## Brisbane Office

Level 11 Green Square Nth Tower 515 St Paul's Terrace
Locked Bag 4006, Fortitude Valley
Queensland 4006 Australia
Tel: (07) 33102401
Fax: (07) 33699722

Gold Coast Office
Level 2 Emerald Lakes Town Centre
1/3321 Central Place, Carrara
PO Box 391, Nerang
Queensland 4211 Australia
Tel: (07) 55021585
Fax: (07) 55021586
Environmental
Impact Statement

- Traffic Report

Sydney Office
910 Pacific Highway, Gordon
New South Wales 2072 Australia
Tel: (02) 94967700
Prepared for GLNG
Fax: (02) 94993902

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## EXECUTIVE SUMMARY

## Project Description

Santos proposes to develop an LNG liquefaction and export facility (LNG facility) at Gladstone in Central Queensland, Australia. The LNG facility will allow Santos to commercialise its Queensland coal seam gas (CSG) resources and export the processed gas (in the form of LNG) to overseas markets. The facility will initially be constructed to produce 3 to 4 million tonnes per annum (Mtpa) of LNG, with the potential for future expansion to a nominal 10 Mtpa.

The LNG facility will be developed on Curtis Island (in the China Bay area) in close proximity to the industrial deepwater port at Gladstone. The GLNG Project will source gas from Santos' CSG fields at Fairview, Arcadia Valley and Roma, with gas being transported to the Gladstone LNG facility via a subsurface 435 km gas transmission pipeline.

The project will consist of the following key components:

- CSG field development: Approximately 850 development wells are expected to be drilled prior to 2015 with another 1500 beyond 2015;
- Gas transmission pipeline construction: Initially a single pipeline will be provided with compression facilities;
- LNG liquefaction and export facility: The proposed LNG facility on Curtis Island, with marine facilities proposed to include a LNG tanker loading jetty and marine off loading facility.

The delivery of the project will occur in stages. The construction and operations of the CSG fields is proposed to commence on project approval and continue throughout the life of the project. Construction of the gas transmission pipeline is expected to start in 2011 and last for up to 2 years after which it will be available for operations. The LNG facility is expected to be constructed in 3 stages (production trains), with Train 1 beginning in 2010 with operations beginning in 2014. Trains 2 and 3 are subject to gas availability and market conditions but for the purposes of this traffic impact assessment they are assumed to follow in immediate succession to Train 1.

## Scope of the Traffic Report

This report considers the traffic impacts of the construction and operation of the CSG field development, gas transmission pipeline and LNG liquefaction and export facility. This has included the determination of trips associated with the project including the heavy vehicle component. The cumulative impact of trips associated with other regionally significant projects has also been considered.

The impact of the GLNG Project has been determined against the operation of key intersections in Gladstone, the traffic carrying capacity of the mid-block links in the road network and the ability of the road pavements to withstand heavy vehicle loads. Analysis has been undertaken for "background" (without development) and "with development" traffic scenarios through the peak stages of construction and operation of the project components as well as the 10-year design horizon. A broad assessment of the impact of the development on the safe operation of the road network has also been undertaken. Impact mitigation actions and strategies are proposed.

Two options have also been assessed including:

- "No Bridge" Option: Assumes the proposed access road and bridge to Curtis Island will not be constructed. All personnel, materials and equipment for the construction and operations of the LNG facility will be transported to Curtis Island by barge or ferry for the life of the project;
- "Material by Rail" Option: Assumes that pipe and other materials and personnel will be transported by rail to the fullest extent possible in order to reduce vehicle trips on the road network, especially within Gladstone. The assumption made is that pipe will be transported by rail from Gladstone Port as far as Moura. Personnel travelling to accommodation facilities will be transported by rail as far as Moura.


## Road Network

The GLNG Project works will extend from the area around Roma, Injune and Rolleston in the west to Gladstone in the east. Primary access to the CSG fields and gas transmission pipeline will be from the state controlled road network with the Warrego Highway, Carnarvon Highway and Dawson Highway key access routes. Local government roads such as Fairview Road, Injune-Taroom Road, Arcadia Valley Road and Mulcahys Road will be used to access the individual gas field well sites. Access to the LNG facility will occur via a number of state controlled and local government roads with Landing Road providing the potential link to a bridge that may be used to access Curtis Island.

The Roads Implementation Program (RIP) proposes $\$ 224 \mathrm{M}$ of capital works on roads that may be used by development traffic over the 5-year period to 2012/13 and beyond.

## Development Traffic

Traffic generation for the CSG fields, gas transmission pipeline and LNG facility has been estimated for both the construction and operation phases. An allowance has been made for the construction of an access road and bridge connecting Landing Road to Curtis Island as well as a dredge material placement facility at Laird Point on Curtis Island.

Traffic generation has been based on estimated material quantities for construction works and assumptions about delivery frequency. Trips associated with construction and operations equipment and workforce have also been estimated. Assumptions about the origin and destination of trips have been made including allowances for the establishment of workers accommodation. All assumptions are documented in Section 4 of the report. A summary of the total road trips associated with each component over the life of the project is shown in Table 1.

Table 1
Total GLNG Trips

| Component | Estimated Total Trips (life of project) |
| :--- | :---: |
| CSG fields | $6,681,150$ |
| Gas Transmission Pipeline | 572,350 |
| LNG liquefaction and export facility | $2,477,200$ |
| Total | $\mathbf{9 , 7 3 0 , 7 0 0}$ |

## Intersection Capacity Impact Assessment

Intersection impact assessment has been undertaken in accordance with the following methodology:

- identify intersections that could be impacted significantly by the proposed development;
- identify intersections that would come close to practical capacity with the addition of the proposed development;
- obtain and analyse the background traffic at the identified intersections;
- determine background road network traffic peaks and development traffic peaks;
- add the cumulative project impact traffic to the existing background traffic volumes to determine the total background traffic to be used in the analysis of the identified intersections;
- identify the various components of the proposed development that will impact the road network;
- determine the traffic generated from the various components of the proposed development and combine with the background traffic. These volumes are to be used in the analysis of the identified intersections.

Using the above methodology, 13 intersections around Gladstone and one intersection at Biloela have been analysed. Several intersections have been identified as needing to be upgraded to specifically accommodate GLNG development traffic.

The following works are recommended to mitigate development impacts on capacity constraints at the intersections:

## Hanson Road/Red Rover Road

- addition of a right-turn lane on the western approach of Hanson Road and additional circulating lane to accommodate the movement;
- short right-turn lane on southern leg of Red Rover Road and additional circulating width.

Duplication of Hanson Road is being planned by Department of Main Roads (DMR). In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $4.8 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

## Hanson Road/Blain Drive/Alf O'Rourke Drive

- continuous left-turn lane from the south approach;
- right-turn lane on the western approach and additional circulating lane to accommodate the movement.

Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $3.7 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

## Dawson Highway/Blain Drive/Herbertson Street

- short left slip lane on southern leg of Dawson Highway;
- pavement marking of left lane on western leg to allow all turn movements.

The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

## Dawson Highway/Philip Street

The intersection exceeds practical capacity with background traffic and development traffic makes the situation worse. DMR are planning upgrade works and the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $6.1 \%$ of the combined background and development traffic in 2012.

Figure 1 illustrates the locations of intersection upgrades required by the GLNG Project for the base case scenario assessment.

## Roadway Link Capacity Impact Assessment

Roadway link analysis has been undertaken based on daily road link volumes with and without the proposed development. The adopted capacity thresholds for this assessment include:

## Rural Locations

- two lanes: $<7,500$ vehicles/day;
- two lanes with overtaking lanes: <15,000 vehicles/day;
- four lanes: > 15,000 vehicles/day.


## Urban Locations

- two lanes:

> <18,000 vehicles/day;

- four lanes: 18,000-36,000 vehicles/day;
- six lanes: $>36,000$ vehicles/day.

Assessment of roadway segment capacity was undertaken for each year of the expected GLNG Project life (2010 to 2034). Bring forward cost contributions are recommended on any link where the development creates the need to bring forward the timing of upgrades by one year or more.

To mitigate the impact of the development on mid-block capacity, it is recommended that the developer pay an appropriate portion of the bring forward cost of the upgrading from two to four lanes of the following sections of road:

- Gladstone-Mount Larcom Road from Red Rover Road to Power Station (approximately 1.0 km ) - bring forward 1.4 years from 2020 to 2019;
- Gladstone-Mount Larcom Road from Power Station to Reid Road (approximately 5.0 km ) - bring forward 1.4 years from 2020 to 2019.

This cost of the upgrade works is unknown, but if the construction costs were to be discounted back to 2009 at a rate of $7 \%$, the developer could expect to pay $4.7 \%$ of the cost. DMR has started the planning work to duplicate Gladstone-Mount Larcom Road to four lanes and negotiation with DMR regarding the timing of the planned upgrade (not currently in the RIP) and the developers contribution is recommended.

## Pavement Impact Assessment

This analysis relates only to heavy vehicle movements of the GLNG Project and includes both the construction and operation phases from 2010 to 2034. The GLNG Project is estimated to generate approximately $3,277,684$ heavy vehicle trips over the life of all project components. The pavement assessment comprises two components; the timing of pavement rehabilitation and whether there is a need to bring forward the works, and the increased need for regular pavement maintenance.

## Pavement Rehabilitation

The project impact on pavement rehabilitation considers the existing road roughness and the year at which a pavement reaches its terminal roughness and pavement rehabilitation works are required. The cumulative number of Equivalent Standard Axles (ESA) loaded onto the link to that year is calculated based on the ESA loading along the haulage routes. Development ESAs are then superimposed and the difference in time for reaching terminal roughness between the "background" and "with development" scenarios established. Contributions toward pavement rehabilitation would only be made where the development would bring forward the timing of the need for rehabilitation by one year or more.

Two road segments on the Carnarvon Highway, one segment of the Dawson Highway and one road segment on the Warrego Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG Project than with background traffic. The bring forward cost of these works is approximately $\$ 3.1 \mathrm{M}$ based on pavement rehabilitation rates supplied by DMR.

## Road Maintenance

The obligations for the maintenance of the state controlled road network impacted upon by the development have been calculated by dividing the number of development ESAs loaded onto a particular link by the background ESAs for an analysis year. This has been reported as a percentage for each link and each year of the development.

A five percent (5\%) significance criterion has been adopted for the assessment based on DMR guidelines. This warrant is triggered in the assessment period for a number of the links and the additional cost of maintaining the roads impacted by the proposed development is $\$ 16,241,400$ at a 2009 dollar value. Negotiation of the developer's contribution towards these works will be required.


## Other Development Impacts

## Rural Road Seal Widths

A preliminary assessment has been made of seal widths on rural state controlled roads to determine whether existing seal widths are sufficient to accommodate the expected additional traffic due to the development. Four sections of road have been identified that have existing width deficiency which the proposed GLNG Project adds traffic to. However, only one link was identified where development traffic increases traffic volume beyond the standard required with the existing traffic volume, thus triggering a higher (wider) standard of pavement. This is on the Carnarvon Highway from Injune north to Ch 86 where the addition of development traffic increases traffic volumes from below 700vpd to between 700 and 1700 vpd . The RIP indicates widening and pavement rehabilitation works on Carnarvon Highway from Injune to Rolleston to the value of over $\$ 30$ million from 2008 and beyond, hence no mitigation works are required.

## Access Roads to the CSG fields

Equipment and personnel require access to the CSG fields and work sites during field development activities. Approximately $6,800 \mathrm{~km}$ of new access roads will be required generally built to a low traffic volume unpaved rural road standard. Fairview Road, Arcadia Valley Road and Mulcahy Road need to be upgraded to local government standards and this could include intersection widening, pavement rehabilitation and widening and providing a sealed surface.

GLNG Project -Traffic Report

To mitigate the impact of development on the roads providing access to the CSG fields, the following is proposed at the developers cost:

- provide appropriate turn lane treatments at CSG field access locations with state controlled roads based on standards in the DMR RPDM - Chapter 13;
- ensure appropriate seal width is provided on access roads to the CSG fields, based on expected daily traffic volumes;
- upgrade the Carnarvon Highway/Mulcahy Road intersection to provide the minimum BAR/BAL turn treatments;
- upgrade Mulcahy Road to a carriageway width of 9.2 m and a seal width of 7.2 m including 0.5 m sealed shoulders. Flood immunity standards will need to be agreed with the local Council;
- upgrade Arcadia Valley Road to a carriageway width of 9.2 m and a seal width of 7.2 m including 0.5 m sealed shoulders. Flood immunity standards will need to be agreed with the local Council;
- Injune-Taroom Road should be improved to a standard able to accommodate the increased development traffic expected, as summarised in Table 9.2 above. It is recommended that the developer complete any necessary road upgrades to the recommended Austroads standards. Flood immunity standards will need to be agreed with the local Council.


## Access to the Gas Transmission Pipeline

The location of access roads to pipeline workers accommodation and construction depots are still to be determined. However where these intersect with the state controlled road network, a minimum standard of treatment will be required to maintain safety and efficiency. The minimum standard is a Basic Right Turn treatment (BAR) and Basic Left Turn Treatment (BAL) standards contained in Chapter 13 of the DMR Road Planning and Design Manual (RPDM). Standards for access roads have been defined and a road use management plan will need to be prepared by the contractor appointed to undertake the pipeline works recognising the intersection upgrade requirements.

## LNG Facility Access

Access to Curtis Island during construction of Train 1 of the proposed LNG Facility will take place via ferries and barges from port facilities within Gladstone. The proposed bridge linking Curtis Island to the mainland would not be complete until Train 1 of the LNG Facility is complete. The transfer of goods and equipment to Curtis Island has been assumed to be via Auckland Point wharves in Gladstone. Some oversize or pre-assembled construction items are expected to arrive by ship and would be transported directly to the Material Offloading Facility (MOF) for the LNG Facility on Curtis Island.

GLNG Project -Traffic Report

Personnel movements via ferry to Curtis Island are recommended to occur from Auckland Point wharves. After the completion of Train 1 of the LNG facility, access to Curtis Island may be via the proposed bridge crossing Port Curtis between Friend Point and Laird Point, accessed from Gladstone-Mt Larcom Road at Landing Road.

Provision of buses for workers transport and workers accommodation on Curtis Island will significantly reduce the amount of personnel travel to/from the construction site on a daily basis and this is a way of mitigating the development impacts.

## Options Assessment

## "No Bridge" Option

Investigation of the impact of the "No Bridge" option shows a reduction of 294,650 trips primarily due to no bridge construction traffic being added to the road network.

The quantitative impacts of the "No Bridge" option for the GLNG Project have been found to be comparable to those found for the base case assessment of the GLNG Project, with the following notable differences:

- intersection impacts within Gladstone result in intersections closer to the central city needing to be upgraded. This is understandable given that Auckland Point is the origin of trips to Curtis Island;
- roadway segment capacity improvements for the "No Bridge" option are required in the urbanised central city streets in Gladstone rather than on the urban fringe (as in base case). Upgrading constraints are likely to be more significant in the city centre resulting in higher cost and more delay during construction;
- pavement impacts for pavement rehabilitation are the same as for the base case. Road maintenance costs are approximately $\$ 22,000$ less for the "No Bridge" option because of the removal of bridge construction traffic.

The impacts of all options are summarised in Table 3 and Figure 2 identifies the location of intersection upgrades and mid-block capacity improvements required in the Gladstone area for the "No Bridge" option. The "No Bridge" option creates less impact on the Gladstone-Mount Larcom Road compared to the base case scenario with less works required at Hanson/Red Rover Road and no works required on Hanson Road/Blain Drive/Alf O'Rouke Drive. However, as more traffic is directed to Auckland Point, an upgrade of the Dawson Highway/Glenlyon Road/Bramston Street is required.
"No Bridge" Option Intersection and midblock improvements recommended in Gladstone


## Travel Time Impacts

The CEO Marine Transport Study prepared as a supplement for the base case scenario estimates that during Train 1 construction of the LNG facility (when the bridge is not yet in place), the travel time to the accommodation facilities on Curtis Island from the mainland would be approximately 84 minutes. This is an approximation of the travel time that can be expected for personnel for the life of the LNG project under the "No Bridge" option.

Under the base case scenario in which the bridge is available for operations of the LNG facility and construction of Trains 2 and 3, travel from Gladstone would be by road only and would take approximately 27 minutes, assuming a trip of approximately 32 km at an average speed of $70 \mathrm{~km} / \mathrm{h}$. Factoring in some intersection delays, total travel time could be between 30 to 40 minutes. Though these are rough approximations of personnel travel times, it is apparent that the provision of the bridge to Curtis Island makes transport for personnel more efficient. It is expected that the total travel time with the bridge in place would be almost twice as fast as travel using the ferry without the bridge.

## Additional Marine Traffic Movements

The "No Bridge" option was found to generate considerably more marine traffic during the construction of the LNG facility, especially during construction of Trains 2 and 3. A summary comparison of the estimated barge and ferry movements is provided in Table 2.

Table 2
LNG Facility Shipping Movements

| Construction <br> Stage | Base case |  |  | "No Bridge" Option |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Barge | Ferry | Total | Barge | Ferry | Total |
| Train 1 | 2,500 | 1,500 | 4,000 | 2,500 | 1,500 | 4,000 |
| Train 2 | 0 | 0 |  | 1,200 | 900 | 2,100 |
| Train 3 | 0 | 0 |  | 1,200 | 900 | 2,100 |

## "Material by Rail" Option

The quantitative impacts of the "Material by Rail" option for the gas transmission pipeline construction have been found to be comparable to those found for the base case assessment of the GLNG Project.

- intersection impacts are identical to the base case. The reduction of truck trips does not occur during the peak year of development traffic generation;
- roadway segment capacity impacts are the same as the base case. The reduction in trips for the "Material by Rail" option occurs early in the project whereas midblock capacity upgrades are required in the later years of the project;
- pavement impacts for pavement rehabilitation are identical to the base case, though the developer contribution required for road maintenance is approximately $\$ 400,000$ less for the "Material by Rail" option.

The benefits of the "Material by Rail" option are the reduction in heavy vehicle traffic using the roadway network, especially within Gladstone and along Dawson Highway. Also, whereas not all deliveries of pipe by road can be eliminated, the distance travelled by road is significantly reduced by transporting pipe by rail from Gladstone as far as Moura. It is estimated that a reduction in 14,500 trips and approximately 3,671,600 vehicle-km travelled will occur with the "Material by Rail" option, the majority of which will occur between 2010 and 2011.

The reduction in vehicle movement has operational benefits in that less heavy vehicle movement will occur along the Dawson Highway and side road delivery routes. This has the potential to make the Dawson Highway marginally safer from a road safety perspective due to less conflict between trucks and other vehicles. An additional advantage is that heavy vehicle movement will not occur across the Calliope Range where major deviation works are proposed during the pipe delivery period.

The impacts of all options are summarised in Table 3 and Figure 1 identifies the location of intersection upgrades and mid-block capacity improvements required in the Gladstone area, which are the same as for the base case assessment.

GLNG Project -Traffic Report
Table 3

Options Assessment Comparison Summary

| CATEGORY |  | BASE OPTION |  | NO BRIDGE OPTION |  | MATERIAL BY RAIL OPTION |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL DEVELOPMENT VEHICLES | Vehicles Type | Vehicle Trips |  | Vehicle Trips |  | Vehicle Trips |  |
| Coal Seam Gas Fields | Light Vehicles | 3,778,913 |  | 3,778,913 |  | 3,778,913 |  |
|  | Heavy Vehicles | 2,902,229 |  | 2,902,229 |  | 2,902,229 |  |
|  | Total Vehicles | 6,681,142 |  | 6,681,142 |  | 6,681,142 |  |
| Gas Transmission Pipeline Corridor | Light Vehicles | 431,000 |  | 431,000 |  | 431,000 |  |
|  | Heavy Vehicles | 141,355 |  | 141,355 |  | 126,724 |  |
|  | Total Vehicles | 572,355 |  | 572,355 |  | 557,724 |  |
| LNG Liquefaction and Export Facility | Light Vehicles | 2,243,091 |  | 2,041,671 |  | 2,243,091 |  |
|  | Heavy Vehicles | 234,099 |  | 140,857 |  | 234,099 |  |
|  | Total Vehicles | 2,477,190 |  | 2,182,528 |  | 2,477,190 |  |
| TOTAL | Light Vehicles | 6,453,004 |  | 6,251,584 |  | 6,453,004 |  |
|  | Heavy Vehicles | 3,277,683 |  | 3,184,441 |  | 3,263,052 |  |
|  | Total Vehicles | 9,730,687 |  | 9,436,025 |  | 9,716,056 |  |
| TOTAL VEHICLE KILOMETRES TRAVELLED | Vehicles Type | Vehicle Km |  | Vehicle Km |  | Vehicle Km |  |
| Coal Seam Gas Fields | Heavy Vehicles | 216,273,390 km |  | 216,272,490 km |  | 216,272,490 km |  |
| Gas Trasmission Pipeline Corridor | Heavy Vehicles | 8,908,076 km |  | 8,908,076 km |  | $5,237,387 \mathrm{~km}$ |  |
| LNG Liquefaction and Export Facility | Heavy Vehicles | 3,267,132 km |  | 2,353,517 km |  | 3,267,132 km |  |
| TOTAL |  | 228,448,598 km |  | 227,534,083 km |  | 224,777,009 km |  |
| INTERSECTION ANALYSIS |  | Developer Impacted |  | Developer Impacted |  | Developer Impacted |  |
| Hanson Road/Red Rover Road intersection |  | $\checkmark$ |  | $\checkmark$ |  | $\checkmark$ |  |
| Hanson Road/Blain Drive/Alf O'Rourke Drive intersection |  | $\checkmark$ |  |  |  | $\checkmark$ |  |
| Dawson Highway/Glenlyon Road/Bramston Street intersection |  |  |  | $\checkmark$ |  |  |  |
| Dawson Highway/Blain Drive/Herbertson Street intersection |  | $\checkmark$ |  | $\checkmark$ |  | $\checkmark$ |  |
| Dawson Highway/Philip Street intersection |  | $\checkmark$ |  | $\checkmark$ |  | $\checkmark$ |  |
| MIDBLOCK CAPACITY IMPACT ANALYSIS | Section Length | Impacted | Contribution | Impacted | Contribution | Impacted | Contribution |
| Gladstone-Mount Larcom Road from Red Rover Road to Power Station | 1.0 km | $\checkmark$ | 4.7\% |  |  | $\checkmark$ | 4.7\% |
| Gladstone-Mount Larcom Road from Power Station to Reid Road | 5.0 km | $\checkmark$ | 4.7\% |  |  | $\checkmark$ | 4.7\% |
| Dawson Highway from Gladstone-Mt Larcom Road to Breslin Street | 1.5 km |  |  | $\checkmark$ | 1.8\% |  |  |
| Dawson Highway from Breslin Street to Blain Drive | 0.7 km |  |  | $\checkmark$ | 2.0\% |  |  |
| Gladstone-Mount Larcom Road from Dawson Highway to Hilderbrand Street | 1.4 km |  |  | $\checkmark$ | 1.9\% |  |  |
| PAVEMENT IMPACT ANALYSIS |  | Deve | Costs | Develo | Costs |  | Costs |
| Maintenance Cost |  |  | ,400 | \$16, | ,150 |  | ,575 |
| Rehabilitation Cost |  |  | 300 | \$3,09 | 300 |  | 300 |
| TOTAL |  |  | ,700 | \$19, | ,450 |  | ,875 |

## Conclusion

The total amount of traffic generated by the GLNG Project has a peak during the construction phase at 2012. The highest volumes of traffic are generated through construction of the LNG Facility (Train 1) and the bridge to Curtis Island. However, there is still a significant amount of construction traffic associated with the CSG fields and gas transmission pipeline construction.

A number of mitigation measures are proposed, including:

- intersection upgrades;
- road construction;
- payment of contributions for maintenance of the state road network;
- payment of bring forward costs for an intersection upgrade;
- provision of workers accommodation on Curtis Island to minimise traffic movements; and
- provision of buses for the transport of LNG facility and bridge construction workers.

Together, these measures are considered sufficient to mitigate the traffic and transport impacts of the GLNG Project.

GLNG Project -Traffic Report

### 1.0 INTRODUCTION

### 1.1 Options Documentation

This report presents the impacts of the proposed Santos Gladstone Liquefied Natural Gas (GLNG) project on the transport network. Assumptions and inputs for each project component contained within the report are considered to be the "base case" for the GLNG Project, and the determination of development impacts is the baseline for which mitigation measures should be considered.

As the GLNG Project is still evolving and not all inputs to each of the project components are fully defined, reasonable assumptions and estimations have been made based on industry practice and engineering judgement. In addition, options for provision of infrastructure associated with the GLNG Project and transport modes for movement of materials and equipment to the various project sites are still being assessed for feasibility.

Two options related to transport have been assessed to supplement the base case scenario, the results of which have been incorporated for comparison to the base case in this report. The options assessed are:

- "No Bridge" Option: Assumes the proposed access road and bridge to Curtis Island will not be constructed. All personnel, materials and equipment for the construction and operations of the LNG facility will be transported to Curtis Island by barge or ferry for the life of the project;
- "Material by Rail" Option: Assumes that pipe and other materials and personnel will be transported by rail to the fullest extent possible in order to reduce vehicle trips on the road network, especially within Gladstone. The assumption made is that pipe will be transported by rail from Gladstone Port as far as Moura. Personnel travelling to accommodation facilities will be transported by rail as far as Moura.

The two options have each been assessed in combination with all other GLNG Project components to determine the transport impacts of the project under each respective option. This provides a direct comparison of the quantitative impacts to the base case scenario assessed in this report. Each option has been documented in supplement reports provided as attachments to this report.

The "No Bridge" option is provided at Appendix A and the "Material by Rail" option is provided at Appendix B.

### 1.2 Project Background

Cardno Eppell Olsen (CEO) has been commissioned by URS Australia Pty Ltd (URS) on behalf of Santos Limited (Santos) to undertake a traffic and transport study for the GLNG Project. This report has considered the traffic impacts of the construction and operations of the proposed Coal Seam Gas (CSG) field expansions in the Surat and Bowen Basins (Roma and surrounds), a proposed LNG liquefaction and export facility (LNG facility) on Curtis Island approximately 5 km northwest of Gladstone, and a proposed 435 km gas transmission pipeline linking the CSG fields to the LNG facility.

On 16 July 2007, the Queensland Coordinator-General (CG) declared the Project to be a 'significant project", requiring an Environmental Impact Statement (EIS), under the State Development Public Works Organisation Act 1971 (SDPWO Act). In August 2008, a Terms of Reference (ToR) for the preparation of such was issued.

### 1.3 Project Description

Santos proposes to develop an LNG liquefaction and export facility at Gladstone in Central Queensland, Australia. The facility will allow Santos to commercialise its Queensland coal seam gas resources and export the processed gas (in the form of LNG) to overseas markets. The facility will initially be constructed to produce 3 to 4 million tonnes per annum (Mtpa) of LNG, with the potential for future expansion to a nominal 10 Mtpa.

The LNG facility will be developed on Curtis Island (in the China Bay area) in close proximity to the industrial deepwater port at Gladstone. The project will source gas from Santos' CSG fields at Fairview, Arcadia Valley and Roma, with gas being transported to the Gladstone LNG facility via a subsurface 435 km gas transmission pipeline.

The project will consist of the following key components:

- CSG field development;
- gas transmission pipeline construction;
- LNG liquefaction and export facility development.


### 1.3.1 Coal Seam Gas Field Development

Santos outright as well as in joint venture owns and operates a number of existing CSG fields in the Fairview, Arcadia Valley and Roma project areas. These fields will be developed and expanded to provide sufficient gas supply to the LNG facility. Santos proposes to drill approximately 850 development wells prior to 2015 and possibly 1,500 or more wells after 2015 (excluding exploration wells). In addition, installation of other operationally related infrastructure will be required including access roads, temporary and permanent workforce accommodations, water gathering networks, water management facilities, in-field gas gathering networks (to transport gas from the wells to field compression stations), and field gas compression stations.

### 1.3.2 Gas Transmission Corridor

A 435km long underground gas transmission pipeline corridor will accommodate one pipeline for the delivery of the gas from the CSG fields to the proposed LNG facility on Curtis Island.

Initial capacity of the pipeline will ensure 3-4 Mtpa of LNG production at the LNG facility, with staged expansions achieved by intermediate boost compression and/or pipeline duplication to achieve the final configuration for 10 Mtpa LNG production.

### 1.3.3 LNG Liquefaction and Export Facility

The proposed LNG facility will be located on Curtis Island in the China Bay area (called Hamilton Point West), which is situated approximately 5 km northwest of the City of Gladstone. The LNG facility components may include, but are not limited to:

- inlet separation/filtration/treatment to remove pipeline debris and liquids;
- gas treatment to remove major components within the gas stream that are detrimental to the process of liquefaction of natural gas, including carbon dioxide, water and other contaminants;
- refrigeration and liquefaction;
- LNG storage tank(s) with vapour recovery;
- marine facilities including an LNG tanker loading jetty and marine off-loading facility (MOF);
- utilities including water, fuel systems, control systems and power generation;
- flares including a plant flare, tank flare, and/or marine flare;
- supporting facilities (e.g. construction accommodation, roads and bridge); and
- dredge material placement facility.

Access to the site may ultimately be via a potential bridge across Port Curtis, linking Curtis Island (Laird Point area) with the mainland (Friend Point area). The potential bridge and accompanying road is being designed to provide vehicular access to the LNG facility from the existing regional road network. At time of report production (March 2009) the need for such a bridge was still being assessed in consultation with stakeholder agencies, however for the purposes of this assessment the construction of a bridge is being treated as the base case.

The option for barging of materials and equipment and ferrying of personnel to Curtis Island from the mainland for the life of the project (2010-2034) has also been assessed as an option and is presented in the supplement report by CEO, "GLNG Traffic Report - No Bridge Option Assessment," included at Appendix A.

### 1.4 Staging

The delivery of the overall proposed project will occur in stages according to each project component. The proposed staging of the project is illustrated in Table 1.1. The construction and operation of the gas fields is proposed to commence on project approval and will continue throughout the life of the project. Pipe delivery for the pipeline will begin in the fourth quarter of 2010 and last for six months. The construction of the proposed gas transmission pipeline is anticipated to begin in the second quarter of 2011 and last for 18-24 months, after which it would be available for operations.

Proposed Project Staging

*Operations of all project components to continue past Year 2022
The LNG facility proposed for Curtis Island is expected to be constructed in three stages (production trains). Train 1 construction is anticipated to begin in 2010 and last approximately four years, with operations of Train 1 beginning in 2014. The timing of Trains 2 and 3 will be subject to gas availability and market conditions, and as such, no definitive schedule is available. For purposes of this assessment, the construction and operations of Trains 2 and 3 have been assumed to follow in immediate succession of Train 1, as shown in Table 1.1. This provides a robust scenario wherein multiple aspects of the GLNG Project generate traffic on the external road network simultaneously.

The potential access road and bridge linking Curtis Island to the mainland would begin construction in the third quarter of 2011 and take approximately two years to complete, finishing only a few months ahead of completion of Train 1 construction of the LNG facility. For this base case option, access to Curtis Island during Train 1 construction of the LNG facility would be via barge and ferry. If the bridge is not constructed, access to Curtis Island during the construction of all production trains and the operational life of the LNG facility would be via barge and ferry.

The construction of a dredge spoil placement facility on Curtis Island at Laird Point has been included in the assessment. The construction of bund walls for the facility would begin in the fourth quarter of 2010 and last for approximately 18 months. Delivery of material to the site would only be for the first 3-6 months.

### 1.5 References

- Santos Gladstone LNG Project - Terms of Reference, Queensland Government, August 2008;
- GLNG Project Description, URS, 8 January 2009;
- Gladstone LNG Gas Pipeline Pre-FEED Pipeline Route Selection, GHD, October 2008;
- Curtis Island Access Bridge and Road Construction Traffic Generation, URS, November 2008;
- Response to GLNG Terms of Reference Requirements, Foster Wheeler;
- Gladstone LNG Environmental Impact Statement - Marine Transport Strategy, Cardno Eppell Olsen, March 2009;
- Guidelines for Assessment of Road Impacts of Development, DMR, April 2006;
- Road Planning and Design Manual - Chapter 13, DMR, October 2006;
- Roads Implementation Program 2008-09 to 2012-13, Department of Main Roads;
- Gladstone Integrated Regional Transport Plan 2001-2030, Queensland Department of Transport, 2001;
- Walk-Cycle Network Improvement Plan, Gladstone City Council, June 2006;
- Blackwater System Information Pack - Issue 2.1, Queensland Rail, February 2007;
- Moura System Information Pack - Issue 3.1, Queensland Rail, March 2007; and
- North Coast Line System (South) Information Pack - Issue 2, Queensland Rail, June 2007.


### 2.0 DEVELOPMENT SITES

### 2.1 Site 1 - Coal Seam Gas Fields

### 2.1.1 Site Locations

The CSG field expansion will include further development of the existing CSG fields at Fairview and Roma as well as development of Santos' exploration field at Arcadia Valley. These three fields are planned to be developed in the reasonably foreseeable future. In addition, the GLNG Project may require the future development of the Mahalo, Denison, Comet Ridge, Scotia, Roma (other) and Eastern Surat Basin appraisal fields. The locations of these fields (collectively called the CSG fields) are shown on Figure 2.1. Also refer to Section 3 of the EIS document (Project Description).

### 2.1.2 Worker Accommodation

Due to the mainly rural nature of the region and the limited townships within the coal seam gas field areas, accommodation is not readily available and dedicated workers' accommodation facilities will be required. It is expected that the Fairview, Roma and Arcadia field workforce will be accommodated in the worker accommodation facilities, and personnel working in the Roma Centre will live in the town of Roma.

It is anticipated that the main worker accommodations will be located in central locations within the CSG field development areas. Worker accommodation may be co-located with construction depots. In addition, smaller crews are likely to be accommodated at the immediate gas well sites during the exploration phase of well development. It is likely that one or more worker accommodation facilities will be used for each of the Roma, Fairview and Arcadia gas fields.

The exact locations of worker accommodation facilities will be determined during the early construction phase and will be subject to separate approvals (e.g. development applications and any relevant approvals and permits).

### 2.1.3 Site Access

Primary access to the CSG fields will be via the existing state controlled road (SCR) network and existing commercial flight services from Brisbane to Roma. Primary access to the Roma gas fields will be from the Carnarvon Highway and the Warrego Highway. Access to the Fairview gas fields will be from the Carnarvon Highway at Fairview Road and Injune-Taroom Road, and primary access to the Arcadia gas fields will be from the Carnarvon Highway at Mulcahys Road and Arcadia Valley Road. Locations of likely access routes to the CSG fields are shown on Figure 2.1.


### 2.2 Site 2 - Gas Transmission Pipeline Corridor

### 2.2.1 Site Locations

In general, the proposed route for the gas transmission pipeline is closely aligned with the existing Queensland Gas Pipeline with the exception of the section north of Injune where the preferred pipeline route will run up the Arcadia Valley. The gas transmission pipeline will approach Gladstone from the southwest and will pass through the Gladstone State Development Area (GSDA) before crossing Port Curtis to Curtis Island. An alternative corridor alignment through the GSDA is being investigated, but there is no discernable difference in impact of this alignment of traffic generation and distribution for the gas transmission pipeline.

The preferred option for the pipeline crossing to Curtis Island is for the pipeline to be trenched into the seabed and overlain with protective rock cover. The proposed alignment is shown on Figure 2.2. The length of the pipeline route is approximately 435 km .

Field compression stations will pressurise the gas prior to it entering the gas transmission pipeline. Approximately 9 mainline valve stations will be located equidistant along the pipeline, contained within fenced compounds. Further design work will determine where the mainline valve stations are required and the equipment needed at each location.

The location of construction depots will be selected by the contractor prior to the commencement of construction activities. The sites may be co-located with construction workers accommodations and will be relocated as the gas transmission pipeline construction progresses. The construction contractor will select the ultimate location of depots. Due to the length of the gas transmission pipeline, it is likely that 3-4 main accommodation facility sites and 4-5 smaller satellite accommodation facilities spaced between the main facilities will be required. This is based on the normal practice of locating accommodation facilities and depots within an hour's drive from the active construction site, with the facilities moved when driving time increases beyond this time.

The construction depots will be primarily used for equipment storage, vehicle lay-down, site office, administration facilities and meeting points for crews prior to commencing work on the gas transmission pipeline corridor. Equipment stored at a construction depot may include construction and maintenance equipment and workers accommodation facilities.

Pipe and associated materials for the gas transmission pipeline will be transported to the Port of Gladstone via sea from offshore mills, and trucked by road to strategically placed laydown areas along the corridor. It is presently anticipated that 6-10 pipe laydown and laydown areas will be spaced along the pipeline corridor. The base case assessed in this report is that pipe will be shipped to Gladstone at Auckland Point Wharves and trucked to seven laydown area locations. An alternative option has also been assessed to transport pipe by rail from Gladstone to the laydown area locations, and is presented in the supplement report by CEO "GLNG Traffic Report - Materials by Rail Option Assessment" included at Appendix B.


### 2.2.2 Worker Accommodation

Due to the mainly rural nature of the region and the limited townships along the proposed gas transmission pipeline route, accommodation is not readily available for the construction workforce and dedicated workers' accommodation facilities will be required. The limited number of operational workforce will likely be based at various local towns along the pipeline or based in Gladstone.

It is anticipated that workers accommodation facilities will be located central to the construction section and will move along the gas transmission pipeline as construction progresses. Worker accommodation facilities may be co-located with construction depots, as discussed above. Three or four main workers accommodation locations are anticipated along the pipeline route through the duration of construction, and 4-5 smaller "satellite" accommodation facilities are anticipated to be spaced between the main facilities and at either end of the pipeline corridor.

It is also anticipated that a smaller "fly" workers accommodation facility will proceed ahead (approximately 50 km ) of the main accommodation facility, undertaking clearing and grading and other site preparation tasks ahead of the main construction crew. The fly workers accommodations will continue to move ahead of the main accommodation facility as they move along the pipeline corridor. The exact locations of workers accommodations will be determined during the early construction phase and will be subject to separate approvals (e.g. development applications and any relevant approvals and permits).

Approximate locations of pipe laydown area locations and worker accommodation facilities along the pipeline corridor are tabulated in Table 2.1. These locations are subject to further refinement and consultation with contractors and relevant stakeholders, but have been assumed in assessment of the pipeline traffic impacts.

Assumed Pipeline Facility Locations

| Facility Type | Site Number | Distance from Gladstone along pipeline corridor | Location Description |
| :---: | :---: | :---: | :---: |
| Pipe Laydown Area | 0 | 25 km | Along Gladstone-Mt Larcom Road near pipeline corridor crossing |
|  | 1 | 60 km | Along the Dawson Highway at Maxwelton Creek |
|  | 2 | 120 km | North of Biloela along Burnett Highway |
|  | 3 | 180 km | Along Dawson Highway at Moura |
|  | 4 | 250 km | Near intersection of Dawson Highway and Fitzroy Development Road (north) |
|  | 5 | 320 km | South of intersection of Arcadia Valley Road and Dawson Highway |
|  | 6 | 390 km | South of intersection of Arcadia Valley Road and Mulcahys Road |
| Main <br> Accommodation <br> Facility | 1 | 75 km | Near intersection of Dawson Highway and Inverness Road |
|  | 2 | 225 km | Near Intersection of Dawson Highway and Oombabeer Road |
|  | 3 | 375 km | Near intersection of Arcadia Valley Road and Mulcahys Road |
| Satellite <br> Accommodation <br> Facility | 1 | 30 km | Near intersection of Bruce Highway and Mount Alma Road |
|  | 2 | 150 km | Near intersection of Leichhardt Highway and Proposed Pipeline |
|  | 3 | 300 km | Near intersection of Dawson Highway and Arcadia Valley Road |
|  | 4 | 410 km | Along Fairview Road, west of Carnarvon Highway |

### 2.2.3 Site Access

Equipment and personnel require regular access to the pipeline corridor and work sites during construction. Access will generally be via existing roads and tracks as well as along the corridor. The proposed corridor has a network of existing public roads and farm or forestry tracks which may reduce the amount of site disturbance required. Existing access roads and tracks will be used wherever practicable and all project-related movements will be restricted to approved access tracks and the corridor.

Primary access to the gas transmission pipeline corridor will be gained from the major roads in close proximity to the pipeline for the majority of its length, which include the Carnarvon Highway, the Dawson Highway, Leichhardt Highway, Burnett Highway and the Bruce Highway. The existing local road network will be accessed from these roads to provide immediate access to the pipeline corridor.

Access to the centralised accommodation facility locations and pipe laydown area locations are assumed to be as shown on Figure 2.3. These locations are assumed to be similar regardless of whether pipe is selected to be transported by truck or by rail.


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### 2.3 Site 3 - LNG Facility

### 2.3.1 Site Location

The LNG facility is proposed to be located on Curtis Island at the Hamilton Point West site on Curtis Island adjacent to China Bay, which is situated approximately 5 km north of Gladstone. The location of the LNG facility in relation to the Gladstone region is shown on Figure 2.2. The area of the LNG facility site is approximately 190ha. The LNG facility is located within the GSDA in a dedicated "industrial precinct." A dredge material placement facility is being planned for the Laird Point area on Curtis Island.

### 2.3.2 Site Access

The base case assessed in this report is that access to the LNG facility site would be provided by an access road and bridge constructed to Curtis Island. The proposed access road to the bridge would connect to the northern end of Landing Road and follow the shoreline north to the Narrows. The bridge would cross Port Curtis between Friend Point and Laird Point and the access road would travel south from the bridge to the eastern boundary of the LNG facility site. The potential bridge and route of the access road are shown on Figure 2.2.

It is expected that the potential bridge and access road would not be available for construction of Train 1 of the LNG facility. During this period the transfer of construction workers to their accommodation facilities on Curtis Island will be by barge/ferry operations from Auckland Point Wharves. If the Curtis Island access road and bridge are not constructed, barge/ferry service would continue to transport personnel to Curtis Island during operations of Train 1 and construction of Trains 2 and 3 of the LNG facility. This scenario has been assessed in the supplement report by CEO "GLNG Traffic Report - No Bridge Option Assessment" included at Appendix A.

Based on the "GLNG Environmental Impact Assessment - Marine Transport Study" prepared by Cardno Eppell Olsen (CEO) in March 2009, several options for goods and personnel transport to the site exist. This assessment has assumed that equipment and materials destined for Curtis Island would be trucked or shipped to Gladstone and offloaded at Auckland Point wharves and transferred to Curtis Island via barge. Some oversize or pre-assembled construction items are expected to arrive by ship and would be transported directly to the MOF for the LNG Facility on Curtis Island. This option has been adopted for assessment of the traffic impacts of the LNG facility. The CEO Marine Transport Strategy is included at Appendix C.

As noted, access for workforce and plant/materials to Curtis Island for the construction of the dredge placement facility will be similar to that for the LNG facility, though barges and ferries will be required to extend their route to Laird Point from the LNG facility location at Hamilton Point.

### 2.3.3 Worker Accommodation

It is anticipated that all construction workers for the LNG facility will be accommodated on Curtis Island during their shifts and transported by ferry from Auckland Point wharves. This option has been adopted for assessment of the traffic impacts of the LNG facility. Three other options for worker accommodation were evaluated, but accommodations on Curtis Island were found to be a more efficient option for traffic operations and overall worker travel times to the site. The worker accommodations on Curtis Island will be self-sufficient and will likely be within walking distance of the construction site.

### 3.0 EXISTING ROAD NETWORK

### 3.1 Key Roads

The following provides a description of each of the key roadways in the area of influence of the proposed GLNG Project.

## Gladstone and Surrounds

The following roads within Gladstone and surrounds are expected to be primarily utilised for the construction and operations of the LNG facility and proposed access road and bridge construction. However, it is expected that some overlap in road usage will occur between project components, especially on the Bruce Highway and the Dawson Highway. These roads are illustrated on Figure 3.1.

### 3.1.1 Gladstone-Mount Larcom Road

Between the Bruce Highway and Landing Road, Gladstone-Mount Larcom Road is a two-lane, undivided road with narrow, sealed shoulders (approximately 0.5 m ). Overtaking lanes are provided in the eastbound direction east of the Bruce Highway and west of Mylrea Road and in the westbound direction between Landing Road and Calliope River Road.

The posted speed limit is $100 \mathrm{~km} / \mathrm{h}$ except in the immediate vicinity of Landing Road and the Bruce Highway, where an $80 \mathrm{~km} / \mathrm{h}$ speed limit applies. Gladstone-Mount Larcom Road is a state controlled road. At-grade give-way or stop sign controlled intersections provide access to adjacent properties and roads.

Gladstone-Mount Larcom Road is a designated haulage route for 23 m and 25 m B-Doubles.

### 3.1.2 Hanson Road/Glenlyon Road

Hanson Road, between Landing Road and the Gladstone urban area, consists of a two lane formation with one metre sealed shoulders. This section is a state controlled road. The posted speed limit is generally 100km/h in the section east of the Calliope River to the Rio Tinto Aluminium roundabout access, where a speed limit of $60 \mathrm{~km} / \mathrm{h}$ applies. The speed limit is 80km/h between the Rio Tinto Aluminium access and Landing Road.

Access intersections to adjacent industrial sites are generally provided in either unsignalised or roundabout configurations. A grade separated intersection form is provided at the Gladstone Power Station access.

Hanson Road is a designated haulage route for 23 m and 25 m B-Doubles.

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Hanson Road becomes Glenlyon Road in the Gladstone urban area and changes to Council control. An urban four-lane form is provided through the Gladstone urban area and industrial area. On-street parking is available within the industrial area. The speed limit varies between $60 \mathrm{~km} / \mathrm{h}$ and $70 \mathrm{~km} / \mathrm{h}$ between Dawson Highway and the Calliope River bridge.

### 3.1.3 Bruce Highway

The Bruce Highway extends north from Brisbane to Cairns and forms part of the Australian National Highway network. The Bruce Highway is an inter-regional link under the control of the Department of Main Roads (DMR). There will be three sections of this highway used for the construction of the GLNG Project, including the section from Brisbane to the Dawson Highway, the section from the Dawson Highway to Gladstone-Mount Larcom Road and the section from Gladstone-Mount Larcom Road to Rockhampton. The three sections described below serve varying functions for the road network, as well as carrying varying volumes and forms of traffic related to the GLNG Project.

The section from Brisbane to the Dawson Highway predominantly has a speed limit of $100 \mathrm{~km} / \mathrm{h}$ varying to $110 \mathrm{~km} / \mathrm{h}$ for some sections. It is a high standard, high-speed rural highway with a main function to carry long distance trips and freight movements. The link generally has a two-lane, two-way cross section with regular provision of auxiliary overtaking lanes north of Cooroy with a four-lane to eight-lane freeway form south of this.

The section of Bruce Highway between the Dawson Highway and Gladstone-Mount Larcom Road is a high standard, high-speed highway with a main function to carry long distance trips and freight movements. The link generally has a two-lane, two-way cross section with regular provision of auxiliary overtaking lanes. In general it has a posted speed limit of $100 \mathrm{~km} / \mathrm{h}$.

The section from Gladstone-Mount Larcom Road to Rockhampton is very similar to that between Dawson Highway and Gladstone-Mount Larcom Road. In general it has a posted speed limit of $100 \mathrm{~km} / \mathrm{h}$ and the same road hierarchy and conditions.

### 3.1.4 Dawson Highway

The Dawson Highway serves as part of a connection between the Central Highlands and Queensland central coast. It provides a freight route for the mining, agricultural and grazing industries, and also carries some tourist traffic.

The section of the Dawson Highway between Rolleston and Gladstone is a rural two-lane highway with a speed limit of $100 \mathrm{~km} / \mathrm{h}$ reducing to 80 and $60 \mathrm{~km} / \mathrm{h}$ through Rolleston, to $80 \mathrm{~km} / \mathrm{h}$ through Bauhinia and $60 \mathrm{~km} / \mathrm{h}$ through Calliope. The section is currently an approved type 1 road train route, though there are a number of locations along it that do not allow long/oversized vehicles to currently use this road as a route.

The Dawson Highway between Bruce Highway and Chapman Drive in Gladstone provides an $80-100 \mathrm{~km} / \mathrm{h}$ speed environment and is a state controlled road. The link is generally a twolane undivided road. Overtaking lanes are provided in sections along the link.

In Gladstone north of Chapman Drive, Dawson Highway takes an urban form with a four-lane median-divided cross section. Through the central Gladstone area, the link provides parallel (kerbside) and central parking opportunities. Intersections within this area are generally controlled by either roundabouts with two circulating lanes or signal control. A $60 \mathrm{~km} / \mathrm{h}$ speed limit applies.

Partially paved pedestrian paths (approximately 1.5 m width) are provided in the central Gladstone area. No special provision is made for bicycles either on or off-road, though wide paved shoulders are generally provided.

### 3.1.5 Calliope River Road

Calliope River Road is a recently sealed two-lane, 100km/h posted road, that provides connection between Gladstone-Mount Larcom Road and the Bruce Highway. Council planning for the link allows for increasing use by vehicles associated with the Gladstone State Development Area (GSDA).

The northern section of Calliope River Road extends through the township of Yarwun. Through this section, the adjacent land use is mainly residential and the speed limit is reduced to $60 \mathrm{~km} / \mathrm{h}$.

Calliope River Road is a designated haulage route for 23 m and 25 m B-Doubles.

### 3.1.6 Landing Road

Landing Road consists of a two-lane formation with sealed shoulders and is a Council road. The posted speed limit is generally $100 \mathrm{~km} / \mathrm{h}$. Access intersections to adjacent industrial sites are provided in unsignalised configurations.

Landing Road is a designated haulage route for $23 m$ and $25 m$ B-Doubles. High mass limit access on Landing Road terminates at the Cement Australia access road.

### 3.1.7 Blain Drive

Blain Drive is a two-lane undivided road. It performs a through traffic function from Dawson Highway to Hanson Road/Gladstone-Mount Larcom Road as well as an access role to the adjacent industrial and residential areas. The posted speed limit is $60 \mathrm{~km} / \mathrm{h}$ at the northern and southern ends and $70 \mathrm{~km} / \mathrm{h}$ in the central section.

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### 3.1.8 Kirkwood Road

The extension of Kirkwood Road between the Dawson Highway and Glenlyon Road has recently been constructed. The link is a two-lane, two-way $80 \mathrm{~km} / \mathrm{hr}$ road in the vicinity of the Dawson Highway. Funding has been obtained for the completion of the link through to Gladstone-Benaraby Road by 2009-2010. Ultimately Kirkwood Road will connect directly with Don Young Drive forming a grade separated interchange with the Dawson Highway. Kirkwood Road is intended to act as a ring road to direct traffic south of the central city area.

### 3.1.9 Gladstone-Benaraby Road

Between the Bruce Highway and Toolooa Street, Gladstone-Benaraby Road is a two-lane undivided road with sealed shoulders (approximately 1 m ). Overtaking lanes are provided in both directions along its length. It becomes a four-lane, two-way road north of Philip Street.

The posted speed limit on Gladstone-Benaraby Road from the Bruce Highway is generally $100 \mathrm{~km} / \mathrm{h}$ until Glen Eden Drive where an $80 \mathrm{~km} / \mathrm{h}$ speed limit applies. Gladstone-Benaraby Road is a state controlled road. At-grade give-way or stop sign controlled intersections provide access to adjacent properties and roads. A roundabout has recently been constructed at the Boyne Island Road intersection. At its northern end the road becomes an urban road and has a number of roundabout intersections with more major connecting roads.

### 3.1.10 Gladstone Port Access Road

Gladstone Port Access Road is a state controlled road recently constructed to provide a connection to the port facilities at Barney Point. It is predominantly a grade separated twoway, two-lane road with no connections along its lengths. Gladstone Port Access Road is a designated haulage route for 23 m and 25 m B-Doubles. The road has a posted speed limit of $60 \mathrm{~km} / \mathrm{h}$ for its length.

On the southern section of Glenlyon Road at the western end of Gladstone Port Access Road there is a rail underpass with a clearance of 4.7 m .

### 3.1.11 Red Rover Road/Don Young Drive

Red Rover Road/Don Young Drive is generally a two-lane undivided road. The northern section, Red Rover Road, has frequent access to abutting industrial uses. The southern section, Don Young Drive, provides a high quality connection between the Dawson Highway and Hanson Road with grade separation of the rail crossings. A $60 \mathrm{~km} / \mathrm{h}$ speed limit applies in the northern section (approximately 2 km ) with $80 \mathrm{~km} / \mathrm{h}$ in the southern section (approximately 4 km ).

### 3.1.12 Glenlyon Road

Glenlyon Road starts as a two-lane formation south of Kirkwood Road and runs north into Gladstone as a two-lane undivided road with wide sealed shoulder on the west side. It has a speed limit of $80 \mathrm{~km} / \mathrm{h}$. Glenlyon Road has grade separation over the rail tracks. A bicycle lane starts on the west side of Glenlyon Road just north of the rail tracks. North of Tank Street has a four-lane median-divided cross-section with kerb parking and a speed limit of $60 \mathrm{~km} / \mathrm{h}$.

### 3.1.13 Dawson Highway/Breslin Street

Dawson Highway/Breslin Street runs east-west as Dawson Highway turns to Dawson Road in Gladstone and runs east to Toolooa Street. It has a posted speed limit of $60 \mathrm{~km} / \mathrm{h}$. From Dawson Road to Boles Street it has a four-lane divided cross section with median breaks and turn-lanes, and kerb parking on the south side. Dawson Highway/Breslin Street has a twolane undivided cross-section from Boles Street to Glenlyon Road, with a pedestrian footpath and wide paved shoulder along the north side. From Glenlyon Road to Lyons Street, it has a four-lane undivided cross-section. East of Lyons Street it generally has two lanes westbound and one lane eastbound to Toolooa Street.

A bus service is provided along Dawson Highway/Breslin Street, with kerb indents at some bus stop locations.

### 3.1.14 Toolooa Street

Toolooa Street is a Council controlled, four-lane paved roadway that generally runs northsouth between Gladstone-Benaraby Road and Derby Street before becoming a two-lane road north through to Tank Street. Between Gladstone-Benaraby Road and Derby Street Toolooa Street is median divided with parking permitted along its western side between Roberts Street and Derby Street. It has a $60 \mathrm{~km} / \mathrm{h}$ posted speed limit.


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## Regional Roads

The following roads are expected to be primarily utilised by the CSG field development activities and the gas transmission pipeline construction components of the GLNG Project. These roads are illustrated on Figure 3.2.

### 3.1.15 Burnett Highway

Burnett Highway is a state controlled two-lane paved roadway that runs generally north-south from Dawson Highway at Biloela, meeting Leichhardt Highway at Dululu, and continuing north to meet the Bruce Highway near Rockhampton. It also continues south of Biloela into the South Burnett region. Burnett Highway has centre line marking and no shoulder lane marking or formed shoulder from Dawson Highway to Jambin. North of Jambin, it has shoulder lane markings and generally has a paved shoulder of varying width (up to 1 m ).

The speed limit on Burnett Highway is generally $100 \mathrm{~km} / \mathrm{h}$, with a posted speed limit of $80 \mathrm{~km} / \mathrm{h}$ through Jambin and $60 \mathrm{~km} / \mathrm{h}$ through Dululu as it meets the Leichhardt Highway.

Burnett Highway is a designated haulage route for 23 m and 25 m B-Doubles.

### 3.1.16 Leichhardt Highway

Leichhardt Highway is a designated haulage route for Type 1 road trains, and 23 m and 25 m B-Doubles. It is a state controlled, paved, two-lane roadway with a posted speed limit of $100 \mathrm{~km} / \mathrm{h}$. It runs between Goondiwindi on the Queensland/New South Wales border through to the Capricorn Highway west of Rockhampton.

### 3.1.17 Warrego Highway

Warrego Highway runs generally east-west beginning in Ipswich and running west through Toowoomba, Dalby, Miles and Roma and terminating at the Mitchell Highway in Charleville. It has a four-lane freeway cross section from Ipswich to Toowoomba with wide median separation and wide paved outside shoulders. All major crossroad and rail crossings are grade-separated. Further to the west, some crossroads intersect at-grade, but acceleration/deceleration lanes and wide median refuge areas are provided for turning vehicles.

West of Toowoomba, the Warrego Highway has a two-lane undivided cross section with periodic climbing/overtaking lanes. Paved shoulders and lane marking are provided.

The posted speed limit on the Warrego Highway is generally $100-110 \mathrm{~km} / \mathrm{h}$ west of Toowoomba. It is generally $60-70 \mathrm{~km} / \mathrm{h}$ through towns and cities where frontage access is allowed. The posted speed through Roma is $60 \mathrm{~km} / \mathrm{h}$.

The Warrego Highway is a designated haulage route for Type 1 road trains, and 23 m and 25 m B-Doubles.

### 3.1.18 Fitzroy Developmental Road

The southern section of Fitzroy Development Road runs from the Leichhardt Highway, approximately 16 km north of Taroom, through to the Dawson Highway, approximately 20km to the east of Bauhinia. The southern section runs in a north-south direction and is predominantly unsealed for its length. The northern section of the road runs from the Dawson Highway at Bauhinia through to the Capricorn Highway, to the west of Duaringa. Over half of this section of road is sealed with only the middle section unsealed.

### 3.1.19 Carnarvon Highway

Carnarvon Highway is a generally north-south highway running from Warrego Highway at Roma north to Dawson Highway at Rolleston. Carnarvon Highway is a two-lane roadway with wide shoulders and kerb parking through Roma. It continues south as a two-lane highway down to the New South Wales border at Mungindi before heading east to Garah.

### 3.1.20 Fairview Road

Fairview Road is a Roma Regional Council road that runs east-west from the Carnarvon Highway east into the Fairview CSG Fields. The first approximately 14 km east of the Carnarvon Highway is unsealed, after which Fairview Road is sealed.

### 3.1.21 Arcadia Valley Road

Arcadia Valley Road is a Central Highlands Regional Council controlled road that runs between Dawson Highway east of Rolleston and Carnarvon Highway approximately 40km north of Injune. It is a local road of regional significance. For the majority of its length the road is a gravel formation with sealed sections ( $4-7 \mathrm{~m}$ seal width) at its northern and southern ends only. It is signed that heavy vehicles should not use this road in wet weather. Arcadia Valley Road will likely be a primary local access route to serve traffic to the pipeline corridor, as it runs parallel with the proposed gas transmission pipeline right-of-way for approximately 100km.

### 3.1.22 Mulcahys Road

Mulcahys Road is a Central Highlands Regional Council controlled road that provides a connection between Arcadia Valley Road and Carnarvon Highway. It is a local road of regional significance. Mulcahys Road will serve as the primary access from Carnarvon Highway to the Arcadia gas fields as well as the first centralised worker accommodation and construction depot for the gas transmission pipeline. The road is a mixture of gravel and narrow seal (4m) construction.

### 3.1.23 Injune-Taroom Road

Injune-Taroom Road is a Council (Roma Regional Council and Banana Shire Council) controlled road that provides a connection between Injune and Taroom and provides access to existing and proposed CSG fields. It is a local road of regional significance. The road is sealed for approximately 30 km from Injune, after which is unsealed.


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### 3.2 Traffic Volumes

Baseline traffic count data was predominantly sourced from the Department of Main Roads (DMR), supplemented with data from previous traffic surveys undertaken by Austraffic in 2006. Traffic volumes were also obtained from the following local regional councils:

- Gladstone Regional Council;
- Banana Regional Council;
- Roma Regional Council;
- Central Highlands Regional Council.

Data provided by these Councils were predominantly AADT volumes, including heavy vehicle classification information. Existing daily traffic volumes are illustrated on Figure 3.3 below. Existing peak hour turning movement counts and daily roadway link volumes can be found at Appendix D.

Background traffic growth rates were discussed with DMR on 17 July 2008 and subsequently agreed that generally high growth rates would be applied to the traffic network to account for committed developments in the area. A linear growth rate of $6 \%$ per annum has been applied to the majority of the traffic network except in higher volume urban areas where a background growth rate of $4 \%$ per annum was adopted due to the higher existing levels of background traffic. These growth rates are consistent with those adopted in the Moura Link-Aldoga Rail Project and are higher than those adopted for the Gladstone Pacific Nickel Refinery and Wiggins Island Coal Terminal Projects.

### 3.3 Crash History

The latest five years of crash history data was obtained from Queensland Transport in the form of a map showing the crash locations. No information about type of crash or severity has been provided. Vehicle crash rates have been calculated for each state road section and are illustrated in ranges on Figure 3.4. Vehicle crash rates on road sections are reported in crashes per million vehicle-kilometres travelled per year.

The crash data could not be differentiated on the basis of mid-block and intersection crashes. Generally, crashes are more likely to occur at intersections due to the higher number of conflict points that occur. Therefore, the vehicle crash analysis undertaken may be biased towards sections of road that have a high number of intersecting roads. This is more likely to be the case in urban areas.

Nevertheless, there are some sections of rural road west of the Bruce Highway that appear to have a higher crash risk than others. These include:

- Carnarvon Highway south of Rolleston;
- Dawson Highway east of Rolleston;
- Dawson Highway west of Moura;
- Leichardt Highway south of Banana;
- Dawson Highway between Biloela and Calliope (Calliope Range)

The information provided by Queensland Transport does not contain sufficient detail so crash types and possible crash causes can be determined. The above sections of road should be investigated further by DMR to determine possible crash trends and whether there are any road improvements that could be implemented to reduce the likelihood of crashes occurring. If any deficiencies are noted, then these are existing deficiencies and not attributed to development traffic.

For the purposes of traffic impact assessment within this report, all trips generated by the GLNG Project are conservatively assumed to be new trips. However, this does not necessarily mean the likelihood of crashes on the road network will increase in direct proportion, because in practice many of the development trips may divert from other parts of the road network.

A number of factors can contribute to a crash, including road environmental factors (e.g. road conditions), driver factors (e.g. fatigue) and vehicle factors (e.g. worn tyres). Thus it is important the road environment is made as safe as possible within the bounds of financial resource, but also that the developer has in place measures to check the safety of vehicles used on the contract works and train staff and contractors on safe driving practices.



### 3.4 Future Traffic Network Planning

In order to determine future road related projects for the Gladstone area the following documents were reviewed:

- "Roads Implementation Program 2008-09 to 2012-13" produced by the Department of Main Roads;
- "Gladstone Integrated Regional Transport Plan: 2001 - 2030" produced by Queensland Transport; and
- DMR Statements of Intent for Link Development.

Key information from these documents is summarised herein.

### 3.4.1 Roads Implementation Program 2007-08 to 2011-12

The Roads Implementation Program 2008-09 to 20012-13 (RIP) details projects that have had funds allocated to them and the expected timing of these works. There are a number of projects detailed in the RIP that fall within the study road network, provided in Table 3.1 below.

Table 3.1

| Roadway | From | To | Planned Roadworks | Funding \$'000 | Year(s) |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Dawson Highway (BananaRolleston) | Maloneys Gully | Roundstone Creek | Rehabilitation and overlay work | 12,800 | $\begin{gathered} \text { 2010/11 - } \\ \text { 2012/13 \& } \\ \text { beyond } \end{gathered}$ |
|  | Basalt Creek | Sunlight Road | Widened and sealed | 7,209 | 2012/13 |
| Dawson <br> Highway <br> (Gladstone- <br> Biloela) | Calliope Range |  | Construction deviation | 70,000 | $\begin{gathered} 2008 / 09- \\ 2012 / 13 \end{gathered}$ |
|  |  |  | Accelerated Road Rehabilitation Project | 78,912 | $\begin{gathered} 2007 / 08- \\ 2008 / 09 \end{gathered}$ |
| Gladstone-Mt Larcom Road |  |  | Delineation and line markings | 1,300 | $\begin{gathered} 2008 / 09- \\ 2009 / 10 \end{gathered}$ |
|  | Glenlyon Street/Dawson Highway/Bramston Street |  | Intersection Improvements | 100 | 2009/10 |
|  | Calliope River Road | Reid Road | Overtaking lanes constructed | 2,324 | $\begin{gathered} 2010 / 11- \\ 2012 / 13 \end{gathered}$ |
|  | Wiggins Island Intersection | Reid Road | Rehabilitate pavement | 1,227 | $\begin{gathered} 2009 / 10- \\ 2010 / 11 \text { to } \\ 2012 / 13 \end{gathered}$ |
|  | Gibson Street | Blain Drive | Seal shoulders | 600 | 2008/09 |
| Glenlyon Road | Ferris Street | Derby Street | Asphalt resurfacing | 240 | 2008/09 |
| Don Young Drive | Dawson Highway north |  | Asphalt resurfacing | 300 | 2009/10 |

Table 3.1 continued...
RIP Planned Works

| Roadway | From | To | Planned Roadworks | Funding <br> \$'000 | Year(s) |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Mulcahys Road | 6.0km | 10.7 km | Pave and seal | 407 | 2008/09 |
| Carnarvon Highway (InjuneRolleston) | At deep channel |  | Culvert installed | 1,080 | 2008/09 |
|  | Bullaroo Creek section |  | Roadway formed and improved drainage | 100 | 2008/09 |
|  | 68.50km | 77.10km | Reconstruct pavement | 5,596 | $\begin{gathered} 2008 / 09- \\ 2012 / 13 \end{gathered}$ |
|  | 60.20km | 68.50km | Widen pavement | 5,461 | $\begin{gathered} \text { 2010/11 - } \\ \text { 2012/13 \& } \\ \text { beyond } \end{gathered}$ |
|  | 0.60km | 21.10km | Widen pavement | 9,493 | $\begin{gathered} 2007 / 08- \\ 2008 / 09 \end{gathered}$ |
|  | 21.10km | 42.20km | Widen and seal | 11,068 | $\begin{gathered} 2008 / 09- \\ 2012 / 13 \end{gathered}$ |
| Carnarvon Highway (Roma -Injune) | 0.00km | 90.35 km | Roadside signing | 50 | 2008/09 |
|  | 0.00km | 90.35km | Hazards close to road | 1,600 | $\begin{gathered} 2008 / 09- \\ 2009 / 10 \end{gathered}$ |
|  | Quentin Street/Bowen Street |  | Intersection improvements | 150 | $\begin{gathered} 2007 / 08- \\ 2008 / 09 \end{gathered}$ |
|  | McDowall Street |  | Install traffic signals | 300 | $\begin{gathered} 2007 / 08- \\ 2008 / 09 \end{gathered}$ |
| Arcadia Valley Road |  |  | Rehabilitation | 220 | 2010/11 |
| Roma-Taroom Road | 0.00km | 64.90km | Pave and seal | 12,163 | $\begin{gathered} 2008 / 09- \\ 2009 / 10 \end{gathered}$ |
| Roma-Taroom Road | 42.37 km | 64.75 km | Pave and seal | 562 | 2008/09 |
| Injune-Taroom Road | 5km | 15km | Rehabilitate Pavement | 430 | 2012/13 |

Significant funding has been allocated for the Carnarvon Highway (pavement and drainage works totalling $\$ 34,898,000$ ) and the Dawson Highway (Calliope Range deviation totalling $\$ 70,000,000)$.

### 3.4.2 Gladstone Integrated Regional Transport Plan: 2001-2030

The Gladstone Integrated Regional Transport Plan (GIRTP) was developed in 2001 in conjunction with a number of government bodies and private organisations that have an interest in the greater Gladstone area. The GIRTP includes four components which are the vision, guiding principles, planning assumptions and action plans and covers a range of transport related areas including rail network, road network, passenger and public transport and walking and cycling.

The GIRTP Road Study was undertaken in 2001/02 to assist DMR, Gladstone City and Calliope Shire Councils to respond to future growth and the resulting impact upon the road network. A planning model was used to identify areas in the road network where future development could adversely impact upon traffic operations and to also identify where new links may be required. Road infrastructure requirements for increases in population as a result of development were also assessed and identified.

Major findings of the GIRTP Road Study included:

- provide the required road connection/s into the Aldoga precinct from GladstoneMount Larcom Road;
- provide supporting Port infrastructure (i.e. dredging, wharf development, reclamation) and infrastructure for corridor development to Aldoga and Yarwun precincts;
- extension of Landing Road on strategic port land to serve Fisherman's Landing Wharf;
- provide capital works, including wharves, stockpiles, dredging, conveyors etc, at Gladstone Port in accordance with the Gladstone Ports Corporation Strategic Plan including at Fisherman's Landing Wharf;
- duplication of Hanson Road Stage Two:
- Power station access to Gladstone-Mount Larcom Road intersection;
- Gladstone- Mount Larcom Road/Landing Road intersection to Aldoga precinct;
- upgrade of Landing Road Stage One:
- $\quad$ widen and strengthen Gladstone-Mount Larcom Road to QCL
- upgrade of Landing Road Stage Two:
- widen and strengthen QCL to Forest Road;
- upgrade of Calliope-Targinie Road Stage One:
- upgrade to two-lane bitumen standard;
- upgrade of Calliope-Targinie Road Stage Two:
- upgrade and overlay strengthening to meet industrial traffic demand;
- Gladstone-Mount Larcom Road overtaking lanes;
- development proposed for the Gladstone State Development Area will result in significant upgrades to the network based upon threshold criteria;
- the Dawson Highway south-west of Philip Street requires upgrading in the near future;
- sections of the Dawson Highway, Blain Drive and Hanson Road will require upgrading as a result of the proposed development of the Gladstone State Development Area;
- the upgrading of Gladstone-Mount Larcom Road will need to be in stages;
- the existing Gladstone-Benaraby Road between Kirkwood Road and Ten Mile Creek will require upgrading from two to four lanes in the long-term.

Other proposed road upgrades for the greater Gladstone area include:

- construction of a new access road between the Bruce Highway (south of the intersection with Gladstone-Mount Larcom Road) and the Aldoga Industrial Estate;
- Calliope River Road may be designated as a Hazardous Goods Route between the Bruce Highway and Gladstone-Mount Larcom Road;
- Philip Street to be widened to four lanes between the Dawson Highway and Glenlyon Road.

The Recommended Capital Road Program (Road Network) included in the GIRTP identifies a need to duplicate Hanson Road in medium term. It is noted that the timing of these works is dependent on future industrial development in the area and funding has not been allocated.

The GIRTP also considers upgrading Dawson Highway between Chapman Drive and Kirkwood Road to four lanes in the long term.

### 3.4.3 DMR Statements of Intent for Link Development

Statements of Intent (SOI) were provided for some sub-links of the SCR network within the GLNG Project area, including sections of Carnarvon Highway, Dawson Highway, Burnett Highway, Gladstone-Mount Larcom Road and Bruce Highway. These SOl's were used to inform assessment of GLNG impacts on them as well as determine acceptable solutions based on existing planning pressures and DMR vision for the roadways.

### 3.5 Existing Rail Network

The following rail lines currently exist through the proposed project area, with information sourced from Queensland Rail (QR).

### 3.5.1 North Coast Line (south)

The North Coast Line System (South) incorporates two other systems, the Blackwater System (between Rocklands and Gladstone) and the Brisbane Metropolitan System (between Roma Street and Nambour). The Maryborough System straddles the North Coast System and picks all branch lines in that vicinity.

The system, overall, caters for all traffic tasks from heavy haul block trains to high speed tilt train and commuter services. Figure 3.5 illustrates the North Coast System.

This single line section of track ( 425 km in length) provides the strategic link between North and South and sees an annual tonnage in excess of 8 million tonnes hauled over the corridor. The entire length between Roma Street in Brisbane and Rockhampton is electrified with the section Caboolture to Rocklands electrified by an autotransformer system.

Figure 3.5
North Coast Rail Line Map


Source: Queensland Rail

### 3.5.2 Moura Line

The Moura System services the industrial and rural communities of the Dawson and Callide Valleys in Central Queensland with all trains being hauled by diesel electric locomotives. Product is hauled to the export facilities at Golding (RG Tanna Terminal), Auckland Point and Barney Point or to intrastate destinations via the North Coast Line.

The Moura System is single line with passing loops. There are balloon loops at Boundary Hill, Callide Coalfields and Moura Mine. Figure 3.6 illustrates the Moura rail system.

Trains destined for Golding or the Powerhouse travel via the Byellee flyover, through Callemondah Yard which is part of the Blackwater System and therefore under live overhead wires. Trains destined for Barney Point and Auckland Point travel via the Moura Short Line which is electrified as are Barney Point and Auckland Point.

The port facilities at Golding, Auckland Point and Barney Point are under the control of the Central Queensland Ports Corporation.

Figure 3.6
Moura Rail System Map


Source: Queensland Rail

### 3.5.3 Blackwater System

The system primarily services coal mines off the Central rail line and carries the product through to Stanwell Power Station, Gladstone Power Station and the Port of Gladstone via the North Coast Line.

The Blackwater System is bi-directional duplicated track with crossovers between Callemondah and Rocklands, between Westwood and Windah, between Tunnel and Aroona and between Duaringa and Wallaroo, with the remainder being single line.

Loading balloon loops are located at East End, Boonal, Koorilgah, Laleham, Curragh, Boorgoon, Kinrola, Ensham, Gordonstone and Gregory with a spur line at Fairhill for Yongala. Dual unloading balloons are located at Golding, with unloading balloons at Stanwell Powerhouse, Fishermans Landing, Gladstone Powerhouse, Auckland Point and Barney Point. The Blackwater System is illustrated on Figure 3.7.

Figure 3.7
Blackwater Rail System Map


Source: Queensland Rail
Figure 3.8 illustrates the rail network in the overall GLNG study area and Figure 3.9 illustrates the interaction of the Blackwater, Moura and North Coast Lines within Gladstone.

Figure 3.8
Study Area Rail System Map


Source: Queensland Rail

Gladstone Rail Network Map
Figure 3.9


### 3.6 Future Rail Network Planning

Rail network planning items identified in the GIRTP include:

- provide the required rail connection/s into the Aldoga precinct from the North Coast Rail Line, as required as industry develops;
- investigate a future rail fork line connection from the Moura Line to the North Coast Line;
- investigate future rail access from the existing QCL line to Fishermans Landing Wharf;
- consider the impact of any future standard gauge/high speed rail link to Gladstone on rail corridor planning in the region (i.e. the impact on existing rail corridors or the need for a new rail corridor);
- investigate the potential for an additional future rail connection from the North Coast line to the proposed spur line into Aldoga precinct.


### 3.7 Pedestrian/Cycle Network Planning

The Gladstone City Council Walk-Cycle Network Improvement Plan, dated June 2006, has been reviewed and provides the following recommendations:

- update the current network plan;
- prioritise and cost future network improvements and expansion suggestions;
- establish an annual budget of a minimum of $\$ 50,000$ to undertake priority improvements and support the development of relevant partnerships, promotional and awareness raising strategies.

The Walk-Cycle Network Improvement Plan recommends that network expansion focus on:

- completing the missing gaps along high use and major connector routes;
- linking of non-connected communities;
- improving safe connections to major places of employment;
- linking key destination points and trip generators (e.g. schools and major parks);
- addressing the needs of various user groups (e.g. road cyclists, runners, recreational riders);
- includes recommendations for specific improvements to existing pedestrian and cycle facilities around Gladstone.


### 3.8 Cumulative Impacts of Regionally Significant Projects

A review of the Department of Infrastructure and Planning website was undertaken to determine if any other regionally significant projects within the GLNG Project may contribute to the future levels of background traffic to be added to the road network. The following projects being planned in the vicinity of the proposed GLNG Project were identified (as of 2 December 2008):

- Gladstone LNG Project - Fisherman's Landing (LNG Limited/Arrow Energy project);
- Yarwun Alumina Refinery Expansion;
- Aldoga Aluminium Smelter Project;
- Central Queensland Gas Pipeline;
- Fisherman's Landing Port Expansion;
- Gladstone Pacific Nickel Refinery Project;
- Gladstone-Fitzroy Pipeline Project;
- Moura Link-Aldoga Rail Project;
- Queensland Curtis LNG Project;
- Wiggins Island Coal Terminal Project.


### 3.8.1 Quantitative Review of Projects

A review of the available information and planning stage for each project as well as the useability of the information for this study was undertaken. Only the following projects had information publicly available that was in a form to be readily included in the quantitative assessment of the GLNG Project:

- Gladstone Pacific Nickel Refinery Project;
- Moura Link-Aldoga Rail Project;
- Wiggins Island Coal Terminal Project.

Traffic added by the other projects is accounted for in the background growth rates presented above.

Key information from the Gladstone Pacific Nickel Refinery Project, Moura Link-Aldoga Rail Project and Wiggins Island Coal Terminal Project is included at Appendix E.

### 3.8.2 Qualitative Review of Projects

A qualitative review of the recommendations for each project was undertaken to provide context and maintain consistency with the recommendations of this assessment. The relevant findings and recommendations available for each project are summarised below.

## Gladstone LNG Project - LNG Limited/Arrow Energy

A Traffic Assessment Report, dated 16 September 2008, for the LNG Limited/Arrow Energy Project became available during the preparation of this assessment, though the information included in the report was inadequate to include in the traffic modelling for this assessment.

No recommendations for mitigation measures were proposed in the Traffic Assessment Report for the project.

## Yarwun Alumina Refinery Expansion

No information was publically available at the time of the review.

## Aldoga Aluminium Smelter Project

The Coordinator-General's EIS Evaluation Report, published February 2003, recommended that the Aldoga Aluminium Smelter Project proponent enter into infrastructure arrangements covering the supply, funding and use of the infrastructure listed below insofar as, and to the extent that there is a demonstrated impact of the Project on that infrastructure or a requirement for the infrastructure is generated by the Project:

- Roads:
- upgrade of Calliope River Road and intersections
- construction of Don Young Drive Rail overpass
- upgrade of Hansen Road/Port Curtis Way intersection
- upgrade of Landing Road
- Rail:
- design and construction of Aldoga Rail Loop (including signalling)
- design and construction of AAS Rail Siding
- design and construction of Fishermans Landing Loading Spur
- design and construction of Comalco Alumina Refinery Alumina
- Loading Facility
- design and construction of Queensland Alumina Limited Alumina Loading Facility
- design and construction of Auckland Point Rail System (including signalling)
- New Rolling Stock


## Central Queensland Gas Pipeline

No assessment of traffic impacts had been undertaken at the time of publication of the Coordinator-General's Report, dated October 2007.

## Fisherman's Landing Port Expansion

At the time of review no traffic impact assessment had been undertaken, as the project is still active in the EIS process.

## Gladstone Pacific Nickel Refinery Project

The trip generation for the Gladstone Pacific Nickel Refinery Project (GPNL) was available for inclusion as background traffic in the GLNG traffic impact assessment. The CoordinatorGeneral's Report, dated January 2009, became available during the preparation of this assessment. Relevant conditions of the GPNL project for road impacts are summarised below:

- GPNL must provide DMR a contribution equivalent to $26 \%$ of the cost of upgrading the Hanson $\mathrm{Rd} /$ Reid Rd intersection to a single-circulating lane roundabout standard, in accordance with DMR's 'Road Planning and Design Manual' before commencement of construction of the GNP;
- GPNL must provide DMR a contribution equivalent to $42 \%$ of the cost of upgrading the Hanson Road/Blain Drive/Alf O'Rourke Drive intersection to a dual circulating lane roundabout standard, in accordance with DMR's 'Road Planning and Design Manual' before commencement of construction of the GNP;
- GPNL must provide DMR a contribution equivalent to a maximum of $18 \%$ of the cost of upgrading the Dawson Highway/Blain Drive/Herberton Street intersection to a signalised dual-circulating lane roundabout standard, in accordance with DMR's 'Road Planning and Design Manual' before commencement of construction of the GNP. The exact contribution will be negotiated between GPNL and DMR prior to the commencement of any construction.


## Gladstone-Fitzroy Pipeline Project

The EIS document was publically available for the Gladstone-Fitzroy Pipeline Project at the time of review. The transport chapter of the EIS proposes road/intersection improvements at the following locations:

- Laurel Banks Road - The first 2.3 km section is proposed to be widened to a similar standard as the remaining wider section to Ski Gardens Road. This would allow opposing vehicles to pass each other without pulling over onto the gravel shoulder;
- Laurel Banks Road / Rockhampton Ridgelands Road intersection - upgrading to a BAR (Basic Right Turn) treatment is proposed. During this phase a traffic management plan will need to be implemented, which would require a reduction in the speed limit to $80 \mathrm{~km} / \mathrm{h}$, advanced heavy vehicle turning warning signs, and general access construction warning signs;
- Rockhampton Ridgelands Road - The newly formed direct access for the Alton Downs WTP which is proposed to be constructed will require a BAR treatment to be implemented.

None of these proposed mitigations are relevant to the GLNG Project outcomes.

## Moura Link-Aldoga Rail Project

The trip generation for the Moura Link-Aldoga Rail Project was available for inclusion as background traffic in the GLNG traffic impact assessment. The EIS document was also publically available for the Moura Link-Aldoga Rail Project at the time of review. The transport chapter of the EIS proposes road/intersection improvements at the following locations:

- Gladstone-Mount Larcom Road/Calliope River Road/Targinie Road intersection requires lane upgrades due to development.


## Queensland Curtis LNG Project

At the time of review no traffic impact assessment had been undertaken, as the project is still active in the EIS process.

## Wiggins Island Coal Terminal Project

The trip generation for the Wiggins Island Coal Terminal Project (WICT) was available for inclusion as background traffic in the GLNG traffic impact assessment. The CoordinatorGeneral's Report, dated January 2008, was also available during the preparation of this assessment. Relevant conditions of the GPNL project for road impacts are summarised below:

- provide at no cost to the Department of Main Roads an 'at grade' T-intersection Seagull type with Hanson Road for access to/from the development site;
- Hanson Road/Red Rover Road intersection - Contribute to upgrade to two-lane roundabout, with two-lane entries on Hanson Road;
- Hanson Road/Blain Drive/Alf O'Rourke Drive - Contribute to upgrade to two-lane roundabout, with two-lane entries on all approaches;
- Hanson Road/Reid Road - Contribute to potential intersection upgrades, depending on level of adjacent development.


### 4.0 PROPOSED DEVELOPMENT

### 4.1 Site 1 - Coal Seam Gas Fields

To meet the additional demand that will be created by the GLNG Project, the existing coal seam gas field development will need to be expanded. It is this expanded field development that is the subject of this traffic impact assessment.

The expansion will include further development of the existing CSG fields at Fairview and Roma as well as development of Santos' exploration field at Arcadia Valley. These three fields are planned to be developed in the reasonably foreseeable future. In addition, the GLNG Project may require the future development of the Mahalo, Denison, Comet Ridge, Scotia, Roma (other) and Eastern Surat Basin appraisal fields. The locations of these fields (collectively called the CSG fields) are shown above on Figure 2.1 (also refer to Section 3 of the EIS document (Project Description).

The expansion of the CSG fields will occur at a steady rate over the next 25+ years. It will consist of an ongoing program of well development and associated infrastructure. This will cause the ongoing addition of project traffic throughout the 23,000sq.m CSG field. While the nature and location of the development required in the next few years (the reasonable foreseeable future) has been planned, details of the location and nature of the development required further into the future will not be known until further exploration work is undertaken.

Due to the gradual developing nature of the CSG fields, the nature and location of all of the facilities and associated infrastructure required for the GLNG Project are not currently known and will be developed over time. Table 4.1 summarises the currently expected CSG well development activity within the Roma, Fairview and Arcadia Valley fields over the life of the project. However, this is subject to change as more detailed exploration and planning is undertaken.

This traffic impact assessment only takes into consideration the currently planned CSG fields in the Roma, Fairview and Arcadia Valley areas as presented in Table 4.1. Furthermore, it does not include any information about the future development of the Mahalo, Denison, Comet Ridge, Scotia, Roma (other) and Eastern Surat Basin fields as this work is yet to be undertaken. However, in accordance with Santos' proposed two-phased approach to CSG field impact assessment (refer to the EIS section on CSG field "Overview of Assessment Methodology" for further details) more targeted traffic impact assessment studies will be undertaken for these fields when the extent of development is more accurately defined.

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Table 4.1
Coal Seam Gas Field Development Summary

| Activity | Location |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\mathbf{2 0 1 0 - 2 0 1 4}$ | $\mathbf{2 0 1 5 - 2 0 1 9}$ | $\mathbf{2 0 2 0 - 2 0 2 4}$ | $\mathbf{2 0 2 5 - 2 0 2 9}$ | $\mathbf{2 0 3 0 - 2 0 3 4}$ |
| Wells Drilled <br> (number) |  | 386 | 336 | 336 | 206 | 36 |
|  |  | 325 | 198 | 121 | 0 | 0 |
|  |  | 137 | 121 | 133 | 0 | 0 |
| Total |  |  |  |  |  |  |

The three key CSG field development phases are described below:

- exploration: The exploration phase involves drilling vertical core-holes to collect solid coal and rock cores for testing;
- pilot testing: If the exploration phase indicates sufficient gas may be available, pilot testing will be carried out. This would typically comprise drilling a pattern of up to five wells, spaced at up to 1 km apart. Water is pumped from the coal seams and both the water and gas are extracted and tested;
- production: If exploration and testing leads to a commercial operation, additional wells are drilled to extract water and gas. The distance between wells varies depending on the project, but they are typically $1-2 \mathrm{~km}$ apart. The wells are connected by underground gas and water pipelines to a central compressor station.

Once the gas reaches the surface, water is separated at the wells and the gas is pumped to a central compressor station through a network of buried pipes. Approximately $4,000 \mathrm{~km}$ of gathering pipes will be required for the 2,600 proposed production wells. Similar to the gas gathering pipes, a network of water gathering pipelines will be used to convey the associated water to the appropriate water management facility.

The compressor station support infrastructure may include, but is not limited to: petroleum fuel tanks, electricity generators, satellite stations, administration buildings, workshops, workers accommodation and storage. The size and number of compressor facilities will depend on the nature of the reservoir, the volume and nature of produced fluids, and the export option selected.

Gas will then be pressurised by the compressor station facilities to the GLNG facility via the proposed gas transmission pipeline.

Refer to Chapter 3 (Project Description) of the EIS for further details on the CSG field development program.

### 4.1.1 Construction Staff

A summary of the approximate number of construction workforce required for the CSG field area over the life of the project has been provided by Santos and is presented in Table 4.2 below. The construction workforce has been divided into the three main construction activities as follows:

- compressor station construction;
- drilling and completions; and
- other construction: includes construction of temporary accommodation facilities, water management facilities, in-field pipelines, and other associated infrastructure.

It is expected the construction workforce will work 11 hours per day, 7 days per week with construction activities occurring 52 weeks per year. Construction personnel are expected to be on a fly-in/fly-out basis with a 14-day on, 14-day off work schedule and will stay in field accommodation facilities while on site. At the beginning and end of the two week roster, the field employees will fly in/out of Roma to/from their place of origin. Based on this, only approximately half the total workforce shown in Table 4.2 will be on site at any given time.

Table 4.2
Coal Seam Gas Field Construction Workforce

| Area | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | Beyond 2014 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Compressor Construction | 20 | 50 | 60 | 20 | 15 | 0 |
| Drilling | 266 | 180 | 200 | 80 | 130 | 153 |
| Other Field Construction | 500 | 700 | 700 | 700 | 600 | 31 |

### 4.1.2 Operation Staff

Table 4.3 summarises the approximate number of operational workforce required for the CSG field over the life of the project. Estimates every five years are provided beyond 2014 due to the uncertainty of development plans and the associated workforce numbers.

It is expected the operations workforce will work 11 hours per day, 7 days per week with operations activities occurring 52 weeks per year. Field operations personnel will be on a fly-in/fly-out basis with a 14-day on, 14-day off work schedule. The field operational workers will live in a number of on-site accommodation facilities, generally the same accommodation facilities that will be used by the exploration, drilling and construction workforce. At the end of their two-week rosters the field employees will fly-out to their places of origin (unless locally based).

Based on the above only approximately half the total workforce will be on site at any given time. Operations personnel working in the Roma Centre are expected to live in the town of Roma and work Monday through Friday, 48 weeks per year.

Table 4.3

| Year | Roma <br> Centre <br> Office | Roma CSG <br> Field | Fairview CSG <br> Field | Arcadia Valley <br> CSG Field | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{2 0 1 0}$ to 2014 |  |  |  |  |  |
| 2010 | 29 | 62 | 137 | 20 | $\mathbf{2 4 8}$ |
| 2011 | 39 | 123 | 198 | 27 | $\mathbf{3 8 7}$ |
| 2012 | 45 | 185 | 258 | 19 | 507 |
| 2013 | 53 | 245 | 320 | 62 | $\mathbf{6 8 0}$ |
| 2014 | 57 | 245 | 320 | 62 | $\mathbf{6 8 4}$ |
|  |  |  |  |  |  |
| 2019 | 59 | 252 | Beyond 2014 | $\mathbf{7 2 8}$ |  |
| 2024 | 60 | 260 | 344 | 82 | $\mathbf{7 6 3}$ |
| 2029 | 62 | 266 | 339 | 99 | $\mathbf{7 6 6}$ |
| 2034 | 62 | 270 | 339 | 99 | $\mathbf{7 7 0}$ |

### 4.1.3 Construction Deliveries

In addition to personnel movements, traffic movements associated with the CSG field construction phase will include deliveries of construction equipment and materials and drilling rig movements. Deliveries associated with construction will include equipment and materials for construction of access roads, fencing, well drilling sites, pipelines, and compressor stations, water management facilities and accommodation facilities. Material and equipment delivered to the CSG fields is expected to be sourced from Brisbane. The total traffic movements estimated for the construction of each proposed well site are presented in Table 4.4.

It is expected that almost all movements for construction deliveries and setup will be heavy vehicles, with the exception that half the miscellaneous trips are estimated to be light vehicles.

Table 4.4
CSG Well Construction Traffic Movements

| Activity/Material | Deliveries per well |
| :--- | :---: |
| Potable Water | 2 |
| Waste | 1 |
| Fuel | 2 |
| Well Water | 3 |
| Equipment | 5 |
| Pipe | 10 |
| Miscellaneous (50\% heavy, 50\% light vehicles) | $\mathbf{3}$ |
| Total | $\mathbf{2 6}$ |

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### 4.1.4 Operation Deliveries

It is not anticipated that a significant amount of goods will be transported to the CSG fields after the completion of construction of well sites, unless required for more significant repair or maintenance work. A nominal number of operations traffic movements per year not related to personnel transport have been included in the assessment. It is expected that approximately half of these movements will be heavy vehicle, and half light vehicles.

### 4.1.5 Traffic Movement Patterns

## Personnel

As described above, construction and operational activities associated with the CSG fields are expected to take place seven days a week for 52 weeks of the year. CSG field construction and operations personnel are expected to work a 14-day on, 14-day off work cycle on a fly-in/fly-out basis. Each worker is assumed to fly into Roma once, travel to the worker accommodations by bus (assumed 20 passengers per bus) and work in the CSG fields for 14 days before flying out of Roma for 14 days off. This assessment estimates that rolling shift changes will occur once every two weeks, with half occurring during the combined peak hours (morning and afternoon) of project traffic generation.

Once on site, field personnel will travel by four-wheel-drive vehicle from the accommodations through the CSG field area. Most of the movements of personnel on a daily basis are expected to occur within the field access tracks and local roads. Since personnel working in the Roma Centre will also be living in Roma, it is expected that these personnel will be travelling to and from the Roma Centre once a day, Monday through Friday in private vehicles.

The traffic movement patterns described above have been adopted for personnel working in both the construction and operational phases of the CSG field development. These assumptions create a robust assessment scenario by assuming that personnel travel will be concentrated on specific days, with the assessment considering these days and their peak travel periods.

## Deliveries

Deliveries of supplies, equipment, and materials to the CSG field construction areas have been assumed to occur twice a week. Thus, by concentrating deliveries to two days per week instead of splitting evenly across the week, a more robust assessment scenario has been assessed. Because deliveries are likely to be spread throughout the day, this assessment estimates that approximately $10 \%$ of construction deliveries will occur during each of the morning and afternoon peak hours.

### 4.1.6 Traffic Generation

The overall traffic generation has been estimated for the CSG field construction and operational phase activities based on the information presented above for the construction and operations workforce, traffic movements and movement patterns.

Annual, daily and peak hour trip generation has been estimated, to be used in the subsequent analysis of intersections, roadway segments and pavement impacts contained in this report. Summary tables of the expected traffic generation of each project component for each year of the project are contained at Appendix F.

### 4.1.7 Traffic Distribution

The distribution and assignment of traffic generated by the CSG fields to the roadway network has been determined from the traffic movement patterns above as well as likely sources and destinations for materials and equipment. The general origin and route for traffic associated with the CSG fields is presented in Table 4.5 below. Figure 2.1 above provides illustration of locations and access routes of the fields.

Table 4.5
CSG Field Traffic Distribution

| Traffic Component | Origin | Route |
| :--- | :--- | :--- |
| Material/Equipment <br> Delivery | Brisbane | Along Warrego Highway to field accesses along <br> Warrego Highway and Carnarvon Highway |
| Personnel - Roma <br> Centre | Live in Roma | Distributed around Roma to Centre at 39 Curry <br> Street |
| Personnel - Roma <br> Fields | Roma | To field accesses along Warrego Highway and <br> Carnarvon Highway |
| Personnel - Fairview <br> Fields | Roma | Carnarvon Highway to field accesses at Injune- <br> Taroom Road and Fairview Road |
| Personnel - Arcadia <br> Valley Fields | Roma | Carnarvon Highway to field access at Arcadia <br> Valley Road and Mulcahys Road |

### 4.2 Site 2 - Gas Transmission Pipeline Corridor

A gas transmission pipeline is proposed to carry gas from the CSG development fields to the LNG liquefaction and export facility on Curtis Island. The pipeline route is shown above in Figure 2.2. The proposed route for the gas transmission pipeline is closely aligned with the existing Queensland Gas Pipeline with the exception of the section north of Injune where the preferred route is aligned along the eastern side of the Arcadia Valley. The length of the gas transmission pipeline route is approximately 435 km .

A summary of the typical pipeline construction procedures and activities is provided below.

- survey of the pipeline route;
- provision of access tracks and temporary facilities;
- clear and grade;
- trenching;
- pipe stringing and bending;
- pipe welding;
- placement of pipe bedding material;
- pipe placement in the trench (lowering in and laying);
- hydro-testing for strength and leaks;
- rehabilitation of construction areas.

The gas transmission pipeline will most likely be operated from the LNG facility on Curtis Island. Minimal operator supervision will be required once pumping commences. Pipeline systems will be designed to operate with a minimum of operator attention using programmable logic control devices for system sequencing, alarm monitoring and analogue control.

A routine operation and maintenance program will be implemented, which will include:

- leak detection surveys;
- ground and/or aerial patrols;
- repair or replacement of faulty pipe or other equipment;
- $\quad$ pigging and cleaning of the pipeline;
- corrosion monitoring and remediation;
- easement maintenance.

More significant maintenance activities, such as dig-ups to address coating defects, are less likely to be required. These activities will be undertaken by contractors as needed.

Refer to Chapter 3 (Project Description) of the EIS for further details on the gas transmission pipeline development program.

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### 4.2.1 Construction Staff

An on-site construction workforce of approximately 1,500 personnel is anticipated during the peak of construction of the pipeline. Construction workforce will work four weeks on with four weeks off and rostered in such a way that only approximately half the total workforce $(1,500)$ will be on site at any given time. This is considered to be a very conservative estimate of onsite workforce employed by the pipeline component of the GLNG Project at the peak of pipeline construction.

Due to the mainly rural nature of the region and the limited townships along the proposed gas transmission pipeline route, accommodation is not readily available and dedicated workers accommodation facilities will be required. It is anticipated that there will be $3-4$ main workers accommodation facility locations, with only two operating at any given time (approximately 500 personnel each). This assessment has assumed and assessed three locations for main workers accommodations.

Three to four "satellite" workers accommodation facility locations will also be utilised, spaced between the main facilities and at either end of the pipeline corridor. Only one of these satellite accommodation facilities will be utilised at any given time (approximately 400 personnel). The workforce is expected to move between the accommodation facilities, starting at the Gladstone end, as construction progresses along the pipeline route through the duration of construction. This assessment assumes four locations will be utilised, and approximate locations of the accommodation facilities are illustrated on Figure 2.3.

It is also anticipated that one or two smaller "fly" workers accommodation facilities (approximately 50 personnel each) will proceed ahead of the main accommodation facilities, undertaking clearing and grading and other site preparation tasks ahead of the main construction crew. The fly workers accommodation facility will continue to move ahead of the main accommodation facilities as they move along the pipeline corridor.

### 4.2.2 Operation Staff

The operations workforce for the gas transmission pipeline is likely to be between 15 and 20 . It is expected that there will be up to eight personnel regularly travelling along the pipeline in light vehicles for inspection and programmed maintenance work. To ensure adequate response times, it is likely that these eight personnel will be based at various local towns along the gas transmission pipeline corridor. The remainder of operations personnel are gas controllers (panel operators), managers and engineers and are likely to be based in Gladstone.

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### 4.2.3 Construction Deliveries

## Pipe Transport

The major transport issue associated with the construction of the pipelines is the transport of pipe to the construction corridor. It is presently anticipated that pipes will be transported to the Port of Gladstone via sea from offshore mills, and transported to strategically placed laydown areas along the corridor.

The base case assessed in this report is for the transport of pipe by truck from Gladstone to laydown areas along the pipeline corridor. The option to transport pipe from Gladstone by train to the pipeline corridor has also been investigated to reduce heavy vehicle impact on the road network, and is presented in the included supplement report for the "Material by Rail" option included at Appendix B. Initial discussions have commenced with the relevant stakeholder agencies on this option, and the outcomes are still being assessed.

Approximately 37,000 pipe sections (pipe joints) will be required for the 435 km pipeline. Trucks used for pipeline delivery will most likely be extendable semi-trailers and the pipes are likely to be transported in lengths of 12-15 metres. Trucks are estimated to have a load capacity of three pipes, equating to approximately 12,300 truck loads, or 25,000 truck trips added to the road network. Ships are estimated to carry approximately 6,000 pipe joints, at an estimated delivery rate of one ship per month. This equates to approximately 67 truck loads (134 trips) per day for pipe haulage.

State-controlled roads will be used for the delivery of pipe from Gladstone to the laydown areas. Seven pipe laydown sites approximately equidistant along the pipeline have been assumed for this traffic assessment.. The approximate locations of proposed pipe laydown areas are described in Table 2.1 and illustrated on Figure 2.3 above.

## Equipment Transport

Other heavy vehicle movements associated with the pipeline construction will include the transport of the construction equipment to the corridor and mobilisation and demobilisation of the workers accommodations. At the beginning of the construction period it is estimated that approximately 1,000 vehicles will be mobilised to the accommodation facilities and construction depots from Gladstone. It is estimated that the majority will be heavy vehicles (approximately half Class 9 and half Class 3 ).

Equipment and materials will be moved on a daily basis from the construction depots to the pipeline corridor for construction activities. Many of these trips may occur on local roads and access tracks and the pipeline corridor.

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Santos has estimated 50 truck movements per day, with the following distribution:

- fuel tankers and lubrication trucks: 8 trucks;
- garbage and cesspit trucks: 5 trucks;
- water tankers: 3 trucks;
- hiab, tipper and general purpose trucks: 15 trucks;
- mobile cranes: 8 trucks;
- irregular movement of heavy plant and equipment: 10 trucks.


### 4.2.4 Operation Deliveries

It is not anticipated that goods will be transported along the gas transmission pipeline corridor after the completion of construction, unless required for more significant repair or maintenance work. Thus, no traffic due to goods transport for the gas transmission pipeline has been assumed for the operations stage.

### 4.2.5 Pipeline Construction Sequence

As presented in Figure 2.1, delivery of pipe to the gas transmission pipeline corridor will precede construction and is expected to last approximately six months from beginning of the fourth quarter of 2010 to the end of the first quarter of 2011.

Pipeline construction will begin at the Gladstone end, and is anticipated to last 18-24 months. Construction is anticipated to begin in the second quarter of 2011 with an approximately 3month period of mobilisation of workforce and equipment and construction ramp-up. During this time, approximately 750 personnel are anticipated to be on site, split between a main accommodation facility and a satellite accommodation facility.

After construction ramp-up, the majority of gas transmission pipeline construction activities are expected to last approximately 15 months, with two main accommodation facilities, one satellite accommodation facility and 1-2 smaller "fly accommodations" operational at any given time. Utilisation of the specified facility sites on Figure 2.3 will progress along the pipeline corridor as construction progresses. During this time, the full workforce of approximately 1,500 personnel will be on site.

Similar to above, a three-month period at the end of construction is anticipated for construction ramp-down and demobilisation, during which time approximately 750 personnel will be on site, split between a main accommodation facility and a satellite accommodation facility at the Fairview end of the gas transmission pipeline.

Gas transmission pipeline construction is anticipated to be completed by the end of 2012, with commissioning at the beginning of 2013.

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### 4.2.6 Traffic Movement Patterns

## Personnel Movements

Construction of the proposed gas transmission pipeline is expected to occur over an 18-24 month period. Personnel will work 12 hours per day, seven days per week, working four weeks on with one week off. All construction personnel are assumed to be non-resident on a fly-in/fly-out basis to be housed in accommodation facilities as described above.

Workers are expected to fly in to either Roma or Gladstone, depending on which is closer to the location of construction on the pipeline at the time. Workers will be transported by bus (approximately 20 passenger capacity) to the accommodation facilities. These transfers will occur once every four weeks per person. This assessment assumes that rolling shift changes will occur approximately once per week to utilise buses for both the directions of travel to and from the airport. This approach also concentrates personnel travel on specific days, providing a more robust approximation of daily traffic for assessing road capacity impacts. Approximately $10 \%$ of daily bus trips are assumed to occur in the project peak hours.

Daily movements of personnel will also include the transport of workers from accommodation facilities to the gas transmission pipeline corridor for construction activities. Approximately $20 \%$ of total personnel is anticipated to be support staff for the accommodation facilities and construction depots and will not travel to the pipeline construction sites. Of the workers travelling to the gas transmission pipeline construction sites on a daily basis, approximately $15 \%$ are expected to travel by 4WD ( 2 people per vehicle) and $85 \%$ will travel by bus ( 20 passenger capacity). Daily traffic movements are expected to be evenly split between the morning and afternoon, as workers leave the accommodations in the morning and return from shift in the late afternoon.

## Material/Equipment Movements

As described above, approximately 67 pipe truck loads per day will be delivered from the Port of Gladstone (assumed from Auckland Point Wharves) to the pipe laydown areas along the gas transmission pipeline corridor. These deliveries are anticipated to be spread throughout the day, with approximately $10 \%$ of the daily trips estimated to occur in the peak hours.

Of the 50 daily truck trips for movement of equipment and materials as described above, deliveries are anticipated to be spread throughout the day, with approximately $10 \%$ of the daily trips estimated to occur in the peak hours. These trips will mostly be from the construction depots to the pipeline corridor.

## Site Mobilisation/Demobilisation

Traffic movements associated with construction accommodation facilities mobilisation and demobilisation and construction depot setup are anticipated to occur several times as construction moves along the pipeline corridor. These activities will only be affecting the road network in these brief periods when equipment is moved from one accommodation facility to another or demobilised during the rainy season.

These periods of site setup and equipment movement are each expected to occur over one week. The mobilisation/demobilisation trips are anticipated to be spread throughout the day, with approximately $10 \%$ of the daily trips estimated to occur in the peak hours.

### 4.2.7 Traffic Generation

Table 4.6 below presents the estimated traffic generated by the construction of the gas transmission pipeline to use the external roadway network during each year of construction as well as during a typical weekday and weekday peak hour.

As shown in Table 4.6, approximately 450 daily trips are expected during the peak of construction of the gas transmission pipeline in 2011 and 2012. These daily trips are based on the full workforce being on site during the approximately 15 months of peak construction activities. In this period, approximately 165 peak hour trips are expected, which is mostly made up of personnel movements from the accommodation facilities to the gas transmission pipeline construction sites along the corridor.

Traffic generated by operations of the gas transmission pipeline is expected to be minimal, as described above. Approximately 40 daily trips are expected, most of which will be light vehicles (4WD). Of these, a conservative estimate of 10 of the daily trips will occur in the peak hours. These equate to approximately 14,600 annual trips for the gas tansmission pipeline operations.

Table 4.6 Construction Traffic Generation - Gas Transmission Pipeline

| Year | 2010 | 2011 | 2012 |
| :---: | :---: | :---: | :---: |
| Peak Hour |  |  |  |
| Heavy Vehicles | 13 | 64 | 64 |
| Light Vehicles | 0 | 100 | 100 |
| Total Vehicles | 13 | 165 | 165 |
| Daily Traffic |  |  |  |
| Heavy Vehicles | 135 | 243 | 241 |
| Light Vehicles | 0 | 204 | 202 |
| Total Vehicles | 135 | 447 | 443 |
| Annual Traffic |  |  |  |
| Heavy Vehicles | 12,260 | 61,545 | 67,550 |
| Light Vehicles | 0 | 46,100 | 63,700 |
| Total Vehicles | 12,260 | 107,645 | 131,250 |

### 4.2.8 Traffic Distribution

The distribution and assignment of traffic generated by the gas transmission pipeline to the roadway network has been determined from the traffic movement patterns described above as well as likely sources and destinations for materials and equipment. The general origin and route for traffic associated with the gas transmission pipeline is presented in Table 4.7 below. Figure 2.3 above provides illustration of locations and access routes of the accommodation facilities and pipe laydown areas for the pipeline.

Table 4.7
Gas Transmission Pipeline Traffic Distribution

| Traffic Component | Origin | Route |
| :--- | :--- | :--- |
| Pipe | Port of Gladstone <br> (Auckland Point) | Port Access Road to Dawson Highway to pipe <br> laydown locations |
| Plant/Materials - <br> Mobilisation | Gladstone | Along Dawson Highway to <br> accommodation/construction depots - move along <br> Dawson Highway as construction progresses |
| Plant/Materials - <br> Daily Movements | Accommodation/ <br> Construction <br> Depot Locations | Along construction corridor and public roads in the <br> vicinity of accommodation/construction depots |
| Personnel - <br> Fly-in/Fly-out <br> transport | Roma and <br> Gladstone | From Roma Airport - along Carnarvon Highway to <br> Arcadia Valley Road to accommodation facilities <br> From Gladstone Airport - along Dawson Highway to <br> accommodation facilities |
| Personnel - Daily <br> Movements | Accommodation <br> facilities | Along construction corridor and public roads in the <br> vicinity of accommodation facilities |

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### 4.3 Site 3 - LNG Liquefaction and Export Facility

An LNG liquefaction and export facility (LNG facility) of up to approximately 10 million tonne per annum (Mtpa) capacity is proposed to be constructed on Curtis Island. The LNG facility is proposed to be developed in three stages (trains), with the first stage (Train 1) having a capacity of 3 to 4 Mtpa.

The LNG facility is proposed to be located on Curtis Island at the Hamilton Point West site adjacent to China Bay, which is situated approximately 5 km north of Gladstone. The location of the LNG facility in relation to the Gladstone region is shown in Figure 2.2 above. The area of the LNG facility site is approximately 190ha.

The LNG facility on Curtis Island will likely also include the following associated infrastructure components:

- a potential access road and bridge from the mainland crossing Port Curtis between Friend Point (on the mainland) and Laird Point (on Curtis island) to provide road access to the LNG facility from Gladstone;
- marine facilities including a jetty for LNG ship loading (Product Loading Facility) and marine off-loading facility (MOF);
- dredge material placement facility at Laird Point;
- workforce accommodation on Curtis Island to house the entire construction workforce.

Note that the need for the bridge is still being assessed in consultation with stakeholder agencies, however for the purposes of this assessment the construction of a bridge is being treated as the base case. The option for barging of materials and equipment and ferrying of personnel to Curtis Island from the mainland for the life of the project as an alternative to the bridge has also been assessed and is presented in the supplement report by CEO "GLNG Traffic Report - No Bridge Option Assessment" included at Appendix A.

Refer to Chapter 3 (Project Description) of the EIS for further details on the LNG facility.

### 4.3.1 Construction Staff

Due to the high construction activity across Australia there are currently significant shortages of construction labour in this country, with skilled manpower limitations in the Gladstone area in particular. As the situation is uncertain regarding GLNG Project's ability to access sufficient skilled manpower to construct its Train 1 LNG facility in the 2010 to 2014 timeframe, in addition to considering construction via the traditional "stick-built" method, the use of modular (pre-assembled) construction is being evaluated as one way to reduce the construction labour manpower requirement in Gladstone.

At this stage it is uncertain as to which construction method (modular or stick-built) will be utilised for GLNG, so in terms of manpower numbers, material quantities and project schedule data, the use of stick-built construction has been included in this document as a "worst case" in terms or road impacts on the Gladstone area.

If labour were available without limitation to enable stick-building of GLNG Train 1, construction of this initial train would take approximately 48 months to complete with labour peaking at approximately 3,000 personnel. While the timing of Trains 2 and 3 is uncertain (as described in Section 1.4), these subsequent production trains would be constructed using fewer construction workers and in shorter durations than Train 1, as many of the facilities built for Train 1 would be common to and utilised by Trains 2 and 3.

Estimated construction workforce numbers over the Train 1 construction period are detailed in Figure 4.1. Estimated construction workforce numbers for Trains 2 and 3 of the LNG facility are provided in Figure 4.2. The CEO Marine Transport Strategy estimates that rostering of personnel will occur such that approximately two-third of the total workforce will be on site at any given time.

Figure 4.1
LNG Facility Train 1 Construction Workforce


Figure 4.2
LNG Facility Train 2 and 3 Construction Workforce


During LNG facility construction activities it is assumed worker accommodations will be provided on Curtis Island for all workers on their shifts. Construction personnel are anticipated to work 10 days on and 4 days off in a fortnightly work cycle. Approximately $65 \%$ of the construction workforce has been assumed to be sourced as non-residents (fly-in/fly-out) and approximately $35 \%$ resident workforce (live in Gladstone and surrounds).

### 4.3.2 Operation Staff

Mobilisation of operations personnel to Curtis Island for the start of commissioning of the LNG facility would begin around month 40 of construction. The operations workforce for Train 1 is expected to be approximately 80, as shown in Table 4.8 below. With both Train 1 and Train 2 online, the operations workforce will increase to approximately 105. With the completion and operation of Train 3 of the LNG facility, the total workforce needed for full operating capacity is approximately 130 personnel.

Table 4.8
LNG Facility Operations Workforce

| Staff Type | Work hours | No. <br> Shifts | Train 1 <br> (3 Mtpa) | Train 1 \& 2 <br> (7 Mtpa) | Train 1, 2 \& 3 <br> (10 Mtpa) |
| :--- | :--- | :---: | :---: | :---: | :---: |
| Maintenance staff | Mon - Fri: 0700-1600 | 1 | 30 | 40 | 50 |
| Operations staff | 7day 24hr $(0600-1800$, <br> $1800-0600)$ | 2 | 20 | 30 | 40 |
| Admin staff | Mon - Fri: 0700-1600 | 1 | 30 | 35 | 40 |
| Total Onsite |  | $\mathbf{8 0}$ | $\mathbf{1 0 5}$ | $\mathbf{1 3 0}$ |  |

The base case assessment assumes that the potential access road and bridge connecting the mainland and Curtis Island will be constructed by the beginning of the operation of the LNG facility. Thus, all operations personnel are assumed to live in Gladstone and surrounds and travel by bus or private vehicle to Curtis Island via the potential bridge. This base case assessment assumes that all LNG facility operations personnel will travel to the LNG facility by private vehicle.

The possibility of no bridge being constructed to Curtis Island has been assessed in the CEO supplement report "GLNG Traffic Report - No Bridge Option Assessment" included at Appendix A. In this case, all operations personnel would be transported daily to the LNG facility on Curtis Island by ferry.

### 4.3.3 Construction Deliveries

Estimates for delivery of construction equipment and materials to the LNG facility site on Curtis Island have been sourced from the Propane Pre-cooled Mixed Refrigerant (C3MR) document "Response to GLNG Draft Terms of Reference Requirements." Although the C3MR design has not been selected as the final design by Santos (the Optimised Cascade Process having been selected in December 2008) the estimates are considered comparable. Table 4.9 below provides estimates for the total equipment and materials expected to be transported to the LNG facility construction site over the four year period of the construction of Train 1 of the LNG facility. Deliveries for Train 2 and Train 3 construction have been proportioned according to the estimated construction personnel for these phases.

It should be noted that these construction estimates have been based on a "stick-built" method of construction as described in Section 4.3.1 above. Thus if modular construction method is chosen the number of loads delivered to the LNG facility construction site would be greatly reduced as modules would be pre-constructed elsewhere.

Cardno Eppell Olson (CEO) has made additional assumptions for the vehicle types and load carrying capacities in order to relate the quantities provided into actual vehicle trips. These assumptions are provided in Table 4.9. All items except large pre-assembled items have been assessed as coming from the mainland by truck, and thus will need to be barged to Curtis Island during at least Train 1 construction (and possibly during Train 2 and 3 construction if the potential bridge to Curtis Island is not built).

LNG Facility Construction Deliveries
Table 4.9

| Item | Quantity | Transport Assumptions |
| :---: | :---: | :---: |
| Potable Water | 125,000 litres/day | By 20,000 litre tanker |
| Raw water | 93,750 litres/day | By 20,000 litre tanker |
| Equipment | 3,180 loads | By truck |
| Pipe | 123,560m | By truck (200m per load) |
| Electrical | 377,000m | By truck ( $2,000 \mathrm{~m}$ per load) |
| Insulation | 125,000sq.m | By truck (250sq.m per load) |
| Fuel | 2 tankers/month (assumed) | By 20cu.m tanker |
| Concrete (1) | 37,328cu.m | By truck (20cu.m per load) |
| Grout | 73cu.m | By Truck (6cu.m per load) |
| Steel | 42,223 tonnes | By truck (10 tonnes per load) |
| Pavement | 1,737cu.m | By truck (20cu.m per load) |
| Paint | $\begin{gathered} 14 \text { loads } \\ \text { (assumed) } \end{gathered}$ | By truck (5cu.m per load) |
| Miscellaneous Deliveries (assumed) | 5 loads/day | 50\% truck, 50\% light vehicles |
| Large indivisible preassemblies | 77 items | To be shipped in - delivered to Curtis Island via barge |

Note 1: Individual components will be delivered to site with batching on Curtis Island

### 4.3.4 Operation Deliveries

Deliveries during operation of the LNG facility are likely to be minimal, and include fuel and other materials and equipment. An indicative distribution of likely deliveries to the LNG facility has been provided by Santos as tabulated in Table 4.10. All of these deliveries are likely to be from the mainland, with barge transport required to Curtis Island if the potential bridge is not built.

Table 4.10
Indicative Deliveries - LNG Facility Operations

| Delivery Type | Vehicle Type | Number Trips |  |
| :--- | :---: | :---: | :---: |
|  |  | Train 1 | Trains 1, 2 \& 3 |
| Refrigerants | Truck | 2 per month | 6 per month |
| Diesel | Truck | 1 per month | 3 per month |
| Chemicals | Truck | 1 per month | 3 per month |
| Other | Light Vehicle | 10 per week | 15 per week |

### 4.3.5 Dredge Material Placement Facility

In addition to the main LNG facility construction workforce, approximately 50 personnel are expected to work on the construction of the dredge material placement facility at Laird Point on Curtis Island for the 18 -month duration of construction. These workers are expected to travel by ferry from the mainland to the construction site daily, and are assumed to be $100 \%$ local workforce (living in Gladstone and surrounds).

All materials for the dredge placement facility are expected to be sourced locally from Curtis Island if possible. Detailed studies have not been performed in this regard, though for the purposes of this report no road transport of materials from the mainland has been assessed.

### 4.3.6 Traffic Movement Patterns

## Construction Deliveries

The total deliveries to the construction site presented in Table 4.9 above have been estimated to be divided over the four year construction period, with $10 \%$ of deliveries occurring in the first year (2010), 35\% occurring in each of the second and third years (2011 and 2012), and 20\% occurring in the fourth year of construction (2013). This is representative of the proportion of the work force employed for construction during these periods.

During the construction of Train 1, the potential bridge to Curtis Island will be under construction and all equipment and materials delivered by truck will be required to be barged to Curtis Island from the mainland. The wharf facilities at Auckland Point have been identified as a potential site for transfer of equipment and material and have been assumed in the preparation of this assessment. Equipment and materials would arrive at Auckland Point by road and will be either offloaded to a barge or transported via roll-on/roll-off ferry to Curtis Island.

The base case assessment assumes that the proposed bridge is to be constructed. In this case, construction traffic for Trains 2 and 3 of the LNG facility will utilise the bridge to Curtis Island. In the option assessed with no bridge, construction materials and equipment will continue to be transported by barge.

Some oversize or pre-assembled items are expected to arrive to Port of Gladstone by ship and would be transported directly to the MOF on Curtis Island. These items are included in the construction delivery estimates in Table 4.9.

Approximately $10 \%$ of the daily traffic movements associated with delivery of materials and equipment to the LNG facility construction site is estimated to occur during each of the AM and PM peak hours.

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## Construction Personnel Movements

Construction personnel are anticipated to work 10 days on and 4 days off in a fortnightly work cycle. All construction personnel are expected to be housed in workforce accommodation on Curtis Island during their shifts. Each worker will travel to/from Curtis Island once per fortnight as they rotate onto or off their shift.

During the construction of Train 1 of the LNG facility, most workers are expected to fly into Gladstone or drive from surrounding cities such as Rockhampton and will then be transported by bus to the ferry terminal in Gladstone, where they will be transported by ferry to Curtis Island. Auckland Point is the likely takeoff point for ferry operations and has been assumed in this assessment. It is estimated that $80 \%$ of personnel will be transported by bus ( 20 passenger capacity) and $20 \%$ will be via light vehicle, with parking provided near the ferry terminal. These personnel movement patterns for Train 1 of the LNG facility are consistent for the base case and "no bridge" option.

During the construction of Trains 2 and 3, the base case assessment assumes that the proposed bridge to Curtis Island will be available. Similar to above, personnel would be transferred to Curtis Island once every two weeks to stay in the accommodation facilities regardless of place of residence. Approximately $80 \%$ of personnel would be transported by bus and $20 \%$ by private vehicle.

Rolling shift changes should be scheduled such that buses are an effective means of transport to and from the Gladstone airport and centralised pickup points within Gladstone to shuttle personnel on and off their shifts. This assessment estimates that rolling shift changes will occur twice a week, with $25 \%$ of the daily personnel trips occurring during the development AM early and PM late peak hours. During the AM late peak it is estimated that $10 \%$ of the daily vehicle trips will occur. These estimates conservatively concentrate personnel movements in the daily and peak hour periods, creating a more robust assessment.

## Operations Personnel Movements

In the base case assessment all operations personnel are assumed to live in Gladstone and surrounds and travel daily by private vehicle to Curtis Island via the potential bridge. Shifts are such that all onsite workforce shown in Table 4.8 will likely be travelling during the project peak hours in the morning and afternoon.

## Dredge Material Facility Movements

The workforce for the construction of the dredge material placement facility will all live on the mainland and travel to Curtis Island by ferry daily. Similar to the other LNG facility workforce, transfer is assumed to take place from Auckland Point Wharf in Gladstone, with workers travelling to/from the ferry landing via private vehicle in the peak hours.

Because Laird Point is separated from the main LNG facility construction activities at Hamilton Point, the MOF at Hamilton Point will not be used for transport of personnel and equipment to the dredge material placement facility. Barges and ferries to Laird Point should be scheduled in coordination with other LNG facility activities to include a triangular route between Gladstone Point, Hamilton Point and Laird Point to minimise the number of vessels travelling in the Port of Gladstone.

### 4.3.7 Traffic Generation

Table 4.12 below presents the estimated traffic generated by the construction of the proposed LNG facility to use the external roadway network during each year of construction as well as during a typical weekday and peak hour. The workforce traffic movements for the construction of the dredge material placement facility have been incorporated into the table, as they have similar travel patterns and trip types as the other LNG facility trips.

Table 4.13 presents the estimated traffic generated by the operations of the proposed LNG facility during each year of operations as well as during a typical weekday and peak hour. It should be noted that these estimates are based on the assumption that the construction of Train 2 and 3 of the LNG facility will follow in immediate succession to Train 1 construction.

### 4.3.8 Traffic Distribution

The distribution and assignment of traffic generated by the LNG facility to the roadway network has been determined from the traffic movement patterns described above as well as likely sources and destinations for materials and equipment. The general origin and route for traffic associated with the LNG facility is presented in Table 4.11 below.

The distribution of personnel trips generated by the construction of the dredge material placement facility has been assigned to the road network in the same manner as LNG facility construction personnel during Train 1 construction.

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Table 4.11
LNG Facility Traffic Distribution

| Traffic Component | Origin | Route |
| :---: | :---: | :---: |
| Train 1 Construction |  |  |
| Construction Personnel | Local residents Fly-in/Fly-out | Residents - distributed throughout Gladstone, to Auckland Point by Port Access Road <br> Fly-in/Fly-out - From Gladstone Airport along Dawson Highway to Auckland Point by Port Access Road |
| Plant/Materials | Local Products <br> Freighted Material <br> Shipped Material | Local Products - distributed from throughout Gladstone to Auckland Point by Port Access Road <br> Freighted Material - distributed from outside of the immediate Gladstone Area depending on source location. From the north along Gladstone-Mt Larcom Road to Auckland Point via Port Access Road. From the south - along Dawson Highway, Red Rover Road and Gladstone-Mt Larcom Road to Auckland Point via Port Access Road <br> Shipped Material - shipped directly to the MOF at Curtis Island |
| Train 2 \& 3 Construction |  |  |
| Construction Personnel | Local residents Fly-in/Fly-out | Residents - distributed throughout Gladstone, to Curtis Island via Landing Road <br> Fly-in/Fly-out - From Gladstone Airport along Dawson Highway, Blain Drive, Gladstone-Mt Larcom Road, to Curtis Island via Landing Road |
| Plant/Materials | Local Products <br> Freighted Material <br> Shipped Material | Local Products - distributed from throughout Gladstone to Curtis Island via Landing Road <br> Freighted Material - distributed from outside of the immediate Gladstone Area. From the north - along the Bruce Highway then along Gladstone- Mt Larcom Road to Curtis Island via Landing Road. From the south - along the Bruce Highway then along Calliope River Road and Gladstone-Mt Larcom Road to Curtis Island via Landing Road <br> Shipped Material - shipped directly to the MOF at Curtis island |
| LNG Facility Operations |  |  |
| Operations Personnel | Local residents | Residents - distributed throughout Gladstone, to Curtis Island via Landing Road |
| Deliveries | Sourced from Gladstone and surrounds | Local Products - distributed from throughout Gladstone to Curtis Island via Landing Road |

LNG Facility Traffic Generation - Construction

| Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Construction | Train 1 |  |  |  | Train 2 |  |  |  | Train 3 |  |  |  |
| PEAK HOUR VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 51 | 95 | 88 | 17 | 17 | 42 | 38 | 11 | 17 | 42 | 38 | 11 |
| Bus - Personnel | 5 | 14 | 13 | 3 | 3 | 8 | 8 | 2 | 3 | 8 | 8 | 2 |
| Heavy Vehicles | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 2 | 2 |
| Total Vehicles | 59 | 112 | 104 | 23 | 21 | 53 | 49 | 15 | 21 | 53 | 48 | 15 |
| DAILY VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 210 | 386 | 359 | 75 | 72 | 176 | 160 | 49 | 72 | 176 | 160 | 49 |
| Bus - Personnel | 20 | 55 | 50 | 13 | 13 | 33 | 30 | 8 | 13 | 33 | 30 | 8 |
| Heavy Vehicles | 28 | 34 | 34 | 28 | 17 | 26 | 26 | 23 | 17 | 26 | 24 | 19 |
| Total Vehicles | 258 | 475 | 443 | 116 | 102 | 235 | 216 | 80 | 102 | 235 | 214 | 76 |
| ANNUAL VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 18,611 | 50,544 | 34,128 | 10,390 | 10,130 | 20,862 | 19,209 | 7,686 | 10,130 | 20,862 | 19,209 | 7,686 |
| Bus - Personnel | 2,080 | 5,720 | 5,200 | 1,352 | 1,300 | 3,432 | 3,120 | 832 | 1,300 | 3,432 | 3,120 | 832 |
| Heavy Vehicles | 8,680 | 11,523 | 11,523 | 8,346 | 5,249 | 8,370 | 8,370 | 6,464 | 5,249 | 8,370 | 7,654 | 5,275 |
| Total Vehicles | 29,371 | 67,787 | 50,851 | 20,088 | 16,678 | 32,664 | 30,699 | 14,981 | 16,678 | 32,664 | 29,983 | 13,792 |

LNG Facility Traffic Generation - Operations

| Year | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Operation | Train 1 |  |  |  | Train 2 |  |  |  | Train 3 |  |  |  |
| PEAK HOUR DELIVERY VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Staff and Deliveries) | 100 | 100 | 100 | 100 | 135 | 135 | 135 | 135 | 170 | 170 | 170 | 170 |
| Trucks (Fuel and Deliveries) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicles | 100 | 100 | 100 | 100 | 135 | 135 | 135 | 135 | 170 | 170 | 170 | 170 |
| DAILY VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Staff and Deliveries) | 203 | 203 | 203 | 203 | 273 | 273 | 273 | 274 | 344 | 344 | 344 | 344 |
| Trucks (Fuel and Deliveries) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Total Vehicles | 206 | 206 | 206 | 206 | 276 | 276 | 276 | 277 | 347 | 347 | 347 | 347 |
| ANNUAL VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Staff and Deliveries) | 56,437 | 56,437 | 56,437 | 56,712 | 77,352 | 77,352 | 77,352 | 77,559 | 98,199 | 98,199 | 98,199 | 98,199 |
| Trucks (Fuel and Deliveries) | 483 | 483 | 483 | 621 | 621 | 621 | 621 | 724 | 724 | 724 | 724 | 724 |
| Total Vehicles | 56,920 | 56,920 | 56,920 | 57,333 | 77,973 | 77,973 | 77,973 | 78,283 | 98,923 | 98,923 | 98,923 | 98,923 |

### 4.4 Curtis Island Access Road and Bridge Construction

One option currently being investigated for long-term access to Curtis Island is the construction of an access road and bridge to cross Port Curtis between Friend Point and Laird Point, linking Curtis Island with the mainland. The need for such a bridge and road is still being assessed by relevant stakeholder agencies, however for the purpose of this assessment the construction of the road and bridge has been considered as the base case.

The construction of these works are anticipated to generate a significant amount of traffic over the approximately $18-24$ months of construction. Thus, the traffic associated with the potential access road and bridge has been considered in conjunction with construction traffic generated by the LNG facility. As shown in Table 1.1 above, the construction of the Curtis Island access road and bridge (if undertaken) is likely to begin in the third quarter of 2011.

Traffic generation estimates for the bridge construction have been sourced from the "Curtis Island Access Bridge and Road Construction Traffic Generation Report" prepared by URS in November 2008. A summary breakdown of total construction deliveries needed for the bridge construction is provided in Table 4.14 below.

Table 4.14
Bridge Construction Delivery Movements

| Activity | Estimated Total <br> Movements <br> (one-way trips) | Vehicle Classification | Estimated Weekly <br> Movements <br> (one-way trips) |
| :--- | :---: | :---: | :---: |
| Site Mobilisation | 28 | Heavy Vehicle/Truck | $28 /$ week |
| Foundation - Piles | 2,293 | Heavy Vehicle/Truck | $100 /$ week |
| Abutments | 56 | Heavy Vehicle/Truck | $14 /$ week |
| Pile Caps | 575 | Heavy Vehicle/Truck | $60 /$ week |
| Piers | 771 | Heavy Vehicle/Truck | $78 /$ week |
| Superstructure | 443 | Heavy Vehicle/Truck | $36 /$ week |
| Bridge Asphalting and Finishes | 180 | Heavy Vehicle/Truck | $141 /$ week |
| Ground Improvement - | 11,515 | Heavy Vehicle/Truck | $397 /$ week |
| Ground Improvement - | 11,515 | Heavy Vehicle/Truck | $768 /$ week |
| Road Earthworks | 11,916 | Heavy Vehicle/Truck | $476 /$ week |
| Road Asphalting/Sealing | 1,252 | Heavy Vehicle/Truck | $360 /$ week |
| Site Demobilisation | 28 | Heavy Vehicle/Truck | $28 /$ week |
| Subtotal | 40,573 |  |  |
| Personnel Movements |  | Light Vehicle | $1500 /$ week |

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### 4.4.1 Construction Personnel

It is anticipated that approximately 250 construction personnel will be required during the peak of construction. Similar to the construction workforce for the LNG facility, approximately 35\% of the workforce are anticipated be sourced locally from Gladstone and surrounds, and approximately $65 \%$ will be sourced from interstate or abroad and will be on a fly-in/fly-out basis.

Personnel will need to commute to the site, casting yards and concrete plants from the closest urban centre (Gladstone). Two options for worker travel were put forward in the URS report referenced above. Option one is for all staff to commute by private vehicle while the second option is for $88 \%$ of staff to commute by bus with the remaining $12 \%$ commuting by private vehicle.

To provide a conservative traffic generation estimate for the construction of the bridge, the assessment assumes that personnel will be responsible for their own transport to site where parking facilities will be provided. Though this arrangement was assessed, the option for providing bus service to the construction site would provide a more efficient and sustainable means of personnel transport and would reduce traffic impacts within Gladstone.

Those personnel working on the Curtis Island side of the potential bridge will be transported by barge or ferry with rolling start and finishing times of working shifts so that fewer vessels will be required while still transporting all personnel between shorelines where necessary.

### 4.4.2 Construction Sequencing and Timelines

Not all construction activities provided in Table 4.14 above will occur at the same time, and construction sequencing and timelines will have a direct impact on the traffic generation volumes associated with the bridge construction. Without a full construction program, but taking into account the sequence of construction tasks, the worst case scenario for traffic generation can be identified. A logical potential peak weekly volume of traffic movements is as follows:

- foundations - Piling (100 trucks/week);
- pile Caps ( 60 trucks/week);
- piers (78 trucks/week);
- road Earthworks (476 trucks/week);
- personnel Movements (1500 light vehicles/week).

If all of these tasks are to occur at once, approximately 714 trucks and 1500 light vehicles would be entering and exiting the site each week.

### 4.4.3 Trip Generation

Table 4.15 presents the expected traffic to be generated by the construction of the bridge linking Curtis Island with the mainland for each year of construction as well as for a weekday and peak hour. Similar to the other project components, it has been assumed that deliveries will be spread throughout the day, with approximately $10 \%$ of deliveries occurring during each of the peak hours. Approximately $25 \%$ of daily personnel trips (light vehicles) to the bridge construction site are estimated to occur during the project AM early and PM late peak hours. During the AM late peak it is assumed that $10 \%$ of the daily vehicles trips will occur.

Table 4.15
Bridge Construction Traffic Generation

| Year | 2011 | 2012 | 2013 |
| :---: | :---: | :---: | :---: |
| PEAK HOUR VOLUMES |  |  |  |
| Light vehicle trips | 45 | 109 | 63 |
| Heavy vehicle trips | 40 | 50 | 34 |
| Total Trips | 85 | 159 | 97 |
| DAILY VOLUMES |  |  |  |
| Light vehicle trips | 192 | 448 | 263 |
| Heavy vehicle trips | 400 | 504 | 337 |
| Total Trips | 592 | 952 | 600 |
| ANNUAL VOLUMES |  |  |  |
| Light vehicle trips | 25,344 | 139,716 | 36,360 |
| Heavy vehicle trips | 19,373 | 56,546 | 17,324 |
| Total Trips | 44,717 | 196,262 | 53,684 |

### 4.4.4 Traffic Distribution

The distribution of traffic generated by the proposed bridge on the roadway network has been determined from the traffic movement patterns above as well as likely sources and destinations for materials and equipment. The general origin and route for traffic associated with the bridge construction is presented in Table 4.16 below.

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Table 4.16
Bridge Construction Traffic Distribution

$\left.$| Traffic <br> Component | Origin | Route |
| :--- | :--- | :--- |
| Construction <br> Personnel | Local residents <br> Fly-in/Fly-out | Residents - distributed throughout Gladstone, to bridge site <br> via Landing Road |
| Fly-in/Fly-out - From Gladstone Airport along Dawson <br> Highway, Blain Drive, Gladstone-Mt Larcom Road to bridge <br> site via Landing Road |  |  |
| Plant/Materials | Local Products - distributed from throughout Gladstone to <br> bridge site via Landing Road |  |
| Local Products |  |  |
| Freighted Material |  |  | | Freighted Material - distributed from outside of the immediate |
| :--- |
| Gladstone Area depending on source location. From the |
| north - along Gladstone-Mt Larcom Road to bridge site via |
| Landing Road. From the south - along Dawson Highway, |
| Red Rover Road and Gladstone-Mt Larcom Road to bridge |
| site via Landing Road | \right\rvert\, 

### 5.0 IMPACT ASSESSMENT METHODOLOGY

The traffic impact assessment has been divided into three key components. The three components and corresponding report section are outlined below:

- Intersection Capacity Impact Assessment
- Roadway Link Capacity Impact Assessment
- Pavement Impact Assessment

Section 6.0;
Section 7.0;
Section 8.0.

Analysis has been undertaken for "background" and "background plus development" traffic scenarios through the peak stages of construction and operation of the project components as well as for the 10-year design horizon.

Intersection analysis considers the capacity of relevant intersections based on the Degree of Saturation (DOS) identified using the SIDRA computer analysis package. The assessment also considers turn lane requirements in accordance with the DMR warrants for priority intersections as outlined in the DMR "Road Planning and Design Manual." Intersection queuing has been considered to identify whether intersection turn lane lengths are adequate to accommodate the expected queue lengths.

Link capacity of roadway sections was assessed using the daily two-way traffic demand to identify if the current road cross-sections would be sufficient for future year and development demands.

Pavement impacts have been assessed to determine if the proposed project necessitates bringing forward of pavement rehabilitation works or increases the need for regular road maintenance.

### 5.1 Assessment Scenarios

Because of the varied timing and phasing associated with the construction and operations of the three components of the proposed project, a scoping exercise was undertaken to determine the assessment scenarios that would provide a conservative yet representative reflection of the traffic impacts of the project. The factors considered in this exercise were the overlap in timing between traffic generation of each of the project components, the locations of each project component in relation to the others, and the duration of activity associated with the project components.

Table 5.1 shows the total peak hour traffic generation of the construction and operations of all proposed project components for each year. As shown, year 2012 was identified to have the highest total peak hour trip generation, with the following project activities occurring during this time:

- LNG Facility Train 1 construction;
- Curtis Island access road and bridge construction;
- Gas Transmission Pipeline construction;
- Construction and operations of all three CSG field areas.

Year 2012 was subsequently selected as the year of assessment for the intersection capacity impact assessment. Road network elements were analysed in 2012 with expected background growth only (4\% in Gladstone and surrounds, and 6\% on rural roadways plus cumulative project traffic), as well as with background growth plus GLNG project traffic.

Table 5.1
Overall Project Peak Traffic Generation - Peak Hour

| Year | Light Vehicles | Heavy Vehicles | Total |
| :--- | :---: | :---: | :---: |
| 2010 | 91 | 64 | 155 |
| 2011 | 297 | 190 | 487 |
| 2012 | 365 | 212 | 577 |
| 2013 | 172 | 137 | 310 |
| 2014 | 214 | 99 | 312 |
| 2015 | 240 | 104 | 344 |
| 2016 | 237 | 114 | 351 |
| 2017 | 210 | 103 | 313 |
| 2018 | 251 | 104 | 355 |
| 2019 | 278 | 108 | 386 |
| 2020 | 275 | 115 | 390 |
| 2021 | 247 | 102 | 349 |
| 2022 | 272 | 99 | 371 |
| 2023 | 273 | 59 | 332 |
| 2024 | 273 | 53 | 326 |
| 2025 | 273 | 55 | 329 |
| 2026 | 274 | 51 | 325 |
| 2027 | 274 | 51 | 325 |
| 2028 | 274 | 51 | 325 |
| 2029 | 275 | 49 | 324 |
| 2030 | 275 | 50 | 326 |

Year 2014 was selected for analysis as it is the opening year of Train 1 production of the LNG facility and gas transmission pipeline construction activities are finished. The 2014 assessment scenario includes traffic generated by construction and operations of the CSG fields and construction of Train 2 of the LNG facility which has been assumed to be built in immediate succession to Train 1. This assessment scenario provides a more realistic reflection of the near-term impacts of the proposed GLNG Project, since the gas transmission pipeline construction activities only generate traffic for a finite period of time and the other project activities continue for more sustained periods.

The project activities occurring in 2014 include the following:

- Train 2 LNG facility construction;
- Train 1 LNG facility operations;
- Gas Transmission Pipeline operations;
- Construction and operations of all three CSG field areas.

Year 2024 was also assessed as a 10-year design horizon from the opening year of operations of Train 1 of the LNG facility. This scenario assesses the long-term impacts of the proposed GLNG Project. As shown in Table 5.1 above, peak hour traffic is generally consistent from 2024 onward with the following project components contributing traffic to the road network:

- LNG facility Trains 1, 2 and 3 operations;
- Gas Transmission Pipeline operations;
- Construction and operations of all three CSG field areas.

Based on the above, the following scenarios were assessed for intersection capacity impacts:

- 2012 background;
- 2012 background plus development;
- 2014 background;
- 2014 background plus development;
- 2024 background;
- 2024 background plus development.

Midblock capacity and pavement impacts were assessed for each year of the project life under both "background" and "background plus development" scenarios.

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The 2024 assessment scenario will help to determine if the capacity improvements identified due to the proposed GLNG Project in 2012 or 2014, if any, are justified. If an improvement is identified due to the short-term construction traffic in 2012, but background traffic growth does not trigger future road upgrades, then the development improvements may be over-designed and may not be justified.

### 6.0 INTERSECTION IMPACT ASSESSMENT

The key intersections have been analysed for each of the scenarios outlined above using the SIDRA Intersection 3.2 analysis program. This program calculates the operation of intersections based on input parameters, including geometry and traffic volumes. As an output SIDRA Intersection 3.2 provides values for the degree of saturation (DOS), queues and delays. The DOS is a commonly used value, which is essentially a volume to capacity ratio. The typically adopted upper limits for the DOS, where it is considered that the operation of the intersection is constrained, are:

- unsignalised priority intersections: 0.80;
- roundabouts: 0.85;
- signalised intersections: 0.90 .

These DOS rates have been adopted in accordance with AUSTROADS guidelines. A DOS exceeding these values indicates that the intersection is nearing its operational capacity. Above these values, users of the intersection are likely to experience unsatisfactory queuing and delays.

The following sections summarise the intersection analysis. Further detail (e.g. SIDRA outputs) can be made available upon request.

### 6.1 Intersection Impact Assessment Methodology

The process used to undertake the intersection impact assessment for the development involved a number of steps. These were:

- identify intersections that could be impacted significantly by the proposed development;
- identify intersections that would come close to practical capacity with the addition of the proposed development;
- obtain and analyse the background traffic at the identified intersections;
- determine background road network traffic peaks and development traffic peaks;
- add the cumulative impact traffic to the existing background traffic volumes to come up with the background traffic to be used in the analysis of the identified intersections;
- identify the various components of the proposed development that will impact the road network;
- determine the traffic generated from the various components of the proposed development and combine with the background traffic. These volumes are to be used in the analysis of the identified intersections.


### 6.2 Background Traffic

Background traffic was acquired predominantly from DMR intersection turning movement counts with some intersection counts undertaken by Austraffic. These counts were obtained for the intersections identified as being significantly impacted by the proposed development, as listed in Section 7.5. These counts were undertaken throughout 2005, 2006, 2007 and 2008 and were all increased using background growth rates ( $4 \%$ within Gladstone and $6 \%$ outside of Gladstone) to 2008 volumes.

Information for all the intersections that were assessed, including their count year, source and growth rate applied, are listed below in Table 6.1.

Table 6.1
Background Intersection Count Data

| Intersection | Count <br> Year | Source | Background <br> Growth Rate |
| :--- | :---: | :---: | :---: |
| Gladstone-Mount Larcom Road/Calliope River Road/ <br> Targinie Road | 2006 | DMR | $6 \%$ |
| Gladstone-Mount Larcom Road/Hanson Road/ <br> Landing Road | 2007 | DMR | $6 \%$ |
| Hanson Road/Red Rover Road | 2006 | DMR | $4 \%$ |
| Hanson Road/Blain Drive/Alf O'Rourke Drive | 2006 | DMR | $4 \%$ |
| Bruce Highway/Gladstone - Mount Larcom Road | 2008 | DMR | $6 \%$ |
| Glenlyon Road/Port Access Road/Railway Street | 2005 | DMR | $4 \%$ |
| Dawson Highway/Glenlyon Road/Bramston Street | 2007 | DMR | $4 \%$ |
| Dawson Highway/Don Young Drive | 2007 | DMR | $4 \%$ |
| Dawson Highway/Blain Drive/Herbertson Street | 2006 | Austraffic | $4 \%$ |
| Dawson Highway/Philip Street | 2006 | DMR | $4 \%$ |
| Dawson Highway/Aerodrome Road | 2007 | DMR | $4 \%$ |
| Bruce Highway/Dawson Highway | 2007 | DMR | $6 \%$ |
| Bruce Highway/Calliope River Road | 2007 | DMR | $6 \%$ |
| Dawson Highway/Kariboe Street/Callide Street | 2006 | DMR | $6 \%$ |

### 6.3 Traffic Peak Hour Periods

The overall road network peak hour periods were determined by summing the 15-minute count data for all intersections in the study area. This identified that the AM road network peak occurred from 7:45-8:45am with the PM road network peak occurring from 4:30-5:30pm.

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It was recognised that the morning peak travel periods associated with construction and operations of the LNG facility, dredge material placement site and potential Curtis Island access road and bridge will not likely coincide with the overall road network peaks identified above. This is reinforced by the fact that during construction of Train 1 of the LNG facility all personnel will be required to travel by ferry to Curtis Island, with total travel taking up to one and $a$ half hours.

Because LNG facility construction workers will be transferred to Curtis Island for 10 days at a time, arrival on the island is not necessarily confined by shift times. Similarly, it is assumed that personnel travelling to the potential Curtis Island access road and bridge construction site and dredge material facility will travel to the site early in the morning before the roadway network peak hour, but will likely travel home in the afternoon during the roadway network peak period of 4:30-5:30pm.

As shown above in Table 4.8, the shift patterns for operations personnel at the LNG facility will also correspond to this early morning commute times, though the afternoon commute will likely be during the 4:30-5:30 roadway network peak.

Considering the above, the peak hours assumed for the GLNG development activity are from 6:00-7:00am for the AM development peak and from 4:30-5:30pm for the PM development peak. Projects included as cumulative background traffic in this assessment were reviewed and were found to utilise similar project peak hours as those described above.

For simplicity, the AM peak periods in this report are referred to as the "early" and "late" peak periods. The "early peak" periods refer to the development peak periods (6:00-7:00am). The "late peak" period refers to the road network peak period (7:45-8:45am). As above, the PM peak hour is estimated to occur at the same time for the road network and the GLNG Project. The following three peak hour periods were assessed for the intersection capacity impact analysis:

- AM early peak hour: 6:00-7:00am;
- AM late peak hour: 7:45-8:45am;
- PM peak hour: 4:30-5:30pm.

As outlined in Section 4.0, up to $25 \%$ of daily personnel movements were assumed to occur in each of the development peak hours (AM early peak and PM peak), reflecting a typical morning/afternoon shift pattern. It was assumed that delivery trips would be spread throughout the day, with $10 \%$ of daily trips occurring in each of the development peak hours. $10 \%$ of the daily movements were estimated to occur in the road network AM peak (AM late peak).

### 6.3.1 Traffic Distribution

Traffic generated by the GLNG Project during the peak hours was assigned to the roadway network based on the distributions of trip types and movement patterns described in Section 4.0. The most likely or logical routes for traffic from origin to destination was assumed and used to apply traffic to the roadway segments and intersections in the project study area.

For each peak hour period assessed, a likely inbound/outbound distribution for each trip type was applied to account for movement patterns to and from the GLNG Project sites throughout the day (i.e. most personnel will travel inbound to the construction site in the morning and return in the afternoon). The in/out distribution of traffic for the various trip types is shown below in Table 6.2. It identifies the in/out splits for the three peak hour analysis periods identified.

Table 6.2
Peak Hour In/Out Distribution

| Trip Type |  | AM Early |  | AM Late |  | PM |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In | Out | In | Out | In | Out |
| Light Vehicle Trips | Construction Staff Camp | 90\% | 10\% | 70\% | 30\% | 10\% | 90\% |
|  | Construction Staff Non Camp | 90\% | 10\% | 70\% | 30\% | 10\% | 90\% |
|  | Deliveries | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
| Bus Trips | Buses | 90\% | 10\% | 70\% | 30\% | 10\% | 90\% |
| Heavy Vehicle Trips | Drink water | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Waste | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Fuel | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Raw water | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Equipment | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Pipe | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Concrete - Precast | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Concrete Insitu | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Prefab. Steelwork | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Steel | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Pavement | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Earthwork | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Rig. Movement | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Miscellaneous Class 9 | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Miscellaneous Deliveries - Class 3 | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |

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Intersection peak hour traffic volumes for each peak hour of analysis and assessment year are provided at Appendix G.

### 6.4 Cumulative Impacts of Other Projects

As indicated in Section 3.8, only the Moura Link-Aldoga Rail Project, Wiggins Island Coal Terminal Project and Gladstone Pacific Nickel Refinery Project had suitable information available for inclusion in this assessment. The other projects identified as potentially having a cumulative impact on the development did not have traffic data that could be used in the assessment and were not included in the cumulative impacts. Traffic from the projects not included has been accounted for in the background traffic growth rates applied.

The cumulative traffic from each development was reviewed and combined for each assessment year. This involved identifying the development traffic at the various scenario years and combining them to identify the total additional trips that were to be generated by the cumulative projects. The cumulative number of trips was then combined to the background volumes for the scenario years to give the total background traffic volumes in each assessment year.

### 6.5 Intersection Analysis

The following intersections were identified for analysis based on the potential for the proposed development to impact on their operations:

- Gladstone - Mount Larcom Road/Calliope River Road/Targinie Road intersection;
- Gladstone - Mount Larcom Road/Hanson Road/Landing Road intersection;
- Hanson Road/Red Rover Road intersection;
- Hanson Road/Blain Drive/Alf O'Rourke Drive intersection;
- Bruce Highway/Gladstone - Mount Larcom Road intersection;
- Glenlyon Road/Port Access Road/Railway Street intersection;
- Dawson Highway/Glenlyon Road/Bramston Street intersection;
- Dawson Highway/Don Young Drive intersection;
- Dawson Highway/Blain Drive/Herbertson Street intersection;
- Dawson Highway/Philip Street intersection;
- Dawson Highway/Aerodrome Road intersection;
- Bruce Highway/Dawson Highway intersection;
- Bruce Highway/Calliope River Road intersection.


### 6.5.1 Gladstone - Mount Larcom Road/Calliope River Road/Targinie Road Intersection

The Gladstone-Mount Larcom Road/Calliope River Road/Targinie Road intersection is an existing four-way priority intersection with the major movement east-west along GladstoneMount Larcom Road, as shown on Figure 6.1. The results of the SIDRA analysis for this intersection are shown below in Table 6.3. DMR count data from 2006 was utilised in the assessment.
Figure 6.1

Gladstone-Mt Larcom Rd/Calliope River Rd/Targinie Rd Existing Layout


Table 6.3 Gladstone-Mt Larcom Rd/Calliope River Rd/Targinie Rd - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.42 | 6 sec | 20 m | 0.47 | 7 sec | 24 m | - |
|  | AM Late | 0.18 | 5 sec | 6 m | 0.20 | 5 sec | 7 m | - |
|  | PM | 0.19 | 5 sec | 7 m | 0.22 | 5 sec | 8 m | - |
| 2014 | AM Early | 0.51 | 8 sec | 28 m | 0.53 | 8 sec | 29 m | - |
|  | AM Late | 0.20 | 5 sec | 7 m | 0.20 | 5 sec | 7 m | - |
|  | PM | 0.22 | 6 sec | 8 m | 0.23 | 6 sec | 9 m | - |
| 2024 | AM Early | 0.58 | 10 sec | 36 m | 0.79 | 11 sec | 60 m | - |
|  | AM Late | 0.32 | 5 sec | 13 m | 0.33 | 5 sec | 13 m | - |
|  | PM | 0.26 | 5 sec | 10 m | 0.27 | 5 sec | 10 m | - |

The analysis of the Gladstone-Mount Larcom Road/Calliope River Road/Targinie Road intersection indicates that the intersection will operate adequately in its current form in all assessment years with the addition of development traffic.

### 6.5.2 Gladstone - Mount Larcom Road/Hanson Road/Landing Road Intersection

The Gladstone-Mount Larcom Road/Hanson Road/Landing Road intersection is currently a three-way priority intersection. DMR traffic count data from 2007 was utilised in the assessment of the intersection.

The analysis results for this intersection are summarised in Table 6.4 with the existing intersection form shown on Figure 6.2.

Figure 6.2
Gladstone-Mt Larcom Rd/Hanson Rd/Landing Rd - Existing Layout


Table 6.4
Gladstone-Mt Larcom Rd/Hanson Rd/Landing Rd - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.34 | 8 sec | 15 m | 0.40 | 8 sec | 22 m | - |
|  | AM Late | 0.29 | 9 sec | 13 m | 0.33 | 9 sec | 16 m | - |
|  | PM | 0.32 | 9 sec | 16 m | 0.39 | 9 sec | 22 m | - |
| 2014 | AM Early | 0.40 | 8 sec | 22 m | 0.45 | 8 sec | 27 m | - |
|  | AM Late | 0.33 | 9 sec | 15 m | 0.34 | 9 sec | 17 m | - |
|  | PM | 0.34 | 9 sec | 18 m | 0.40 | 9 sec | 23 m | - |
| 2024 | AM Early | 0.58 | 10 sec | 46 m | 0.69 | 10 sec | 60 m | - |
|  | AM Late | 0.52 | 10 sec | 39 m | 0.56 | 10 sec | 44 m | - |
|  | PM | 0.47 | 10 sec | 31 m | 0.60 | 10 sec | 41 m | - |

Table 6.4 indicates that this intersection will operate adequately in its current form with the expected background and development traffic.

### 6.5.3 Hanson Road/Red Rover Road intersection

The Hanson Road/Red Rover Road intersection is an existing three-leg single-lane roundabout, with two approach lanes on the eastern approach and one lane on the other approaches. The circulating roadway of the roundabout accommodates two circulation lanes between Hanson Road east and Red Rover Road (south) to allow improved capacity for the left turn movement. This intersection was analysed for both the background traffic scenario and background plus development scenario.

The existing intersection form is shown on Figure 6.3 with assessment results provided in Table 6.5.

The SIDRA analysis indicates that the intersection will exceed its practical capacity in the 2012 AM early peak period under the background traffic scenario. The GLNG Project traffic increases intersection DOS to above the practical capacity in the 2012 PM peak period, but for all other years and peak periods the intersection operations are almost identical with GLNG Project traffic as with background traffic. Thus it can be inferred that project impacts on the intersection will be for a short time, due to construction traffic.

Figure 6.3
Hanson Road/Red Rover Road - Existing Layout


Table 6.5
Hanson Road/Red Rover Road - SIDRA Results

| Year |  |  |  |  |  |  |  |  |  | Period | Background |  |  | With Development |  | Cycle Time |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |  |  |  |  |  |  |  |  |
| 2012 | AM Early | 1.21 | 105 sec | 996 m | 1.45 | 201 sec | 1693 m | - |  |  |  |  |  |  |  |
|  | AM Late | 0.29 | 7 sec | 15 m | 0.31 | 7 sec | 16 m | - |  |  |  |  |  |  |  |  |
|  | PM | 0.52 | 5 sec | 41 m | 0.92 | 7 sec | 189 m | - |  |  |  |  |  |  |  |  |
| 2014 | AM Early | 1.85 | 390 sec | 2764 m | 2.27 | 585 sec | 3526 m | - |  |  |  |  |  |  |  |  |
|  | AM Late | 0.32 | 7 sec | 16 m | 0.33 | 7 sec | 17 m | - |  |  |  |  |  |  |  |  |
|  | PM | 0.97 | 10 sec | 300 m | 1.02 | 38 sec | 715 m | - |  |  |  |  |  |  |  |  |
| 2024 | AM Early | 2.54 | 762 sec | 4427 m | 3.48 | 1231 sec | 5546 m | - |  |  |  |  |  |  |  |  |
|  | AM Late | 0.44 | 7 sec | 25 m | 0.46 | 7 sec | 27 m | - |  |  |  |  |  |  |  |  |
|  | PM | 0.96 | 12 sec | 306 m | 1.05 | 60 sec | 954 m | - |  |  |  |  |  |  |  |  |

In order to mitigate the GLNG Project impacts in 2012, the roundabout requires the addition of right-turn lanes on the south and west approaches and additional circulating width to accommodate the movements as shown in Figure 6.4.

The SIDRA results shown in Table 6.6 indicate that with the proposed intersection upgrades, the intersection will operate better with the addition of development traffic than at the levels achieved with the background traffic with the existing intersection form.

Figure 6.4 Hanson Road/Red Rover Road - Upgraded Layout


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Table 6.6 Hanson Road/Red Rover Road - Upgraded SIDRA Results

| Upgraded Roundabout Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  | Cycle Time |  |
|  |  | DOS | Delay | Queue | DOS | Delay |  |  |
| 2012 | AM Early | 0.73 | 9 sec | 73 m | 0.77 | 12 sec | 89 m | - |
|  | AM Late | 0.21 | 6 sec | 11 m | 0.23 | 6 sec | 11 m | - |
|  | PM | 0.37 | 5 sec | 26 m | 0.68 | 5 sec | 69 m | - |
| 2014 | AM Early | 0.58 | 6 sec | 44 m | 1.15 | 73 sec | 718 m | - |
|  | AM Late | 0.22 | 6 sec | 12 m | 0.25 | 6 sec | 12 m | - |
|  | PM | 0.69 | 6 sec | 71 m | 0.72 | 6 sec | 79 m | - |
|  | AM Early | 0.62 | 7 sec | 49 m | 1.97 | 374 sec | 2886 m | - |
|  | AM Late | 0.29 | 7 sec | 18 m | 0.32 | 7 sec | 18 m | - |
|  | PM | 0.66 | 6 sec | 64 m | 0.71 | 6 sec | 73 m | - |

The Department of Main Roads has undertaken corridor planning for the duplication of Hanson Road to four lanes to accommodate background traffic volumes, which is also a recommendation within the GIRTP. If the four-lane cross-section is to be built, the Hanson Road/Red Rover Road intersection would likely become a two-lane roundabout or traffic signals. The roundabout concept for the corridor planning is generally consistent with the upgrades identified above and would create adequate spare capacity to accommodate the proposed GLNG Project traffic.

In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $4.8 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

### 6.5.4 Hanson Road/Blain Drive/Alf O'Rourke Drive intersection

The Hanson Road/Blain Drive/Alf O'Rourke Drive intersection is an existing four-way singlelane roundabout, as shown on Figure 6.5. The SIDRA results of this intersection analysis are shown in Table 6.7 below.

Figure 6.5
Hanson Road/Blain Drive/Alf O'Rourke Drive - Existing Layout


Table 6.7
Hanson Road/Blain Drive/Alf O'Rourke Drive - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 1.27 | 230 sec | 2,484 m | 1.38 | 307 sec | 3,206 m | - |
|  | AM Late | 0.47 | 8 sec | 35 m | 0.49 | 8 sec | 37 m | - |
|  | PM | 0.73 | 12 sec | 79 m | 0.78 | 15 sec | 97 m | - |
| 2014 | AM Early | 1.50 | 383 sec | 3,872 m | 1.53 | 447 sec | 4,395 m | - |
|  | AM Late | 0.51 | 8 sec | 40 m | 0.52 | 8 sec | 41 m | - |
|  | PM | 0.79 | 18 sec | 110 m | 0.90 | 26 sec | 165 m | - |
| 2024 | AM Early | 1.88 | 642 sec | 5,846 m | 1.97 | 756 sec | 6,579 m | - |
|  | AM Late | 0.73 | 12 sec | 89 m | 0.74 | 13 sec | 92 m | - |
|  | PM | 0.92 | 26 sec | 187 m | 1.09 | 63 sec | 542 m | - |

The analysis undertaken indicates that in its current form the intersection will operate above its practical capacity in all assessment years in the AM early peak period under the background traffic scenario. The development traffic pushes intersection operations above the practical capacity during the 2014 PM peak hour.

To mitigate the development impact back to background operating conditions through 2024, a continuous left-turn lane is required on the south leg with a downstream receiving lane on the west leg of the intersection. Additionally, a right-turn lane is required on the west leg with additional circulating width to accommodate the added lane. The upgraded intersection layout is shown on Figure 6.6, with the SIDRA results for the upgraded intersection analysis shown in Table 6.8.

Table 6.8 Hanson Road/Blain Drive/Alf O'Rourke Drive - Upgraded SIDRA Results

| Upgraded Roundabout Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.55 | 7 sec | 47 m | 0.57 | 7 sec | 49 m | - |
|  | AM Late | 0.44 | 7 sec | 32 m | 0.45 | 7 sec | 33 m | - |
|  | PM | 0.63 | 9 sec | 66 m | 0.70 | 11 sec | 85 m | - |
| 2014 | AM Early | 0.61 | 7 sec | 58 m | 0.62 | 7 sec | 61 m | - |
|  | AM Late | 0.48 | 8 sec | 36 m | 0.48 | 8 sec | 37 m | - |
|  | PM | 0.72 | 11 sec | 92 m | 0.77 | 12 sec | 111 m | - |
| 2024 | AM Early | 0.75 | 9 sec | 97 m | 0.77 | 9 sec | 105 m | - |
|  | AM Late | 0.68 | 9 sec | 78 m | 0.69 | 9 sec | 80 m | - |
|  | PM | 0.84 | 13 sec | 145 m | 0.89 | 16 sec | 189 m | - |

Figure 6.6
Hanson Road/Blain Drive/Alf O'Rourke Drive - Upgraded Layout Alf O'Rourke Drive ( N )


Both the Gladstone Pacific Nickel Refinery Project and the Wiggins Island Coal Terminal Project have identified impacts and recommend mitigation measures to provide a two-lane roundabout at this location. Additionally, the Department of Main Roads has undertaken corridor planning for the duplication of Hanson Road to four lanes to accommodate background traffic volumes, which is also recommended in the GIRTP.

The roundabout upgrade not only mitigates the impact of the development but provides additional capacity for other road users. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $3.7 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four-lane upgrading works.

### 6.5.5 Bruce HighwayIGladstone - Mount Larcom Road Intersection

The Bruce Highway/Gladstone-Mount Larcom Road intersection is an existing three-way priority intersection with the major movement north-south along the Bruce Highway, as shown on Figure 6.7. The SIDRA analysis results for this intersection are shown in Table 6.9 below. The analysis indicates the intersection will operate adequately in all assessment scenarios with background traffic and with the addition of GLNG Project traffic.

Figure 6.7


Table $6.9 \quad$ Bruce Highway/Gladstone-Mount Larcom Road - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.17 | 7 sec | 8 m | 0.18 | 7 sec | 8 m | - |
|  | AM Late | 0.22 | 6 sec | 9 m | 0.22 | 6 sec | 9 m | - |
|  | PM | 0.25 | 6 sec | 10 m | 0.26 | 6 sec | 11 m | - |
| 2014 | AM Early | 0.19 | 7 sec | 9 m | 0.20 | 7 sec | 9 m | - |
|  | AM Late | 0.26 | 6 sec | 11 m | 0.26 | 6 sec | 11 m | - |
|  | PM | 0.29 | 7 sec | 12 m | 0.30 | 7 sec | 13 m | - |
| 2024 | AM Early | 0.32 | 7 sec | 17 m | 0.32 | 7 sec | 17 m | - |
|  | AM Late | 0.48 | 8 sec | 27 m | 0.48 | 8 sec | 28 m | - |
|  | PM | 0.44 | 7 sec | 25 m | 0.46 | 8 sec | 27 m | - |

### 6.5.6 Glenlyon Road/Port Access Road/Railway Street Intersection

The Glenlyon Road/Port Access Road/Railway Street intersection is an existing four-way signalised intersection, as shown on Figure 6.8. The SIDRA analysis results for the intersection are shown in Table 6.10. It is shown that this intersection operates adequately in its current form in all assessment years.

Figure 6.8
Glenlyon Road/Port Access Road/Railway Street - Existing Layout


Table 6.10 Glenlyon Road/Port Access Road/Railway Street - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.38 | 24 sec | 81 m | 0.53 | 24 sec | 93 m | 100 sec |
|  | AM Late | 0.63 | 22 sec | 165 m | 0.64 | 22 sec | 168 m | 100 sec |
|  | PM | 0.59 | 16 sec | 145 m | 0.59 | 18 sec | 146 m | 100 sec |
| 2014 | AM Early | 0.45 | 26 sec | 89 m | 0.45 | 26 sec | 90 m | 100 sec |
|  | AM Late | 0.67 | 22 sec | 179 m | 0.67 | 22 sec | 179 m | 100 sec |
|  | PM | 0.62 | 17 sec | 156 m | 0.63 | 17 sec | 158 m | 100 sec |
| 2024 | AM Early | 0.51 | 26 sec | 103 m | 0.51 | 26 sec | 103 m | 100 sec |
|  | AM Late | 0.86 | 33 sec | 312 m | 0.89 | 33 sec | 315 m | 100 sec |
|  | PM | 0.75 | 18 sec | 205 m | 0.76 | 18 sec | 208 m | 100 sec |

### 6.5.7 Dawson Highway/Glenlyon Road/Bramston Street Intersection

The Dawson Highway/Glenlyon Road/Bramston Street intersection is an existing four-way signalised intersection, as shown on Figure 6.9. Analysis of this intersection was undertaken with the results shown below in Table 6.11.

Figure 6.9
Dawson Highway/Glenlyon Road/Bramston Street - Existing Layout


## Dawson Highway/Glenlyon Road/Bramston Street - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.67 | 24 sec | 87 m | 0.86 | 25 sec | 87 m | 90 sec |
|  | AM Late | 1.02 | 63 sec | 333 m | 1.00 | 66 sec | 318 m | 90 sec |
|  | PM | 0.70 | 27 sec | 128 m | 0.71 | 28 sec | 130 m | 90 sec |
| 2014 | AM Early | 0.72 | 25 sec | 92 m | 0.74 | 25 sec | 92 m | 90 sec |
|  | AM Late | 1.00 | 63 sec | 334 m | 1.00 | 63 sec | 334 m | 90 sec |
|  | PM | 0.74 | 28 sec | 140 m | 0.75 | 28 sec | 142 m | 90 sec |
| 2024 | AM Early | 1.00 | 42 sec | 156 m | 1.00 | 43 sec | 156 m | 140 sec |
|  | AM Late | 1.20 | 278 sec | 1423 m | 1.20 | 278 sec | 1423 m | 140 sec |
|  | PM | 0.93 | 39 sec | 233 m | 0.94 | 39 sec | 222 m | 90 sec |

Table 6.11 above indicates that this intersection will exceed its practical capacity in 2012 due to background traffic. Further review of the table shows that the intersection operations with GLNG development traffic are almost identical to those for background traffic conditions and the development is not making the capacity constraints significantly worse.

Figure 6.10 below shows the short lane extensions required to mitigate the development impact back to background operating conditions, with the results shown in Table 6.12. Because the development traffic has minimal impact on the intersection, no mitigation works are recommended.

Programmed improvements at this intersection have been identified in the RIP for 2009/2010 ( $\$ 100,000$ ). DMR advise that these works will include phasing changes and lane marking changes to improve operation of the traffic signals. The works also include an asphalt overlay.

Figure 6.10
Dawson Highway/Glenlyon Road/Bramston Street - Upgraded Layout


Table 6.12
Dawson Highway/Glenlyon Road/Bramston Street - SIDRA Results

| Upgraded Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.36 | 22 sec | 82 m | 0.38 | 22 sec | 84 m | 100 sec |
|  | AM Late | 0.83 | 34 sec | 182 m | 0.85 | 35 sec | 190 m | 100 sec |
|  | PM | 0.65 | 28 sec | 134 m | 0.65 | 28 sec | 135 m | 100 sec |
| 2014 | AM Early | 0.38 | 23 sec | 86 m | 0.38 | 23 sec | 86 m | 100 sec |
|  | AM Late | 0.89 | 39 sec | 211 m | 0.89 | 39 sec | 211 m | 100 sec |
|  | PM | 0.71 | 29 sec | 145 m | 0.69 | 28 sec | 145 m | 100 sec |
| 2024 | AM Early | 0.49 | 25 sec | 103 m | 0.50 | 25 sec | 105 m | 100 sec |
|  | AM Late | 1.09 | 140 sec | 659 m | 1.10 | 141 sec | 659 m | 100 sec |
|  | PM | 0.87 | 34 sec | 206 m | 0.87 | 35 sec | 214 m | 100 sec |

### 6.5.8 Dawson Highway/Don Young Drive Intersection

The Dawson Highway/Don Young Drive intersection is an existing T-junction priority intersection, as shown on Figure 6.11. The SIDRA analysis results for this intersection are shown in Table 6.13. The analysis indicates the intersection will exceed practical capacity in the 2024 PM peak period under the background traffic scenario, however Gladstone Regional Council planning for the Kirkwood Road project indicates Kirkwood Road will align with Don Young Drive and form a grade separated intersection providing far superior intersection performance. There is no timing proposed for this work.

Because GLNG Project traffic added to this intersection creates negligible impact on operations, no upgrades are proposed by the project.

Figure 6.11


Table 6.13
Dawson Highway/Don Young Drive- SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.21 | 5 sec | 7 m | 0.22 | 5 sec | 8 m | - |
|  | AM Late | 0.31 | 3 sec | 12 m | 0.33 | 4 sec | 13 m | - |
|  | PM | 0.43 | 5 sec | 21 m | 0.45 | 5 sec | 22 m | - |
| 2014 | AM Early | 0.26 | 5 sec | 9 m | 0.26 | 5 sec | 9 m | - |
|  | AM Late | 0.36 | 4 sec | 14 m | 0.36 | 4 sec | 14 m | - |
|  | PM | 0.54 | 6 sec | 30 m | 0.54 | 6 sec | 30 m | - |
| 2024 | AM Early | 0.44 | 6 sec | 17 m | 0.44 | 6 sec | 17 m | - |
|  | AM Late | 0.78 | 7 sec | 41 m | 0.78 | 7 sec | 41 m | - |
|  | PM | 0.88 | 12 sec | 90 m | 0.88 | 12 sec | 90 m | - |

### 6.5.9 Dawson Highway/Blain Drive/Herbertson Street Intersection

The Dawson Highway/Blain Drive/Herbertson Street intersection is an existing four-way, twolane roundabout, as shown on Figure 6.12. The SIDRA analysis results for this intersection are shown in Table 6.14.

Figure 6.12
Dawson Highway/Blain Drive/Herbertson Street - Existing Layout ( N )

Table 6.14 Dawson Highway/Blain Drive/Herbertson Street - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.68 | 6 sec | 51 m | 0.73 | 7 sec | 64 m | - |
|  | AM Late | 0.35 | 5 sec | 18 m | 0.36 | 5 sec | 19 m | - |
|  | PM | 0.76 | 13 sec | 81 m | 0.90 | 21 sec | 141 m | - |
| 2014 | AM Early | 0.74 | 7 sec | 69 m | 0.77 | 7 sec | 79 m | - |
|  | AM Late | 0.37 | 5 sec | 20 m | 0.38 | 5 sec | 21 m | - |
|  | PM | 0.89 | 21 sec | 138 m | 0.93 | 28 sec | 177 m | - |
| 2024 | AM Early | 0.83 | 8 sec | 103 m | 0.87 | 9 sec | 128 m | - |
|  | PM Early | 0.50 | 5 sec | 32 m | 0.51 | 6 sec | 33 m | - |
|  | PM | 1.24 | 203 sec | 1,651 m | 1.32 | 257 sec | 2,033 m | - |

The SIDRA analysis indicates that under background traffic volumes, this intersection operates adequately for all scenarios tested except for the PM peak period in 2014 and 2024. The development traffic also results in practical capacity being exceeded in the 2012 PM peak and the 2024 AM peak.

The intersection was tested with an upgraded roundabout form, including the addition of a leftturn slip lane on the southern leg of the Dawson Highway and the left and through lane on Blain Drive becoming an all movement lane. Figure 6.13 below shows the intersection form needed to mitigate the development impact back to background traffic conditions. The analysis results are shown below in Table 6.15. The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

Figure 6.13
Dawson Highway/Blain Drive/Herbertson Street - Upgraded Layout


Table 6.15
Dawson Highway/Blain Drive/Herbertson Street - SIDRA Results

| Year | Period | Background |  |  | With Development |  | Cycle <br> Time |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | DOS | Delay | Queue | DOS | Delay |  | Timout

### 6.5.10 Dawson Highway/Philip Street Intersection

The Dawson Highway/Philip Street intersection is an existing four-leg, two-lane roundabout with signals on the eastern and western legs that are triggered if there are long queues on the Dawson Highway. The intersection was tested as a roundabout as shown on Figure 6.14. The SIDRA analysis results for this intersection are shown in Table 6.16 below.


Figure 6.14
Dawson Highway/Philip Street - Existing Layout

Table 6.16
Dawson Highway/Philip Street - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.66 | 11 sec | 59 m | 0.74 | 12 sec | 79 m | - |
|  | AM Late | 0.92 | 14 sec | 164 m | 0.94 | 16 sec | 194 m | - |
|  | PM | 1.16 | 125 sec | 1,097 m | 1.17 | 192 sec | 1,389 m | - |
| 2014 | AM Early | 0.74 | 13 sec | 80 m | 0.76 | 13 sec | 86 m | - |
|  | AM Late | 0.99 | 28 sec | 354 m | 1.00 | 30 sec | 377 m | - |
|  | PM | 1.20 | 213 sec | 1,674 m | 1.22 | 226 sec | 1,847 m | - |
| 2024 | AM Early | 0.97 | 27 sec | 250 m | 1.00 | 41 sec | 361 m | - |
|  | AM Late | 1.44 | 434 sec | $4,487 \mathrm{~m}$ | 1.45 | 441 sec | 4,550 m | - |
|  | PM | 1.68 | 616 sec | $4,588 \mathrm{~m}$ | 1.69 | 633 sec | $4,753 \mathrm{~m}$ | - |

The SIDRA analysis shows that in its current form this intersection will operate above practical capacity in 2012 under the background traffic scenario. Discussions with DMR indicate that resolution of background capacity issues is currently underway, with options such as full signalization of the intersection and a bypass road parallel to Dawson Highway being considered.

Because the planned upgrades to the intersection are not known, further testing of the intersection was not undertaken. Based on Table 6.16 above, the GLNG Project traffic increases the DOS of the intersection by a maximum of $12 \%$, which is in 2012 . During the subsequent analysis years (2014 and 2024), the expected development traffic increases intersection DOS by only approximately $1-3 \%$. The option of making a contribution to the intersection upgrade could be considered. The development traffic forms $6.1 \%$ of the combined background and development traffic in 2012.

### 6.5.11 Dawson Highway/Aerodrome Road Intersection

The Dawson Highway/Aerodrome Road intersection is an existing four-way signalised intersection, as shown on Figure 6.15. The results of SIDRA analysis for this intersection are shown in Table 6.17.

Figure 6.15


Dawson Highway/Aerodrome Road - SIDRA Results
Table 6.17
Existing Layout

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.49 | 33 sec | 95 m | 0.69 | 34 sec | 102 m | 120 sec |
|  | AM Late | 1.00 | 52 sec | 307 m | 1.00 | 63 sec | 579 m | 120 sec |
|  | PM | 0.91 | 49 sec | 214 m | 0.93 | 51 sec | 231 m | 120 sec |
| 2014 | AM Early | 0.54 | 33 sec | 100 m | 0.56 | 33 sec | 100 m | 120 sec |
|  | AM Late | 1.00 | 50 sec | 325 m | 1.00 | 50 sec | 325 m | 120 sec |
|  | PM | 1.00 | 68 sec | 310 m | 1.00 | 67 sec | 310 m | 120 sec |
| 2024 | AM Early | 0.82 | 41 sec | 142 m | 0.82 | 41 sec | 142 m | 120 sec |
|  | AM Late | 1.10 | 101 sec | 704 m | 1.10 | 101 sec | 704 m | 120 sec |
|  | PM | 1.11 | 143 sec | 858 m | 1.11 | 143 sec | 858 m | 120 sec |

The analysis shows that in its current form the Dawson Highway/Aerodrome Road intersection will operate above practical capacity in the 2012 AM late peak and PM peak periods under the background traffic scenario. Further review of Table 6.17 shows that the intersection operations with GLNG development traffic are almost identical to those for background traffic conditions. Therefore, no intersection upgrades will be required by the GLNG Project.

For the intersection to operate adequately with background traffic through 2024, the two right turn lanes from the Dawson Highway turning into Aerodrome Road will need to be extended and the left slip lane from Aerodrome Road will need to be turned into a continuous left turn lane. This upgraded layout and the SIDRA analysis of this upgraded intersection are shown below on Figure 6.16 and Table 6.18.

Figure 6.16


Table 6.18
Dawson Highway/Aerodrome Road - Upraded SIDRA Results

|  |  | Upgraded Layout |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  | Cycle Time |  |  |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |  |
| 2012 | AM Early | 0.27 | 22 sec | 73 m | 0.28 | 21 sec | 76 m | 120 sec |  |
|  | AM Late | 0.56 | 22 sec | 160 m | 0.59 | 22 sec | 164 m | 120 sec |  |
|  | PM | 0.62 | 31 sec | 155 m | 0.68 | 33 sec | 164 m | 120 sec |  |
| 2014 | AM Early | 0.29 | 22 sec | 78 m | 0.29 | 22 sec | 78 m | 120 sec |  |
|  | AM Late | 0.60 | 22 sec | 174 m | 0.60 | 22 sec | 174 m | 120 sec |  |
|  | PM | 0.66 | 32 sec | 167 m | 0.67 | 32 sec | 167 m | 120 sec |  |
| 2024 | AM Early | 0.38 | 23 sec | 101 m | 0.38 | 23 sec | 101 m | 120 sec |  |
|  | AM Late | 0.78 | 24 sec | 259 m | 0.78 | 24 sec | 259 m | 120 sec |  |
|  | PM | 0.87 | 41 sec | 267 m | 0.87 | 38 sec | 267 m | 120 sec |  |

### 6.5.12 Bruce Highway/Dawson Highway Intersection

The Bruce Highway/Dawson Highway intersection is an existing four-way priority intersection, as shown on Figure 6.17. The SIDRA analysis results for this intersection are shown in Table 6.19 below.

Figure 6.17
Bruce Highway/Dawson Highway - Existing Layout


Table 6.19
Bruce Highway/Dawson Highway - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.88 | 14 sec | 104 m | 0.91 | 16 sec | 127 m | - |
|  | AM Late | 1.79 | 644 sec | $3,005 \mathrm{~m}$ | 1.85 | 683 sec | 3,149 m | - |
|  | PM | 0.53 | 9 sec | 32 m | 0.55 | 10 sec | 35 m | - |
| 2014 | AM Early | 1.01 | 36 sec | 277 m | 1.02 | 38 sec | 286 m | - |
|  | AM Late | 2.13 | 906 sec | $3,900 \mathrm{~m}$ | 2.13 | 910 sec | 3,910 m | - |
|  | PM | 0.62 | 10 sec | 42 m | 0.62 | 10 sec | 43 m | - |
| 2024 | AM Early | 1.95 | 654 sec | $3,087 \mathrm{~m}$ | 1.95 | 651 sec | 3,087 m | - |
|  | AM Late | 4.74 | 3,104 sec | $8,233 \mathrm{~m}$ | 4.74 | 3,105 sec | $8,237 \mathrm{~m}$ | - |
|  | PM | 1.02 | 38 sec | 305 m | 1.02 | 43 sec | 336 m | - |

The analysis shows that in its current form the Bruce Highway/Dawson Highway intersection will operate above practical capacity in 2012 and all subsequent analysis years in the late AM peak hour. The intersection is expected to operate over its practical capacity in all peak hours in 2024.

The capacity constraint at the Bruce Highway/Dawson Highway intersection is due to the anticipated levels of background traffic. Further review of Table 6.19 shows that operations with the proposed GLNG Project traffic are almost identical to background conditions in 2014 and 2024.

DMR has developed a grade-separated layout for the Bruce Highway/Dawson Highway intersection to mitigate the existing capacity constraints. The grade separation is expected to create adequate spare capacity for future operations, including the addition of the proposed GLNG Project trips. The analysis shows that the need for the works is driven by background growth with no impact discernable for the GLNG Project.

### 6.5.13 Bruce HighwayICalliope River Road Intersection

The Bruce Highway/Calliope River Road intersection is an existing three-way priority intersection, as shown on Figure 6.18. The SIDRA analysis results for this intersection are shown in Table 6.20. This intersection was found to operate adequately in its current form.

Figure 6.18


Table 6.20 Bruce Highway/Calliope River Road Intersection - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  | Cycle Time |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  |  |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.06 | 4 sec | 2 m | 0.06 | 4 sec | 2 m | - |
|  | AM Late | 0.07 | 2 sec | 1 m | 0.07 | 2 sec | 1 m | - |
|  | PM | 0.07 | 3 sec | 2 m | 0.07 | 3 sec | 2 m | - |
| 2014 | AM Early | 0.06 | 4 sec | 2 m | 0.06 | 4 sec | 2 m | - |
|  | AM Late | 0.08 | 2 sec | 1 m | 0.08 | 2 sec | 1 m | - |
|  | PM | 0.08 | 3 sec | 3 m | 0.08 | 3 sec | 3 m | - |
| 2024 | AM Early | 0.09 | 4 sec | 3 m | 0.09 | 4 sec | 3 m | - |
|  | AM Late | 0.11 | 2 sec | 2 m | 0.11 | 2 sec | 2 m | - |
|  | PM | 0.11 | 2 sec | 3 m | 0.11 | 3 sec | 4 m | - |

### 6.6 Rural Roads Intersection Analysis

Additional intersection analysis has been performed at a single location on the road network west of the Bruce Highway. This was done along the Dawson Highway to assess if the development traffic could impact on the intersection performance.

Due to the low volumes of traffic along these rural roads and the comparatively large increase in traffic due to development, all intersections will have a large percentage increase in traffic flowing through them. However, despite the significant percentage increase in traffic volume all the intersections are predicted to operate well within capacity. Except for access intersections for construction depots and worker accommodations, all development traffic added to intersections will be through movements, which add far less delay that other turning movements at intersections.

The intersection that was identified as a critical intersection was the intersection of the Dawson Highway, Kariboe Street and Callide Street, located in the town of Biloela. This intersection has approximately $7,250 \mathrm{vpd}$ passing along Dawson Highway. This is in comparison to most other roads west of Calliope that carry less than $2,000 \mathrm{vpd}$.

Intersection analysis was performed at this intersection during the peak hours for all assessment years.

### 6.6.1 Dawson Highway/Kariboe Street/Callide Street Intersection

The Dawson Highway/Kariboe Street/Callide Street Intersection is a four-way priority intersection and the major movement is southwest to northeast along the Dawson Highway, locally named Gladstone Road. The Dawson Highway at this location is a median-separated four-lane road, with two lanes in each direction. A pedestrian crossing exists on the southwestern leg of the Dawson Highway.

The north-western leg of the intersection, Kariboe Street is a two-way two-lane road. It has a pedestrian crossing across it at the intersection and also provides a left turn slip lane. The south eastern leg of Callide Street is a two-way two-lane road.

Due to the wide median on the Dawson Highway, analysis can be performed taking into account a two-stage right-turn onto the Dawson Highway from Kariboe Street. This allows a vehicle to turn from Kariboe Street and queue in the median, only needing to give way to one direction of traffic at a time.

The existing intersection form as well as the modified SIDRA form to allow for two-stage rightturns is provided in Figure 6.19. Intersection analysis results reflecting this are shown below in Table 6.21. The intersection was found to operate above its practical capacity in the 2012 AM late peak under the background traffic scenario. Further review of the SIDRA analysis results show that the GLNG Project traffic only makes intersection operations marginally worse in 2012, during the peak of gas transmission pipeline construction. For all other assessment years, the "with development" intersection operations are almost identical to "background" intersection operations.

Figure 6.19
Dawson Highway/Kariboe Street/Callide Street - Existing Layout


GLNG Project -Traffic Report

Table 6.21 Dawson Highway/Kariboe Street/Callide Street - SIDRA Results

| Existing Layout - Showing Median Protection |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.08 | 4 sec | 4 m | 0.08 | 4 sec | 4 m | - |
|  | AM Late | 0.88 | 18 sec | 75 m | 0.88 | 18 sec | 75 m | - |
|  | PM Late | 0.36 | 7 sec | 13 m | 0.38 | 8 sec | 14 m | - |
| 2014 | AM Early | 0.09 | 4 sec | 4 m | 0.09 | 4 sec | 4 m | - |
|  | AM Late | 1.10 | 43 sec | 208 m | 1.10 | 43 sec | 208 m | - |
|  | PM Late | 0.43 | 8 sec | 17 m | 0.44 | 8 sec | 18 m | - |
| 2024 | AM Early | 0.13 | 4 sec | 6 m | 0.13 | 4 sec | 6 m | - |
|  | AM Late | 1.53 | 173 sec | 583 m | 1.53 | 173 sec | 584 m | - |
|  | PM Late | 1.00 | 22 sec | 116 m | 1.04 | 27 sec | 148 m | - |

Based on the analysis undertaken at the Dawson Highway/Kariboe Street/Callide Street in Biloela in the critical year of construction traffic for the gas transmission pipeline, it can be seen that the GLNG Project traffic will not have a significant impact on intersection operations. Additionally, it is not expected that the operating capacity of any other intersections to the west will be significantly impacted by the proposed project. Development traffic movements at the intersection do not result in more than a $5 \%$ increase for any directional movement therefore the developer is not responsible for any upgrade works required for this intersection.

### 6.7 Intersection Analysis Summary

Table 6.22 summarises the intersection analysis and any works required to mitigate development impacts.

### 6.8 Project Mitigation Summary

To mitigate the impact of the development on intersections within Gladstone, it is recommended that the following mitigation works be implemented.

## Hanson Road/Red Rover Road intersection

The following works are recommended to mitigate background capacity constraints of the intersection through 2024:

- addition of a right-turn lane on the western approach of Hanson Road and additional circulating lane to accommodate the movement;
- a continuous left turn lane on the southern leg (Blain Drive).

Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms 4.8\% of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

## Hanson Road/Blain Drive/Alf O'Rourke Drive intersection

The following works are recommended:

- continuous left-turn lane from the south approach;
- right-turn lane on the western approach and additional circulating lane to accommodate the movement.

Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms 3.7\% of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

## Dawson Highway/Blain Drive/Herbertson Street

The following works are recommended:

- short left slip lane on southern leg of Dawson Highway;
- pavement marking of left lane on western leg to allow all turn movements.

The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

## Dawson Highway/Philip Street

The intersection exceeds practical capacity with background traffic and development traffic creates further impact worse. DMR are planning upgrade works and the option of making a contribution to the intersection upgrade could be considered. The development traffic forms 6.1\% of the combined background and development traffic in 2012.

| Intersection | Existing Layout | Upgrade Year Background Traffic | Upgrade Year Development Traffic | Upgrade Treatment |
| :---: | :---: | :---: | :---: | :---: |
| Gladstone - Mount Larcom Road/Calliope River Road/Targinie Road | Four -way channelised priority intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Gladstone - Mount Larcom Road/Hanson Road/Landing Road | Three-way channelised priority intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Hanson Road/Red Rover Road | Two-lane roundabout | By 2012 | By 2012 | GLNG upgrades: <br> - Short right turn lane on west leg of Gladstone - Mt Larcom Road and additional circulating width <br> - Short right turn lane on south leg of Red Rover Road and additional circulating width <br> Note: Duplication of Hanson Road is being planned by DMR. In lieu of the GLNG Project implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. Development traffic forms $4.8 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works. |
| Hanson Road/Blain Drive/Alf O'Rourke Drive | Single-lane roundabout | By 2012 | By 2012 | GLNG upgrades: <br> - Short right-turn lane on west leg of Hanson Road and additional circulating width <br> - Continuous left-turn lane from south leg of Blain Drive <br> Note: Duplication of Hanson Road is being planned by DMR. In lieu of the GLNG Project implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms 3.7\% of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works. |
| Bruce <br> Highway/Gladstone - <br> Mount Larcom Road | Three-way channelised priority intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Glenlyon Road/Railway <br> Street/Port Access <br> Road | Four-way signalised intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Dawson <br> Highway/Glenlyon <br> Road/Bramston Street | Four-way signalised intersection | By 2012 | By 2012 | No GLNG contribution is anticipated. <br> The intersection exceeds practical capacity with background traffic but the development does not make the intersection operation any worse Programmed improvements at this intersection have been identified in the RIP for 2009/2010 $(\$ 100,000)$. DMR advise that these works will include phasing changes and lane marking changes to improve operation of the traffic signals. |
| Dawson Highway/Don Young Drive | Three-way channelised priority intersection | By 2024 | By 2024 | No GLNG contribution is anticipated. <br> The intersection exceeds practical capacity with background traffic but the development does not make the intersection operation any worse. Gladstone Regional Council planning for the Kirkwood Road project indicates Kirkwood Road will align with Don Young Drive and form a grade separated intersection providing far superior intersection performance. There is no timing proposed for this work. |
| Dawson Highway/Blain Drive/Herbertson Street | Two-lane roundabout | By 2014 | By 2012 | GLNG upgrades: <br> - Short left slip lane on southern leg of Dawson Highway <br> - Pavement marking of left lane on western leg to allow all turn movements <br> The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario with the existing intersection form. |
| Dawson Highway/Philip Street | Two-lane roundabout | By 2012 | By 2012 | GLNG contribution to intersection upgrade based on use by development traffic. <br> Intersection exceeds practical capacity with background traffic and development traffic creates further impact. DMR are planning upgrade works and the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $6.1 \%$ of the combined background and development traffic in 2012. |
| Dawson <br> Highway/Aerodrome Road | Four-way signalised intersection | By 2012 | By 2012 | No GLNG contribution is anticipated. <br> The intersection exceeds practical capacity with background traffic but the development does not make the intersection operation any worse |
| Bruce Highway/Dawson Highway | Four-way channelised priority intersection | By 2012 | By 2012 | No GLNG contribution is anticipated. <br> Grade separation of intersection planned by DMR |
| Bruce Highway/Calliope River Road | Three-way channelised priority intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Dawson <br> Highway/Kariboe <br> Street/Callide Street | Four-way priority intersection | - | - | No GLNG contribution is anticipated. <br> The intersection exceeds practical capacity with background traffic but the development does not make the intersection operation any worse |

### 7.0 ROADWAY LINK CAPACITY IMPACT ASSESSMENT

This section considers the roadway link requirements based on assessment of the daily road link volumes with and without the proposed development.

The adopted maximum capacity thresholds are based upon the cross-section form of the segment and the road environment. These thresholds have been adopted based upon the AUSTROADS Guide to Traffic Engineering Practice and previous work. The thresholds adopted for this assessment are as follows:

## Rural Locations

- two lanes:
$<7,500$ vehicles/day;
- two lanes with overtaking lanes:
< 15,000 vehicles/day;
- four lanes:
$>15,000$ vehicles/day.


## Urban Locations

- two lanes: $<18,000$ vehicles/day;
- four lanes: 18,000-36,000 vehicles/day;
- six lanes: $>36,000$ vehicles/day.

The key roads considered in this assessment include:

- Dawson Highway;
- Gladstone-Mount Larcom Road;
- Hanson Road;
- Carnarvon Highway;
- Leichhardt Highway;
- Bruce Highway;
- Gladstone - Benaraby Road;
- Burnett Highway; and
- Warrego Highway.

Assessment of roadway segment capacity was undertaken for each year of the expected GLNG Project life (2010 to 2034).

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### 7.1 Background Traffic Volumes

The background daily two-way traffic volumes on each of the road sections were determined based upon existing AADT volumes and intersection counts provided by DMR and Council. Growth rates of 4\%p.a. and 6\%p.a. have been applied to urban and rural road segments, respectively, to establish future background traffic volumes.

The projected "background" and "background plus development" traffic volumes are included in Appendix H. Volumes that surpass the critical thresholds for the roadway cross-sections indicated above have been highlighted in the tables.

In reviewing the background traffic volumes, the roadway sections presented in Table 7.1 were found to require upgrading.

### 7.2 Development Traffic Impacts

A review of the background plus development volumes revealed that no additional roadway segments reach the capacity threshold because of the GLNG Project traffic. Further detailed examination of the critical road sections was carried out to determine if the capacity breakpoint was reached earlier due to addition of GLNG development traffic. This exercise serves to determine the "bring forward" cost responsibility of the proposed development on segments it significantly impacts.

Table 7.1 below indicates, for the road segments that reach capacity, the years when the capacity threshold is reached under "background" as well as "background plus development" traffic. The volumes at the years of failure are also included along with the number of years the proposed development brings forward the need for road upgrades compared to background traffic.

Bring forward cost contributions are recommended on any section where the development creates the need to bring forward upgrades by one year or more, as outlined in the DMR Guidelines for Assessment of Road Impacts of Development. Based on Table 7.1, the GLNG Project is responsible for a contribution to the bring forward cost of two sections (approximately 6km) of Gladstone-Mount Larcom Road.

### 7.3 Project Mitigation Summary

To mitigate the impact of the GLNG Project on mid-block capacity, it is recommended that the GLNG Project pay an appropriate portion of the bring forward cost of the upgrading from two to four lanes of the following sections of road:

- Gladstone-Mount Larcom Road from Red Rover Road to Power Station (approximately 1.0 km ) - bring forward 1.4 years from 2020 to 2019;
- Gladstone-Mount Larcom Road from Power Station to Reid Road (approximately 5.0km) - bring forward 1.4 years from 2020 to 2019.

This cost of the upgrade works is unknown but if the construction costs were to be discounted back from 2020 and 2019 at an inflation rate of $7 \%$ (specified by DMR), the GLNG Project could expect to pay the cost difference of approximately $4.7 \%$ of the total cost. DMR has started the planning work to duplicate Gladstone-Mount Larcom Road to four lanes and negotiation with DMR regarding the timing of the planned upgrade (not currently in the RIP) and the GLNG Project contribution is recommended.

Midblock Capacity Breakpoints

| Road | Section | Background Traffic |  | Background + Development Traffic |  | Bring Forward Amount (years) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Volume | Year | Volume | Year |  |
| Dawson Highway (46A) | Breslin Street to Blain Drive | 36,687 | 2032 | 36,687 | 2032 | 0.0 |
| Dawson Highway (46A) | Blain Drive to Philip Street | 37,226 | 2024 | 36,277 | 2023 | 0.3 |
| Dawson Highway (46A) | Philip Street to Penda Avenue | 37,154 | 2016 | 37,286 | 2016 | 0.1 |
| Dawson Highway (46A) | Penda Avenue to Chapman Drive | 36,801 | 2021 | 36,801 | 2021 | 0.0 |
| Dawson Highway (46A) | Chapman Drive to Don Young Drive | 18,430 | 2016 | 18,430 | 2016 | 0.0 |
| Dawson Highway (46A) | Don Young Drive to Harvey Road | 18,175 | 2034 | 18,175 | 2034 | 0.0 |
| Dawson Highway (46A) | Tognalini - Baldwin Road to Biloela | 15,074 | 2026 | 15,077 | 2026 | 0.0 |
| Gladstone - Mt Larcom Road | Dawson Highway to Hilderbrand Street | 36,178 | 2033 | 36,319 | 2033 | 0.0 |
| Gladstone - Mt Larcom Road | Hilderbrand Street to Blain Drive | 18,462 | 2027 | 18,021 | 2026 | 0.2 |
| Gladstone - Mt Larcom Road | Blain Drive to Red Rover Road | 18,666 | 2019 | 18,409 | 2018 | 0.7 |
| Gladstone - Mt Larcom Road | Red Rover Road to Power Station | 15,247 | 2020 | 15,467 | 2019 | 1.4 |
| Gladstone - Mt Larcom Road | Power Station to Reid Road | 15,247 | 2020 | 15,467 | 2019 | 1.4 |
| Gladstone - Bernaraby Road | Dawson Highway to Sun Valley Road | 36,504 | 2022 | 36,504 | 2022 | 0.0 |
| Gladstone - Bernaraby Road | French Street to Gen Eden Drive | 15,5431 | 2019 | 15,431 | 2019 | 0.0 |
| Gladstone - Bernaraby Road | Glen Eden Drive to South Trees Drive | 15,431 | 2019 | 15,431 | 2019 | 0.0 |
| Gladstone - Bernaraby Road | South Trees Drive to Boyne Island Road | 15,431 | 2019 | 15,431 | 2019 | 0.0 |

### 8.0 PAVEMENT IMPACT ASSESSMENT

Analysis has been conducted to identify the pavement impacts of the heavy vehicle movements to and from the development. This assessment includes both the construction and operational stages of the development and is undertaken from the start of construction in 2010 through to 2034.

The pavement assessment comprises two components, the impact on the timing of pavement rehabilitation and the increased need for regular maintenance. Both assessments are based on a comparison of the cumulative Equivalent Standard Axle (ESA) load with and without the development. Analysis was only undertaken on state controlled roads as no road data was available from local Councils for local roads. The methodology for the pavement impact assessment has been based on guidelines provided in DMR Guidelines for Assessment of Road Impacts of Development (GARID). The Pavement Impact Assessment output tables are attached at Appendix I.

### 8.1 Traffic Distribution

The distribution of GLNG Project traffic for the pavement impact assessment considers the origins and destinations of heavy vehicle movements only. Similar to the distributions of heavy vehicles for the intersection analysis, each project component was broken down into the trip types (cement, equipment, aggregate, pipe, etc.), and origins and destinations for these movements were assumed along with likely travel routes.

The same distribution assumptions were used in performing the midblock capacity assessment as were used in the pavement impact assessment, and light vehicles were attributed the same distributions as buses. Similarly, the miscellaneous light vehicle trips were attributed the same distributions as miscellaneous-class 3 vehicles.

### 8.2 Pavement Rehabilitation Requirements

The impact on pavement rehabilitation considers the existing and terminal roughness deficiency. Utilising an existing pavement roughness count, the year at which a pavement reaches its terminal roughness is then calculated. A pavement roughness increase of three counts per annum has also been adopted, with a terminal roughness of 110 counts for the Bruce Highway and 120 counts utilised for other state controlled roads.

The cumulative number of ESAs loaded onto the roadway segment to the terminal year is then calculated based on the ESA loading along the haulage routes. The background volumes are based on classified AADT volumes with a cumulative heavy vehicle growth rate of $3 \%$ per annum. For the Bruce Highway a value of 2.9 ESAs for each heavy vehicle is applied. For all other state controlled roads 3.2 ESAs for each heavy vehicle are used. These ESAs are as specified by DMR.

The classified GLNG heavy vehicle traffic volume is then used to determine additional annual ESA loadings produced along the haulage routes as a result of development traffic added to the network. The annual background and development ESA loading is combined and the cumulative number of ESAs on a given link is then calculated for successive years.

The year when cumulative ESA loading reaches terminal roughness is compared between without development and with development scenarios and the difference in time between the two scenarios is then established.

Detailed results for the pavement impact analysis are provided at Appendix I.

Contributions towards pavement rehabilitation would only be made where the development would bring forward the need for rehabilitation by more than one year. The road sections that meet this criterion are shown in Table 8.2 below.

Of the road sections found to warrant bring forward cost contributions by the GLNG Project, one was identified in the RIP to have scheduled rehabilitation prior to the GLNG bring forward date, negating the need for GLNG contributions. Thus the following road section was not included in Table 8.2:

- Carnarvon Highway - Injune to Fairview Field access (25km): Widening and reconstruction scheduled in RIP for 2007-2013 (currently underway)

Two road segments on the Carnarvon Highway, one road segment on the Warrego Highway and one road segment on the Dawson Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG project than with background traffic.

The "\% of total cost" column shown in the table below represents the percentage of the construction cost in 2009 dollars of the total rehabilitation work costs that the GLNG Project is responsible for. Cost input data for rehabilitation of roads has been provided by DMR Central Region and includes costs of rehabilitation based on road seal width and cost inflation and discount rate of $7 \%$ per annum. Based on these inputs, the bring forward cost contribution of the required works is approximately $\$ 3.1 \mathrm{M}$ (2009 dollars).

### 8.3 Road Maintenance Requirements

The obligations for the maintenance of the state controlled road network impacted upon by the proposed development have been calculated by dividing the number of development ESAs loaded onto a particular roadway segment by the background ESAs for an analysis year. This has been reported as a percentage for each link and each year of the development from 2010 until 2034 in the detailed assessment.

A five percent (5\%) significance criterion has been adopted for the assessment based on DMR guidelines. This warrant is triggered in the assessment period for a number of the links. Based on these triggered criteria and using the DMR given information for annual maintenance costs and inflation (7\% per annum) in calculating the net present value, the cost of maintaining the roads impacted by the proposed development comes to $\$ 16,241,400$ at a 2009 dollar value.

In terms of a cost per heavy vehicle trip generated by the various components of the GLNG Project, based on the estimated $3,277,684$ heavy vehicle trips generated over the life of the project, the cost will be approximately $\$ 4.96$ per vehicle trip. As a cost per heavy vehicle kilometre travelled, the cost will be $\$ 0.071$ per vehicle-kilometre travelled.

### 8.4 Project Mitigation Summary

The analysis of the pavement impact of the development on the state controlled road network indicates that the GLNG Project will increase the maintenance costs for a number of sections of road for a number of scenario years tested. Table 8.1 shows the additional maintenance and rehabilitation costs. Negotiation of the developer's contributions towards these works will be required.

Table 8.1
GLNG Pavement Impact Costs

| Component Cost | Amount (\$2009) |
| :--- | :---: |
| Pavement Rehabilitation Cost | $\$ 3,094,300$ |
| Pavement Maintenance Cost | $\$ 16,241,400$ |
| Total GLNG Pavement Impact Cost | $\mathbf{\$ 1 9 , 3 3 5 , 7 0 0}$ |

Road Rehabilitation Impacts - GLNG Project Contribution Estimates

| Road | Section | Direction | Length (km) | Rehabilitation Year |  | Bring Forward Amount (years) | \% of Total Cost | Bring Forward Cost Contribution |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Without Development | With Development |  |  |  |
| Carnarvon <br> Highway $24 \mathrm{D}$ | CH. 3m to CH. 18 Roma Taroom Road | Northbound | 15 | 2016.7 | 2015.1 | 1.6 | 6.8\% | \$171,276 |
|  |  | Southbound | 15 | 2016.7 | 2015.3 | 1.4 | 5.9\% | \$148,839 |
| Carnarvon <br> Highway <br> 24D | Roma - Taroom Road to Injune | Northbound | 72 | 2018.7 | 2015.7 | 3.0 | 11.7\% | \$1,413,423 |
|  |  | Southbound | 72 | 2018.7 | 2016.0 | 2.7 | 10.4\% | \$1,258,826 |
| Dawson <br> Highway 46 <br> C | Fitzroy Dev. 85A <br> Intersection to <br> Duaringa/Woorabinda Intersection | Westbound | 6.6 | 2019.3 | 2017.9 | 1.4 | 4.9\% | \$54,925 |
| Warrego Highway | KM135.5 to Roma | Westbound | 6.2 | 2018.3 | 2017.1 | 1.2 | 4.5\% | \$46,997 |
| Total |  |  |  |  |  |  |  | \$3,094,300 |

### 9.0 OVERALL DEVELOPMENT IMPACTS

### 9.1 Traffic Management

Construction works will impact on public roads and the rail network in some locations, generally where the pipeline crosses a public road or the railway track. Under these circumstances the developer will need to ensure traffic management plans are prepared consistent with the DMR Specification MRS11.02 Provision for Traffic and the Manual of Uniform Traffic Control Devices (MUTCD). It is expected the principles applied when controlling traffic on public roads will also apply to the numerous access drives and tracks crossed along the pipeline corridor.

### 9.2 Heavy and Oversized Loads

Vehicles carrying plant and material over state-controlled roads and surface streets shall comply with the vehicle mass limit requirements set out in the Transport Infrastructure Act 1994. Heavy vehicle routes in the project area have been identified by Queensland Transport and have been used to identify the appropriate routes for haulage of equipment and materials to the various project sites. The approved heavy vehicle routes are included in Appendix J.

It should be noted that the Dawson Highway through the Calliope Range should not be used for oversize loads because of steep grades and winding roads. Road upgrade works on this section of the Dawson Highway are programmed to occur from 2008/09 through to 2012/13 and delays may occur at times due to construction works. After this time, the road is expected to be constructed to a standard to allow use by oversize loads.

### 9.3 Road Width in Rural Areas

Construction traffic associated with construction and operation of the CSG field and gas transmission pipeline components can increase traffic volumes considerably when compared to background traffic, because of relatively low background traffic west of the Bruce Highway. This is illustrated in Table 9.1.

Table 9.1
Development Traffic in Rural Areas

| Road Section | Background <br> (vpd) | Development <br> (vpd) | Year | Increase |
| :--- | :---: | :---: | :---: | :---: |
| Dawson Highway west of <br> Gladstone-Monto Road | 1152 | 297 | 2012 | $26 \%$ |
| Carnarvon Highway-south of <br> Rolleston | 506 | 50 | 2012 | $10 \%$ |
| Carnarvon Highway - north of <br> Roma | 1307 | 335 | 2012 | $26 \%$ |

Given that a significant portion of the construction traffic for the CSG fields and gas transmission pipeline will be heavy vehicles, a preliminary assessment has been made of seal widths on the state-controlled network and whether they are to appropriate standards to accommodate the expected increase in traffic.

In making this assessment, sealed road rural highway standards have been determined. The DMR Road Planning and Design Manual - Chapter 7: Cross Section has been used to determine appropriate seal and carriageway widths. Definition of these terms is shown on Figure 9.1 and recommended widths are shown in Table 9.2.

Figure 9.1
Cross Section Terminology


Table 9.2
Cross Section of Rural Roads

| Feature | Traffic volumes on two way rural roads (vpd) |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
|  | $<\mathbf{7 0 0}$ | $\mathbf{7 0 0 - 1 7 0 0}$ | $>\mathbf{1 7 0 0}$ | $>\mathbf{1 7 0 0}$ <br> higher traffic |
| Number of traffic lanes | 2 | 2 | 2 | 2 |
| Traffic Lane width $(\mathrm{m})$ | 3.0 | 3.25 | 3.5 | 3.5 |
| Sealed shoulder width $(\mathrm{m})$ | 0.5 | 0.5 | 1 | 1 |
| Total shoulder width $(\mathrm{m})$ | 1.5 | 1.5 | 1.5 | 2 |
| Total seal width $(\mathrm{m})$ | 7.0 | 7.5 | 9.0 | 9.0 |
| Carriageway width $(\mathrm{m})$ | 9.0 | 9.5 | 10.0 | 11.0 |

The existing seal widths on the state-controlled road network have been compared with the recommended seal widths outlined in Table 9.2. Figure 9.2 illustrates the relationship of the average seal width of the study area roads with that required to comply with the standard.

Four sections of road have been identified that have existing width deficiency which the proposed GLNG project adds traffic to. However, only one link was identified where development traffic increases traffic volume beyond the standard required with the existing traffic volume, thus triggering a higher (wider) standard of pavement. This is on the Carnarvon Highway from Injune north to Ch 86 where the addition of development traffic increases traffic volumes from below 700 vpd to between 700 and 1700 vpd . The RIP indicates widening and pavement rehabilitation works on Carnarvon Highway from Injune to Rolleston to the value of over $\$ 30$ million from 2008 and beyond, hence no mitigation works are required.

### 9.4 Environmental Impacts

For construction of new access roads to the various project sites, the developer will need to comply with the requirements of the Environmental Protection Act 1994 and other relevant statutory approvals. The developer shall implement and maintain measures to preserve and protect the natural environment on and adjacent to the site. Environmental issues relating to transport include weed management, vegetation clearing in road/rail reserves, dust control, erosion control, sediment protection, etc.

### 9.4.1 Dust Control

The developer should take adequate precautions to effectively minimise the generation of dust during project construction activities as this may affect the safety and general comfort of the travelling public, employees and/or occupants of adjacent buildings.

In this respect, the developer shall carry out regular application of water or other palliative measures along the sections of the work traversed by the travelling public, as required, to minimise dust in accordance with DMR specification MRS11.02 - Provision for Traffic.

### 9.4.2 Weed, Pest and Disease Control

The developer is responsible for maintaining all landscape and revegetation works in a weed, pest and disease free condition. All declared plants shall be managed to the level of control required by the Land Protection (Pest and Stock Route Management) Act 2002 and the Land Protection (Pest and Stock Route Management) Regulation 2003. All works shall be undertaken in accordance with DMR specification MRS11.16E - Establishment and Monitoring Works.


### 9.5 Access Intersection Standards

Access locations to the CSG fields and gas transmission pipeline from the state-controlled road network have been assumed based on logistics of transport and locations of construction activities for each component. These locations will be refined as contractors finalise plans, and appropriate access standards should be sought in order to maintain a safe and efficient road network.

Chapter 13 of the DMR Road Planning and Design Manual (RPDM) provides guidelines on the required intersection form for minor roads with the state-controlled road network, based on traffic volumes expected on both roads. Figure 9.3 provides the DMR warrants for the turn treatments needed at basic priority T -intersections. It is anticipated that based on the volumes of traffic currently on the roads in the project study area and the volumes of traffic generated by the GLNG Project, Basic Right Turn treatment (BAR) and Basic Left Turn Treatment (BAL) treatments is the minimum standard required. A general intersection concept for turn treatments at basic priority T-intersections is included at Appendix K.

Figure 9.3
DMR Turn Treatment Warrants


Source: DMR Road Planning and Design Manual - Chapter 13

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### 9.6 Pedestrian and Bicycle Network Impacts

In order to determine any potential impact on the existing or proposed pedestrian and cycle network, the recommendations and strategies of the Gladstone City Council Walk-Cycle Network Improvement Plan was reviewed.

The plan includes recommendations for specific improvements to existing pedestrian and cycle facilities around Gladstone. These network improvements were cross-referenced with the road network impacts of the GLNG Project identified in Sections 6.0 through 8.0 of this report. Hanson Road (Gladstone-Mount Larcom Road) is the only road network element identified in the plan which is also expected to require upgrades due to GLNG Project activities.

Cycle and pedestrian improvements have been identified in the plan for Hanson Road, where some cycle/footpath facilities exist from Bassett Street (west of Blain Drive) to the Power Station. Recommended improvements include provision of wide shoulders and footpaths along the entire road. The GLNG Project is expected to require bring forward cost contributions to the duplication of Hanson Road (Gladstone-Mount Larcom Road) from Red Rover Road to Reid Road (identified in Section 7.0). Implementation of the recommendations for pedestrian and cycle improvements to this section of road should be recognised by DMR when the design of the upgrades occur.

The intersection improvements recommended at Hanson Road/Blain Drive/Alf O'Rourke Drive and Hanson Road/Red Rover Road (identified in Section 6.0) should seek to also incorporate pedestrian and cycle facilities into the design in order to achieve the planning goals along Hanson Road. This should be incorporated into the ultimate design of intersection upgrades, which are mostly necessitated by background traffic growth.

The GLNG Project is not expected to significantly impact on existing or proposed pedestrian and cycle networks outlined in the Gladstone City Council Walk-Cycle Network Improvement Plan.

### 9.7 Project Mitigation Summary

To mitigate the general impacts of construction works the GLNG Project is recommended to undertake the following:

- management of traffic through the preparation and implementation of traffic management plans in accordance with DMR specification MRS11.02 Provision for Traffic and the Manual of Uniform Traffic Control Devices (MUTCD);
- ensuring heavy and oversize loads use the haulage routes defined by Queensland Transport. Permits will be required for such loads;
- control of dust as specified in MRS11.02 Provision for Traffic;
- control of weeds, pest and disease in accordance with DMR specification MRS11.16E - Establishment and Monitoring Works.

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### 10.0 GAS FIELD ANALYSIS

### 10.1 Access Arrangements

Equipment and personnel require regular access to the CSG fields and work sites during field development activities. The project area has a network of existing public roads, private roads and tracks. Existing access roads and tracks will be used wherever practicable and all project related movements will be restricted to approved access tracks. Access planning will include consultation with all relevant landholders and regulatory authorities.

Approximately $6,800 \mathrm{~km}$ of new access roads within the gas field development area are expected to be needed which generally will be built to a low volume, unpaved, rural road standard in accordance with relevant local government requirements. New access tracks should avoid environmentally sensitive areas and will be scheduled to minimise disturbance to landholders. All access tracks will be rehabilitated in accordance with statutory and landowner requirements.

### 10.1.1 Roma Gas Field Access

The construction depot for the Roma gas fields (called Roma centre) is expected to be located at the existing facilities in Roma, at the southwest quadrant of the Dargal Road/Curry Street intersection. Three driveway accesses to the precinct are currently provided from Curry Street. These accesses are expected to be adequate to serve the precinct for future operations of the site.

Accesses to the Roma CSG fields are anticipated to be primarily from the Warrego Highway to the east and west of Roma and the Carnarvon Highway north and south of Roma. Because the Roma Fields encompass such a large area of land and stretch for a long distance along both the Warrego Highway and the Carnarvon Highway, it is not known exactly where access roads will be required.

As field development activities progress and construction depot and worker accommodation facility locations are determined, appropriate access to the state-controlled road system should be provided based on the information provided in Section 9.5. This is to ensure both safe and efficient access to the CSG fields. Intersection turning treatments will be determined based the size of worker accommodations and construction depots accessed via the roads chosen.

In addition to intersection treatments, road width standards should also be investigated on any roads used for access to the CSG fields. Table 9.2 above provides appropriate seal widths based on expected daily volumes on these roads.

### 10.1.2 Fairview Gas Field Access

The primary access to the proposed Fairview CSG fields and worker accommodations is anticipated to be from the Carnarvon Highway via Fairview Road and Injune-Taroom Road. These roads currently provide access to the existing gas fields in the area.

## Injune-Taroom Road

The intersection form of Injune-Taroom Road with the Carnarvon Highway in Injune is a fourleg give-way intersection. Wide shoulders are provided on Carnarvon Highway for passing at the intersection. Injune-Taroom Road is sealed for approximately 30km from Injune to the existing CSG fields at Pony Hills.

Approximately 10km of Injune-Taroom Road is scheduled for pavement rehabilitation in $2012 / 13$. This road should be improved to a standard able to accommodate the increased development traffic expected, as summarised in Table 9.2 above. It is recommended that the developer complete any necessary road upgrades to the recommended Austroads standards. Flood immunity standards will need to be agreed with the local Council.

## Fairview Road

The intersection form of Fairview Road with the Carnarvon Highway is a T-intersection, and is situated in such a way that Fairview Road is skewed to the northeast, which limits the sight distance and turning angle of traffic from Fairview Road to see oncoming traffic from the north and make the right turn north onto Carnarvon Highway. Fairview Road is unsealed from the intersection for approximately 14 km to the east.

Fairview Road is contracted to be upgraded by Roma Regional Council in 2009 to include sealing from the Carnarvon Highway to the existing seal on Fairview Road (approximately 14 km ). Upgrades also include a realignment of approximately 1.5 km of Fairview Road to create a standard right-angle T-intersection. These planned upgrades should fully address the existing deficiencies found on Fairview Road.

### 10.1.3 Arcadia Gas Field Access

The primary access to the proposed Arcadia gas fields and construction depot will be from the Carnarvon Highway via Mulcahys Road and Arcadia Valley Road.

## Mulcahys Road

The existing intersection of Carnarvon Highway/Mulcahys Road is a basic priority Tintersection with shoulder lane markings. As a large number of right-turns from the Carnarvon Highway are expected to be generated by the proposed development the intersection should be upgraded to the Basic Right Turn treatment (BAR) and Basic Left Turn Treatment (BAL) standards as discussed above.

Mulcahys Road includes both narrow seal and gravel sections of road. The RIP identifies $\$ 407,000$ worth of pave and seal works for 2008/09 from ch6.0km to ch10.7km. This road should be improved to a standard able to accommodate the increased development traffic expected. The recommended Austroads standard is a carriageway width of 9.2 m and a seal width of 7.2 m including 0.5 m sealed shoulders for roads carrying $150-500 \mathrm{vpd}$. It is recommended that the developer complete the road upgrade to the recommended Austroads standards. Flood immunity standards will need to be agreed with the local Council.

## Arcadia Valley Road

Secondary access to the Arcadia gas fields will be provided via Arcadia Valley Road from Carnarvon Highway and Dawson Highway. The intersection of Dawson Highway/Arcadia Valley Road is a priority T-intersection with approximately 50 m westbound left-turn lane and widened shoulder in the eastbound direction to allow passing at the intersection. This intersection is considered adequate to serve additional turning traffic from the proposed project.

Arcadia Valley Road includes a mixture of gravel and sealed road construction. In 2010/11 the RIP identifies $\$ 220,000$ of pavement rehabilitation work. This road should be improved to a standard able to accommodate the increased development traffic expected. The recommended Austroads standard is a carriageway width of 9.2 m and a seal width of 7.2 m including 0.5 m sealed shoulders for roads carrying $150-500 \mathrm{vpd}$. It is recommended that the developer complete the road upgrade to the recommended Austroads standards. Flood immunity standards will need to be agreed with the local Council.

### 10.2 Impacts on Network

Traffic capacity impacts to the road network by the proposed CSG fields are not expected to be significant because of the relatively low levels of traffic generated over a relatively large area. Additionally, the existing traffic volumes on most roads in the vicinity of the CSG fields are at such low levels that the roads operate with significant spare capacity and the proposed field development traffic will not trigger capacity upgrades.

In combination with the traffic generated by the construction of the gas transmission pipeline, the CSG field development traffic triggers the bringing forward of pavement rehabilitation on two road segments on the Carnarvon Highway, one road segment on the Dawson Highway and one segment of the Warrego Highway. These road sections been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG project than with background traffic. The bring forward cost of these works is approximately $\$ 3.1 \mathrm{M}$ (2009 dollars) based on pavement rehabilitation rates supplied by DMR.

### 10.3 Seasonal Considerations

A field review of access routes to the proposed gas fields identified locations where road flooding warnings are currently signed and where poor road conditions may occur during the wet season.

Arcadia Valley Road will serve a large portion of project traffic associated with CSG field development activities for the Arcadia gas fields. The road is primarily a gravel road, and is signed for no heavy vehicle access during wet weather. Additionally, a location approximately 0.5 km southwest of Glenidol Road is signed for seasonal flooding. Gas field development activities may need to shut down in the wet season should there be problems gaining access to site.

### 10.4 Project Mitigations Summary

To mitigate the impact of development on the roads providing access to the CSG fields the following is proposed to be implemented by the GLNG Project:

- provide appropriate turn lane treatments at CSG field access locations with statecontrolled roads based on standards in the DMR RPDM - Chapter 13;
- ensure appropriate seal width is provided on access roads to the CSG fields, based on expected daily traffic volumes;
- upgrade the Carnarvon Highway/Mulcahy Road intersection to provide the minimum BAR/BAL turn treatments;
- upgrade Mulcahy Road (approximately 25 km ) to a carriageway width of 9.2 m and a seal width of 7.2 m including 0.5 m sealed shoulders. Flood immunity standards will need to be agreed with the local Council;
- upgrade Arcadia Valley Road to a carriageway width of 9.2 m and a seal width of 7.2 m including 0.5 m sealed shoulders. Flood immunity standards will need to be agreed with the local Council;
- Injune-Taroom Road should be improved to a standard able to accommodate the increased development traffic expected, as summarised in Table 9.2 above. It is recommended that any necessary road upgrades are completed to the recommended Austroads standards. Flood immunity standards will need to be agreed with the local Council.


### 11.0 GAS TRANSMISSION PIPELINE ANALYSIS

### 11.1 Access Arrangements

Equipment and personnel require regular access to the gas transmission pipeline corridor and work sites during construction of the pipeline. Access will generally be via existing roads and tracks as well as the construction construction corridor. The project area has a network of existing public roads, private roads and tracks. Existing access roads and tracks will be used wherever practicable and all project related movements will be restricted to approved access tracks and the pipeline construction corridor.

Access track design and planning will include consultation with relevant landowners and regulatory authorities to determine the exact location of the access, and if the access points are to be permanent or temporary. New access tracks will avoid environmentally sensitive areas and will be sited to minimise disturbance to landowners. All temporary access tracks will be rehabilitated in accordance with the statutory approvals and landowner requirements.

Existing fences transecting the corridor will be severed and replaced with temporary construction gates for the duration of construction activities, then reinstated. Upon completion, fences and gates may be left if requested by the landholder.

For this analysis, the locations and associated access points to the accommodation facilities and construction depots and pipe laydown areas along the pipeline corridor were presented in Figure 2.3 above. These locations have been assumed for purposes of assessing the road impacts of the gas transmission pipeline and are subject to change as planning of the project progresses. For any proposed access from the state-controlled road network, appropriate intersection turn treatments and road width standards should be provided as discussed in Sections 9.3 and 9.5 above.

### 11.2 Impacts on Network

The impacts of the proposed gas transmission pipeline construction will only be seen on the road network for an approximately two year period during late 2010 through late 2012, with construction traffic concentrated in the vicinity of the main worker accommodation facilities and construction depots for only approximately 15 months. During this time, traffic will be split between two main accommodation facilities and one "satellite" accommodation facility. The road impacts will be seen in the form of additional construction related traffic and minor disruptions to roads due to the construction of the pipeline across or under roads.

As described above in Sections 6.0 through 8.0, roadway capacity and pavement impacts specifically attributed to the construction and operation of the proposed gas transmission pipeline are expected to be very low.

The construction of the western sections of the pipeline will add heavy vehicle traffic to the road network that partially contributes to the need to bring forward the pavement rehabilitation on the Carnarvon Highway and Dawson Highway as described in Section 8.0. The majority of the GLNG Project traffic creating the impact is related to the cumulative effect of traffic generated by the Santos CSG field development activities described above.

### 11.3 Road and Rail Crossings

Detailed pipeline route planning has been undertaken and was documented in "GLNG Project Pre-FEED - Pipeline Route Selection" by GHD in October 2008. Maps detailing the route and all potential locations that the gas transmission pipeline crosses roads and railroad corridors are provided in Appendix L.

### 11.3.1 Road Crossings

A review of the proposed gas transmission pipeline corridor was undertaken to identify key locations where the corridor will cross roads. The pipeline corridor is proposed to cross the roads listed in Table 11.1.

Table 11.1
Roads Crossed by Pipeline Corridor

| State Roads | Local Roads - Sealed | Unsealed Roads |
| :---: | :---: | :---: |
| Dawson Highway (5 locations) | Fairfield Road | Fairview Road |
| Leichhardt Highway | Moura Bindaree Road | Beilba Road |
| Burnett Highway | Banana Mungi Road | Glenidol Road |
| Gladstone-Mount Larcom | Theodore Baralaba Road | Oombabeer Road |
| Road |  |  |
| Bruce Highway | Baralaba Banana Road | Bears Lagoon Road |
|  | Baldine Defence Road | Blacks Road |
|  | Johnson Parrys Road | Rockford Road |
|  | Belldeen Greyclife Road | Mount Alma Road (3 locations) |
|  | Prospect Creek Road | Wycheproof Road |
|  | Jambin Dakenba Road | Targinie Road |
|  | Mallinsons Road |  |
|  | Callide Kilburnie Road |  |
|  | Kilburnie Road |  |
|  | Inverness Road |  |

The gas transmission pipeline will also cross numerous other local farm and gas field development tracks in rural areas.

Road crossings are typically categorised based on the road formation type, which generally relates to the construction method. Crossing design and construction methods cater for the size and quantity of vehicles that frequent the road.

The types of road crossing methods expected are summarised below, along with the road types associated with the construction method:

- Open cut: unformed \& formed tracks, gravel roads and bitumen roads;
- Bored (cased or uncased): bitumen roads and major highways;
- HDD - Horizontal Direction Drill (cased or uncased): major highways.

Regardless of the crossing method, the pipeline will be built to standards contained in AS 2885: Pipelines - Gas and Liquid Petroleum and will have thicker walled sections under road and rail crossings and may be reinforced with concrete slabs. Schematic diagrams of the various crossing techniques have been provided by GHD and are included in Appendix M.

## Open Cut Crossings

The proposed pipeline will be constructed across unformed and gravel tracks, gravel roads and lower order bitumen roads. These roads are mostly in rural locations and carry low volumes of traffic to local properties or small population catchments. Many of the unformed tracks and gravel roads are used only for farm, mine or other industrial activity and carry little to no traffic on daily basis.

Most roads proposed to be crossed by the pipeline via open cut construction can be bypassed via other access tracks. The developer will need to consult with any affected residents or landowners and prepare a traffic management plan in accordance with Main Roads Standard Specification MRS11.02 prior to temporarily cutting off access on these roads.

## Boring or HDD

Where the gas transmission pipeline is proposed to cross under the major state highways shown in Table 11.1, the pipe will be placed under the road surface by boring or HDD to avoid significant disruption to traffic on these roads.

### 11.3.2 Rail Crossings

A review of the proposed gas transmission pipeline corridor was undertaken to identify the location where the pipeline will cross existing railroads. The pipeline corridor crosses the rail lines in the following locations:

- Moura Short Railway north of the Davis Road crossing;
- Dawson Valley Branch Railway between Argoon and Dakenba (adjacent to Jambin Dakenba Road);
- Moura Short Railway along Dawson Highway; and
- North Coast Line in Aldoga adjacent to Gladstone-Mount Larcom Road.

Railway crossings will be either bored or HDD crossings and should be installed according to specifications within AS 4799-2000: Installation of Underground Utility Services and Pipelines within Railway Boundaries. Boring or HDD will allow trains to operate during construction with negligible impact to rail operations and safety.

### 11.3.3 Pipeline Crossing Impacts to Existing Infrastructure

A review of existing utilities and other infrastructure was undertaken at the pipeline road crossing locations to identify potential construction impacts. This was done in the form of a 'dial before you dig' request. This exercise identified that the following services will likely be impacted in some way along the length of the pipeline at the rail and road crossing locations:

- Queensland Gas Pipeline (QGP);
- Jemena gas pipeline;
- Ergon services;
- Gladstone Regional Council water facilities;
- Envestra gas pipeline;
- Gladstone Area Water Board water pipeline;
- Telstra services;
- Vision Stream fibre optic cable.

A further detailed analysis of impacts to these services will need to be undertaken at the design stage and again prior to construction of the pipeline when the exact pipeline corridor location is set.

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### 11.4 Traffic Management

Construction traffic will access the corridor by existing local roads and private tracks wherever possible. Prior to construction, an inspection of the access roads will be made in consultation with the relevant local authority representatives to determine the state of the road, whether any upgrade is required, and to record the pre-construction condition of the road (e.g. written record, photographs). Santos will work with the relevant local authorities to make any necessary road upgrades and to agree the reinstatement condition necessary for each road. Santos will also work with landholders to develop agreements on any upgrades or reinstatement to private access tracks.

Transport to and from the construction corridor will utilise local roads where possible, to minimise access via private tracks or extensive travel along the construction corridor.

Once the pipeline contractor has been appointed and details of the pipeline delivery and workers' accommodations locations determined, a road use management plan will be prepared for the pipeline construction. This plan will address all relevant issues including the standard of the roads proposed to be used, traffic volumes, access conditions, hours of operation, safety provisions, traffic impacts, dust control etc. This plan will be developed in consultation with the Department of Main Roads and the local Councils as appropriate.

### 11.5 Seasonal Considerations

It is likely that construction will continue through the wet season unless prolonged periods of rain or flooding occur. Construction of the pipeline may need to shut down and/or demobilise during periods of prolonged rain or seasonal flooding should these prevent ongoing construction or access to the work sites.

### 11.6 Pipe Transport by Rail

The option of transporting pipe and personnel by rail to the gas transmission pipeline corridor has been assessed, with results presented in the CEO supplement report "GLNG Traffic Report - Materials by Rail Option Assessment" included in Appendix B. Santos' primary reason for investigating this option is to reduce traffic in and around Gladstone to improve the overall road safety of the GLNG Project.

GLNG Project -Traffic Report

### 11.6.1 Road Traffic Reductions

By transporting pipe and materials and personnel by rail, the total road traffic generation for the gas transmission pipeline has been reduced by approximately 14,500 trips under the "Material by Rail" option. It should be noted that while this is not a significant reduction in total road traffic for the gas transmission pipeline, the length of truck trips will be much shorter as pipes are transported by rail as far as Moura and transported the remainder of the distance to the pipe laydown areas by truck. It is estimated that a reduction in vehicle-km travelled of approximately $3,671,600$ vehicle-km will occur with the "Material by Rail" option, the majority of which will occur between 2010 and 2012.

### 11.6.2 Rail Traffic

Train trips for the "Materials by Rail" option are based on the expected rate of delivery of pipe by ship into Port of Gladstone at one ship per month with a capacity of 6,000 pipe joints. Assuming train lengths of 50 cars, it is estimated that approximately 24 trains will be needed each month to clear the stock out of the Port of Gladstone. A conservative estimate of trains added to the rail network during the six months of pipe delivery is one per day. These additional train trips are expected to be on the Moura Line from Auckland Point in Gladstone to the west as far as Moura.

If personnel are transported to accommodation facilities by rail, it is expected that all personnel being transported will fit on one passenger train, and shift changes will be such that both directions of train travel will be utilised. Based on this, approximately one passenger train per week is expected to be added to the Moura rail system.

Further discussion on the traffic impacts of the "Materials by Rail" option compared to the base case assessment is provided in Section 13.0.

### 11.7 Project Mitigations Summary

To mitigate the impact of the construction of the gas transmission pipeline a number of mitigation measures are proposed to be implemented by the GLNG Project:

- the location of access roads to pipeline workers accommodation and construction depots have still to be determined however where these intersect with the statecontrolled road network a minimum standard of treatment will be required. This will depend on the amount of existing and development traffic and should be determined using Chapter 13 of the RPDM (summarised in Section 9.5 above);
- the recommended minimum standard for access roads used to access the workers accommodations and construction depots is a carriageway width of 7.5 m and a seal width of 4.5 m for roads carrying 1-150vpd. Due to the temporary nature of the access a lesser standard than this may be suitable;
- to minimise disruption to the existing road and rail networks the following treatments are recommended for traversing road or rail facilities:
- Open cut: unformed \& formed tracks, gravel roads and bitumen roads;
- Bored (cased or uncased): bitumen roads and major highways;
- HDD - Horizontal Direction Drill (cased or uncased): major highways and rail crossings.
A number of service authorities have services in the vicinity of the pipeline and further investigation of services is required at the pipeline design and construction phases, and;
- once the pipeline contractor has been appointed and details of the pipeline delivery and workers' accommodations locations determined, a road use management plan will need to be prepared for the pipeline construction. This plan will address all relevant issues including the standard of the roads proposed to be used, traffic volumes, access conditions, hours of operation, safety provisions, traffic impacts, dust control etc. This plan will be developed in consultation with the Department of Main Roads and the local Councils. Individual landowners will need to be consulted over reinstatement standards on private property;
- transport of pipe by rail from Gladstone to the pipeline construction depots is currently being investigated as a mitigation measure. It would reduce the number of trucks on the road network by approximately 14,500 trips in the Gladstone urban area. Queensland Rail is currently being engaged to determine the feasibility of offloading pipe to train at Auckland Point wharves, to be transported as far as Moura. Pipe would then be transported the remainder of the distance to the construction depots by truck.


### 12.0 LNG FACILITY ANALYSIS

### 12.1 Access Arrangements

Access to Curtis Island during construction of Train 1 of the proposed LNG Facility will take place via ferries and barges from port facilities within Gladstone. The potential bridge linking Curtis Island to the mainland (if selected) is not expected to be complete until Train 1 of the LNG Facility is complete. The transfer of goods and equipment to Curtis Island has been assumed to be via Auckland Point wharves in Gladstone. Some oversize or pre-assembled construction items are expected to arrive by ship and would be transported directly to the MOF for the LNG Facility on Curtis Island. Personnel movements via ferry to Curtis Island have been assumed to occur from Auckland Point wharves. After the completion of Train 1 of the LNG facility, access to Curtis Island may be via the potential bridge crossing Port Curtis between Friend Point and Laird Point, accessed from Gladstone-Mount Larcom Road at Landing Road.

The following sections detail the access arrangements to the LNG Facility during Train 1 construction.

### 12.1.1 Freight Access - Auckland Point

Access to Auckland Point wharves will be gained through Gladstone. Traffic coming from Dawson Highway is proposed to bypass Gladstone urban area by routing along Don Young Drive to Hanson Road to Port Access Road. Other freight trips coming from the north and west will travel along Gladstone-Mount Larcom Road to Port Access Road to Auckland Point wharves. Trucks should stay on dedicated freight routes as identified by Queensland Transport.

The critical intersections and road sections along these routes have been analysed as part of the intersection impact and roadway link impact assessments and appropriate mitigation strategies and upgrades have been identified.

### 12.1.2 Personnel Access - Auckland Point

During Train 1 construction of the proposed LNG Facility, all construction personnel will be required to be transported to Curtis Island via ferry from Auckland Point. Strategies for worker accommodations and transport options have been discussed in the "GLNG Environmental Impact Statement - Marine Transport Strategy" prepared by Cardno Eppell Olsen (CEO) in March 2009 (refer Appendix C). In order to provide efficient personnel transport to Curtis Island, worker accommodations were recommended to be provided on Curtis Island, as detailed above in this report.

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As discussed in the CEO Marine Transport Strategy, personnel should be transported by bus to the ferry landing to reduce the number of trips through Gladstone and to provide more efficient operations of ferry service to Curtis Island. In addition, providing bus service for personnel transport significantly reduces the need for car parking at or near the ferry terminal.

This assessment assumes that $80 \%$ of personnel will arrive at the ferry terminal by bus, and $20 \%$ will arrive by private vehicle and will require car parking near the ferry terminal. Parcels of port land adjacent to the Auckland Wharf area are being investigated with the GPC to provide car parking and other areas to assist with project logistics.

### 12.1.3 Access to Curtis Island Bridge

Access to the potential bridge to Curtis Island will be from a new proposed access road extending northwest from the end of Landing Road. This road would likely be constructed prior to construction of the bridge and will provide access for all vehicles to the bridge construction site. Barges used for construction of bridge components in the channel will utilise Fisherman's Landing port facilities for loading of materials and personnel. Should the bridge not be built, all personnel, plant and materials will need to be transferred via ferry and barge from Auckland Point.

### 12.2 Heavy and Oversized Loads

Heavy vehicle traffic generated by the LNG Facility and bridge construction should avoid travelling through Gladstone urban area whenever possible and should utilise the heavy vehicle routes specified by Queensland Transport. Vehicles carrying plant and material over state-controlled roads and surface streets shall comply with the vehicle mass limit requirements set out in the Transport Infrastructure Act 1994. The approved heavy vehicle routes through and around Gladstone are included in Appendix J.

Heavy vehicles will be delivering equipment and materials to both Auckland Point (to be transferred to Curtis Island) as well as to the Fisherman's Landing area (for the potential road and bridge construction). The haulage route to Fisherman's Landing crosses underneath the rail line at one point, which may present a vertical clearance issue for some items. Visual inspections of vertical clearance signs was undertaken at the following locations:

- Mount Larcom-Gladstone Road under conveyor at Comalco: 7m;
- Mount Larcom-Gladstone Road under rail east of Comalco: 6.75m;
- Calliope River Road under rail south of Mount Larcom-Gladstone Road: not signed - though appears to be approximately 7 m .

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Additionally, freight items delivered via Port Access Road must pass under Goondoon Street overbridge in Gladstone, which is posted with 5.1 m vertical clearance. It is likely that most large or high clearance items for the bridge and LNG facility will arrive by ship and transferred directly to Curtis Island via the Material Offloading Facility (MOF) or directly to the bridge site.

### 12.3 Marine Transport Movements

### 12.3.1 Construction Deliveries

Estimates for the amount of materials and equipment delivered by truck for each phase of construction for the LNG facility have been provided by Santos. Deliveries will include aggregate, cement, piping, structural steel, electrical materials and instrumentation. Table 12.1 summarises the number of truck movements into Gladstone that will be required to be transferred to the LNG facility site on Curtis Island.

The number of barges needed to transport the LNG facility materials to Curtis Island from the mainland has been based on an estimate of approximately 4 trucks per barge trip, with some trucks being carried on personnel ferry trips at 2 trucks per ferry. For the base case, all materials for the construction of Train 1 of the LNG facility will be required to be barged to Curtis Island, since the bridge would not yet be operational. For the "No Bridge" option, materials for all construction of the LNG facility (Trains 1. 2 and 3) would be required to be barged to Curtis Island.

Table 12.1 provides a comparison of barge round trip movements for the base case and the "No Bridge" option. As shown, approximately 2,400 more barge movements are needed for the "No Bridge" option than for the base case. These movements are expected to be spread over several years during the construction of Trains 2 and 3 of the LNG facility.

Table 12.1
LNG Facility Barge Movements

| Construction Stage | Truck Deliveries | Barge Movements (Round Trip) |  |
| :--- | :---: | :---: | :---: |
|  |  | Base Case | "No Bridge" Option |
| Train 1 | 8,400 | 2,500 | 2,500 |
| Train 2 | 4,400 | 0 | 1,200 |
| Train 3 | 4,400 | 0 | 1,200 |

### 12.3.2 Personnel Ferry Movements

Total ferry movements for the transport of personnel to the accommodation facilities on Curtis Island have been estimated for the construction of the LNG facility. These estimates are based on the shift patterns described above for personnel and an assumed ferry capacity of 150 passengers, consistent with the CEO Marine Transport Strategy in Appendix C. A summary of the ferry trips required to transport construction personnel to Curtis Island for each year of construction is provided in Table 12.2.

Table 12.2
LNG Facility Construction Ferry Movements

| Construction Stage | Year | Yearly Peak Personnel | Ferry Trips Per Year | Ferry Trips per Train |
| :---: | :---: | :---: | :---: | :---: |
| Train 1 | 2010 | 1484 | 258 | 1,500 |
|  | 2011 | 3080 | 535 |  |
|  | 2012 | 2940 | 511 |  |
|  | 2013 | 1120 | 195 |  |
| Train 2 | 2014 | 890 | 155 | 900 |
|  | 2015 | 1848 | 321 |  |
|  | 2016 | 1764 | 307 |  |
|  | 2017 | 672 | 117 |  |
| Train 3 | 2018 | 890 | 155 | 900 |
|  | 2019 | 1848 | 321 |  |
|  | 2020 | 1764 | 307 |  |
|  | 2021 | 672 | 117 |  |

As shown in the table, approximately 1,500 ferry trips would be needed for Train 1 construction. This is consistent between the base case and the "No Bridge" option since the bridge would not be operational during Train 1 construction. During Trains 2 and 3 however, no ferry movements would be needed for personnel in the base case assessment, and approximately 900 would be needed for each of Train 2 and 3 under the "No Bridge" option.

Operations personnel for the LNG facility is significantly lower than construction personnel, but would be required to travel to Curtis Island every day. Based on the number of personnel and shifts for LNG facility operations, it is estimated that approximately 2 ferry round trips movements per day are needed, equating to approximately 730 trips per year.

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### 12.4 Impacts on Network

Because of the long term nature and scale of construction and operational activities at the proposed LNG Facility, some traffic impacts are anticipated due to addition of development traffic. Additionally, the roadways within Gladstone carry much more volume of traffic in relation to the rest of the project area.

The intersection capacity assessment identified several intersections which needed upgrading or monetary contributions to upgrades in order to mitigate the impacts of development traffic.. The following intersections require upgrades due to the GLNG Project:

- Hanson Road/Red Rover Road intersection;
- Hanson Road/Blain Drive/Alf O'Rourke Drive intersection;
- Dawson Highway/Blain Drive/Herbertson Street; and
- Dawson Highway/Philip Street

Two sections of Gladstone-Mount Larcom Road between Blain Drive to Reid Road (approximately 6 km ) have been identified for earlier upgrades from 2 to 4 lanes due specifically to the addition of traffic by the LNG Facility and bridge construction.

## 12.5 "No Bridge" Option

The "No Bridge" option results in a reduction of 294,650 trips compared to the base case scenario due to no bridge construction traffic being added to the road network. This equates to a reduction of approximately 915,000 total vehicle-kilometres travelled on the road network.

The total travel time for personnel to reach Curtis Island after the construction of the proposed bridge could be between 30 to 40 minutes in the base case scenario. Without the bridge, total travel time could be in the order of 80 to 85 minutes because of the need to transfer to Curtis Island via ferry. Though these are rough approximations of personnel travel times, it is apparent that the provision of the bridge to Curtis Island makes transport for personnel much more efficient. It is expected that the total travel time with the bridge in place (base case) would be almost twice as fast as travel using the ferry without the bridge ("no Bridge" option).

### 12.6 Required Infrastructure

A new road may be constructed from the end of Landing Road to the potential bridge site at Friend Point. This new road would be constructed as part of the overall bridge project.

### 12.7 Project Mitigations Summary

To mitigate the impact of the LNG Facility and potential bridge construction on the Gladstone road network the following is recommended:

- provide workers accommodations on Curtis Island to reduce the amount of personnel travel to/from the construction site on a daily basis;
- provide workers transport to the construction site. CEO's assessment assumes that $80 \%$ of personnel will arrive at the ferry terminal by bus, and $20 \%$ will arrive by private vehicle and will require car parking near the ferry terminal. Parcels of port land adjacent to the Auckland Wharf area are being investigated with the GPC to provide car parking and other areas to assist with project logistics;
- upgrade or contribute to the upgrade of the following intersections:
- Hanson Road/Red Rover Road;
- Hanson Road/Blain Drive/Alf O'Rourke Drive;
- Dawson Highway/Blain Drive/Herbertson Street; and
- Dawson Highway/Philip Street.

The cost of intersection upgrades is unknown, though contributions should be based on the operational impacts or the traffic volumes added at the intersections.

- contribute an appropriate portion of the bring forward cost of the upgrading works of the following sections of road. The developer will be responsible for approximately $4.7 \%$ of the upgrade costs:
- Gladstone-Mount Larcom Road from Red Rover Road to Power Station (approximately 1.0km) - bring forward 1.4 years from 2020 to 2019; and
- Gladstone-Mount Larcom Road from Power Station to Reid Road (approximately 5.0 km ) - bring forward 1.4 years from 2020 to 2019.


### 13.0 SUMMARY AND CONCLUSIONS

### 13.1 Development Proposal

Cardno Eppell Olsen (CEO) has been commissioned by URS Australia Pty Ltd (URS) on behalf of Santos Limited (Santos) to undertake a traffic and transport study for the Santos Gladstone Liquefied Natural Gas (GLNG) project. This report has considered the road traffic impacts of the construction and operations of the proposed Coal Seam Gas (CSG) field expansions in the Surat and Bowen Basins (Roma and surrounds), a proposed LNG liquefaction and export facility (LNG facility) on Curtis Island approximately 5 km northwest of Gladstone, and a proposed 435km gas transmission pipeline linking the CSG fields to the LNG facility.

The delivery of the overall proposed project will occur in stages according to each project component. The construction and operation of the CSG fields is proposed to commence on project approval and will continue to occur throughout the project life. Construction activities for the proposed gas transmission pipeline is anticipated to begin in the fourth quarter of 2010 and last for approximately 18-24 months, after which it would be available for operations.

The LNG facility proposed for Curtis Island is expected to be constructed in three stages (production trains) of increasing LNG producing capacity. Train 1 construction is anticipated to begin in 2010 and last approximately four years, with operations of Train 1 beginning in 2014. Construction of Trains 2 and 3 would then follow, with timing subject to gas availability and LNG market conditions (though successive construction has been assumed).

The potential access road and bridge linking Curtis Island to the mainland (if approved) is proposed to begin construction in the third quarter of 2012 and last approximately two years, finishing around the same time as Train 1 construction of the LNG facility. Thus, access to Curtis Island during at least Train 1 construction will be via barge and ferry. The construction of a dredge material placement facility is also being planned at Laird Point on Curtis Island as part of the overall LNG facility activities.

Primary access to the CSG fields will be from the state-controlled road network and flights from Brisbane to Roma.

Primary access to the gas transmission pipeline corridor will be gained from the major roads in close proximity to the pipeline for the majority of its length, which include the Carnarvon Highway, the Dawson Highway, Leichhardt Highway, Burnett Highway and the Bruce Highway. The existing local road network will be accessed from these roads to provide immediate access to the pipeline corridor. Construction of the gas transmission pipeline is expected to be based around centralised worker accommodations and construction depots, moving between multiple locations as construction proceeds along the proposed corridor.

Access to the LNG facility may ultimately be provided by an access road and bridge that would be constructed to provide access to Curtis Island. The access road to the bridge would connect to the northern end of Landing Road and follow the shoreline north to the Narrows. The potential bridge would cross Port Curtis between Friend Point (on the mainland) and Laird Point (on Curtis Island) and the access road will travel south from the bridge to the eastern boundary of the LNG facility site. If the bridge is not built, ferry and barge transport will need to operate from Auckland Point for the duration of the project. The traffic impacts of the option of "No Bridge" have been assessed and are provided in Appendix A. Worker accommodations for the construction of the LNG facility are proposed to be provided on Curtis Island.

### 13.2 Development Traffic

Traffic generation has been based on estimated material quantities for construction works and assumptions about delivery frequency. Trips associated with construction and operations equipment and workforce have also been estimated. Assumptions about the origin and destination of trips have been made including allowances for the establishment of workers accommodation. All assumptions are documented in Section 4.0 of the report. A summary of the total road trips associated with each component over the life of the project is shown in Table 13.1.

Table 13.1
Total GLNG Trips

| Component | Estimated Total Trips (all years) |
| :--- | :---: |
| CSG fields | $6,681,150$ |
| Gas Transmission Pipeline | 572,350 |
| LNG liquefaction and export facility (including bridge <br> and dredge material site) | $2,477,200$ |
| Total | $\mathbf{9 , 7 3 0 , 7 0 0}$ |

Tables 13.2 to 13.4 summarise development traffic associated with construction of each project component by development year. Trip generation tables associated with CSG field construction are provided at Appendix F.

Operations traffic is anticipated to be significantly less for all project components except the CSG fields. Operations traffic for the gas transmission pipeline is expected to be in the order of 40 daily trips spread along the pipeline corridor. Traffic generated during operations of the LNG facility is expected to be approximately 200 trips per day during operations of Train 1, with traffic increasing to approximately 350 daily trips during operations of Train 3. Operations traffic for the CSG fields is provided at Appendix F, and is expected to reach approximately 750-800 trips per day in the peak of field development activities (2015-2035).

Table 13.2 Construction Traffic Generation - Gas Transmission Pipeline

| Year | 2010 | 2011 | 2012 |
| :---: | :---: | :---: | :---: |
| Peak Hour |  |  |  |
| Heavy Vehicles | 13 | 64 | 64 |
| Light Vehicles | 0 | 100 | 100 |
| Total Vehicles | 13 | 165 | 165 |
| Daily Traffic |  |  |  |
| Heavy Vehicles | 135 | 243 | 241 |
| Light Vehicles | 0 | 204 | 202 |
| Total Vehicles | 135 | 447 | 443 |
| Annual Traffic |  |  |  |
| Heavy Vehicles | 12,260 | 61,545 | 67,550 |
| Light Vehicles | 0 | 46,100 | 63,700 |
| Total Vehicles | 12,260 | 107,645 | 131,250 |

## Table 13.3

Bridge Construction Traffic Generation

| Year | 2011 | 2012 | 2013 |
| :---: | :---: | :---: | :---: |
| PEAK HOUR VOLUMES |  |  |  |
| Light vehicle trips | 45 | 109 | 63 |
| Heavy vehicle trips | 40 | 50 | 34 |
| Total Trips | 85 | 159 | 97 |
| DAILY VOLUMES |  |  |  |
| Light vehicle trips | 192 | 448 | 263 |
| Heavy vehicle trips | 400 | 504 | 337 |
| Total Trips | 592 | 952 | 600 |
| ANNUAL VOLUMES |  |  |  |
| Light vehicle trips | 25,344 | 139,716 | 36,360 |
| Heavy vehicle trips | 19,373 | 56,546 | 17,324 |
| Total Trips | 44,717 | 196,262 | 53,684 |

Table 13.4
LNG Facility Traffic Generation - Construction

| Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Construction | Train 1 |  |  |  | Train 2 |  |  |  | Train 3 |  |  |  |
| PEAK HOUR VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 51 | 95 | 88 | 17 | 17 | 42 | 38 | 11 | 17 | 42 | 38 | 11 |
| Bus - Personnel | 5 | 14 | 13 | 3 | 3 | 8 | 8 | 2 | 3 | 8 | 8 | 2 |
| Heavy Vehicles | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 2 | 2 |
| Total Vehicles | 59 | 112 | 104 | 23 | 21 | 53 | 49 | 15 | 21 | 53 | 48 | 15 |
| DAILY VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 210 | 386 | 359 | 75 | 72 | 176 | 160 | 49 | 72 | 176 | 160 | 49 |
| Bus - Personnel | 20 | 55 | 50 | 13 | 13 | 33 | 30 | 8 | 13 | 33 | 30 | 8 |
| Heavy Vehicles | 28 | 34 | 34 | 28 | 17 | 26 | 26 | 23 | 17 | 26 | 24 | 19 |
| Total Vehicles | 258 | 475 | 443 | 116 | 102 | 235 | 216 | 80 | 102 | 235 | 214 | 76 |
| ANNUAL VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 18,611 | 50,544 | 34,128 | 10,390 | 10,130 | 20,862 | 19,209 | 7,686 | 10,130 | 20,862 | 19,209 | 7,686 |
| Bus - Personnel | 2,080 | 5,720 | 5,200 | 1,352 | 1,300 | 3,432 | 3,120 | 832 | 1,300 | 3,432 | 3,120 | 832 |
| Heavy Vehicles | 8,680 | 11,523 | 11,523 | 8,346 | 5,249 | 8,370 | 8,370 | 6,464 | 5,249 | 8,370 | 7,654 | 5,275 |
| Total Vehicles | 29,371 | 67,787 | 50,851 | 20,088 | 16,678 | 32,664 | 30,699 | 14,981 | 16,678 | 32,664 | 29,983 | 13,792 |

### 13.3 Impact Mitigation - All Components

To mitigate the impact of the GLNG Project on the state-controlled and local government road networks the following is recommended.

### 13.3.1 Intersection Capacity Impacts

Several intersections have been identified as needing to be upgraded to specifically accommodate GLNG development traffic. The following works are recommended to mitigate background capacity constraints of the intersections:

- Hanson Road/Red Rover Road intersection:
- addition of a right-turn lane on the western approach of Hanson Road and additional circulating lane to accommodate the movement; and
- short right-turn lane on southern leg of Red Rover Road and additional circulating width.

Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms 4.8\% of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

- Hanson Road/Blain Drive/Alf O'Rourke Drive intersection:
- continuous left-turn lane from the south approach; and
- right-turn lane on the western approach and additional circulating lane to accommodate the movement.

Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $3.7 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

- Dawson Highway/Blain Drive/Herbertson Street
- $\quad$ Short left slip lane on southern leg of Dawson Highway; and
- Pavement marking of left lane on western leg to allow all turn movements

The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

- Dawson Highway/Philip Street: The intersection exceeds practical capacity with background traffic and development traffic creates further impact worse. DMR are planning upgrade works and the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $6.1 \%$ of the combined background and development traffic in 2012.

Figure 13.1 illustrates the locations of intersection upgrades required by the GLNG Project for the base case scenario assessment.

### 13.3.2 Mid-block Capacity

To mitigate the impact of the development on mid-block capacity, it is recommended that the developer pay an appropriate portion of the bring forward cost of the upgrading from two to four lanes of the following sections of road:

- Gladstone-Mount Larcom Road from Red Rover Road to Power Station (approximately 1.0km) - bring forward 1.4 years from 2020 to 2019; and
- Gladstone-Mount Larcom Road from Power Station to Reid Road (approximately 5.0 km ) - bring forward 1.4 years from 2020 to 2019.

This cost of the upgrade works is unknown but if the construction costs were to be discounted from 2020 and 2019 at a rate of $7 \%$, the developer could expect to pay the cost difference of approximately $4.7 \%$ of the total cost. DMR has started the planning work to duplicate Gladstone-Mount Larcom Road to four lanes and negotiation with DMR regarding the timing of the planned upgrade (not currently in the RIP) and the developer's contribution is recommended.

### 13.3.3 Pavement Impacts

## Pavement Rehabilitation

Two road segments on the Carnarvon Highway, one segment of the Dawson Highway and one road segment on the Warrego Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG project than with background traffic. The bring forward cost of these works is approximately $\$ 3.1 \mathrm{M}$ based on pavement rehabilitation rates supplied by DMR.

## Road Maintenance

The obligations for the maintenance of the state-controlled road network impacted upon by the development have been calculated by dividing the number of development ESAs loaded onto a particular link by the background ESAs for an analysis year. The additional cost of maintaining the roads impacted by the proposed development comes to $\$ 16,241,400$ at a 2009 dollar value. Negotiation of the developers contribution towards these works will be required.


GLNG Project -Traffic Report

### 13.3.4 Construction Works - General

To mitigate the general impacts of construction works the developer is recommended to undertake the following:

- management of traffic through the preparation and implementation of traffic management plans in accordance with DMR specification MRS11.02 Provision for Traffic and the Manual of Uniform Traffic Control Devices (MUTCD);
- ensuring heavy and oversize loads use the haulage routes defined by Queensland Transport. Permits will be required for such loads;
- control of dust as specified in MRS11.02 Provision for Traffic, and;
- control of weeds, pest and disease in accordance with DMR specification MRS11.16E - Establishment and Monitoring Works.


### 13.4 Impact Mitigation - Specific Project Components

The following impact mitigation measures can be more specifically contributed to a specific component:

### 13.4.1 Road Access to the CSG Fields

To mitigate the impact of development on the roads providing access to the CSG fields the following is proposed at the developers cost:

- provide appropriate turn lane treatments at CSG field access locations with statecontrolled roads based on standards in the DMR RPDM - Chapter 13;
- ensure appropriate seal width is provided on access roads to the CSG fields, based on expected daily traffic volumes;
- upgrade the Carnarvon Highway/Mulcahy Road intersection to provide the minimum BAR/BAL turn treatments;
- upgrade Mulcahy Road to a carriageway width of 9.2 m and a seal width of 7.2 m including 0.5 m sealed shoulders. Flood immunity standards will need to be agreed with the local Council;
- upgrade Arcadia Valley Road to a carriageway width of 9.2 m and a seal width of 7.2 m including 0.5 m sealed shoulders. Flood immunity standards will need to be agreed with the local Council;
- Injune-Taroom Road should be improved to a standard able to accommodate the increased development traffic expected, as summarised in Table 9.2 above. It is recommended that the developer complete any necessary road upgrades to the recommended Austroads standards. Flood immunity standards will need to be agreed with the local Council.

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### 13.4.2 Gas Transmission Pipeline Construction

To mitigate the impact of the construction of the gas transmission pipeline a number of mitigation measures are proposed at the cost of the developer:

- the location of access roads to pipeline workers accommodation and construction depots have still to be determined however where these intersect with the statecontrolled road network a minimum standard of treatment will be required. This will depend on the amount of existing and development traffic and should be determined using Chapter 13 of the RPDM (summarised in Section 9.5 above);
- the recommended minimum standard for access roads used to access the workers accommodation and construction depots is a carriageway width of 7.5 m and a seal width of 4.5 m for roads carrying 1-150vpd. Due to the temporary nature of the access a lesser standard than this may be suitable.
- to minimise disruption to the existing road and rail networks the following treatments are recommended for traversing road or rail facilities:
- Open cut: unformed \& formed tracks, gravel roads and bitumen roads;
- Bored (cased or uncased): bitumen roads and major highways;
- HDD - Horizontal Direction Drill (cased or uncased): major highways and rail crossings.
A number of service authorities have services in the vicinity of the pipeline and further investigation of services is required at the pipeline design and construction phases, and;
- once the pipeline contractor has been appointed and details of the pipeline delivery and workers' accommodations locations determined, a road use management plan will need to be prepared for the pipeline construction. This plan will address all relevant issues including the standard of the roads proposed to be used, traffic volumes, access conditions, hours of operation, safety provisions, traffic impacts, dust control etc. This plan will be developed in consultation with the Department of Main Roads and the local Councils. Individual landowners will need to be consulted over reinstatement standards on private property.
- transport of pipe by rail from Gladstone to the pipeline construction depots has been investigated as a mitigation measure. It would reduce the number of trucks on the road network by 14,500 trips in the Gladstone urban area. Queensland Rail is currently being engaged to determine the feasibility of offloading pipe to train at Auckland Point wharves, to be transported as far as Moura. Pipe would then be transported the remainder of the distance to the construction depots by truck. See the "Materials by Rail" option assessment at Appendix B for more details.


### 13.4.3 LNG Facility and Bridge Construction

To mitigate the impact of the LNG Facility and potential road and bridge construction on the Gladstone road network the following is recommended:

- provide workers transport to the Curtis Island construction site and workers accommodation. Our assessment assumes that $80 \%$ of personnel will arrive at the ferry terminal by bus, and $20 \%$ will arrive by private vehicle and will require car parking near the ferry terminal. Parcels of industrial land exist west of Gladstone Marina and should be investigated to provide parking facilities;
- contribute to the necessary intersection upgrade at Hanson Road/Blain Drive/Alf O'Rourke Drive intersection to a dual lane roundabout with additional approach lanes. The cost of the intersection upgrade is unknown, and cost contributions will need to be coordinated with DMR.
- it is recommended that the developer pay an appropriate portion of the bring forward cost of the upgrading works of the following sections of road. The developer will be responsible for approximately $4.7 \%$ of the upgrade costs:
- Gladstone-Mount Larcom Road from Red Rover Road to Power Station (approximately 1.0 km ) - bring forward 1.4 years from 2020 to 2019; and
- Gladstone-Mount Larcom Road from Power Station to Reid Road (approximately 5.0 km ) - bring forward 1.4 years from 2020 to 2019.


### 13.5 Options Assessment

### 13.5.1 "No Bridge" Option

Investigation of the impact of the "No Bridge" option shows a reduction of 294,650 trips primarily due to no bridge construction traffic being added to the road network. The quantitative impacts of the "No Bridge" option for the GLNG Project have been found to be comparable to those found for the base case assessment of the GLNG Project, with the following notable differences:

- intersection impacts within Gladstone result in intersections closer to the central city needing to be upgraded. This is understandable given that Auckland Point is the origin of trips to Curtis Island;
- roadway segment capacity improvements for the "No Bridge" option are required in the urbanised central city streets in Gladstone rather than on the urban fringe (as in base case). Upgrading constraints are likely to be more significant in the city centre resulting in higher cost and more delay during construction;
- pavement impacts for pavement rehabilitation are the same as for the base case. Road maintenance costs are approximately $\$ 22,000$ less for the "No Bridge" option because of the removal of bridge construction traffic.

The impacts of all options are summarised in Table 13.6 and Figure 13.2 identifies the location of intersection upgrades and mid block capacity improvements required in the Gladstone area.

## Travel Time Impacts

The CEO Marine Transport Study prepared as a supplement for the base case scenario estimates that during Train 1 construction of the LNG facility (when the bridge is not yet in place), the travel time to the accommodation facilities on Curtis Island from the mainland would be approximately 84 minutes. This is an approximation of the travel time that can be expected for personnel for the life of the LNG project under the "No Bridge" option.

Under the base case scenario in which the bridge is available for operations of the LNG facility and construction of Trains 2 and 3, travel from Gladstone would be by road only and would only take approximately 27 minutes, assuming a trip of approximately 32 km at an average speed of $70 \mathrm{~km} / \mathrm{h}$. Factoring in some intersection delays, total travel time could be between 30 to 40 minutes. Though these are rough approximations of personnel travel times, it is apparent that the provision of the bridge to Curtis Island makes transport for personnel much more efficient. It is expected that the total travel time with the bridge in place would be almost twice as fast as travel using the ferry without the bridge.

## Additional Marine Traffic Movements

The "No Bridge" option was found to generate considerably more marine traffic during the construction of the LNG facility, especially during construction of Trains 2 and 3. A summary comparison of the estimated barge and ferry movements is provided in Table 13.5.

Table 13.5
LNG Facility Shipping Movements

| Construction <br> Stage | Base case |  |  | "No Bridge" Option |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Barge | Ferry | Total | Barge | Ferry | Total |
| Train 1 | 2,500 | 1,500 | 4,000 | 2,500 | 1,500 | 4,000 |
| Train 2 | 0 | 0 | 0 | 1,200 | 900 | 2,100 |
| Train 3 | 0 | 0 | 0 | 1,200 | 900 | 2,100 |



### 13.5.2 "Material by Rail" Option

The quantitative impacts of the "Material by Rail" option for the gas transmission pipeline construction have been found to be comparable to those found for the base case assessment of the GLNG Project.

- intersection impacts are identical to the base case. The reduction of truck trips does not occur during the peak year of development traffic generation;
- roadway segment capacity impacts are the same as the base case. The reduction in trips for the "Material by Rail" option occurs early in the project whereas midblock capacity upgrades are required in the later years of the project;
- pavement impacts for pavement rehabilitation are identical to the base case, though the developer contribution required for road maintenance is approximately $\$ 400,000$ less for the "Material by Rail" option.

The benefits of the "Material by Rail" option are the reduction in heavy vehicle traffic using the roadway network, especially within Gladstone and along the Dawson Highway. Also, whereas not all deliveries of pipe by road can be eliminated, the distance travelled by road is significantly reduced by transporting pipe by rail from Gladstone as far as Moura. It is estimated that a reduction in 14,500 trips and approximately 3,671,600 vehicle-km travelled will occur with the "Material by Rail" option, the majority of which will occur between 2010 and 2011.

The reduction in vehicle movement has operational benefits in that less heavy vehicle movement will occur along the Dawson Highway and side road delivery routes. This has the potential to make the Dawson Highway marginally safer from a road safety perspective due to less conflict between trucks and other vehicles. An additional advantage is that heavy vehicle movement will not occur across the Calliope Range where major deviation works are proposed during the pipe delivery period.

Figure 13.1 identifies the location of intersection upgrades and mid block capacity improvements required in the Gladstone area for the "Material by Rail" option. These impacts are the same as assessed for the base case scenario.

The comparison of impacts of all options are summarised in Table 13.6.

GLNG Project -Traffic Report
Table 13.6

Options Assessment Comparison Summary

| CATEGORY |  | BASE OPTION |  | NO BRIDGE OPTION |  | MATERIAL BY RAIL OPTION |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL DEVELOPMENT VEHICLES | Vehicles Type | Vehicle Trips |  | Vehicle Trips |  | Vehicle Trips |  |
| Coal Seam Gas Fields | Light Vehicles | 3,778,913 |  | 3,778,913 |  | 3,778,913 |  |
|  | Heavy Vehicles | 2,902,229 |  | 2,902,229 |  | 2,902,229 |  |
|  | Total Vehicles | 6,681,142 |  | 6,681,142 |  | 6,681,142 |  |
| Gas Trasmission Pipeline Corridor | Light Vehicles | 431,000 |  | 431,000 |  | 431,000 |  |
|  | Heavy Vehicles | 141,355 |  | 141,355 |  | 126,724 |  |
|  | Total Vehicles | 572,355 |  | 572,355 |  | 557,724 |  |
| LNG Liquefaction and Export Facility | Light Vehicles | 2,243,091 |  | 2,041,671 |  | 2,243,091 |  |
|  | Heavy Vehicles | 234,099 |  | 140,857 |  | 234,099 |  |
|  | Total Vehicles | 2,477,190 |  | 2,182,528 |  | 2,477,190 |  |
| TOTAL | Light Vehicles | 6,453,004 |  | 6,251,584 |  | 6,453,004 |  |
|  | Heavy Vehicles | 3,277,683 |  | 3,184,441 |  | 3,263,052 |  |
|  | Total Vehicles | 9,730,687 |  | 9,436,025 |  | 9,716,056 |  |
| TOTAL VEHICLE KILOMETRES TRAVELLED | Vehicles Type | Vehicle Km |  | Vehicle Km |  | Vehicle Km |  |
| Coal Seam Gas Fields | Heavy Vehicles | 216,273,390 km |  | 216,272,490 km |  | 216,272,490 km |  |
| Gas Transmission Pipeline Corridor | Heavy Vehicles | 8,908,076 km |  | 8,908,076 km |  | 5,237,387 km |  |
| LNG Liquefaction and Export Facility | Heavy Vehicles | 3,267,132 km |  | 2,353,517 km |  | 3,267,132 km |  |
| TOTAL |  | 228,448,598 km |  | 227,534,083 km |  | 224,777,009 km |  |
| INTERSECTION ANALYSIS |  | Developer Impacted |  | Developer Impacted |  | Developer Impacted |  |
| Hanson Road/Red Rover Road intersection |  | $\checkmark$ |  | $\checkmark$ |  | $\checkmark$ |  |
| Hanson Road/Blain Drive/Alf O'Rourke Drive intersection |  | $\checkmark$ |  |  |  | $\checkmark$ |  |
| Dawson Highway/Glenlyon Road/Bramston Street intersection |  |  |  | $\checkmark$ |  |  |  |
| Dawson Highway/Blain Drive/Herbertson Street intersection |  |  |  | $\checkmark$ |  | $\checkmark$ |  |
| Dawson Highway/Philip Street intersection |  | $\checkmark$ |  | $\checkmark$ |  | $\checkmark$ |  |
| MIDBLOCK CAPACITY IMPACT ANALYSIS | Section Length | Impacted | Contribution | Impacted | Contribution | Impacted | Contribution |
| Gladstone-Mount Larcom Road from Red Rover Road to Power Station | 1.0 km | $\checkmark$ | 4.7\% |  |  | $\checkmark$ | 4.7\% |
| Gladstone-Mount Larcom Road from Power Station to Reid Road | 5.0 km | $\checkmark$ | 4.7\% |  |  | $\checkmark$ | 4.7\% |
| Dawson Highway from Gladstone-Mt Larcom Road to Breslin Street | 1.5 km |  |  | $\checkmark$ | 1.8\% |  |  |
| Dawson Highway from Breslin Street to Blain Drive | 0.7 km |  |  | $\checkmark$ | 2.0\% |  |  |
| Gladstone-Mount Larcom Road from Dawson Highway to Hilderbrand Street | 1.4 km |  |  | $\checkmark$ | 1.9\% |  |  |
| PAVEMENT IMPACT ANALYSIS |  | Developer Costs |  | Developer Costs |  | Developer Costs |  |
| Maintenance Cost |  | \$16,241,400 |  | \$16,219,150 |  | \$15,829,575 |  |
| Rehabilitation Cost |  | \$3,094,300 |  | \$3,094,300 |  | \$3,094,300 |  |
| TOTAL |  | \$19,335,700 |  | \$19,313,450 |  | \$18,923,875 |  |

### 13.6 Final Conclusion

The total amount of traffic generated by the GLNG Project has a peak during the construction phase at 2012. The highest volumes of traffic are generated through construction of the LNG Facility (Train 1) and the potential bridge to Curtis Island. However, there is still a significant amount of construction traffic associated with the CSG fields and gas transmission pipeline construction.

A number of mitigation measures are proposed, including:

- intersection upgrades;
- road construction;
- payment of contributions for rehabilitation and maintenance of the state road network;
- payment of bring forward costs for an intersection upgrade;
- provision of workers accommodation on Curtis Island to minimise traffic movements; and
- provision of buses for the transport of LNG facility and bridge construction workers.

Together, these measures are considered sufficient to mitigate the traffic and transport impacts of the proposed GLNG Project.

Appendix A
GLNG Project Traffic Report - "No Bridge" Option
Assessment

## Brisbane Office

Level 11 Green Square Nth Tower 515 St Paul's Terrace
Locked Bag 4006, Fortitude Valley
Queensland 4006 Australia
Tel: (07) 33102401
Fax: (07) 33699722

Gold Coast Office
Level 2 Emerald Lakes Town Centre
1/3321 Central Place, Carrara
PO Box 391, Nerang
Queensland 4211 Australia
Tel: (07) 55021585
Fax: (07) 55021586

GLNG Project
Traffic Report -
"No Bridge" Option
Assessment

Sydney Office
910 Pacific Highway, Gordon
New South Wales 2072 Australia
Tel: (02) 94967700
Fax: (02) 94993902

March 2009

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GLNG Traffic Report - "No Bridge" Option

Document Control GLNG EIS - Traffic Report

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## EXECUTIVE SUMMARY

## Scope of the Report

This document is a supplementary report to the "GLNG Environmental Impact Statement Traffic Report," submitted by Cardno Eppell Olsen (CEO) in March 2009, which is presented as the "base case" assessment for the traffic impacts of the GLNG Project.

This supplement provides the assessment of an alternative to the base case assumption that an access road and bridge to Curtis Island from the mainland will be built to provide access to the proposed LNG facility. The alternative assessed assumes that no bridge to Curtis Island will be built and transport of workers and plant/materials to Curtis Island will be required by ferry and barge for the life of the project. This alternative is known in this document as the "No Bridge" option.

This document presents only the information relevant to changes in methodology and analysis inputs necessary to determine the traffic impacts of the option of not providing a bridge to Curtis Island. Traffic generation estimates are only provided for the LNG facility, as it is the only GLNG Project component affected by the option assessment. All other information for the trip generation of the CSG fields and gas transmission pipeline are presented in the base case Traffic Report. Thus, this report is not intended as a stand-alone document and should be used and interpreted in combination with the CEO base case report "GLNG Environmental Impact Statement - Traffic Report."

## Development Proposal

Santos proposes to develop a LNG liquefaction and export facility (LNG facility) at Gladstone in Central Queensland, Australia. The LNG facility will allow Santos to commercialise its Queensland coal seam gas (CSG) resources and export the processed gas (in the form of LNG) to overseas markets. The facility will initially be constructed to produce 3 to 4 million tonnes per annum (Mtpa) of LNG, with the potential for future expansion to a nominal 10 Mtpa.

The LNG facility will be developed on Curtis Island (in the China Bay area) in close proximity to the industrial deepwater port at Gladstone. The GLNG Project will source gas from Santos' CSG fields at Fairview, Arcadia Valley and Roma, with gas being transported to the Gladstone LNG facility via a subsurface 435 km gas transmission pipeline.

GLNG Traffic Report - "No Bridge" Option

The project will consist of the following key components:

- CSG field development: Approximately 850 development wells are expected to be drilled prior to 2015 with another 1500 beyond 2015;
- Gas transmission pipeline construction: Initially a single pipeline will be provided with compression facilities;
- LNG liquefaction and export facility: The proposed LNG facility on Curtis Island, with marine facilities proposed to include a LNG tanker loading jetty and marine off loading facility.

All aspects of the development proposal and project staging remain unchanged from the base case scenario in this "No Bridge" option assessment, except for the following:

- removal of the Curtis Island access road and bridge component;
- rerouting of traffic during construction of Trains 2 and 3 of the LNG facility to be transported to Curtis Island by barge/ferry;
- rerouting of LNG facility operations traffic to be transported to Curtis Island by barge/ferry.


## Development Traffic

Traffic generation has been based on estimated material quantities for construction works and assumptions about delivery frequency. Trips associated with construction and operations equipment and workforce have also been estimated. Assumptions about the origin and destination of trips have been made including allowances for the establishment of workers accommodation. All assumptions for the traffic generation of the LNG facility under the "No Bridge" option are documented in Section 2 of this report, and all other project components remain unchanged from the base case scenario. A summary of the total road trips associated with each component over the life of the project (2010 through 2034) is shown in Table 1. The "No Bridge" option results in a reduction of 294,650 trips compared to the base case scenario due to no bridge construction traffic.

Table 1
Total GLNG Trips

| Component | Estimated Total Trips (life of project) |
| :--- | :---: |
| CSG fields | $6,681,150$ |
| Gas Transmission Pipeline | 572,350 |
| LNG liquefaction and export facility | $2,182,550$ |
| Total | $\mathbf{9 , 4 3 6 , 0 5 0}$ |

GLNG Traffic Report - "No Bridge" Option

## Intersection Capacity Impact Assessment

Intersection impact assessment has been undertaken in accordance with the following methodology:

- identify intersections that could be impacted significantly by the proposed development;
- identify intersections that would come close to practical capacity with the addition of the proposed development;
- obtain and analyse the background traffic at the identified intersections;
- determine background road network traffic peaks and development traffic peaks;
- add the cumulative project impact traffic to the existing background traffic volumes to determine the total background traffic to be used in the analysis of the identified intersections;
- identify the various components of the proposed development that will impact the road network;
- determine the traffic generated from the various components of the proposed development and combine with the background traffic. These volumes are to be used in the analysis of the identified intersections.

Using the above methodology, 13 intersections around Gladstone and one intersection at Biloela have been analysed. To mitigate the impact of the development on intersections within Gladstone for the "No Bridge" option, it is recommended that the following intersections be upgraded with upgrading contributions recommended under some circumstances.

## Hanson Road/Red Rover Road intersection

The following works are recommended to mitigate background capacity constraints of the intersection through 2024:

- addition of a right-turn lane on the western approach of Hanson Road and additional circulating lane to accommodate the movement.

Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $0.3 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

## Dawson Highway/Glenlyon Road/Bramston Street intersection

The following works are recommended:

- lengthen the turn lanes on three legs.

The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

## Dawson Highway/Blain Drive/Herbertson Street

The following works are recommended:

- short left slip lane on southern leg of Dawson Highway;
- pavement marking of left lane on western leg to allow all turn movements.

The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

## Dawson Highway/Philip Street

The intersection exceeds practical capacity with background traffic and development traffic makes the situation worse. DMR are planning upgrade works and the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $3.4 \%$ of the combined background and development traffic in 2012.

Figure 1 illustrates the locations of intersection upgrades required by the GLNG Project for the "No Bridge" Option. The "No Bridge" option creates less impact on the Gladstone-Mount Larcom Road compared to the base case scenario with less works required at Hanson/Red Rover Road and no works required on Hanson Road/Blain Drive/Alf O'Rouke Drive. However, as more traffic is directed to Auckland Point an upgrade of the Dawson Highway/Glenlyon Road/Bramston Street is required.

Figure 1


GLNG Traffic Report - "No Bridge" Option

## Roadway Link Capacity Impact Assessment

Roadway link analysis has been undertaken based on daily road link volumes with and without the proposed development. The adopted capacity thresholds for this assessment include:

## Rural Locations

- two lanes:
- two lanes with overtaking lanes:
- four lanes:
< 7,500 vehicles/day;
< 15,000 vehicles/day;
> 15,000 vehicles/day.


## Urban Locations

- two lanes:
<18,000 vehicles/day;
- four lanes:

18,000-36,000 vehicles/day;

- six lanes:

Assessment of roadway segment capacity was undertaken for each year of the expected GLNG Project life (2010 to 2034). Brought forward cost contributions are recommended on any link where the development creates the need to bring forward the timing of upgrades by one year or more.

To mitigate the impact of the development on mid-block capacity, it is recommended that the developer pay an appropriate portion of the bring forward cost of upgrading the sections of road summarised in Table 2. The location of these upgrade works is shown on Figure 1.

Table 2
GLNG Required Roadway Link Upgrades

| Road | Section | Upgrade | Bring <br> Forward <br> (years) | \% Developer <br> Contribution <br> (\% 2009 Cost) |
| :--- | :--- | :---: | :---: | :---: |
|  | Gladstone-Mt Larcom Road to <br> Breslin Street (1.5 km) | 4 to 6 lanes | 1.4 yrs | $1.8 \%$ |
|  | Breslin Street to Blain Drive <br> $(0.7 \mathrm{~km})$ | 4 to 6 lanes | 1.3 yrs | $2.0 \%$ |
| Gladstone-Mt Larcom Road | Dawson Highway to <br> Hilderbrand Street $(1.4 \mathrm{~km})$ | 2 to 4 lanes | 1.4 yrs | $1.9 \%$ |

This cost of the upgrade works is unknown, but if the construction costs were to be discounted back from the required upgrade year to 2009 at a rate of $7 \%$, the developer could expect to pay the percentage shown in Table 2 as a percent of the construction cost (2009 \$) of the upgrade.

## Pavement Impact Assessment

This analysis relates only to heavy vehicle movements of the GLNG Project and includes both the construction and operation phases from 2010 to 2034. The GLNG Project is estimated to generate approximately $3,184,450$ heavy vehicle trips over the life of all project components. The pavement assessment comprises two components; the timing of pavement rehabilitation and whether there is a need to bring forward the works, and the increased need for regular pavement maintenance.

## Pavement Rehabilitation

The project impact on pavement rehabilitation considers the existing road roughness and the year at which a pavement reaches its terminal roughness and pavement rehabilitation works are required. The cumulative number of Equivalent Standard Axles (ESA) loaded onto the link to that year is calculated based on the ESA loading along the haulage routes. Development ESAs are then superimposed and the difference in time for reaching terminal roughness between the "background" and "with development" scenarios established. Contributions toward pavement rehabilitation would only be made where the development would bring forward the timing of the need for rehabilitation by one year or more.

Two road segments on the Carnarvon Highway, one road segment on the Warrego Highway and one road segment on the Dawson Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG project than with background traffic. The bring forward cost of the required works is approximately $\$ 3.1 \mathrm{M}$ based on pavement rehabilitation rates supplied by DMR.

## Road Maintenance

The obligations for the maintenance of the state controlled road network impacted upon by the development have been calculated by dividing the number of development ESAs loaded onto a particular link by the background ESAs for an analysis year. This has been reported as a percentage for each link and each year of the development.

A five percent (5\%) significance criterion has been adopted for the assessment based on DMR guidelines. This warrant is triggered in the assessment period for a number of the links and the additional cost of maintaining the roads impacted by the proposed development is $\$ 16,219,150$ at a 2009 dollar value. Negotiation of the developer's contribution towards these works will be required.

GLNG Traffic Report - "No Bridge" Option

## Impact Mitigation - Specific Project Components

The impact mitigations for the gas transmission pipeline and CSG fields are expected to be identical to those proposed for the base case scenario because all aspects of these components have remained unchanged under the "No Bridge" option.

## Travel Time Impacts

The CEO Marine Transport Study prepared as a supplement for the base case scenario estimates that during Train 1 construction of the LNG facility (when the bridge is not yet in place), the travel time to the accommodation facilities on Curtis Island from the mainland would be approximately 84 minutes. This is an approximation of the travel time that can be expected for personnel for the life of the LNG project under the "No Bridge" option.

Under the base case scenario in which the bridge is available for operations of the LNG facility and construction of Trains 2 and 3 , travel from Gladstone would be by road only and would take approximately 27 minutes, assuming a trip of approximately 32 km at an average speed of $70 \mathrm{~km} / \mathrm{h}$. Factoring in some intersection delays, total travel time could be between 30 to 40 minutes. Though these are rough approximations of personnel travel times, it is apparent that the provision of the bridge to Curtis Island makes transport for personnel more efficient. It is expected that the total travel time with the bridge in place would be almost twice as fast as travel using the ferry without the bridge.

## Additional Marine Traffic Movements

The "No Bridge" option was found to generate considerably more marine traffic during the construction of the LNG facility, especially during construction of Trains 2 and 3. A summary comparison of the estimated barge and ferry movements is provided in Table 3.

Table 3

| Construction <br> Stage | Base case |  |  | "No Bridge" Option |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Barge | Ferry | Total | Barge | Ferry | Total |
|  | 2,500 | 1,500 | 4,000 | 2,500 | 1,500 | 4,000 |
| Train 2 | 0 | 0 | 0 | 1,200 | 900 | 2,100 |
| Train 3 | 0 | 0 | 0 | 1,200 | 900 | 2,100 |

## Conclusion

The "No Bridge" option results in a reduction of 294,650 trips primarily due to no bridge construction traffic. The quantitative impacts of the "No Bridge" option for the GLNG Project have been found to be comparable to those found for the base case assessment of the GLNG Project, with the following notable differences:

- intersection impacts within Gladstone result in intersections closer to the central city needing to be upgraded. This is understandable given that Auckland Point is the origin of trips to Curtis Island;
- roadway segment capacity improvements for the "No Bridge" option are required in the urbanised central city streets in Gladstone rather than on the urban fringe (as in base case). Upgrading constraints are likely to be more significant in the city centre resulting in higher cost and more delay during construction;
- pavement impacts for pavement rehabilitation are the same as for the base case. Road maintenance costs are approximately $\$ 22,000$ less for the "No Bridge" option because of the removal of bridge construction traffic.

GLNG Traffic Report - "No Bridge" Option

### 1.0 INTRODUCTION

### 1.1 Document Intent

This document is a supplementary report to the "GLNG Environmental Impact Statement Traffic Report," submitted by Cardno Eppell Olsen (CEO) in March 2009, which has been presented as the "base case" assessment for the traffic impacts of the GLNG Project.

This supplement provides the assessment of an alternative to the base case assumption that an access road and bridge to Curtis Island from the mainland will be built to provide access to the proposed LNG facility. The alternative assessed assumes that no bridge to Curtis Island will be built and transport of workers and plant/materials to Curtis Island will be required by ferry and barge for the life of the project. This alternative is known in this document as the "No Bridge" option.

This document presents only the information relevant to changes in methodology and analysis inputs necessary to determine the traffic impacts of the option of not providing a bridge to Curtis Island. Traffic generation estimates are only provided for the LNG facility, as it is the only GLNG Project component affected by the option assessment. All other information for the trip generation of the CSG fields and gas transmission pipeline are presented in the base case Traffic Report. Thus, this report is not intended as a stand-alone document and should be used and interpreted in combination with the CEO base case report "GLNG Environmental Impact Statement - Traffic Report."

### 1.2 Project Description

Santos proposes to develop a LNG liquefaction and export facility at Gladstone in Central Queensland, Australia. The facility will allow Santos to commercialise its Queensland coal seam gas resources and export the processed gas (in the form of LNG) to overseas markets. The facility will initially be constructed to produce 3 to 4 million tonnes per annum (Mtpa) of LNG, with the potential for future expansion to a nominal 10 Mtpa.

The LNG facility will be developed on Curtis Island (in the China Bay area) in close proximity to the industrial deepwater port at Gladstone. The project will source gas from Santos' CSG fields at Fairview, Arcadia Valley and Roma, with gas being transported to the Gladstone LNG facility via a subsurface 435 km gas transmission pipeline.

The project will consist of the following key components:

- CSG field development;
- gas transmission pipeline construction;
- LNG liquefaction and export facility development.


### 1.2.1 LNG Liquefaction and Export Facility

The proposed LNG facility will be located on Curtis Island in the China Bay area (called Hamilton Point West), which is situated approximately 5km northwest of the City of Gladstone. The LNG facility components may include, but are not limited to:

- inlet separation/filtration/treatment to remove pipeline debris and liquids;
- gas treatment to remove major components within the gas stream that are detrimental to the process of liquefaction of natural gas, including carbon dioxide, water and other contaminants;
- refrigeration and liquefaction;
- LNG storage tank(s) with vapour recovery;
- marine facilities including an LNG tanker loading jetty and marine off-loading facility (MOF);
- utilities including water, fuel systems, control systems and power generation;
- flares including a plant flare, tank flare, and/or marine flare;
- supporting facilities (e.g. construction accommodation, roads and bridge);
- dredge material placement facility.

The base case assessment assumes access to the site will ultimately be via a potential bridge across Port Curtis, linking Curtis Island (Laird Point area) with the mainland (Friend Point area). The potential bridge and accompanying road will be designed to provide vehicular access to the LNG facility from the existing regional road network.

As the need and feasibility for such a bridge is still unclear, the traffic impacts of not providing a bridge to Curtis Island must be assessed to provide a basis of comparison to the base case. With no bridge in place, personnel and plant/material transport to Curtis Island would continue to be via ferry and barge for Trains 2 and 3 construction of the LNG facility. Similarly, personnel transport for LNG facility operations would be by ferry instead of by the bridge.

### 1.3 Staging

The delivery of the overall proposed project will occur in stages according to each project component. The proposed staging of the project is illustrated in Table 1.1. Note that this is identical to that presented for the base case assessment, though construction of the access road and bridge to Curtis Island has been removed.

The construction and operation of the gas fields is proposed to commence on project approval and will continue throughout the life of the project. Pipe delivery for the pipeline will begin in the fourth quarter of 2010 and last for six months. The construction of the proposed gas transmission pipeline is anticipated to begin in the second quarter of 2011 and last for 18-24 months, after which it would be available for operations.

Proposed Project Staging

*Operations of all project components to continue past Year 2022

The LNG facility proposed for Curtis Island is expected to be constructed in three stages (production trains). Train 1 construction is anticipated to begin in 2010 and last approximately four years, with operations of Train 1 beginning in 2014. The timing of Trains 2 and 3 will be subject to gas availability and market conditions, and as such no definitive schedule is available. For purposes of this assessment, the construction and operations of Trains 2 and 3 have been assumed to follow in immediate succession of Train 1, as shown in Table 1.1. This provides a robust scenario wherein multiple aspects of the GLNG Project generate traffic on the external road network simultaneously.

For the base case as well as this option, access to Curtis Island during Train 1 construction of the LNG facility would be via barge and ferry. Assuming the bridge is not constructed, access to Curtis Island during the construction of all production trains and the operational life of the LNG facility would be via barge and ferry.

The construction of a dredge material placement facility on Curtis Island at Laird Point has been included in the assessment. The construction of bund walls for the facility would begin in the fourth quarter of 2010 and last for approximately 18 months. Delivery of material to the site would only be for the first 3-6 months.

### 1.4 References

- Santos Gladstone LNG Project - Terms of Reference, Queensland Government, August 2008;
- GLNG Project Description, URS, 8 January 2009;
- Response to GLNG Terms of Reference Requirements, Foster Wheeler;
- Gladstone LNG Environmental Impact Statement - Marine Transport Strategy, Cardno Eppell Olsen, November 2008;
- Guidelines for Assessment of Road Impacts of Development, DMR, April 2006;
- Road Planning and Design Manual - Chapter 13, DMR, October 2006.

GLNG Traffic Report - "No Bridge" Option

### 2.0 PROPOSED DEVELOPMENT

The following section presents the inputs and assumptions used in estimating the traffic generation of the LNG facility under the option that no bridge will be built to Curtis Island from the mainland. All inputs for workforce numbers and quantities of plant/materials being transferred to Curtis Island are identical to the base case. The primary differences seen in this option assessment are the traffic movement patterns (Section 2.1.6) and distribution of traffic to the road network (Section 2.1.8).

### 2.1 LNG Liquefaction and Export Facility

A LNG liquefaction and export facility (LNG facility) of up to approximately 10 million tonne per annum (Mtpa) capacity is proposed to be constructed on Curtis Island. The LNG facility is proposed to be developed in three stages (trains), with the first stage (Train 1) having a capacity of 3 to 4 Mtpa.

The LNG facility is proposed to be located on Curtis Island at the Hamilton Point West site adjacent to China Bay, which is situated approximately 5 km north of Gladstone. The area of the LNG facility site is approximately 190ha.

The LNG facility on Curtis Island will likely also include the following associated infrastructure components:

- marine facilities including a jetty for LNG ship loading (Product Loading Facility) and marine off-loading facility (MOF);
- dredge material placement facility at Laird Point;
- workforce accommodation on Curtis Island to house the entire construction workforce.


### 2.1.1 Construction Staff

Due to the high construction activity across Australia there are currently significant shortages of construction labour in this country, with skilled manpower limitations in the Gladstone area in particular. As the situation is uncertain regarding GLNG Project's ability to access sufficient skilled manpower to construct its Train 1 LNG facility in the 2010 to 2014 timeframe, in addition to considering construction via the traditional "stick-built" method, the use of modular (pre-assembled) construction is being evaluated as one way to reduce the construction labour manpower requirement in Gladstone.

At this stage it is uncertain as to which construction method (modular or stick-built) will be utilised for the GLNG Project, so in terms of manpower numbers, material quantities and project schedule data, the use of stick-built construction has been included in this document as a "worst case" in terms or road impacts on the Gladstone area. construction of this initial train would take approximately 48 months to complete with labour peaking at approximately 3,000 personnel. While the timing of Trains 2 and 3 is uncertain (as described in Section 1.3), these subsequent production trains would be constructed using fewer construction workers and in shorter durations than Train 1, as many of the facilities built for Train 1 would be common to and utilised by Trains 2 and 3.

Estimated construction workforce numbers over the Train 1 construction period are detailed in Figure 2.1. Estimated construction workforce numbers for Trains 2 and 3 of the LNG facility are provided in Figure 2.2.

During LNG facility construction activities it is assumed worker accommodations will be provided on Curtis Island for all workers on their shifts. Construction personnel are anticipated to work 10 days on and 4 days off in a fortnightly work cycle. Approximately $65 \%$ of the construction workforce has been assumed to be sourced as non-residents (fly-in/fly-out) and approximately $35 \%$ resident workforce (live in Gladstone and surrounds).

Figure 2.1
LNG Facility Train 1 Construction Workforce


Figure 2.2
LNG Facility Train 2 and 3 Construction Workforce


### 2.1.2 Operation Staff

Mobilisation of operations personnel to Curtis Island for the start of commissioning of the LNG facility would begin around month 40 of construction. The operations workforce for Train 1 is expected to be approximately 80, as shown in Table 2.1 below. With both Train 1 and Train 2 online, the operations workforce will increase to approximately 105. With the completion and operation of Train 3 of the LNG facility, the total workforce needed for full operating capacity is approximately 130 personnel.

Table 2.1
LNG Facility Operations Workforce

| Staff Type | Work hours | No. <br> Shifts | Train 1 <br> (3 Mtpa) | Train 1 \& 2 <br> (7 Mtpa) | Train 1, 2 \& 3 <br> (10 Mtpa) |
| :--- | :--- | :---: | :---: | :---: | :---: |
| Maintenance staff | Mon - Fri: 0700-1600 | 1 | 30 | 40 | 50 |
| Operations staff | 7day 24hr (0600-1800, <br> 1800-0600) | 2 | 20 | 30 | 40 |
| Admin staff | Mon - Fri: 0700-1600 | 1 | 30 | 35 | 40 |
| Total Onsite |  |  |  |  | $\mathbf{8 0}$ |

The base case assessment assumes that the potential access road and bridge connecting the mainland and Curtis Island will be constructed by the beginning of operation of the LNG facility. Thus, all operations personnel are assumed to live in Gladstone and surrounds and travel by bus or private vehicle to Curtis Island via the potential bridge. This base case assessment assumes that all LNG facility operations personnel will travel to the LNG facility by private vehicle.

The possibility of no bridge being constructed to Curtis Island has been assessed in this report. In this case, all operations personnel would be transported daily to the LNG facility on Curtis Island by ferry.

### 2.1.3 Construction Deliveries

Estimates for delivery of construction equipment and materials to the LNG facility site on Curtis Island have been sourced from the Propane Pre-cooled Mixed Refrigerant (C3MR) document "Response to GLNG Draft Terms of Reference Requirements." Although the C3MR design has not been selected as the final design by Santos (the Optimised Cascade Process having been selected in December 2008) the estimates are considered comparable. Table 2.2 provides estimates for the total equipment and materials expected to be transported to the LNG facility construction site over the four year period of the construction of Train 1 of the LNG facility. Deliveries for Train 2 and Train 3 construction have been proportioned according to the estimated construction personnel for these phases.

It should be noted that these construction estimates have been based on a "stick-built" method of construction as described in Section 2.1.1. Therefore, if modular construction method is chosen the number of loads delivered to the LNG facility construction site would be greatly reduced as modules would be pre-constructed elsewhere.

Cardno Eppell Olsen (CEO) has made additional assumptions for the vehicle types and load carrying capacities in order to relate the quantities provided into actual vehicle trips. These assumptions are provided in Table 2.2.

Table 2.2
LNG Facility Construction Deliveries

| Item | Quantity | Transport Assumptions |
| :---: | :---: | :---: |
| Potable Water | 125,000 litres/day | By 20,000 litre tanker |
| Raw water | 93,750 litres/day | By 20,000 litre tanker |
| Equipment | 3,180 loads | By truck |
| Pipe | 123,560 m | By truck (200 m per load) |
| Electrical | $377,000 \mathrm{~m}$ | By truck (2,000 m per load) |
| Insulation | 125,000 m ${ }^{2}$ | By truck ( $250 \mathrm{~m}^{2}$ per load) |
| Fuel | 2 tankers/month (assumed) | By $20 \mathrm{~m}^{3}$ tanker |
| Concrete | $37,328 \mathrm{~m}^{3}$ | By truck ( $20 \mathrm{~m}^{3}$ per load) |
| Grout | $73 \mathrm{~m}^{3}$ | By Truck ( $6 \mathrm{~m}^{3}$ per load) |
| Steel | 42,223 tonnes | By truck (10 tonnes per load) |
| Pavement | 1,737 m ${ }^{3}$ | By truck ( $20 \mathrm{~m}^{3}$ per load) |
| Paint | 14 loads (assumed) | By truck ( $5 \mathrm{~m}^{3}$ per load) |
| Miscellaneous <br> Deliveries (assumed) | 5 loads/day | 50\% truck, 50\% light vehicles |
| Large indivisible preassemblies | 77 items | To be shipped in - delivered to Curtis Island via barge |

### 2.1.4 Operation Deliveries

Deliveries during operation of the LNG facility are likely to be minimal, and include fuel and other materials and equipment. An indicative distribution of likely deliveries to the LNG facility has been provided by Santos as tabulated in Table 2.3.

Table 2.3
Indicative Deliveries - LNG Facility Operations

| Delivery Type | Vehicle Type | Number Trips |  |
| :--- | :---: | :---: | :---: |
|  |  | Train 1 | Trains 1, 2 \& 3 |
| Refrigerants | Truck | 2 per month | 6 per month |
| Diesel | Truck | 1 per month | 3 per month |
| Chemicals | Truck | 1 per month | 3 per month |
| Other | Light Vehicle | 10 per week | 15 per week |

### 2.1.5 Dredge Material Placement Facility

In addition to the main LNG facility construction workforce, approximately 50 personnel are expected to work on the construction of the dredge material placement facility at Laird Point on Curtis Island for the 18 month duration of construction. These workers are expected to travel by ferry from the mainland to the construction site daily and are assumed to be $100 \%$ local workforce (living in Gladstone and surrounds).

All materials for the dredge placement facility are expected to be sourced locally from Curtis Island if possible. Detailed studies have not been performed in this regard, though for the purposes of this report no road transport of materials on the mainland has been assessed.

### 2.1.6 Traffic Movement Patterns

## Construction Deliveries

The total deliveries to the construction site presented in Table 2.2 above have been estimated to be divided over the four year construction period, with $10 \%$ of deliveries occurring in the first year (2010), 35\% occurring in each of the second and third years (2011 and 2012), and 20\% occurring in the fourth year of construction (2013). This is representative of the proportion of the workforce employed for construction during these periods.

Under the option of not providing a bridge to Curtis Island all equipment and materials delivered by truck will be required to be barged to Curtis Island from the mainland during the construction of the LNG facility. The wharf facilities at Auckland Point have been identified as a potential site for transfer of equipment and material and have been assumed in the preparation of this assessment. Equipment and materials would arrive at Auckland Point by road and will be either offloaded to a barge or transported via roll-on/roll-off ferry to Curtis Island.

Some oversize or pre-assembled items are expected to arrive to Port of Gladstone by ship and would be transported directly to the MOF on Curtis Island. These items are included in the construction delivery estimates in Table 2.2.

Approximately $10 \%$ of the daily traffic movements associated with delivery of materials and equipment to the LNG facility construction site is estimated to occur during each of the AM and PM peak hours.

## Construction Personnel Movements

Construction personnel are anticipated to work 10 days on and 4 days off in a fortnightly work cycle. All construction personnel are expected to be housed in workforce accommodation on Curtis Island during their shifts. Each worker will travel to/from Curtis Island once per fortnight as they rotate onto or off their shift.

During the construction of the LNG facility, workers that fly into Gladstone will be transported by bus from Gladstone Airport and residents will be picked up at specified collection points to be transported by bus to the ferry terminal in Gladstone. Auckland Point is the likely takeoff point for ferry operations and has been assumed in this assessment. It is estimated that $80 \%$ of personnel will be transported by bus ( 20 passenger capacity) and $20 \%$ will be via light vehicle, with parking provided near the ferry terminal.

Rolling shift changes should be scheduled so that buses are an effective means of transport to and from the Gladstone airport and centralised collection points within Gladstone to shuttle personnel on and off their shifts. This assessment estimates that rolling shift changes will occur twice a week, with $25 \%$ of the daily personnel trips occurring during the development AM early and PM late peak hours. During the AM late peak it is estimated that $10 \%$ of the daily vehicle trips will occur. These estimates conservatively concentrate personnel movements in the daily and peak hour periods, creating a more robust assessment.

## Operations Personnel Movements

In this option assessment all operations personnel are assumed to live in Gladstone and surrounds and travel daily by private vehicle to the ferry terminal at Auckland Point to be transferred to Curtis Island. Shifts are such that all onsite workforce shown in Table 2.1 will likely be travelling during the project peak hours in the morning and afternoon.

## Dredge Material Facility Movements

The workforce for the construction of the dredge material placement facility will all live on the mainland and travel to Curtis Island by ferry daily. Similar to the other LNG facility workforce, transfer is assumed to take place from Auckland Point Wharf in Gladstone, with workers travelling to/from the ferry landing via private vehicle in the peak hours.

Because Laird Point is separated from the main LNG facility construction activities at Hamilton Point, the MOF at Hamilton Point will not be used for transport of personnel and equipment to the dredge material placement facility. Barges and ferries to Laird Point should be scheduled in coordination with other LNG facility activities to include a triangular route between Gladstone Point, Hamilton Point and Laird Point to minimise the number of vessels travelling in the Port of Gladstone.

### 2.1.7 Traffic Generation

Table 2.5 presents the estimated traffic generated by the construction of the proposed LNG facility to use the external road network under the "No Bridge" option during each year of construction as well as during a typical weekday and peak hour. The workforce traffic movements for the construction of the dredge material placement facility have been incorporated into the table, as they have similar travel patterns and trip types as the other LNG facility trips.

Table 2.6 presents the estimated traffic generated by the operations of the proposed LNG facility during each year of operations as well as during a typical weekday and peak hour. It should be noted that these estimates are based on the assumption that the construction of Train 2 and 3 of the LNG facility will follow in immediate succession to Train 1 construction.

It should be noted that these traffic generation estimates are identical to those presented in the base case assessment, though trips during construction of Trains 2 and 3 will travel on different routes than in the base case.

### 2.1.8 Traffic Distribution

The distribution and assignment of traffic generated by the LNG facility to the roadway network has been determined from the traffic movement patterns described above, as well as likely sources and destinations for materials and equipment. The general origin and route for traffic associated with the LNG facility is presented in Table 2.4 below.

The distribution of personnel trips generated by the construction of the dredge material placement facility has been assigned to the road network in the same manner as LNG facility construction personnel.

Table 2.4
LNG Facility Traffic Distribution

| Traffic Component | Origin | Route |
| :---: | :---: | :---: |
| Construction Personnel | Local residents \& Fly-in/Fly-out | Residents - distributed throughout Gladstone, to Auckland Point by Port Access Road <br> Fly-in/Fly-out - From Gladstone Airport along Dawson Highway to Auckland Point by Port Access Road |
| Plant/Materials | Local Products <br> Freighted Material <br> Shipped Material | Local Products - distributed from throughout Gladstone to Auckland Point by Port Access Road <br> Freighted Material - distributed from outside of the immediate Gladstone Area depending on source location. From the north along Gladstone-Mt Larcom Road to Auckland Point via Port Access Road. From the south - along Dawson Highway, Red Rover Road and Gladstone-Mt Larcom Road to Auckland Point via Port Access Road <br> Shipped Material - shipped directly to the MOF at Curtis island |
| Operations Personnel | Local residents | Residents - distributed throughout Gladstone, to Auckland Point via Port Access Road |
| Operations Deliveries | Sourced from Gladstone and surrounds | Local Products - distributed from throughout Gladstone to Auckland Point via Port Access Road |

LNG Facility Traffic Generation - Construction

| Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Construction | Train 1 |  |  |  | Train 2 |  |  |  | Train 3 |  |  |  |
| PEAK HOUR VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 51 | 95 | 88 | 17 | 17 | 42 | 38 | 11 | 17 | 42 | 38 | 11 |
| Bus - Personnel | 5 | 14 | 13 | 3 | 3 | 8 | 8 | 2 | 3 | 8 | 8 | 2 |
| Heavy Vehicles | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 2 | 2 |
| Total Vehicles | 59 | 112 | 104 | 23 | 21 | 53 | 49 | 15 | 21 | 53 | 48 | 15 |
| DAILY VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 210 | 386 | 359 | 75 | 72 | 176 | 160 | 49 | 72 | 176 | 160 | 49 |
| Bus - Personnel | 20 | 55 | 50 | 13 | 13 | 33 | 30 | 8 | 13 | 33 | 30 | 8 |
| Heavy Vehicles | 28 | 34 | 34 | 28 | 17 | 26 | 26 | 23 | 17 | 26 | 24 | 19 |
| Total Vehicles | 258 | 475 | 443 | 116 | 102 | 235 | 216 | 80 | 102 | 235 | 214 | 76 |
| ANNUAL VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 18,611 | 50,544 | 34,128 | 10,390 | 10,130 | 20,862 | 19,209 | 7,686 | 10,130 | 20,862 | 19,209 | 7,686 |
| Bus - Personnel | 2,080 | 5,720 | 5,200 | 1,352 | 1,300 | 3,432 | 3,120 | 832 | 1,300 | 3,432 | 3,120 | 832 |
| Heavy Vehicles | 8,680 | 11,523 | 11,523 | 8,346 | 5,249 | 8,370 | 8,370 | 6,464 | 5,249 | 8,370 | 7,654 | 5,275 |
| Total Vehicles | 29,371 | 67,787 | 50,851 | 20,088 | 16,678 | 32,664 | 30,699 | 14,981 | 16,678 | 32,664 | 29,983 | 13,792 |

LNG Facility Traffic Generation - Operations

| Year | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Operation | Train 1 |  |  |  | Train 2 |  |  |  | Train 3 |  |  |  |
| PEAK HOUR DELIVERY VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Staff and Deliveries) | 100 | 100 | 100 | 100 | 135 | 135 | 135 | 135 | 170 | 170 | 170 | 170 |
| Trucks (Fuel and Deliveries) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicles | 100 | 100 | 100 | 100 | 135 | 135 | 135 | 135 | 170 | 170 | 170 | 170 |
| DAILY VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Staff and Deliveries) | 203 | 203 | 203 | 203 | 273 | 273 | 273 | 274 | 344 | 344 | 344 | 344 |
| Trucks (Fuel and Deliveries) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Total Vehicles | 206 | 206 | 206 | 206 | 276 | 276 | 276 | 277 | 347 | 347 | 347 | 347 |
| ANNUAL VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Staff and Deliveries) | 56,437 | 56,437 | 56,437 | 56,712 | 77,352 | 77,352 | 77,352 | 77,559 | 98,199 | 98,199 | 98,199 | 98,199 |
| Trucks (Fuel and Deliveries) | 483 | 483 | 483 | 621 | 621 | 621 | 621 | 724 | 724 | 724 | 724 | 724 |
| Total Vehicles | 56,920 | 56,920 | 56,920 | 57,333 | 77,973 | 77,973 | 77,973 | 78,283 | 98,923 | 98,923 | 98,923 | 98,923 |

GLNG Traffic Report - "No Bridge" Option

### 3.0 IMPACT ASSESSMENT METHODOLOGY

The traffic impact assessment has been undertaken for the "No Bridge" option, the results of which will provide a basis of comparison to the base case traffic impacts. The three analysis components are the following:

- Intersection Capacity Impact Assessment;
- Roadway Link Capacity Impact Assessment; and
- Pavement Impact Assessment.

Analysis has been undertaken for "background" and "background plus development" traffic scenarios through each stage of construction and operation of the project components to determine the relative impact of traffic added by the GLNG Project.

Intersection analysis considers the capacity of relevant intersections based on the Degree of Saturation (DOS) identified using the SIDRA computer analysis package. The assessment also considers turn lane requirements in accordance with the DMR warrants for priority intersections as outlined in the DMR "Road Planning and Design Manual." Intersection queuing has been considered to identify whether intersection turn lane lengths are adequate to accommodate the expected queue lengths.

Link capacity of roadway sections was assessed using the daily two-way traffic demand to identify if the current road cross-sections would be sufficient for future year and development demands.

Pavement impacts have been assessed to determine if the proposed project necessitates bringing forward pavement rehabilitation works or increases the need for regular road maintenance.

### 3.1 Assessment Scenarios

Intersection analysis was undertaken for the base case assessment for years 2012, 2014 and 2024. A review of the peak hour traffic generated by all components of the GLNG Project was undertaken to ensure these years are consistent for the "No Bridge" option assessment. Table 3.1 compares the total peak hour trips generated by the GLNG Project under the base case as well as for the option without the proposed bridge.

Table 3.1 shows a significant decrease in traffic from the base case to the "No Bridge" option. The "No Bridge" option results in a reduction of 294,650 trips due to the removal of traffic associated with the bridge construction in 2011-2013. For all other years the total peak hour traffic generation is identical. Table 3.1 shows that the peak of GLNG Project traffic for the "No Bridge" option is in 2012, consistent with the base case.

Table 3.1
Overall Project Peak Traffic Generation - Peak Hour

| Year | Total Peak Hour Trips |  | \% Difference |
| :--- | :---: | :---: | :---: |
|  | Base Case | No Bridge Option |  |
| 2010 | 155 | 155 | $-17 \%$ |
| 2011 | 487 | 402 | $-28 \%$ |
| 2012 | 577 | 417 | $-31 \%$ |
| 2013 | 310 | 213 | $0 \%$ |
| 2014 | 312 | 312 | $0 \%$ |
| 2015 | 344 | 344 | $0 \%$ |
| 2016 | 351 | 351 | $0 \%$ |
| 2017 | 313 | 313 | $0 \%$ |
| 2018 | 355 | 355 | $0 \%$ |
| 2019 | 386 | 386 | $0 \%$ |
| 2020 | 390 | 390 | $0 \%$ |
| 2021 | 349 | 349 | $0 \%$ |
| 2022 | 371 | 371 | $0 \%$ |
| 2023 | 332 | 332 | $0 \%$ |
| 2024 | 326 | 326 | $0 \%$ |
| 2025 | 329 | 329 | $0 \%$ |
| 2026 | 325 | 325 | $0 \%$ |
| 2027 | 325 | 325 | $0 \%$ |
| 2028 | 325 | 325 | $0 \%$ |
| 2029 | 324 | 324 | $0 \%$ |
| 2030 | 326 | 326 |  |

For consistency with the base case assessment, the following scenarios were assessed for intersection capacity impacts for the "No Bridge" option:

- 2012 background;
- 2012 background plus development;
- 2014 background;
- 2014 background plus development;
- 2024 background;
- 2024 background plus development.

Midblock capacity and pavement impacts were assessed for each year of the project life under both "background" and "background plus development" scenarios.

### 3.2 Travel Time Impacts

The "No Bridge" option is anticipated to have affects on the travel times of personnel reaching Curtis Island. Instead of using the bridge, workers will be required to be transported by bus or private vehicle to a ferry landing and transported across the Port of Gladstone to Curtis Island. This changes total travel time by re-routing vehicle trips, changing mode of transport twice, as well as adding a second (slower) mode of transport to reach Curtis Island.

The CEO Marine Transport Study prepared as a supplement for the base case scenario estimates that during Train 1 construction of the LNG facility (when the bridge is not yet in place), the travel time to the accommodation facilities on Curtis Island from the mainland would be approximately 84 minutes. This is based on fairly conservative estimates of 20 minutes by road to the ferry landing on the mainland, 44 minutes total ferry trip with boarding and disembarking, and 20 minutes on Curtis Island to the accommodation facility. This is an approximation of the travel time that can be expected for personnel for the life of the LNG project under the "No Bridge" option.

Under the base case scenario in which the bridge is available for operations of the LNG facility and construction of Trains 2 and 3, travel from Gladstone would be by road only and would take approximately 27 minutes, assuming a trip of approximately 32 km at an average speed of $70 \mathrm{~km} / \mathrm{h}$. Factoring in some intersection delays, total travel time could be between 30 to 40 minutes. Though these are rough approximations of personnel travel times, it is apparent that the provision of the bridge to Curtis Island makes transport for personnel more efficient. It is expected that the total travel time with the bridge in place would be almost twice as fast as travel using the ferry without the bridge.

### 3.3 Additional Shipping Movements

### 3.3.1 Construction Deliveries

Estimates for the amount of materials and equipment delivered by truck for each phase of construction for the LNG facility have been provided by Santos. Deliveries will include aggregate, cement, piping, structural steel, electrical materials and instrumentation. Table 3.2 summarises the number of truck movements into Gladstone that will be required to be transferred to the LNG facility site on Curtis Island.

The number of barges needed to transport the LNG facility materials to Curtis Island from the mainland has been based on an estimate of approximately four trucks per barge trip, with some trucks being carried on personnel ferry trips at two trucks per ferry. For the base case, all materials for the construction of Train 1 of the LNG facility will be required to be barged to Curtis Island, since the bridge would not yet be operational. For the "No Bridge" option, materials for all construction of the LNG facility (Trains 1.2 and 3) would be required to be barged to Curtis Island.

Table 3.2 provides a comparison of barge round trip movements for the base case and the "No Bridge" option. As shown, approximately 2,400 more barge movements are needed for the "No Bridge" option than for the base case. These movements are expected to be spread over several years during the construction of Trains 2 and 3 of the LNG facility.

Table 3.2
LNG Facility Barge Movements

| Construction Stage | Truck Deliveries | Barge Movements (Round Trip) |  |
| :--- | :---: | :---: | :---: |
|  |  | Base Case | "No Bridge" Option |
| Train 1 | 8,400 | 2,500 | 2,500 |
| Train 2 | 4,400 | 0 | 1,200 |
| Train 3 | 4,400 | 0 | 1,200 |

### 3.3.2 Personnel Ferry Movements

Total ferry movements for the transport of personnel to the accommodation facilities on Curtis Island have been estimated for the construction of the LNG facility. These estimates are based on the shift patterns described above for personnel and an assumed ferry capacity of 150, consistent with the CEO Marine Transport Strategy. A summary of the ferry trips required to transport construction personnel to Curtis Island for each year of construction is provided in Table 3.3.

Table 3.3
LNG Facility Construction Ferry Movements

| Construction <br> Stage | Year | Yearly Peak <br> Personnel | Ferry Trips Per <br> Year |
| :--- | :---: | :---: | :---: |
| Train 1 | 2010 | 1484 | 258 |
|  |  |  |  |
|  | 2011 | 3080 | 535 |
|  | 2012 | 2940 | 511 |
|  | 2013 | 1120 | 195 |
| Train 2 3 | 2014 | 890 | 155 |
|  | 2015 | 1848 | 321 |

As shown in the table, approximately 1,500 ferry trips would be needed for Train 1 construction. This is consistent between the base case and the "No Bridge" option since the bridge would not be operational during Train 1 construction. During Trains 2 and 3 however, no ferry movements would be needed for personnel in the base case assessment, and approximately 900 would be needed for each of Train 2 and 3 under the "No Bridge" option.

Operations personnel for the LNG facility is significantly lower than construction personnel, but would be required to travel to Curtis Island every day. Based on the number of personnel and shifts for LNG facility operations, it is estimated that approximately 2 ferry round trips movements per day are needed, equating to approximately 730 per year.

### 4.0 INTERSECTION IMPACT ASSESSMENT

Intersection analysis has been undertaken for the "No Bridge" option to provide a basis of comparison to the intersection impacts of the base case scenario. The analysis for the "No Bridge" option is necessary because of changes in traffic volumes added at study area intersections by the GLNG Project due to the removal of bridge construction traffic, and the rerouting of trips from the bridge crossing at Landing Road to the ferry landing in Gladstone.

The key intersections have been analysed for each of the scenarios outlined above using the SIDRA Intersection 3.2 analysis program. This program calculates the operation of intersections based on input parameters, including geometry and traffic volumes. As an output, SIDRA Intersection 3.2 provides values for the degree of saturation (DOS), queues and delays. The DOS is a commonly used value, which is essentially a volume to capacity ratio. The typically adopted upper limits for the DOS, where it is considered that the operation of the intersection is constrained, are:

- unsignalised priority intersections: 0.80 ;
- roundabouts: 0.85;
- signalised intersections: 0.90 .

These DOS rates have been adopted in accordance with AUSTROADS guidelines. A DOS exceeding these values indicates that the intersection is nearing its operational capacity. Above these values, users of the intersection are likely to experience unsatisfactory queuing and delays.

The following sections summarise the intersection analysis. Further detail (e.g. SIDRA outputs) can be made available upon request.

### 4.1 Intersection Impact Assessment Methodology

The process used to undertake the intersection impact assessment for the development involved a number of steps. These were:

- identify intersections that could be impacted significantly by the proposed development;
- identify intersections that would come close to practical capacity with the addition of the proposed development;
- obtain and analyse the background traffic at the identified intersections;
- determine background road network traffic peaks and development traffic peaks;
- add the cumulative impact traffic to the existing background traffic volumes to come up with the background traffic to be used in the analysis of the identified intersections;
- identify the various components of the proposed development that will impact the road network;
- determine the traffic generated from the various components of the proposed development and combine with the background traffic. These volumes are to be used in the analysis of the identified intersections.


### 4.2 Background Traffic

Background traffic was acquired predominantly from DMR intersection turning movement counts with some intersection counts undertaken by Austraffic. These counts were obtained for the intersections identified as being significantly impacted by the proposed development, as listed in Section 4.5. These counts were undertaken throughout 2005, 2006, 2007 and 2008 and were all increased using background growth rates (4\% within Gladstone and 6\% outside of Gladstone) to 2008 volumes.

Information for all the intersections that were assessed, including their count year, source and growth rate applied, are listed below in Table 4.1.

GLNG Traffic Report - "No Bridge" Option

Table 4.1
Background Intersection Count Data

| Intersection | Count <br> Year | Source | Background <br> Growth Rate |
| :--- | :---: | :---: | :---: |
| Gladstone-Mount Larcom Road/Calliope River Road/ <br> Targinie Road | 2006 | DMR | $6 \%$ |
| Gladstone-Mount Larcom Road/Hanson Road/ <br> Landing Road | 2007 | DMR | $6 \%$ |
| Hanson Road/Red Rover Road | 2006 | DMR | $4 \%$ |
| Hanson Road/Blain Drive/Alf O'Rourke Drive | 2006 | DMR | $4 \%$ |
| Bruce Highway/Gladstone - Mount Larcom Road | 2008 | DMR | $6 \%$ |
| Glenlyon Road/Port Access Road/Railway Street | 2005 | DMR | $4 \%$ |
| Dawson Highway/Glenlyon Road/Bramston Street | 2007 | DMR | $4 \%$ |
| Dawson Highway/Don Young Drive/Kirkwood Road | 2007 | DMR | $4 \%$ |
| Dawson Highway/Blain Drive/Herbertson Street | 2006 | Austraffic | $4 \%$ |
| Dawson Highway/Philip Street | 2006 | DMR | $4 \%$ |
| Dawson Highway/Aerodrome Road | 2007 | DMR | $4 \%$ |
| Bruce Highway/Dawson Highway | 2007 | DMR | $6 \%$ |
| Bruce Highway/Calliope Rive Road | 2007 | DMR | $6 \%$ |
| Dawson Highway/Kariboe Street/Callide Street | 2006 | DMR | $6 \%$ |

### 4.3 Traffic Peak Hour Periods

The overall road network peak hour periods were determined by summing the 15-minute count data for all intersections in the study area. This identified that the AM road network peak occurred from 7:45-8:45am and the PM road network peak occurred from 4:30-5:30pm.

It was recognised that the morning peak travel periods associated with construction and operations of the LNG facility and dredge material placement site will not likely coincide with the overall road network peaks identified above. This is reinforced by the fact that during construction of the LNG facility all personnel will be required to travel by ferry to Curtis Island, with total travel taking up to one and a half hours. As LNG facility construction workers will be transferred to Curtis Island for 10 days at a time, arrival on the island is not necessarily confined by shift times. Similarly, it is assumed that personnel travelling to the dredge material facility will travel to the site early in the morning before the roadway network peak hour, but will likely travel home in the afternoon during the roadway network peak period of 4:30-5:30pm.

As shown in Table 4.1, the shift patterns for operations personnel at the LNG facility will also generally correspond to the early morning commute times, though the afternoon commute will likely be during the 4:30-5:30 roadway network peak. This is considered to be a conservative assumption for the PM peak hour because the commute from Curtis Island via ferry may extend actual road traffic from operations personnel outside of the road network peak hour.

Considering the above, the peak hours assumed for the GLNG development activity are from 6:00-7:00am for the AM development peak and from 4:30-5:30pm for the PM development peak. Projects included as cumulative background traffic in this assessment were reviewed and were found to utilise similar project peak hours as those described above.

For simplicity, the AM peak periods in this report are referred to as the "early" and "late" peak periods. The "early peak" periods refer to the development peak periods (6:00-7:00am). The "late peak" period refers to the road network peak period (7:45-8:45am). As above, the PM peak hour is estimated to occur at the same time for the road network and the GLNG Project. The following three peak hour periods were assessed for the intersection capacity impact analysis:

- AM early peak hour: 6:00-7:00am;
- AM late peak hour: 7:45-8:45am;
- PM peak hour: 4:30-5:30pm.

As outlined in Section 2, up to $50 \%$ of daily personnel movements were assumed to occur in each of the development peak hours (AM early peak and PM peak), reflecting a typical morning/afternoon shift pattern. It was assumed that delivery trips would be spread throughout the day, with $10 \%$ of daily trips occurring in each of the development peak hours. $10 \%$ of the daily movements were estimated to occur in the road network AM peak (AM late peak).

### 4.3.1 Traffic Distribution

Traffic generated by the GLNG Project during the peak hours was assigned to the roadway network based on the distributions of trip types and movement patterns described in Section 2. The most likely or logical routes for traffic from origin to destination was assumed and used to apply traffic to the roadway segments and intersections in the project study area.

For each peak hour period assessed, a likely inbound/outbound distribution for each trip type was applied to account for movement patterns to and from the GLNG Project sites throughout the day (i.e. most personnel will travel inbound to the construction site in the morning and return in the afternoon). The in/out distribution of traffic for the various trip types is shown in Table 4.2.

Table 4.2
Peak Hour In/Out Distribution

| Trip Type |  | AM Early |  | AM Late |  | PM |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In | Out | In | Out | In | Out |
| Light <br> Vehicle <br> Trips | Construction Staff Camp | 90\% | 10\% | 28\% | 12\% | 10\% | 90\% |
|  | Construction Staff Non Camp | 90\% | 10\% | 28\% | 12\% | 10\% | 90\% |
|  | Deliveries | 50\% | 50\% | 20\% | 20\% | 50\% | 50\% |
| $\begin{array}{\|l\|} \hline \text { Bus } \\ \text { Trips } \end{array}$ | Buses | 90\% | 10\% | 28\% | 12\% | 10\% | 90\% |
| Heavy Vehicle Trips | Drink water | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Waste | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Fuel | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Raw water | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Equipment | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Pipe | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Concrete - Precast | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Concrete Insitu | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Prefab. Steelwork | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Steel | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Pavement | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Earthwork | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Rig. Movement | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Miscellaneous Class 9 | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |
|  | Miscellaneous Deliveries - Class 3 | 50\% | 50\% | 50\% | 50\% | 50\% | 50\% |

Intersection peak hour traffic volumes for each peak hour of analysis and assessment year are provided at Appendix B.

### 4.4 Cumulative Impacts of Other Projects

Traffic from other planned or approved projects of regional significance were added to the background traffic to account for the cumulative effect of these projects on the existing traffic in the study area. As discussed for the base case in the GLNG Traffic Report, traffic for the following projects was added to background traffic volumes to give the total background traffic in each assessment year:

- Moura Link-Aldoga Rail Project;
- Wiggins Island Coal Terminal Project;
- Gladstone Pacific Nickel Refinery Project.


### 4.5 Intersection Analysis

The following intersections were identified for analysis based on the potential for the proposed development to impact on their operations:

- Gladstone - Mount Larcom Road/Calliope River Road/Targinie Road intersection;
- Gladstone - Mount Larcom Road/Hanson Road/Landing Road intersection;
- Hanson Road/Red Rover Road intersection;
- Hanson Road/Blain Drive/Alf O'Rourke Drive intersection;
- Bruce Highway/Gladstone - Mount Larcom Road intersection;
- Glenlyon Road/Port Access Road/Railway Street intersection;
- Dawson Highway/Glenlyon Road/Bramston Street intersection;
- Dawson Highway/Don Young Drive intersection;
- Dawson Highway/Blain Drive/Herbertson Street intersection;
- Dawson Highway/Philip Street intersection;
- Dawson Highway/Aerodrome Road intersection;
- Bruce Highway/Dawson Highway intersection;
- Bruce Highway/Calliope Rive Road intersection.


### 4.5.1 Gladstone - Mount Larcom Road/Calliope River Road/Targinie Road Intersection

The Gladstone-Mount Larcom Road/Calliope River Road/Targinie Road intersection is an existing four-way priority intersection with the major movement east west along GladstoneMount Larcom Road, as shown on Figure 4.1. The results of the SIDRA analysis for this intersection are shown in Table 4.3. DMR count data from 2006 was utilised in the assessment.

Figure 4.1
Gladstone-Mt Larcom Rd/Calliope River Rd/Targinie Rd Existing Layout


Table 4.3 Gladstone-Mt Larcom Rd/Calliope River Rd/Targinie Rd - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.42 | 6 sec | 20 m | 0.42 | 6 sec | 20 m | - |
|  | AM Late | 0.18 | 5 sec | 6 m | 0.18 | 5 sec | 6 m | - |
|  | PM | 0.19 | 5 sec | 7 m | 0.19 | 5 sec | 7 m | - |
| 2014 | AM Early | 0.51 | 8 sec | 28 m | 0.51 | 8 sec | 28 m | - |
|  | AM Late | 0.20 | 5 sec | 7 m | 0.20 | 5 sec | 7 m | - |
|  | PM | 0.22 | 6 sec | 8 m | 0.22 | 6 sec | 8 m | - |
| 2024 | AM Early | 0.58 | 10 sec | 36 m | 0.75 | 11 sec | 55 m | - |
|  | AM Late | 0.32 | 5 sec | 13 m | 0.32 | 5 sec | 13 m | - |
|  | PM | 0.26 | 5 sec | 10 m | 0.26 | 5 sec | 10 m | - |

The analysis of the Gladstone-Mount Larcom Road/Calliope River Road/Targinie Road intersection indicates that the intersection will operate adequately in its current form in all assessment years with the addition of development traffic.

### 4.5.2 Gladstone - Mount Larcom Road/Hanson Road/Landing Road Intersection

The Gladstone-Mount Larcom Road/Hanson Road/Landing Road intersection is currently a three-way priority intersection. DMR traffic count data from 2007 was utilised in the assessment of the intersection.

The analysis results for this intersection are summarised in Table 4.4 with the existing intersection form shown on Figure 4.2.

Figure 4.2
Gladstone-Mt Larcom Rd/Hanson Rd/Landing Rd - Existing Layout


Table 4.4
Gladstone-Mt Larcom Rd/Hanson Rd/Landing Rd - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.34 | 8 sec | 15 m | 0.34 | 8 sec | 16 m | - |
|  | AM Late | 0.29 | 9 sec | 13 m | 0.30 | 9 sec | 14 m | - |
|  | PM | 0.32 | 9 sec | 16 m | 0.32 | 9 sec | 16 m | - |
| 2014 | AM Early | 0.40 | 8 sec | 22 m | 0.41 | 8 sec | 23 m | - |
|  | AM Late | 0.33 | 9 sec | 15 m | 0.33 | 9 sec | 16 m | - |
|  | PM | 0.34 | 9 sec | 18 m | 0.35 | 9 sec | 19 m | - |
| 2024 | AM Early | 0.58 | 10 sec | 46 m | 0.60 | 10 sec | 49 m | - |
|  | AM Late | 0.52 | 10 sec | 39 m | 0.53 | 10 sec | 40 m | - |
|  | PM | 0.47 | 10 sec | 31 m | 0.48 | 10 sec | 31 m | - |

Table 4.4 indicates that this intersection will operate adequately in its current form with the expected background and development traffic.

### 4.5.3 Hanson Road/Red Rover Road intersection

The Hanson Road/Red Rover Road intersection is an existing three-leg single-lane roundabout, with two approach lanes on the eastern approach and one lane on the other approaches. The circulating roadway of the roundabout accommodates two circulation lanes between Hanson Road (east) and Red Rover Road (south) to allow improved capacity for the left turn movement. This intersection was analysed for both the background traffic scenario and background plus development scenario.

The existing intersection form is shown on Figure 4.3 with assessment results provided in Table 4.5.

Figure 4.3
Hanson Road/Red Rover Road - Existing Layout


Table 4.5
Hanson Road/Red Rover Road - SIDRA Results

| Year |  | Period | Background |  |  | Cycle <br> Time |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Delay | Queue | DOS | Delay | Queue | With Development |
| 2012 | AM Early | 1.21 | 105 sec | 996 m | 1.21 | 108 sec | 1022 m | - |
|  | AM Late | 0.29 | 7 sec | 15 m | 0.30 | 7 sec | 15 m | - |
|  | PM | 0.52 | 5 sec | 41 m | 0.87 | 6 sec | 135 m | - |
| 2014 | AM Early | 1.85 | 390 sec | 2764 m | 1.87 | 384 sec | 2790 m | - |
|  | AM Late | 0.32 | 7 sec | 16 m | 0.32 | 7 sec | 16 m | - |
|  | PM | 0.97 | 10 sec | 300 m | 0.97 | 10 sec | 305 m | - |
|  | AM Early | 2.54 | 762 sec | 4427 m | 2.56 | 764 sec | 4444 m | - |
|  | AM Late | 0.44 | 7 sec | 25 m | 0.44 | 7 sec | 25 m | - |
|  | PM | 0.96 | 12 sec | 306 m | 0.97 | 12 sec | 313 m | - |

The SIDRA analysis indicates that the intersection will exceed its practical capacity in the 2012 AM early peak period and in the 2014 PM peak period under the background traffic scenario. The GLNG Project traffic increases intersection DOS to above the practical capacity in the 2012 PM peak period, but for all other years and peak periods the intersection operations are almost identical with GLNG Project traffic as with background traffic. Thus it can be inferred that project impacts on the intersection will be for only a short time, due to construction traffic.

Additional analysis was undertaken to determine the upgrades necessary to mitigate the 2012 PM peak hour operations for the "with development" scenario. It was determined that the following upgrades will be sufficient to bring intersection operations below background conditions in 2012:

- addition of a right-turn pocket on the western approach; and
- widening of the circulatory roadway to accommodate the additional lane.

The results of the SIDRA analysis with the above upgrades are presented in Table 4.6 and the upgraded intersection form is shown on Figure 4.4.

Figure 4.4
Hanson Road/Red Rover Road - Upgraded Layout


Hanson Road/Red Rover Road - Upgraded SIDRA Results
Table 4.6

| Upgraded Roundabout Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 1.20 | 101 sec | 968 m | 1.21 | 104 sec | 988 m | - |
|  | AM Late | 0.29 | 7 sec | 15 m | 0.30 | 7 sec | 15 m | - |
|  | PM | 0.37 | 5 sec | 26 m | 0.63 | 5 sec | 61 m | - |
| 2014 | AM Early | 1.84 | 383 sec | 2738 m | 1.85 | 387 sec | 2763 m | - |
|  | AM Late | 0.32 | 7 sec | 16 m | 0.32 | 7 sec | 16 m | - |
|  | PM | 0.69 | 6 sec | 72 m | 0.69 | 6 sec | 72 m | - |
| 2024 | AM Early | 2.52 | 748 sec | 4395 m | 2.53 | 750 sec | 4411 m | - |
|  | AM Late | 0.43 | 7 sec | 25 m | 0.44 | 7 sec | 25 m | - |
|  | PM | 0.66 | 6 sec | 65 m | 0.67 | 6 sec | 66 m | - |

The SIDRA results shown in Table 4.6 indicate that the proposed intersection upgrades will mitigate "with development" traffic operations to below those found for the "background" scenario with the existing intersection form for all assessment years and peak hours (as shown in Table 4.5). Though the GLNG Project traffic impacts are mitigated, the intersection was still found to have additional capacity constraints due to background traffic.

It is important to note that the Department of Main Roads has undertaken corridor planning for the duplication of Hanson Road to four lanes to accommodate background traffic volumes, which is also a recommendation within the GIRTP. If the four-lane cross-section is to be built, the Hanson Road/Red Rover Road intersection would likely become a two-lane roundabout or traffic signals. The roundabout concept for the corridor planning would create adequate spare capacity to accommodate the proposed GLNG Project traffic.

In lieu of the developer implementing the upgrade works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $0.3 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

### 4.5.4 Hanson Road/Blain Drive/Alf O'Rourke Drive intersection

The Hanson Road/Blain Drive/Alf O'Rourke Drive intersection is an existing four-way singlelane roundabout, as shown on Figure 4.5. The SIDRA results of this intersection analysis are shown in Table 4.7 below.

Figure 4.5
Hanson Road/Blain Drive/Alf O'Rourke Drive - Existing Layout


Table 4.7
Hanson Road/Blain Drive/Alf O'Rourke Drive - SIDRA Results

|  |  | Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  |  |  |  |  |  |  |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue | Time |  |  |
| 2012 | AM Early | 1.27 | 230 sec | 2484 m | 1.28 | 234 sec | 2525 m | - |  |  |
|  | AM Late | 0.47 | 8 sec | 35 m | 0.48 | 8 sec | 36 m | - |  |  |
|  | PM | 0.73 | 12 sec | 79 m | 0.73 | 12 sec | 79 m | - |  |  |
| 2014 | AM Early | 1.50 | 383 sec | 3872 m | 1.50 | 385 sec | 3895 m | - |  |  |
|  | AM Late | 0.51 | 8 sec | 40 m | 0.52 | 8 sec | 40 m | - |  |  |
|  | PM | 0.79 | 18 sec | 110 m | 0.80 | 18 sec | 116 m | - |  |  |
| 2024 | AM Early | 1.88 | 642 sec | 5846 m | 1.88 | 646 sec | 5883 m | - |  |  |
|  | AM Late | 0.73 | 12 sec | 89 m | 0.73 | 12 sec | 90 m | - |  |  |
|  |  | PM | 0.92 | 26 sec | 187 m | 0.92 | 28 sec | 197 m |  |  |

The analysis undertaken indicates that in its current form the intersection will operate above its practical capacity in all assessment years in the AM early peak and in the 2024 PM peak period under the background traffic scenario. A review of Table 4.7 shows that operations with the GLNG Project traffic are almost identical to that of background traffic operations.

To mitigate the background capacity constraints through 2024, a left-turn bypass lane is required on the south leg with a short downstream receiving lane on the west leg of the intersection. Additionally, a right-turn pocket is required on the west leg with additional circulating width to accommodate the added lane. The upgraded intersection layout is shown on Figure 4.6 with the SIDRA results for the upgraded intersection analysis shown in Table 4.8.

Figure 4.6
Hanson Road/Blain Drive/Alf O'Rourke Drive - Upgraded Layout


Table 4.8 Hanson Road/Blain Drive/Alf O'Rourke Drive - Upgraded SIDRA Results

| Upgraded Roundabout Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.55 | 7 sec | 47 m | 0.55 | 7 sec | 47 m | - |
|  | AM Late | 0.44 | 7 sec | 32 m | 0.44 | 7 sec | 33 m | - |
|  | PM | 0.63 | 9 sec | 66 m | 0.64 | 9 sec | 68 m | - |
| 2014 | AM Early | 0.61 | 7 sec | 58 m | 0.61 | 7 sec | 59 m | - |
|  | AM Late | 0.48 | 8 sec | 36 m | 0.48 | 8 sec | 36 m | - |
|  | PM | 0.72 | 11 sec | 92 m | 0.74 | 11 sec | 97 m | - |
| 2024 | AM Early | 0.75 | 9 sec | 97 m | 0.75 | 9 sec | 98 m | - |
|  | AM Late | 0.68 | 9 sec | 78 m | 0.68 | 9 sec | 78 m | - |
|  | PM | 0.84 | 13 sec | 145 m | 0.85 | 13 sec | 156 m | - |

This upgraded roundabout layout is shown to accommodate the anticipated GLNG development traffic in all the scenarios tested. As the addition of GLNG Project traffic does not noticeably worsen intersection operations, no upgrades are proposed by the GLNG Project.

It is important to note that both the Gladstone Pacific Nickel Refinery Project and the Wiggins Island Coal Terminal Project have identified impacts and recommend mitigation measures to provide a two-lane roundabout at this location. Additionally, the Department of Main Roads has undertaken corridor planning for the duplication of Hanson Road to four lanes to accommodate background traffic volumes, which is also recommended in the GIRTP. If the four-lane cross-section is to be built (and subsequent two-lane roundabout at Blain Drive/Alf O'Rourke Drive), these upgrades to Hanson Road and the intersection would create adequate spare capacity to accommodate background traffic and the proposed GLNG Project traffic.

### 4.5.5 Bruce HighwayIGladstone - Mount Larcom Road Intersection

The Bruce Highway/Gladstone-Mount Larcom Road intersection is an existing three-way priority intersection with the major movement north-south along the Bruce Highway, as shown on Figure 4.7. The SIDRA analysis results for this intersection are shown in Table 4.9 below. The analysis indicates the intersection will operate adequately in all assessment scenarios with background traffic and with the addition of GLNG Project traffic.

Figure $4.7 \quad$ Bruce Highway/Gladstone - Mount Larcom Road - Existing Layout Bruce Highway (N)

Table 4.9
Bruce Highway/Gladstone-Mount Larcom Road - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.17 | 7 sec | 8 m | 0.18 | 7 sec | 8 m | - |
|  | AM Late | 0.22 | 6 sec | 9 m | 0.22 | 6 sec | 9 m | - |
|  | PM | 0.25 | 6 sec | 10 m | 0.26 | 6 sec | 11 m | - |
| 2014 | AM Early | 0.19 | 7 sec | 9 m | 0.20 | 7 sec | 9 m | - |
|  | AM Late | 0.26 | 6 sec | 11 m | 0.26 | 6 sec | 11 m | - |
|  | PM | 0.29 | 7 sec | 12 m | 0.3 | 7 sec | 13 m | - |
| 2024 | AM Early | 0.32 | 7 sec | 17 m | 0.32 | 7 sec | 17 m | - |
|  | AM Late | 0.48 | 8 sec | 27 m | 0.48 | 8 sec | 28 m | - |
|  | PM | 0.44 | 7 sec | 25 m | 0.46 | 8 sec | 27 m | - |

### 4.5.6 Glenlyon Road/Gladstone Port Access Road/Railway Street Intersection

The Glenlyon Road/Gladstone Port Access Road/Railway Street intersection is an existing four-way signalised intersection, as shown on Figure 4.8. The SIDRA analysis results for the intersection are shown in Table 4.10.

Figure $4.8 \quad$ Glenlyon Rd/Gladstone Port Access Rd/Railway St - Existing Layout


Table 4.10 Glenlyon Road/Port Access Road/Railway Street - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.38 | 24 sec | 81 m | 0.53 | 24 sec | 93 m | 100 sec |
|  | AM Late | 0.63 | 22 sec | 165 m | 0.64 | 22 sec | 167 m | 100 sec |
|  | PM Late | 0.59 | 16 sec | 145 m | 0.59 | 18 sec | 145 m | 100 sec |
| 2014 | AM Early | 0.45 | 26 sec | 89 m | 0.63 | 27 sec | 99 m | 100 sec |
|  | AM Late | 0.67 | 22 sec | 179 m | 0.68 | 22 sec | 182 m | 100 sec |
|  | PM Late | 0.62 | 17 sec | 156 m | 0.63 | 19 sec | 159 m | 100 sec |
| 2024 | AM Early | 0.51 | 26 sec | 103 m | 0.80 | 30 sec | 140 m | 100 sec |
|  | AM Late | 0.86 | 33 sec | 312 m | 0.88 | 35 sec | 331 m | 100 sec |
|  | PM Late | 0.75 | 18 sec | 205 m | 0.80 | 23 sec | 225 m | 100 sec |

Table 4.10 above indicates that this intersection will operate adequately in all assessment scenarios with background traffic and with the addition of GLNG Project traffic.

### 4.5.7 Dawson Highway/Glenlyon Road/Bramston Street Intersection

The Dawson Highway/Glenlyon Road/Bramston Street intersection is an existing four-way signalised intersection, as shown on Figure 4.9. Analysis of this intersection was undertaken with the results shown in Table 4.11.

Figure 4.9 Dawson Highway/Glenlyon Road/Bramston Street - Existing Layout


Dawson Highway/Glenlyon Road/Bramston Street - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.67 | 24 sec | 87 m | 0.86 | 25 sec | 87 m | 90 sec |
|  | AM Late | 1.02 | 63 sec | 333 m | 1.00 | 65 sec | 316 m | 90 sec |
|  | PM | 0.70 | 27 sec | 128 m | 0.71 | 28 sec | 129 m | 90 sec |
| 2014 | AM Early | 0.72 | 25 sec | 92 m | 0.92 | 25 sec | 92 m | 90 sec |
|  | AM Late | 1.00 | 63 sec | 334 m | 1.01 | 67 sec | 323 m | 90 sec |
|  | PM | 0.74 | 28 sec | 140 m | 0.75 | 29 sec | 142 m | 90 sec |
| 2024 | AM Early | 1.00 | 42 sec | 156 m | 1.01 | 60 sec | 209 m | 140 sec |
|  | AM Late | 1.20 | 278 sec | 1423 m | 1.20 | 293 sec | 1539 m | 140 sec |
|  | PM | 0.93 | 39 sec | 233 m | 1.00 | 52 sec | 306 m | 90 sec |

Table 4.11 indicates this intersection will exceed its practical capacity in the 2012 AM late peak hour due to background traffic. The GLNG Project traffic results in practical capacity being exceeded in the 2014 AM early peak hour.

Intersection upgrade measures were investigated to mitigate the impact of development traffic on the intersection operations. It was found that the extension of turn lanes on the northwest, southeast and southwest legs of the intersection are required to bring intersection operations back to the DOS found for background conditions (shown in Table 4.11). These works are the responsibility of the developer.

The upgraded intersection form is shown in Figure 4.10 and intersection operations with the upgrades summarized in Table 4.12. The intersection was found to operate within practical capacity with the proposed upgrades in all years except the 2024 AM late peak, though it operates better than the background traffic scenario with the existing intersection form.

Figure 4.10 Dawson Highway/Glenlyon Road/Bramston Street - Upgraded Layout


Table 4.12
Dawson Highway/Glenlyon Road/Bramston Street - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.36 | 22 sec | 82 m | 0.38 | 22 sec | 84 m | 100 sec |
|  | AM Late | 0.83 | 34 sec | 182 m | 0.85 | 35 sec | 190 m | 100 sec |
|  | PM | 0.65 | 28 sec | 134 m | 0.65 | 28 sec | 135 m | 100 sec |
| 2014 | AM Early | 0.38 | 23 sec | 86 m | 0.41 | 23 sec | 90 m | 100 sec |
|  | AM Late | 0.89 | 39 sec | 211 m | 0.89 | 39 sec | 211 m | 100 sec |
|  | PM | 0.71 | 29 sec | 145 m | 0.69 | 29 sec | 145 m | 100 sec |
| 2024 | AM Early | 0.49 | 25 sec | 103 m | 0.55 | 26 sec | 111 m | 100 sec |
|  | AM Late | 1.09 | 140 sec | 659 m | 1.11 | 149 sec | 753 m | 100 sec |
|  | PM | 0.87 | 34 sec | 206 m | 0.90 | 40 sec | 227 m | 100 sec |

Programmed improvements at this intersection have been identified in the RIP for 2009/2010 ( $\$ 100,000$ ). DMR advised that these works will include phasing changes and lane marking changes to improve operation of the traffic signals. The works also include an asphalt overlay.

### 4.5.8 Dawson Highway/Don Young Drive Intersection

The Dawson Highway/Don Young Drive intersection is an existing three-way priority intersection, as shown on Figure 4.11. The SIDRA analysis results for this intersection are shown in Table 4.13. Further review of Table 4.13 shows that the intersection operations with GLNG development traffic are almost identical to those for background traffic condition therefore no upgrade works are required of the developer. The analysis indicates the intersection will exceed practical capacity in the 2024 AM late peak under the with development scenario and the 2024 PM peak period under the background traffic scenario, however Gladstone Regional Council planning for the Kirkwood Road project indicates Kirkwood Road will align with Don Young Drive and form a grade separated intersection providing far superior intersection performance. There is no timing proposed for this work.

Figure 4.11
Dawson Highway/Don Young Drive - Existing Layout


Table 4.13
Dawson Highway/Don Young Drive- SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.21 | 5 sec | 7 m | 0.22 | 5 sec | 8 m | - |
|  | AM Late | 0.31 | 3 sec | 12 m | 0.32 | 4 sec | 12 m | - |
|  | PM | 0.43 | 5 sec | 21 m | 0.45 | 5 sec | 22 m | - |
| 2014 | AM Early | 0.26 | 5 sec | 9 m | 0.27 | 5 sec | 10 m | - |
|  | AM Late | 0.36 | 4 sec | 14 m | 0.38 | 4 sec | 15 m | - |
|  | PM | 0.54 | 6 sec | 30 m | 0.55 | 6 sec | 31 m | - |
| 2024 | AM Early | 0.44 | 6 sec | 17 m | 0.45 | 6 sec | 18 m | - |
|  | AM Late | 0.78 | 7 sec | 41 m | 0.81 | 7 sec | 44 m | - |
|  | PM | 0.88 | 12 sec | 90 m | 0.88 | 13 sec | 99 m | - |

### 4.5.9 Dawson Highway/Blain Drive/Herbertson Street Intersection

The Dawson Highway/Blain Drive/Herbertson Street intersection is an existing four-way, twolane roundabout, as shown on Figure 4.12. The SIDRA analysis results for this intersection are shown in Table 4.14.

Figure 4.12
Dawson Highway/Blain Drive/Herbertson Street - Existing Layout


Table 4.14 Dawson Highway/Blain Drive/Herbertson Street - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.68 | 6 sec | 51 m | 0.68 | 6 sec | 51 m | - |
|  | AM Late | 0.35 | 5 sec | 18 m | 0.36 | 5 sec | 19 m | - |
|  | PM | 0.76 | 13 sec | 81 m | 0.82 | 15 sec | 100 m | - |
| 2014 | AM Early | 0.74 | 7 sec | 69 m | 0.75 | 7 sec | 72 m | - |
|  | AM Late | 0.37 | 5 sec | 20 m | 0.39 | 5 sec | 21 m | - |
|  | PM | 0.89 | 21 sec | 138 m | 0.97 | 33 sec | 236 m | - |
| 2024 | AM Early | 0.83 | 8 sec | 103 m | 0.84 | 9 sec | 111 m | - |
|  | PM Early | 0.50 | 5 sec | 32 m | 0.53 | 6 sec | 33 m | - |
|  | PM | 1.24 | 203 sec | 1651 m | 1.34 | 280 sec | 2278 m | - |

The SIDRA analysis indicates that under background traffic volumes, this intersection operates adequately for all scenarios tested except for the PM peak period in 2014 and 2024. The development traffic also results in practical capacity being exceeded in the 2012 PM Peak.

The intersection was tested with an upgraded roundabout form, including the addition of a left slip lane on the southern leg of the Dawson Highway and the conversion of the shared left/through lane on Blain Drive to accommodate all movements. Figure 4.13 below shows the intersection form needed to mitigate background traffic conditions. The analysis results are shown in Table 4.15. The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

Figure 4.13
Dawson Highway/Blain Drive/Herbertson Street - Upgraded Layout


Table 4.15
Dawson Highway/Blain Drive/Herbertson Street - SIDRA Results

| Upgraded Layout - Signalised |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  |  |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue | Time |
| 2014 | AM Early | 0.73 | 6 sec | 62 m | 0.73 | 6 sec | 61 m | - |
|  | AM Late | 0.30 | 5 sec | 15 m | 0.31 | 5 sec | 16 m | - |
|  | PM | 0.70 | 9 sec | 51 m | 0.75 | 9 sec | 60 m | - |
| 2024 | AM Early | 0.80 | 7 sec | 87 m | 0.80 | 7 sec | 86 m | - |
|  | PM Early | 0.40 | 5 sec | 23 m | 0.42 | 5 sec | 24 m | - |
|  | PM | 0.98 | 19 sec | 192 m | 1.05 | 53 sec | 572 m | - |

### 4.5.10 Dawson Highway/Philip Street Intersection

The Dawson Highway/Philip Street intersection is an existing four-leg, two-lane roundabout with signals on the eastern and western legs that are triggered if there are long queues on the Dawson Highway. The intersection was tested as a roundabout as shown on Figure 4.14. The SIDRA analysis results for this intersection are shown in Table 4.16.

Figure 4.14


Table 4.16
Dawson Highway/Philip Street - SIDRA Results

|  |  | Existing Layout |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  | Cycle |  |  |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue | Time |  |
| 2012 | AM Early | 0.66 | 11 sec | 59 m | 0.71 | 12 sec | 69 m | - |  |
|  | AM Late | 0.92 | 14 sec | 164 m | 0.93 | 15 sec | 179 m | - |  |
|  | PM | 1.16 | 125 sec | 1097 m | 1.16 | 161 sec | 1149 m | - |  |
| 2014 | AM Early | 0.74 | 13 sec | 80 m | 0.79 | 14 sec | 94 m | - |  |
|  | AM Late | 0.99 | 28 sec | 354 m | 1.00 | 33 sec | 410 m | - |  |
|  | PM | 1.20 | 213 sec | 1674 m | 1.24 | 246 sec | 2044 m | - |  |
| 2024 | AM Early | 0.97 | 27 sec | 250 m | 1.03 | 61 sec | 549 m | - |  |
|  | AM Late | 1.44 | 434 sec | 4487 m | 1.47 | 451 sec | 4647 m | - |  |
|  | PM | 1.68 | 616 sec | 4588 m | 1.74 | 672 sec | 5068 m | - |  |

The SIDRA analysis shows in its current form, this intersection will operate above its practical capacity in 2012 under the background traffic scenario. Discussions with DMR indicate that resolution of background capacity issues is currently underway, with options such as full signalization of the intersection and a bypass road parallel to Dawson Highway being considered.

As the planned upgrades to the intersection are not known, further testing of the intersection was not undertaken. Based on Table 4.16, the GLNG Project traffic increases the DOS of the intersection by a maximum of $6 \%$, which is in 2012. During the subsequent analysis years (2014 and 2024), the expected development traffic increases intersection DOS by only approximately $1-3 \%$. The option of making a contribution to the intersection upgrade could be considered. The development traffic forms $3.4 \%$ of the combined background and development traffic in 2012 and this could be the basis of a cost sharing arrangement.

### 4.5.11 Dawson Highway/Aerodrome Road Intersection

The Dawson Highway/Aerodrome Road intersection is an existing four-way signalised intersection, as shown on Figure 4.15. The results of SIDRA analysis for this intersection are shown in Table 4.17.

Figure 4.15
Dawson Highway/Aerodrome Road - Existing Layout


Dawson Highway/Aerodrome Road - SIDRA Results
Table 4.17
Existing Layout

| Year | Period | Background |  |  | With Development |  |  | Cycle <br> Time |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.49 | 33 sec | 95 m | 0.58 | 32 sec | 97 m | 120 sec |
|  | AM Late | 1.00 | 52 sec | 307 m | 1.00 | 69 sec | 379 m | 120 sec |
|  | PM | 0.91 | 49 sec | 214 m | 0.92 | 51 sec | 226 m | 120 sec |
| 2014 | AM Early | 0.54 | 33 sec | 100 m | 0.58 | 32 sec | 105 m | 120 sec |
|  | AM Late | 1.00 | 50 sec | 325 m | 1.00 | 53 sec | 341 m | 120 sec |
|  | PM | 1.00 | 68 sec | 310 m | 1.00 | 69 sec | 333 m | 120 sec |
| 2024 | AM Early | 0.82 | 41 sec | 142 m | 0.85 | 43 sec | 161 m | 120 sec |
|  | AM Late | 1.10 | 101 sec | 704 m | 1.10 | 109 sec | 756 m | 120 sec |
|  | PM | 1.11 | 143 sec | 858 m | 1.14 | 166 sec | 999 m | 120 sec |

The analysis shows in its current form, the Dawson Highway/Aerodrome Road intersection will operate above practical capacity in the 2012, 2014 and 2024 AM late peak and PM peak periods under the background traffic scenario. Further review of Table 4.17 shows that the intersection operations with GLNG development traffic are almost identical to those for background traffic conditions. Therefore, no intersection upgrades will be required by the GLNG Project.

For the intersection to operate adequately with background traffic through to 2024, the two right turn lanes from Dawson Highway turning into Aerodrome Road will need to be extended and the left slip lane from Aerodrome Road will need to be changed to a continuous left turn lane. This upgraded layout and the SIDRA analysis of this upgraded intersection are shown on Figure 4.16 and Table 4.18. In addition to the physical upgrades to the intersection, in the 2024 PM peak scenario the signal cycle length for the intersection should be optimized (increased from 120 seconds to 130 seconds).

Figure 4.16
Dawson Highway/Aerodrome Road - Upgraded Layout


Table 4.18
Dawson Highway/Aerodrome Road - SIDRA Results

| Year |  |  | Period | Background |  |  | With Development |  |  | Cycle |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | DOS |  | Queue | DOS | Delay | Queue | Time |  |  |
| 2012 | AM Early | 0.27 | 22 sec | 73 m | 0.28 | 22 sec | 75 m | 120 sec |  |  |
|  | AM Late | 0.56 | 22 sec | 160 m | 0.57 | 22 sec | 162 m | 120 sec |  |  |
|  | PM | 0.62 | 31 sec | 155 m | 0.65 | 32 sec | 160 m | 120 sec |  |  |
| 2014 | AM Early | 0.29 | 22 sec | 78 m | 0.30 | 22 sec | 82 m | 120 sec |  |  |
|  | AM Late | 0.60 | 22 sec | 174 m | 0.60 | 22 sec | 176 m | 120 sec |  |  |
|  | PM | 0.66 | 32 sec | 167 m | 0.69 | 32 sec | 176 m | 120 sec |  |  |
| 2024 | AM Early | 0.38 | 23 sec | 101 m | 0.40 | 23 sec | 108 m | 120 sec |  |  |
|  | AM Late | 0.78 | 24 sec | 259 m | 0.79 | 24 sec | 264 m | 120 sec |  |  |
|  | PM | 0.83 | 40 sec | 263 m | 0.85 | 39 sec | 286 m | 130 sec |  |  |

### 4.5.12 Bruce Highway/Dawson Highway Intersection

The Bruce Highway/Dawson Highway intersection is an existing four-way priority intersection, as shown on Figure 4.17. The SIDRA analysis results for this intersection are shown in Table 4.19.

Bruce Highway/Dawson Highway - Existing Layout


Table 4.19
Bruce Highway/Dawson Highway - SIDRA Results

| Existing Layout |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  |  | Cycle Time |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue |  |
| 2012 | AM Early | 0.88 | 14 sec | 104 m | 0.91 | 16 sec | 127 m | - |
|  | AM Late | 1.79 | 644 sec | 3005 m | 1.85 | 683 sec | 3149 m | - |
|  | PM | 0.53 | 9 sec | 32 m | 0.55 | 10 sec | 35 m | - |
| 2014 | AM Early | 1.01 | 36 sec | 277 m | 1.02 | 38 sec | 287 m | - |
|  | AM Late | 2.13 | 906 sec | 3900 m | 2.13 | 912 sec | 3923 m | - |
|  | PM | 0.62 | 10 sec | 42 m | 0.62 | 10 sec | 43 m | - |
| 2024 | AM Early | 1.95 | 654 sec | 3087 m | 1.96 | 661 sec | 3113 m | - |
|  | AM Late | 4.74 | 3104 sec | 8233 m | 4.75 | 3113 sec | 8251 m | - |
|  | PM | 1.02 | 38 sec | 305 m | 1.02 | 40 sec | 321 m | - |

The analysis shows that in its current form the Bruce Highway/Dawson Highway intersection will operate above its practical capacity in 2012 in both AM peak hours. The intersection is expected to operate over its practical capacity in all peak hours in 2024.

The capacity constraint at the Bruce Highway/Dawson Highway intersection is due to the anticipated levels of background traffic. Further review of Table 4.19 shows operations with the proposed GLNG Project traffic are almost identical to background conditions in 2014 and 2024.

DMR has developed a grade-separated layout for the Bruce Highway/Dawson Highway intersection to mitigate the existing capacity constraints. The grade separation is expected to create adequate spare capacity for future operations, including the addition of the proposed GLNG Project trips. The analysis shows that the need for the works is driven by background growth with no impact discernable for the GLNG Project.

### 4.5.13 Bruce HighwayICalliope River Road Intersection

The Bruce Highway/Calliope River Road intersection is an existing three-way priority intersection, as shown on Figure 4.18. The SIDRA analysis results for this intersection are shown in Table 4.20. This intersection was found to operate adequately in its current form.
Figure 4.18
Bruce Highway/Calliope River Road - Existing Layout


Table 4.20
Bruce Highway/Calliope River Road Intersection - SIDRA Results

| Year |  | Period | Background |  |  | With Development |  | Cycle |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Delay | Queue | DOS | Delay | Queue | Time |
| 2012 | AM Early | 0.06 | 4 sec | 2 m | 0.06 | 4 sec | 2 m | - |
|  | AM Late | 0.07 | 2 sec | 1 m | 0.07 | 2 sec | 1 m | - |
|  | PM | 0.07 | 3 sec | 2 m | 0.07 | 3 sec | 2 m | - |
| 2014 | AM Early | 0.06 | 4 sec | 2 m | 0.06 | 4 sec | 2 m | - |
|  | AM Late | 0.08 | 2 sec | 1 m | 0.08 | 2 sec | 1 m | - |
|  | PM | 0.08 | 3 sec | 3 m | 0.08 | 3 sec | 3 m | - |
| 2024 | AM Early | 0.09 | 4 sec | 3 m | 0.09 | 4 sec | 3 m | - |
|  | AM Late | 0.11 | 2 sec | 2 m | 0.11 | 2 sec | 2 m | - |
|  | PM | 0.11 | 2 sec | 3 m | 0.11 | 2 sec | 3 m | - |

GLNG Traffic Report - "No Bridge" Option

### 4.6 Additional Intersection Analysis

Additional intersection analysis has been performed at a single location on the road network west of the Bruce Highway. This was done along Dawson Highway to assess if the development traffic could impact on the intersection performance.

Due to the low volumes of traffic along these rural roads and the comparatively large increase in traffic due to development, all intersections will have a large percentage increase in traffic flowing through them. However, despite the significant percentage increase in traffic volume, all the intersections are predicted to operate well within capacity. Except for access intersections for construction depots and worker accommodations, all development traffic added to intersections will be through movements, which add far less delay that other turning movements at intersections.
The intersection that was identified as a critical intersection was the intersection of the Dawson Highway, Kariboe Street and Callide Street, located in the town of Biloela. This intersection has approximately $7,250 \mathrm{vpd}$ passing along Dawson Highway. This is in comparison to most other roads west of Calliope that carry less than $2,000 \mathrm{vpd}$.

Intersection analysis was performed at this intersection during the peak hours for all assessment years.

### 4.6.1 Dawson Highway/Kariboe Street/Callide Street Intersection

The Dawson Highway/Kariboe Street/Callide Street Intersection is a four-way priority intersection and the major movement is southwest to northeast along the Dawson Highway, locally named Gladstone Road. The Dawson Highway at this location is a median-separated four-lane road, with two lanes in each direction. A pedestrian crossing exists on the southwestern leg of the Dawson Highway.

The north-western leg of the intersection, Kariboe Street is a two-way two-lane road. It has a pedestrian crossing across it at the intersection and also provides a left turn slip lane. The south eastern leg of Callide Street is a two-way two-lane road.

Due to the wide median on Dawson Highway, analysis can be performed taking into account a two-stage right-turn onto the Dawson Highway from Kariboe Street. This allows a vehicle to turn from Kariboe Street and queue in the median, only needing to give way to one direction of traffic at a time.

The existing intersection form as well as the modified SIDRA form to allow for two-stage rightturns is provided in Figure 4.19. Intersection analysis results reflecting this are shown in Table 4.21. The intersection was found to operate above its practical capacity in the 2012 AM late peak under the background traffic scenario. Further review of the SIDRA analysis results show that the GLNG Project traffic only makes intersection operations marginally worse in 2024. For all other assessment years, the "with development" intersection operations are almost identical to "background" intersection operations.

Figure 4.19
Dawson Highway/Kariboe Street/Callide Street - Existing Layout


Table 4.21
Dawson Highway/Kariboe Street/Callide Street - SIDRA Results

| Existing Layout - Showing Median Protection |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Year | Period | Background |  |  | With Development |  | Cycle |  |
|  |  | DOS | Delay | Queue | DOS | Delay | Queue | Time |
| 2012 | AM Early | 0.08 | 4 sec | 4 m | 0.08 | 4 sec | 4 m | - |
|  | AM Late | 0.88 | 18 sec | 75 m | 0.88 | 18 sec | 75 m | - |
|  | PM Late | 0.36 | 7 sec | 13 m | 0.38 | 8 sec | 14 m | - |
| 2014 | AM Early | 0.09 | 4 sec | 4 m | 0.09 | 4 sec | 4 m | - |
|  | AM Late | 1.10 | 43 sec | 208 m | 1.10 | 43 sec | 208 m | - |
|  | PM Late | 0.43 | 8 sec | 17 m | 0.44 | 8 sec | 18 m | - |
| 2024 | AM Early | 0.13 | 4 sec | 6 m | 0.13 | 4 sec | 6 m | - |
|  | AM Late | 1.53 | 173 sec | 583 m | 1.53 | 173 sec | 584 m | - |
|  | PM Late | 1.00 | 22 sec | 116 m | 1.04 | 27 sec | 148 m | - |

Based on the analysis undertaken at the Dawson Highway/Kariboe Street/Callide Street at Biloela in the critical year of construction traffic for the gas transmission pipeline, it is concluded that GLNG Project traffic will not have a significant impact on intersection operations. Additionally, it is not expected that the operating capacity of any other intersections to the west will be significantly impacted by the proposed project. Development traffic movements at the intersection do not result in more than a $5 \%$ increase for any directional movement therefore the developer is not responsible for any upgrade works required for this intersection.

### 4.7 Intersection Analysis Summary

Table 4.22 summarises the intersection analysis and any works required to mitigate development impacts for the "No Bridge" option.

### 4.8 Project Mitigation Summary

To mitigate the impact of the development on intersections within Gladstone, it is recommended that the following mitigation works be implemented.

## Hanson Road/Red Rover Road intersection

The following works are recommended to mitigate background capacity constraints of the intersection through 2024:

- addition of a right-turn lane on the western approach of Hanson Road and additional circulating lane to accommodate the movement.

Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $0.3 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

## Dawson Highway/Glenlyon Road/Bramston Street intersection

The following works are recommended:

- lengthen the turn lanes on three legs.

The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

## Dawson Highway/Blain Drive/Herbertson Street

The following works are recommended:

- $\quad$ short left slip lane on southern leg of Dawson Highway;
- pavement marking of left lane on western leg to allow all turn movements.

The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form.

## Dawson Highway/Philip Street

The intersection exceeds practical capacity with background traffic and development traffic makes the situation worse. DMR are planning upgrade works and the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $3.4 \%$ of the combined background and development traffic in 2012.

The "No Bridge" option creates less impact on the Gladstone-Mount Larcom Road with less works required at Hanson/Red Rover Road and no works required on Hanson Road/Blain Drive/Alf O'Rouke Drive. However, as more traffic is directed to Auckland Point an upgrade of the Dawson Highway/Glenlyon Road/Bramston Street is required.

| Intersection | Existing Layout | Upgrade Year Background Traffic | Upgrade Year Development Traffic | Upgrade Treatment |
| :---: | :---: | :---: | :---: | :---: |
| Gladstone - Mount Larcom <br> Road/Calliope River <br> Road/Targinie Road | Four -way channelised priority intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Gladstone - Mount Larcom Road/Hanson Road/Landing Road | Three-way channelised priority intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Hanson Road/Red Rover Road | Two-lane roundabout | By 2012 | By 2012 | GLNG upgrades: <br> - Short right turn lane on west leg of Gladstone - Mt Larcom Road and additional circulating width <br> - Short right turn lane on south leg of Red Rover Road and additional circulating width <br> Note: Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $0.3 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works. |
| Hanson Road/Blain Drive/Alf O'Rourke Drive | Single-lane roundabout | By 2012 | By 2012 | No GLNG contribution is anticipated. <br> The intersection exceeds practical capacity with background traffic but the development does not make the intersection operation any worse |
| Bruce Highway/Gladstone Mount Larcom Road | Three-way channelised priority intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Glenlyon Road/Railway Street/Port Access Road | Four-way signalised intersection |  |  | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Dawson Highway/Glenlyon <br> Road/Bramston Street | Four-way signalised intersection | By 2012 | By 2012 | GLNG upgrades: <br> - Extension of turn lanes on the northwest. southeast and southwest legs <br> Programmed improvements at this intersection have been identified in the RIP for 2009/2010 ( $\$ 100,000$ ). DMR advise that these works will include phasing changes and lane marking changes to improve operation of the traffic signals. |
| Dawson Highway/Don Young Road | Three-way priority intersection | By 2024 | By 2024 | No GLNG contribution is anticipated. <br> The intersection exceeds practical capacity with background traffic but the development does not make the intersection operation any worse. Gladstone Regional Council planning for the Kirkwood Road project indicates Kirkwood Road will align with Don Young Drive and form a grade separated intersection providing far superior intersection performance. There is no timing proposed for this work. |
| Dawson Highway/Blain Drive/Herbertson Street | Two-lane roundabout | By 2014 | By 2014 | GLNG upgrades: <br> - Add left-turn slip lane from south leg of Dawson Highway <br> - Pavement marking of left lane on western leg to accommodate all movements <br> The improvements ensure the operation of the intersection is no worse compared to the background traffic scenario as it relates to the existing intersection form. |
| Dawson Highway/Philip Street | Two-lane roundabout | By 2012 | By 2012 | GLNG contribution to intersection upgrade based on use by development traffic. <br> The intersection exceeds practical capacity with background traffic and development traffic creates further impact worse. DMR are planning upgrade works and the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $3.4 \%$ of the combined background and development traffic in 2012.. |
| Dawson Highway/Aerodrome Road | Four-way signalised intersection | By 2012 | By 2012 | No GLNG contribution is anticipated. <br> The intersection exceeds practical capacity with background traffic but the development does not make the intersection operation any worse |
| Bruce Highway/Dawson Highway | Four-way channelised priority intersection | By 2012 | By 2012 | No GLNG contribution is anticipated. <br> Grade separation of intersection planned by DMR to be completed in next 5 years. |
| Bruce Highway/Calliope River Road | Three-way channelised priority intersection | - | - | No GLNG contribution is anticipated. <br> The existing form has sufficient capacity for all scenarios. |
| Dawson Highway/Kariboe Street/Callide Street | Four-way priority intersection | - | - | No GLNG contribution is anticipated. <br> The intersection exceeds practical capacity with background traffic but the development does not make the intersection operation any worse. |

### 5.0 ROADWAY LINK CAPACITY IMPACT ASSESSMENT

Roadway link capacity analysis has been undertaken for the "No Bridge" option to provide a basis of comparison to the roadway link capacity impacts of the base case scenario. The analysis for the "No Bridge" option is necessary to determine the difference from the base case of the road impacts with no bridge construction traffic and the re-routing of personnel and delivery trips destined to Curtis Island.

The adopted maximum capacity thresholds are based upon the cross section form of the segment and the road environment. These thresholds have been adopted based upon the AUSTROADS Guide to Traffic Engineering Practice and previous work. The thresholds adopted for this assessment are as follows:

## Rural Locations

- two lanes:
- two lanes with overtaking lanes:
- four lanes:
< 7,500 vehicles/day;
< 15,000 vehicles/day;
$>15,000$ vehicles/day.


## Urban Locations

- two lanes: $<18,000$ vehicles/day;
- four lanes: 18,000-36,000 vehicles/day;
- six lanes: $\quad>36,000$ vehicles/day.

The key roads considered in this assessment include:

- Dawson Highway;
- Gladstone-Mount Larcom Road;
- Hanson Road;
- Carnarvon Highway;
- Leichhardt Highway;
- Bruce Highway;
- Gladstone - Benaraby Road;
- Burnett Highway;
- Warrego Highway.

Assessment of roadway segment capacity was undertaken for each year of the expected GLNG Project life (2010 to 2034).

### 5.1 Background Traffic Volumes

The background daily two-way traffic volumes on each of the road sections were determined based upon existing AADT volumes and intersection counts provided by DMR and Council. Growth rates of 4\%p.a. and 6\%p.a. have been applied to urban and rural road segments respectively, to establish future background traffic volumes.

The projected "background" and "background plus development" traffic volumes are included at Appendix C. Volumes that surpass the critical thresholds for the roadway cross-sections indicated above have been highlighted in the tables.

In reviewing the background traffic volumes, the roadway sections presented in Table 5.1 were found to require upgrading.

### 5.2 Development Traffic Impacts

A review of the background plus development volumes revealed that no additional roadway segments fail because of the GLNG Project traffic. Further detailed examination of the critical road sections was carried out to determine if the capacity breakpoint was reached earlier due to addition of GLNG development traffic. This exercise serves to determine the "bring forward" cost responsibility of the proposed development on segments it significantly impacts.

Table 5.1 below indicates, for the road segments that reach capacity, the years when failure is reached under "background" as well as "background plus development" traffic. The volumes at the years of failure are also included along with the number of years the proposed development brings forward the need for road upgrades compared to background traffic.

Bring forward cost contributions are recommended on any section where the development creates the need to bring forward upgrades by one year or more, as outlined in the DMR Guidelines for Assessment of Road Impacts of Development. Based on Table 5.1, the development is responsible for a contribution to the bring forward cost of upgrades on two sections of the Dawson Highway within Gladstone (approximately 2.2 km ) and one section of Gladstone-Mount Larcom Road (approximately 1.4km).

Midblock Capacity Breakpoints

| Road | Section | Background Traffic |  | Background + Development Traffic |  | Bring Forward Amount (years) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Volume | Year | Volume | Year |  |
| Dawson Highway (46A) | Gladstone-Mt Larcom Road to Breslin Street | 36,000 | 2035 | 36,377 | 2034 | 1.4 |
| Dawson Highway (46A) | Breslin Street to Blain Drive | 36,687 | 2032 | 36,993 | 2031 | 1.3 |
| Dawson Highway (46A) | Blain Drive to Philip Street | 37,226 | 2024 | 37,171 | 2023 | 1.0 |
| Dawson Highway (46A) | Philip Street to Penda Avenue | 37,154 | 2016 | 36,167 | 2015 | 0.5 |
| Dawson Highway (46A) | Penda Avenue to Chapman Drive | 36,801 | 2021 | 36,492 | 2020 | 0.8 |
| Dawson Highway (46A) | Chapman Drive to Don Young Drive | 18,430 | 2016 | 18,583 | 2016 | 0.2 |
| Dawson Highway (46A) | Don Young Drive to Harvey Road | 18,175 | 2034 | 18,204 | 2034 | 0.1 |
| Dawson Highway (46A) | Tognalini - Baldwin Road to Biloela | 15,074 | 2026 | 15,077 | 2026 | 0.0 |
| Gladstone - Mt Larcom Road | Dawson Highway to Hilderbrand Street | 36,178 | 2033 | 36,553 | 2032 | 1.4 |
| Gladstone - Mt Larcom Road | Hilderbrand Street to Blain Drive | 18,462 | 2027 | 18,526 | 2027 | 0.1 |
| Gladstone - Mt Larcom Road | Blain Drive to Red Rover Road | 18,666 | 2019 | 18,714 | 2019 | 0.1 |
| Gladstone - Mt Larcom Road | Red Rover Road to Power Station | 15,247 | 2020 | 15,310 | 2020 | 0.1 |
| Gladstone - Mt Larcom Road | Power Station to Reid Road | 15,247 | 2020 | 15,310 | 2020 | 0.1 |
| Gladstone - Bernaraby Road | Dawson Highway to Sun Valley Road | 36,504 | 2022 | 36,504 | 2022 | 0.0 |
| Gladstone - Bernaraby Road | French Street to Gen Eden Drive | 15,431 | 2019 | 15,431 | 2019 | 0.0 |
| Gladstone - Bernaraby Road | Glen Eden Drive to South Trees Drive | 15,431 | 2019 | 15,431 | 2019 | 0.0 |
| Gladstone - Bernaraby Road | South Trees Drive to Boyne Island Road | 15,431 | 2019 | 15,431 | 2019 | 0.0 |

GLNG Traffic Report - "No Bridge" Option

### 5.3 Project Mitigation Summary

To mitigate the impact of the development on mid-block capacity under the "No Bridge" option, it is recommended that the developer pay an appropriate portion of the brought forward cost of the upgrading from two to four lanes of the sections of road summarised in Table 5.2.

Table 5.2
GLNG Roadway Link Upgrades - "No Bridge" Option

| Road | Section | Upgrade | Bring <br> Forward <br> (years) | \% Developer <br> Contribution <br> (\% 2009 Cost) |
| :--- | :--- | :---: | :---: | :---: |
| Dawson Highway | Gladstone-Mt Larcom Road to <br> Breslin Street (1.5 km) | 4 to 6 lanes | 1.4 yrs | $1.8 \%$ |
|  | Breslin Street to Blain Drive <br> $(0.7 \mathrm{~km})$ | 4 to 6 lanes | 1.3 yrs | $2.0 \%$ |
| Gladstone-Mt Larcom <br> Road | Dawson Highway to <br> Hilderbrand Street $(1.4 \mathrm{~km})$ | 2 to 4 lanes | 1.4 yrs | $1.9 \%$ |

This cost of the upgrade works is unknown but if the construction costs were to be discounted back from the upgrade year to 2009 at an inflation rate of $7 \%$ (specified by DMR), the developer could expect to contribute the percentage shown in Table 5.2 as a percent of the cost of the upgrade.

The roadway link capacity impacts of the "No Bridge" option presented above are on different road sections than found in the base case assessment. Approximately 3.6 km of road upgrades are required to be contributed to for the "No Bridge" option, compared to approximately 6 km of road upgrades for the base case scenario. Though the "No Bridge" option requires a shorter length of upgrades, two of the road sections (approximately 2.2 km ) are from 4 to 6 lanes, which may have higher associated costs than widening from 2 to 4 lanes.

Additionally, the capacity improvements for the "No Bridge" option are required in the heavily urbanised central city streets rather than on the urban fringe (as in base case). The upgrading constraints in the urbanised city streets are likely to be more substantial compared to the urban fringe and this is likely to result in increased cost of upgrading works and considerable traffic delay during construction.

### 6.0 PAVEMENT IMPACT ASSESSMENT

Analysis has been conducted to identify the pavement impacts of the heavy vehicle movements to and from the development. This assessment includes both the construction and operational stages of the development and is undertaken from the start of construction in 2010 through to 2034.

The pavement assessment comprises two components, the impact on the timing of pavement rehabilitation and the increased need for regular maintenance. Both assessments are based on a comparison of the cumulative Equivalent Standard Axle (ESA) load with and without the development. Analysis was only undertaken on state controlled roads as no road data was available from local Councils for local roads. The methodology for the pavement impact assessment has been based on guidelines provided in DMR Guidelines for Assessment of Road Impacts of Development (GARID). The Pavement Impact Assessment output tables are attached at Appendix D.

### 6.1 Pavement Rehabilitation Requirements

The impact on pavement rehabilitation considers the existing and terminal roughness deficiency. Utilising an existing pavement roughness count, the year at which a pavement reaches its terminal roughness is then calculated. A pavement roughness increase of three counts per annum has also been adopted, with a terminal roughness of 110 counts for the Bruce Highway and 120 counts utilised for other State Controlled roads.

The cumulative number of ESAs loaded onto the roadway segment to the terminal year is then calculated based on the ESA loading along the haulage routes. The background volumes are based on classified AADT volumes with a cumulative heavy vehicle growth rate of $3 \%$ per annum. For the Bruce Highway a value of 2.9 ESAs for each heavy vehicle is applied. For all other state controlled roads 3.2 ESAs for each heavy vehicle are used. These ESAs are as specified by DMR.

The classified development heavy vehicle volume is then used to determine additional annual ESA loadings produced along the haulage routes as a result of development traffic added to the network. The annual background and development ESA loading is combined and the cumulative number of ESAs on a given link is then calculated for successive years.

The year when cumulative ESA loading reaches terminal roughness is compared between without development and with development scenarios and the difference in time between the two scenarios is then established.

Detailed results for the pavement impact analysis are provided at Appendix D.

Contributions towards pavement rehabilitation would only be made where the development would bring forward the need for rehabilitation by more than one year. The road sections that meet this criterion are shown in Table 6.2 below.

Of the road sections found to warrant bring forward cost contributions by the GLNG Project, one was identified in the RIP to have scheduled rehabilitation prior to the planned development bring forward date, negating the need for GLNG contributions. Thus the following road section was not included in Table 6.2:

- Carnarvon Highway - Injune to Fairview Field access (25km): Widening and reconstruction scheduled in RIP for 2007-2013 (currently underway).

Two road segments on the Carnarvon Highway, one road segment on the Warrego Highway and one road segment on the Dawson Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG Project than with background traffic.

The "\% of total cost" column shown in the table below represents the percentage of the total rehabilitation work costs (in 2009 \$) that the developer is responsible for. Cost input data for rehabilitation of roads has been provided by DMR Central Region and includes costs of rehabilitation based on road seal width and cost inflation and discount rate of $7 \%$ per annum. Based on these inputs, the brought forward cost of the required works is approximately $\$ 3.1 \mathrm{M}$ (2009 \$).

### 6.2 Road Maintenance Requirements

The obligations for the maintenance of the state controlled road network impacted upon by the proposed development have been calculated by dividing the number of development ESAs loaded onto a particular roadway segment by the background ESAs for an analysis year. This has been reported as a percentage for each link and each year of the development from 2010 until 2034 in the detailed assessment.

A five percent (5\%) significance criterion has been adopted for the assessment based on DMR guidelines. This warrant is triggered in the assessment period for a number of the links. Based on these triggered criteria and using the DMR given information for annual maintenance costs and inflation (7\% per annum) in calculating the net present value, the cost of maintaining the roads impacted by the proposed development is $\$ 16,219,150$ at a 2009 dollar value.

In terms of a cost per heavy vehicle trip generated by the various components of the GLNG Project, based on the estimated $3,184,450$ heavy vehicle trips generated over the life of the project, the cost will be approximately $\$ 5.09$ per vehicle trip. As a cost per heavy vehicle kilometre travelled, the cost will be $\$ 0.071$ per vehicle kilometre travelled.

### 6.3 Project Mitigation Summary

The analysis of the pavement impact of the development on the state controlled road network indicates that the GLNG Project will increase the maintenance costs for a number of sections of road for a number of scenario years tested. Table 6.1 below shows the additional maintenance and rehabilitation costs. Negotiation of the developer's contribution towards these works will be required.

Table 6.1
Pavement Impact Costs

| Component Cost | Amount (2009 \$) |
| :--- | :---: |
| Pavement Rehabilitation Cost | $\$ 3,094,300$ |
| Pavement Maintenance Cost | $\$ 16,219,150$ |
| Total Developer Pavement Impact Cost | $\mathbf{\$ 1 9 , 3 1 3 , 4 5 0}$ |

The pavement rehabilitation impacts and developer contributions for the "No Bridge" option is identical to that found for the base case scenario. This is because the road segments found to need rehabilitation are in the western portions of the project study area, where only the gas transmission pipeline and CSG fields contribute to the development traffic added to the roads. These two components do not change for the "No Bridge" option.

The pavement maintenance costs for the "No Bridge" option are approximately $\$ 22,000$ lower for the "No Bridge" option than for the base case scenario. This reduction is mostly due to the reduction in heavy vehicle trips associated with the bridge construction assumed for the base case.

Road Rehabilitation Impacts - GLNG Project Contribution Estimates

| Table 6.2 |  |  |  | Rehabilitat | n Impacts | GLNG | ject Contribu | ion Estimate |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Road | Section | Direction | Length (km) | Rehabilitation Year |  | Bring Forward Amount (years) | \% of Total Cost <br> (\% 2009 Cost) | Bring Forward Cost Contribution (2009 \$) |
|  |  |  |  | Without Development | With Development |  |  |  |
| Carnarvon <br> Highway 24D | CH. 3 m to CH .18 <br> Roma - Taroom Road | Northbound | 15 | 2016.7 | 2015.1 | 1.6 | 6.8\% | \$171,276 |
|  |  | Southbound | 15 | 2016.7 | 2015.3 | 1.4 | 5.9\% | \$148,839 |
| Carnarvon Highway 24D | Roma - Taroom Road to Injune | Northbound | 72 | 2018.7 | 2015.7 | 3.0 | 11.7\% | \$1,413,423 |
|  |  | Southbound | 72 | 2018.7 | 2016.0 | 2.7 | 10.4\% | \$1,258,826 |
| Dawson Highway 46 C | Fitzroy Dev. 85A Intersection to Duaringa/Woorabinda Intersection | Westbound | 6.6 | 2019.3 | 2017.9 | 1.4 | 4.9\% | \$54,925 |
| Warrego Highway | KM135.5 to Roma | Westbound | 6.2 | 2018.3 | 2017.1 | 1.2 | 4.5\% | \$46,997 |
| Total |  |  |  |  |  |  |  | \$3,094,300 |

### 7.0 SUMMARY AND CONCLUSIONS

This document is a supplementary report to the "GLNG Environmental Impact Statement Traffic Report," submitted by Cardno Eppell Olsen (CEO) in March 2009, which is presented as the "base case" assessment for the traffic impacts of the GLNG Project.

This supplement provides the assessment of an alternative to the base case assumption that an access road and bridge to Curtis Island from the mainland will be built to provide access to the proposed LNG facility. The alternative assessed assumes that no bridge to Curtis Island will be built and transport of workers and plant/materials to Curtis Island will be required by ferry and barge for the life of the project. This alternative is known in this document as the "No Bridge" option.

This document presents only the information relevant to changes in methodology and analysis inputs necessary to determine the traffic impacts of the option of not providing a bridge to Curtis Island. Traffic generation estimates are only provided for the LNG facility, as it is the only GLNG Project component affected by the option assessment. All other information for the trip generation of the CSG fields and gas transmission pipeline are presented in the base case Traffic Report. Thus, this report is not intended as a stand-alone document and should be used and interpreted in combination with the CEO base case report "GLNG Environmental Impact Statement - Traffic Report."

### 7.1 Development Proposal

The GLNG Project includes construction and operations of the proposed Coal Seam Gas (CSG) field expansions in the Surat and Bowen Basins (Roma and surrounds), a proposed LNG liquefaction and export facility (LNG facility) on Curtis Island approximately 5 km northwest of Gladstone, and a proposed 435 km gas transmission pipeline linking the CSG fields to the LNG facility.

All aspects of the development proposal and project staging remain unchanged from the base case scenario in this "No Bridge" option assessment, except for the following:

- removal of the access road and bridge component;
- rerouting of traffic during construction of Trains 2 and 3 of the LNG facility to be transported to Curtis Island by barge/ferry;
- rerouting of LNG facility operations traffic to be transported to Curtis Island by barge/ferry.


### 7.2 Development Traffic

Traffic generation has been based on estimated material quantities for construction works and assumptions about delivery frequency. Trips associated with construction and operations equipment and workforce have also been estimated. Assumptions about the origin and destination of trips have been made including allowances for the establishment of workers accommodation.

All assumptions for the traffic generation of the LNG facility under the "No Bridge" option are documented in Section 2 of this report, and all other project components remain unchanged from the base case scenario. A summary of the total road trips associated with each component over the life of the project is shown in Table 7.1. The "No Bridge" option results in a reduction of 294,650 trips due to the removal of traffic associated with the bridge construction in 2011-2013.

Table 7.1
Total GLNG Trips

| Component | Estimated Total Trips (all years) |
| :--- | :---: |
| CSG fields | $6,681,150$ |
| Gas Transmission Pipeline | 572,350 |
| LNG liquefaction and export facility (including bridge <br> and dredge material site) | $2,182,550$ |
| Total | $\mathbf{9 , 4 3 6 , 0 5 0}$ |

Table 7.2 summarises traffic associated with construction of the LNG facility under the "No Bridge" option. Trip generation for all other project components remains unchanged from the base case scenario.

Traffic generated during operations of the LNG facility is expected to be approximately 200 trips per day during operations of Train 1, with traffic increasing to approximately 350 daily trips during operations of Train 3. This is the same as estimated for the base case assessment.

LNG Facility Traffic Generation - Construction
Table 7.2

| Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Construction | Train 1 |  |  |  | Train 2 |  |  |  | Train 3 |  |  |  |
| PEAK HOUR VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Vehicles (Delivery and Personnel) | 51 | 95 | 88 | 17 | 17 | 42 | 38 | 11 | 17 | 42 | 38 | 11 |
| Bus - Personnel | 5 | 14 | 13 | 3 | 3 | 8 | 8 | 2 | 3 | 8 | 8 | 2 |
| Heavy Vehicles | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 2 | 2 |
| Total Vehicles | 59 | 112 | 104 | 23 | 21 | 53 | 49 | 15 | 21 | 53 | 48 | 15 |


| Light Vehicles <br> (Delivery and <br> Personnel) | 210 | 386 | 359 | 75 | 72 | 176 | 160 | 49 | 72 | 176 | 160 | 49 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Bus - Personnel | 20 | 55 | 50 | 13 | 13 | 33 | 30 | 8 | 13 | 33 | 30 | 8 |
| Heavy Vehicles | 28 | 34 | 34 | 28 | 17 | 26 | 26 | 23 | 17 | 26 | 24 | 19 |
| Total Vehicles | $\mathbf{2 5 8}$ | $\mathbf{4 7 5}$ | $\mathbf{4 4 3}$ | $\mathbf{1 1 6}$ | $\mathbf{1 0 2}$ | $\mathbf{2 3 5}$ | $\mathbf{2 1 6}$ | $\mathbf{8 0}$ | $\mathbf{1 0 2}$ | $\mathbf{2 3 5}$ | $\mathbf{2 1 4}$ | $\mathbf{7 6}$ |


| ANNUAL VOLUMES |  |  |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Light Vehicles <br> (Delivery and <br> Personnel) | 18,611 | 50,544 | 34,128 | 10,390 | 10,130 | 20,862 | 19,209 | 7,686 | 10,130 | 20,862 | 19,209 | 7,686 |
| Bus - Personnel | 2,080 | 5,720 | 5,200 | 1,352 | 1,300 | 3,432 | 3,120 | 832 | 1,300 | 3,432 | 3,120 | 832 |
| Heavy Vehicles | 8,680 | 11,523 | 11,523 | 8,346 | 5,249 | 8,370 | 8,370 | 6,464 | 5,249 | 8,370 | 7,654 | 5,275 |
| Total Vehicles | $\mathbf{2 9 , 3 7 1}$ | $\mathbf{6 7 , 7 8 7}$ | $\mathbf{5 0 , 8 5 1}$ | $\mathbf{2 0 , 0 8 8}$ | $\mathbf{1 6 , 6 7 8}$ | $\mathbf{3 2 , 6 6 4}$ | $\mathbf{3 0 , 6 9 9}$ | $\mathbf{1 4 , 9 8 1}$ | $\mathbf{1 6 , 6 7 8}$ | $\mathbf{3 2 , 6 6 4}$ | $\mathbf{2 9 , 9 8 3}$ | $\mathbf{1 3 , 7 9 2}$ |

### 7.3 Impact Mitigation - All Components

To mitigate the impact of the GLNG Project on the state controlled and local government road networks under the "No Bridge" option a number works and upgrading contributions are recommended. These requirements are summarised below and intersection and midblock capacity upgrades for the Gladstone area are summarised on Figure 7.1.

### 7.3.1 Gladstone Intersections

To mitigate the impact of the development on intersections within Gladstone, it is recommended that the developer contribute to upgrades at the following intersections:

## Hanson Road/Red Rover Road intersection

- addition of a right-turn lane on the western approach of Hanson Road and additional circulating lane to accommodate the movement.

Duplication of Hanson Road is being planned by DMR. In lieu of the developer implementing the upgrading works identified above, the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $0.3 \%$ of the combined background and development traffic in 2012. This would allow intersection improvements to be incorporated into the four lane upgrading works.

## Dawson Highway/Glenlyon Road/Bramston Street intersection

- lengthen the turn lanes on three legs.


## Dawson Highway/Blain Drive/Herbertson Street

The following works are recommended:

- $\quad$ short left slip lane on southern leg of Dawson Highway;
- pavement marking of left lane on western leg to allow all turn movements.


## Dawson Highway/Philip Street

The intersection exceeds practical capacity with background traffic and development traffic creates further impact worse. DMR are planning upgrade works and the option of making a contribution to the intersection upgrade could be considered. The development traffic forms $3.4 \%$ of the combined background and development traffic in 2012.

GLNG Traffic Report - "No Bridge" Option

The "No Bridge" option creates less impact on the Gladstone-Mount Larcom Road with less works required at Hanson/Red Rover Road and no works required on Hanson Road/Blain Drive/Alf O'Rouke Drive. However, as more traffic is directed to Auckland Point an upgrade of the Dawson Highway/Glenlyon Road/Bramston Street is required.

### 7.3.2 Mid-block Capacity

To mitigate the impact of the development on mid-block capacity under the "No Bridge" option, it is recommended that the developer pay an appropriate portion of the brought forward cost of the upgrading from two to four lanes of the sections of road summarised in Table 7.3.

Table 7.3
GLNG Roadway Link Upgrades - "No Bridge" Option

| Road | Section | Upgrade | Bring <br> Forward <br> (years) | \% Developer <br> Contribution <br> (\% 2009 Cost) |
| :--- | :--- | :---: | :---: | :---: |
| Dawson Highway | Gladstone-Mt Larcom Road to <br> Breslin Street (1.5 km) | 4 to 6 lanes | 1.4 yrs | $1.8 \%$ |
|  | Breslin Street to Blain Drive <br> $(0.7 \mathrm{~km})$ | 4 to 6 lanes | 1.3 yrs | $2.0 \%$ |
|  | Dawson Highway to <br> Hilderbrand Street $(1.4 \mathrm{~km})$ | 2 to 4 lanes | 1.4 yrs | $1.9 \%$ |

The cost of the upgrade works is unknown but if the construction costs were to be discounted back from the upgrade year to 2009 at an inflation rate of $7 \%$ (specified by DMR), the developer could expect to contribute the percentage shown in Table 7.3 as a percent of the net present construction cost (2009 \$) of the upgrade.

### 7.3.3 Pavement Impacts

## Pavement Rehabilitation

Two road segments on the Carnarvon Highway, one road segment on the Warrego Highway and one road segment on the Dawson Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG Project than with background traffic. The brought forward cost of the required works is approximately $\$ 3.1 \mathrm{M}$ based on pavement rehabilitation rates supplied by DMR.

## Road Maintenance

The obligations for the maintenance of the state controlled road network impacted upon by the development have been calculated by dividing the number of development ESAs loaded onto a particular link by the background ESAs for an analysis year. The additional cost of maintaining the roads impacted by the proposed development is $\$ 16,219,150$ at a 2009 dollar value. Negotiation of the developer's contribution towards these works will be required.

Figure 7.1
Intersection and midblock improvements recommended in Gladstone


GLNG Traffic Report - "No Bridge" Option

### 7.4 Impact Mitigation - Specific Project Components

The impact mitigations for the gas transmission pipeline and CSG fields are expected to be identical to those proposed for the base case scenario because all aspects of these components have remained unchanged under the "No Bridge" option.

### 7.4.1 Travel Time Impacts

The CEO Marine Transport Study prepared as a supplement for the base case scenario estimates that during Train 1 construction of the LNG facility (when the bridge is not yet in place), the travel time to the accommodation facilities on Curtis Island from the mainland would be approximately 84 minutes. This is an approximation of the travel time that can be expected for personnel for the life of the LNG project under the "No Bridge" option.

Under the base case scenario in which the bridge is available for operations of the LNG facility and construction of Trains 2 and 3, travel from Gladstone would be by road only and would only take approximately 27 minutes, assuming a trip of approximately 32 km at an average speed of $70 \mathrm{~km} / \mathrm{h}$. Factoring in some intersection delays, total travel time could be between 30 to 40 minutes. Though these are rough approximations of personnel travel times, it is apparent that the provision of the bridge to Curtis Island makes transport for personnel more efficient. It is expected that the total travel time with the bridge in place would be almost twice as fast as travel using the ferry without the bridge.

### 7.4.2 Additional Marine Traffic Movements

The "No Bridge" option was found to generate considerably more marine traffic during the construction of the LNG facility, especially during construction of Trains 2 and 3. A summary comparison of the estimated barge and ferry movements is provided in Table 7.4.

Table 7.4

| Construction <br> Stage | Base case |  |  | "No Bridge" Option |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Barge | Ferry | Total | Barge | Ferry | Total |
| Train 1 | 2,500 | 1,500 | 4,000 | 2,500 | 1,500 | 4,000 |
| Train 2 | 0 | 0 |  | 1,200 | 900 | 2,100 |
| Train 3 | 0 | 0 |  | 1,200 | 900 | 2,100 |

### 7.5 Final Conclusion

The "No Bridge" option results in a reduction of 294,650 trips compared to the base case scenario due to the removal of traffic associated with the bridge construction. The quantitative impacts of the "No Bridge" option for the GLNG Project have been found to be comparable to those found for the base case assessment of the GLNG Project, with the following notable differences:

- intersection impacts within Gladstone result in intersections closer to the central city needing to be upgraded. This is understandable given that Auckland Point is the origin of trips to Curtis Island;
- roadway segment capacity improvements for the "No Bridge" option are required in the urbanised central city streets in Gladstone rather than on the urban fringe (as in base case). Upgrading constraints are likely to be more significant in the city centre resulting in higher cost and more delay during construction; and
- pavement impacts for pavement rehabilitation are the same as for the base case. Road maintenance costs are approximately $\$ 22,000$ less for the "No Bridge" option because of the removal of bridge construction traffic.

Appendix A

## Project Trip Generation and Distribution Summary




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| Rem |  |  |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | $\stackrel{78}{24}$ | ${ }_{24}$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Colal |  |  | $\bigcirc$ |  |  |  | 2 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 1 | 0 | 10 | 0 | 0 | \% | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| Samos -GLIG Bride Constue | $\mathrm{Hec}_{\text {HV }}^{\text {LV }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Constrotion Satat - Non Camp |  |  |  | $\stackrel{2011}{0}$ |  | $\frac{2013}{0}$ | ${ }^{2014} 0$ | $\frac{2015}{0}$ |  |  |  |  |  |  |  |  |  |  | $\stackrel{2026}{0}$ |  | ${ }^{2028}$ | ${ }^{2029}$ | 2030 | ${ }^{2031}$ | $\underline{2032}$ | ${ }^{2033}$ |  |
| Heavy Vehicle Trips |  |  |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
|  | Soly |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  | 0 | $\bigcirc$ | 0 |  | , |  |  | O |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | $\bigcirc$ |  |  |  | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | O |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ | $\stackrel{0}{0}$ |  |  |  |
|  |  |  |  |  |  |  | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |
|  |  |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  | 0 |  |  |  |  | . | 0 |  |  |  |  |  |  |
|  | HV | 2008 |  |  |  |  |  |  |  |  | ${ }^{2017}$ |  |  |  |  |  |  |  |  |  |  |  |  | 2030 |  | 2032 |  |  |
| Light vencie Tips |  |  |  | ${ }^{100}$ | -100 | ${ }^{100}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Heary Venive Tips |  |  |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\bigcirc$ | $\stackrel{\square}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |





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## Appendix B

Peak Hour Volumes for
Intersection Assessment Scenarios


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## Appendix C

Midblock Assessment Volumes

| 10 | Link | section | Dinection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | ${ }^{2024}$ | ${ }^{2025}$ | 2026 | ${ }^{2027}$ | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davos Higway 6 A |  | Southbund (G) |  |  | ${ }^{\frac{120}{120}}$ | ${ }^{226}$ | $\stackrel{210}{210}$ | $\frac{49}{49}$ | ${ }^{47}$ | ${ }^{109}$ | $\stackrel{100}{100}$ | ${ }^{33}$ | ${ }_{4}^{47}$ | $\stackrel{109}{109}$ | $\stackrel{100}{100}$ | ${ }^{\text {33 }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\overline{0}$ | 0 |
| 2 | ${ }^{\text {Paveson Higway } 46 \mathrm{~A}}$ |  | Northound (A) |  |  | ${ }_{\text {- }}^{120}{ }_{120}$ | $\xrightarrow{226}$ | 210 210 | 49 <br> 49 <br> 49 | ${ }_{4}^{47}$ | 109 109 | 100 100 100 | ${ }_{33}{ }_{33}$ | ${ }_{47}^{47}$ | 109 <br> 109 | 100 100 | ${ }^{33}{ }^{33}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $0$ |
| ${ }^{-4}$ | 隹 | Brosifinstreatlo Blin Dime | Normbound (A) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | ${ }_{47}^{47}$ | $\stackrel{109}{109}$ | $\stackrel{100}{100}$ | ${ }_{33}$ | ${ }^{47}$ | ${ }_{109}$ | $\stackrel{100}{100}$ | ${ }^{33}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 5 | Davson Higway 46A | Pain Dive to P Philp Street | Suutbound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | ${ }^{210}$ | 49 | ${ }^{47}$ | 109 | 100 | ${ }^{33}$ | ${ }_{4} 4$ | 109 | 100 | ${ }^{33}$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{6}$ | Daveon Higway 46 A | Bain Dive to Philic steet | Normbound ( $A$ ) |  |  | ${ }^{120}$ | ${ }^{226}$ | ${ }^{210}$ | 49 | ${ }_{4}^{47}$ | ${ }^{109}$ | ${ }^{100}$ | ${ }^{33}$ | ${ }_{4}^{47}$ | ${ }^{109}$ | ${ }^{100}$ | ${ }^{33}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 7 | Davoson Higway 46 A | Ppilip Steet to Penda $A$ venue | Suutbound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | ${ }^{210}$ | 49 | ${ }_{4}^{47}$ | ${ }^{109}$ | 100 | ${ }^{33}$ | ${ }_{4}^{47}$ | ${ }^{109}$ | 100 | ${ }^{38}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 8 | Oaven Higway 46 A |  | Sorn |  |  | ${ }^{\frac{120}{120}}$ | $\stackrel{\text { 226 }}{226}$ | 2210 | - 49 | ${ }_{47}^{47}$ | $\stackrel{\text { 109 }}{109}$ | - | ${ }_{\text {\% }}^{33}$ | ${ }_{4}^{47}$ | $\stackrel{109}{109}$ | 100 100 100 | ${ }^{33}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 10 | Davson Higmay 46 A | Penda Avenue to C Chapman Dive | Northbound (A) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | ${ }^{49}$ | 47 | 109 | 100 | ${ }^{33}$ | ${ }^{47}$ | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{11}$ | Davson Higway 46 A | Chapma Divieto oon Young inve | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | , | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 12 | Pavson Higway 46 A | Chapma D Divieto Don Young Dive | Noothbound ( $A$ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | - | 0 |
| $\stackrel{13}{14}$ | Pavson Higway 6 4 | Don voung Divie to Ahey Yoad | Sumbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{15}$ | Davson Higmay 46 A | Harver Road OO Bunce Higlway | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{16}$ | Daason HGgway 46A | Havere Foad io Buce Higlway | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 17 | Davson Higway 46 A | Bunce Higmay to Dryan Dine | Suutbound (G) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{18}$ | Tavson Higway 46 A | Buce Higway (0 D pran Dive | Noothbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 <br> 10 <br> 20 | Oavson Higuay 46 A | Opran Dive 1 Olassone Monoro Road | $\frac{\text { Westbund }(\text { ( })}{\text { Eastoun }}$ |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 21 | Dawson Higway 46A |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 22 | amson Higmay 46A | Pipaine camp 41 Clasasone Mono foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{23}$ | Oawson Higway 66 A | Pipoline Camp 4 to Neev ooint 1 | Vestound(6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{24}$ |  | Pipine Camp f Foad o New poin 1 | Elestound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 25 <br> 26 <br> 2 | - ${ }^{\text {amason Higway } 46 \mathrm{~A}}$ |  | ${ }^{\text {a }}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 27 | Oavon Higway 46 A |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | O |  |  |  |
| ${ }^{28}$ | Oawson Higway 6 A | CSCCBSC Bodederio New point |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 29 | Dawson Higmay 68 A | Neve poin 212 Algoon Raad | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{30}$ | Tavson Higway 46 A | Neev point 210 Afgoon Road | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{-}^{31}$ |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{33}$ | Oavson Higway 68 A |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{34}$ | Eavsen Higway 46 A |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 |  |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - |  | Tomen | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{37}$ |  | Biolat Io Coussala Camboon foad |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{38}$ | Davson Higway 46 B | Crenssale Camboon Road 1 Bioioal | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| 39 | Oavson Higway 468 |  | Westbound (G) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |  |  |
| 41 | Daveon Higway 468 |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 42 | Davson Higway 48 B | Gerejidite Road topoin 1 | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{43}$ | awson Higway 468 | Griecilit Poadio Beanana | Westbound (G) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\stackrel{44}{45}$ | Davos Higmey 468 | Bananato crieycifie Paod | Eastounc(A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 46 | amson HIgway 46 Cc | Noura Mine oto Banara | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 47 | Dawson Higway 460 | Moura Mne ot Moura Tomstip | Westbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{48}$ | Oawson Higway 46 C | Moura Townstip to Moura Mine | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| $\begin{array}{r}49 \\ \hline 50 \\ \hline\end{array}$ |  |  |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{5}^{51}$ | Daveson Higwey 48 C | CHH 3010 CH .44 | Westbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ¢ 52 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\stackrel{0}{0}$ |  |
| ${ }_{5}^{54}$ |  |  | Easbound (A) |  |  | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{55}$ | Olassone M L Lacom Md |  | Westound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | ${ }^{148}$ | 210 | ${ }^{201}$ | ${ }_{134}$ | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | ${ }^{169}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |  |  | ${ }^{171}$ |  |
| ${ }_{5}^{56}$ | Oladsone.M. Laracom R Pd |  | Eastound (A) |  |  | ${ }^{120}$ | ${ }^{226}$ | ${ }^{210}$ | 49 | ${ }^{148}$ | 210 | ${ }^{201}$ | ${ }^{134}$ | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |  |
| 57 <br> 58 | CladisoneM L Lacom Rd | Hiliediran Streato olin inive | Westound (A) |  |  | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |
| 59 | Glassone M L Lacom R ${ }^{\text {d }}$ | Blin Dinive to Red foverer Paad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 60 | Oladsone M. L Lacom Rd | Blain Divie to Red fover foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 61 | Oladsione.M. Larcom Rd | Red Rover Road to Poverestaion | Westbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| -62 | Cladson.M L Larcom Rd | Pred Rover Road opovere Staion |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| ${ }^{64}$ | ClasisoneM M L Lacom R Rd | Power Staiton 0 Redid Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 | Oladsone M. Larcom Rd | Reid foad to londing Road | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 66 | Oladsone M. Larcom Rd | Reid foadit lo laniong Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 67 | Cladsone.M L Larcom Rd | Landin Foasio Toajomin Road | Westound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 69 | Cabdsone MM Larcom Rd | Tasainie e oadit o ouaryry foad | Westound ( 6 ) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 70 | Ciadsone M L Laram Rd | Tagionie Road to ouary Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{71}$ | IastoneM M Larcom Rd | ry Foad OBnue Higway | Westbound (G) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Cassone:ML Lacom Rd | Ouary Poadio Buce Higway | Easbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | 0 |  | 0 |  | 0 |  |
| $\stackrel{95}{96}$ | $\frac{\text { Camavo } \text { Higmav } 24 \mathrm{D}}{\text { Caranon }}$ | ${ }^{\text {chen } 0.000}$ Romatio OH .3 | ${ }_{\text {Norathburd ( ( })}^{\text {Soutbound }(1)}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{97}$ | Caranoon Highwa 24 D | H. 3 mmioch .18 .18 Roma - Tarom Road | Northow |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{98}$ | Cananoon Higway 24 D | CH. 18 Roma - Tarom Road l OH. 3 | Southound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{99}$ | Camavon Higmay 24 D | Roma - Taroom Road toliune | Nortbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 100 | Camano Higuve 24 |  | Nortbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 102 | Eamano Higlway 240 | Faineew Fied Accosss to liume | Southound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{103}$ | Camanooniglway 24 E |  | Noothbuour (a) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\stackrel{105}{105}$ | ${ }^{\text {canaman Homav } 24 \mathrm{E}}$ | ${ }^{\text {chen }}$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| 106 | Camavon Higway 24 E | CH. 86 Accosss 0 Oamp 1 to cht 69 | Suthound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{107}$ | von Hopway 24 E | ch. 6990 CH. 111 | Noorbburad |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |  |  |
| 109 | Camano Higwav 24 E |  | Sourbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |


| 110 | Camavo Higway 24 E | 1 CH .172 ( Rolisesonel 1 OCH.111 | [ Sumbuend (A)] |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  |  |  |  | 0 | 0 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{111}{112}$ |  | Ch. OOC Capioom Higmay O Bument Higway | Southburd (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{113}$ | Leeinhard Higway 26 A | Sument Higway 10 chi. 5.1 .1 | Southound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 114 | Leiemarat Higmay 26 A | CH. 51.1410 Burneth tigmay | Noothbound (A) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{115}$ | Lectharat Higwav 26 A | CH.5.1.10 CHH.626 | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  | 0 | 0 | 0 |  |
| ${ }^{116}$ | Leicharat Higway 26 A | CH. $62.6 \mathrm{t}^{\text {c CH. } 51.1}$ | Notrbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{117}$ | Leitharat Higway 26 A |  | Southbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ |
| 119 | Leietharat Higmay 26 A | CH. 88.0 F Finimew Road toch. 88.0 | Southound (G) |  |  | 0 | 0 | 0 |  | 0 | 0 | 0 |  | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |  |  | 0 |  |  |  |  |  |  |
| 120 | 隹 |  | Noembound (A) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | $\stackrel{\square}{0}$ | 0 | $\stackrel{0}{0}$ |
| 121 | Lectharat Higway 26 A |  | Southound ( 6 \| |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{122}$ | Leicharat Higway 268 | CH. $9.90 .1 \mathrm{Camam} 311 . \mathrm{cot.88.0}$ | Nothbund (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{122}$ |  |  | Nombtound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 | 0 | 0 | $\bigcirc$ |
| 125 | Leietharat Higway 26 A | Banana CH. $105.21 .10 \mathrm{CH.117.0}$ | Southound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | - | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 126 | Leicharat Higway 26 A | CH.117.0 10 Banana CH. 105.2 | Noortbound (A) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |  |  | 0 | 0 | 0 |  | 0 |  |  |  |
| 127 | Lectharat Higway 26 A | H. 117.010 OCH .124 .0 | Soutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  | 0 |  |
| -128 | Leienarat Higway 268 |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 130 | Leothmarat thgmay 26 A | Chi.24.0.010 Theodotre CH. 1624 | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{131}$ | Leicharat Higway 26 A | Treodite CH. 1623.3 it CH. 124.0 | Suutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 0 |  |
|  |  | Theodre CH. 1623.3 Ciliemmara Rounsione For | Nothbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 |  |  |
| ${ }_{134}$ | Leichmadt Higway 26 A |  | Nombthound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | - | 0 |  |
| ${ }^{135}$ | Oawson Higway 468 | Sta Dolusion Road 0 Oisticict Buunday | Westound (G) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ | 0 |  |
| ${ }^{136}$ | Son Hgmava 468 | anct bunray lo sa oulson Faa |  |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |  | 0 | 0 |  |
| - 137 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\stackrel{0}{\circ}$ | 0 | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ |  | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | $\stackrel{0}{0}$ |
| 139 | Bince hioway | Dauson Higmay lo Callioe River foad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 140 | Bunce igioway | auson Higway C Caliope A iver foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }_{1} 14$ | Buce Higmay |  | Westbura ( $(9)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ | 0 |  |
| $\frac{142}{}$ | Suche igmay |  | Westound ( $($ G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | - |  |
| 144 | Buce Highway | Oiadsione MM L Lacom Foad it Bajol Port Ama R | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 145 | Burce iligway |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| \% 146 | Buce Higway |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 148 | Buce Highway | Gaval:Gracemeere Road to Bunneth ligway | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 149 | Bucee Higway | Unest Higmay OO Capicicon Higway | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{150}$ | Buce Higmay | Unneth Higway to Papicion Higmay | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{151}$ |  | Capiom Higway Costaney Steel |  |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
|  | Buce Higmay | Capricom Higmavy OS Staney Streel | Westomund (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{154}$ | Buce Higway | Capicom Higmay to Stane Street | Easbound(A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | 0 |  |
| ${ }^{155}$ | Classone - Benaraby Foad | ChH.0. Oavson Higmay CH. 0.000 | Suutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | $\bigcirc$ |  |
| ${ }^{156}$ | Calaston- Benaray Foad |  | Noorbour ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 | $\bigcirc$ |  |
| ${ }^{157}$ |  |  | Nomersound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | 0 | $\bigcirc$ |  |
| 159 | Iastone - Benaray FRead |  | Suthound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | 0 |  |
| 160 | Iastone Benaray Foad |  | Noothbound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 161 | aasione - Benaraby Poed | ch Street CH. 3.4010 Oiolen Eeden Divive CH. 5.7 | sumbourd (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| -162 |  |  | Sors |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 164 |  |  | Northound ( $A$ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |
| 165 | Calastone - Benaraby Foad | Suut Tress Dive CH. 7.30010 Boyne Sland Road |  |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 166 | Calastone - Benarayy foad | Some Sland Dive CH. 16.03931 .5 Suut Trees orn | Noothbound ( $A$ ) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  | 0 |  | 0 |  |
| -167 |  |  | Semen |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| 169 | Bumet Higway 410 |  | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 | 0 |  |  | 0 | 0 |  |  |
| 170 | Burneth Higway 410 |  | Northbound (A) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 171 | Burnet Higway 410 | H. 6.5 .0 Ot Hinionos Lane CH.4.5.5 | Suutbound (G) |  |  | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  | 0 | 0 |  |  |  |  |  |  |
| ${ }^{172}$ | Bureet Higmay 410 |  | Northburd (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 |  |  |  |
| ${ }_{\text {+ }}^{1 / 3}$ | Buneat Himay 40 |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 175 | Bumeth Himway 410 |  | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{176}$ | Burnet Higmay 410 | auson Higway CH.938.80. Sarat Lane CH.920 | Northbund (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |
| 178 | Sement | deason higway Ch.3.8.8.C.C.1.85 | Somer |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ |  |  |
| 179 | Burent Higmuy 41E |  | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  | 0 | 0 | 0 |  |
| 180 | Bumet Higmay 41E |  | Northbound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| -181 |  |  | Somber |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 183 | Burnet Higmay 41 E | Soovigen Comection Road CHH35.5.50 Tohimim Ros | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 184 | Burnethigway 41 E |  | Oorthound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{185}$ | Burent Higway 4 IE |  | Soubbund (a) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{\square}^{1887}$ | Sumet Howway 4 E |  | Westound ( $($ G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 188 | Surreth timway 41 E |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 189 | Burent Higmay 41E |  | Sasbund (G) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 190 | Bument Higwa 4 4E |  | Easbourd $($ A $)$ |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 |  |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{192}$ | Se |  | Eastound (A) |  |  | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 193 | Oawson Higway 46 | Bounday to fricy Dovelopmen 858 A mesesection | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 194 | Jawson Higmay 48 Cb |  | Easbourd (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{195}$ | Oavos Higway 48 Cc |  | Westound ( $($ S |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 197 | Oawos himey 4 fac |  | Westomund $(G)$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | 0 |  |
| ${ }^{198}$ | Son Higmay 460 |  | Sund $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{199}$ | Oamson Higway 46 C |  | astbound (G) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 |  |
|  | Dawson Higway 460 |  | astbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |  | 0 | 0 |  |  |  |  | 0 |  |  |









| 10 | Link | Seation | Diraction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | ${ }^{2021}$ | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | ${ }^{2028}$ | 2029 | 2030 | ${ }^{2031}$ | 2032 | ${ }^{2033}$ | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| , | Davon Higway 46 A | Classone M L Larcom Foad to Bresisin Stred | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Oawson Higway 46 A | Classono MML Larcom Road to Brosins Streat | Northbound $(A)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | - | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | $\bigcirc$ | 0 | 0 | - | $\bigcirc$ |  |
| ${ }^{3}$ | Oavson Higmay 46 A | Bresins Steet to Blin Dive | Soutbound(G) |  |  | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{4}$ | Oawson higway 46A |  | Nombeond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 6 | ata | Bain inve tophils Street | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| 7 | Oawson Hogmay 46A | Philip Steeto Penera $A$ venue | Sulthound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 8 | Oawson Higway 46A | Phils Steet to Penda Avenue | Nortbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 9 | Oaveson Higway 46 A | Penda Avenue to Chapman Dive | Soutbound(G) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Oawson Higway 46 A | Penda Avenueto Chapman Dive | Nortbound (A) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Paveon Higway 46 A | Chapman Diviveto ono Y Yung Divie | Southbound(G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{12}$ | Oavson Higway 46 A | Chapman Divivelo ono Young Divie | Northbund (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{13}$ | Oawson Higway 46 A | Don Young Dine lo Haney foad | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{14}$ | Oavoson Higway 46A | Don Y Yung Divie 0 Heave Foad | Nombubund (A) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
|  |  |  | Soumbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 17 | Oavson Higmay 66 A | Bucee HIgmay 10 Opman Divive | Soutbound (G) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | Oawson Higway 46 A | Buce Highway to D pran Dive | Noortbound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 <br> 20 <br> 1 | Oawson Higway 46 A |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |
| ${ }^{21}$ | Oaveon Higway 46 A | Classone:Mono Road to Pipidine Camp 4 | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{22}$ |  | Ppoine eamp 40 Galasione Mono Road | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{24}$ | Oawson Higway 46 A | Pipeinine Camp 4 Foad to New Noint 1 | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{25}$ | Oawson Higway 68 | Nev10 Cosc isc orider | Westbound (G) |  |  | 0 | $\bigcirc$ |  |  |  |  | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |
| ${ }^{26}$ | Oaveon Higway 46 A |  | Casbound $(A)$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }^{27}{ }^{28}$ | Oawson Higway 46 A |  |  |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 29 | Oavon Higway 46 A | Newv point 2 to Algoon Pa ad | Westound (G) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |  |  |
| ${ }^{30}$ | Oawson Higway 6 6 | Nev Point 210 A Acon Road | Eastoond (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{31}$ | Emson Higmay 46 A | Agoon Roadto Calilise Dam Road |  |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |  |
|  | Oavos higimay 68 A | Asoon Foad to cailid oam foad |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| ${ }^{34}$ |  |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{35}$ | Oaveon Higway 46 A | Topanaini Ealdwin Road Io Bloeala | Westbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{36}$ | Oavson Higway 6 A | Toganiil Ealadwi Road io Biocola | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| 37 <br> 38 <br> 38 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 39 | Oaweon Higway 468 | Crovstale Camboon faad Po Pint 1 | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | Oavson Higway 468 | Point 110 Corossala Camboon Road | Eastoond (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{4}$ | Oanson Higway 468 | Pont 110 Gereyditite foad | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{42}$ | Oawoon Higway 468 | Crieplifite Poad to Point 1 | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{43}{44}$ | Janson himay 468 |  | Westound ( $($ I) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 45 | Oawson Higway 46 C | Bananato Moua Mine | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{46}$ | Oawson Holmey 46 C | Moura Mine to Bana | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{47}$ | Oaveon Higway 46 C | Noura Mriee OMoura Towstip | Wesibound (a) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{48}$ | Oaweon Higway 460 | Moura Tonsstipto Moura Mine | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| $\frac{49}{50}$ | Oavos Higway 46 C |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| 51 | Oawson Higmay 46 C | CH. 300 cH CH. 41 | Westound ( (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 52 | Oawson Higway 46 C | CH. 4110 CH .30 | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ¢ 5 |  | ch. 411 Oo Distictict Bunday | Westbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{55}$ |  | Dawson tigmay l filidebrand Street | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 56 | Glastone.ML Larom Rd |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 57 | Giassone.M L Lacom Rd | Hileebrand Streat oliain Oive | Wesibound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{58}$ | Glasalone.ML Larcom Rod | Hiveeraras Street oblin Dive | Etastound $(A)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 59 <br> 60 <br> 6 | Classono.ML Lacom ho |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 61 | Glassono.M M Lacom R ${ }^{\text {d }}$ | Red Rover Poad to Powers Staion | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62 | Giassone M. L Larcom Rd | d fover Road op Power Staiton | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{63}$ | Giadsone.M L Lacom Rd | ver Staiom to Redid Rad | Westbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{64}$ | Ciassono.M L Laram Rd | ower Staion of Reid foad | Easiound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |
| $\frac{65}{66}$ | CiasaoneM L Larom ho | Reiol foad tolandig foad |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | , |  | $\bigcirc$ |  |  | 0 | 0 |  |  | 0 |  |  |  |  |  |  |
| 67 | Gassono.ML Lacom R Rd | Landin Coasat to Tarajoinie Road | Westound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{68}$ | Glastone.M L Larom Rd | Leaning Poad o Tagiomie Road | Easbound |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| 69 |  | Tagiomie Road to ouary Poad |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 70 | Giassone.M. L Larom Md | Tagionie Road to Oarary Poad | Easbound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  | $\bigcirc$ |  | 0 |  | $\bigcirc$ | 0 |  |  | 0 |  |  |  |
| $\frac{71}{72}$ |  | Oatar Foad I B Bee Higmay |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{95}$ | Camanoon Higmav 24 D | H. 0.00 Of fomal 10 CH. 3 | Nothbound (G) |  |  | ${ }^{137}$ | ${ }^{196}$ | ${ }^{240}$ | ${ }^{307}$ | ${ }^{311}$ | ${ }^{311}$ | 319 | ${ }^{319}$ | ${ }^{323}$ | ${ }^{327}$ | ${ }^{332}$ | ${ }^{333}$ | ${ }^{336}$ | ${ }^{34}$ | ${ }^{340}$ | ${ }^{341}$ | ${ }^{339}$ | ${ }^{339}$ | ${ }^{339}$ | ${ }^{340}$ | ${ }^{341}$ | ${ }^{342}$ | ${ }^{343}$ | ${ }^{342}$ |  |
| ${ }^{96}$ | mavon Higmay 24 D | ${ }^{\text {H. } 3.30 \mathrm{CH}} \mathbf{0}$.0. (Roma) | Southound (A) |  |  | ${ }^{137}$ | ${ }^{196}$ | 240 | 307 | ${ }^{311}$ | ${ }^{311}$ | 319 | ${ }^{319}$ | ${ }^{323}$ | ${ }^{327}$ | ${ }_{332}$ | ${ }^{333}$ | ${ }^{336}$ | ${ }^{34}$ | ${ }^{36}$ | ${ }^{341}$ | ${ }^{339}$ | ${ }^{339}$ | ${ }^{339}$ | ${ }^{340}$ | ${ }^{341}$ | ${ }_{342}$ | ${ }^{343}$ | ${ }^{342}$ | ${ }^{341}$ |
| ${ }^{97}$ | avon Higway 240 |  | Norbbu |  |  | ${ }^{76}$ | ${ }^{105}$ | ${ }^{129}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }^{173}$ | ${ }^{178}$ | ${ }^{179}$ | ${ }_{1}^{183}$ | ${ }_{184}$ | ${ }_{188}$ | ${ }_{190}$ | ${ }^{192}$ | ${ }^{199}$ | ${ }^{195}$ | 194 | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }_{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |
| ${ }^{98}$ | mavoon Higmay 240 | H. 18 Roma - Taroom foad 10 CH. 3 | Sounbour |  |  | ${ }^{76}$ | 105 <br>  <br> 105 | ${ }^{129}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }^{1 / 3}$ | ${ }^{178}$ |  | ${ }_{183}$ | ${ }^{184}$ |  | ${ }^{190}$ | ${ }^{192}$ | ${ }^{199}$ | ${ }^{195}$ | ${ }^{194}$ | ${ }^{193}$ |  |  | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |  |  |  |
| O90 | Camavo Hghavav 24. | Toma - Taoom foato impure | ${ }^{\text {Somuthound (A) }}$ |  |  | $\stackrel{18}{19}$ | ${ }^{105}$ | ${ }^{129}$ | +175 | ${ }^{1+2}$ | ${ }^{173}$ | +178 | ${ }^{\text {+179 }}$ | ${ }^{183}$ | \% 18 | -108 | ${ }^{+190}$ | ${ }_{\text {- }}^{192}$ | ${ }_{\text {-199 }}^{199}$ | ${ }_{195}^{195}$ | $\stackrel{\text {-194 }}{194}$ | ${ }_{\text {-193 }}$ | $\stackrel{\text {-193 }}{\substack{\text { ¢193 }}}$ | ${ }_{193}^{193}$ | ${ }^{193}$ | -1939 | $\stackrel{193}{193}$ | ${ }^{1.93}$ | ${ }_{\text {-193 }}^{193}$ |  |
| 101 | Camanon Highwa 24 D | niune to fainew Feid Accoss | Northound (G) |  |  | ${ }^{43}$ | 59 | 71 | ${ }^{103}$ | 100 | 102 | ${ }^{106}$ | 107 | ${ }^{110}$ | 111 | ${ }^{113}$ | 116 | ${ }^{118}$ | ${ }^{123}$ | ${ }^{119}$ | 119 | ${ }^{119}$ | 119 | ${ }^{118}$ | ${ }^{118}$ | ${ }^{118}$ | ${ }^{118}$ | ${ }^{119}$ | ${ }^{119}$ | ${ }^{119}$ |
|  | anoo H Hgwav 24 D | New Fied Accoss st oniure |  |  |  | ${ }_{4}^{43}$ | ${ }^{59}$ | 71 | ${ }^{103}$ |  | 102 | 106 |  | 110 | ${ }^{111}$ | ${ }^{113}$ | ${ }^{116}$ | ${ }^{118}$ | ${ }^{123}$ | ${ }^{119}$ | ${ }^{119}$ | ${ }^{119}$ | ${ }^{119}$ | ${ }^{118}$ | ${ }^{118}$ | ${ }^{118}$ | ${ }^{118}$ | ${ }^{119}$ | ${ }^{119}$ |  |
| 103 <br> 104 <br> 104 | Camavo H gigwa 24 E |  | Notembend (G) |  |  | $\stackrel{10}{10}$ | ${ }^{14}$ | ${ }^{\frac{13}{13}}$ | ${ }^{31}$ | $\stackrel{29}{29}$ | ${ }_{\substack{31 \\ 31}}^{1}$ | - ${ }_{\text {33 }}^{33}$ | ${ }^{\text {35 }}$ | ${ }^{37}$ | ${ }_{\text {¢ }}^{38}$ | ${ }^{39}$ | ${ }_{42}^{42}$ | $\frac{44}{44}$ | ${ }_{47}^{47}$ | $\frac{44}{44}$ | $\frac{44}{44}$ | ${ }_{45}^{45}$ | $\stackrel{45}{45}$ | $\frac{44}{44}$ | $\frac{44}{44}$ | $\stackrel{44}{44}$ | $\stackrel{44}{44}$ | ${ }_{4}^{45}$ | ${ }_{45}^{45}$ | ${ }_{4}^{45}$ |
| ${ }^{105}$ | Camanon Highway 24 E |  | Northbound (G) |  |  | 5 | $\stackrel{7}{7}$ | $\bigcirc$ | ${ }^{15}$ | ${ }^{15}$ | 16 | ${ }^{17}$ | ${ }_{17}$ | 19 | ${ }^{19}$ | ${ }_{20}$ | ${ }_{21}$ | 22 | ${ }^{23}$ | ${ }_{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }_{2} 2$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ |
| 106 | Evon H iglway 2 2 | CH. 86 Accosst Camp 110 ch. 69 | Southound (A) |  |  | 5 | 7 | 6 | 15 | 15 | 16 | 17 | 17 | 19 | 19 | ${ }^{20}$ | ${ }^{21}$ | 2 | ${ }^{23}$ | 2 | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ |
| (107 | ateren |  | Nothbund (G) |  |  | ${ }_{3}$ | ${ }_{3}^{3}$ | ${ }_{3}$ | ${ }_{8}^{8}$ | 7 | ${ }_{8}^{8}$ | 8 | $\bigcirc$ | 9 | 10 | 10 | 10 | ${ }^{11}$ | ${ }^{12}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }_{11}^{11}$ | $\stackrel{11}{11}$ | ${ }_{11}^{11}$ | ${ }^{11}$ | ${ }_{11}^{11}$ | ${ }^{11}$ | ${ }_{11}^{11}$ | ${ }_{11}^{11}$ |
|  |  | CH. 11110 Cot.122 (Pollestone) | Nomthound (G) |  |  | ${ }^{3}$ | ${ }^{3}$ |  | $\stackrel{8}{8}$ | 7 |  |  |  | 9 |  | 10 | 10 |  | 12 | ${ }^{11}$ | 11 | 11 | 11 | 11 | ${ }_{11}$ | ${ }^{11}$ | 11 | 11 | 11 |  |




| 10 | Link | Soction | Direction | 2008 | 209 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | ${ }^{2033}$ | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Oavson Hggway 46 A |  | Suutbound (G) | 8.032 | 8.036 | ${ }^{8.90}$ | 8.044 | 8.048 | 8.052 | ${ }^{8.056}$ | 8.060 | 8.064 | 8.068 | 8.072 | 8.076 | 8.080 | 8.084 | 8.088 | 8.092 | 8.096 | 8.100 | 8.104 | 8.108 | 8.112 | 8.116 | 8.120 | ${ }^{8,124}$ | 8.128 | 8,132 | 8.136 |
| 2 | Oaxson Higway 46 A | Giadsione MM L Larom Road to Bresis Streal | Nortbound ( $A$ ) | 0 | 0 | - | 0 |  | $\bigcirc$ | 0 |  | - |  | 0 |  |  | 0 |  |  | 0 | $\bigcirc$ | 0 | - |  | - | $\bigcirc$ |  |  |  |  |
| ${ }^{3}$ | Jawson Higway 46 A | Bresin Streato blin inie |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\begin{aligned} & 0 \\ & \hline \\ & \hline \end{aligned}$ |  |
| ${ }^{4}$ | Oawson Higway 46 A | Bresin Streato oxan Oive | Nothboun (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 6 | Oaxson Higmay y 6 A | Bain Divive to Philipsteet | Northound ( $A$ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Oawson Higway 46A | Philip Steet to Pena A Avenue |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 8 | Oawson Higmay 4 6A | Philis Steet to Penda A Avenue | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Oavson Higway 46 A | Senda Avenue 10 Chapman Dive | Suotbound (G) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| 10 | Nson Higmay 46A | enda Avenue to chapman Dive | Noothbound ( $A$ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Oawson Higway 46 A | thapman Divie to on Young Dive | Sumbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{12}$ | Son Higway 6 a | man Divieto Don Young inive | Northound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{13}$ | Son Higway 68 | Jong Divie ot have Poad | Sumbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | Jawson Higmay 46 A | Young Divivet Havee Paad | ormbound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | way 6 A ${ }^{\text {a }}$ | tavey Road Io Buce Higmay |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{16}$ | way 68 A | tavey Foad to Buce Higlway |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | Nson Higway 6 A | Higm | Soumbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | Oanson Higmay 46A | Buce Hilimway 10 Drpan oivive | Northe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 19 | aasoon Higmay 6 6A | asasone Mont Foad |  | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{20}$ | Oaxson Hgamay 46A |  | stbound $(A)$ | 0 | 0 |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{21}$ | Motway 6 A |  | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| ${ }^{22}$ | Oanson Higway 46 A |  | Eastoun <br> Westouma |  |  |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  | 0 |  |  |  |  |  |  |  |
| 24 | Coasoon Hilway 46A |  | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | - | 0 | 0 |  |
| ${ }^{25}$ |  |  |  | 0 | 0 |  | 0 |  | 0 | $\bigcirc$ |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{26}$ | 46 A | Vew 0 csco Bsc Bader |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ |  |  | 0 |  |
| ${ }^{27}$ | Oaxson Higmay 46 A | CSCABCC Borderato New Poim 2 | Westbound (G) | 0 | 0 | 0 | $\bigcirc$ |  | 0 | 0 |  | 0 |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | 0 |  |  | 0 |  |  |  |  |
| 28 <br> 29 <br> 29 |  | CSSBCS Briver N Nev point | 隹 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{30}$ | Oaxson Higmay y 6 A | Vew Point 210 A Agoon Road | Easbound (A) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | , | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 |  | 0 |  |  |  |  |  |  |  |
| ${ }^{31}$ | Oaxson Higmay 46 A | Agoon foadi Calilid Dam Road | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{32}$ | Oavson Higway 46 A | goon Road lo Calilid Dam Road | Eastound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| - | Oawson higway 6 A |  | Nasbound ( $(1)$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{35}$ | deas hamay | Comele | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{36}$ | Oaxson Higmay 46 A |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{37}$ | Oawson Higway 468 | Bioala 0 Corovstale Camboon Raad | Westbound (G) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{38}$ | aawson Higway 468 | Ciensalae Camboon Roadit Booela | Easiound (A) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{39}$ | arson hioway 48 | Coinsala Cambon Road oporit | ${ }^{\text {Nasesbound }(\text { ( })}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 41 |  | Point 10 crenevifite Pasad | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{42}$ | Oaxson Higway 468 | breyelite Rasad Popoin 1 | Eastound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{43}$ | Oaxson Higmay 468 | Biecilit Peadto Banana | Westbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 44 | Oawson Higway 468 | Banana 0 Gievelitif Road | Easiound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 46 |  | Soren | EEastound (A) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{47}$ | amson Higmay 46 C | Moura Mine 0 M Mura Townstip | estound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{48}$ | On Higway 46 C | Nour Townstiplo Mura Mine | Eastound (A) | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| $\frac{49}{50}$ | Son Higway 46 C | Moura Towsinitioch 30 | Wesbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


|  | Oawson Higmay 46 C | CH.410. CH. 30 | Eastound (A) |  |  |  |  |  |  |  |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ¢ 53 | Oawson higway 46 Cc |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}^{5}$ | GlassoneM M Lacom Fd | Dawson Higway l Hilidebrand Steet | Westound ( 6 ( | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{5}^{56}$ | Giassone M M Laram | Dawson Hidmay 10 Hidederand Street | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | $\bigcirc$ | 0 |  | 0 | 0 | $\bigcirc$ | 0 | 0 |  |  | 0 | 0 | 0 |  |  |  |  |
| 57 | Giadsone M. Ltarcom Rd |  | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0$ | 0 |
| ${ }_{58}^{58}$ | Clad | Hildebrand Streat ol Blin Dive | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $0$ | 0 |
| ${ }_{5}^{59}$ | GassoneML Llarom Cd | Slin Diviv to Red Rover foad | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 |  | 0 | $\bigcirc$ |  |  | 0 | 0 | 0 |  | 0 |  |  |
| 60 | Glassone MM Larcom Fd | Slain Divito Red fover foad | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0$ | 0 |
| 61 | asasione. ML Larcom Rd | ed fover Road to Powers | Westbound (G) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $0$ | 0 |
| ${ }^{62}$ | Caassone.M L Lacom Fd | Red fovere foad it Powere Station | Eastound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | Gassone:M M Lacom ho | Werstiano | Westounf (f) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | - | 0 | $\bigcirc$ | $\bigcirc$ | 0 | - | - | - | O | 0 | - | 0 | - |  | 0 |
|  | ClasisoneM L Laram R C | Pove Slaion 0 Rea Road | Easbonn (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 66 | Classonem M L Lacom Rd | Reid foad toanaring foad | Easbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 67 | Glassone.M. Larcom Md | Landig Foadto Targinie Road | Westound (G) |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -68 | Classone.M L Larcom R | Landin Foasio Tagimin Read | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{69}$ |  | Tagmen foad o Ouary foad | Westound (e) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| ${ }_{71}$ | Cabsione. L Laram Ro | Tarame foaito ouary foad | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{72}$ | Glassone M L Lataom Pd | Ouary foad 10 Buce Higway | Easbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 95 | Camavo Higlowy 4 4D | CH. 0.000 (Romal 1 OCH. 3 | Northound (G) | 0 | 16 | ${ }^{24}$ | ${ }^{26}$ | ${ }^{13}$ | ${ }^{18}$ | 1 | 1 | ${ }^{25}$ | ${ }^{15}$ | 10 | 1 | ${ }^{25}$ |  | 1 | ${ }^{8}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{96}$ | Camanon Higmay 240 |  | Southbund (A) | $\bigcirc$ | $\stackrel{2}{2}$ | ${ }^{3}$ | ${ }^{3}$ | ${ }^{13}$ | ${ }^{13}$ | $\stackrel{9}{9}$ | ${ }_{8}^{8}$ | ${ }^{12}$ | 5 | ${ }^{8}$ | 7 | 10 | ${ }^{8}$ | 9 | ${ }^{11}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | Camano H (igma 2 2a |  | Sountound (A) | $\bigcirc$ | $\stackrel{16}{2}$ | $\frac{24}{3}$ | ${ }^{26}$ | ${ }^{14}$ | ${ }^{20}{ }^{13}$ | $\stackrel{3}{9}$ | ${ }_{8}^{8}$ | ${ }^{26}$ | ${ }^{17}$ | ${ }^{11}$ | $\stackrel{2}{7}$ | $\frac{26}{10}$ | ${ }_{8}^{8}$ | $\stackrel{3}{9}$ | $\stackrel{9}{11}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 99 | Camavo Higimav 24 D | Roma - Taroom foad to livine | Northbund (G) | 0 | 16 | ${ }^{24}$ | ${ }^{26}$ | ${ }^{14}$ | 20 | 3 | 3 | ${ }^{26}$ | 17 | ${ }^{11}$ | 2 | ${ }^{26}$ | 3 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 100 | Camavo Higlawy 24 D | miune to Roma - Taroom foad | Soutbound (A) | 0 | 2 | ${ }^{3}$ | 3 | ${ }^{13}$ | ${ }^{13}$ | 9 | 8 | 12 | 5 | ${ }^{8}$ | 7 | 10 | ${ }^{8}$ | 9 | ${ }^{11}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{101}{102}$ | Camavo H Higway 240 | Inine to fainew Fied Accosess | Nornbuird (G) | 1 | 10 | ${ }^{15}$ | ${ }^{15}$ | ${ }^{12}$ | ${ }^{14}$ | ${ }_{5}^{5}$ | 4 | ${ }^{17}$ | ${ }^{11}$ | ${ }_{8}^{8}$ | ${ }^{3}$ | ${ }^{16}$ | ${ }^{3}$ | ${ }_{4}^{4}$ | $\stackrel{7}{7}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  | 0 | 0 | 0 |
| 103 | Camavon Higma 2 2E |  | Northbound (G) | 0 | 0 | 0 | 0 | 1 |  | 1 | 1 | 1 | 1 |  |  | 1 |  |  | 1 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |  |  |
| 104 | Camano Higlowa 24E | CH. 6910 F Finimew Field Accoss | Soutbound $(A)$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 105 | Camavo Higluy 2 2E |  | Northbound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{106}$ | Camanoo Higlowa 24E | CH. 88 Accoses 10 Canpp 110 CH. 69 | Southound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| -108 | Camavo Cigmay 2 2e |  | Nomutbund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 109 | Camano Higlowa 2 2E | CH. 11110 CH.1.72 (Polossone) | Northbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{111}$ | Leich harat Hotwav 26 A |  | Ster | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{113}$ | Leichnarat ligmav 26 A |  | Southound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |  |
| 114 | Leichmarat Higmay 26 A | CH.51.10 10 Buneth Higmay | Northbund (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 115 | Leicharatt Higlwy 2 26 | CH.51.1.10 CH. 62.6 | Soutbound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{116}$ | Leicharat Higmay 26 A | ch. 626 6. 6 ch 5 51.1 | Nortbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{117}{118}$ | Leitharath iomay 26 A |  | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |
|  |  | CH. $8,6.0$ Fainemem Road 10 ch. 88.0 | Southound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |
| 120 | Leichmarth limwa 26 A |  | Normburd (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{121}$ | Lechharat Higmay 26 A | Cr. 88.010 ch C. 99.0 ( Camp 3) | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | O | 0 | 0 |  |
| ${ }^{122}$ | Leicharat Higlmay 26 A | CH. 99.0 ( Camp 3) $10 \mathrm{cH}$. | Northbound (A) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{124}$ | Leichnarat Higmav 26 A |  | Northoumd (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{125}$ | Leiotharat Higway 26 A | Banana CH. 1052.21 CH C. 117.0 | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{126}$ | Leicharat Higwav 26 A | CH. 117.010 Banana CH. 105.2 | Northbund ( $A$ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 |  |  | 0 |  |
| ${ }^{127}$ | Leicharat Higlway 28 A | CH. $117.010 \mathrm{OH}$. | Soutbound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | - |  | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |
| - |  |  | Nombund ${ }^{\text {S }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 130 | Leichmarathiglway 26 A | CH.124.0.0.0 Theodore CH. 1624 | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |  |
| ${ }^{131}$ | Leiehmarat Higway 26 A | Theodie $\mathrm{CH} .1623 .12 \mathrm{CH}$. | Soutbound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 |  |
| ${ }^{-132}$ | Lech harat Higmay 26 A | deamorat | Normbour (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{134}$ | Leiohmarat Higmay 26 A |  | Northbound ( $A$ ) | , | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{135}$ | Oawson Higmay 468 | Sta Delusion Road o o isticic Bunday | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | goma/ |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |
| - 137 |  |  | Westound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |
| ${ }^{139}$ | Bunc Higmay | Daxson Higway 0 Callope River foad | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{140}$ | Buce Higmay | Dawson Higmuy IO Calilope River Road | Eastound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{141}$ | Buce Higmay |  | Westound (6) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{192}$ | $\frac{\text { Buce Higway }}{\text { Buce }}$ | Cation Aver Road OCOAlasione M- M- Lacom moad | (eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 144 | Buce Highway | Giassone MM L Lacomm Road to Biolo Por A Ama R | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 145 | Buce Higmay | Baiol Port Ama Roadio Gaval:Gracemene Road | Vestound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{146}$ | Buce Higmay |  | assound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| ${ }_{-147}^{148}$ | Se |  | Westound ( $($ A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ |  |
| 149 | Buce Highway | Burnet Higwayl Coapicom Higway | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{150}$ | Buce Higmay | Burent Higwayt Coapicom Higlway | astound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{151}$ | Buce Higmay | Capioom Higmay O S Saneey Streel | Vestound (6) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 152 | Buce Higway | Capicom Higway O S Sanele Streal | astound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 153 <br> 154 <br> 154 <br> 1 | Suche | Capicom Higway OStaney Streat | ${ }_{\text {Westbund }}^{\substack{\text { Eastound }(A)}}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{155}$ | Glassone - Benaraby Poad |  | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{156}$ | Glassone Eenaraby Poad | Invile Road CH. 0.6455 O Oawson Higmay C | Noothbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | Glassone - Benaraby Road |  | Sutbound(6) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{158}$ | Giassone Benatay Poad | Gialiyon Road CH. 2.1591 toct 0.0 .645 | Sorthound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{159}$ | Glassione Benataby Poad |  | Soutboura (G) | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 160 <br> 161 <br> 1 | Ciadsone - Benabay food |  | Soutbound ( $(9)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 162 | astone-Beorataby Foad | Eden Oive CH. 5.7 .7010 F Fiench Strea | blind $(A)$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | Giassone Eenaraby Poad | Gien Eden Diviv CH. 5.70 to South Toes Divive |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | Giassone - Benataby Poad |  | Noormboun (A) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| 10 | Link |
| :---: | :---: |
|  | Dawson Higway 6 6 |
| 2 | Oavson Higway 66 A |
| ${ }^{3}$ | Oaveon Higway 66 A |
|  | Oavson Higway 6 A |
| 5 | Oavson Higway 46 A |
| 6 | Oaveon Higway 6 A |
|  | Oawson Higway 6 6 ${ }^{\text {a }}$ |
| ${ }^{8}$ | Oavos Higmay 46 A |
| 9 | Oaveon Higway 46 A |
| 10 | Oawson Hogway 46A |
| 11 | Oavoson Higway 46 A |
| 12 | Oaveon Higway 46 A |
| 13 | Oamen Higway 46 A |
| ${ }^{14}$ | wson Higmay 4 6 A |



|  | Leicharat Higmav 26 A | CH. $1623.8 \mathrm{CH.124.0}$ | Soutbound (G) |  |  |  |  |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 130 <br> 131 <br> 181 <br> 1 | Leachart Higmay 26 A |  | Northburd (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | ! | $\bigcirc$ | $\bigcirc$ |
| 132 | Leicharat Higway 26 A |  | Nombor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\frac{0}{0}$ | 0 |
| ${ }^{133}$ | Leicharat Higmay 26 A |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 |  | $\bigcirc$ | 0 |  |  |  | $\bigcirc$ |  |  | 0 |  |  |  | 0 |  |  |  |  |
| ${ }^{134}$ | Leicharat Higmay 26 A | Ssa Delusion Road to ciemmoral Rounstione Road |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0$ |  |
| 1935 <br> 136 <br> 1 |  |  | ${ }_{\text {Westbund ( }(\text { Q }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{137}$ | Enue Higmay 10 E | Glassone Eearaby Foad to Oavson Higmay | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{138}$ | Euce Highay 10E | Calasone Bearaby Foad to oavon Higway |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 139 | Buce Higmay | Daveon Higway 10 Callore River Road | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | Buce Higmay | Dawson Higway to Calliope River Poad | Eastomond (A) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 |
| $\frac{141}{112}$ | Ence Higmay |  | Westound (a) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{143}$ | Buce Higmay | CiassoneMM L Lacomm foadt OBiolol Por A Ama | Westound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 144 | Buce Highway | Glassone.M L L Lacom foad to Baiol Por A Ama R | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -45 | Bure Higmay |  | Westbura ( $(9)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| $\stackrel{146}{ }$ | Buce Higway |  | Westound ( 6 ( | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\stackrel{148}{ }$ | Buce Higmay |  | Eastoumd (A) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| 149 | Buce Highay | Burnet Higway I Capicom Higway | Westbound(G) | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 150 | Buce Highway | Burnet Higway to Capiocon Higmay | Eastound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{151}$ | Buch Higmay | Capicom tigway os taney ytreal | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{153}$ | Buce Highway | Capicom Higmay 0 Stanele Stret | Westbound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 54 | Buce Higmay | Capriom Higmay 0 Staneye Stret |  | 0 |  |  |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{155}$ | Gaassone - Benaraby foad |  | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{156}$ | Giasasone Benataby Poad | Sun Valey Poaa CH. . 0.6451 Io oanson Higmay C | Normbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 <br> 158 <br> 18 |  |  | Soumbond ( $($ A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 159 | Glassone Eenearaby Foad |  | Suthbound (G) | 0 | 0 | 0 | O | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | Giassone Benaraby Road |  | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 161 | Ciassone - Benataby Road |  | Southound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| 162 | Ciassone - Benaraby Road | Gien Eden Divive CH. 5.70010 Feienh Street CH. 3 . | Northound (A) | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 <br> 164 <br> 1 |  |  | Soutbound ( $($ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 165 | Glassisone Benaraby Poad |  | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 166 | aasione - Benatayy Road | Boyne Sland Dive CH. 1.6 .03931 Sosut Trees orim | Sthbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 167 | Glassone - Benaraby Road |  | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{108}$ | Ciassone Bonatay Foad |  | Southound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 170 | Eumeth tigmay 410 |  | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 171 | Sumett tigmay 410 | H.6.5.0 O H Hinolos Lane CH.8.85.5 | Soutbound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 172 | Bumeth Higmay 410 |  | Normbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| ${ }^{173}$ | Burnet Higmav 410 |  | Southound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| 175 | Eumeth figmay 410 |  | Southbound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{176}$ | Surneth tigmay 410 |  | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |
| 177 | Bumet Higmav 41E |  | Southbund (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{179}$ | Bument Hilway 41 E | CH.18.5. Iodambin Rail | Southound ( (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 180 | Sumeth Higway 41E | Jambin Ralic Cossing CH272.210 CH.18.5 | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| 181 | Sumeth tigmay 41 E |  | und (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 |  | 0 |  | 0 | 0 |  |
| 182 | Sumeth Himway 41 E | Goovigen Commexion Roaac CH35.5.5 OVambin Ra | Noathound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 | - | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |
| $\frac{1184}{184}$ | Eument |  | Northound (A) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 185 | Eumeth Higway 41 E |  | Suutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |  |  |
| ${ }^{186}$ | Eumeth Higmay 41 E | Tomin Rd (Noth) CH.5.5.4.0. Tomin Raad (Sout | Northound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | 0 | 0 |  |  |
|  | Eunet Holway 4 LE |  | Westound (I) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| 189 | Bument Higma 411 E |  | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{190}$ | Bumeth Higmay 41 E | .1.400 Leechnarath Higma | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  | 0 |  |  |  |  |  |  |
| - 1919 | Eumet Hipway 4 E |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| 193 | Oawson Higmay 46 Cc |  | Westound (6) | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{194}$ | Oawson Higmay 46 C | Firuoy Dev. 85 A heoseseciointo Brounday | Eastoumd (A) | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{195}$ | Oawson Higmay 46 C |  | Westound(E) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| $\stackrel{196}{197}$ | Oawson Higway 46 Cc |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 198 | Oawson Higmay 46 C | Woorabindaduatingat o Duaingad oorabind imt | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{199}$ | Oawson Higmay 46C |  | Westbund (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| ¢ 200 | Dawson higmay 46 Cc |  | Easbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 202 | Oanson Higmay 48 Cc |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{203}$ | Oawson Higmay 46 C |  | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{204}$ | Oawson Higmay 46 C |  | Eastoum( (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{205}$ | Oawson hilway 4 Ac |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| 207 | Oawson Higmuy 46 c | KM 137.5 . t Roloseson | Westound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{208}$ | Oawson Higway 460 | Rolstonto kM 137.5 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{209}$ | Leicharat Higlway 28 A |  | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 210 <br> $\frac{211}{211}$ | Leitharat Higway 26 A |  | Nombound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 212 | Leichnarat tigmav 26 A |  | Northound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{213}$ | Leiotharat Higway 28 B | Taroom to KM35.00 | Sutbound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 214 | Leichmadthligmay 268 | 35.00 to Tatom | minound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 215 | Leicharat Higmay 268 | kn35.00 to Jackson-Wardoan Road | Uumbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 216 | Leicharat Higway 268 | Msan-Wandoan Poad to kM35.00 | mbound (A) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| $\frac{217}{218}$ | Leicharat Higway 268 | JJacoso-Wardoan Foad omlus | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |
| 219 | Warego Higmay |  | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | . | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | 202 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{1}{2}$ | Davos Higway 6 A |  | Stiol |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| 2 <br>  | ${ }^{\text {Paveson Higway } 46 \mathrm{~A}}$ |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ |
| ${ }^{-4}$ | 隹 | Biosifinstreetio Blin Dive | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{5}$ | Davson Higway 46A | Pain Dive to P Philp Street | Soutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{6}$ | Daveon Higway 46 A | Bain Dive to Philic steet | Northbound ( $A$ ) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| 7 | Davson Higway 46 A | Peblip Steet to Penda Avenue | Suutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Oaven Higway 46 A |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 10 | Davson Higmey 4 6 A | Peond Avenuvi Io C Chaman Divie | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Davson Higway 46 A | Chapma Diviveto oon Young Dive | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 12 | Pavson Higway 46 A | Chapman Divivio oon Young Dive | Noathbund (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 |
| ${ }^{13}$ | Davaon Higway 46 A | Don voung Divie to Ahey Yoad | Sumbound (G) |  |  | 0 | ${ }^{37}$ | ${ }_{43}^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\bigcirc$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 |
| ${ }^{15}$ | Davson Higmay 46 A | Harver Road OO Bunce Higlway | Soutbound (G) |  |  | 0 | ${ }_{37}$ | ${ }^{43}$ | 2 | 2 | 2 | 2 | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | $\stackrel{ }{2}$ | 2 |
| ${ }^{16}$ | Daason HGgway 46A | Havere Foad io Buce Higlway | Northound (A) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 17 | Pavson Higway 46 A | Bince Higmay lo opran Dine | Suutbound (G) |  |  | 0 | ${ }^{31}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 |  |
| ${ }^{18}$ | Oawson Higway 46 A | Buce Higway (0 D pran Dive | Noothbound (A) |  |  | 0 | ${ }^{31}$ | ${ }^{43}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| $\begin{array}{r}19 \\ \hline 0 \\ \hline 0\end{array}$ | Oawson Higmay 46 A | Opman Dive (GGasasione Mono Road | $\pm$ |  |  | $\bigcirc$ | ${ }^{31}$ | ${ }_{43}^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| 21 | Davson Higmey 46 A |  | Westound (G) |  |  | 0 | ${ }_{5}^{59}$ | ${ }^{70}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\bigcirc$ | 2 | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 |
| 22 | amson Higmay 46A | Pipaine camp 41 Clasasone Mono foad | Eastound (A) |  |  | 0 | ${ }_{5} 59$ | ${ }_{70}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 |
| ${ }^{23}$ | Oawson Higway 66 A | Pipoline Camp 4 to Neev ooint 1 | Testound (G) |  |  | 0 | ${ }_{5}^{59}$ | ${ }^{70}$ | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | 2 | 2 | ${ }^{2}$ | 2 |
| ${ }^{24}$ |  | Pipine Camp f Foad o New poin 1 | Eastbound (A) |  |  | 0 | ${ }^{59}$ | ${ }^{70}$ | , | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |
| 25 <br> 26 <br> 28 | - ${ }^{\text {amason Higway } 46 \mathrm{~A}}$ |  | ${ }^{\text {a }}$ |  |  | $\bigcirc$ | ${ }_{\text {- } 59}$ | $\stackrel{10}{70}$ | $\frac{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ |  |  |  |  |
| 27 | Davon Higway 46 A |  | Westound (G) |  |  | 0 | ${ }_{5}^{59}$ | ${ }^{70}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 |  | 2 |  |
| ${ }^{28}$ | Dawson Higmay 6 A | CSCBBSC Bordet fo New point 2 |  |  |  | 0 | ${ }^{59}$ | 70 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }^{29}$ | Dawson Higmay 68 A | Neve poin 212 Algoon Raad | Westbound (G) |  |  | 0 | ${ }^{48}$ | 59 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | ${ }_{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 |  | $\stackrel{2}{2}$ |  |
| ${ }^{30}$ | Davson Higway 66 A | New Point 21.0 Alcon R Road | Eastound (A) |  |  | 0 | ${ }^{48}$ | 59 | ${ }^{2}$ | ${ }^{2}$ | 2 | 2 | - | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }^{31}$ | Son Higway 6 A | Aason Roadi Calilie oan Foad | Westbound (6) |  |  | 0 | ${ }_{48}^{48}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{32}$ | Oavos Higway 46 A | $\xrightarrow{\text { Ason }}$ Coadio Colilice oam foad | Eeasbond (A) |  |  |  | ${ }^{48}$ | ${ }_{5}^{59}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | ${ }^{2}$ | ${ }^{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |  |  |  |  |
| ${ }^{54}$ |  |  | Eastound (A) |  |  | 0 | ${ }_{20}^{20}$ | ${ }_{32}{ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| ${ }^{35}$ | Davson Higmey 46 A | Tognaini Ealaswin Roadt Bioloal | Westbound (G) |  |  | 0 | ${ }^{20}$ | 32 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }^{36}$ | Daveo Higwav 46 A | Toganio Batwin Roadio Bioloal | Easibound (A) |  |  |  | ${ }^{20}$ |  |  | $\stackrel{2}{2}$ |  | $\stackrel{2}{2}$ | 2 |  | $\stackrel{2}{2}$ | 2 |  | 2 |  |  | 2 |  |  |  |  |  |  |  |  |  |
| ${ }^{38}$ |  |  | Eastomond (A) |  |  | 0 | ${ }_{20}^{20}$ | - 32 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| ${ }^{39}$ | Davson Higway 468 | Coiossala Camboon Foad to Point 1 | Westound (G) |  |  | 0 | ${ }^{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | , | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | , | 2 | 2 | 2 | 2 | $\stackrel{ }{2}$ |  |
| 40 | amson Hgmway 4 4 68 | Point lo Coinsalae Camboon haad | Eastoond (A) |  |  | 0 | ${ }^{20}$ | ${ }_{32}{ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |  |  | $\stackrel{2}{2}$ |  |
| 4 | Javaso Higway 688 |  |  |  |  | 0 | ${ }^{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  |
| ${ }_{4}^{4}$ |  |  | Westound ( 6 ) |  |  | 0 | ${ }_{20}^{20}$ | ${ }_{32}{ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | 2 | 2 |
| ${ }^{44}$ | Davson Higway 468 | Bananat G Geevelitie Road | Eastound (A) |  |  | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 45 | Davson Higway 46 Cc | Bananat M Mura Mne | Westbound (G) |  |  | 0 | ${ }^{11}$ | ${ }^{23}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{4}^{46}$ | Dawson Higmay 46 Cb | Moua Mree eo Banana | Eastound $(A)$ |  |  | 0 | $\stackrel{11}{11}$ | $\stackrel{23}{23}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |
| 48 | Oaves H Howay 4 4c | Moura Township oto Moura Mine | EEastound (A) |  |  | 0 | ${ }_{11}^{11}$ | 23 ${ }_{2}^{23}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 49 | Davson Higway 46 C | Moura Towsifipl cot 30 | Westound (G) |  |  | 0 | ${ }^{39}$ | ${ }^{50}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | Oawson Higway 46 C | CH. 30 O M Mura Townsip | Eastound (A) |  |  | 0 | ${ }^{39}$ | ${ }^{50}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 51 <br> 52 <br> 50 | Oaven Higway 4 4c | CH. $3010 \mathrm{OH}, 41$ | Nestound ( $($ O) |  |  | $\bigcirc$ | 7 | ${ }_{19}^{19}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 5 | Pavson Higway 46 C | Cht.41 10 District Buonsay | Westound ( 6 ) |  |  | 0 | 7 | ${ }^{19}$ | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | . | 0 | 0 | 0 | 0 | 0 | 0 | . | . | 0 |
| ${ }_{5}^{54}$ | awson Hg (tway 46 C | Bunday loch. 41 |  |  |  | 0 |  | 19 |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  | 0 |
| ${ }_{5}^{55}$ | Giadsone MM Larcom R Rd | Daavon Higmay Yo Hidierbanas Street | Westbound (G) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |
| 56 <br> 57 <br> 58 | Cladsione.M L Larcom Rd | Oanson Hidmay ( Hilidebrana Stroet | Eeasbound (A) |  |  | $\bigcirc$ | ${ }^{37}$ | ${ }_{43}^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 |
| 58 | ClassoneM M Lacrom R Rd | Hiluebrand Streetio Plan Oive | Eastound (A) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 59 | Olassone.M. Lactam Rd | Blain Divie to Red fover foad | Westound (G) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 60 | Gadsone MM Laroom Rd | Blin orive to Red fovere Road | Eastound (A) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |
| $\frac{61}{62}$ |  | Red fover foad to poverstaion |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| 63 | Classone:M L Lacom R Rd | Power Staion to Redid Rad | Westoond (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 64 | OlastoneM M L Lacrom Rd | Power Staionto Red foad | Eastound (A) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 65 | CladstoneM M Larom Rd | Reid foad to londing foad | Westbound (G) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 66 | Oladsone M. Larcom Rd | Reid foad to lontion Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 67 | Cladstone M L Larom Rd | Landig Foadto Targinie Road | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | Cladstone.M L Larom R Rd | Landig Foadto Tagainie Poad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 |  |  | Westound (G) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 71 | Cladsono.ML Larom Rd | Ouary foad io nuce higlway | Westound ( $($ G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  | 0 | 0 |  |  |  | 0 |  |
| 72 | İassone:ML Latacom Cd | Oouary foad io nuce higmay | Eastound (A) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{95}$ | Camanoo Higmay 24 D | CH. 0.00 OROmam 1 l OHH. 3 | Noortbound (G) |  |  | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{96}$ | Camavon Higway 24 D | Ch. $310 \mathrm{OH.O.O.0.8(Roma)}$ | Southound (A) |  |  | 0 | 0 | ${ }^{14}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }_{98}$ | Camanoon Highway 24 4 |  | Soutbound (A) |  |  | 0 | $\bigcirc$ | ${ }_{14}^{14}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{99}$ | Camanon Higmay 240 | Rooma - Taroom Road ol lime | Nootrbound (G) |  |  | 0 | 0 | ${ }^{14}$ | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | $\bigcirc$ | 0 |
| ${ }^{100}$ | Camavo Higlwav 24 D | miune to Roma- Taroom Road | Soutbound (A) |  |  | 0 | 0 | ${ }^{14}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |
| $\frac{101}{102}$ | ${ }^{\text {camanao Higlow } 24}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{14}^{14}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{103}$ | Caranoo Higlway 24 E |  | Nombrbuend (G) |  |  | 0 | 0 | ${ }^{18}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{104}{105}$ | Seravo Higway 24 E |  | Soubburd (A) |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{18}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  | 0 |
| ${ }^{100}$ |  |  | Soutbound (A) |  |  | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 |
| 107 | anoonigmav 24E | CH. 6990 CH. 111 | Notrbound (G) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |  |  |  |
| ${ }^{108}$ | Cananoo Higlway 24 E | CH. 1111.0 CH .69 | Southound (A) |  |  | 0 | 0 | 9 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 109 | mavon Hogway 24 E | CH. 1111.0 CH.172 P(Polissonee) | Noorthound (G) |  |  | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |






| 10 | Link | soction | Dinection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2220 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2 | dean |  | (southbund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{2}{3}$ | deason Higway 46 A |  | Nombuna ( $(9)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | Davson Higmay 46A | Biesilinsteetto Blin Dive | Noothbound ( $A$ ) |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higway 46 A | Bain Dine to Philip steet | Soutbound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{6}{7}$ | Jowson Higuay 46 A | Bain Divit of Pilif Stoet | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | Davson Higmay 46 A | Peend Avenue to Chapman Dive | Soutbound (6) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{10}{11}$ | Oawson Higmay 46 A | Perala Avenue to compman Dive | Northbund (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{11}{12}$ | Pawson Higway 46 A | Chapma Divive o oon Coung inve |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 <br> 14 <br> 14 |  |  |  |  |  | ${ }_{57}^{0}$ | $\stackrel{52}{57}$ | ${ }_{78}^{78}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{14}$ | Sawson Higway 4 6a |  | Suutbound (G) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| \|29 | Leicharat Higwav 26 A |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 130 <br> 131 <br> 181 | Leiotharat Higwav 26 A |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{132}$ | Leicharath Higway 26 A | Theodree CH. 1623.3 Sto Glemoral Poundsone Foa | Northbound ( $A$ ) |  |  | 0 | - | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{133}$ | Lectharath Higway 268 | Giemmoral Rounssione Road io Sld Dalusion Road | Southound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 134 | Leichnarat Higmay 26 A | Sta Delusion foadt ociemmorl Rounstone Road | Northound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{135}$ | awsos Higway 48 EB |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 136 <br> 137 <br> 18 <br> 1 |  |  | Westound ( 6 ( |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{138}$ | Buce Higway 10 E | Glassono Eearasaby Road 10 Oaxson Higway | Easbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 139 | Eince Higmay | Davson Higmay to Caliope River foad | Westound (6) |  |  | 0 | ${ }^{13}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 140 | Buce Higmay | Oauson Higway lo Clliopee River foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 141 | Buce Highway | Callioe River Road 10 Glassone ML-Larom Foad | Westound (6) |  |  | 0 | ${ }^{13}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 142 | Buce Higmay |  | Eastound $(A)$ |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -143 | ${ }^{\text {Breve Higmay }}$ |  | ${ }^{\text {Westhound }(G)}$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\underline{145}$ | Buce Higmay | Sain | Westomum ( G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 146 | Buce Highway | Bialol Port Ama Roadio GavialGracemere Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 147 | Buce Higmay | Caval:Gracemeare Roadto Burneth Holway | Westomand (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 148 | Buce Higmay | Savillgraemeer foadto Bumenthloway | Eastound (A) |  |  |  | - | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -149 | - Buve Higmay | - Burnet Higway 0 Capioiom Higway |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 151 <br> 151 | Buce Higmay | Capicom Higmayy OStanele Street | Westomund (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 152 | Buce Highway | Capicom Higway lo Staney Street | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{153}$ | Buce Higmay | Capicom Higway 0 Staney Street | Westound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -154 | Buchighay | Caprcom Higway O Staney Strel | Southound (G) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 156 | Classone Beonaby F Fad |  | Northbund (A) |  |  |  | - | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -157 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}159 \\ \hline 150 \\ \hline 1\end{array}$ | Classone Benaraby Foad |  | Soutbound ( $($ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ¢ 60 <br> 161 <br> 161 |  |  | Nortbourd (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 162 | Classone Eenaraby Foad | Gien Ejen Dive CHH.5.70000 Fiench Streel CH. 3.4 | Northbund ( $A$ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -163 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{165}{165}$ | Classone - Benaraby Poad |  | Soutbound(G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Glassone - Benataby Foad |  | Northbur ( $(A)$ |  |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{167}{ }^{168}$ |  | Berne | Soumben |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{169}{170}$ | Emuet Himay 410 |  | Soumburf (a) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -170 | Buren Hipway 410 |  | Nomble |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 172 |  |  | Nortbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 173 <br> 174 <br> 174 <br> 1 | Buren Hipmav 410 |  | Soutbound( (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{175}$ | Eument |  | Suthtound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -1766 | Buren Hipmav 410 |  | Noutheond (A) |  |  | 0 | ${ }^{0}$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -178 | Sunent |  | Norntiound (A) |  |  | 10 | 10 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 179 <br> 180 <br> 180 | Suret Hipmav 41 E |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 181 | Eunethlimway 41 E |  | Southound (a) |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -182 | Bureethilmav 41 E |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 183 <br> 184 <br> 184 | Eumet Hipuay 41 E |  | Sole |  |  |  | - | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{185}$ | Bureet Higmav 41E |  | Soutbound(g) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 186 <br> 187 <br> 18 <br> 1 | Eumet Hipway 41 E |  | Nomboun (A) |  |  |  | - | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -188 | Buret Hipmav 41 E |  | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -189 | Sumeth |  | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{191}{ }{ }^{192}$ | Bureth Higma 44E |  | Westound ( $($ G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{\mid 102}{193}$ | amment |  | Westoumd ( 6 ) |  |  | 0 | ${ }^{13}$ | ${ }_{52}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 194 | Oawson Higmay 46 Cb | Frizoy Dev. 85 A hiessection 10 Brounday | Eastound (A) |  |  | 29 | 29 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 195 <br> 196 <br> 196 <br> 1 | Oawson Hiplway 46 Cc |  | Westound ( $($ A) |  |  | ${ }_{29}$ | $\stackrel{0}{29}$ | ${ }^{39}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 197 | Oasson Higmay 46C | Ouaringa Woorabinda hesesection to Woorabindal | Westound (G) |  |  | $\bigcirc$ | 0 | ${ }^{39}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 198 <br> 199 <br> 199 |  |  |  |  |  | $\stackrel{29}{0}$ | ${ }^{29}$ | $\stackrel{0}{39}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 200 | Oawson Higway 46 C |  | Eastound (A) |  |  | 19 | 19 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 201 <br> 202 <br> 20 | Oawson higway 4 4c |  | Westound (A) |  |  | $\stackrel{0}{19}$ | $\stackrel{0}{19}$ | ${ }^{39}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 203 | Oawson Higmay 460 |  | Westound (G) |  |  | 0 | 0 | ${ }^{39}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 204 <br> 205 <br> 205 | deason hilway 460 |  | 俍 |  |  | ${ }^{19}$ | $\stackrel{19}{0}$ | ${ }_{39}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 206 | Oaxson Higmay 460 |  | Eastound (A) |  |  | 19 | 19 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 207 <br> 208 <br> 208 | deason himway 46 Cc |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{13}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 209 | Leiehharat Higway 26 A |  | Soutbound(g) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 210 | Leitharat Higway 268 |  | Nombeond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 212 | Leicharat Higlway 2 2A | Tarom 10 20ABAA in inessecion | Northburud (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - ${ }^{213}$ | Leocherartigigway 268 | ${ }^{\text {anden }}$ | Somen |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 215 | Leichrarat lighwa 268 |  | Soumbound (a) |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 216 217 217 | ${ }^{\text {Leochmarathigway } 268}$ |  | Somblemend (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{218}$ | Leicharat Higwav 268 | miest J Jackson-Wantoan Road | Normbund $(A)$ |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 219 | Waregot Higmay |  | Westound ( $\theta$ ] |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Diraction | 2008 | 209 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 209 | ${ }^{2020}$ | ${ }^{2021}$ | 2022 | ${ }^{2023}$ | ${ }^{2024}$ | 2025 | 2026 | ${ }^{2027}$ | 2028 | 2029 | 2030 | ${ }^{2031}$ | ${ }^{2032}$ | ${ }^{2033}$ | ${ }^{2034}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Soutbound (G) |  | $\bigcirc$ | 120 | ${ }^{226}$ | 210 | 49 | 47 | 109 | 100 | ${ }^{33}$ | 47 | 109 | 100 | ${ }^{33}$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | - | 0 | $\bigcirc$ | 0 | 0 | 0 | - |  |
| Noothbund (A) |  | 0 | ${ }^{120}$ | ${ }^{226}$ | $\stackrel{210}{210}$ | 4 | ${ }_{4}^{47}$ |  | 100 100 100 | ${ }^{\text {33 }}$ | ${ }_{4}^{47}$ | $\stackrel{109}{109}$ | 100 100 100 | - ${ }_{\text {33 }}^{33}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
|  |  | $\bigcirc$ | ${ }_{120}^{120}$ | ${ }^{226}$ | ${ }_{2}^{210}$ | ${ }_{49}^{49}$ | ${ }_{4}^{47}$ | $\stackrel{109}{109}$ | $\stackrel{100}{100}$ | ${ }^{\text {a38 }}$ | ${ }_{4}^{47}$ | $\stackrel{109}{109}$ | $\stackrel{100}{100}$ | ${ }^{\frac{33}{33}}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
|  |  | 0 | ${ }_{1}^{120}$ | ${ }^{226}$ | ${ }_{210}^{210}$ | ${ }_{49}^{49}$ | ${ }_{4}^{47}$ | $\stackrel{109}{ }$ | $\stackrel{100}{ }$ | ${ }_{33}$ | , | $\stackrel{109}{ }$ | 100 | ${ }_{33}$ | 0 | - | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| Smboun |  | $\bigcirc$ | 120 | ${ }^{226}$ | ${ }^{210}$ | ${ }^{49}$ | ${ }^{47}$ | 109 | 100 | ${ }^{33}$ | 47 | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| Soutbound (G) |  |  |  |  |  | 49 |  | 109 | 100 |  | 47 | 109 | 100 |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| Northburd $(A)$ |  | $\bigcirc$ | ${ }^{\frac{120}{120}}$ | ${ }^{\frac{226}{226}}$ | 210 210 | ${ }^{49}$ | ${ }_{4}^{47}$ | 109 <br> 109 | $\frac{100}{100}$ | ${ }^{\frac{33}{33}}$ | ${ }_{4}^{47}$ | $\stackrel{109}{109}$ | 100 100 | ${ }^{\frac{33}{33}}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| Soumbund (A) |  | $\bigcirc$ | ${ }_{120}^{120}$ | ${ }^{226}$ | ${ }_{210}$ | 49 | ${ }^{47}$ | ${ }_{109}$ | 100 | ${ }_{3} 3$ | ${ }_{47}$ | ${ }_{109}$ | 100 | ${ }_{33}$ | 0 | 0 | 0 |  | 0 |  |  | 0 | 0 | 0 | 0 |  |  |
| Southound (G) |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |
| Northbound (A) |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sters |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{37}{37}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | , | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  |
| Southound (G) |  | $\bigcirc$ | 0 | ${ }^{37}$ | ${ }_{43}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Vortbound (A) |  | 0 | 0 | ${ }^{37}$ | ${ }^{43}$ | 2 | ${ }^{2}$ | ${ }^{2}$ |  | 2 | ${ }^{2}$ | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ |
| bound (9) |  | 0 | 0 | ${ }^{31}$ | ${ }^{43}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  |
| Normboun |  | $\bigcirc$ | $\bigcirc$ | ${ }^{31}$ | ${ }_{4}^{43}$ | ${ }^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ |
| Esasound (A) |  | $\bigcirc$ | 0 | ${ }_{31}$ | ${ }_{43}^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Westound (G) |  | $\bigcirc$ |  | ${ }_{5} 5$ | 70 | $\stackrel{2}{2}$ | ${ }^{2}$ | ${ }^{2}$ | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | 2 |
| $)^{\text {Easabound }(A)}$ Westound |  | 0 | 0 | ${ }_{5}^{59}$ | ${ }^{7} 0$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| Westiound (A) |  | $\bigcirc$ | 0 | \% ${ }_{59}^{59}$ | 70 <br> 70 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 |  |
| Westbound (G) |  | $\bigcirc$ | 0 | ${ }_{5}^{59}$ | ${ }^{70}$ | ${ }^{2}$ | ${ }^{2}$ | 2 | ${ }^{2}$ | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | 2 |  |
| Eastound (A) |  | 0 | 0 | ${ }_{59}$ | ${ }^{70}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 |
| Vestound(6) |  | 0 | 0 | ${ }_{59} 5$ | ${ }^{70}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| Eastound (A) |  | $\bigcirc$ | 0 | ${ }_{59}$ | ${ }^{7}$ | 2 | ${ }^{2}$ | ${ }^{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | ${ }^{2}$ | 2 | ${ }^{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ |
| Westound (A) |  | $\bigcirc$ | $\bigcirc$ | $\frac{48}{18}$ | ${ }^{59}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ |
| Nostbound (6) |  | 0 | 0 | ${ }^{48}$ | 59 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Eassound |  | $\bigcirc$ | $\bigcirc$ | ${ }_{48}^{48}$ | ${ }^{59}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |
| Eestound (A) |  | $\bigcirc$ | , | ${ }_{20}^{20}$ | ${ }_{32}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | ${ }_{2}$ | ${ }_{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | ${ }_{2}^{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ |
| Vestound(G) |  | 0 | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 |
| $\pm$ |  | 0 | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |
|  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{20}{ }_{20}^{20}$ | - ${ }_{32}{ }_{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |
| Westbound (G) |  | $\bigcirc$ | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |
| Eastound (A) |  | 0 | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | ${ }^{2}$ | 2 | ${ }^{2}$ | 2 | ${ }^{2}$ | ${ }^{2}$ | ${ }^{2}$ | ${ }^{2}$ | ${ }^{2}$ | ${ }^{2}$ | ${ }^{2}$ | ${ }^{2}$ | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 |
| Vestound(G) |  | $\bigcirc$ | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| Eastound (A) |  | $\bigcirc$ | $\bigcirc$ | ${ }_{20}^{20}$ | - ${ }_{32}{ }_{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | ${ }^{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\bigcirc$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |
| ${ }^{\text {Nasisbound (A) }}$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{20}{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  |
| Westbound (G) |  | 0 | 0 | 11 | ${ }^{23}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| Cestound (A) |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{11}{11}$ | ${ }^{23}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| Eastound (A) |  |  |  |  | ${ }_{23}$ |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |
| Vestound (6) |  | $\bigcirc$ | 0 | ${ }^{39}$ | ${ }^{50}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| Eastound (A) |  | 0 | 0 | ${ }^{39}$ | 50 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |
| Westo |  | $\bigcirc$ | $\bigcirc$ | 7 | +19 ${ }_{19}^{19}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |
| Nestbound (G) |  | 0 | 0 | 7 | 19 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| Easbound (A) |  | $\bigcirc$ | 0 | 7 | 19 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| Nosibound (G) |  | $\bigcirc$ | ${ }^{120}$ | ${ }^{263}$ | ${ }^{252}$ | 51 | ${ }_{1} 150$ | 212 | ${ }^{203}$ | ${ }^{136}$ | ${ }_{1} 85$ | ${ }^{247}$ | ${ }^{238}$ | ${ }^{171}$ | ${ }^{173}$ | ${ }_{173}^{173}$ | ${ }_{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }_{173}^{173}$ | ${ }^{173}$ | ${ }_{173}^{17}$ | ${ }_{173}^{173}$ | ${ }^{173}$ | ${ }_{173}$ |
| Easabond (A) |  | $\bigcirc$ | ${ }^{120}$ | ${ }^{263}$ | ${ }^{252}$ | ${ }_{51}^{51}$ | ${ }^{150}$ | ${ }^{212}$ | ${ }^{203}$ | ${ }^{136}$ | ${ }_{185}^{185}$ | ${ }^{247}$ | ${ }^{238}$ | ${ }^{171}$ | ${ }^{173}$ | ${ }_{173}^{17}$ | ${ }^{173}$ | ${ }_{173}^{17}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ |  |
| Westound (A) |  | $\bigcirc$ | 0 | $\stackrel{37}{37}$ | ${ }_{43}^{43}$ | ${ }_{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}$ | ${ }_{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}$ | ${ }_{2}^{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ |
| Nestound (G) |  | 0 | 0 | ${ }^{37}$ | ${ }^{43}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ |
| Easbound $(A)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }^{37}$ | ${ }_{43}^{4}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{0}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 |
| Eastound (A) |  | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\stackrel{0}{0}$ |
| Nestbound (G) |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| Eestound (A) |  | 0 | 0 | 0 |  |  |  |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  | 0 |  |  |  |
| Eastound (A) |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| Westbound (G) |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| astound $(A)$ |  | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| Westorsound (A) |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{\text {Westaund }}^{\text {Westound }(\text { a) }}$ |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
|  |  | $\bigcirc$ |  | 0 |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ |  | ${ }^{0}$ | $\bigcirc$ | $\bigcirc$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |
| Soutbound (A) |  | 0 | ${ }_{137}$ | ${ }^{196}$ | ${ }^{255}$ | ${ }_{307}$ | ${ }_{311}$ | ${ }^{311}$ | ${ }_{319}$ | ${ }_{319}$ | ${ }^{323}$ | ${ }_{327}$ | ${ }_{332}$ | ${ }_{\text {333 }}$ | ${ }^{336}$ | ${ }_{34}{ }^{4}$ | ${ }_{340}$ | ${ }_{341}$ | ${ }_{339}$ | ${ }^{339}$ | ${ }_{3}^{39}$ | ${ }_{340}$ | ${ }^{341}$ | ${ }_{342}$ | ${ }_{343}^{343}$ | ${ }_{342}$ | ${ }_{341}$ |
| Nootrboun |  | 0 | 76 | ${ }^{105}$ | ${ }_{1}^{143}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }_{173}$ | ${ }^{178}$ | ${ }^{179}$ | ${ }_{183}^{183}$ | ${ }_{184}$ | ${ }_{1}^{188}$ | ${ }^{190}$ | 192 | ${ }^{199}$ | ${ }_{1} 195$ | ${ }^{194}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }_{1} 93$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |
| Soutbound $(A)$ |  | $\bigcirc$ | ${ }^{76}$ | ${ }^{105}$ | ${ }^{143}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }^{173}$ | ${ }^{178}$ | $\begin{array}{r}179 \\ \hline 179\end{array}$ | ${ }^{183}$ | ${ }^{184}$ | ${ }^{188}$ | ${ }^{190}$ | ${ }^{192}$ | ${ }^{199}$ | ${ }^{195}$ | ${ }^{194}$ | ${ }^{198}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{198}$ | ${ }^{193}$ | ${ }^{193}$ |  | ${ }^{193}$ | ${ }^{193}$ |
| Southound ( $($ ) |  | $\bigcirc$ | ${ }_{76}^{76}$ | ${ }_{105}^{105}$ | ${ }_{143}^{143}$ | ${ }_{175}^{175}$ | $\frac{172}{172}$ | $\stackrel{173}{173}$ | $\stackrel{178}{178}$ | $\stackrel{179}{179}$ | ${ }^{183}{ }_{183}^{183}$ | ${ }_{184}^{184}$ | ${ }^{1888}{ }_{188}^{188}$ | ${ }^{\frac{190}{190}}$ | ${ }^{192}$ | ${ }_{199}^{199}$ | ${ }_{\text {¢ }}^{195}$ | ${ }^{194}$ | ${ }^{1989}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }_{\text {-193 }}^{193}$ | ${ }^{193}$ | ${ }_{1}^{193}$ | ${ }_{\text {193 }}^{193}$ | ${ }^{193}$ | ${ }_{193}^{198}$ |
|  |  | $\bigcirc$ | ${ }_{4}^{43}$ | ${ }_{5}^{59}$ | ${ }^{85}$ | ${ }^{103}$ | ${ }^{100}$ | ${ }^{102}$ | ${ }^{106}$ | ${ }^{107}$ | ${ }^{110}$ | ${ }^{111}$ | ${ }^{113}$ | ${ }^{116}$ | ${ }^{118}$ | ${ }_{123}^{123}$ | ${ }^{119}$ | 119 | ${ }^{119}$ | ${ }^{119}$ | ${ }^{118}$ | ${ }^{118}$ | ${ }^{118}$ | 118 | ${ }^{119}$ | ${ }^{119}$ |  |
| Northbound (G) |  | $\bigcirc$ | 10 | ${ }^{14}$ | ${ }^{31}$ | ${ }^{31}$ | ${ }^{29}$ | ${ }^{31}$ | ${ }^{33}$ | ${ }^{35}$ | ${ }^{37}$ | ${ }^{38}$ | ${ }^{39}$ | ${ }_{42}$ | ${ }_{44}^{48}$ | ${ }_{47}$ | 44 | 44 | ${ }_{4} 4$ | ${ }_{45}$ | ${ }_{4}^{4}$ | ${ }_{4} 4$ | ${ }_{4}^{44}$ | 44 | ${ }^{45}$ | ${ }_{45}$ | ${ }_{45}$ |
| Southbound (A) |  | $\bigcirc$ | 10 | 14 | ${ }^{31}$ | ${ }^{31}$ | ${ }^{29}$ | ${ }^{31}$ | ${ }^{33}$ | ${ }_{35}$ | ${ }^{37}$ | ${ }^{38}$ | 39 | ${ }_{42}$ | 44 | ${ }^{47}$ | 44 | 44 | ${ }^{45}$ | 45 | 44 | 44 | 44 | 44 | ${ }^{45}$ | 45 | ${ }^{45}$ |
| Noothbund (A) |  | $\bigcirc$ | 5 | 7 | ${ }^{25}$ | $\begin{array}{r}15 \\ \hline 15 \\ \hline 1\end{array}$ | 15 <br> 15 <br> 1 | ${ }^{16}$ | ${ }^{17}$ | ${ }_{17}^{17}$ | ${ }^{19}$ | ${ }^{19}$ | $\stackrel{20}{20}$ | ${ }_{21}^{21}$ | ${ }_{2}^{22}$ | ${ }_{23}^{23}$ | $\stackrel{22}{22}$ | ${ }^{22}$ | ${ }_{2}^{22}$ | $\stackrel{22}{22}$ | ${ }^{22}$ | $\stackrel{22}{22}$ | ${ }^{22}$ | ${ }_{2}^{22}$ | ${ }_{2}^{22}$ | ${ }_{2}^{22}$ | ${ }_{2}^{22}$ |
| Northbound (G) |  | 0 | 3 | ${ }^{3}$ | 12 | - | 7 | 8 | ${ }^{8}$ | - | 9 | 10 | 10 | 10 | , | 12 | 11 | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | 11 | ${ }^{11}$ |  | ${ }^{11}$ | 11 | 11 |
| Soutbound (A) |  | $\bigcirc$ | 3 | 3 | 12 | 8 | 7 | 8 | 8 | 9 | 9 | 10 | 10 | 10 | ${ }^{11}$ | ${ }^{12}$ | 11 | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | 11 | ${ }^{11}$ | 11 | ${ }^{11}$ | 11 | ${ }^{11}$ |
| Nomblend |  | $\bigcirc$ | ${ }_{3}$ | ${ }_{3}^{3}$ | $\frac{12}{12}$ | ${ }_{8}^{8}$ | 7 | ${ }_{8}^{8}$ | ${ }_{8}^{8}$ | 9 | $\stackrel{9}{9}$ | 10 10 | $\frac{10}{10}$ | $\frac{10}{10}$ | $\frac{11}{11}$ | ${ }^{\frac{12}{12}}$ | $\frac{11}{11}$ | ${ }^{11}$ | $\stackrel{11}{11}$ | $\stackrel{11}{11}$ | $\stackrel{11}{11}$ | $\frac{11}{11}$ | $\stackrel{11}{11}$ | $\stackrel{11}{11}$ | $\frac{11}{11}$ | $\frac{11}{11}$ | $\frac{11}{11}$ |
|  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | , | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\underset{\text { Northbund (A) }}{\substack{\text { Suuthound ( }(9)}}$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |
| Northound $(A)$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0 | 0 |












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## Appendix D

## Pavement Impact Assessment Summary

| 10 | Link | Section | Direction | 2008 | 209 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | ${ }^{2021}$ | 2022 | ${ }^{2023}$ | 2024 | 2025 | 2026 | 2027 | ${ }^{2028}$ | 229 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{1}{2}$ | Davos Higway 68 A | ClasioneM LLacom Road ibresisis Steel | Soutbound(G) |  |  | $\stackrel{\text { 2,300 }}{230}$ | ${ }^{3.250}$ | ${ }^{3.120}$ | ${ }_{2}^{2.158}$ | ${ }_{2}^{2.145}$ | ${ }^{2.6,78}$ | 2.2600 | ${ }_{2}^{20,088}$ | ${ }_{2}^{2.145}$ | ${ }^{2.6,78}$ | ${ }^{2.600}$ | ${ }_{2}^{2028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| 2 |  |  | Nortibound (A) |  |  | ${ }_{\text {2,340 }}^{2,30}$ | ${ }_{3,250}^{3.250}$ | ${ }_{3.120}^{3.120}$ | ${ }_{2,158}^{2.158}$ | ${ }_{2.145}^{2.145}$ | ${ }_{\text {2,678 }}^{2,678}$ | ${ }_{2}^{2,000}$ | ${ }_{2}^{2,0288}$ | ${ }_{2}^{2.145}$ | ${ }_{2,6,78}^{2,68}$ | ${ }_{\text {2, } 2,000}^{2.60}$ | ${ }_{20,028}^{2.028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\begin{aligned} & 0 \\ & \hline \end{aligned}$ |
| ${ }^{4}$ | ata | Bresifin Steet to Blain Oive | Northound (A) |  |  | ${ }_{\text {2,340 }}$ | ${ }_{3,250}$ | ${ }^{3.120}$ | ${ }_{2,158}^{2,158}$ | ${ }_{2,145}$ | ${ }_{\text {2, } 678}$ | 2.2000 | ${ }_{2.028}^{2028}$ | ${ }_{2.155}^{2.145}$ | ${ }_{2,6,78}^{2.078}$ | 2.600 | ${ }_{2028}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Paveon higway 66 A | Pain Divive op philip Stret | Soumbound (G) |  |  | 2.340 | 3.250 | 3.120 | 2.158 | ${ }^{2} .245$ | 2.678 | 2.600 | 2.028 | 2.145 | 2.678 | 2.600 | 2.028 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{6}$ | paveon Higway 66 A | Pain Divive op philig street | Normbound (A) |  |  | ${ }^{2,340}$ | 3,250 | ${ }^{3.120}$ | 2.158 | ${ }^{2} .245$ | ${ }^{2.678}$ | 2.800 | ${ }^{2028}$ | ${ }^{2} 2.145$ | ${ }^{2.678}$ | 2.600 | ${ }^{2} 2028$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | - | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{8}$ |  | Pilip Steet openda Avenue |  |  |  | ${ }_{\text {2,340 }}^{2,300}$ | ${ }_{\text {3, }}^{3.50}$ | ${ }_{3.120}^{3.120}$ | ${ }_{2}^{2.158}$ | ${ }_{2,145}^{2.145}$ | ${ }_{\text {2, } 2,788}^{2,78}$ | 2.2600 | ${ }_{2}^{2,028}{ }_{2}$ | ${ }_{2}^{2.145}$ | ${ }_{\text {2,678 }}^{2,678}$ | ${ }_{\text {2,600 }}^{2.600}$ | ${ }_{20.028}^{2.028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 9 | Oauson Higway 46 A | Penda Avenue to Chapman Dive | Southound (6) |  |  | 2.330 | 3.250 | 3.120 | 2.158 | ${ }^{2.145}$ | ${ }_{2.678}$ | 2.800 | 2.028 | 2.145 | 2.678 | 2.600 | 2.028 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 10 | Oauson Higway 68 A | Penda Avenut to Chapman Dive | Nortibound (A) |  |  | 2.340 | 3.250 | 3.120 | 2.158 | 2.145 | ${ }^{2.678}$ | 2.600 | 2.028 | 2.145 | 2.678 | 2.600 | 2.028 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 11 | Oauson Higway 68 A | Champma Dive to oon Young Dive | Southound(6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{12}$ | Paveon Higway 66 A | Chapman Orive to oon Young Dive | Northbound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 年 <br> 14 <br> 14 | Oeason Higway 6 ¢ | Oon Yong Oive ot Herey Poad | Soumbond (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{15}$ | Oavson Higway 46A |  | Southound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{16}$ | Oauson Higway 46A | Haver R Read of ence Higlway | Normbound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{17}$ | awson Higway 46 A | Buce Highway to opyan Dive | Soumbound (G) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{16}$ | awson Higway 46 A | Buce Higway to oryman Dive | Northbund (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| $\begin{array}{r}19 \\ \hline 20 \\ \hline 20 \\ \hline 1\end{array}$ |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 21 | Cawson Higway 46 A |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 22 | auson Highway 46 A A | Pipeine camp 4 to Slasasione.Morio Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{23}$ | awson Highway 6 A | Piperine Camp 4 to Nevp point 1 | Westround (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{24}$ | Oawson Higway 6 A | Pipelie Camp 4 Radid o New point | Eleasbound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{26}$ | atamen ligway 6 AA | Neew lo cscrisc Coorder | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{27}$ | Dawson Higlway 46 A | CSCCIBSC Border to New point 2 | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{28}$ | Oavson Higiway 6 A | Scrisc Borderet 0 New point 2 | Easto |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 29 | Pavson Higway 66 | Neevopint 210 Algoon Rad | Nestound(6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |  |  |
| ${ }^{30}$ | Pauson Higway 6 A |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{31}$ | Son Higmay 6 A | Agoon Road Io Calilice oam Read | Westbound (G) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | , | 0 | $\bigcirc$ |  |  |  |  |  | 0 |  | 0 |  | 0 |  |  |  |
| $\stackrel{32}{33}$ | Souson higway 6 A |  | Eeastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }^{34}$ |  |  | siound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{35}$ | Oawson Higway 68 A |  | Sbund (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{36}$ | Paveon Higway 66 A | Tognalini - Baldwin Roadto Bioeal | Eastbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 |  |  |  |
| ${ }_{-}^{37}$ |  | Biolalio Cowstale Cambon Read | Nestound ( 6 ( |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | - |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |
| ${ }^{39}$ | Oamen | Cowsdale Camboon Road od opoint | Westomond ( $(\mathrm{G})$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 40 | Oauson Higway 468 | Point 110 C Cowssalal Canboon Read | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{41}$ | awson Higway 468 | Point 110 ciegedite Pead | Westbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{4}^{42}$ | Jawson Higway 68 B | Siey itif Road to Poin 1 | Eeasound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |
| ${ }_{4}^{44}$ |  |  | Eastound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 45 | Oawson Higway 46 C | Bananat Moura Mine | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 46 | Daveon Higway 46 Cc | Noura Mine to eanana | Easbound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| $\stackrel{47}{48}$ | Oavos higway 46 Cc | Moura Mine Oo Moura oomunhip | vesbound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 48 <br> 49 <br> 49 <br> 9 |  |  | Westound ( (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 50 | Oauson Higway 46 C | ch. 30 to Mouat Tounstip | Eastound (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 51 | Oavson Higway 460 | CH. 3010 CH .41 | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{5}^{52}$ | Oawson Higway 46 Cc | CH. 4110 CH .30 | Easabund $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| - ${ }^{53}$ |  | Ch. 410 Oisticic Bonday |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{55}$ | Classone.ML Larcom Rd | Doason Higlway lofilderrand Street | Westound (6) |  |  | 2.330 | 3.250 | 3.120 | 2.158 | 2.334 | 2.867 | 2.789 | 2286 | 2.403 | 2.936 | ${ }^{2,858}$ | 2.338 | 310 | 310 | 310 | ${ }^{310}$ | 310 | 310 | ${ }^{310}$ | 310 | 310 | 310 | 310 | 310 |  |
| ${ }_{56}$ | Classone.M. Larcom Rd | Dawson Higmay y 0 Hideetrand Street | Eastound (A) |  |  | 2.340 | 3.250 | 3.120 | 2.158 | ${ }_{2}^{2,34}$ | ${ }_{2}^{2,87}$ | 2.89 | 2.286 | 2.403 | 2.936 | 2,858 | ${ }_{2}^{2,338}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }_{310}$ | 310 | 310 | ${ }^{310}$ |
| 57 | Clasione.M L Laram Rd | filuebraras street oflain Dive | Westbound (6) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 58 <br> 59 <br> 59 |  | Hiluebiand Street oblin Dive | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 60 | ClassoneM ML Lacom Rd | Slin Divive 0 Red Rover Read | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 61 | Classone:MLLacrom Rd | Redr Pover P Pad to Powere Staion | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62 | Clasisone.M. Laraom Rd | Red Pover Poad to Power Staion | Eastomond (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{63}$ | Classone.M. Laraom Rd | Power Staion lo Reid Read | Westbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\frac{64}{65}$ | Clasione.M L Larcom Rd | Power Staion Lo Reit Paoad | Eleastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 66 | Classione.ML Larcom Rd | Reid Roadit Loanding Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 67 | Classone.ML Larom Rd | Lending Poad to Taginime Road | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | Iadstone:ML Larom Rd | anding Road to Togajnie Read | Eastbound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 | Claasone.M. Laraom Rd | Targimie Road to ouary Road | Westound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 70 | Clasione.ML Larcom Rd | Tore |  |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |
| ${ }^{12}$ | Ciassione.ML Larcom R R | Quary Poad io inuce Higmay | Eastound (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| 95 | Camavon Higmay 24 D | CH. 0.000 R Romal 1 O CH. 3 | Northound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{96}$ | Canavon Higway 24 D | CH. 310 CH. O.0. (Roma) | Southound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  | 0 |  |  |  |
| ${ }^{98}$ | Camano Higimav 24 LD |  | Soutbound |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 99 | amavoon Highway 24 D | Roma - Tacoom Road to livine | Noorthound |  |  | 0 | 0 |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 100 | Camavon Higmay 24 D | Iniune to Roma- Taroom Read | Southound (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| $\frac{101}{102}$ | ${ }^{\text {camavo Higlav } 24 \mathrm{D}}$ | Inine of eraiven Fied Accass | ${ }_{\text {Northbund ( }(\text { O }}$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 103 | Canavon Higmav 24 E | Fainven Fied daccess | Nortbound 16 |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| ${ }^{104}$ | Eenavo Highway 24 E |  | Suithound (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  | 0 |  |  | 0 |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{106}$ | ${ }^{\text {comamanon Highwa } 24 \mathrm{E}}$ |  | Soutbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ |  |
| -107 | Camavon Higmav 24E | CH. 6970 OH. 111 | Noorthound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{\square}^{108}$ | navon Higway 24 E | ch. 11110 cr. 69 | Soutbe |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | mavon Higway 24 E | CH. 1111 ( CCH.172 (Rolissone) | Northbound(6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |








| 10 | Link | Section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | ${ }^{2024}$ | 2025 | ${ }^{2026}$ | ${ }^{2027}$ | ${ }^{2028}$ | 2029 | 2030 | ${ }^{2031}$ | ${ }^{2032}$ | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Dowson Highwa 4 6 A |  | Soutbound (G) |  |  | ${ }^{1.666}$ | 1.089 | 1.089 | 622 | ${ }^{292}$ | ${ }^{653}$ | ${ }_{653}$ | ${ }^{373}$ | ${ }^{292}$ | ${ }_{653}$ | ${ }_{554}$ | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\stackrel{2}{2}$ | Dauson Higway 46 A |  | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | 0 |  | 0 |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 1 <br>  | Oavos Higwa $46 A^{\text {a }}$ |  | Soutbound ( $(6)$ |  |  | ${ }^{1.666}$ | ${ }^{1.089}$ | ${ }^{1.089}$ | ${ }^{622}$ | $\frac{292}{0}$ | ${ }_{6}^{65}$ | ${ }^{653}$ | ${ }^{373}$ | $\frac{292}{0}$ | ${ }_{6}^{65}$ | ${ }^{554}$ | $\frac{216}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 4 <br>  | ${ }^{\text {Oamson Higwa } 46}$ | Sesin Streato Bain oive |  |  |  | $\stackrel{1}{1.666}$ | $\stackrel{1}{1.089}$ | $\stackrel{0}{1.089}$ | $\stackrel{0}{622}$ | $\stackrel{0}{292}$ | $\stackrel{0}{653}$ | $\stackrel{0}{63}$ | ${ }_{373}$ | $\stackrel{0}{292}$ | ${ }_{653}{ }^{6}$ | $\stackrel{0}{554}$ | $\stackrel{0}{216}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 6 | Oawson Higway 46 A | Blain Dive to philips Steet | Northbound (A) |  |  | 0 | , | $\bigcirc$ | , | 0 | $\bigcirc$ | 0 | , | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 7 | Oawson Higmay 46 A | Philip Steet openda Avenue | Soutbound (6) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 8 | Oavso Higmay 46 A | Phil Street of Penta Avenue | Nothbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\underline{10}$ |  |  | Northeme |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| - 11 | ${ }^{\text {Oawson higma } 46 A}$ | Chapman Divit o oon Voung oive | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| $\underline{12}$ |  |  | Southond (G) |  |  | ${ }_{536}$ | ${ }_{1}^{1,39}$ | $\stackrel{0}{1,39}$ | ${ }_{\text {993 }}$ | ${ }^{373}$ | $\stackrel{.0}{1.055}$ | ${ }_{1}^{1.095}$ | ${ }_{648}$ | ${ }^{373}$ | ${ }_{1} .005$ | ${ }^{937}$ | ${ }^{397}$ | 52 | 52 | 52 | 52 | 52 | 52 | 52 | ${ }_{52}$ | 52 | 52 | 52 | 52 |  |
| ${ }^{14}$ | Dawson Higway 46 A | Don Young ofive ot haver Pead | ormbound ( $(4)$ |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |







| 10 | Link | Section |  | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 204 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }_{2031}$ | 2032 | 203 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\stackrel{1}{2}$ | anemen |  | Ssutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |
| $\stackrel{2}{5}$ | a amson Higway 46A |  | Nortiound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |
| ${ }_{4}$ | Oavson Higmey 46 A | Biosifinsteetlo olain onive | Nortbound (A) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |
| ${ }_{5}^{5}$ | Oawson Higway 46a | Blain Dive to phlip street | Soutbound (6) |  |  | - | 0 | 0 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | - | 0 | - |
| ${ }^{6}$ | Oavson Higmay 46 A | Slain Dive to philip steet | Nortbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Oanson Highway 46 A | Philip Steet P Penda Avenue | Soutbound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{8}{9}$ | deason higway 6 A | Philipstreet Peenda Avene | ${ }^{\text {Norathound (A) }}$ Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 10 | Cawson Higway 64 |  | Sorsheond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{11}$ | aavson Higway 46A | Chapman Dive to on $\gamma$ Young Dive | Soutbound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{12}$ | Oanson Higmay 46A | Chamman Divive to ono Young Dive | Northbound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 13 <br> 18 <br> 1 | Oanson Higway 46 A | Oon oung oive (1) Havey Poad | Soutbound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{15}$ | Oaxson Higmay 46A | Haver R Read to Buce Higiway | Southbound (6) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{16}$ | Oanson Higmay 46A | Haver Road to Buce Higway | Northound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{17}$ | Oavson Higmay 46a | Buce Higmay to opynan Dive | Soutbound (6) |  |  | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{18}$ | aavson Higmay 46A | Bucee Higway lo opynan Dive | Northbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| $\begin{array}{r}19 \\ \hline 20 \\ 20 \\ \hline\end{array}$ | Coweor higway 46A |  | Nestound ( $($ E) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ |  |
| ${ }^{21}$ | Jawson Higway 46 A | Classone Monolo Road op Pipetine Camp4 | Westound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| $\begin{array}{r}22 \\ 23 \\ 23 \\ \hline\end{array}$ | Cawson highay 46A | Pipeline canp 4 Lo C Casastone Mono Road | Eastaund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{24}$ | Oawson Higway 68 A | Pipetine Camp 4 R oad to New point | Eastound (A) |  |  | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| -25 ${ }^{26}$ | deason higway 46 A |  | ${ }^{\text {Nasestound ( })}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |
| ${ }^{27}$ | Oanson Higmay 6 A | CSClBSC Bodede to New point | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 <br> 29 <br> 28 | deason Higway 6 A |  | $\pm$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{30}$ | Oawson Higmay 46A | New Poini 2 2 to Acoon Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 |
| ${ }^{31}$ | Wson Higmay 46 A | R Road Io calice |  |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{32}$ | aanson Higway 66 A | Agoon Road to Colilide Dam Road | astound (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 33 <br> 34 | Oawson Higway 46 A |  | Nestound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{35}$ | Oanson Higmay 46A | Tognalini- Baldwin Roadio Biloeal | Vestound ( 6 ) |  |  | 0 | $\bigcirc$ | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | - | - | 0 | 0 | 0 | - | 0 |
| ${ }^{36}$ | ason Higway 66 A |  | EEasbound (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Oawson Higway 468 |  |  |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |
| ${ }^{39}$ | Highway 468 | Road topoin | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 |  | 0 |  |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 40 | Jawson Highway 468 | Poin 110 C Cowssale Camboon Road |  |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{41}$ | Higmay | Point 10 C | Westround (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 |  |  |  |  |  |
| $\frac{42}{43}$ | Oamson Higway 468 |  |  |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |
| 44 | amen | Banana to creyevifite Poad | ${ }^{\text {Eastound (A) }}$ |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | O | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 45 | Oavson Highway 46 C | Bananat © Mura M Mne | Westbound (6) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{4}^{46}$ | aeason Highay 46 Cc | Mour Mine e eanana | EEastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 48 | Oawson Highway 46 C | Moura Towshipit o Moura Mine | Eastound (A) |  |  | 0 | 0 | - | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | - | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 |
| 49 | Oawson Highway 46 C | Moura Townstip to ch 30 | essbound(6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 50 <br> 51 <br> 50 | aeason higway 46 C | ch.30 © Moura Tounship | ${ }^{\text {a }}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 年 52 | Oawson higway 46 Cc |  | Westound ( $(1)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| - 53 | ansson Higmay 46 Cc | CH.414 oistsict Buonday | Westbund (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{54}$ | Oanson Highway 46 C | Bunday loct. 41 | Easbound (A) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ¢ |  |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 657 | Ciasione.ML Laccom Rd |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{58} 5$ | Cladsone:MLLarcom Rd | Filiefriand Streetio Blain Dive | Eastoond (A) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{59}$ | Cladsone.ML Larcoom Rd | Blin Divieto Red Rover Road | Westound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{6}^{60}$ | Classone.M Lasam Rd | Bain Divielo Red Rover Road | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ¢ 61 | Cladisone.M L Larcom Rd | Rea Rover Road opowe Staion |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{63}$ | Cladsone.ML Larcom Rd | Power Staiton to Reid Road | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{64}$ | Classone:ML Larcom Rd | Power Staiton to Reid Road | Eastoond (A) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{65}$ | Sione.M L Lacom Rd | Reid Roaat to landing Road | Westbound (6) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| -66 |  | Reid Paad L L Landing Foad | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 68 | Cladsione.ML Lascom Rd | Landing Readio Torajimie Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 | Sione.ML Larom Rd | Tatginie Road o Ouary Poad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70 | Sone M L Larcom R Pd | Tatamie Road to puary Pead | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{71}$ | Cladsone.ML Larcom Rd | Quary Pead to buce Higivay | Nestound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }^{2}$ | $\frac{\text { Clastone.M L Larcom } \mathrm{Rd}}{\text { Camano }}$ |  | Northound ( 6 ) |  |  | 18.094 | ${ }^{20,575}$ | 33.50 | 44.688 | 44.978 | 45.193 | $\stackrel{5}{4526}$ | 46 | 46.903 | ${ }_{47678}$ | 48.198 | 48.794 | 4025 | 50.122 | 50.123 | $\stackrel{5}{5004}$ | 49.918 | 09819 | 006 | ${ }_{50132}$ | 50.15 | 50245 | 5022 |  |  |
| 96 | Camanon Higmay 2 20 | O. 310 ch. 0.0 ( (Roma) | Southo |  |  | 18.04 | ${ }^{26,57}$ | ${ }^{33.650}$ | ${ }^{4.4,688}$ | ${ }^{44,978}$ | 45.193 | ${ }^{45,526}$ | 46,25 | 46.93 | 47,778 | 48.198 | 48,74 | 49,25 | 50.122 | 50,123 | 50.04 | 49,918 | 498819 | 499006 | 50.132 | ${ }_{50,153}$ | ${ }_{50,245}$ | ${ }_{50,242}$ | 50.237 | ${ }_{50,255}$ |
| 97 | anon Highwy 240 | . 3 mio CH. 18 Reoma - Taroom Road | Northound (G) |  |  | ${ }^{12,299}$ | 18.27 | ${ }^{22,349}$ | 30.626 | 30,502 | 30,952 | ${ }^{31,373}$ | ${ }^{31,833}$ | ${ }^{323} 79$ | 32,86 | ${ }_{3,318}$ | ${ }^{33,58}$ | ${ }_{3,3,35}$ | 35.14 | 35.60 | ${ }^{34,877}$ | 34,703 | 34,703 | 34,991 | 34,691 | 34,69 | 34.66 | 34,619 | 34,619 | 34,619 |
| 98 | navor Higwway 24 D | CH. 18 Roma T Taoom Read to CH .3 | Soutbound ( $(4)$ |  |  | ${ }^{12,292}$ | 18.297 | ${ }^{22,349}$ | ${ }^{30,626}$ | 30.502 | 30,952 | 31,373 | 31,833 | ${ }^{32379}$ | ${ }^{32,867}$ | ${ }^{33,318}$ | 33,58 | ${ }^{34,325}$ | 35.14 | ${ }^{35.060}$ | ${ }^{34.877}$ | ${ }^{34,703}$ | 34,03 | 921 | ${ }^{34.691}$ | ${ }^{34,691}$ | ${ }^{34,667}$ | ${ }^{34,619}$ | 34,619 |  |
| 100 | Camanoon Highway 20 D | niune to Romama Taroom Raad | Soutbound (A) |  |  | ${ }_{1}^{12,2929}$ | ${ }_{10,297}^{1029}$ | ${ }_{22349}^{2239}$ | 30.626 | ${ }^{\text {30,502 }}$ | ${ }^{30,052}$ | ${ }^{31373}$ | ${ }^{3,1,833}$ | ${ }^{322399}$ | ${ }_{32887}^{3207}$ | ${ }_{3}^{3} 31818$ | ${ }^{3,93558}$ | ${ }^{34.325}$ | ${ }_{35.14}^{3514}$ | ${ }^{35.060}$ | ${ }^{3,4.877}$ | ${ }^{34703}$ | ${ }^{347703}$ | ${ }_{34,691}$ | ${ }_{34,991}$ | ${ }_{34,991}$ | ${ }^{34.667}$ | ${ }_{34,619}$ | 34,619 | ${ }^{34,619}$ |
| $\frac{101}{+102}$ | Camavon Higway 240 | minue to fainiew Field Accoss | Northound (G) |  |  | ${ }^{7} 2,298$ | 10,294 | 12.071 | ${ }^{\text {17,857 }}$ | ${ }^{17,764}$ | 18,118 | 18,478 | 18.899 | 19,374 | 19,703 | 20.80 | 20.592 | 20.959 | 21.54 | ${ }^{21,486}$ | 21.394 | 21,314 | 21.314 | 21,02 | 21.302 | 21.302 | 21,290 | 21.272 | ${ }^{21272}$ |  |
| 103 | Camanoon Higway 24 E |  | Northound (6) |  |  | ${ }_{1,668}$ | ${ }_{2}^{202}$ | ${ }_{17}^{1793}$ | 5.009 | ${ }_{5}^{5027}$ | ${ }_{5}^{534}$ | ${ }_{5}^{5} 5.938$ | ${ }_{5} 5.945$ | ${ }_{6} 6.370$ | ${ }_{6}^{6.550}$ | ${ }_{6}^{6.891}$ | ${ }_{7}^{20,57}$ | ${ }_{7}^{20.592}$ | ${ }_{7} 9.973$ | ${ }_{7}^{2,912}$ | ${ }_{7}^{2912}$ | ${ }_{7} 929$ | ${ }_{7} 924$ | ${ }_{7}^{2,922}$ | ${ }_{7} 71212$ | ${ }_{7} 912$ | ${ }_{7}{ }^{2}$ | ${ }_{7}^{2,24}$ | ${ }_{7} 7$ | ${ }_{7}^{2124}$ |
| 104 | won H O | CH. 6990 Fainieen Fied $d$ | Southoul |  |  | ${ }^{1.668}$ | 2292 | ${ }_{1}^{1,93}$ | 5.089 | 5.027 | 5.384 | 5.583 | 5.945 | 6.370 | 6.540 | 6.841 | 7.227 | 7.592 | 7,973 | 7,912 | 7.912 | 7.924 | 7,924 | 7.912 | 7.912 | 7.912 | 7,912 | 7.924 | 7,924 |  |
| 105 | avon Higmav 24E | 6910 CH .86 Accessstoca | Noorthound (G) |  |  | ${ }^{834}$ | 1.146 | ${ }^{896}$ | ${ }^{2}, 54$ | ${ }^{2.513}$ | 2.692 | 2,922 | 2.973 | 3,185 | 3.270 | 3,421 | ${ }^{3.613}$ | ${ }^{3,796}$ | 3,987 | ${ }^{3.956}$ | ${ }_{3.956}$ | 3,962 | ${ }^{3.962}$ | ${ }^{3.956}$ | ${ }^{3.956}$ | ${ }^{\text {3,956 }}$ | ${ }^{3.956}$ | 3,962 | ${ }^{3}, 962$ | ${ }_{3.962}$ |
| 106 <br> 107 <br> 10 <br> 1 | canavo higiway 2 2E | CH. 88 Acasest 10 Camp 110 Cl |  |  |  | ${ }^{834}{ }^{817}$ | ${ }_{\text {1,146 }}^{1.23}$ | ¢ | ${ }_{1,274}^{2,272}$ | ${ }_{\text {2, }}^{1.257}$ | ${ }_{\text {2, }}^{1.392}$ |  | ${ }_{1.986}$ | ${ }_{1}^{3,593}$ | ${ }_{\text {3,270 }}^{1.25}$ | ${ }_{\text {3,421 }}^{1710}$ | ${ }_{1}^{3.807}$ |  | ${ }^{\text {3,987 }}$ | ${ }_{1}^{\text {3,956 }}$ | ${ }_{\text {3,956 }}^{1089}$ | ${ }_{\text {3,962 }}^{\text {\% }}$ | ${ }_{1}^{3,962}$ | ${ }_{1}^{\text {3,966 }}$ | ${ }_{1}^{3.956}$ | ${ }_{1}^{3.958}$ |  | - ${ }_{\text {3,962 }}^{1.981}$ | 3,922 <br> 1.981 | ( |
| ${ }^{108}$ | amavon Higmway 24 E | Cth. 11110 ch H. 69 | Southound ( $A$ ) |  |  | ${ }_{4} 17$ | 573 | 448 | ${ }_{1}^{1272}$ | 1.257 | 1.346 |  | ${ }_{1}^{1,486}$ | 1.593 | 1.635 | 1.710 | 1.807 | 1.898 | 1.993 | 1.978 | 1.978 | 1.981 | 1.981 | 1.978 | 1.978 | 1.978 | ${ }_{1} .978$ | ${ }_{1}^{1.981}$ | 1.981 | ${ }_{1}^{1.981}$ |
| 109 | aroon Higway 24 E | CH. 11110 CH.172 (Rolesosone) | Northound (6) |  |  | 417 | ${ }^{573}$ | 448 | 1.27 | ${ }_{1}^{1,57}$ | 1,346 | 1,396 | 1.486 | 1.593 | ${ }_{1.635}$ | 1,710 | 1,807 | 1.898 | 1.993 | 1.978 | 1.978 | 1.981 | 1.981 | 1.978 | 1.978 | 1.978 | 1.978 | 1.981 | 1.981 | ${ }_{1}^{1.981}$ |


|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0 | 0 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 年11 | Leiecharat Higway 26 A |  | South |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |
| 113 | Leichnarathiglway 26 A | Bument Higway to CH .51 .1 | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 114 | Leichnarat Higmay 26 A | CH. 51.110 Bumert Higmay | Nortbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| 115 | Leichnarathiginway 26 A | CH. $51.110 \mathrm{CH}$. . 22.6 | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | Leichnarath ligmay 6 A | CH. $62.6 .6 \mathrm{CH}$. | Northbound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 117 | Leichnarat ligmay 26 A |  | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 118 | Leichnarat ligmay 26 A | Ch. 86.0 Fainiver R Raad toch 6.626 | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | . | 0 | 0 | 0 |
| $\frac{119}{120}$ | ${ }^{\text {Leiecharath tigway } 268}$ |  | Soubbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 1200 |  | $\frac{\mathrm{CHH}}{88.00 \mathrm{OCHH} 86.0}$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 122 | Leichnarat ligimay 26 A | Ct. 99.0 ( ( amp 3) 1 ch CH . 88.0 | Noorbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 123 | Leichnarat ligimay 26 A |  | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{124}$ | Leichnarat ligmay 26 A | Banana CH. $10.5 .21 . \mathrm{CH}$. . 9.90 | Northbound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 125 | cobharth Higway 26 A | Banaa CH. 1052.1 c ch. 117.0 | Soutbound (G) |  |  | 0 | - | - | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | - | 0 | $\bigcirc$ | - | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{126}$ | Heart Higway 26 A |  | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| -127 | Leielharat tigiowy 26 A | cot.17.0.0 OH. 124.0 | ${ }_{\text {Soutbound ( })}^{\text {Northound (A) }}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | - |
| 129 | Leichnarat tigmay 26 A | Treodore CH. 1623.3 o CH.124.0 | Sounbound (G) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| 130 | Leichnarat ligway 26 A | CH.124.0.0. Theodore CH. 1624 | Itrbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |
| ${ }^{131}$ | etharat Higway 26 A | Theodore CH. $162.23 .30 \mathrm{CH}$. | Southound ( 6 ) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| -132 | Lech harat thowwy 26 A |  | Northound $(A)$ |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 134 | echharth tigmay 26 A | Sta Delusion Road 10 Glemmora Poundsione Roa | Northbound ( 4 ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{135}$ | Oanson Higway 468 |  | Westound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{137}$ | Buce Hiomway 10 E | Cliastono Eeseraraby Roadto oawson High | Westound ( 6 ) |  |  |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 138 | Buce Highway 10 E |  | bound (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{139}$ | Buce Higway | Pawson Higway lo Calliope River Road | Westbund (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% 140 | ${ }^{\text {Brece Higmay }}$ |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 142 | Buce Higmay | Callope River Road to cladstone Mt-atacom Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -143 | Buce Higmay |  | Westound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 145 | Buce Higlway | Bijol Port Ama Road io Cavial: Gracemenee Road | Westound ( 6 ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{146}$ | Buce Higmay | Paiolol Por Ama Road lo Cavial.cracemene Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |  |  |  |  |  |
| -147 |  | Covile | Westound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 149 | Buce Higlway | Surneth Higway Io capicom Highway | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | Buce Higmay | Suneen Higway Lo Capicom Highmay | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 | 0 |  |  |  |
| -152 | Enuce figmay | Capicionn ligwway OS Staney Street | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 153 <br> 154 <br> 154 <br> 1 | Ence Higway | Capicom Higaway St Sinley Street | Nestbund( (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 155 | Classone Eemanaby Poad |  | Southound (6) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | Eassone Benaraby Poad | Sun valey Pead CH. 0.64515 O oawson Higway | embound (A) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ |  | 0 | 0 |  | 0 |  |  |  |  |  |
| [157 | Cliastone Eenataly Poad |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 159 | Clastone E Benataby Road |  | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | Classone Eenasaby Road |  | Northbound ( $($ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | Ciassone - Benataby Poad | Freners Street CH. 3.4010 Cien Eden Ditive CH. 5. | Suutbound (6) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| -162 |  |  | Noerbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 164 | Classone Eenearaby Poad | South rees Dive CH. 5.70 to toien Eleen Dived | Northbund ( $(1)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 165 | Classone Eenataby Poad |  | Suubbound (G) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
|  | Cilastone eseatay Poad | Sol | Nortbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 167 <br> 168 <br> 1 | cila | Een | Somble |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 169 | Eumeet Higway 410 |  | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{170}{171}$ | Bumen Hipway 410 |  | Noertbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 172 | Bument Higway 410 |  | Northbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{173}$ | ethigwa |  | Soutbound (6) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 174 | eth Higway 410 | Lane CH.920.010 thinor's Lane CH.3.5.5 | Northbound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 175 | ett Higway 410 |  | Suthound(G) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 176 | Imeth Higway 410 |  | Northbound ( $($ ) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| [177 | Sumet Higway 4 ME |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 179 | Sumet Higway 41E | CH.18.5.50 Jambin Rail Cossing CH. 27.2 | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| (180 | Sumet hipway 4 UE |  | Nortbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 182 | Bument Higway 41 E |  | orthound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 183 <br> 184 <br> 18 | Sumet hipway 4 AE |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 185 | Bumeth Higway 41E |  | Soutbound ( 6 ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - 186 | Sumet hipway 4 AE | Tomin Red (North CH.5.4.4.0 Tomin Road (Sout | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 188 | Bumeth Higway 41 E |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -189 | Uneet Higway 4 ME |  | Westound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 191 | Bumeth figway 41 E |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{192}$ | eer Higway 41E |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{193}$ | Oawson higmay 46 C |  | Stiound |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 194 <br> 195 <br> 105 | Oawson hioway 468 |  | Easemonal |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 196 | Oaxson Higmay 46 C |  | Eastound (A) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 197 | on Higway 46 C | aringawoorainda merseccion | Stound (G) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{198}$ | wson Higmay 46c |  | sibuous (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 200 |  |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ |



| 10 | Link | section | Direction | 208 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | ${ }^{2021}$ | 2022 | 2023 | 2024 | 2025 | 2226 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{1}{2}$ |  |  | Stiol | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| $\stackrel{2}{3}$ |  |  | $\frac{\text { Northbund }(A)}{\text { Suubbund ( }(6)}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\frac{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| 4 | Oawson Highway 46 A | Bresin streetio Blan onive | Northbound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 5 | Dawson Highway 46 A | Bain Dive to Pophip Street | Soutbound (G) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 6 | Oawson Highway 46 A |  | $\frac{\text { Northbund }(A)}{\text { Sumbund }}$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |
| 8 | Oavson Highway 66 A | Philis Steetio Penda Avenue | Northound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 9 | Oawson Highway 46 | Penda Avenut to chapman Dive | Suutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{10}$ | Oauson Highway 46 A | Pendia Aveneve to Chapman Dive | Normbuan ( $(A)$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  |
| 11 | Oeasos Higway 46 | Chapman Dive ( o o on voung oive | $\pm$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{13}$ | Oawson Highway 46 A | Don Young Dive to Have P Poad | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | Oawson Higmay 46 A | Don Young Dive ot Haver Pead | Northbound ( $(1)$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{15}$ | Oawson Highway 46 A | Havey Pead to Buce Higiway | Suubbound (G) | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\frac{16}{17}$ | ${ }^{\text {Oanson higma } 46}$ |  | Nombubund (A) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{18}$ | Oawson Highway 46 A | Buce Highway to Dynan Dive | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | Oawson Highway 46 A |  | Westbound (6) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| $\frac{20}{21}$ | ${ }^{\text {Oamson Higwav } 46}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 22 | Oawson Higmay 46 A | Ppepine camp 4 to Glass sone Mono Poad | Eastound(A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{23}$ | Dawson Higway 46 A | ipeine Camp 4 to New point 1 | Westbund ( 6 ) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{24}$ | Oawson Highway 6 A | Piperine Camp 4 Road to New point 1 | Eastbound (A) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 25 <br> 26 <br> 2 | ${ }^{\text {Oamson Higwa } 46}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 27 | Oavson Highwa 4 6 A | SCISSC B ordererio New poin'2 | Westound (G) | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{28}$ | Oawson Higmay 46A | Scisc Coorderto New point | Eastound (A) | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{29}$ | Oawson Higway 46 A | ev point 210 Atgoon Road | Westbound (6) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{30}$ | Oamson Highway 46 A | ev point 210 Afaoon Road | Eastound $(A)$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 31 <br> 32 <br> 32 |  | Agoon Roatio Colilie oan Reaad |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{33}$ | Oawson Higmay 46 A | Calice Pam Road to Tognalini. Ealawin Road | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{34}$ | Oawson Highay 46A |  | Easbound (A) | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{35}$ | Dawson Higway 46 A | Tognaini: Ealawin Reaato Biloeda | Estound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{36}$ | Oawson Highway 46 A |  | $\pm$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{38}$ | Oamson Highway 468 | Ceewsdale Camboon Road ob Bioala | Eastound (A) | 0 | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{39}$ | Mamay 468 | Iowsalae Camboon Road to Point | Sund(6) | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 40 | Oavos Higwa 468 | oin 110 Coiossdale Camboon Road | Eastound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }^{41}$ |  | Point 10 Greyelilif Read | $\pm$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
|  | Oenson tigway 68 |  | Westomud (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| ${ }_{4}^{4}$ | Cowson Highway 468 | anana o ocievevifite Road | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 45 | Oawson Highway 46 C | anana 0 Moura Mine | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{46}$ | nhimway 46 | Mnee ol 8 anana |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 48 | Oavson Higmav 46 C | (oura Mine eo Mour Tounship | Stion | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | - |  |
| 49 | Oen | Moura Township to ch 30 | Westbound (6) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 50 | Doavon Highway 46 C | CH. 30 O M Mura Tounstip | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | awson Higway 46 Cc | H.3010ct. 41 | Testound (G) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



|  | Dawson Higway 46C | CH. 4110 ch .30 | Eastound (A) |  |  |  |  | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  |  |  |  |  | 0 |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ¢ $\begin{aligned} & 53 \\ & 54 \\ & 54\end{aligned}$ |  |  | Westbund(G) | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\begin{aligned} & 0 \\ & 0 \\ & \hline \end{aligned}$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline 0 \end{aligned}$ | $\begin{array}{r} 0 \\ \hline 0 \\ \hline 0 \end{array}$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ |  |
| ${ }^{55}$ | Glassone:ML Larom Cd | Daasson Highway 0 Hilidetrand Street | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{56}$ | ClassoneML Larcom Rd | Daasson Highway 0 Hillethrand Street | Eastound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  |  | 0 |  |  | 0 |  | 0 |  | 0 | $\bigcirc$ | 0 |  |  |  |  |
| ${ }^{57}$ | $\xrightarrow{\text { cialsisoneM } \mathrm{M} \text { Lacom } \mathrm{md}}$ | Hiduetrand Stretto oliain oive | Westbund(G) |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ¢ |  | Hiluebrans steento bian ove | Westound ( $(6)$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 60 | ClassoneML Larom Rd | Blain Dive to Red Rover Road | Eastound ( $($ ) | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 61 | Castone ML larcom Rd | d Rover Road to | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 62 | ClassoneML Larcom Rd | Red Rovere Poad to Power Staion | ind (A) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 63 | Classone.M. La arom Rd | Power Staion to Reid Read | Wessbound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| - 64 | Cliasione.M L Laram Rd | Power Saioiol Reeid Road |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{66}$ | GiassoneML Larcom Pd | Reid Roadito Landing Road | Easbound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 67 | Classione M L Larcom Rd | Landig P Road o Tarajinie Road | Westound (6) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -68 |  | Landing Reas ot Tagamie Road | Eesibura (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| - 69 |  | Tarame R Paito ouary Paad | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |
| ${ }^{71}$ | Ciassone:ML Larom Rd | Quary Poad to Buce Higimay | Westound (G) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
|  | sisonem L aram Rd | Ouary Road to buce Higmay |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 | 0 | 0 |  |  | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{95}$ | Camanon H igmay 2 20 | CH. 0.000 (Romal OCH .3 | Nortbuand (G) | 0 | ${ }^{1.502}$ | ${ }^{2} 1.197$ | ${ }^{2} 293$ | 2.158 | 2.581 | ${ }^{828}$ | 674 | 3,044 | ${ }_{1.521}$ | ${ }^{1,225}$ | ${ }^{519}$ | ${ }^{2,735}$ | ${ }^{693}$ | ${ }_{8}^{847}$ | ${ }^{1.225}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | $\bigcirc$ |
| 9 | Camanoon Higwav 24 D |  | Nortbound (G) | $\bigcirc$ | ${ }_{1.502}^{202}$ | ${ }_{2,197}^{207}$ | ${ }_{2}^{2203}$ | ${ }_{2,158}^{22}$ | ${ }_{2}{ }_{2} .581$ | ${ }_{828}^{128}$ | $\frac{174}{674}$ | ${ }_{3}{ }_{3,044}$ | ${ }_{1.521}^{21}$ | $\stackrel{\text { 2, } 2,25}{ }$ | ${ }_{519}$ | ${ }_{\text {2,735 }}$ | $\frac{193}{693}$ | ${ }_{847}$ | ${ }_{1,25}^{225}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{98}$ | Camanoon Higmay 240 | CH. 18 Roma - Tarom Road CH CH 3 | Southound (A) | 0 | ${ }^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{342}$ | ${ }^{114}$ | ${ }^{114}$ | 342 | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{342}$ | ${ }^{114}$ | ${ }^{114}$ | ${ }^{228}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| ${ }^{99}$ | Camanoon Higmay 240 | Oma - Taroon Read oto tiune | Northbund (6) | 0 | ${ }^{1.502}$ | ${ }^{2,197}$ | ${ }^{2} 293$ | ${ }^{2,158}$ | 2.581 | ${ }^{828}$ | 674 | ${ }_{3}^{3}, 04$ | ${ }_{1.521}^{12}$ | ${ }_{1,225}^{1,29}$ | ${ }_{519}$ | ${ }^{2,735}$ | ${ }^{693}$ | ${ }^{847}$ | ${ }_{1,225}^{1,25}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{100}$ | camavon H (igway 240 | minne to oroma - Taroom Road | Sounbound (A) | 0 | ${ }^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{342}$ | ${ }^{114}$ | ${ }^{114}$ | 342 | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{342}$ | ${ }^{114}$ | ${ }^{114}$ | ${ }^{228}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| $\frac{102}{102}$ | Camavo Higway 24. | Hineme | Soubluound (A) | $\bigcirc$ | ${ }_{\text {¢ }}^{\text {9167 }}$ | ${ }_{\text {1, } 1.35}^{165}$ | ${ }_{\text {1.44 }}^{1.188}$ | ${ }_{\text {1.329 }}^{1.184}$ | ${ }_{\text {1,530 }}^{220}$ | ${ }^{507}$ | ${ }_{7}^{409}$ | ${ }_{\text {1.812 }}^{124}$ | (188 | ${ }_{\text {cki }}^{\substack{867 \\ 145}}$ | ${ }^{\frac{312}{}{ }^{38}}$ | ${ }_{\text {L }}^{1.678}{ }_{238}$ | ${ }^{\frac{422}{}{ }^{42}}$ |  | ¢ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{103}$ | Camavon Highway 24 E |  | Northbund (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 104 | Camanon Higway 24 E | CH. 69 OTF F Finiew Field Acceass | Southound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 105 <br> 106 <br> 106 | Camavo Higmay 2 2E |  | Nornboud (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\stackrel{0}{0}$ |
| 107 | Camavo Highway 2 2E | CH. 69 toct 1111 | Northbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{108}$ | Camavon Highay 2 2E | CH. 1111 ( CH .69 | Southound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{109}$ | Camanoon Higwav 24E | CH.11110 CH.172 (Rolesesone) | Northbund (6) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{111}$ | Camavo H (igway 24 E |  | Sounhound $\left(\frac{A}{}\right.$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{112}$ | Leichnarath ligmay 26 A | Bument Higway lo Capiom Highway | Northound (A) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | Leichnarth ligmay 26 A | Surnet Higway to CH .51 .1 | Sountound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -114 | Leichnarth Higmy 26 A | CH. 51.110 Bunet Higmay | Nortbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{115}$ | Leith harathigmay 26 A |  | Sounhound (G) | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{117}$ | Leichnarat Higmay 26 A |  | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{118}$ | Leichnarat Higmay 26 A | CH. 8.0 .0 Fainiew Road toch. 62.6 | Northbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | Leicharatt Higway 26 A | CH. 8.6 .0 Fainivew Road $10 \mathrm{CH}$. | Soutbound | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | Leichnarathigmay 26 A | H. 88.010 CH 886.0 | Noombound |  |  |  | 0 | $\bigcirc$ |  |  | 0 | $\bigcirc$ |  |  |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  | $\bigcirc$ |  | 0 |  |  |  |  |  |  |
| ${ }^{122}$ |  |  | Northound (A) | $\bigcirc$ | $\bigcirc$ | O | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{123}$ | Leichnarat Higway 86 A | CH. 99.0 ot 8anana CH. 10.2 |  | 0 | $\bigcirc$ |  |  |  |  |  | 0 |  |  |  |  | 0 |  |  |  | 0 |  |  |  | 0 |  |  |  |  |  |  |
| ${ }^{124}$ | Leichnarathiglwav 26 A |  | Northound ( $(4)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{125}$ |  |  | Soumboun (©) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | $\bigcirc$ | 0 |  |
| 127 | Leichnarat ligigwy 26 A |  | Southound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| - 128 | Leicharat ig way 26 A | CH. $12.4010 \mathrm{OHH.1.17.0}$ | Nortbound (A) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| $\frac{130}{130}$ | Leichnarat tigmway 26 A | Cht124.0.0 To Theodotere CH. 1624 | Nortbound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{131}$ | Leichnarathigmay 26 A | Theodore CH. $12623.30 \mathrm{CH}$. | Southound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 |  |  |  |
| ${ }^{132}$ | Leitharat figmay 26 A |  | Nortbound $(A)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| ${ }^{134}$ | Leicharatt Higway 26 A | Sta Delusion Road to ciemmoral Rounssione | Northbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{135}$ | atason Higway 68 | Sill | Westiound (G) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 |  |  |  |
| ${ }^{137}$ | Buce Higmay 10 E |  | Westound (G) |  |  |  |  |  |  | 0 | - |  |  |  |  |  |  | - |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 |  |
| ${ }^{138}$ | Euce Highwa 10 E | Glassono.eBearaby Prad io oawson Higway | Easbound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{139}$ | Buce Higmay | Dawson Higmay lo Caliope River Read | Nessiound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| -141 | Euce Highway | Comele | Westound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{142}$ | Buce Highway | Calliope Rive R Rad to Glasasone M:-Larom Poa | Eastound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| - 143 | $\frac{\text { Buce Higway }}{\text { Bure }}$ |  | Westound (G) | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{145}$ | Buce Highway |  | Westound(G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |  |
| 146 | Euce Highway | Eaiol Port Ama Road 0 Gavial.Gacememer Road | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{147}$ | Buce Higumay | Cavial-Gacememer Read ounnet Higmay | Vestound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |  |
|  | Eince Higway |  | Eassionn( (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ |  |
| ${ }^{150}$ | Buce Higmay |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | Buce Highay | Capicom Higmay to Stanle stret | Westound (6) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{152}$ | Buve Higway | Capricom Higway t S Saneye Street | Eastound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 <br> 154 <br> 154 <br> 1 | Esuch Higmay | Capicom Higway OStaney Steet | Westound (G) | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 155 | Glassone - Eenataby Pad |  | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{156}$ | Ciassone - enearab Prad |  | Northbund ( $(1)$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{157}$ | Classone - Benaraby Pad | H. 0.64550 Sienlyon Road CH. 2.159 | Inthound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{158}$ | Ciassone - Benaraty Pad | Gienlyon Road CH. 2.159 toch 0.0 .645 | Oorthound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{159}$ | Clatsione - Benatay Read |  | Suthound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 160 <br> 161 <br> 181 | Cilasione- -enanaty Road |  | Nombund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 162 | Idstone- Benaraby Poad |  | mbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | Classione - Benaraby Paad | Gien Eden Divive CH. 5.700 o osout Trees Divive C |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
|  | ciassone - -enaraby read |  | Northbund (A) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| 165 | Cladsone－Benaraby Road |  | Suutbound（6） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  | 0 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 166 <br> 167 <br> 18 |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | O | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\begin{aligned} & \circ \\ & \hline 0 \\ & \hline \end{aligned}$ |
| 168 | Clastone－Benaraby Foad |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | O | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | ， | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 169 | Euneeth Higway 410 |  | Suthbound（G） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 170 | Surneth tigmay 410 | Cth． 6.5 to oistisict Bunday CH．0．0 | Northound（A） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 171 | Burnethigmay 410 |  | Suutbound（6） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| 172 | Bumethigway 410 |  | Normbund（A） | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 173 | Bument Higway 410 |  | Suutbound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| 174 | Burneth Higway 410 | Sarat Lane CH． 9220 O Hinion＇s Lane CH．8．5．5 | Northound（A） | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 175 | Bumeth tigway 410 | Sara Lane CHH220． 1 O Dawson Higway CH．93．8 | Southound（6） | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | － |  | 0 | 0 |  |
| ${ }^{176}$ | Surneth Higway 410 | Davson Highwy C CH．93．80 Starat Lane CH． 920 | Northbund（A） | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 <br> 178 <br> 178 <br> 1 |  | dean en | Soutbound（ $($ S） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 |
| 179 | Burneth Higway 41 E | CH1185．50 OJambin Rail Cossing CH27．2 | Suthbound（6） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 180 | ment ligmay 41 E |  | Northound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － |  |
| ${ }^{181}$ | Surneth Higway 41E |  | Soubbound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| －182 | Bumet Higway 4 AE |  | Noentound（A） | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |  |  |
|  | Eumet higway 4 4E |  | Soutbound（ $($ ） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{105}$ | Sument fliwway 41 E | Tomin Read（Suut）CH．3．3．9．to Tomin Tod d（Nomt | Southound（ $(9)$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{186}$ | uneer tigmay 41 E | omin Rd（North）CH． 5 S3，40 Tomin R Road（Sout | Northbound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }^{187}$ | Burnet Higway 41 E | Oomin Rd Nooth）CH53．40 Loeceiharat Higw | （c） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 |
| 188 | Surneth tigmay 41 E | Eeicharat Higway CH．7．1．8 to oonimim Road Sod | Easbound $(A)$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 189 <br> 190 <br> 190 <br> 10 |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 191 | Burneth Higway 41E |  | Westound（6） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 192 | Eurreth tigmay 415 | H．1014 | Eassound（A） |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{193}$ | Oawson Higway 4 |  | Eestoun | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | － | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| －194 |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |
| ${ }^{105}$ | Pawon Higway 4 Coc |  | Westound（e） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 197 | Oawson Higway 46 C | Ouaingawoorabinda Meesececion to Worationda | Westound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 198 | Oawson Higway 46 C |  | Easbound（ $A$ ） | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{199}$ | Oawson Higway 4 4c |  | Vestound（c） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| － 200 | dauson Higway 46 C |  | Easstuound（ $(6)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 202 | Oawson Higway 46 C |  | Eastound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 203 | Oavson Higway 46 C |  | stsound（6） | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{204}$ | Oavson Higway 46 Cc |  | Easbound $(A)$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| －205 |  |  | Westound（C） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{207}$ | Oauson Higway 46 C | KM137．50 Popoliston | Westound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ． | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{208}$ | Oawson Higway 46 Ca | Polsison iokM 137.5 |  | 0 |  | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\stackrel{\square}{0}$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |
| 209 | Leichnarat tigmay 26 A |  | Soutbound（6） | 0 | 0 | $\bigcirc$ | $\bigcirc$ | － | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| －210 | Leitharath ligway 26 A |  | Nombound（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 212 | Leichnarat ligway 26 A | Tatoom 12 20ABAA A inersection | Normbound（A） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{213}$ | Leichnarat ligway 268 | Taoom to kM35．00 | Soutbbund（G） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{214}{214}$ | Leichmarat Higway 268 |  | Noinbour（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 216 | Leichnarat ligioway 28 B | JacksonWandoan Peadt okM35．00 | Northound（A） | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{217}$ | Leichnarat tigmay 28 BB | Jackson－Wandoan Roadto Miles | Soutbound（G） | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 218 <br> 219 <br> 29 <br> 18 | Leatharat Higway 268 |  | Westbound（6） | 0 | 2.330 | $\stackrel{4.007}{ }$ | ${ }_{5}^{5,955}$ | 4.007 | $\stackrel{2.581}{ }$ | 1.869 | $\stackrel{2,137}{ }$ | 4.816 | 2，944 | $\stackrel{\text { 2，888 }}{ }$ | 1.933 | 4.507 | 2.156 | 2311 | ${ }^{2} 888$ | ${ }^{1.463}$ | ${ }^{2428}$ | ${ }^{732}$ | ${ }^{732}$ | ${ }_{654}$ | 0 | ${ }^{423}$ | ${ }^{23}$ |  | $\bigcirc$ |  |
| 220 | warego Higmay | 18 l | Easbound（ $($ ） | 0 | ${ }^{342}$ | ${ }_{456}$ | ${ }^{570}$ | ${ }_{456}$ | ${ }^{342}$ | ${ }^{228}$ | ${ }^{342}$ | 570 | ${ }^{456}$ | ${ }_{456}$ | ${ }_{342}$ | 570 | ${ }^{342}$ | ${ }^{342}$ | ${ }_{456}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{114}$ | 114 | 0 | ${ }^{114}$ | 114 | ${ }_{114}$ | 0 | 0 |
| 221 | Waregot Higmay |  | estound（G） | 0 | ${ }^{2} 330$ | 4.007 | ${ }^{\text {5，955 }}$ | 4.007 | 2.581 | ${ }^{1.869}$ | ${ }^{2,137}$ | 4.816 | ${ }^{2}, 984$ | 2.888 | ${ }^{1.983}$ | 4.507 | ${ }_{2}^{2,156}$ | ${ }^{2}, 311$ | ${ }^{2} 888$ | ${ }_{1}^{1.463}$ | ${ }_{2}^{2,48}$ | ${ }^{732}$ | ${ }^{732}$ | ${ }^{654}$ | $\bigcirc$ | ${ }^{423}$ | ${ }^{423}$ | ${ }^{191}$ | 0 | 0 |
| ${ }^{222}$ | rego Higmay |  | astound（ $A$ ） | 0 | ${ }_{342}$ | 456 | ${ }^{570}$ | ${ }^{456}$ | ${ }^{342}$ | ${ }^{228}$ | ${ }^{342}$ | 570 | ${ }_{456}$ | ${ }_{456}$ | ${ }^{342}$ | 570 | ${ }^{342}$ | ${ }^{342}$ | ${ }_{456}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{114}$ | ${ }^{114}$ | $\bigcirc$ | ${ }^{114}$ | 114 | ${ }^{114}$ | 0 | 0 |
| ${ }^{223}$ | Waregot Higmay | Bol3411 Thesesection to KM 1335.5 | estound（G） | 0 | ${ }^{2} 330$ | 4.007 | 5.955 | 4.007 | 2.581 | 1.869 | ${ }^{2,137}$ | 4.816 | 2.984 | 2.888 | ${ }_{1}^{1.983}$ | 4.507 | ${ }_{2}^{2,156}$ | 2.311 | ${ }_{2}^{2,888}$ | 1.463 | 2.428 | ${ }^{732}$ | ${ }^{732}$ | ${ }^{654}$ | 0 | ${ }^{423}$ | ${ }_{4}^{423}$ | ${ }^{191}$ | 0 | $\bigcirc$ |
| ${ }^{224}$ | Waregot Higmay | KM133．5． 10 18013441 1 leesesecion | Easbound（ $A$ ） | 0 | ${ }_{34}$ | 456 | ${ }^{570}$ | ${ }_{456}$ | 342 | ${ }^{228}$ | ${ }^{342}$ | 570 | ${ }_{456}$ | ${ }_{456}$ | ${ }^{342}$ | 570 | ${ }^{342}$ | ${ }^{342}$ | ${ }_{456}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{114}$ | ${ }^{114}$ | 0 | ${ }^{114}$ | 114 | ${ }^{114}$ | 0 | $\bigcirc$ |
| ${ }^{225}$ | Warego Highay |  | Westound（G） | $\bigcirc$ | ${ }^{2.330}$ | ${ }_{4}^{4.007}$ | ${ }_{\text {5，955 }}^{50}$ | ${ }_{4}^{4.007}$ | ${ }_{\text {2，581 }}^{342}$ | ${ }_{2}^{1.869}$ | ${ }_{\text {2，}}^{2.37}$ | ${ }_{4}^{4.916}$ | ${ }_{\text {2，964 }}^{2.9}$ | ${ }_{\text {2，} 288}^{\text {ase }}$ | ${ }_{1}^{1.983}$ | ${ }_{4}^{4.507}$ | ${ }^{2,2656}$ | ${ }^{2.312}$ | ${ }_{4}^{2.888}$ | ${ }^{1.463}$ | ${ }^{2} 2428$ | ${ }^{732}$ | ${ }^{732}$ | ${ }^{654}$ | 0 | ${ }^{423}$ | ${ }_{423}^{423}$ | ${ }_{191}^{191}$ | 0 | 0 |
| ${ }^{227}$ | Jackson－Wantan Road |  | Normbound（ $A$ ） | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 228 | Son－Wandoan Road | 80，Dualaca North measesecion | outhound（G） |  | 。 | 。 | － | 。 | 0 | 0 | 。 | 。 | 0 | － | 0 | － | 0 | － | － | － | 。 | 0 | － | 。 |  | 。 | 。 | 。 | 0 | 。 |
| 229 <br> 230 <br> 230 |  | Sidit Leichardthigmay | Eastiound（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | $\bigcirc$ | \％ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | ： | ： | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
|  |  |  | Northbound（A） |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| ${ }^{232}$ | Burce Higway（100） | CH． 112 2t M Mriam Vale CH． 98.8 | Sumbund（G） | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  | 0 |  |  |  |  |  |  |  |  |  |  |
| 233 <br> 24 <br> 23 |  |  | Nouthembend | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |


| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | ${ }^{2024}$ | 2025 | ${ }^{2026}$ | 2027 | 2028 | 2029 | 2230 | ${ }^{2031}$ | ${ }^{2032}$ | 2033 | ${ }^{2034}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Dauson Higway 46 A | Clasisone．M L Lactom Road to Besesin Street | Soutbound（6） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{2}{3}$ |  |  | Nomboun（A） | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 4 | amen | Bresilin Steet 0 Blain orive | Northbound（ $A$ ） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 5 | Oawson Higway 46A | Bain Oivive op Phils Street | Soutbound（6） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | Oavson Higway 46 A | Slain Dive to Philip Steet | Northbound $(A)$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Oawson higway 46 A | Potip Steelto Penda Avenue |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 9 | Oavson Higway 46 A | Penda Avenue to C Chapman oive | Southound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 |
| 10 | Oavson Higway 46 A | Penda A Averue to Chapman oive | Nombuoun（A） | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 <br> 12 <br> 1 <br> 1 | Oawson Higway 6 A | Chapman Divieto on Oonorg Dive | Soutbound（G） | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{13}$ | Oawson Higmway 6 A | oon Young Dive to tohavey Poad | Soutbound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{14}$ | Oawson Higway 68 A | Don Young Dive to tavey Paad | Northbound（ $A$ ） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |


|  | Oawson Higlway 46A | Haver Poadto Buce Higway | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  |  |  | 0 |  |  |  |  | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{17}{18}$ | Oanson Highey 46 A | Buce Higmay to opnan Dive | Soutbound ( $($ ) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 18 | Oawson Highway 46 A | Suce Higway O Opran Dive | Nornound (A) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $0$ |  |
| 19 <br> 10 <br> 20 |  |  | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 21 | Oawson Higway 46 A | Gliassone.Monto Poad to Pipeline Camp 4 | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 22 | Dawson Higmay 46 A | Pipeine camp 4 to Cliastone Mont Road | Easbound (A) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 23 | Emson H Higway 46 A | Piperine Camp 4 to New point 1 | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 24 | emson higmay 46A | Pipeine Camp 4 Road to New point | Easbound (A) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 25 | Pavson Higiway 6 A |  | Westound (6) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 26 | Pavson Higway 68 | Newto CsCCBSCC Boder | Eastoond (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 27 |  | Clisc Barderet $\mathbf{t}$ New point |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 28 | Oawson Higway 66 | CSCRISCC Bordet Io New point 2 | Easbound (A) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| 29 | amson H Higway 46 A | Neevopoin 2 20 Acgoon Rad | Nestbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 |  | 0 | 0 |  | 0 |  |  |  | 0 |  |
| 30 | Oawson Higway 66 | New point 2 20 Algoon Road | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 31 <br> 32 <br> 32 | Oanson Higway 46 A | Agoon Roadit calilie oan Foad | ${ }^{\text {a }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{-}$ | Oavson Higway 46 A |  | Westound (G) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{34}$ | wson Higmay 46 A | Callide Dam Road Io Tognalini Baluwi R Road | (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35 | Oawson Higway 66 |  | Vestound(6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 |  |  |
| ${ }^{36}$ | Oavson Higway 46 A |  | Easbound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| - | Sawon Higwa 468 |  | Eesbound ( $)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{39}$ | Oavson Higway 668 | Crowsdale Camboon Roadt Popint | Westound (G) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | Jawson Higway 468 | Point 110 Corovsale C Camboon Read | Eastbound (A) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{41}{42}$ | Jawon higway 488 | Point 10 creyeritit erad | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 43 | Oauson Higway 68 B | Grealife Road oto Banana | Westound (6) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 44 | Oawson Higway 46 B | Bananat 0 Geeverite Pead | Easbound ( $($ ) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | Oawson Higway 46 C | Bananat M Moura Mine | essbound()) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
|  | Oauson Higway 46 C | Moura M Mee of ofana | Easbound ( $A$ ) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| 47 <br> 48 <br> 48 | Oawson higway 46 C | Nour Mne o ovora Touship | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{49}$ | Oawson Higway 46 C | Moura Township toct 30 | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | Oawson Higway 46 C | CH. 30 o M Mura Tomstip | Easbound ( $($ ) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 51 | Jauson Higway 46 C | CH. 3010 ch .41 | Vestound(6) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | Jawson Higway 46 C | CH. 4110 ch cho | Easbound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 53 <br> 54 | Cowson Higway 4 fc |  | Easbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 55 | Glassone ML L Larcom Rd | Dawson Higway 0 Hildebrband Street | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{56}$ | Giadsone.ML Larcom Rd | Oawson Higlway 0 Hildedraand Street | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 57 | Giassone.ML Larcom Rd | Hildeetrand Street to Plain orive | Westbound (6) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 58 <br> 59 <br> 50 | Clasisone.M L Laram Rd | Hidueblard Stret Ot Blin Dive | Eleastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 60 | Classione:MLL Lacom Rd | Blin onive o o Red Rovere Road | Easbound (A) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 | , | 0 |  |
| 61 | Classone.ML Lactom Rd | Red Rover Road 1 Popere Staion | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 62 | Glassone:ML Larcom Rd | Red Rover Road to Power Staion | Easbound ( $($ ) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{63}$ | Clastone.ML Larcom Rd | Power Staion Io Reid Read | Westound (6) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{64}$ | Glassone:MLL Larcom Rd | Powe Staion to Reid Road | Easbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -65 | ${ }^{\text {Clasasione.M L Larcom R }}$ d | Reid Road olanding goad | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 67 | classione:ML Larcom Rd | Landing Poad ot Tarajimie Road | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 68 | Glassone.ML Larcom Rd | Landing Poad to Tagiginie Road | Eastoond (A) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  |  |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 70 | Glassione.ML Larcom Rd | Targimie Roadto Quary Road | Easbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{71}$ | Glassone.ML Larcom Rd | OLary Paad io Buce Higmay | Westound (G) | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
|  | Glassone.ML Larcom Rd | Ouary Road io Buce Higimay | Easomf | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{96}$ | Camanon Higmay 24 D | CH. 310 CH .0 .00 ( Poma) | Soutbound (A) | 0 | ${ }_{1.274}$ | ${ }_{1}^{1.969}$ | ${ }^{2.065}$ | ${ }^{1.930}$ | ${ }^{2} 239$ | ${ }^{174}$ | ${ }_{560}$ | ${ }_{2,702}$ | ${ }^{1,293}$ | ${ }^{1.197}$ | ${ }^{405}$ | ${ }_{2}^{2333}$ | ${ }_{5}^{579}$ | ${ }^{733}$ | ${ }^{1.197}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 97 | Canavon Higmay 24 D | CH.3m to CH. 18 Rema- Taroom Road | Northound (G) | 0 | 0 |  | 0 |  |  | 0 | 0 |  |  |  | 0 |  | - | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }_{98}^{98}$ | Camavon Higmay 24 D | CH. 18 Roma - Taroom Read to CH .3 | Southbound (A) | 0 | ${ }^{1.274}$ | 1.969 | 2.065 | 1.930 | ${ }^{2,239}$ | ${ }^{714}$ | ${ }_{560}$ | 2.02 | ${ }^{1.293}$ | ${ }^{1.197}$ | ${ }^{405}$ | ${ }^{2,393}$ | 579 | ${ }^{733}$ | ${ }^{1.197}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| $\stackrel{100}{ }$ | Camanoon Higmavz 240 | Triune to oroma - Taroom Read | Sountound (A) | $\bigcirc$ | ${ }_{1.274}$ | ${ }_{1}^{1.969}$ | 2.065 | ${ }_{1}^{1.330}$ | ${ }^{2} 239$ | ${ }^{714}$ | 560 | 2702 | ${ }^{1.293}$ | ${ }^{1,197}$ | ${ }_{405}$ | ${ }_{2}^{2393}$ | 57 | ${ }^{733}$ | ${ }^{1197}$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |
| 101 | Canavon Higmay 24 D |  | Normbound (G) | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0 | 0 |  | 0 |  |  |  |  |  |  |  |
|  | Camavon Higway 24 D | Fainew Field Access 0 loliune | soumbound | 0 | ${ }^{302}$ | ${ }^{1,239}$ | 1.300 | 1.215 | ${ }_{1,409}^{1 / 4}$ | ${ }^{450}$ | ${ }^{352}$ | 1.701 | ${ }^{814}$ | ${ }_{753}$ | ${ }^{255}$ | ${ }_{1.507}$ | ${ }^{365}$ | 462 | ${ }_{753}$ | 0 | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | Camavon Higway 24 E | Fainew Feidd Acesest oct 6.68 Bunn | Northound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
|  | Canavon himav 24 E |  | Soumbound | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ |  | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |
| 106 | Camavon Higmay 24 E |  | Soutbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| -107 | canavo Higlow 2 2E | CH. 69.0 CH. 1111 | Nothboun | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| -108 | Canavon Higmay 24 E | CH.1110 ch 69 | Soumbound | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| \% 109 |  |  | Nombubund | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 111 | Leicharathigway 26 A | CH. OC Capicom Higway to euneert Higway | Southound (6) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 112 | Leicharat Higway 26 A | Surnet Higway to capicom Higmay | Northound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{113}$ | Eacharath Higmay 26 A | Sumet Higway 10 CH. 51.1 | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 114 <br> 115 | Leich harat Higway 26 A | CH. 51.110 Bumeet Higway | Northbund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 116 | Leicharat tigmay 26 A | CH. 62.6 .6 ch CH. 51.1 | Northbound ( $(1)$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{117}$ | eicharat Higmay 26 A | CH. 62.610 ccH 8.86 .0 Fainiew Paad | armound | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| ${ }^{118}$ | Leicharat Higway 26 A | ch. 86.0 F Fanvem Road 10 Ch. 62.6 | Noribound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| - 119 | Leich harat Higway 26 A |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 121 | Leicharat tigmay 28 A |  | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{122}$ | cotharat Higway 26 A | CH. 99.0 ( (Camp 3) 1 coct. 88.0 | Nortbound (A) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 123 | Leicharat Higmay $26 A$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 125 | Leichnarth tigmay 28 A |  | Southound ( 6 ) | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 126 | harct Higmay 26 A | 117.0 Ot Banana CH. 105.2 | bound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | 0 |
| ${ }^{127}$ | Leicharat Higway 26 A | H.117.010 ch. 124.0 | Soutbound (G) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
|  | Leichhart Higway 26 A | CH. 124.010 CH. 117.0 | Northbound (A) |  | 0 |  |  | 0 | 0 |  |  | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 0 |  |  |  |  |  |  |



| 129 | Leichnarth ligway 26 A | Theodire CH. 1623.3 C CH.124.0 | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - 130 | Leitharat Higway 26 A |  | Northbund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{132}$ | eiecharatt tiglway 26 A |  | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }^{133}$ | Leichnarth ligmay 26 A | Glemmoar Roundstone Roadio 1 Sla Dalusion R | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 134 | Leichnarat lighway 26 A | Isala Delusion Road to Geiemmara Rounssone Roa | Northound ( $A$ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - ${ }_{\text {135 }}^{136}$ | (awson Higway 468 |  | Westbound (G) | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{137}$ | Buce Higway 10 E | Chassone: erearaby Poad io oawson Higway | Westound (G) | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{138}$ | Buce Highay 10 E |  | Easbound (A) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  | 0 | 0 |
| ${ }^{139}$ | Buce Higmay | Dauson Higmay IO Calivere Reve Pead | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{140}$ | Buce Higmay | Oauson Higway y 0 Calilope River R Pad | Eastound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{191}$ | Eice Higway |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{142}$ | Buce Higmay | Calliope River R Road lo Clalasione M-L-Larom Reas | Eastound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| ${ }^{143}$ | Euce Higmay |  | Westbund (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| -144 | Buce Higlway |  | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{145}$ | Euce Higmay | Baiol Por Amm Road It Gavail: Gracemenere Road | Westbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| ${ }^{146}$ | Buce Higlway |  | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | , | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| - ${ }_{\text {147 }}^{148}$ | Ster |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 149 | Enue Higlway | Sumeent Higmay lo Capicom Highway | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | . | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 150 | Ence Higmay | Sument Higmay to Capicom Highway | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 |  |
| 151 | Ence Higlway | Capicion Higway lo Staney Street | Westound (G) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{152}$ | Euce Higmay | Capicom Higiway U Stanley Street | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 |
| ${ }^{153}$ | Enue Highway | Capicom Higway to Sanaley Street | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ¢ 154 |  | Capriom Higway S Staney Steel |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 156 | Classone Eenaraby Poad | Sun valey Poad CHH.0.645 Lo odasos Highway $C$ | Nortbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | , | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 157 | Classone Eenaraby Poad |  | Southound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% 158 | ${ }^{\text {cidastone - Eenataby Poad }}$ |  | ${ }^{\text {Northboun ( }(\text { ) }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| $\frac{150}{160}$ | Clastone E Benaraby Poad | Fiench Street CH. 3.3010 of cienly | Nortbound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 161 | Cladsione - Benaraby Poad | French Street CH. 3.400 O OTlen Eden Divive CH. 5 . | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 162 | Stone Benataby Poas |  | Northbound (A) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{163}$ | Clastsone Eenataby Paad |  | Soutbound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ¢ 164 |  |  | Nouthoun (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 166 | dsione e Benataby Poad | Boyme ISand D Divive CH. 1.0 .03960 O Sount Trees | Nortbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{167}$ | Cladsone Benatay Poad |  | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{169}$ | Eumeethigway 410 |  | Southbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 170 | Sumet Highway 410 | CH. 6.5 .0 o oisistict Bunday CH0.0 | Northbound (A) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 0 |  |
|  | Bumer Hipway 110 |  |  |  |  | $\bigcirc$ |  | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 |  |  |  |
| 173 | Bumeeth Higway 410 |  | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  | 0 | 0 |  | 0 |  |
| ${ }^{174}$ | Burnet Higmay 410 |  | Normbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{175}$ | eineth |  | Soumbent | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 177 | Surnet Highway 41E | Oawson Highway CH. 93.8 .8 It CH18.5 | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | ethtimway 41 E |  | Northbund (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |  |  |  |
| 179 <br> 180 | Sument Hiway 41 E |  | Somen | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{181}$ | Burnet Higway 41E | Jambin Rail Cossing C.H.27.2. Lo coovisen Comme | Soutbound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 |  |
| 182 | Bumet Highway 41 E |  | Northound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{183}$ | Bumer Hipway 11 E |  | Soutboun( ( $($ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{105}$ | euneeth tigway 41 E |  | Southound ( ( ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{186}$ | Sumet Higway 41E |  | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{187}$ | Bumet thigway 41 E |  | Westound (6) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{188}$ | sumeen Highway 41 E |  | Eastound $(A)$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| -199 | Bumet Higway 4 IE |  | Westound ( $($ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{191}$ | Bumet Highway 41 E |  | Westround ( $(1)$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | Bumeth Higway 41E |  |  |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  | $\bigcirc$ |  | 0 |  |  | 0 |  |  |  |
| - 1034 |  | Ein | Westound (A) | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 195 | Oawson Highway 46 C |  | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{196}$ | Oawson Higmay 46 C |  | Eastound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | , | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
|  | Cawson Highay 46 Cc |  | Westound ( $($ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 199 | Oaxson Higmay 46c |  | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 200 | Pawson Higmay 46 C |  | Eastound (A) | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 201 | Oanson Higmay 46 C | A6Ciss inersecioio | Westbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 202 ${ }^{203}$ | Cawson Highay 46 Cc |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 204 | Oawson Higway 46 C |  | Castound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 205 | Oawson Highway 46 C |  | Testound (6) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{206}$ | wson Higmay 466 | KN 137.5110 OUaingadBaunina mesesecion | astound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{208}$ | Tavson Hipway 46 |  | Eastound(A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 209 | , harat Higway 26 A |  | Southbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 210 | atharth Higway 26 A |  | Noothbound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |
| ${ }^{212}$ | eieinhrat Higlway 26 A |  | Nortbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | . | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{213}$ | Leielharat Higlway 268 | Taroom to K K35.00 | Soutbound (6) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 |
| ${ }^{215}$ |  |  | Southound ( (6) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | . | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 216 | Leichnarathigimway 26 B | Jackson-Wandoan Road to kM3500 | Northbund (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{217}$ | Leech harat Higway 2 268 |  | Sourbbund (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 219 | Warego Highway | Mies 0 1080 OLulaca North meesestion | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |



| 220 | Warego tighway |  | Eastound（A） | 0 | ${ }^{1.988}$ | ${ }^{3.551}$ | 5.385 | 3，551 | 2.239 | 1.641 | 1，795 | 4.246 | 2.528 | 2.432 | 1.641 | 3.937 | 1.814 | 1.969 | 2.432 | 1.235 | 2200 | ${ }^{618}$ | ${ }^{618}$ | 540 | 0 | 309 | 309 | 77 | 0 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 221 | Nareeg tigimay |  | Nestound（ $(6)$ | 0 | $\bigcirc$ | ， | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 2182 | 1641 | 2937 | $\stackrel{0}{19}$ | ${ }^{1069}$ | 232 | 1235 | 220 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 30 | 30 | \％ | 0 | 0 |  |
| 222 | Narrego Higmay |  | Eestound $(A)$ | 0 | ${ }^{1.988}$ | ${ }^{3.551}$ | 5.385 | 3.551 | 2239 | 1.641 | ${ }_{1}^{1,95}$ | 4.246 | 2.528 | 2.432 | ${ }^{1.641}$ | 3，937 | 1.814 | 1.969 | 2.432 | 1.235 | 2200 | ${ }^{618}$ | ${ }^{618}$ | 540 | 0 | 309 | ${ }^{309}$ | ${ }^{77}$ | $\bigcirc$ | $\bigcirc$ |  |
| 223 <br> 24 <br> 224 | Narego Higway |  | Eassiound（A） | $\bigcirc$ | ${ }_{1}^{1.988}$ | ${ }_{3,551}^{0 .}$ | $\stackrel{0}{5.355}$ | ${ }_{3.551}$ | ${ }_{2}^{2} 239$ | $\stackrel{1}{1.641}$ | ${ }_{1}^{1,95}$ | $\stackrel{0}{4,246}$ | $\stackrel{0}{2.528}$ | ${ }_{2}^{2,482}$ | $\stackrel{1}{1.641}$ | ${ }_{3,937}$ | ${ }_{1}^{1.814}$ | ${ }_{1}^{1.969}$ | ${ }_{2}^{2,432}$ | $\stackrel{1}{1.235}$ | $\stackrel{2}{2,20}$ | ${ }_{618} 6$ | ${ }_{618} 6$ | ${ }_{540}$ | $\bigcirc$ | ${ }_{309}$ | ${ }_{309}$ | $\stackrel{0}{77}$ | $\bigcirc$ | $\bigcirc$ |  |
| 225 | Warego Higmay | kM135．5． 1 Roma | Westbound（（G） | $\bigcirc$ | 0 | 0 | 0 | 0 | ， | 0 | ， | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 226 | Warreot Higway | Romato okM35．5 |  | $\bigcirc$ | 1.988 | 3.55 |  |  | 2239 | 1.641 |  | 4.246 | 2.528 | 2.432 | 1.641 | ${ }^{\text {3，937 }}$ | ${ }_{1}^{1.84}$ | ${ }_{1}^{1.969}$ | 2.432 | 1.235 | 2,200 | ${ }^{618}$ | ${ }^{618}$ | 540 | 0 | ${ }^{309}$ | 309 | ${ }^{77}$ | 0 |  |  |
| ${ }^{227}$ | Lsoon－Wantoan Road |  | Noorbound（A） | 0 | ${ }^{\circ}$ | $\bigcirc$ | 0 | － | 0 |  |  |  |  |  | － |  | － | 0 | － | 0 |  | 0 | $\bigcirc$ | ${ }^{\circ}$ | $\bigcirc$ | ${ }^{\circ}$ |  |  | $\bigcirc$ | $\bigcirc$ |  |
| 228 229 229 |  | Sin Oizoinuaca Nomy |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | \％ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | － | 。 | 0 | 。 | 。 | 。 | \％ | $\bigcirc$ |  |  |  |
| ${ }^{230}$ | Jacson－Wandoan Road | Leicharath thimay y o orid | Westound（t） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{231}$ | Enue High | iam Vale CH． 98.8 .8 io CH． 112 | Vorthbund（ $($ ） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{232}$ | Buce Higway（10） |  | Soutbound（G） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| 234 | Burce Higmay（（10） | Benaraby CH． 147.1 OCH .112 | Sounbound（c） | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |


| 10 | Link | Section | Dinection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | ${ }^{203}$ | ${ }^{2034}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 46 A |  | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | dawson Higwav 6 AA |  |  |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}^{4}$ | deamen | Bresin Stereto Baian Dive | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higmay 46A | Blain Divive to philip Steet | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | Oawson Higmay 46A | Blain Dive to philips Steet | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | Oawson Higmay 46A | Philip Steet to Penda Avenue | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | Oawson Higway 46A | Philis Steet of Penda Avenue | Nortbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{9}{10}$ |  | $\xrightarrow{\text { Penda Avenut elo chapman Dive }}$ | Soutbound ( $(6)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | Oavson Higmway 6 6A | Chaman Dinive olo on voung inve | Soutbound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | Oavson Higway 66 A | Chapman Divieto oon Young Dive | Northbund (A) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 <br> 14 <br> 18 | dea |  | Soutbound ( (S) |  |  | 0 | ${ }_{\substack{\text { a,433 } \\ 3,43}}^{\substack{\text { a }}}$ | 4.302 <br> 4.302 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15 | Oawson Higway 46 A | Haver R Radto Bunce Higway | Soutbound (G) |  |  | 0 | ${ }^{\text {3,483 }}$ | 4.302 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16 <br> 17 <br> 17 | -auson Higway 6 4 |  |  |  |  | $\bigcirc$ | ${ }^{\text {3,483 }}$ 3,91 | ${ }_{4}^{4.302} 4$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{18}$ | Oauson Higmay 46 A | Buce Higmay to Dopma Dive | Northound (A) |  |  | 0 | 3.091 | 4.302 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{19}{20}$ | (ayson higway 46A |  | Nestound ( $($ S) |  |  | $\bigcirc$ | ${ }^{3.091}$ 3,091 | - ${ }_{\text {4,302 }}^{4.302}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{21}$ | Davson Higway 6 6 | Glassone Mono Road to Pipotine Camp4 | Westbound (6) |  |  | 0 | ${ }_{5}^{5.566}$ | ${ }_{4}^{4.74}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 22 <br> 23 <br> 23 | (axson Higway 46 A |  |  |  |  | $\bigcirc$ | ${ }_{\text {5, } 5.566}^{566}$ | ${ }_{\text {L }}^{4.714}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{24}$ | Oawson Higway 46A | Piperine Camp 4 Read to New point 1 | Eastound (A) |  |  | 0 | ${ }_{5}^{5.566}$ | 4.714 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 25 <br> 26 <br> 28 |  |  | Nestound ( 6 ( |  |  | $\bigcirc$ |  | 4.714 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 27 | Davson Higmay 6 6a | Neeno coibibioner | Westomond ( $(6)$ |  |  | 0 | ${ }_{5}^{5.566}$ | ${ }^{4.714}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{28}$ | Oawson Higway 46 A |  | Eastound (A) |  |  | 0 | ${ }_{5}^{5.566}$ | ${ }_{4}^{4.714}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{29}{30}$ |  |  | Eestomound (A) |  |  | $\bigcirc$ | ${ }_{4}^{4.220}$ | ${ }_{\text {4,490 }}^{4.40}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{31}$ | Oawson Higway 46A | Agoon Road Io Callide Dam Read | Westbound (6) |  |  | 0 | 4.220 | 4.490 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{32}$ | Javson Higway 6 6 | Agoon Roaat Io Calilide Oam Read | Easabund (A) |  |  | 0 | ${ }_{4}^{4,220}$ | 4.490 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 33 <br> 34 |  |  | Eastound (A) |  |  | 0 | (1,745 ${ }_{\text {1,745 }}$ | ${ }_{4.0077}^{4.077}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{35}$ | Oavson Higway 66 A | Toonalini Ealatwi R Raad to Bioeala | Westbound (G) |  |  | 0 | ${ }^{1,745}$ | 4.077 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 36 <br> 37 <br> 37 | Oavso Higway 468 |  |  |  |  | 0 | ${ }_{\text {L }}^{1.745}$ | ${ }_{4.077}^{4.077}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -38 |  |  | Eastound (A) |  |  | 0 | ${ }_{1}^{1,745}$ | ${ }_{4}^{4.0077}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{39}$ | Oavson Higway 468 | Crousdal Camboon Raad Popint | Westbound (G) |  |  | 0 | ${ }_{1}^{1,745}$ | 4.077 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{40}{41}$ | Oavson Higway 468 | Point 110 Counsale Camboon Read | Eastound (A) |  |  | 0 | ${ }_{\text {1,745 }}^{1.755}$ | ${ }_{4.077}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}$ | Oawos hioway 48 CB |  | Eestround (A) |  |  | 0 | ${ }_{\text {1,745 }}^{1.745}$ | $\stackrel{4.077}{4.077}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{43}$ | Oavson Higway 46 B | Giecilife Road o Banana | Westound (6) |  |  | 0 | ${ }_{1}^{1,745}$ | 4.077 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 44 | Oawson Higway 468 | Panana to Geievcrite e Rad | Elestoun (A) |  |  | 0 | ${ }^{1,745}$ | $\stackrel{4.077}{4,95}$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 45 <br> 46 <br> 4 | dea |  | ${ }^{\text {Westabun }(\text { S }}$ |  |  | $\bigcirc$ | ${ }_{897}^{897}$ | ${ }_{\substack{3,865 \\ 3,85}}^{\text {c, }}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 47 | Oawson Higway 46 C | Moura Mree ot Moura Tounstip | Westound (G) |  |  | 0 | 897 | ${ }_{\text {3,865 }}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 48 <br> 49 <br> 49 | Paws Highey 46 C | Mour Tounsip to Mour Mine | Eastouna (A) |  |  | $\bigcirc$ | ${ }_{2}^{8.597}$ | ${ }_{\substack{3.865 \\ 6.30}}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 50 | Oauson Higmay 46 C | CH. 30 to Moura Tounstip | Eastound (A) |  |  | 0 | 2.547 | 6.340 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{51}^{51}$ | Oanson Highway 46 C | CH. 3010 CH .411 | Westbound (G) |  |  | 0 | ${ }^{177}$ | ${ }_{2}^{2785}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 52 <br> 53 <br> 58 | Oaasso H Higway 46 C |  |  |  |  | $\bigcirc$ | ${ }_{1}^{177}$ | ${ }_{\text {2,785 }}^{2,785}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 54 | Oauson Higway 46 Cc | Bounday 0 CH. 41 | Easbound (A) |  |  | 0 | ${ }^{177}$ | ${ }^{2,785}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{55}{56}$ | Giassone.M L Lacom Rd | Dawson Higlway Yo fideetrand Street | Westbound (G) |  |  | 0 | ${ }^{3.483}$ | 4.302 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 56 <br> 57 | CladsoneM L Larool Rd | Oanson Higway ( Hidederanas Street |  |  |  | $\bigcirc$ | ${ }_{\substack{3,483 \\ 3,43}}^{1.4}$ | ${ }_{4,3,302}^{4.302}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 58 | Glassone.M L Lacoom Rd | Filuefriand Steetto Blan Dive | Eastound (A) |  |  | 0 | ${ }_{3,483}$ | 4.302 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 59 <br> 60 <br> 60 | Cladsone.ML Larom Rd |  | ${ }^{\text {Westabund }(\text { S }}$ |  |  | $\bigcirc$ |  | ${ }_{4}^{4.302}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 61 | Glassione M L Larcom Rd | Red Pover Poad to Power Staion | Westbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{62}{63}$ | Ciadsone. L L Lacom Rd | Ped Pover Poadto Powers Staion | Eastiound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 64 | Glassone MM L Larcom Rd | Powe Station to Reid Raad | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{65}{66}$ | ClasioneM L Laroco Rd | Reir foad OLanding foad | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 67 | Glassone M M L Lacom R Rd | Landing Road to Tayimine Road | westbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 68 <br> 69 <br> 69 | Ciasione M Lataom Rd | Lending Poad OTa Tagimie Road | Eeastoond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{70}$ | Ciadsonom M L Lacocom R Cd | Tagimine Roast o o uarary Road | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{71}{72}$ | Classione. LLaraom Rd | Ouary Padatio ence Higway | Westbund (G) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 95 | Camanon Highway 24 D | CH. 0.00 P Pomal 10 CH. 3 | Northbund (6) |  |  | 0 | 0 | 502 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{96} 9$ | Camavon Highavy 24 D | $\mathrm{CH} .310 \mathrm{CH} .0 .0 .(\mathrm{Pomam})$ | Southound (A) |  |  | 0 | 0 | ${ }^{502}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 98 <br> 98 <br> 98 | ${ }^{\text {camavon }}$ Higway 240 |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ¢ 502 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 99 | Caranoon Higuway 4 2D | Roma - Taroom Road tolijune | Northound (6) |  |  | 0 | 0 | 502 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}100 \\ \hline 101 \\ \hline 1\end{array}$ | Camavo H (igway 2 200 | nime toroma- Tatoon Read | Soutbound (A) |  |  | $\bigcirc$ | $\stackrel{0}{0}$ | 㐌 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 102 | Camano H Himavay 240 | Farivew Field Acocess tolivine | Soubbound (A) |  |  | 0 | 0 | ${ }_{502}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 103 <br> 104 <br> 10 | Camavo H (igwav 2 2EE |  | ( Northbund (G) |  |  | $\bigcirc$ | 0 | ${ }^{862}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 105 | Camanon Higmavy 24 E |  | Northound ( 6 ) |  |  | . | 0 | ${ }_{862}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -106 | Camavo H (igmay 2 2EE | CH. 86 Access camp 110 ch. 69 | Sounbound (A) |  |  | 0 | $\bigcirc$ | ${ }_{\text {862 }} 8$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{108}$ | Camavon Higmavy 24 E | CH. 1111 Loct 69 | Soutbound (A) |  |  | 0 | 0 | ${ }_{521}^{521}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | mavon Higmay 24 E | H-11110 CH.172 (Rolesosone) | Northound(6) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| 10 | Link | Section | ection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | ${ }^{2024}$ | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Dawson Higway 6 A 6 |  | Suutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{3}$ | Pawson Higway 6 A |  | Noternboun (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | Dawson Higway 46 A | Biesilin Steetto Blain Dive | Northbound ( $A$ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higway 46 A | Bain Dive to Philip Steet | Suutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{6}{7}$ | Pawson Higway 6 A |  |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | Dauson Higway 46 A | Philp Steetto Penda $A$ venue | Northbound ( $($ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{9}{10}$ | Pawson Higway 6 A |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | Dawson Higway 66 A | Chapman oivieto oon Young oive | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{12}{13}$ | Jowis higway 6 ¢ | Chapma Divele oon \oung obve | Southound (G) |  |  | $\stackrel{0}{5.255}$ | $\stackrel{0}{5.555}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{14}$ | Dawson Higway 6 a | Don Young Dive ot have Pead | Northbound (A) |  |  | 0 | 0 | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15 | Davson Higway 46A | Havey Read to Buce Higlway | Suutbound (6) |  |  | 5,255 | ${ }_{5}^{5.555}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{16}{17}$ | Dawson hioway 6 ¢ | Heane Poad obice Higway | Nombubund (A) |  |  | ${ }_{5.255}^{5}$ | $\stackrel{0}{5.555}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{18}$ | Pawson Higway 66 A | Burce Higway lo opynan Dive | Northbound ( $($ ) |  |  | 0 | 0 | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19 | Dawson Higway 6 a |  | Westound (6) |  |  | 5.255 | ${ }_{5.555}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{20}$ | Oawson Higway 64 |  |  |  |  | ${ }_{5}^{5}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 22 | atamen |  | Eastound (A) |  |  | $\frac{5.25}{0}$ | ${ }_{5}^{5.555}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{23}$ | Dawson Higway 66 A | Pipeine Camp 4 to Nevopoint 1 | Westound (6) |  |  | 5.255 | ${ }_{5.555}$ | $\bigcirc$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{24}$ | Dawson Higway 68 A | Pipelie Camp 4 Read i Neev point 1 | Eastound (A) |  |  | ${ }_{5}^{0}$ | ${ }_{5}^{5}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{25}$ | Pauso Higway 6 A | Newlo cscissc oroier | Nestound (A) |  |  | ${ }_{5}^{5,255}$ | ${ }_{5}^{5,555}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{27}$ | Jawson Higway 6 6A | CSClibc eorider ro New point 2 | Westbound (G) |  |  | 4.379 | 4.679 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{28}$ |  | NSCus |  |  |  | 4.439 | $\stackrel{0}{4.579}$ | $\bigcirc$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 30 | Oauson Higway 46A | New point 2to Agoon Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 31 <br> 32 <br> 32 | Oavson Higway 46 A | Asoon Roadt Coallide am Read | Westound (G) |  |  | 4.379 | 4.579 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32 <br> 33 <br> 3 | Oawos Higway 68 a | Agon |  |  |  | $\stackrel{0}{4.379}$ | $\frac{0}{4.579}$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{34}$ | Oavson Higway 46 A | Callide Dam Roadto Tognalini Ealdwi R Rad | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{35}$ | Pauso Higway 6 ¢ |  | Nesteond (A) |  |  | $\frac{4.379}{0}$ | 4,579 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{37}$ | Oavson Higway 468 | Siloeala 0 Cowusdal Camboon Road | Westbound ( 6 ) |  |  | ${ }^{3.503}$ | ${ }^{3,703}$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 38 <br> 39 <br> 39 | Pawson higway 468 |  |  |  |  | ${ }_{3.503}$ | $\stackrel{0}{3,703}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 40 | Oauson Higway 468 | Point 110 Cowssale C Cambon Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{41}$ | Davson Higway 46 B | Point 110 Geey iflit Pead | Westound ( $(6)$ |  |  | ${ }^{3.503}$ | ${ }^{3,03}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}^{42}$ |  |  |  |  |  | ${ }_{3.503}^{0}$ | $\stackrel{0}{3,703}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 44 | Dauson Higway 46 B | Bananato G Geyedifie Road | Eastound (A) |  |  | 0 | 0 | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{45}$ |  |  | $\pm$ |  |  | ${ }^{3.503}$ | ${ }_{\text {3,003 }}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 47 | Oauson Higway 46 C | Moura Mine to Moura Touship | Westound (6) |  |  | ${ }^{3.503}$ | ${ }^{3} 8.03$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -48 | Pauson Higway 46 C | Moura Touship io Mour Mine |  |  |  | $\stackrel{0}{2627}$ | $\stackrel{0}{297}$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 50 | Dauson Higway 460 | CH. 30 o Moura Tounship | Eastound (A) |  |  | 0 | $\bigcirc$ | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| 165 | Classone - Benataby Poad | South Tres Dive CH. 7.30 O Boyne IStand Poad | Soutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 166 <br> 167 <br> 18 |  |  | Nouthbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{168}$ | Clastione - Eenarab Proad | Bunce Higmay CH. 1.2 .210 Bopme isand Poad |  |  |  | 0 | - | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 169 | Eunmeth Higway 41 D |  | South bund (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 170 | Sumeet Higway 410 |  | Northound $(A)$ |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{171}$ | Burnet Highway 410 |  | Soutbound ( 6 ) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{172}{173}$ | elment Hiphav 410 |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 174 | Bument Higmay 410 |  | Northound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{175}$ | Bumeethligway 410 |  | Southound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 176 | Bumeth Higway 410 |  | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 177 | Bumeth Higway 41E |  | Soutbound (6) |  |  | 876 | ${ }^{876}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 178 | Sumethigway 41E |  | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 179 | Sumeth tigway 41E | CH118.5.5 OJambin Rail Cososing CH27.2 | Southbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -180 | Pumen Hiphav 41E |  | $\frac{\text { Noertbound }(A)}{\text { Southound }(G)}$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\underline{182}$ | Sumeth tilway y 41 E |  | Northound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{183}$ | Bumet tigmay 41E |  | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 184 | Sumeth tigway 41E | Tohimim Road (South) CH 3 3,9.910 Soovisen Comme | Northound $(A)$ |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{185}$ | Eumet tigway 41 E |  | Soutbound ( $($ S) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -100 |  |  | Westround (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 188 | Sumen Hipway 41 E |  | Easbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{109}{190}$ | Sumeth imway 4 Cl |  | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -191 | sumet Higway 41 E |  | Westound (C) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -192 |  |  |  |  |  | $\stackrel{0}{267}$ | $\stackrel{0}{297}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 194 | Oawson Higmay 46 Cc |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}195 \\ \hline 196 \\ \hline 19\end{array}$ | deason Higway 4 4c |  | Westound (G) |  |  | $\stackrel{2.627}{ }$ | $\stackrel{2.627}{2}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 197 | Oawson Higmay 46 Cc |  | Westound(6) |  |  | 2.627 | 2.627 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -198 | Oanson Higway 4 4c | Wooraindatuaingato Duaingavo |  |  |  | $\stackrel{0}{2627}$ | $\stackrel{0}{2627}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 200 | Oaxson Higmay 4 48 |  | Eastound (A) |  |  | 0 | $\stackrel{0}{0}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{201}$ | Oanson Highay 46 Cc |  | Nestbound (G) |  |  | ${ }_{1.752}$ | $\stackrel{1.752}{ }$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{202}$ | Oanson Higmuy 46 c |  | Westound (6) |  |  | 1.752 | $\stackrel{1.752}{ }$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{204}^{204}$ | Oawson Highay 46 Cc |  | Eastound (A) |  |  | $\stackrel{0}{1752}$ | $\stackrel{0}{1752}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 206 <br> 206 | Oavson Higmway 46 c | (ean | Eastound (A) |  |  | $\stackrel{1.582}{0}$ | $\stackrel{1.52}{0}$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{207}$ | Oawson Higuav 4 4c |  | Westbund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 209 | Leichnarat liginway 26 A | Districi Bounday 0 O 2 ABESA inesesecion | Soutbuoud (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{210}{210}$ | Leieh harat itigway 268 |  | Nortbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{212}{212}$ | Leiechnart tigigway 26 A | Taroom 0 O E2ABABAA |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -213 | Leitharat itigwy 268 | Traom to k M35.00 | Southbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{215}{215}$ | Leichnarat tigimway 2 208 | KM3550000 ouacacson-Wandoan Read | Southound (G) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{216}$ |  | Jackson-Wandoan Roadto k 33.00 | Northbund (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{218}$ | Leiemharat tigioway 2 268 |  |  |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{219}$ | Warego Highway | Miles 018 180) | Westbound ( 6 ) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{220}$ | Warego Wentiowway | Remole | Westround ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{222}$ | Narreog Highway |  | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 223 <br> 22 <br> 22 | Warego Higway |  | Wessound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{225}$ | Warego Hipway |  | ${ }^{\text {Nestbund }(\text { ( })}$ |  |  | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 227 | Jackson-Wandaan Paad | Warreo Hiligway M neserection 6 Gid | Northbound $(A)$ |  |  | 0 | 0 | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -228 | Jackso-Wentioan Road |  | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{229}$ | Jackeon-Wanoan orad |  |  |  |  | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{\square}{0}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {cki }}^{231}$ | Bicte Hiomay (100) |  |  |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Bice Higway (IOD) |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 234 | Buce Higlway (100) | Benaaby CH. 147.1 .0 CH. 112 | soumboun |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 46 A | Clasisone.MLL Larcom Road oberesin Street | Suutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{3}{4}$ | dauson himwa 6 6a |  | Noormbound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higway 46 A | Blain Dive to philips Steet | Soutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | Dawson Higway 46 A | Bain Divive to Philips Steet | Northbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{7}{8}$ | Oawson Higway 64 A | Philip Steelto enda A Avenue |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{8}{9}$ | Jawos higway 6 ¢ |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | Dauson Higway 46A | Penda Avenue to C Chapman oive | Normbound ( $($ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 <br> 12 <br> 1 | - ${ }^{\text {amuson Higway } 46 A}$ |  | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{13}$ | Oaveon higway 6 A | Don Young oive to theve P Pad | Soutbound (s) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{14}{15}$ | Pawson Higway 6 ¢ |  | Nothbound (A) |  |  | 5,255 | ${ }^{\text {5,255 }}$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| ${ }^{129}$ | Leichnarathigmay 26 A | Theotice CH. 1623.3 C CH. 1240 | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 130 <br> 131 <br> 1 | ${ }^{\text {Leich harath Higwav } 26 A}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 132 | Leichnarathiglway 26 A |  | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{133}$ | Leichnarat ligmav 26 A |  | Soutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 134 | Leichnarath tigmay 26 A |  | Northbund (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 135 <br> 136 <br> 1 | ${ }^{\text {apuson hilway } 468}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 137 | Buce Higway 10E | Gaisisone Eeeraraby Road to oavson Higway | Westound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{138}$ | Euce Higway 10 E |  | Eastound(A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 139 | Enve Highway | Dawson Higmay lo Caliope Rive Read | Westound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 140 | Buce Highway | Oanson Higmay to Caliope River Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 141 | Buce Highway | Caliope River Road to Slasasone M-Larcom Roas | Westbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{142}{143}$ | Ence Higway |  | Eestound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 143 <br> 14 <br> 1 |  |  | Westound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 145 | Buce Highway | Baiol Por Alma Roadto Gaval:G6aremerer Road | Westound ( 6 ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 146 | Euve Highay |  | Eestaund $(A)$ |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{147}{148}$ | ${ }^{\text {Stax }}$ |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 149 | Ence Highway | Bument Highway lo Capioiorn Higway | Westound( (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{150}$ | Buce Higway | Sumen Hipway Co Capicom Higlway | ${ }^{\text {Easisbound (A) }}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 151 <br> 152 <br> 1 | Ese |  | Nestound ( $($ ) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{153}$ | Buce Highway | Capicom Higway 0 Staney Street | Westbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 154 <br> 155 <br> 15 | Esuce Highay | Capricon Higwayl Staney streat | Sememen |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 156 | Classone E Benasay Poad |  | North bund (A) |  |  |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 157 <br> 158 <br> 1 | Cliadsone - Benatay Poad |  | Stembund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 159 | Classone e Benatayy Poad |  | Soutbound (6) |  |  |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 160 <br> 161 <br> 1 |  |  | Nothbund (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 162 | Classone Eenaraby Poad | Gien Eden Divive CH. 5.70 Oto Fiench Streel CH. 3 . | Northound ( $A$ ) |  |  |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 163 | Clastone - Benataby Read | Gien Eden Divive CH. 5.7010 South Trees ofive C. $C$. | Soutbound(6) |  |  | 0 | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{164}{165}$ | Cliastone Eenatay Yoad |  | Norbiound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{105}$ | Clastone Eenanaby Poad |  | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 167 <br> 168 <br> 18 <br> 1 |  |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{169}$ | Eunnet Higway 410 |  | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 170 <br> 171 <br> 17 | Bumeth Himay 110 |  | Nornbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 171 <br> 172 <br> 172 | Sumeth Higway 410 |  | Sounbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 173 | Euneth tigmay 410 |  | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 174 | Burneth tigmay 410 | Sara Lane CH. 922 Oto Hinion's Lane CH.8.5.5 | Northbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{175}$ | Eurneth Higway 410 |  | Sumbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 177 <br> 17 <br> 1 | Emunethinway 41 C | deamen | Southound ( (6) |  |  | 876 | ${ }_{876}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{178}$ | emreet Highway 41 E |  | Norbiound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 179 <br> 180 <br> 180 | esuret Hiphay 4 IE |  | Southound (C) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 181 | Eurneth tigmay 41E | Jambin Rail Cossing CH.27.2. 20 coovien Come | Southound (6) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{182}$ | Eurneth Himay 41 E |  | Normbund (A) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 183 <br> 184 <br> 184 <br> 1 | 隹 | Coovien Conection Road CH.3.5.5.0. To, orimeng | Sounbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 185 | Burneth tigway 41E | Tomir Road (South) CHH3.3.90 Tomitin Rd (Notrt | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{186}$ | Burneth tigmay 41E | Tomin Rd (North CH. 5.534 .4 Tomomin Raad (South | Northbound $(\mathrm{A})$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 187 | esureth Hipay 4 IE |  | Nestound ( $($ ) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 189 | Burneth Higmay 41 E | Leiehhard Higlway CH.7.1.86 os sthol Giounds | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 190 <br> 191 <br> 10 <br> 1 | Eernet Hidway 41 E |  | ${ }^{\text {Eassbund }(A)}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 191 <br> 192 <br> 102 <br> 18 | Ely |  | Westbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{103}$ | Oavson H fiwav 46 Cb |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 194 <br> 195 <br> 19 <br> 18 | Cawson higway 46 Cc |  | ${ }^{\text {Eastound }(A)}$ |  |  | $\frac{2,627}{0}$ | $\stackrel{2.627}{0}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 196 | Oawson Highway 46 C | Duaingad Worabinda heresection tofirio Pev. | Eastound (A) |  |  | 2.827 | ${ }^{2.627}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 197 <br> 198 <br> 19 <br> 18 | Cawson Higway 4 4c |  | ${ }^{\text {Nestaund ( })}$ |  |  | $\stackrel{0}{2.67}$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 199 | Oasson Higway 46 Cc | Wooratioda | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 200 <br> 201 <br> 20 | Cawson higway 4 4c |  |  |  |  | $\frac{1.752}{1}$ | $\stackrel{\text { 1,752 }}{0}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 202 | Oavson Higway 46c | Pospeect Creek cuverit 468 Criss minessecion | Eastound (A) |  |  | 1.752 | ${ }_{1.752}^{1 .}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 203 <br> 204 <br> 204 | Cawson Highay 46 Cc |  | Westound ( $($ S |  |  | $\stackrel{0}{1.752}$ | $\stackrel{0}{1.752}$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 205 | Oavson Higmay 46 cc | Ouainosabautinia mesessecion to oxM 137.5 | Westbund ( $(6)$ |  |  | $\frac{1}{0}$ | $\frac{1}{0}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 206 <br> 207 <br> 20 <br> 20 | Oawson Higway 46 Cc |  |  |  |  | ${ }_{1}^{1.752}$ | ${ }_{\text {L, } 1.52}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 207 <br> 208 <br> 20 | Oavso Higway 46 C |  | Easbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 209 <br> 20 <br> 20 | Leiecharat Higwav 26 A |  | Soumbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 211 | Leiemharth Higwav 22 A |  | Soutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -212 | Leicharat Higmav 268 | Tatool 1 2earasa inesesecion | Northbund (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{214}$ | Leichnarat Hogwav 268 | kvss.00 OT Tasom | Nortbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 215 <br> 215 <br> 215 | Leielharat Higmav 268 | KM35.000 OJalasson-Wandoan Read | Soubbund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 217 <br> 217 <br> 20 |  | Jackson-Wandoan Road omies | Soutbound (6) |  |  | . | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{2}^{218}$ | Leicharat Higway 268 | mines J Jackson.Wantian Road | Noerbound $(A)$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |


|  |  |  | piration | 2008 | 2009 | 20.0 | 201 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 209 | 2020 | 2021 | 2022 | ${ }^{2023}$ | 2024 | 2025 | 2026 | 2027 | ${ }^{2028}$ | 2029 | 2030 | 2031 | 2032 | ${ }^{203}$ | ${ }^{2034}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Dinush himway 6 6a | Scilon | Sinction |  | $\bigcirc$ | 23.30 | 3230 | 3.220 | 2.158 | 2.145 | 2668 | 2.600 | ${ }^{2028}$ | ${ }_{2}^{2.145}$ | ${ }_{\text {2678 }}^{2689}$ | 2.260 | ${ }^{20208}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\stackrel{3}{3}$ | 崖 |  | Sumboumand（e） |  | $\stackrel{0}{0}$ | ${ }_{\text {2 }}^{230}$ | ${ }_{3}^{3250}$ | ${ }^{3.200}$ | ${ }_{22,58}^{22,5}$ | ${ }^{2,245}$ | ${ }_{2087}^{2087}$ | ${ }^{2000}$ | ${ }_{2029}^{2020}$ | $\stackrel{\text { 22，}}{2.45}$ | ${ }_{2087}^{2087}$ | $\stackrel{\text { 2200 }}{2000}$ | ${ }_{2020}^{2020}$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |  |  |  |  |  |  |  |  |  |  |
| 4 |  | Eesisis Steet toalin oive |  |  | － | 230 | ${ }^{3250}$ | ${ }^{3,120}$ | ${ }^{2,158}$ | ${ }^{2} 2.45$ | ${ }^{2688}$ | ${ }^{2600}$ | ${ }^{2028}$ | ${ }^{2,145}$ | ${ }^{2688}$ | 2600 | ${ }^{2028}$ | 。 | － | － | 0 | － | 。 | 0 | 0 | 0 | 。 | 0 | O |  |
| ${ }_{5}$ | Oenson Himamy 46 A | Sinion orie op Pivis steel | Soumbound（6） |  | $\bigcirc$ | ${ }^{230}$ | ${ }^{3250}$ | ${ }^{3.200}$ | ${ }^{2} 2158$ | ${ }^{2} 2.45$ | ${ }^{2687}$ | 2500 | ${ }^{2028}$ | ${ }_{2}^{2,145}$ | ${ }^{2687}$ | 2.600 | ${ }^{2028}$ | 。 | － | － | 。 |  | 。 | 0 | － | 0 | 0 | － |  |  |
| 6 | Oamson Himmay 46 A | Dive op opip siosee |  |  | $\bigcirc$ | ${ }_{230}^{230}$ | ${ }_{3,250}$ | ${ }_{3,20}$ | ${ }_{2,588}^{2}$ | ${ }_{2}^{2,45}$ | ${ }_{2688}$ | ${ }_{2} 2.000$ | ${ }_{2028}^{2028}$ | ${ }_{2,245}^{2}$ | ${ }_{2688}$ | ${ }_{2600}$ | ${ }_{2028} 20$ | $\bigcirc$ | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | － |
| 7 | amonhlomey 6 A | Pilis steat openta Avene | mad 6 |  | $\bigcirc$ | 23.30 | ${ }^{3,550}$ | ${ }^{3,220}$ | ${ }_{2,588}^{2}$ | ${ }^{2}, 2.45$ | ${ }_{2687}$ | 2．500 | ${ }_{2028}^{2028}$ | ${ }_{2,145}^{2}$ | ${ }_{2688}$ | ${ }_{2}^{2600}$ | ${ }_{2028}^{2028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | － | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| $\stackrel{8}{8}$ | Oamson himmay 6 a | Pilios steet to eranta Aemene | Nomboum（A） |  | $\bigcirc$ | ${ }_{2}^{230}$ | ${ }^{3,250}$ | ${ }^{3,20}$ | ${ }_{2,158}^{2}$ | ${ }^{2,145}$ | ${ }^{2687}$ | ${ }^{2,600}$ | ${ }^{2028}$ | ${ }_{2,145}$ | ${ }^{2687}$ | ${ }_{2}^{2600}$ | ${ }^{2028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |
| $\stackrel{9}{+10}$ | Oamsinimey 6 A | Peona（veneoie chapman owe | Southoum（A） |  | $\bigcirc$ | ${ }_{\substack{\text { 2．30 } \\ 2.30}}^{\text {2，}}$ |  | ${ }^{\frac{3}{3.20}}$ | ${ }_{\text {2，}}^{2.158}$ | ${ }_{2}^{2.145}$ | ${ }_{20,58}^{2.688}$ | ${ }_{\text {2，000 }}^{2.00}$ | ${ }_{\substack{2028 \\ 2023}}^{202}$ | ${ }^{\frac{2}{2145}}$ | ${ }_{\substack{2687 \\ 268}}^{\substack{288}}$ | ${ }_{\substack{2600 \\ 2000}}^{\substack{2}}$ | （2028 | － | ： | ： | ： | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | \％ | ： | $\bigcirc$ |
| ${ }^{11}$ | Oemsontimmy 46 A | Chamana oime o oon voung oive | Southiound（6） |  | $\bigcirc$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | 0 | $\stackrel{0}{0}$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | － | ． | 0 | 。 | 。 | $\bigcirc$ | － | $\bigcirc$ |  | 0 | 。 | 。 |  |
| ${ }^{12}$ |  |  |  |  | － | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | 。 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| －138 | Oamson hlomey 6 6a | Oon venug ove ot otaver Read | Southound（s） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{3,43}$ | ${ }^{4.302}$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| $\frac{15}{15}$ | domen | Sor | Soumbound（s） |  | $\stackrel{0}{0}$ | $\bigcirc$ | ${ }_{\text {3，433 }}^{3}$ | ${ }_{\text {a }}^{4.302}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\square}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{16}$ | Oemsontimmy 6 6a |  | minound（A） |  | $\bigcirc$ |  | ${ }_{3,43}$ | ${ }_{4032}$ | 0 | $\bigcirc$ | $\bigcirc$ | 。 | － | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 。 | 0 | $\bigcirc$ | － | $\bigcirc$ |  | 0 |  |  |  |
| ${ }^{17}$ | wosh higmav 46A |  |  |  | $\bigcirc$ | $\bigcirc$ | 3.091 | ${ }^{4.302}$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{18}$ | ament | Sex | Nombuma（A） |  | $\bigcirc$ |  | ${ }^{3.091}$ | ${ }^{\text {a }}$ |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| ${ }^{20}$ | deamen |  | Esasouns（A） |  | － | $\bigcirc$ | ${ }_{3}^{3009}$ | ${ }_{\text {a }}^{4.302}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 0 | $\bigcirc$ | － | $\bigcirc$ | 0 |  | － | 0 | － | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ |  |
| ${ }^{21}$ | Oemon himmay 6 6a |  | Westomond（G） |  | － | $\bigcirc$ | ${ }_{5}^{5.566}$ | ${ }_{4}^{4.74}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | － | 。 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{22}$ | Oamson himay 6 6A |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\text {S．5．66 }}^{5}$ | ${ }_{4.144}^{4.14}$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  | － |  |  |  |  |
| $\frac{23}{24}$ | Oemsontiome 46 6a | Pipeninc camp 4 Prad tonevepomin | Eastomand（M） |  |  |  | ${ }_{5}^{5.566}$ | ${ }_{4}^{4.74}$ | $\bigcirc$ | － | 0 | 0 | 0 | 0 | － | 0 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | 0 | － | 。 | － | $\bigcirc$ | － | 0 | 。 | 0 |  |
| ${ }^{25}$ | Oemson homey 6 6A | Newt C cscossc coover | westomond（6） |  | 0 | 。 | 5.56 | 4.74 | 0 | $\bigcirc$ | $\bigcirc$ | 。 | 0 | 。 | 0 | 。 | $\bigcirc$ | 0 | 0 | ． | 。 | － | $\bigcirc$ | 。 | 0 | $\bigcirc$ | 0 | － | 。 | － |
| － 26 | Oamson Himay 6 6A | Nevo cocoses beater | Eastound（A） |  | $\bigcirc$ | $\bigcirc$ |  | ${ }_{4}^{4.774}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| ${ }^{28}$ | Oemsentimmy 46 A |  | Eastound（A） |  | $\bigcirc$ | 0 | 5.566 | 4.74 | 。 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 。 | － | － | － | 。 | － | $\bigcirc$ | $\bigcirc$ | － | － | 0 | 0 | 0 |  |
| ${ }^{29}$ | Oamson himeav 68 A |  | Wesbound（ $($ O） |  | $\bigcirc$ | 0 | ${ }_{4}^{4.20}$ | ${ }_{4.490}$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | － | $\bigcirc$ | 。 | － | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{21}$ |  |  | westomond（ $(6)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }_{4}^{420}$ | ${ }_{\text {4，} 4.90}^{4.90}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{32}$ | Smon Homway 6 A | Som Roait coallue amm Read | Stomos（A） |  | $\bigcirc$ | 0 | 4.220 | 4.480 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| － | Oamson himeave 68 A |  | Westomol（ $(6)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\text {L }}^{1.725}$ | ${ }^{4.0077}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{39}$ | den | Tomer | Westomat（6） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\text {L }}^{1.7,45}$ | ${ }_{4.0077}^{4.007}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | 0 |  |  |
| ${ }^{36}$ | Oamsontimay 6 6a |  | Easbond（A） |  | $\bigcirc$ |  | ${ }_{1}^{1,75}$ | 4077 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 |  |  |  |
|  | Oamon himmey 688 | Sileal Counsate cambon Road | Eathom $(1)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }^{1.7 .75}$ | ${ }_{4}^{4077}$ |  | $\bigcirc$ | ， | $\bigcirc$ | 。 | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
|  | deamentomy 48 | Comatae | Westomand（6） |  | － |  | ${ }_{\text {L }}^{1.745}$ | ${ }_{4}^{4.0077}$ |  | － |  | 0 |  | 0 |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 。 | 0 |  | 0 |  |  |  |
| ${ }_{40}$ |  | Poimil 10 Couscosale camboon Read | Eastomand（A） |  | 0 | － | ${ }_{\text {1，745 }}$ | 4.07 | 。 | － |  | 0 | 0 | 0 |  | 。 | 0 | － | 0 | 。 | 0 | 0 | 0 | 0 | 0 | 。 | 0 | 0 | － |  |
| ${ }^{41}$ | Oemsontimay 4 68 |  | Westomend（6） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{1}^{1,745}$ | 4.07 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | ， | － | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ． | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － |
| ${ }_{43}^{43}$ |  |  | Wessomum（（t） |  | $\bigcirc$ | $\bigcirc$ | \％ 1.745 | ${ }_{4}^{4.0077}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ | － |  |  |  |  |
| ${ }^{44}$ | Oamen Higmay $68{ }^{\text {b }}$ | Samanalo cieveriter Pad | Eastound（A） |  | 。 | 。 | ${ }^{1.745}$ | 407 | 0 | $\bigcirc$ | 。 | 。 | 0 | 。 | 。 | 。 | $\bigcirc$ | $\bigcirc$ | － | 0 | 。 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
|  | － | （eanal M Moun Mine | Easbound $(A)$ |  | ： | $\bigcirc$ |  | ${ }_{\text {a }}^{\text {ab85 }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | － | $\bigcirc$ | $\bigcirc$ | ： | $\bigcirc$ | $\bigcirc$ | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{47}$ | Son Homay 4 sc | Mee towar Tomstip | Sound（G） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{897}$ | ${ }_{3}^{3,85}$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| ${ }_{48}$ | Oamson Higmay 4 Cc | Nouar Tounstip o Moura Mne | Easbomed $(A)$ |  | $\bigcirc$ | 0 | ${ }^{897}$ | ${ }^{3865}$ | 。 | － | 。 | 。 | 。 | 。 | 。 | 。 | 。 | $\bigcirc$ | － | $\bigcirc$ | 。 | 。 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |
| ${ }^{59}$ |  |  | momat |  | $\bigcirc$ | $\bigcirc$ | ${ }_{2.567}^{2.57}$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： |  |
| $\frac{51}{52}$ | Oamos Himeve 68 Cc | C． 3 O20． $\mathrm{CH.41}$ | Nestoum（ $(6)$ |  | $\bigcirc$ | $\bigcirc$ | $\frac{177}{17}$ | ${ }_{2}^{27855}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ¢ | Oamson Himay 6 cr | CH， 110 Oobsisictesumbay | Nosiomomat（6） |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{5} 5$ | Oamsontiome 46 cc | Bunderi 10 CH ． 41 | Easbomed（ $)$ |  | $\bigcirc$ |  | ${ }^{177}$ | ${ }^{2,785}$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{5}^{55}$ |  |  |  |  | $\bigcirc$ | ${ }^{2340}$ |  | ${ }^{\text {7，422 }}$ | ${ }_{2}^{21288}$ |  | ${ }_{288}^{288}$ | ${ }^{2,789}$ | ${ }^{22268}$ | ${ }_{203}^{204}$ |  | ${ }^{2.2858}$ |  | ${ }^{310}$ | ${ }_{310}$ | ${ }^{310}$ | ${ }_{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{3.0}$ | ${ }^{310}$ | ${ }^{310}$ |  |  |  |
| ${ }_{5}^{56}$ |  | Semen |  |  | $\bigcirc$ | ${ }^{2.320}$ | ， 6.7 .33 | ${ }_{\text {a }}^{1.422}$ | ${ }^{2,158}$ | $\stackrel{23,4}{2}$ | ${ }^{2867}$ | ${ }_{2,89}$ | ${ }^{2226}$ | $\stackrel{203}{2003}$ | ${ }^{2936}$ | ${ }_{\text {20，}}^{2088}$ | ${ }_{2,388}^{2,38}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{\frac{310}{310}}$ | ${ }^{30}$ | ${ }^{\text {aio }}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{30}$ | ${ }^{30}$ | ${ }^{30}$ | ${ }^{310}$ | ${ }^{30}$ |  |
| 58 | Casasomem Latacom Rd |  | Eastound（A） |  | 0 | 0 | ${ }_{\text {3，433 }}$ | ${ }_{4}^{4.302}$ | ． | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }_{\text {ck }}^{59}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ |  | ${ }^{\text {a }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }_{6}$ |  |  |  |  | － |  |  | ${ }^{\text {a }}$ |  | $\bigcirc$ |  |  |  |  |  |  | － | － |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{6} 62$ | diols |  | Eastomend |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{6}^{68}$ |  | Poues staiol beat Road | Westomat（G） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{6}^{65}$ |  | Reid foasto Lonenomin poad |  |  | － | 。 | － |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 。 | $\bigcirc$ |  |  | $\bigcirc$ | 。 | － | $\bigcirc$ |  |  | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| ${ }^{6} 6$ |  |  | mind |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{68}{ }^{6}$ | finstonem Latom Rd |  | Esistond（A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{6}^{69}$ |  | Trajine Road ouaur Road | Westboun（（G） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{21}$ |  | Quarr past |  |  | $\stackrel{0}{0}$ |  |  |  |  |  |  |  |  | $\bigcirc$ |  | $\stackrel{0}{\circ}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{12}{ }$ | Castsonem L Lasom Rd | elarar Peadt Bunce fommay | Easbomon（ |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| － | canamo Homay 220 | CH．OOO fonal） CH 3 | Nomben |  | $\bigcirc$ | （10，94 | ${ }_{\text {20，757 }}^{20.75}$ | ${ }^{34.152}$ | ${ }_{\text {and }}^{4.688}$ | ${ }_{4}^{4.9989}$ | ${ }_{\substack{45193 \\ 4503}}$ | ${ }^{458,26}$ | ${ }_{\substack{46,59 \\ 6.554}}$ |  |  |  |  | ${ }_{\substack{\text { apa } 265}}^{\text {ars }}$ |  | ${ }_{\text {coind }}^{50.123}$ | ${ }_{\substack{\text { spoos } \\ \text { coud }}}$ |  | ${ }_{\text {a }}^{49999}$ | ${ }_{\text {a }}^{4.906}$ | ${ }^{50,122}$ | ${ }^{50.153}$ |  |  |  |  |
| ${ }^{97}$ | Canavo hitmey 200 |  | Noombound（6） |  | $\bigcirc$ | ${ }_{12,929}^{129}$ | ${ }_{18827} 1$ | ${ }^{22851}$ | 30.26 | 30.502 | ${ }_{30,52}$ | ${ }^{312373}$ | ${ }^{31,883}$ | ${ }_{32379}$ | ${ }_{32867}$ | ${ }_{33,318}$ | ${ }_{33,988}$ | ${ }_{3,235}$ | S5114 | ${ }^{3506060}$ | ${ }^{34,877}$ |  | ${ }^{34,703}$ | ${ }^{34,6}$ |  | 33.691 | ${ }_{34,67}$ | ${ }_{3,6,19}$ |  |  |
| 9 | Cananon tomery 240 | Rema T－Tasom Roaido toline | Nombound（6） |  | $\bigcirc$ | － | ${ }^{18829}$ | ${ }_{22,51}^{22851}$ |  | ${ }^{\text {30，052 }}$ | ${ }^{\text {andas2 }}$ | ${ }^{21,373}$ |  |  |  |  | －${ }_{\text {33，989 }}$ | ${ }_{\substack{\text { 3，4，35 }}}^{\text {3，}}$ |  | ${ }_{\substack{35000}}^{\text {35000 }}$ |  | ${ }_{\substack{34708 \\ 34708}}$ |  | ${ }_{\substack{34.991 \\ 34.69}}$ |  |  | cient |  |  |  |
| 100 | Camano himmey 200 |  | Sountomend $(A)$ |  | － | ${ }^{12293}$ | 18297 | ${ }_{22851}$ | 30.826 | 30.502 | ${ }_{30,582}$ | ${ }^{31237}$ | ${ }_{31,838}$ | ${ }_{32379}$ | ${ }_{32887}$ | ${ }_{33,318}$ | ${ }_{33,989}$ | ${ }_{32,355}$ | S5114 | ${ }^{350000}$ | ${ }_{34,877}$ | ${ }^{3} 4.708$ | ${ }_{3}^{34,703}$ | 3，4，921 | ${ }_{3,492}$ | ${ }_{3,492}$ | － 4.4 .67 | ${ }^{3,6,19}$ | ${ }_{3,4619}$ | ${ }_{3,4619}$ |
| －$\frac{101}{102}$ |  |  | Nomben |  | $\bigcirc$ |  | － 10.294 | ${ }^{122553}$ |  | $\xrightarrow{117,64}$1,764 | $\underbrace{}_{\substack{18.118 \\ 1814}}$ |  |  |  |  | ${ }_{\substack{\text { 20，60 } \\ 20080}}$ | ${ }_{\text {20，922 }}^{20.522}$ | ${ }_{\text {20，}}^{20.599}$ |  | ${ }_{\text {2，} 2,466}^{2,468}$ | ${ }_{\text {21，}}^{21,34}$ | ${ }^{212,34}{ }^{21314}$ | ${ }^{21.314}$ | ${ }_{\text {2li，}}^{21.302}$ | ${ }^{212,02}$ | ${ }^{212,02}$ | $\frac{21220}{21200}$ | ${ }_{\text {a }}^{21.2122}$ | ${ }^{212,222}$ | ${ }_{\text {21222 }}^{212122}$ |
| ${ }^{103}$ | Canano hiome 24 E |  | Nombonem（ 6 （ |  | $\bigcirc$ | ${ }_{1.688}$ | 2292 | ${ }^{2655}$ | 5098 | 5.027 | 5.834 | ${ }_{5}^{5658}$ | ${ }_{5}^{5,945}$ | ${ }_{6}^{6,30}$ | ${ }_{6}^{6,59}$ | ${ }_{6}^{6,941}$ | ${ }^{1227}$ | ${ }_{\text {7，592 }}$ | ${ }^{1997}$ | ${ }^{7.912}$ | ${ }^{2,912}$ | ${ }^{1.924}$ | ${ }^{7,29}$ | ${ }^{7,912}$ | ${ }^{7,912}$ | ${ }^{7,912}$ | ${ }^{7,912}$ | ${ }_{7} 1.94$ | ${ }^{1,924}$ | ${ }_{7} 1.24$ |
| ${ }^{105}$ | Camano tiomay 24 E |  | Normbound（6） |  | $\bigcirc$ | ${ }_{83}$ | ${ }_{\text {12，46 }}$ | ${ }^{2,1759}$ | ${ }_{2}^{2544}$ | ${ }_{2.513}$ | ${ }_{2092}$ | ${ }_{2}^{2739}$ | ${ }_{\text {2093 }}$ | ${ }_{3,195}^{\text {3，}}$ | ${ }_{3220}$ | ${ }_{3,421}$ | ${ }_{3,613}$ | ${ }_{3,796}$ | ${ }_{\text {3，} 3,9}$ | ${ }_{3,966}$ | ${ }_{3} 3.96$ | ${ }_{3062}$ | ${ }_{3,962}$ | ${ }_{3,566}$ | ${ }_{3,956}$ | ${ }_{3,956}$ | ${ }_{3,566}$ | ${ }_{3,962}$ | ${ }_{3} 362$ |  |
| \％ 106 | canamo himay 2 2E | chit 6 Acasess Camp 110 CH． 69 | Soumound $(A)$ |  | $\bigcirc$ | ${ }^{834}$ | ${ }^{1.146}$ | （17， | 2．254 | ${ }_{\text {2 } 2.93}^{125}$ |  | ${ }^{2,192}$ | ${ }_{\text {2973 }}^{298}$ | ${ }^{3.1 .85}$ | ${ }^{3220}$ | ${ }_{3,421}$ | ${ }_{3,013}$ | ${ }^{3,796}$ | －3，987 | ${ }^{3.956}$ | ${ }_{3.966}$ | ${ }^{3} 962$ | ${ }^{3.962}$ | ${ }^{3.956}$ | ${ }^{3.956}$ | ${ }^{3.956}$ | ${ }_{\text {a }}^{3.569}$ | ${ }^{3.982}$ |  |  |
| － |  | CH． 11110 coct 69 | Somben |  | $\bigcirc$ | ${ }_{417}^{417}$ | 㐌 ${ }_{5}^{513}$ |  | ${ }_{\text {l }}^{1.2122}$ | ${ }_{1}^{1257}$ | － | ${ }_{\text {L，}}^{1.366}$ |  | （1，533 |  | （1．700 | （1．007 | （1，989 | （1．9，983 | ${ }_{\text {L }}^{1.978}$ | － | ${ }_{1}^{1.881}$ | ${ }_{\text {l }}^{1.981}$ | ${ }_{\text {1，} 1.978}$ | ${ }_{\text {l }}^{\substack{\text { 1．978 } \\ 1.978}}$ | ${ }_{\text {li，}}^{1.978}$ | （1．978 | － | ＋1．881 | （1， |
| － 109 | canamo himave 2 LE |  | Notembund（e） |  | $\bigcirc$ | $\frac{417}{47}$ | ${ }_{5}^{573}$ |  | ${ }^{121272}$ | ${ }_{1}^{1237}$ | ${ }^{1.346}$ | ${ }^{1.396}$ | ${ }_{\text {L }}^{1.486}$ | （1．533 |  |  | （1．007 | ${ }_{\text {L }}^{1.898}$ | － | ${ }^{1.978}$ | ${ }_{\text {1．9，98 }}^{1.98}$ | ${ }_{\text {\％}}^{1.981}$ | ${ }_{\text {L }}^{1.981}$ | ${ }^{1.978}$ | ${ }^{1.978}$ | ${ }^{1.978}$ | ${ }_{\text {L }}^{1.978}$ |  | ${ }^{\text {c，} 1.801}$ |  |
| 111 | Einharat himmay 2 ar |  | Southeud（6） |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | ， | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |
| $\frac{112}{13}$ |  | 隹 | Sountoun |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ |  |  |  |
| ${ }^{114}$ |  | CH． 51.10 Bument itmay | Northoumd（A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
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| ${ }^{118}$ | eimhaxth Homay 2 2n |  | Normboumd $($ A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |
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|  | Luk | Saction | cition | 2008 | 2009 | 200 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2202 | 2021 | 202 | 2023 | 2024 | 2205 | 2206 | 2027 | 2028 | 2029 | ${ }^{2030}$ | 2031 | 2032 | 203 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\stackrel{1}{2}$ | Peason himeay 6 6A |  | Sourboun |  | $\bigcirc$ | ${ }_{\text {L，} 6.66}^{10}$ | $\stackrel{1089}{109}$ | ${ }^{1098}$ | ${ }^{622}$ | ${ }^{232}$ | ${ }^{658}$ | cis ${ }_{\substack{68 \\ 0}}$ | ${ }^{373}$ | ${ }^{232}$ | ${ }^{683}$ | ${ }_{5}^{554}$ | ${ }^{216}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 。 | － | － |
| ${ }^{3}$ | Oemen |  | Southonom（6） |  | $\bigcirc$ | ${ }_{1.66}$ | 1.089 | 1.099 | ${ }_{6} 62$ | 222 | ${ }_{653}$ | ${ }_{653}$ | ${ }^{37}$ | ${ }^{292}$ | ${ }_{653}$ | ${ }_{554}$ | 216 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}{ }^{5}$ | Oamson himmey 6 6a | Pesisis steet toplin ovive | Northonem（A） |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 6 | $\bigcirc$ | $\stackrel{\square}{26}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}^{5}$ | Oamson Himmay 6 Aa |  | Sumbuon（G） |  | $\bigcirc$ | ${ }_{1.66}^{1.68}$ | ${ }^{1.098}$ | $\stackrel{\text { 1．098 }}{\text { 1，}}$ | ${ }^{622}$ | ${ }^{292}$ | ${ }_{68}^{68}$ | ${ }_{68}^{68}$ | ${ }^{373}$ | ${ }^{202}$ | ${ }_{\text {683 }}^{6}$ | －554 | ${ }^{216}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{7}{ }^{7}$ | domen |  | Sountumend（6） |  | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{8}$ | Oemon himmay 6 6A | Pilios steet Po Penta Aemene | Normbund（A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | ， | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 10 |  |  |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 10 | Oamson hamay 68 A | Penta Aememe ec Chamana one | Nomben |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| ${ }_{-1}$ | Oamson Himay 4 4 | chamano weoto oov vorub iwe | Soumbun（c） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{13}$ |  |  | Soutbound（6） |  | － | 56 | 1，799 | 1，739 | ${ }^{993}$ | ${ }^{373}$ | ${ }^{1.005}$ | ${ }_{1}^{1.095}$ | ${ }_{648}$ | ${ }^{373}$ | ${ }^{1005}$ | ${ }^{937}$ | ${ }^{37}$ |  | 52 | ${ }_{5}^{52}$ |  | ${ }^{52}$ | 52 | ${ }_{5}^{52}$ | ${ }_{5}^{52}$ |  | 52 |  | ${ }_{52}$ |  |
| ${ }^{14}$ | Oemsontomey 6 6A | Oon voung orve ot tanever Road | Soma |  | $\bigcirc$ | ${ }_{5} 5255$ | 5.255 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 。 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{15}$ | Oamson himmay 6 6a | Henev Poad of exuce thimay | Soumboum（6） |  | $\bigcirc$ | 55 | 1，839 | ${ }_{\text {1789 }}^{17}$ | ${ }_{\text {993 }}$ | ${ }^{373}$ | ${ }^{10.05}$ | ${ }_{10,05}$ | ${ }_{648}^{648}$ | ${ }^{373}$ | ${ }^{10.05}$ | ${ }^{937}$ | ${ }^{397}$ | ${ }_{5} 5$ | ${ }_{5} 5$ | ${ }^{52}$ | ${ }_{5}{ }^{2}$ | ${ }^{52}$ | ${ }_{5}^{52}$ | ${ }^{52}$ | ${ }_{5}^{52}$ | ${ }^{52}$ | ${ }^{52}$ | ${ }^{52}$ | ${ }^{52}$ |  |
| － |  |  | Nombone（A） |  | － | ${ }_{5}^{5,25}$ | ${ }_{5}^{5.25}$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | － | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ |  |  |
| ${ }^{18}$ | 隹 | 为 | Nomblemend $($ A） |  | $\bigcirc$ | ${ }_{5}^{5255}$ | ${ }_{5}^{5255}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{19}$ | Oamsontimmay 6 6a |  | westomand（6） |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{20}$ | Oamon himmay 6 6a |  | Easbomom（A） |  | 。 | 5.25 | ${ }_{5}^{5255}$ | 。 | 0 | 。 | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 。 | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 0 | 。 |  |  |
| ${ }_{2}^{21}$ | Oamson himay 6 6a |  | Nestomud（ $)$ |  | $\bigcirc$ | ${ }_{5}^{525}$ | ${ }_{5.25}^{5}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | ： | ！ | $\bigcirc$ | ： | $\bigcirc$ | ！ | ！ | ： | ： | $\bigcirc$ |
| ${ }^{23}$ | Oemsontimmy 46 A | Pipeine Camp 4 t Nenevoim 1 | estomand（G） |  | $\bigcirc$ |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ |  |  |  | 0 |  |  |  |
| ${ }^{24}$ | Seon hagmay 68 | Peome Camp 4 Rasad onene vom 1 | （emomat |  | $\bigcirc$ | 5.255 | ${ }_{5}^{5.25}$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\div$ | － | $\div$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 25 <br> 26 <br> 28 | Oamsen Hipuy 6 6a |  | Nestomi（ $($ O |  | $\bigcirc$ | ${ }_{5}^{525}$ | $\stackrel{0}{525}$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | $\bigcirc$ | ！ | $\bigcirc$ |
| －20 |  |  | Westomond（G） |  | － | 0 | ${ }_{5}^{5,25}$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{28}$ | Oamson Howay 46 A |  | Eastomand（M） |  | － | $4{ }_{4}^{439}$ | ${ }_{4,379}$ |  | 0 | $\bigcirc$ |  | 。 | 0 | 0 |  | 0 |  | 。 | 。 | 0 | 。 | $\bigcirc$ | 。 | 0 | 0 |  | 0 |  |  |  |
| ${ }^{29}$ | Oamsen Himeay 6 ara | Newpoin 2 Leataon R Read | Nestaund（G） |  | 0 |  |  | 。 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
|  |  |  |  |  | － | 4.39 | ${ }_{\text {4，399}}^{0}$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | 。 |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 0 | 0 |  | － | － | － |  | 。 |  |  |  |
| 32 | 隹 | Asoon Read callile eam Read | （estomom（A） |  | 0 | ${ }_{4}^{4,379}$ | 4，379 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  | 。 | 。 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{33}$ | Oamon himey 8 6a |  | Uesbiound（ $(0)$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\frac{34}{35}$ <br> 85 | domemen |  | Nestomond（ 6 （ |  | $\bigcirc$ | ${ }_{4,39}$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |
| ${ }^{36}$ | Oamson Hommay 46 A |  | Eastound $(4)$ |  | 。 | ${ }_{4}^{437}$ | ${ }_{4,379}$ | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 0 | 0 | 。 | 。 | 。 | $\bigcirc$ | $\bigcirc$ | 。 | 。 | 。 | 。 | 。 | 0 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | － |  |
| －${ }^{36}$ |  |  | （eastound（A） |  | $\stackrel{0}{\circ}$ | ${ }_{3,503}$ | ${ }_{3,503}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{39}$ | Sonlomay 68 | Sale Camboon Rad Poom 1 |  |  | $\bigcirc$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |  |  |
| ${ }_{40}^{40}$ | Oamon himmay 68 | Poiml 10 Coumssale camboon Road | Eastoum $(A)$ |  | 。 | ${ }_{3.03}$ | ${ }_{3,503}$ | 。 |  | $\bigcirc$ | 。 | $\bigcirc$ |  | 。 |  | 。 | 。 | 。 | $\bigcirc$ | 。 | 。 | 。 | $\bigcirc$ | 。 | $\bigcirc$ | － | 0 | 。 |  | $\bigcirc$ |
| ${ }_{42}$ | deamen |  | Nestomend（A） |  | $\bigcirc$ | ${ }_{3.503}$ | ${ }_{3,503}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| $\frac{43}{4}$ | Oamsonthmey 688 | Giedife Roatio beana | Some |  | $\bigcirc$ | $\stackrel{0}{350}$ | ${ }^{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{4}^{44}$ | Jomson homy Ofic | Sen | Nesioumd（G） |  | $\bigcirc$ |  | \％${ }^{\text {3，033 }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |
| ${ }_{4} 6$ | Oamson Hommay 46 | a Mreot bamana | Easmomoma（A） |  | $\bigcirc$ | ${ }_{3.503}$ | ${ }^{\text {3，503 }}$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 |  |  |  |
| ${ }_{48}^{4}$ |  | Noun | Naseme |  | $\bigcirc$ | ${ }_{3,503}^{3}$ | ${ }_{3.503}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{49}$ | Oemsontiomy 46 Cc | Noura Tonstipic Ch 30 | westomand（6） |  | － | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 50 |  |  | Simoms（A） |  | 0 | ${ }_{2.87}$ | 2.67 | 。 |  | $\bigcirc$ | 0 | 0 |  | 。 |  | 。 | － | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 。 |  |  |  |
| 51 | Jamson Himay 4 Cc |  | Wesbiome（ $(1)$ |  | 0 |  | ${ }^{2}$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | － | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | － | 。 |  |  |  |
| －${ }_{5}^{58}$ |  |  | Esembund（e） |  | － | $\stackrel{2621}{0}$ | $\stackrel{2027}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ |
| 54 | Sason Homway 46 | soundarioct 41 | Easbound（A） |  | $\bigcirc$ | ${ }_{2627}$ | ${ }^{2.827}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| ¢56 |  |  |  |  | $\bigcirc$ |  | ${ }_{\text {2 }}^{2 \times 36}$ | ${ }^{23366}$ |  | ${ }^{486}$ | ${ }_{\text {1，980 }}^{165}$ | ${ }_{\text {L }}^{1.90}$ | ${ }_{\substack{874 \\ 873}}$ | ${ }_{\text {a }}^{488}$ |  | ${ }_{\text {L }}^{1.272}$ |  | ${ }_{5}^{5}$ | ${ }_{5}^{5}$ | ${ }_{5}^{52}$ | ${ }_{5}{ }^{52}$ | ${ }_{5}^{52}$ | ${ }^{52}$ | ${ }^{52}$ | ${ }_{5}{ }_{5}$ | ${ }^{52}$ | ${ }_{5}^{52}$ | ¢ | ${ }_{5}^{52}$ |  |
| ¢ |  |  | Nesioumand（6） |  |  |  | ${ }_{\text {L }}$ | ${ }_{2}^{2036}$ |  | ${ }_{4}^{298}$ | ${ }_{\text {L }}^{1,480}$ | ${ }_{\text {L }}^{1.480}$ | ${ }_{874}$ |  | $\stackrel{\text { 1，} 1,90}{ }$ | ${ }_{12}^{1272}$ | ${ }_{528}^{508}$ | 52 | ${ }_{5} 5$ | ${ }_{52}$ | ${ }_{52}$ | ${ }_{52}$ | 52 | ${ }^{52}$ | 52 | ${ }_{52}$ | ${ }_{52}$ | ${ }^{52}$ | ${ }^{52}$ |  |
| ${ }_{58}$ | CassonemM Llatom Pd |  | mound（A） |  | － | ${ }_{6}^{6.31}$ | ${ }_{6}^{6,31}$ | 0 |  | $\bigcirc$ | ， | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | － | $\bigcirc$ | $\bigcirc$ | 。 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |
| ${ }_{5}^{59}$ | Soremem lacom Pd | novive 0 Reded Poveremad |  |  | $\bigcirc$ | ${ }^{224}$ | ${ }^{2,396}$ | ${ }^{2386}$ | ${ }_{1.369}^{1 .}$ | ${ }^{486}$ | ${ }^{1,980}$ | ${ }^{1.490}$ | ${ }^{874}$ | ${ }^{486}$ | ${ }^{1.490}$ | ${ }^{1227}$ | ${ }^{528}$ | ${ }^{52}$ | ${ }^{52}$ | ${ }_{52}$ | ${ }_{52}$ | ${ }^{52}$ | ${ }^{52}$ | ${ }_{5}^{52}$ | ${ }_{5}^{52}$ | ${ }_{52}$ | ${ }_{5}$ | ${ }^{52}$ | ${ }_{52}{ }^{52}$ | ${ }^{52}$ |
| ¢ 60 | coide |  |  |  | $\bigcirc$ | ${ }_{6}^{6.189}$ |  | ${ }_{65} 6$ | ${ }_{376}$ | ${ }^{13}$ | ${ }_{394}$ | ${ }_{39}{ }^{0}$ | $\stackrel{0}{25}$ | ${ }_{13}^{0}$ | ${ }^{39}$ | ${ }_{3}^{15}$ | ${ }^{10}$ | 0 | 0 | ： | $\bigcirc$ |  | $\bigcirc$ | － | $\div$ |  | $\bigcirc$ |  |  |  |
| 62 | Coassone M．Laram md | Ref fover foad opotere Staion | Eastomend（A） |  | $\bigcirc$ | ${ }^{876}$ | 876 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 。 | $\bigcirc$ |  |
| － | dismen | Some | Nestomen |  | － |  |  |  |  |  | ${ }^{394}$ | ${ }^{39}$ | $\stackrel{225}{0}$ |  | ${ }^{394}$ | －${ }_{\text {335 }}$ | ${ }^{130}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  | $\bigcirc$ |  |  |  |
| ${ }_{65}$ | Gasasonem Llacom Rd | Reit Peadi loanding Paed |  |  | 。 | ${ }_{18}^{188}$ | ${ }_{657}$ | 65 | ${ }_{36}{ }^{36}$ | ${ }^{113}$ | ${ }^{39}$ | ${ }_{39}$ | ${ }^{225}$ | ${ }^{13}$ | ${ }_{3} 34$ | ${ }^{335}$ | ${ }^{130}$ | 0 | $\bigcirc$ | － | 0 | 。 | － | 0 | － | － | 0 | － | $\bigcirc$ |  |
| ${ }_{6}^{66}$ | Ssonem Laram ld | Coat ilandig Foad | mind |  | $\bigcirc$ |  | ${ }_{8}^{876}$ | $\stackrel{\square}{69}$ | $\stackrel{0}{38}$ | $\bigcirc$ | \％ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | \％9 | ${ }_{0}^{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{68} 6$ | Storem lacom Cd | 或 | Sstomem（A） |  | $\bigcirc$ | ${ }_{8}^{1086}$ |  |  |  |  |  |  |  |  |  |  |  | 。 |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |
|  | Sasione M lacom Rd |  | （4） |  |  |  |  |  | 。 | $\bigcirc$ | 。 | 。 | 。 | $\bigcirc$ | 0 | － | 。 | $\bigcirc$ | $\bigcirc$ | 。 | 。 | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | 。 | 。 | $\bigcirc$ |





| Road |  | Section | Direction |  |  |  |  | Background |  |  |  | With Development |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Dawson Highway 46A |  | Gladstone-Mt Larcom Road to Breslin Street | Southbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 4,434,635 | 4,913,919 | 4,770,134 | 2019 | 4,488,272 | 4,972,996 | 2019.6 | 0.1 | No |
| 2 | Dawson Highway 46A | Gladstone-Mt Larcom Road to Breslin Street | Northbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,198,339 | 2,435,930 | 2,364,653 | 2019 | 2,285,823 | 2,531,395 | 2019.3 | 0.4 | No |
| 3 | Dawson Highway 46A | Breslin Street to Blain Drive | Southbound (G) | 59.0 | 2006 | 20.0 | 3.0 | 2026.3 | 8,289,859 | 8,892,604 | 8,470,683 | 2026 | 8,353,067 | 8,955,812 | 2026.2 | 0.1 | No |
| 4 | Dawson Highway 46A | Breslin Street to Blain Drive | Northbound (A) | 59.0 | 2006 | 120.0 | 3.0 | 2026.3 | 10,278,482 | 11,025,817 | 10,502,682 | 2026 | 10,379,068 | 11,126,403 | 2026.2 | 0.1 | No |
| 5 | Dawson Highway 46A | Blain Drive to Philip Street | Southbound (G) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 11,268,218 | 12,165,290 | 11,268,218 | 2023 | 10,460,482 | 11,331,426 | 2023.9 | 0.1 | No |
| 6 | Dawson Highway 46A | Blain Drive to Philip Street | Northbound (A) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 24,868,978 | 26,848,818 | 24,868,978 | 2023 | 23,047,389 | 24,969,564 | 2023.9 | 0.1 | No |
| 7 | Dawson Highway 46A | Philip Street to Penda Avenue | Southbound (G) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 7,850,598 | 8,639,286 | 8,402,680 | 2020 | 7,905,590 | 8,698,298 | 2020.6 | 0.1 | No |
| 8 | Dawson Highway 46A | Philip Street to Penda Avenue | Northbound (A) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 9,400,015 | 10,344,360 | 10,061,057 | 2020 | 9,455,007 | 10,403,372 | 2020.6 | 0.1 | No |
| 9 | Dawson Highway 46A | Penda Avenue to Chapman Drive | Southbound (G) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 8,421,190 | 8,987,227 | 8,421,190 | 2027 | 7,930,652 | 8,480,202 | 2027.9 | 0.1 | No |
| 10 | Dawson Highway 46A | Penda Avenue to Chapman Drive | Northbound (A) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 12,341,950 | 13,171,523 | 12,341,950 | 2027 | 11,595,551 | 12,400,961 | 2027.9 | 0.1 | No |
| 11 | Dawson Highway 46A | Chapman Drive to Don Young Drive | Southbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 4,361,982 | 4,644,951 | 4,361,982 | 2029 | 4,361,982 | 4,644,951 | 2029.0 | 0.0 | No |
| 12 | Dawson Highway 46A | Chapman Drive to Don Young Drive | Northbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 6,274,208 | 6,681,227 | 6,274,208 | 2029 | 6,274,208 | 6,681,227 | 2029.0 | 0.0 | No |
| 13 | Dawson Highway 46A | Don Young Drive to Harvey Road | Southbound (G) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 5,705,968 | 6,089,499 | 5,705,968 | 2027 | 5,410,001 | 5,782,388 | 2027.8 | 0.2 | No |
| 14 | Dawson Highway 46A | Don Young Drive to Harvey Road | Northbound (A) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 5,879,044 | 6,274,208 | 5,879,044 | 2027 | 5,574,035 | 5,957,955 | 2027.8 | 0.2 | No |
| 15 | Dawson Highway 46A | Harvey Road to Bruce Highway | Southbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,780,651 | 3,081,177 | 2,991,019 | 2019 | 2,856,196 | 3,157,204 | 2019.4 | 0.3 | No |
| 16 | Dawson Highway 46A | Harvey Road to Bruce Highway | Northbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,737,764 | 3,033,655 | 2,944,887 | 2019 | 2,808,008 | 3,108,679 | 2019.5 | 0.2 | No |
| 17 | Dawson Highway 46A | Bruce Highway to Drynan Drive | Southbound (G) | 48.0 | 2006 | 120.0 | 3.0 | 2030.0 | 8,238,735 | 8,755,695 | 8,238,735 | 2029 | 7,806,614 | 8,308,516 | 2029.9 | 0.1 | No |
| 18 | Dawson Highway 46A | Bruce Highway to Drynan Drive | Northbound (A) | 48.0 | 2006 | 120.0 | 3.0 | 2030.0 | 8,565,379 | 9,102,834 | 8,565,379 | 2029 | 8,063,640 | 8,585,441 | 2030.0 | 0.0 | No |
| 19 | Dawson Highway 46A | Dryman Drive to Gladstone-Monto Road | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 3,052,184 | 3,274,104 | 3,052,184 | 2025 | 2,906,508 | 3,121,965 | 2025.7 | 0.3 | No |
| 20 | Dawson Highway 46A | Drynan Drive to Gladstone-Monto Road | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 3,324,038 | 3,565,725 | 3,324,038 | 2025 | 3,109,453 | 3,344,101 | 2025.9 | 0.1 | No |
| 21 | Dawson Highway 46A | Gladstone-Monto Road to Access to Pipeline Camp 4 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,522,809 | 2,708,688 | 2025.6 | 0.4 | No |
| 22 | Dawson Highway 46A | Access to Pipeline Camp 4 to Gladstone-Monto Road | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,386,668 | 2,565,983 | 2025.9 | 0.1 | No |
| 23 | Dawson Highway 46A | Access to Pipline Camp 4 to New point 1 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,522,809 | 2,708,688 | 2025.6 | 0.4 | No |
| 24 | Dawson Highway 46A | Access to Pipline Camp 4 to New point 1 | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,386,668 | 2,565,983 | 2025.9 | 0.1 | No |
| 25 | Dawson Highway 46A | New to CSC/BSC Border | Westbound (G) | 118.0 | 2006 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 26 | Dawson Highway 46A | New to CSC/BSC Border | Eastbound (A) | 118.0 | 2006 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 27 | Dawson Highway 46A | CSC/BSC Border to New point 2 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,513,876 | 2,699,755 | 2025.6 | 0.4 | No |
| 28 | Dawson Highway 46A | CSC/BSC Border to New point 2 | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,385,766 | 2,565,081 | 2025.9 | 0.1 | No |
| 29 | Dawson Highway 46A | New point 2 to Argoon Road | Westbound (G) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 1,921,525 | 2,091,631 | 1,972,557 | 2021 | 1,819,325 | 1,984,476 | 2021.9 | 0.4 | No |
| 30 | Dawson Highway 46A | New point 2 to Argoon Road | Eastbound (A) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 1,853,669 | 2,017,768 | 1,902,899 | 2022 | 1,875,443 | 2,039,542 | 2022.2 | 0.1 | No |
| 31 | Dawson Highway 46A | Agoon Road to Callide Dam Road | Westbound (G) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,280,151 | 1,418,506 | 1,321,657 | 2018 | 1,208,776 | 1,343,102 | 2018.8 | 0.5 | No |
| 32 | Dawson Highway 46A | Agoon Road to Callide Dam Road | Eastbound (A) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,241,545 | 1,375,728 | 1,281,800 | 2019 | 1,263,318 | 1,397,501 | 2019.1 | 0.2 | No |
| 33 | Dawson Highway 46A | Callide Dam Road to Tognalini - Baldwin Road | Westbound (G) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,654,059 | 1,832,826 | 1,707,689 | 2018 | 1,537,727 | 1,711,286 | 2019.0 | 0.3 | No |
| 34 | Dawson Highway 46A | Callide Dam Road to Tognalini - Baldwin Road | Eastbound (A) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,577,096 | 1,747,544 | 1,628,230 | 2019 | 1,593,146 | 1,763,594 | 2019.2 | 0.1 | No |
| 35 | Dawson Highway 46A | Tognalini - Baldwin Road to Biloela | Westbound (G) | 106.0 | 2006 | 120.0 | 3.0 | 2010.7 | 536,897 | 817,485 | 733,308 | 2010 | 559,229 | 866,630 | 2010.6 | 0.1 | No |
| 36 | Dawson Highway 46A | Tognalini - Baldwin Road to Biloela | Eastbound (A) | 106.0 | 2006 | 120.0 | 3.0 | 2010.7 | 528,390 | 804,532 | 721,690 | 2010 | 530,644 | 812,500 | 2010.7 | 0.0 | No |
| 37 | Dawson Highway 46B | Biloela to Crowsdale Camboon Road | Westbound (G) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,764,774 | 1,985,228 | 2017.5 | 0.2 | No |
| 38 | Dawson Highway 46B | Crewsdale Camboon Road to Bioela | Eastbound (A) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,998 | 2017 | 1,731,628 | 1,952,083 | 2017.6 | 0.1 | No |
| 39 | Dawson Highway 46B | Crowsdale Camboon Road to Point 1 | Westbound (G) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,764,774 | 1,985,228 | 2017.5 | 0.2 | No |
| 40 | Dawson Highway 46B | Point 1 to Crowsdale Camboon Road | Eastbound (A) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,731,628 | 1,952,083 | 2017.6 | 0.1 | No |
| 41 | Dawson Highway 46B | Point 1 to Greyclifife Road | Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 4,243,740 | 4,540,012 | 4,243,740 | 2026 | 4,004,391 | 4,292,034 | 2026.8 | 0.2 | No |
| 42 | Dawson Highway 46B | Greycliffe Road to Point 1 | Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 4,243,740 | 4,540,012 | 4,243,740 | 2026 | 3,971,246 | 4,258,888 | 2026.9 | 0.1 | No |
| 43 | Dawson Highway 46B | Grecliffe Road to Banana | Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 3,253,892 | 3,481,058 | 3,253,892 | 2026 | 3,081,635 | 3,302,186 | 2026.8 | 0.2 | No |
| 44 | Dawson Highway 46B | Banana to Greycliffe Road | Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 3,253,892 | 3,481,058 | 3,253,892 | 2026 | 3,048,490 | 3,269,040 | 2026.9 | 0.1 | No |
| 45 | Dawson Highway 46C | Banana to Moura Mine | Westbound (G) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,998,897 | 2,199,711 | 2,139,467 | 2020 | 2,045,599 | 2,246,412 | 2020.5 | 0.2 | No |
| 46 | Dawson Highway 46C | Moura Mine to Banana | Eastbound (A) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,998,897 | 2,199,711 | 2,139,467 | 2020 | 2,011,943 | 2,212,756 | 2020.6 | 0.1 | No |
| 47 | Dawson Highway 46C | Moura Mine to Moura Township | Westbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 2,280,885 | 2,495,355 | 2,431,014 | 2021 | 2,327,586 | 2,542,057 | 2021.5 | 0.2 | No |
| 48 | Dawson Highway 46C | Moura Township to Moura Mine | Eastbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 2,280,885 | 2,495,355 | 2,431,014 | 2021 | 2,293,930 | 2,508,401 | 2021.6 | 0.1 | No |
| 49 | Dawson Highway 46C | Moura Township to CH. 30 | Westbound (G) | 81.0 | 2007 | 120.0 | 3.0 | 2020.0 | 712,034 | 783,566 | 712,034 | 2019 | 688,530 | 757,979 | 2019.3 | 0.7 | No |
| 50 | Dawson Highway 46C | CH. 30 to Moura Township | Eastbound (A) | 81.0 | 2007 | 120.0 | 3.0 | 2020.0 | 712,034 | 783,566 | 712,034 | 2019 | 662,906 | 732,355 | 2019.7 | 0.3 | No |
| 51 | Dawson Highway 46C | CH. 30 to CH. 41 | Westbound (G) | 117.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 52 | Dawson Highway 46C | CH. 41 to CH. 30 | Eastbound (A) | 117.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 53 | Dawson Highway 46C | CH. 41 to District Boundary | Westbound (G) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 575,159 | 642,585 | 622,357 | 2018 | 609,359 | 676,785 | 2018.2 | 0.5 | No |
| 54 | Dawson Highway 46C | Boundary to CH .41 | Eastbound (A) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 575,159 | 642,585 | 622,357 | 2018 | 583,735 | 651,161 | 2018.6 | 0.1 | No |
| 55 | Gladstone-Mt Larcom Rd | Dawspn Highway to Hilderbrand Street | Westbound (G) | 105.0 | 2006 | 120.0 | 3.0 | 2011.0 | 2,001,344 | 2,708,880 | 2,001,344 | 2010 | 1,359,189 | 2,099,043 | 2010.9 | 0.1 | No |
| 56 | Gladstone-Mt Larcom Rd | Dawspn Highway to Hilderbrand Street | Eastbound (A) | 105.0 | 2006 | 120.0 | 3.0 | 2011.0 | 2,061,148 | 2,789,826 | 2,061,148 | 2010 | 1,366,035 | 2,102,771 | 2010.9 | 0.1 | No |


| 57 | \|Gladstone-Mt Larcom Rd | \|Hilderbrand Street to Blain Drive | \|Westbound (G) | 62.0 | 2006 | 120.0 | 3.0 | 2025.3 | 13,544,341 | 14,573,068 | 13,852,959 | 2025 | 13,631,660 | 14,660,414 | 2025.2 | 0.1 | No |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 58 | Gladstone-Mt Larcom Rd | Hilderbrand Street to Blain Drive | Eastbound (A) | 62.0 | 2006 | 120.0 | 3.0 | 2025.3 | 13,231,070 | 14,236,003 | 13,532,550 | 2025 | 13,330,373 | 14,335,573 | 2025.2 | 0.1 | No |
| 59 | Gladstone-Mt Larcom Rd | Blain Drive to Red Rover Road | Westbound (G) | 92.0 | 2006 | 120.0 | 3.0 | 2015.3 | 5,499,416 | 6,382,107 | 5,764,224 | 2015 | 5,583,468 | 6,466,926 | 2015.2 | 0.1 | No |
| 60 | Gladstone-Mt Larcom Rd | Blain Drive to Red Rover Road | Eastbound (A) | 92.0 | 2006 | 120.0 | 3.0 | 2015.3 | 6,009,749 | 6,974,352 | 6,299,130 | 2015 | 6,076,679 | 7,048,880 | 2015.2 | 0.1 | No |
| 61 | Gladstone-Mt Larcom Rd | Red Rover Road to Power Station | Westbound (G) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 14,466,770 | 15,618,482 | 15,272,968 | 2024 | 14,477,751 | 15,629,463 | 2024.7 | 0.0 | No |
| 62 | Gladstone-Mt Larcom Rd | Red Rover Road to Power Station | Eastbound (A) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,809,252 | 17,067,840 | 16,690,264 | 2024 | 15,830,442 | 17,089,0 | 2024.7 | 0.0 | No |
| 63 | Gladstone-Mt Larcom Rd | Power Station to Reid Road | Westbound (G) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 7,975,718 | 8,776,976 | 8,536,598 | 2020 | 7,986,632 | 8,787,956 | 2020.7 | 0.0 | No |
| 64 | Gladstone-Mt Larcom Rd | Power Station to Reid Road | Eastbound (A) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 8,282,819 | 9,114,929 | 8,865,296 | 2020 | 8,303,344 | 9,136,119 | 2020.7 | 0.0 | No |
| 65 | Gladstone-Mt Larcom Rd | Reid Road to Landing Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 16,115,776 | 17,161,235 | 16,115,776 | 2028 | 15,111,748 | 16,126,757 | 2029.0 | 0.0 | No |
| 66 | Gladstone-Mt Larcom Rd | Reid Road to Landing Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 16,736,306 | 17,822,020 | 16,736,306 | 2028 | 15,703,405 | 16,757,496 | 2029.0 | 0.0 | No |
| 67 | Gladstone-Mt Larcom Rd | Landing Road to Targinnie Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,210,827 | 9,829,202 | 2029.0 | 0.0 | No |
| 68 | Gladstone-Mt Larcom Rd | Landing Road to Targinnie Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,428,172 | 11,127,685 | 2029.0 | 0.0 | No |
| 69 | Gladstone-Mt Larcom Rd | Targinnie Road to Quary Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,208,780 | 9,827,154 | 2029.0 | 0.0 | No |
| 70 | Gladstone-Mt Larcom Rd | Targinnie Road to Quary Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,407,884 | 11,107,397 | 2029.0 | 0.0 | No |
| 71 | Gladstone-Mt Larcom Rd | Quarry Road to Bruce Highway | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,208,780 | 9,827,154 | 2029.0 | 0.0 | No |
| 72 | Gladstone-Mt Larcom Rd | Quarry Road to Bruce Highway | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,407,884 | 11,107,397 | 2029.0 | 0.0 | No |
| 73 | Carnarvon Highway 24A | CH. 0.00 (NSW border) to CH. 10 | Northbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 794,585 | 854,935 | 794,585 | 2025 | 794,585 | 854,935 | 2025.0 | 0.0 | No |
| 74 | Carnarvon Highway 24A | CH. 10 to CH. 0.0 (NSW border) | Southbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 794,585 | 854,935 | 794,585 | 2025 | 794,585 | 854,935 | 2025.0 | 0.0 | No |
| 75 | Carnarvon Highway 24A | CH. 10 m to CH .40 (Thallon) | Northbound (G) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 280,030 | 324,977 | 280,030 | 2015 | 280,030 | 324,977 | 2015.0 | 0.0 | No |
| 76 | Carnarvon Highway 24A | CH. 40 (Thallon) to CH. 10 | Southbound (A) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 280,030 | 324,977 | 280,030 | 2015 | 280,030 | 324,977 | 2015.0 | 0.0 | No |
| 77 | Carnarvon Highway 24A | CH. 40 (Thallon) to CH. 74 (Ningdigully) | Northbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 440,936 | 488,591 | 474,295 | 2019 | 440,936 | 488,591 | 2019.7 | 0.0 | No |
| 78 | Carnarvon Highway 24A | CH. 74 (Nindigully to CH. 40 (Thallon) | Southbound (A) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 440,936 | 488,591 | 474,295 | 2019 | 440,936 | 488,591 | 2019.7 | 0.0 | No |
| 79 | Carnarvon Highway 24A | CH. 74 (Nindigully to CH. 111 | Northbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 672,398 | 745,069 | 694,200 | 2019 | 672,398 | 745,069 | 2019.3 | 0.0 | No |
| 80 | Carnarvon Highway 24A | CH. 111 to CH. 74 (Nindigully) | Southbound (A) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 672,398 | 745,069 | 694,200 | 2019 | 672,398 | 745,069 | 2019.3 | 0.0 | No |
| 81 | Carnarvon Highway 24A | CH. 111 to St George | Northbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 1,415,741 | 1,568,751 | 1,461,644 | 2019 | 1,415,741 | 1,568,751 | 2019.3 | 0.0 | No |
| 82 | Carnarvon Highway 24A | St George to CH. 111 | Southbound (A) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 1,415,741 | 1,568,751 | 1,461,644 | 2019 | 1,415,741 | 1,568,751 | 2019.3 | 0.0 | No |
| 83 | Carnarvon Highway 24B | CH. 0.00 (St George) to CH. 4 | Northbound (G) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,461,105 | 1,607,890 | 1,563,854 | 2020 | 1,461,105 | 1,607,890 | 2020.7 | 0.0 | No |
| 84 | Carnarvon Highway 24B | CH. 4 to CH. 0.0 (St George) | Southbound (A) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,461,105 | 1,607,890 | 1,563,854 | 2020 | 1,461,105 | 1,607,890 | 2020.7 | 0.0 | No |
| 85 | Carnarvon Highway 24B | CH. 4m to CH. 9 | Northbound (G) | 55.0 | 2007 | 120.0 | 3.0 | 2028.7 | 2,590,889 | 2,765,037 | 2,712,793 | 2028 | 2,590,889 | 2,765,037 | 2028.7 | 0.0 | No |
| 86 | Carnarvon Highway 24B | CH. 9 to CH. 56 | Southbound (A) | 55.0 | 2007 | 120.0 | 3.0 | 2028.7 | 2,590,889 | 2,765,037 | 2,712,793 | 2028 | 2,59, 889 | 2,765,037 | 2028.7 | 0.0 | No |
| 87 | Carnarvon Highway 24B | CH. 9 to CH. 4 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 725,231 | 793,424 | 772,966 | 2021 | 725,231 | 793,424 | 2021.7 | 0.0 | No |
| 88 | Carnarvon Highway 24B | CH. 56 to CH. 9 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 725,231 | 793,424 | 772,966 | 2021 | 725,231 | 793,424 | 2021.7 | 0.0 | No |
| 89 | Carnarvon Highway 24B | CH. 56 to CH. 116 (Surat) | Northbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 545,401 | 604,346 | 586,662 | 2019 | 545,401 | 604,346 | 2019.7 | 0.0 | No |
| 90 | Carnarvon Highway 24B | CH. 116 (Surat) to CH. 56 | Southbound (A) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 545,401 | 604,346 | 586,662 | 2019 | 545,401 | 604,346 | 2019.7 | 0.0 | No |
| 91 | Carnarvon Highway 24C | CH. 0.00 (Surat) to CH. 33 | Northbound (G) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 441,128 | 511,932 | 441,128 | 2015 | 441,128 | 511,932 | 2015.0 | 0.0 | No |
| 92 | Carnarvon Highway 24C | CH. 33 to CH. 0.0 (Surat) | Southbound (A) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 441,128 | 511,932 | 441,128 | 2015 | 441,128 | 511,932 | 2015.0 | 0.0 | No |
| 93 | Carnarvon Highway 24C | CH. 33m to CH. 73 (Roma) | Northbound (G) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 629,439 | 710,280 | 629,439 | 2017 | 629,439 | 710,280 | 2017.0 | 0.0 | No |
| 94 | Carnarvon Highway 24C | CH. 73 (Roma) to CH. 33 | Southbound (A) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 629,439 | 710,280 | 629,439 | 2017 | 629,439 | 710,280 | 2017.0 | 0.0 | No |
| 95 | Carnarvon Highway 24D | CH. 0.00 (Roma) to CH. 3 | Northbound (G) | 111.0 | 2007 | 120.0 | 3.0 | 2010.0 | 397,545 | 605,306 | 397,545 | 2009 | 203,494 | 452,273 | 2009.8 | 0.2 | No |
| 96 | Carnarvon Highway 24D | CH. 3 to CH. 0.0 (Roma) | Southbound (A) | 111.0 | 2007 | 120.0 | 3.0 | 2010.0 | 397,545 | 605,306 | 397,545 | 2009 | 197,653 | 437,405 | 2009.8 | 0.2 | No |
| 97 | Carnarvon Highway 24D | CH. 3m to CH. 18 Roma - Taroom Road | Northbound (G) | 91.0 | 2007 | 120.0 | 3.0 | 2016.7 | 1,659,196 | 1,895,559 | 1,824,650 | 2015 | 1,781,620 | 2,088,813 | 2015.1 | 1.6 | Yes |
| 98 | Carnarvon Highway 24D | CH. 18 Roma - Taroom Road to CH. 3 | Southbound (A) | 91.0 | 2007 | 120.0 | 3.0 | 2016.7 | 1,659,196 | 1,895,559 | 1,824,650 | 2015 | 1,732,328 | 2,027,131 | 2015.3 | 1.4 | Yes |
| 99 | Carnarvon Highway 24D | Roma - Taroom Road to Injune | Northbound (G) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 1,192,531 | 1,332,332 | 1,290,391 | 2015 | 1,148,992 | 1,354,643 | 2015.7 | 3.0 | Yes |
| 100 | Carnarvon Highway 24D | Injune to Roma - Taroom Road | Southbound (A) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 1,192,531 | 1,332,332 | 1,290,391 | 2015 | 1,099,699 | 1,292,961 | 2016.0 | 2.7 | Yes |
| 101 | Carnarvon Highway 24E | CH. 0.00 (Injune) to Fairview Field Access CH25.00 | Northbound (G) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2014 | 656,625 | 785,064 | 2014.4 | 1.9 | Yes |
| 102 | Carnarvon Highway 24E | Fairview Field Access CH. 25.00 to CH. 0.0 ( Injune) | Southbound (A) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2014 | 628,420 | 755,310 | 2014.6 | 1.7 | Yes |
| 103 | Carnarvon Highway 24E | Fairview Field Access to CH. 69 Boundary with Emerald | Northbound (G) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2015 | 624,141 | 728,352 | 2015.7 | 0.6 | No |
| 104 | Carnarvon Highway 24E | CH. 69 to Fairview Field Access | Southbound (A) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2015 | 624,141 | 728,352 | 2015.7 | 0.6 | No |
| 105 | Carnarvon Highway 24E | CH. 69 to CH. 86 Access to Camp 1 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,260,984 | 1,381,350 | 2021.1 | 0.6 | No |
| 106 | Carnarvon Highway 24E | CH. 86 Access to Camp 1 to CH. 69 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,260,984 | 1,381,350 | 2021.1 | 0.6 | No |
| 107 | Carnarvon Highway 24E | CH. 86 Access to Camp 1 to CH. 111 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,230,694 | 1,347,296 | 2021.4 | 0.3 | No |
| 108 | Carnarvon Highway 24E | CH. 111 to CH. 86 Access to Camp 1 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,230,694 | 1,347,296 | 2021.4 | 0.3 | No |
| 109 | Carnarvon Highway 24E | CH. 111 to CH. 172 (Rollestone) | Northbound (G) | 75.0 | 2007 | 120.0 | 3.0 | 2022.0 | 1,498,080 | 1,630,700 | 1,498,080 | 2021 | 1,399,969 | 1,532,489 | 2021.7 | 0.3 | No |
| 110 | Carnarvon Highway 24E | CH. 172 (Rollestone) to CH. 111 | Southbound (A) | 75.0 | 2007 | 120.0 | 3.0 | 2022.0 | 1,498,080 | 1,630,700 | 1,498,080 | 2021 | 1,399,969 | 1,532,489 | 2021.7 | 0.3 | No |
| 111 | Leichhardt Highway 26A | CH. 00 Capicorn Highway to Burnett Highway | Southbound (G) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 3,734,373 | 3,995,084 | 3,812,586 | 2027 | 3,734,373 | 3,995,084 | 2027.3 | 0.0 | No |
| 112 | Leichhardt Highway 26A | Burnett Highway to Capicorn Highway | Northbound (A) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 3,734,373 | 3,995,084 | 3,812,586 | 2027 | 3,734,373 | 3,995,084 | 2027.3 | 0.0 | No |
| 113 | Leichhardt Highway 26A | Burnett Highway to CH. 51.1 | Southbound (G) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 2,441,523 | 2,611,975 | 2,492,658 | 2027 | 2,441,523 | 2,611,975 | 2027.3 | 0.0 | No |
| 114 | Leichhardt Highway 26A | CH. 51.1 to Burnett Highway | Northbound (A) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 2,441,523 | 2,611,975 | 2,492,658 | 2027 | 2,441,523 | 2,611,975 | 2027.3 | 0.0 | No |
| 115 | Leichhardt Highway 26A | CH. 51.1 to CH. 62.6 | Southbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 1,245,001 | 1,379,557 | 1,339,191 | 2019 | 1,245,001 | 1,379,557 | 2019.7 | 0.0 | No |
| 116 | Leichhardt Highway 26A | CH. 62.6 to CH. 51.1 | Northbound (A) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 1,245,001 | 1,379,557 | 1,339,191 | 2019 | 1,245,001 | 1,379,557 | 2019.7 | 0.0 | No |
| 117 | Leichhardt Highway 26A | CH. 62.6 to CH. 86.0 Fairview Road | Southbound (G) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,397,811 | 2,572,153 | 2,450,113 | 2026 | 2,397,811 | 2,572,153 | 2026.3 | 0.0 | No |
| 118 | Leichhardt Highway 26A | CH. 86.0 Fairview Road to CH. 62.6 | Northbound (A) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,397,811 | 2,572,153 | 2,450,113 | 2026 | 2,397,811 | 2,572,153 | 2026.3 | 0.0 | No |
| 119 | Leichhardt Highway 26A | CH. 86.0 Fairview Road to CH. 88.0 | Southbound (G) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,308,340 | 2,476,177 | 2,358,691 | 2026 | 2,308,340 | 2,476,177 | 2026.3 | 0.0 | No |
| 120 | Leichhardt Highway 26A | CH. 88.0 to CH.86.0 | Northbound (A) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,308,340 | 2,476,177 | 2,358,691 | 2026 | 2,308,340 | 2,476,177 | 2026.3 | 0.0 | No |
| 121 | Leichhardt Highway 26A | CH. 88.0 to CH. 99.0 (Camp 3) | Southbound (G) | 74.0 | 2007 | 120.0 | 3.0 | 2022.3 | 1,786,112 | 1,944,230 | 1,833,547 | 2022 | 1,789,745 | 1,947,863 | 2022.3 | 0.0 | No |
| 122 | Leichhardt Highway 26A | CH. 99.0 (Camp 3) to CH. 88.0 | Northbound (A) | 74.0 | 2007 | 120.0 | 3.0 | 2022.3 | 1,786,112 | 1,944,230 | 1,833,547 | 2022 | 1,789,235 | 1,947,353 | 2022.3 | 0.0 | No |
| 123 | Leichhardt Highway 26A | CH. 99.0 to Banana CH. 105.2 | Southbound (G) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 1,045,811 | 1,194,793 | 1,045,811 | 2015 | 907,774 | 1,052,417 | 2016.0 | 0.0 | No |
| 124 | Leichhardt Highway 26A | Banana CH. 105.2 to CH. 99.0 | Northbound (A) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 1,045,811 | 1,194,793 | 1,045,811 | 2015 | 907,264 | 1,051,907 | 2016.0 | 0.0 | No |
| 125 | Leichhardt Highway 26A | Banana CH. 105.2 to CH. 117.0 | Southbound (G) | 84.0 | 2007 | 120.0 | 3.0 | 2019.0 | 1,550,672 | 1,718,265 | 1,550,672 | 2018 | 1,390,934 | 1,553,646 | 2019.0 | 0.0 | No |



| CH. 117.0 to Banana CH. 105.2 |
| :---: |
| CH. 117.0 to CH. 124.0 |
| CH. 124.0 to CH. 117.0 |
| Theodore CH. 162.3 to CH. 124.0 |
| CH.124.0 to Theodore CH. 162.4 |
| Theodore CH. 162.3 to CH. 124.0 |
|  |
|  |  |
|  |
| Isla Delusion Road to District Boundary |
| District Boundary to Isla Delusion Road |
| Gladstone-Beraraby Road to Dawson Highway |
| Gladstone-Beraraby Road to Dawson Highway |
| Dawson Highway to Calliope River Road |
| Dawson Highway to Calliope River Road |
| Calliope River Road to Gladstone Mt-Larcom Road |
| Calliope River Road to Gladstone M-L-Larcom Road |
|  |  |
|  |
| Bajool Port Alma Road to Gavial-Gracemere Road |
| Bajool Port Alma Road to Gavial-Gracemere Road |
| Gavial-Gracemere Road to Burnett Highway |
| Gavial-Gracemere Road to Burnett Highway |
| Burnett Highway to Capricorn Highway |
| Burnett Highway to Capricorn Highway |
| Capricorn Highway to Stanley Street |
| Capricorn Highway to Stanley Street |
| Capricorn Highway to Stanley Street |
| Capricorn Highway to Stanley Street |
| CH.0.0 Dawson Highway CH. 0.00 to Sun valley Road CH. 0.645 |
| Sun Valley Road CH. 0.645 to Dawson Highway CH.O.00 |
| CH. 0.645 to Glenlyon Road CH. 2. 159 |
| Glenlyon Road CH. 2.159 to CH. 0.645 |
| Glenlyon Road CH. 2.159 to French Street CH. 3.40 |
| French Street CH. 3.40 to Glenlyon Road CH. 2.159 |
| French Street CH. 3.40 to Glen Eden Drive CH. 5.70 |
| Glen Eden Drive CH. 5.70 to French Street CH. 3.40 |
| Glen Eden Drive CH. 5.70 to South Trees Drive CH. 7.30 |
| South Trees Drive CH. 5.70 to Glen Eden Drive CH. 3.40 |
| South Trees Drive CH. 7.30 to Boyne Island Road CH. 16.039 |
| Boyne Island Drive CH. 16.039 to South Trees Drive CH. 5.70 |
| Boyne Island Road CH. 16.039 to Bruce Highway CH. 19.21 |
| Bruce Highway CH. 19.21 to Boyne Island Road CH. 16.039 |
| CH.0.0 District Boundary to CH.65.0 |
| CH.65.0 to District Boundary CH.0.0 |
| CH.65.0 to Hinton's Lane CH.85.5 |
| Hinton's Lane CH.85.5 to CH.65.0 |
| Hinton's Lane CH.85.5 to Sara Lane CH.92.0 |
| Sara Lane CH.92.0 to Hinton's Lane CH.85.5 |
| Sara Lane CH.92.0 to Dawson Highway CH.93.8 |
| Dawson Highway CH. 93.8 to Sara Lane CH.92.0 |
|  |  |
|  |
| CH.18.5 to Jambin Rail Crossing CH.27.2 |
| Jambin Rail Crossing CH.27.2 to CH.18.5 |
| Goovigen Connection Road CH. 35.5 to Jambin Rail Crossing CH.27.2 |
|  |  |
|  |
| Tohlinn Road (South) CH.38.9 to Goovigen Connection Road CH. 35.5 N |
| Tomlin Road (South) CH. 38.9 to Tomlin Rd (North) CH |
| Tomlin Rd (North) CH.53.4 to Tomlin Road (South) CH. 38.9 |
| Tomlin Rd (North) CH.53.4 to Leichhardt Highway CH.71.8 |
| Leichhardt Highway CH.71.8 to Tohlinn Road (South) CH.38.9 |
| Leichhardt Highway CH.71.8 to School Grounds CH.101.4 |
| School Grounds CH.101.4 to Leichhardt Highway CH.71.8 |
| School Grounds CH. 101.4 to Gordon Street CH.102.8 |
| Gordon Street CH. 102.8 to School Grounds CH.101.4 |
| dary to Fitzroy Development 85A Intersection |


| Northbound (A) | 84.0 | 2007 | 120.0 | 3.0 | 2019.0 | 1,550,672 | 1,718,265 | 1,550,672 | 2018 | 1,390,934 | 1,553,646 | 2019.0 | 0.0 | No |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Southbound (G) | 104.0 | 2007 | 120.0 | 3.0 | 2012.3 | 506,522 | 642,791 | 547,403 | 2012 | 506,522 | 642,791 | 2012.3 | 0.0 | No |
| Northbound (A) | 104.0 | 2007 | 120.0 | 3.0 | 2012.3 | 506,522 | 642,791 | 547,403 | 2012 | 506,522 | 642,791 | 2012.3 | 0.0 | No |
| Westbound (G) | 100.0 | 2007 | 120.0 | 3.0 | 2013.7 | 642,791 | 783,147 | 741,040 | 2013 | 642,791 | 783,147 | 2013.7 | 0.0 | No |
| Eastbound (A) | 100.0 | 2007 | 120.0 | 3.0 | 2013.7 | 642,791 | 783,147 | 741,040 | 2013 | 642,791 | 783,147 | 2013.7 | 0.0 | No |
| Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,386,071 | 2,552,652 | 2,386,071 | 2027 | 2,386,071 | 2,552,652 | 2027.0 | 0.0 | No |
| Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,386,071 | 2,552,652 | 2,386,071 | 2027 | 2,386,071 | 2,552,652 | 2027.0 | 0.0 | No |
| Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,205,775 | 2,359,768 | 2,205,775 | 2027 | 2,205,775 | 2,359,768 | 2027.0 | 0.0 | No |
| Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,205,775 | 2,359,768 | 2,205,775 | 2027 | 2,205,775 | 2,359,768 | 2027.0 | 0.0 | No |
| Westbound (G) | 97.0 | 2007 | 110.0 | 3.0 | 2011.3 | 271,444 | 367,408 | 300,233 | 2011 | 271,444 | 367,408 | 2011.3 | 0.0 | No |
| Eastbound (A) | 97.0 | 2007 | 110.0 | 3.0 | 2011.3 | 271,444 | 367,408 | 300,233 | 2011 | 271,444 | 367,408 | 2011.3 | 0.0 | No |
| Westbound (G) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 7,945,298 | 8,648,666 | 7,945,298 | 2021 | 7,318,626 | 8,001,774 | 2021.9 | 0.1 | No |
| Eastbound (A) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 8,633,571 | 9,397,870 | 8,633,571 | 2021 | 7,897,207 | 8,639,271 | 2022.0 | 0.0 | No |
| Westbound (G) | 72.0 | 2006 | 110.0 | 3.0 | 2018.7 | 4,924,137 | 5,501,396 | 5,328,218 | 2018 | 4,926,444 | 5,503,703 | 2018.7 | 0.0 | No |
| Eastbound (A) | 72.0 | 2006 | 110.0 | 3.0 | 2018.7 | 5,164,876 | 5,770,357 | 5,588,713 | 2018 | 5,167,183 | 5,772,664 | 2018.7 | 0.0 | No |
| Westbound (G) | 70.0 | 2006 | 110.0 | 3.0 | 2019.3 | 5,501,396 | 6,095,972 | 5,679,769 | 2019 | 5,503,703 | 6,098,280 | 2019.3 | 0.0 | No |
| Eastbound (A) | 70.0 | 2006 | 110.0 | 3.0 | 2019.3 | 5,770,357 | 6,394,002 | 5,957,451 | 2019 | 5,772,664 | 6,396,310 | 2019.3 | 0.0 | No |
| Westbound (G) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 10,655,093 | 11,598,349 | 10,655,093 | 2022 | 10,655,093 | 11,598,349 | 2022.0 | 0.0 | No |
| Eastbound (A) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 11,496,258 | 12,513,980 | 11,496,258 | 2022 | 11,496,258 | 12,513,980 | 2022.0 | 0.0 | No |
| Westbound (G) | 66.0 | 2006 | 110.0 | 3.0 | 2020.7 | 9,857,580 | 10,847,893 | 10,550,799 | 2020 | 9,857,580 | 10,847,893 | 2020.7 | 0.0 | No |
| Eastbound (A) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 14,030,481 | 15,147,460 | 14,030,481 | 2024 | 14,030,481 | 15,147,460 | 2024.0 | 0.0 | No |
| Westbound (G) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,749,612 | 17,003,453 | 16,627,301 | 2024 | 15,749,612 | 17,003,453 | 2024.7 | 0.0 | No |
| Eastbound (A) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,802,450 | 17,060,497 | 16,683,083 | 2024 | 15,802,450 | 17,060,497 | 2024.7 | 0.0 | No |
| Westbound (G) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 13,798,572 | 15,020,109 | 14,165,033 | 2022 | 13,798,572 | 15,020,109 | 2022.3 | 0.0 | No |
| Eastbound (A) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 14,188,561 | 15,444,623 | 14,565,380 | 2022 | 14,188,561 | 15,444,623 | 2022.3 | 0.0 | No |
| Westbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 15,476,127 | 17,148,747 | 16,646,961 | 2019 | 15,476,127 | 17,148,747 | 2019.7 | 0.0 | No |
| Eastbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 15,005,991 | 16,627,800 | 16,141,257 | 2019 | 15,005,991 | 16,627,800 | 2019.7 | 0.0 | No |
| Westbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 9,981,730 | 11,060,530 | 10,736,890 | 2019 | 9,981,730 | 11,060,530 | 2019.7 | 0.0 | No |
| Eastbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 9,703,320 | 10,752,030 | 10,437,417 | 2019 | 9,703,320 | 10,752,030 | 2019.7 | 0.0 | No |
| Southbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 10,400,066 | 11,189,978 | 10,400,066 | 2025 | 10,400,066 | 11,189,978 | 2025.0 | 0.0 | No |
| Northbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 9,167,211 | 9,863,484 | 9,167,211 | 2025 | 9,167,211 | 9,863,484 | 2025.0 | 0.0 | No |
| Southbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 7,353,935 | 7,912,485 | 7,353,935 | 2025 | 7,353,935 | 7,912,485 | 2025.0 | 0.0 | No |
| Northbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 7,595,669 | 8,172,579 | 7,595,669 | 2025 | 7,595,669 | 8,172,579 | 2025.0 | 0.0 | No |
| Southbound (G) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 3,391,457 | 3,874,591 | 3,391,457 | 2016 | 3,391,457 | 3,874,591 | 2016.0 | 0.0 | No |
| Northbound (A) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 3,776,138 | 4,314,073 | 3,776,138 | 2016 | 3,776,138 | 4,314,073 | 2016.0 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 70.0 | 2007 | 120.0 | 3.0 | 2023.7 | 5,665,091 | 6,139,636 | 5,997,273 | 2023 | 5,665,091 | 6,139,636 | 2023.7 | 0.0 | No |
| Northbound (A) | 70.0 | 2007 | 120.0 | 3.0 | 2023.7 | 5,659,018 | 6,133,055 | 5,990,844 | 2023 | 5,659,018 | 6,133,055 | 2023.7 | 0.0 | No |
| Southbound (G) | 73.0 | 2007 | 120.0 | 3.0 | 2022.7 | 1,250,699 | 1,361,419 | 1,328,203 | 2022 | 1,250,699 | 1,361,419 | 2022.7 | 0.0 | No |
| Northbound (A) | 73.0 | 2007 | 120.0 | 3.0 | 2022.7 | 1,250,699 | 1,361,419 | 1,328,203 | 2022 | 1,250,699 | 1,361,419 | 2022.7 | 0.0 | No |
| Southbound (G) | 102.0 | 2007 | 120.0 | 3.0 | 2013.0 | 388,623 | 473,480 | 388,623 | 2013 | 388,623 | 473,480 | 2013.0 | 0.0 | No |
| Northbound (A) | 102.0 | 2007 | 120.0 | 3.0 | 2013.0 | 388,623 | 473,480 | 388,623 | 2013 | 388,623 | 473,480 | 2013.0 | 0.0 | No |
| Southbound (G) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 2,421,729 | 2,614,525 | 2,556,687 | 2024 | 2,421,729 | 2,614,525 | 2024.7 | 0.0 | No |
| Northbound (A) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 2,421,729 | 2,614,525 | 2,556,687 | 2024 | 2,421,729 | 2,614,525 | 2024.7 | 0.0 | No |
| Southbound (G) | 142.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Northbound (A) | 142.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Southbound (G) | 97.0 | 2007 | 120.0 | 3.0 | 2014.7 | 651,003 | 771,177 | 735,125 | 2014 | 660,838 | 781,011 | 2014.6 | 0.1 | No |
| Northbound (A) | 97.0 | 2007 | 120.0 | 3.0 | 2014.7 | 651,003 | 771,177 | 735,125 | 2014 | 651,003 | 771,177 | 2014.7 | 0.0 | No |
| Southbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,527,849 | 2,704,328 | 2,527,849 | 2027 | 2,527,849 | 2,704,328 | 2027.0 | 0.0 | No |
| Northbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,527,849 | 2,704,328 | 2,527,849 | 2027 | 2,527,849 | 2,704,328 | 2027.0 | 0.0 | No |
| Southbound (G) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 1,428,335 | 1,571,829 | 1,471,383 | 2020 | 1,428,335 | 1,571,829 | 2020.3 | 0.0 | No |
| 2 Northbound (A) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 1,428,335 | 1,571,829 | 1,471,383 | 2020 | 1,428,335 | 1,571,829 | 2020.3 | 0.0 | No |
| Southbound (G) | 106.0 | 2007 | 120.0 | 3.0 | 2011.7 | 270,069 | 365,546 | 336,903 | 2011 | 270,069 | 365,546 | 2011.7 | 0.0 | No |
| 5 Northbound (A) | 106.0 | 2007 | 120.0 | 3.0 | 2011.7 | 270,069 | 365,546 | 336,903 | 2011 | 270,069 | 365,546 | 2011.7 | 0.0 | No |
| Southbound (G) | 57.0 | 2007 | 120.0 | 3.0 | 2028.0 | 2,347,810 | 2,505,620 | 2,347,810 | 2028 | 2,347,810 | 2,505,620 | 2028.0 | 0.0 | No |
| Northbound (A) | 57.0 | 2007 | 120.0 | 3.0 | 2028.0 | 2,347,810 | 2,505,620 | 2,347,810 | 2028 | 2,347,810 | 2,505,620 | 2028.0 | 0.0 | No |
| Westbound (G) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 887,656 | 1,001,661 | 887,656 | 2017 | 887,656 | 1,001,661 | 2017.0 | 0.0 | No |
| Eastbound (A) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 887,656 | 1,001,661 | 887,656 | 2017 | 887,656 | 1,001,661 | 2017.0 | 0.0 | No |
| Westbound (G) | 103.0 | 2007 | 120.0 | 3.0 | 2012.7 | 189,823 | 240,890 | 225,570 | 2012 | 189,823 | 240,890 | 2012.7 | 0.0 | No |
| Eastbound (A) | 103.0 | 2007 | 120.0 | 3.0 | 2012.7 | 189,823 | 240,890 | 225,570 | 2012 | 189,823 | 240,890 | 2012.7 | 0.0 | No |
| Westbound (G) | 116.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Eastbound (A) | 116.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Westbound (G) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 879,236 | 949,233 | 928,234 | 2024 | 921,613 | 991,610 | 2024.1 | 0.6 | No |
| Eastbound (A) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 879,236 | 949,233 | 928,234 | 2024 | 895,989 | 965,986 | 2024.5 | 0.2 | No |


| 195 | Dawson Highway 46C | Fitzroy Dev. 85A Intersection to Duaringa/Woorabinda Intersection | Westbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 280,575 | 310,899 | 289,672 | 2017 | 262,523 | 291,106 | 2017.9 | 1.4 | Yes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 196 | Dawson Highway 46C | Duaringa/Woorabinda Intersection to Fitzroy Dev. 85 A Intersection | Eastbound (A) | 3.0 | 2007 | 120.0 | 3.0 | 2019.3 | 280,575 | 310,899 | 289,672 | 2018 | 267,011 | 296,452 | 2018.8 | 0.5 | No |
| 197 | Dawson Highway 46C | Duaringa/Woorabinda Intersection to Woorabinda/Duaringa Intersectig | Westbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 687,157 | 751,770 | 732,386 | 2021 | 727,128 | 791,741 | 2021.1 | 0.6 | No |
| 198 | Dawson Highway 46C | Woorabinda/Duaringa to Duaringa/Woorabinda Intersection Intersectio | Eastbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 687,157 | 751,770 | 732,386 | 2021 | 703,033 | 767,646 | 2021.5 | 0.2 | No |
| 199 | Dawson Highway 46C | Woorabinda/Duaringa to 46C/85B Intersection | Westbound (G) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 624,426 | 687,157 | 643,245 | 2019 | 595,316 | 656,220 | 2019.8 | 0.5 | No |
| 200 | Dawson Highway 46C | 46C/85B Intersection to Woorabinda/Duaringa | Eastbound (A) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 624,426 | 687,157 | 643,245 | 2020 | 631,224 | 693,955 | 2020.2 | 0.1 | No |
| 201 | Dawson Highway 46C | 46C/85B Intersection to Prospect Creek Culvert | Westbound (G) | 64.0 | 2007 | 120.0 | 3.0 | 2025.7 | 831,696 | 894,865 | 875,914 | 2025 | 854,557 | 917,726 | 2025.3 | 0.4 | No |
| 202 | Dawson Highway 46C | Prospect Creek Culvert to 46C/85B Intersection | Eastbound (A) | 64.0 | 2007 | 120.0 | 3.0 | 2025.7 | 831,696 | 894,865 | 875,914 | 2025 | 838,494 | 901,664 | 2025.6 | 0.1 | No |
| 203 | Dawson Highway 46C | Prospect Creek Culvert to Duaringa/Bauhinia Intersection | Westbound (G) | 54.3 | 2007 | 120.0 | 3.0 | 2028.9 | 1,026,946 | 1,095,973 | 1,089,070 | 2028 | 1,049,807 | 1,118,834 | 2028.6 | 0.3 | No |
| 204 | Dawson Highway 46C | Duaringa/Bauhinia Intersection to Prospect Creek Culvert | Eastbound (A) | 54.3 | 2007 | 120.0 | 3.0 | 2028.9 | 1,026,946 | 1,095,973 | 1,089,070 | 2028 | 1,033,744 | 1,102,771 | 2028.8 | 0.1 | No |
| 205 | Dawson Highway 46C | Duaringa/Bauhinia Intersection to KM 137.5 | Westbound (G) | 79.4 | 2007 | 120.0 | 3.0 | 2020.5 | 542,398 | 596,889 | 569,644 | 2020 | 565,260 | 619,750 | 2020.1 | 0.4 | No |
| 206 | Dawson Highway 46C | KM 137.5 to Duaringa/Bauhinia Intersection | Eastbound (A) | 79.4 | 2007 | 120.0 | 3.0 | 2020.5 | 542,398 | 596,889 | 569,644 | 2020 | 549,197 | 603,687 | 2020.4 | 0.1 | No |
| 207 | Dawson Highway 46C | KM 137.5 to Rolleston | Westbound (G) | 93.1 | 2007 | 120.0 | 3.0 | 2016.0 | 339,852 | 388,266 | 339,852 | 2015 | 293,880 | 340,884 | 2016.0 | 0.0 | No |
| 208 | Dawson Highway 46C | Rollston to KM 137.5 | Eastbound (A) | 93.1 | 2007 | 120.0 | 3.0 | 2016.0 | 339,852 | 388,266 | 339,852 | 2015 | 293,880 | 340,884 | 2016.0 | 0.0 | No |
| 209 | Leichhardt Highway 26A | District Boundary to 26A/85A intersection | Westbound (G) | 70.0 | 2008 | 120.0 | 3.0 | 2024.7 | 1,944,901 | 2,099,736 | 2,053,286 | 2024 | 1,944,901 | 2,099,736 | 2024.7 | 0.0 | No |
| 210 | Leichhardt Highway 26A | 26A/84A intersection to District Boundary | Eastbound (A) | 70.0 | 2008 | 120.0 | 3.0 | 2024.7 | 1,944,901 | 2,099,736 | 2,053,286 | 2024 | 1,944,901 | 2,099,736 | 2024.7 | 0.0 | No |
| 211 | Leichhardt Highway 26A | 26A85A intersection to Taroom | Westbound (G) | 68.0 | 2008 | 120.0 | 3.0 | 2025.3 | 2,418,339 | 2,602,018 | 2,473,442 | 2025 | 2,418,339 | 2,602,018 | 2025.3 | 0.0 | No |
| 212 | Leichhardt Highway 26A | Taroom to 26A84A intersection | Eastbound (A) | 68.0 | 2008 | 120.0 | 3.0 | 2025.3 | 2,418,339 | 2,602,018 | 2,473,442 | 2025 | 2,418,339 | 2,602,018 | 2025.3 | 0.0 | No |
| 213 | Leichhardt Highway 26B | Taroom to KM35.00 | Westbound (G) | 104.0 | 2008 | 120.0 | 3.0 | 2013.3 | 603,392 | 735,145 | 642,918 | 2013 | 603,392 | 735,145 | 2013.3 | 0.0 | No |
| 214 | Leichhardt Highway 26B | KM35.00 to Taroom | Eastbound (A) | 104.0 | 2008 | 120.0 | 3.0 | 2013.3 | 603,392 | 735,145 | 642,918 | 2013 | 603,392 | 735,145 | 2013.3 | 0.0 | No |
| 215 | Leichhardt Highway 26B | KM35.00 to Jackson-Wandoan Road | Westbound (G) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,774,986 | 1,941,887 | 1,774,986 | 2021 | 1,774,986 | 1,941,887 | 2021.0 | 0.0 | No |
| 216 | Leichhardt Highway 26B | Jackson-Wandoan Road to KM35.00 | Eastbound (A) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,774,986 | 1,941,887 | 1,774,986 | 2021 | 1,774,986 | 1,941,887 | 2021.0 | 0.0 | No |
| 217 | Leichhardt Highway 26B | Jackson-Wandoan Road to Miles | Westbound (G) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,909,572 | 2,089,129 | 1,909,572 | 2021 | 1,909,572 | 2,089,129 | 2021.0 | 0.0 | No |
| 218 | Leichhardt Highway 26B | Miles to Jackson-Wandoan Road | Eastbound (A) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,909,572 | 2,089,129 | 1,909,572 | 2021 | 1,909,572 | 2,089,129 | 2021.0 | 0.0 | No |
| 219 | Warrego Highway | Miles to 18D/Dulacca North Intersetcion | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,660,381 | 2,972,258 | 2,753,944 | 2017 | 2,514,083 | 2,831,605 | 2017.8 | 0.5 | No |
| 220 | Warrego Highway | 18D/Dulacca North Intersection to Miles | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,660,381 | 2,972,258 | 2,753,944 | 2018 | 2,697,002 | 3,011,469 | 2018.2 | 0.1 | No |
| 221 | Warrego Highway | 18D/Dulacca North Intersection to 18D/3441 Intersection) | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,376,828 | 2,655,465 | 2,460,419 | 2017 | 2,262,803 | 2,548,052 | 2017.7 | 0.6 | No |
| 222 | Warrego Highway | 18D/3441 Intersection to 18D/Dulacca North Intersection | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,376,828 | 2,655,465 | 2,460,419 | 2018 | 2,413,450 | 2,694,675 | 2018.2 | 0.1 | No |
| 223 | Warrego Highway | $18 \mathrm{D} / 3441$ Intersection to KM135.5 | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,758,496 | 3,081,875 | 2,855,509 | 2017 | 2,601,031 | 2,929,719 | 2017.8 | 0.5 | No |
| 224 | Warrego Highway | KM135.5 to $18 \mathrm{D} / 3441$ Intersection | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,758,496 | 3,081,875 | 2,855,509 | 2018 | 2,795,117 | 3,121,086 | 2018.2 | 0.1 | No |
| 225 | Warrego Highway | KM135.5 to Roma | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,043,290 | 2,282,826 | 2,115,151 | 2017 | 2,096,286 | 2,363,321 | 2017.1 | 1.2 | Yes |
| 226 | Warrego Highway | Roma to KM135.5 | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,043,290 | 2,282,826 | 2,115,151 | 2017 | 1,972,835 | 2,228,719 | 2017.6 | 0.7 | No |
| 227 | Jackson-Wandoan Road | Warrego Highway Intersection to Grid | Northbound (A) | 87.3 | 2008 | 120.0 | 3.0 | 2018.9 | 97,623 | 109,068 | 107,923 | 2018 | 97,623 | 109,068 | 2018.9 | 0.0 | No |
| 228 | Jackson-Wandoan Road | Grid to18D/Dulacca North Intersection | Southbound (G) | 87.3 | 2008 | 120.0 | 3.0 | 2018.9 | 97,623 | 109,068 | 107,923 | 2018 | 97,623 | 109,068 | 2018.9 | 0.0 | No |
| 229 | Jackson-Wandoan Road | Grid to Leichardt Highway | Eastbound (A) | 128.3 | 2008 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 230 | Jackson-Wandoan Road | Leichardt Highway to Grid | Westbound (G) | 128.3 | 2008 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 231 | Bruce Highway (10D) | Miriam Vale CH. 98.8 to CH .112 | Northbound (A) | 70.0 | 2007 | 110.0 | 3.0 | 2020.3 | 9,216,041 | 10,141,903 | 9,493,800 | 2020 | 9,268,552 | 10,196,201 | 2020.2 | 0.1 | No |
| 232 | Bruce Highway (10D) | CH. 112 to Miriam Vale CH. 98.8 | Southbound (G) | 70.0 | 2007 | 110.0 | 3.0 | 2020.3 | 9,216,041 | 10,141,903 | 9,493,800 | 2020 | 9,223,183 | 10,149,489 | 2020.3 | 0.0 | No |
| 233 | Bruce Highway (10D) | CH. 112 to Benaraby CH. 147.1 | Northbound (A) | 64.0 | 2007 | 110.0 | 3.0 | 2022.3 | 11,095,542 | 12,077,790 | 11,390,216 | 2022 | 11,149,866 | 12,132,141 | 2022.2 | 0.1 | No |
|  | Bruce Highway (10D) | Benaraby CH. 147.10 CH. 112 | Southbound (G) | 64.0 |  | 110.0 | 3.0 |  | 095 |  | 390, |  | 11,103,394 |  |  |  |  |







# Appendix B <br> GLNG Project Traffic Report - "Material by Rail" Option <br> Assessment 

## Brisbane Office

Level 11 Green Square Nth Tower 515 St Paul's Terrace
Locked Bag 4006, Fortitude Valley
Queensland 4006 Australia
Tel: (07) 33102401
Fax: (07) 33699722

Gold Coast Office
Level 2 Emerald Lakes Town Centre
1/3321 Central Place, Carrara
PO Box 391, Nerang
Queensland 4211 Australia
GLNG Project Traffic Report "Materials by Rail" Option Assessment

Sydney Office
910 Pacific Highway, Gordon
New South Wales 2072 Australia
Tel: (02) 94967700
Fax: (02) 94993902

Cardno
Eppell Olsen

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GLNG Traffic Report - "Material by Rail" Option

Document Control GLNG EIS - Traffic Report

| Version | Date | Author |  | Reviewer |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Name | Initials | Name | Initials |
| 1 | 11 March 2009 | Joey Bansen <br> Michael Gillies |  | Craig Thompson |  |

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## EXECUTIVE SUMMARY

## Scope of the Report

This document is a supplementary report to the "GLNG Environmental Impact Statement Traffic Report," submitted by Cardno Eppell Olsen (CEO) in March 2009, which has been presented as the "base case" assessment for the traffic impacts of the GLNG Project. This report is not intended as a stand-alone document and should be used and interpreted in combination with the CEO base case report.

The base case scenario assumes pipe and materials for construction of the gas transmission pipeline will be delivered from Gladstone Port by truck. The alternative assessed within this report assumes that pipe and personnel will be transported by rail to the fullest extent possible in order to reduce vehicle trips on the road network, especially within Gladstone. This alternative is known in this document as the "Material by Rail" option.

## Development Proposal

Santos proposes to develop a LNG liquefaction and export facility (LNG facility) at Gladstone in Central Queensland, Australia. The LNG facility will allow Santos to commercialise its Queensland coal seam gas (CSG) resources and export the processed gas (in the form of LNG) to overseas markets. The facility will initially be constructed to produce 3 to 4 million tonnes per annum (Mtpa) of LNG, with the potential for future expansion to a nominal 10 Mtpa .

The LNG facility will be developed on Curtis Island (in the China Bay area) in close proximity to the industrial deepwater port at Gladstone. The GLNG Project will source gas from Santos' CSG fields at Fairview, Arcadia Valley and Roma, with gas being transported to the Gladstone LNG facility via a subsurface 435 km gas transmission pipeline.

The project will consist of the following key components:

- CSG field development: Approximately 850 development wells are expected to be drilled prior to 2015 with another 1500 beyond 2015;
- Gas transmission pipeline construction: Initially a single pipeline will be provided with compression facilities; and
- LNG liquefaction and export facility: The proposed LNG facility on Curtis Island, with marine facilities proposed to include a LNG tanker loading jetty and marine off loading facility.

All aspects of the development proposal and project staging remain unchanged from the base case scenario in this "Material by Rail" option assessment, except for the mode of transport of pipe and personnel during the construction of the gas transmission pipeline.

## Development Traffic

Traffic generation has been based on estimated material quantities for construction works and assumptions about delivery frequency. Trips associated with construction and operations equipment and workforce have also been estimated. Assumptions about the origin and destination of trips have been made including allowances for the establishment of workers accommodation. All assumptions for the traffic generation of the gas transmission pipeline under the "Material by Rail" option are documented in Section 4 of this report and all other project components remain unchanged from the base case scenario. A summary of the total road trips associated with each component over the life of the project (2010 to 2034) is shown in Table 1.

Table 1
Total GLNG Trips

| Component | Estimated Total Trips (all years) |
| :--- | :---: |
| CSG fields | $6,681,150$ |
| Gas Transmission Pipeline | 557,725 |
| LNG liquefaction and export facility (including bridge <br> and dredge material site) | $2,477,200$ |
| Total | $\mathbf{9 , 7 1 6 , 0 7 5}$ |

The total road traffic generation for the gas transmission pipeline has been reduced by approximately 14,500 trips under the "Material by Rail" option. Trip generation for all other project components remains unchanged from the base case scenario.

Operations traffic for all GLNG Project components will remain unchanged from the base case scenario.

It is estimated that based on the rate of pipe delivery to the Port of Gladstone at one ship per month, approximately one train per day is needed to transport pipe to the gas transmission pipeline corridor in order to clear all pipe stock before the next ship arrives for delivery. Additionally, approximately one passenger train per week is estimated to be needed to transport workers flying into Gladstone to the worker accommodation facilities during construction of the gas transmission pipeline.

## Intersection Capacity Impact Assessment

A comparison of peak hour traffic generated by the GLNG Project under the "Material by Rail" option and the base case scenario was undertaken to determine the need for additional intersection analysis. As the peak years of traffic generation for the "Material by Rail" option are the same as for the base case and traffic volumes are identical during these peaks, there is no need to undertake additional intersection analysis for the option assessment. Intersection impacts are expected to be the same for the option as for the base case.

## Roadway Link Capacity Impact Assessment

Roadway link analysis has been undertaken based on daily road link volumes with and without the proposed development. The adopted capacity thresholds for this assessment include:

## Rural Locations

- two lanes:
< 7,500 vehicles/day;
- two lanes with overtaking lanes:
< 15,000 vehicles/day;
- four lanes:
$>15,000$ vehicles/day.


## Urban Locations

- two lanes:
$<18,000$ vehicles/day;
- four lanes:
- six lanes:
18,000 - 36,000 vehicles/day;
$>36,000$ vehicles/day.
Assessment of roadway segment capacity was undertaken for each year of the expected GLNG project life (2010 to 2034). Bring forward cost contributions are recommended on any link where the development creates the need to bring forward the timing of upgrades by one year or more.

To mitigate the impact of the development on mid-block capacity, it is recommended that the developer pay an appropriate portion of the bring forward cost of the upgrading from two to four lanes of the following sections of road:

- Gladstone-Mount Larcom Road from Red Rover Road to Power Station (approximately 1.0 km ) - bring forward 1.4 years from 2020 to 2019; and
- Gladstone-Mount Larcom Road from Power Station to Reid Road (approximately 5.0km) - bring forward 1.4 years from 2020 to 2019.

This cost of the upgrade works is unknown but if the construction costs were to be discounted back to 2009 at a rate of $7 \%$, the developer could expect to pay $4.7 \%$ of the cost. Department of Main Roads (DMR) has started the planning work to duplicate Gladstone-Mount Larcom Road to four lanes and negotiation with DMR regarding the timing of the planned upgrade (not currently in the RIP) and a developers contribution is recommended.

## Pavement Impact Assessment

This analysis relates only to heavy vehicle movements of the GLNG Project and includes both the construction and operation phases from 2010 to 2034. The GLNG Project is estimated to generate approximately $3,263,050$ heavy vehicle trips over the life of all project components. The pavement assessment comprises two components; the timing of pavement rehabilitation and whether there is a need to bring forward the works, and the increased need for regular pavement maintenance.

## Pavement Rehabilitation

The project impact on pavement rehabilitation considers the existing road roughness and the year at which a pavement reaches its terminal roughness and pavement rehabilitation works are required. The cumulative number of Equivalent Standard Axles (ESA) loaded onto the link to that year is calculated based on the ESA loading along the haulage routes. Development ESAs are then superimposed and the difference in time for reaching terminal roughness between the "background" and "with development" scenarios established. Contributions toward pavement rehabilitation would only be made when the development would bring forward the timing of the need for rehabilitation by one year or more.

Two road segments on the Carnarvon Highway, one segment of the Dawson Highway and one road segment on the Warrego Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG project than with background traffic. The brought forward cost of these works is approximately $\$ 3.1 \mathrm{M}$ based on pavement rehabilitation rates supplied by DMR.

## Road Maintenance

The obligations for the maintenance of the state controlled road network impacted upon by the development have been calculated by dividing the number of development ESAs loaded onto a particular link by the background ESAs for an analysis year. This has been reported as a percentage for each link and each year of the development.

A five percent (5\%) significance criterion has been adopted for the assessment based on DMR guidelines. This warrant is triggered in the assessment period for a number of the links and the additional cost of maintaining the roads impacted by the proposed development is $\$ 15,829,575$ at a 2009 dollar value. Negotiation of the developer's contribution towards these works will be required.

## Impact Mitigation - Specific Project Components

The impact mitigations for the LNG facility and CSG fields are expected to be identical to those proposed for the base case scenario because all aspects of these components have remained unchanged under the "Material by Rail" option.

## Final Conclusion

The quantitative impacts of the "Material by Rail" option for the gas transmission pipeline construction have been found to be comparable to those found for the base case assessment of the GLNG Project.

- intersection impacts are identical to the base case. The reduction of truck trips does not occur during the peak year of development traffic generation;
- roadway segment capacity impacts are the same as the base case. The reduction in trips for the "Material by Rail" option occurs early in the project whereas midblock capacity upgrades are required in the later years of the project;
- pavement impacts for pavement rehabilitation are identical to the base case, though the developer contribution required for road maintenance is approximately $\$ 400,000$ less for the "Material by Rail" option.

The benefits of the "Material by Rail" option are the reduction in heavy vehicle traffic using the roadway network, especially within Gladstone and along the Dawson Highway. Also, not all deliveries of pipe by road can be eliminated, the distance travelled by road is significantly reduced by transporting pipe by rail from Gladstone as far as Moura. It is estimated that a reduction in 14,500 trips and approximately $3,671,600$ vehicle-km travelled will occur with the "Material by Rail" option, the majority of which will occur between 2010 and 2011.

The reduction in vehicle movement has operational benefits in that less heavy vehicle movement will occur along Dawson Highway and side road delivery routes. This has the potential to make Dawson Highway marginally safer from a road safety perspective due to less conflict between trucks and other vehicles. An additional advantage is that heavy vehicle movement will not occur across the Calliope Range where major deviation works are proposed during the pipe delivery period.

### 1.0 INTRODUCTION

### 1.1 Document Intent

This document is a supplementary report to the "GLNG Environmental Impact Statement Traffic Report," submitted by Cardno Eppell Olsen (CEO) in March 2009, which has been presented as the "base case" assessment for the traffic impacts of the GLNG Project.

This supplement provides the assessment of an alternative to the base case scenario, which assumes pipe for construction of the gas transmission pipeline will be delivered by truck. The alternative assessed assumes that pipe, other materials and personnel will be transported by rail to the fullest extent possible in order to reduce vehicle trips on the road network, especially within Gladstone. The assumption made is that pipe will be transported by rail from Gladstone Port as far as Moura. This alternative is known in this document as the "Material by Rail" option.

This document presents only the information relevant to changes in methodology and analysis inputs necessary to determine the traffic impacts of using rail for transport of materials and personnel for the gas transmission pipeline. Traffic generation estimates are only provided for the gas transmission pipeline, as it is the only GLNG Project component affected by the option assessment. All other information for the trip generation of the CSG fields, LNG facility and access road, and bridge to Curtis Island are presented in the base case traffic report. Thus, this report is not intended as a stand-alone document and should be used and interpreted in combination with the CEO base case report "GLNG Environmental Impact Statement - Traffic Report."

### 1.2 Project Description

Santos proposes to develop a LNG liquefaction and export facility at Gladstone in Central Queensland, Australia. The facility will allow Santos to commercialise its Queensland coal seam gas resources and export the processed gas (in the form of LNG) to overseas markets. The facility will initially be constructed to produce 3 to 4 million tonnes per annum (Mtpa) of LNG, with the potential for future expansion to a nominal 10 Mtpa .

The LNG facility will be developed on Curtis Island (in the China Bay area) in close proximity to the industrial deepwater port at Gladstone. The Project will source gas from Santos' CSG fields at Fairview, Arcadia Valley and Roma, with gas being transported to the Gladstone LNG facility via a subsurface 435 km gas transmission pipeline.

The project will consist of the following key components:

- CSG field development;
- Gas transmission pipeline construction; and
- LNG liquefaction and export facility development.


### 1.3 Staging

The delivery of the overall proposed project will occur in stages according to each project component. The proposed staging of the project is illustrated in Table 1.1 below. Note that this is identical to that presented for the base case assessment.

The construction and operation of the gas fields is proposed to commence on project approval and will continue throughout the life of the project. Pipe delivery for the pipeline will begin in the fourth quarter of 2010 and last for six months. The construction of the proposed gas transmission pipeline is anticipated to begin in the second quarter of 2011 and last for 18-24 months, after which it would be available for operations.

Table 1.1
Proposed Project Staging

*Operations of all project components to continue past Year 2022

The LNG facility proposed for Curtis Island is expected to be constructed in three stages (production trains). Train 1 construction is anticipated to begin in 2010 and last approximately four years, with operations of Train 1 beginning in 2014. The timing of Trains 2 and 3 will be subject to gas availability and market conditions, and as such no definitive schedule is available. For purposes of this assessment, the construction and operations of Trains 2 and 3 have been assumed to follow in immediate succession of Train 1, as shown in Table 1.1. This provides a robust scenario wherein multiple aspects of the GLNG Project generate traffic on the external road network simultaneously.

The option for potential access road and bridge linking Curtis Island to the mainland would begin construction in the third quarter of 2011 and take approximately two years to complete, finishing only a few months ahead of completion of Train 1 construction of the LNG facility. For this base case option, access to Curtis Island during Train 1 construction of the LNG facility would be via barge and ferry. If the bridge is not constructed, access to Curtis Island during the construction of all production trains and the operational life of the LNG facility would be via barge and ferry.

The construction of a dredge spoil placement facility on Curtis Island at Laird Point has been included in the assessment. The construction of bund walls for the facility would begin in the fourth quarter of 2010 and last for approximately 18 months. Delivery of material to the site would only be for the first 3-6 months.

### 1.4 References

- Santos GLNG Fact Sheet 4, Santos, June 2008;
- Santos GLNG Fact Sheet 12 v2, Santos, November 2008;
- Santos Gladstone LNG Project - Terms of Reference, Queensland Government, August 2008;
- GLNG Project Description, URS, 8 January 2009;
- Gladstone LNG Gas Pipeline Pre-FEED Pipeline Route Selection, GHD, October 2008;
- Guidelines for Assessment of Road Impacts of Development, DMR, April 2006;
- Road Planning and Design Manual - Chapter 13, DMR, October 2006;
- Blackwater System Information Pack - Issue 2.1, Queensland Rail, February 2007;
- Moura System Information Pack - Issue 3.1, Queensland Rail, March 2007; and
- North Coast Line System (South) Information Pack - Issue 2, Queensland Rail, June 2007.


### 2.0 RAIL NETWORK DESCRIPTION

The following section describes the existing rail network and planned upgrades in the GLNG Project study area. This discussion is also provided in Section 3 of the base case traffic report.

### 2.1 Existing Rail Network

The following rail lines currently exist through the proposed project area, with information sourced from Queensland Rail (QR).

### 2.1.1 North Coast Line (south)

The North Coast Line System (South) incorporates two other systems, the Blackwater System (between Rocklands and Gladstone) and the Brisbane Metropolitan System (between Roma Street and Nambour). The Maryborough System straddles the North Coast System and picks all branch lines in that vicinity.

The system, overall, caters for all traffic tasks from heavy haul block trains to high speed tilt train and commuter services. Figure 2.1 illustrates the North Coast System.

This single line section of track ( 425 km in length) provides the strategic link between North and South and sees an annual tonnage in excess of 8 million tonnes hauled over the corridor. The entire length between Roma Street in Brisbane and Rockhampton is electrified with the section Caboolture to Rocklands electrified by an autotransformer system.

Figure 2.1
North Coast Rail Line Map


[^1]
### 2.1.2 Moura Line

The Moura System services the industrial and rural communities of the Dawson and Callide Valleys in Central Queensland with all trains being hauled by diesel electric locomotives. Product is hauled to the export facilities at Golding (RG Tanna Terminal), Auckland Point and Barney Point or to intrastate destinations via the North Coast Line.

The Moura System is a single line with passing loops. There are balloon loops at Boundary Hill, Callide Coalfields and Moura Mine. Figure 2.2 illustrates the Moura rail system.

Figure 2.2
Moura Rail System Map


Source: Queensland Rail
Trains destined for Golding or the Powerhouse travel via the Byellee flyover, through Callemondah Yard which is part of the Blackwater System and therefore under live over-head wires. Trains destined for Barney Point and Auckland Point travel via the Moura Short Line which is electrified as are Barney Point and Auckland Point.

The port facilities at Golding, Auckland Point and Barney Point are under the control of the Central Queensland Ports Corporation.

### 2.1.3 Blackwater System

The system primarily services coal mines off the Central Line and carries the product through to Stanwell Power Station, Gladstone Power Station and the Port of Gladstone via the North Coast Line.

The Blackwater System is bi-directional duplicated track with crossovers between Callemondah and Rocklands, between Westwood and Windah, between Tunnel and Aroona and between Duaringa and Wallaroo, with the remainder being single line.

Loading balloon loops are located at East End, Boonal, Koorilgah, Laleham, Curragh, Boorgoon, Kinrola, Ensham, Gordonstone and Gregory with a spur line at Fairhill for Yongala. Dual unloading balloons are located at Golding, with unloading balloons at Stanwell Powerhouse, Fishermans Landing, Gladstone Powerhouse, Auckland Point and Barney Point. Figure 2.3 illustrates the Blackwater rail system.

Figure 2.3
Blackwater Rail System Map


Source: Queensland Rail
Figure 2.4 illustrates the rail network in the overall GLNG study area and Figure 2.5 illustrates the interaction of the Blackwater, Moura and North Coast Lines within Gladstone.

Figure 2.4
Study Area Rail System Map


Figure 2.5
Gladstone Rail Network Map


Source: Queensland Rail

### 2.2 Future Rail Network Planning

Rail network planning items identified in the GIRTP include:

- provide the required rail connection/s into the Aldoga precinct from the North Coast Rail Line as required as industry develops;
- investigate a future rail fork line connection from the Moura Line to the North Coast Line;
- investigate future rail access from the existing QCL line to Fishermans Landing Wharf;
- consider the impact of any future standard gauge/high speed rail link to Gladstone on rail corridor planning in the region (i.e. the impact on existing rail corridors or the need for a new rail corridor);
- investigate the potential for an additional future rail connection from the North Coast line to the proposed spur line into the Aldoga precinct.


### 3.0 PROPOSED DEVELOPMENT

The following section presents the inputs and assumptions used in estimating the traffic generation of the gas transmission pipeline under the option of transporting pipe and personnel by rail for the construction of the gas transmission pipeline. All inputs for workforce numbers and quantities of plant/materials being transported to the pipeline right-of-way (ROW) are identical to the base case. The primary differences seen in this option assessment are the methods of moving pipe and personnel and the traffic movement patterns associated with this.

### 3.1 Site Locations

In general, the proposed route for the gas transmission pipeline is closely aligned with the existing Queensland Gas Pipeline, except for the section north of Injune where the preferred pipeline route will run up the Arcadia Valley. The gas transmission pipeline will approach Gladstone from the southwest and will pass through the Gladstone State Development Area (GSDA) before crossing Port Curtis to Curtis Island. An alternative north-south corridor for the pipeline within the GSDA is being investigated, but this alternate alignment is not significant enough to change any of the traffic assumptions or impacts. The preferred option for the pipeline crossing to Curtis Island is for the pipeline to be trenched into the seabed and overlain with protective rock cover. The length of the pipeline route is approximately 435 km .

Field compression stations will pressurise the gas prior to it entering the gas transmission pipeline. Approximately 9 mainline valve stations will be located equidistant along the pipeline, contained within fenced compounds. Further design work will determine where the mainline valve stations are required and the equipment needed at each location.

### 3.1.1 Construction Depots

The location of construction depots will be selected by the contractor prior to the commencement of construction activities. The sites have been assumed to be co-located with construction workers accommodations and will be relocated as the gas transmission pipeline construction progresses. The construction contractor will select the ultimate location of depots. Due to the length of the gas transmission pipeline, it is likely that 3-4 main accommodation facility sites and 4-5 smaller satellite accommodation facilities spaced between the main facilities will be required. This is based on the normal practice of locating accommodation facilities and depots within an hour's drive from the active construction site, with the facilities moved when driving time increases beyond this time.

The construction depots will be primarily used for equipment storage, vehicle lay-down, site office, administration facilities and meeting points for crews prior to commencing work on the gas transmission pipeline right-of-way. Equipment stored at a construction depot may include construction and maintenance equipment and workers accommodation facilities.

### 3.1.2 Worker Accommodation

Due to the mainly rural nature of the region and the limited townships along the proposed gas transmission pipeline route, accommodation is not readily available and dedicated workers accommodation facilities will be required. It is anticipated there will be 3-4 main workers accommodation facility locations located central to the construction section and will move along the gas transmission pipeline as construction progresses. This assessment has assumed and assessed three total locations for main workers accommodations, of which only two are expected to be operating at any given time (approximately 500 personnel each).

Three to four "satellite" workers accommodation facility locations will also be utilised, spaced between the main facilities and at either end of the pipeline corridor. Only one of these satellite accommodation facilities will be utilised at any given time (approximately 400 personnel). The workforce is expected to move between the accommodation facilities, starting at the Gladstone end, as construction progresses along the pipeline route through the duration of construction.

It is also anticipated that one or two smaller "fly" workers accommodation facilities (approximately 50 personnel each) will proceed ahead of the main accommodation facilities, undertaking clearing and grading and other site preparation tasks ahead of the main construction crew. The fly workers accommodation facility will continue to move ahead of the main accommodation facilities as they move along the pipeline corridor.

Approximate locations of workers accommodations are described in Table 3.1 and shown on Figure 3.1. They are subject to further refinement and consultation with contractors and relevant stakeholders, but have been assumed in assessment of the pipeline traffic impacts. This assessment assumes that construction depots and accommodation facilities will be colocated within reasonable distance from each other to minimise road travel between facilities and to simplify assumptions for assigning traffic to the sites. The exact locations of workers accommodations will be determined during the early construction phase and will be subject to separate approvals (e.g. development applications and any relevant approvals and permits).


Table 3.1
Assumed Pipeline Facility Locations

| Facility Type | Site Number | Chainage (from Gladstone along pipeline ROW) | Location Description |
| :---: | :---: | :---: | :---: |
| Material Stockpile | 0 | 25 km | On Blackwater rail line near pipeline crossing location |
|  | 1 | 60 km | On Moura rail line along the Dawson Highway near Maxwelton Creek |
|  | 2 | 120 km | On Moura rail line near Burnett Highway |
|  | 3 | 180 km | On Moura rail line at Moura |
|  | 4 | 250 km | Near intersection of Dawson Highway and Fitzroy Development Road (north) |
|  | 5 | 320 km | South of intersection of Arcadia Valley Road and Dawson Highway |
|  | 6 | 390 km | South of intersection of Arcadia Valley Road and Mulcahys Road |
| Main <br> Accommodation Facility | 1 | 75 km | On Moura rail line near intersection of Dawson Highway and Inverness Road |
|  | 2 | 225 km | Near Intersection of Dawson Highway and Oombabeer Road |
|  | 3 | 375 km | Near intersection of Arcadia Valley Road and Mulcahys Road |
| Satellite <br> Accommodation Facility | 1 | 30 km | Near intersection of Bruce Highway and Mount Alma Road |
|  | 2 | 150 km | Near intersection of Leichhardt Highway and Proposed Pipeline |
|  | 3 | 300 km | Near intersection of Dawson Highway and Arcadia Valley Road |
|  | 4 | 410 km | Along Fairview Road, west of Carnarvon Highway |

### 3.1.3 Material Stockpiles

Pipe joints for the gas transmission pipeline will be transported to the Port of Gladstone via sea from offshore mills. This option assessment assumes that pipe will be offloaded to train and transported by rail to strategically placed stockpiles along the gas transmission pipeline ROW. Other materials may also be transported by rail. It is presently anticipated that 6-10 pipe laydown and stockpile areas will be spaced along the pipeline ROW. Seven locations have been identified and assumed for distribution of transport of pipe for this assessment.

The material stockpiles were located so they are close to both rail lines and major regional roads, to provide the option for either truck or rail transport of pipe to these locations. Approximate locations are described in Table 3.1 above and shown on Figure 3.1, though they are subject to further refinement and consultation with contractors and relevant stakeholders, but have been assumed in assessment of the pipeline traffic impacts.

As the existing rail network only covers approximately one-half of the gas transmission pipeline (Gladstone to Moura), only pipe transported to stockpile sites 0 through 3 will be by rail only. For the other three sites, it is necessary to offload pipe from trains to trucks at Moura and transport the remainder of the distance by road.

### 3.2 Construction Staff

An on-site construction workforce of approximately 1,500 personnel is anticipated during the peak of construction of the pipeline. Construction workforce will work four weeks on with four weeks off and rostered in such a way that only approximately half the total workforce $(1,500)$ will be on site at any given time. This is considered to be a very conservative estimate of onsite workforce employed by the pipeline component of the GLNG project at the peak of pipeline construction.

### 3.3 Operation Staff

The operations workforce for the gas transmission pipeline is likely to be between 15 and 20. It is expected there will be up to eight personnel regularly travelling along the pipeline in light vehicles for inspection and programmed maintenance work. To ensure adequate response times, it is likely these eight personnel will be based at various local towns along the gas transmission pipeline corridor. The remainder of operations personnel are gas controllers (panel operators), managers and engineers and are likely to be based in Gladstone.

### 3.4 Construction Deliveries

### 3.4.1 Pipe Transport

The major transport issue associated with the construction of the pipelines is the transport of pipe to the construction ROW. It is presently anticipated that pipes will be transported to the Port of Gladstone via sea from offshore mills, and transported to strategically placed stockpiles along the ROW as described above.

This report assesses the option to transport pipe and other materials from Gladstone by train to the pipeline ROW to reduce heavy vehicle impact on the road network. The base case is for the transport of pipe by truck from Gladstone to stockpile sites along the pipeline ROW. Initial discussions have commenced with the relevant stakeholder agencies on this rail option and the outcomes are still to be determined.

Approximately 37,000 pipe joints will be required for the 435 km pipeline. Ships are estimated to carry approximately 6,000 pipe joints, at an estimated delivery rate of one ship per month. It is estimated that trains used for transporting pipe will be approximately 50 cars long, with each rail car having a capacity of 5 pipe joints. Based on this, approximately 24 trains would be required per ship load of pipe, or approximately one train trip per day.

As pipe will only be transported by rail as far as Moura, approximately half the pipe will be required to be transported from Moura by truck to the three assumed stockpile locations along the western end of the pipeline corridor, as previously discussed. Similar to the base case assessment, trucks are assumed to have a capacity of 3 pipe joints. Based on the rate of delivery described above, this equates to approximately 67 truck loads per day for pipe destined from the assumed rail laydown area at Moura to the pipe stockpile locations at the western end of the gas transmission pipeline corridor.

### 3.4.2 Equipment Transport

Other heavy vehicle movements associated with the pipeline construction will include the transport of the construction equipment to the ROW and mobilisation and demobilisation of the workers accommodations. At the beginning of the construction period it is estimated that approximately 1,000 vehicles will be mobilised to the accommodation facilities and construction depots from Gladstone. It is estimated that the majority will be heavy vehicles (approximately half Class 9 and half Class 3 ).

Equipment and materials will be moved on a daily basis from the construction depots to the pipeline ROW for construction activities. Many of these trips may occur on local roads and access tracks and the pipeline ROW. Santos has estimated 49 truck movements per day, with the following distribution:

- fuel tankers and lubrication trucks: 8 trucks;
- garbage and cesspit trucks: 5 trucks;
- water tankers: 3 trucks;
- hiab, tipper and general purpose trucks: 15 trucks;
- mobile cranes: 8 trucks;
- irregular movement of heavy plant and equipment: 10 trucks.


### 3.5 Operation Deliveries

It is not anticipated that goods will be transported along the gas transmission pipeline corridor after the completion of construction unless required for more significant repair or maintenance work. Thus, no traffic due to goods transport for the gas transmission pipeline has been assumed for the operations stage.

### 3.6 Pipeline Construction Sequence

As presented in Figure 1, delivery of pipe to the gas transmission pipeline ROW will precede construction and is expected to last approximately six months from beginning of the fourth quarter 2010 to the end of the first quarter 2011.

Pipeline construction will begin at the Gladstone end, and is anticipated to last 18-24 months. Construction is anticipated to begin in the second quarter 2011 with an approximately 3-month period of mobilisation of workforce and equipment and construction ramp-up. During this time, approximately 750 personnel are anticipated to be on site, split between a main accommodation facility and a satellite accommodation facility.

After construction ramp-up, the majority of gas transmission pipeline construction activities are expected to last approximately 15 months, with two main accommodation facilities, one satellite accommodation facility and 1-2 smaller "fly accommodations" operational at any given time. Utilisation of the specified facility sites on Figure 3.3 will progress along the pipeline corridor as construction progresses. During this time, the full workforce of approximately 1,500 personnel will be on site.

Similar to above, a three-month period at the end of construction is anticipated for construction ramp-down and demobilisation, during which time approximately 750 personnel will be on site, split between a main accommodation facility and a satellite accommodation facility at the Fairview end of the gas transmission pipeline.

Gas transmission pipeline construction is anticipated to be completed by the end of 2012, with commissioning at the beginning of 2013.

### 3.7 Traffic Movement Patterns

### 3.7.1 Personnel Movements

Construction of the proposed gas transmission pipeline is expected to occur over a $18-24$ month period. Personnel will work 12 hours per day, seven days per week, working four weeks on with one week off. All construction personnel are assumed to be non-resident on a fly-in/fly-out basis to be housed in accommodation facilities as described above.

Under the "Material by Rail" option, workers will be transported to the accommodation facilities as much as practical, while still ensuring the shortest total travel time and distance. For the accommodation facilities on the Gladstone end of the pipeline corridor, workers will fly into Gladstone and will take a passenger train to the accommodation facility to begin their four week shift. For accommodation facilities on the Fairview end of the pipeline corridor, it is more efficient for workers to fly into Roma and be transported to the accommodation facility by bus.

Table 3.2 provides a summary of the mode of personnel transport for each accommodation facility, based on location along the gas transmission pipeline ROW.

Table 3.2
Pipeline Facility Transport Modes - "Material by Rail" Option

| Facility | Site | Mode of Transport and Route |
| :---: | :---: | :---: |
| Pipe Stockpile Site | 0 | Blackwater rail line to stockpile site |
|  | 1 | Moura rail line to stockpile site |
|  | 2 | Moura rail line to stockpile site |
|  | 3 | Moura rail line to Moura laydown area. Stockpiled on site. |
|  | 4 | Rail to Moura laydown area. By truck along the Dawson Highway to Fitzroy Development Road (north) |
|  | 5 | Rail to Moura laydown area. By truck along the Dawson Highway then along Arcadia Valley Road |
|  | 6 | Rail to Moura laydown area. By truck along the Dawson Highway then along Arcadia Valley Road |
| Main Accommodation Facility | 1 | Fly to Gladstone. By rail to Main Accommodation Facility 1 |
|  | 2 | Fly to Gladstone. By rail to Moura, then by bus along the Dawson Highway to site access |
|  | 3 | Fly to Roma. By bus along the Carnarvon Highway then along Arcadia Valley Road |
| Satellite <br> Accommodation Facility | 1 | Fly to Gladstone. By bus along the Dawson Highway then along Bruce Highway to facility at Mount Alma Road |
|  | 2 | Rail to Banana, then by bus along Leichhardt Highway |
|  | 3 | Rail to Moura, then by bus along the Dawson Highway to Arcadia Valley Road |
|  | 4 | Fly to Roma. By bus along the Carnarvon Highway then along Fairview Road |

Transfers for fly-in/fly-out workers will occur once every four weeks per person. This assessment assumes that rolling shift changes will occur approximately once per week to utilise buses and trains for both the directions of travel to and from the airport. This approach also concentrates personnel travel on specific days, providing a more robust approximation of daily traffic for assessing road capacity impacts. Approximately $10 \%$ of daily bus trips are assumed to occur in the project peak hours.

Daily movements of personnel will also include the transport of workers from accommodation facilities to the gas transmission pipeline ROW for construction activities. Approximately $20 \%$ of total personnel is anticipated to be support staff for the accommodation facilities and construction depots, and will not travel to the ROW. Of the workers travelling to the gas transmission pipeline ROW on a daily basis, approximately $15 \%$ are expected to travel by 4WD ( 2 people per vehicle) and $85 \%$ will travel by bus ( 20 passenger capacity). Daily traffic movements are expected to be evenly split between the morning and afternoon, as workers leave the accommodations in the morning and return from shift in the late afternoon.

### 3.7.2 Material/Equipment Movements

As described previously, all pipe and some associated materials will be transported by rail from the Port of Gladstone at Auckland Point to pipe stockpile locations along the gas transmission pipeline corridor. As the rail network does not extend to the western end of the pipeline, some pipe will be required to be offloaded from train to truck at Moura (end of line) and trucked to the stockpile locations.

Table 3.2 above provides a summary of the mode of transport for each pipe stockpile site, based on location along the gas transmission pipeline ROW. Of the pipe required to be moved by truck, it is estimated that the trips will be spread throughout the day, with approximately $10 \%$ of the daily trips estimated to occur in the peak hours.

Of the 50 daily truck trips for movement of equipment and materials, deliveries are anticipated to be spread throughout the day, with approximately $10 \%$ of the daily trips estimated to occur in the peak hours. These trips will mostly be from the construction depots to the pipeline ROW.

### 3.7.3 Site Mobilisation/Demobilisation

Traffic movements associated with construction accommodation facilities mobilisation and demobilisation and construction depot setup are anticipated to occur several times as construction moves along the pipeline ROW. These activities will only affect the road network in brief periods when equipment is moved from one accommodation facility to another or demobilised during the rainy season.

These periods of site setup and equipment movement are each expected to occur over one week. The mobilisation/demobilisation trips are anticipated to be spread throughout the day, with approximately $10 \%$ of the daily trips estimated to occur in the peak hours.

### 3.8 Traffic Generation

Table 3.3 presents the estimated traffic generated by the construction of the gas transmission pipeline under the "Material by Rail" option. The numbers presented are for vehicle trips on the external road network, and do not account for various construction traffic movements that will stay on local access roads and the gas transmission pipeline ROW.

As shown in Table 3.3, approximately 450 daily trips are expected during the peak of construction of the gas transmission pipeline in 2011 and 2012. These daily trips are based on the full workforce being on site during approximately 15 months of peak construction activities. In this period, approximately 165 peak hour trips are expected. These volumes of traffic generated by the gas transmission pipeline in 2011 and 2012 are consistent with the base case assessment with only a slight reduction in the 2011 trips.

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The delivery of pipe occurs in 2010 and the total trip reduction from 2010 to 2013 is estimated to be 14,500 trips. It should be noted that while total number of trips is fairly consistent, the length of truck trips will be much shorter as pipes are transported by rail as far as Moura and transported the remainder of the distance to the pipe stockpiles by truck. It is estimated that a reduction in vehicle-km travelled of approximately $3,671,600$ vehicle-km will occur with the "Material by Rail" option, the majority of which will occur between 2010 and 2012.

No traffic for the gas transmission pipeline will be generated in 2010 under this option assessment, as it is expected that pipe will be delivered to pipe stockpile locations on the Gladstone end of the pipeline corridor first. Deliveries to the first four stockpile locations will all be by rail and will not likely require any additional movement by road. This is estimated to be more than half the total pipe transported, constituting over half the six months needed for pipe transport. Thus, no truck transport of pipe is anticipated in 2010.

Traffic generated by operations of the gas transmission pipeline is expected to be minimal. Approximately 40 daily trips are expected, most of which will be light vehicles (4WD). Of these, a conservative estimate of 10 of the daily trips will occur in the peak hours. This is consistent with the base case assessment.

Table 3.3
Construction Traffic Generation - Gas Transmission Pipeline

| Year |  | 2011 |
| :--- | :---: | :---: |
| Peak Hour |  |  |
| Heavy Vehicles | 64 | 64 |
| Light Vehicles | 100 | 100 |
| Total Vehicles | $\mathbf{1 6 5}$ | $\mathbf{1 6 5}$ |
| Daily Traffic |  |  |
| Heavy Vehicles | 230 | 241 |
| Light Vehicles | 204 | 202 |
| Total Vehicles | $\mathbf{4 3 4}$ | $\mathbf{4 4 3}$ |
|  |  |  |
| Heavy Vehicles | 59,264 | 67,459 |
| Light Vehicles | 46,100 | 63,700 |
| Total Vehicles | $\mathbf{1 0 5 , 3 6 5}$ | $\mathbf{1 3 1 , 1 6 0}$ |

Summary tables of traffic generation for all project components used in the "Material by Rail" option assessment are provided at Appendix A.

### 3.8.1 Train Traffic Generation

As discussed, the rate of delivery of pipe by ship into Port of Gladstone is expected to be one ship per month with a capacity of 6,000 pipe joints. Assuming train lengths of 50 cars, it is estimated that approximately 24 trains will be needed each month to clear the stock out of the Port of Gladstone. A conservative estimate of trains added to the rail network during the six months of pipe delivery is one per day.

If personnel are transported to accommodation facilities by rail, it is expected that all personnel being transported will fit on one passenger train, and shift changes will be so that both directions of train travel will be utilised. Based on this, approximately one passenger train per week is expected to be added to the Moura rail system.

### 3.9 Traffic Distribution

The distribution and assignment of traffic generated by the gas transmission pipeline to the roadway network has been determined from the traffic movement patterns described above as well as likely sources and destinations for materials and equipment. The general origin and route for traffic associated with the gas transmission pipeline is presented in Table 3.4 below. Figure 3.1 illustrates locations of the accommodation facilities and pipe stockpiles for the pipeline.

Table 3.4
Gas Transmission Pipeline Traffic Distribution

| Traffic Component | Origin | Route |
| :--- | :---: | :---: |
| Pipe | Port of Gladstone <br> (Auckland Point) | See Table 3.2 above |
| Plant/Materials - <br> Mobilisation | Gladstone | Along Dawson Highway to <br> accommodation/construction depots - move along <br> Dawson Highway as construction progresses |
| Plant/Materials - <br> Daily Movements | Accommodation/ <br> Construction Depot <br> Locations | Along ROW and public roads in the vicinity of <br> accommodation/construction depots |
| Personnel - <br> Fly-in/Fly-out <br> transport | Roma and <br> Gladstone | See Table 3.2 above |
| Personnel - Daily <br> Movements | Accommodation <br> facilities | Along ROW and public roads in the vicinity of <br> accommodation facilities |

### 4.0 IMPACT ASSESSMENT METHODOLOGY

A traffic impact assessment has been undertaken for the "Material by Rail" option, the results of which will provide a basis for comparison to the base case traffic impacts. The two analysis components are the following:

- Roadway Link Capacity Impact Assessment; and
- Pavement Impact Assessment.

Intersection capacity has not been assessed for the "Material by Rail" option due to the reasons outlined in Section 4.1.

Analysis has been undertaken for "background" and "background plus development" traffic scenarios through each stage of construction and operation of the project components to determine the relative impact of traffic added by the GLNG Project.

Link capacity of roadway sections was assessed using the daily two-way traffic demand to identify if the current road cross-sections would be sufficient for future years and development demands.

Pavement impacts have been assessed to determine if the proposed project necessitates bringing forward pavement rehabilitation works or increases the need for regular road maintenance.

### 4.1 Assessment Scenarios

Intersection analysis was undertaken for the base case assessment for years 2012, 2014 and 2024. A review of the peak hour traffic generated by all components of the GLNG Project was undertaken to determine the need to undertake intersection analysis for the "Material by Rail" option. Table 4.1 compares the total peak hour trips generated by the GLNG Project under the base case as well as for the "Material by Rail" option.

Table 4.1 shows a slight decrease in peak hour traffic from the base case to the "Material by Rail" option in 2010 and 2011. This is due to the reduction of pipe delivery by road, with most of the reduction occurring in 2010 because of construction sequencing. For all other years the total peak hour traffic generation is identical. Table 4.1 shows that the peak of GLNG Project traffic for the "No Bridge" option is in 2012, consistent with the base case.

As the peaks of traffic generation for the "Material by Rail" option are the same as for the base case and traffic volumes are identical during these peaks, there is no need to undertake additional intersection analysis for the option assessment. Intersection impacts will be the same for the option as for the base case. This is also reinforced by the fact that the majority of peak hour traffic is generated by the proposed LNG facility and access road and bridge to Curtis Island, both of which have the same traffic generation for this option assessment.

Table 4.1
Overall Project Peak Traffic Generation - Peak Hour

| Year | Total Peak Hour Trips |  | \% Difference |
| :--- | :---: | :---: | :---: |
|  | Base Case | Pipe by Rail Option |  |
| 2010 | 155 | 142 | $-8.4 \%$ |
| 2011 | 487 | 485 | $-0.4 \%$ |
| 2012 | 577 | 577 | $0 \%$ |
| 2013 | 310 | 310 | $0 \%$ |
| 2014 | 312 | 312 | $0 \%$ |
| 2015 | 344 | 344 | $0 \%$ |
| 2016 | 351 | 351 | $0 \%$ |
| 2017 | 313 | 313 | $0 \%$ |
| 2018 | 355 | 355 | $0 \%$ |
| 2019 | 386 | 386 | $0 \%$ |
| 2020 | 390 | 390 | $0 \%$ |
| 2021 | 349 | 349 | $0 \%$ |
| 2022 | 371 | 371 | $0 \%$ |
| 2023 | 332 | 332 | $0 \%$ |
| 2024 | 326 | 326 | $0 \%$ |
| 2025 | 329 | 329 | $0 \%$ |
| 2026 | 325 | 325 | $0 \%$ |
| 2027 | 325 | 325 | $0 \%$ |
| 2028 | 325 | 325 | $0 \%$ |
| 2029 | 324 | 324 | $0 \%$ |
| 2030 | 326 | 326 | $0 \%$ |

The reduction in vehicle movement on roads as a result of the "Materials by Rail" option has operational benefits in that less heavy vehicle movement will occur along the Dawson Highway and side road delivery routes. This has the potential to make Dawson Highway marginally safer from a road safety perspective due to less conflict between trucks and other vehicles. An additional advantage is that heavy vehicle movement will not occur across the Calliope Range where major deviation works are proposed during the pipe delivery period.

### 5.0 ROADWAY LINK CAPACITY IMPACT ASSESSMENT

Roadway link capacity analysis has been undertaken for the "Material by Rail" option to provide a basis for comparison to the roadway link capacity impacts of the base case scenario. The analysis for the "Material by Rail" option is necessary because of reductions in traffic volumes added to study area roadways during construction of the gas transmission pipeline.

The adopted maximum capacity thresholds for roadway sections are based upon the crosssection form of the segment and the road environment. These thresholds have been adopted based upon the "AUSTROADS Guide to Traffic Engineering Practice" and previous work. The thresholds adopted for this assessment are as follows:

## Rural Locations

- two lanes:
- two lanes with overtaking lanes:
- four lanes:
< 7,500 vehicles/day;
< 15,000 vehicles/day;
$>15,000$ vehicles/day.


## Urban Locations

- two lanes: $<18,000$ vehicles/day;
- four lanes: 18,000-36,000 vehicles/day;
- six lanes: $\quad>36,000$ vehicles/day.

The key roads considered in this assessment include:

- Dawson Highway;
- Gladstone-Mount Larcom Road;
- Hanson Road;
- Carnarvon Highway;
- Leichhardt Highway;
- Bruce Highway;
- Gladstone - Benaraby Road;
- Burnett Highway; and
- Warrego Highway.

Assessment of roadway segment capacity was undertaken for each year of the expected GLNG Project life (2010 to 2034).

### 5.1 Background Traffic Volumes

The background daily two-way traffic volumes on each of the road sections were determined based upon existing AADT volumes and intersection counts provided by DMR and Council. Growth rates of $4 \%$ p.a. and $6 \%$ p.a. have been applied to urban and rural road segments respectively, to establish future background traffic volumes.

The projected "background" and "background plus development" traffic volumes are included at Appendix B. Volumes that surpass the critical thresholds for the roadway cross-sections indicated above have been highlighted in the tables.

In reviewing the background traffic volumes, the roadway sections presented in Table 5.1 were found to require upgrading.

### 5.2 Development Traffic Impacts

A review of the background plus development volumes revealed that no additional roadway segments fail due to the GLNG Project traffic. Further detailed examination of the critical road sections was carried out to determine if the capacity breakpoint was reached earlier due to addition the of GLNG Project development traffic. This exercise serves to determine the "bring forward" cost responsibility of the proposed development on segments it significantly impacts.

Table 5.1 indicates the road segments that reach capacity and the years when failure is reached under "background" as well as "background plus development" traffic. The volumes at the years of failure are also included along with the number of years the proposed development brings forward the need for road upgrades compared to background traffic.

Bring forward cost contributions are recommended on any section where the development creates the need to bring forward upgrades by one year or more, as outlined in the DMR Guidelines for Assessment of Road Impacts of Development. Based on Table 5.1, the development is responsible for a contribution to the bring forward cost of two sections (approximately 6 km ) of Gladstone-Mount Larcom Road.

### 5.3 Project Mitigation Summary

To mitigate the impact of the development on mid-block capacity, it is recommended that the developer pay an appropriate portion of the brought forward cost of upgrading from two to four lanes of the following sections of road:

- Gladstone-Mount Larcom Road from Red Rover Road to Power Station (approximately 1.0 km ) - bring forward 1.4 years from 2020 to 2019; and
- Gladstone-Mount Larcom Road from Power Station to Reid Road (approximately 5.0 km ) - bring forward 1.4 years from 2020 to 2019.

The cost of the upgrade works is unknown but if the construction costs were to be discounted back from 2019 to 2009 at an inflation rate of $7 \%$ (specified by DMR), the developer could expect to pay approximately $4.7 \%$ of the cost. DMR has started the planning work to duplicate Gladstone-Mount Larcom Road to four lanes and negotiation with DMR regarding the timing of the planned upgrade (not currently in the RIP) and the GLNG Project contribution is recommended.

The roadway link capacity impacts of the "Material by Rail" option presented are the same as those found for the base case assessment. The reduction in trips for the "Material by Rail" option occurs early in the project whereas mid-block capacity upgrades are required in the later years of the project.

Midblock Capacity Breakpoints

## Table 5.1

| Road | Section | Background Traffic |  | Background + Development Traffic |  | Bring Forward Amount (years) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Volume | Year | Volume | Year |  |
| Dawson Highway (46A) | Breslin Street to Blain Drive | 36,687 | 2032 | 36,687 | 2032 | 0.0 |
| Dawson Highway (46A) | Blain Drive to Philip Street | 37,226 | 2024 | 36,277 | 2023 | 0.3 |
| Dawson Highway (46A) | Philip Street to Penda Avenue | 37,154 | 2016 | 37,286 | 2016 | 0.1 |
| Dawson Highway (46A) | Penda Avenue to Chapman Drive | 36,801 | 2021 | 36,801 | 2021 | 0.0 |
| Dawson Highway (46A) | Chapman Drive to Don Young Drive | 18,430 | 2016 | 18,430 | 2016 | 0.0 |
| Dawson Highway (46A) | Don Young Drive to Harvey Road | 18,175 | 2034 | 18,175 | 2034 | 0.0 |
| Dawson Highway (46A) | Tognalini - Baldwin Road to Biloela | 15,074 | 2026 | 15,074 | 2026 | 0.0 |
| Gladstone - Mt Larcom Road | Dawson Highway to Hilderbrand Street | 36,178 | 2033 | 36,319 | 2033 | 0.0 |
| Gladstone - Mt Larcom Road | Hilderbrand Street to Blain Drive | 18,462 | 2027 | 18,021 | 2026 | 0.2 |
| Gladstone - Mt Larcom Road | Blain Drive to Red Rover Road | 18,666 | 2019 | 18,409 | 2018 | 0.7 |
| Gladstone - Mt Larcom Road | Red Rover Road to Power Station | 15,247 | 2020 | 15,467 | 2019 | 1.4 |
| Gladstone - Mt Larcom Road | Power Station to Reid Road | 15,247 | 2020 | 15,467 | 2019 | 1.4 |
| Gladstone - Bernaraby Road | Dawson Highway to Sun Valley Road | 36,504 | 2022 | 36,504 | 2022 | 0.0 |
| Gladstone - Bernaraby Road | French Street to Gen Eden Drive | 15,431 | 2019 | 15,431 | 2019 | 0.0 |
| Gladstone - Bernaraby Road | Glen Eden Drive to South Trees Drive | 15,431 | 2019 | 15,431 | 2019 | 0.0 |
| Gladstone - Bernaraby Road | South Trees Drive to Boyne Island Road | 15,431 | 2019 | 15,431 | 2019 | 0.0 |

### 6.0 PAVEMENT IMPACT ASSESSMENT

Analysis has been conducted to identify the pavement impacts of the heavy vehicle movements for the "Material by Rail" option providing a basis for comparison to the pavement impacts of the base case scenario. The analysis for the "Material by Rail" option is necessary because of reductions in traffic volumes added to study area roads due to rail transport during construction of the gas transmission pipeline.

The pavement impact assessment includes both the construction and operational stages of the development and is undertaken from the start of construction in 2010 through to 2034.

The pavement assessment comprises two components, the impact on the timing of pavement rehabilitation and the increased need for regular maintenance. Both assessments are based on a comparison of the cumulative Equivalent Standard Axle (ESA) load with and without the development. Analysis was only undertaken on state controlled roads as no road data was available from local Councils for local roads. The methodology for the pavement impact assessment has been based on guidelines provided in DMR Guidelines for Assessment of Road Impacts of Development (GARID). The Pavement Impact Assessment output tables are attached at Appendix C.

### 6.1 Pavement Rehabilitation Requirements

The impact on pavement rehabilitation considers the existing and terminal roughness deficiency. Utilising an existing pavement roughness count, the year at which a pavement reaches its terminal roughness is then calculated. A pavement roughness increase of three counts per annum has also been adopted, with a terminal roughness of 110 counts for the Bruce Highway and 120 counts utilised for other state controlled roads.

The cumulative number of ESAs loaded onto the roadway segment to the terminal year is then calculated based on the ESA loading along the haulage routes. The background volumes are based on classified AADT volumes with a cumulative heavy vehicle growth rate of $3 \%$ per annum. For the Bruce Highway a value of 2.9 ESAs for each heavy vehicle is applied. For all other state controlled roads 3.2 ESAs for each heavy vehicle is used. These ESAs are as specified by DMR.

The classified development heavy vehicle volume is then used to determine additional annual ESA loadings produced along the haulage routes as a result of development traffic added to the network. The annual background and development ESA loading is combined and the cumulative number of ESAs on a given link is then calculated for successive years.

The year when cumulative ESA loading reaches terminal roughness is compared between without development and with development scenarios and the difference in time between the two scenarios is then established.

Contributions towards pavement rehabilitation would only be made when the development would bring forward the need for rehabilitation by more than one year. The road sections that meet this criterion are shown in Table 6.2 below.

Of the road sections found to warrant bring forward cost contributions by the GLNG Project, one was identified in the RIP to have scheduled rehabilitation prior to the planned development bring forward date, negating the need for GLNG contributions. Therefore, the following road section was not included in Table 6.2:

- Carnarvon Highway - Injune to Fairview Field access (25km): Widening and reconstruction scheduled in RIP for 2007-2013 (currently underway).

Two road segments on the Carnarvon Highway, one road segment on the Warrego Highway and one road segment on the Dawson Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG Project than with background traffic.

The "\% of total cost" column shown in Table 6.2 below represents the percentage of construction cost in 2009 dollars, of the total rehabilitation work costs the developer is responsible for. Cost input data for rehabilitation of roads has been provided by DMR Central Region and includes costs of rehabilitation based on road seal width and cost inflation and discount rate of $7 \%$ per annum. Based on these inputs, the bring forward cost of the required works is approximately $\$ 3.1 \mathrm{M}$ (2009 dollars).

### 6.2 Road Maintenance Requirements

The obligations for the maintenance of the state controlled road network impacted upon by the proposed development have been calculated by dividing the number of development ESAs loaded onto a particular roadway segment by the background ESAs for an analysis year. This has been reported as a percentage for each link and each year of the development from 2010 until 2034 in the detailed assessment.

A five percent (5\%) significance criterion has been adopted for the assessment based on DMR guidelines. This warrant is triggered in the assessment period for a number of the links. Based on these triggered criteria and using the DMR given information for annual maintenance costs and inflation ( $7 \%$ per annum) in calculating the net present value, the cost of maintaining the roads impacted by the proposed development is $\$ 15,829,575$ at a 2009 dollar value.

In terms of a cost per heavy vehicle trip generated by the various components of the GLNG Project, based on the estimated $3,263,050$ heavy vehicle trips generated over the life of the project, the cost will be approximately $\$ 4.85$ per vehicle trip. As a cost per heavy vehicle kilometre travelled, the cost will be $\$ 0.07$ per vehicle-kilometre travelled.

Detailed results for the pavement impact analysis are provided at Appendix C.

### 6.3 Project Mitigation Summary

The analysis of the pavement impact of the development on the state controlled road network indicates the GLNG Project will increase the maintenance costs for a number of sections of road for a number of scenario years tested. Table 6.1 below, shows the additional maintenance and rehabilitation costs. Negotiation of the developer's contribution towards these works will be required.

Table 6.1
Pavement Impact Costs

| Component Cost | Amount (\$2009) |
| :--- | :---: |
| Pavement Rehabilitation Cost | $\$ 3,094,300$ |
| Pavement Maintenance Cost | $\$ 15,829,575$ (one-time cost) |
| Total Developer Pavement Impact Cost | $\mathbf{\$ 1 8 , 9 2 3 , 8 7 5}$ |

It is noted that the pavement rehabilitation impacts and developer contributions for the "Material by Rail" option is identical to that found for the base case scenario. This is because the road segments found to need rehabilitation are in the western portions of the project study area, where delivery of pipe must continue to be by road due to the lack of existing rail infrastructure in that region.

The pavement maintenance costs for the "Material by Rail" option are approximately $\$ 400,000$ less than those of the base case scenario because of the reduction in heavy vehicle trips on the overall road network due to transport of pipe and personnel by rail.

Road Rehabilitation Impacts - GLNG Project Contribution Estimates

| Table 6.2 |  |  |  | d Rehabili | Ion Impacts | GLNG | Con | on Estima |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Road | Section | Direction | Length (km) | Rehabilitation Year |  | Bring Forward Amount (years) | \% of Total Cost | Bring Forward Cost Contribution |
|  |  |  |  | Without Development | With Development |  |  |  |
| Carnarvon <br> Highway <br> 24D | CH. 3m to CH. 18 Roma <br> - Taroom Road | Northbound | 15 | 2016.7 | 2015.1 | 1.6 | 6.8\% | \$171,276 |
|  |  | Southbound | 15 | 2016.7 | 2015.3 | 1.4 | 5.9\% | \$148,839 |
| Carnarvon <br> Highway 24D | Roma - Taroom Road to Injune | Northbound | 72 | 2018.7 | 2015.7 | 3.0 | 11.7\% | \$1,413,423 |
|  |  | Southbound | 72 | 2018.7 | 2016.0 | 2.7 | 10.4\% | \$1,258,826 |
| Dawson <br> Highway 46 <br> C | Fitzroy Dev. 85A <br> Intersection to Duaringa/Woorabinda Intersection | Westbound | 6.6 | 2019.3 | 2017.9 | 1.4 | 4.9\% | \$54,925 |
| Warrego Highway | KM135.5 to Roma | Westbound | 6.2 | 2018.3 | 2017.1 | 1.2 | 4.5\% | \$46,997 |
|  |  |  |  |  |  |  | Total | \$3,094,300 |

### 7.0 SUMMARY AND CONCLUSIONS

This document is a supplementary report to the "GLNG Environmental Impact Statement Traffic Report," submitted by Cardno Eppell Olsen (CEO) in March 2009, which has been presented as the "base case" assessment for the traffic impacts of the GLNG Project.

This supplement provides an assessment of an alternative to the base case scenario, which assumes pipe for construction of the gas transmission pipeline will be delivered by truck. The alternative assessed assumes that pipe, other materials and personnel will be transported by rail to the fullest extent possible in order to reduce vehicle trips on the road network, especially within Gladstone. This alternative is known in this document as the "Material by Rail" option.

This document presents only the information relevant to changes in methodology and analysis inputs necessary to determine the traffic impacts of using rail for transport of materials and personnel for the gas transmission pipeline. Traffic generation estimates are only provided for the gas transmission pipeline, as it is the only GLNG Project component affected by the option assessment. All other information for the trip generation of the CSG fields, LNG facility and access road and bridge to Curtis Island are presented in the base case traffic report. Thus, this report is not intended as a stand-alone document and should be used and interpreted in combination with the CEO base case report "GLNG Environmental Impact Statement - Traffic Report."

### 7.1 Development Proposal

The GLNG Project includes construction and operations of the proposed Coal Seam Gas (CSG) field expansions in the Surat and Bowen Basins (Roma and surrounds), a proposed LNG liquefaction and export facility (LNG facility) on Curtis Island approximately 5 km northwest of Gladstone, and a proposed 435 km gas transmission pipeline linking the CSG fields to the LNG facility.

All aspects of the development proposal and project staging remain unchanged from the base case scenario in this "Material by Rail" option assessment, except for the mode of transport of pipe and personnel during the construction of the gas transmission pipeline.

### 7.2 Development Traffic

Traffic generation has been based on estimated material quantities for construction works and assumptions about delivery frequency. Trips associated with construction and operations equipment and workforce have also been estimated. Assumptions about the origin and destination of trips have been made including allowances for the establishment of workers accommodation. All assumptions for the traffic generation of the gas transmission pipeline under the "Material by Rail" option are documented in Section 4 of this report, and all other project components remain unchanged from the base case scenario. A summary of the total road trips associated with each component over the life of the project (2010 to 2034) is shown in Table 7.1.

Table 7.1
Total GLNG Trips

| Component | Estimated Total Trips (all years) |
| :--- | :---: |
| CSG fields | $6,681,150$ |
| Gas Transmission Pipeline | 557,725 |
| LNG liquefaction and export facility (including bridge <br> and dredge material site) | $2,477,200$ |
| Total | $\mathbf{9 , 7 1 6 , 0 7 5}$ |

Table 7.2 summarises traffic associated with construction of the gas transmission pipeline under the "Material by Rail" option. The reduction in trips over the period 2010 to 2013 compared to the base case scenario is estimated at 14,500 trips. Trip generation for all other project components remains unchanged from the base case scenario.

Operations traffic for all GLNG Project components will remain unchanged from the base case scenario.

It is estimated that based on the rate of pipe delivery to the Port of Gladstone at one ship per month, approximately one train per day is needed to transport pipe to the gas transmission pipeline corridor in order to clear all pipe stock before the next ship arrives for delivery. Additionally, approximately one passenger train per week is estimated to be needed to transport workers flying into Gladstone to the worker accommodation facilities during construction of the gas transmission pipeline.

Table 7.2 Construction Traffic Generation - Gas Transmission Pipeline

| Year | Peak Hour |  |
| :--- | :---: | :---: |
|  |  |  |
| Heavy Vehicles | 64 | $\mathbf{2 0 1 2}$ |
| Light Vehicles | 100 | 64 |
| Total Vehicles | 165 | 100 |
| Daily Traffic |  |  |
| Heavy Vehicles | 230 | 165 |
| Light Vehicles | 204 | 241 |
| Total Vehicles | 434 | 202 |
|  | Annual Traffic | 443 |
| Heavy Vehicles | 59,264 | 67,459 |
| Light Vehicles | 46,100 | 63,700 |
| Total Vehicles | 105,365 | 131,160 |

### 7.3 Impact Mitigation - All Components

To mitigate the impact of the GLNG Project on the state controlled and local government road networks under the "Material by Rail" option the following is recommended.

### 7.3.1 Gladstone Intersections

A comparison of peak hour traffic generated by the GLNG Project under the "Material by Rail" option and the base case scenario was undertaken to determine the need for additional intersection analysis. As the peak years of traffic generation for the "Material by Rail" option are the same as for the base case and traffic volumes are identical during these peaks, there is no need to undertake additional intersection analysis for the option assessment. Intersection impacts are expected to be the same for the option as for the base case.

### 7.3.2 Roadway Link Capacity

To mitigate the impact of the development on mid-block capacity, it is recommended that the developer pay an appropriate portion of the brought forward cost of upgrading from two to four lanes of the following sections of road:

- Gladstone-Mount Larcom Road from Red Rover Road to Power Station (approximately 1.0 km ) - bring forward 1.4 years from 2020 to 2019; and
- Gladstone-Mount Larcom Road from Power Station to Reid Road (approximately 5.0 km ) - bring forward 1.4 years from 2020 to 2019.

This cost of the upgrade works is unknown but if the construction costs were to be discounted back to 2009 at a rate of $7 \%$, the developer could expect to pay $4.7 \%$ of the cost. DMR has started the planning work to duplicate Gladstone-Mount Larcom Road to four lanes and negotiation with DMR regarding the timing of the planned upgrade (not currently in the RIP) and the developer's contribution is recommended.

### 7.3.3 Pavement Impacts

## Pavement Rehabilitation

Two road segments on the Carnarvon Highway, one segment of the Dawson Highway and one road segment on the Warrego Highway have been identified as requiring pavement rehabilitation works one or more years earlier with the GLNG Project than with background traffic. The brought forward cost of these works is approximately $\$ 3.1 \mathrm{M}$ based on pavement rehabilitation rates supplied by DMR.

## Road Maintenance

The obligations for the maintenance of the state controlled road network impacted upon by the development have been calculated by dividing the number of development ESAs loaded onto a particular link by the background ESAs for an analysis year. The additional cost of maintaining the roads impacted by the proposed development is $\$ 15,829,575$ at a 2009 dollar value. Negotiation of the developer's contribution towards these works will be required.

### 7.4 Impact Mitigation - Specific Project Components

The impact mitigations for the LNG facility and CSG fields are expected to be identical to those proposed for the base case scenario because all aspects of these components have remained unchanged under the "Material by Rail" option. It is estimated that a reduction in vehicle-km travelled of approximately $3,671,600$ vehicle-km will occur with the "Material by Rail" option, the majority of which will occur between 2010 and 2012.

### 7.5 Final Conclusion

The quantitative impacts of the "Material by Rail" option for the gas transmission pipeline construction are found to be comparable to those found for the base case assessment of the GLNG Project such as:

- intersection impacts are identical to the base case. The reduction of truck trips does not occur during the peak year of development traffic generation;
- roadway segment capacity impacts the same as the base case. The reduction in trips for the "Material by Rail" option occurs early in the project whereas mid-block capacity upgrades are required in the later years of the project;
- pavement impacts for pavement rehabilitation are identical to the base case, thought the developer contribution required for road maintenance is approximately $\$ 400,000$ less for the "Material by Rail" option.

The benefits of the "Material by Rail" option are the reduction in heavy vehicle traffic using the roadway network, especially the Dawson Highway and within Gladstone. Also, not all deliveries of pipe by road can be eliminated, the distance travelled by road is significantly reduced by transporting pipe by rail from Gladstone as far as Moura. This is expected to result in marginally safer roads due to less conflict between trucks and other vehicles and less disruption to road works on the Calliope Range, programmed to occur during pipe joint delivery.

Appendix A

## Project Trip Generation and Distribution Summary




| ${ }^{\text {ancerememead }}$ |  | ${ }^{2000}$ | ${ }^{2008}$ | ${ }^{200}$ | ${ }^{2011}$ | ${ }^{212}$ |  | ${ }^{2014}$ | $0^{\circ} 205^{\circ}$ | ${ }^{\circ} 200{ }^{\circ}$ | ${ }^{\circ} 2070$ | ${ }^{\circ} 200$ | ${ }^{\circ} 20$ | ${ }^{200}$ | ${ }^{\circ} 202$ | ${ }^{102}$ |  | ${ }^{203}{ }^{\circ}$ |  |  |  | ${ }^{\circ} 2000$ | $\square^{2088}$ |  | ${ }^{\circ} 200{ }^{\circ}$ | $0^{\circ} 201$ | ${ }^{\circ} 2000$ | ${ }^{2033^{\circ}}$ |  |
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| GING Roma Filed Constuction | ${ }^{2008}$ | ${ }^{2099}$ | ${ }^{2010}$ |  | ${ }^{2012}$ |  |  | ${ }^{2015}$ | ${ }^{2016}$ | ${ }^{2017}$ | ${ }^{2018}$ | ${ }^{2019}$ | ${ }^{2220}$ |  |  |  |  | ${ }^{2025}$ |  |  |  |  |  | 231 | ${ }^{233}$ | ${ }^{2033}$ |  |
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|  | Consircion Satr | $\stackrel{0}{0}$ | $\stackrel{0}{1}$ | - ${ }^{3}$ | ${ }^{\circ}$ | $\stackrel{0}{3}$ |  |  | ${ }_{2}^{2}$ |  | ${ }_{2}$ | $\stackrel{0}{2}$ |  |  |  |  |  | $\stackrel{2}{2}$ | $\stackrel{0}{4}$ | $\stackrel{0}{1}$ | $\stackrel{\circ}{1}$ |  |  |  |  |  |  |  |
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|  |  | $\stackrel{0}{0}$ |  | ${ }_{4}^{4}$ | ${ }^{4}$ | $\stackrel{4}{4}$ | $\bigcirc$ | ${ }^{2}$ | ${ }^{3}$ |  | ${ }^{3}$ | ${ }^{3}$ | ${ }^{3}$ | ${ }^{4}$ | ${ }^{3}$ | ${ }^{3}$ | ${ }^{3}$ | ${ }^{3}$ | ${ }^{5}$ | ${ }^{2}$ | ${ }_{2}$ | ${ }^{2}$ | $\bigcirc$ | - |  | 1 |  |  |
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|  |  | $\bigcirc$ | ${ }_{2}^{8}$ | 18 <br> 4 <br> 4 | - ${ }_{96}$ | 18 | $\bigcirc$ | - ${ }^{10}$ | $\stackrel{14}{4}$ | ${ }^{17}$ | 14 <br> 4 | ${ }^{14}$ | ${ }^{14}$ | $\stackrel{17}{4}$ | ${ }^{14}$ | ${ }^{14}$ | ${ }^{14}$ | ${ }^{14}$ | ${ }_{6}^{24}$ | $\begin{array}{r}7 \\ \hline\end{array}$ |  | ${ }^{6}$ | $\bigcirc$ | 4 <br>  | 4 <br> 1 |  |  |  |
|  |  |  |  |  | ${ }_{5}^{8}$ |  |  |  | $\stackrel{5}{2}$ |  |  | $\frac{5}{2}$ | ${ }_{5}$ |  | ${ }^{5}$ | ${ }^{5}$ | ${ }^{5}$ | ${ }^{5}$ | 5 | \% <br> 1 | $\begin{array}{r}3 \\ \hline 1 \\ \hline\end{array}$ | ${ }^{3}$ | $\bigcirc$ | 3 <br> 1 <br> 1 |  <br>  <br> 1 <br> 1 | $\stackrel{3}{1}$ |  |  |
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| Selice Tips |  |  |  |  |  |  | ${ }^{3}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{1}{0}$ | $\bigcirc$ |  |
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|  | Euwe |  |  | ${ }^{11}$ |  | ${ }_{5}^{5}$ | - ${ }^{5}$ |  |  | ${ }^{11}$ | ${ }_{4}^{4}$ |  |  | ${ }^{11}$ | $\bigcirc$ | $\bigcirc$ | ${ }^{3}$ |  |  |  |  |  |  |  |  |  |  |  |
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|  | Mscolln |  | ${ }_{5}^{5}$ |  |  | ${ }^{3}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  | ${ }^{2008}$ | 2009 |  | ${ }^{2011}$ |  |  | ${ }^{2014}$ | ${ }^{2015}$ |  |  |  |  |  | 2021 |  |  |  |  |  |  |  |  |  | ${ }^{203}$ | ${ }^{2032}$ | ${ }^{2033}$ |  |
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| p Operation Vehicle Trips |  | Indef | Sion) - Heab |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  | Constuction Slat - Non Camp | ${ }^{2008}$ | ${ }^{2009}$ | ${ }^{2010}$ | ${ }^{2017} 172$ | $\frac{2012}{428}$ | ${ }^{2013}$ | ${ }^{2014}$ | ${ }^{2015}$ | ${ }^{2016}$ | $\stackrel{2017}{0}$ | ${ }^{2018}$ | ${ }^{2019}$ | ${ }^{2020} 0$ | ${ }^{2027}$ | ${ }^{2022}$ | ${ }^{202}$ | ${ }^{2024}$ | $\stackrel{2055}{005}$ | ${ }^{2026}$ | $\frac{2027}{0}$ | ${ }^{2028}$ | ${ }^{2029} 0$ | 2030 | $\frac{2331}{09}$ | $\frac{2032}{}$ | ${ }^{2033}$ | $\frac{203}{0}$ |
|  | Men |  |  |  |  |  |  |  |  | $\bigcirc$ | 0 |  |  |  |  |  |  | $\stackrel{0}{0}$ |  |  | 0 |  |  |  |  |  |  |  |
| y Vehicle Trips |  |  |  |  |  | ${ }^{65}$ | ${ }_{8}^{8}$ |  |  |  | $\bigcirc$ |  |  |  |  |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |  |  |
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| Bund wall Constuction Teatic | c ${ }_{\text {HV }}^{\text {LV }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | ${ }^{2008}$ | 2009 |  | \| $\begin{aligned} & 2011 \\ & 100\end{aligned}$ |  | $\left.\right\|^{2013}$ | ${ }^{2014}$ | ${ }^{2015}$ | ${ }^{2016}$ |  |  |  |  |  |  |  |  | ${ }^{2025}$ |  | $\frac{2027}{}$ |  |  |  |  |  |  | $\xrightarrow{2034}$ |
| \| $\begin{aligned} & \text { Light Vehicle Trips } \\ & \text { Heavy Vehicle Trips }\end{aligned}$ | Miscellaneous Deliveries - Light veh <br> Concrete - Precast |  |  | (100 | - | ${ }^{10}$ | $\bigcirc$ | $\bigcirc$ | ${ }_{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | ${ }_{0}$ | $\stackrel{\circ}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{\circ}{0}$ | ${ }_{0}$ | $\stackrel{0}{0}$ | ${ }_{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ |  |  |  |  |


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## Appendix B

Midblock Assessment Volumes

| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | ${ }^{2027}$ | 2028 | 2029 | 230 | ${ }^{2031}$ | 2032 | ${ }^{2033}$ | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davon Higway 46 A | Glassone M L Larcom Road to Bresisin Stred | Soutbound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | ${ }^{49}$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 |
| 2 | Oavson Higway 66 A | Classone MM L a racom Foad to Besisin Streat | Northbound $(A)$ |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | ${ }_{4}^{49}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | - | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{3}$ | Jawson Higway 46 A | Brasilis Steetto linin oive | Soutbound(G) |  |  | - | $\stackrel{226}{206}$ | ${ }_{2}^{210}$ | ${ }_{49}^{49}$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}$ | Oawson higway 46A | Presin Steet o olin Dive | Noumbund (A) |  |  | - ${ }^{120} 120$ | ${ }^{226}$ | $\stackrel{210}{210}$ | $\stackrel{49}{49}$ | ${ }_{47}$ | ${ }^{0} 0$ | $\stackrel{0}{100}$ | ${ }_{33}^{0}$ | ${ }_{4}^{0}$ | $\stackrel{0}{109}$ | $\stackrel{0}{100}$ | ${ }_{33}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{5}$ |  | Bain Oive to Philips Steet | Northound (A) |  |  | ${ }_{120}^{120}$ | ${ }^{226}$ | 210 | ${ }_{49}$ | ${ }_{47}$ | ${ }^{109}$ | 100 | ${ }_{33}$ | ${ }^{47}$ | ${ }^{109}$ | ${ }^{100}$ | ${ }_{33}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Oawson Higway 46A | Philis Steet to Penata Avenue | Soutbound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | 47 | 109 | ${ }^{100}$ | ${ }^{33}$ | ${ }^{47}$ | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{8}$ | Oawson Higway 46A | Philis Steet to Penda Avenue | Nortbound (A) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | ${ }^{47}$ | 109 | ${ }^{100}$ | ${ }^{33}$ | ${ }^{47}$ | 109 | 100 | ${ }^{33}$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Dawson Higway 46A | Penda Avenue to Chapman Dive | Sulthound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | 47 | 109 | 100 | ${ }_{33}$ | 47 | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Cawson Higway 46 A | Peond Avenue 0 O Chapman Dive | Nortbound (A) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | 47 | ${ }^{109}$ | ${ }_{100}$ | ${ }_{33}$ | 47 | 109 | ${ }^{100}$ | ${ }_{3}{ }^{3}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Paveon Higway 46 A | Chapman Diviveto ono Y Yung Divie | Southbound(G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{12}$ | Oawson Higmay 46 A | hapman Dive to on Y Young Dive | Northbound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{13}$ | Wson Higmay 46 A | Young Divivio Haney foad | Soutbound(G) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | - | 0 | 0 | $\bigcirc$ |
| 14 <br> 15 <br> 1 |  |  | Noumbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 16 | Oavon Higmay 46 A | Hanere Poad io incee Hogmay | Noothbound ( $($ ) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 17 | Son Higmay 46 | ee Higway to opman oive | ound |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | Oawson Higmay 68 A | Bunce Higmway to Dran Dive | Noortbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{19}$ | Oamon Higway 46 A | Iorive lo Galastone Mono Road | Wesstound (G) |  |  | 0 | 0 | - | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | - | 0 |  |
| ${ }^{20}$ |  | Sols | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{22}$ | Oawson Higway 68 A | Pipeine camp 410 cialas one Mo Mono foad | Easbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{23}$ | Oawson Higway 6 A | Pipinine Camp 4 to New point 1 | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| ${ }^{24}$ | amson Higmay 46A | Piopine Camp 4 Road to New point | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }^{25}$ | Oawson Higway 68 | Nev 10 Scoisch borde | Westbound (G) |  |  | 0 | $\bigcirc$ |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  |  | 0 | 0 |
| ${ }^{26}$ | Oavenon Higway 46 A |  | astoumd ( $A$ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  |  | 0 | $\bigcirc$ |
| ${ }^{28}$ |  |  | Easbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{29}$ | Oavson Higmaz 64 A | New ooint 2 It Algoon Paad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |  |
| ${ }^{30}$ | Oawson Higmay 68 A |  | Eastoond (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{31}$ | Oawson Higway 46 A | Agoon Roadto Calilise Dam Road | Westbound |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |  | 0 |
| ${ }^{32}$ | Oawson higmay 46 A | Agoon haal 0 Calide Oam Foad | Eastounc(A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |
| ${ }_{34}$ |  | Comel | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{35}$ | Daveon Higway 46 A |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{36}$ | Oavson Higway 6 A | Toganiil Ealadwi Road io Biocola | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{37}$ | Oawson Higmay 46 BB | Bioeal 0 Cowensale Camboon foad | Sbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | - | 0 |
| 36 <br> 39 | Oaven Higway 68 |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 40 | Oavson Higway 468 | Point 110 Crovssale Camboon foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{41}$ | Oawson Higway 468 | Point 110 crevedifle foad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{4}^{42}$ | Oanson Higway 68 |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{4}^{4}$ | atamen | Banane | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 45 | Oawson Higway 46 C | Bananat o Moura Mine | Wesibourd (G) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{46}$ | Oawon Higway 46 Cb | Noura Mine io Banana | Easbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{47}$ | Oavos Higway 46 C | Moura Mie ot Moura Towship |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{49}$ |  | Noura Townshitio octur 30 | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| 50 | Oawson Higway 46 C | CH.30 30 Moura Towssip | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{5}^{51}$ | Oaweon Higway 460 | CH. 3010 OHH 41 | Wesibound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 52 | Oaveon Higway 46 C | CH. 411 OCH. 30 | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{5} 5$ | Oawson himway 6 Coc |  | Eastound(A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{55}$ | Glastone M L Larcom Rd | Dawson Higway l filideranan Streal | Westound (G) |  |  | ${ }^{120}$ | ${ }^{257}$ | 280 | 91 | 101 | 101 | 101 | 101 | ${ }^{136}$ | ${ }^{136}$ | ${ }^{136}$ | ${ }^{136}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |
| 56 | Cladsone.ML Larcom Rd | Dawson Higluy lo Hidederand Streat | Eastound (A) |  |  | ${ }^{120}$ | ${ }^{257}$ | 280 | ${ }^{91}$ | 101 | 101 | 101 | 101 | ${ }^{136}$ | ${ }^{136}$ | ${ }^{136}$ | ${ }^{136}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{177}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ |  |
| 58 <br> 58 <br> 58 | ClasioneM L Larcom Rd | Hiveitara Stretio Blain Dive |  |  |  | 0 | -32 | ${ }^{70}$ | ${ }_{43}^{43}$ | $\xrightarrow{101}$ | ${ }^{101}$ | ${ }^{101}$ | ${ }^{101}$ | - ${ }_{\text {I } 136}^{136}$ | ${ }_{\substack{136 \\ 136}}^{\text {136 }}$ | - ${ }_{\text {l } 136}^{136}$ |  | ${ }_{\text {c }}$ | ${ }^{\text {¢ } 771}$ | ${ }_{\text {¢ }}^{1771}$ | ${ }_{\text {¢ }}$ | ${ }^{\text {c } 7171}$ | ${ }^{1771}$ | ${ }^{\text {1771 }}$ | ${ }_{\text {¢ }}$ | ${ }_{\text {ctir }}^{171}$ | ${ }^{177}$ | ${ }^{177}$ | ${ }_{\text {ctir }}^{171}$ | ${ }^{177}$ |
| 59 | ClasisoneM M Larcom Rd | Blin Dinive of Red Rover Road | Westound (G) |  |  | 0 | ${ }_{53}$ | 117 | ${ }^{71}$ | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }_{183}^{183}$ | ${ }^{245}$ | ${ }_{236}$ | ${ }_{1} 169$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |
| 60 | Olasione M M Larcom Rd | Blain Divie to Red fover foad | Eastoond (A) |  |  | 0 | ${ }_{53}$ | ${ }^{117}$ | ${ }_{71}$ | ${ }^{148}$ | 210 | ${ }^{201}$ | ${ }^{134}$ | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | ${ }^{169}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |
| 61 | Caasione MM Larcom Rd | Red fover Road to Power Staion | Westound (G) |  |  | 0 | 69 | ${ }^{152}$ | ${ }^{92}$ | 148 | 210 | 201 | ${ }^{134}$ | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{177}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ |
| 62 | Caasione.ML Larcom Rd | Red Rover Road to Powerstaion | Eastound (A) |  |  | 0 | 69 | ${ }_{1} 152$ | ${ }_{92}$ | ${ }^{148}$ | 210 | ${ }^{201}$ | ${ }^{134}$ | ${ }_{1} 83$ | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | 171 |
| 63 | Rd | ver Slation 0 Reid Road | Westound (G) |  |  | 0 | ${ }^{74}$ | 164 | ${ }^{99}$ | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | 183 | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ | 171 | 171 |
| 64 | Caasione MM Larcom Rd | wer Staion it Reid foad | Eastound (A) |  |  | 0 | ${ }^{74}$ | 164 | ${ }_{9} 9$ | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }_{1}^{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |
| 65 | Mt Larom Rd | d Road to Landing Foad | Westound (G) |  |  | 0 | ${ }^{74}$ | 164 | ${ }^{99}$ | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }_{1}^{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ |
| ${ }^{66}$ | Caadsone.ML Larcom Rd | Fedid Fadit tanding Foad | Eastound (A) |  |  | 0 | ${ }^{74}$ | 164 | ${ }_{99}$ | ${ }^{148}$ | 210 | ${ }^{201}$ | ${ }_{134}^{134}$ | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | ${ }^{169}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ |
| $\frac{67}{68}$ | Glassono.M L Larom Fd | Landin Poato To Tagimin Poad | Wessound (G) |  |  | $\bigcirc$ | ${ }^{32}$ | ${ }^{70}$ | ${ }_{43}^{43}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |  |
| 69 |  | Tenemer | Wessbund (G) |  |  | $\bigcirc$ | ${ }_{3}$ |  | ${ }_{43}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 70 | Cabsione ML Larcom R Cd | Tayminie foad ouaur foad | Eastomomd (A) |  |  | 0 | ${ }^{32}$ | $\stackrel{70}{70}$ | ${ }_{43}^{43}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| ${ }_{71}$ | Clasatone.ML Larcom Rd | Ouary Foad 10 Buce Higmay | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | SisoneM Licamem | Ouary Gadio bive higimay |  |  |  | 0 |  |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{9} 9$ | Camanon Homazaz 24 D | CH. 300 CH. H .0 .0 ( fomal | Sombumbed |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{97}$ |  | H. 18 Roma T Taoom Road | Noothe |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |  |  | 0 |  | 0 | 0 | 0 |  |  |  |
| ${ }_{98}$ | Camanon Higway 24 D | CH. 18 Roma - Tarom Road 1 CH. 3 | So |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| ${ }^{99}$ | nhigmay 24 D |  | Northound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  | 0 |
| 100 | Camano Highway 240 | niune to ooma - Taroom foad | Southound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |  |
| $\stackrel{101}{102}$ | Caravo H Higwa 24 D | Inine io arive Fread Acoess |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{103}$ | Caranon Higway 24 E |  | Northound (6) |  |  | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 104 | Caranon Higway 24 E | CH. 69 Ot Fainiver Fieded Acoss | Southoumd (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{105}$ | Camavo H Higwa 24E |  | Nothbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 107 | Caranon Higway 24E | CH. 694 loch .111 | Northbund (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{108}$ | Camano Higmay 24 E | CH. 1111.0 cr. 69 | 隹 |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | Camanon Higway 24 E |  | Nothbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |











| 10 | Link | Soction | Direction | 2008 | 209 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | ${ }^{2021}$ | ${ }^{202}$ | ${ }^{2023}$ | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 46 A | Giassone M L Laroom Roadio Bresisis Steet | Southound (9) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0$ | 0 |
| 2 | Jowson Himay 4 AA |  | Noment |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\begin{array}{r} 0 \\ \hline 0 \\ \hline \end{array}$ | $\begin{array}{r} 0 \\ \hline 0 \\ \hline \end{array}$ |
| ${ }^{3}$ |  | Biosin Steeto Bain Dive | Soumbond ( $($ A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 5 | Daason Higway 46A | Blain Dive to Philics Steet | Southound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | Dawson Higway 46A | Bain Dinve to Philis Steet | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 7 | Davson Higway 46 A | Phils Strett P Penda Avenue | Southbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{8}$ | Davson Higmay 46 A | Philp Street OPenda Avenue | Northound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\bigcirc$ | Davson Higmay 46 A | Penda Avenue to Coramman Dive | Southbound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 10 | Davson Higmey 46 A | Peond Avenut it Chamma Dine | Northound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Davson Higway 46A | Chapman Diviveto oon Young Dive | Soutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{12}$ | Pavson Higway 46 A | Chapman Divivelo ono Young Dive | Northbund (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{13}$ | pavson Higway 46 A | Don Yongo Dive to harev Paod | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ¢ 14 <br> 15 <br> 15 | Daveon higway 46 A |  | Noambonn (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{16}$ | Davon Higmay 46 A | Havere Foad os onuce Higmay | Northound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 17 | Oawson Higway 68 A | Bunce Higmay to opran Dive | Southound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | Davson Higway 46 A | Buce Higmay 0 O Drnan Dive | Noerthound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -1980 | Oanso Higway 46 A | Opman Dive 1 Olasisone Monore Road |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 21 | Dawson Higmay 46 A | Glastone Monolo Road to Ppeatine Camp 4 | Westound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{22}$ | Eason Higway 6 A | Pipeline eamp 410 Colids done Monlo Road | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ |  | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  | 0 |  |  |
| ${ }^{23}$ |  | ${ }^{\text {Ppopine Camp } 4 \text { t } 10 \text { New poin } 1}$ | ${ }_{\text {a }}^{\substack{\text { Westbound (G) } \\ \text { Easbound }(A)}}$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ |  |
| 25 | awson Higway 46A | Newlo C SCOBSCS Border | Westound (G) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | O | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 26 <br> 27 <br> 27 <br> 2 | Oavos Higway 6 A | ${ }^{\text {Now } 0 \text { CSCOBC B Oorder }}$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{28}$ | amson Higmay 46A |  | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| ${ }^{29}$ | Oawson Higmay 68 A | New point 2to Agoon Road | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 30 | aavoon Higway 46A | New Point 210 A Agoon Road | Eastound (A) |  |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |  | $\bigcirc$ |  |  |  |  |
| ${ }^{31}$ | Wesh | Agoon Roadi Caliale am Road | Westbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{33}$ | Dawson Higmay 46 A |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{34}$ | amson Higway 46A | Callde Dam Road It Tognalini Ealavin Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| - | awson Higway 6 6A |  | $\xrightarrow{\text { Vestound (G) }}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 36 <br> 37 <br> 37 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{38}$ | Oawson Higway 68 | Cienstale Camboon Road ob Bioda | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{39}$ | ewson Higway 468 | Oosstale Camboon Road to Point | Nestound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{40}$ | Oawson Hogway 468 | Point 110 Co Cowssale Camboon foad | Easbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{42}$ |  | Point 10 Geieytitu foad | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 43 | Oawson Higmay 68 B | Gerocitie Road io Banana | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{44}$ | Dawson Higway 46B | Bananat G Greyelife foad | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 45 | Oawson Higway 46 | Bananat Moura Mne | Westbound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{46}$ | Paves H Higway 4 4c |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 48 | Daason Higway 46 C | Moura Township to Moura Mine | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 49 | amson Higmay 46C | Moura Townstip to ch 30 | Westound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | Davson Higway 46 C | CH. 30 o Mowara Townstip | Easbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }_{5}^{51}$ |  | Ch. 3010 CH .41 |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}^{5}$ | Dawson Higway 48 C |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{54}$ | Davson Higway 460 | Bounday 1 OH. 41 | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{5}^{56}$ | İassonemL Larcom Rd | Dawson Higmay Y Hildebrand Street | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 56 | Oiadsone M. Laram Rd | Dawson Higlway to Hidedranad Streat | Easbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ¢57 | Cladsone.M L Laram Rd | Hilichanas Streato blin Dive | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 59 | Oladsono M M L Larom Rd | Blin Dinive of Red Roverer oad | Westound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 60 | Gladsone MM Larcom Rd | Blin Divieto Red fover Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 61 | Oiadsone M. L Laroom Rd | Red fover foad Poporer Staion | Westbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| -62 | Ciadson.M L Larom Rd |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 64 | İassono.ML Larcom Rd | Power Staion to Reid foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 | Sne.ML Larcom Pd | eid Road to Landing Foad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{66}$ | Gasasone.ML Larcom R id | Red Read it Landing Foad | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| $\frac{67}{68}$ | Gatasion. L Larom Rd | Landing Foatio Toaymin Road |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 69 | Rd | Tigimie Roadt O Ouary Foad | Westo |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 70 | Glasisono.ML Larom Rd | Taginie Road to ouary Road | Eastbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | 0 |  | 0 |  | 0 | 0 |  | 0 |  | 0 |  |  |  |  |  |  |  |
| $\frac{71}{72}$ | Catasion.M L Larom Rd | Oatar foad it bice Higway | ${ }_{\text {Westbund }}^{\substack{\text { Westound }(A)}}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{95}$ | vay 40 | CH. 0.00 O (Romal l O CH .3 | Northound (G) |  |  | ${ }^{137}$ | ${ }^{196}$ | ${ }^{240}$ | 307 | ${ }^{311}$ | 311 | ${ }^{319}$ | 319 | ${ }^{323}$ | ${ }^{327}$ | ${ }_{332}$ | ${ }^{333}$ | ${ }^{336}$ | ${ }^{34}$ | 340 | ${ }^{341}$ | ${ }^{339}$ | ${ }^{339}$ | 339 | 340 | ${ }^{341}$ | ${ }^{342}$ | ${ }^{343}$ | ${ }^{342}$ |  |
| ${ }^{96}$ | Camanon Higlwa 240 | OH. 310 CHH. O.O. (Roma) | Southound (A) |  |  | ${ }^{137}$ | 196 | ${ }^{240}$ | ${ }^{307}$ | ${ }^{311}$ | ${ }^{311}$ | ${ }^{319}$ | ${ }^{319}$ | ${ }^{323}$ | ${ }^{327}$ | ${ }^{332}$ | ${ }^{333}$ | ${ }^{336}$ | 344 | ${ }_{340}$ | 341 | ${ }^{339}$ | ${ }^{339}$ | ${ }_{39} 3$ | 340 | ${ }^{341}$ | ${ }^{342}$ | ${ }^{343}$ | ${ }^{342}$ |  |
| 97 <br> 98 <br> 9 | Camano Higway 24 D |  | Nothbound (G) |  |  | - 76 | ${ }^{105}$ | ${ }^{129}{ }^{129}$ | ${ }_{\text {¢ }}^{\text {175 }}$ | $\frac{172}{172}$ | ${ }_{\text {cti }}^{173}$ | ${ }_{\text {¢ }}^{\text {178 }}$ | $\stackrel{\text { ¢ }}{179}$ | ${ }_{\text {l }}^{183}$ | 184 <br> 184 <br> 184 |  | - 190 | ${ }^{192}$ | $\stackrel{\text { - } 199}{199}$ | ${ }^{195}$ | ${ }_{\text {- } 194}^{194}$ | ${ }^{1938}{ }^{193}$ | - ${ }_{\text {- } 193}{ }_{193}$ | $\stackrel{\text { - } 193}{{ }_{193}}$ | ${ }^{\text {-193 }}$ | 193 <br> 193 <br> 1 | $\stackrel{193}{193}$ | ${ }^{\text {1933 }}$ | - ${ }_{\text {-193 }}^{193}$ |  |
| 99 | Camanon Higway 240 | Roma T Troom Roadt Oniune | Nombleound (G) |  |  | 76 | ${ }^{105}$ | ${ }^{129}$ | ${ }^{175}$ | 172 | ${ }_{173}$ | ${ }_{178}$ | ${ }^{179}$ | ${ }_{183}$ | ${ }^{184}$ | ${ }_{108}$ | ${ }_{190}$ | 192 | ${ }_{199}$ | ${ }^{195}$ | 194 | ${ }_{1}^{193}$ | ${ }^{193}$ | 193 | 193 | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |
| -100 | Camanon Higway 240 | Ne to Roma - Tarom Road | Southound (A) |  |  | ${ }^{76}$ | 105 | ${ }^{129}$ | ${ }^{175}$ | ${ }_{1} 172$ | ${ }^{173}$ | ${ }^{178}$ | ${ }^{179}$ | ${ }^{183}$ | ${ }^{184}$ | ${ }_{188}^{188}$ | ${ }^{190}$ | ${ }^{192}$ | ${ }^{199}$ | ${ }^{195}$ | ${ }^{194}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |
| - 101 | Comano higway 20 D | mine io rameer Feid Acoess | Noombuond (G) |  |  | - ${ }_{43}^{43}$ | 59 <br> 59 <br> 1 | $\frac{71}{71}$ | ${ }^{\text {¢ }} 103$ | 100 <br> 100 <br> 100 <br> 1 | ${ }^{102}$ | ${ }^{106}$ | $\stackrel{107}{107}$ | ${ }^{110}$ | ${ }^{\frac{111}{111}}$ | ${ }^{\frac{113}{113}}$ | ${ }^{\frac{116}{116}}$ | ${ }^{118}$ | ${ }_{\text {- }}^{123}{ }_{123}^{123}$ | ${ }^{119}{ }^{119}$ | ${ }^{119}$ | ${ }^{119}$ | ${ }^{\frac{119}{119}}$ | ${ }^{118}{ }^{118}$ | ${ }^{118}{ }^{118}$ | ${ }^{\text {118 }}$ | ${ }^{118}$ | ${ }^{119}$ | ${ }^{119}{ }^{119}$ | ${ }^{119}$ |
| 103 | Camanon Higway 24E |  | Northoun |  |  | 10 | 14 | ${ }^{13}$ | ${ }^{31}$ | ${ }^{29}$ | ${ }^{31}$ | ${ }^{33}$ | ${ }^{35}$ | ${ }^{37}$ | ${ }^{38}$ | ${ }^{39}$ | ${ }^{42}$ | 44 | ${ }^{47}$ | 44 | 44 | ${ }^{45}$ | ${ }^{45}$ | 44 | ${ }^{44}$ | ${ }^{44}$ | 44 | ${ }^{45}$ | 45 | ${ }^{45}$ |
| 104 | anoo Higmay 24 E | 4. 69.0 Fainimew Field Accoses | Soutbound (A) |  |  | 10 | 14 | ${ }^{13}$ | ${ }^{31}$ | ${ }^{29}$ | ${ }^{31}$ | ${ }^{33}$ | ${ }^{35}$ | ${ }^{37}$ | ${ }^{38}$ | ${ }^{39}$ | 42 | 4 | ${ }^{47}$ | ${ }_{4}^{44}$ | ${ }^{44}$ | ${ }^{45}$ | ${ }^{45}$ | ${ }^{44}$ | ${ }_{4}^{44}$ | ${ }^{44}$ | ${ }_{4}^{44}$ | ${ }^{45}$ | ${ }_{4}^{45}$ | ${ }_{4}^{45}$ |
| 105 <br> 108 <br> 108 | amavo Higway 24 E |  | Nothbund (G) |  |  | 5 | 7 | ${ }^{6}$ | ${ }_{-15}^{15}$ | ${ }^{15}$ | - 16 | ${ }^{17}$ | ${ }^{17}$ | ${ }^{19}$ | 19 | ${ }_{20}^{20}$ | ${ }_{21}^{21}$ | $\stackrel{22}{22}$ | ${ }^{23}$ | - ${ }_{2}^{22}$ | $\stackrel{22}{22}$ | ${ }^{22}$ | ${ }^{22}$ | $\stackrel{22}{22}$ | ${ }_{22}^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | $\stackrel{22}{22}$ | ${ }_{2}^{22}$ |
| ${ }^{107}$ |  |  | Nombthound (G) |  |  | ${ }^{5}$ | ${ }_{3}$ | ${ }^{6}$ | ${ }^{15}$ | $\stackrel{15}{7}$ | ${ }^{16}$ | ${ }^{17}$ | $\stackrel{17}{9}$ | $\stackrel{19}{9}$ | $\stackrel{19}{10}$ | $\stackrel{20}{10}$ | $\frac{21}{10}$ | $\stackrel{22}{11}$ | ${ }^{\frac{23}{12}}$ | $\stackrel{22}{11}$ | $\frac{22}{11}$ | $\stackrel{22}{11}$ | $\stackrel{22}{11}$ | $\stackrel{22}{11}$ | $\stackrel{22}{11}$ | $\stackrel{22}{11}$ | ${ }^{\frac{22}{11}}$ | $\frac{22}{11}$ | $\stackrel{22}{11}$ | $\frac{22}{11}$ |
| 108 | Gmavon Higmay 24 E | t. 111 toct 69 | Soutbound (A) |  |  | ${ }^{3}$ | ${ }^{3}$ | ${ }^{3}$ | ${ }^{8}$ | 7 | ${ }^{8}$ | ${ }^{8}$ | 9 | $\stackrel{9}{9}$ | 10 | 10 | 10 | ${ }^{11}$ | 12 | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | 11 | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | 11 | 11 | ${ }^{11}$ | ${ }^{11}$ |
|  |  | 11110 CH.172 (Rolsesone) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 11 |  |  |  |  | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | 11 |  | 11 |



| 201 | Oawson Higmay 46 C |  | Westound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  | － 0 |  | $\bigcirc$ | －$\quad 0$ |  | 0 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 202 <br> 203 <br> 20 | Oawson Higway 46 Cc |  | Eastound（A） |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | ！ | $\bigcirc$ |
| 204 | Oawson Higway 46 C |  | Eastound（A） |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 205 | Oanson Higway 46 C |  | Westbound（G） |  |  | 0 | ， | $\bigcirc$ | O | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{206}$ | Oawson Higway 46 C |  | Eastound（A） |  |  |  | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{207}$ | Oawson Higmay 4 4c | kn 137.5 .50 Foloseson | Westbound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| － 208 |  | Disisicol Bund | Southound（ $($ ） |  |  | 0 | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | 0 |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | － |  |
| $\frac{209}{210}$ |  | 隹 | Normbound（A） |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 211 | Leicharath Higwav 28 A |  | Suthbound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 212 | Leichmarth Higmav 28 A | Tatoom 12 2enasA inesesecion | Northound（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |
| 213 | Leichmarth tigway 288 | Taroom to KM35．00 | Sulthound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{214}{215}$ | Leitharat Higwav 268 | ${ }^{\text {Ku3 } 5.00 .0 ~ T o ~ T r a o m ~}$ | Noentound（A） |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | － | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 216 | Leichmarat Higmav 288 | JacksonWandoan Poadt o MMM3500 | Northound（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 217 | Leicharath Higwav 28 B | Jackson－Wandaan Road omlos | Southound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 218 | Leicharat Higway 268 |  |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － 0 |
| 219 | Warreo H Higway |  | Westbound（a） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | O | 0 | 0 | 0 | 0 － 0 | － 0 |
| 220 <br> 221 <br>  <br>  <br> 20 |  | ${ }^{1800} \mathbf{1}$ | Easbound（A） |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 222 | Warego Highway |  | Eastound（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |
| ${ }^{223}$ | Warego Highway |  | stbound（G） |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |  | 0 | $\bigcirc$ |
| ${ }^{224}$ | Warego Highway | KM135．50 101803441 Meesescion | Eastound（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | － | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{225}$ | Warego Higmay | kM135．5． P Roma | Westound（G） |  |  | 19 | ${ }^{35}$ | ${ }^{46}$ | ${ }^{56}$ | ${ }^{58}$ | ${ }_{56}$ | 58 | 57 | ${ }^{57}$ | ${ }_{58}^{58}$ | ${ }_{59}$ | ${ }_{58}^{58}$ | ${ }_{59}^{59}$ | ${ }_{59}$ | ${ }^{59}$ | ${ }^{61}$ | ${ }_{5}^{59}$ | ${ }_{59}$ | ${ }^{59}$ | 59 | 60 | ${ }^{60}$ | ${ }^{61}$ | 年1 60 | ${ }^{60}$ |
| $\stackrel{226}{207}$ | Wareoo Hiway | Roma 10 KMi3．5 | Easound（A） |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 229 | 退 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 229 | Jacsoon Wandoan foad | Girdot lotecharast Higway | Eastound（A） |  |  | 。 | 0 | 。 | 0 | 0 | － | 0 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | － | 。 | $\bigcirc$ | 。 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 0 |  | $\bigcirc$ | ： |
| 230 | Sor－Waroan Road | arot Higway 0 Gid | Wessound（6） |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{231}$ | Bunce Higway（ 100 ） | Miriam Vale ch． 98.810 ¢ CH．112 | Northbund（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\underline{22}$ | Buce Higmay（（10） |  | Soumbound（t） |  |  | 0 | 0 | － |  |  | $\bigcirc$ |  | 0 |  |  | $\bigcirc$ |  | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |
| － 234 | Buce Higmay（100） |  | Soumbound（f） |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 <br> 0 | $\bigcirc$ |


| 10 | Link | Soction | crion | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Oawson Higway 46 A |  | Soutbound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 2 | Oaxson Higway 46 A |  | Northbund（A） | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 3 <br>  |  | ${ }^{\frac{1}{2}}$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{5}$ |  | Bain Oniveeto Poplip Street | Southound（G） | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |
| 6 | Oawson Higmay 4 6A | Bain Dimive to philis Steet | Nortbound（ 4 ） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 7 | Oawson HGMway 46 A | Phili Steetto Penda Avenue | Soutbound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{8}$ | Oaxson Higway 46 A | Philp Strett Penda Avenue | Northbound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{9}{9}$ | Oavson Higway 46 A | Penda Avenue to Cop hamma Dive | Suotbound（G） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | － | 0 | 0 | 0 | － | 0 | 0 | $\bigcirc$ | 0 | － | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| 10 | Oawson Higway 46 A | enda Avenue to Chapman Dive | Northbund（A） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{12}$ | Oawson Higway 4 4 | Chapma Dive to oon Yove bive | Somble | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{13}$ | Oaxson HGlway 4 6A | Oon Young Dive e otamee Road | Soutbound（G） | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | vson Higmay | n roung D | ormbound（A） | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{15}$ | Uson Higway 46 A | vey Road It Buce Higloway | ambound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ， | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{16}$ | aeason hioway 6 A | Haver Haat ofice higway | Notembund（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |
| ${ }^{18}$ | Canson Hilquay 46 A | Bnuce Higmway to O Pman Dive | Noothbound（ $(1)$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 19 | ewson Higway 46A | Shan Divive olalastone．Monto Roal | Stow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{20}$ | Oaxson Higway 46 A | OTran Dome to Glasasone Monot Road | asstourd（A） | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{21}$ | 包way 46 A |  | essound（G） | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{22}{23}$ | deason Higway 46 A |  | Easiound（A） | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |
|  | Higmey 468 | Pioeline Camp 4 P Poad on onew poin 1 | Eastound（A） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ |  | 0 | 0 |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |  |  |
| ${ }^{25}$ | Comen | Newto scoisc orocore | Westound（G） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{26}$ | Oamson HGlmay y 6 A | Newto cs | Eastound（A） | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 |  |  |  |  |  |
| 27 | Sn High | $\mathrm{SSCB}^{\text {B }}$ |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{28}$ | Son Higway 6 A | CSCOBSCC Boded to New poin 2 | Eastound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |
| 29 <br> 20 | Sen Higway 46 A | Nevpoom 21.1 Afagon foad | Nastonn（ $)$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |
| ${ }^{31}$ | atasin |  | Westound（ $(9)$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{32}$ | Oawson Higway 46 A | Agoon Roadt Colilid Dam Foad | Eastound（A） | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
|  | Oaxson Higmay 46A | Callide Dam Foad to Tognalini Ealawin Road | Sstound（G） | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | atason himeay 6 A |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{36}$ |  |  | EEstound（A） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{37}$ | Oawson Higway 46 | Biloeal 0 coussalal Camboon Road | Westbound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{38}$ | Oawson Higway 468 |  | Eastound（A） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{39}$ | arson hioway 48 | Coinsala Cambon Roait opont | ${ }^{\text {Nasesbound }(\text {（ })}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 41 |  | Point 1 Oo revedifite Paad | Westound（G） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{42}$ | Oaxson Higmay 468 | Greeplitie Road to Point | Eastound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{43}$ | Oawson Hogmay 468 | Gereifite Poadto Banana | Wesbound（G） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| 44 | amason Hipway 468 | Banara 0 Greyelitil Foad | Easiound（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 46 |  | Seate | EEastound（A） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{47}$ | amson Higmay 46 C | Moura Minet o Moura Toustip | Estound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }^{48}$ | Son Higway 46 C | Moura Townstipto Moura Mine | Eastound（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| $\frac{49}{50}$ | Son Higway 46 C | Mour Tousship to Ch． 30 | Wesbound（G） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline 165 \& Classone - Benaraby foad \&  \& Soumbound (G) \& \& , \& , \& - \& \& 0 \& - \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }^{166}\) \& Ciassone - Benamy Coad \&  \& Soumbend \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \& \(\bigcirc\) \\
\hline \({ }^{168}\) \& Glassone - Benarab Paod \& 隹 \& Nothtound (A) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& - \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \\
\hline 169 \& Eumeeth tioma 410 \&  \& Southound (6) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& - \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 170 \& Sureet Higmav 410 \&  \& Northbound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 171 \& Sumet Higway 410 \& CH.6.5.0 O thinor's Lane \& Soutbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline 172 \& Burneth tigmay 40 \& tinioros Lane CH. 8.5 .5 to CH.65.0 \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& \& 0 \& 0 \& 0 \& \& 0 \& \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \& 0 \& \(\bigcirc\) \& 0 \& \& \(\bigcirc\) \& \& \\
\hline 173 \& Bunet tigh \&  \& Soumbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 174 \& Sumeet Higway 410 \&  \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }^{175}\) \& Bumet Higmay 410 \&  \& Soutbound \& 0 \& \& \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \\
\hline -176 \& mentigmay 410 \&  \& Nombound \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \& \(\bigcirc\) \& \(\bigcirc\) \& \\
\hline T7 \& Sumeth himay 4 IE \&  \& Soumbonn ( \((1)\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& - \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \\
\hline \({ }^{177}\) \& Sunethomay 4 E \&  \& Southound ( \((\) ) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 180 \& Bumeth timway 41 E \& Jambin Rail Cossing CH. 2 27.20.0 CH.1.8.5 \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \\
\hline \({ }^{181}\) \& Bumeth Higway 41 E \& \& Southbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }_{182}\) \& Bumeth Higma 4 4E \&  \& Nombour (A) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \\
\hline \begin{tabular}{|l|}
183 \\
\hline 184 \\
\hline 1
\end{tabular} \& Eunet Hiplway 4 E \&  \& Sourbound ( \((1)\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \\
\hline 185 \& Buneen Higmav 41E \& Tomin Road (Soutl) CH3.3.9.90 Toomin Rd (Nomm \& Southound (6) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 186 \& Surneth tigway 41 E \&  \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline \({ }^{187}\) \& Burneth Higway 41 E \&  \& Westound(e) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }^{188}\) \& Bument Higway 4 IE \&  \& Eastound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline -189 \&  \&  \& Westeonn (G) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \\
\hline \({ }^{191}\) \& Bureet Higmay 41 E \& Scrool Giounds CH.101.4.40 Gorodo Street CH.10 \& Westound (G) \& \(\bigcirc\) \& - \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline \& \& \& \& \& \& \& \& \& \& \& \& 0 \& \& 0 \& \& 0 \& \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline \({ }^{193}\) \& Oawon Higway 46 C \&  \& Westound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 194 \& Oavos Higway 46 C \& Firzoy Dev, SAA hiessection 0 B Brounday \& Eastound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \\
\hline \(\begin{array}{r}195 \\ \hline 196 \\ \hline 106\end{array}\) \& Jowson hibway 46 Cc \&  \& Wesiound (G) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \\
\hline 197 \& Oawson Higway 460 \& Ouairiga Woorabinda Meressesiono to Worationdat \& Westound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& O \& 0 \& 0 \& 0 \& 0 \\
\hline 198 \& Oawson Higmay 46 C \&  \& Eastound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 199 \& Oanson Higway 46 C \&  \& Westbound (G) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \\
\hline \({ }^{200}\) \& Oavoson himazay 46 \&  \&  \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 201
202
202 \&  \&  \& Eastound (A) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \\
\hline \({ }^{203}\) \& Oauson Higmay 46 C \&  \& Westound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 204 \& Oawson Higwey 460 \&  \& Eastound ( \(A\) ) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 205 \& Oawson Higway 46 \&  \& Westound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 206 \& Oawson Higway 460 \&  \& Eastound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 207 \& Oawson Higway 46 C \& KM 137.5.50 Rolosson \& Westound (G) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 208
208
208 \& Oawson Higway 46 C \&  \& Southound (G) \& \(\bigcirc\) \& \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& \(\bigcirc\) \& \& \& \& \& \\
\hline 210 \&  \&  \& Northbound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& 0 \& \& \& \(\bigcirc\) \& \& \(\bigcirc\) \& \& \& \& \& \& \\
\hline \({ }^{211}\) \& Leichmarat Hghway 26 A \&  \& Sunthound \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline 212 \& Leotharat Higway 26 A \& \& Northburd (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& 0 \\
\hline 213 \& Leiohnarat Higway 28 B \& Tarom tokn35.00 \& Suutbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \\
\hline 214 \& marth Howay 268 \& kn35.000 OTataom \& Northound (A) \& 0 \& 0 \& 0 \& \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \& \& \\
\hline 215 \& Leicharat Higwav 288 \& Kı35.00 J Joackso.-Warcoan Road \& Soutbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \\
\hline 217 \&  \& Jacson-Wandoan foadio Milis \& Soumbound (9) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \\
\hline 218 \& Leiotharat Higway 268 \& miest J Jackson.Wantoan Road \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& - \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline \({ }^{219}\) \& Warregot Higmay \&  \& Westound (G) \& 0 \& \({ }^{26}\) \& \({ }^{44}\) \& 65 \& \({ }^{45}\) \& \({ }^{29}\) \& \({ }^{21}\) \& \({ }^{26}\) \& \({ }^{54}\) \& \({ }^{35}\) \& \({ }^{33}\) \& \({ }^{24}\) \& \({ }^{51}\) \& \({ }^{26}\) \& \({ }^{26}\) \& \({ }^{34}\) \& 17 \& \({ }^{26}\) \& 9 \& 9 \& \({ }^{8}\) \& 0 \& \({ }^{6}\) \& 6 \& 4 \& 0 \& \\
\hline \({ }^{201}\) \& Wareog himazay \&  \& \& \(\bigcirc\) \& \({ }^{4}\) \& 5 \& , \& \({ }^{6}\) \& 4 \& \& \(\stackrel{4}{4}\) \& \& \(\stackrel{6}{6}\) \& 5 \& \& \& \& \& \(5^{5}\) \& \({ }^{3}\) \& \& \(\stackrel{2}{2}\) \& \& \& \(\bigcirc\) \& \& \& \& \& \\
\hline \(\frac{21}{222}\) \& Wareog himay \& \% \& Westound \((1)\) \& \(\bigcirc\) \& \({ }^{26}\) \& \({ }^{44}\) \& \({ }^{65}\) \& \({ }^{45}\) \& \({ }^{29}\) \& \({ }^{21}\) \& \({ }^{26}\) \& \({ }_{5}^{54}\) \& \({ }^{35}\) \& \({ }^{33}\) \& \({ }^{24}\) \& \(\stackrel{51}{7}\) \& \({ }^{26}\) \& \({ }^{26}\) \& \({ }^{34}\) \& \(\stackrel{1}{ }\) \& \({ }^{26}\) \& \(\stackrel{9}{2}\) \& \({ }^{9}\) \& \({ }^{8}\) \& \(\bigcirc\) \& \({ }^{6}\) \& \({ }^{6}\) \& \({ }_{4}^{4}\) \& \& \\
\hline \({ }^{223}\) \& Narrego H Higmay \& 18013441 Mesesescioion 0 K KM 13.5 \& \& 0 \& \({ }^{26}\) \& \({ }_{4}^{44}\) \& \({ }^{65}\) \& \({ }_{45}^{45}\) \& \({ }^{29}\) \& \({ }^{21}\) \& \({ }^{26}\) \& \({ }_{54}\) \& \({ }^{35}\) \& \({ }^{33}\) \& \({ }^{24}\) \& 51 \& 26 \& \({ }^{26}\) \& \({ }^{34}\) \& \(\stackrel{17}{ }\) \& \({ }^{26}\) \& 9 \& 9 \& 8 \& 0 \& 6 \& 6 \& \& \& \\
\hline 224 \& Warego Highmay \& KM 135.550180038441 Mesesection \& Eastound (A) \& 0 \& 4 \& 5 \& 7 \& 6 \& 4 \& \({ }^{3}\) \& \& 7 \& 6 \& 5 \& \& 7 \& 4 \& \& 5 \& \({ }^{3}\) \& \({ }^{3}\) \& 2 \& 2 \& \({ }^{2}\) \& 0 \& 2 \& 2 \& 2 \& 0 \& \\
\hline 225
226

226 \& Narego Higway \&  \& Westound (G) \& $\stackrel{0}{0}$ \& $\frac{26}{4}$ \& 44
5 \& ${ }^{65}$ \& ${ }^{\frac{45}{6}}$ \& $\stackrel{29}{4}$ \& ${ }^{21}$ \& $\stackrel{26}{4}$ \& ${ }^{54}$ \& ${ }^{\frac{35}{6}}$ \& ${ }^{33}$ \& ${ }^{24}$ \& $\stackrel{51}{7}$ \& $\frac{26}{4}$ \& $\frac{26}{4}$ \& ${ }^{34}$ \& ${ }^{17}$ \& ${ }^{26}$ \& $\stackrel{9}{2}$ \& $\stackrel{9}{2}$ \& $\stackrel{8}{8}$ \& $\bigcirc$ \& ${ }^{6}$ \& $\stackrel{6}{2}$ \& $\stackrel{4}{2}$ \& $\bigcirc$ \& $\bigcirc$ <br>
\hline 227 \& Jackorw Wandoan foad \& Warego Higmay Mnersection 0 O Gid \& Northound (A) \& 0 \& $\bigcirc$ \& \& \& $\bigcirc$ \& $\stackrel{0}{0}$ \& \& $\stackrel{0}{0}$ \& 0 \& \& $\bigcirc$ \& $\stackrel{0}{0}$ \& 0 \& \& $\stackrel{0}{0}$ \& - \& \& $\bigcirc$ \& $\stackrel{0}{0}$ \& $\bigcirc$ \& - \& 0 \& $\stackrel{0}{0}$ \& \& 0 \& \& $\bigcirc$ <br>

\hline 228 \& Jackson-Wandoan Road \& Gind 0i80 Duauca North heessection \& Sumbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& $\bigcirc$ \& 0 \& 0 \& 0 \& 0 \& \[
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| 230 |
| 20 | \& ${ }^{\text {anden }}$ \&  \& Eassiound $(A)$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& ! \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& ! \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ <br>

\hline ${ }^{231}$ \& Bunc Higmay ( 100 ) \& Mirian Vale CH. 98.88 .8 ch CH. 112 \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& <br>
\hline 232 \& Buve Higmay (100) \& CH. 112 20 M Mriam Vale CH. 98.8 \& Southbund (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 <br>
\hline -233 \& Suce Higmay ( 100 ) \&  \& Nombourn (A) \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& 0 \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ <br>
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\end{tabular}


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Acensmociso



| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | 202 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{1}{2}$ | Davos Higway 6 A |  | Stiol |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 2 <br>  | ${ }^{\text {Paveson Higway } 46 \mathrm{~A}}$ |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |
| ${ }^{-4}$ | 隹 | Biosifinstreetio Blin Dive | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{5}$ | Davson Higway 46A | Pain Dive to P Philp Street | Soutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{6}$ | Daveon Higway 46 A | Bain Dive to Philic steet | Northbound ( $A$ ) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| 7 | Davson Higway 46 A | Peblip Steet to Penda Avenue | Soutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Sawson higway 46 A |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 10 | Davson Higmey 4 6 A | Peond Avenuvi Io C Chaman Divie | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Davson Higway 46 A | Chapma Diviveto oon Young Dive | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 12 | Davoson Higway 46A | Chapman Dive to oon Young Dive | Noathbund (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{13}$ | Davaon Higway 46 A | Don voung Divie to Ahey Yoad | Soumbund (A) |  |  | $\bigcirc$ | 19 | $\stackrel{24}{24}$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{15}$ | Davson HGgway 4 6 A | Harver foad 10 Buce Holdway | Soutbound (G) |  |  | 0 | 19 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| ${ }^{16}$ | Daason HGgway 46A | Havere Foad io Buce Higlway | Northound (A) |  |  | 0 | 19 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | Davson Higmay 46 A | Bunce Higmay lo Pryan Dime | Soutbound (G) |  |  | 0 | ${ }^{12}$ | ${ }^{24}$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{18}$ | Tavson Higway 46 A | Buce Higway (0 D pran Dive | Noothbound (A) |  |  | 0 | 12 | ${ }^{24}$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\begin{array}{r}19 \\ \hline 19 \\ \hline 20 \\ \hline 1\end{array}$ | Oavson Higuay 46 A | Opran Dive 1 Olassone Monoro Road | $\frac{\text { Westbund }(\text { ( })}{\text { Eastoun }}$ |  |  | $\bigcirc$ | $\frac{12}{12}$ | $\stackrel{24}{24}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 21 | Davson Higmey 46 A | Glasisone Monolv Road to Pipidine Camp 4 | Westound (G) |  |  | 0 | 40 | 52 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | awson H gimway 46 A | Ppodine camp 41 Clasasone. Moro Foad | Eastound (A) |  |  | 0 | 40 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{23}$ | Oawson Higway 66 A | Pipoline Camp 4 to Neev ooint 1 | Testound (G) |  |  | 0 | ${ }^{40}$ | ${ }^{52}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | wson Higmay 4 6 A | Pipeline Camp 4 Road I N New point 1 | Eastound (A) |  |  | 0 | ${ }^{40}$ | ${ }^{52}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{25}$ | amson Higway 46 A | New wo CSCOBSC Border | Westbound (G) |  |  | 0 | ${ }^{40}$ | ${ }^{52}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 <br> $\stackrel{27}{27}$ | Jawson Higway 4 6 A | New 0 CsCobsc borider | Eastound (A) |  |  | 0 | 40 40 40 | - ${ }^{52}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |
| ${ }^{28}$ | Davon Higmay 46 A |  | Easbound (A) |  |  |  | ${ }_{40}$ | ${ }_{5}^{52}$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{29}$ | Pavson Higway 46 A | Neve poin 212 Algoon Raad | Westbound (G) |  |  | 0 | ${ }^{36}$ | ${ }^{48}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{30}$ | Davson Higway 6 A | NevNoint 2 Lit Agoon Road | Eastound (A) |  |  | 0 | ${ }^{36}$ | ${ }^{48}$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |
| ${ }^{31}$ | amson Higmay 66 A | Agoon Road io Calilis oam Road | Westbound (G) |  |  | 0 | ${ }^{36}$ | ${ }_{48}^{48}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 | 0 | 0 | 0 |  |  |  |  |
| ${ }^{32}$ | Oavos Higway 46 A |  |  |  |  | 0 | ${ }^{36}$ | ${ }_{48}^{48}$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{54}$ |  | Coille | Eastound (A) |  |  | 0 | ${ }_{8}^{8}$ | ${ }_{20}^{20}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{35}$ | Oawson Higway 46 A | Tognaini Ealaswin Roadt Bioloal | Westbound (G) |  |  | 0 | ${ }^{8}$ | ${ }^{20}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| ${ }^{36}$ | Daveo Higwav 46 A |  | Easibound (A) |  |  |  | ${ }^{8}$ | ${ }^{20}$ | 0 |  |  | 0 |  |  | 0 | 0 |  | 0 | 0 |  | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 |  |  |  |  |  |
| - ${ }^{38}$ |  |  | Eastomud (A) |  |  | 0 | ${ }_{8}^{8}$ | ${ }^{20}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 39 | Oavson Higway 468 | Cowssale Camboon Roadt Point 1 | Westound (G) |  |  | 0 | 8 | ${ }^{20}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | amson Hgmway 4 4 68 | Point lo Coinsalae Camboon haad | Eessome |  |  | 0 | ${ }^{8}$ | ${ }^{\frac{20}{20}}$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
|  | Oavson Higway 468 | Pontr loc creycilie foad | Nestound (a) |  |  | 0 | 8 | ${ }^{20}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 |
| $\stackrel{42}{4}$ | Jaason Higway 468 |  | Eeastoond (A) |  |  | 0 | ${ }_{8}^{8}$ | ${ }^{20}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }_{4} 4$ |  | Bananat to reeycilite Read | Eastound (A) |  |  | 0 | ${ }_{8}$ | ${ }^{20}$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | Davson Higmay 46 Cc | Banarat Moura Mine | Westound (G) |  |  | 0 | ${ }^{9}$ | ${ }^{21}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 |
| ${ }^{46}$ | Oawson Higway 46 C | Moura Minetio 8 Banara | Easbound (A) |  |  | 0 | 9 | ${ }^{21}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| ${ }^{47}$ | Oavson Higmay 46 C | Moura Mreie OMoura Touship | Westound ( $($ a) |  |  | $\bigcirc$ | $\stackrel{9}{9}$ | ${ }^{21}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | ${ }^{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |
| 48 | deano | Nour Oomstip oMoua Mne | Westound ( (6) |  |  | $\bigcirc$ | ${ }^{9}$ | ${ }^{21}$ | $\stackrel{2}{0}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{0}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{0}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{0}$ | 2 |
| 50 | atas |  | Eastound (A) |  |  | $\bigcirc$ | ${ }^{39}$ | - ${ }^{55}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 51 | Oawson Higmay 460 | CH. 3010 CH .41 | Westound (G) |  |  | 0 | 7 | ${ }^{24}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{5}^{52}$ | Oavson Howway 46 Cb | CH.4110 CH. 30 | Eastound (A) |  |  | 0 | 7 | ${ }^{24}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 5 <br> 53 <br> 54 <br> 54 |  | Cht. 41 Oisistict Buonday | ${ }_{\text {Westbound }(6)}^{\text {Eastoud }}$ |  |  | $\bigcirc$ | ${ }_{7}^{7}$ | ${ }^{24}{ }_{24}^{24}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 55 | Olassone M L Lacom Md |  | Westound (G) |  |  | 0 | ${ }^{19}$ | ${ }^{24}$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{56}$ | Olastone M L Lacom R Rd | Oavson Higmay to hidebitand Street | Eastound (A) |  |  | 0 | 19 | ${ }^{24}$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 57 | Oladsione.M Laracom Rd | Hilieberana Streetio Blain Dive | Westbound (G) |  |  | 0 | 19 | ${ }^{24}$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |
| ¢ 58 | CaldsoneM M Laram R | Hideebrans Stretio olin Oive | Eleasbound (A) |  |  | $\bigcirc$ | $\frac{19}{19}$ | $\stackrel{24}{24}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 60 | OlastoneM M Laraom Rd | Blin Diniveto Red fover foad | Eastound (A) |  |  | 0 | 19 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 61 | Olastone.M L Lacom Rd | Red fover Roadt Powere Staion | Westouma ( 6 ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 62 | Gadsione MM Laroom Rd | Red fover Road to Pover Sation | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{6}^{63}$ | Caldson.M LLacom Rd | Powe Staiont Refid foad | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 65 | Gladsono MM L Larcom Rd | Reid foad to landing Road | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{66}$ | Oladsone.M L Larcom Rd | Reid Road to londin foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 67 | Calassone M L Lacom Rd | Landing Roado Torajimie Road | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | Cladstone.M L Larom R Rd | Landig Foadto Tagainie Poad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 | Sone.ML Larcom Rd | mie Foad to ouary foad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 |
| 70 | Ciadsone M L Laram Rd | Traginie Road to ouary Read | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 71 <br> 72 <br> 12 | Cladsone.M LLacom Rd | Catar foadio bice Higway |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 95 | Caranoon Higmav 24 D | CHH.0.00 (Romal l O CH . 3 | Normbound (G) |  |  | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{96}$ | Camano Highway 24 D | CH. 310 CH .0 .0 O ( Poma) | Soutbound (A) |  |  | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{97}$ | Cananoo Higway 24 D |  | Noothbuund (G) |  |  | 0 | 0 | 9 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 98 <br> 98 <br> 98 |  | China | Sounbound $($ A) |  |  | 0 | $\bigcirc$ | $\stackrel{9}{9}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 100 | Caranoon Higmay 24 D | miune to Roma - Taroom Road | Southound (A) |  |  | 0 | 0 | 9 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| $\frac{101}{102}$ | Camavo Higlav 24 D | niune io ramee Ferat Acoses | Normbuurd (G) |  |  | 0 | $\bigcirc$ | $\stackrel{9}{9}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 103 | Camanon Higwav 24E |  | Northbound (G) |  |  | 0 | 0 | ${ }^{13}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 0 | 0 | 0 | 0 | 0 |  |  |  |  | 0 |
| 104 | mavon Higway 24 E |  | Southound |  |  | 0 | 0 | ${ }^{13}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | 0 |
| 105 | Camano Higlwa 24 E | CH. 6960 CH. 86 Acoess 6 Camp 1 | Northbuourd (G) |  |  | 0 | 0 | ${ }^{13}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{106}{+108}$ | amavon H ¢imway 24 E | Co. 868 Acoess 10 Camp 110 CH .69 | Southound (A) |  |  | 0 | 0 | ${ }^{13}$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 |
| ${ }^{108}$ | Eamane | con 69.00 CH . CH | Sombuour (e) |  |  | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  | 0 |
| ${ }^{109}$ | Camanon Higlway 24 E |  | Normbound (9) |  |  | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |






| 10 | Link | soction | Dinection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2220 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2 | dean |  | (southbund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{2}{3}$ | deason Higway 46 A |  | Nombuna ( $(9)$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | Davson Higmay 46A | Biesilinsteetto Blin Dive | Noothbound ( $A$ ) |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higway 46 A | Bain Dine to Philip steet | Soutbound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{6}{7}$ | Jowson Higuay 46 A | Bain Divito Philitsteet | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | Davson Higmay 46 A | Peend Avenue to Chapman Dive | Soutbound (6) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{10}{11}$ | Oawson Higmay 46 A | Perala Avenue to compman Dive | Northbund (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{11}{12}$ | Pawson Higway 46 A | Chapma Divive o oon Coung inve |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 <br> 14 <br> 14 |  |  |  |  |  | 0 | 5 | ${ }_{78}^{78}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{14}$ | Sawson Higway 4 6a |  | Sumbound (6) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |





Total

$\begin{array}{ll}4,132 & 6,18\end{array}$

## Cass venicice Thps -50\% Loas

|  |  | Soction |  | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 230 | 2031 | 2032 | 2033 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Cowsor Hihway 6 A |  | Soutbound ( $($ S) |  | 0 | $\frac{120}{120}$ | $\frac{226}{226}$ | $\frac{210}{210}$ | $\frac{49}{49}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| $\stackrel{3}{3}$ | ata |  | Soumbund |  | $\bigcirc$ | ${ }_{120}^{120}$ | ${ }^{226}$ | ${ }_{220}^{210}$ | ${ }_{49}^{49}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| 4 | Oawson Highway 46A | Biositinstretlo Blain Dive | Northound (A) |  | 0 | 120 | ${ }^{226}$ | 210 | 49 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 5 | Oawson Higway 46 A | Blin D Dive to Philis Street | Southbound (G) |  | 0 | 120 | ${ }^{226}$ | 210 | ${ }^{49}$ | 47 | 109 | 100 | ${ }^{33}$ | 47 | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{6}$ |  |  | Noterboud (A) |  | 0 | ${ }^{120}$ | ${ }^{226}$ | 210 210 | ${ }_{49}^{49}$ | ${ }_{4}^{47}$ | +109 | +100 | ${ }^{33}$ | ${ }_{47}^{47}$ | ${ }^{109}$ | +100 | ${ }^{33}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 7 |  | Philip Steel 10 Penda A Venue | Soutbound ( $($ S) |  | $\bigcirc$ | ${ }_{\text {120 }}^{120}$ | ${ }^{226}$ | $\frac{210}{20}$ | $\stackrel{49}{99}$ | ${ }_{4}^{47}$ | ${ }^{109}$ | 100 | ${ }^{33}$ | ${ }^{47}$ | ${ }^{109}$ | ${ }^{100}$ | ${ }^{33}$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{8}$ |  | Penda Averueve to co chammen of ofive | Southound (G) |  | $\bigcirc$ | ${ }_{120}^{120}$ | - 226 | $\stackrel{210}{210}$ | ${ }_{49}^{49}$ | ${ }_{47}^{47}$ | ${ }^{109}$ | 100 | ${ }_{33}$ | ${ }_{47}^{47}$ | 109 | ${ }^{100}$ |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Oavson fighway 46 A | Penda A Averue Io Colamman Dive | Northbound (A) |  | 0 | 120 | ${ }^{226}$ | 210 | 49 | 47 | ${ }^{109}$ | ${ }_{100}$ | ${ }_{3}$ | 47 | ${ }^{109}$ | 100 | ${ }_{38}$ | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| 11 | Oavson Higway 46 A | Chapma Diviveto on Y Yung Dive | amboun |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{12}$ | awson Higw | Chapma D Diveto Don Young Divie | Northound (A) |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |
| - | Oeason Higway 4 4 |  | Soutbound ( $($ A) |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{19}{19}$ | ${ }_{24}^{24}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 15 | Oawson Highway 46 A | Harver foad io Buce Higway | Soutbound (G) |  | 0 | 0 | 19 | ${ }^{24}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| ${ }^{16}$ | Oawson Higway 46A | Havere Foad to Buce Higway |  |  | 0 | 0 | ${ }^{19}$ | ${ }^{24}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 17 | Oavoson Higway 46 A | Bunc Highway to Dran Dive | Southound (G) |  | 0 | 0 | 12 | ${ }^{24}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 |  |
| 18 <br> 19 <br> 19 | Oanson Higway 48 A | Buce Higuay O O Opran Dive | Northound (A) |  | $\bigcirc$ | $\bigcirc$ | ${ }_{12}^{12}$ | ${ }^{24}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{20}$ | Oawson Higway 46 A | Opran Divie 10 giadsisone Monto Foad | Eastound (A) |  | 0 | 0 | 12 | ${ }^{24}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{21}$ | Oanson Higway 4 46 A | Giadsone Monlo Road to Pipotine Camp 4 | Westound (G) |  | 0 | 0 | ${ }^{40}$ | ${ }_{5} 5$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{22}$ | Oaven Higway 46 A | Pepene eamp 40 Cialas one Monto Road |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{40}^{40}$ | 52 5 5 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{24}^{24}$ | amand |  | Eastound (A) |  |  | 0 | ${ }_{40}$ | ${ }_{5}^{52}$ | 0 |  | 0 | 0 |  |  | 0 | 0 |  |  | 0 | 0 | 0 |  |  |  |  | 0 |  |  |  |  |
| ${ }^{25}$ | Oawson Higway 46A | Newlo C CSCBECS Border | Westound (G) |  | 0 | 0 | 40 | 52 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{26}$ | Wson Higway 68 A | New wo csciscs borser |  |  | 0 | 0 | ${ }^{40}$ | ${ }^{52}$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{27}$ | Oavson Higway 46 A | CSCOBCC Oorderito New point 2 | Westbund (G) |  | $\bigcirc$ | 0 | ${ }_{40}$ | ${ }_{5}^{52}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| 28 <br> 29 <br> 29 | Dawson Higway 6 A |  |  |  | $\bigcirc$ | $\bigcirc$ | - ${ }^{40}$ | ${ }^{58}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| ${ }^{30}$ | Oawson Hgaway 46 A | New point 210 Agoon foad | Eastound (A) |  | 0 | 0 | ${ }^{36}$ | ${ }^{48}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 。 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{31}$ | Oavson Higway 48 A | Aoon foad to Callice oam Road | Westbound(G) |  | 0 | 0 | ${ }^{36}$ | ${ }^{48}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }_{3}^{32}$ <br> 33 <br> 3 | Oavos H Higway 46 A |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{\frac{36}{86}}$ | $\stackrel{48}{20}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| ${ }^{34}$ | Oawson Higway 46 A | Callide Dam Road oto Tognalini Ealawin Road | Eastound (A) |  | 0 | 0 | 8 | ${ }^{20}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{35}$ | Javson Higway 46A |  | Westbound(G) |  | 0 | 0 | ${ }^{8}$ | ${ }^{20}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{36}$ | amsor Hgaway 46A |  |  |  | - | 0 | $\bigcirc$ | ${ }^{20}$ | 0 | - | 。 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | - | $\bigcirc$ | $\bigcirc$ | , | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 38 <br> 38 <br> 88 | ${ }^{\text {ajusen Higway }}$ 468 |  | Westound (G) |  | $\bigcirc$ | $\bigcirc$ | 8 | 20 20 20 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{39}$ | Oanson Higway 468 | Coiosdale Camboon Raad Popoint |  |  | 0 | 0 | ${ }^{8}$ | ${ }^{20}$ | 0 | 0 | 0 |  | 0 | , | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  | 0 | 0 | 0 |
| ${ }_{41}^{40}$ | Oavos Higway 468 | Point lic Counsale cambon Road | Lesemound (A) |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{8}{8}$ | ${ }_{20}^{20}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 42 | Oawson Highway 48 B | Gievelitf Roadto Point 1 | Eastound (A) |  | 0 |  | 8 | ${ }^{20}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  |
| ${ }^{43}$ | Oavson Higway 468 | Gireitite Road dio Banana | Westound (G) |  | 0 | 0 | 8 | ${ }^{20}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{44}$ | Oavson Higway 468 | Bananat G G Creverite foad | Eastound (A) |  | $\bigcirc$ | 0 | ${ }^{8}$ | ${ }^{20}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ |
| 45 <br> 46 | Javos Higway $46 c^{\text {a }}$ | Banara (0uta MMe | Nestound (G) |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{9}{9}$ | ${ }_{21}^{21}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | ${ }_{2}$ | 2 | ${ }^{2}$ | ${ }_{2}$ | 2 | ${ }_{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | ${ }_{2}$ |
| ${ }^{47}$ | Oawson Higway 46 | Moura Mne to Moura Towship | Westound (G) |  | 0 | 0 | 9 | ${ }^{21}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }_{48}^{48}$ | wson Higway 460 | Moura Townshipto Moura Mine | Eastound (A) |  | 0 | 0 | 9 | ${ }^{21}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 |  | 2 |  |
| 50 | Oawson Higway $46 C^{\text {a }}$ | Mour Towship toch 3.30 | Nestound(a) |  | $\bigcirc$ | $\bigcirc$ | 39 <br> 39 <br> 9 | ${ }_{55}^{55}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ |
| 51 | auson Higway 46 Cc | CH. 3010 CH .41 | Westound (G) |  | 0 | 0 | 7 | ${ }^{24}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 52 58 5 58 | Oanson Highway 46 | CH. 4110 CH .30 | Eastound (A) |  | 0 | 0 | 7 | ${ }^{24}$ | 0 | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |  |  |
| ${ }_{5}^{53}$ | Cawson Hipway 46 Cc |  | Westound (A) |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{7}{7}$ | ${ }^{24}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}^{55}$ | Gaassone.ML Larcom Rd |  | Westound (G) |  | 0 | ${ }^{120}$ | ${ }^{276}$ | ${ }^{304}$ | 91 | 101 | 101 | 101 | 101 | ${ }^{136}$ | ${ }_{136}$ | ${ }_{136}$ | ${ }^{136}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | 171 | 171 | 171 | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ |
| ${ }^{56}$ | Galasone:ML Laroom Rd | Daason Higmay ( ofilidefrand Streal | Eastound (A) |  | 0 | ${ }^{120}$ | ${ }^{276}$ | ${ }^{304}$ | ${ }^{91}$ | 101 | 101 | 101 | 101 | ${ }^{136}$ | ${ }_{136}^{136}$ | ${ }^{136}$ | ${ }^{136}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }_{171}^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{177}$ | ${ }_{171}^{171}$ |  | ${ }^{171}$ |  |
| 57 <br> 58 <br> 8 | diasione.M Llacom md |  | Westound (A) |  | 0 | 0 | 50 | ${ }_{94}^{94}$ | ${ }_{43}^{43}$ | ${ }^{101}{ }_{101}$ | ${ }_{101}^{101}$ | ${ }_{101}^{101}$ | ${ }_{\substack{101 \\ 101}}$ | - ${ }_{\text {l }}^{136}$ | ${ }_{1}^{136}$ | ${ }_{\substack{136 \\ 136}}$ | ${ }_{\text {l }}^{136}$ | ${ }_{171}^{171}$ | $\stackrel{\substack{171 \\ 171}}{ }$ | $\stackrel{\substack{171 \\ 171}}{ }$ | ${ }_{171}^{171}$ | $\stackrel{\substack{171 \\ 171}}{ }$ | $\stackrel{\substack{171 \\ 171}}{ }$ | ${ }_{171}^{171}$ | ${ }_{171}^{171}$ | ${ }_{\substack{171 \\ 171}}^{17}$ | ${ }_{171}^{171}$ | ${ }_{\substack{171 \\ 171}}^{171}$ | ${ }^{1717}$ | ${ }^{171}$ |
| 59 | Giassione ML Laraom Rd | Blin Divieto Red fover foad | Westound (G) |  | 0 | 0 | ${ }^{7}$ | 141 | ${ }^{71}$ | ${ }_{148}$ | 210 | 201 | ${ }^{134}$ | ${ }_{183}^{183}$ | 245 | ${ }^{236}$ | 169 | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | 171 |
| ${ }^{60}$ | Glassone:ML Larcom Rd | Blan ofivito Reded fover foad | Eastound (A) |  | 0 | 0 | ${ }^{72}$ | ${ }^{141}$ | ${ }^{71}$ | ${ }^{148}$ | ${ }^{210}$ | ${ }^{201}$ | ${ }^{134}$ | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |  |
| $\underline{61}$ | Gaassone.ML Larcom md | Red fover foad opowers stion | Nesibund (G) |  | 0 | $\bigcirc$ | ${ }^{69}$ | ${ }^{152}$ | ${ }^{92}$ | ${ }^{148}$ | ${ }^{220}$ | ${ }^{201}$ | ${ }^{134}$ | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{1717}$ | ${ }^{177}$ | 171 | ${ }^{171}$ | ${ }^{1771}$ | ${ }^{171}$ |
| ${ }_{6}^{63}$ | Calasione ML Latacom Rd |  |  |  | 0 |  | ${ }_{74}$ | ${ }_{1}^{162}$ | ${ }_{99}$ |  | ${ }^{210}$ | 201 | ${ }^{134}$ | ${ }_{183}^{183}$ | ${ }^{245}$ | ${ }_{236}^{236}$ | 169 |  | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }_{171}$ | ${ }_{171}^{171}$ | ${ }^{171}$ |  |
| ${ }^{64}$ | Giadsione ML Laraom Rd | Powe S Stition to Reid R oad | Eastound (A) |  | 0 | 0 | ${ }^{74}$ | 164 | ${ }^{99}$ | ${ }^{148}$ | ${ }^{210}$ | ${ }^{201}$ | ${ }^{134}$ | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{177}$ | ${ }^{171}$ |
| ${ }_{6}^{65}$ | Glassone.M. Llacom Fd | Reid foad tolaning foad |  |  | $\bigcirc$ |  | $\begin{array}{r}74 \\ \hline 74 \\ \hline 78\end{array}$ | $\frac{164}{164}$ | 99 |  | 220 | $\stackrel{201}{201}$ | ${ }^{134}$ | - | $\stackrel{245}{245}$ | ${ }_{\substack{236 \\ 236}}$ | ${ }^{169}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }_{171}^{171}$ | ${ }_{171}^{171}$ | ${ }_{171} 17$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{1717}$ | ${ }^{177}$ |  |  |  |  |
| ¢ 67 | Ciassone:M Llacomm |  | Casstound (G) |  | 0 | 0 | ${ }^{\frac{74}{32}}$ | ${ }_{70}{ }^{164}$ | ${ }_{43}$ | ${ }^{148}$ | $\stackrel{210}{0}$ | $\stackrel{201}{0}$ | ${ }_{0}$ | ${ }^{185}$ | $\stackrel{245}{0}$ | $\stackrel{236}{0}$ | ${ }^{169}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ${ }^{\prime}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | ${ }_{0}$ | ${ }^{\circ}$ | $\bigcirc$ |
| ${ }^{68}$ | Gaassone.ML Larcom Rd | Landing Poad to Tagimin Road | Eastound (A) |  | 0 | 0 | ${ }^{32}$ | 70 | ${ }^{43}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{69}$ | Galastone.ML Larcom Cd | Taramine foad to ouary foad | Westound |  | 0 | 0 | ${ }^{32}$ | 70 | ${ }^{43}$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70 | Glassone:ML Larcom Rd | Taginie Road to ouary foad | Eastound (A) |  | 0 | 0 | ${ }^{32}$ | 70 | ${ }^{43}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }_{7}^{71}$ | diasioneM L Larcom hd | (earat foatio bice Higway | Westound (A) |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{95}$ | Camavon Higway 24 D | CH. .000 (fomal O OH. 3 | Northound (G) |  | 0 | ${ }_{137}$ | 196 | ${ }^{250}$ | ${ }^{307}$ | ${ }^{311}$ | ${ }^{311}$ | 319 | ${ }^{319}$ | ${ }^{323}$ | ${ }^{327}$ | ${ }^{332}$ | ${ }^{333}$ | ${ }^{336}$ | ${ }^{34}$ | ${ }^{340}$ | ${ }^{341}$ | 339 | ${ }^{339}$ | ${ }^{339}$ | ${ }^{34}$ | ${ }^{341}$ | ${ }^{34}$ | ${ }^{343}$ | ${ }^{342}$ | ${ }^{341}$ |
| ${ }^{96}$ | Camavon Higway 240 |  | Soutbound $(A)$ |  | 0 | ${ }_{187}^{137}$ | ${ }^{196}$ |  | ${ }^{307}$ | ${ }^{311}$ | ${ }^{311}$ | ${ }^{319}$ | ${ }_{319}$ | ${ }_{323}$ | ${ }_{327}^{32}$ | ${ }_{332}^{32}$ | ${ }_{333}^{33}$ | ${ }_{336}$ | ${ }_{34} 3$ | ${ }_{340}$ | ${ }_{341}$ | ${ }_{39} 39$ | ${ }^{339}$ | ${ }^{339}$ | ${ }_{340}$ | ${ }^{341}$ | ${ }_{342}$ | ${ }_{343}^{34}$ | ${ }_{342}$ |  |
| ${ }_{9}^{98}$ | Camano H Higway 2 20 |  | Northburd (A) |  | $\bigcirc$ | ${ }_{76}{ }_{76}$ | - 105 | ${ }^{\frac{1988}{138}}$ | $\stackrel{\text { ¢175 }}{175}$ | ${ }_{\text {ctir }}^{172}$ | ${ }_{\text {173 }}^{178}$ | ${ }_{178}^{178}$ | ${ }^{\text {¢179 }}$ | ${ }_{\text {- }}^{183}{ }_{183}^{183}$ | ${ }_{18}^{184}{ }_{18}$ |  | - ${ }_{190}^{190}$ | ${ }_{\text {- } 192}^{192}$ | ${ }_{\text {\% }}^{199}{ }_{199}$ | ${ }_{\text {\% }}^{195}$ | $\stackrel{\text { ¢194 }}{194}$ | $\stackrel{{ }_{193}{ }_{193}{ }^{\text {¢ }} \text { ( }}{ }$ |  |  | ${ }_{\text {- } 193}^{193}$ | - 193 | ${ }_{\text {li93 }}^{193}$ |  |  | $\stackrel{\text {-193 }}{\substack{198 \\ \hline \\ \hline}}$ |
| ${ }^{99}$ | Camanon Higway 24 D | Rooma Taroom foad to livine | Noorthound (G) |  | 0 | 76 | 105 | ${ }_{1}^{138}$ | 175 | 172 | ${ }^{173}$ | 178 | 179 | ${ }_{1}^{183}$ | 184 | 188 | 190 | 192 | 199 | 195 | 194 | 193 | ${ }^{193}$ | 193 | 193 | 193 | 193 | ${ }^{193}$ | 193 | ${ }^{193}$ |
| -100 | Camanon Highway 240 | , | Southou |  | 0 | ${ }^{76}$ | ${ }^{105}$ | ${ }^{138}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }^{173}$ | ${ }^{178}$ | ${ }^{179}$ | ${ }^{183}$ | ${ }^{184}$ | ${ }^{188}$ | 190 | ${ }^{192}$ | ${ }^{199}$ | ${ }^{195}$ | ${ }^{194}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |  | ${ }^{193}$ | ${ }^{193}$ |
| $\stackrel{102}{ }$ | Camano Higway 20 | Inune oramen freat Acoess | Nombound (A) |  | $\bigcirc$ | ${ }_{43}^{43}$ | - ${ }_{\text {59 }}^{19}$ | ${ }_{80}^{80}$ | $\stackrel{103}{103}$ | $\stackrel{100}{100}$ | $\stackrel{102}{102}$ | ${ }_{\text {H06 }}^{106}$ | ${ }_{107}^{107}$ | $\stackrel{10}{10}$ | ${ }^{111}$ | $\stackrel{+13}{113}$ | ${ }^{116}$ | $\stackrel{+18}{118}$ | $\stackrel{{ }_{123}^{123}}{ }$ | $\stackrel{19}{119}$ | ${ }^{119}$ | $\stackrel{119}{119}$ | ${ }^{119}$ | ${ }^{118}$ | ${ }^{118}$ | ${ }^{118}$ | ${ }_{118}^{118}$ | ${ }_{\text {119 }}^{119}$ | $\stackrel{19}{119}$ | $\stackrel{119}{119}$ |
| ${ }^{103}$ | Camanon Higway 24 E |  | Nombround (a) |  | 0 | 10 | 14 | ${ }^{26}$ | ${ }^{31}$ | ${ }^{29}$ | ${ }^{31}$ | ${ }^{33}$ | ${ }^{35}$ | ${ }^{37}$ | ${ }^{38}$ | ${ }^{39}$ | ${ }^{42}$ | ${ }^{44}$ | ${ }^{47}$ | ${ }_{4}^{44}$ | ${ }_{4} 4$ | ${ }^{45}$ | ${ }^{45}$ | ${ }_{4}^{4}$ | ${ }_{4}^{44}$ | 44 | ${ }_{4} 4$ | ${ }^{45}$ | ${ }^{45}$ | ${ }^{45}$ |
| ${ }^{104}$ | Camavo Highay 2 2E |  |  |  | $\bigcirc$ | ${ }_{5}^{10}$ | $\stackrel{14}{7}$ | ${ }^{26}$ | ${ }^{31}$ | 29 <br> 15 | ${ }^{31}$ | ${ }_{\substack{33 \\ 17}}$ | ${ }^{35}$ | - ${ }_{1}^{37} 19$ | ${ }_{\text {c }}^{38}$ | - ${ }^{39}$ | ${ }^{42}$ | ${ }^{44}$ | ${ }_{23}^{47}$ | ${ }^{44}$ | ${ }^{44}$ | ${ }_{25}^{45}$ | ${ }^{45}$ | ${ }^{44}$ | ${ }_{2}^{49}$ | ${ }^{44}$ | ${ }_{24}^{42}$ | ${ }_{2}^{45}$ | ${ }_{4}^{45}$ |  |
| ${ }^{106}$ | Camanon Highway 24 E | CH. 86 Access 10 Camp 110.0 CH .69 | Soutbound |  | 0 | 5 | 7 | 20 | ${ }^{15}$ | ${ }^{15}$ | 16 | 17 | 17 | 19 | 19 | ${ }^{20}$ | 21 | ${ }^{22}$ | ${ }^{23}$ | 22 | ${ }_{2}$ | 22 | 22 | 22 | 22 | ${ }^{22}$ | ${ }_{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ |
| ${ }^{107}$ | Camanon Higway 24 E | CH. 6910 cH .111 | Northound (G) |  | 0 | 3 | ${ }^{3}$ | 7 | ${ }^{8}$ | $\stackrel{7}{7}$ | ${ }^{8}$ | ${ }^{8}$ | 9 | 9 | 10 | ${ }^{10}$ | ${ }^{10}$ | ${ }^{11}$ | ${ }^{12}$ | 11 | ${ }^{11}$ | 11 | 11 | 11 | 11 | ${ }^{11}$ | 11 | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ |
|  | Camano H Hioway 2 2E |  |  |  |  |  | ${ }_{3}$ |  | $\stackrel{8}{8}$ |  | ${ }_{8}^{8}$ | ${ }_{8}^{8}$ | 9 | $\stackrel{9}{9}$ | $\frac{10}{10}$ | 10 | $\frac{10}{10}$ |  |  | $\stackrel{11}{11}$ | ${ }_{11}^{11}$ | ${ }_{11}^{11}$ | ${ }^{11}$ | ${ }_{11}^{11}$ | ${ }_{11}^{11}$ | $\stackrel{11}{11}$ | 11 |  |  | " |
|  | Camanon Higway 24 E |  | Soubowe |  | 0 | 3 | ${ }^{3}$ | 7 | 8 | 7 | 8 | 8 | 9 | 9 | 10 | 10 | 10 | 11 | 12 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | ${ }^{11}$ | 11 |
| !11 | Leicharat Higway 28 A |  |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |
| ${ }^{111}$ |  | Unent Hgoway toct 5.1 .1 | Southound (G) |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | Leicharat Higmay 26 A |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |








|  | Link | section | ction | 08 | 2009 | 10 | 2011 | ${ }^{2012}$ | ${ }^{2013}$ | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2202 | ${ }^{2021}$ | 2022 | 2023 | 2024 | 2025 | ${ }^{2026}$ | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Oawson Higway 46A | Glassione MM Larcom Foad to Besisin Street | Suutbound (G) |  | 0 | 126 | ${ }^{229}$ | ${ }^{213}$ | ${ }^{51}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| $\stackrel{2}{3}$ |  |  | Nomble |  | $\bigcirc$ | 126 126 | ${ }_{229}^{229}$ | ${ }^{213}$ | ${ }_{5}^{51}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 4 | Oavson tigmay 4 6 A | Biossin Strett 0 Blin Dive | Northbound (A) |  | 0 | 126 | ${ }^{229}$ | ${ }^{213}$ | ${ }^{51}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 5 | Oanson Highway 6 A | Pain Dive to Philip Street | Suutbound (G) |  | 0 | ${ }^{126}$ | ${ }^{229}$ | ${ }^{213}$ | ${ }^{51}$ | ${ }_{48}$ | ${ }^{111}$ | ${ }^{102}$ | - ${ }_{\text {35 }}$ | ${ }_{48}^{48}$ | ${ }^{111}$ | ${ }^{102}$ | ${ }_{34}^{34}$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |
| ${ }^{6}$ | Oawson higway 6 A | Pann ore of Philip Streal | Southound ( $(9)$ |  | $\bigcirc$ | ${ }_{120}^{120}$ | ${ }^{2226}$ | ${ }_{210}^{210}$ | ${ }_{49}$ | ${ }_{47}^{48}$ | ${ }^{109}$ | ${ }^{100}$ | ${ }_{38}{ }^{35}$ | $\stackrel{48}{47}$ | ${ }^{109}$ | $\stackrel{102}{100}$ | ${ }^{34}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 8 | Oavson Higmay 46A | Philes Steet 10 Penda Avenue | Northbund (A) |  | 0 | ${ }^{120}$ | ${ }^{226}$ | ${ }^{210}$ | ${ }_{4} 4$ | 47 | 109 | ${ }^{100}$ | ${ }^{33}$ | ${ }^{47}$ | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{10}$ |  |  | Northound (A) |  | $\bigcirc$ | ${ }_{120}$ | ${ }^{226}$ | ${ }^{210}$ | ${ }_{49}^{49}$ | ${ }_{47}^{47}$ | $\stackrel{+109}{109}$ | ${ }_{100}^{100}$ | 33 <br> 33 <br> 3 | ${ }_{47}^{47}$ | - 109 | 100 100 100 | - ${ }_{\text {33 }}^{3}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |







## Appendix C

## Pavement Impact Assessment Summary










| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | ${ }^{2024}$ | 2025 | 2026 | 2027 | ${ }^{2028}$ | 2029 | 2330 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Dawson Higway 46 A | Classone MM Larcom Road 1 Besesin Steet | Soutbound (6) |  |  | 1.666 | 1.089 | 1.089 | 622 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{2}{3}$ |  |  | Northound (A) |  |  | ${ }^{1.666}$ | 1.089 | 1089 | ${ }^{622}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 4 | Oawson Higmay 46 A | Bresifin Steetto Blain Oive | Normbound (A) |  |  | $\stackrel{1006}{0}$ | 100 | 100 | $\stackrel{3}{0}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 5 | Oauson Higway 46 A | Bain Dive to Philipstret | Soutbound (6) |  |  | ${ }_{1.666}$ | 1.089 | 1.089 | 622 | 292 | ${ }_{653}$ | ${ }^{653}$ | ${ }^{373}$ | ${ }^{292}$ | ${ }^{653}$ | ${ }_{5} 54$ | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 <br>  |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{8}$ | Oauson Higway 46 A | Philis Steet o Penda Avenue | Northbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Oauson Higway 6 A | Penda Avenutio Chapman oive | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 11 | Oauson Higway 46A | Chamman Divie to oon Young inve | Southound ( 6 ( |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | - | - | 0 | 0 | 0 | 0 |
| 12 <br> 13 <br> 13 <br> 1 | Oawson Higway 6 A | Chapman Oivito oon Young Dive |  |  |  | $\stackrel{0}{596}$ | $\stackrel{0}{1739}$ | $\stackrel{0}{1739}$ | $\stackrel{0}{993}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{14}$ | Oavson Higway 46A | Oon Young Dive to thaney Poad | Normbound (A) |  |  | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  | 0 |  |






| 10 | Link | Section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 202 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 203 | ${ }^{2034}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 6 A | Clasisone M L Larcom Road ob Besisin Street | Suutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 |  |
| 2 | Oavson Higway 6 A | Claastone MM La arcom Poad to Bresin Street | Nortbound ( $(1)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | - | , |  |
| ${ }^{3}$ | Oanson Higmay 46A | brestin Steeto Eliain oive | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ |  |
| 4 5 5 | Oanson Hibluy 46A |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\begin{aligned} & 0 \\ & 0 \\ & \hline 0 \end{aligned}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\begin{aligned} & \frac{0}{2} \\ & \hline 0 \\ & \hline \end{aligned}$ |  |
| $\frac{5}{6}$ | aman |  | Northound ( $($ ) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 7 | Oawson Higmay 46A | Philis Steet openda Avenue | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Oawson Higway 46 A | Phils Street P Penda Avenue | Northbound $(A)$ |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 9 | Oavson Higway 46 A | Penda Avenut to Chapman ofive | Suutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 10 | Oanson Higmay 46 A | Penda Avenue to Chapman Dive | Northbound ( $($ ) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{11}$ | Oavson Highway 46 A | Chapman Divive to ono Young Dive | Suutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{12}$ | Oawson Higmay 46a | Chapma D Divielo oon Young Dive | Northbound ( $($ ) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | - | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{13}$ | Oawson Higmay 46 A | Voung Divive to Havey Paod | Southound (G) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 14 <br> 15 <br> 15 <br> 1 | daws Highay 46A |  | Nornhound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| ${ }^{16}$ | Oavson Higway 6 A | Havey Paad to Buce Higlway | Northbound $(A)$ |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | . | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{17}$ | Oavson Higmay 46 A | e itigmay to Drnan Dive | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{18}{19}$ | Oavos Higmay 6 6 6 | Iuce Higway to opran Dive | Nortbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 19 <br> $\frac{19}{20}$ | Oaven Higway 6 A | Ota | Nestound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{21}$ | Dawson Holmava 46A | Ulastone Monoto Road io Pipieine Camp 4 | Westound ( $(9)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 22 | Oawson Higway 66 A | Issone.Monto Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{23}$ | Oavson Higway 66 A | ex point 1 | westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | $\bigcirc$ |  | 0 |  |  |  |  |  |  |  |  |
| 24 <br> ${ }_{25}^{24}$ <br> 25 | Joason Higway 6 A | Pipelin Camp 4 Read to New point | Eastoond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{26}$ | Oavson Higmay 66 A | Wlo cscrisc coorde | bound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{27}$ | Janson Highway 46 A | CibsC Bodet 0 O |  |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{28}$ |  | Clisc Bodierit New | Eastound (A) |  |  |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |  |  |  |
| ${ }^{29}$ | Oavson Higway 66 A | point 210 Agooon Rad | bound (6) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  | 0 | 0 |  | 0 | $\bigcirc$ |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  | 0 | 0 | 0 |  | 0 |  |
| ${ }^{30}$ | Saven Higway 6 A |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |
| 32 <br> 3 |  | Agoon Roaat o calilide oam Rean Read | ${ }^{\text {Easasound ( }(1)}$ |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }^{33}$ | pavson Higway 6 A | Callide Dam Road IOTognalini. Ealatwin Road | Westbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{34}$ | Paveon Higway 66 A | Callide Dam Road to Tognalini. Ealaswin Road | Eastbound ( $($ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| ${ }^{35}$ | Oawson Higway 66 A |  |  |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{36}$ | Oawson Higway 46 A |  | Easboun( $($ ) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| -38 | Oawon Higway $46{ }^{\text {a }}$ |  | ${ }^{\text {Nasestound }(\text { O }}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 39 | Oauson Higway 46 B | Crowsdale Camboon Road topoin 1 | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 40 | Oavson Higway 66 B | Point 1 c C coussala C Canboon Raad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{4}$ | Oawson Higway 468 | oint 10 cieyegitife Road | westound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }_{4}^{42}$ | Oavos Higway 68 CB |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 44 | Oauson Higway 68 B | Bananato G Geyeditif Road | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{45}$ | Oauson Higway 46 C | Bananato Mura Mine | Westound (6) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }_{4}^{46}$ | Jawson Higway 46 C | Moura Mine e obanaa | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 48 | Oauson Higway 46 C | Moura Tounship o Moura Mine | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 49 | Oawson Higmay 46 C | Moura Towsshipt c. CH. 30 | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 50 | Oavson Higway 46 C | CH. 30 O M Mura Tounstip | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |
| 51 | Oanson Higway 46 Cc | CH. $310 \mathrm{OCH}, 41$ | Westound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}^{52}$ |  |  | Westound ( $($ E) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 54 | Oanson Higway 46 Cc | Oounday 0 CH. 41 | Easbound (A) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{55}$ | Classone M L Larcom Rd | Daason Highway (0 Hidectrand Street | Westbound (6) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{56}$ | Clasisone.ML Laram Rd | Oawson Higway ( Hiduefranas Street |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 58 | Clasisone:M Latarom Rd |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 59 | Clastone.M Ltarcom R ${ }^{\text {d }}$ | Elin Divie to Red Rover Poad | Westound ( 6 ( |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 60 | Classone.M. Larcom R Rd | Bain Dive to Red Pover Read | Eleasboun (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 61 <br> 62 | ClasioneM LLarom Rd |  | Westound ( $($ O) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 63 | liacom Rd | Sersation to Reid Paoad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 64 | Iassone:ML Larcom Rd | ver sation LO Reid Road | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{65}$ |  |  | Westound |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{66}$ | Classone.ML Larcom Rd | Iid Road to lanimg P Rad | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 67 | Stone.M L Lacom R Rd | noting Roadto Tagagimie Read | Westbound (G) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{68}$ | Clasione.M L Larcom Rd |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |
| 70 | Classone:M L Larcom Rd |  | Eastound ( $($ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{71}$ | Classone.M. Larcom Rd | ry Roadto inue Higmay | westound ( $(6)$ |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | astoreML Laram | Lary Roal |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{96}$ | Camavon Hiowave 24 | CH. 310 CHH 0.00 ( Pomal | Soumbound (A) |  |  | 1800 | 2657 | 23 S050 | 4688 | 1028 | ${ }^{45,093}$ | 45226 | 46254 | 1603 | 4, 17278 | 4, 8109 | 4839 | ${ }^{4.205}$ | 50122 | 50.123 | 5000 | ${ }^{4.015}$ | 4939 | 2000 | ${ }^{50,132}$ | 50.15 | 50215 | ${ }_{50,242}$ | ${ }^{\text {co.237 }}$ |  |
| ${ }^{97}$ | Canauvo Higmay 24 D | CH. 3 mt to CH .18 R Roma - Taroom Road | Nootrbound (6) |  |  | 12,229 | 18,27 | 22.349 | 30.626 | 30.502 | 30,552 | ${ }_{31,373}$ | 31,833 | ${ }_{32379}$ | ${ }_{32,87}$ | ${ }^{33,318}$ | ${ }^{33,958}$ | 34.325 | 35.14 | 35,060 | 34.877 | ${ }^{34,703}$ | 34,73 | 34.69 | 34.691 | 34.691 | ${ }^{34,67}$ | 34.619 | 34.619 | 34.619 |
| ${ }^{98}$ | anon Higlway 240 | CH. 18 Rema- Tarom Readit CH .3 | Southoum |  |  | ${ }_{12,229}$ | 18,27 | ${ }^{22,349}$ | ${ }^{30,626}$ | 30.502 | 30,52 | ${ }^{31,373}$ | 31,833 | ${ }_{32,79}$ | ${ }^{32,87}$ | ${ }^{33,318}$ | 33,958 | ${ }^{34,325}$ | 35.14 | 35,060 | 34,877 | ${ }^{34,703}$ | 34,73 | 34,691 | 34,691 | 34,691 | 34,67 | 34.619 | 34,619 |  |
| ${ }^{100}$ |  | Inine toroma Tasoom Read | Soutbound (A) |  |  | ${ }^{122929}$ | ${ }^{18297}$ | 2239 | 30,626 | ${ }_{30502}$ | ${ }^{30.052}$ | ${ }^{311373}$ | ${ }^{311833}$ | ${ }^{32379}$ | ${ }^{328897}$ | 33218 | ${ }^{33058}$ | 34325 | ${ }_{35114}$ | 35000 | ${ }^{348977}$ | ${ }^{34703}$ | ${ }^{34703}$ | 34691 | 34091 | 34691 | ${ }^{34667}$ | 34.619 | 346619 |  |
| 101 |  | Hine to foaniew Field $A$ cocess | Nootibound (6) |  |  | ${ }_{7}^{7,298}$ | 10.24 | 12.071 | 17.957 | 17,764 | 18.18 | ${ }^{18,478}$ | 18,899 | 19,374 | 19,03 | 20.080 | 20.592 | 20.559 | 2.544 | 21.486 | 21.34 | 21.314 | 21.314 | 21.302 | 21.302 | 21.32 | 21.200 | 21.272 | 21.272 | ${ }^{21,272}$ |
|  | way 24 D | W Field Access to iniune |  |  |  | ${ }^{7}, 298$ | 10,24 | 12,071 | 17,857 | 17,764 | 18,18 | 18,478 | 18.889 | 19,374 | 19,03 | 20.080 | 20.592 | 20,95 | 21.544 | 21,486 | 21.34 | ${ }_{21,314}$ | 21.34 | 21.302 | 21,302 | 21.32 | 21220 | 21,272 | 21.272 | ${ }^{21,272}$ |
| 103 <br> 104 <br> 1 | Caravo Higwa 24 E |  | Normbund (G) |  |  | ${ }_{\text {1, }}^{1.688}{ }_{1}^{1688}$ | ${ }_{2}^{2029}$ | ${ }^{1,793}$ | ${ }_{5}^{5089}$ | ${ }_{5}^{5.027}$ | ${ }_{\text {5, }}^{5}$ | ${ }_{5}^{5.593}$ | ${ }_{5}^{5.945}$ | ${ }_{6}^{6,370}$ | ${ }_{6}^{6.540}$ | ${ }_{6}^{6.841}$ | ${ }_{7}^{7,227}$ | ${ }_{\text {7,592 }}$ | ${ }_{\text {7,973 }}$ | ${ }_{7}^{7.912}$ | ${ }_{\text {7,912 }}^{\text {7912 }}$ | ${ }_{\text {l }}^{1,924}$ | li,24 | ${ }_{\text {7,912 }}^{7092}$ | ${ }^{\text {7,912 }}$ | ${ }^{7,912}$ | 7,912 | 7,924 | ${ }_{\text {7, }}^{124}$ | ${ }_{\text {\% }}^{2,294}$ |
| 105 | Caravonon tigway 2 2E |  | Nootbound (G) |  |  | ${ }_{834}$ | ${ }_{1,146}$ | ${ }_{896}$ | ${ }_{2}$ | ${ }^{\text {2,513 }}$ | ${ }_{\text {2, } 692}$ | ${ }^{\text {2,792 }}$ | ${ }_{2,973}$ | ${ }_{\text {3, }}^{1.15}$ | ${ }^{\text {3,220 }}$ | ${ }_{3,421}$ | ${ }_{\text {3,613 }}$ | ${ }^{\text {3,796 }}$ | ${ }_{\text {3,987 }}$ | ${ }_{3,956}$ | ${ }^{\text {3,956 }}$ | ${ }^{\text {3,9,922 }}$ | ${ }_{\text {3,962 }}$ | ${ }^{\text {3,956 }}$ | ${ }^{3,966}$ | ${ }^{\text {3,956 }}$ | ${ }^{3.956}$ | - ${ }_{3,922}$ | ${ }_{3,962}$ | ${ }_{3}^{1,962}$ |
| 106 | mavon Highwa 24 E | H. 86 Aceass 10 Camp 110 CH .69 | Southound (A) |  |  | ${ }^{834}$ | ${ }^{1.146}$ | 896 | 2.544 | 2.513 | 2.692 | 2,79 | 2.973 | 3.125 | 3.270 | ${ }^{3,421}$ | 3.613 | 3.796 | 3.987 | ${ }^{3}, 566$ | 3,956 | ${ }_{3.962}$ | 3.962 | ${ }^{3}, 956$ | ${ }^{3}, 966$ | 3,956 | ${ }^{3.956}$ | ${ }^{3.962}$ | 3.962 | ${ }^{3.962}$ |
| (107 | Camano hitway 2 2E | CHH. $690 \mathrm{CH.111}$ | Noortbound (G) |  |  | ${ }_{4}^{417}$ | ${ }_{5}^{573}$ | ${ }^{448}$ | ${ }_{1}^{1.272}$ | ${ }_{1}^{1,257}$ | ${ }_{1}^{1,346}$ | $\stackrel{1.396}{1.36}$ | ${ }_{1}^{1.486}$ | ${ }_{1}^{1.593}$ | ${ }_{1}^{1,685}$ | ${ }_{1}^{1,710}$ | ${ }_{1}^{1,007}$ | ${ }^{1,998}$ | ${ }_{1}^{1,993}$ | ${ }^{1.978}$ | ${ }^{1.978}$ | ${ }^{1.981}$ | ${ }_{1}^{1,981}$ | ${ }^{1.978}$ | ${ }^{1.978}$ | ${ }^{1.978}$ | 1.978 <br> 1988 <br> 198 | ${ }_{1}^{1.981}$ | ${ }_{1}^{1.981}$ | ${ }_{\text {L }}^{1.981}$ |
| $\underline{109}$ |  | CH. 1111 ochinl2 (Roleston | Noortbound (6) |  |  | ${ }_{417}^{417}$ |  | 448 | ${ }_{1}^{1.272}$ | ${ }_{1}^{1,257}$ | $\stackrel{1}{1.366}$ | ${ }_{1.396}$ | ${ }_{1}^{1,486}$ | ${ }_{1}^{1.593}$ | $\stackrel{1.055}{1.055}$ | 1.710 | ${ }_{1}$ | ${ }_{1}^{1.988}$ | ${ }_{1}^{1,993}$ | ${ }_{1}^{1.978}$ | ${ }_{\text {1,978 }}$ | ${ }_{1}^{1 ., 91}$ | ${ }_{1}^{1.981}$ | ${ }_{1}^{1.978}$ | ${ }_{1}^{1.978}$ | ${ }_{1}^{1.978}$ | $\stackrel{1}{1.978}$ | ${ }_{1}^{1.981}$ | ${ }_{1}$ | ${ }_{1}^{1.981}$ |


| 110 | Camavon Higway 24 E | ( (aliestone) to CH.111 |  |  |  |  | ${ }^{573}$ | ${ }^{448}$ | 1.272 | 1.257 | ${ }^{1,346}$ | 1.396 | 1.86 | 1.593 | 1.635 | ${ }^{1.710}$ | 1.807 | 1.998 | ${ }^{1.993}$ | 1.978 | 1.978 | ${ }^{1.981}$ | 1.981 | 1.978 | 1.978 |  | 1.978 | ${ }_{1}^{1.981}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 111 | Leietharat Higway | CH. OOC Capicorn Higway Io Bumert Higway | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |
| 112 | Leicharat Higmay 2 | Burent Higway to capiom Highway |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |  | 0 |  |  |  |  |  |  |
| ${ }_{-113}^{113}$ | Leiecharatithigway 26 A | Sunert Higway to ch. 51.1 | Southound |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 115 | deinharithioway 260 | CH51100. 51626 | Soutbound |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| 116 | Leiecharat tigway 26 A | ch. 22.6 to ch. 51.1 | Northeo |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| 117 | Leiehnarat ligway 26 A | Ofaineer Rad |  |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 118 | Leicharat Higiway 26 A | CHH.8.0.0Farivew Paad toch. 62.6 |  |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| 119 <br> 120 <br> 10 | ${ }^{\text {Leicemaxat Higmay } 26 A}$ |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| 121 | Leichnarat Higway 26 A | Ct. 88.0 to cr. 99.0 ( (amp 3) | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{122}$ | Lecocharatt Higway 26 A | ct. 99.0 ( Camp 3) 1 cch c. 88.0 | Noortbound (A) |  |  | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  |
| 129 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 125 | Lecicharat Higway 26 A | Banana CH.1052.2to CH .117 .0 | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{126}$ | Leichnarat Higway 26 A | CH.117.010 80anana CH. 105.2 | Noorthound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |  |  |
| ${ }^{127}$ | Lecenharat Higway 26 A | CH. 117.010 OCH .124 .0 | Soumbound (6) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 128 <br> 129 <br> 129 | Leichavat thitay $26 A$ |  | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{130}$ | Leichnarat Higway 26 A | CH.124.0.0 To Theodrore CH. 1624 | Northound ( $A$ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 |
| 131 | Leichnarat Higway 26 A | Theodiel CH. 12.3 .3 t ch. 124.0 | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |  |
| ${ }^{132}$ | Leceharat Higigway 68 A | Treodire CH. 1623 3 10 Glemmoral Rounsisone Re | Northbund (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| -133 | Leecharat higway 26 A |  | Southound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 135 | Oanson Higmay 468 | Sla Delusion Read to oistrict Buouray | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{136}$ | Oavson Higway 66 B | District Bunnay Io Isa Delusion Road | Eastound(A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{137}$ | Buce Higway 10 E |  | Wesbound ( 6 ( |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| 139 | Buce Higway | Dawson Highway lo caliope R Ruer Read | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | Buce Higway | Oamson Highway to callioe R iver Read | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| ${ }^{141}$ | Buce Higioway |  | Westbound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 142 | Buce Higmay | Calioe Rive Road 1 Oladision M. M-Lacom Roa | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 144 | Buce Higmay |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{145}$ | Bunce iligway | Baiol Port Ama Road Io Cavial:craceneer Road | Westound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | Buce Higmay | Baiol Port Amm Road Io Cavial-Gacemeer Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{197}$ | Buce Higway |  | Nestound ( $($ ) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 149 | Buce Higway | Sumeeth tigmay to Capricom Higimay | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 150 | Buce Higway | Burret Higmayt capaicom Highmay | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| 151 | Buce Higlway | Capicom Higway to Staney Street | Westbond (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | Buce Higmay | Capricom Higway to Sanale Street | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -153 | ${ }^{\text {Buxue Higmay }}$ - | Capicom Hipway ( S Saney Steet | Westound (G) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 155 | Cladsone- Benaraby Foad |  | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 156 | Clasdione - Benaraby Poad | Sun Valey Poad CH. 0.6455 L oavson Highway | Noothbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |  |  | 0 |
| ${ }^{157}$ | Clastone - Benaraby Poad |  | Suutbound (6) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  |
| $\frac{158}{159}$ | Clasisone Benenaraby Poad |  | Suutbound ( 6 ) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 160 | Cladsone- Benaraby Road |  | Nortbound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ |  | 0 |  |  |  |  |  |  |
| ${ }^{161}$ | Cladsione - Benaraby Road |  | Suutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |  |
| ${ }^{1023}$ | Ciadsione Benanabib Pead |  | Soumbound ( $(9)$ |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 164 | Clasdione - Benaraby Poad | Souht Tees Dive CH. 5.70 to 0 Gien Eden Divive | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 165 | Cladsione - Benaraby Poad |  | Soutbound (G) |  |  | 0 | 0 | 0 |  |  | - |  |  |  |  | - |  |  |  |  |  |  |  |  | 0 |  |  |  |  |  |
| 106 | Clasione - Benaraby Foad |  |  |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | - | 0 |  |  |  |  |
| 年167 |  | Sorne | Soumbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 169 | Bumett Higway 410 | CH.0.0 Disticic Bunday to ch. 6.50 | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{170}$ | Bumeth Higway 410 |  | Nortbound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 122 | Oumethgway 40 |  | Sembend |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{173}$ | Sumerthiway 40 |  | Suutbound ( $(6)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |
| ${ }^{174}$ | Sumet Higway 410 |  | Northbound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 175 | Bumet Highway 410 |  | outhound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{176}$ | Burneth Higway 410 |  | Oinboun (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| $\stackrel{178}{178}$ | Bumert fiway 4 IE |  | Somben |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| 179 | Surneth tigway 41 E | Ct.1.8.5 to Jambin Rail Cossing CH.27.2 | Southound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{180}$ | Bumeth tigway 41 E | Jambin Rall Cossing CH227.210 CH118.5 | Noathbund (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| -181 | Sumet hipway 4 ME |  | Southound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| 183 | Sument Higway 41 E |  | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 184 | Sumeth Higway 41 E | Tohtim Read (Suut) CHH38.960 coovisen Comme | Northbound $(A)$ |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| - | Bumet hipuay 4 E |  | Soutbound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ |
| 187 | Eument tighway 41 E |  | Westound ( $(6)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 188 | Sument Higway 41 E | Leichnarathiglway CH7.1.8.80 Tootim Road (So | Eastound ( $($ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 189 | Sumeth Higway 41 E |  | Vestound(6) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 190 | Bumet Higway 41E |  | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{191}{192}$ | Sument Mhway 4 IE | ${ }^{\text {Schal }}$ | Easbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 193 | Davson Higway 46 C | Bounday 10 Firioy Development 85 A Inesesecior | Vestbound(E) |  |  | $\bigcirc$ | - | , | $\bigcirc$ | $\bigcirc$ | 0 | - | $\bigcirc$ | - | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | , | - | , | 0 | 0 | $\bigcirc$ | 0 | - | - |  |
| 194 | Oavson Higway 46 | firzoy Dev, 85 Sa meresection 0 B Brounday | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 195 | Oanson Higmay 46C |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  |
| -196 | pawos Higway 4 4c |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 198 | (wson Higmay 46 C |  | Stound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 199 | Oavson Higway 46 C |  |  |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | Daason Higway 46 C |  | Easbound (A) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



|  | Link | section | Direction | 208 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | ${ }^{2024}$ | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | ${ }^{2032}$ | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Doason Highway 46 A | Cladsone M M Larcom Road 1 Beresin Street | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 3 |  |  | $\frac{\text { Northbund }(A)}{\text { Suutbound }(6)}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 4 | Oawson Highway 46 A | Bresilin Steetto Blain Dive | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Oawson Higmay 46 A | Rain Dive to Philip Steet | Soutbound (6) | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 6 | 6A | Slain Dive to philip steet | Nortbound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 7 | Oawson Highay 46A | Philip Stee | Suutbound (G) | 0 | 0 | 0 | 0 |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{8}$ | Oawson Higmay 46 A | Whilis Stretto Penda Avenue | Nortbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | - | - | 0 | $\bigcirc$ |  | 0 |  |  | 0 | 0 | 0 | 0 |
| 9 | Oawson Highay 6 A | Penda Averus to Chapman Dive | Suatbound (6) | 0 |  | 0 |  |  |  |  | $\bigcirc$ |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ |  | 0 |  |  | 0 | 0 | 0 | 0 |
| ${ }^{10}$ | Oen | Pena Avenve oc chapman orve | Somememen | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 12 | Oawson Highwa 46A | Chapman Oivieto oon Young Dive | Northound ( $($ ) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |
| ${ }^{13}$ | awson Higway 46 A | Don Young Dive to tavey Poad | Suutbound (6) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  |  |  |
| $\frac{14}{15}$ | Oauson higmay 46 A | On Young Dive to thave Poad |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{15}$ | deans havay |  | Northound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 17 | Oawson Highway 46 A | Buce Highway lo Dryan Dive | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{18}$ | Oawson Highway 46 A | Buce Higway to oryan Dive | Northound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{19}{20}$ | Oavos higmay 46 A | Orpan orve of Calasione Monio orad | Westoind ( $($ O) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{21}$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }^{22}$ | Oawson Higmay 46 A | Pipeine camp to ciassione Mono Road | Eastound (A) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{23}$ | Dawson Higway 46 A | Pipeine Camp 4 to Neev point 1 | Westound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{24}$ | Oamson Higmay 46 A | Piperine Camp 4 Praad o New poom 1 | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 25 <br> 26 <br> 2 | Oamso Higlava 46 A | Nee 1 Coccibs boider |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{27}$ | Oawson Highway 46 A | CSClisc earder fo New point 2 | Westound (G) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | , | 0 | 0 | 0 | 0 |  |
| ${ }^{28}$ | Oawson Higway 46A | CSCIBSC Bodede to New poim 2 | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{29}$ | Oawson Higway 46 A | New point 2 20Atgoon Read | Westbound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{30}$ | Oavson Higmav 46 A | New point 21. Afgoon Raad | Easiound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{32}$ | Oamson Highwa 46A | Agoon Road to Callide oam Road | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | . | 0 | 0 | O | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{33}$ | Oawson Highwa 46A |  | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{34}$ | Dawson Higway 46 A | Calice Pam Road to Tognalini- Balwin Road | Eastound (A) | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{35}$ | Oavson Higmay 46 A | Togaini Ealame Roatio Bloala | $\pm$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{37}$ | Oauson tighway 468 | Bioealio crousside C Camboon Read | Westbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{38}$ | Oawson Highwa 468 | tewsalal Cambon Road 0 Bioeala | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{39}$ | Oawson Highway 468 | Cowssale Camboon Raad topoint | Westound (G) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{40}$ | Oavso Higma 468 | Point 10 C Coussale Camboon Raad |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 42 | Oamson Highway 468 | Giegecite Raadto Point | Eastbound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{43}$ | Oawson Higmay 468 | Recifit Readio 0 Banana | estbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Oawson Higmay 468 |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{45}$ | Sson Higway 46 C |  | Sstound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |  | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{46}$ | Dawson Higway 46 C | Oura Mineto OBanana | Eastound (A) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }_{48}^{47}$ | Oauson Higmay 46 C | Moura Mne e o Moura Touship | Nestound ( $($ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
|  | Davoson Higway | Mour Towshit to cht 30 | Westow | 0 | $\bigcirc$ | - | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | Oawson Highway 46 C | 30 o Moura Township |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


|  | Dawson Higway 46C | CH. 4110 ch .30 | Eastound (A) |  |  |  |  | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  |  |  |  |  | 0 |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ¢ $\begin{aligned} & 53 \\ & 54 \\ & 54\end{aligned}$ |  |  | Westbund(G) | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\begin{aligned} & 0 \\ & 0 \\ & \hline \end{aligned}$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline 0 \end{aligned}$ | $\begin{array}{r} 0 \\ \hline 0 \\ \hline 0 \end{array}$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ |  |
| ${ }^{55}$ | Glassone:ML Larom Cd | Daasson Highway 0 Hilidetrand Street | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{56}$ | ClassoneML Larcom Rd | Daasson Highway 0 Hillethrand Street | Eastound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  |  | 0 |  |  | 0 |  | 0 |  | 0 | $\bigcirc$ | 0 |  |  |  |  |
| ${ }^{57}$ | $\xrightarrow{\text { cialsisoneM } \mathrm{M} \text { Lacom } \mathrm{md}}$ | Hiduetrand Stretto oliain oive | Westbund(G) |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ¢ |  | Hiluebrans steento bian ove | Westound ( $(6)$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 60 | ClassoneML Larom Rd | Blain Dive to Red Rover Road | Eastound ( $($ ) | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 61 | Castone ML larcom Rd | d Rover Road to | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 62 | ClassoneML Larcom Rd | Red Rovere Poad to Power Staion | ind (A) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 63 | Classone.M. La arom Rd | Power Staion to Reid Read | Wessbound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| - 64 | Cliasione.M L Laram Rd | Power Saioiol Reeid Road |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{66}$ | GiassoneML Larcom Pd | Reid Roadito Landing Road | Easbound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 67 | Classione M L Larcom Rd | Landig P Road o Tarajinie Road | Westound (6) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -68 |  | Landing Reas ot Tagamie Road | Eesibura (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| - 69 |  | Tarame R Paito ouary Paad | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |
| ${ }^{71}$ | Ciassone:ML Larom Rd | Quary Poad to Buce Higimay | Westound (G) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
|  | sisonem L aram Rd | Ouary Road to buce Higmay |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 | 0 | 0 |  |  | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{95}$ | Camanon H igmay 2 20 | CH. 0.000 (Romal OCH .3 | Nortbuand (G) | 0 | ${ }^{1.502}$ | ${ }^{2} 1.197$ | ${ }^{2} 293$ | 2.158 | 2.581 | ${ }^{828}$ | 674 | 3,044 | ${ }_{1.521}$ | ${ }^{1,225}$ | ${ }^{519}$ | ${ }^{2,735}$ | ${ }^{693}$ | ${ }_{8}^{847}$ | ${ }^{1.225}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | $\bigcirc$ |
| 9 | Camanoon Higwav 24 D |  | Nortbound (G) | $\bigcirc$ | ${ }_{1.502}^{202}$ | ${ }_{2,197}^{207}$ | ${ }_{2}^{2203}$ | ${ }_{2,158}^{22}$ | ${ }_{2}{ }_{2} .581$ | ${ }_{828}^{128}$ | $\frac{174}{674}$ | ${ }_{3}{ }_{3,044}$ | ${ }_{1.521}^{21}$ | $\stackrel{\text { 2, } 2,25}{ }$ | ${ }_{519}$ | ${ }_{\text {2,735 }}$ | $\frac{193}{693}$ | ${ }_{847}$ | ${ }_{1,25}^{225}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{98}$ | Camanoon Higmay 240 | CH. 18 Roma - Tarom Road CH CH 3 | Southound (A) | 0 | ${ }^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{342}$ | ${ }^{114}$ | ${ }^{114}$ | 342 | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{342}$ | ${ }^{114}$ | ${ }^{114}$ | ${ }^{228}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| ${ }^{99}$ | Camanoon Higmay 240 | Oma - Taroon Read oto tiune | Northbund (6) | 0 | ${ }^{1.502}$ | ${ }^{2,197}$ | ${ }^{2} 293$ | ${ }^{2,158}$ | 2.581 | ${ }^{828}$ | 674 | ${ }_{3}^{3}, 04$ | ${ }_{1.521}^{12}$ | ${ }_{1,225}^{1,29}$ | ${ }_{519}$ | ${ }^{2,735}$ | ${ }^{693}$ | ${ }^{847}$ | ${ }_{1,225}^{1,25}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{100}$ | camavon H (igway 240 | minne to oroma - Taroom Road | Sounbound (A) | 0 | ${ }^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{342}$ | ${ }^{114}$ | ${ }^{114}$ | 342 | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{342}$ | ${ }^{114}$ | ${ }^{114}$ | ${ }^{228}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| $\frac{102}{102}$ | Camavo Higway 24. | Hineme | Soubluound (A) | $\bigcirc$ | ${ }_{\text {¢ }}^{\text {9167 }}$ | ${ }_{\text {1, } 1.35}^{165}$ | ${ }_{\text {1.44 }}^{1.188}$ | ${ }_{\text {1.329 }}^{1.184}$ | ${ }_{\text {1,530 }}^{220}$ | ${ }^{507}$ | ${ }_{7}^{409}$ | ${ }_{\text {1.812 }}^{124}$ | (188 | ${ }_{\text {cki }}^{\substack{867 \\ 145}}$ | ${ }^{\frac{312}{}{ }^{38}}$ | ${ }_{\text {L }}^{1.678}{ }_{238}$ | ${ }^{\frac{422}{}{ }^{42}}$ |  | ¢ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{103}$ | Camavon Highway 24 E |  | Northbund (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 104 | Camanon Higway 24 E | CH. 69 OTF F Finiew Field Acceass | Southound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 105 <br> 106 <br> 106 | Camavo Higmay 2 2E |  | Nornboud (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\stackrel{0}{0}$ |
| 107 | Camavo Highway 2 2E | CH. 69 toct 1111 | Northbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{108}$ | Camavon Highay 2 2E | CH. 1111 ( CH .69 | Southound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{109}$ | Camanoon Higwav 24E | CH.11110 CH.172 (Rolesesone) | Northbund (6) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{111}$ | Camavo H (igway 24 E |  | Sounhound $\left(\frac{A}{}\right.$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{112}$ | Leichnarath ligmay 26 A | Bument Higway lo Capiom Highway | Northound (A) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | Leichnarth ligmay 26 A | Surnet Higway to CH .51 .1 | Sountound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -114 | Leichnarth Higmy 26 A | CH. 51.110 Bunet Higmay | Nortbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{115}$ | Leith harathigmay 26 A |  | Sounhound (G) | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{117}$ | Leichnarat Higmay 26 A |  | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{118}$ | Leichnarat Higmay 26 A | CH. 8.0 .0 Fainiew Road toch. 62.6 | Northbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | Leicharatt Higway 26 A | CH. 8.6 .0 Fainivew Road $10 \mathrm{CH}$. | Soutbound | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | Leichnarathigmay 26 A | H. 88.010 CH 886.0 | Noombound |  |  |  | 0 | $\bigcirc$ |  |  | 0 | $\bigcirc$ |  |  |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  | $\bigcirc$ |  | 0 |  |  |  |  |  |  |
| ${ }^{122}$ |  |  | Northound (A) | $\bigcirc$ | $\bigcirc$ | O | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| ${ }^{123}$ | Leichnarat Higway 86 A | CH. 99.0 ot 8anana CH. 10.2 |  | 0 | $\bigcirc$ |  |  |  |  |  | 0 |  |  |  |  | 0 |  |  |  | 0 |  |  |  | 0 |  |  |  |  |  |  |
| ${ }^{124}$ | Leichnarathiglwav 26 A |  | Northound ( $(4)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{125}$ |  |  | Soumboun (©) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | $\bigcirc$ | 0 |  |
| 127 | Leichnarat ligigwy 26 A |  | Southound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| - 128 | Leicharat ig way 26 A | CH. $12.4010 \mathrm{OHH.1.17.0}$ | Nortbound (A) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| $\frac{130}{130}$ | Leichnarat tigmway 26 A | Cht124.0.0 To Theodotere CH. 1624 | Nortbound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{131}$ | Leichnarathigmay 26 A | Theodore CH. $12623.30 \mathrm{CH}$. | Southound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 |  |  |  |
| ${ }^{132}$ | Leitharat figmay 26 A |  | Nortbound $(A)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| ${ }^{134}$ | Leicharatt Higway 26 A | Sta Delusion Road to ciemmoral Rounssione | Northbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{135}$ | atason Higway 68 | Sill | Westiound (G) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 |  |  |  |
| ${ }^{137}$ | Buce Higmay 10 E |  | Westound (G) |  |  |  |  |  |  | 0 | - |  |  |  |  |  |  | - |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 |  |
| ${ }^{138}$ | Euce Highwa 10 E | Glassono.eBearaby Prad io oawson Higway | Easbound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{139}$ | Buce Higmay | Dawson Higmay lo Caliope River Read | Nessiound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| -141 | Euce Highway | Comele | Westound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{142}$ | Buce Highway | Calliope Rive R Rad to Glasasone M:-Larom Poa | Eastound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| - 143 | $\frac{\text { Buce Higway }}{\text { Bure }}$ |  | Westound (G) | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{145}$ | Buce Highway |  | Westound(G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |  |
| 146 | Euce Highway | Eaiol Port Ama Road 0 Gavial.Gacememer Road | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{147}$ | Buce Higumay | Cavial-Gacememer Read ounnet Higmay | Vestound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |  |
|  | Eince Higway |  | Eassionn( (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ |  |
| ${ }^{150}$ | Buce Higmay |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | Buce Highay | Capicom Higmay to Stanle stret | Westound (6) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{152}$ | Buve Higway | Capricom Higway t S Saneye Street | Eastound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 <br> 154 <br> 154 <br> 1 | Esuch Higmay | Capicom Higway OStaney Steet | Westound (G) | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 155 | Glassone - Eenataby Pad |  | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{156}$ | Ciassone - enearab Prad |  | Northbund ( $(1)$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{157}$ | Classone - Benaraby Pad | H. 0.64550 Sienlyon Road CH. 2.159 | Inthound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{158}$ | Ciassone - Benaraty Pad | Gienlyon Road CH. 2.159 toch 0.0 .645 | Oorthound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{159}$ | Clatsione - Benatay Read |  | Suthound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 160 <br> 161 <br> 181 | Cilasione- -enanaty Road |  | Nombund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 162 | Idstone- Benaraby Poad |  | mbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | Classione - Benaraby Paad | Gien Eden Divive CH. 5.700 o osout Trees Divive C |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
|  | ciassone - -enaraby read |  | Northbund (A) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




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|  |  |
| Gladstone-Mt Larcom Road to Breslin Street |  |
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| Bessin Steetto Blain Dive |  |
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|  |  |
| Philis Street to Penda Avenue |  |
|  |  |
| Chapman Dive to oon Young Dive |  |
| Chapman Drive to Don Young Drive Don Young Drive to Harvey Road |  |
| Son |  |


|  | Oawson Higlway 46A | Haver Poadto Buce Higway | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  |  |  | 0 |  |  |  |  | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{17}{18}$ | Oanson Highey 46 A | Buce Higmay to opnan Dive | Soutbound ( $($ ) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 18 | Oawson Highway 46 A | Suce Higway O Opran Dive | Nornound (A) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $0$ |  |
| 19 <br> 10 <br> 20 |  |  | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 21 | Oawson Higway 46 A | Gliassone.Monto Poad to Pipeline Camp 4 | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 22 | Dawson Higmay 46 A | Pipeine camp 4 to Cliastone Mont Road | Easbound (A) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 23 | Emson H Higway 46 A | Piperine Camp 4 to New point 1 | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 24 | emson higmay 46A | Pipeine Camp 4 Road to New point | Easbound (A) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 25 | Pavson Higiway 6 A |  | Westound (6) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 26 | Pavson Higway 68 | Newto CsCCBSCC Boder | Eastoond (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 27 |  | Clisc Barderet $\mathbf{t}$ New point |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 28 | Oawson Higway 66 | CSCRISCC Bordet Io New point 2 | Easbound (A) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| 29 | amson H Higway 46 A | Neevopoin 2 20 Acgoon Rad | Nestbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 |  | 0 | 0 |  | 0 |  |  |  | 0 |  |
| 30 | Oawson Higway 66 | New point 2 20 Algoon Road | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 31 <br> 32 <br> 32 | Oanson Higway 46 A | Agoon Roadit calilie oan Foad | ${ }^{\text {a }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{-}$ | Oavson Higway 46 A |  | Westound (G) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{34}$ | wson Higmay 46 A | Callide Dam Road Io Tognalini Baluwi R Road | (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35 | Oawson Higway 66 |  | Vestound(6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 |  |  |
| ${ }^{36}$ | Oavson Higway 46 A |  | Easbound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| - | Sawon Higwa 468 |  | Eesbound ( $)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{39}$ | Oavson Higway 668 | Crowsdale Camboon Roadt Popint | Westound (G) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | Jawson Higway 468 | Point 110 Corovsale C Camboon Read | Eastbound (A) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{41}{42}$ | Jawon higway 488 | Point 10 creyeritit erad | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 43 | Oauson Higway 68 B | Grealife Road oto Banana | Westound (6) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 44 | Oawson Higway 46 B | Bananat 0 Geeverite Pead | Easbound ( $($ ) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | Oawson Higway 46 C | Bananat M Moura Mine | essbound()) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
|  | Oauson Higway 46 C | Moura M Mee of ofana | Easbound ( $A$ ) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| 47 <br> 48 <br> 48 | Oawson higway 46 C | Nour Mne o ovora Touship | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{49}$ | Oawson Higway 46 C | Moura Township toct 30 | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | Oawson Higway 46 C | CH. 30 o M Mura Tomstip | Easbound ( $($ ) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 51 | Jauson Higway 46 C | CH. 3010 ch .41 | Vestound(6) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | Jawson Higway 46 C | CH. 4110 ch cho | Easbound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 53 <br> 54 | Cowson Higway 4 fc |  | Easbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 55 | Glassone ML L Larcom Rd | Dawson Higway 0 Hildebrband Street | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{56}$ | Giadsone.ML Larcom Rd | Oawson Higlway 0 Hildedraand Street | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 57 | Giassone.ML Larcom Rd | Hildeetrand Street to Plain orive | Westbound (6) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 58 <br> 59 <br> 50 | Clasisone.M L Laram Rd | Hidueblard Stret Ot Blin Dive | Eleastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 60 | Classione:MLL Lacom Rd | Blin onive o o Red Rovere Road | Easbound (A) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 | , | 0 |  |
| 61 | Classone.ML Lactom Rd | Red Rover Road 1 Popere Staion | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 62 | Glassone:ML Larcom Rd | Red Rover Road to Power Staion | Easbound ( $($ ) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{63}$ | Clastone.ML Larcom Rd | Power Staion Io Reid Read | Westound (6) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{64}$ | Glassone:MLL Larcom Rd | Powe Staion to Reid Road | Easbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -65 | ${ }^{\text {Clasasione.M L Larcom R }}$ d | Reid Road olanding goad | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 67 | classione:ML Larcom Rd | Landing Poad ot Tarajimie Road | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 68 | Glassone.ML Larcom Rd | Landing Poad to Tagiginie Road | Eastoond (A) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  |  |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 70 | Glassione.ML Larcom Rd | Targimie Roadto Quary Road | Easbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{71}$ | Glassone.ML Larcom Rd | OLary Paad io Buce Higmay | Westound (G) | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
|  | Glassone.ML Larcom Rd | Ouary Road io Buce Higimay | Easomf | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{96}$ | Camanon Higmay 24 D | CH. 310 CH .0 .00 ( Poma) | Soutbound (A) | 0 | ${ }_{1.274}$ | ${ }_{1}^{1.969}$ | ${ }^{2.065}$ | ${ }^{1.930}$ | ${ }^{2} 239$ | ${ }^{174}$ | ${ }_{560}$ | ${ }_{2,702}$ | ${ }^{1,293}$ | ${ }^{1.197}$ | ${ }^{405}$ | ${ }_{2}^{2333}$ | ${ }_{5}^{579}$ | ${ }^{733}$ | ${ }^{1.197}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 97 | Canavon Higmay 24 D | CH.3m to CH. 18 Rema- Taroom Road | Northound (G) | 0 | 0 |  | 0 |  |  | 0 | 0 |  |  |  | 0 |  | - | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }_{98}^{98}$ | Camavon Higmay 24 D | CH. 18 Roma - Taroom Read to CH .3 | Southbound (A) | 0 | ${ }^{1.274}$ | 1.969 | 2.065 | 1.930 | ${ }^{2,239}$ | ${ }^{714}$ | ${ }_{560}$ | 2.02 | ${ }^{1.293}$ | ${ }^{1.197}$ | ${ }^{405}$ | ${ }^{2,393}$ | 579 | ${ }^{733}$ | ${ }^{1.197}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| $\stackrel{100}{ }$ | Camanoon Higmavz 240 | Triune to oroma - Taroom Read | Sountound (A) | $\bigcirc$ | ${ }_{1.274}$ | ${ }_{1}^{1.969}$ | 2.065 | ${ }_{1}^{1.330}$ | ${ }^{2} 239$ | ${ }^{714}$ | 560 | 2702 | ${ }^{1.293}$ | ${ }^{1,197}$ | ${ }_{405}$ | ${ }_{2}^{2393}$ | 57 | ${ }^{733}$ | ${ }^{1197}$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |
| 101 | Canavon Higmay 24 D |  | Normbound (G) | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0 | 0 |  | 0 |  |  |  |  |  |  |  |
|  | Camavon Higway 24 D | Fainew Field Access 0 loliune | soumbound | 0 | ${ }^{302}$ | ${ }^{1,239}$ | 1.300 | 1.215 | ${ }_{1,409}^{1 / 4}$ | ${ }^{450}$ | ${ }^{352}$ | 1.701 | ${ }^{814}$ | ${ }_{753}$ | ${ }^{255}$ | ${ }_{1.507}$ | ${ }^{365}$ | 462 | ${ }_{753}$ | 0 | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | Camavon Higway 24 E | Fainew Feidd Acesest oct 6.68 Bunn | Northound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
|  | Canavon himav 24 E |  | Soumbound | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ |  | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |
| 106 | Camavon Higmay 24 E |  | Soutbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| -107 | canavo Higlow 2 2E | CH. 69.0 CH. 1111 | Nothboun | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| -108 | Canavon Higmay 24 E | CH.1110 ch 69 | Soumbound | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| \% 109 |  |  | Nombubund | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 111 | Leicharathigway 26 A | CH. OC Capicom Higway to euneert Higway | Southound (6) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 112 | Leicharat Higway 26 A | Surnet Higway to capicom Higmay | Northound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{113}$ | Eacharath Higmay 26 A | Sumet Higway 10 CH. 51.1 | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 114 <br> 115 | Leich harat Higway 26 A | CH. 51.110 Bumeet Higway | Northbund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 116 | Leicharat tigmay 26 A | CH. 62.6 .6 ch CH. 51.1 | Northbound ( $(1)$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{117}$ | eicharat Higmay 26 A | CH. 62.610 ccH 8.86 .0 Fainiew Paad | armound | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| ${ }^{118}$ | Leicharat Higway 26 A | ch. 86.0 F Fanvem Road 10 Ch. 62.6 | Noribound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| - 119 | Leich harat Higway 26 A |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 121 | Leicharat tigmay 28 A |  | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{122}$ | cotharat Higway 26 A | CH. 99.0 ( (Camp 3) 1 coct. 88.0 | Nortbound (A) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 123 | Leicharat Higmay $26 A$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 125 | Leichnarth tigmay 28 A |  | Southound ( 6 ) | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 126 | harct Higmay 26 A | 117.0 Ot Banana CH. 105.2 | bound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | 0 |
| ${ }^{127}$ | Leicharat Higway 26 A | H.117.010 ch. 124.0 | Soutbound (G) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
|  | Leichhart Higway 26 A | CH. 124.010 CH. 117.0 | Northbound (A) |  | 0 |  |  | 0 | 0 |  |  | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 0 |  |  |  |  |  |  |


|  | Leichnarat Higmay 26 A | Theodier CH. 1223310 CH .124 .0 | Southound (G) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \| 130 |  |  | Nothbund (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ |
|  | Leichnarat Higwway 26 A |  | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 133 | Leietharat tigioway 26 A |  | Southound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 134 | Leichnarat Higway 26 A | sta Delusion Road 10 Glemmaa Roundsion Roa | Northound $(A)$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 135 | Oavson Higmay 46 B | sta Delusion Raad lo istsicic Bounday | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | Oavson Higway 468 |  | Easbound (A) | 0 | 0 | 0 | 0 |  |  | $\bigcirc$ | 0 |  | 0 | 0 |  |  | 0 |  |  |  |  | 0 |  |  |  |  |  |  |  | $\bigcirc$ |
| ${ }^{137}$ | Buce Higway 10E | Cilasione Eearaby Poad o oavos Higimwy |  | 0 | 0 | 0 | 0 | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\frac{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $0$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| -138 | $\frac{\text { Buce Hliway } 10 \mathrm{E}}{\text { Buce }}$ | Coasome | Westound ( 6 ) | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |
| 140 | Burce Higway | Oamson Highway lo callioe R River Read | Eastound ( $A$ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| 141 | Burce Higway | Calliope River Poad 10 Oladstone MLLarcom Roa | Vestound(6) | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 142 | Buce Highway | Calliop R River Road to Gadastone M M L-arcom R | mid | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 |  |  |  |  |  |
| 143 | Buce Higway | Giadsione.M L Larcom Road io Bapol Port A Ama R | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{144}$ | Buce Higmay |  | Easibound (A) | 0 | 0 | - | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{146}$ | Suceetiliway |  | Eastound (A) | 0 | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  |
| 147 | Burce Higway | Cavil. Gracemere Road do Bument High | Vestound(6) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 148 | Burce iligway | Cavial:Gracemeer Pead ofurneth tighay | Eastound (A) | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 |  |  |  |
| 149 | Burce Higway | Burneth Higway Io capiciom Highway | Westbund (G) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| - 150 | Buce Higway | Sument Higmay ( Capiocon Higmay | Eastoonn(A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 152 | Buce tighway | Capicom Highway to Staney Street | Eastoond (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 153 | Buce Higmay | Capicom Higway 0 S Sanley Street | Westound (G) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| \% | Nuce Higway |  |  |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - |  |  |
| 156 | Clastione - Benaraty Paad |  | Northound | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 157 | Classone Eenenativ Paad | CH. 0.64550 cielinlyo R Paad CH. 2.159 | Soutbound (6) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{158}$ | Iadsione - eenaraby Poad | Cienlyon Reaad CH. 2.159 .10 CH .0 .645 | Noathbund (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| -159 | liastone-Eenataby Poad |  | Soubbuond(G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| [160 | ${ }^{\text {ciadasone - -enataty Poad }}$ |  | Sorth | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 162 | Iiassone Benataly Poad |  | Nortbound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 163 | austone- Benaraby Poad |  | Soutbound (G) | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{164}$ | aasione - Benataby Road |  | Normbund (A) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 165 |  |  | Soutbound ( $($ ) | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 167 | Classone - Benaraby Poad | Boyne Stand Praad CH. 16.039 Ot Buve Highway | Soutbound (G) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
|  | aastone - Benataby Poad | Ire Highway CH. 19.2110 Borne Stand PRoad |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 |  |
| 169 <br> 170 <br> 100 | Ele | CH.65. |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 171 | Bumeth Higway 410 | CH.6.0.0 thintors Lane ch. 3.5 | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | . | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 172 | Sumett tigway 410 | Hinions Lane C CH.85. to CH.6.65. | Northbund (A) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{173}$ | Bumet Higway 410 |  | Soutbound (6) | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| -174 | Bumen Hipuay 410 |  | Noathbund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 176 | Sumeth tigmay 410 |  | Northound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 | Bument Higway 41 E |  | Soutbound (6) | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |
| 178 | Bumeth Higway 41 E | CHH1.8.5.0 Doavon Higway CH93.8 | Oorthound(A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 179 | Sumeth Higway 41E | CH.1.8.5 to oambin Rail Cossing CH.27.2 | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| - 180 | Bument Higway 41 E |  | Noathbund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 182 | Eument tighway 41 E | coovien Conmection Reaad CH 35.55. | Northound (A) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | - | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{183}$ | Surrent Higway 41 E | Coovigen Commecion Raad CH3.5.51. Tontim R | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 184 | Sumet Higway 41 E | Tohtim Read (South) CH33.9.96 Goovisen Comm | Nortbound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 185 | Surneth Higway 41 E | Tomin Read (Sout) CH.38.9.9 OTomin Rd ( Morth | Soutbound (G) | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{186}$ | Bument Higway 41E | Tomin Red (North CH.5.5.4 40 Tonin Read Soun | Oorthound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 187 | Bument Higway 41 E | Tomin Red (North) CH.5.54010 Lecicharat Higw | Iestound (6) | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| $\underline{109}$ | Sumeethoway 4 UE |  | Westoond ( $(6)$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 190 | Burnet Higway 41E |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| - 191 | Sumen Higway 41 E | School Iounds CH.101.410 Gordo Steee CHH11 | Westound (G) | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{193}$ | anson Higwav 46 C |  | Westound (G) | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ |
| 194 | Oavson Higway 46 C |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{195}$ | Oavos Higway 46 C |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |
| -1967 |  |  | Westomond ( $(9)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |  |  |
| 198 | Oavson Higway 46 C | Woorainda Duaingat 0 Duaingad Worabinda $m$ m | Eastound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |  |
| -199 | Javos Higway 46 C |  | ${ }^{\text {Wesbound (G) }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 201 | Daason Higway 46 C |  | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 202 | Oamson Higmay 46 C |  | asbouna | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |  |  |  |
| ${ }^{203}$ | Oawson Higway 46 Cc |  | Sibound (G) | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |
| 204 <br> 205 <br> 205 | deason higway 46 c |  | Eastosid (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 206 | Oawson Higway 46 C |  | Eastound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 207 <br> 208 <br> 208 | Soason Highay 46 Cc |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 209 | Leiehnarat Higway 26 A | Distici Bounday 102 2ABSSA inesesecion | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 210 | Leichnarat Higway 26 A | 26 ABAAA inesesecion 10 District Buanday | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| - 211 | Leitharath igmay 26 A |  | South | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 213 | Leichnarth Higway 26 B | Taroom to KM35.00 | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | , | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 214 |  | KM35.000 T Taroom | ormbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| - 215 |  |  | Somb | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | $\bigcirc$ |
| 217 | Leichnarat Higway 268 | Jackson-Wandoan Road o Miles | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{218}{218}$ |  | des Joackson-Wandion Road |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  | $\bigcirc$ | 0 |  |  | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ |


| 220 | Warego tighway |  | Eastound（A） | 0 | ${ }^{1.988}$ | ${ }^{3.551}$ | 5.385 | 3，551 | 2.239 | 1.641 | 1，795 | 4.246 | 2.528 | 2.432 | 1.641 | 3.937 | 1.814 | 1.969 | 2.432 | 1.235 | 2200 | ${ }^{618}$ | ${ }^{618}$ | 540 | 0 | 309 | 309 | 77 | 0 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 221 | Nareeg tigimay |  | Nestound（ $(6)$ | 0 | $\bigcirc$ | ， | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 2182 | 1641 | 2937 | $\stackrel{0}{19}$ | ${ }^{1069}$ | 232 | 1235 | 220 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 30 | 30 | \％ | 0 | 0 |  |
| 222 | Narrego Higmay |  | Eestound $(A)$ | 0 | ${ }^{1.988}$ | ${ }^{3.551}$ | 5.385 | 3.551 | 2239 | 1.641 | ${ }_{1}^{1,95}$ | 4.246 | 2.528 | 2.432 | ${ }^{1.641}$ | 3，937 | 1.814 | 1.969 | 2.432 | 1.235 | 2200 | ${ }^{618}$ | ${ }^{618}$ | 540 | 0 | 309 | ${ }^{309}$ | ${ }^{77}$ | $\bigcirc$ | $\bigcirc$ |  |
| 223 <br> 24 <br> 224 | Narego Higway |  | Eassiound（A） | $\bigcirc$ | ${ }_{1}^{1.988}$ | ${ }_{3,551}^{0 .}$ | $\stackrel{0}{5.355}$ | ${ }_{3.551}$ | ${ }_{2}^{2} 239$ | $\stackrel{1}{1.641}$ | ${ }_{1}^{1,95}$ | $\stackrel{0}{4,246}$ | $\stackrel{0}{2.528}$ | ${ }_{2}^{2,482}$ | $\stackrel{1}{1.641}$ | ${ }_{3,937}$ | ${ }_{1}^{1.814}$ | ${ }_{1}^{1.969}$ | ${ }_{2}^{2,432}$ | $\stackrel{1}{1.235}$ | $\stackrel{2}{2,20}$ | ${ }_{618} 6$ | ${ }_{618} 6$ | ${ }_{540}$ | $\bigcirc$ | ${ }_{309}$ | ${ }_{309}$ | $\stackrel{0}{77}$ | $\bigcirc$ | $\bigcirc$ |  |
| 225 | Warego Higmay | kM135．5． 1 Roma | Westbound（（G） | $\bigcirc$ | 0 | 0 | 0 | 0 | ， | 0 | ， | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 226 | Warreot Higway | Romato okM35．5 |  | $\bigcirc$ | 1.988 | 3.55 |  |  | 2239 | 1.641 |  | 4.246 | 2.528 | 2.432 | 1.641 | ${ }^{\text {3，937 }}$ | ${ }_{1}^{1.84}$ | ${ }_{1}^{1.969}$ | 2.432 | 1.235 | 2,200 | ${ }^{618}$ | ${ }^{618}$ | 540 | 0 | ${ }^{309}$ | 309 | ${ }^{77}$ | 0 |  |  |
| ${ }^{227}$ | Lsoon－Wantoan Road |  | Noorbound（A） | 0 | ${ }^{\circ}$ | $\bigcirc$ | 0 | － | 0 |  |  |  |  |  | － |  | － | 0 | － | 0 |  | 0 | $\bigcirc$ | ${ }^{\circ}$ | $\bigcirc$ | ${ }^{\circ}$ |  |  | $\bigcirc$ | $\bigcirc$ |  |
| 228 229 229 |  | Sin Oizoinuaca Nomy |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | \％ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | － | 。 | 0 | 。 | 。 | 。 | \％ | $\bigcirc$ |  |  |  |
| ${ }^{230}$ | Jacson－Wandoan Road | Leicharath thimay y o orid | Westound（t） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{231}$ | Enue High | iam Vale CH． 98.8 .8 io CH． 112 | Vorthbund（ $($ ） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{232}$ | Buce Higway（10） |  | Soutbound（G） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| 234 | Burce Higmay（（10） | Benaraby CH． 147.1 OCH .112 | Sounbound（c） | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |


| 10 | Link | Section | Dinection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | ${ }^{203}$ | ${ }^{2034}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 46 A |  | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | dawson Higwav 6 AA |  |  |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}^{4}$ | deamen | Bresin Stereto Baian Dive | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higmay 46A | Blain Divive to philip Steet | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | Oawson Higmay 46A | Blain Dive to philips Steet | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | Oawson Higmay 46A | Philip Steet to Penda Avenue | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{8}$ | Oawson Higway 46A | Philis Steet of Penda Avenue | Nortbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 <br> 9 <br> 10 |  | $\xrightarrow{\text { Penda Avenut elo chapman Dive }}$ | Soutbound ( $(6)$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{11}$ | Oavson Higmway 6 6A | Chaman Dinive olo on voung inve | Soutbound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | Oavson Higway 66 A | Chapman Divieto oon Young Dive | Northbund (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 <br> 14 <br> 1 | dea |  | Soutbound ( (S) |  |  | 0 | ${ }^{2.912} 2$ | ${ }_{\substack{3.960 \\ 3.900}}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15 | Oawson Higway 46 A | Haver R Radto Bunce Higway | Soutbound (G) |  |  | 0 | ${ }^{2} 2.912$ | ${ }_{3,900}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{16}{17}$ | -auson Higway 6 4 |  |  |  |  | $\bigcirc$ | 2.922 | (3.960 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{18}$ | Oauson Higmay 46 A | Buce Highway 0 D Drnan Dive | Northound (A) |  |  | 0 | 2.520 | 3.960 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -19 | (ayson higway 46A |  | Nestound ( $($ S) |  |  | $\bigcirc$ | 2.520 | (3.960 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{21}$ | Davson Higway 6 6 | Glassone:Mono Road to Pipieline Camp 4 | Westbound (6) |  |  | 0 | 4.9295 | ${ }_{4,3,33}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{22}$ | (axson Higway 46 A |  | 隹 |  |  | $\bigcirc$ | ${ }_{4}^{4.995}$ | ${ }_{4}^{4.373} 4$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{24}$ | Oavson Higway 66 A | Pipeine Camp 4 Road to New ooint | Eastound (A) |  |  | 0 | 4.995 | ${ }_{4}^{4.373}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 25 <br> 26 <br> 28 |  |  | Nestound ( 6 ( |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{27}$ | Davson Higmay 6 6a | Nesucastibc iover | Westomond ( $(6)$ |  |  | 0 | ${ }_{4}^{4.995}$ | ${ }_{4}^{4.3,373}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{28}$ | Oawson Higway 46 A | CSCIBSCC Boderefo New point 2 | Eastound (A) |  |  | 0 | ${ }_{4}^{4.995}$ | ${ }_{4,373}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{29}$ | amon Higway 66 A |  |  |  |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 31 | Oawson Hipway 64 |  |  |  |  | $\bigcirc$ | ${ }_{\text {chen }}^{3.915}$ | ${ }^{4.1,193}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{32}$ | Dawson Higmay 6 6A | Agoon Road to Calilide am Read | Eastound (A) |  |  | 0 | ${ }^{3.915}$ | ${ }^{4,193}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 33 <br> 34 | Oavos Higway 68 A |  | Westound ( $($ S) |  |  | 0 | $\frac{1.400}{1.400}$ | ${ }_{\substack{3.780 \\ 3.780}}^{\substack{\text { a }}}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{35}$ | Oavon Higway 46 A | Tognalini- Baldwini Roaad osioloela | Westbound (G) |  |  | 0 | ${ }_{1}^{1,40}$ | ${ }^{\text {3,780 }}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{36}$ | Davson Higway 66 A | Tognalini Ealdwin Roadto Bioeala | Eastbound (A) |  |  | 0 | ${ }_{1}^{1,40}$ | ${ }^{3,780}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| [ |  |  | Westound ( $($ S) |  |  | $\bigcirc$ | (1,400 ${ }_{1,40}$ | ${ }_{\substack{3,780 \\ 3,780}}^{\text {a }}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 39 | Oavson Higway 468 | Coiossale Camboon Road topoint | Westbound (G) |  |  | 0 | 1.440 | 3,780 | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{40}$ | Oavson Higway 468 | Point 11 C Coussalal Camboon Road | Eastound (A) |  |  | 0 | ${ }^{1,40}$ | ${ }^{3,780}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{41}{42}$ | Javos Highway 68 B | Point 10.0 creyelitit Pead | Westound (G) |  |  | $\bigcirc$ | ${ }^{1.440}$ | ${ }^{3,780}$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}^{42}$ |  |  |  |  |  | 0 | ${ }_{\text {L }}^{1.440}$ | ${ }_{\substack{3,780 \\ 3.780}}^{\text {a }}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 44 | Oavson Higway 468 | Bananato G Geysitite Road | Eastound (A) |  |  | 0 | 1.40 | ${ }^{3,780}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}^{45}$ | Javson Higway 46 Cc | Bananat OMoura Mine | Westound (G) |  |  | 0 | 849 | ${ }_{3}^{3,632}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 46 <br> 47 <br> 4 | Oen Hes Higway 48 C | Moura Mne ot eanana |  |  |  | 0 | ${ }_{849}^{889}$ | ${ }^{3.632}$ 3,622 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 48 | Oawson Higway 46 C | Moura Tounship to Moura Mine | Eastound (A) |  |  | 0 | 849 | ${ }^{3.632}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 49 <br> 50 | Oawson Higway 46 Cc | Mour Tousship toct 30 | Westound ( $($ c) |  |  | 0 | ${ }^{2.547}$ | ${ }_{6}^{6.501}$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 50 | Oawson Higway 46 C |  |  |  |  | 0 | ${ }_{\text {2, } 2.577}^{177}$ | ${ }^{6,5091}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Oanson Highway 46 C | ${ }^{\text {CH. } 4110 \mathrm{CH} .30}$ | Eastound (A) |  |  | 0 | ${ }^{177}$ | ${ }^{2.946}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{53}$ |  |  | ${ }^{\text {Westabund }(\text { a }}$ |  |  | $\bigcirc$ | ${ }_{1}^{177}$ | ${ }_{\text {2,9,96 }}^{\text {2,966 }}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{55}{56}$ | Giassone.M L Lacom Rd | Dawson Higlway Yo fideetrand Street | Westbound (G) |  |  | 0 | 2.912 | 3,960 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 56 <br> 57 <br> 57 | Ciadsone. LLacoom Rd |  |  |  |  | 0 | 2, ${ }_{\text {2,912 }}^{2.912}$ | ${ }_{\substack{3.960 \\ 3.960}}^{\text {a }}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 58 <br> 59 <br> 59 | Cliassone.ML Larcom Rd |  | Ele |  |  | 0 | 2.912 | ${ }^{3,960}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 59 <br> 60 | CladsoneM L Larom Rd | Plan orive 0 Red Rover R Paad |  |  |  | 0 | ${ }_{\text {2, }}^{2.12}$ | ${ }_{\substack{3.960 \\ 3.960}}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{61} 6$ | Classone.M L Lacaom Rd | Red Rover Road to Power Staion | Westound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{62}{63}$ | CladsioneM L Laraom Rd | Ped Rover Paad opowe Staion |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 64 | Glassone MM L Larcom Rd | Powe Station to Reid Raad | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{65}$ |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 67 | Glassone M M L Lacom R Rd | Landing Roadto Tagainie Road | westbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 68 <br> 69 <br> 69 | Ciasione M Lataom Rd |  | Eeastoond (A) |  |  | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{69}$ | Cilassonoen ML Lacarom R Rd | Tragmie Realto uarary Yoad | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{71}{72}$ | Classione. LLaraom Rd | Ouary Poado ofuce Highway | Westbund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 95 | Camanon Highway 24 D | CHH 0.00 ( Pomal) 6 ch. 3 | Northbund (6) |  |  | 0 | 0 | ${ }^{342}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{9}^{96}$ | Camavo H (igway 2 20 | CH. $310 \mathrm{CHO} \mathbf{0 . 0} \mathbf{( R O M a )}$ | Sourbound (A) |  |  | 0 | 0 | ${ }^{342}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{98}^{99}$ | Camavon H (igway 2 2d |  | (Nombunound (A) |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\text {342 }}^{3}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 99 | Caranoon Higuway 4 2D | Rooma - Taroom Road to iniune | Northound (6) |  |  | 0 | 0 | ${ }^{342}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}100 \\ \hline 101 \\ \hline 1\end{array}$ | Camavo H (igway 2 200 | mine torona- Tatoor Road | Soutbound (A) |  |  | $\bigcirc$ | $\stackrel{0}{0}$ | ${ }_{\text {342 }}^{34}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{102}$ | Camano H Himavay 240 | Farivew Field Acocess toliune | Soubbound (A) |  |  | 0 | 0 | ${ }_{342}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{103}$ | Camanoo Higlwav 2 2E | Farivew Field Access 10 c. 6.98 Bunday wit El | Northbound (G) |  |  | 0 | 0 | ${ }^{702}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 104 <br> 105 <br> 10 | Camavo Higway 2 2E |  | Sounbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | - 702 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{106}$ | Camanon Higway 24E | CH. 86 Accesss to Camp 110 ch. 69 | Southound ( $(4)$ |  |  | 0 | 0 | ${ }^{7} 2$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{107}{108}$ | Camavo H 何way 2 2E | ${ }^{\text {CHH } 69.60 \mathrm{OH.} .111}$ |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\substack{360 \\ 360}}^{\substack{\text { 30, }}}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 109 | Camanon Higluav 24E | CH. 111 to chilliz (Pollesone) | Northound ( 6 ) |  |  | 0 | $\bigcirc$ | ${ }_{360}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| 10 | Link | Section | ection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | ${ }^{2024}$ | 2025 | 2026 | 2027 | 2028 | 2029 | 2330 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{1}{2}$ | Canson higway 6 A |  |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | Oavson Higway 46A | Biosilin Streetlo Elain Dive | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | Oanson Higway 46 A |  | Northbund (A) |  |  | 0 | - | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{5}$ |  | Bain onve o popilips seel | Northound (A) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | Cawson hioway 46 A | Pilip Steel 0 Penda Avenue | Southbund (G) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{\square}{9}$ |  |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | Oawson Hilway 46 A | Penda Avenue to Chapman Dive | Northbund (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | Cawson himway 6 6a | Chamanan Oivive to oon on Young Divive | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{13}$ | Oawson Highway 46 A | Don Young Dive to havee Poad | Suutbound (6) |  |  | 0 | 300 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{14}$ | Oawson Highway 46 A | Don Young Diviel 0 Havey Poad | Nortbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{15}$ | Cawson Hioway 6 6a |  | Somble |  |  | 0 | ${ }_{3} 30$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17 | Oavson Higway 46A | Buce Higway lo D pran Dive | Soutbound (6) |  |  | 0 | 300 | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{18}$ | Oawson Highway 46 A | Burce Higway to opynan Dive | Northbund ( $($ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}19 \\ 20 \\ \hline\end{array}$ | Oanson hioway 6 A |  |  |  |  | $\bigcirc$ | 300 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{21}$ | Oawson Highway 46 A | Glassone Monoto Road to Pipenine Camp 4 | Westound (G) |  |  | 0 | 300 | 0 | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{22}$ | Oawson Higway 46 A | Pipeine camp 4 to Cilastone Mono Road | Eassbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{23}$ | Oawson Highway 6 6 | Piperine Camp 4 to Nevp point 1 | Westound (6) |  |  | 0 | 300 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 24 <br> 25 <br> 2 | Cawson higway 46a |  |  |  |  | $\bigcirc$ | $\stackrel{0}{300}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 26 | Oavson Higmay 46A |  | Eastound (A) |  |  | 0 | 0 | 0 | , |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{27}$ | Oavson Higway 46A | CSCIBC B order fo New point | Westound (6) |  |  | 0 | 300 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{28}{29}$ <br> 29 | Oawson Higway 46 A | CSCIBSC Boiderif New point 2 | ${ }^{\text {Eassbound (A) }}$ |  |  | $\bigcirc$ | $\stackrel{0}{20}$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 29 30 30 | Oawson Hipway 6 A | New point 2 Le A A Soon Road | Eastound (A) |  |  | $\bigcirc$ | $\stackrel{200}{0}$ | $\bigcirc$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{31}$ | Oawson Highway 46 A | Asoon Roatio Calide ama Foad | Westbund (G) |  |  | 0 | 200 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32 <br> 33 <br> 3 |  | Agon |  |  |  | $\bigcirc$ | $\stackrel{0}{200}$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{34}$ | Oawson Highway 46 A | Callide Dam Roadto Tognalini Ealdwi R Rad | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{35}$ | Oawson Hipway 6 A |  | Nesteond (A) |  |  | $\bigcirc$ | $\stackrel{200}{0}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{37}$ | Oawson Higmay 468 | Bioealat Corousdale Camboon Raad | Westbound ( 6 ) |  |  | 0 | 200 | $\bigcirc$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 38 <br> 39 | daw | Ciensala Cambon Roado bioeal |  |  |  | $\bigcirc$ | $\stackrel{0}{20}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 40 | Oavson Highway 468 | Point 110 Cowssale C Cambon Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{41}{42}$ | Dawson Higway 4 468 |  |  |  |  | $\bigcirc$ | $\stackrel{200}{0}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 43 | Oavson Higmay y 68 | Giedifit Road do Banana | Westound (6) |  |  | 0 | 200 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 44 | Oawson Highway 468 | Bananata coreyclite Pead | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 46 | Oavson Higmay 46c | Moura Minet obanana | Eastound (A) |  |  | 0 | 300 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 47 | Oawson Highway 46 Cc | Moura Mine to Moura Touship | Westound (6) |  |  | 0 | 300 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -48 | Cawson higway 4 4c | Moura Touship io Mour Mine |  |  |  | $\bigcirc$ | $\stackrel{0}{5.555}$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 50 | Oawson Highway 46 Cc | CH. 30 o Moura Tounship | Eastound (A) |  |  | 0 | $\bigcirc$ | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | ${ }^{2024}$ | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{1}{2}$ | Davson Higway 46 A | Clasisone.MLL Larcom Road oberesin Street | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  | Noathound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{3}{4}$ | dauson himwa 6 6a |  | Northound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higway 46 A | Blain Dive to philips Steet | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | Dauson Higway 68 A | Elain Dive to Philip Steet | Northbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{7}{8}$ | ${ }^{\text {a }}$ (awson Higway 46 A | Philip Steet 0 Penda A Avenue | Soutbound ( $($ S) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | Dauson Higway 46 A | Penda Avenueto Chapman Dive | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{10}{11}$ |  | Penda Avenue to chapman Dive | Nouthound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | atamen | Chapman Oivive o o ono voung onve inve | Norblemd (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -13 | Jawson higway 6 A |  | Sourbound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Lauson Higway 46 A | Havey Roadio o inuce tighway | \% |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| 16 | Oawson Higmay 46 A | Havey Poad os Buce higlway | Northound $(A)$ |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Bure | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19 | Oawson Higway 66 A | OPran O Dive ot Glastone Mono Road | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{20}$ | Oauson Higway 6 6 |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 21 | Oawson Higway 66 A | Glassone Monoto Road to Pipeine Camp4 | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{22}{23}$ | Oavos Higmay 6 6 6 |  | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 23 <br> 24 <br> 24 | Oavon Higway 6 A |  | $\xrightarrow{\text { Westbound ( }(\text { S) }}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 25 | Oawson Higway 66 A | New wo CSClisc orader | Westoond (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{26}$ | Oauson Higway 68 A | Nevt C Cscrisc Border | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 27 | Oawson Higway 6 6 | CSCIBSC Bodet to New point 2 | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{28}$ | Oauson Higway 6 A | CSCIBSC Bodet to New point 2 | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 29 | Oawson Higway 6 6 | Neevpoint 210 Algoon Road | Westbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{30}$ | Oawson Higway 6 6 | Nevpoint 210 Algoon Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{31}$ | Oanson Higmay 46 A | Agoon Roadt Colilide amm Road | Westaound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32 <br> 33 <br> 3 | a amson Higway 46A |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{34}$ | Oawson Higmuay 46 A | Callide eam Roadt OTognalini Baldwini Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{35}$ | Oawson Higway 6 6A |  | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{36}$ | Oawson Higway 46 A | Tognaliili Baldwin Read it 8 Bioeala | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{37}$ | pavson Higway 46 B | Bioeal 0 Co Cousstale Camboon Rad | Westbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 38 | deason Higway 468 | Crewstal Cambon Roado Bioela |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 40 | Oamson Higmay 468 | Point 1 co coussalde Camboon Road | Eastound (A) |  |  |  | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 41 <br> 42 <br> 42 |  |  | Nesstound ( ( ) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{43}$ | Oaxson Higmay 468 | Greatite Road to Banana | Westound ( 6 ) |  |  |  | - | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 44 <br> 45 <br> 4 | Oawson higway 468 |  | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 46 | Oaxson Higmay 48 Cc | Moura Mine to 0 Bana | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}^{48}$ | deason higway 46 c | Moura Mine o Moura Tounship | ${ }^{\text {Nestabun }(G)}$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 49 | Oaxson Higway 46 Cc | Moura Towship foch 30 | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ¢ 50 | deason higway 46 c | ch. 30 O Moura Oowssip | Eastound (A) |  |  | $\bigcirc$ | ${ }_{5}^{5,255}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}52 \\ \hline 58 \\ \hline 58 \\ \hline\end{array}$ | Javson Higway 46 Cc | CH. 4110 CH .30 | ${ }^{\text {Easasbound (A) }}$ |  |  | 0 | 5.255 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 5 | Oawson Higway 46 C | Ch. 410 Disistici Bunday | Westound ( $(6)$ |  |  | 0 | $\stackrel{0}{5.255}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 55 | Classone M M Larcom Rd | Dawson Higmay tofidetrand street | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 56 | Clasisone.ML Larcom Rd | Oavos Higmay ( Hididetrana Street | $\pm$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 58 | ClastoneM M L Lacom R Rd | Hildeetrand Streetio Blan Dive | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 59 | Classone.M L Laram Rd | Slin Dive 10 Red Rover Road | $\frac{\text { Westbund }(G)}{\substack{\text { Eastound }(A)}}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 61 | ClassoneM M Laraom Rd | Red Rover Roadt 1 Powere Staion | Westound (6) |  |  |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 62 | Classone.ML Larcom Rd | d Rover R Rad to Popere Staion | Eastbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 63 <br> 64 <br> 65 | Classone.ML LLacol Rd | Powe Staion 0 Reid Poad | $\pm$ |  |  |  | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -65 | Classone M L Larcom R Rd | Reid Roadto Landing Road | Westound (G) |  |  | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -66 | Clasisone.ML LLacom Rd | Reid foad O L anding R Rad |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 68 | CalssioneM MLatarom R R |  | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 69 | SastoneMt larcom Pd | Targinie Poad to Quary Read | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 70 <br> 71 <br> 7 | Clasisone.ML Larcom Rd | Tayimie Roadto ouary Poad | $\underbrace{\substack{\text { Eestound ( }(6)}}_{\text {Eastound (A) }}$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 72 | Classone.ML Larcom Rd | Ouary Poad to Buce Higiway | Easabound(A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -95 | Caranoo Higway 240 |  |  |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - | Camanoon Highway 2 20 |  | Noutbound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 98 <br> 98 <br> 98 | Caravo Higway 240 |  | Southound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Camanoon Higigway 2 200 |  |  |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 101 | Caravo Higwav 240 | Inine of tinivew Filad Access | Nombbuund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 103 | Camavo Higuve 20 | Farewereatcess | Nomtbound (6) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 104 <br> 105 <br> 106 | Caravon Higway 24 E | CHH. 69.0 Fainiem Fioled Access | ${ }_{\text {Southbuend (A) }}$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 105 <br> 106 <br> 1 | Canamen Higwa 2 2E |  | $\pm$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 107 | Canavon Higway 24 E | CH. 6970 CH. 111 | Nortibuound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 108 <br> 109 <br> 109 | caravo Higwa 2 2E |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{110}$ | Canavon Highay 24E | CH. 172 P PRollestonel lo Chtill | Soumbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 年11 | Leech haderthigwav 26 A |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 113 | Leicharath ligway 26 A | Bunet Higway IOCH.51.1 | Southound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 114 <br> 115 <br> 115 | Lecenharat Hogway 26 A |  | $\pm$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 116 | Leicharat Highway 26 A | CH. $62.6 .6 \mathrm{CH}$. | Northbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{118}{118}$ | Leiechnarat Highway 28 2A |  | Notrbound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 119 | Leiecharat Higwav 26 A |  | Southbund(G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 121 | Leicharat Highway 26 A | CH. 88.010 ch . 99.0 ( Camp 3 3 | Southound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -122 | Leiehhard Higway 26 A |  | Notabbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{124}$ | Leichnard tighway 26 A | Banana CH. $10.52 .21 \mathrm{CH}$. . 99.0 | Northbound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -125 | Leeitharat Higwav 2 2A |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{127}$ | Leicharat Highway 26 A | CH. $117.010 \mathrm{CH}$. | Southbund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{1}^{128}$ | Leechnarat Higway 26 A | H. 124.0 Oto CH. 117.0 | Northound ( $)$ |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| ${ }^{129}$ | Leichnarathigmay 26 A | Theotice CH. 1623.3 C CH. 1240 | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Leiecharathigway 2 2A |  | $\frac{\text { Northbund }(A)}{\text { Suubbund ( }(6)}$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{132}$ | Leichnarathiglway 26 A |  | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{133}$ | Leichnarat ligmav 26 A |  | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{134}$ | Leichnarath tigmay 26 A |  | Northbund ( $A$ ( |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| - 135 | ${ }^{\text {apuson hilway } 468}$ |  | Westound ( $($ S) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{137}$ | Buce Higway 10E | Glasisone Eeeraraby Pead Io oawson Higway | Westound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 138 | Euce Higway 10 E | Glassone: Bearaby Pradit oawson Higway | Eastound(A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 139 | Enve Highway | Dawson Higmay lo Caliope Rive Read | Westound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 140 | Buce Highway | Damson Higlway to Calliop R Rive Read | Easbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 141 | Buce Highway |  | Westbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Ence Higway |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | Westound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 145 | Buce Highway | Baiol Por Alma Road to Gaval:Garacemere Road | Westound ( 6 ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 146 | Enue Higway |  | Eestaund $(A)$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| - 1478 | ${ }^{\text {Stax }}$ |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 149 | Ence Highway | Burneth Higway to capicom Higway | Westound(6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 150 <br> 151 <br> 151 <br> 1 | Buce Higway | Sumen Hipway Co Capicom Higlway | ${ }^{\text {Easisbound (A) }}$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 151 <br> 152 <br> 15 | Ese |  | Mestound ( $($ E) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| -153 | Brece hioway | Capricom Higway os saney ysteet | Westound (E) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Euccenioway | Caproom higway S Sante s sieal | Sossumbund ( 6 ( |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 156 | Classone E Benataby Poad | Sun Valey Poad CH. 0.645510 Oansson Higmay | Northbund (A) |  |  |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 157 <br> 158 <br> 158 |  |  | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 159 | Classone e Benaraby Poad | Gienlyon Road CH. 2.259 .50 F Ferenc Stseet CH .3. | Southound (G) |  |  |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 160 <br> 161 <br> 101 <br> 1 |  |  | Northound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 162 | Clastone Eenaraby Poad |  | Northbound (A) |  |  |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 163 <br> 164 <br> 184 <br> 1 | Clasasione Eenatay Yoad |  | Southound ( $(6)$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 165 | Classone e Benaraby Poad |  | Southound (G) |  |  |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{166}$ | Clastone Eenataby Poad |  | Northbund (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 167 <br> 168 <br> 168 | Clastone Eenaray Yoad |  | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 169 | Eumett Higway 410 |  | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 170 | Buneet Higmay 410 | Ch.65. io oistirit Buounday CH.0.0 | Normbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| - $\frac{171}{172}$ | Sumet Higmay 1010 |  | Sumbund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 172 <br> 173 <br> 17 | Eunmethigway 410 |  | Sorubiound ( (6) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 174 | Burneth Higwa 410 |  | Northbound $(A)$ |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| -175 | Bureet Higmay 410 |  | Soutbound ( $(6)$ |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Esunet Higway 410 |  | Noumbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 178 <br> 179 <br> 18 | Bureet Higway 41 E |  | Nomblemund |  |  | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 179 <br> 180 <br> 180 | Eunet Hipuay 4 IE |  | Soutbound ( $($ S |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 181 | Burneth Higway 41 E | Jambin Rail Cossing CH272.210 Goovisen Comm | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| -182 | Surnet Higmav 41E |  | Normbound (A) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| [183 |  |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 185 <br> 186 <br> 18 | Burneth figway 41 E |  | Southound (c) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 186 <br> 187 <br> 187 <br> 18 | Eumer Hipuay 4 He |  | ${ }^{\text {Nomerboun }(A)}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| -188 | Sumeth Higway 41 E |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 189 <br> 190 <br> 19 <br> 1 | Eumerthimay 4 4E |  | Westound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 191 <br> 192 <br> 19 | surnet Hipwav 41 E |  | Westbund ( $(6)$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 192 <br> 193 <br> 193 <br> 1 |  |  | Westound (6) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 194 | Oavson Highway 46 Cc |  | Eastound (A) |  |  | 0 | ${ }_{5.255}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 195 <br> 196 <br> 196 <br> 1 | Oawson Higway 46 Cc |  | Westound ( ( ) |  |  | $\bigcirc$ | ${ }_{5.255}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{-197}$ | Oawson Higway 480 |  | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 198 <br> 199 <br> 19 <br> 10 | Oawson Higway 4 4C |  |  |  |  | $\bigcirc$ | 5,255 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 200 | Oaxson Higway 46 Cc |  | Eastound (A) |  |  | 0 | ${ }^{3.503}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 201 <br> 202 <br> 20 |  |  | Westound ( $($ ) |  |  | 0 | $\stackrel{0}{3.503}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{203}$ | Oaxson Higway 480 |  | Westound ( 6 ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 204 <br> 205 <br> 205 |  |  | Eeasbound $(A)$ |  |  | $\bigcirc$ | ${ }^{3.503}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 206 | Oaxson Highwy 46C |  | Eastound (A) |  |  | 0 | ${ }^{3.503}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 207 <br> 208 <br> 20 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 209 | Leichnarth tigmay 26 A | District Bunday 0 O6AESA inesesecion | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 210 | Leielharat Higmay 26 A |  | Northeond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{212}$ | Leiemharthitigmay $26 A$ |  | Normbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| - 213 | Leielharat Higmay 268 | Tataom tokns.00 | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{215}$ | Leichnarat tigimav 26 ce | kn3350000 Joackson-Wantoan Read | Southound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 216 <br> 217 <br> 217 <br> 20 | Leitharelt ifway 268 | Jackson-Wandoan Road tok k 3.00 | Nomblend |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{218}$ | 隹 |  | Nombound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | rego Higlway |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



|  |  |  | piration | 2008 | 2009 | 20.0 | 201 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2200 | ${ }^{2021}$ | 202 | ${ }^{203}$ | 2024 | 2025 | 2026 | 2027 | ${ }^{2028}$ | 2029 | 230 | 2031 | 2032 | ${ }^{2033}$ | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Diamon Hipmay 6 6a | Section M M M | Seater |  | $\bigcirc$ | 23.30 | 32.250 | 3.120 | 2.158 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\stackrel{3}{3}$ | 崖 |  | Sountoumend（s） |  | $\stackrel{0}{0}$ | ${ }_{\text {2 }}^{230}$ | ${ }_{3}^{3250}$ | ${ }^{3.200}$ | ${ }_{22,58}^{22,5}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}$ |  | Eesisis Steet toalin oive |  |  | － | ${ }^{234}$ | ${ }_{3,20}$ | ${ }^{3,200}$ | ${ }^{2,158}$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 。 | － | 0 | 。 | 0 | 。 | 0 | 。 | 。 | 0 | 。 | 。 |  |
| ${ }_{5}$ | Oenson Himamy 46 A | Sinion orie op Pivis steel | Soumbound（6） |  | － | ${ }^{230}$ | ${ }_{3,250}$ | ${ }^{3.200}$ | ${ }_{2,158}$ | ${ }^{2,145}$ | ${ }^{2687}$ | 200 | ${ }^{2028}$ | ${ }^{2,145}$ | ${ }^{2678}$ | ${ }^{2} 260$ | ${ }^{2028}$ | 。 | － |  |  |  | 。 | 0 | 。 | 0 | 0 | － |  |  |
| 6 | Oamson Himmay 46 A | Dive op opip siosee |  |  | $\bigcirc$ | ${ }_{230}^{230}$ | ${ }_{3,250}$ | ${ }_{3,20}$ | ${ }_{2,58}$ | ${ }_{2}^{2,45}$ | 2687 | ${ }_{2000}$ | ${ }_{2028}^{2028}$ | ${ }_{2,245}$ | ${ }_{2688}$ | ${ }_{2000}^{200}$ | ${ }_{2}^{2028}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － |
| 7 | amonhlomey 6 A | Pilis steat openta Avene | mald |  | $\bigcirc$ | 23.30 | ${ }^{3,550}$ | ${ }^{3,220}$ | ${ }_{2,588}^{2}$ | ${ }_{2}^{2,45}$ | ${ }_{2687}$ | 2.600 | ${ }_{2028}^{2028}$ | ${ }_{2,245}^{2}$ | ${ }_{26,78}$ | ${ }_{2}^{22000}$ | ${ }_{2028}^{2028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | － | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| $\stackrel{8}{8}$ | Oamson himmay 6 a | Filios steet to eranta Aemene | Nomboum $(A)$ |  | $\bigcirc$ | ${ }_{2}^{230}$ | ${ }^{3,250}$ | ${ }^{3,20}$ | ${ }_{2,158}^{2}$ | ${ }^{2,145}$ | ${ }^{2687}$ | 2200 | ${ }^{2028}$ | ${ }_{2,145}$ | ${ }_{2688}^{2688}$ | ${ }_{2}^{2600}$ | ${ }^{2028}$ | $\bigcirc$ | $\bigcirc$ | ． | ． | ． | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |
| $\stackrel{9}{+10}$ | Oamsinimey 6 A | Peona（veneoie chapman owe | Southoum（A） |  | $\bigcirc$ | ${ }_{\substack{\text { 2．30 } \\ 2.30}}^{\text {2，}}$ |  | ${ }^{\frac{3}{3.20}}$ | ${ }_{\text {2，}}^{2.158}$ | ${ }_{2}^{2.145}$ | ${ }_{20,58}^{2.688}$ | 2000 | ${ }_{\substack{2028 \\ 2023}}^{202}$ | ${ }^{\frac{2}{2145}}$ |  | ${ }_{\substack{2000 \\ 2000}}^{\substack{\text { 20，}}}$ | （2028 | ！ | ： | ： | $\bigcirc$ | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | ！ | \％ | ： | $\bigcirc$ |
| ${ }^{11}$ | Oemsontimmy 46 A | Chamana oime o oon voung oive | Southiound（6） |  | $\bigcirc$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | 0 | $\stackrel{0}{0}$ | 0 | 0 | $\bigcirc$ | 0 | ． | 0 | ． | 0 | $\bigcirc$ | － | $\bigcirc$ | 0 | 0 | 。 | $\bigcirc$ |  |
| ${ }^{12}$ |  |  |  |  | － | 0 | $\bigcirc$ | 0 | － | $\bigcirc$ | $\bigcirc$ | 0 |  | 。 |  | 。 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| －138 | Oamson hlomey 6 6a | Oon venug ove ot otaver Read | Southound（s） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{2}^{2.912}$ | ${ }^{3.860}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| $\frac{15}{15}$ | domen | Sor | Soumbound（s） |  | $\stackrel{0}{0}$ | $\bigcirc$ | ${ }_{2,92}^{2.92}$ | ${ }_{\text {3，}}^{3.800}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | \％ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{16}$ | Oemsontimmy 6 6a |  | mimbund $($ ） |  | $\bigcirc$ | 。 | ${ }^{29212}$ | ${ }^{3,860}$ | 。 | $\bigcirc$ | $\bigcirc$ | 。 | － | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 。 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | － | 0 |  |  |  |
| ${ }^{17}$ | wosh higmav 46A |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{2,520}$ | ${ }^{3.850}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{18}$ | ament | Sex | Nombuma（A） |  | $\bigcirc$ |  | ${ }^{2.520}$ | ${ }^{3.860}$ |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{20}$ | deamen |  | Esasouns（A） |  | － | $\bigcirc$ | ${ }_{2 \text { 2，500 }}^{2.5}$ | ${ }_{\text {a }}^{3.850}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | － | 0 | $\bigcirc$ | － |  | 0 | $\bigcirc$ | － | 0 | － | － | 0 | $\stackrel{0}{0}$ | $\bigcirc$ |  |
| ${ }^{21}$ | Oemon himmay 6 6a |  | Westomond（G） |  | － | $\bigcirc$ | 4.929 | ${ }^{4.837}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\frac{22}{23}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{4}^{\text {4．995 }}$ | ${ }_{4.4373}^{4.35}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | ！ |  |  |  |
| ${ }^{24}$ | Oemsontiome 46 6a | Pipeninc camp 4 Prad tonevepomin | Eastomand（M） |  |  |  | ${ }_{4}^{4.959}$ | ${ }_{4}^{4373}$ | 0 | － |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | 0 | － | 。 | － | － | － | 0 | 。 | － |  |
| ${ }^{25}$ | Oamson Higmay 6 6a | Newo cscoscs ooverer | Westbomatat 6 |  | $\bigcirc$ | $\bigcirc$ | 4.995 | 4.373 | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 。 | 0 | 。 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | 0 | 。 | $\bigcirc$ | － |
| － 26 | Oamson Himay 6 6A | Nevo cocoses beater | Eastound（A） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\text {4，}}^{4.959} 4$ | ${ }_{4.4373}^{4373}$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| ${ }^{28}$ | Oamsontigmay 6 6a |  | Eastomand（A） |  | $\bigcirc$ | － | 4.995 | ${ }^{4373}$ | 。 | － | $\bigcirc$ | $\bigcirc$ | 0 | － | － | 。 | － | － | － | － | 。 | $\bigcirc$ | 。 | 0 | 。 | － | 0 | 。 |  |  |
|  | Oamson Higmay 6 A | Neevomin 20ataon Read | Nestouma |  | 0 | 0 | ${ }^{3.915}$ | ${ }_{4}^{4.193}$ |  | － | 0 | 0 |  | 。 | O | 。 | 。 | $\bigcirc$ | － | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 0 | 0 | $\bigcirc$ |  |
| ${ }^{\circ}$ | 为 | and |  |  | $\bigcirc$ |  | ${ }^{3095}$ | ${ }^{403}$ |  |  | $\bigcirc$ |  |  | $\bigcirc$ | － | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | － |  | $\bigcirc$ |  |  |  |  |  | 0 |  |
| ${ }^{32}$ | Oemen hlomey 6 6a |  | Easbomat（A） |  | $\bigcirc$ | 0 | ${ }^{3.915}$ | ${ }_{4}^{4,193}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{33}$ | Oamsontigmy 4 6A |  | Uestomand（G） |  | － | 0 | ${ }_{1}^{1,40}$ | ${ }^{\text {3，780 }}$ |  | 。 | 。 | 0 |  | 0 |  | 。 | 。 | 。 | 。 | 0 | 。 | $\bigcirc$ | － | 0 | 。 | 0 | 0 | 0 |  |  |
| ${ }^{39}$ |  |  |  |  | $\bigcirc$ | O | ${ }_{\text {L }}^{1.400}$ | ${ }_{\text {cher }}^{\substack{\text { 3，800 }}}$ | 。 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\stackrel{0}{\circ}$ | － | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{\circ}$ | $\stackrel{0}{\circ}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |
| ${ }^{36}$ | Oamsontlomey 6 6A | Tognailic Balamm Reait 1 Bilioal | mome $($ A） |  | $\bigcirc$ | 0 | ${ }_{1}^{1,40}$ | ${ }^{\text {3，380 }}$ | 。 | $\bigcirc$ | $\bigcirc$ | 0 | － | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | 。 | 0 | $\bigcirc$ | 0 |  | － |  |  |  |  |
| （ent | Oemson Hemey fi8 |  | Eastound（A） |  | ： | ！ | ${ }_{\text {li，}}^{1.40} 1.40$ | ${ }^{\frac{3}{3} 8780}$ | 0 | ： | $\bigcirc$ | ！ |  | $\bigcirc$ |  | ： | ： | $\bigcirc$ | ！ | ！ | ： | ！ | $\bigcirc$ | ： | $\bigcirc$ | ！ | ！ | ： | ： |  |
|  | Oamon hlymay 68 |  | Wesboum（G） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\text {1．400 }}^{1.40}$ | ${ }^{\frac{3}{3,780}}$ |  | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{41}$ |  |  | Wesbomud（e） |  | 0 | $\bigcirc$ | ${ }_{1}^{1,40}$ | ${ }_{3}^{3,700}$ | 。 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | $\bigcirc$ | 0 | － | $\bigcirc$ | $\bigcirc$ | － | 0 | $\bigcirc$ |
| 42 |  | Gievelitle Raad Poim 1 | Eastomond（H） |  | $\bigcirc$ |  |  |  |  | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ |  | $\bigcirc$ |  |  |
| ${ }_{4}^{4}$ | deamen | Seateme | Nesboum（e） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\text {L }}^{1.400}$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | 0 | $\stackrel{\circ}{\circ}$ | 。 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{45}^{45}$ | Oames Hipmave 6 6c | Eanat Mouta Mie | Esabomed $(4)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }^{889}$ | ${ }^{3} 8382$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 47 | Son ligmay 4 6c | Mneot Moun Tomstip | Stiond |  | $\bigcirc$ | 0 | ${ }_{89} 89$ | ${ }_{3,632}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{48}$ | Oamson Higmay 4 Cc | Nouar Tounstip o Moura Mne | Eastomend（A） |  | $\bigcirc$ | 0 | ${ }^{89}$ | ${ }^{3682}$ | 。 | － | $\bigcirc$ | $\bigcirc$ |  | 。 | 。 | 。 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 。 | $\bigcirc$ | 。 | － | $\bigcirc$ | 0 |  |  |  |
| －49 |  |  | Some |  | $\bigcirc$ | $\bigcirc$ | ${ }_{2.567}^{2.57}$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{51}$ | Oavson Higmey 46 | CH． 3010 ch ． 41 | Sestoma |  | $\bigcirc$ | 0 | ${ }^{17}$ | 2.946 | 。 | $\bigcirc$ |  | 0 |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{52}$ | amon himmay Acc | CH． $41 . \mathrm{coch} 30$ | Eastoum |  | $\bigcirc$ | $\bigcirc$ | ${ }^{177}$ | ${ }^{2,946}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\div$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
|  |  |  |  |  | ！ | $\bigcirc$ | ${ }_{1}^{177}$ | ${ }^{2} 2.966$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | ！ | － | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | $\bigcirc$ |
| ${ }^{-55}$ | Cassonem．Latacom Pd |  | Westomand（6） |  | $\bigcirc$ | 2.30 | 6.558 | 8.016 | 2.572 | ${ }^{189}$ | ${ }^{189}$ | ${ }^{199}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{3.0}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }_{310}$ | $3{ }^{310}$ |  |
| ${ }_{\substack{\text { ¢6 } \\ 57}}^{57}$ |  | deame | mand |  | ： | ${ }_{\text {230 }}^{0}$ | ${ }_{\text {c，}}^{6.588}$ |  |  | ${ }^{189}{ }_{189}^{198}$ | ${ }_{\substack{189 \\ 189}}$ |  | ${ }_{\substack{288 \\ 288}}$ |  |  |  | ${ }^{30} \begin{aligned} & 30 \\ & 30\end{aligned}$ | ${ }^{3.0}{ }^{30}$ | ${ }_{\substack{310 \\ 310}}$ | ${ }_{3}^{310}$ | ${ }^{30} \begin{aligned} & 30 \\ & 30\end{aligned}$ | 310 <br> 310 <br> 30 | ${ }_{\text {coio }}^{\substack{30 \\ 30}}$ | ${ }^{310} \begin{aligned} & 310 \\ & 310\end{aligned}$ |  | ${ }^{310}{ }^{310}$ | ${ }^{310}{ }_{3}{ }^{310}$ |  |  |  |
| ${ }_{58}^{58}$ | dsionem Matam Rd | Hulebranas steeto Batio owe | Eastbound $(A)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }^{3.038}$ | ${ }^{4.896}$ |  | ${ }^{189}$ | ${ }^{189}$ | ${ }_{18}^{189}$ | $\stackrel{\text { 238 }}{\substack{288}}$ | ${ }_{2}^{288}$ |  | ${ }_{\text {cke }}^{258}$ | ${ }^{30}$ | ${ }^{30}$ | ${ }_{30} 3$ | ${ }^{310}$ | ${ }^{30}$ | 310 | ${ }^{3} 10$ | ${ }_{30}$ | ${ }^{3} 10$ | ${ }^{30}$ | ${ }^{310}$ | ${ }_{30} 3$ | ${ }^{30}$ |  |
| $\frac{59}{60}$ |  |  | 为 |  | $\bigcirc$ | $\bigcirc$ | ${ }^{\frac{3}{3,572}}$ | ${ }_{\text {L520 }}^{5}$ | ¢ 600 | ${ }_{2,384}^{2,34}$ | ${ }_{2 \times 2897}^{2887}$ | ${ }_{\text {2，789 }}^{2789}$ | ${ }_{\substack{2286 \\ 2286}}^{\substack{29 \\ \hline}}$ | ${ }_{\text {cen }}^{2.203}$ | ${ }^{\frac{2}{2036}}$ |  | ${ }_{\text {che }}^{\substack{238 \\ 238}}$ | ${ }^{310}{ }^{310}$ | ${ }^{\frac{310}{310}}$ | ${ }^{\frac{3}{310}}$ | ${ }^{310}$ | ${ }^{\frac{310}{310}}$ | ${ }^{3.0}$ | ${ }^{\frac{310}{310}}$ | ${ }^{3.10}{ }_{3}$ | ${ }^{\text {310 }}$ | 310 <br> $\substack{310}$ |  | ${ }^{310}$ |  |
| ¢ ${ }_{61}^{61}$ |  |  | Westome（e） |  | $\bigcirc$ | $\bigcirc$ | ciss | ${ }_{2}^{2028}$ | ¢ | ${ }_{\text {che }}^{2.384}$ | ${ }_{\text {2887 }}^{2887}$ | $\underset{\substack{2,789 \\ 2,79}}{ }$ | ${ }_{\substack{2226 \\ 2286}}^{\substack{296}}$ | （eate |  |  |  | ${ }^{3.0}$ | ${ }_{\substack{310 \\ 310}}$ | ${ }^{3}$ | ¢ | ${ }^{310}$ | ${ }_{\substack{310 \\ 310}}$ | ${ }^{330}$ | ${ }^{3} 8$ | ${ }^{310} \begin{aligned} & 310 \\ & 30\end{aligned}$ | ${ }_{\substack{310 \\ 310}}$ | $\underset{3}{\substack{30 \\ 30}}$ | ${ }^{310}$ | － |
| ${ }^{63}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{924}$ | ${ }^{2,184}$ | 96 | ${ }_{2}^{2,34}$ | 2887 | ${ }^{2} 789$ | ${ }_{2286}$ | ${ }_{2,403}$ | ${ }_{\text {2036 }}$ | ${ }_{2089}$ | ${ }_{2}^{2388}$ | ${ }^{310}$ | ${ }_{310}$ | $3{ }_{30}$ | ${ }^{310}$ | 310 | 3.0 | ${ }_{310}$ | 3.0 | ${ }^{310}$ | ${ }_{310}$ | ${ }_{30}$ | $3{ }^{30}$ |  |
| ${ }_{6}^{64}$ |  | Pouts staion orat Road | Eastomid（A） |  | 。 | 。 | ${ }^{924}$ | ${ }^{2184}$ |  | ${ }^{2,384}$ | ${ }^{2887}$ | 2，789 | ${ }^{22268}$ | ${ }^{2.403}$ | ${ }^{2936}$ | ${ }_{2}^{2888}$ | ${ }^{2338}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{30}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ |  |  |  |
| ¢ | diasioneem Lacommd | Reer paad Loandin Pead | Westomet（A） |  | $\bigcirc$ | $\bigcirc$ |  | ${ }_{2}^{21848}$ | cis6 | ${ }_{\text {2，384 }}^{2.384}$ | ${ }_{22887}^{2887}$ | ${ }^{2} 2789$ | ${ }^{22286}$ | （entien |  |  |  | ${ }^{3.0}{ }^{3.0}$ |  |  |  | ${ }^{310}$ | ${ }^{3}$ | ${ }^{30} \begin{aligned} & \text { 310 } \\ & 310\end{aligned}$ | ${ }^{3} \begin{aligned} & 30 \\ & 30\end{aligned}$ | ${ }^{310} \begin{aligned} & \text { 30 } \\ & 30\end{aligned}$ | 300 300 | （ | ${ }^{310}$ |  |
| ${ }^{67}$ | Stonemlaram Fd |  |  |  | 。 | 0 | ${ }^{336}$ | ${ }^{936}$ | ${ }_{4}^{44}$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| ${ }_{68}^{68}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{\text {coinc }}^{\substack{396 \\ 396}}$ | －${ }_{\text {936 }}^{296}$ | ${ }_{44}^{4.4}$ | $\bigcirc$ | $\bigcirc$ | \％ | 。 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| 70 | Casasonem．La tacom md | Tasmime paeato puarr poad | Easbomond $(A)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }^{336}$ | －986 | ${ }_{44}^{44}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| $\frac{71}{12}$ | cole | （ears | Westemen |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{\square}{0}$ |
| ${ }^{95}$ | Cananon Humay 200 | CH．OOO（Romal） CHH 3 | Normbound（6） |  | $\bigcirc$ | ${ }^{10,094}$ | ${ }^{26,75}$ | ${ }^{33,991}$ | ${ }^{44,688}$ | 44.978 | 45.193 | 45.826 | ${ }^{66,54}$ | ${ }^{46,903}$ | ${ }^{47,789}$ | ${ }^{68,198}$ | ${ }^{48,794}$ | ${ }^{49295}$ | 50.122 | ${ }^{50.123}$ | so．094 | 498818 | 4989 | ${ }^{49.966}$ | ${ }^{\text {50，122 }}$ | ${ }^{50,153}$ | ${ }_{50,245}$ | ${ }_{50,242}$ |  | 5025 |
| －969 | canavo himay 2 20 |  | Southens（A） |  | $\bigcirc$ |  | ${ }_{\text {20，}}^{\text {20，37 }}$ | ${ }^{323991}$ |  | ${ }_{\text {a }}^{4.998}$ |  | ${ }_{\text {a }}^{4.5826}$ |  | ${ }_{\substack{4.603 \\ 3239}}^{\substack{\text { arg }}}$ | ${ }_{\substack{4,488 \\ 32887}}^{\substack{\text { a }}}$ |  |  | ${ }_{3,2955}^{4.295}$ |  | ${ }_{\substack{\text { S0，23 } \\ 30500}}^{\substack{\text { a }}}$ | ${ }_{\substack{\text { S0，044 } \\ 3,477}}^{\substack{\text { are }}}$ | ${ }_{\text {a }}^{4.9818}$ |  | ${ }_{\text {a }}^{\text {a，966 }}$ |  | ${ }_{\substack{\text { S0，} 383 \\ 3499}}$ |  |  |  |  |
| － | camano himave 20 |  | Southend（A） |  | $\bigcirc$ | （ince | ${ }_{\text {18297 }}^{1829}$ | ${ }^{226500}$ | ${ }_{\text {30，} 268}^{3026}$ | ${ }_{\substack{30502 \\ 3050}}$ | － | ${ }_{\text {31373 }}^{31373}$ |  |  |  |  | － 3 3，988 | ${ }_{3}^{3,3235}$ | － | ${ }_{\substack{35060}}^{3 \text { S000 }}$ | ${ }_{\text {3，}}^{3.887}$ | ${ }^{34,703}$ | ${ }_{\text {a }}^{34703}$ | ${ }^{34.691}$ | ${ }_{\text {3，}}^{3.691}$ | ${ }_{34,901}^{34901}$ |  |  | ${ }^{34,699}$ |  |
| ${ }^{100}$ | Canano ${ }^{\text {andmamy } 240}$ | minel | Southound（A） |  | 0 | －12929 | ${ }_{18297}^{1829}$ | ${ }_{22050}$ | ${ }^{30,026}$ | ${ }_{30,52}$ | ${ }_{\text {30，}}^{3}$ | ${ }_{31273}$ | ${ }_{\text {and }}^{\text {31，83 }}$ | ${ }_{32379}^{3039}$ | ${ }^{\text {caser }}$ |  |  | ${ }_{34,35}$ | ${ }^{3514}$ | ${ }_{35000}$ | ${ }_{3,487}^{319}$ | ${ }_{34,703}$ | ${ }_{34703}$ | ${ }^{39.909}$ | ${ }^{34690}$ | ${ }_{34,921}$ |  | ${ }^{34,699}$ | ${ }_{39,999}$ | 3．4619 |
| －$\frac{101}{102}$ |  |  | Nomben |  | $\bigcirc$ |  | － 10.294 | ${ }^{\frac{124242}{1242}}$ |  | $\xrightarrow{117,64}$1,764 | $\underbrace{}_{\substack{18.118 \\ 1814}}$ |  |  |  |  |  | ${ }_{\text {20，922 }}^{20.522}$ | ${ }_{\text {20，999 }}^{20.959}$ |  | ${ }_{\substack{21.466 \\ 21.465}}$ | ${ }_{\text {21，}}^{21,34}$ | ${ }^{212,34}{ }^{2134}$ | ${ }^{21.314}$ | ${ }_{\text {2li，}}^{21.302}$ | ${ }^{21.3022}$ | ${ }^{212,02}$ | $\frac{21220}{21200}$ | ${ }_{\text {a }}^{21.2122}$ | ${ }_{2}^{212122}$ |  |
| ${ }^{103}$ | Canano hiome 24 E |  | Nombonem（ 6 （ |  | $\bigcirc$ | ${ }_{1.688}$ | 2292 | 2949 | 5098 | 5.027 | 5.834 | ${ }_{5}^{5.538}$ | ${ }_{5}^{5,945}$ | ${ }_{6}^{6,30}$ | ${ }_{6}^{6,590}$ | ${ }_{6}^{6,94}$ | ${ }^{1227}$ | ${ }^{7} 592$ | ${ }^{\text {1，973 }}$ | ${ }^{7}, 92$ | ${ }^{2,912}$ | ${ }^{1,924}$ | ${ }^{7,29}$ | ${ }^{7,912}$ | ${ }^{7,92}$ | ${ }^{7,912}$ | ${ }^{7,912}$ | ${ }_{7} 1.94$ | ${ }^{1,924}$ |  |
| ${ }^{105}$ | Camano tiomay 24 E |  | Normbound（6） |  | $\bigcirc$ | ${ }_{83}$ | ${ }_{\text {1，} 2,46}$ |  | ${ }_{2}^{2544}$ | ${ }_{2.513}$ | ${ }_{2092}$ | ${ }_{2}^{2} 72$ | ${ }_{\text {2093 }}$ | ${ }_{3,195}^{\text {3，}}$ | ${ }_{3,270}$ | ${ }_{3,421}$ | ${ }_{3,613}$ | ${ }_{3}^{3}, 796$ | ${ }_{3,987}$ | ${ }_{3,566}$ | ${ }_{3} 3.96$ | ${ }_{3,382}$ | ${ }_{3,962}$ | ${ }_{3,566}$ | ${ }_{3,956}$ | ${ }_{3,956}$ | ${ }_{3,566}$ | ${ }_{3,962}$ | ${ }_{3,962}$ |  |
| \％ 106 | canamo himay 2 2E | chit 6 Acasess Camp 110 CH． 69 | Soumound $(A)$ |  | $\bigcirc$ | ${ }^{834}$ | ${ }^{1.146}$ | （1．598 | － 2.254 | ${ }_{\text {2 } 2.93}^{125}$ |  | 2， 2192 | ${ }_{\text {2973 }}^{298}$ | ${ }^{3.1 .85}$ |  | ${ }_{3,421}$ | ${ }_{3,013}$ | ${ }^{37796}$ | ${ }^{3.987}$ | ${ }^{3.966}$ | ${ }_{3.966}$ | ${ }^{3.982}$ | ${ }^{3.962}$ | ${ }^{3.956}$ | ${ }^{\text {3，966 }}$ | ${ }^{3.956}$ | ${ }_{\text {a }}^{3.569}$ | ${ }^{3.982}$ |  |  |
| － 108 |  | ${ }^{\text {che }}$ | Somben |  | $\bigcirc$ | ${ }_{417}^{417}$ | ${ }^{513}$ | ${ }^{808}$ | ${ }_{1}^{12272}$ | ${ }_{1}^{1257}$ | ${ }_{\text {L }}^{1.3,46}$ | － |  | （1．033 | （10．65 | － | ${ }_{\substack{1.007 \\ 1.007}}$ | ${ }_{\text {1．088 }}^{1.098}$ | ${ }_{1,903}^{1.939}$ | ${ }_{1}^{1.978}$ | ${ }_{1.987}^{1.988}$ | ${ }_{1}^{1.981}$ | ${ }_{\text {l }}^{1.981} 1$ | ${ }_{\text {1，978 }}^{1.988}$ | ${ }_{\text {1，988 }}^{1.987}$ | ${ }_{1}^{1.978}$ | ${ }_{\substack{1.978 \\ 1.978}}^{\text {i，}}$ | （1， | ${ }_{\text {cosid }}^{1.988}$ | （1．981 |
| $\frac{109}{110}$ | Camane | Cthill |  |  | $\bigcirc$ | ${ }_{417}^{417}$ | －${ }_{\text {¢73 }}^{573}$ |  | ${ }_{\text {L }}^{12272} 1$ | ${ }_{1}^{12577}{ }_{1257}$ | ${ }_{\text {L }}^{1.396}$ |  |  |  |  | ${ }_{\text {L }}^{\substack{\text { 1．720 } \\ 1.700}}$ | （1．007 | ${ }_{\text {L }}^{1.988}{ }_{1}^{1989}$ | ${ }_{\substack{1.993 \\ 1.93}}$ | ${ }_{\text {L }}^{1.998} 1.98$ | ${ }_{\text {L }}^{1.978}$ | ${ }_{\text {L }}^{1.981}$ | ${ }_{\text {L，}}^{1.981} 1$ | ${ }_{\text {l }}^{1.978}$ | ${ }_{\text {L }}^{1.998}{ }_{1,988}$ | ${ }_{\text {L }}^{1.978}{ }_{\text {1，988 }}$ |  | ${ }_{\substack{\text { 1．981 } \\ 1.981}}$ | （1981 | （1981 |
| 111 | Eectharathimumy 26 A |  | Southeud（6） |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |
| $\frac{112}{113}$ |  | Sument | Sombuenf |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ． | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| 114 | Shart | CH． 51.10 Bumet Homay | anmound |  | 0 | 0 | 0 | － | 0 | － | 0 | 。 |  | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| － 115 |  |  | Southemed（s） |  | ： | ！ | ： | ！ | ！ | $\bigcirc$ | ： | $\bigcirc$ | $\bigcirc$ | ！ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | ： | $\bigcirc$ | $\bigcirc$ | ： | $\bigcirc$ | ： | $\bigcirc$ | ： | ： | $\bigcirc$ |
|  |  |  | Sauthenat（ $($ c） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| － 118 |  |  |  |  | ： |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ |
|  |  |  | Somben |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 。 |  |  |  | 。 |  |  |  |  |  |  |  |









|  | Luk | Saction | oricecoon | 2008 | 2009 | 2010 | 201 | 2012 | 2013 | 2014 | 2015 | 20.6 | 2017 | 2018 | 2019 | 2200 | 2021 | 2022 | 2023 | 224 | 2205 | 2206 | 2027 | 2028 | 2029 | 230 | 2031 | 2032 | ${ }^{203}$ | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\stackrel{1}{2}$ | Peason himeay 6 6A |  | Southeon |  | $\bigcirc$ | ${ }_{\text {L，} 6.66}^{10}$ | $\stackrel{1099}{\substack{09}}$ | ${ }^{1098}$ | ${ }^{622}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － |
| ${ }^{3}$ | Oemen |  | Soutbomand（G） |  | $\bigcirc$ | ${ }_{1}^{1.66}$ | ${ }^{1.098}$ | 1.099 | 62 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{4}$ | Oamson himmey 6 6a |  |  |  | $\bigcirc$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |
| ¢ | Pamson homeve 6 6a |  | （ |  | $\bigcirc$ | ${ }_{\text {1．666 }}^{0}$ | $\stackrel{10,09}{10}$ | $\stackrel{1.099}{10}$ | ${ }^{622}$ | ${ }^{222}$ | ${ }^{683}$ | ${ }^{65}$ | ${ }_{3}$ | ${ }^{292}$ | ${ }^{6.63}$ | ${ }^{\text {554 }}$ | ${ }^{216}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | － | $\bigcirc$ |
| ${ }_{7}$ | Oamsontimmy 6 6a |  | Soutboun（（G） |  | O | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| $\stackrel{8}{9}$ | Oamson hame 6 6a |  | Noundement（A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | － | － | $\bigcirc$ |
| ${ }^{10}$ | Oamsontimmy 6 6A |  | Noathound（A） |  |  |  |  | 0 | 0 |  |  | 。 |  | 。 |  | 。 | － | 。 | － | 0 | 。 | 0 | 。 | 。 | － | 。 | 0 | 0 |  |  |
| $\stackrel{11}{12}$ | Oamson Himay 6 6a | chamano neve oo ov vong one | sounhount（G） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{13}$ |  |  | Soutbound（6） |  | － | 55 | ${ }^{1,739}$ | 1，799 | ${ }_{93}^{93}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | 。 | 。 | 。 | 。 | 。 | $\bigcirc$ | 。 | 。 | 。 | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 。 | 。 | $\bigcirc$ |  |
| ${ }^{14}$ | Oamsontimmy 48 A | Oon voung orve ot tanever Road | Somal |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| － 15 | Oamson himey 68 A | Hener Rasato ance Himmay | Sombumi（ $(6)$ |  | $\bigcirc$ | ${ }_{50}^{68}$ | ${ }_{\text {L，789 }}$ | ${ }_{\text {L1789 }}$ | ${ }_{9}^{99}$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| － |  |  | Nombone（A） |  | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{18}$ | Oemsonthmay 6 6A |  | Nombumend $(4)$ |  | $\bigcirc$ | 0 | $\bigcirc$ | 。 | 。 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | － | $\bigcirc$ | $\bigcirc$ | ， | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ |  |
| ${ }^{19}$ | Jomson himeve 6 6A | Soreme | Eastan |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | － |  |  |
| ${ }^{21}$ | Oamson himmay 6 6a |  | Westionnd（c） |  | － | 0 | $\bigcirc$ | 0 |  | 0 | 0 | 0 | 0 | 。 | 。 | 。 | 。 | 。 | $\bigcirc$ | 0 | 0 | 。 | 。 | 。 | 。 | 。 | 0 | 。 | $\bigcirc$ | － |
| ${ }_{2}^{23}$ |  |  | Nestamend |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 0 | $\bigcirc$ | O | $\bigcirc$ | － | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | － | － |  | $\bigcirc$ | ， | $\bigcirc$ |  |  |  |  |  |
| 24 | amsontiomer 46 A |  | Eastomat（A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}^{25}$ | Oamon himmay 6 ar | Newo coscossc booreer | Nesbound（G） |  | 。 | 。 | 。 | $\bigcirc$ |  | $\bigcirc$ | 。 | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| － |  |  | Nostomond（ 6 ） |  | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | O | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{28}$ | Oamson Hommay 6 A |  | Easteme |  | 0 | 0 | － | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{30}$ | 为 |  | Eastomond（A） |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }_{-}^{31}$ | Oamson himeave 68 a | Asoon raid Calilie eam Raad | Nestamand（G） |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{33}$ | demen | den | Nestomend（ 6 ） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  | O |  |  |  |
| ${ }^{34}$ | Oamsontloway 6 6a |  | Eastomom（ $(A)$ |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ |
| ${ }^{35}$ | amon himmay 46 an |  | asbuma |  | 0 | 。 | 0 | $\bigcirc$ | 0 | － | $\bigcirc$ | 。 |  | 。 |  | 。 | － | － | － | 0 | 0 | $\bigcirc$ | － | 0 | － |  | 0 |  |  |  |
| ${ }^{36}$ | Oemsentioway 6 6a | Iomele | Stioneme $($ A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | $\bigcirc$ | ： | ！ |  |  |  |
| ${ }_{38}$ | Oemon himmy 468 |  | （extome $(A)$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\stackrel{0}{0}$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | － | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{39}$ |  | Sosale cambon Road Popont |  |  | $\bigcirc$ | 0 | $\bigcirc$ | － |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }^{40}$ | Oamon himmay 68 | Poinl 10 Coumssale camboon Road | Eastomem $(A)$ |  | 。 | 。 | 。 | － | 0 | 。 | $\bigcirc$ | 0 | 。 | $\bigcirc$ | － | 。 | 。 | 。 | $\bigcirc$ | 。 | 。 | 0 | $\bigcirc$ | 。 | $\bigcirc$ | － | 0 | 。 |  |  |
| ${ }_{4}^{41}$ |  |  | Nestabind |  | ： | $\bigcirc$ | $\bigcirc$ | － | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\frac{43}{44}$ | Oamson Himeve 68 | Giville Radit eanara | Nestound（G） |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\square}$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{45}$ | Oamsontiomay 66 Cb | Banalat Mour M Mie | Westomond（6） |  | － | 0 | 0 | 。 | 。 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | － |  |
| ${ }_{4}^{46}$ | deasenh have 46 c | Noura Meeo eamana | 边 |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |
| ${ }^{48}$ | Oamson Homey y 6 Cc |  | Eastomum（A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 49 | Oamos himme 46 Cc | Nour Towshit．OCH 30 | Nesibunat（ $(6)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }_{5}^{\circ}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 51 | Oamson himmay 46 | CH 3010 cH 418 | Nestabond（G） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ¢ | Son Humaval 4 Sc | C．4．410 CH .3 SO | 为 |  | $\bigcirc$ | $\bigcirc$ | ${ }_{5}^{5255}$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | 0 | $\bigcirc$ | － | 。 | 0 | 。 | 。 | 。 |  |
| ${ }_{54} 5$ |  | entan | （eastounde） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{5}^{5255}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | ！ | $\bigcirc$ | $\stackrel{0}{\circ}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ |
| ¢56 |  |  |  |  | $\bigcirc$ |  | ${ }^{2336}$ | ${ }^{23366}$ | ${ }^{1.369}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ¢ | diasionem Lacom m d | deamen | Nestound（ 6 ） |  | $\bigcirc$ | ${ }_{\text {Li．66 }}^{124}$ | ${ }_{\text {L，}}^{1.096}$ | ${ }_{2}^{12369}$ | ${ }^{1,369}$ | $\bigcirc$ | $\bigcirc$ | － | 。 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 。 | － | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 0 | 。 | － |  |
| ${ }_{58}{ }^{5}$ |  |  | Stand（A） |  | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | － | 。 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | ． |  |
| ${ }_{5} 59$ | Storem Laram Pd | Dive or oed fover faad |  |  | $\bigcirc$ | ${ }^{22}$ | ${ }^{2396}$ | ${ }^{2396}$ | ${ }^{1.369}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ¢ 60 | coide |  |  |  | $\bigcirc$ | $\stackrel{0}{724}$ | ${ }^{\frac{39}{296}}$ | ${ }^{5236}$ |  | ${ }^{292}$ | ${ }_{68} 6$ | ${ }_{6}^{63}$ | ${ }^{37}$ | $\stackrel{222}{0}$ | ${ }^{63}$ | ${ }_{5}^{554}$ | ${ }^{216}$ | 。 | $\bigcirc$ | ！ | ！ | ： |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| ${ }_{6}^{62}$ |  | Red fover foad Popowe Staion | Sound |  | $\bigcirc$ | $\stackrel{\square}{724}$ |  | ${ }^{\frac{3}{2399}}$ |  | ${ }^{292}$ | ${ }^{653}$ | ${ }^{653}$ | ${ }^{373}$ | ${ }^{292}$ | ${ }_{6} 63$ | ${ }_{\text {S54 }}$ | 216 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{6} 6$ | astonem Larom Rd |  | Eastoms（A） |  | $\bigcirc$ | ${ }_{0}$ | ${ }_{\text {ck }}$ | ${ }_{3,399}$ | ${ }_{\text {4 }}^{400}$ | 222 | ${ }_{65} 6$ | 65 | ${ }^{373}$ | ${ }^{292}$ | ${ }_{653}$ | ${ }_{554}$ | ${ }^{216}$ | － | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | － |  |  |
| ${ }_{65}^{65}$ | Storem L Larom Pd | Roadiol landing Poad |  |  | $\bigcirc$ | ${ }^{22}$ | ${ }^{2,396}$ | ${ }^{2336}$ | ${ }_{1}^{1,369}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | － | 。 | － | 。 | $\bigcirc$ | 。 |  |  |
| ${ }^{66}$ | deam |  | Stion |  | $\bigcirc$ | ${ }_{188}$ | ${ }_{\text {\％}}^{\text {8，95 }}$ |  | ${ }^{40208}$ | ${ }^{\frac{22}{373}}$ | ${ }_{\text {c，}}^{1.05}$ | ${ }_{\text {Li．35 }}^{1.05}$ |  |  |  |  | ${ }_{\substack{\text { 267 } \\ 397}}$ | 5 | 5 | 5 | $\stackrel{5}{52}$ | ${ }_{5}^{5}$ | ${ }_{5}^{5}$ | $\stackrel{1}{52}$ | $\stackrel{5}{52}$ | ${ }_{52}$ | $\stackrel{0}{52}$ | ${ }_{5}^{52}$ | ${ }_{5}^{5}$ |  |
| －689 |  | Lendin Roaid Trajimie Read | Lastomem $(A)$ |  | ： | $\bigcirc$ | ${ }_{838}$ | ${ }_{21135}$ | $\stackrel{0}{\text { S．921 }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
|  |  |  | Esasbound（A） |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




|  |  |  |  |  |  | $\begin{aligned} & \stackrel{\rightharpoonup}{0} \\ & \frac{0.0}{0} \end{aligned}$ | $\stackrel{\otimes}{\stackrel{2}{2}}$ |  | Backg | ound |  |  | With Dev | lopment |  |  | 竧 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Road |  | Section | Direction |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Dawson Highway 46A | Gladstone-Mt Larcom Road to Bresin Street | Southbound (G) | 9.0 | 2006 | 120.0 | 3.0 | 2019.7 | 4,434,635 | 4,913,919 | 4,770,134 | 2019 | 4,458,476 | 4,937,761 | 2019.7 | 0.0 | No |
| 2 | Dawson Highway 46A | Gladstone-Mt Larcom Road to Breslin Street | Northbound (A) | 9.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,198,339 | 2,435,930 | 2,364,653 | 2019 | 2,242,654 | 2,480,245 | 2019.5 | 0.2 | No |
| 3 | Dawson Highway 46A | Breslin Street to Blain Drive | Southbound (G) | 9.0 | 2006 | 20.0 | 3.0 | 2026.3 | 8,289,859 | 8,892,604 | 8,470,683 | 2026 | 8,313,701 | 8,916,446 | 2026.3 | 0.0 | No |
| 4 | Dawson Highway 46A | Breslin Street to Blain Drive | Northbound (A) | 59.0 | 2006 | 120.0 | 3.0 | 2026.3 | 10,278,482 | 11,025,817 | 10,502,682 | 2026 | 10,322,797 | 11,070,132 | 2026.2 | 0.1 | No |
| 5 | Dawson Highway 46A | Blain Drive to Philip Street | Southbound (G) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 11,268,218 | 12,165,290 | 11,268,218 | 2023 | 10,460,482 | 11,331,426 | 2023.9 | 0.1 | No |
| 6 | Dawson Highway 46A | Blain Drive to Philip Street | Northbound (A) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 24,868,978 | 26,848,818 | 24,868,978 | 2023 | 23,047,389 | 24,969,564 | 2023.9 | 0.1 | No |
| 7 | Dawson Highway 46A | Philip Street to Penda Avenue | Southbound (G) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 7,850,598 | 8,639,286 | 8,402,680 | 2020 | 7,905,590 | 8,698,298 | 2020.6 | 0.1 | No |
| 8 | Dawson Highway 46A | Philip Street to Penda Avenue | Northbound (A) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 9,400,015 | 10,344,360 | 10,061,057 | 2020 | 9,455,007 | 10,403,372 | 2020.6 | 0.1 | No |
| 9 | Dawson Highway 46A | Penda Avenue to Chapman Drive | Southbound (G) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 8,421,190 | 8,987,227 | 8,421,190 | 2027 | 7,930,652 | 8,480,202 | 2027.9 | 0.1 | No |
| 10 | Dawson Highway 46A | Penda Avenue to Chapman Drive | Northbound (A) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 12,341,950 | 13,171,523 | 12,341,950 | 2027 | 11,595,551 | 12,400,961 | 2027.9 | 0.1 | No |
| 11 | Dawson Highway 46A | Chapman Drive to Don Young Drive | Southbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 4,361,982 | 4,644,951 | 4,361,982 | 2029 | 4,361,982 | 4,644,95 | 2029.0 | 0.0 | No |
| 12 | Dawson Highway 46A | Chapman Drive to Don Young Drive | Northbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 6,274,208 | 6,681,227 | 6,274,208 | 2029 | 6,274,208 | 6,681,227 | 2029.0 | 0.0 | No |
| 13 | Dawson Highway 46A | Don Young Drive to Harvey Road | Southbound (G) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 5,705,968 | 6,089,499 | 5,705,968 | 2027 | 5,351,338 | 5,723,697 | 2028.0 | 0.0 | No |
| 14 | Dawson Highway 46A | Don Young Drive to Harvey Road | Northbound (A) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 5,879,044 | 6,274,208 | 5,879,044 | 2027 | 5,534,543 | 5,918,198 | 2027.9 | 0.1 | No |
| 15 | Dawson Highway 46A | Harvey Road to Bruce Highway | Southbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,780,651 | 3,081,177 | 2,991,019 | 2019 | 2,798,380 | 3,098,906 | 2019.6 | 0.1 | No |
| 16 | Dawson Highway 46A | Harvey Road to Bruce Highway | Northbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,737,764 | 3,033,655 | 2,944,887 | 2019 | 2,776,918 | 3,072,808 | 2019.6 | 0.1 | No |
| 17 | Dawson Highway 46A | Bruce Highway to Drynan Drive | Southbound (G) | 48.0 | 2006 | 120.0 | 3.0 | 2030.0 | 8,238,735 | 8,755,695 | 8,238,735 | 2029 | 7,751,208 | 8,253,110 | 2030.0 | 0.0 | No |
| 18 | Dawson Highway 46A | Bruce Highway to Drynan Drive | Northbound (A) | 48.0 | 2006 | 120.0 | 3.0 | 2030.0 | 8,565,379 | 9,102,834 | 8,565,379 | 2029 | 8,056,422 | 8,578,224 | 2030.0 | 0.0 | No |
| 19 | Dawson Highway 46A | Dryman Drive to Gladstone-Monto Road | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 3,052,184 | 3,274,104 | 3,052,184 | 2025 | 2,851,102 | 3,066,559 | 2025.9 | 0.1 | No |
| 20 | Dawson Highway 46A | Dryman Drive to Gladstone-Monto Road | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 3,324,038 | 3,565,725 | 3,324,038 | 2025 | 3,102,236 | 3,336,883 | 2025.9 | 0.1 | No |
| 21 | Dawson Highway 46A | Gladstone-Monto Road to Access to Pipeline Camp 4 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,467,403 | 2,653,282 | 2025.9 | 0.1 | No |
| 22 | Dawson Highway 46A | Access to Pipeline Camp 4 to Gladstone-Monto Road | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,379,451 | 2,558,765 | 2025.9 | 0.1 | No |
| 23 | Dawson Highway 46A | Access to Pipline Camp 4 to New point 1 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,467,403 | 2,653,282 | 2025.9 | 0.1 | No |
| 24 | Dawson Highway 46A | Access to Pipline Camp 4 to New point 1 | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,379,451 | 2,558,765 | 2025.9 | 0.1 | No |
| 25 | Dawson Highway 46A | New to CSC/BSC Border | Westbound (G) | 118.0 | 2006 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 26 | Dawson Highway 46A | New to CSC/BSC Border | Eastbound (A) | 118.0 | 2006 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 27 | Dawson Highway 46A | CSC/BSC Border to New point 2 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,467,403 | 2,653,282 | 2025.9 | 0.1 | No |
| 28 | Dawson Highway 46A | CSC/BSC Border to New point 2 | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,379,451 | 2,558,765 | 2025.9 | 0.1 | No |
| 29 | Dawson Highway 46A | New point 2 to Argoon Road | Westbound (G) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 1,921,525 | 2,091,631 | 1,972,557 | 2022 | 1,938,616 | 2,108,722 | 2022.2 | 0.1 | No |
| 30 | Dawson Highway 46A | New point 2 to Argoon Road | Eastbound (A) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 1,853,669 | 2,017,768 | 1,902,899 | 2022 | 1,869,741 | 2,033,839 | 2022.2 | 0.1 | No |
| 31 | Dawson Highway 46A | Agoon Road to Callide Dam Road | Westbound (G) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,280,151 | 1,418,506 | 1,321,657 | 2019 | 1,297,242 | 1,435,597 | 2019.2 | 0.1 | No |
| 32 | Dawson Highway 46A | Agoon Road to Callide Dam Road | Eastbound (A) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,241,545 | 1,375,728 | 1,281,800 | 2019 | 1,257,616 | 1,391,799 | 2019.2 | 0.1 | No |
| 33 | Dawson Highway 46A | Callide Dam Road to Tognalini - Baldwin Road | Westbound (G) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,654,059 | 1,832,826 | 1,707,689 | 2019 | 1,665,427 | 1,844,193 | 2019.2 | 0.1 | No |
| 34 | Dawson Highway 46A | Callide Dam Road to Tognalini - Baldwin Road | Eastbound (A) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,577,096 | 1,747,544 | 1,628,230 | 2019 | 1,587,443 | 1,757,892 | 2019.2 | 0.1 | No |
| 35 | Dawson Highway 46A | Tognalini - Baldwin Road to Biloela | Westbound (G) | 106.0 | 2006 | 120.0 | 3.0 | 2010.7 | 536,897 | 817,485 | 733,308 | 2010 | 536,897 | 821,359 | 2010.7 | 0.0 | No |
| 36 | Dawson Highway 46A | Tognalini - Baldwin Road to Biloela | Eastbound (A) | 106.0 | 2006 | 120.0 | 3.0 | 2010.7 | 528,390 | 804,532 | 721,690 | 2010 | 528,390 | 807,387 | 2010.7 | 0.0 | No |
| 37 | Dawson Highway 46B | Biloela to Crowsdale Camboon Road | Westbound (G) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,727,847 | 1,948,302 | 2017.6 | 0.1 | No |
| 38 | Dawson Highway 46B | Crewsdale Camboon Road to Bioela | Eastbound (A) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,726,827 | 1,947,282 | 2017.7 | 0.0 | No |
| 39 | Dawson Highway 46B | Crowsdale Camboon Road to Point 1 | Westbound (G) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,727,847 | 1,948,302 | 2017.6 | 0.1 | No |
| 40 | Dawson Highway 46B | Point 1 to Crowsdale Camboon Road | Eastbound (A) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,726,827 | 1,947,282 | 2017.7 | 0.0 | No |
| 41 | Dawson Highway 46B | Point 1 to Greyclife Road | Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 4,243,740 | 4,540,012 | 4,243,740 | 2026 | 3,967,465 | 4,255,107 | 2027.0 | 0.0 | No |
| 42 | Dawson Highway 46B | Greycliffe Road to Point 1 | Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 4,243,740 | 4,540,012 | 4,243,740 | 2026 | 3,966,445 | 4,254,087 | 2027.0 | 0.0 | No |
| 43 | Dawson Highway 46B | Grecilife Road to Banana | Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 3,253,892 | 3,481,058 | 3,253,892 | 2026 | 3,044,709 | 3,265,259 | 2026.9 | 0.1 | No |
| 44 | Dawson Highway 46B | Banana to Greycliffe Road | Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 3,253,892 | 3,481,058 | 3,253,892 | 2026 | 3,043,689 | 3,264,239 | 2027.0 | 0.0 | No |
| 45 | Dawson Highway 46C | Banana to Moura Mine | Westbound (G) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,998,897 | 2,199,711 | 2,139,467 | 2020 | 2,009,309 | 2,210,123 | 2020.6 | 0.1 | No |
| 46 | Dawson Highway 46C | Moura Mine to Banana | Eastbound (A) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,998,897 | 2,199,711 | 2,139,467 | 2020 | 2,007,779 | 2,208,593 | 2020.7 | 0.0 | No |
| 47 | Dawson Highway 46C | Moura Mine to Moura Township | Westbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 2,280,885 | 2,495,355 | 2,431,014 | 2021 | 2,291,297 | 2,505,767 | 2021.7 | 0.0 | No |
| 48 | Dawson Highway 46C | Moura Township to Moura M Mine | Eastbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 2,280,885 | 2,495,355 | 2,431,014 | 2021 | 2,289,767 | 2,504,237 | 2021.7 | 0.0 | No |
| 49 | Dawson Highway 46C | Moura Township to CH. 30 | Westbound (G) | 81.0 | 2007 | 120.0 | 3.0 | 2020.0 | 712,034 | 783,566 | 712,034 | 2019 | 688,848 | 758,297 | 2019.3 | 0.7 | No |
| 50 | Dawson Highway 46C | CH. 30 to Moura Township | Eastbound (A) | 81.0 | 2007 | 120.0 | 3.0 | 2020.0 | 712,034 | 783,566 | 712,034 | 2019 | 663,224 | 732,673 | 2019.7 | 0.3 | No |
| 51 | Dawson Highway 46C | CH. 30 to CH. 41 | Westbound (G) | 117.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 52 | Dawson Highway 46C | CH. 41 to CH. 30 | Eastbound (A) | 117.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 53 | Dawson Highway 46C | CH. 41 to District Boundary | Westbound (G) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 575,159 | 642,585 | 622,357 | 2018 | 609,678 | 677,104 | 2018.2 | 0.5 | No |
| 54 | Dawson Highway 46C | Boundary to CH .41 | Eastbound (A) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 575,159 | 642,585 | 622,357 | 2018 | 584,053 | 651,479 | 2018.6 | 0.1 | No |
| 55 | Gladstone-Mt Larcom Rd | Dawspn Highway to Hilderbrand Street | Westbound (G) | 105.0 | 2006 | 120.0 | 3.0 | 2011.0 | 2,001,344 | 2,708,880 | 2,001,344 | 2010 | 1,327,924 | 2,036,166 | 2011.0 | 0.0 | No |
| 56 | Gladstone-Mt Larcom Rd | Dawspn Highway to Hilderbrand Street | Eastbound (A) | 105.0 | 2006 | 120.0 | 3.0 | 2011.0 | 2,061,148 | 2,789,826 | 2,061,148 | 2010 | 1,362,879 | 2,096,114 | 2011.0 | 0.0 | No |


| 57 | Gladstone-Mt Larcom Rd | \|Hilderbrand Street to Blain Drive | \|Westbound (G) | 62.0 | 2006 | 120.0 | 3.0 | 2025.3 | 13,544,341 | 14,573,068 | 13,852,959 | 2025 | 13,572,740 | 14,602,081 | 2025.3 | 0.0 | No |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 58 | Gladstone-Mt Larcom Rd | Hilderbrand Street to Blain Drive | Eastbound (A) | 62.0 | 2006 | 120.0 | 3.0 | 2025.3 | 13,231,070 | 14,236,003 | 13,532,550 | 2025 | 13,289,508 | 14,295,055 | 2025.2 | 0.1 | No |
| 59 | Gladstone-Mt Larcom Rd | Blain Drive to Red Rover Road | Westbound (G) | 92.0 | 2006 | 120.0 | 3.0 | 2015.3 | 5,499,416 | 6,382,107 | 5,764,224 | 2015 | 5,543,541 | 6,435,092 | 2015.2 | 0.1 | No |
| 60 | Gladstone-Mt Larcom Rd | Blain Drive to Red Rover Road | Eastbound (A) | 92.0 | 2006 | 120.0 | 3.0 | 2015.3 | 6,009,749 | 6,974,352 | 6,299,130 | 2015 | 6,075,506 | 7,045,975 | 2015.2 | 0.1 | No |
| 61 | Gladstone-Mt Larcom Rd | Red Rover Road to Power Station | Westbound (G) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 14,466,770 | 15,618,482 | 15,272,968 | 2024 | 14,562,394 | 15,714,720 | 2024.6 | 0.1 | No |
| 62 | Gladstone-Mt Larcom Rd | Red Rover Road to Power Station | Eastbound (A) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,809,252 | 17,067,840 | 16,690,264 | 2024 | 15,899,147 | 17,158,3 | 2024.6 | 0.1 | No |
| 63 | Gladstone-Mt Larcom Rd | Power Station to Reid Road | Westbound (G) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 7,975,718 | 8,776,976 | 8,536,598 | 2020 | 8,064,341 | 8,871,334 | 2020.6 | 0.1 | No |
| 64 | Gladstone-Mt Larcom Rd | Power Station to Reid Road | Eastbound (A) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 8,282,819 | 9,114,929 | 8,865,296 | 2020 | 8,366,704 | 9,203,558 | 2020.6 | 0.1 | No |
| 65 | Gladstone-Mt Larcom Rd | Reid Road to Landing Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 16,115,776 | 17,161,235 | 16,115,776 | 2028 | 15,199,424 | 16,215,047 | 2028.9 | 0.1 | No |
| 66 | Gladstone-Mt Larcom Rd | Reid Road to Landing Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 16,736,306 | 17,822,020 | 16,736,306 | 2028 | 15,775,142 | 16,829,847 | 2028.9 | 0.1 | No |
| 67 | Gladstone-Mt Larcom Rd | Landing Road to Targinnie Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,226,271 | 9,844,672 | 2029.0 | 0.0 | No |
| 68 | Gladstone-Mt Larcom Rd | Landing Road to Targinnie Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,620,741 | 11,320,520 | 2028.7 | 0.3 | No |
| 69 | Gladstone-Mt Larcom Rd | Targinnie Road to Quarry Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,221,505 | 9,839,879 | 2029.0 | 0.0 | No |
| 70 | Gladstone-Mt Larcom Rd | Targinnie Road to Quarry Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,590,747 | 11,290,260 | 2028.7 | 0.3 | No |
| 71 | Gladstone-Mt Larcom Rd | Quarry Road to Bruce Highway | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,199,877 | 9,818,252 | 2029.0 | 0.0 | No |
| 72 | Gladstone-Mt Larcom Rd | Quarry Road to Bruce Highway | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,407,286 | 11,106,799 | 2029.0 | 0.0 | No |
| 73 | Carnarvon Highway 24A | CH. 0.00 (NSW border) to CH. 10 | Northbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 794,585 | 854,935 | 794,585 | 2025 | 794,585 | 854,935 | 2025.0 | 0.0 | No |
| 74 | Carnarvon Highway 24A | CH. 10 to CH. 0.0 ( NSW border) | Southbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 794,585 | 854,935 | 794,585 | 2025 | 794,585 | 854,935 | 2025.0 | 0.0 | No |
| 75 | Carnarvon Highway 24A | CH. 10 m to CH .40 (Thallon) | Northbound (G) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 280,030 | 324,977 | 280,030 | 2015 | 280,030 | 324,977 | 2015.0 | 0.0 | No |
| 76 | Carnarvon Highway 24A | CH. 40 (Thallon) to CH. 10 | Southbound (A) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 280,030 | 324,977 | 280,030 | 2015 | 280,030 | 324,977 | 2015.0 | 0.0 | No |
| 77 | Carnarvon Highway 24A | CH. 40 (Thallon) to CH. 74 (Ningdigully) | Northbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 440,936 | 488,591 | 474,295 | 2019 | 440,936 | 488,591 | 2019.7 | 0.0 | No |
| 78 | Carnarvon Highway 24A | CH. 74 (Nindigully) to CH .40 (Thallon) | Southbound (A) | 82.0 | 007 | 120.0 | 3.0 | 2019.7 | 440,936 | 488,591 | 474,295 | 2019 | 440,936 | 488,591 | 2019.7 | 0.0 | No |
| 79 | Carnarvon Highway 24A | CH. 74 (Nindigully to CH. 111 | Northbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 672,398 | 745,069 | 694,200 | 2019 | 672,398 | 745,069 | 2019.3 | 0.0 | No |
| 80 | Carnarvon Highway 24A | CH. 111 to CH. 74 (Nindigully) | Southbound (A) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 672,398 | 745,069 | 694,200 | 2019 | 672,398 | 745,069 | 2019.3 | 0.0 | No |
| 81 | Carnarvon Highway 24A | CH. 111 to St George | Northbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 1,415,741 | 1,568,751 | 1,461,644 | 2019 | 1,415,741 | 1,568,751 | 2019.3 | 0.0 | No |
| 82 | Carnarvon Highway 24A | St George to CH. 111 | Southbound (A) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 1,415,741 | 1,568,751 | 1,461,644 | 2019 | 1,415,741 | 1,568,751 | 2019.3 | 0.0 | No |
| 83 | Carnarvon Highway 24B | CH. 0.00 (St George) to CH. 4 | Northbound (G) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,461,105 | 1,607,890 | 1,563,854 | 2020 | 1,461,105 | 1,607,890 | 2020.7 | 0.0 | No |
| 84 | Carnarvon Highway 24B | CH. 4 to CH. 0.0 (St George) | Southbound (A) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,461,105 | 1,607,890 | 1,563,854 | 2020 | 1,461,105 | 1,607,890 | 2020.7 | 0.0 | No |
| 85 | Carnarvon Highway 24B | CH. 4 m to CH .9 | Northbound (G) | 55.0 | 2007 | 120.0 | 3.0 | 2028.7 | 2,590,889 | 2,765,037 | 2,712,793 | 2028 | 2,59, 889 | 2,765,037 | 2028.7 | 0.0 | No |
| 86 | Carnarvon Highway 24B | CH. 9 to CH. 56 | Southbound (A) | 55.0 | 2007 | 120.0 | 3.0 | 2028.7 | 2,590,889 | 2,765,037 | 2,712,793 | 2028 | 2,590,889 | 2,765,037 | 2028.7 | 0.0 | No |
| 87 | Carnarvon Highway 24B | CH. 9 to CH. 4 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 725,231 | 793,424 | 772,966 | 2021 | 725,231 | 793,424 | 2021.7 | 0.0 | No |
| 88 | Carnarvon Highway 24B | CH. 56 to CH. 9 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 725,231 | 793,424 | 772,966 | 2021 | 725,231 | 793,424 | 2021.7 | 0.0 | No |
| 89 | Carnarvon Highway 24B | CH. 56 to CH. 116 (Surat) | Northbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 545,401 | 604,346 | 586,662 | 2019 | 545,401 | 604,346 | 2019.7 | 0.0 | No |
| 90 | Carnarvon Highway 24B | CH. 116 (Surat) to CH. 56 | Southbound (A) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 545,401 | 604,346 | 586,662 | 2019 | 545,401 | 604,346 | 2019.7 | 0.0 | No |
| 91 | Carnarvon Highway 24C | CH. 0.00 (Surat) to CH. 33 | Northbound (G) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 441,128 | 511,932 | 441,128 | 2015 | 441,128 | 511,932 | 2015.0 | 0.0 | No |
| 92 | Carnarvon Highway 24C | CH. 33 to CH. 0.0 (Surat) | Southbound (A) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 441,128 | 511,932 | 441,128 | 2015 | 441,128 | 511,932 | 2015.0 | 0.0 | No |
| 93 | Carnarvon Highway 24C | CH. 33m to CH. 73 (Roma) | Northbound (G) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 629,439 | 710,280 | 629,439 | 2017 | 629,439 | 710,280 | 2017.0 | 0.0 | No |
| 94 | Carnarvon Highway 24C | CH. 73 (Roma) to CH. 33 | Southbound (A) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 629,439 | 710,280 | 629,439 | 2017 | 629,439 | 710,280 | 2017.0 | 0.0 | No |
| 95 | Carnarvon Highway 24D | CH. 0.00 (Roma) to CH. 3 | Northbound (G) | 111.0 | 2007 | 120.0 | 3.0 | 2010.0 | 397,545 | 605,306 | 397,545 | 2009 | 203,494 | 452,273 | 2009.8 | 0.2 | No |
| 96 | Carnarvon Highway 24D | CH. 3 to CH. 0.0 (Roma) | Southbound (A) | 111.0 | 2007 | 120.0 | 3.0 | 2010.0 | 397,545 | 605,306 | 397,545 | 2009 | 197,653 | 437,405 | 2009.8 | 0.2 | No |
| 97 | Carnarvon Highway 24D | CH. 3 m to CH. 18 Roma - Taroom Road | Northbound (G) | 91.0 | 2007 | 120.0 | 3.0 | 2016.7 | 1,659,196 | 1,895,559 | 1,824,650 | 2015 | 1,781,302 | 2,088,494 | 2015.1 | 1.6 | Yes |
| 98 | Carnarvon Highway 24D | CH. 18 Roma - Taroom Road to CH. 3 | Southbound (A) | 91.0 | 2007 | 120.0 | 3.0 | 2016.7 | 1,659,196 | 1,895,559 | 1,824,650 | 2015 | 1,732,010 | 2,026,813 | 2015.3 | 1.4 | Yes |
| 99 | Carnarvon Highway 24D | Roma - Taroom Road to Injune | Northbound (G) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 1,192,531 | 1,332,332 | 1,290,391 | 2015 | 1,148,673 | 1,354,324 | 2015.7 | 3.0 | Yes |
| 100 | Carnarvon Highway 24D | Injune to Roma - Taroom Road | Southbound (A) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 1,192,531 | 1,332,332 | 1,290,391 | 2015 | 1,099,381 | 1,292,643 | 2016.0 | 2.7 | Yes |
| 101 | Carnarvon Highway 24E | CH. 0.00 (njune) to Fairview Field Access CH25.00 | Northbound (G) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2014 | 657,516 | 786,023 | 2014.3 | 2.0 | Yes |
| 102 | Carnarvon Highway 24E | Fairview Field Access CH. 25.00 to CH. 0.0 ( (njune) | Southbound (A) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2014 | 626,891 | 753,714 | 2014.6 | 1.7 | Yes |
| 103 | Carnarvon Highway 24E | Fairview Field Access to CH .69 Boundary with Emerald | Northbound (G) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2015 | 623,823 | 728,033 | 2015.8 | 0.5 | No |
| 104 | Carnarvon Highway 24E | CH. 69 to Fairview Field Access | Southbound (A) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2015 | 623,823 | 728,033 | 2015.8 | 0.5 | No |
| 105 | Carnarvon Highway 24E | CH. 69 to CH. 86 Access to Camp 1 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,260,666 | 1,381,031 | 2021.2 | 0.5 | No |
| 106 | Carnarvon Highway 24E | CH. 86 Access to Camp 1 to CH. 69 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,260,666 | 1,381,031 | 2021.2 | 0.5 | No |
| 107 | Carnarvon Highway 24E | CH. 86 Access to Camp 1 to CH. 111 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,230,375 | 1,346,978 | 2021.4 | 0.3 | No |
| 108 | Carnarvon Highway 24E | CH. 111 to CH. 86 Access to Camp 1 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,230,375 | 1,346,978 | 2021.4 | 0.3 | No |
| 109 | Carnarvon Highway 24E | CH. 111 to CH. 172 (Rollestone) | Northbound (G) | 75.0 | 2007 | 120.0 | 3.0 | 2022.0 | 1,498,080 | 1,630,700 | 1,498,080 | 2021 | 1,399,651 | 1,532,170 | 2021.7 | 0.3 | No |
| 110 | Carnarvon Highway 24E | CH. 172 (Rollestone) to CH. 111 | Southbound (A) | 75.0 | 2007 | 120.0 | 3.0 | 2022.0 | 1,498,080 | 1,630,700 | 1,498,080 | 2021 | 1,399,651 | 1,532,170 | 2021.7 | 0.3 | No |
| 111 | Leichhardt Highway 26A | CH. 00 Capicorn Highway to Burnett Highway | Southbound (G) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 3,734,373 | 3,995,084 | 3,812,586 | 2027 | 3,734,373 | 3,995,084 | 2027.3 | 0.0 | No |
| 112 | Leichhardt Highway 26A | Burnett Highway to Capicorn Highway | Northbound (A) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 3,734,373 | 3,995,084 | 3,812,586 | 2027 | 3,734,373 | 3,995,084 | 2027.3 | 0.0 | No |
| 113 | Leichhardt Highway 26A | Burnett Highway to CH. 51.1 | Southbound (G) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 2,441,523 | 2,611,975 | 2,492,658 | 2027 | 2,441,523 | 2,611,975 | 2027.3 | 0.0 | No |
| 114 | Leichhardt Highway 26A | CH. 51.1 to Burnett Highway | Northbound (A) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 2,441,523 | 2,611,975 | 2,492,658 | 2027 | 2,441,523 | 2,611,975 | 2027.3 | 0.0 | No |
| 115 | Leichhardt Highway 26A | CH. 51.1 to CH. 62.6 | Southbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 1,245,001 | 1,379,557 | 1,339,191 | 2019 | 1,245,001 | 1,379,557 | 2019.7 | 0.0 | No |
| 116 | Leichhardt Highway 26A | CH. 62.6 to CH. 51.1 | Northbound (A) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 1,245,001 | 1,379,557 | 1,339,191 | 2019 | 1,245,001 | 1,379,557 | 2019.7 | 0.0 | No |
| 117 | Leichhardt Highway 26A | CH. 62.6 to CH. 86.0 Fairview Road | Southbound (G) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,397,811 | 2,572,153 | 2,450,113 | 2026 | 2,397,811 | 2,572,153 | 2026.3 | 0.0 | No |
| 118 | Leichhardt Highway 26A | CH. 86.0 Fairview Road to CH. 62.6 | Northbound (A) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,397,811 | 2,572,153 | 2,450,113 | 2026 | 2,397,811 | 2,572,153 | 2026.3 | 0.0 | No |
| 119 | Leichhardt Highway 26A | CH. 86.0 Fairview Road to CH. 88.0 | Southbound (G) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,308,340 | 2,476,177 | 2,358,691 | 2026 | 2,308,340 | 2,476,177 | 2026.3 | 0.0 | No |
| 120 | Leichhardt Highway 26A | CH. 88.0 to CH .86 .0 | Northbound (A) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,308,340 | 2,476,177 | 2,358,691 | 2026 | 2,308,340 | 2,476,177 | 2026.3 | 0.0 | No |
| 121 | Leichhardt Highway 26A | CH. 88.0 to CH. 99.0 (Camp 3) | Southbound (G) | 74.0 | 2007 | 120.0 | 3.0 | 2022.3 | 1,786,112 | 1,944,230 | 1,833,547 | 2022 | 1,789,745 | 1,947,863 | 2022.3 | 0.0 | No |
| 122 | Leichhardt Highway 26A | CH. 99.0 (Camp 3) to CH. 88.0 | Northbound (A) | 74.0 | 2007 | 120.0 | 3.0 | 2022.3 | 1,786,112 | 1,944,230 | 1,833,547 | 2022 | 1,789,235 | 1,947,353 | 2022.3 | 0.0 | No |
| 123 | Leichhardt Highway 26A | CH. 99.0 to Banana CH. 105.2 | Southbound (G) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 1,045,811 | 1,194,793 | 1,045,811 | 2015 | 907,774 | 1,052,417 | 2016.0 | 0.0 | No |
| 124 | Leichhardt Highway 26A | Banana CH. 105.2 to CH. 99.0 | Northbound (A) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 1,045,811 | 1,194,793 | 1,045,811 | 2015 | 907,264 | 1,051,907 | 2016.0 | 0.0 | No |
| 125 | Leichhardt Highway 26A | Banana CH. 105.2 to CH. 117.0 | Southbound (G) | 84.0 | 2007 | 120.0 | 3.0 | 2019.0 | 1,550,672 | 1,718,265 | 1,550,672 | 2018 | 1,390,934 | 1,553,646 | 2019.0 | 0.0 | No |


|  | ardt Highway 26A | H. 117.0 to Banana CH. 1 |
| :---: | :---: | :---: |
| 127 | Leichhardt Highway 26A | CH. 117.0 to CH .124 .0 |
| 128 | Leichhardt Highway 26A | CH. 124.0 to CH. 117.0 |
| 129 | Leichhardt Highway 26A | Theodore CH. 162.3 to CH.124.0 |
| 130 | Leichhardt Highway 26A | CH.124.0 to Theodore CH. 162.4 |
| 131 | Leichhardt Highway 26A | Theodore CH. 162.3 to CH .124. |
| 132 | Leichhardt Highway 26A | Theodore CH. 162.3 to Glenmoral Roundstone Road |
| 133 | Leichhardt Highway 26A | Glenmoral Roundstone Road to Isla Delusion Road |
| 134 | Leichhardt Highway 26A | Isla Delusion Road to Glenmoral Roundstone Road |
| 135 | Leichhardt Highway 26A | Isla Delusion Road to District Boundary |
| 136 | Leichhardt Highway 26A | District Boundary to Isla Delusion Road |
| 137 | Bruce Highway | Gladstone-Beraraby Road to Dawson Highway |
| 138 | Bruce Highway | Gladstone-Beraraby Road to Dawson Highway |
| 139 | Bruce Highway | Dawson Highway to Calliope River Road |
| 140 | Bruce Highway | Dawson Highway to Calliope River Road |
| 141 | Bruce Highway | Calliope River Road to Gladstone Mt-Larcom Road |
| 142 | Bruce Highway | Calliope River Road to Gladstone Mt-Larcom Road |
| 143 | Bruce Highway | Gladstone-Mt Larcom Road to Bajool Port Alma Road |
| 144 | Bruce Highway | Gladstone-Mt Larcom Road to Bajool Port Alma Road |
| 145 | Bruce Highway | Bajool Port Alma Road to Gavial-Gracemere Road |
| 146 | Bruce Highway | Bajool Port Alma Road to Gavial-Gracemere Road |
| 147 | Bruce Highway | Gavial-Gracemere Road to Burnett Highway |
| 148 | Bruce Highway | Gavial-Gracemere Road to Burnett Highway |
| 149 | Bruce Highway | Burnett Highway to Capricorn Highway |
| 150 | Bruce Highway | Burnett Highway to Capricorn Highway |
| 151 | Bruce Highway | Capricorn Highway to Stanley Street |
| 152 | Bruce Highway | Capricorn Highway to Stanley Street |
| 153 | Bruce Highway | Capricorn Highway to Stanley Street |
| 154 | Bruce Highway | Capricorn Highway to Stanley Street |
| 155 | Gladstone - Benaraby Road | CH.0.0 Dawson Highway CH. 0.00 to Sun valley Road CH. 0.645 |
| 156 | Gladstone - Benaraby Road | Sun Valley Road CH. 0.645 to Dawson Highway CH.O.OO |
| 157 | Gladstone - Benaraby Road | CH. 0.645 to Glenlyon Road CH. 2. 159 |
| 158 | Gladstone - Benaraby Road | Glenlyon Road CH. 2.159 to CH. 0.645 |
| 159 | Gladstone - Benaraby Road | Glenlyon Road CH. 2.159 to French Street CH. 3.40 |
| 160 | Gladstone - Benaraby Road | French Street CH. 3.40 to Glenlyon Road CH. 2.159 |
| 161 | Gladstone - Benaraby Road | French Street CH. 3.40 to Glen Eden Drive CH. 5.70 |
| 162 | Gladstone - Benaraby Road | Glen Eden Drive CH. 5.70 to French Street CH. 3.40 |
| 163 | Gladstone - Benaraby Road | Glen Eden Drive CH. 5.70 to South Trees Drive CH. 7.30 |
| 164 | Gladstone - Benaraby Road | South Trees Drive CH. 5.70 to Glen Eden Drive CH. 3.40 |
| 165 | Gladstone - Benaraby Road | South Trees Drive CH. 7.30 to Boyne Island Road CH. 16.039 |
| 166 | Gladstone - Benaraby Road | Boyne Island Drive CH. 16.039 to South Trees Drive CH. 5.70 |
| 167 | Gladstone - Benaraby Road | Boyne Island Road CH. 16.039 to Bruce Highway CH. 19.21 |
| 168 | Gladstone - Benaraby Road | Bruce Highway CH. 19.21 to Boyne Island Road CH. 16.039 |
| 169 | Burnett Highway 41D | CH.O.0 District Boundary to CH .65 .0 |
| 170 | Burnett Highway 41D | CH.65.0 to District Boundary CH.0.0 |
| 171 | Burnett Highway 41D | CH.65.0 to Hinton's Lane CH.85.5 |
| 172 | Burnett Highway 41D | Hinton's Lane CH.85.5 to CH.65.0 |
| 173 | Burnett Highway 41D | Hinton's Lane CH. 85.5 to Sara Lane CH.92.0 |
| 174 | Burnett Highway 41D | Sara Lane CH.92.0 to Hinton's Lane CH.85. |
| 175 | Burnett Highway 41D | Sara Lane CH.92.0 to Dawson Highway CH.93.8 |
| 176 | Burnett Highway 41D | Dawson Highway CH.93.8 to Sara Lane CH.92.0 |
| 177 | Burnett Highway 41E | Dawson Highway CH.93.8 to CH .18 .5 |
| 178 | Burnett Highway 41E | CH.18.5 to Dawson Highway CH.93.8 |
| 179 | Burnett Highway 41E | CH.18.5 to Jambin Rail Crossing CH.27.2 |
| 180 | Burnett Highway 41E | Jambin Rail Crossing CH.27.2 to CH.18.5 |
| 181 | Burnett Highway 41E | Jambin Rail Crossing CH.27.2 to Goovigen Connection Road CH. 3 |
| 182 | Burnett Highway 41E | Goovigen Connection Road CH.35.5 to Jambin Rail Crossing CH.27.2 |
| 183 | Burnett Highway 41E | Goovigen Connection Road CH.35.5 to Tohlinn Road (South) CH.38.9 |
| 184 | Burnett Highway 41E | Tohlinn Road (South) CH.38.9 to Goovigen Connection Road CH.35.5 |
| 185 | Burnett Highway 41E | Tomlin Road (South) CH. 38.9 to Tomlin Rd (North) CH.53.4 |
| 186 | Burnett Highway 41E | Tomlin Rd (North) CH.53.4 to Tomlin Road (South) CH.38.9 |
| 187 | Burnett Highway 41E | Tomlin Rd (North) CH.53.4 to Leichhardt Highway CH. 71.8 |
| 188 | Burnett Highway 41E | Leichhardt Highway CH.71.8 to Tohlinn Road (South) CH. 38.9 |
| 189 | Burnett Highway 41E | Leichhardt Highway CH.71.8 to School Grounds CH.101.4 |
| 190 | Burnett Highway 41E | School Grounds CH.101.4 to Leichhardt Highway CH.71.8 |
| 191 | Burnett Highway 41E | School Grounds CH.101.4 to Gordon Street CH.102.8 |
| 192 | Burnett Highway 41E | Gordon Street CH.102.8 to School Grounds CH.101.4 |
| 193 | Dawson Highway 46C | Boundary to Fitrroy Development 85A Intersection |
|  |  | roy Dev. 85 A Intersection to Brounda |


| Northbound (A) | 84.0 | 2007 | 120.0 | 3.0 | 2019.0 | 1,550,672 | 1,718,265 | 1,550,672 | 2018 | 1,390,934 | 1,553,646 | 2019.0 | 0.0 | No |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Southbound (G) | 104.0 | 2007 | 120.0 | 3.0 | 2012.3 | 506,522 | 642,791 | 547,403 | 2012 | 506,522 | 642,791 | 2012.3 | 0.0 | No |
| Northbound (A) | 104.0 | 2007 | 120.0 | 3.0 | 2012.3 | 506,522 | 642,791 | 547,403 | 2012 | 506,522 | 642,791 | 2012.3 | 0.0 | No |
| Westbound (G) | 100.0 | 2007 | 120.0 | 3.0 | 2013.7 | 642,791 | 783,147 | 741,040 | 2013 | 642,791 | 783,147 | 2013.7 | 0.0 | No |
| Eastbound (A) | 100.0 | 2007 | 120.0 | 3.0 | 2013.7 | 642,791 | 783,147 | 741,040 | 2013 | 642,791 | 783,147 | 2013.7 | 0.0 | No |
| Westbound (G) | 60.0 | 07 | 120.0 | 3.0 | 2027.0 | 2,386,071 | 2,552,652 | 2,386,071 | 2027 | 2,386,071 | 2,552,652 | 2027.0 | 0.0 | No |
| Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,386,071 | 2,552,652 | 2,386,071 | 2027 | 2,386,071 | 2,552,652 | 2027.0 | 0.0 | No |
| Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,205,775 | 2,359,768 | 2,205,775 | 2027 | 2,205,775 | 2,359,768 | 2027.0 | 0.0 | No |
| Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,205,775 | 2,359,768 | 2,205,775 | 2027 | 2,205,775 | 2,359,768 | 2027.0 | 0.0 | No |
| Westbound (G) | 97.0 | 2007 | 110.0 | 3.0 | 2011.3 | 271,444 | 367,408 | 300,233 | 2011 | 271,444 | 367,408 | 2011.3 | 0.0 | No |
| Eastbound (A) | 97.0 | 2007 | 110.0 | 3.0 | 2011.3 | 271,444 | 367,408 | 300,233 | 2011 | 271,444 | 367,408 | 2011.3 | 0.0 | No |
| Westbound (G) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 7,945,298 | 8,648,666 | 7,945,298 | 2021 | 7,318,626 | 8,001,774 | 2021.9 | 0.1 | No |
| Eastbound (A) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 8,633,571 | 9,397,870 | 8,633,571 | 2021 | 7,897,207 | 8,639,271 | 2022.0 | 0.0 | No |
| Westbound (G) | 72.0 | 2006 | 110.0 | 3.0 | 2018.7 | 4,924,137 | 5,501,396 | 5,328,218 | 2018 | 4,949,528 | 5,532,373 | 2018.6 | 0.1 | No |
| Eastbound (A) | 72.0 | 2006 | 110.0 | 3.0 | 2018.7 | 5,164,876 | 5,770,357 | 5,588,713 | 2018 | 5,169,513 | 5,775,558 | 2018.7 | 0.0 | No |
| Westbound (G) | 70.0 | 2006 | 110.0 | 3.0 | 2019.3 | 5,501,396 | 6,095,972 | 5,679,769 | 2019 | 5,503,703 | 6,098,280 | 2019.3 | 0.0 | No |
| Eastbound (A) | 70.0 | 2006 | 110.0 | 3.0 | 2019.3 | 5,770,357 | 6,394,002 | 5,957,451 | 2019 | 5,772,664 | 6,396,310 | 2019.3 | 0.0 | No |
| Westbound (G) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 10,655,093 | 11,598,349 | 10,655,093 | 2021 | 9,739,341 | 10,655,124 | 2022.0 | 0.0 | No |
| Eastbound (A) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 11,496,258 | 12,513,980 | 11,496,258 | 2021 | 10,508,482 | 11,496,562 | 2022.0 | 0.0 | No |
| Westbound (G) | 66.0 | 2006 | 110.0 | 3.0 | 2020.7 | 9,857,580 | 10,847,893 | 10,550,799 | 2020 | 9,857,580 | 10,847,893 | 2020.7 | 0.0 | No |
| Eastbound (A) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 14,030,481 | 15,147,460 | 14,030,481 | 2024 | 14,030,481 | 15,147,460 | 2024.0 | 0.0 | No |
| Westbound (G) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,749,612 | 17,003,453 | 16,627,301 | 2024 | 15,749,612 | 17,003,453 | 2024.7 | 0.0 | No |
| Eastbound (A) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,802,450 | 17,060,497 | 16,683,083 | 2024 | 15,802,450 | 17,060,497 | 2024.7 | 0.0 | No |
| Westbound (G) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 13,798,572 | 15,020,109 | 14,165,033 | 2022 | 13,798,572 | 15,020,109 | 2022.3 | 0.0 | No |
| Eastbound (A) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 14,188,561 | 15,444,623 | 14,565,380 | 2022 | 14,188,561 | 15,444,623 | 2022.3 | 0.0 | No |
| Westbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 15,476,127 | 17,148,747 | 16,646,961 | 2019 | 15,476,127 | 17,148,747 | 2019.7 | 0.0 | No |
| Eastbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 15,005,991 | 16,627,800 | 16,141,257 | 2019 | 15,005,991 | 16,627,800 | 2019.7 | 0.0 | No |
| Westbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 9,981,730 | 11,060,530 | 10,736,890 | 2019 | 9,981,730 | 11,060,530 | 2019.7 | 0.0 | No |
| Eastbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 9,703,320 | 10,752,030 | 10,437,417 | 2019 | 9,703,320 | 10,752,030 | 2019.7 | 0.0 | No |
| Southbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 10,400,066 | 11,189,978 | 10,400,066 | 2025 | 10,400,066 | 11,189,978 | 2025.0 | 0.0 | No |
| Northbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 9,167,211 | 9,863,484 | 9,167,211 | 2025 | 9,167,211 | 9,863,484 | 2025.0 | 0.0 | No |
| Southbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 7,353,935 | 7,912,485 | 7,353,935 | 2025 | 7,353,935 | 7,912,485 | 2025.0 | 0.0 | No |
| Northbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 7,595,669 | 8,172,579 | 7,595,669 | 2025 | 7,595,669 | 8,172,579 | 2025.0 | 0.0 | No |
| Southbound (G) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 3,391,457 | 3,874,591 | 3,391,457 | 2016 | 3,391,457 | 3,874,591 | 2016.0 | 0.0 | No |
| Northbound (A) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 3,776,138 | 4,314,073 | 3,776,138 | 2016 | 3,776,138 | 4,314,073 | 2016.0 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 70.0 | 2007 | 120.0 | 3.0 | 2023.7 | 5,665,091 | 6,139,636 | 5,997,273 | 2023 | 5,665,091 | 6,139,636 | 2023.7 | 0.0 | No |
| Northbound (A) | 70.0 | 2007 | 120.0 | 3.0 | 2023.7 | 5,659,018 | 6,133,055 | 5,990,844 | 2023 | 5,659,018 | 6,133,055 | 2023.7 | 0.0 | No |
| Southbound (G) | 73.0 | 2007 | 120.0 | 3.0 | 2022.7 | 1,250,699 | 1,361,419 | 1,328,203 | 2022 | 1,250,699 | 1,361,419 | 2022.7 | 0.0 | No |
| Northbound (A) | 73.0 | 2007 | 120.0 | 3.0 | 2022.7 | 1,250,699 | 1,361,419 | 1,328,203 | 2022 | 1,250,699 | 1,361,419 | 2022.7 | 0.0 | No |
| Southbound (G) | 102.0 | 2007 | 120.0 | 3.0 | 2013.0 | 388,623 | 473,480 | 388,623 | 2013 | 388,623 | 473,480 | 2013.0 | 0.0 | No |
| Northbound (A) | 102.0 | 2007 | 120.0 | 3.0 | 2013.0 | 388,623 | 473,480 | 388,623 | 2013 | 388,623 | 473,480 | 2013.0 | 0.0 | No |
| Southbound (G) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 2,421,729 | 2,614,525 | 2,556,687 | 2024 | 2,421,729 | 2,614,525 | 2024.7 | 0.0 | No |
| Northbound (A) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 2,421,729 | 2,614,525 | 2,556,687 | 2024 | 2,421,729 | 2,614,525 | 2024.7 | 0.0 | No |
| Southbound (G) | 142.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Northbound (A) | 142.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Southbound (G) | 97.0 | 2007 | 120.0 | 3.0 | 2014.7 | 651,003 | 771,177 | 735,125 | 2014 | 651,003 | 771,177 | 2014.7 | 0.0 | No |
| Northbound (A) | 97.0 | 2007 | 120.0 | 3.0 | 2014.7 | 651,003 | 771,177 | 735,125 | 2014 | 651,003 | 771,177 | 2014.7 | 0.0 | No |
| Southbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,527,849 | 2,704,328 | 2,527,849 | 2027 | 2,527,849 | 2,704,328 | 2027.0 | 0.0 | No |
| Northbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,527,849 | 2,704,328 | 2,527,849 | 2027 | 2,527,849 | 2,704,328 | 2027.0 | 0.0 | No |
| Southbound (G) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 1,428,335 | 1,571,829 | 1,471,383 | 2020 | 1,428,335 | 1,571,829 | 2020.3 | 0.0 | No |
| 2 Northbound (A) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 1,428,335 | 1,571,829 | 1,471,383 | 2020 | 1,428,335 | 1,571,829 | 2020.3 | 0.0 | No |
| Southbound (G) | 106.0 | 2007 | 120.0 | 3.0 | 2011.7 | 270,069 | 365,546 | 336,903 | 2011 | 270,069 | 365,546 | 2011.7 | 0.0 | No |
| Northbound (A) | 106.0 | 2007 | 120.0 | 3.0 | 2011.7 | 270,069 | 365,546 | 336,903 | 2011 | 270,069 | 365,546 | 2011.7 | 0.0 | No |
| Southbound (G) | 57.0 | 2007 | 120.0 | 3.0 | 2028.0 | 2,347,810 | 2,505,620 | 2,347,810 | 2028 | 2,347,810 | 2,505,620 | 2028.0 | 0.0 | No |
| Northbound (A) | 57.0 | 2007 | 120.0 | 3.0 | 2028.0 | 2,347,810 | 2,505,620 | 2,347,810 | 2028 | 2,347,810 | 2,505,620 | 2028.0 | 0.0 | No |
| Westbound (G) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 887,656 | 1,001,661 | 887,656 | 2017 | 887,656 | 1,001,661 | 2017.0 | 0.0 | No |
| Eastbound (A) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 887,656 | 1,001,661 | 887,656 | 2017 | 887,656 | 1,001,661 | 2017.0 | 0.0 | No |
| Westbound (G) | 103.0 | 2007 | 120.0 | 3.0 | 2012.7 | 189,823 | 240,890 | 225,570 | 2012 | 189,823 | 240,890 | 2012.7 | 0.0 | No |
| Eastbound (A) | 103.0 | 2007 | 120.0 | 3.0 | 2012.7 | 189,823 | 240,890 | 225,570 | 2012 | 189,823 | 240,890 | 2012.7 | 0.0 | No |
| Westbound (G) | 116.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Eastbound (A) | 116.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Westbound (G) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 879,236 | 949,233 | 928,234 | 2024 | 921,932 | 991,929 | 2024.1 | 0.6 | No |
| Eastbound (A) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 879,236 | 949,233 | 928,234 | 2024 | 896,308 | 966,304 | 2024.5 | 0.2 | No |


| 195 | Dawson Highway 46C | Fitrroy Dev. 85A Intersection to Duaringa/Woorabinda Intersection | Westbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 280,575 | 310,899 | 289,672 | 2017 | 262,841 | 291,424 | 2017.9 | 1.4 | Yes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 196 | Dawson Highway 46C | Duaringa/Woorabinda Intersection to Fitzroy Dev. 85A Intersection | Eastbound (A) | 83.0 | 200 | 120.0 | 3.0 | 2019.3 | 280,575 | 310,899 | 289,672 | 2018 | 267,330 | 296,771 | 2018 | 0.5 | No |
| 197 | Dawson Highway 46C | Duaringa/Woorabinda Intersection to Woorabinda/Duaringa Intersectio | Westbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 687,157 | 751,770 | 732,386 | 2021 | 727,446 | 792,059 | 2021.1 | 0.6 | No |
| 198 | Dawson Highway 46C | Woorabinda/Duaringa to Duaringa/Woorabinda Intersection Intersectio | Eastbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 687,157 | 751,770 | 732,386 | 2021 | 703,352 | 767,965 | 2021.4 | 0.3 | No |
| 199 | Dawson Highway 46C | Woorabinda/Duaringa to 46C/85B Intersection | Westbound (G) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 624,426 | 687,157 | 643,245 | 2019 | 595,634 | 656,538 | 2019.8 | 0.5 | No |
| 200 | Dawson Highway 46C | 46C/85B Intersection to Woorabinda/Duaringa | Eastbound (A) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 624,426 | 687,157 | 643,245 | 2020 | 631,543 | 694,274 | 2020.2 | 0.1 | No |
| 201 | Dawson Highway 46C | $46 \mathrm{C} / 85 \mathrm{~B}$ Intersection to Prospect Creek Culvert | Westbound (G) | 64.0 | 2007 | 120.0 | 3.0 | 2025.7 | 831,696 | 894,865 | 875,914 | 2025 | 854,876 | 918,045 | 2025.3 | 0.4 | No |
| 202 | Dawson Highway 46C | Prospect Creek Culvert to 46C/85B Intersection | Eastbound (A) | 64.0 | 2007 | 120.0 | 3.0 | 2025.7 | 831,696 | 894,865 | 875,914 | 2025 | 838,813 | 901,982 | 2025.6 | 0.1 | No |
| 203 | Dawson Highway 46C | Prospect Creek Culvert to Duaringa/Bauhinia Intersection | Westbound (G) | 54.3 | 2007 | 120.0 | 3.0 | 2028.9 | 1,026,946 | 1,095,973 | 1,089,070 | 2028 | 1,050,126 | 1,119,153 | 2028.6 | 0.3 | No |
| 204 | Dawson Highway 46C | Duaringa/Bauhinia Intersection to Prospect Creek Culvert | Eastbound (A) | 54.3 | 2007 | 120.0 | 3.0 | 2028.9 | 1,026,946 | 1,095,973 | 1,089,070 | 2028 | 1,034,063 | 1,103,090 | 2028.8 | 0.1 | No |
| 205 | Dawson Highway 46C | Duaringa/Bauhinia Intersection to KM 137.5 | Westbound (G) | 79.4 | 2007 | 120.0 | 3.0 | 2020.5 | 542,398 | 596,889 | 569,644 | 2020 | 565,578 | 620,069 | 2020.1 | 0.4 | No |
| 206 | Dawson Highway 46C | KM 137.5 to Duaringa/Bauhinia Intersection | Eastbound (A) | 79.4 | 2007 | 120.0 | 3.0 | 2020.5 | 542,398 | 596,889 | 569,644 | 2020 | 549,515 | 604,006 | 2020.4 | 0.1 | No |
| 207 | Dawson Highway 46C | KM 137.5 to Rolleston | Westbound (G) | 93.1 | 2007 | 120.0 | 3.0 | 2016.0 | 339,852 | 388,266 | 339,852 | 2015 | 293,562 | 340,566 | 2016.0 | 0.0 | No |
| 208 | Dawson Highway 46C | Rollston to KM 137.5 | Eastbound (A) | 93.1 | 2007 | 120.0 | 3.0 | 2016.0 | 339,852 | 388,266 | 339,852 | 2015 | 293,562 | 340,566 | 2016.0 | 0.0 | No |
| 209 | Leichhardt Highway 26A | District Boundary to 26A185A intersection | Westbound (G) | 70.0 | 2008 | 120.0 | 3.0 | 2024.7 | 1,944,901 | 2,099,736 | 2,053,286 | 2024 | 1,944,901 | 2,099,736 | 2024.7 | 0.0 | No |
| 210 | Leichhardt Highway 26A | 26A/84A intersection to District Boundary | Eastbound (A) | 70.0 | 2008 | 120.0 | 3.0 | 2024.7 | 1,944,901 | 2,099,736 | 2,053,286 | 2024 | 1,944,901 | 2,099,736 | 2024.7 | 0.0 | No |
| 211 | Leichhardt Highway 26A | 26A885A intersection to Taroom | Westbound (G) | 68.0 | 2008 | 120.0 | 3.0 | 2025.3 | 2,418,339 | 2,602,018 | 2,473,442 | 2025 | 2,418,339 | 2,602,018 | 2025.3 | 0.0 | No |
| 212 | Leichhardt Highway 26A | Taroom to 26A/84A intersection | Eastbound (A) | 68.0 | 2008 | 120.0 | 3.0 | 2025.3 | 2,418,339 | 2,602,018 | 2,473,442 | 2025 | 2,418,339 | 2,602,018 | 2025.3 | 0.0 | No |
| 213 | Leichhardt Highway 26B | Taroom to KM35.00 | Westbound (G) | 104.0 | 2008 | 120.0 | 3.0 | 2013.3 | 603,392 | 735,145 | 642,918 | 2013 | 603,392 | 735,145 | 2013.3 | 0.0 | No |
| 214 | Leichhardt Highway 26B | KM35.00 to Taroom | Eastbound (A) | 104.0 | 2008 | 120.0 | 3.0 | 2013.3 | 603,392 | 735,145 | 642,918 | 2013 | 603,392 | 735,145 | 2013.3 | 0.0 | No |
| 215 | Leichhardt Highway 26B | KM 35.00 to Jackson-Wandoan Road | Westbound (G) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,774,986 | 1,941,887 | 1,774,986 | 2021 | 1,774,986 | 1,941,887 | 2021.0 | 0.0 | No |
| 216 | Leichhardt Highway 26B | Jackson-Wandoan Road to KM35.00 | Eastbound (A) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,774,986 | 1,941,887 | 1,774,986 | 2021 | 1,774,986 | 1,941,887 | 2021.0 | 0.0 | No |
| 217 | Leichhardt Highway 26B | Jackson-Wandoan Road to Miles | Westbound (G) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,909,572 | 2,089,129 | 1,909,572 | 2021 | 1,909,572 | 2,089,129 | 2021.0 | 0.0 | No |
| 218 | Leichhardt Highway 26B | Miles to Jackson-Wandoan Road | Eastbound (A) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,909,572 | 2,089,129 | 1,909,572 | 2021 | 1,909,572 | 2,089,129 | 2021.0 | 0.0 | No |
| 219 | Warrego Highway | Miles to 18D/Dulacca North Intersetcion | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,660,381 | 2,972,258 | 2,753,944 | 2017 | 2,514,083 | 2,831,605 | 2017.8 | 0.5 | No |
| 220 | Warrego Highway | 18D/Dulacca North Intersection to Miles | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,660,381 | 2,972,258 | 2,753,944 | 2018 | 2,697,002 | 3,011,469 | 2018.2 | 0.1 | No |
| 221 | Warrego Highway | 18D/Dulacca North Intersection to 18D/3441 Intersection) | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,376,828 | 2,655,465 | 2,460,419 | 2017 | 2,262,803 | 2,548,052 | 2017.7 | 0.6 | No |
| 222 | Warrego Highway | 18D/3441 Intersection to 18D/Dulacca North Intersection | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,376,828 | 2,655,465 | 2,460,419 | 2018 | 2,413,450 | 2,694,675 | 2018.2 | 0.1 | No |
| 223 | Warrego Highway | 18D/3441 Intersection to KM135.5 | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,758,496 | 3,081,875 | 2,855,509 | 2017 | 2,601,031 | 2,929,719 | 2017.8 | 0.5 | No |
| 224 | Warrego Highway | KM135.5 to 18D/3441 Intersection | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,758,496 | 3,081,875 | 2,855,509 | 2018 | 2,795,117 | 3,121,086 | 2018.2 | 0.1 | No |
| 225 | Warrego Highway | KM135.5 to Roma | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,043,290 | 2,282,826 | 2,115,151 | 2017 | 2,096,286 | 2,363,321 | 2017.1 | 1.2 | Yes |
| 226 | Warrego Highway | Roma to KM135.5 | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,043,290 | 2,282,826 | 2,115,151 | 2017 | 1,972,835 | 2,228,719 | 2017.6 | 0.7 | No |
| 227 | Jackson-Wandoan Road | Warrego Highway Intersection to Grid | Northbound (A) | 87.3 | 2008 | 120.0 | 3.0 | 2018.9 | 97,623 | 109,068 | 107,923 | 2018 | 97,623 | 109,068 | 2018.9 | 0.0 | No |
| 228 | Jackson-Wandoan Road | Grid to18D/Dulacca North Intersection | Southbound (G) | 87.3 | 2008 | 120.0 | 3.0 | 2018.9 | 97,623 | 109,068 | 107,923 | 2018 | 97,623 | 109,068 | 2018.9 | 0.0 | No |
| 229 | Jackson-Wandoan Road | Grid to Leichardt Highway | Eastbound (A) | 128.3 | 2008 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 230 | Jackson-Wandoan Road | Leichardt Highway to Grid | Westbound (G) | 128.3 | 2008 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 231 | Bruce Highway (10D) | Miriam Vale CH. 98.8 to CH .112 | Northbound (A) | 70.0 | 2007 | 110.0 | 3.0 | 2020.3 | 9,216,041 | 10,141,903 | 9,493,800 | 2020 | 9,268,394 | 10,196,017 | 2020.2 | 0.1 | No |
| 232 | Bruce Highway (10D) | CH. 112 to Miriam Vale CH. 98.8 | Southbound (G) | 70.0 | 2007 | 110.0 | 3.0 | 2020.3 | 9,216,041 | 10,141,903 | 9,493,800 | 2020 | 9,221,625 | 10,147,665 | 2020.3 | 0.0 | No |
| 233 | Bruce Highway (10D) | CH. 112 to Benaraby CH. 147.1 | Northbound (A) | 64.0 | 2007 | 110.0 | 3.0 | 2022.3 | 11,095,542 | 12,077,790 | 11,390,216 | 2022 | 11,149,655 | 12,131,903 | 2022.2 | 0.1 | No |
| 234 | Bruce Highway (10D) | Benaraby CH. 147.10 CH .112 | Southbound (G) | 64.0 | 2007 | 110.0 | 3.0 | 2022.3 | 11,095,542 | 12,077,790 | 11,390,216 | 2022 | 11,101,304 | 12,083,552 | 2022.3 | 0.0 | No |






Appendix A
Fisherman's Landing Expansion Plan


Appendix B
Queensland Transport Approved Truck Routes

## MULTI-COMBINATION VEHICLES IN QUEENSLAND

## MARKED ROUTES

The following legend indicates which vehicles may/or may not use routes which are marked in the maps.
The vehicle description listed opposite the type of route marking indicates which vehicles are permitted or not permitted on routes depicted in that manner in the maps.

## Legend

23 metre B-doubles only
23 metre \& 25 metre B -doubles only
Type 1 road trains,
23 metre \& 25 metre B-doubles only
Type 1 and Type 2 road trains,
23 metre \& 25 metre B-doubles
No road trains or B-doubles to operate on these roads

## Operations are not permitted on roads where signs prohibit use or as indicated by above legend

## SHADED AREAS

There are two shaded areas indicated on the maps.
These areas indicate that specified types of multi-combination vehicles
can operate on most roads within the specified shaded area as per the legend above and text below.

Light shaded area
All multi-combination vehicles
(excluding Type 2 road trains)
There are some marked routes in the light shaded area that cannot be used by road train or B-double combinations. Refer to the marked routes legend to identify these routes on maps.

## All multi-combination vehicles

Dark shaded area
There are some marked routes in the dark shaded area that cannot be used by road train or B-double combinations. Refer to the marked routes legend to identify these routes on maps.

There are maps provided for some towns within the shaded areas where operation of road train or B-double combinations is limited to the routes specified (see index to locate these maps which are marked with an asterisk).

Operations in other towns is not restricted unless signs prohibit use or the route is marked for no road train or B-double operations in the guideline.

Operations on local authority roads in shaded areas is not restricted unless signs prohibit use or the route is marked for no road train or B-double operations in the guideline.

## UNSHADED AREA

There is also an unshaded (all white) area where multi-combination vehicles can only operate on marked routes as per the legend above.
$\square$ Multi-combination vehicles may operate
All white area only on approved routes shown.


Refer to Legend for identification of marked routes and shaded areas


Refer to Legend for identification of marked routes and shaded areas


[^2]

[^3]and costs which you might incur as a result of the data being inaccurate or incomplete in any way and tor any reason.

## Appendix C

# GLNG Environmental Impact Statement - Marine 

Transport Strategy

## Brisbane Office

Level 11 Green Square Nth Tower 515 St Paul's Terrace
Locked Bag 4006 Fortitude Valley
Queensland 4006 Australia
Tel: (07) 33102401
Fax: (07) 33699722

Gold Coast Office
The Villa, Conference Centre
74 Riverview Road
PO Box 391 Nerang
Queensland 4211 Australia
Tel: (07) 55021585
Fax: (07) 55021586

## Gladstone LNG

Environmental
Impact Statement

- Marine Transport

Strategy

Prepared for GLNG

Car-cho
Eppell Olsen

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## APPENDICES:

A Fisherman's Landing Expansion Plan
B Queensland Transport Approved Truck Routes

| Document Control Gladstone LNG EIS - Marine Transport Strategy |  |  |  |  |  |
| :---: | :---: | :---: | :--- | :--- | :--- |
|  | Date | Author | Reviewer |  |  |
|  |  | Name | Initials | Name | Initials |
|  | 17 November 2008 | Joey Bansen |  | Craig Thompson |  |
|  | 23 December 2008 | Joey Bansen |  | Craig Thompson |  |
|  | 5 February 2009 | Joey Bansen |  | Craig Thompson |  |
|  | 10 February 2009 | Joey Bansen |  | Craig Thompson |  |

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### 1.0 INTRODUCTION

### 1.1 Background

Cardno Eppell Olsen (CEO) has been commissioned by URS as a representative of Santos to prepare a Marine Transport Strategy for the movement of goods, equipment and personnel related to the construction of Train 1 of the LNG facility on Curtis Island for the GLNG Project.

A bridge from the mainland crossing Port Curtis between Friend Point and Laird Point to Curtis Island, approximately 20km northwest of Gladstone is proposed to ultimately provide a link for LNG facility construction and operations. Note that the need for such a bridge is still being assessed in consultation with stakeholder agencies, however for the purposes of this assessment the construction of a bridge is being treated as the base case. Current planning of the project suggests that the bridge, if built, would not be completed during construction of Train 1 of the LNG facility. Because of this, alternative arrangements are necessary for transferring construction materials, plant, equipment and personnel to Curtis Island, including barging of goods and ferrying of people.

Considering the above, this transport strategy provides a general and comparative assessment of options related to the traffic and transport implications of the following issues:

- Location and arrangements for construction worker accommodation;
- Location of mainland ferry landing for worker loading/offloading and bus transfer;
- Location of ship and truck cargo transfer facility.


### 1.2 References

In preparing this report the following background reference materials and documents have be utilised:

- Bechtel, GLNG Project Pre-FEED Study - Camp Strategy, 22 August 2008;
- Foster Wheeler Energy Ltd, Civil Design Report, 12 August 2008;
- Curtis Ferry Services: http://www.curtisferryservices.com.au/;
- Bechtel, Traffic and Logistics Survey, 22 August 2008; and
- GLNG Project Description, URS, 8 January 2009.


### 2.0 WORKER ACCOMMODATION OPTION ASSESSMENT

Options for worker accommodation locations have been outlined in the Bechtel memorandum GLNG Project Pre-FEED Study Camp Strategy, dated 22 August 2008. Two options were identified and discussed in the memorandum, which include accommodation for all workers on Curtis Island and a workers accommodation for all construction workers on the mainland at Calliope. The main issues discussed related to the two workers accommodation options were:

- safety: getting employees to/from work safely;
- community impact: including disruptions due to commute, ferry services, living accommodations, and local economy;
- employee quality of life: including standard of accommodation, food, recreation and communication, commute time;
- employee well-being/medical.

The workers accommodation options have been further investigated to quantify and qualify the issues/benefits of each, as related to the transport of workers to/from the site and the associated traffic impacts of doing so. Two additional options have been added as requested by URS. The worker accommodation options for evaluation are:

1. 3,000 person workers accommodation on Curtis Island;
2. 1,500 person workers accommodation at Calliope Historical Village and 1,500 person workers accommodation on Curtis Island;
3. 3,000 person workers accommodation at Calliope Historical Village; and
4. 1,500 person workers accommodation at Calliope Historical Village and 1,500 people in Gladstone (bus pickup).

The options evaluated for location of worker accommodations has been for workforce associated with Train 1 of the LNG facility construction, assuming that the potential bridge to Curtis Island would not be accessible until near the end of Train 1 construction ( $4^{\text {th }}$ Quarter 2013). If the proposed bridge is constructed and accessible for construction personnel to the island, the mode of travel to Curtis Island would be likely to change significantly to primarily buses/shuttles and personal vehicles (no ferries).

The following criteria have been identified for evaluation of worker accommodation options:

- bus services needed from accommodation to ferry service;
- needs of ferry service;
- frequency
- number of vessels
- ferry cycle times to island
- logistics of people drop-off and ferry loading;
- need for bus drop-off areas
- $\quad$ need for parking of private vehicles
- loading procedures for people onto ferries
- total time required to transport staff from accommodation to Curtis Island worksite.


### 2.1 Workforce Transport Assumptions

Based on construction personnel numbers provided in the GLNG EIS Project Description, the peak and average workforce for each year of the construction of Train 1 of the LNG facility are provided in Table 2.1 below.

Table 2.1
LNG Facility - Train 1 Daily Construction Workforce Numbers

| Year of Construction | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :--- | :---: | :---: | :---: | :---: |
| Peak Workforce | 1,482 | 3,080 | 2,940 | 1,120 |
| Average Workforce | 1,002 | 2,760 | 2,494 | 649 |

As shown in the table above, Year 2 is expected to have the highest construction workforce needs, with approximately 3,080 in the peak month, and 2,760 averaged over the year. These workforce numbers for Year 2 of construction have formed the basis for the assessment provided herein to provide a "worst case" assessment of workforce transport strategies.

All information on the expected movements and shift patterns of the construction workforce is not known at this time. The following sections provide a summary of the information and assumptions used thus far for determining the personnel movements for each worker accommodation option.

### 2.1.1 Worker Shift Patterns

The following general assumptions have been made regarding shift patterns of LNG facility construction personnel. Information has been sourced from the Bechtel Camp Strategy, dated 22 August 2008.

- personnel housed in the workers accommodations will spend 10 days working and living in the workers accommodations, with a subsequent 4-day leave period;
- workers living in private residences in Gladstone and surrounds while on shift will work a 5-day on/2-day off schedule;
- based on the above shift patterns, it is assumed the total workforce will be split in thirds, with two-thirds of the total workforce always on the construction site, and one-third always on leave;
- workers based on the mainland will be transported to Curtis Island every day, and are assumed to be split into two, twelve-hour shifts;
- personnel shift change frequencies, bus trips and ferry trips are presented on a return trip (2-way) basis, which assumes each trip made by a ferry or bus will be utilised for transport of personnel to Curtis Island as well as returning personnel who are finishing their shift back to the mainland. If this efficiency is not achieved the vessel/bus movements would be increased. Travel times for workers are less affected.

Option 1 proposes that the vast majority of workers involved in the construction of the LNG facility will be housed within a self-contained workers accommodation adjacent to the LNG facility site on Curtis Island. The following assumptions for the movements of personnel have been made:

- approximately one-third of the total workforce is rotated off Curtis Island every fourth day, while one-third is rotated onto the island. Approximately two-thirds of total construction workforce will be accommodated on Curtis Island at any given time;
- it is assumed that three worker cycle changes will be made each 14-day period;
- each worker will travel to/from the island once within each 14-day work cycle.

Option 2 proposes that half (approximately 1,500 ) of the total construction personnel will be housed in a self-contained workers accommodation on Curtis Island, and half will be housed in a workers accommodation on the mainland at Calliope. The following assumptions have been made:

- similar to Option 1, approximately one-third of the portion of workers accommodated on Curtis Island is rotated off Curtis Island every fourth day, while one-third is rotated onto the island;
- those workers accommodated in the workers accommodation at Calliope will be transported to Curtis Island every day, and will be split into two, twelve-hour shifts each day;
- assume that one-third of the portion of workers accommodated in Calliope are constantly rotating through their four days of time off, leaving two-thirds to commute to Curtis Island every day.

Option 3 proposes that all workers for the construction of the LNG facility will be housed in a workers accommodation in Calliope and will commute to and from the island every day. The following assumptions have been made:

- workers will be transported from the workers accommodation at Calliope to Curtis Island every day, with a schedule of 10 days on during a 14-day work cycle.
- assume one-third of the portion of workers is constantly rotating through their four days of time off, leaving two-thirds to commute to Curtis Island every day, which will be split into two, twelve-hour shifts each day.

Option 4 proposes the accommodation of half the total LNG facility construction workforce in a workers accommodation at Calliope Historical Village, and half the total workforce in private residences local to Gladstone and surrounds. The following assumptions have been made:

- similar to Option 2 and 3, those workers housed in the workers accommodation at Calliope will be transported to Curtis Island every day, with a schedule of 10 days on during a 14-day work cycle;
- assume that one-third of the portion of workers accommodated in Calliope are constantly rotating through their four days of time off, leaving two-thirds to commute to Curtis Island every day, split into two, twelve-hour shifts each day.

Based on the assumptions for construction personnel movements for each option, Table 2.2 below summarises the number of workers transported per each shift change and the frequency of which they occur in a 14-day work cycle.

Table 2.2
Construction Workforce Movement Summary

| Option |  | Personnel transported per shift change: | Frequency (per 14-day work cycle) |
| :---: | :---: | :---: | :---: |
| 1 | Peak | 1027 | 3 |
|  | Average | 920 |  |
| 2 | Peak | 513 (Island accommodation portion) 1027 (Calliope accommodation portion) | $\begin{gathered} \hline 3 \text { (Island accommodation } \\ \text { portion) } \\ 14 \text { (Calliope accommodation } \\ \text { portion) } \end{gathered}$ |
|  | Average | 460 (Island accommodation portion) 920 (Calliope accommodation portion) |  |
| 3 | Peak | 2053 | 14 |
|  | Average | 1840 |  |
| 4 | Peak | 1027 (Calliope accommodation portion) 1027 (Local Gladstone portion) | 14 |
|  | Average | 920 (Calliope accommodation portion) 920 (Local Gladstone portion) |  |

### 2.2 Bus service

A comparison of the four options for construction worker accommodations has been undertaken to determine the bus service needs to transport workers from the accommodations to ferry services to Curtis Island. An average bus capacity for worker transport has been estimated at 30 personnel per bus, though better efficiency will be achieved with buses of greater capacity.

A comparison summary of the four options is provided in Table 2.3 below, including the number of bus trips needed to transport the construction personnel during each shift change (provided in Table 2.2) and the total number of return bus trips for a 14-day work cycle. For each shift changeover, each option has a similar need for bus service, as shown in Table 2.3. However, Option 1 has a considerably lower need for bus service per 14-day work cycle than the other three options because of the lower frequency of shift changeovers. Additionally, traffic on the Gladstone road network is expected to be significantly lower for Option 1 than the other options assessed because personnel only travel to Curtis Island once every two weeks.

Table 2.3
Bus Service Comparison Summary

| Option |  | Bus Trips per Shift Change | Bus Trips per 14-day Cycle |
| :---: | :---: | :---: | :---: |
| 1 | Peak | 34 | 103 |
|  | Average | 31 | 92 |
| 2 | Peak | 17 (Island accommodation portion) 34 (Calliope accommodation portion) | 51 (Island accommodation portion) 479 (Calliope accommodation portion) |
|  | Average | 15 (Island accommodation portion) <br> 31 (Calliope accommodation portion) | 46 (Island accommodation portion) 429 (Calliope accommodation portion) |
| 3 | Peak | 68 | 958 |
|  | Average | 61 | 859 |
| 4 | Peak | 34 (Calliope accommodation portion) 34 (Local Gladstone portion) | 479 (Calliope accommodation portion) 479 (Local Gladstone portion) |
|  | Average | 31 (Calliope accommodation portion) 31 (Local Gladstone portion) | 430 (Calliope accommodation portion) 430 (Local Gladstone portion) |

The following general assumptions have been made for bus travel from the various sites proposed for worker accommodations:

- for options including workers accommodation in Calliope, the route for buses from the workers accommodation to the existing ferry services at Gladstone Marina is approximately 30 km , assuming buses will travel north along Calliope River Road, then east along Gladstone-Mount Larcom Road and into Gladstone via Hanson Road and Alf O'Rourke Drive. A 90kph average travel speed has been based on travel distance and posted speed limits, with a total cycle time of approximately 50 minutes to be expected for buses along this route;
- alternate bus routes from the workers accommodation at Calliope utilising Bruce Highway and Dawson Highway into Gladstone to access the marina may need to be taken if some personnel are to be picked up at centralised locations around Gladstone. These routes will be similar in length to that described above, though may have lower average travel speeds because of more travel on lower order roads. The assessment of alternatives has been undertaken based on one chosen route for purposes of comparison;
- for the option of providing workers accommodation on Curtis Island a commute time of 20 minutes was assumed for workers being transported to the ferries to rotate into the 10 -day shift in the workers accommodation on Curtis Island. This is based on the Bechtel Camp Strategy memorandum and assumes buses will pick up personnel at specified centralised points or parking areas around the Gladstone area;
- in addition to buses on the mainland, buses or shuttles will also be needed to transport workers from the material offloading facility (MOF) drop-off point to the workers accommodation on Curtis Island;
- it has been assumed that the workers accommodation on Curtis Island is approximately 20 minute bus/shuttle ride from the Material Off-Loading Facility (MOF) on the island, and the workers accommodation is within walking distance to LNG facility construction site;
- for Option 4 which includes construction personnel living in private residences in Gladstone, workers are assumed to travel in private vehicles to centralised secure parking lot(s) where buses will transport workers to the ferry crossing. This is a conservative assumption, as it is likely that some of these workers will not have access to private vehicles and shuttle/vanpool/carpool arrangements will need to be arranged to transport them to the ferry crossing to Curtis Island;
- based on the Bechtel Camp Strategy memorandum, a commute time of 20 minutes was assumed for workers living in Gladstone and surrounds (Option 4) and being transported to the ferries from centralised points or parking areas around the Gladstone area.

For Options 1 and 2 , workers will likely be travelling by private vehicle to rotate into their 10 day shift on Curtis Island. A secure parking lot site would need to be found to provide a centralised bus pick-up and drop-off point to transport workers to the ferry.

Assuming that approximately $80 \%$ of construction personnel will drive personal vehicles to the secure parking lot site, approximately 1,650 car park spaces will need to be accommodated in an approximately five hectare area for Option 1. The parking need for Option 2 will be significantly less at approximately 820 spaces.

For Option 3, and the portion of Option 2 that will be housed in the workers accommodation at Calliope, it is assumed that all workers will be transported to ferry services by bus.

For Option 4, the locations and feasibility of centralised secure parking facilities for the construction workforce living in Gladstone and surrounds will need to be investigated based on the option selected for worker accommodations and ferry landing location. If possible, parking facilities directly adjacent to the ferry crossing are desirable to reduce the need for transferring to bus for those personnel that use private vehicles. Significant areas of undeveloped land exist in the industrial areas on the west and southwest sides of Gladstone, which may present opportunities for secure parking facilities for "park and ride".

It may be beneficial for Option 4 to provide shuttle or bus service through Gladstone to pickup personnel at select locations to reduce single-occupant vehicle impact of the project. These options should be further investigated once a final option is selected for ferry location and workers accommodation strategy.

### 2.3 Ferry service

A comparison of the four options for construction worker accommodations has been undertaken to determine the ferry service needs to transport workers from the mainland to the LNG facility construction site on Curtis Island.

For the comparative assessment of options, the existing Curtis Ferry Service was assumed to be utilised from Gladstone Marina to Curtis Island. This service is located on the western end of Gladstone Marina and operates two ferries with 150 passenger capacity each. Based on information obtained from Curtis Ferry Service, the ferries have operating speeds of 10 knots.

Table 2.4 below provides a comparison summary of the four options, providing the number of ferry trips needed to transport the construction personnel during each shift change (provided in Table 2.2) and the total number of ferry trips for a 14-day work cycle. As shown in the table, Option 1 has a considerably lower need for ferry service than the other three options because of the lower frequency of shift changeovers.

Table 2.4
Ferry Service Comparison Summary

| Option |  | Ferry Trips per Shift Change | Ferry Trips per 14-day Cycle |
| :---: | :---: | :---: | :---: |
| 1 | Peak | 7 | 21 |
|  | Average | 7 | 21 |
| 2 | Peak | 4 (Island accommodation portion) 7 (Calliope accommodation portion) | 12 (Island accommodation portion) <br> 98 (Calliope accommodation portion) |
|  | Average | 4 (Island accommodation portion) 7 (Calliope accommodation portion) | 12 (Island accommodation portion) <br> 98 (Calliope accommodation portion) |
| 3 | Peak | 14 | 196 |
|  | Average | 13 | 182 |
| 4 | Peak | 7 (Calliope accommodation portion) 7 (Local Gladstone portion) | 98 (Calliope accommodation portion) <br> 98 (Local Gladstone portion) |
|  | Average | 7 (Calliope accommodation portion) 7 (Local Gladstone portion) | 91 (Calliope accommodation portion) <br> 91 (Local Gladstone portion) |

Based on the ferry service speed of 10 knots, a return trip from Gladstone Marina to Curtis Island ( 7.5 km each way) will take approximately 69 minutes, factoring in ten minutes each for loading and unloading.

The following sections provide further discussion of the ferry service needs of each construction worker accommodation option.

### 2.3.1 Option 1

Using the ferry cycle time of 69 minutes, approximately four hours is needed to transport all workers to Curtis Island under Option 1.

Alternative options for ferry transport across to Curtis Island may be needed in order to streamline the worker transport process. One option may be to place the buses on barges and ferry them across to Curtis Island where they will drive off the barge and deliver personnel directly to the workers accommodation or construction site. This option would reduce total travel time by reducing loading and unloading times, as well as limit the total number of buses/shuttles necessary for personnel transport. Another option for ferry transport is to commission one or more "fast-cat" type ferries with higher speed and passenger capacity capabilities.

### 2.3.2 Option 2

Utilising the ferry cycle time of 69 minutes, approximately 100 minutes is needed to transport the portion of workers rotating to their 10-day shift on Curtis Island every fourth day. In addition to this, approximately 100 minutes each shift changeover (200 minutes each day) is also required to transport the portion of workers residing in the workers accommodation at Calliope.

Similar to Option 1, investigation of alternative options for ferry transport across to Curtis Island is needed in order to streamline the worker transport process. The best option for ferry transport is to commission one or more "fast-cat" type ferries with higher speed and passenger capacity capabilities to handle the daily trips necessary to Curtis Island.

### 2.3.3 Option 3

Utilising the existing ferry services from the ferry terminal at Gladstone Marina, approximately four hours is needed to transport workers to Curtis Island during each shift changeover under Option 3. This equates to the ferry service operating for approximately eight hours per day to transport personnel during the two shifts.

This scenario is not practical with the use of the two existing Gladstone ferries, considering the total time needed to transport personnel to Curtis Island. In order to make a workers accommodation at Calliope a viable option, alternative ferry transport options should be considered. The most important consideration should be providing larger capacity and faster ferries to reduce the total number of trips and cycle times.

### 2.3.4 Option 4

Utilising the existing ferry services from the ferry terminal at Gladstone Marina, a ferry cycle time of 69 minutes was used. Similar to Option 3, approximately four hours is needed to transport all workers to Curtis Island during each shift changeover under Option 4. This equates to the ferry service operating for approximately eight hours per day to transport personnel during the two shifts.

Similar to Option 3, this scenario is not practical with the use of the two existing Gladstone ferries, considering the total time needed to transport personnel to Curtis Island.

In order to make a workers accommodation on the mainland a viable option, alternative ferry transport options should be considered as discussed for all the options above. An online review of specifications for typical "fast-cat" ferries in Queensland yielded the vessels listed in Table 2.5. As shown, ferries with capacities of 300-400 passengers and service speeds of 15$25 \mathrm{~km} / \mathrm{h}$ are currently operating along the Queensland coast.

Table 2.5
Queensland Ferry Service Summary

| Ferry Service | Vessel Name | Passenger <br> Capacity | Vehicle <br> Capacity | Service Speed <br> (knots) |
| :--- | :---: | :---: | :---: | :---: |
| Moreton Island <br> Ferries | Micat | 419 | 52 <br> $(4 W D$ <br> vehicles) | 15 |
| Sea Stradbroke | Sea Breeze | 350 | 62 | NA |
| Stradbroke Ferries | Minjerribah | 400 | 52 | NA |
|  | Quandamooka | 400 | 52 | NA |
|  | Escape to | 170 | NA | NA |
|  | Ltradbroke | Lakarma | 204 | 22 |
|  | 297 | 22 | NA |  |
|  | Stradbroke Venture | 403 | 36 | NA |
| Tangalooma <br> Island Resort <br> Launch | Tangalooma Flyer | 200 | NA | 24 |
|  | Tangalooma Jet | 350 | NA | 25 |

### 2.4 Worker travel time

Approximate worker travel times were calculated and compared for each option based on bus and ferry input assumptions and the Bechtel Camp Strategy memorandum. As outlined in Sections 2.2 and 2.3 above, the following assumptions for worker travel times have been made:

- travel to the ferry by bus on the mainland was assumed to take 20 minutes with loading and disembarking (Bechtel Camp Strategy). This travel only includes the portion from a designated bus pickup point or parking lot; any travel before this point would be considered "non-work" travel and is not factored into the commute calculations.
- one-way travel by bus from the workers accommodation at Calliope to the ferry terminal was calculated at 30 minutes, including loading and unloading time.
- travel via ferry calculated at 44 minutes for a one-way trip including loading and disembarking.
- bus travel from the MOF ferry drop-off point to the workers accommodation or worksite on Curtis Island assumed at 20 minutes.


### 2.4.1 Option 1

Employee commute times for Option 1 are summarised in Table 2.6. Total travel time for each worker during a 14-day work period has been calculated to be 169 minutes under Option 1. The cumulative total travel time for all workers over a 14-day work period was calculated at 8,655 hours.

Table 2.6
Option 1 - Employee Commute Time Summary

| Employee Travel Time Per 14-Day Period |  |  |  |
| :---: | :---: | :---: | :---: |
| Secure parking lot to ferry | 20 min | From Bechtel Camp Strategy |  |
| Ferry - Gladstone to MOF | 44 min | Calculated from assumptions |  |
| MOF to Workers accommodation | 20 min | From Bechtel Camp Strategy |  |
| Workers accommodation to MOF | 20 min | From Bechtel Camp Strategy |  |
| Ferry - MOF to Gladstone | 44 min | Calculated from assumptions |  |
| Ferry to Parking Lot | 20 min | From Bechtel Camp Strategy |  |
| Total Travel Time: | 169 min | 2.81 hrs |  |
| Total Travel Time (all employees): |  | 519,276 min | 8,655 hrs |

### 2.4.2 Option 2

Worker travel times include a mix of daily travel from the workers accommodation at Calliope on the mainland as well as fortnightly travel to the workers accommodation on Curtis Island. A summary of the commute times for workers, broken into the two workers accommodation options is provided in Table 2.7.

With the two components of worker commute times, a cumulative total travel time for all LNG facility construction workers over a 14-day work period was calculated at 52,734 hours (2,197 days) for Option 2.

Option 2 - Employee Commute Time Summary
Table 2.7

| Employee Travel Time Per 14-Day Period - Island Accommodation Portion |  |  |  |
| :---: | :---: | :---: | :---: |
| Secure parking lot to ferry | 20 min | From Bechtel Camp Strategy |  |
| Ferry - Gladstone to MOF | 44 min | Calculated from assumptions |  |
| MOF to Workers accommodation | 20 min | From Bechtel Camp Strategy |  |
| Workers accommodation to MOF | 20 min | From Bechtel Camp Strategy |  |
| Ferry - MOF to Gladstone | 44 min | Calculated from assumptions |  |
| Ferry to Parking Lot | 20 min | From Bechtel Camp Strategy |  |
| Travel Time Per 14-Day Period (per person): | 169 min | 2.81 hrs |  |
| Employee Travel Time Per 14-Day Period - Calliope Accommodation Portion |  |  |  |
| Bus - Calliope workers accommodation to ferry | 30 min | From Bechtel Camp Strategy |  |
| Ferry - Gladstone to MOF | 44 min | Calculated from assumptions |  |
| Bus - MOF to Site | 20 min | From Bechtel Camp Strategy |  |
| Bus - Site to MOF | 20 min | From Bechtel Camp Strategy |  |
| Ferry - MOF to Gladstone | 44 min | Calculated from assumptions |  |
| Bus - Ferry to Calliope workers accommodation | 30 min | From Bechtel Camp Strategy |  |
| Travel Time Per Day: | 189 min | 3.14 hrs |  |
| Travel Time Per 14-Day Period (per person): | 1886 min | 31.43 hrs |  |
| Total Travel Time (all employees): |  | 3,164,018 min | 52,734 hrs |

### 2.4.3 Option 3

A summary of approximate worker commute times for Option 3 is shown in Table 2.8.
Table 2.8
Option 3 - Employee Commute Time Summary

| Employee Travel Time Per 14-Day Period |  |  |  |
| :---: | :---: | :---: | :---: |
| Bus - Calliope workers accommodation to ferry | 30 min | From Bechtel Camp Strategy |  |
| Ferry - Gladstone to MOF | 44 min | Calculated from assumptions |  |
| Bus - MOF to Site | 20 min | From Bechtel Camp Strategy |  |
| Bus - Site to MOF | 20 min | From Bechtel Camp Strategy |  |
| Ferry - MOF to Gladstone | 44 min | Calculated from assumptions |  |
| Bus - Ferry to Calliope workers accommodation | 30 min | From Bechtel Camp Strategy |  |
| Travel Time Per Day: | 189 min | 3.14 hrs |  |
| Travel Time Per 14-Day Period (per person): | 1886 min | 31.43 hrs |  |
| Total Travel Time (all employees): |  | 5,808,760 min | 96,813 hrs |

Each worker will likely experience up to 189 minutes (over 3 hours) of travel time each day if commuting from the workers accommodation at Calliope to the construction site at Curtis Island, equalling over 31 hours of total travel time for each employee during a 14-day work cycle.

### 2.4.4 Option 4

A summary of approximate worker commute times for Option 4 is shown in Table 2.9. Each worker will likely experience up to 189 minutes (over 3 hours) of travel time each day if commuting from the workers accommodation at Calliope to the construction site at Curtis Island, equalling over 31 hours of total travel time for each employee during a 14-day work cycle.

Those workers commuting from private residences around Gladstone will likely experience an average of 169 minutes of commute time each day, not including any time needed to reach the bus service assumed in this analysis. These workers will each have total commute times of greater than 28 hours each over a 14-day work cycle.

Table 2.9
Option 4 - Employee Commute Time Summary

| Employee Travel Time Per 14-Day Period - Private Residence Portion |  |  |  |
| :---: | :---: | :---: | :---: |
| Bus - Secure Parking Lot to Ferry | 20 min | From Bechtel Camp Strategy |  |
| Ferry - Gladstone to MOF | 44 min | Calculated from assumptions |  |
| Bus - MOF to Site | 20 min | From Bechtel Camp Strategy |  |
| Bus - Site to MOF | 20 min | From Bechtel Camp Strategy |  |
| Ferry - MOF to Gladstone | 44 min | Calculated from assumptions |  |
| Bus - Ferry to Parking Lot | 20 min | From Bechtel Camp Strategy |  |
| Travel Time Per Day: | 169 min | 2.81 hrs |  |
| Travel Time Per 14-Day Period (per person): | 1686 min | 28.10 hrs |  |
| Employee Travel Time Per 14-Day Period - Calliope Accommodation portion |  |  |  |
| Bus - Calliope workers accommodation to ferry | 30 min | From Bechtel Camp Strategy |  |
| Ferry - Gladstone to MOF | 44 min | Calculated from assumptions |  |
| Bus - MOF to Site | 20 min | From Bechtel Camp Strategy |  |
| Bus - Site to MOF | 20 min | From Bechtel Camp Strategy |  |
| Ferry - MOF to Gladstone | 44 min | Calculated from assumptions |  |
| Bus - Ferry to Calliope workers accommodation | 30 min | From Bechtel Camp Strategy |  |
| Travel Time Per Day: | 189 min | 3.14 hrs |  |
| Travel Time Per 14-Day Period (per person): | 1886 min | 31.43 hrs |  |
| Total Travel Time (all employees) |  | 5,500,760 min | 91,679 hrs |

### 2.5 Conclusion

Table 2.10 below provides a comparison of total bus and ferry trips per 14-day work cycle for each construction worker accommodation option assessed. These trips are presented as return (two-way) trips assuming shift changeovers will occur such that the buses and ferries will be utilised on both the trips to and from Curtis Island. A comparison of worker commute times between each option is also presented.

Table 2.10
Worker Accommodation Option Comparison

| Assessment <br> Parameter | Option 1 | Option 2 | Option 3 | Option 4 |
| :--- | :---: | :---: | :---: | :---: |
| Bus trips per 14- <br> day work cycle | 68 | 353 | 639 | 639 |
| Ferry trips per 14- <br> day work cycle | 21 | 124 | 196 | 196 |
| Travel time per <br> worker per 14-day <br> cycle | 169 <br> minutes | 169 min (Island <br> accommodation) <br> 1,886 min (Calliope <br> accommodation) | 1,886 <br> minutes | 1,686 min (private <br> residence portion) <br> 1,886 min (Calliope <br> accommodation) |
| Total travel time <br> per 14-day cycle <br> (all workers) | 8,655 hours | 52,734 hours | 96,813 hours | 91,679 hours |

As shown in Table 2.10, Option 1 requires a considerably lower number of bus and ferry trips for purposes of transporting workers to and from the LNG facility construction site on Curtis Island than the other three options. This equates to considerably lower costs related to these services and lower traffic impacts. Because the workers would be living on the island, the inconvenience of a long commute would only occur once every fourteen days. In addition, the total commute time for each worker under Option 1 is expected to be less than $10 \%$ of Options 2, 3 and 4 for a 14-day typical work cycle.

Because of the considerable savings in traffic generated and worker commute times, Option 1 ( $100 \%$ workers accommodation on Curtis Island) is recommended. If an option for accommodating some or all workers on the mainland is pursued, the following should be considered to make this option feasible:

- Commission ferries of higher passenger capacity and speed;
- If feasible, Fisherman's Landing is recommended as the ferry take off point to reduce bus travel time from Calliope, vehicle travel through Gladstone urban area and ferry travel distance to Curtis Island. This conclusion is outlined further in Section 3 below.


### 3.0 FERRY LANDING LOCATION ASSESSMENT (WORKER TRANSPORT)

Options for the location of a mainland ferry landing for the transport of LNG facility construction personnel to Curtis Island have been identified through site visits and review of existing facilities in Gladstone and surrounds. The potential ferry landing locations have been assessed based on the following criteria:

- existing ferry services available;
- proximity and ease of access to Curtis Island;
- space/accommodation for vessel manoeuvring/moorage;
- security and access restrictions of facility;
- agreement/contract/coordination needed with controlling party;
- amenity for people queuing/loading - logistics of facility;
- provision for bus drop-off and private vehicle parking; and
- existing condition of facilities - improvements needed

Four options for potential mainland ferry landing locations have been identified, as listed below:

1. Gladstone Marina - Public Wharf at Brian Jordan Drive;
2. Connell Wharf - Flinders Parade;
3. Auckland Point Wharf; and
4. Fisherman's Landing Wharf.

### 3.1 Option 1 (Gladstone Marina Ferry Terminal)

Gladstone Marina services a mix of private and commercial vessels. It contains several barge/ferry ramps that may present opportunity to serve as a ferry landing for transporting construction personnel to Curtis Island. One ferry/barge landing is located at the west end of Gladstone Marina, from which Curtis Ferry Services operates. Curtis Ferry Service operates two passenger and vehicle ferries to Curtis Island, each with 150 passenger capacities.

Another ferry/barge ramp is on the east end of the marina at the Gladstone ferry terminal accessed via Brian Jordan Drive. A service jetty also exists adjacent to the ferry terminal off Brian Jordan Drive, which could also serve ferry loading and unloading if needed. Marine facilities at Gladstone Marina are maintained by Gladstone Port Authority.

### 3.1.1 Access

Curtis Ferry Service is approximately 8.5 km from the currently proposed MOF site and ferry landing on Curtis Island. Vessels operated by the existing Curtis Ferry Service have been used in this assessment for the purposes of comparing each ferry landing location. Based on a service speed of 10 knots and loading/unloading times of 10 minutes each, the total cycle time for ferries from Gladstone Marina would be approximately 75 minutes.

The ferry landing at Gladstone Ferry Terminal on the east end of the marina is only approximately 7.5 km from Curtis Island, making a total ferry cycle time of 69 minutes. It is noted that low speed limits exist within the marina, possibly increasing cycle times, though a constant speed has been assumed.

Gladstone Marina allows easy access in and out via Auckland Creek to the Port of Gladstone. Depending on the location of the ferry landing within Gladstone Marina, different levels of conflicts with other vessels will occur. Adequate space is generally available for manoeuvring and docking within the marina.

Vehicle and bus access to Gladstone Marina can be gained via Dawson Highway, Glenlyon Road and Brian Jordan Drive through Gladstone or via Hanson Road and Alf O'Rourke Drive from the west. Adequate bus manoeuvring, drop-off and turn-around space is provided at Curtis Ferry Services as well as at the ferry terminal.

### 3.1.2 Amenity

Amenities for passenger queuing and loading at Curtis Ferry Services and Gladstone Ferry Terminal exist. As Curtis Ferry Service is located away from the public access docks and ferry terminal, it is a more suitable location for transferring a larger number of construction personnel to the ferry, and creates less disruption to existing activity in the area.

A private car park is available for customers at Curtis Ferry Service which may present limited opportunity for securing permanent parking for private/Santos vehicles. Similarly, a public car park is located at the marina off Brian Jordan Drive, though would likely not be available for long term parking options for this project. The vast majority of personnel transported to the island would need to arrive via bus or be dropped off at the ferry location because of lack of parking provision and to reduce the overall traffic impacts associated with the construction workforce.

### 3.1.3 Coordination with Owner/Operator

Conflicts with existing barge/ferry traffic may present issues. Since this is a public marina, it may not be favourable to the operators to have such a large volume of workers coming in and out every day.

Depending on the worker accommodation option selected, the existing Curtis Ferry Service at Gladstone Marina may present a viable option for transporting construction personnel and vehicles to Curtis Island. Because Gladstone Marina is owned and operated by Gladstone Port Authority, agreements may need to be put in place to coordinate the increased activity in the marina.

### 3.2 Option 2 (Connell Wharf)

Connell Wharf is located on Auckland Creek just south of the opening to Gladstone Marina, accessed by land via Flinders Parade. Facilities at the location include a stationary (not floating) dock and boat launch ramps. This location may present opportunities as a mainland ferry landing point to transport construction personnel to Curtis Island.

### 3.2.1 Access

This location affords very direct marine access to Curtis Island via the Port of Gladstone. Ferries would likely not have issues manoeuvring to reach docks or boat launch ramps as Auckland Creek provides adequate channel width.

Connell Wharf is approximately 7.5 km through the port from the currently proposed MOF site and ferry landing on Curtis Island. Assuming the existing Curtis Ferry Service is used, total cycle time for ferries from Connell Wharf would be approximately 69 minutes, similar to that from Gladstone Marina.

Vehicle access to the site is gained from the south via Dawson Highway/Dawson Road to Glenlyon Road to Lord Street and Flinders Parade. From the west, access is gained via Gladstone-Mount Larcom Road and Hanson Road to Lord Street and Flinders Parade. These routes provide fairly direct access, with most travel on highways and arterial roadways.

Bus unloading and manoeuvring areas appear to be adequate through the parking area of Connell Wharf.

### 3.2.2 Amenity

Docks are stationary (not floating), so the dock height may limit passenger loading for some vessels depending on the tidal levels and the loading location for the specific vessel. Based on a site visit to Connell Wharf, the condition and structural integrity of the dock appears to be in question. If this location is selected as a ferry docking site an option may be to reconstruct or retrofit the docks to fit the services needed.

Public parking is available at Connell Wharf, but is limited. It is likely that private vehicle parking for use by Santos personnel would be limited, making bus services necessary for the vast majority of construction personnel being transported to Curtis Island.

### 3.2.3 Coordination with Owner/Operator

Because of the existing use of the boat launch and parking area, agreements would likely need to be reached with facility managers due to the large volume of passengers expected to be transported to Curtis Island.

### 3.3 Option 3 (Auckland Point Wharf)

Auckland Point wharf is owned and partially operated by Gladstone Port Authority, with portions of the facility operated by private entities.

### 3.3.1 Access

Docks at Auckland Point are approximately 7.5 km from the currently proposed MOF site and ferry landing on Curtis Island. Assuming the existing Curtis Ferry Service will transport workers, total cycle time for ferries from Auckland Point Wharf is approximately 69 minutes, similar to Options 1 and 2. This provides direct access to Curtis Island, with adequate space for ferries to manoeuvre to reach the docks.

The existing Curtis Ferry Service would likely be able to access Auckland Point Wharf, though additional services/ferry capacity may be needed.

Vehicle access to Auckland Point from Gladstone and from the south would likely be via Dawson Road to Glenlyon Road the Port Access Road. Access from the west would be via Gladstone-Mount Larcom Road to Hanson Road to Port Access Road. Using these routes, most traffic would be travelling on highways or arterial roadways.

### 3.3.2 Amenity

There appears to be adequate space for bus drop-off and passenger queuing and loading. Private vehicle parking would not likely be available; all workers would likely need to transported by bus into the site.

### 3.3.3 Coordination with Owner/Operator

Since Auckland Point Wharf is a secure facility, it may not be feasible to gain access for the large number of workers proposed during the construction of the LNG facility. Because it is a secure port area, all workers will require commonwealth security and safety induction cards to enter the area for embarkation to the island.

### 3.4 Option 4 (Fisherman's Landing Wharf)

Fisherman's Landing is located approximately 15 km northwest of Gladstone in the Port of Gladstone. Facilities are owned by Gladstone Port Corporation (GPC). Three wharf facilities are currently available. From aerial images, it appears that a ground landing is available for a ferry to potentially utilise. Future plans have also been proposed by GPC for the reclamation of 153.4ha of additional land on the northern side of the existing Fisherman's Landing reclamation, creating opportunity for six additional wharf facilities at the site.

Plans for the potential expansion of Fisherman's Landing are included in Appendix A.

### 3.4.1 Access

Fisherman's Landing has the most direct marine access to Curtis Island of all the options assessed. It is located just across from the proposed MOF and ferry landing site for the LNG facility on Curtis Island; approximately a 4.5 km distance ferry trip. Assuming similar vessels to Curtis Ferry Services will be utilised to transport workers to the island, total cycle time for ferries is approximately 49 minutes (approximately 20 minutes less than all other options).

Road access to Fisherman's Landing from the south and west is gained from Calliope River Road and Gladstone-Mount Larcom Road to Landing Road. From Gladstone to the east, the site is accessed via Hanson Road/Gladstone-Mount Larcom Road to Landing Road. This location is approximately 25 km from the proposed workers accommodation at Calliope (approximately 5 km closer than all other terminals), with all road travel occurring on rural roadways.

For worker accommodations options wherein construction personnel do not travel from Calliope, locating ferry facilities at Fisherman's Landing will likely increase the total distance travelled to reach the ferry facilities, compared to the other options within Gladstone. A higher percentage of workers would likely be travelling by private vehicle in these cases, with origins in Gladstone. This would likely increase the total traffic impact of construction personnel travelling to Curtis Island.

### 3.4.2 Amenity

There appears to be surrounding land available to provide a secure car park for employees to be transported by bus to the ferry landing. If land for parking is available close enough to the wharf facilities, the need for bus transport is reduced and greater flexibility is provided in how construction personnel are transported to Curtis Island. Private car use may have impacts on intersection capacity and road upgrading needs. Though if a workers accommodation at Calliope is selected, it is likely that busses will still be the preferred option for transporting the large numbers of workers to the ferries.

### 3.4.3 Coordination with Owner/Operator

GPC have expressed some concern at using Fisherman's Landing for worker transport due to the safety and security issues caused by the conflict with the existing use as an industrial site. This issue will need to be negotiated if Fisherman's Landing is the GLNG preferred option.

### 3.5 Conclusion

Table 3.1 below provides a comparison of the four options for ferry landing locations. In the comparisons, it was assumed that ferries will be similar to those provided by Curtis Ferry Services (for basis of comparison), with a 10 knot average speed and 10 minute loading and unloading times. Overall, cycle times for each ferry landing location are similar with the exception of Option 4 - Fisherman's Landing wharf. Other benefits of Fisherman's Landing over the others include:

- $\quad$ closer proximity to Curtis Island (approximately 4.5 km );
- closest option to proposed Calliope workers accommodation if that option is selected;
- potential location to consolidate worker and goods transport to Curtis Island (Auckland Point Wharf also has this potential);
- best potential location to provide worker vehicle car park and bus pick-up to ferry, while reducing duration of bus trips.

The primary disadvantage of Fisherman's Landing is the security and safety issues identified by GPC.

Table 3.1
Ferry Cycle Time Comparison

|  | Option 1 Gladstone Marina | Option 2 Connell Wharf | Option 3Auckland Point Wharf | Option 4 Fisherman's Landing |
| :---: | :---: | :---: | :---: | :---: |
| Ferry Capacity: | 150 |  |  |  |
| Average Speed (knots): | 10 |  |  |  |
| Conversion (Knots-kph): | 1.852 |  |  |  |
| Travel Distance (km): | 8.5 | 7.5 | 7.5 | 4.5 |
| Load Time (min): | 10 | 10 | 10 | 10 |
| Travel Time (min): | 28 | 24 | 24 | 15 |
| Unload Time (min): | 10 | 10 | 10 | 10 |
| Return Time (min): | 28 | 24 | 24 | 15 |
| Total Ferry Cycle (min): | 75 | 69 | 69 | 49 |

### 4.0 BARGE LANDING LOCATION ASSESSMENT (GOODS TRANSPORT)

Options for evaluation:

1. Auckland Point Wharf
2. Fisherman's Landing
3. Proposed Port Curtis bridge crossing site

Related issues for evaluation of options:

- access/security restrictions for use of facility;
- accommodation for vehicles delivering goods;
- vehicle weight/size restrictions;
- facility accommodation for storage of goods/vehicles before loading;
- origin of goods to be delivered;
- impacts of vehicles on external road networks;
- ease of access of vehicles from origin.

Available port facilities in the area are outlined and discussed in the Bechtel Traffic and Logistics Survey, dated 22 August 2008. The survey describes Auckland Point Wharf and Fishermans Landing Wharf as the two best potential options.

### 4.1 Option 1 (Auckland Point Wharf)

The owner of the facility is Gladstone Port Authority and operated by Gladstone Port Authority and others. Wharves 3 and 4 are multi-user facilities. The Bechtel survey nominates wharves 3 and 4 as suitable options. Auckland Point is approximately 7.5 km from Curtis Island via Port of Gladstone.

### 4.1.1 Goods Handling Capabilities

Auckland Point Wharf does not have an unloading crane. All vessels that berth here are usually self-geared. The facility has a weight limit of 90 metric tons to be craned onto a multiwheeled trailer. This limit will only apply to this project for cargo being transported to Auckland Point by truck and offloaded onto barge. Most large cargo for this project is expected to arrive via ship and be offloaded to a barge to Curtis Island. Auckland Point can handle larger ships than Fisherman's Landing and includes undercover warehouse and large lay-down area, a rail loop and Australian quarantine facilities if needed.

### 4.1.2 Access

Access for goods delivery through Auckland Point will occur both by ship through the Port of Gladstone and by truck via the highway system. The origin of goods will generally be as follows:

- large items likely via ship;
- road cargo mostly from Brisbane and other areas to the south. Primary route will be via Bruce Highway.

Auckland Point Wharf is approximately 24 km from the Bruce Highway along the Dawson Highway. The most likely route for trucks to Auckland Point Wharves will be via Bruce Highway to Dawson Highway to Glenlyon Road to Port Access Road, or Dawson Highway to Don Young Drive to Red Rover Road to Hanson Road to Port Access Road. A dedicated port access road through Gladstone has been constructed diverting heavy vehicles away from the CBD area and adjacent to the railway. This removes heavy vehicles from mixing with general traffic within Gladstone.

The routes specified above leave trucks primarily on highways and arterial roads to access Auckland Point, following designated high mass limit routes into Gladstone. Movement of multi-combination vehicles is restricted in Gladstone between the hours of 8:30am to 9:00am and $3: 00 \mathrm{pm}$ to $3: 30 \mathrm{pm}$ Monday to Friday. Combination trucks up to 23 metre and 25 metre Bdouble are permitted on selected routes in Gladstone.

Truck routes specified by Queensland Transport are provided at Appendix B.
One constraint found with accessing Auckland Point Wharves is the Goodoon Street bridge over Port Access Road which has a vertical clearance of 5.1 m which controls the land-side delivery of large items. It should also be noted that Glenlyon Road has a vertical clearance of 4.7 m under the rail line in this vicinity. Other routes that do not require passing under bridges or road overpasses are more circuitous routes through Gladstone, which may not be negotiated by a large truck or fit into Queensland Transport high mass limit routes. Deliveries to the site will need to be coordinated to ensure that loads with vertical clearance constraints are delivered via ship or barge.

### 4.2 Option 2 (Fisherman's Landing)

The owner of the wharf facilities at Fisherman's Landing is Gladstone Port Authority. Fisherman's Landing is operated as a multi-user facility. Security access is gained from Landing Road. The Bechtel survey nominates Fisherman's Landing as a suitable option, and it is the closest option to Curtis Island at 4 km via Port of Gladstone. It is also important to note that Fisherman's Landing is the Main Roads preferred location for goods transport to Curtis Island because trucks will avoid travelling through the Gladstone urban area.

### 4.2.1 Goods Handling Capabilities

Three wharf facilities are currently available at Fisherman's Landing. As discussed in Section 4 of this report, Gladstone Port Authority has proposed plans for future expansion of the Fisherman's Landing reclamation area and a potential for seven additional wharf facilities. Wharf number 4 has a pivoting radial arm ship loader with capacity of 2,000tph. Wharf number 5 has two SVT 300 mm loading arms.

### 4.2.2 Access

Access for goods delivery through Fisherman's Landing would likely occur both by ship through the Port of Gladstone and by truck via the highway system. The origin of goods will generally be as follows:

- large items likely via ship;
- road cargo mostly from Brisbane and other areas to the south. The main route will be via Bruce Highway to Calliope River Road.

The primary truck route to Fisherman's Landing will be Bruce Highway to Calliope River Road to Gladstone-Mount Larcom Road to Landing Road. This route is approximately 30km from Bruce Highway at Dawson Highway, and have been identified by Queensland Transport as high mass limit roadways. As Fisherman's Landing lies outside of Gladstone, most trucks delivering goods to the site are likely to be on rural highways the entire route to the wharf.

The potential haulage route to Fisherman's Landing crosses underneath the rail line at one point, which may present a vertical clearance issue. Visual inspections of vertical clearance signs was undertaken at the following locations:

- Gladstone-Mount Larcom Road under conveyor at Comalco ( 0.7 km east of Landing Road): 7m;
- Gladstone-Mount Larcom Road under rail east of Comalco (1.5km east of Landing Road) : 6.75m;
- Calliope River Road under rail south of Gladstone-Mount Larcom Road: not signed - though appears to be approximately 7 m .

All potential haulage routes to Fisherman's Landing pass under the rail line at one point, of which vertical clearances and load expectations for the project should be reconciled before choosing this option.

High mass limit access on Landing Road terminates at the access road for Cement Australia. Landing Road will need to be upgraded to high mass limit standards if used as a goods transport location for the LNG facility construction.

### 4.3 Option 3 (Proposed Port Curtis Bridge Crossing Site)

The option of providing a materials offloading facility at the mainland side of the planned bridge site crossing Port Curtis between Friend Point and Laird Point to Curtis Island has been discussed. This option would require all new facilities to be constructed for the purpose of docking ships and offloading trucks onto barges to Curtis Island. An alternative may be that truck deliveries are handled at this site and ship deliveries are handled at either Fisherman's Landing or Auckland Point.

The viability of this option weighs on the timing of the works proposed for the bridge across Port Curtis between Friend Point and Laird Point, as significant access roadwork must be completed to access the bridge site. The bridge access road will likely tie into the existing road network at the end of Landing Road.

### 4.3.1 Access

Marine access from the mainland bridge crossing site is approximately 8 km distance to the proposed MOF on Curtis Island. This is the furthest of the three options discussed.

Delivery of goods and materials via truck will mostly originate from Brisbane and other areas to the south. The primary route will be via Bruce Highway to Calliope River Road to Gladstone-Mount Larcom Road to Landing Road. This route is approximately 35 km from Bruce Highway at Dawson Highway. The route has been identified by Queensland Transport as high mass limit roadways, though the end of Landing Road past Cement Australia and the bridge access road would need upgrading to this standard. As this location lies outside of Gladstone, trucks delivering goods to the site will most likely be on rural highways the entire route to the wharf, reducing traffic impacts due to heavy vehicles.

Similar to Option 2, the potential haulage route to the Port Curtis bridge crossing location crosses underneath the rail line at one point, which may present a vertical clearance issue. All alternative routes to the location pass under a rail line at one point, of which vertical clearances and load expectations for the project should be reconciled before choosing this option.

### 4.4 Conclusion

Based on the facilities provided and potential traffic impacts of each location assessed for the transfer of goods to Curtis Island, Fisherman's Landing has the following advantages over the other two options:

- proximity to Curtis Island: Fisherman's landing is approximately 4km via the Port of Gladstone, compared to $7-8 \mathrm{~km}$ for the other options;
- consolidated transport facility: the option exists to make this a centralised goods (truck and ship cargo) and personnel transfer facility for the construction of the LNG facility on Curtis Island;
- direct access: trucks will be able to access Fisherman's Landing from Bruce Highway without necessarily travelling through Gladstone, reducing the overall traffic impacts of the project;
- potential wharf expansion: with potential plans for the expansion of Fisherman's Landing wharf facilities, opportunity may exist to coordinate the expansion to fit the material handling needs of this project; and
- Fisherman's Landing is the preferred wharf site according to Main Roads because of the reduced impact on the Gladstone road network.

It is noted that other LNG and industrial facilities are currently being planned in the Fisherman's Landing area, which may create a conflict for GLNG equipment and materials transfer activities to be based there. If Fisherman's Landing ceases to be an option because of these conflicts, Auckland Point wharf is well positioned as a potential location for goods transfer to Curtis Island and has existing infrastructure to handle GLNG project needs, as described above.

### 5.0 CONCLUSIONS AND RECOMMENDATIONS

### 5.1 Worker Accommodations Options

A summary of the assessment parameters for worker accommodation options is provided in Table 5.1 below. The options are:

1. 3,000 person workers accommodation on Curtis Island;
2. 1,500 person workers accommodation at Calliope Historical Village and 1,500 person workers accommodation on Curtis Island;
3. 3,000 person workers accommodation at Calliope Historical Village; and
4. 1,500 person workers accommodation at Calliope Historical Village and 1,500 people in Gladstone (bus pickup).

Table 5.1
Worker Accommodation Option Comparison

| Assessment <br> Parameter | Option 1 | Option 2 | Option 3 | Option 4 |
| :--- | :---: | :---: | :---: | :---: |
| Bus trips per 14- <br> day work cycle | 103 | 530 | 958 | 958 |
| Ferry trips per 14- <br> day work cycle | 21 | 110 | 196 | 196 |
| Travel time per <br> worker per 14-day <br> cycle | minutes | 169 min (Island <br> accommodation) <br> 1,886 min (Calliope <br> accommodation) | 1,886 <br> minutes | 1,686 min (private <br> residence portion) <br> 1,886 min (Calliope <br> accommodation) |
| Total travel time per <br> 14-day cycle (all <br> workers) | 8,655 hours | 52,734 hours | 96,813 hours | 91,679 hours |

Based on the general and comparative assessment of options for worker accommodations, the following conclusions are made:

- Option 1 has a considerably lower need for bus service than the other three options because of the lower frequency of shift changeovers.
- traffic on the Gladstone road network is expected to be significantly lower for Option 1 than the other options assessed because personnel only travel to Curtis Island once every two weeks.
- Option 1 has a considerably lower need for ferry service than the other three options because of the lower frequency of shift changeovers.
- the total time needed for transport of construction personnel to Curtis Island utilising the existing service in Gladstone is prohibitive to providing an efficient workforce.
- total commute time for each worker under Option 1 is expected to be less than $10 \%$ that of Options 2, 3 and 4 for a 14-day typical work cycle.

Based on the above, the following is recommended for the accommodation of construction workforce during the construction of Train 1 of the LNG facility:

- because of the considerable savings in traffic generated and worker commute times, Option 1 ( $100 \%$ workers accommodation on Curtis Island) is recommended; and
- commission ferries of higher passenger capacity and speed to efficiently transport personnel to Curtis Island.


### 5.2 Ferry Landing Location for Worker Transport

A summary of the estimated cycle times for ferry landing location options is provided in Table 5.2 below.

Table 5.2
Ferry Cycle Time Comparison

|  | Option 1 - <br> Gladstone Marina | Option 2 Connell Wharf | Option 3 Auckland Point Wharf | Option 4 Fisherman's Landing |
| :---: | :---: | :---: | :---: | :---: |
| Ferry Capacity: | 150 |  |  |  |
| Average Speed (knots): | 10 |  |  |  |
| Conversion (Knots-kph): | 1.852 |  |  |  |
| Travel Distance (km): | 8.5 | 7.5 | 7.5 | 4.5 |
| Load Time (min): | 10 | 10 | 10 | 10 |
| Travel Time (min): | 28 | 24 | 24 | 15 |
| Unload Time (min): | 10 | 10 | 10 | 10 |
| Return Time (min): | 28 | 24 | 24 | 15 |
| Total Ferry Cycle (min): | 75 | 69 | 69 | 49 |

Based on the general and comparative assessment of options for ferry landing location, the following conclusions are made:

- overall, cycle times for each ferry landing location are similar with the exception of Option 4 - Fisherman's Landing wharf, which is approximately 3 km closer to Curtis Island than the other locations;
- Option 4 is the closest to the proposed Calliope workers accommodation if that option is selected;
- Fisherman's Landing (Option 4) will require the furthest travel for personnel living or flying into Gladstone, compared to the other options located within Gladstone;
- Fisherman's Landing and Auckland Point have the potential to consolidate worker and goods transport to Curtis Island, though security access and personnel safety issues may be problematic with both;
- all locations provide some potential for nearby car parking, though Fisherman's Landing (Option 4) may be the most readily available.

Based on the above, Fisherman's Landing is recommended for the location of the ferry landing to Curtis Island provided issues associated with security and personnel safety can be resolved with GPC. Gladstone Marina would offer a suitable alternative ferry landing if security and safety issues associated with Fisherman's Landing cannot be mitigated.

### 5.3 Barge Landing Location for Goods Transport

Based on the general and comparative assessment of options for goods transport location to Curtis Island, the following conclusions are made:

- Fisherman's landing is the closest to Curtis Island, at approximately 4 km compared to $7-8 \mathrm{~km}$ of the other options;
- Fisherman's Landing and Auckland Point Wharves may both be viable options for handling both truck and ship cargo, with the possibility of also providing a ferry landing point for transporting personnel to Curtis Island;
- Fisherman's Landing has the most direct access of all options - trucks will be able to access Fisherman's Landing from Bruce Highway without travelling through Gladstone;
- Potential wharf expansion: with potential plans for the expansion of Fisherman's Landing wharf facilities, opportunity may exist to coordinate the expansion to fit the material handling needs of this project;
- Fisherman's Landing is the Queensland Department of Main Roads' preferred option because of the avoidance of heavy vehicle traffic through Gladstone.

Based on the above, Fisherman's Landing is the preferred location for goods and material transfer from trucks and ships to Curtis Island.

It is noted that other LNG and industrial facilities are currently being planned in the Fisherman's Landing area, which may create a conflict for GLNG equipment and materials transfer activities to be based there. If Fisherman's Landing ceases to be an option because of these conflicts, Auckland Point wharf is well positioned as a potential location for goods transfer to Curtis Island and has existing infrastructure to handle GLNG project needs, as described above.


[^4]and costs which you might incur as a result of the data being inaccurate or incomplete in any way and tor any reason.

## Appendix D

## Existing Traffic Counts

| ID | ROAD ID | ROAD NAME | SATEGOR) | AADT | EAVY VEHICL | LOCATION |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L7853R0F | 1 | AC RIDEOUTS | 4 b | 33.9 | 2.04 | 150 m from Intersection Coal Road Stoney Ridge |
| H476322M | 2 | aErodrome road road | 1 | 186.3 | 6.2 | 860 m on the left hand side of the Burnett HWY |
| L637PFSM | 4 | Alberta Road | 1 | 79.7 | 11.02 | 150 m south of Baralaba Woorabinda Rd and Alberta Rds intersection |
| S092270Y | 7 | ALMA VALE ROAD | 4 B | 5.1 | 20 | 1000 M EAST OF DULULU BUNERBA ROAD INSECTION AT GRID |
| L727GTCT | 8 | Andersons Road | ${ }^{4 b}$ | 9.4 | 24.33 | 150 m West of Leichhardt Highway @ T Sign |
| H4777837 | 10 | argoon highway road | 1 | 101.9 | 9.92 | 14.5 Km from Dawson HWY |
| H476322M | 11 | argoon kllburnie road | 1 | 188.2 | 11 | 4.55 km from Dawson HWY |
| T657atbv | 604 | Auburn Street | 60 | 653.8 | 8.21 | 30 m East of Callide Street |
| S0886VGz | 383 | AUSTINS ROAD | 3 | 12.3 | 8.24 | 60 M SOUTH OF GIBBER GUNYAH CONNECTION ROAD |
| L788PKBV | 13 | backens road | 4 B | 14.1 | 17.7 | 40M WEST OF BANANA-BARALABA ROAD INTERSECTION |
| L788PKBV | 15 | balleys lane | 1 | 185.6 | 6.25 | 250 m from Calvale Rd |
| H4777837 | 15 | balleys Lane | 1 | 314.9 | 3.96 | 190 m from the intersection of Baileys Lane and Valentine Plains Rd |
| H4757HN9 | 15 | balleys lane | 1 | 191 | 6.14 | 4.52 Km from the intersection of Baileys Lane and Valentine Plains Rd |
| L727GTCT | 19 | banana holdings road | 4 b | 9.4 | 18.84 | 200M SOUTH OF DAWSON HIGHWAY |
| L788PKBV | 20 | banana mungi road | 4 B | 14.9 | 23.96 | 40M WEST OF DAWSON HIGHWAY INTERSECTION |
| S0886VGz | 21 | banana station road | 4 B | 18.5 | 23.53 | 8OM NORTH OF DAWSON HIGHWAY INTERSECTION |
| S188XBCB | 20 | BANANA-MUNGI ROAD | 48 | 16.8 | 12.6 | 50M WEST OF MOURA BARALABA ROAD INTERSECTION |
| H4777837 | 17 | baralaba banana road | 2 a | 81.9 | 20.75 | at Ramsay Creek |
| L7853ROF | 23 | baralaba kooemba road | 4 a | 63.7 | 7.68 | 85m east trom Baralaba Woorabinda intersection |
| L788PKBV | 25 | barfield road | 3 | 87 | 9.56 | 200 m from the intersection of the Leichhardt HWY and Barfield Rd |
| L727GTCT | 25 | barfield road | 3 | 12.4 | 7.24 | 300 m from the intersection of Sewells-Walloon Rd and Barfield Rd |
| L637PPSM | ${ }_{27}^{26}$ | BATHS ROAD | $4{ }^{4}$ | 2.4 <br> 38 <br> 12 | ${ }_{\text {cke }} 32.14$ | 190 m from Camboon Crowsdale rd intersection |
| L788PKBV | 27 | BEARS LAGOON ROAD | 2 as | 38 | 14.64 | 250 M NORTH OF DAWSON HIGHWA INTERSECTION |
| S153W $\times 4 \mathrm{~J}$ | 30 | BECKERS ROAD | 2 A | 11.2 | 15.39 | 80M South of moocine road intersecion |
| L7853ROF | 30 | beckers road | 1 | 10.5 | 31.51 | 250 M NORTH OF SAWMILL R ROAD INTERSECTION |
| S153W×4J | 31 | BEHRENDORFFS ROAD | 4 A | 26.7 | 29.67 | 60M SOURTH OF MALONEYS \& KIANGA RIVER ROAD INTERSECTION |
| L788PKBV | 33 | belldeen defence road | 2 a | 13.9 | 12.27 | 200 m from the intersection of Dawson HWY and Belldeen Defence Rd |
| L7853ROF | 33 | belldeen defence road | 2a | 18.2 | 13.29 | 200 m from the intersection of Leichhard HWY and Belldeen Deence Rd |
| L7853R0F | ${ }^{33}$ | BELLDEEN DEFENCE ROAD | ${ }^{2 a}$ | 18.2 | 13.29 | 200 m from the intersection of Leichhardt HWY and Belldeen Deence Rd |
| So92370Y | 34 | BELLDEEN GREYCLIFFE ROAD | - 1 | 39 | ${ }^{36.22}$ | 300 M NORTH OF DAWSON HIGHWAY INTERSECTION |
| L788PKBV | 34 | BELLDEEN-GREYCLIFFE ROAC | 2A | 45.4 | 13.77 | 250M WEST OF PROSPECT CREEK - GOOVIGEN ROAD INTERSECTION |
| L788PKBV | 397 | bensons road | $4{ }^{\text {B }}$ | 12.6 | 20.45 | 60M SOUTH OF GIBBER GUNYAH CON ROAD INTERSECTION |
| L788PKBV | 37 | BINDAREE HARCOURT ROAD | $4{ }^{4}$ | 14 | 20.17 | 200 M NORTH OF BIIDAREE MOURA ROAD \& BIIDDAREE ROAD INTERSECTION |
| L7853ROF | 36 | BINDAREE ROAD | 3 | 4.4 | 35.29 | 50M EAST OF MOURA BINDAREE INTERSECTION |
| L637PFSM | 399 | Birchleys Road | ${ }^{4 b}$ | ${ }^{13.2}$ | 8.57 | 3 m South of Isla Delusion Road Intersection |
| L7853R0F | 38 | BLACKMANS YARD ROAD | 3 | 5.4 | 23.08 | 250 m from the Burnett HWY intersection |
| L788PKBV | 38 | BLACKMANS YARD ROAD | ${ }_{3}^{4 b}$ | 18.6 | 28.88 | 250 m from the intersection of the Burnett HWY and Blackmans Yard Rd |
| L788PKBV | ${ }^{41}$ | Blacks road | 3 | 30.4 | 19.39 | 9500 from the Burnett HWY intersection |
| L788PKBV L7853RF | 39 | BLACKS ROAD | 4 b | 13.6 | 14.03 | 1000 from the intersection of Argoon HWY and Black Rd |
| L7853ROF S188XBCB | ${ }_{43}^{40}$ | BLACKS ROAD BLOTTS ROAD | ${ }_{4 B}^{4 b}$ | 13.7 12.5 | ${ }_{13.13}^{1.01}$ | 250m from the intersection of the Dawson HWY and Blacks Rd 30M SOUTH OF DIXALEE DEEFORD ROAD INTERSECTION |
| T657atbl | 46 | Boughyard Road | $4{ }^{\text {b }}$ | 14.6 | 3.45 | 80 m North of Eidsvold Theodore Road Intersection |
| L727GTCT | 47 | BOWKETTS LANE | ${ }^{4 b}$ | 18.1 | 8.84 | 50 mfrom the Dawson HWY intersection |
| S188x8CB | 47 | Bowketts Lane | ${ }^{4 B}$ | ${ }^{6.5}$ | ${ }^{4.21}$ | 150M Sout of zisch kes LANE INTERSECTION |
| L788PKBV | 47 | BOWKETTS LANE | $4{ }^{48}$ | 22.3 | 5.51 | 50 M NORTH OF DAWSON HWY INT @ T SIGN |
| s092z70Y | 47 | BOWKETTS LANE | $4{ }^{4}$ | 11.1 | 3.68 | 2.8999 KM NORTH OF DAWSON HWY INTERSECTION |
| L637PFSM | 611 | Buckland Street | 6 | 358.6 | 2.36 | 50 m East of State Farm Rd int @ pole 4086707 |
| So92z70Y | 51 | BUNDALBA ROAD | 4 A | 35.6 | 14.43 | 50M SOUTH OF DIXALEE DEEFORD ROAD INTERSECTION |
| S0886VGZ | 52 | BUNERBA SCHOOL ROAD | 3 | 13.2 | 22.22 | 200M EAST BURNETT HIGHWA Y INTERSECTION @ TSIGN |
| L727GTCT | 53 | BUNERUROAD | $4{ }_{4}$ | 8.7 | 析 | 300M SOUTH OF ROMERS ROAD INTTRSECTION @ BEND SIGN |
| S08867GZ | 53 | BUNERU ROAD | 4 A | 19.7 | 18.66 | 200 M EAST OF LEICHHARDT HIGHWAY @ ¢ TIIG |
| So92z70Y | 54 | BUNERU SCHOOL ROAD BYRNES ROAD | 4 A | 9.7 | 2.99 <br> 189 | 80M NORTH OF MULLERS ROAD INTERSECTION 300 M WEST OF ALBERTA ROAD INTERSECTION |
| L7853R0F | 59 | CAHILLS LANE | $4{ }^{\text {b }}$ | 5.9 | 13.2 | 250 m from the 5 ways Mt Eugene intersection |
| L727GTCT | 59 | CAHILLS LANE | 4 b | 12.6 | 11.54 | 200 m from the Burnet HWY intersection |
| L727GTCT | 60 | CALLIDE HIGHWAY ROAD | $4{ }^{4}$ | 24.1 | 16.31 | 180 m from Jambin Dakenbah Road intersection |
| L727GTCT | ${ }_{61} 1$ | CALLIIE KILBURNIE ROAD | 崖 | 26.9 | 23.3 | 120 m from the Jambin Dakenbah intersection |
| L788PRBV | ${ }^{61}$ | CALLIDE KILBURNIE ROAD | $4{ }^{4}$ | 7.3 | 17.94 | 200 m from the Argoon Kilburnie |
| L637PPSM | ${ }_{63}$ | Calvale road | 1 | 1113.4 | 6.28 | 1.38 Km from the intersection of Dawson HWY and Calvale Rd |
| L727GTCT | 63 | Calvale road | 1 | 412.7 | 6.15 | 275 from the intersection of Baileys Lane and Calvale Rd |
| L788PKBV L27GTCT | 63 64 | ${ }_{\text {CaLVALE ROAD }}$ | ${ }_{4 B}^{1}$ | 68.3 22.4 | 4.05 9.5 | 200 m from the Grid and it on the $60 \mathrm{Km/h}$ Sign 300 m East Theodore Eidssold Road Intersection |
| L788PKBV | 65 | carnells road | $4{ }^{\text {B }}$ | 5.7 | 0 | 50 M WEST OF POCKET CREEK ROAD \& BUNERU ROAD INTERSECTION |
| L727GTCT | 66 | CARTWRIGHTS ROAD | 3 | 6.3 | 17.07 | 100M WEST OF TOMLINS \& LINDLEYS ROAD INTERSECTIO |
| S092270Y | ${ }_{71}$ | Castle Creek Road | 1 | 70.1 | 17.76 | 200 m East of Leichhardt Highway intersection |
| L727GTCT | 71 | Charvel road | 4 B | 22.4 | 29.41 | 8OM NORTH GIBBER GUNYAH CONNECTION ROAD INTERSECTION |
| L727GTCT | 262 | CLAIRELANE | 4 B | 10.6 | 8.7 | 100M NORTH OF GOovigen rannes road intersectio |
| L788PKBV | 72 | CLANFIELDS Road | 4 A | 7.4 | 0 | 230M WEST OF BURNETT HIGHWAY INTERSECTION @ T SIGN |
| L788PKBV | 62 | COAL ROAD | $4{ }^{4}$ | 63.6 | 8.53 | 50 m from Callide road |
| L7853ROF | ${ }_{74}^{62}$ | COAL ROAD | $4{ }^{4 \mathrm{~A}}$ | 74.9 | 14.97 | AT THE GRID |
| L727GTCT | 74 | COATES ROAD | ${ }^{4 b}$ | 14.4 | ${ }^{23.22}$ | 300 mfrom the Shawlands Rd intersection |
| L7853ROF L637PFSM | 75 75 | COCKS MILARD ROAD COCKS MILARD ROAD | 3 | 33 118.7 | ${ }_{9.2}^{18.32}$ | 3.16 Km from the Burnett HWY intersection 200 m from the intersection of the Burnett HWY and Cocks-Millard Rd |
| S188XBCB | 76 | COLOMBO ROAD | 2 A | 27.8 | 10.34 | 180M NORTH OF LEICHHARDT HIGHWAY INTERSECTION |
| L788PKBV | 77 | COOKS ROAD | 4 b | 7.5 | 10.66 | 250 m from Lawgi Connection Rd intersection |
| L7853ROF | 78 | COOLUM ROAD | ${ }^{4 b}$ | 28.5 | 23.49 | 50M WEST OF ALBERTA ROAD |
| S153W×4J | 79 | COOPER DOWNS ROAD | ${ }^{4 B}$ | 6.4 | ${ }^{70.45}$ | 40 M FROM LEICHHARDT HIGHWAY INTERSECTION |
| L272GTCT | ${ }^{624}$ | Coorada Street | 6 | 168.2 | ${ }^{3.33}$ | 40 m East of State Farm Road @ pole 4025011 |
| L788PKBV | 80 | COoreen waterboard roa | A ${ }^{\text {a }}$ | 16.9 | 18.39 | 100 m from Davis rd intersection |
| L637PPSM | 80 | COREEN WATERBOARD ROAD | 4a | 22 | ${ }_{23}^{23.72}$ | 50m from the Bunet HWY intersection |
| L637PFSM | 83 86 | COWANS LANE ${ }_{\text {chen }}$ CROWSDALE CAMBOON ROAL | C $\begin{gathered}48 \\ 1\end{gathered}$ | 13.2 158.1 | ${ }_{6}^{22.47} 6$ | 30M SOUTH OF MELCERS ROAD INTERSECTION on the intersection of Crowsdale Camboon Rd and Dawson HWY |
| L727GTCT | 85 | CROWSDALE CAMBOON ROAL | 2b | 9.1 | 8.59 | Theadore end of Crowsdale-Camboon Rd |
| H4757HN9 | 86 | CROWSDALE CAMBOON ROAL | [ 1 | 63.3 | 9.99 | At the crossing of Prospect Creek and Crowsdale Camboon Rd |
| S092270Y | 85 | Crowsdale Camboon Road | 2 a | 8.8 | 19.17 | 150 m North Deferce Road intersection |
| s0886vgz | 58 | Crowsdale Camboon Road | 2 A | 14.6 | 28.78 | 80 m South Shawlands Road intersection |
| L788PRBV | 58 | Crowsdale Camboon Road | ${ }^{2 B}$ | 4.5 | 17.65 | 250 m South Dingley Dell Road intersection 400 m Suth Ravbelle Road intersection |
| L727GTCT L637PFSM | 85 86 | Crowsdale Camboon Road Crowsdale Camboon Road | ${ }_{2}^{2 A}$ | 8.4 17.9 | 18.35 27.54 | 400m South Rawbelle Road intersection 100 m South Dumberle Road intersection |
| S153W ${ }^{\text {aj }}$ | 86 | Crowsdale Camboon Road | 1 | 34.9 | 21.85 | 50 m South Rowes Road intersection |
| L7853R0F | 86 | Crowsdale Camboon Road | 1 | 132.7 | 27.19 | 200 m South Ziebarths Road intersection |
| S188XBCB So886VGz | 86 398 | Crowsdale Camboon Road DAVIES ROAD | ${ }_{4 B}^{1}$ | 195.5 12.5 1 | ${ }_{9.19}^{15.16}$ | 200m South Dawson Highway intersection 100 M SOUTH OF GIBEER GUNYA CON |
| L7853R0F | ${ }_{88}$ | DAVIS ROAD | 4 b | 12 | 6.12 | 100 m from the intersection of Beldeen-Greyclife and Davis Rd |
| L727GTCT | 88 | davis road | $4{ }^{4}$ | 26.7 | 22.11 | 100 m from the intersection of Coreen Water Board and Davis Rd |
| So886VGZ | 89 | DAVIIS ROAD | ${ }^{4 b}$ | 5 | 0 | 100M FROM THE ITTERSECTION OF BARALABA - KOOEMBA ROAD |
| L637PFSM H477837 | 801 379 | DAWSON AVENUE | ${ }^{6}$ | ${ }_{8}^{52.7}$ | 10.8 | 20 MSOUTH OF LEICHHARDT HIGHWA Y INTERSECTION |
|  | 379 379 | DEE RIVER ROAD DEE RIVER ROAD | 1 | 83.4 157.9 | 10.75 14.25 | on the intersection of Dixalea-Deeford and Dee River Rd 550 M EAST OF LEICHARDT |
| L7853ROF | 91 | denby road | 4 A | 7.5 | 10.61 | 50M South of alberta hinemoa roads intersection |
| 0886VGZ | 92 | DINGLES RoAd | 4 B | 5.7 | 7.69 | 80M WEST OF BURNETT HIGHWAY |
| L7853R0F | 93 | DINGLEY DELL ROAD | $4{ }^{4}$ | 5.8 | 12.04 | 300 m foom the Crowsdale Camboon Rd intersection |
| L7853ROF L637PFSM | 94 | DIXALEA Doreen road | 1 | 39.4 | 10.3 | 400M WEST OF BURNETT HIGHWAY 600 m from the Burnett HWY inersection |
| L637PFSM S188XBCB | ${ }_{98}^{96}$ | DMITRIEFFS ROAD DOONEY SMITH ROAD | ${ }_{4}^{4 \mathrm{ab}}$ | 12.4 15.4 | 12.72 17.3 | 600m from the Burnett HWY intersection ${ }^{\text {250 }}$ EAST OF FIVE WAYS LAKE PLEASANT ROAD INTERSECTION |
| L727GTCT | 99 | DOONEYS ROAD | 4 A | 17 | 7.02 | 220M WEST OF BUR NETS HIGHWAY @ + SIGN |
| L788PKBV | 99 | dooneys road | 4 B | 2.2 | 0 | 120M EAST OF BURNETT HIGHWAY @ + SIGN |
| L788PRBV | 100 | DRAKES ROAD | ${ }^{4 b}$ | 3.6 | 32.44 | 3 30 NORTH OF BARALABA - - ANNES ROAD INTERSECTION |
| L727GTCT L788PKBV | 101 101 | DRUMBERLE ROAD DRUMBERLE ROAD | 1 | 136.8 34.5 | 5.39 8.77 | 220 mk from the Meissners Rd and Parker lane intersection 140 m from the Mclaughins Drumbure Rd intersection |
| H476322M | 102 | dudarkos road | $4{ }^{\text {b }}$ | 70.6 | ${ }_{10} 18$ | 250 m from the Shepherddson Rd intersection |
| S188xBCB | 103 | DUFFS ROAD | 4 B | 0.4 | 0 | 70M NORTH OF BURNETT HIGHWAY AT HISTORICAL SITE |
| T628VENP | 104 | Dukes Plains Road | ${ }^{4 b}$ | 11.1 | 4.5 | 400 m South of Isla Delusion Road Intersection |
| L727GTCT L637PFSM | 105 | DULULU BUNERBA ROAD | 4 A | 29.9 | 16.09 | 50M EAST OF BUNERBA SCHOOL ROAD INTERSECTION |
| L637PPSM L637PFSM | 105 108 | DULULU BUNERBA ROAD EARLSFIELD PIT ROAD | 3 4 4 | ${ }_{9.5}^{49.2}$ | 15.83 20.2 | 50M NORTH OF BURNETT HIGHWAY INTERSECTION 400 m from the Mcarthys Rd inersection |
| L7853R0F | 108 | EARLSFIELD PIT ROAD | 4 a | 4.9 | 28.84 | 100 m form the Argoon-Killurnie Rd intersection |
| L637PFSM | 108 | EARLSFIELD PIT RoAD | $4{ }^{4}$ | 6.4 | 10.67 | 120 m from the intersection of Mallinsons and Argoon-Killurnie Rd |
| L637PPSM H4757HN9 | 109 109 | EARLSEIELD ROAD | 3 1 | 25.3 776.4 | 22.12 10.74 | 120 m from the Jambin Dakenbah Rd intersection 9.977 Km from the intersection of Callide Kilburnie Rd |
| L727GTCT | 109 | EARLSFIELD Road | $4{ }^{\text {a }}$ | 10.5 | 15.27 | 120 m from the intersection of Earslifild and Earsfiels Pit Rd |
| L788PKBV | 109 | EARLSFIELD ROAD | $4{ }^{\text {a }}$ | ${ }^{13.5}$ | 32.67 | 120 m from the intersection of Earslield and Earsfifils Pit Pd |
| S188×8CB | 1110 | EDWARDS ROAD | ${ }^{4 b}$ | 10.8 | 4.76 | 40M WEST OF GLENMORAL ROUNDSTONE ROAD INTERSECTION |
| L637PFSM | 114 | ENGELS ROAD | ${ }_{4}^{4 A}$ | 3.8 117 | 4.88 | 300M EAST OF GEIGERS ROAD INTERSECTION |
| So92270Y S153W | 115 116 | ERIKSONS ROAD ESHERS ROAD | ${ }_{4 B}^{4 B}$ | 11.7 14.6 | 18.29 10.79 | 200M EAST OF BURNETT HIGHWA INTERSECTION @ STOP SIGN AHEAD SIGN 100M WEST OF LEICHHARDT HIGHWAY |
| so866VGz | 118 | FAIRVIEW ROAD | 3 | 11.5 | 37.5 | 200 M EAST OF banana-baralaba road intersection |
| L7853ROF | 118 | FAIRVIEW ROAD | 4 A | 63.2 | 56.07 | 300M WEST OF LEIC HHARDT HIGHWAY INTERSECTION |
| S0886VGZ | 120 | FIVE WAYS-LAKE PLEASANT R |  | ${ }_{3}^{23.4}$ | ${ }_{211.25}^{125}$ | 450M NORTH OF GOOVIGEN CONNECTION ROAD |
| L7853ROF | 121 | FIVEWAYS MOUNT EUGENE R | , | 39.5 | 20.18 | 200 m fom the Burett HWY intersection |
|  | ${ }_{121}^{121}$ | FIVEWAYS MOUNT EUGENE R FIVEWAYS MOUNT EUGENE R |  |  |  |  |




| 11.580 - |  | 45.41060006 25m N Calliope River |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road | 1 Yr | Growth |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train |  | 5 Yr | 10 Yr |
| G | 1,539 | 75.87 | 24.13 | 75.87 | 6.36 | 11.12 | 6.65 | -3.15 | 2.24 | 1.99 |
| A | 1,508 | 74.17 | 25.83 | 74.17 | 6.09 | 11.96 | 7.78 | -. 26 | 2.10 | 1.10 |
| B | 3,047 | 75.00 | 25.00 | 75.00 | 6.24 | 11.54 | 7.22 | -1.74 | 2.17 | 1.54 |


| 45.410 - |  | 85.32060023 Hut Ck (Nth Ambrose) |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | \% Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road |  |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 2,272 | 76.27 | 23.73 | 76.27 | 6.63 | 9.74 | 7.36 | 3.65 | 1.86 | 4.09 |
| A | 2,283 | 74.52 | 25.48 | 74.52 | 7.14 | 10.24 | 8.10 | -1.47 | 3.64 | 2.73 |
| B | 4,555 | 75.39 | 24.61 | 75.39 | 6.89 | 9.99 | 7.73 | 1.02 | 2.73 | 3.37 |

85.320- 108.95061551 WiM Site Midgee

| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | \% per Vehicle Class |  |  |  |  |  | \% Growth |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Light | Heavy | Short | Truck | Articulated | Road |  |  |  |
|  |  | Vehicle | Vehicle | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 2,574 | 76.67 | 23.33 | 76.67 | 6.88 | 9.45 | 7.00 | 3.75 | N/A | N/A |
| A | 2,563 | 76.52 | 23.48 | 76.52 | 6.64 | 9.56 | 7.28 | 4.27 | N/A | N/A |
| B | 5,137 | 76.58 | 23.42 | 76.58 | 6.76 | 9.51 | 7.15 | 4.01 | N/A | N/A |


| 108.950 - |  | 114.40060130 Gavial Creek |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | \% Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road |  |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 2,515 | 73.14 | 26.86 | 73.14 | 7.38 | 11.85 | 7.63 | . 64 | 4.09 | 3.49 |
| A | 2,471 | 72.57 | 27.43 | 72.57 | 7.31 | 12.03 | 8.09 | 6.05 | 2.87 | 2.35 |
| B | 4,986 | 72.87 | 27.13 | 72.87 | 7.34 | 11.93 | 7.86 | 3.25 | 3.43 | 2.81 |




| 116.960 - |  | 119.736 | 60868 100m North Oswald St (Lower Dawson Rd) |  |  |  |  |  | $\begin{aligned} & \text { Growth } \\ & 5 \mathrm{Yr} \end{aligned}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | 1 Yr |  |  |
|  |  |  |  | Short | Truck | Articulated | Road |  |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train |  |  | 10 Yr |
| G | 9,245 | 88.70 | 11.30 | 88.70 | 6.01 | 3.65 | 1.64 | -. 10 | 3.65 | 3.17 |
| A | 8,839 | 88.54 | 11.46 | 88.54 | 5.99 | 3.77 | 1.70 | 9.76 | 4.98 | 4.17 |
| B | 18,084 | 88.60 | 11.40 | 88.60 | 6.00 | 3.72 | 1.68 | 4.49 | 4.29 | 3.65 |


| 119.736 |  | 121.05061086 Gladstone Road @ Derby St |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road |  |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 10,974 | 92.01 | 7.99 | 92.01 | 4.24 | 2.90 | . 85 | -6.21 | 2.10 | 2.03 |
| A | 11,544 | 91.84 | 8.16 | 91.84 | 4.40 | 2.87 | . 89 | -6.85 | 2.92 | 3.57 |
| B | 22,518 | 91.94 | 8.06 | 91.94 | 4.31 | 2.88 | . 87 | -6.54 | 2.51 | 2.79 |


188XBXB

MOOGINE ROAD MOORE SCHUBERT ROAD MORTONS LANE
MOSCHIONIS RO MOSCHIONIS ROAD MOURA BARALABA ROAD MOURA BARALABA ROAD MOURA BARALABA ROAD MOURA－BINDAREE ROAD MUIRS ROAD MULLERS LANE MULLERS ROAD Nathan Gorge Ro Netley Street
NEWTONS R NORTHS ROAD ogdens road OLINDA ROAD ORANGE CREEK BUS ROAD ORANGE CREEK BUS RO orange creek road OVERDEEN ROAD PAINES ROAD PARKERS LANE
PARRYS ROAD PARRYS ROAD PELICAN POINT ROAD PIDGEE ROAD PIT ROAD PIT ROAD PLAYFIELDS ROAD OCKET CREEK ROAD POTTS ROAD PROSPECT CREEK GOOVIGEN PROSPECT CREEK SCHOOL RACECOURSE ROA
RAWBELLE ROAD
REDHILL BYPASS ROAD REDHILL BYPASS ROAD REIMERS ROAD
REMFREYS ROAD
RIDERS ROAD
RIFLE RANGE ROAD
RIVER ROAD ROBYN NOTT ROAD ROLEYS LANE ROMERS ROAD ROYS ROAD RUSHMORE ROAD RUSSELS LANE RUSSIAN CLUB ROAD SALEYARDS ROAD SANDERSONS ROAD
SAWMILL ROAD
SAWMILL ROAD
saxelbys road SCHABES
SCHABES ROAD
SCHABES ROAD
SCOTTS ROAD
SCOTTS ROAD
Scotts Road
SEMPLES ROAD
SEMPLES ROAD
EWWELLS WALLOON ROAD
SHAWLANDS ROAD SHEPHERDSONS ROAD Shoecrafts Road SHORTS ROAD SMARTS LANE SORRENSONS ROA State Farm Road
STEVENSONS R STEVES ROAD STOCKYARD CREEK ROAD SWANS ROAD
TAN DRIVE TAN DRIVE Thalberg Ave THEODORE MOURA ROAD THEODORE－MOURA ROAD THEODORE－MOURA ROAD THEODORE－MOURA ROAD THEODORE－MOURA ROAD THOMPSONS LANE THOMPSONS LANE three chain road Tiamby Street
TOGNOLINI BA OGNOLINI BALDWIN ROAD TOLLEMACHES ROAD TOMAZUKS ROAD TOMLINS ROAD TOMLINS ROAD TOMLINS ROAD UNCLE TOMS ROAD VALENTINE PLAINS ROAD VALENTINE PLAINS ROAD VALENTINE PLAINS ROAD VALENTINE PLAINS ROAD VAN DEN HEUVEL ROAD
VAN ITALLIES ROAD WALKERS ROAD WARDLES RoAD Watsons Road WHITES ROAD WILLETTS ROAD
WILSONS LANE WLLSONS LANE
Woolthorpe Road Woolthorpe Road WOWAN BORE ROAD WOWAN－WESTWOOD ROAD WOWAN－WESTWOOD ROAD YAPARABAH SCHOOL ROAD YOUNGERS ROAD ZANGARIS ROAD ZIEBARTHS ROAD ZISCHKES LANE
ZISCHKES ROAD

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\(\omega \stackrel{\perp}{\mathrm{D}} \mathrm{m}\)
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N © %
N © %
M范岕
M范岕
250m from the intersection of Moore-Schuberts and Harsants Rd
250m from the intersection of Moore-Schuberts and Harsants Rd
90M NORTH OF DIXALEA DEEFORD ROAD INTERSECTION
90M NORTH OF DIXALEA DEEFORD ROAD INTERSECTION
250m from the intersection of Moschonis and Lookerbie-Circle Rd
250m from the intersection of Moschonis and Lookerbie-Circle Rd
250m from the intersection of Moschionis and Potts Rd
250m from the intersection of Moschionis and Potts Rd
1.7\textrm{km north of Banana Mungi intersection near Gas Pipeline entrance 1st week before mine traffic commenced}
1.7\textrm{km north of Banana Mungi intersection near Gas Pipeline entrance 1st week before mine traffic commenced}
900\textrm{m}\mathrm{ south of Baralaba Rannes intersection 1st week before mine traffic commenced}
900\textrm{m}\mathrm{ south of Baralaba Rannes intersection 1st week before mine traffic commenced}
165m north of Dawson Highway 1st week before mine traffic commenced
165m north of Dawson Highway 1st week before mine traffic commenced
600M NORTH OF DAWSON HIGHWAY INTERSECTION
600M NORTH OF DAWSON HIGHWAY INTERSECTION
75m from the intersection of Muirs and Biloela-Callide Rd
75m from the intersection of Muirs and Biloela-Callide Rd
350m from the intersection of the Burnett HWY and Mullers Rd
350m from the intersection of the Burnett HWY and Mullers Rd
100M EAST OF LEICHHARDT HIGHWAY
100M EAST OF LEICHHARDT HIGHWAY
50m East of 14th Ave @ 60k Sign
50m East of 14th Ave @ 60k Sign
80m North of Sellheim Street @ pole 4098955
80m North of Sellheim Street @ pole 4098955
200m from the intersection of Notrths Rd and Leichardt HWY
200m from the intersection of Notrths Rd and Leichardt HWY
300m from intersection of Ogdens and Barfield Rd
300m from intersection of Ogdens and Barfield Rd
180M North of Baralaba Koemba Rd and Olinda Rds intersection Hay being baled and carted to Wheat dump on Davis Rd
180M North of Baralaba Koemba Rd and Olinda Rds intersection Hay being baled and carted to Wheat dump on Davis Rd
190m from the intersection of Orange Creek Bus Run and Orange Creek Rd
190m from the intersection of Orange Creek Bus Run and Orange Creek Rd
260m from the intersection of the Dawson HWY and Orange Creek Bus Run R
260m from the intersection of the Dawson HWY and Orange Creek Bus Run R
260m from the intersection of Orange Creek and Beldeen Greycliff Rd
260m from the intersection of Orange Creek and Beldeen Greycliff Rd
250M WEST OF LEICHHARDT HIGHWAY
250M WEST OF LEICHHARDT HIGHWAY
150m from the intersection of the Burnett HWY and Paines Rd
150m from the intersection of the Burnett HWY and Paines Rd
650m from the intersection of Parkers lane and the Burnett HWY
650m from the intersection of Parkers lane and the Burnett HWY
500M WEST OF PEACEFUL LANE @ 100KM SIGN
500M WEST OF PEACEFUL LANE @ 100KM SIGN
m from the grid on intersection of Pelican Point Rd and
m from the grid on intersection of Pelican Point Rd and
25M WEST OF BURNETT HIGHWAY
25M WEST OF BURNETT HIGHWAY
160m from the intersection of Pit and potts Rd
160m from the intersection of Pit and potts Rd
160m from the intersection of pit and Corfield Rd
160m from the intersection of pit and Corfield Rd
150M EAST OF DIIALEA DOREEN ROAD INTER
150M EAST OF DIIALEA DOREEN ROAD INTER
200M WEST OF DON STREET AT 50KM
200M WEST OF DON STREET AT 50KM
375m from the intersection of Pits and Potts Rd
375m from the intersection of Pits and Potts Rd
300m from the intersection of Prospect Ceek Goovigen Rd and Dawson Hwy
300m from the intersection of Prospect Ceek Goovigen Rd and Dawson Hwy
100m from the intersection of Dawson HWY and Prospect Creek School rd
100m from the intersection of Dawson HWY and Prospect Creek School rd
80M WEST OF LEICHHARDT HIGHWAY INTERSECTION
80M WEST OF LEICHHARDT HIGHWAY INTERSECTION
100m from the intersection of Crowsdale Camboon and Rawbelle Rd
100m from the intersection of Crowsdale Camboon and Rawbelle Rd
40M WEST OF WOWAN-WESTWOOD ROAD INTERSECTION
40M WEST OF WOWAN-WESTWOOD ROAD INTERSECTION
250M SOUTH OF WOWAN-WESTWOOD ROAD INTERSECTION @ T SIGN
250M SOUTH OF WOWAN-WESTWOOD ROAD INTERSECTION @ T SIGN
100M NORTH OF BELDEEN GREYCLIFFE ROAD
100M NORTH OF BELDEEN GREYCLIFFE ROAD
50M EAST OF THE MOURA - BARALABA ROAD 1st week of count no mine traffic
50M EAST OF THE MOURA - BARALABA ROAD 1st week of count no mine traffic
250M SOUTH OF THE BARALABA RANNES ROAD
250M SOUTH OF THE BARALABA RANNES ROAD
20m from the intersection of theTheodore Moura and River Rd
20m from the intersection of theTheodore Moura and River Rd
25M WEST OF THEODORE-MOURA ROAD INTERSECTION
25M WEST OF THEODORE-MOURA ROAD INTERSECTION
70M SOUTH OF LEICHHARDT HIGHWAY
70M SOUTH OF LEICHHARDT HIGHWAY
150M NORTH OF ENGELS ROAD INTERSECTION
150M NORTH OF ENGELS ROAD INTERSECTION
20M WEST OF WOWAN-WESTWOOD ROAD INTERSECTION
20M WEST OF WOWAN-WESTWOOD ROAD INTERSECTION
250\textrm{m}\mathrm{ from the intersection of Roys Rd and the Burnett HWY }
250\textrm{m}\mathrm{ from the intersection of Roys Rd and the Burnett HWY }
265m from the intersection of Russells lane and Tollemaches Rd
265m from the intersection of Russells lane and Tollemaches Rd
1.565Km from the intersection of Russells lane and Tollemaches Rd
1.565Km from the intersection of Russells lane and Tollemaches Rd
500m from the intersection of the Burnett HWY and Russian Club Rd
500m from the intersection of the Burnett HWY and Russian Club Rd
250M SOUTH OF DAWSON HIGHWAY INTERSECTION
250M SOUTH OF DAWSON HIGHWAY INTERSECTION
300m from the intersection of the Burnett HWY and Sandersons Rd
300m from the intersection of the Burnett HWY and Sandersons Rd
MM NORTH OF BECKERS ROAD INTESE
MM NORTH OF BECKERS ROAD INTESE
250M NORTH OF GLENMORAL ROUNDSTONE INTERSECTION
250M NORTH OF GLENMORAL ROUNDSTONE INTERSECTION
100M SOUTH OF DAWSON HIGHWAY INTERSECTION
100M SOUTH OF DAWSON HIGHWAY INTERSECTION
490m from the intersection of Pitts and Schabes Rd
490m from the intersection of Pitts and Schabes Rd
250m from the intersection of the Burnett and Schabes Rd
250m from the intersection of the Burnett and Schabes Rd
200m from the intersection of Schabes and Tollemaches
200m from the intersection of Schabes and Tollemaches
100m from the intersection of Scotts and Defence Rd
100m from the intersection of Scotts and Defence Rd
150m North of Defence Road intersection
150m North of Defence Road intersection
on the intersection of Semples Rd and Dawson HWY
on the intersection of Semples Rd and Dawson HWY
250m from the intersection of Drumburle and Maggacisis Rd
250m from the intersection of Drumburle and Maggacisis Rd
300m from the intersection Shawlwands and Sewells Rd
300m from the intersection Shawlwands and Sewells Rd
100m from the intersection of Shawlands and Crowsdale and Camboon Rd
100m from the intersection of Shawlands and Crowsdale and Camboon Rd
75m from the intersection of the Dawson HWY and Shepherdsons Rd
75m from the intersection of the Dawson HWY and Shepherdsons Rd
300m North of Defence Road intersection
300m North of Defence Road intersection
150m from the intersection of Shorts and Biloela-Callide Rd
150m from the intersection of Shorts and Biloela-Callide Rd
200m from the intersection of 5 Ways Mt Eugene and Smarts Lane
200m from the intersection of 5 Ways Mt Eugene and Smarts Lane
100M NORTH OF LEICHHARDT HIGHWAY INTERSECTION
100M NORTH OF LEICHHARDT HIGHWAY INTERSECTION
50m North of Gladstone Road Intersection @ 60k sign
50m North of Gladstone Road Intersection @ 60k sign
60M SOUTH OF ROMERS ROAD INTERSECTION
60M SOUTH OF ROMERS ROAD INTERSECTION
80M NORTH OF GOLARA HEIDEKE ROAD INTRSECR
80M NORTH OF GOLARA HEIDEKE ROAD INTRSECR
100m from the interection of Barfield Rd and Suans Rd H
100m from the interection of Barfield Rd and Suans Rd H
160m from the intersection Tan Drive and the Burnett HWY
160m from the intersection Tan Drive and the Burnett HWY
30m North of Coorada St int @ pole 4025014
30m North of Coorada St int @ pole 4025014
180m from the intersection from Leichhardt HWY and Th
180m from the intersection from Leichhardt HWY and Th
200M SOUTH OF RIVER ROAD GIBIHIINTERSECTION
200M SOUTH OF RIVER ROAD GIBIHIINTERSECTION
vaY INTERSECTION
vaY INTERSECTION
100M SOUTH OF HERZOG STREET INTERSECTION
100M SOUTH OF HERZOG STREET INTERSECTION
on the intersection of the Burnett HWY and Thompsons lane
on the intersection of the Burnett HWY and Thompsons lane
50m from the intersection of Russels lane and Thomsons Lane
50m from the intersection of Russels lane and Thomsons Lane
100M SOUTH OF DAWSON HIGHWAY INTERSECTION @ T SIGN
100M SOUTH OF DAWSON HIGHWAY INTERSECTION @ T SIGN
40m South of Malakoff Street intersection @ pole 4099028
40m South of Malakoff Street intersection @ pole 4099028
900m from the intersection of the Dawson HWY and Tognolini Rd
900m from the intersection of the Dawson HWY and Tognolini Rd
600m from the intersection of the Burnett HWY and Tollemaches Rd
600m from the intersection of the Burnett HWY and Tollemaches Rd
50M NORTH OF RIVER ROAD INTERSECTION
50M NORTH OF RIVER ROAD INTERSECTION
200m north of Burnett Highway(South)
200m north of Burnett Highway(South)
500m north of Dodsons Rd intersection
500m north of Dodsons Rd intersection
400m north of Lindleys Rd intersection
400m north of Lindleys Rd intersection
200m east of Burnetr Rghway intersection HWY and Uncle Toms Rd
200m east of Burnetr Rghway intersection HWY and Uncle Toms Rd
175m west of Mullers Rd intersection
175m west of Mullers Rd intersection
150m north of Hills Avenue
150m north of Hills Avenue
275m north of Baileys Lane
275m north of Baileys Lane
200m north of floodway or 4.65km north of Alcocks Rd intersection
200m north of floodway or 4.65km north of Alcocks Rd intersection
20M SOUTH OF DIXALEA DEEFORD ROAD @ GRID
20M SOUTH OF DIXALEA DEEFORD ROAD @ GRID
MOM NORTH OF EICHHRDT HIGHWAY INTERSECTION
MOM NORTH OF EICHHRDT HIGHWAY INTERSECTION
60M NORTH OF DAWSON HIGHWAY
60M NORTH OF DAWSON HIGHWAY
100m North Woolthorpe Road intersection
100m North Woolthorpe Road intersection
200m from the intersection of the Burnett HWY and Whites Rd
200m from the intersection of the Burnett HWY and Whites Rd
50M EAST OF BURNETT HIGHWAY INTERSECTION
50M EAST OF BURNETT HIGHWAY INTERSECTION
200m from the intersection of 5 Way Mt Eugene and Wilsons Rd
200m from the intersection of 5 Way Mt Eugene and Wilsons Rd
100m North Eidsvold Theodore Road intersection
100m North Eidsvold Theodore Road intersection
150M EAST OF FLOODS ROAD INTERSECTION
150M EAST OF FLOODS ROAD INTERSECTION
600M SOUTH OF LEICHHARDT HIGHWAY INTERSECTION @ ONE LANE BRIDGE SIGN
600M SOUTH OF LEICHHARDT HIGHWAY INTERSECTION @ ONE LANE BRIDGE SIGN
180M WEST OF FLOODS ROAD INTERSECTION A 100KM SIGN
180M WEST OF FLOODS ROAD INTERSECTION A 100KM SIGN
250m from the intersection of the Burnett HWY and Yaparaba School Rd
250m from the intersection of the Burnett HWY and Yaparaba School Rd
80M NORTH OF TERENCEVALE ROAD INTERSECTION
80M NORTH OF TERENCEVALE ROAD INTERSECTION
60m from the intersection of Coal and Zangaris Rd
60m from the intersection of Coal and Zangaris Rd
160m form the intersection of Crowsdale Camboon and Ziebaths Rd
160m form the intersection of Crowsdale Camboon and Ziebaths Rd
20m from the Bowketts lane intersection
20m from the Bowketts lane intersection
250m from the intersection of the Burnett HWY and Zichkes Lane

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    250m from the intersection of the Burnett HWY and Zichkes Lane
```












| Through Distance |  |  | Site |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4.625 - |  | 12.292 | 60074 1km N Calliope River |  |  |  |  | 1 Yr |  |  |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per V Short Vehicle | hicle ClasTruckor Bus | ss $\qquad$ <br> Articulated Vehicle | Road Train |  |  |  |
|  |  |  |  |  |  |  |  |  | \% Growth |  |  |
|  |  |  |  |  |  |  |  |  | 5 Yr | 10 Yr |
| G | 2,578 | 82.92 | 17.08 | 82.92 | 5.91 | 8.15 | 3.02 | 7.37 | 4.74 | 3.16 |
| A | 2,622 | 82.56 | 17.44 | 82.56 | 6.32 | 7.87 | 3.25 | 4.88 | 5.05 | 3.56 |
| B | 5,200 | 82.74 | 17.26 | 82.74 | 6.12 | 8.01 | 3.13 | 6.10 | 4.90 | 3.36 |



| Through Distance |  |  | Site |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.000 - |  | 1.345 | 60071 G'stone-Mt Larcom Rd 200m N Lord St |  |  |  |  |  | Growth |  |
| $\begin{gathered} \text { Gaz } \\ \text { Dir } \end{gathered}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road Train | 1 Yr |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle |  |  |  |  | 10 Yr |
| G | 4,362 | 87.84 | 12.16 | 87.84 | 8.30 | 2.32 | 1.54 | -2.15 | -3.81 | -. 64 |
| A | 4,269 | 87.04 | 12.96 | 87.04 | 8.41 | 2.55 | 2.00 | 1.64 | -7.03 | -1.35 |
| B | 8,631 | 87.44 | 12.56 | 87.44 | 8.36 | 2.43 | 1.77 | -. 31 | -5.51 | -1.01 |




4.625- 12.29260074 1km N Calliope River

| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | \% per Vehicle Class |  |  |  |  |  | \% Growth |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Light Vehicle | Heavy Vehicle | Short Vehicle | Truck or Bus | Articulated Vehicle | Road Train |  |  |  |
| G | 2,578 | 82.92 | 17.08 | 82.92 | 5.91 | 8.15 | 3.02 | 7.37 | 4.74 | 3.16 |
| A | 2,622 | 82.56 | 17.44 | 82.56 | 6.32 | 7.87 | 3.25 | 4.88 | 5.05 | 3.56 |
| B | 5,200 | 82.74 | 17.26 | 82.74 | 6.12 | 8.01 | 3.13 | 6.10 | 4.90 | 3.36 |


| 12.292 - |  | 32.14060076150 m N Yarwun Rd |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { Gaz } \\ \text { Dir } \end{gathered}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | \% Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road |  |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 1,346 | 80.07 | 19.93 | 80.07 | 6.45 | 6.68 | 6.80 | 13.40 | 6.10 | 5.67 |
| A | 1,401 | 78.34 | 21.66 | 78.34 | 7.31 | 7.29 | 7.06 | 10.66 | 6.15 | 4.38 |
| B | 2,747 | 79.20 | 20.80 | 79.20 | 6.88 | 6.98 | 6.94 | 11.99 | 6.13 | 4.96 |



| Through Distance |  | Site |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.000 - | 1.498 | 60061 150m South Park St |  |  |  |  |  |  |  |
| Gaz AADT |  | \% per Vehicle Class |  |  |  |  | \% Growth |  |  |
|  | Light | Heavy Vehicle | Short Vehicle | Truck or Bus | Articulated Vehicle | Road Train |  |  |  |
|  | Vehicle |  |  |  |  |  | 1 Yr | 5 Yr | 10 Yr |
| G 7,010 | 96.13 | 3.87 | 96.13 | 3.16 | . 65 | . 06 | 2.25 | 5.78 | 2.62 |
| A 5,977 | 97.75 | 2.25 | 97.75 | 1.77 | . 40 | . 08 | -. 17 | -2.16 | -.85 |
| B 12,987 | 97.05 | 2.95 | 97.05 | 2.38 | . 50 | . 07 | 1.12 | 1.72 | . 88 |
| 1.498 - 2.23861083 250m West Breslin St (Dawson Hwy) |  |  |  |  |  |  |  |  |  |
|  |  |  | \% per Ve | hicle Clas |  |  |  |  |  |
| Gaz AADT | Light | Heavy | Short | Truck | Articulated | Road |  | Growth |  |
| Dir AADT |  | Vehicle |  | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G 10,836 | 97.44 | 2.56 | 97.44 | 2.17 | . 30 | . 09 | 18.49 | 4.48 | 2.58 |
| A 9,912 | 96.53 | 3.47 | 96.53 | 3.02 | . 38 | . 07 | 10.38 | 2.70 | 1.73 |
| B 20,748 | 96.98 | 3.02 | 96.98 | 2.59 | . 35 | . 08 | 14.47 | 3.61 | 2.16 |


| 2.238 - |  | 3.13061000250 m North Paterson St |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | \% Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road |  |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 12,269 | 96.43 | 3.57 | 96.43 | 3.05 | . 40 | . 12 | 9.78 | 1.43 | 2.17 |
| A | 11,949 | 91.91 | 8.09 | 91.91 | 7.45 | . 50 | . 14 | 8.94 | 1.47 | 2.47 |
| B | 24,218 | 94.21 | 5.79 | 94.21 | 5.23 | . 44 | . 12 | 9.37 | 1.45 | 2.32 |
| 3.130 - 4.39160063 Police Ck (Auckland Ck) |  |  |  |  |  |  |  |  |  |  |
| Gaz AADT |  | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  | Road Train | \% Growth |  |  |
|  |  | Short |  | Truck | Articulated |  |  |  |  |
|  |  | Vehicle |  | or Bus | Vehicle | 1 Yr |  | 5 Yr | 10 Yr |
| G | 13,377 |  | 96.76 | 3.24 | 96.76 | 2.89 | . 25 | . 10 | . 75 | 2.44 | 3.27 |
| A | 14,257 |  | 96.36 | 3.64 | 96.36 | 3.16 | . 32 | . 16 | 7.68 | 3.71 | 2.80 |
| B | 27,634 | 96.57 | 3.43 | 96.57 | 3.02 | . 28 | . 13 | 4.21 | 3.09 | 3.00 |


| 4.391 - |  | 5.17960064 Penda Ave to Aerodrome Rd |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { Gaz } \\ \text { Dir } \end{gathered}$ | AADT | \% per Vehicle Class |  |  |  |  |  | \% Growth |  |  |
|  |  | Light | Heavy | Short | Truck | Articulated | Road |  |  |  |
|  |  | Vehicle | Vehicle | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 10,630 | 97.69 | 2.31 | 97.69 | 2.16 | . 13 | . 02 | -. 47 | 3.32 | 2.47 |
| A | 9,914 | 96.37 | 3.63 | 96.37 | 3.11 | . 36 | . 16 | -9.70 | 2.40 | 1.33 |
| B | 20,544 | 97.04 | 2.96 | 97.04 | 2.63 | . 24 | . 09 | -5.15 | 2.86 | 1.91 |




| 10.296 - | 19.05060065 250m W Chamberlain Rd |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | \% Growth |  |  |
|  |  |  |  | Short Vehicle | Truck or Bus | Articulated Vehicle | Road Train | 1 Yr | Frowth | 10 Yr |
| G | 2,137 | 92.04 | 7.96 | 92.04 | 4.93 | 1.81 | 1.22 | 6.11 | 3.62 | 4.24 |
| A | 2,112 | 92.07 | 7.93 | 92.07 | 4.82 | 1.92 | 1.19 | 4.30 | 2.56 | 3.99 |
| B | 4,249 | 92.05 | 7.95 | 92.05 | 4.88 | 1.86 | 1.21 | 5.20 | 3.08 | 4.11 |


| 19.050 - |  | 21.75060066 200m E Drynan Dr |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | \% Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road |  |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 2,354 | 91.02 | 8.98 | 91.02 | 5.34 | 2.09 | 1.55 | 1.33 | 3.45 | 4.00 |
| A | 2,353 | 90.66 | 9.34 | 90.66 | 5.41 | 2.40 | 1.53 | . 77 | 3.50 | 4.20 |
| B | 4,707 | 90.84 | 9.16 | 90.84 | 5.38 | 2.24 | 1.54 | 1.05 | 3.48 | 4.10 |

21.750- 25.69060128 250m E Monto Rd

| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | \% per Vehicle Class |  |  |  |  |  | \% Growth |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Light | Heavy Vehicle | Short Vehicle | Truck or Bus | Articulated Vehicle | Road | 1 Yr | 5 Yr | 10 Yr |
| G | 827 | 87.65 | 12.35 | 87.65 | 6.99 | 3.06 | 2.30 | -5.81 | 6.36 | -. 52 |
| A | 840 | 86.55 | 13.45 | 86.55 | 6.94 | 3.94 | 2.57 | 10.96 | 7.57 | -. 63 |
| B | 1,667 | 87.10 | 12.90 | 87.10 | 6.97 | 3.50 | 2.43 | 1.96 | 6.95 | -. 58 |

25.690-101.266 60005 9km W Calliope

| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | \% per Vehicle Class |  |  |  |  |  | \% Growth |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Light | Heavy <br> Vehicle | Short Vehicl | Truck | Articulated Vehicle | Road |  |  |  |
|  |  |  |  |  | or Bus |  | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 464 | 81.01 | 18.99 | 81.01 | 8.99 | 5.15 | 4.85 | 7.66 | 5.46 | 3.88 |
| A | 465 | 81.72 | 18.28 | 81.72 | 7.76 | 5.98 | 4.54 | 8.90 | 5.58 | 3.95 |
| B | 929 | 81.36 | 18.64 | 81.36 | 8.38 | 5.57 | 4.69 | 8.28 | 5.52 | 3.92 |




| 113.986 - |  | 117.094 61084 Callide Ck |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | wth |  |  |
|  |  |  |  | Short Vehicle | Truck or Bus | Articulated Vehicle | Road Train | 1 Yr | Growth | 10 Yr |
| G | 634 | 84.04 | 15.96 | 84.04 | 9.58 | 3.78 | 2.60 | 9.12 | 3.94 | -1.45 |
| A | 651 | 85.18 | 14.82 | 85.18 | 7.80 | 4.32 | 2.70 | 12.05 | 4.51 | -2.26 |
| B | 1,285 | 84.62 | 15.38 | 84.62 | 8.68 | 4.05 | 2.65 | 10.59 | 4.22 | -1.87 |


| 117.094 | 120.01661085 50m East Bell St(Biloela) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \end{aligned}$ | AADT | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  |  | Growth |  |  |
|  |  |  |  | Short | Truck | Articulated | Road |  |  |  |
|  |  |  |  | Vehicle | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 3,579 | 94.21 | 5.79 | 94.21 | 4.34 | . 94 | . 51 | -1.57 | . 29 | -. 88 |
| A | 3,668 | 94.44 | 5.56 | 94.44 | 4.09 | . 99 | . 48 | -. 33 | 1.09 | 2.03 |
| B | 7,247 | 94.33 | 5.67 | 94.33 | 4.22 | . 96 | 49 | -. 94 | . 69 | . 47 |

## AADT SEGMENTS REPORT



## AADT SEGMENTS REPORT



| Through Distance |  |  | Site |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 3.130 - |  | 4.391 | 60063 Police Ck (Auckland Ck) |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Gaz } \\ & \text { Dir } \quad \text { AADT } \end{aligned}$ |  | Light Vehicle | Heavy <br> Vehicle | \% per Vehicle Class |  |  |  | \% Growth |  |  |
|  |  | Short |  | Truck | Articulated | Road |  |  |  |
|  |  | Vehicle |  | or Bus | Vehicle | Train | 1 Yr | 5 Yr | 10 Yr |
| G | 13,377 |  | 96.76 | 3.24 | 96.76 | 2.89 | . 25 | . 10 | . 75 | 2.44 | 3.27 |
| A | 14,257 |  | 96.36 | 3.64 | 96.36 | 3.16 | . 32 | . 16 | 7.68 | 3.71 | 2.80 |
| B | 27,634 | 96.57 | 3.43 | 96.57 | 3.02 | . 28 | . 13 | 4.21 | 3.09 | 3.00 |

## AADT SEGMENTS REPORT




## AADT SEGMENTS REPORT



Road/Town Location AADT
Taroom-Bauhina Road 0.98 km north of intersection with Leichardt Highway ..... 78
Taroom-Bauhina Road 33.55 km north of intersection with Leichardt Highway ..... 30
Roma $\quad 0.23 \mathrm{~km}$ east of Roma (Warrego Highway) ..... 2898
Roma $\quad 1.18 \mathrm{~km}$ west of Currey Street (Roma) ..... 3879
Injune 1.22 km north of Ah-See Creek (Carnarvon Highway) ..... 534
Injune 0.10km south of Sandy Creek (Carnarvon Highway) ..... 293Taroom1.62 km South of intersection with Fitzroy Developmental Road (Leichhardt Highway)467
Taroom
4.48 km north of Box Creek (Leichhardt Highway)380




| Through Distance |  |  | Site |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.000 - |  | 0.858 | 61605 50m East of Glenlyon St on 183 |  |  |  |  |  |  |  |
| Gaz AADT |  | Light Vehicle | Heavy Vehicle | \% per Vehicle Class |  |  | Road Train |  |  |  |
|  |  | Short Vehicle |  | Truck or Bus | Articulated Vehicle | 1 Yr |  | \% Growth |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| G | 821 | 77.07 | 22.93 | 77.07 | 9.72 | 4.99 | 8.22 | -7.13 | N/A | N/A |
| A | 762 | 75.23 | 24.77 | 75.23 | 10.55 | 5.39 | 8.83 | -4.99 | N/A | N/A |
| B | 1,583 | 76.19 | 23.81 | 76.19 | 10.12 | 5.18 | 8.51 | -6.11 | N/A | N/A |

## MetroCount Traffic Executive <br> Weekly Vehicle Counts

## WeeklyVehicle-307 -- English (ENA)

Datasets:

| Site: | [60072] Gladstone - Mt Larcom Rd(250m S Breslin St) Mt Larcom bound |
| :--- | :--- | :--- |
| Direction: | $7-$ North bound A>B, South bound B>A., Lane: 1 |
| Survey Duration: | 11:00 Friday, 28 October 2005 => 13:45 Friday, 11 November 2005 |
| File: | G:ISHARED\Traffic_datal2005\60072\6007211Nov2005.EC1 (Plus) |
| Identifier: | N572XD3E MC56-L4 [MC55] (c)Microcom 19Sep03 |
| Algorithm: | Factory default |
| Data type: | Axle sensors - Paired (Class/Speed/Count) |

Site: [60072] Gladstone - Mt Larcom Rd( 250m S Breslin St) Gladstone bound
Direction:
7 - North bound A>B, South bound B>A., Lane: 2
Survey Duration:
File:
Identifier:
Algorithm:
Data type:
11:00 Friday, 28 October 2005 => 14:01 Friday, 11 November 2005
G:ISHARED\Traffic_data\2005\60072\6007211Nov2005.EC2 (Plus)
215138FC MC56-6 [MC55] (c)Microcom 02/03/01
Factory default
Axle sensors - Paired (Class/Speed/Count)
Profile:
Filter time:
Included classes:
0:00 Saturday, 29 October 2005 => 14:00 Friday, 11 November 2005
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:
Direction:
Separation:
Name:
Scheme:
Units:
$10-160 \mathrm{~km} / \mathrm{h}$.
North, East, South, West (bound)
All - (Headway)
Factory default profile
Vehicle classification (AustRoads94)
Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:

## Weekly Vehicle Counts



[^5]
## Weekly Vehicle Counts

WeeklyVehicle-307
Site:
Description: 60072.1SN60072.2SN
Filter time:
Multiple sites - See Header sheet for site descriptions.
Scheme:
Filter:
0:00 Saturday, 29 October 2005 => 14:00 Friday, 11 November 2005
Vehicle classification (AustRoads94)
Cls(123456789101112) Dir(NESW) Sp(10,160) Headway(>0)

|  | Mon <br> 31 Oct | Tue 01 Nov | Wed <br> 02 Nov | Thu <br> 03 Nov | $04 \begin{aligned} & \text { Fri } \\ & \text { Nov } \end{aligned}$ | $05 \frac{\text { Sat }}{\text { Nov }}$ | $06 \frac{\text { Sun }}{\text { Nov }}$ | Averages |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  | \| |  |
| 0000-0100 | 9 | 14 | 14 | 12 | 30 | 66 | 64 | 15.8 | 29.9 |
| 0100-0200 | 6 | 9 | 14 | 14 | 15 | 29 | 55 | 11.6 | 20.3 |
| 0200-0300 | 9 | 8 | 19 | 6 | 15 | 37 | 41 | 11.4 | 19.3 |
| 0300-0400 | 7 | 10 | 24 | 12 | 14 | 34 | 44 | 13.4 | 20.7 |
| 0400-0500 | 36 | 34 | 34 | 29 | 39 | 36 | 46 | 34.4 | 36.3 |
| 0500-0600 | 145 | 164 | 148 | 138 | 149 | 88 | 74 | 148.8 | 129.4 |
| 0600-0700 | 339 | 334 | 354 | 358 | 332 | 156 | 85 | 343.4 | 279.7 |
| 0700-0800 | 628 | 651 | 598 | 593 | 574 | 277 | 158 | 608.8 | 497.0 |
| 0800-0900 | 1087< | 1055< | 1082< | 1126< | 1065< | 491 | 267 | 1083.0< | $881.9<$ |
| 0900-1000 | 641 | 638 | 611 | 638 | 634 | 615 | 390 | 632.4 | 595.3 |
| 1000-1100 | 595 | 547 | 587 | 614 | 558 | 696< | 385 | 580.2 | 568.9 |
| 1100-1200 | 575 | 605 | 553 | 592 | 572 | 691 | $465<$ | 579.4 | 579.0 |
| 1200-1300 | 593 | 601 | 695 | 638 | 644 | $664<$ | $465<$ | 634.2 | 614.3 |
| 1300-1400 | 560 | 475 | 593 | 557 | 643 | 486 | 374 | 565.6 | 526.9 |
| 1400-1500 | 660 | 554 | 662 | 669 | 730 | 437 | 344 | 655.0 | 579.4 |
| 1500-1600 | 993< | 965< | 1013< | 1049< | 1166< | 390 | 395 | 1037.2< | $853.0<$ |
| 1600-1700 | 869 | 828 | 958 | 958 | 865 | 383 | 401 | 895.6 | 751.7 |
| 1700-1800 | 947 | 779 | 954 | 1003 | 924 | 450 | 411 | 921.4 | 781.1 |
| 1800-1900 | 546 | 502 | 568 | 639 | 612 | 420 | 344 | 573.4 | 518.7 |
| 1900-2000 | 309 | 283 | 354 | 357 | 356 | 247 | 219 | 331.8 | 303.6 |
| 2000-2100 | 188 | 172 | 220 | 300 | 245 | 164 | 133 | 225.0 | 203.1 |
| 2100-2200 | 128 | 126 | 156 | 135 | 192 | 181 | 94 | 147.4 | 144.6 |
| 2200-2300 | 60 | 75 | 66 | 103 | 150 | 174 | 39 | 90.8 | 95.3 |
| 2300-2400 | 25 | 41 | 31 | 61 | 87 | 85 | 21 | 49.0 | 50.1 |
| Totals |  |  |  |  |  |  |  |  |  |
| 0700-1900 | 8694 | 8200 | 8874 | 9076 | 8987 | 6000 | 4399 | 8766.2 | 7747.1 |
| 0600-2200 | 9658 | 9115 | 9958 | 10226 | 10112 | 6748 | 4930 | 9813.8 | 8678.1 |
| 0600-0000 | 9743 | 9231 | 10055 | 10390 | 10349 | 7007 | 4990 | 9953.6 | 8823.6 |
| 0000-0000 | 9955 | 9470 | 10308 | 10601 | 10611 | 7297 | 5314 | \| 10189.0 | 9079.4 |
| AM Peak | 0800 | 0800 | 0800 | 0800 | 0800 | 1000 | 1100 |  |  |
|  | 1087 | 1055 | 1082 | 1126 | 1065 | 696 | 465 |  |  |
| PM Peak | 1500 | 1500 | 1500 | 1500 | 1500 | 1200 | 1200 | \| |  |
|  | 993 | 965 | 1013 | 1049 | 1166 | 664 | 465 | \| |  |

*     - No data.


## Weekly Vehicle Counts

WeeklyVehicle-307
Site:
Description:
Filter time:
Scheme:
Filter:
60072.1SN60072.2SN

Multiple sites - See Header sheet for site descriptions.
0:00 Saturday, 29 October 2005 => 14:00 Friday, 11 November 2005
Vehicle classification (AustRoads94)
Cls(123456789101112) Dir(NESW) Sp(10,160) Headway(>0)

|  | Mon <br> 07 Nov | Tue <br> 08 Nov | Wed <br> 09 Nov | Thu <br> 10 Nov | $\begin{aligned} & \text { Fri } \\ & 11 \text { Nov } \end{aligned}$ | $12 \frac{\text { Sat }}{\text { Nov }}$ | $13 \frac{\text { Sun }}{\text { Nov }}$ | Averages |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |
| 0000-0100 | 17 | 20 | 15 | 20 | 24 | * | * | 19.2 | 19.2 |
| 0100-0200 | 6 | 9 | 13 | 13 | 15 | * | * | 11.2 | 11.2 |
| 0200-0300 | 5 | 8 | 8 | 15 | 17 | * | * | 10.6 | 10.6 |
| 0300-0400 | 16 | 8 | 12 | 5 | 26 | * | * | 13.4 | 13.4 |
| 0400-0500 | 28 | 22 | 30 | 39 | 44 | * | * | 32.6 | 32.6 |
| 0500-0600 | 136 | 147 | 134 | 151 | 158 | * | * | 145.2 | 145.2 |
| 0600-0700 | 323 | 338 | 344 | 353 | 305 | * | * | 332.6 | 332.6 |
| 0700-0800 | 576 | 644 | 624 | 563 | 556 | * | * | 592.6 | 592.6 |
| 0800-0900 | 1078< | 1161< | 1098< | 1085< | 1062< | * | * | 1096.8< | $1096.8<$ |
| 0900-1000 | 654 | 587 | 610 | 637 | 657 | * | * | 629.0 | 629.0 |
| 1000-1100 | 526 | 521 | 526 | 483 | 160 | * | * | 443.2 | 443.2 |
| 1100-1200 | 554 | 560 | 560 | 599 | 0 | * | * | 454.6 | 454.6 |
| 1200-1300 | 610 | 600 | 593 | 613 | 0 | * | * | 483.2 | 483.2 |
| 1300-1400 | 609 | 585 | 554 | 593 | 0 | * | * | 468.2 | 468.2 |
| 1400-1500 | 631 | 668 | 645 | 647 | * | * | * | 647.8 | 647.8 |
| 1500-1600 | 1029< | 970< | 998< | 1032< | * | * | * | 1007.3< | 1007.3< |
| 1600-1700 | 902 | 944 | 898 | 921 | * | * | * | 916.3 | 916.3 |
| 1700-1800 | 917 | 943 | 993 | 1010 | * | * | * | 965.8 | 965.8 |
| 1800-1900 | 528 | 544 | 566 | 615 | * | * | * | 563.3 | 563.3 |
| 1900-2000 | 288 | 310 | 346 | 328 | * | * | * | 318.0 | 318.0 |
| 2000-2100 | 173 | 230 | 236 | 256 | * | * | * | 223.8 | 223.8 |
| 2100-2200 | 141 | 161 | 171 | 175 | * | * | * | 162.0 | 162.0 |
| 2200-2300 | 57 | 94 | 79 | 108 | * | * | * | 84.5 | 84.5 |
| 2300-2400 | 23 | 29 | 33 | 58 | * | * | * | 35.8 | 35.8 |
| Totals |  |  |  |  |  |  |  |  |  |
| 0700-1900 | 8614 | 8727 | 8665 | 8798 | * | * | * | 8267.8 | 8267.8 |
| 0600-2200 | 9539 | 9766 | 9762 | 9910 | * | * | * | 9304.2 | 9304.2 |
| 0600-0000 | 9619 | 9889 | 9874 | 10076 | * | * | * | 9424.5 | 9424.5 |
| 0000-0000 | 9827 | 10103 | 10086 | 10319 | * | * | * | 9656.6 | 9656.6 |
| AM Peak | 0800 | 0800 | 0800 | 0800 | 0800 | * | * |  |  |
|  | 1078 | 1161 | 1098 | 1085 | 1062 | * | * |  |  |
| PM Peak | 1500 | 1500 | 1500 | 1500 | * | * | * |  |  |
|  | 1029 | 970 | 998 | 1032 | * | * | * |  |  |

*     - No data.




LOCATION: Intersection Of Glenlyon Street \& GPAR \& Railway St ROAD No: 181 ( Int 1712 @ Tdist 3.294km )

DATE: Tue, 05/07/05
TIME: 06:00-18:00
$\qquad$
Leg 1


MN Queensland Government

| Time |  |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  |  | $\begin{gathered} \substack{\text { Leg } \\ \text { Total }} \end{gathered}$ | Left |  | Thru |  | Right |  |  | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | Leg <br> Total |
|  | $\stackrel{2}{\text { Light }}$ | ${ }_{\text {Heavy }}^{2 \mathrm{H}}$ | $\stackrel{3}{\text { Light }}$ | $\stackrel{3}{\text { Heary }}$ | $\stackrel{4}{\text { Light }}$ | $\frac{4 \mathrm{H}}{\text { Heary }}$ | All |  | $\frac{\operatorname{Light}}{}$ | $\frac{3 \mathrm{H}}{\mathrm{Heavy}}$ | Light | ${ }_{\text {Heavy }}^{4}$ | $\stackrel{1}{\text { Light }}$ | $\frac{1 \mathrm{H}}{\text { Heavy }}$ |  |  | $\stackrel{4}{\text { Light }}$ | $\stackrel{4 \mathrm{H}}{\text { Heary }}$ | $\stackrel{1}{\text { Light }}$ | $\frac{1 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{2}{\text { Light }}$ | ${ }_{\text {Heavy }}{ }^{2 H}$ |  |  | $\stackrel{1}{\text { Light }}$ | $\frac{1 \mathrm{H}}{\text { Heary }}$ | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{~L}}{\text { Heavy }}$ | $\stackrel{3}{\text { Light }}$ | $\frac{3 \mathrm{H}}{\mathrm{He}^{2} \mathrm{y}}$ |  |  |
| 6:00-6:15 |  |  |  |  |  |  |  | 37 |  |  |  |  |  | 14 |  |  | 0 |  | 54 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6:15-6:30 | 9 |  | 59 | 10 |  |  |  | 86 | 6 |  | 14 | 4 | 13 |  |  | 44 | 3 | 0 | 97 | 8 |  |  |  | 109 | 0 | , |  |  |  |  |  |  |
| 6:30-6:45 | 6 |  | 39 |  |  |  |  | 59 |  | 2 | 10 | 6 | 9 |  |  | 36 | 4 | 0 | 48 | 2 | 6 | 2 | 0 | 62 | 4 | 0 |  |  |  |  |  |  |
| 6:45-7:00 |  |  | 49 |  |  |  |  | 75 |  |  | 8 | 1 | 17 |  |  | 38 | 1 | 0 | 165 | 6 | 13 | 1 | 0 | ${ }_{1}^{186}$ |  | 0 |  |  | 4 |  |  |  |
| 7:00-7:15 | 13 |  | 43 |  | 4 | 0 | 0 | 73 | 4 | 3 | 9 | 2 | 13 | 11 |  | 42 | 2 | 0 | 99 | 8 |  | 1 |  | 113 |  | 0 |  |  |  |  |  |  |
| 7:15-7:30 | 14 |  | 64 | 9 | 0 | 0 | 0 | 94 | 2 | 0 | 12 | 0 | 15 | 10 |  | 39 | 2 | 0 | ${ }^{127}$ | 15 |  |  | 0 | 148 |  |  |  |  |  |  |  |  |
| 7:30-7:45 | 10 |  | 50 |  | 2 | 0 | 0 | 74 | 5 | 0 | 12 | 1 | 21 | 11 |  | 50 | 2 | 0 | 128 | 7 | 5 | 0 | 0 | 142 | 1 | 0 |  |  |  |  |  |  |
| 7:45-8:00 | 9 |  | 179 | 15 | 0 | 0 | 0 |  | 4 | 1 | 6 | 0 | 19 | 12 |  | 42 | 6 | 0 | 276 | 15 | 3 | 1 | 0 | 301 | 0 | 0 |  |  |  | 0 |  |  |
| 8:00-8:15 | ${ }_{10}^{16}$ |  | ${ }^{84} 120$ | ${ }_{16}^{16}$ | ${ }^{18}$ | 0 | 0 | $\frac{117}{196}$ | ${ }_{7}$ | ${ }_{1}^{2}$ | ${ }_{8}^{7}$ | $\bigcirc$ | ${ }_{1}^{21}$ | $\frac{14}{11}$ | 0 | 49 <br> 49 | ${ }_{11}^{6}$ | $\bigcirc$ | 190 239 | 7 | 2 | ${ }^{0}$ | 0 | 250 250 | 0 | 0 | 0 | $\bigcirc$ | 0 | ${ }_{2}$ | 0 |  |
| 8:30-8:45 | 10 |  | 115 | 15 |  | 0 | 0 | 149 | 4 | 1 | 7 | 0 | 15 | 10 |  |  | 16 |  | 285 | 21 | 5 | 3 |  | 331 |  | 0 |  |  |  |  |  |  |
| 8:45-9:00 | 12 | 4 | 110 | 14 | 8 | 0 | 0 | 148 | 5 | 2 | 9 | 0 | 14 | 9 | 0 | 39 | 8 | 0 | 230 | 15 | 3 | 1 | 0 | 257 |  | 0 |  |  |  |  | 0 |  |
| 9:00-9:15 | 14 |  | 120 | 11 | 6 | 0 | 0 | 158 |  | 2 | 7 | 0 | 10 | 14 | 0 | 34 | 7 | 0 | 190 | 19 |  | 2 |  | 219 |  | 0 |  |  |  |  |  |  |
| 9:15-9:30 | 10 |  | 115 | 12 | 4 | 0 |  | 147 |  | 1 | 6 | 1 | 18 | 15 |  | 43 | 4 | 0 |  | 16 | 3 | 1 |  | 204 |  | 0 |  |  |  |  |  |  |
| 9:30-9:45 | $\stackrel{9}{10}$ | 4 | 94 99 | ${ }^{10}$ | ${ }_{4}$ |  |  | 119 <br> 125 | 2 | 4 | 3 <br> 4 | ${ }_{1}$ | ${ }_{24}^{26}$ | 16 14 |  | $\begin{array}{r}45 \\ 51 \\ \hline\end{array}$ | $\frac{12}{7}$ | 0 | $\begin{array}{r}188 \\ 180 \\ \hline\end{array}$ | $\frac{18}{17}$ | ${ }^{2}$ | ${ }_{1}$ | 0 | 218 <br> 207 | 1 | 0 | 1 | 0 | 0 | 4 | 0 |  |
| 10:00-10:15 | 13 | 8 | 111 | 12 | 10 | 0 | 0 | 154 | 0 | 0 | 5 | 0 | 19 | 11 | 0 | 35 | 8 | 0 | 129 | 15 |  | 1 | 0 | ${ }_{153}$ | 3 | 4 |  |  |  |  | 0 | ${ }_{11}$ |
| 10:15-10:30 | 12 | 4 | 115 | 10 | 4 | 0 | 0 | 145 |  | 4 | 2 | 0 | 13 |  |  | 27 | 8 | 0 | 184 | 25 |  | 3 | 0 | 223 |  | 0 |  |  |  |  |  |  |
| 10:30-10:45 |  |  | 118 | 9 | 4 | 0 | 0 | 146 | 2 | 6 | 4 | 0 | 15 | 4 |  | 31 | 7 | 0 | 156 | 23 | 2 | 1 | 0 | 189 |  | 2 | 4 |  |  | 0 |  |  |
| 10:45-11:00 | 12 | 4 | 114 | 15 | 9 | 0 | 1 | 155 | 1 | 3 | 3 | 0 | 12 | 2 | 0 | 21 | 14 | 0 | 103 | 9 |  | 0 | 0 | 127 | 2 | 0 |  |  |  | 0 | 0 |  |
| 11:00-11:15 | 17 |  | 109 | 20 | 4 |  |  | 156 |  |  | 1 | 0 |  |  |  | 15 | 8 | 0 | 106 | 9 |  | 1 |  | 125 | 0 | 0 |  |  |  |  |  |  |
| 11:15-11:30 | ${ }^{13}$ | 1 | 123 | 10 | 5 | 0 | 0 | 152 |  | 0 | 0 | 0 | 8 | 4 | 0 | ${ }_{1}^{13}$ | ${ }_{5}^{5}$ | 0 | 79 | 7 |  | 0 | 0 | ${ }_{6}^{92}$ | 0 | 1 | 0 | 2 |  |  | 0 |  |
| - $11.30-11: 45$ | ${ }_{11}$ | ${ }_{9}^{6}$ | $\stackrel{61}{138}$ | 4 | ${ }_{3}^{4}$ | 0 | 0 | 195 | 0 | ${ }_{3}$ | ${ }_{1}$ | 0 | 111 | ${ }_{1}^{2}$ | 0 | 12 16 | ${ }_{3}^{8}$ | 4 | 49 132 | 5 | 1 | 1 | 0 | 67 147 | 0 | 0 | ${ }_{1}$ | $\stackrel{0}{0}$ | 1 | 0 | 0 |  |

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| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ | Left |  |  | Thr |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ |
|  | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{~L}}{\text { Heavy }}$ | $\stackrel{3}{\text { Light }}$ | $\stackrel{3 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{4}{\text { Light }}$ | $\frac{4 \mathrm{H}}{\text { Heary }}$ | All |  | $\stackrel{3}{\text { Light }}$ |  | $\stackrel{3 \mathrm{H}}{\text { Heary }}$ | Light | $\stackrel{\text { Heary }}{\text { He }}$ | $\stackrel{1}{\text { Light }}$ | $\frac{1 \mathrm{H}}{\text { Heavy }}$ | All |  | $\begin{array}{\|l\|} \hline \text { Light } \\ \hline \end{array}$ | $\frac{4 \mathrm{H}}{\text { Heavy }}$ | Light | $\frac{14}{\text { Heary }}$ | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{~L}}{\text { Heary }}$ | All |  | $\frac{1}{\text { Light }}$ | $\frac{1 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{3}{\text { Light }}$ | ${ }_{\text {Heary }}^{3 \mathrm{H}}$ | AII |  |
| 12:00-12:15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12:15-12:30 | 5 |  | 114 | 11 | 5 |  |  | 136 |  | 0 |  | 2 |  | - 8 |  |  | 13 | 15 | 0 | 84 | 9 |  |  |  | 110 |  | 0 |  | 0 |  |  |  |  |
| 12:30-12:45 | 8 | 5 | 185 | 7 | 2 |  |  | 207 |  | 4 |  |  |  | 7 |  |  | 13 | 3 | 0 | 116 | 8 | 2 | 1 | 0 | 130 | 1 | 1 | 2 | 0 | 2 | 0 |  |  |
| 12:45-13:00 | 10 |  | 136 | 9 | 5 |  |  | 161 |  |  |  |  |  | 9 |  |  | 16 |  | 0 | 109 | 3 |  |  |  | 118 | 0 | 0 |  |  |  | 0 |  |  |
| 13:00-13:15 | 10 |  | 139 |  |  |  |  | 163 |  |  |  |  |  |  |  |  |  |  |  | 112 | 5 |  |  |  | 122 |  |  |  |  |  |  |  |  |
| 13:15-13:30 | 11 |  | 124 |  |  |  |  | 147 |  |  |  |  |  |  |  |  | 15 |  | 0 |  | 0 |  |  |  | 100 |  | 0 |  |  |  |  |  |  |
| 13:30-13:45 | 4 | 5 | 102 | 5 | 0 |  |  | 116 |  | 0 |  |  |  | 5 |  |  |  |  | 0 | 87 | 0 |  |  |  |  |  | 0 |  | 0 |  | 0 |  |  |
| 13:45-14:00 |  |  |  |  |  |  |  | 135 |  |  |  |  |  |  |  |  | 10 |  |  |  | 2 |  |  |  |  |  | 0 |  |  |  |  |  |  |
| 14:00-14:15 | 3 | 9 | 130 | 7 | 3 | 0 |  | 152 |  | 3 |  | 0 |  | - 6 | 1 |  | 11 | 4 | 0 | 111 | 11 | 1 | 0 | - | 127 | 0 | 0 |  | 0 | 1 | 0 | 0 |  |
| 14:15-14:30 | 7 |  | 115 | 4 | 2 |  |  | 130 |  |  |  |  |  | - 3 | 0 |  |  |  |  | 67 | 2 |  | 0 | - | ${ }_{77}^{85}$ | 4 | 0 |  | 0 | 2 | 0 |  |  |
| 14:30-14:45 | 8 |  | 116 177 | 5 | ${ }^{6}$ |  |  | 136 200 |  | 1 |  |  |  | - 6 |  |  | 11 | 14 | 0 | ${ }^{62}$ | 7 |  |  |  | $\begin{array}{r}77 \\ 142 \\ \\ \hline\end{array}$ |  | 0 |  | 0 |  | 0 |  | ${ }^{15}$ |
| - 15.00 - 15:15 | 12 | 8 | 189 | 7 | 5 | 0 |  | ${ }_{222}^{220}$ |  | $\frac{4}{2}$ |  | 0 |  | ${ }^{6}$ |  |  | 10 | 5 | 0 | 119 | ${ }_{12}$ |  | ${ }^{2}$ |  | $\begin{array}{r}142 \\ 144 \\ \\ \\ \hline\end{array}$ |  | 0 |  | 0 |  | 0 | ${ }_{0}$ | 10 |
| 15:15-15:30 |  | 7 | 121 | 4 | 2 |  |  | 139 |  | 8 |  |  |  | 11 | 4 |  | 25 | 8 | 0 | 132 |  | 2 | ${ }^{2}$ | 0 | 148 |  |  |  | 0 | 4 | 0 |  |  |
| -15:30-15:45 | 18 |  | 200 | ${ }^{6}$ | 9 |  |  | ${ }^{239}$ |  | 14 |  |  |  | 12 |  |  | ${ }^{32}$ | 15 |  | 122 | 6 | ${ }^{2}$ | 0 |  | 146 |  | 0 |  | 0 |  | 0 |  |  |
| 15:45-16:00 | 11 |  | 96 | 3 | 8 |  |  | ${ }^{120}$ |  |  |  |  |  | ${ }^{6}$ |  |  | 14 |  | 0 |  | 4 |  | 3 |  | ${ }^{93}$ |  | 0 |  | 0 | , | 0 |  |  |
| 16:00-16:15 | , |  | 194 |  |  |  |  | 217 |  |  |  |  |  | 12 |  |  | 26 |  |  |  | 2 |  |  |  | 138 |  | 2 |  |  | 11 |  |  | 16 |
| 16:15-16:30 |  |  | 202 | 7 | 13 |  |  | ${ }^{231}$ |  | 4 |  |  |  | 10 |  |  | 19 | 13 | 0 | 123 | 3 | 3 |  | 0 | ${ }^{143}$ |  | 0 |  | 0 | 6 |  | 0 |  |
| 16:30-16:45 | ${ }_{11}^{12}$ |  | 215 163 | $\stackrel{4}{2}$ | ${ }^{6}$ |  |  |  |  |  |  |  |  | 10 | 0 |  | 13 | 12 |  |  | ${ }_{0}$ | ${ }_{2}$ | 0 |  | 124 108 |  |  |  |  | $\frac{5}{2}$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |
| - |  |  | 291 | 7 | 11 |  |  | 317 |  | 7 |  |  |  |  |  |  | 16 | 14 |  | 102 | 3 | 2 |  |  | 121 |  | 0 | 5 |  | 7 | 0 |  |  |
| 17:15-17:30 | 5 |  | 199 | 5 | 7 |  |  | 217 |  |  |  |  |  | 6 |  |  | 10 | 27 | 0 |  |  |  |  |  | 102 |  | 0 |  |  | 27 |  |  |  |
| 17:30-17:45 | 7 |  | 166 |  | 5 |  |  | 181 |  | 4 |  |  |  |  |  |  | 10 |  |  |  |  |  |  |  | 69 |  |  |  |  | 13 | 0 |  |  |
| 17:45-18:00 |  |  | 114 |  | 2 |  |  | 121 |  |  |  |  |  | 2 |  |  |  | 5 |  | 58 |  | 2 |  |  |  |  |  |  | 0 | 14 | 0 |  |  |
| Total: | 445 | 184 | 6001 | 414 | 222 |  |  |  | 140 |  | 65 | 171 | 18 | 512 | 256 | 0 | 1162 | 369 | 7 | 5937 | 386 | 111 | 40 | 0 | 6850 | 82 | 13 | 53 | 4 | 170 | 13 | 7 | 342 |
| Peak Count: |  | 3 | 89 |  |  |  | 7 | 968 |  | 36 |  | 57 |  | 14 |  | 0 | 186 | 62 |  | 103 |  |  | 0 | 0 | 1092 |  | 18 |  |  |  |  | 2 | 79 |
| Peak Hour: | 106:45 to 07 |  | 16:15 to 17:1 |  | 08:15 to 09 |  | 13:00 to 14:00 | $\left\lvert\, \begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|} 16: 15 \end{array}\right.$ | $15: 15$ to | to 16:15 |  | 06:00 to 07:00 |  | 09:15 to 10:1 |  | 06:00 to <br> 07:00 | 07:30 to <br> 08:30 | 16:30 to 17:30 |  | 07:45 to 08:4 |  | 06:30 to 07 |  | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline 07: 00 \end{array}$ | $\left.\right\|_{08: 45} ^{07.40}$ | 14:15 to 15 |  | 10:00 01 |  | 17:00 to 18 |  | $\begin{array}{\|l\|l\|} \hline 12: 30010 \\ 13: 30 \end{array}$ | $\begin{array}{\|l\|l\|} \hline 17: 00 \text { to } \\ \text { 18:00 } \end{array}$ |



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| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ${ }_{2}$ | ${ }_{2 H}$ |  | ${ }_{3}{ }^{\text {H }}$ | ${ }_{4}{ }^{\text {Righ }}$ | ${ }_{4 \text { H／}}$ |  | $\underset{\substack{\text { Leg } \\ \text { Total }}}{\text { at }}$ | 3 | ${ }_{3}$ | ${ }_{4}$ Trra | ${ }_{4}$ | 1 | ${ }_{1}{ }^{\text {H }}$ |  | $\underset{\substack{\text { Leg } \\ \text { Toala }}}{ }$ | ${ }_{4}$ | ${ }_{4}$ | 1 | ${ }_{1 H}$ | 2 | ${ }^{2 H}$ |  | $\underset{\substack{\text { Leg } \\ \text { Toal }}}{ }$ | 1 | ${ }^{1}+$ | 2 | ${ }_{2}{ }^{\text {H }}$ | $3^{\text {Rig }}$ | ${ }_{3}$ |  | $\underset{\text { Leg }}{\substack{\text { Logal }}}$ |
|  | Light | Heary | Light | Heary | Light | Heavy | All |  | 4 | Heary ${ }_{3}$ | ${ }_{\text {Light }}^{\text {Lit }}$ | Heavy | Light | Heary | All |  | ${ }_{\text {Light }}$ | Heary | ${ }_{\text {Light }}^{\text {Le }}$ | Heavy | Light | Heary | All |  | Light | Heavy | ${ }_{\text {Light }}^{\text {Le }}$ | Heavy | ${ }_{\text {Light }}$ | Heary | ${ }^{\text {AII }}$ |  |
|  |  |  | ${ }_{26}{ }^{9}$ |  |  |  |  | ${ }_{38}^{21}$ |  |  |  |  |  |  |  | ${ }^{56}$ |  |  | ${ }_{73}^{59}$ |  |  |  |  | ${ }_{83}^{83}$ | ${ }_{63}{ }^{4}$ |  |  |  |  |  |  |  |
| 6：30－6：45 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }^{87}$ |  |  |  |  | ${ }^{116}$ | 73 |  |  |  |  |  |  |  |
| 6：45－7：00 |  |  |  |  |  |  |  | ${ }_{47}$ |  |  | ${ }_{13}$ |  |  |  |  | ${ }_{24}^{24}$ | ${ }^{21}$ |  | ${ }^{137}$ |  | 11 |  |  |  | ${ }^{105}$ |  |  |  |  |  |  |  |
|  |  |  | ${ }_{32}^{46}$ |  |  |  |  | 74 51 |  |  | ${ }_{7}$ |  |  |  |  | 22 <br> 13 | $\stackrel{4}{14}$ |  | ${ }_{\substack{151 \\ 125}}$ | $\stackrel{20}{13}$ |  |  |  | 188 160 18 | 41 |  |  |  |  |  |  |  |
| ${ }^{7} 730$－7：45 |  |  |  |  |  |  |  | ${ }^{69}$ |  |  | 14 |  |  |  |  | 17 | 2 |  | ${ }^{112}$ |  |  |  |  | 140 | 50 |  | 76 |  | ${ }^{24}$ |  |  |  |
| $7.45 \cdot 8.00$ <br> $8.00-8.15$ |  |  | ${ }_{49}^{59}$ |  |  |  |  | $\begin{array}{r}103 \\ \\ \\ \\ \hline\end{array}$ |  |  | ${ }_{3}^{21}$ |  | 16 |  |  | 年 | ${ }^{25}$ |  | ${ }_{2}^{219}$ |  | 16 |  |  | ${ }_{281}^{281}$ | ${ }_{\text {I }}^{136}$ |  |  |  | 90 |  |  |  |
| 8：15－8：30 | 8 |  | 53 | 5 | ${ }^{24}$ |  |  | ${ }_{92}$ |  |  | ${ }^{34}$ |  | ${ }^{25}$ |  |  | 61 | 13 |  | 180 |  | － |  |  | ${ }_{209}^{209}$ | ${ }_{1}^{122}$ |  | ${ }_{153}$ |  | ${ }_{78}$ |  |  |  |
| ${ }^{8.300 \cdot 8.45}$ |  |  | 60 | ${ }^{8}$ | ${ }^{37}$ |  |  | 114 |  |  | ${ }^{36}$ |  | 17 |  |  | 59 | 18 |  |  |  |  |  |  | ${ }^{244}$ |  |  |  |  |  |  |  |  |
| ｜e．tis．900 | 10 |  | ${ }^{79}$ |  | ${ }_{48}^{48}$ |  |  | $\begin{array}{r}143 \\ 174 \\ \hline\end{array}$ |  |  |  |  | ${ }_{14}^{14}$ |  |  | ${ }^{68}$ | $\frac{14}{12}$ |  | 134 108 108 | 14 |  |  |  |  |  |  | ${ }^{109}$ |  | ， |  |  |  |
| 0：175－9．30 | ${ }^{21}$ |  | 114 | ＋ 16 |  |  |  | ${ }^{220}$ |  |  | ${ }_{56}$ |  | ${ }^{26}$ |  |  | ${ }_{91}$ | ${ }^{12}$ |  | ${ }_{103}$ | ${ }_{17}$ | 14 |  |  | ${ }_{1}^{154}$ | 60 |  | ${ }_{78}$ |  |  |  |  |  |
| ${ }^{\text {9．30－9．945 }}$ | 12 |  | 70 |  | ${ }_{56}$ |  |  | ${ }_{152}$ |  |  | ${ }_{39}$ |  | ${ }^{13}$ |  |  | ${ }_{59}$ | 10 |  | ${ }_{53}$ | 5 | 10 |  |  | ${ }_{78}$ | 2 |  | 58 |  | 20 |  |  |  |
|  | ${ }_{1}^{13}$ |  | ${ }_{48}^{49}$ |  | ${ }_{41}^{49}$ |  |  | ${ }^{122}$ |  |  | ${ }_{18}$ |  | ${ }^{-6}$ |  |  | ${ }_{38}^{38}$ | ${ }_{8}^{14}$ |  | ${ }_{60}^{78}$ |  |  |  |  |  | 51 |  | 析 |  | ${ }_{28}$ |  |  |  |
| （10．15－1．30 | ${ }^{5}$ |  | 64 60 6 |  | ${ }_{5}^{36}$ |  |  | ＋187 |  |  | ${ }_{18}^{18}$ |  |  |  |  | 34 34 4 4 | 5 |  |  | ${ }_{14}^{14}$ |  |  |  | $\begin{array}{r}88 \\ \hline 88 \\ \hline 88 \\ \hline\end{array}$ |  |  | 兂 |  | ${ }_{23}^{28}$ |  |  |  |
|  | ${ }^{10}$ |  | ${ }^{60} 71$ |  |  |  |  | 197 <br> 139 |  |  | ${ }_{48}^{16}$ |  |  |  |  | 5 |  |  | 58 50 | ${ }^{16}$ |  |  |  |  |  |  | 65 |  | ${ }_{20}^{26}$ |  |  |  |
| ｜lition－1：15 |  |  |  |  |  |  |  | ${ }^{119}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{20}^{20}$ |  |  |  |
| 11：30－11：45 |  |  |  |  |  |  |  | ${ }_{1}^{1158}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{61}^{61}$ |  |  | ${ }_{70}$ |  |  |  |  |  |

14 Queensland Government

|  | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru ${ }^{\text {Leg }}$ |  | Right |  | U-turn | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ | Left |  |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ |
|  | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{3}{\text { Light }}$ | ${ }_{\text {Heary }}^{\text {3H }}$ | $\stackrel{4}{\text { Light }}$ | $\stackrel{4 \mathrm{H}}{\text { Heavy }}$ |  |  | 4 |  | $\stackrel{3 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{4}{\text { Light }}$ | $\stackrel{4 \mathrm{H}}{\text { Heavy }}$ | $\frac{1}{\text { Light }}$ | $\frac{1 H}{\text { Heavy }}$ |  |  | $\stackrel{4}{\text { Light }}$ | $\stackrel{4 \mathrm{H}}{\text { Heavy }}$ | $\frac{1}{\text { Light }}$ | $\frac{1 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{~L}}{\text { Heavy }}$ | All |  | $\frac{1}{\text { Light }}$ | $\frac{1 H}{\text { Heavy }}$ | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{3}{\text { Light }}$ | ${ }_{\text {Heavy }}^{\text {3H }}$ |  |  |
| 12:00-12:15 |  |  |  |  |  |  |  | 137 |  |  |  |  |  | ${ }_{11}$ |  |  |  | ${ }_{44}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12:15-12:30 |  |  | 74 |  | 36 |  |  | 122 |  |  |  |  |  |  |  |  |  |  |  |  |  | 14 |  |  |  | 4 |  | 50 |  |  |  |  |  |
| 12:30-12:45 | 6 | 0 | 109 | 9 | 33 |  |  | 158 |  | 7 | 0 | 22 | 0 | 4 |  |  | 34 | 52 |  | 48 |  | 19 |  |  | 122 | 6 |  | 46 |  |  | 0 |  | 56 |
| 12:45-13:00 | 10 | 0 | 80 |  | 58 |  |  | 155 |  | 3 | 0 | 43 | 1 | 10 | 0 |  | 57 | 58 | 2 | 51 |  | 22 |  |  | 134 | 10 |  | 63 |  |  | 0 |  |  |
| 13:00-13:15 | 10 |  | 73 |  |  |  |  | 106 |  |  |  | 43 |  | 18 |  |  | 67 |  |  |  |  |  |  |  | 93 | 10 |  | 51 |  |  |  |  |  |
| 13:15-13:30 | 12 |  | 67 |  |  |  |  | 140 |  | 2 |  |  |  | 14 |  |  | 56 |  | 0 | 55 |  | 24 |  |  | 134 | 10 |  | 56 |  |  |  |  |  |
| 13:30-13:45 | 4 |  | 84 | 15 | ${ }^{35}$ |  |  | 138 110 |  | 1 |  | ${ }_{36} 36$ | 1 | 13 | 0 |  | $\stackrel{51}{46}$ | ${ }_{6}^{64}$ | 6 | ${ }^{63}$ |  | 14 |  |  | 147 | ${ }_{4}$ |  | 59 |  |  |  |  | 70 69 |
| \| $13: 45-14: 000$ | 5 |  | ${ }_{62} 6$ | 5 | ${ }_{51}^{29}$ | 1 |  | 110 125 |  | 3 | 0 | ${ }_{33}^{34}$ | 1 | 8 15 | $\bigcirc$ |  | ${ }_{4}^{46}$ | 46 | $\frac{1}{3}$ | 45 | , | 18 27 |  |  | 115 121 | 3 |  | 61 46 |  |  | 0 |  | 69 59 |
| 14:15-14:30 | 6 |  | 116 | 10 | 29 |  |  | 167 |  | 10 | 0 | 36 |  | 20 | 0 |  | 66 | 44 |  | 49 | 0 | 10 |  |  | 106 | 0 |  | 62 |  |  | 0 |  | 67 |
| 14:30-14:45 | 12 |  | 81 |  | 50 |  |  | 149 |  | 3 |  | 28 | 0 | 15 | 1 |  | 48 | 35 | 0 | 39 |  | 16 |  |  | 92 | 10 |  | 51 |  |  |  |  |  |
| 14:45-15:00 | 10 |  | 71 |  | 39 |  |  | 154 |  | 7 |  | 58 | 1 | 11 | 0 |  | 77 | 39 | 2 | 65 |  | ${ }^{31}$ |  |  | ${ }^{139}$ | 8 |  | 43 |  |  |  |  |  |
| 155:0-15:15 | 12 |  | 171 |  | 60 |  |  | 250 |  | 3 |  |  |  | 16 |  |  | 116 | 55 |  | 44 61 |  | ${ }_{21}^{23}$ |  |  | $\begin{array}{r}127 \\ 115 \\ \hline\end{array}$ | ${ }^{8}$ |  | 54 |  |  |  |  | 78 115 |
| +15:15-15:30 | ${ }_{14}^{4}$ |  | 117 129 | 14 | ${ }_{36}^{48}$ | $\stackrel{1}{0}$ |  | 185 184 |  | $\frac{3}{2}$ | 0 | 56 53 | 0 | ${ }_{14}^{9}$ | 0 |  | $\begin{array}{r}68 \\ 69 \\ \hline\end{array}$ | 59 60 | 0 | 61 35 | ${ }^{\circ}$ | ${ }_{21}^{21}$ |  |  | 145 121 | 16 13 |  | 90 63 |  |  |  |  | 115 <br> 83 |
| 15:45-16:00 | 8 |  | 136 | 9 | 45 | 3 |  | 202 |  | 1 | 0 | 42 | 0 | 11 | 2 |  | 56 | 48 | 2 | 52 |  | 33 |  |  | 135 | 21 |  | 53 |  |  |  |  |  |
| 16:00-16:15 | 16 |  | 163 | 10 | 53 |  |  | 244 |  |  |  | 124 |  | 29 |  |  | 163 |  | 1 | 54 |  |  |  |  | 141 | 25 |  | 106 |  |  |  |  | 144 |
| 16:15-16:30 | 7 |  | 81 |  | 35 |  |  | 127 |  |  |  | 38 |  |  |  |  | 52 |  |  |  |  | 17 |  |  | 83 | ${ }^{17}$ |  | 63 |  |  |  |  |  |
| 16:30-16:45 | 13 |  | 158 |  | 44 |  |  | 224 |  | 4 |  | 75 |  | 19 | 3 |  | 102 | 54 |  | 39 |  | 30 |  |  | 124 | ${ }^{13}$ |  | 60 |  |  |  |  |  |
| 16:45-17:00 | $\begin{array}{r}7 \\ \hline\end{array}$ |  | 157 255 |  | 46 70 | 0 |  | ${ }_{342}^{224}$ |  | $\stackrel{4}{10}$ |  | 45 114 | $\stackrel{0}{1}$ | ${ }^{9} 9$ | 0 |  | 58 150 | ${ }_{53}^{47}$ | 0 | 36 33 | 0 | ${ }^{15}$ |  |  | ${ }_{108}^{99}$ | 11 | 0 | 62 58 |  |  |  |  |  |
| 17:15-17:30 | 5 | 0 | 150 |  | 60 |  |  | 218 |  | 8 | 0 | 61 |  | 20 | 0 |  | 90 | 37 | 0 | 41 |  | 22 |  |  | 100 | 17 |  | 68 |  |  |  |  |  |
| 17:30-17:45 | 4 |  | 130 | 4 | 48 |  |  | 186 |  |  |  | 45 | 0 |  | 0 |  | 56 |  | 0 | 47 |  | 21 |  |  | 106 | 19 |  | 44 |  |  |  |  |  |
| 17:45-18:00 | 4 |  | 81 |  | 44 |  |  | 133 |  | 1 |  | 26 | 0 | 7 |  |  | 34 | 39 |  | 27 |  | 15 |  |  |  | 9 |  | 42 |  |  |  |  |  |
| Total: | 396 | 20 | 4046 | 371 | 1919 | 97 |  | 6849 | 156 | 6 | 5 | 1954 | 33 | 599 | 29 | 0 | 2776 | 1392 | 40 | 3473 | 308 | 724 | 22 | 0 | ${ }^{5959}$ | ${ }^{1859}$ | 77 | 3225 | 136 | 980 | 35 | 0 | ${ }^{6312}$ |
| Peak Count: | 61 |  | 74 |  | 23 |  |  | 1008 |  | 27 |  | 298 |  | 78 |  |  | 400 | 230 |  | 810 |  | 110 |  | 0 | 939 | 535 |  |  |  |  | 46 | 0 | 1504 |
| Peak Hour: | 09:00 to 10:00 |  | 16:30 to 17:30 |  | 09:00 to 10:00 |  | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline 0 ; 00 \end{array}$ | $\begin{aligned} & \text { 16:30 to } \\ & 17: 30 \end{aligned}$ | $10: 30$ to | to 11:30 |  | 16:30 to 17:30 |  | 15:45 to 16:4 |  | $\begin{aligned} & \text { 06:00 to } \\ & 07: 00 \end{aligned}$ | $\left\lvert\, \begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|} \substack{1730} \end{array}\right.$ | 12:45 to $13: 45$ |  | 07:45 to 08:4 |  | 15:15 to $16: 1$ |  | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline 0 ; 00 \end{array}$ | $\begin{aligned} & \text { 07:45 to } \\ & 08: 45 \\ & \hline 08 \end{aligned}$ | 07:45 to 08:4 |  | 07:45 50 08 |  | 07:45 100 |  | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline 07: 00 \text { o } \end{array}$ | $\begin{aligned} & 07.45+10 \\ & 08: 45 \\ & e_{0} \end{aligned}$ |

## LOCATION: Dawson Hwy \& Don Young Drv

ROAD No: 46A (Int. 2031 @ Tdist 7.129 km)
Queensland
Government DATE: Tue, 06/02/07

| Departmentof |
| :--- |
| Main Roads |

Leg 1
Don Young Drv.


[^6]Main Roads

| Time | Leg 1 |  |  |  |  |  | Leg 2 |  |  |  |  |  | Leg 4 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Thru |  | Right |  | $\begin{gathered} \hline \text { U-turn } \\ \hline A l l \end{gathered}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | $\frac{\text { U-turn }}{A l l}$ | LegTotal 64 |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  | Light | Heavy | Light | Heavy |  |  |
| 6:00-6:15 | 0 | 0 | 13 | 1 |  | 14 | 33 | 6 | 14 | 1 |  | 54 | 33 | 2 | 27 | 2 |  |  |
| 6:15-6:30 | 2 | 0 | 8 | 3 |  | 13 | 43 | 9 | 11 | 0 |  | 63 | 34 | 4 | 38 | 3 |  | 79 |
| 6:30-6:45 | 3 | 1 | 11 | 2 |  | 17 | 30 | 6 | 15 | 0 |  | 51 | 39 | 5 | 55 | 5 |  | 104 |
| 6:45-7:00 | 2 | 0 | 10 | 1 |  | 13 | 36 | 5 | 11 | 1 |  | 53 | 22 | 3 | 50 | 5 |  | 80 |
| 7:00-7:15 | 3 | 0 | 8 | 1 |  | 12 | 41 | 7 | 8 | 1 |  | 57 | 18 | 1 | 41 | 5 |  | 65 |
| 7:15-7:30 | 1 | 0 | 6 | 2 |  | 9 | 31 | 3 | 6 | 0 |  | 40 | 17 | 3 | 63 | 5 |  | 88 |
| 7:30-7:45 | 4 | 1 | 9 | 3 |  | 17 | 43 | 7 | 5 | 1 |  | 56 | 17 | 0 | 70 | 6 |  | 93 |
| 7:45-8:00 | 5 | 0 | 6 | 1 |  | 12 | 58 | 4 | 4 | 0 |  | 66 | 21 | 3 | 77 | 4 |  | 105 |
| 8:00-8:15 | 3 | 0 | 15 | 5 |  | 23 | 56 | 7 | 5 | 0 |  | 68 | 37 | 2 | 133 | 8 |  | 180 |
| 8:15-8:30 | 5 | 0 | 12 | 4 |  | 21 | 37 | 5 | 9 | 0 |  | 51 | 19 | 3 | 52 | 3 |  | 77 |
| 8:30-8:45 | 4 | 0 | 9 | 2 |  | 15 | 55 | 1 | 6 | 0 |  | 62 | 8 | 3 | 56 | 5 |  | 72 |
| 8:45-9:00 | 2 | 1 | 13 | 5 |  | 21 | 38 | 6 | 3 | 0 |  | 47 | 12 | 1 | 43 | 3 |  | 59 |
| 9:00-9:15 | 6 | 1 | 8 | 3 |  | 18 | 28 | 5 | 4 | 1 |  | 38 | 9 | 1 | 45 | 2 |  | 57 |
| 9:15-9:30 | 5 | 2 | 7 | 2 |  | 16 | 30 | 4 | 2 | 1 |  | 37 | 10 | 1 | 52 | 4 |  | 67 |
| 9:30-9:45 | 0 | 1 | 6 | 7 |  | 14 | 37 | 4 | 3 | 0 |  | 44 | 4 | 1 | 31 | 2 |  | 38 |
| 9:45-10:00 | 3 | 2 | 7 | 1 |  | 13 | 40 | 2 | 3 | 0 |  | 45 | 10 | 3 | 42 | 5 |  | 60 |
| 10:00-10:15 | 4 | 1 | 13 | 2 |  | 20 | 43 | 2 | 2 | 2 |  | 49 | 7 | 1 | 39 | 6 |  | 53 |
| 10:15-10:30 | 2 | 0 | 10 | 4 |  | 16 | 34 | 5 | 3 | 0 |  | 42 | 13 | 5 | 30 | 5 |  | 53 |
| 10:30-10:45 | 1 | 2 | 6 | 4 |  | 13 | 24 | 2 | 2 | 1 |  | 29 | 17 | 6 | 40 | 6 |  | 69 |
| 10:45-11:00 | 1 | 1 | 4 | 5 |  | 11 | 30 | 5 | 1 | 1 |  | 37 | 7 | 1 | 38 | 3 |  | 49 |
| 11:00-11:15 | 2 | 0 | 4 | 1 |  | 7 | 31 | 4 | 2 | 0 |  | 37 | 2 | 2 | 38 | 3 |  | 45 |
| 11:15-11:30 | 3 | 0 | 7 | 2 |  | 12 | 32 | 2 | 0 | 1 |  | 35 | 4 | 6 | 37 | 3 |  | 50 |
| 11:30-11:45 | 4 | 0 | 5 | 0 |  | 9 | 37 | 1 | 1 | 0 |  | 39 | 8 | 2 | 27 | 8 |  | 45 |
| 11:45-12:00 | 5 | 0 | 13 | 4 |  | 22 | 35 | 3 | 1 | 2 |  | 41 | 11 | 2 | 40 | 4 |  | 57 |

Queensland
Government
Department of
Main Roads

## LOCATION: Dawson Hwy \& Don Young Drv <br> ROAD No: 46A (Int. 2031 @ Tdist 7.129 km <br> DATE: Tue, 06/02/07 <br> TIME: 06:00-18:00

| Time | Leg 1 |  |  |  |  |  | Leg 2 |  |  |  |  |  | Leg 4 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Thru |  | Right |  | U-turn All | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | $\frac{\text { U-turn }}{A l l}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  | Light | Heavy | Light | Heavy |  |  |
| 12:00-12:15 | 5 | 0 | 7 | 4 |  | 16 | 42 | 2 | 6 | 2 |  | 52 | 13 | 6 | 29 | 3 |  | 51 |
| 12:15-12:30 | 3 | 1 | 9 | 0 |  | 13 | 38 | 5 | 8 | 0 |  | 51 | 11 | 3 | 15 | 2 |  | 31 |
| 12:30-12:45 | 7 | 3 | 18 | 2 |  | 30 | 65 | 9 | 11 | 0 |  | 85 | 19 | 5 | 33 | 4 |  | 61 |
| 12:45-13:00 | 5 | 0 | 6 | 4 |  | 15 | 35 | 0 | 11 | 0 |  | 46 | 6 | 3 | 11 | 0 |  | 20 |
| 13:00-13:15 | 4 | 0 | 6 | 2 |  | 12 | 46 | 7 | 3 | 0 |  | 56 | 9 | 0 | 27 | 0 |  | 36 |
| 13:15-13:30 | 1 | 0 | 12 | 2 |  | 15 | 30 | 3 | 1 | 1 |  | 35 | 6 | 3 | 31 | 2 |  | 42 |
| 13:30-13:45 | 3 | 0 | 10 | 4 |  | 17 | 54 | 8 | 5 | 0 |  | 67 | 5 | 4 | 39 | 5 |  | 53 |
| 13:45-14:00 | 2 | 1 | 6 | 1 |  | 10 | 30 | 4 | 4 | 1 |  | 39 | 3 | 3 | 38 | 6 |  | 50 |
| 14:00-14:15 | 5 | 0 | 4 | 0 |  | 9 | 33 | 3 | 2 | 1 |  | 39 | 2 | 4 | 25 | 0 |  | 31 |
| 14:15-14:30 | 3 | 0 | 6 | 5 |  | 14 | 43 | 3 | 3 | 0 |  | 49 | 7 | 0 | 33 | 2 |  | 42 |
| 14:30-14:45 | 1 | 1 | 12 | 3 |  | 17 | 44 | 7 | 4 | 0 |  | 55 | 5 | 1 | 40 | 1 |  | 47 |
| 14:45-15:00 | 7 | 2 | 19 | 2 |  | 30 | 73 | 7 | 4 | 1 |  | 85 | 5 | 1 | 39 | 4 |  | 49 |
| 15:00-15:15 | 1 | 0 | 18 | 2 |  | 21 | 55 | 8 | 5 | 0 |  | 68 | 10 | 1 | 24 | 1 |  | 36 |
| 15:15-15:30 | 16 | 0 | 36 | 3 |  | 55 | 61 | 2 | 8 | 1 |  | 72 | 11 | 5 | 53 | 3 |  | 72 |
| 15:30-15:45 | 11 | 0 | 19 | 1 |  | 31 | 43 | 3 | 8 | 0 |  | 54 | 5 | 1 | 20 | 4 |  | 30 |
| 15:45-16:00 | 5 | 1 | 18 | 1 |  | 25 | 53 | 7 | 0 | 0 |  | 60 | 11 | 2 | 26 | 4 |  | 43 |
| 16:00-16:15 | 5 | 1 | 14 | 1 |  | 21 | 58 | 2 | 6 | 0 |  | 66 | 8 | 1 | 27 | 7 |  | 43 |
| 16:15-16:30 | 10 | 1 | 33 | 1 |  | 45 | 91 | 2 | 9 | 0 |  | 102 | 6 | 0 | 29 | 3 |  | 38 |
| 16:30-16:45 | 8 | 1 | 28 | 1 |  | 38 | 80 | 2 | 5 | 0 |  | 87 | 7 | 1 | 31 | 2 |  | 41 |
| 16:45-17:00 | 9 | 0 | 29 | 6 |  | 44 | 61 | 4 | 3 | 0 |  | 68 | 10 | 1 | 39 | 1 |  | 51 |
| 17:00-17:15 | 18 | 0 | 71 | 1 |  | 90 | 91 | 2 | 7 | 0 |  | 100 | 11 | 1 | 44 | 2 |  | 58 |
| 17:15-17:30 | 6 | 0 | 24 | 1 |  | 31 | 72 | 3 | 5 | 0 |  | 80 | 6 | 2 | 30 | 1 |  | 39 |
| 17:30-17:45 | 7 | 0 | 26 | 1 |  | 34 | 63 | 1 | 3 | 0 |  | 67 | 3 | 0 | 33 | 1 |  | 37 |
| 17:45-18:00 | 2 | 0 | 16 | 1 |  | 19 | 62 | 1 | 4 | 0 |  | 67 | 7 | 0 | 26 | 0 |  | 33 |
| Total: | 214 | 25 | 657 | 114 | 0 | 1010 | 2225 | 200 | 246 | 20 | 0 | 2691 | 565 | 109 | 1906 | 163 | 0 | 2743 |
| Peak Count: | 45 | 6 | 161 | 17 | 0 | 217 | 323 | 27 | 51 | 5 | 0 | 357 | 128 | 17 | 343 | 23 | 0 | 466 |
| Peak Hour: | $\begin{aligned} & 16: 15 \text { to } \\ & 17: 15 \end{aligned}$ | $\begin{aligned} & \text { 09:00 to } \\ & \text { 10:00 } \end{aligned}$ | $\begin{aligned} & \text { 16:15 to } \\ & \text { 17:15 } \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 08: 45 \text { to } \\ 09: 45 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ \text { 07:00 } \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 16: 15 \text { to } \\ 17: 15 \\ \hline \end{array}$ | $\begin{array}{\|l\|l} 16: 15 \text { to } \\ 17: 15 \end{array}$ | $\begin{aligned} & \text { 06:15 to } \\ & 07: 15 \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { 06:00 to } \\ \text { 07:00 } \\ \hline \end{array}$ | $\begin{aligned} & 11: 15 \text { to } \\ & 12: 15 \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 06: 00 \text { to } \\ & 07: 00 \\ & \hline \end{aligned}$ | $\begin{aligned} & 16: 15 \text { to } \\ & 17: 15 \end{aligned}$ | $\text { \|\| } 06 \text { 07:00 to }$ | $\begin{aligned} & \text { 12:00 to } \\ & \text { 13:00 } \end{aligned}$ | $\begin{array}{\|l} \text { 07:15 to } \\ 08: 15 \end{array}$ | $\begin{array}{\|l\|} \hline 07: 15 \text { to } \\ 08: 15 \\ \hline \end{array}$ | $\begin{aligned} & \text { 06:00 to } \\ & \text { 07:00 } \\ & \hline \end{aligned}$ | $\begin{array}{\|l} \text { 07:15 to } \\ \text { 08:15 } \end{array}$ |

Queensland

## LOCATION: Intersection of Gladstone-Mt Larcom Rd \& Blain Dr/Alf O'Rourke Dr <br> ROAD No: 181 (Int1724 @ Tdist 3.258km) <br> DATE: Tues 19/09/2006 <br> TIME: 06:00-18:00

## Government

Main Roads


| Time | ce, 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Leit |  | Thre |  | Pight |  | U-tum | Leg <br> Toial | Left |  | Thru |  | Righs |  | U-turn | Leg Total |
|  | 2 | 24 | 3 | 3 H | 4 | $4{ }^{4}$ |  |  | 3 | 3H | 4 | $4 H$ | 1 | 1H |  |  |
|  | Light | Heay | Lign | Heav | Ght | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 6:00-6:15 | 38 | 0 | 37 | - 4 | 21 | 0 | 0 | 100 | 1 | $1)$ | 27 | 0 | 17 | 0 | 0 | 46 |
| 6:15-6.30 | 39 | 0 | 43 | 12 | 29 | 4 | 0 | 427 | 2 | 1 | 12. | 1 | 14 | 1 | 0 | 31 |
| 6:30-6:45 | 21 | 2 | 62. | 10 | 34 | 4 | 0 | 133 | 1. | 0 | 13 | 0 | 13 | 3 | 0 | 30 |
| 6:45-7:00 | 14 | 2 | 53 | 4 | 41 | 2 | 0 | 116 | 0 | 2 | 16 | 4 | 12 | 3 | 0 | 37 |
| 7:00-7:15 | 12 | 6 | 65 | 77 | 36 | 5 | 0 | 141 | 3 | 0 | 17 | 2 | 12 | 4 | 0 | 38 |
| 7:15-7:30 | 11 | 4 | 57 | 14, | 32 | 4 | 0 | 122 | 2 | 0 | 14 | 2 | 10 | 3 | 0 | 31 |
| 7:30-7:45 | 15 | 5 | 59 | 11 | 27 | 10 | 0 | 127 | 10 | 5 | 14 | 3 | 12 | 4 | 0 | 48 |
| 7:45-8:00 | 13 | 1 | 37 | 6 | 18 | 6 | 0 | 81 | 8 | 3 | 13 | 0 | 10 | 3 | 0 | 37 |
| 8:00-8:15 | 16 | 1 | 63 | 7 | 30 | 3 | 0 | 120 | 5 | 5 | 12 | 1 | 9 | 6 | 0 | 38 |
| 8:15-8:30 | 14 | 4 | 65 | 8 | 23 | 2 | 0 | 16 | 4 | 3 | 11. | 2 | 8 | 5 | 0 | 33 |
| 8:30-8:45 | 16 | 5 | 53 | 21 | 38 | 7 | 0 | 140 | 3 | 0 | 6 | 3 | 7 | 4 | 0 | 23 |
| 8:45-9:00 | 4, | 4 | 45 | 16 | 35 | 5 | 0 | 19 | 2 | 0 | 4 | 2 | 6 | 3 | 0 | 17 |
| 9:00-9:15 | 12 | 1 | 41 | 12 | 20 | 5 | 0 | 91 | 0 | 0 | 2 | 1 | 5 | 4 | 0 | 12 |
| 9:15-9:30 | 6 | 2 | 32 | 9 | $\because 7$ | 2 | 0 | 68 | 1 | 1 | 4. | 3 | 4 | 5 | 0 | 18 |
| 9:30-9:45 | 5 | 1 | 40 | 10 | 4 | 3 | 0 | 73 | 3 | 2 | 2 | 2 | 2 | 2 | 0 | 13 |
| 9:45-10:00 | 4 | $1]$ | 64 | 6 | 22 | 0 | 0 | 77 | 2 | 0 | 8 | 5 | 4 | 1 | 0 | 20 |
| 10:00-10:15 | 6 | 3 | 431 | 10 | 20 | 6 | 0 | 88 | 3 | 0 | 9 | 2 | 4 | 2 | 0 | 20 |
| 10:15-10:30 | 4 | 4 | 37 | 8 | 17 | 5 | 0 | 75 | 2 | 0 | 7 | 1 | 6 | 2 | 0 | 18 |
| 10:30-10:45 | 5 | 5 | 34 | 9 | 15 | 6 | 0 | 74 | 3 | 0 | 8 | 2 | 9 | 9 | 0 | 31 |
| 10:45-11:00 | 3 | 2 | 29 | 11 | 14 | 4 | 0 | 63 | 2 | 0 | 9 | 2 | 8 | 3 | 0 | 22 |
| 11:00-11:15 | 2 | 2 | 24 | 5 | 17 | 6 | 0 | 56 | 3 | 0 | 5 | 0 | 4 | 2 | 0 | 14 |
| 11:15-11:30 | 3 | 4 | 22 | 4 | 15 | 5 | 0 | 53 | 4 | 1 | 6 | i | 5 | 1 | 0 | 18 |
| 11:30-11:45 | 4 | 2 | 44 | 13 | 16 | 2 | 0 | 81 | 1 | 01 | 5 | ¢ | 1 | 4 | 0 | 12 |
| 11:45-12:00 | 0 | 0 | 34 | 7 | 21 | 6 | 0 | 68 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 7 |


| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 2 | 2 H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | 7 | 3 | 29 | 10 | 19 | 8 | 0 | 76 | 8 | 3 | 15 | 2 | 2 | 0 | 0 | 30 |
| 12:15-12:30 | 0 | 3 | 15 | 8 | 8 | 5 | 0 | 39 | 3 | 3 | 4 | 0 | 3 | 3 | 0 | 16 |
| 12:30-12:45 | 2 | 1 | 16 | 8 | 14 | 4 | 0 | 45 | 2 | 2 | 4 | 1 | 2 | 2 | 0 | 13 |
| 12:45-13:00 | 5 | 4 | 38 | 10 | 13 | 9 | 0 | 79 | 6 | 5 | 11 | 0 | 10 | 4 | 0 | 36 |
| 13:00-13:15 | 1 | 0 | 39 | 9 | 22 | 3 | 0 | 74 | 5 | 4 | 7 | 3 | 4 | 2 | 0 | 25 |
| 13:15-13:30 | 1 | 0 | 24 | 8 | 11 | 7 | 0 | 51 | 12 | 3 | 11 | 0 | 1 | 1 | 0 | 28 |
| 13:30-13:45 | 1 | 3 | 35 | 13 | 16 | 1 | 0 | 69 | 7 | 1 | 4 | 1 | 3 | 0 | 0 | 16 |
| 13:45-14:00 | 5 | 1 | 27 | 20 | 12 | 3 | 0 | 68 | 3 | 1 | 4 | 0 | 7 | 1 | 0 | 16 |
| 14:00-14:15 | 4 | 4 | 37 | 22 | 31 | 11 | 0 | 109 | 7 | 3 | 4 | 4 | 2 | 2 | 0 | 22 |
| 14:15-14:30 | 2 | 2 | 14 | 12 | 7 | 6 | 0 | 43 | 9 | 4 | 7 | 0 | 5 | 3 | 0 | 28 |
| 14:30-14:45 | 4 | 3 | 30 | 9 | 21 | 4 | 0 | 71 | 15 | 4 | 2 | 0 | 1 | 2 | 0 | 24 |
| 14:45-15:00 | 5 | 4 | 27 | 12 | 22 | 3 | 0 | 73 | 6 | 2 | 5 | 0 | 2 | 0 | 0 | 15 |
| 15:00-15:15 | 0 | 1 | 56 | 14 | 24 | 4 | 0 | 99 | 10 | 2 | 6 | 2 | 6 | 6 | 0 | 32 |
| 15:15-15:30 | 0 | 2 | 34 | 6 | 18 | 5 | 0 | 65 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 7 |
| 15:30-15:45 | 4 | 4 | 75 | 15 | 52 | 10 | 0 | 160 | 18 | 3 | 11 | 2 | 0 | 0 | 0 | 34 |
| 15:45-16:00 | 4 | 1 | 46 | 13 | 33 | 2 | 0 | 99 | 4 | 2 | 6 | 1 | 2 | 2 | 0 | 17 |
| 16:00-16:15 | 5 | 5 | 56 | 11 | 41 | 4 | 0 | 122 | 9 | 0 | 2 | 2 | 3 | 1 | 0 | 17 |
| 16:15-16:30 | 3 | 5 | 83 | 13 | 62 | 1 | 0 | 167 | 19 | 1 | 47 | 2 | 12 | 6 | 0 | 87 |
| 16:30-16:45 | 3 | 4 | 47 | 5 | 42 | 3 | 0 | 104 | 21 | 2 | 61 | 2 | 16 | 1 | 0 | 103 |
| 16:45-17:00 | 8 | 4 | 56 | 6 | 49 | 1 | 0 | 124 | 15 | 5 | 21 | 2 | 8 | 3 | 0 | 54 |
| 17:00-17:15 | 7 | 0 | 75 | 8 | 49 | 3 | 0 | 142 | 27 | 4 | 66 | 3 | 41 | 0 | 0 | 141 |
| 17:15-17:30 | 2 | 0 | 43 | 5 | 59 | 1 | 0 | 110 | 3 | 1 | 6 | 0 | 9 | 0 | 0 | 19 |
| 17:30-17:45 | 4 | 0 | 31 | 5 | 45 | 0 | 0 | 85 | 2 | 0 | 15 | 0 | 6 | 1 | 0 | 24 |
| 17:45-18:00 | 2 | 0 | 19 | 2 | 20 | 0 | 0 | 43 | 7 | 2 | 24 | 0 | 9 | 0 | 0 | 42 |
| Total: | 356 | 115 | 2015 | 478 | 1262 | 200 | 0 | 4426 | 289 | 82 | 569 | 69 | 337 | 114 | 0 | 1460 |
| Peak Count:Peak Hour: | 116 |  | 312 |  | 210 |  | $$ | 548 | 94 |  | 204 |  | 87 |  | 0 | 385 |
|  | 06:00 to 0 | 07:00 | 15:30 to 16:30 |  | 16:15 to 17:15 |  |  | $\begin{array}{\|l} \text { 15:30 to } \\ 16: 30 \end{array}$ | 16:15 to 17:15 |  | 16:15 to 17:15 |  | 16:15 to 17:15 |  | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 16: 15 \text { to } \\ 17: 15 \\ \hline \end{array}$ |


| Time | Le93 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Lefr |  | Thry |  | Pight |  | U-turn\| | Leg Total | Left |  | Thru |  | Right |  | U-turn |
|  | 4 | 44 | 1 | 1 H | 2 | 2 H |  |  | 1 | 14 | 2 | 2H | 3 | 3 H |  |
|  | Light | Heavy | Light | Heavy | tght | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |
| 6:00-6:15 | 0 | 2 | 44 | 2 | 16 | 5 | 0 | 69 | 101 | 5 | 61 | 0 | 0 | 0 | 0 |
| 6:15-6:30 | 21 | 2 | 46 | 1 | 19 | 2 | 0 | 82 | 100 | 1 | 61 | 3 | 01 | 01 | 0 |
| 6:30-6:45 | 7 | 4 | 80 | 22 | 19 | 4 | 0 | 136 | 163 | 6 | 30 | 4 | 0 | 0 | 0 |
| 6:45-7:00 | 10 | 2 | 54 | 9 | 7 | 2 | 0 | 84 | 85 | 7 | 32 | 5 | 6 | 3 | 0 |
| 7:00-7:15 | 16 | 7 | 60 | 20 | 8 | 7 | 0 | 118 | 60 | 7 | 34 | 3 | 22 | 6 | 0 |
| 7:15-7:30 | 15 | 5 | 56 | 18 | 7 | 5 | 0 | 106 | 72 | 8 | 35 | 4 | 19 | 5 | 0 |
| 7:30-7:45 | 131 | 3 | 42 | 8 | 4 | 5 | 01 | 75 | 40 | 5 | 31 | 2 | 20 | 5 | 0 |
| 7:45-8:00 | 7 | 7 | 27 | 7 | 6 | 3 | 0 | 57 | 16 | 2 | 11 | 3 | 28 | 4 | 0 |
| 8:00-8:15 | 4 | 5 | 54 | 20 | 12 | 4 | 0 | 110 | 29 | 9 | 8 | 1 | 28. | 3 | 0 |
| 8:15-8:30 | 4 | 6 | 50 | 17 | 10 | 3 | 0 | 100 | 25 | 6 | 7 | 2 | 20 | 5 | 0 |
| 8:30-8:45 | 10 | 7 | 51 | 1 | 15 | 2 | 0 | 102 | 14 | 6 | 7 | 3 | 15 | 3 | 0 |
| 8:45-9:00 | 17 | 5 | 50 | 15 | 12 | 4 | 01 | 103 | 20 | 8 | 5 | 5 | 18 | 4 | 0 |
| 9:00-9:15 | 5 | 2 | 42 | 13 | 14 | 4 | 0 | 90 | 15 | 7 | 8 | 2 | 13 | 6 | 0 |
| 9:15-9:30 | 12 | 51 | 33 | 7 | 7 | 2 | 0 | 66 | 11 | 10 | 5 | 1 | 15 | 3 | 0 |
| 9:30-9:45 | 21 | 9 | 34 | 13 | 4 | 3 | 0 | 81 | 10 | 3 | 9 | 2 | 19 | 4 | 0 |
| 9:45-10:00 | 21 | 5 | 24 | 8 | 10 | 1 | 0 | 89 | 11) | 9 | 8 | 1 | 11 | 3 | 0 |
| 10:00-10:15 | 25 | 7 | 37 | 8 | 12 | 4 | 01 | 93 | 13 | 7 | 8 | 2 | 22 | 5 | 0 |
| 10:15-10:30 | 19 | 7 | 34 | 7 | 8 | 3 | 0 | 78 | 13 | 5 | 7 | 2 | 20 | 4 | 0 |
| 10:30-10:45 | 23 | 5 | 25 | 10 | 7 | 1 | 0 | 71 | 13 | 7 | 10 | 2 | 13 | 3 | 0 |
| 10:45-1100 | 25 | 6 | 31 | 12 | 5 | 5 | 0 | 84 | 10 | 15 | 8 | 1 | 12 | 4 | 0 |
| 11:00-11:15 | 13 | 2 | 31 | 7 | 5 | 1 | 0 | 59 | 11 | 2 | 7 | 3 | 11 | 2 | 0 |
| 11:15-1:30 | 25 | 3 | 42 | 10 | 10 | 2 | 0 | 92 | 12 | 5 | 5 | 4. | 10 | 7 | 0 |
| 11:30-11:45 | 14 | 3 | 20 | 17 | 9 | 1 | 0 | 64 | 16 | 6 | 5 | 2 | 7 | 4 | 0 |
| 11:45-12:00 | 20 | 5 | 23 | 10 | 4 | 2 | 01 | 84 | 10 | 2 | 6 | 1 | 14 | 4. | 0 |


| Time | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn |
|  | 4 | 4H | 1 | 1H | 2 | 2 H |  |  | 1 | 1H | 2 | 2 H | 3 | 3H |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |
| 12:00-12:15 | 21 | 1 | 41 | 14 | 7 | 1 | 0 | 85 | 10 | 10 | 9 | 5 | 12 | 0 | 0 |
| 12:15-12:30 | 14 | 2 | 28 | 4 | 6 | 3 | 0 | 57 | 6 | 3 | 7 | 2 | 13 | 3 | 0 |
| 12:30-12:45 | 19 | 1 | 30 | 11 | 7 | 1 | 2 | 71 | 6 | 4 | 11 | 2 | 7 | 2 | 0 |
| 12:45-13:00 | 19 | 4 | 45 | 9 | 7 | 0 | 1 | 85 | 13 | 6 | 5 | 2 | 14 | 2 | 0 |
| 13:00-13:15 | 13 | 2 | 37 | 9 | 16 | 1 | 2 | 80 | 12 | 4 | 8 | 1 | 8 | 1 | 0 |
| 13:15-13:30 | 23 | 1 | 39 | 12 | 9 | 2 | 1 | 87 | 10 | 1 | 4 | 0 | 6 | 0 | 0 |
| 13:30-13:45 | 19 | 1 | 49 | 7 | 12 | 5 | 0 | 93 | 17 | 2 | 1 | 0 | 7 | 1 | 0 |
| 13:45-14:00 | 19 | 3 | 43 | 16 | 9 | 5 | 1 | 96 | 20 | 3 | 4 | 1 | 8 | 1 | 0 |
| 14:00-14:15 | 32 | 6 | 57 | 15 | 8 | 1 | 0 | 119 | 18 | 3 | 11 | 2 | 21 | 3 | 0 |
| 14:15-14:30 | 12 | 0 | 40 | 11 | 7 | 1 | 3 | 74 | 10 | 5 | 5 | 2 | 7 | 2 | 0 |
| 14:30-14:45 | 10 | 1 | 31 | 12 | 6 | 3 | 1 | 64 | 10 | 4 | 2 | 0 | 9 | 0 | 0 |
| 14:45-15:00 | 14 | 5 | 78 | 17 | 9 | 2 | 0 | 125 | 6 | 3 | 8 | 1 | 10 | 0 | 0 |
| 15:00-15:15 | 27 | 0 | 44 | 9 | 10 | 4 | 0 | 94 | 26 | 11 | 9 | 1 | 16 | 2 | 0 |
| 15:15-15:30 | 12 | 1 | 32 | 8 | 2 | 1 | 0 | 56 | 14 | 3 | 1 | 0 | 2 | 2 | 0 |
| 15:30-15:45 | 16 | 0 | 62 | 12 | 2 | 0 | 0 | 92 | 15 | 7 | 16 | 1 | 12 | 0 | 0 |
| 15:45-16:00 | 13 | 0 | 57 | 7 | 6 | 0 | 0 | 83 | 10 | 7 | 8 | 3 | 8 | 3 | 0 |
| 16:00-16:15 | 15 | 3 | 48 | 9 | 9 | 8 | 0 | 92 | 13 | 1 | 12 | 1 | 8 | 2 | 0 |
| 16:15-16:30 | 20 | 4 | 12 | 12 | 3 | 2 | 0 | 53 | 22 | 1 | 15 | 4 | 8 | 0 | 0 |
| 16:30-16:45 | 15 | 3 | 86 | 14 | 2 | 0 | 0 | 120 | 26 | 1 | 2 | 0 | 15 | 0 | 0 |
| 16:45-17:00 | 25 | 0 | 62 | 5 | 2 | 1 | 0 | 95 | 23 | 2 | 5 | 0 | 6 | 0 | 0 |
| 17:00-17:15 | 40 | 0 | 107 | 7 | 7 | 0 | 0 | 161 | 34 | 0 | 1 | 0 | 2 | 1 | 0 |
| 17:15-17:30 | 21 | 1 | 76 | 3 | 1 | 0 | 0 | 102 | 20 | 0 | 1 | 0 | 2 | 0 | 0 |
| 17:30-17:45 | 17 | 0 | 56 | 2 | 3 | 0 | 0 | 78 | 25 | 0 | 5 | 0 | 6 | 0 | 1 |
| 17:45-18:00 | 12 | 1 | 40 | 7 | 3 | 0 | 0 | 63 | 18 | 1 | 0 | 0 | 1 | 0 | 0 |
| Total: | 812 | 155 | 2187 | 514 | 383 | 116 | 11 | 4178 | 1255 | 230 | 558 | 86 | 547 | 112 | 1 |
| Peak Count: | 117 |  | 360 |  | 74 |  | 6 | 478 | 468 |  | 196 |  | 109 |  | 1 |
|  | 10:00 to | 11:00 | 16:30 to 17:30 |  | 06:00 to 07:00 |  | $\begin{aligned} & 12: 30 \text { to } \\ & 13: 30 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 16: 30 \text { to } \\ 17: 30 \\ \hline \end{array}$ | 06:00 to 07:00 |  | 06:00 to 07:00 |  | 07:30 to 08:30 |  | $\begin{aligned} & \hline 16: 45 \text { to } \\ & 17: 45 \\ & \hline \end{aligned}$ |

LOCATION: Gladstone-Mt Larcom Rd \& Red Rover ROAD No: 181 (Int 1726 @ Tdist 7.02km)

Leg 1
Gladstone-Mt Larcom Rd (to Mr Larcom)


| Time | Leg 1 |  |  |  |  |  | Leg 3 |  |  |  |  |  | Leg 4 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | $\begin{gathered} \text { U-turn } \\ \hline A l l \\ \hline \end{gathered}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Right |  | $\begin{gathered} \text { U-turn } \\ \hline \text { All } \\ \hline \end{gathered}$ | Leg <br> Total |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  | Light | Heavy | Light | Heavy |  |  |
| 6:00-6:15 | 20 | 0 | 5 | 0 |  | 25 | 20 | 10 | 80 | 12 |  | 122 | 34 | 6 | 24 | 6 |  |  |
| 6:15-6:30 | 43 | 9 | 9 | 0 |  | 61 | 29 | 2 | 131 | 17 |  | 179 | 66 | 9 | 55 | 6 |  | 136 |
| 6:30-6:45 | 32 | 4 | 11 | 0 |  | 47 | 22 | 2 | 184 | 19 |  | 227 | 61 | 2 | 40 | 3 |  | 106 |
| 6:45-7:00 | 54 | 7 | 9 | 4 |  | 74 | 26 | 5 | 179 | 12 |  | 222 | 2 | 0 | 30 | 0 |  | 32 |
| 7:00-7:15 | 44 | 3 | 5 | 4 |  | 56 | 40 | 7 | 67 | 11 |  | 125 | 44 | 2 | 29 | 8 |  | 83 |
| 7:15-7:30 | 84 | 18 | 4 | 6 |  | 112 | 23 | 15 | 103 | 21 |  | 162 | 36 | 4 | 71 | 12 |  | 123 |
| 7:30-7:45 | 65 | 12 | 5 | 1 |  | 83 | 20 | 13 | 58 | 15 |  | 106 | 19 | 4 | 53 | 10 |  | 86 |
| 7:45-8:00 | 48 | 9 | 2 | 0 |  | 59 | 14 | 5 | 30 | 5 |  | 54 | 13 | 4 | 34 | 9 |  | 60 |
| 8:00-8:15 | 40 | 10 | 3 | 0 |  | 53 | 14 | 7 | 25 | 6 |  | 52 | 15 | 6 | 40 | 8 |  | 69 |
| 8:15-8:30 | 42 | 11 | 5 | 1 |  | 59 | 13 | 7 | 51 | 7 |  | 78 | 10 | 2 | 52 | 3 |  | 67 |
| 8:30-8:45 | 40 | 8 | 4 | 2 |  | 54 | 17 | 6 | 23 | 12 |  | 58 | 8 | 4 | 44 | 7 |  | 63 |
| 8:45-9:00 | 35 | 9 | 6 | 1 |  | 51 | 15 | 5 | 25 | 9 |  | 54 | 9 | 3 | 40 | 6 |  | 58 |
| 9:00-9:15 | 30 | 7 | 4 | 2 |  | 43 | 20 | 10 | 30 | 11 |  | 71 | 7 | 4 | 32 | 4 |  | 47 |
| 9:15-9:30 | 29 | 9 | 6 | 1 |  | 45 | 17 | 8 | 21 | 8 |  | 54 | 8 | 3 | 28 | 2 |  | 41 |
| 9:30-9:45 | 35 | 10 | 5 | 2 |  | 52 | 14 | 5 | 21 | 16 |  | 56 | 16 | 7 | 29 | 5 |  | 57 |
| 9:45-10:00 | 38 | 8 | 3 | 0 |  | 49 | 12 | 7 | 26 | 9 |  | 54 | 10 | 4 | 25 | 4 |  | 43 |
| 10:00-10:15 | 30 | 10 | 6 | 7 |  | 53 | 20 | 8 | 27 | 6 |  | 61 | 12 | 4 | 18 | 0 |  | 34 |
| 10:15-10:30 | 44 | 16 | 5 | 4 |  | 69 | 18 | 2 | 26 | 5 |  | 51 | 12 | 2 | 24 | 4 |  | 42 |
| 10:30-10:45 | 37 | 14 | 5 | 3 |  | 59 | 21 | 4 | 28 | 13 |  | 66 | 10 | 4 | 18 | 8 |  | 40 |
| 10:45-11:00 | 35 | 9 | 4 | 1 |  | 49 | 21 | 6 | 40 | 7 |  | 74 | 7 | 2 | 16 | 5 |  | 30 |
| 11:00-11:15 | 45 | 13 | 3 | 2 |  | 63 | 18 | 9 | 35 | 13 |  | 75 | 5 | 4 | 14 | 9 |  | 32 |
| 11:15-11:30 | 41 | 10 | 2 | 3 |  | 56 | 29 | 8 | 27 | 12 |  | 76 | 9 | 4 | 12 | 8 |  | 33 |
| 11:30-11:45 | 39 | 12 | 4 | 0 |  | 55 | 28 | 10 | 23 | 9 |  | 70 | 7 | 1 | 20 | 9 |  | 37 |
| 11:45-12:00 | 42 | 13 | 5 | 1 |  | 61 | 22 | 7 | 19 | 9 |  | 57 | 8 | 3 | 24 | 10 |  | 45 |

Count Tally Sheet With Totals and Peak Flows．
LOCATION：Gladstone－Mt Larcom Rd \＆Red Rover Rd
ROAD No： 181 （Int 1726＠Tdist 7.02 km ）
DATE：Thurs 21／09／06
TIME： $06: 00 \cdot 18: 00$

|  | Ois |  | ก |  | ¢ |  | N |  |  | N00 |  | N |  | － |  | ¢ | Г－ल | ¢ | ल－ | กิ | Nิ | N |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 第管 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | － | － | $\begin{array}{\|l\|} \hline \circ \\ \hline \stackrel{\circ}{\circ} \mathrm{O} \\ \hline \mathrm{O} \\ \hline \end{array}$ |
| $\left.\begin{aligned} & 8 \\ & 0 \\ & 0 \end{aligned} \right\rvert\,$ |  |  |  |  | $\bullet$ |  |  |  |  | の |  | N | － | N | $\infty$ | $\bullet$ | － 0 | 0 | － 0 | 0. | N | $\stackrel{\circ}{\circ}$ | － |
|  |  |  | N | 인 | ल | $\cdots$ | $\cdots$ | $\cdots$ | $\stackrel{\sim}{2}$ | N | $\cdots$ | $\varphi$ | $\wedge \sim$ | N | $\stackrel{\infty}{-}$ | O | No | N | $\sim$ | $\cdots$ | $\mid \stackrel{O}{\mathrm{O}}$ | $\stackrel{\circ}{\circ}$ |  |
|  |  |  | $\infty$ | $\checkmark$ | O | － | － | － | － | $\checkmark$ | 0 | － | ～ | $\sim$ | － | － | $\sim$ | － | $\cdots$ | － 0 | ¢ | O－ | $\left\|\begin{array}{l} \stackrel{\circ}{\circ} \\ \stackrel{\circ}{\mathrm{O}} \mathrm{O} \\ \stackrel{\mathrm{c}}{\mathrm{~m}} \end{array}\right\|$ |
|  |  | の | 응 | － | $\sim$ | $\checkmark$ | $\cdots$ | － | $\infty$ | N | － | ल | －¢ | м | 0 | － | －～ | $\cdots$ | N | －¢ | $0 \begin{aligned} & 0 \\ & 0 \end{aligned}$ | $\stackrel{N}{\sim}$ |  |
|  | 융융 | $\because$ | 픈 | 5 | $\sim$ | ¢ | N | ¢ | $\bigcirc$ | ¢ | $\bigcirc$ | $\overline{5}$ | $\bar{\square}$ | Б＇ | N | $\infty$ | ¢ | 꿍 | 단 | \％ | $\left\|\frac{N}{2}\right\|$ | ก |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | － | － | $\begin{array}{\|l\|} \hline \stackrel{\circ}{0} \\ \stackrel{0}{\circ} \\ \hline 0.0 \\ \hline \end{array}$ |
|  | $2$ |  |  |  |  | の | $\infty$ | － | $\infty$ | $\infty$ | 은 | の | N． | $=$ | N | 응 | 응 | N | $\cdots$ | $\sim \sim$ | $\stackrel{3}{7}$ | ¢ |  |
|  | 둥 | N | $\pm$ | $\stackrel{\sim}{\sim}$ | \％ | \％ | ＊ | F | ¢ | $\bigcirc$ | ${ }^{\circ}$ | N | \％ $1 \times$ | ） | ¢ | ल | バ寸 | \％ | 訪 | － | $\left\lvert\, \begin{aligned} & \infty \\ & \frac{n}{N} \end{aligned}\right.$ | N |  |
|  |  |  |  |  |  |  | ल |  | $\bigcirc$ | N | N | $\checkmark$ | の1ヶ | $\bigcirc$ | $\sim$ | $\cdots$ | $\cdots$ | N | － m | $\cdots \cdots$ | $\stackrel{\sim}{\sim}$ | ㅇ |  |
|  |  | N | N | $\cdots$ | 강 | N | $\stackrel{\sim}{\circ}$ | $\bigcirc$ | － | N | 은 | \％ |  | － | － | ¢ | ¢0¢ | \％ | 둥용 | ת®N | N | － |  |
|  | 옹응 | － | ¢ | \％ | ल | 0 | \％ | 19 | \％ | ¢ | N | 8 | ¢ $\square^{\circ}$ | \％ | ¢ | － | － | ก | － | ：®\％ | ? | － |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | － | － | 으웅 |
|  |  | $\sim$ |  |  |  | N |  | n | － | N | － | － | ल． | － | N |  | － |  | － | －～o | ু | $\stackrel{\square}{\square}$ |  |
|  |  | － | N | － | v | ल | $\infty$ | $\cdots$ | － | ＋の | の | N | の ${ }^{\text {g }}$ | $\pm \stackrel{\infty}{-}$ | $\bigcirc$ |  | $\cdots \stackrel{\sim}{\sim}$ | $\stackrel{\sim}{\sim}$ | N | －${ }^{\circ}$－ 0 | \％ | ু | \％ |
|  |  |  |  |  |  |  |  |  | の | 응 | $\bigcirc$ | $\infty$ | の | 잉 | $\sim$ |  | $\bigcirc$ | $\stackrel{\square}{\sim}$ | $\sigma$－ | － | ¢ | ¢ | ¢ |
|  |  | N | $\bigcirc$ | $\stackrel{\infty}{\sim}$ |  | N |  | $\stackrel{\sim}{\sim}$ | ¢ |  | ＋ |  | 아 $¢$ | $\bigcirc$ | － | $\cdots$ | $\stackrel{-}{\square}$－ | ）${ }_{-}^{\circ}$ | $\bar{\sigma}$ |  | N్N్N | N |  |
|  |  |  |  |  |  |  | $\left\|\begin{array}{c} \stackrel{9}{9} \\ \stackrel{3}{2} \\ \dot{1} \\ 0 \\ \underset{\sim}{3} \end{array}\right\|$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

LOCATION: Gladstone Mt Larcom Road and Landing Road
ROAD No: 181 (Int. 1997 @ Tdist. 15.472) DATE: Tue, 12/06/07
TIME: 06:00-18:00

Leq 1
Landing Road (to Fishermans Landing)


LOCATION: Gladstone Mt Larcom Road and Landing Road
ROAD No: 181 (Int. 1997 @ Tdist. 15.472)
Queensland
Government
Main Roads

| Time | Leg 1 |  |  |  |  |  | Leg 2 |  |  |  |  |  | Leg 3 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Right |  | $\begin{array}{c\|} \hline \text { U-turn } \\ \hline A l l \\ \hline \end{array}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Thru |  | Right |  | $\begin{gathered} \text { U-turn } \\ \hline \text { All } \\ \hline \end{gathered}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  | Light | Heavy | Light | Heavy |  |  |
| 6:00-6:15 | 4 | 1 | 0 | 0 |  | 5 | 14 | 1 | 18 | 1 |  | 34 | 3 | 0 | 29 | 6 |  | 38 |
| 6:15-6:30 | 2 | 0 | 0 | 0 |  | 2 | 16 | 0 | 23 | 2 |  | 41 | 0 | 1 | 34 | 5 |  | 40 |
| 6:30-6:45 | 5 | 0 | 1 | 0 |  | 6 | 18 | 8 | 20 | 3 |  | 49 | 0 | 0 | 36 | 8 |  | 44 |
| 6:45-7:00 | 0 | 4 | 0 | 0 |  | 4 | 12 | 3 | 12 | 2 |  | 29 | 0 | 0 | 31 | 7 |  | 38 |
| 7:00-7:15 | 2 | 1 | 0 | 0 |  | 3 | 17 | 3 | 9 | 4 |  | 33 | 0 | 1 | 25 | 5 |  | 31 |
| 7:15-7:30 | 0 | 2 | 0 | 0 |  | 2 | 21 | 5 | 11 | 0 |  | 37 | 1 | 1 | 30 | 5 |  | 37 |
| 7:30-7:45 | 2 | 1 | 0 | 0 |  | 3 | 18 | 13 | 8 | 0 |  | 39 | 0 | 1 | 38 | 7 |  | 46 |
| 7:45-8:00 | 1 | 1 | 0 | 0 |  | 2 | 13 | 4 | 5 | 2 |  | 24 | 1 | 0 | 48 | 11 |  | 60 |
| 8:00-8:15 | 4 | 4 | 1 | 1 |  | 10 | 29 | 9 | 4 | 1 |  | 43 | 0 | 0 | 32 | 12 |  | 44 |
| 8:15-8:30 | 4 | 1 | 0 | 0 |  | 5 | 16 | 11 | 9 | 8 |  | 44 | 0 |  | 35 | 5 |  | 40 |
| 8:30-8:45 | 2 | 2 | 0 | 1 |  | 5 | 23 | 16 | 2 | 4 |  | 45 | 0 | 1 | 32 | 9 |  | 42 |
| 8:45-9:00 | 4 | 2 | 0 | 0 |  | 6 | 21 | 6 | 4 | 1 |  | 32 | 0 | 1 | 24 | 7 |  | 32 |
| 9:00-9:15 | 3 | 1 | 2 | 5 |  | 11 | 18 | 9 | 4 | 4 |  | 35 | 0 | 0 | 32 | 5 |  | 37 |
| 9:15-9:30 | 4 | 0 | 0 | 4 |  | 8 | 19 | 8 | 14 | 4 |  | 45 | 0 | 0 | 33 | 9 |  | 42 |
| 9:30-9:45 | 7 | 0 | 1 | 3 |  | 11 | 24 | 5 | 10 | 2 |  | 41 | 0 | 1 | 46 | 15 |  | 62 |
| 9:45-10:00 | 5 | 2 | 1 | 2 |  | 10 | 22 | 5 | 8 | 4 |  | 39 | 0 | 1 | 40 | 13 |  | 54 |
| 10:00-10:15 | 3 | 2 | 1 | 0 |  | 6 | 28 | 10 | 6 | 4 |  | 48 | 0 | 0 | 32 | 7 |  | 39 |
| 10:15-10:30 | 3 | 3 | 0 | 0 |  | 6 | 25 | 6 | 11 | 3 |  | 45 | 0 | 1 | 40 | 9 |  | 50 |
| 10:30-10:45 | 5 | 1 | 3 | 1 |  | 10 | 22 | 10 | 8 | 5 |  | 45 | 1 | 0 | 19 | 7 |  | 27 |
| 10:45-11:00 | 8 | 4 | 1 | 0 |  | 13 | 21 | 8 | 5 | 2 |  | 36 | 1 | 0 | 15 | 17 |  | 33 |
| 11:00-11:15 | 2 | 1 | 0 | 0 |  | 3 | 37 | 12 | 2 | 4 |  | 55 | 0 | 0 | 25 | 5 |  | 30 |
| 11:15-11:30 | 2 | 6 | 1 | 1 |  | 10 | 38 | 8 | 5 | 2 |  | 53 | 0 | 1 | 21 | 13 |  | 35 |
| 11:30-11:45 | 2 | 2 | 0 | 2 |  | 6 | 28 | 7 | 4 | 0 |  | 39 | 0 | 2 | 17 | 8 |  | 27 |
| 11:45-12:00 | 1 | 2 | 3 | 0 |  | 6 | 27 | 7 | 6 | 1 |  | 41 | 0 | 0 | 23 | 5 |  | 28 |


| Time | Leg 1 |  |  |  |  |  | Leg 2 |  |  |  |  |  | Leg 3 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Right |  | $\begin{gathered} \hline \text { U-turn } \\ \hline \text { All } \\ \hline \end{gathered}$ | Leg | Thru |  | Right |  | $\frac{\text { U-turn }}{\text { All }}$ | $\begin{aligned} & \hline \text { Leg } \\ & \text { Total } \end{aligned}$ |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  | Light | Heavy | Light | Heavy |  |  |
| 12:00-12:15 | 5 | , | , | 0 |  | 6 | 28 | 7 | 4 | 1 |  | 40 | 3 | 0 | 12 | 10 |  | 25 |
| 12:15-12:30 | 3 | 1 | 1 | 0 |  | 5 | 22 | 7 | 3 | 0 |  | 32 | 0 | 1 | 13 | 7 |  | 21 |
| 12:30-12:45 | 3 | 0 | 0 | 1 |  | 4 | 29 | 8 | 2 | 2 |  | 41 | 0 | 0 | 24 | 16 |  | 40 |
| 12:45-13:00 | 3 | 1 | 1 | 2 |  | 7 | 22 | 9 | 11 | 2 |  | 44 | 2 | - | 21 | 9 |  | 33 |
| 13:00-13:15 | 0 | 2 | 1 | 0 |  | 3 | 23 | 6 | 8 | 4 |  | 41 | 0 | 0 | 14 | 10 |  | 24 |
| 13:15-13:30 | 3 | 3 | 0 | 2 |  | 8 | 30 | 14 | 6 | 3 |  | 53 | 0 | 1 | 25 | 15 |  | 41 |
| 13:30-13:45 | 6 | 5 | 0 | 0 |  | 11 | 31 | 16 | 11 | 1 |  | 59 | 0 | 0 | 19 | 7 |  | 26 |
| 13:45-14:00 | 3 | 3 | 0 | 0 |  | 6 | 25 | 10 | 8 | 5 |  | 48 | 0 | 0 | 13 | 7 |  | 20 |
| 14:00-14:15 | 6 | 1 | 0 | 0 |  | 7 | 24 | 8 | 6 | 2 |  | 40 | 0 | 1 | 27 | 10 |  | 38 |
| 14:15-14:30 | 3 | 2 | 0 | 1 |  | 6 | 22 | 6 | 3 | 1 |  | 32 | 1 | 1 | 16 | 5 |  | 23 |
| 14:30-14:45 | 8 | 3 | 1 | 0 |  | 12 | 28 | 8 | 0 | 1 |  | 37 | 0 | 0 | 18 | 7 |  | 25 |
| 14:45-15:00 | 4 | 1 | 1 | 0 |  | 6 | 29 | 8 | 3 | 1 |  | 41 | 0 | 2 | 22 | 6 |  | 30 |
| 15:00-15:15 | 11 | 1 | 0 | 2 |  | 14 | 32 | 7 | 8 | 1 |  | 48 | 2 | 0 | 19 | 6 |  | 27 |
| 15:15-15:30 | 20 | 4 | 1 | 0 |  | 25 | 34 | 6 | 6 | 2 |  | 48 | 1 | 1 | 20 | 8 |  | 30 |
| 15:30-15:45 | 13 | 0 | 0 | 1 |  | 14 | 28 | 10 | 4 | 3 |  | 45 | 0 | 0 | 15 | 10 |  | 25 |
| 15:45-16:00 | 6 | 3 | 0 | 3 |  | 12 | 47 | 10 | 3 | 3 |  | 63 | 0 | 1 | 36 | 14 |  | 51 |
| 16:00-16:15 | 10 | 0 | 0 | 1 |  | 11 | 30 | 8 | 2 | 3 |  | 43 | 0 | 0 | 26 | 9 |  | 35 |
| 16:15-16:30 | 15 | 3 | 2 | 0 |  | 20 | 36 | 15 | 5 | 4 |  | 60 | 0 | 0 | 26 | 7 |  | 33 |
| 16:30-16:45 | 13 | 5 | 1 | 2 |  | 21 | 33 | 10 | 3 | 1 |  | 47 | 0 | 0 | 15 | 9 |  | 24 |
| 16:45-17:00 | 9 | 4 | 0 | 0 |  | 13 | 34 | 16 | 2 | 3 |  | 55 | 0 | 0 | 19 | 8 |  | 27 |
| 17:00-17:15 | 3 | 2 | 0 | 0 |  | 5 | 62 | 35 | 1 | 1 |  | 99 | 1 | 1 | 25 | 4 |  | 31 |
| 17:15-17:30 | 4 | 2 | 0 | 0 |  | 6 | 36 | 8 | 6 | 1 |  | 51 | 0 | 1 | 21 | 2 |  | 24 |
| 17:30-17:45 | 6 | 3 | 2 | 1 |  | 12 | 29 | 5 | 7 | 1 |  | 42 | 0 | 0 | 22 | 3 |  | 25 |
| 17:45-18:00 | 5 | 4 | 0 | 0 |  | , | 21 | 4 | 3 | 0 |  | 28 | 0 | 0 | 19 | 2 |  | 21 |
| Total: | 237 | 97 | 26 | 36 | 0 | 396 | 1262 | 415 | 323 | 109 | 0 | 2109 | 17 | 23 | 1224 | 391 | 0 | 1655 |
| Peak Count: | 50 | 14 | 5 | 14 | 0 | 65 | 165 | 76 | 73 | 17 | 0 | 261 | 5 | 4 | 158 | 50 | 0 | 205 |
| Peak Hour: | 15:00 to 16:00 | $\begin{aligned} & \text { 16:15 to } \\ & \text { 17:15 } \end{aligned}$ | 09:45 to 10:45 | $\begin{aligned} & \text { 09:00 to } \\ & 10: 00 \end{aligned}$ | $\begin{array}{\|l\|l} \hline 06: 00 \text { to } \\ 07: 00 \end{array}$ | $\begin{array}{\|l} \hline 15: 00 \text { to } \\ 16: 00 \end{array}$ | $\left\lvert\, \begin{aligned} & 16: 15 \text { to } \\ & 17: 15 \end{aligned}\right.$ | $\begin{aligned} & \hline 16: 15 \text { to } \\ & 17: 15 \\ & \hline \end{aligned}$ | 06:00 to $07: 00$ | $\begin{aligned} & \text { 08:15 to } \\ & 09: 15 \end{aligned}$ | $\begin{array}{\|l} \hline 06: 00 \text { to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 16: 15 \text { to } \\ 17: 15 \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline 12: 00 \text { to } \\ 13: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 14: 00 \text { to } \\ 15: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \text { 09:30 to } \\ \text { 10:30 } \\ \hline \end{array}$ | $\begin{aligned} & \text { 12:30 to } \\ & 13: 30 \end{aligned}$ | $\begin{aligned} & \text { 06:00 to } \\ & 07: 00 \end{aligned}$ | $\begin{array}{\|l\|} \hline 09: 30 \text { to } \\ 10: 30 \\ \hline \end{array}$ |



| Time | Cog |  |  |  |  |  |  |  | 4682 |  |  |  |  |  |  |  | Leg3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thra |  | Right |  | U-turn | Leg: <br> Total | Lem |  | ]bra |  | Right |  | U-tim | Total | Left |  | Thre |  | Right |  | U-tum | Totat | Left |  | Thre |  | Right |  | U-iurn | Leg |
|  | 21 | 2 H | 3 | 3 H | 4 | 4 |  |  | 3 | 34 | 4 | 43 | 3 | 14 |  |  | 4 | 64 | 1 | 14 | 2 | 2 H |  |  | 1 | 14 | 2 | 2 H | 3 | 3 H |  |  |
|  | Lut | Heay | L9: | Heav | L6: | Sear | 46 |  | G\% | feav | Gen | Feve | Que | teavy | 4) |  | Het | Heavy | EM: | Heam | Egit | بaty | A ${ }^{\text {d }}$ |  | Lisht | Heavy | Eghi | freavy | Ligi | Heavy | AR |  |
| $6.08 \cdot 695$ |  |  | 0 | $0!$ |  |  | 0 |  |  | 0 | 4 | 0 | $\bigcirc$ | Of | 01 |  |  |  | 0. |  | 33 | 0 | 0 | 19 | $\bigcirc$ |  | 29 |  |  |  |  |  |
| 615.630 | 3) |  | ! | 0 |  |  | 01 |  |  | $\bigcirc$ | 18 |  | 0 | 0. | 0 |  |  | $2!$ | 0. |  | 31 | 0 | 0 | 34 | 0 | 0 | 28. | 17 |  | 0 | 0. |  |
| 930.6.45 | 5 | - 0 | 0 | 0 | 0 |  | 0 |  | i | 0 | 9 | 4 | 0 | - 9 | 0 | 21 | 3 | 11 | 4 | 0 | 35 | , | 0 | 43 | 0 | 0 | 30 | 16 | 0 | 0 | 0 | 45 |
| 6,45-700 | \%) | - 0 | 0 | O | 0 | 0 | 0 |  | , | S | 11 | 4 | 0 | 0 | . | 16 | 1 | 4 | 0 | 0 | 18 | 3 | 0 | 26 | 0 | 9 | 23 | 17 | 0 | 0 | 0 | 40 |
| 700-7.15 | 3 | , | 0 | 0 | 0 | $\bigcirc$ | 0. |  | 21 | 0. | 11 | 1 | 0 | $\bigcirc$ | 0 | (14 | 1 | $2)$ | 0 | 0 | 16 | 5 | 0 | 24 | 0 | 9 | ¢8 | 11 |  | 0 |  |  |
| 715-730 | 2 | 0 | 0 | 0 | 0 | Of | 0 |  | 5 |  | 13 | 2 | 7 | - 1 | 0 | 26 | 0 | 1 | $1)$ |  | 15 |  | 0 | 18 | 0 |  | 17 | 8 | 0 |  | - 01 |  |
| $730-745$ | 9 | , | : | 0 | 3 | \% | 0 |  | 0 | ! | 11 |  | 3. |  | 0 | 23 | 0 | 01 | 0. | 0 | 47 | 2 | 0 | 19 | 0 | 0 | 19 | 15 |  | , | 0 |  |
| 745-600 | $1)$ | - 0 | ! | 0 | 0 | , | 0. |  | 3 | 0 | \% | s | - 7 | - 0 | 0 | 30 | 0 |  | 4 | 0 | 48 | 0 | 0 | 20 | 0 | 0 | 23 | 17 | 2 | 2 | - | 44 |
| 300-3:16 | 4 | $\bigcirc$ | 2 | 1. | 0 | 0 | 0 |  | 0 | 2 | 12 | 3 | 0 | $\square$ | 01 | 17 | 4 | 21 | 4 | 0 | 13 | 31 | 0 | 26 | 0 | 0 | 20 | 16 | 0 | 0 |  |  |
| 3:5-3:30 | 31 |  | 0 | 0 | 0 | \% | 0 |  | 1. | 2 | 7 | 7 | : | 0 | 0 | 23 | 1 | 0 | 0. | 0 | 11 | 0 | 0. | 12 | 0 |  | 22 | 15 |  |  |  |  |
| 330-3:45 | 3 3 | \| |  | D |  | O | 0 |  | 7 | 0 | 7 | 3 | 0 | - 0 | 0. | $\underline{27}$ | 2 | 0 | 0 | 0 | 9 | 1 | 0 | 12 | 0 | - 0 | 35 | 97 | 1 | O) | 01 |  |
| 8:5,9:00 | , | 0 ) | 5 | 0 | 0 | 1 | 0 |  | 4 | 3. | - | 7 | 0 | - 0 | 0. | 30 | 3 | 01 | 3. |  | 9 | 0 | 0 | 15 | 0 | 0 | 29 | 4 | 2 | 0 | 0 | $\stackrel{45}{50}$ |
| 900-015 | 2 | 0. | 3 | 0. | O] | 0 | 0 |  | 3 | 2 | 23 |  | 0 | ¢ | 0 | $\bigcirc 34$ | 1 | $2]$ | 1 | 2 | 7 | 0 | 01 | 13 | 1 | 0 | 29 | 9 | 1 | 0. | - 01 | 50 |
| 935.830 |  | - 0 | 0 | 0 | 0 | 0 | 0 |  | 2 | ! | 2 | S | 7 | 0 | 0 | $\bigcirc \quad 30$ | 2 | 01 | 5. | 0 | 8 | , | C | 16 | 0 | 0 | 34 | 15 | 3 | 2 | - 0 | 54 |
| -30.0.45 |  | 1 |  | 0 | Of | 0 | 0 | 2 | 0 | 0. | 3 | 4 | 0 | 0 | 01 | , 17 | 0 | 0 | 0. | 0 | 5 |  | 0 | 7 | 0 | 0 | 32 | 18 | 0 | 9 | 0 |  |
| 345-8009 |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 3 | 0 | 7 | 3 | 0 | 0 | 0 | 15 | 1 | 0. | 0 | 9 | 4 | O | 0 | 5 | 1 | 0 | 22 | 14 | , | O1 | - 0 |  |
| $1090-10.15$ |  | 0 | 2 | 0. | 0 | 0 | 6 | 3 | 1 | 4 | 6 | 6 | 0 | 0 | 0. | 27 | 1 | $1)$ | 1 | 0 | 6 | 2 | 9 | 11 | 0 | 0 | 27 | 13 | 1 | , | - 0 | 42 |
| 10.15-1030 | 0 | 0 | 0 | 3 | 0 | 0 | 0. |  | 2 |  | 6 | 5 | 0 | 0 | 01 | 14 | 0 | 01 | 0 |  | 7 | 2 | 0 | 9 | 0 | 0 | 22 | 12 | 1 | 31 | 0 | 38 |
| 10.30-1045 |  | ) |  | 0 | 1 | \% | 0 | 4 | 4 | 0 | 2 | 5 | 0 | 0 | 0 | 12 | 0 | 01 | $0!$ | 0 | 4 | 1 | 0. | 55 | 1 | 0 | 18 | 8 | , | 0. | [ 0 | 28 |
| 1045-1109 |  | 0 | 0 | 0 | 0 | 0 | 0. | 1 | 3 | 7 | 4 | 8 | 0 | 0 | 01 | 24 | 0 | 01 | 2 | 9 | 5 | 2 | 0 | ¢ 9 | 1 | 0 | 14 | 7 | 0 | 9 | - 0 |  |
| 1100-11.15 | ] | 0. | 0 | 0 | 0 | 0 | 0. | 1 | 2 | 1 | 14 | 1 | $2]$ | 0 | 01 | 30 | 2 | 3 3) | 0 | 0 | 4 | I | 0 | 58 | 0 | 0 | 18 | 5 | 2 | 0 | , |  |
| $1115 \cdot 13$ | 0 | 0 | 0 | 0 | 0 | 0. | 0 | Of | : | 0 | 3 | 3 | 0 | 0 | 0. | 21 | 0 | 0 | 1 | 0 | 3 | $2)$ | 0 | $\bigcirc$ | 1 | 0 | 13 | 7 | 0 | 2 | 0. | 23 |
| 1130-1445 |  |  |  | 0 |  |  | 0 |  | 2 |  |  | 4 | 1 | 0 | O) | - 15 | 1 | 0 | 0 |  | 1 | . | 0. |  | 0 | 0 | 15 | 5 | 01 | 9 | 01 |  |
| 1145-1200 |  |  |  |  |  |  |  |  | 5 |  |  | \% | 2 | 9 | 01 | $\cdots 32$ | 2 | 0 | $1)$ | 0 | 2 | 0 | 0 | - 5 | 1 | 0 | 12 | 3 |  | 9 | 0 |  |


| Time | $\operatorname{Leg} 1$ |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Total | Left |  | Thru |  | Right |  | U-tum | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ | Left |  | Thru |  | Right |  | U-turn | Leg |
|  | 2 | 2 H | , | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  | 4 | 4H | 1 | 1H | 2 | 2 H |  |  | 1 | 1H | 2 | 2 H | 3 | 3 H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heany | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | L | - | L | 0 |  |  |  |  | 0 |  |  |  | 1 | 0 |  | 11 |  |  | 0 |  | 4 |  | 0 |  | 0 |  |  |  |  |  |  |  |
| 12:15-12:30 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |  | 3 |  | 13 | 3 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |  | 0 | 0 | 21 | 5 | 0 | 2 | 0 | 28 |
| 12:30-12:45 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 15 | 4 | 2 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |  | 0 | 0 | 15 | 8 | 0 | 1 | 0 | 24 |
| 12:45-13:00 | 1 | 0 | , | 0 | 1 | 0 | 0 | 2 | 1 | 2 | 16 | 3 | 0 | 0 | 0 | 22 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |  | 3 | 0 | 18 | 5 | 0 | 0 | 0 |  |
| 13:00-13:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 9 | 5 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 4 |  | 0 |  | 0 | 0 | 15 | 3 |  | 0 |  |  |
| 13:15-13:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 5 | 3 | 24 | 11 | 0 | 0 | 0 | 43 |  | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 8 | 4 | 0 | 0 | 0 |  |
| 13:30-13:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 20 | 3 | 0 | 0 | 0 | 26 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 10 | 6 | 0 | 0 | 0 |  |
| 13:45-14:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 11 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 12 | 7 | 0 | 1 | 0 |  |
| 14:00-14:15 |  | 0 | 1 | 0 |  | 0 | 0 | 3 | 4 | 0 | 23 | 6 | 1 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | , | 0 |  | 0 | 0 | 10 | 7 | 2 | 0 |  |  |
| 14:15-14:30 |  | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 12 | 3 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 1 | 0 | 5 | 6 | 0 | 0 |  |  |
| 14:30-14:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 13 | 3 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 3 | 3 | 0 |  | 0 | 0 | 20 | 3 | 0 | 0 | 0 |  |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 | 1 | 23 | 4 | 3 | 0 | 0 | 38 | 0 |  | 0 | 0 | 1 | 2 | 0 | 4 | 0 | 0 | 17 | 4 | 1 |  |  |  |
| 15:00-15:15 |  | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 26 | 4 | 3 | 1 | 0 | 36 | 3 | 2 | 0 | 0 | 1 | 0 | 0 |  | 0 | 0 | 17 | 2 | 1 | 2 | 0 |  |
| 15:15-15:30 |  | 0 | 5 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 36 | 5 | 0 | 0 | 0 | 44 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |  | 0 | 1 | 26 | 4 |  | 0 |  |  |
| 15:30-15:45 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 8 | 11 | 0 | 19 | 2 | 1 | 0 | 0 | 33 | 2 | 1 | 3 | 0 | 9 | 0 | 0 | 15 | 0 | 0 | 20 | 2 | 0 | 1 | 0 |  |
| 15:45-16:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 22 | 3 | 3 | 0 | 0 | 30 | 2 |  | 1 | 1 | 2 |  | 0 | 8 | 0 | 0 | 13 | 3 | 1 | 1 | 0 |  |
| 16:00-16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 3 | 2 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 9 | 4 | 1 | 1 | 0 |  |
| 16:15-16:30 |  | 1 | 3 | 1 |  | 0 | 0 | 10 | 14 | 0 | 21 | 2 | 2 | 0 | 0 | 39 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 17 | 2 | 2 |  |  |  |
| 16:30-16:45 |  | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 26 | 3 | 6 | 0 | 0 | 42 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 4 | 0 | 0 | 25 | 4 | 4 | 2 | 0 | 35 |
| 16:45-17:00 | 0 | 1 | 0 | 0 | , | 1 | 0 | 3 | 13 | 1 | 42 | 4 | 4 | 0 | 0 | 64 | 1 | 0 | 3 | 0 | 7 | 1 | 0 | 12 | 0 | 0 | 11 | 2 | 1 | 0 | 0 |  |
| 17:00-17:15 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 24 | 2 | 4 | 1 | 0 | 41 | 0 | 0 | 0 | 0 | 3 | , | 0 | 3 | 0 | 0 | 19 | 2 | 4 | 0 | 0 |  |
| 17:15-17:30 |  | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 26 | 2 | 2 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | $\frac{2}{5}$ | 0 | 0 | 14 | 1 | 1 | 0 | 0 | $\frac{16}{23}$ |
| 17:30-17:45 |  | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 23 | 0 | 6 | 0 | 0 | 34 | 0 | 0 | 2 |  | 2 | 0 | 0 |  | 0 | 0 | 17 | 5 | 1 | 0 |  |  |
| 17:45-18:00 |  | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 0 | 36 | 3 | 9 | 0 | 0 | 65 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |  | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 11 |
| Total: | 72 | 5 | 37 | 6 | 16 | 3 | 0 | 139 | 173 | 38 | 834 | 204 | 64 | 6 | 0 | 1319 | 38 | 26 | 37 | 4 | 325 | 51 | 0 | 481 | 10 | 1 | 902 | 397 | 43 | 27 | 0 | 1380 |
| Peak Count: |  | 5 |  |  | 6 |  | 0 | 23 |  | 5 |  | 29 |  | 2 | 0 | 186 | 12 |  |  |  | 29 |  | 0 | 127 | 3 |  | 19 |  |  | 6 | 0 | 202 |
|  |  | 08:30 | 08:00 to | 09:00 | 14:00 to 1 | 15:00 | $\begin{aligned} & 06: 00 \text { to } \\ & 07: 00 \end{aligned}$ | $\begin{aligned} & \text { 08:00 to } \\ & 09: 00 \end{aligned}$ | 16:15 to | 17:15 | 16:30 to | 17:30 | 17:00 to | 18:00 | $\begin{aligned} & 06: 00 \text { to } \\ & 07: 00 \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { 16:15 to } \\ \text { 17:15 } \\ \hline \end{array}$ | 15:00 to | 16:00 | 15:30 to | 16:30 | 10:00 to | 11:00 | $\begin{aligned} & 06: 00 \text { to } \\ & \text { 07:00 } \end{aligned}$ | $\begin{array}{\|l\|} \hline 06: 15 \text { to } \\ 07: 15 \end{array}$ | 10:30 to | 11:30 | 08:30 to | 09:30 | 16:15 to | 17:15 | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \end{array}$ | $\begin{array}{\|l\|} \hline 08: 30 \text { to } \\ 09: 30 \end{array}$ |

Queensland Government Department of
Main Roads

LOCATION: Gladstone Mt Larcom Road and Landing Road
ROAD No: 181 (Int. 1997 @ Tdist. 15.472)
DATE: Tue, 12/06/07
TIME: 06:00-18:00

Leg 1
Landing Road
(to Fishermans Landing)


| Time | Leg 1 |  |  |  |  |  | Leg 2 |  |  |  |  |  | Leg 3 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Right |  | $\begin{gathered} \hline \text { U-turn } \\ \hline A l l \\ \hline \end{gathered}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Thru |  | Right |  | $\begin{gathered} \hline \text { U-turn } \\ \hline A l l \\ \hline \end{gathered}$ | Leg Total |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  | Light | Heavy | Light | Heavy |  |  |
| 6:00-6:15 | 4 | 1 | 0 | 0 |  | 5 | 14 | 1 | 18 | 1 |  | 34 | 3 | 0 | 29 | 6 |  |  |
| 6:15-6:30 | 2 | 0 | 0 | 0 |  | 2 | 16 | 0 | 23 | 2 |  | 41 | 0 | 1 | 34 | 5 |  | 40 |
| 6:30-6:45 | 5 | 0 | 1 | 0 |  | 6 | 18 | 8 | 20 | 3 |  | 49 | 0 | 0 | 36 | 8 |  | 44 |
| 6:45-7:00 | 0 | 4 | 0 | 0 |  | 4 | 12 | 3 | 12 | 2 |  | 29 | 0 | 0 | 31 | 7 |  | 38 |
| 7:00-7:15 | 2 | 1 | 0 | 0 |  | 3 | 17 | 3 | 9 | 4 |  | 33 | 0 | 1 | 25 | 5 |  | 31 |
| 7:15-7:30 | 0 | 2 | 0 | 0 |  | 2 | 21 | 5 | 11 | 0 |  | 37 | 1 | 1 | 30 | 5 |  | 37 |
| 7:30-7:45 | 2 | 1 | 0 | 0 |  | 3 | 18 | 13 | 8 | 0 |  | 39 | 0 | 1 | 38 | 7 |  | 46 |
| 7:45-8:00 | 1 | 1 | 0 | 0 |  | 2 | 13 | 4 | 5 | 2 |  | 24 | 1 | 0 | 48 | 11 |  | 60 |
| 8:00-8:15 | 4 | 4 | 1 | 1 |  | 10 | 29 | 9 | 4 | 1 |  | 43 | 0 | 0 | 32 | 12 |  | 44 |
| 8:15-8:30 | 4 | 1 | 0 | 0 |  | 5 | 16 | 11 | 9 | 8 |  | 44 | 0 | 0 | 35 | 5 |  | 40 |
| 8:30-8:45 | 2 | 2 | 0 | 1 |  | 5 | 23 | 16 | 2 | 4 |  | 45 | 0 | 1 | 32 | 9 |  | 42 |
| 8:45-9:00 | 4 | 2 | 0 | 0 |  | 6 | 21 | 6 | 4 | 1 |  | 32 | 0 | 1 | 24 | 7 |  | 32 |
| 9:00-9:15 | 3 | 1 | 2 | 5 |  | 11 | 18 | 9 | 4 | 4 |  | 35 | 0 | 0 | 32 | 5 |  | 37 |
| 9:15-9:30 | 4 | 0 | 0 | 4 |  | 8 | 19 | 8 | 14 | 4 |  | 45 | 0 | 0 | 33 | 9 |  | 42 |
| 9:30-9:45 | 7 | 0 | 1 | 3 |  | 11 | 24 | 5 | 10 | 2 |  | 41 | 0 | 1 | 46 | 15 |  | 62 |
| 9:45-10:00 | 5 | 2 | 1 | 2 |  | 10 | 22 | 5 | 8 | 4 |  | 39 | 0 | 1 | 40 | 13 |  | 54 |
| 10:00-10:15 | 3 | 2 | 1 | 0 |  | 6 | 28 | 10 | 6 | 4 |  | 48 | 0 | 0 | 32 | 7 |  | 39 |
| 10:15-10:30 | 3 | 3 | 0 | 0 |  | 6 | 25 | 6 | 11 | 3 |  | 45 | 0 | 1 | 40 | 9 |  | 50 |
| 10:30-10:45 | 5 | 1 | 3 | 1 |  | 10 | 22 | 10 | 8 | 5 |  | 45 | 1 | 0 | 19 | 7 |  | 27 |
| 10:45-11:00 | 8 | 4 | 1 | 0 |  | 13 | 21 | 8 | 5 | 2 |  | 36 | 1 | 0 | 15 | 17 |  | 33 |
| 11:00-11:15 | 2 | 1 | 0 | 0 |  | 3 | 37 | 12 | 2 | 4 |  | 55 | 0 | 0 | 25 | 5 |  | 30 |
| 11:15-11:30 | 2 | 6 | 1 | 1 |  | 10 | 38 | 8 | 5 | 2 |  | 53 | 0 | 1 | 21 | 13 |  | 35 |
| 11:30-11:45 | 2 | 2 | 0 | 2 |  | 6 | 28 | 7 | 4 | 0 |  | 39 | 0 | 2 | 17 | 8 |  | 27 |
| 11:45-12:00 | 1 | 2 | 3 | 0 |  | 6 | 27 | 7 | 6 | 1 |  | 41 | 0 | 0 | 23 | 5 |  | 28 |


| Time | Leg 1 |  |  |  |  |  | Leg 2 |  |  |  |  |  | Leg 3 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | U-turn | LegTotal | Left |  | Right |  | $\frac{\text { U-turn }}{A l l}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Thru |  | Right |  | $\begin{gathered} \hline \text { U-turn } \\ \hline A / I \\ \hline \end{gathered}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  | Light | Heavy | Light | Heavy |  |  |
| 12:00-12:15 | 5 | 1 | 0 | 0 |  | 6 | 28 | 7 | 4 | 1 |  | 40 | 3 | 0 | 12 | 10 |  | 25 |
| 12:15-12:30 | 3 | 1 | 1 | 0 |  | 5 | 22 | 7 | 3 | 0 |  | 32 | 0 | 1 | 13 | 7 |  | 21 |
| 12:30-12:45 | 3 | 0 | 0 | 1 |  | 4 | 29 | 8 | 2 | 2 |  | 41 | 0 | 0 | 24 | 16 |  | 40 |
| 12:45-13:00 | 3 | 1 | 1 | 2 |  | 7 | 22 | 9 | 11 | 2 |  | 44 | 2 | 1 | 21 | 9 |  | 33 |
| 13:00-13:15 | 0 | 2 | 1 | 0 |  | 3 | 23 | 6 | 8 | 4 |  | 41 | 0 | 0 | 14 | 10 |  | 24 |
| 13:15-13:30 | 3 | 3 | 0 | 2 |  | 8 | 30 | 14 | 6 | 3 |  | 53 | 0 | 1 | 25 | 15 |  | 41 |
| 13:30-13:45 | 6 | 5 | 0 | 0 |  | 11 | 31 | 16 | 11 | 1 |  | 59 | 0 | 0 | 19 | 7 |  | 26 |
| 13:45-14:00 | 3 | 3 | 0 | 0 |  | 6 | 25 | 10 | 8 | 5 |  | 48 | 0 | 0 | 13 | 7 |  | 20 |
| 14:00-14:15 | 6 | 1 | 0 | 0 |  | 7 | 24 | 8 | 6 | 2 |  | 40 | 0 | 1 | 27 | 10 |  | 38 |
| 14:15-14:30 | 3 | 2 | 0 | 1 |  | 6 | 22 | 6 | 3 | 1 |  | 32 | 1 | 1 | 16 | 5 |  | 23 |
| 14:30-14:45 | 8 | 3 | 1 | 0 |  | 12 | 28 | 8 | 0 | 1 |  | 37 | 0 | 0 | 18 | 7 |  | 25 |
| 14:45-15:00 | 4 | 1 | 1 | 0 |  | 6 | 29 | 8 | 3 | 1 |  | 41 | 0 | 2 | 22 | 6 |  | 30 |
| 15:00-15:15 | 11 | 1 | 0 | 2 |  | 14 | 32 | 7 | 8 | 1 |  | 48 | 2 | 0 | 19 | 6 |  | 27 |
| 15:15-15:30 | 20 | 4 | 1 | 0 |  | 25 | 34 | 6 | 6 | 2 |  | 48 | 1 | 1 | 20 | 8 |  | 30 |
| 15:30-15:45 | 13 | 0 | 0 | 1 |  | 14 | 28 | 10 | 4 | 3 |  | 45 | 0 | 0 | 15 | 10 |  | 25 |
| 15:45-16:00 | 6 | 3 | 0 | 3 |  | 12 | 47 | 10 | 3 | 3 |  | 63 | 0 | 1 | 36 | 14 |  | 51 |
| 16:00-16:15 | 10 | 0 | 0 | 1 |  | 11 | 30 | 8 | 2 | 3 |  | 43 | 0 | 0 | 26 | 9 |  | 35 |
| 16:15-16:30 | 15 | 3 | 2 | 0 |  | 20 | 36 | 15 | 5 | 4 |  | 60 | 0 | 0 | 26 | 7 |  | 33 |
| 16:30-16:45 | 13 | 5 | 1 | 2 |  | 21 | 33 | 10 | 3 | 1 |  | 47 | 0 | 0 | 15 | 9 |  | 24 |
| 16:45-17:00 | 9 | 4 | 0 | 0 |  | 13 | 34 | 16 | 2 | 3 |  | 55 | 0 | 0 | 19 | 8 |  | 27 |
| 17:00-17:15 | 3 | 2 | 0 | 0 |  | 5 | 62 | 35 | 1 | 1 |  | 99 | 1 | 1 | 25 | 4 |  | 31 |
| 17:15-17:30 | 4 | 2 | 0 | 0 |  | 6 | 36 | 8 | 6 | 1 |  | 51 | 0 | 1 | 21 | 2 |  | 24 |
| 17:30-17:45 | 6 | 3 | 2 | 1 |  | 12 | 29 | 5 | 7 | 1 |  | 42 | 0 | 0 | 22 | 3 |  | 25 |
| 17:45-18:00 | 5 | 4 | 0 | 0 |  | 9 | 21 | 4 | 3 | 0 |  | 28 | 0 | 0 | 19 | 2 |  | 21 |
| Total: | 237 | 97 | 26 | 36 | 0 | 396 | 1262 | 415 | 323 | 109 | 0 | 2109 | 17 | 23 | 1224 | 391 | 0 | 1655 |
| Peak Count: | 50 | 14 | 5 | 14 | 0 | 65 | 165 | 76 | 73 | 17 | 0 | 261 | 5 | 4 | 158 | 50 | 0 | 205 |
| Peak Hour: | $\begin{array}{\|l\|} \hline 15: 00 \text { to } \\ 16: 00 \\ \hline \end{array}$ | $\begin{aligned} & \hline 16: 15 \text { to } \\ & 17: 15 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 09: 45 \text { to } \\ 10: 45 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 09: 00 \text { to } \\ \text { 10:00 } \\ \hline \end{array}$ | $\begin{aligned} & \text { 06:00 to } \\ & 07: 00 \end{aligned}$ | $\begin{array}{\|l\|} \hline 15: 00 \text { to } \\ 16: 00 \\ \hline \end{array}$ | $\begin{aligned} & 16: 15 \text { to } \\ & 17: 15 \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 16: 15 \text { to } \\ & 17: 15 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { 06:00 to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{aligned} & \hline 08: 15 \text { to } \\ & 09: 15 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{aligned} & \hline 16: 15 \text { to } \\ & 17: 15 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|l} 12: 00 & \text { to } \\ 13: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 14: 00 \text { to } \\ 15: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 09: 30 \text { to } \\ \text { 10:30 } \\ \hline \end{array}$ | $\begin{aligned} & 12: 30 \text { to } \\ & 13: 30 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 09: 30 \text { to } \\ \text { 10:30 } \\ \hline \end{array}$ |

LOCATION: Intersection Of Gladstone-Mt Larcom Rd \& Targinie Rd
ROAD No: 181 ( Int 1736 @ Tdist 19.42km )
DATE: Tue, 07/03/06
TIME: 06:00-18:00

Leg 1
Yarwun-Targinie Rd
to Targinie

to Yarwun

| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  |  | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | Leg <br> Total |
|  | 2 | 2H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  | 4 | 4H | 1 | 1H | 2 | 2H |  |  | 1 | 1H | 2 | 2 H | 3 | 3H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 6:00-6:15 | 3 | 0 | 0 |  | 0 | 0 | 0 |  | 1 |  | 4 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 19 | 0 |  | 29 | 15 | 2 | 0 | 0 | 46 |
| 6:15-6:30 | 3 | 0 |  | 0 | 0 | , | 0 | 4 | 1 | 0 | 18 | 7 | 0 | 0 | 0 | 26 |  | 2 | 0 | 0 | 31 | 0 | 0 | 34 | 0 | 0 | 28 | 17 | 3 | 0 | 0 | 48 |
| 6:30-6:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 16 | 4 | 0 | 0 | 0 | 21 | 3 | 1 | 4 | 0 | 35 | 0 | 0 | 43 | 0 | 0 | 30 | 16 | 0 | 0 | 0 | 46 |
| 6:45-7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 4 | 0 | 0 | 0 | 16 | 1 | 4 | 0 | 0 | 18 | 3 | 0 | 26 | 0 | 0 | 23 | 17 | 0 | 0 | 0 | 40 |
| 7:00-7:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 11 | 1 | 0 |  | 0 | 14 | 1 | 2 | 0 | 0 | 16 | 5 | 0 | 24 | 0 | 0 | 18 | 11 | 0 | 0 | 0 | 29 |
| 7:15-7:30 | 2 | 0 | , | 0 | 0 | , | 0 | 2 | 5 | 1 | 16 | 2 | 1 |  | 0 | 26 | 0 | 1 | 1 | 0 | 15 |  | 0 | 18 | 0 | 0 | 17 | 8 | 0 | 1 | 0 | 26 |
| 7:30-7:45 | 6 | 0 | , | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 11 | 7 | 3 |  | 0 | 23 | 0 | 0 | 0 | 0 | 17 |  | 0 | 19 | 0 | 0 | 19 | 15 |  | 0 | 0 | 35 |
| 7:45-8:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 18 | 8 | 1 | 0 | 0 | 30 | 0 | 1 | 1 | 0 | 18 | 0 | 0 | 20 | 0 | 0 | 23 | 17 | 2 | 2 | 0 | 44 |
| 8:00-8:15 | 4 | 0 | 2 |  | 0 | 0 | 0 |  | 0 | 2 | 12 |  | 0 |  | 0 | 17 | 4 | 2 | 1 | 0 | 16 |  | 0 | 26 | 0 | 0 | 20 | 16 | 0 | 0 |  | 36 |
| 8:15-8:30 | 3 | 1 | 0 | 0 | , | 0 | 0 | 4 | 1 | 2 | 17 | 7 | 1 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 12 | 0 | 0 | 22 | 15 | 0 | 1 | 0 | 38 |
| 8:30-8:45 | 3 | 0 |  | 0 | 1 | 0 | 0 | 5 | 7 | 0 | 17 | 3 | 0 | , | 0 | 27 | 2 | 0 | 0 | 0 | 9 | , | 0 | 12 | 0 | 0 | 35 | 17 | 1 | 0 | 0 | 53 |
| 8:45-9:00 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 7 | 4 | 3 | 16 | 7 | 0 | 0 | 0 | 30 | 3 | 0 | 3 | 0 | 9 | 0 | 0 | 15 | 0 | 0 | 29 | 14 | 2 | 0 | 0 | 45 |
| 9:00-9:15 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 23 | 6 | 0 |  | 0 | 34 | 1 | 2 | 1 | 2 | 7 | 0 | 0 | 13 | 1 | 0 | 29 | 19 | 1 | 0 |  |  |
| 9:15-9:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 20 | 6 | 1 | 0 | 0 | 30 | 2 | 0 | 5 | 0 | 8 | 1 | 0 | 16 | 0 | 0 | 34 | 15 |  | 2 | 0 | 54 |
| 9:30-9:45 | , | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 32 | 18 | , | 0 | 0 | 50 |
| 9:45-10:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 11 | 3 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | , | 0 | 0 | 5 | 1 | 0 | 22 | 14 | 0 | 0 | 0 | 37 |
| 10:00-10:15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 16 | 6 | , | 0 | 0 | 27 | 1 | 1 | 1 | 0 | 6 | 2 | 0 | 11 | 0 | 0 | 27 | 13 | 1 | 1 | 0 | 42 |
| 10:15-10:30 | 0 | 0 | 0 |  | - | 0 | 0 | 1 | 2 |  | 6 | 5 | 0 |  | 0 | 14 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 22 | 12 | 1 | 3 | 0 | 38 |
| 10:30-10:45 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 4 | 1 | 0 | 12 | 5 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 18 | 8 | 1 | 0 | 0 | 28 |
| 10:45-11:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 14 | 8 | 0 | , | 0 | 24 | 0 | 0 | 2 | 0 | 5 | 2 | 0 | 9 | 1 | 0 | 14 | 7 | 0 | 0 | , | 22 |
| 11:00-11:15 | 1 | 0 | 0 | 0 | 0 | 0 | , | 1 | 2 | 1 | 14 | 11 | 2 | , | 0 | 30 | 2 | 1 | 0 | 0 | 4 | 1 | 0 | 8 | 0 | , | 18 | 5 | 2 | 0 |  | 25 |
| 11:15-11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 14 | 6 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 6 | 1 | 0 | 13 | 7 | 0 | 2 | 0 | 23 |
| 11:30-11:45 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 2 |  |  | 4 | , | , | 0 | 15 | 1 | 0 | 0 | 0 | 1 | , | 0 | 6 | 0 | 0 | 15 | 6 | , | 0 | 0 | 21 |
| 11:45-12:00 | 0 | 0 | 0 |  | 0 |  | 0 | 0 |  |  | 18 | 6 | 2 | 0 | 0 | 32 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 5 |  |  | 12 | 3 | 1 | 0 | 0 | 17 |




14．Queensland Government

| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ${ }_{2}$ | ${ }_{2 H}$ |  | ${ }_{3}{ }^{\text {H }}$ | ${ }_{4}{ }^{\text {Righ }}$ | ${ }_{4 \text { H／}}$ |  | $\underset{\substack{\text { Leg } \\ \text { Total }}}{\text { at }}$ | 3 | ${ }_{3}$ | ${ }_{4}$ Trra | ${ }_{4}$ | 1 | ${ }_{1}{ }^{\text {H }}$ |  | $\underset{\substack{\text { Leg } \\ \text { Toala }}}{ }$ | ${ }_{4}$ | ${ }_{4}$ | 1 | ${ }_{1 H}$ | 2 | ${ }^{2 H}$ |  | $\underset{\substack{\text { Leg } \\ \text { Toal }}}{ }$ | 1 | ${ }^{1}+$ | 2 | ${ }_{2}{ }^{\text {H }}$ | $3^{\text {Rig }}$ | ${ }_{3}$ |  | $\underset{\text { Leg }}{\substack{\text { Logal }}}$ |
|  | Light | Heary | Light | Heary | Light | Heavy | All |  | 4 | Heary ${ }_{3}$ | ${ }_{\text {Light }}^{\text {Lit }}$ | Heavy | Light | Heary | All |  | ${ }_{\text {Light }}$ | Heary | ${ }_{\text {Light }}^{\text {Le }}$ | Heavy | Light | Heary | All |  | Light | Heavy | ${ }_{\text {Light }}^{\text {Le }}$ | Heavy | ${ }_{\text {Light }}$ | Heary | ${ }^{\text {AII }}$ |  |
|  |  |  | ${ }_{26}{ }^{9}$ |  |  |  |  | ${ }_{38}^{21}$ |  |  |  |  |  |  |  | ${ }^{56}$ |  |  | ${ }_{73}^{59}$ |  |  |  |  | ${ }_{83}^{83}$ | ${ }_{63}{ }^{4}$ |  |  |  |  |  |  |  |
| 6：30－6：45 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }^{87}$ |  |  |  |  | ${ }^{116}$ | 73 |  |  |  |  |  |  |  |
| 6：45－7：00 |  |  |  |  |  |  |  | ${ }_{47}$ |  |  | ${ }_{13}$ |  |  |  |  | ${ }_{24}^{24}$ | ${ }^{21}$ |  | ${ }^{137}$ |  | 11 |  |  |  | ${ }^{105}$ |  |  |  |  |  |  |  |
|  |  |  | ${ }_{32}^{46}$ |  |  |  |  | 74 51 |  |  | ${ }_{7}$ |  |  |  |  | 22 <br> 13 | $\stackrel{4}{14}$ |  | ${ }_{\substack{151 \\ 125}}$ | $\stackrel{20}{13}$ |  |  |  | 188 160 18 | 41 |  |  |  |  |  |  |  |
| ${ }^{7} 730$－7：45 |  |  |  |  |  |  |  | ${ }^{69}$ |  |  | 14 |  |  |  |  | 17 | 2 |  | ${ }^{112}$ |  |  |  |  | 140 | 50 |  | 76 |  | ${ }^{24}$ |  |  |  |
| $7.45 \cdot 8.00$ <br> $8.00-8.15$ |  |  | ${ }_{49}^{59}$ |  |  |  |  | $\begin{array}{r}103 \\ \\ \\ \\ \hline\end{array}$ |  |  | ${ }_{3}^{21}$ |  | 16 |  |  | 年 | ${ }^{25}$ |  | ${ }_{2}^{219}$ |  | 16 |  |  | ${ }_{281}^{281}$ | ${ }_{\text {I }}^{136}$ |  |  |  | 90 |  |  |  |
| 8：15－8：30 | 8 |  | 53 | 5 | ${ }^{24}$ |  |  | ${ }_{92}$ |  |  | ${ }^{34}$ |  | ${ }^{25}$ |  |  | 61 | 13 |  | 180 |  | － |  |  | ${ }_{209}^{209}$ | ${ }_{1}^{122}$ |  | ${ }_{153}$ |  | ${ }_{78}$ |  |  |  |
| ${ }^{8.300 \cdot 8.45}$ |  |  | 60 | ${ }^{8}$ | ${ }^{37}$ |  |  | 114 |  |  | ${ }^{36}$ |  | 17 |  |  | 59 | 18 |  |  |  |  |  |  | ${ }^{244}$ |  |  |  |  |  |  |  |  |
| ｜e．tis．900 | 10 |  | ${ }^{79}$ |  | ${ }_{48}^{48}$ |  |  | $\begin{array}{r}143 \\ 174 \\ \hline\end{array}$ |  |  |  |  | ${ }_{14}^{14}$ |  |  | ${ }^{68}$ | $\frac{14}{12}$ |  | 134 108 108 | 14 |  |  |  |  |  |  | ${ }^{109}$ |  | ， |  |  |  |
| 0：175－9．30 | ${ }^{21}$ |  | 114 | ＋ 16 |  |  |  | ${ }^{220}$ |  |  | ${ }_{56}$ |  | ${ }^{26}$ |  |  | ${ }_{91}$ | ${ }^{12}$ |  | ${ }_{103}$ | ${ }_{17}$ | 14 |  |  | ${ }_{1}^{154}$ | 60 |  | ${ }_{78}$ |  |  |  |  |  |
| ${ }^{\text {9．30－9．945 }}$ | 12 |  | 70 |  | ${ }_{56}$ |  |  | ${ }_{152}$ |  |  | ${ }_{39}$ |  | ${ }^{13}$ |  |  | ${ }_{59}$ | 10 |  | ${ }_{53}$ | 5 | 10 |  |  | ${ }_{78}$ | 2 |  | 58 |  | 20 |  |  |  |
|  | ${ }_{1}^{13}$ |  | ${ }_{48}^{49}$ |  | ${ }_{41}^{49}$ |  |  | ${ }^{122}$ |  |  | ${ }_{18}$ |  | ${ }^{-6}$ |  |  | ${ }_{38}^{38}$ | ${ }_{8}^{14}$ |  | ${ }_{60}^{78}$ |  |  |  |  |  | 51 |  | 析 |  | ${ }_{28}$ |  |  |  |
| （10．15－1．30 | ${ }^{5}$ |  | 64 60 6 |  | ${ }_{5}^{36}$ |  |  | ＋187 |  |  | ${ }_{18}^{18}$ |  |  |  |  | 34 34 4 4 | 5 |  |  | ${ }_{14}^{14}$ |  |  |  | $\begin{array}{r}88 \\ \hline 88 \\ \hline 88 \\ \hline\end{array}$ |  |  | 兂 |  | ${ }_{23}^{28}$ |  |  |  |
|  | ${ }^{10}$ |  | ${ }^{60} 71$ |  |  |  |  | 197 <br> 139 |  |  | ${ }_{48}^{16}$ |  |  |  |  | 5 |  |  | 58 50 | ${ }^{16}$ |  |  |  |  |  |  | 65 |  | ${ }_{20}^{26}$ |  |  |  |
| ｜lition－1：15 |  |  |  |  |  |  |  | ${ }^{119}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{20}^{20}$ |  |  |  |
| 11：30－11：45 |  |  |  |  |  |  |  | ${ }_{1}^{1158}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{61}^{61}$ |  |  | ${ }_{70}$ |  |  |  |  |  |

14 Queensland Government

|  | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru ${ }^{\text {Leg }}$ |  | Right |  | U-turn | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ | Left |  |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{gathered} \text { Leg } \\ \text { Total } \end{gathered}$ |
|  | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{3}{\text { Light }}$ | ${ }_{\text {Heary }}^{\text {3H }}$ | $\stackrel{4}{\text { Light }}$ | $\stackrel{4 \mathrm{H}}{\text { Heavy }}$ |  |  | 4 |  | $\stackrel{3 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{4}{\text { Light }}$ | $\stackrel{4 \mathrm{H}}{\text { Heavy }}$ | $\frac{1}{\text { Light }}$ | $\frac{1 H}{\text { Heavy }}$ |  |  | $\stackrel{4}{\text { Light }}$ | $\stackrel{4 \mathrm{H}}{\text { Heavy }}$ | $\frac{1}{\text { Light }}$ | $\frac{1 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{~L}}{\text { Heavy }}$ | All |  | $\frac{1}{\text { Light }}$ | $\frac{1 H}{\text { Heavy }}$ | $\stackrel{2}{\text { Light }}$ | $\stackrel{2 \mathrm{H}}{\text { Heavy }}$ | $\stackrel{3}{\text { Light }}$ | ${ }_{\text {Heavy }}^{\text {3H }}$ |  |  |
| 12:00-12:15 |  |  |  |  |  |  |  | 137 |  |  |  |  |  | ${ }_{11}$ |  |  |  | ${ }_{44}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12:15-12:30 |  |  | 74 |  | 36 |  |  | 122 |  |  |  |  |  |  |  |  |  |  |  |  |  | 14 |  |  |  | 4 |  | 50 |  |  |  |  |  |
| 12:30-12:45 | 6 | 0 | 109 | 9 | 33 |  |  | 158 |  | 7 | 0 | 22 | 0 | 4 |  |  | 34 | 52 |  | 48 |  | 19 |  |  | 122 | 6 |  | 46 |  |  | 0 |  | 56 |
| 12:45-13:00 | 10 | 0 | 80 |  | 58 |  |  | 155 |  | 3 | 0 | 43 | 1 | 10 | 0 |  | 57 | 58 | 2 | 51 |  | 22 |  |  | 134 | 10 |  | 63 |  |  | 0 |  |  |
| 13:00-13:15 | 10 |  | 73 |  |  |  |  | 106 |  |  |  | 43 |  | 18 |  |  | 67 |  |  |  |  |  |  |  | 93 | 10 |  | 51 |  |  |  |  |  |
| 13:15-13:30 | 12 |  | 67 |  |  |  |  | 140 |  | 2 |  |  |  | 14 |  |  | 56 |  | 0 | 55 |  | 24 |  |  | 134 | 10 |  | 56 |  |  |  |  |  |
| 13:30-13:45 | 4 |  | 84 | 15 | ${ }^{35}$ |  |  | 138 110 |  | 1 |  | ${ }_{36} 36$ | 1 | 13 | 0 |  | $\stackrel{51}{46}$ | ${ }_{6}^{64}$ | 6 | ${ }^{63}$ |  | 14 |  |  | 147 | ${ }_{4}$ |  | 59 |  |  |  |  | 70 69 |
| \| $13: 45-14: 000$ | 5 |  | ${ }_{62} 6$ | 5 | ${ }_{51}^{29}$ | 1 |  | 110 125 |  | 3 | 0 | ${ }_{33}^{34}$ | 1 | 8 15 | $\bigcirc$ |  | ${ }_{4}^{46}$ | 46 | $\frac{1}{3}$ | 45 | , | 18 27 |  |  | 115 121 | 3 |  | 61 46 |  |  | 0 |  | 69 59 |
| 14:15-14:30 | 6 |  | 116 | 10 | 29 |  |  | 167 |  | 10 | 0 | 36 |  | 20 | 0 |  | 66 | 44 |  | 49 | 0 | 10 |  |  | 106 | 0 |  | 62 |  |  | 0 |  | 67 |
| 14:30-14:45 | 12 |  | 81 |  | 50 |  |  | 149 |  | 3 |  | 28 | 0 | 15 | 1 |  | 48 | 35 | 0 | 39 |  | 16 |  |  | 92 | 10 |  | 51 |  |  |  |  |  |
| 14:45-15:00 | 10 |  | 71 |  | 39 |  |  | 154 |  | 7 |  | 58 | 1 | 11 | 0 |  | 77 | 39 | 2 | 65 |  | ${ }^{31}$ |  |  | ${ }^{139}$ | 8 |  | 43 |  |  |  |  |  |
| 155:0-15:15 | 12 |  | 171 |  | 60 |  |  | 250 |  | 3 |  |  |  | 16 |  |  | 116 | 55 |  | 44 61 |  | ${ }_{21}^{23}$ |  |  | $\begin{array}{r}127 \\ 115 \\ \hline\end{array}$ | ${ }^{8}$ |  | 54 |  |  |  |  | 78 115 |
| +15:15-15:30 | ${ }_{14}^{4}$ |  | 117 129 | 14 | ${ }_{36}^{48}$ | $\stackrel{1}{0}$ |  | 185 184 |  | $\frac{3}{2}$ | 0 | 56 53 | 0 | ${ }_{14}^{9}$ | 0 |  | $\begin{array}{r}68 \\ 69 \\ \hline\end{array}$ | 59 60 | 0 | 61 35 | ${ }^{\circ}$ | ${ }_{21}^{21}$ |  |  | 145 121 | 16 13 |  | 90 63 |  |  |  |  | 115 <br> 83 |
| 15:45-16:00 | 8 |  | 136 | 9 | 45 | 3 |  | 202 |  | 1 | 0 | 42 | 0 | 11 | 2 |  | 56 | 48 | 2 | 52 |  | 33 |  |  | 135 | 21 |  | 53 |  |  |  |  |  |
| 16:00-16:15 | 16 |  | 163 | 10 | 53 |  |  | 244 |  |  |  | 124 |  | 29 |  |  | 163 |  | 1 | 54 |  |  |  |  | 141 | 25 |  | 106 |  |  |  |  | 144 |
| 16:15-16:30 | 7 |  | 81 |  | 35 |  |  | 127 |  |  |  | 38 |  |  |  |  | 52 |  |  |  |  | 17 |  |  | 83 | ${ }^{17}$ |  | 63 |  |  |  |  |  |
| 16:30-16:45 | 13 |  | 158 |  | 44 |  |  | 224 |  | 4 |  | 75 |  | 19 | 3 |  | 102 | 54 |  | 39 |  | 30 |  |  | 124 | ${ }^{13}$ |  | 60 |  |  |  |  |  |
| 16:45-17:00 | $\begin{array}{r}7 \\ \hline\end{array}$ |  | 157 255 |  | 46 70 | 0 |  | ${ }_{342}^{224}$ |  | $\stackrel{4}{10}$ |  | 45 114 | $\stackrel{0}{1}$ | ${ }^{9} 9$ | 0 |  | 58 150 | ${ }_{53}^{47}$ | 0 | 36 33 | 0 | ${ }^{15}$ |  |  | ${ }_{108}^{99}$ | 11 | 0 | 62 58 |  |  |  |  |  |
| 17:15-17:30 | 5 | 0 | 150 |  | 60 |  |  | 218 |  | 8 | 0 | 61 |  | 20 | 0 |  | 90 | 37 | 0 | 41 |  | 22 |  |  | 100 | 17 |  | 68 |  |  |  |  |  |
| 17:30-17:45 | 4 |  | 130 | 4 | 48 |  |  | 186 |  |  |  | 45 | 0 |  | 0 |  | 56 |  | 0 | 47 |  | 21 |  |  | 106 | 19 |  | 44 |  |  |  |  |  |
| 17:45-18:00 | 4 |  | 81 |  | 44 |  |  | 133 |  | 1 |  | 26 | 0 | 7 |  |  | 34 | 39 |  | 27 |  | 15 |  |  |  | 9 |  | 42 |  |  |  |  |  |
| Total: | 396 | 20 | 4046 | 371 | 1919 | 97 |  | 6849 | 156 | 6 | 5 | 1954 | 33 | 599 | 29 | 0 | 2776 | 1392 | 40 | 3473 | 308 | 724 | 22 | 0 | ${ }^{5959}$ | ${ }^{1859}$ | 77 | 3225 | 136 | 980 | 35 | 0 | ${ }^{6312}$ |
| Peak Count: | 61 |  | 74 |  | 23 |  |  | 1008 |  | 27 |  | 298 |  | 78 |  |  | 400 | 230 |  | 810 |  | 110 |  | 0 | 939 | 535 |  |  |  |  | 46 | 0 | 1504 |
| Peak Hour: | 09:00 to 10:00 |  | 16:30 to 17:30 |  | 09:00 to 10:00 |  | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline 0 ; 00 \end{array}$ | $\begin{aligned} & \text { 16:30 to } \\ & 17: 30 \end{aligned}$ | $10: 30$ to | to 11:30 |  | 16:30 to 17:30 |  | 15:45 to 16:4 |  | $\begin{aligned} & \text { 06:00 to } \\ & 07: 00 \end{aligned}$ | $\left\lvert\, \begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|} \substack{1730} \end{array}\right.$ | 12:45 to $13: 45$ |  | 07:45 to 08:4 |  | 15:15 to $16: 1$ |  | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline 0 ; 00 \end{array}$ | $\begin{aligned} & \text { 07:45 to } \\ & 08: 45 \\ & \hline 08 \end{aligned}$ | 07:45 to 08:4 |  | 07:45 50 08 |  | 07:45 100 |  | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline 07: 00 \text { o } \end{array}$ | $\begin{aligned} & 07.45+10 \\ & 08: 45 \\ & e_{0} \end{aligned}$ |



| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  |  | Leg <br> Total | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  |  | $\begin{array}{\|l\|} \hline \text { Leg } \\ \text { Total } \end{array}$ |
|  | 2 | 2 H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  | 4 | 4H | 1 | 1H | 2 | 2 H |  |  | 1 | 1H | 2 | 2 H | 3 | 3H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 6:00-6:15 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 31 | 2 | 1 |  | 0 | 34 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 2 | 0 | 31 | 8 | 0 | 0 | 0 |  |
| 6:15-6:30 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 8 | 1 | 0 | 33 | 1 | 1 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 27 | 3 | 2 | 0 | 1 | 40 |
| 6:30-6:45 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 6 | 2 | 0 | 22 | 3 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 29 | 4 | 1 | 0 | 0 | 37 |
| 6:45-7:00 | 3 | 0 | 0 | 0 | 6 | 1 | 0 | 10 | 3 | 0 | 41 | 1 | 1 | 0 | 0 | 46 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 28 | 6 | 1 | 0 | 0 | 35 |
| 7:00-7:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 33 | 1 | 1 | 0 | 1 | 38 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 22 | 4 | 0 | 0 | 0 | 26 |
| 7:15-7:30 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 6 | 6 | 0 | 40 | 1 | 1 | 0 | 0 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 28 | 2 | 2 | 0 | 0 |  |
| 7:30-7:45 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 5 | 0 | 26 | 4 | 5 | 0 | 0 | 40 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 29 | 8 | 1 | 0 | 0 | 41 |
| 7:45-8:00 | 1 | 1 | 2 | 2 | 8 | 1 | 0 | 15 | 10 | 1 | 89 | 6 | 5 | 1 | 0 | 112 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 7 | 8 | 0 | 56 | 9 | 2 | 2 | 3 |  |
| 8:00-8:15 | 6 | 0 | 13 | 13 | 10 | 1 | 0 | 43 | 24 | 0 | 101 | 11 | 16 | 0 | 0 | 152 | 1 | 6 | 3 | 0 | 3 | 1 | 0 | 14 | 6 | 0 | 49 | 7 | 6 | 1 | 2 |  |
| 8:15-8:30 | 0 | 0 | 2 | 2 | , | 0 | 0 | , | , | 0 | 25 | 3 | 7 | 0 | 0 | 44 | 1 | 9 | 2 | 0 | 2 | 2 | 2 | 18 | 5 | 0 | 51 | 6 | 9 | 2 | 1 |  |
| 8:30-8:45 | 2 | 0 | 2 | 2 | 5 | 0 | 0 | 11 | 6 | 0 | 30 | 4 | 6 | 0 | 1 | 47 | 1 | 7 | 4 | 0 | 4 | 4 | 4 | 24 | 6 | 0 | 56 | 5 | 12 | 3 | 4 | 86 |
| 8:45-9:00 | 11 | 1 | 6 | 6 | 7 | 0 | 0 | 31 | 7 | 0 | 49 | 1 | 14 | 0 | 0 | 71 | 2 | 3 | 5 | 0 | 5 | 0 | 3 | 18 | 7 | 0 | 49 | 2 | 8 | 0 | 2 | 68 |
| 9:00-9:15 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 9 | 0 | 38 | 6 | 7 | 0 | 0 | 60 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 8 | 13 | 0 | 40 | 6 | 9 | 0 | 3 |  |
| 9:15-9:30 | 5 | 0 | 6 | 6 | 3 | 0 | 0 | 20 | 16 | 0 | 46 | 4 | 18 | 0 | 0 | 84 | 1 | 1 | 0 | 0 | 2 | 1 | 3 | 8 | 15 | 0 | 46 | 3 | 15 | 0 | 2 |  |
| 9:30-9:45 | 8 | 0 | 6 | 6 | 5 | 0 | 0 | 25 | 9 | 0 | 47 | 3 | 14 | 0 | 2 | 75 | 7 | 0 | 1 | 0 | 0 | 0 | 2 | 10 | 13 | 0 | 49 | 4 | 17 | 0 | 2 |  |
| 9:45-10:00 | 11 | 0 | 15 | 15 | 7 | 0 | 0 | 48 | 28 | 0 | 34 | 5 | 25 | 0 | 1 | 93 | 6 | 0 | 2 | 0 | 8 | 0 | 1 | 17 | 18 | 0 | 40 | 5 | 15 | 0 | 4 |  |
| 10:00-10:15 | 5 | 0 | 2 | 2 | 2 | 0 | 0 | 11 | 7 | 0 | 28 | 2 | 15 | 0 | 1 | 53 | 4 | 0 | 0 | 0 | 5 | 0 | 2 | 11 | 15 | 0 | 33 | 2 | 12 | 0 | 3 | 65 |
| 10:15-10:30 | 9 | 0 | 8 | 8 | 6 | 0 | 0 | 31 | 10 | 0 | 24 | 4 | 13 | 0 | 0 | 51 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 9 | 11 | 0 | 28 | 1 | 7 | 0 | 2 | 49 |
| 10:30-10:45 | 5 | 0 | 4 | 4 |  | 0 | 0 | 14 | 16 | 1 | 37 | 2 | 12 | 0 | 0 | 68 | 3 | 0 | 2 | 0 | 4 | 0 | 0 | 9 | 9 | 0 | 35 | 5 | 5 | 1 | 1 |  |
| 10:45-11:00 | 6 | 0 | 7 | 7 | 3 | 0 | 0 | 23 | 11 | 0 | 32 | 3 | 15 | 0 | 0 | 61 | 5 | 1 | 2 | 0 | 5 | 0 | 0 | 13 | 8 | 0 | 30 | 3 | 12 | 1 | 0 |  |
| 11:00-11:15 | 10 | 1 | 7 | 7 |  | 0 | 0 | 29 | 11 | 0 | 25 |  | 11 | 0 | 0 | 48 | 4 | 0 | 0 | 0 | 9 | 0 | 2 | 15 | 13 | 0 | 47 | 5 | 7 | 0 | 2 |  |
| 11:15-11:30 | 10 | 1 | 5 | 5 | 3 | 0 | 0 | 24 | 17 | 1 | 27 | 2 | 15 | 1 | 0 | 63 | 7 | 1 | 5 | 0 | 8 | 0 | 1 | 22 | 10 | 0 | 45 | 2 | 9 | 1 | 0 | 67 |
| 11:30-11:45 | 9 |  | 5 | 5 | , | 0 | 0 | 24 | 15 | 1 | 30 | 2 | 12 | , | 0 | 61 | 5 | 0 | 3 | 0 | 7 | 0 | 0 | 15 | 18 | 0 | 40 | 1 | 7 | 0 | 0 | 66 |
| 11:45-12:00 | 5 | 1 | 6 | 6 | 3 | 0 | 0 | 21 | 13 | 1 | 33 | 6 | 14 | 0 | 0 | 67 | 7 | 0 | 3 | 0 | 6 | 0 | 0 | 16 | 15 | 0 | 41 | 7 | 13 | 0 | 0 | 76 |


| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg <br> Total | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | Leg <br> Total |
|  | , | 2 H | 硡 | 3 H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  | 4 | 4H | 1 | 1H | 2 | 2 H |  |  | , | 1H | 2 | 2 H | 3 | 3H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | 4 | 0 | 7 | 0 | 11 |  | 0 | 22 | 9 |  | 33 |  | 14 |  | 0 | 59 |  |  |  | 0 |  |  | 0 | 16 | 18 | 0 | 43 | 0 | 15 | 0 | 0 |  |
| 12:15-12:30 | 26 | 0 | 4 | 0 | 7 | 0 | 0 | 37 | 14 | 0 | 38 | 3 | 11 | 0 | 2 | 68 | 3 | 0 | 8 | 0 | 7 | 0 | 0 | 18 | 20 | 0 | 60 | 4 | 18 | 0 | 0 | 102 |
| 12:30-12:45 | 18 | 0 | 3 | 0 | 5 | 0 | 0 | 26 | 9 | 0 | 33 | 0 | 10 | 0 | 1 | 53 | 6 | 0 | 6 | 0 | 5 | 0 | 0 | 17 | 17 | 0 | 49 | 3 | 19 | 0 | 0 |  |
| 12:45-13:00 | 10 | 0 | 6 | 0 | 8 | 0 | 0 | 24 | 10 | 0 | 20 | 2 | 11 | 0 | 0 | 43 | 7 | 0 | 5 | 0 | 7 | 0 | 2 | 21 | 15 | 0 | 45 | 4 | 14 | 0 | 2 |  |
| 13:00-13:15 | 6 | 0 | 8 | 0 | 6 | 0 | 1 | 21 | 16 | 0 | 27 | 1 | 13 | 0 | 0 | 57 | 6 | 0 | 6 | 0 | 6 | 0 | 1 | 19 | 14 | 0 | 43 | 5 | 12 | 0 | 1 |  |
| 13:15-13:30 | 3 | 0 | 2 | 0 | 3 | 0 | 0 |  | 15 | 0 | 40 | 7 | 13 | 0 | 0 | 75 | 5 | 0 | 7 | 0 | 9 | 0 | 2 | 23 | 12 | 0 | 41 | 3 | 22 | 0 | 1 |  |
| 13:30-13:45 | 4 | 0 | 2 | 0 | 5 | 0 | 0 | 11 | 7 | 0 | 27 | 2 | 7 | 0 | 0 | 43 | 7 | 0 | 10 | 0 | 11 | 0 |  | 29 | 14 | 0 | 40 | 4 | 23 | 0 | 1 |  |
| 13:45-14:00 | 7 | 0 | 3 | 0 | 6 | 0 | 0 | 16 | 8 | 0 | 37 | 3 | 6 | 0 | 2 | 56 | 9 | 0 | 12 | 0 | 12 | 0 | 0 | 33 | 16 | 0 | 44 | 3 | 26 | 0 | 2 |  |
| 14:00-14:15 | 12 | 0 | 5 | 0 | 2 | 0 | 0 | 19 | 8 | 0 | 50 | 2 | 6 | 0 | 0 | 66 | 7 | 0 | 8 | 0 | 10 | 0 | 0 | 25 | 13 | 0 | 36 | 2 | 19 | 0 | 0 |  |
| 14:15-14:30 | 14 | 0 | 10 | 0 | 10 | 0 | 0 | 34 | 10 | 1 | 25 | 1 | 11 | 1 | 0 | 49 | 4 | 0 | 6 | 0 | 8 | 0 | , | 18 | 9 | 0 | 30 | 1 | 15 | 0 | 0 |  |
| 14:30-14:45 | 8 | 0 | 2 | 0 | 5 | 0 | 0 | 15 | 6 | 0 | 30 | 2 | 8 | 0 | 0 | 46 | 7 | 0 | 8 | 0 |  | 0 | 0 | 22 | 9 | 0 | 33 | 5 | 14 | 1 | 0 |  |
| 14:45-15:00 | 5 | 0 | 9 | 0 | 9 | 0 | 0 | 23 | 11 | 0 | 36 | 1 | 9 | 0 | 2 | 59 | 5 | 0 | 6 | 0 | 5 | 0 | 0 | 16 | 15 | 0 | 37 | 3 | 10 | 0 | 0 |  |
| 15:00-15:15 | 8 | 0 | 10 | 0 | 6 | 0 | 0 | 24 | 14 | 0 | 44 | 3 | 10 | 0 | 0 | 71 | 3 | 0 | 5 | 0 |  | 0 | 0 | 13 | 13 | 0 | 35 | 4 | 11 | 0 | 0 |  |
| 15:15-15:30 | 7 | 0 | 5 | 0 | 4 | 0 | 0 | 16 | 14 | 0 | 27 | 8 | 15 | 0 | 0 | 64 | 7 | 0 | 3 | 0 | 12 | 0 | 0 | 22 | 15 | 0 | 47 | 4 | 13 | 0 | 0 |  |
| 15:30-15:45 | 13 | 0 | 11 | 0 | 3 | 0 | 0 | 27 | 13 | 0 | 34 | 3 | 13 | 0 | 0 | 63 | 6 | 0 | 2 | 0 | 7 | 0 | 0 | 15 | 12 | 0 | 49 | 6 | 9 | 0 | 0 |  |
| 15:45-16:00 | 4 | 0 | 7 | 0 | 9 | 0 | 0 | 20 | 6 | 0 | 33 | 3 | 11 | 0 | 0 | 53 | 5 | 0 | 3 | 0 | 6 | 0 | 2 | 16 | 15 | 0 | 35 | 4 | 10 | 0 | 2 |  |
| 16:00-16:15 | 15 | 0 | 6 | 0 | 3 | 0 | 0 | 24 | 26 | 2 | 42 | 5 | 12 | 0 | 0 | 87 | 6 | 0 | 4 |  | 10 | 0 | 0 | 20 | 17 | 0 | 43 | 3 | 16 | 0 | 0 |  |
| 16:15-16:30 | 11 | 0 | 8 | 0 | 5 | 0 | 0 | 24 | 20 | 0 | 50 | 1 | 7 | 0 | 2 | 80 | 10 | 0 | 5 | 0 | 12 | 0 | 0 | 27 | 14 | 0 | 38 | 5 | 12 | 0 | 0 |  |
| 16:30-16:45 | 13 | 0 | 6 | 0 | 2 | 0 | 0 | 21 | 12 | 0 | 43 | 5 | 19 | 0 | 1 | 80 | 7 | 0 | 4 | 0 | 7 | 0 | 0 | 18 | 15 | 1 | 35 | 8 | 15 | 0 | 0 |  |
| 16:45-17:00 | 12 | 0 | 6 | 0 | 6 | 0 | 0 | 24 | 12 | 0 | 44 | 4 | 7 | 0 | 0 | 67 | 6 | 0 | 2 | 0 | 6 | 0 | 0 | 14 | 12 | 0 | 48 | 0 | 22 | 1 | 0 |  |
| 17:00-17:15 | 17 | 0 | 16 | 0 | 12 | 0 | , | 45 | 28 | 0 | 66 | 4 | 8 | 0 | 0 | 106 | 3 | 0 | 4 | 0 | 11 | 0 | 0 | 18 | 7 | 0 | 94 | 3 | 18 | 0 | 0 |  |
| 17:15-17:30 | 12 | 0 | 11 | 0 | 3 | 0 | 0 | 26 | 21 | 0 | 50 |  | 6 | 0 | 0 | 78 | 6 | 0 |  | 0 | 10 | 0 | 0 | 22 | 10 | 0 | 76 | 0 | 15 | 0 | 0 | 101 |
| 17:30-17:45 | 6 | 0 | 4 | 0 | 3 | 0 | 0 | 13 | 15 | 0 | 47 |  | 4 | 0 | 0 | 67 | 13 | 0 | 11 | 0 | 14 | 0 | 0 | 38 | 12 | 0 | 62 | 1 | 16 | 0 | 0 |  |
| 17:45-18:00 | 8 | 0 | 2 | 0 | 1 | 0 | 0 | 11 | 13 | 0 | 36 |  | 5 |  | 0 | 56 | 3 | 0 |  | 0 |  | 0 | 0 | 13 | 3 | 0 | 62 | 1 | 9 | 0 | 0 |  |
| Total: | 365 | 7 | 251 | 98 | 229 | 4 | 1 | 955 | 554 | 8 | 1833 | 144 | 465 | 5 | 16 | 3025 | 213 | 28 | 175 | 0 | 279 | 9 | 34 | 738 | 524 | 1 | 2054 | 184 | 545 | 13 | 41 | 3362 |
| Peak Count: |  | 0 | 62 |  | 31 |  | 1 | 116 |  | 77 | 27 | 78 | 7 | 2 | 4 | 355 | 30 |  | 37 |  | 44 |  | 12 | 110 | 71 | 1 | 29 |  |  |  | 11 | 397 |
| Peak Hour: | 12:15 to | 13:15 | 09:30 to 1 | 10:30 | 12:00 to 1 | 13:00 | $\begin{aligned} & \hline 12: 15 \text { to } \\ & 13: 15 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 16: 30 \text { to } \\ 17: 30 \\ \hline \end{array}$ | 17:00 to 1 | 18:00 | 07:15 to 0 | 08:15 | 09:15 to | 10:15 | $\begin{aligned} & \text { 09:15 to } \\ & 10: 15 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|l\|l\|} 07: 45 \text { to } \\ 08: 45 \end{array}$ | 08:00 to 0 | 09:00 | 13:15 to 1 | 14:15 | 17:00 to 1 | 18:00 | $\begin{aligned} & \text { 08:30 to } \\ & \text { 09:30 } \\ & \hline \end{aligned}$ | $\begin{aligned} & 13: 15 \text { to } \\ & 14: 15 \end{aligned}$ | 11:30 to 1 | 12:30 | 17:00 to 1 | 18:00 | 13:15 to | 14:15 | $\begin{array}{\|l\|} \hline 08: 30 \text { to } \\ 09: 30 \end{array}$ | $\left\lvert\, \begin{aligned} & 16: 45 \text { to } \\ & 17: 45 \end{aligned}\right.$ |

## LOCATION: Dawson Hwy \& Aerodrome Rd

 ROAD No: 46A (Int. 753 @ Tdist 4.875km) DATE: Thu, 24/05/07TIME: 06:00-18:00

## Government

## Department of

Leg 1
Aerodrome Road
(to Gladstone Airport)


| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 2 | 2H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 6:00-6:15 | 77 | 0 | 0 | 0 | 1 | 0 | 0 | 78 | 1 | 0 | 24 | 4 | 41 | 1 | 0 | 71 |
| 6:15-6:30 | 67 | 2 | 2 | 0 | 4 | 1 | 0 | 76 | 2 | 0 | 32 | 3 | 38 | 3 | 0 | 78 |
| 6:30-6:45 | 65 | 4 | 1 | 0 | 1 | 0 | 0 | 71 | 2 | 0 | 49 | 0 | 28 | 2 | 0 | 81 |
| 6:45-7:00 | 69 | 4 | 3 | 0 | 0 | 0 | 0 | 76 | 6 | 0 | 47 | 2 | 27 | 1 | 0 | 83 |
| 7:00-7:15 | 59 | 1 | 1 | 0 | 0 | 0 | 0 | 61 | 7 | 0 | 48 | 4 | 31 | 0 | 0 | 90 |
| 7:15-7:30 | 92 | 1 | 1 | 0 | 0 | 0 | 0 | 94 | 6 | 0 | 54 | 4 | 43 | 1 | 0 | 108 |
| 7:30-7:45 | 94 | 0 | 8 | 0 | 5 | 0 | 0 | 107 | 5 | 2 | 62 | 6 | 30 | 1 | 0 | 106 |
| 7:45-8:00 | 123 | 1 | 6 | 0 | 6 | 0 | 0 | 136 | 9 | 1 | 101 | 7 | 48 | 1 | 0 | 167 |
| 8:00-8:15 | 113 | 2 | 4 | 1 | 9 | 1 | 0 | 130 | 9 | 0 | 127 | 8 | 46 | 1 | 0 | 191 |
| 8:15-8:30 | 147 | 5 | 8 | 0 | 15 | 0 | 0 | 175 | 14 | 1 | 150 | 10 | 57 | 1 | 0 | 233 |
| 8:30-8:45 | 121 | 0 | 3 | 0 | 9 | 0 | 0 | 133 | 21 | 0 | 120 | 8 | 55 | 1 | 0 | 205 |
| 8:45-9:00 | 82 | 3 | 5 | 0 | 4 | 0 | 0 | 94 | 34 | 2 | 70 | 4 | 41 | 3 | 0 | 154 |
| 9:00-9:15 | 69 | 4 | 2 | 1 | 2 | 1 | 0 | 79 | 22 | 3 | 80 | 7 | 33 | 0 | 0 | 145 |
| 9:15-9:30 | 65 | 2 | 7 | 0 | 4 | 0 | 0 | 78 | 24 | 1 | 68 | 10 | 50 | 1 | 0 | 154 |
| 9:30-9:45 | 69 | 0 | 9 | 0 | 0 | 0 | 0 | 78 | 17 | 0 | 64 | 2 | 48 | 1 | 0 | 132 |
| 9:45-10:00 | 52 | 2 | 7 | 0 | 6 | 0 | 0 | 67 | 28 | 1 | 63 | 5 | 44 | 1 | 0 | 142 |
| 10:00-10:15 | 84 | 0 | 8 | 0 | 3 | 0 | 0 | 95 | 23 | 2 | 84 | 10 | 52 | 0 | 0 | 171 |
| 10:15-10:30 | 63 | 2 | 6 | 0 | 1 | 1 | 0 | 73 | 24 | 1 | 70 | 6 | 54 | 1 | 0 | 156 |
| 10:30-10:45 | 69 | 3 | 7 | 1 | 2 | 0 | 0 | 82 | 20 | 2 | 74 | 8 | 50 | 2 | 0 | 156 |
| 10:45-11:00 | 67 | 1 | 8 | 1 | 0 | 1 | 0 | 78 | 33 | 0 | 76 | 4 | 58 | 1 | 0 | 172 |
| 11:00-11:15 | 60 | 2 | 6 | 0 | 2 | 0 | 0 | 70 | 25 | 1 | 63 | 2 | 50 | 1 | 0 | 142 |
| 11:15-11:30 | 50 | 1 | 9 | 0 | 4 | 0 | 0 | 64 | 17 | 1 | 57 | 7 | 36 | 2 | 0 | 120 |
| 11:30-11:45 | 60 | 1 | 8 | 0 | 2 | 0 | 0 | 71 | 27 | 1 | 66 | 3 | 36 | 0 | 0 | 133 |
| 11:45-12:00 | 65 | 1 | 6 | 1 | 3 | 0 | 0 | 76 | 22 | 1 | 60 | 10 | 35 | 0 | 0 | 128 |


| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | $\begin{array}{\|l\|} \hline \text { U-turn } \\ \hline \\ \hline \end{array}$ | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg <br> Total |
|  | 2 | 2 H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | 30 | 1 | 3 | 0 | 6 | 0 | 0 | 40 | 23 | 0 | 93 | 3 | 30 | 0 | 0 | 149 |
| 12:15-12:30 | 29 | 2 | 9 | 0 | 3 | 0 | 0 | 43 | 38 | 0 | 96 | 4 | 31 | 1 | 0 | 170 |
| 12:30-12:45 | 50 | 1 | 2 | 0 | 2 | 1 | 0 | 56 | 17 | 1 | 73 | 2 | 61 | 1 | 0 | 155 |
| 12:45-13:00 | 41 | 1 | 1 | 0 | 1 | 0 | 0 | 44 | 17 | 2 | 81 | 2 | 120 | 1 | 0 | 223 |
| 13:00-13:15 | 63 | 0 | 4 | 0 | 2 | 0 | 0 | 69 | 17 | 3 | 81 | 4 | 63 | 0 | 0 | 168 |
| 13:15-13:30 | 56 | 1 | 1 | 0 | 2 | 0 | 0 | 60 | 17 | 0 | 82 | 4 | 46 | 0 | 0 | 149 |
| 13:30-13:45 | 53 | 4 | 5 | 0 | 1 | 0 | 0 | 63 | 14 | 1 | 84 | 2 | 38 | 0 | 0 | 139 |
| 13:45-14:00 | 46 | 0 | 1 | 0 | 4 | 0 | 0 | 51 | 20 | 0 | 99 | 10 | 54 | 1 | 0 | 184 |
| 14:00-14:15 | 45 | 1 | 2 | 0 | 2 | 0 | 0 | 50 | 20 | 0 | 109 | 2 | 53 | 3 | 0 | 187 |
| 14:15-14:30 | 45 | 1 | 9 | 0 | 0 | 0 | 0 | 55 | 19 | 0 | 110 | 4 | 50 | 0 | 0 | 183 |
| 14:30-14:45 | 98 | 3 | 3 | 0 | 4 | 0 | 0 | 108 | 14 | 0 | 146 | 10 | 35 | 0 | 0 | 205 |
| 14:45-15:00 | 55 | 3 | 1 | 0 | 0 | 1 | 0 | 60 | 22 | 0 | 169 | 4 | 40 | 0 | 1 | 236 |
| 15:00-15:15 | 97 | 3 | 2 | 0 | 1 | 0 | 0 | 103 | 12 | 0 | 154 | 8 | 46 | 0 | 0 | 220 |
| 15:15-15:30 | 65 | 0 | 2 | 0 | 3 | 0 | 0 | 70 | 12 | 0 | 213 | 7 | 86 | 1 | 0 | 319 |
| 15:30-15:45 | 66 | 0 | 2 | 0 | 5 | 0 | 0 | 73 | 16 | 1 | 163 | 7 | 74 | 2 | 0 | 263 |
| 15:45-16:00 | 70 | 1 | 4 | 0 | 1 | 0 | 0 | 76 | 8 | 1 | 169 | 5 | 107 | 4 | 0 | 294 |
| 16:00-16:15 | 95 | 3 | 1 | 0 | 1 | 1 | 0 | 101 | 15 | 1 | 158 | 7 | 113 | 5 | 0 | 299 |
| 16:15-16:30 | 80 | 2 | 1 | 0 | 5 | 0 | 0 | 88 | 9 | 1 | 148 | 3 | 116 | 0 | 3 | 280 |
| 16:30-16:45 | 84 | 0 | 0 | 0 | 3 | 0 | 0 | 87 | 18 | 2 | 204 | 4 | 150 | 2 | 6 | 386 |
| 16:45-17:00 | 89 | 0 | 0 | 0 | 3 | 0 | 0 | 92 | 16 | 0 | 214 | 5 | 115 | 1 | 1 | 352 |
| 17:00-17:15 | 89 | 1 | 4 | 0 | 6 | 0 | 0 | 100 | 9 | 0 | 184 | 3 | 102 | 2 | 2 | 302 |
| 17:15-17:30 | 162 | 1 | 4 | 0 | 5 | 0 | 0 | 172 | 17 | 0 | 271 | 2 | 135 | 3 | 1 | 429 |
| 17:30-17:45 | 88 | 0 | 0 | 0 | 5 | 0 | 0 | 93 | 4 | 0 | 154 | 1 | 98 | 0 | 1 | 258 |
| 17:45-18:00 | 57 | 1 | 3 | 0 | 6 | 0 | 0 | 67 | 5 | 1 | 161 | 2 | 118 | 0 | 0 | 287 |
| Total: | 3535 | 72 | 189\| | 5 | 154\| | 8 | 0 | 3963 | 777 | 34 | 5125 | 239 | 2912 | 53 | 15 | 9155 |
| Peak Count: | 512 |  | 32 |  | 40 |  | 0 | 574 | 112 |  | 887 |  | 510 |  | 12 | 1469 |
| Peak Hour: | 07:45 to 08:45 |  | 10:30 to 11:30 |  | 07:45 to 08:45 |  | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 07: 45 \text { to } \\ \hline 08: 45 \\ \hline \end{array}$ | 11:30 to 12:30 |  | 16:30 to 17:30 |  | 16:30 to 17:30 |  | $\begin{array}{\|l\|} \hline 16: 15 \text { to } \\ 17: 15 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 16: 30 \text { to } \\ 17: 30 \\ \hline \end{array}$ |



| Time | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg <br> Total |
|  | 4 | 4H | 1 | 1H | 2 | 2H |  |  | 1 | 1H |  | 2H | $\begin{array}{\|c\|} \hline \mathbf{3} \\ \hline \text { Light } \\ \hline \end{array}$ | 3H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  | Heavy | All |  |
| 12:00-12:15 | 3 | 0 | 5 | 0 | 18 | 0 | 0 | 26 | 3 | 0 | 68 | 3 | 3 | 0 | 0 | 77 |
| 12:15-12:30 | 6 | 0 | 5 | 0 | 27 | 0 | 0 | 38 | 2 | 0 | 75 | 5 | 5 | 1 | 0 | 88 |
| 12:30-12:45 | 5 | 1 | 2 | 2 | 13 | 0 | 0 | 23 | 3 | 0 | 60 | 3 | 4 | 0 | 0 | 70 |
| 12:45-13:00 | 7 | 1 | 3 | 0 | 28 | 1 | 0 | 40 | 1 | 0 | 52 | 2 | 4 | 0 | 0 | 59 |
| 13:00-13:15 | 5 | 1 | 2 | 0 | 26 | 0 | 0 | 34 | 8 | 0 | 91 | 5 | 5 | 0 | 0 | 109 |
| 13:15-13:30 | 3 | 0 | 3 | 0 | 23 | 2 | 0 | 31 | 1 | 0 | 86 | 3 | 6 | 0 | 0 | 96 |
| 13:30-13:45 | 7 | 0 | 5 | 1 | 30 | 4 | 0 | 47 | 2 | 0 | 83 | 2 | 2 | 0 | 0 | 89 |
| 13:45-14:00 | 10 | 0 | 7 | 1 | 21 | 1 | 0 | 40 | 6 | 1 | 89 | 3 | 7 | 0 | 0 | 106 |
| 14:00-14:15 | 5 | 0 | 4 | 0 | 19 | 1 | 0 | 29 | 1 | 0 | 83 | 3 | 3 | 0 | 0 | 90 |
| 14:15-14:30 | 4 | 0 | 7 | 1 | 25 | 1 | 0 | 38 | 3 | 0 | 68 | 5 | 4 | 0 | 1 | 81 |
| 14:30-14:45 | 8 | 0 | 4 | 0 | 26 | 1 | 0 | 39 | 4 | 1 | 104 | 5 | 6 | 0 | 0 | 120 |
| 14:45-15:00 | 9 | 1 | 3 | 1 | 24 | 1 | 0 | 39 | 6 | 1 | 113 | 10 | 5 | 0 | 0 | 135 |
| 15:00-15:15 | 4 | 1 | 0 | 0 | 36 | 0 | 0 | 41 | 7 | 0 | 223 | 4 | 3 | 0 | 0 | 237 |
| 15:15-15:30 | 4 | 0 | 2 | 0 | 21 | 1 | 0 | 28 | 5 | 0 | 167 | 6 | 5 | 0 | 0 | 183 |
| 15:30-15:45 | 2 | 0 | 1 | 0 | 24 | 3 | 0 | 30 | 4 | 0 | 120 | 3 | 4 | 0 | 0 | 131 |
| 15:45-16:00 | 4 | 0 | 4 | 1 | 47 | 1 | 0 | 57 | 7 | 0 | 134 | 8 | 6 | 0 | 0 | 155 |
| 16:00-16:15 | 6 | 0 | 3 | 0 | 23 | 0 | 0 | 32 | 6 | 0 | 97 | 11 | 3 | 0 | 0 | 117 |
| 16:15-16:30 | 4 | 0 | 1 | 0 | 26 | 0 | 0 | 31 | 4 | 1 | 123 | 1 | 6 | 0 | 0 | 135 |
| 16:30-16:45 | 2 | 0 | 2 | 0 | 29 | 0 | 0 | 33 | 13 | 0 | 123 | 3 | 4 | 0 | 0 | 143 |
| 16:45-17:00 | 7 | 0 | 4 | 0 | 24 | 0 | 0 | 35 | 12 | 0 | 114 | 1 | 6 | 0 | 0 | 133 |
| 17:00-17:15 | 8 | 0 | 6 | 0 | 22 | 0 | 0 | 36 | 9 | 0 | 107 | 4 | 5 | 0 | 0 | 125 |
| 17:15-17:30 | 3 | 1 | 2 | 0 | 36 | 0 | 0 | 42 | 12 | 0 | 202 | 3 | 6 | 0 | 0 | 223 |
| 17:30-17:45 | 4 | 0 | 3 | 0 | 16 | 0 | 0 | 23 | 5 | 0 | 123 | 3 | 2 | 1 | 0 | 134 |
| 17:45-18:00 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 18 | 8 | 0 | 117 |  | 3 | 0 | 0 | 129 |
| Total: | 163 | 9 | 109 | 10 | 882 | 44 | 0 | 1217 | 321 | 10 | 5494 | 262 | 247 | 9 | 1 | 6344 |
| Peak Count: |  | 7 | 2 | 6 | 13 |  | 0 | 157 | 65 |  | 91 | 11 | 5 |  | 1 | 994 |
| Peak Hour: | 13:45 to | 14:45 | 13:30 to | 14:30 | 15:00 to 1 | 16:00 | $\begin{aligned} & \hline 06: 00 \text { to } \\ & 07: 00 \end{aligned}$ | $\begin{array}{\|l\|} \hline 14: 15 \text { to } \\ 15: 15 \\ \hline \end{array}$ | 07:45 to 0 | 08:45 | 07:45 to 0 | 08:45 | 09:45 to | 10:45 | $\begin{aligned} & \text { 13:30 to } \\ & 14: 30 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 07:45 to } \\ & 08: 45 \end{aligned}$ |

## Count Tally Sheet

LOCATION: Intersection Of Dawson Hwy \& Philip Street
ROAD No: 46A \& 185 (Int 749 @ Tdist 3.13 km \& 0.00km)
DATE: Wed, 19/03/08
TIME: 06:00-18:00
Queensland
Government
Department of
Main Roads
awson Hwy
To CBD


| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg <br> Total | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ |
|  | 2 | 2H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 6:00-6:15 | 24 | 3 | 44 | 0 | 3 | 1 |  | 75 | 42 | 3 | 7 | 1 | 78 | 4 |  | 135 |
| 6:15-6:30 | 13 | 5 | 37 | 4 | 4 | 0 |  | 63 | 60 | 2 | 10 | 2 | 88 | 5 |  | 167 |
| 6:30-6:45 | 14 | 2 | 38 | 3 | 4 | 2 |  | 63 | 67 | 4 | 11 | 0 | 105 | 2 |  | 189 |
| 6:45-7:00 | 23 | 1 | 56 | 7 | 5 | 0 |  | 92 | 81 | 7 | 6 | 0 | 120 | 3 |  | 217 |
| 7:00-7:15 | 25 | 2 | 56 | 4 | 9 | 0 |  | 96 | 69 | 5 | 6 | 0 | 70 | 6 |  | 156 |
| 7:15-7:30 | 23 | 2 | 72 | 5 | 2 | 0 |  | 104 | 59 | 3 | 11 | 0 | 62 | 3 |  | 138 |
| 7:30-7:45 | 27 | 2 | 73 | 14 | 12 | 0 |  | 128 | 82 | 7 | 11 | 0 | 76 | 1 |  | 177 |
| 7:45-8:00 | 31 | 3 | 58 | 7 | 10 | 0 |  | 109 | 89 | 7 | 3 | 0 | 81 | 2 |  | 182 |
| 8:00-8:15 | 29 | 7 | 104 | 7 | 13 | 0 |  | 160 | 92 | 5 | 12 | 1 | 75 | 1 |  | 186 |
| 8:15-8:30 | 40 | 4 | 103 | 8 | 15 | 1 |  | 171 | 101 | 3 | 9 | 0 | 73 | 4 |  | 190 |
| 8:30-8:45 | 54 | 6 | 106 | 10 | 14 | 1 |  | 191 | 115 | 3 | 17 | 3 | 79 | 3 |  | 220 |
| 8:45-9:00 | 70 | 3 | 134 | 6 | 25 | 1 |  | 239 | 103 | 3 | 8 | 1 | 73 | 7 |  | 195 |
| 9:00-9:15 | 34 | 4 | 79 | 5 | 28 | 1 |  | 151 | 86 | 2 | 17 | 0 | 63 | 2 |  | 170 |
| 9:15-9:30 | 57 | 4 | 113 | 6 | 19 | 0 |  | 199 | 103 | 6 | 20 | 1 | 82 | 5 |  | 217 |
| 9:30-9:45 | 49 | 3 | 95 | 7 | 23 | 1 |  | 178 | 80 | 7 | 17 | 0 | 57 | 2 |  | 163 |
| 9:45-10:00 | 42 | 6 | 91 | 6 | 25 | 0 |  | 170 | 116 | 3 | 20 | 0 | 71 | 2 |  | 212 |
| 10:00-10:15 | 61 | 2 | 93 | 12 | 24 | 0 |  | 192 | 79 | 8 | 10 | 0 | 72 | 5 |  | 174 |
| 10:15-10:30 | 44 | 2 | 133 | 10 | 24 | 1 |  | 214 | 96 | 7 | 20 | 0 | 63 | 3 |  | 189 |
| 10:30-10:45 | 53 | 1 | 117 | 6 | 26 | 2 |  | 205 | 80 | 2 | 16 | 0 | 81 | 2 |  | 181 |
| 10:45-11:00 | 62 | 5 | 152 | 4 | 32 | 0 |  | 255 | 90 | 5 | 21 | 0 | 75 | 6 |  | 197 |
| 11:00-11:15 | 48 | 4 | 115 | 4 | 21 | 0 |  | 192 | 77 | 5 | 12 | 0 | 58 | 2 |  | 154 |
| 11:15-11:30 | 52 | 5 | 115 | 6 | 22 | 0 |  | 200 | 105 | 5 | 19 | 0 | 74 | 4 |  | 207 |
| 11:30-11:45 | 69 | 3 | 107 | 1 | 25 | 0 |  | 205 | 104 | 7 | 8 | 0 | 77 | 2 |  | 198 |
| 11:45-12:00 | 52 | 1 | 124 | 7 | 33 | 1 |  | 218 | 120 | 5 | 12 | 0 | 84 | 0 |  | 221 |


| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 2 | 2H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | 47 | 0 | 132 | 6 | 38 | 1 |  | 224 | 123 | 2 | 16 | 0 | 80 | 4 |  | 225 |
| 12:15-12:30 | 54 | 3 | 111 | 8 | 21 | 0 |  | 197 | 112 | 2 | 21 | 0 | 81 | 1 |  | 217 |
| 12:30-12:45 | 60 | 3 | 161 | 8 | 14 | 0 |  | 246 | 91 | 3 | 17 | 0 | 71 | 3 |  | 185 |
| 12:45-13:00 | 70 | 5 | 144 | 6 | 31 | 0 |  | 256 | 97 | 10 | 23 | 0 | 85 | 3 |  | 218 |
| 13:00-13:15 | 59 | 9 | 126 | 20 | 25 | 0 |  | 239 | 75 | 5 | 20 | 0 | 69 | 3 |  | 172 |
| 13:15-13:30 | 67 | 3 | 172 | 6 | 34 | 2 |  | 284 | 71 | 4 | 31 | 0 | 74 | 2 |  | 182 |
| 13:30-13:45 | 61 | 6 | 113 | 5 | 14 | 0 |  | 199 | 70 | 2 | 19 | 0 | 72 | 2 |  | 165 |
| 13:45-14:00 | 43 | 4 | 119 | 9 | 17 | 0 |  | 192 | 110 | 3 | 9 | 0 | 56 | 3 |  | 181 |
| 14:00-14:15 | 50 | 4 | 128 | 5 | 23 | 0 |  | 210 | 79 | 7 | 14 | 0 | 68 | 5 |  | 173 |
| 14:15-14:30 | 55 | 5 | 100 | 3 | 22 | 0 |  | 185 | 117 | 7 | 16 | 0 | 67 | 4 |  | 211 |
| 14:30-14:45 | 70 | 4 | 158 | 5 | 15 | 0 |  | 252 | 99 | 3 | 18 | 0 | 77 | 4 |  | 201 |
| 14:45-15:00 | 90 | 2 | 120 | 7 | 24 | 0 |  | 243 | 100 | 5 | 13 | 0 | 79 | 2 |  | 199 |
| 15:00-15:15 | 77 | 2 | 132 | 5 | 25 | 1 |  | 242 | 136 | 2 | 19 | 1 | 66 | 5 |  | 229 |
| 15:15-15:30 | 46 | 2 | 239 | 16 | 29 | 2 |  | 334 | 139 | 5 | 24 | 0 | 73 | 3 |  | 244 |
| 15:30-15:45 | 58 | 1 | 226 | 11 | 37 | 1 |  | 334 | 152 | 2 | 18 | 0 | 70 | 5 |  | 247 |
| 15:45-16:00 | 67 | 6 | 189 | 3 | 24 | 0 |  | 289 | 181 | 7 | 12 | 0 | 67 | 3 |  | 270 |
| 16:00-16:15 | 59 | 6 | 226 | 5 | 28 | 0 |  | 324 | 173 | 4 | 24 | 0 | 77 | 2 |  | 280 |
| 16:15-16:30 | 101 | 3 | 207 | 6 | 9 | 2 |  | 328 | 148 | 3 | 28 | 0 | 64 | 3 |  | 246 |
| 16:30-16:45 | 69 | 1 | 258 | 4 | 12 | 0 |  | 344 | 166 | 6 | 15 | 0 | 60 | 1 |  | 248 |
| 16:45-17:00 | 27 | 3 | 263 | 5 | 16 | 0 |  | 314 | 158 | 1 | 21 | 0 | 82 | 0 |  | 262 |
| 17:00-17:15 | 56 | 0 | 232 | 3 | 21 | 0 |  | 312 | 150 | 3 | 12 | 0 | 56 | 1 |  | 222 |
| 17:15-17:30 | 18 | 0 | 259 | 2 | 22 | 0 |  | 301 | 145 | 3 | 13 | 0 | 74 | 2 |  | 237 |
| 17:30-17:45 | 30 | 1 | 207 | 3 | 15 | 0 |  | 256 | 172 | 3 | 17 | 0 | 50 | 2 |  | 244 |
| 17:45-18:00 | 32 | 0 | 157 | 0 | 29 | 1 |  | 219 | 172 | 5 | 22 | 0 | 63 | 1 |  | 263 |
| Total: | 2362 | 153 | 6394 | 300 | 963 | 22 | 0 | 10194 | 5132 | 211 | 745 | 10 | 3518 | 140 | 0 | 9756 |
| Peak Count: | 312 |  | 1026 |  | 121 |  | 0 | 1310 | 688 |  | 93 |  | 405 |  | 0 | 1044 |
| Peak Hour: | 15:45 to 16:45 |  | 16:30 to 17:30 |  | 15:15 to 16:15 |  | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 16: 00 \text { to } \\ 17: 00 \\ \hline \end{array}$ | 15:45 to 16:45 |  | 12:45 to 13:45 |  | 06:00 to 07:00 |  | $\begin{aligned} & \text { 06:00 to } \\ & \text { 07:00 } \end{aligned}$ | $\begin{aligned} & 15: 45 \text { to } \\ & 16: 45 \end{aligned}$ |


| Time | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 4 | 4H | 1 | 1H | 2 | 2H |  |  | 1 | 1H | 2 | 2H | 3 | 3H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 6:00-6:15 | 6 | 0 | 81 | 3 | 86 | 0 |  | 176 | 4 | 0 | 5 | 2 | 2 | 1 |  | 14 |
| 6:15-6:30 | 6 | 0 | 113 | 6 | 103 | 4 |  | 232 | 10 | 0 | 3 | 0 | 2 | 1 |  | 16 |
| 6:30-6:45 | 10 | 0 | 126 | 7 | 93 | 1 |  | 237 | 9 | 0 | 4 | 1 | 3 | 1 |  | 18 |
| 6:45-7:00 | 9 | 0 | 180 | 13 | 112 | 4 |  | 318 | 17 | 0 | 6 | 0 | 6 | 0 |  | 29 |
| 7:00-7:15 | 6 | 0 | 113 | 3 | 83 | 6 |  | 211 | 5 | 0 | 8 | 1 | 4 | 0 |  | 18 |
| 7:15-7:30 | 5 | 0 | 170 | 5 | 102 | 5 |  | 287 | 5 | 0 | 3 | 0 | 6 | 1 |  | 15 |
| 7:30-7:45 | 10 | 0 | 181 | 6 | 106 | 3 |  | 306 | 11 | 0 | 4 | 0 | 2 | 0 |  | 17 |
| 7:45-8:00 | 11 | 2 | 263 | 14 | 115 | 7 |  | 412 | 19 | 0 | 3 | 0 | 1 | 0 |  | 23 |
| 8:00-8:15 | 19 | 0 | 209 | 6 | 158 | 6 |  | 398 | 21 | 1 | 5 | 0 | 6 | 0 |  | 33 |
| 8:15-8:30 | 20 | 0 | 238 | 15 | 145 | 1 |  | 419 | 19 | 0 | 13 | 0 | 8 | 0 |  | 40 |
| 8:30-8:45 | 22 | 1 | 258 | 12 | 139 | 4 |  | 436 | 23 | 3 | 8 | 1 | 9 | 0 |  | 44 |
| 8:45-9:00 | 26 | 0 | 238 | 10 | 147 | 3 |  | 424 | 25 | 0 | 5 | 1 | 7 | 1 |  | 39 |
| 9:00-9:15 | 14 | 0 | 161 | 8 | 113 | 8 |  | 304 | 26 | 0 | 14 | 0 | 8 | 0 |  | 48 |
| 9:15-9:30 | 20 | 1 | 157 | 10 | 93 | 1 |  | 282 | 20 | 0 | 15 | 0 | 10 | 1 |  | 46 |
| 9:30-9:45 | 24 | 1 | 124 | 9 | 83 | 7 |  | 248 | 19 | 0 | 15 | 0 | 14 | 0 |  | 48 |
| 9:45-10:00 | 23 | 0 | 136 | 4 | 75 | 4 |  | 242 | 36 | 1 | 9 | 0 | 18 | 0 |  | 64 |
| 10:00-10:15 | 25 | 0 | 113 | 4 | 84 | 3 |  | 229 | 22 | 1 | 12 | 1 | 15 | 0 |  | 51 |
| 10:15-10:30 | 19 | 1 | 135 | 5 | 82 | 3 |  | 245 | 32 | 0 | 18 | 1 | 25 | 0 |  | 76 |
| 10:30-10:45 | 17 | 0 | 134 | 6 | 94 | 9 |  | 260 | 32 | 2 | 12 | 0 | 20 | 0 |  | 66 |
| 10:45-11:00 | 12 | 0 | 152 | 9 | 87 | 14 |  | 274 | 36 | 1 | 12 | 0 | 12 | 0 |  | 61 |
| 11:00-11:15 | 9 | 1 | 104 | 6 | 104 | 3 |  | 227 | 22 | 0 | 16 | 0 | 15 | 0 |  | 53 |
| 11:15-11:30 | 28 | 1 | 95 | 12 | 77 | 6 |  | 219 | 48 | 0 | 15 | 2 | 18 | 1 |  | 84 |
| 11:30-11:45 | 19 | 0 | 101 | 24 | 76 | 2 |  | 222 | 52 | 0 | 30 | 0 | 17 | 0 |  | 99 |
| 11:45-12:00 | 20 | 0 | 123 | 5 | 80 | 3 |  | 231 | 30 | 0 | 20 | 0 | 26 | 0 |  | 76 |


| Time | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 4 | 4H | 1 | 1H | 2 | 2H |  |  | 1 | 1H | 2 | 2H | 3 | 3H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | 15 | 0 | 102 | 11 | 91 | 3 |  | 222 | 45 | 0 | 24 | 0 | 21 | 0 |  | 90 |
| 12:15-12:30 | 18 | 0 | 123 | 6 | 74 | 3 |  | 224 | 38 | 0 | 19 | 0 | 21 | 1 |  | 79 |
| 12:30-12:45 | 13 | 0 | 109 | 7 | 72 | 8 |  | 209 | 53 | 0 | 26 | 1 | 22 | 0 |  | 102 |
| 12:45-13:00 | 13 | 0 | 157 | 3 | 91 | 2 |  | 266 | 45 | 0 | 20 | 0 | 31 | 0 |  | 96 |
| 13:00-13:15 | 18 | 0 | 95 | 1 | 74 | 6 |  | 194 | 29 | 0 | 28 | 0 | 13 | 0 |  | 70 |
| 13:15-13:30 | 20 | 0 | 118 | 5 | 65 | 1 |  | 209 | 37 | 0 | 19 | 0 | 29 | 0 |  | 85 |
| 13:30-13:45 | 14 | 0 | 115 | 8 | 74 | 8 |  | 219 | 38 | 0 | 26 | 0 | 20 | 0 |  | 84 |
| 13:45-14:00 | 8 | 0 | 138 | 8 | 74 | 3 |  | 231 | 28 | 0 | 21 | 0 | 20 | 0 |  | 69 |
| 14:00-14:15 | 12 | 0 | 113 | 8 | 54 | 5 |  | 192 | 32 | 0 | 28 | 0 | 21 | 0 |  | 81 |
| 14:15-14:30 | 9 | 0 | 129 | 6 | 76 | 4 |  | 224 | 35 | 2 | 16 | 0 | 18 | 0 |  | 71 |
| 14:30-14:45 | 12 | 0 | 130 | 8 | 76 | 3 |  | 229 | 36 | 0 | 19 | 0 | 23 | 0 |  | 78 |
| 14:45-15:00 | 6 | 1 | 143 | 7 | 139 | 4 |  | 300 | 34 | 0 | 27 | 2 | 22 | 0 |  | 85 |
| 15:00-15:15 | 13 | 0 | 129 | 35 | 149 | 2 |  | 328 | 34 | 1 | 20 | 0 | 23 | 0 |  | 78 |
| 15:15-15:30 | 9 | 0 | 119 | 6 | 114 | 2 |  | 250 | 32 | 0 | 13 | 0 | 11 | 0 |  | 56 |
| 15:30-15:45 | 7 | 0 | 131 | 7 | 111 | 5 |  | 261 | 26 | 0 | 15 | 0 | 16 | 0 |  | 57 |
| 15:45-16:00 | 7 | 0 | 120 | 8 | 105 | 6 |  | 246 | 27 | 0 | 17 | 0 | 34 | 0 |  | 78 |
| 16:00-16:15 | 10 | 0 | 127 | 10 | 103 | 5 |  | 255 | 27 | 1 | 13 | 1 | 12 | 0 |  | 54 |
| 16:15-16:30 | 4 | 0 | 147 | 13 | 121 | 3 |  | 288 | 24 | 0 | 14 | 0 | 23 | 0 |  | 61 |
| 16:30-16:45 | 17 | 0 | 114 | 23 | 126 | 1 |  | 281 | 50 | 0 | 18 | 0 | 40 | 0 |  | 108 |
| 16:45-17:00 | 21 | 0 | 114 | 4 | 117 | 1 |  | 257 | 42 | 0 | 34 | 0 | 48 | 0 |  | 124 |
| 17:00-17:15 | 8 | 0 | 114 | 5 | 120 | 5 |  | 252 | 20 | 0 | 19 | 0 | 44 | 1 |  | 84 |
| 17:15-17:30 | 6 | 0 | 117 | 3 | 125 | 0 |  | 251 | 30 | 0 | 26 | 0 | 46 | 0 |  | 102 |
| 17:30-17:45 | 16 | 0 | 130 | 3 | 112 | 1 |  | 262 | 37 | 0 | 24 | 0 | 48 | 0 |  | 109 |
| 17:45-18:00 | 6 | 0 | 143 | 1 | 157 | 2 |  | 309 | 32 | 0 | 23 | 0 | 41 | 0 |  | 96 |
| Total: | 662 | 9 | 6682 | 398 | 4857 | 190 | 0 | 12798 | 1374 | 13 | 764 | 14 | 901 | 9 | 0 | 3075 |
| Peak Count: | 94 |  | 1015 |  | 603 |  | 0 | 1677 | 181 |  | 103 |  | 187 |  | 0 | 419 |
| Peak Hour: | 09:15 to 10:15 |  | 07:45 to 08:45 |  | 08:00 to 09:00 |  | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \end{array}$ | $\begin{array}{\|l\|} \hline 08: 00 \text { to } \\ 09: 00 \\ \hline \end{array}$ | 12:00 to 13:00 |  | 16:45 to 17:45 |  | 16:45 to 17:45 |  | $\begin{aligned} & \text { 06:00 to } \\ & \text { 07:00 } \end{aligned}$ | $\begin{array}{\|l\|} \hline 16: 45 \text { to } \\ 17: 45 \\ \hline \end{array}$ |

Leg 1
Dawson Hwy
To Gladstone CBD



| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Thru |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ |
|  | 2 | 2 H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  | 4 | 4H | 1 | 1H | 2 | 2 H |  |  | 1 | 1H | 2 | 2 H | 3 | 3H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | 10 | 0 | 159 | 4 | 4 | 0 |  | 177 | 11 | 0 | 4 | 0 | 3 | 0 |  | 18 | 24 | 8 | 94 | 2 | 4 | 0 |  | 132 | 1 |  | 5 | 0 | 58 | 6 |  | 70 |
| 12:15-12:30 | 4 | 0 | 106 | 2 | 1 | 0 |  | 113 | - 3 | 0 | 9 | 0 | 12 | 0 |  | 24 | 10 | 4 | 123 | 4 | 0 | 0 |  | 141 | 0 | 0 | 4 | 0 | 49 | 5 |  | 58 |
| 12:30-12:45 | 11 | 0 | 128 | 2 | 4 | 0 |  | 145 | , | 0 | 5 | 0 | 14 | 1 |  | 25 | 17 | 4 | 154 | 6 | 0 | 0 |  | 181 | 0 | 1 | 9 | 0 | 57 | 2 |  | 69 |
| 12:45-13:00 | 6 | 1 | 135 | 4 | 6 | 1 |  | 153 | 5 | 1 | 4 | 1 | 20 | 0 |  | 31 | 18 | 5 | 140 | 5 | 0 | 0 |  | 168 | 1 | 1 | 1 | 0 | 49 | 2 |  | 54 |
| 13:00-13:15 | 17 | 0 | 182 | 6 | 3 | 0 |  | 208 | 5 | 0 | 4 | 0 | 8 | 0 |  | 17 | 20 | 8 | 119 | 3 | 4 | 0 |  | 154 | 4 | 2 | 3 | 0 | 67 | 3 |  | 79 |
| 13:15-13:30 | 7 | 0 | 126 | 5 | 2 | 1 |  | 141 | 1 | 0 | 3 | 0 | 14 | 1 |  | 19 | 14 | 2 | 77 | 2 | 5 | 0 |  | 100 | 1 | 4 | 3 | 0 | 54 | 0 |  |  |
| 13:30-13:45 | 10 | 0 | 134 | 2 | 2 | 3 |  | 151 | 7 | 0 | 0 | 1 | 5 | 1 |  | 14 | 18 | 4 | 101 | 4 | 1 | 0 |  | 128 | 3 | 6 | 5 | 0 | 31 | 0 |  | 45 |
| 13:45-14:00 | 10 | 0 | 137 | 2 | 1 | 3 |  | 153 | - 2 | 0 | 3 | 1 | 15 | 0 |  | 21 | 26 | 7 | 147 | 4 | 4 | 0 |  | 188 | 2 | 6 | 3 | 0 | 49 | 0 |  | 60 |
| 14:00-14:15 | 7 | 0 | 145 | 7 | 0 | 0 |  | 159 | 5 | 0 | 4 | 1 | 15 | 0 |  | 25 | 16 | 5 | 145 | 0 | 1 | 0 |  | 167 | 0 | 0 | 6 | 1 | 97 | 2 |  | 106 |
| 14:15-14:30 | 5 | 1 | 131 | 5 | 1 | 0 |  | 143 | 3 | 1 | 9 | 0 | 11 | 1 |  | 25 | 22 | 4 | 130 | 3 | 2 | 0 |  | 161 | 7 | 1 | 6 | 1 | 84 | 2 |  | 101 |
| 14:30-14:45 | 9 | 0 | 119 | 3 | 1 | 1 |  | 133 | -3 | 0 | 1 | 0 | 8 | 0 |  | 12 | 11 | 3 | 123 | 1 | 1 | 0 |  | 139 | 3 | 0 | 5 | 1 | 46 | 0 |  | 55 |
| 14:45-15:00 | 9 | 0 | 161 | 5 | 1 | 2 |  | 178 | 11 | 0 | 1 | 0 | 16 | 1 |  | 29 | 22 | 2 | 214 | 6 | 3 | 0 |  | 247 | 10 | 0 | 12 | 0 | 104 | 4 |  | 130 |
| 15:00-15:15 | 16 | 0 | 190 | 15 | 1 | 1 |  | 223 | 7 |  | 3 | 0 | 14 | 0 |  | 24 | 12 | 6 | 205 | 5 | 2 | 0 |  | 230 | 15 | 0 | 15 | 1 | 157 | 4 |  | 192 |
| 15:15-15:30 | 25 | 0 | 287 | 12 | 2 | 0 |  | 326 | 20 | 0 | 7 | 1 | 32 | 0 |  | 60 | 7 | 12 | 148 | 11 | 2 | 0 |  | 180 | 17 | 1 | 14 | 1 | 74 | 1 |  | 108 |
| 15:30-15:45 | 13 | 1 | 254 | 7 | 1 | 0 |  | 276 | 13 | 0 | 9 | 0 | 17 | 1 |  | 40 | 6 | 2 | 161 | 6 | 0 | 0 |  | 175 | 3 | 1 | 9 | 2 | 98 | 0 |  | 113 |
| 15:45-16:00 | 9 | 0 | 191 | 6 | 1 | 0 |  | 207 | 7 | 0 | 4 | 0 | 14 | 1 |  | 26 | 8 | 1 | 157 | 3 | 3 | 0 |  | 172 | 4 | 1 | 5 | 0 | 64 | 0 |  | 74 |
| 16:00-16:15 | 13 | 0 | 230 | 2 | 1 | 0 |  | 246 | 7 | 0 | 7 | 0 | 8 | 0 |  | 22 | 7 | 0 | 159 | 9 | 1 | 2 |  | 178 | 6 | 0 | 4 | 0 | 100 | 0 |  | 110 |
| 16:15-16:30 | 10 | 0 | 244 | 3 | 2 | 1 |  | 260 | 5 | 0 | 5 | 0 | 16 | 0 |  | 26 | 21 | 6 | 207 | 1 | 2 | 0 |  | 237 | 8 | 1 | 12 | 0 | 207 | 0 |  | 228 |
| 16:30-16:45 | 8 | 0 | 244 | 1 | 1 | 0 |  | 254 | 8 | 0 | , | 0 | 8 | 0 |  | 22 | 29 | 5 | 150 | 5 | 2 | 0 |  | 191 | 3 | 0 | 19 | 0 | 137 | 0 |  | 159 |
| 16:45-17:00 | 11 | 0 | 184 | 1 | 2 | 0 |  | 198 | 5 | 50 | 8 | 0 | 9 | 0 |  | 22 | 6 | 2 | 134 | 5 | 1 | 0 |  | 148 | 5 | 0 | 7 | 0 | 99 | 0 |  | 111 |
| 17:00-17:15 | 21 | 0 | 249 | 1 | 0 | 0 |  | 271 | 10 | 0 | 3 | 0 | 10 | 0 |  | 23 | 21 | 4 | 171 | 1 | 2 | 0 |  | 199 | 6 | 0 | 32 | 1 | 200 | 0 |  | 239 |
| 17:15-17:30 | 6 | 0 | 209 | 4 | 1 | 1 |  | 221 | 6 | ¢ 0 | 2 | 0 | 14 | 0 |  | 22 | 14 | 0 | 90 | 1 | 10 | 0 |  | 115 | 3 | 1 | 18 | 0 | 130 | 0 |  | 152 |
| 17:30-17:45 | 10 | 0 | 212 | 2 | 0 | 0 |  | 224 | 5 | 50 | 6 | 1 | 12 | 0 |  | 24 | 12 | 1 | 127 | 0 | 4 | 0 |  | 144 | 6 | 2 | 11 | 0 | 130 | 0 |  | 149 |
| 17:45-18:00 | 5 | 0 | 156 | 1 | 2 | 0 |  | 164 | 8 | B 0 | 1 | 0 | 14 | 0 |  | 23 | 6 | 2 | 133 | 2 | 3 | 0 |  | 146 | 0 | 0 | 9 | 1 | 58 | 0 |  | 68 |
| Total: | 437 | 13 | 7066 | 321 | 150 | 22 | 0 | 8009 | 436 | 13 | 566 | 20 | 807 | 25 | 0 | 1867 | 2166 | 260 | 7262 | 238 | 100 | 11 | 0 | 10037 | 196 | 52 | 343 | 14 | 3194 | 174 | 0 | 3973 |
| Peak Count: |  | 4 | 98 |  |  |  | 0 | 1055 |  | 69 | 12 |  |  | 20 | 0 | 380 | 72 | 24 | 11 |  | 19 |  | 0 | 1502 |  | 7 |  |  | 64 | 43 | 0 | 737 |
| Peak Hour: | 14:45 to 1 | 15:45 | 15:15 to 1 | 16:15 | 06:15 to | 07:15 | $\begin{aligned} & \text { 06:00 to } \\ & 07: 00 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 15: 15 \text { to } \\ 16: 15 \\ \hline \end{array}$ | 07:15 to 0 | 08:15 | 06:00 to 0 | 07:00 | 08:00 to | 09:00 | $\begin{array}{\|l\|} \hline \text { 06:00 to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{aligned} & 07: 45 \text { to } \\ & 08: 45 \end{aligned}$ | 06:00 to 0 | 07:00 | 07:45 to 0 | 08:45 | 17:00 to 1 | 18:00 | $\begin{aligned} & \text { 06:00 to } \\ & 07: 00 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 07: 30 \text { to } \\ 08: 30 \\ \hline \end{array}$ | 14:45 to | 15:45 | 16:30 to | 17:30 | 16:15 to 1 | 17:15 | $\begin{array}{\|l\|} \hline \text { 06:00 to } \\ 07: 00 \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 16: 15 \text { to } \\ 17: 15 \\ \hline \end{array}$ |

## Leg 1

Bruce Hwy
(to Rockhampton)




Leg 1
Bruce Hwy
(to Rockhampton)


Queensland
Government
${ }^{\text {Pepartmentof }}$ Main Roads

| Time | Leg 1 |  |  |  |  |  | Leg 2 |  |  |  |  |  | Leg 3 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Left |  | Right |  | U-turn | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ | Thru |  | Right |  | $\begin{gathered} \hline \text { U-turn } \\ \hline \text { All } \\ \hline \end{gathered}$ | Leg Total 13 |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  |
| 6:00-6:15 | 10 | 10 | 6 | 3 |  | 29 | 1 | 0 | 4 | 3 |  | 8 | 3 | 8 | 2 | 0 |  |  |
| 6:15-6:30 | 25 | 14 | 6 | 6 |  | 51 | 0 | 0 | 2 | 9 |  | 11 | 11 | 12 | 1 | 0 |  | 24 |
| 6:30-6:45 | 21 | 9 | 7 | 5 |  | 42 | 1 | 0 | 7 | 8 |  | 16 | 10 | 7 | 2 | 1 |  | 20 |
| 6:45-7:00 | 16 | 7 | 12 | 8 |  | 43 | 1 | 0 | 10 | 7 |  | 18 | 13 | 5 | 0 | 0 |  | 18 |
| 7:00-7:15 | 16 | 11 | 10 | 6 |  | 43 | 0 | 1 | 11 | 9 |  | 21 | 4 | 7 | 2 | 1 |  | 14 |
| 7:15-7:30 | 31 | 6 | 9 | 6 |  | 52 | 1 | 0 | 15 | 5 |  | 21 | 12 | 6 | 2 | 0 |  | 20 |
| 7:30-7:45 | 27 | 5 | 15 | 15 |  | 62 | 2 | 0 | 17 | 6 |  | 25 | 9 | 7 | 0 | 0 |  | 16 |
| 7:45-8:00 | 24 | 10 | 12 | 17 |  | 63 | 0 | 1 | 25 | 11 |  | 37 | 11 | 4 | 0 | 0 |  | 15 |
| 8:00-8:15 | 26 | 10 | 13 | 7 |  | 56 | 0 | 0 | 16 | 3 |  | 19 | 15 | 4 | 2 | 0 |  | 21 |
| 8:15-8:30 | 23 | 6 | 24 | 7 |  | 60 | 0 | 0 | 17 | 10 |  | 27 | 13 | 7 | 3 | 0 |  | 23 |
| 8:30-8:45 | 30 | 4 | 10 | 8 |  | 52 | 1 | 0 | 19 | 3 |  | 23 | 13 | 4 | 1 | 0 |  | 18 |
| 8:45-9:00 | 30 | 6 | 14 | 3 |  | 53 | 0 | 0 | 18 | 6 |  | 24 | 21 | 5 | 1 | 0 |  | 27 |
| 9:00-9:15 | 25 | 6 | 13 | 2 |  | 46 | 0 | 0 | 20 | 10 |  | 30 | 19 | 5 | 1 | 0 |  | 25 |
| 9:15-9:30 | 19 | 4 | 16 | 3 |  | 42 | 1 | 1 | 10 | 7 |  | 19 | 13 | 5 | 0 | 0 |  | 18 |
| 9:30-9:45 | 22 | 12 | 20 | 6 |  | 60 | 1 | 1 | 17 | 5 |  | 24 | 15 | 8 | 1 | 0 |  | 24 |
| 9:45-10:00 | 14 | 4 | 12 | 9 |  | 39 | 0 | 0 | 24 | 1 |  | 25 | 12 | 6 | 0 | 1 |  | 19 |
| 10:00-10:15 | 17 | 7 | 4 | 7 |  | 35 | 0 | 0 | 12 | 5 |  | 17 | 13 | 1 | 0 | 0 |  | 14 |
| 10:15-10:30 | 24 | 8 | 16 | 5 |  | 53 | 1 | 0 | 10 | 4 |  | 15 | 17 | 7 | 3 | 0 |  | 27 |
| 10:30-10:45 | 24 | 2 | 17 | 11 |  | 54 | 0 | 0 | 8 | 3 |  | 11 | 20 | 2 | 2 | 0 |  | 24 |
| 10:45-11:00 | 17 | 7 | 23 | 7 |  | 54 | 1 | 0 | 8 | 4 |  | 13 | 12 | 5 | 2 | 0 |  | 19 |
| 11:00-11:15 | 12 | 10 | 11 | 6 |  | 39 | 2 | 0 | 9 | 6 |  | 17 | 9 | 7 | 1 | 0 |  | 17 |
| 11:15-11:30 | 17 | 3 | 15 | 5 |  | 40 | 1 | 0 | 22 | 6 |  | 29 | 27 | 5 | 3 | 0 |  | 35 |
| 11:30-11:45 | 17 | 3 | 7 | 2 |  | 29 | 0 | 0 | 10 | 5 |  | 15 | 18 | 10 | 1 | 0 |  | 29 |
| 11:45-12:00 | 15 | 4 | 12 | 3 |  | 34 | 2 | 1 | 18 | 8 |  | 29 | 15 | 0 | 0 | 0 |  | 15 |


| Time | Leg 1 |  |  |  |  |  | Leg 2 |  |  |  |  |  | Leg 3 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | U-turn | Leg Total | Left |  | Right |  | $\begin{gathered} \hline \text { U-turn } \\ \hline \text { All } \\ \hline \end{gathered}$ | Leg Total | Thru |  | Right |  | $\begin{gathered} \hline \text { U-turn } \\ \hline \text { All } \end{gathered}$ | $\begin{aligned} & \text { Leg } \\ & \text { Total } \end{aligned}$ |
|  | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy |  |  | Light | Heavy | Light | Heavy |  |  |
| 12:00-12:15 | 13 | 3 | 9 | 6 |  | 31 | 1 | 0 | 18 | 4 |  | 23 | 11 | 8 | 1 | 0 |  | 20 |
| 12:15-12:30 | 14 | 9 | 10 | 8 |  | 41 | 0 | 0 | 15 | 2 |  | 17 | 19 | 5 | 0 | 0 |  | 24 |
| 12:30-12:45 | 19 | 5 | 14 | 4 |  | 42 | 0 | 0 | 17 | 1 |  | 18 | 19 | 4 | 2 | 0 |  | 25 |
| 12:45-13:00 | 14 | 2 | 13 | 5 |  | 34 | 0 | 0 | 18 | 6 |  | 24 | 24 | 4 | 0 | 0 |  | 28 |
| 13:00-13:15 | 13 | 3 | 9 | 10 |  | 35 | 2 | 0 | 17 | 8 |  | 27 | 22 | 2 | 1 | 0 |  | 25 |
| 13:15-13:30 | 16 | 5 | 11 | 5 |  | 37 | 0 | 0 | 17 | 1 |  | 18 | 15 | 6 | 0 | 0 |  | 21 |
| 13:30-13:45 | 15 | 3 | 7 | 8 |  | 33 | 1 | 0 | 16 | 5 |  | 22 | 13 | 4 | 0 | 0 |  | 17 |
| 13:45-14:00 | 8 | 5 | 13 | 7 |  | 33 | 0 | 0 | 10 | 7 |  | 17 | 18 | 4 | 0 | 0 |  | 22 |
| 14:00-14:15 | 19 | 6 | 9 | 2 |  | 36 | 2 | 0 | 20 | 3 |  | 25 | 18 | 2 | 1 | 0 |  | 21 |
| 14:15-14:30 | 10 | 13 | 8 | 9 |  | 40 | 0 | 0 | 17 | 3 |  | 20 | 22 | 5 | 1 | 0 |  | 28 |
| 14:30-14:45 | 10 | 7 | 21 | 4 |  | 42 | 1 | 0 | 16 | 12 |  | 29 | 13 | 4 | 2 | 0 |  | 19 |
| 14:45-15:00 | 14 | 4 | 12 | 6 |  | 36 | 1 | 1 | 23 | 7 |  | 32 | 23 | 7 | 1 | 0 |  | 31 |
| 15:00-15:15 | 21 | 6 | 13 | 12 |  | 52 | 1 | 0 | 23 | 4 |  | 28 | 22 | 3 | 2 | 0 |  | 27 |
| 15:15-15:30 | 16 | 3 | 6 | 8 |  | 33 | 1 | 0 | 28 | 2 |  | 31 | 22 | 3 | 1 | 0 |  | 26 |
| 15:30-15:45 | 18 | 4 | 24 | 6 |  | 52 | 1 | 0 | 18 | 7 |  | 26 | 23 | 4 | 1 | 0 |  | 28 |
| 15:45-16:00 | 25 | 5 | 15 | 8 |  | 53 | 0 | 0 | 15 | 6 |  | 21 | 22 | 2 | 2 | 1 |  | 27 |
| 16:00-16:15 | 16 | 4 | 14 | 5 |  | 39 | 1 | 0 | 26 | 4 |  | 31 | 20 | 4 | 1 | 1 |  | 26 |
| 16:15-16:30 | 15 | 3 | 18 | 9 |  | 45 | 7 | 1 | 16 | 9 |  | 33 | 14 | 4 | 1 | 0 |  | 19 |
| 16:30-16:45 | 16 | 5 | 11 | 8 |  | 40 | 0 | 0 | 26 | 3 |  | 29 | 14 | 1 | 2 | 0 |  | 17 |
| 16:45-17:00 | 20 | 6 | 12 | 5 |  | 43 | 1 | 1 | 28 | 3 |  | 33 | 14 | 1 | 0 | 5 |  | 20 |
| 17:00-17:15 | 20 | 1 | 13 | 7 |  | 41 | 3 | 1 | 30 | 3 |  | 37 | 12 | 4 | 0 | 0 |  | 16 |
| 17:15-17:30 | 12 | 2 | 15 | 3 |  | 32 | 5 | 1 | 29 | 4 |  | 39 | 14 | 8 | 1 | 0 |  | 23 |
| 17:30-17:45 | 12 | 1 | 14 | 8 |  | 35 | 4 | 0 | 20 | 7 |  | 31 | 7 | 7 | 1 | 0 |  | 15 |
| 17:45-18:00 | 13 | 3 | 8 | 5 |  | 29 | 1 | 1 | 18 | 4 |  | 24 | 8 | 7 | 1 | 1 |  | 17 |
| Total: | 871 | 276 | 603 | 315 | 0 | 2065 | 49 | 11 | 810 | 259 | 0 | 1129 | 734 | 240 | 52 | 11 | 0 | 1037 |
| Peak Count: | 109 | 41 | 71 | 46 | 0 | 241 | 13 | 3 | 113 | 33 | 0 | 140 | 90 | 32 | 8 | 6 | 0 | 112 |
| Peak Hour: | $\begin{aligned} & \text { 08:00 to } \\ & 09: 00 \end{aligned}$ | $\begin{aligned} & \text { 06:15 to } \\ & 07: 15 \end{aligned}$ | $\begin{aligned} & \text { 15:30 to } \\ & 16: 30 \end{aligned}$ | $\begin{aligned} & \text { 07:30 to } \\ & \text { 08:30 } \end{aligned}$ | $\begin{aligned} & \text { 06:00 to } \\ & \text { 07:00 } \end{aligned}$ | $\begin{aligned} & \text { 07:30 to } \\ & 08: 30 \end{aligned}$ | $\begin{aligned} & 16: 45 \text { to } \\ & 17: 45 \end{aligned}$ | $\begin{aligned} & \text { 16:15 to } \\ & 17: 15 \end{aligned}$ | $\begin{aligned} & \text { 16:30 to } \\ & 17: 30 \end{aligned}$ | $\begin{aligned} & \text { 06:15 to } \\ & 07: 15 \end{aligned}$ | $\begin{aligned} & \text { 06:00 to } \\ & 07: 00 \end{aligned}$ | $\begin{aligned} & \hline 16: 45 \text { to } \\ & 17: 45 \end{aligned}$ | $\begin{aligned} & 14: 45 \text { to } \\ & 15: 45 \end{aligned}$ | $\begin{aligned} & \text { 06:00 to } \\ & \text { 07:00 } \end{aligned}$ | $\begin{array}{\|l\|} \hline 10: 15 \text { to } \\ 11: 15 \\ \hline \end{array}$ | $\begin{aligned} & \text { 16:00 to } \\ & \text { 17:00 } \end{aligned}$ | $\begin{aligned} & \text { 06:00 to } \\ & \text { 07:00 } \end{aligned}$ | $\begin{aligned} & 14: 45 \text { to } \\ & 15: 45 \end{aligned}$ |

## Count Tally Sheet

Intersection Of Yaamba Rd and Richardson Rd (Bruce Hwy Rockhampton)
LOCATION: Int Bruce Hwy \& Dawson Hwy
ROAD No: 10E \& 46A (Int 40 @ Tist 11.585km \& km )
DATE: Thu, 03/04/08
TIME: 06:00-18:00
Queensland

## Government

Department o
Main Roads


| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 2 | 2H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 6:00-6:15 | 4 | 0 | 6 | 8 | 5 | 1 |  | 24 | 3 | 1 | 22 | 2 | 4 | 1 |  | 33 |
| 6:15-6:30 | 11 | 0 | 7 | 1 | 7 | 0 |  | 26 | 6 | 0 | 36 | 11 | 3 | 2 |  | 58 |
| 6:30-6:45 | 11 | 1 | 9 | 3 | 3 | 1 |  | 28 | 4 | 2 | 18 | 9 | 6 | 0 |  | 39 |
| 6:45-7:00 | 3 | 1 | 16 | 5 | 1 | 1 |  | 27 | 6 | 1 | 24 | 6 | 1 | 0 |  | 38 |
| 7:00-7:15 | 3 | 1 | 9 | 3 | 5 | 1 |  | 22 | 11 | 1 | 24 | 5 | 2 | 0 |  | 43 |
| 7:15-7:30 | 3 | 0 | 4 | 2 | 2 | 0 |  | 11 | 7 | 0 | 20 | 3 | 2 | 2 |  | 34 |
| 7:30-7:45 | 9 | 0 | 12 | 2 | 3 | 2 |  | 28 | 1 | 0 | 22 | 8 | 3 | 1 |  | 35 |
| 7:45-8:00 | 10 | 1 | 3 | 3 | 6 | 3 |  | 26 | 5 | 1 | 34 | 10 | 3 | 0 |  | 53 |
| 8:00-8:15 | 12 | 2 | 13 | 4 | 5 | 1 |  | 37 | 6 | 1 | 32 | 10 | 2 | 0 |  | 51 |
| 8:15-8:30 | 10 | 2 | 23 | 6 | 8 | 3 |  | 52 | 2 | 2 | 34 | 1 | 0 | 0 |  | 39 |
| 8:30-8:45 | 3 | 0 | 12 | 10 | 4 | 0 |  | 29 | 7 | 3 | 35 | 4 | 1 | 2 |  | 52 |
| 8:45-9:00 | 3 | 1 | 9 | 2 | 8 | 1 |  | 24 | 4 | 1 | 31 | 5 | 3 | 0 |  | 44 |
| 9:00-9:15 | 4 | 0 | 15 | 9 | 3 | 0 |  | 31 | 4 | 1 | 31 | 9 | 1 | 2 |  | 48 |
| 9:15-9:30 | 2 | 0 | 10 | 5 | 6 | 2 |  | 25 | 5 | 2 | 24 | 11 | 2 | 3 |  | 47 |
| 9:30-9:45 | 4 | 0 | 13 | 2 | 4 | 1 |  | 24 | 1 | 2 | 19 | 6 | 4 | 0 |  | 32 |
| 9:45-10:00 | 4 | 1 | 19 | 5 | 5 | 2 |  | 36 | 2 | 0 | 27 | 6 | 2 | 0 |  | 37 |
| 10:00-10:15 | 2 | 2 | 21 | 9 | 0 | 2 |  | 36 | 2 | 1 | 24 | 3 | 1 | 0 |  | 31 |
| 10:15-10:30 | 3 | 3 | 13 | 5 | 1 | 2 |  | 27 | 1 | 2 | 21 | 4 | 1 | 1 |  | 30 |
| 10:30-10:45 | 2 | 2 | 14 | 9 | 1 | 1 |  | 29 | 5 | 5 | 20 | 2 | 3 | 2 |  | 37 |
| 10:45-11:00 | 3 | 2 | 14 | 4 | 2 | 0 |  | 25 | 0 | 1 | 25 | 5 | 1 | 1 |  | 33 |
| 11:00-11:15 | 3 | 1 | 20 | 5 | 4 | 3 |  | 36 | 0 | 2 | 17 | 4 | 4 | 0 |  | 27 |
| 11:15-11:30 | 3 | 0 | 14 | 5 | 6 | 1 |  | 29 | 2 | 2 | 24 | 8 | 4 | 2 |  | 42 |
| 11:30-11:45 | 1 | 1 | 7 | 8 | 0 | 0 |  | 17 | 5 | 0 | 31 | 7 | 1 | 1 |  | 45 |
| 11:45-12:00 | 5 | 1 | 13 | 5 | 5 | 0 |  | 29 | 2 | 4 | 28 | 4 | 3 | 1 |  | 42 |


| Time | Leg 1 |  |  |  |  |  |  |  | Leg 2 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 2 | 2H | 3 | 3H | 4 | 4H |  |  | 3 | 3H | 4 | 4H | 1 | 1H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | 5 | 0 | 16 | 12 | 4 | 1 |  | 38 | 1 | 2 | 33 | 3 | 2 | 1 |  | 42 |
| 12:15-12:30 | 3 | 1 | 9 | 4 | 1 | 0 |  | 18 | 4 | 0 | 27 | 6 | 3 | 2 |  | 42 |
| 12:30-12:45 | 4 | 0 | 11 | 1 | 4 | 2 |  | 22 | 4 | 2 | 24 | 6 | 4 | 0 |  | 40 |
| 12:45-13:00 | 3 | 1 | 14 | 3 | 2 | 2 |  | 25 | 2 | 3 | 27 | 4 | 2 | 1 |  | 39 |
| 13:00-13:15 | 2 | 2 | 12 | 6 | 2 | 0 |  | 24 | 5 | 0 | 35 | 5 | 4 | 0 |  | 49 |
| 13:15-13:30 | 7 | 1 | 17 | 4 | 4 | 0 |  | 33 | 5 | 1 | 33 | 2 | 4 | 0 |  | 45 |
| 13:30-13:45 | 5 | 1 | 16 | 5 | 2 | 0 |  | 29 | 0 | 2 | 40 | 2 | 2 | 0 |  | 46 |
| 13:45-14:00 | 7 | 3 | 15 | 4 | 3 | 4 |  | 36 | 4 | 1 | 25 | 3 | 5 | 1 |  | 39 |
| 14:00-14:15 | 7 | 0 | 16 | 5 | 2 | 0 |  | 30 | 3 | 1 | 31 | 4 | 4 | 0 |  | 43 |
| 14:15-14:30 | 6 | 0 | 17 | 5 | 1 | 1 |  | 30 | 1 | 0 | 32 | 7 | 3 | 2 |  | 45 |
| 14:30-14:45 | 1 | 1 | 20 | 10 | 4 | 1 |  | 37 | 2 | 1 | 39 | 3 | 5 | 0 |  | 50 |
| 14:45-15:00 | 1 | 0 | 15 | 6 | 2 | 1 |  | 25 | 7 | 0 | 42 | 7 | 9 | 2 |  | 67 |
| 15:00-15:15 | 5 | 1 | 12 | 6 | 1 | 0 |  | 25 | 1 | 0 | 57 | 2 | 2 | 0 |  | 62 |
| 15:15-15:30 | 4 | 2 | 7 | 5 | 1 | 0 |  | 19 | 2 | 2 | 71 | 2 | 6 | 1 |  | 84 |
| 15:30-15:45 | 2 | 0 | 8 | 4 | 2 | 2 |  | 18 | 3 | 3 | 41 | 9 | 4 | 1 |  | 61 |
| 15:45-16:00 | 4 | 3 | 16 | 12 | 5 | 3 |  | 43 | 5 | 4 | 47 | 6 | 4 | 1 |  | 67 |
| 16:00-16:15 | 3 | 1 | 11 | 2 | 4 | 3 |  | 24 | 12 | 1 | 57 | 2 | 4 | 2 |  | 78 |
| 16:15-16:30 | 2 | 2 | 7 | 7 | 12 | 3 |  | 33 | 5 | 1 | 57 | 3 | 4 | 0 |  | 70 |
| 16:30-16:45 | 1 | 1 | 11 | 6 | 9 | 0 |  | 28 | 6 | 2 | 64 | 1 | 7 | 0 |  | 80 |
| 16:45-17:00 | 3 | 2 | 17 | 9 | 2 | 0 |  | 33 | 3 | 0 | 75 | 3 | 6 | 1 |  | 88 |
| 17:00-17:15 | 8 | 0 | 9 | 9 | 8 | 0 |  | 34 | 2 | 0 | 50 | 3 | 5 | 1 |  | 61 |
| 17:15-17:30 | 4 | 2 | 5 | 11 | 4 | 1 |  | 27 | 4 | 2 | 80 | 5 | 14 | 0 |  | 105 |
| 17:30-17:45 | 3 | 0 | 14 | 4 | 3 | 0 |  | 24 | 5 | 0 | 57 | 1 | 8 | 1 |  | 72 |
| 17:45-18:00 | 2 | 2 | 9 | 2 | 4 | 0 |  | 19 | 9 | 1 | 80 | 1 | 8 | 0 |  | 99 |
| Total: | 210 | 48 | 600 | 262 | 180 | 52 | 0 | 1352 | 186 | 64 | 1747 | 233 | 176 | 38 | 0 | 2444 |
|  | 46 |  | 95 |  | 39 |  | 0 | 144 | 36 |  | 281 |  | 37 |  | 0 | 337 |
| Peak Hour: | 07:30 to 08:30 |  | 09:45 to 10:45 |  | 15:45 to 16:45 |  | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \end{array}$ | $\begin{array}{\|l\|} \hline 07: 45 \text { to } \\ 08: 45 \end{array}$ | 15:45 to 16:45 |  | 16:30 to 17:30 |  | 17:00 to 18:00 |  | $\begin{aligned} & \text { 06:00 to } \\ & \text { 07:00 } \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { 17:00 to } \\ 18: 00 \end{array}$ |


|  | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 4 | 4H | 1 | 1H | 2 | 2H |  |  | 1 | 1H | 2 | 2H | 3 | 3H |  |  |
| Time | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 6:00-6:15 | 9 | 2 | 6 | 4 | 9 | 1 |  | 31 | 5 | 1 | 41 | 1 | 4 | 0 |  | 52 |
| 6:15-6:30 | 12 | 2 | 8 | 2 | 5 | 1 |  | 30 | 7 | 0 | 52 | 6 | 8 | 0 |  | 73 |
| 6:30-6:45 | 7 | 0 | 6 | 2 | 13 | 2 |  | 30 | 2 | 0 | 77 | 8 | 7 | 1 |  | 95 |
| 6:45-7:00 | 11 | 2 | 7 | 2 | 7 | 8 |  | 37 | 4 | 4 | 37 | 3 | 4 | 3 |  | 55 |
| 7:00-7:15 | 11 | 0 | 5 | 4 | 2 | 1 |  | 23 | 3 | 3 | 39 | 7 | 2 | 2 |  | 56 |
| 7:15-7:30 | 8 | 2 | 11 | 6 | 5 | 3 |  | 35 | 3 | 2 | 39 | 4 | 4 | 2 |  | 54 |
| 7:30-7:45 | 16 | 3 | 7 | 13 | 5 | 5 |  | 49 | 1 | 2 | 49 | 12 | 8 | 0 |  | 72 |
| 7:45-8:00 | 13 | 2 | 15 | 5 | 8 | 0 |  | 43 | 6 | 3 | 49 | 6 | 8 | 0 |  | 72 |
| 8:00-8:15 | 14 | 2 | 9 | 7 | 2 | 2 |  | 36 | 4 | 1 | 61 | 15 | 6 | 3 |  | 90 |
| 8:15-8:30 | 8 | 1 | 16 | 5 | 3 | 1 |  | 34 | 3 | 3 | 57 | 6 | 6 | 1 |  | 76 |
| 8:30-8:45 | 9 | 1 | 11 | 8 | 2 | 3 |  | 34 | 4 | 0 | 44 | 7 | 4 | 2 |  | 61 |
| 8:45-9:00 | 9 | 3 | 13 | 3 | 1 | 2 |  | 31 | 1 | 1 | 42 | 4 | 11 | 2 |  | 61 |
| 9:00-9:15 | 17 | 0 | 13 | 11 | 3 | 1 |  | 45 | 5 | 1 | 48 | 1 | 7 | 4 |  | 66 |
| 9:15-9:30 | 9 | 0 | 16 | 5 | 5 | 0 |  | 35 | 4 | 0 | 30 | 4 | 5 | 1 |  | 44 |
| 9:30-9:45 | 14 | 0 | 17 | 9 | 4 | 0 |  | 44 | 2 | 1 | 57 | 3 | 7 | 1 |  | 71 |
| 9:45-10:00 | 4 | 0 | 18 | 5 | 6 | 1 |  | 34 | 3 | 1 | 24 | 1 | 4 | 2 |  | 35 |
| 10:00-10:15 | 4 | 4 | 10 | 6 | 4 | 1 |  | 29 | 4 | 2 | 25 | 2 | 8 | 2 |  | 43 |
| 10:15-10:30 | 9 | 1 | 19 | 8 | 8 | 1 |  | 46 | 2 | 0 | 21 | 7 | 7 | 0 |  | 37 |
| 10:30-10:45 | 9 | 4 | 23 | 3 | 5 | 0 |  | 44 | 2 | 1 | 23 | 4 | 6 | 0 |  | 36 |
| 10:45-11:00 | 5 | 1 | 18 | 5 | 3 | 1 |  | 33 | 5 | 3 | 25 | 5 | 10 | 2 |  | 50 |
| 11:00-11:15 | 5 | 0 | 18 | 4 | 6 | 3 |  | 36 | 2 | 1 | 34 | 7 | 6 | 1 |  | 51 |
| 11:15-11:30 | 7 | 1 | 23 | 4 | 6 | 5 |  | 46 | 2 | 1 | 25 | 3 | 8 | 1 |  | 40 |
| 11:30-11:45 | 5 | 1 | 28 | 11 | 8 | 1 |  | 54 | 3 | 4 | 24 | 5 | 8 | 6 |  | 50 |
| 11:45-12:00 | 10 | 0 | 25 | 5 | 6 | 1 |  | 47 | 1 | 0 | 26 | 3 | 8 | 2 |  | 40 |


| Time | Leg 3 |  |  |  |  |  |  |  | Leg 4 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left |  | Thru |  | Right |  | U-turn | Leg Total | Left |  | Thru |  | Right |  | U-turn | Leg Total |
|  | 4 | 4H | 1 | 1H | 2 | 2H |  |  | 1 | 1H | 2 | 2H | 3 | 3H |  |  |
|  | Light | Heavy | Light | Heavy | Light | Heavy | All |  | Light | Heavy | Light | Heavy | Light | Heavy | All |  |
| 12:00-12:15 | 7 | 0 | 11 | 4 | 4 | 1 |  | 27 | 1 | 1 | 15 | 0 | 6 | 1 |  | 24 |
| 12:15-12:30 | 5 | 0 | 18 | 3 | 2 | 1 |  | 29 | 2 | 0 | 20 | 3 | 7 | 4 |  | 36 |
| 12:30-12:45 | 7 | 3 | 16 | 5 | 2 | 3 |  | 36 | 2 | 0 | 26 | 4 | 4 | 0 |  | 36 |
| 12:45-13:00 | 5 | 1 | 15 | 3 | 3 | 2 |  | 29 | 0 | 2 | 18 | 3 | 6 | 0 |  | 29 |
| 13:00-13:15 | 7 | 1 | 14 | 3 | 0 | 0 |  | 25 | 6 | 1 | 22 | 2 | 3 | 2 |  | 36 |
| 13:15-13:30 | 8 | 1 | 26 | 5 | 4 | 1 |  | 45 | 0 | 2 | 19 | 7 | 7 | 1 |  | 36 |
| 13:30-13:45 | 6 | 1 | 22 | 5 | 4 | 1 |  | 39 | 0 | 0 | 25 | 4 | 4 | 1 |  | 34 |
| 13:45-14:00 | 2 | 1 | 15 | 3 | 1 | 2 |  | 24 | 0 | 0 | 18 | 4 | 7 | 0 |  | 29 |
| 14:00-14:15 | 6 | 0 | 14 | 3 | 3 | 2 |  | 28 | 4 | 1 | 19 | 4 | 4 | 1 |  | 33 |
| 14:15-14:30 | 3 | 2 | 11 | 5 | 1 | 2 |  | 24 | 5 | 2 | 29 | 3 | 7 | 1 |  | 47 |
| 14:30-14:45 | 7 | 2 | 11 | 5 | 6 | 2 |  | 33 | 3 | 1 | 31 | 2 | 16 | 2 |  | 55 |
| 14:45-15:00 | 9 | 3 | 11 | 3 | 2 | 0 |  | 28 | 0 | 2 | 20 | 2 | 8 | 0 |  | 32 |
| 15:00-15:15 | 8 | 1 | 19 | 3 | 4 | 2 |  | 37 | 2 | 0 | 30 | 1 | 11 | 0 |  | 44 |
| 15:15-15:30 | 13 | 3 | 17 | 3 | 1 | 0 |  | 37 | 1 | 0 | 37 | 3 | 5 | 0 |  | 46 |
| 15:30-15:45 | 8 | 6 | 14 | 1 | 1 | 1 |  | 31 | 5 | 0 | 43 | 3 | 10 | 2 |  | 63 |
| 15:45-16:00 | 6 | 2 | 15 | 5 | 4 | 0 |  | 32 | 1 | 2 | 42 | 8 | 7 | 2 |  | 62 |
| 16:00-16:15 | 15 | 1 | 25 | 4 | 7 | 1 |  | 53 | 2 | 2 | 33 | 7 | 4 | 0 |  | 48 |
| 16:15-16:30 | 16 | 2 | 18 | 5 | 6 | 0 |  | 47 | 4 | 2 | 27 | 3 | 12 | 3 |  | 51 |
| 16:30-16:45 | 11 | 0 | 6 | 5 | 7 | 0 |  | 29 | 2 | 1 | 36 | 3 | 21 | 1 |  | 64 |
| 16:45-17:00 | 7 | 3 | 17 | 7 | 4 | 0 |  | 38 | 3 | 0 | 43 | 0 | 13 | 0 |  | 59 |
| 17:00-17:15 | 10 | 0 | 8 | 3 | 3 | 0 |  | 24 | 3 | 0 | 41 | 1 | 15 | 2 |  | 62 |
| 17:15-17:30 | 13 | 1 | 13 | 3 | 5 | 0 |  | 35 | 2 | 0 | 37 | 0 | 11 | 1 |  | 51 |
| 17:30-17:45 | 10 | 2 | 11 | 3 | 4 | 0 |  | 30 | 4 | 0 | 38 | 1 | 17 | 0 |  | 60 |
| 17:45-18:00 | 8 | 1 | 15 | 6 | 4 | 0 |  | 34 | 5 | 0 | 35 | 3 | 15 | 0 |  | 58 |
| Peak Count: | 422 | 69 | 704 | 232 | 208 | 65 | 0 | 1700 | 135 | 54 | 1653 | 195 | 376 | 62 | 0 | 2475 |
|  | 60 |  | 118 |  | 46 |  | 0 | 183 | 24 |  | 255 |  | 67 |  | 0 | 310 |
| Peak Hour: | 07:15 to 08:15 |  | 11:00 to 12:00 |  | 06:00 to 07:00 |  | $\begin{array}{\|l\|} \hline 06: 00 \text { to } \\ 07: 00 \end{array}$ | $\begin{array}{\|l\|} \hline 11: 00 \text { to } \\ \hline 12: 00 \\ \hline \end{array}$ | 07:45 to 08:45 |  | 07:30 to 08:30 |  | 16:15 to 17:15 |  | $\begin{aligned} & \text { 06:00 to } \\ & 07: 00 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { 07:30 to } \\ 08: 30 \end{array}$ |




| $\underset{\substack{\text { TIME } \\ \text { (1/4 hr end })}}{ }$ | Movement 1 |  |  |  |  | Movement 2 |  |  |  |  | Movement 3 |  |  |  |  | Movement 4 |  |  |  |  | Movement 5 |  |  |  |  | Movement 6 |  |  |  |  | Movement 7 |  |  |  |  | Movement 8 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\begin{aligned} & \hline \frac{\circ}{6} \\ & \stackrel{6}{6} \\ & \frac{2}{2} \\ & \frac{\square}{2} \\ & \stackrel{3}{2} \end{aligned}$ | ¢ | $\begin{aligned} & \frac{5}{5} \\ & \frac{5}{8} \\ & \hline 0 \end{aligned}$ |  |  |  | ） | $\begin{aligned} & \frac{0}{5} \\ & \frac{5}{8} \\ & \hline 0 \end{aligned}$ |  |  |  | ¢ | $\begin{array}{\|l\|} \hline \frac{y}{6} \\ \frac{y y y y}{8} \\ \hline \end{array}$ |  |  |  | ¢ | $\begin{aligned} & \frac{0}{5} \\ & \frac{5}{8} \\ & \hline 0 \end{aligned}$ |  |  |  |  | $\begin{array}{r} \frac{0}{5} \\ \frac{5}{8} \\ \hline 0 \end{array}$ |  |  | $\begin{aligned} & \hline \frac{0}{6} \\ & \frac{6}{6} \\ & \frac{2}{2} \\ & \frac{1}{2} \\ & \hline \end{aligned}$ | 郷 | $\begin{aligned} & \frac{6}{5} \\ & \frac{5}{8} \\ & \hline 0.0 \end{aligned}$ |  |  |  | ¢ | $\begin{aligned} & \frac{0}{2} \\ & \frac{2}{3} \\ & \hline 0 \end{aligned}$ |  |  | $\stackrel{0}{0}$ $\frac{6}{6}$ $\frac{3}{2}$ $\frac{3}{4}$ $\frac{3}{2}$ | $\stackrel{\text { ¢ }}{\text { ¢ }}$ | $\begin{array}{r} \frac{5}{6} \\ \frac{5}{6} \\ \hline 0 \\ \hline \end{array}$ |
| 2：45 PM | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 12 | 0 | 193 | 8 | 0 | 201 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 25 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 0 |
| 3：00 PM | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 111 | 4 | 0 | 115 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 16 | 0 | 9 | 1 | 0 | 10 | 0 | 5 | 0 | 0 | 5 | 0 |
| 3：15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 184 | 4 | 0 | 188 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 |
| 3：30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 237 | 14 | 0 | 251 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 7 | 0 | 0 | 7 | 0 | 19 | 1 | 0 | 20 | 0 |
| 3：45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 207 | 7 | 0 | 214 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 0 |
| 4：00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 160 | 2 | － | 162 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 0 |
| 4：15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | － | 197 | 1 | 0 | 198 | 0 | 26 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 10 | － | 0 | 10 | 0 | 9 | 0 | 0 | 9 | 0 |
| 4：30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 161 | 1 | 0 | 162 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 0 |
| 4：45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 251 | 0 | 0 | 251 | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 7 | 0 |
| 5：00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 173 | 2 | 0 | 175 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 0 |
| 5：15 PM | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 12 | 0 | 211 | 2 | 0 | 213 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 8 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 8 | 0 |
| 5：30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 302 | 3 | 0 | 305 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | ， | 0 | 10 | 0 | 4 | 0 | 0 | 4 | 0 | 9 | 0 | 0 | 9 | 0 |
|  | － | － | － | － | － | ${ }^{8}$ | $\stackrel{\square}{\square}$ | － | \％ | － |  |  | － |  | － |  |  | － |  | － | $\bigcirc$ | － | － | － | － |  | － | － |  | － | F | $\sim$ | － | $\stackrel{\circ}{\circ}$ | － | $\stackrel{\square}{\circ}$ | － | － | $\stackrel{\square}{\circ}$ |  |
| $\stackrel{\text { \％}}{\stackrel{\circ}{\circ}}$ |  |  |  |  |  |  |  |  |  |  | \％ |  |  | 厫 |  | $\stackrel{\sim}{\sim}$ |  |  | $\stackrel{\text { a }}{\text { N }}$ |  |  |  |  |  |  | $\stackrel{ }{-}$ |  |  | $\stackrel{\text { ® }}{\sim}$ |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | － | － | － | 。 | － | － | ${ }^{\circ}$ | － | $\stackrel{\circ}{\sim}$ | － | 厑 | ， | － | 先 |  | $\bar{\square}$ | － | － | б | － | － | － | － | － | － | $\bar{\square}$ | － | － | $\bar{\square}$ | － | $\stackrel{\sim}{\sim}$ | － | － | $\stackrel{\sim}{\sim}$ | － | ¢ | － | － | ¢ | － |

Site No．：
Location：Dawson Highway／Blain Drive，Gladston
Day／Date：Thursday 9 February 2006
$\begin{array}{lll}\text { AM Peak：} & \text { Hour ending－} & \text { 8：30 } \mathrm{AM} \\ \text { PM Peak：} & \text { Hour ending－} & \text { 5：30 } \mathrm{PM}\end{array}$


| $\begin{array}{\|c} \text { TIME } \\ \text { (1/4 hr end) } \end{array}$ | Movement 9 |  |  |  |  | Movement 10 |  |  |  |  | Movement 11 |  |  |  |  | Movement 12 |  |  |  |  | Movement 13 |  |  |  |  | Movement 14 |  |  |  |  | Movement 15 |  |  |  |  | Movement 16 |  |  |  |  | Pedestrian Movements |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 戓 | $\begin{aligned} & \frac{0}{8} \\ & \frac{5}{8} \\ & \hline 0 \end{aligned}$ |  |  |  | ¢ | $\begin{aligned} & \frac{0}{6} \\ & \frac{5}{3} \\ & \hline 0 \end{aligned}$ |  |  |  | \％ | $\begin{aligned} & \frac{9}{8} \\ & \frac{8}{8} \\ & \hline 0 \end{aligned}$ |  |  |  | ¢ | $\begin{aligned} & \frac{0}{6} \\ & \frac{5}{8} \\ & \hline 0 \end{aligned}$ |  |  |  | \％ | $\begin{aligned} & \frac{0}{6} \\ & \frac{5}{8} \\ & \hline 0 \end{aligned}$ |  |  |  | \％ | $\begin{array}{r} \frac{0}{5} \\ \frac{5}{8} \\ \hline 0.0 \\ \hline \end{array}$ |  |  |  | ¢ | $\begin{aligned} & \frac{0}{6} \\ & \frac{2}{8} \\ & 0 \end{aligned}$ |  |  |  | ¢ | $\begin{aligned} & \frac{0}{6} \\ & \frac{5}{8} \\ & \hline 0.0 \end{aligned}$ | A | B | C | D |
| 2：45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 180 | 7 |  | 187 | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | － |  | ${ }^{85}$ | 0 | 11 | 0 | 0 | 11 | 0 | 4 | 3 |  | 7 | 0 | 0 | 0 | 0 | 0 |
| 3：00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 2 | 0 | 180 | 0 | 18 | 0 | － | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 4 | － | 70 | 0 | 8 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 3：15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 3 | 0 | 140 | 0 | 16 | 5 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 4 | 0 | 56 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 1 | － | 5 | 0 | 0 | 0 | 0 | 0 |
| 3：30 PM | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 151 | 7 | 0 | 158 | 0 | 27 | 3 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 8 | 0 | 84 | 0 | 10 | 0 | 0 | 10 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| 3：45 PM | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 128 | 7 | 0 | 135 | 0 |  | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 6 | 0 | 154 | 0 | 17 | 0 | 0 | 17 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| 4：00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 7 | 0 | 127 | 0 | 22 | 5 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 7 | 0 | 114 | 0 | 10 | 0 | 0 | 10 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 4：15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 6 | 0 | 126 | 0 | 26 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 6 | 0 | 121 | 0 | 7 | 0 | 0 | 7 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 4：30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 130 | 2 | 0 | 132 | 0 | 16 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 2 | 0 | 130 | 0 | 12 | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 4：45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 149 | 2 | 0 | 151 | 0 | 25 | 2 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 5 | 0 | 168 | 0 | 17 | 0 | 0 | 17 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 5：00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 1 | 0 | 116 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 4 | 0 | 109 | 0 | 11 | 0 | 0 | 11 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| 5：15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 97 | 1 | 0 | 98 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 4 | 0 | 202 | 0 | 37 | 0 | 0 | 37 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 5：30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 1 | 0 | 126 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 3 | 0 | 117 | 0 | 31 | 0 | 0 | 31 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 |  |
|  | － |  |  |  | － |  |  |  |  |  | $\stackrel{\text { \％}}{ }$ | $\stackrel{7}{7}$ | － | ¢ | － | ¢ | \％ | － | 哭 | － | － | － | － | － | － | － | $\stackrel{\%}{\circ}$ | － | $\stackrel{\square}{\square}$ | － | $\stackrel{\square}{\circ}$ | － |  | $\stackrel{\square}{\circ}$ | － | F | － | － | \％ | － | － | － | － |  |
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PM Peak Volume Distribution


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## 12h Volume Distribution




| Calliope |
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| AM Peak |
| PM Peak |
| AM 6-7 |
| PM 1:30-2:35 |
| PM 4:30-5:30 |
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| 6:15 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 |
| 6:30 | 3 | 0 |  | 0 | 0 | 0 | , | 0 | 25 | 7 | 0 | 0 |
| 6:45 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 4 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 4 | 0 | 0 |
| 7:15 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 1 | 0 | 0 |
| 7:30 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 18 | 2 | 2 | 1 |
| 7:45 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 18 | 7 | 4 | 1 |
| 8:00 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 26 | 8 | 1 | 0 |
| 8:15 | 4 | 0 | 3 | 1 | 0 | 0 | 2 | 2 | 15 | 3 | 0 | 0 |
| 8:30 | 4 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 24 | 7 | 1 | 0 |
| 8:45 | 3 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 20 | 3 | 0 | 0 |
| 9:00 | 1 | 0 | 5 | 0 | 1 | 1 | 7 | 3 | 23 | 7 | 0 | 0 |
| 9:15 | 2 | 0 | 3 | 0 | 0 | 0 | 5 | 2 | 29 | 6 | 0 | 0 |
| 9:30 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 26 | 6 | 1 | 0 |
| 9:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 0 |
| 10:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 3 | 0 | 0 |
| 10:15 | 1 | 0 | 2 | 0 | 0 | 0 | 5 | 4 | 22 | 6 | 0 | 0 |
| 10:30 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 11 | 5 | 0 | 0 |
| 10:45 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 17 | 5 | 0 | 0 |
| 11:00 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 20 | 6 | 0 | 0 |
| 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 25 | 11 | 2 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 6 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 11 | 4 | 1 | 0 |
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AM Peak
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AM Peak
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| 12:15 | 10 | 3 | 39 | 10 | 27 | 8 | 11 | 3 | 17 | 2 | 2 | 0 | 22 | 1 | 55 | 14 | 8 | 1 | 20 | 10 | 14 | 5 | 12 | 0 | 237 |
| 12:30 | 3 | 3 | 23 | 8 | 13 | 5 | 6 | 3 | 4 | 0 | 6 | 3 | 16 | 2 | 32 | 4 | 9 | 3 | 9 | 3 | 9 | 2 | 16 | 3 | 146 |
| 12:45 | 3 | 1 | 24 | 8 | 18 | 4 | 4 | 2 | 5 | 1 | 4 | 2 | 20 | 1 | 41 | 11 | 8 | 1 | 10 | 4 | 13 | 2 | 9 | 2 | 159 |
| 13:00 | 9 | 4 | 48 | 10 | 22 | 9 | 11 | 5 | 11 | 0 | 14 | 4 | 23 | 4 | 54 | 9 | 7 | 0 | 19 | 6 | 7 | 2 | 16 | 2 | 241 |
| 13:15 | 1 | 0 | 48 | 9 | 25 | 3 | 9 | 4 | 10 | 3 | 6 | 2 | 15 | 2 | 46 | 9 | 17 | 1 | 16 | 4 | 9 | 1 | 9 | 1 | 211 |
| 13:30 | 1 | 0 | 32 | 8 | 18 | 7 | 15 | 3 | 11 | 0 | 2 | 1 | 24 | 1 | 51 | 12 | 11 | 2 | 11 | 1 | 4 | 0 | 6 | 0 | 186 |
| 13:45 | 4 | 3 | 48 | 13 | 17 | 1 | 8 | 1 | 5 | 1 | 3 | 0 | 20 | 1 | 56 | 7 | 17 | 5 | 19 | 2 | 1 | 0 | 8 | 1 | 206 |
| 14:00 | 6 | 1 | 47 | 20 | 15 | 3 | 4 | 1 | 4 | 0 | 8 | 1 | 22 | 3 | 59 | 16 | 14 | 5 | 23 | 3 | 5 | 1 | 9 | 1 | 216 |
| 14:15 | 8 | 4 | 59 | 22 | 42 | 11 | 10 | 3 | 8 | 4 | 4 | 2 | 38 | 6 | 72 | 15 | 9 | 1 | 21 | 3 | 13 | 2 | 24 | 3 | 308 |
| 14:30 | 4 | 2 | 26 | 12 | 13 | 6 | 13 | 4 | 7 | 0 | 8 | 3 | 12 | 0 | 51 | 11 | 8 | 1 | 15 | 5 | 7 | 2 | 9 | 2 | 173 |
| 14:45 | 7 | 3 | 39 | 9 | 25 | 4 | 19 | 4 | 2 | 0 | 3 | 2 | 11 | 1 | 43 | 12 | 9 | 3 | 14 | 4 | 2 | 0 | 9 | 0 | 183 |
| 15:00 | 9 | 4 | 39 | 12 | 25 | 3 | 8 | 2 | 5 | 0 | 2 | 0 | 19 | 5 | 95 | 17 | 11 | 2 | 9 | 3 | 9 | 1 | 10 | 0 | 241 |
| 15:15 | 1 | 1 | 70 | 14 | 28 | 4 | 12 | 2 | 8 | 2 | 12 | 6 | 27 | 0 | 53 | 9 | 14 | 4 | 37 | 11 | 10 | 1 | 18 | 2 | 290 |
| 15:30 | 2 | 2 | 40 | 6 | 23 | 5 | 4 |  | 2 | 2 | 1 | 0 | 13 | 1 | 40 | 8 | 3 | 1 | 17 | 3 |  | 0 | 4 | 2 | 150 |
| 15:45 | 8 | 4 | 90 | 15 | 62 | 10 | 21 | 3 | 13 | 2 | 0 | 0 | 16 | 0 | 74 | 12 | 2 | 0 | 22 | 7 | 17 | 1 | 12 | 0 | 337 |
| 16:00 | 5 | 1 | 59 | 13 | 35 | 2 | 6 | 2 | 7 |  | 4 | 2 | 13 | 0 | 64 | 7 | 6 | 0 | 17 | 7 | 11 | 3 | 11 | 3 | 238 |
| 16:15 | 10 | 5 | 67 | 11 | 45 | 4 | 9 | 0 | 4 | 2 | 4 | 1 | 18 | 3 | 57 | 9 | 17 | 8 | 14 | 1 | 13 | 1 | 10 | 2 | 268 |
| 16:30 | 8 | 5 | 96 | 13 | 63 | 1 | 20 | 1 | 49 | 2 | 18 | 6 | 24 | 4 | 24 | 12 | 5 | 2 | 23 | 1 | 19 | 4 | 8 | 0 | 357 |
| 16:45 | 7 | 4 | 52 | 5 | 45 | 3 | 23 | 2 | 53 | 2 | 17 | 1 | 18 | 3 | 100 | 14 | 2 | 0 | 27 | 1 | 2 | 0 | 15 | 0 | 361 |
| 17:00 | 12 | 4 | 62 | 6 | 50 | 1 | 20 | 5 | 23 | 2 | 11 | 3 | 25 | 0 | 67 | 5 | 3 | 1 | 25 | 2 | 5 | 0 | 6 | 0 | 309 |
| 17:15 | 7 | 0 | 83 | 8 | 52 | 3 | 31 | 4 | 69 | 3 | 41 | 0 | 40 | 0 | 114 | 7 | 7 | 0 | 34 | 0 | 1 | 0 | 3 | 1 | 482 |
| 17:30 | 2 | 0 | 48 | 5 | 60 | 1 | 4 | 1 | 6 | 0 | 9 | 0 | 22 | 1 | 79 | 3 | 1 | 0 | 20 | 0 | 1 | 0 | 2 | 0 | 254 |
| 17:45 | 4 | 0 | 36 | 5 | 45 | 0 | 2 | 0 | 15 | 0 | 7 | 1 | 17 | 0 | 58 | 2 | 3 | 0 | 25 | 0 | 5 | 0 | 6 | 0 | 223 |
| 18:00 | 2 | 0 | 21 | 2 | 20 | 0 | 9 | 2 | 24 | 0 | 9 | 0 | 13 | 1 | 47 | 7 | 3 | 0 | 19 | 1 | 0 | 0 | 1 | 0 | 168 |
|  | 133 | 54 | 1196 | 244 | 788 | 98 | 279 | 58 | 362 | 29 | 195 | 40 | 488 | 40 | 1432 | 232 | 194 | 41 | 466 | 82 | 178 | 28 | 233 | 25 | 5944 |
| 7:15 | 96 | 10 | 266 | 43 | 155 | 15 | 9 | 3 | 65 | 7 | 62 | 11 | 50 | 15 | 302 | 62 | 68 | 15 | 429 | 21 | 172 | 15 | 37 | 9 | 1711 |
| 17:15 | 34 | 13 | 293 | 32 | 210 | 8 | 94 | 12 | 194 | 9 | 87 | 10 | 107 | 7 | 305 | 38 | 17 | 3 | 109 | 4 | 27 | 4 | 32 | 1 | 1509 |
| 7:00 | 116 | 4 | 225 | 30 | 135 | 10 | 8 | 4 | 73 | 5 | 63 | 7 | 29 | 10 | 268 | 44 | 74 | 13 | 468 | 19 | 216 | 12 | , | 3 | 1684 |
| 8:45 | 70 | 11 | 260 | 42 | 127 | 18 | 31 | 11 | 48 | 6 | 52 | 18 | 79 | 28 | 243 | 55 | 55 | 12 | 108 | 23 | 42 | 9 | 102 | 15 | 1217 |
| 14:30 | 22 | 10 | 180 | 67 | 87 | 21 | 35 | 9 | 24 | 5 | 23 | 6 | 92 | 10 | 238 | 49 | 48 | 12 | 78 | 13 | 26 | 5 | 50 | 7 | 903 |
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AM Peak
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AM $17: 45-8: 45$
PM 1 $1: 30-2: 30$
PM 4:30-5:30 7.30

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| 6:15 | 1 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 6:30 | 1 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 6:45 | 1 | 0 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:00 | 1 | 1 | 21 | 6 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 7:15 | 0 | 0 | 26 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 7:30 | 0 | 0 | 22 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 0 |
| 7:45 | 0 | 0 | 37 | 13 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 7 | 0 |
| 8:00 | 0 | 0 | 33 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 1 | 0 | 50 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 8:30 | 1 | 1 | 42 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
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| 9:00 | 0 | 0 | 30 | 6 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 0 |
| 9:15 | 1 | 0 | 25 | 2 | 4 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 6 | 3 |
| 9:30 | 0 | 0 | 47 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 |
| 9:45 | 0 | 0 | 44 | 16 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 5 | 1 |
| 10:00 | 1 | 0 | 37 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 10:15 | 0 | 0 | 50 | 10 | 3 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 7 | 0 |
| 10:30 | 0 | 0 | 40 | 10 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 |
| 10:45 | 0 | 0 | 31 | 10 | 14 | 5 | 0 | 0 | 1 | 0 | 0 | 0 |  | 0 |
| 11:00 | 0 | 0 | 45 | 18 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 6 | 1 |
| 11:15 | 0 | 0 | 42 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |
| 11:30 | 0 | 0 | 33 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:45 | 1 | 0 | 67 | 19 | 6 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
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| AM Peak | 9:00 | 3 | 2 | 167 | 33 | 4 | 1 | 3 | 0 | 5 | 2 | 3 | 0 | 12 | 0 | 193 | 45 | 4 | 2 | 6 | 1 | 3 | 1 | 48 | 8 | 451 |
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| PM Peak | 15:15 | 2 | 0 | 180 | 42 | 13 | 2 | 1 | 0 | 9 | 0 | 1 | 0 | 23 | 6 | 204 | 51 | 2 | 0 | 10 | 5 | 5 | 1 | 20 | 2 | 470 |
| AM 6-7 | 7:00 | 4 | 1 | 92 | 21 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 83 | 37 | 0 | 0 | 6 | 1 | 9 | 0 | 40 | 0 | 246 |
| AM7:45-8:45 | 8:45 | 3 | 2 | 170 | 34 | 4 | 1 | 3 | 0 | 4 | 2 | 1 | 0 | 7 | 0 | 178 | 42 | 5 | 3 | 6 | 0 | 2 | 1 | 49 | 8 | 432 |
| PM 1:30-2:30 | 14:30 | 0 | 0 | 171 | 46 | 7 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 25 | 0 | 168 | 31 | 2 | 0 | 16 | 2 | 1 | 0 | 20 | 0 | 419 |
| PM 4:30-5:30 | 17:30 | 0 | 0 | 172 | 31 | 9 | 0 | 2 | 0 | 6 | 0 | 1 | 0 | 45 | 0 | 192 | 53 | 7 | 1 | 19 | 0 | 2 | 0 | 10 | 0 | 465 |

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17:30

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| 6:15 | 20 | 10 | 9 | 3 | 1 |  | 0 | 7 |  | 3 | 11 | 8 | 2 | 0 |  | 50 |
| 6:30 | 39 | 14 | 12 | 6 | 0 |  | 0 | 11 |  | 9 | 23 | 12 | 1 | 0 |  | 86 |
| 6:45 | 30 | 9 | 12 | 5 | 1 |  | 0 | 15 |  | 8 | 17 | 7 | 3 | 1 |  | 78 |
| 7:00 | 23 | 7 | 20 | 8 | 1 |  | 0 | 17 |  | 7 | 18 | 5 | 0 | 0 |  | 79 |
| 7:15 | 27 | 11 | 16 | 6 | 1 |  | 1 | 20 |  | 9 | 11 | 7 | 3 | 1 |  | 78 |
| 7:30 | 37 | 6 | 15 | 6 | 1 |  | 0 | 20 |  | 5 | 18 | 6 | 2 | 0 |  | 93 |
| 7:45 | 32 | 5 | 30 | 15 | 2 |  | 0 | 23 |  | 6 | 16 | 7 | 0 | 0 |  | 103 |
| 8:00 | 34 | 10 | 29 | 17 | 1 |  | 1 | 36 |  | 11 | 15 | 4 | 0 | 0 |  | 115 |
| 8:15 | 36 | 10 | 20 | 7 | 0 |  | 0 | 19 |  | 3 | 19 | 4 | 2 | 0 |  | 96 |
| 8:30 | 29 | 6 | 31 | 7 | 0 |  | 0 | 27 |  | 10 | 20 | 7 | 3 | 0 |  | 110 |
| 8:45 | 34 | 4 | 18 | 8 | 1 |  | 0 | 22 |  | 3 | 17 | 4 | 1 | 0 |  | 93 |
| 9:00 | 36 | 6 | 17 | 3 | 0 |  | 0 | 24 |  | 6 | 26 | 5 | 1 | 0 |  | 104 |
| 9:15 | 31 | 6 | 15 | 2 | 0 |  | 0 | 30 |  | 10 | 24 | 5 | 1 | 0 |  | 101 |
| 9:30 | 23 | 4 | 19 | 3 | 2 |  | 1 | 17 |  | 7 | 18 | 5 | 0 | 0 |  | 79 |
| 9:45 | 34 | 12 | 26 | 6 | 2 |  | 1 | 22 |  | 5 | 23 | 8 | 1 | 0 |  | 108 |
| 10:00 | 18 | 4 | 21 | 9 | 0 |  | 0 | 25 |  | 1 | 18 | 6 | 1 | 1 |  | 83 |
| 10:15 | 24 | 7 | 11 | 7 | 0 |  | 0 | 17 |  | 5 | 14 | 1 | 0 | 0 |  | 66 |
| 10:30 | 32 | 8 | 21 | 5 | 1 |  | 0 | 14 |  | 4 | 24 | 7 | 3 | 0 |  | 95 |
| 10:45 | 26 | 2 | 28 | 11 | 0 |  | 0 | 11 |  | 3 | 22 | 2 | 2 | 0 |  | 89 |
| 11:00 | 24 | 7 | 30 | 7 | 1 |  | 0 | 12 |  | 4 | 17 | 5 | 2 | 0 |  | 86 |
| 11:15 | 22 | 10 | 17 | 6 | 2 |  | 0 | 15 |  | 6 | 16 | 7 | 1 | 0 |  | 73 |
| 11:30 | 20 | 3 | 20 |  | 1 |  | 0 | 28 |  | 6 | 32 | 5 | 3 | 0 |  | 104 |
| 11:45 | 20 | 3 | 9 | 2 | 0 |  | 0 | 15 |  | 5 | 28 | 10 | 1 | 0 |  | 73 |
| 12:00 | 19 | 4 | 15 | 3 | 3 |  | 1 | 26 |  | 8 | 15 | 0 | 0 | 0 |  | 78 |
|  | 139 | 31 | 94 | 45 |  | 4 | 1 |  | 98 | 25 | 68 | 21 |  | 0 |  | 2120 |
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| AM Peak | 8:30 | 131 | 31 | 110 | 46 | 3 | 1 | 105 | 30 | 70 | 22 | 5 | 0 | 424 |
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| PM Peak | 16:00 | 98 | 18 | 92 | 34 | 3 | 0 | 103 | 19 | 101 | 12 | 7 | 1 | 404 |
| AM 6-7 | 7:00 | 112 | 40 | 53 | 22 | 3 | 0 | 50 | 27 | 69 | 32 | 6 | 1 | 293 |
| AM7:45-8:45 | 8:45 | 133 | 30 | 98 | 39 | 2 | 1 | 104 | 27 | 71 | 19 | 6 | 0 | 414 |
| PM 1:30-2:30 | 14:30 | 79 | 27 | 63 | 26 | 3 | 0 | 81 | 18 | 86 | 15 | 2 | 0 | 314 |
| PM 4:30-5:30 |  |  | 18 | 82 | 27 | 11 | 2 | 115 | 19 |  | 10 | 10 |  | 375 |


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AM Peak AM7:45-8:45 PM 1:30-2:30
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| 468 | 1513 | 62\% |
| 626 | 2139 | 87\% |
| 606 | 2139 | 87\% |
| 483 | 2183 | 89\% |
| 549 | 2264 | 92\% |
| 486 | 2124 | 87\% |
| 682 | 2200 | 90\% |
| 472 | 2189 | 89\% |
| 630 | 2270 | 93\% |
| 667 | 2451 | 100\% |
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| 0 |  | 0\% | 17:30 91












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AM 6-7
AM7-4-8:845
PM 1:30:200
PM 4:30-5:30

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AM Peak
PM Peak
AM 6－7
$\begin{aligned} & \text { AM7．45－8：45 } \\ & \text { PM } 1: 30-2: 30 \\ & \text { PM } 4: 30-5: 30\end{aligned}$ $\square$








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AM7:45-8:45
PM 1:30-2:30

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AM Peak
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## AM Peak PM Peak <br> AM 6－7 $\substack{\text { AM7 } 74-8: 45 \\ \text { PM } 1: 30-2: 30}$ <br> PM 1：30－2：30 PM $4: 30-5: 30$


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| 12:15 | 12 | 4 | 148 | 6 | 3 | 0 | 6 | 2 | 2 | 0 | 2 | 1 | 9 | 0 | 96 | 8 | 4 | 3 | 4 | 1 | 3 | 0 | 1 | 0 | 290 |
| 12:30 | 6 | 1 | 125 | 11 | 5 | 0 | 1 | 1 | 2 | 0 | 10 | 2 | 15 | 0 | 93 | 9 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 262 |
| 12:45 | 13 | 5 | 192 | 7 | 2 | 0 | 4 | 0 | 0 | 0 | 9 | 2 | 3 | 0 | 124 | 8 | 3 | 1 | 2 |  | 2 | 0 | 2 | 0 | 356 |
| 13:00 | 11 | 1 | 145 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 15 | 6 | 6 | 0 | 112 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 299 |
| 13:15 | 11 | 1 | 145 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 16 | 7 | 3 | 0 | 117 | 5 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 306 |
| 13:30 | 12 | 1 | 132 | 8 | 3 | 0 | 7 | 1 | 0 | 0 | 8 | 0 | 7 | 0 | 91 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 268 |
| 13:45 | 9 | 5 | 107 | 5 | 0 | 0 | 1 |  | 0 | 0 | 5 | 0 | 1 | 0 | 87 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 218 |
| 14:00 | 4 | 1 | 121 | 7 | 6 | 0 | 4 |  | 0 | 0 | 6 | 0 | 1 | 0 | 88 | 2 | 3 | 1 | 4 | 0 | 3 | 0 | 3 | 0 | 243 |
| 14:15 | 12 | 9 | 137 | 7 | 3 | 0 | 4 | 1 | 0 | 0 | 7 | 1 | 4 | 0 | 122 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 291 |
| 14:30 | 8 | 1 | 119 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 | 1 | 69 | 2 | 0 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 224 |
| 14:45 | 9 | 1 | 121 | 5 | 6 | 0 | 2 | 1 | 0 | 0 | 7 | 1 | 6 | 0 | 69 | 7 | 2 | 0 | 7 | 0 | 1 | 0 | 5 | 0 | 235 |
| 15:00 | 10 | 1 | 183 | 6 | 7 | 0 | 4 | 0 | 0 | 0 | 7 | 2 | 14 | 0 | 126 | 2 | 2 | 1 | 2 | 0 | 1 | 0 | 6 | 0 | 362 |
| 15:15 | 20 | 8 | 196 | 7 | 5 | 0 | 2 | 0 | 0 | 0 | 8 | 2 | 5 | 0 | 131 | 12 | 8 | 2 | 5 | 0 | 1 | 0 | 4 | 0 | 385 |
| 15:30 | 11 | 7 | 125 | 4 | 3 | 1 | 10 | 2 | 0 | 0 | 15 | 4 | 8 | 0 | 138 | 6 | 2 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 320 |
| 15:45 | 24 | 6 | 206 | 6 | 9 | 0 | 16 | 2 | 0 | 0 | 16 | 4 | 16 | 1 | 128 | 6 | 2 | 0 | 3 | 0 | 2 | 0 | 6 | 0 | 428 |
| 16:00 | 12 | 1 | 99 | 3 | 8 | 0 | 5 | 0 | 1 | 0 | 8 | 2 | 7 | 0 | 80 | 4 | 6 | 3 | 0 | 0 | 2 | 0 | 9 | 0 | 237 |
| 16:15 | 11 | 2 | 199 | 5 | 5 | 0 | 5 | 0 | 7 | 0 | 14 | 2 | 11 | 0 | 125 | 2 | 2 | 2 | 2 | 2 | 3 | 0 | 11 | 0 | 395 |
| 16:30 | 8 | 1 | 209 | 7 | 13 | 0 | 6 | 2 | 1 | 0 | 12 | 2 | 13 | 0 | 126 | 3 | 4 | 1 | 2 | 0 | 1 | 0 | 6 | 0 | 401 |
| 16:45 | 13 | 2 | 219 | 4 | 6 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 9 | 0 | 112 | 3 | 3 | 0 | 4 | 0 | 1 | 1 | 5 | 0 | 380 |
| 17:00 | 14 | 2 | 165 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 10 | 0 | 12 | 0 | 94 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 306 |
| 17:15 | 7 | 1 | 298 | 7 | 11 | 0 | 9 | 2 | 2 | 0 | 5 | 1 | 14 | 0 | 105 | 3 | 2 | 0 | 1 | 0 | 5 | 0 | 7 | 0 | 466 |
| 17:30 | 6 | 1 | 204 | 5 | 7 | 0 | 3 | 2 | 1 | 0 | 6 | 0 | 27 | 0 | 72 | 2 | 3 | 0 | 4 | 0 | 1 | 0 | 27 | 0 | 361 |
| 17:45 | 7 | 0 | 169 | 3 | 5 | 0 | 7 | 3 | 1 | 0 | 2 | 0 | 7 | 0 | 60 | 2 | 2 | 0 | 2 | 0 | 1 | 0 | 13 | 0 | 276 |
| 18:00 | 3 | 0 | 116 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 60 | 2 | 4 | 2 | 2 | 0 | 2 | 0 | 14 | 0 | 212 |
|  | 253 | 62 | 3880 | 136 | 121 | 1 | 104 | 24 | 21 | 0 | 197 | 39 | 219 | 2 | 2425 | 102 | 66 | 18 | 61 | 4 | 38 | 1 | 136 | 0 | 7521 |
| 10:30 | 63 | 19 | 459 | 40 | 21 | 0 | 13 | 9 | 15 | 1 | 130 | 48 | 35 | 0 | 756 | 75 | 10 | 5 | 10 | 4 | 8 | 0 | 12 | 7 | 1532 |
| 17:00 | 40 | 6 | 886 | 18 | 25 | 0 | 16 | 4 | 6 | 0 | 25 | 1 | 62 | 0 | 383 | 8 | 10 | 0 | 11 | 0 | 8 | 1 | 41 | 0 | 1513 |
| 7:00 | 46 | 19 | 205 | 30 | 6 | 3 | 18 | 6 | 57 | 13 | 79 | 36 | 8 | 0 | 384 | 20 | 25 | 3 | 10 | 2 | 2 | 0 | 14 | 3 | 854 |
| 8:45 | 61 | 16 | 585 | 87 | 25 | 0 | 25 | 5 | 28 | 0 | 120 | 47 | 40 | 1 | 1037 | 47 | 15 | 5 | 2 | 0 | 3 | 0 | 5 | 2 | 1946 |
| 14:30 | 33 | 16 | 484 | 23 | 11 | 0 | 9 | 6 | 0 | 0 | 21 | 1 | 22 | 1 | 366 | 15 | 9 | 2 | 10 | 0 | 4 | 0 | 7 | 0 | 976 |
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Appendix E
Cumulative Project Impact Information







## Appendix F

## Traffic Generation and Distribution Summary Tables









Oelveris Heary Veinide Trips











## Appendix G

Peak Hour Volumes for Intersection
Assessment Scenarios


## Pu reak (13:0.14:30)












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## Appendix H

Midblock Assessment Volumes

| 10 | Link | Soction | Diraction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | ${ }^{2019}$ | 2020 | 2021 | 2022 | 2023 | 20 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 46 A |  | Soutbound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | ${ }^{210}$ | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{2}$ | Davson Higway 46 A |  | Noothbound $(A)$ |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\stackrel{0}{0}$ |
| ${ }^{3}$ | Javes Higmay 48 A | Brestin Steet lo Blin Dine | Soubbund (G) |  |  | ${ }^{120}{ }^{120}$ | - | 2210 | 49 <br> 49 <br> 49 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\begin{aligned} & 0 \\ & \hline \\ & \hline \end{aligned}$ |
| ${ }^{5}$ | Joavon Higway 6 6a |  | Suthound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | ${ }_{2}^{210}$ | ${ }_{49}^{49}$ | $\stackrel{0}{47}$ | $\stackrel{0}{109}$ | ${ }^{100}$ | ${ }_{33}$ | ${ }_{4}{ }^{4}$ | ${ }^{109}$ | $\stackrel{100}{10}$ | ${ }^{33}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 6 | Dawson Higway 46 A | Blin Diviveto Phip Stret | Northbound (A) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | 47 | 109 | 100 | ${ }_{33}$ | ${ }^{47}$ | ${ }^{109}$ | ${ }_{100}$ | ${ }^{33}$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Daason HGgway 46A | Philis Steet o Penda $A$ venue | Soutbound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | 47 | 109 | 100 | ${ }^{33}$ | 47 | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Davson Higway 46 A | Phils Street to Penda Avenue | Northbound (A) |  |  | ${ }^{120}$ | ${ }^{226}$ | ${ }^{210}$ | 49 | 47 | 109 | 100 | ${ }^{33}$ | 47 | 109 | 100 | ${ }_{3}$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\bigcirc$ | Daves Highway 46 A | Penda Averuve to Chapman Dive | Soutbound (G) |  |  | ${ }^{120}$ | ${ }^{226}$ | ${ }_{2}^{210}$ | 49 | ${ }^{47}$ | ${ }^{109}$ | 100 | ${ }^{33}$ | ${ }_{4}^{47}$ | 109 | ${ }^{100}$ | ${ }^{33}$ | $\bigcirc$ | - | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{10}$ | Davson Hgaway 46 A | Penda Avenue to C Chapman Dive | Northound (A) |  |  | ${ }^{120}$ | ${ }^{226}$ | 210 | 49 | 47 | 109 | 100 | ${ }^{33}$ | 47 | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Davson Higway 46A | Chapma D Diveto Don Y Youg Dive | Suutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{12}$ | Davson Higway 46 A | Chapma Divieto Don Young Dive | Noothbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | - | 0 | 0 | 0 |
| ${ }^{13}$ | pavson Higway 46 A | Don Yougs Dive Io Haver foad | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| 14 <br> 15 <br> 1 |  | - | Sorn |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 16 | Davon Higmay 46 A | Haneve Roadt ofurce Higmay | Noothbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 17 | Dawson Higmay 6 6A | Bucee Higmay to Donna Dive | Southound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{18}$ | amson Higway 46 A | Bunce Higway 0 D Drana Dive | Northbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | Son Higway 6 A |  | Westbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 21 |  |  | Westound ( () |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | Oanson ligway 6 A | Pipoine camp 4 to cialassonemenoro Poad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | , | 0 |  |
| ${ }^{23}$ | Son Higmay 46 A | Pipoline Camp4 4 Io New point 1 | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{24}$ | Higway 46 A | Pipeline Camp 4 Foad to New point 1 | Eastound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{25}$ | Son Higway 46 A | Nevt Coscisc iorder | Westbound (G) |  |  | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ |  | 0 |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  | 0 |  |  |  |  |  |
| $\stackrel{26}{ }$ | ${ }^{\text {Oaves }}$ H Higway 46 A | Nev 0 CSCBBC Border | and $(A)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
|  | (son Higmay 48 A | CSCBSC Brater Now point |  |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
|  |  | NSusch borairio |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{30}$ | Wson Higmay 46 A | New point 2 Lo Atgon Rasad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{31}$ | 46A | Oad lo calide Oam Road |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{32}$ | Eason Higway 46 A | Agoon Road it Calicid oan Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{3} 3$ | Davson Higway 46 A | Callide Oam Foad to Tognalini Ealawin Road | Westbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{34}$ | Son Higway 46A | Callide oam Roaatio Tognalini Baluwin Road | Soud (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\stackrel{35}{36}$ | amsen Holway 46A 6 A |  |  |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | - | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 36 <br> 37 <br> 37 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{38}$ | Daason Higway 46B | Crewssale Camboon foad obioila | Eastomond (A) |  |  | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | Eason H Howay 46 BB | Sossala Camboon Road 0 Poin 1 | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 40 | Oawson Hogway 468 | Point 10 Corowsalal Camboon Road | Easaboun (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | - | 0 | 0 |  |
| 4 | Oavos Higway 6 4 |  | Westound ( $($ ) |  |  | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 43 | Dawson Higmey 48 B | Giecilfe Roadto Banana | Westound ( 6 ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 44 | Oawson Higway 68 B | Bananato creyeditif Road | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{45}$ | Davoson Higmay 48 C | Bananat o Moura Mine | Westbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{46}{47}$ |  | Moura Mne io orana | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }^{48}$ | Davson Higway 46 C | Moura Towshipto Moura Mine | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 49 | Daason Higway 46 Cc | Mour Towshiptich 30 | Westomand (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | Oavson Higway 46 C | CH. 30 O Moura Townstip | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| - 51 | Oaveor Higway 4 4c |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 53 | Dawson Higwey 48 C |  | Westound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 54 | Davson Higway 46 C | Bounday to CH .41 | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55 | İassone:ML Larcom Ad | Davson Higmavy O Hideabrand Street | Westbound (G) |  |  | ${ }^{120}$ | ${ }^{257}$ | ${ }^{280}$ | ${ }_{9} 9$ | 101 | 101 | 101 | 101 | ${ }^{136}$ | ${ }^{136}$ | ${ }_{1}^{136}$ | ${ }_{1}^{136}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }_{171}^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |
| 56 | Oladsone M. Laram Rd | Dawson Higluy yo tidedrand Street | Eastound (A) |  |  | ${ }^{120}$ | ${ }^{257}$ | ${ }^{280}$ | 91 | 101 | 101 | 101 | 101 | ${ }^{136}$ | ${ }_{136}$ | ${ }_{1}^{136}$ | ${ }_{1} 136$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ |  |
| 58 <br> 58 <br> 58 | Classone.M L Laram Rd | Hiveitara Stretio Blari Dive | Westound (G) |  |  | $\bigcirc$ | ${ }^{32}$ | 70 <br> 70 <br> 7 | ${ }_{4}^{43}$ | 101 <br> 101 <br> 1 | ${ }_{\text {c }}^{101}$ | ${ }^{101}$ | ${ }^{101}$ | ${ }_{\text {c }}^{1136}$ | - ${ }_{\text {l } 136}^{136}$ | ${ }_{\substack{136 \\ \hline 136}}^{\text {136 }}$ | - ${ }_{\text {li36 }}^{136}$ | ${ }^{\text {crit }}$ | ${ }_{\text {c }}^{171}$ | ${ }_{\text {ctil }}^{171}$ | ${ }_{\text {¢ }}^{1}$ | ${ }_{\text {c }}^{1771}$ | ${ }^{\text {¢ } 171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{1771}$ | ${ }_{\text {L }}^{171}$ | ${ }^{1771}$ | ${ }^{177}$ |  |
| 59 | Cladsone M M L Lacom R dd | Blin Dinive to Red f Rover Road | Westound ( 6 ) |  |  | 0 | ${ }_{53}$ | 117 | 71 | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }^{183}$ | 245 | ${ }_{236}$ | ${ }^{169}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |
| 60 | Cladsione.M L Larcom Rd | Bain Divie to Red foverer foad | Eastound (A) |  |  | 0 | ${ }_{53}$ | ${ }^{117}$ | 71 | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }^{183}$ | 245 | ${ }_{236}$ | 169 | 171 | 171 | 171 | 171 | 171 | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ |  |
| 61 | Coassone:ML Larcom Rd | Red fover Road to Pover Staion | Westbound (G) |  |  | 0 | 69 | 152 | ${ }^{92}$ | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }^{183}$ | 245 | ${ }^{236}$ | 169 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{177}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |
| 62 | liassone:ML Larcom Rd | Red fover Road to Pover Staion | Eastound (A) |  |  | 0 | 69 | 152 | ${ }^{92}$ | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }^{183}$ | 245 | ${ }^{236}$ | 169 | ${ }^{171}$ | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | 171 | 171 | 171 | ${ }^{171}$ | 171 |
| ${ }^{63}$ | Rd | Wer Staion Io Reidi foad | Westound (G) |  |  | 0 | 74 | 164 | ${ }^{99}$ | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }^{183}$ | 245 | ${ }^{236}$ | 169 | 171 | 171 | 171 | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | 171 | 171 | 171 | 171 | 171 |
| 64 | Cassone:ML Larcom Rd | Power Staion to Reid Raad | Eastound (A) |  |  | 0 | ${ }^{74}$ | ${ }_{164}$ | 99 | ${ }_{148}^{148}$ | 210 | ${ }^{201}$ | ${ }^{134}$ | ${ }_{183}^{183}$ | ${ }^{245}$ | ${ }^{236}$ | ${ }_{1} 69$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{177}$ | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ |
| 65 |  | d Roadto Lanting Foad | Westbound (G) |  |  | 0 | ${ }^{74}$ | ${ }_{164}$ | ${ }^{99}$ | ${ }^{148}$ | 210 | ${ }^{201}$ | ${ }^{134}$ | ${ }^{183}$ | 245 | ${ }^{236}$ | 169 | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | 171 | 171 | 171 | ${ }^{171}$ | 171 |
| ${ }^{66}$ | liassoneML Marcom Rd | Reid Road to londing Foad | Eastound (A) |  |  | $\bigcirc$ | ${ }^{74}$ | ${ }_{164}$ | ${ }_{99}$ | ${ }^{148}$ | 210 | ${ }^{201}$ | ${ }^{134}$ | ${ }_{183}^{183}$ | 245 | ${ }^{236}$ | ${ }_{1}^{169}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }_{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }_{171}$ |  |
| 67 | Sone:M L Lacom Rd | Landing Roadto Targimie Road | Sbuun (6) |  |  | 0 | ${ }^{32}$ | 70 | ${ }^{43}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 68 | Oladsone M. Laram Rd | Landing Roadto Tagainie Road | Eastound (A) |  |  | 0 | ${ }^{32}$ | ${ }^{70}$ | ${ }_{4}^{43}$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 | Cladstone MM Larom Rd | Teasimie foad o Ouary Foad | Westound (G) |  |  | 0 | ${ }^{32}$ | ${ }^{70}$ | ${ }_{4}^{43}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| $\stackrel{70}{71}$ | Ciadsono.M L Licam R | Iatame foad o ouary boad | 隹 |  |  | $\bigcirc$ |  | ${ }^{70}$ |  |  |  |  |  |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $7{ }^{7}$ |  | Oaty foalio bece higway | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{95}$ | amano Higlway 240 | CH. 0.00 OPOmal 1 l CH. 3 | Nothburnd (G) |  |  | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{96}$ | Camano Higmay 24 D | CH. 310 CHH .0 .0 ( foma) | Southound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{97}$ | amanor Highway 240 |  | Nortbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  | - |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  | 0 |  | $\bigcirc$ |  |  |  |  |  |  |
| $\bigcirc$ | Camano Higlow 2 2d |  | Southound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 100 | Caranoon Higmay 24 D | niune to Roma - Taroom Road | Southound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\stackrel{101}{102}$ | Caravo Hiqway 24 D |  | Nothburd (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 103 | Camanon Higwav 24E |  | Northbound (6) |  |  | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |
| 104 | Caranoon Higmavz 24 E | CH. 69.0 F Faineenen Fiedd $A$ cocoss | Southound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 105 | amavon Highwa 24 E | H. 6910 CHH .88 f cocoss 10 Camp 1 | Noorthound |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| $\stackrel{106}{+108}$ | amavon H ¢imway 24 E | -H. 86 Acocess 10 Camp 110 CH .69 | Southound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 108 <br> 108 <br> 10 | Camanon |  | Soutbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 109 | Caranoon Higmay 24 E | CH. 11110 OCH.172 (Rolosesone) | Normbound (9) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |






| 10 | Link | Soction | Direction | 2008 | 209 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | ${ }^{2024}$ | 2025 | 2026 | 2027 | ${ }^{2028}$ | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2 | Daves Higwav 6 A |  | Southbur (G) |  |  | ${ }^{6}$ | ${ }^{3}$ | ${ }^{3}$ | 2 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 2 |  |  | Nomblend |  |  | $\stackrel{0}{6}$ | $\stackrel{0}{3}$ | ${ }_{3}$ | $\stackrel{0}{2}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | ! | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 4 |  | Bresin steelto olian onive | Noortbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{\square}{0}$ | $\stackrel{1}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 5 | Daveson Higway 46 A | Bain Dive to Philic steet | Suutbound (G) |  |  | 6 | 3 | 3 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{6}$ | Oaves Higmay 6 ¢ |  | Northbur (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| - | Oawson Higway 46 A | Phils Steet to Penda Averue | Noothbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 9 | Dawson Higway 68 A | Penda A Avenet 1 C Chaman D Dive | Soutbound (G) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 10 | Oawson Higway 46 A | Penna Averuve to Chapman oive | Normburd (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| -1120 | Oavson Higmay 46 A | Chapman Divito oon ( oung inve |  |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{13}$ | Cawson Higway 46 A | Don Yung Dive to tonever Poad | Southound (G) |  |  | 2 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | Dawson Holway 46 A | Oon Young Diviel to thaver foad | Vorthound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |





| 10 | Link | tion | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Dawson Higmay 66 A | Iiadstone.M L Lacom Foadto Bessin Street | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{2}$ | Pawson Higway 46A | Gladstone M L L arcom Foad to Bresis Streal | Noothbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{3}$ | Pavoson Higway 46A | Brestinstretto Blain Dive | Suutbound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | - |
|  | Dawson Higway 46A | Brestinstretto Blain Dive | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Daveson Higway 46A | Bain Dive to Philis Steet | Suutbond (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{6}$ | Javeson Higmay 46 A | Pain Dive tophtip Street | Northound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | - | 0 | 0 | 0 | $\bigcirc$ |
| ${ }_{8}^{7}$ | ${ }^{\text {Oamsen Higway } 46 A}$ | Phils Stretlo Penda Avenue | Southoun (e) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 9 | Oawson Higway 6 6A | Penda Avenueto oc Chaman Dive | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Oavson Higway 46A | Penda Avenue to Chapma D Dive | Northbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Oawson Higway 68 | Chapman Divieto Don Young Dive | Suutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Oameson Higmay 46 A | Chapman Dine io Don Y Yurg Dive | Northound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{13}$ | Joason Higway 6 6a | Oon vongo bive O O Haney Poad | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| ${ }^{15}$ | Paveson Higway 46 A | Havere foadio Buce Higmay | Suutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{16}$ | Oawson Higmay 68 A |  | Northour (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 18 | Jowes hamey 6 dea | Sucee HMwway (o Opman Dive | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 19 | Dawson Higmay 46 A | Oprana Dive to Glastsone Momolo Road | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{20}$ | Oawson Higmay 46A | OTpran Divive IG Glastone Momoto Road | Easbound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{21}$ | Oamson Higmay 66 A | giassone Monoto ooad to Pipeine Camp 4 | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{22}$ | Oaves Higway 6 A |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{24}$ | ata | Pipenine Camp 4 P Road ton New point 1 | Easbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 25 | Oawson Higmay 6 6A | Newto Coscisc eorder | Westound (G) |  |  | 0 | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{26}$ | Oawson Higway 6 A | New wo CSCCBSC Oorser | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{27}$ | awson Higmay 46A | SCBSCC Bodederto New point 2 | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{28}$ | Oawson Higway 6 A | CSCBSCC Borderato New ooim 2 | Eastound ( $A$ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{29}$ | Joason Higway 46 A | Nevpoin L L L A A Aoon foad |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{31}$ | Cavos Higmey 46 A | Agoon Roadio Callide Oam Road | Westbund (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{32}$ | Oawson Higmay 46A | Son Roadit O Calide Dam Foad | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{33}$ | Oawson Higmay 6 A | Callide Dam Road o Tognalini- Balwin Road | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{34}$ | Daavon Higmay 46A | Calidid Dan Road to Toonalini Baluwin Road | (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  |
| ${ }^{35}$ | Oanson Higmay 46A | Tognalini- Batwi R Rad io Blioda | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | 0 |  | 0 |
| 36 <br> 37 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{38}$ | Oowson Higway 4 68 | Creussale Camboon Road obiobeal | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 |  |  |  |
| ${ }^{39}$ | Oawson Higmay 468 | Crowstal Camboon Road topoid |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{40}$ | Oawson Higmay 468 | Point 10 Croussala Camboon Road | des |  |  | 0 |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{41}$ | Oawson Higway 68 B | Point 110 creopecifle foad | Westbund(G) |  |  | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | 0 |  | 0 |  |  |  |
|  | Sson Higmay 468 | cievelitie Road Po Point 1 |  |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |  |
| ${ }_{4}^{43}$ |  |  |  |  |  |  | 0 |  | - | 0 | $\bigcirc$ | - | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |
| 45 |  | Bandeme | Nestound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{46}$ | wson Higmay 460 C | Loura Mine OO OBana |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |  |  |  |  | 0 |  |  |  |
| ${ }^{47}$ | Sn Higway 46 C | Nour M Mre elo Muwa Tounstip |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 48 | Oawson Higmay 46 | Moura Towssip to Moura Mine | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| - 59 | awson HgWway 46 Cc |  | Westound (a) |  |  | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |  |  |  |
| 50 | Oavson Higway 46 Cc | Ch. 3 OO M M Oura Township | Easbounc (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| 52 |  |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| -53 | Daveson Higway 480 | CH.4110 District Buounday | Westbund ( $($ a) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
|  | Oanson Higway 46 C | Bunday lo CH. 41 |  |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{5}^{55}$ | Gasasone M Llacom Rod |  | Wesbounc (a) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{\text {S5 }}$ | Ciassono. M L Lacom Rd |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 58 | Giassone MM L arcom Rd | Hildebrand Streat OPlin Dive | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59 | Siassone ML Laram Rd | Blain Divie 10 Red Rover foad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 60 | Gasasone M L Larcom Rod | Bain Dive to Read fovere foad | Easbourd (A) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\frac{61}{62}$ | CiassoneM L Lacom Ro |  | Eestound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{63}$ | Glassone M L Lacom Rd | Power Staion to Redid Rad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 64 | Glassone M M Lacom Rd | Power Staionto Reid foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{65}$ | Giadsone.M. L Lacom R Rd | Reid foad to loanding foad | Westbound (a) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{66}$ | dsonem M Laram Rd | Feid foad to londing Poad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| $\frac{67}{68}$ | Gatasono M L Lacam Rod | Landin Foatio Tagainie Foad | Westound ( $($ A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 69 | Glassono.M L Lacom Rd | Tagimini foad to ouary R Rad | Westoond (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 70 | Glassone:M L Lacom Rod | Tasimie Roadto Ouary Foad | Easbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{71}{72}$ | Glassone MM L Lacom Rd | avary Foad It Buce Higmay | Westbound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{12}$ | Catasione M L Lacom R d | OLary Foad ob ince hiliway | Easound (A) |  |  | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{\circ}{240}$ | $\stackrel{0}{307}$ | ${ }^{311}$ | ${ }^{311}$ | ${ }_{319}$ | $\stackrel{0}{319}$ | $\stackrel{0}{323}$ | $\stackrel{0}{37}$ | $\stackrel{0}{332}$ | $\stackrel{0}{{ }_{333}}$ | $\stackrel{0}{336}$ | $\stackrel{0}{34}$ | $\stackrel{0}{340}$ | ${ }^{341}$ | ${ }_{3}{ }^{3} 9$ | $\stackrel{0}{39}$ | ${ }^{3} 39$ | ${ }^{340}$ | $\stackrel{0}{341}$ | $\stackrel{0}{34}$ | ${ }^{343}$ | $\stackrel{0}{312}$ |  |
| ${ }^{96}$ | Camavon Higmav 24 D | $\mathrm{CH} .36 \mathrm{OCH} .0 .00 \mathrm{Proma)}$ | Soutbound (A) |  |  | ${ }^{137}$ | ${ }^{196}$ | ${ }^{240}$ | ${ }^{307}$ | ${ }^{311}$ | ${ }^{311}$ | ${ }^{319}$ | ${ }^{319}$ | ${ }^{323}$ | ${ }^{327}$ | ${ }_{332}$ | ${ }^{33}$ | ${ }^{336}$ | ${ }^{34}$ | ${ }_{340}$ | ${ }^{34}$ | ${ }^{339}$ | ${ }^{339}$ | ${ }^{339}$ | ${ }^{340}$ | ${ }^{34}$ | ${ }_{342}$ | ${ }^{343}$ | 342 | ${ }_{341}$ |
| 97 | Ravon Higway 240 | H. 3 mo CH. 18.18 Roma - Taroom Road | Northbound (G) |  |  | 76 | 105 | ${ }^{129}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }^{173}$ | ${ }_{178}$ | ${ }^{179}$ | ${ }^{183}$ | ${ }^{184}$ | ${ }_{1} 88$ | ${ }^{190}$ | ${ }_{192}$ | ${ }^{199}$ | ${ }_{1} 95$ | ${ }_{1} 194$ | ${ }^{193}$ | ${ }_{1} 93$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |
| ${ }^{98}$ | Camanoo Higlmav 24 D | th. 18 Roma - Taroom Road ioch. 3 | Soutbound (A) |  |  | 76 | 105 | ${ }^{129}$ | ${ }^{175}$ | 172 | ${ }^{173}$ | ${ }^{178}$ | ${ }^{179}$ | ${ }^{183}$ | ${ }^{184}$ | ${ }_{188}^{188}$ | ${ }^{190}$ | ${ }_{192}$ | 199 | ${ }^{195}$ | ${ }^{194}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |
| ${ }^{99}$ | Camanoonigmay 240 | Ta- Tarom Foadto Diviune | Northbound |  |  | 76 | 105 | ${ }^{129}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }^{173}$ | ${ }^{178}$ | ${ }^{179}$ | 183 | 184 | ${ }_{1} 88$ | ${ }^{190}$ | 192 | 199 | 195 | 194 | ${ }^{193}$ | ${ }_{1} 193$ | ${ }^{193}$ | 193 | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |  |
| 100 | ravo Higmay 24 D | to Roma - Tarom | Soutbound (A) |  |  | ${ }^{76}$ | 105 | ${ }^{129}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }^{173}$ | ${ }^{178}$ | 179 | 183 | 184 | ${ }_{188}$ | ${ }^{190}$ | ${ }_{1} 192$ | ${ }^{199}$ | ${ }^{195}$ | ${ }^{194}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |  |
| $\frac{101}{102}$ | Camano H (igmav 24 D | Inine of faiven Fied Accass | Nothbumd (G) |  |  | ${ }_{4}^{43}$ | ¢ ${ }_{\text {59 }}$ | ${ }^{71}$ | +103 ${ }_{103}^{103}$ | $\begin{array}{r}100 \\ \\ \hline 100 \\ \hline 18\end{array}$ | -102 | ${ }^{106}$ | $\stackrel{107}{107}$ | ${ }^{110}{ }^{110}$ | ${ }^{111}$ | - 113 | ${ }^{116}$ | +118 |  | - 119 | +119 | - 119 | ${ }^{119}$ | - 118 | ${ }^{118}$ | - 118 | ${ }^{1118}$ | ${ }^{119}$ | ${ }^{119}$ | ${ }^{119}$ |
| 103 | Camaono tigmav 24E |  | mit ( ${ }^{\text {a }}$ |  |  | ${ }^{10}$ | 14 | ${ }^{13}$ | ${ }^{31}$ | ${ }^{29}$ | ${ }^{31}$ | ${ }^{33}$ | ${ }^{35}$ | ${ }^{37}$ | ${ }^{38}$ | 39 | 42 | ${ }_{4}^{4}$ | ${ }^{47}$ | ${ }_{4}$ | ${ }^{44}$ | 45 | ${ }_{45}$ | ${ }_{4}^{4}$ | 44 | ${ }_{4}^{44}$ | 44 | ${ }_{4}$ | ${ }_{4}$ | ${ }^{45}$ |
| 104 |  |  |  |  |  | 10 | ${ }^{14}$ | ${ }^{13}$ | ${ }^{31}$ | ${ }^{29}$ | ${ }^{31}$ | ${ }^{33}$ | ${ }^{35}$ | ${ }^{37}$ | ${ }^{38}$ | ${ }^{39}$ | ${ }^{42}$ | ${ }_{4}^{44}$ | ${ }^{47}$ | ${ }_{4}^{44}$ | ${ }_{4}^{4}$ | ${ }^{45}$ | ${ }_{4}^{45}$ | ${ }_{4}^{4}$ | ${ }_{4} 4$ | ${ }_{4}$ | ${ }_{4}^{44}$ | 45 | ${ }^{45}$ | ${ }^{45}$ |
| ${ }^{105}$ | Camanoo Higmay 24E | 9. 69.10 CH. 86 Accosss 10 Camp 1 | Northbound $(1)$ |  |  | 5 |  | 6 | ${ }^{15}$ |  | 16 |  | 17 | 19 | 19 | ${ }^{20}$ | ${ }^{21}$ | ${ }^{22}$ | ${ }^{23}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ |
| ${ }^{106}$ | Camano Higimay 24 E | ch. 86 Accesss lo Camp 110 CH. 69 | Southound (A) |  |  | ${ }^{5}$ | 7 | 6 | ${ }^{15}$ | 15 | ${ }^{16}$ | ${ }^{17}$ |  | ${ }^{19}$ | 19 | ${ }^{20}$ | ${ }^{21}$ | ${ }^{22}$ | ${ }^{23}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | 22 | 22 | $\frac{22}{11}$ |
| 108 | Camanon Higmav 24E | CH. 1111 loch .69 | Sounbound (A) |  |  | ${ }^{3}$ | ${ }^{3}$ | ${ }^{3}$ | 8 | 7 | ${ }_{8}$ | $\stackrel{8}{8}$ | $\stackrel{9}{9}$ | 9 | 10 | ${ }_{10}$ | ${ }_{10}$ | ${ }^{11}$ | ${ }^{12}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ | 11 | ${ }^{11}$ | ${ }^{11}$ | 11 |
|  | Eanavon Higmay 24E | . 11 | Northbound (6) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| 201 | Oawson Higmay 46 C |  | Westound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  | － 0 |  | $\bigcirc$ | －$\quad 0$ |  | 0 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 202 <br> 203 <br> 20 | Oawson Higway 46 Cc |  | Eastound（A） |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | ！ | $\bigcirc$ |
| 204 | Oawson Higway 46 C |  | Eastound（A） |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 205 | Oanson Higway 46 C |  | Westbound（G） |  |  | 0 | ， | $\bigcirc$ | O | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{206}$ | Oawson Higway 46 C |  | Eastound（A） |  |  |  | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{207}$ | Oawson Higmay 4 4c | kn 137.5 .50 Foloseson | Westbound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| － 208 |  | Disisicol Bund | Southound（ $($ ） |  |  | 0 | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | 0 |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | － |  |
| $\frac{209}{210}$ |  | 隹 | Normbound（A） |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 211 | Leicharath Higwav 28 A |  | Suthbound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 212 | Leichmarth Higmav 28 A | Tatoom 12 2enasA inesesecion | Northound（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |
| 213 | Leichmarth tigway 288 | Taroom to KM35．00 | Sulthound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{214}{215}$ | Leitharat Higwav 268 | ${ }^{\text {Ku3 } 5.00 .0 ~ T o ~ T r a o m ~}$ | Noentound（A） |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | － | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 216 | Leichmarat Higmav 288 | JacksonWandoan Poadt o MMM3500 | Northound（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 217 | Leicharath Higwav 28 B | Jackson－Wandaan Road omlos | Southound（G） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 218 | Leicharat Higway 268 |  |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － 0 |
| 219 | Warreo H Higway |  | Westbound（a） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | O | 0 | 0 | 0 | 0 － 0 | － 0 |
| 220 <br> 221 <br>  <br>  <br> 20 |  | ${ }^{1800} \mathbf{1}$ | Easbound（A） |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 222 | Warego Highway |  | Eastound（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |
| ${ }^{223}$ | Warego Highway |  | stbound（G） |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |  | 0 | $\bigcirc$ |
| ${ }^{224}$ | Warego Highway | KM135．50 101803441 Meesescion | Eastound（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | － | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{225}$ | Warego Higmay | kM135．5． P Roma | Westound（G） |  |  | 19 | ${ }^{35}$ | ${ }^{46}$ | ${ }^{56}$ | ${ }^{58}$ | ${ }_{56}$ | 58 | 57 | ${ }^{57}$ | ${ }_{58}^{58}$ | ${ }_{59}$ | ${ }_{58}^{58}$ | ${ }_{59}^{59}$ | ${ }_{59}$ | ${ }^{59}$ | ${ }^{61}$ | ${ }_{5}^{59}$ | ${ }_{59}$ | ${ }^{59}$ | 59 | 60 | ${ }^{60}$ | ${ }^{61}$ | 年1 60 | ${ }^{60}$ |
| $\stackrel{226}{207}$ | Wareoo Hiway | Roma 10 KMi3．5 | Easound（A） |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 229 | 退 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 229 | Jacsoon Wandoan foad | Girdot lotecharast Higway | Eastound（A） |  |  | 。 | 0 | 。 | 0 | 0 | － | 0 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | － | 。 | $\bigcirc$ | 。 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 0 |  | $\bigcirc$ | ： |
| 230 | Sor－Waroan Road | arot Higway 0 Gid | Wessound（6） |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{231}$ | Bunce Higway（ 100 ） |  | Northbund（A） |  |  | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\underline{22}$ | Buce Higmay（（10） |  | Soumbound（t） |  |  | 0 | 0 | － |  |  | $\bigcirc$ |  | 0 |  |  | $\bigcirc$ |  | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |
| － 234 | Buce Higmay（100） |  | Soumbound（f） |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 <br> 0 | $\bigcirc$ |





\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline 165 \& Classone - Benaraby foad \&  \& Soumbound (G) \& \& , \& , \& - \& \& 0 \& - \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }^{166}\) \& Ciassone - Benamy Coad \&  \& Soumbend \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \& \(\bigcirc\) \\
\hline \({ }^{168}\) \& Glassone - Benarab Paod \& 隹 \& Nothtound (A) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& - \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \\
\hline 169 \& Eumeeth tioma 410 \&  \& Southound (6) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& - \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 170 \& Sureet Higmav 410 \&  \& Northbound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 171 \& Sumet Higway 410 \& CH.6.5.0 O thinor's Lane \& Soutbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline 172 \& Burneth tigmay 40 \& tinioros Lane CH. 8.5 .5 to CH.65.0 \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& \& 0 \& 0 \& 0 \& \& 0 \& \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \& 0 \& \(\bigcirc\) \& 0 \& \& \(\bigcirc\) \& \& \\
\hline 173 \& Bunet tigh \&  \& Soumbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 174 \& Sumeet Higway 410 \&  \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }^{175}\) \& Bumet Higmay 410 \&  \& Soutbound \& 0 \& \& \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \\
\hline -176 \& mentigmay 410 \&  \& Nombound \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \& \(\bigcirc\) \& \(\bigcirc\) \& \\
\hline T7 \& Sumeth himay 4 IE \&  \& Soumbonn ( \((1)\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& - \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \\
\hline \({ }^{177}\) \& Sunethomay 4 E \&  \& Southound ( \((\) ) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 180 \& Bumeth timway 41 E \& Jambin Rail Cossing CH. 2 27.20.0 CH.1.8.5 \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \\
\hline \({ }^{181}\) \& Bumeth Higway 41 E \& \& Southbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }_{182}\) \& Bumeth Higma 4 4E \&  \& Nombour (A) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \\
\hline \begin{tabular}{|l|}
183 \\
\hline 184 \\
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\end{tabular} \& Eunet Hiplway 4 E \&  \& Sourbound ( \((1)\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \\
\hline 185 \& Buneen Higmav 41E \& Tomin Road (Soutl) CH3.3.9.90 Toomin Rd (Nomm \& Southound (6) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 186 \& Surneth tigway 41 E \&  \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline \({ }^{187}\) \& Burneth Higway 41 E \&  \& Westound(e) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }^{188}\) \& Bument Higway 4 IE \&  \& Eastound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline -189 \&  \&  \& Westeonn (G) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \\
\hline \({ }^{191}\) \& Bureet Higmay 41 E \& Scrool Giounds CH.101.4.40 Gorodo Street CH.10 \& Westound (G) \& \(\bigcirc\) \& - \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline \& \& \& \& \& \& \& \& \& \& \& \& 0 \& \& 0 \& \& 0 \& \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline \({ }^{193}\) \& Oawon Higway 46 C \&  \& Westound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 194 \& Oavos Higway 46 C \& Firzoy Dev, SAA hiessection 0 B Brounday \& Eastound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \\
\hline \(\begin{array}{r}195 \\ \hline 196 \\ \hline 106\end{array}\) \& Jowson hibway 46 Cc \&  \& Wesiound (G) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \\
\hline 197 \& Oawson Higway 460 \& Ouairiga Woorabinda Meressesiono to Worationdat \& Westound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& O \& 0 \& 0 \& 0 \& 0 \\
\hline 198 \& Oawson Higmay 46 C \&  \& Eastound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 199 \& Oanson Higway 46 C \&  \& Westbound (G) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \\
\hline \({ }^{200}\) \& Oavoson himazay 46 \&  \&  \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 201
202
202 \&  \&  \& Eastound (A) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \\
\hline \({ }^{203}\) \& Oauson Higmay 46 C \&  \& Westound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 204 \& Oawson Higwey 460 \&  \& Eastound ( \(A\) ) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 205 \& Oawson Higway 46 \&  \& Westound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 206 \& Oawson Higway 460 \&  \& Eastound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline 207 \& Oawson Higway 46 C \& KM 137.5.50 Rolosson \& Westound (G) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
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208
208 \& Oawson Higway 46 C \&  \& Southound (G) \& \(\bigcirc\) \& \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& \(\bigcirc\) \& \& \& \& \& \\
\hline 210 \&  \&  \& Northbound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& 0 \& \& \& \(\bigcirc\) \& \& \(\bigcirc\) \& \& \& \& \& \& \\
\hline \({ }^{211}\) \& Leichmarat Hghway 26 A \&  \& Sunthound \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline 212 \& Leotharat Higway 26 A \& \& Northburd (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& 0 \& 0 \\
\hline 213 \& Leiohnarat Higway 28 B \& Tarom tokn35.00 \& Suutbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \\
\hline 214 \& marth Howay 268 \& kn35.000 OTataom \& Northound (A) \& 0 \& 0 \& 0 \& \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \& \& \\
\hline 215 \& Leicharat Higwav 288 \& Kı35.00 J Joackso.-Warcoan Road \& Soutbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \\
\hline 217 \&  \& Jacson-Wandoan foadio Milis \& Soumbound (9) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& \\
\hline 218 \& Leiotharat Higway 268 \& miest J Jackson.Wantoan Road \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& - \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline \({ }^{219}\) \& Warregot Higmay \&  \& Westound (G) \& 0 \& \({ }^{26}\) \& \({ }^{44}\) \& 65 \& \({ }^{45}\) \& \({ }^{29}\) \& \({ }^{21}\) \& \({ }^{26}\) \& \({ }^{54}\) \& \({ }^{35}\) \& \({ }^{33}\) \& \({ }^{24}\) \& \({ }^{51}\) \& \({ }^{26}\) \& \({ }^{26}\) \& \({ }^{34}\) \& 17 \& \({ }^{26}\) \& 9 \& 9 \& \({ }^{8}\) \& 0 \& \({ }^{6}\) \& 6 \& 4 \& 0 \& \\
\hline \({ }^{201}\) \& Wareog himazay \&  \& \& \(\bigcirc\) \& \({ }^{4}\) \& 5 \& , \& \({ }^{6}\) \& 4 \& \& \(\stackrel{4}{4}\) \& \& \(\stackrel{6}{6}\) \& 5 \& \& \& \& \& \(5^{5}\) \& \({ }^{3}\) \& \& \(\stackrel{2}{2}\) \& \& \& \(\bigcirc\) \& \& \& \& \& \\
\hline \(\frac{21}{222}\) \& Wareog himay \& \% \& Westound \((1)\) \& \(\bigcirc\) \& \({ }^{26}\) \& \({ }^{44}\) \& \({ }^{65}\) \& \({ }^{45}\) \& \({ }^{29}\) \& \({ }^{21}\) \& \({ }^{26}\) \& \({ }_{5}^{54}\) \& \({ }^{35}\) \& \({ }^{33}\) \& \({ }^{24}\) \& \(\stackrel{51}{7}\) \& \({ }^{26}\) \& \({ }^{26}\) \& \({ }^{34}\) \& \(\stackrel{1}{ }\) \& \({ }^{26}\) \& \(\stackrel{9}{2}\) \& \({ }^{9}\) \& \({ }^{8}\) \& \(\bigcirc\) \& \({ }^{6}\) \& \({ }^{6}\) \& \({ }_{4}^{4}\) \& \& \\
\hline \({ }^{223}\) \& Narrego H Higmay \& 18013441 Mesesescioion 0 K KM 13.5 \& \& 0 \& \({ }^{26}\) \& \({ }_{4}^{44}\) \& \({ }^{65}\) \& \({ }_{45}^{45}\) \& \({ }^{29}\) \& \({ }^{21}\) \& \({ }^{26}\) \& \({ }_{54}\) \& \({ }^{35}\) \& \({ }^{33}\) \& \({ }^{24}\) \& 51 \& 26 \& \({ }^{26}\) \& \({ }^{34}\) \& \(\stackrel{17}{ }\) \& \({ }^{26}\) \& 9 \& 9 \& 8 \& 0 \& 6 \& 6 \& \& \& \\
\hline 224 \& Warego Highmay \& KM 135.550180038441 Mesesection \& Eastound (A) \& 0 \& 4 \& 5 \& 7 \& 6 \& 4 \& \({ }^{3}\) \& \& 7 \& 6 \& 5 \& \& 7 \& 4 \& \& 5 \& \({ }^{3}\) \& \({ }^{3}\) \& 2 \& 2 \& \({ }^{2}\) \& 0 \& 2 \& 2 \& 2 \& 0 \& \\
\hline 225
226

226 \& Narego Higway \&  \& Westound (G) \& $\stackrel{0}{0}$ \& $\frac{26}{4}$ \& 44
5 \& ${ }^{65}$ \& ${ }^{\frac{45}{6}}$ \& $\stackrel{29}{4}$ \& ${ }^{21}$ \& $\stackrel{26}{4}$ \& ${ }^{54}$ \& ${ }^{\frac{35}{6}}$ \& ${ }^{33}$ \& ${ }^{24}$ \& $\stackrel{51}{7}$ \& $\frac{26}{4}$ \& $\frac{26}{4}$ \& ${ }^{34}$ \& ${ }^{17}$ \& ${ }^{26}$ \& $\stackrel{9}{2}$ \& $\stackrel{9}{2}$ \& $\stackrel{8}{8}$ \& $\bigcirc$ \& ${ }^{6}$ \& $\stackrel{6}{2}$ \& $\stackrel{4}{2}$ \& $\bigcirc$ \& $\bigcirc$ <br>
\hline 227 \& Jackorw Wandoan foad \& Warego Higmay Mnersection 0 O Gid \& Northound (A) \& 0 \& $\bigcirc$ \& \& \& $\bigcirc$ \& $\stackrel{0}{0}$ \& \& $\stackrel{0}{0}$ \& 0 \& \& $\bigcirc$ \& $\stackrel{0}{0}$ \& 0 \& \& $\stackrel{0}{0}$ \& - \& \& $\bigcirc$ \& $\stackrel{0}{0}$ \& $\bigcirc$ \& - \& 0 \& $\stackrel{0}{0}$ \& \& 0 \& \& $\bigcirc$ <br>

\hline 228 \& Jackson-Wandoan Road \& Gind 0i80 Duauca North heessection \& Sumbound (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& $\bigcirc$ \& 0 \& 0 \& 0 \& 0 \& \[
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| 230 |
| 20 | \& ${ }^{\text {anden }}$ \&  \& Eassiound $(A)$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& ! \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& ! \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ <br>

\hline ${ }^{231}$ \& Bunc Higmay ( 100 ) \& Mirian Vale CH. 98.88 .8 ch CH. 112 \& Northound (A) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& <br>
\hline 232 \& Buve Higmay (100) \& CH. 112 20 M Mriam Vale CH. 98.8 \& Southbund (G) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 <br>
\hline -233 \& Suce Higmay ( 100 ) \&  \& Nombourn (A) \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& 0 \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ <br>
\hline \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
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\end{tabular}


$5.0 \%$ Loaded



|  | Lecitharat ligmay 26 A | Codre CH. 162.3 .3 . CH. 124.0 | Suuthound (G) |  |  |  |  |  |  | 0 |  |  | 0 |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - 130 | Leioharat Higway 26 A |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 132 | Leiecharat Higway 26 A |  | Normbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | - | 0 | 0 |
| ${ }^{133}$ | Leicharat Higway 268 |  | Sumbound (G) | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | 0 |  |  |
| ${ }^{135}$ | Cawson Higmay 468 | Sal | Westound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{136}$ | Oawson Higway 468 | District Bunday 0 I sa Dalusion Road |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 |  | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  |  |  | 0 |  |  |  |  |  |  |  |
| ${ }^{1137}{ }^{138}$ | Eune Hilway 10 E | Caiasione Eearabub Foad o oavon Higway | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{139}$ | Bure Higmay | Danson Higway io Calliop enive foad | stow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |
| ${ }^{140}$ | Buce Higmay | Oanson Higmay to callope Aver Road | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 141 | Buce Higmay |  | Wesstound (G) | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{192}$ | cen himay |  | Ceasbonn $(A)$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ |  | $\bigcirc$ |
| ${ }^{143}$ |  |  | Westound (a) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 144 <br> 145 <br> 15 <br> 1 | ${ }^{\text {Brece }}$ |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{146}$ | Buce Highway | Bioio Port Ama Readto gavilGracemere Road | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 147 | Buce Higmay |  | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{148}$ | Buce Higmay | Gaval:Gracememe foadio burnet Higway | Easbour $(A)$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{149}$ | Buce Higmay | Burnet Higmay IO Capiciom Higway | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 150 | Buce Higmay | Burent Higway Io Capioom Hogmay | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  | 0 | 0 | 0 | $\bigcirc$ |
| - 151 | Souch himay |  | ${ }^{\text {a }}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{1} 153$ | Buce Highay | Capicom Higmay LOStaney Street | Westbound (E) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
|  | Buce Higmay |  |  |  |  |  |  |  |  |  |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{155}$ | Gatasone Eenaraby foad |  | Suutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{156}$ | Galdsone Eenataby Poad |  | Noortbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 157 | Gadastone Benataby Poad |  | Soumbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{158}$ | Oilastone Benaraby Poad |  | Noathbund (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 159 | Oiadsone Benaraby Poad | Gionlon Foaad CH. 2.15990 Ferench Street CH. 3 | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 160 | Oiadsone Benaraby Poad |  | orthound (A) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 161 |  |  | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| 163 | Classone e Benamay Poad |  | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 164 | Olastone Eenaraby Poad |  | Noothbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 165 | Caldstone Benaraby Poad | Sount Tres Divie CH. 7.30 O to Boyne Stand foad | Suutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 166 | Galdsone Eenaraby Poad |  | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{167}$ |  |  | Sombuma | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 169 | Eument Higway 410 |  | Southound (G) | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 | 0 |  |
| 170 | Sumeth Higmay 410 | CH.65. ot oisistict Buonday CHH.0. | Northbound $(A)$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 171 | Bumet Higmav 410 |  | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 172 | Burnet Higway |  |  | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |  |  | 0 |  |  |
| ${ }^{173}$ | sumeth Higmav 410 |  | Soutbound (G) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |
| 174 <br> 175 <br> 175 | Sument Higway 4 40 |  | Nootbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 176 | Burneth Higway 410 |  | Vorthbound ( $A$ ) | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |  |  |  |  |  |
| 177 | Burnet Higway 4 IE |  | Suthbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ |  |  |
| 179 | Bument fliwwav 41 E |  | Soutbound (G) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | 0 |  |  | $\bigcirc$ |  |  |
| 180 | Sument Hgwway 41 E | Jambin Rail Cososing CH. $27.21 .10 \mathrm{CH}, 1.85$ | Northbound $(A)$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ |  | $\bigcirc$ |
|  | Sumer foway 4 E | Temen | Somble |  |  |  |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |  |  |
| ${ }^{188}$ | Bument Holway 11 E |  | Suutbound (G) | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |  | $\bigcirc$ |  | $\bigcirc$ |
| ${ }^{-184}$ | Burneth Higway 41 E | Tonlim Road South) CH 38.9 , 10 coovisen Comme | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | - | 0 |
| 185 | Bumert Hqway 4 IE | Tomin foad (suun) Ch.3.8.90 Tomin | Soumoun | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 |  |  |
| $\begin{array}{r}186 \\ \hline 187 \\ \hline 189\end{array}$ | Bumen Hipway 4 IE | Tomin Ra Momit Ch.5.3.4.0 Tomin foad Soury | Nombound $($ A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{+188}$ | Burneth Higway 41 E |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 189 | Burneth Higway 41 E |  | Westbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | - |  |
| $\underline{190}$ | Bumerthgmay 4 4E |  | Eastound (A) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| 191 <br> 192 <br> 19 |  | Schiol | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{193}$ | Davson Higway 46 Cb |  | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | . | 0 |
| 194 | Dawson Higway 460 |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 |  |
| 195 <br> 196 <br> 196 |  |  | Westound ( $($ A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{-197}$ | Daason Higway 46 Cc | Ouainga Woorabind M Messestiont Wo Worabindad | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{198}$ | Pavson Hghway 46 |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{199}$ | Davson Hgaway 46 Cb |  | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 |  |
| 200 <br> 201 <br> 20 |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 202 | Oawson Higway 46 C |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{203}$ | Davson Higway 46 Cb |  | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{204}$ | Dawson higmay 46 Cc |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 206 | Davson Higway 46 C |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{207}$ | Danson Higmay 46 Cc | KK1.175.5. Roliesson | Westound (G) | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | 0 | 0 |
| 209 | Leichmarat Higmay 26 A |  | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 210 | eicharat Higway 26 A | 26 AsAA inessecioio 10 Oistrit B Bunday | sortbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 211 | achmard Hgwwy 28 A | 26ABSA inessecioion To Tatoom | suthound(G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| ${ }^{212}$ | eicharat Higway 26 A | Taoom 12 26ABAA inessection | Strbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{213}$ | Wway | O $\mathrm{okM35} 50$ | Sutbound(G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |
| $\frac{214}{215}$ | eichmarat Higway 268 | kns3.000 OTa Taom |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| $\stackrel{215}{216}$ | Leimarat Higway 2 28 | KM35.00 OUadason- Wandoan Foad | Soumben | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  |  | $\bigcirc$ |  | $\bigcirc$ |
| ${ }^{217}$ | Leiotharat thigwey 2 26B |  | Suutbound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{218}$ | comarat Higway 288 | Misist Joacson-Wardoan Road | ombuound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 219 | Warego Higway |  | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |



| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | 202 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{1}{2}$ | Davos Higway 6 A |  | Stiol |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| 2 <br>  | ${ }^{\text {Paveson Higway } 46 \mathrm{~A}}$ |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ |
| ${ }^{-4}$ | 隹 | Biosifinstreetio Blin Dive | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{5}$ | Davson Higway 46A | Pain Dive to P Philp Street | Soutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{6}$ | Daveon Higway 46 A | Bain Dive to Philic steet | Northbound ( $A$ ) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| 7 | Davson Higway 46 A | Peblip Steet to Penda Avenue | Suutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Oaven Higway 46 A |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 10 | Davson Higmey 4 6 A | Peond Avenuvi Io C Chaman Divie | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Davson Higway 46 A | Chapma Diviveto oon Young Dive | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 12 | Pavson Higway 46 A | Chapman Divivio oon Young Dive | Noathbund (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 |
| ${ }^{13}$ | Davaon Higway 46 A | Don voung Divie to Ahey Yoad | Sumbound (G) |  |  | 0 | ${ }^{37}$ | ${ }_{43}^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\bigcirc$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 |
| ${ }^{15}$ | Davson Higmay 46 A | Harver Road OO Bunce Higlway | Soutbound (G) |  |  | 0 | ${ }_{37}$ | ${ }^{43}$ | 2 | 2 | 2 | 2 | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | $\stackrel{ }{2}$ | 2 |
| ${ }^{16}$ | Daason HGgway 46A | Havere Foad io Buce Higlway | Northound (A) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 17 | Pavson Higway 46 A | Bince Higmay lo opran Dine | Suutbound (G) |  |  | 0 | ${ }^{31}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 |  |
| ${ }^{18}$ | Oawson Higway 46 A | Buce Higway (0 D pran Dive | Noothbound (A) |  |  | 0 | ${ }^{31}$ | ${ }^{43}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| $\begin{array}{r}19 \\ \hline 0 \\ \hline 0\end{array}$ | Oawson Higmay 46 A | Opman Dive (GGasasione Mono Road | $\pm$ |  |  | $\bigcirc$ | ${ }^{31}$ | ${ }_{43}^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| 21 | Davson Higmey 46 A |  | Westound (G) |  |  | 0 | ${ }_{5}^{59}$ | ${ }^{70}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\bigcirc$ | 2 | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 |
| 22 | amson Higmay 46A | Pipaine camp 41 Clasasone Mono foad | Eastound (A) |  |  | 0 | ${ }_{5} 59$ | ${ }_{70}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 |
| ${ }^{23}$ | Oawson Higway 66 A | Pipoline Camp 4 to Neev ooint 1 | Testound (G) |  |  | 0 | ${ }_{5}^{59}$ | ${ }^{70}$ | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | 2 | 2 | ${ }^{2}$ | 2 |
| ${ }^{24}$ |  | Pipine Camp f Foad o New poin 1 | Eastbound (A) |  |  | 0 | ${ }^{59}$ | ${ }^{70}$ | , | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |
| 25 <br> 26 <br> 28 | - ${ }^{\text {amason Higway } 46 \mathrm{~A}}$ |  | ${ }^{\text {a }}$ |  |  | $\bigcirc$ | ${ }_{\text {- } 59}$ | $\stackrel{10}{70}$ | $\frac{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ |  |  |  |  |
| 27 | Davon Higway 46 A |  | Westound (G) |  |  | 0 | ${ }_{5}^{59}$ | ${ }^{70}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 |  | 2 |  |
| ${ }^{28}$ | Dawson Higmay 6 A | CSCBBSC Bordet fo New point 2 |  |  |  | 0 | ${ }^{59}$ | 70 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }^{29}$ | Dawson Higmay 68 A | Neve poin 212 Algoon Raad | Westbound (G) |  |  | 0 | ${ }^{48}$ | 59 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | ${ }_{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 |  | $\stackrel{2}{2}$ |  |
| ${ }^{30}$ | Davson Higway 66 A | New Point 21.0 Alcon R Road | Eastound (A) |  |  | 0 | ${ }^{48}$ | 59 | ${ }^{2}$ | ${ }^{2}$ | 2 | 2 | - | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }^{31}$ | Son Higway 6 A | Aason Roadi Calilie oan Foad | Westbound (6) |  |  | 0 | ${ }_{48}^{48}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{32}$ | Oavos Higway 46 A | $\xrightarrow{\text { Ason }}$ Coadio Colilice oam foad | Eeasbond (A) |  |  |  | ${ }^{48}$ | ${ }_{5}^{59}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | ${ }^{2}$ | ${ }^{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |  |  |  |  |
| ${ }^{54}$ |  |  | Eastound (A) |  |  | 0 | ${ }_{20}^{20}$ | ${ }_{32}{ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| ${ }^{35}$ | Davson Higmey 46 A | Tognaini Ealaswin Roadt Bioloal | Westbound (G) |  |  | 0 | ${ }^{20}$ | 32 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }^{36}$ | Daveo Higwav 46 A | Toganio Batwin Roadio Bioloal | Easibound (A) |  |  |  | ${ }^{20}$ |  |  | $\stackrel{2}{2}$ |  | $\stackrel{2}{2}$ | 2 |  | $\stackrel{2}{2}$ | 2 |  | 2 |  |  | 2 |  |  |  |  |  |  |  |  |  |
| ${ }^{38}$ |  |  | Eastomond (A) |  |  | 0 | ${ }_{20}^{20}$ | - 32 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |
| ${ }^{39}$ | Davson Higway 468 | Coiossala Camboon Foad to Point 1 | Westound (G) |  |  | 0 | ${ }^{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | , | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | , | 2 | 2 | 2 | 2 | $\stackrel{ }{2}$ |  |
| 40 | amson Hgmway 4 4 68 | Point lo Coinsalae Camboon haad | Eastoond (A) |  |  | 0 | ${ }^{20}$ | ${ }_{32}{ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |  |  | $\stackrel{2}{2}$ |  |
| 4 | Javaso Higway 688 |  |  |  |  | 0 | ${ }^{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  |
| ${ }_{4}^{4}$ |  |  | Westound ( 6 ) |  |  | 0 | ${ }_{20}^{20}$ | ${ }_{32}{ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | 2 | 2 |
| ${ }^{44}$ | Davson Higway 468 | Bananat G Geevelitie Road | Eastound (A) |  |  | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 45 | Davson Higway 46 Cc | Bananat M Mura Mne | Westbound (G) |  |  | 0 | ${ }^{11}$ | ${ }^{23}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{4}^{46}$ | Dawson Higmay 46 Cb | Moua Mree eo Banana | Eastound $(A)$ |  |  | 0 | $\stackrel{11}{11}$ | $\stackrel{23}{23}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |
| 48 | Oaves H Howay 4 4c | Moura Township oto Moura Mine | EEastound (A) |  |  | 0 | ${ }_{11}^{11}$ | 23 ${ }_{2}^{23}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 49 | Davson Higway 46 C | Moura Towsifipl cot 30 | Westound (G) |  |  | 0 | ${ }^{39}$ | ${ }^{50}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | Oawson Higway 46 C | CH. 30 O M Mura Townsip | Eastound (A) |  |  | 0 | ${ }^{39}$ | ${ }^{50}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 51 <br> 52 <br> 50 | Oaven Higway 4 4c | CH. $3010 \mathrm{OH}, 41$ | Nestound ( $($ O) |  |  | $\bigcirc$ | 7 | ${ }_{19}^{19}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 5 | Pavson Higway 46 C | Cht.41 10 District Buonsay | Westound ( 6 ) |  |  | 0 | 7 | ${ }^{19}$ | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | . | 0 | 0 | 0 | 0 | 0 | 0 | . | . | 0 |
| ${ }_{5}^{54}$ | awson Hg (tway 46 C | Bunday loch. 41 |  |  |  | 0 |  | 19 |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  | 0 |
| ${ }_{5}^{55}$ | Giadsone MM Larcom R Rd | Daavon Higmay Yo Hidierbanas Street | Westbound (G) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |
| 56 <br> 57 <br> 58 | Cladsione.M L Larcom Rd | Oanson Hidmay ( Hilidebrana Stroet | Eeasbound (A) |  |  | $\bigcirc$ | ${ }^{37}$ | ${ }_{43}^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 |
| 58 | ClassoneM M Lacrom R Rd | Hiluebrand Streetio Plan Oive | Eastound (A) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 59 | Olassone.M. Lactam Rd | Blain Divie to Red fover foad | Westound (G) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 60 | Gadsone MM Laroom Rd | Blin orive to Red fovere Road | Eastound (A) |  |  | 0 | ${ }^{37}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 |
| $\frac{61}{62}$ |  | Red fover foad to poverstaion |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| 63 | Classone:M L Lacom R Rd | Power Staion to Redid Rad | Westoond (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 64 | OlastoneM M L Lacrom Rd | Power Staionto Red foad | Eastound (A) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 65 | CladstoneM M Larom Rd | Reid foad to londing foad | Westbound (G) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 66 | Oladsone M. Larcom Rd | Reid foad to lontion Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 67 | Cladstone M L Larom Rd | Landig Foadto Targinie Road | Westbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | Cladstone.M L Larom R Rd | Landig Foadto Tagainie Poad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 |  |  | Westound (G) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 71 | Cladsono.ML Larom Rd | Ouary foad io nuce higlway | Westound ( $($ G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  | 0 | 0 |  |  |  | 0 |  |
| 72 | İassone:ML Latacom Cd | Oouary foad io nuce higmay | Eastound (A) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{95}$ | Camanoo Higmay 24 D | CH. 0.00 OROmam 1 l OHH. 3 | Noortbound (G) |  |  | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{96}$ | Camavon Higway 24 D | Ch. $310 \mathrm{OH.O.O.0.8(Roma)}$ | Southound (A) |  |  | 0 | 0 | ${ }^{14}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }_{98}$ | Camanoon Highway 24 4 |  | Soutbound (A) |  |  | 0 | $\bigcirc$ | ${ }_{14}^{14}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{99}$ | Camanon Higmay 240 | Rooma - Taroom Road ol lime | Nootrbound (G) |  |  | 0 | 0 | ${ }^{14}$ | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | $\bigcirc$ | 0 |
| ${ }^{100}$ | Camavo Higlwav 24 D | miune to Roma- Taroom Road | Soutbound (A) |  |  | 0 | 0 | ${ }^{14}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |
| $\frac{101}{102}$ | ${ }^{\text {camanao Higlow } 24}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{14}^{14}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{103}$ | Caranoo Higlway 24 E |  | Nombrbuend (G) |  |  | 0 | 0 | ${ }^{18}$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{104}{105}$ | Seravo Higway 24 E |  | Soubburd (A) |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{18}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  | 0 |
| ${ }^{100}$ |  |  | Soutbound (A) |  |  | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 |
| 107 | anoonigmav 24E | CH. 6990 CH. 111 | Notrbound (G) |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |  |  |  |  |
| ${ }^{108}$ | Cananoo Higlway 24 E | CH. 1111.0 CH .69 | Southound (A) |  |  | 0 | 0 | 9 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 109 | mavon Hogway 24 E | CH. 1111.0 CH.172 P(Polissonee) | Noorthound (G) |  |  | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |








| \|29 | Leicharat Higwav 26 A |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 130 <br> 131 <br> 181 | Leiotharat Higwav 26 A |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{132}$ | Leicharath Higway 26 A | Theodree CH. 1623.3 Sto Glemoral Poundsone Foa | Northbound ( $A$ ) |  |  | 0 | - | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{133}$ | Lectharath Higway 268 | Giemmoral Rounssione Road io Sld Dalusion Road | Southound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 134 | Leichnarat Higmay 26 A | Sta Delusion foadt ociemmorl Rounstone Road | Northound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{135}$ | awsos Higway 48 EB |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 136 <br> 137 <br> 18 <br> 1 |  |  | Westound ( 6 ( |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{138}$ | Buce Higway 10 E | Glassono Eearasaby Road 10 Oaxson Higway | Easbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 139 | Eince Higmay | Davson Higmay to Caliope River foad | Westound (6) |  |  | 0 | ${ }^{13}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 140 | Buce Higmay | Oauson Higway lo Clliopee River foad | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 141 | Buce Highway | Callioe River Road 10 Glassone ML-Larom Foad | Westound (6) |  |  | 0 | ${ }^{13}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 142 | Buce Higmay |  | Eastound $(A)$ |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -143 | ${ }^{\text {Breve Higmay }}$ |  | ${ }^{\text {Westhound }(G)}$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\underline{145}$ | Buce Higmay | Sain | Westomum ( G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 146 | Buce Highway | Bialol Port Ama Roadio GavialGracemere Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 147 | Buce Higmay | Caval:Gracemeare Roadto Burneth Holway | Westomand (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 148 | Buce Higmay | Savillgraemeer foadto Bumenthloway | Eastound (A) |  |  |  | - | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -149 | - Buve Higmay | - Burnet Higway 0 Capioiom Higway |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 151 <br> 151 | Buce Higmay | Capicom Higmayy OStanele Street | Westomund (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 152 | Buce Highway | Capicom Higway lo Staney Street | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{153}$ | Buce Higmay | Capicom Higway 0 Staney Street | Westound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -154 | Buchighay | Caprcom Higway O Staney Strel | Southound (G) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 156 | Classone Beonaby F Fad |  | Northbund (A) |  |  |  | - | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -157 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}159 \\ \hline 150 \\ \hline 1\end{array}$ | Classone Benaraby Foad |  | Soutbound ( $($ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ¢ 60 <br> 161 <br> 161 |  |  | Nortbourd (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 162 | Classone Eenaraby Foad | Gien Ejen Dive CHH.5.70000 Fiench Streel CH. 3.4 | Northbund ( $A$ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -163 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{165}{165}$ | Classone - Benaraby Poad |  | Soutbound(G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Glassone - Benataby Foad |  | Northbur ( $(A)$ |  |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{167}{ }^{168}$ |  | Berne | Soumben |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{169}{170}$ | Emuet Himay 410 |  | Soumburf (a) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -170 | Buren Hipway 410 |  | Nomble |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 172 |  |  | Nortbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 173 <br> 174 <br> 174 <br> 1 | Buren Hipmav 410 |  | Soutbound( (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{175}$ | Eument |  | Suthtound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -1766 | Buren Hipmav 410 |  | Noutheond (A) |  |  | 0 | ${ }^{0}$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -178 | Sunent |  | Norntiound (A) |  |  | 10 | 10 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 179 <br> 180 <br> 180 | Suret Hipmav 41 E |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 181 | Eunethlimway 41 E |  | Southound (a) |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -182 | Bureethilmav 41 E |  | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 183 <br> 184 <br> 184 | Eumet Hipuay 41 E |  | Sole |  |  |  | - | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{185}$ | Bureet Higmav 41E |  | Soutbound(g) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 186 <br> 187 <br> 18 <br> 1 | Eumet Hipway 41 E |  | Nomboun (A) |  |  |  | - | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -188 | Buret Hipmav 41 E |  | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -189 | Sumeth |  | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{191}{ }{ }^{192}$ | Bureth Higma 44E |  | Westound ( $($ G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{\mid 102}{193}$ | amment |  | Westoumd ( 6 ) |  |  | 0 | ${ }^{13}$ | ${ }_{52}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 194 | Oawson Higmay 46 Cb | Frizoy Dev. 85 A hiessection 10 Brounday | Eastound (A) |  |  | 29 | 29 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 195 <br> 196 <br> 196 <br> 1 | Oawson Hiplway 46 Cc |  | Westound ( $($ A) |  |  | ${ }_{29}$ | $\stackrel{0}{29}$ | ${ }^{39}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 197 | Oasson Higmay 46C | Ouaringa Woorabinda hesesection to Woorabindal | Westound (G) |  |  | $\bigcirc$ | 0 | ${ }^{39}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 198 <br> 199 <br> 199 |  |  |  |  |  | $\stackrel{29}{0}$ | ${ }^{29}$ | $\stackrel{0}{39}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 200 | Oawson Higway 46 C |  | Eastound (A) |  |  | 19 | 19 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 201 <br> 202 <br> 20 | Oawson higway 4 4c |  | Westound (A) |  |  | $\stackrel{0}{19}$ | $\stackrel{0}{19}$ | ${ }^{39}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 203 | Oawson Higmay 460 |  | Westound (G) |  |  | 0 | 0 | ${ }^{39}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 204 <br> 205 <br> 205 | deason hilway 460 |  | 俍 |  |  | ${ }^{19}$ | $\stackrel{19}{0}$ | ${ }_{39}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 206 | Oaxson Higmay 460 |  | Eastound (A) |  |  | 19 | 19 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 207 <br> 208 <br> 208 | deason himway 46 Cc |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{13}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 209 | Leiehharat Higway 26 A |  | Soutbound(g) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 210 | Leitharat Higway 268 |  | Nombeond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 212 | Leicharat Higlway 2 2A | Tarom 10 20ABAA in inessecion | Northburud (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - ${ }^{213}$ | Leocherartigigway 268 | ${ }^{\text {anden }}$ | Somen |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 215 | Leichrarat lighwa 268 |  | Soumbound (a) |  |  | 0 | 0 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 216 217 217 | ${ }^{\text {Leochmarathigway } 268}$ |  | Somblemend (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{218}$ | Leicharat Higwav 268 | miest J Jackson-Wantoan Road | Normbund $(A)$ |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 219 | Waregot Higmay |  | Westound ( $\theta$ ] |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## Sss veniciet tips－50\％Loas

|  |  | Soction |  | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | ${ }^{2027}$ | 2028 | 2029 | 230 | 2031 | 2032 | 2033 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Cowsor Hihway 6 A |  | Soutbound（ $($ S） |  | 0 | $\frac{120}{120}$ | $\underset{ }{226}$ | $\frac{210}{210}$ | $\frac{49}{49}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| $\stackrel{3}{3}$ | ata |  | Soumbund |  | $\bigcirc$ | ${ }_{120}^{120}$ | ${ }^{\frac{226}{226}}$ | ${ }_{220}^{210}$ | ${ }_{49}^{49}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | － | $\bigcirc$ |
| 4 | Oawson Highway 46A | Biositinstretlo Blain Dive | Northound（A） |  | $\bigcirc$ | 120 | ${ }^{226}$ | 210 | 49 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 5 | Oavson Highway 46 A | Binin Dive to Philis Streat | Southound（G） |  | 0 | ${ }^{120}$ | ${ }^{226}$ | ${ }^{210}$ | 49 | 47 | ${ }^{109}$ | 100 | ， | － | 109 | 100 | O | 0 | － | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{6}$ | Oaweor Higway 48 A | Bain Divito Philit Stiel | Nomersoud（A） |  | $\bigcirc$ | ${ }^{120}$ | 年 226 | 210 210 | ${ }_{49}^{49}$ | ${ }_{4}^{47}$ | ＋109 | ＋100 | ${ }^{33}$ | ${ }_{47}^{47}$ | $\stackrel{109}{109}$ | 100 <br> 100 <br> 10 | －${ }_{\text {33 }}^{38}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |
| ${ }^{8}$ | Oenson Higway 46 A | Pmip Sreerto Penata V Venve | Sostrobund（A） |  | $\bigcirc$ | ${ }_{120}^{120}$ | ${ }^{\frac{226}{226}}$ | ${ }_{220}^{210}$ | $\stackrel{49}{49}$ | $\stackrel{47}{47}$ | $\stackrel{109}{109}$ | 100 100 100 | ${ }_{\text {－}}^{\text {33 }}$ | ${ }_{4}^{47}$ | $\stackrel{109}{109}$ | 100 100 100 |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 9 | Oavson Higway 46 A | Penda Averuv Io Co hapman Dive | Sourbound（G） |  | 0 | 120 | ${ }^{226}$ | 210 | 49 | 47 | 109 | 100 | ${ }_{3}$ | 47 | 109 | 100 | ${ }^{33}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 10 | Oavson Hogway 46A | Peora Avenuei 1 Chapman Dive | Nombtound（A） |  | 0 | ${ }_{120}$ | ${ }^{226}$ | 210 | ${ }_{4}^{49}$ | 47 | ${ }^{109}$ | 100 | ${ }^{33}$ | ${ }_{4}^{47}$ | 109 | 100 | ${ }^{33}$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  | 0 |  |
| 12 |  |  | Northound（A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{13}$ | Oavson Higway 46 A | Don Young Dive to Haver Poad | Southound（G） |  | 0 |  | ${ }^{37}$ | 13 | 2 | 2 |  | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ， | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 |  | 2 |  |
| ${ }^{14}$ | amson Higway 6 AA | Don Young Dive ot haver Poad | Northound（A） |  | $\bigcirc$ | 0 | ${ }^{37}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | 2 | 2 |
| ${ }^{\frac{15}{16}}$ | Oawson Higway 46A | Haver foad io buce Higway | Soutbound（ $($ S） |  | $\bigcirc$ | $\bigcirc$ | ${ }^{\frac{37}{37}}$ | ${ }^{43}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  |
| 17 | ata | Bucent Howwy（ O O Prnan Dive | Southbound（ 6 ） |  | 0 | 0 | ${ }_{31}$ | ${ }_{43}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |  |
| ${ }^{18}$ | oawson Higway 46a | Buce Highway O O pran Dive | Northound（A） |  | 0 | 0 | ${ }^{31}$ | ${ }^{43}$ | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | ${ }^{2}$ | 2 | 2 |
| ${ }^{19}$ | Oavson Higway 66 A | Opran Dive to Glassisene Mento Poad | Westound |  | 0 | 0 | ${ }^{31}$ | ${ }_{43}^{43}$ | 2 | 2 | ， | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 |  | $\stackrel{2}{2}$ |  |
| ${ }^{20}$ | dawson higway 4 4 |  | Easbound（A） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{5}^{31}$ | ${ }^{43}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\frac{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | 2 | ${ }_{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ |
| 22 | Oaxson Higway 46 A | Pipeline camp 41 cilass sone Monto Road | Eastound（A） |  | $\bigcirc$ | 0 | ${ }_{5} 5$ | 70 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ， | 2 |
| 23 <br> ${ }_{24}^{23}$ | Oawson Higway 46A | Ppoine Canp 4 io ovep poit 1 | Westound（a） |  | $\bigcirc$ |  | ${ }_{59}$ | 70 |  |  | 2 | 2 |  |  | $\stackrel{2}{2}$ | 2 | 2 |  | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 |  | $\stackrel{2}{2}$ |  |
| ${ }^{25}$ | Oawsont Hilway 46A | Newto cscosisc borider | Eassionound（G） |  | $\bigcirc$ | $\bigcirc$ | 59 <br> 59 | $\stackrel{70}{70}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | ${ }_{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | ${ }_{2}^{2}$ |
| ${ }_{26}{ }^{26}$ | amson HIGWWy y 6 A |  | Eastound（A） |  | 0 | － | ${ }_{59}$ | 70 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }^{27}$ | Oavson Higway 46 A | CSCCBSCC Baderer O New point 2 | Westbund（G） |  | $\bigcirc$ | 0 | ${ }_{59}^{59}$ | 70 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  |
| 28 <br> 29 <br> 29 | Dawson Higway 6 A |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{48}^{59}$ | 70 <br> 8 | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |
| ${ }^{30}$ | Oawson Hgaway 46 A | New point 210 Agoon Road | Eastound（A） |  | 0 | 0 | ${ }^{48}$ | 59 | 2 | ${ }^{2}$ | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 |  |
| ${ }^{31}$ | Oavson Higway 48 A | Aoon foad to Callice oam Road | Westbound（G） |  | 0 | 0 | ${ }^{48}$ | 59 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ |
| ${ }_{3}^{32}$ <br> 33 <br> 3 | Oavos H Higway 46 A |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{48}$ | ${ }_{\text {59 }}{ }_{39}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}^{2}$ | ${ }_{2}^{2}$ | ${ }_{2}$ | $\frac{2}{2}$ | 2 | $\frac{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\frac{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | $\frac{2}{2}$ | ${ }^{2}$ |  |
| ${ }^{34}$ | Oavson Higway 46A | Callide Pan Foadto Tognalini Ealdwin Road | Eastound（A） |  | $\bigcirc$ | 0 | ${ }^{20}$ | 32 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |  |
| ${ }^{35}$ | Javson Higway 46A |  | Westbound（G） |  | 0 | 0 | ${ }^{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | ${ }^{2}$ | 2 | 2 | 2 | ${ }^{2}$ | ${ }^{2}$ | 2 | 2 | 2 | 2 | ${ }^{2}$ | ${ }^{2}$ | 2 | 2 |  |
| ${ }^{56}$ | avsen |  |  |  | $\bigcirc$ | 0 | $\stackrel{20}{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | $\stackrel{2}{2}$ | 2 | 2 | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\frac{2}{2}$ |  |
| ${ }^{38}$ | amen | Cienstale Camboon Roadito Bioda | Eastound（A） |  |  | 0 | ${ }^{20}$ | 32 | 2 |  | 2 | 2 | 2 | 2 | 2 | 2 |  | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ${ }_{2}$ | 2 |  |  |  |
| ${ }^{39}$ | Oawson Highway 46 | Coiossale Camboon Rasal Poont 1 | Westbound（G） |  | $\bigcirc$ | 0 | ${ }^{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | ${ }^{2}$ | ${ }^{2}$ | 2 | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ |
| ${ }_{41}^{4}$ | anden | Point 1 o ocieveritite foad | Westound（G） |  | 0 | 0 | ${ }_{20}^{20}$ | ${ }_{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | ${ }_{2}$ | ${ }_{2}$ | ${ }_{2}$ | 2 | ${ }_{2}$ | $\stackrel{2}{2}$ | 2 | 2 | ${ }^{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }_{2}$ | 2 | ${ }_{2}$ | ${ }_{2}$ |  |
| ${ }^{42}$ | Oawson Higway 468 | Gievelitte Road topoin 1 | Eastound（A） |  | 0 | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| ${ }^{43}$ | Oavoson Higway 468 | Gerefite Road to Banana |  |  | $\bigcirc$ | 0 | ${ }^{20}$ | ${ }^{32}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ |  |
| ${ }^{44}$ | Oawson Higway 4 488 | Banana 0 G Geepritit Pead | Eastound（A） |  | $\bigcirc$ | 0 | ${ }^{20}$ | ${ }^{32}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | 2 | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | ${ }^{2}$ | ${ }^{2}$ | 2 | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | $\stackrel{2}{2}$ | 2 | $\stackrel{2}{2}$ | ${ }^{2}$ | $\stackrel{2}{2}$ |
| 45 <br> 46 | Javos Higway $46 c^{\text {a }}$ | Banalo（0）Ma Mine | Westound（G） |  | $\bigcirc$ | $\bigcirc$ | ${ }^{11}$ | ${ }^{23}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{47}$ | Oawson Higway 46 | Moura Mne to Moura Towship | Westound（G） |  | 0 | 0 | 11 | ${ }^{23}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 48 | mson Higway 46 C | Moura Townstipto Mour Mine | Eastound（A） |  | 0 | 0 | 11 | ${ }^{23}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 50 |  | Mour Towship toch 30 | Nestound（G） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{39}{ }_{39}$ | 50 <br> 50 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 51 |  | CH． 3010 ch Ch 41 | Westow |  | 0 | 0 |  | 19 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 |  | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  |  |  |
| 52 | Oawson Higway 460 | CH． 410 CH .30 | Eastound |  | 0 | $\bigcirc$ | 7 | 19 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  | Westound（G） |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{7}{7}$ | $\frac{19}{19}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{55}$ |  | Dawson Higmay loflidemanan Streal | Westound（G） |  | $\bigcirc$ | 120 | ${ }^{295}$ | ${ }^{323}$ | ${ }_{93}$ | ${ }^{103}$ | ${ }^{103}$ | ${ }^{103}$ | ${ }^{103}$ | ${ }_{188}^{138}$ | ${ }_{138}$ | ${ }_{138}$ | ${ }^{138}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }_{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }_{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ |
| ${ }^{56}$ | Galasone：ML Laroom Rd | Daason Higmay（ ofilidefrand Streal | Eastound（A） |  | $\bigcirc$ | ${ }^{120}$ | ${ }^{295}$ | ${ }^{323}$ | ${ }^{93}$ | ${ }^{103}$ | ${ }^{103}$ | ${ }^{103}$ | ${ }^{103}$ | ${ }^{138}$ | ${ }^{138}$ | ${ }^{138}$ | ${ }_{138}^{138}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }_{173}^{173}$ | ${ }_{173}^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ＋173 | ${ }^{173}$ |  |
| ${ }_{5}^{57}$ | Gaassone．MLL Lacom Rd | Hidectaras Streatio Blan Dive | Nesibuna（G） |  |  |  | ${ }_{69}$ |  | ${ }^{44}$ | ${ }^{103}$ | ${ }^{103}$ | ${ }^{103}$ | 103 | ${ }^{138}$ | ${ }^{138}$ | ${ }^{138}$ | ${ }^{138}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | 173 | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ |
| 58 <br> 59 <br> 59 | diasione．M L Lascom Rd | Hiluebland Streeto olan Dive | Cassound（ $(6)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }_{90}^{69}$ | ${ }_{160}^{113}$ | ${ }_{73}^{44}$ | $\stackrel{\text { cios }}{150}$ | ${ }_{212}^{103}$ | ${ }^{103}$ | ${ }_{\text {c }}^{103}$ |  | ${ }_{\text {2 }}^{198}$ | ${ }_{\text {cki }}^{198}$ | ${ }_{\text {cki }}^{178}$ | ${ }_{\text {c }}^{173}{ }_{173}^{173}$ | $\stackrel{\text { 年3 }}{173}$ | ${ }^{173}{ }_{173}^{178}$ | － 173 | ${ }_{\text {173 }}^{178}$ | ${ }_{\text {173 }}^{178}$ | ${ }^{\text {173 }}$ | ${ }^{173}{ }_{173}$ | ${ }^{173}$ | ${ }_{173}^{173}$ | ＋173 | ${ }^{\text {173 }}$ | 173 <br> ${ }_{173}{ }^{178}$ |
| 60 | Gaassone．ML Lascom Rd | Blin Divivet Red fover foad | Eastound（A） |  | $\bigcirc$ | 0 | 90 | 180 | $7_{3}$ | 150 | 212 | 203 | ${ }^{136}$ | ${ }^{185}$ | 247 | ${ }^{238}$ | 171 | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }_{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }^{173}$ | ${ }_{173}$ | ${ }^{173}$ | ${ }^{173}$ |
| ${ }_{6} 6$ | Gaassone．Mt Lacom Rd | Red fover Road to Poner Station | Westound（G） |  | $\bigcirc$ | 0 | ${ }_{69}$ | 152 | ${ }^{92}$ | ${ }^{148}$ | 210 | ${ }^{201}$ | 134 | ${ }^{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | 171 | 171 |  |
| ${ }^{6}$ | diasione．M Lacom md | Red fover foad to Powers Stion | 为 |  | $\bigcirc$ | $\bigcirc$ | ${ }_{-69}$ | － 115 | ${ }^{92}$ | ＋148 | 220 | $\stackrel{201}{201}$ | ${ }^{134}$ | ${ }_{\text {－}}^{183}$ | $\stackrel{245}{245}$ | －${ }_{\substack{236 \\ 236}}^{236}$ | ${ }^{169}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }_{171}^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{1717}$ | ${ }^{177}$ | ${ }_{171}^{171}$ | ${ }_{171}^{171}$ | ${ }^{177}$ | ${ }^{171}$ |
| $\frac{64}{64}$ | Ciassone：Mt Lacomm | Powe Staition oneid fioad | Eastound（A） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{74}$ | $\stackrel{164}{164}$ | $\stackrel{99}{99}$ | $\stackrel{\frac{148}{148}}{14}$ | ${ }_{210}$ | ${ }^{201}$ | ${ }^{134}$ | ${ }_{183}^{183}$ | ${ }_{245}^{245}$ | ${ }^{236}$ | ${ }_{169}{ }^{169}$ | ${ }^{171}$ | 171 | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }^{171}$ | ${ }_{171}$ | ${ }^{171}$ | ${ }^{171}$ |  |
| ${ }_{65}$ |  |  | ${ }^{\text {d（G）}}$ |  | 0 | 0 |  | 184 | ${ }_{9}^{99}$ | ${ }^{148}$ | 210 | 201 | ${ }^{134}$ | ${ }_{183}$ | ${ }^{245}$ | ${ }^{236}$ | 169 | 171 | 171 | 171 | ${ }^{171}$ | 171 | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ | 171 | 171 | ${ }^{171}$ |  |
| ${ }^{66}$ | Galastone．ML Larcom Rd | Reid Raad 0 Landing Foad | Eastound（A） |  | $\bigcirc$ | 0 | ${ }^{74}$ | 164 | ${ }^{99}$ | 148 | 210 | 201 | ${ }^{134}$ | ${ }^{183}$ | 245 | ${ }^{236}$ | 169 | 171 | 171 | 171 | 171 | 171 | 171 | 171 | 171 | ${ }^{171}$ |  |  |  |  |
| ¢ 67 |  | Landin Foasio Toramimi Road |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }^{69}$ | Glassione ML Laroom Rd | Targimie Road to ouary Road | Westound（G） |  | 0 | 0 | ${ }^{32}$ | 70 | ${ }^{43}$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| 70 | CalasionemLL Larom Pd | Targimie foad to ouary Road | Eastound（A） |  | $\bigcirc$ | 0 | ${ }^{32}$ | 70 | ${ }_{4}^{43}$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |
| 71 <br> 71 <br> 7 | Glassone．M L Lasom md |  | Nessound（G） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{95}$ | Camanon Higway 24 D | CH． 0.00 （ Fomam 1 l OH． 3 | Northound（G） |  | 0 | ${ }_{137}$ | ${ }^{196}$ | 255 | ${ }^{307}$ | ${ }^{311}$ | ${ }^{311}$ | 319 | 319 | ${ }^{323}$ | ${ }^{327}$ | ${ }^{332}$ | ${ }^{333}$ | ${ }^{336}$ | 34 | ${ }_{340}$ | ${ }^{341}$ | 339 | ${ }^{339}$ | ${ }^{339}$ | ${ }^{340}$ | ${ }^{341}$ | ${ }_{34}$ | ${ }^{343}$ | ${ }^{342}$ | ${ }^{341}$ |
| 96 | Camanon Higway 24 D | CH． $310 \mathrm{CH} .0 .0 . \mathrm{P}$（ Pomm） | Southound（ $A$ ） |  | 0 | ${ }_{137}$ | ${ }^{196}$ | ${ }^{255}$ | ${ }^{307}$ | ${ }^{311}$ | ${ }^{311}$ | ${ }^{319}$ | ${ }_{319}$ | ${ }^{323}$ | ${ }^{327}$ | ${ }^{332}$ | ${ }^{333}$ | ${ }^{336}$ | ${ }_{34} 3$ | ${ }_{340}$ | ${ }^{341}$ | ${ }^{339}$ | ${ }^{339}$ | ${ }^{339}$ | ${ }^{340}$ | ${ }^{341}$ | ${ }_{342}$ | ${ }_{34}^{34}$ | ${ }^{342}$ |  |
| ${ }^{9} 9$ | Canavo Higway 24 | Cot．3m 1 Cht 1.18 Roma－Taoom Road | Nothbund（Q） |  | $\bigcirc$ | ${ }_{76}^{76}$ | $\stackrel{105}{105}$ | $\stackrel{143}{143}$ | ${ }_{\text {＋175 }}^{\text {175 }}$ | ${ }_{\text {c }}^{172}$ | ${ }^{173}$ | ${ }^{178}$ | ${ }_{\text {＋19 }}^{179}$ | ${ }^{\text {\％} 183}$ | ${ }^{184}$ | －188 | ＋190 | ${ }^{192}$ | ${ }^{199}$ | － 195 | ${ }_{\text {194 }}^{194}$ | ${ }^{\text {193 }}$ | ${ }_{\text {193 }}^{198}$ | ${ }_{\text {\％}}^{198}$ | 193 <br> 198 | －1939 | －193 | －193 | ${ }^{198}$ | －193 |
| ${ }_{99} 9$ | Camavon Higway 240 | Roma－－aroom moad tolotiune | Nothtound（g） |  | 0 | 76 | ${ }^{105}$ | ${ }_{143}^{14}$ | 175 | ${ }_{172}$ | ${ }_{173}$ | ${ }_{178}$ | ${ }^{179}$ | ${ }_{183}^{183}$ | ${ }_{184} 18$ | ${ }_{188}$ | 190 | ${ }_{192}$ | ${ }_{199}$ | ${ }_{195}$ | ${ }_{194}$ | ${ }_{193}$ | ${ }_{193}$ | ${ }_{193}$ | ${ }_{193}$ | ${ }^{193}$ | ${ }_{193}$ | ${ }_{193}$ | ${ }^{193}$ | ${ }_{193}$ |
| 100 <br> 101 <br> 101 | Camanon Highway 240 | ， | Southound |  | $\bigcirc$ | ${ }^{76}$ | ${ }^{105}$ | ${ }^{143}$ | ${ }^{175}$ | ${ }^{172}$ | ${ }^{173}$ | ${ }^{178}$ | ${ }^{179}$ | ${ }^{183}$ | ${ }^{184}$ | ${ }^{188}$ | 190 | ${ }^{192}$ | ${ }^{199}$ | ${ }^{195}$ | ${ }^{194}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ | ${ }^{193}$ |  | ${ }^{193}$ | ${ }^{193}$ |
| － 101 | Camano H Higway 2 20 | Inine to faimen Fied Accoss | Noorthound（G） |  | $\bigcirc$ | ${ }_{43}^{43}$ | ¢ ${ }_{\text {59 }}^{\text {59 }}$ | ${ }_{85}^{85}$ | 103 <br> 103 <br> 1 | $\stackrel{100}{100}$ | $\stackrel{102}{102}$ | ${ }^{106}{ }_{106}^{106}$ | 107 <br> 107 <br> 1 | $\frac{110}{110}$ | $\stackrel{11}{111}$ | 113 <br> 113 | ${ }^{116}$ | ${ }^{118}$ | ${ }_{1}^{123}{ }_{123}^{123}$ | ${ }^{119}$ | ${ }^{119} 119$ | ${ }^{119}$ | ${ }^{119}{ }^{119}$ | ${ }^{118}{ }_{118}^{118}$ | 118 118 | ${ }^{118}$ | ${ }^{118}{ }_{118}^{118}$ | ${ }_{\text {119 }}^{119}$ | ${ }^{119}{ }^{119}$ | ${ }_{\text {H }}^{119}$ |
| ${ }^{103}$ | Camanon Higway 24 E |  | Nombround（a） |  | $\bigcirc$ | 10 | ${ }^{14}$ | ${ }^{31}$ | ${ }^{31}$ | ${ }^{29}$ | ${ }^{31}$ | ${ }^{33}$ | ${ }^{35}$ | ${ }^{37}$ | ${ }^{38}$ | ${ }^{39}$ | ${ }^{42}$ | ${ }^{44}$ | ${ }^{47}$ | ${ }_{4}^{44}$ | ${ }_{4} 4$ | ${ }^{45}$ | ${ }^{45}$ | ${ }_{4}^{4}$ | ${ }_{4}^{44}$ | 44 | ${ }_{4} 4$ | ${ }^{45}$ | ${ }^{45}$ | ${ }^{45}$ |
| ${ }^{104}$ | Camano H Howay 2 2t |  |  |  | $\bigcirc$ | 10 | ${ }^{14}$ | ${ }^{35}$ | 31 <br> 15 | $\stackrel{29}{15}$ | ${ }^{\frac{31}{16}}$ | ${ }_{\text {¢ }}^{17}$ | ${ }^{35}$ | ${ }^{\frac{37}{19}}$ | ${ }^{38} \times 19$ | 20 ${ }^{39}$ | ${ }^{42}$ | ${ }_{2}^{42}$ | ${ }^{47}$ | ${ }^{44}$ | ${ }_{2}^{44}$ | ${ }_{2}^{45}$ | ${ }^{45}$ | ${ }^{44}$ | ${ }_{2}^{22}$ | ${ }^{44}$ | ${ }_{22}^{44}$ | ${ }_{2}^{45}$ | ${ }_{2}^{45}$ |  |
| ${ }^{106}$ | Camavon Higway 24 E | CH． 88 Acocess to Camp 110 cht 69 | Southound（ $A$ ） |  | $\bigcirc$ | 5 | 7 | 25 | ${ }^{15}$ | 15 | 16 | 17 | 17 | 19 | 19 | ${ }^{20}$ | 21 | ${ }_{22}$ | ${ }_{23}^{23}$ | ${ }_{22}$ | ${ }_{22}$ | ${ }_{2} 2$ | ${ }^{22}$ | ${ }^{22}$ | ${ }^{22}$ | ${ }_{22}^{22}$ | ${ }_{22}^{22}$ | ${ }_{22}^{22}$ | ${ }^{22}$ | ${ }_{22}^{22}$ |
| ${ }^{107}$ | Camanon Higway 24 E | CH． 6910 COCHO .111 | Northound（G） |  | $\bigcirc$ | ${ }^{3}$ | $3_{3}^{3}$ | ${ }^{12}$ | ${ }^{8}$ | 7 | ${ }^{8}$ | ${ }^{8}$ | 9 | 9 | 10 | ${ }^{10}$ | ${ }^{10}$ | ${ }^{11}$ | ${ }^{12}$ | 11 | ${ }^{11}$ | 11 | 11 | ${ }^{11}$ | 11 | ${ }^{11}$ | 11 | ${ }^{11}$ | ${ }^{11}$ | ${ }^{11}$ |
|  | Camano H Higwav 2 2E |  |  |  |  |  | ${ }_{3}$ | $\frac{12}{12}$ | $\stackrel{8}{8}$ | 7 | ${ }_{8}^{8}$ | ${ }_{8}^{8}$ | 9 | $\stackrel{9}{9}$ | $\frac{10}{10}$ | 10 | $\frac{10}{10}$ |  |  | $\stackrel{11}{11}$ | ${ }_{11}$ | II | ${ }^{11}$ | $\stackrel{11}{11}$ | ${ }^{11}$ | $\stackrel{11}{11}$ | 11 |  |  |  |
|  | Cananon Holwav 24 E | H． 172 （ Prolesesonel 10 CH． 111 | Soutbound（A） |  | $\bigcirc$ | 3 | ${ }^{3}$ | ${ }^{12}$ | ${ }^{8}$ | 7 | 8 | 8 | 9 | 9 | 10 | 10 | 10 | ${ }^{11}$ | ${ }^{12}$ | 11 | ${ }^{11}$ | ${ }^{11}$ | 11 | 11 | ${ }^{11}$ | ${ }^{11}$ | 11 | ${ }^{11}$ | ${ }^{11}$ | 11 |
| $\frac{\text { I11 }}{112}$ | Leitharat Higway 6 2A |  | Southour（G） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{111}$ | Leichnarat ligway 26 A | Ument Higway OCHCH．5．1． | Southound（G） |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



|  | Link | Section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | ${ }^{2022}$ | 2023 | ${ }^{2024}$ | 2025 | ${ }^{2026}$ | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | ${ }^{2033}$ | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 46 A |  | Soutbound (G) |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | , | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | . |
| ${ }_{2}$ | Oaves Higway 6 A |  | Southound |  | $\bigcirc$ | $\stackrel{6}{0}$ | $\stackrel{3}{0}$ | 0 | 2 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 4 | Davson Higway 46 A | Biosinistreatlo Blain Dive | Northbound (A) |  | 0 | 6 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 5 | Oavson Highway 46 A | Bain Divie Io Piliv Steet | Suthbund (G) |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{2}$ | $\stackrel{0}{2}$ | $\stackrel{0}{2}$ | $\bigcirc$ | $\stackrel{0}{2}$ | $\stackrel{0}{2}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{6}$ |  |  | Noterbound ( $($ ) |  | $\bigcirc$ | ${ }_{6}^{6}$ | ${ }^{3}$ | $\stackrel{3}{0}$ | ${ }^{2}$ | ! |  |  | $\stackrel{2}{0}$ | ! | ${ }^{2}$ |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  |
| 8 | Oavson Higway 4 4 A | Philis Steotlo Peonda Avenue | Northbound ( $A$ ) |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |
| 9 | Davson Higway 46 A | Peond Avenueto Chamma Divie |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Oawson Higway 68 A | Penda Avenue to chapman Dive | Nortbound $(A)$ |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| $\frac{11}{12}$ | Javos h Higway 6 A |  | Nouth |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }^{13}$ | Oason HIGWway 6 6A | Oon Yungo Dive ot tolaver foad | Soutbound (G) |  | 0 | 57 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | Paveson Higway 68 A |  | Normbound (A) |  | 0 | $\stackrel{2}{2}$ | ${ }_{58}$ | ${ }^{84}$ |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ |  |
| ${ }^{15}$ | Oanson Higway 6 A | Have Poario buce Higway | Suubbound (G) |  | 0 | 57 | ${ }^{59}$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 17 | Davoson Higway 46 A | Buce Highway 10 Onnan Dive | Southound (G) |  | $\bigcirc$ | ${ }_{57}$ | ${ }_{58}^{58}$ | $\stackrel{8}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |
| ${ }^{18}$ | Daason Higway 46A | Bunce Hghway I O Drana Dive | Northbound (A) |  | 0 | 0 | ${ }^{39}$ | ${ }^{78}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 19 | awson Higway 46 A | Opran Dive to Glasasone Monto Poad | Westound (G) |  | 0 | 57 | ${ }^{58}$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{20}$ | Oavos Higway 68 A | Opman Divit 1 OGiasaone Mono Road | Eastound (A) |  | $\bigcirc$ | 57 | ${ }^{39}$ | ${ }^{78}$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 22 | Oavson Higway 46 A |  | Eastound (A) |  | 0 | 0 | ${ }^{39}$ | ${ }^{78}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{23}$ | Daveon Higway 6 6 | Pipedine Camp 46 Nowev point 1 |  |  | 0 | 57 | ${ }_{58}$ | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{24}$ | Oavson Highay 68 A | Ppeine Camp 4 Foad Io New ooint 1 | Easiound (A) |  | 0 | 0 | ${ }^{39}$ | ${ }^{78}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 25 <br> 26 <br> 28 | Joavon higway 6 A |  | EEastound (A) |  | $\bigcirc$ | 5 | ${ }^{58}$ | $\stackrel{0}{78}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{27}$ | Davson Higway 46 A |  | Westbound (G) |  | 0 | ${ }^{48}$ | ${ }^{48}$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{29}$ | Sow |  |  |  |  |  |  |  |  |  |  |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{30}$ | Oavoson Higway 46 A | New point 210 Agoon foad | astound (A) |  | $\bigcirc$ | 0 | ${ }^{26}$ | ${ }_{65}$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\stackrel{0}{0}$ | $\bigcirc$ |
| ${ }^{31}$ | Daason Higway 68 | Agoon foad to Calicid oan Road | Vestound (G) |  | 0 | ${ }^{48}$ | ${ }^{48}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{32}$ | Davson Higway 66 A | Ason Road to Callide Dam Road | Eastound(A) |  | 0 | 0 | ${ }^{26}$ | ${ }^{65}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{33}$ | Oavson Higway 46 A | Callue oam Roadio Toopanain - Baluwin Road | Westound (G) |  | 0 | ${ }^{48}$ | ${ }^{48}$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }_{35}^{34}$ | Jowes higway 6 a | 隹 | Westomat |  | $\bigcirc$ | ${ }_{48}$ | ${ }^{26}$ | ${ }^{65}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{36}$ | Oavson Higway 46 A |  | Eastound (A) |  | 0 | 0 | ${ }^{26}$ | ${ }^{65}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{37}$ | Oawson Higway 468 | Bioeal 10 Cowessala Camboon foad | Westoind (G) |  | $\bigcirc$ | ${ }^{38}$ | ${ }^{39}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| ${ }^{39}$ | wson Hghway 4 48B | Coinssale Camboon faadit Point 1 | (G) |  | 0 | ${ }_{38}$ | ${ }_{39}$ | 6 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 40 | Wson Higway 468 | (110 Coussale Cambon Road |  |  | 0 | 0 | ${ }^{26}$ | ${ }^{65}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| 41 | wson H igway 468 | Point 110 creoverife Road | ound (G) |  | 0 | ${ }^{38}$ | ${ }^{39}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{42}$ | Oawson Highway 468 | Gievelitit Road to Point 1 | Eleasbund (A) |  | 0 | 0 | ${ }^{26}$ | ${ }^{65}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ |  |
| 44 |  | dean | EEstound (A) |  | $\bigcirc$ | ${ }^{\circ}$ | ${ }^{36}$ | ${ }_{65}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 45 | Daavon Higway 46 C | Bananat Moura Mine | Westbound (G) |  | 0 | ${ }_{38}$ | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 46 | Oavson Higway 460 | Moura Mine ot Banana | Easabound (A) |  | 0 | 0 | ${ }^{13}$ | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 47 | Davson Higway 46 C | Moura Minet ot Mura Toustip |  |  | 0 | ${ }_{38}$ | ${ }^{39}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{48}$ | Davson Higway 480 | Moura Towshipto Moura Mine | Eastound (A) |  | 0 | 0 | ${ }^{13}$ | ${ }_{5}{ }^{2}$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{49} 5$ | deason hiquay 46 Cc |  | Nestound ( A) |  | $\bigcirc$ | ${ }_{0}^{29}$ | ${ }^{30}$ | $\stackrel{0}{5}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{5}^{51}$ | Oavson Higway 48 Cc | Cot. 3 O1. CH . 41 | Westound (G) |  | 0 | ${ }^{29}$ | ${ }^{30}$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| 52 | Oavson Higway 460 | $\mathrm{CH.4150CH,30}$ | Easbound (A) |  | 0 | 0 | ${ }^{13}$ | ${ }_{5}{ }^{2}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| \% ${ }_{5}^{58}$ | Oeason Higwav 46 Cc |  |  |  | $\bigcirc$ | $\stackrel{29}{0}$ | $\frac{30}{13}$ <br>  <br> 13 | ${ }_{5}{ }^{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{55}$ | Sone.M L Larcom Rd | Way Io lidebitand Stoet | Sound (6) |  | 0 | 73 | 72 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | $\bigcirc$ |  |
| ${ }^{56}$ | Cladsone M L Larcom Rd | Dawson Higmay 1 H Hidecriand Streat | Eastound (A) |  | $\bigcirc$ | ${ }^{3}$ | ${ }^{60}$ | ${ }_{86}$ | 5 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{58}^{58}$ | gandonow lacom ad | Hilideotrans Streatio oliain Dive |  |  |  |  |  |  |  | 0 | - | , |  | 0 |  | , |  | 0 | $\bigcirc$ |  |  |  |  | - | - |  |  |  |  |  |
| 59 | Classone:M L Larcom Rd | Blin Dinive to Red foverer foad | Westound ( $(1)$ |  | 0 | ${ }_{67}$ | 70 | 6 | 6 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| 60 | SisoneM L Larcom Rd | Sin Dive to Red fover foad | Stond $(A)$ |  | $\bigcirc$ | 3 | 60 | ${ }^{86}$ | 5 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }_{61}^{61}$ | Cladsone M L L arcom Rd | Red fover Road to Poperestaion | Westbound (G) |  | 0 | 10 | 10 | ${ }^{38}$ | 10 | 1 | 2 | 2 | 2 | $\stackrel{1}{1}$ | 2 | 2 | 1 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{62}$ | Glassone.M. Laraom Pd | Red Pover foad to Power Staion | Eastound (A) |  | 0 | ${ }^{3}$ | ${ }^{8}$ | ${ }_{8}^{88}$ | 5 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\stackrel{0}{2}$ | $\stackrel{0}{2}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }_{6}^{69}$ | Calssione ML Lacaom hd | Power Salionon ofeed foad | Esastound (A) |  | $\bigcirc$ | 3 | 8 | ${ }_{8}{ }_{8}$ | 5 | $\bigcirc$ | $\stackrel{1}{0}$ | $\stackrel{2}{0}$ | ${ }^{\circ}$ | $\bigcirc$ | $\stackrel{2}{0}$ | $\stackrel{1}{0}$ | ! | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| 65 | Calastone.M L Lacom Fd | Reid foad to londing foad | Westbound (G) |  | 0 | 10 | 10 | ${ }^{38}$ | 10 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |





\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline 10 \& Lunk \& stion \& Section \& 2008 \& 2009 \& 2010 \& 2011 \& 2012 \& 2013 \& 2014 \& 2015 \& 2016 \& \({ }^{2017}\) \& 2018 \& 219 \& 2020 \& 2021 \& \({ }^{2022}\) \& \({ }^{2023}\) \& \({ }^{2024}\) \& 2025 \& 2026 \& \({ }^{2027}\) \& \({ }^{2028}\) \& \({ }^{2029}\) \& 2030 \& 2031 \& \({ }^{2032}\) \& 2033 \& \({ }^{2034}\) \\
\hline 1 \& Daves Higway 6 A \&  \& Southbund (G) \& \& \(\bigcirc\) \& \({ }^{126}\) \& \(\stackrel{\text { 229 }}{229}\) \& \({ }^{213}\) \& \({ }_{51}^{51}\) \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \\
\hline \({ }_{3}^{2}\) \& Oensos Higway 6 A \&  \& Notern \& \& \(\bigcirc\) \& \({ }^{126}\) \& \({ }^{229}\) \& \({ }_{213}^{213}\) \& 51
51 \& \(\bigcirc\) \& \(\stackrel{0}{0}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \\
\hline 4 \& Oavson Higway 46 A \& Biosifinstretto Blain Dive \& Northbound ( \(A\) ) \& \& 0 \& 126 \& \({ }^{229}\) \& 213 \& 51 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& \(\bigcirc\) \& 0 \& 0 \\
\hline \% \& \&  \& Soutbound (G) \& \& \(\bigcirc\) \& \({ }_{\text {¢ }}^{126}\) \& \({ }^{229}\) \& \({ }_{213}^{213}\) \& \(\stackrel{51}{51}\) \& \({ }_{48}^{48}\) \& \(\stackrel{11}{111}\) \& \(\stackrel{102}{102}\) \& \({ }^{35}\) \& \({ }_{48}^{48}\) \& \(\frac{111}{111}\) \& \(\frac{102}{102}\) \& \({ }^{\text {34 }}\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \(\bigcirc\) \& \\
\hline \(\frac{6}{7}\) \& and \&  \& Suthound (G) \& \& \(\bigcirc\) \& \({ }^{120}\) \& \({ }^{226}\) \& \({ }_{2}^{210}\) \& \({ }_{4}{ }^{51}\) \& \({ }_{47}^{48}\) \& \({ }^{109}\) \& \(\frac{102}{100}\) \& \({ }^{35}\) \& \(\stackrel{48}{47}\) \& 109 \& 100 \& \({ }_{33}\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& \(\bigcirc\) \& \(\bigcirc\) \& 0 \& 0 \& 0 \& 0 \& 0 \& \\
\hline \({ }^{8}\) \& Oaveson Higway 6 A \& Philis Steet to Penda Avenue \& Northbund (A) \& \& 0 \& 120 \& \({ }^{226}\) \& 210 \& 49 \& \({ }^{47}\) \& 109 \& 100 \& , \& \({ }_{4}\) \& 109 \& 100 \& \({ }_{3} 3\) \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \\
\hline \(\stackrel{9}{10}\) \&  \&  \& (s) \& \& \(\bigcirc\) \& \begin{tabular}{l}
1120 \\
120 \\
\hline 1
\end{tabular} \& - \(\begin{aligned} \& 226 \\ \& 226\end{aligned}\) \& 210

210 \& $\stackrel{49}{49}$ \& ${ }^{47}$ \& $\begin{array}{r}109 \\ \\ \hline 109 \\ \hline 109\end{array}$ \& \begin{tabular}{l}
100 <br>
\hline 100 <br>
\hline 10

 \& 

33 <br>
38 <br>
\hline 38 <br>
\hline
\end{tabular} \& ${ }_{4}^{47}$ \& $\begin{array}{r}109 \\ \\ \hline 109\end{array}$ \& 100

100
10 \& - ${ }_{\text {33 }}^{38}$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& $\bigcirc$ \& 0 \& 0 \& $\stackrel{0}{0}$ \& $\bigcirc$ \& $\bigcirc$ <br>
\hline
\end{tabular}




|  | Dasson Highway 46 |  | Westound (G) |  | $\bigcirc$ |  | 19 | 51 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 |  | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 202 <br> 203 <br> 203 |  |  | Eastound (A) |  | 0 | ${ }_{19}^{19}$ | 19 <br> 19 <br> 19 | 51 <br> 51 <br> 1 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
|  | Oawson Higway 46 |  | Eastound (A) |  | 0 | 19 | 19 | ${ }^{51}$ | 0 | 0 | 0 | $\bigcirc$ | O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 | 0 |  |
|  | Oavson Higway 46 C |  | Westbound (G) |  | $\bigcirc$ | 19 |  | ${ }^{51}$ | $\bigcirc$ |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  | 0 | 0 | $\bigcirc$ | 0 |
| 年208 | Joason higway 46 Cc |  |  |  | $\bigcirc$ | 0 | $\stackrel{19}{0}$ | ${ }^{\frac{51}{22}}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 208 | Oanson Holway 460 | Follsontiokn 137.5 | Eastound (A) |  | $\bigcirc$ | . | $\bigcirc$ | ${ }_{22}^{22}$ | $\bigcirc$ | $\stackrel{0}{0}$ | - | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |
| ${ }^{209}$ | Leichmarth Higway 26 A |  | Soutbound (6) |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 | 0 | 0 |
| 210 211 | Leich harat Higway 2 2A |  | Notubund (A) |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ! | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ! |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 212 | Leichnarth Higway 26 A | Tarom 10288 asA in messection | Northbound (A) |  | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | - | 0 |  | 0 | 0 | 0 | $\bigcirc$ |  |
| 213 | Leichmart Higway 268 | Tarom to kM35.00 | Soutbound (G) |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| ${ }^{214}$ | Leietharat Higway 268 |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 216 | Leichnarth Higway 288 | Jackson-Wandoan Poad to kM3.500 | Northbund (A) |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 0 | 0 | 0 |
| $\frac{217}{218}$ | Leitharat Higwav 268 | JJacson-Wandoan foad omilis | Southbund (G) |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | , | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ |
| $\frac{218}{219}$ | Leotharat Higway 268 |  | Westound ( $($ Q) |  | ${ }^{26}$ | 44 | $\stackrel{0}{65}$ | ${ }^{45}$ | $\stackrel{0}{29}$ | $\stackrel{0}{21}$ | ${ }^{26}$ | 54 | ${ }_{35}$ | ${ }^{33}$ | $\stackrel{0}{24}$ | ${ }^{51}$ | ${ }^{26}$ | ${ }^{26}$ | ${ }^{0}$ | $\stackrel{0}{17}$ | $\stackrel{0}{26}$ | $\stackrel{0}{9}$ | $\bigcirc$ | $\stackrel{8}{8}$ | $\bigcirc$ |  | $\stackrel{0}{6}$ | ${ }^{\circ}$ | 0 | $\bigcirc$ |  |
| ${ }^{220}$ | Narego Highway | 180 Duacca Noth hieseseliof 1 Hilies | Eastound (A) |  | ${ }^{26}$ | 44 | ${ }_{65}^{65}$ | ${ }_{45}^{45}$ | ${ }^{29}$ | ${ }^{21}$ | ${ }^{26}$ | ${ }_{54}^{54}$ | ${ }^{35}$ | ${ }^{33}$ | ${ }^{24}$ | ${ }_{51}^{51}$ | ${ }^{26}$ | ${ }^{26}$ | ${ }^{34}$ | 17 | ${ }^{26}$ | 9 | 9 | ${ }_{8}^{8}$ |  |  | ${ }^{6}$ | 6 | 4 | 0 |  |
| ${ }^{221}$ | ${ }^{\text {Natageo Highay }}$ Warse |  | Eastound (A) |  | ${ }^{26}$ | ${ }_{44}^{44}$ | ${ }_{65}^{65}$ | ${ }_{45}^{45}$ | ${ }_{29}^{29}$ | ${ }_{21}^{21}$ | - ${ }_{26}^{26}$ | 54 54 54 | ${ }_{35}^{35}$ | ${ }^{\text {33 }}$ | 24 <br> 24 <br> 24 | ${ }_{51}^{51}$ | ${ }^{26}$ | ${ }^{26}$ | ${ }^{\frac{34}{34}}$ | ${ }_{17}^{17}$ | ${ }^{26}$ | 9 | ${ }_{9}$ | ${ }_{8}^{8}$ | $\bigcirc$ |  | ${ }_{6}^{6}$ | ${ }^{6}$ | ${ }_{4}^{4}$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{223}$ | Warego tighway |  | Westound (G) |  | ${ }^{26}$ | 44 | ${ }^{65}$ | ${ }^{45}$ | ${ }^{29}$ | ${ }^{21}$ | ${ }^{26}$ | ${ }_{5}^{54}$ | ${ }^{35}$ | ${ }^{33}$ | 24 | ${ }^{51}$ | ${ }^{26}$ | ${ }^{26}$ | ${ }^{34}$ | 17 |  | 9 | 9 | ${ }^{8}$ | 0 |  | ${ }^{6}$ | 6 | 4 | 0 |  |
| ${ }^{224}$ | Warego H Higway |  | Easbound (A) |  | ${ }^{26}$ | ${ }_{4}^{44}$ | ${ }^{65}$ | ${ }_{4}^{45}$ |  |  | ${ }^{26}$ | ${ }_{5}^{54}$ | ${ }_{35}^{35}$ | ${ }^{33}$ | ${ }^{24}$ | ${ }^{51}$ | ${ }^{26}$ | ${ }^{26}$ | ${ }^{34}$ | 17 | ${ }^{26}$ | 9 | ${ }^{9}$ | ${ }^{8}$ | 0 |  |  | ${ }^{6}$ |  | $\bigcirc$ |  |
| ${ }^{226}$ | Waraoo tifluay | Roma 0 o kNu135 | Esastound (A) |  | ${ }^{26}$ | ${ }_{63}^{63}$ | $\stackrel{100}{100}$ | $\stackrel{91}{9}$ | ${ }_{8}^{85}$ | $\stackrel{79}{79}$ | 88 <br> 82 | $\stackrel{11}{11}$ | ${ }_{92}^{92}$ | ${ }_{90}$ | ${ }_{81}$ | ${ }_{10}^{10}$ | $\stackrel{{ }^{84}}{84}$ | ${ }_{\text {¢ }}^{85}$ | ${ }_{9}^{93}$ | ${ }_{76}$ | ${ }^{87}$ | ${ }_{68}^{68}$ | ${ }^{68}$ | ${ }^{67}$ | ${ }_{5}^{59}$ |  | ${ }^{65}$ | ${ }_{66}^{66}$ | ${ }_{\text {- } 65}^{65}$ | -60 | ¢00 |
| ${ }^{227}$ | Jacsen-Wandoan Foad |  | Norabound $(A)$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{229}$ | Jacson-Wandoan foad |  | Stoma |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ! | $\bigcirc$ | $\bigcirc$ | \% | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | \% | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | : | : | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | 0 | : | $\bigcirc$ |
| 230 | Jackson-Wandoan Road | Leicharth Higway 0 Gid | Westound ( 6 ) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{231}$ | Bure Higlway (100) | Miriam Vale CH. 98.8 .80 CH .112 | Northbund (A) |  | $\bigcirc$ | 2 | 6 | 6 | 4 | 2 | 4 | 4 | ${ }^{3}$ | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | 0 |  |
| - 232 |  |  |  |  | $\bigcirc$ | ${ }_{2}^{2}$ | ${ }_{6}^{6}$ | $\stackrel{6}{6}$ | 4 | $\stackrel{2}{2}$ | ${ }_{4}^{4}$ | 4 | $3_{3}^{3}$ | $\stackrel{2}{2}$ | $\stackrel{4}{4}$ | ${ }_{3}^{3}$ | ${ }_{2}^{2}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 234 | Burce Higway ( 100 ) | Benatab CH. 14.1 .10 CH. 112 | Soutbound (G) |  |  |  | 6 | 6 | 4 | 2 | 4 | 4 | 3 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  | 0 | 0 |



|  |  | 2.008 | 2.009 | 2.010 | 2.011 | 2.012 | 2.013 |  | 2.015 | 2.016 | 2.017 | 2.018 |  |  |  |  | 2.023 |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 11，489 | ${ }^{12,396}$ | 14，101 | 15，008 | 15，915 | 16,82 | 16,931 | ${ }^{17,838}$ | 18,745 | 19，652 | 20.559 | 21，466 | 22，373 | 23，280 | 24,187 | 25，04 | 26，001 | 26，908 | 27，815 | 28，722 | 20，629 | ${ }^{30,536}$ | 31，433 | 32,350 | 标 |  |  |
|  | A Steetiobanin |  | ${ }^{13,674}$ | ， 473 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 37，688 |  |
|  |  | ${ }^{16,499}$ | 7，47 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 38，874 |  |  | ${ }^{42,770}$ | ${ }^{49,06}$ | ${ }^{45,3}$ | 46，665 | 47，964 |  |  |
|  | Amen | 162 |  |  | ${ }^{23780}$ |  |  | 26.85 |  | 3，206 | 3，084 | 40，882 | 42,680 | 4，4，45 | ${ }_{36,80}^{46,}$ | ${ }^{48,0275}$ | ${ }^{39,669}$ | ${ }^{51,611}$ | ${ }^{53,45}$ | ${ }^{5,5,2}$ | ${ }^{5 / 5,000}$ | ${ }_{\text {ck，}}^{66,89}$ | ${ }_{\text {co，} 48.29}$ | ${ }_{\text {a } 49,79}^{60}$ | ${ }^{664,91} 5$ | ${ }^{\frac{6,959}{52,57}}$ | ${ }_{54,007}^{64,760}$ | ${ }^{60,544} 5$ |
|  | Chapman Dime io oon voung | 296 | ${ }^{12,188}$ | ${ }^{13,260}$ | ${ }^{14,151}$ | ${ }^{15,043}$ | ${ }^{\text {5，935 }}$ | ${ }^{16,647}$ | ，5，58 | ${ }^{18,430}$ | ${ }^{19,32}$ | 2，214 | 2，10 | 21，99 | ${ }^{2} 28$ |  |  |  |  | 27， |  |  |  |  |  | ${ }^{32,69}$ |  |  |
|  | Don voung omeot toaney foad | 5，954 | ${ }^{6,424}$ | 6，971 | ${ }^{7,441}$ | 7，911 | ${ }^{8,382}$ | 8,774 | ${ }^{\text {9，244 }}$ | ${ }^{9,714}$ | 10，188 | ${ }^{10,654}$ | 11，124 | ${ }^{11,59}$ | ${ }^{12,064}$ | ${ }^{12,534}$ | ${ }^{13,004}$ | ${ }^{13,474}$ | 13， | ${ }^{14,41}$ | ${ }^{14,88}$ |  |  |  | ${ }^{16,1}$ |  |  |  |
|  | Havey foadt Buco Ho Howay | ${ }_{4}^{4.962}$ | ${ }_{5}^{5,34}$ | ${ }^{\text {5，}, 823}$ | ${ }_{6}^{6,215}$ | ${ }^{6,006}$ | ${ }^{6,998}$ | ${ }^{\text {2，312 }}$ | ${ }^{\text {7，704 }}$ | ${ }^{8,096}$ | ${ }^{\text {8，488 }}$ | ${ }_{8,879}$ | ${ }_{9}$, | ${ }^{\text {9，663 }}$ |  | ${ }^{10,446}$ | ${ }^{10,838}$ | ${ }^{11,230}$ | ${ }^{11,622}$ | ${ }^{12,013}$ | ${ }^{12,405}$ | ${ }^{12,79}$ | ${ }_{\text {l }}^{\text {13，189 }}$ | ${ }^{13,588}$ | ${ }^{13,972}$ | ${ }^{14,364}$ | ${ }^{14,756}$ | ${ }^{15,147}$ |
|  |  | 1， 1.54 | －1，753 | $\stackrel{-1,97}{1,07}$ | ${ }^{2}, 207$ | ${ }^{2} 2.92$ | ［， 2,154 | ${ }^{2,253}$ | 2，352 | ${ }_{2,451}$ | 2，551 | 2，650 | 2，749 | $\stackrel{\text { 2，} 288}{ }$ | $\stackrel{\text { 2，} 2,98}{ }$ | ${ }^{3.047}$ | ${ }_{3,146}$ | ${ }^{3,245}$ | ${ }_{3,345}$ | ${ }^{3,444}$ | ${ }^{\text {j，} 3,43}$ | ${ }^{\frac{1}{3,3,342}}$ | $\frac{1,742}{3,42}$ | ${ }^{3,841}$ | －1，290 | 4，039 | 4，139 | ${ }_{4}^{4.238}$ |
|  |  | ${ }^{929}$ | ${ }_{985}$ | 1，155 | 1.407 | ${ }^{1,448}$ | 1，211 | ${ }^{1,267}$ | ${ }^{1,323}$ | ${ }^{1.378}$ | 1，334 | 1，990 | 1，546 | ${ }^{1,601}$ | ${ }^{1,557}$ | ${ }_{1,713}$ | ${ }_{1}^{1,769}$ | ${ }^{1}, 824$ | 1.880 | ${ }^{1,936}$ | ${ }^{1,992}$ | 2.047 | 2,103 | 2，159 | 2.215 | 2.270 | 2.326 | 2，382 |
|  |  |  | ${ }_{\text {¢985 }}^{985}$ | ${ }_{\text {l }}^{1,155}$ | ${ }^{1,407}$ | ${ }^{1,4488}$ | $\frac{1,211}{1,211}$ | ${ }^{1,267}$ | ${ }_{\text {l }}^{1,233} 1$ | ${ }^{1,1,388}{ }^{1,378}$ | ${ }_{\text {li，934 }}^{1,434}$ | ${ }^{1,490} 1$ | ${ }^{1 ., 546}$ | ${ }_{\text {1，} 1.601}^{1.601}$ | ${ }_{\text {1，657 }}^{1.657}$ | ${ }^{1,773}$ | ${ }^{\frac{1,769}{1,799}}$ | ${ }_{\text {li，}}^{1.824}$ | ${ }^{1.880}$ | ${ }^{1,9966}$ | ${ }^{1,992}$ | ${ }^{2,047}$ | ${ }^{2,103}$ | ${ }_{2}^{2,159}$ | ${ }_{2}^{2,215}$ | $\frac{2,270}{2270}$ | ${ }^{2,326}$ |  |
|  |  | ${ }^{929}$ | ${ }^{985}$ | ${ }^{\text {i，} 1,36}$ | ${ }_{1}^{1,388}$ | ${ }^{1,448}$ | ${ }^{1,211}$ | ${ }^{1,267}$ | ${ }_{1}^{1,323}$ | ${ }^{1,378}$ |  |  | ${ }_{\text {1，56 }}$ | ${ }^{1.001}$ | ${ }^{1,067}$ | 1，713 | 1，769 | ${ }_{1}^{1,824}$ | ${ }^{1.880}$ | ${ }^{1,936}$ | ${ }^{1,992}$ | ${ }^{2}, 04$ | ${ }^{2,103}$ | 2，159 | ${ }^{2,215}$ | ${ }^{2,277}$ | ${ }_{2}^{2,366}$ |  |
|  | Neevonl 2 it Agoon Road | ${ }_{\text {¢ }}^{\text {929 }}$ | ${ }_{\substack{985 \\ 918}}$ | ${ }_{\text {i，} 1,366}^{1,066}$ | ${ }_{1}^{1,240} 1$ | ${ }_{1,4,013}^{1,32}$ | ${ }_{1}^{1,211} 1$ | ${ }_{1}^{1,287} 1$ | ${ }_{1}^{1,233}$ |  | ${ }_{1}^{1,3,37}$ | ${ }_{\text {l }}^{1,490} 1$ | ${ }^{1 ., 546}$ | ${ }^{\frac{1}{1,601}}$ | ${ }_{\text {i，} 1,575}^{1.557}$ | ${ }_{\text {i，7，}}^{1,59}$ | ${ }_{\text {1，769 }}^{1,649}$ | ${ }_{\text {1，824 }}^{1,71}$ | ${ }_{1,1,880}^{1,780}$ | ${ }^{1,936}$ | ${ }_{\text {1，992 }}^{1.857}$ | ${ }_{\text {2，047 }}^{\text {1，909 }}$ |  | ${ }_{2,159}^{2.13}$ | ${ }_{\text {2，} 2,15}^{2,65}$ | ${ }^{\frac{2,271}{2,17}}$ | ${ }_{2,3,66}^{2,169}$ |  |
|  |  | ${ }^{1,285}$ | ${ }_{1,362}$ | ${ }_{1,535}$ |  |  | ${ }^{1,674}$ | 1，751 | ，, 28 | 1905 | 1，982 |  | ${ }^{2,137}$ | 2.214 | ${ }^{2,29}$ | 2,368 | ${ }_{2,445}$ | 2.522 | 2.599 | ${ }^{2,678}$ | ${ }^{2,753}$ | ${ }_{2,83}$ | ${ }^{2}, 908$ | ${ }^{2,985}$ | 3，062 | ${ }^{3,139}$ | ${ }^{3,216}$ |  |
|  |  | ${ }_{\text {7，}}^{7,247}$ | ${ }_{7} \mathbf{7} 882$ | ${ }^{8,212}$ | ${ }^{8,739}$ | ${ }_{9,180}$ | ${ }^{\text {9，425 }}$ | 0，659 | 294 | ${ }^{10,729}$ |  |  | ${ }^{12,034}$ | ${ }^{12,468}$ | ${ }^{12,900}$ | ${ }^{13,338}$ | ${ }_{13,773}$ | ${ }^{14,208}$ | ${ }^{14,68}$ |  | ${ }^{\frac{15}{15,56}}$ |  | ${ }^{\frac{1}{16,38}}$ | ${ }^{10,81}{ }^{\text {a }}$ | ${ }^{4.83}$ |  | ${ }^{439}$ |  |
|  | Coussale Camboon foait Pomit | $\stackrel{1,566}{1,76}$ | ${ }^{1.861}$ | ${ }_{2}{ }_{2}, 043$ | ${ }_{2}^{2,241}$ | ${ }_{2,3,71}$ | ${ }_{2}^{2,886}$ | ${ }_{2,392}$ | ${ }_{2,497}$ | ${ }_{2}^{2,602}$ | ${ }^{\text {2，7，08 }}$ | ${ }_{2,813}$ | 2.919 | ${ }^{\text {3，024 }}$ | ${ }_{3,129}$ | ${ }^{\text {3，235 }}$ | ${ }_{\text {\％}}^{3,40}$ | ${ }^{3,44}$ | ${ }^{3,55}$ | ${ }^{\text {a，666 }}$ | ${ }^{3,761}$ | ${ }^{\text {3，} 367}$ | ${ }^{\text {3，972 }}$ | 4.077 | 4，183 | ${ }^{4,288}$ | ${ }_{4}^{4,39}$ | ${ }^{4,4,4}$ |
|  | Pont 10 Gieyereme foad | ${ }^{1,756}$ | ${ }^{1,861}$ | 2，043 | ${ }^{2,241}$ | ${ }_{2,371}$ | ${ }^{2,886}$ | 2,322 | 2，497 | 2.002 | 2，708 | ${ }_{2}^{2.813}$ | 2.919 | 3，224 | 3，129 | 3，235 | ${ }^{3,340}$ | ${ }^{3,455}$ | ${ }^{3,55}$ | ${ }^{3,566}$ | ${ }^{\text {3，761 }}$ | ${ }^{3,667}$ | 3，972 | 4．077 | 4，183 | 4，288 | 4，394 |  |
|  | Greerfitit foad 8 Banana | ${ }^{1,238}$ | ${ }_{1,312}$ | ${ }_{1}^{1,463}$ | ${ }_{1}, 630$ | ${ }^{1,729}$ | ${ }_{1}^{1,613}$ | ${ }_{1}^{1,887}$ | 1，762 | ${ }_{1,836}$ | 1，910 | ${ }^{1}, 984$ | 2.059 | ${ }^{2,133}$ | ${ }_{2}^{2027}$ | 2,281 | ${ }_{2}{ }^{2,366}$ | 2.430 | 2.504 | 2,579 | ${ }^{\text {2，653 }}$ | ${ }^{2,2727}$ | ${ }^{2} 8801$ | ${ }^{2,876}$ | 2，950 |  |  | ${ }^{4,1}$ |
|  | Banaraio Moua Mne | ${ }^{1,306}$ | ${ }^{1,384}$ | ${ }_{1}^{1,539}$ | ${ }^{-1,666}$ | ${ }^{1,769}$ | ${ }_{1}^{1,988}$ | ${ }_{1}^{1,776}$ | ${ }_{1}^{1,855}$ | ${ }_{1.933}$ | 2.011 | 2.090 | ${ }^{2,168}$ | ${ }^{2,246}$ | ${ }_{2}{ }^{3,35}$ | ${ }^{2} 403$ | ${ }^{2,481}$ | 2.560 | ${ }^{2,688}$ | ${ }^{2,716}$ | ${ }^{2,795}$ | ${ }_{2,873}$ | ${ }^{2,952}$ | ${ }^{\text {3，030 }}$ | ${ }^{\text {3，108 }}$ | ${ }^{\text {3，187 }}$ | ${ }^{3,265}$ | ${ }^{3,3}$ |
|  |  | ${ }^{1,660}$ | ${ }^{1,760}$ | ${ }^{1,986}$ | ${ }^{2,084}$ | ${ }^{2,208}$ | ${ }_{\text {2，} 158}$ | ${ }_{\text {2，238 }}^{\text {2，}}$ | ${ }_{\text {L }}^{2,35}$ | ${ }_{\text {2，457 }}^{\text {2，}}$ | ${ }_{\text {2，566 }}^{5}$ | ${ }_{\text {2，666 }}^{\text {2，}}$ | ${ }^{2,756}$ | ${ }^{2,885}$ | ${ }_{\text {2，955 }}^{\text {2，}}$ | ${ }^{\frac{3,054}{688}}$ | ${ }^{\text {3，154 }}$ | ${ }^{3,234}$ | ${ }^{3,353}$ | ${ }_{3,453}$ |  | ${ }^{823}$ | ${ }^{3,785}$ | ${ }_{\text {3，} 8 \text { ，} 61}^{89}$ | ${ }^{\text {3，951 }}$ | ${ }_{4,050}^{90}$ | 4.150 |  |
|  | Moua Tomssif if CH． 30 | ${ }^{374}$ | ${ }^{396}$ | ${ }_{476}^{476}$ | ${ }^{603}$ | ${ }_{6}^{669}$ | ${ }_{486}^{486}$ | ${ }_{5}^{509}$ | ${ }^{531}$ | ${ }_{554}^{554}$ | ${ }_{576}^{576}$ | ${ }_{\text {b98 }}^{598}$ | ${ }^{621}$ | ${ }_{643}^{643}$ | ${ }_{666}^{666}$ | ${ }_{6888}^{688}$ | 711 | ${ }_{7}^{733}$ | ${ }_{7}^{755}$ | ${ }^{778}$ | 8800 | ${ }^{823}$ | ${ }_{845}^{845}$ | ${ }_{868}^{868}$ | ${ }^{890}$ | ${ }_{913}^{99}$ | ${ }_{935}^{935}$ |  |
|  | Cot．410 ossmetaunar | ${ }^{374}$ | ${ }^{396}$ | 476 | ${ }_{539}$ | 606 |  | 509 | ${ }^{531}$ | 554 | 576 | 598 | 621 | 643 | 66 | 688 | 711 | ${ }^{733}$ | ${ }^{755}$ | 778 | 800 | ${ }^{823}$ | ${ }^{845}$ | ${ }^{868}$ | 890 | 913 |  |  |
|  | Dasson Higway onliebinand Stret | 12，166 | ${ }^{13,127}$ | 14,924 | ${ }^{15,884}$ | ${ }^{16,845}$ | ${ }^{17,805}$ | ， | S4 |  |  |  |  |  | ${ }^{24,794}$ |  |  |  | 2 |  | 30，55 | 析 | 3247 | ${ }^{33} 4$ | 34398 | 35359 | 36，39 | ${ }^{3,288}$ |
|  |  | ${ }_{7}^{7,365}$ | ${ }^{7,968}$ | ${ }_{8,635}$ | 9，218 | 9，801 | ${ }^{10,384}$ | 10,978 | ${ }^{11,561}$ | ${ }^{12,144}$ | ${ }^{12,727}$ | 13，310 | 13，893 | ${ }^{14,523}$ | 15，106 | ${ }^{15,689}$ | ${ }^{16,272}$ | ${ }^{16,855}$ | 17，438 | 18，021 | ${ }^{18,604}$ | ${ }^{19,187}$ | ${ }^{19,770}$ | ${ }^{20,353}$ | ${ }^{20,936}$ | 21，519 |  |  |
|  | Ban oineto Reaf Rover Road | $\frac{9.990}{7880}$ | ${ }^{10,779}$ | ${ }^{\frac{12,354}{9,964}}$ | ${ }^{\frac{13,143}{10582}}$ | ${ }_{\text {i，}}^{1,931}$ | ${ }^{14,720}$ | ${ }^{15,254}$ | $\frac{16,033}{1,094}$ | ${ }^{16831}$ | ${ }^{17,620}$ | $\frac{18,499}{1889}$ | $\frac{19,198}{1597}$ | ${ }^{20,155}$ | ${ }^{20,944}$ | ${ }^{21,783}$ | ${ }_{\text {2，} 2,521}^{1029}$ | ${ }^{23,30}$ | ${ }^{24,098}$ | ${ }^{24,887}$ | ${ }^{25,676}$ | ${ }^{26,464}$ | ${ }^{27,253}$ | ${ }^{28,042}$ | ${ }^{28,831}$ | 20，619 | ${ }^{30,408}$ |  |
|  |  | ${ }^{\frac{1}{7830}}$ | ${ }_{\text {8．448 }}^{8.488}$ | ${ }_{\text {9，964 }}^{9.964}$ | ${ }^{10.582}$ 10．582 | $\frac{11,200}{1,200}$ |  |  | ${ }_{\substack{12,994 \\ 12.994}}$ |  |  | ${ }^{14,845}$ |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{\text {2，}}^{23,554}$ |  |  |
|  | Rear foait landig Road | 4 | ${ }_{4,412}$ | ${ }_{5}^{5,632}$ | 5，955 | ${ }_{6,278}$ | 6.001 | ${ }_{6}^{6,863}$ | ${ }^{7,186}$ | 7，509 | ${ }^{7,832}$ | 8，155 | ${ }^{8,477}$ | 9，152 | ${ }^{9,475}$ | ${ }^{9,997}$ | 10，120 | ${ }^{10,443}$ | 10.766 | 11，089 | ${ }^{11,411}$ | ${ }^{11,734}$ | ${ }^{12,05}$ | ${ }^{12,380}$ | ${ }^{12,703}$ | ${ }^{13,025}$ | ${ }^{13,348}$ | ${ }^{13,67}$ |
|  | Landing Reasio Toragme Poad | ${ }^{3,071}$ | ${ }^{3,314}$ | ${ }^{3,990}$ | ${ }^{4,233}$ | ${ }^{4,475}$ | 4，718 | 4，661 | 4，904 | ${ }^{\text {5，146 }}$ | ${ }^{5,389}$ |  | ${ }_{5.874}^{50}$ | ${ }^{6,19}$ | ${ }_{6}^{6,344}$ | ${ }_{6}^{6,676}$ | 6，918 |  | 1，403 | ${ }^{7,646}$ | ${ }^{7,888}$ | ${ }^{8,131}$ | ${ }^{\text {8，373 }}$ | ${ }^{8,616}$ | ${ }^{8,888}$ | ${ }^{\text {9，101 }}$ | ${ }^{\text {o，343 }}$ |  |
|  | Rayme foaid ounary foad |  | ${ }^{2,788}$ | ${ }^{\frac{3,351}{2751}}$ | 2 | ${ }^{3,752}$ | ${ }^{3,952}$ | ${ }^{3.8288}$ | ${ }_{\text {4，028 }}^{3673}$ | ${ }_{4}^{4.299}$ | ${ }^{\text {4，429 }}$ | ${ }_{4}^{4.629}$ | ${ }_{4}^{4.830}$ | ${ }^{\text {5，081 }}$ |  | E，482 |  | ${ }_{5}^{5 \text { 5，83 }}$ |  | ${ }_{\text {e，}}^{5 \times 83}$ | ${ }_{\text {e，}}^{5}$ |  | ${ }^{6,275}$ | ${ }^{6459}$ | ${ }_{7}^{7,264}$ | ${ }^{682}$ | ${ }_{\text {7，}}^{7,86}$ |  |
|  |  | $\stackrel{\text { l }}{1,000}$ |  |  | ， | ${ }^{2,789}$ | ${ }^{3,011}$ | ， | ${ }^{3,195}$ |  | ${ }^{3,446}$ |  | － |  |  | ${ }^{4.002}$ | ${ }_{4}^{4,141}$ | 4 | ${ }_{4,31}$ | ${ }_{4}, 42$ | ${ }_{4}{ }^{\text {，} 22}$ | ${ }^{4,63}$ | ${ }^{4,74}$ |  | ${ }^{4.967}$ |  | ${ }_{5,183}$ |  |
|  | CH． 3 mioch 18 B Roma Tamoen | ${ }^{1,054}$ | ${ }^{1,149}$ | ${ }_{1}^{1,379}$ | ${ }_{1}^{1,505}$ | ${ }_{1}^{1,642}$ |  | ${ }^{1,795}$ | ${ }^{1,860}$ |  |  |  | ${ }^{2,132}$ | ${ }^{2,251}$ | ${ }_{2,273}$ |  |  |  |  | ${ }^{2,578}$ |  |  | ${ }^{2,76}$ |  |  | ${ }^{2,957}$ |  |  |
|  | Roma．Tataom Boasi ioniune | 584 | 651 | ${ }^{83}$ | ${ }^{950}$ | 1，059 | ${ }_{\text {f，}}^{1,66}$ | i，156 | 192 | ${ }^{1,288}$ | i，294 | ${ }^{331}$ | ${ }^{1,351}$ | 1，442 | ${ }^{1,437}$ | ${ }^{1,478}$ | ${ }_{1,541}$ | ${ }^{1.534}$ | ${ }^{1,567}$ |  | ${ }_{1}^{1,366}$ | 1，670 | 1，705 | 1，700 | 1，775 | ${ }^{1,810}$ | ${ }^{1,845}$ |  |
|  |  | 336 | 375 | 491 | 545 | 618 | 677 | 672 | ${ }^{693}$ | 748 | 752 | 776 | 789 | ${ }^{841}$ | ${ }^{841}$ | ${ }^{867}$ | 904 | ${ }^{898}$ | 917 | ${ }^{937}$ | ${ }^{958}$ | 977 | 997 | 1.017 | 1,037 | 1.057 | 1.078 | 1.098 |
|  | Fainemen Fied Accosstioct． 69 Bound | ${ }^{336}$ | ${ }^{356}$ | ${ }^{396}$ | ${ }_{423}$ | ${ }_{504}$ | 498 | 515 | ${ }^{539}$ | ${ }_{563}$ | ${ }^{586}$ | 612 | 634 | ${ }^{656}$ | 681 | 706 | ${ }_{7} 71$ | 747 | 767 | ${ }^{788}$ | 808 | ${ }^{827}$ | ${ }^{847}$ | ${ }^{868}$ | 888 | 909 | 929 | 949 |
|  |  | ${ }^{\frac{330}{390}}$ | ${ }_{4}^{413}$ | ${ }_{4}^{442}$ | ${ }_{474}^{467}$ | ${ }_{5}^{539}$ | ${ }_{\substack{588 \\ 522}}$ | ${ }_{5}^{559} 5$ | ¢585 | ¢ 610 | $\frac{635}{618}$ | ${ }_{661}^{664}$ | ${ }^{685}$ | $\frac{710}{690}$ | ${ }_{7}^{736}$ | ${ }_{7}^{762}$ | ${ }_{7}^{788}$ | ${ }^{808}$ | ${ }^{832}$ | ${ }_{886}^{883}$ | ${ }_{887}^{887}$ | ${ }_{\text {¢ }}^{\frac{902}{880}}$ | ${ }^{\frac{925}{903}}$ | ${ }_{\substack{949 \\ 927}}$ | ${ }^{972}$ | ${ }_{996}^{996}$ | 1,020 | $\xrightarrow{1,043} 1$ |
|  |  | ${ }_{4}^{408}$ | ${ }^{\text {432 }}$ | ${ }_{4}^{462}$ | ${ }^{488}$ | ${ }_{\text {¢56 }}^{56}$ | ${ }_{546}^{546}$ | ${ }_{569}^{569}$ | ${ }_{\text {595 }}^{\text {593 }}$ | ${ }_{\text {c }}^{620}$ | ${ }_{646}$ | ${ }^{677}$ | ${ }^{696}$ | ${ }^{711}$ | ${ }^{747} 1$ | ${ }^{773}$ | ${ }^{798}$ | ${ }^{822}$ | ${ }^{846}$ | ${ }^{871}$ | ${ }^{895}$ | ${ }^{920}$ | ${ }^{944}$ | ${ }^{969}$ | ${ }^{993}$ | 1.018 | ${ }_{1}^{1,042}$ |  |
|  |  | ${ }_{6}^{664}$ | ${ }^{704}$ | ${ }_{7}^{744}$ | $\frac{824}{784}$ | ${ }_{\text {¢ }}^{863}$ | ${ }_{863}^{863}$ | ${ }_{9}^{903}$ | $\frac{943}{943}$ | ${ }_{\text {¢83 }}^{\text {983 }}$ | $\frac{1,023}{1.023}$ | ${ }_{1}^{1.062}$ | ${ }^{1,102}$ | $\frac{1.142}{1.142}$ | ${ }^{\frac{1,1,182}{1,182}}$ | $\frac{1,222}{1,22}$ | ${ }_{\text {1，262 }}^{1,262}$ | ${ }_{\text {1，301 }}^{1,301}$ | ${ }^{\frac{1.341}{1,341}}$ | ${ }^{1.381}{ }_{1}^{1,81}$ | ${ }_{1}^{1.4421}$ | ${ }_{1}^{1.461}$ | ${ }_{\text {1，}}^{1.501}$ | ${ }_{\text {L }}^{1.540}$ | ${ }_{\text {1．，580 }}^{1.50}$ | $\frac{1.1,20}{1.620}$ | ${ }_{\text {1，} 1.660}^{1.60}$ |  |
|  |  | 664 | ${ }^{704}$ | ${ }^{744}$ | 784 | ${ }_{823}$ | ${ }_{863}$ | 903 | 943 | 983 | 1.023 | 1.062 | 1，102 | 1，142 | 1，182 | 1，222 | ${ }_{1}^{1,262}$ | 1.301 | ${ }_{1}^{1,341}$ | ${ }_{1}^{1,381}$ | $\stackrel{1}{1.421}$ | ${ }_{\text {1，461 }}$ | ${ }_{1}^{1.501}$ | ${ }_{1}^{1.540}$ | ${ }_{\text {1，580 }}$ | ${ }^{\text {1，}, 220}$ | $\stackrel{1}{1.660}$ | 1，700 |
|  |  | ${ }^{226}$ | ${ }^{770}$ | ${ }_{813}$ | ${ }_{8}^{857}$ | 900 | 944 | 987 | 1.031 | ${ }^{1.074}$ | 1，1118 | ${ }^{1.162}$ | 1，205 | 1，249 | 1.292 | 1.336 | ${ }^{1.379}$ | ${ }_{1,423}$ | ${ }_{1}^{1.467}$ | ${ }^{1.510}$ | 1.554 | 1，597 | 1.641 | 1.684 | 1，728 | 1,771 | 1.815 | 1.859 |
|  |  | 492 | ${ }^{522}$ | ${ }_{551}^{551}$ | ${ }^{\text {581 }}$ | ${ }_{6}^{610}$ | 640 | ${ }^{669}$ | 699 | ${ }^{728}$ |  |  |  |  | ${ }_{8}^{876}$ | 905 |  | ${ }^{964}$ | 994 | ${ }_{1}^{1,023}$ | ${ }_{1}^{1.053}$ | ${ }^{1.082}$ | ${ }^{1.1112}$ | 1，141 | ${ }_{1,171}^{1,171}$ | $\frac{1,200}{1200}$ | 1,1230 | 1.26 |
|  |  | ${ }^{3,655}$ | ${ }^{3,943}$ | ${ }_{4}^{4,399}$ | ${ }_{4}^{4,598}$ | 4．886 | 5，175 | ${ }_{5}^{5,389}$ | 5.678 | ${ }_{5}^{5966}$ | ${ }^{6.255}$ | ${ }_{6}^{6.543}$ | 6.832 | ${ }^{7,118}$ | ${ }^{7,406}$ | ${ }^{7}, 095$ | ${ }_{7} 7.983$ | ${ }_{8,272}$ | 8.560 | ${ }_{8}^{8,849}$ | ${ }^{9}, 137$ | ${ }_{9}, 426$ | 9，714 | 10，003 | 10.291 | ${ }^{10.580}$ | 10.869 |  |
|  | 俍 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }^{8.610}$ |  |
|  |  | ${ }^{2,871}$ | ${ }^{3.098}$ | ${ }^{3,325}$ | ${ }^{3,552}$ | ${ }^{3,778}$ | 4，005 | ${ }^{4,232}$ | ${ }^{4.458}$ | ${ }^{4.685}$ | 4，912 | 5.138 | ${ }^{5,365}$ | ${ }^{5.592}$ | 5．819 | ${ }^{6,045}$ | ${ }^{6,27}$ | 6，49 | 6，725 | ${ }_{6}^{6,952}$ | 7，179 | ${ }^{7,405}$ | ${ }^{7.632}$ | ${ }^{7.85}$ | 8.086 | 8，312 | 8.539 | ${ }^{8.766}$ |
|  |  | 4，293 | 4，632 | 5.048 | 5，387 | 5.726 | 6.065 | 6.414 | 6.753 | 7.092 | 7.431 | 7，770 | 8.109 | 8.499 | ${ }^{8.838}$ | 9.177 | 9．516 | 9.855 | 10.194 | 10.532 | 10.871 | 11.210 | 11.549 | 11.888 | 12.227 | 12.56 | 12.905 | 13.244 |
|  | $0_{0} 0.045$ | 9．839 | ${ }^{21,022}$ | 22.22 | 23，41 | 24.600 | 25.79 | 26，98 | 28,171 | 29,362 | 30，552 | 31，742 | 32.933 | 3，123 | ${ }_{5}^{5}, 31$ | 36，504 | 37，69 | 3，88 | 40，075 | 41,2 | 42，455 | 43，646 | 44，8 | 46，02 | 47，21 | 48，407 | 49，59 | 50，788 |
|  |  | ${ }^{13,791}$ | 14，618 | 15，446 | ${ }^{16,2,27}$ | ［17，102 | 7，${ }^{1,288}$ | ${ }^{18,756}$ | ${ }_{\text {19，}}^{1953}$ |  |  |  |  |  |  |  |  |  |  |  |  | ${ }^{30,36}$ | 21，109 | 275 | ${ }^{32,87}$ |  | ${ }^{34,44}$ |  |
|  |  | 9，296 | 9， 9.854 |  | ${ }^{10,969}$ | ${ }^{11,527}$ | ${ }^{\frac{1}{12,085}} 1$ | $\stackrel{\frac{12}{12,683}}{12,}$ | $\xrightarrow{13,200}$ | ${ }^{\frac{1}{13,758}}$ | ${ }^{14,3,36}$ | ${ }_{1}^{14,884}$ | ${ }^{15,437}$ | ${ }^{\text {L1，9，999 }}$ | ${ }^{16,547}$ | ${ }^{17,105}$ | ${ }^{\text {IT，7，62 }}$ | ${ }_{18,220}$ | ${ }^{18,78}$ | ${ }^{19,336}$ | ${ }^{19,983}$ | ${ }^{20,45}$ | ${ }^{\text {21，} 1,009}$ | 21，567 | ${ }_{2}^{22,124}$ | 22,682 | 23，240 | ${ }^{23,798}$ |
|  |  | 9，296 | 9，954 | 10.412 | 10，969 | ${ }^{11,527}$ | 12.885 | 12.643 | 13，200 | 13，758 | 14.316 | 14.874 | 15，431 | 15，89 | 1，547 | 17，10 | 17，62 | 18，220 | 8，77 | 19，3， | 19，893 | 20，451 | 21，009 | 21，567 | 2124 | 2，62 | 23，240 | 23，98 |
|  |  | 0，296 | 9，554 | 10，412 | 10．969 | ${ }^{11,527}$ | 12.085 | 12.643 | 13.200 | 13，58 | 14.316 | 14.874 | 15，431 | 15，989 | 16，547 | 17，105 | 17，62 | 18，220 | 18，778 | 19，366 | 19，893 | 20，451 | 21，009 | 21.567 | 22，124 | 22,682 | 23，20 | 23，788 |
|  |  | 3，965 | 4，203 | 4，441 | 4，679 | 4，917 | ${ }^{5}, 155$ | ${ }_{5,392}^{564}$ | 5，630 | 5，868 | ${ }_{6}^{6,106}$ | 6，344 | 6，582 | ${ }_{6}^{6,820}$ | 7，058 | 7，296 | ${ }_{7}^{7,534}$ | 7，711 | 8.009 | ${ }_{8}^{8.247}$ | ${ }_{8,485}^{585}$ | 8，723 | 8，966 | ${ }^{9,199}$ | 9，437 | ${ }_{9}^{9,675}$ | 9，913 | ${ }^{10,150}$ |
|  |  | ${ }^{268}$ | ${ }^{284}$ |  | 470 | ${ }^{529}$ | ${ }^{348}$ | ${ }^{364}$ | ${ }^{381}$ | 397 | ${ }^{413}$ | 429 | 445 | ${ }^{461}$ | 477 | 493 | ${ }^{509}$ | ${ }^{525}$ | ${ }_{5} 5$ | ${ }^{557}$ | 574 | ${ }^{590}$ | ${ }^{606}$ |  |  | ${ }^{654}$ | 670 |  |
|  |  | 250 | 265 | ${ }^{337}$ | 408 | 467 | ${ }^{325}$ | ${ }^{340}$ | 355 | 370 | ${ }^{385}$ | 400 | 415 | 430 | 445 | 460 | 475 | 490 | 505 | 520 | 535 | ${ }^{550}$ | 565 | 580 | 595 | 610 | 625 | ${ }^{640}$ |
|  | 隹 | 250 | 265 | ${ }^{337}$ | 408 | 467 | ${ }^{325}$ | 340 | ${ }^{355}$ | ${ }^{370}$ | ${ }^{385}$ | 400 | 415 | 430 | 445 | 460 | 475 | 490 | 505 | 520 | 535 | ${ }^{550}$ | 565 | 580 | 595 | 610 | 625 | ${ }_{640}$ |
|  |  | $\stackrel{250}{208}$ | ${ }_{2}^{265}$ | ${ }^{\frac{328}{271}}$ | ${ }^{\frac{343}{244}}$ | ${ }^{412}$ | ${ }^{\frac{325}{20}}$ | ${ }^{\frac{340}{283}}$ | ${ }_{\substack{355 \\ 295}}$ | ${ }_{\substack{370 \\ 308}}^{\text {308 }}$ | ${ }^{385}$ | ${ }_{\substack{400 \\ 333}}$ | ${ }_{4}^{415}$ | ${ }_{\substack{430 \\ 358}}$ | ${ }_{345}^{430}$ | ${ }^{460}$ | ${ }_{3}^{475}$ | ${ }^{490}$ | ${ }_{5}^{505}$ | ${ }_{5}^{520}$ | $\frac{535}{445}$ | ${ }_{\substack{\text { 550 }}}^{458}$ | ${ }^{\frac{565}{470}}$ | ${ }_{\text {580 }}^{488}$ | ${ }_{\text {F95 }} 5$ | ${ }_{\text {ci0 }}^{610}$ | ${ }_{6}^{625}$ | ${ }_{\text {cien }}^{\frac{640}{532}}$ |
|  |  |  | ${ }^{220}$ |  |  |  |  |  |  | ${ }^{308}$ | ${ }^{320}$ | ${ }^{333}$ |  | ${ }^{358}$ |  |  | 395 |  |  | ${ }_{433}$ | 445 |  |  |  |  |  |  |  |
|  |  | ${ }^{2088}$ | ${ }^{220}$ | 271 | ${ }^{284}$ | ${ }^{360}$ | ${ }^{270}$ | ${ }^{283}$ | ${ }^{295}$ | ${ }^{308}$ | ${ }^{320}$ | ${ }_{333}$ | ${ }_{345}$ | ${ }_{358}$ | ${ }^{370}$ | ${ }_{383}$ | ${ }^{395}$ | 408 | ${ }_{420}$ | ${ }_{4}^{433}$ | 445 | ${ }^{458}$ | 470 | ${ }^{483}$ | ${ }_{495}$ | ${ }_{508}^{508}$ | 520 |  |
|  | m137．5．50 Rolosen | ${ }^{208}$ |  |  | ${ }^{245}$ | ${ }^{302}$ | ${ }^{270}$ | ${ }^{283}$ | ${ }^{295}$ | ${ }^{308}$ | ${ }^{5}$ | ${ }^{30}$ | ${ }^{345}$ | ${ }^{\text {3，} 38}$ | ${ }^{370}$ | ${ }^{383}$ |  | 408 | ${ }_{4}^{420}$ | ${ }_{4}^{433}$ | ${ }^{445}$ | ${ }^{458}$ | ${ }^{470}$ | ${ }^{488}$ | ${ }^{495}$ | ${ }^{508}$ | ， |  |
|  |  | ${ }_{\substack{452 \\ 522}}^{4}$ | ${ }_{\text {¢ }}^{453}$ | ${ }_{\text {cisb }}^{508}$ | ${ }_{\text {¢ }}^{636}$ | ${ }^{\frac{563}{647}}$ | ${ }^{\frac{597}{699}}$ | ${ }_{7}{ }_{7}^{671}$ | ${ }_{7}^{\frac{641}{741}}$ | ${ }^{\frac{617}{773}}$ | ${ }^{\frac{699}{804}}$ | ${ }^{\text {826 }}$ | ${ }_{887}^{1567}$ | ${ }^{789}$ | ${ }^{808}$ | ${ }^{835}$ | ${ }^{\text {863 }}$ | ${ }_{1002}$ | ${ }^{\text {1，054 }}$ | ${ }^{\text {¢，} 1,86}$ | ${ }_{\text {1，17 }}^{\text {9，} 17}$ | ${ }_{1}^{1,148}$ | ${ }_{\text {\％}}^{1,1,029}$ | ${ }_{1}^{1,2,051}$ | ${ }_{\text {i，}}^{1,242}$ | ${ }^{\text {i，} 1,274}$ | ${ }_{\text {i，}}^{1,355}$ |  |
|  | Tasomio kns．00 | ${ }^{654}$ | ${ }^{693}$ | ${ }^{732}$ | ${ }^{772}$ | ${ }^{811}$ | ${ }^{850}$ | ${ }^{889}$ | ${ }^{929}$ | ${ }^{968}$ | 1，007 | ${ }^{1,046}$ | ${ }_{1}^{1,086}$ | ${ }^{1,1,125}$ | i，164 | ${ }_{1}^{1,203}$ | ${ }_{1}^{1,243}$ | ${ }^{1,282}$ | ${ }_{1,321}$ | ${ }_{\text {，} 360}$ | ${ }_{1}^{1,400}$ | ${ }^{1,433}$ | ${ }_{1}^{1,478}$ | ${ }^{1,517}$ | ${ }_{1,557}$ | ${ }_{1,596}$ | ${ }_{1}^{1,635}$ | ${ }_{1,1,74}$ |
|  |  | ${ }^{654}$ | ${ }^{693}$ | ${ }^{732}$ | ${ }^{772}$ | ${ }^{811}$ | ${ }^{850}$ | ${ }^{889}$ | ${ }^{929}$ | ${ }_{968}^{968}$ | ${ }^{1.007}$ | ${ }^{1,046}$ | ${ }^{1,086}$ | ${ }^{1,125}$ | ${ }^{\text {i，} 1,64}$ | ${ }_{1}^{1,203}$ | ${ }_{1,243}^{1}$ | 1，282 | ${ }^{1,32}$ | ${ }_{1,360}^{1,3}$ | ${ }_{1,400}^{10}$ | ${ }^{1.439}$ | ＋ | ${ }^{1.517}$ | ＋，557 | ${ }_{\text {，}, \text { ，} 59}$ | ${ }_{1,63}$ | ${ }_{1,674}$ |
|  |  | ${ }^{638}$ | ${ }^{676}$ | ${ }_{7}{ }_{7} 715$ | ${ }_{\text {753 }}$ | ${ }_{\text {791 }}$ | ${ }^{829}$ |  | ${ }^{906}$ | ${ }^{994}$ | ${ }_{\text {g83 }}^{193}$ | 1，021 | 1，059 | ${ }^{1,097}$ | ${ }^{\text {i，} 1,36}$ | ${ }^{\text {i，1，74 }}$ | 1，212 | ${ }^{1,250}$ | ${ }^{1,289}$ |  | ${ }_{\text {1，365 }}^{1,28}$ | ${ }^{1,404}$ | ${ }_{\text {i，}, 442}$ |  | ${ }^{1,518}$ |  | ［1，59？ | ${ }_{1,633}$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2.581 | 2.654 |  |  |  |  |  |  |  |
|  | Hios | ${ }_{1}^{1,562}$ | 1，707 | ${ }_{1,887}$ | ${ }_{1,973}$ | ${ }^{2,026}$ | ${ }^{2,088}$ | ${ }_{2,166}$ | 2,289 | ${ }^{2} 419$ | ${ }_{2,475}$ | ${ }^{2,564}$ | 2，640 | ${ }^{2} 2789$ | ${ }_{2,831}$ | ${ }_{2}^{2,926}$ | ${ }^{3,035}$ | ${ }^{3,095}$ | ${ }^{3,207}$ | ${ }^{\text {a，267 }}$ | ${ }^{3,3641}$ | ${ }_{3,452}$ | ${ }^{3.530}$ | ${ }^{2,685}$ | 3，729 | ${ }^{3,818}$ | ${ }_{3}{ }_{3} .0005$ | ${ }_{\text {3，}}^{3.999}$ |
|  | Kmi35．510 Roma | ${ }^{1,562}$ | 1，707 | 1，876 | 2.043 | 2,118 | 2.200 | 2，881 | ${ }_{2,381}$ | ${ }_{2,534}$ | ${ }^{2,588}$ | 2,678 | 2，755 | 2,907 | 2，947 | 3，043 | ${ }^{3,153}$ | ${ }^{3,213}$ | ${ }^{3,329}$ | 3，38 | ${ }^{3,478}$ | 3，570 | ${ }^{\text {3，647 }}$ | 3，754 | 3，449 | 3，940 | 4,025 | 4，118 |
| Hegmay |  | 4.968 | $\stackrel{5}{5,266}$ | 5，568 | 5，873 | 6，172 | $\stackrel{6}{6,45}$ | 6，799 | ${ }^{7}, 062$ | ， 1,360 | ${ }^{7} \mathbf{7} .656$ | 7.952 | 8，254 | 8．551 | ${ }_{8} 8.84$ | 9，141 | 0，439 | 9，737 | 10.035 | 10，333 | 10.632 | 10，920 | H，2 | 11.526 | 1， 1.824 | 12，122 | 12,420 | ${ }^{12,718}$ |

Appendix I

## Pavement Impact Assessment Summary

| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2225 | 2026 | ${ }^{2027}$ | 2028 | 2029 | 2030 | ${ }^{2031}$ | 2032 | ${ }^{2033}$ | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 6 A | Clasisone M L Larcom Road io Bresiin Street | Suutbound (6) |  |  | 2340 | 3,250 | ${ }^{3,120}$ | 2.158 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Oavson Higway 6 A | Claastone MM La arcom Poad to Bresin Street | Nortbound ( $(1)$ |  |  | 2.340 | 3,250 | ${ }^{3.120}$ | 2.158 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{3}$ | Oawson Higmay 46a | Bresilinsteetto Blain Dive | Suutbound (G) |  |  | 2340 | 3,250 | ${ }^{3.120}$ | 2.158 | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | - | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $0$ |
| 4 | Oanson Higmay 46 A | Brestin Steet to bian oive | Nornhound (A) |  |  | ${ }_{2}^{2340}$ | ${ }^{3,550}$ | ${ }^{3.120}$ | ${ }_{2.158}^{2.158}$ | ${ }^{0}$ | $\frac{0}{2689}$ | $\frac{0}{260}$ | $\stackrel{0}{2028}$ | $\frac{0}{2145}$ | $\frac{0}{2678}$ | $\frac{0}{2600}$ | $\stackrel{0}{2028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\begin{array}{r} 0 \\ \hline 0 \\ \hline \end{array}$ |
| 5 | Oawson higway 46a | ${ }^{\text {Pa }}$ | Southound (G) |  |  | ${ }^{2.340}$ 2,300 | ${ }_{\text {3,250 }}^{3.250}$ | ${ }_{3.120}^{3.120}$ | ${ }_{2,1588}^{2,158}$ | ${ }_{2.145}^{2.145}$ | ${ }_{2,6,78}^{2,678}$ | ${ }_{2}^{2,600}$ | ${ }_{2028}^{2.028}$ | ${ }_{2.145}^{2.145}$ | ${ }_{2,6,678}^{2,78}$ | ${ }_{2}^{2,600}$ | ${ }_{2}^{2.028}{ }_{2,028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 7 | atamen | Sanio | Southound (6) |  |  | ${ }_{2}^{2.300}$ | ${ }^{3.250}$ | ${ }^{3.120}$ | ${ }_{\text {2.1.188 }}$ | ${ }_{\text {2.145 }}^{2.145}$ | ${ }_{\text {2,678 }}^{2.618}$ | ${ }^{2.600}$ | ${ }_{20,028}^{2020}$ | ${ }^{\text {2.145 }}$ | ${ }_{\text {2,687 }}$ | ${ }^{2.600}$ | ${ }_{2}^{20.028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| 8 | Oawson Higmay 46A | Phils Street to Penda Avenue | Northbound $(A)$ |  |  | 2340 | 3.250 | 3.120 | 2.158 | ${ }^{2.145}$ | 2.678 | 2.600 | ${ }^{2} .2028$ | 2.145 | 2.678 | 2600 | 2.028 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 9 | Oaxson Higmay 46 A | Penda Avenue to Chapman Dive | Soutbound (6) |  |  | 2,340 | 3.250 | 3.120 | 2.158 | 2.145 | 2.678 | 2.600 | 2.028 | 2.45 | 2.878 | 2.600 | 2.028 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Oavon Higmay 66 A | Penda Avenue ot ochapman Divie | Northbund (A) |  |  | ${ }_{2,30}$ | ${ }^{3.250}$ | ${ }_{3.120}$ | ${ }_{2.158}^{2.180}$ | ${ }_{2.145}^{2.195}$ | ${ }_{2.678}$ | ${ }_{2,600}^{2000}$ | ${ }_{2028}$ | ${ }_{2.145}^{2.19}$ | ${ }_{2.6,78}$ | ${ }^{2} 2.600$ | ${ }_{2028}^{2002}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{11}$ | Oavson Highway 46 A | Chapman Divive to ono Young Dive | Suutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | - | 0 | 0 |
| ${ }^{12}$ | danson Hilway 4 6 A | Chapman Diviel oo on young ivive | Nothbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 13 <br> 14 <br> 1 | Jowes Higway 68 | Oon Yong Dive e oharey Poad | Soumbund (e) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| 15 | Davson Higway 46 A | Havee Peast o Buce Higimay | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 16 | Oawson Higmay 46 A | Haver PRad to Buce Higimay | Northbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{17}$ | way 68 | may to Drnan oive | Simbund (6) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{18}$ | Pavson Higway 66 A | Bucee Higway to ornan Dive | Northbound ( $(1)$ |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| $\frac{19}{20}$ | Oaven Higway 6 A | Ota | Nestound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 21 | Oawson Higmay 46 A | Cladstone Mono Road to ip pieline Camp 4 | Westound ( 6 ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{22}$ | Oavson Higmay 46 A | Pipeine camp 4 to Glassone Monoto Road |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{23}$ | Oavson Higway 66 A | point | Westound (6) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 <br> ${ }_{25}^{24}$ <br> 25 | Joason Higway 6 A | Pipelin Camp 4 Read to New point | $\pm$ |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }^{26}$ | Oavson Higmay 66 A | Neew 0 Coscrisc Corder | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 27 | Son Highway 46 A | CSCIISCC Boderef 0 New poin 2 |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{28}$ | Oavson Higlwa |  | Eastound (A) |  |  |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  |
| ${ }^{29}$ | wson Higway 66 A | Afgoon Road | westbund (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 |  |  | 0 |
| ${ }^{30}$ | Saven Higway 6 A | New point LO A Agoon Road |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |
| ${ }^{32}$ | Oavoson Higway 46 A | Agoon Reaat to callide oam Rean Read | d(A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{33}$ | pavson Higway 6 A | Callide Dam Road IOTognalini. Ealatwin Road | Westbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | - | 0 | - | 0 | 0 |
| ${ }^{34}$ | Paveon Higway 66 A |  | Eastbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 35 <br> 36 <br> 3 | Oawson Higmay 66 A |  | vestound (G) |  |  | $\bigcirc$ | 0 | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }^{36}$ |  | Tiole |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{38}$ | Oavson Higway 66 B | Ciewstale Camboon Road to Bioela | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{39}$ | Oavson Higmay 46 B | Coustale Camboon Road to Point | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{40}$ | Oawson Higway 468 | Point 110 Counsalae Camboon Read | Eastound $(A)$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{41}$ | Oawson Higway 468 | Point 110 coieydilite Read | westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }_{4}^{42}$ | Oavos Higway 68 CB |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 44 | Oauson Higway 46 B | Bananato 0 cievilit R Poad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{45}$ | Oauson Higway 46 C | Bananat Moura Mine | Westound (6) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| ${ }^{46}$ | Oavson Higway 46 C | Moura Mine to beanana | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{47}$ | Oawson Higway 46 C | Moura Mine to Moura Tounship | ${ }^{\text {Westabund }(G)}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 49 | Oanson Higmay 46 Cc | Moura Township lo. CH. 30 | Westbound (6) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{50}$ | Oawson Higway 46 C | CH. 30 to Moura Tounstip | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 51 | Oavson Higway 46 C | CH. $3010 \mathrm{CH.41}$ | Westbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| 52 | Oawson Higmay 46C | CH.4110 ch. 30 | Eastbound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }_{5}^{54}$ |  |  | Eastound(A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{55}$ | Chassone.M L Larcom Rd | wson Higway O tilleemband Streat | Westound (6) |  |  | 2330 | 3.646 | 4.056 | 2.572 | 189 | 189 | 189 | ${ }^{258}$ | ${ }^{258}$ | 258 | ${ }^{258}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | 310 | 310 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | 310 | 310 | 310 | 310 |
| 56 | Clastone.ML Larcom Rd | Oawson Highwa to tiderriand street | Eastound (A) |  |  | $2{ }^{234}$ | 3.646 | 4.056 | 2.572 | 189 | 189 | 189 | ${ }^{258}$ | ${ }^{258}$ | ${ }^{258}$ | 258 | ${ }^{310}$ | 310 | ${ }^{310}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | 310 | ${ }^{310}$ | 310 | 310 |
| 57 | Clastone M M Larcom R Pd | indertaras Street oflain Dive | Westbound (G) |  |  | 0 | ${ }^{396}$ | ${ }^{936}$ | ${ }_{4}^{414}$ | ${ }^{189}$ | ${ }^{189}$ | ${ }^{189}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ |
| ${ }_{58} 5$ | Classone M L Larcom Rd | Fildeetrand Steet to Blan Dive | Eastound (A) |  |  | 0 | ${ }^{396}$ | ${ }^{936}$ | 414 | ${ }^{199}$ | ${ }^{199}$ | 189 | ${ }^{258}$ | 258 | 258 | 258 | ${ }^{310}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | 310 |  |
| 59 | Classone.M. Larcom Rd | Blain Dive to Red Pover Road | Westound (G) |  |  | 0 | 660 | ${ }^{1.560}$ | 690 | ${ }^{2,334}$ | ${ }^{2,887}$ | ${ }^{2,789}$ | ${ }^{2} 286$ | ${ }_{2,403}$ | ${ }^{2.936}$ | ${ }_{2,888}$ | ${ }_{2}^{2,338}$ | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | -310 |
| ${ }^{60}$ | ClasioneM L Larom Rd |  |  |  |  | $\bigcirc$ | ${ }_{\text {\% } 600}^{688}$ | ${ }_{20,50}^{1.200}$ | ${ }_{89}^{69}$ | ${ }_{2,3,34}^{2,34}$ | ${ }_{2,887}^{2,87}$ | ${ }_{\text {2,789 }}^{2,789}$ | ${ }_{2,286}^{2286}$ | ${ }_{2}^{2,403}$ | ${ }_{\text {2,996 }}^{2.936}$ | ${ }_{2}^{2,8888}$ | ${ }_{2}^{23388}$ | ${ }_{3}^{310}$ | ${ }^{\frac{3}{310}}$ | ${ }^{310} 310$ | ${ }_{3}^{310}$ | ${ }_{3}^{310}$ | ${ }^{\frac{310}{310}}$ | ${ }^{\frac{310}{310}}$ | ${ }_{3}^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310} \begin{aligned} & \text { 310 }\end{aligned}$ | 310 <br> 3 <br> 310 | 310 <br> 30 |
| 62 | Clastone.M L Larcom Rd | Red Rover R Paad to Powere Staion | Eastound (A) |  |  | 0 | ${ }^{858}$ | 2.028 | ${ }^{897}$ | 2,344 | 2,887 | 2,789 | ${ }_{2}^{2,286}$ | ${ }^{2} 403$ | ${ }_{2}^{2,936}$ | ${ }_{2}$ 2,858 | ${ }_{2}^{2,338}$ | 310 | ${ }_{310}$ | 310 | 310 | ${ }_{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }_{310}$ | ${ }^{310}$ | ${ }_{310}$ | ${ }^{310}$ | 310 | 310 |
| ${ }^{63}$ | Sone.M L Lactom Rd | Road | Westound (G) |  |  | 0 | ${ }^{924}$ | 2.184 | ${ }^{966}$ | ${ }^{2,334}$ | ${ }^{2,887}$ | 2789 | ${ }^{2} 288$ | 403 | 2.936 | 2.858 | 2338 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ |
| 64 | Classone.M. Larcom Rd | ower Sailion opeid Road | Eastound (A) |  |  | 0 | ${ }^{924}$ | 2.184 | ${ }^{966}$ | ${ }^{2,334}$ | 2.887 | 2,78 | 2.286 | 2,03 | 2,936 | 2.858 | 2338 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | 310 |
| ${ }^{65}$ | m Rd | Id Road to anding P oad | Westbound (G) |  |  | 0 | ${ }^{924}$ | ${ }_{2}^{2,184}$ | ${ }^{966}$ | ${ }^{2,334}$ | 2,887 | 2,78 | ${ }^{2} 286$ | 2,403 | 2,936 | 2.858 | 2,388 | ${ }_{310}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ |
| ${ }^{66}$ | Classone MM Larcom Rd | Reid Roaid to anding Road | Eastound (A) |  |  | 0 | ${ }^{924}$ | ${ }_{2}^{2,184}$ | ${ }^{966}$ | ${ }^{2,334}$ | 2.887 | 2,789 | 2286 | 2.403 | 2.936 | 2.858 | ${ }_{2}^{2,388}$ | 310 | ${ }_{310}$ | ${ }^{310}$ | ${ }^{310}$ | 310 | ${ }^{310}$ | 310 | 310 | ${ }^{310}$ | 310 | 310 | ${ }^{310}$ | 310 |
| 67 | Larcom Rd | Ung R Road o Torajinie Read | esibund (G) |  |  | $\bigcirc$ | ${ }^{396}$ | ${ }^{936}$ | ${ }^{414}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |  |
| ${ }^{68}$ | Classone M M Larcom R Pd | Landing Poad to Tagionie Road | Eastound(A) |  |  | 0 | ${ }^{396}$ | ${ }^{936}$ | ${ }^{414}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 69 | Classione.ML Larcom R Pd | Targimie Road to ouary Read | Nestound (G) |  |  | 0 | - 396 | ¢ ${ }_{\text {O36}}^{096}$ | ${ }_{4}^{44}$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| ${ }_{71}$ | Classone M M Laram R R | Ouary Roait os Buce lighway | Westomund ( 6 ) |  |  | 0 | 0 | $\bigcirc$ | ${ }^{4}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 72 | sione.M L Larcom R d | way | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | . | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{95}$ | Canavon Higway 24 D | CH. 0.00 ( Pomam If CH .3 | Northound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{96}$ | Camanon Higway 24 D | H.3.310. CH. O.O. (Roma) | Southound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  |  | $\bigcirc$ |
| ${ }^{97}$ | Camavon Higway 240 | CH. 3 It t CH. 1.18 Roma - Tarom Road | Nothboun |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| -99 | Canavo Higway 240 | Ch. 18 R Romat Tataon Roadioch. 3 | Semben |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 100 | Caravon Highway 24 D | Iniune to ooma - Taroom R Pad | Southound (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| - $\frac{101}{102}$ | carano Higwav 240 | Cotariew fied Acasess | Nombound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |
| 103 | Camavon tigway 24 E | Eainew Field Access | Nominound (G) |  |  | 0 | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 104 | Canavon Higmay 24 E | CHH. 69 to Firiver Field Access | Sounhound (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{105}$ | Caranoon Higway 24 E |  | Noortbound (6) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{106}$ | Canavon Higway 2 2E | CH. 86 Acacess 10 Camp 10 CH .69 | Sounbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| -107 | Canano Higwa 24 E | cot 69.0 OCH. 111 | Sornbound |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
|  | Caranoon Higway 24 E | CH. 1111 co CH.172 Prolestom | Noortbound (6) |  |  |  |  |  |  |  |  |  |  |  |  |  | 0 |  |  |  |  |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 |







| 10 | Link | Section | Direction | ${ }^{2008}$ | 2009 | 2010 | 2011 | 2012 | 2013 | ${ }^{2014}$ | 2015 | ${ }^{2016}$ | 2017 | ${ }^{2018}$ | 2019 | ${ }^{2020}$ | ${ }^{2021}$ | ${ }^{2022}$ | ${ }^{2023}$ | ${ }^{2024}$ | 2025 | ${ }^{2026}$ | 2027 | 2028 | 2029 | 230 | 2031 | 2032 | ${ }^{2033}$ | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Oowson Highway 46 A | Classone ML Larcom Read otoresio street | Soutbound (6) |  |  | 1.666 | 1.089 | ${ }^{1.089}$ | 622 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{2}$ |  |  | Nothbound (A) |  |  | ${ }_{1.666}$ | 1.089 | $\stackrel{0}{1089}$ | ${ }^{622}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 4 | Oowson Highwa 46 A | Bresinin Steet o Blain ofive | Northbound (A) |  |  | 2,06 | $\stackrel{1}{0}$ | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 5 | Oawson Higmay 46 A | Elain Dive to Philip street | Soutbound (G) |  |  | 1.666 | 1.089 | 1.089 | ${ }^{622}$ | ${ }^{292}$ | ${ }^{653}$ | ${ }_{653}$ | ${ }^{373}$ | ${ }^{292}$ | ${ }_{653}$ | ${ }_{554}$ | ${ }^{216}$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{6}$ | - |  | Nomblemond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{8}$ | Oawson Higway 46 A | Philips Steetlo Penda Avenue | Northbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Oavson Highway 46 A | Penda $A$ Averut to Chapman oive | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| $\frac{10}{11}$ | ${ }^{\text {O }}$ |  | Nombuond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 12 | Oowson Highway 46 A | Chapman Divive to on Y Yung Dive | Northound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 13 <br> 14 <br> 1 | ${ }^{\text {On }}$ | Oon Youn onve OHaney Poad | Soumbound ( $($ ) |  |  | ${ }^{536}$ | $\stackrel{1,739}{1.0}$ | ${ }^{1,739}$ | $\stackrel{993}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |





| 10 | Link | Section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2226 | 2027 | 2228 | 2029 | 2030 | ${ }^{2031}$ | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 <br>  | Dawson Higway 6 A | ClasioneM LLacom Road ibresisis Steel | Southbund (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $0$ | $\bigcirc$ |
| ${ }^{2}$ |  |  | Nortibound (A) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\frac{0}{0}$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ |
| 1 <br>  | Oeason higway 46 A | Siesin | Noombuound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | . | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{5}$ | Oavson Higmay 6 6A | Blain Oive to philips steet | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | Oawson Higway 68 | Bain Divive tophlip stret | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | auson Higway 46A | Philip Steet to Penda $A$ Nenue | Southound (G) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{8}$ | Davoson Higway 66 A | Philis Street to Penda Avenue | Normbound (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 9 | Oauson Higway 6 A | Penda AVenve to Copamman orve | Soumbond ( ( ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |
| 11 | Oawson Higway 46A | Chaman D Dive to oon Young Dive | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Oauson Higway 46 A | Chaman D Diviel 0 Oon Young Dive | Northbound $(A)$ |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |
| ${ }^{13}$ | amson Higway 46 A | Don Young Divie to Havere Pead | Soumbound(6) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 14 <br> 15 <br> 15 <br> 1 <br> 1 | Oawson Higway 6 6A | Oon Young oive 0 Harey Poad | Norntiound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| $\frac{15}{16}$ | Jawis higway 64 | Heren | Soumbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| 17 | Oauson Higway 6 6A | Enue Higway to opyna Dive | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{16}$ | amson Highway 6 A | Buce Higway to Dryman oive | Noothbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | wson Higway 66 A |  | estbound(G) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{20}$ | awson Higway 46 A |  | Eastound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |
| $\stackrel{21}{22}$ | Dawson higway 46 A |  | Eessound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 23 | awson Highway 46 A | Pipeine Camp 4 to New point | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| ${ }^{24}$ | wson Higway 46A | ipedine Camp 4 Road to ovee point 1 | Eastound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |
| 25 | awson Highway 6 A | vewto csclisc Border | Estound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| ${ }^{26}$ | awson Highwa 46A | New wo cscibsc oorder | Easbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| ${ }^{27}$ | Oavson Higway 6 A | CSCCBSCC Border fo New point 2 | Stound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{28}$ | Son Higway 46 A | Scrisc eordert to New point | Sound (A) |  |  | 0 | 0 |  |  | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{29}$ | Oaveon Higway 46 A | Neep oint 21.1 Afouon Fa ad |  |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |
| ${ }^{31}$ | ata | Agoon Reaato co canidie oam Road | Westomund ( $(6)$ |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{32}$ | Davson Higway 66 A | Asoon Road 1 C Calide Oam R Pad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  | 0 | 0 |
| ${ }^{33}$ | aasson Highwy 46A | Eallide Dam Poad to Tognalini Balwwil | sstound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }^{34}$ | Oamson Higway 46 A | Coill | Stbound (A) |  |  |  |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{36}$ |  |  | Eastound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | $\bigcirc$ |
| ${ }^{37}$ | Oavson Higway 468 | Bioeal 0 C Coussala Camboon Road | Westoond (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | - | 0 | $\bigcirc$ | 0 | 0 | O | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{38}$ | won Higway 468 | Creussale Camboon Road obioeala | Easbound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | 0 |  | 0 | 0 | 0 | 0 |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 |  | $\bigcirc$ |  |  |  |  |
| ${ }^{39}$ | Jauson Higway 68 |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| $\stackrel{40}{41}$ | Oawos Higway 488 | Point 10 Couvsial Cambon Road |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 42 | Oavson Higway 468 | Greyevitif Road to Point 1 | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{43}$ | Oavon higway 468 | Sieeifre Raad OPanana | vesbound (c) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| 44 | Oavos higimay 468 | Banana 0 G Gieveritie Raad | Sena |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{4}^{4}$ | Oawson hioway 46 Cb | amene |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{4}{ }^{4}$ | Oauson Higway 46 C | Moura Mineto Moura Tounship | Westoond (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{48}$ | Pavson Higway 46 C | Moura Touship to Moura Mine | Eastound (A) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{49}$ | Oawson Higway 46 Cc | Moura Townshiploch 30 | wesbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  | $\bigcirc$ |
| 5 | ${ }^{\text {OTawon Higway } 46 \mathrm{C}}$ |  | Eastound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 5 | Somen | CHH 4110 CH .30 | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |
| ${ }^{53}$ | Oawson Higway 46 C | CHH.410 Oisisicic Buounday | Westbund (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{5}^{54}$ | Oavos Higway 46 C | Bounday loch. 41 | Easound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{55}$ | Ciadsone MM Larcom R Pd | Daason Higmay y Hilidefrana Street | Wessbond (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ¢ 56 | CladsioneM L Laram Rd | Oanson Higmay 0 Hildeetrana Street | $\frac{\text { Eastound }(A)}{\text { Westuond }(G)}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 58 | Clastone.M L Larom Rd | Filieftrand Street olali D Oive | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 59 | Clasdone.M L Lacam Rd | Slin onive 10 Red Pover Paad | Westound (6) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 60 | Cladsone M L Larcom R | Blin ofivilo 10 Red Rover Poad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{61}{62}$ | Cladsione. M Laram Rd | Ped Rover Road to power Staion | Westound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| 63 | Cladsone:M L Larcom R Pd | Powe Station to Reid Road | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 64 | Glastone:M L Lacom Rd | Power Staion 1 Reded Raad | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 65 | ClassoneML Larom Rd | Reid Poad It anding R Rad | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{66}$ | Sone.M L Larcom Pd | Reid Poad to lanting Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 67 | Ilasione.ML Larcom Rd | Landing Reas o Taygimie Road | Westbound (G) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 69 | CladssoneM M L accom R R | Taraimini Road to ouarary Read | Westound ( $(6)$ |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{70}$ | Clastone:M L Larcom Rd | Simie Roadt O Quarr Poad |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{71}{72}$ | Cladsione.ML Larcom Rod | Quary Poad to Buce Higmay | Westound ( $($ ) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }_{95}$ | Canavon Higimav 24 D |  | Northound (G) |  |  | ${ }^{18,04}$ | ${ }^{26,757}$ | ${ }_{33,50}$ | 44.688 | 4.9978 | $\stackrel{4}{45.193}$ | 4.5826 | 46.254 | 46.003 | 47.678 | 48.198 | 48.784 | 49.265 | ${ }_{50,122}$ | ${ }^{50.123}$ | 50,04 | 49.818 | 49.819 | 49.906 | 50.132 | 50.153 | ${ }_{50,245}$ | 50,242 | 50.237 | 50.225 |
| ${ }^{96}$ | Camanon Higway 24 D | CH. 31.0 CH .0 .0 ( (Roma) |  |  |  | 094 | 26.75 | S50 | 44,688 | 44.978 | 45.193 | ${ }^{45,526}$ | 46,24 | 46,93 | 47,78 | ${ }^{48.198}$ | 794 | 49.265 | 50.12 | 50.123 | 50.004 | 4.9818 | 49.819 | 49.906 | 50.132 | 50.153 | 50,245 | 50,242 | 50,237 |  |
| 97 |  | CH. 18 Roma- Taroom Poad | Noorthound |  |  | 92 | 18,27 | 349 | ${ }^{30.26}$ | 30.502 | 30,852 | ${ }^{31,73}$ | ${ }^{31883}$ | 32,39 | ${ }^{32887}$ | ${ }^{33,318}$ | 33,958 | ${ }^{34,325}$ | ${ }_{3,114}$ | 35.60 | 34,877 | ${ }^{34,703}$ | ${ }^{34,703}$ | ${ }^{34,691}$ | 34,691 | 34,991 | ${ }^{34,667}$ | 34,619 | 34.619 | ${ }^{34,619}$ |
| ${ }^{98}$ | Canavon Higimay 240 | CH. 18 R Roma - Tarom Road $1 . \mathrm{CH} .3$ | Southound (A) |  |  | ${ }_{12,229}$ | 18,29 | ${ }^{22,399}$ | ${ }^{30,26}$ | 30,502 | 30,852 | 31,733 | ${ }^{31,833}$ | 32379 | ${ }^{32887}$ | ${ }^{33,318}$ | 33,958 | ${ }^{34,325}$ |  | ${ }^{33,060}$ | 34,877 |  |  | ${ }^{34,991}$ |  | 34,991 | 34,667 | 34,619 |  |  |
| 100 | Camavo Higioway 2 20 | Iniune to oroma . Taroom Reasd | Soutbound (A) |  |  | ${ }_{12,299}^{129}$ | ${ }_{18,297}^{18,27}$ | ${ }_{\text {22349 }}^{2239}$ | ${ }^{30,626}$ | ${ }^{30.502}$ | ${ }_{30,052}$ | ${ }^{31,73}{ }^{31273}$ | ${ }^{31,833}$ | ${ }^{32239}$ | ${ }^{328067}$ | ${ }_{3,3318}$ | ${ }^{33,958}$ | ${ }_{3}^{343255}$ | ${ }_{35 \text { 3,114 }}^{3}$ | ${ }_{3}^{35060}$ | ${ }_{34,877}$ | ${ }^{3470303}$ | ${ }^{34703}$ | ${ }_{34691}$ | ${ }_{34691}$ | ${ }^{34691}$ | ${ }^{344667}$ | ${ }_{34,619}$ | ${ }^{\text {34,069 }}$ | ${ }_{34,619}^{34,69}$ |
| - 101 | Cananoon Higmay 24 D | rniunetof fainee Field Access | Normbound (G) |  |  | ${ }^{2}, 298$ | 10,29 | 12.071 | 1,957 | ${ }^{17,764}$ | 118 |  | 889 | ${ }^{19,374}$ | 703 |  | 20.592 | 2.959 |  | ${ }^{21,486}$ | 394 | ${ }^{2,1314}$ |  | ${ }^{21,302}$ | 21.302 | ${ }_{1,302}$ | 290 |  |  |  |
|  | Canavorimmay 20. | Fanew feedectassomme |  |  |  | ${ }^{2}, 298$ | 10,29 | 12,071 | 17,87 | 17,64 | 18,18 | 18,478 | ${ }^{18889}$ | 19,374 | 19,03 | 20,80 | 20.592 | 20.599 | ${ }^{21,544}$ | ${ }^{21,486}$ | 21,34 | 21.314 | 21,34 | 22,302 | 21,32 | 21,32 | 21,290 | 21.272 | 21.272 | ${ }^{21,272}$ |
| ${ }^{104}$ | Camavo Higmay 24. | Fatemen | Soutbound (A) |  |  | ${ }_{1}^{1.668}$ | ${ }_{2,292}^{2,292}$ | ${ }_{1}^{1.793}$ | ${ }_{\text {S }}^{5.089} 5$ | ${ }_{5}^{5.027}$ | ${ }_{5}^{5,384}$ | ${ }_{5}^{5.563}$ | ${ }_{5}^{5.994}$ | ${ }_{6}^{6,370}$ | ${ }_{\text {c. } 5.590}^{6.50}$ | ${ }_{6}^{6,894}$ | ${ }_{7}^{1,227}$ | (1.922 | ${ }_{7}^{7,993}$ | ${ }_{7}^{7.91212}$ | ${ }_{7}^{7.912}$ | ${ }_{7}^{7,924}$ | ${ }_{7}^{7.924}$ | ${ }_{7}^{7,912}$ | ${ }_{7}^{7,912}$ | ${ }_{7}^{7.912}$ | T,912 <br> 7912 |  | ${ }_{7}^{1,924}$ |  |
| ${ }^{105}$ | Canavon Higmavy 2 4E |  | Northound (G) |  |  | ${ }_{834}$ | ${ }_{1}^{1.146}$ | 896 | ${ }_{2.544}$ | 2.513 | ${ }_{2,692}$ | ${ }^{2.792}$ | 2.973 | ${ }_{3.185}$ | 3.270 | 3.421 | 3.613 | ${ }^{3,796}$ | ${ }^{3,987}$ | ${ }_{3,966}$ | 3.956 | 3.962 | 3.962 | 3,966 | 3,956 | 3,956 | 3,956 | ${ }_{3.962}$ | ${ }_{3} .962$ | ${ }_{3.962}$ |
| ${ }^{106}$ | avor Higmay 2 2E | H. 86 Access to Camp 110 ch. 69 | Sout |  |  | ${ }^{834}$ | ${ }^{1.146}$ | ${ }_{896}$ | ${ }_{2,544}$ | 2.513 | 2.692 | 2.792 | ${ }_{2}^{2.973}$ | ${ }_{3.185}$ | ${ }_{3,270}$ | 3.421 | ${ }^{3.613}$ | ${ }^{3,796}$ | ${ }^{3}, 987$ | ${ }_{\text {3,966 }}$ | ${ }^{3.956}$ | ${ }^{3.962}$ | ${ }_{3.962}$ | ${ }^{3.956}$ | ${ }^{3.956}$ | ${ }^{3.956}$ | ${ }^{3.956}$ | ${ }^{3.962}$ | ${ }^{3.962}$ | ${ }_{3.962}$ |
| -108 | Canavo Highay 2 2es |  | Sombinuma (e) |  |  | ${ }_{417}^{417}$ | ${ }_{573}^{573}$ | ${ }_{448}^{448}$ | ${ }_{1}^{1.272}$ | ${ }_{1}^{1257}$ | ${ }_{1}^{1.346}$ | ${ }_{1}^{1.396}$ | ${ }_{1,496}^{1.486}$ | ${ }_{1.593}^{1.593}$ | ${ }_{1,065}^{1,065}$ | ${ }_{1.7 .710}$ | ${ }_{1}^{1.007}$ | ${ }_{1}^{1.908}$ | ${ }_{1}^{1.903}$ | ${ }_{1.9978}^{1.978}$ | ${ }_{1.978}^{1.978}$ | ${ }_{1}^{1.981}$ | ${ }_{1}^{1.981}$ | ${ }_{1.998}^{1.988}$ | ${ }_{1}^{1.978}$ | ${ }_{1}^{1.978}$ | ${ }_{1}^{1.978}$ | ${ }_{\text {L }}^{1.981}$ | ${ }_{1}^{1,981}$ | ${ }_{\text {L }}^{1.981}$ |
| 109 |  | CH. 11110 CH.127 (Rolissone) | Noorthound (6) |  |  |  | 573 | 448 |  | 1.257 | 1.346 | 1.396 | 1.486 | 1.593 | 1.635 | 1.710 | 1.807 | 1.938 | 1.993 | 1.978 | 1.978 | 1.981 | 1.981 | 1.978 | ${ }_{1} .9 .98$ | ${ }_{1} 1.978$ | ${ }_{1} .9 .978$ | ${ }_{1}^{1.981}$ | 1.981 | ${ }_{\text {1,981 }}$ |


| 110 | Camavon Higway 24 E | ( (aliestone) to CH.111 |  |  |  |  | ${ }^{573}$ | ${ }^{448}$ | 1.272 | 1.257 | ${ }^{1,346}$ | 1.396 | 1.86 | 1.593 | 1.635 | ${ }^{1.710}$ | 1.807 | 1.998 | ${ }^{1.993}$ | 1.978 | 1.978 | ${ }^{1.981}$ | 1.981 | 1.978 | 1.978 |  | 1.978 | ${ }_{1}^{1.981}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 111 | Leietharat Higway | CH. OOC Capicorn Higway Io Bumert Higway | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |
| 112 | Leicharat Higmay 2 | Burent Higway to capiom Highway |  |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  | 0 |  | 0 |  |  |  |  |  |  |
| ${ }_{-113}^{113}$ | Leiecharatithigway 26 A | Sunert Higway to ch. 51.1 | Southound |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 115 | deinharithioway 260 | CH51100. 51626 | Soutbound |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| 116 | Leiecharat tigway 26 A | ch. 22.6 to ch. 51.1 | Northeo |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| 117 | Leiehnarat ligway 26 A | Ofaineer Rad |  |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 118 | Leicharat Higiway 26 A | CHH.8.0.0Farivew Paad toch. 62.6 |  |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| 119 <br> 120 <br> 10 | ${ }^{\text {Leicemaxat Higmay } 26 A}$ |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |
| 121 | Leichnarat Higway 26 A | Ct. 88.0 to cr. 99.0 ( (amp 3) | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{122}$ | Lecocharatt Higway 26 A | ct. 99.0 ( Camp 3) 1 cch c. 88.0 | Noortbound (A) |  |  | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  |  |
| 129 |  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 125 | Lecicharat Higway 26 A | Banana CH.1052.2to CH .117 .0 | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{126}$ | Leichnarat Higway 26 A | CH.117.010 80anana CH. 105.2 | Noorthound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |  |  |
| ${ }^{127}$ | Lecenharat Higway 26 A | CH. 117.010 OCH .124 .0 | Soumbound (6) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
| 128 <br> 129 <br> 129 | Leichavat thitay $26 A$ |  | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{130}$ | Leichnarat Higway 26 A | CH.124.0.0 To Theodrore CH. 1624 | Northound ( $A$ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 |
| 131 | Leichnarat Higway 26 A | Theodiel CH. 12.3 .3 t ch. 124.0 | Soutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |  |
| ${ }^{132}$ | Leceharat Higigway 68 A | Treodire CH. 1623 3 10 Glemmoral Rounsisone Re | Northbund (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| -133 | Leecharat higway 26 A |  | Southound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 135 | Oanson Higmay 468 | Sla Delusion Read to oistrict Buouray | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{136}$ | Oavson Higway 66 B | District Bunnay Io Isa Delusion Road | Eastound(A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{137}$ | Buce Higway 10 E |  | Wesbound ( 6 ( |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |
| 139 | Buce Higway | Dawson Highway lo caliope R Ruer Read | Westound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | Buce Higway | Oamson Highway to callioe R iver Read | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| ${ }^{141}$ | Buce Higioway |  | Westbound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 142 | Buce Higmay | Calioe Rive Road 1 Oladision M. M-Lacom Roa | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 144 | Buce Higmay |  | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{145}$ | Bunce iligway | Baiol Port Ama Road Io Cavial:craceneer Road | Westound (G) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | Buce Higmay | Baiol Port Amm Road Io Cavial-Gacemeer Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{197}$ | Buce Higway |  | Nestound ( $($ ) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 149 | Buce Higway | Sumeeth tigmay to Capricom Higimay | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 150 | Buce Higway | Burret Higmayt capaicom Highmay | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| 151 | Buce Higlway | Capicom Higway to Staney Street | Westbond (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | Buce Higmay | Capricom Higway to Sanale Street | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -153 | ${ }^{\text {Buxue Higmay }}$ - | Capicom Hipway ( S Saney Steet | Westound (G) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 155 | Cladsone- Benaraby Foad |  | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 156 | Clasdione - Benaraby Poad | Sun Valey Poad CH. 0.6455 L oavson Highway | Noothbound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |  |  |  | 0 |
| ${ }^{157}$ | Clastone - Benaraby Poad |  | Suutbound (6) |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | 0 |  |
| $\frac{158}{159}$ | Clasisone Benenaraby Poad |  | Suutbound ( 6 ) |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 160 | Cladsone- Benaraby Road |  | Nortbound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  | $\bigcirc$ |  | 0 |  |  |  |  |  |  |
| ${ }^{161}$ | Cladsione - Benaraby Road |  | Suutbound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |  |
| ${ }^{1023}$ | Ciadsione Benanabib Pead |  | Soumbound ( $(9)$ |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 164 | Clasdione - Benaraby Poad | Souht Tees Dive CH. 5.70 to 0 Gien Eden Divive | Northound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 165 | Cladsione - Benaraby Poad |  | Soutbound (G) |  |  | 0 | 0 | 0 |  |  | - |  |  |  |  | - |  |  |  |  |  |  |  |  | 0 |  |  |  |  |  |
| 106 | Clasione - Benaraby Foad |  |  |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | - | 0 | - | 0 |  |  |  |  |
| 年167 |  | Sorne | Soumbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 169 | Bumett Higway 410 | CH.0.0 Disticic Bunday to ch. 6.50 | Soutbound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{170}$ | Bumeth Higway 410 |  | Nortbound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 122 | Oumethgway 40 |  | Sembend |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{173}$ | Sumerthiway 40 |  | Suutbound ( $(6)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |
| ${ }^{174}$ | Sumet Higway 410 |  | Northbound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 175 | Bumet Highway 410 |  | outhound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{176}$ | Burneth Higway 410 |  | Oinboun (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| $\stackrel{178}{178}$ | Bumert fiway 4 IE |  | Somben |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| 179 | Surneth tigway 41 E | Ct.1.8.5 to Jambin Rail Cossing CH.27.2 | Southound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{180}$ | Bumeth tigway 41 E | Jambin Rall Cossing CH227.210 CH118.5 | Noathbund (A) |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| -181 | Sumet hipway 4 ME |  | Southound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| 183 | Sument Higway 41 E |  | Southound (6) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 184 | Sumeth Higway 41 E | Tohtim Read (Suut) CHH38.960 coovisen Comme | Northbound $(A)$ |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| - | Bumet hipuay 4 E |  | Soutbound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 | $\bigcirc$ |
| 187 | Eument tighway 41 E |  | Westound ( $(6)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 188 | Sument Higway 41 E | Leichnarathiglway CH7.1.8.80 Tootim Road (So | Eastound ( $($ ) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 189 | Sumeth Higway 41 E |  | Vestound(6) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 190 | Bumet Higway 41E |  | Eastound (A) |  |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{191}{192}$ | Sument Mhway 4 IE | ${ }^{\text {Schal }}$ | Easbound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 193 | Davson Higway 46 C | Bounday 10 Firioy Development 85 A Inesesecior | Vestbound(E) |  |  | $\bigcirc$ | - | , | $\bigcirc$ | $\bigcirc$ | 0 | - | $\bigcirc$ | - | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | , | - | , | 0 | 0 | $\bigcirc$ | 0 | - | - |  |
| 194 | Oavson Higway 46 | firzoy Dev, 85 Sa meresection 0 B Brounday | Eastound (A) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 195 | Oanson Higmay 46C |  | Westound (G) |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  |
| -196 | pawos Higway 4 4c |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 198 | (wson Higmay 46 C |  | Stound $(A)$ |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 199 | Oavson Higway 46 C |  |  |  |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | Daason Higway 46 C |  | Easbound (A) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



|  | Link | section | Direction | 208 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | ${ }^{2024}$ | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | ${ }^{2032}$ | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Doason Highway 46 A | Cladsone M M Larcom Road 1 Beresin Street | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 3 |  |  | $\frac{\text { Northbund }(A)}{\text { Suutbound }(6)}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 4 | Oawson Highway 46 A | Bresilin Steetto Blain Dive | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Oawson Higmay 46 A | Rain Dive to Philip Steet | Soutbound (6) | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 6 | 6A | Slain Dive to philip steet | Nortbound ( $($ ) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 7 | Oawson Highay 46A | Philip Stee | Suutbound (G) | 0 | 0 | 0 | 0 |  |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{8}$ | Oawson Higmay 46 A | Whilis Stretto Penda Avenue | Nortbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | - | - | 0 | $\bigcirc$ |  | 0 |  |  | 0 | 0 | 0 | 0 |
| 9 | Oawson Highay 6 A | Penda Averus to Chapman Dive | Suatbound (6) | 0 |  | 0 |  |  |  |  | $\bigcirc$ |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ |  | 0 |  |  | 0 | 0 | 0 | 0 |
| ${ }^{10}$ | Oen | Pena Avenve oc chapman orve | Somememen | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 12 | Oawson Highwa 46A | Chapman Oivieto oon Young Dive | Northound ( $($ ) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |
| ${ }^{13}$ | awson Higway 46 A | Don Young Dive to tavey Poad | Suutbound (6) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  |  |  |
| $\frac{14}{15}$ | Oauson higmay 46 A | On Young Dive to thave Poad |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{15}$ | deans havay |  | Northound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 17 | Oawson Highway 46 A | Buce Highway lo Dryan Dive | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{18}$ | Oawson Highway 46 A | Buce Higway to oryan Dive | Northound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\frac{19}{20}$ | Oavos higmay 46 A | Orpan orve of Calasione Monio orad | Westoind ( $($ O) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{21}$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| ${ }^{22}$ | Oawson Higmay 46 A | Pipeine camp to ciassione Mono Road | Eastound (A) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{23}$ | Dawson Higway 46 A | Pipeine Camp 4 to Neev point 1 | Westound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{24}$ | Oamson Higmay 46 A | Piperine Camp 4 Praad o New poom 1 | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 25 <br> 26 <br> 2 | Oamso Higlava 46 A | Nee 1 Coccibs boider |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | $\stackrel{0}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{27}$ | Oawson Highway 46 A | CSClisc earder fo New point 2 | Westound (G) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | , | 0 | 0 | 0 | 0 |  |
| ${ }^{28}$ | Oawson Higway 46A | CSCIBSC Bodede to New poim 2 | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{29}$ | Oawson Higway 46 A | New point 2 20Atgoon Read | Westbound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{30}$ | Oavson Higmav 46 A | New point 21. Afgoon Raad | Easiound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{32}$ | Oamson Highwa 46A | Agoon Road to Callide oam Road | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | . | 0 | 0 | O | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{33}$ | Oawson Highwa 46A |  | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{34}$ | Dawson Higway 46 A | Calice Pam Road to Tognalini- Balwin Road | Eastound (A) | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{35}$ | Oavson Higmay 46 A | Togaini Ealame Roatio Bloala | $\pm$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{37}$ | Oauson tighway 468 | Bioealio crousside C Camboon Read | Westbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{38}$ | Oawson Highwa 468 | tewsalal Cambon Road 0 Bioeala | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{39}$ | Oawson Highway 468 | Cowssale Camboon Raad topoint | Westound (G) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{40}$ | Oavso Higma 468 | Point 10 C Coussale Camboon Raad |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 42 | Oamson Highway 468 | Giegecite Raadto Point | Eastbound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{43}$ | Oawson Higmay 468 | Recifit Readio 0 Banana | estbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Oawson Higmay 468 |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{45}$ | Sson Higway 46 C |  | Sstound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |  | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{46}$ | Dawson Higway 46 C | Oura Mineto OBanana | Eastound (A) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }_{48}^{47}$ | Oauson Higmay 46 C | Moura Mne e o Moura Touship | Nestound ( $($ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
|  | Davoson Higway | Mour Towshit to cht 30 | Westow | 0 | $\bigcirc$ | - | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | Oawson Highway 46 C | 30 o Moura Township |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| 52 | Dawson Higway 46 C | CH. 414 CH. 30 | Eastbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  | 0 |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ¢ ${ }_{5}^{54}$ |  |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{5} 5$ | Glasisone.M L Larcom Rd | Dawson Higlway lofilderrand Street | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }_{56}$ | Cliadsone:M L Lacom Rd | Dauson Highmay Ofildedranad Street | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| 57 | Cladsone:M L Lacom Rd | filieftrand Streeto Blain orive | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 58 | Cladsono.M Lacrom Rd | Hilieftrand Streetlo Blain orive | Eastoond (A) | 0 | 0 | 0 | 0 | - | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 59 | Classone.M L Larom Rd | Blan orive to Red Rover Road | Westound (G) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 60 | Clastone.M L Larom Rd | Blain Dive to Red Rover Road | Eastound ( $($ ) | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 61 | Clastone:M L Lacom R d | Red Rover Poad to Power Station | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 |  | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 62 | Glastsone.M L Lacom Rd | Red Pover Road to Powe Station | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{63}$ | Clasisone.M Leacom Rd | Power Staion to Reid Poad | Westround (G) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 |  | $\bigcirc$ | - | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| $\frac{64}{65}$ | Clasisone.M L Lacom Rd |  | Eastound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| ${ }^{66}$ | ClassioneM M L Lacocom Rd |  | Eastound (A) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 67 | Classono.M L Larcom Rd | Landing Poad ot Tarajimie Road | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |  |  |
| 68 | Ciassone.ML Larcom Rd | Landing Poad to Tagamin Road | Eastound ( $A$ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 <br> 0 <br> 0 | Cladsone.M L Laraom Rd | Taramie Road o ouary Read |  | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\frac{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\frac{0}{0}$ |  | $\bigcirc$ | $\begin{aligned} & 0 \\ & \hline 0 \\ & \hline \end{aligned}$ | $\bigcirc$ |  |
| ${ }_{71}$ | liadsione ML Latacom Rd |  | Westomund (G) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  | $\bigcirc$ |  | 0 | 0 | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 72 | Elastone.ML Larcom Rd | Ouary Pad to Buce Highay | assound ( $A$ ) | , | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 95 <br> 96 <br> 96 | Camavor H Higway 240 |  | Nombuoun (G) | $\bigcirc$ | -1.502 | ${ }_{\text {2, }}^{2197}$ | ${ }^{22293}$ | ${ }_{\text {2, } 2158}^{\text {228 }}$ | ${ }_{\text {2.581 }}^{\text {241 }}$ | ${ }^{828}$ | $\frac{674}{114}$ | ${ }^{3.049}$ | $\stackrel{1.521}{1228}$ | ${ }_{1}^{1,225}$ | ${ }^{519}$ | ${ }_{2}^{2,735}$ | 693 <br> 114 | $\stackrel{847}{114}$ | - ${ }_{\text {1.425 }}^{228}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\overline{0}$ | $\bigcirc$ |  |
| ${ }^{96}$ | Canavon Higwwy 2 20 |  | Soutboun | $\bigcirc$ | ${ }_{1.502}^{28}$ | ${ }_{2,19}^{228}$ | ${ }_{2}^{2293}$ | ${ }_{2.158}^{20}$ | ${ }_{2}^{2.581}$ | ${ }^{828}$ | $\frac{674}{67}$ | ${ }_{3} .044$ | ${ }_{1.521}$ | ${ }_{1,295}$ | ${ }_{519}$ | ${ }_{2,735}$ | ${ }_{693}$ | ${ }_{847}$ | ${ }_{1,25}^{2025}$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
|  | Caravon H Higway 24 D |  | Southound $(A)$ | $\bigcirc$ | ${ }^{228}$ | ${ }_{228}^{228}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{342}$ | ${ }^{114}$ | $\frac{114}{194}$ | ${ }^{342}$ | (228 | ${ }^{228}$ | ${ }^{114}$ |  | ${ }_{\text {¢ }}^{114}$ | $\stackrel{114}{197}$ | $\stackrel{\text { 228 }}{1205}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| - 100 | Camavon Higwwy 200 |  | (eathbuid (A) | $\bigcirc$ | 1, 2 128 | ${ }_{2}^{228}$ | ${ }^{2228}$ | ${ }_{2,128}^{228}$ | ${ }_{3}^{2,581}$ | ${ }^{888}$ |  | ${ }_{3}^{3} \mathbf{3} 424$ | ${ }_{\text {1, } 221}^{128}$ | $\xrightarrow{1,225}$ | ${ }_{10} 119$ | ${ }_{3,2}^{2,35}$ | - 114 | ${ }^{847}{ }_{1}^{114}$ | +1,25 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| ${ }^{101}$ | Caranoon Higway 24 D | mivene OFariview Field Access | Nothbuond (G) | $\bigcirc$ | ${ }^{916}$ | ${ }_{1,353}$ | ${ }_{1}^{1.414}$ | ${ }_{1}^{1,355}$ | 1.604 | ${ }^{525}$ | ${ }^{424}$ | 1.892 | ${ }^{932}$ | ${ }^{879}$ | ${ }^{323}$ | ${ }_{1}^{1,991}$ | ${ }^{437}$ | ${ }_{538}$ | ${ }^{887}$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |
| ${ }^{102}$ | Canavo Higway 24 C |  |  |  | ${ }^{14}$ | ${ }^{165}$ | ${ }_{1}^{168}$ | ${ }^{164}$ | - | ${ }^{6}$ | ${ }^{12}$ | ${ }^{241}$ | ${ }^{148}$ | ${ }^{145}$ | ${ }^{68}$ | ${ }_{\text {233 }}$ | ${ }^{12}$ | ${ }^{6}$ | ${ }^{145}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| 104 | Camavon Higmay 24 E | CH. 69 OTO Fiamiew Field daceess | Soutbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | $\bigcirc$ |
| ${ }^{105}$ | Caranoon Higway 24E | CHH. 6910 ch. 86 Access to Camp 1 | Northound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{106}$ | Camavon Higway 24 E | CH. 88 Acceass 10 Camp 10 CH. 69 | Sounbound ( $(1)$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| ${ }^{107}$ | Camavon Higway 245 | CH. 6970 chi 1111 | Noertbound (G) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| 108 <br> 109 <br> 109 | Caravon Higwwy 2 2E |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
|  | Camavo Higigwa 24E | CH.122 (Rollesone) it CH.111 | soumbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{111}$ | Leichmadet tigway 26 A | CHH.OC Capicom Higway ( obunert Higway | Soumbound (G) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 |  |
| ${ }^{112}$ | Leecharat igwwy 26 A |  | Northburd (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 114 | Leichmart tigmway 26 A | CH. 51.110 Buneet Higmay | Northbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| 115 | Leichnarat ligway 68 A | CH. $51.110 \mathrm{CH}$. | Southbund ( $\theta$ ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | eicharat Higway 26 A | cH. 62.6 .6 ch CH. 51.1 | Northbound ( $A$ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{117}$ | Leitharat tigway 26 A |  | Soutbound ( $(6)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 119 | Leichharat Higway 26 A | CH. 8.0 .0 Fainiem R Road to CH . 88.0 | Suthound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{120}$ | Leichharat Higway 26 A | CH. 88.0 OT CH. 86.0 |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| ${ }^{121}$ | Leichnadt Higway 26 A | Cr. 88.00 OCH H. 99.0 ( Camp 3) | Sumbbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 122 <br> 123 <br> 18 <br> 1 |  |  | Northbund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ |  |
| ${ }^{124}$ | Leichharat ligigway 26 A | Banana CH. 1055210 cH CH. 9.0 | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 125 | eicharat Higway 26 A | Banara CH.105.210.CH.117.0 | Southbund (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | eicharat tigway 26 A | CH. 117.0 oto Banana CH. 105.2 | Northbound $(A)$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{127}$ | eicharat Higway 26 A | CH. 117.0 Oto CH. 124.0 | Soutbound (G) | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| $\frac{129}{129}$ | Leichnarat tigmway 26 A | Treotrie ch. 11223.3 o CH.124.0 | Soutbound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 130 | eichnard Higimav 26 A | Ot.124.0 O OTheodoter CH. 12624 | Northbound ( $(A)$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 131 | eicharat tigmay 26 A | Theodreie CH. 12.3 .31 ch CH .124 .0 | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{132}$ | eicharat tigway 26 A |  | Northound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| 133 <br> 134 <br> 1 | Leitemaratiowway 68 |  | Northbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 135 | Daws | Sla Delusion Roadt oisticic Bunday | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| 136 | Oawson Higway 46 B | Disticic Bunday toista dusision Road | Easbound (A) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| - 137 | Buce Hiplwav 10 E |  | ${ }^{\text {Wessbund ( }}$ (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{139}$ | Buree Higway | Daxson Higlway I Cocaliope River r oad | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 140 | wee Higway | Oanson Higmay to caliope Rive R Pad | Eastound (A) | 0 | 0 |  |  |  | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 | 0 |  |  |  | 0 | $\bigcirc$ | 0 |  | 0 |  |  | 0 |  |  |  |
| ${ }^{191}$ | Buce Higway |  | Vestound(6) |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 | 0 | 0 | 0 |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |
| ${ }_{4}^{143}$ | Buce |  | Westound ( $(6)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| 144 | Higmay | Iassone:ML Larcom Road I B Biol Port Amm | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{145}$ | Bucee Higway | Saiol Port Ama Road o Covial:Gracemere Read | Westbound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |
| $\frac{146}{146}$ | Buce Higway |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| $\frac{148}{148}$ | Bucee Higway | Cavillecracemeere Readio oument tigway | Eastound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| 149 | Buce Higway | Suneet Higway to capicom Highway | Vestound(6) | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| $\begin{array}{r}150 \\ \hline 151 \\ \hline 15\end{array}$ | Buce Higway | - Bunet tigiway lo capicom Highway |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| 152 | Buce Higway | Capiciom Higway 0 Staney Street | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 <br> 154 <br> 154 <br> 1 | ${ }^{\text {Butace Higway }}$ | Capriom Higway S S saney steet |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 155 | Glassone - Benataby Rad | CH.0.0 Dawson higmay CH. 0.00010 Sun valey | Southound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{156}$ | tasasone - Benaray Pead | Sun Valle Poad Cr. O. 0.451 O Oawson Higmay | Sthbound (A) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |
| 157 <br> 158 <br> 158 <br> 1 | Clalsone - Eenaaty Road |  | S | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 159 | assone - Benataby Poad | Ienlon Road CH. 2.15940 Ferench Steet CH. 3. | outhound(6) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 160 | Ciassone - -enaraby Prad |  | orthound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 <br> 162 <br> 1 <br> 1 | 何位sione- Eenatayy Road |  | Soutbond (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 163 | Glassone - eenataby Pad | Gien Eden Divive CH. 5.5 .70 oto sount Trees Sive C | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 164 | Stone - Benatay Paed |  | Serbound (A) |  | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| 165 | Cladsone－Benaraby Road |  | Suutbound（6） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  | 0 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 166 <br> 167 <br> 18 |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | O | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\begin{aligned} & \circ \\ & \hline 0 \\ & \hline \end{aligned}$ |
| 168 | Clastone－Benaraby Foad |  |  | 0 | 0 | $\bigcirc$ | 0 | 0 | O | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | ， | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 169 | Euneeth Higway 410 |  | Suthbound（G） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 170 | Surneth tigmay 410 | Cth． 6.5 to oistisict Bunday CH．0．0 | Northound（A） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 171 | Burnethigmay 410 | CH．6．5．0 Ototintors Lane C CH．85，5 | Suutbound（6） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| 172 | Bumethigway 410 |  | Normbund（A） | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 173 | Bument Higway 410 |  | Suutbound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |  |
| 174 | Burneth Higway 410 | Sarat Lane CH．920 OO Hinlori＇Lane CH．8．5．5 | Northound（A） | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 175 | Bumeth tigway 410 | Sara Lane CHH220． 1 O Dawson Higway CH．93．8 | Southound（6） | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | － |  | 0 | 0 |  |
| ${ }^{176}$ | Surneth Higway 410 | Davson Highwy C CH．93．80 Starat Lane CH． 920 | Northbund（A） | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 <br> 178 <br> 178 <br> 1 |  | dean en | Soutbound（ $($ S） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | 0 |
| 179 | Burneth Higway 41 E | CH1185．50 OJambin Rail Cossing CH27．2 | Suthbound（6） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 180 | ment ligmay 41 E |  | Northound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | － |  |
| ${ }^{181}$ | Surneth Higway 41E |  | Soubbound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| －182 | Bumet Higway 4 AE |  | Noentound（A） | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |  |  |
|  | Eumet higway 4 4E |  | Soutbound（ $($ ） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{105}$ | Sument fliwway 41 E | Tomin Read（Suut）CH．3．3．9．to Tomin Tod d（Nomt | Southound（ $(9)$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }^{186}$ | uneer tigmay 41 E | omin Rd（North）CH． 5 S3，40 Tomin R Road（Sout | Northbound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }^{187}$ | Burnet Higway 41 E | Oomin Rd Nooth）CH53．40 Loeceiharat Higw | （c） | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 |
| 188 | Surneth tigmay 41 E | Eeicharat Higway CH．7．1．8 to oonimim Road Sod | Easbound $(A)$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 189 <br> 190 <br> 190 <br> 10 |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 191 | Burneth Higway 41E |  | Westound（6） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 192 | Eurreth tigmay 415 | H．1014 | Eassound（A） |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{193}$ | Oawson Higway 4 |  | Eestoun | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | － | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| －194 |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |
| ${ }^{105}$ | Pawon Higway 4 Coc |  | Westound（e） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 197 | Oawson Higway 46 C | Ouaingawoorabinda Meesececion to Worationda | Westound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 198 | Oawson Higway 46 C |  | Easbound（ $A$ ） | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{199}$ | Oawson Higway 4 4c |  | Vestound（c） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| － 200 | dauson Higway 46 C |  | Easstuound（ $(6)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |
| 202 | Oawson Higway 46 C |  | Eastound（A） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 203 | Oavson Higway 46 C |  | stsound（6） | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{204}$ | Oavson Higway 46 Cc |  | Easbound $(A)$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| －205 |  |  | Westound（C） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{207}$ | Oauson Higway 46 C | KM137．50 Popoliston | Westound（G） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ． | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{208}$ | Oawson Higway 46 Ca | Polsison iokM 137.5 |  | 0 |  | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\stackrel{\square}{0}$ |  | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |
| 209 | Leichnarat tigmay 26 A |  | Soutbound（6） | 0 | 0 | $\bigcirc$ | $\bigcirc$ | － | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| －210 | Leitharath ligway 26 A |  | Nombound（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 212 | Leichnarat ligway 26 A | Tatoom 12 20ABAA A inersection | Normbound（A） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{213}$ | Leichnarat ligway 268 | Taoom to kM35．00 | Soutbbund（G） | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\stackrel{214}{214}$ | Leichmarat Higway 268 |  | Noinbour（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 216 | Leichnarat ligioway 28 B | JacksonWandoan Peadt okM35．00 | Northound（A） | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{217}$ | Leichnarat tigmay 28 BB | Jackson－Wandoan Roadto Miles | Soutbound（G） | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 218 <br> 219 <br> 29 <br> 18 | Leatharat Higway 268 |  | Westbound（6） | 0 | 2.330 | $\stackrel{4.007}{ }$ | ${ }_{5}^{5,955}$ | 4.007 | $\stackrel{2.581}{ }$ | 1.869 | $\stackrel{2,137}{ }$ | 4.816 | 2，944 | $\stackrel{\text { 2，888 }}{ }$ | 1.933 | 4.507 | 2.156 | 2311 | ${ }^{2} 888$ | ${ }^{1.463}$ | ${ }^{2428}$ | ${ }^{732}$ | ${ }^{732}$ | ${ }_{654}$ | 0 | ${ }^{423}$ | ${ }^{23}$ |  | $\bigcirc$ |  |
| 220 | warego Higmay | 18 l | Easbound（ $($ ） | 0 | ${ }^{342}$ | ${ }_{456}$ | ${ }^{570}$ | ${ }_{456}$ | ${ }^{342}$ | ${ }^{228}$ | ${ }^{342}$ | 570 | ${ }^{456}$ | ${ }_{456}$ | ${ }_{342}$ | 570 | ${ }^{342}$ | ${ }^{342}$ | ${ }_{456}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{114}$ | 114 | 0 | ${ }^{114}$ | 114 | ${ }_{114}$ | 0 | 0 |
| 221 | Waregot Higmay |  | estound（G） | 0 | ${ }^{2} 330$ | 4.007 | ${ }^{\text {5，955 }}$ | 4.007 | 2.581 | ${ }^{1.869}$ | ${ }^{2,137}$ | 4.816 | ${ }^{2}, 984$ | 2.888 | ${ }^{1.983}$ | 4.507 | ${ }_{2}^{2,156}$ | ${ }^{2}, 311$ | ${ }^{2} 888$ | ${ }_{1}^{1.463}$ | ${ }_{2}^{2,48}$ | ${ }^{732}$ | ${ }^{732}$ | ${ }^{654}$ | $\bigcirc$ | ${ }^{423}$ | ${ }^{423}$ | ${ }^{191}$ | 0 | 0 |
| ${ }^{222}$ | rego Higmay |  | astound（ $A$ ） | 0 | ${ }_{342}$ | 456 | ${ }^{570}$ | ${ }^{456}$ | ${ }^{342}$ | ${ }^{228}$ | ${ }^{342}$ | 570 | ${ }_{456}$ | ${ }_{456}$ | ${ }^{342}$ | 570 | ${ }^{342}$ | ${ }^{342}$ | ${ }_{456}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{114}$ | ${ }^{114}$ | $\bigcirc$ | ${ }^{114}$ | 114 | ${ }^{114}$ | 0 | 0 |
| ${ }^{223}$ | Waregot Higmay | Bol3411 Thesesection to KM 1335.5 | estound（G） | 0 | ${ }^{2} 330$ | 4.007 | 5.955 | 4.007 | 2.581 | 1.869 | ${ }^{2,137}$ | 4.816 | 2.984 | 2.888 | ${ }_{1}^{1.983}$ | 4.507 | ${ }_{2}^{2,156}$ | 2.311 | ${ }_{2}^{2,888}$ | 1.463 | 2.428 | ${ }^{732}$ | ${ }^{732}$ | ${ }^{654}$ | 0 | ${ }^{423}$ | ${ }_{4}^{423}$ | ${ }^{191}$ | 0 | $\bigcirc$ |
| ${ }^{224}$ | Waregot Higmay | KM133．5． 10 18013441 1 leesesecion | Easbound（ $A$ ） | 0 | ${ }_{34}$ | 456 | ${ }^{570}$ | ${ }_{456}$ | 342 | ${ }^{228}$ | ${ }^{342}$ | 570 | ${ }_{456}$ | ${ }_{456}$ | ${ }^{342}$ | 570 | ${ }^{342}$ | ${ }^{342}$ | ${ }_{456}$ | ${ }^{228}$ | ${ }^{228}$ | ${ }^{114}$ | ${ }^{114}$ | ${ }^{114}$ | 0 | ${ }^{114}$ | 114 | ${ }^{114}$ | 0 | $\bigcirc$ |
| ${ }^{225}$ | Warego Highay |  | Westound（G） | $\bigcirc$ | ${ }^{2.330}$ | ${ }_{4}^{4.007}$ | ${ }_{\text {5，955 }}^{50}$ | ${ }_{4}^{4.007}$ | ${ }_{\text {2，581 }}^{342}$ | ${ }_{2}^{1.869}$ | ${ }_{\text {2，}}^{2.37}$ | ${ }_{4}^{4.916}$ | ${ }_{\text {2，964 }}^{2.9}$ | ${ }_{\text {2，} 288}^{\text {ase }}$ | ${ }_{1}^{1.983}$ | ${ }_{4}^{4.507}$ | ${ }^{2,2656}$ | ${ }^{2.312}$ | ${ }_{4}^{2.888}$ | ${ }^{1.463}$ | ${ }^{2} 2428$ | ${ }^{732}$ | ${ }^{732}$ | ${ }^{654}$ | 0 | ${ }^{423}$ | ${ }_{423}^{423}$ | ${ }_{191}^{191}$ | 0 | 0 |
| ${ }^{227}$ | Jackson－Wantan Road |  | Normbound（ $A$ ） | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 228 | Son－Wandoan Road | 80，Dualaca North measesecion | outhound（G） |  | 。 | 。 | － | 。 | 0 | 0 | 。 | 。 | 0 | － | 0 | － | 0 | － | － | － | 。 | 0 | － | 。 |  | 。 | 。 | 。 | 0 | 。 |
| 229 <br> 230 <br> 230 |  | Sidit Leichardthigmay | Eastiound（A） | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | $\bigcirc$ | \％ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | ： | ： | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
|  |  |  | Northbound（A） |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 |  |  |
| ${ }^{232}$ | Burce Higway（100） | CH． 112 2t M Mriam Vale CH． 98.8 | Sumbund（G） | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |  |  |  | 0 |  |  |  |  |  |  |  |  |  |  |
| 233 <br> 24 <br> 23 |  |  | Nouthembend | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |



|  | Pawson Higway 6 A | Havey Paed of Buce higimay | Northbund (A) |  |  |  |  |  |  |  |  | 0 |  | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{17}{18}$ | Oawson Higmay 46 A | Esuce Hipway to ornan Dive |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |
| 19 | Davson Higway 46 A | Opman Dive to Glas sione Mono Road | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  | 0 |  | 0 |  |  |  |  |  |
| ${ }^{20}$ | Oawson Higmay 46 A | Oppan Dive to clastione Mono Road | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 |
| ${ }^{21}$ | Oawson Higmay 46 A | Iadsone Mono Road to Pipeine Camia | (6) | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $0$ |  |
| ${ }^{22}$ | Jasson Highway 46 A | ipeine camp 4 to Glassonememoto Road | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\because$ | 0 | 0 | 0 | 0 | $0$ | - |
| ${ }^{23}$ | Oavson Higmay 46 A | Pipeine Camp 4 to New point 1 | (6) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $0$ | 0 | 0 | $0$ | 0 | $0$ |  |
| ${ }^{24}$ | Oavson Higmay 46 A | Pipeine Camp 4 Road to New point | Eastound (A) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 25 | Oavson Higway 6 A | Cew 0 cscoisc Baoder | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{26}$ | Oavson Higway 46 A | New lo CSCRBSC Boder | Eastound (A) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | - |  | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
|  | Janson higway 6 6A | CSCCBCS Borrefo New poin' | Nessound | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | 0 | 0 | - | $\bigcirc$ | $\bigcirc$ | - | 0 | 0 | - | $\bigcirc$ |
| ${ }^{28}$ | Oamson Higmay 46A |  | Easbounc ( $A$ ) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{2}$ | amsor homma 46a | Nevpom'I20Agoornoad | west | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |  |
| ${ }_{30}$ | amson Highway 46 A | New pomit 210 Algoon Read | Eastound ( $)$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 | 0 | $\bigcirc$ |
| ${ }^{31}$ | Oamson higway 46 A | Aoon Rasat Calilie am Road | Wessouna | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{32}$ | (son Higway 46A | Aoon Roait Colilie Oan Road | Easboun (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{33}$ | Oawson Higmay 6 6 4 |  | vestoind ( $($ ) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }_{-34}{ }^{34}$ | Oavso higmay 6 A 6 | Calide Dam Roadto Tognaini Ealawin Road | Easboun( $($ ) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{35}$ | Oamson higmay 6 A 6 | Tognain Ealawn Roato (tioeal | Wesbound (G) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}^{36}$ | Oamson higmay 6 AA | Tognain - Balamin Raacios iotoal | Eastoun $(A)$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{37}$ | Oaves Highway 468 |  | westbund (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }_{\square}^{38}$ | Oauson Higway 468 | Ceesstal Cambon Road obioeal | Easbound (A) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{39}$ | Oawson Higway 468 | Coossala Camboon Road topont | westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{40}$ | Oamson Higmay 468 | Point 110 Corowsale Camboon Road | Eassound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{41}$ | Oawson Higway 468 | Point 110 creyeditite Road | Wesbbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{42}$ | Oamson Higmay 468 | Gieyolite Read to Point 1 | Eassound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{43}$ | Oavson Higway 468 | Giediff Read obanana | Wesbbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Oavson Higmay 468 | Bananato Go Geydifite Read | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{45}$ | Oavson Higway 46 C | Bananat M Mura Mine | Wesbbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{46}$ | Davson Higway 46 C | Moura Mine to 0 Banana | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{47}$ | Oavson Higway 46 C | Moura Mine to Moura Township | Westbound (G) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| ${ }^{48}$ | Oavoson Higway 46 C | Moura Township to Moura Mine | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{49}$ | Oavson Higway 46 C | Mour Towsship toct 30 | Westbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |
| 50 | Oavson Higway 46 C | CH. 30 O M Mura Tounstip | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 |  |
| ${ }_{5}^{51}$ | Oavson Higway 46 C | CH. $3010 \mathrm{CH.41}$ | Westbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 52 | Oavson Higway 460 | CH. 411 cH CH 30 | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -53 | Jawson Higway 46 C | Ch. 4110 OSstricic Buounday | Westbund (G) | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | Oawon Higway 46 C | Bounday loct. 41 | Easbound ( $)$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 |  |
| 55 | Classone M L Larcom R Cd |  | Westbund (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{56}$ | Caasione.M. Larcom R Rd |  | Eastound (A) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ¢ 58 | ClasioneM LLarom Rd | Hilidebaras Streato Blan oive | ${ }^{\text {Westabund ( })}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  |  | 0 |  |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |  |
| 59 | Clastone M M Larcom Rd | Blain Divie to Red Rover Paad | Westound (6) | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  |  | 0 |  |  | 0 | 0 | 0 | 0 |  | 0 |
| 60 | Clastone.ML Larcom Rd | Elin Divielo Red Rover Road | Eastound (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{61}$ | Ciassone.ML Lacom | Red Rover Road topowe Stam | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | Classone.M. Larcom Rd | Red Rover Road to Power Staion | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  | Powe Station 1 R Reid $R$ Ra | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  | 0 | 0 | 0 | 0 |  |
| ${ }^{64}$ | Classone M L Larcom R | Power Staion to Reid read | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |  |
| ${ }^{65}$ | arcom Rd | Reid read 0 L anding Rea |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{66}{67}$ | Clasisone.M Laraom Rd | Reid Road tolanding Road | Eastound (A) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  | 0 | 0 |  |  |
|  | CalsisoneM MLaramem Pd | tentin Pead io Tasumimie Read | Eastomond (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - |  |  |  |
| 69 | Classione M L Larcom Rd | Tataginie Roadt o Ouarr Poad | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | 0 | 0 |  |
|  | Classone.M Larcom Rd | Targinie Road to Olary Read | Eastound (A) | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  | 0 | 0 |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 |  |  |  |
| ${ }^{71}$ | Classone.M. Larcom Rd |  | Westbound (6) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |
|  | Classone.ML Laroom Rd | Ouary Poad to Buce Highwy |  | 0 |  | $\bigcirc$ |  |  |  | 0 | 0 | 0 |  | 0 | $\bigcirc$ |  | $\bigcirc$ | 0 |  | 0 |  | 0 | 0 |  |  | 0 |  |  |  |  |
| ${ }^{95}$ | caravo Higway 240 | Chto.00 R Romal $10 \mathrm{CH}, 3$ | Sornour | $\bigcirc$ | ${ }^{1}$ | ${ }^{1} 106$ | 2005 | $\stackrel{0}{190}$ | - | $\bigcirc$ | 5 | ${ }^{2} 20$ | ${ }^{1203}$ | 0 | ${ }_{0} 0$ | 0 | $\bigcirc$ | $\bigcirc$ | ${ }^{1}$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | . | $\bigcirc$ | 0 |
| -97 | Canavontionaz 20. | Onter | Soumboun | $\bigcirc$ | ${ }^{1,274}$ | 1.00 | 2.005 | 1,930 | ${ }^{2,239}$ | ${ }^{17}$ | 550 | 2,02 | ${ }^{1,293}$ | ${ }_{1}^{1,09}$ | ${ }^{405}$ | ${ }_{2,393}$ | ${ }_{5}^{519}$ | ${ }^{133}$ | ${ }_{1.197}$ | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 |  |
| , | Camavor Higway |  |  | - |  |  |  |  |  | - | 5 |  |  |  |  |  | \% |  |  | 0 |  | 0 | O |  |  |  |  |  |  |  |
| ${ }^{98}$ | Camavon Higway 240 | CH. 18 Roma - Tarom Readio CH .3 | Soumound (A) | 0 | ${ }_{1}^{1.274}$ | ${ }_{1}^{1.969}$ | 2.065 | 1.930 | ${ }^{2.239}$ | ${ }^{714}$ | 560 | ${ }^{2,702}$ | ${ }_{1.293}$ | ${ }_{1.197}$ | 405 | ${ }_{2,393}$ | ${ }_{579}$ | ${ }^{733}$ | ${ }_{1.197}^{1.97}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -900 | Canavor hioway 240 | Rema - Taoom Roato omive | Sombuend (A) | - | ${ }^{1}$ | ${ }_{1}^{1099}$ | ${ }^{2}$ | ${ }_{1}^{1930}$ | $\stackrel{229}{ }$ | $\bigcirc$ | ${ }_{5} 5$ | $\stackrel{2}{2702}$ | ${ }^{129}$ | ${ }^{1}$ | $\stackrel{5}{5}$ | ${ }^{2} 29$ | $\stackrel{5}{5}$ | $\bigcirc$ | ${ }^{109}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | - |  | $\bigcirc$ |  |
| 101 | Catanaon Higway 24 D | Inineto Foriveew Field Access | Northound (6) | 0 | ${ }^{33}$ | ${ }^{51}$ | ${ }_{5} 5$ | ${ }^{180}$ | 178 | ${ }^{111}$ | 87 | - | ${ }^{51}$ | - | ${ }^{63}$ | ${ }^{127}$ | ${ }^{90}$ | ${ }^{114}$ | ${ }^{129}$ | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | 0 |  |
|  |  | Farmew Fiede Access ion inue |  |  |  | ${ }_{1.188}^{19}$ | ${ }_{1,247}$ | ${ }_{1}^{1.087}$ | ${ }_{1.279}$ | ${ }^{376}$ |  | ${ }_{1.571}$ | ${ }^{770}$ | ${ }^{686}$ | ${ }^{213}$ | ${ }_{1.406}$ | ${ }^{305}$ | ${ }_{386}$ | ${ }^{664}$ | 0 | 0 |  | 0 |  |  | 0 |  |  |  |  |
| ${ }^{103}$ | Canavon Higway 24 E |  | Normbound | 0 | 0 | $\bigcirc$ | - | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| ${ }^{104}$ | Canavon Higway 2 2E | CH. 69.10 arimew field $A$ coess | Sounbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\frac{105}{106}$ | $\frac{\text { canavo }}{\text { Cigiowav } 24 \mathrm{E}}$ |  | Southound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 107 | Caravon Highwav 24 E | Cth. 6970 CH. 111 | Northound (G) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |
| 108 | Canavon Higway 24 E | CH. 11110 cH .69 | Southound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| $\frac{109}{109}$ | Caranoo Higway 24 E | $\mathrm{CH} .11110 \mathrm{CH}, 172$ ( Polosesone) | Noortbound | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{-}$ | Caranon Higway 24 E | CH. 12 ( Prolessoselel 10 C. 111 |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| $\frac{111}{112}$ | Leiechharat Higloway 26 2A |  | Soul | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 113 | Leicharat tigway 26 A | Buneet Higway lich. 51.1 | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 114 | Leicharat tigway 26 A | CH. 51.1 10 Burreet Highway | Nootrbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 115 | Leech harat Higway 26 A | CH. 51.110 ch. 62.6 | Soumbound (6) | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |
| $\frac{116}{117}$ | Leicharat Higwav 26 A | CH. $6.2 .610 \mathrm{CH}, 5.1 .1$ | Northbund (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 118 | Leicharath Higway 26 A | Ch. 8.8 .0 Faiviem R Rad toct 6.626 | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | - | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 |  |
| $\frac{119}{120}$ | Leicharat Higway 26 2a | CH. 8.8 .0 F Finimem Road 10 ch. 88.0 | Soutbound (G) | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 |
| 121 | Leichnarat Higwav 26 A |  | Southound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{\circ}{0}$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 122 | Leicharath Higway 26 A | CH. 99.0 ( Camp 3) 1 ( CH. 88.0 | Noortbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{123}$ | Ethmarth Higway 26 A | H. 99.000 B Banana CH. 10.5 .2 | Southound (6) | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{124}$ | etharat Higway 26 A | anana CH. 105.2 2t CHH. 99.0 | Northound $(A)$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{125}$ | Leechharat Highway 26 A |  | Southound() | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{127}$ | Leechnaderthigway 26 A | CH.117.0 ot ch. 124.0 | Southound (G) | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
|  | Eichhart Higway 26 A | 124.0 t cH CH 117.0 | Northound $(A)$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0 |  | 0 |  | 0 | 0 | 0 | 0 | 0 |


| 129 | Leichnarat Higmay 26 A | Theodre CH. 162.3 30. CH.124.0 | Southound (G) |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 130 <br> 131 <br> 18 | Leich harat Higway 2 2A |  | Nothbound (A) | 0 | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{132}$ | Leichnarat thigmay 26 A |  | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | $\bigcirc$ | - | 0 | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |  |  |  |
| ${ }^{133}$ | Leietharat thigwwe $26 A$ |  | Soutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |
| 134 | Leichnarat ligway 26 A |  | Northbound ( 4 ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | - |  |
| 135 |  | Sta Delusion Road lo oisticict Bunday | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0$ |  |
| ${ }^{136}$ | Oasson Higway 468 |  |  | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | $\div$ | $0$ |  |
| ${ }^{137}$ | Buce Higway 10E |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\frac{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\frac{0}{0}$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\begin{aligned} & 0 \\ & \hline 0 \end{aligned}$ | $\frac{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 138 <br> 139 <br> 189 <br> 1 | Enuce Higway 10 E |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |  |
| 140 | Buce Highway | Oawson Higlway I Calliope R Reer read | Eastoond (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 |  |
| ${ }^{141}$ | Bucee Highay | Calliope Rive Road 0, Glastsone M:- Laccom Roa | Westound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | Enuce |  | Stout | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ | 0 |  | 0 | 0 |  |  | 0 | 0 |  | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |
| 143 | Buce Highway | Clasasone.M L Larcom Read Io Baiol Port Ama | Westbund (6) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  | 0 |  |
| - 144 | Ence Higway |  | Easbound (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{146}$ | Buce H 何way | Baiol Por $A$ Ama R Road lo Gaval:G:Gacemere $R$ R | Eastound (A) | 0 | 0 | 0 | 0 | 0 | , | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{147}$ | Buce Highway |  | Westbund(G) | - | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -148 | Suce |  | Westround (6) | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |
| ${ }_{150}$ | Buce Higuway | Burnert Higway Io capicomm Highway | Eastound (A) | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 151 | Buce Higlway | Capiciom Higmay to Staney Street |  | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{152}$ | Buce Higway | Capicom Higway to Staney Steet | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 |  |  |
| 153 <br> 154 <br> 154 <br> 1 | Eme Higway | Capicom Higway O S saney Steel | Westound (C) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{155}$ | Classone e Benatay Yoad | CH0.0. Danson Higimay CHH.0.000 | Soutbound (6) | 0 | 0 | O | 0 | 0 | - | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{156}$ | Clastsone Eenaraby Poad | Sun Valley Road CH. O. 045510 Oanuson Highway | Northbund (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 |  |
| ${ }^{157}$ | Cliastone Eenarab P Rad |  | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{159}$ | Clastone Eenanaby Poad |  | Southound ( 6 ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 160 | Clastone Eenearay Pead | FFench Street CH. 3.4010 Oilenlyon Read CH. 21 | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{161}$ | Clastone Benaraby Poad | French Street CH. 3.400 to Gien Eleden Dive CH. 5 | Soumbound (G) | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , | 0 |
| -162 | ${ }^{\text {Clasisone }}$ - Benatay Poad |  | Noumbun (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 164 | Clastone Eenaraby Poad | Suut Trees Divive CH. 5.70 to Oile Eden Dive | Northound ( $A$ ) | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{165}$ | Clastone Eenataby Poad |  | Soutbound (6) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }_{166}^{166}$ |  |  | Noumbound ( (G) | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  |
| 168 | Classone Eenaraby Poad |  | Nornbound (A) | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | - | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 169 | Eunreth tigmay 410 | CHH.0.0 Distric E Bunday 1 O CH.65.0 | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 170 | Sureet Highway 410 |  | Noratbound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{171}{172}$ | Burneth Higway 410 |  | Soutbound ( $(6)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\stackrel{0}{0}$ |
| 173 | Burneth tigmay 410 |  | Soumbound (6) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | - | 0 | 0 | 0 | 0 |
| 174 | Burneth figmay 410 | Sara Lane CH.922.0. OHintor's Lane CH.83.5 | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 175 | Surnet Higway 410 |  | Suutbound (G) | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |  |
| ${ }^{176}$ | Euneth Hipway 410 | Oanson Higway CH.93.8. 8 Sarat Lane CH.920 | Nombend (A) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| 178 | Eumeethigmway 41 E | CHH.1.5 | Northound (A) | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 179 | Burneth tigway 41E | CH.18.5.50 oambin Rail Cosising CH27.2 | Sultbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 |  |
| 180 | Burneth tigmay 41 E |  | Northbund (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{181}$ | Burneth tigmay 41 E | Jambin Rail Cossing CH.2.2.210 Goovigen Comm | Suutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{182}$ | Burneth tigway 41 E | Goovigen Commection Raad CHH.35.5 to Jambin | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{183}$ | Sumeth Higway 41E | Goovigen Comerecion Raad CH.35.5 Lo Tontion R | Suutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{184}$ | Burnet Higmay 41E |  | Northbund (A) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{195}$ | Buneth Higway 41 E |  | Soutbound ( $($ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 |  |
| $\underline{187}$ | Eument liomavy 41 E |  | Westound (6) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{198}$ | Eument Higway 41 E |  | astbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 189 | Surneth tigmay 41E | Leichharat Highway CH.7.18.80 School Gounds C | Westound(6) | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 |
| 190 | Aethigmay 41 E |  | astound (A) | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  | 0 | 0 |  | 0 | $\bigcirc$ |  |  |  |  |  |  |
| 191 <br> 192 <br> 1 |  |  | Westound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{193}$ | Oawson Higway 4 Cc |  | sisbound (6) | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |  |  |
| 194 | Oaxson Higway 46 C | Firioy Dev. 55 A mestesecion 0 b Biounday | stbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{195}$ | Oawson Higway 4 4c |  | Westbund (G) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | 0 |  |  |  |
| 196 <br> 197 | Oawson Higway 4 Cc |  | Eastound ( 6 ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
| 198 | Oaxson Higway 46 C |  | Eastound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 199 | Oawson Higway 46 C |  | Westbound (G) | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |  |
|  | Oawson Higway 46 Cc |  | Easbinuma $(A)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |
| - 201 | Oawson Higway 4 fec |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 203 | Oavson Higway 46 C | Prospect Creek cuvert o ovaingal Baxinima me | Westound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{204}$ | Oawson Higway 4 4c |  | Easbound (A) | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | , | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ |
| ${ }^{206}$ | Oamson Hiflway 46 Cc |  | Eastound (A) | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| - 207 | Cawson hilway 4 4c |  | Westound(g) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 209 | Leichnarthtigmav 26 A | Dissicict Bounday O 2 2AASSSA inesesecion | Soutbound (6) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 210 | Leichnarth ligmay 26 A |  | Northound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\frac{211}{212}$ | Lectharat Higwav 26 A |  | Soutbound ( $($ ) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 213 | Leichnarathligway 28 B | Taroom lo kns 5.00 | Soutbound (6) | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 214 | Leicharath Higway $26{ }^{\text {c }}$ | kn35.00 O T Taoom | Serbound (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| -215 | Leicharat Higwav 268 |  | Soutbound (G) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |
| 217 | Leichmarth Higwav 26B | Jackson-Wantoan Road o Milies | Suutbound (G) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 218 | Harat Higway 268 |  | (embund $(A)$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |


| ${ }^{220}$ | Warego Higway | 18. | Eastound (A) | 0 | 1.988 | 3,551 | 5.385 | ${ }^{3.551}$ | 2239 | ${ }^{1.641}$ | 1.795 | 4.246 | 2.528 | 2.432 | 1.641 | ${ }^{3.937}$ | 1.814 | 1.969 | 2.432 | 1235 | 2200 | ${ }^{618}$ | ${ }^{618}$ | ${ }^{540}$ | 0 | ${ }^{309}$ | ${ }^{309}$ | ${ }^{77}$ | 0 | $\bigcirc$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 221 <br> 222 <br> 22 | Warego Highay |  | Westound (G) | $\bigcirc$ |  | ${ }_{3}$ |  |  |  |  | ${ }^{1} 1$ |  |  | $\stackrel{0}{2432}$ |  | ${ }_{3}{ }^{\text {a }}$ | ${ }_{1}{ }^{1814}$ |  | ${ }_{2} 2$ | ${ }_{12}^{1235}$ | $\stackrel{0}{200}$ | ${ }_{618}^{6}$ | ${ }_{618}^{6}$ | 540 | $\bigcirc$ | ${ }_{30}$ | ${ }^{0}$ | ${ }^{77}$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{222}$ | Nareog tighay | ${ }^{18}$ | Westround ( $($ ) | $\bigcirc$ | ${ }^{1.988}$ | ${ }_{3}^{3,51}$ | ${ }_{5}^{5,385}$ | ${ }_{3}^{3}, 5$ | $\stackrel{2,23}{ }$ | ${ }_{1}^{1,641}$ | $\stackrel{1,95}{0}$ | ${ }^{4,246}$ | ${ }_{2}^{2,528}$ | $\frac{2,482}{0}$ | ${ }_{1}^{1.641}$ | ${ }^{3.937}$ | ${ }^{1.814}$ | ${ }^{1 ., 96}$ | ${ }^{2,432}$ | ${ }_{1}^{1235}$ | 2.200 | ${ }_{6}^{618}$ | ${ }^{618}$ | ${ }_{540}$ | 0 | ${ }^{309}$ | 309 | IT | $\bigcirc$ | $\bigcirc$ |
| 223 <br> 224 <br> 2 | Narreoot tiluway |  | Eastound (A) | 0 | ${ }_{1}^{1.988}$ | 3,551 | 5.385 | ${ }^{3.551}$ | $2{ }^{239}$ | 1.641 | ${ }^{1.795}$ | 4.246 | 2.528 | 2.432 | 1.641 | 3,937 | 1.814 | 1.969 | 2.432 | 1.235 | 2200 | ${ }^{618}$ | ${ }^{618}$ | 540 | 0 | 309 | 309 | 7 | 0 | 0 |
| 225 | Warreg Highway | KM135.510 Roma | Westound( 6 ) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }^{226}$ | Warrego Highway | Romato KM135.5 | Eastound (A) | 0 | 1.988 | ${ }^{3.551}$ | ${ }_{5}^{5.385}$ | ${ }^{3,551}$ | 2239 | ${ }^{1.641}$ | ${ }_{1}^{1,95}$ | 4.246 | 2.528 | 2.432 | ${ }^{1.641}$ | ${ }^{3.937}$ | 1.814 | 1.969 | 2.432 | ${ }^{1.235}$ | 2.200 | ${ }^{618}$ | ${ }^{618}$ | 540 | 0 | 309 | ${ }^{309}$ | ${ }^{77}$ | 0 |  |
| 227 | Jacson-Wandoan Road |  | Normburd $(A)$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 |  | 0 | 0 |  | 0 |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |  |  |  | $\bigcirc$ |  |  | $\bigcirc$ |  |  |
| 228 229 229 | ${ }^{\text {dackson- Wantoan Road }}$ |  | $\pm$ | $\bigcirc$ | : | : | $\bigcirc$ | : | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | : | : | : | $\bigcirc$ | : | 0 | $\bigcirc$ | : | $\bigcirc$ | : | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | : | $\bigcirc$ | : | $\bigcirc$ |
| 230 | Jaasson-Wamanan Road | Leitharat figwwy 0 Ofid | Westomond(\%) | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| ${ }^{231}$ |  | Mrian vaie CH. 98.8 .0 OH. 112 | Sorthound $(A)$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 |
| ${ }^{233}$ | Buce Higmay ( 100 ) | CH. 12.210 Benataby CH .147 .1 |  | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | - | $\bigcirc$ | 0 | - |  | 0 | 0 |
| 234 | Highay ( 100 ) | by CH. 147.1 . CH. 112 | mound | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| 10 | Link | Section | Dinection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | ${ }^{2023}$ | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | ${ }^{203}$ | ${ }^{2034}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 46 A |  | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | dawson Higwav 6 AA |  |  |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}^{4}$ | deamen | Bresin Stereto Baian Dive | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higmay 46A | Blain Divive to philip Steet | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | Oawson Higmay 46A | Blain Dive to philips Steet | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | Oawson Higmay 46A | Philip Steet to Penda Avenue | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | Oawson Higway 46A | Philis Steet of Penda Avenue | Nortbound (A) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{9}{10}$ |  | $\xrightarrow{\text { Penda Avenut elo chapman Dive }}$ | Soutbound ( $(6)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | Oavson Higmway 6 6A | Chaman Dinive olo on voung inve | Soutbound (G) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | Oavson Higway 66 A | Chapman Divieto oon Young Dive | Northbund (A) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 <br> 14 <br> 18 | dea |  | Soutbound ( (S) |  |  | 0 | ${ }_{\substack{\text { a,433 } \\ 3,43}}^{\substack{\text { a }}}$ | 4.302 <br> 4.302 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15 | Oawson Higway 46 A | Haver R Radto Bunce Higway | Soutbound (G) |  |  | 0 | ${ }^{\text {3,483 }}$ | 4.302 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16 <br> 17 <br> 17 | -auson Higway 6 4 |  |  |  |  | $\bigcirc$ | ${ }^{\text {3,483 }}$ 3,91 | ${ }_{4}^{4.302} 4$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{18}$ | Oauson Higmay 46 A | Buce Higmay to Dopma Dive | Northound (A) |  |  | 0 | 3.091 | 4.302 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{19}{20}$ | (ayson higway 46A |  | Nestound ( $($ S) |  |  | $\bigcirc$ | ${ }^{3.091}$ 3,091 | - ${ }_{\text {4,302 }}^{4.302}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{21}$ | Davson Higway 6 6 | Glassone Mono Road to Pipotine Camp4 | Westbound (6) |  |  | 0 | ${ }_{5}^{5.566}$ | ${ }_{4}^{4.74}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 22 <br> 23 <br> 23 | (axson Higway 46 A |  |  |  |  | $\bigcirc$ | ${ }_{\text {5, } 5.566}^{566}$ | ${ }_{\text {L }}^{4.714}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{24}$ | Oawson Higway 46A | Piperine Camp 4 Read to New point 1 | Eastound (A) |  |  | 0 | ${ }_{5}^{5.566}$ | 4.714 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 25 <br> 26 <br> 28 |  |  | Nestound ( 6 ( |  |  | $\bigcirc$ |  | 4.714 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 27 | Davson Higmay 6 6a | Neeno coibibioner | Westomond ( $(6)$ |  |  | 0 | ${ }_{5}^{5.566}$ | ${ }^{4.714}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{28}$ | Oawson Higway 46 A |  | Eastound (A) |  |  | 0 | ${ }_{5}^{5.566}$ | ${ }_{4}^{4.714}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{29}{30}$ |  |  | Eestomound (A) |  |  | $\bigcirc$ | ${ }_{4}^{4.220}$ | ${ }_{\text {4,490 }}^{4.40}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{31}$ | Oawson Higway 46A | Agoon Road Io Callide Dam Read | Westbound (6) |  |  | 0 | 4.220 | 4.490 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{32}$ | Javson Higway 6 6 | Agoon Roaat Io Calilide Oam Read | Easabund (A) |  |  | 0 | ${ }_{4}^{4,220}$ | 4.490 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 33 <br> 34 |  |  | Eastound (A) |  |  | 0 | (1,745 ${ }_{\text {1,745 }}$ | ${ }_{4.0077}^{4.077}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{35}$ | Oavson Higway 66 A | Toonalini Ealatwi R Raad to Bioeala | Westbound (G) |  |  | 0 | ${ }^{1,745}$ | 4.077 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 36 <br> 37 <br> 37 | Oavso Higway 468 |  |  |  |  | 0 | ${ }_{\text {L }}^{1.745}$ | ${ }_{4.077}^{4.077}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -38 |  |  | Eastound (A) |  |  | 0 | ${ }_{1}^{1,745}$ | ${ }_{4}^{4.0077}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{39}$ | Oavson Higway 468 | Crousdal Camboon Raad Popint | Westbound (G) |  |  | 0 | ${ }_{1}^{1,745}$ | 4.077 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{40}{41}$ | Oavson Higway 468 | Point 110 Counsale Camboon Read | Eastound (A) |  |  | 0 | ${ }_{\text {1,745 }}^{1.755}$ | ${ }_{4.077}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}$ | Oawos hioway 48 CB |  | Eestround (A) |  |  | 0 | ${ }_{\text {1,745 }}^{1.745}$ | $\stackrel{4.077}{4.077}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{43}$ | Oavson Higway 46 B | Giecilife Road o Banana | Westound (6) |  |  | 0 | ${ }_{1}^{1,745}$ | 4.077 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 44 | Oawson Higway 468 | Panana to Geievcrite e Rad | Elestoun (A) |  |  | 0 | ${ }^{1,745}$ | $\stackrel{4.077}{4,95}$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 45 <br> 46 <br> 4 | dea |  | ${ }^{\text {Westabun }(\text { S }}$ |  |  | $\bigcirc$ | ${ }_{897}^{897}$ | ${ }_{\substack{3,865 \\ 3,85}}^{\text {c, }}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 47 | Oawson Higway 46 C | Moura Mree ot Moura Tounstip | Westound (G) |  |  | 0 | 897 | ${ }_{\text {3,865 }}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 48 <br> 49 <br> 49 | Paws Highey 46 C | Mour Tounsip to Mour Mine | Eastouna (A) |  |  | $\bigcirc$ | ${ }_{2}^{8.597}$ | ${ }_{\substack{3.865 \\ 6.30}}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 50 | Oauson Higmay 46 C | CH. 30 to Moura Tounstip | Eastound (A) |  |  | 0 | 2.547 | 6.340 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{51}^{51}$ | Oanson Highway 46 C | CH. 3010 CH .411 | Westbound (G) |  |  | 0 | ${ }^{177}$ | ${ }_{2}^{2785}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 52 <br> 53 <br> 58 | Oaasso H Higway 46 C |  |  |  |  | $\bigcirc$ | ${ }_{1}^{177}$ | ${ }_{\text {2,785 }}^{2,785}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 54 | Oauson Higway 46 Cc | Bounday 0 CH. 41 | Easbound (A) |  |  | 0 | ${ }^{177}$ | ${ }^{2,785}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{55}{56}$ | Giassone.M L Lacom Rd | Dawson Higlway Yo fideetrand Street | Westbound (G) |  |  | 0 | ${ }^{3.483}$ | 4.302 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 56 <br> 57 | CladsoneM L Larool Rd | Oanson Higway ( Hidederanas Street |  |  |  | $\bigcirc$ | ${ }_{\substack{3,483 \\ 3,43}}^{1.4}$ | ${ }_{4,3,302}^{4.302}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 58 | Glassone.M L Lacoom Rd | Filuefriand Steetto Blan Dive | Eastound (A) |  |  | 0 | ${ }_{3,483}$ | 4.302 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 59 <br> 60 <br> 60 | Cladsone.ML Larom Rd |  | ${ }^{\text {Westabund }(\text { S }}$ |  |  | $\bigcirc$ |  | ${ }_{4}^{4.302}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 61 | Glassione M L Larcom Rd | Red Pover Poad to Power Staion | Westbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{62}{63}$ | Ciadsone. L L Lacom Rd | Ped Pover Poadto Powers Staion | Eastiound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 64 | Glassone MM L Larcom Rd | Powe Station to Reid Raad | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{65}{66}$ | ClasioneM L Laroco Rd | Reir foad OLanding foad | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 67 | Glassone M M L Lacom R Rd | Landing Road to Tayimine Road | westbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 68 <br> 69 <br> 69 | Ciasione M Lataom Rd | Lending Poad OTa Tagimie Road | Eeastoond (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{70}$ | Ciadsonom M L Lacocom R Cd | Tagimine Roast o o uarary Road | Eastound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{71}{72}$ | Classione. LLaraom Rd | Ouary Padatio ence Higway | Westbund (G) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 95 | Camanon Highway 24 D | CH. 0.00 P Pomal 10 CH. 3 | Northbund (6) |  |  | 0 | 0 | 502 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{96} 9$ | Camavon Highavy 24 D | $\mathrm{CH} .310 \mathrm{CH} .0 .0 .(\mathrm{Pomam})$ | Southound (A) |  |  | 0 | 0 | ${ }^{502}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 98 <br> 98 <br> 98 | ${ }^{\text {camavon }}$ Higway 240 |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ¢ 502 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 99 | Caranoon Higuway 4 2D | Roma - Taroom Road tolijune | Northound (6) |  |  | 0 | 0 | 502 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}100 \\ \hline 101 \\ \hline 1\end{array}$ | Camavo H (igway 2 200 | nime toroma- Tatoon Read | Soutbound (A) |  |  | $\bigcirc$ | $\stackrel{0}{0}$ | 㐌 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 102 | Camano H Himavay 240 | Farivew Field Acocess tolivine | Soubbound (A) |  |  | 0 | 0 | ${ }_{502}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 103 <br> 104 <br> 10 | Camavo H (igwav 2 2EE |  | ( Northbund (G) |  |  | $\bigcirc$ | 0 | ${ }^{862}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 105 | Camanon Higmavy 24 E |  | Northound ( 6 ) |  |  | . | 0 | ${ }_{862}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -106 | Camavo H (igmay 2 2EE | CH. 86 Access camp 110 ch. 69 | Sounbound (A) |  |  | 0 | $\bigcirc$ | ${ }_{\text {862 }} 8$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{108}$ | Camavon Higmavy 24 E | CH. 1111 Loct 69 | Soutbound (A) |  |  | 0 | 0 | ${ }_{521}^{521}$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | mavon Higmay 24 E | H-11110 CH.172 (Rolesosone) | Northound(6) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| 10 | Link | Section | ection | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | ${ }^{2024}$ | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Dawson Higway 6 A 6 |  | Suutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{3}$ | Pawson Higway 6 A |  | Noternboun (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | Dawson Higway 46 A | Biesilin Steetto Blain Dive | Northbound ( $A$ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higway 46 A | Bain Dive to Philip Steet | Suutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{6}{7}$ | Pawson Higway 6 A |  |  |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | Dauson Higway 46 A | Philp Steetto Penda $A$ venue | Northbound ( $($ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{9}{10}$ | Pawson Higway 6 A |  | Soutbound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | Dawson Higway 66 A | Chapman oivieto oon Young oive | Suutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{12}{13}$ | Jowis higway 6 ¢ | Chapma Divele oon \oung obve | Southound (G) |  |  | $\stackrel{0}{5.255}$ | $\stackrel{0}{5.555}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{14}$ | Dawson Higway 6 a | Don Young Dive ot have Pead | Northbound (A) |  |  | 0 | 0 | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15 | Davson Higway 46A | Havey Read to Buce Higlway | Suutbound (6) |  |  | 5,255 | ${ }_{5}^{5.555}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{16}{17}$ | Dawson hioway 6 ¢ | Heane Poad obice Higway | Nombubund (A) |  |  | ${ }_{5.255}^{5}$ | $\stackrel{0}{5.555}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{18}$ | Pawson Higway 66 A | Burce Higway lo opynan Dive | Northbound ( $($ ) |  |  | 0 | 0 | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19 | Dawson Higway 6 a |  | Westound (6) |  |  | 5.255 | ${ }_{5.555}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{20}$ | Oawson Higway 64 |  |  |  |  | ${ }_{5}^{5}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 22 | atamen |  | Eastound (A) |  |  | $\frac{5.25}{0}$ | ${ }_{5}^{5.555}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{23}$ | Dawson Higway 66 A | Pipeine Camp 4 to Nevopoint 1 | Westound (6) |  |  | 5.255 | ${ }_{5.555}$ | $\bigcirc$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{24}$ | Dawson Higway 68 A | Pipelie Camp 4 Read i Neev point 1 | Eastound (A) |  |  | ${ }_{5}^{0}$ | ${ }_{5}^{5}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{25}$ | Pauso Higway 6 A | Newlo cscissc oroier | Nestound (A) |  |  | ${ }_{5}^{5,255}$ | ${ }_{5}^{5,555}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{27}$ | Jawson Higway 6 6A | CSClibc eorider ro New point 2 | Westbound (G) |  |  | 4.379 | 4.679 | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{28}$ |  | NSCus |  |  |  | 4.439 | $\stackrel{0}{4.579}$ | $\bigcirc$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 30 | Oauson Higway 46A | New point 2to Agoon Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 31 <br> 32 <br> 32 | Oavson Higway 46 A | Asoon Roadt Coallide am Read | Westound (G) |  |  | 4.379 | 4.579 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32 <br> 33 <br> 3 | Oawos Higway 68 a | Agon |  |  |  | $\stackrel{0}{4.379}$ | $\frac{0}{4.579}$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{34}$ | Oavson Higway 46 A | Callide Dam Roadto Tognalini Ealdwi R Rad | Eastound (A) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{35}$ | Pauso Higway 6 ¢ |  | Nesteond (A) |  |  | $\frac{4.379}{0}$ | 4,579 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{37}$ | Oavson Higway 468 | Siloeala 0 Cowusdal Camboon Road | Westbound ( 6 ) |  |  | ${ }^{3.503}$ | ${ }^{3,703}$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 38 <br> 39 <br> 39 | Pawson higway 468 |  |  |  |  | ${ }_{3.503}$ | $\stackrel{0}{3,703}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 40 | Oauson Higway 468 | Point 110 Cowssale C Cambon Road | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{41}$ | Davson Higway 46 B | Point 110 Geey iflit Pead | Westound ( $(6)$ |  |  | ${ }^{3.503}$ | ${ }^{3,03}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{4}^{42}$ |  |  |  |  |  | ${ }_{3.503}^{0}$ | $\stackrel{0}{3,703}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 44 | Dauson Higway 46 B | Bananato G Geyedifie Road | Eastound (A) |  |  | 0 | 0 | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{45}$ |  |  | $\pm$ |  |  | ${ }^{3.503}$ | ${ }_{\text {3,003 }}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 47 | Oauson Higway 46 C | Moura Mine to Moura Touship | Westound (6) |  |  | ${ }^{3.503}$ | ${ }^{3} 8.03$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -48 | Pauson Higway 46 C | Moura Touship io Mour Mine |  |  |  | $\stackrel{0}{2627}$ | $\stackrel{0}{297}$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 50 | Dauson Higway 460 | CH. 30 o Moura Tounship | Eastound (A) |  |  | 0 | $\bigcirc$ | - | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| 165 | Classone - Benaraby Pad |  | Southound(G) |  |  | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 166 <br> 167 <br> 1 |  |  | Noothuound (A) |  |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{168}$ | Clastione - Eenarab Proad | Bunce Higmay CH. 1.2 .210 Bopme isand Poad | Normbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 169 | Eunmeth Higway 41 D |  | Soutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 170 | Bumeet Higway 410 |  | vorth bund ( $A$ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{171}{172}$ | simet Hiphay 410 |  | Sumbund (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -172 |  |  | Noothound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 174 | Bumeth Higway 410 |  | Northbound ( $($ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{175}$ | Bumeth tigway 410 |  | Southound (c) |  |  | 0 | - | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | - |  | Northound (A) |  |  | ${ }_{876}$ | ${ }_{876}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{178}$ | Sumeth tigway 41 E |  | Northbound (A) |  |  | 0 | - | $\bigcirc$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - | Sumet hipway 4 ME |  | Southound (C) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 181 | Sumeth tigway 41E | Jambin Rail Cososing CH272.210 6 Soovisen Comme | Southound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {l }}^{182}$ | Sumet hipway 41 E | Coiven Comeceiolio Read CH35.5.5. Jambin | Northound (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{184}$ | Bumeth Higway 41 E |  | Northound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Sumet higway 4 AE | Tomin Raa (South CHH.3.9.9.0 Tomin Red ( North | Soutbound ( $(1)$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{187}$ | Bumet Higway 41E |  | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| - 188 | Sumen Hipway 41 E |  | Easibund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 190 | Bumeth tigway 41 E |  | Eassound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -191 | - |  | Westound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 193 | Oavson Higway 46 Cb |  | Westound (6) |  |  | 2.627 | ${ }_{2} 2.97$ | 0 | O |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{194}$ | Javson Higway 46 C | Firioy Dev, 85 SA meresection 10 Brounday | Eastound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}195 \\ \hline 196 \\ \hline 19\end{array}$ | deason Higway 48 Cc |  | Westound (G) |  |  | $\frac{2.627}{0}$ | $\stackrel{2.627}{0}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 197 | Oawson Higmay 46c | Ouaingaw | Westound ( 6 ) |  |  | 2.627 | ${ }^{2.627}$ | 0 | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{198}$ | aawson Higmay 4 4c |  | Easbound (A) |  |  | 0 | 0 | , | , |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 199 <br> 200 <br> 20 | Oanson Higway 4 4c |  | Westound (G) |  |  | 2.627 | $\stackrel{2.627}{0}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 201 | Oaxson Higmay 46 Cc |  | Westound (6) |  |  | 1.752 | 1.752 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{202}$ | Oawson Higmey 46 Cc |  | Easbuond (A) |  |  | $\bigcirc$ | $\stackrel{0}{152}$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 203 <br> 204 <br> 2 |  |  | Eassound (A) |  |  | t. 0 | $\stackrel{1.75}{0}$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{205}$ | Oamson figmay 46 c |  | Westound (6) |  |  | ${ }_{1}^{1.752}$ | 1,752 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 206 <br> 207 <br> 20 | Oanson Highey 4 4c |  | Eassbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{208}$ | Oanson Higmay 46 Cc | Rollson to KM 137.5 | Easbound $(\mathrm{A})$ |  |  | 0 | $\bigcirc$ | 0 | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 209 <br> 20 <br> 20 | Leiecharath tigway 2 2AA |  | Soutbond ( () |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 211 | Leiehnarat tigway 268 |  | Soutbound ( ( ) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{212}{213}$ | Leielhararthithioway 2 26A |  | Southound ( (6) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 214 | Leichnardt ligmay 268 | kn35500 10 Taoom | Northbund (A) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{215}{216}$ | Leielharat tigway 268 |  | Soumbonn ( $($ ) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{217}{218}$ | ${ }^{\text {Leithararctigigway } 268}$ | Jjacterowarcoan Read o Mies | Ssutbound (G) |  |  | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 218 <br> 219 <br> 29 <br> 1 | Leecharat Hownvy 268 | mest Joacson-Wandoan Road | Westound ( 6 ) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 220 | Warego Highway | 1280 Duacaca North Meesesecion to Mies | Easatound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{221}$ | Warego Hotway | 180) | Westound ( $($ ) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{223}$ | Narego Higitway | 18013411 netesectioiot o KM 135.5 | Westound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| -224 | Warego Highay |  | Eastiound (A) |  |  | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{226}$ | Warreo H Hisway | Roma to KM135.5 | Easaound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 227 <br> 228 <br> 228 | Jacsson- Wantian Read | Warreo Higway hees secion o osid | Nomern |  |  | - | : | \% | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 永290 |  |  | Easteond (A) |  |  | $\bigcirc$ | $\bigcirc$ | 0 | : |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{231}{232}$ | Buce Higmay ( (100) | Mirial V vale ch. 98.8 . 10 CH .112 | Normbund $(A)$ |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 232 <br> $\frac{232}{23}$ <br> 2 | Buce Hiomay (10) | CHH.12120 Mrian vale ch. 98.8 | Southound (6) |  |  | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 233 <br> 234 <br> 204 | Eme |  | Soubumd |  |  | 0 | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| 10 | Link | section | Direction | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Davson Higway 46 A | Clasisone.MLL Larcom Road oberesin Street | Suutbound (6) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  | Northbund (A) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{3}{4}$ | dauson himwa 6 6a |  | Noormbound (A) |  |  | 0 | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Dawson Higway 46 A | Blain Dive to philips Steet | Soutbound (G) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | Dawson Higway 46 A | Bain Divive to Philips Steet | Northbound (A) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{7}{8}$ | Oawson Higway 64 A | Philip Steelto enda A Avenue |  |  |  | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{8}{9}$ | Jawos higway 6 ¢ |  | Southound (G) |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | Dauson Higway 46A | Penda Avenue to C Chapman oive | Normbound ( $($ ) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 <br> 12 <br> 1 | - ${ }^{\text {amuson Higway } 46 A}$ |  | Soutbound (G) |  |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{13}$ | Oaveon higway 6 A | Don Young oive to theve P Pad | Soutbound (s) |  |  | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{14}{15}$ | Pawson Higway 6 ¢ |  | Nothbound (A) |  |  | 5,255 | ${ }^{\text {5,255 }}$ | $\bigcirc$ | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




|  |  |  | cion | 2008 | 2009 | 2010 | ${ }^{2011}$ | ${ }^{2012}$ | ${ }^{2013}$ | 2014 | 2015 | 2016 | ${ }^{2017}$ | 2018 | 2019 | 2200 | ${ }^{2021}$ | 2022 | ${ }^{2023}$ | ${ }^{2024}$ | 2025 | 2206 | 2027 | 28 | 2028 | 230 | ${ }_{2031}$ | 2032 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Doason Higmay 6 A |  | Southound（6） |  | $\bigcirc$ | 23.30 | 3230 | 31.20 | 2.158 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{2}$ | 何 | diesisios seetut olinio Oive | Sountomond（6） |  |  |  | ${ }^{33200}$ | ${ }_{3}^{3.200}$ | ${ }_{2}^{2.598}$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | Bestin Steeto san one |  |  | － | 230 | ${ }^{3230}$ | ${ }^{3120}$ | ${ }^{2} 2.58$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 。 | 0 | － | 。 | 。 | 。 | $\bigcirc$ | － | 0 | 0 | 0 | 0 |  |
| 5 | Oemson themav 6 A |  | Soumbound（6） |  | 。 | ${ }_{2}^{230}$ | ${ }_{3}^{3} 230$ | ${ }_{3,120}$ | ${ }^{2} 2158$ | ${ }^{2,145}$ | ${ }^{2,678}$ | 2.000 | ${ }^{2028}$ | ${ }^{2,145}$ | ${ }^{2678}$ | 2.600 | ${ }^{2} 208$ | 。 | － | － | 。 | － | 。 | $\bigcirc$ | 。 |  | 0 |  |  |  |
| 6 | Oamson Hemey 46 a | Sain orieto Pomilis Steet |  |  | － | 2.380 | ${ }_{3} 3250$ | ${ }_{3120}$ | 2.258 | 2.45 | 2.878 | 2000 | 2028 | ${ }_{2,145}$ | ${ }_{2688}$ | 2.600 | ${ }_{2} 208$ | $\bigcirc$ | 0 | 。 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  | 0 | 0 | \％ |
| 7 | Hommay | Philis steet | Sumbond（6） |  | 0 | 2300 | ${ }^{3320}$ | ${ }_{3,120}^{3}$ | ${ }_{2}^{2,58}$ | 2.145 | 2688 | 2.800 | ${ }^{2028}$ | ${ }_{2,1,45}^{2,}$ | ${ }_{2688}$ | ${ }^{2} 2600$ | ${ }^{2028}$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 |  |  |  |
| ${ }^{8}$ | Oamson Homay 6 6a | Pilip streat openata Aneme | Nomboum（A） |  | 0 | ${ }^{2.390}$ | ${ }^{3380}$ | ${ }_{3,120}$ | ${ }^{2159}$ | ${ }^{2,145}$ | ${ }^{26,98}$ | 2200 | ${ }^{2028}$ | ${ }^{2,145}$ | ${ }^{26878}$ | ${ }_{2200}^{200}$ | ${ }^{2028}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ |  |  |  |
| ${ }^{9}$ | Oamsinimey 6 A |  | Southenud（ |  | $\bigcirc$ |  |  | ${ }_{\substack{3.20 \\ 3.120}}$ |  | ${ }_{2}^{2.145}$ |  | （2000 | （2028 | ${ }_{\substack{2,145 \\ 2.45}}$ | ${ }_{\substack{2687 \\ 2087}}^{\substack{20 \\ \hline}}$ | ${ }_{\substack{2600 \\ 2000}}^{\substack{200}}$ | （2028 | $\bigcirc$ | ： | $\bigcirc$ | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | \％ | ： | 。 |
| ${ }^{11}$ | Oemsontimmy 46 A | Chamman orive ooon Youmpome | Southeund（ 6 ） |  | 0 |  | $\bigcirc$ |  | $\stackrel{0}{0}$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | － | $\bigcirc$ | － | 。 | 0 | 0 |  |  |
| 12 | Sor Homay 68 A | Chaman oniwe ooon vang owe |  |  | － | 0 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | － |  | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | － | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{13}$ | Oamson himay 4 6a | Jon vamponve ot tavere Paed | Southound（t） |  | $\bigcirc$ | 0 | ${ }^{\text {3，4a3 }}$ | ${ }_{4}^{4302}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{15}{ }^{15}$ | domen |  | Sountound（ $(6)$ |  | $\bigcirc$ | $\bigcirc$ |  | ${ }_{\text {a }}^{4.302}$ 4，302 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| 16 | Oemsontimmy 6 6a | Hane peast ob ence timmay | Northond（ $(1)$ |  | － |  | ${ }^{3,433}$ | $\stackrel{\text { 4，302 }}{4}$ | 0 |  |  | 。 | 0 | $\bigcirc$ | 0 | 。 | － | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |
| ${ }^{17}$ | son Higmav 6 6A | Buve higmay（0 o ona on one | Surbomandel |  | $\bigcirc$ | $\bigcirc$ | ${ }^{3.091}$ | ${ }_{4}^{4302}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 。 | $\bigcirc$ |  |
| ${ }^{18}$ | asam |  | Nombunas $(A)$ |  | $\bigcirc$ |  | ${ }^{3} \mathbf{3}$ | ${ }_{4}^{4302}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | \％ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － |  |  |
| $\stackrel{19}{20}$ |  |  | Eestomend |  | $\bigcirc$ | $\bigcirc$ | ${ }^{\frac{3}{3001}}$ | ${ }^{\frac{4}{4.302}} 4$ | $\bigcirc$ | $\bigcirc$ | 。 | － | 0 | 。 | 。 | $\bigcirc$ | 0 | － | － | 。 | 。 | － | 。 | $\bigcirc$ | － | $\bigcirc$ | 0 | 0 | － |  |
| ${ }^{21}$ | Oamson Homme 6 6a |  |  |  | 。 |  |  |  |  | 0 | 。 | 0 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | － | 。 |  |  |  |
|  | Oamsontimmy 48 A |  | stamend $($ A |  | 0 | 0 | ${ }_{5} 5666$ | 4.784 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | 。 | 0 | 。 | 。 | 0 | 。 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ |
| ${ }^{23}$ | Oamson himmay 6 a | Ppeneme camp 4 O Neenomomit | Stiona（6） |  | $\bigcirc$ | 。 | ${ }_{5}^{5.56}$ | 4.174 | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 。 |  |
| ${ }_{25}^{24}$ | Oamson himay 6 6a |  |  |  | $\bigcirc$ | $\bigcirc$ | ¢5，566 | ${ }_{\text {a }}^{4.7 .74}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | ： |  |
| ${ }^{26}$ | 隹 | Newo coscossc oboder | Eestomend $(A)$ |  | $\bigcirc$ | 0 | ¢5066 | ${ }^{\text {4．7．4 }}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | 。 | 。 | － | － |
| ${ }^{27}$ |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{5}^{5.566}$ | ${ }_{4}^{4.714}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }^{28}$ | Oamon himmay 6 ar | CsCasce boometo Nonep point | Easbomod（A） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{5}^{5.566}$ | ${ }_{4}^{4.714}$ | 。 | $\bigcirc$ | 。 | 。 | 。 | $\bigcirc$ | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 。 | 0 | 。 | － |  |
| ${ }^{\frac{29}{29}}$ | Oamson homeva 6 da |  | Nestound（A） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{4}^{4.220}$ |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{31}$ | Oemon himmay 6 6a | Asoon Poad cocalicte am Read | Sabud（6） |  | $\bigcirc$ |  | 4.220 | 4.490 | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{32}$ | asandimay 6 6a | Ason | Easboum（A） |  | $\bigcirc$ | $\bigcirc$ | ${ }_{4}^{4220}$ | 4.490 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\substack{33 \\ 34}}$ | Pamson homeve 6 6A | cen | mesom |  | $\bigcirc$ | $\bigcirc$ |  | ${ }_{4,007}^{4.077}$ | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | 。 | 。 | 。 | 0 | $\bigcirc$ | － | － | 。 | $\bigcirc$ | 。 | $\bigcirc$ | － |  |  |  |  |  |
| ${ }^{35}$ | Oamsontigmy 6 6A |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }_{1}^{1,745}$ | 4.077 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 。 |
| ${ }^{\frac{36}{37}}$ | Oamson Hemay 6 6a |  |  |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{36}$ | 隹 |  | Eastomend（A） |  | 0 | 0 | ${ }_{1}^{1,745}$ | 4.077 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ． | $\bigcirc$ | ． | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }^{39}$ | Oamson hamequa 48 | Coundal Cambon Raat oponi | ，estuma（6） |  | 0 | 0 | ${ }^{1.145}$ | 4.07 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | － | 0 | $\bigcirc$ | 0 | 0 |  |  |  |  |
| ${ }^{41}$ |  |  |  |  | ． |  | ${ }^{1.45}$ | 4.07 | － |  | － |  | － | ． | － | － | ． | 。 |  | － | 。 | － |  |  |  |  |  |  |  |  |
| ${ }_{42}$ |  |  | Eastoms（A） |  | $\bigcirc$ | 0 | 1.175 <br> 1.75 | ${ }_{4}^{4.077}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | － | 。 |
| $\stackrel{43}{4}$ |  | Seaite Paacio banaa |  |  | － | 。 | ${ }_{1}^{1,745}$ | 4.07 | 0 |  | 。 | 0 | 0 | 0 | 0 | 0 | － | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | － | － | － | 0 | 0 |  |  |  |
| $\stackrel{4}{45}$ |  | Eenanio cievitife Read |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{1.1 .45}$ | ${ }^{\frac{4.077}{3,65}}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |
| ${ }_{46}$ |  | 隹 | Easbomad（A） |  | － | 。 | ${ }_{897}^{89}$ | ${ }_{\substack{\text { a，} \\ 3,65}}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | ． | 。 | － | 。 |
| ${ }^{47}$ | Sontomey 8 sc | Wrameo owuara Tomstip |  |  | $\bigcirc$ | 0 | ${ }^{897}$ | ${ }_{3865}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | － | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }^{48}$ | Oamon himmay 46 Cc | Noua Tomstip io Moua Mioe | Eastomo（A） |  | $\bigcirc$ | $\bigcirc$ | ${ }^{897}$ | ${ }^{3866}$ | 。 | 0 | 。 | 。 | 。 | $\bigcirc$ | 。 | 0 | 。 | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | － | $\bigcirc$ | 0 | 0 |  |  |
| －49 |  |  | 为 |  | $\bigcirc$ | 。 | ${ }^{2.547}$ | ${ }_{\substack{6.390 \\ 6.300}}^{\text {c，}}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 51 | Oamsonimmy $466^{\text {c }}$ | CH． 3010 CHP 4 4 | westomand（6） |  | $\bigcirc$ |  | ${ }^{177}$ | ${ }^{2785}$ | $\bigcirc$ |  |  |  | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{52}$ | Sontumay 48 | CH．4110 CH． 30 |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{177}$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ |  |
|  |  |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{177}$ | ${ }_{\substack{\text { 27785 } \\ 2 \text { 2，}}}$ | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | ！ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | ！ | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ |
| ${ }^{\text {s5 }}$ | Cassonem．Latacom Pd |  | Westomand（6） |  | $\bigcirc$ | 23.30 | ${ }^{7}, 129$ | ${ }_{8,388}$ | ${ }^{25572}$ | ${ }^{189}$ | ${ }^{189}$ | ${ }^{189}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{258}$ | ${ }^{310}$ | ${ }^{3.0}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{3.0}$ | 310 | ${ }^{310}$ | 310 | ${ }^{310}$ |  |  |  |
| ${ }_{5}^{56}$ |  |  | Sound |  | $\bigcirc$ |  | （1，29 |  | ${ }^{2514}$ | ${ }^{\text {1299 }}$ | ${ }_{\substack{189 \\ 189}}$ |  |  | （is8 | ${ }_{\substack{288 \\ 258}}^{\text {25 }}$ | （e）${ }_{\text {288 }}^{258}$ | ${ }^{310}{ }^{310}$ | ${ }_{\substack{310 \\ 3.0}}$ | ${ }_{310}^{310}$ |  | ${ }_{310}^{310}$ | ${ }^{310}$ | ${ }_{3}^{310}$ | ${ }^{310}$ |  | ${ }^{30}{ }^{30}$ | ${ }_{\substack{30 \\ 310}}^{\substack{\text { and }}}$ | ${ }_{\substack{310 \\ 310}}^{\substack{\text { a }}}$ | ${ }_{\text {coin }}^{\substack{300}}$ |  |
| 58 | Casasomem Latacom Rd |  | Eastoum（（A） |  | $\bigcirc$ | 0 | ${ }^{\text {cier9 }}$ | ${ }_{\text {ckise }}^{5}$ | ${ }_{4}^{44}$ | ${ }_{1}^{189}$ | ${ }^{189}$ | ${ }_{189}$ | ${ }^{268}$ | ${ }_{258}^{288}$ | ${ }_{258}^{288}$ | ${ }_{258}^{288}$ | ${ }_{30} 3$ | ${ }_{30} 30$ | $3{ }^{30}$ | ${ }_{30} 30$ | $3{ }^{30}$ | 30 | 3.0 | ${ }_{30}$ | ${ }_{3} 30$ | $3{ }^{3}$ | ${ }_{30} 30$ | ${ }_{30}$ | 30 |  |
| $\frac{59}{60}$ | dsonem Maram Rd |  | Soums $(6)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }^{4.433}$ |  | ${ }^{630}$ | ${ }^{2} 2384$ | ${ }^{2.887}$ | ${ }^{2} 2789$ | ${ }_{\text {2206 }}^{2286}$ | － 20.43 |  | ${ }_{\substack{2888 \\ 2088}}^{\substack{298}}$ |  | ${ }^{310}$ | ${ }^{310}$ | ${ }^{\frac{310}{30}}$ | ${ }^{\frac{310}{310}}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ | ${ }^{30}$ | ${ }^{30}$ | 圱 30 | ${ }^{310}$ |  |
| ${ }_{61} 6$ |  | Ree fovere foast opoweres |  |  | $\bigcirc$ |  | ${ }^{\text {ess }}$ | ${ }_{2028}^{2028}$ | ${ }^{897}$ |  | ${ }^{2887}$ | ${ }_{2}^{2789}$ | ${ }^{22265}$ |  |  | ${ }^{22585}$ | ${ }_{2}^{2388}$ |  |  | ${ }_{310}$ | ${ }_{310}$ | ${ }^{310}$ |  | ${ }^{310}$ |  |  |  |  |  |  |
| 62 | Cassonem M Latom Pd |  | Eastomand $(A)$ |  | $\bigcirc$ | $\bigcirc$ | ${ }_{688} 86$ | ${ }_{2028}^{2020}$ | ${ }^{897}$ | ${ }_{2}{ }_{2,34}$ | ${ }_{2087}$ | ${ }_{\text {2，789 }}$ | ${ }^{22260}$ | ${ }_{\substack{2.003}}^{2.403}$ |  |  |  | ${ }_{310}$ | ${ }_{310}$ | ${ }_{30} 30$ | ${ }_{310}$ | ${ }_{310}$ | ${ }_{3} 30$ | ${ }_{30}$ | ${ }_{310}$ | ${ }_{30}$ | ${ }_{310}$ | 30 <br> 30 | ${ }_{30}$ | ${ }_{30}{ }_{30}$ |
|  |  |  | Westomat（G） |  | $\bigcirc$ | $\bigcirc$ | ${ }^{924}$ | － |  | ${ }^{2} 2384$ | ${ }_{2}^{2887}$ | ${ }^{2} 2789$ | ${ }_{2}^{2286}$ |  |  | ${ }_{\substack{2888 \\ 2888}}$ |  | ${ }^{310}$ | ${ }^{310}$ | ${ }^{310}$ |  | ${ }^{310}$ |  | ${ }^{310}$ | ${ }^{310}$ | ${ }^{330}$ | 退 | ${ }^{\frac{310}{310}}$ | ${ }^{\frac{310}{310}}$ |  |
| ${ }_{6}{ }_{6} 6$ |  | Reit | Westomand（6） |  | $\bigcirc$ | $\bigcirc$ | ${ }^{924}$ |  |  | ${ }_{2}^{2334}$ |  |  | ${ }^{22268}$ | ${ }_{\substack{\text { 2，403 } \\ 2.403}}^{\substack{\text { a }}}$ | ${ }^{\text {2．936 }}$ |  |  |  |  | ${ }_{3}^{310}$ | ${ }_{310}^{310}$ | ${ }_{3}^{30}$ | ${ }_{3}^{310}$ | ${ }^{3.0}$ | ${ }_{30}$ | ${ }^{300}$ | ${ }_{310}^{30}$ |  |  |  |
| ${ }^{66}$ |  | Reid Readt loanding Poad | Sstomend（A） |  | $\bigcirc$ | 0 | ${ }^{924}$ | ${ }_{22189}$ | ${ }^{966}$ | ${ }_{2} 234$ | ${ }_{2287}$ | ${ }^{2} 2789$ | ${ }_{2286} 228$ | ${ }_{2403}$ | ${ }^{20936}$ | ${ }^{\text {enese }}$ | （ease | ${ }_{310}$ | ${ }_{310}$ | ${ }_{30} 30$ | ${ }_{310}$ | ${ }_{30} 3$ | 310 | ${ }_{310}$ | 310 | $3{ }^{30}$ | ${ }_{30}^{30}$ | ${ }_{310}$ | ${ }_{30} 30$ | ${ }_{30} 30$ |
| ${ }^{67}$ | MLlacom Rd |  |  |  | $\bigcirc$ | $\bigcirc$ | ${ }^{336}$ | ${ }^{936}$ | ${ }_{4}^{44}$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |
| ${ }_{68}^{68}$ |  |  | Sthome（A） |  | $\bigcirc$ | 。 | ${ }^{336}$ | ${ }^{936}$ | ${ }_{4}^{44}$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | 0 | 0 | $\bigcirc$ |  |
| ${ }^{6} 0$ |  |  | 隹 |  | $\bigcirc$ | $\bigcirc$ | －${ }_{\text {366 }}^{\text {368 }}$ |  | ${ }^{4.4}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |
| $\frac{71}{12}$ |  |  | mama |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 95 | Camano Higmey 220 | CH． 0.00 （Romal 10 CH 3 | Normbound（6） |  | $\bigcirc$ | ${ }_{18,094}$ | 26,737 | ${ }^{34,152}$ | 4.468 | 44.978 | 45.193 | 45.526 | 46.254 | 46.503 | A7，688 | ${ }_{68,198}$ | 48.794 | 49295 | 50.12 | 50.123 | 50，04 | 49898 | 49899 | 49，968 | 50.132 | 50，158 | 50.25 | 50.242 | 50237 | 50.25 |
| ¢ <br> 98 <br> 97 <br> 9 | canavo himay 2 20 |  | Semememe |  | $\bigcirc$ |  | $\xrightarrow{26,787} 10$ | ${ }_{\substack{3,1,52 \\ 20.251}}$ | ${ }_{\text {ander }}^{4.688}$ | ${ }_{\text {a }}^{4.998}$ | ${ }_{\text {a }}^{\text {4，} 5193}$ | ${ }_{\text {a }}^{4.588}$ | ${ }_{312983}^{4038}$ |  |  |  | ${ }_{\text {cien }}^{\text {a，999 }}$ | ${ }_{3,2955}^{\text {a，} 235}$ |  |  |  |  |  |  | ${ }_{\text {coine }}^{\text {S0，}}$ | ${ }_{\substack{50,183 \\ 34.91}}$ | （i0245 |  |  |  |
| ¢ | camano himave 20 |  | Southound（A） |  | $\bigcirc$ | $\underbrace{}_{\substack{12,999 \\ 12029}}$ | ${ }_{\text {li }}^{18297}$ |  | ${ }_{\text {30，}}^{3026}$ | ${ }_{\substack{30502 \\ 3050}}$ | ${ }^{30.852}$ | ${ }_{\text {31373 }}^{31373}$ | ${ }_{\text {312383 }}^{31238}$ |  |  |  |  | ${ }_{3}^{3,4355}$ | $\underbrace{\substack{\text { 314 }}}_{\text {35114 }}$ |  | ${ }_{\substack{3,8,87 \\ 3877}}^{\text {a }}$ | ${ }^{347703}$ | ${ }_{\text {a }}^{34703}$ | ${ }^{34.691}$ | ${ }_{\text {34，}}^{3.691}$ | ${ }^{324.691}$ | （34，67 |  | ${ }^{336619}$ |  |
| ${ }^{100}$ | Canano ${ }^{\text {andmamy } 240}$ | ） | Southound（A） |  | 0 | H20， | ${ }_{18,297}$ | ${ }_{22851}^{20.4}$ | ${ }_{30,680}$ | ${ }_{30,502}$ | ${ }^{30.852}$ | ${ }_{31,373}$ | ${ }_{31,1038}$ | ${ }^{\frac{123979}{323}}$ |  | ${ }_{\substack{\text { amaib } \\ \text { 30，} \\ \hline 18}}$ | ${ }_{3,3959}$ | ${ }_{3,3255}$ | ${ }_{35114}$ | ${ }_{\substack{\text { aj，} \\ \text { 30000 }}}$ | ${ }_{3}^{3,8,87}$ | ${ }_{34703}$ | ${ }_{34703}$ | ${ }_{34,991}$ | ${ }_{34,901}^{34}$ | ${ }^{3,4691}$ | ${ }^{34,467}$ | ${ }_{3}{ }^{3} 4.619$ | ${ }_{3,469}$ | ${ }^{34,6,69}$ |
| $\frac{101}{102}$ |  |  | Nomben |  | $\bigcirc$ |  | $\xrightarrow{10.29}$ | ${ }^{\frac{12553}{12573}}$ | ${ }_{\text {l }}^{\text {12，857 }} 1$ |  | ${ }_{\substack{18.118 \\ 18.18}}$ |  | ${ }_{\text {la }}^{18,89} 1089$ |  |  |  | ${ }_{\text {20，922 }}^{20.522}$ |  | ${ }^{2,1,544}$ |  | ${ }_{\text {21，} 1,394}^{21,54}$ | ${ }_{\text {21234 }}^{2134}$ | ${ }_{21,1314}^{213}$ | ${ }^{212,32} 2$ | ${ }^{21.302}$ | ${ }^{212,32} 2$ | $\frac{21220}{21200}$ | ${ }_{\text {212，}}^{21222}$ | ${ }_{2121272}^{21272}$ | ${ }_{\text {21222 }}^{2122}$ |
| － 103 |  |  | mbow |  | $\bigcirc$ |  | ${ }^{2292}$ | ${ }_{\substack{2655 \\ 2655}}$ | 50099 | ${ }_{5}^{50.077}$ | ${ }_{5}^{5.384}$ |  | 5995 | ${ }_{\substack{6,30 \\ 630}}$ | ${ }_{\substack{6.50 \\ 6500}}$ | ${ }_{\substack{6.891 \\ 6891}}$ | ${ }_{1}^{1227}$ | ${ }_{\text {L }}^{2} 5$ | ${ }_{\text {l }}^{1.973}$ | ${ }_{\text {ligl }}^{1921}$ | ${ }_{\text {l }}^{1.912}$ | ${ }_{\text {l }}^{1.294}$ | ${ }_{\text {l }}^{1.294}$ | ${ }^{1.912}$ | ${ }^{\text {l }} 1.912$ | ${ }^{\text {7，912 }}$ | ¢， | $\xrightarrow{1.294}$ | ${ }_{\text {cose }}^{1929}$ |  |
| 105 | Camano tiomay 24 E |  | Normbound（ 6 ） |  | $\bigcirc$ | ${ }_{8}^{108}$ | ${ }_{1}^{2,46}$ | $\stackrel{\text { Li，79 }}{ }$ | ${ }_{2}^{2544}$ | ${ }_{2513}$ | ${ }_{2092}$ | ${ }_{2}^{2} 729$ | ${ }_{2097}^{298}$ | ${ }_{3,185}^{\text {3，}}$ | ${ }^{\text {3220 }}$ | ${ }_{3,421}$ | ${ }_{3,613}$ | ${ }_{3,796}$ | ${ }_{3,987}$ | ${ }_{3,566}$ | ${ }_{3,966}$ | ${ }_{3,962}$ | ${ }_{3,962}$ | ${ }_{3,366}$ | ${ }_{3,566}$ | ${ }_{3,396}$ | ${ }_{3,966}$ | ${ }_{3,382}$ | ${ }^{3,362}$ | ${ }^{3982}$ |
| ${ }^{106}$ | manoongmay 24 CE |  | Soumbend |  | 0 | ${ }_{43}^{83}$ | ${ }^{1.146}$ | ${ }_{\text {L，}}^{1.89}$ | ${ }^{2} 2644$ | ${ }_{2,513}^{2,58}$ | ${ }^{2092}$ | 2，792 | ${ }^{2973}$ |  | ${ }^{3220}$ | ${ }_{3}^{3,42}$ | ${ }^{3,613}$ | ${ }^{3.986}$ | ${ }^{3.987}$ | ${ }^{\text {3，9．96 }}$ | ${ }^{\text {3，965 }}$ | ${ }^{3.962}$ | ${ }^{\text {3，}}$ ．922 | ${ }^{3.966}$ | ${ }^{\text {3，966 }}$ | ${ }^{\text {3，9，96 }}$ |  | ${ }^{3,962}$ | ${ }^{3,982}$ |  |
| （108 |  | Chtill | 隹 |  | $\bigcirc$ | ${ }_{417}^{47}$ | ${ }^{513}$ |  | ${ }_{\text {L }}^{12272}$ | ${ }_{1}^{1237}$ | ${ }_{\text {L }}^{1.346}$ | （1．396 | － 1.1968 | （1，593 | （1，${ }_{\substack{1.685 \\ 1.65}}$ | （1．710 | （incor | ${ }_{\substack{1.098 \\ 1.89}}$ | ${ }_{\text {L }}^{1.909}$ | ${ }_{\text {Li，978 }}^{\text {1．978 }}$ | ${ }_{\text {L }}^{1.978}{ }_{1}^{1978}$ |  |  | ${ }_{\text {i，}}^{1.978}$ |  | ${ }_{\text {－} 1.978}^{1.978}$ | （1， |  |  |  |
| $\frac{109}{110}$ |  | Ch．111． CHH | Noorthema |  | $\bigcirc$ | ${ }_{417}^{417}$ | ${ }^{\frac{573}{573}}$ | ${ }_{\text {co9 }}^{69}$ | ${ }^{\frac{1272}{}{ }^{1272}}$ | ${ }^{1257}$ | ${ }_{\text {L }}^{1.366}$ | （1．366 | ${ }_{\text {L }}^{1.468}$ | （1593 | （1．85 |  |  |  | ${ }_{\text {L }}^{1.9093}$ | ${ }_{\text {Li，978 }}^{\text {1．988 }}$ | ${ }_{\text {L }}^{1.978}$ |  | ${ }_{\text {L }}^{1.981}$ | ${ }_{\text {1．978 }}^{1.98}$ | ${ }_{\text {i，}}^{1.988}$ | ${ }_{\text {1．978 }}^{1.988}$ | ${ }_{\text {1．978 }}^{1.98}$ | ${ }_{\text {\％}}^{1.981}$ | ${ }_{\text {L }}^{\text {1．981 }}$ |  |
| ${ }^{111}$ | Eectharathimumy 26 A |  | ambuend |  | 0 | $\bigcirc$ | 0 |  | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ |
| $\frac{112}{113}$ |  | Sumern | Nombour |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |
| ${ }^{114}$ | conarat Homay 26 a | CH． 51.10 Buneet Higmay |  |  | 0 | $\bigcirc$ | 0 |  | 0 | － | 0 | $\bigcirc$ | 。 | 。 | 。 | 0 | $\bigcirc$ | 。 | 0 | 0 | 。 | 0 | 0 | 。 | 。 | 0 | 0 |  | 。 |  |
| － 115 |  | Cot 51.10 OH． 626 | Southemen（e） |  | ： | ！ | ： | 0 | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | ： | ： | $\bigcirc$ | ： | － | ： | ： | ！ | ： | ！ | $\bigcirc$ |
|  | eitharat Hemwave 5 Sa |  | Semome |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $\frac{119}{19}$ |  | A． | Soumbend（G） |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | － | $\bigcirc$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |








|  | Luk | Saction | birection | 2008 | 2009 | 2010 | 201 | 2012 | 2013 | 2014 | 2015 | 200 | 2017 | 2018 | 2019 | 2200 | 2021 | 2022 | ${ }^{2023}$ | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2230 | 2031 | 2032 | 203 | 2034 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\stackrel{1}{2}$ | Peason himeay 6 6A |  | Sourboun |  | $\bigcirc$ | ${ }^{1.666}$ | $\stackrel{1089}{109}$ | ${ }^{1098}$ | ${ }_{\text {c }}^{62}$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | － |
| ${ }^{3}$ | Oemen |  | Soutbomand（G） |  | $\bigcirc$ | 1.66 | 1.089 | 1.099 | ${ }_{6} 62$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{4}$ | Oamson himmey 6 6a |  |  |  | $\bigcirc$ |  |  |  | $\bigcirc$ | $\bigcirc$ |  |  | $\bigcirc$ |  | S3 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |  |
| ¢ | Pamson homeve 6 6a |  | （ |  | $\bigcirc$ | $\stackrel{1.666}{0}$ | $\stackrel{1.989}{10}$ | ${ }^{1.099}$ | ${ }^{622}$ | ${ }^{222} 0$ | ${ }^{683}{ }_{0}$ | 683 <br> 0 | ${ }^{373}$ | ${ }^{222} 0$ | ${ }_{\text {c }}^{68}{ }_{0}^{68}$ | \％${ }_{\text {544 }}^{0}$ | ${ }^{216}$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ． | $\bigcirc$ | $\bigcirc$ | － |
| ${ }_{7}$ | Oamsontimmy 6 6a |  | Soutbound（6） |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ． | 0 | $\bigcirc$ |
| $\stackrel{8}{9}$ | Oamson hame 6 6a |  | Noundement（A） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | － | $\bigcirc$ |
| 10 | Oamsontimmy 6 6A |  | Noathound（A） |  |  |  |  | 0 |  | － | 。 | 。 |  | 。 |  | 。 | － | 。 | － | 。 | 。 | 0 | 。 | 。 | － | 。 | 0 |  |  |  |
| $\stackrel{11}{12}$ | Oamson Himay 6 6a | chamano neve oo ov vong one | sounhount（G） |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{13}$ | deamen |  | Soutbound（6） |  | － | 556 | 1，799 | 1，799 | ${ }_{9} 93$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | 。 | 。 | 。 | 。 | 。 | $\bigcirc$ | － | 。 | 。 | $\bigcirc$ | 。 | $\bigcirc$ | 。 | 。 | 。 | $\bigcirc$ |  |
| ${ }^{14}$ | Oamsontimmy 48 A | Oon voung orve ot tanever Road | Northond |  | $\bigcirc$ | 5.255 | 5.255 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| － 15 | Oamson himey 68 A | Hener Rasato ance Himmay | sounhount（G） |  | $\bigcirc$ | ¢ |  | ${ }_{\text {L1789 }}$ | ${ }_{9} 9$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |
| － |  |  | Nombone（A） |  | $\bigcirc$ |  | ${ }_{5}^{5255}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{18}$ | Oemsonthmay 6 6A |  | Normbenom $($ A |  | 。 | 52.5 | 5.255 |  | 。 | $\bigcirc$ | 。 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | O | ， | $\bigcirc$ | $\bigcirc$ | ， | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | － |  |
| ${ }^{19}$ | Jomson himeve 6 6A |  | Eestomend |  | $\bigcirc$ | ${ }_{5}^{5255}$ | $\stackrel{5}{5.255}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | － | $\bigcirc$ |  |
| ${ }^{21}$ | Oamson hlommey 6 6a |  | Westionnd（c） |  | － |  | $\bigcirc$ | $\bigcirc$ |  | 0 | 0 | 0 | 0 | 。 | 。 | 。 | 。 | 。 | － | 0 | 0 | 。 | 。 | 。 | 。 | 0 | 0 | 0 | 0 | － |
| ${ }_{2}^{23}$ | 隹 | Piome | Nestamend |  | $\bigcirc$ | ${ }_{5}^{5255}$ | 5．25 | $\bigcirc$ |  | $\stackrel{0}{0}$ | $\bigcirc$ | O |  | $\bigcirc$ | － | － | $\bigcirc$ | － | $\bigcirc$ |  | ， |  | $\bigcirc$ | － | $\bigcirc$ |  |  |  |  |  |
| ${ }^{24}$ | man Higmy 46 |  | Eastomand（A） |  | 0 | ${ }_{5}^{5255}$ | ${ }_{5}^{5255}$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }_{5}^{25}$ | Oamon himmay 6 ar | Nouvo cscosisc oonerer | Nesbound（G） |  | 。 |  | $\bigcirc$ | $\bigcirc$ |  | － | 。 | 0 |  | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| － |  | Neer osccisc botaee | 边 |  | 0 | 5.55 | 5.85 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{28}$ | oamon himmey 6 6a |  | Eastomen（A） |  | 0 | ${ }_{4,379}$ | ${ }_{4,379}$ | 0 | 0 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{30}$ | 为 |  | Easabourd（A） |  | 0 | 4.379 | 4.379 | $\bigcirc$ |  | $\bigcirc$ | 0 | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 |  |  |
| ${ }^{31}$ | Oamson himeave 68 a | Asoon raid Calilie eam Raad | Mestomun（ $(0)$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ |  |
| ${ }^{33}$ | demen | A |  |  | $\bigcirc$ | ${ }_{4}^{4.39}$ |  |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | O |  |  |  |
| ${ }_{34}$ |  |  | Stomo $(A)$ |  | $\bigcirc$ | 4.379 | ${ }_{4.379}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ${ }^{35}$ | amon himmay 46 an |  | ， |  | － |  |  | $\bigcirc$ | 0 | － | $\bigcirc$ | $\bigcirc$ |  | 。 |  | 。 | $\bigcirc$ | － | － | 0 | 0 | $\bigcirc$ |  | 0 | － |  | 0 |  |  |  |
| ${ }^{\frac{36}{36}}$ | Oamson hamey 6 6A | Tiomen | Stioneme $($ A） |  | $\bigcirc$ | $\stackrel{4.37}{ }$ | ${ }_{4}^{4.39}$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ！ | $\bigcirc$ | 。 | ！ |  |  |  |
| ${ }_{38}$ | Oemon himmy 468 |  | （extome $(A)$ |  | $\bigcirc$ | ${ }_{3.503}$ | ${ }_{3,503}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ． | 0 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
| ${ }^{39}$ | Wemontimay 468 | Stade Camboon Rasato Poim 1 |  |  | － |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }^{40}$ | Oamson hlomay 488 | Point 10 coavostale camboon Raad | Easmen |  | $\bigcirc$ | ${ }_{3.03}$ | ${ }^{3.503}$ | － | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 |  | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }_{4}^{41}$ |  |  | Nestound（C） |  | $\bigcirc$ | ${ }_{3.503}$ | ${ }_{3}{ }^{\text {，} 03}$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| $4_{4}$ | Oamson Hommay 68 | Greilfe Readto Banana |  |  | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| 45 | Oamsontiomay 66 Cb | Banalat Moura Mie | Westomond（6） |  | － | 0 | $\bigcirc$ | 。 | 。 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | － |  |
| $\frac{46}{47}$ | deasenh have 46 c | Noura Meoto tanana | 边 |  | $\bigcirc$ | ${ }_{3.038}$ | ${ }^{3.503}$ |  |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | 0 |  |  |  |
| ${ }^{48}$ | Oamson Homey y 6 Cc | 为 | Eastomand（A） |  | $\bigcirc$ | ${ }^{3.503}$ |  | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{0}{0}$ | $\bigcirc$ |  |
| ${ }^{49}$ | amon Howay 4 cc | Uua Toussinipoct 3.30 |  |  | $\bigcirc$ |  | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  | 。 | $\bigcirc$ | － | － | 0 | 。 | － | $\bigcirc$ | 0 | － | 0 | 0 |  |  |  |
| 50 |  |  | Stiomem $(A)$ |  | 0 | ${ }_{2}^{2627}$ | 2.67 | 0 |  | 。 | 0 | 0 |  | 。 |  | 。 | $\bigcirc$ | 。 | 0 | 0 | 0 | $\bigcirc$ | $\bigcirc$ | 。 | － | 0 | 0 |  |  |  |
| 5 |  | CH． | Esestome |  | $\bigcirc$ | $\stackrel{i}{2627}$ | $\stackrel{2}{267}$ | $\bigcirc$ | $\stackrel{\square}{0}$ | $\stackrel{\circ}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{5}^{58}$ | Omen | H．410 O Ostrict Buonday | amid $(6)$ |  | 0 | 0 | 0 | 。 | 0 | $\bigcirc$ | 。 | 。 | 0 | 。 | $\bigcirc$ | 。 | 。 | ． | $\bigcirc$ | 0 | 。 | 。 | $\bigcirc$ | 0 | $\bigcirc$ | ． | 0 | 。 | $\bigcirc$ |  |
| ${ }^{54}$ | Weon himmay 4 Sc | Eundar I COH 41 | Castoum $(A)$ |  | $\bigcirc$ | 2687 | 2.67 | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
| ¢ ${ }_{56}^{56}$ |  |  | Nestemend |  | $\bigcirc$ |  | ${ }_{\text {che }}^{\substack{2,36 \\ 7,29}}$ | ${ }_{\text {2 }}^{1.2369}$ | ¢ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{0}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |
| ${ }_{5}^{58}$ |  |  | demal |  | $\bigcirc$ | ${ }_{\text {che }}$ | ${ }^{2.396}$ | ${ }^{2396}$ | ${ }_{1}^{1.369}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ¢ |  |  |  |  | $\bigcirc$ |  |  | ${ }_{2}^{2,366}$ | $\stackrel{1}{1.389}$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{\circ}{\circ}$ | $\bigcirc$ | ！ | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | － | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| ${ }_{60}$ |  | Paino ive or peaf Rover Pead | Eastound（A） |  | 0 | 6,131 | ${ }_{6}^{6,169}$ | ${ }^{512}$ | ${ }^{27}$ | ${ }^{292}$ | ${ }_{6} 63$ | ${ }_{6} 63$ | ${ }^{373}$ | ${ }^{292}$ | ${ }^{63}$ | ${ }^{554}$ | ${ }^{216}$ | － | － | － | 。 | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | 0 | 。 | 0 |  | $\bigcirc$ |
| ${ }_{6}^{6}$ |  |  | Nestabud（ |  | ： | ${ }^{124} 88$ | ${ }_{\text {2，}}^{2.36}$ | ${ }_{\text {2，396 }}^{\text {2，59 }}$ |  | $\stackrel{0}{292}$ | ${ }_{653}$ | $\stackrel{0}{63}$ | $\stackrel{8}{373}$ | $\stackrel{0}{29}$ | $\stackrel{0}{63}$ | $\stackrel{\square}{554}$ | ${ }_{20}^{0}$ | $\bigcirc$ | $\bigcirc$ | ： | ： | ： | $\bigcirc$ | ： | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | ： | 。 | ： |
| ${ }_{6} 6$ | Casasomem matamem |  | Simomed |  | $\bigcirc$ | ${ }^{24}$ | ${ }_{2}^{2,36}$ | ${ }_{2}^{2386}$ | ${ }_{1}^{1.369}$ | $\bigcirc$ |  | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  | $\bigcirc$ |  |  |  |
| ${ }_{65}^{64}$ |  |  | Easbonemend |  | $\bigcirc$ |  | ${ }^{\text {2，} 236}$ | ${ }_{\text {a }}^{3.359}$ |  | ${ }^{222}$ | ${ }_{\substack{683 \\ 0}}$ | ${ }_{6}^{63}$ | －${ }^{373}$ | ${ }^{222}$ | ${ }^{6.63}$ | ${ }^{\text {554 }}$ | ${ }^{216}$ | $\bigcirc$ | $\bigcirc$ | ！ | $\bigcirc$ | ！ | $\bigcirc$ | ！ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |  |  |
| ${ }_{6} 6$ | Ssonem Mlatom Rd | Coat Leandin Praed | Stend |  | 0 | ${ }_{816}^{88}$ | ${ }^{915}$ | ${ }_{\text {3，959 }}$ | ${ }_{4}^{450}$ | ${ }^{202}$ | ${ }_{6}^{68}$ | ${ }^{63}$ | ${ }_{378}^{378}$ | ${ }^{292}$ | ${ }_{653}$ | ${ }_{\text {564 }}{ }^{56}$ | ${ }^{216}$ | 0 | $\bigcirc$ | $\bigcirc$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | $\bigcirc$ |  |
| ${ }_{68} 6$ | Stemem lacommd | 或 | 为 $\operatorname{soums(A)}$ |  | $\bigcirc$ |  |  |  | ${ }^{1,200}$ |  |  |  | ${ }^{668}$ |  |  |  |  | $\stackrel{3}{0}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{69}{60}$ | Sasione M lacom Rd | rajme Roatio ouary Pa | Westomand（G） |  |  |  | ${ }^{8,38}$ | ${ }^{21,135}$ | 5.981 | 。 | 。 | 。 | $\bigcirc$ | － | 。 | － | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | $\bigcirc$ | 。 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 。 | 。 | $\bigcirc$ |






Load by Vehicle Class

Unloaded ESA's calculated from first principles
解
Loaded ESA NOT based on Gross Combination Mass allowed under the Mass Limits Review concesssion for vehicles fitted with Road Friendly Suspension

Variables

| Unloaded Axle Loads |  |
| :---: | :---: |
| 4.5 | single axle single wheels |
| 4.5 | single axle dual wheels |
| 5 | tandem axle dual wheels |
| 6.5 | tri-axle dual wheels |
| Loaded Axle Loads |  |
| 6 | single axle single wheels |
| 9 | single axle dual wheels |
| 16.5 | tandem axle dual wheels |
| 20 | tri-axle dual wheels |
| Equivalent Axle Loads |  |
| 5.4 | single axle single wheels |
| 8.2 | single axle dual wheels |
| 13.8 | tandem axle dual wheels |
| 18.5 | tri-axle dual wheels |



Three Axle Truck (class 4)
(Three Axle Truck)


> AVG. ESA 2.10

ESA Load by Vehicle Class
$\frac{\text { Three Axle Semi-trailer (class 6) }}{\text { (Three Axle Articulated Vehicle) }}$

$\frac{\text { Four Axle Semi-trailer (class } 7 \text { ) }}{\text { (Four Axle Articulated Vehicle) }}$


Five Axle Semi-trailer (class 8)
(Five Axle Articulated Vehicle)


Six Axle Semi Trailer (class 9)
(Prime Mover Semi Trailer)


ESA Load by Vehicle Class
8 Axle B Double (class 10)


9 Axle B Double (class 10 )
(25m B-double)


11 Axle Double Road Train (class 11)
(conventional type I road train)


| Scenario | Component | Single Axle Single Wheels <br> (1) | Tandem Axle Dual Wheels <br> (2) | Tri-axle Dual Wheels | Tandem Axle Dual Wheels <br> (4) | Tri-axle Dual Wheels | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Unloaded | Axle Load ( $t$ ) | 4.5 |  | 6.5 |  | 6.5 | 27.5 |
|  | Equiv Load ( $t$ ) | 5.4 | 13.8 | 18.5 | 13.8 | 18.5 |  |
|  | ESA | 0.482 | 0.017 | 0.015 | 0.017 | 0.015 | 0.547 |
| Loaded | ESA | - | - | $\cdot$ | - | - | 8.600 |

AVG. ESA
4.57

16 Axie Triple Road Train (class 12)
(conventional type II road train)


AVG. ESA
6.36

Bitumen Roads Rehabilitation \& Maintenance Costs

| Seal Width | Rehabilitation Costs | Annual Routine Maintenance |
| :---: | :---: | :---: |
| $(\mathbf{m})$ | $(\$ / \mathbf{k m})$ | $(\$ / \mathbf{k m})$ |
| 3.6 | $\$ 115,000$ | $\$ 4,700$ |
| 5 | $\$ 160,000$ | $\$ 6,000$ |
| 6 | $\$ 195,000$ | $\$ 9,800$ |
| 7 | $\$ 230,000$ | $\$ 9,100$ |
| 8 | $\$ 260,000$ | $\$ 10,300$ |
| 9 | $\$ 295,000$ | $\$ 11,000$ |
| 10 | $\$ 325,000$ | $\$ 12,200$ |
| 11 | $\$ 360,000$ | $\$ 12,900$ |
| 12 | $\$ 390,000$ | $\$ 14,100$ |

Base Year for the above costs =

Other Input Data

| ESA's/HV | 2.9 | Bruce Highway |
| :---: | :--- | :--- |
| Roughness Increase | 3.2 | All Other Roads |
| Terminal Roughness | 3 | counts/year |
| Inflation Rate | 110 | Bruce Highway |
| Discount Rate | 120 | All Other Roads |
| HV Growth Rate | $7.0 \%$ |  |
| Source: Data provided by DMR 28/03/08 | $7.0 \%$ |  |


| Road |  | Section | Direction |  |  |  |  | Background |  |  |  | With Development |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Dawson Highway 46A |  | Gladstone-Mt Larcom Road to Breslin Street | Southbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 4,434,635 | 4,913,919 | 4,770,134 | 2019 | 4,458,476 | 4,937,761 | 2019.7 | 0.0 | No |
| 2 | Dawson Highway 46A | Gladstone-Mt Larcom Road to Breslin Street | Northbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,198,339 | 2,435,930 | 2,364,653 | 2019 | 2,242,654 | 2,480,245 | 2019.5 | 0.2 | No |
| 3 | Dawson Highway 46A | Breslin Street to Blain Drive | Southbound (G) | 59.0 | 2006 | 20.0 | 3.0 | 2026.3 | 8,289,859 | 8,892,604 | 8,470,683 | 2026 | 8,313,701 | 8,916,446 | 2026.3 | 0.0 | No |
| 4 | Dawson Highway 46A | Breslin Street to Blain Drive | Northbound (A) | 59.0 | 2006 | 120.0 | 3.0 | 2026.3 | 10,278,482 | 11,025,817 | 10,502,682 | 2026 | 10,322,797 | 11,070,132 | 2026.2 | 0.1 | No |
| 5 | Dawson Highway 46A | Blain Drive to Philip Street | Southbound (G) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 11,268,218 | 12,165,290 | 11,268,218 | 2023 | 10,460,482 | 11,331,426 | 2023.9 | 0.1 | No |
| 6 | Dawson Highway 46A | Blain Drive to Philip Street | Northbound (A) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 24,868,978 | 26,848,818 | 24,868,978 | 2023 | 23,047,389 | 24,969,564 | 2023.9 | 0.1 | No |
| 7 | Dawson Highway 46A | Philip Street to Penda Avenue | Southbound (G) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 7,850,598 | 8,639,286 | 8,402,680 | 2020 | 7,905,590 | 8,698,298 | 2020.6 | 0.1 | No |
| 8 | Dawson Highway 46A | Philip Street to Penda Avenue | Northbound (A) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 9,400,015 | 10,344,360 | 10,061,057 | 2020 | 9,455,007 | 10,403,372 | 2020.6 | 0.1 | No |
| 9 | Dawson Highway 46A | Penda Avenue to Chapman Drive | Southbound (G) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 8,421,190 | 8,987,227 | 8,421,190 | 2027 | 7,930,652 | 8,480,202 | 2027.9 | 0.1 | No |
| 10 | Dawson Highway 46A | Penda Avenue to Chapman Drive | Northbound (A) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 12,341,950 | 13,171,523 | 12,341,950 | 2027 | 11,595,551 | 12,400,961 | 2027.9 | 0.1 | No |
| 11 | Dawson Highway 46A | Chapman Drive to Don Young Drive | Southbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 4,361,982 | 4,644,951 | 4,361,982 | 2029 | 4,361,982 | 4,644,951 | 2029.0 | 0.0 | No |
| 12 | Dawson Highway 46A | Chapman Drive to Don Young Drive | Northbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 6,274,208 | 6,681,227 | 6,274,208 | 2029 | 6,274,208 | 6,681,227 | 2029.0 | 0.0 | No |
| 13 | Dawson Highway 46A | Don Young Drive to Harvey Road | Southbound (G) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 5,705,968 | 6,089,499 | 5,705,968 | 2027 | 5,406,744 | 5,779,103 | 2027.8 | 0.2 | No |
| 14 | Dawson Highway 46A | Don Young Drive to Harvey Road | Northbound (A) | 54.0 | 2006 | 120.0 | 3.0 | 2028.0 | 5,879,044 | 6,274,208 | 5,879,044 | 2027 | 5,541,761 | 5,925,415 | 2027.9 | 0.1 | No |
| 15 | Dawson Highway 46A | Harvey Road to Bruce Highway | Southbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,780,651 | 3,081,177 | 2,991,019 | 2019 | 2,853,786 | 3,154,312 | 2019.5 | 0.2 | No |
| 16 | Dawson Highway 46A | Harvey Road to Bruce Highway | Northbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 2,737,764 | 3,033,655 | 2,944,887 | 2019 | 2,784,135 | 3,080,026 | 2019.5 | 0.2 | No |
| 17 | Dawson Highway 46A | Bruce Highway to Drynan Drive | Southbound (G) | 48.0 | 2006 | 120.0 | 3.0 | 2030.0 | 8,238,735 | 8,755,695 | 8,238,735 | 2029 | 7,806,614 | 8,308,516 | 2029.9 | 0.1 | No |
| 18 | Dawson Highway 46A | Bruce Highway to Drynan Drive | Northbound (A) | 48.0 | 2006 | 120.0 | 3.0 | 2030.0 | 8,565,379 | 9,102,834 | 8,565,379 | 2029 | 8,063,640 | 8,585,441 | 2030.0 | 0.0 | No |
| 19 | Dawson Highway 46A | Dryman Drive to Gladstone-Monto Road | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 3,052,184 | 3,274,104 | 3,052,184 | 2025 | 2,906,508 | 3,121,965 | 2025.7 | 0.3 | No |
| 20 | Dawson Highway 46A | Drynan Drive to Gladstone-Monto Road | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 3,324,038 | 3,565,725 | 3,324,038 | 2025 | 3,109,453 | 3,344,101 | 2025.9 | 0.1 | No |
| 21 | Dawson Highway 46A | Gladstone-Monto Road to Access to Pipeline Camp 4 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,522,809 | 2,708,688 | 2025.6 | 0.4 | No |
| 22 | Dawson Highway 46A | Access to Pipeline Camp 4 to Gladstone-Monto Road | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,386,668 | 2,565,983 | 2025.9 | 0.1 | No |
| 23 | Dawson Highway 46A | Access to Pipline Camp 4 to New point 1 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,522,809 | 2,708,688 | 2025.6 | 0.4 | No |
| 24 | Dawson Highway 46A | Access to Pipline Camp 4 to New point 1 | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,386,668 | 2,565,983 | 2025.9 | 0.1 | No |
| 25 | Dawson Highway 46A | New to CSC/BSC Border | Westbound (G) | 118.0 | 2006 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 26 | Dawson Highway 46A | New to CSC/BSC Border | Eastbound (A) | 118.0 | 2006 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 27 | Dawson Highway 46A | CSC/BSC Border to New point 2 | Westbound (G) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,633,184 | 2,824,639 | 2,633,184 | 2025 | 2,513,876 | 2,699,755 | 2025.6 | 0.4 | No |
| 28 | Dawson Highway 46A | CSC/BSC Border to New point 2 | Eastbound (A) | 60.0 | 2006 | 120.0 | 3.0 | 2026.0 | 2,540,197 | 2,724,891 | 2,540,197 | 2025 | 2,385,766 | 2,565,081 | 2025.9 | 0.1 | No |
| 29 | Dawson Highway 46A | New point 2 to Argoon Road | Westbound (G) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 1,921,525 | 2,091,631 | 1,972,557 | 2021 | 1,819,325 | 1,984,476 | 2021.9 | 0.4 | No |
| 30 | Dawson Highway 46A | New point 2 to Argoon Road | Eastbound (A) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 1,853,669 | 2,017,768 | 1,902,899 | 2022 | 1,875,443 | 2,039,542 | 2022.2 | 0.1 | No |
| 31 | Dawson Highway 46A | Agoon Road to Callide Dam Road | Westbound (G) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,280,151 | 1,418,506 | 1,321,657 | 2018 | 1,208,776 | 1,343,102 | 2018.8 | 0.5 | No |
| 32 | Dawson Highway 46A | Agoon Road to Callide Dam Road | Eastbound (A) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,241,545 | 1,375,728 | 1,281,800 | 2019 | 1,263,318 | 1,397,501 | 2019.1 | 0.2 | No |
| 33 | Dawson Highway 46A | Callide Dam Road to Tognalini - Baldwin Road | Westbound (G) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,654,059 | 1,832,826 | 1,707,689 | 2018 | 1,537,727 | 1,711,286 | 2019.0 | 0.3 | No |
| 34 | Dawson Highway 46A | Callide Dam Road to Tognalini - Baldwin Road | Eastbound (A) | 80.0 | 2006 | 120.0 | 3.0 | 2019.3 | 1,577,096 | 1,747,544 | 1,628,230 | 2019 | 1,593,146 | 1,763,594 | 2019.2 | 0.1 | No |
| 35 | Dawson Highway 46A | Tognalini - Baldwin Road to Biloela | Westbound (G) | 106.0 | 2006 | 120.0 | 3.0 | 2010.7 | 536,897 | 817,485 | 733,308 | 2010 | 559,229 | 866,630 | 2010.6 | 0.1 | No |
| 36 | Dawson Highway 46A | Tognalini - Baldwin Road to Biloela | Eastbound (A) | 106.0 | 2006 | 120.0 | 3.0 | 2010.7 | 528,390 | 804,532 | 721,690 | 2010 | 530,644 | 812,500 | 2010.7 | 0.0 | No |
| 37 | Dawson Highway 46B | Biloela to Crowsdale Camboon Road | Westbound (G) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,764,774 | 1,985,228 | 2017.5 | 0.2 | No |
| 38 | Dawson Highway 46B | Crewsdale Camboon Road to Bioela | Eastbound (A) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,998 | 2017 | 1,731,628 | 1,952,083 | 2017.6 | 0.1 | No |
| 39 | Dawson Highway 46B | Crowsdale Camboon Road to Point 1 | Westbound (G) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,764,774 | 1,985,228 | 2017.5 | 0.2 | No |
| 40 | Dawson Highway 46B | Point 1 to Crowsdale Camboon Road | Eastbound (A) | 88.0 | 2007 | 120.0 | 3.0 | 2017.7 | 1,716,480 | 1,936,934 | 1,870,798 | 2017 | 1,731,628 | 1,952,083 | 2017.6 | 0.1 | No |
| 41 | Dawson Highway 46B | Point 1 to Greyclifife Road | Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 4,243,740 | 4,540,012 | 4,243,740 | 2026 | 4,004,391 | 4,292,034 | 2026.8 | 0.2 | No |
| 42 | Dawson Highway 46B | Greycliffe Road to Point 1 | Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 4,243,740 | 4,540,012 | 4,243,740 | 2026 | 3,971,246 | 4,258,888 | 2026.9 | 0.1 | No |
| 43 | Dawson Highway 46B | Grecliffe Road to Banana | Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 3,253,892 | 3,481,058 | 3,253,892 | 2026 | 3,081,635 | 3,302,186 | 2026.8 | 0.2 | No |
| 44 | Dawson Highway 46B | Banana to Greycliffe Road | Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 3,253,892 | 3,481,058 | 3,253,892 | 2026 | 3,048,490 | 3,269,040 | 2026.9 | 0.1 | No |
| 45 | Dawson Highway 46C | Banana to Moura Mine | Westbound (G) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,998,897 | 2,199,711 | 2,139,467 | 2020 | 2,045,599 | 2,246,412 | 2020.5 | 0.2 | No |
| 46 | Dawson Highway 46C | Moura Mine to Banana | Eastbound (A) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,998,897 | 2,199,711 | 2,139,467 | 2020 | 2,011,943 | 2,212,756 | 2020.6 | 0.1 | No |
| 47 | Dawson Highway 46C | Moura Mine to Moura Township | Westbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 2,280,885 | 2,495,355 | 2,431,014 | 2021 | 2,327,586 | 2,542,057 | 2021.5 | 0.2 | No |
| 48 | Dawson Highway 46C | Moura Township to Moura Mine | Eastbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 2,280,885 | 2,495,355 | 2,431,014 | 2021 | 2,293,930 | 2,508,401 | 2021.6 | 0.1 | No |
| 49 | Dawson Highway 46C | Moura Township to CH. 30 | Westbound (G) | 81.0 | 2007 | 120.0 | 3.0 | 2020.0 | 712,034 | 783,566 | 712,034 | 2019 | 688,530 | 757,979 | 2019.3 | 0.7 | No |
| 50 | Dawson Highway 46C | CH. 30 to Moura Township | Eastbound (A) | 81.0 | 2007 | 120.0 | 3.0 | 2020.0 | 712,034 | 783,566 | 712,034 | 2019 | 662,906 | 732,355 | 2019.7 | 0.3 | No |
| 51 | Dawson Highway 46C | CH. 30 to CH. 41 | Westbound (G) | 117.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 52 | Dawson Highway 46C | CH. 41 to CH. 30 | Eastbound (A) | 117.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 53 | Dawson Highway 46C | CH. 41 to District Boundary | Westbound (G) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 575,159 | 642,585 | 622,357 | 2018 | 609,359 | 676,785 | 2018.2 | 0.5 | No |
| 54 | Dawson Highway 46C | Boundary to CH .41 | Eastbound (A) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 575,159 | 642,585 | 622,357 | 2018 | 583,735 | 651,161 | 2018.6 | 0.1 | No |
| 55 | Gladstone-Mt Larcom Rd | Dawspn Highway to Hilderbrand Street | Westbound (G) | 105.0 | 2006 | 120.0 | 3.0 | 2011.0 | 2,001,344 | 2,708,880 | 2,001,344 | 2010 | 1,359,189 | 2,099,828 | 2010.9 | 0.1 | No |
| 56 | Gladstone-Mt Larcom Rd | Dawspn Highway to Hilderbrand Street | Eastbound (A) | 105.0 | 2006 | 120.0 | 3.0 | 2011.0 | 2,061,148 | 2,789,826 | 2,061,148 | 2010 | 1,366,035 | 2,103,556 | 2010.9 | 0.1 | No |


| 57 | \|Gladstone-Mt Larcom Rd | \|Hilderbrand Street to Blain Drive | \|Westbound (G) | 62.0 | 2006 | 120.0 | 3.0 | 2025.3 | 13,544,341 | 14,573,068 | 13,852,959 | 2025 | 13,637,079 | 14,666,420 | 2025.2 | 0.1 | No |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 58 | Gladstone-Mt Larcom Rd | Hilderbrand Street to Blain Drive | Eastbound (A) | 62.0 | 2006 | 120.0 | 3.0 | 2025.3 | 13,231,070 | 14,236,003 | 13,532,550 | 2025 | 13,297,627 | 14,303,174 | 2025.2 | 0.1 | No |
| 59 | Gladstone-Mt Larcom Rd | Blain Drive to Red Rover Road | Westbound (G) | 92.0 | 2006 | 120.0 | 3.0 | 2015.3 | 5,499,416 | 6,382,107 | 5,764,224 | 2015 | 5,607,880 | 6,499,431 | 2015.2 | 0.1 | No |
| 60 | Gladstone-Mt Larcom Rd | Blain Drive to Red Rover Road | Eastbound (A) | 92.0 | 2006 | 120.0 | 3.0 | 2015.3 | 6,009,749 | 6,974,352 | 6,299,130 | 2015 | 6,083,625 | 7,054,094 | 2015.2 | 0.1 | No |
| 61 | Gladstone-Mt Larcom Rd | Red Rover Road to Power Station | Westbound (G) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 14,466,770 | 15,618,482 | 15,272,968 | 2024 | 14,571,327 | 15,723,653 | 2024.6 | 0.1 | No |
| 62 | Gladstone-Mt Larcom Rd | Red Rover Road to Power Station | Eastbound (A) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,809,252 | 17,067,840 | 16,690,264 | 2024 | 15,900,049 | 17,159,25 | 2024.6 | 0.1 | No |
| 63 | Gladstone-Mt Larcom Rd | Power Station to Reid Road | Westbound (G) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 7,975,718 | 8,776,976 | 8,536,598 | 2020 | 8,073,274 | 8,880,267 | 2020.6 | 0.1 | No |
| 64 | Gladstone-Mt Larcom Rd | Power Station to Reid Road | Eastbound (A) | 76.0 | 2006 | 120.0 | 3.0 | 2020.7 | 8,282,819 | 9,114,929 | 8,865,296 | 2020 | 8,367,605 | 9,204,460 | 2020.6 | 0.1 | No |
| 65 | Gladstone-Mt Larcom Rd | Reid Road to Landing Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 16,115,776 | 17,161,235 | 16,115,776 | 2028 | 15,208,357 | 16,223,980 | 2028.9 | 0.1 | No |
| 66 | Gladstone-Mt Larcom Rd | Reid Road to Landing Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 16,736,306 | 17,822,020 | 16,736,306 | 2028 | 15,776,044 | 16,830,749 | 2028.9 | 0.1 | No |
| 67 | Gladstone-Mt Larcom Rd | Landing Road to Targinnie Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,235,204 | 9,853,605 | 2028.9 | 0.1 | No |
| 68 | Gladstone-Mt Larcom Rd | Landing Road to Targinnie Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,621,642 | 11,321,421 | 2028.7 | 0.3 | No |
| 69 | Gladstone-Mt Larcom Rd | Targinnie Road to Quary Road | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,230,438 | 9,848,812 | 2029.0 | 0.0 | No |
| 70 | Gladstone-Mt Larcom Rd | Targinnie Road to Quary Road | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,591,649 | 11,291,162 | 2028.7 | 0.3 | No |
| 71 | Gladstone-Mt Larcom Rd | Quarry Road to Bruce Highway | Westbound (G) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 9,818,221 | 10,455,146 | 9,818,221 | 2028 | 9,208,810 | 9,827,185 | 2029.0 | 0.0 | No |
| 72 | Gladstone-Mt Larcom Rd | Quarry Road to Bruce Highway | Eastbound (A) | 51.0 | 2006 | 120.0 | 3.0 | 2029.0 | 11,106,495 | 11,826,993 | 11,106,495 | 2028 | 10,408,188 | 11,107,700 | 2029.0 | 0.0 | No |
| 73 | Carnarvon Highway 24A | CH. 0.00 (NSW border) to CH. 10 | Northbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 794,585 | 854,935 | 794,585 | 2025 | 794,585 | 854,935 | 2025.0 | 0.0 | No |
| 74 | Carnarvon Highway 24A | CH. 10 to CH. 0.0 (NSW border) | Southbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 794,585 | 854,935 | 794,585 | 2025 | 794,585 | 854,935 | 2025.0 | 0.0 | No |
| 75 | Carnarvon Highway 24A | CH. 10 m to CH .40 (Thallon) | Northbound (G) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 280,030 | 324,977 | 280,030 | 2015 | 280,030 | 324,977 | 2015.0 | 0.0 | No |
| 76 | Carnarvon Highway 24A | CH. 40 (Thallon) to CH. 10 | Southbound (A) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 280,030 | 324,977 | 280,030 | 2015 | 280,030 | 324,977 | 2015.0 | 0.0 | No |
| 77 | Carnarvon Highway 24A | CH. 40 (Thallon) to CH. 74 (Ningdigully) | Northbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 440,936 | 488,591 | 474,295 | 2019 | 440,936 | 488,591 | 2019.7 | 0.0 | No |
| 78 | Carnarvon Highway 24A | CH. 74 (Nindigully to CH. 40 (Thallon) | Southbound (A) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 440,936 | 488,591 | 474,295 | 2019 | 440,936 | 488,591 | 2019.7 | 0.0 | No |
| 79 | Carnarvon Highway 24A | CH. 74 (Nindigully to CH. 111 | Northbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 672,398 | 745,069 | 694,200 | 2019 | 672,398 | 745,069 | 2019.3 | 0.0 | No |
| 80 | Carnarvon Highway 24A | CH. 111 to CH. 74 (Nindigully) | Southbound (A) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 672,398 | 745,069 | 694,200 | 2019 | 672,398 | 745,069 | 2019.3 | 0.0 | No |
| 81 | Carnarvon Highway 24A | CH. 111 to St George | Northbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 1,415,741 | 1,568,751 | 1,461,644 | 2019 | 1,415,741 | 1,568,751 | 2019.3 | 0.0 | No |
| 82 | Carnarvon Highway 24A | St George to CH. 111 | Southbound (A) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 1,415,741 | 1,568,751 | 1,461,644 | 2019 | 1,415,741 | 1,568,751 | 2019.3 | 0.0 | No |
| 83 | Carnarvon Highway 24B | CH. 0.00 (St George) to CH. 4 | Northbound (G) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,461,105 | 1,607,890 | 1,563,854 | 2020 | 1,461,105 | 1,607,890 | 2020.7 | 0.0 | No |
| 84 | Carnarvon Highway 24B | CH. 4 to CH. 0.0 (St George) | Southbound (A) | 79.0 | 2007 | 120.0 | 3.0 | 2020.7 | 1,461,105 | 1,607,890 | 1,563,854 | 2020 | 1,461,105 | 1,607,890 | 2020.7 | 0.0 | No |
| 85 | Carnarvon Highway 24B | CH. 4m to CH. 9 | Northbound (G) | 55.0 | 2007 | 120.0 | 3.0 | 2028.7 | 2,590,889 | 2,765,037 | 2,712,793 | 2028 | 2,590,889 | 2,765,037 | 2028.7 | 0.0 | No |
| 86 | Carnarvon Highway 24B | CH. 9 to CH. 56 | Southbound (A) | 55.0 | 2007 | 120.0 | 3.0 | 2028.7 | 2,590,889 | 2,765,037 | 2,712,793 | 2028 | 2,59, 889 | 2,765,037 | 2028.7 | 0.0 | No |
| 87 | Carnarvon Highway 24B | CH. 9 to CH. 4 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 725,231 | 793,424 | 772,966 | 2021 | 725,231 | 793,424 | 2021.7 | 0.0 | No |
| 88 | Carnarvon Highway 24B | CH. 56 to CH. 9 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 725,231 | 793,424 | 772,966 | 2021 | 725,231 | 793,424 | 2021.7 | 0.0 | No |
| 89 | Carnarvon Highway 24B | CH. 56 to CH. 116 (Surat) | Northbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 545,401 | 604,346 | 586,662 | 2019 | 545,401 | 604,346 | 2019.7 | 0.0 | No |
| 90 | Carnarvon Highway 24B | CH. 116 (Surat) to CH. 56 | Southbound (A) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 545,401 | 604,346 | 586,662 | 2019 | 545,401 | 604,346 | 2019.7 | 0.0 | No |
| 91 | Carnarvon Highway 24C | CH. 0.00 (Surat) to CH. 33 | Northbound (G) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 441,128 | 511,932 | 441,128 | 2015 | 441,128 | 511,932 | 2015.0 | 0.0 | No |
| 92 | Carnarvon Highway 24C | CH. 33 to CH. 0.0 (Surat) | Southbound (A) | 96.0 | 2007 | 120.0 | 3.0 | 2015.0 | 441,128 | 511,932 | 441,128 | 2015 | 441,128 | 511,932 | 2015.0 | 0.0 | No |
| 93 | Carnarvon Highway 24C | CH. 33m to CH. 73 (Roma) | Northbound (G) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 629,439 | 710,280 | 629,439 | 2017 | 629,439 | 710,280 | 2017.0 | 0.0 | No |
| 94 | Carnarvon Highway 24C | CH. 73 (Roma) to CH. 33 | Southbound (A) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 629,439 | 710,280 | 629,439 | 2017 | 629,439 | 710,280 | 2017.0 | 0.0 | No |
| 95 | Carnarvon Highway 24D | CH. 0.00 (Roma) to CH. 3 | Northbound (G) | 111.0 | 2007 | 120.0 | 3.0 | 2010.0 | 397,545 | 605,306 | 397,545 | 2009 | 203,494 | 452,273 | 2009.8 | 0.2 | No |
| 96 | Carnarvon Highway 24D | CH. 3 to CH. 0.0 (Roma) | Southbound (A) | 111.0 | 2007 | 120.0 | 3.0 | 2010.0 | 397,545 | 605,306 | 397,545 | 2009 | 197,653 | 437,405 | 2009.8 | 0.2 | No |
| 97 | Carnarvon Highway 24D | CH. 3m to CH. 18 Roma - Taroom Road | Northbound (G) | 91.0 | 2007 | 120.0 | 3.0 | 2016.7 | 1,659,196 | 1,895,559 | 1,824,650 | 2015 | 1,781,620 | 2,088,813 | 2015.1 | 1.6 | Yes |
| 98 | Carnarvon Highway 24D | CH. 18 Roma - Taroom Road to CH. 3 | Southbound (A) | 91.0 | 2007 | 120.0 | 3.0 | 2016.7 | 1,659,196 | 1,895,559 | 1,824,650 | 2015 | 1,732,328 | 2,027,131 | 2015.3 | 1.4 | Yes |
| 99 | Carnarvon Highway 24D | Roma - Taroom Road to Injune | Northbound (G) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 1,192,531 | 1,332,332 | 1,290,391 | 2015 | 1,148,992 | 1,354,643 | 2015.7 | 3.0 | Yes |
| 100 | Carnarvon Highway 24D | Injune to Roma - Taroom Road | Southbound (A) | 85.0 | 2007 | 120.0 | 3.0 | 2018.7 | 1,192,531 | 1,332,332 | 1,290,391 | 2015 | 1,099,699 | 1,292,961 | 2016.0 | 2.7 | Yes |
| 101 | Carnarvon Highway 24E | CH. 0.00 (Injune) to Fairview Field Access CH25.00 | Northbound (G) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2014 | 657,150 | 785,701 | 2014.4 | 1.9 | Yes |
| 102 | Carnarvon Highway 24E | Fairview Field Access CH. 25.00 to CH. 0.0 ( Injune) | Southbound (A) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2014 | 628,178 | 755,039 | 2014.6 | 1.7 | Yes |
| 103 | Carnarvon Highway 24E | Fairview Field Access to CH. 69 Boundary with Emerald | Northbound (G) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2015 | 624,141 | 728,352 | 2015.7 | 0.6 | No |
| 104 | Carnarvon Highway 24E | CH. 69 to Fairview Field Access | Southbound (A) | 92.0 | 2007 | 120.0 | 3.0 | 2016.3 | 673,450 | 769,387 | 702,231 | 2015 | 624,141 | 728,352 | 2015.7 | 0.6 | No |
| 105 | Carnarvon Highway 24E | CH. 69 to CH. 86 Access to Camp 1 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,260,984 | 1,381,350 | 2021.1 | 0.6 | No |
| 106 | Carnarvon Highway 24E | CH. 86 Access to Camp 1 to CH. 69 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,260,984 | 1,381,350 | 2021.1 | 0.6 | No |
| 107 | Carnarvon Highway 24E | CH. 86 Access to Camp 1 to CH. 111 | Northbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,230,694 | 1,347,296 | 2021.4 | 0.3 | No |
| 108 | Carnarvon Highway 24E | CH. 111 to CH. 86 Access to Camp 1 | Southbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 1,200,048 | 1,312,888 | 1,279,036 | 2021 | 1,230,694 | 1,347,296 | 2021.4 | 0.3 | No |
| 109 | Carnarvon Highway 24E | CH. 111 to CH. 172 (Rollestone) | Northbound (G) | 75.0 | 2007 | 120.0 | 3.0 | 2022.0 | 1,498,080 | 1,630,700 | 1,498,080 | 2021 | 1,399,969 | 1,532,489 | 2021.7 | 0.3 | No |
| 110 | Carnarvon Highway 24E | CH. 172 (Rollestone) to CH. 111 | Southbound (A) | 75.0 | 2007 | 120.0 | 3.0 | 2022.0 | 1,498,080 | 1,630,700 | 1,498,080 | 2021 | 1,399,969 | 1,532,489 | 2021.7 | 0.3 | No |
| 111 | Leichhardt Highway 26A | CH. 00 Capicorn Highway to Burnett Highway | Southbound (G) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 3,734,373 | 3,995,084 | 3,812,586 | 2027 | 3,734,373 | 3,995,084 | 2027.3 | 0.0 | No |
| 112 | Leichhardt Highway 26A | Burnett Highway to Capicorn Highway | Northbound (A) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 3,734,373 | 3,995,084 | 3,812,586 | 2027 | 3,734,373 | 3,995,084 | 2027.3 | 0.0 | No |
| 113 | Leichhardt Highway 26A | Burnett Highway to CH. 51.1 | Southbound (G) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 2,441,523 | 2,611,975 | 2,492,658 | 2027 | 2,441,523 | 2,611,975 | 2027.3 | 0.0 | No |
| 114 | Leichhardt Highway 26A | CH. 51.1 to Burnett Highway | Northbound (A) | 59.0 | 2007 | 120.0 | 3.0 | 2027.3 | 2,441,523 | 2,611,975 | 2,492,658 | 2027 | 2,441,523 | 2,611,975 | 2027.3 | 0.0 | No |
| 115 | Leichhardt Highway 26A | CH. 51.1 to CH. 62.6 | Southbound (G) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 1,245,001 | 1,379,557 | 1,339,191 | 2019 | 1,245,001 | 1,379,557 | 2019.7 | 0.0 | No |
| 116 | Leichhardt Highway 26A | CH. 62.6 to CH. 51.1 | Northbound (A) | 82.0 | 2007 | 120.0 | 3.0 | 2019.7 | 1,245,001 | 1,379,557 | 1,339,191 | 2019 | 1,245,001 | 1,379,557 | 2019.7 | 0.0 | No |
| 117 | Leichhardt Highway 26A | CH. 62.6 to CH. 86.0 Fairview Road | Southbound (G) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,397,811 | 2,572,153 | 2,450,113 | 2026 | 2,397,811 | 2,572,153 | 2026.3 | 0.0 | No |
| 118 | Leichhardt Highway 26A | CH. 86.0 Fairview Road to CH. 62.6 | Northbound (A) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,397,811 | 2,572,153 | 2,450,113 | 2026 | 2,397,811 | 2,572,153 | 2026.3 | 0.0 | No |
| 119 | Leichhardt Highway 26A | CH. 86.0 Fairview Road to CH. 88.0 | Southbound (G) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,308,340 | 2,476,177 | 2,358,691 | 2026 | 2,308,340 | 2,476,177 | 2026.3 | 0.0 | No |
| 120 | Leichhardt Highway 26A | CH. 88.0 to CH.86.0 | Northbound (A) | 62.0 | 2007 | 120.0 | 3.0 | 2026.3 | 2,308,340 | 2,476,177 | 2,358,691 | 2026 | 2,308,340 | 2,476,177 | 2026.3 | 0.0 | No |
| 121 | Leichhardt Highway 26A | CH. 88.0 to CH. 99.0 (Camp 3) | Southbound (G) | 74.0 | 2007 | 120.0 | 3.0 | 2022.3 | 1,786,112 | 1,944,230 | 1,833,547 | 2022 | 1,789,745 | 1,947,863 | 2022.3 | 0.0 | No |
| 122 | Leichhardt Highway 26A | CH. 99.0 (Camp 3) to CH. 88.0 | Northbound (A) | 74.0 | 2007 | 120.0 | 3.0 | 2022.3 | 1,786,112 | 1,944,230 | 1,833,547 | 2022 | 1,789,235 | 1,947,353 | 2022.3 | 0.0 | No |
| 123 | Leichhardt Highway 26A | CH. 99.0 to Banana CH. 105.2 | Southbound (G) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 1,045,811 | 1,194,793 | 1,045,811 | 2015 | 907,774 | 1,052,417 | 2016.0 | 0.0 | No |
| 124 | Leichhardt Highway 26A | Banana CH. 105.2 to CH. 99.0 | Northbound (A) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 1,045,811 | 1,194,793 | 1,045,811 | 2015 | 907,264 | 1,051,907 | 2016.0 | 0.0 | No |
| 125 | Leichhardt Highway 26A | Banana CH. 105.2 to CH. 117.0 | Southbound (G) | 84.0 | 2007 | 120.0 | 3.0 | 2019.0 | 1,550,672 | 1,718,265 | 1,550,672 | 2018 | 1,390,934 | 1,553,646 | 2019.0 | 0.0 | No |



| CH. 117.0 to Banana CH. 105.2 |
| :---: |
| CH. 117.0 to CH. 124.0 |
| CH. 124.0 to CH. 117.0 |
| Theodore CH. 162.3 to CH. 124.0 |
| CH.124.0 to Theodore CH. 162.4 |
| Theodore CH. 162.3 to CH. 124.0 |
|  |
|  |  |
|  |
| Isla Delusion Road to District Boundary |
| District Boundary to Isla Delusion Road |
| Gladstone-Beraraby Road to Dawson Highway |
| Gladstone-Beraraby Road to Dawson Highway |
| Dawson Highway to Calliope River Road |
| Dawson Highway to Calliope River Road |
| Calliope River Road to Gladstone Mt-Larcom Road |
| Calliope River Road to Gladstone M-L-Larcom Road |
|  |  |
|  |
| Bajool Port Alma Road to Gavial-Gracemere Road |
| Bajool Port Alma Road to Gavial-Gracemere Road |
| Gavial-Gracemere Road to Burnett Highway |
| Gavial-Gracemere Road to Burnett Highway |
| Burnett Highway to Capricorn Highway |
| Burnett Highway to Capricorn Highway |
| Capricorn Highway to Stanley Street |
| Capricorn Highway to Stanley Street |
| Capricorn Highway to Stanley Street |
| Capricorn Highway to Stanley Street |
| CH.0.0 Dawson Highway CH. 0.00 to Sun valley Road CH. 0.645 |
| Sun Valley Road CH. 0.645 to Dawson Highway CH.O.00 |
| CH. 0.645 to Glenlyon Road CH. 2. 159 |
| Glenlyon Road CH. 2.159 to CH. 0.645 |
| Glenlyon Road CH. 2.159 to French Street CH. 3.40 |
| French Street CH. 3.40 to Glenlyon Road CH. 2.159 |
| French Street CH. 3.40 to Glen Eden Drive CH. 5.70 |
| Glen Eden Drive CH. 5.70 to French Street CH. 3.40 |
| Glen Eden Drive CH. 5.70 to South Trees Drive CH. 7.30 |
| South Trees Drive CH. 5.70 to Glen Eden Drive CH. 3.40 |
| South Trees Drive CH. 7.30 to Boyne Island Road CH. 16.039 |
| Boyne Island Drive CH. 16.039 to South Trees Drive CH. 5.70 |
| Boyne Island Road CH. 16.039 to Bruce Highway CH. 19.21 |
| Bruce Highway CH. 19.21 to Boyne Island Road CH. 16.039 |
| CH.0.0 District Boundary to CH.65.0 |
| CH.65.0 to District Boundary CH.0.0 |
| CH.65.0 to Hinton's Lane CH.85.5 |
| Hinton's Lane CH.85.5 to CH.65.0 |
| Hinton's Lane CH.85.5 to Sara Lane CH.92.0 |
| Sara Lane CH.92.0 to Hinton's Lane CH.85.5 |
| Sara Lane CH.92.0 to Dawson Highway CH.93.8 |
| Dawson Highway CH. 93.8 to Sara Lane CH.92.0 |
|  |  |
|  |
| CH.18.5 to Jambin Rail Crossing CH.27.2 |
| Jambin Rail Crossing CH.27.2 to CH.18.5 |
| Goovigen Connection Road CH. 35.5 to Jambin Rail Crossing CH.27.2 |
|  |  |
|  |
| Tohlinn Road (South) CH.38.9 to Goovigen Connection Road CH. 35.5 N |
| Tomlin Road (South) CH. 38.9 to Tomlin Rd (North) CH |
| Tomlin Rd (North) CH.53.4 to Tomlin Road (South) CH. 38.9 |
| Tomlin Rd (North) CH.53.4 to Leichhardt Highway CH.71.8 |
| Leichhardt Highway CH.71.8 to Tohlinn Road (South) CH.38.9 |
| Leichhardt Highway CH.71.8 to School Grounds CH.101.4 |
| School Grounds CH.101.4 to Leichhardt Highway CH.71.8 |
| School Grounds CH. 101.4 to Gordon Street CH.102.8 |
| Gordon Street CH. 102.8 to School Grounds CH.101.4 |
| dary to Fitzroy Development 85A Intersection |


| Northbound (A) | 84.0 | 2007 | 120.0 | 3.0 | 2019.0 | 1,550,672 | 1,718,265 | 1,550,672 | 2018 | 1,390,934 | 1,553,646 | 2019.0 | 0.0 | No |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Southbound (G) | 104.0 | 2007 | 120.0 | 3.0 | 2012.3 | 506,522 | 642,791 | 547,403 | 2012 | 506,522 | 642,791 | 2012.3 | 0.0 | No |
| Northbound (A) | 104.0 | 2007 | 120.0 | 3.0 | 2012.3 | 506,522 | 642,791 | 547,403 | 2012 | 506,522 | 642,791 | 2012.3 | 0.0 | No |
| Westbound (G) | 100.0 | 2007 | 120.0 | 3.0 | 2013.7 | 642,791 | 783,147 | 741,040 | 2013 | 642,791 | 783,147 | 2013.7 | 0.0 | No |
| Eastbound (A) | 100.0 | 2007 | 120.0 | 3.0 | 2013.7 | 642,791 | 783,147 | 741,040 | 2013 | 642,791 | 783,147 | 2013.7 | 0.0 | No |
| Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,386,071 | 2,552,652 | 2,386,071 | 2027 | 2,386,071 | 2,552,652 | 2027.0 | 0.0 | No |
| Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,386,071 | 2,552,652 | 2,386,071 | 2027 | 2,386,071 | 2,552,652 | 2027.0 | 0.0 | No |
| Westbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,205,775 | 2,359,768 | 2,205,775 | 2027 | 2,205,775 | 2,359,768 | 2027.0 | 0.0 | No |
| Eastbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,205,775 | 2,359,768 | 2,205,775 | 2027 | 2,205,775 | 2,359,768 | 2027.0 | 0.0 | No |
| Westbound (G) | 97.0 | 2007 | 110.0 | 3.0 | 2011.3 | 271,444 | 367,408 | 300,233 | 2011 | 271,444 | 367,408 | 2011.3 | 0.0 | No |
| Eastbound (A) | 97.0 | 2007 | 110.0 | 3.0 | 2011.3 | 271,444 | 367,408 | 300,233 | 2011 | 271,444 | 367,408 | 2011.3 | 0.0 | No |
| Westbound (G) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 7,945,298 | 8,648,666 | 7,945,298 | 2021 | 7,318,626 | 8,001,774 | 2021.9 | 0.1 | No |
| Eastbound (A) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 8,633,571 | 9,397,870 | 8,633,571 | 2021 | 7,897,207 | 8,639,271 | 2022.0 | 0.0 | No |
| Westbound (G) | 72.0 | 2006 | 110.0 | 3.0 | 2018.7 | 4,924,137 | 5,501,396 | 5,328,218 | 2018 | 4,949,528 | 5,532,373 | 2018.6 | 0.1 | No |
| Eastbound (A) | 72.0 | 2006 | 110.0 | 3.0 | 2018.7 | 5,164,876 | 5,770,357 | 5,588,713 | 2018 | 5,169,513 | 5,775,558 | 2018.7 | 0.0 | No |
| Westbound (G) | 70.0 | 2006 | 110.0 | 3.0 | 2019.3 | 5,501,396 | 6,095,972 | 5,679,769 | 2019 | 5,503,703 | 6,098,280 | 2019.3 | 0.0 | No |
| Eastbound (A) | 70.0 | 2006 | 110.0 | 3.0 | 2019.3 | 5,770,357 | 6,394,002 | 5,957,451 | 2019 | 5,772,664 | 6,396,310 | 2019.3 | 0.0 | No |
| Westbound (G) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 10,655,093 | 11,598,349 | 10,655,093 | 2021 | 9,739,341 | 10,655,124 | 2022.0 | 0.0 | No |
| Eastbound (A) | 62.0 | 2006 | 110.0 | 3.0 | 2022.0 | 11,496,258 | 12,513,980 | 11,496,258 | 2021 | 10,508,482 | 11,496,562 | 2022.0 | 0.0 | No |
| Westbound (G) | 66.0 | 2006 | 110.0 | 3.0 | 2020.7 | 9,857,580 | 10,847,893 | 10,550,799 | 2020 | 9,857,580 | 10,847,893 | 2020.7 | 0.0 | No |
| Eastbound (A) | 66.0 | 2006 | 120.0 | 3.0 | 2024.0 | 14,030,481 | 15,147,460 | 14,030,481 | 2024 | 14,030,481 | 15,147,460 | 2024.0 | 0.0 | No |
| Westbound (G) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,749,612 | 17,003,453 | 16,627,301 | 2024 | 15,749,612 | 17,003,453 | 2024.7 | 0.0 | No |
| Eastbound (A) | 64.0 | 2006 | 120.0 | 3.0 | 2024.7 | 15,802,450 | 17,060,497 | 16,683,083 | 2024 | 15,802,450 | 17,060,497 | 2024.7 | 0.0 | No |
| Westbound (G) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 13,798,572 | 15,020,109 | 14,165,033 | 2022 | 13,798,572 | 15,020,109 | 2022.3 | 0.0 | No |
| Eastbound (A) | 71.0 | 2006 | 120.0 | 3.0 | 2022.3 | 14,188,561 | 15,444,623 | 14,565,380 | 2022 | 14,188,561 | 15,444,623 | 2022.3 | 0.0 | No |
| Westbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 15,476,127 | 17,148,747 | 16,646,961 | 2019 | 15,476,127 | 17,148,747 | 2019.7 | 0.0 | No |
| Eastbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 15,005,991 | 16,627,800 | 16,141,257 | 2019 | 15,005,991 | 16,627,800 | 2019.7 | 0.0 | No |
| Westbound (G) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 9,981,730 | 11,060,530 | 10,736,890 | 2019 | 9,981,730 | 11,060,530 | 2019.7 | 0.0 | No |
| Eastbound (A) | 79.0 | 2006 | 120.0 | 3.0 | 2019.7 | 9,703,320 | 10,752,030 | 10,437,417 | 2019 | 9,703,320 | 10,752,030 | 2019.7 | 0.0 | No |
| Southbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 10,400,066 | 11,189,978 | 10,400,066 | 2025 | 10,400,066 | 11,189,978 | 2025.0 | 0.0 | No |
| Northbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 9,167,211 | 9,863,484 | 9,167,211 | 2025 | 9,167,211 | 9,863,484 | 2025.0 | 0.0 | No |
| Southbound (G) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 7,353,935 | 7,912,485 | 7,353,935 | 2025 | 7,353,935 | 7,912,485 | 2025.0 | 0.0 | No |
| Northbound (A) | 66.0 | 2007 | 120.0 | 3.0 | 2025.0 | 7,595,669 | 8,172,579 | 7,595,669 | 2025 | 7,595,669 | 8,172,579 | 2025.0 | 0.0 | No |
| Southbound (G) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 3,391,457 | 3,874,591 | 3,391,457 | 2016 | 3,391,457 | 3,874,591 | 2016.0 | 0.0 | No |
| Northbound (A) | 93.0 | 2007 | 120.0 | 3.0 | 2016.0 | 3,776,138 | 4,314,073 | 3,776,138 | 2016 | 3,776,138 | 4,344,073 | 2016.0 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 7,687,652 | 8,299,673 | 7,871,258 | 2024 | 7,687,652 | 8,299,673 | 2024.3 | 0.0 | No |
| Northbound (A) | 68.0 | 2007 | 120.0 | 3.0 | 2024.3 | 8,559,637 | 9,241,077 | 8,764,069 | 2024 | 8,559,637 | 9,241,077 | 2024.3 | 0.0 | No |
| Southbound (G) | 70.0 | 2007 | 120.0 | 3.0 | 2023.7 | 5,665,091 | 6,139,636 | 5,997,273 | 2023 | 5,665,091 | 6,139,636 | 2023.7 | 0.0 | No |
| Northbound (A) | 70.0 | 2007 | 120.0 | 3.0 | 2023.7 | 5,659,018 | 6,133,055 | 5,990,844 | 2023 | 5,659,018 | 6,133,055 | 2023.7 | 0.0 | No |
| Southbound (G) | 73.0 | 2007 | 120.0 | 3.0 | 2022.7 | 1,250,699 | 1,361,419 | 1,328,203 | 2022 | 1,250,699 | 1,361,419 | 2022.7 | 0.0 | No |
| Northbound (A) | 73.0 | 2007 | 120.0 | 3.0 | 2022.7 | 1,250,699 | 1,361,419 | 1,328,203 | 2022 | 1,250,699 | 1,361,419 | 2022.7 | 0.0 | No |
| Southbound (G) | 102.0 | 2007 | 120.0 | 3.0 | 2013.0 | 388,623 | 473,480 | 388,623 | 2013 | 388,623 | 473,480 | 2013.0 | 0.0 | No |
| Northbound (A) | 102.0 | 2007 | 120.0 | 3.0 | 2013.0 | 388,623 | 473,480 | 388,623 | 2013 | 388,623 | 473,480 | 2013.0 | 0.0 | No |
| Southbound (G) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 2,421,729 | 2,614,525 | 2,556,687 | 2024 | 2,421,729 | 2,614,525 | 2024.7 | 0.0 | No |
| Northbound (A) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 2,421,729 | 2,614,525 | 2,556,687 | 2024 | 2,421,729 | 2,614,525 | 2024.7 | 0.0 | No |
| Southbound (G) | 142.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Northbound (A) | 142.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Southbound (G) | 97.0 | 2007 | 120.0 | 3.0 | 2014.7 | 651,003 | 771,177 | 735,125 | 2014 | 660,838 | 781,011 | 2014.6 | 0.1 | No |
| Northbound (A) | 97.0 | 2007 | 120.0 | 3.0 | 2014.7 | 651,003 | 771,177 | 735,125 | 2014 | 651,003 | 771,177 | 2014.7 | 0.0 | No |
| Southbound (G) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,527,849 | 2,704,328 | 2,527,849 | 2027 | 2,527,849 | 2,704,328 | 2027.0 | 0.0 | No |
| Northbound (A) | 60.0 | 2007 | 120.0 | 3.0 | 2027.0 | 2,527,849 | 2,704,328 | 2,527,849 | 2027 | 2,527,849 | 2,704,328 | 2027.0 | 0.0 | No |
| 5 Southbound (G) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 1,428,335 | 1,571,829 | 1,471,383 | 2020 | 1,428,335 | 1,571,829 | 2020.3 | 0.0 | No |
| 2 Northbound (A) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 1,428,335 | 1,571,829 | 1,471,383 | 2020 | 1,428,335 | 1,571,829 | 2020.3 | 0.0 | No |
| 9 Southbound (G) | 106.0 | 2007 | 120.0 | 3.0 | 2011.7 | 270,069 | 365,546 | 336,903 | 2011 | 270,069 | 365,546 | 2011.7 | 0.0 | No |
| 5 Northbound (A) | 106.0 | 2007 | 120.0 | 3.0 | 2011.7 | 270,069 | 365,546 | 336,903 | 2011 | 270,069 | 365,546 | 2011.7 | 0.0 | No |
| Southbound (G) | 57.0 | 2007 | 120.0 | 3.0 | 2028.0 | 2,347,810 | 2,505,620 | 2,347,810 | 2028 | 2,347,810 | 2,505,620 | 2028.0 | 0.0 | No |
| Northbound (A) | 57.0 | 2007 | 120.0 | 3.0 | 2028.0 | 2,347,810 | 2,505,620 | 2,347,810 | 2028 | 2,347,810 | 2,505,620 | 2028.0 | 0.0 | No |
| Westbound (G) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 887,656 | 1,001,661 | 887,656 | 2017 | 887,656 | 1,001,661 | 2017.0 | 0.0 | No |
| Eastbound (A) | 90.0 | 2007 | 120.0 | 3.0 | 2017.0 | 887,656 | 1,001,661 | 887,656 | 2017 | 887,656 | 1,001,661 | 2017.0 | 0.0 | No |
| Westbound (G) | 103.0 | 2007 | 120.0 | 3.0 | 2012.7 | 189,823 | 240,890 | 225,570 | 2012 | 189,823 | 240,890 | 2012.7 | 0.0 | No |
| Eastbound (A) | 103.0 | 2007 | 120.0 | 3.0 | 2012.7 | 189,823 | 240,890 | 225,570 | 2012 | 189,823 | 240,890 | 2012.7 | 0.0 | No |
| Westbound (G) | 116.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Eastbound (A) | 116.0 | 2007 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| Westbound (G) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 879,236 | 949,233 | 928,234 | 2024 | 921,613 | 991,610 | 2024.1 | 0.6 | No |
| Eastbound (A) | 67.0 | 2007 | 120.0 | 3.0 | 2024.7 | 879,236 | 949,233 | 928,234 | 2024 | 895,989 | 965,986 | 2024.5 | 0.2 | No |


| 195 | Dawson Highway 46C | Fitzroy Dev. 85A Intersection to Duaringa/Woorabinda Intersection | Westbound (G) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 280,575 | 310,899 | 289,672 | 2017 | 262,523 | 291,106 | 2017.9 | 1.4 | Yes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 196 | Dawson Highway 46C | DuaringaW Woorabinda Intersection to Fitzroy Dev. 85 A Intersection | Eastbound (A) | 83.0 | 2007 | 120.0 | 3.0 | 2019.3 | 280,575 | 310,899 | 289,672 | 2018 | 267,011 | 296,452 | 2018.8 | 0.5 | No |
| 197 | Dawson Highway 46C | Duaringa/Woorabinda Intersection to Woorabinda/Duaringa Intersectio | Westbound (G) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 687,157 | 751,770 | 732,386 | 2021 | 727,128 | 791,741 | 2021.1 | 0.6 | No |
| 198 | Dawson Highway 46C | Woorabinda/Duaringa to Duaringa/Woorabinda Intersection Intersectio | Eastbound (A) | 76.0 | 2007 | 120.0 | 3.0 | 2021.7 | 687,157 | 751,770 | 732,386 | 2021 | 703,033 | 767,646 | 2021.5 | 0.2 | No |
| 199 | Dawson Highway 46C | Woorabinda/Duaringa to 46C/858 Intersection | Westbound (G) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 624,426 | 687,157 | 643,245 | 2019 | 595,316 | 656,220 | 2019.8 | 0.5 | No |
| 200 | Dawson Highway 46C | 46C/85B Intersection to Woorabinda/Duaringa | Eastbound (A) | 80.0 | 2007 | 120.0 | 3.0 | 2020.3 | 624,426 | 687,157 | 643,245 | 2020 | 631,224 | 693,955 | 2020.2 | 0.1 | No |
| 201 | Dawson Highway 46C | $46 \mathrm{C} / 85 \mathrm{~B}$ Intersection to Prospect Creek Culvert | Westbound (G) | 64.0 | 2007 | 120.0 | 3.0 | 2025.7 | 831,696 | 894,865 | 875,914 | 2025 | 854,557 | 917,726 | 2025.3 | 0.4 | No |
| 202 | Dawson Highway 46C | Prospect Creek Culvert to 46C/85B Intersection | Eastbound (A) | 64.0 | 2007 | 120.0 | 3.0 | 2025.7 | 831,696 | 894,865 | 875,914 | 2025 | 838,494 | 901,664 | 2025.6 | 0.1 | No |
| 203 | Dawson Highway 46C | Prospect Creek Culvert to Duaringa/Bauhinia Intersection | Westbound (G) | 54.3 | 2007 | 120.0 | 3.0 | 2028.9 | 1,026,946 | 1,095,973 | 1,089,070 | 2028 | 1,049,807 | 1,118,834 | 2028.6 | 0.3 | No |
| 204 | Dawson Highway 46C | Duaringa/Bauhinia Intersection to Prospect Creek Culvert | Eastbound (A) | 54.3 | 2007 | 120.0 | 3.0 | 2028.9 | 1,026,946 | 1,095,973 | 1,089,070 | 2028 | 1,033,744 | 1,102,771 | 2028.8 | 0.1 | No |
| 205 | Dawson Highway 46C | Duaringa/Bauhinia Intersection to KM 137.5 | Westbound (G) | 79.4 | 2007 | 120.0 | 3.0 | 2020.5 | 542,398 | 596,889 | 569,644 | 2020 | 565,260 | 619,750 | 2020.1 | 0.4 | No |
| 206 | Dawson Highway 46C | KM 137.5 to Duaringa/Bauhinia Intersection | Eastbound (A) | 79.4 | 2007 | 120.0 | 3.0 | 2020.5 | 542,398 | 596,889 | 569,644 | 2020 | 549,197 | 603,687 | 2020.4 | 0.1 | No |
| 207 | Dawson Highway 46C | KM 137.5 to Rolleston | Westbound (G) | 93.1 | 2007 | 120.0 | 3.0 | 2016.0 | 339,852 | 388,266 | 339,852 | 2015 | 293,880 | 340,884 | 2016.0 | 0.0 | No |
| 208 | Dawson Highway 46C | Rollston to KM 137.5 | Eastbound (A) | 93.1 | 2007 | 120.0 | 3.0 | 2016.0 | 339,852 | 388,266 | 339,852 | 2015 | 293,880 | 340,884 | 2016.0 | 0.0 | No |
| 209 | Leichhardt Highway 26A | District Boundary to 26A/85A intersection | Westbound (G) | 70.0 | 2008 | 120.0 | 3.0 | 2024.7 | 1,944,901 | 2,099,736 | 2,053,286 | 2024 | 1,944,901 | 2,099,736 | 2024.7 | 0.0 | No |
| 210 | Leichhardt Highway 26A | 26A/84A intersection to District Boundary | Eastbound (A) | 70.0 | 2008 | 120.0 | 3.0 | 2024.7 | 1,944,901 | 2,099,736 | 2,053,286 | 2024 | 1,944,901 | 2,099,736 | 2024.7 | 0.0 | No |
| 211 | Leichhardt Highway 26A | 26A/85A intersection to Taroom | Westbound (G) | 68.0 | 2008 | 120.0 | 3.0 | 2025.3 | 2,418,339 | 2,602,018 | 2,473,442 | 2025 | 2,418,339 | 2,602,018 | 2025.3 | 0.0 | No |
| 212 | Leichhardt Highway 26A | Taroom to 26A84A intersection | Eastbound (A) | 68.0 | 2008 | 120.0 | 3.0 | 2025.3 | 2,418,339 | 2,602,018 | 2,473,442 | 2025 | 2,418,339 | 2,602,018 | 2025.3 | 0.0 | No |
| 213 | Leichhardt Highway 26B | Taroom to KM35.00 | Westbound (G) | 104.0 | 2008 | 120.0 | 3.0 | 2013.3 | 603,392 | 735,145 | 642,918 | 2013 | 603,392 | 735,145 | 2013.3 | 0.0 | No |
| 214 | Leichhardt Highway 26B | KM35.00 to Taroom | Eastbound (A) | 104.0 | 2008 | 120.0 | 3.0 | 2013.3 | 603,392 | 735,145 | 642,918 | 2013 | 603,392 | 735,145 | 2013.3 | 0.0 | No |
| 215 | Leichhardt Highway 26B | KM35.00 to Jackson-Wandoan Road | Westbound (G) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,774,986 | 1,941,887 | 1,774,986 | 2021 | 1,774,986 | 1,941,887 | 2021.0 | 0.0 | No |
| 216 | Leichhardt Highway 26B | Jackson-Wandoan Road to KM35.00 | Eastbound (A) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,774,986 | 1,941,887 | 1,774,986 | 2021 | 1,774,986 | 1,941,887 | 2021.0 | 0.0 | No |
| 217 | Leichhardt Highway 26B | Jackson-Wandoan Road to Miles | Westbound (G) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,909,572 | 2,089,129 | 1,909,572 | 2021 | 1,909,572 | 2,089,129 | 2021.0 | 0.0 | No |
| 218 | Leichhardt Highway 26B | Miles to Jackson-Wandoan Road | Eastbound (A) | 81.0 | 2008 | 120.0 | 3.0 | 2021.0 | 1,909,572 | 2,089,129 | 1,909,572 | 2021 | 1,909,572 | 2,089,129 | 2021.0 | 0.0 | No |
| 219 | Warrego Highway | Miles to 18D/Dulacca North Intersetcion | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,660,381 | 2,972,258 | 2,753,944 | 2017 | 2,514,083 | 2,831,605 | 2017.8 | 0.5 | No |
| 220 | Warrego Highway | 18D/Dulacca North Intersection to Miles | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,660,381 | 2,972,258 | 2,753,944 | 2018 | 2,697,002 | 3,011,469 | 2018.2 | 0.1 | No |
| 221 | Warrego Highway | 18D/Dulacca North Intersection to 18D/3441 Intersection) | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,376,828 | 2,655,465 | 2,460,419 | 2017 | 2,262,803 | 2,548,052 | 2017.7 | 0.6 | No |
| 222 | Warrego Highway | 18D/3441 Intersection to 18D/Dulacca North Intersection | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,376,828 | 2,655,465 | 2,460,419 | 2018 | 2,413,450 | 2,694,675 | 2018.2 | 0.1 | No |
| 223 | Warrego Highway | $18 \mathrm{D} / 3441$ Intersection to KM135.5 | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,758,496 | 3,081,875 | 2,855,509 | 2017 | 2,601,031 | 2,929,719 | 2017.8 | 0.5 | No |
| 224 | Warrego Highway | KM135.5 to 18D/3441 Intersection | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,758,496 | 3,081,875 | 2,855,509 | 2018 | 2,795,117 | 3,121,086 | 2018.2 | 0.1 | No |
| 225 | Warrego Highway | KM135.5 to Roma | Westbound (G) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,043,290 | 2,282,826 | 2,115,151 | 2017 | 2,096,286 | 2,363,321 | 2017.1 | 1.2 | Yes |
| 226 | Warrego Highway | Roma to KM135.5 | Eastbound (A) | 89.0 | 2008 | 120.0 | 3.0 | 2018.3 | 2,043,290 | 2,282,826 | 2,115,151 | 2017 | 1,972,835 | 2,228,719 | 2017.6 | 0.7 | No |
| 227 | Jackson-Wandoan Road | Warrego Highway Intersection to Grid | Northbound (A) | 87.3 | 2008 | 120.0 | 3.0 | 2018.9 | 97,623 | 109,068 | 107,923 | 2018 | 97,623 | 109,068 | 2018.9 | 0.0 | No |
| 228 | Jackson-Wandoan Road | Grid to18D/Dulacca North Intersection | Southbound (G) | 87.3 | 2008 | 120.0 | 3.0 | 2018.9 | 97,623 | 109,068 | 107,923 | 2018 | 97,623 | 109,068 | 2018.9 | 0.0 | No |
| 229 | Jackson-Wandoan Road | Grid to Leichardt Highway | Eastbound (A) | 128.3 | 2008 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 230 | Jackson-Wandoan Road | Leichardt Highway to Grid | Westbound (G) | 128.3 | 2008 | 120.0 | 3.0 | O/R by 09 | \#N/A | \#VALUE! | \#N/A | \#N/A | \#N/A | \#N/A | \#N/A | \#VALUE! | \#VALUE! |
| 231 | Bruce Highway (10D) | Miriam Vale CH. 98.8 to CH. 112 | Northbound (A) | 70.0 | 2007 | 110.0 | 3.0 | 2020.3 | 9,216,041 | 10,141,903 | 9,493,800 | 2020 | 9,268,394 | 10,196,017 | 2020.2 | 0.1 | No |
| 232 | Bruce Highway (10D) | CH. 112 to Miriam Vale CH. 98.8 | Southbound (G) | 70.0 | 2007 | 110.0 | 3.0 | 2020.3 | 9,216,041 | 10,141,903 | 9,493,800 | 2020 | 9,221,625 | 10,147,665 | 2020.3 | 0.0 | No |
| 233 | Bruce Highway (10D) | CH. 112 to Benaraby CH. 147.1 | Northbound (A) | 64.0 | 2007 | 110.0 | 3.0 | 2022.3 | 11,095,542 | 12,077,790 | 11,390,216 | 2022 | 11,149,655 | 12,131,903 | 2022.2 | 0.1 | No |
| 234 | Bruce Highway (10D) | Benaraby CH. 147.1 o CH. 112 | Southbound (G) | 64.0 | 2007 | 110.0 | 3.0 | 2022.3 | 11,095,542 | 12,077,790 | 11,390,216 | 2022 | 11,101,304 | 12,083,552 | 2022.3 | 0.0 | No |





| （1880 |  | Stis |  |  | S0 |  | so | ${ }_{\substack{\text { so } \\ \text { so }}}$ |  | ${ }_{\text {s0 }}$ |  |  | 800 |  | ${ }_{50}^{50}$ |  |  | 50 | ${ }_{\text {so }}^{50}$ |  |  | ${ }_{\text {so }}^{\text {so }}$ |  |  |  |  | ${ }_{\text {so }}^{\text {so }}$ |  |  |  |  |  |  |  |  |  |  |
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| ¢ | ¢ | so |  |  |  |  | （is | ¢0 |  | ¢ | ¢0 |  | so |  | ¢ | sols |  | so |  |  |  | ¢ |  |  | ${ }_{\substack{\text { so } \\ 80}}$ |  | so |  |  |  |  | （io |  |  |  |  |  |
| ¢ | 50 <br> 50 <br> so | so |  |  |  |  | ¢00 | ¢ |  |  |  |  |  |  | cois |  |  | cos | ¢ |  |  | ¢0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | ¢ ${ }_{\text {so }}^{\text {so }}$ |  |  |  |  |  | cos | ¢080 |  | \％ |  |  |  |  | ¢00 |  |  | ${ }_{\substack{50 \\ 80}}$ | ¢0 |  |  | so |  |  |  |  |  |  |  |  |  |  |  |  |  |  | so |
| Silis8 |  | $\underbrace{\substack{\text { sico }}}_{\substack{\text { sio }}}$ |  |  | ¢0 |  | ¢00 | ¢080 |  | so |  |  |  |  | ¢00 |  |  | ${ }_{50}^{50}$ | ${ }_{\text {so }}^{\text {so }}$ |  |  | so |  |  |  |  | 80 |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {cose }}^{\text {s，}}$ | ${ }_{\text {Slin }}^{\text {Stis7 }}$ | － |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{2008}$ | ${ }^{52739}$ | \％ |  |  |  |  |  |  |  |  |  |  |  |  | ${ }^{\text {so }}$ |  |  | ${ }^{\text {so }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Ss6 | （ex |  |  |  | （ion |  | ${ }_{80}$ | ¢0 |  | ${ }_{\text {so }}$ |  |  |  |  | （is |  |  | ${ }_{\text {so }}$ | ${ }_{\text {sion }}$ |  |  | ${ }_{\text {so }}$ |  |  |  |  | ${ }_{80}$ |  |  |  |  |  |  |  |  |  |  |
| Some |  |  |  |  | （ ${ }_{\substack{\text { so } \\ \text { so }}}^{\text {cos }}$ |  | cos | so |  | ${ }_{80}$ |  |  |  |  | ${ }_{\substack{\text { s0 } \\ 80}}$ |  |  | ¢0 | so |  |  | so |  |  |  |  | s0 |  |  |  |  |  |  |  |  |  |  |
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| S． | （88，87 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | （in |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | so |
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| sion |  | ¢0， |  |  | ¢ |  | ¢00 | ¢0 |  | ¢ | ¢00 |  |  |  | ¢0 |  |  | ¢00 | ¢ |  |  | so |  |  |  |  | ¢0 |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{s}_{\text {s．} 412}^{\text {sid }}$ |  | － |  |  | ¢00 |  | ¢00 | ¢0 |  | ${ }_{\text {so }}$ | ${ }^{50}$ |  |  |  | ¢0 |  |  | （ion |  |  |  | so so so |  |  |  |  | 边 |  |  |  |  |  |  |  |  |  |  |
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| so | so | so |  | so |  |  | cois | so <br> so <br> so |  |  | ${ }_{\substack{\text { so } \\ 80}}$ |  | ¢ |  | so | so |  | ¢00 | so | （ |  | ¢00 |  |  | ¢0 |  | ¢00 |  |  | s0 <br> 50 |  |  |  |  |  | 50 | ¢ |
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| ¢ |  | S． |  | 507 | Sis |  | Siso | Sticie |  | ${ }_{\text {sios }}^{\text {silas }}$ |  |  | ${ }_{\text {Sti }}^{515}$ |  | s． | Stice |  | Sion | Soit | Stis |  | Sos |  |  | Soi |  | S． |  |  | Sis |  | ${ }_{\text {S20，6 }}$ |  | ${ }^{255,59}$ |  | S064． | Stion |
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| coiso | ${ }_{\text {so }}$ | （is |  | ${ }^{50}$ |  |  | 边 |  |  | ${ }_{\text {so }}^{50}$ | \％ |  | \％ |  |  |  |  | （en |  | \％ |  | ${ }_{\text {cos }}^{\substack{\text { so } \\ 50}}$ |  |  | \％ |  | ${ }_{\text {cose }}^{\text {so }}$ |  |  |  |  |  |  |  |  |  |  |
| so | ${ }_{80}$ | ¢00 |  |  |  |  | 50 |  |  | － | so |  | sim |  |  |  |  | 边 |  | so |  | cos |  |  | s |  | cos |  |  |  |  |  |  | so |  |  | ${ }_{30}$ |
| so | s0 | S00 |  |  |  |  | － 0 |  |  | ${ }_{\text {so }}$ | ${ }_{\substack{\text { so } \\ \text { so }}}$ |  | sim |  | so |  |  | 寺 | como | si |  | ¢00 |  |  | somo |  | （iso |  |  | so |  | 边 |  |  |  | ${ }_{50}^{50}$ |  |
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|  | Bunceltamar |  | Sond $(A)$ |  | so |  |  | so |  |  | ${ }_{\text {so }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  | nochtomar |  | Esastomod（A） |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  | Ument haw 41E |  | Nombe |  | so |  | ¢0 | so | ${ }_{50}$ | ¢00 | so <br> 50 <br> 80 | so | 80 | s0 | so |  | so | 80 | ${ }_{50}$ | so | ${ }^{50}$ | ${ }_{50}$ | ${ }^{50}$ | ${ }_{50}$ | ¢0 | \％ |  |  |  |
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|  | 既 |  | asimem |  | ${ }_{\text {so }}^{\text {so }}$ | S0 |  | ¢0 | 边 | S00 | 术 | coss | cois | ¢0 |  | ${ }_{\text {co }}^{\text {so }}$ | coss | cos | coss | so | so | ${ }_{\text {so }}^{\substack{\text { so }}}$ | so | ¢0 | ¢0 |  |  | s0 |  |
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|  | Soshtomex 460 | 隹 | Nosbumm |  | ${ }_{5}^{5} 5$ | ${ }_{\text {cosen }}$ | ${ }_{\text {sebebe }}$ |  | \％ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 为 |  | Sbinum $(4)$ |  | ${ }_{\text {coid }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  |  | dems |  | ${ }_{\text {cosem }}$ | ${ }_{\substack{\text { S9，} \\ \text { sio }}}^{\text {so }}$ | ${ }_{\text {sili，2e }}$ | s0 | － | \％ | 80 | ${ }_{50}$ | － |  | so |  | so |  |  | so |  |  |  |  |  |  |  |  |  |
|  | jomes hawey |  | Westoumd |  | so | so | 50 | \％ | ¢00 | ¢ | 50 <br> 80 <br> 80 | ${ }^{80}$ | ¢ | 5 | ${ }_{\text {so }}$ |  | ${ }_{50}$ |  | ¢ | ¢ |  | ¢ | so | ¢ | ¢ | so | so |  |  |
|  |  |  | Westumand（i） |  | S00 | s0 | so |  |  |  |  |  |  |  |  |  |  | so |  |  |  |  |  | so | so |  | so |  |  |
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|  |  |  | （4） |  |  |  |  | S0 | ¢00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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## Appendix J

## Queensland Transport Approved Heavy Vehicle Routes



[^9]

Refer to Legend for identification of marked routes and shaded areas


Refer to Legend for identification of marked routes and shaded areas

## MULTI-COMBINATION VEHICLES IN QUEENSLAND

## MARKED ROUTES

The following legend indicates which vehicles may/or may not use routes which are marked in the maps.
The vehicle description listed opposite the type of route marking indicates which vehicles are permitted or not permitted on routes depicted in that manner in the maps.

## Legend

23 metre B-doubles only
23 metre \& 25 metre B -doubles only
Type 1 road trains,
23 metre \& 25 metre B-doubles only
Type 1 and Type 2 road trains,
23 metre \& 25 metre B-doubles
No road trains or B-doubles to operate on these roads

## Operations are not permitted on roads where signs prohibit use or as indicated by above legend

## SHADED AREAS

There are two shaded areas indicated on the maps.
These areas indicate that specified types of multi-combination vehicles
can operate on most roads within the specified shaded area as per the legend above and text below.

Light shaded area
All multi-combination vehicles
(excluding Type 2 road trains)
There are some marked routes in the light shaded area that cannot be used by road train or B-double combinations. Refer to the marked routes legend to identify these routes on maps.

## All multi-combination vehicles

Dark shaded area
There are some marked routes in the dark shaded area that cannot be used by road train or B-double combinations. Refer to the marked routes legend to identify these routes on maps.

There are maps provided for some towns within the shaded areas where operation of road train or B-double combinations is limited to the routes specified (see index to locate these maps which are marked with an asterisk).

Operations in other towns is not restricted unless signs prohibit use or the route is marked for no road train or B-double operations in the guideline.

Operations on local authority roads in shaded areas is not restricted unless signs prohibit use or the route is marked for no road train or B-double operations in the guideline.

## UNSHADED AREA

There is also an unshaded (all white) area where multi-combination vehicles can only operate on marked routes as per the legend above.
$\square$ Multi-combination vehicles may operate
All white area only on approved routes shown.


Refer to Legend for identification of marked routes and shaded areas

## GLADSTONE - <br> MT LARCOM



Refer to Legend for identification of marked routes and shaded areas



Refer to Legend for identification of marked routes and shaded areas

Queensland Transport


Refer to Legend for identification of marked routes and shaded areas

Queensland Transport


Refer to Legend for identification of marked routes and shaded areas



Refer to Legend for identification of marked routes and shaded areas


Refer to Legend for identification of marked routes and shaded areas

Queensland Transport


Refer to Legend for identification of marked routes and shaded areas


[^10]

[^11]and costs which you might incur as a result of the data being inaccurate or incomplete in any way and tor any reason.

APPROVED ROUTES FOR HIGHER MASS LIMITS FOR VEHICLES WITH ROAD FRIENDLY SUSPENSIONS


[^12]


Refer to Legend for identification of marked routes and shaded areas

## Appendix K

Priority Intersection Design Standards Concept


Appendix L
Gas Transmission Pipeline Route Maps

## Santos

Report for Gladstone LNG Gas Pipeline Project
Pre-FEED Pipeline Route
Selection
April 2008
20047-P-RP-005

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## 1. Introduction

### 1.1 Project Overview

Santos is undertaking numerous Pre-FEED Studies to determine the viability to construct an LNG plant on Curtis Island, Gladstone, and the associated infrastructure to achieve LNG production, namely a 435 km gas pipeline and coal seam gas field facilities.

For the pipeline component of the project, a pre-feasibility study conducted by GHD in November 2007 identified a number of possible pipeline routes between the Fairview region and Gladstone based on desktop information. Santos reviewed the options by helicopter to ultimately select one pipeline route for further investigation during the Pre-FEED Study.

The pipeline route to be investigated during the Pre-FEED Study would closely follow the Queensland Gas Pipeline (QGP).

### 1.2 Pipeline Route Selection Overview

The Pre-FEED study pipeline route selection objective is to select a pipeline route within a 200 m corridor ( $\pm 100 \mathrm{~m}$ of centreline) that meets environmental, constructability, engineering design and land owner requirements. Currently, the selection process is ongoing, with refinements and new alignments being identified with further investigations.

The route selection process, summarised below, is detailed within this report:
Table 1 Route Selection Summary

| Item |  | Summary |
| :--- | :--- | :--- |
| $\underline{a}$ | Siting Criteria | Basis of route selection from a multidiscipline approach. |
| $\underline{\underline{a}}$ | Desktop Preliminary Workshop | Workshop to select a desktop pipeline route closely following <br> QGP, taking into consideration environmental, construction, <br> and landowner issues. |
| $\underline{\underline{a}}$ | Aerial Investigation | Inspection and refinement, by helicopter, of the preliminary <br> desktop pipeline route and route selection through difficult <br> areas, such as the ranges. |
| $\underline{\underline{a}}$ | Ground Truthing | Ground inspection and refinement of the pipeline route from a <br> construction perspective. |
| $\underline{\underline{a}}$ | Land Owner Consultation | Ongoing. |
| $\underline{a}$ | Environmental | Ongoing. |

### 1.3 Abbreviations

Table 2 Abbreviations and Descriptions

| Abbreviation | Description |
| :---: | :--- |
| CSG | Coal Seam Gas |
| EIS | Environmental Impact Study |
| FEED | Front End Engineering Design |
| GSDA | Gladstone State Development Area |
| HDD | Horizontal Directional Drill |
| LNG | Liquefied Natural Gas |
| MLV | Mainline Valve |
| QGP | Queensland Gas Pipeline - owned and operated by Jemena |
| RE | Regional Ecosystem |
| ROW | Right of Way |

## 2. Siting Criteria

Prior to the route selection process commencing, a list of criteria was developed to form a basis for the initial proposed pipeline route.

### 2.1 Land Owner

a Avoid infrastructure (eg. dams, houses, stock yards);
a Parallel property boundaries adjacent to fence line where possible, rather than dissecting lots;
a Minimise crossing specialist agricultural blocks (eg. laser levelled, flood irrigated areas, contoured land;
a Minimise number of landowners affected (i.e. crossing lots for a short distance - try avoid cutting corners);
a Freehold land is preferable.

### 2.2 Environmental

### 2.2.1 Ecological (Flora and Fauna)

a Minimise impacts on regional ecosystems, by avoiding endangered dominant ecosystems;
a Avoid essential habitats;
a Minimise impacts of vegetation clearing where avoidable.

### 2.2.2 Watercourse and Wetlands

a Cross watercourses at $90^{\circ}$ to flow;
a Avoid crossing watercourses at bends, to prevent erosion of disturbed land;
a Minimise impacts on riparian vegetation, by crossing at disturbed areas;
a Avoid wetlands;
a Minimise impact on wetlands by avoiding watercourses running into catchment.

### 2.3 Design \& Construction

### 2.3.1 Populated Areas / Residences

a Avoid populated areas (residential suburbs $<1$ ha allotments) and areas where people congregate (petrol stations / road houses / schools etc) in 'country' areas by approximately $1-2 \mathrm{~km}$. Design measures can be applied, if the area is unavoidable, with associated cost;
a The Gladstone area is an exception, as it is unavoidable, and design measures will be applied with a cost implication;
a Single houses / homesteads are not necessarily a cause for re-alignment. Minor design techniques can be used to eliminate threats within the immediate area. Will be more of a landowner issue;
a Small properties (1-5 ha) are acceptable. Minimal design changes, predominantly procedural with minor costs associated;
a $\quad$ Land sizes $>16$ ha are ideal.

### 2.3.2 Land Use

a If possible, land use is to be identified. Design techniques can eliminate some threats from land activities; however not all. (eg. avoid explosive manufactures and testing sites, irrigated areas by flooding, waste/disposal land);
a Below ground mining (causing mine subsidence);
a Petroleum Leases (future CSG fields - risk of boring machines);
a Military.

### 2.3.3 Co-Use of Easements

a Road easements can be utilised; however, not all easements will be able to cater for a 35 m ROW/Easement. Generally, road easements contain $3^{\text {rd }}$ party services, which can be a threat to pipeline integrity;
a Power line easements can be used; however, additional design costs apply. Powerlines can straddle significant land features that would significantly increase construction costs for a gas pipeline;
a Railway easements are not ideal, unless significant space available;
a Cross roads, highways, railways and other services at $90^{\circ}$;
a Minimise $3^{\text {rd }}$ party crossings (eg. roads, railway lines, gas pipelines).

### 2.3.4 Construction

a Typical cross country construction $\sim \$ 1.5 \mathrm{M} / \mathrm{km}$;
a Ensure sufficient space for 35 m ROW ;
a Consider access along the ROW for workers / pipe trucks. Cannot drive ROW for access all the time;
a Elevation is not a key driver;
a Terrain and Slope is critical to construction costs. Slope / Terrain may not be entirely evident during this workshop;
a Avoid side slope (i.e. paralleling contours on a hill);
a It is preferential to run with slope (i.e. cross contours at $90^{\circ}$ );
a Short sharp steep sections can be constructed - at cost;
a Avoid escarpments - unless prepared to HDD;
a Minimise HDD's where possible, as they are costly;
a HDD's require access to both ends of the drill and space for pipe string and utilities (water, power, drill storage etc);
a Cross rivers at $90^{\circ}$;
a Avoid flood plains where possible; measures to prevent floatation can be costly;
a Avoid areas of significant erosion; can be rectified, at cost, although high potential for future erosion;
a Ensure access between creeks / rivers for construction equipment;
a Identify seismic activity for design issues;
a Soil types, generally unavoidable due to their extents. Not intended to be critical during this desktop workshop.

### 2.3.5 Pipeline Stations \& Facilities

a Scraper stations \& MLV's require road access for maintenance and emergencies;
a Spacing determined be design modelling;
a Compressor Stations require access for maintenance;
a Adequate separation between noise receiptors;
a Avoid flood plains;
a Local services can be advantageous (power, communications); not necessarily a requirement.

## 3. Preliminary Route Selection Workshop

### 3.1 Overview

The preliminary route selection workshop developed the first pass pipeline alignment which would be studied in more detail during the Pre-FEED study.

The initial area which was studied during the workshop was the existing QGP alignment, as determined by the outcomes of the Feasibility studies previously undertaken.

The workshop process and findings is summarised below.

### 3.2 Workshop Details

The workshop was held in GHD's offices, Level 6145 Eagle Street, on the $16^{\text {th }}$ and $17^{\text {th }}$ of April 2008, and attended by:

Table 3 Preliminary Workshop Attendees

| Name | Role | Date |  |
| :--- | :--- | :---: | :---: |
|  |  | 16/04/08 | 17/04/08 |
| Steve Schoemaker | Santos - Pipeline Project Manager | Part time | Part time |
| David Wood | Santos - Land Agent | a | a |
| Angus McLeod | URS - Ecology | a | a |
| Phillipa Kassianos | URS - Watercourses \& Wetlands | a |  |
| Norm Bain | URS - Terrain Specialist | a | a |
| Peter Barnett | GHD - Design \& Construction | morning |  |
| Tim O'Donnell | GHD - GIS Operator | a | a |
| Matthew Gerber | GHD - GIS Operator |  |  |

### 3.3 Initial Pipeline Alignment

The proposed GLNG pipeline route primarily follows the QGP; therefore, a paralleling alignment 200 m to the south was used as the alignment to investigate during the workshop.

Both the QGP alignment and the proposed 'Alternative' route following the Arcadia Valley were investigated during the workshop.

### 3.4 Resources Utilised

The GIS data used during the workshop is provided in Appendix A. Each layer was viewed, as the team progressed along the pipeline route to determine the most practical route.

Santos provided SPOT 2.5 aerial photography for the pipeline route, which formed the background for the pipeline route selection. It was indicated the photography was produced in 2006.

### 3.5 Workshop Methodology

The siting criteria, as per Section 2, formed the basis for the preliminary route selection and rationale for deviation from the initial area of investigation.

### 3.6 Workshop Findings

A pipeline alignment was generated during the workshop that achieved a compromise between the various siting criteria, with a defined list of locations requiring further investigation. This route is represented in Appendix C, by the yellow dotted line.

Further refinements would be undertaken by helicopter investigations followed by ground truthing. Environmental site investigations were also to be undertaken in the near future, to complete the EIS.

The priority areas for the project and the Pre-FEED study are:
a Between Moura and Gladstone, due to higher density of land owners;
a 'Alternative Route' via the Arcadia Valley in conjunction with the Carnarvon Range crossing;
a Expedition Range;
a Dawson Range;
a Callide Range;
a Calliope Range.

### 3.6.1 General Further Investigations

## Endangered - Dominant RE Separation

During the workshop it was identified that approval would be required to pass within 500 m of an Endangered - Dominant Regional Ecosystem. In many instances the selected route passes within the prescribed separation distance due to the lack of the adjacent RE, and it is believed approval would be granted.

## Watercourse and Wetland Crossings

Some specific watercourse and wetlands crossings were identified as requiring further investigation. It is believed that environmental investigations would be undertaken on majority of all crossings during the EIS, irrespective of the workshop findings.

### 3.6.2 Specific Areas Requiring Further Investigation

The areas identified as requiring further investigation are tabled in Appendix $A$

## 4. Aerial Route Investigation

An aerial inspection of the desktop alignment produced during the preliminary route selection workshop was undertaken to determine its suitability and verify the accuracy of the data used to select the desktop alignment. Details of the investigation are as follows:

### 4.1 Details

The attendees, as per Table 4, undertook the works as per the following schedule:

| $\underline{a}$ | $6^{\text {th }}$ May 2008 | - Flew to Roma; |
| :--- | :--- | :--- |
| $\underline{a}$ | $7^{\text {th }} \& 8^{\text {th }}$ May 2008 | - Aerial inspection by helicopter, commencing at Roma travelling towards |
|  | Gladstone; |  |
| $\underline{a}$ | $9^{\text {th }}$ May 2008 | - Review / debrief workshop to produce pipeline alignment with comments. |

Table 4 Aerial Investigation Attendees

| Name | Role | Aerial <br> Investigation | Workshop |
| :--- | :--- | :---: | :---: |
| Garth Wright | AJ Lucas - Construction | a | a |
| Angus McLeod | URS - Ecology | a | a |
| Mark Metelmann | GHD -Pipeline Engineer / Design | a | a |
| Peter Barnett | GHD - Pipeline Engineer |  | a |
| Matthew Gerber | GHD - GIS Operator | a |  |

### 4.2 Aerial Investigation Pipeline Alignment

The pipeline alignment produced at the desktop route selection workshop was flown for further investigation. This alignment corresponds to the following project documentation:
a 1603-GHD-2-3.3-1001 Revision A - Report (GHD \# 20047-P-RP-001);
a 1603-40-1004 Revision A - Pipeline Route (MapInfo files);
a 1603-40-1005 Revision A - Pipeline Route Comments (MapInfo files);
a 1603-40-1002 Revision A - Route Maps (Sheets 1 to 66).
The aerial investigation:
a included the alignment between PCS and Fairview Lateral;
a included the eastern 'Alternative' through the Arcadia Valley;
a excluded the western QGP alignment, bypassed by the Arcadia Valley alternative.

### 4.3 Resources and Methodology Utilised

The same map data sets and route selection methodologies were utilised from the preliminary desktop workshop, which can be found in Section 2.

### 4.4 Investigation Findings

### 4.4.1 Alignment Alterations

Adjustments to the alignment were recorded by the pilot using the helicopters inbuilt GPS, in the form of individual waypoints and linear tracking. The refined pipeline alignment is presented in Appendix $C$, and represented by the solid yellow line.

### 4.4.2 Notes / Commentary of Pipeline Alignment

A debriefing workshop was held immediately following the investigation, where notes from each discipline were collated and recorded directly into a GIS file with geographic location. The pipeline route was altered to reflect the new alignment from the aerial investigation.

The list of notes/comments, which can be found in Appendix B, has been filtered into construction, 'Con', and environmental 'Eco' disciplines for ease of analysis during future studies.

Maps of the new alignment and comments can be found in Appendix B.
Lot and Plan numbers were included within the comments register provided, such that selected Land Owners can be contacted for points of interest.

### 4.4.3 Pipeline Easement Width

The pipeline easement width, nominally 35 m , was taken into consideration when reviewing and refining the proposed pipeline alignment. In areas of difficult terrain, a solitary route was selected such that an additional easement would not be required at a later stage for the construction of a paralleling pipeline. In some instances, a reduced easement width will be required, such as river crossings and narrow ridgelines.

Forethought will be required during the initial easement clearing to ensure adequate provisions are made for the construction of a second pipeline. Recent projects have experienced clearing issues on their own easement due to insufficient clearing during the construction of the first pipeline; subsequently limiting construction space, increasing construction cost and prolonging construction schedule.

### 4.4.4 Further Investigation Requirements

Ground truthing within the range crossing areas were identified as requiring further investigation to confirm the constructability of the chosen route.

### 4.4.5 Additional Notes

Review of the altered pipeline alignment by other project personnel has highlighted to following comments:

Table 5
Additional Notes from Aerial Inspection

| Figure 5- <br> Sheet \# | Location | Comment | Further Action |
| :---: | :---: | :--- | :---: |
| 7 | WPT\#5 to <br> Con 13 | The new pipeline route parallels <br> the eastern boundary of <br> Expedition National Park within <br> the nominated exclusion zone. <br> The pipeline route was moved to this <br> alignment to follow an existing track, <br> with the intention to minimise <br> vegetation fragmentation and <br> improve access without consideration <br> for the NP. | a new alignment within this <br> area is to be investigated with <br> respect to the allowable <br> separation distance from the <br> National Park. |
| 52 | IP 333 to IP | Alignment between IPs intersects HV <br> power line between poles. | a |

## 5. Ground Truthing Investigation Findings

To be completed.

## 6. Possible Alignment Deviations

A number of deviations to the alignment selected during the aerial investigation have been identified, predominantly due to land owner issues.

### 6.1 Wilson Deviation

This deviation, identified by the project Land Agents, has been initiated due to disapproval from the land owner for the construction of another utility service through their land.

The Wilson property lies immediately to the east of the Calliope Range, straddling the Dawson Highway. The proposed deviation can be found in Appendix E.

A portion of this land is being used for hardwood plantations, typically incurs high compensation due to long term land sterilisation.

### 6.1.1 Details

The original proposed pipeline alignment paralleled the Dawson Highway within land to the south of the road easement. The road easement was not considered as a suitable alignment due to existing infrastructure (highway and QGP) and environmental considerations. The suggested deviation avoids majority of the land owner's property, by passing to the north. A short length inside the owner's western boundary has been used to avoid constructability issues with the foothills of the Calliope Range.

Consequences of deviation:
a Increase in pipeline length of approximately 1.1 km ;
a Crosses Calliope River further upstream, outside of RE (Of Concern - Sub-Dominant), potentially smaller crossing. Requires investigation to eliminate HDD;
a Eliminates crossing the Dawson Hwy at two (2) locations;
a Comparable number of creek crossings;
a Equivalent number of railway crossings;

Table 6 Wilson Deviation

| Alignment | Length |  |
| :--- | :--- | :--- |
| Proposed alignment | 27.6 km |  |
| Wilson Deviation |  | 28.7 km |
|  | TOTAL DEVIATION | $\mathbf{+ 1 . 1 ~ k m}$ |

Further land owner negotiations and ground investigations are required.

### 6.2 Calliope Range Deviation

The Department of Main Roads (DMR) is currently undertaking works to re-align the Dawson Highway over of the Calliope Range, taking on more of a sweeping bend to the north of the existing road.

Preliminary plans show the road will cross the proposed gas pipeline alignment at two (2) distinct locations and come together towards the crest of the range. At this location, there are considerable space restrictions as a result of terrain and existing infrastructure. It should be noted this location is restricted for space without the re-alignment of the highway.

Additional information provided to the Santos land agent, indicates there will be surface drainage channels constructed over the proposed pipeline alignment. The proposed Dawson Highway realignment can be found in Appendix F, in relation to the proposed gas pipeline route.

### 6.2.1 Details

The proposed deviation, avoids the constrained Calliope Range and connects to the Wilson Deviation on the eastern side of the range. The proposed deviation, which was identified by the Santos Lang Agent, crosses the Calliope Range approximately 7 km to the north of the initial desktop alignment, using a valley just north of Mt Redshirt.

Alternative range crossings to the south of the Dawson Highway result in the route passing through land owned by Wilson and number hardwood plantations.

Consequences of deviation:
a Increase in pipeline length of approximately 4.4 km , with the Wilson Deviation;
a Eliminates crossing the Dawson Hwy at two (2) locations;
a Comparable number of creek crossings;
a Equivalent number of railway crossings (in conjunction with the Wilson Deviation);
a Terrain appears to be rolling hills, with the crossing of an additional spur off the range.
Table $7 \quad$ Calliope Range (including Wilson Deviation)

| Alignment | Length |
| :--- | :--- |
| Proposed alignment (start of Calliope Range Deviation to end of <br> Wilson Deviation) | 35.7 km |
| Calliope Range Deviation + Wilson Deviation | 40.1 km |
| TOTAL DEVIATION <br> (Includes Wilson Deviation) | $\mathbf{+ 4 . 4 ~ k m ~}$ |

Further land owner negotiations and ground investigations are required.

### 6.3 Swan Deviation

This deviation, identified by the project Land Agents, has been initiated due to disapproval from the land owner for the construction of a gas pipeline through their property.

The Swan's property lies to the east of the Dawson River (north of Moura). The proposed deviation can be found in.

### 6.3.1 Details

The suggested deviation avoids land owned by the Swan's, by deviating to the south.
Consequences of deviation:
a Increase in pipeline length of approximately 1.5 km ;
a Decreases HDD length at Dawson River;
a Crosses creek (downstream of dam) anticipated to be open cut.
Table 8 Swan Deviation

| Alignment | Length |  |
| :--- | :--- | :--- |
| Proposed alignment | 20.5 km |  |
| Swan Deviation | TOTAL DEVIATION | 22.0 km |
|  | $\mathbf{+ 1 . 5 ~ k m ~}$ |  |

Further land owner negotiations and ground investigations are required.

### 6.4 GSDA Deviation

The proposed pipeline route from the Bruce Highway through to the LNG plant, on Curtis Island, is initially intended to be constructed within the Gladstone State Development Area (GSDA), which is a common infrastructure corridor created by the Queensland Government. It is anticipated the corridor will contain numerous gas / water / slurry pipelines, roads, power and other linear infrastructure.

Due to uncertainties with the proposed corridor, an alternative route/s were contemplated, and presented in Appendix H.

### 6.4.1 Details

The deviation avoids the narrowest / most constrained segment of the GSDA, the Yarwun Neck, and a number of heavy industrial facilities.

The alternative alignment passes through land predominantly used for short term grazing, which is more favourable for construction of a pipeline. In addition, the route travels adjacent to a number of small lots used for cultivation and orchids.

In contrast, the deviated alignment parallels the adjoining boundary of two mineral development leases, with the intention of minimising impact (land sterilisation) to a lease holder. However, the impacts of constructing a pipeline through this region with respect to shale oil yield are not known.

The terrain appears to be generally rolling hills, with a crossing of the Mount Larcom Range through a small valley between two knolls, just to the north of Mount Larcom.

Consequences of deviation:
a Increase in pipeline length of approximately 8.0 km ;
a Increased length adjacent to tidal mangroves

Table 9 Swan Deviation

| Alignment | Length |  |
| :--- | :--- | :--- |
| Proposed alignment (GSDA) | 33.0 km |  |
| Western GSDA Alternative | 40.3 km |  |
| Eastern GSDA Alternative | TOTAL DEVIATION | 41.0 km |
|  | $\mathbf{+ 8 . 0 ~ k m ~}$ |  |

If this alignment is proposed, more detailed investigations are to be performed in the areas of land owner negotiations and ground investigations to confirm the suitability of this desktop level alignment.

## Appendix A

# Preliminary Workshop Route Selection 

GIS Data Register
Workshop Findings

| Custodian | Category | Title | Abstract | Date/Currency | MD_date | Disclaimer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EPA | Environment | Regional Ecosystems (V5), Banana | Vegetation mapping at a map scale of 1:100,000 and 1:50,000 in part, based on surveys of vegetation communities. Regional ecosystem linework reproduced at a scale greater than 1:100,000, except in designated areas, should be used as a guide only. The | 2003mmdd | 200509dd | Map disclaimer: Regional ecosystem mapping, Version 5.0 Date: $13 / 12 / 05$. Regional ecosystem linework reproduced at scale greater than 1:100,000, except in designated areas, should |
| EPA | Environment | Regional Ecosystems (v5), Bauhinia | positional accuracy of RE data mapped at a scale of $1: 100,000$ is 100 metres. The map scale of 1:50,000 applies to part of Southeastern Queensland and map amendments areas. The mapping includes regional ecosystems as described in Sattler |  |  | be used as a guide only. The positional accuracy of RE data mapped at a scale of $1: 100,000$ is 100 metres. Regional ecosystem mapping reproduced with permission of Environmental |
| EPA | Environment | Regional Ecosystems (v5), Bungil | \& Williams (ed.) (1999) and updated in the Regional Ecosystem Description Database, on the EPA website: <br> http://www.epa.qld.gov.au/nature_conservati on/biodiversity/regional_ecosystems/ Related polygon coverages include: pre-clearing |  |  | Protection Agency [2006]. While every care is taken to ensure the accuracy of the Information Product, the Environmental Protection Agency makes no representations or warranties about |
| EPA | Environment | Regional Ecosystems (v5), Calliope | vegetation, 1995, 1997, 1999, 2001 remnant vegetation / regional ecosystem and remnant vegetation cover (RVC) for areas where regional ecosystem coverages have not been completed. Point coverage of survey sites for the region extracted from CORVEG. |  |  | its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, |
| EPA | Environment |  | Complete site data are stored in the Queensland Herbarium CORVEG database |  |  | losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the product being inaccurate or incomplete in any way and for any reason. Data must |
| EPA | Environment | Regional Ecosystems, Certified Amendments | Certified map amendments are updates to the remnant regional ecosystem mapping. Certified map amendments to the latest version of the remnant regional ecosystem mapping are based on satellite imagery, aerial photography, field validation, and information (often supplied by the requesting Vegetation Management Officers, DNRM\&W). Modifications result from requests to assess regional ecosystem mapping on a property by property basis. In these cases, regional ecosystem mapping is frequently assessed at map scale larger than the original map scale of 1:100,000 (or 1:50,000 for parts of Southeast Queensland). Regional ecosystem mapping is produced at a scale of $1: 100,000$ which has a minimum polygon area of 5 hectares or minimum width of 75 metres. The precision of polygon boundaries or positional accuracy of linework is 100 m . Certified map amendments are frequently mapped at a scale of 1:50,000 with a minimum polygon area of 1 hectare. | 2005 | 20071029 | not be used for direct marketing or be used in breach of the privacy laws. |
| Santos | Elevation | 5 m Contours, Curtis |  | 20051219 | 200804dd |  |
| Santos | Elevation | Major Contours Fairview |  | 20051219 | 200804dd |  |
| Santos | Elevation | Minor Contours Fairview |  | 20051219 | 200804dd |  |
| Santos | Elevation | Major Contours Surat |  | 20051219 | 200804dd |  |
| Santos | Elevation | Minor Contours Surat |  | 20051219 | 200804dd |  |


| Custodian | Category | Title | Abstract | Date/Currency | MD_date | Disclaimer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EPA | Environment | Essential Habitats (V2.1) | Vegetation Management Act Essential Habitat is vegetation in which a species has been known to occur that is endangered, vulnerable, or rare. One of the purposes of the Vegetation Management Act 1999 is to regulate vegetation clearing in a way that prevents the loss of biodiversity. To fulfil this obligation, Department of Natural Resources and Water (NRW) uses the essential habitat map as a tool when assessing vegetation clearing applications to assist in determining whether the vegetation is habitat for endangered, vulnerable, or rare species. It is the responsibility of the EPA to provide this information to NRW on hard copy maps and digital layers at current best standards for the State. | 20070416 | 20070416 | While every care is taken to ensure the accuracy of this documentation of the methodology, the Environmental Protection Agency makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which might be incurred as a result of the methodology being inaccurate or incomplete in any way and for any reason. |
| EPA | Environment | Protected Area Estates 2007.4 | While every care is taken to ensure the accuracy of this documentation of the methodology, the Environmental Protection Agency makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which might be incurred as a result of the methodology being inaccurate or incomplete in any way and for any reason. | 20071207 | 20071231 | Based on or contains data provided by the Environmental Protection Agency, Queensland [year] which gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damages or costs (including consequential damage) relating to any use of the data. |
| Santos | Base | Imagery |  | 2006 | 2006 |  |
| GA | Physical | Water Courses | Series 3 contains a medium scale vector representation of the topography of Australia. | 20060509 | 20060509 |  |
| EPA | Environment | Wetlands |  | 2006 | 2006 |  |
| GA | social | Homesteads | Series 3 contains a medium scale vector representation of the topography of Australia. | 20060509 | 20060509 |  |
| GA | Base | Place Names | Series 3 contains a medium scale vector representation of the topography of Australia. | 20060509 | 20060509 |  |
| GA | Base | Populated Places | Series 3 contains a medium scale vector representation of the topography of Australia. | 20060509 | 20060509 |  |
|  | Base | Route Notes | Notes listed during preliminary route assessment workshop from 20080414 to 20080416 | 20080416 |  |  |
| NRW | DCDB | DCDB, Banana | The DCDB is the spatial representation of the property boundaries and the related property descriptions of Queensland. The DCDB provides the map base for systems dealing with land and land related information and provides data in order to generate hard copy | 20071109 | 20071109 | Based on or contains data provided by the State of Queensland (Department of Natural Resources and Water) [2008]. In consideration of the State permitting use of this data you |


| Custodian | Category | Title | Abstract | Date/Currency | MD_date | Disclaimer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NRW | DCDB | DCDB, Bauhinia | map products. The DCDB is a fundamental reference layer for spatial information systems in Queensland. |  |  | acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, |
| NRW | DCDB | DCDB, Bungil |  |  |  | liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws |
| NRW | DCDB | DCDB, Calliope |  |  |  |  |
| NRW | DCDB | DCDB, Duaringa |  |  |  |  |
| NRW | DCDB | DCDB, Taroom |  |  |  |  |
| EPA | Social | Cultural Heritage | Spatial representation of listing boundaries for places entered in the Queensland Heritage Register. Places that are provisionally and permanently entered in the Queensland Heritage Register are protected under the provisions of the Queensland Heritage Act 1992. The Queensland Heritage Council has approved these places. | 20071105 | 20071114 |  |
| Santos | Social | Aboriginal Cultural Heritage |  |  | 200804dd |  |
| GA | Infrastructure | Airports | Series 3 contains a medium scale vector representation of the topography of Australia. | 20060509 | 20060509 |  |
| GA | Infrastructure | Railways | Series 3 contains a medium scale vector representation of the topography of Australia. | 20060509 | 20060509 |  |
| GA | Infrastructure | Roads | Series 3 contains a medium scale vector representation of the topography of Australia. | 20060509 | 20060509 |  |
| URS | Infrastructure | QGP |  |  |  |  |
|  | Infrustructure | Proposed GLNG <br> Alternatives | Possible alternative route sections | 20080416 |  |  |
|  | Infrastructure | Proposed GLNG Alignment | Proposed Alignment for pipe line | 20080416 |  |  |
| Santos | Base | Project Buffer |  |  |  |  |


| Custodian | Category | Title | Abstract | Date/Currency | MD_date | Disclaimer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DME | Mining | Petroleum Lease |  |  | 20071215 |  |
|  | Mining | Mineral Deveolpment Licence |  |  | 20071022 |  |
| DME | Mining | Mining Lease |  |  | 20071215 |  |
| GA | Infrustructure | Powerlines | Series 3 contains a medium scale vector | 20060509 | 20060509 |  |
| GA | Infrustructure | Pipelines | Series 3 contains a medium scale vector representation of the topography of Australia. | 20060509 | 20060509 |  |
| NRW | Base | LGA Boundaries |  | 2008 | 2008 |  |
|  | Base | Mapbook Preliminary Route | Mapbook series created to Preliminary Route. Used in Landowners mapseries | 2008 |  |  |
| Santos | DCDB | DCDB, Easments | Santos DCDB Easments, cliped to area of interest |  | 200804dd |  |
| Santos | DCDB | DCDB, Parcels | Santos DCDB Parcels, cliped to area of interest |  | 200804dd |  |
| Santos | DCDB | DCDB, cmt | Santos DCDB cmt cliped to area of interest |  | 200804dd |  |
| Santos | Infrastructure | Roads | Santos Roads, clipped to Area of Interest |  | 200804dd |  |
| Santos | Infrastructure | QGP | Satos Version of Queensland Gas Pipeline Alignment |  | 200804dd |  |

## APPENDIX A

Table A1 Workshop Further Investigations

| Point/s | Sheet \# | Location / Feature | Comment |
| :---: | :---: | :---: | :---: |
| 335 | \#64 | Larcom Ck | Investigate Of Concern RE. |
| 323 | \#62 | Calliope River | Investigate Of Concern RE / Avoid House |
| 311 | \#59 | Dawson Hwy / Moura Short Railway Line | Investigate 500 m Endangered RE buffer. Alignment within buffer yet cleared surroundings. |
| 295 to 302 | \#57 \& \#58 | Calliope Range | Investigate route paralleling road easement to minimise effects on vegetation (essential habitat); |
| 262 to 290 | \#53 to \#56 | Callide Range | Investigate route paralleling road easement to minimise effects on vegetation (essential habitat); |
| 247 to 249 | \#51 | Callide regional | Investigate value of land use and vegetation through Kroombit Ck. |
| 245 | \#50 | - | Landowner issues? |
| 244 | \#50 | - | Investigate crossing between watercourse / wetland. |
| 224 to 226 | \#45 | Banana Ck \& Moura Mine Lease | Investigate Banana Ck crossing for proximity to QGP and RE. It is preferential to parallel the QGP through the Mining Lease. |
| 221 to 223 | \#44 | - | Investigate 500 m Endangered RE buffer. Alignment within buffer yet cleared surroundings. |
| 215 to 217 | \#43 | - | Investigate 500 m Endangered RE buffer. Alignment within buffer yet cleared surroundings. <br> Investigate QGP alignment, not identifiable on available maps. Particularly around Pt215. |
| 213 | \#43 | Kianga Ck | Investigate RE at Kianga Ck crossing. |
| 208 to 209 | \#42 | Dawson River / Black Ck | Investigate RE at watercourse crossings. |
| 200 to 205 | \#40 | Dawson Range | Investigate 500 m RE buffer. <br> Investigate using existing road (driveway?), and alternate clearing to north (max 500 m ). |
| 197 to 198 | \#40 | Mimosa Ck | Investigate Mimosa Ck crossing to avoid RE near 196. |
| 191 to 192 | \#39 | - | Investigate wetlands crossing. |


| Point/s | Sheet \# | Location / Feature | Comment |
| :---: | :---: | :---: | :---: |
| 185 to 186 | \#38 | - | Investigate wetlands crossing. |
| 178 | \#37 | - | Investigate RE crossing, consider crossing at track to minimise impact on RE. |
| 173 | \#35 | Zamia Ck | Investigate closeness to Zamia Ck vegetation. |
| 172 to 173 | \#35 | Zamia Ck | Investigate closeness to Zamia Ck vegetation. |
| 171 to 172 | \#35 |  | Investigate 500 m Endangered RE buffer. Alignment within buffer yet cleared surroundings. |
| 171 | \#35 |  | Investigate RE. |
| 170 to 171 | \#35 |  | Investigate 500 m Endangered RE buffer. Alignment within buffer yet cleared surroundings. |
| 165 to 167 | \#34 | Prospect Ck | Investigate crossing of Prospect Ck with respect to vegetation and wetlands. |
| 128 to 147 | \#27 to \#29 | Expedition Range | Investigate route across range. |
| 123 to 124 | \#23 | Deep Ck | Investigate wetlands. |
| 119 to 120 | \#22 | Clemantis Ck | Investigate vegetation, crossing at thinnest RE. |
| 115 | \#21 | - | Investigate 500 m Endangered RE buffer. Alignment within buffer yet cleared surroundings. |
| 112 to 113 | \#19 | Membrance Ck | Investigate 500 m Endangered RE buffer. Alignment within buffer yet cleared surroundings. |
| Alternative Route via Arcadia Valley |  |  |  |
| 105 to 106 | \#15 | Arcadia Ck | Investigate 500 m Endangered RE buffer. Alignment within buffer yet cleared surroundings. |
| 98 to 99 | \#13 | Bully Frog Ck | Investigate creek crossing in Of Concern RE. |
| 75 to 96 | \#10 to \#12 | Arcadia Valley | Investigate option to enter valley, avoiding RE and construction issues. |
| QGP Route |  |  |  |
| 61 to 62 | \#7 | Carnarvan Range | Investigate endangered dominant RE. |
| 37 to 43 | \#6 | - | Investigate RE values near essential habitat. |


| Point/s | Sheet \# | Location / Feature | Comment |
| :---: | :---: | :--- | :--- |
| 12 to 15 | \#3 to \#4 | - | Consider alternative route to follow road <br> rather then QGP. |
| 1 to 2 | $\# 1$ | - | Minimise impact on RE. |

## Appendix B

# Aerial Pipeline Route Investigation 

Investigation Findings / Comments

## APPENDIX B

Table B1 Construction Notes

| Point/s | Figure 5 Sheet \# | Location I Feature | Comment | Lot \# | Plan \# |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Con 1 | 1 |  | Due to topography, stay on up hill side (west) of road | 8 | AB200 |
| Con 2 | 1 |  | Can not follow road or existing pipeline around sharp corners (Limitations in pipeline's ability to change directions quickly and sharply) | 20 | WT32 |
| Con 3 | 2 |  | Follow existing pipeline as much as possible | 4 | WT217 |
| Con 4 | 3 |  | Cliff issues | 4 | WT217 |
| Con 5 | 3 |  | Keep to the east side of camp | 4 | WT217 |
| Con 6 | 4 |  | Follow existing pipeline to "Con 7" | 3 | WT216 |
| Con 7 | 4 |  | Follow existing pipeline to "Con 6" | 3 | WT216 |
| Con 8 | 4 |  | Follow beside road |  | Road |
| Con 9 | 5 |  | Rocky area | 3 | WT35 |
| Con 10 | 5 |  | Ground truthing over range | 1 | WT37 |
| Con 11 | 6 |  | Follow escarpment | 1 | WT37 |
| Con 12 | 6 |  | Investigate HDD under creek and up escarpment | 807 | PH1979 |
| Con 13 | 7 |  | Shorter route around small range to the east | 807 | PH1979 |
| Con 14 | 8 |  | Route option to follow road was explored and considered tricky from an ecological view. Route would come also close to houses and dams. | 7 | TR22 |
| Con 15 | 11 |  | Wet area | 5 | TR18 |
| Con 16 | 11 |  | Avoid dam and creek | 8 | TR15 |
| Con 17 | 14 |  | Easy country | 5 | TR10 |
| Con 18 | 15 |  | Align to miss yards | 3 | TR31 |
| Con 19 | 17 |  | Align to miss houses along road | 4 | TR32 |
| Con 20 | 20 |  | Straightened alignment | 2 | CUE92 |
| Con 21 | 23 |  | Aligned to follow fence line | 7 | CUE37 |


| Point/s | Figure 5 <br> Sheet \# | L Feature <br> Con 22 | 23 | Comment | Lot \# |
| :--- | :---: | :--- | :--- | :--- | :--- | Plan \#


| Point/s | Figure 5 <br> Sheet \# <br> I Feature | Comment | Lot \# |
| :--- | :--- | :--- | :--- | Plan \#


| Point/s | Figure 5 <br> Sheet \# | Location <br> I Feature | Comment | Lot \# | Plan \# |
| :--- | :---: | :---: | :--- | :---: | :---: |
| Con 69 | 49 |  | Follow QGP | Dawson Highway |  |
| Con 70 | 50 | HDD for environmental reasons | 174 | CL40177 |  |
| Con 71 | 51 | Fit between QGP and road | 219 | CL40301 |  |
| Con 72 | 51 | Avoid yards | 49 | CTN512 |  |

## APPENDIX B

Table B2 Environmental Notes

| Point | Figure 5 Sheet \# | Location I Feature | Comment | Lot \# | Plan \# |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Eco 0 | 1 |  | Check Vegetation | 20 | WT32 |
| Eco 0 | 1 |  | Select Best Route Across Creek | 20 | WT32 |
| Eco 0 | 1 |  | Veg Clearing Issues | 8 | AB200 |
| Eco 0 | 1 |  | Vegetation Clearing Issues | 8 | AB200 |
| Eco 1 | 4 |  | Investigate best crossing point | 10 | WT189 |
| Eco 2 | 5 |  | Avoid large trees | 3 | WT35 |
| Eco 3 | 5 |  | Investigation route over range Wpt 339 IP 91 | 1 | WT37 |
| Eco 4 | 6 |  | Investigate best crossing point | 807 | PH1979 |
| Eco 5 | 6 |  | Follow seismic line and investigate firebreak potential | 807 | PH1979 |
| Eco 6 | 9 |  | Check new crossing point | 6 | TR20 |
| Eco 7 | 11 |  | Find best route through trees | 8 | TR15 |
| Eco 8 | 12 |  | Avoid large trees | 8 | TR15 |
| Eco 9 | 13 |  | Pick best path through non-rem brigalow | 7 | TR39 |
| Eco 10 | 19 |  | 500m buffer query | 13 | CUE94 |
| Eco 11 | 20 |  | Investigate best crossing point | 2 | CUE92 |
| Eco 12 | 20 |  | Investigate best crossing point | 1 | CUE95 |
| Eco 13 | 23 |  | Avoid large trees | 7 | CUE37 |
| Eco 14 | 23 |  | Investigate best crossing point | 41 | SP103698 |
| Eco 15 | 24 |  | Explore range crossing | 7 | CUE91 |
| Eco 16 | 25 |  | Essential habitat | 29 | FTY1847 |
| Eco 17 | 27 |  | Investigate best crossing point | 1 | BH240 |
| Eco 18 | 29 |  | Investigate best crossing point | 27 | RP911528 |
| Eco 19 | 30 |  | Explore best route and 500m ERE buffer query | 14 | BH2O7 |
| Eco 20 | 30 |  | Verify best route | 14 | BH2O7 |
| Eco 21 | 30 |  | Verify location - avoid to north | 9 | BH97 |


| Point | Figure 5 Sheet \# | Location I Feature | Comment | Lot \# | Plan \# |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Eco 22 | 32 |  | ERE but scrappy | 10 | BH223 |
| Eco 23 | 33 |  | Avoid wetlands - verify | 5 | KM65 |
| Eco 24 | 34 |  | 500m buffer query | 4 | KM74 |
| Eco 25 | 34 |  | Avoid large trees | 4 | KM74 |
| Eco 26 | 34 |  | Inspect for best route | 4 | KM74 |
| Eco 27 | 34 |  | Investigate best crossing point | 4 | KM74 |
| Eco 28 | 34 |  | Dawson Range investigation | Denby Road |  |
| Eco 29 | 35 |  | Investigate best crossing point | 7 | KM142 |
| Eco 30 | 36 |  | Verify best route through trees | 37 | FN506 |
| Eco 31 | 37 |  | 500m buffer query | 2 | FN197 |
| Eco 32 | 37 |  | Investigate best crossing points | 39 | FN305 |
| Eco 33 | 38 |  | Check creek alignment and vegetation | 40 | FN305 |
| Eco 34 | 39 |  | Check creek alignment and vegetation | 4 | FN6 |
| Eco 35 | 40 |  | Check creek crossing point | 2 | SP122586 |
| Eco 36 | 40 |  | 500m buffer query | 59 | PM224 |
| Eco 37 | 41 |  | Investigate best crossing point | 81 | PM222 |
| Eco 38 | 42 |  | Investigate best crossing point - clearing permit req? | 25 | RN347 |
| Eco 39 | 42 |  | Investigate best crossing point | 24 | RN347 |
| Eco 40 | 42 |  | Investigate best crossing point - clear area at Wpt 389 | 32 | RN1155 |
| Eco 41 | 43 |  | Investigate best crossing point | 49 | RN350 |
| Eco 42 | 43 |  | Investigate best crossing point | 49 | RN350 |
| Eco 43 | 43 |  | Investigate best crossing point | 64 | RN373 |
| Eco 44 | 44 |  | Open woodland - avoid large trees | 1 | RP618390 |
| Eco 45 | 44 |  | Ground truth route | 8 | RN1580 |
|  |  |  |  | 8 | PR843126 |
|  |  |  |  | 9 | PR843126 |
| Eco 46 | 47 |  | Investigate best crossing point | 41 | RN800347 |
| Eco 47 | 47 |  | Investigate best crossing point | A | AP6806 |


| Point | Figure 5 Sheet \# | Location I Feature | Comment | Lot \# | Plan \# |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Eco 48 | 48 |  | Investigate best crossing point | 15 | CTN305 |
| Eco 49 | 49 |  | Investigate best crossing point | 481 | CL40224 |
| Eco 50 | 49 |  | Investigate best crossing point - wpt 394 | 1 | RP609064 |
| Eco 51 | 49 |  | Investigate best crossing point | 481 | CL40224 |
| Eco 52 | 49 |  | Investigate best crossing point | 6 | SP199373 |
| Eco 53 | 49 |  | Investigate large trees in Road reserve | Dawson Highway |  |
| Eco 54 | 50 |  | Avoid large trees | Dawson Highway |  |
| Eco 55 | 50 |  | Confirm values to promote HDD | Calliope River |  |
| Eco 56 | 51 |  | Investigate best crossing point | 219 | CL40301 |
| Eco 57 | 52 |  | Investigate best crossing point | 48 | CTN512 |
| Eco 58 | 52 |  | Confirm best crossings at creek and road | 479 | CL40215 |
| Eco 59 | 52 |  | Investigate best crossing point | 48 | CTN512 |
| Eco 60 | 53 |  | Avoid large trees | 525 | CL40243 |

## Appendix C

# Workshop Pipeline Alignment Maps 

Desktop Workshop and Aerial Investigation
Figure 5


[^13]201 Charlote St, Brisbane, 4000, Australia T 61733163000 F61733163333 E bnemail@ghd.com.au w wmw.ghd.com.au















[^14]

[^15] CHD

Santos
Job Number $\mid$ 41-20047





[^16]







[^17]C-D
Santos







Santos

Santos | Job Number | 41-20047 |
| :--- | :--- | Grid: Map Gidid oftic Austrutia, Zot ounstralia 1994

and Post Flight Alignment - Unsealed Road LGA Boundaries Mineral Develo Of Concer- Dominant Of Concern - Sub-domin


Figure 5






|  |  | LEGEND | - Route Intersect Points <br> O Post Flight Notes <br> - Flight Waypoints <br> Post Flight Alignment <br> Pre-flight Alignment <br> - Localities | - Major Waterways <br> - Minor Waterways <br> - Sealed Road <br> - Unsealed Road <br> - Track <br> + Railway | $\Rightarrow$ QGP Alignment Project Extent Parcel Boundary <br> [1] LGA Boundaries Essential Habitat | Wetlands National Park $\square$ Protected Area $\square$ mineral Development Licence Mining Lease | REGIONAL ECOSYSTEMS (EPA, 20 <br> Endangered - Dominant <br> Endangered - Sub-dominant <br> - Of Concern - Dominant <br> Of Concern - Sub-dominant <br> Not Of Concern |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Santos
Job Number $\mid$ 41-20047
$\underbrace{0.250 \quad 500 \quad 750}_{\text {Metres @A3 }}$









[^18]Santos
Job Number | 41-20047

Sheet 34 / 53
Figure 5




[^19]C니

Santos
Gladstone LNG Pipeline pre-FEED Study














[^20]CHD
Santos

| Job Number | 41-20047 |
| :--- | :--- |



LEGEND © Route Intersect Points - Major Waterways $\sim$ QGP Alignment $\square$ Wetlands
REGIONAL ECOSYSTEMS (EPA, 2003)

- Post Flight Notes Minor Waterways $\square$ Project Extent $\square$ National Park Endangered - Dominant Post Flight Alignment - Unsealed Road LGA Boundaries $\square$ Mineral Development Licence Ondangered - Sub-dominant $\begin{array}{ll}\text { Post Flight Alignment }- \text { Unsealed Road } \\ \text { Pre-flight Alignment } & \text { TTrack }\end{array} \square$ Essential Habitat $\square$ Mining Lease $\quad$ Of Concern - Dominant

CHD








[^21]CHD
Santos
Job Number | 41-20047

Appendix D

## Proposed Pipeline Alignment Maps

## Appendix E

## Wilson Deviation

Figure 11


LEGEND
Queensland Gas Pipeline

- Sealed Road Regional Ecosystems
- Major Watercourse



# Appendix F <br> Calliope Range Deviation 

Figure 12 \& Figure 13


| 1:15,000 |  | LEGEND | - Proposed Dawson Highway Upgrade | - Sealed Road |
| :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{llllll}100 & 200 & 300 & 400 & 500\end{array}$ |  |  | Queensland Gas Pipeline | - Unsealed Road |
| Metres @A3 |  |  | Preliminary Gladstone LNG Alignment | -. Track |
| Projection: Transverse Mercator |  |  | - Major Watercourse | $\square$ Parcel Boundary |
| atum: Geocentric Datum of Australia 1994 |  |  | - Minor Watercourse | $1\lrcorner$ Easement |

[^22]Santos
Gladstone LNG Pipeline pre-FEED Study
Dawson Highway
Santos Calliope Range Deviation
Job Number | 41-20047

Figure 12


## Appendix G

## Swan Deviation

Figure 10


## Appendix H

## GSDA Deviation

Figure 9





[^23]CHD
Santos
Gladstone LNG Pipeline pre-FEED Study GSDA Route Alternative
Santos Constraints

| Job Number | 41-20047 |
| :--- | :--- |
| Revision | A |
| Date | 17 July 2008 |

Figure 9










| 1:25,000 | LEGEND |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $250 \quad 500 \quad 750 \quad 1.000$ |  | - Locality | - Powerlines | + Railway | - Mineral Development Licence |
| Metres @ ${ }^{\text {a }}$ | $\theta$ | - GSDA Alternative Route | - Sealed Road | $\square$ Parcel Boundary | Mining Lease |
| Projection: TTansverse Mercater |  | - Preliminary Alignment | - Unsealed Road | 11 Easement |  |
| (erizontal Datum: Geocenstric Datum of Austraia 1994 |  | -". Pipelines | - Track |  |  |





Job Number $\left\lvert\, \begin{aligned} & 41-20 \\ & \text { Revision }\end{aligned}\right.$
Revisio
Date
Figure 9


## GHD

201 Charlotte Street Brisbane QLD 4000
GPO Box 668 Brisbane QLD 4001 Australia
T: (07) 33163000
F: (07) 33163333
E: bnemail @ghd.com.au

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Document Status


Appendix M
Pipeline Road and Rail Crossing Typical Drawings






[^0]:    

[^1]:    Source: Queensland Rail

[^2]:    
    eliability completeness sor suitability for any particular purpose and disclaims all responsibiility and all liability (indududing
    and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

[^3]:    Maplnfo Australia Pty Ltd (2004) Based on [Dataset - State Digital Road Network (SDRN)] provided with hine permission
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    without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage)

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    without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage)

[^5]:    *     - No data.

[^6]:    LOCATION: Dawson Hwy \& Don Young Drv
    ROAD No: 46A (Int. 2031 @ Tdist 7.129 km
    DATE: Tue, 06/02/07
    TIME: 06:00-18:00

[^7]:    99
    128

[^8]:    

[^9]:    © Mapinfo Australia Pty Ltd (2004) Based on [Dataset - State Digital Road Network (SDRN)] provided with the permission
    of Maplnfo Australia Pty Lto (2004). While every care is taken to ensure the accuracy of this data, Maplifo Aust Pty Ltd,
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    Public Sector Mapping Authority Aust Pty andlor the State of Qld makes no representations or warranties about its accura
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    without limitation, liability in negligence) tor all expenses. losses, damages (including indirect or consequential damage)
    and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

[^10]:    
    eliability completeness sor suitability for any particular purpose and disclaims all responsibiility and all liability (indududing
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    and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

[^13]:    

[^14]:    
    
    $\pm$
    LEGEND - Route Intersect Points - Major Waterways $=$ QGP Alignment $\square$ Wetlands
    O Post Flight Notes
    REGIONAL ECOSYSTEMS (EPA, 2003) Post Flight Notes - Minor Waterways Project Extent National Park Endangered - Dominant
     Post Flight Alignment - Unsealed Road LGA Boundaries $\square$ Mineral Development Licence of Concern - Dominant
    
    

[^15]:    |  | $1: 25,000$ |  |  |
    | :--- | :--- | :--- | :---: |
    | 0 |  |  |  |

    $\pm$
    LEGEND © Route Intersect Points — Major Waterways $\Rightarrow$ QGP Alignment $\square$ Wetlands
    O Post Fight Notes Minor Waterways $\square$ Project Extent $\square$ National Park

    - Flight Waypoints $\quad$ - Sealed Road $\square$ Parcel Boundary $\square$ Protected Area

    REGIONAL ECOSYSTEMS (EPA, 2003) Post Flight Alignment - Unsealed Road LGA Boundaries $\square$ Mineral Devel
    Pre-flight Alignment - Track Endangered - Dominant Endangered - Sub-dominan Pre-flight Alignment - Track $\square$ Essential Habitat $\square$ Mining Lease Of Concern - Domin Of Concern - Sub-dominant
    
    

[^16]:    
    $\pm$
    LEGEND © Route Intersect Points - Major Waterways $\Rightarrow$ QGP Alignment $\square$ Wetlands
    REGIONAL ECOSYSTEMS (EPA, 2003) Post Flight Notes - Minor Waterways $\square$ Project Extent $\square$ National Park $\quad$ Endangered - Dominant - Flight Waypoints - Sealed Road $\square$ Parcel Boundary $\square$ Protected Area - Flight Waypoints - Sealed Road Parcel Boundary Mroteced Area Endangered - Sub-dominant Post Flight Alignment - Unsealed Road
    Pre-flight Alignment - Track
    Essential Habitat
    $\square$ Mining Lease Endangered - Sub-dominant
    Of Concern - Sub-dominant
    Not Of Concern

[^17]:    | 1:25,000 <br> 0${ }_{\text {Metres @A3 }}^{250} \quad \stackrel{500}{750}$ |  |  |  |
    | :--- | :---: | :---: | :---: |

    

    $\pm$
    LEGEND © Route Intersect Points — Major Waterways $\Rightarrow$ QGP Alignment $\square$ Wetlands
    O Post Flight Notes - Minor Waterways Project Extent National Park - Flight Waypoints $\quad-$ Sealed Road $\square$ Parcel Boundary $\square$ Protected Area Post Flight Alignment - Unsealed Road LGA Boundaries $\square$ Mineral Deve Pre-flight Alignment - Track

    + Railway Endangered - Subin-dominan Endangered - Sub-domina rid: Map Gid of Austraia, Zone 56
    

[^18]:     Mon Mon

    LEGEND - Route Intersect Points - Major Waterways - QGP Alignment $\square$ Wetlands - Post Flight Notes $\quad$ Minor Waterways $\square$ PGP Alignment $\square$ Wetlands - Sealed Road $\square$ Parcel Boundary $\square$ Protected Area - Flight Waypoints - Sealed Road Pace Boundary Protected Area
    aL ECOSYSTEMS (EPA, 2003) Sealed Road $\square$ Parcel Boundary $\square$ Protected Area Endangered - Sub-dominant Pre-flight Alignment - Track $\square$ Essential Habitat $\square$ Mining Lease $\square$ Essential Habitat $\square$ Mining Lease of Concern - Sub-dominant Not Of Concern
    
    

[^19]:    
    

    LEGEND © Route Intersect Points - Major Waterways $=$ QGP Alignment $\square$ Wetlands

    - Post Flight Notes - Minor Waterways $\square$ Project Extent National Park - Flight Waypoints - Sealed Road $\square$ Parcel Boundary $\square$ Protected Area

    Unsealed Road Rour Boundary Protecled Area Post Flight Alignment - Unsealed Road LGA Boundaries $\square$ Mineral Deve

    REGIONAL ECOSYSTEMS (EPA, 2003) Endangered - Dominant Pre-fight Alignment - Track $\quad$ Essential Habitat $\square$ Mining Lease - Endangered - Sub-domina - Localities

    Railway
    

[^20]:    | 1:25,000 <br> 0${ }_{\text {Metres @A3 }}^{250} \quad 150$ |  |  |  |
    | :--- | :---: | :---: | :---: |

    LEGEND - Route Intersect Points - Major Waterways - QGP Alignment $\square$ Wetlands

    - Route Intersect Points - Major Waterways $=$ QGP Alignment $\square$ Wetlands
    O Post Flight Notes $\quad$ Minor Waterways $\square$ Project Extent $\square$ National Park
    - Flight Waypoints $\quad$ Sealed Road $\quad \square$ Parcel Boundary $\square$ Protected Area $\square$ Parcel Boundary $\square$ Protected Area

    REGIONAL ECOSYSTEMS (EPA, 2003) Post Flight Alignment - Unsealed Road LGA Boundaries $\square$ Mineral Development Licence Endangered - Dominant Post Flight Alignment - Track $\square$ Essential Habitat $\square$ Mining Lease -
     Pre-fight Alignment Track Of Concern - Domi Of Concern - Sub-dominant Gidid: Map Gid of Austraia, Zone 56
    

[^21]:    
    
    $i$
    LEGEND © Route Intersect Points - Major Waterways $\sim$ QGP Alignment $\square$ Wetlands
    O Post Flight Notes - Minor Waterways $\square$ Project Extent $\square$ National Park
    Flight Waypoints
    Flight Waypoints - Sealed Road $\square$ Parcel Boundary $\square$ Protected Area Endangered - Sub-dominant $\begin{array}{llll}\text { Flight Waypoints } & - \text { Sealed Road } \\ \text { Post Flight Alignment } \\ \text { - Unsealed Road }\end{array} \square$ Parcel Boundary $\square$ Protected Area $\quad$ Eoundaries $\square$ Mineral Development Licence $\square$ Of Concern - Duminant Pre-fight Alignment - Track $\square$ Essential Habitat $\square$ Mining Lease

    Of Concern - Sub-dominant
    

[^22]:    

[^23]:    

