



HCS Two-Way Stop-Control Report

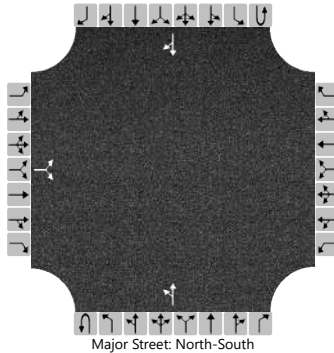
General Information

Analyst	m.urb
Agency/Co.	
Date Performed	5/22/2022
Analysis Year	2022
Time Analyzed	17h30 - 18h30
Intersection Orientation	North-South
Project Description	Cenário Atual - 2022 - Sem o Empreendimento

Site Information

Intersection	Acesso ao empreendimento - Rua Dom Afo...
Jurisdiction	
East/West Street	Acesso
North/South Street	Rua Dom Afonso
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		0						0	428				675	0
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0							0						
Capacity, c (veh/h)			0							880						
v/c Ratio										0.00						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)										9.1	0.0					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									0.0							
Approach LOS									A							

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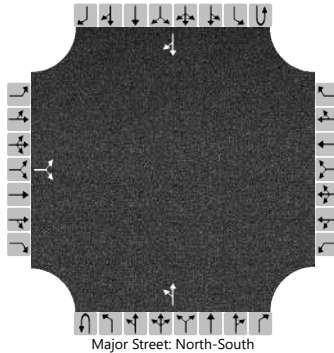
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Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		15						9	428				675	24
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38							10						
Capacity, c (veh/h)			252							861						
v/c Ratio			0.15							0.01						
95% Queue Length, Q ₉₅ (veh)			0.5							0.0						
Control Delay (s/veh)			21.8							9.2	0.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)	21.8								0.3							
Approach LOS	C								A							

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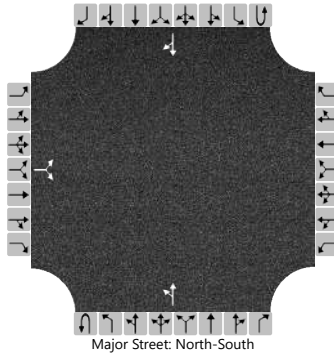
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Project Description	Cenário Futuro - 2032 - Sem o Empreendimento

Site Information

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North/South Street	Rua Dom Afonso
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		0						0	574				905	0
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0							0						
Capacity, c (veh/h)			0							710						
v/c Ratio										0.00						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)										10.1	0.0					
Level of Service (LOS)										B	A					
Approach Delay (s/veh)									0.0							
Approach LOS									A							

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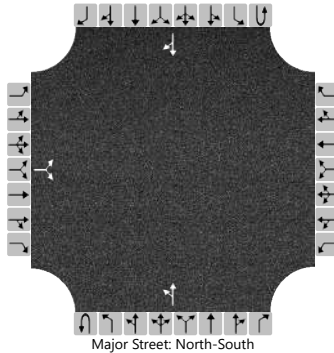
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Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		15						9	574				905	24
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38							10						
Capacity, c (veh/h)			150							694						
v/c Ratio			0.25							0.01						
95% Queue Length, Q ₉₅ (veh)			1.0							0.0						
Control Delay (s/veh)			37.2							10.3	0.2					
Level of Service (LOS)			E							B	A					
Approach Delay (s/veh)	37.2								0.4							
Approach LOS	E								A							