RELATÓRIO DE IMPACTO NO TRÁFEGO

RESERVA DAS ARAUCÁRIAS EMPREENDIMENTOS IMOBILIÁRIOS LTDA.

Loteamento e Arruamento

Rua Antônio Carlos Couto de Barros – Gleba 75
Campinas/SP

Abril de 2024

SUMÁRIO

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

1. INTRODUÇÃO

Este laudo trata-se de um estudo de tráfego, e faz alusão à implantação de um *LOTEAMENTO E ARRUAMENTO* de propriedade da *RESERVA DAS ARAUCÁRIAS EMPREENDIMENTOS 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 impacto da instalação e operação de empreendimentos no sistema viário do entorno e áreas de abrangência 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 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

Proprietário: Reserva das Araucárias Empreendimentos Imobiliários LTDA.
CNPJ: 08.745.105/0001-81
Endereço: Rua Guapuruvu, 299
Bairro: Alphaville
CEP: 13.098-322
Município: Campinas - SP

DADOS DO EMPREENDIMENTO

Tipo do Empreendimento: Arruamento e Loteamento.
Endereço: Avenida Antonio Carlos Couto de Barros. Gleba 75 – Faz. Santa Helena.
CEP: 13.105-500
Município: Campinas - SP
Área da Gleba: 238.610,03m²

DADOS DA EMPRESA RESPONSÁVEL PELO LAUDO

Nome: Global Ambiente Consultoria Ambiental LTDA.
Endereço: Rua Paschoal Nicolau Purchio nº 25 – Nova Campinas
CEP: 13.092-157
Município: Campinas-SP
Telefone: (19) 3201-5111
CNPJ: 13.264.823/0001 – 76
Contato: Engº Plínio Escher Júnior *(plinio.escher@globalambiente.com.br)*
CREA 060.06.505.80
Anotação de Responsabilidade Técnica (ART): em anexo.

2. APRESENTAÇÃO DO EMPREENDIMENTO

2.1 Caracterização do Empreendimento e Vagas

O empreendimento em estudo será composto por 4 Quadras totalizando 8 lotes, onde pretende-se implantar condomínios residenciais horizontais e verticais.

A Tabela 1 apresenta Quadro de Áreas detalhado da edificação.

QUADRO DE ÁREAS			
Nº	ITEM	AREA EM m^2	% AREA
1	ÁREA DOS LOTES: (8) COMERCIAIS (1) RESIDENCIAIS (7)	150.853,34 3.270,60 147.582,74	63,22 1,37 61,85
2	ÁREAS PÚBLICAS	87.756,69	36,78
2.1	SISTEMA VIÁRIO	29.669,79	12,44
2.2	ÁREAS INSTITUCIONAIS EQUIPAMENTO PÚBLICO COMUNITÁRIO EQUIPAMENTO PÚBLICO URBANO	10.337,24 7.214,27 3.122,97	4,33 3,02 1,31
2.3	ESPAÇOS LIVRES DE USO PÚBLICO ÁREAS VERDES SISTEMAS DE LAZER	47.749,66 34.074,60 13.675,06	20,01 14,28 5,73
3	OUTROS	-	-
4	ÁREA LOTEADA	238.610,03	100,00
5	ÁREA REMANESCENTE	-	-
6	ÁREA TOTAL DA GLEBA	238.610,03	100,00
ÁREA DE PRESERVAÇÃO PERMANENTE		20.402,18 m2	

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

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

2.2 Caracterização da Área

A área que se pretende lotear fica localizada no município de Campinas, próximo ao Distrito de Sousas, entre as Avenidas Dr. Antônio Carlos Couto de Barros e Recanto das Araucárias, e a Rodovia Dom Pedro I – KM 127 Norte, conforme demonstra-se nas Figuras 1 e 2 a localização do empreendimento.

Figura 1. Localização do Empreendimento no município.
Fonte: Google Earth – Elaborado por Global Vias

Figura 2. Localização do Empreendimento.
Fonte: Google Earth – Elaborado por Global Vias.

De acordo com a Lei Complementar N° 189/2018, que institui o Plano Diretor Estratégico do município de Campinas, o território da cidade é composto por quatro macrozonas:

I – Macrozona Macrometropolitana;

II – Macrozona de Estruturação Urbana;

III – Macrozona de Desenvolvimento Ordenado;

IV – Macrozona de Relevância Ambiental.

De acordo com o Mapa de Macrozoneamento do município, a área em estudo fica localizada na Macrozona de Relevância Ambiental, que é descrita pela referida lei como:

> I - Macrozona de Relevância Ambiental: abrange região situada na sua maior parte na zona rural e que apresenta relevância ambiental e áreas públicas e privadas estratégicas à preservação ambiental e dos recursos hídricos.

São objetivos específicos para essa macrozona:

> I - incentivar a preservação do ambiente, a biodiversidade e os mananciais, a vegetação nativa, as faixas de preservação permanente, as matas ciliares, as várzeas e as planícies de inundação;
> II - dinamizar a economia da zona rural do município;
> III - incentivar a produção agrícola e agroindustrial, em especial de alimentos, e o turismo com sustentabilidade ambiental;
> IV - fomentar o desenvolvimento ordenado ambiental, social e econômico;
> V - identificar os núcleos urbanos informais de interesse social e de interesse específico, a fim de avaliar a viabilidade técnica e jurídica de sua regularização;
> VI - realizar estudos das áreas rurais, prevendo formas diversas de ocupação, para garantir a manutenção sustentável de suas características, de forma compatível com o desenvolvimento econômico e social.

Na Figura 3, abaixo, apresenta-se a localização do empreendimento no Mapa das Macrozonas do município.

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

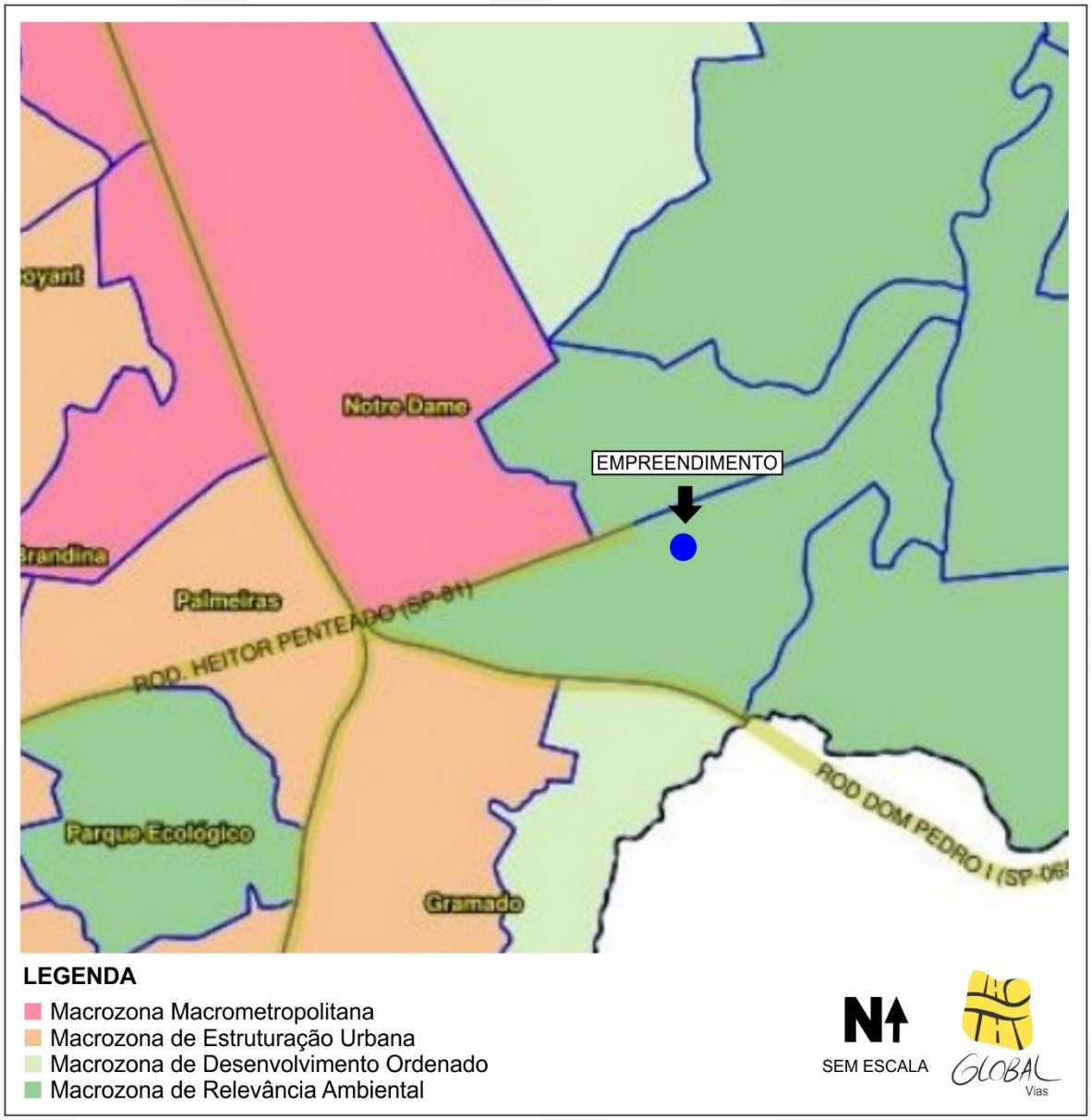


Figura 3. Localização do Empreendimento – Macrozoneamento.
Fonte: Mapa de Macrozonas do Município de Campinas – Elaborado por Global Vias.

2.3 Geração de Viagens

Para estimar o volume de viagens geradas pelo *Loteamento e Arruamento* que se pretende instalar, após sua completa ocupação, considerou-se o número de unidades habitacionais em estudo para cada lote, sendo:

Quadra A – 178 Apartamentos

Quadra B – 590 Apartamentos

Quadra C – 496 Apartamentos

Quadra D – 433 Apartamentos

Quadra D – 48 Casas

Para cada condomínio vertical foi utilizada a taxa de viagens sugeridas pelo ITE (Institute of Transportation Engineers), que é de ***0,44 viagens x hora-pico/ Unidade Habitacional***, para edifícios que possuem entre 3 e 10 pavimentos, o cálculo ainda considera que destas viagens, 59% é no sentido de quem entra e 41% é no sentido saindo do empreendimento.

Já para os condomínios horizontais (casas), a taxa utilizada foi de ***0,52 viagens x hora-pico/ Unidade Habitacional***, e a proporção de entrada e saída é de 64% e 36%, respectivamente.

Obteve-se então:

Quadra	Unidades Habitacionais	Volume Entrando	Volume Saindo	Volume Total
A	178	46	32	78
B	590	153	107	260
C	496	129	90	219
D	433	122	68	190
D	48	16	9	25
TOTAL GERAL	1745	466	306	601

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

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.

Os relatórios de análise do software constam na íntegra no final deste estudo, como anexos 7.2, 7.3 e 7.4, 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 (%)
jun/19	906246	*	*
jun/20	920731	14485	1,60
jun/21	926564	5833	0,63
jun/22	939659	13095	1,41
jun/23	956649	16990	1,81
Média		12601	1,36

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

Considerando a taxa de crescimento da frota veicular média de 1,36% ao ano, em 5 anos ter-se-ia 7,00% e em 10 anos 14,50%.

3.2 Análise dos Níveis de Serviços Atuais e Futuros

Neste estudo foram elaboradas análises comparando a diferença nas condições de operação das vias, diante dos Níveis de Serviços apresentados para 3 diferentes cenários, sendo eles:

CENÁRIO 1: A situação atual das vias em operação da região de interesse;

CENÁRIO 2: A situação das vias já em operação, considerando o loteamento já implantado e operando com 100% da sua capacidade, e a simulação da operação das diretrizes viárias de acesso à área do loteamento, que já se encontram em implantação;

CENÁRIO 3: A situação das vias já em operação, também considerando o loteamento já implantado e operando com 100% da sua capacidade, a simulação da operação das diretrizes viárias de acesso à área do loteamento e também a simulação da operação de um viaduto, conforme proposto no processo de aprovação junto à CETESB de número *CETESB.117663/2021-93.*

Para ambas situações de análise descritas acima, foram elaborados cenários comparando a diferença entre os Níveis de Serviço, nas aproximações de entorno da área de estudo, nas condições atuais e em cenários para 5 e 10 anos.

É importante ressaltar também, que a implantação completa do loteamento deverá ultrapassar o prazo de 10 anos e que deverão ser desenvolvidos estudos específicos para a implantação de cada condomínio, aprofundando assim as análises de impacto relacionadas ao adensamento populacional de cada implantação separadamente.

CENÁRIO 1

As Figuras 4 e 5 abaixo, apresentam respectivamente, os pontos de análise onde foram executadas as contagens veiculares e as intersecções criadas no software VISTRO para obtenção dos Níveis de Serviço das vias para o cenário 1.

Figura 4. Localização dos pontos de análise – contagem veicular classificada – CENÁRIO 1.
Fonte: Google Earth – Elaborado por Global Vias.

Figura 5. Localização das intersecções – análise do software VISTRO – CENÁRIO 1.
Fonte: Google Earth – Elaborado por Global Vias.

CENÁRIO 2

As Figuras 6 e 7 abaixo, apresentam respectivamente, os pontos de análise onde foram executadas as contagens veiculares e as intersecções criadas no software VISTRO para obtenção dos Níveis de Serviço das vias para o cenário 2.

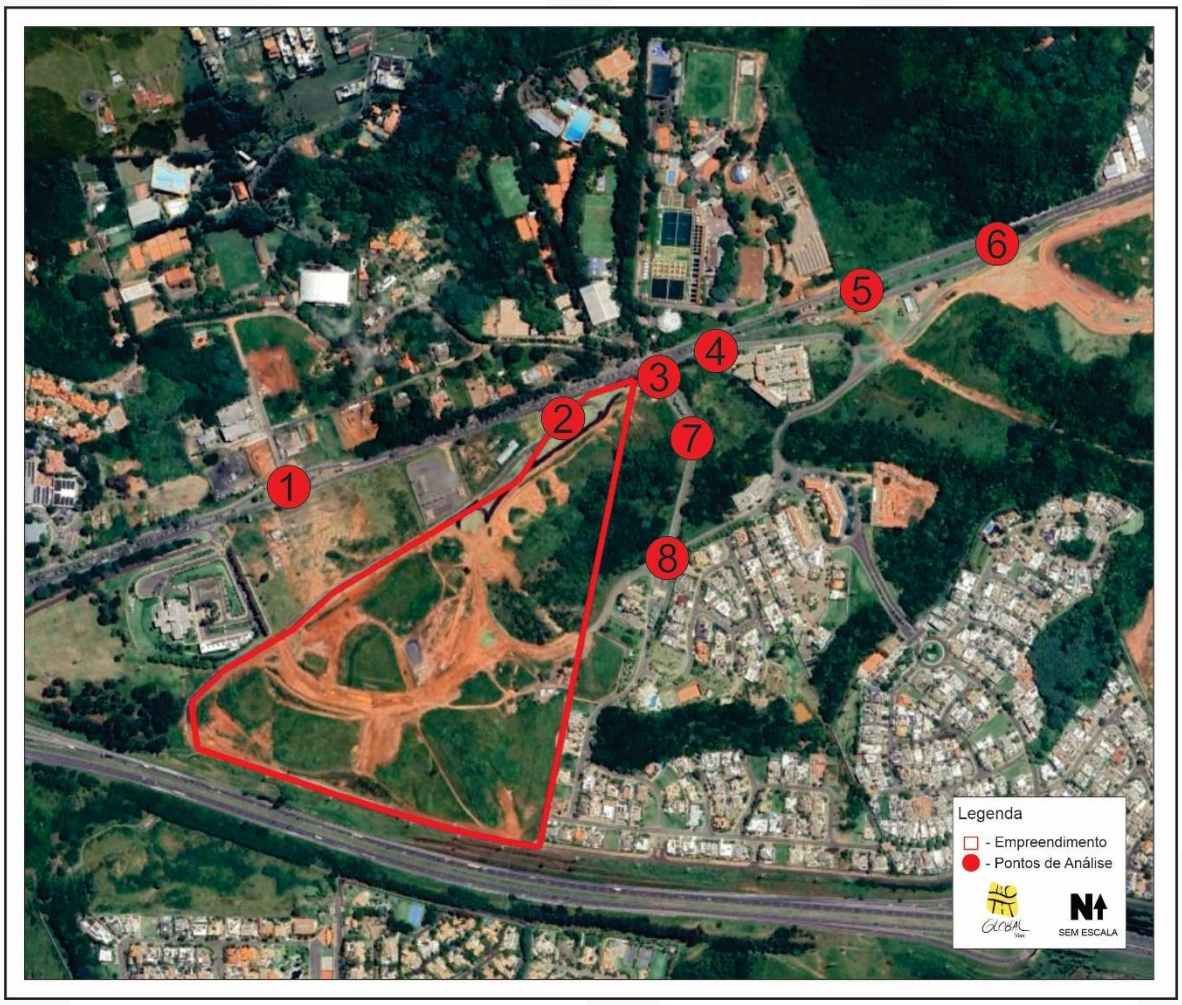


Figura 6. Localização dos pontos de análise – contagem veicular classificada – CENÁRIO 2.
Fonte: Google Earth – Elaborado por Global Vias.

Figura 7. Localização das intersecções – análise do software VISTRO – CENÁRIO 2.
Fonte: Google Earth – Elaborado por Global Vias.

CENÁRIO 3

As Figuras 8 e 9 abaixo, apresentam respectivamente, os pontos de análise onde foram executadas as contagens veiculares e as intersecções criadas no software VISTRO para obtenção dos Níveis de Serviço das vias para o cenário 3.

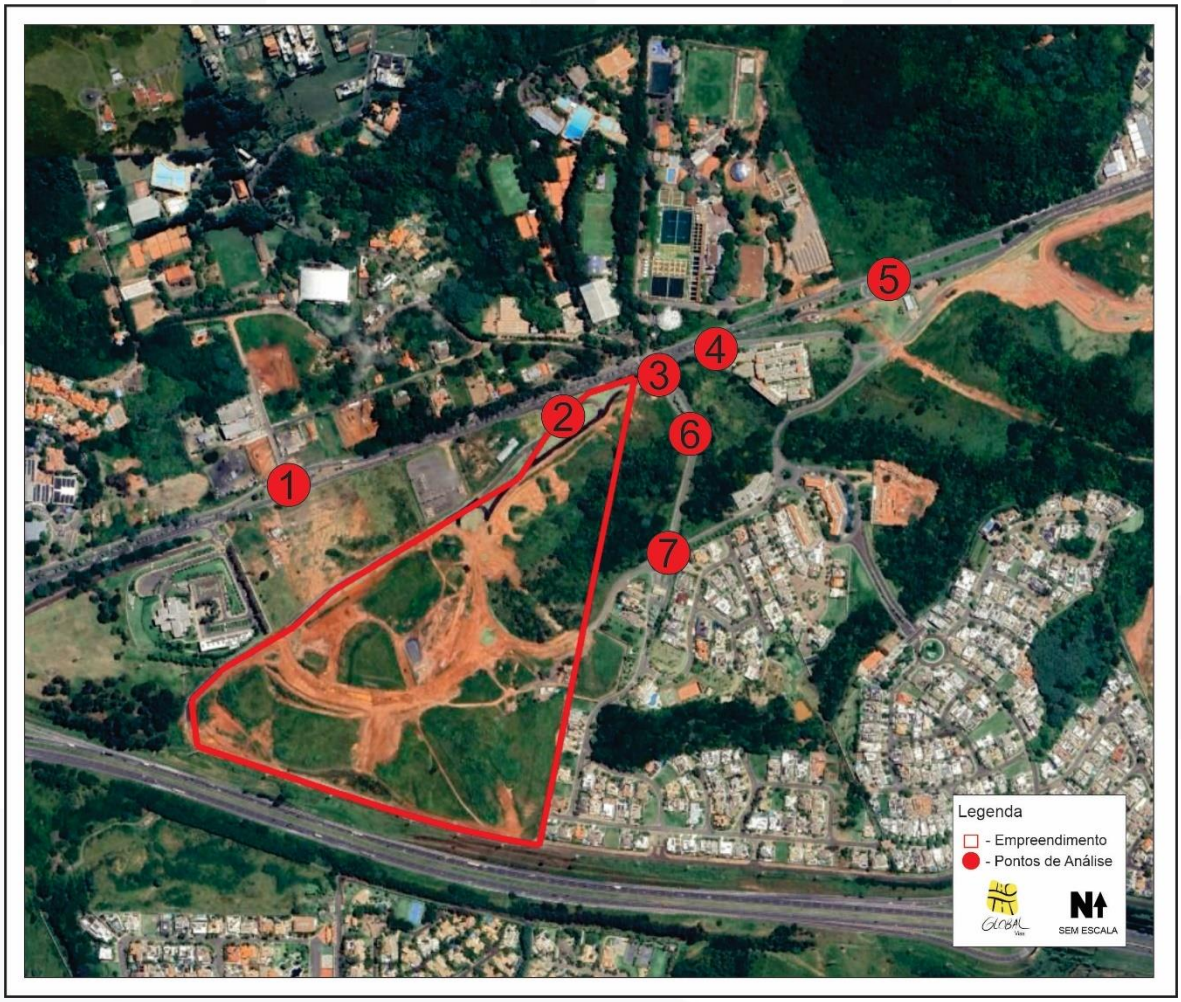


Figura 8. Localização dos pontos de análise – contagem veicular classificada – CENÁRIO 3.
Fonte: Google Earth – Elaborado por Global Vias.

Figura 9. Localização das intersecções – análise do software VISTRO – CENÁRIO 3.
Fonte: Google Earth – Elaborado por Global Vias.

3.2.1 Análise das Condições de Tráfego

A seguir, apresentam-se as tabelas com os Níveis de Serviço das vias, obtidos por meio das análises de cada intersecção executada no software VISTRO, para os 3 cenários em estudo.

CENÁRIO 1

A Tabela 3, abaixo, apresenta o Nível de Serviço de cada intersecção, no *cenário 1 – situação atual das vias sem o loteamento*, sem a previsão de viagens ocasionada pelo mesmo. Depois as Tabelas 4 e 5 apresentam os Níveis de Serviço das mesmas intersecções, no mesmo cenário, porém considerando a taxa de aumento da frota veicular dentro dos períodos de 5 e 10 anos.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	0,682	32,8	D
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,009	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NB Left	1,200	139,2	F
5	Ponto 2	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
6	Ponto 2	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
7	Ponto 2	Two-way stop	HCM 2010	NB Right	1,955	68,2	F
8	Ponto 2	Two-way stop	HCM 2010	WB Left	0,643	21,5	C
9	Ponto 2	Two-way stop	HCM 2010	NB Thru	0,006	0,0	A
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,005	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	EB Thru	1,719	58,3	F
12	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,925	1.048,8	F
13	Ponto 4	Two-way stop	HCM 2010	WB Thru	0,019	0,0	A
14	Ponto 5	Two-way stop	HCM 2010	EB Thru	0,021	0,0	A
15	Ponto 5	Two-way stop	HCM 2010	NB Left	0,776	56,5	F
16	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
17	Ponto 7	Two-way stop	HCM 2010	WB Right	0,198	9,8	A

Tabela 3. Análise Interseções - VISTRO - Cenário Atual sem o Loteamento
Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	0,783	43,9	E
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,009	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NB Left	1,363	205,5	F
5	Ponto 2	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
6	Ponto 2	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
7	Ponto 2	Two-way stop	HCM 2010	NB Right	2,222	109,1	F
8	Ponto 2	Two-way stop	HCM 2010	WB Left	0,712	25,5	D
9	Ponto 2	Two-way stop	HCM 2010	NB Thru	0,006	0,0	A
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,006	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	EB Thru	1,979	88,9	F
12	Ponto 4	Two-way stop	HCM 2010	EB Thru	3,867	1.504,0	F
13	Ponto 4	Two-way stop	HCM 2010	WB Thru	0,020	0,0	A
14	Ponto 5	Two-way stop	HCM 2010	EB Thru	0,023	0,0	A
15	Ponto 5	Two-way stop	HCM 2010	NB Left	0,920	86,6	F
16	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,015	0,0	A
17	Ponto 7	Two-way stop	HCM 2010	WB Right	0,216	10,0	B

Tabela 4. Análise Interseções - VISTRO - Cenário 5 anos sem o Loteamento
Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	0,905	65,3	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,010	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NB Left	1,558	289,4	F
5	Ponto 2	Two-way stop	HCM 2010	EB Thru	0,015	0,0	A
6	Ponto 2	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
7	Ponto 2	Two-way stop	HCM 2010	NB Right	2,533	168,4	F
8	Ponto 2	Two-way stop	HCM 2010	WB Left	0,790	32,1	D
9	Ponto 2	Two-way stop	HCM 2010	NB Thru	0,007	0,0	A
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,006	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	EB Thru	2,286	139,2	F
12	Ponto 4	Two-way stop	HCM 2010	EB Thru	5,239	2.166,3	F
13	Ponto 4	Two-way stop	HCM 2010	WB Thru	0,021	0,0	A
14	Ponto 5	Two-way stop	HCM 2010	EB Thru	0,024	0,0	A
15	Ponto 5	Two-way stop	HCM 2010	NB Left	1,092	139,7	F
16	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,016	0,0	A
17	Ponto 7	Two-way stop	HCM 2010	WB Right	0,233	10,2	B

Tabela 5. Análise Interseções - VISTRO - Cenário 10 anos sem o Loteamento
Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

CENÁRIO 2

A Tabela 6, abaixo, apresenta o Nível de Serviço de cada intersecção, no *cenário 2 – situação das vias com o loteamento + diretrizes viárias de acesso*, neste caso já considerando a previsão de viagens ocasionada pelo loteamento. Depois as Tabelas 7 e 8 apresentam os Níveis de Serviço das mesmas intersecções, no mesmo cenário, porém considerando a taxa de aumento da frota veicular dentro dos períodos de 5 e 10 anos.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	1,131	122,8	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,010	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,009	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NB Left	1,368	210,2	F
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	SB Thru	0,005	0,0	A
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	NB Thru	0,001	0,0	A
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
9	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,152	11,0	B
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	NB Right	2,448	152,3	F
12	Ponto 3	Two-way stop	HCM 2010	WB Left	0,644	21,7	C
13	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,006	0,0	A
14	Ponto 4	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
15	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,166	111,9	F
16	Ponto 5	Two-way stop	HCM 2010	EB Thru	3,610	1.389,3	F
17	Ponto 5	Two-way stop	HCM 2010	WB Thru	0,020	0,0	A
18	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,022	0,0	A
19	Ponto 6	Two-way stop	HCM 2010	NB Left	1,124	143,4	F
20	Ponto 7	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
21	Ponto 8	Two-way stop	HCM 2010	EB Left	0,063	13,6	B

Tabela 6. Análise Interseções - VISTRO - Cenário Atual com o Loteamento + Diretrizes de Acesso
Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	1,268	176,0	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,010	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,010	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NB Left	1,553	289,7	F
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	SB Thru	0,005	0,0	A
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	NB Thru	0,001	0,0	A
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
9	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,155	11,2	B
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,009	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	NB Right	2,767	217,9	F
12	Ponto 3	Two-way stop	HCM 2010	WB Left	0,714	25,7	D
13	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,007	0,0	A
14	Ponto 4	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
15	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,460	166,4	F
16	Ponto 5	Two-way stop	HCM 2010	EB Thru	4,780	1.956,6	F
17	Ponto 5	Two-way stop	HCM 2010	WB Thru	0,022	0,0	A
18	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,023	0,0	A
19	Ponto 6	Two-way stop	HCM 2010	NB Left	1,311	216,8	F
20	Ponto 7	Two-way stop	HCM 2010	EB Thru	0,015	0,0	A
21	Ponto 8	Two-way stop	HCM 2010	EB Left	0,066	14,1	B

Tabela 7. Análise Interseções - VISTRO - Cenário 5 anos com o Loteamento + Diretrizes de Acesso

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	1,430	244,3	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,011	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,010	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NB Left	1,777	388,5	F
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,015	0,0	A
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	SB Thru	0,005	0,0	A
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	NB Thru	0,001	0,0	A
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,015	0,0	A
9	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,159	11,4	B
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,009	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	NB Right	3,141	298,8	F
12	Ponto 3	Two-way stop	HCM 2010	WB Left	0,793	32,4	D
13	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,007	0,0	A
14	Ponto 4	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
15	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,810	238,7	F
16	Ponto 5	Two-way stop	HCM 2010	EB Thru	6,487	2.781,9	F
17	Ponto 5	Two-way stop	HCM 2010	WB Thru	0,023	0,0	A
18	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,025	0,0	A
19	Ponto 6	Two-way stop	HCM 2010	NB Left	1,535	313,0	F
20	Ponto 7	Two-way stop	HCM 2010	EB Thru	0,016	0,0	A
21	Ponto 8	Two-way stop	HCM 2010	EB Left	0,070	14,7	B

Tabela 8. Análise Interseções - VISTRO - Cenário 10 anos com o Loteamento + Diretrizes de Acesso
Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

CENÁRIO 3

A Tabela 9, abaixo, apresenta o Nível de Serviço de cada intersecção, no *cenário 3 – situação das vias com o loteamento + diretrizes viárias de acesso e viaduto*, também já considerando a previsão de viagens ocasionada pelo loteamento. Depois as Tabelas 10 e 11 apresentam os Níveis de Serviço das mesmas intersecções, no mesmo cenário, porém considerando a taxa de aumento da frota veicular dentro dos períodos de 5 e 10 anos.

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	1,131	122,8	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,010	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,009	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NWB Left	1,363	208,0	F
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	SB Thru	0,005	0,0	A
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	NB Thru	0,001	0,0	A
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
9	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,152	11,0	B
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	NB Right	2,401	143,6	F
12	Ponto 3	Two-way stop	HCM 2010	WB Left	0,644	21,7	C
13	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,006	0,0	A
14	Ponto 4	Two-way stop	HCM 2010	EB Thru	0,006	0,0	A
15	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,013	89,9	F
16	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	EB Left	0,042	7,6	A
17	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	NB Right	0,289	14,4	B
18	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	EB Left	0,044	10,0	B
19	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	WB Thru	0,018	0,0	A
20	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	WB Thru	0,190	11,5	B
21	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	SB Thru	0,002	0,0	A
22	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	SB Right	0,761	25,6	D
23	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
24	Ponto 7	Two-way stop	HCM 2010	EB Left	0,040	13,3	B

Tabela 9. Análise Interseções - VISTRO - Cenário Atual com o Loteamento + Diretrizes de Acesso e Viaduto
Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	1,268	176,0	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,010	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,010	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NWB Left	1,549	287,6	F
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	SB Thru	0,005	0,0	A
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	NB Thru	0,001	0,0	A
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
9	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,155	11,2	B
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,009	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	NB Right	2,717	207,8	F
12	Ponto 3	Two-way stop	HCM 2010	WB Left	0,714	25,7	D
13	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,007	0,0	A
14	Ponto 4	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
15	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,296	136,9	F
16	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	EB Left	0,045	7,6	A
17	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	NB Right	0,328	15,1	C
18	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	EB Left	0,048	10,2	B
19	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	WB Thru	0,019	0,0	A
20	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	WB Thru	0,206	11,7	B
21	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	SB Thru	0,002	0,0	A
22	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	SB Right	0,880	29,8	D
23	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,015	0,0	A
24	Ponto 7	Two-way stop	HCM 2010	EB Left	0,042	13,8	B

Tabela 10. Análise Interseções - VISTRO - Cenário 5 anos com o Loteamento + Diretrizes de Acesso e Viaduto

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	1,430	244,3	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,011	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,010	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NWB Left	1,770	385,5	F
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,015	0,0	A
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	SB Thru	0,005	0,0	A
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	NB Thru	0,001	0,0	A
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,015	0,0	A
9	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,159	11,4	B
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,009	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	NB Right	3,088	287,5	F
12	Ponto 3	Two-way stop	HCM 2010	WB Left	0,793	32,4	D
13	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,007	0,0	A
14	Ponto 4	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
15	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,629	202,5	F
16	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	EB Left	0,049	7,6	A
17	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	NB Right	0,374	16,1	C
18	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	EB Left	0,053	10,3	B
19	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	WB Thru	0,021	0,0	A
20	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	WB Thru	0,225	12,0	B
21	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	SB Thru	0,002	0,0	A
22	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	SB Right	1,023	35,9	F
23	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,016	0,0	A
24	Ponto 7	Two-way stop	HCM 2010	EB Left	0,045	14,3	B

Tabela 11. Análise Interseções - VISTRO - Cenário 10 anos com o Loteamento + Diretrizes de Acesso e Viaduto

Fonte: Software PTV Vistro – Elaborado por GLOBAL VIAS.

3.2.1 Resultado - Análise das Condições de Tráfego

CENÁRIO 1

Por meio dos resultados dispostos nas Tabelas 3 a 5, observa-se que atualmente a região é atendida por vias que operam, em sua maioria, em condições consideradas adequadas para a fluidez do trânsito apresentando Nível de Serviço entre A – ótima fluidez e D – próximo da saturação, em 70% das intersecções estudadas. Apenas 30% da totalidade das intersecções apresentam Nível de Serviço F – congestionamento viário, que indica a saturação da via e possível congestionamento em horários de pico. Sendo assim, entende-se que atualmente a região é atendida por vias que operam em qualidade adequada de fluidez.

Na análise realizada considerando o cenário sem a implantação do loteamento, é possível identificar o decaimento na qualidade de operação das intersecções 1, 8 e 17 no decorrer de 5 e 10 anos, sendo que somente a intersecção 1 atingirá Nível de Serviço F, considerado inadequado. Esse decaimento em Nível de Serviço, portanto, está relacionado ao aumento da frota viária do município dentro do prazo estudado, de 10 anos.

CENÁRIO 2

Para execução das análises viárias neste cenário, considerou-se o loteamento já implantado, portanto a geração de viagens ocasionada pelo mesmo. Além disso, conforme proposto em projeto e já em execução, considerou-se também a operação das vias de acesso ao loteamento como principal rota que receberá o impacto das viagens geradas.

Diante disso, observa-se que também neste cenário 70% das intersecções estudadas apresentam Nível de Serviço entre A – ótima fluidez e C – fluidez adequada, enquanto apenas 30% da totalidade das intersecções apresentam Nível de Serviço F – congestionamento viário. Avaliou-se também o mesmo cenário após 5 e 10 anos decorridos e, por meio dessa avaliação, observou-se que somente a intersecção 12 apresentará decaimento no Nível de Serviço, atingindo em 10 anos

o Nível D – próximo da saturação, considerado ainda adequado para fluidez do trânsito.

A intersecção 12, do presente cenário, refere-se à intersecção 8 do cenário 1. No cenário 1, pode se observar que a intersecção 8 apresenta Nível de Serviço C – fluidez adequada e atinge o Nível de Serviço D – próximo da saturação após 10 anos de operação, fato este que está relacionado ao crescimento da frota veicular do município. No cenário 2, observa-se a mesma classificação de Nível de Serviço, atingindo também o Nível D – próximo da saturação, em 10 anos, porém já considerando a geração de viagens ocasionada pelo loteamento e a operação das vias de acesso, que atualmente encontram-se em fase de implantação. A partir disso, pode-se afirmar então que, ainda que o loteamento seja implantado e esteja operando com 100% da sua capacidade dentro de 10 anos, a implantação das vias de acesso que possibilitarão a entrada de moradores por esse trecho, diminuirá o impacto negativo da geração de viagens ocasionada pelo loteamento nas vias já existentes, fazendo com que a qualidade de operação dessas vias do entorno se mantenha em condições adequadas.

CENÁRIO 3

Para análise deste cenário, considerou-se o loteamento já implantado, portanto a geração de viagens ocasionada pelo mesmo, bem como as diretrizes de acesso já implantadas e em operação, além do viaduto proposto conforme descrito no item 3.2 deste estudo.

Diante das análises apresentadas nas Tabelas 9 a 11 observa-se que as condições de operação das vias se mantêm. Neste caso, 75% das intersecções estudadas apresentam Nível de Serviço entre A – ótima fluidez e D – próximo da saturação, enquanto apenas 25% apresentam Nível de Serviço F – congestionamento viário. Considera-se, portanto, que com as vias de acesso e o viaduto em operação, apesar da geração de viagens ocasionada pelo loteamento, não se apresentariam impactos negativos significativos nas condições de fluidez do trânsito no entorno.

Portanto, pode se afirmar que ainda que seja implantado e esteja operando o viaduto proposto, as condições de fluidez do trânsito se manteriam nas mesmas condições adequadas já apresentadas no cenário em que se propõe somente a implantação das vias de acesso.

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

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

4. CONCLUSÃO

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

Por meio das análises e resultados obtidos neste estudo, conclui-se que atualmente a região é atendida por vias que operam em qualidade adequada de fluidez, o decaimento nos Níveis de Serviço apresentados das intersecções estudadas está relacionado ao aumento da frota viária do município dentro do prazo estudado, de 10 anos. Com a implantação do loteamento haverá a geração de viagens ocasionada pelo adensamento populacional, portanto haverá impacto na fluidez do trânsito do entorno, porém conforme apresentado no cenário 2 do item 3.2.1 deste estudo, as diretrizes viárias de acesso ao loteamento que, atualmente, se encontram em fase de implantação, possibilitarão a entrada e saída de moradores pelo trecho, diminuindo o impacto negativo da geração de viagens ocasionada pelo loteamento nas vias já existentes, fazendo com que a qualidade de operação dessas vias se mantenham em condições adequadas.

Com relação a implantação e operação do proposto viaduto, pode se concluir que ainda seja implantado e esteja operando, as condições de fluidez do trânsito se manteriam nas mesmas condições adequadas já apresentadas no cenário em que se propõe somente a implantação das vias de acesso, portanto as vias de acesso são consideradas suficientes para absorção do impacto negativo ocasionado pelo adensamento populacional do loteamento.

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

5. REFERÊNCIAS BIBLIOGRÁFICAS

CET/SP – Companhia de Engenharia de Tráfego (1983) Pólos Geradores de Tráfego. Boletim Técnico, São Paulo, n. 32.

CET/SP – Companhia de Engenharia de Tráfego (2001) Pólos Geradores de Tráfego II. Boletim Técnico, São Paulo, n. 36. Código de Trânsito Brasileiro, lei nº 9503 de 23 de Setembro de 1997, Diário Oficial da União, Brasília DF.

DENATRAN – Departamento Nacional de Trânsito (2001) Manual de procedimentos para o tratamento de Pólos Geradores de Tráfego. Brasília. Estatuto das Cidades, lei 10.257 de 10 de Julho de 2001, Diário oficial da União, Brasília, DF.

Feitosa, T. C. G.; Balassiano, R. (2003) Gerenciamento da mobilidade em Pólos Geradores de Tráfego: análise de hotéis-residência no município do Rio de Janeiro. Anais do XVII ANPET- Congresso de Pesquisa e Ensino em Transportes, Rio de Janeiro.

Goldner, L. G.; Silva, R. H. (1996) Uma análise dos supermercados como Pólos Geradores de Tráfego. X ANPET- Congresso de Pesquisa e Ensino em Transportes, Brasília.

Grando, L. A (1986) Interferência dos Pólos Geradores de Tráfego no sistema viário: análise e contribuição metodológica para shopping centers. Dissertação de Mestrado. Programa de Engenharia de Transportes, COPPE/Universidade Federal do Rio de Janeiro, RJ.

ITE - Institute of Transportation Engineers (1991) Traffic access and impacts studies for site development. Washington D.C.

ITE - Institute of Transportation Engineers (2003) Trip Generation Manual, Vol. 2: Data, 10th edition.

GRIECO, Elisabeth Poubel. Taxas de Geração de Viagens em Condomínios Residenciais – Niterói – Estudo de Caso, Rio de Janeiro, 2010. Monografia (Especialização em Engenharia Urbana) - Escola Politécnica, Universidade Federal do Rio de Janeiro, Rio de Janeiro, 2010.

TORQUATO, Tiago Lourenço de Lima Torquato. Modelo de Geração de Viagens para Condomínios Residênciais Horizontais, São Carlos, 2012. Monografia (Pós-Graduação em Engenharia Urbana – Universidade Federal de São Carlos, 2012.

6.RESPONSABILIDADE TÉCNICA

Plinio Escher Jr.
Engenheiro Civil. Dr.
CREA/SP 0600650580

Thaina M. Paganelli de Freitas
Engenheira Ambiental

7. ANEXOS

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

7.1 Relatório de Contagem

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

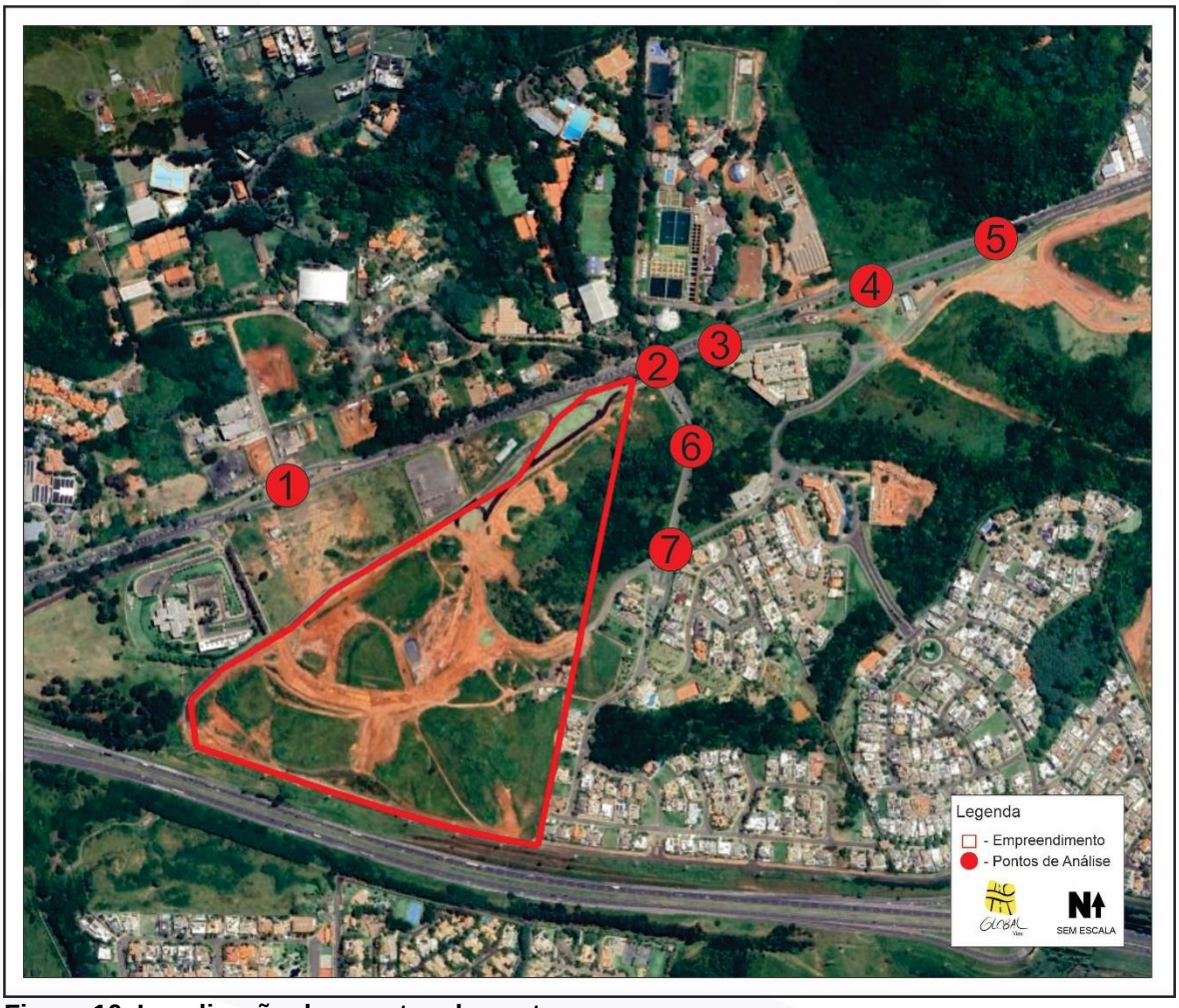


Figura 10. Localização dos pontos de contagem.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

Dias: 07, 08 e 09/11/2023

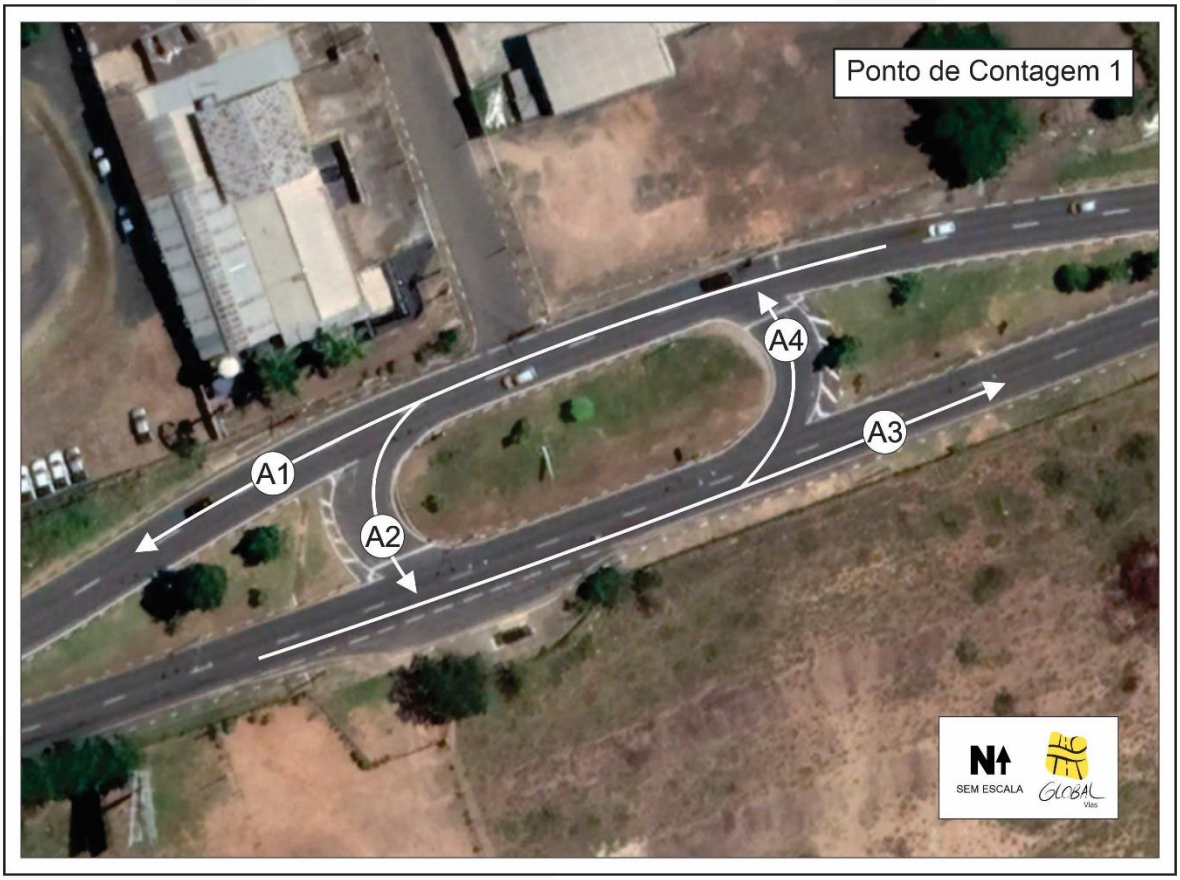


Figura 11. Ponto de Contagem 1.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 1 - 07/11/2023

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	54	9	0	0	18	2	3	0	60	20	4	0	37	5	3	0	169	36	10	0	201
07:15	**07:30**	36	18	9	0	24	7	5	0	52	12	24	0	46	7	7	0	158	44	45	0	263
07:30	**07:45**	27	9	0	0	13	3	3	0	72	12	24	0	58	8	4	0	170	32	31	0	243
07:45	**08:00**	54	27	9	0	27	9	6	0	56	12	16	0	24	11	9	0	161	59	40	0	261
08:00	**08:15**	36	18	0	0	19	6	4	0	12	4	0	0	9	1	0	0	76	29	4	0	94
08:15	**08:30**	45	0	0	0	19	4	5	0	84	32	40	0	54	18	15	0	202	54	60	0	340
08:30	**08:45**	18	9	0	0	18	2	1	0	68	20	16	0	50	11	8	0	154	42	25	0	218
08:45	**09:00**	45	27	27	0	28	7	6	0	68	36	40	0	55	10	9	0	196	80	82	0	387
																TOTAL		1286	376	297	0	2005
																T. GERAL		1959				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	967
07:15	08:15	860
07:30	08:30	937
07:45	08:45	912
08:00	09:00	1038
		1038

Fator Hora Pico (FHP)	0,67

FHP>0,75	Aprovado

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	54	63	18	0	25	16	4	0	48	36	4	0	21	18	3	0	148	133	29	0	250
11:15	**11:30**	18	9	0	0	18	9	1	0	36	24	4	0	18	16	4	0	90	58	9	0	127
11:30	**11:45**	18	9	9	0	24	12	4	0	48	44	24	0	42	19	12	0	132	84	49	0	258
11:45	**12:00**	54	27	9	0	18	5	0	0	64	36	20	0	28	12	9	0	164	80	38	0	267
12:00	**12:15**	36	18	18	0	17	5	3	0	48	52	16	0	27	15	6	0	128	90	43	0	244
12:15	**12:30**	72	36	9	0	20	8	5	0	40	20	8	0	22	11	5	0	154	75	27	0	233
12:30	**12:45**	99	36	27	0	28	12	5	0	16	8	0	0	21	5	3	0	164	61	35	0	254
12:45	**13:00**	36	9	18	0	26	9	5	0	24	4	4	0	17	9	3	0	103	31	30	0	173
																TOTAL		1083	612	260	0	1807
																T. GERAL		1955				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	902
11:15	12:15	896
11:30	12:30	1002
11:45	12:45	998
12:00	13:00	905
		1002

Fator Hora Pico (FHP)	0,94

FHP>0,75	Aprovado

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	117	45	27	0	35	9	9	0	100	40	20	0	58	16	13	0	310	110	69	0	485
17:15	**17:30**	99	45	18	0	33	9	5	0	132	68	52	0	67	24	17	0	331	146	92	0	564
17:30	**17:45**	63	18	18	0	18	4	4	0	68	48	16	0	74	16	7	0	223	86	45	0	342
17:45	**18:00**	108	45	45	0	39	14	6	0	100	32	16	0	86	16	10	0	333	107	77	0	523
18:00	**18:15**	108	54	18	0	39	8	5	0	136	84	48	0	89	25	18	0	372	171	89	0	607
18:15	**18:30**	81	18	18	0	42	5	5	0	160	44	44	0	94	23	16	0	377	90	83	0	573
18:30	**18:45**	180	72	63	0	58	12	9	0	84	48	24	0	77	10	9	0	399	142	105	0	656
18:45	**19:00**	108	45	27	0	38	9	6	0	140	60	56	0	94	18	11	0	380	132	100	0	624
																TOTAL		2725	984	660	0	4373
																T. GERAL		4369				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1913
17:15	18:15	2035
17:30	18:30	2044
17:45	18:45	2359
18:00	19:00	**2460**
		2460

Fator Hora Pico (FHP)	0,94

FHP>0,75	Aprovado

PONTO 1 - 08/11/2023

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	32	5	0	0	11	1	2	0	36	12	2	0	22	3	2	0	101	22	6	0	121
07:15	**07:30**	22	11	5	0	14	4	3	0	31	7	14	0	28	4	4	0	95	26	27	0	158
07:30	**07:45**	16	5	0	0	8	2	2	0	43	7	14	0	35	5	2	0	102	19	19	0	146
07:45	**08:00**	32	16	5	0	16	5	4	0	34	7	10	0	14	7	5	0	97	35	24	0	156
08:00	**08:15**	22	11	0	0	11	4	2	0	7	2	0	0	5	1	0	0	46	17	2	0	56
08:15	**08:30**	27	0	0	0	11	2	3	0	50	19	24	0	32	11	9	0	121	32	36	0	204
08:30	**08:45**	11	5	0	0	11	1	1	0	41	12	10	0	30	7	5	0	92	25	15	0	131
08:45	**09:00**	27	16	16	0	17	4	4	0	41	22	24	0	33	6	5	0	118	48	49	0	232
																TOTAL		772	226	178	0	1203
																T. GERAL		1175				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	580
07:15	08:15	516
07:30	08:30	562
07:45	08:45	547
08:00	09:00	623
		623

Fator Hora Pico (FHP)	0,67

FHP>0,75	Aprovado

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	49	57	16	0	23	14	4	0	43	32	4	0	19	16	3	0	133	120	26	0	225
11:15	**11:30**	16	8	0	0	16	8	1	0	32	22	4	0	16	14	4	0	81	52	8	0	115
11:30	**11:45**	16	8	8	0	22	11	4	0	43	40	22	0	38	17	11	0	119	76	44	0	232
11:45	**12:00**	49	24	8	0	16	5	0	0	58	32	18	0	25	11	8	0	148	72	34	0	240
12:00	**12:15**	32	16	16	0	15	5	3	0	43	47	14	0	24	14	5	0	115	81	39	0	220
12:15	**12:30**	65	32	8	0	18	7	5	0	36	18	7	0	20	10	5	0	139	68	24	0	210
12:30	**12:45**	89	32	24	0	25	11	5	0	14	7	0	0	19	5	3	0	148	55	32	0	229
12:45	**13:00**	32	8	16	0	23	8	5	0	22	4	4	0	15	8	3	0	93	28	27	0	156
																TOTAL		975	551	234	0	1626
																T. GERAL		1760				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	812
11:15	12:15	806
11:30	12:30	902
11:45	12:45	898
12:00	13:00	814
		902

Fator Hora Pico (FHP)	0,94

FHP>0,75	Aprovado

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	88	34	20	0	26	7	7	0	75	30	15	0	44	12	10	0	233	83	52	0	364
17:15	**17:30**	74	34	14	0	25	7	4	0	99	51	39	0	50	18	13	0	248	110	69	0	423
17:30	**17:45**	47	14	14	0	14	3	3	0	51	36	12	0	56	12	5	0	167	65	34	0	256
17:45	**18:00**	81	34	34	0	29	11	5	0	75	24	12	0	65	12	8	0	250	80	58	0	392
18:00	**18:15**	81	41	14	0	29	6	4	0	102	63	36	0	67	19	14	0	279	128	67	0	455
18:15	**18:30**	61	14	14	0	32	4	4	0	120	33	33	0	71	17	12	0	283	68	62	0	430
18:30	**18:45**	135	54	47	0	44	9	7	0	63	36	18	0	58	8	7	0	299	107	79	0	492
18:45	**19:00**	81	34	20	0	29	7	5	0	105	45	42	0	71	14	8	0	285	99	75	0	468
																TOTAL		2044	738	495	0	3280
																T. GERAL		3277				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1435
17:15	18:15	1526
17:30	18:30	1533
17:45	18:45	1769
18:00	19:00	1845
		1845

Fator Hora Pico (FHP)	0,94

FHP>0,75	Aprovado

PONTO 1 - 09/11/2023

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	43	7	0	0	14	2	2	0	48	16	3	0	30	4	2	0	135	29	8	0	161
07:15	**07:30**	29	14	7	0	19	6	4	0	42	10	19	0	37	6	6	0	126	35	36	0	210
07:30	**07:45**	22	7	0	0	10	2	2	0	58	10	19	0	46	6	3	0	136	26	25	0	194
07:45	**08:00**	43	22	7	0	22	7	5	0	45	10	13	0	19	9	7	0	129	47	32	0	209
08:00	**08:15**	29	14	0	0	15	5	3	0	10	3	0	0	7	1	0	0	61	23	3	0	75
08:15	**08:30**	36	0	0	0	15	3	4	0	67	26	32	0	43	14	12	0	162	43	48	0	272
08:30	**08:45**	14	7	0	0	14	2	1	0	54	16	13	0	40	9	6	0	123	34	20	0	174
08:45	**09:00**	36	22	22	0	22	6	5	0	54	29	32	0	44	8	7	0	157	64	66	0	309
																TOTAL		1029	301	238	0	1604
																T. GERAL		1567				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	774
07:15	08:15	688
07:30	08:30	750
07:45	08:45	730
08:00	09:00	831
		831

Fator Hora Pico (FHP)	0,67

FHP>0,75	Aprovado

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	38	44	13	0	18	11	3	0	34	25	3	0	15	13	2	0	104	93	20	0	175
11:15	**11:30**	13	6	0	0	13	6	1	0	25	17	3	0	13	11	3	0	63	41	6	0	89
11:30	**11:45**	13	6	6	0	17	8	3	0	34	31	17	0	29	13	8	0	92	59	34	0	181
11:45	**12:00**	38	19	6	0	13	4	0	0	45	25	14	0	20	8	6	0	115	56	27	0	187
12:00	**12:15**	25	13	13	0	12	4	2	0	34	36	11	0	19	11	4	0	90	63	30	0	171
12:15	**12:30**	50	25	6	0	14	6	4	0	28	14	6	0	15	8	4	0	108	53	19	0	163
12:30	**12:45**	69	25	19	0	20	8	4	0	11	6	0	0	15	4	2	0	115	43	25	0	178
12:45	**13:00**	25	6	13	0	18	6	4	0	17	3	3	0	12	6	2	0	72	22	21	0	121
																TOTAL		758	428	182	0	1265
																T. GERAL		1369				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	632
11:15	12:15	627
11:30	12:30	701
11:45	12:45	699
12:00	13:00	633
		701

Fator Hora Pico (FHP)	0,94

FHP>0,75	Aprovado

HORÁRIO		A1				A2				A3				A4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	105	41	24	0	32	8	8	0	90	36	18	0	52	14	12	0	279	99	62	0	436
17:15	**17:30**	89	41	16	0	30	8	5	0	119	61	47	0	60	22	15	0	298	131	83	0	507
17:30	**17:45**	57	16	16	0	16	4	4	0	61	43	14	0	67	14	6	0	201	77	41	0	308
17:45	**18:00**	97	41	41	0	35	13	5	0	90	29	14	0	77	14	9	0	300	96	69	0	470
18:00	**18:15**	97	49	16	0	35	7	5	0	122	76	43	0	80	23	16	0	335	154	80	0	546
18:15	**18:30**	73	16	16	0	38	5	5	0	144	40	40	0	85	21	14	0	339	81	75	0	516
18:30	**18:45**	162	65	57	0	52	11	8	0	76	43	22	0	69	9	8	0	359	128	95	0	591
18:45	**19:00**	97	41	24	0	34	8	5	0	126	54	50	0	85	16	10	0	342	119	90	0	562
																TOTAL		2453	886	594	0	3936
																T. GERAL		3932				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1721
17:15	18:15	1832
17:30	18:30	1840
17:45	18:45	2123
18:00	19:00	2214
		2214

Fator Hora Pico (FHP)	0,94

FHP>0,75	Aprovado

Dias: 07, 08 e 09/11/2023

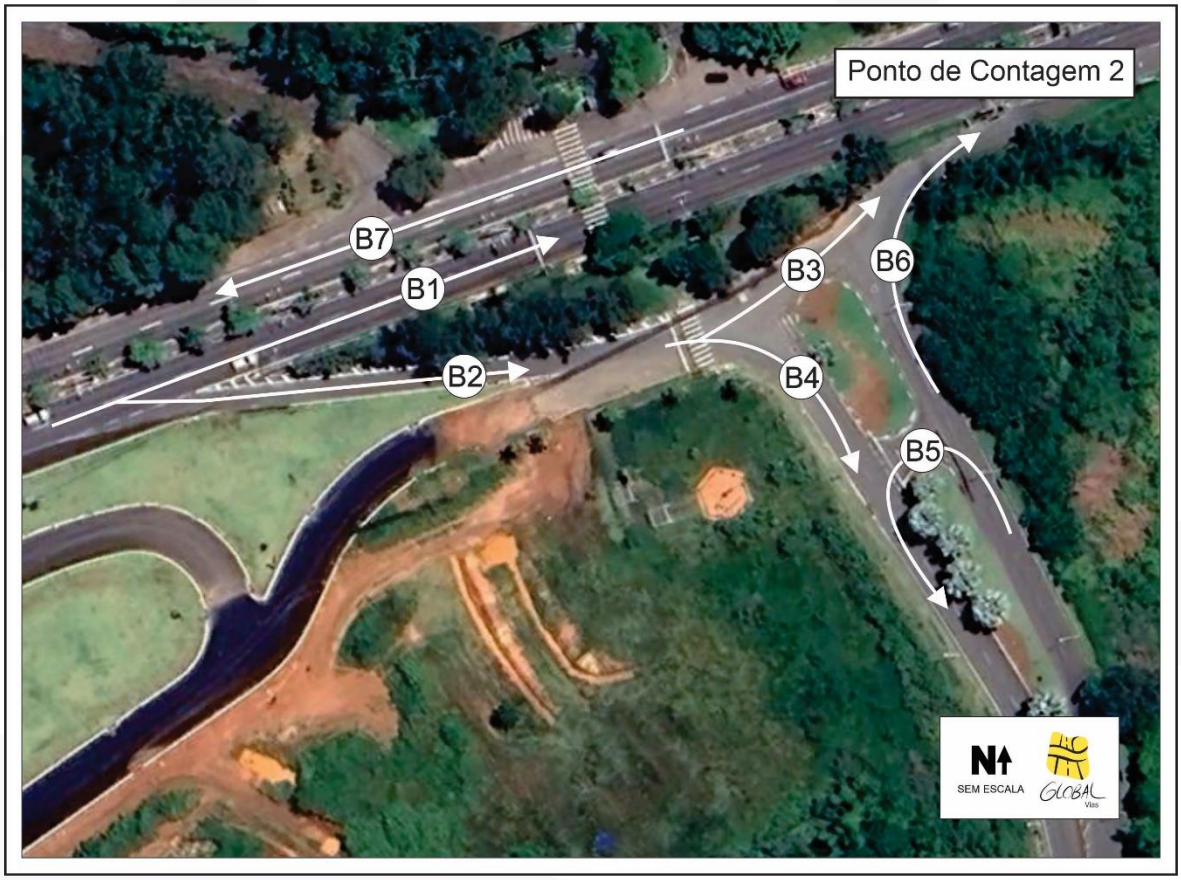


Figura 12. Ponto de Contagem 2.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 2 - 07/11/2023

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	60	12	8	0	33	7	5	0	153	47	39	0	130	32	20	0	59	14	10	0	112	18	13	0	465	22	4	0	1011	153	99	0	1259
07:15	**07:30**	45	10	8	0	35	6	5	0	74	16	16	0	127	22	5	0	43	8	5	0	35	12	8	0	473	32	7	0	830	106	53	0	972
07:30	**07:45**	66	14	7	0	37	8	8	0	84	21	26	0	105	18	32	0	45	16	33	0	81	14	18	0	511	29	13	0	928	120	138	0	1245
07:45	**08:00**	54	15	9	0	28	5	2	0	22	13	10	0	9	7	9	0	22	8	9	0	25	6	8	0	426	23	13	0	586	76	61	0	733
08:00	**08:15**	59	16	6	0	39	8	4	0	64	20	15	0	22	13	17	0	16	14	14	0	31	20	23	0	339	13	9	0	570	103	88	0	781
08:15	**08:30**	63	11	5	0	42	8	8	0	35	14	24	0	39	14	13	0	25	14	13	0	40	10	15	0	302	10	18	0	546	81	95	0	764
08:30	**08:45**	48	13	8	0	35	9	9	0	136	68	64	0	161	44	44	0	13	47	35	0	99	53	47	0	223	6	11	0	714	240	218	0	1230
08:45	**09:00**	55	10	9	0	38	10	5	0	62	33	25	0	95	26	23	0	72	25	15	0	61	31	22	0	234	6	12	0	618	142	111	0	887
																												TOTAL		5804	1020	863	0	7870
																												T. GERAL		7687				
																												Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	4209
07:15	08:15	3731
07:30	08:30	3522
07:45	08:45	3507
08:00	09:00	3661
		4209

Fator Hora Pico (FHP)	0,84

FHP>0,75	Aprovado

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	122	35	29	0	50	20	20	0	66	25	21	0	83	18	19	0	47	22	23	0	60	23	28	0	227	18	17	0	655	161	157	0	1023
11:15	**11:30**	128	37	22	0	58	22	19	0	31	3	7	0	22	4	8	0	9	3	7	0	16	3	6	0	255	18	20	0	519	90	89	0	727
11:30	**11:45**	134	44	28	0	52	28	22	0	13	4	7	0	11	2	2	0	9	5	2	0	7	2	1	0	235	31	18	0	461	116	80	0	660
11:45	**12:00**	144	42	37	0	59	25	28	0	36	5	5	0	18	9	10	0	20	9	7	0	30	6	9	0	252	22	16	0	559	118	112	0	822
12:00	**12:15**	139	38	24	0	56	29	14	0	20	11	9	0	17	7	6	0	20	5	4	0	17	7	10	0	57	4	0	0	326	101	67	0	494
12:15	**12:30**	158	32	25	0	57	23	19	0	78	16	13	0	57	15	14	0	44	10	7	0	42	9	11	0	304	22	14	0	740	127	103	0	988
12:30	**12:45**	127	39	22	0	51	21	20	0	43	19	12	0	43	18	15	0	26	12	11	0	44	17	18	0	281	30	18	0	615	156	116	0	899
12:45	**13:00**	185	33	29	0	48	18	21	0	44	20	19	0	40	11	10	0	24	8	6	0	25	7	6	0	284	18	14	0	650	115	105	0	898
																												TOTAL		4525	984	829	0	6511
																												T. GERAL		6338				
																												Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	3232
11:15	12:15	2703
11:30	12:30	2964
11:45	12:45	3203
12:00	13:00	3279
		3279

Fator Hora Pico (FHP)	0,80

FHP>0,75	Aprovado

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	168	43	27	0	68	28	28	0	133	41	34	0	113	28	17	0	51	12	9	0	97	16	11	0	345	25	5	0	975	193	131	0	1301
17:15	**17:30**	130	26	18	0	45	11	11	0	64	14	14	0	110	19	4	0	37	7	4	0	30	10	7	0	311	26	7	0	727	113	65	0	895
17:30	**17:45**	225	41	27	45	56	23	19	0	73	18	23	0	91	16	28	0	39	14	29	0	70	12	16	0	325	27	9	0	879	151	151	45	1366
17:45	**18:00**	177	41	23	0	80	20	15	0	19	11	9	0	8	6	8	0	19	7	8	0	22	5	7	0	423	34	11	0	748	124	81	0	951
18:00	**18:15**	128	27	9	0	32	5	3	0	56	17	13	0	19	11	15	0	14	12	12	0	27	17	20	0	402	31	8	0	678	120	80	0	878
18:15	**18:30**	91	12	10	0	46	16	12	0	30	12	21	0	34	12	11	0	22	12	11	0	35	9	13	0	384	33	6	0	642	106	84	0	845
18:30	**18:45**	105	22	19	0	53	10	7	0	118	59	56	0	140	38	38	0	11	41	30	0	86	46	41	0	320	26	4	0	833	242	195	0	1304
18:45	**19:00**	199	44	28	0	94	24	14	0	54	29	22	0	83	23	20	0	63	22	13	0	53	27	19	0	274	25	3	0	820	194	119	0	1123
																												TOTAL		6302	1243	906	45	8663
																												T. GERAL		8496				
																												Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	**4514**
17:15	18:15	4090
17:30	18:30	4041
17:45	18:45	3978
18:00	19:00	4150
		4514

Fator Hora Pico (FHP)	0,83

FHP>0,75	Aprovado

PONTO 2 - 08/11/2023

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	36	7	5	0	20	4	3	0	92	28	23	0	78	19	12	0	35	8	6	0	67	11	8	0	279	13	2	0	607	92	59	0	756
07:15	**07:30**	27	6	5	0	21	4	3	0	44	10	10	0	76	13	3	0	26	5	3	0	21	7	5	0	284	19	4	0	498	63	32	0	583
07:30	**07:45**	40	8	4	0	22	5	5	0	50	12	16	0	63	11	19	0	27	10	20	0	48	8	11	0	307	17	8	0	557	72	83	0	747
07:45	**08:00**	32	9	5	0	17	3	1	0	13	8	6	0	6	4	6	0	13	5	6	0	15	3	5	0	256	14	8	0	352	46	36	0	440
08:00	**08:15**	35	10	4	0	23	5	2	0	39	12	9	0	13	8	10	0	10	8	8	0	19	12	14	0	203	8	5	0	342	62	53	0	468
08:15	**08:30**	38	7	3	0	25	5	5	0	21	8	14	0	23	8	8	0	15	8	8	0	24	6	9	0	181	6	11	0	328	48	57	0	458
08:30	**08:45**	29	8	5	0	21	5	5	0	81	41	39	0	97	26	26	0	8	28	21	0	59	32	28	0	134	4	7	0	429	144	131	0	738
08:45	**09:00**	33	6	5	0	23	6	3	0	37	20	15	0	57	16	14	0	43	15	9	0	37	19	13	0	140	4	7	0	371	85	66	0	532
																														TOTAL				4722
																														T. GERAL		4612		
																														Equivalência	1	0,33	2	3

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	2526
07:15	08:15	2238
07:30	08:30	2113
07:45	08:45	2104
08:00	09:00	2197
		2526

Fator Hora Pico (FHP)	0,84

FHP>0,75	Aprovado

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	110	32	26	0	45	18	18	0	59	23	19	0	75	16	17	0	42	20	21	0	54	21	25	0	204	16	15	0	590	145	141	0	920
11:15	**11:30**	115	33	20	0	52	20	17	0	28	3	6	0	20	4	7	0	8	3	6	0	14	3	5	0	230	16	18	0	467	81	80	0	654
11:30	**11:45**	121	40	25	0	47	25	20	0	12	4	6	0	10	2	2	0	8	5	2	0	6	2	1	0	212	28	16	0	415	104	72	0	594
11:45	**12:00**	130	38	33	0	53	23	25	0	32	5	5	0	16	8	9	0	18	8	6	0	27	5	8	0	227	20	14	0	503	106	101	0	740
12:00	**12:15**	125	34	22	0	50	26	13	0	18	10	8	0	15	6	5	0	18	5	4	0	15	6	9	0	51	4	0	0	293	91	60	0	444
12:15	**12:30**	142	29	23	0	51	21	17	0	70	14	12	0	51	14	13	0	40	9	6	0	38	8	10	0	274	20	13	0	666	114	93	0	890
12:30	**12:45**	114	35	20	0	46	19	18	0	39	17	11	0	39	16	14	0	23	11	10	0	40	15	16	0	253	27	16	0	554	140	104	0	809
12:45	**13:00**	167	30	26	0	43	16	19	0	40	18	17	0	36	10	9	0	22	7	5	0	23	6	5	0	256	16	13	0	585	104	95	0	809
																														TOTAL				5860
																														T. GERAL		5704		
																														Equivalência	1	0,33	2	3

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	2909
11:15	12:15	2432
11:30	12:30	2668
11:45	12:45	2883
12:00	13:00	2951
		2951

Fator Hora Pico (FHP)	0,80

FHP>0,75	Aprovado

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	126	32	20	0	51	21	21	0	100	31	26	0	85	21	13	0	38	9	7	0	73	12	8	0	259	19	4	0	731	145	98	0	976
17:15	**17:30**	98	20	14	0	34	8	8	0	48	11	11	0	83	14	3	0	28	5	3	0	23	8	5	0	233	20	5	0	545	85	49	0	671
17:30	**17:45**	169	31	20	34	42	17	14	0	55	14	17	0	68	12	21	0	29	11	22	0	53	9	12	0	244	20	7	0	659	113	113	34	1025
17:45	**18:00**	133	31	17	0	60	15	11	0	14	8	7	0	6	5	6	0	14	5	6	0	17	4	5	0	317	26	8	0	561	93	61	0	714
18:00	**18:15**	96	20	7	0	24	4	2	0	42	13	10	0	14	8	11	0	11	9	9	0	20	13	15	0	302	23	6	0	509	90	60	0	659
18:15	**18:30**	68	9	8	0	35	12	9	0	23	9	16	0	26	9	8	0	17	9	8	0	26	7	10	0	288	25	5	0	482	80	63	0	634
18:30	**18:45**	79	17	14	0	40	8	5	0	89	44	42	0	105	29	29	0	8	31	23	0	65	35	31	0	240	20	3	0	625	182	146	0	978
18:45	**19:00**	149	33	21	0	71	18	11	0	41	22	17	0	62	17	15	0	47	17	10	0	40	20	14	0	206	19	2	0	615	146	89	0	842
																														TOTAL				6498
																														T. GERAL		6372		
																														Equivalência	1	0,33	2	3

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	3385
17:15	18:15	3068
17:30	18:30	3031
17:45	18:45	2984
18:00	19:00	3112
		3385

Fator Hora Pico (FHP)	0,83

FHP>0,75	Aprovado

PONTO 2 - 09/11/2023

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	48	10	6	0	26	6	4	0	122	38	31	0	104	26	16	0	47	11	8	0	89	15	10	0	372	18	3	0	809	122	79	0	1007
07:15	**07:30**	36	8	6	0	28	5	4	0	59	13	13	0	101	17	4	0	34	6	4	0	28	9	6	0	378	26	6	0	664	84	43	0	778
07:30	**07:45**	53	11	6	0	30	6	6	0	67	17	21	0	84	15	26	0	36	13	27	0	64	11	15	0	409	23	10	0	742	96	111	0	996
07:45	**08:00**	43	12	7	0	22	4	2	0	17	10	8	0	7	6	7	0	17	6	7	0	20	5	6	0	341	18	10	0	469	61	49	0	587
08:00	**08:15**	47	13	5	0	31	6	3	0	52	16	12	0	17	10	14	0	13	11	11	0	25	16	18	0	271	10	7	0	456	82	70	0	624
08:15	**08:30**	50	9	4	0	34	6	6	0	28	11	19	0	31	11	10	0	20	11	10	0	32	8	12	0	242	8	14	0	437	65	76	0	611
08:30	**08:45**	38	10	6	0	28	7	7	0	109	54	52	0	129	35	35	0	10	38	28	0	79	42	38	0	178	5	9	0	571	192	174	0	984
08:45	**09:00**	44	8	7	0	30	8	4	0	50	27	20	0	76	21	18	0	58	20	12	0	49	25	17	0	187	5	9	0	494	114	89	0	710
																										TOTAL				4643	816	690	0	6296
																										T. GERAL				6150				
																										Equivalência				1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	3367
07:15	08:15	2984
07:30	08:30	2818
07:45	08:45	2806
08:00	09:00	2929
		3367

Fator Hora Pico (FHP)	0,84

FHP>0,75	Aprovado

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	85	25	20	0	35	14	14	0	46	18	15	0	58	13	13	0	33	15	16	0	42	16	20	0	159	13	12	0	459	113	110	0	716
11:15	**11:30**	90	26	15	0	41	15	13	0	22	2	5	0	15	3	6	0	6	2	5	0	11	2	4	0	179	13	14	0	363	63	62	0	509
11:30	**11:45**	94	31	20	0	36	20	15	0	9	3	5	0	8	1	1	0	6	4	1	0	5	1	1	0	165	22	13	0	323	81	56	0	462
11:45	**12:00**	101	29	26	0	41	18	20	0	25	4	4	0	13	6	7	0	14	6	5	0	21	4	6	0	176	15	11	0	391	83	78	0	576
12:00	**12:15**	97	27	17	0	39	20	10	0	14	8	6	0	12	5	4	0	14	4	3	0	12	5	7	0	40	3	0	0	228	71	47	0	346
12:15	**12:30**	111	22	18	0	40	16	13	0	55	11	9	0	40	11	10	0	31	7	5	0	29	6	8	0	213	15	10	0	518	89	72	0	692
12:30	**12:45**	89	27	15	0	36	15	14	0	30	13	8	0	30	13	11	0	18	8	8	0	31	12	13	0	197	21	13	0	431	109	81	0	629
12:45	**13:00**	130	23	20	0	34	13	15	0	31	14	13	0	28	8	7	0	17	6	4	0	18	5	4	0	199	13	10	0	455	81	74	0	629
																										TOTAL				3168	689	580	0	4558
																										T. GERAL				4437				
																										Equivalência				1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	2262
11:15	12:15	1892
11:30	12:30	2075
11:45	12:45	2242
12:00	13:00	2296
		2296

Fator Hora Pico (FHP)	0,80

FHP>0,75	Aprovado

HORÁRIO		B1				B2				B3				B4				B5				B6				B7				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	151	39	24	0	61	25	25	0	120	37	31	0	102	25	15	0	46	11	8	0	87	14	10	0	311	23	5	0	878	174	118	0	1171
17:15	**17:30**	117	23	16	0	41	10	10	0	58	13	13	0	99	17	4	0	33	6	4	0	27	9	6	0	280	23	6	0	654	102	59	0	805
17:30	**17:45**	203	37	24	41	50	21	17	0	66	16	21	0	82	14	25	0	35	13	26	0	63	11	14	0	293	24	8	0	791	136	136	41	1230
17:45	**18:00**	159	37	21	0	72	18	14	0	17	10	8	0	7	5	7	0	17	6	7	0	20	5	6	0	381	31	10	0	673	112	73	0	856
18:00	**18:15**	115	24	8	0	29	5	3	0	50	15	12	0	17	10	14	0	13	11	11	0	24	15	18	0	362	28	7	0	610	108	72	0	790
18:15	**18:30**	82	11	9	0	41	14	11	0	27	11	19	0	31	11	10	0	20	11	10	0	32	8	12	0	346	30	5	0	578	95	76	0	761
18:30	**18:45**	95	20	17	0	48	9	6	0	106	53	50	0	126	34	34	0	10	37	27	0	77	41	37	0	288	23	4	0	750	218	176	0	1173
18:45	**19:00**	179	40	25	0	85	22	13	0	49	26	20	0	75	21	18	0	57	20	12	0	48	24	17	0	247	23	3	0	738	175	107	0	1010
																										TOTAL				5672	1119	815	41	7797
																										T. GERAL				7646				
																										Equivalência				1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	4062
17:15	18:15	3681
17:30	18:30	3637
17:45	18:45	3581
18:00	19:00	3735
		4062

Fator Hora Pico (FHP)	0,83

FHP>0,75	Aprovado

Dias: 07, 08 e 09/11/2023

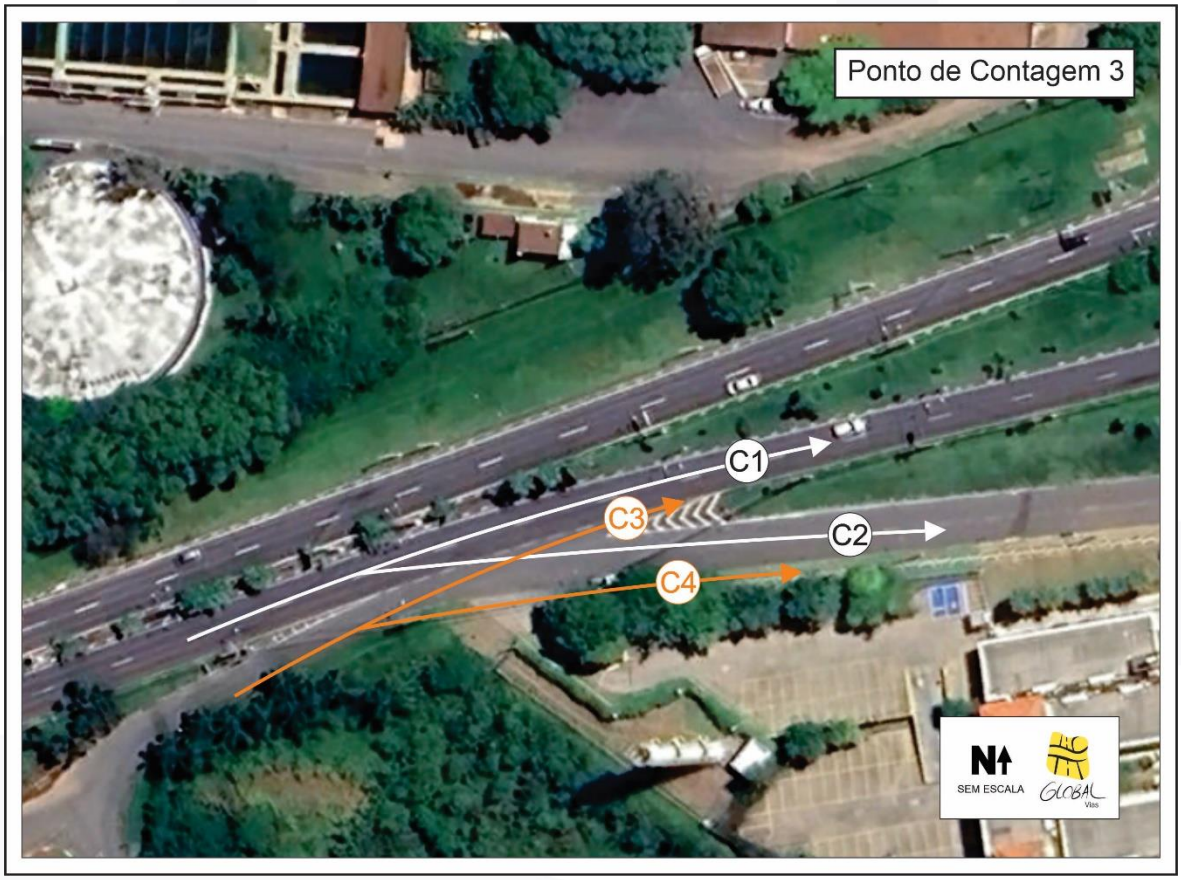


Figura 13. Ponto de Contagem 3.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 3 - 07/11/2023

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	113	36	26	0	57	18	13	0	67	29	19	0	57	21	20	0	294	104	78	0	484
07:15	**07:30**	81	37	38	0	41	19	19	0	74	33	34	0	64	38	30	0	260	127	121	0	544
07:30	**07:45**	55	28	24	0	28	14	12	0	51	20	15	0	41	16	14	0	175	78	65	0	331
07:45	**08:00**	64	21	20	0	32	11	10	0	59	18	15	0	33	17	12	0	188	67	57	0	324
08:00	**08:15**	61	21	12	0	31	11	6	0	35	24	12	0	30	11	14	0	157	67	44	0	267
08:15	**08:30**	92	34	25	0	46	17	13	0	58	24	17	0	59	17	12	0	255	92	67	0	419
08:30	**08:45**	78	23	29	0	39	12	15	0	41	19	13	0	38	16	13	0	196	70	70	0	358
08:45	**09:00**	142	46	40	0	71	23	20	0	104	42	35	0	95	39	40	0	412	150	135	0	732
																TOTAL		1935	753	636	0	3458
																T. GERAL		3324				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1683
07:15	08:15	1465
07:30	08:30	1340
07:45	08:45	1368
08:00	09:00	1776
		1776

Fator Hora Pico (FHP)	0,61

FHP>0,75	Aprovado

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	57	25	23	0	29	13	12	0	38	22	24	0	29	17	18	0	153	77	77	0	331
11:15	**11:30**	29	15	8	0	15	8	4	0	37	11	10	0	12	12	15	0	93	46	37	0	182
11:30	**11:45**	130	36	26	0	65	18	13	0	74	21	16	0	62	20	17	0	331	95	72	0	507
11:45	**12:00**	110	25	26	0	55	13	13	0	65	22	23	0	63	26	25	0	293	86	87	0	496
12:00	**12:15**	110	32	26	0	55	16	13	0	83	29	26	0	79	27	24	0	327	104	89	0	540
12:15	**12:30**	64	24	23	0	32	12	12	0	58	17	21	0	58	21	18	0	212	74	74	0	384
12:30	**12:45**	55	21	19	0	28	11	10	0	44	22	22	0	41	18	23	0	168	72	74	0	338
12:45	**13:00**	89	24	18	0	45	12	9	0	41	14	13	0	45	12	12	0	220	62	52	0	344
																TOTAL		1795	614	561	0	3121
																T. GERAL		2970				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1515
11:15	12:15	1724
11:30	12:30	**1926**
11:45	12:45	1757
12:00	13:00	1606
		1926

Fator Hora Pico (FHP)	0,89

FHP>0,75	Aprovado

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	80	20	18	0	40	10	9	0	72	27	14	0	44	10	10	0	236	67	51	0	360
17:15	**17:30**	62	16	13	0	31	8	7	0	45	15	15	0	34	15	13	0	172	54	48	0	285
17:30	**17:45**	62	20	16	0	31	10	8	0	41	17	15	0	40	12	9	0	174	59	48	0	290
17:45	**18:00**	70	22	15	0	35	11	8	0	58	15	14	0	30	11	10	0	193	59	47	0	306
18:00	**18:15**	68	15	14	0	34	8	7	0	60	20	12	0	35	19	18	0	197	62	51	0	320
18:15	**18:30**	90	19	17	0	45	10	9	0	59	13	15	0	37	17	12	0	231	59	53	0	356
18:30	**18:45**	77	14	20	0	39	7	10	0	47	18	17	0	44	20	10	0	207	59	57	0	340
18:45	**19:00**	84	29	18	0	42	15	9	0	41	19	10	0	41	19	9	0	208	82	46	0	327
																TOTAL		1618	500	400	0	2583
																T. GERAL		2517				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1241
17:15	18:15	1200
17:30	18:30	1270
17:45	18:45	1321
18:00	19:00	1342
		1342

Fator Hora Pico (FHP)	0,93

FHP>0,75	Aprovado

PONTO 3 - 08/11/2023

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	68	22	16	0	34	11	8	0	40	17	11	0	34	13	12	0	176	62	47	0	291
07:15	**07:30**	49	22	23	0	24	11	11	0	44	20	20	0	38	23	18	0	156	76	73	0	326
07:30	**07:45**	33	17	14	0	17	8	7	0	31	12	9	0	25	10	8	0	105	47	39	0	198
07:45	**08:00**	38	13	12	0	19	6	6	0	35	11	9	0	20	10	7	0	113	40	34	0	195
08:00	**08:15**	37	13	7	0	18	6	4	0	21	14	7	0	18	7	8	0	94	40	26	0	160
08:15	**08:30**	55	20	15	0	28	10	8	0	35	14	10	0	35	10	7	0	153	55	40	0	251
08:30	**08:45**	47	14	17	0	23	7	9	0	25	11	8	0	23	10	8	0	118	42	42	0	215
08:45	**09:00**	85	28	24	0	43	14	12	0	62	25	21	0	57	23	24	0	247	90	81	0	439
																TOTAL		1161	452	382	0	2075
																T. GERAL		1994				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1010
07:15	08:15	879
07:30	08:30	804
07:45	08:45	821
08:00	09:00	1065
		1065

Fator Hora Pico (FHP)	0,61

FHP>0,75	Aprovado

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	51	23	21	0	26	11	10	0	34	20	22	0	26	15	16	0	137	69	69	0	298
11:15	**11:30**	26	14	7	0	13	7	4	0	33	10	9	0	11	11	14	0	83	41	33	0	164
11:30	**11:45**	117	32	23	0	59	16	12	0	67	19	14	0	56	18	15	0	298	86	65	0	456
11:45	**12:00**	99	23	23	0	50	11	12	0	59	20	21	0	57	23	23	0	264	77	78	0	446
12:00	**12:15**	99	29	23	0	50	14	12	0	75	26	23	0	71	24	22	0	294	94	80	0	486
12:15	**12:30**	58	22	21	0	29	11	10	0	52	15	19	0	52	19	16	0	191	67	66	0	345
12:30	**12:45**	50	19	17	0	25	9	9	0	40	20	20	0	37	16	21	0	151	64	66	0	305
12:45	**13:00**	80	22	16	0	40	11	8	0	37	13	12	0	41	11	11	0	198	56	47	0	310
																TOTAL		1616	553	504	0	2809
																T. GERAL		2673				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1363
11:15	12:15	1551
11:30	12:30	1733
11:45	12:45	1581
12:00	13:00	1445
		1733

Fator Hora Pico (FHP)	0,89

FHP>0,75	Aprovado

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	60	15	14	0	30	8	7	0	54	20	11	0	33	8	8	0	177	50	38	0	270
17:15	**17:30**	47	12	10	0	23	6	5	0	34	11	11	0	26	11	10	0	129	41	36	0	214
17:30	**17:45**	47	15	12	0	23	8	6	0	31	13	11	0	30	9	7	0	131	44	36	0	217
17:45	**18:00**	53	17	11	0	26	8	6	0	44	11	11	0	23	8	8	0	145	44	35	0	229
18:00	**18:15**	51	11	11	0	26	6	5	0	45	15	9	0	26	14	14	0	148	46	38	0	240
18:15	**18:30**	68	14	13	0	34	7	6	0	44	10	11	0	28	13	9	0	173	44	39	0	267
18:30	**18:45**	58	11	15	0	29	5	8	0	35	14	13	0	33	15	8	0	155	44	43	0	255
18:45	**19:00**	63	22	14	0	32	11	7	0	31	14	8	0	31	14	7	0	156	61	35	0	245
																TOTAL		1213	375	300	0	1937
																T. GERAL		1887				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	931
17:15	18:15	900
17:30	18:30	953
17:45	18:45	991
18:00	19:00	1007
		1007

Fator Hora Pico (FHP)	0,93

FHP>0,75	Aprovado

PONTO 3 - 09/11/2023

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	90	29	21	0	45	14	10	0	54	23	15	0	46	17	16	0	235	83	62	0	387
07:15	**07:30**	65	30	30	0	32	15	15	0	59	26	27	0	51	30	24	0	208	101	97	0	435
07:30	**07:45**	44	22	19	0	22	11	10	0	41	16	12	0	33	13	11	0	140	62	52	0	264
07:45	**08:00**	51	17	16	0	26	8	8	0	47	14	12	0	26	14	10	0	150	53	46	0	259
08:00	**08:15**	49	17	10	0	24	8	5	0	28	19	10	0	24	9	11	0	125	53	35	0	213
08:15	**08:30**	74	27	20	0	37	14	10	0	46	19	14	0	47	14	10	0	204	74	53	0	335
08:30	**08:45**	62	18	23	0	31	9	12	0	33	15	10	0	30	13	10	0	157	56	56	0	287
08:45	**09:00**	114	37	32	0	57	18	16	0	83	34	28	0	76	31	32	0	330	120	108	0	586
																TOTAL		1548	602	509	0	2766
																T. GERAL		2659				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1346
07:15	08:15	1172
07:30	08:30	1072
07:45	08:45	1094
08:00	09:00	1420
		1420

Fator Hora Pico (FHP)	0,61

FHP>0,75	Aprovado

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	40	18	16	0	20	9	8	0	27	15	17	0	20	12	13	0	107	54	54	0	232
11:15	**11:30**	20	11	6	0	10	5	3	0	26	8	7	0	8	8	11	0	65	32	26	0	127
11:30	**11:45**	91	25	18	0	46	13	9	0	52	15	11	0	43	14	12	0	232	67	50	0	355
11:45	**12:00**	77	18	18	0	39	9	9	0	46	15	16	0	44	18	18	0	205	60	61	0	347
12:00	**12:15**	77	22	18	0	39	11	9	0	58	20	18	0	55	19	17	0	229	73	62	0	378
12:15	**12:30**	45	17	16	0	22	8	8	0	41	12	15	0	41	15	13	0	148	52	51	0	269
12:30	**12:45**	39	15	13	0	19	7	7	0	31	15	15	0	29	13	16	0	117	50	51	0	237
12:45	**13:00**	62	17	13	0	31	8	6	0	29	10	9	0	32	8	8	0	154	43	36	0	241
																TOTAL		1257	430	392	0	2184
																T. GERAL		2079				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1060
11:15	12:15	1206
11:30	12:30	1348
11:45	12:45	1230
12:00	13:00	1124
		1348

Fator Hora Pico (FHP)	0,89

FHP>0,75	Aprovado

HORÁRIO		C1				C2				C3				C4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	72	18	16	0	36	9	8	0	65	24	13	0	40	9	9	0	212	60	46	0	324
17:15	**17:30**	56	14	12	0	28	7	6	0	41	14	14	0	31	14	12	0	155	49	43	0	257
17:30	**17:45**	56	18	14	0	28	9	7	0	37	15	14	0	36	11	8	0	157	53	43	0	261
17:45	**18:00**	63	20	14	0	32	10	7	0	52	14	13	0	27	10	9	0	174	53	42	0	275
18:00	**18:15**	61	14	13	0	31	7	6	0	54	18	11	0	32	17	16	0	177	55	46	0	288
18:15	**18:30**	81	17	15	0	41	9	8	0	53	12	14	0	33	15	11	0	208	53	47	0	320
18:30	**18:45**	69	13	18	0	35	6	9	0	42	16	15	0	40	18	9	0	186	53	51	0	306
18:45	**19:00**	76	26	16	0	38	13	8	0	37	17	9	0	37	17	8	0	187	73	41	0	294
																TOTAL		1456	450	360	0	2325
																T. GERAL		2265				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1117
17:15	18:15	1080
17:30	18:30	1143
17:45	18:45	1189
18:00	19:00	1208
		1208

Fator Hora Pico (FHP)	0,93

FHP>0,75	Aprovado

Dias: 07, 08 e 09/11/2023

Figura 14. Ponto de Contagem 4.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 4 - 07/11/2023

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	346	72	38	0	9	2	0	0	355	74	38	0	455
07:15	**07:30**	329	67	30	0	12	3	1	0	341	70	31	0	426
07:30	**07:45**	318	78	18	0	11	3	1	0	329	81	19	0	395
07:45	**08:00**	297	56	35	0	8	4	2	0	305	60	37	0	399
08:00	**08:15**	263	35	27	0	13	2	1	0	276	37	28	0	345
08:15	**08:30**	279	29	25	0	15	1	2	0	294	30	27	0	358
08:30	**08:45**	305	35	17	0	13	3	1	0	318	38	18	0	366
08:45	**09:00**	288	26	18	0	8	4	1	0	296	30	19	0	344
								TOTAL		2514	420	217	0	3088
								T. GERAL		3152				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1675
07:15	08:15	1565
07:30	08:30	1497
07:45	08:45	1468
08:00	09:00	1413
		1675

Fator Hora Pico (FHP)	**0,92**

FHP>0,75	Aprovado

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	364	64	29	0	19	5	7	0	383	69	36	0	478
11:15	**11:30**	346	56	23	0	5	5	2	0	351	61	25	0	421
11:30	**11:45**	335	68	14	0	28	7	7	0	363	75	21	0	430
11:45	**12:00**	313	47	30	0	11	9	13	0	324	56	43	0	429
12:00	**12:15**	277	29	21	0	5	7	5	0	282	36	26	0	346
12:15	**12:30**	294	24	19	0	6	8	6	0	300	32	25	0	361
12:30	**12:45**	321	29	13	0	5	2	6	0	326	31	19	0	374
12:45	**13:00**	303	22	14	0	19	3	7	0	322	25	21	0	372
								TOTAL		2651	385	216	0	3211
								T. GERAL		3252				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1758
11:15	12:15	1626
11:30	12:30	1565
11:45	12:45	1510
12:00	13:00	1453
		1758

Fator Hora Pico (FHP)	**0,92**

FHP>0,75	Aprovado

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	269	5	11	0	11	2	3	0	280	7	14	0	310
17:15	**17:30**	296	109	11	0	12	13	3	0	309	122	13	0	376
17:30	**17:45**	333	122	12	0	14	15	3	0	347	137	15	0	423
17:45	**18:00**	424	33	5	0	40	4	2	0	464	37	7	0	490
18:00	**18:15**	425	27	9	0	13	6	2	0	438	33	11	0	471
18:15	**18:30**	362	61	5	0	6	6	6	0	368	67	11	0	412
18:30	**18:45**	421	35	5	0	10	4	2	0	431	39	7	0	458
18:45	**19:00**	396	34	10	0	15	3	1	0	411	37	11	0	445
								TOTAL		3048	479	89	0	3386
								T. GERAL		3616				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1600
17:15	18:15	1760
17:30	18:30	1796
17:45	18:45	**1832**
18:00	19:00	1787
		1832

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

FHP>0,75	Aprovado

PONTO 4 - 08/11/2023

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	207	43	23	0	5	1	0	0	213	44	23	0	273
07:15	**07:30**	197	40	18	0	7	2	1	0	204	42	19	0	256
07:30	**07:45**	191	47	11	0	7	2	1	0	198	49	12	0	237
07:45	**08:00**	178	34	21	0	5	2	1	0	183	36	22	0	240
08:00	**08:15**	158	21	16	0	8	1	1	0	166	22	17	0	207
08:15	**08:30**	168	17	15	0	9	1	1	0	177	18	16	0	215
08:30	**08:45**	183	21	10	0	8	2	1	0	191	23	11	0	220
08:45	**09:00**	173	16	11	0	5	2	1	0	178	18	12	0	207
								TOTAL		1509	252	130	0	1853
								T. GERAL		1891				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1005
07:15	08:15	939
07:30	08:30	898
07:45	08:45	881
08:00	09:00	848
		1005

Fator Hora Pico (FHP)	**0,92**
FHP>0,75	Aprovado

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	328	58	26	0	17	5	6	0	345	62	32	0	430
11:15	**11:30**	311	50	21	0	5	5	2	0	316	55	23	0	379
11:30	**11:45**	302	61	13	0	25	6	6	0	327	68	19	0	387
11:45	**12:00**	282	42	27	0	10	8	12	0	292	50	39	0	386
12:00	**12:15**	249	26	19	0	5	6	5	0	254	32	23	0	311
12:15	**12:30**	265	22	17	0	5	7	5	0	270	29	23	0	325
12:30	**12:45**	289	26	12	0	5	2	5	0	293	28	17	0	337
12:45	**13:00**	273	20	13	0	17	3	6	0	290	23	19	0	335
								TOTAL		2386	347	194	0	2890
								T. GERAL		2927				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1582
11:15	12:15	1463
11:30	12:30	1409
11:45	12:45	1359
12:00	13:00	1308
		1582

Fator Hora Pico (FHP)	**0,92**
FHP>0,75	Aprovado

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	202	4	8	0	8	2	2	0	210	5	11	0	233
17:15	**17:30**	222	81	8	0	9	10	2	0	232	91	10	0	282
17:30	**17:45**	250	92	9	0	11	11	2	0	260	103	11	0	317
17:45	**18:00**	318	25	4	0	30	3	2	0	348	28	5	0	368
18:00	**18:15**	319	20	7	0	10	5	2	0	329	25	8	0	353
18:15	**18:30**	272	46	4	0	5	5	5	0	276	50	8	0	309
18:30	**18:45**	316	26	4	0	8	3	2	0	323	29	5	0	344
18:45	**19:00**	297	26	8	0	11	2	1	0	308	28	8	0	334
								TOTAL		2286	359	67	0	2540
								T. GERAL		2712				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1200
17:15	18:15	1320
17:30	18:30	1347
17:45	18:45	1374
18:00	19:00	1340
		1374

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

PONTO 4 - 09/11/2023

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	277	58	30	0	7	2	0	0	284	59	30	0	364
07:15	**07:30**	263	54	24	0	10	2	1	0	273	56	25	0	341
07:30	**07:45**	255	62	15	0	9	2	1	0	263	65	15	0	316
07:45	**08:00**	238	45	28	0	6	3	2	0	244	48	30	0	320
08:00	**08:15**	211	28	22	0	10	2	1	0	221	29	23	0	276
08:15	**08:30**	223	23	20	0	12	1	2	0	235	24	21	0	286
08:30	**08:45**	244	28	14	0	10	2	1	0	254	30	14	0	293
08:45	**09:00**	230	21	15	0	6	3	1	0	237	24	15	0	276
								TOTAL		2011	336	174	0	2471
								T. GERAL		2521				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1340
07:15	08:15	1252
07:30	08:30	1197
07:45	08:45	1175
08:00	09:00	1131
		1340

Fator Hora Pico (FHP)	**0,92**
FHP>0,75	Aprovado

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	255	45	20	0	13	4	5	0	268	48	25	0	335
11:15	**11:30**	242	39	16	0	4	4	1	0	246	43	18	0	295
11:30	**11:45**	235	48	10	0	20	5	5	0	254	53	15	0	301
11:45	**12:00**	219	33	21	0	8	6	9	0	227	39	30	0	300
12:00	**12:15**	194	20	15	0	4	5	4	0	197	25	18	0	242
12:15	**12:30**	206	17	13	0	4	6	4	0	210	22	18	0	252
12:30	**12:45**	225	20	9	0	4	1	4	0	228	22	13	0	262
12:45	**13:00**	212	15	10	0	13	2	5	0	225	18	15	0	261
								TOTAL		1856	270	151	0	2248
								T. GERAL		2276				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1231
11:15	12:15	1138
11:30	12:30	1096
11:45	12:45	1057
12:00	13:00	1017
		1231

Fator Hora Pico (FHP)	**0,92**
FHP>0,75	Aprovado

HORÁRIO		D1				D2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	242	5	10	0	10	2	3	0	252	6	13	0	279
17:15	**17:30**	267	98	10	0	11	12	2	0	278	110	12	0	339
17:30	**17:45**	300	110	11	0	13	14	3	0	312	123	14	0	380
17:45	**18:00**	382	30	5	0	36	4	2	0	418	33	6	0	441
18:00	**18:15**	383	24	8	0	12	5	2	0	394	30	10	0	424
18:15	**18:30**	326	55	5	0	5	5	5	0	331	60	10	0	371
18:30	**18:45**	379	32	5	0	9	4	2	0	388	35	6	0	412
18:45	**19:00**	356	31	9	0	14	3	1	0	370	33	10	0	401
								TOTAL		2743	431	80	0	3048
								T. GERAL		3254				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1440
17:15	18:15	1584
17:30	18:30	1617
17:45	18:45	1649
18:00	19:00	1608
		1649

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

Dias: 07, 08 e 09/11/2023

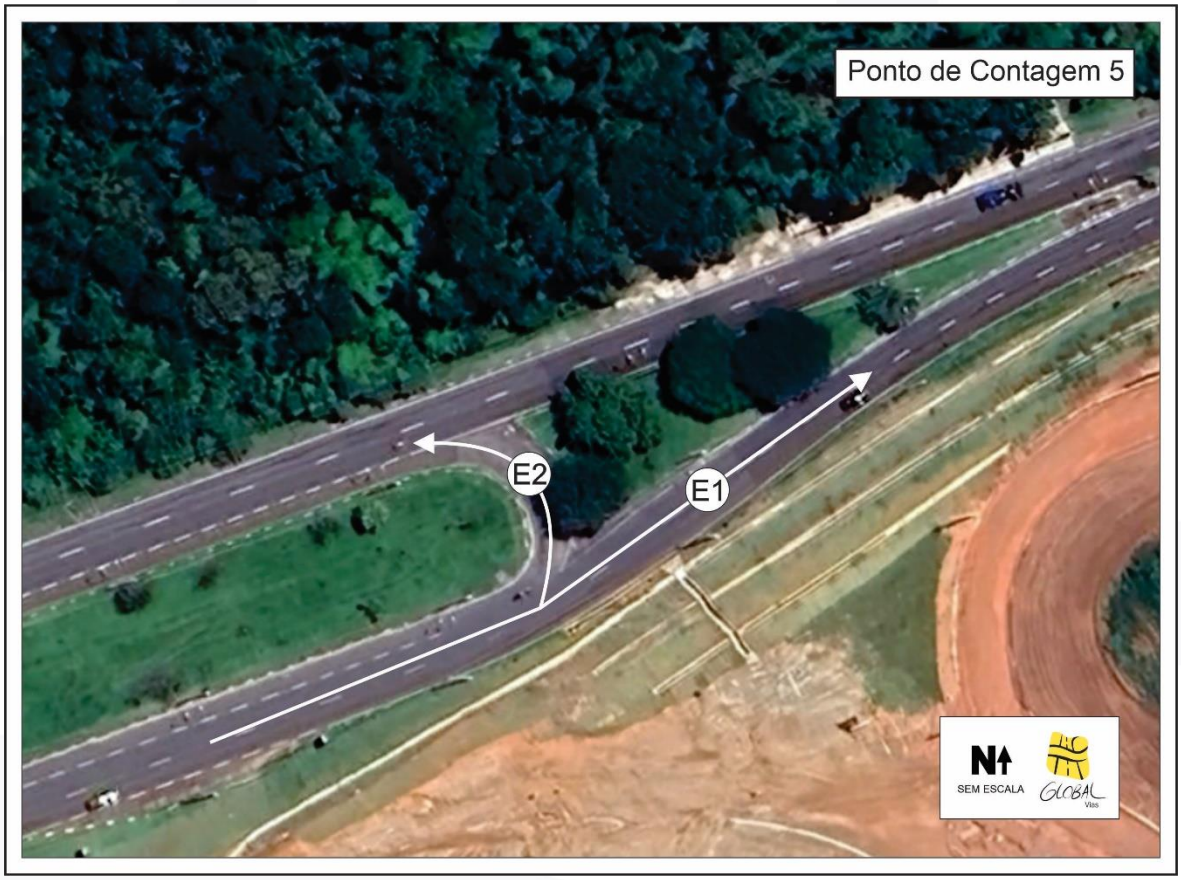


Figura 15. Ponto de Contagem 5.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 5 - 07/11/2023

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	313	67	31	0	9	2	1	0	322	69	32	0	409
07:15	**07:30**	315	62	25	0	21	3	2	0	336	65	27	0	411
07:30	**07:45**	325	79	34	0	35	1	1	0	360	80	35	0	457
07:45	**08:00**	301	34	43	0	47	2	1	0	348	36	44	0	449
08:00	**08:15**	239	23	24	0	31	4	2	0	270	27	26	0	331
08:15	**08:30**	241	29	22	0	23	3	1	0	264	32	23	0	320
08:30	**08:45**	314	19	29	0	21	2	2	0	335	21	31	0	405
08:45	**09:00**	315	13	34	0	16	3	1	0	331	16	35	0	407
								TOTAL		2566	347	254	0	3189
								T. GERAL		3167				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1726
07:15	08:15	1648
07:30	08:30	1557
07:45	08:45	1505
08:00	09:00	1463
		1726

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

FHP>0,75	Aprovado

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	344	71	20	0	33	5	3	0	377	76	23	0	448
11:15	**11:30**	333	63	16	0	5	5	5	0	338	68	21	0	403
11:30	**11:45**	357	80	22	0	41	15	9	0	398	95	31	0	492
11:45	**12:00**	327	35	28	0	17	15	11	0	344	50	39	0	439
12:00	**12:15**	258	23	14	0	2	5	7	0	260	28	21	0	311
12:15	**12:30**	263	31	14	0	2	7	13	0	265	38	27	0	332
12:30	**12:45**	332	20	19	0	11	4	3	0	343	24	22	0	395
12:45	**13:00**	320	14	22	0	15	8	7	0	335	22	29	0	400
								TOTAL		2660	401	213	0	3220
								T. GERAL		3274				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1781
11:15	12:15	1644
11:30	12:30	1573
11:45	12:45	1477
12:00	13:00	1438
		1781

Fator Hora Pico (FHP)	**0,91**

FHP>0,75	Aprovado

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	284	7	8	0	9	1	2	0	293	8	10	0	316
17:15	**17:30**	314	22	8	0	16	17	2	0	330	39	10	0	363
17:30	**17:45**	353	25	9	0	18	19	2	0	371	44	11	0	408
17:45	**18:00**	486	26	6	0	34	4	5	0	520	30	11	0	552
18:00	**18:15**	403	14	5	0	12	10	4	0	415	24	9	0	441
18:15	**18:30**	352	27	9	0	7	2	2	0	359	29	11	0	391
18:30	**18:45**	471	18	12	0	4	4	3	0	475	22	15	0	512
18:45	**19:00**	469	24	17	0	2	2	4	0	471	26	21	0	522
								TOTAL		3234	222	98	0	3504
								T. GERAL		3554				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1638
17:15	18:15	1763
17:30	18:30	1791
17:45	18:45	**1896**
18:00	19:00	1866
		1896

Fator Hora Pico (FHP)	**0,86**

FHP>0,75	Aprovado

PONTO 5 - 08/11/2023

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	188	40	19	0	5	1	1	0	193	42	19	0	245
07:15	**07:30**	189	37	15	0	13	2	1	0	202	39	16	0	247
07:30	**07:45**	195	47	20	0	21	1	1	0	216	48	21	0	274
07:45	**08:00**	181	20	26	0	28	1	1	0	209	22	27	0	269
08:00	**08:15**	143	14	14	0	19	2	1	0	162	16	16	0	199
08:15	**08:30**	145	18	13	0	14	2	1	0	158	19	14	0	192
08:30	**08:45**	188	11	18	0	13	1	1	0	201	13	19	0	243
08:45	**09:00**	189	8	20	0	10	2	1	0	199	10	21	0	244
								TOTAL		1540	208	152	0	1913
								T. GERAL		1900				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1036
07:15	08:15	989
07:30	08:30	934
07:45	08:45	903
08:00	09:00	878
		1036

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

FHP>0,75	Aprovado

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	310	64	18	0	30	5	3	0	339	68	21	0	404
11:15	**11:30**	300	57	14	0	5	5	5	0	304	61	19	0	362
11:30	**11:45**	321	72	20	0	37	14	8	0	358	86	28	0	443
11:45	**12:00**	294	32	25	0	15	14	10	0	310	45	35	0	395
12:00	**12:15**	232	21	13	0	2	5	6	0	234	25	19	0	280
12:15	**12:30**	237	28	13	0	2	6	12	0	239	34	24	0	299
12:30	**12:45**	299	18	17	0	10	4	3	0	309	22	20	0	356
12:45	**13:00**	288	13	20	0	14	7	6	0	302	20	26	0	360
								TOTAL		2394	361	192	0	2898
								T. GERAL		2947				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1603
11:15	12:15	1480
11:30	12:30	1416
11:45	12:45	1329
12:00	13:00	1295
		1603

Fator Hora Pico (FHP)	**0,91**

FHP>0,75	Aprovado

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	213	5	6	0	7	1	2	0	220	6	8	0	237
17:15	**17:30**	236	17	6	0	12	13	1	0	248	29	7	0	272
17:30	**17:45**	265	19	7	0	14	14	2	0	278	33	8	0	306
17:45	**18:00**	365	20	5	0	26	3	4	0	390	23	8	0	414
18:00	**18:15**	302	11	4	0	9	8	3	0	311	18	7	0	331
18:15	**18:30**	264	20	7	0	5	2	2	0	269	22	8	0	293
18:30	**18:45**	353	14	9	0	3	3	2	0	356	17	11	0	384
18:45	**19:00**	352	18	13	0	2	2	3	0	353	20	16	0	391
								TOTAL		2426	167	73	0	2628
								T. GERAL		2666				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1229
17:15	18:15	1323
17:30	18:30	1344
17:45	18:45	1422
18:00	19:00	1399
		1422

Fator Hora Pico (FHP)	**0,86**

FHP>0,75	Aprovado

PONTO 5 - 09/11/2023

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	250	54	25	0	7	2	1	0	258	56	26	0	327
07:15	**07:30**	252	50	20	0	17	2	2	0	269	52	21	0	329
07:30	**07:45**	260	63	27	0	28	1	1	0	288	64	28	0	365
07:45	**08:00**	241	27	35	0	38	2	1	0	278	29	36	0	359
08:00	**08:15**	191	18	19	0	25	3	2	0	216	22	21	0	265
08:15	**08:30**	193	24	17	0	18	2	1	0	211	26	18	0	256
08:30	**08:45**	251	15	24	0	17	2	2	0	268	17	25	0	324
08:45	**09:00**	252	11	27	0	13	2	1	0	265	13	28	0	325
								TOTAL		2053	278	203	0	2551
								T. GERAL		2533				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1381
07:15	08:15	1318
07:30	08:30	1246
07:45	08:45	1204
08:00	09:00	1170
		1381

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

FHP>0,75	Aprovado

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	241	50	14	0	23	4	2	0	264	53	16	0	314
11:15	**11:30**	233	44	11	0	4	4	4	0	237	48	15	0	282
11:30	**11:45**	250	56	15	0	29	11	6	0	279	67	22	0	344
11:45	**12:00**	229	25	20	0	12	11	8	0	241	35	27	0	307
12:00	**12:15**	181	16	10	0	1	4	5	0	182	20	15	0	218
12:15	**12:30**	184	22	10	0	1	5	9	0	186	27	19	0	232
12:30	**12:45**	232	14	13	0	8	3	2	0	240	17	15	0	277
12:45	**13:00**	224	10	15	0	11	6	5	0	235	15	20	0	280
								TOTAL		1862	281	149	0	2254
								T. GERAL		2292				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	1247
11:15	12:15	1151
11:30	12:30	1101
11:45	12:45	1034
12:00	13:00	1007
		1247

Fator Hora Pico (FHP)	**0,91**

FHP>0,75	Aprovado

HORÁRIO		E1				E2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	256	6	7	0	8	1	2	0	264	7	9	0	284
17:15	**17:30**	283	20	7	0	14	15	2	0	297	35	9	0	327
17:30	**17:45**	318	23	8	0	16	17	2	0	334	40	10	0	367
17:45	**18:00**	437	23	5	0	31	4	5	0	468	27	10	0	497
18:00	**18:15**	363	13	5	0	11	9	4	0	374	22	8	0	397
18:15	**18:30**	317	24	8	0	6	2	2	0	323	26	10	0	352
18:30	**18:45**	424	16	11	0	4	4	3	0	428	20	14	0	461
18:45	**19:00**	422	22	15	0	2	2	4	0	424	23	19	0	470
								TOTAL		2911	200	88	0	3153
								T. GERAL		3199				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1474
17:15	18:15	1587
17:30	18:30	1612
17:45	18:45	1706
18:00	19:00	1679
		1706

Fator Hora Pico (FHP)	**0,86**

FHP>0,75	Aprovado

Dias: 07, 08 e 09/11/2023

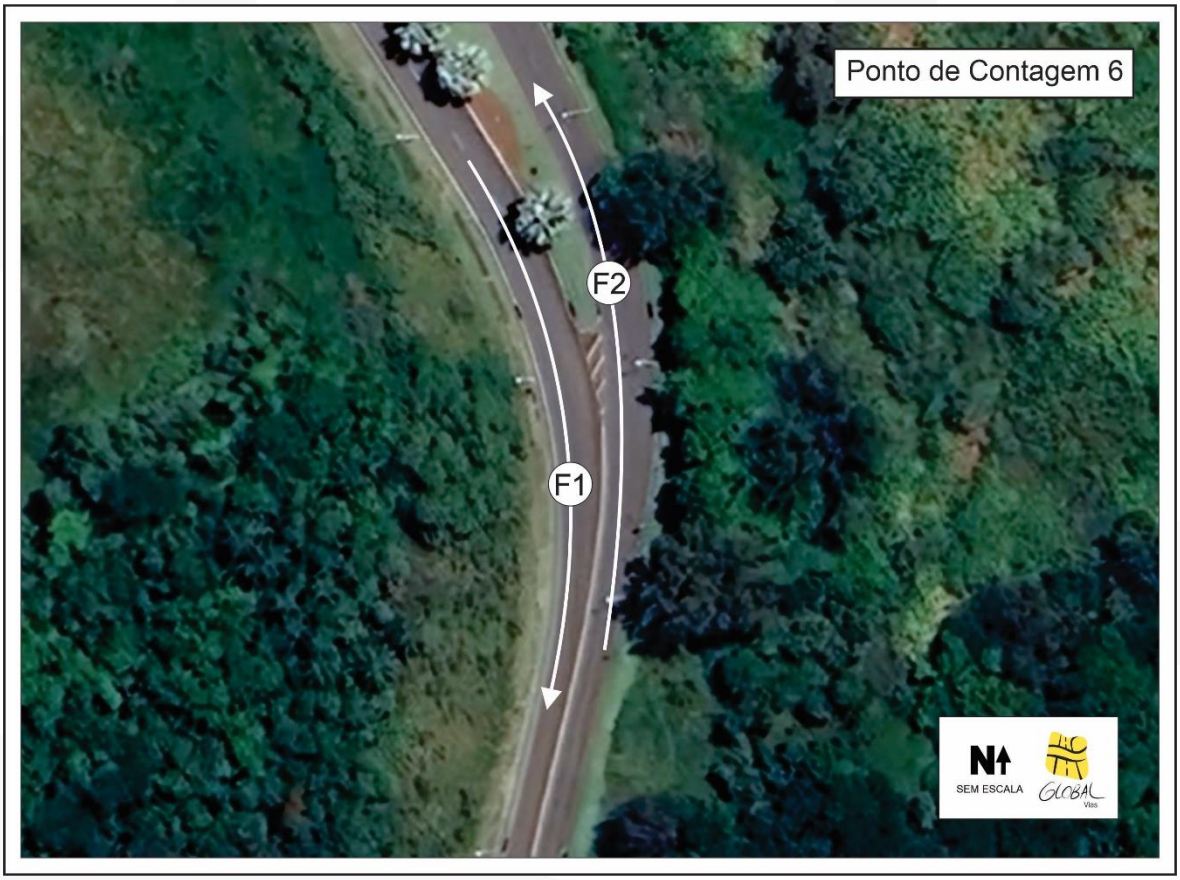


Figura 16. Ponto de Contagem 6.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 6 - 07/11/2023

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	189	46	30	0	170	32	23	0	359	78	53	0	491
07:15	**07:30**	169	30	9	0	77	20	13	0	246	49	22	0	306
07:30	**07:45**	150	35	66	0	125	30	52	0	275	64	117	0	531
07:45	**08:00**	31	15	18	0	47	14	17	0	78	29	36	0	159
08:00	**08:15**	38	26	31	0	47	33	37	0	85	60	68	0	241
08:15	**08:30**	64	28	25	0	66	24	28	0	130	52	53	0	253
08:30	**08:45**	174	91	78	0	112	100	82	0	285	191	160	0	669
08:45	**09:00**	168	52	38	0	133	56	37	0	301	108	75	0	487
								TOTAL		1760	631	583	0	3136
								T. GERAL		2974				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1487
07:15	08:15	1237
07:30	08:30	1184
07:45	08:45	1321
08:00	09:00	**1649**
		1649

Fator Hora Pico (FHP)	**0,62**
FHP>0,75	Aprovado

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	130	40	42	0	107	45	51	0	237	85	93	0	451
11:15	**11:30**	31	7	15	0	25	6	13	0	56	13	28	0	116
11:30	**11:45**	20	7	4	0	16	7	3	0	36	14	7	0	55
11:45	**12:00**	38	18	17	0	50	15	16	0	88	33	33	0	165
12:00	**12:15**	37	12	10	0	37	12	14	0	74	24	24	0	130
12:15	**12:30**	101	25	21	0	86	19	18	0	187	44	39	0	280
12:30	**12:45**	69	30	26	0	70	29	29	0	139	59	55	0	269
12:45	**13:00**	64	19	16	0	49	15	12	0	113	34	28	0	180
								TOTAL		930	306	307	0	1646
								T. GERAL		1543				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	787
11:15	12:15	466
11:30	12:30	629
11:45	12:45	843
12:00	13:00	859
		859

Fator Hora Pico (FHP)	**0,48**
FHP>0,75	Aprovado

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	164	40	26	0	148	28	20	0	312	68	46	0	427
17:15	**17:30**	147	26	8	0	67	17	11	0	214	43	19	0	266
17:30	**17:45**	130	30	57	0	109	26	45	0	239	56	102	0	462
17:45	**18:00**	27	13	16	0	41	12	15	0	68	25	31	0	138
18:00	**18:15**	33	23	27	0	41	29	32	0	74	52	59	0	209
18:15	**18:30**	56	24	22	0	57	21	24	0	113	45	46	0	220
18:30	**18:45**	151	79	68	0	97	87	71	0	248	166	139	0	581
18:45	**19:00**	146	45	33	0	116	49	32	0	262	94	65	0	423
								TOTAL		1530	549	507	0	2727
								T. GERAL		2586				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1293
17:15	18:15	1076
17:30	18:30	1029
17:45	18:45	1149
18:00	19:00	1434
		1434

Fator Hora Pico (FHP)	**0,62**
FHP>0,75	Aprovado

PONTO 6 - 08/11/2023

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	113	28	18	0	102	19	14	0	215	47	32	0	294
07:15	**07:30**	101	18	6	0	46	12	8	0	148	30	13	0	184
07:30	**07:45**	90	21	39	0	75	18	31	0	165	39	70	0	319
07:45	**08:00**	19	9	11	0	28	8	10	0	47	17	21	0	95
08:00	**08:15**	23	16	19	0	28	20	22	0	51	36	41	0	144
08:15	**08:30**	39	17	15	0	39	14	17	0	78	31	32	0	152
08:30	**08:45**	104	55	47	0	67	60	49	0	171	115	96	0	401
08:45	**09:00**	101	31	23	0	80	34	22	0	181	65	45	0	292
								TOTAL		1056	379	350	0	1882
								T. GERAL		1784				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	892
07:15	08:15	742
07:30	08:30	710
07:45	08:45	793
08:00	09:00	989
		989

Fator Hora Pico (FHP)	**0,62**

FHP>0,75	Aprovado

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	117	36	38	0	96	41	46	0	213	77	84	0	406
11:15	**11:30**	28	6	14	0	23	5	12	0	50	12	25	0	105
11:30	**11:45**	18	6	4	0	14	6	3	0	32	13	6	0	49
11:45	**12:00**	34	16	15	0	45	14	14	0	79	30	30	0	149
12:00	**12:15**	33	11	9	0	33	11	13	0	67	22	22	0	117
12:15	**12:30**	91	23	19	0	77	17	16	0	168	40	35	0	252
12:30	**12:45**	62	27	23	0	63	26	26	0	125	53	50	0	242
12:45	**13:00**	58	17	14	0	44	14	11	0	102	31	25	0	162
								TOTAL		837	275	276	0	1481
								T. GERAL		1389				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	709
11:15	12:15	419
11:30	12:30	566
11:45	12:45	759
12:00	13:00	773
		773

Fator Hora Pico (FHP)	**0,48**

FHP>0,75	Aprovado

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	123	30	20	0	111	21	15	0	234	51	35	0	320
17:15	**17:30**	110	20	6	0	50	13	8	0	161	32	14	0	200
17:30	**17:45**	98	23	43	0	82	20	34	0	179	42	77	0	346
17:45	**18:00**	20	10	12	0	31	9	11	0	51	19	23	0	104
18:00	**18:15**	25	17	20	0	31	22	24	0	56	39	44	0	157
18:15	**18:30**	42	18	17	0	43	16	18	0	85	34	35	0	165
18:30	**18:45**	113	59	51	0	73	65	53	0	186	125	104	0	436
18:45	**19:00**	110	34	25	0	87	37	24	0	197	71	49	0	318
								TOTAL		1148	412	380	0	2045
								T. GERAL		1940				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	970
17:15	18:15	807
17:30	18:30	772
17:45	18:45	862
18:00	19:00	1076
		1076

Fator Hora Pico (FHP)	**0,62**

FHP>0,75	Aprovado

PONTO 6 - 09/11/2023

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	151	37	24	0	136	26	18	0	287	63	42	0	393
07:15	**07:30**	135	24	7	0	62	16	10	0	197	40	17	0	245
07:30	**07:45**	120	28	52	0	100	24	41	0	220	52	94	0	425
07:45	**08:00**	25	12	15	0	38	11	14	0	63	23	29	0	127
08:00	**08:15**	30	21	25	0	38	27	29	0	68	48	54	0	193
08:15	**08:30**	52	22	20	0	52	19	22	0	104	41	42	0	202
08:30	**08:45**	139	73	63	0	89	80	65	0	228	153	128	0	535
08:45	**09:00**	134	41	30	0	107	45	29	0	241	86	60	0	389
								TOTAL		1408	505	466	0	2509
								T. GERAL		2379				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	1190
07:15	08:15	990
07:30	08:30	947
07:45	08:45	1057
08:00	09:00	1319
		1319

Fator Hora Pico (FHP)	**0,62**

FHP>0,75	Aprovado

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	91	28	29	0	75	32	36	0	166	60	65	0	316
11:15	**11:30**	22	5	11	0	18	4	9	0	39	9	20	0	81
11:30	**11:45**	14	5	3	0	11	5	2	0	25	10	5	0	38
11:45	**12:00**	27	13	12	0	35	11	11	0	62	23	23	0	116
12:00	**12:15**	26	8	7	0	26	8	10	0	52	17	17	0	91
12:15	**12:30**	71	18	15	0	60	13	13	0	131	31	27	0	196
12:30	**12:45**	48	21	18	0	49	20	20	0	97	41	39	0	188
12:45	**13:00**	45	13	11	0	34	11	8	0	79	24	20	0	126
								TOTAL		651	214	215	0	1152
								T. GERAL		1080				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	551
11:15	12:15	326
11:30	12:30	441
11:45	12:45	590
12:00	13:00	601
		601

Fator Hora Pico (FHP)	**0,48**

FHP>0,75	Aprovado

HORÁRIO		F1				F2				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	148	36	23	0	133	25	18	0	281	61	41	0	384
17:15	**17:30**	132	23	7	0	60	15	10	0	193	39	17	0	240
17:30	**17:45**	117	27	51	0	98	23	41	0	215	50	92	0	416
17:45	**18:00**	24	12	14	0	37	11	14	0	61	23	28	0	125
18:00	**18:15**	30	21	24	0	37	26	29	0	67	47	53	0	188
18:15	**18:30**	50	22	20	0	51	19	22	0	102	41	41	0	198
18:30	**18:45**	136	71	61	0	87	78	64	0	223	149	125	0	523
18:45	**19:00**	131	41	30	0	104	44	29	0	236	85	59	0	381
								TOTAL		1377	494	456	0	2454
								T. GERAL		2327				
								Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	1164
17:15	18:15	968
17:30	18:30	926
17:45	18:45	1034
18:00	19:00	1291
		1291

Fator Hora Pico (FHP)	**0,62**

FHP>0,75	Aprovado

Dias: 07, 08 e 09/11/2023

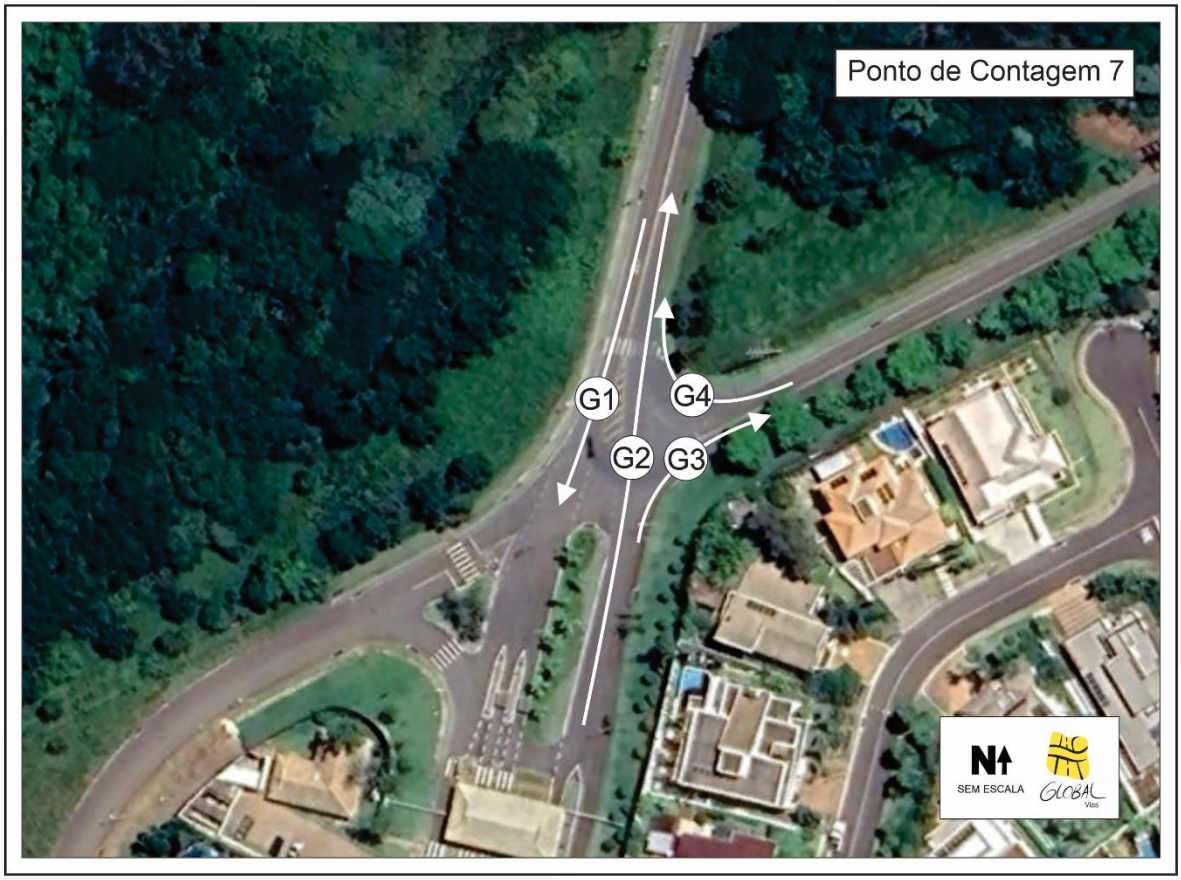


Figura 17. Ponto de Contagem 7.
Fonte: Google Earth / Elaborado por: GLOBAL VIAS.

PONTO 7 - 07/11/2023

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	10	1	0	0	12	0	0	0	4	0	0	0	32	0	1	0	58	1	1	0	60
07:15	**07:30**	6	2	0	0	15	0	0	0	0	0	0	0	24	2	0	0	45	4	0	0	46
07:30	**07:45**	8	0	0	0	9	1	1	0	4	0	0	0	39	3	2	0	60	4	3	0	67
07:45	**08:00**	13	3	1	0	17	1	0	0	9	1	2	0	42	4	1	0	81	9	4	0	92
08:00	**08:15**	14	4	2	0	19	2	1	0	3	0	0	0	22	1	1	0	58	7	4	0	68
08:15	**08:30**	6	1	1	0	22	2	0	0	9	2	1	0	37	2	0	0	74	7	2	0	80
08:30	**08:45**	7	0	0	0	18	0	0	0	1	0	0	0	22	1	1	0	48	1	1	0	50
08:45	**09:00**	5	0	0	0	16	0	1	0	8	0	0	0	24	0	0	0	53	0	1	0	55
																TOTAL		477	33	16	0	520
																T. GERAL		526				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	266
07:15	08:15	274
07:30	08:30	308
07:45	08:45	291
08:00	09:00	254
		308

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

FHP>0,75	Aprovado

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	3	1	0	0	11	1	0	0	2	1	0	0	24	0	0	0	40	3	0	0	41
11:15	**11:30**	4	0	0	0	7	0	0	0	4	0	0	0	17	0	0	0	32	0	0	0	32
11:30	**11:45**	7	1	2	0	16	0	0	0	7	2	0	0	22	1	1	0	52	4	3	0	59
11:45	**12:00**	9	0	0	0	14	3	1	0	2	1	0	0	26	1	0	0	51	5	1	0	55
12:00	**12:15**	7	2	0	0	18	2	0	0	1	0	0	0	27	2	1	0	53	6	1	0	57
12:15	**12:30**	4	0	0	0	19	0	1	0	0	2	1	0	14	0	0	0	37	2	2	0	42
12:30	**12:45**	2	0	0	0	12	2	0	0	0	0	0	0	15	0	1	0	29	2	1	0	32
12:45	**13:00**	3	1	0	0	8	0	0	0	2	0	0	0	10	0	0	0	23	1	0	0	23
																TOTAL		317	23	8	0	341
																T. GERAL		348				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	187
11:15	12:15	203
11:30	12:30	213
11:45	12:45	185
12:00	13:00	154
		213

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

FHP>0,75	Aprovado

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	12	0	0	0	14	1	0	0	5	0	0	0	29	1	0	0	60	2	0	0	61
17:15	**17:30**	14	1	0	0	10	0	0	0	6	1	0	0	30	2	0	0	60	4	0	0	61
17:30	**17:45**	9	0	0	0	17	2	0	0	8	0	0	0	24	1	0	0	58	3	0	0	59
17:45	**18:00**	16	2	0	0	26	3	1	0	6	2	1	0	34	2	0	0	82	9	2	0	89
18:00	**18:15**	19	1	1	0	22	0	0	0	4	0	0	0	46	2	1	0	91	3	2	0	96
18:15	**18:30**	10	1	0	0	13	0	1	0	9	2	0	0	32	0	1	0	64	3	2	0	69
18:30	**18:45**	9	0	0	0	8	1	0	0	3	1	1	0	28	2	0	0	48	4	1	0	51
18:45	**19:00**	11	0	0	0	18	0	0	0	4	1	0	0	24	0	0	0	57	1	0	0	57
																TOTAL		520	29	7	0	544
																T. GERAL		556				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	270
17:15	18:15	305
17:30	18:30	**313**
17:45	18:45	305
18:00	19:00	274
		313

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

FHP>0,75	Aprovado

PONTO 7 - 08/11/2023

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	6	1	0	0	7	0	0	0	2	0	0	0	19	0	1	0	35	1	1	0	36
07:15	**07:30**	4	1	0	0	9	0	0	0	0	0	0	0	14	1	0	0	27	2	0	0	28
07:30	**07:45**	5	0	0	0	5	1	1	0	2	0	0	0	23	2	1	0	36	2	2	0	40
07:45	**08:00**	8	2	1	0	10	1	0	0	5	1	1	0	25	2	1	0	49	5	2	0	55
08:00	**08:15**	8	2	1	0	11	1	1	0	2	0	0	0	13	1	1	0	35	4	2	0	41
08:15	**08:30**	4	1	1	0	13	1	0	0	5	1	1	0	22	1	0	0	44	4	1	0	48
08:30	**08:45**	4	0	0	0	11	0	0	0	1	0	0	0	13	1	1	0	29	1	1	0	30
08:45	**09:00**	3	0	0	0	10	0	1	0	5	0	0	0	14	0	0	0	32	0	1	0	33
																TOTAL		286	20	10	0	312
																T. GERAL		316				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	160
07:15	08:15	164
07:30	08:30	185
07:45	08:45	175
08:00	09:00	152
		185

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

FHP>0,75	Aprovado

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	3	1	0	0	10	1	0	0	2	1	0	0	22	0	0	0	36	3	0	0	37
11:15	**11:30**	4	0	0	0	6	0	0	0	4	0	0	0	15	0	0	0	29	0	0	0	29
11:30	**11:45**	6	1	2	0	14	0	0	0	6	2	0	0	20	1	1	0	47	4	3	0	53
11:45	**12:00**	8	0	0	0	13	3	1	0	2	1	0	0	23	1	0	0	46	5	1	0	49
12:00	**12:15**	6	2	0	0	16	2	0	0	1	0	0	0	24	2	1	0	48	5	1	0	51
12:15	**12:30**	4	0	0	0	17	0	1	0	0	2	1	0	13	0	0	0	33	2	2	0	38
12:30	**12:45**	2	0	0	0	11	2	0	0	0	0	0	0	14	0	1	0	26	2	1	0	29
12:45	**13:00**	3	1	0	0	7	0	0	0	2	0	0	0	9	0	0	0	21	1	0	0	21
																TOTAL		285	21	7	0	307
																T. GERAL		313				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	168
11:15	12:15	183
11:30	12:30	191
11:45	12:45	167
12:00	13:00	138
		191

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

FHP>0,75	Aprovado

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	9	0	0	0	11	1	0	0	4	0	0	0	22	1	0	0	45	2	0	0	46
17:15	**17:30**	11	1	0	0	8	0	0	0	5	1	0	0	23	2	0	0	45	3	0	0	46
17:30	**17:45**	7	0	0	0	13	2	0	0	6	0	0	0	18	1	0	0	44	2	0	0	44
17:45	**18:00**	12	2	0	0	20	2	1	0	5	2	1	0	26	2	0	0	62	7	2	0	67
18:00	**18:15**	14	1	1	0	17	0	0	0	3	0	0	0	35	2	1	0	68	2	2	0	72
18:15	**18:30**	8	1	0	0	10	0	1	0	7	2	0	0	24	0	1	0	48	2	2	0	52
18:30	**18:45**	7	0	0	0	6	1	0	0	2	1	1	0	21	2	0	0	36	3	1	0	39
18:45	**19:00**	8	0	0	0	14	0	0	0	3	1	0	0	18	0	0	0	43	1	0	0	43
																TOTAL		390	22	5	0	408
																T. GERAL		417				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	203
17:15	18:15	229
17:30	18:30	235
17:45	18:45	229
18:00	19:00	205
		235

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

FHP>0,75	Aprovado

PONTO 7 - 09/11/2023

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
07:00	**07:15**	8	1	0	0	10	0	0	0	3	0	0	0	26	0	1	0	46	1	1	0	48
07:15	**07:30**	5	2	0	0	12	0	0	0	0	0	0	0	19	2	0	0	36	3	0	0	37
07:30	**07:45**	6	0	0	0	7	1	1	0	3	0	0	0	31	2	2	0	48	3	2	0	54
07:45	**08:00**	10	2	1	0	14	1	0	0	7	1	2	0	34	3	1	0	65	7	3	0	74
08:00	**08:15**	11	3	2	0	15	2	1	0	2	0	0	0	18	1	1	0	46	6	3	0	55
08:15	**08:30**	5	1	1	0	18	2	0	0	7	2	1	0	30	2	0	0	59	6	2	0	64
08:30	**08:45**	6	0	0	0	14	0	0	0	1	0	0	0	18	1	1	0	38	1	1	0	40
08:45	**09:00**	4	0	0	0	13	0	1	0	6	0	0	0	19	0	0	0	42	0	1	0	44
																TOTAL		382	26	13	0	416
																T. GERAL		421				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
07:00	08:00	213
07:15	08:15	219
07:30	08:30	246
07:45	08:45	233
08:00	09:00	203
		246

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

FHP>0,75	Aprovado

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
11:00	**11:15**	2	1	0	0	8	1	0	0	1	1	0	0	17	0	0	0	28	2	0	0	29
11:15	**11:30**	3	0	0	0	5	0	0	0	3	0	0	0	12	0	0	0	22	0	0	0	22
11:30	**11:45**	5	1	1	0	11	0	0	0	5	1	0	0	15	1	1	0	36	3	2	0	42
11:45	**12:00**	6	0	0	0	10	2	1	0	1	1	0	0	18	1	0	0	36	4	1	0	38
12:00	**12:15**	5	1	0	0	13	1	0	0	1	0	0	0	19	1	1	0	37	4	1	0	40
12:15	**12:30**	3	0	0	0	13	0	1	0	0	1	1	0	10	0	0	0	26	1	1	0	29
12:30	**12:45**	1	0	0	0	8	1	0	0	0	0	0	0	11	0	1	0	20	1	1	0	22
12:45	**13:00**	2	1	0	0	6	0	0	0	1	0	0	0	7	0	0	0	16	1	0	0	16
																TOTAL		222	16	6	0	238
																T. GERAL		244				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
11:00	12:00	131
11:15	12:15	142
11:30	12:30	149
11:45	12:45	130
12:00	13:00	108
		149

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

FHP>0,75	Aprovado

HORÁRIO		G1				G2				G3				G4				TOTAL				TOTAL
início	fim	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	Ca	Mo	O2/C2	C3	EQUIV.
17:00	**17:15**	11	0	0	0	13	1	0	0	5	0	0	0	26	1	0	0	54	2	0	0	55
17:15	**17:30**	13	1	0	0	9	0	0	0	5	1	0	0	27	2	0	0	54	4	0	0	55
17:30	**17:45**	8	0	0	0	15	2	0	0	7	0	0	0	22	1	0	0	52	3	0	0	53
17:45	**18:00**	14	2	0	0	23	3	1	0	5	2	1	0	31	2	0	0	74	8	2	0	80
18:00	**18:15**	17	1	1	0	20	0	0	0	4	0	0	0	41	2	1	0	82	3	2	0	86
18:15	**18:30**	9	1	0	0	12	0	1	0	8	2	0	0	29	0	1	0	58	3	2	0	62
18:30	**18:45**	8	0	0	0	7	1	0	0	3	1	1	0	25	2	0	0	43	4	1	0	46
18:45	**19:00**	10	0	0	0	16	0	0	0	4	1	0	0	22	0	0	0	51	1	0	0	52
																TOTAL		468	26	6	0	489
																T. GERAL		500				
																Equivalência		1	0,33	2	3	

PERÍODO		TOTAL (EQ.) GERAL - 60min
17:00	18:00	243
17:15	18:15	275
17:30	18:30	282
17:45	18:45	275
18:00	19:00	246
		282

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

FHP>0,75	Aprovado

7.2 Memorial de Análise - Relatório Vistro: CENÁRIO 1

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro
Scenario 2 SITUAÇÃO ATUAL SEM O EMPREENDIMENTO
Report File: V:\...\1 SITUAÇÃO ATUAL SEM O EMPREENDIMENTO.pdf
09/04/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	0,682	32,8	D
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,009	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NB Left	1,200	139,2	F
5	Ponto 2	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
6	Ponto 2	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
7	Ponto 2	Two-way stop	HCM 2010	NB Right	1,955	68,2	F
8	Ponto 2	Two-way stop	HCM 2010	WB Left	0,643	21,5	C
9	Ponto 2	Two-way stop	HCM 2010	NB Thru	0,006	0,0	A
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,005	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	EB Thru	1,719	58,3	F
12	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,925	1.048,8	F
13	Ponto 4	Two-way stop	HCM 2010	WB Thru	0,019	0,0	A
14	Ponto 5	Two-way stop	HCM 2010	EB Thru	0,021	0,0	A
15	Ponto 5	Two-way stop	HCM 2010	NB Left	0,776	56,5	F
16	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
17	Ponto 7	Two-way stop	HCM 2010	WB Right	0,198	9,8	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

Control Type:	Two-way stop	Delay (sec / veh):	32,8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,682

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	241	0	0	943	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	10,37	2,00	2,00	18,25	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]	241	0	0	943	0	0
Peak Hour Factor	0,9400	1,0000	1,0000	0,7100	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]	64	0	0	332	0	0
Total Analysis Volume [veh/h]	256	0	0	1328	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	0,68	0,00	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	32,81	0,00	0,00	0,00	0,00	0,00
Movement LOS	D			A		
95th-Percentile Queue Length [veh/ln]	4,85	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	121,28	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	32,81		0,00		0,00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5,30					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: Ponto 1

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						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	487	697	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	11,08	18,25	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	487	697	0	0
Peak Hour Factor	1,0000	1,0000	0,9400	0,9400	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	130	185	0	0
Total Analysis Volume [veh/h]	0	0	518	741	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			
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	0,01	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 [ft/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

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):	0,009

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	241	828
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	10,37	17,39
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	241	828
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,9400	0,9400
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	64	220
Total Analysis Volume [veh/h]	0	0	0	0	256	881
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	0,01
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/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 4: Ponto 1

Control Type:	Two-way stop	Delay (sec / veh):	139,2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1,200

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	487	0	0	0	0	1069
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	11,08	2,00	2,00	2,00	2,00	13,88
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]	487	0	0	0	0	1069
Peak Hour Factor	0,9400	1,0000	1,0000	1,0000	1,0000	0,9400
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	130	0	0	0	0	284
Total Analysis Volume [veh/h]	518	0	0	0	0	1137
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	1,20	0,00	0,00	0,00	0,00	0,01
d_M, Delay for Movement [s/veh]	139,20	0,00	0,00	0,00	0,00	0,00
Movement LOS	F					A
95th-Percentile Queue Length [veh/ln]	20,35	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	508,65	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	139,20		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	43,57					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Ponto 2

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):	0,013

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	1075	429	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	13,02	20,76	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	1075	429	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	0,8300	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	324	129	0	0
Total Analysis Volume [veh/h]	0	0	1295	517	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			
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	0,01	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 [ft/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 2

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						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		Yes		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	599	543	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	21,50	17,80	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	599	543	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	0,8300	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	180	164	0	0
Total Analysis Volume [veh/h]	0	0	722	654	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			
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	0,01	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 [ft/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 2

Control Type:	Two-way stop	Delay (sec / veh):	68,2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1,955

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	483	599	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	22,14	21,50	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	483	599	0	0	0
Peak Hour Factor	1,0000	0,5600	0,5600	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	216	267	0	0	0
Total Analysis Volume [veh/h]	0	862	1070	0	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	0,00	1,95	0,01	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	68,24	0,00	0,00	0,00	0,00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0,00	12,11	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	302,69	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	68,24		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	30,45					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 8: Ponto 2

Control Type:	Two-way stop	Delay (sec / veh):	21,5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,643

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	543	312	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	17,80	24,35	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	543	312	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8300	0,8300	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	164	94	0
Total Analysis Volume [veh/h]	0	0	0	654	376	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	0,64	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	21,54	0,00
Movement LOS				A	C	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	4,59	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	114,68	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		21,54	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7,86					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 9: Ponto 2

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):	0,006

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	312	483	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	24,35	22,14	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]	312	483	0	0	0	0
Peak Hour Factor	0,8300	0,8300	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]	94	145	0	0	0	0
Total Analysis Volume [veh/h]	376	582	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 [ft/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 10: Ponto 3

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						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	482	461	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	17,85	18,21	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	482	461	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	135	129	0	0
Total Analysis Volume [veh/h]	0	0	542	518	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			
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	0,01	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 [ft/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 3

Control Type:	Two-way stop	Delay (sec / veh):	58,3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1,719

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Thru	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	655	0	0	482	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	15,42	2,00	2,00	17,85	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]	655	0	0	482	0	0
Peak Hour Factor	0,8900	1,0000	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]	184	0	0	135	0	0
Total Analysis Volume [veh/h]	736	0	0	542	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		No	
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	1,72	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	58,35	0,00	0,00
Movement LOS	A			F		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	7,68	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	192,05	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		58,35		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	24,75					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 12: Ponto 4

Control Type:	Two-way stop	Delay (sec / veh):	1.048,8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2,925

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Thru	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	1844	130	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,38	22,37	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	1844	130	0	0	0
Peak Hour Factor	1,0000	0,9300	0,9300	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	496	35	0	0	0
Total Analysis Volume [veh/h]	0	1983	140	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		No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0,00	0,02	2,93	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	1048,85	0,00	0,00	0,00
Movement LOS		A	F			
95th-Percentile Queue Length [veh/ln]	0,00	0,00	15,01	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	375,36	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		1048,85		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	69,17					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 13: Ponto 4

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):	0,019

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	130	1732
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	22,37	1,39
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	130	1732
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,9300	0,9300
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	35	466
Total Analysis Volume [veh/h]	0	0	0	0	140	1862
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	0,02
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 [ft/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 5

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						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	165	1809	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	16,95	2,38	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	165	1809	0	0
Peak Hour Factor	1,0000	1,0000	0,8600	0,8600	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	48	526	0	0
Total Analysis Volume [veh/h]	0	0	192	2103	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			
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	0,02	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 [ft/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 15: Ponto 5

Control Type:	Two-way stop	Delay (sec / veh):	56,5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,776

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	165	0	0	0	0	1567
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	16,95	2,00	2,00	2,00	2,00	1,39
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]	165	0	0	0	0	1567
Peak Hour Factor	0,8600	1,0000	1,0000	1,0000	1,0000	0,8600
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	48	0	0	0	0	456
Total Analysis Volume [veh/h]	192	0	0	0	0	1822
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	0,78	0,00	0,00	0,00	0,00	0,02
d_M, Delay for Movement [s/veh]	56,51	0,00	0,00	0,00	0,00	0,00
Movement LOS	F					A
95th-Percentile Queue Length [veh/ln]	5,71	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	142,63	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	56,51		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5,39					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 16: Ponto 6

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):	0,014

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Thru	Thru	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	49,21	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	795	0	0	0	0	854
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	23,01	2,00	2,00	2,00	2,00	20,19
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]	795	0	0	0	0	854
Peak Hour Factor	0,6200	1,0000	1,0000	1,0000	1,0000	0,6200
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	321	0	0	0	0	344
Total Analysis Volume [veh/h]	1282	0	0	0	0	1377
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	0,01	0,00	0,00	0,00	0,00	0,01
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A					A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/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 17: Ponto 7

Control Type:	Two-way stop	Delay (sec / veh):	9,8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,198

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		Yes		No	

Volumes

Name						
Base Volume Input [veh/h]	84	32	0	61	0	151
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,39	9,38	2,00	1,63	2,00	2,64
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	32	0	61	0	151
Peak Hour Factor	0,8200	0,8200	0,8200	0,8200	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]	26	10	0	19	0	46
Total Analysis Volume [veh/h]	102	39	0	74	0	184
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	0,20
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	9,84
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,74
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	0,00	18,40
d_A, Approach Delay [s/veh]	0,00		0,00		9,84	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4,54					
Intersection LOS	A					

Turning Movement Volume: Summary

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
1	Ponto 1	241	943	1184

ID	Intersection Name	Eastbound		Total Volume
		Left	Thru	
2	Ponto 1	487	697	1184

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
3	Ponto 1	241	828	1069

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
4	Ponto 1	487	1069	1556

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
5	Ponto 2	1075	429	1504

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
6	Ponto 2	599	543	1142

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Right	Thru	
7	Ponto 2	483	599	1082

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Left	
8	Ponto 2	543	312	855

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
9	Ponto 2	312	483	795

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
10	Ponto 3	482	461	943

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Thru	Thru	
11	Ponto 3	655	482	1137

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
12	Ponto 4	1844	130	1974

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
13	Ponto 4	130	1732	1862

ID	Intersection Name	Eastbound		Total Volume
		Left	Thru	
14	Ponto 5	165	1809	1974

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
15	Ponto 5	165	1567	1732

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
16	Ponto 6	795	854	1649

ID	Intersection Name	Northbound		Southbound	Westbound	Total Volume
		Thru	Right	Thru	Right	
17	Ponto 7	84	32	61	151	328

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
1	Ponto 1	Final Base	241	943	1184
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**241**	**943**	**1184**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Left	Thru	
2	Ponto 1	Final Base	487	697	1184
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**487**	**697**	**1184**

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
3	Ponto 1	Final Base	241	828	1069
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**241**	**828**	**1069**

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Left	Thru	
4	Ponto 1	Final Base	487	1069	1556
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**487**	**1069**	**1556**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
5	Ponto 2	Final Base	1075	429	1504
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**1075**	**429**	**1504**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
6	Ponto 2	Final Base	599	543	1142
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**599**	**543**	**1142**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Right	Thru	
7	Ponto 2	Final Base	483	599	1082
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**483**	**599**	**1082**

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Left	
8	Ponto 2	Final Base	543	312	855
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**543**	**312**	**855**

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
9	Ponto 2	Final Base	312	483	795
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**312**	**483**	**795**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
10	Ponto 3	Final Base	482	461	943
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**482**	**461**	**943**

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Thru	Thru	
11	Ponto 3	Final Base	655	482	1137
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**655**	**482**	**1137**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
12	Ponto 4	Final Base	1844	130	1974
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**1844**	**130**	**1974**

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
13	Ponto 4	Final Base	130	1732	1862
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**130**	**1732**	**1862**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Left	Thru	
14	Ponto 5	Final Base	165	1809	1974
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**165**	**1809**	**1974**

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Left	Thru	
15	Ponto 5	Final Base	165	1567	1732
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**165**	**1567**	**1732**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
16	Ponto 6	Final Base	795	854	1649
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**795**	**854**	**1649**

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
17	Ponto 7	Final Base	84	32	61	151	328
		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	**84**	**32**	**61**	**151**	**328**

Signal Warrants Report For Intersection 1: Ponto 1

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	N
1	943	241
2	915	234
3	896	229
4	839	214
5	745	190
6	736	188
7	726	186
8	660	169
9	651	166
10	641	164
11	556	142
12	519	133
13	509	130
14	377	96
15	377	96
16	264	67
17	151	39
18	151	39
19	85	22
20	47	12
21	28	7
22	9	2
23	9	2
24	9	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	943	1	241	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	2	915	1	234	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	2	896	1	229	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
4	2	839	1	214	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
5	2	745	1	190	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
6	2	736	1	188	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
7	2	726	1	186	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
8	2	660	1	169	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
9	2	651	1	166	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
10	2	641	1	164	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
11	2	556	1	142	No	Yes	Yes	Yes	No	No	No	Yes	No	No
12	2	519	1	133	No	Yes	Yes	Yes	No	No	No	Yes	No	No
13	2	509	1	130	No	Yes	Yes	Yes	No	No	No	Yes	No	No
14	2	377	1	96	No	No	No	Yes	No	No	No	No	No	No
15	2	377	1	96	No	No	No	Yes	No	No	No	No	No	No
16	2	264	1	67	No	No	No	No	No	No	No	No	No	No
17	2	151	1	39	No	No	No	No	No	No	No	No	No	No
18	2	151	1	39	No	No	No	No	No	No	No	No	No	No
19	2	85	1	22	No	No	No	No	No	No	No	No	No	No
20	2	47	1	12	No	No	No	No	No	No	No	No	No	No
21	2	28	1	7	No	No	No	No	No	No	No	No	No	No
22	2	9	1	2	No	No	No	No	No	No	No	No	No	No
23	2	9	1	2	No	No	No	No	No	No	No	No	No	No
24	2	9	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	2	7	10	13	4	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	32,8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:11
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	241
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1184
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 4: Ponto 1

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	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	1069	487
2	1037	472
3	1016	463
4	951	433
5	845	385
6	834	380
7	823	375
8	748	341
9	738	336
10	727	331
11	631	287
12	588	268
13	577	263
14	428	195
15	428	195
16	299	136
17	171	78
18	171	78
19	96	44
20	53	24
21	32	15
22	11	5
23	11	5
24	11	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1069	1	487	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1037	1	472	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1016	1	463	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	951	1	433	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	845	1	385	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
6	2	834	1	380	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
7	2	823	1	375	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
8	2	748	1	341	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
9	2	738	1	336	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	2	727	1	331	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	2	631	1	287	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
12	2	588	1	268	No	Yes	Yes	Yes	No	No	No	Yes	No	No
13	2	577	1	263	No	Yes	Yes	Yes	No	No	No	Yes	No	No
14	2	428	1	195	No	No	Yes	Yes	No	No	No	No	No	No
15	2	428	1	195	No	No	Yes	Yes	No	No	No	No	No	No
16	2	299	1	136	No	No	No	No	No	No	No	No	No	No
17	2	171	1	78	No	No	No	No	No	No	No	No	No	No
18	2	171	1	78	No	No	No	No	No	No	No	No	No	No
19	2	96	1	44	No	No	No	No	No	No	No	No	No	No
20	2	53	1	24	No	No	No	No	No	No	No	No	No	No
21	2	32	1	15	No	No	No	No	No	No	No	No	No	No
22	2	11	1	5	No	No	No	No	No	No	No	No	No	No
23	2	11	1	5	No	No	No	No	No	No	No	No	No	No
24	2	11	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					11	13	15	15	4	10	11	13	11	7

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	139,2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	18:49
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	487
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1556
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 2

Warrants Summary

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

Intersection Warrants Parameters

Major Approaches	W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	599	483
2	581	469
3	569	459
4	533	430
5	473	382
6	467	377
7	461	372
8	419	338
9	413	333
10	407	328
11	353	285
12	329	266
13	323	261
14	240	193
15	240	193
16	168	135
17	96	77
18	96	77
19	54	43
20	30	24
21	18	14
22	6	5
23	6	5
24	6	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	599	2	483	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
2	2	581	2	469	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
3	2	569	2	459	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
4	2	533	2	430	No	Yes	Yes	Yes	No	No	No	Yes	No	No
5	2	473	2	382	No	No	Yes	Yes	No	No	No	No	No	No
6	2	467	2	377	No	No	Yes	Yes	No	No	No	No	No	No
7	2	461	2	372	No	No	Yes	Yes	No	No	No	No	No	No
8	2	419	2	338	No	No	No	Yes	No	No	No	No	No	No
9	2	413	2	333	No	No	No	Yes	No	No	No	No	No	No
10	2	407	2	328	No	No	No	Yes	No	No	No	No	No	No
11	2	353	2	285	No	No	No	Yes	No	No	No	No	No	No
12	2	329	2	266	No	No	No	No	No	No	No	No	No	No
13	2	323	2	261	No	No	No	No	No	No	No	No	No	No
14	2	240	2	193	No	No	No	No	No	No	No	No	No	No
15	2	240	2	193	No	No	No	No	No	No	No	No	No	No
16	2	168	2	135	No	No	No	No	No	No	No	No	No	No
17	2	96	2	77	No	No	No	No	No	No	No	No	No	No
18	2	96	2	77	No	No	No	No	No	No	No	No	No	No
19	2	54	2	43	No	No	No	No	No	No	No	No	No	No
20	2	30	2	24	No	No	No	No	No	No	No	No	No	No
21	2	18	2	14	No	No	No	No	No	No	No	No	No	No
22	2	6	2	5	No	No	No	No	No	No	No	No	No	No
23	2	6	2	5	No	No	No	No	No	No	No	No	No	No
24	2	6	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	7	11	0	0	0	4	3	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	68,2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	9:09
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	483
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1082
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 8: Ponto 2

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	543	312
2	527	303
3	516	296
4	483	278
5	429	246
6	424	243
7	418	240
8	380	218
9	375	215
10	369	212
11	320	184
12	299	172
13	293	168
14	217	125
15	217	125
16	152	87
17	87	50
18	87	50
19	49	28
20	27	16
21	16	9
22	5	3
23	5	3
24	5	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	543	1	312	No	Yes	Yes	Yes	No	No	No	Yes	No	No
2	2	527	1	303	No	Yes	Yes	Yes	No	No	No	Yes	No	No
3	2	516	1	296	No	Yes	Yes	Yes	No	No	No	Yes	No	No
4	2	483	1	278	No	Yes	Yes	Yes	No	No	No	No	No	No
5	2	429	1	246	No	No	Yes	Yes	No	No	No	No	No	No
6	2	424	1	243	No	No	Yes	Yes	No	No	No	No	No	No
7	2	418	1	240	No	No	No	Yes	No	No	No	No	No	No
8	2	380	1	218	No	No	No	Yes	No	No	No	No	No	No
9	2	375	1	215	No	No	No	Yes	No	No	No	No	No	No
10	2	369	1	212	No	No	No	Yes	No	No	No	No	No	No
11	2	320	1	184	No	No	No	No	No	No	No	No	No	No
12	2	299	1	172	No	No	No	No	No	No	No	No	No	No
13	2	293	1	168	No	No	No	No	No	No	No	No	No	No
14	2	217	1	125	No	No	No	No	No	No	No	No	No	No
15	2	217	1	125	No	No	No	No	No	No	No	No	No	No
16	2	152	1	87	No	No	No	No	No	No	No	No	No	No
17	2	87	1	50	No	No	No	No	No	No	No	No	No	No
18	2	87	1	50	No	No	No	No	No	No	No	No	No	No
19	2	49	1	28	No	No	No	No	No	No	No	No	No	No
20	2	27	1	16	No	No	No	No	No	No	No	No	No	No
21	2	16	1	9	No	No	No	No	No	No	No	No	No	No
22	2	5	1	3	No	No	No	No	No	No	No	No	No	No
23	2	5	1	3	No	No	No	No	No	No	No	No	No	No
24	2	5	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	6	10	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	21,5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:51
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	312
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	855
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 11: Ponto 3

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	655	482
2	635	468
3	622	458
4	583	429
5	517	381
6	511	376
7	504	371
8	458	337
9	452	333
10	445	328
11	386	284
12	360	265
13	354	260
14	262	193
15	262	193
16	183	135
17	105	77
18	105	77
19	59	43
20	33	24
21	20	14
22	7	5
23	7	5
24	7	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	655	2	482	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
2	2	635	2	468	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
3	2	622	2	458	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
4	2	583	2	429	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
5	2	517	2	381	No	Yes	Yes	Yes	No	No	No	Yes	No	No
6	2	511	2	376	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	2	504	2	371	No	Yes	Yes	Yes	No	No	No	Yes	No	No
8	2	458	2	337	No	No	Yes	Yes	No	No	No	No	No	No
9	2	452	2	333	No	No	Yes	Yes	No	No	No	No	No	No
10	2	445	2	328	No	No	Yes	Yes	No	No	No	No	No	No
11	2	386	2	284	No	No	No	Yes	No	No	No	No	No	No
12	2	360	2	265	No	No	No	Yes	No	No	No	No	No	No
13	2	354	2	260	No	No	No	Yes	No	No	No	No	No	No
14	2	262	2	193	No	No	No	No	No	No	No	No	No	No
15	2	262	2	193	No	No	No	No	No	No	No	No	No	No
16	2	183	2	135	No	No	No	No	No	No	No	No	No	No
17	2	105	2	77	No	No	No	No	No	No	No	No	No	No
18	2	105	2	77	No	No	No	No	No	No	No	No	No	No
19	2	59	2	43	No	No	No	No	No	No	No	No	No	No
20	2	33	2	24	No	No	No	No	No	No	No	No	No	No
21	2	20	2	14	No	No	No	No	No	No	No	No	No	No
22	2	7	2	5	No	No	No	No	No	No	No	No	No	No
23	2	7	2	5	No	No	No	No	No	No	No	No	No	No
24	2	7	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	0	0	2	7	4	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	58,3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	7:48
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	482
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1137
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 12: Ponto 4

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	S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	W
1	1844	130
2	1789	126
3	1752	124
4	1641	116
5	1457	103
6	1438	101
7	1420	100
8	1291	91
9	1272	90
10	1254	88
11	1088	77
12	1014	72
13	996	70
14	738	52
15	738	52
16	516	36
17	295	21
18	295	21
19	166	12
20	92	7
21	55	4
22	18	1
23	18	1
24	18	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1844	1	130	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1789	1	126	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1752	1	124	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1641	1	116	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1457	1	103	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
6	2	1438	1	101	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
7	2	1420	1	100	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	2	1291	1	91	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	1272	1	90	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
10	2	1254	1	88	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
11	2	1088	1	77	No	No	No	No	Yes	Yes	Yes	Yes	No	No
12	2	1014	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
13	2	996	1	70	No	No	No	No	No	Yes	Yes	Yes	No	No
14	2	738	1	52	No	No	No	No	No	No	Yes	Yes	No	No
15	2	738	1	52	No	No	No	No	No	No	Yes	Yes	No	No
16	2	516	1	36	No	No	No	No	No	No	No	No	No	No
17	2	295	1	21	No	No	No	No	No	No	No	No	No	No
18	2	295	1	21	No	No	No	No	No	No	No	No	No	No
19	2	166	1	12	No	No	No	No	No	No	No	No	No	No
20	2	92	1	7	No	No	No	No	No	No	No	No	No	No
21	2	55	1	4	No	No	No	No	No	No	No	No	No	No
22	2	18	1	1	No	No	No	No	No	No	No	No	No	No
23	2	18	1	1	No	No	No	No	No	No	No	No	No	No
24	2	18	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	10	11	13	15	15	8	4

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	1048,8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	37:52
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	130
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1974
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 15: Ponto 5

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	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	1567	165
2	1520	160
3	1489	157
4	1395	147
5	1238	130
6	1222	129
7	1207	127
8	1097	115
9	1081	114
10	1066	112
11	925	97
12	862	91
13	846	89
14	627	66
15	627	66
16	439	46
17	251	26
18	251	26
19	141	15
20	78	8
21	47	5
22	16	2
23	16	2
24	16	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1567	1	165	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1520	1	160	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1489	1	157	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1395	1	147	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
5	2	1238	1	130	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	2	1222	1	129	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	2	1207	1	127	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	2	1097	1	115	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
9	2	1081	1	114	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
10	2	1066	1	112	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
11	2	925	1	97	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
12	2	862	1	91	No	No	No	Yes	No	Yes	Yes	Yes	No	No
13	2	846	1	89	No	No	No	Yes	No	Yes	Yes	Yes	No	No
14	2	627	1	66	No	No	No	No	No	No	No	Yes	No	No
15	2	627	1	66	No	No	No	No	No	No	No	Yes	No	No
16	2	439	1	46	No	No	No	No	No	No	No	No	No	No
17	2	251	1	26	No	No	No	No	No	No	No	No	No	No
18	2	251	1	26	No	No	No	No	No	No	No	No	No	No
19	2	141	1	15	No	No	No	No	No	No	No	No	No	No
20	2	78	1	8	No	No	No	No	No	No	No	No	No	No
21	2	47	1	5	No	No	No	No	No	No	No	No	No	No
22	2	16	1	2	No	No	No	No	No	No	No	No	No	No
23	2	16	1	2	No	No	No	No	No	No	No	No	No	No
24	2	16	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	11	13	13	15	7	3

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	56,5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:35
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	165
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1732
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 17: Ponto 7

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	61	116	151
2	59	113	146
3	58	110	143
4	54	103	134
5	48	92	119
6	48	90	118
7	47	89	116
8	43	81	106
9	42	80	104
10	41	79	103
11	36	68	89
12	34	64	83
13	33	63	82
14	24	46	60
15	24	46	60
16	17	32	42
17	10	19	24
18	10	19	24
19	5	10	14
20	3	6	8
21	2	3	5
22	1	1	2
23	1	1	2
24	1	1	2

Warrant Analysis by Hour

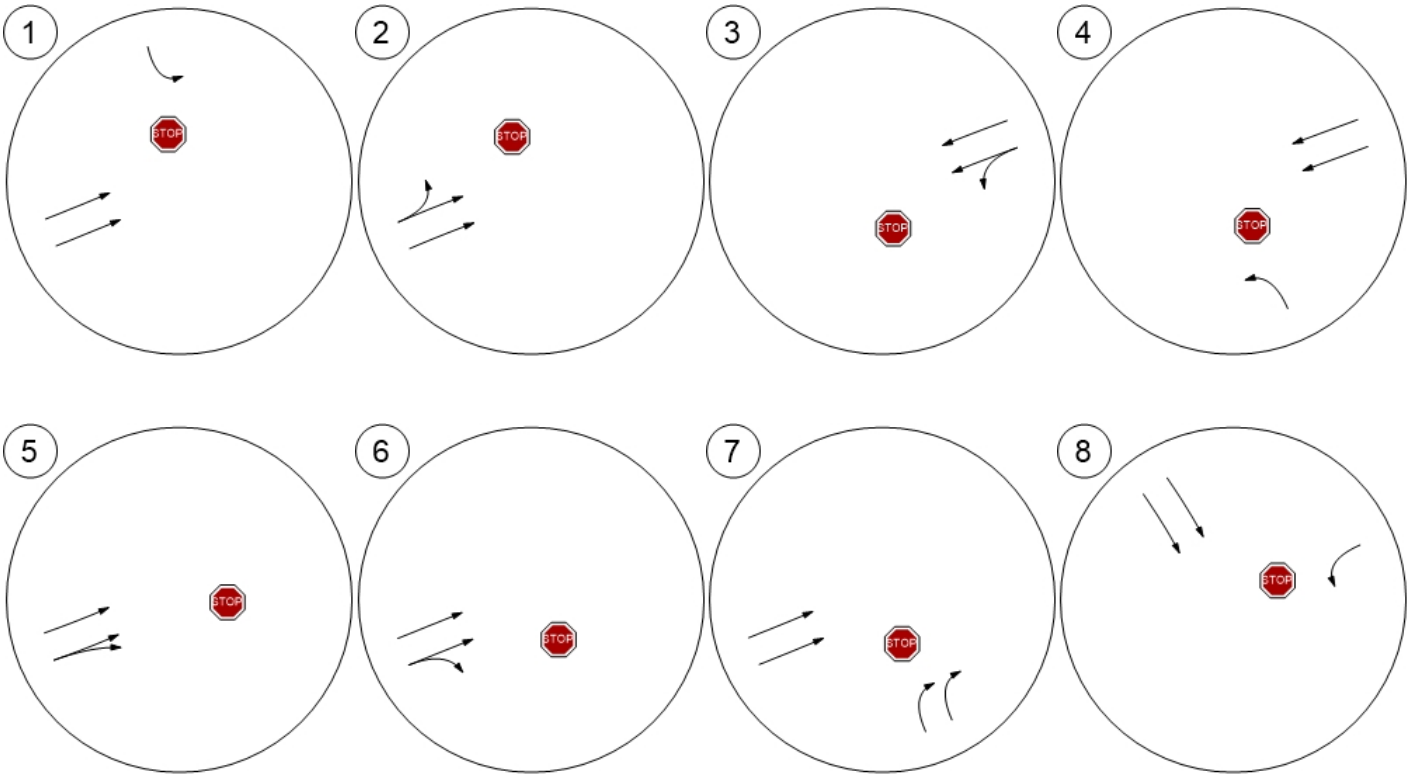
Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	177	1	151	No	No	No	No	No	No	No	No	No	No
2	1	172	1	146	No	No	No	No	No	No	No	No	No	No
3	1	168	1	143	No	No	No	No	No	No	No	No	No	No
4	1	157	1	134	No	No	No	No	No	No	No	No	No	No
5	1	140	1	119	No	No	No	No	No	No	No	No	No	No
6	1	138	1	118	No	No	No	No	No	No	No	No	No	No
7	1	136	1	116	No	No	No	No	No	No	No	No	No	No
8	1	124	1	106	No	No	No	No	No	No	No	No	No	No
9	1	122	1	104	No	No	No	No	No	No	No	No	No	No
10	1	120	1	103	No	No	No	No	No	No	No	No	No	No
11	1	104	1	89	No	No	No	No	No	No	No	No	No	No
12	1	98	1	83	No	No	No	No	No	No	No	No	No	No
13	1	96	1	82	No	No	No	No	No	No	No	No	No	No
14	1	70	1	60	No	No	No	No	No	No	No	No	No	No
15	1	70	1	60	No	No	No	No	No	No	No	No	No	No
16	1	49	1	42	No	No	No	No	No	No	No	No	No	No
17	1	29	1	24	No	No	No	No	No	No	No	No	No	No
18	1	29	1	24	No	No	No	No	No	No	No	No	No	No
19	1	15	1	14	No	No	No	No	No	No	No	No	No	No
20	1	9	1	8	No	No	No	No	No	No	No	No	No	No
21	1	5	1	5	No	No	No	No	No	No	No	No	No	No
22	1	2	1	2	No	No	No	No	No	No	No	No	No	No
23	1	2	1	2	No	No	No	No	No	No	No	No	No	No
24	1	2	1	2	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

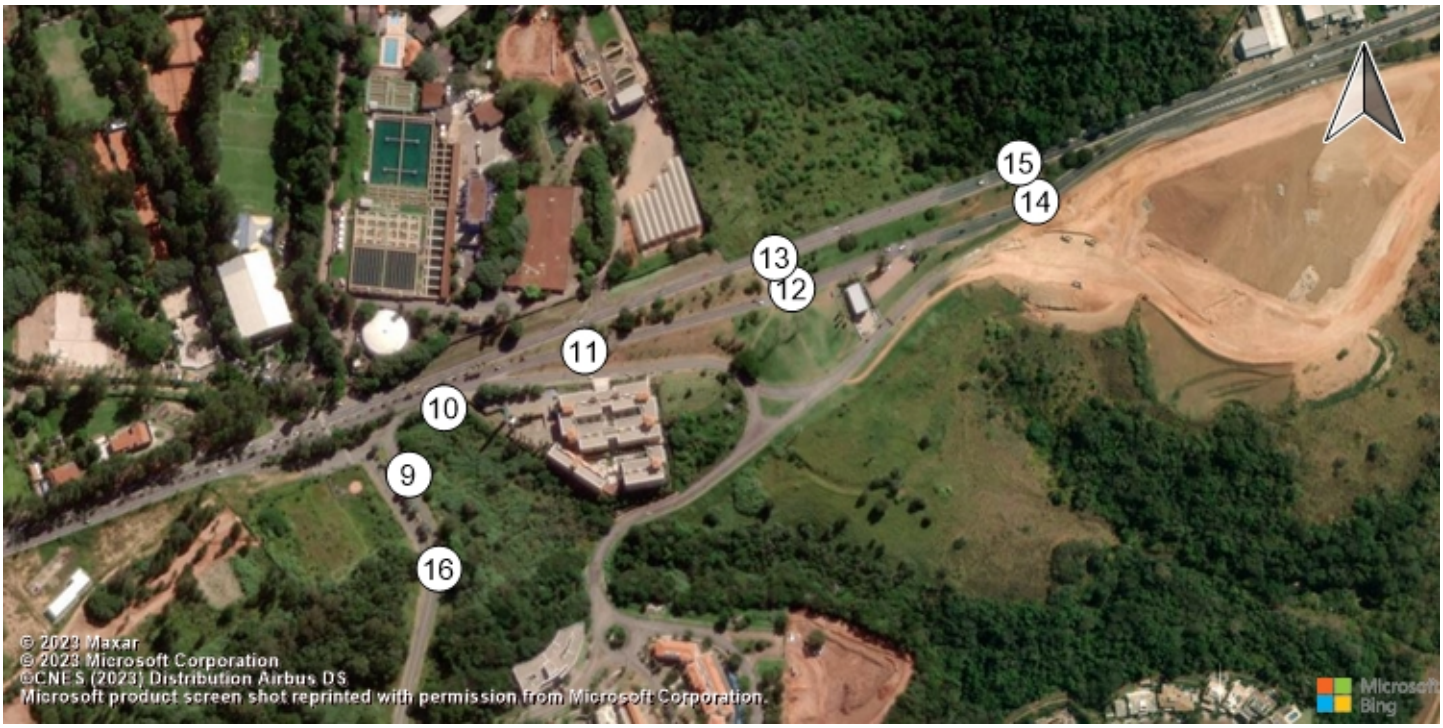
Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9,8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:24
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	151
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	328
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

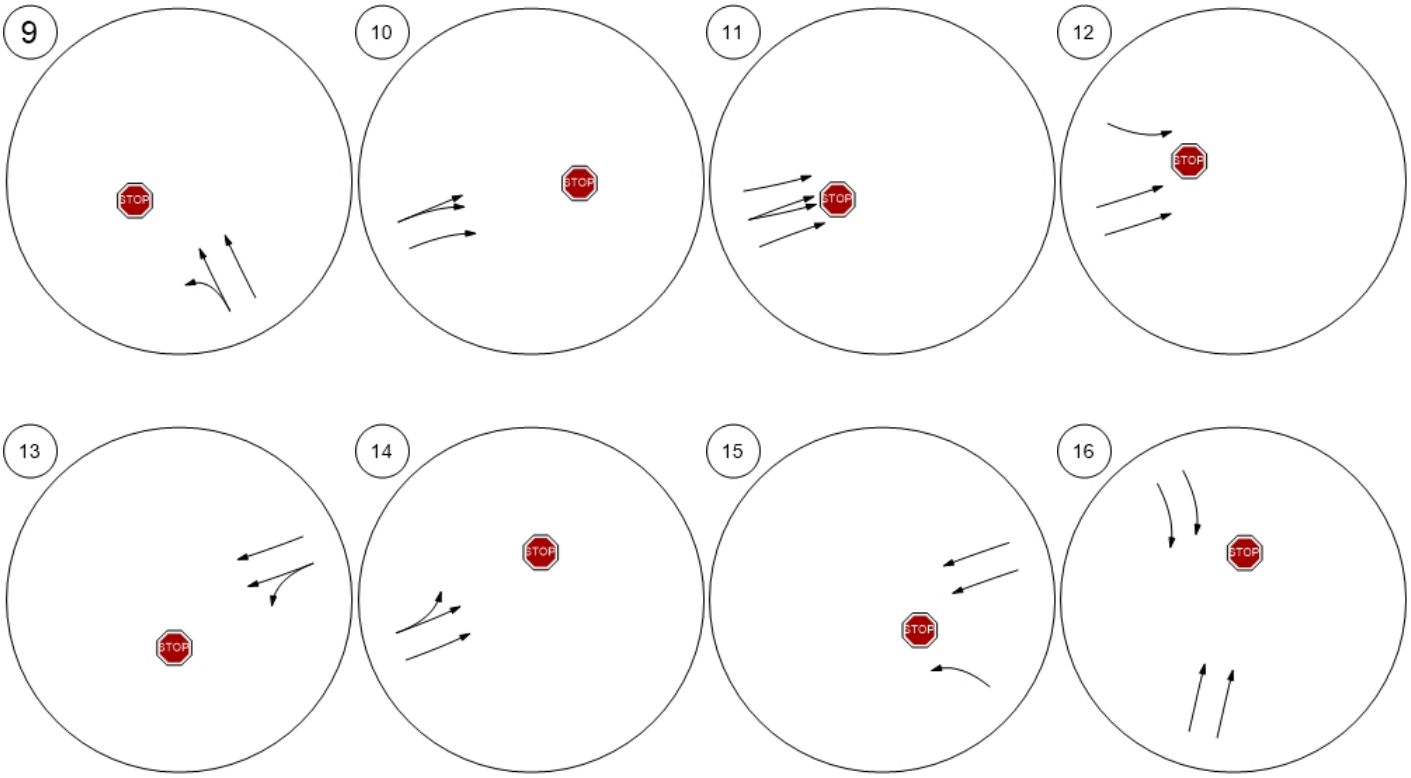
Study Intersections

Lane Configuration and Traffic Control

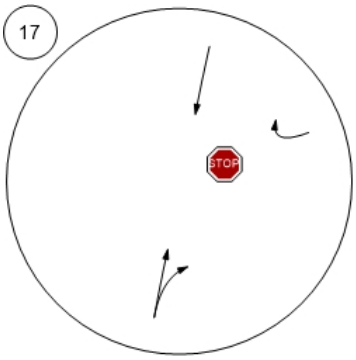


Lane Configuration and Traffic Control

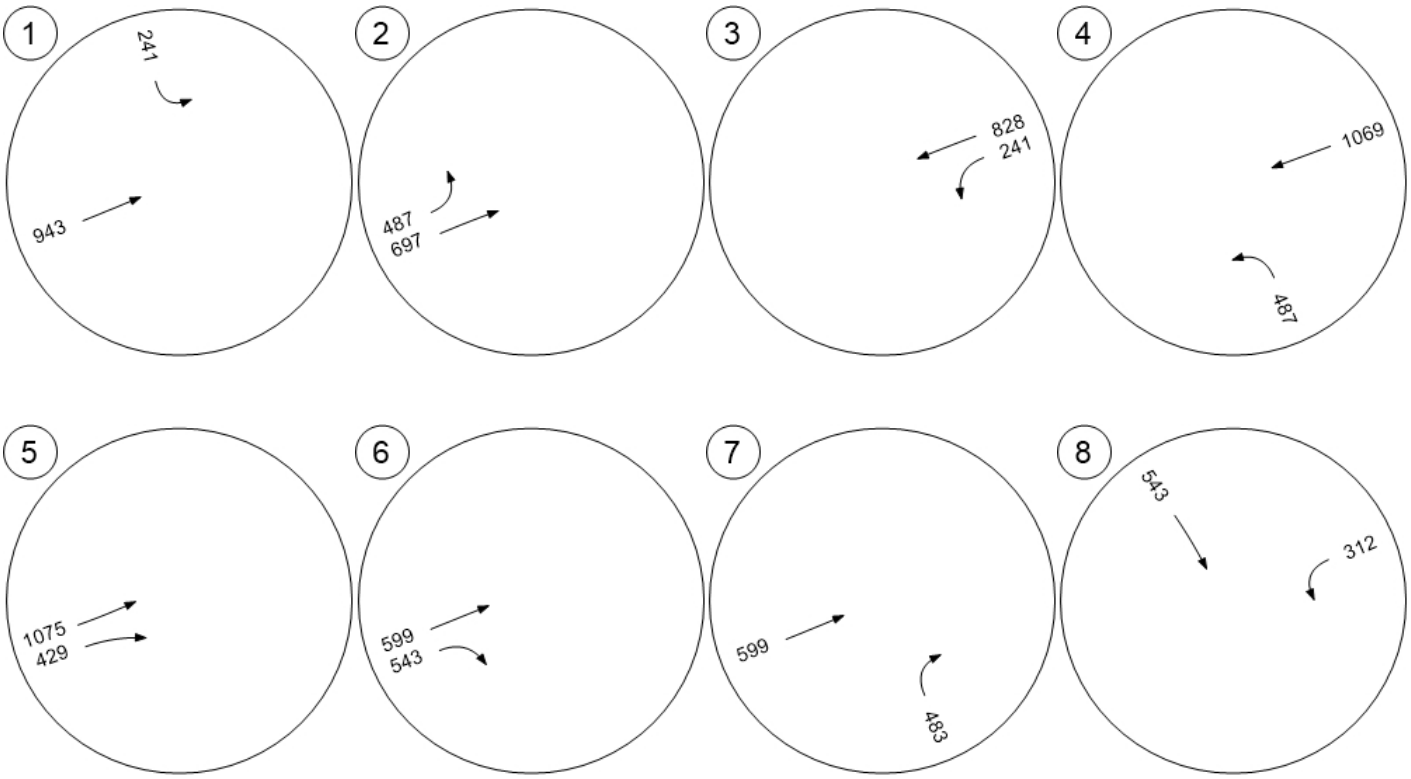




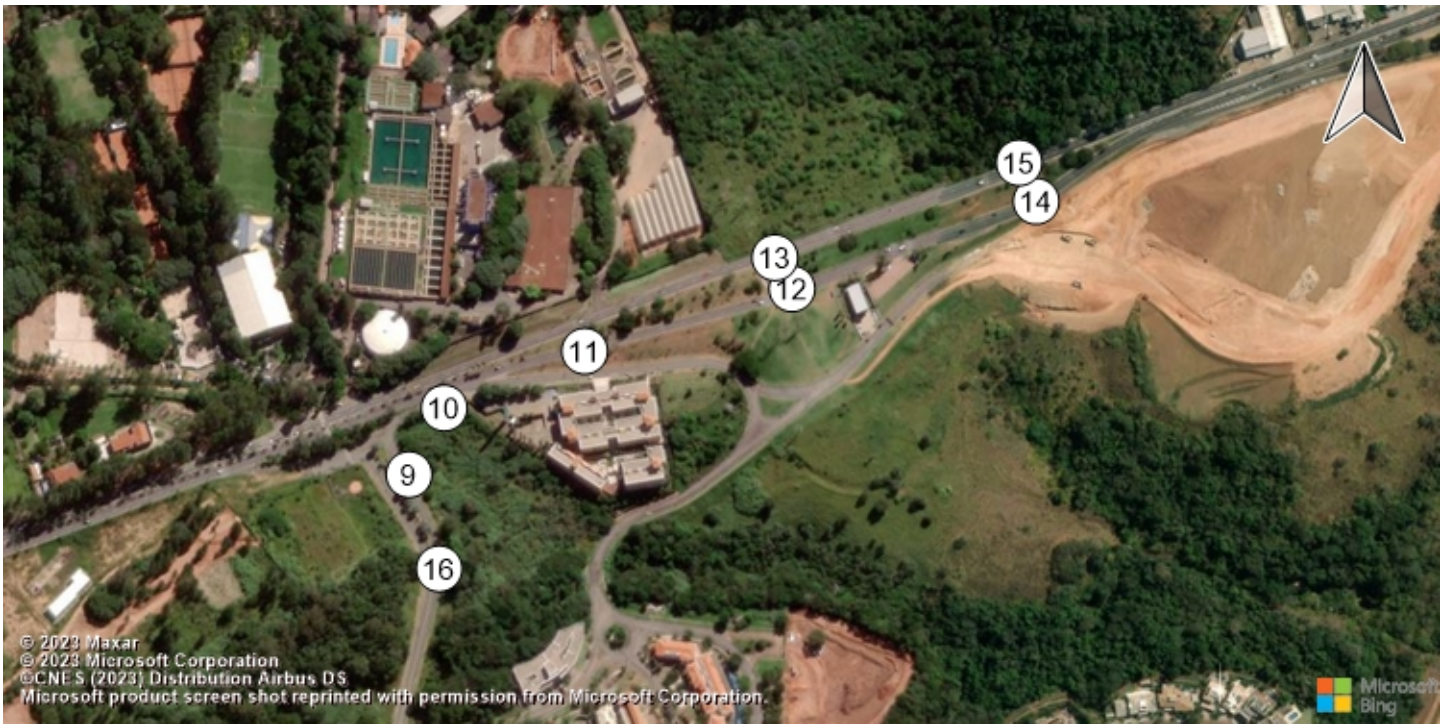
Lane Configuration and Traffic Control

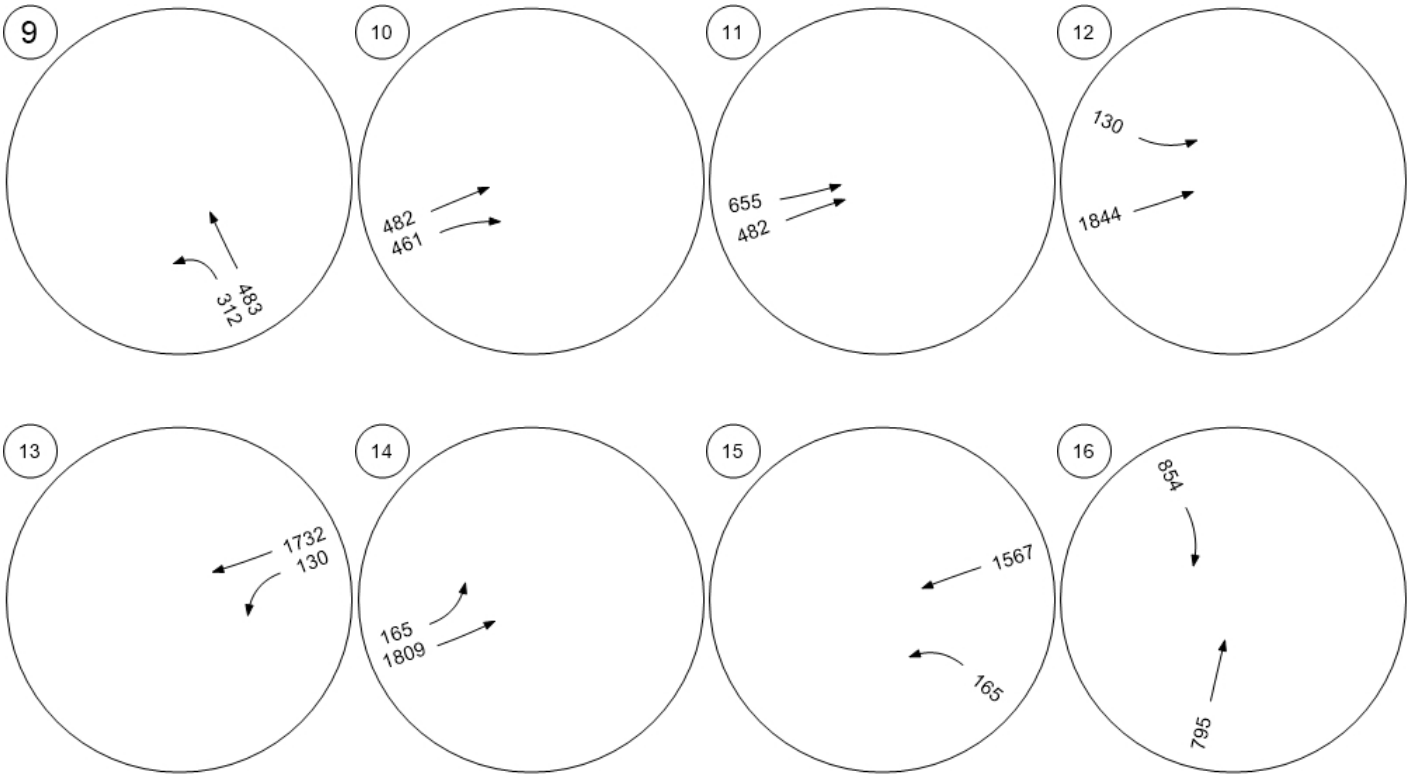


Traffic Volume - Base Volume

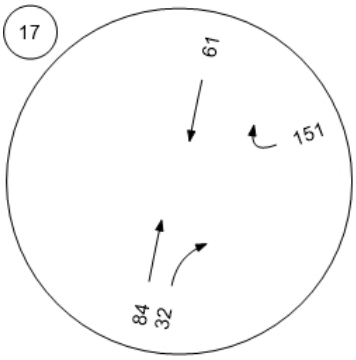


Traffic Volume - Base Volume

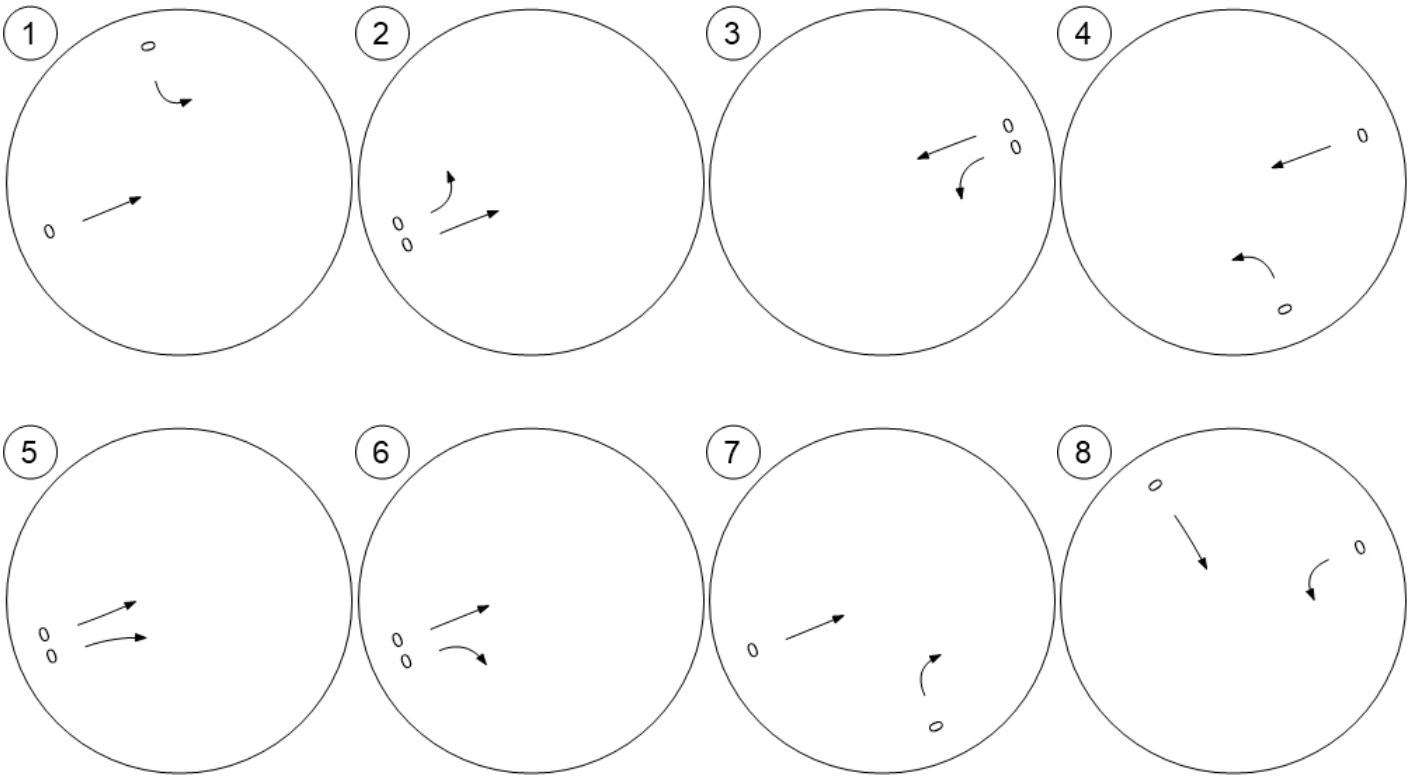




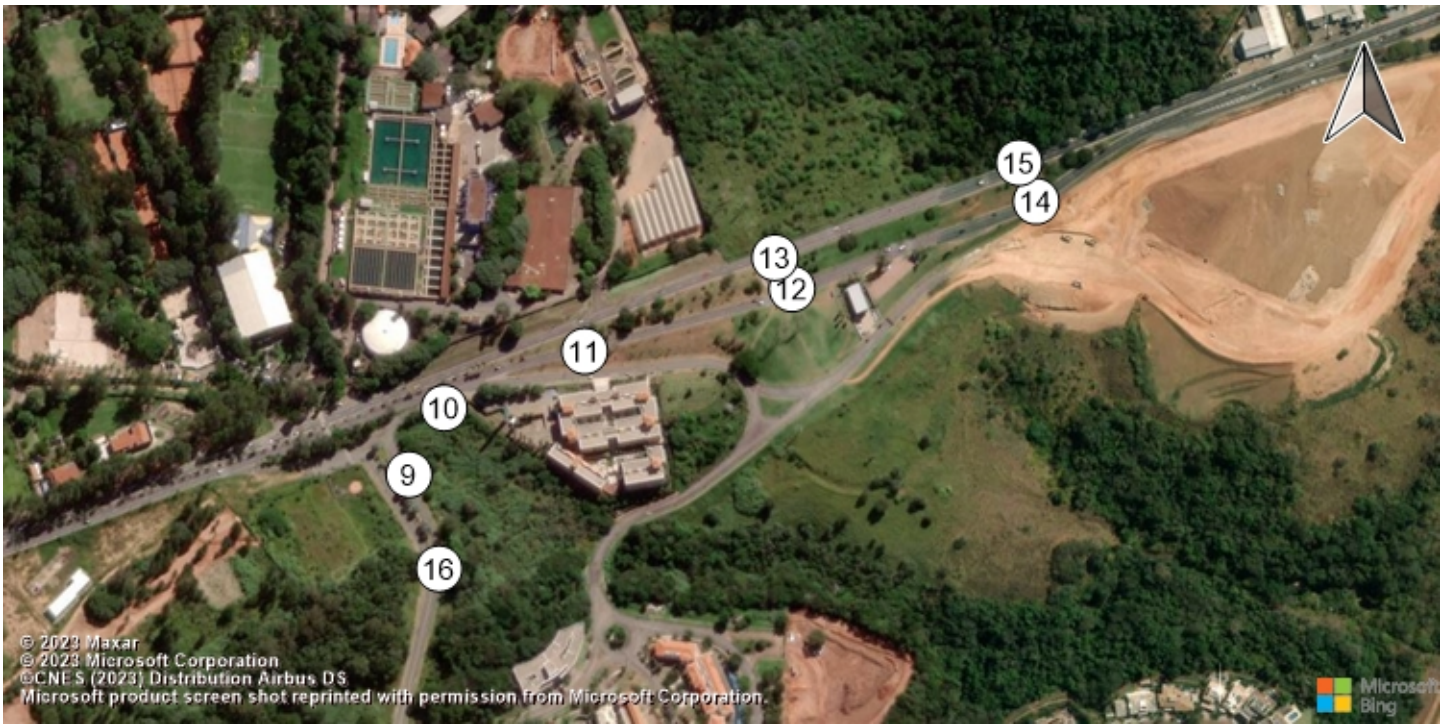
Traffic Volume - Base Volume

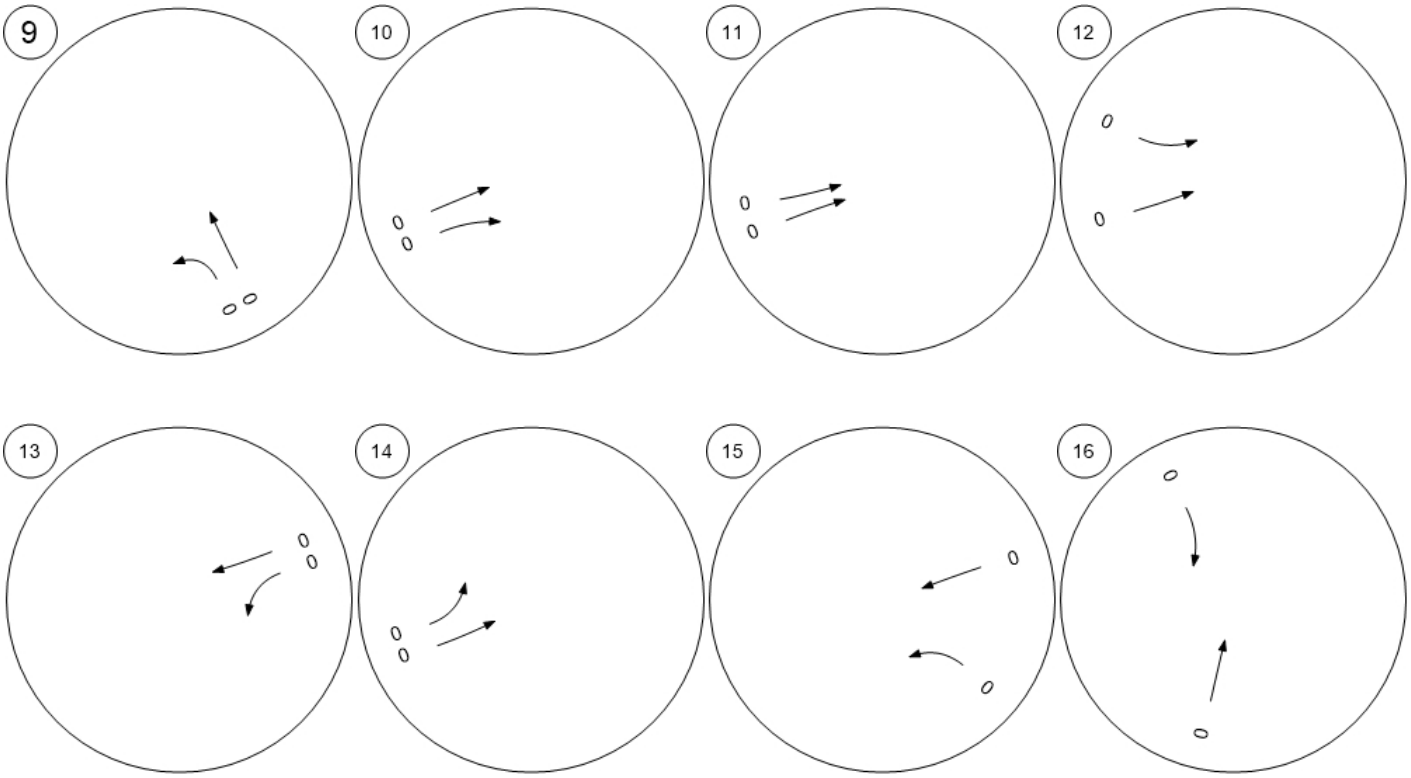


Traffic Volume - In-Process Volume

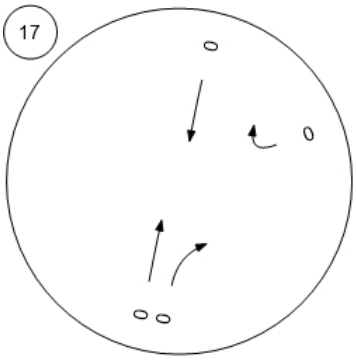


Traffic Volume - In-Process Volume

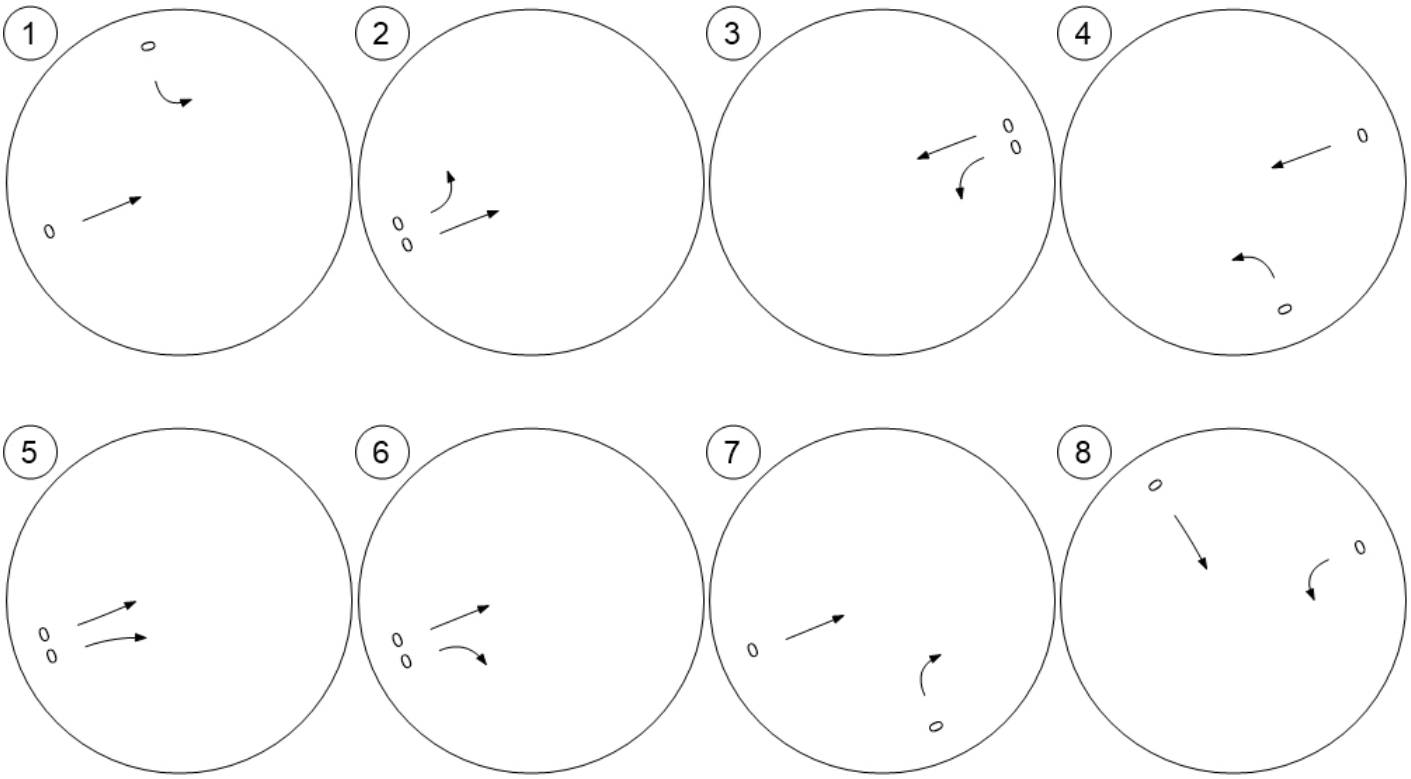




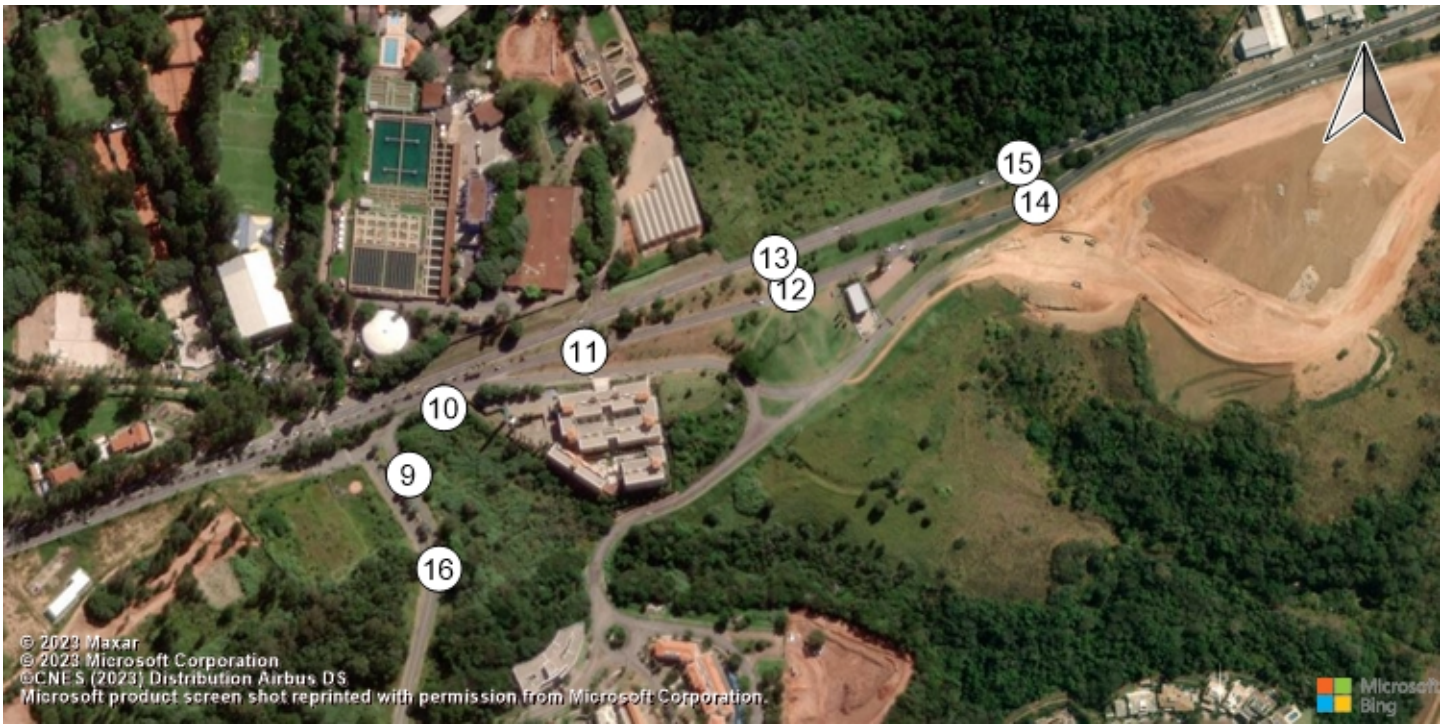
Traffic Volume - In-Process Volume

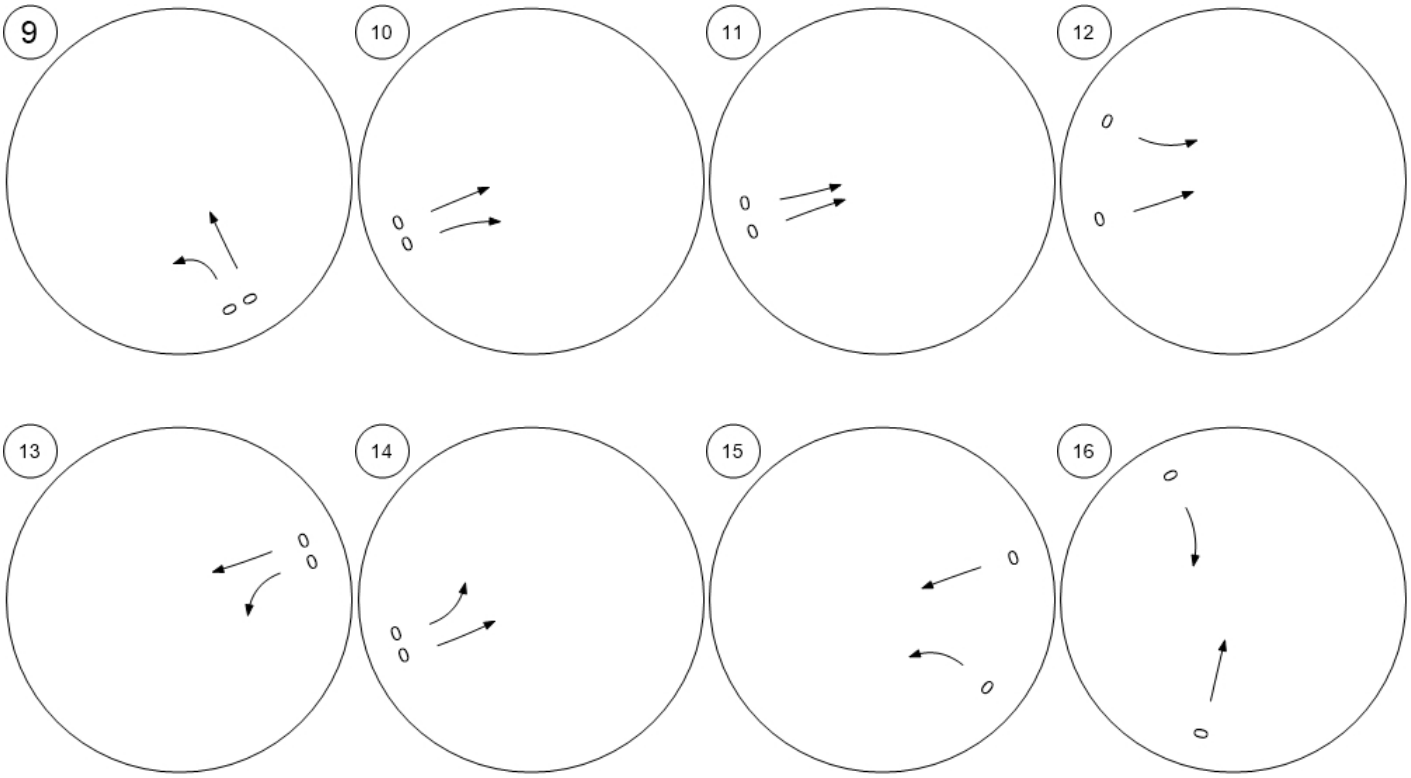


Traffic Volume - Net New Site Trips

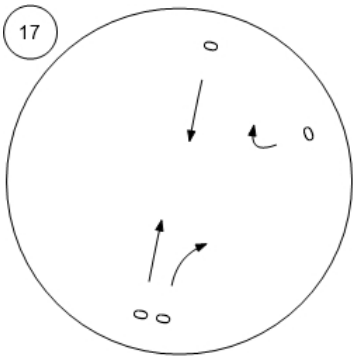


Traffic Volume - Net New Site Trips

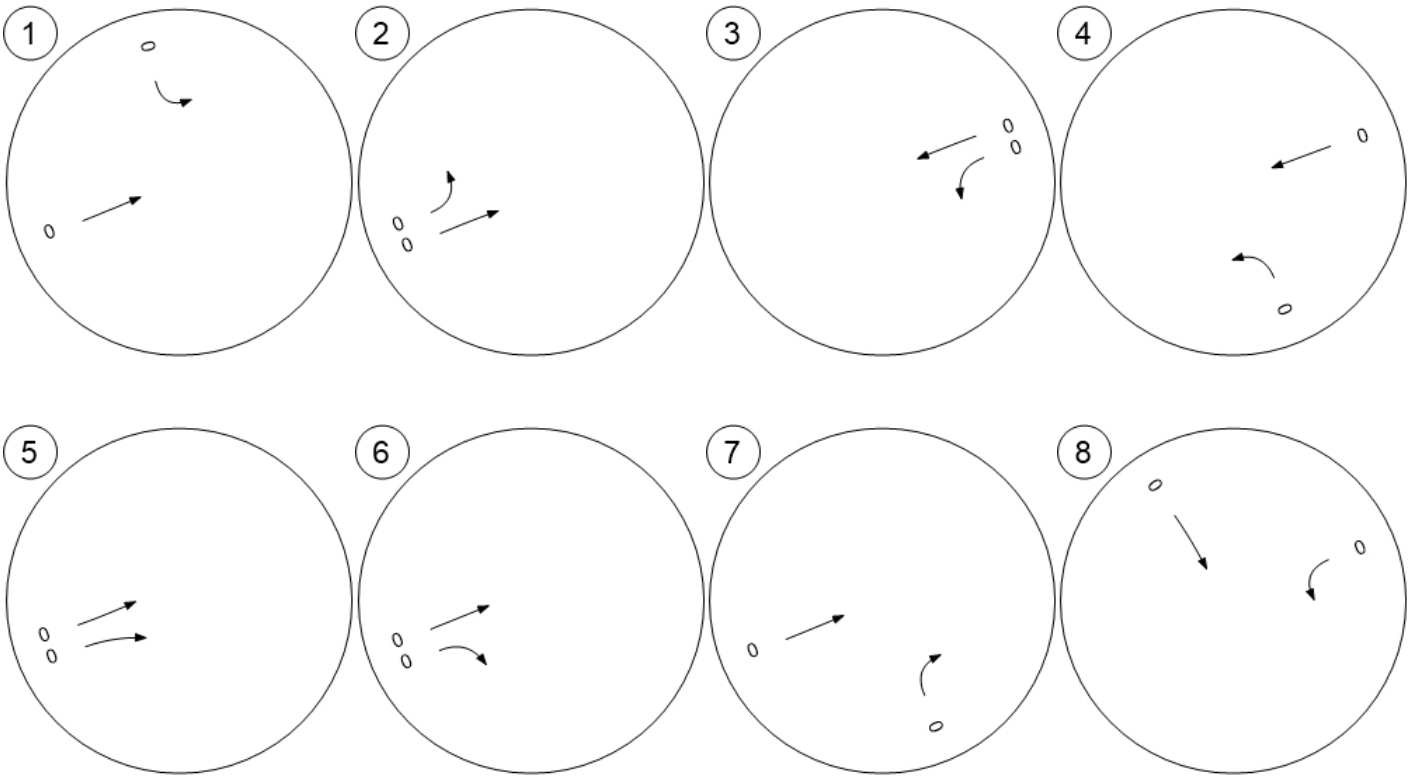




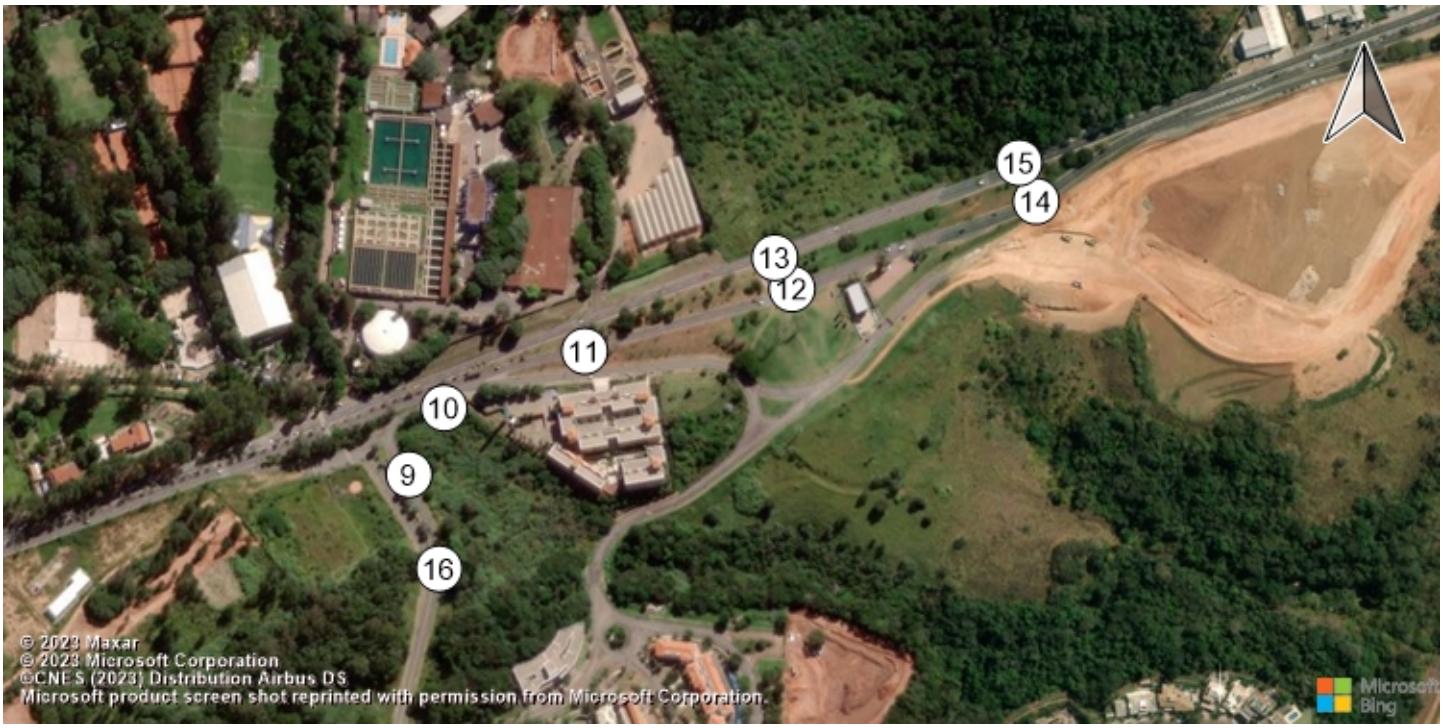
Traffic Volume - Net New Site Trips

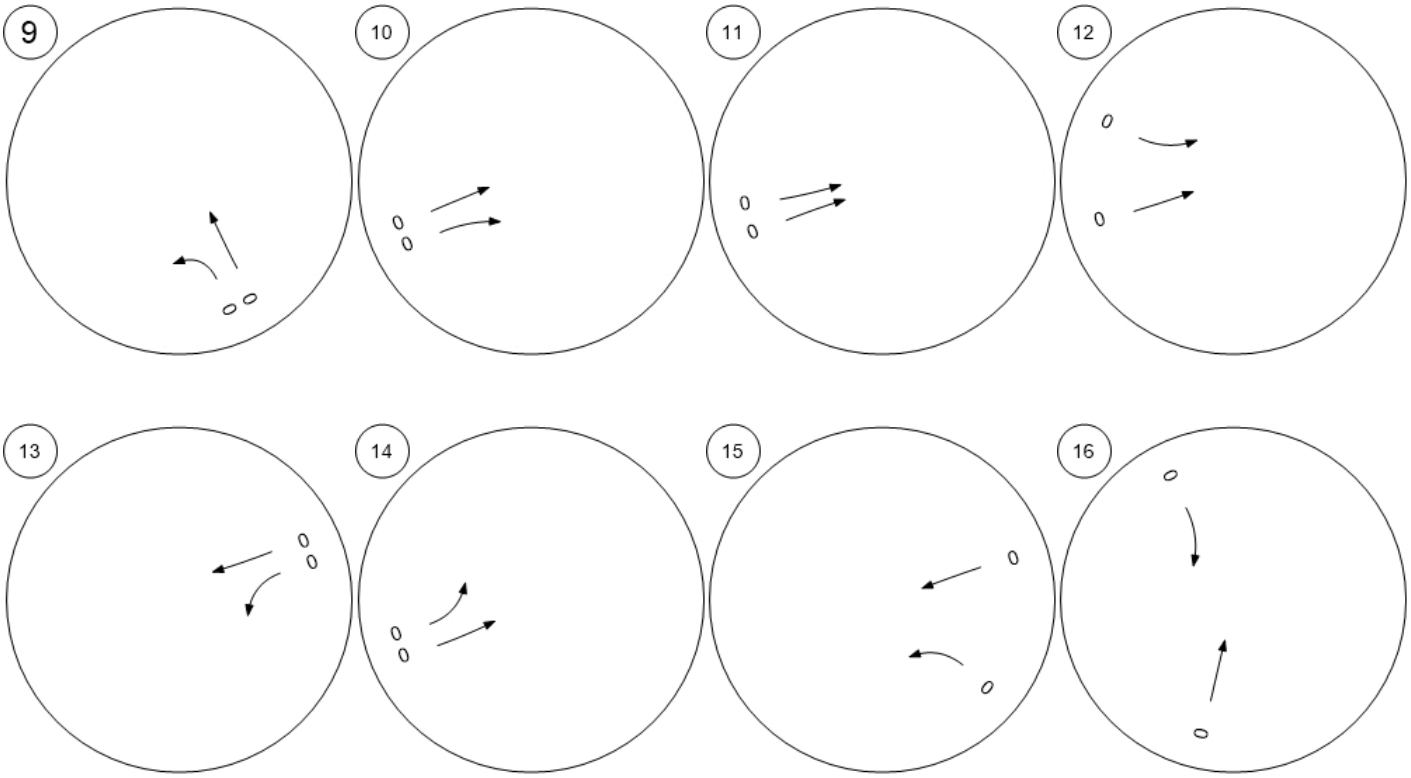


Traffic Volume - Other Volume

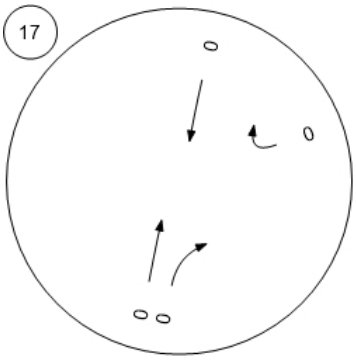


Traffic Volume - Other Volume

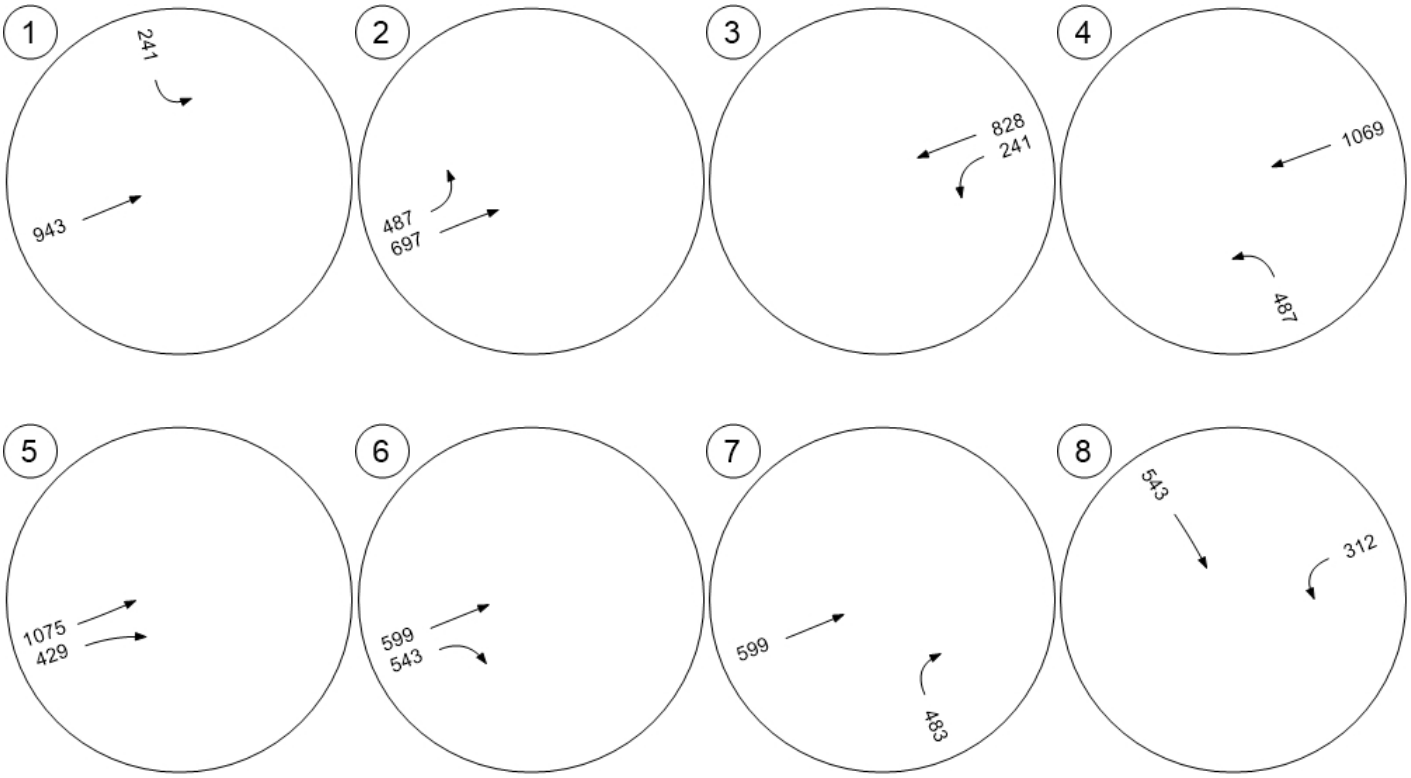




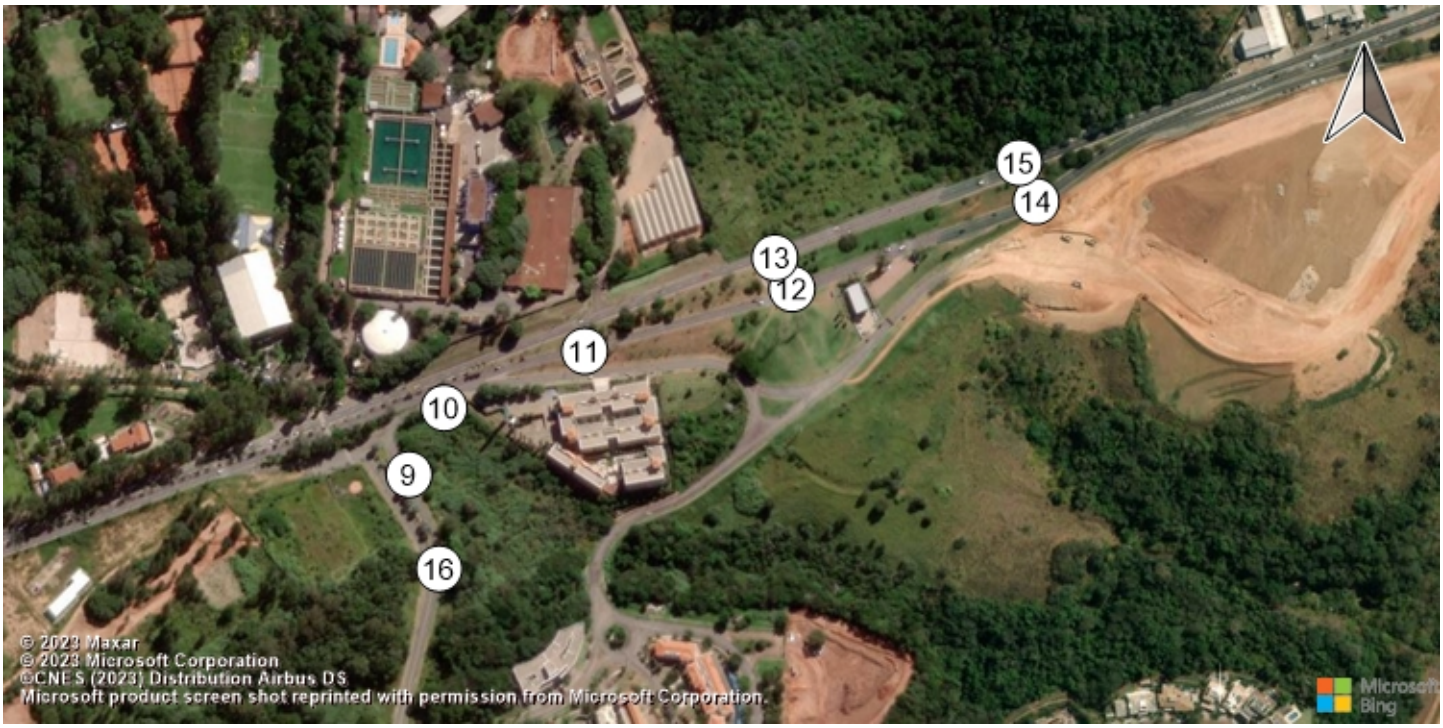
Traffic Volume - Other Volume

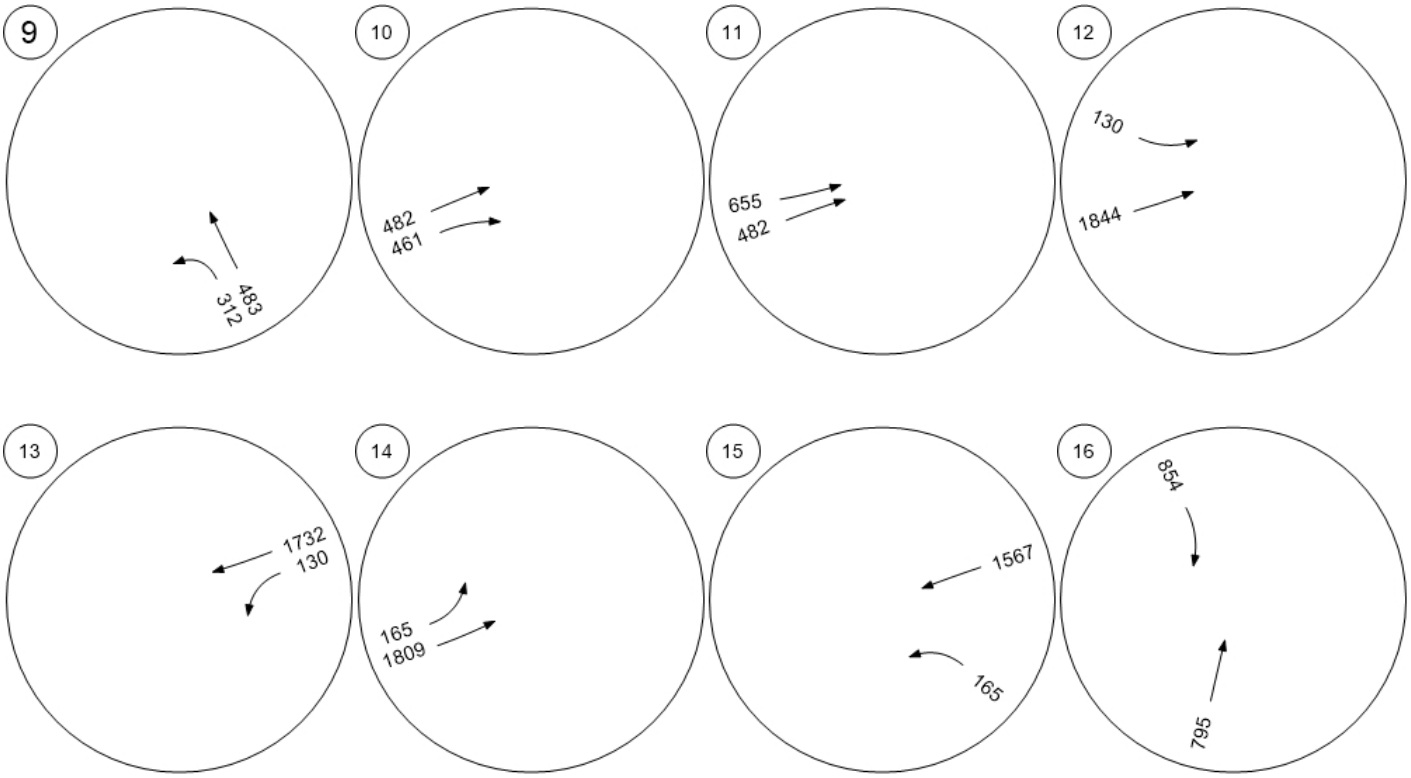


Traffic Volume - Future Total Volume

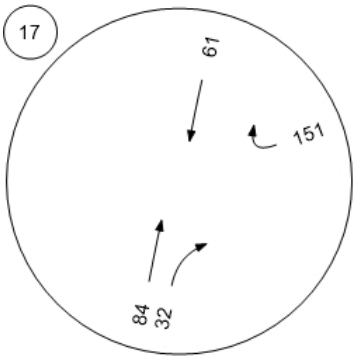


Traffic Volume - Future Total Volume

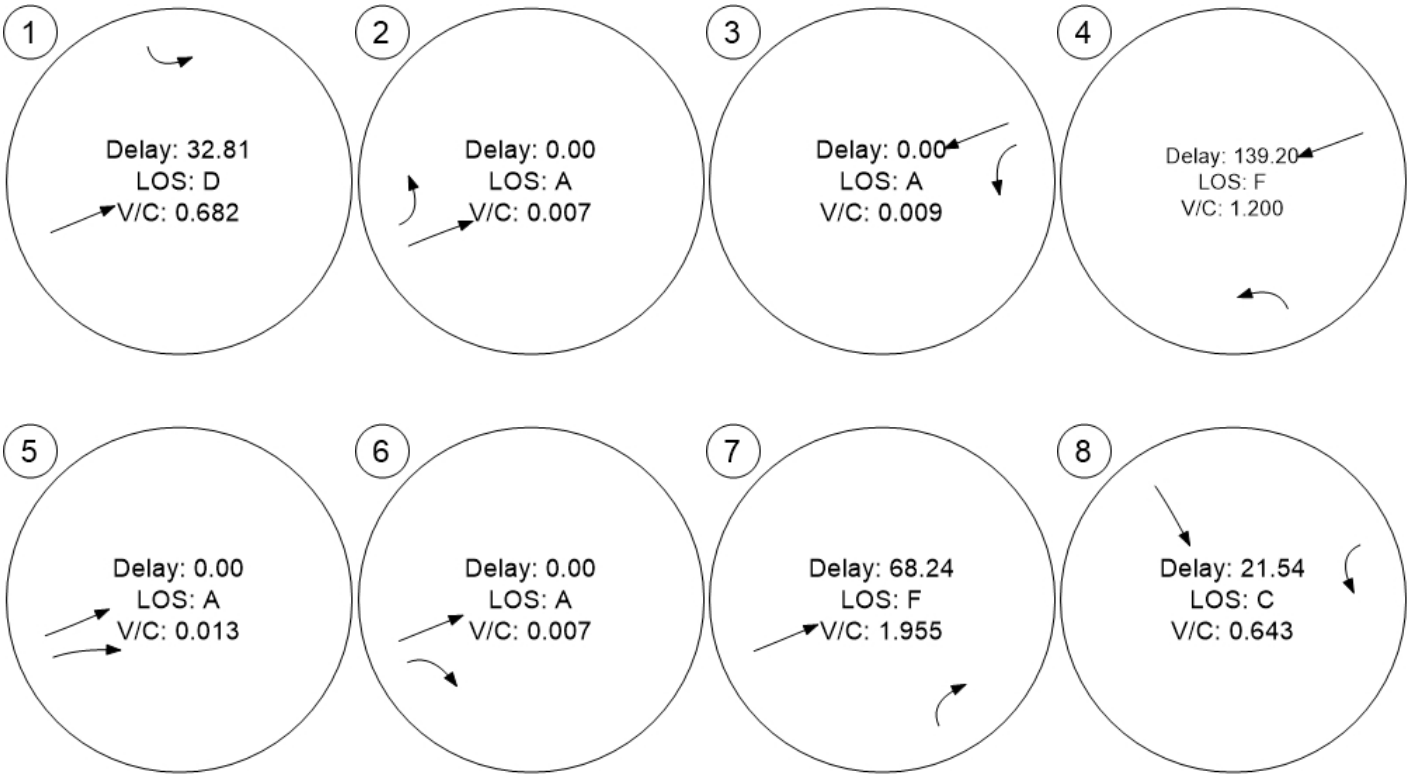




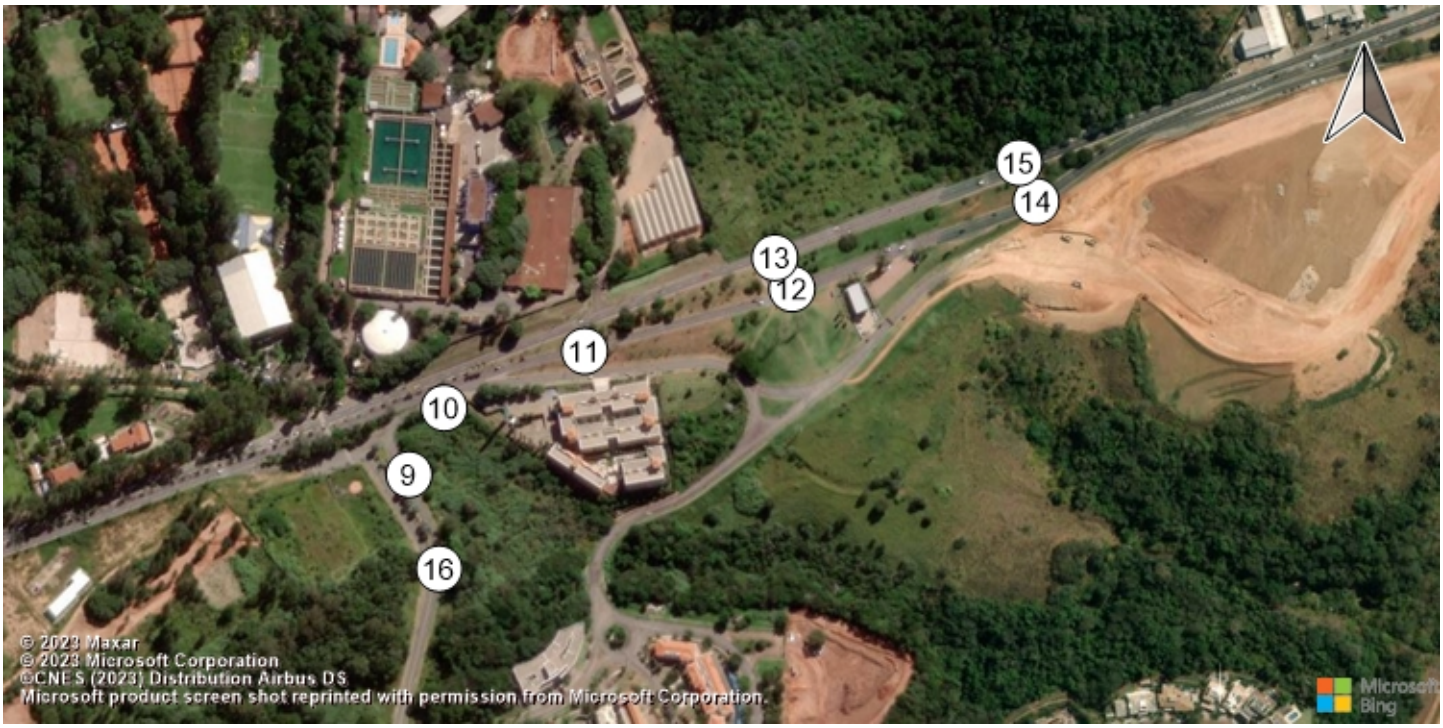
Traffic Volume - Future Total Volume

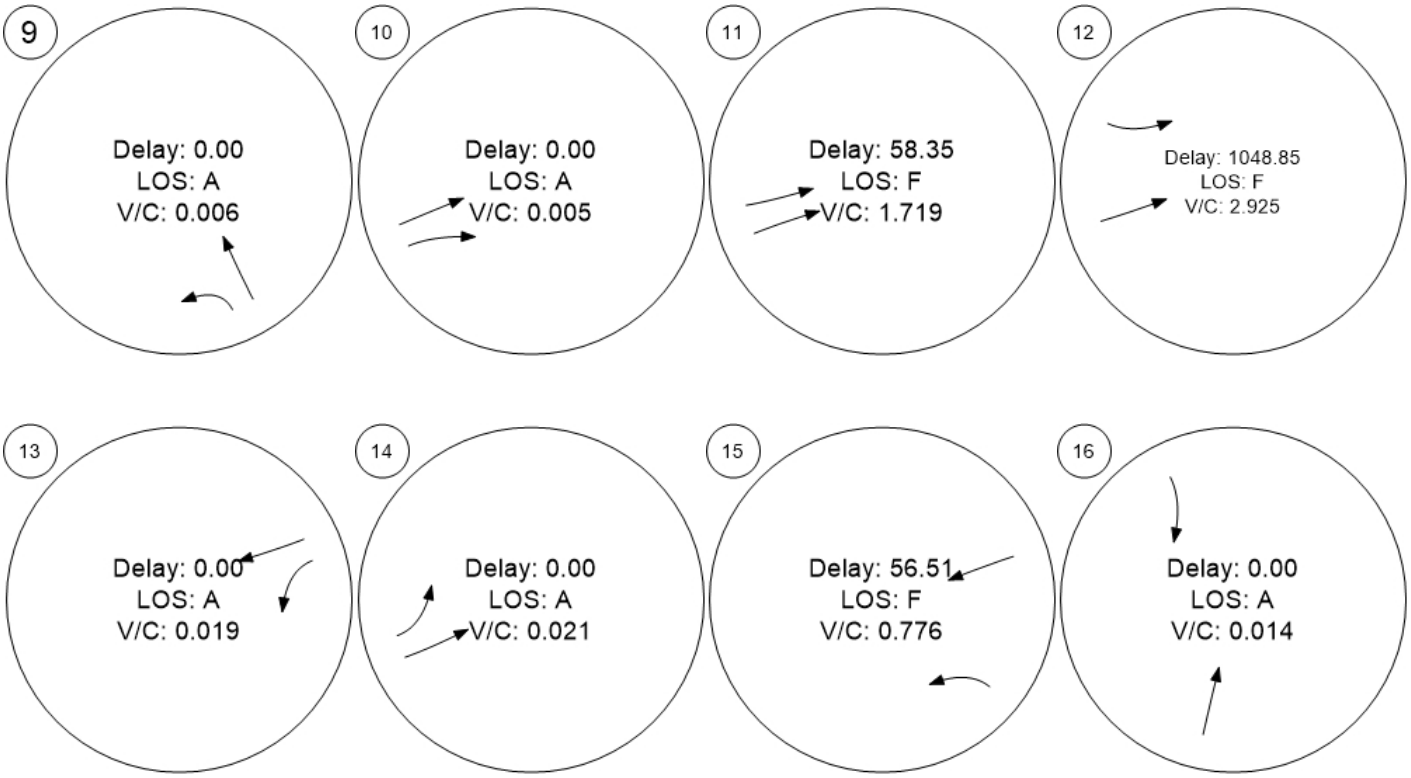


Traffic Conditions

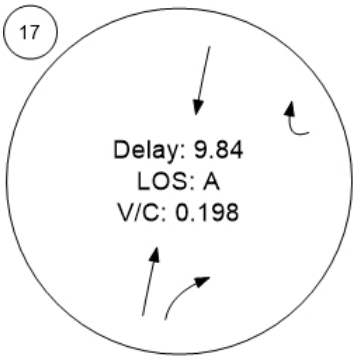


Traffic Conditions





Traffic Conditions



7.3 Memorial de Análise - Relatório Vistro: CENÁRIO 2

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 3 SITUAÇÃO ATUAL COM O EMPREENDIMENTO + DIRETRIZ ACESSO

Report File: V:\...\2 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO.pdf

09/04/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	1,131	122,8	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,010	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,009	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NB Left	1,368	210,2	F
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	SB Thru	0,005	0,0	A
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	NB Thru	0,001	0,0	A
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
9	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,152	11,0	B
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	NB Right	2,448	152,3	F
12	Ponto 3	Two-way stop	HCM 2010	WB Left	0,644	21,7	C
13	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,006	0,0	A
14	Ponto 4	Two-way stop	HCM 2010	EB Thru	0,007	0,0	A
15	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,166	111,9	F
16	Ponto 5	Two-way stop	HCM 2010	EB Thru	3,610	1.389,3	F
17	Ponto 5	Two-way stop	HCM 2010	WB Thru	0,020	0,0	A
18	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,022	0,0	A
19	Ponto 6	Two-way stop	HCM 2010	NB Left	1,124	143,4	F
20	Ponto 7	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
21	Ponto 8	Two-way stop	HCM 2010	EB Left	0,063	13,6	B

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

Control Type:	Two-way stop	Delay (sec / veh):	122,8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1,131

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	241	0	0	943	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	10,37	2,00	2,00	18,25	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]	130	0	0	68	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]	371	0	0	1011	0	0
Peak Hour Factor	0,9400	1,0000	1,0000	0,7100	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	356	0	0
Total Analysis Volume [veh/h]	395	0	0	1424	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	1,13	0,00	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	122,84	0,00	0,00	0,00	0,00	0,00
Movement LOS	F			A		
95th-Percentile Queue Length [veh/ln]	15,35	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	383,82	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	122,84		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	26,68					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Ponto 1

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						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	487	697	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	11,08	18,25	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	198	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	487	895	0	0
Peak Hour Factor	1,0000	1,0000	0,9400	0,9400	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	130	238	0	0
Total Analysis Volume [veh/h]	0	0	518	952	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			
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	0,01	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 [ft/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

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):	0,009

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	241	828
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	10,37	17,39
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	130	34
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	371	862
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,9400	0,9400
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	99	229
Total Analysis Volume [veh/h]	0	0	0	0	395	917
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	0,01
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/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 4: Ponto 1

Control Type:	Two-way stop	Delay (sec / veh):	210,2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1,368

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	487	0	0	0	0	1069
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	11,08	2,00	2,00	2,00	2,00	13,88
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	164
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]	487	0	0	0	0	1233
Peak Hour Factor	0,9400	1,0000	1,0000	1,0000	1,0000	0,9400
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	130	0	0	0	0	328
Total Analysis Volume [veh/h]	518	0	0	0	0	1312
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	1,37	0,00	0,00	0,00	0,00	0,01
d_M, Delay for Movement [s/veh]	210,25	0,00	0,00	0,00	0,00	0,00
Movement LOS	F					A
95th-Percentile Queue Length [veh/ln]	25,16	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	628,91	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	210,25		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	59,51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso

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):	0,013

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	1075	215	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	13,02	10,50	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	198	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	1075	413	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	0,8300	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	324	124	0	0
Total Analysis Volume [veh/h]	0	0	1295	498	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			
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 [ft/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 2 - SIMULAÇÃO Diretrizes de Acesso

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						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	215	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	10,50	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	198	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	413	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8300	0,8300	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	124	0	0
Total Analysis Volume [veh/h]	0	0	0	498	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	10,01	0,00
Movement LOS				A	B	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		10,01	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso

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						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	98	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	98	0	0	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	25	0	0	0	0
Total Analysis Volume [veh/h]	0	98	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	0,00	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 [ft/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 8: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso

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):	0,013

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	1075	215	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	13,02	10,50	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	1075	215	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	0,8300	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	324	65	0	0
Total Analysis Volume [veh/h]	0	0	1295	259	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 [ft/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 3

Control Type:	Two-way stop	Delay (sec / veh):	11,0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,152

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Thru	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	215	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	10,50	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	98	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	98	215	0	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	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	25	65	0	0	0
Total Analysis Volume [veh/h]	0	98	259	0	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	0,00	0,15	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	11,04	0,00	0,00	0,00	0,00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0,00	0,25	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	6,14	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	11,04		0,00		0,00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3,03					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Ponto 3

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						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		Yes		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	599	543	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	21,50	17,80	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	95	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	0	694	546	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	0,8300	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	209	164	0	0
Total Analysis Volume [veh/h]	0	0	836	658	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			
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	0,01	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 [ft/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 3

Control Type:	Two-way stop	Delay (sec / veh):	152,3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2,448

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	483	599	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	22,14	21,50	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	45	95	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	528	694	0	0	0
Peak Hour Factor	1,0000	0,5600	0,5600	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	236	310	0	0	0
Total Analysis Volume [veh/h]	0	943	1239	0	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	0,00	2,45	0,01	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	152,33	0,00	0,00	0,00	0,00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0,00	19,74	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	493,39	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	152,33		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	65,83					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 12: Ponto 3

Control Type:	Two-way stop	Delay (sec / veh):	21,7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,644

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	543	312	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	17,80	24,35	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	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	0	0	546	312	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8300	0,8300	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	164	94	0
Total Analysis Volume [veh/h]	0	0	0	658	376	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	0,64	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	21,67	0,00
Movement LOS				A	C	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	4,62	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	115,41	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		21,67	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7,88					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 13: Ponto 3

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):	0,006

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	312	483	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	24,35	22,14	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	45	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]	312	528	0	0	0	0
Peak Hour Factor	0,8300	0,8300	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]	94	159	0	0	0	0
Total Analysis Volume [veh/h]	376	636	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 [ft/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 4

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						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	482	461	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	17,85	18,21	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	126	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	608	475	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	171	133	0	0
Total Analysis Volume [veh/h]	0	0	683	534	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						
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	0,01	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 [ft/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 15: Ponto 4

Control Type:	Two-way stop	Delay (sec / veh):	111,9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2,166

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Thru	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	655	0	0	482	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	15,42	2,00	2,00	17,85	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	126	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]	655	0	0	608	0	0
Peak Hour Factor	0,8900	1,0000	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]	184	0	0	171	0	0
Total Analysis Volume [veh/h]	736	0	0	683	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		No	
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	2,17	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	111,92	0,00	0,00
Movement LOS	A			F		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	13,07	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	326,66	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		111,92		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	53,87					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 16: Ponto 5

Control Type:	Two-way stop	Delay (sec / veh):	1.389,3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3,610

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Thru	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	1844	130	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,38	22,37	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	126	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	1970	130	0	0	0
Peak Hour Factor	1,0000	0,9300	0,9300	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	530	35	0	0	0
Total Analysis Volume [veh/h]	0	2118	140	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		No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0,00	0,02	3,61	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	1389,27	0,00	0,00	0,00
Movement LOS		A	F			
95th-Percentile Queue Length [veh/ln]	0,00	0,00	15,95	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	398,63	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		1389,27		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	86,14					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 17: Ponto 5

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):	0,020

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	130	1732
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	22,37	1,39
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	164
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	130	1896
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,9300	0,9300
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	35	510
Total Analysis Volume [veh/h]	0	0	0	0	140	2039
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	0,02
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 [ft/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 6

Control Type:	Two-way stop	Delay (sec / veh):	0,0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,022

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	165	1809	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	16,95	2,38	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	51	75	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	216	1884	0	0
Peak Hour Factor	1,0000	1,0000	0,8600	0,8600	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	63	548	0	0
Total Analysis Volume [veh/h]	0	0	251	2191	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			
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	0,02	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 [ft/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 19: Ponto 6

Control Type:	Two-way stop	Delay (sec / veh):	143,4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1,124

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	165	0	0	0	0	1567
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	16,95	2,00	2,00	2,00	2,00	1,39
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]	51	0	0	0	0	113
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]	216	0	0	0	0	1680
Peak Hour Factor	0,8600	1,0000	1,0000	1,0000	1,0000	0,8600
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	63	0	0	0	0	488
Total Analysis Volume [veh/h]	251	0	0	0	0	1953
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	1,12	0,00	0,00	0,00	0,00	0,02
d_M, Delay for Movement [s/veh]	143,38	0,00	0,00	0,00	0,00	0,00
Movement LOS	F					A
95th-Percentile Queue Length [veh/ln]	11,58	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	289,50	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	143,38		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	16,33					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 20: Ponto 7

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):	0,014

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Thru	Thru	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	49,21	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	795	0	0	0	0	854
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	23,01	2,00	2,00	2,00	2,00	20,19
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]	45	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]	840	0	0	0	0	857
Peak Hour Factor	0,6200	1,0000	1,0000	1,0000	1,0000	0,6200
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	339	0	0	0	0	346
Total Analysis Volume [veh/h]	1355	0	0	0	0	1382
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	0,01	0,00	0,00	0,00	0,00	0,01
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A					A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/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 21: Ponto 8

Control Type:	Two-way stop	Delay (sec / veh):	13,6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,063

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	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 [mph]	30,00			30,00			30,00			30,00		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	0	84	32	0	61	0	0	0	0	0	0	151
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	2,39	9,38	2,00	1,63	2,00	2,00	2,00	2,00	2,00	2,00	2,64
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]	23	6	0	1	2	0	28	0	0	0	23	11
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]	23	90	32	1	63	0	28	0	0	0	23	162
Peak Hour Factor	1,0000	0,8200	0,8200	0,8200	0,8200	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	0,8200
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]	6	27	10	0	19	0	7	0	0	0	6	49
Total Analysis Volume [veh/h]	23	110	39	1	77	0	28	0	0	0	23	198
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0,02	0,00	0,00	0,00	0,00	0,00	0,06	0,00	0,00	0,00	0,04	0,22
d_M, Delay for Movement [s/veh]	7,40	0,00	0,00	7,52	0,00	0,00	13,63	11,33	9,20	0,00	12,02	10,29
Movement LOS	A	A	A	A	A	A	B	B	A		B	B
95th-Percentile Queue Length [veh/ln]	0,05	0,05	0,05	0,00	0,00	0,00	0,20	0,20	0,20	0,00	1,00	1,00
95th-Percentile Queue Length [ft/ln]	1,15	1,15	1,15	0,05	0,05	0,05	5,02	5,02	5,02	0,00	24,91	24,91
d_A, Approach Delay [s/veh]	0,99			0,10			13,63			10,47		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	5,76											
Intersection LOS	B											

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 3 SITUAÇÃO ATUAL COM O EMPREENDIMENTO + DIRETRIZ ACESSO

Report File: V:\...\2 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO.pdf

09/04/2024

Turning Movement Volume: Summary

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
1	Ponto 1	371	1011	1382

ID	Intersection Name	Eastbound		Total Volume
		Left	Thru	
2	Ponto 1	487	895	1382

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
3	Ponto 1	371	862	1233

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
4	Ponto 1	487	1233	1720

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	1075	413	1488

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Left	
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	413	0	413

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	0	98	98

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	1075	215	1290

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
9	Ponto 3	98	215	313

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
10	Ponto 3	694	546	1240

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Right	Thru	
11	Ponto 3	528	694	1222

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Left	
12	Ponto 3	546	312	858

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
13	Ponto 3	312	528	840

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
14	Ponto 4	608	475	1083

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Thru	Thru	
15	Ponto 4	655	608	1263

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
16	Ponto 5	1970	130	2100

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
17	Ponto 5	130	1896	2026

ID	Intersection Name	Eastbound		Total Volume
		Left	Thru	
18	Ponto 6	216	1884	2100

ID	Intersection Name	Northbound	Westbound	Total Volume
		Left	Thru	
19	Ponto 6	216	1680	1896

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
20	Ponto 7	840	857	1697

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
21	Ponto 8	23	90	32	1	63	0	28	0	0	23	162	422

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
1	Ponto 1	Final Base	241	943	1184
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	130	68	198
		Other	0	0	0
		Future Total	**371**	**1011**	**1382**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Left	Thru	
2	Ponto 1	Final Base	487	697	1184
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	198	198
		Other	0	0	0
		Future Total	**487**	**895**	**1382**

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
3	Ponto 1	Final Base	241	828	1069
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	130	34	164
		Other	0	0	0
		Future Total	**371**	**862**	**1233**

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Left	Thru	
4	Ponto 1	Final Base	487	1069	1556
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	164	164
		Other	0	0	0
		Future Total	**487**	**1233**	**1720**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Final Base	1075	215	1290
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	198	198
		Other	0	0	0
		Future Total	**1075**	**413**	**1488**

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Left	
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Final Base	215	0	215
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	198	0	198
		Other	0	0	0
		Future Total	**413**	**0**	**413**

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Final Base	0	0	0
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	98	98
		Other	0	0	0
		Future Total	**0**	**98**	**98**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Final Base	1075	215	1290
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**1075**	**215**	**1290**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
9	Ponto 3	Final Base	0	215	215
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	98	0	98
		Other	0	0	0
		Future Total	**98**	**215**	**313**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
10	Ponto 3	Final Base	599	543	1142
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	95	3	98
		Other	0	0	0
		Future Total	**694**	**546**	**1240**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Right	Thru	
11	Ponto 3	Final Base	483	599	1082
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	45	95	140
		Other	0	0	0
		Future Total	**528**	**694**	**1222**

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Left	
12	Ponto 3	Final Base	543	312	855
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	3	0	3
		Other	0	0	0
		Future Total	**546**	**312**	**858**

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
13	Ponto 3	Final Base	312	483	795
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	45	45
		Other	0	0	0
		Future Total	**312**	**528**	**840**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
14	Ponto 4	Final Base	482	461	943
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	126	14	140
		Other	0	0	0
		Future Total	**608**	**475**	**1083**

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Thru	Thru	
15	Ponto 4	Final Base	655	482	1137
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	126	126
		Other	0	0	0
		Future Total	**655**	**608**	**1263**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
16	Ponto 5	Final Base	1844	130	1974
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	126	0	126
		Other	0	0	0
		Future Total	**1970**	**130**	**2100**

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
17	Ponto 5	Final Base	130	1732	1862
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	164	164
		Other	0	0	0
		Future Total	**130**	**1896**	**2026**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Left	Thru	
18	Ponto 6	Final Base	165	1809	1974
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	51	75	126
		Other	0	0	0
		Future Total	**216**	**1884**	**2100**

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Left	Thru	
19	Ponto 6	Final Base	165	1567	1732
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	51	113	164
		Other	0	0	0
		Future Total	**216**	**1680**	**1896**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
20	Ponto 7	Final Base	795	854	1649
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	45	3	48
		Other	0	0	0
		Future Total	**840**	**857**	**1697**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound		Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
21	Ponto 8	Final Base	0	84	32	0	61	0	0	0	0	0	151	328
		Growth Factor	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	23	6	0	1	2	0	28	0	0	23	11	94
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**23**	**90**	**32**	**1**	**63**	**0**	**28**	**0**	**0**	**23**	**162**	**422**

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 3 SITUAÇÃO ATUAL COM O EMPREENDIMENTO + DIRETRIZ ACESSO

Report File: V:\...\2 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO.pdf

09/04/2024

Fair Share Volumes

Intersection 1: Ponto 1			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
21: Zone	130	68	198
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	130	68	
Future Total Volume	371	1011	

Intersection 2: Ponto 1			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	0	198	198
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	0	198	
Future Total Volume	487	895	

Intersection 3: Ponto 1			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	130	0	130
22: Zone	0	25	25
23: Zone	0	9	9
Site-Generated Trips	130	34	
Future Total Volume	371	862	

Intersection 4: Ponto 1			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
21: Zone	0	130	130
22: Zone	0	25	25
23: Zone	0	9	9
Site-Generated Trips	0	164	

Future Total Volume	487	1233	

Intersection 5: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0	198	198
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	0	198	
Future Total Volume	1075	413	

Intersection 6: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	198	0	198
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	198	0	
Future Total Volume	413	0	

Intersection 7: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0	0	0
22: Zone	0	98	98
23: Zone	0	0	0
Site-Generated Trips	0	98	
Future Total Volume	0	98	

Intersection 8: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0	0	0
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	0	0	
Future Total Volume	1075	215	

Intersection 9: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	0	0	0
22: Zone	98	0	98
23: Zone	0	0	0
Site-Generated Trips	98	0	
Future Total Volume	98	215	

Intersection 10: Ponto 3			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0	0	0
22: Zone	95	3	98
23: Zone	0	0	0
Site-Generated Trips	95	3	
Future Total Volume	694	546	

Intersection 11: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	17	0	17
22: Zone	0	95	95
23: Zone	28	0	28
Site-Generated Trips	45	95	
Future Total Volume	528	694	

Intersection 12: Ponto 3			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	0	0	0
22: Zone	3	0	3
23: Zone	0	0	0
Site-Generated Trips	3	0	
Future Total Volume	546	312	

Intersection 13: Ponto 3			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0	17	17
22: Zone	0	0	0
23: Zone	0	28	28
Site-Generated Trips	0	45	
Future Total Volume	312	528	

Intersection 14: Ponto 4			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	17	0	17
22: Zone	81	14	95
23: Zone	28	0	28
Site-Generated Trips	126	14	
Future Total Volume	608	475	

Intersection 15: Ponto 4			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Thru	
21: Zone	0	17	17
22: Zone	0	81	81
23: Zone	0	28	28
Site-Generated Trips	0	126	
Future Total Volume	655	608	

Intersection 16: Ponto 5			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	17	0	17
22: Zone	81	0	81
23: Zone	28	0	28
Site-Generated Trips	126	0	
Future Total Volume	1970	130	

Intersection 17: Ponto 5			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	0	130	130
22: Zone	0	25	25
23: Zone	0	9	9
Site-Generated Trips	0	164	
Future Total Volume	130	1896	

Intersection 18: Ponto 6			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	17	0	17
22: Zone	25	56	81
23: Zone	9	19	28
Site-Generated Trips	51	75	
Future Total Volume	216	1884	

Intersection 19: Ponto 6			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
21: Zone	17	113	130
22: Zone	25	0	25
23: Zone	9	0	9
Site-Generated Trips	51	113	
Future Total Volume	216	1680	

Intersection 20: Ponto 7			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	17	0	17
22: Zone	0	3	3
23: Zone	28	0	28
Site-Generated Trips	45	3	
Future Total Volume	840	857	

Intersection 21: Ponto 8												
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
21: Zone	0	6	0	0	0	0	0	0	0	0	11	17
22: Zone	0	0	0	1	2	0	0	0	0	0	0	3
23: Zone	23	0	0	0	0	0	28	0	0	23	0	74
Site-Generated Trips	23	6	0	1	2	0	28	0	0	23	11	
Future Total Volume	23	90	32	1	63	0	28	0	0	23	162	

Fair Share % of Net New Site

Intersection 1: Ponto 1			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
21: Zone	100%	100%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	100%	100%	

Intersection 2: Ponto 1			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	0%	100%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	100%	

Intersection 3: Ponto 1			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	100%	0%	79,27%
22: Zone	0%	73,53%	15,24%
23: Zone	0%	26,47%	5,49%
Total	100%	100%	

Intersection 4: Ponto 1			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
21: Zone	0%	79,27%	79,27%
22: Zone	0%	15,24%	15,24%
23: Zone	0%	5,49%	5,49%
Total	0%	100%	

Intersection 5: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	100%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	100%	

Intersection 6: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	100%	0%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 7: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0%	0%	0%
22: Zone	0%	100%	100%
23: Zone	0%	0%	0%
Total	0%	100%	

Intersection 8: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	0%	-%
22: Zone	0%	0%	-%
23: Zone	0%	0%	-%
Total	0%	0%	

Intersection 9: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	0%	0%	0%
22: Zone	100%	0%	100%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 10: Ponto 3			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	0%	0%
22: Zone	100%	100%	100%
23: Zone	0%	0%	0%
Total	100%	100%	

Intersection 11: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	37,78%	0%	12,14%
22: Zone	0%	100%	67,86%
23: Zone	62,22%	0%	20%
Total	100%	100%	

Intersection 12: Ponto 3			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	0%	0%	0%
22: Zone	100%	0%	100%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 13: Ponto 3			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0%	37,78%	37,78%
22: Zone	0%	0%	0%
23: Zone	0%	62,22%	62,22%
Total	0%	100%	

Intersection 14: Ponto 4			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	13,49%	0%	12,14%
22: Zone	64,29%	100%	67,86%
23: Zone	22,22%	0%	20%
Total	100%	100%	

Intersection 15: Ponto 4			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Thru	
21: Zone	0%	13,49%	13,49%
22: Zone	0%	64,29%	64,29%
23: Zone	0%	22,22%	22,22%
Total	0%	100%	

Intersection 16: Ponto 5			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	13,49%	0%	13,49%
22: Zone	64,29%	0%	64,29%
23: Zone	22,22%	0%	22,22%
Total	100%	0%	

Intersection 17: Ponto 5			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	0%	79,27%	79,27%
22: Zone	0%	15,24%	15,24%
23: Zone	0%	5,49%	5,49%
Total	0%	100%	

Intersection 18: Ponto 6			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	33,33%	0%	13,49%
22: Zone	49,02%	74,67%	64,29%
23: Zone	17,65%	25,33%	22,22%
Total	100%	100%	

Intersection 19: Ponto 6			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
21: Zone	33,33%	100%	79,27%
22: Zone	49,02%	0%	15,24%
23: Zone	17,65%	0%	5,49%
Total	100%	100%	

Intersection 20: Ponto 7			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	37,78%	0%	35,42%
22: Zone	0%	100%	6,25%
23: Zone	62,22%	0%	58,33%
Total	100%	100%	

Intersection 21: Ponto 8												
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
21: Zone	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	18,09%
22: Zone	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	3,19%
23: Zone	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	78,72%
Total	100%	100%	0%	100%	100%	0%	100%	0%	0%	100%	100%	

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 3 SITUAÇÃO ATUAL COM O EMPREENDIMENTO + DIRETRIZ ACESSO

Report File: V:\...\2 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO.pdf

09/04/2024

Fair Share % of Future Total

Intersection 1: Ponto 1			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
21: Zone	35,04%	6,73%	14,33%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	35,04%	6,73%	

Intersection 2: Ponto 1			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	0%	22,12%	14,33%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	22,12%	

Intersection 3: Ponto 1			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	35,04%	0%	10,54%
22: Zone	0%	2,9%	2,03%
23: Zone	0%	1,04%	0,73%
Total	35,04%	3,94%	

Intersection 4: Ponto 1			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
21: Zone	0%	10,54%	7,56%
22: Zone	0%	2,03%	1,45%
23: Zone	0%	0,73%	0,52%
Total	0%	13,3%	

Intersection 5: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	47,94%	13,31%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	47,94%	

Intersection 6: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	47,94%	0%	47,94%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	47,94%	0%	

Intersection 7: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0%	0%	0%
22: Zone	0%	100%	100%
23: Zone	0%	0%	0%
Total	0%	100%	

Intersection 8: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	0%	0%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	0%	

Intersection 9: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	0%	0%	0%
22: Zone	100%	0%	31,31%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 10: Ponto 3			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	0%	0%
22: Zone	13,69%	0,55%	7,9%
23: Zone	0%	0%	0%
Total	13,69%	0,55%	

Intersection 11: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	3,22%	0%	1,39%
22: Zone	0%	13,69%	7,77%
23: Zone	5,3%	0%	2,29%
Total	8,52%	13,69%	

Intersection 12: Ponto 3			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	0%	0%	0%
22: Zone	0,55%	0%	0,35%
23: Zone	0%	0%	0%
Total	0,55%	0%	

Intersection 13: Ponto 3			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0%	3,22%	2,02%
22: Zone	0%	0%	0%
23: Zone	0%	5,3%	3,33%
Total	0%	8,52%	

Intersection 14: Ponto 4			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	2,8%	0%	1,57%
22: Zone	13,32%	2,95%	8,77%
23: Zone	4,61%	0%	2,59%
Total	20,72%	2,95%	

Intersection 15: Ponto 4			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Thru	
21: Zone	0%	2,8%	1,35%
22: Zone	0%	13,32%	6,41%
23: Zone	0%	4,61%	2,22%
Total	0%	20,72%	

Intersection 16: Ponto 5			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	0,86%	0%	0,81%
22: Zone	4,11%	0%	3,86%
23: Zone	1,42%	0%	1,33%
Total	6,4%	0%	

Intersection 17: Ponto 5			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	0%	6,86%	6,42%
22: Zone	0%	1,32%	1,23%
23: Zone	0%	0,47%	0,44%
Total	0%	8,65%	

Intersection 18: Ponto 6			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	7,87%	0%	0,81%
22: Zone	11,57%	2,97%	3,86%
23: Zone	4,17%	1,01%	1,33%
Total	23,61%	3,98%	

Intersection 19: Ponto 6			
Zone ID: Name	Northbound	Westbound	Total
	Left	Thru	
21: Zone	7,87%	6,73%	6,86%
22: Zone	11,57%	0%	1,32%
23: Zone	4,17%	0%	0,47%
Total	23,61%	6,73%	

Intersection 20: Ponto 7			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	2,02%	0%	1%
22: Zone	0%	0,35%	0,18%
23: Zone	3,33%	0%	1,65%
Total	5,36%	0,35%	

Intersection 21: Ponto 8												
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
21: Zone	0%	6,67%	0%	0%	0%	0%	0%	0%	0%	0%	6,79%	4,03%
22: Zone	0%	0%	0%	100%	3,17%	0%	0%	0%	0%	0%	0%	0,71%
23: Zone	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	17,54%
Total	100%	6,67%	0%	100%	3,17%	0%	100%	0%	0%	100%	6,79%	

Signal Warrants Report For Intersection 1: Ponto 1

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	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	N
1	1011	371
2	981	360
3	960	352
4	900	330
5	799	293
6	789	289
7	778	286
8	708	260
9	698	256
10	687	252
11	596	219
12	556	204
13	546	200
14	404	148
15	404	148
16	283	104
17	162	59
18	162	59
19	91	33
20	51	19
21	30	11
22	10	4
23	10	4
24	10	4

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1011	1	371	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	981	1	360	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	960	1	352	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	900	1	330	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	799	1	293	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
6	2	789	1	289	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
7	2	778	1	286	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
8	2	708	1	260	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
9	2	698	1	256	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
10	2	687	1	252	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
11	2	596	1	219	No	Yes	Yes	Yes	No	No	No	Yes	No	No
12	2	556	1	204	No	Yes	Yes	Yes	No	No	No	Yes	No	No
13	2	546	1	200	No	Yes	Yes	Yes	No	No	No	Yes	No	No
14	2	404	1	148	No	No	No	Yes	No	No	No	No	No	No
15	2	404	1	148	No	No	No	Yes	No	No	No	No	No	No
16	2	283	1	104	No	No	No	No	No	No	No	No	No	No
17	2	162	1	59	No	No	No	No	No	No	No	No	No	No
18	2	162	1	59	No	No	No	No	No	No	No	No	No	No
19	2	91	1	33	No	No	No	No	No	No	No	No	No	No
20	2	51	1	19	No	No	No	No	No	No	No	No	No	No
21	2	30	1	11	No	No	No	No	No	No	No	No	No	No
22	2	10	1	4	No	No	No	No	No	No	No	No	No	No
23	2	10	1	4	No	No	No	No	No	No	No	No	No	No
24	2	10	1	4	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	4	7	10	13	10	4

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	122,8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	12:39
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	371
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1382
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 4: Ponto 1

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	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	1233	487
2	1196	472
3	1171	463
4	1097	433
5	974	385
6	962	380
7	949	375
8	863	341
9	851	336
10	838	331
11	727	287
12	678	268
13	666	263
14	493	195
15	493	195
16	345	136
17	197	78
18	197	78
19	111	44
20	62	24
21	37	15
22	12	5
23	12	5
24	12	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1233	1	487	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1196	1	472	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1171	1	463	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1097	1	433	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	974	1	385	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	962	1	380	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	949	1	375	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	863	1	341	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
9	2	851	1	336	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	2	838	1	331	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	2	727	1	287	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	2	678	1	268	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
13	2	666	1	263	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
14	2	493	1	195	No	Yes	Yes	Yes	No	No	No	No	No	No
15	2	493	1	195	No	Yes	Yes	Yes	No	No	No	No	No	No
16	2	345	1	136	No	No	No	Yes	No	No	No	No	No	No
17	2	197	1	78	No	No	No	No	No	No	No	No	No	No
18	2	197	1	78	No	No	No	No	No	No	No	No	No	No
19	2	111	1	44	No	No	No	No	No	No	No	No	No	No
20	2	62	1	24	No	No	No	No	No	No	No	No	No	No
21	2	37	1	15	No	No	No	No	No	No	No	No	No	No
22	2	12	1	5	No	No	No	No	No	No	No	No	No	No
23	2	12	1	5	No	No	No	No	No	No	No	No	No	No
24	2	12	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	7	11	13	13	13	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	210,2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	28:26
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	487
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1720
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 6: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	413	0
2	401	0
3	392	0
4	368	0
5	326	0
6	322	0
7	318	0
8	289	0
9	285	0
10	281	0
11	244	0
12	227	0
13	223	0
14	165	0
15	165	0
16	116	0
17	66	0
18	66	0
19	37	0
20	21	0
21	12	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
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	413	1	0	No	No	No	No	No	No	No	No	No	No
2	2	401	1	0	No	No	No	No	No	No	No	No	No	No
3	2	392	1	0	No	No	No	No	No	No	No	No	No	No
4	2	368	1	0	No	No	No	No	No	No	No	No	No	No
5	2	326	1	0	No	No	No	No	No	No	No	No	No	No
6	2	322	1	0	No	No	No	No	No	No	No	No	No	No
7	2	318	1	0	No	No	No	No	No	No	No	No	No	No
8	2	289	1	0	No	No	No	No	No	No	No	No	No	No
9	2	285	1	0	No	No	No	No	No	No	No	No	No	No
10	2	281	1	0	No	No	No	No	No	No	No	No	No	No
11	2	244	1	0	No	No	No	No	No	No	No	No	No	No
12	2	227	1	0	No	No	No	No	No	No	No	No	No	No
13	2	223	1	0	No	No	No	No	No	No	No	No	No	No
14	2	165	1	0	No	No	No	No	No	No	No	No	No	No
15	2	165	1	0	No	No	No	No	No	No	No	No	No	No
16	2	116	1	0	No	No	No	No	No	No	No	No	No	No
17	2	66	1	0	No	No	No	No	No	No	No	No	No	No
18	2	66	1	0	No	No	No	No	No	No	No	No	No	No
19	2	37	1	0	No	No	No	No	No	No	No	No	No	No
20	2	21	1	0	No	No	No	No	No	No	No	No	No	No
21	2	12	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	1	0	No	No	No	No	No	No	No	No	No	No
23	2	4	1	0	No	No	No	No	No	No	No	No	No	No
24	2	4	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)	10
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]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	413
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 9: Ponto 3

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	215	98
2	209	95
3	204	93
4	191	87
5	170	77
6	168	76
7	166	75
8	151	69
9	148	68
10	146	67
11	127	58
12	118	54
13	116	53
14	86	39
15	86	39
16	60	27
17	34	16
18	34	16
19	19	9
20	11	5
21	6	3
22	2	1
23	2	1
24	2	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	215	2	98	No	No	No	No	No	No	No	No	No	No
2	2	209	2	95	No	No	No	No	No	No	No	No	No	No
3	2	204	2	93	No	No	No	No	No	No	No	No	No	No
4	2	191	2	87	No	No	No	No	No	No	No	No	No	No
5	2	170	2	77	No	No	No	No	No	No	No	No	No	No
6	2	168	2	76	No	No	No	No	No	No	No	No	No	No
7	2	166	2	75	No	No	No	No	No	No	No	No	No	No
8	2	151	2	69	No	No	No	No	No	No	No	No	No	No
9	2	148	2	68	No	No	No	No	No	No	No	No	No	No
10	2	146	2	67	No	No	No	No	No	No	No	No	No	No
11	2	127	2	58	No	No	No	No	No	No	No	No	No	No
12	2	118	2	54	No	No	No	No	No	No	No	No	No	No
13	2	116	2	53	No	No	No	No	No	No	No	No	No	No
14	2	86	2	39	No	No	No	No	No	No	No	No	No	No
15	2	86	2	39	No	No	No	No	No	No	No	No	No	No
16	2	60	2	27	No	No	No	No	No	No	No	No	No	No
17	2	34	2	16	No	No	No	No	No	No	No	No	No	No
18	2	34	2	16	No	No	No	No	No	No	No	No	No	No
19	2	19	2	9	No	No	No	No	No	No	No	No	No	No
20	2	11	2	5	No	No	No	No	No	No	No	No	No	No
21	2	6	2	3	No	No	No	No	No	No	No	No	No	No
22	2	2	2	1	No	No	No	No	No	No	No	No	No	No
23	2	2	2	1	No	No	No	No	No	No	No	No	No	No
24	2	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:18
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	98
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	313
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 11: Ponto 3

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	694	528
2	673	512
3	659	502
4	618	470
5	548	417
6	541	412
7	534	407
8	486	370
9	479	364
10	472	359
11	409	312
12	382	290
13	375	285
14	278	211
15	278	211
16	194	148
17	111	84
18	111	84
19	62	48
20	35	26
21	21	16
22	7	5
23	7	5
24	7	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	694	2	528	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
2	2	673	2	512	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
3	2	659	2	502	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
4	2	618	2	470	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
5	2	548	2	417	No	Yes	Yes	Yes	No	No	No	Yes	No	No
6	2	541	2	412	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	2	534	2	407	No	Yes	Yes	Yes	No	No	No	Yes	No	No
8	2	486	2	370	No	Yes	Yes	Yes	No	No	No	No	No	No
9	2	479	2	364	No	No	Yes	Yes	No	No	No	No	No	No
10	2	472	2	359	No	No	Yes	Yes	No	No	No	No	No	No
11	2	409	2	312	No	No	No	Yes	No	No	No	No	No	No
12	2	382	2	290	No	No	No	Yes	No	No	No	No	No	No
13	2	375	2	285	No	No	No	Yes	No	No	No	No	No	No
14	2	278	2	211	No	No	No	No	No	No	No	No	No	No
15	2	278	2	211	No	No	No	No	No	No	No	No	No	No
16	2	194	2	148	No	No	No	No	No	No	No	No	No	No
17	2	111	2	84	No	No	No	No	No	No	No	No	No	No
18	2	111	2	84	No	No	No	No	No	No	No	No	No	No
19	2	62	2	48	No	No	No	No	No	No	No	No	No	No
20	2	35	2	26	No	No	No	No	No	No	No	No	No	No
21	2	21	2	16	No	No	No	No	No	No	No	No	No	No
22	2	7	2	5	No	No	No	No	No	No	No	No	No	No
23	2	7	2	5	No	No	No	No	No	No	No	No	No	No
24	2	7	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					4	8	10	13	0	0	3	7	4	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	152,3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	22:20
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	528
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1222
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 12: Ponto 3

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	546	312
2	530	303
3	519	296
4	486	278
5	431	246
6	426	243
7	420	240
8	382	218
9	377	215
10	371	212
11	322	184
12	300	172
13	295	168
14	218	125
15	218	125
16	153	87
17	87	50
18	87	50
19	49	28
20	27	16
21	16	9
22	5	3
23	5	3
24	5	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	546	1	312	No	Yes	Yes	Yes	No	No	No	Yes	No	No
2	2	530	1	303	No	Yes	Yes	Yes	No	No	No	Yes	No	No
3	2	519	1	296	No	Yes	Yes	Yes	No	No	No	Yes	No	No
4	2	486	1	278	No	Yes	Yes	Yes	No	No	No	No	No	No
5	2	431	1	246	No	No	Yes	Yes	No	No	No	No	No	No
6	2	426	1	243	No	No	Yes	Yes	No	No	No	No	No	No
7	2	420	1	240	No	No	Yes	Yes	No	No	No	No	No	No
8	2	382	1	218	No	No	No	Yes	No	No	No	No	No	No
9	2	377	1	215	No	No	No	Yes	No	No	No	No	No	No
10	2	371	1	212	No	No	No	Yes	No	No	No	No	No	No
11	2	322	1	184	No	No	No	No	No	No	No	No	No	No
12	2	300	1	172	No	No	No	No	No	No	No	No	No	No
13	2	295	1	168	No	No	No	No	No	No	No	No	No	No
14	2	218	1	125	No	No	No	No	No	No	No	No	No	No
15	2	218	1	125	No	No	No	No	No	No	No	No	No	No
16	2	153	1	87	No	No	No	No	No	No	No	No	No	No
17	2	87	1	50	No	No	No	No	No	No	No	No	No	No
18	2	87	1	50	No	No	No	No	No	No	No	No	No	No
19	2	49	1	28	No	No	No	No	No	No	No	No	No	No
20	2	27	1	16	No	No	No	No	No	No	No	No	No	No
21	2	16	1	9	No	No	No	No	No	No	No	No	No	No
22	2	5	1	3	No	No	No	No	No	No	No	No	No	No
23	2	5	1	3	No	No	No	No	No	No	No	No	No	No
24	2	5	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	7	10	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	21,7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:52
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	312
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	858
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 15: Ponto 4

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	655	608
2	635	590
3	622	578
4	583	541
5	517	480
6	511	474
7	504	468
8	458	426
9	452	420
10	445	413
11	386	359
12	360	334
13	354	328
14	262	243
15	262	243
16	183	170
17	105	97
18	105	97
19	59	55
20	33	30
21	20	18
22	7	6
23	7	6
24	7	6

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	655	2	608	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
2	2	635	2	590	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
3	2	622	2	578	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
4	2	583	2	541	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
5	2	517	2	480	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
6	2	511	2	474	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
7	2	504	2	468	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
8	2	458	2	426	No	No	Yes	Yes	No	No	No	No	No	No
9	2	452	2	420	No	No	Yes	Yes	No	No	No	No	No	No
10	2	445	2	413	No	No	Yes	Yes	No	No	No	No	No	No
11	2	386	2	359	No	No	No	Yes	No	No	No	No	No	No
12	2	360	2	334	No	No	No	Yes	No	No	No	No	No	No
13	2	354	2	328	No	No	No	Yes	No	No	No	No	No	No
14	2	262	2	243	No	No	No	No	No	No	No	No	No	No
15	2	262	2	243	No	No	No	No	No	No	No	No	No	No
16	2	183	2	170	No	No	No	No	No	No	No	No	No	No
17	2	105	2	97	No	No	No	No	No	No	No	No	No	No
18	2	105	2	97	No	No	No	No	No	No	No	No	No	No
19	2	59	2	55	No	No	No	No	No	No	No	No	No	No
20	2	33	2	30	No	No	No	No	No	No	No	No	No	No
21	2	20	2	18	No	No	No	No	No	No	No	No	No	No
22	2	7	2	6	No	No	No	No	No	No	No	No	No	No
23	2	7	2	6	No	No	No	No	No	No	No	No	No	No
24	2	7	2	6	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	0	0	2	7	7	2

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	111,9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	18:54
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	608
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1263
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 16: Ponto 5

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	S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	W
1	1970	130
2	1911	126
3	1872	124
4	1753	116
5	1556	103
6	1537	101
7	1517	100
8	1379	91
9	1359	90
10	1340	88
11	1162	77
12	1084	72
13	1064	70
14	788	52
15	788	52
16	552	36
17	315	21
18	315	21
19	177	12
20	99	7
21	59	4
22	20	1
23	20	1
24	20	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1970	1	130	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1911	1	126	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1872	1	124	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1753	1	116	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1556	1	103	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
6	2	1537	1	101	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
7	2	1517	1	100	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	2	1379	1	91	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	1359	1	90	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
10	2	1340	1	88	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
11	2	1162	1	77	No	No	No	No	Yes	Yes	Yes	Yes	No	No
12	2	1084	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
13	2	1064	1	70	No	No	No	No	No	Yes	Yes	Yes	No	No
14	2	788	1	52	No	No	No	No	No	No	Yes	Yes	No	No
15	2	788	1	52	No	No	No	No	No	No	Yes	Yes	No	No
16	2	552	1	36	No	No	No	No	No	No	No	No	No	No
17	2	315	1	21	No	No	No	No	No	No	No	No	No	No
18	2	315	1	21	No	No	No	No	No	No	No	No	No	No
19	2	177	1	12	No	No	No	No	No	No	No	No	No	No
20	2	99	1	7	No	No	No	No	No	No	No	No	No	No
21	2	59	1	4	No	No	No	No	No	No	No	No	No	No
22	2	20	1	1	No	No	No	No	No	No	No	No	No	No
23	2	20	1	1	No	No	No	No	No	No	No	No	No	No
24	2	20	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	10	11	13	15	15	10	4

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	1389,3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	50:10
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	130
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2100
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 19: Ponto 6

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	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	1680	216
2	1630	210
3	1596	205
4	1495	192
5	1327	171
6	1310	168
7	1294	166
8	1176	151
9	1159	149
10	1142	147
11	991	127
12	924	119
13	907	117
14	672	86
15	672	86
16	470	60
17	269	35
18	269	35
19	151	19
20	84	11
21	50	6
22	17	2
23	17	2
24	17	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1680	1	216	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1630	1	210	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1596	1	205	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1495	1	192	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1327	1	171	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	2	1310	1	168	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	2	1294	1	166	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	2	1176	1	151	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	1159	1	149	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	2	1142	1	147	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	2	991	1	127	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
12	2	924	1	119	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
13	2	907	1	117	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
14	2	672	1	86	No	No	No	Yes	No	No	Yes	Yes	No	No
15	2	672	1	86	No	No	No	Yes	No	No	Yes	Yes	No	No
16	2	470	1	60	No	No	No	No	No	No	No	No	No	No
17	2	269	1	35	No	No	No	No	No	No	No	No	No	No
18	2	269	1	35	No	No	No	No	No	No	No	No	No	No
19	2	151	1	19	No	No	No	No	No	No	No	No	No	No
20	2	84	1	11	No	No	No	No	No	No	No	No	No	No
21	2	50	1	6	No	No	No	No	No	No	No	No	No	No
22	2	17	1	2	No	No	No	No	No	No	No	No	No	No
23	2	17	1	2	No	No	No	No	No	No	No	No	No	No
24	2	17	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					8	11	13	15	13	13	15	15	10	4

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	143,4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	8:36
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	216
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1896
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 21: Ponto 8

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, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	64	145	185	28
2	62	141	179	27
3	61	138	176	27
4	57	129	165	25
5	51	115	146	22
6	50	113	144	22
7	49	112	142	22
8	45	102	130	20
9	44	100	128	19
10	44	99	126	19
11	38	86	109	17
12	35	80	102	15
13	35	78	100	15
14	26	58	74	11
15	26	58	74	11
16	18	41	52	8
17	10	23	30	4
18	10	23	30	4
19	6	13	17	3
20	3	7	9	1
21	2	4	6	1
22	1	1	2	0
23	1	1	2	0
24	1	1	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	209	1	185	No	No	No	No	No	No	No	No	No	No
2	1	203	1	179	No	No	No	No	No	No	No	No	No	No
3	1	199	1	176	No	No	No	No	No	No	No	No	No	No
4	1	186	1	165	No	No	No	No	No	No	No	No	No	No
5	1	166	1	146	No	No	No	No	No	No	No	No	No	No
6	1	163	1	144	No	No	No	No	No	No	No	No	No	No
7	1	161	1	142	No	No	No	No	No	No	No	No	No	No
8	1	147	1	130	No	No	No	No	No	No	No	No	No	No
9	1	144	1	128	No	No	No	No	No	No	No	No	No	No
10	1	143	1	126	No	No	No	No	No	No	No	No	No	No
11	1	124	1	109	No	No	No	No	No	No	No	No	No	No
12	1	115	1	102	No	No	No	No	No	No	No	No	No	No
13	1	113	1	100	No	No	No	No	No	No	No	No	No	No
14	1	84	1	74	No	No	No	No	No	No	No	No	No	No
15	1	84	1	74	No	No	No	No	No	No	No	No	No	No
16	1	59	1	52	No	No	No	No	No	No	No	No	No	No
17	1	33	1	30	No	No	No	No	No	No	No	No	No	No
18	1	33	1	30	No	No	No	No	No	No	No	No	No	No
19	1	19	1	17	No	No	No	No	No	No	No	No	No	No
20	1	10	1	9	No	No	No	No	No	No	No	No	No	No
21	1	6	1	6	No	No	No	No	No	No	No	No	No	No
22	1	2	1	2	No	No	No	No	No	No	No	No	No	No
23	1	2	1	2	No	No	No	No	No	No	No	No	No	No
24	1	2	1	2	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	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10,5	13,6
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:32	0:06
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	185	28
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	422	422
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 3 SITUAÇÃO ATUAL COM O EMPREENDIMENTO + DIRETRIZ ACESSO

Report File: V:\...\2 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO.pdf

09/04/2024

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
21: Zone				0,480	412,000	100,00	0,00	0,00	198	0	198	53,51
22: Zone				0,480	205,000	0,00	100,00	0,00	0	98	98	26,49
23: Zone				0,480	155,000	62,00	38,00	0,00	46	28	74	20,00
					Added Trips Total				**244**	**126**	**370**	**100,00**

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 3 SITUAÇÃO ATUAL COM O EMPREENDIMENTO + DIRETRIZ ACESSO

Report File: V:\...\2 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO.pdf

09/04/2024

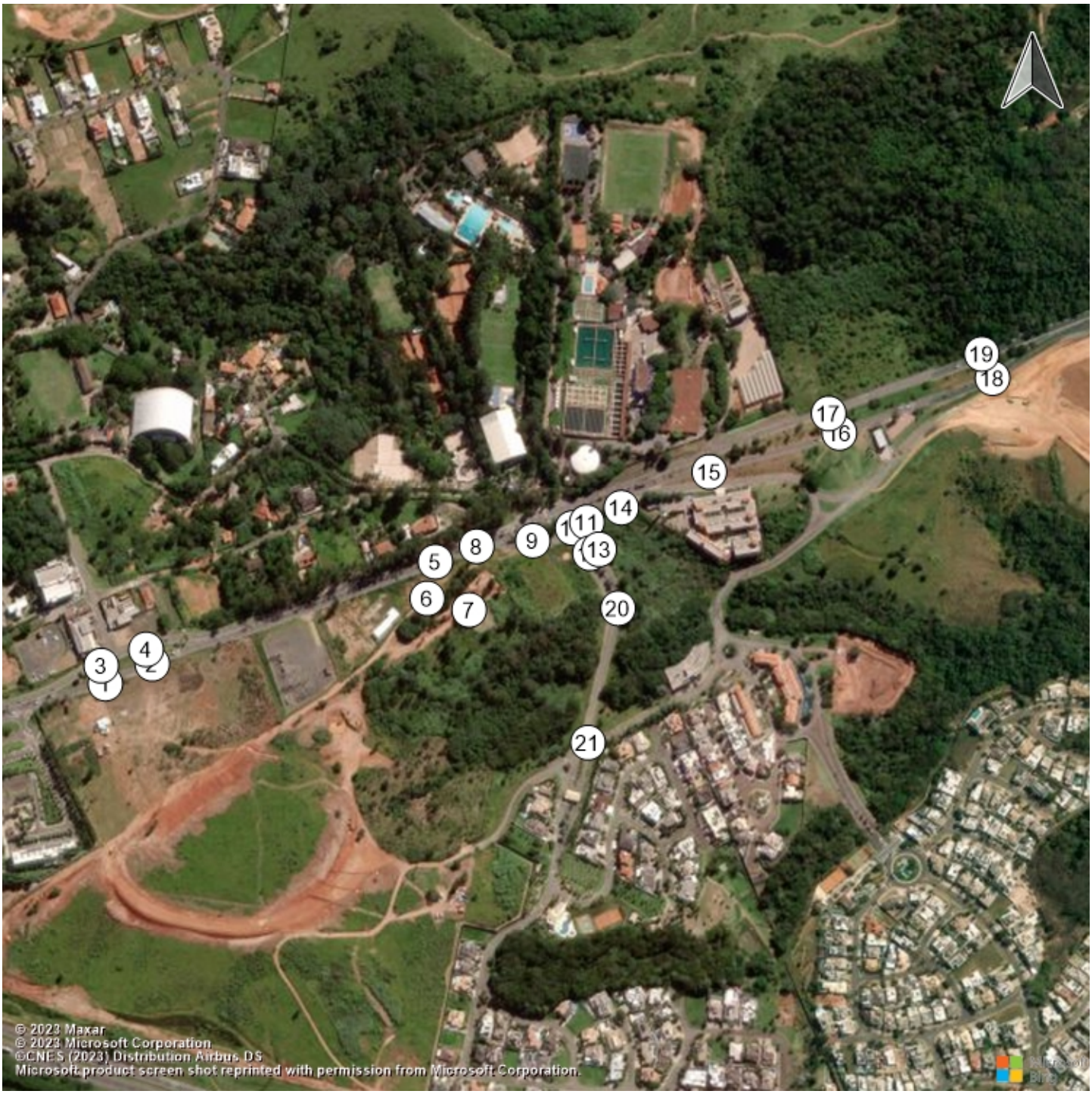
Trip Distribution summary

Zone / Gate	Zone 21: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
22: Zone	0,00	0	0,00	0
23: Zone	0,00	0	0,00	0
24: Gate	0,00	0	0,00	0
25: Gate	34,35	68	0,00	0
26: Gate	3,06	6	0,00	0
27: Gate	5,50	11	0,00	0
28: Gate	0,00	0	0,00	0
29: Gate	0,00	0	0,00	0
30: Gate	57,09	113	0,00	0
Total	**100,00**	**198**	**0,00**	**0**

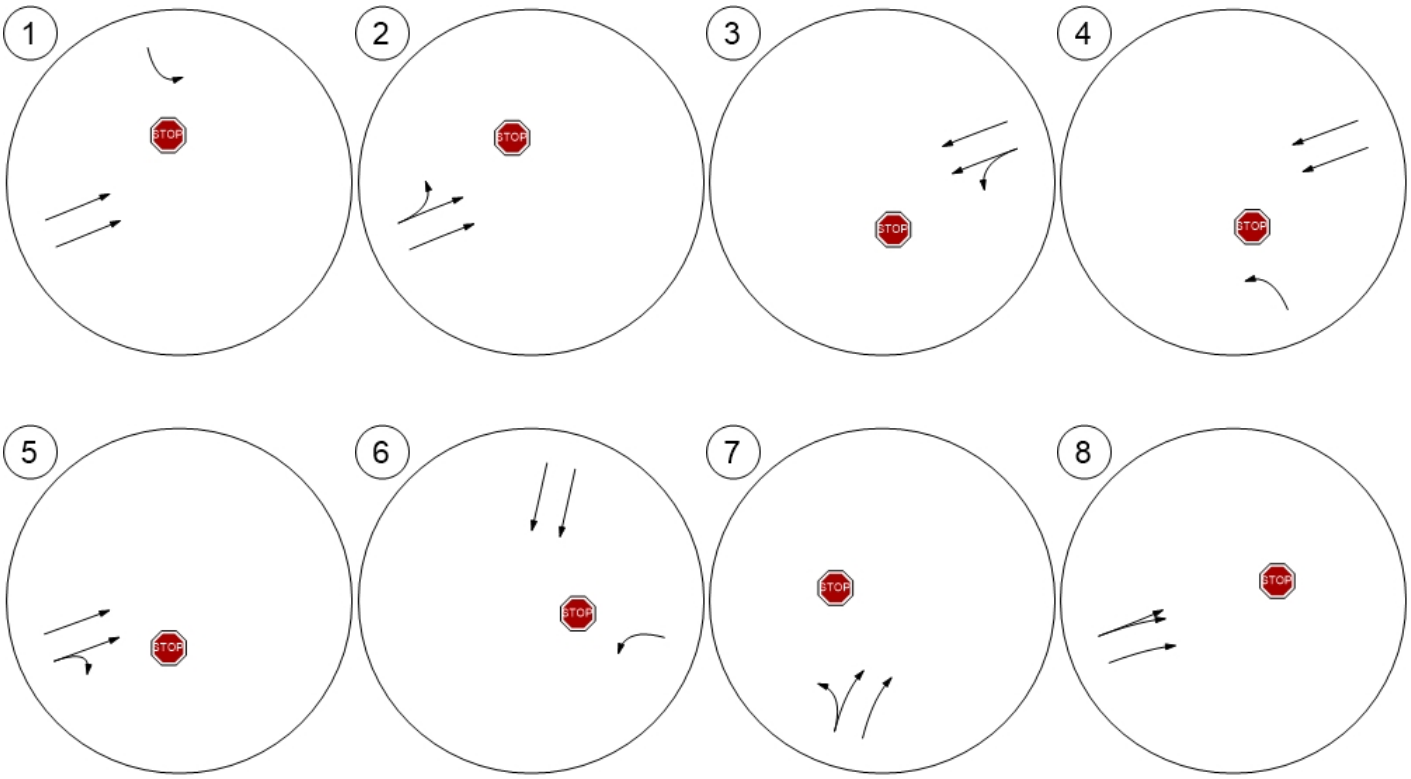
Zone / Gate	Zone 22: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
21: Zone	0,00	0	0,00	0
23: Zone	0,00	0	0,00	0
24: Gate	0,00	0	25,95	25
25: Gate	0,00	0	0,00	0
26: Gate	0,00	0	1,91	2
27: Gate	0,00	0	1,00	1
28: Gate	0,00	0	14,45	14
29: Gate	0,00	0	56,69	56
30: Gate	0,00	0	0,00	0
Total	**0,00**	**0**	**100,00**	**98**

Zone / Gate	Zone 23: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
21: Zone	0,00	0	0,00	0
22: Zone	0,00	0	0,00	0
24: Gate	0,00	0	31,00	9
25: Gate	0,00	0	0,00	0
26: Gate	50,00	23	0,00	0
27: Gate	50,00	23	1,20	0
28: Gate	0,00	0	0,00	0
29: Gate	0,00	0	67,80	19
30: Gate	0,00	0	0,00	0
Total	**100,00**	**46**	**100,00**	**28**

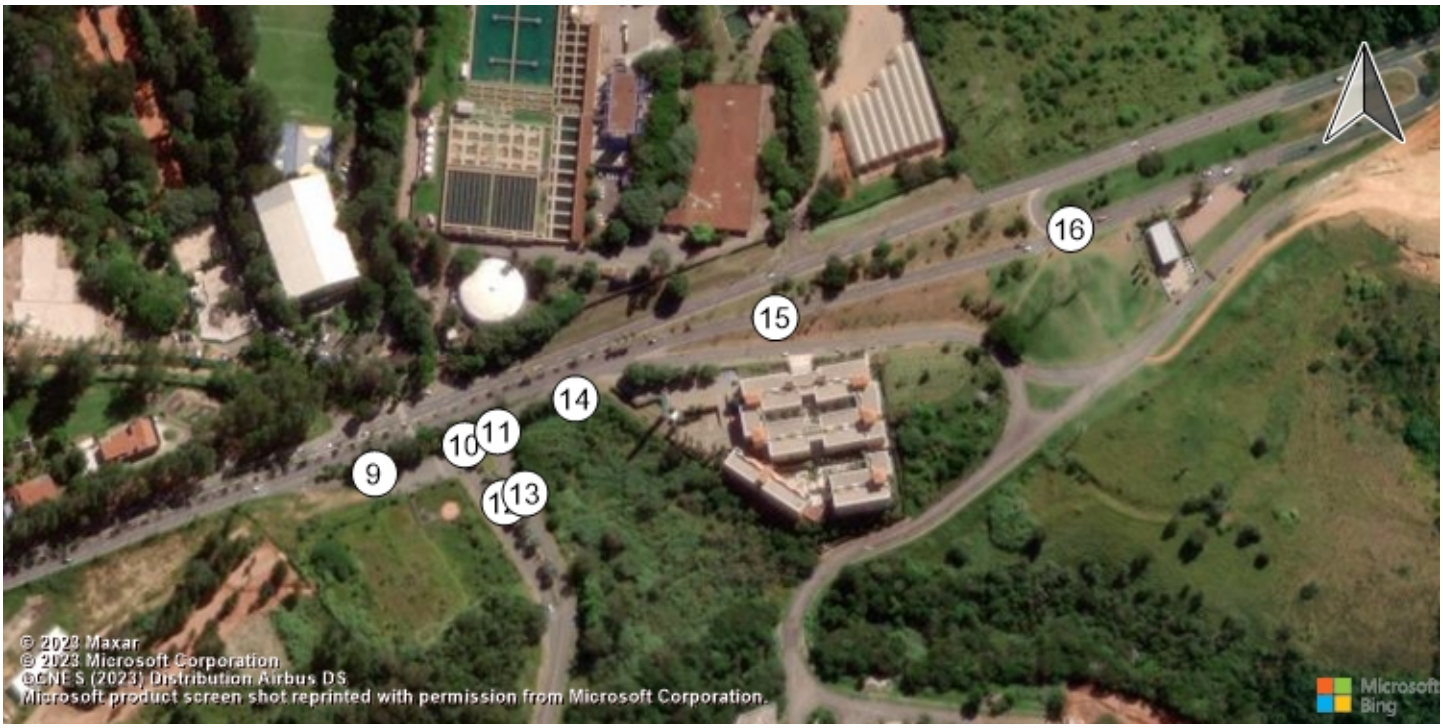
Study Intersections

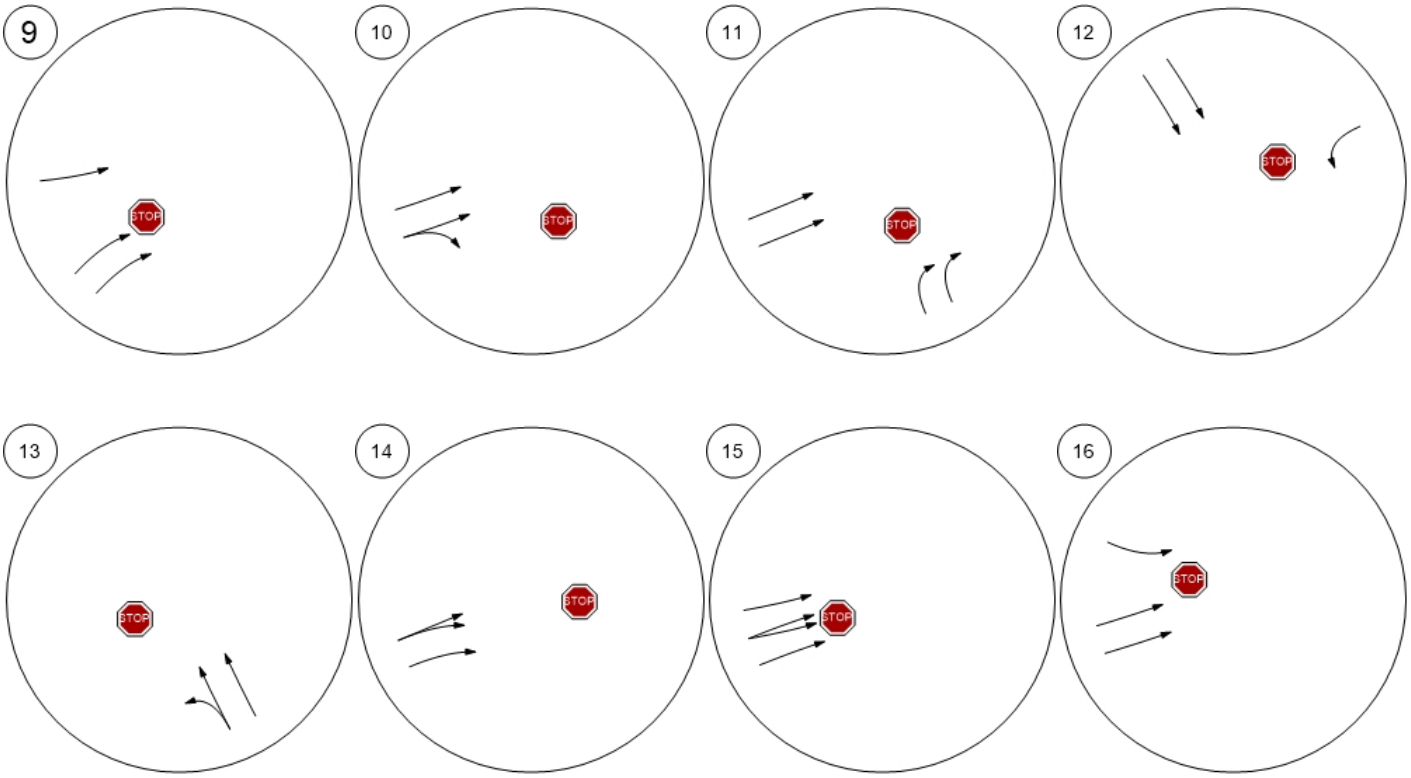


Lane Configuration and Traffic Control

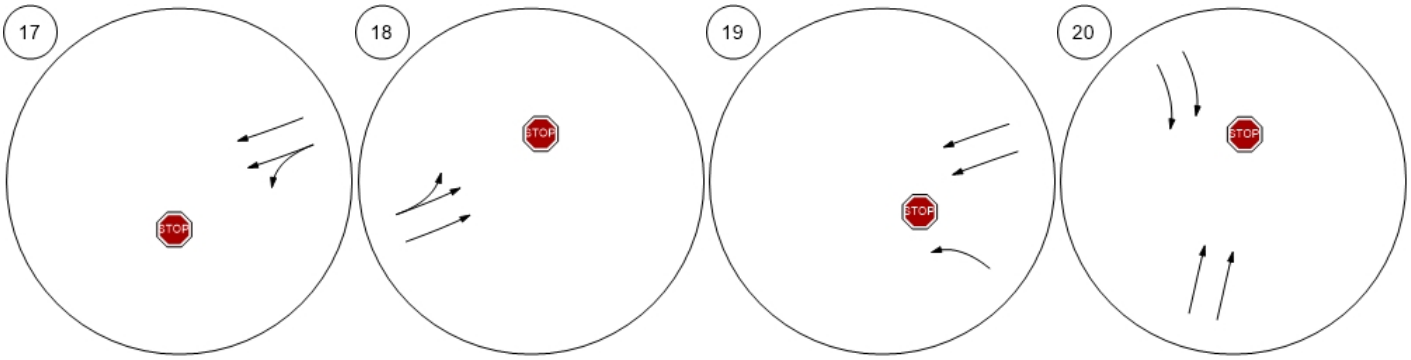


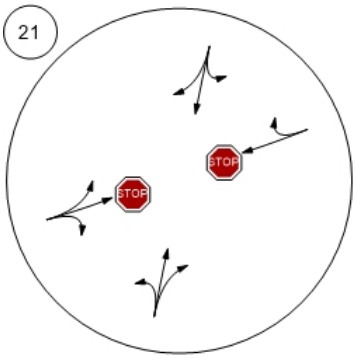
Lane Configuration and Traffic Control



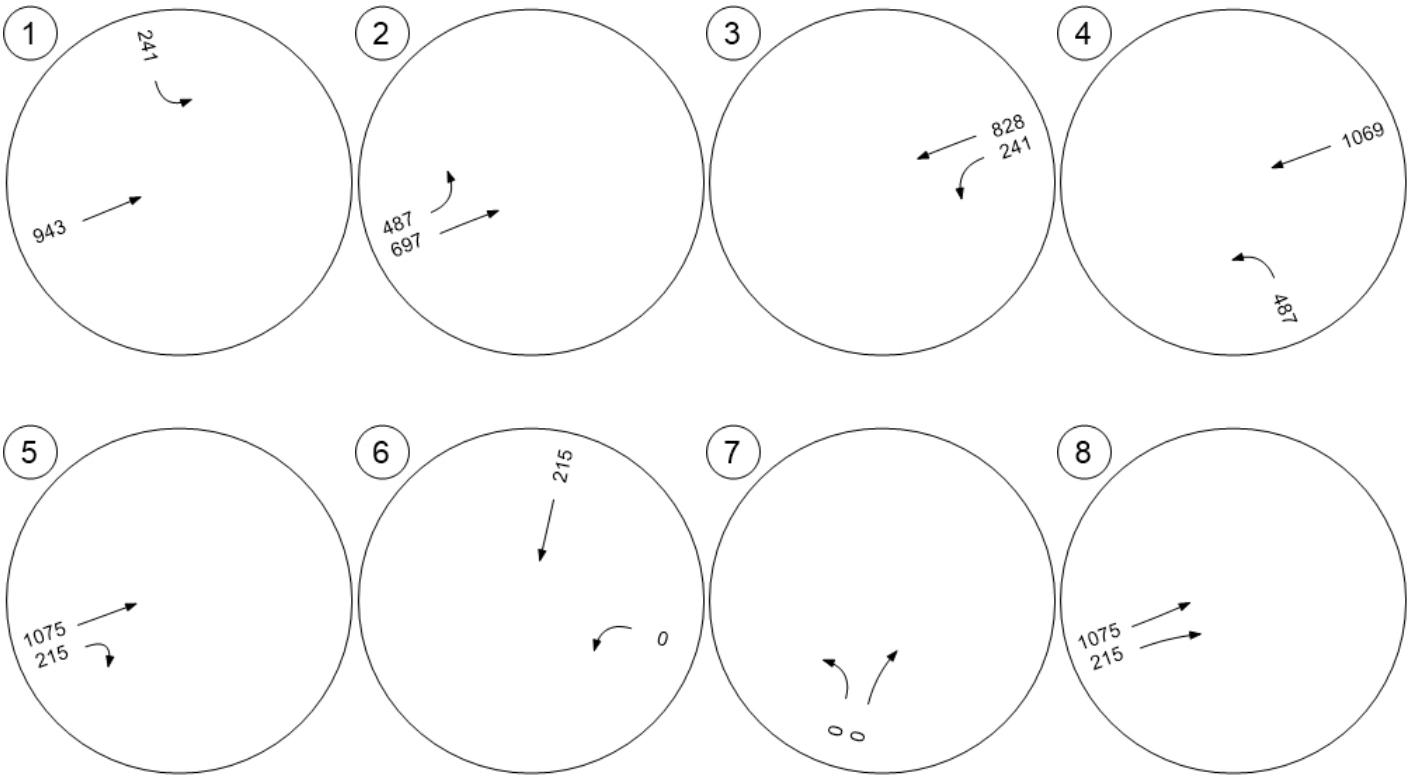


Lane Configuration and Traffic Control

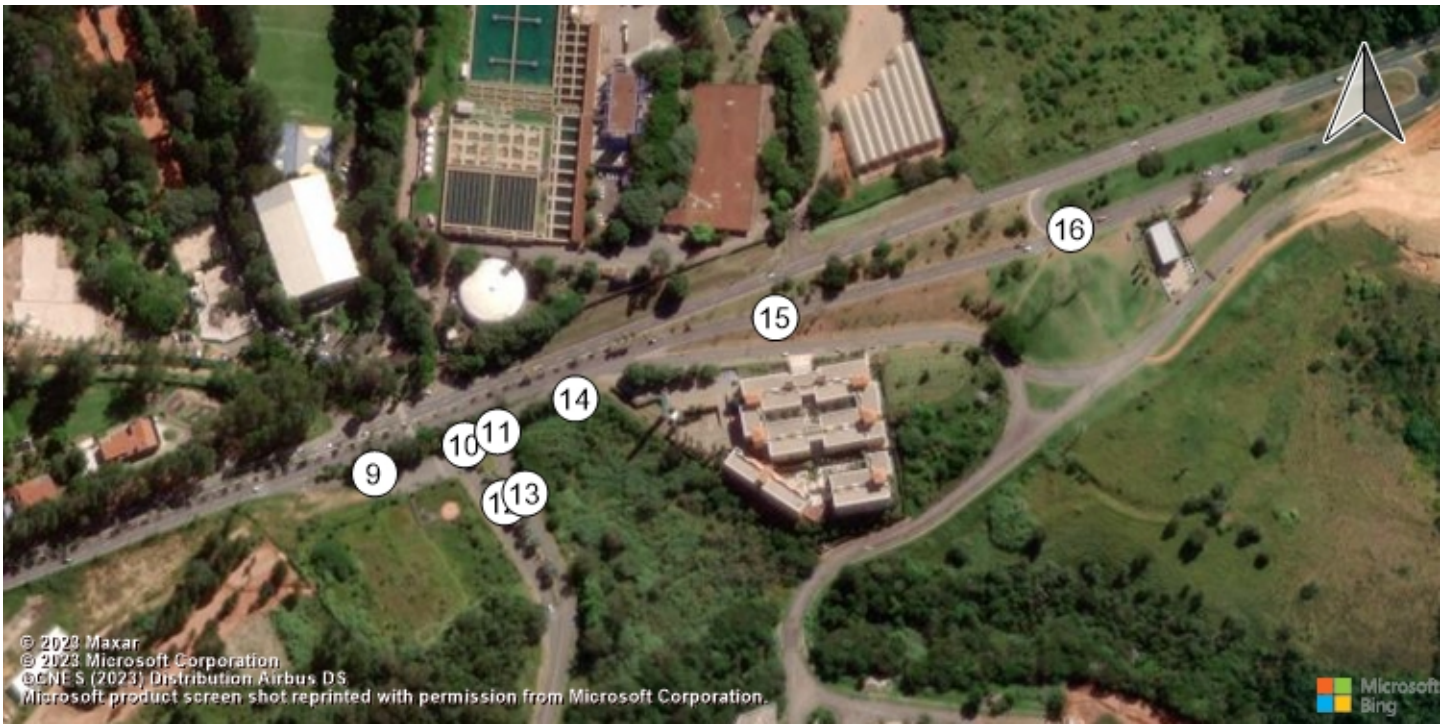


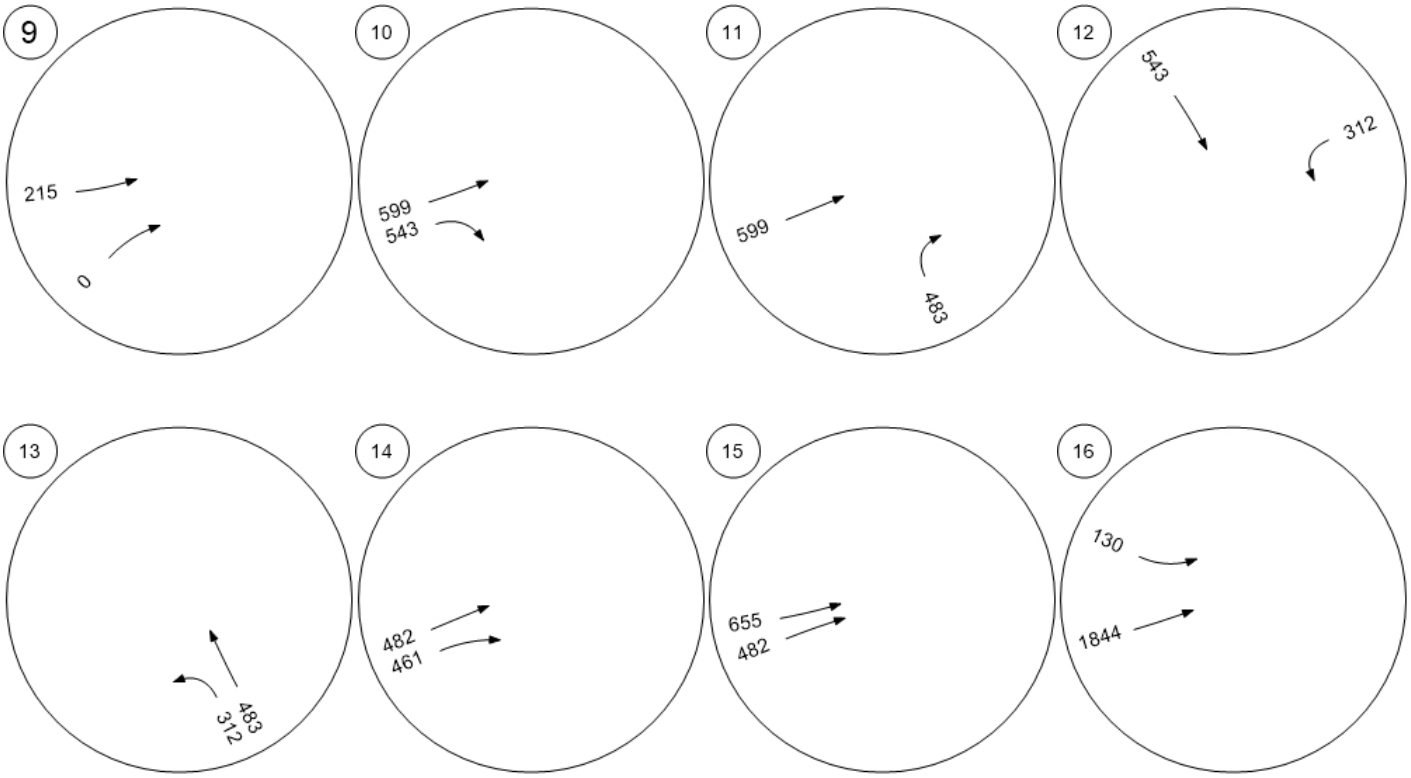


Traffic Volume - Base Volume

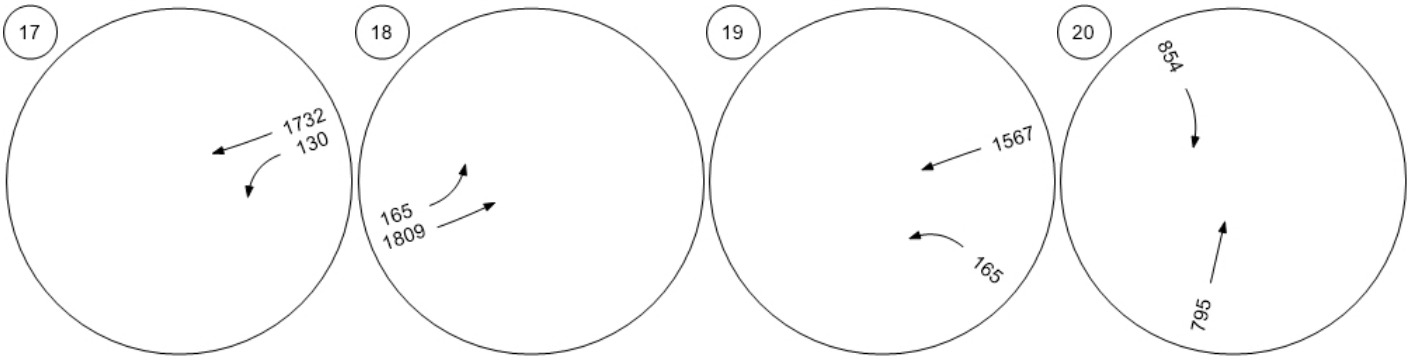


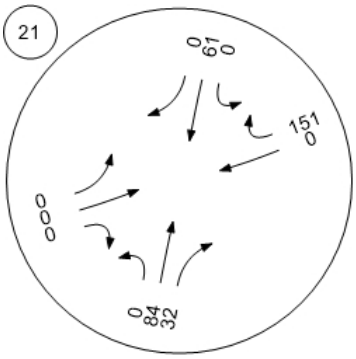
Traffic Volume - Base Volume



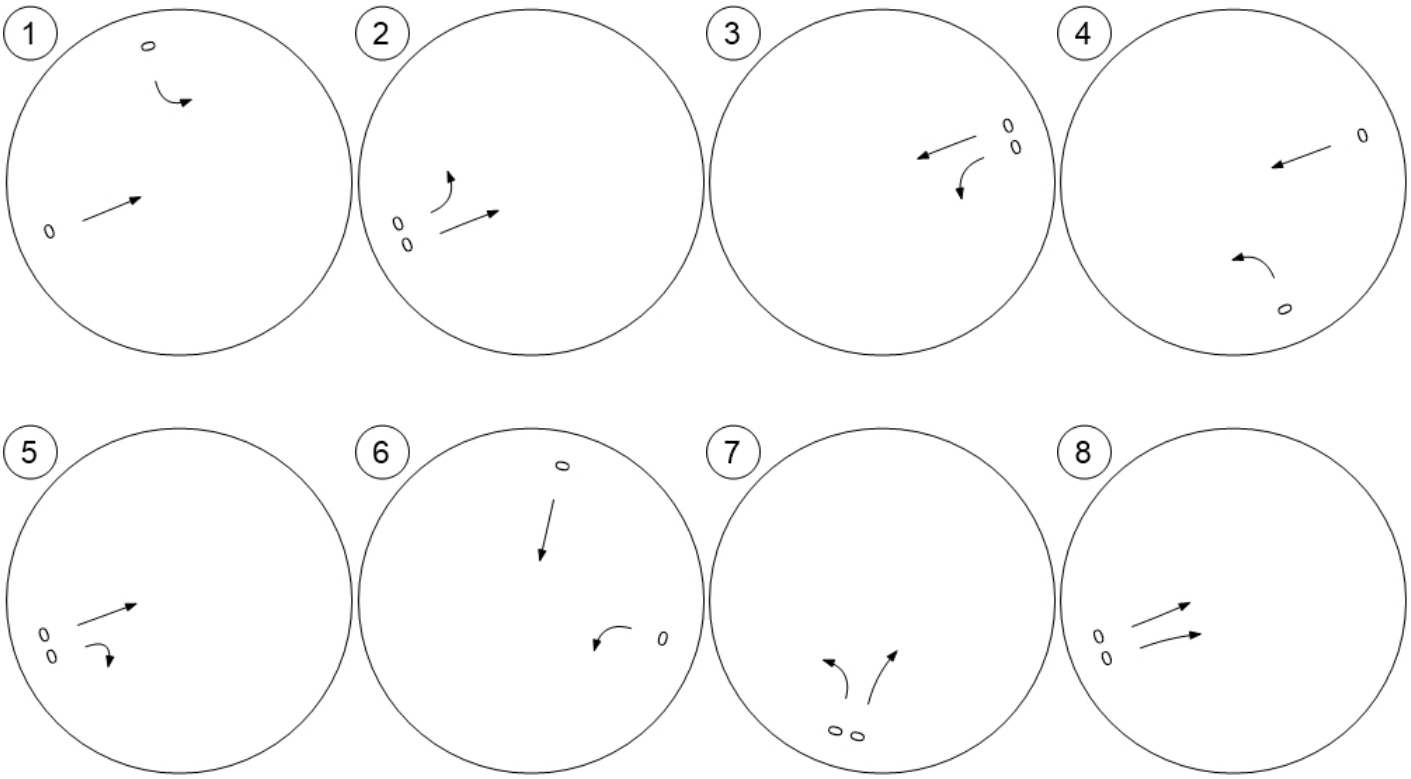


Traffic Volume - Base Volume

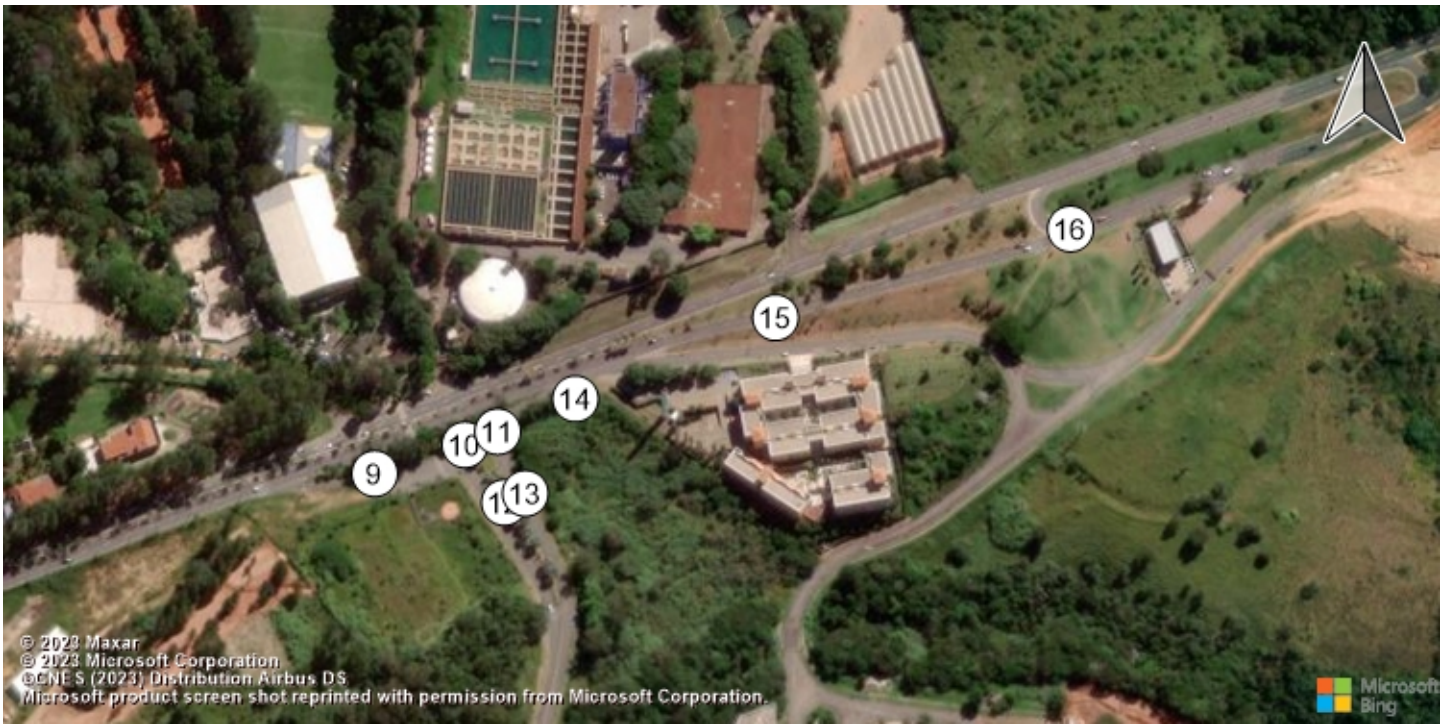


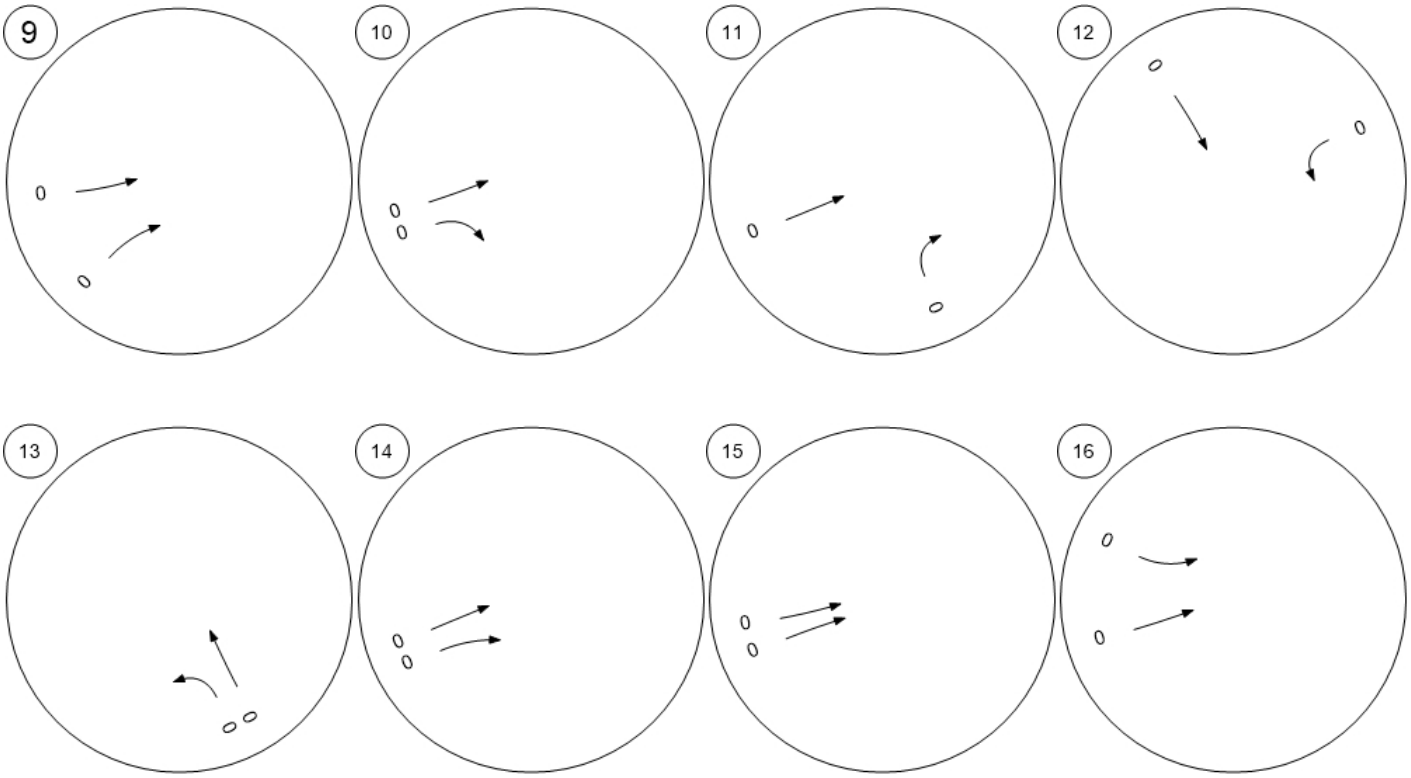


Traffic Volume - In-Process Volume

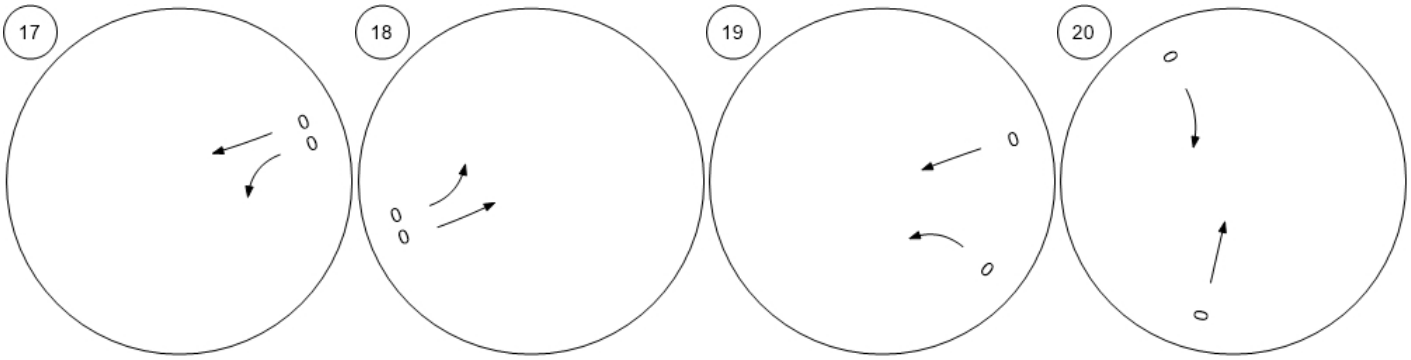


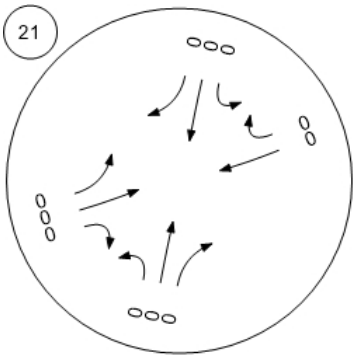
Traffic Volume - In-Process Volume



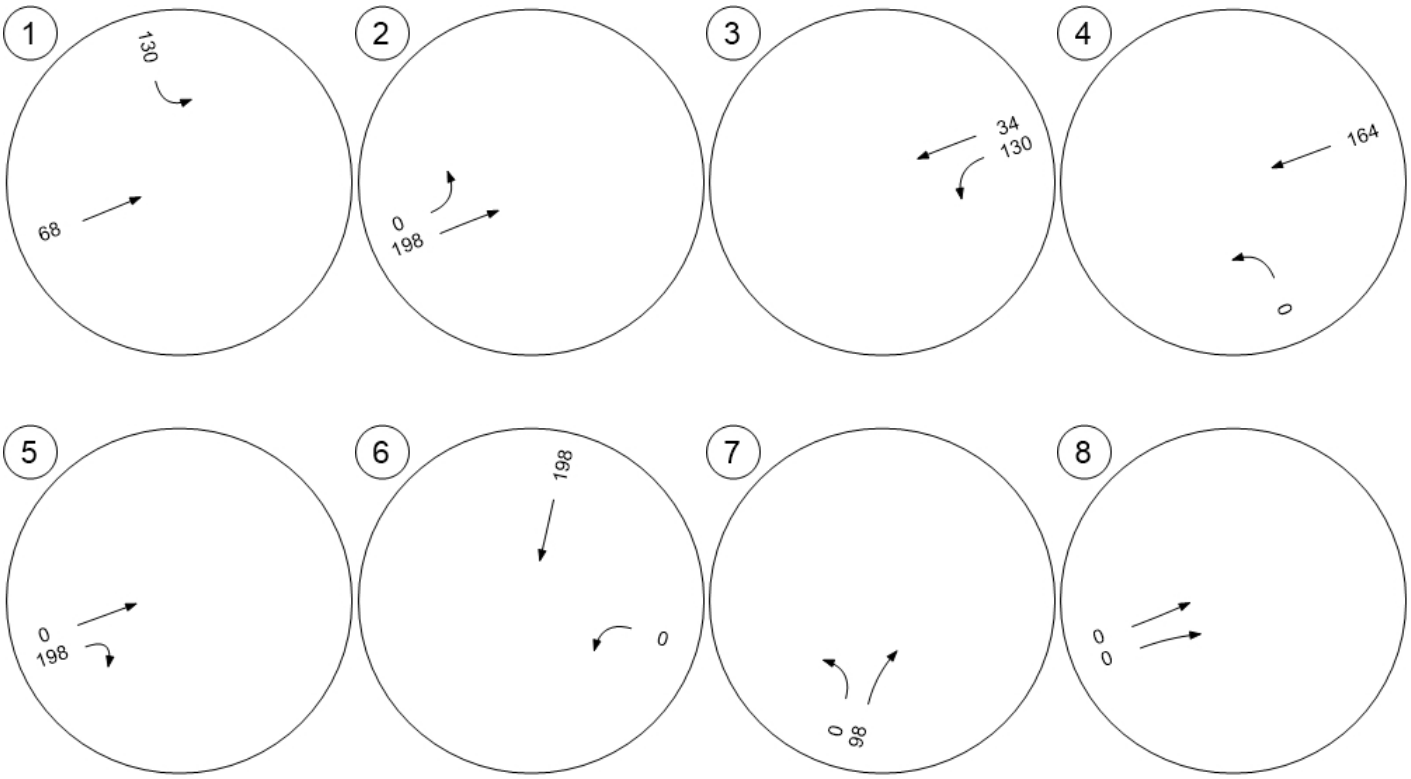


Traffic Volume - In-Process Volume

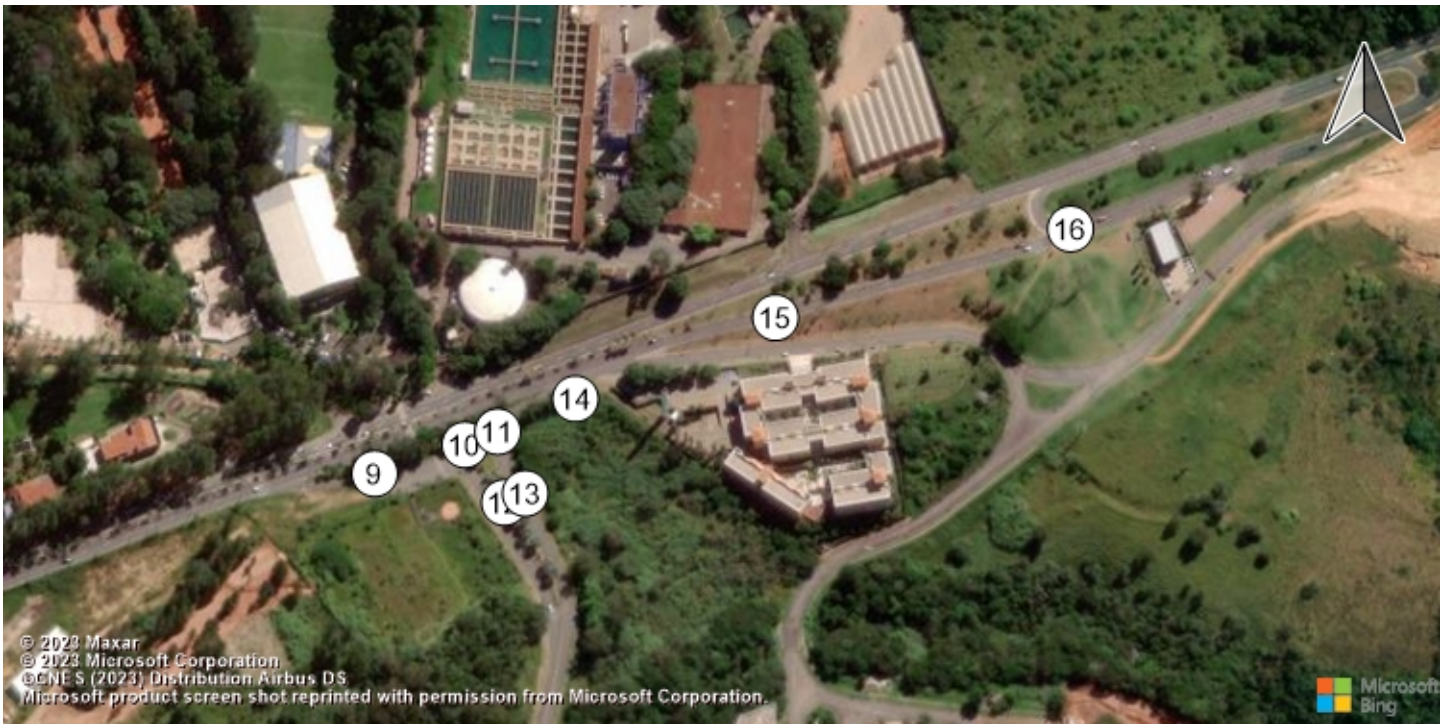


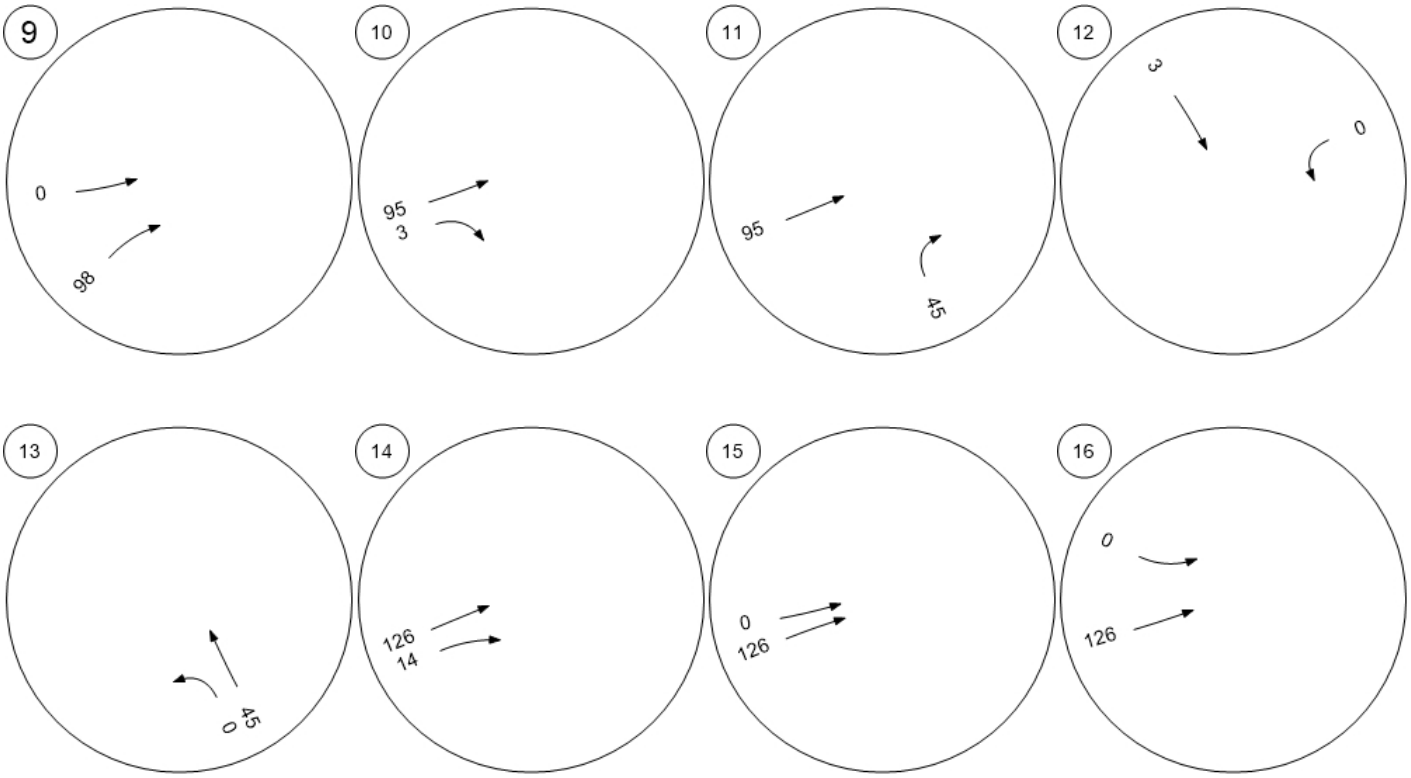


Traffic Volume - Net New Site Trips

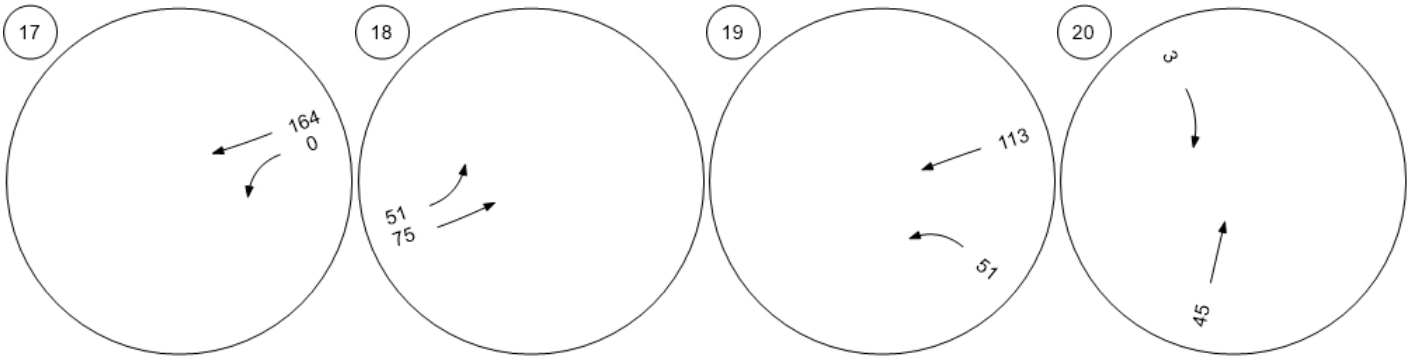


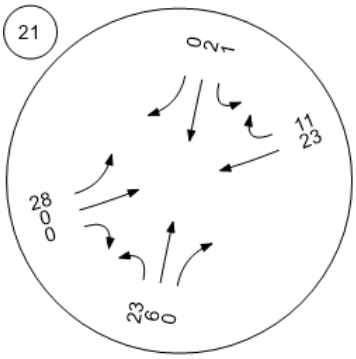
Traffic Volume - Net New Site Trips



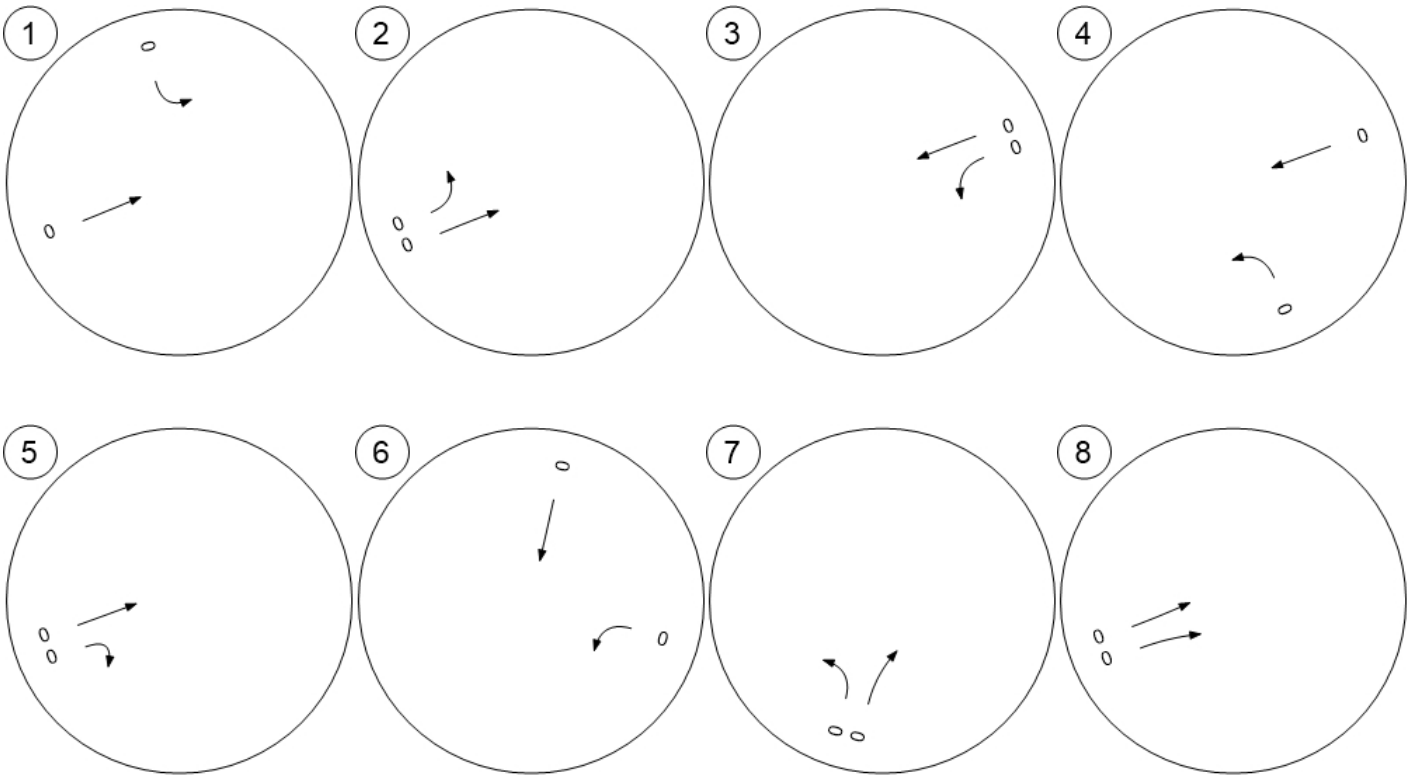


Traffic Volume - Net New Site Trips

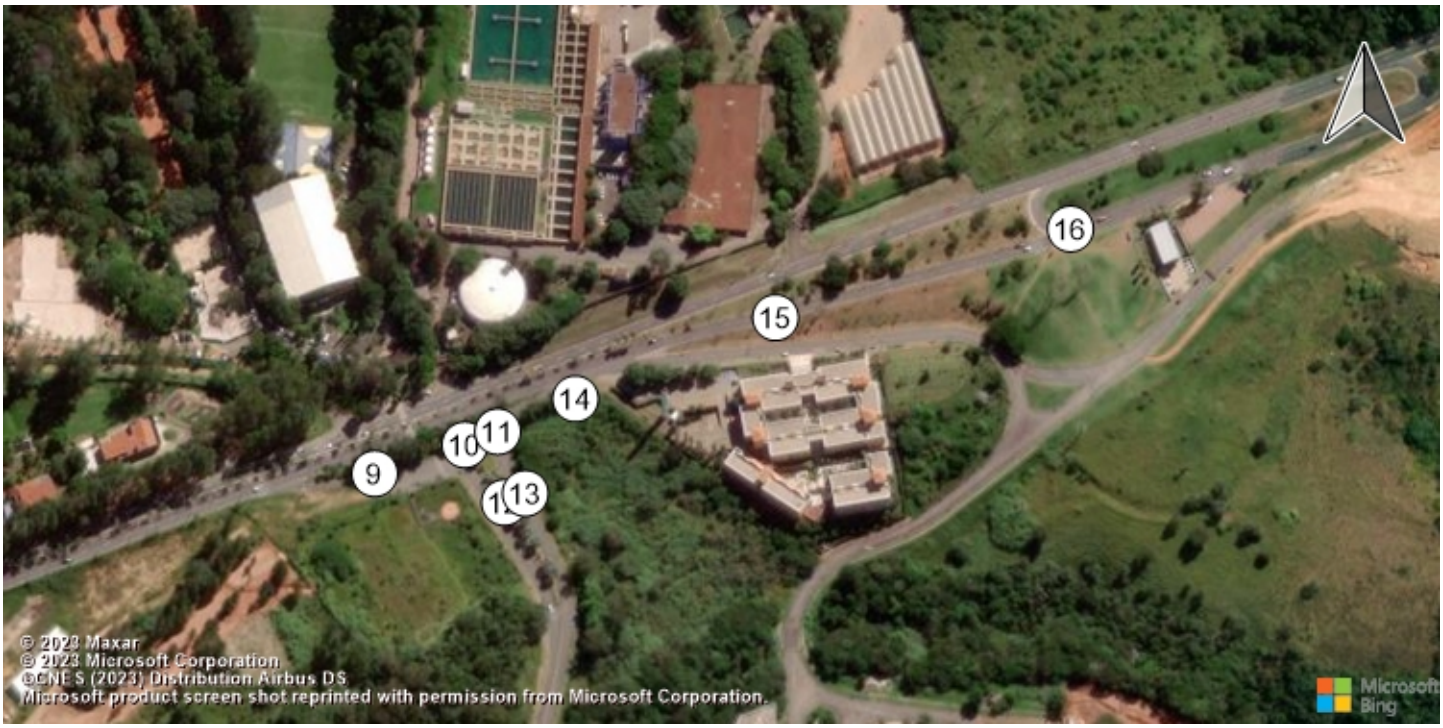


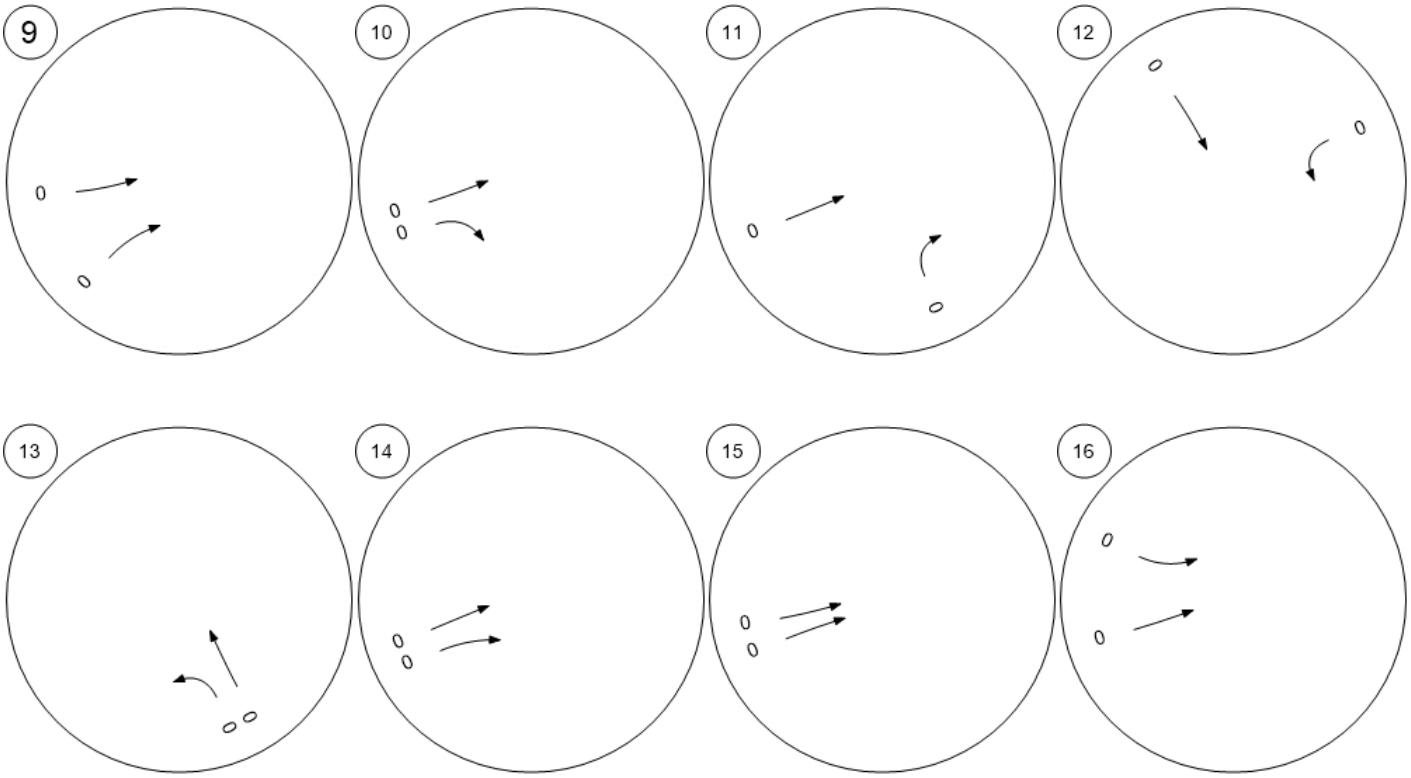


Traffic Volume - Other Volume

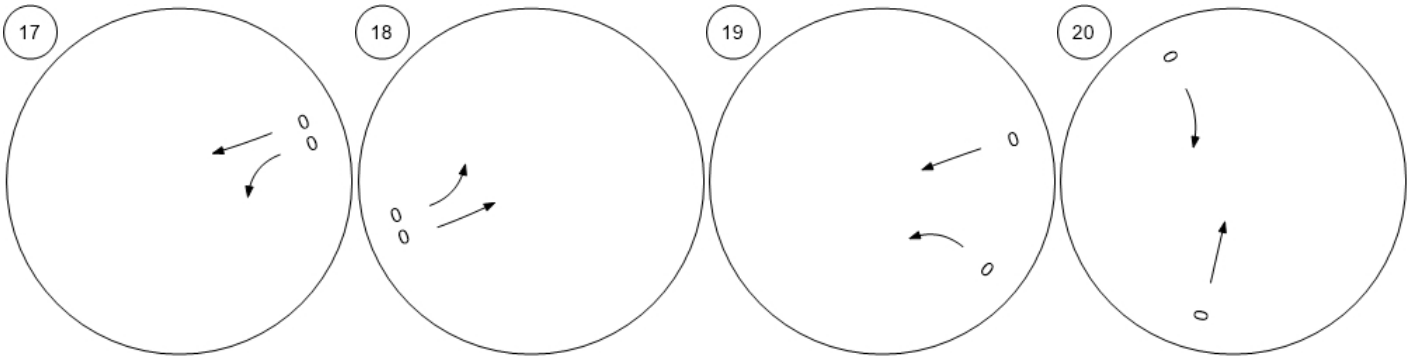


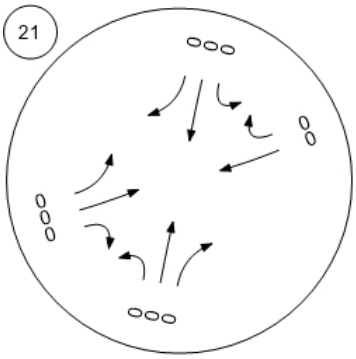
Traffic Volume - Other Volume



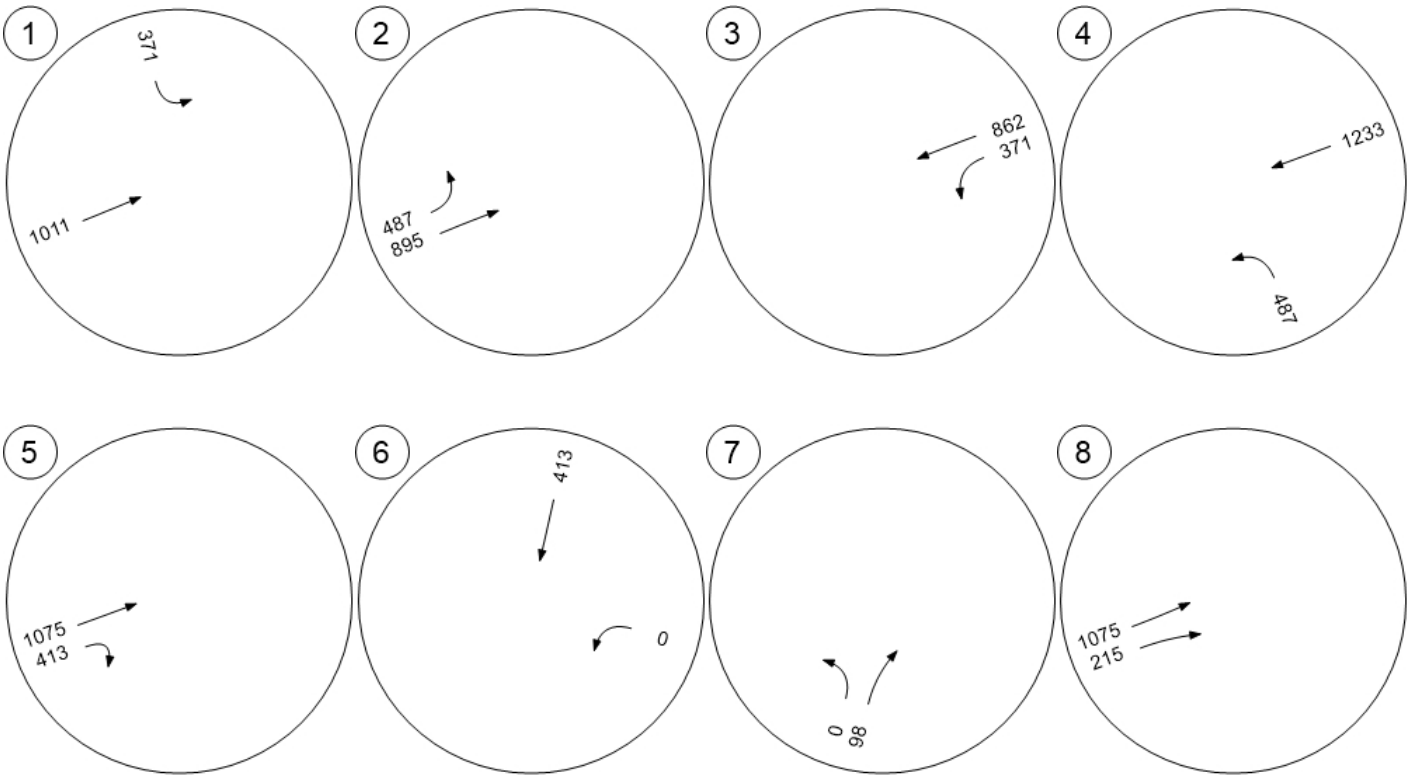


Traffic Volume - Other Volume

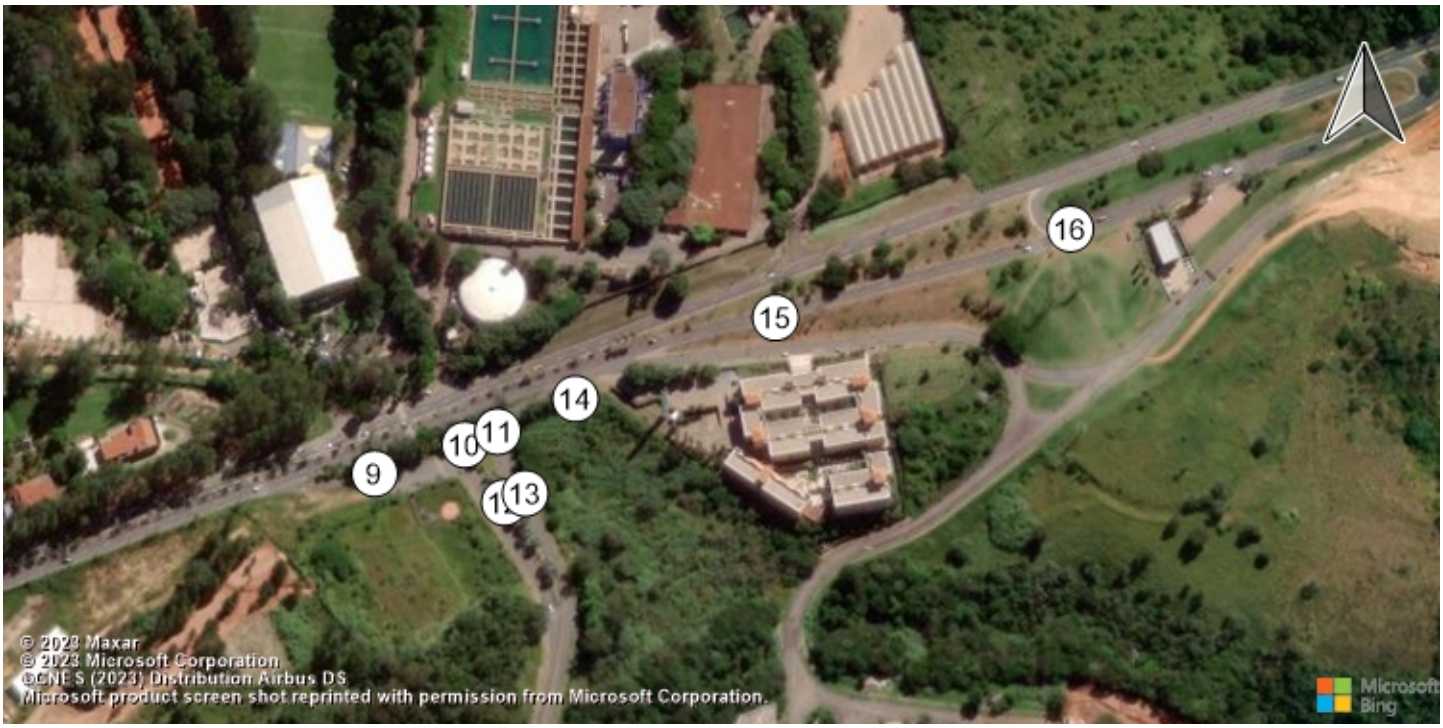


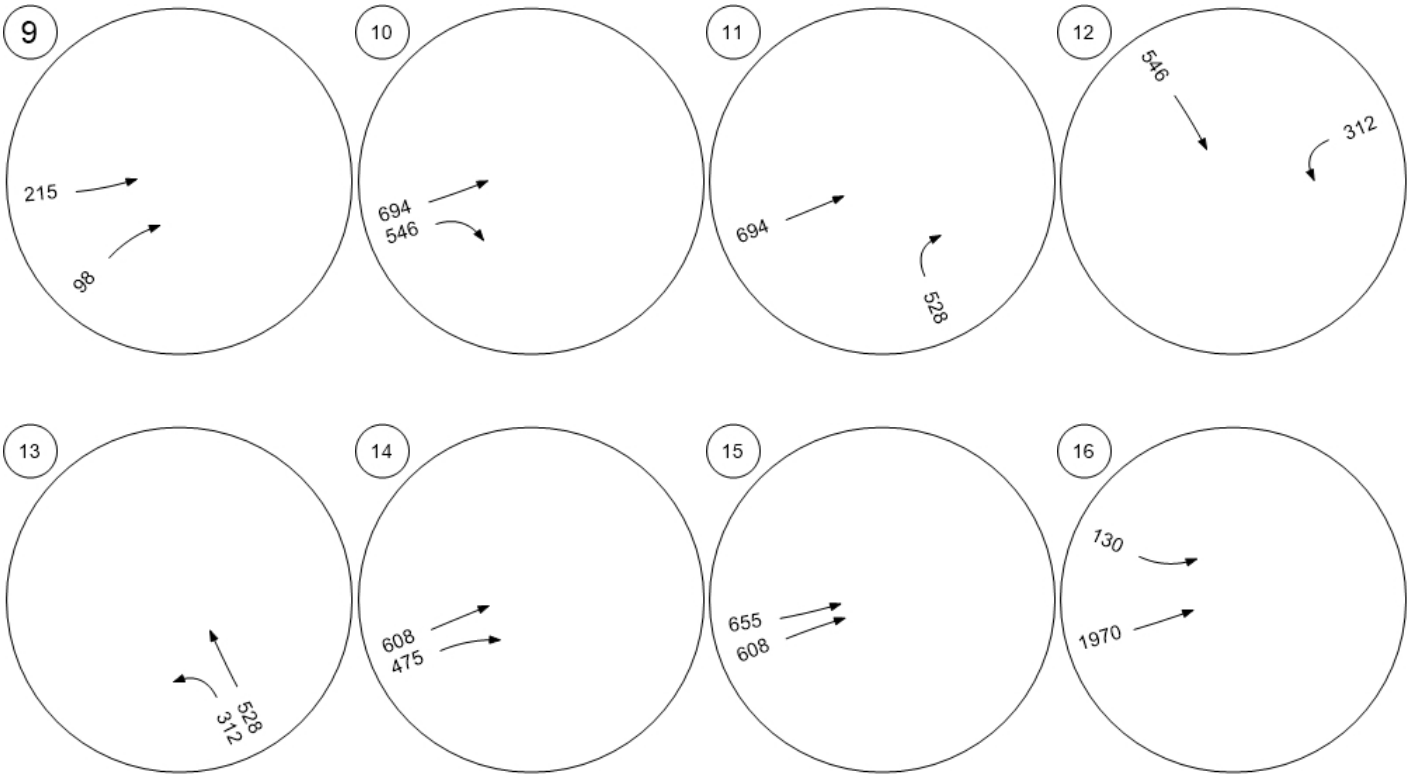


Traffic Volume - Future Total Volume

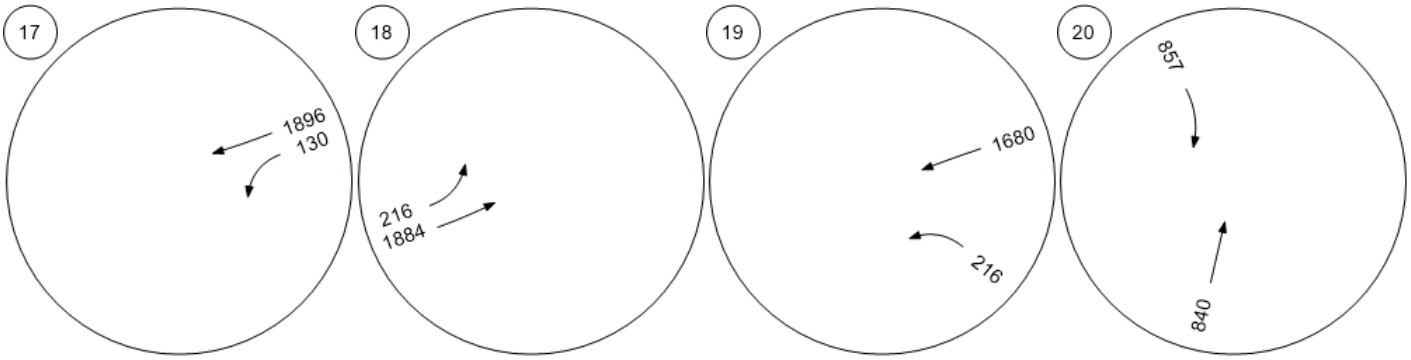


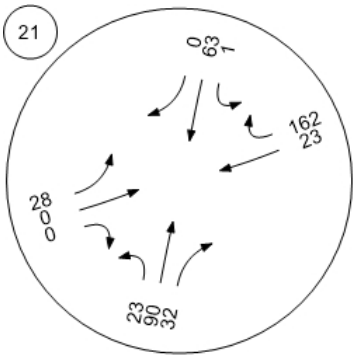
Traffic Volume - Future Total Volume



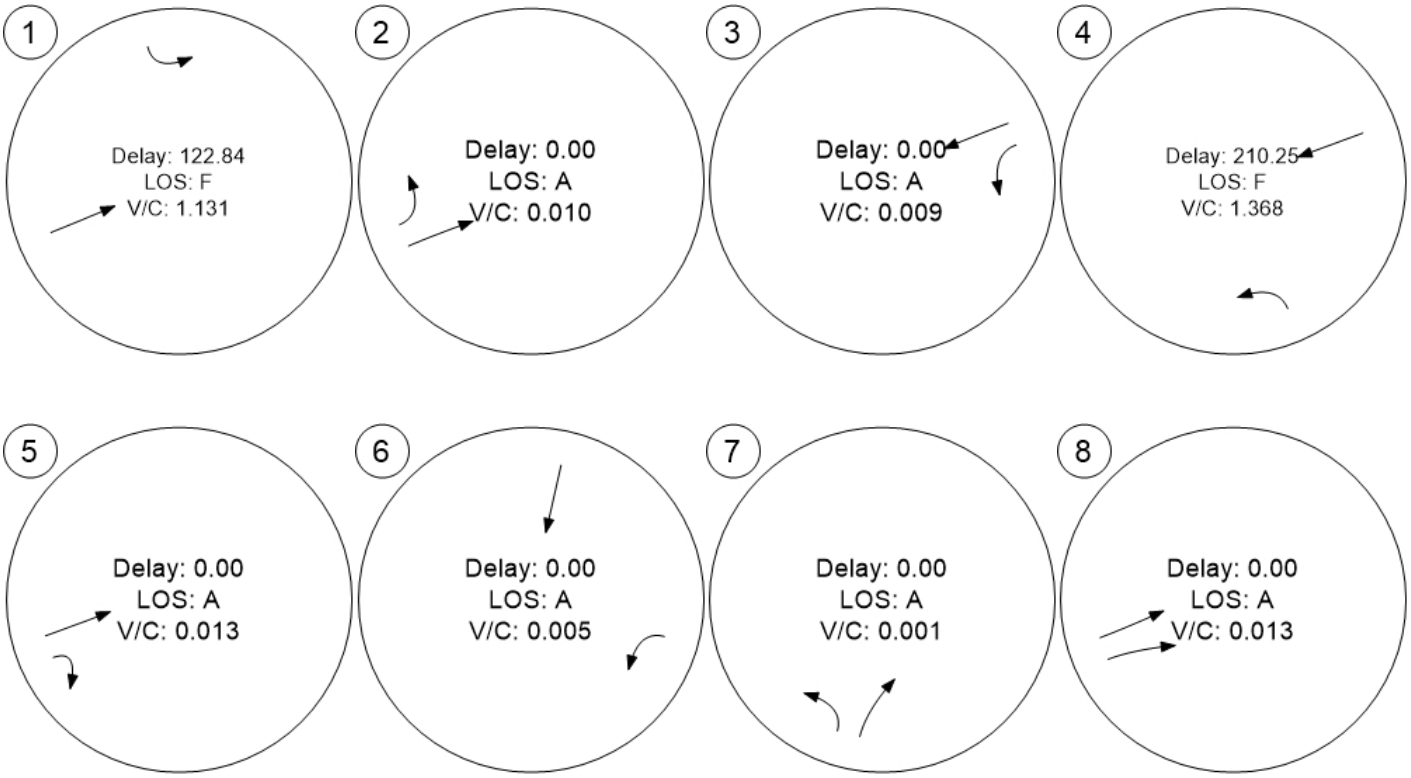


Traffic Volume - Future Total Volume

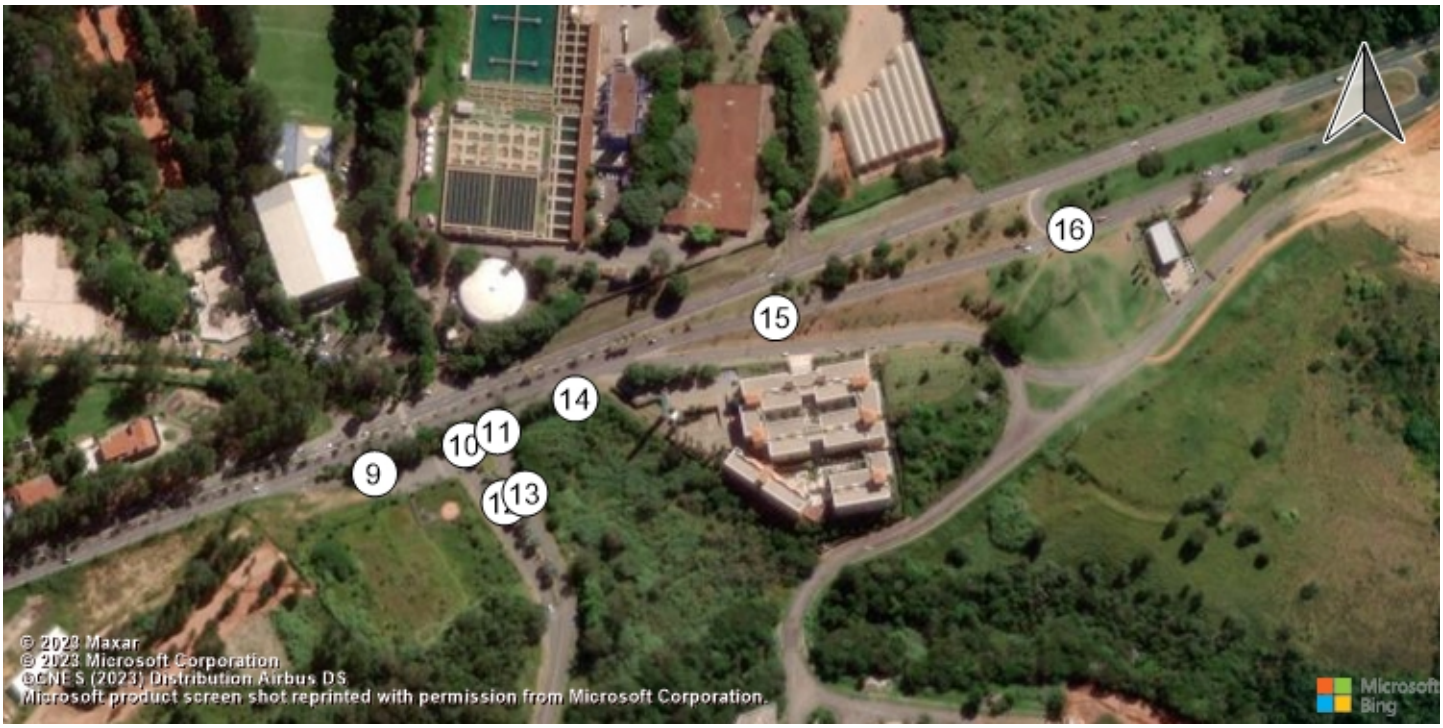


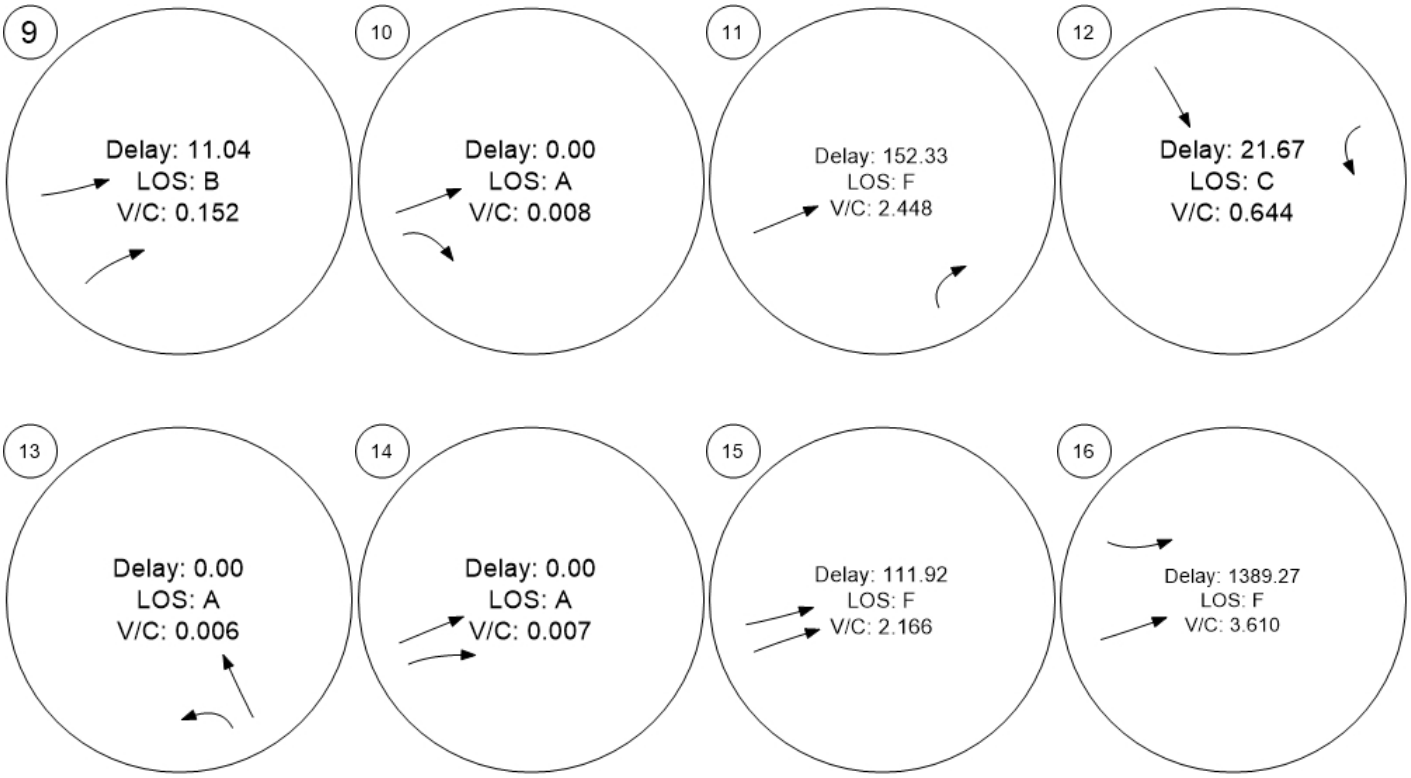


Traffic Conditions

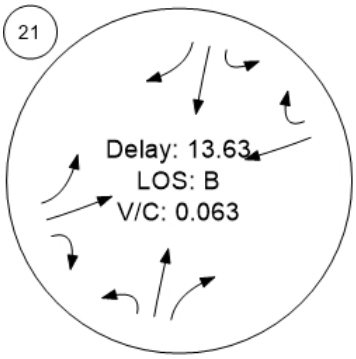


Traffic Conditions

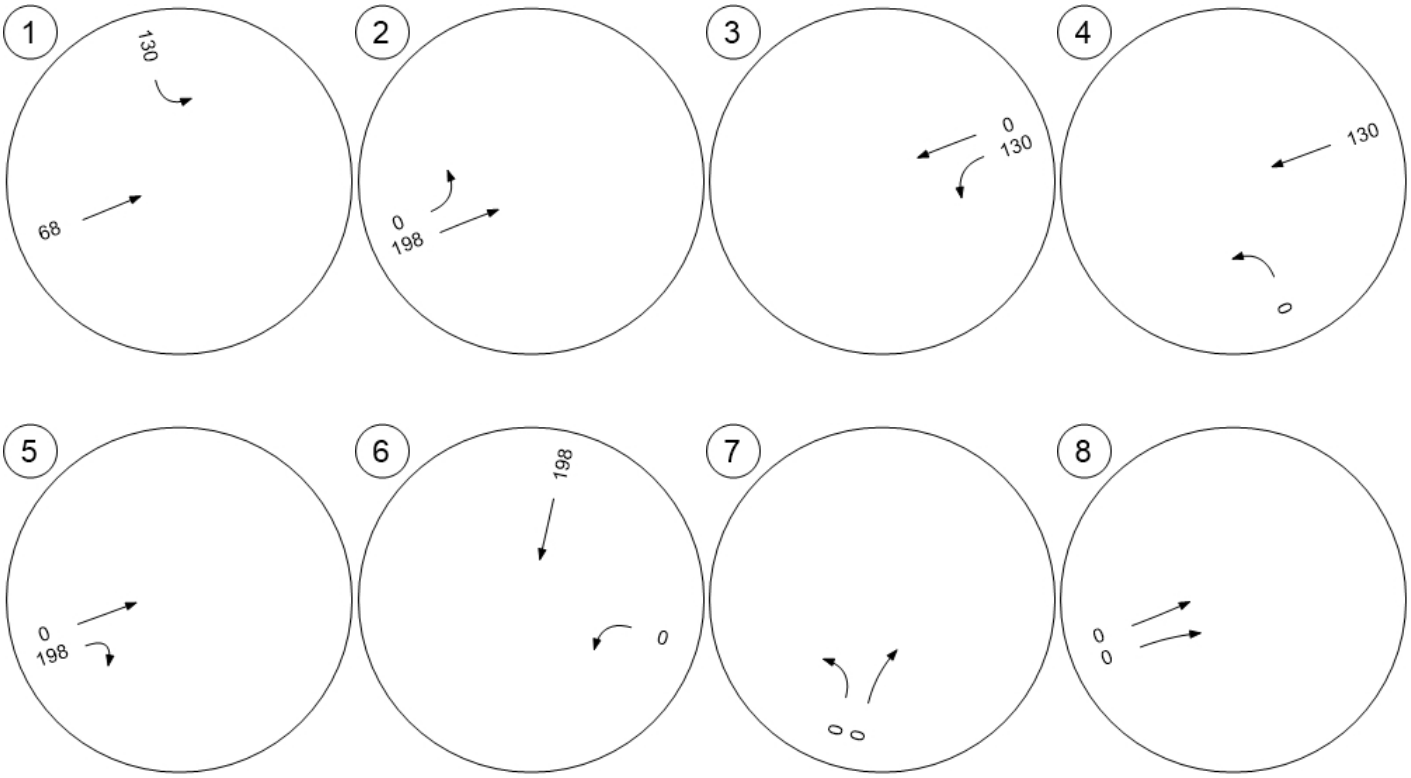




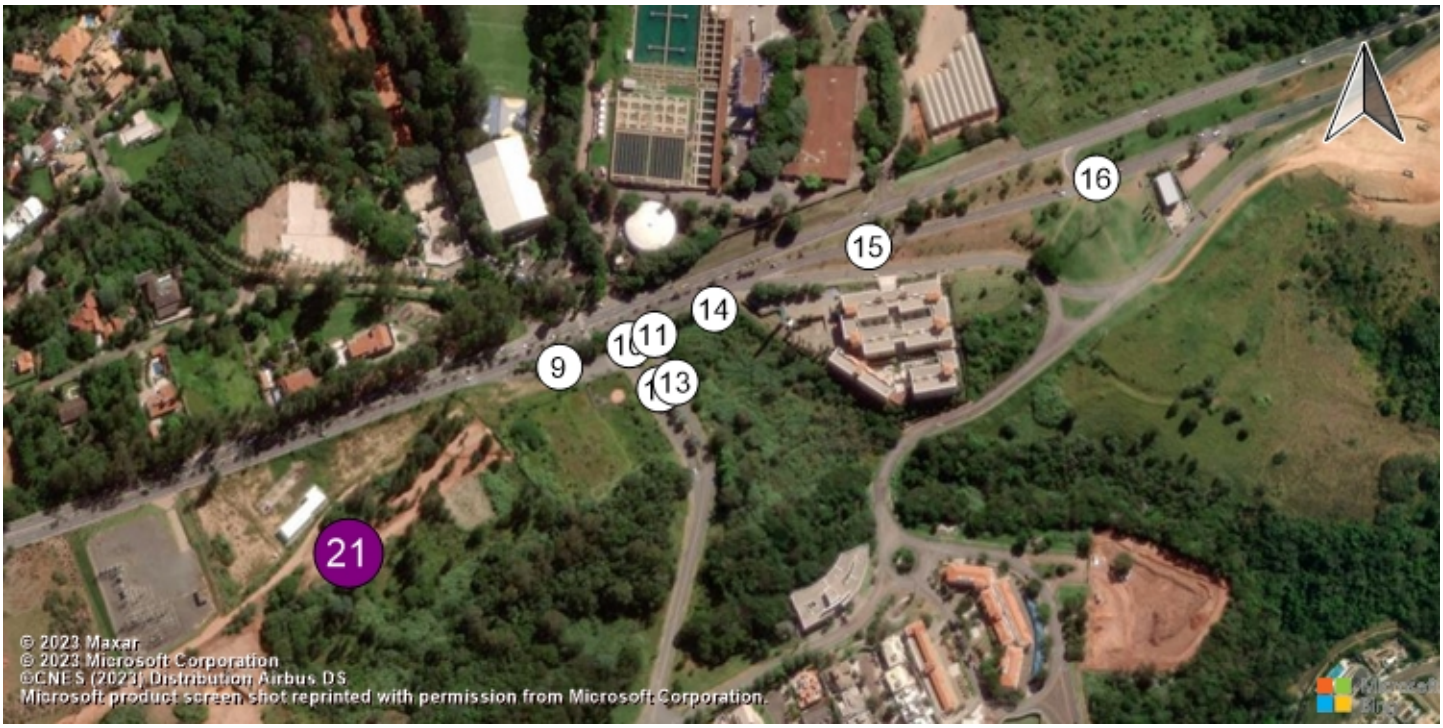
Traffic Conditions

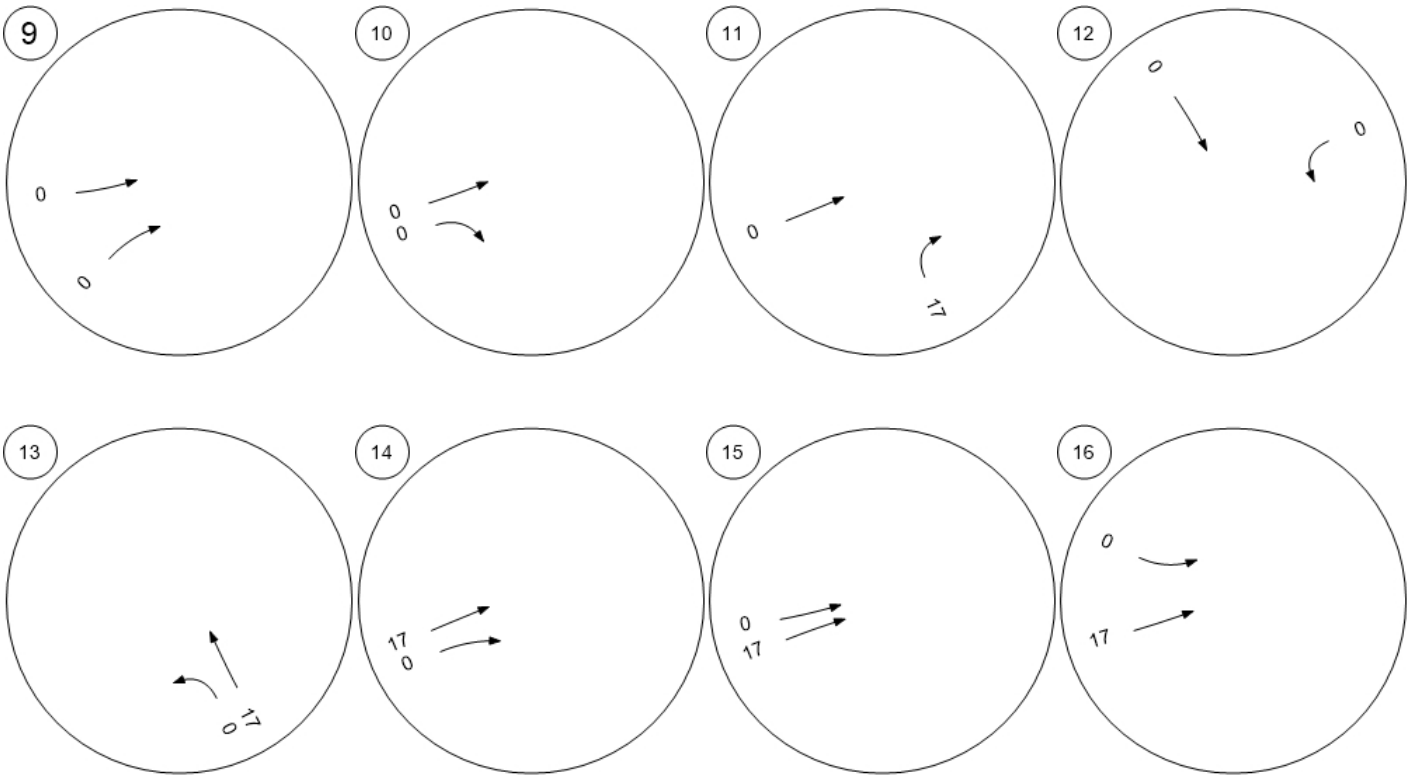


Fair Share - Fair Share Volumes - Zone 21: Zone

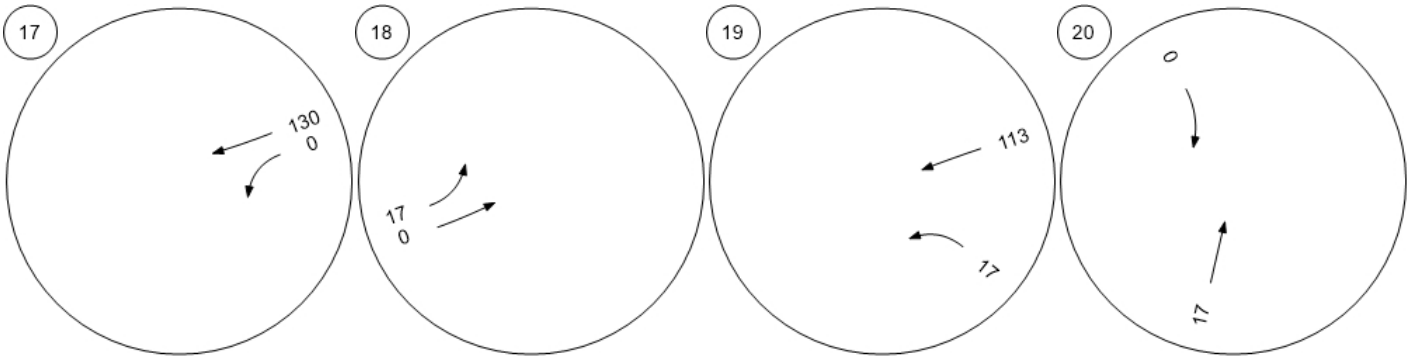


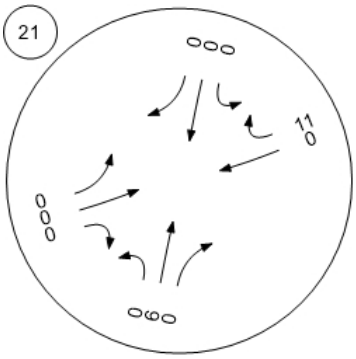
Fair Share - Fair Share Volumes - Zone 21: Zone



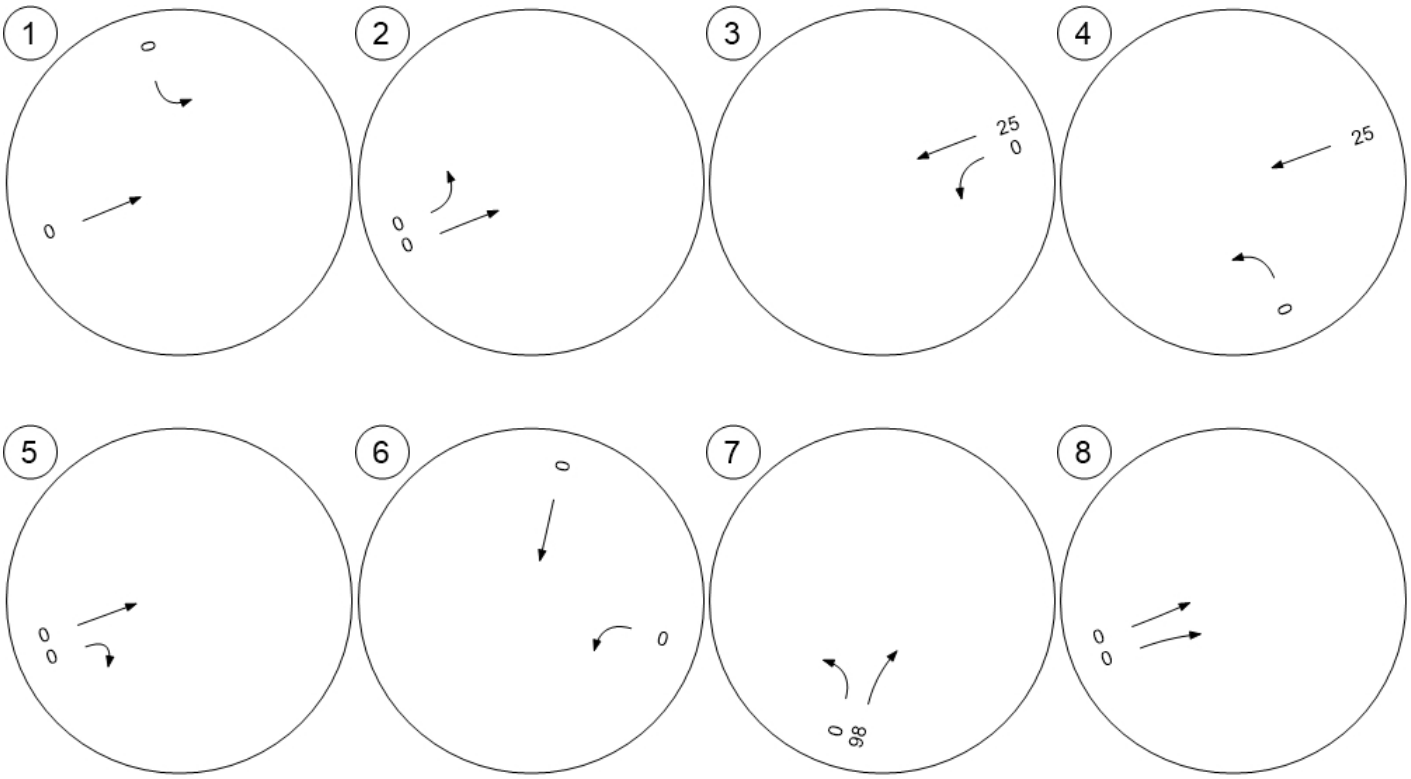


Fair Share - Fair Share Volumes - Zone 21: Zone

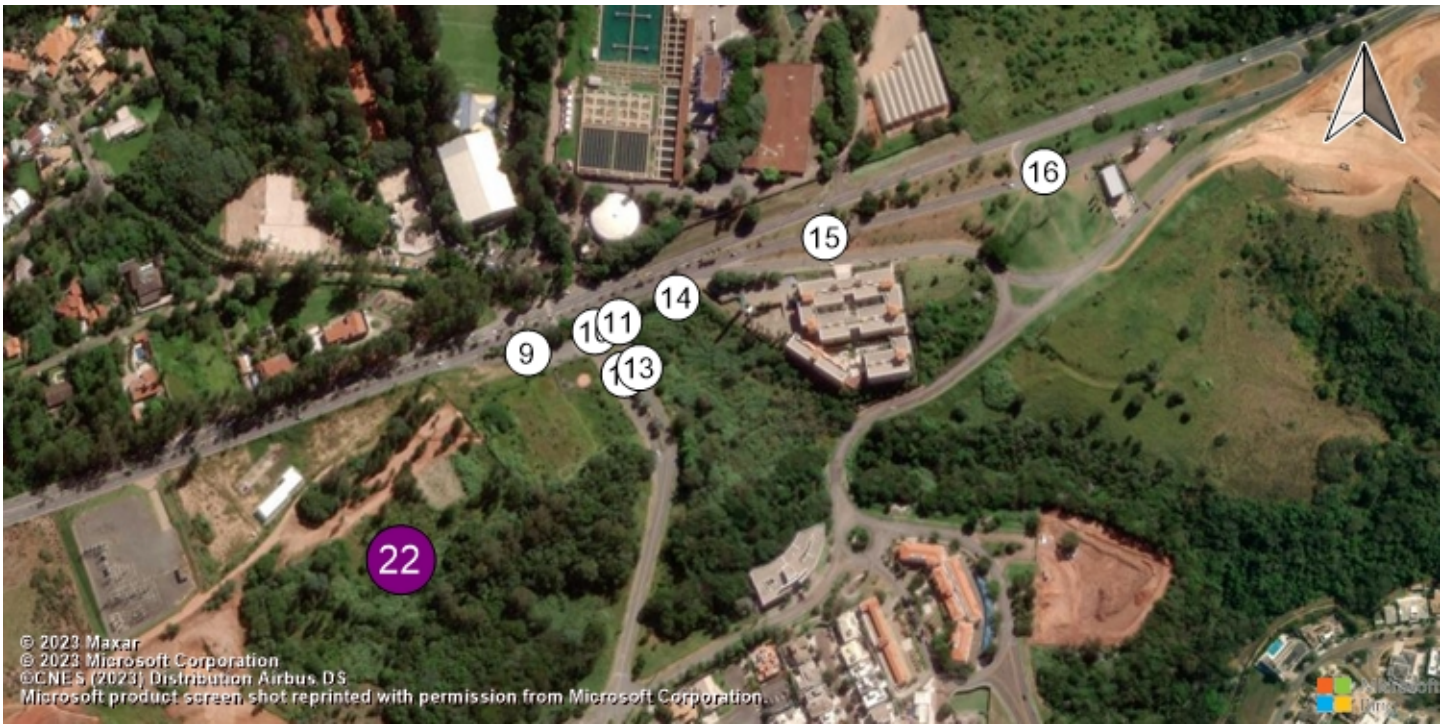


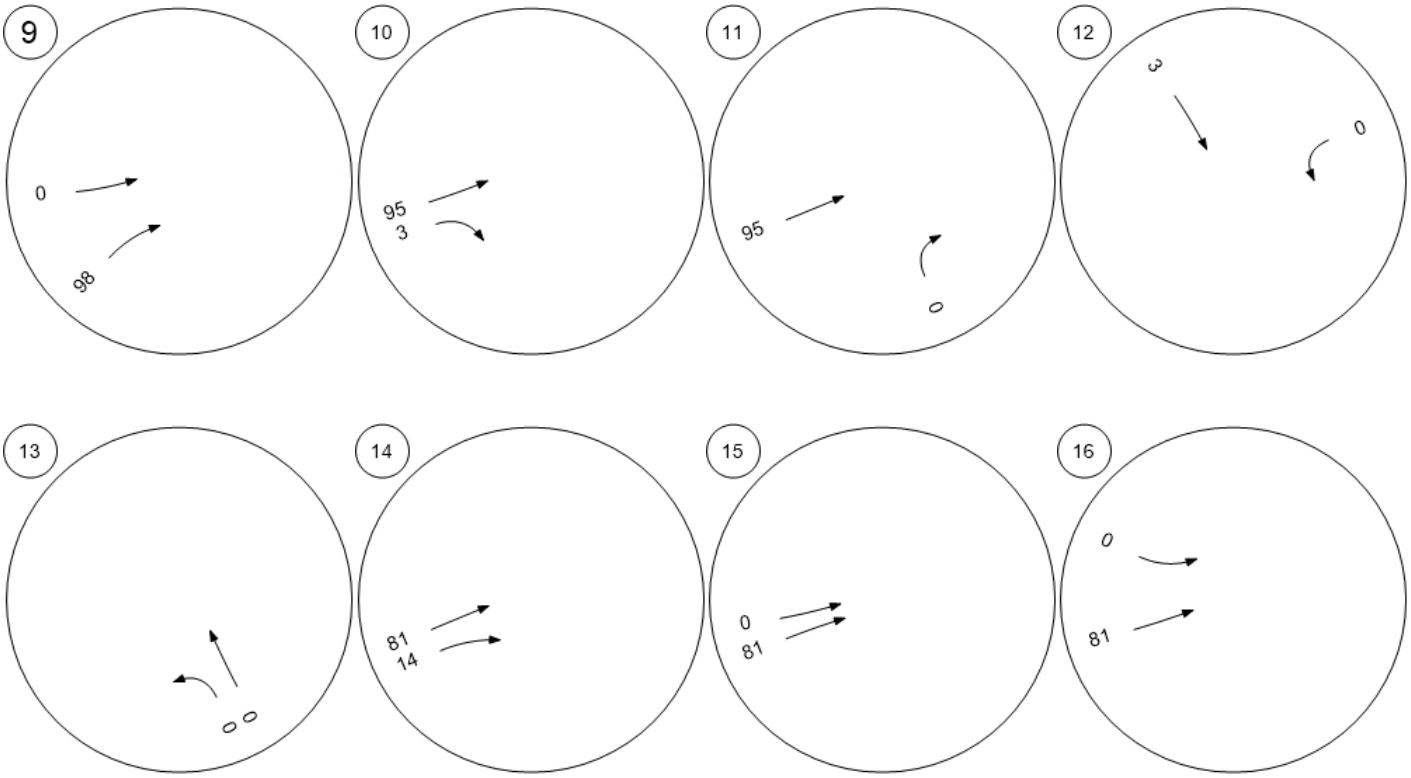


Fair Share - Fair Share Volumes - Zone 22: Zone

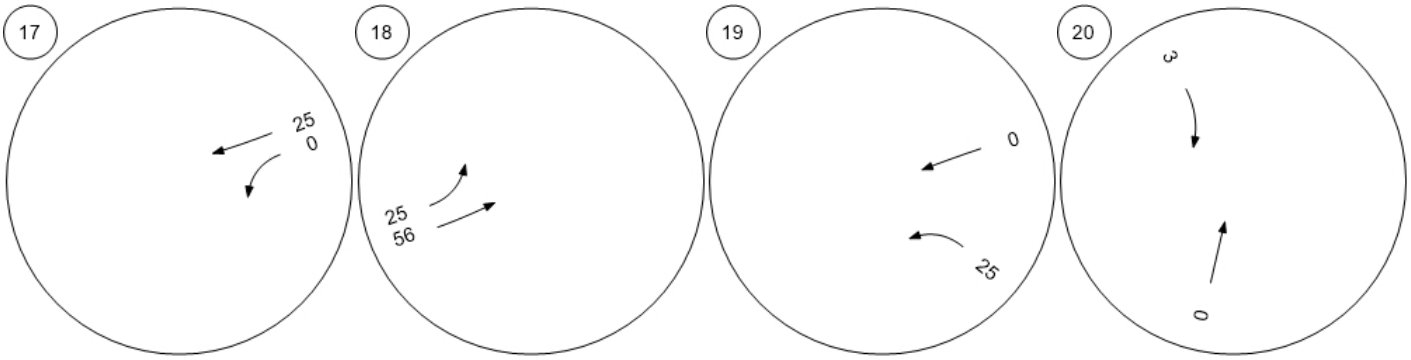


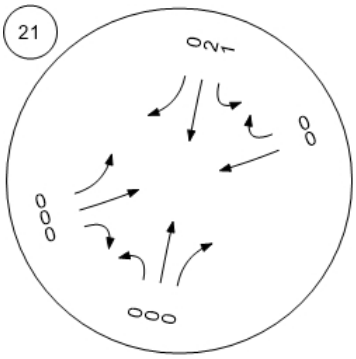
Fair Share - Fair Share Volumes - Zone 22: Zone



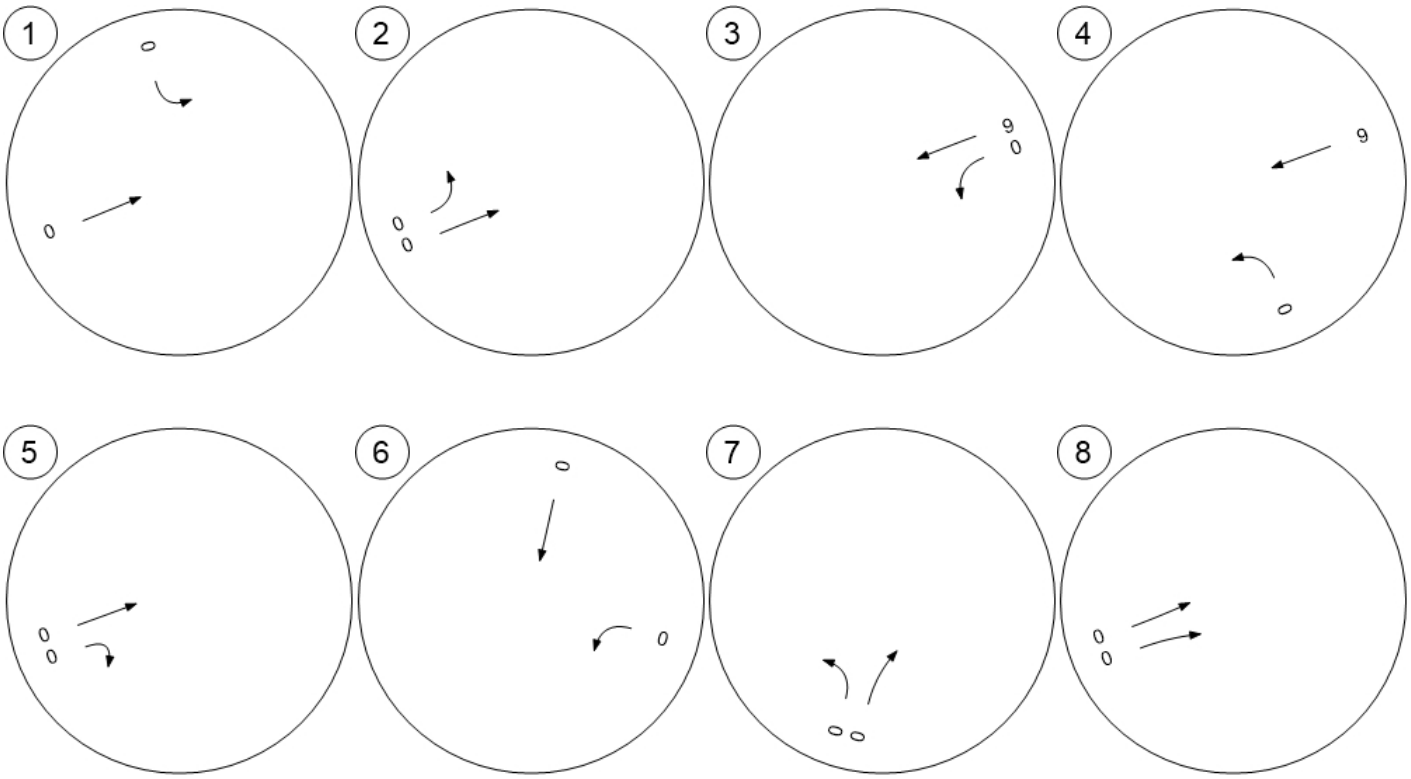


Fair Share - Fair Share Volumes - Zone 22: Zone

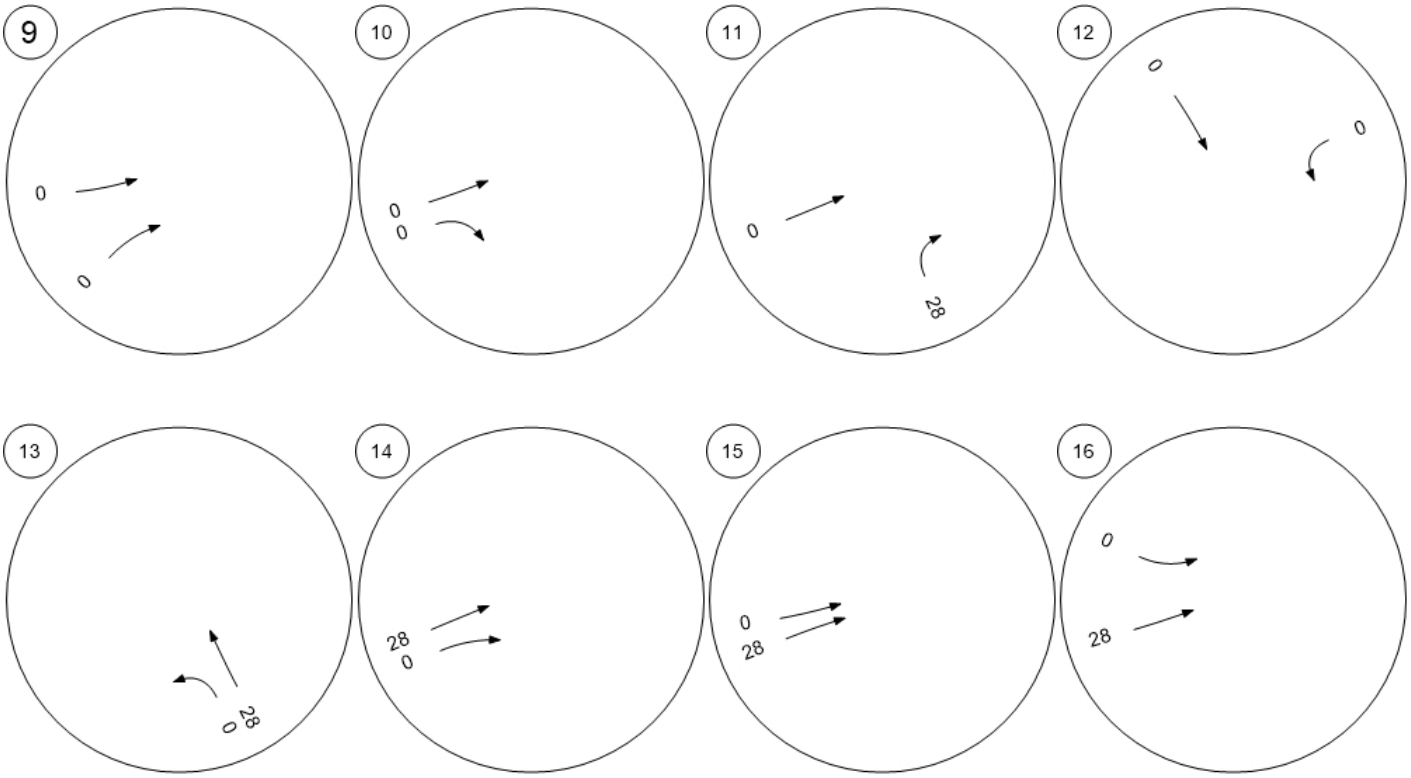




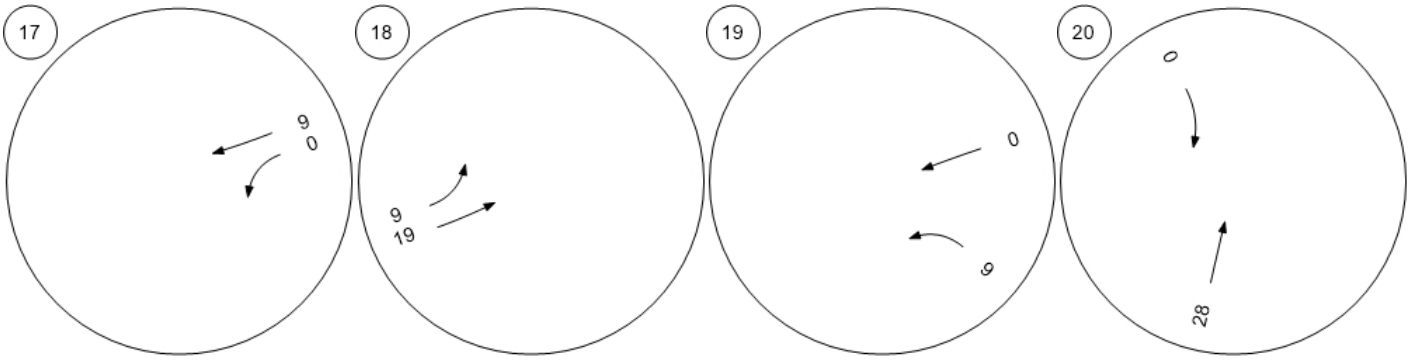
Fair Share - Fair Share Volumes - Zone 23: Zone

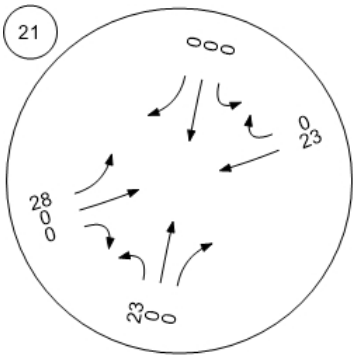


Fair Share - Fair Share Volumes - Zone 23: Zone

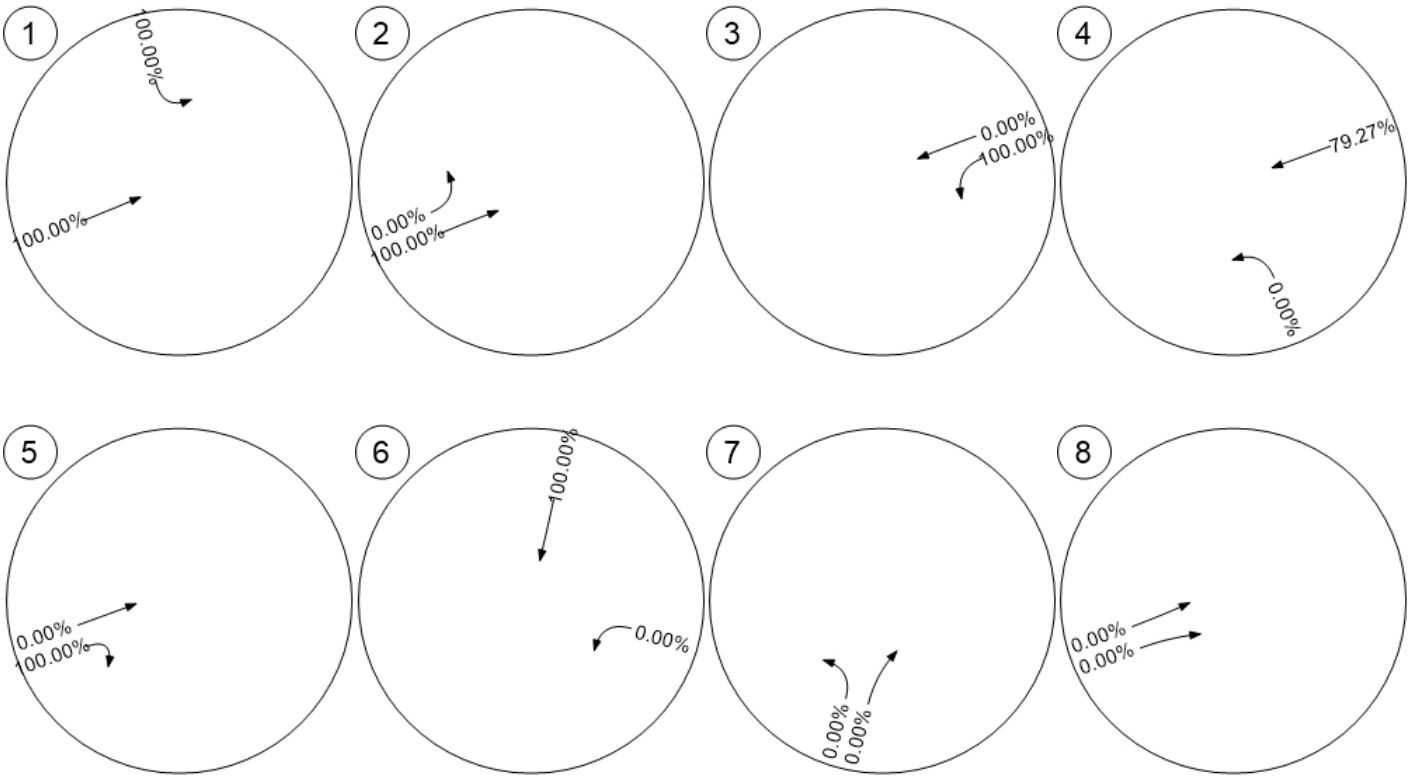


Fair Share - Fair Share Volumes - Zone 23: Zone

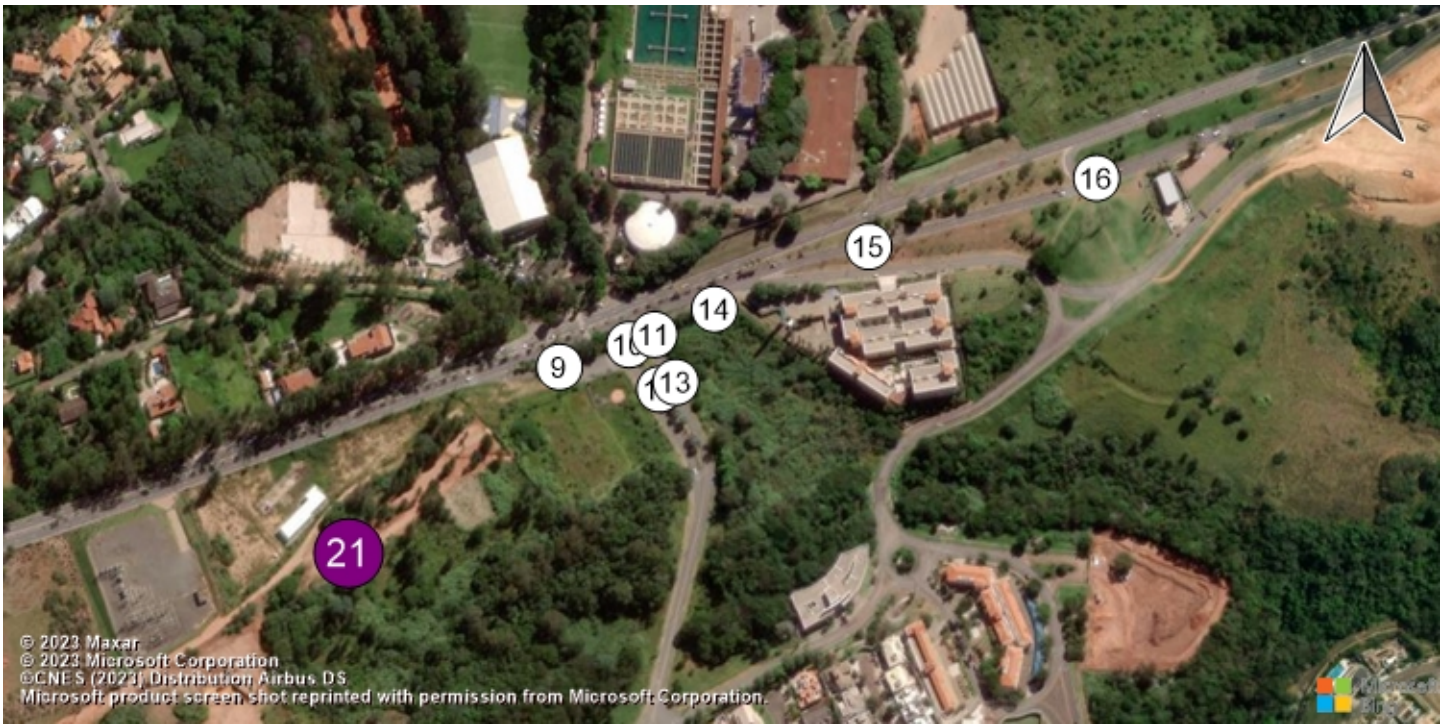


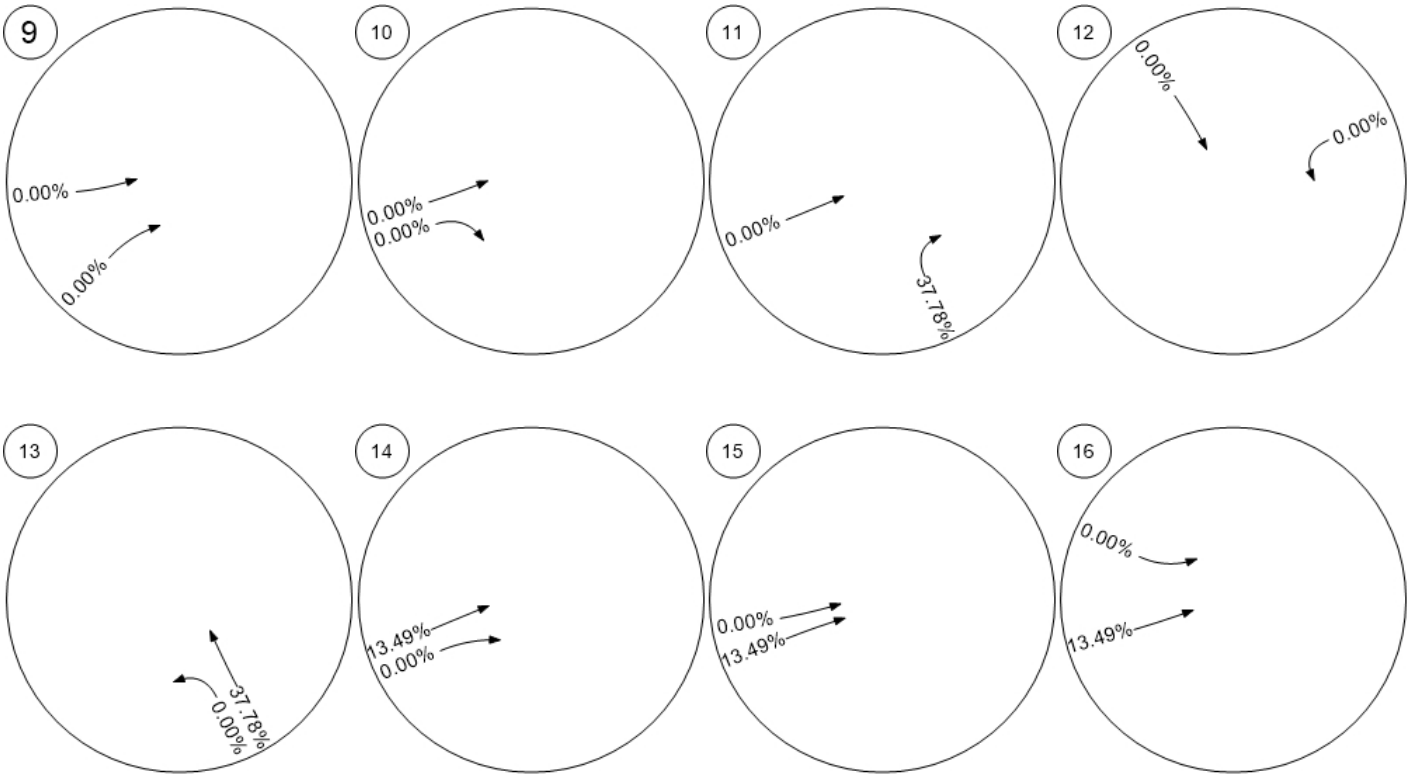


Fair Share - Fair Share % of Net New Site - Zone 21: Zone

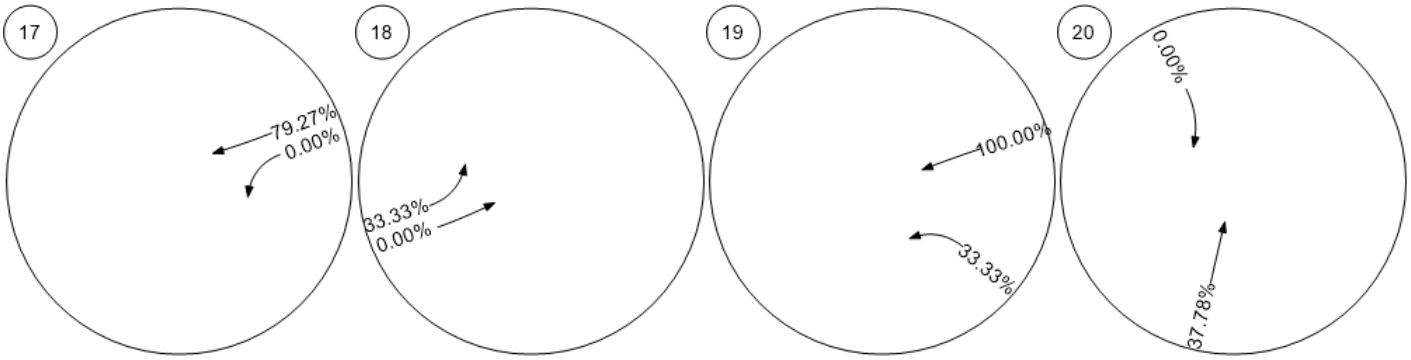


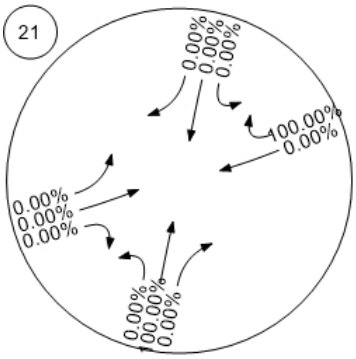
Fair Share - Fair Share % of Net New Site - Zone 21: Zone



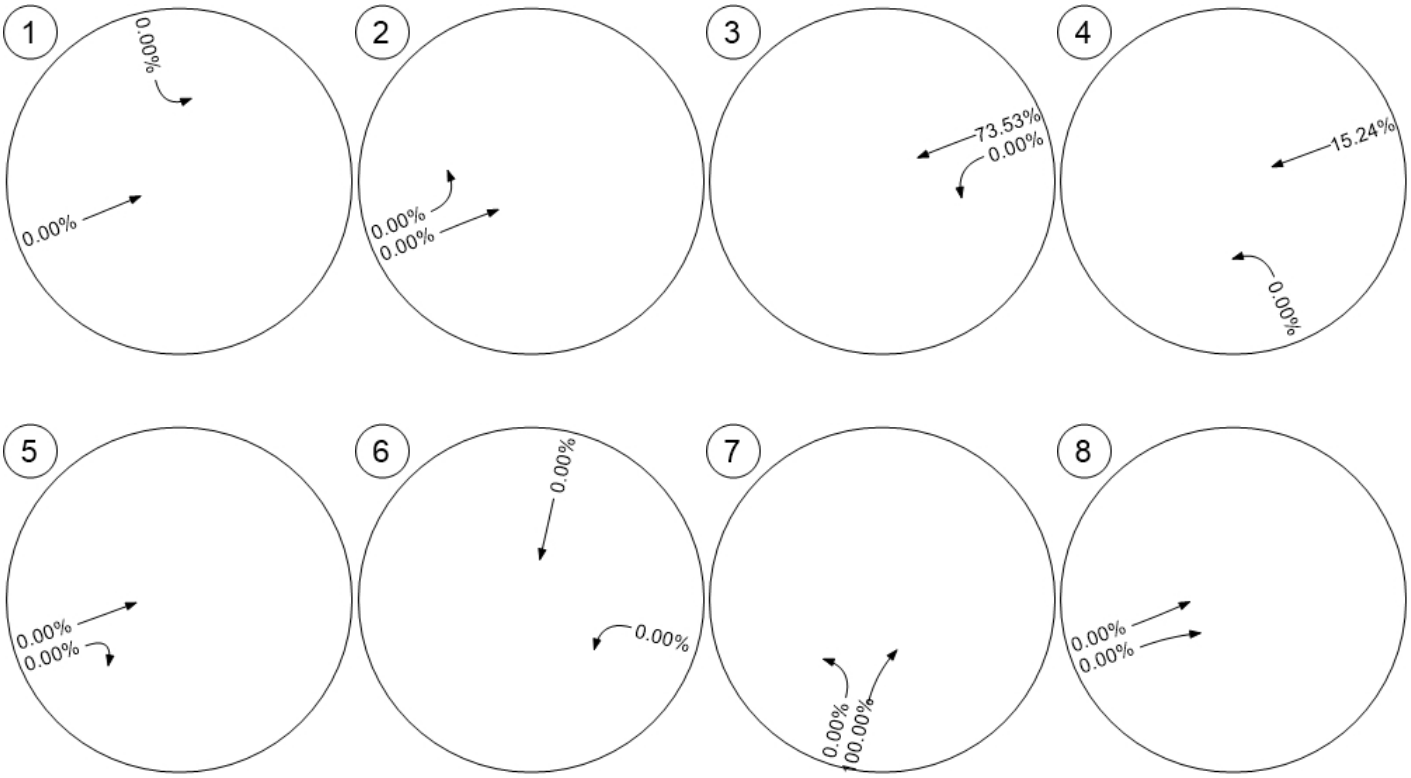


Fair Share - Fair Share % of Net New Site - Zone 21: Zone

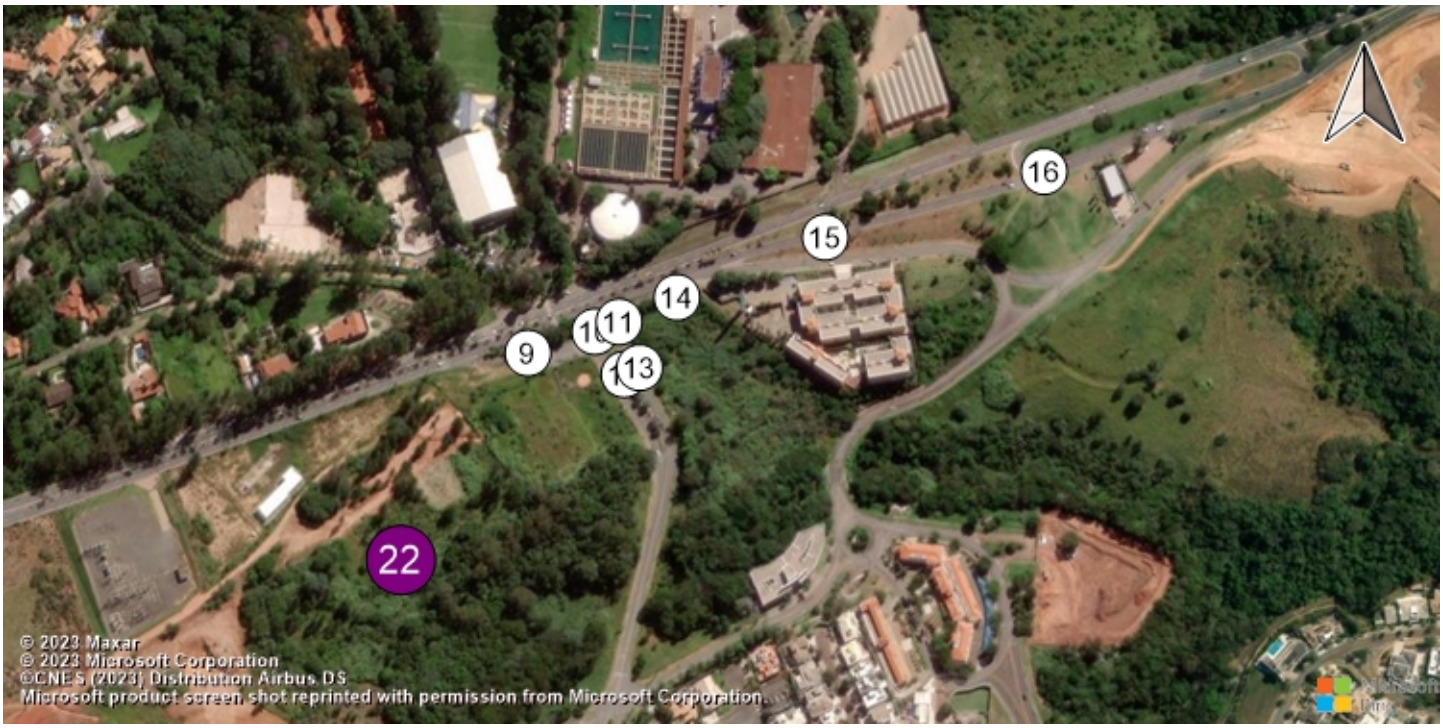


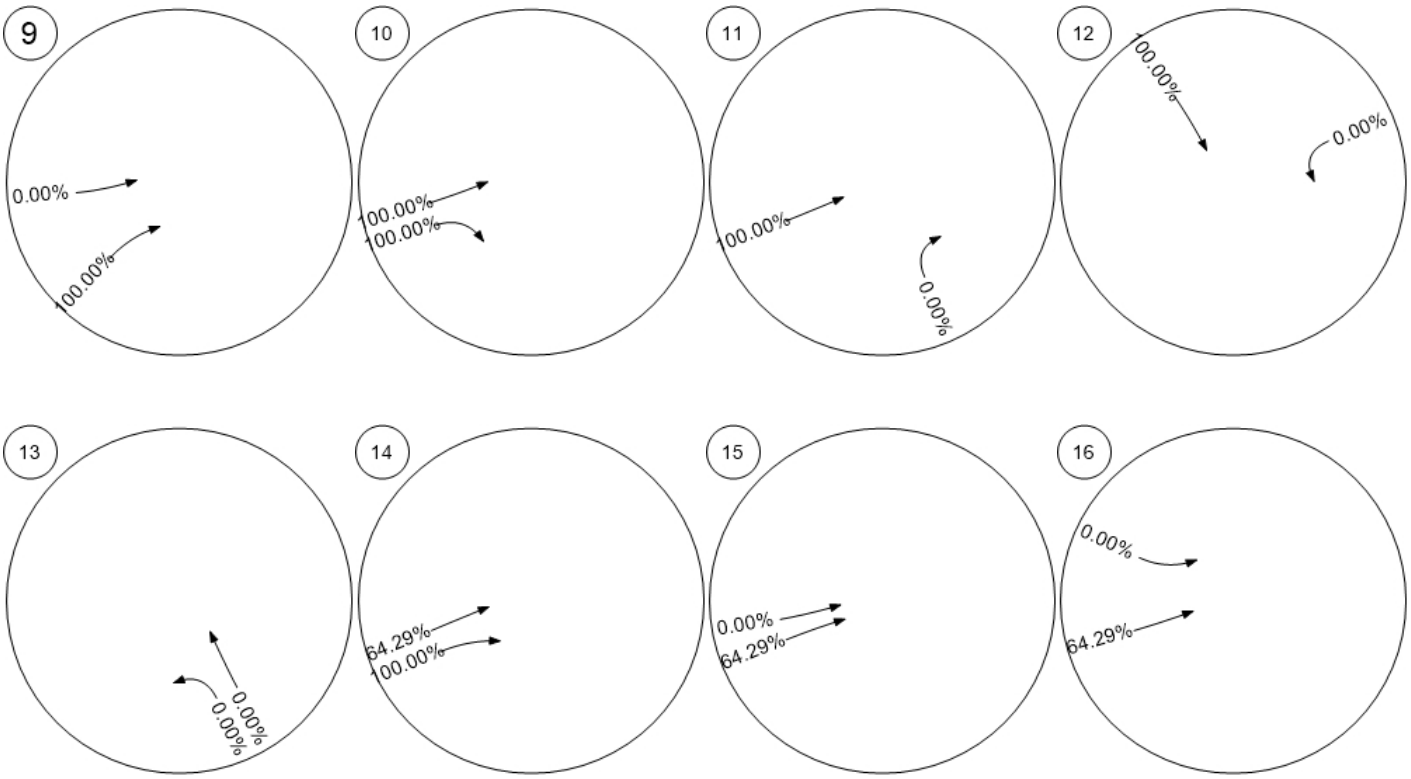


Fair Share - Fair Share % of Net New Site - Zone 22: Zone

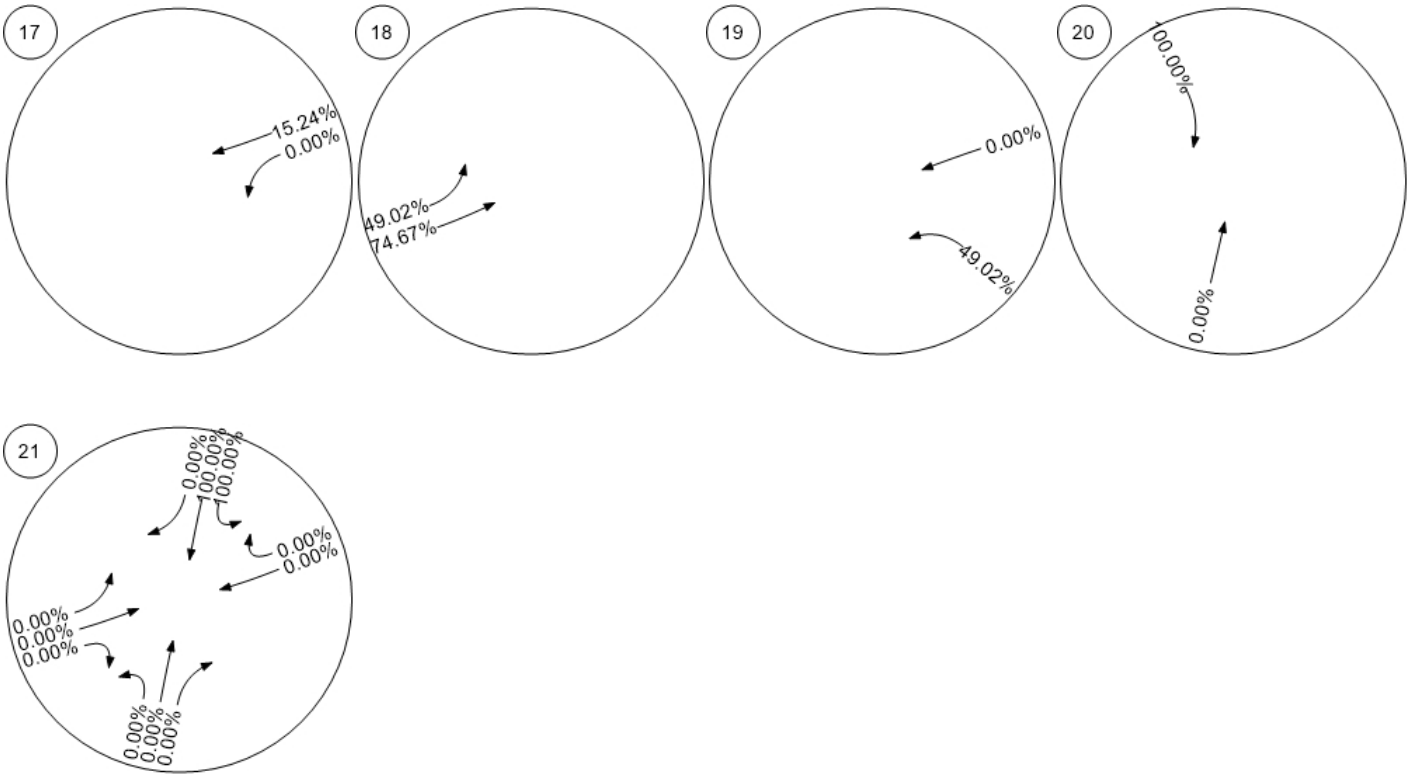


Fair Share - Fair Share % of Net New Site - Zone 22: Zone

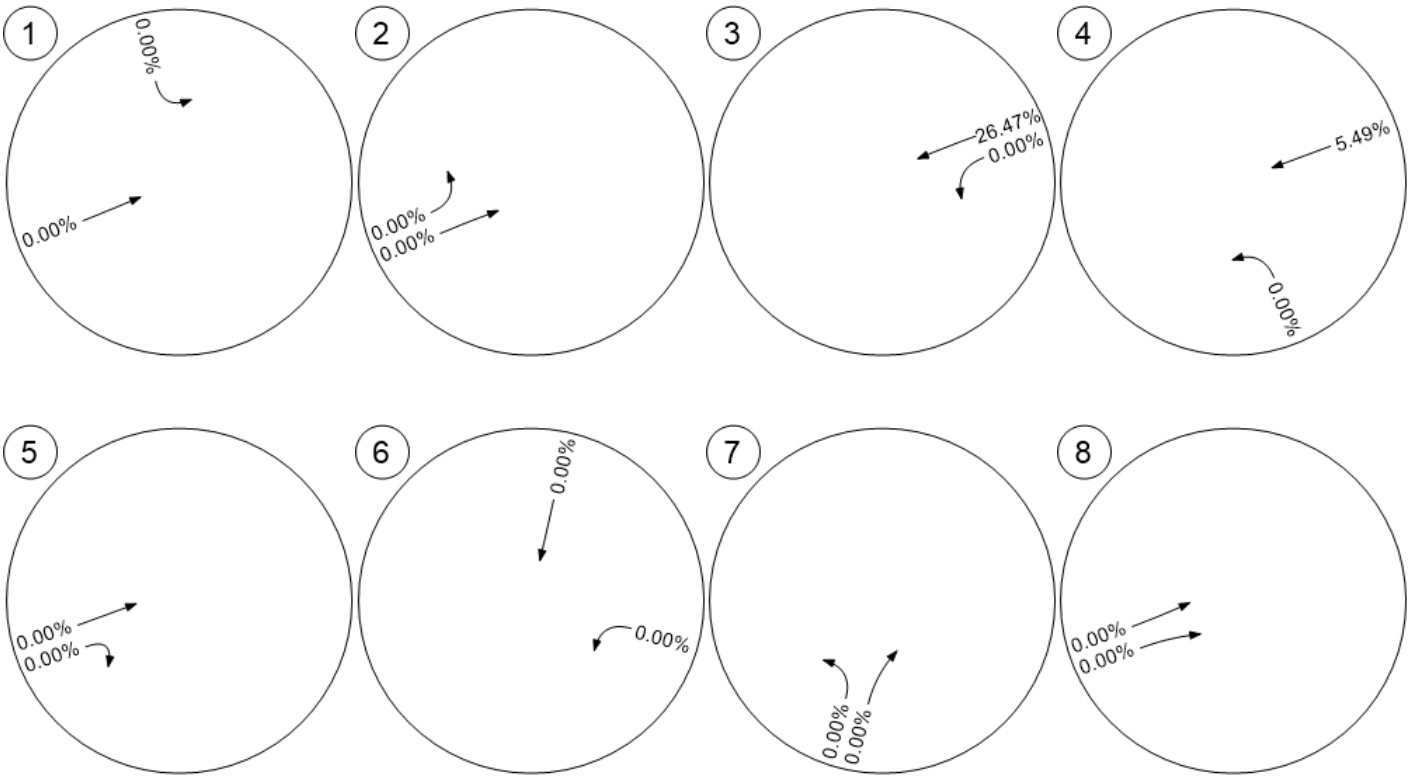




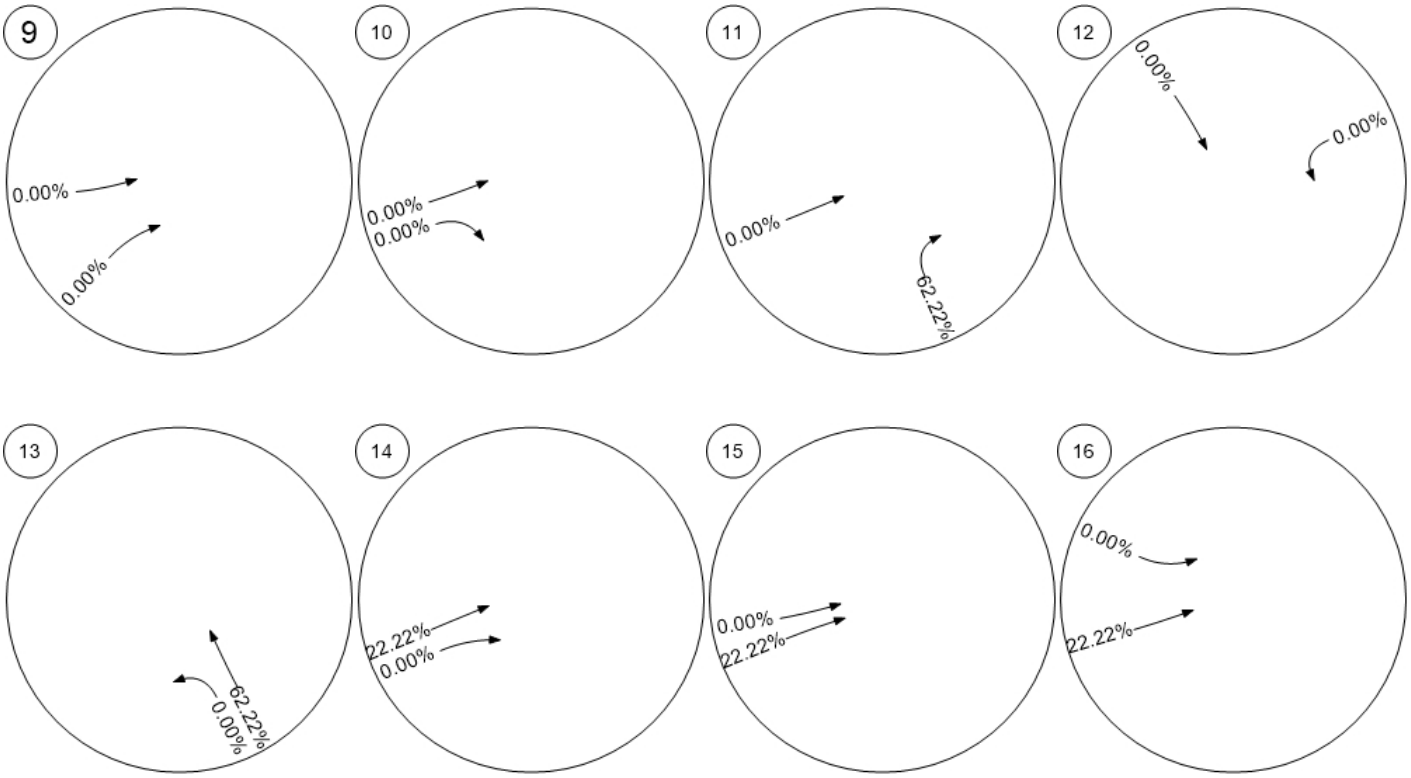
Fair Share - Fair Share % of Net New Site - Zone 22: Zone



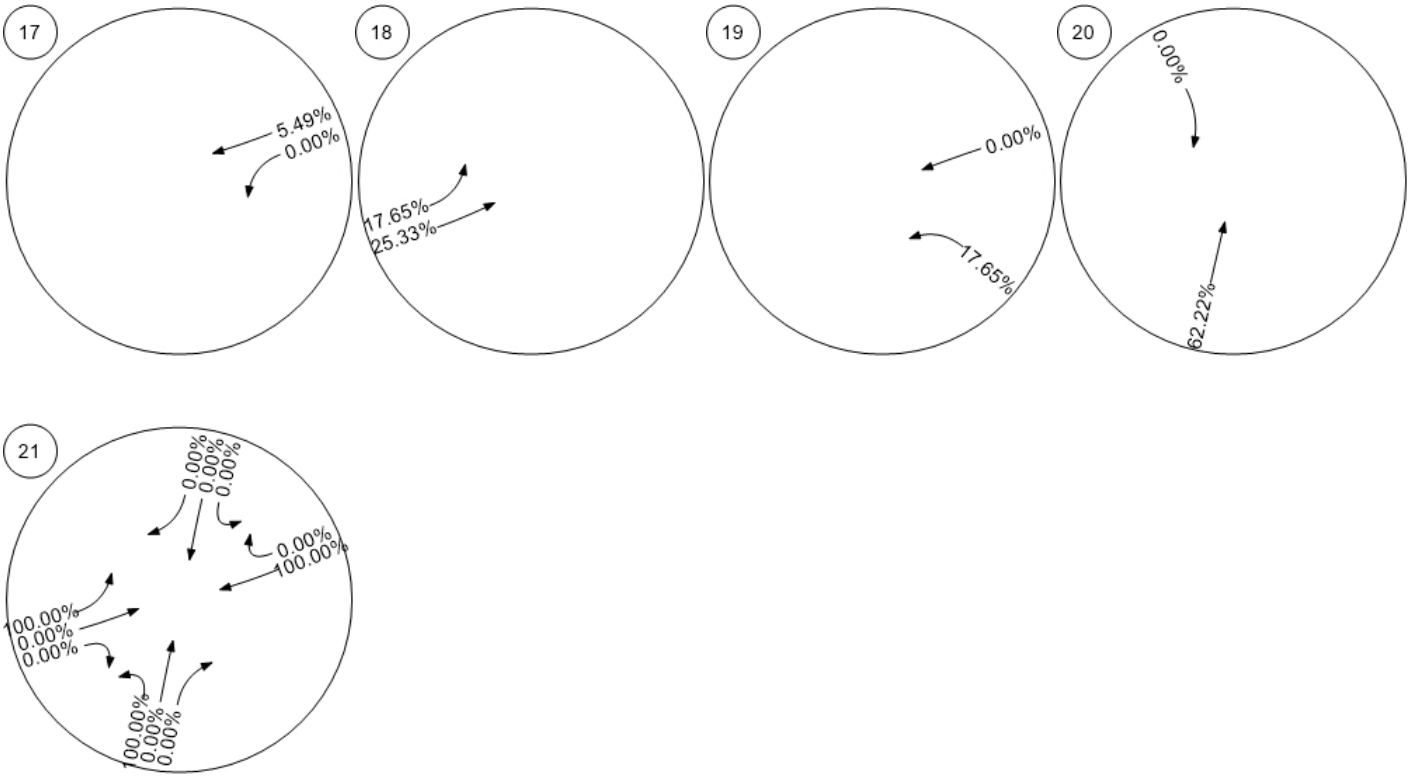
Fair Share - Fair Share % of Net New Site - Zone 23: Zone



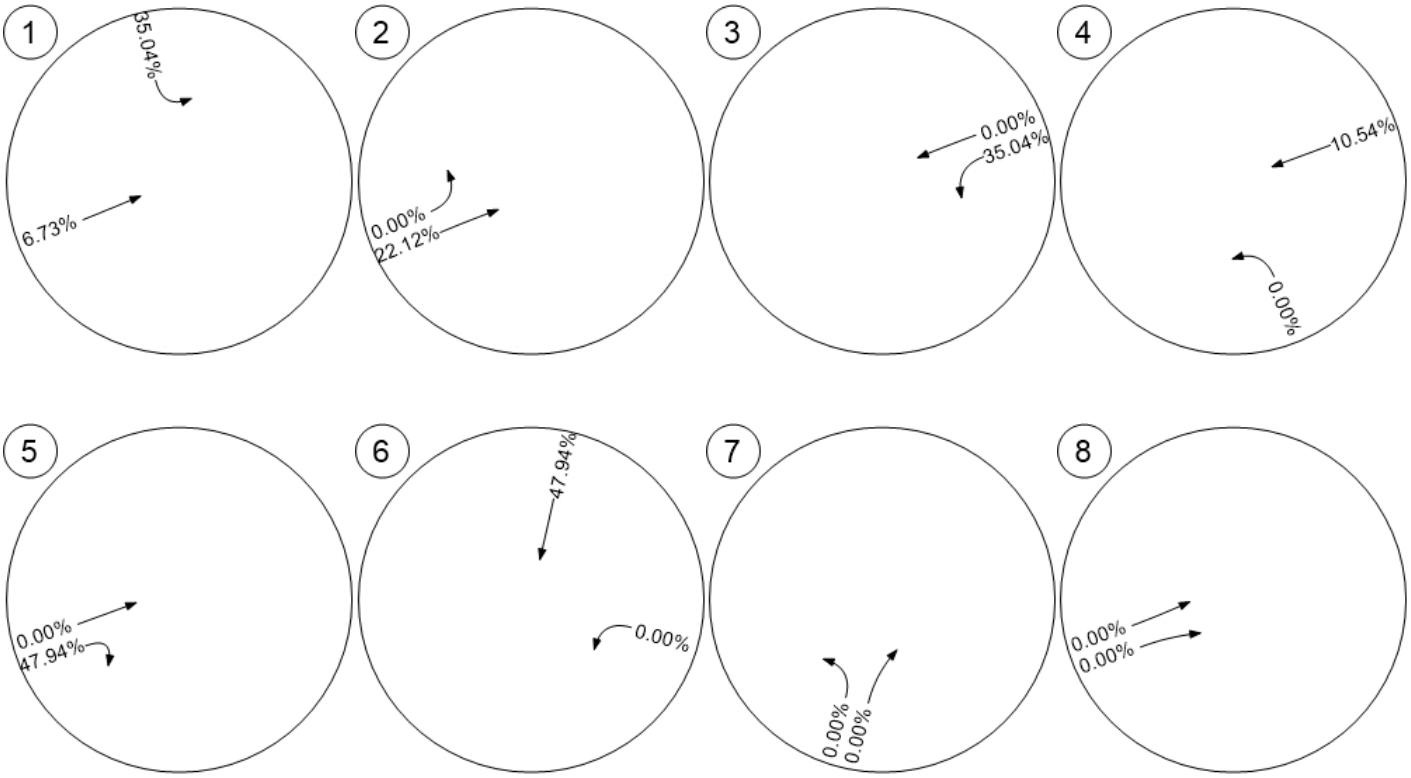
Fair Share - Fair Share % of Net New Site - Zone 23: Zone



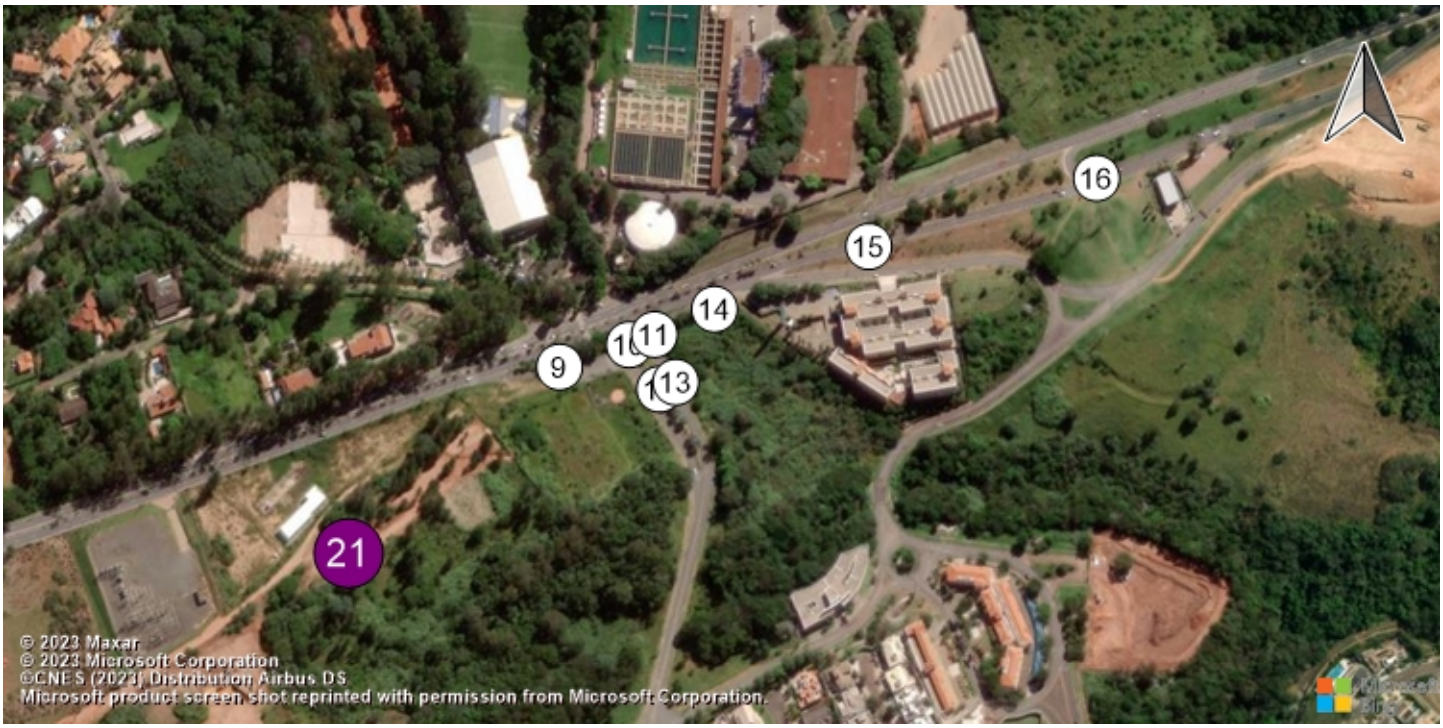
Fair Share - Fair Share % of Net New Site - Zone 23: Zone

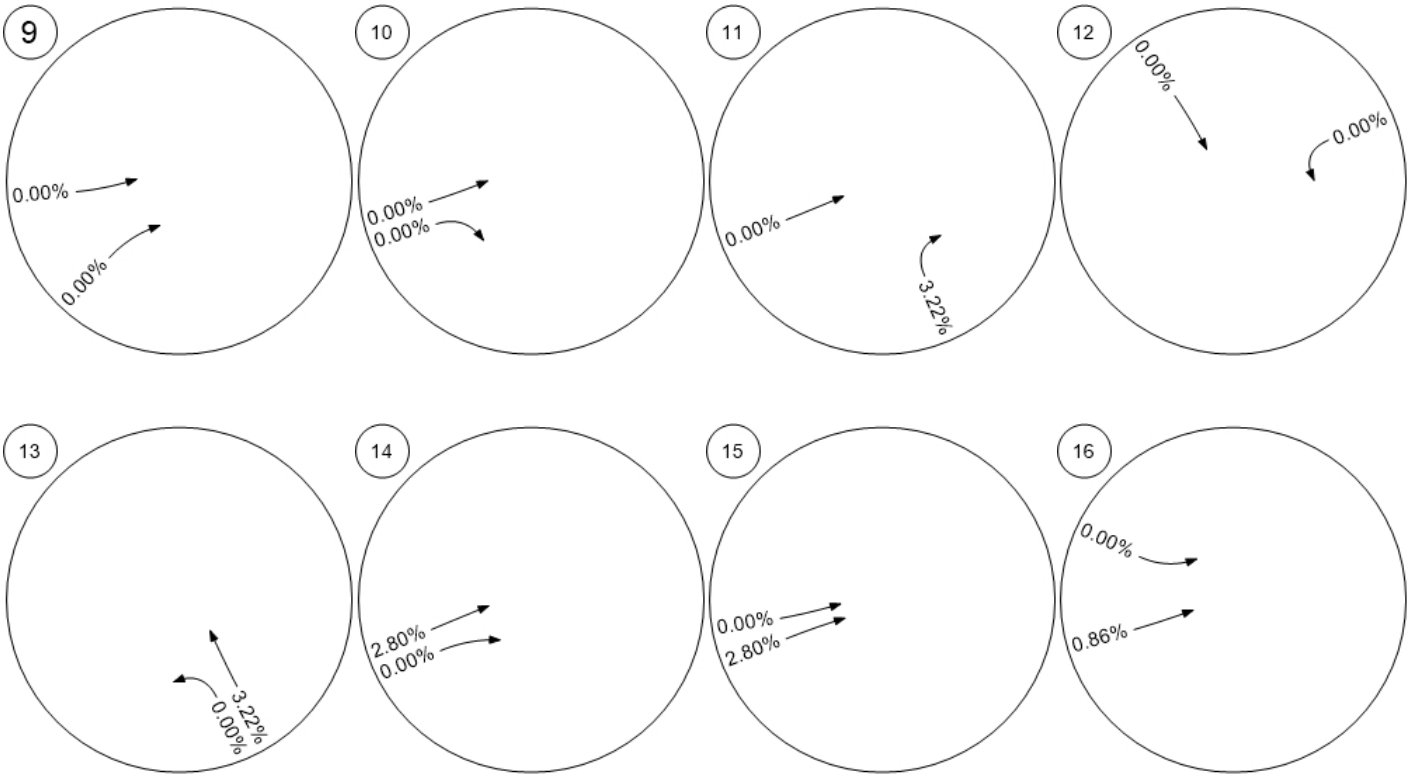


Fair Share - Fair Share % of Future Total - Zone 21: Zone

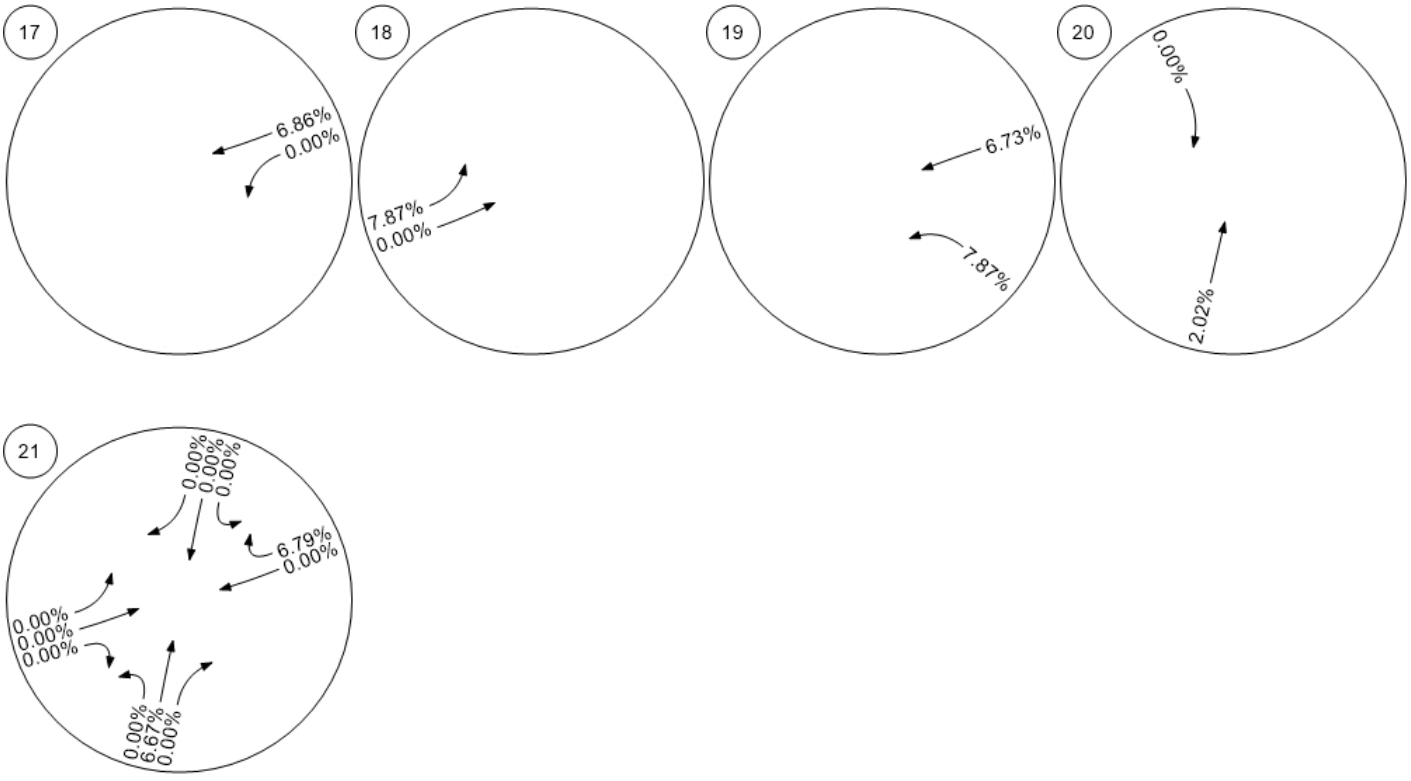


Fair Share - Fair Share % of Future Total - Zone 21: Zone

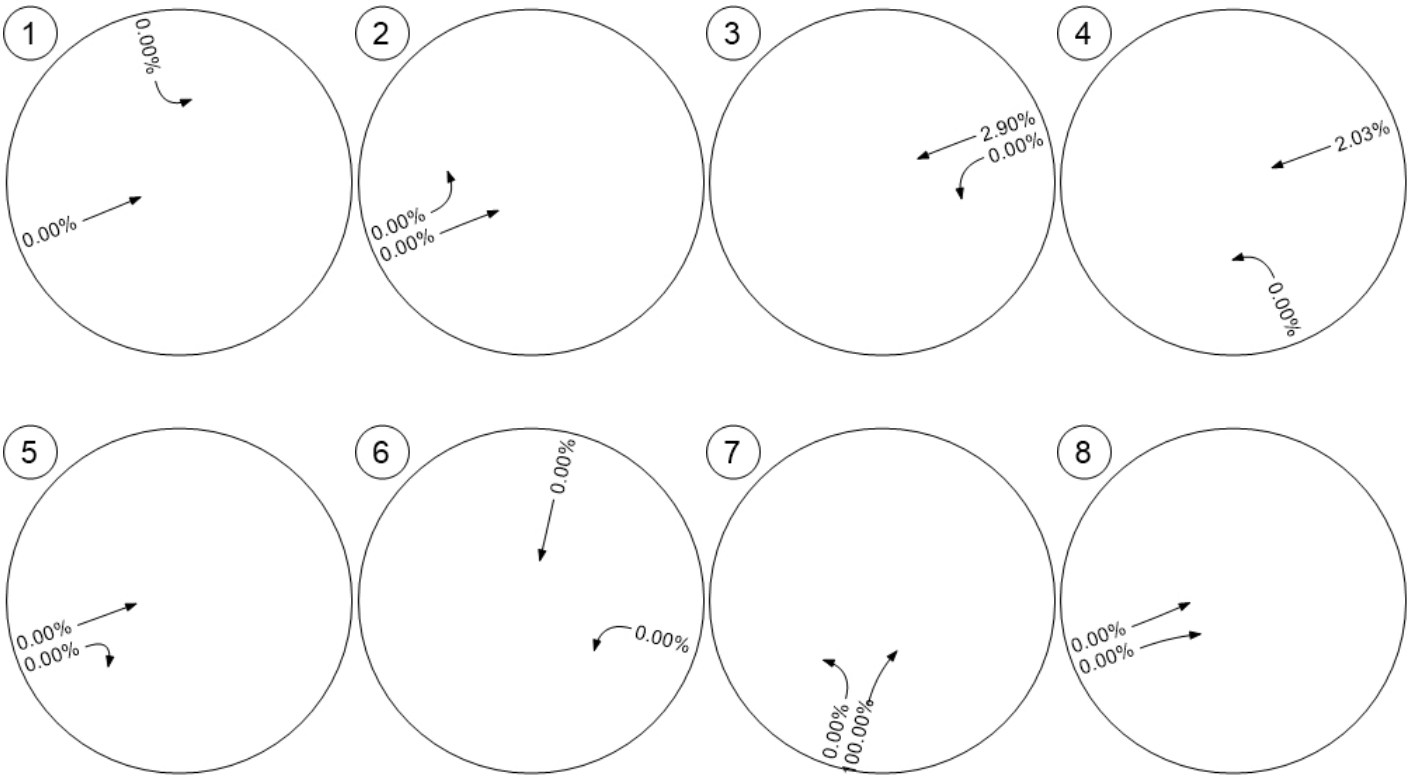




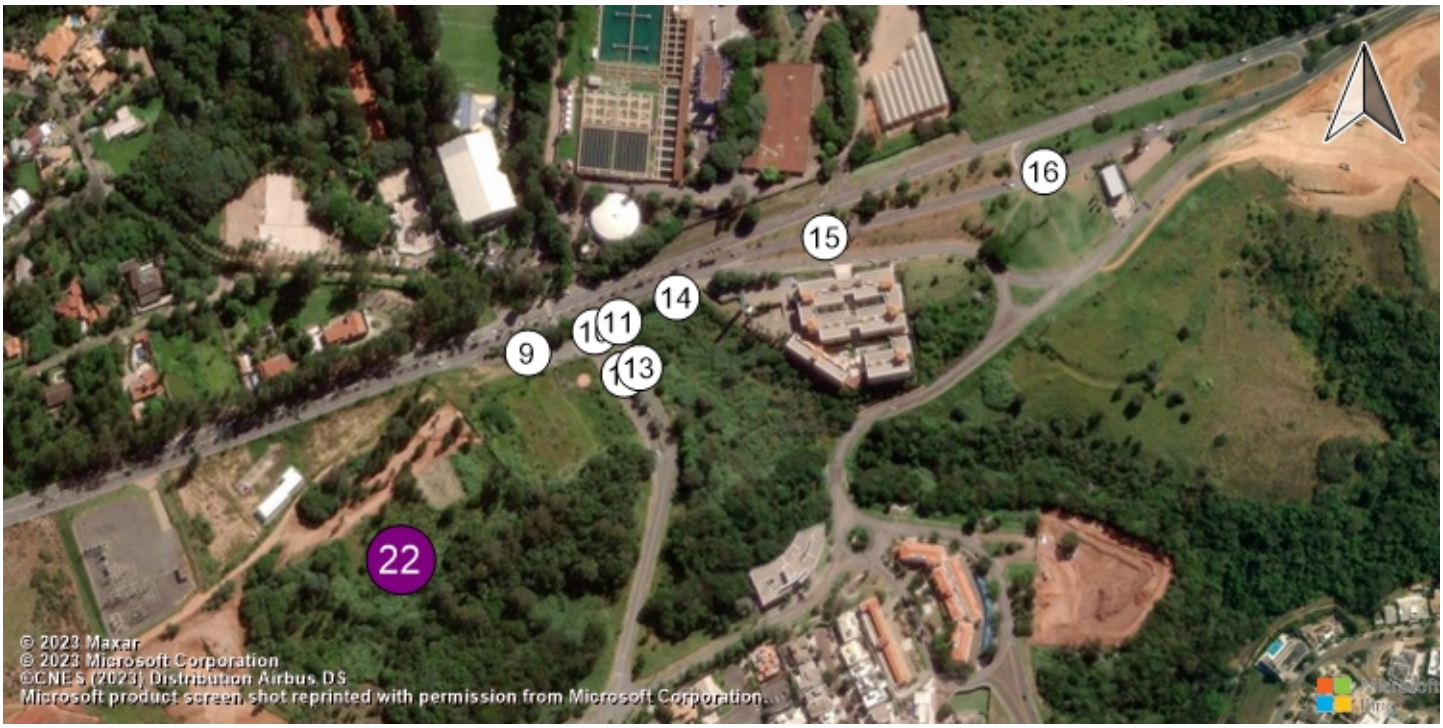
Fair Share - Fair Share % of Future Total - Zone 21: Zone

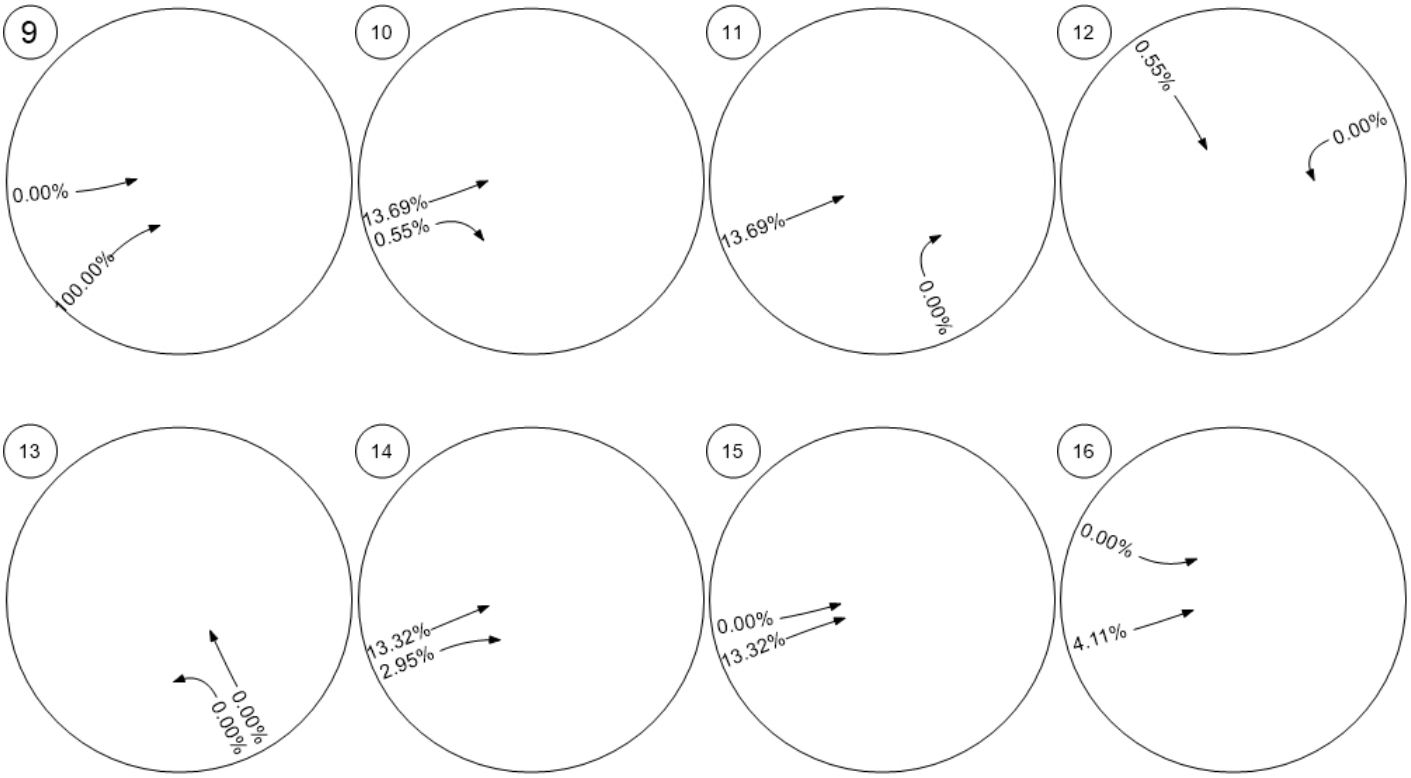


Fair Share - Fair Share % of Future Total - Zone 22: Zone

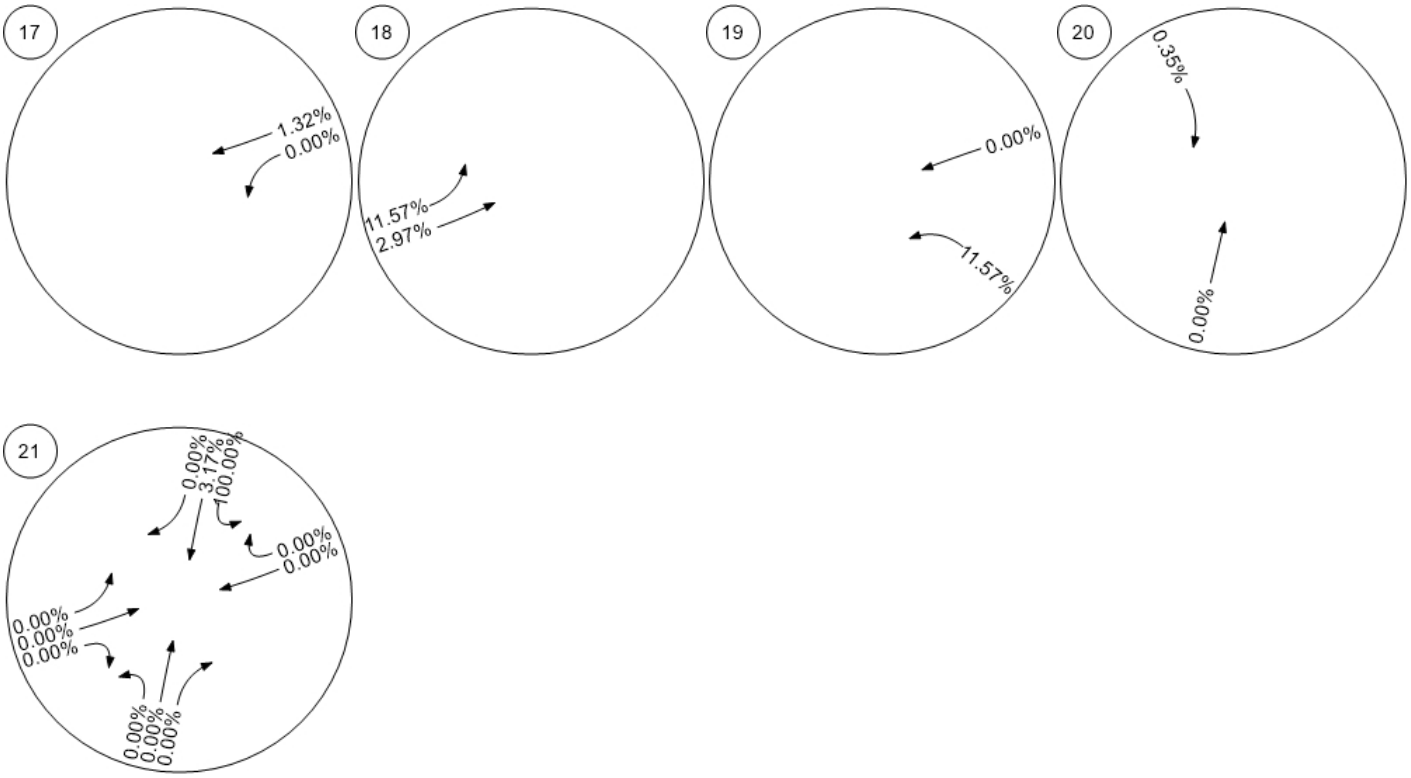


Fair Share - Fair Share % of Future Total - Zone 22: Zone

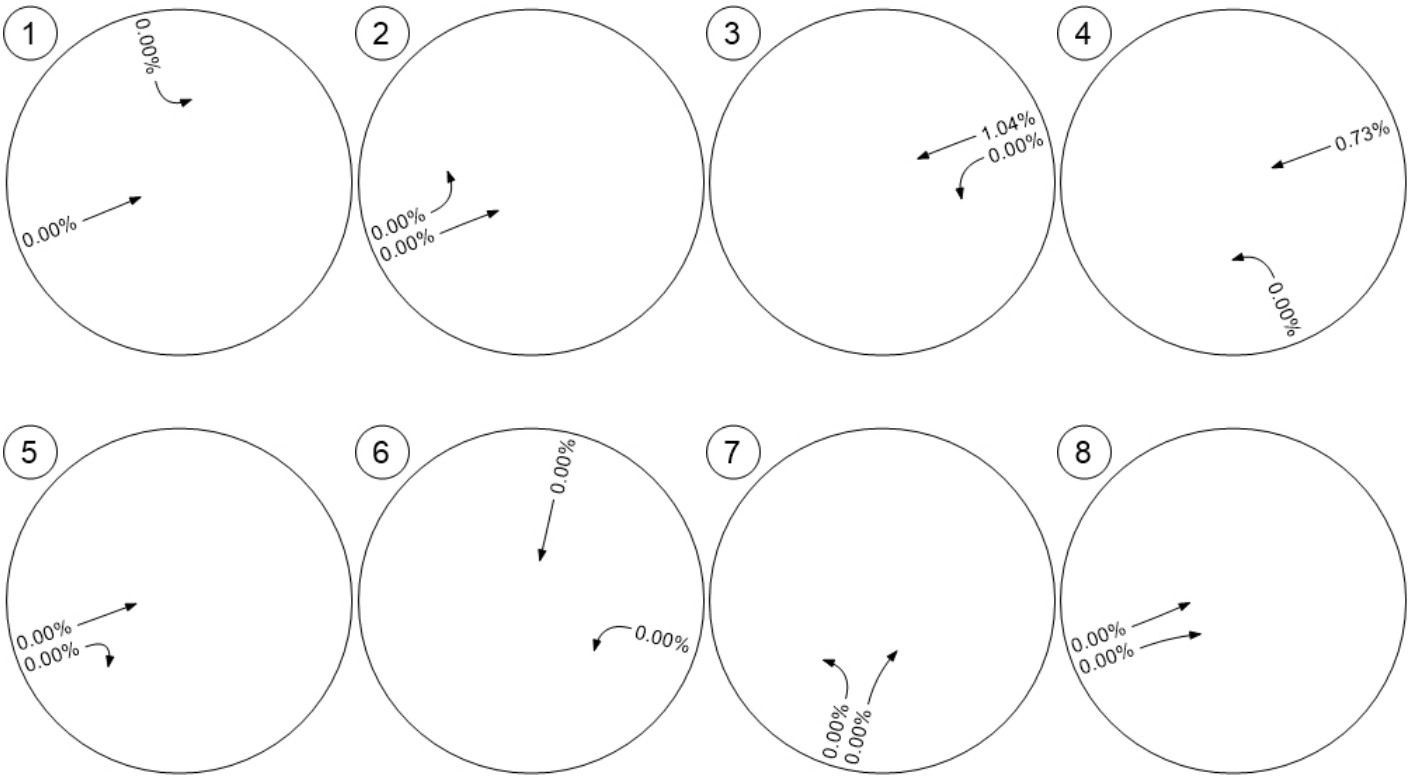




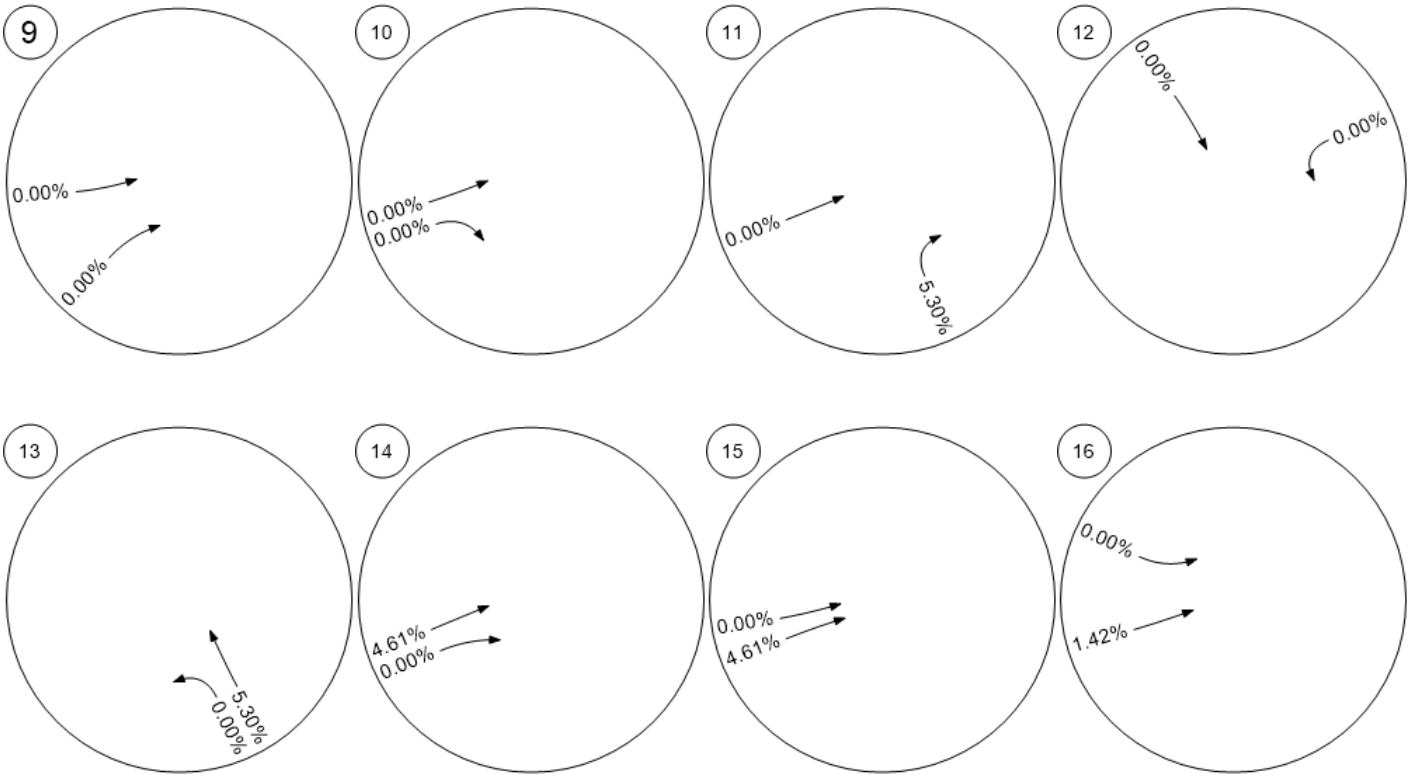
Fair Share - Fair Share % of Future Total - Zone 22: Zone



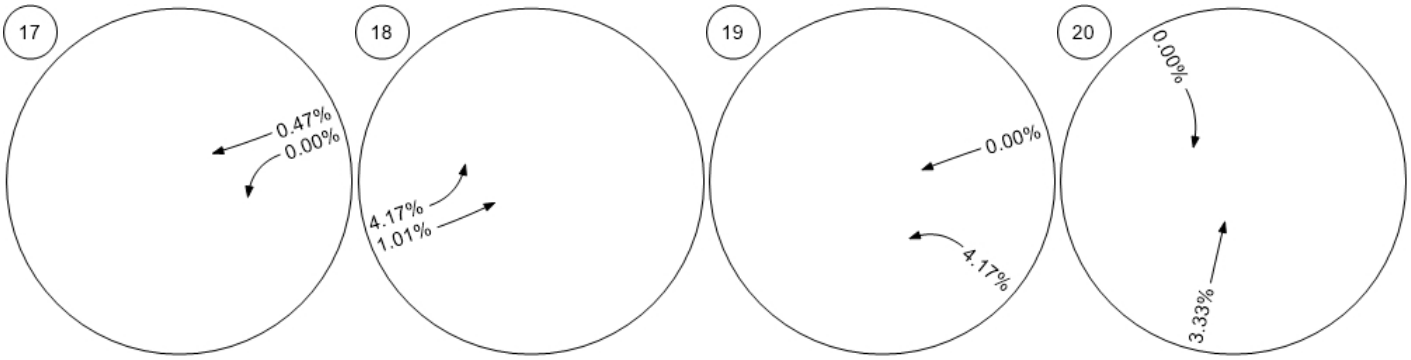
Fair Share - Fair Share % of Future Total - Zone 23: Zone

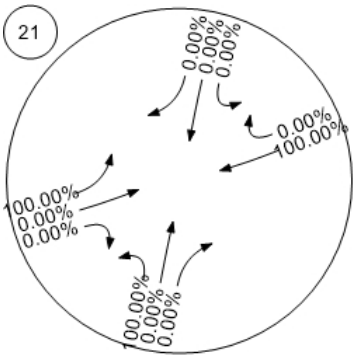


Fair Share - Fair Share % of Future Total - Zone 23: Zone



Fair Share - Fair Share % of Future Total - Zone 23: Zone





7.3 Memorial de Análise - Relatório Vistro: CENÁRIO 3

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 4 CENÁRIO COM O EMPREENDIMENTO + DIRETRIZES ACESSO + VIADUTO

Report File: V:\...\3 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO + VIADUTO.pdf

09/04/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ponto 1	Two-way stop	HCM 2010	SB Left	1,131	122,8	F
2	Ponto 1	Two-way stop	HCM 2010	EB Thru	0,010	0,0	A
3	Ponto 1	Two-way stop	HCM 2010	WB Thru	0,009	0,0	A
4	Ponto 1	Two-way stop	HCM 2010	NWB Left	1,363	208,0	F
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	SB Thru	0,005	0,0	A
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	NB Thru	0,001	0,0	A
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Two-way stop	HCM 2010	EB Thru	0,013	0,0	A
9	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,152	11,0	B
10	Ponto 3	Two-way stop	HCM 2010	EB Thru	0,008	0,0	A
11	Ponto 3	Two-way stop	HCM 2010	NB Right	2,401	143,6	F
12	Ponto 3	Two-way stop	HCM 2010	WB Left	0,644	21,7	C
13	Ponto 3	Two-way stop	HCM 2010	NB Thru	0,006	0,0	A
14	Ponto 4	Two-way stop	HCM 2010	EB Thru	0,006	0,0	A
15	Ponto 4	Two-way stop	HCM 2010	EB Thru	2,013	89,9	F
16	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	EB Left	0,042	7,6	A
17	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	NB Right	0,289	14,4	B
18	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	EB Left	0,044	10,0	B
19	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	WB Thru	0,018	0,0	A
20	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	WB Thru	0,190	11,5	B
21	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	SB Thru	0,002	0,0	A
22	Ponto 5 - SIMULAÇÃO Viaduto	Two-way stop	HCM 2010	SB Right	0,761	25,6	D

23	Ponto 6	Two-way stop	HCM 2010	EB Thru	0,014	0,0	A
24	Ponto 7	Two-way stop	HCM 2010	EB Left	0,040	13,3	B

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

Control Type:	Two-way stop	Delay (sec / veh):	122,8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1,131

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	241	0	0	943	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	10,37	2,00	2,00	18,25	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]	130	0	0	68	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]	371	0	0	1011	0	0
Peak Hour Factor	0,9400	1,0000	1,0000	0,7100	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	356	0	0
Total Analysis Volume [veh/h]	395	0	0	1424	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	1,13	0,00	0,00	0,01	0,00	0,00
d_M, Delay for Movement [s/veh]	122,84	0,00	0,00	0,00	0,00	0,00
Movement LOS	F			A		
95th-Percentile Queue Length [veh/ln]	15,35	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	383,82	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	122,84		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	26,68					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Ponto 1

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						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	487	697	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	11,08	18,25	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	198	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	487	895	0	0
Peak Hour Factor	1,0000	1,0000	0,9400	0,9400	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	130	238	0	0
Total Analysis Volume [veh/h]	0	0	518	952	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			
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	0,01	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 [ft/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

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):	0,009

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	241	828
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	10,37	17,39
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	130	30
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	371	858
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	0,9400	0,9400
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	99	228
Total Analysis Volume [veh/h]	0	0	0	0	395	913
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	0,01
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS					A	A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/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 4: Ponto 1

Control Type:	Two-way stop	Delay (sec / veh):	208,0
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1,363

Intersection Setup

Name						
Approach	Eastbound		Westbound		Northwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	1069	487	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	13,88	11,08	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	160	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	1229	487	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,9400	0,9400	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	327	130	0
Total Analysis Volume [veh/h]	0	0	0	1307	518	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	1,36	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	208,01	0,00
Movement LOS				A	F	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	25,02	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	625,50	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		208,01	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	59,04					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso

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):	0,013

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	1075	215	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	13,02	10,50	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	198	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	1075	413	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	0,8300	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	324	124	0	0
Total Analysis Volume [veh/h]	0	0	1295	498	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			
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 [ft/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 2 - SIMULAÇÃO Diretrizes de Acesso

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						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	215	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	10,50	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	198	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	413	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8300	0,8300	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	124	0	0
Total Analysis Volume [veh/h]	0	0	0	498	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	10,01	0,00
Movement LOS				A	B	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		10,01	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0,00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso

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						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	98	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	98	0	0	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	25	0	0	0	0
Total Analysis Volume [veh/h]	0	98	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	0,00	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 [ft/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 8: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso

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):	0,013

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	1075	215	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	13,02	10,50	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	1075	215	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	0,8300	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	324	65	0	0
Total Analysis Volume [veh/h]	0	0	1295	259	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 [ft/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 3

Control Type:	Two-way stop	Delay (sec / veh):	11,0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,152

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Thru	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	215	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	10,50	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	98	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	98	215	0	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	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	25	65	0	0	0
Total Analysis Volume [veh/h]	0	98	259	0	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	0,00	0,15	0,00	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	11,04	0,00	0,00	0,00	0,00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0,00	0,25	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	6,14	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	11,04		0,00		0,00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3,03					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Ponto 3

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						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		Yes		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	599	543	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	21,50	17,80	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	95	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	0	694	546	0	0
Peak Hour Factor	1,0000	1,0000	0,8300	0,8300	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	209	164	0	0
Total Analysis Volume [veh/h]	0	0	836	658	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			
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	0,01	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 [ft/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 3

Control Type:	Two-way stop	Delay (sec / veh):	143,6
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2,401

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	483	599	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	22,14	21,50	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	35	95	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	518	694	0	0	0
Peak Hour Factor	1,0000	0,5600	0,5600	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	231	310	0	0	0
Total Analysis Volume [veh/h]	0	925	1239	0	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	0,00	2,40	0,01	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	143,58	0,00	0,00	0,00	0,00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0,00	18,85	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	471,29	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	143,58		0,00		0,00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	61,37					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 12: Ponto 3

Control Type:	Two-way stop	Delay (sec / veh):	21,7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,644

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	543	312	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	17,80	24,35	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	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	0	0	546	312	0
Peak Hour Factor	1,0000	1,0000	1,0000	0,8300	0,8300	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	164	94	0
Total Analysis Volume [veh/h]	0	0	0	658	376	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	0,64	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	21,67	0,00
Movement LOS				A	C	
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	4,62	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	115,41	0,00
d_A, Approach Delay [s/veh]	0,00		0,00		21,67	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7,88					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 13: Ponto 3

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):	0,006

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	312	483	0	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	24,35	22,14	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	35	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]	312	518	0	0	0	0
Peak Hour Factor	0,8300	0,8300	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]	94	156	0	0	0	0
Total Analysis Volume [veh/h]	376	624	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 [ft/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 4

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):	0,006

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	482	461	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	17,85	18,21	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	83	47	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	565	508	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	159	143	0	0
Total Analysis Volume [veh/h]	0	0	635	571	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			
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	0,01	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 [ft/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 15: Ponto 4

Control Type:	Two-way stop	Delay (sec / veh):	89,9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2,013

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Thru	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	655	0	0	482	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	15,42	2,00	2,00	17,85	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	83	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]	655	0	0	565	0	0
Peak Hour Factor	0,8900	1,0000	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]	184	0	0	159	0	0
Total Analysis Volume [veh/h]	736	0	0	635	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		No	
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	2,01	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	89,86	0,00	0,00
Movement LOS	A			F		
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	11,05	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	276,13	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		89,86		0,00	
Approach LOS	A		F		A	
d_I, Intersection Delay [s/veh]	41,62					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 16: Ponto 5 - SIMULAÇÃO Viaduto

Control Type:	Two-way stop	Delay (sec / veh):	7,6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,042

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0,00	100,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	61	400	0	130
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	47	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	447	0	130
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	15	112	0	33
Total Analysis Volume [veh/h]	0	0	61	447	0	130
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	0,04	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	0,00	7,59	0,00	0,00	0,00
Movement LOS			A	A		A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,13	0,07	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	3,28	1,64	0,00	0,00
d_A, Approach Delay [s/veh]	0,00		0,91		0,00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0,73					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Ponto 5 - SIMULAÇÃO Viaduto

Control Type:	Two-way stop	Delay (sec / veh):	14,4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,289

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	130	1100	0	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	83	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	130	1183	0	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	33	296	0	0	0
Total Analysis Volume [veh/h]	0	130	1183	0	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	0,00	0,29	0,01	0,00	0,00	0,00
d_M, Delay for Movement [s/veh]	0,00	14,35	0,00	0,00	0,00	0,00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0,00	0,50	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	12,54	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	14,35		0,00		0,00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1,42					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 18: Ponto 5 - SIMULAÇÃO Viaduto

Control Type:	Two-way stop	Delay (sec / veh):	10,0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,044

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Left	Thru	Left	Right	Right	Left2	Left	Right	Thru	Right	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	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 [mph]	30,00			30,00			30,00			30,00		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	400	0	0	0	0	0	0	32	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	2,00	2,00	2,00	2,00	2,00	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]	47	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]	447	0	0	0	0	0	0	32	0	0	0	0
Peak Hour 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
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]	112	0	0	0	0	0	0	8	0	0	0	0
Total Analysis Volume [veh/h]	447	0	0	0	0	0	0	32	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			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	0,04	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	0,00	10,05	0,00	0,00	0,00	0,00
Movement LOS	A							B				
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,07	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	0,00	0,00	0,00	1,68	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	0,00			0,00			10,05			0,00		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	0,67											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 19: Ponto 5 - SIMULAÇÃO Viaduto

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):	0,018

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	1700	130
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	113	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	1813	130
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	0	0	453	33
Total Analysis Volume [veh/h]	0	0	0	0	1813	130
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	0,02	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 [ft/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 5 - SIMULAÇÃO Viaduto

Control Type:	Two-way stop	Delay (sec / veh):	11,5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,190

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Thru	Thru	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	165	0	0	0	0	130
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]	47	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]	212	0	0	0	0	130
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]	53	0	0	0	0	33
Total Analysis Volume [veh/h]	212	0	0	0	0	130
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	0,19
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	11,49
Movement LOS	A					B
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,70
95th-Percentile Queue Length [ft/ln]	0,00	0,00	0,00	0,00	0,00	17,42
d_A, Approach Delay [s/veh]	0,00		0,00		11,49	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4,37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Ponto 5 - SIMULAÇÃO Viaduto

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						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	49,21
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	130	165	0	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	47	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	130	212	0	0
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	0	33	53	0	0
Total Analysis Volume [veh/h]	0	0	130	212	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			
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 [ft/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 5 - SIMULAÇÃO Viaduto

Control Type:	Two-way stop	Delay (sec / veh):	25,6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,761

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0,00	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	165	0	0	1700	0
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	2,00	2,00	2,00	2,00	2,00	2,00
Growth Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	47	0	0	113	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	212	0	0	1813	0
Peak Hour Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	0	53	0	0	453	0
Total Analysis Volume [veh/h]	0	212	0	0	1813	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	0,02	0,00
d_M, Delay for Movement [s/veh]	0,00	25,63	0,00	0,00	0,00	0,00
Movement LOS		D			A	
95th-Percentile Queue Length [veh/ln]	0,00	1,71	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/ln]	0,00	42,66	0,00	0,00	0,00	0,00
d_A, Approach Delay [s/veh]	25,63		0,00		0,00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2,68					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 23: Ponto 6

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):	0,014

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Thru	Thru	Thru	Right	Left	Thru
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	49,21	0,00	0,00	0,00	0,00	0,00
Speed [mph]	30,00		30,00		30,00	
Grade [%]	0,00		0,00		0,00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	795	0	0	0	0	854
Base Volume Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Heavy Vehicles Percentage [%]	23,01	2,00	2,00	2,00	2,00	20,19
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]	35	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]	830	0	0	0	0	857
Peak Hour Factor	0,6200	1,0000	1,0000	1,0000	1,0000	0,6200
Other Adjustment Factor	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000
Total 15-Minute Volume [veh/h]	335	0	0	0	0	346
Total Analysis Volume [veh/h]	1339	0	0	0	0	1382
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	0,01	0,00	0,00	0,00	0,00	0,01
d_M, Delay for Movement [s/veh]	0,00	0,00	0,00	0,00	0,00	0,00
Movement LOS	A					A
95th-Percentile Queue Length [veh/ln]	0,00	0,00	0,00	0,00	0,00	0,00
95th-Percentile Queue Length [ft/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 7

Control Type:	Two-way stop	Delay (sec / veh):	13,3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0,040

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00	100,00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	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 [mph]	30,00			30,00			30,00			30,00		
Grade [%]	0,00			0,00			0,00			0,00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	0	84	32	0	61	0	0	0	0	0	0	151
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	2,39	9,38	2,00	1,63	2,00	2,00	2,00	2,00	2,00	2,00	2,64
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]	16	6	0	1	2	0	18	0	10	0	30	11
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]	16	90	32	1	63	0	18	0	10	0	30	162
Peak Hour Factor	1,0000	0,8200	0,8200	0,8200	0,8200	1,0000	1,0000	1,0000	1,0000	1,0000	1,0000	0,8200
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]	4	27	10	0	19	0	5	0	3	0	8	49
Total Analysis Volume [veh/h]	16	110	39	1	77	0	18	0	10	0	30	198
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	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	0,04	0,00	0,01	0,00	0,05	0,22
d_M, Delay for Movement [s/veh]	7,39	0,00	0,00	7,52	0,00	0,00	13,33	10,99	9,00	0,00	11,97	10,38
Movement LOS	A	A	A	A	A	A	B	B	A		B	B
95th-Percentile Queue Length [veh/ln]	0,03	0,03	0,03	0,00	0,00	0,00	0,16	0,16	0,16	0,00	1,05	1,05
95th-Percentile Queue Length [ft/ln]	0,80	0,80	0,80	0,05	0,05	0,05	3,95	3,95	3,95	0,00	26,22	26,22
d_A, Approach Delay [s/veh]	0,72			0,10			11,79			10,59		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	5,75											
Intersection LOS	B											

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 4 CENÁRIO COM O EMPREENDIMENTO + DIRETRIZES ACESSO + VIADUTO

Report File: V:\...\3 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO + VIADUTO.pdf

09/04/2024

Turning Movement Volume: Summary

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Left	Thru	
1	Ponto 1	371	1011	1382

ID	Intersection Name	Eastbound		Total Volume
		Left	Thru	
2	Ponto 1	487	895	1382

ID	Intersection Name	Westbound		Total Volume
		Left	Thru	
3	Ponto 1	371	858	1229

ID	Intersection Name	Westbound	Northwestbound	Total Volume
		Thru	Left	
4	Ponto 1	1229	487	1716

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	1075	413	1488

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Left	
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	413	0	413

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	0	98	98

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	1075	215	1290

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
9	Ponto 3	98	215	313

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
10	Ponto 3	694	546	1240

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Right	Thru	
11	Ponto 3	518	694	1212

ID	Intersection Name	Southbound	Westbound	Total Volume
		Thru	Left	
12	Ponto 3	546	312	858

ID	Intersection Name	Northbound		Total Volume
		Left	Thru	
13	Ponto 3	312	518	830

ID	Intersection Name	Eastbound		Total Volume
		Thru	Right	
14	Ponto 4	565	508	1073

ID	Intersection Name	Southbound	Eastbound	Total Volume
		Thru	Thru	
15	Ponto 4	655	565	1220

ID	Intersection Name	Eastbound		Westbound	Total Volume
		Left	Thru	Right	
16	Ponto 5 - SIMULAÇÃO Viaduto	61	447	130	638

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Right	Thru	
17	Ponto 5 - SIMULAÇÃO Viaduto	130	1183	1313

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Left	Left	
18	Ponto 5 - SIMULAÇÃO Viaduto	447	32	479

ID	Intersection Name	Westbound		Total Volume
		Thru	Right	
19	Ponto 5 - SIMULAÇÃO Viaduto	1813	130	1943

ID	Intersection Name	Northbound	Westbound	Total Volume
		Thru	Thru	
20	Ponto 5 - SIMULAÇÃO Viaduto	212	130	342

ID	Intersection Name	Southbound		Total Volume
		Left	Thru	
21	Ponto 5 - SIMULAÇÃO Viaduto	130	212	342

ID	Intersection Name	Southbound	Westbound	Total Volume
		Right	Thru	
22	Ponto 5 - SIMULAÇÃO Viaduto	212	1813	2025

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Thru	Thru	
23	Ponto 6	830	857	1687

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
24	Ponto 7	16	90	32	1	63	0	18	0	10	30	162	422

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 4 CENÁRIO COM O EMPREENDIMENTO + DIRETRIZES ACESSO + VIADUTO

Report File: V:\...\3 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO + VIADUTO.pdf

09/04/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Left	Thru	
1	Ponto 1	Final Base	241	943	1184
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	130	68	198
		Other	0	0	0
		Future Total	**371**	**1011**	**1382**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Left	Thru	
2	Ponto 1	Final Base	487	697	1184
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	198	198
		Other	0	0	0
		Future Total	**487**	**895**	**1382**

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Left	Thru	
3	Ponto 1	Final Base	241	828	1069
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	130	30	160
		Other	0	0	0
		Future Total	**371**	**858**	**1229**

ID	Intersection Name	Volume Type	Westbound	Northwestbound	Total Volume
			Thru	Left	
4	Ponto 1	Final Base	1069	487	1556
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	160	0	160
		Other	0	0	0
		Future Total	**1229**	**487**	**1716**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
5	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Final Base	1075	215	1290
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	198	198
		Other	0	0	0
		Future Total	**1075**	**413**	**1488**

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Left	
6	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Final Base	215	0	215
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	198	0	198
		Other	0	0	0
		Future Total	**413**	**0**	**413**

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
7	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Final Base	0	0	0
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	98	98
		Other	0	0	0
		Future Total	**0**	**98**	**98**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
8	Ponto 2 - SIMULAÇÃO Diretrizes de Acesso	Final Base	1075	215	1290
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**1075**	**215**	**1290**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
9	Ponto 3	Final Base	0	215	215
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	98	0	98
		Other	0	0	0
		Future Total	**98**	**215**	**313**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
10	Ponto 3	Final Base	599	543	1142
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	95	3	98
		Other	0	0	0
		Future Total	**694**	**546**	**1240**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Right	Thru	
11	Ponto 3	Final Base	483	599	1082
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	35	95	130
		Other	0	0	0
		Future Total	**518**	**694**	**1212**

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Thru	Left	
12	Ponto 3	Final Base	543	312	855
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	3	0	3
		Other	0	0	0
		Future Total	**546**	**312**	**858**

ID	Intersection Name	Volume Type	Northbound		Total Volume
			Left	Thru	
13	Ponto 3	Final Base	312	483	795
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	35	35
		Other	0	0	0
		Future Total	**312**	**518**	**830**

ID	Intersection Name	Volume Type	Eastbound		Total Volume
			Thru	Right	
14	Ponto 4	Final Base	482	461	943
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	83	47	130
		Other	0	0	0
		Future Total	**565**	**508**	**1073**

ID	Intersection Name	Volume Type	Southbound	Eastbound	Total Volume
			Thru	Thru	
15	Ponto 4	Final Base	655	482	1137
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	83	83
		Other	0	0	0
		Future Total	**655**	**565**	**1220**

ID	Intersection Name	Volume Type	Eastbound		Westbound	Total Volume
			Left	Thru	Right	
16	Ponto 5 - SIMULAÇÃO Viaduto	Final Base	61	400	130	591
		Growth Factor	1,00	1,00	1,00	-
		In Process	0	0	0	0
		Net New Trips	0	47	0	47
		Other	0	0	0	0
		Future Total	**61**	**447**	**130**	**638**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Right	Thru	
17	Ponto 5 - SIMULAÇÃO Viaduto	Final Base	130	1100	1230
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	83	83
		Other	0	0	0
		Future Total	**130**	**1183**	**1313**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Left	Left	
18	Ponto 5 - SIMULAÇÃO Viaduto	Final Base	400	32	432
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	47	0	47
		Other	0	0	0
		Future Total	**447**	**32**	**479**

ID	Intersection Name	Volume Type	Westbound		Total Volume
			Thru	Right	
19	Ponto 5 - SIMULAÇÃO Viaduto	Final Base	1700	130	1830
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	113	0	113
		Other	0	0	0
		Future Total	**1813**	**130**	**1943**

ID	Intersection Name	Volume Type	Northbound	Westbound	Total Volume
			Thru	Thru	
20	Ponto 5 - SIMULAÇÃO Viaduto	Final Base	165	130	295
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	47	0	47
		Other	0	0	0
		Future Total	**212**	**130**	**342**

ID	Intersection Name	Volume Type	Southbound		Total Volume
			Left	Thru	
21	Ponto 5 - SIMULAÇÃO Viaduto	Final Base	130	165	295
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	0	47	47
		Other	0	0	0
		Future Total	**130**	**212**	**342**

ID	Intersection Name	Volume Type	Southbound	Westbound	Total Volume
			Right	Thru	
22	Ponto 5 - SIMULAÇÃO Viaduto	Final Base	165	1700	1865
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	47	113	160
		Other	0	0	0
		Future Total	**212**	**1813**	**2025**

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Thru	Thru	
23	Ponto 6	Final Base	795	854	1649
		Growth Factor	1,00	1,00	-
		In Process	0	0	0
		Net New Trips	35	3	38
		Other	0	0	0
		Future Total	**830**	**857**	**1687**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound		Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
24	Ponto 7	Final Base	0	84	32	0	61	0	0	0	0	0	151	328
		Growth Factor	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	16	6	0	1	2	0	18	0	10	30	11	94
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**16**	**90**	**32**	**1**	**63**	**0**	**18**	**0**	**10**	**30**	**162**	**422**

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 4 CENÁRIO COM O EMPREENDIMENTO + DIRETRIZES ACESSO + VIADUTO

Report File: V:\...\3 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO + VIADUTO.pdf

09/04/2024

Fair Share Volumes

Intersection 1: Ponto 1			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
21: Zone	130	68	198
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	130	68	
Future Total Volume	371	1011	

Intersection 2: Ponto 1			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	0	198	198
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	0	198	
Future Total Volume	487	895	

Intersection 3: Ponto 1			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	130	0	130
22: Zone	0	25	25
23: Zone	0	5	5
Site-Generated Trips	130	30	
Future Total Volume	371	858	

Intersection 4: Ponto 1			
Zone ID: Name	Westbound	Northwestbound	Total
	Thru	Left	
21: Zone	130	0	130
22: Zone	25	0	25
23: Zone	5	0	5

Site-Generated Trips	160	0	
Future Total Volume	1229	487	

Intersection 5: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0	198	198
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	0	198	
Future Total Volume	1075	413	

Intersection 6: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	198	0	198
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	198	0	
Future Total Volume	413	0	

Intersection 7: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0	0	0
22: Zone	0	98	98
23: Zone	0	0	0
Site-Generated Trips	0	98	
Future Total Volume	0	98	

Intersection 8: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0	0	0
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	0	0	
Future Total Volume	1075	215	

Intersection 9: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	0	0	0
22: Zone	98	0	98
23: Zone	0	0	0
Site-Generated Trips	98	0	
Future Total Volume	98	215	

Intersection 10: Ponto 3			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0	0	0
22: Zone	95	3	98
23: Zone	0	0	0
Site-Generated Trips	95	3	
Future Total Volume	694	546	

Intersection 11: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	17	0	17
22: Zone	0	95	95
23: Zone	18	0	18
Site-Generated Trips	35	95	
Future Total Volume	518	694	

Intersection 12: Ponto 3			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	0	0	0
22: Zone	3	0	3
23: Zone	0	0	0
Site-Generated Trips	3	0	
Future Total Volume	546	312	

Intersection 13: Ponto 3			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0	17	17
22: Zone	0	0	0
23: Zone	0	18	18
Site-Generated Trips	0	35	
Future Total Volume	312	518	

Intersection 14: Ponto 4			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0	17	17
22: Zone	70	25	95
23: Zone	13	5	18
Site-Generated Trips	83	47	
Future Total Volume	565	508	

Intersection 15: Ponto 4			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Thru	
21: Zone	0	0	0
22: Zone	0	70	70
23: Zone	0	13	13
Site-Generated Trips	0	83	
Future Total Volume	655	565	

Intersection 16: Ponto 5 - SIMULAÇÃO Viaduto				
Zone ID: Name	Eastbound		Westbound	Total
	Left	Thru	Right	
21: Zone	0	17	0	17
22: Zone	0	25	0	25
23: Zone	0	5	0	5
Site-Generated Trips	0	47	0	
Future Total Volume	61	447	130	

Intersection 17: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	0	0	0
22: Zone	0	70	70
23: Zone	0	13	13
Site-Generated Trips	0	83	
Future Total Volume	130	1183	

Intersection 18: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Eastbound	Total
	Left	Left	
21: Zone	17	0	17
22: Zone	25	0	25
23: Zone	5	0	5
Site-Generated Trips	47	0	
Future Total Volume	447	32	

Intersection 19: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Westbound		Total
	Thru	Right	
21: Zone	113	0	113
22: Zone	0	0	0
23: Zone	0	0	0
Site-Generated Trips	113	0	
Future Total Volume	1813	130	

Intersection 20: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
21: Zone	17	0	17
22: Zone	25	0	25
23: Zone	5	0	5
Site-Generated Trips	47	0	
Future Total Volume	212	130	

Intersection 21: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Southbound		Total
	Left	Thru	
21: Zone	0	17	17
22: Zone	0	25	25
23: Zone	0	5	5
Site-Generated Trips	0	47	
Future Total Volume	130	212	

Intersection 22: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Southbound	Westbound	Total
	Right	Thru	
21: Zone	17	113	130
22: Zone	25	0	25
23: Zone	5	0	5
Site-Generated Trips	47	113	
Future Total Volume	212	1813	

Intersection 23: Ponto 6			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	17	0	17
22: Zone	0	3	3
23: Zone	18	0	18
Site-Generated Trips	35	3	
Future Total Volume	830	857	

Intersection 24: Ponto 7												
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
21: Zone	0	6	0	0	0	0	0	0	0	0	11	17
22: Zone	0	0	0	1	2	0	0	0	0	0	0	3
23: Zone	16	0	0	0	0	0	18	0	10	30	0	74
Site-Generated Trips	16	6	0	1	2	0	18	0	10	30	11	
Future Total Volume	16	90	32	1	63	0	18	0	10	30	162	

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 4 CENÁRIO COM O EMPREENDIMENTO + DIRETRIZES ACESSO + VIADUTO

Report File: V:\...\3 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO + VIADUTO.pdf

09/04/2024

Fair Share % of Net New Site

Intersection 1: Ponto 1			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
21: Zone	100%	100%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	100%	100%	

Intersection 2: Ponto 1			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	0%	100%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	100%	

Intersection 3: Ponto 1			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	100%	0%	81,25%
22: Zone	0%	83,33%	15,63%
23: Zone	0%	16,67%	3,12%
Total	100%	100%	

Intersection 4: Ponto 1			
Zone ID: Name	Westbound	Northwestbound	Total
	Thru	Left	
21: Zone	81,25%	0%	81,25%
22: Zone	15,63%	0%	15,63%
23: Zone	3,13%	0%	3,13%
Total	100%	0%	

Intersection 5: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	100%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	100%	

Intersection 6: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	100%	0%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 7: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0%	0%	0%
22: Zone	0%	100%	100%
23: Zone	0%	0%	0%
Total	0%	100%	

Intersection 8: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	0%	-%
22: Zone	0%	0%	-%
23: Zone	0%	0%	-%
Total	0%	0%	

Intersection 9: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	0%	0%	0%
22: Zone	100%	0%	100%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 10: Ponto 3			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	0%	0%
22: Zone	100%	100%	100%
23: Zone	0%	0%	0%
Total	100%	100%	

Intersection 11: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	48,57%	0%	13,08%
22: Zone	0%	100%	73,08%
23: Zone	51,43%	0%	13,85%
Total	100%	100%	

Intersection 12: Ponto 3			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	0%	0%	0%
22: Zone	100%	0%	100%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 13: Ponto 3			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0%	48,57%	48,57%
22: Zone	0%	0%	0%
23: Zone	0%	51,43%	51,43%
Total	0%	100%	

Intersection 14: Ponto 4			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	36,17%	13,08%
22: Zone	84,34%	53,19%	73,08%
23: Zone	15,66%	10,64%	13,85%
Total	100%	100%	

Intersection 15: Ponto 4			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Thru	
21: Zone	0%	0%	0%
22: Zone	0%	84,34%	84,34%
23: Zone	0%	15,66%	15,66%
Total	0%	100%	

Intersection 16: Ponto 5 - SIMULAÇÃO Viaduto				
Zone ID: Name	Eastbound		Westbound	Total
	Left	Thru	Right	
21: Zone	0%	36,17%	0%	36,17%
22: Zone	0%	53,19%	0%	53,19%
23: Zone	0%	10,64%	0%	10,64%
Total	0%	100%	0%	

Intersection 17: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	0%	0%	0%
22: Zone	0%	84,34%	84,34%
23: Zone	0%	15,66%	15,66%
Total	0%	100%	

Intersection 18: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Eastbound	Total
	Left	Left	
21: Zone	36,17%	0%	36,17%
22: Zone	53,19%	0%	53,19%
23: Zone	10,64%	0%	10,64%
Total	100%	0%	

Intersection 19: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Westbound		Total
	Thru	Right	
21: Zone	100%	0%	100%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 20: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
21: Zone	36,17%	0%	36,17%
22: Zone	53,19%	0%	53,19%
23: Zone	10,64%	0%	10,64%
Total	100%	0%	

Intersection 21: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Southbound		Total
	Left	Thru	
21: Zone	0%	36,17%	36,17%
22: Zone	0%	53,19%	53,19%
23: Zone	0%	10,64%	10,64%
Total	0%	100%	

Intersection 22: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Southbound	Westbound	Total
	Right	Thru	
21: Zone	36,17%	100%	81,25%
22: Zone	53,19%	0%	15,63%
23: Zone	10,64%	0%	3,13%
Total	100%	100%	

Intersection 23: Ponto 6			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	48,57%	0%	44,74%
22: Zone	0%	100%	7,89%
23: Zone	51,43%	0%	47,37%
Total	100%	100%	

Intersection 24: Ponto 7												
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
21: Zone	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	18,09%
22: Zone	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	3,19%
23: Zone	100%	0%	0%	0%	0%	0%	100%	0%	100%	100%	0%	78,72%
Total	100%	100%	0%	100%	100%	0%	100%	0%	100%	100%	100%	

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 4 CENÁRIO COM O EMPREENDIMENTO + DIRETRIZES ACESSO + VIADUTO

Report File: V:\...\3 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO + VIADUTO.pdf

09/04/2024

Fair Share % of Future Total

Intersection 1: Ponto 1			
Zone ID: Name	Southbound	Eastbound	Total
	Left	Thru	
21: Zone	35,04%	6,73%	14,33%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	35,04%	6,73%	

Intersection 2: Ponto 1			
Zone ID: Name	Eastbound		Total
	Left	Thru	
21: Zone	0%	22,12%	14,33%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	22,12%	

Intersection 3: Ponto 1			
Zone ID: Name	Westbound		Total
	Left	Thru	
21: Zone	35,04%	0%	10,58%
22: Zone	0%	2,91%	2,03%
23: Zone	0%	0,58%	0,41%
Total	35,04%	3,5%	

Intersection 4: Ponto 1			
Zone ID: Name	Westbound	Northwestbound	Total
	Thru	Left	
21: Zone	10,58%	0%	7,58%
22: Zone	2,03%	0%	1,46%
23: Zone	0,41%	0%	0,29%
Total	13,02%	0%	

Intersection 5: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	47,94%	13,31%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	47,94%	

Intersection 6: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	47,94%	0%	47,94%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	47,94%	0%	

Intersection 7: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0%	0%	0%
22: Zone	0%	100%	100%
23: Zone	0%	0%	0%
Total	0%	100%	

Intersection 8: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	0%	0%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	0%	0%	

Intersection 9: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	0%	0%	0%
22: Zone	100%	0%	31,31%
23: Zone	0%	0%	0%
Total	100%	0%	

Intersection 10: Ponto 3			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	0%	0%
22: Zone	13,69%	0,55%	7,9%
23: Zone	0%	0%	0%
Total	13,69%	0,55%	

Intersection 11: Ponto 3			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	3,28%	0%	1,4%
22: Zone	0%	13,69%	7,84%
23: Zone	3,47%	0%	1,49%
Total	6,76%	13,69%	

Intersection 12: Ponto 3			
Zone ID: Name	Southbound	Westbound	Total
	Thru	Left	
21: Zone	0%	0%	0%
22: Zone	0,55%	0%	0,35%
23: Zone	0%	0%	0%
Total	0,55%	0%	

Intersection 13: Ponto 3			
Zone ID: Name	Northbound		Total
	Left	Thru	
21: Zone	0%	3,28%	2,05%
22: Zone	0%	0%	0%
23: Zone	0%	3,47%	2,17%
Total	0%	6,76%	

Intersection 14: Ponto 4			
Zone ID: Name	Eastbound		Total
	Thru	Right	
21: Zone	0%	3,35%	1,58%
22: Zone	12,39%	4,92%	8,85%
23: Zone	2,3%	0,98%	1,68%
Total	14,69%	9,25%	

Intersection 15: Ponto 4			
Zone ID: Name	Southbound	Eastbound	Total
	Thru	Thru	
21: Zone	0%	0%	0%
22: Zone	0%	12,39%	5,74%
23: Zone	0%	2,3%	1,07%
Total	0%	14,69%	

Intersection 16: Ponto 5 - SIMULAÇÃO Viaduto				
Zone ID: Name	Eastbound		Westbound	Total
	Left	Thru	Right	
21: Zone	0%	3,8%	0%	2,66%
22: Zone	0%	5,59%	0%	3,92%
23: Zone	0%	1,12%	0%	0,78%
Total	0%	10,51%	0%	

Intersection 17: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Eastbound	Total
	Right	Thru	
21: Zone	0%	0%	0%
22: Zone	0%	5,92%	5,33%
23: Zone	0%	1,1%	0,99%
Total	0%	7,02%	

Intersection 18: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Eastbound	Total
	Left	Left	
21: Zone	3,8%	0%	3,55%
22: Zone	5,59%	0%	5,22%
23: Zone	1,12%	0%	1,04%
Total	10,51%	0%	

Intersection 19: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Westbound		Total
	Thru	Right	
21: Zone	6,23%	0%	5,82%
22: Zone	0%	0%	0%
23: Zone	0%	0%	0%
Total	6,23%	0%	

Intersection 20: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Northbound	Westbound	Total
	Thru	Thru	
21: Zone	8,02%	0%	4,97%
22: Zone	11,79%	0%	7,31%
23: Zone	2,36%	0%	1,46%
Total	22,17%	0%	

Intersection 21: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Southbound		Total
	Left	Thru	
21: Zone	0%	8,02%	4,97%
22: Zone	0%	11,79%	7,31%
23: Zone	0%	2,36%	1,46%
Total	0%	22,17%	

Intersection 22: Ponto 5 - SIMULAÇÃO Viaduto			
Zone ID: Name	Southbound	Westbound	Total
	Right	Thru	
21: Zone	8,02%	6,23%	6,42%
22: Zone	11,79%	0%	1,23%
23: Zone	2,36%	0%	0,25%
Total	22,17%	6,23%	

Intersection 23: Ponto 6			
Zone ID: Name	Northbound	Eastbound	Total
	Thru	Thru	
21: Zone	2,05%	0%	1,01%
22: Zone	0%	0,35%	0,18%
23: Zone	2,17%	0%	1,07%
Total	4,22%	0,35%	

Intersection 24: Ponto 7												
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
21: Zone	0%	6,67%	0%	0%	0%	0%	0%	0%	0%	0%	6,79%	4,03%
22: Zone	0%	0%	0%	100%	3,17%	0%	0%	0%	0%	0%	0%	0,71%
23: Zone	100%	0%	0%	0%	0%	0%	100%	0%	100%	100%	0%	17,54%
Total	100%	6,67%	0%	100%	3,17%	0%	100%	0%	100%	100%	6,79%	

Signal Warrants Report For Intersection 1: Ponto 1

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	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	N
1	1011	371
2	981	360
3	960	352
4	900	330
5	799	293
6	789	289
7	778	286
8	708	260
9	698	256
10	687	252
11	596	219
12	556	204
13	546	200
14	404	148
15	404	148
16	283	104
17	162	59
18	162	59
19	91	33
20	51	19
21	30	11
22	10	4
23	10	4
24	10	4

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1011	1	371	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	981	1	360	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	960	1	352	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	900	1	330	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	799	1	293	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
6	2	789	1	289	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
7	2	778	1	286	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
8	2	708	1	260	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
9	2	698	1	256	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
10	2	687	1	252	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
11	2	596	1	219	No	Yes	Yes	Yes	No	No	No	Yes	No	No
12	2	556	1	204	No	Yes	Yes	Yes	No	No	No	Yes	No	No
13	2	546	1	200	No	Yes	Yes	Yes	No	No	No	Yes	No	No
14	2	404	1	148	No	No	No	Yes	No	No	No	No	No	No
15	2	404	1	148	No	No	No	Yes	No	No	No	No	No	No
16	2	283	1	104	No	No	No	No	No	No	No	No	No	No
17	2	162	1	59	No	No	No	No	No	No	No	No	No	No
18	2	162	1	59	No	No	No	No	No	No	No	No	No	No
19	2	91	1	33	No	No	No	No	No	No	No	No	No	No
20	2	51	1	19	No	No	No	No	No	No	No	No	No	No
21	2	30	1	11	No	No	No	No	No	No	No	No	No	No
22	2	10	1	4	No	No	No	No	No	No	No	No	No	No
23	2	10	1	4	No	No	No	No	No	No	No	No	No	No
24	2	10	1	4	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	4	7	10	13	10	4

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	122,8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	12:39
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	371
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1382
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 4: Ponto 1

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	E
Minor Approaches	SE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	SE
1	1229	487
2	1192	472
3	1168	463
4	1094	433
5	971	385
6	959	380
7	946	375
8	860	341
9	848	336
10	836	331
11	725	287
12	676	268
13	664	263
14	492	195
15	492	195
16	344	136
17	197	78
18	197	78
19	111	44
20	61	24
21	37	15
22	12	5
23	12	5
24	12	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1229	1	487	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1192	1	472	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1168	1	463	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1094	1	433	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	971	1	385	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	959	1	380	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	946	1	375	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	860	1	341	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
9	2	848	1	336	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	2	836	1	331	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	2	725	1	287	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	2	676	1	268	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
13	2	664	1	263	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
14	2	492	1	195	No	Yes	Yes	Yes	No	No	No	No	No	No
15	2	492	1	195	No	Yes	Yes	Yes	No	No	No	No	No	No
16	2	344	1	136	No	No	No	Yes	No	No	No	No	No	No
17	2	197	1	78	No	No	No	No	No	No	No	No	No	No
18	2	197	1	78	No	No	No	No	No	No	No	No	No	No
19	2	111	1	44	No	No	No	No	No	No	No	No	No	No
20	2	61	1	24	No	No	No	No	No	No	No	No	No	No
21	2	37	1	15	No	No	No	No	No	No	No	No	No	No
22	2	12	1	5	No	No	No	No	No	No	No	No	No	No
23	2	12	1	5	No	No	No	No	No	No	No	No	No	No
24	2	12	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	7	11	13	13	13	8

Warrant 3 Condition A

Orientation	SE
Total Stopped Delay Per Vehicle on Minor Approach (s)	208
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	28:08
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	487
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1716
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 6: Ponto 2 - SIMULAÇÃO Diretrizes de Acesso

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	413	0
2	401	0
3	392	0
4	368	0
5	326	0
6	322	0
7	318	0
8	289	0
9	285	0
10	281	0
11	244	0
12	227	0
13	223	0
14	165	0
15	165	0
16	116	0
17	66	0
18	66	0
19	37	0
20	21	0
21	12	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
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	413	1	0	No	No	No	No	No	No	No	No	No	No
2	2	401	1	0	No	No	No	No	No	No	No	No	No	No
3	2	392	1	0	No	No	No	No	No	No	No	No	No	No
4	2	368	1	0	No	No	No	No	No	No	No	No	No	No
5	2	326	1	0	No	No	No	No	No	No	No	No	No	No
6	2	322	1	0	No	No	No	No	No	No	No	No	No	No
7	2	318	1	0	No	No	No	No	No	No	No	No	No	No
8	2	289	1	0	No	No	No	No	No	No	No	No	No	No
9	2	285	1	0	No	No	No	No	No	No	No	No	No	No
10	2	281	1	0	No	No	No	No	No	No	No	No	No	No
11	2	244	1	0	No	No	No	No	No	No	No	No	No	No
12	2	227	1	0	No	No	No	No	No	No	No	No	No	No
13	2	223	1	0	No	No	No	No	No	No	No	No	No	No
14	2	165	1	0	No	No	No	No	No	No	No	No	No	No
15	2	165	1	0	No	No	No	No	No	No	No	No	No	No
16	2	116	1	0	No	No	No	No	No	No	No	No	No	No
17	2	66	1	0	No	No	No	No	No	No	No	No	No	No
18	2	66	1	0	No	No	No	No	No	No	No	No	No	No
19	2	37	1	0	No	No	No	No	No	No	No	No	No	No
20	2	21	1	0	No	No	No	No	No	No	No	No	No	No
21	2	12	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	1	0	No	No	No	No	No	No	No	No	No	No
23	2	4	1	0	No	No	No	No	No	No	No	No	No	No
24	2	4	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)	10
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]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	413
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 9: Ponto 3

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	215	98
2	209	95
3	204	93
4	191	87
5	170	77
6	168	76
7	166	75
8	151	69
9	148	68
10	146	67
11	127	58
12	118	54
13	116	53
14	86	39
15	86	39
16	60	27
17	34	16
18	34	16
19	19	9
20	11	5
21	6	3
22	2	1
23	2	1
24	2	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	215	2	98	No	No	No	No	No	No	No	No	No	No
2	2	209	2	95	No	No	No	No	No	No	No	No	No	No
3	2	204	2	93	No	No	No	No	No	No	No	No	No	No
4	2	191	2	87	No	No	No	No	No	No	No	No	No	No
5	2	170	2	77	No	No	No	No	No	No	No	No	No	No
6	2	168	2	76	No	No	No	No	No	No	No	No	No	No
7	2	166	2	75	No	No	No	No	No	No	No	No	No	No
8	2	151	2	69	No	No	No	No	No	No	No	No	No	No
9	2	148	2	68	No	No	No	No	No	No	No	No	No	No
10	2	146	2	67	No	No	No	No	No	No	No	No	No	No
11	2	127	2	58	No	No	No	No	No	No	No	No	No	No
12	2	118	2	54	No	No	No	No	No	No	No	No	No	No
13	2	116	2	53	No	No	No	No	No	No	No	No	No	No
14	2	86	2	39	No	No	No	No	No	No	No	No	No	No
15	2	86	2	39	No	No	No	No	No	No	No	No	No	No
16	2	60	2	27	No	No	No	No	No	No	No	No	No	No
17	2	34	2	16	No	No	No	No	No	No	No	No	No	No
18	2	34	2	16	No	No	No	No	No	No	No	No	No	No
19	2	19	2	9	No	No	No	No	No	No	No	No	No	No
20	2	11	2	5	No	No	No	No	No	No	No	No	No	No
21	2	6	2	3	No	No	No	No	No	No	No	No	No	No
22	2	2	2	1	No	No	No	No	No	No	No	No	No	No
23	2	2	2	1	No	No	No	No	No	No	No	No	No	No
24	2	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:18
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	98
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	313
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 11: Ponto 3

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	694	518
2	673	502
3	659	492
4	618	461
5	548	409
6	541	404
7	534	399
8	486	363
9	479	357
10	472	352
11	409	306
12	382	285
13	375	280
14	278	207
15	278	207
16	194	145
17	111	83
18	111	83
19	62	47
20	35	26
21	21	16
22	7	5
23	7	5
24	7	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	694	2	518	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
2	2	673	2	502	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
3	2	659	2	492	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
4	2	618	2	461	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
5	2	548	2	409	No	Yes	Yes	Yes	No	No	No	Yes	No	No
6	2	541	2	404	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	2	534	2	399	No	Yes	Yes	Yes	No	No	No	Yes	No	No
8	2	486	2	363	No	Yes	Yes	Yes	No	No	No	No	No	No
9	2	479	2	357	No	No	Yes	Yes	No	No	No	No	No	No
10	2	472	2	352	No	No	Yes	Yes	No	No	No	No	No	No
11	2	409	2	306	No	No	No	Yes	No	No	No	No	No	No
12	2	382	2	285	No	No	No	Yes	No	No	No	No	No	No
13	2	375	2	280	No	No	No	Yes	No	No	No	No	No	No
14	2	278	2	207	No	No	No	No	No	No	No	No	No	No
15	2	278	2	207	No	No	No	No	No	No	No	No	No	No
16	2	194	2	145	No	No	No	No	No	No	No	No	No	No
17	2	111	2	83	No	No	No	No	No	No	No	No	No	No
18	2	111	2	83	No	No	No	No	No	No	No	No	No	No
19	2	62	2	47	No	No	No	No	No	No	No	No	No	No
20	2	35	2	26	No	No	No	No	No	No	No	No	No	No
21	2	21	2	16	No	No	No	No	No	No	No	No	No	No
22	2	7	2	5	No	No	No	No	No	No	No	No	No	No
23	2	7	2	5	No	No	No	No	No	No	No	No	No	No
24	2	7	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					4	8	10	13	0	0	3	7	4	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	143,6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	20:39
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	518
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1212
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 12: Ponto 3

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	546	312
2	530	303
3	519	296
4	486	278
5	431	246
6	426	243
7	420	240
8	382	218
9	377	215
10	371	212
11	322	184
12	300	172
13	295	168
14	218	125
15	218	125
16	153	87
17	87	50
18	87	50
19	49	28
20	27	16
21	16	9
22	5	3
23	5	3
24	5	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	546	1	312	No	Yes	Yes	Yes	No	No	No	Yes	No	No
2	2	530	1	303	No	Yes	Yes	Yes	No	No	No	Yes	No	No
3	2	519	1	296	No	Yes	Yes	Yes	No	No	No	Yes	No	No
4	2	486	1	278	No	Yes	Yes	Yes	No	No	No	No	No	No
5	2	431	1	246	No	No	Yes	Yes	No	No	No	No	No	No
6	2	426	1	243	No	No	Yes	Yes	No	No	No	No	No	No
7	2	420	1	240	No	No	Yes	Yes	No	No	No	No	No	No
8	2	382	1	218	No	No	No	Yes	No	No	No	No	No	No
9	2	377	1	215	No	No	No	Yes	No	No	No	No	No	No
10	2	371	1	212	No	No	No	Yes	No	No	No	No	No	No
11	2	322	1	184	No	No	No	No	No	No	No	No	No	No
12	2	300	1	172	No	No	No	No	No	No	No	No	No	No
13	2	295	1	168	No	No	No	No	No	No	No	No	No	No
14	2	218	1	125	No	No	No	No	No	No	No	No	No	No
15	2	218	1	125	No	No	No	No	No	No	No	No	No	No
16	2	153	1	87	No	No	No	No	No	No	No	No	No	No
17	2	87	1	50	No	No	No	No	No	No	No	No	No	No
18	2	87	1	50	No	No	No	No	No	No	No	No	No	No
19	2	49	1	28	No	No	No	No	No	No	No	No	No	No
20	2	27	1	16	No	No	No	No	No	No	No	No	No	No
21	2	16	1	9	No	No	No	No	No	No	No	No	No	No
22	2	5	1	3	No	No	No	No	No	No	No	No	No	No
23	2	5	1	3	No	No	No	No	No	No	No	No	No	No
24	2	5	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	7	10	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	21,7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:52
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	312
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	858
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 15: Ponto 4

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	W
1	655	565
2	635	548
3	622	537
4	583	503
5	517	446
6	511	441
7	504	435
8	458	396
9	452	390
10	445	384
11	386	333
12	360	311
13	354	305
14	262	226
15	262	226
16	183	158
17	105	90
18	105	90
19	59	51
20	33	28
21	20	17
22	7	6
23	7	6
24	7	6

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	655	2	565	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
2	2	635	2	548	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
3	2	622	2	537	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
4	2	583	2	503	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
5	2	517	2	446	No	Yes	Yes	Yes	No	No	No	Yes	No	No
6	2	511	2	441	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	2	504	2	435	No	Yes	Yes	Yes	No	No	No	Yes	No	No
8	2	458	2	396	No	No	Yes	Yes	No	No	No	No	No	No
9	2	452	2	390	No	No	Yes	Yes	No	No	No	No	No	No
10	2	445	2	384	No	No	Yes	Yes	No	No	No	No	No	No
11	2	386	2	333	No	No	No	Yes	No	No	No	No	No	No
12	2	360	2	311	No	No	No	Yes	No	No	No	No	No	No
13	2	354	2	305	No	No	No	Yes	No	No	No	No	No	No
14	2	262	2	226	No	No	No	No	No	No	No	No	No	No
15	2	262	2	226	No	No	No	No	No	No	No	No	No	No
16	2	183	2	158	No	No	No	No	No	No	No	No	No	No
17	2	105	2	90	No	No	No	No	No	No	No	No	No	No
18	2	105	2	90	No	No	No	No	No	No	No	No	No	No
19	2	59	2	51	No	No	No	No	No	No	No	No	No	No
20	2	33	2	28	No	No	No	No	No	No	No	No	No	No
21	2	20	2	17	No	No	No	No	No	No	No	No	No	No
22	2	7	2	6	No	No	No	No	No	No	No	No	No	No
23	2	7	2	6	No	No	No	No	No	No	No	No	No	No
24	2	7	2	6	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	0	0	2	7	4	1

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	89,9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	14:06
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	565
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1220
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 17: Ponto 5 - SIMULAÇÃO Viaduto

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	W	S
1	1183	130
2	1148	126
3	1124	124
4	1053	116
5	935	103
6	923	101
7	911	100
8	828	91
9	816	90
10	804	88
11	698	77
12	651	72
13	639	70
14	473	52
15	473	52
16	331	36
17	189	21
18	189	21
19	106	12
20	59	7
21	35	4
22	12	1
23	12	1
24	12	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1183	2	130	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
2	2	1148	2	126	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
3	2	1124	2	124	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
4	2	1053	2	116	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
5	2	935	2	103	No	No	No	No	Yes	Yes	Yes	Yes	No	No
6	2	923	2	101	No	No	No	No	Yes	Yes	Yes	Yes	No	No
7	2	911	2	100	No	No	No	No	Yes	Yes	Yes	Yes	No	No
8	2	828	2	91	No	No	No	No	No	Yes	Yes	Yes	No	No
9	2	816	2	90	No	No	No	No	No	Yes	Yes	Yes	No	No
10	2	804	2	88	No	No	No	No	No	Yes	Yes	Yes	No	No
11	2	698	2	77	No	No	No	No	No	No	Yes	Yes	No	No
12	2	651	2	72	No	No	No	No	No	No	Yes	Yes	No	No
13	2	639	2	70	No	No	No	No	No	No	Yes	Yes	No	No
14	2	473	2	52	No	No	No	No	No	No	No	No	No	No
15	2	473	2	52	No	No	No	No	No	No	No	No	No	No
16	2	331	2	36	No	No	No	No	No	No	No	No	No	No
17	2	189	2	21	No	No	No	No	No	No	No	No	No	No
18	2	189	2	21	No	No	No	No	No	No	No	No	No	No
19	2	106	2	12	No	No	No	No	No	No	No	No	No	No
20	2	59	2	7	No	No	No	No	No	No	No	No	No	No
21	2	35	2	4	No	No	No	No	No	No	No	No	No	No
22	2	12	2	1	No	No	No	No	No	No	No	No	No	No
23	2	12	2	1	No	No	No	No	No	No	No	No	No	No
24	2	12	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	4	7	10	13	13	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	14,4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:31
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	130
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1313
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 5 - SIMULAÇÃO Viaduto

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	W
1	447	32
2	434	31
3	425	30
4	398	28
5	353	25
6	349	25
7	344	25
8	313	22
9	308	22
10	304	22
11	264	19
12	246	18
13	241	17
14	179	13
15	179	13
16	125	9
17	72	5
18	72	5
19	40	3
20	22	2
21	13	1
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
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	447	2	32	No	No	No	No	No	No	No	No	No	No
2	2	434	2	31	No	No	No	No	No	No	No	No	No	No
3	2	425	2	30	No	No	No	No	No	No	No	No	No	No
4	2	398	2	28	No	No	No	No	No	No	No	No	No	No
5	2	353	2	25	No	No	No	No	No	No	No	No	No	No
6	2	349	2	25	No	No	No	No	No	No	No	No	No	No
7	2	344	2	25	No	No	No	No	No	No	No	No	No	No
8	2	313	2	22	No	No	No	No	No	No	No	No	No	No
9	2	308	2	22	No	No	No	No	No	No	No	No	No	No
10	2	304	2	22	No	No	No	No	No	No	No	No	No	No
11	2	264	2	19	No	No	No	No	No	No	No	No	No	No
12	2	246	2	18	No	No	No	No	No	No	No	No	No	No
13	2	241	2	17	No	No	No	No	No	No	No	No	No	No
14	2	179	2	13	No	No	No	No	No	No	No	No	No	No
15	2	179	2	13	No	No	No	No	No	No	No	No	No	No
16	2	125	2	9	No	No	No	No	No	No	No	No	No	No
17	2	72	2	5	No	No	No	No	No	No	No	No	No	No
18	2	72	2	5	No	No	No	No	No	No	No	No	No	No
19	2	40	2	3	No	No	No	No	No	No	No	No	No	No
20	2	22	2	2	No	No	No	No	No	No	No	No	No	No
21	2	13	2	1	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	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:05
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	32
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	479
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 5 - SIMULAÇÃO Viaduto

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	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	S	E
1	212	130
2	206	126
3	201	124
4	189	116
5	167	103
6	165	101
7	163	100
8	148	91
9	146	90
10	144	88
11	125	77
12	117	72
13	114	70
14	85	52
15	85	52
16	59	36
17	34	21
18	34	21
19	19	12
20	11	7
21	6	4
22	2	1
23	2	1
24	2	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	212	1	130	No	No	No	No	No	No	No	No	No	No
2	2	206	1	126	No	No	No	No	No	No	No	No	No	No
3	2	201	1	124	No	No	No	No	No	No	No	No	No	No
4	2	189	1	116	No	No	No	No	No	No	No	No	No	No
5	2	167	1	103	No	No	No	No	No	No	No	No	No	No
6	2	165	1	101	No	No	No	No	No	No	No	No	No	No
7	2	163	1	100	No	No	No	No	No	No	No	No	No	No
8	2	148	1	91	No	No	No	No	No	No	No	No	No	No
9	2	146	1	90	No	No	No	No	No	No	No	No	No	No
10	2	144	1	88	No	No	No	No	No	No	No	No	No	No
11	2	125	1	77	No	No	No	No	No	No	No	No	No	No
12	2	117	1	72	No	No	No	No	No	No	No	No	No	No
13	2	114	1	70	No	No	No	No	No	No	No	No	No	No
14	2	85	1	52	No	No	No	No	No	No	No	No	No	No
15	2	85	1	52	No	No	No	No	No	No	No	No	No	No
16	2	59	1	36	No	No	No	No	No	No	No	No	No	No
17	2	34	1	21	No	No	No	No	No	No	No	No	No	No
18	2	34	1	21	No	No	No	No	No	No	No	No	No	No
19	2	19	1	12	No	No	No	No	No	No	No	No	No	No
20	2	11	1	7	No	No	No	No	No	No	No	No	No	No
21	2	6	1	4	No	No	No	No	No	No	No	No	No	No
22	2	2	1	1	No	No	No	No	No	No	No	No	No	No
23	2	2	1	1	No	No	No	No	No	No	No	No	No	No
24	2	2	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11,5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:24
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	130
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	342
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 22: Ponto 5 - SIMULAÇÃO Viaduto

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	E
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	N
1	1813	212
2	1759	206
3	1722	201
4	1614	189
5	1432	167
6	1414	165
7	1396	163
8	1269	148
9	1251	146
10	1233	144
11	1070	125
12	997	117
13	979	114
14	725	85
15	725	85
16	508	59
17	290	34
18	290	34
19	163	19
20	91	11
21	54	6
22	18	2
23	18	2
24	18	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1813	2	212	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1759	2	206	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1722	2	201	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1614	2	189	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1432	2	167	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	2	1414	2	165	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	2	1396	2	163	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	2	1269	2	148	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	1251	2	146	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	2	1233	2	144	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	2	1070	2	125	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
12	2	997	2	117	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
13	2	979	2	114	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
14	2	725	2	85	No	No	No	No	No	Yes	Yes	Yes	No	No
15	2	725	2	85	No	No	No	No	No	Yes	Yes	Yes	No	No
16	2	508	2	59	No	No	No	No	No	No	No	Yes	No	No
17	2	290	2	34	No	No	No	No	No	No	No	No	No	No
18	2	290	2	34	No	No	No	No	No	No	No	No	No	No
19	2	163	2	19	No	No	No	No	No	No	No	No	No	No
20	2	91	2	11	No	No	No	No	No	No	No	No	No	No
21	2	54	2	6	No	No	No	No	No	No	No	No	No	No
22	2	18	2	2	No	No	No	No	No	No	No	No	No	No
23	2	18	2	2	No	No	No	No	No	No	No	No	No	No
24	2	18	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	13	15	15	16	10	4

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	25,6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:30
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	212
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2025
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 24: Ponto 7

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, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	64	138	192	28
2	62	134	186	27
3	61	131	182	27
4	57	123	171	25
5	51	109	152	22
6	50	108	150	22
7	49	106	148	22
8	45	97	134	20
9	44	95	132	19
10	44	94	131	19
11	38	81	113	17
12	35	76	106	15
13	35	75	104	15
14	26	55	77	11
15	26	55	77	11
16	18	39	54	8
17	10	22	31	4
18	10	22	31	4
19	6	12	17	3
20	3	7	10	1
21	2	4	6	1
22	1	1	2	0
23	1	1	2	0
24	1	1	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	202	1	192	No	No	No	No	No	No	No	No	No	No
2	1	196	1	186	No	No	No	No	No	No	No	No	No	No
3	1	192	1	182	No	No	No	No	No	No	No	No	No	No
4	1	180	1	171	No	No	No	No	No	No	No	No	No	No
5	1	160	1	152	No	No	No	No	No	No	No	No	No	No
6	1	158	1	150	No	No	No	No	No	No	No	No	No	No
7	1	155	1	148	No	No	No	No	No	No	No	No	No	No
8	1	142	1	134	No	No	No	No	No	No	No	No	No	No
9	1	139	1	132	No	No	No	No	No	No	No	No	No	No
10	1	138	1	131	No	No	No	No	No	No	No	No	No	No
11	1	119	1	113	No	No	No	No	No	No	No	No	No	No
12	1	111	1	106	No	No	No	No	No	No	No	No	No	No
13	1	110	1	104	No	No	No	No	No	No	No	No	No	No
14	1	81	1	77	No	No	No	No	No	No	No	No	No	No
15	1	81	1	77	No	No	No	No	No	No	No	No	No	No
16	1	57	1	54	No	No	No	No	No	No	No	No	No	No
17	1	32	1	31	No	No	No	No	No	No	No	No	No	No
18	1	32	1	31	No	No	No	No	No	No	No	No	No	No
19	1	18	1	17	No	No	No	No	No	No	No	No	No	No
20	1	10	1	10	No	No	No	No	No	No	No	No	No	No
21	1	6	1	6	No	No	No	No	No	No	No	No	No	No
22	1	2	1	2	No	No	No	No	No	No	No	No	No	No
23	1	2	1	2	No	No	No	No	No	No	No	No	No	No
24	1	2	1	2	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	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10,6	11,8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:33	0:05
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	192	28
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	422	422
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 4 CENÁRIO COM O EMPREENDIMENTO + DIRETRIZES ACESSO + VIADUTO

Report File: V:\...\3 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO + VIADUTO.pdf

09/04/2024

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
21: Zone				0,480	412,000	100,00	0,00	0,00	198	0	198	53,51
22: Zone				0,480	205,000	0,00	100,00	0,00	0	98	98	26,49
23: Zone				0,480	155,000	62,00	38,00	0,00	46	28	74	20,00
					Added Trips Total				**244**	**126**	**370**	**100,00**

PRATEC - RESERVA DAS ARAUCÁRIAS

Vistro File: V:\...\VISTRO - Atualizado 03_2024.vistro

Scenario 4 CENÁRIO COM O EMPREENDIMENTO + DIRETRIZES ACESSO + VIADUTO

Report File: V:\...\3 CENÁRIO ATUAL COM O EMPREENDIMENTO + DIRETRIZES DE ACESSO + VIADUTO.pdf

09/04/2024

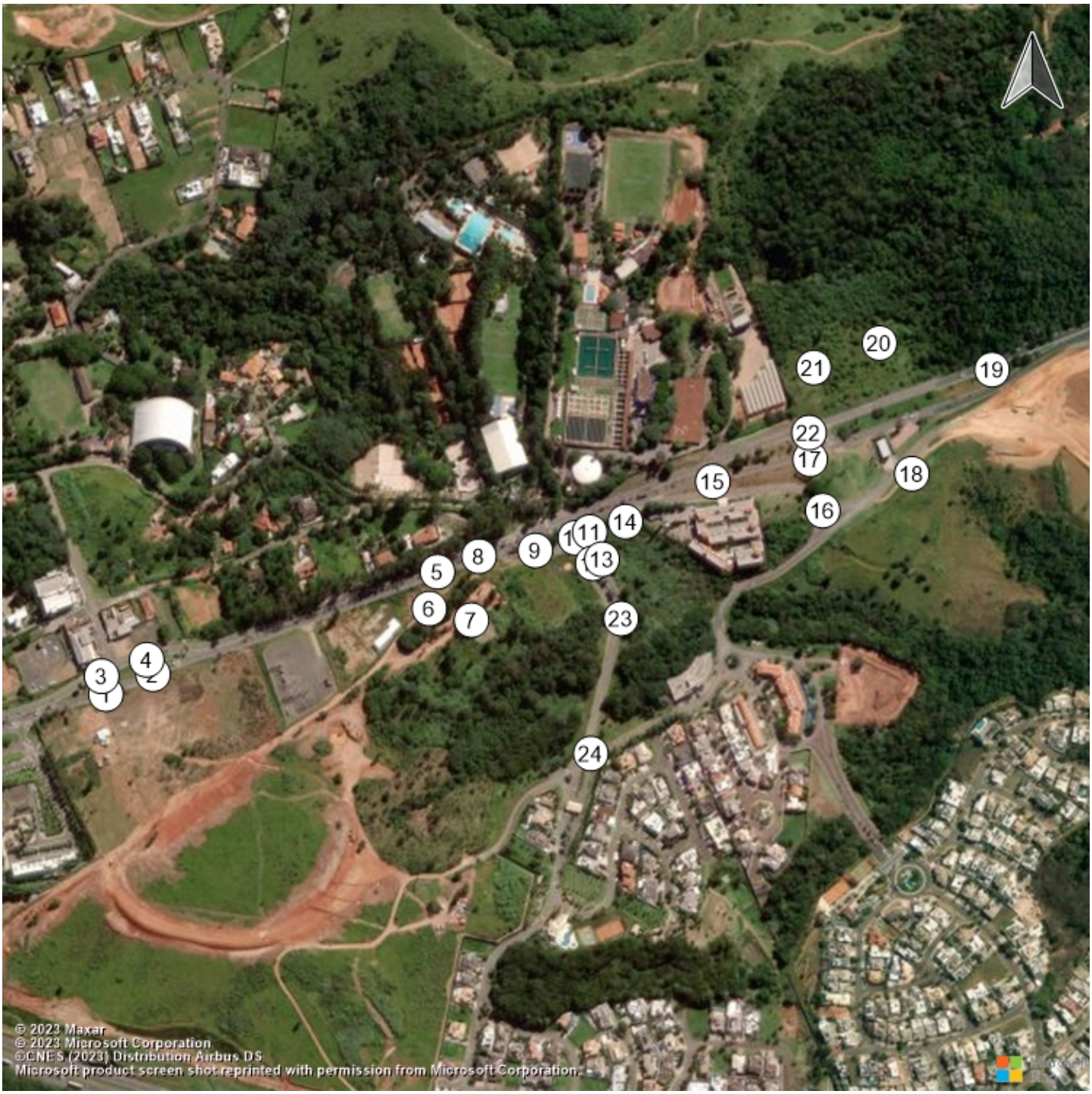
Trip Distribution summary

Zone / Gate	Zone 21: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
22: Zone	0,00	0	0,00	0
23: Zone	0,00	0	0,00	0
24: Gate	0,00	0	0,00	0
25: Gate	34,35	68	0,00	0
26: Gate	3,06	6	0,00	0
27: Gate	5,50	11	0,00	0
31: Gate	0,00	0	0,00	0
32: Gate	0,00	0	0,00	0
33: Gate	57,09	113	0,00	0
Total	**100,00**	**198**	**0,00**	**0**

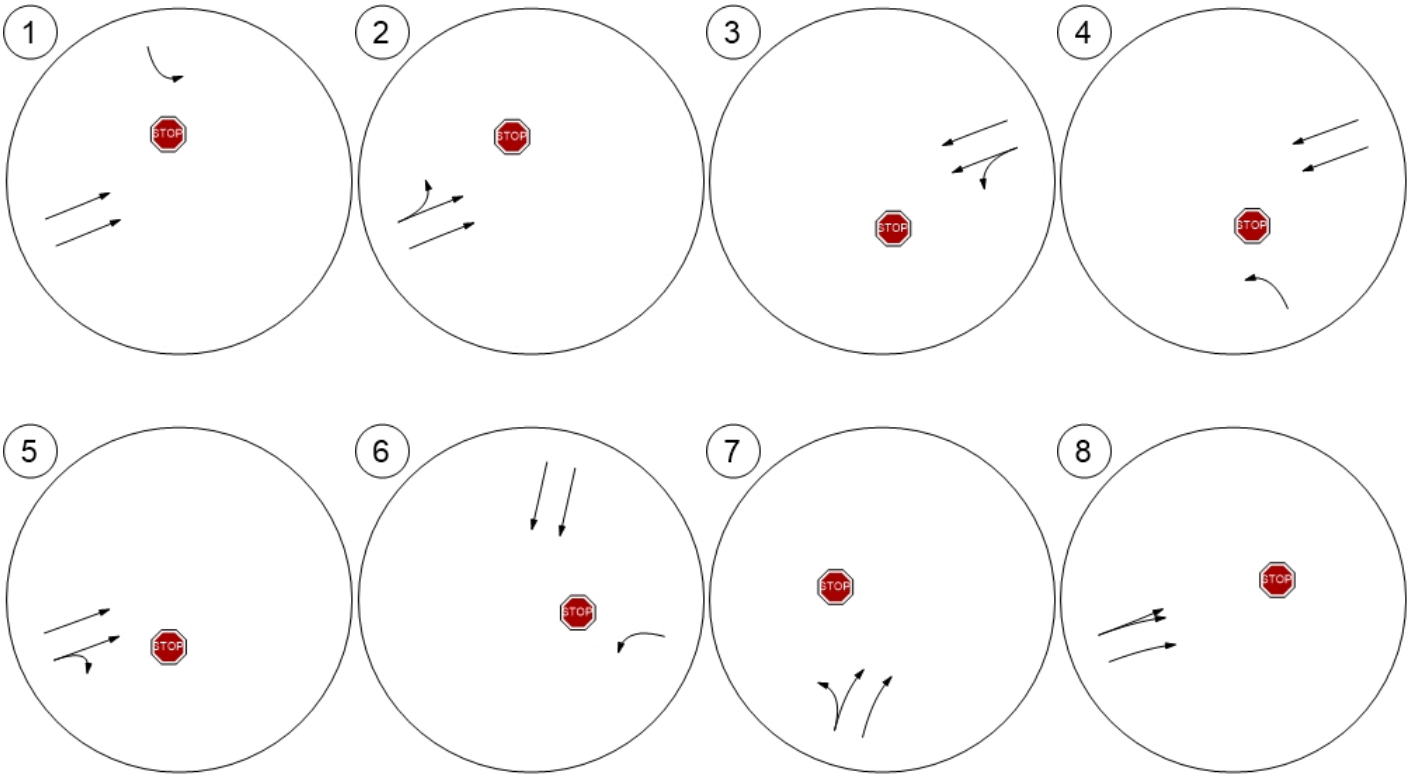
Zone / Gate	Zone 22: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
21: Zone	0,00	0	0,00	0
23: Zone	0,00	0	0,00	0
24: Gate	0,00	0	25,95	25
25: Gate	0,00	0	0,00	0
26: Gate	0,00	0	1,91	2
27: Gate	0,00	0	1,00	1
31: Gate	0,00	0	14,45	14
32: Gate	0,00	0	56,69	56
33: Gate	0,00	0	0,00	0
Total	**0,00**	**0**	**100,00**	**98**

Zone / Gate	Zone 23: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
21: Zone	0,00	0	0,00	0
22: Zone	0,00	0	0,00	0
24: Gate	0,00	0	16,76	5
25: Gate	0,00	0	0,65	0
26: Gate	35,74	16	36,63	10
27: Gate	64,26	30	0,00	0
31: Gate	0,00	0	9,33	3
32: Gate	0,00	0	36,63	10
33: Gate	0,00	0	0,00	0
Total	**100,00**	**46**	**100,00**	**28**

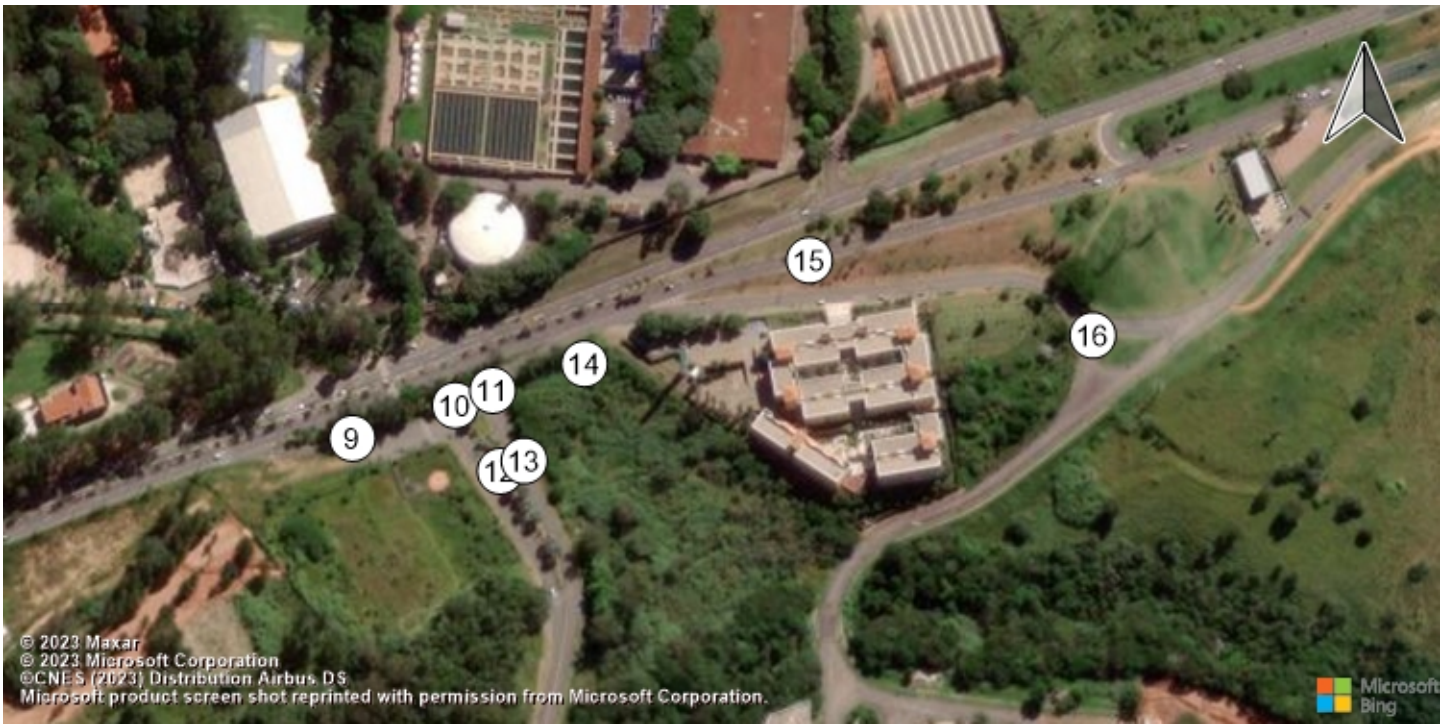
Study Intersections

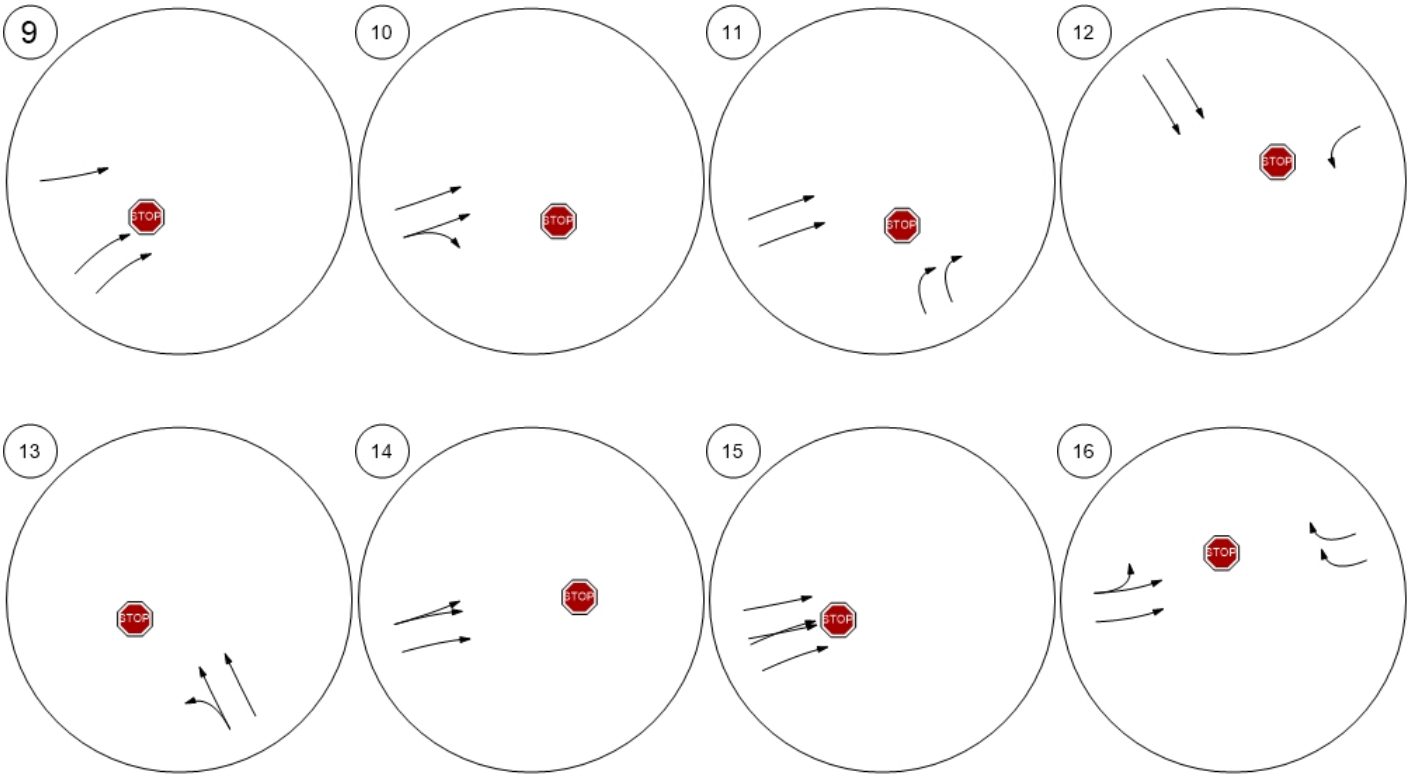


Lane Configuration and Traffic Control

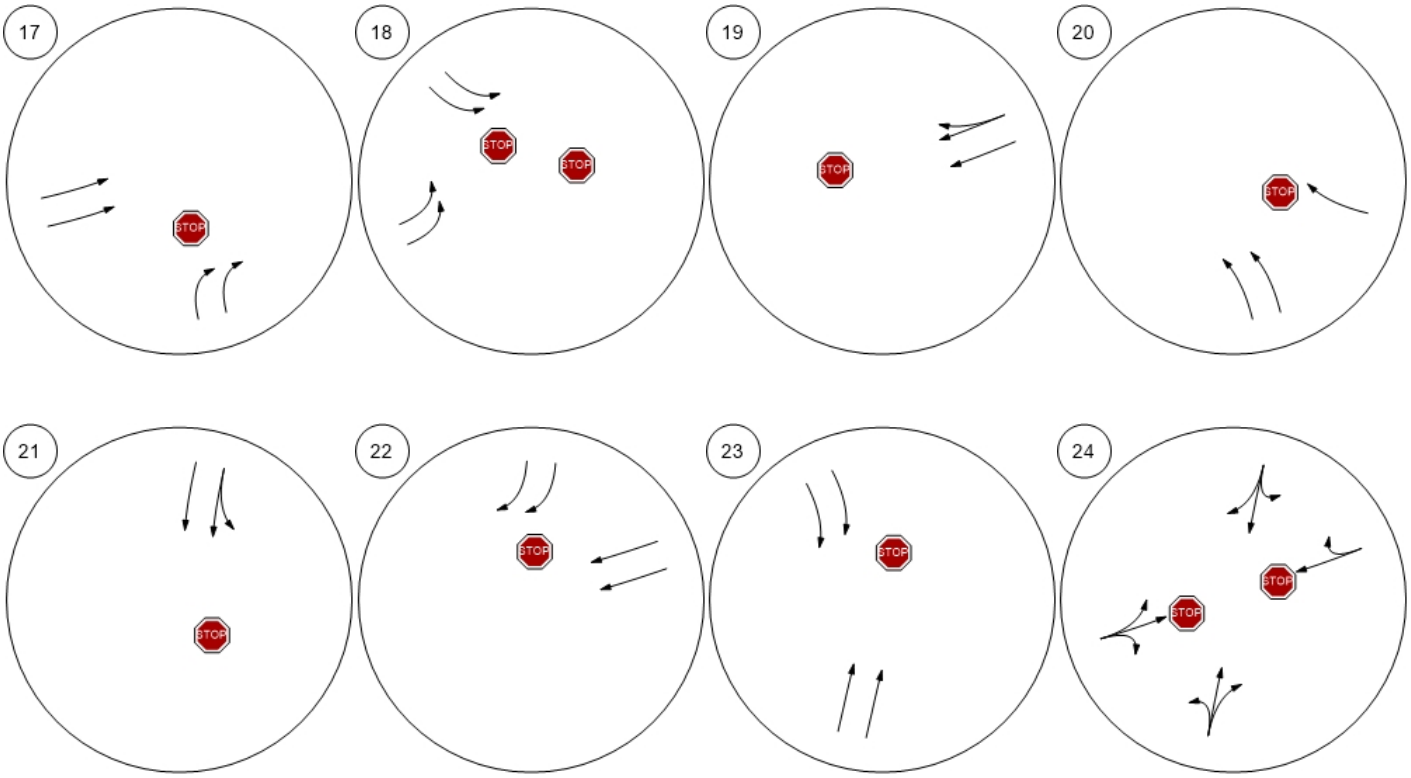


Lane Configuration and Traffic Control

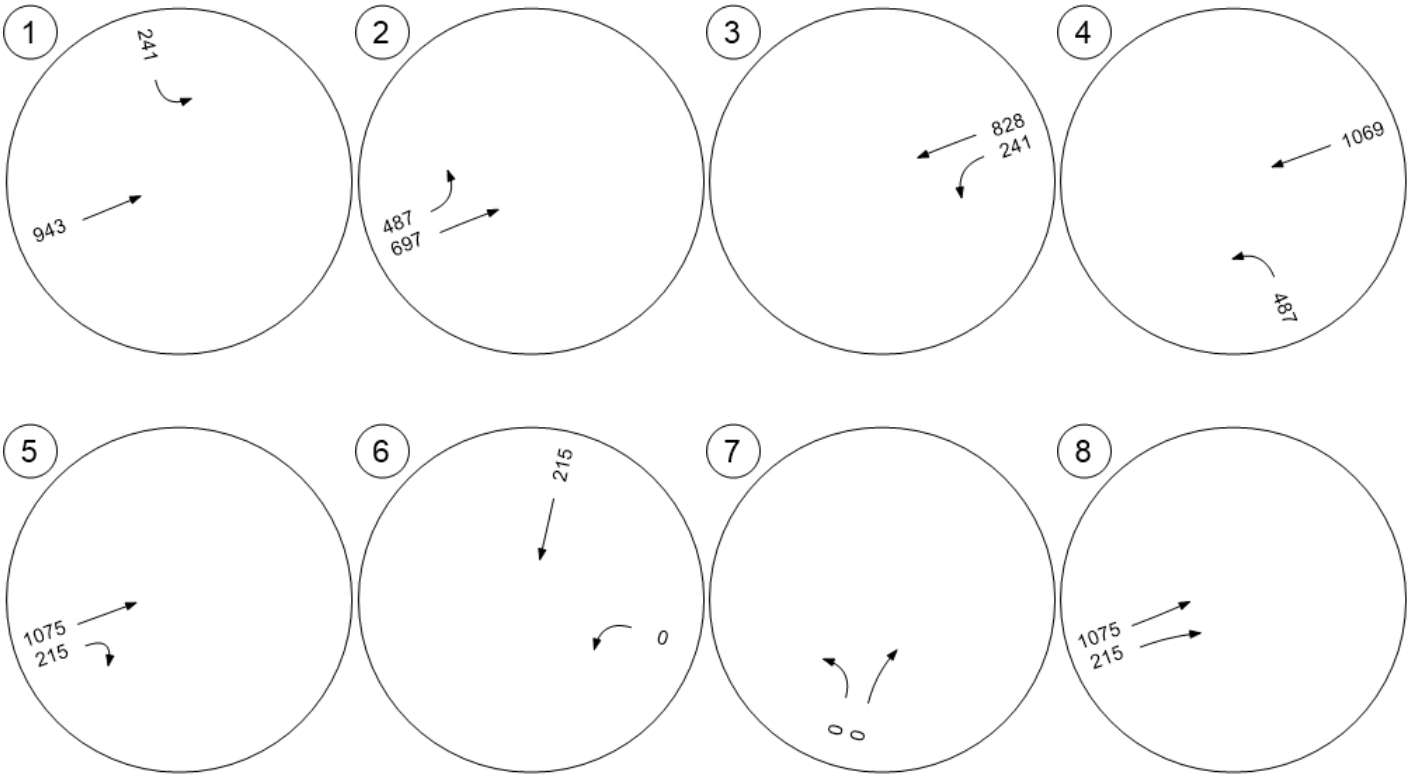




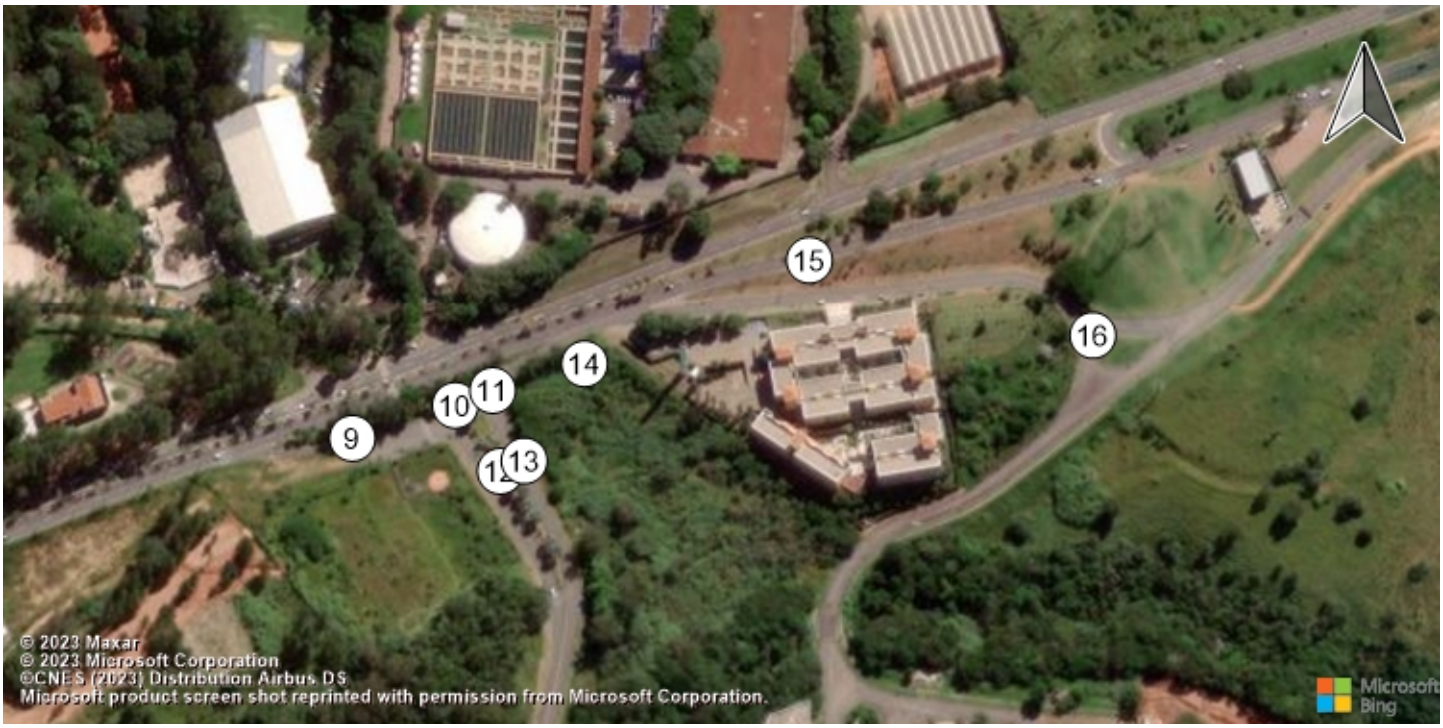
Lane Configuration and Traffic Control

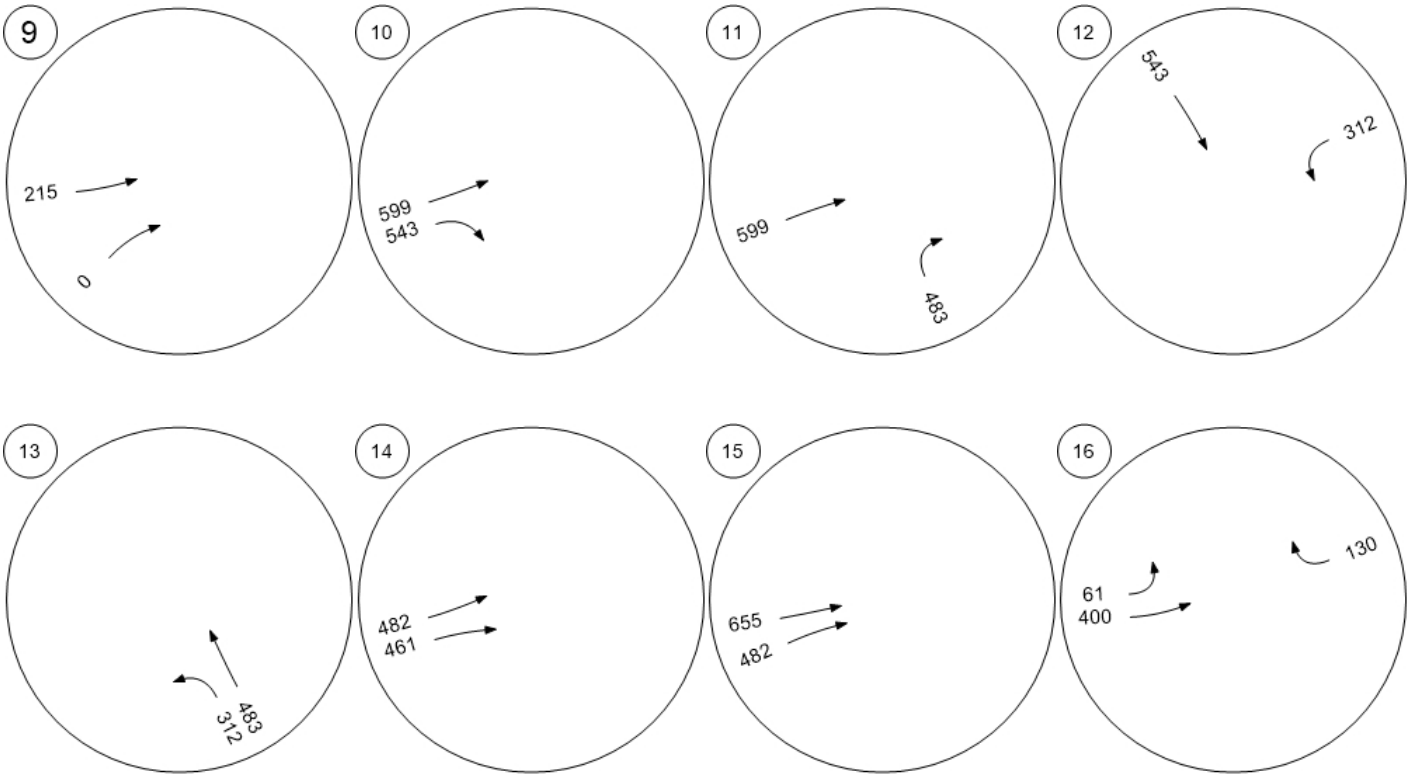


Traffic Volume - Base Volume

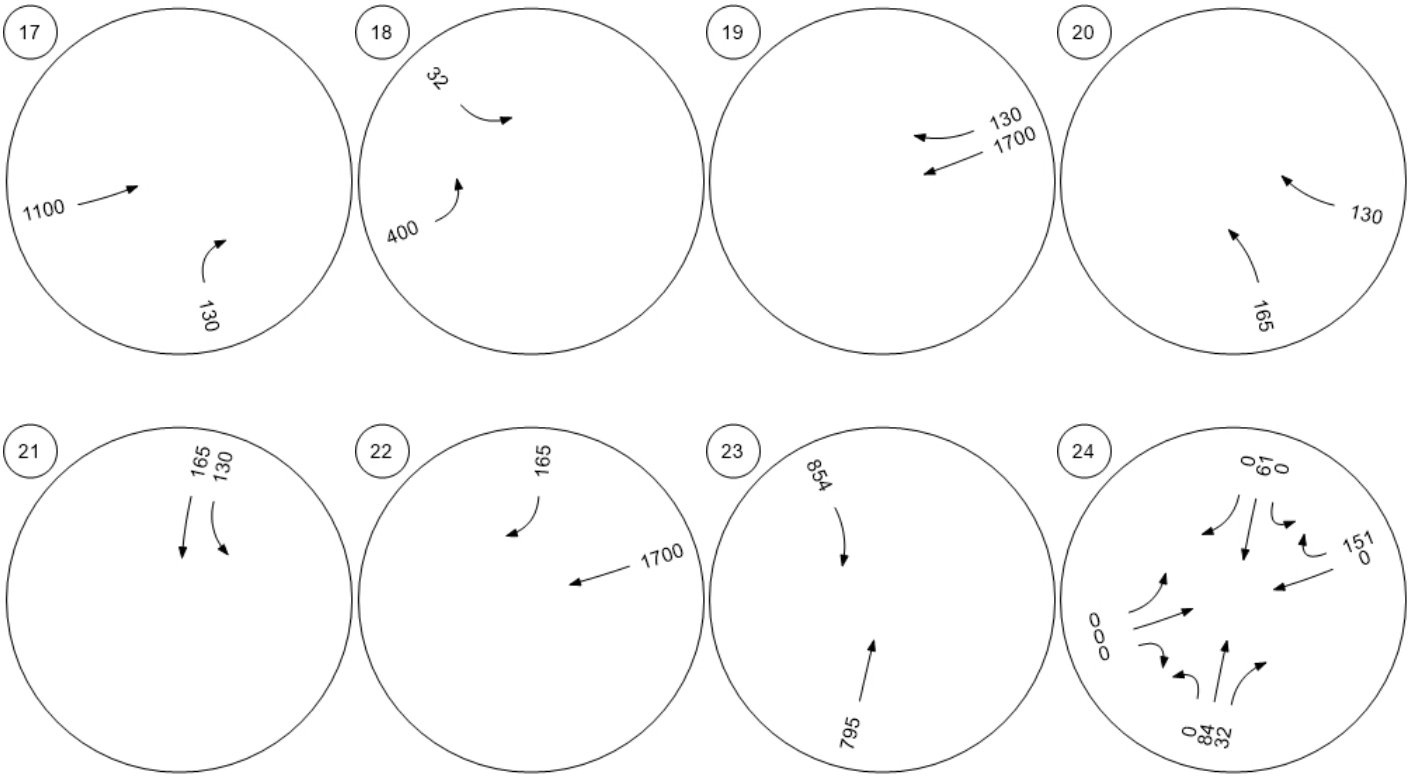


Traffic Volume - Base Volume

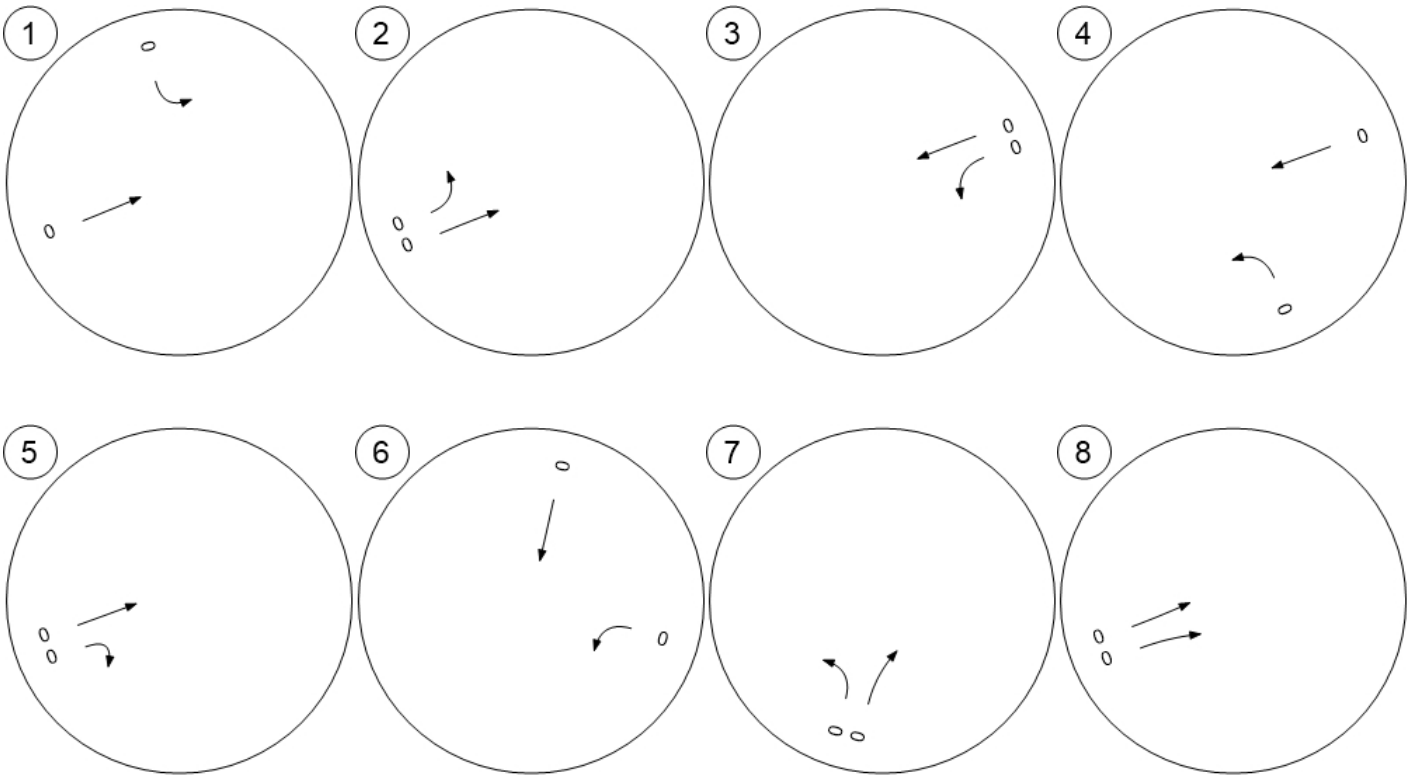




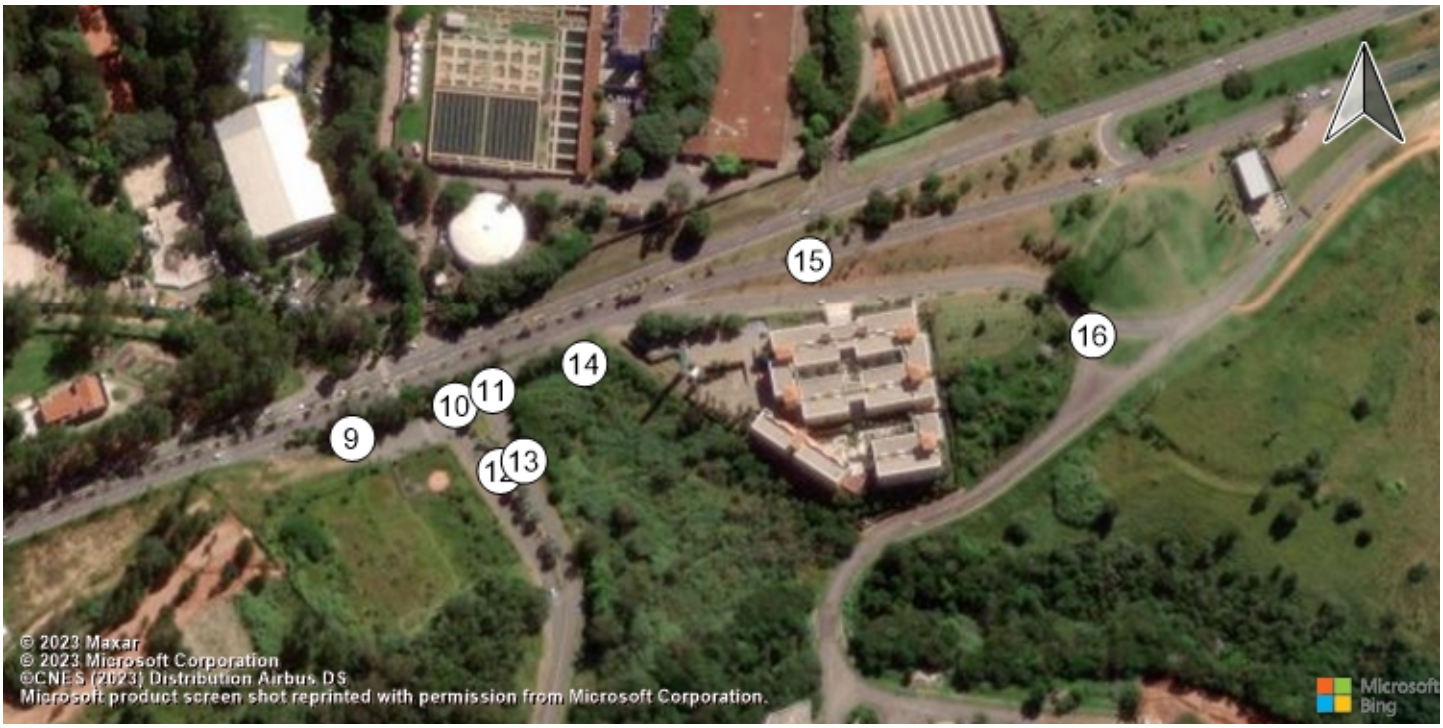
Traffic Volume - Base Volume

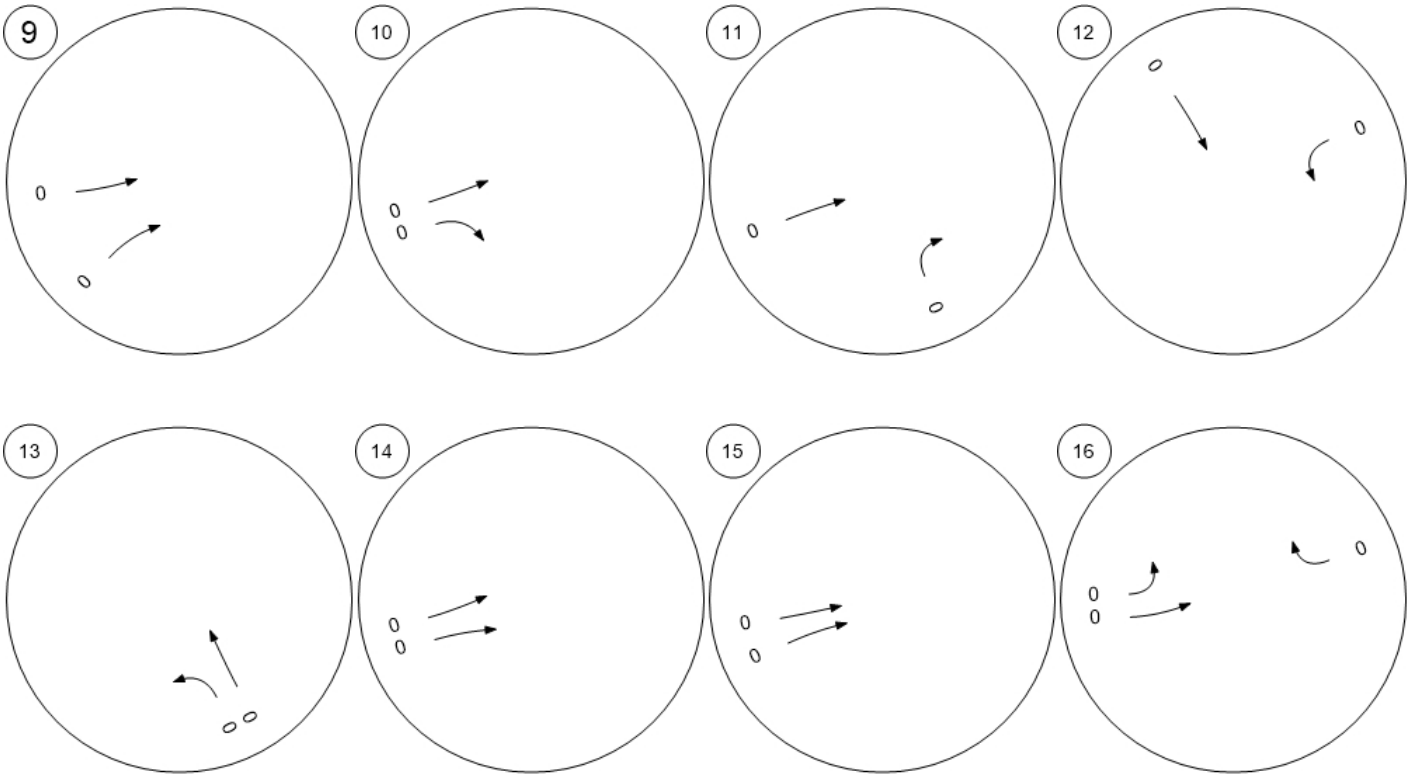


Traffic Volume - In-Process Volume

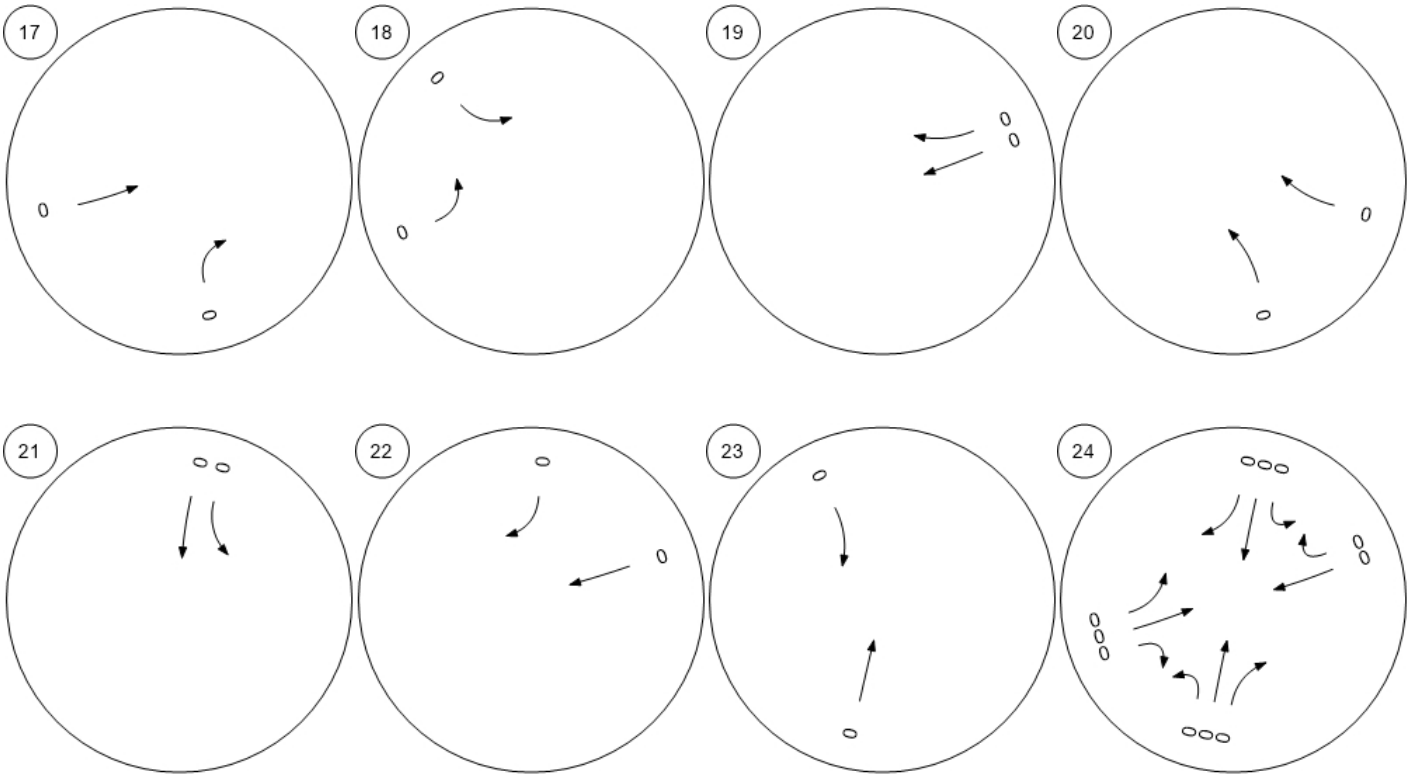


Traffic Volume - In-Process Volume

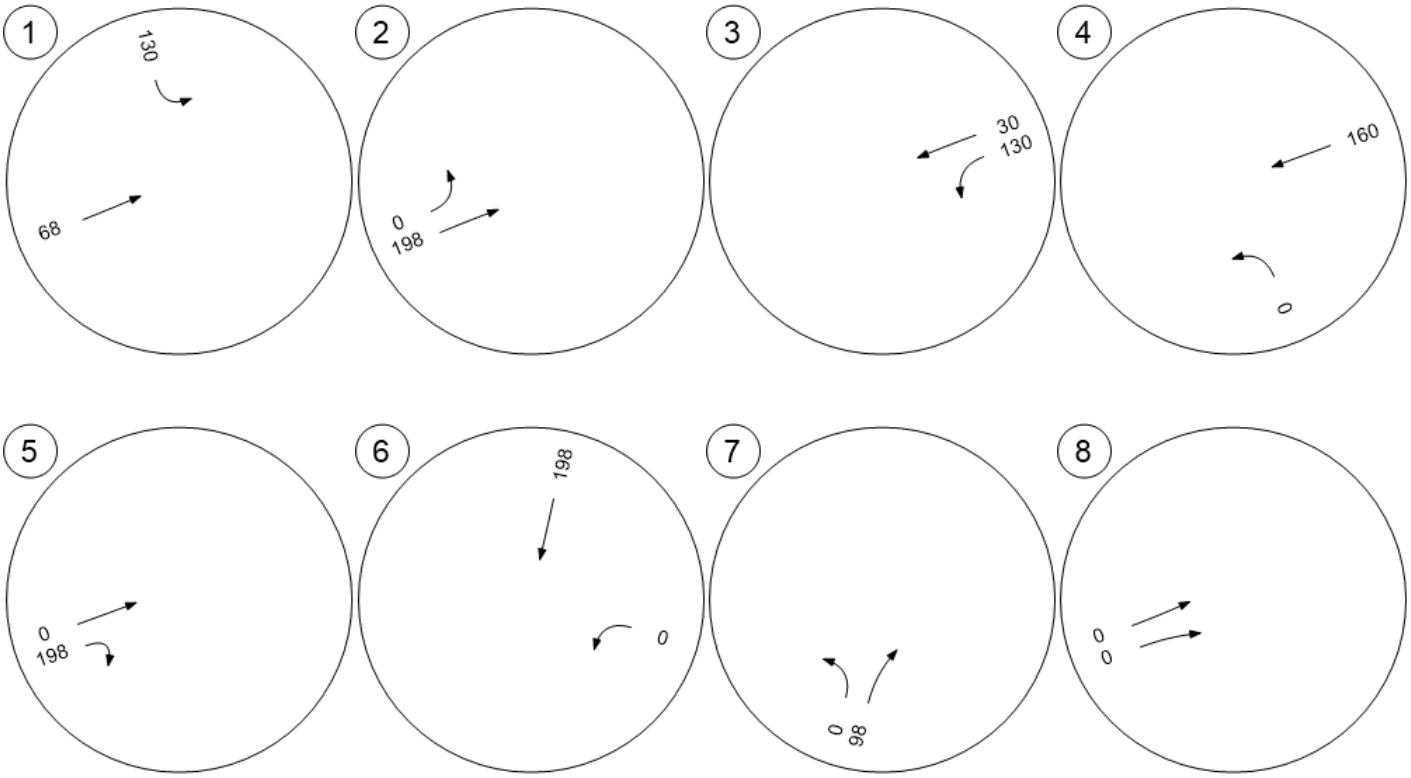




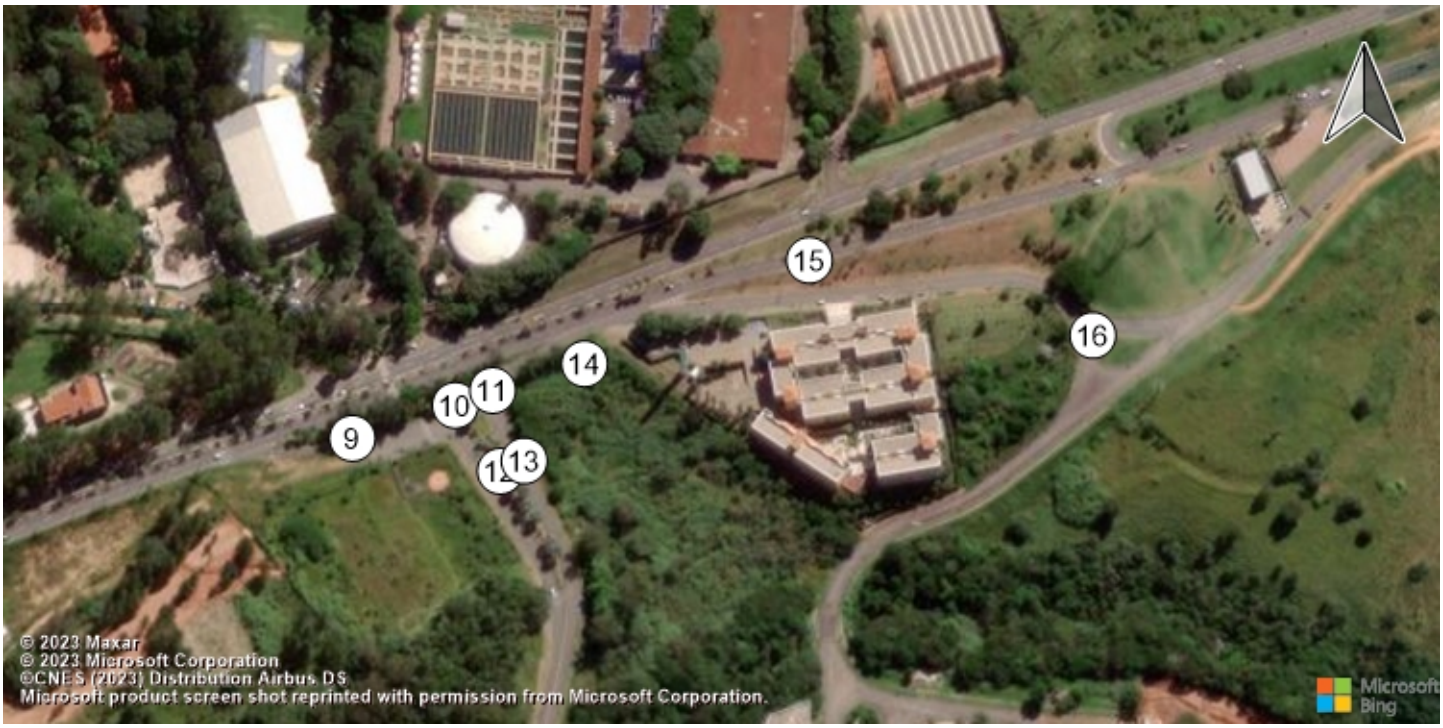
Traffic Volume - In-Process Volume

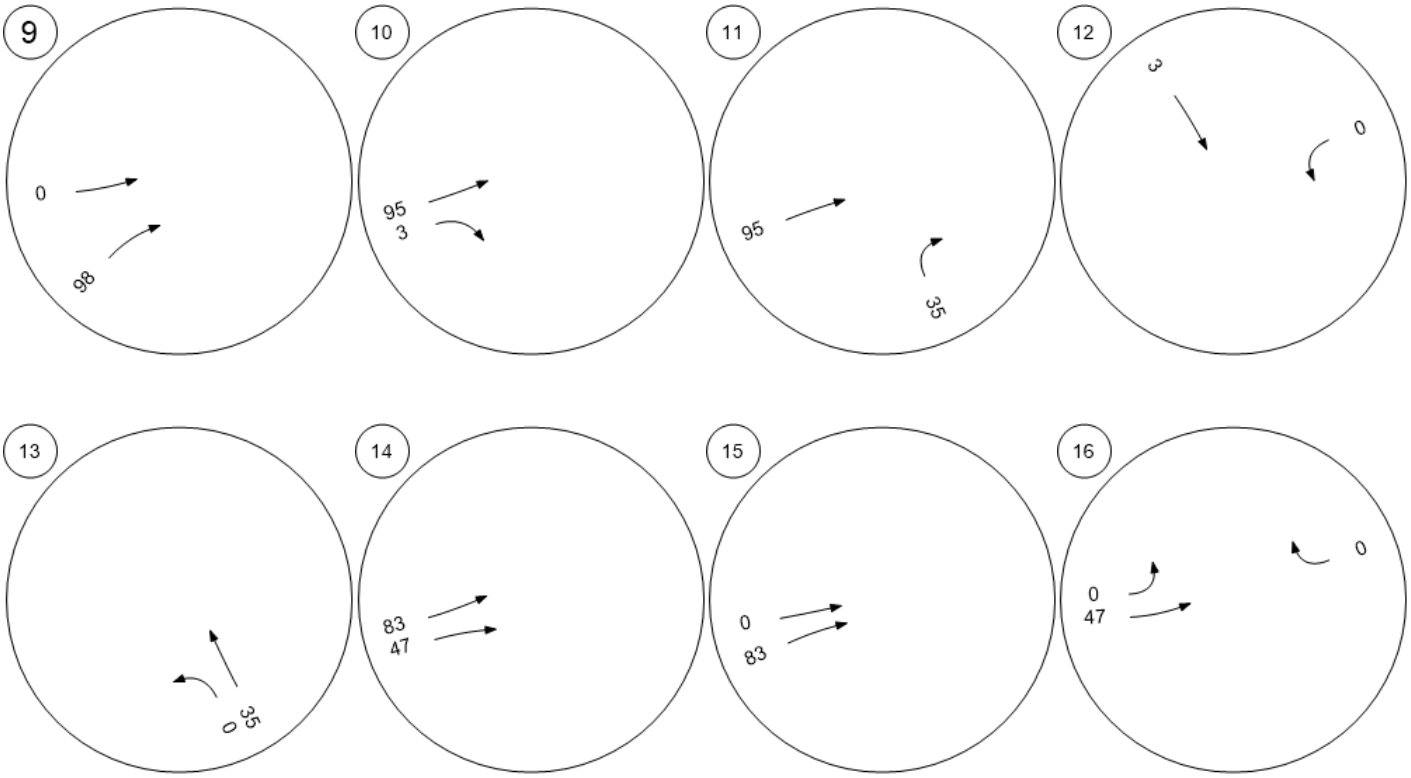


Traffic Volume - Net New Site Trips

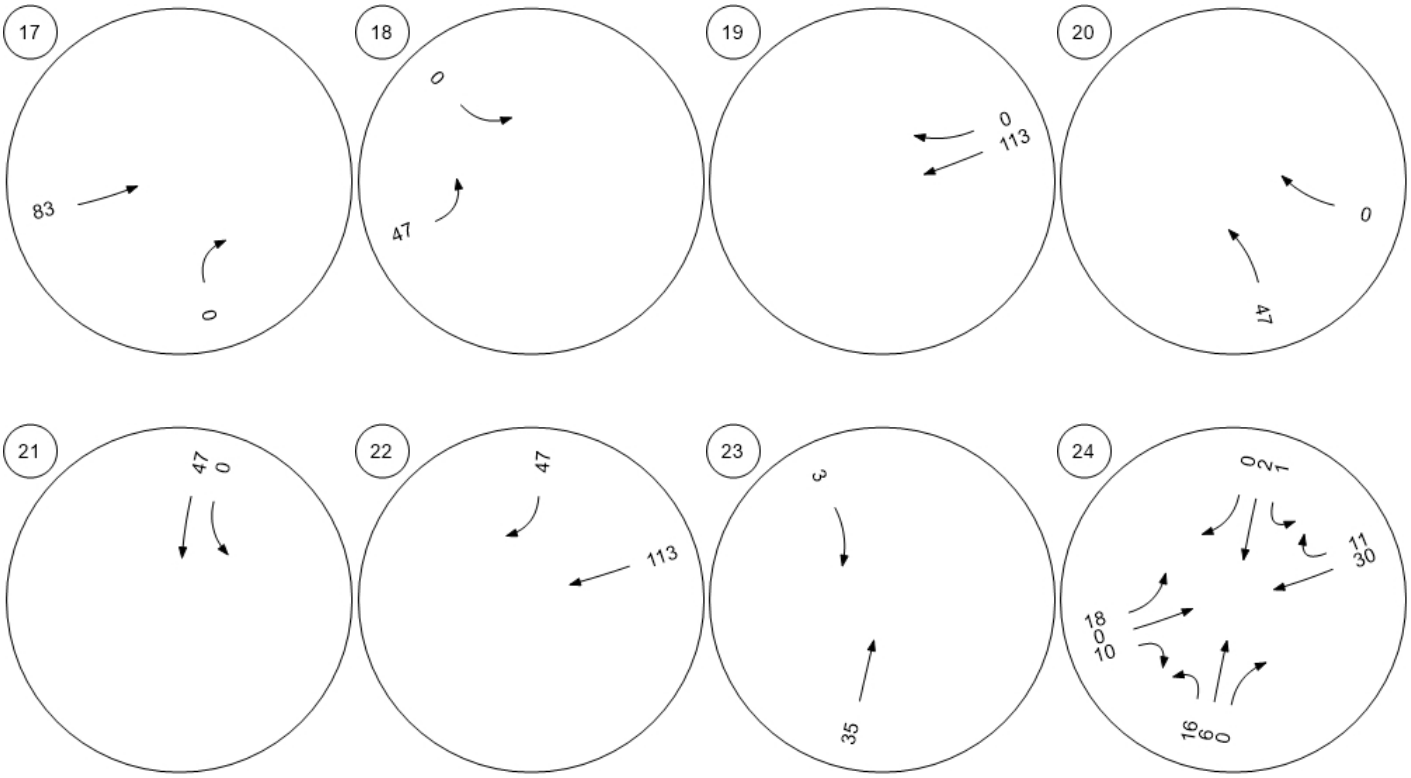


Traffic Volume - Net New Site Trips

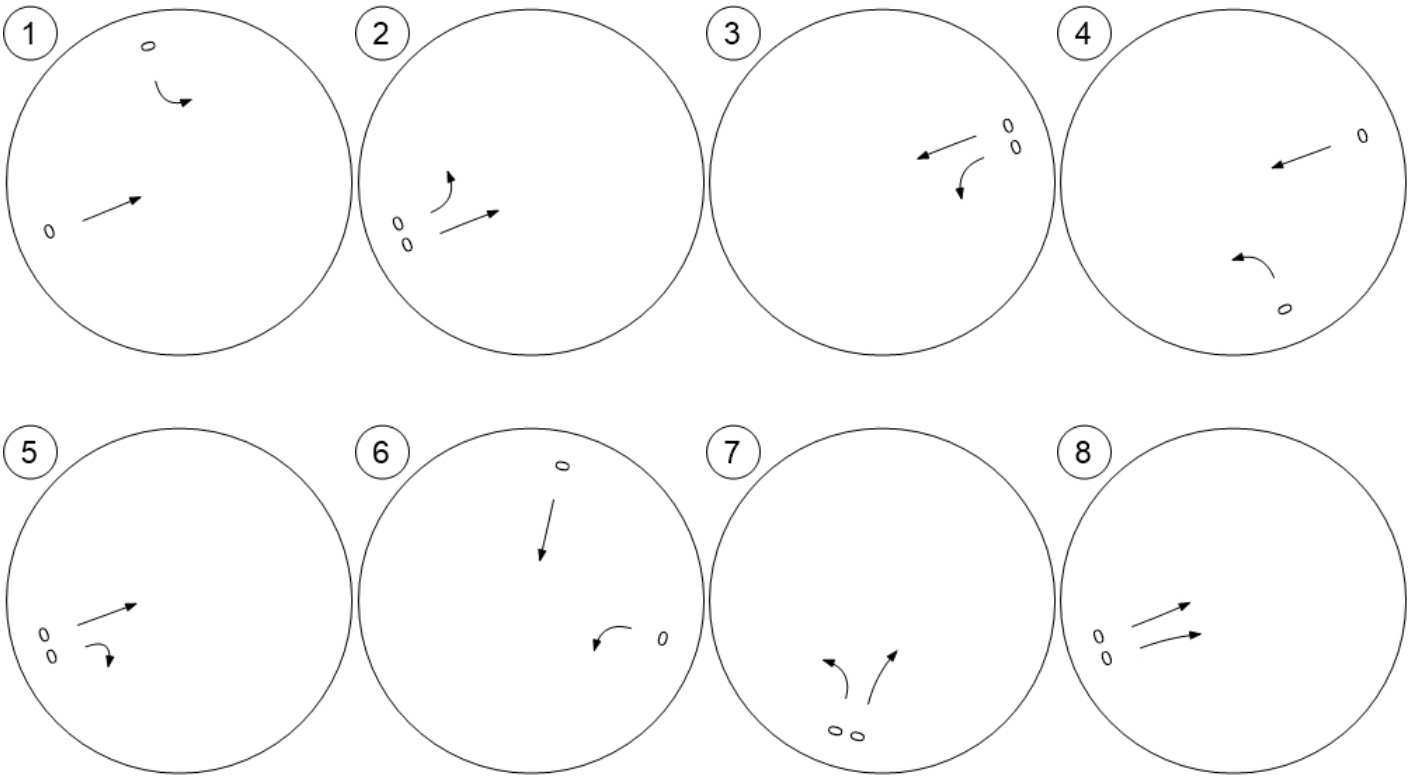




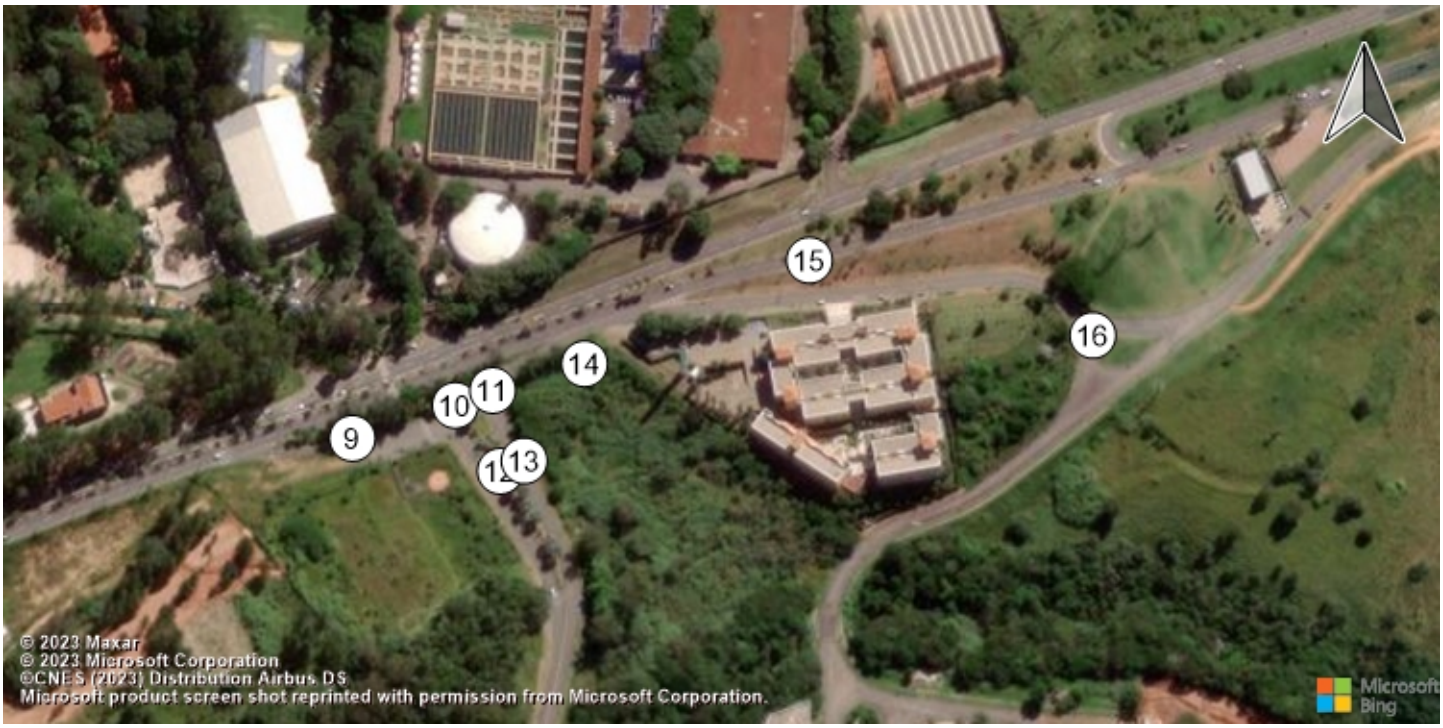
Traffic Volume - Net New Site Trips

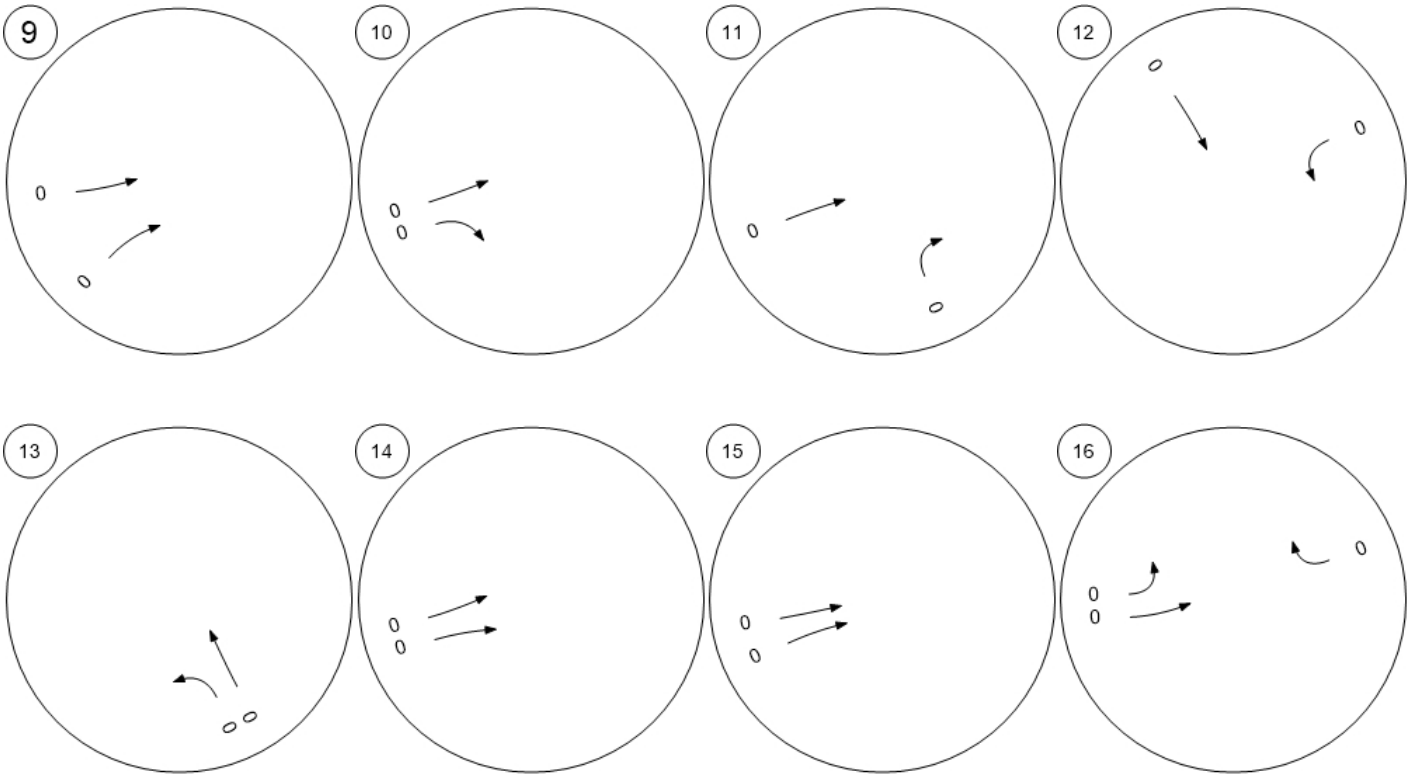


Traffic Volume - Other Volume

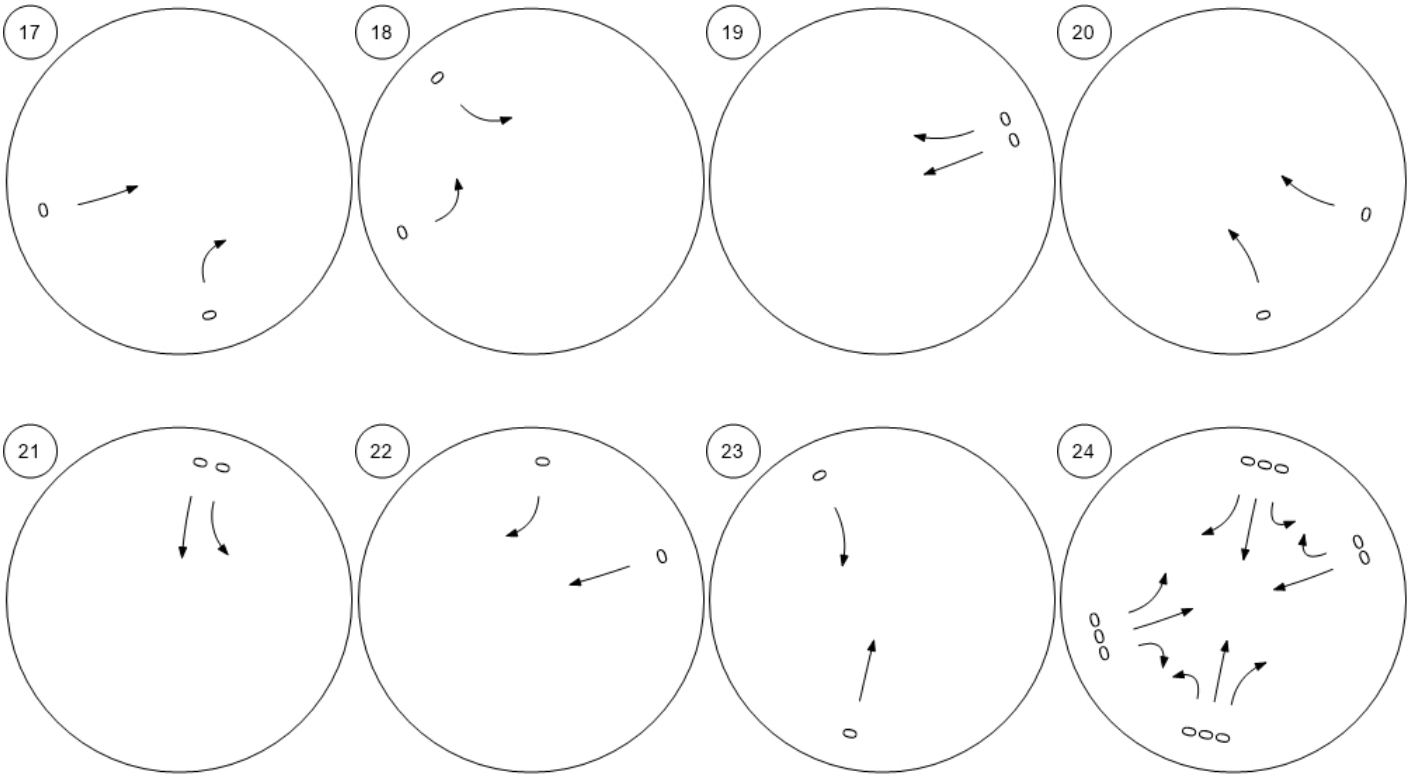


Traffic Volume - Other Volume

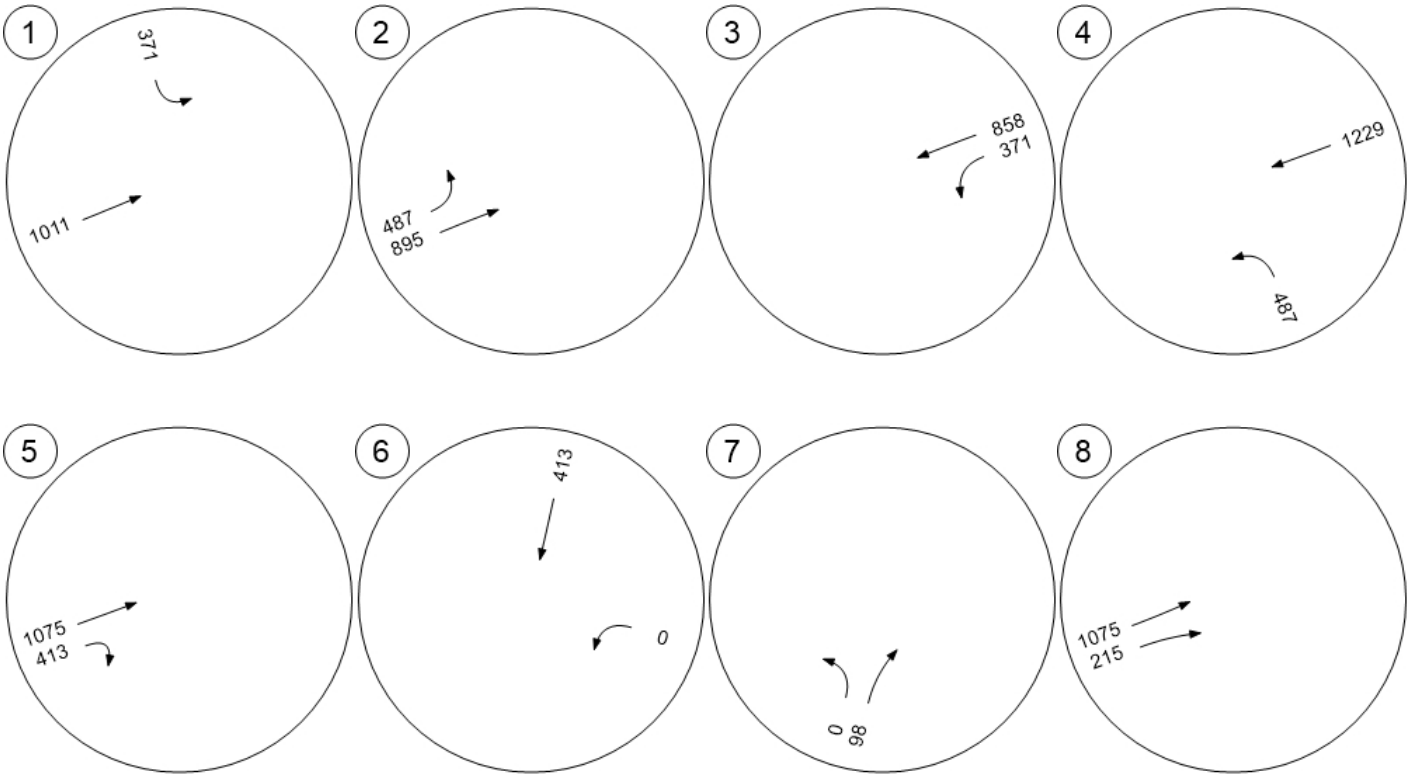




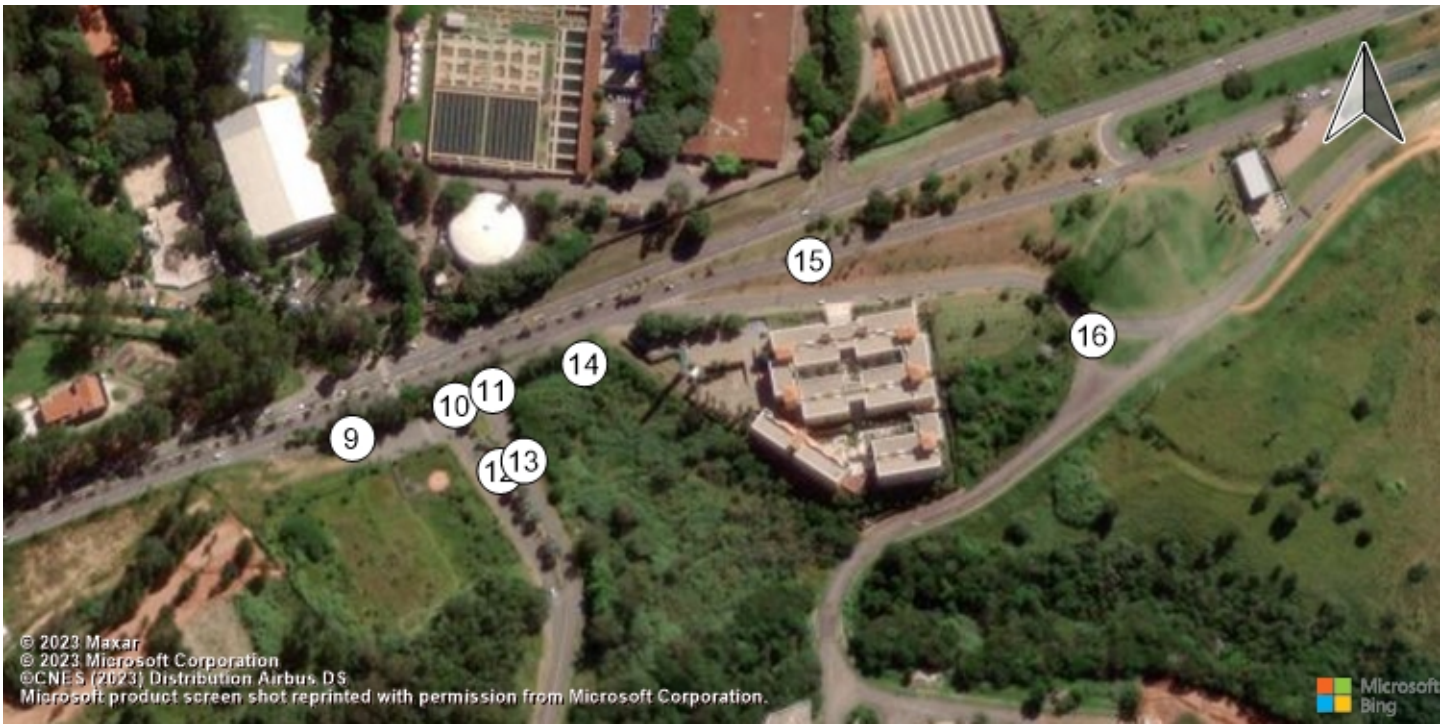
Traffic Volume - Other Volume

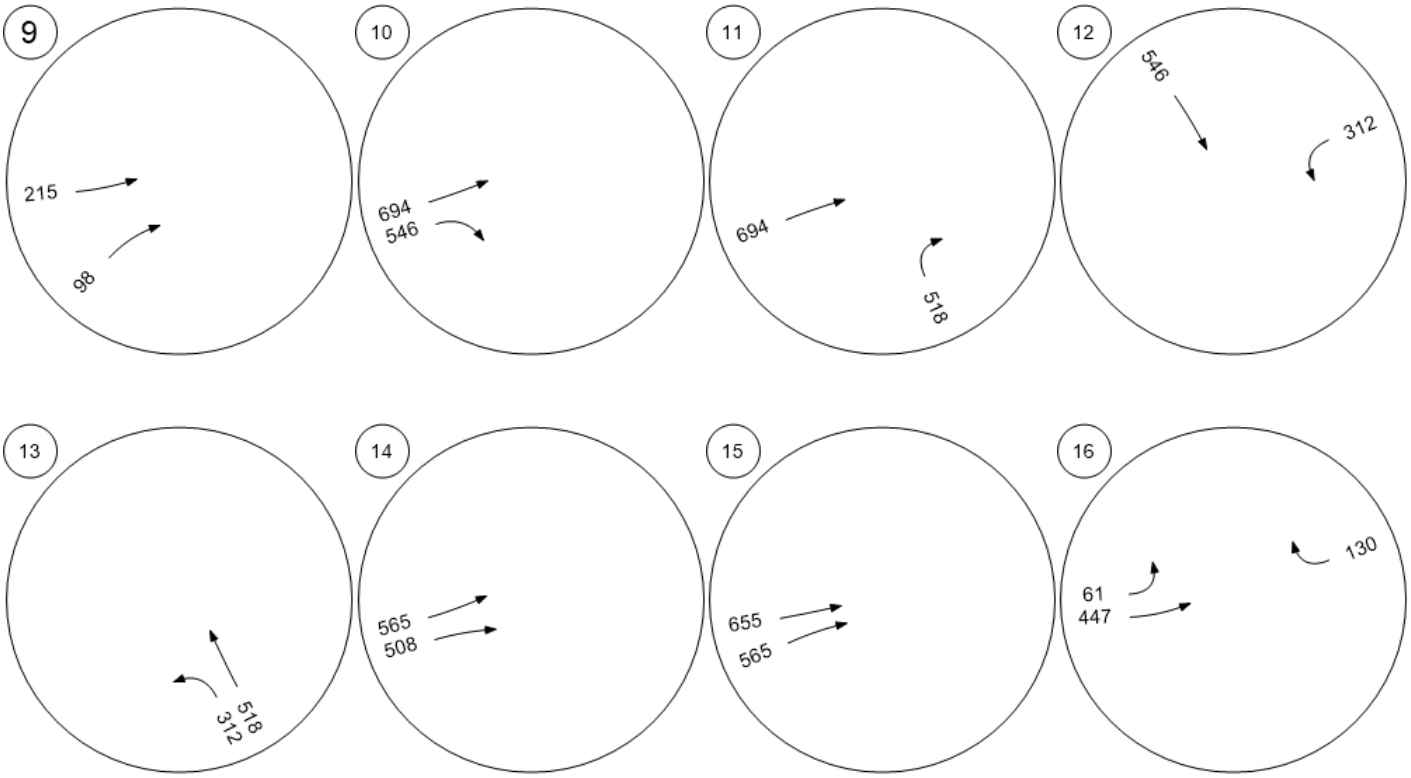


Traffic Volume - Future Total Volume

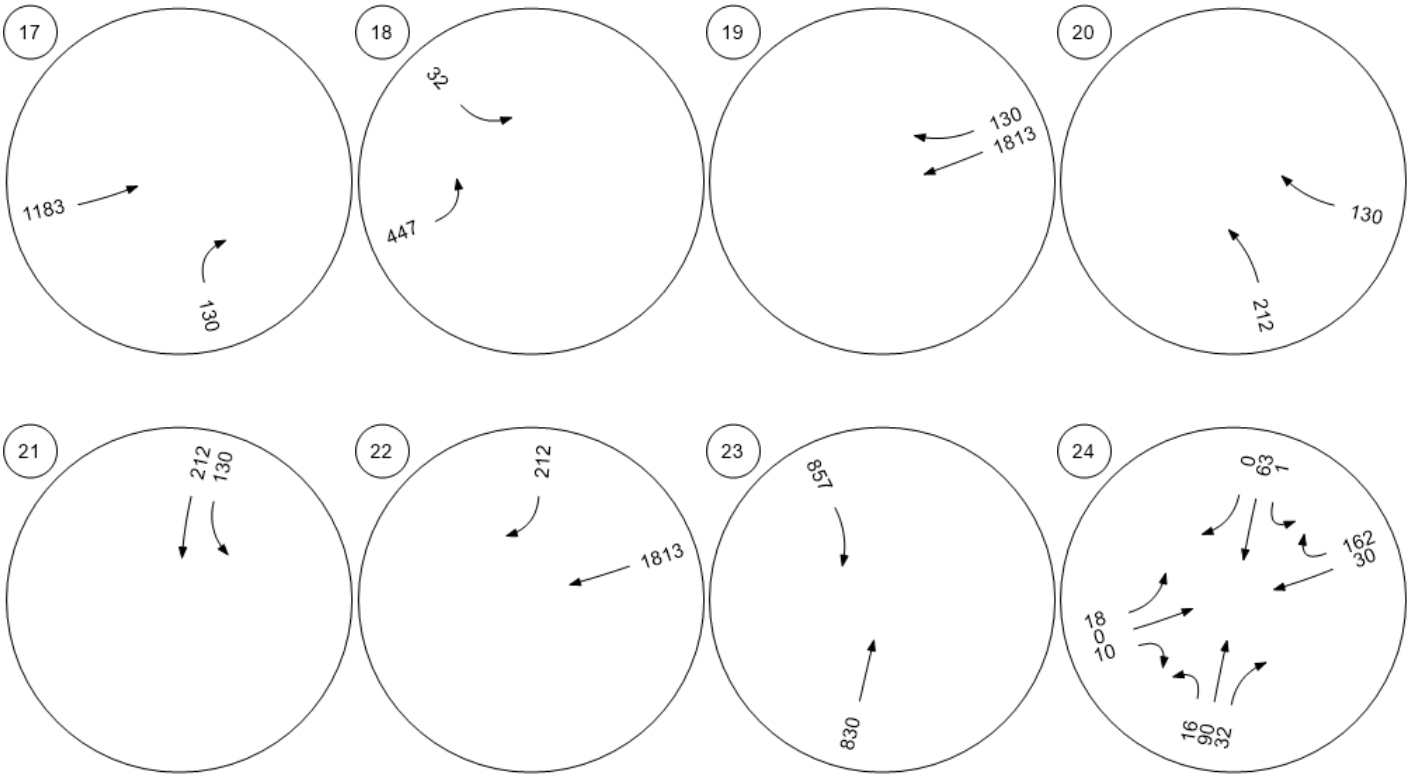


Traffic Volume - Future Total Volume

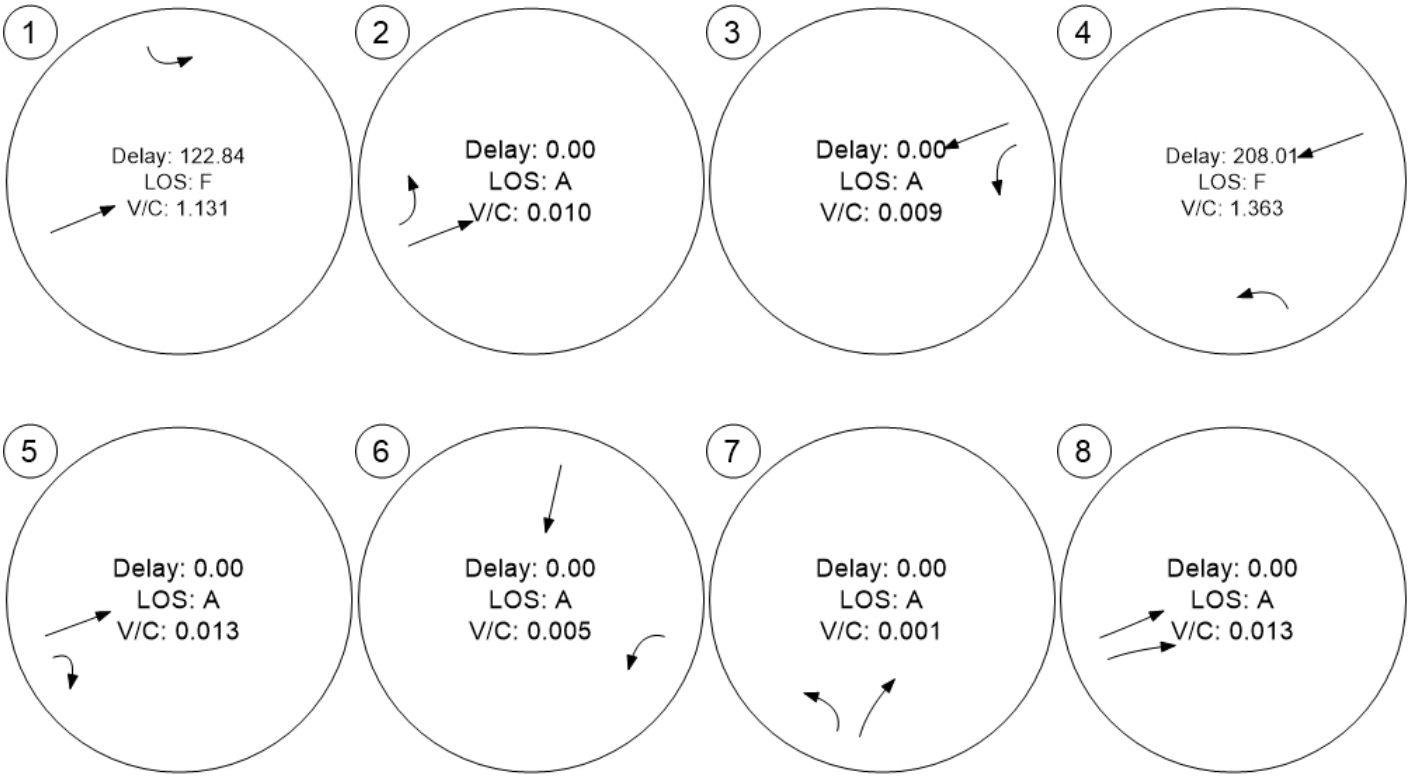




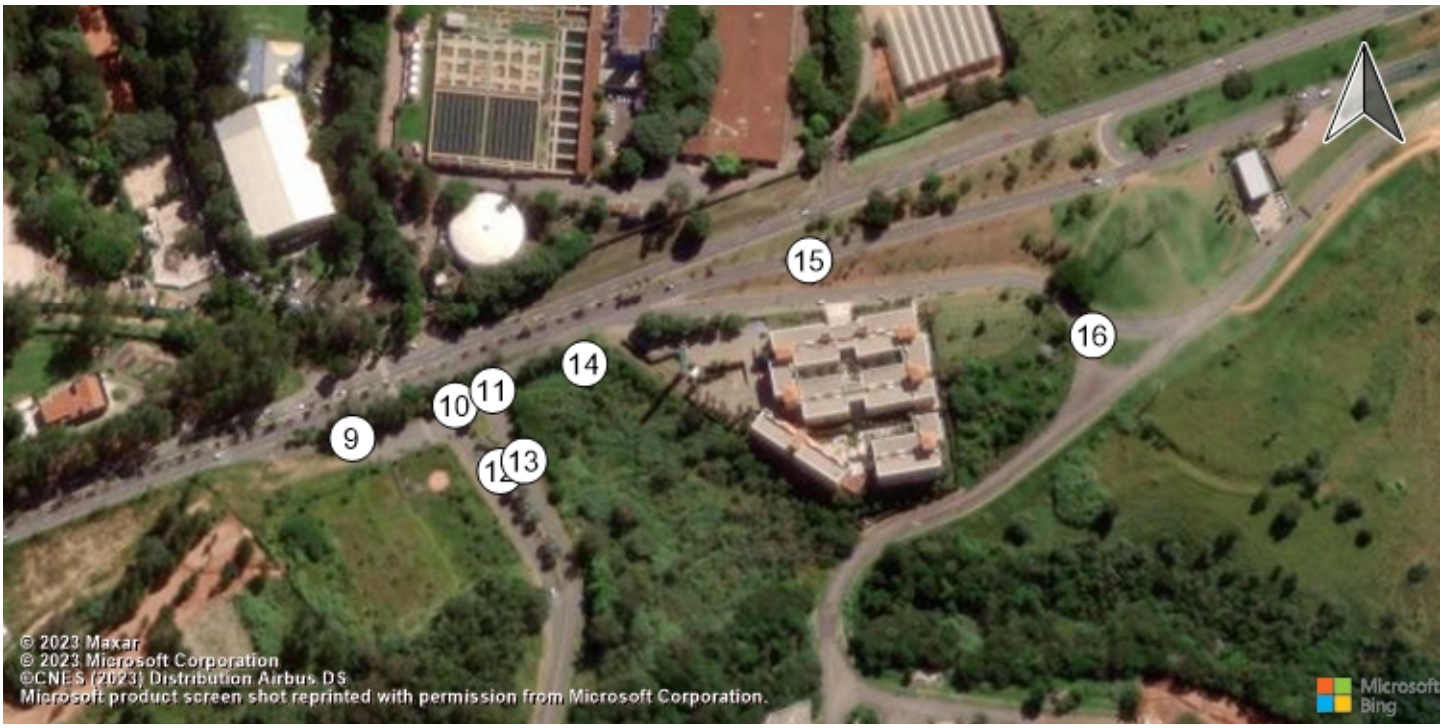
Traffic Volume - Future Total Volume

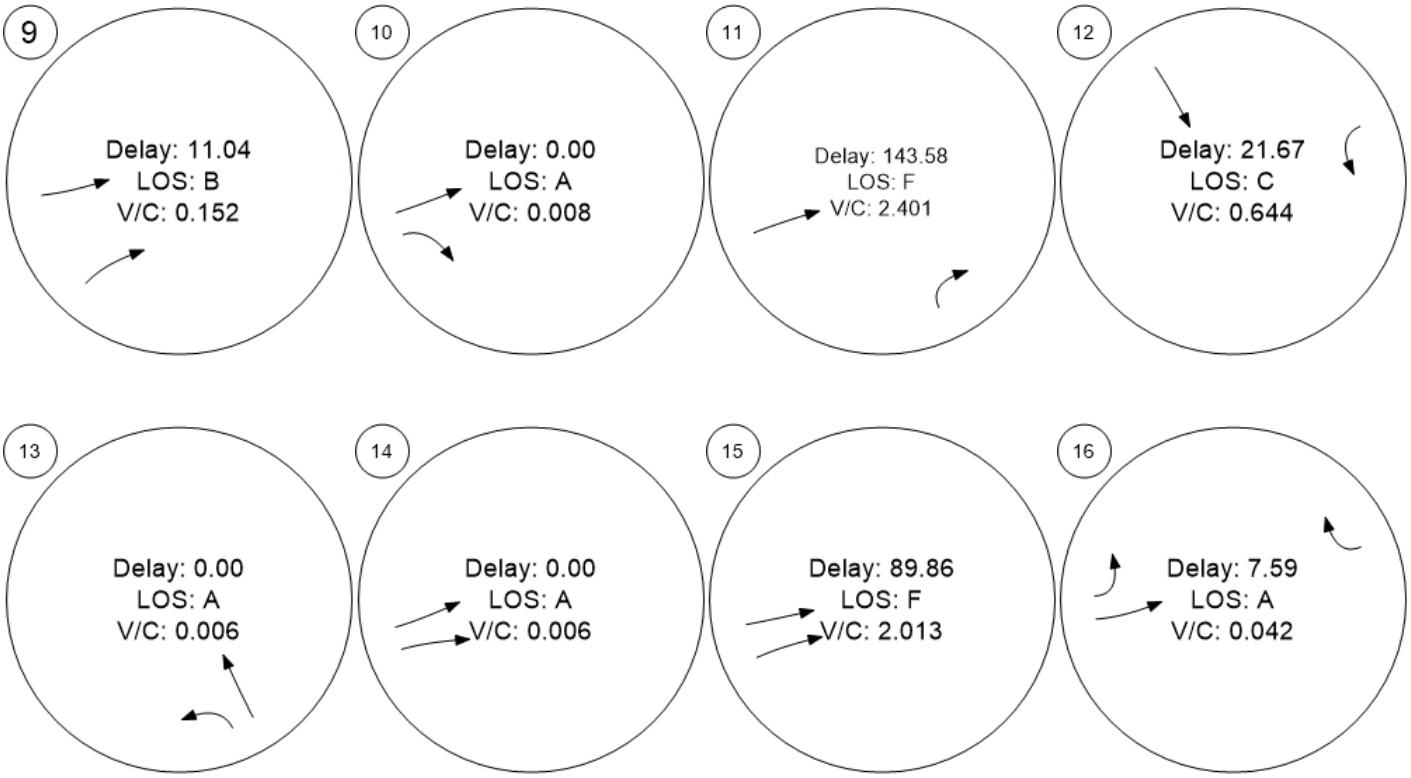


Traffic Conditions

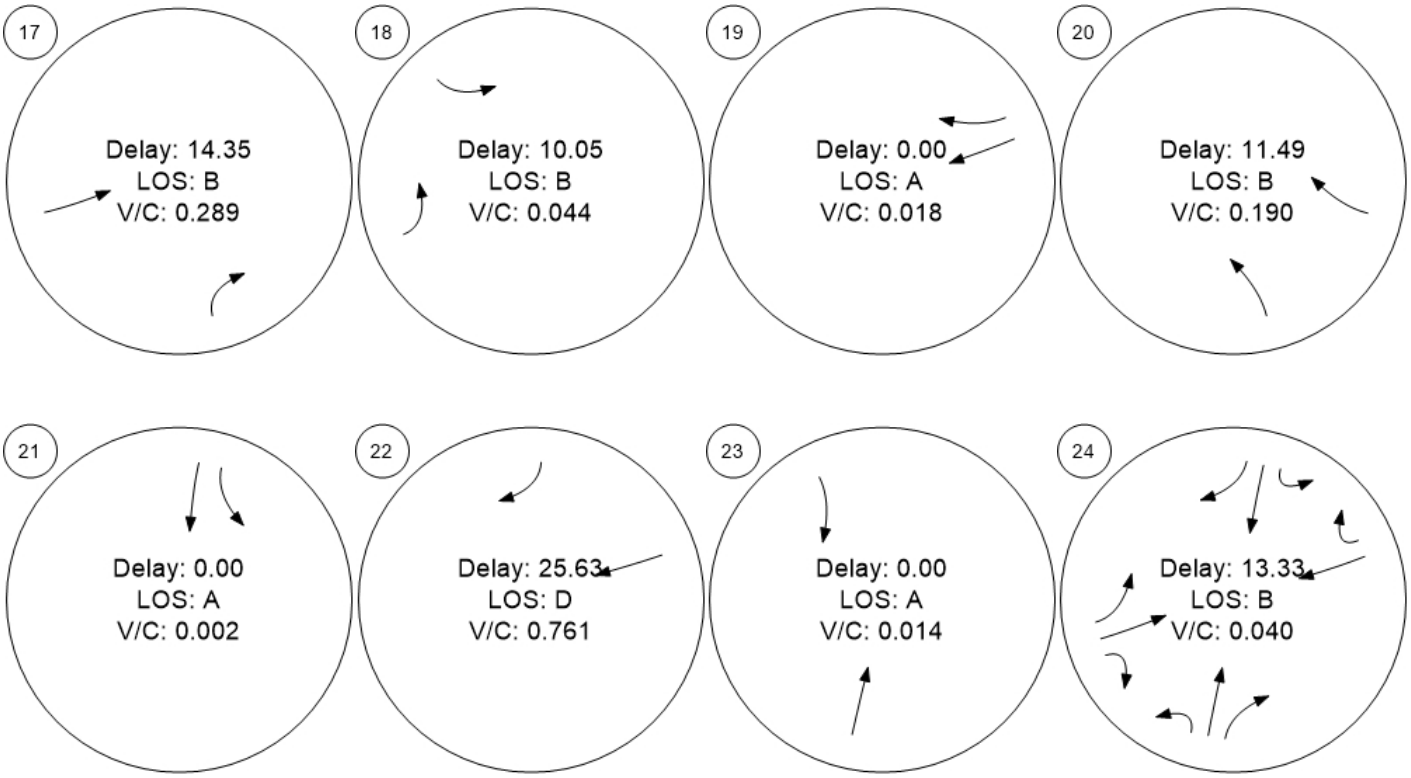


Traffic Conditions

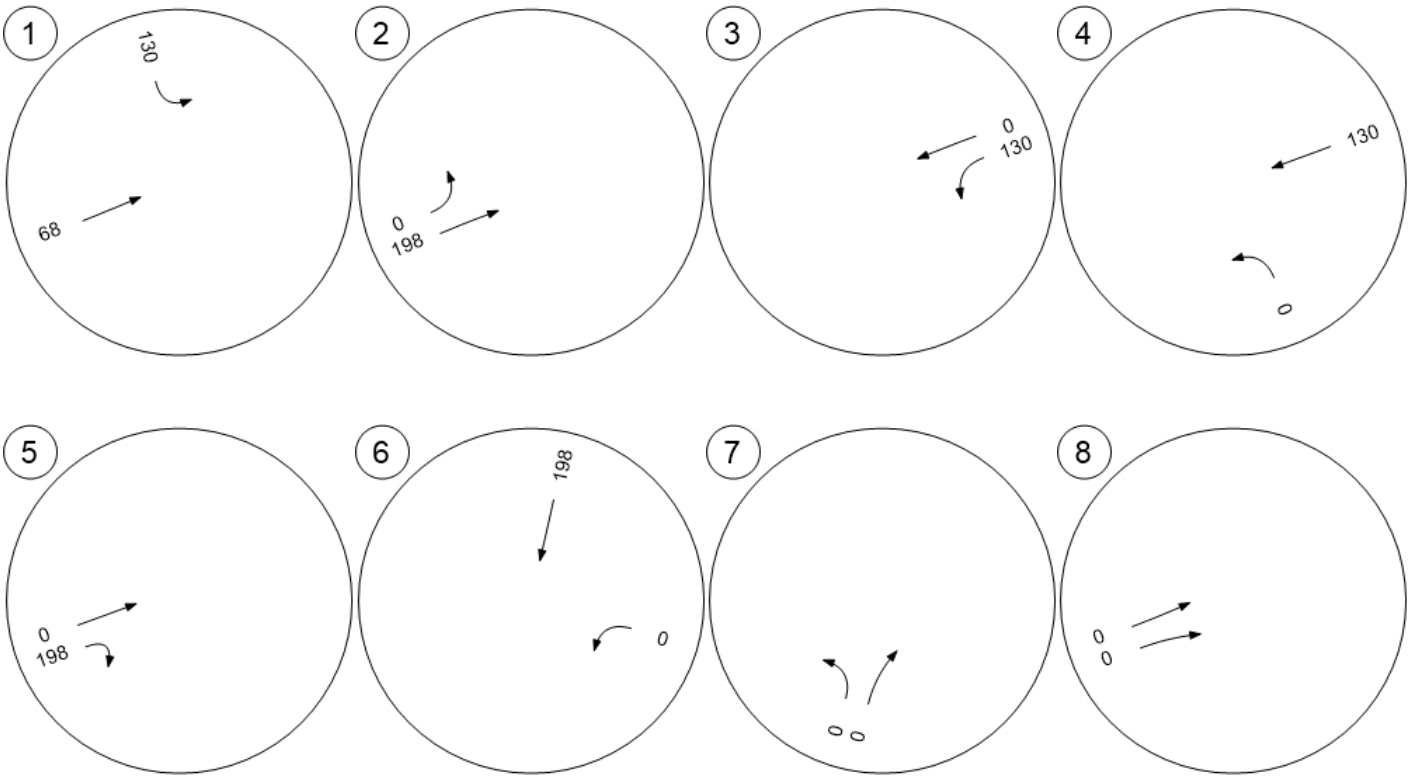




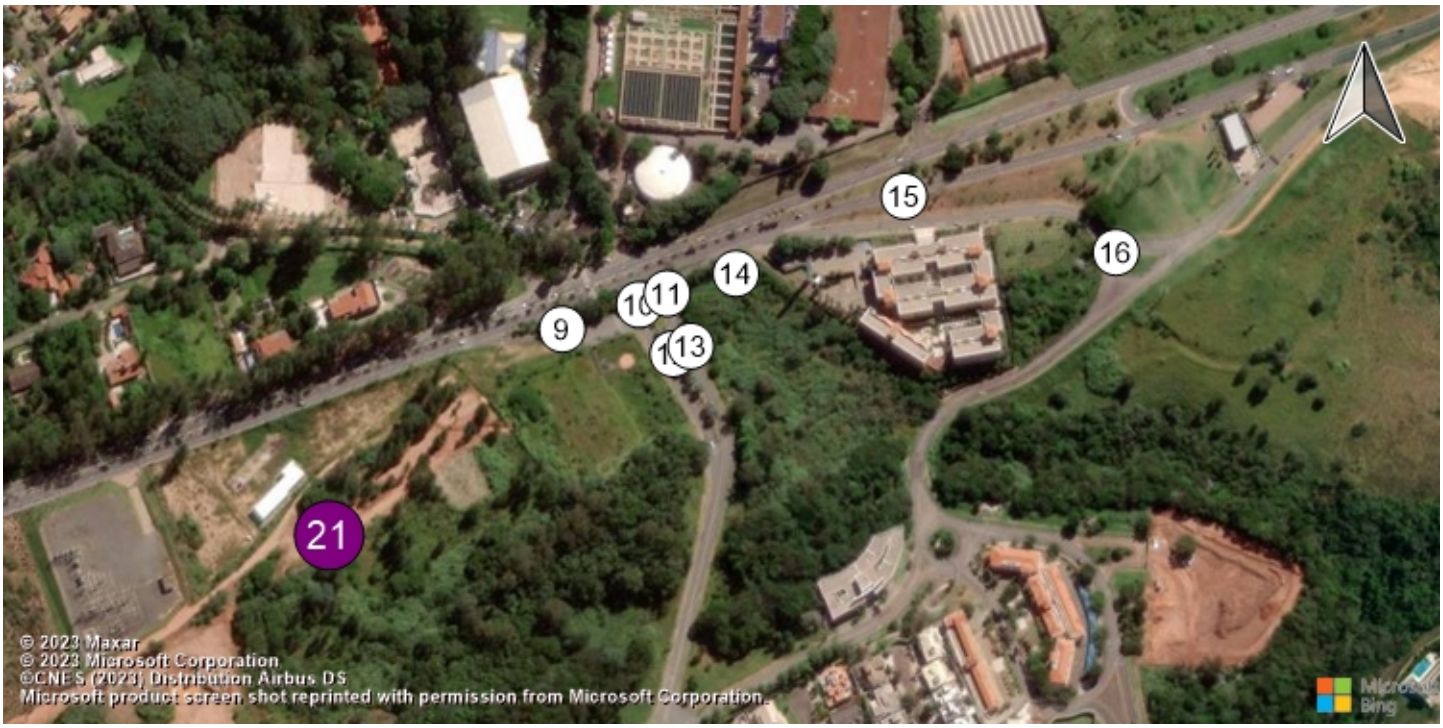
Traffic Conditions

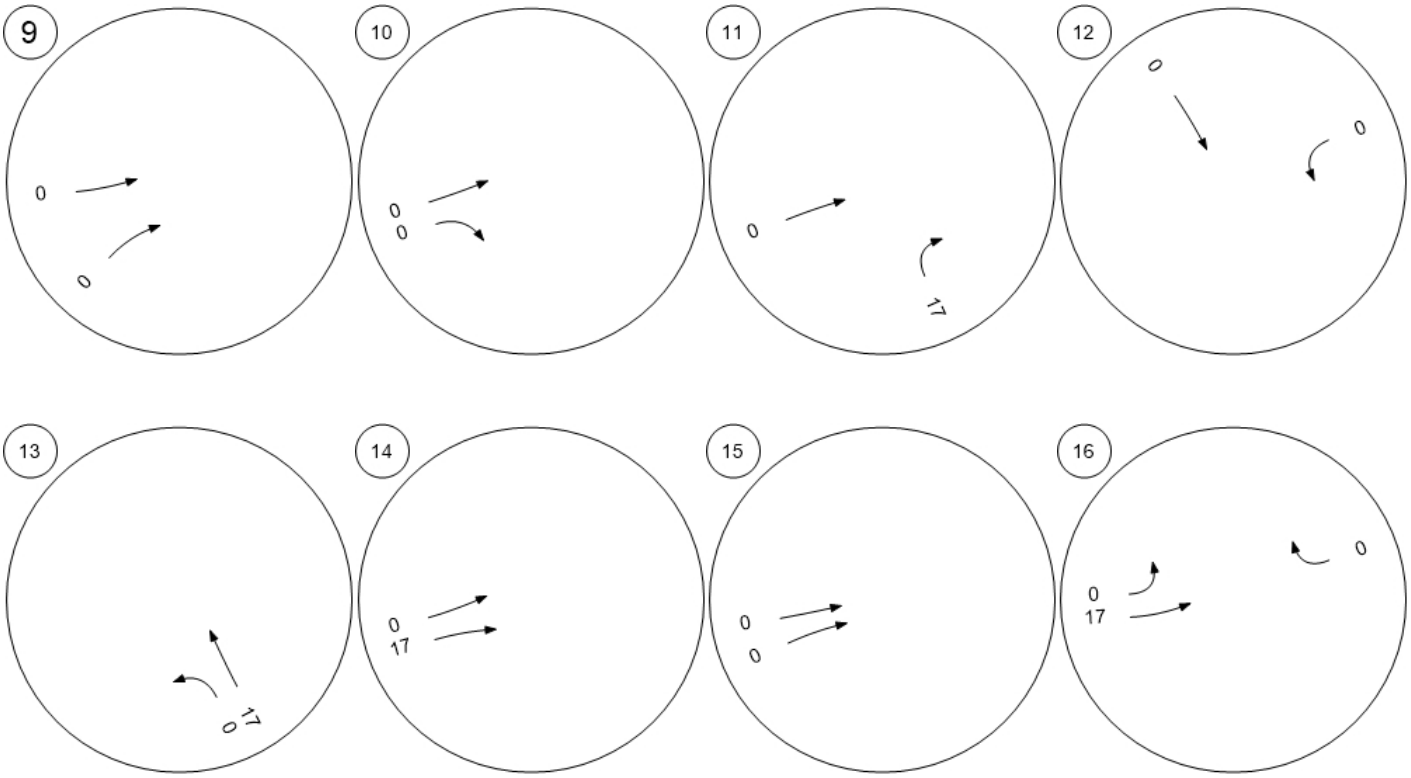


Fair Share - Fair Share Volumes - Zone 21: Zone

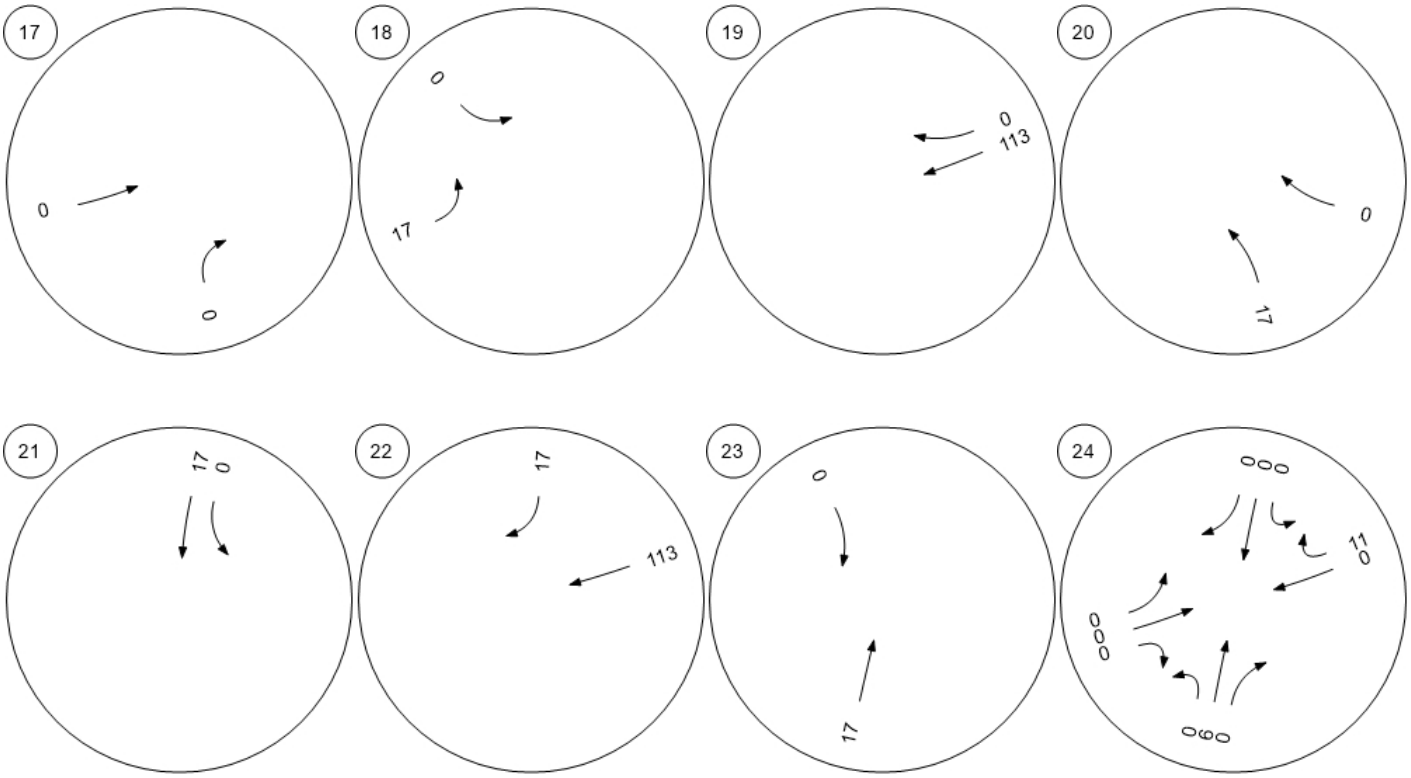


Fair Share - Fair Share Volumes - Zone 21: Zone

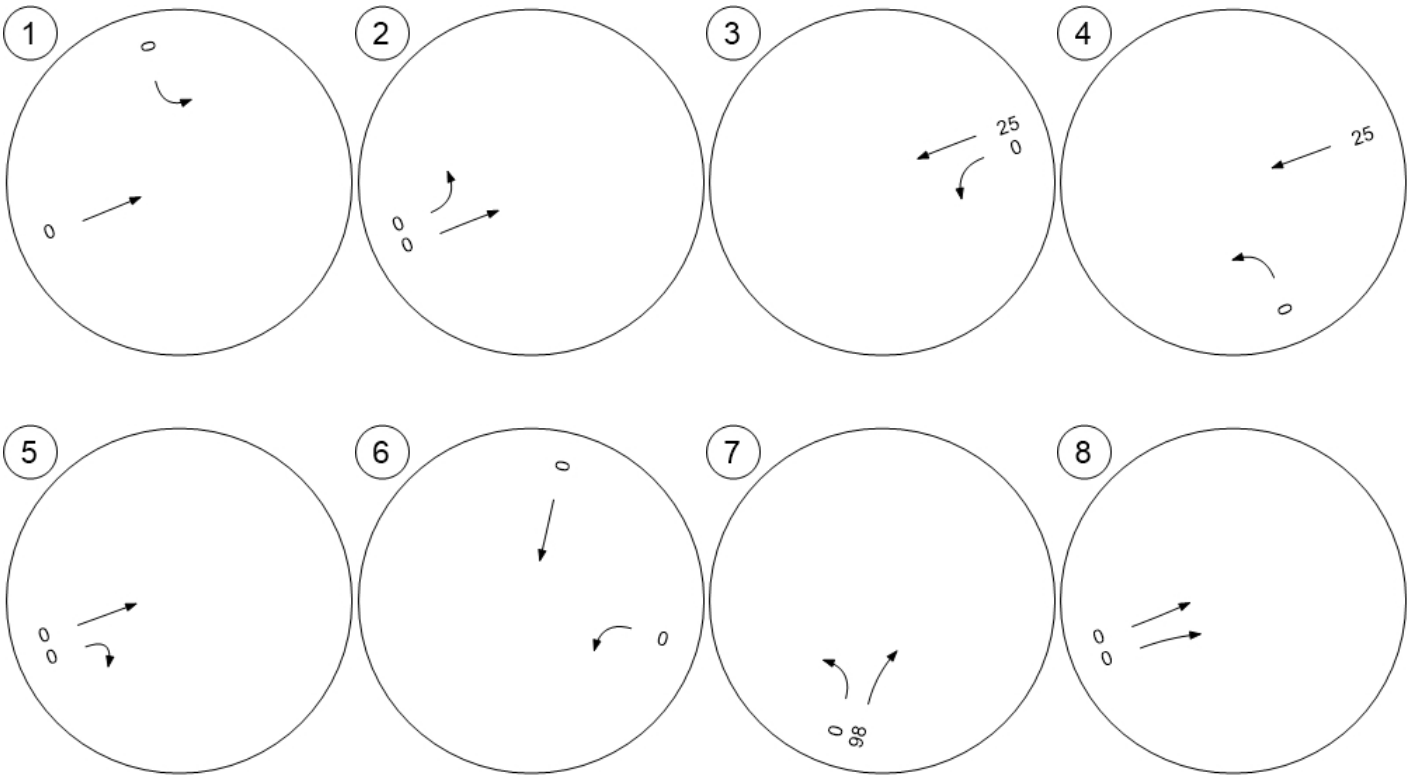




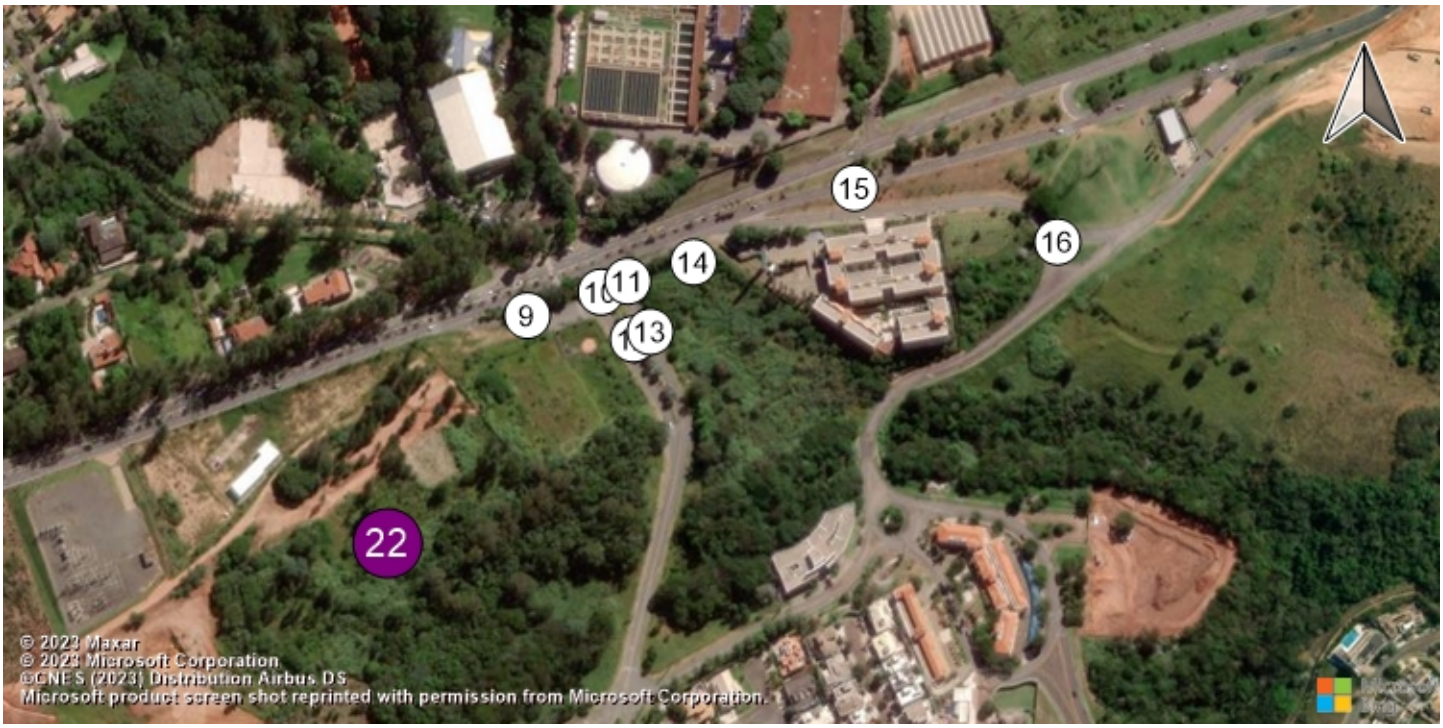
Fair Share - Fair Share Volumes - Zone 21: Zone

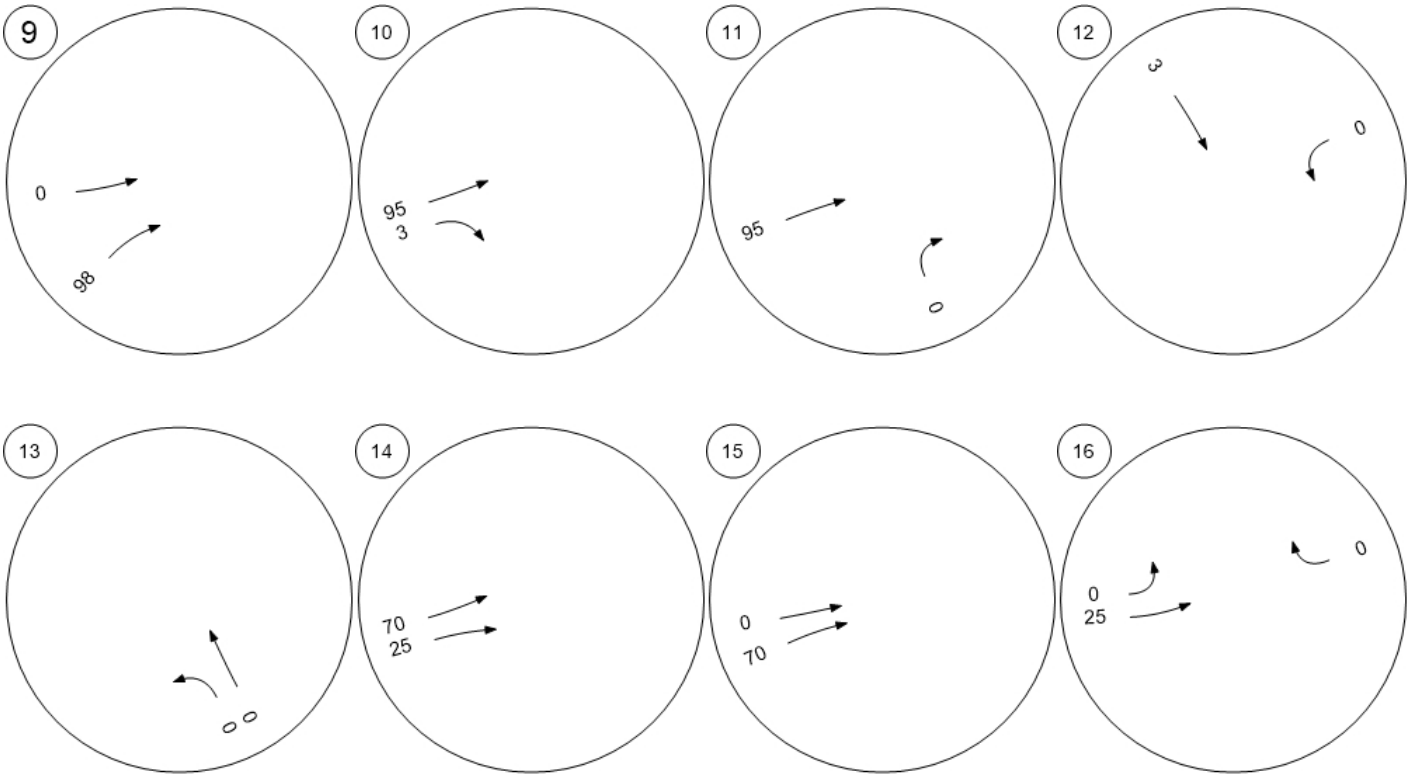


Fair Share - Fair Share Volumes - Zone 22: Zone

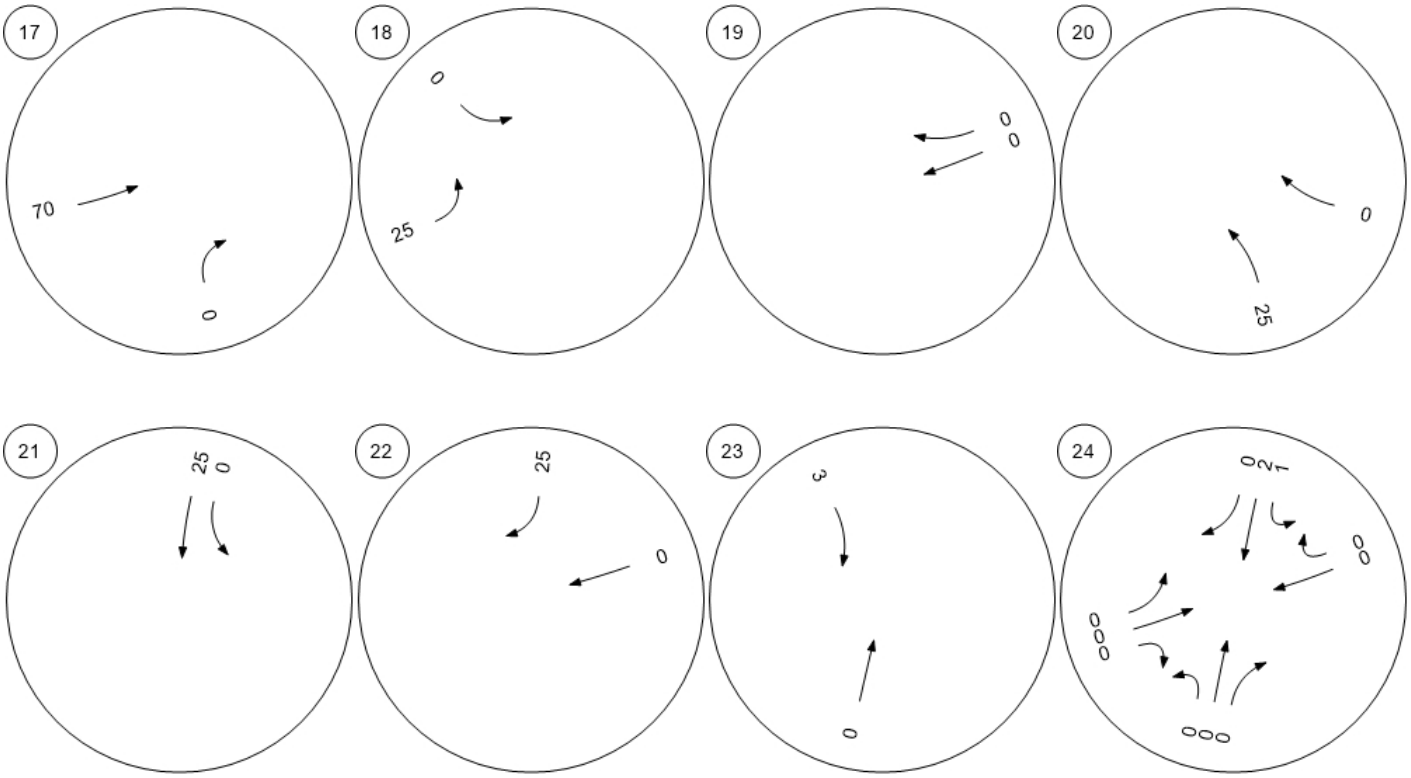


Fair Share - Fair Share Volumes - Zone 22: Zone

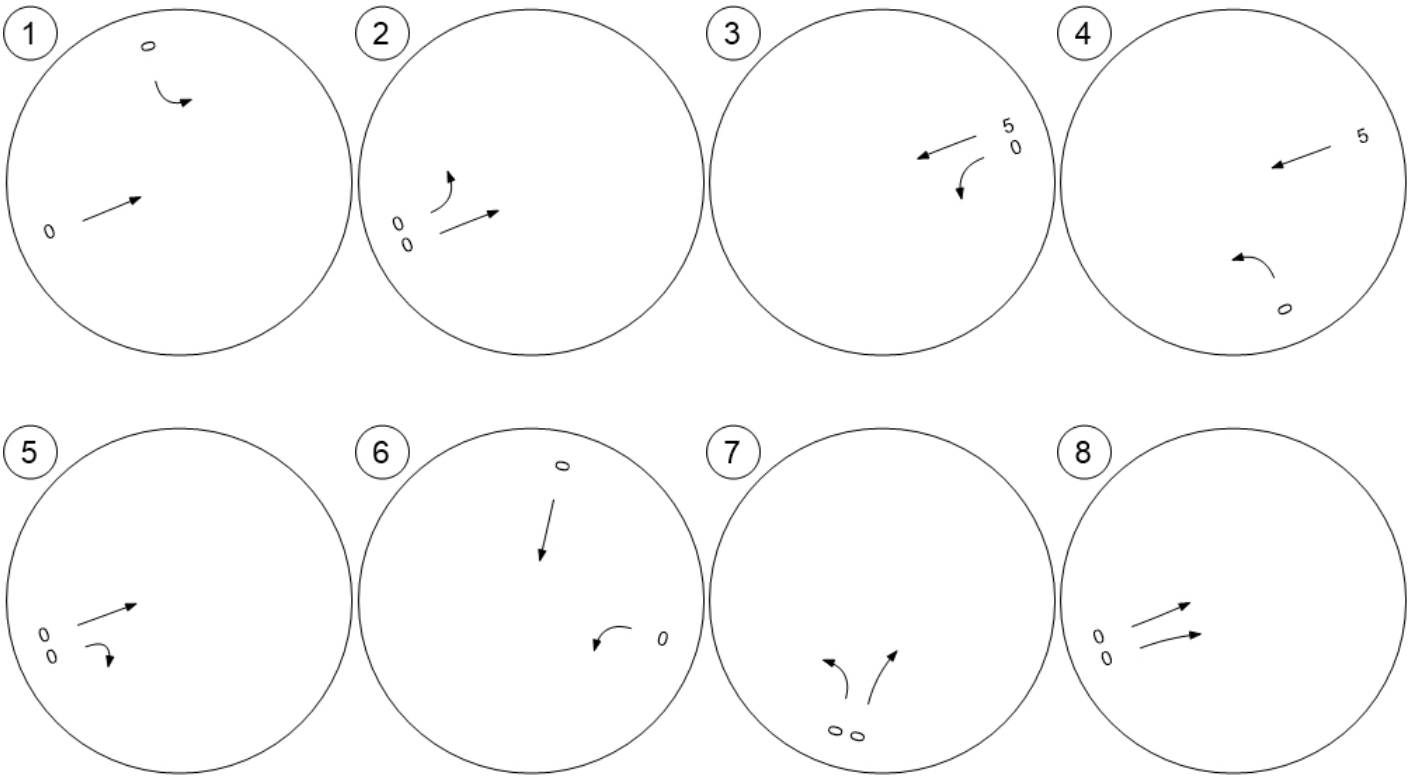




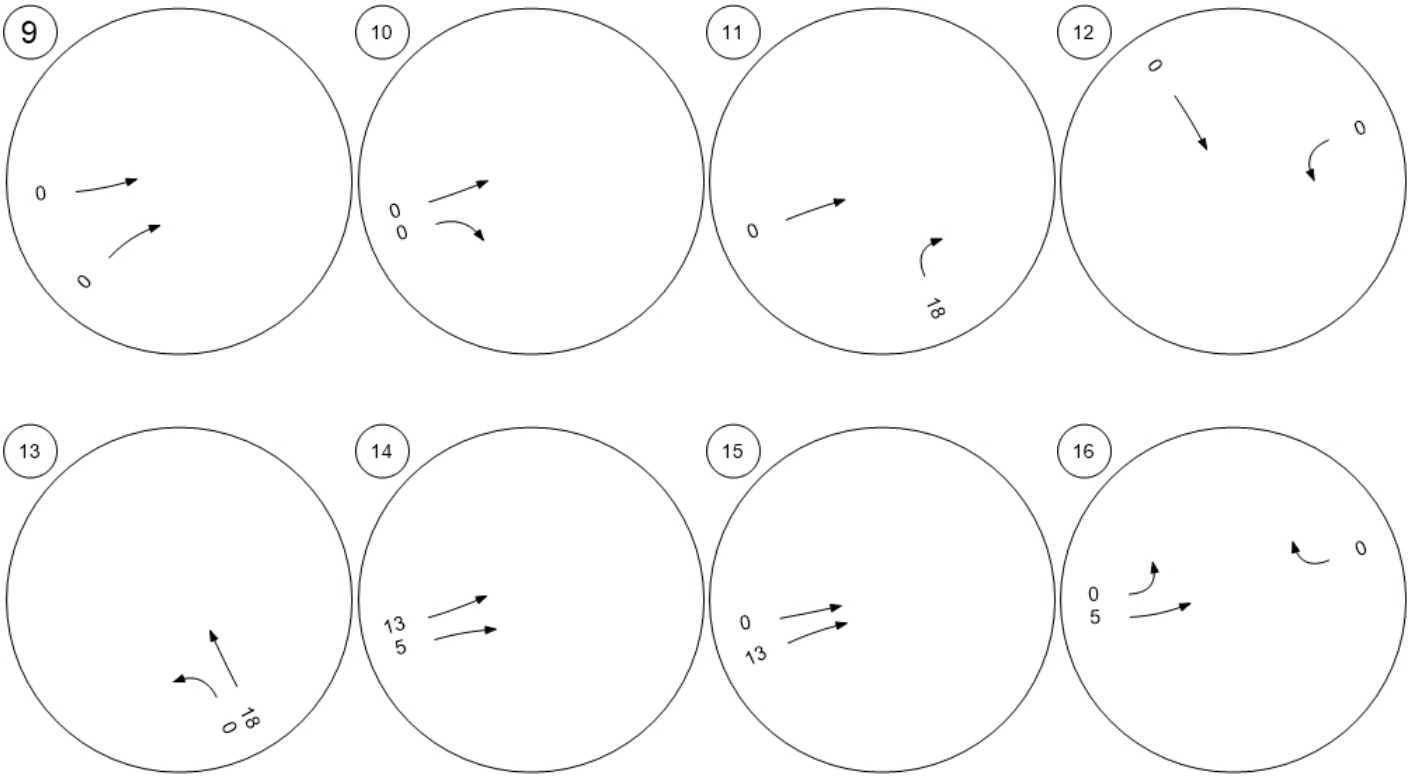
Fair Share - Fair Share Volumes - Zone 22: Zone



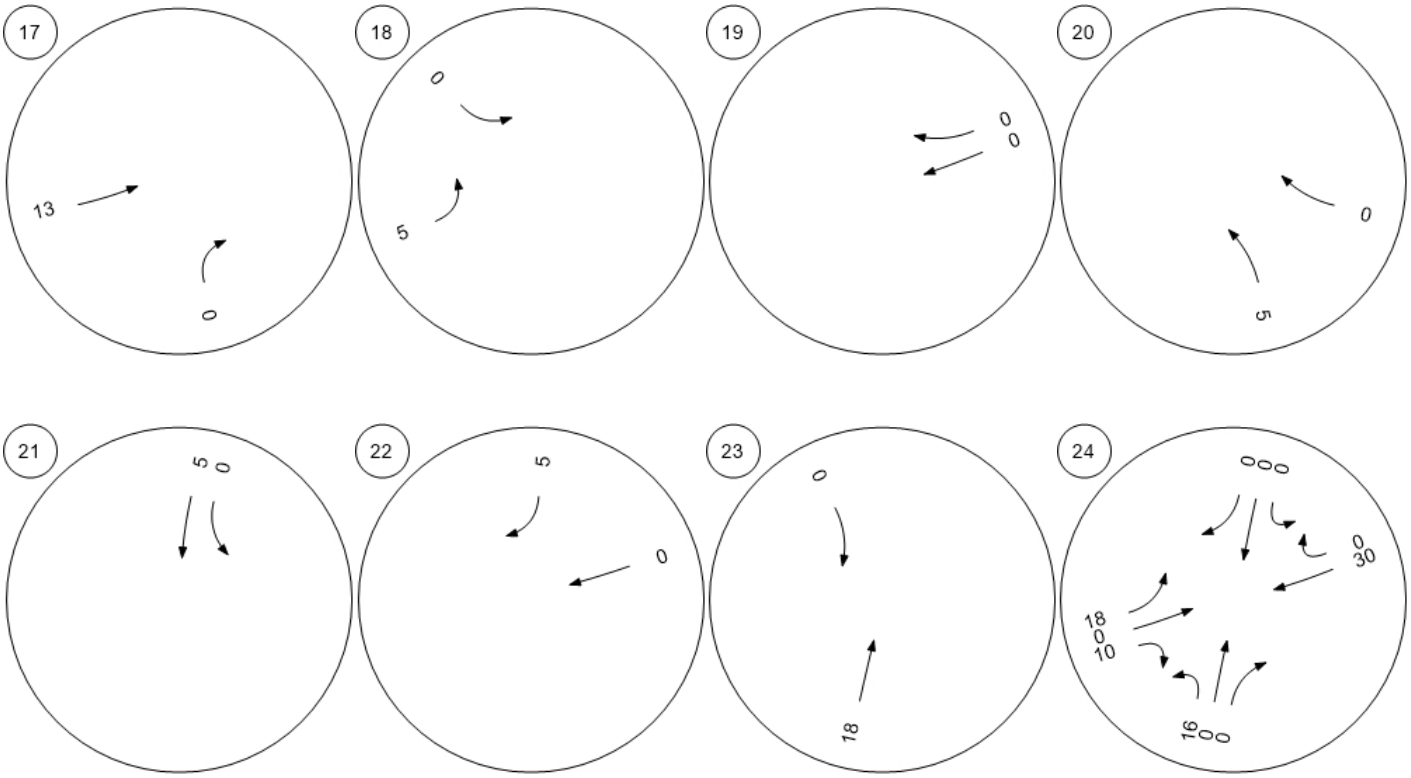
Fair Share - Fair Share Volumes - Zone 23: Zone



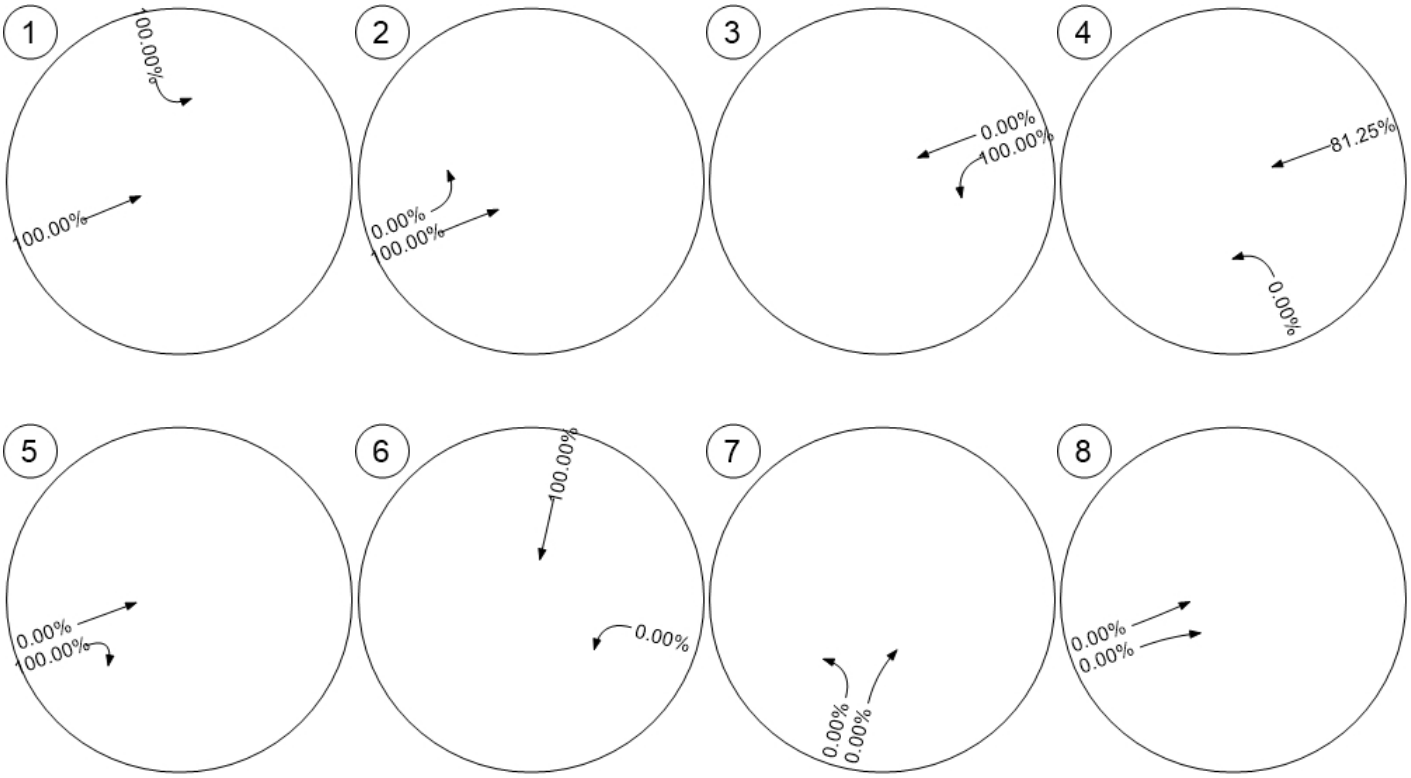
Fair Share - Fair Share Volumes - Zone 23: Zone



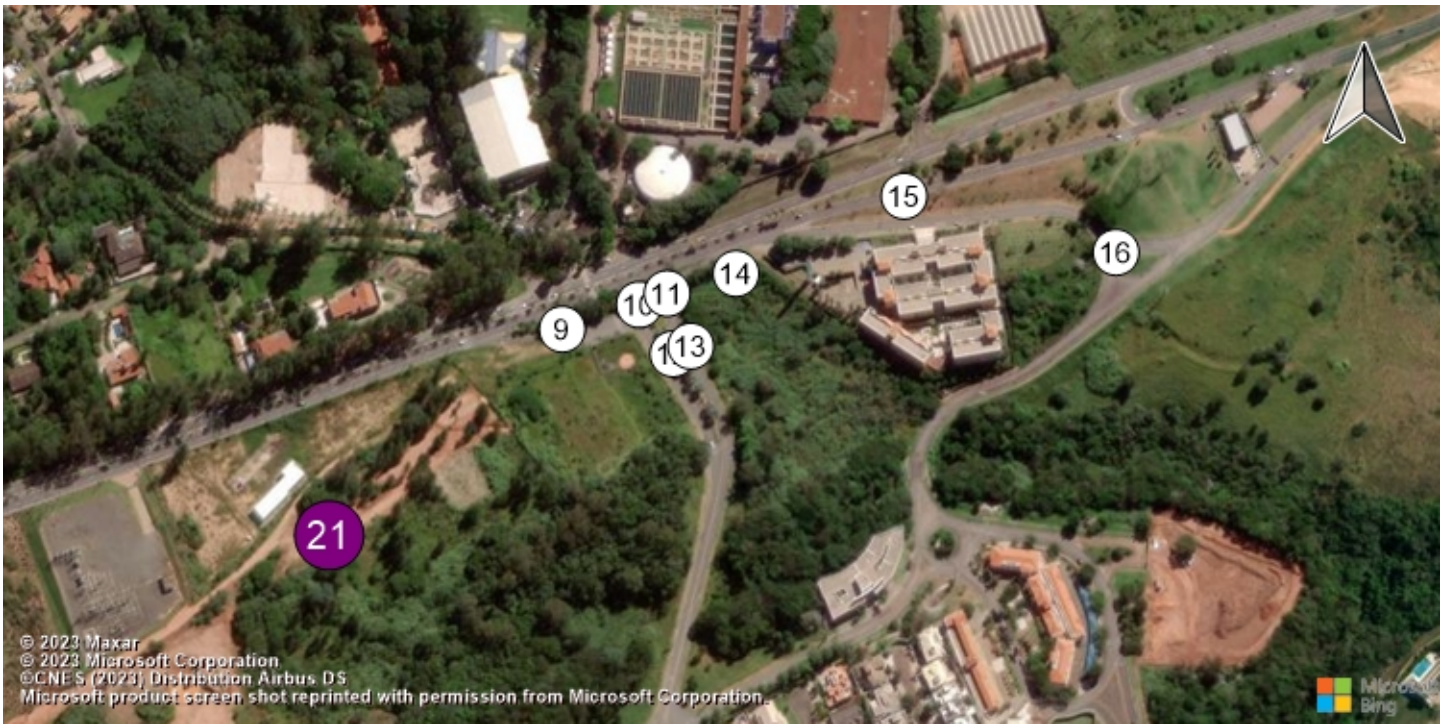
Fair Share - Fair Share Volumes - Zone 23: Zone

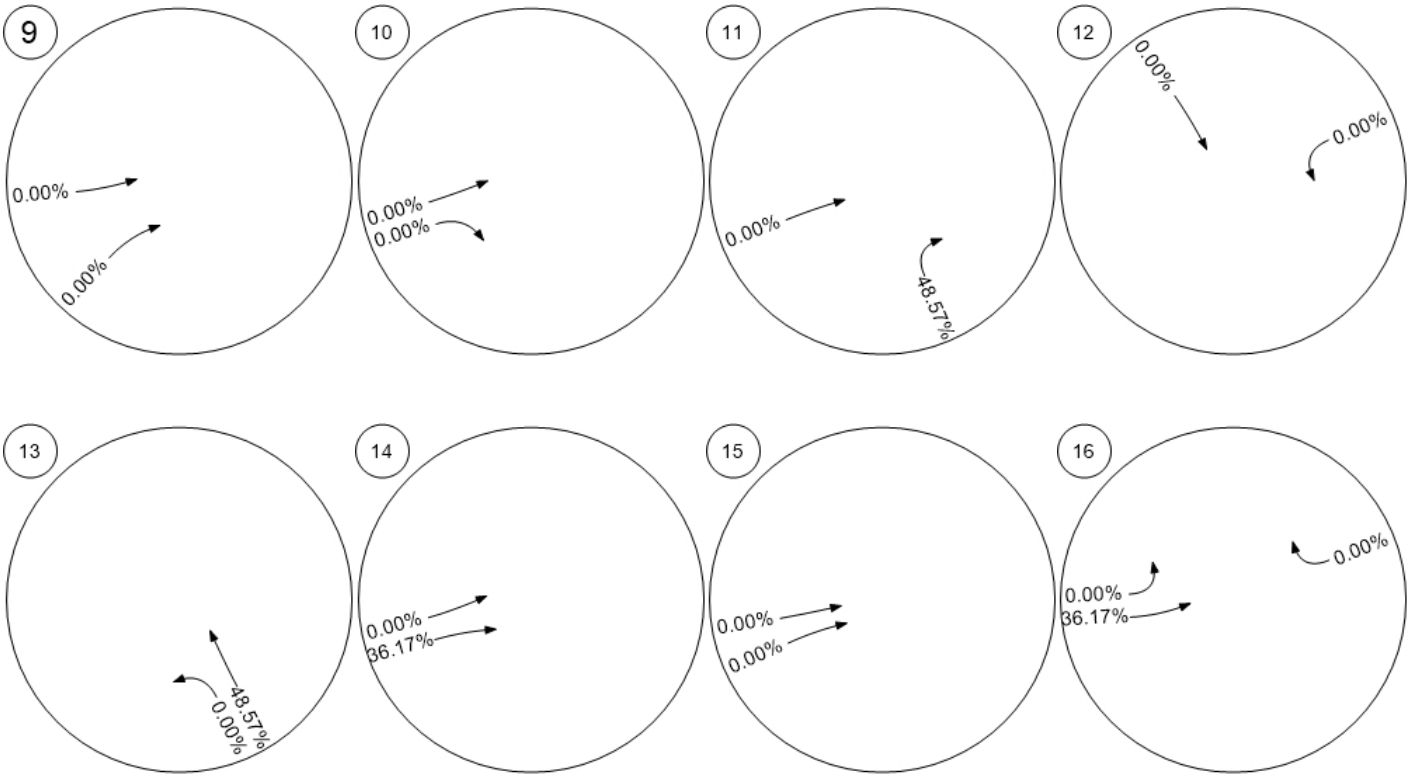


Fair Share - Fair Share % of Net New Site - Zone 21: Zone

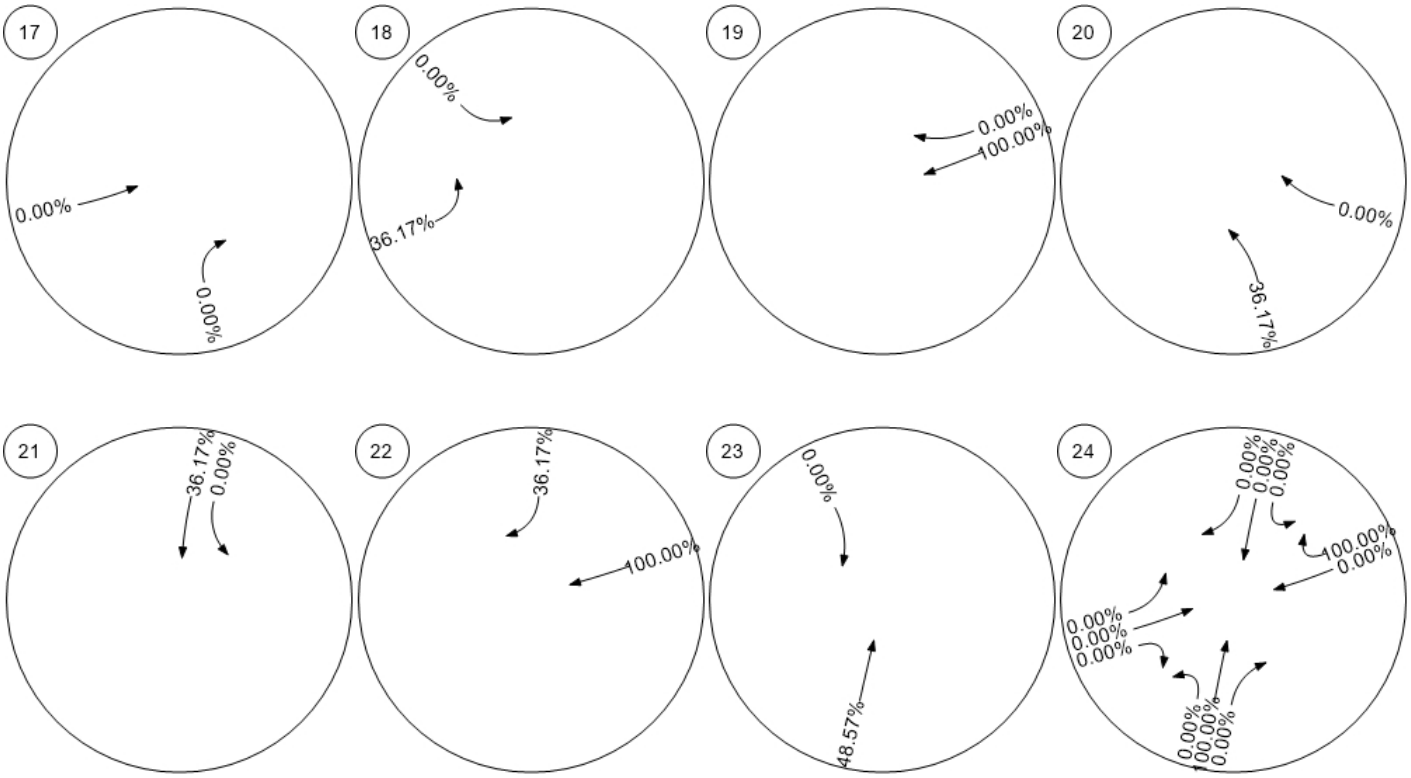


Fair Share - Fair Share % of Net New Site - Zone 21: Zone

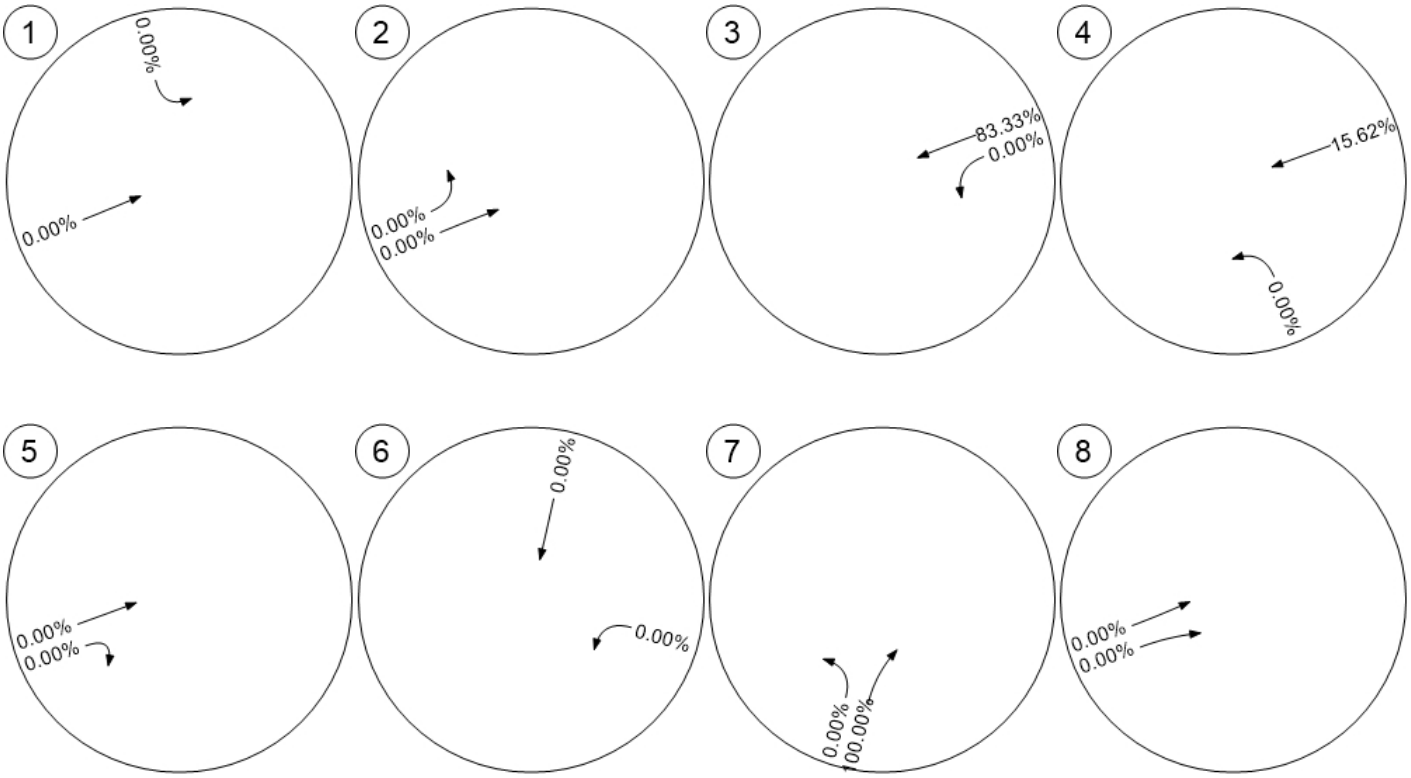




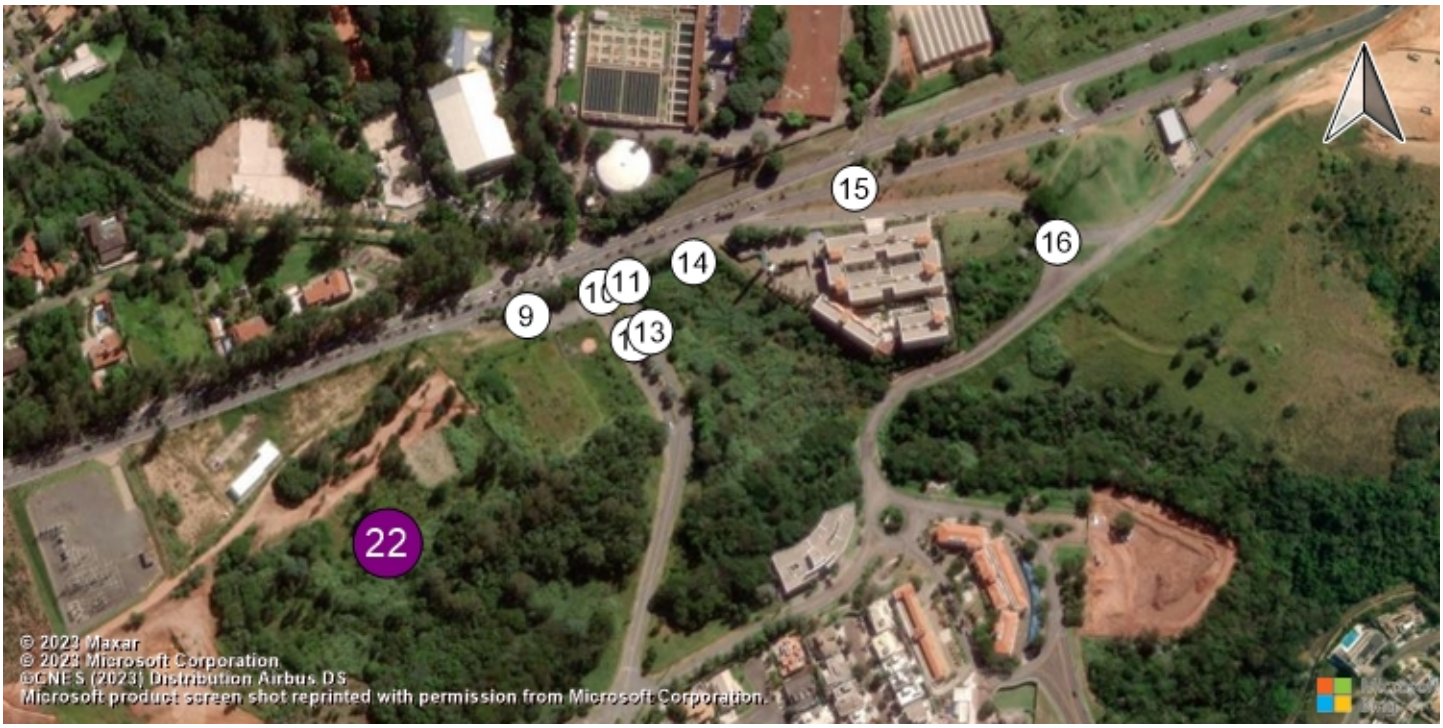
Fair Share - Fair Share % of Net New Site - Zone 21: Zone

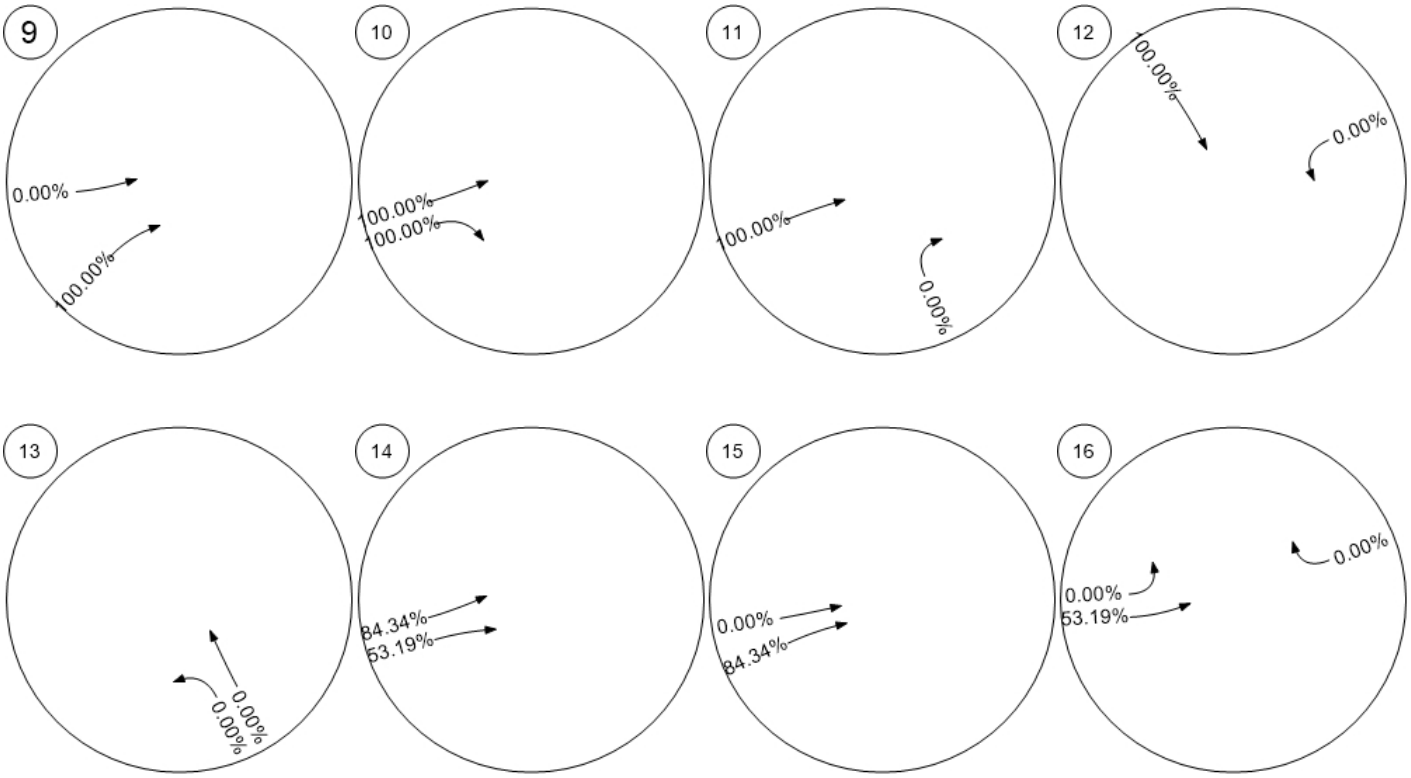


Fair Share - Fair Share % of Net New Site - Zone 22: Zone

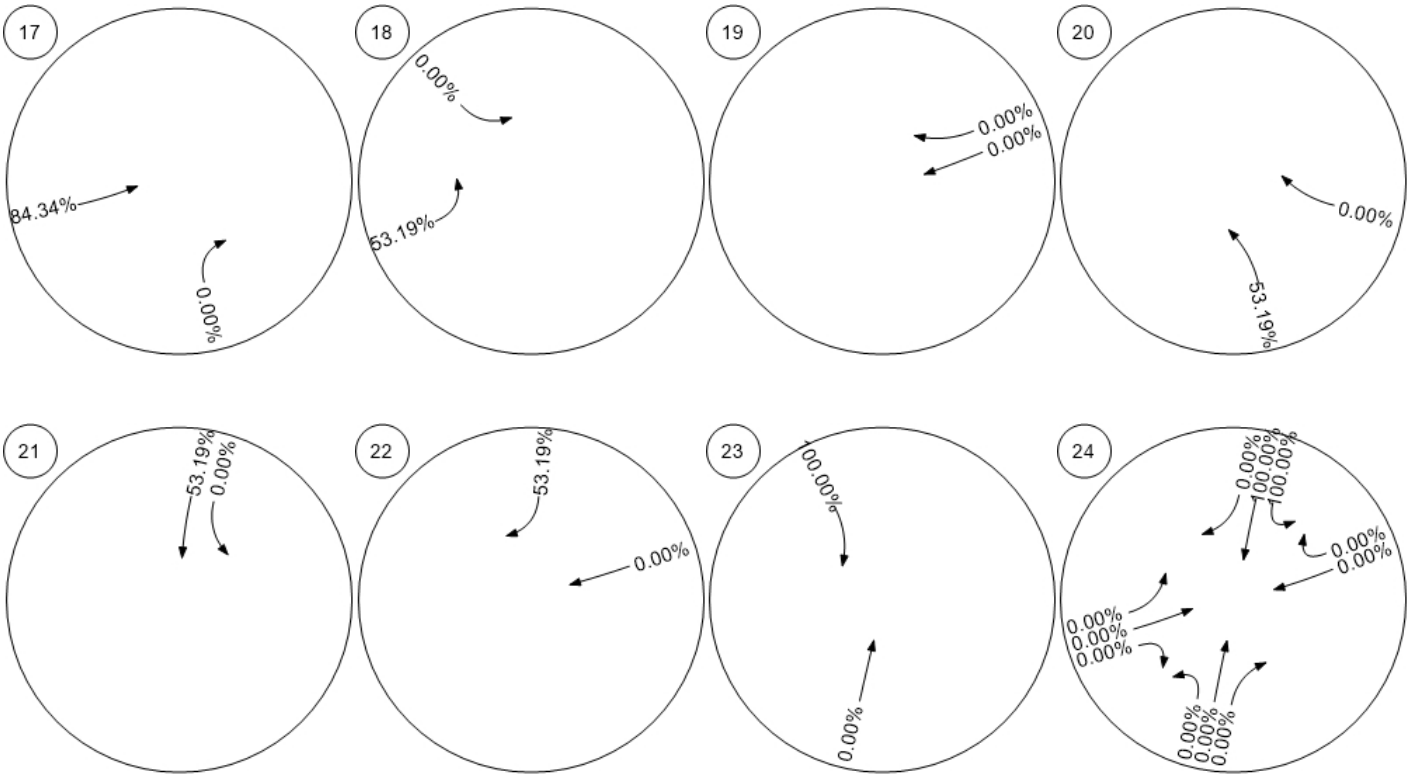


Fair Share - Fair Share % of Net New Site - Zone 22: Zone

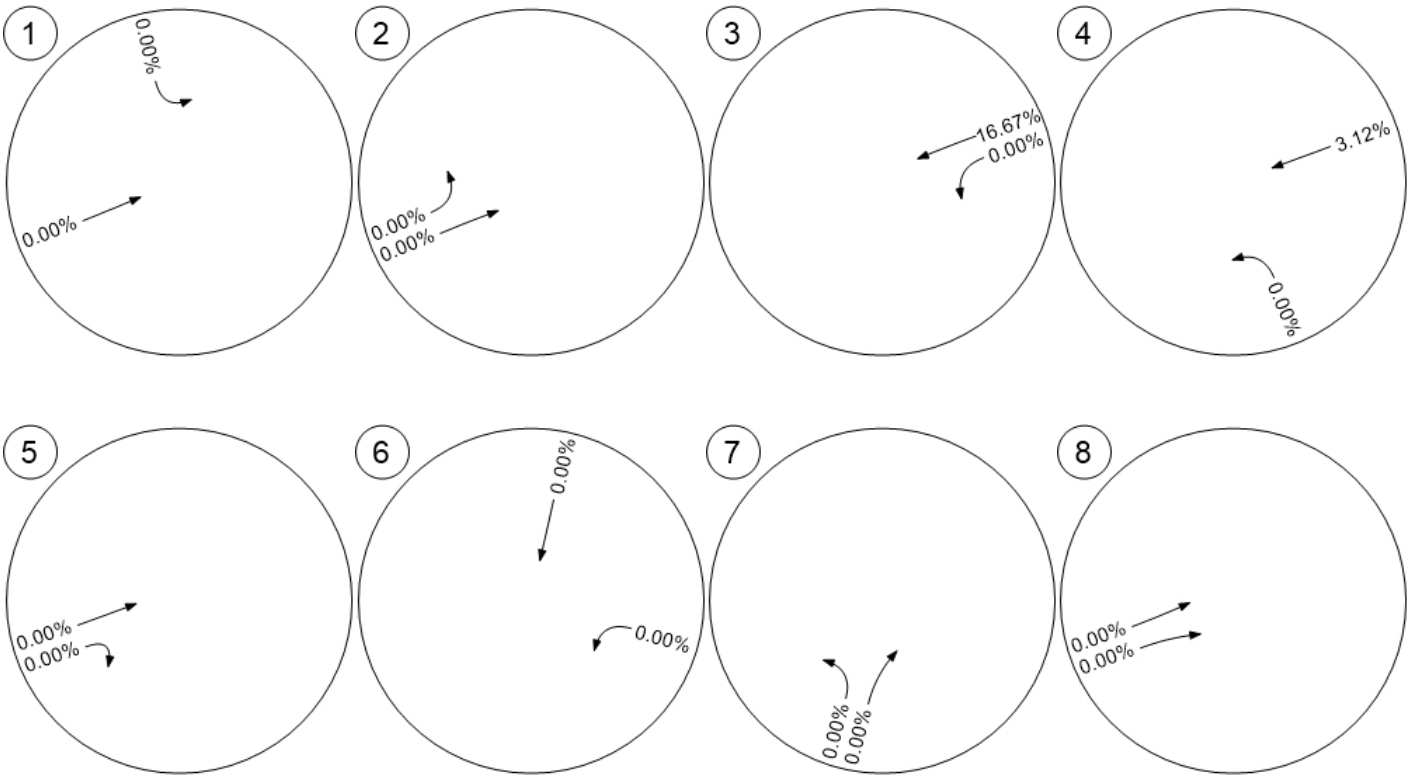




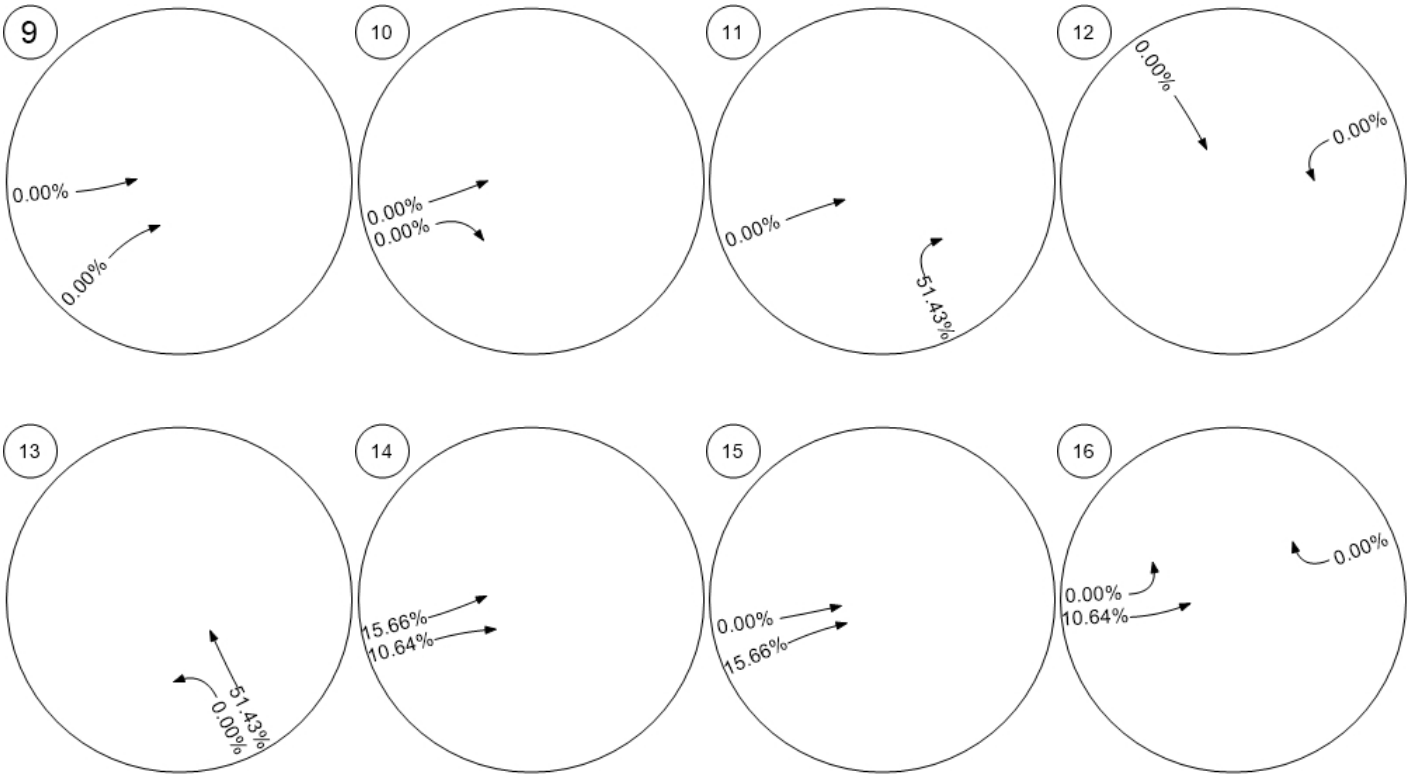
Fair Share - Fair Share % of Net New Site - Zone 22: Zone



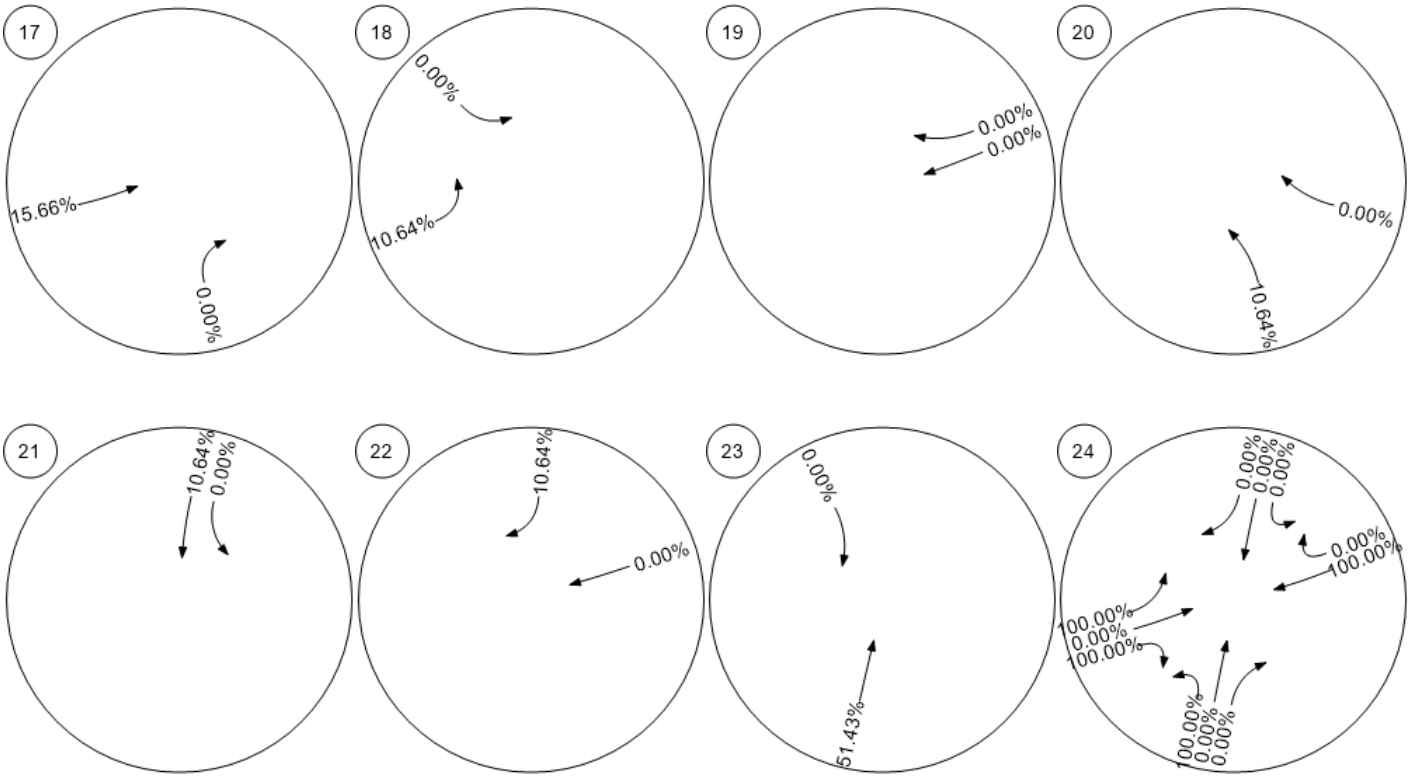
Fair Share - Fair Share % of Net New Site - Zone 23: Zone



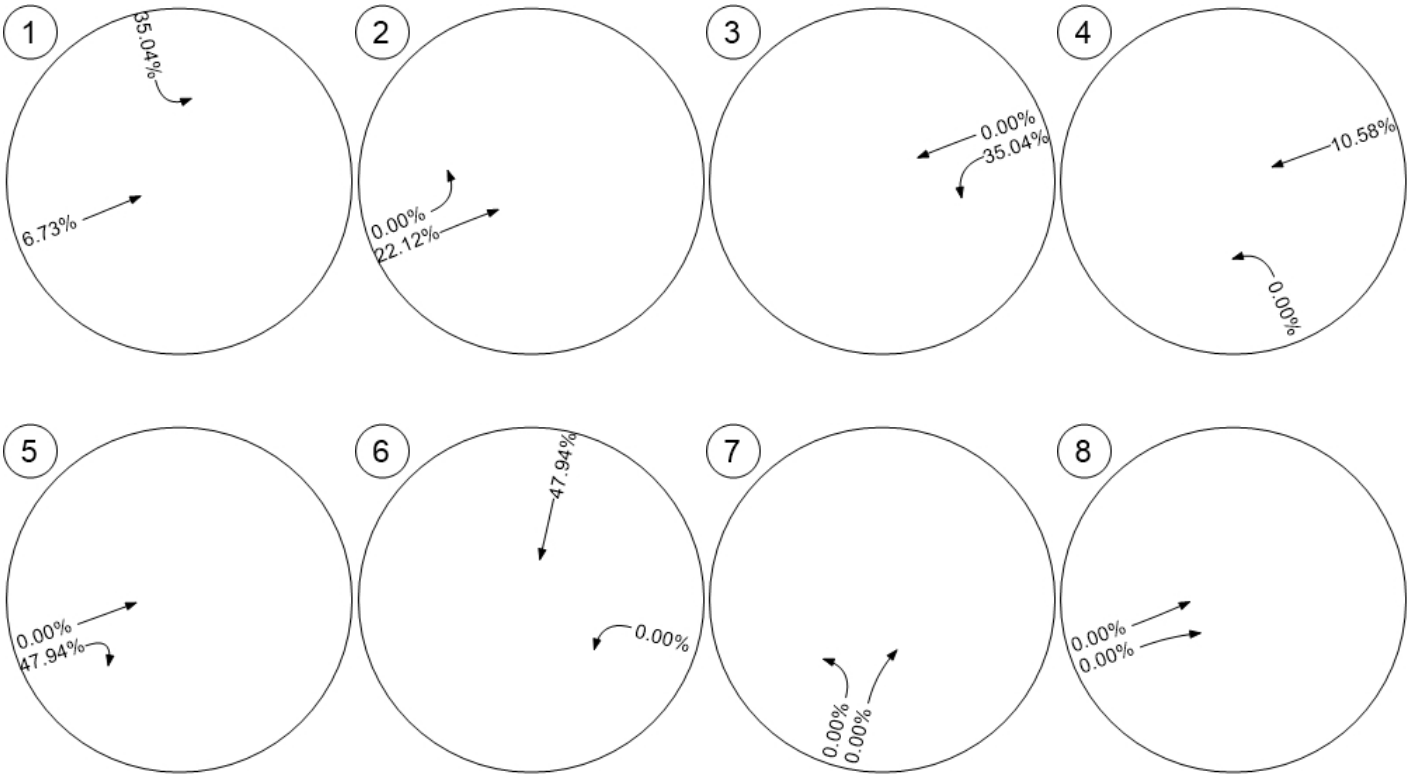
Fair Share - Fair Share % of Net New Site - Zone 23: Zone



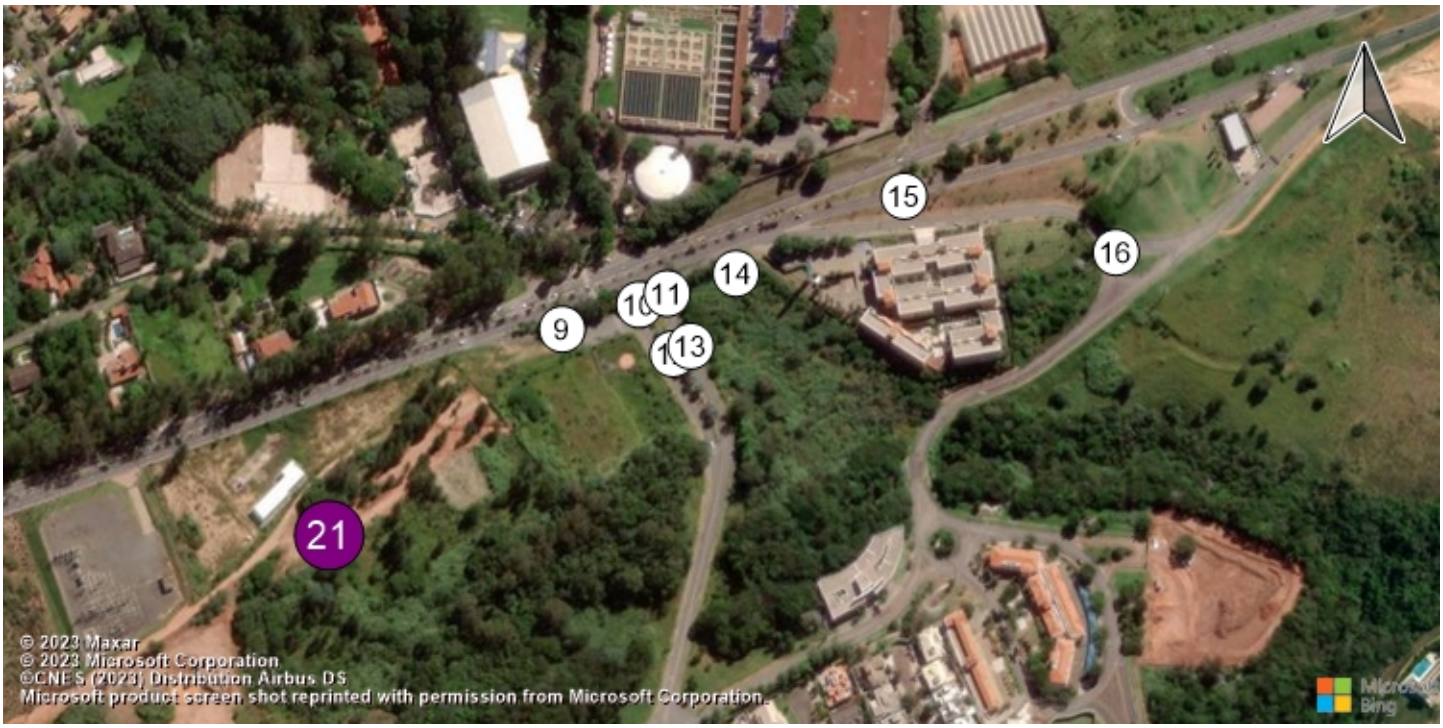
Fair Share - Fair Share % of Net New Site - Zone 23: Zone

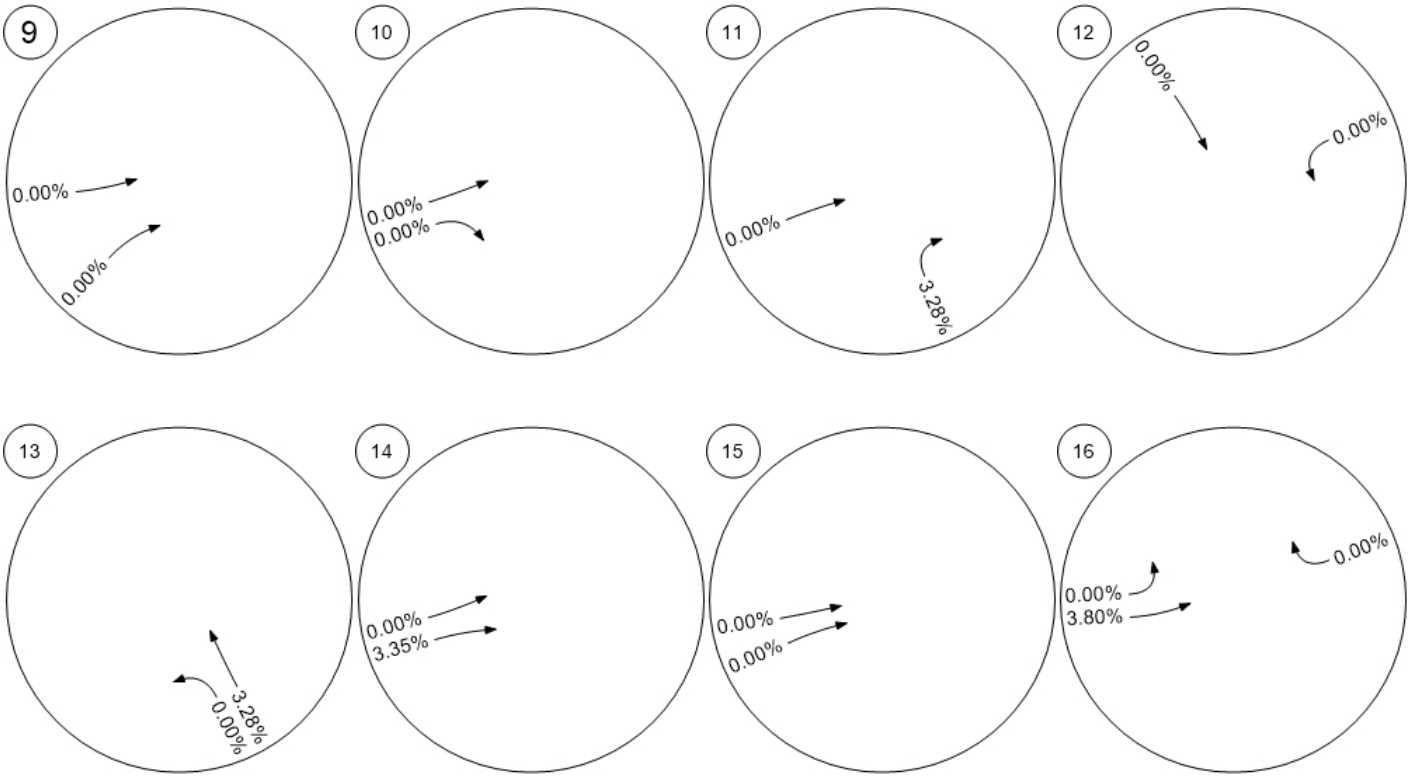


Fair Share - Fair Share % of Future Total - Zone 21: Zone

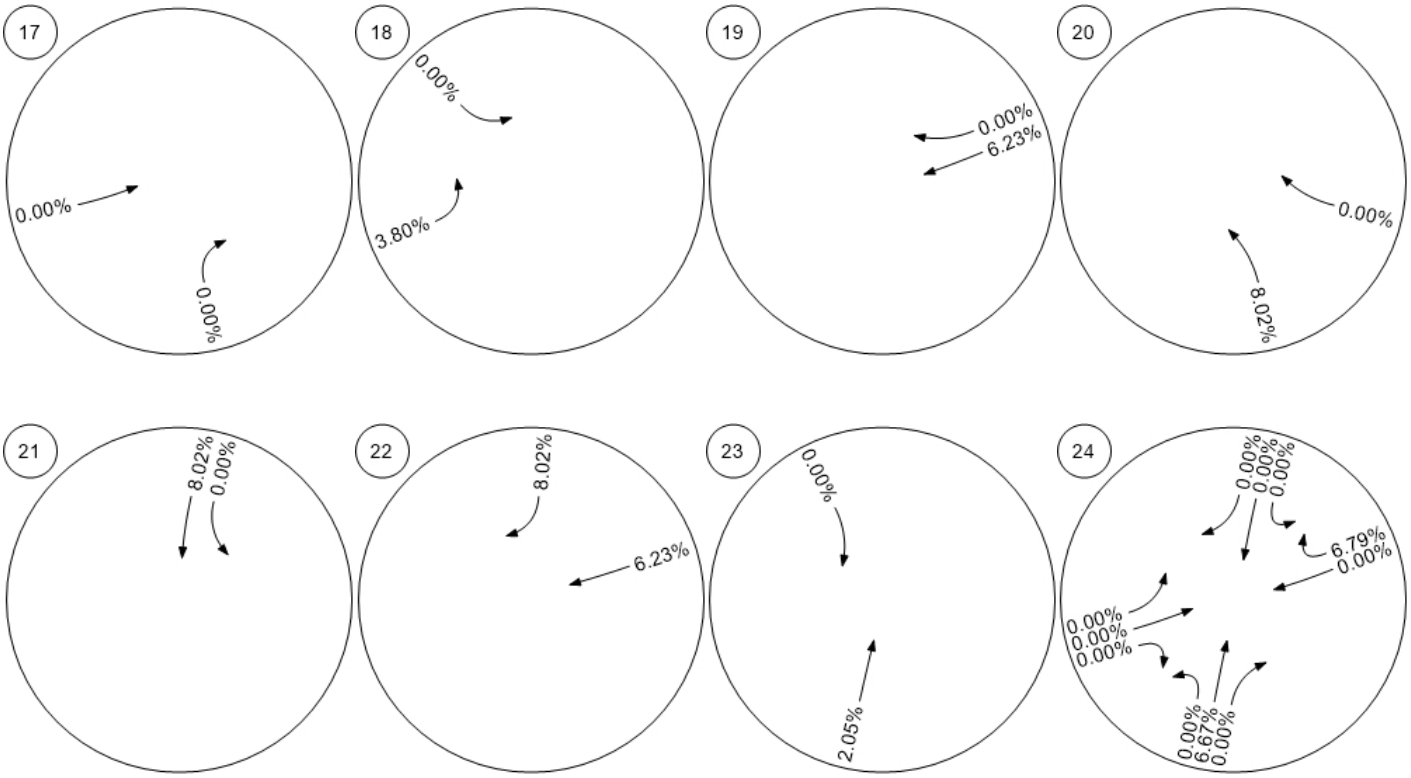


Fair Share - Fair Share % of Future Total - Zone 21: Zone

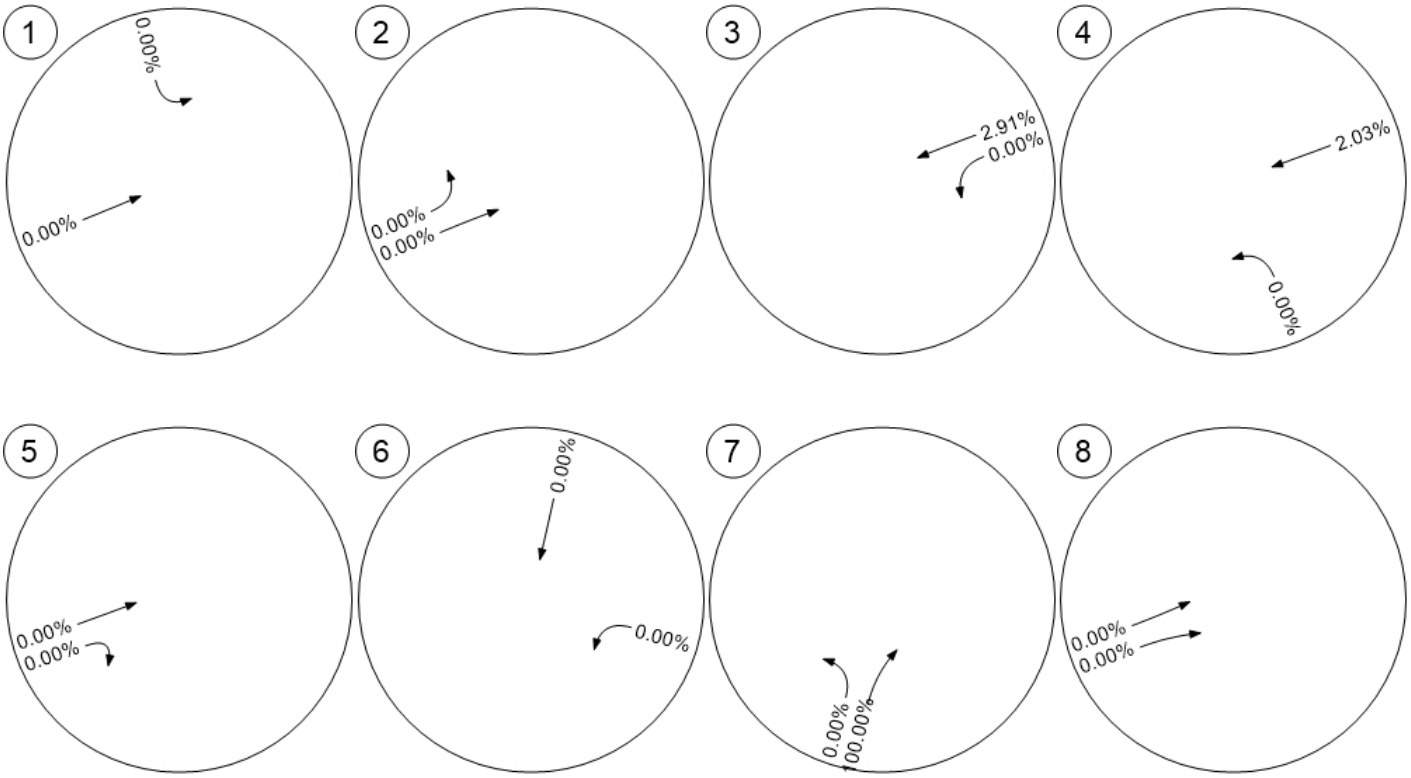




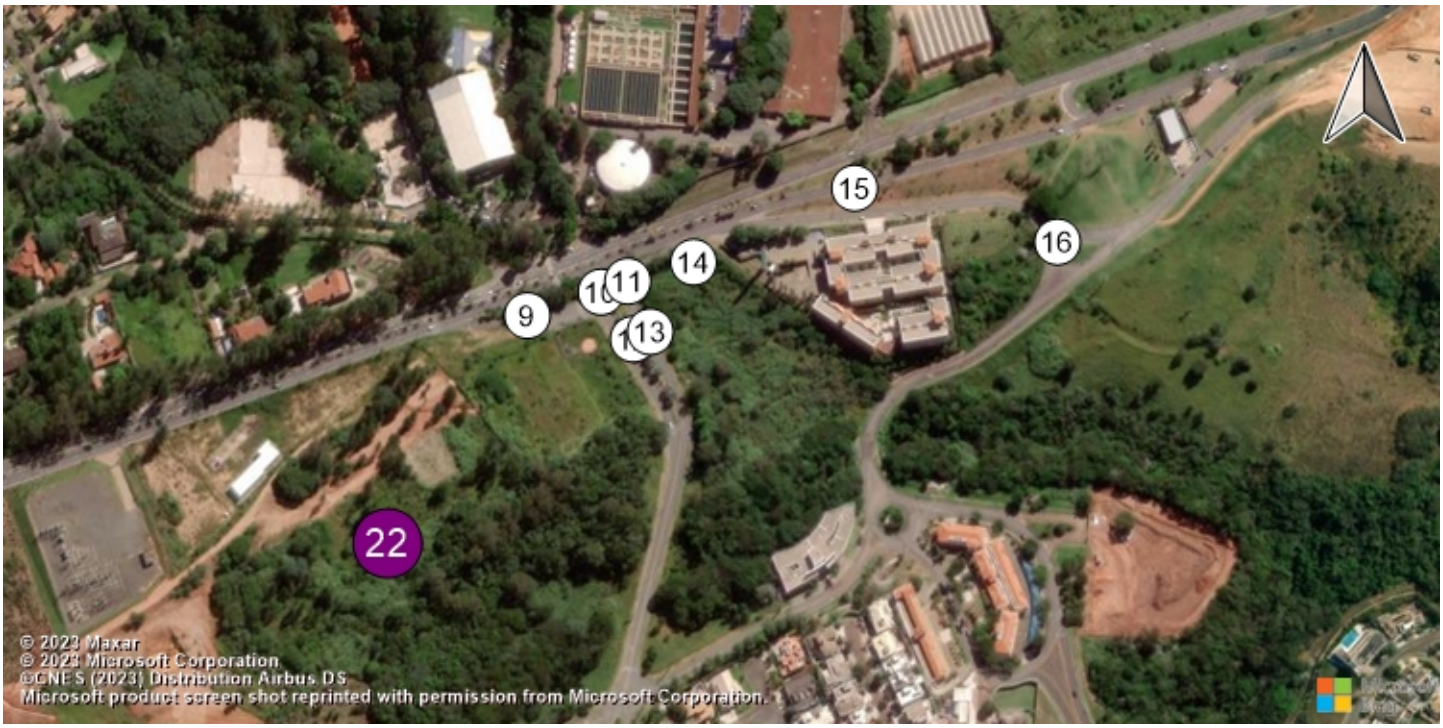
Fair Share - Fair Share % of Future Total - Zone 21: Zone

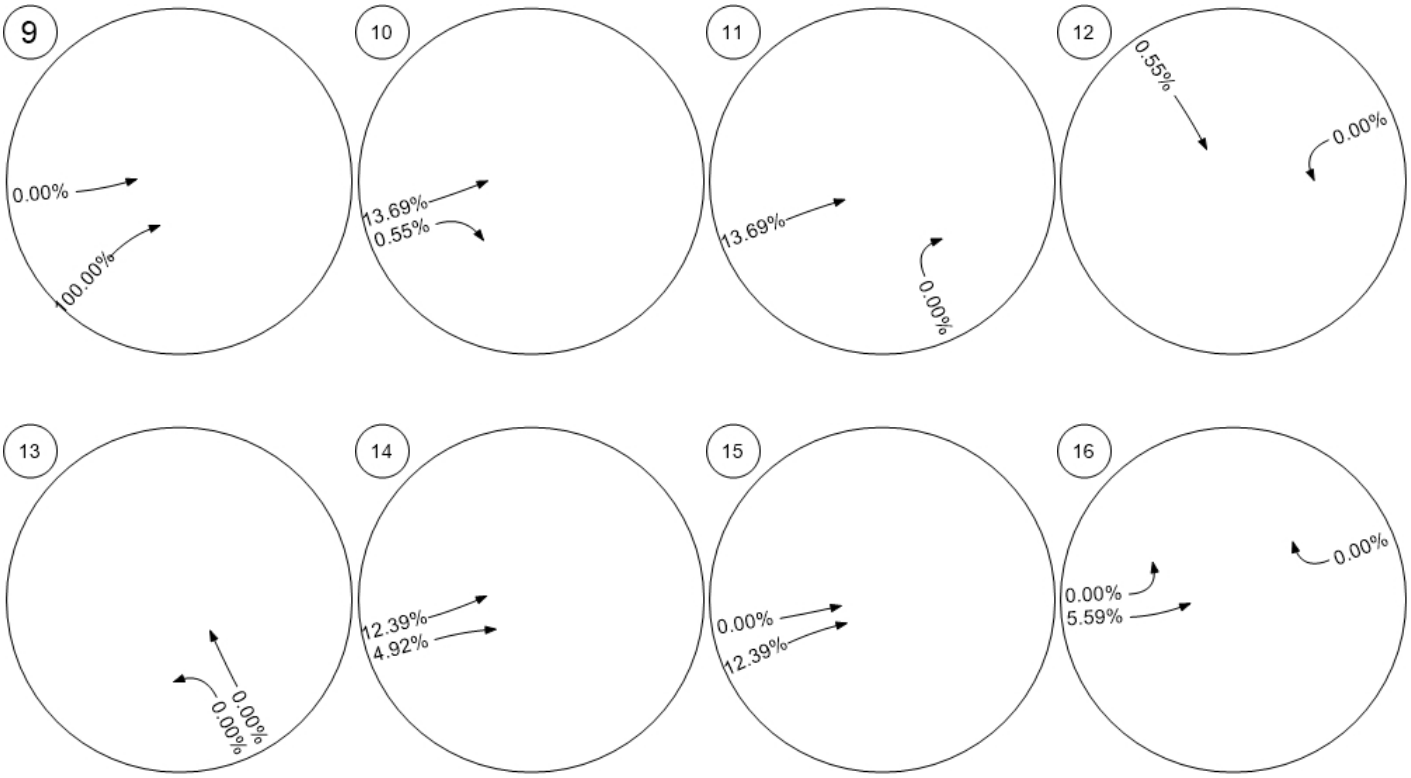


Fair Share - Fair Share % of Future Total - Zone 22: Zone

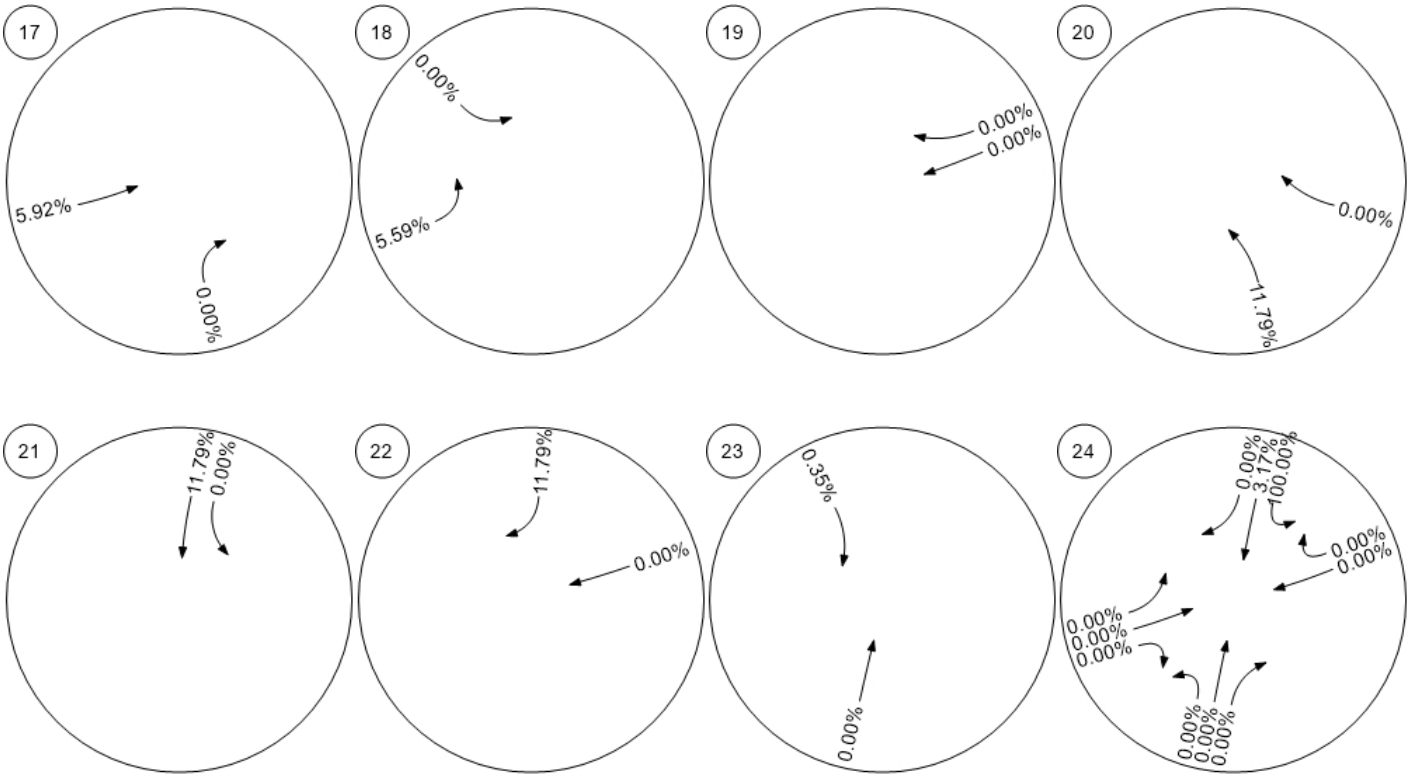


Fair Share - Fair Share % of Future Total - Zone 22: Zone

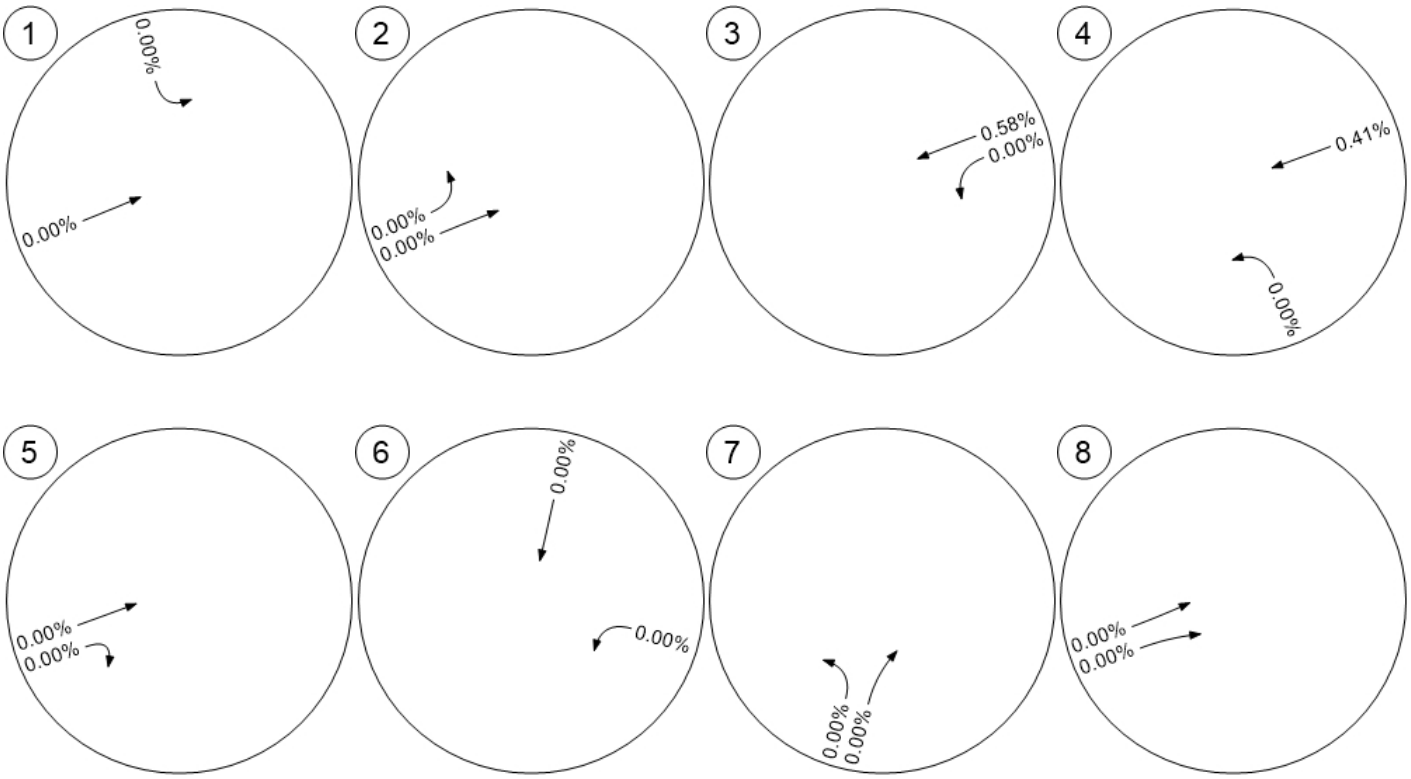




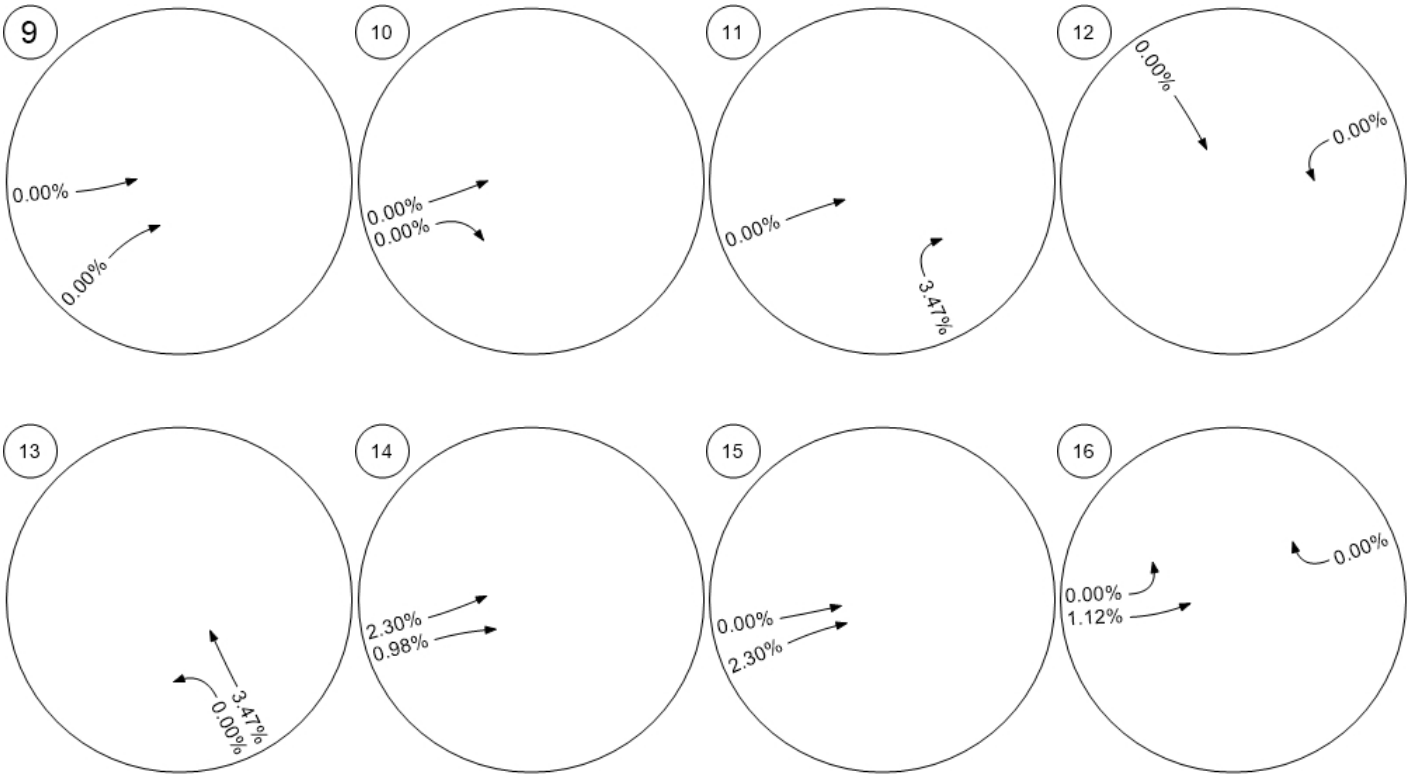
Fair Share - Fair Share % of Future Total - Zone 22: Zone



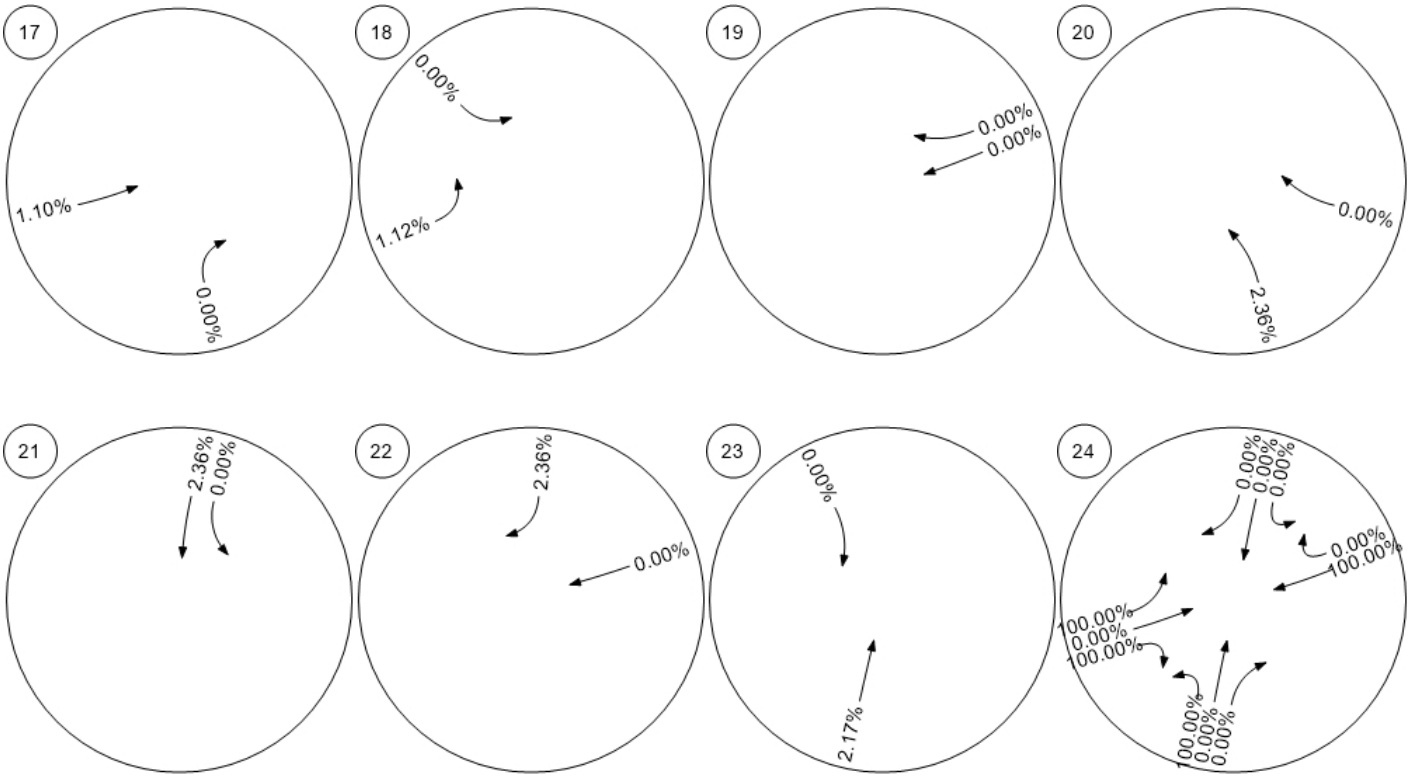
Fair Share - Fair Share % of Future Total - Zone 23: Zone



Fair Share - Fair Share % of Future Total - Zone 23: Zone



Fair Share - Fair Share % of Future Total - Zone 23: Zone



7.4 Projeto Urbanístico do Loteamento

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

TABELA DE COORDENADAS DAS ÁREAS PROJETADAS

PONTOS	N	E
1	7466876.127	295378.182
2	7466913.588	295477.197
3	7466872.774	295439.777
4	7466795.865	295455.251
5	7466673.179	295370.933
6	7466657.884	295364.056
7	7466662.708	295357.509
8	7466656.191	295352.353
9	7466649.141	295342.741
10	7466637.845	295331.446
11	7466639.509	295305.671
12	7466602.073	295380.325
13	7466603.579	295382.032
14	7466611.867	295393.215
15	7466619.397	295399.774
16	7466622.286	295403.454
17	7466623.393	295404.536
18	7466635.164	295424.505
19	7466584.888	295414.886
20	7466553.552	295408.891
21	7466546.842	295407.628
22	7466527.965	295403.995
23	7466566.842	295388.825
24	7466618.238	295289.758
25	7466628.578	295249.284
26	7466639.425	295329.295
27	7466789.897	295419.756
28	7466801.449	295448.215
29	7466509.091	295222.058
30	7466512.395	295214.818
31	7466556.847	295183.888
32	7466641.834	295223.452
33	7466577.092	295232.441
34	7466556.195	295194.833
35	7466589.815	295182.046
36	7466574.801	295158.202
37	7466576.714	295154.019
38	7466586.463	295016.081
39	7466539.544	294985.775
40	7466527.790	294953.172
41	7466519.866	294940.044
42	7466485.530	294955.515
43	7466477.125	294944.506
44	7466505.697	294930.113
45	7466486.094	294897.634
47	7466457.161	294946.695
48	7466441.791	294924.265
49	7466417.349	294829.588
50	7466434.742	294811.601
51	7466372.525	294875.700
52	7466339.903	294865.333
53	7466336.116	294877.248
54	7466363.006	294885.785
56	7466225.080	295311.115
57	7466211.542	295343.456
58	7466218.401	295344.959
59	7466446.104	295387.351
60	7466483.920	295344.729
61	7466504.580	295322.302
62	7466488.445	295287.306
63	7466478.324	295248.014
64	7466493.831	295255.282
65	7466637.330	295210.027
66	7466829.682	295418.294
67	7466847.980	295405.272
68	7466814.408	295458.799
69	7466797.524	295439.374

QUADRO RESUMO DE ÁREAS INSTITUCIONAIS

ÁREA INSTITUCIONAL	ÁREA
ÁREA INSTITUCIONAL 1 – EPU	1.377,48
ÁREA INSTITUCIONAL 2 – EPU	418,50
ÁREA INSTITUCIONAL 3 – EPU	935,81
ÁREA INSTITUCIONAL 4 – EPU	391,38
SUB–TOTAL	3.122,97
ÁREA INSTITUCIONAL 5 – EPC	2.810,50
ÁREA INSTITUCIONAL 6 – EPC	4.403,77
SUB–TOTAL	7.214,27
TOTAL GERAL	10.337,24

QUADRO RESUMO DE LOTES COMERCIAIS

QUADRA	Nº DE LOTES	Nº DO LOTE	ÁREA	TOTAL	%/GLEBA
A	1	1	3.270,60		1,37%
TOTAL	1			3.270,60	1,37%

QUADRO DE ÁREAS – DIVISA DISTRITAL

GLEBA	ÁREA
PARTE SITUADA NO DISTRITO DE SOUSAS	89.934,83
PARTE SITUADA NO DISTRITO SEDE – CAMPINAS	148.675,20
ÁREA TOTAL DA GLEBA	238.610,03

QUADRO RESUMO DE ÁREAS VERDES

ÁREA VERDE	ÁREA
ÁREA VERDE 1	1.036,07
ÁREA VERDE 2	20.402,18
ÁREA VERDE 3	1.007,04
ÁREA VERDE 4	1.585,39
ÁREA VERDE 5	586,58
ÁREA VERDE 6	596,68
ÁREA VERDE 7	589,00
ÁREA VERDE 8	6.324,30
ÁREA VERDE 9	1.679,63
ÁREA VERDE 10	267,73
TOTAL	34.074,60

QUADRO DE ÁREAS DAS VIAS

VIAS	Comprimento médio (m)	Largura (m)	ÁREA	
			parcial	total
RUA 1	89,81	15,00	——	1.346,63
RUA 2	170,15	15,00		2.901,33
RUA 3	51,28	VARIÁVEL	——	1.120,40
RUA 4	376,16	15,00		7.648,07
RUA 5	413,32	VARIÁVEL	——	8.287,11
RUA 6	562,42	15,00	——	8.327,82
RUA 7 – COMPLEMENTO DA ESTRADA MUNICIPAL CAMPINAS–SOUSAS	——	——	——	36,43
TOTAL				29.666,79

QUADRO RESUMO DE SISTEMA DE LAZER

SISTEMAS DE LAZER	ÁREA
SISTEMA DE LAZER 1	1.629,44
SISTEMA DE LAZER 2	1.322,61
SISTEMA DE LAZER 3	141,78
SISTEMA DE LAZER 4	4.129,44
SISTEMA DE LAZER 5	3.465,40
SISTEMA DE LAZER 6	278,13
SISTEMA DE LAZER 7	1.647,76
SISTEMA DE LAZER 8 (TRATAMENTO PAISAGÍSTICO)	1.060,50
TOTAL	13.675,06

QUADRO RESUMO DE QUADRAS

QUADRA	Nº DE LOTES	ÁREA
A	4	23.917,06
B	1	38.877,10
C	1	28.191,40
D	2	59.873,78
TOTAL	8	150.853,34

TABELA DE COORDENADAS DOS VÉRTICES DA GLEBA

PONTO	NORTE	ESTE
0	7466343.915	294803.178
18	7466902.942	295409.017
19	7466960.955	295300.395
20	7466767.269	295300.036
21	7466589.856	295013.640
22	7466530.999	294950.748
23	7466465.992	294842.873
24	7466416.020	294792.806
25	7466196.805	295340.636
26	7466927.581	295480.452

TABELA DE CURVAS (C) E COORDENADAS DO PC E PT (SENTIDO HORÁRIO DAS ÁREAS)

CURVA	RAIO (m)	ÂNGULO CENTRAL	DESENVOLVIMENTO (m)	TANGENTE (m)	COORDENADAS DO PC E PT (sentido horário)			
					PC		PT	
					N	E	N	E
C1	35.00	48°35'16"	28.48	15.07	7466888.411	295446.815	7466907.103	295457.233
C2	9.00	163°28'52"	25.68	62.00	7466883.103	295388.236	7466867.293	295406.444
C3	331.46	15°51'50"	91.78	46.19	7466861.187	295434.553	7466783.721	295385.849
C4	387.16	02°48'53"	19.02	9.51	7466753.707	295286.704	7466787.269	295300.036
C5	402.16	01°09'13"	8.10	4.05	7466810.961	295330.186	7466813.152	295334.713
C6	20.01	22°28'04"	7.85	3.98	7466792.074	295464.004	7466790.579	295438.351
C7	10.00	50°46'56"	8.87	4.75	7466786.851	295431.394	7466790.809	295439.159
C8	20.00	295°61'01"	10.16	5.19	7466782.161	295404.665	7466771.327	295408.785
C9	20.00	47°47'09"	16.68	8.86	7466735.974	295404.868	7466751.479	295402.882
C10	10.00	78°41'17"	13.38	7.91	7466729.398	295412.031	7466718.890	295411.987
C11	20.00	15°43'20"	5.84	2.94	7466697.704	295386.618	7466683.730	295393.370
C12	10.00	43°07'52"	7.53	3.95	7466675.887	295371.370	7466682.002	295375.490
C13	15.00	57°43'38"	2.02	1.01	7466675.887	295371.370	7466673.846	295370.813
C14	50.00	190°52'17"	166.57	525.26	7466538.282	295299.370	7466633.675	295327.835
C15	13.00	15°43'48"	35.11	57.99	7466625.626	295249.404	7466684.913	295272.013
C16	15.00	79°41'15"	19.29	11.24	7466563.715	295257.374	7466578.842	295248.381
C17	147.41	32°36'09"	83.86	43.11	7466979.830	295249.388	7466753.707	295286.704
C18	80.42	109°24'20"	153.55	113.59	7466528.318	295373.953	7466566.807	295315.439
C19	50.00	174°35'52"	152.36	1.056.82	7466599.696	295378.149	7466538.282	295299.370
C20	95.42	48°13'04"	80.27	42.68	7466515.103	295380.051	7466509.475	295302.330
C21	40.00	70°01'39"	52.38	30.71	7466494.782	295295.883	7466509.475	295302.330
C22	50.00	37°10'21"	32.44	16.81	7466486.459	295265.182	7466491.803	295264.584
C23	100.00	09°07'18"	15.92	7.98	7466494.782	295295.883	7466482.509	295245.789
C24	100.00	37°21'47"	56.23	28.97	7466588.129	295240.053	7466531.256	295232.217
C25	92.00	01°45'20"	2.82	1.41	7466537.163	295226.071	7466534.577	295224.639
C26	134.11	76°18'17"	178.61	105.35	7466512.108	295223.480	7466436.059	295078.273
C27	55.06	68°38'31"	65.97	37.59	7466454.698	295173.569	7466516.184	295164.913
C28	117.83	29°16'54"	60.28	30.80	7466584.457	295186.865	7466631.865	295123.353
C29	42.39	117°02'53"	83.64	64.11	7466683.852	295165.528	7466654.279	295228.788
C30	9.00	84°23'31"	13.26	8.16	7466515.577	294940.911	7466527.158	294944.384
C31	80.00	53°36'50"	74.83	40.47	7466448.987	295008.808	7466483.095	294951.637
C32	94.00	53°36'50"	88.04	47.63	7466435.214	295006.177	7466481.067	294936.002
C33	9.00	93°36'28"	15.02	9.93	7466510.543	294916.855	7466506.713	294929.629
C34	31.50	53°17'41"	29.30	15.81	7466460.374	294790.056	7466427.176	294804.005
C35	25.00	64°11'49"	28.01	15.68	7466355.660	294813.746	7466370.527	294798.572
C36	9.985.00	00°39'37"	115.08	57.54	7466301.887	294987.120	7466336.118	294877.248
C37	30.00	28°21'56"	14.85	7.58	7466329.428	294925.066	7466337.118	294913.257
C41	40.00	34°38'28"	24.18	12.47	7466313.069	295002.153	7466312.950	294978.336
C42	101.38	69°03'09"	122.18	69.75	7466313.069	295002.153	7466278.815	295112.101
C43	15.00	88°27'04"	23.16	14.60	7466328.446	295065.489	7466316.462	295049.335
C44	15.00	68°16'43"	18.14	10.36	7466302.813	295085.727	7466318.515	295078.844
C45	40.00	30°14'07"	24.60	12.70	7466266.134	295132.213	7466278.815	295112.101
C46	1.597.96	06°41'46"	186.77	93.49	7466224.580	295314.194	7466266.134	295132.213
C47	1.605.96	07°27'00"	208.83	104.56	7466216.671	295312.870	7466264.481	295109.748
C48	58.86	00°31'34"	0.54	0.27	7466216.947	295311.228	7466217.487	295311.188
C49	106.86	37°31'29"	51.34	26.17	7466267.152	295300.318	7466217.487	295311.188
C50	153.64	19°24'10"	85.08	33.11	7466444.719	295185.383	7466384.408	295227.014
C51	15.00	75°56'38"	19.88	11.71	7466407.747	295085.916	7466419.905	295109.805
C52	9.00	90°33'27"	14.23	9.09	7466422.030	295075.138	7466411.482	295082.378
C53	148.11	39°02'49"	100.93	52.52	7466419.905	295109.805	7466422.309	295073.641
C54	23.00	39°56'44"	11.69	5.97	7466782.864	295401.707	7466773.208	295406.448
C55	23.00	47°47'29"	19.18	10.19	7466734.121	295404.508	7466752.182	295389.924
C56	10.00	87°01'06"	14.92	9.88	7466730.116	295407.853	7466718.864	295406.853
C57	387.16	08°23'53"	56.65	28.38	7466787.269	295285.840	7466634.775	295272.975
C58	10.00	82°36'37"	14.65	9.00	7466831.656	295285.921	7466824.913	295272.013

LEGENDA

- DIVISA DISTRITAL
- CÓRREGO
- LIMITE DA ÁREA DE PRESERVAÇÃO PERMANENTE
- CERCA DE DIVISA
- LIMITE DA MATA
- LINHA DE TRANSMISSÃO DE ENERGIA ELÉTRICA DA CPFL A SER MANTIDA
- LINHA DE TRANSMISSÃO DE ENERGIA ELÉTRICA DA CPFL A SER REMANEJADA
- TORRE DE ALTA TENSÃO
- LINHA DE SEPARAÇÃO DE RUAS
- CURVAS DE NÍVEL
- SENTIDO DE ESCOAMENTO DAS ÁGUAS PLUVIAIS
- PONTO ALTO
- PONTO BAIXO
- ESTAQUEAMENTO DAS RUAS
- FAIXA DE VELA SANITÁRIA COM 3,00m DE LARGURA
- MURO OU GRADIL DE FECHAMENTO – H = 3,00m
- FAIXA DE SERVIDÃO ELÉTRICA DA CPFL
- LINHAS DAS FAIXAS "NON AEDIFICANDI" DAS REDES DA CPFL

- ACESSO EXISTENTE (A PERMANECER)
- ACESSO EXISTENTE (A SER DEMOLIDO)
- ACESSO DEFINITIVO PROPOSTO PELA PREFEITURA DE CAMPINAS
- DIRETRIZ VIÁRIA DO ACESSO
- DIRETRIZ VIÁRIA EM ÁREA PÚBLICA

PLANTA

folha: ÚNICA

obra: PROJETO MODIFICATIVO

denominação: RESIDENCIAL RESERVA DAS ARAUCÁRIAS

local: AV. ANTONIO CARLOS COUTO DE BARROS, GLEBA 75 – (Antiga Gleba A3)
QT: 30.022 – FAZ. SANTA HELENA ENTRE RODOVIA D. PEDRO I
E ESTRADA VELHA CAMPINAS SOUSAS.

proprietário: RESERVA DAS ARAUCÁRIAS EMPREENDIMENTOS IMOBILIÁRIOS LTDA

escala: 1:1000

município: CAMPINAS – SP.

SITUAÇÃO S/ ESCALA

DECLARAÇÃO

1) DECLARO, QUE A APROVAÇÃO DO PROJETO NÃO IMPLICA NO RECONHECIMENTO POR PARTE DA PREFEITURA MUNICIPAL DE CAMPINAS DO DIREITO DE PROPRIEDADE DO IMÓVEL;
2) DECLARO, QUE AS INFORMAÇÕES QUANTO AO LEVANTAMENTO TOPOGRÁFICO DO IMÓVEL CONSTEM COM O LEVANTAMENTO PLANIALTIMÉTRICO/DIRETRIZES URBANÍSTICAS APROVADO.

proprietário:
RESERVA DAS ARAUCÁRIAS EMPREEND. IMOBILIARIOS LTDA.
CNPJ: 30.000.000/0001-00
MARCELO VIM-OLEO FERREIRA

projeto do parcelamento:
ADYR PROJETOS E URBANISMO LTDA.
CNPJ: 12.057.930/0001-00
ARQUITETO ADYR MOURA FERREIRA
CREA: 060009787/D
ART: 92221220151488778 D.U: 2743

Responsável Técnico:
ARQUITETO ADYR MOURA FERREIRA
CREA: 060009787/D
ART: 92221220151488778 D.U: 2743

RESERVADO PARA APROVAÇÃO DO GRAPROHAB

QUADRO DE ÁREAS

Nº	ITEM	ÁREA EM m²	% ÁREA
1	ÁREA DOS LOTES: (8) RESIDENCIAIS (1) COMERCIAIS (7)	150.853,34 3.270,60 147.582,74	63,22 1,37 61,85
2	ÁREAS PÚBLICAS	87.756,69	36,78
2.1	SISTEMA VIÁRIO	29.666,79	12,44
2.2	ÁREAS INSTITUCIONAIS EQUIPAMENTO PÚBLICO COMUNITÁRIO EQUIPAMENTO PÚBLICO URBANO	10.337,24 7.214,27 3.122,97	4,33 3,02 1,31
2.3	ESPAÇOS LIVRES DE USO PÚBLICO ÁREAS VERDES SISTEMAS DE LAZER	47.748,66 34.074,60 13.675,06	20,01 14,28 5,73
3	OUTROS	-	-
4	ÁREA LOTEADA	238.610,03	100,00
5	ÁREA REMANESCENTE	-	-
6	ÁREA TOTAL DA GLEBA	238.610,03	100,00
	ÁREA DE PRESERVAÇÃO PERMANENTE	20.402,18 m2	

RESERVADO PARA APROVAÇÃO DA PREFEITURA

7.5 Anotação de Responsabilidade Técnica - ART

Rua Paschoal Nicolau Purchio, 25 – Nova Campinas | Campinas – SP | CEP: 13092-157
+55 (19) 3201-5111 | **www.globalvias.com.br**

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
28027230230750486

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: **RESERVA DAS ARAUCARIAS EMPREENDIMENTOS IMOBILIARIOS LTDA** CPF/CNPJ: **08.745.105/0001-81**
Endereço: **Avenida CAMBACICA** Nº: **520**
Complemento: **Conjunto 401** Bairro: **PARQUE DOS RESEDÁS**
Cidade: **Campinas** UF: **SP** CEP: **13097-160**
Contrato: Celebrado em: **01/03/2023** Vinculada à Art nº:
Valor: R$ **6980,00** Tipo de Contratante: **Pessoa Jurídica de Direito Privado**
Ação Institucional:

3. Dados da Obra Serviço

Endereço: **Avenida ANTÔNIO CARLOS COUTO DE BARROS** Nº:
Complemento: **Gleba 75 (antiga gleba A3), Quadra B, Lotes 01A, 01B, 01C e 01D, Res Reserva das Araucarias** Bairro: **VILA SÔNIA (SOUSAS)**
Cidade: **Campinas** UF: **SP** CEP: **13105-500**
Data de Início: **01/03/2023**
Previsão de Término: **16/05/2023**
Coordenadas Geográficas:
Finalidade: **Ambiental** Código:
Proprietário: **RESERVA DAS ARAUCARIAS EMPREENDIMENTOS IMOBILIARIOS LTDA** CPF/CNPJ: **08.745.105/0001-81**

4. Atividade Técnica

				Quantidade	Unidade
Elaboração					
1	**Estudo de viabilidade ambiental**	**de diagnóstico e caracterização ambiental**	**diagnóstico ambiental**	**110909,90000**	**metro quadrado**

Após a conclusão das atividades técnicas o profissional deverá proceder a baixa desta ART

5. Observações

Trata-se de Estudos Ambientais para a construção de habitações multifamiliares verticais HMV,das incorporações que irão se instalar na Quadra B,situado na Avenida Antônio Carlos Couto de Barros,Gleba 75(antiga gleba A3) Futura Rua 05 Quadra B□Lotes 01A,01B,01C,01D□Residencial Reserva das Araucárias.Serão 4 fases distintas:Fase 1□Lote 01A com área de terreno de 10.831,53m² composto de 138 unidades,perfazendo uma área construída de 30.113,25m²; Fase 2□Lote 01C com área de terreno de 10.937,85m² composto de 184 unidades,perfazendo uma área construída de 28.454,31m²; Fase 3□Lote 01B com área de terreno de 9.179,40m² composto de 134 unidades,perfazendo uma área construída de 30.181,15m² e Fase 4□Lote 01D com área de terreno de 6.506,22m² composto de 134 unidades,perfazendo uma área construída de 22.161,19m².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.

6. Declarações

Acessibilidade: Declaro atendimento às regras de acessibilidade previstas nas normas técnicas da ABNT, na legislação específica e no Decreto nº 5.296, de 2 de dezembro de 2004.

7. Entidade de Classe

ASSOCIAÇÃO DE ENGENHEIROS E ARQUITETOS DE CAMPINAS

8. Assinaturas

Declaro serem verdadeiras as informações acima

Campinas 16 de maio de 2023
Local data

PLINIO ESCHER JUNIOR - CPF: 925.413.568-20

RESERVA DAS ARAUCARIAS EMPREENDIMENTOS IMOBILIARIOS LTDA - CPF/CNPJ: 08.745.105/0001-81

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

CREA-SP

Valor ART R$ **96,62** Registrada em: **16/05/2023** Valor Pago R$ **96,62** Nosso Numero: **28027230230750486** Versão do sistema

Impresso em: 16/05/2023 13:14:27