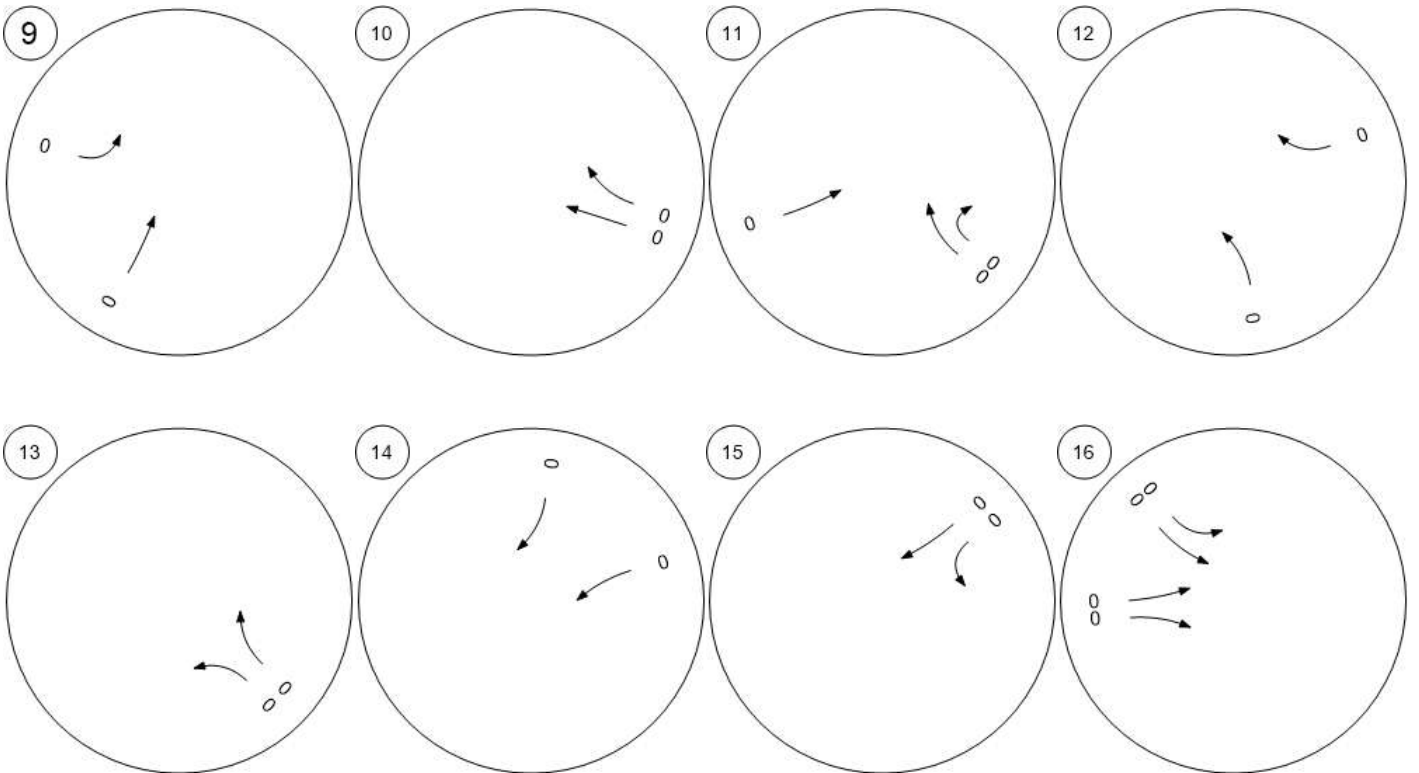
Traffic Volume - Base Volume



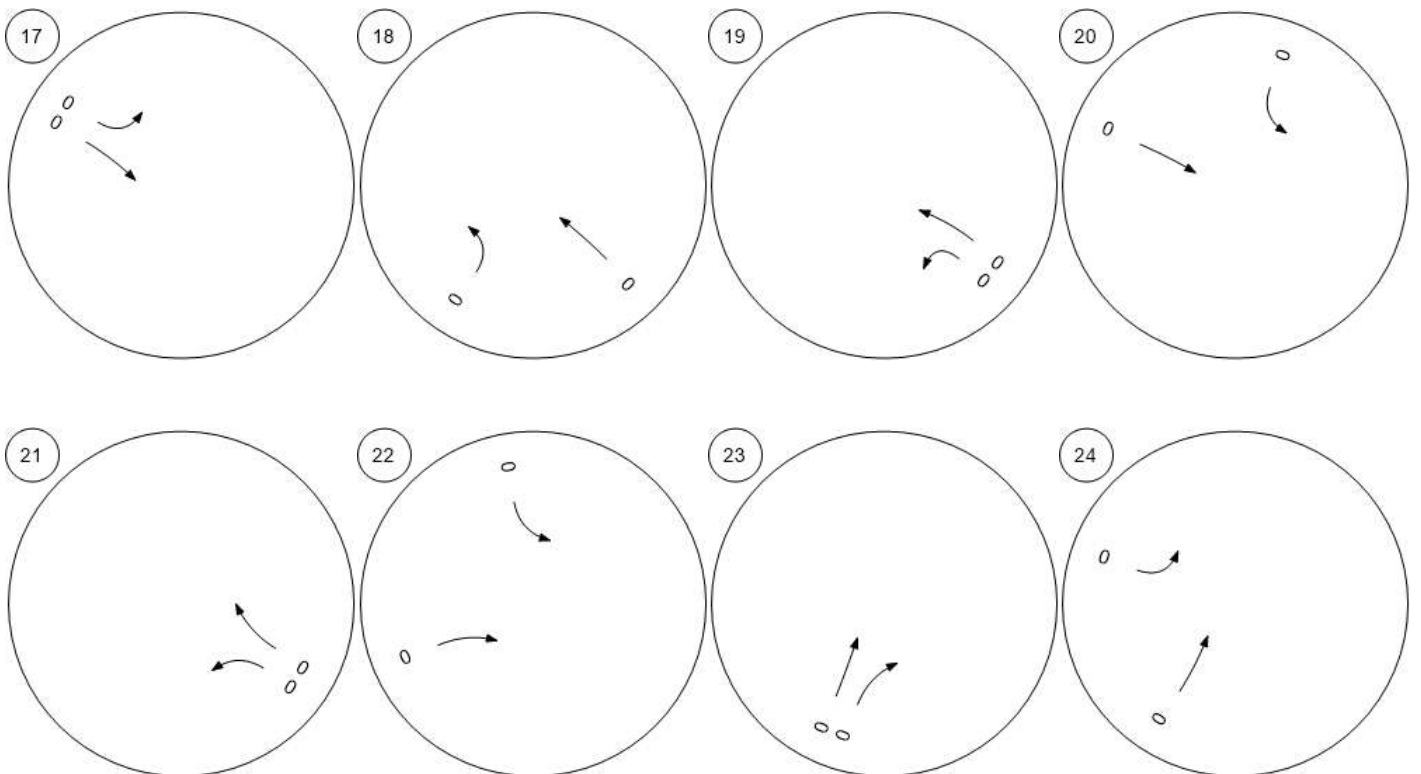
Traffic Volume - In-Process Volume



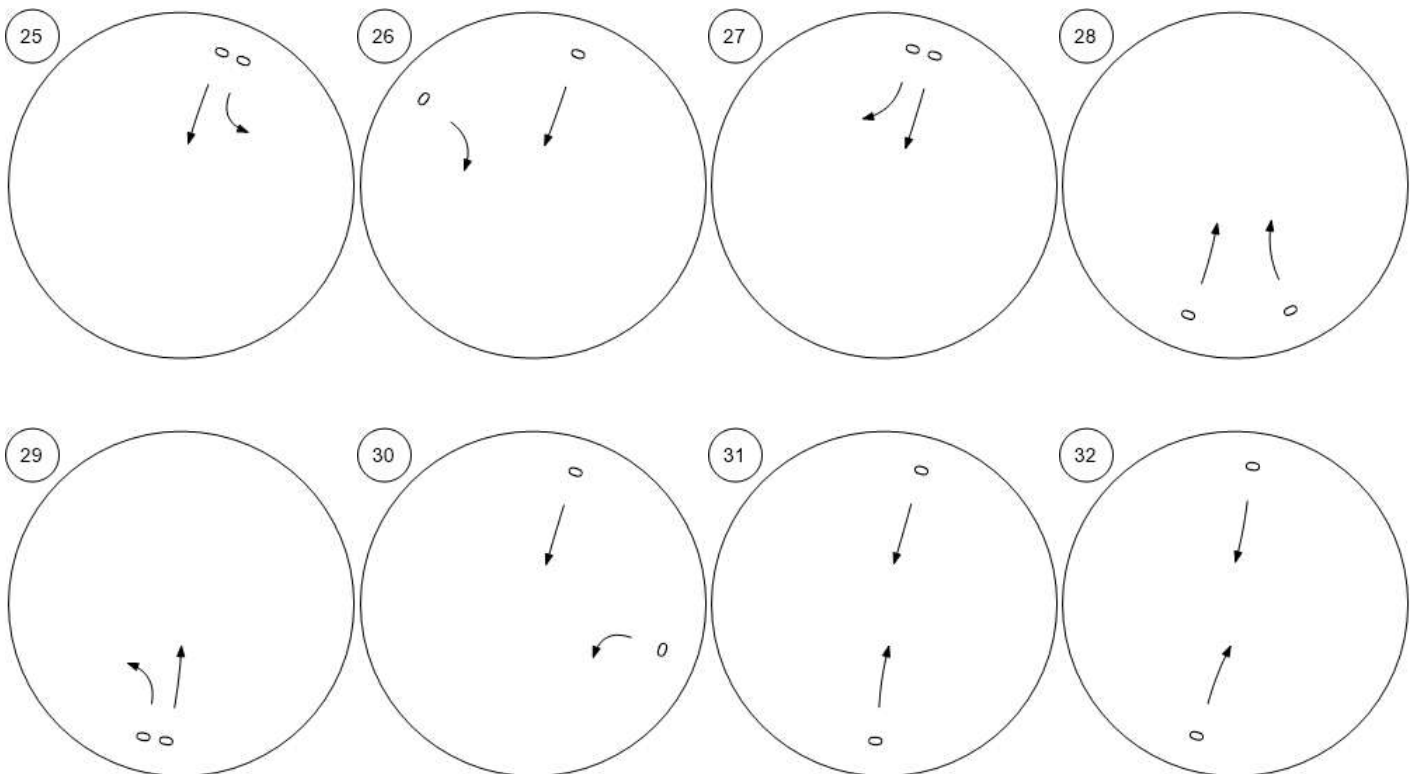
Traffic Volume - In-Process Volume



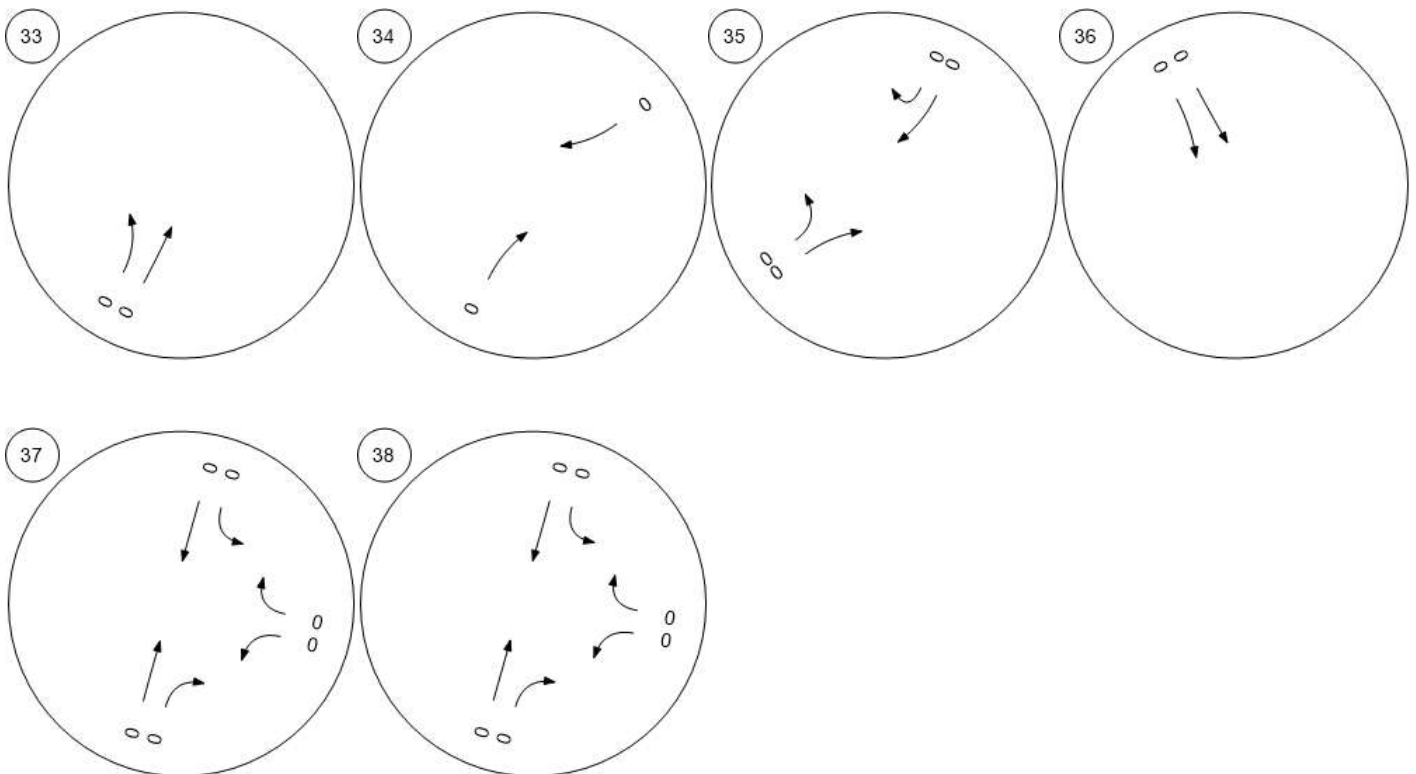
Traffic Volume - In-Process Volume



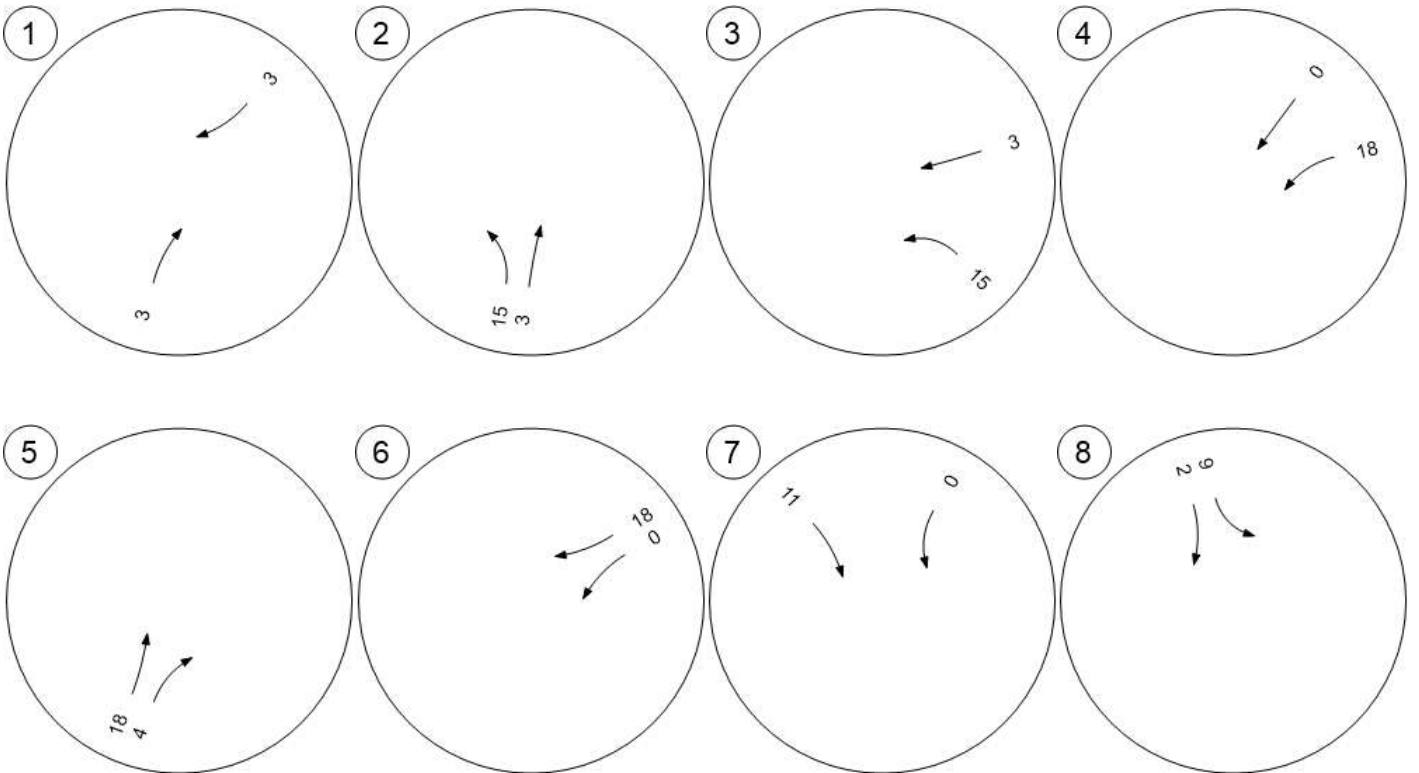
Traffic Volume - In-Process Volume



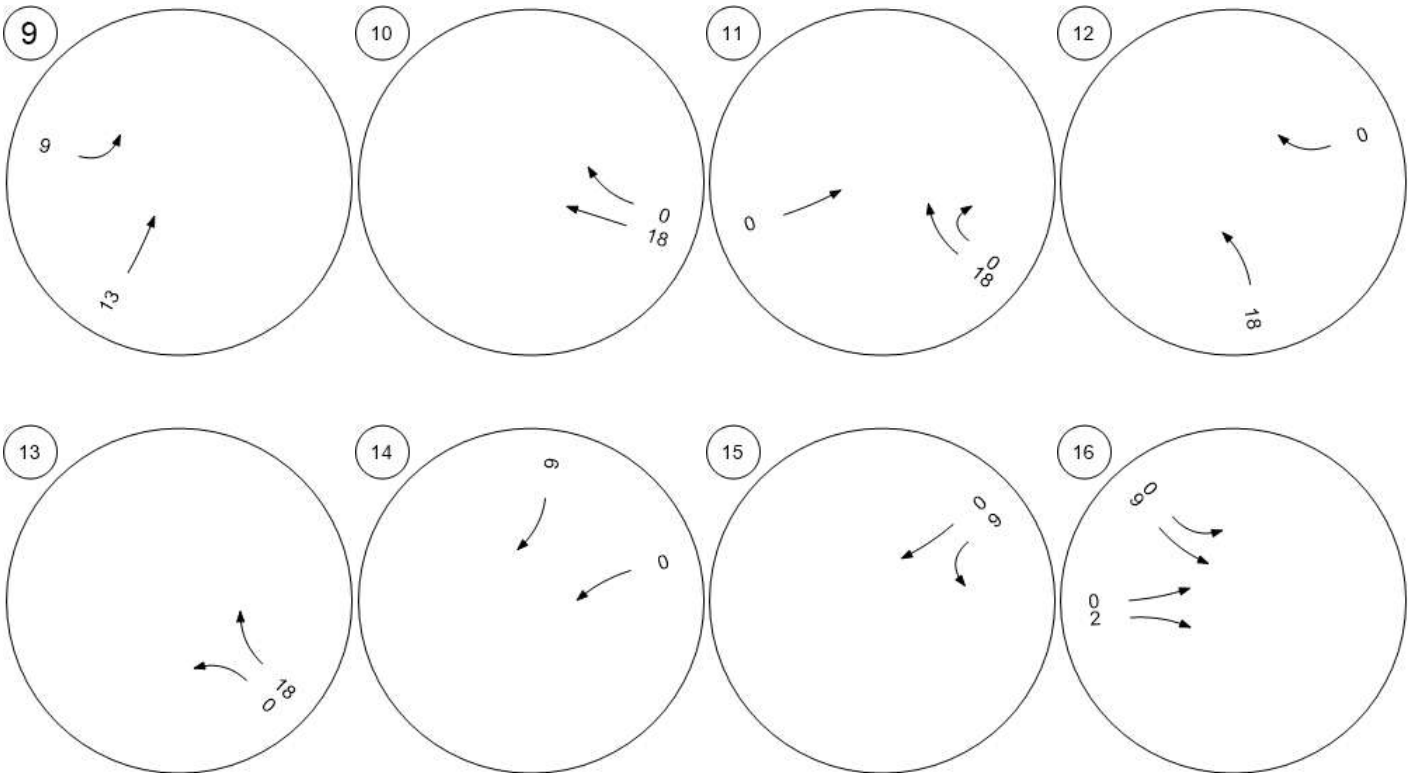
Traffic Volume - In-Process Volume



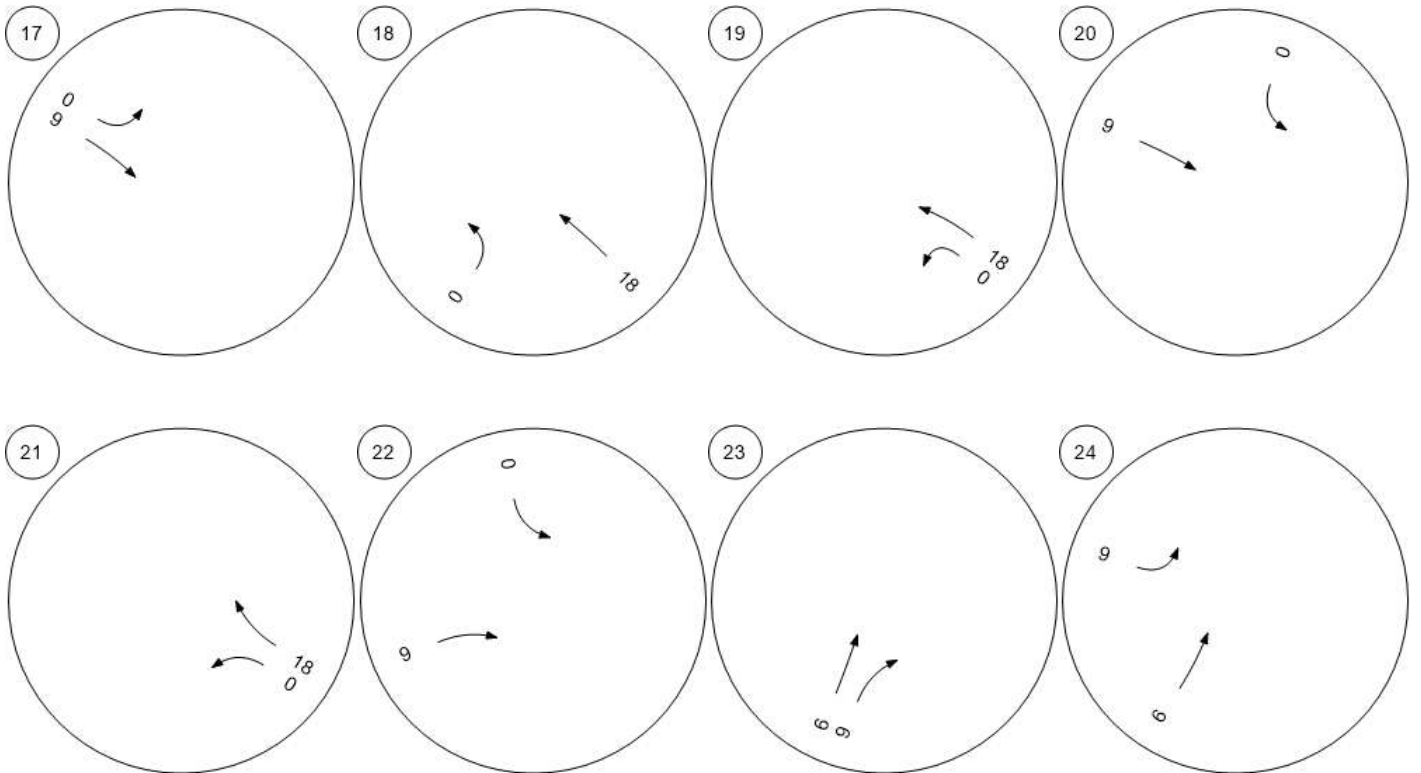
Traffic Volume - Net New Site Trips



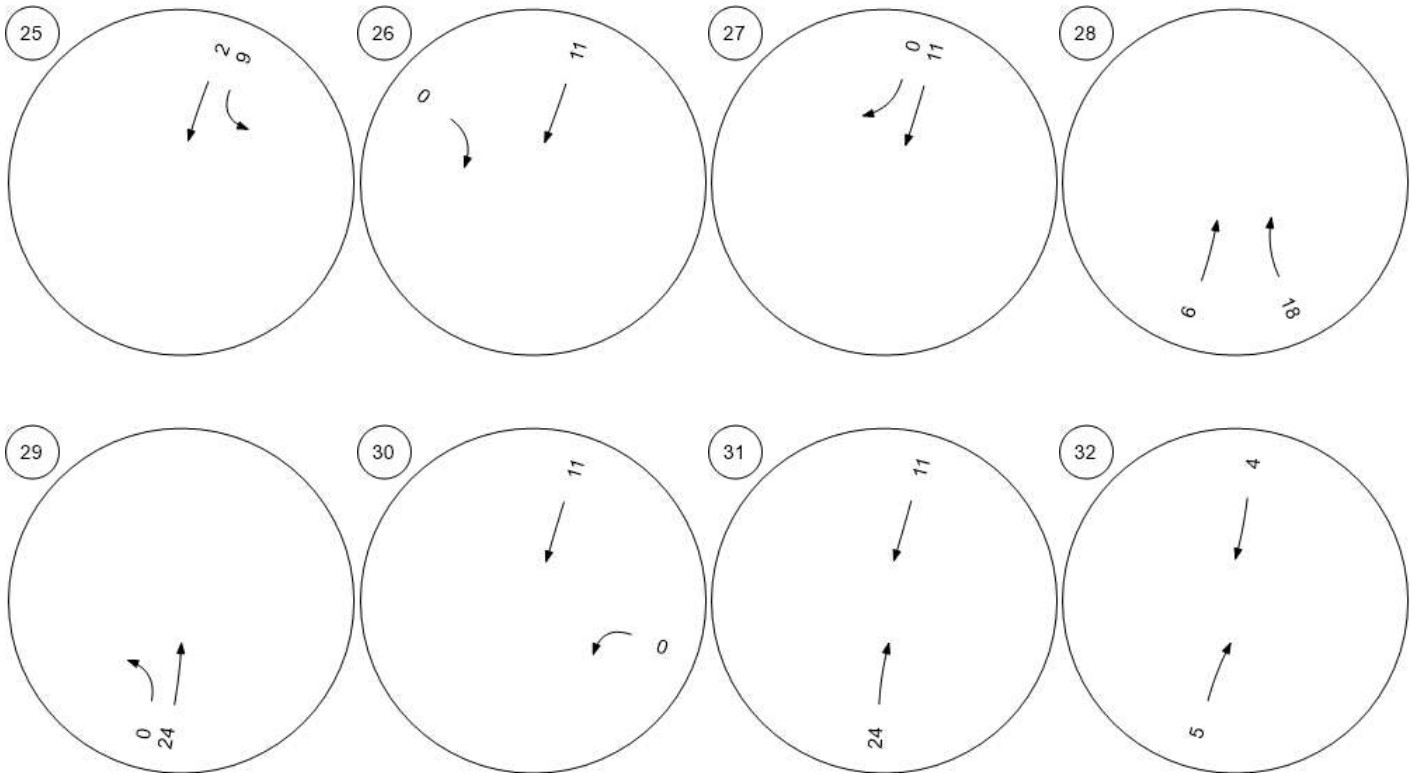
Traffic Volume - Net New Site Trips



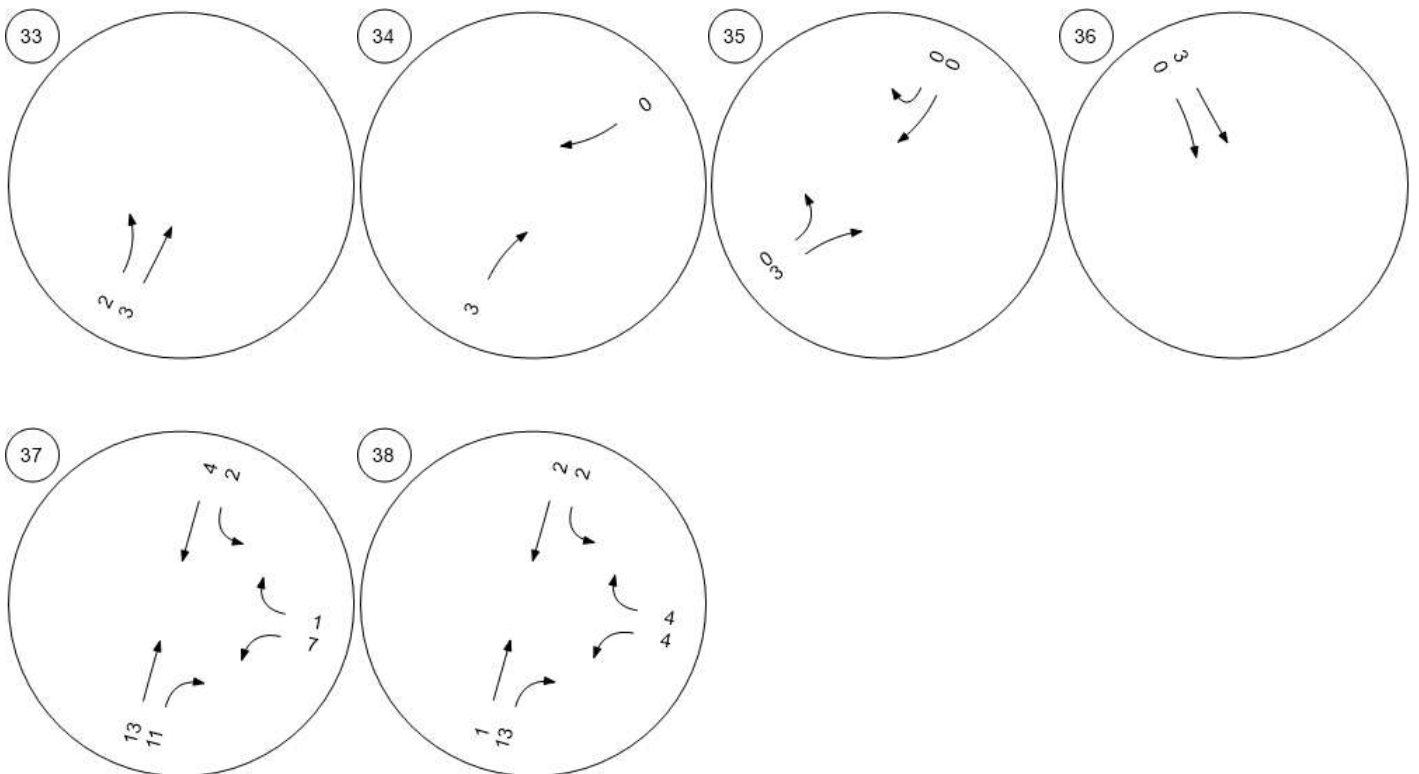
Traffic Volume - Net New Site Trips



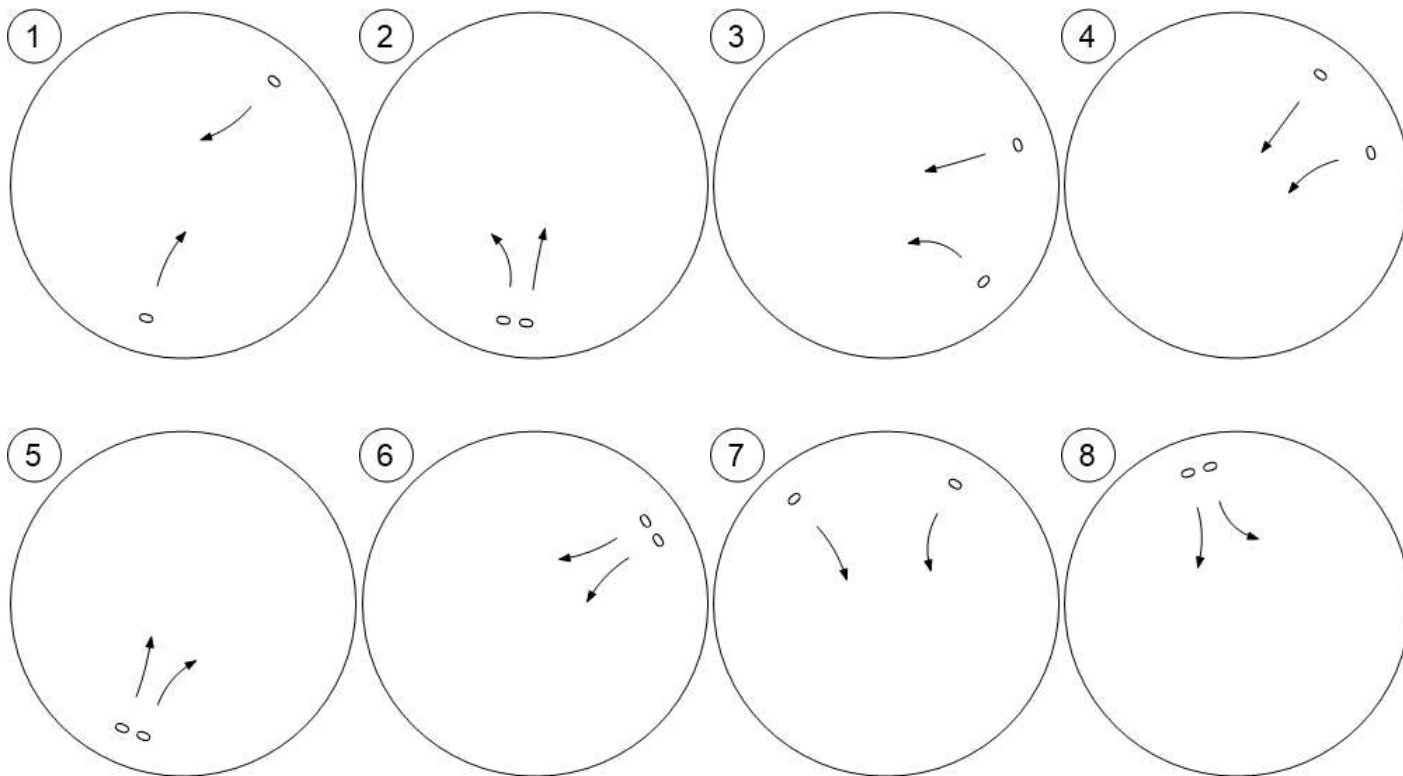
Traffic Volume - Net New Site Trips



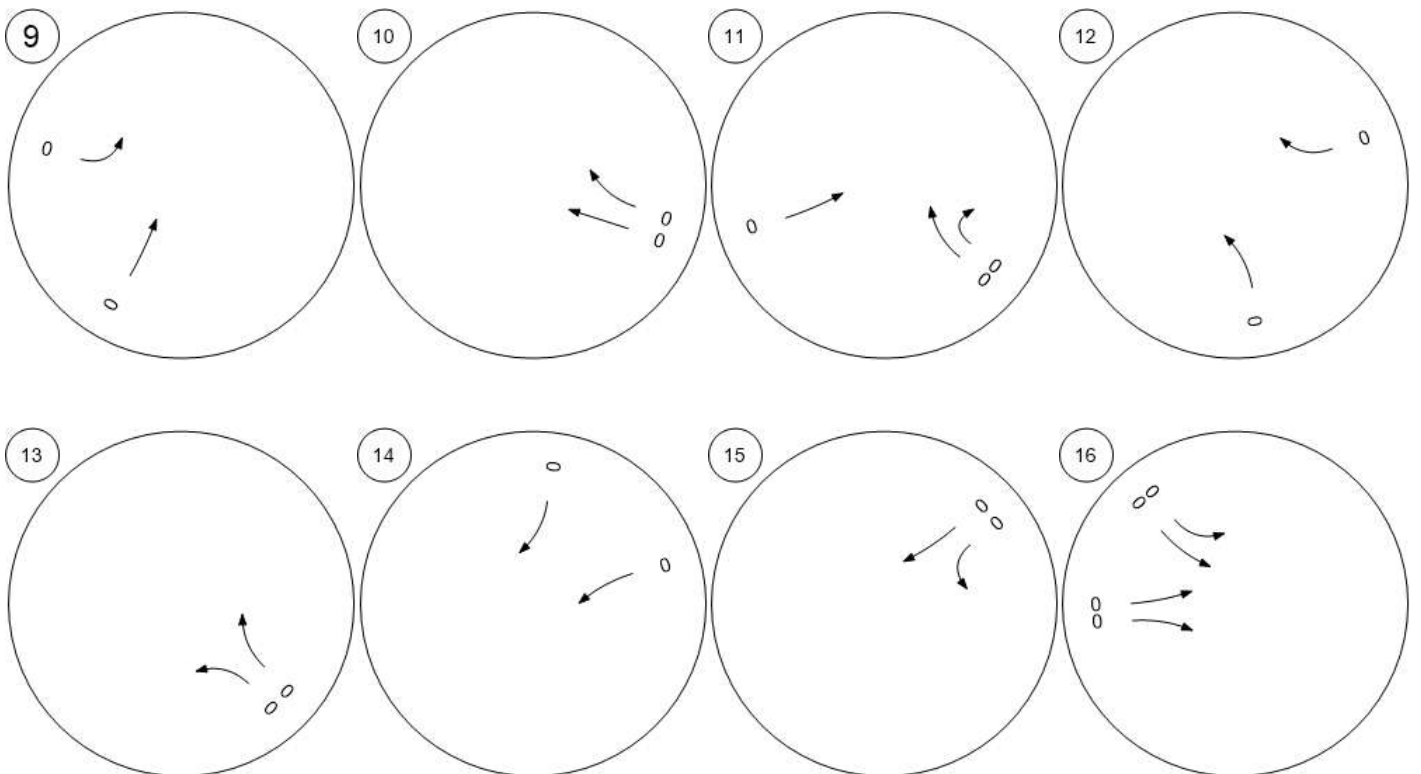
Traffic Volume - Net New Site Trips



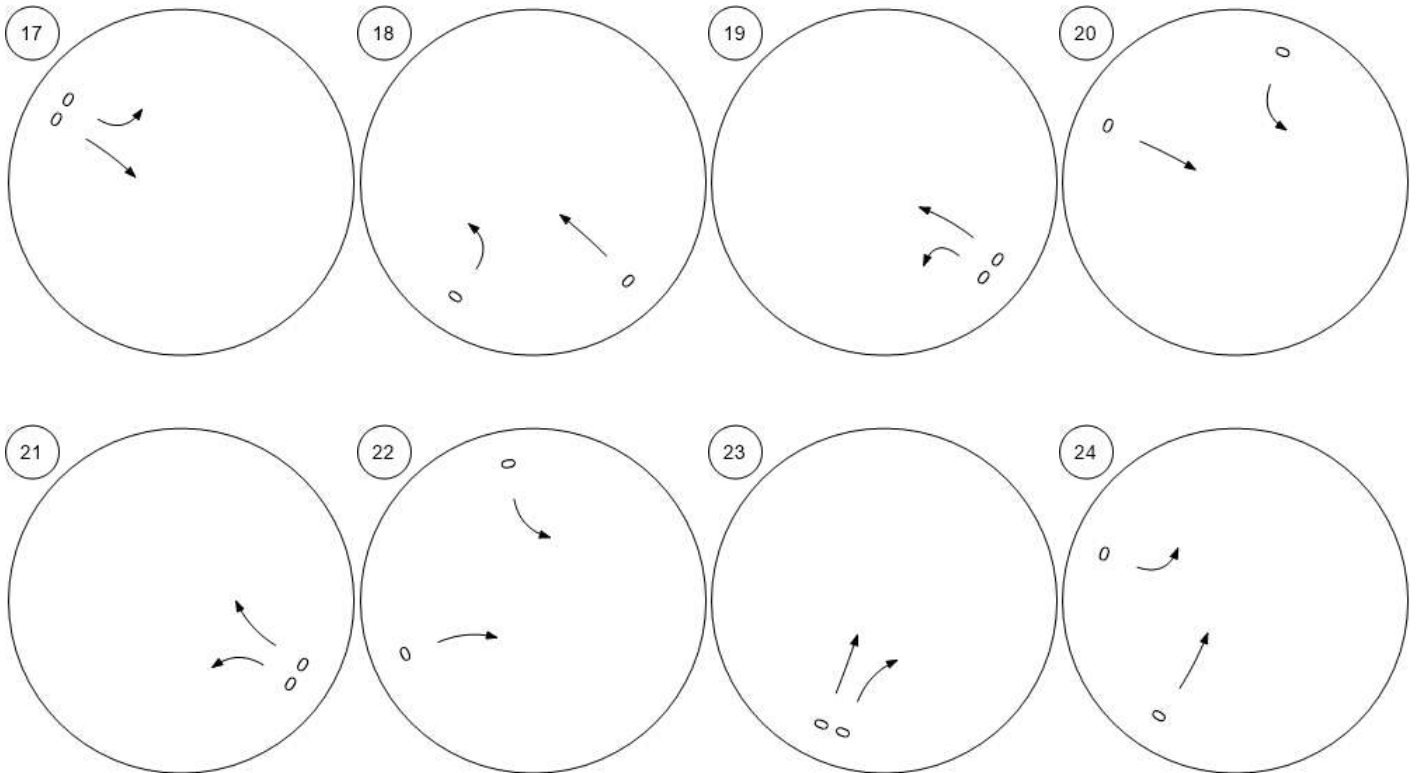
Traffic Volume - Other Volume



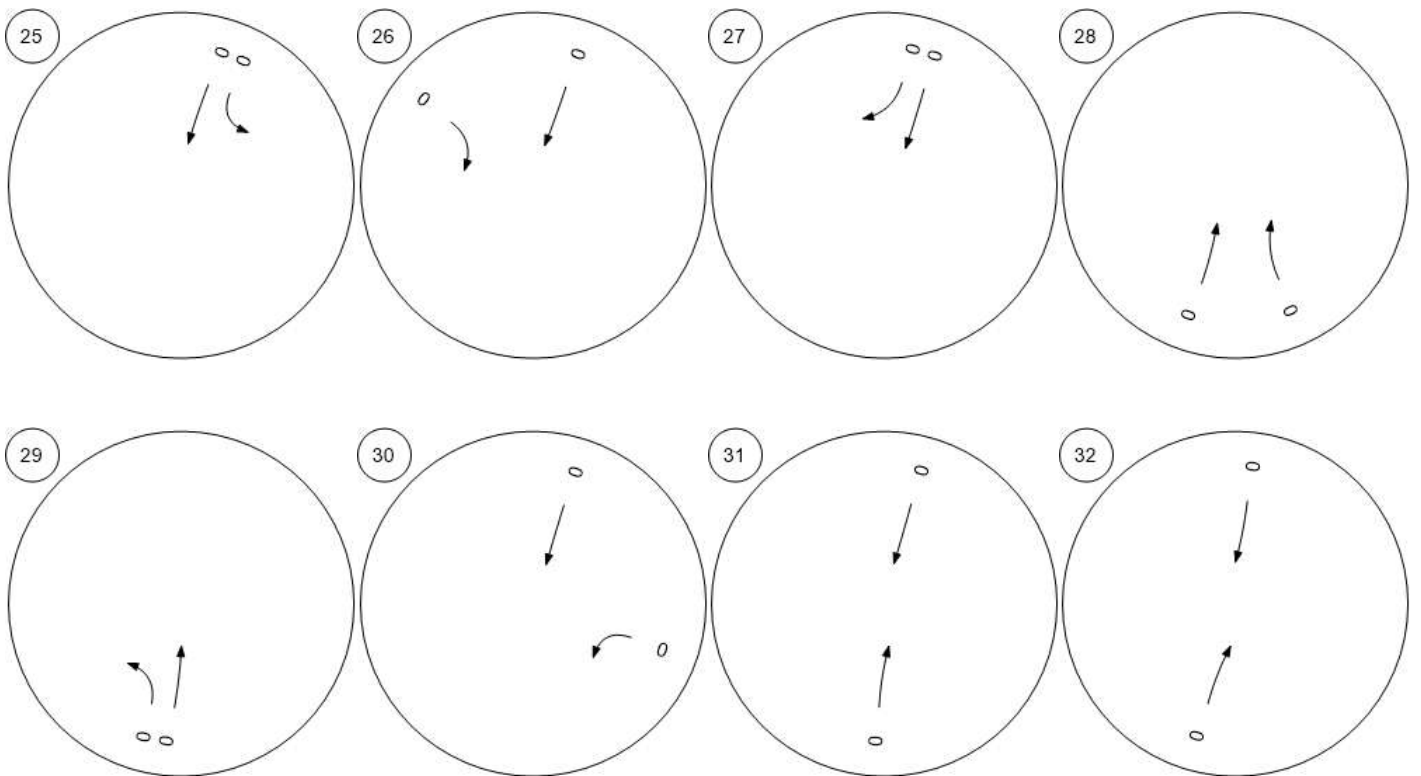
Traffic Volume - Other Volume



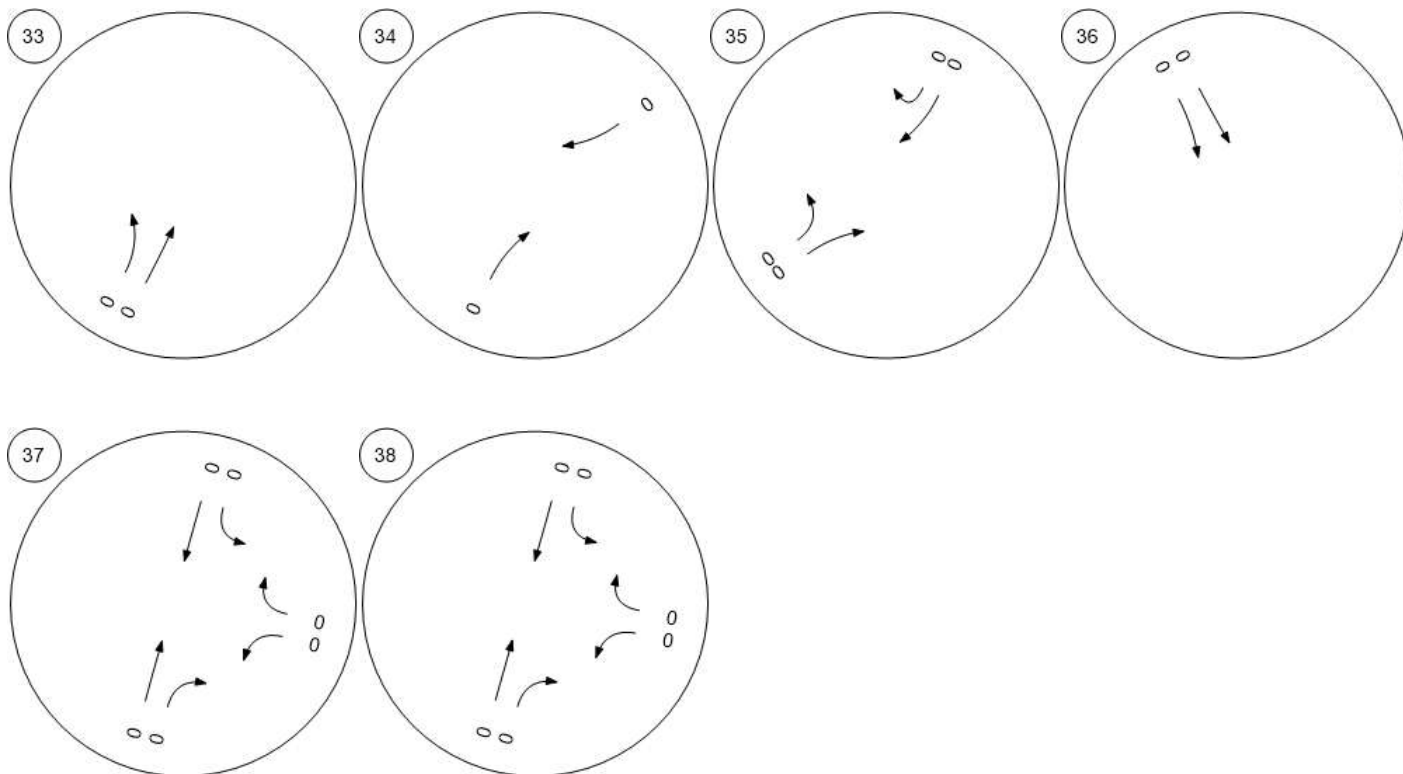
Traffic Volume - Other Volume



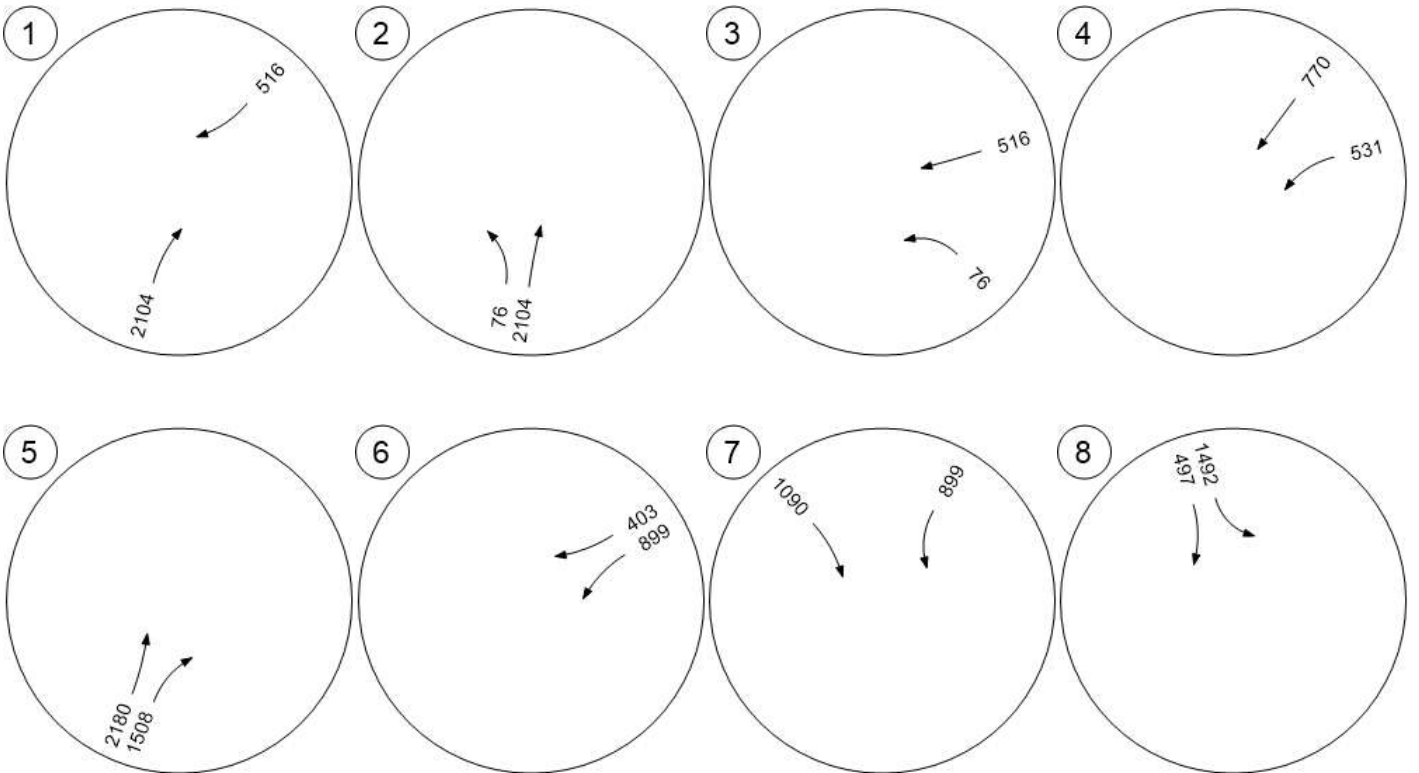
Traffic Volume - Other Volume



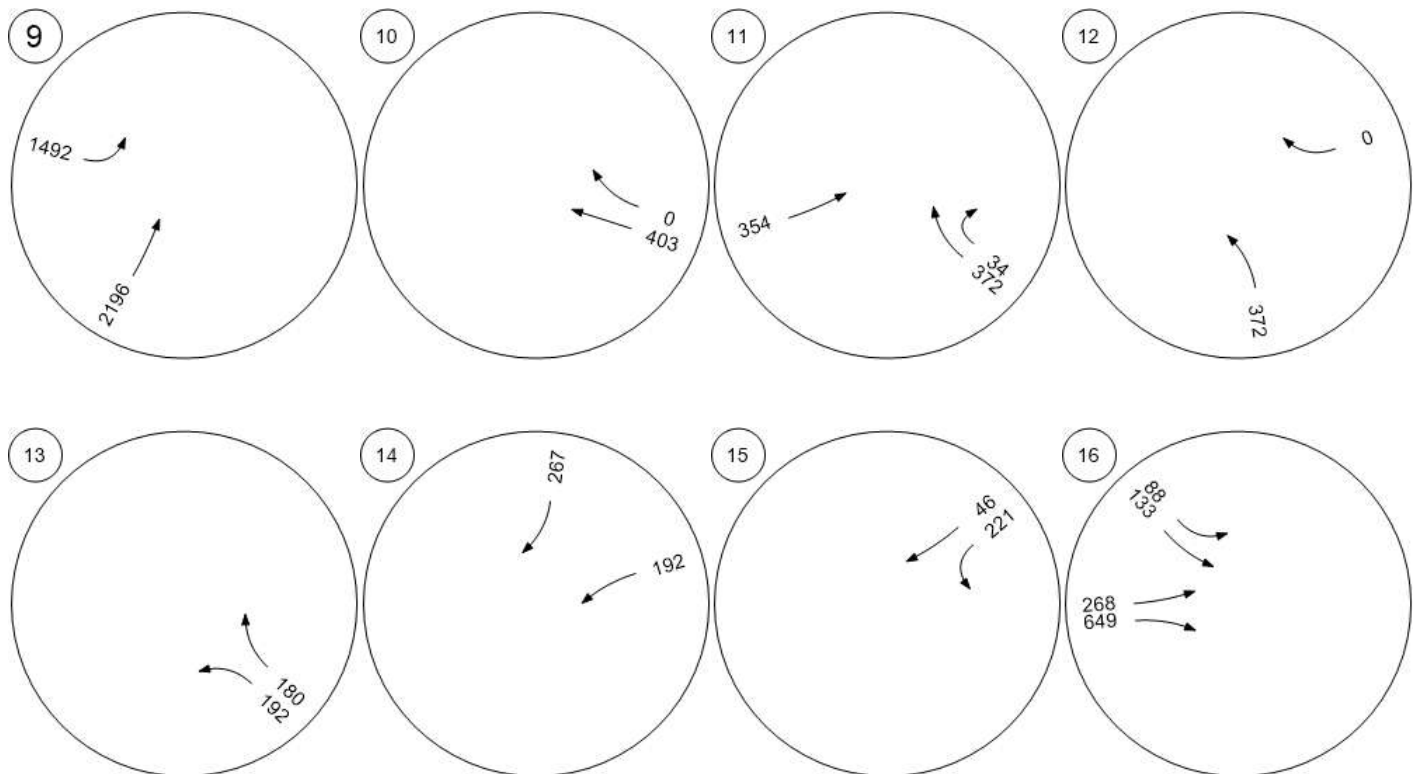
Traffic Volume - Other Volume



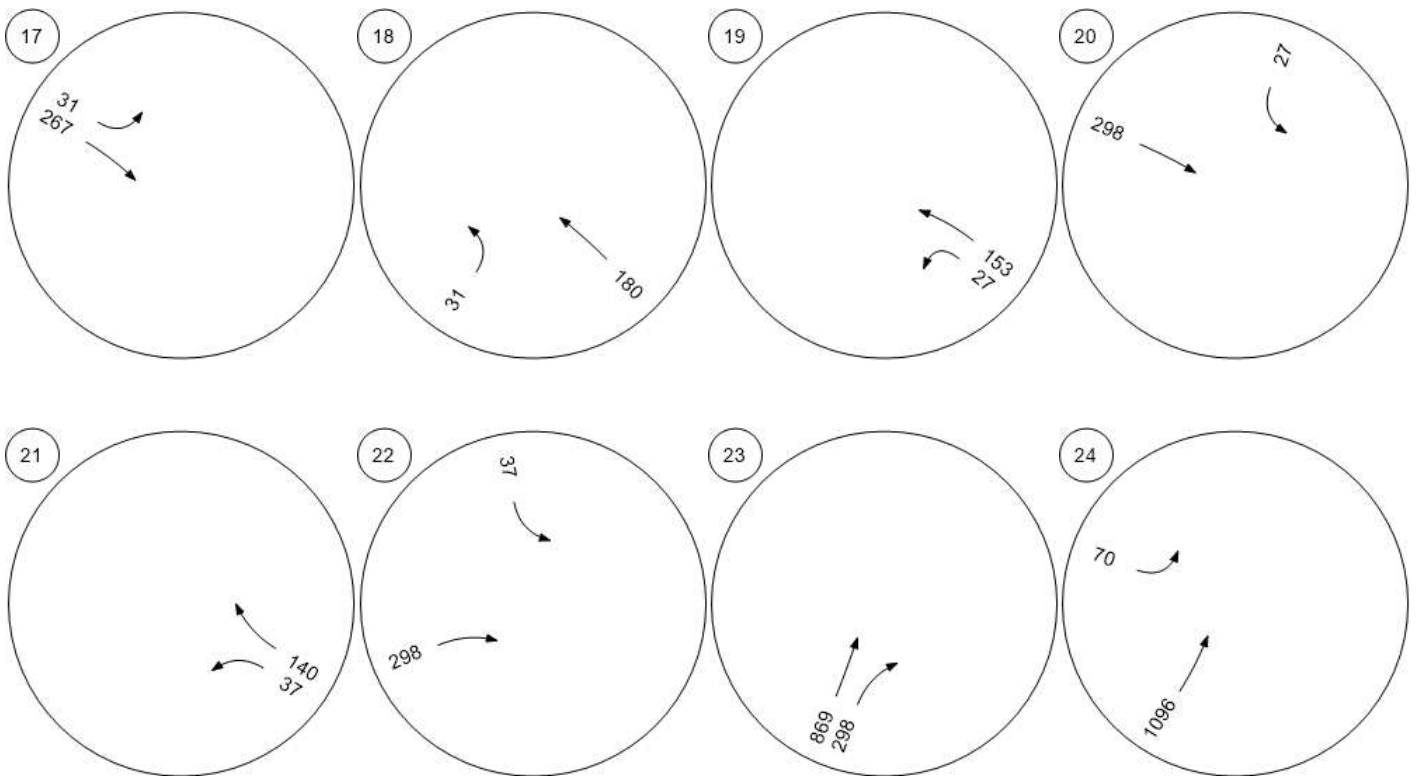
Traffic Volume - Future Total Volume



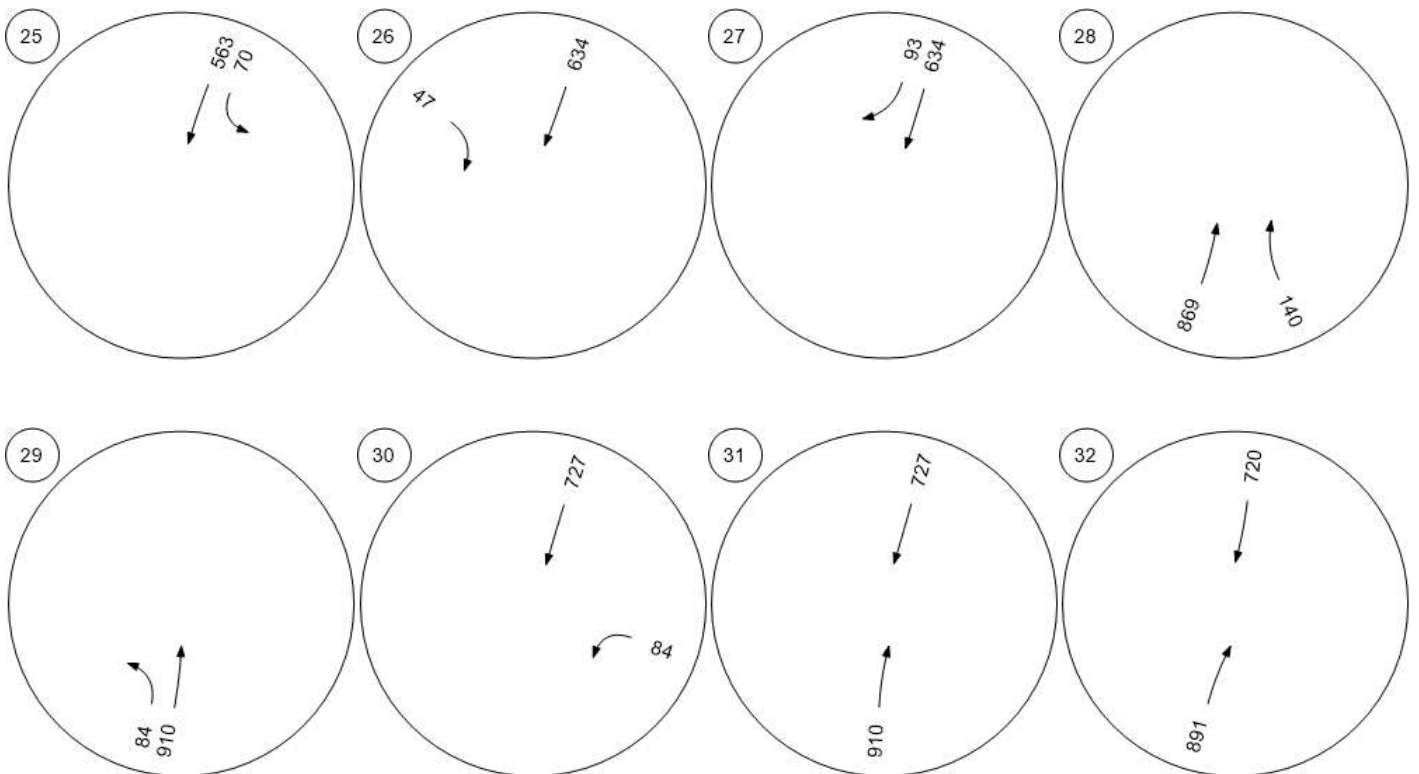
Traffic Volume - Future Total Volume



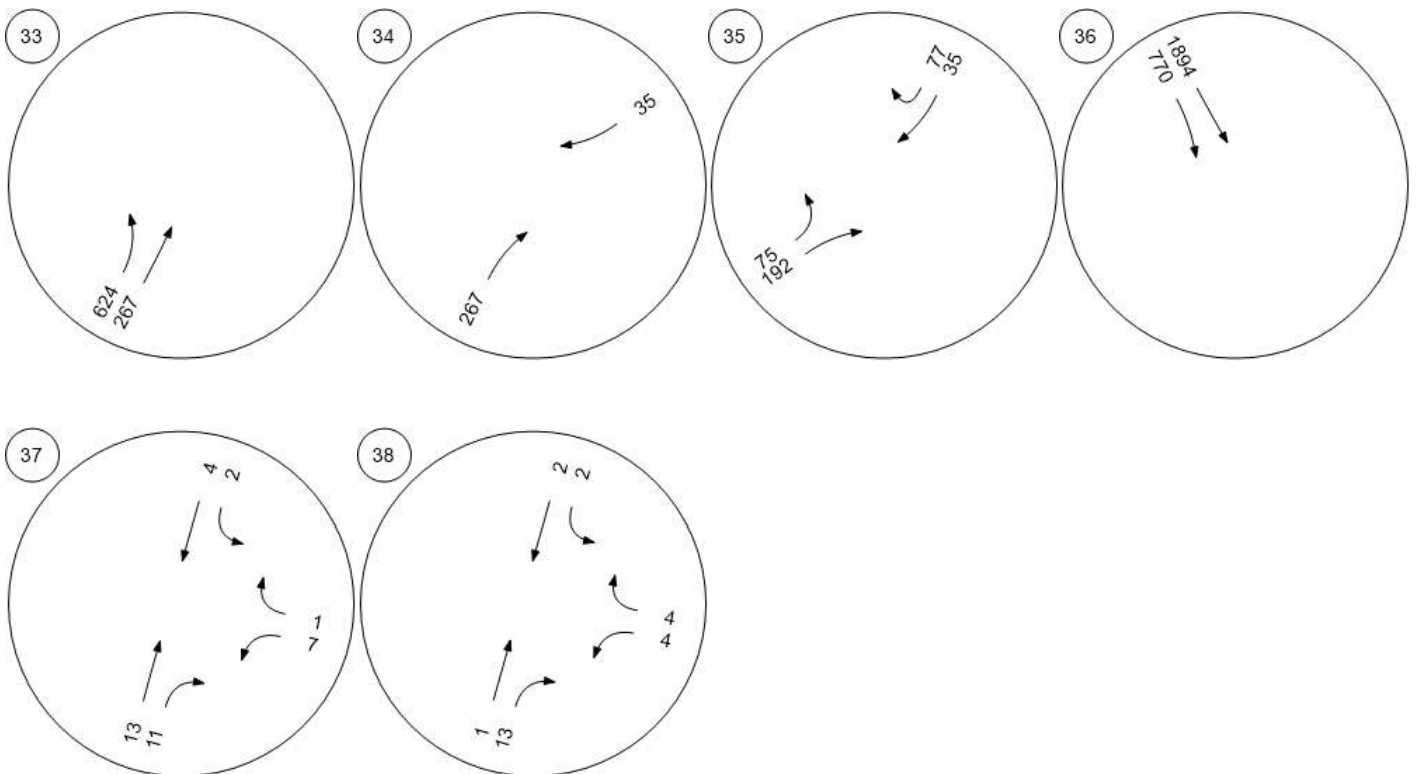
Traffic Volume - Future Total Volume



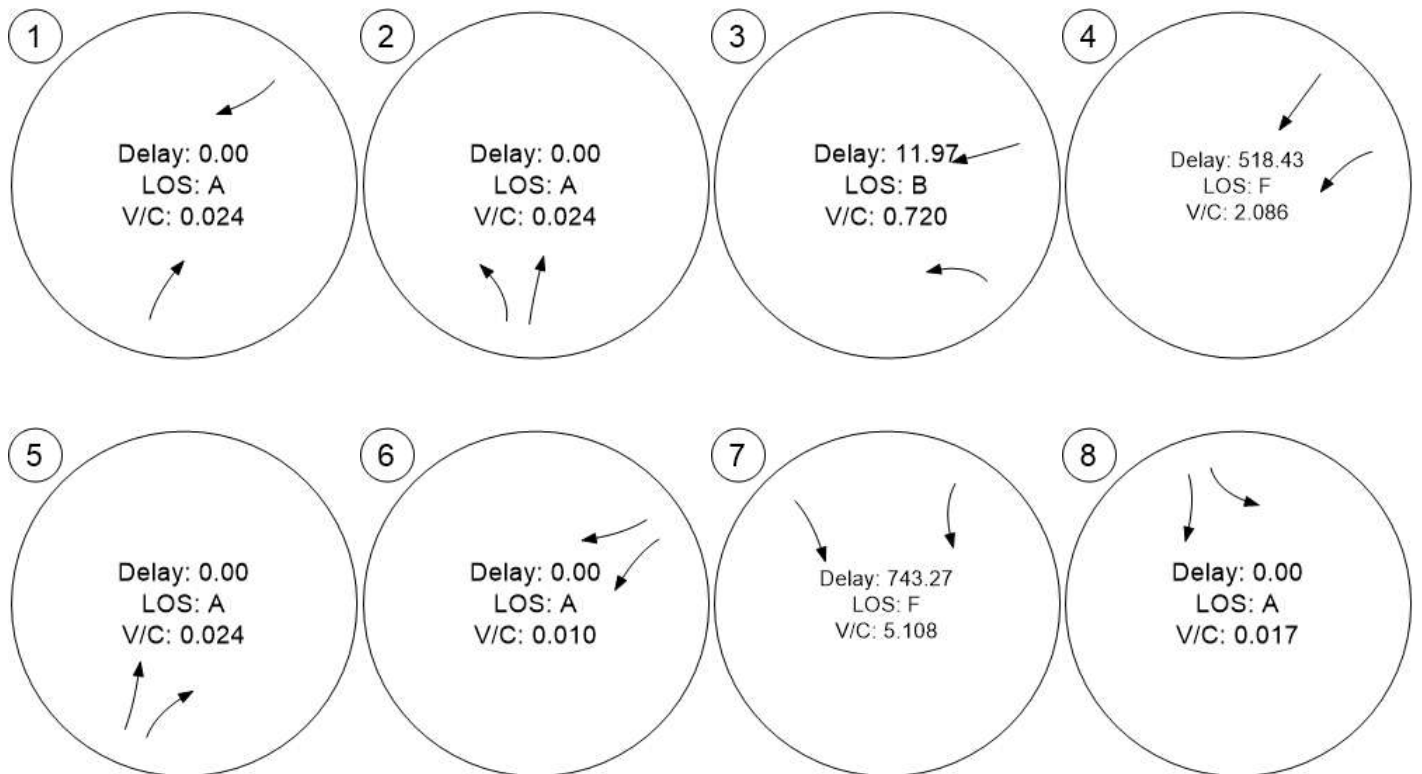
Traffic Volume - Future Total Volume



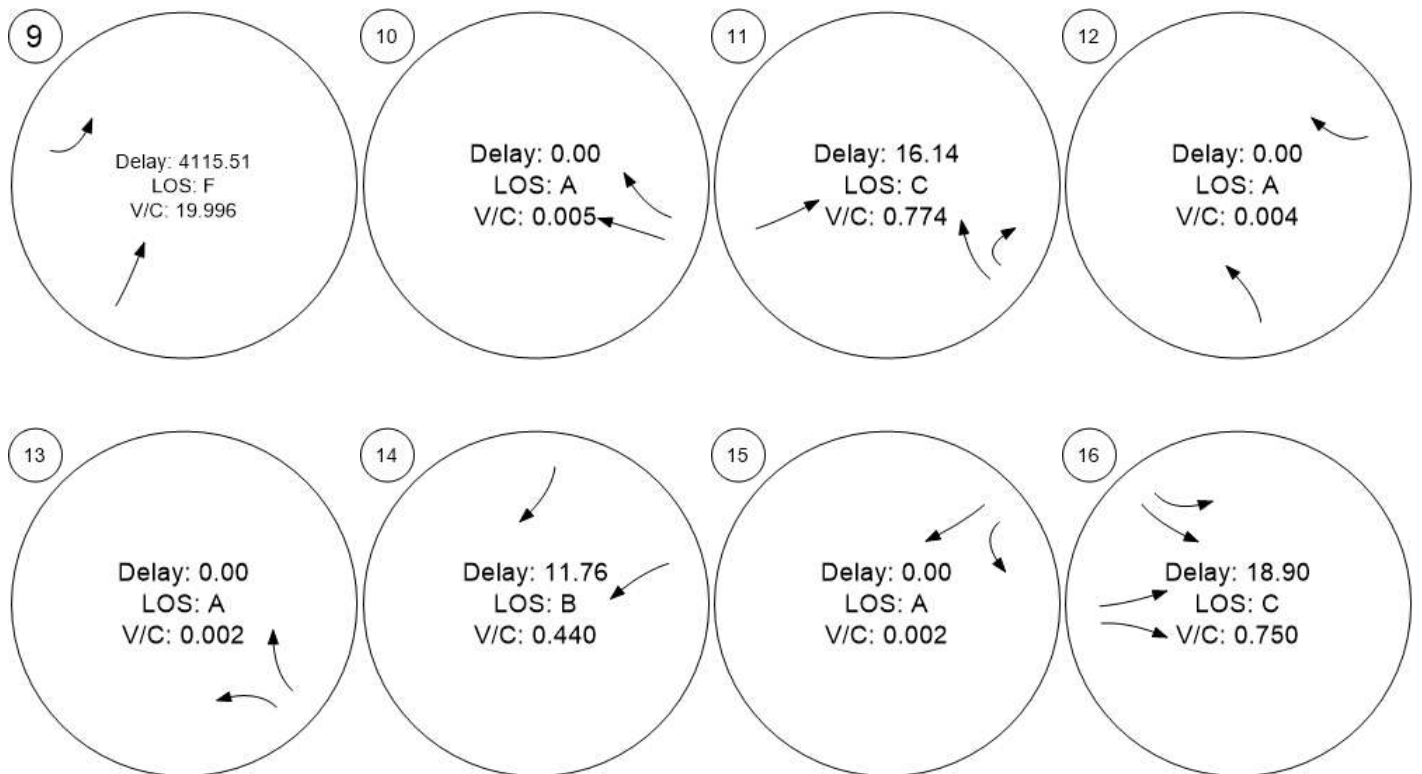
Traffic Volume - Future Total Volume



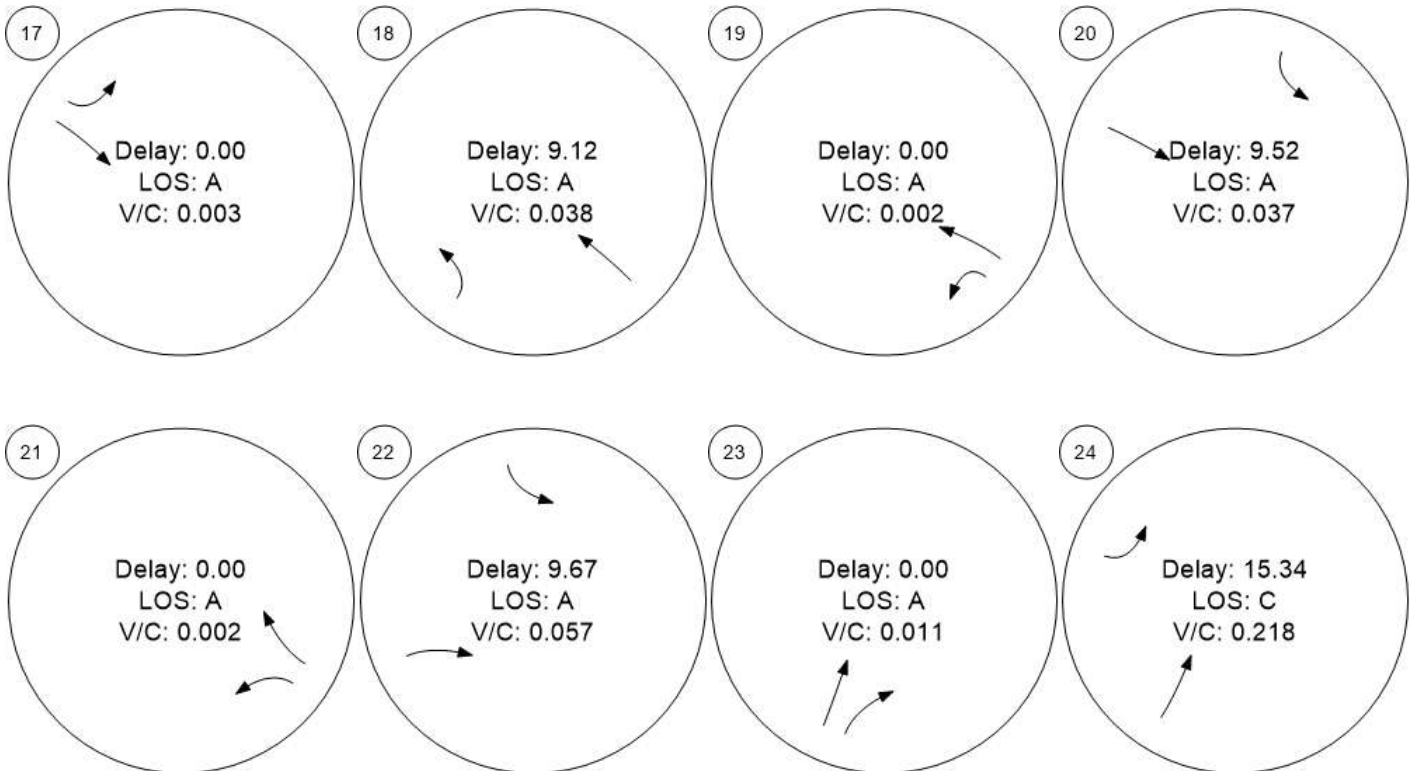
Traffic Conditions



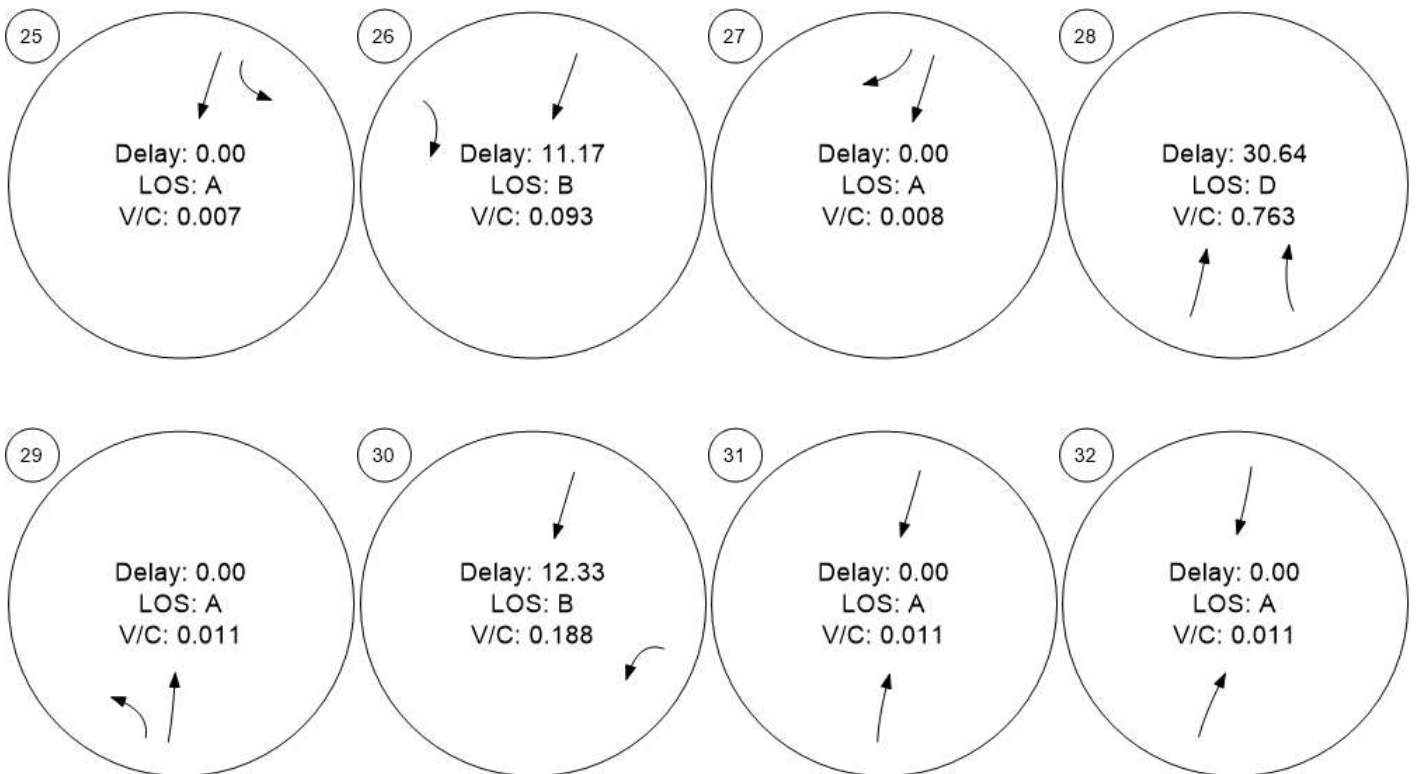
Traffic Conditions



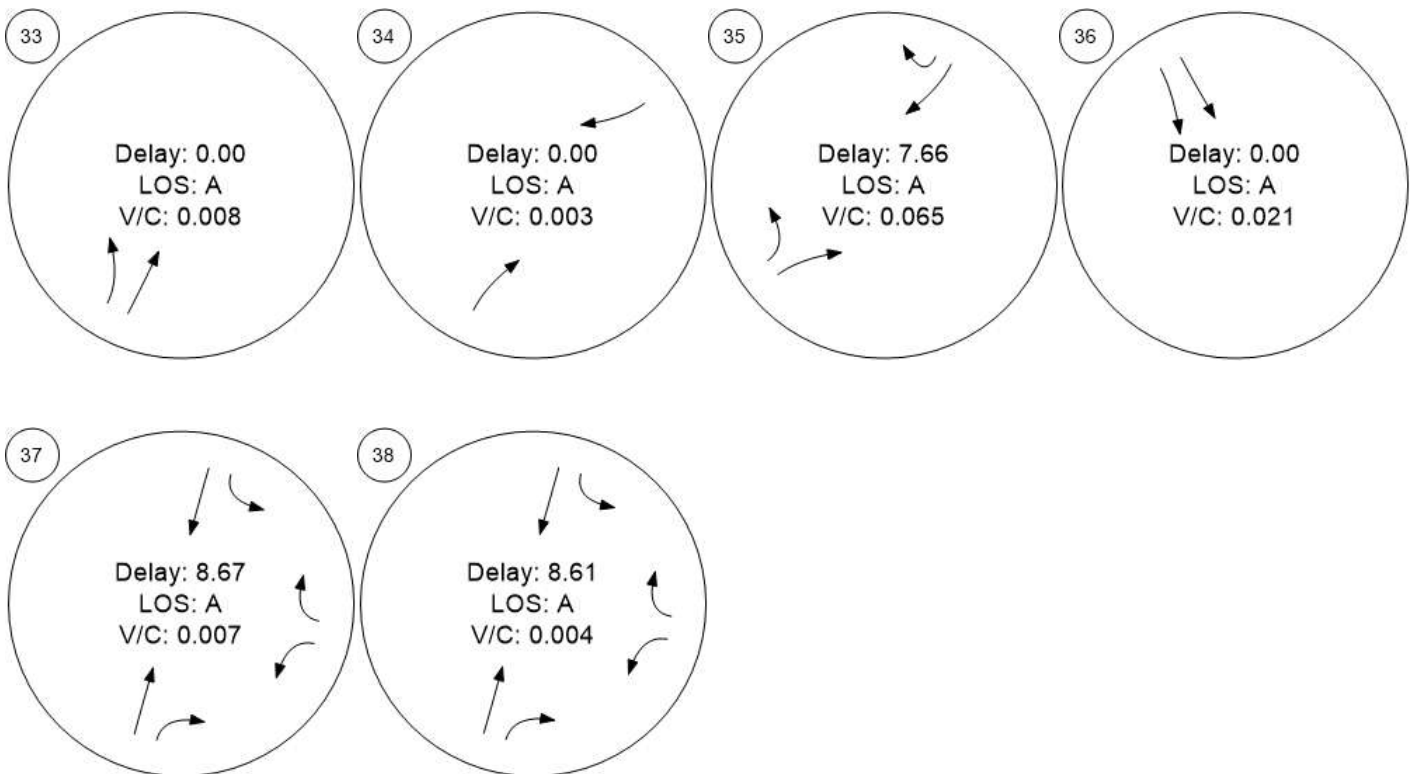
Traffic Conditions



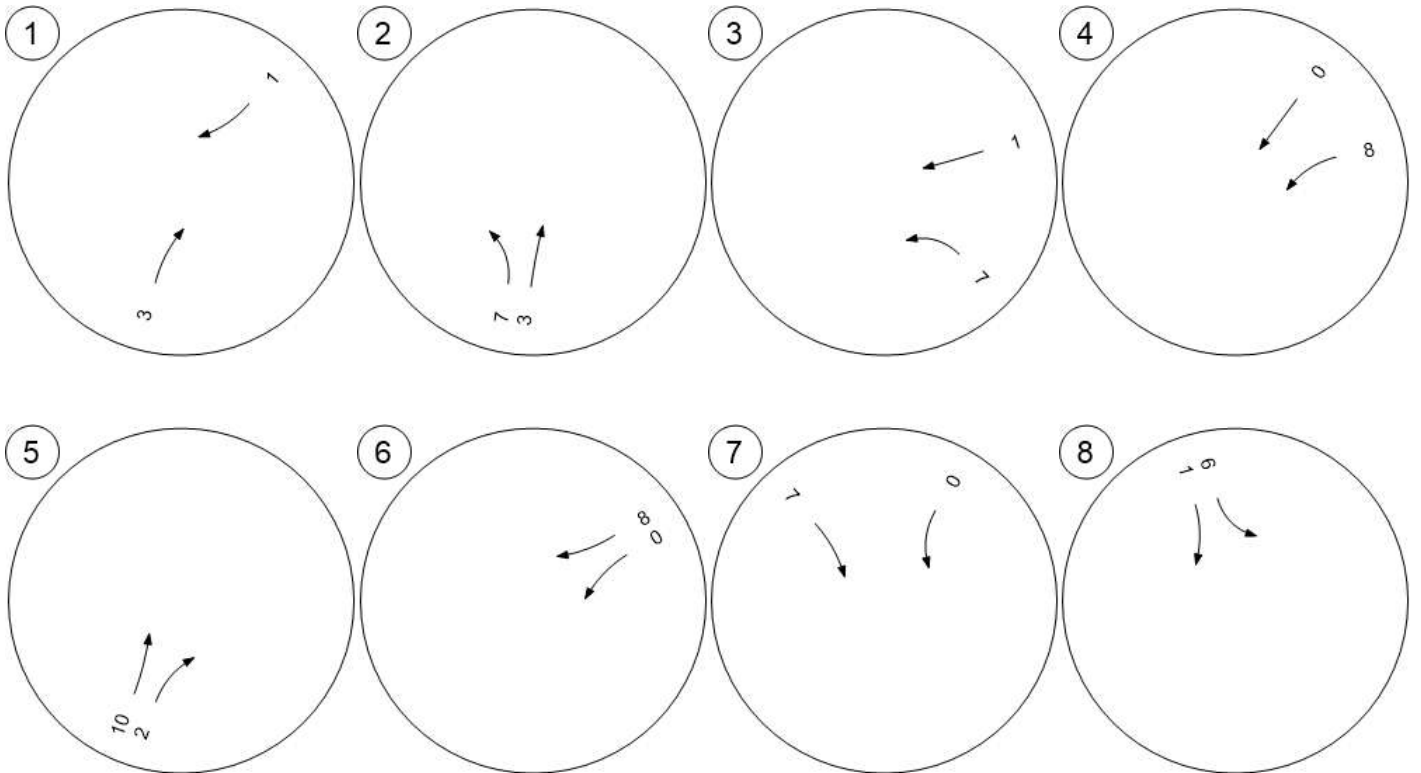
Traffic Conditions



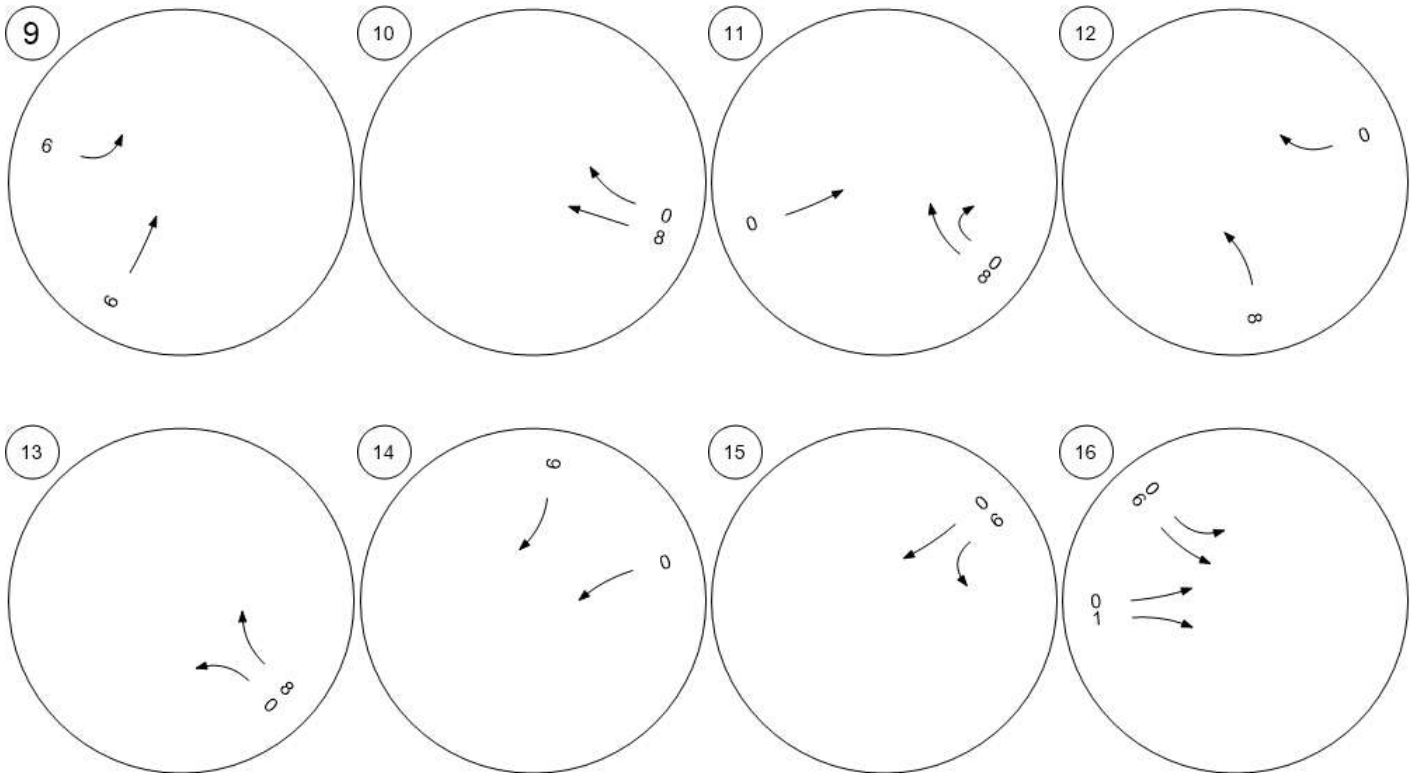
Traffic Conditions



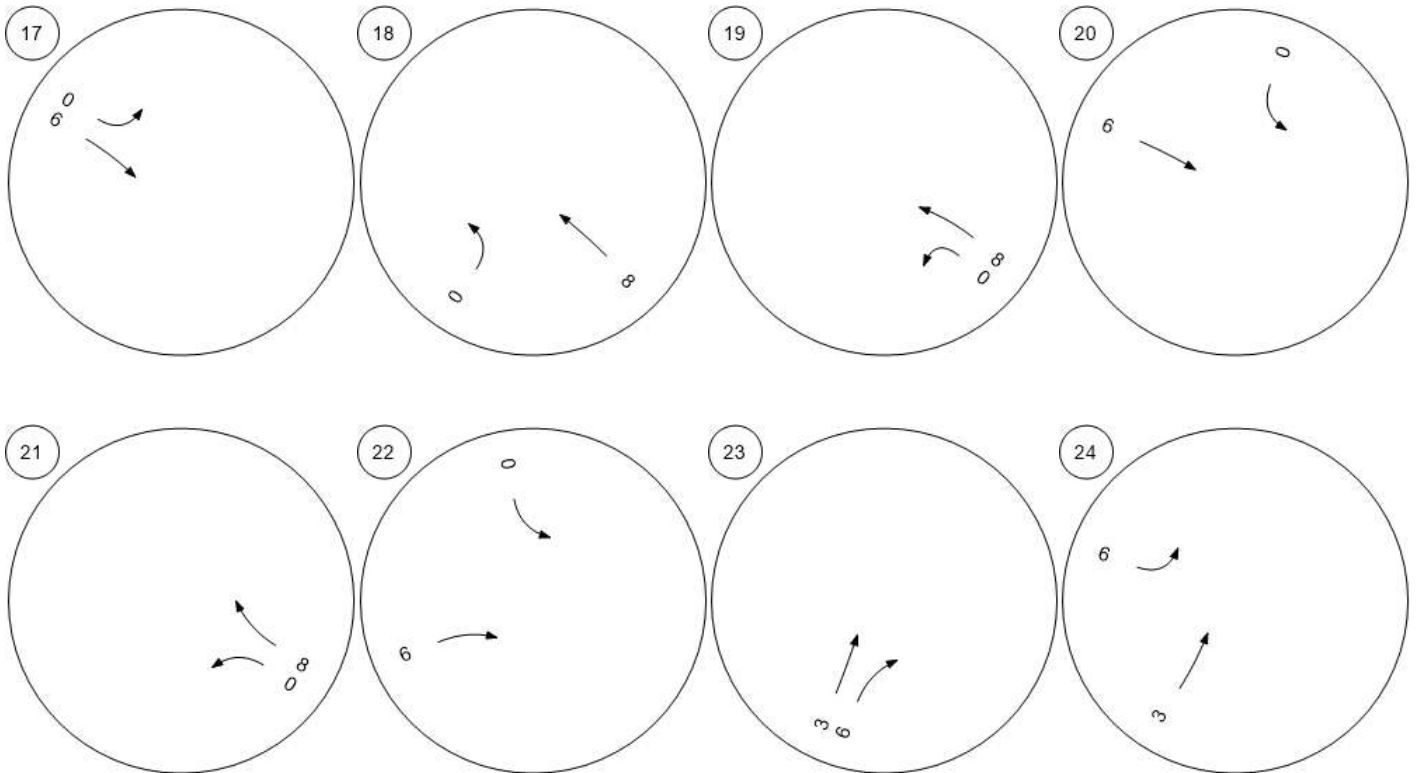
Fair Share - Fair Share Volumes - Zone 52: Zone



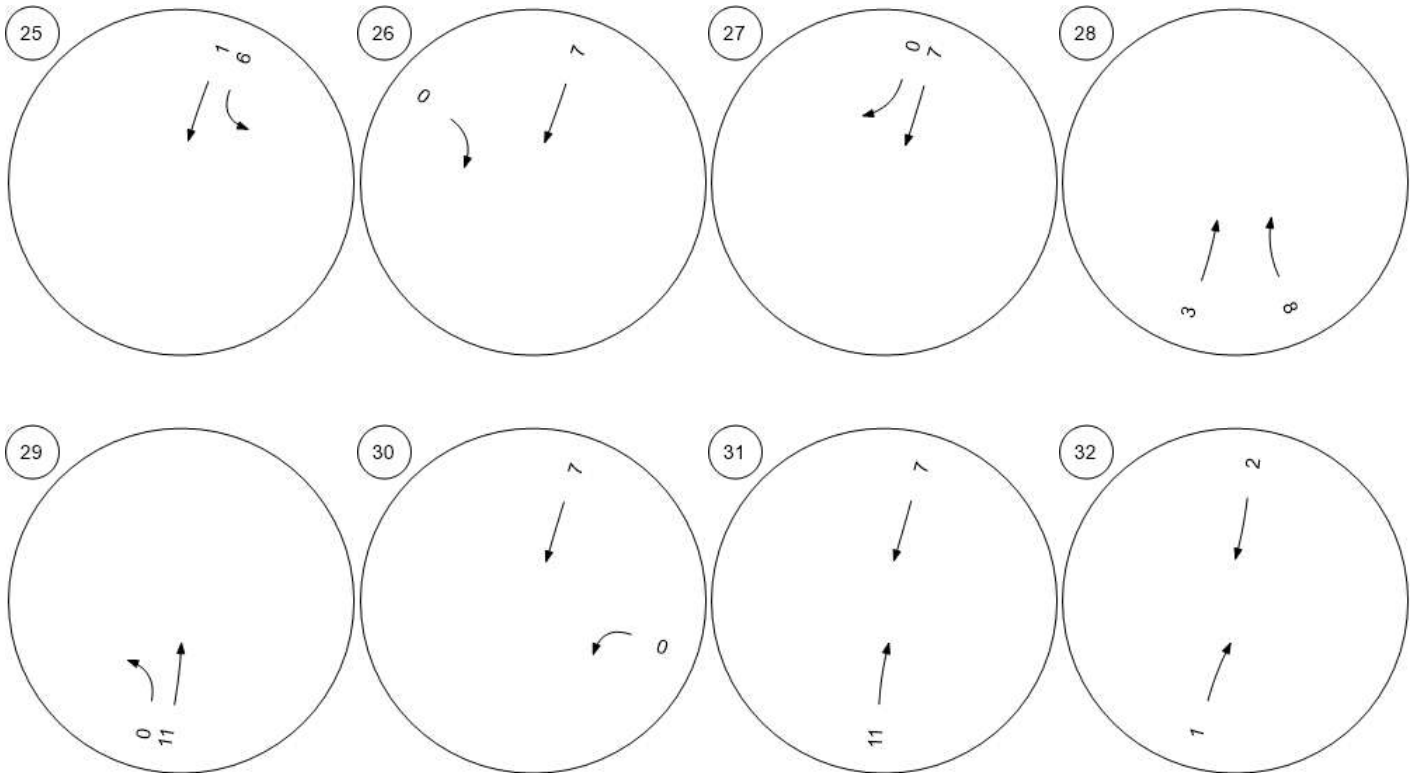
Fair Share - Fair Share Volumes - Zone 52: Zone



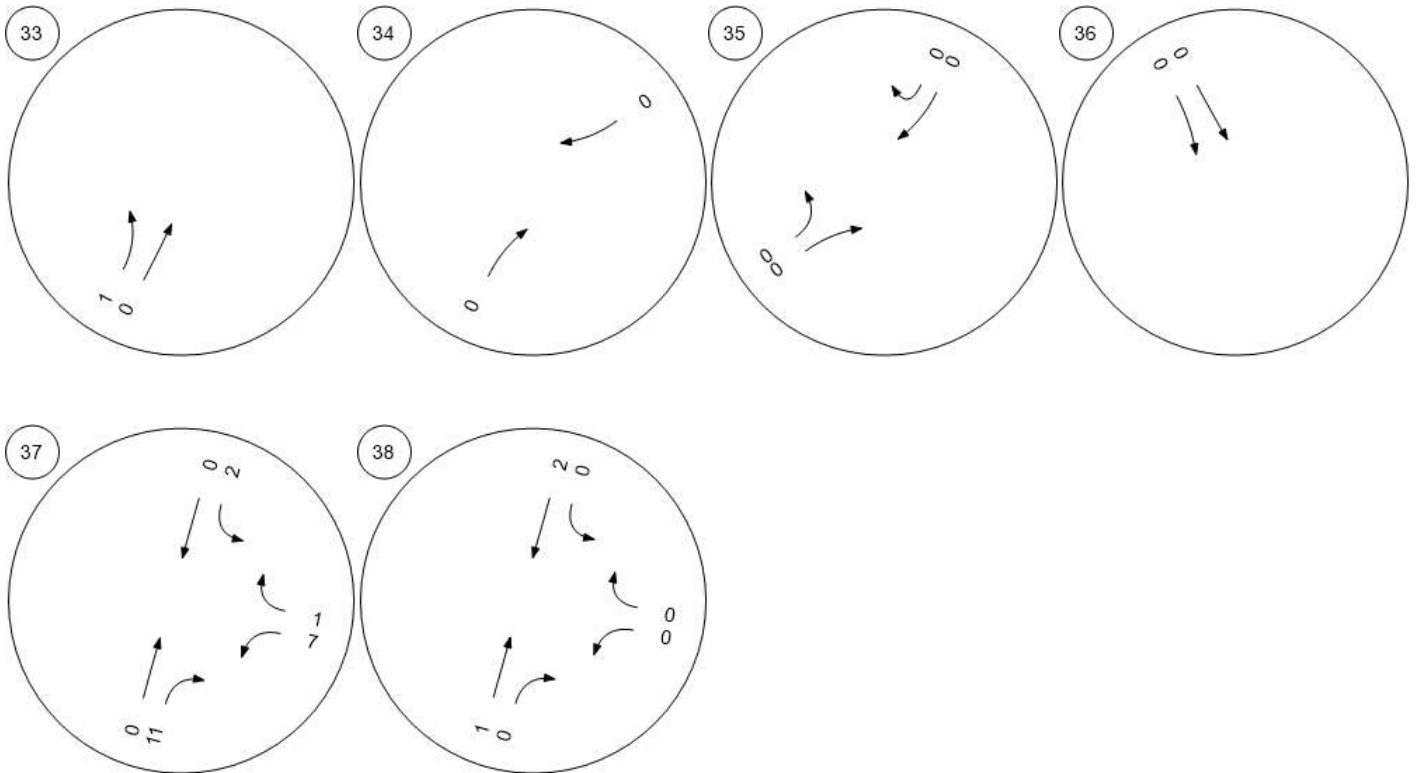
Fair Share - Fair Share Volumes - Zone 52: Zone



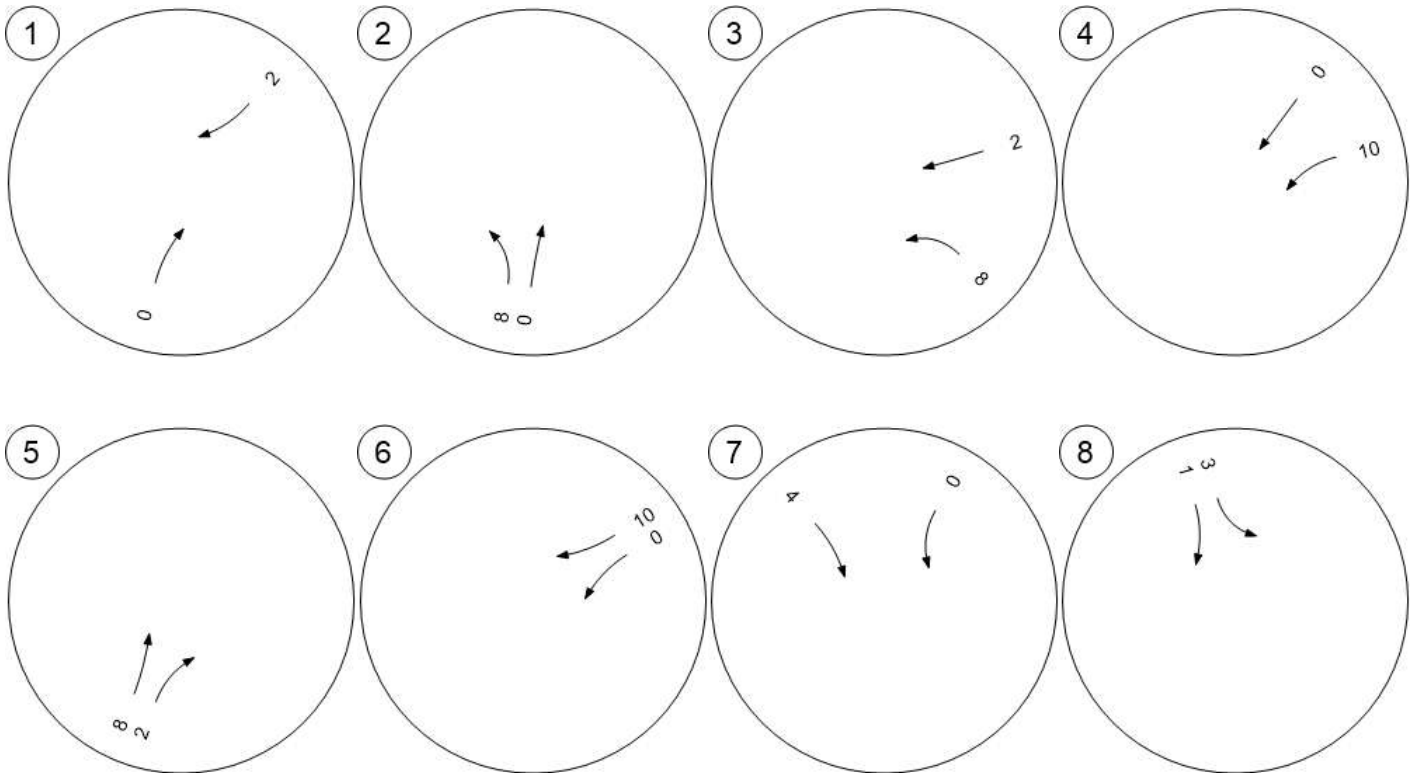
Fair Share - Fair Share Volumes - Zone 52: Zone



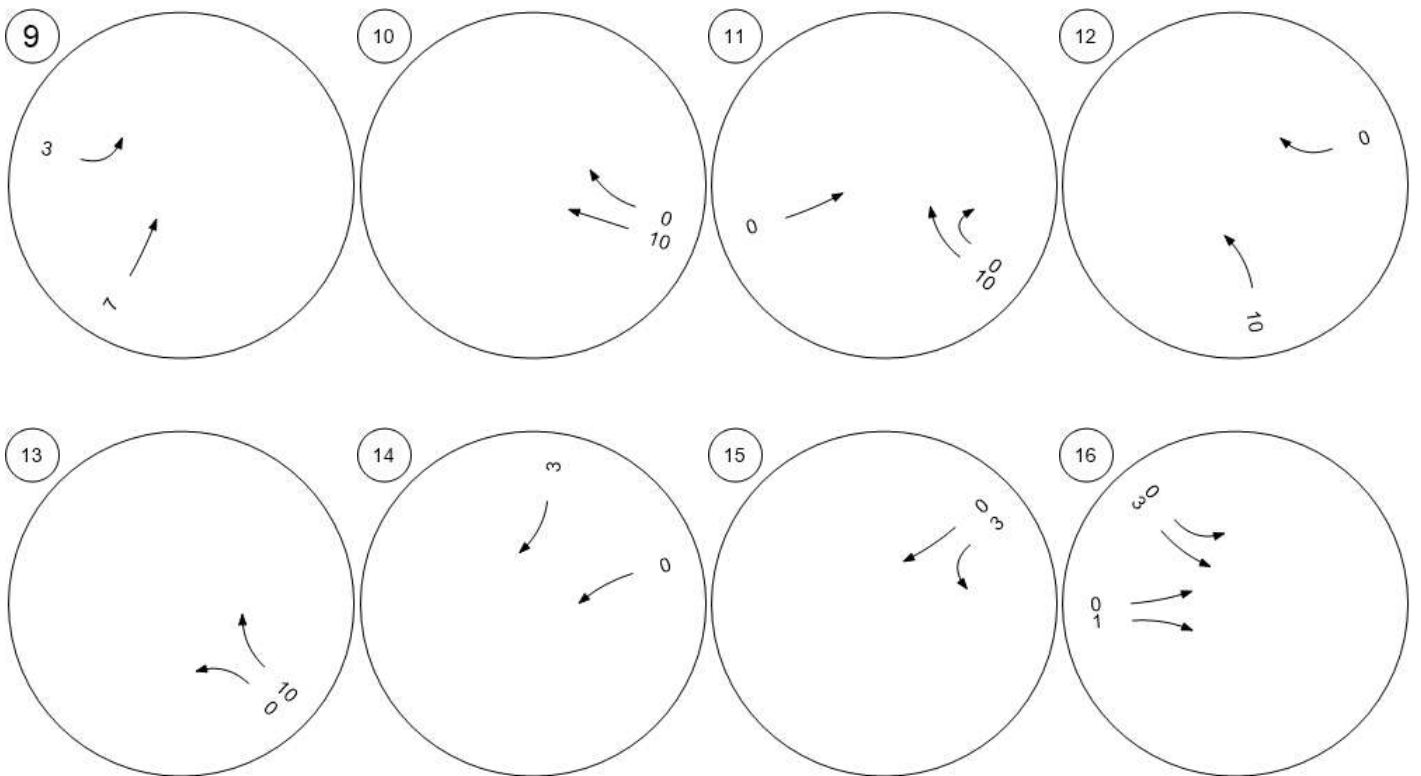
Fair Share - Fair Share Volumes - Zone 52: Zone



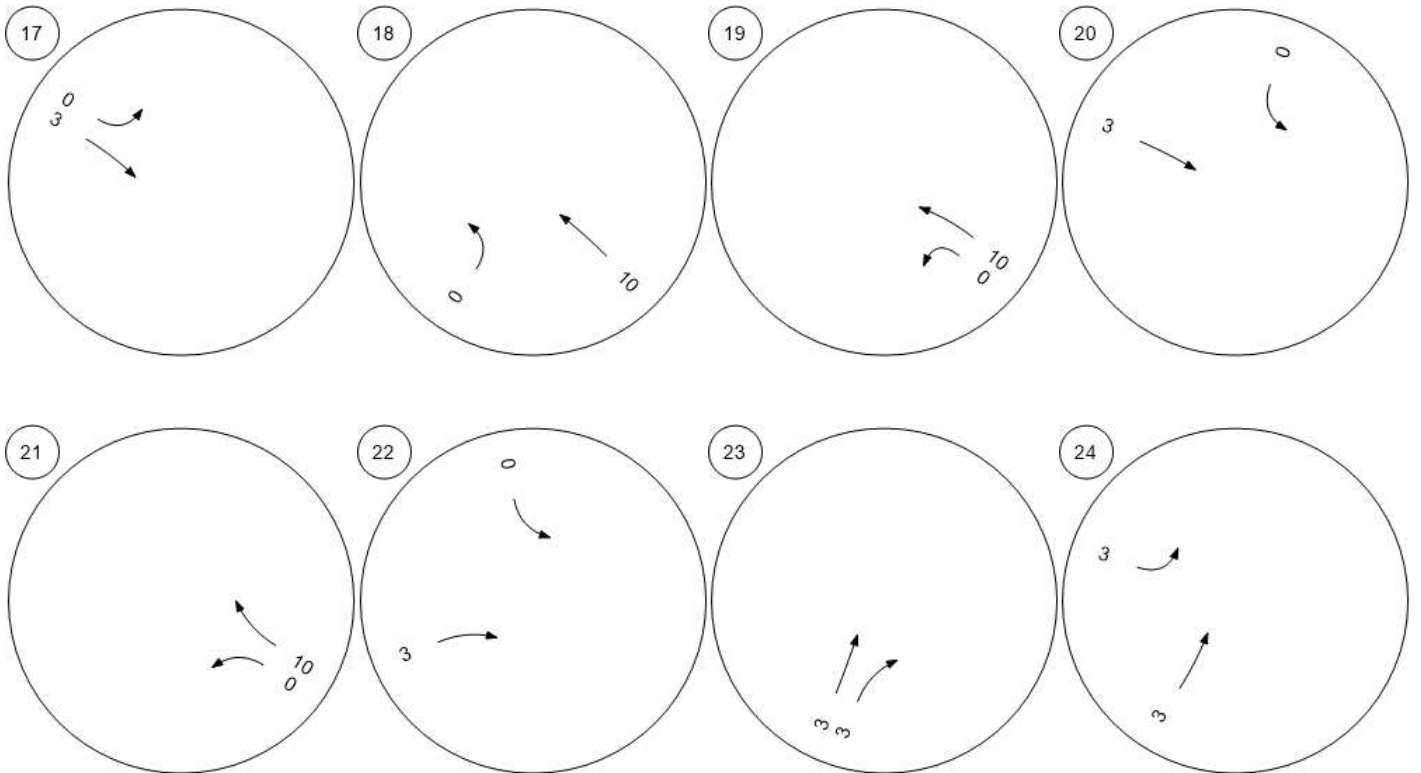
Fair Share - Fair Share Volumes - Zone 53: Zone



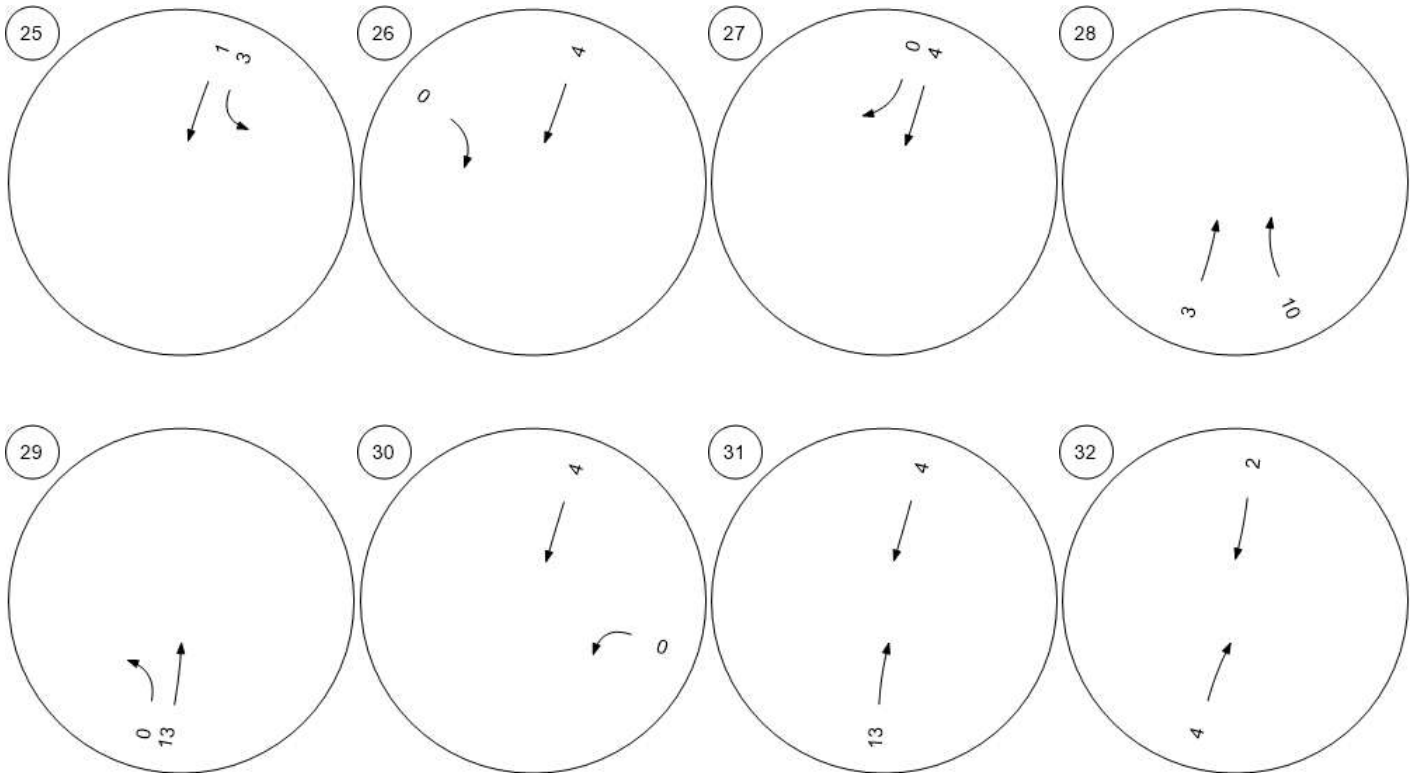
Fair Share - Fair Share Volumes - Zone 53: Zone



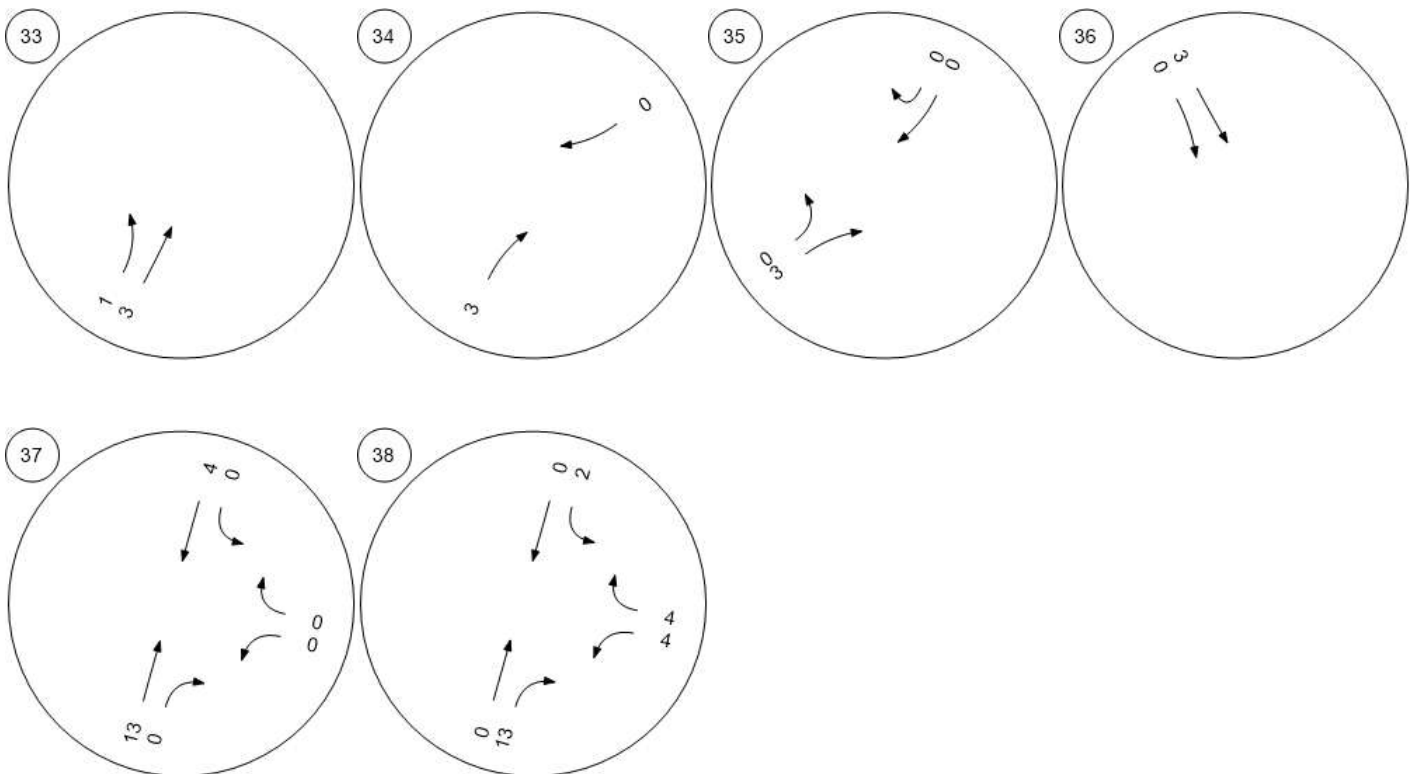
Fair Share - Fair Share Volumes - Zone 53: Zone



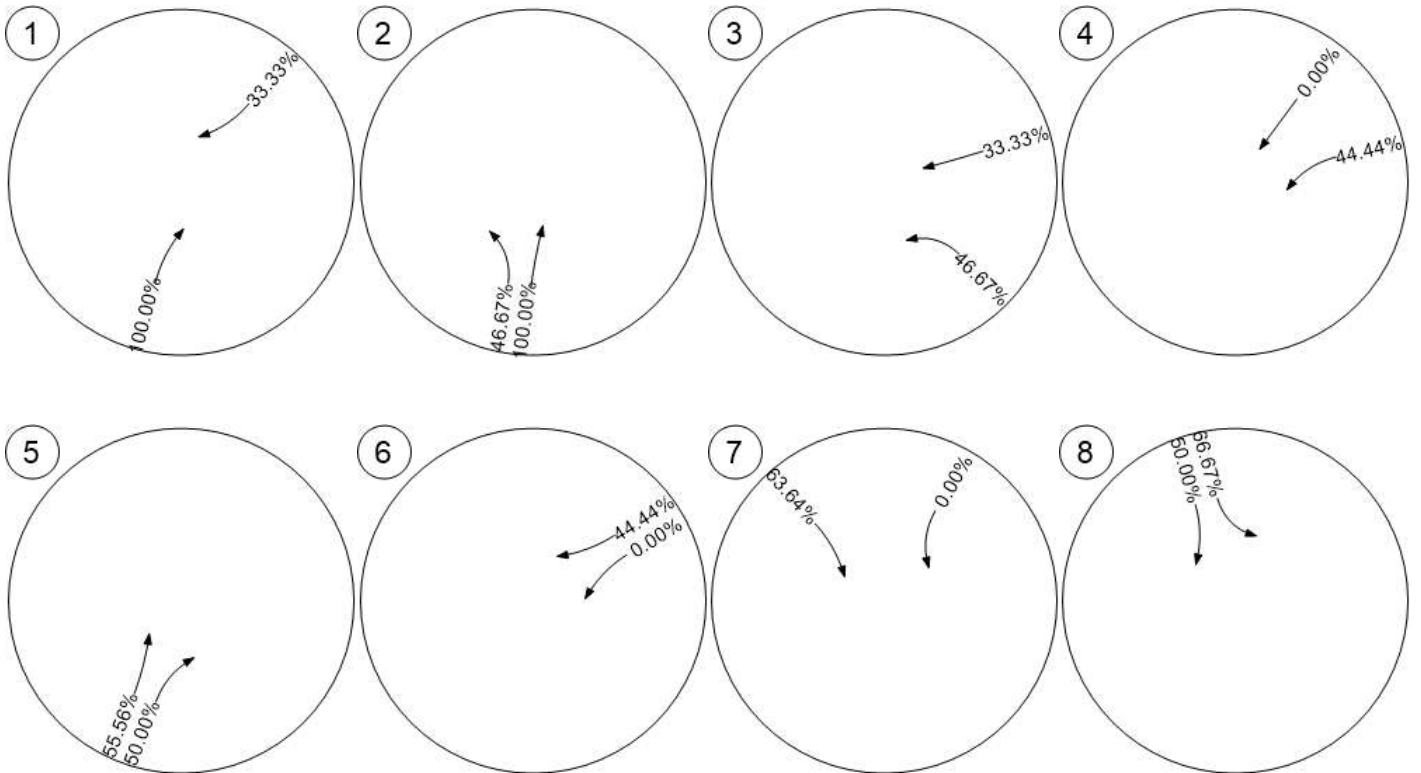
Fair Share - Fair Share Volumes - Zone 53: Zone



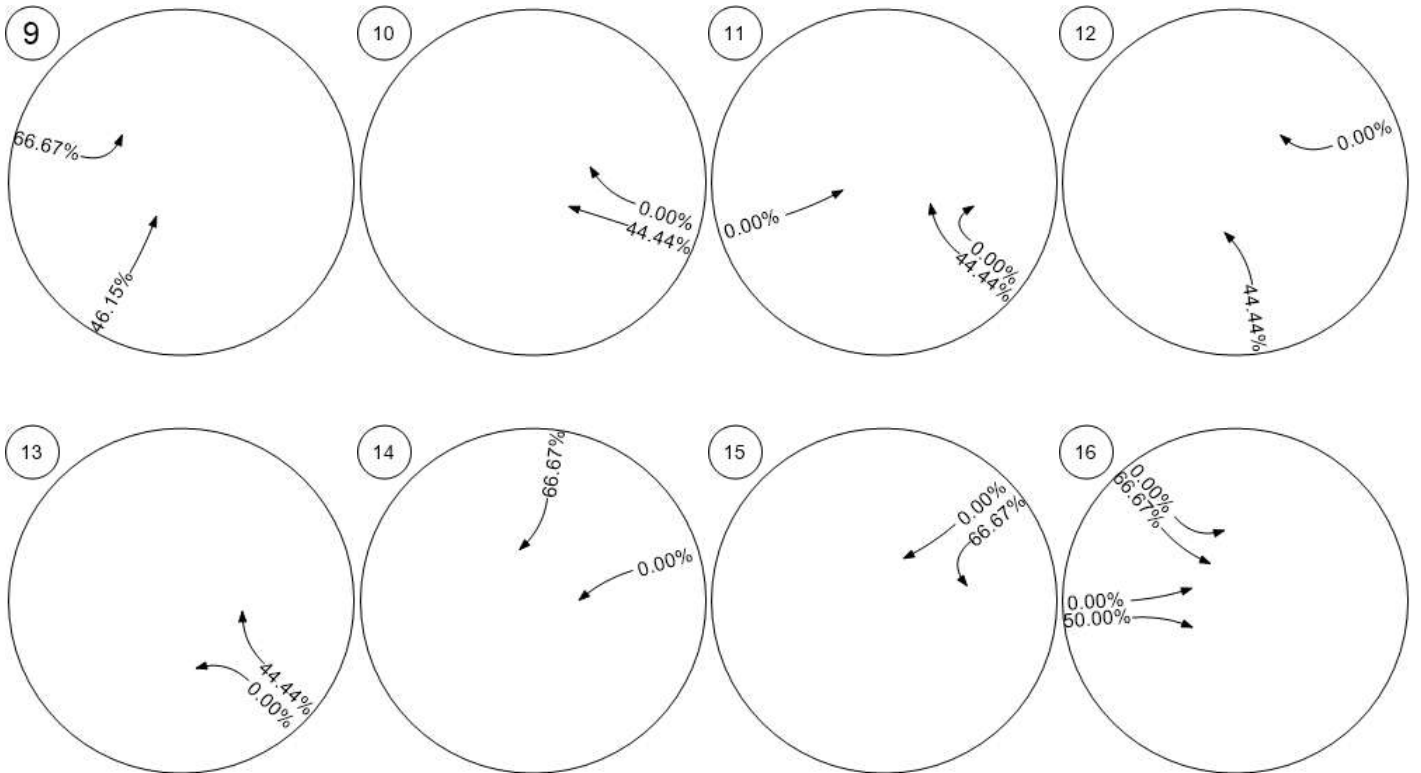
Fair Share - Fair Share Volumes - Zone 53: Zone



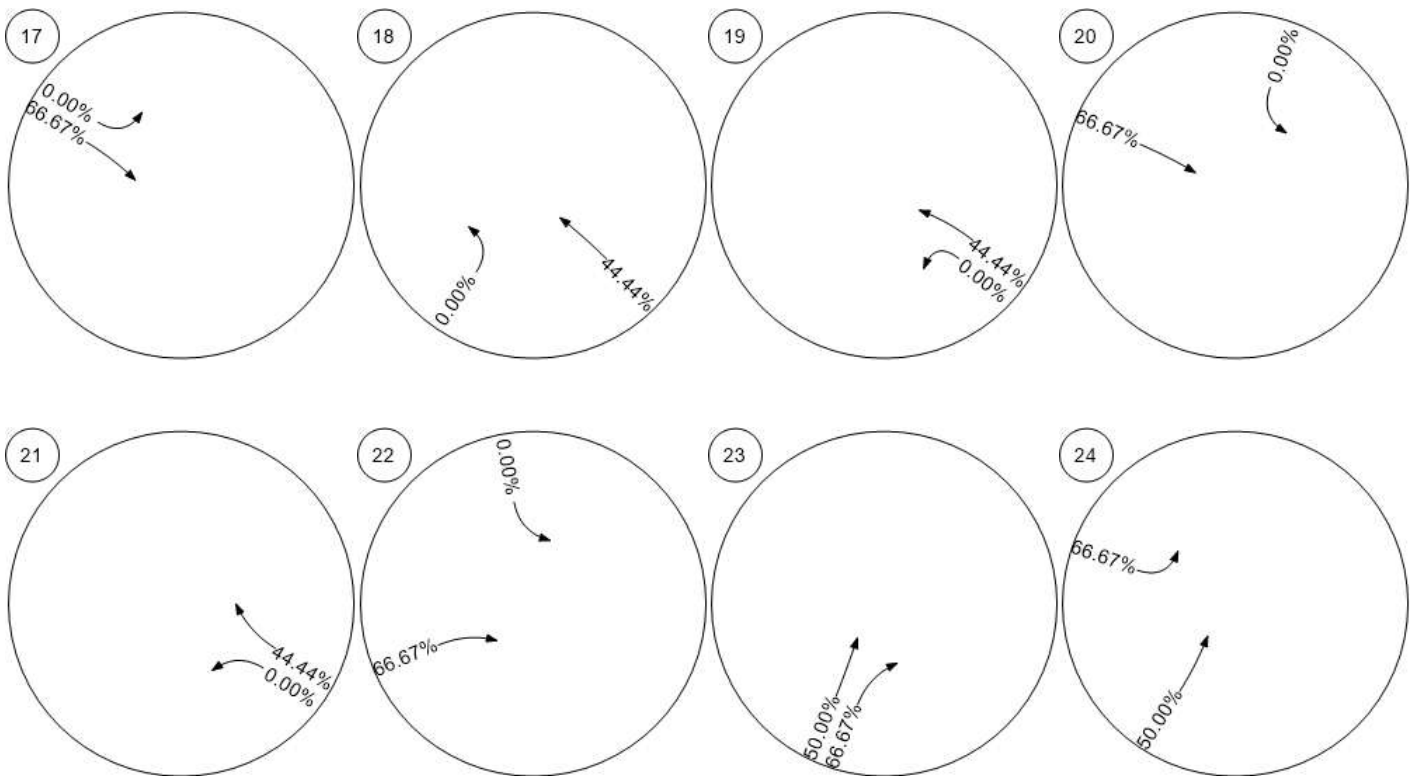
Fair Share - Fair Share % of Net New Site - Zone 52: Zone



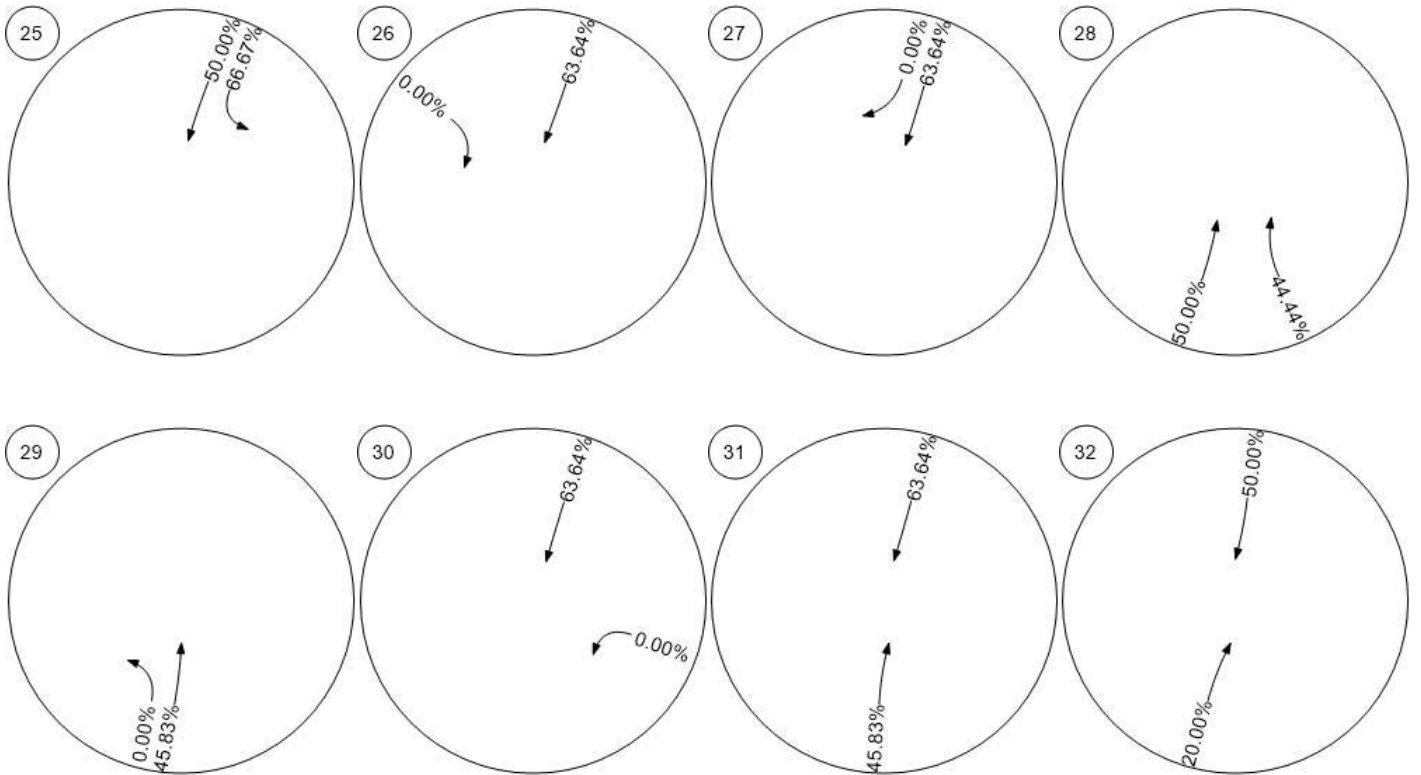
Fair Share - Fair Share % of Net New Site - Zone 52: Zone



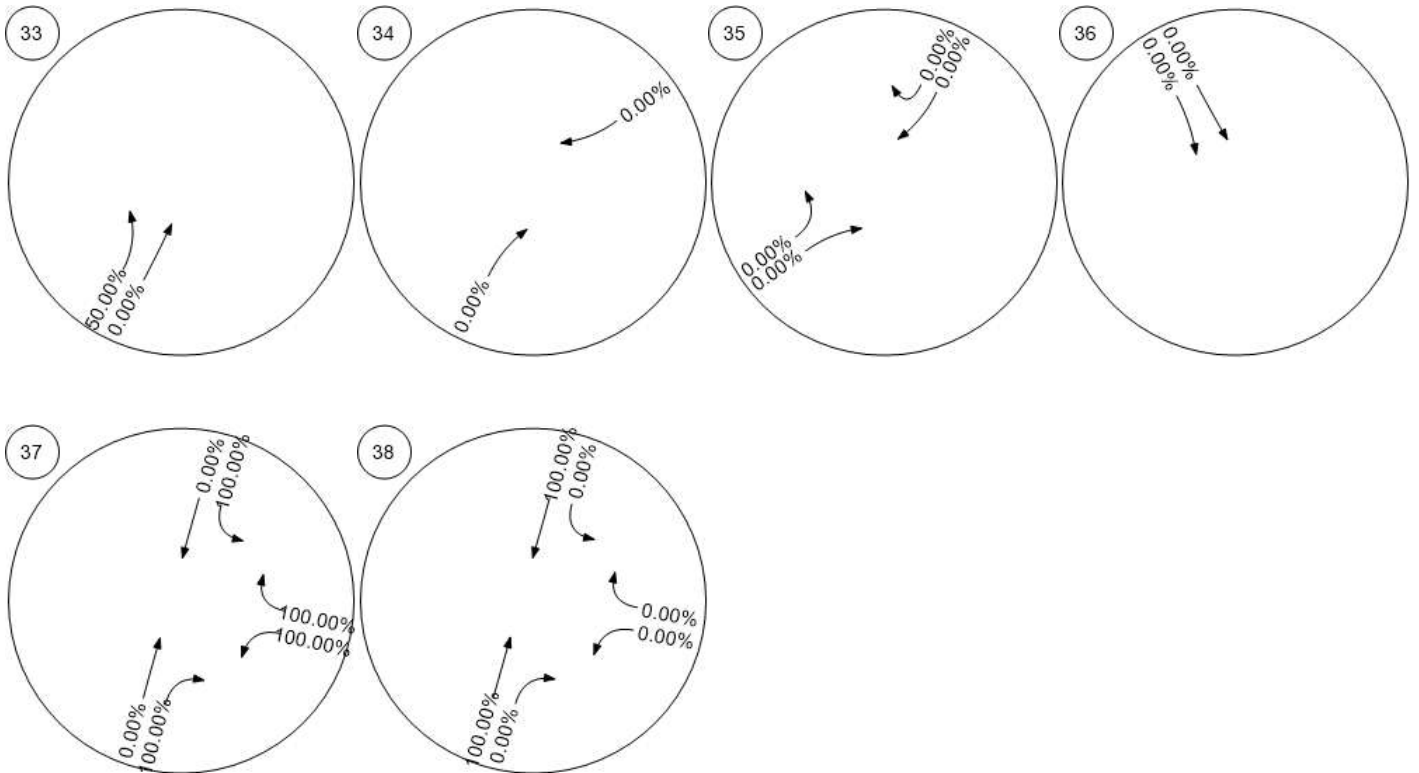
Fair Share - Fair Share % of Net New Site - Zone 52: Zone



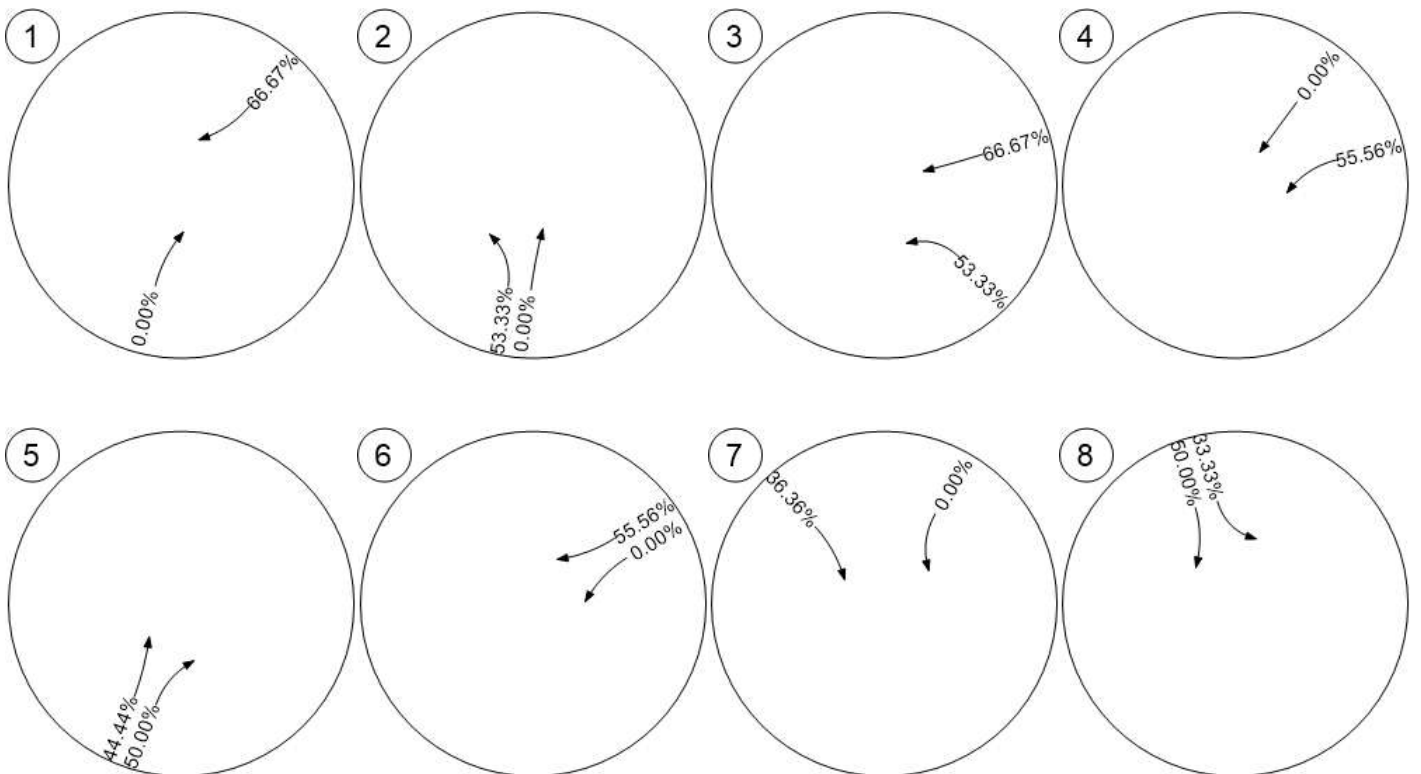
Fair Share - Fair Share % of Net New Site - Zone 52: Zone



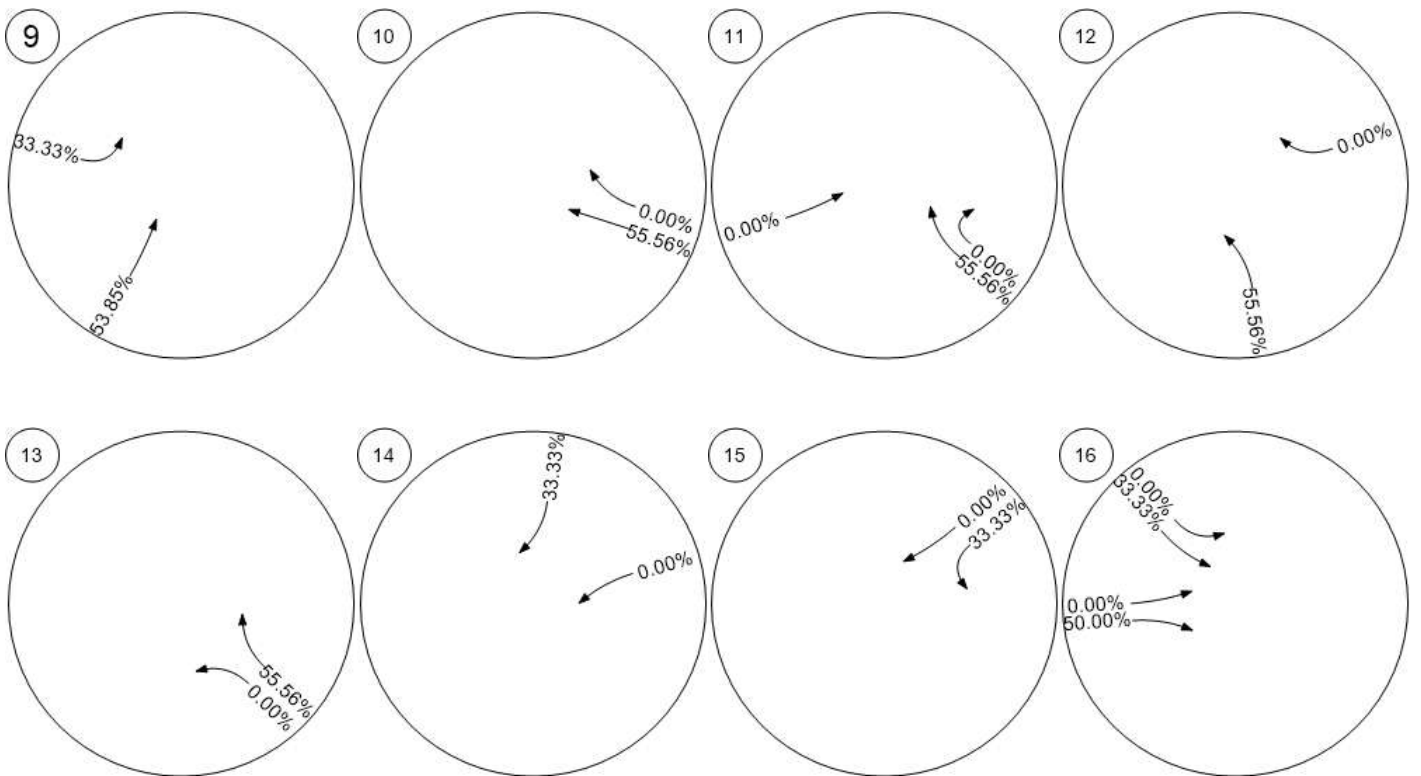
Fair Share - Fair Share % of Net New Site - Zone 52: Zone



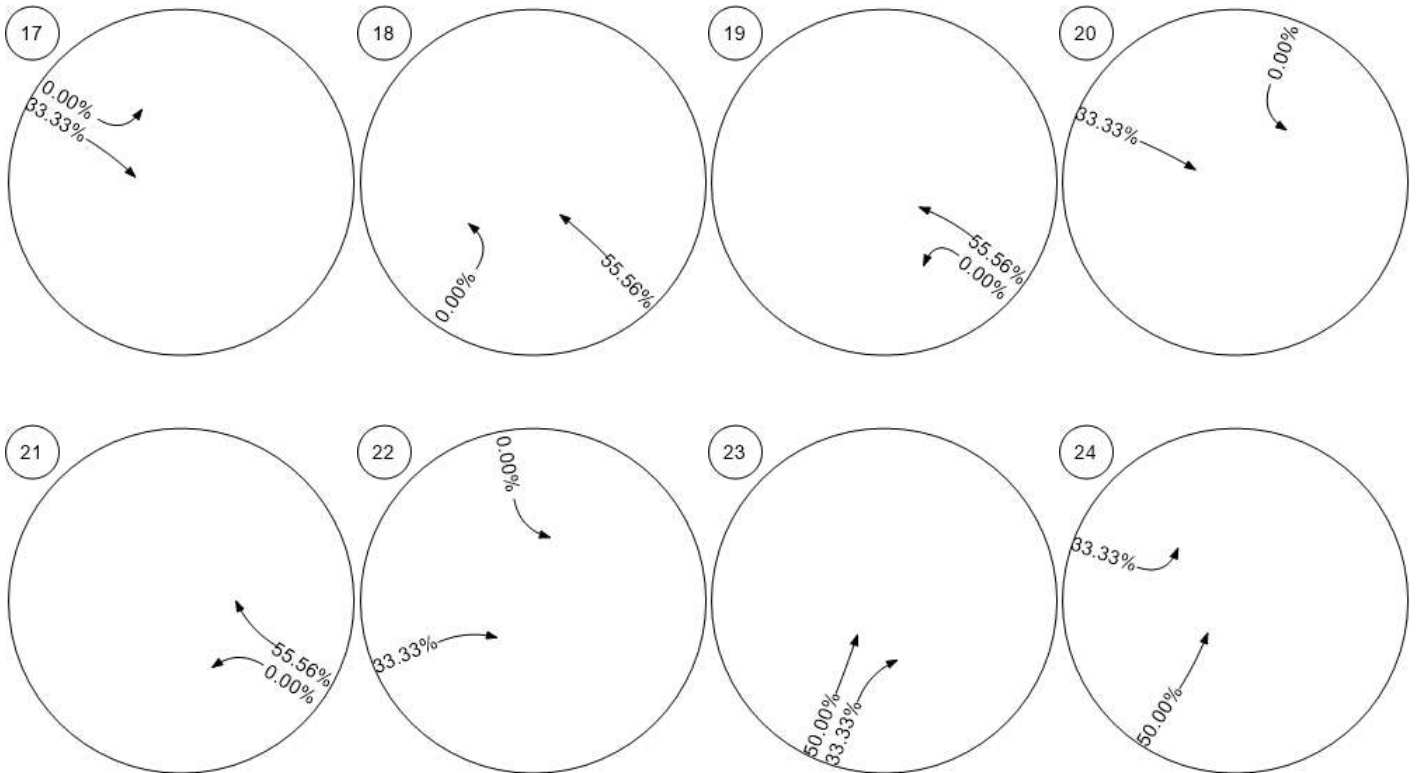
Fair Share - Fair Share % of Net New Site - Zone 53: Zone



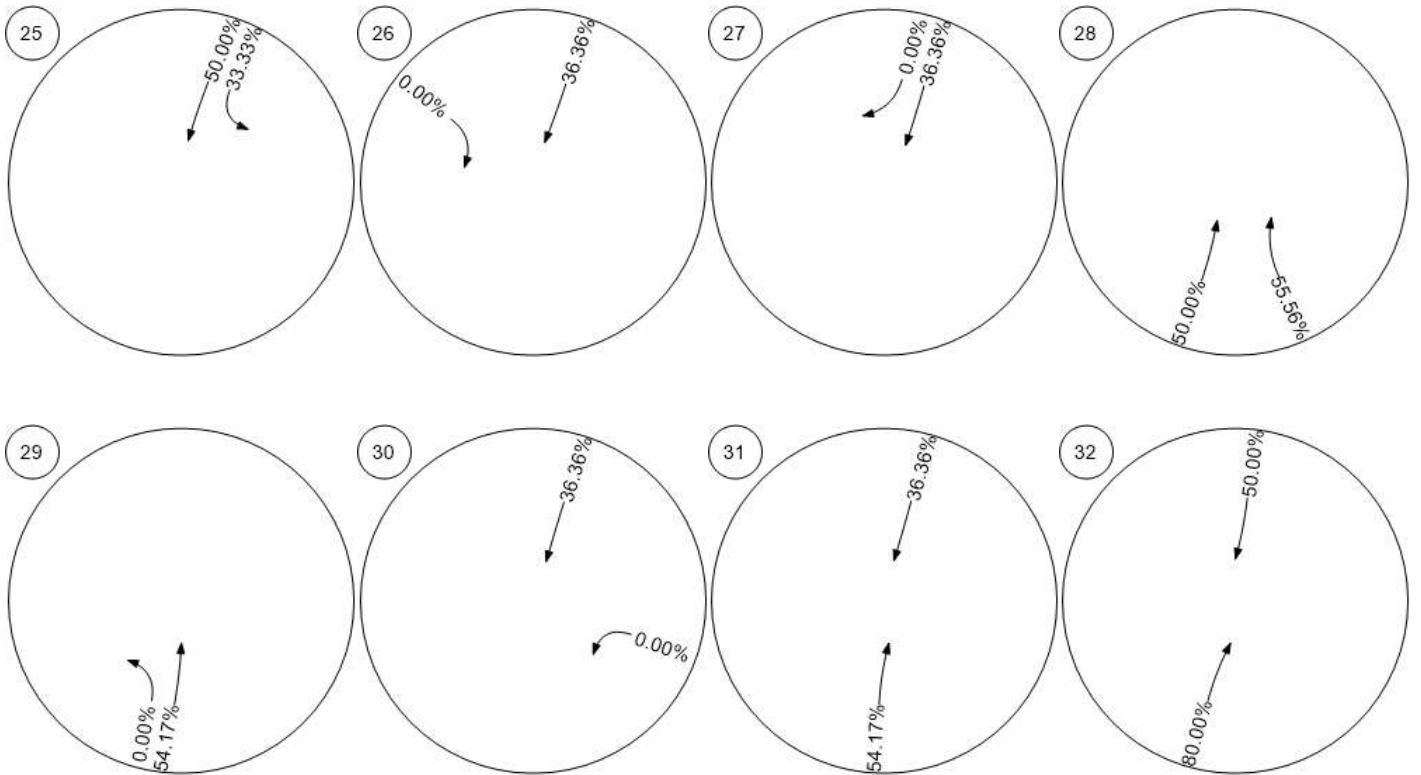
Fair Share - Fair Share % of Net New Site - Zone 53: Zone



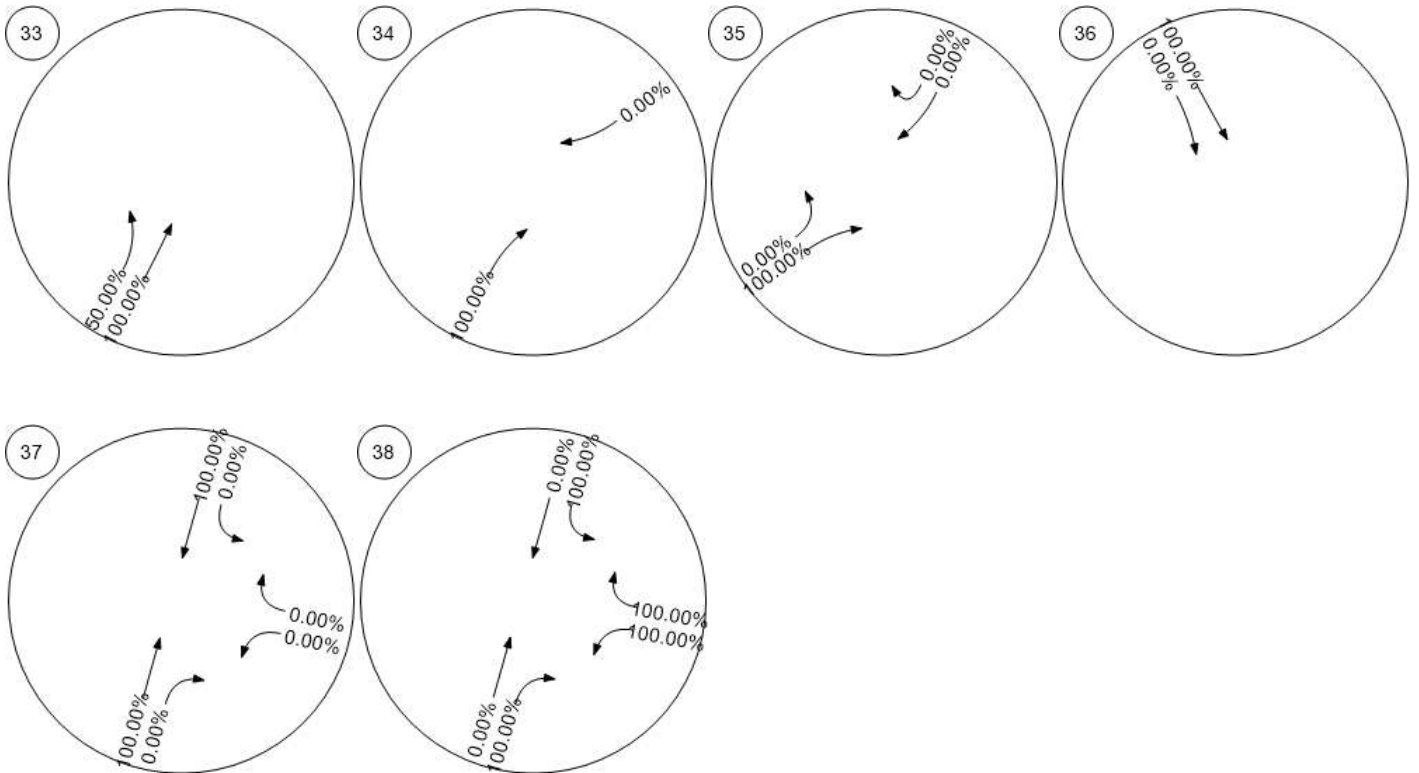
Fair Share - Fair Share % of Net New Site - Zone 53: Zone



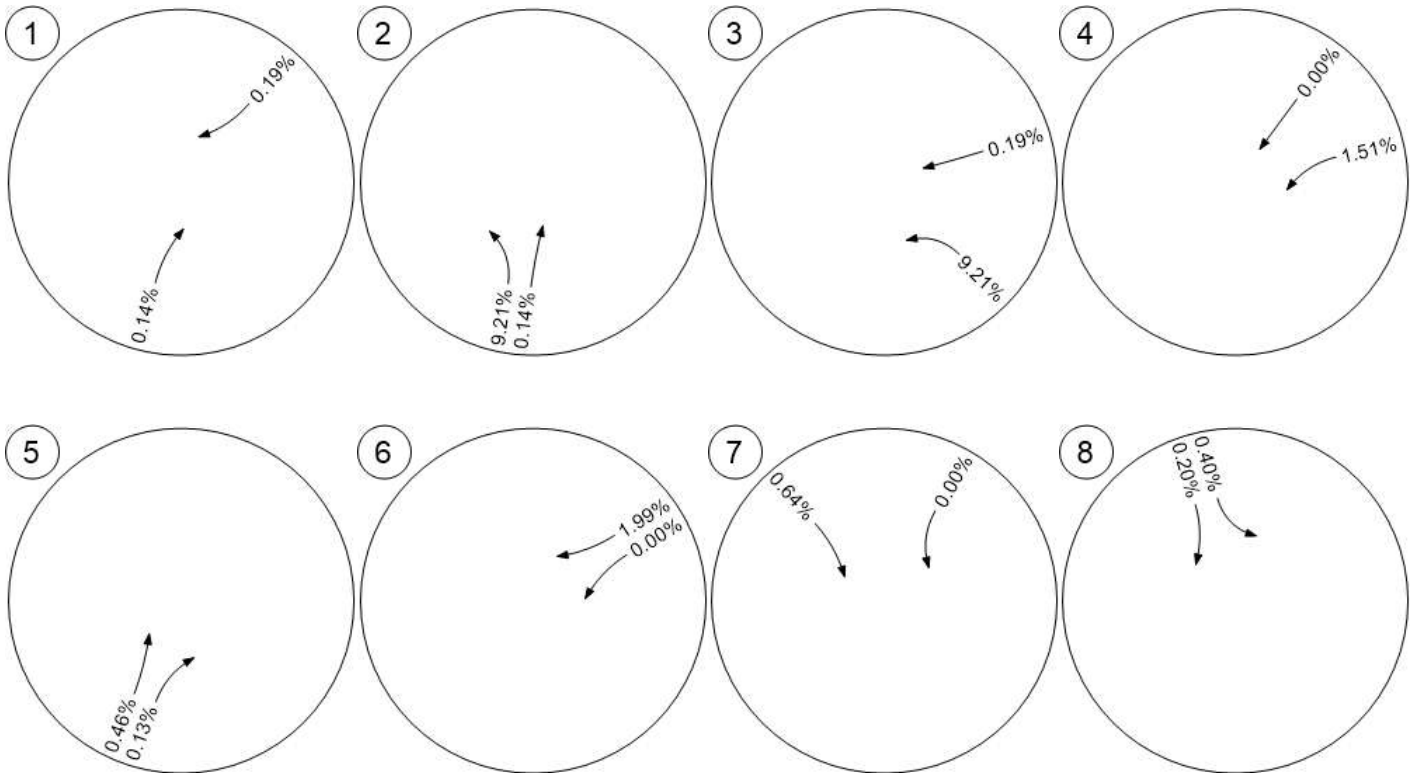
Fair Share - Fair Share % of Net New Site - Zone 53: Zone



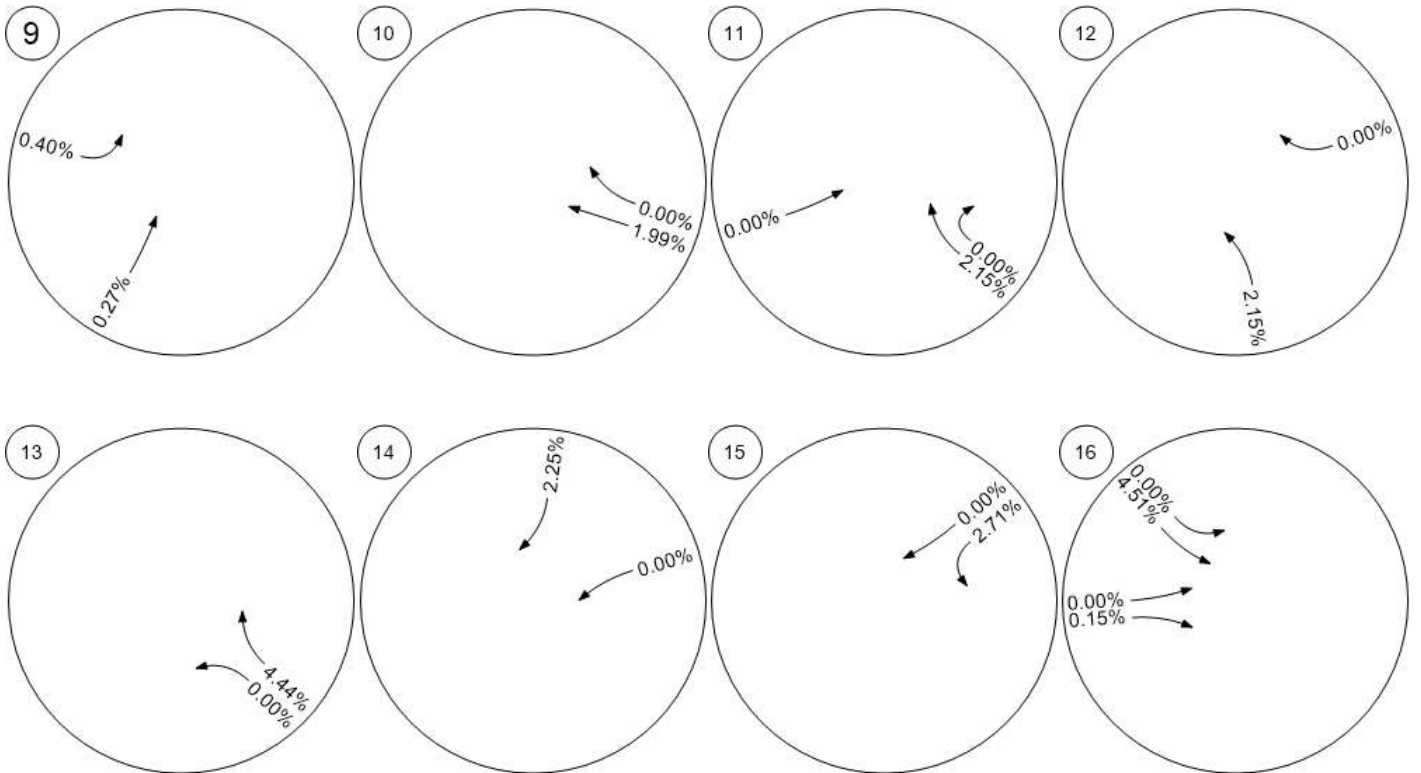
Fair Share - Fair Share % of Net New Site - Zone 53: Zone



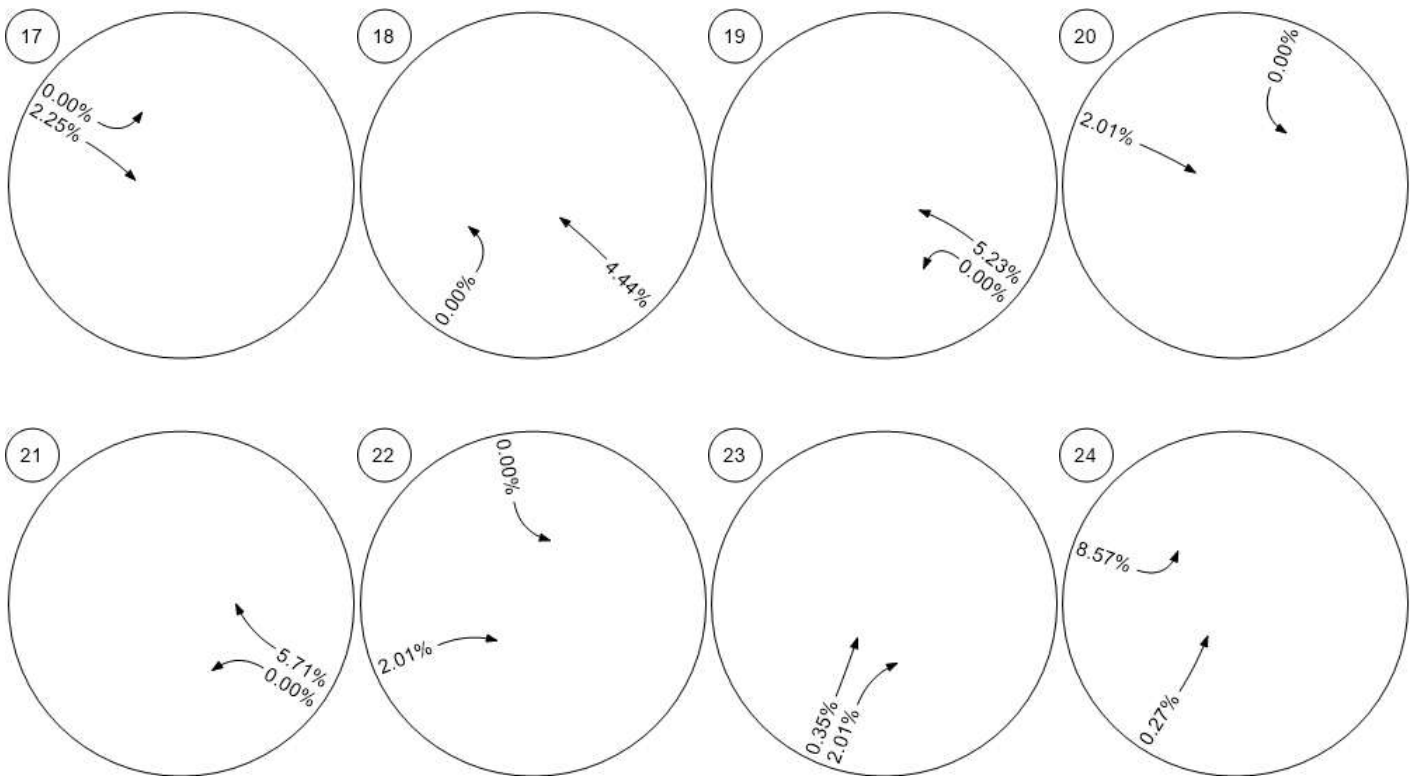
Fair Share - Fair Share % of Future Total - Zone 52: Zone



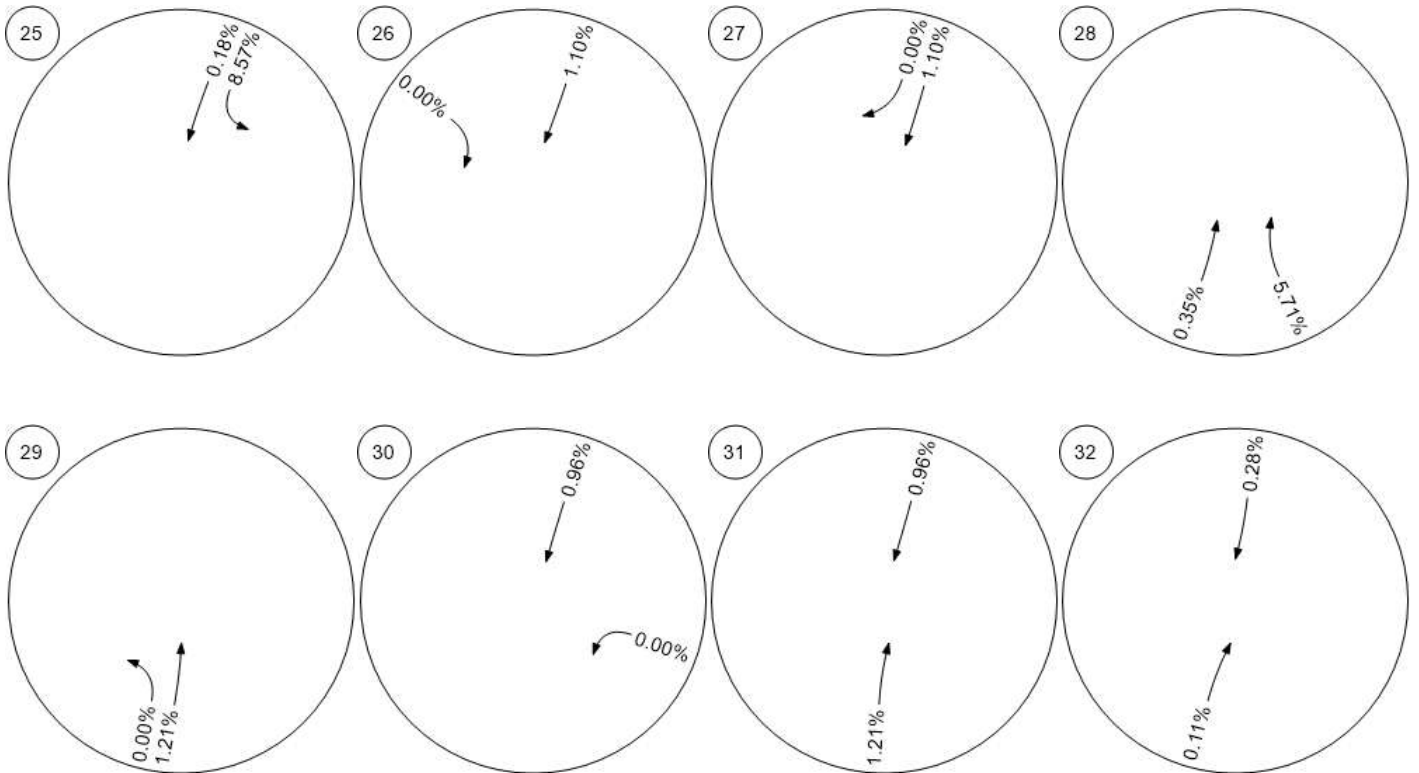
Fair Share - Fair Share % of Future Total - Zone 52: Zone



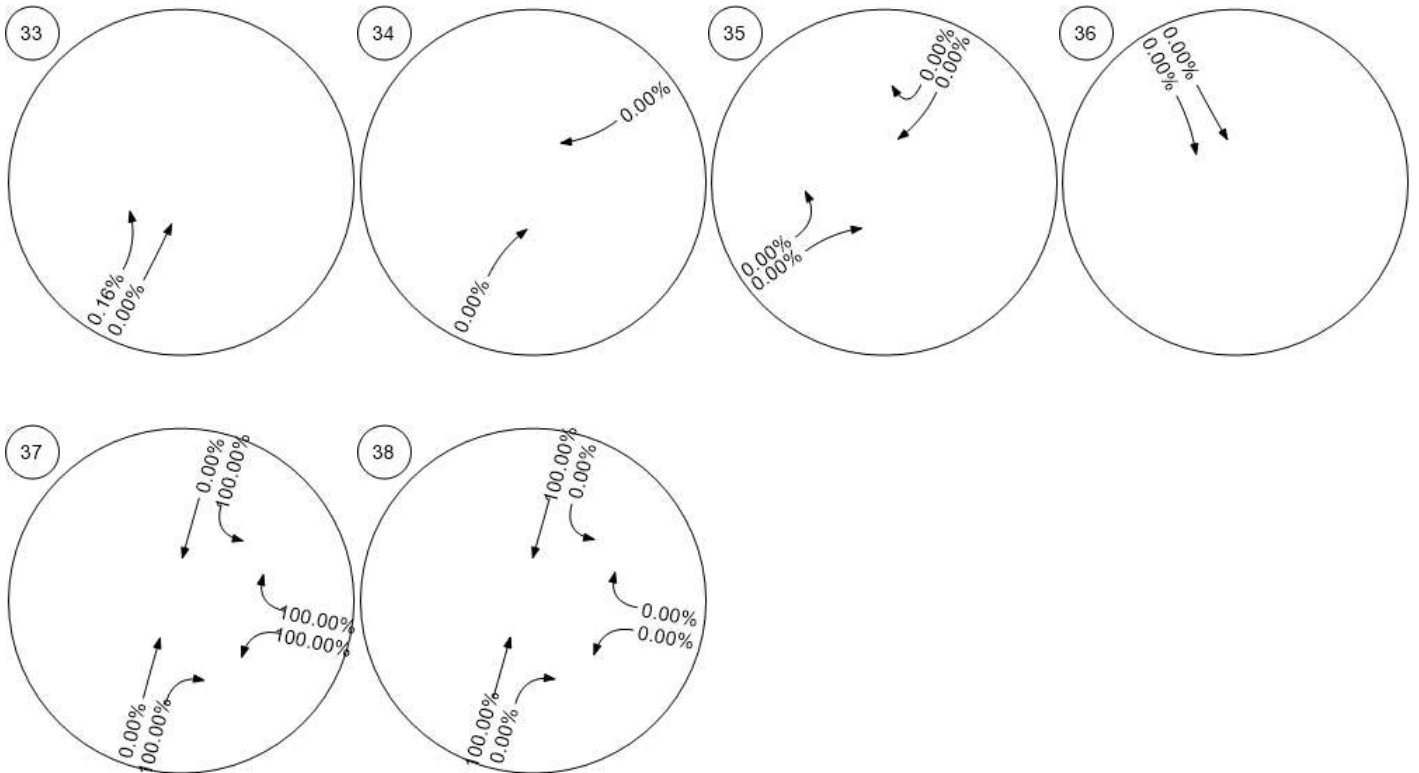
Fair Share - Fair Share % of Future Total - Zone 52: Zone



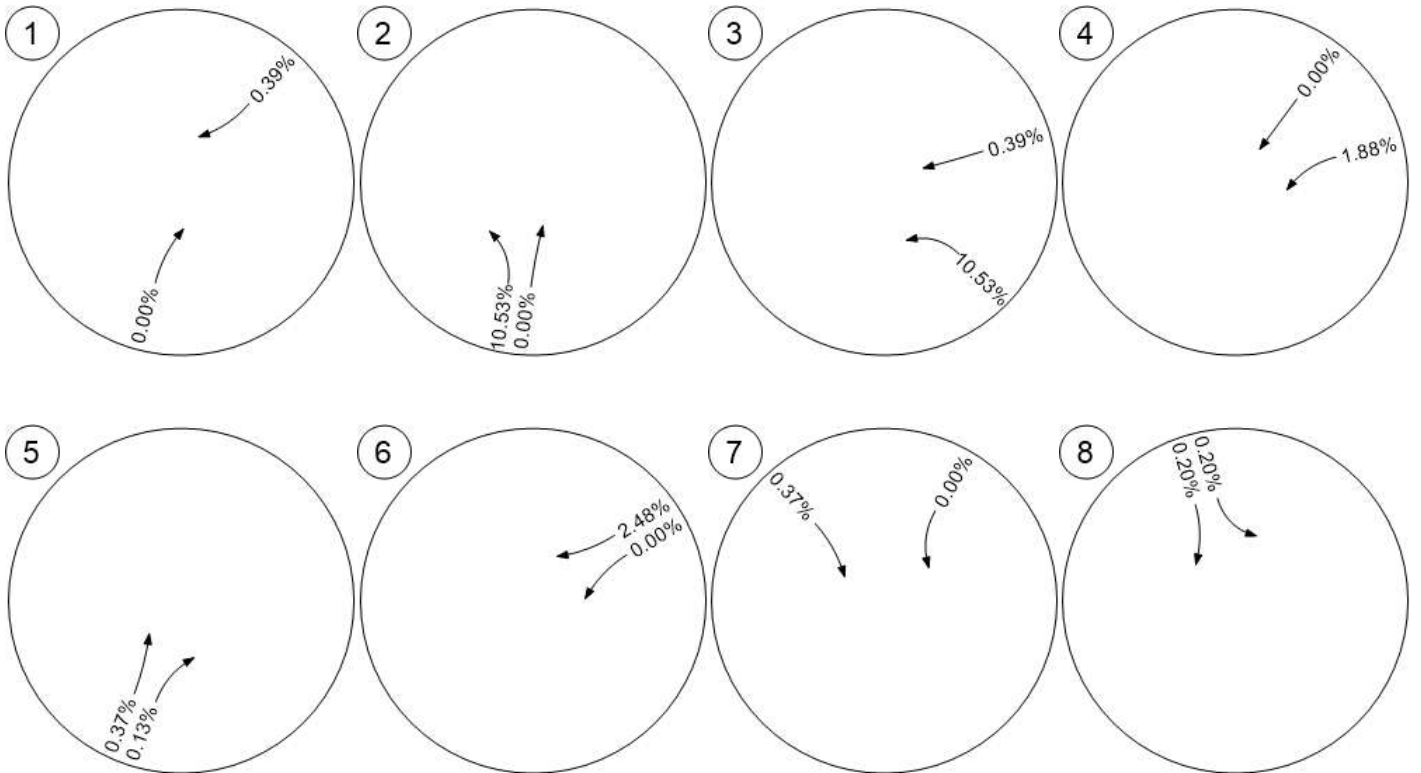
Fair Share - Fair Share % of Future Total - Zone 52: Zone



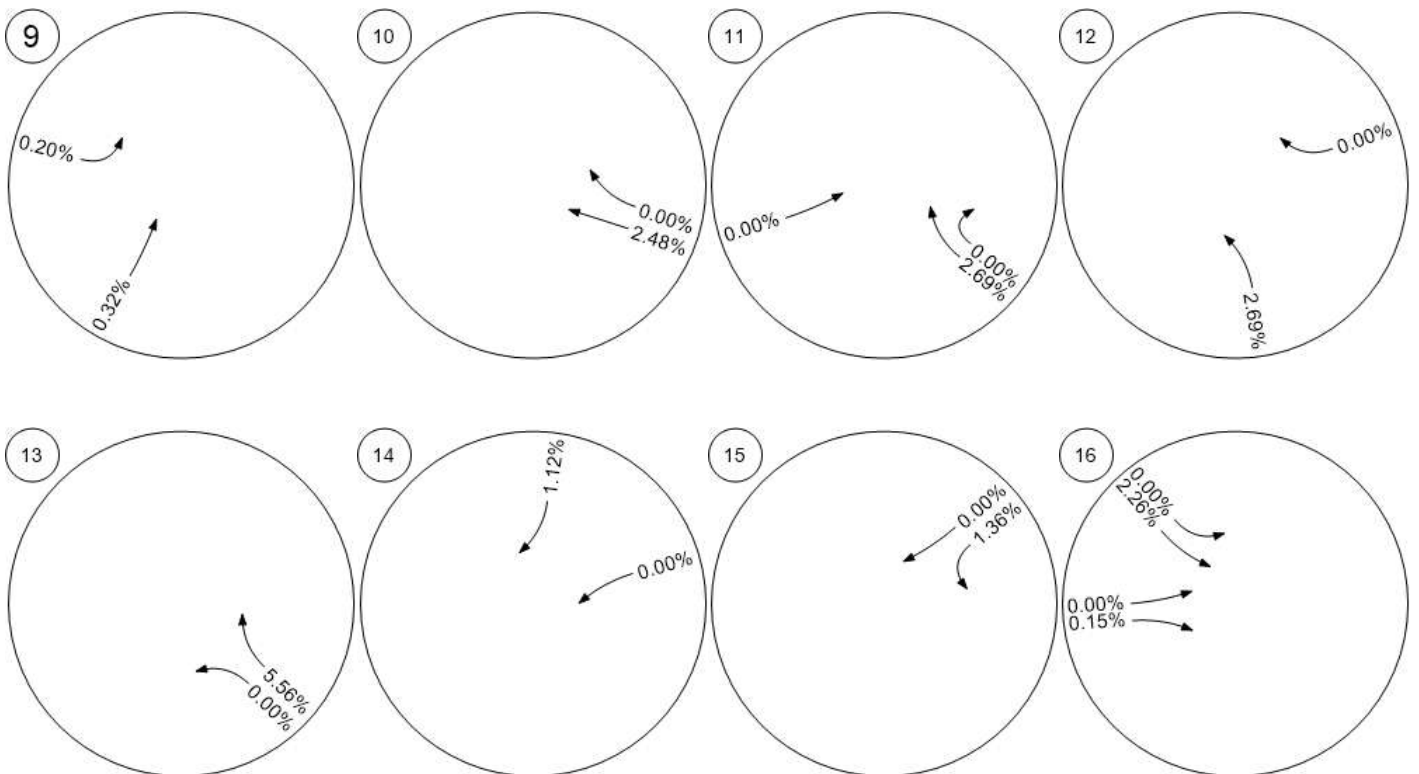
Fair Share - Fair Share % of Future Total - Zone 52: Zone



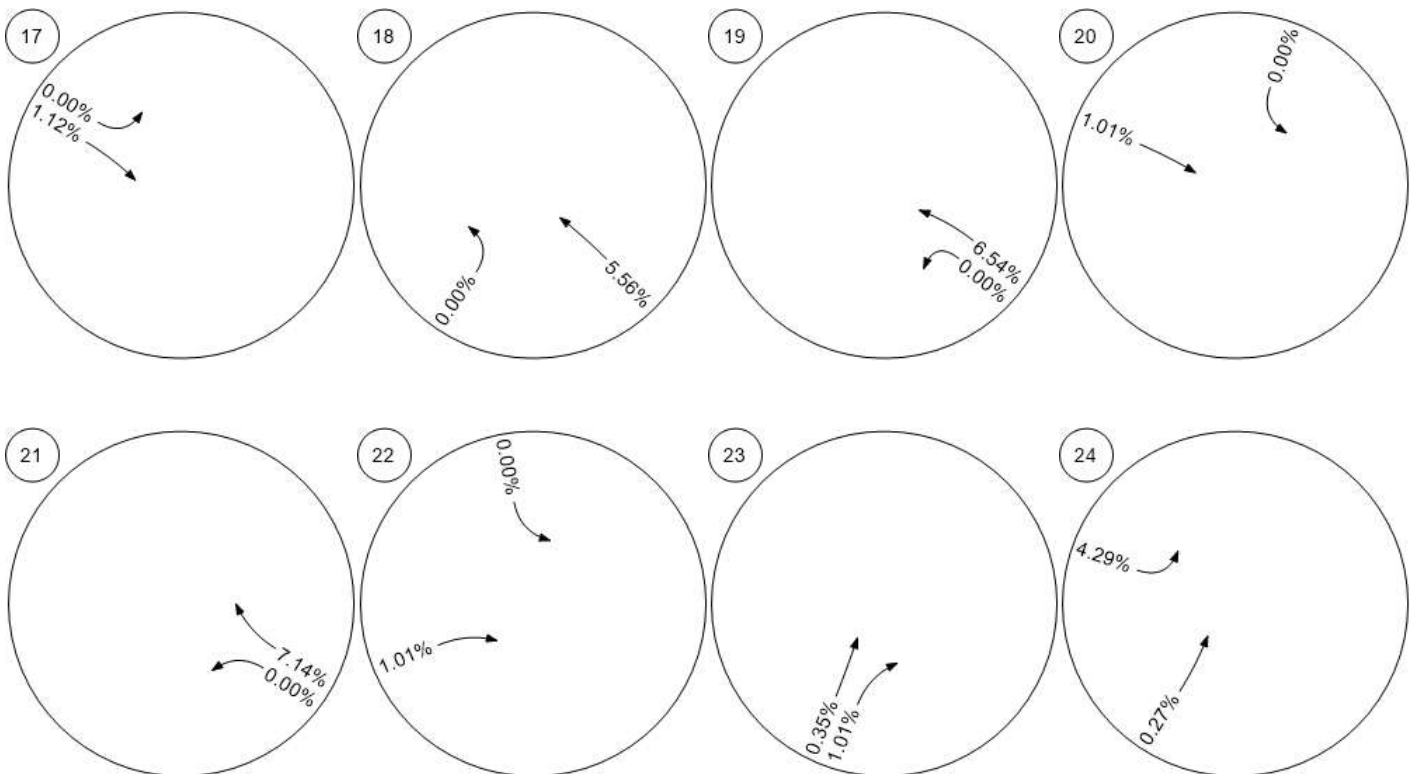
Fair Share - Fair Share % of Future Total - Zone 53: Zone



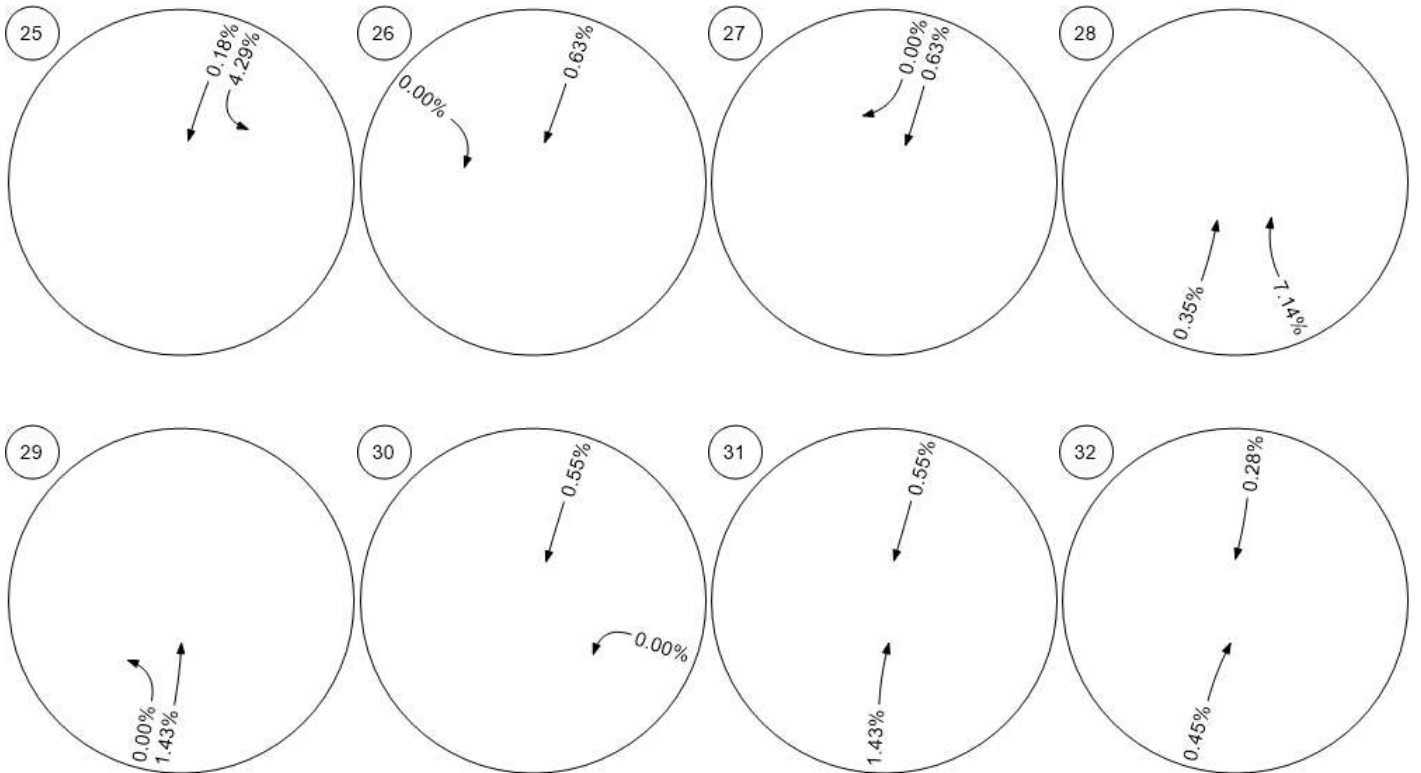
Fair Share - Fair Share % of Future Total - Zone 53: Zone



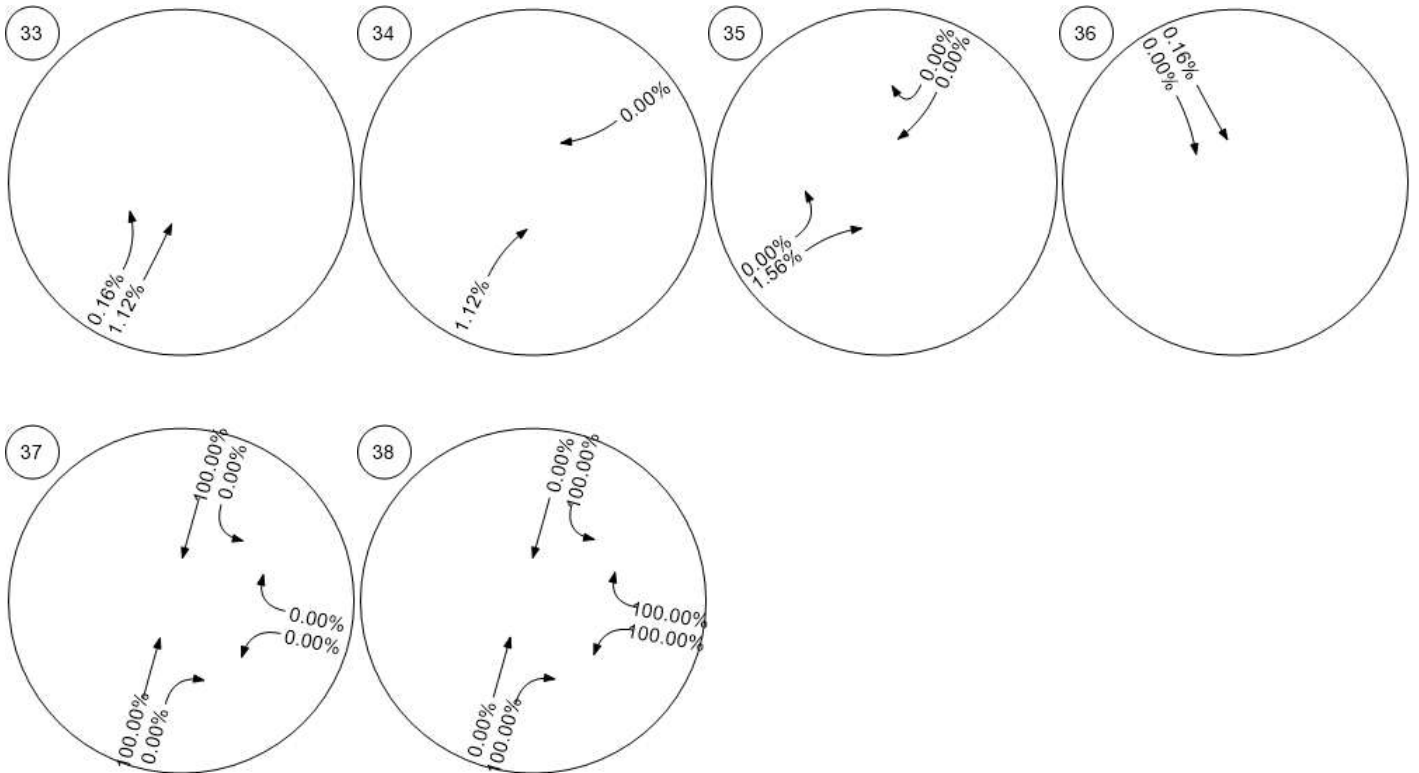
Fair Share - Fair Share % of Future Total - Zone 53: Zone



Fair Share - Fair Share % of Future Total - Zone 53: Zone



Fair Share - Fair Share % of Future Total - Zone 53: Zone





RELATÓRIO DE IMPACTO NO TRÁFEGO
AGV NEGÓCIOS IMOBILIÁRIOS LTDA.
Parcelamento de Solo – Loteamento Não Residencial – Swiss Park Logística
Rodovia Lix da Cunha (SP 073), Gleba 73-B
Quarteirão 30.029 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
28027230231438093

1. Responsável Técnico

PLINIO ESCHER JUNIOR

Título Profissional: **Engenheiro Civil**

RNP: **2603581503**

Registro: **0600650580-SP**

Empresa Contratada: **GLOBAL AMBIENTE CONSULTORIA AMBIENTAL LTDA**

Registro: **1941510-SP**

2. Dados do Contrato

Contratante: **AGV NEGOCIOS IMOBILIARIOS LTDA**

CPF/CNPJ: **13.802.141/0001-70**

Endereço: **Rua MARIA ALVES MARTINS**

Nº: **01**

Complemento: **Residencial Bern**

Bairro: **SWISS PARK**

Cidade: **Campinas**

UF: **SP**

CEP: **13049-523**

Contrato:

Celebrado em: **03/07/2023**

Vinculada à Art nº:

Valor: R\$ **6980,00**

Tipo de Contratante: **Pessoa Jurídica de Direito Privado**

Ação Institucional:

3. Dados da Obra Serviço

Endereço: **Rodovia Lix da Cunha SP 073**

Nº:

Complemento: **Gleba 73B, Quarteirão 30.029, oriunda da subdivisão da Gleba A3 da Fazenda Taubate**

Bairro: **Swiss Park**

Cidade: **Campinas**

UF: **SAO PAULO**

CEP:

Data de Início: **03/07/2023**

Previsão de Término: **13/09/2023**

Coordenadas Geográficas:

Finalidade: **Ambiental**

Código:

Proprietário: **AGV NEGOCIOS IMOBILIARIOS LTDA**

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	157560,76000	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 loteamento não residencial, situado na Rod Lix da Cunha (SP-073), Gleba 73-B, Quarteirão 30.029 oriunda da subdivisão da Gleba A3 da Fazenda Taubaté □ Campinas/SP, com área de 157.560,76 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 comporão 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

_____ de _____ de _____
Local data



PLINIO ESCHER JUNIOR - CPF: 925.413.568-20

AGV NEGOCIOS IMOBILIARIOS 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 ou www.confea.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

Tel: 0800 017 18 11

E-mail: acessar link Fale Conosco do site acima



Valor ART R\$ 96,62

Registrada em: 13/09/2023

Valor Pago R\$ 96,62

Nosso Número: 28027230231438093

Versão do sistema

Impresso em: 13/09/2023 17:28:21



LEGENDA

- LINHA DE DIVISA DA GLEBA
- LIMITE DA ÁREA DE PRESERVAÇÃO PERMANENTE (APP)
- CÔRREGO
- ESTAQUEAMENTO
- S2 PONTOS DO PERÍMETRO
- ~ CURVAS DE NÍVEL
- ▲ SENTIDO DE ESCOAMENTO DAS ÁGUAS PLUVIAIS
- ▲ PONTO BAIXO
- ▲ PONTO ALTO
- P1 PONTO COMPLEMENTAR
- C34 IDENTIFICAÇÃO DE CURVA
- LIMITE DA MATA

- (A.P.P) ÁREA DE PRESERVAÇÃO PERMANENTE
- ÁREA VERDE
- SISTEMA DE LAZER
- EQUIP. PÚBLICO COMUNITÁRIO
- EQUIPAMENTO PÚBLICO URBANO

PROJETO URBANÍSTICO FOLHA ÚNICA

OBRA: **LOTEAMENTO**
SwissPark® Logística
 LOCAL: GLEBA 73-B - QUARTEIRÃO 30.029
 ORLUNDA DA SUBDIVISÃO DA GLEBA A3 DA FAZENDA TAUBATÉ.
 RODOVIA LIX DA CUNHA, SP 073
 PROPRIETÁRIO: **LUZIA ELIZABETH FARIA NOVAES SECARELLI**
 ESCALA: **1/1.000** MUNICÍPIO: **CAMPINAS - SP.**

SITUAÇÃO SEM ESCALA

DECLARO QUE A APROVAÇÃO DO PROJETO NÃO IMPLICA NO RECONHECIMENTO POR PARTE DA PREFEITURA DO DIREITO DE PROPRIEDADE DO IMÓVEL.
 DECLARO QUE AS INFORMAÇÕES QUANTO AO LEVANTAMENTO TOPOGRÁFICO DO IMÓVEL CONFEREM COM O LEVANTAMENTO PLANIMÉTRICO/DIRETRIZES URBANÍSTICAS APROVADO PELA PMC.

[Signature]
 PROPRIETÁRIO
LUZIA ELIZABETH FARIA NOVAES SECARELLI
 CPF: 024.797.238-01

ESPECIFICAÇÃO	ÁREAS (m²)	%
1 LOTES (56 unidades)	71.497,54	45,38
2 ÁREAS PÚBLICAS	86.063,22	54,62
2.1 SISTEMA VIÁRIO	33.350,41	21,17
2.2 ÁREAS INSTITUCIONAIS	14.035,08	8,91
2.2.1 EQUIP. PÚBLICO URBANO	7.732,53	4,91
2.2.2 EQUIP. PÚBLICO COMUNITÁRIO	6.305,55	4,00
2.3 ESPAÇOS LIVRES DE USO PÚBLICO	38.674,73	24,54
2.3.1 ÁREA VERDE	37.162,34	23,58
2.3.2 SISTEMA DE LAZER	1.512,39	0,96
3 OUTROS	-	-
4 ÁREA LOTADA	157.560,76	100,00
5 ÁREA REMANESCENTE	-	-
6 TOTAL DA GLEBA	157.560,76	100,00
ÁREA DE PRESERVAÇÃO PERMANENTE (APP)	27.295,84	-

RESERVADO PARA PMC