

ANEXO 02
SITUAÇÃO ATUAL

ANEXO II**SISTEMA ATUAL****CONCORRÊNCIA INTERNACIONAL nº [·]/[·]**

CONCESSÃO PARA A PRESTAÇÃO DOS SERVIÇOS PÚBLICOS DE OPERAÇÃO, MANUTENÇÃO E REALIZAÇÃO DOS INVESTIMENTOS NECESSÁRIOS PARA A EXPLORAÇÃO DO SISTEMA RODOVIÁRIO CONSTITUÍDO PELA RODOVIA SP 266 DO QUILOMETRO 490+225 AO 509+036, PELA RODOVIA SP 333 DO QUILOMETRO 212+450 AO 400+988 E DO 404+251 AO 450+990, PELA RODOVIA SP 294 DO QUILOMETRO 451+700 AO 458, PELA RODOVIA SP 349 DO QUILOMETRO 41+510 AO 42+493, PELA RODOVIA SP 322 DO QUILOMETRO 307+590 AO 390+500, PELA RODOVIA SP 328 DO QUILOMETRO 323+130 AO 337+010 E DO QUILOMETRO 468+390 AO 475+740, PELA RODOVIA SP 351 DO QUILOMETRO 127+330 AO 150+440, PELA RODOVIA SP 330 DO QUILOMETRO 318+500 AO 450+110 E ACESSOS, TODOS INTEGRANTES DO DENOMINADO LOTE FLORÍNEA - IGARAPAVA, CONFORME ESPECIFICADO NO EDITAL

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1. APRESENTAÇÃO DO LOTE RODOVIÁRIO

O Sistema Rodoviário do Lote Florínea - Igarapava é representado na figura a seguir.

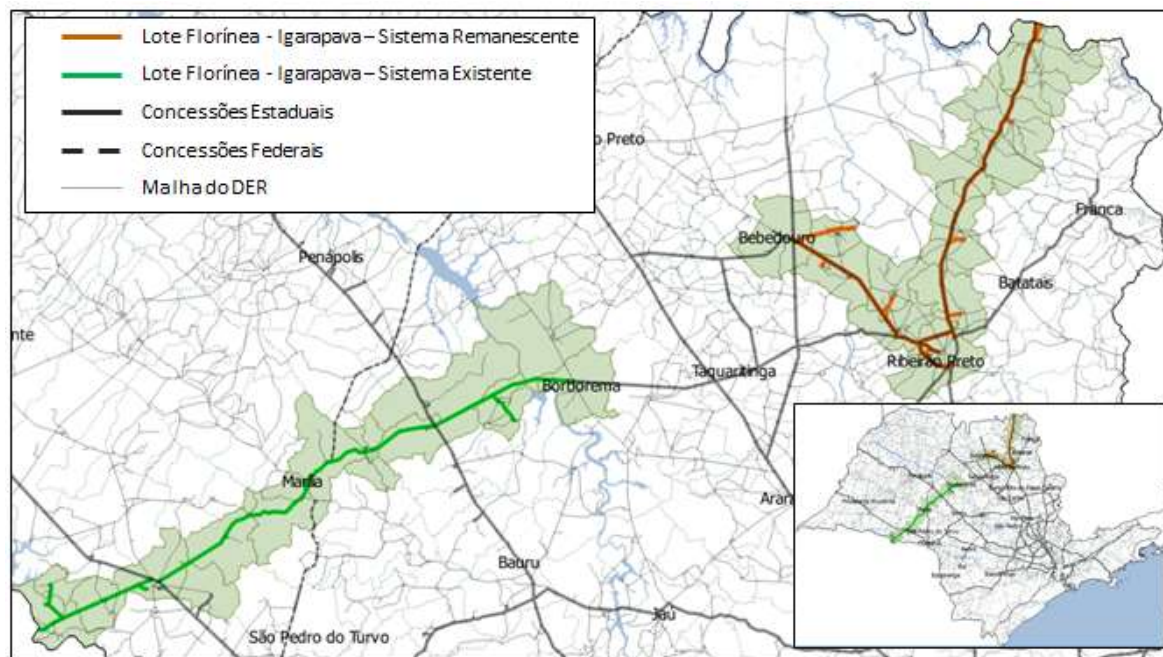


Figura 1 – Lote Florínea - Igarapava

Conforme pode ser observado na figura acima, os trechos de rodovia compreendidos pelo Lote Florínea - Igarapava, cruzam 30 municípios do Estado de São Paulo, são eles: Florínea, Pedrinhas Paulista, Cruzália, Tarumã, Assis, Platina, Echaporã, Marília, Júlio Mesquita, Guarantã, Cafelândia, Ponguaí, Uru, Novo Horizonte, Borborema, Ribeirão Preto, Sertãozinho, Pontal, Pitangueiras, Bebedouro, Viradouro, Jardinópolis, Sales Oliveira, Orlândia, São Joaquim da Barra, Guará, Ituverava, Buritizal, Aramina e Igarapava.

O Sistema Rodoviário do Lote Florínea - Igarapava é composto pelos trechos de rodovias listados na tabela a seguir, com indicação da extensão de cada segmento rodoviário e dos limites que indicam o início e o fim de cada trecho concedido, que deverá ser explorado, operado e mantido pela Concessionária, conforme os termos do Contrato de Concessão e seus respectivos Anexos:

Trecho Lote Florínea - Igarapava				
Rodovia	km inicial	km final	Extensão	Lote
SP 266	490,225	494,114	3,889	LOTE FLORÍNEA - IGARAPAVA
SP 266	494,114	509,036	14,922	
SP 294	451,700	458,000	6,300	
SP 322	307,590	390,500	82,910	
SP 328	323,130	337,010	13,880	
SP 328	468,390	475,740	7,350	
SP 330	318,500	449,730	131,230	
SP 330	449,730	450,110	0,380	
SP 333	212,450	314,400	101,950	
SP 333	314,400	327,200	12,800	
SP 333	333,500	400,450	66,950	
SP 333	400,450	400,988	0,538	
SP 333	404,251	440,630	36,379	
SP 333	444,519	450,990	6,471	
SP 349	41,510	42,493	0,983	
SP 351	127,330	150,440	23,110	
SPA 502/266	0,000	1,170	1,170	
SPA 458/294	0,000	1,964	1,964	
SPA 321/322	0,000	3,560	3,560	
SPA 325/322	0,000	8,550	8,550	
SPA 336/322	0,000	0,150	0,150	
SPA 343/322	0,000	9,750	9,750	
SPA 375/322	0,000	3,000	3,000	
SPA 468/328	0,000	2,200	2,200	
SPA 470/328	0,000	1,490	1,490	
SPA 327/330	0,000	5,500	5,500	
SPA 355/330	0,000	6,077	6,077	
SPA 410/330	0,000	0,300	0,300	
SPA 245/333	0,070	2,605	2,535	
	3,610	13,205	9,595	
SPA 274/333	0,000	0,300	0,300	
SPA 370/333	0,000	0,464	0,464	
SPA 409/333	0,000	3,420	3,420	
SPA 135/351	0,000	1,300	1,300	
Total Previsto			571,367	km
Total Sob Concessão em Andamento			236,57	km
Total Sob Jurisdição Municipal			0	km
Total Malha DER			335,397	km
Total LOTE			571,367	km

Tabela 1 - Trechos da malha rodoviária contidos no Lote Florínea - Igarapava

2. LEVANTAMENTO REFERENCIAL DO SISTEMA RODOVIÁRIO

O levantamento referencial do Sistema Rodoviário, apresentado a seguir, contempla um detalhamento referencial de cada um dos trechos pertencentes ao Sistema Rodoviário do Lote Florínea - Igarapava, que é dividido em duas partes:

- (i) SISTEMA EXISTENTE, composto pelos segmentos rodoviários indicados neste Anexos e que será transferido à CONCESSIONÁRIA mediante a assinatura do Termo de Transferência Inicial, conforme o regramento contratual estabelecido; e
- (ii) SISTEMA REMANESCENTE, sistema atualmente administrado nos termos do Contrato de Concessão nº 002/CR/1998, que será objeto da transição tratada no Anexo 18 do Contrato, assim como acessos e trechos de rodovia no seu entorno, que serão descritos na seção 2.2 deste Anexo. Esta parte do Sistema Rodoviário será transferida à CONCESSIONÁRIA mediante assinatura do Termo de Transferência do Sistema Remanescente.

Conforme regramento contratual apropriado, poderão ser integrados e incorporados ao Sistema Rodoviário novos investimentos que eventualmente se façam necessários no âmbito da Concessão.

O levantamento apresentado a seguir constitui referência para fins de compreensão do escopo da Concessão, sendo necessário às Licitantes realizar, por conta própria e às suas expensas, levantamentos e aprofundamentos apropriados e pertinentes à mensuração das efetivas características técnicas do Sistema Rodoviário, responsabilizando-se pelas condições consideradas para a formação da proposta apresentada durante a licitação, nos termos do Edital.

A Concessionária deverá realizar o levantamento detalhado do Sistema Rodoviário e a sua constante atualização, mantendo, inclusive, registrado em inventário por vídeo-registro georreferenciado, conforme as regras e periodicidade indicadas no Contrato e respectivos Anexos.

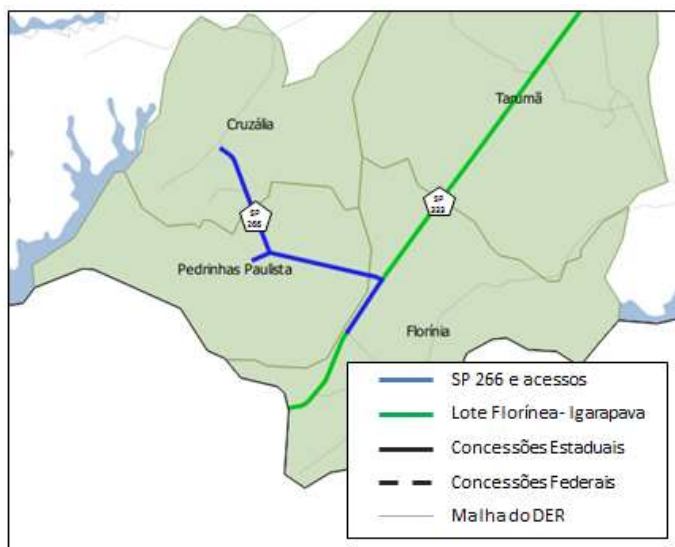
2.1. Sistema Existente

O Sistema Existente é formado pelos trechos de rodovia listados a seguir:

- SP 266 do km 490+225 ao 509+036, sendo que entre os kms 490+225 e 494+114 existe sobreposição ao trecho da rodovia SP 333 entre os quilômetros 440+630 e 444+519
 - SPA 502/266 do km 0+000 ao 1+170
- SP 294 do km 451+700 ao 458+000, que se sobrepõe ao trecho da rodovia SP 333 entre os quilômetros 327+200 e 333+500
 - SPA 458/294 do km 0+000 ao 1+964
- SP 333 do km 212+450 ao 400+988, sendo que entre os kms 327+200 e 333+500 existe sobreposição ao trecho da rodovia SP 294 entre os quilômetros 451+700 e 458+000;

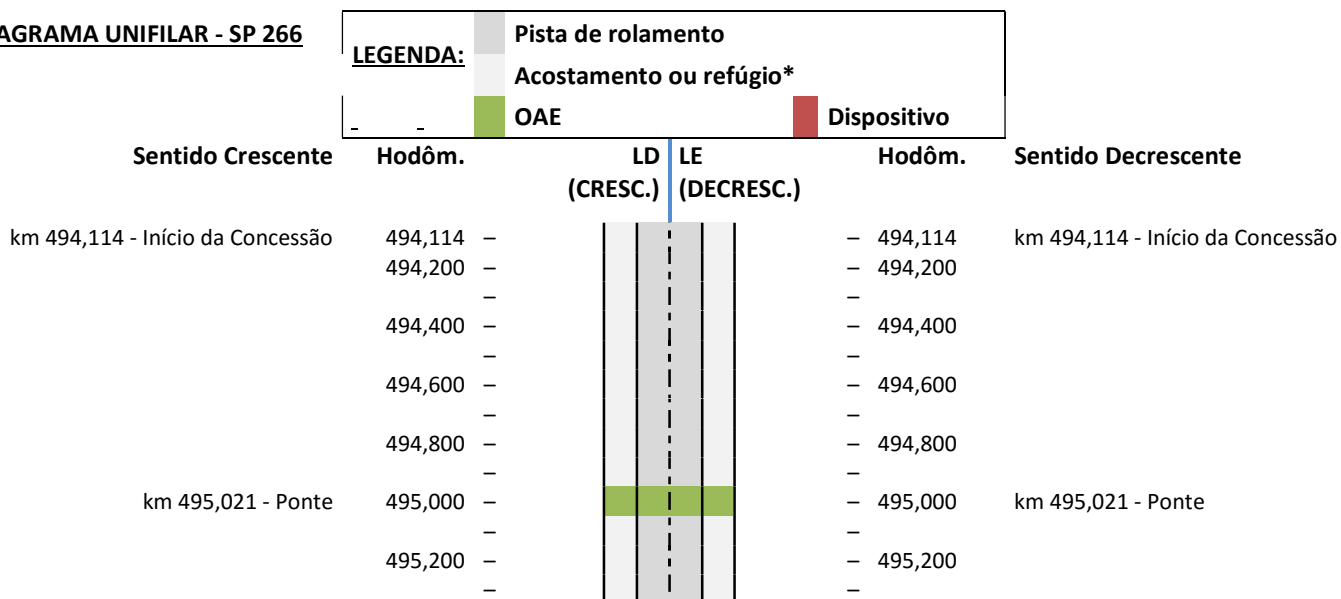
- SPA 245/333 do km 0+070 ao 2+605
- SPA 245/333 do km 3+610 ao 13+205
- SPA 274/333 do km 0+000 ao 0+300
- SPA 370/333 do km 0+000 ao 0+464
- SP 333 do km 404+251 ao 450+990, sendo que entre os kms 440+630 e 444+519 existe sobreposição ao trecho da rodovia SP 266 entre os quilômetros 490+225 e 494+114;
 - SPA 409/333 do km 0 ao 3+420
- SP 349 do km 41+510 ao 42+493;

2.1.1.SP 266 do km 490+225 ao 509+036



Conforme já apresentado acima, no trecho inferior da SP 266, entre os kms 490,225 e 494,114, a rodovia SP 266 se sobrepõe à SP 333, e suas características serão apresentadas juntamente com as da rodovia SP 333. Abaixo será apresentado um diagrama unifilar destacando as principais características do acesso SPA 502/266 que pertence ao trecho em destaque¹.

DIAGRAMA UNIFILAR - SP 266

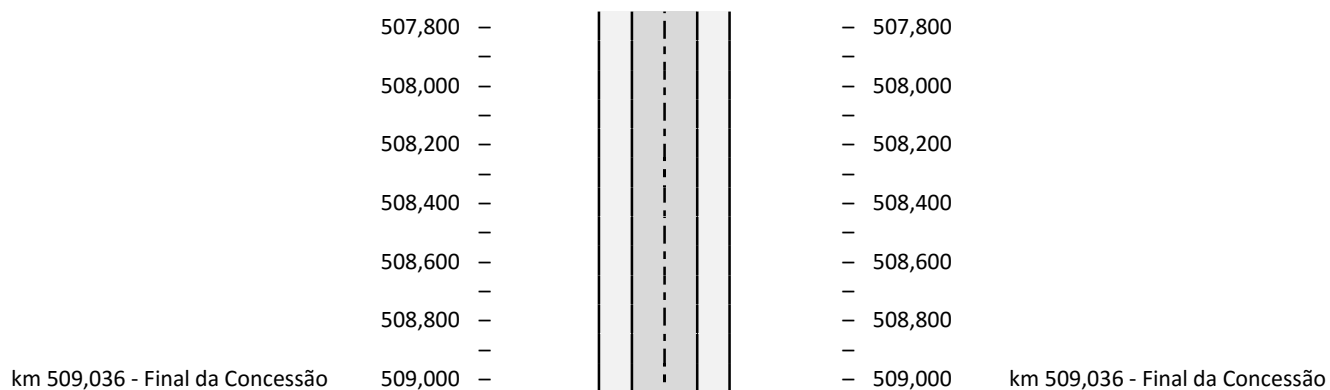
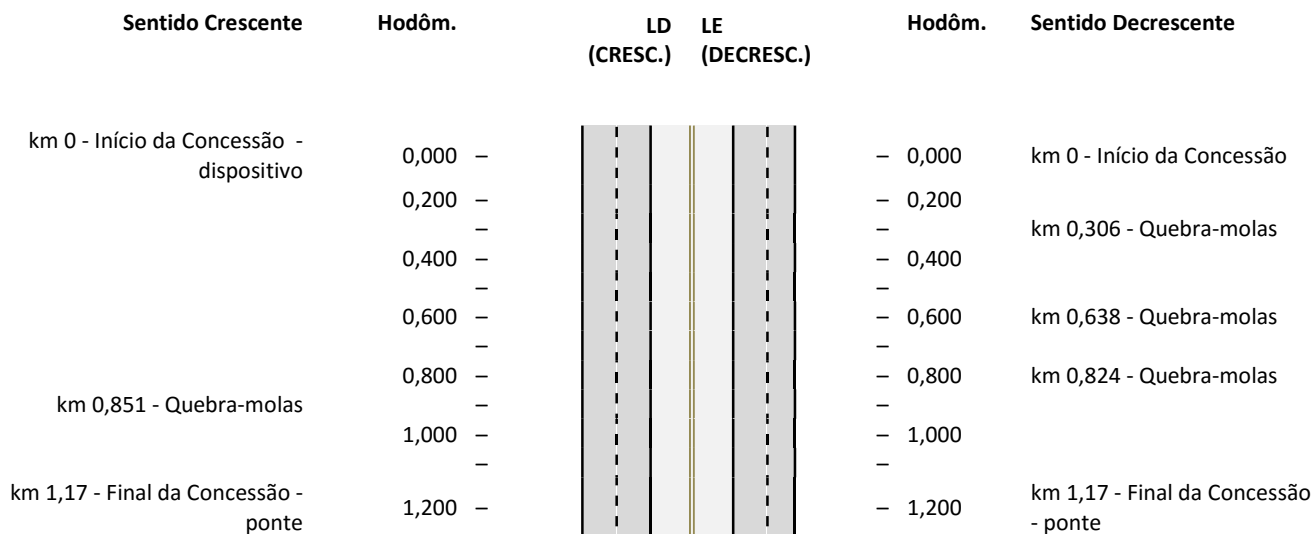
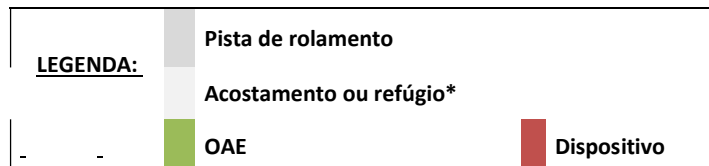


¹ A parte da SP 266 que se sobrepõe à SP 333 será detalhada apenas na seção referente à rodovia SP 333.

Nota: em todos os diagramas que serão apresentados, a indicação de acostamento ou refúgio não especifica o tipo ou a qualidade do pavimento.

495,400	—		—	495,400
	—		—	
495,600	—		—	495,600
	—		—	
495,800	—		—	495,800
	—		—	
496,000	—		—	496,000
	—		—	
496,200	—		—	496,200
	—		—	
496,400	—		—	496,400
	—		—	
496,600	—		—	496,600
	—		—	
496,800	—		—	496,800
	—		—	
497,000	—		—	497,000
	—		—	
497,200	—		—	497,200
	—		—	
497,400	—		—	497,400
	—		—	
497,600	—		—	497,600
	—		—	
497,800	—		—	497,800
	—		—	
498,000	—		—	498,000
	—		—	
498,200	—		—	498,200
	—		—	
498,400	—		—	498,400
	—		—	
498,600	—		—	498,600
	—		—	
498,800	—		—	498,800
	—		—	
499,000	—		—	499,000
	—		—	
499,200	—		—	499,200
	—		—	
499,400	—		—	499,400
	—		—	
499,600	—		—	499,600
	—		—	
499,800	—		—	499,800
	—		—	
500,000	—		—	500,000
	—		—	
500,200	—		—	500,200
	—		—	
500,400	—		—	500,400
	—		—	
500,600	—		—	500,600
	—		—	
500,800	—		—	500,800
	—		—	
501,000	—		—	501,000
	—		—	
501,200	—		—	501,200
km 501,335 - Dispositivo	—		—	km 501,335 - Dispositivo
501,400	—		—	501,400
	—		—	

	501,600	—		—	501,600
		—		—	
	501,800	—		—	501,800
		—		—	
	502,000	—		—	502,000
		—		—	
	502,200	—		—	502,200
		—		—	
	502,400	—		—	502,400
		—		—	
	502,600	—		—	502,600
		—		—	
	502,800	—		—	502,800
		—		—	
	503,000	—		—	503,000
		—		—	
	503,200	—		—	503,200
		—		—	
	503,400	—		—	503,400
		—		—	
	503,600	—		—	503,600
		—		—	
	503,800	—		—	503,800
		—		—	
	504,000	—		—	504,000
		—		—	
	504,200	—		—	504,200
		—		—	
	504,400	—		—	504,400
		—		—	
	504,600	—		—	504,600
		—		—	
km 504,798 - Ponte	504,800	—		—	504,800
		—		—	
	505,000	—		—	505,000
		—		—	
	505,200	—		—	505,200
		—		—	
	505,400	—		—	505,400
		—		—	
	505,600	—		—	505,600
		—		—	
	505,800	—		—	505,800
		—		—	
	506,000	—		—	506,000
		—		—	
	506,200	—		—	506,200
		—		—	
	506,400	—		—	506,400
		—		—	
	506,600	—		—	506,600
		—		—	
	506,800	—		—	506,800
		—		—	
	507,000	—		—	507,000
		—		—	
	507,200	—		—	507,200
		—		—	
	507,400	—		—	507,400
		—		—	
	507,600	—		—	507,600
		—		—	


DIAGRAMA UNIFILAR - SPA
502/266


2.1.2.SP 333 do km 404+251 ao 450+990

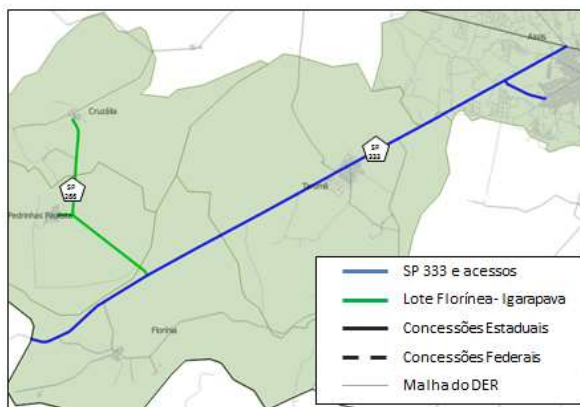
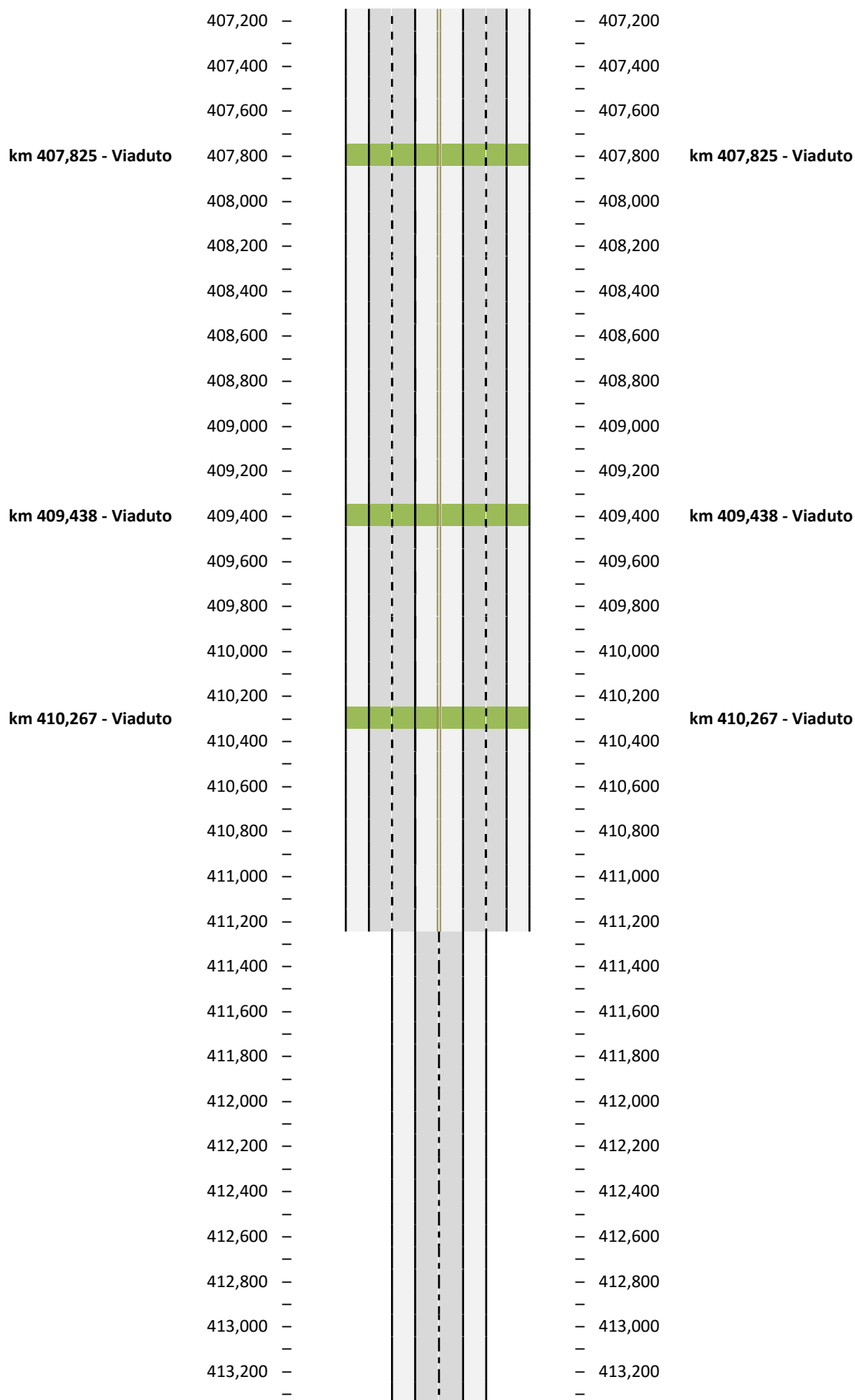


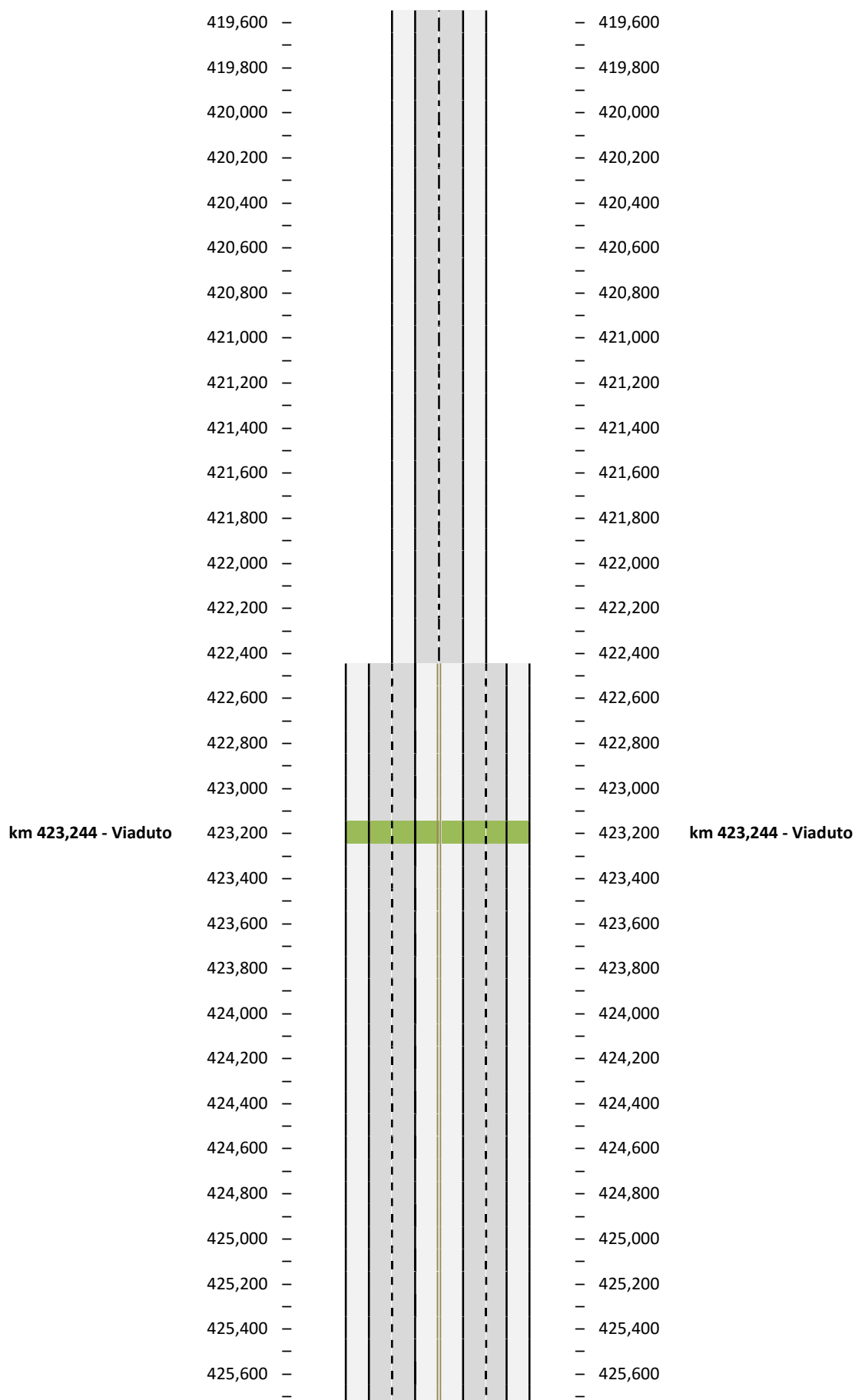
DIAGRAMA UNIFILAR - SP 333

LEGENDA:	Pista de rolamento	Separador físico (barreira central)
	Acostamento ou refúgio*	Dispositivo
-	OAE	

Sentido Crescente (Minas Gerais -> Paraná)	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente (Paraná -> Minas Gerais)
km 404,251 - Início da Concessão	404,200 -			- 404,200	km 404,251 - Início da Concessão
km 404,303 - Viaduto	-			-	
	404,400 -			- 404,400	
	404,600 -			- 404,600	
	404,800 -			- 404,800	
	405,000 -			- 405,000	
	405,200 -			- 405,200	
	405,400 -			- 405,400	
km 405,543 - Viaduto	-			-	km 405,543 - Viaduto
	405,600 -			- 405,600	
	405,800 -			- 405,800	
	406,000 -			- 406,000	
	406,200 -			- 406,200	
	406,400 -			- 406,400	
	406,600 -			- 406,600	
	406,800 -			- 406,800	
	407,000 -			- 407,000	

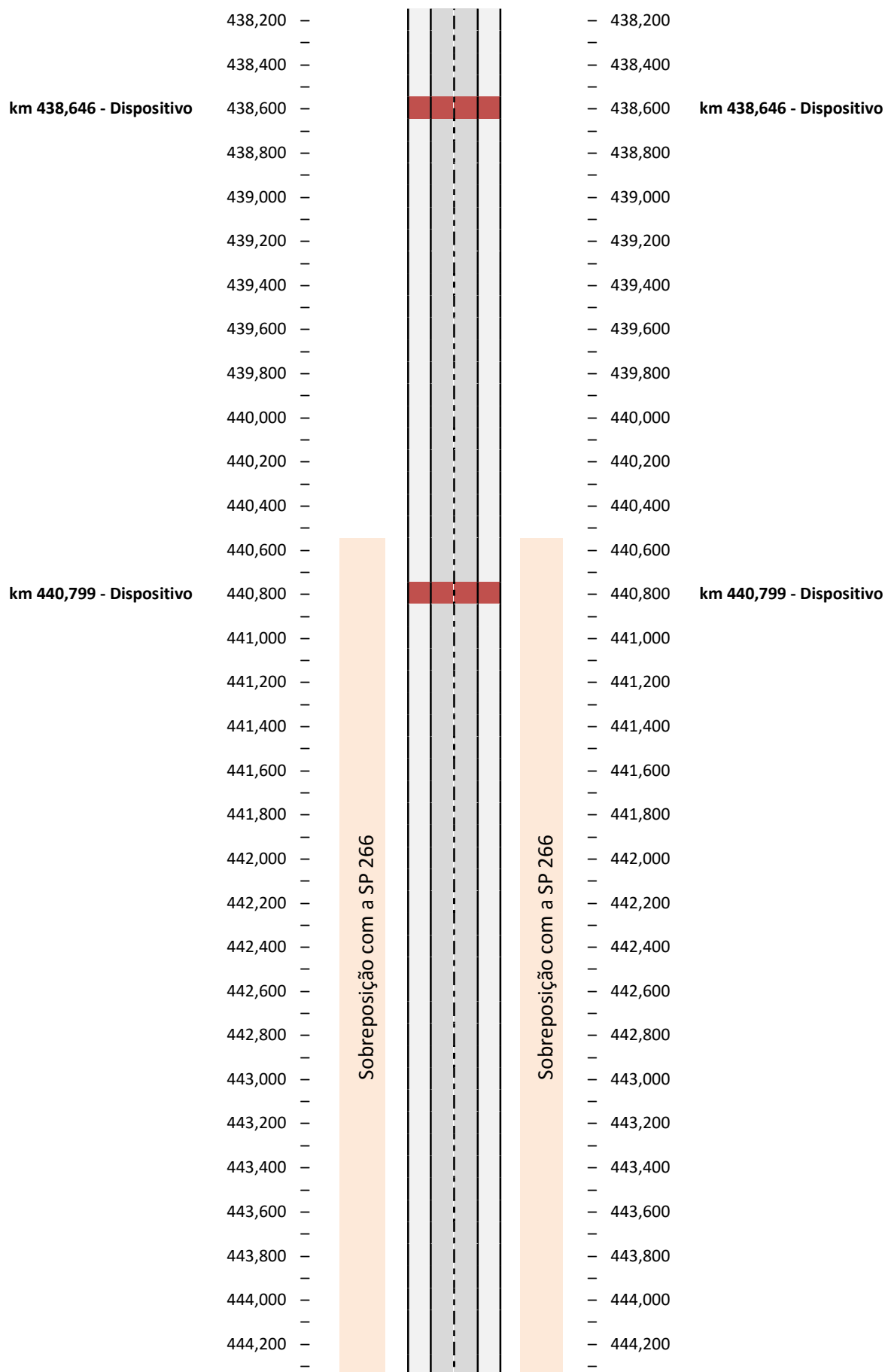


413,400	—		—	413,400
	—		—	
413,600	—		—	413,600
	—		—	
413,800	—		—	413,800
	—		—	
414,000	—		—	414,000
	—		—	
414,200	—		—	414,200
	—		—	
414,400	—		—	414,400
	—		—	
414,600	—		—	414,600
	—		—	
414,800	—		—	414,800
	—		—	
415,000	—		—	415,000
	—		—	
415,200	—		—	415,200
	—		—	
415,400	—		—	415,400
	—		—	
415,600	—		—	415,600
	—		—	
415,800	—		—	415,800
	—		—	
416,000	—		—	416,000
	—		—	
416,200	—		—	416,200
	—		—	
416,400	—		—	416,400
	—		—	
416,600	—		—	416,600
	—		—	
416,800	—		—	416,800
	—		—	
417,000	—		—	417,000
	—		—	
417,200	—		—	417,200
	—		—	
417,400	—		—	417,400
	—		—	
417,600	—		—	417,600
	—		—	
417,800	—		—	417,800
	—		—	
418,000	—		—	418,000
	—		—	
418,200	—		—	418,200
	—		—	
418,400	—		—	418,400
km 418,498 - Viaduto	—		—	km 418,498 - Viaduto
418,600	—		—	418,600
	—		—	
418,800	—		—	418,800
	—		—	
419,000	—		—	419,000
	—		—	
419,200	—		—	419,200
	—		—	
419,400	—		—	419,400
	—		—	



km 425,862 - Dispositivo	425,800	—		—	425,800	km 425,862 - Dispositivo
	—				—	
	426,000	—		—	426,000	
	—				—	
	426,200	—		—	426,200	
	—				—	
	426,400	—		—	426,400	
	—				—	
	426,600	—		—	426,600	
	—				—	
	426,800	—		—	426,800	
	—				—	
	427,000	—		—	427,000	
	—				—	
	427,200	—		—	427,200	
	—				—	
	427,400	—		—	427,400	
	—				—	
	427,600	—		—	427,600	
	—				—	
	427,800	—		—	427,800	
	—				—	
	428,000	—		—	428,000	
	—				—	
	428,200	—		—	428,200	
	—				—	
	428,400	—		—	428,400	
	—				—	
	428,600	—		—	428,600	
	—				—	
	428,800	—		—	428,800	
	—				—	
	429,000	—		—	429,000	
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	429,200	—		—	429,200	
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	429,400	—		—	429,400	
	—				—	
	429,600	—		—	429,600	
	—				—	
	429,800	—		—	429,800	
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	430,000	—		—	430,000	
	—				—	
	430,200	—		—	430,200	
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	430,400	—		—	430,400	
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	430,600	—		—	430,600	
	—				—	
	430,800	—		—	430,800	
	—				—	
	431,000	—		—	431,000	
	—				—	
	431,200	—		—	431,200	
	—				—	
	431,400	—		—	431,400	
	—				—	
	431,600	—		—	431,600	
	—				—	
	431,800	—		—	431,800	
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432,000	–		–	432,000
	–		–	
432,200	–		–	432,200
	–		–	
432,400	–		–	432,400
	–		–	
432,600	–		–	432,600
	–		–	
432,800	–		–	432,800
	–		–	
433,000	–		–	433,000
	–		–	
433,200	–		–	433,200
	–		–	
433,400	–		–	433,400
	–		–	
433,600	–		–	433,600
	–		–	
433,800	–		–	433,800
	–		–	
434,000	–		–	434,000
	–		–	
434,200	–		–	434,200
	–		–	
434,400	–		–	434,400
	–		–	
434,600	–		–	434,600
	–		–	
434,800	–		–	434,800
	–		–	
435,000	–		–	435,000
	–		–	
435,200	–		–	435,200
	–		–	
435,400	–		–	435,400
	–		–	
435,600	–		–	435,600
	–		–	
435,800	–		–	435,800
	–		–	
436,000	–		–	436,000
	–		–	
436,200	–		–	436,200
	–		–	
436,400	–		–	436,400
	–		–	
436,600	–		–	436,600
	–		–	
436,800	–		–	436,800
	–		–	
437,000	–		–	437,000
	–		–	
437,200	–		–	437,200
	–		–	
437,400	–		–	437,400
	–		–	
437,600	–		–	437,600
	–		–	
437,800	–		–	437,800
	–		–	
438,000	–		–	438,000
	–		–	



	444,400 –					– 444,400	
	–					–	
km 444,61 - Dispositivo	444,600 –					– 444,600	km 444,61 - Dispositivo
	–					–	
	444,800 –					– 444,800	
	–					–	
	445,000 –					– 445,000	
	–					–	
	445,200 –					– 445,200	
	–					–	
	445,400 –					– 445,400	
	–					–	
	445,600 –					– 445,600	
	–					–	
	445,800 –					– 445,800	
	–					–	
	446,000 –					– 446,000	
	–					–	
	446,200 –					– 446,200	
	–					–	
	446,400 –					– 446,400	
	–					–	
	446,600 –					– 446,600	
	–					–	
	446,800 –					– 446,800	
	–					–	
	447,000 –					– 447,000	
	–					–	
	447,200 –					– 447,200	
	–					–	
	447,400 –					– 447,400	
	–					–	
	447,600 –					– 447,600	
	–					–	
	447,800 –					– 447,800	
	–					–	
	448,000 –					– 448,000	
	–					–	
	448,200 –					– 448,200	
	–					–	
	448,400 –					– 448,400	
	–					–	
	448,600 –					– 448,600	
	–					–	
	448,800 –					– 448,800	
	–					–	
	449,000 –					– 449,000	
	–					–	
	449,200 –					– 449,200	
	–					–	
	449,400 –					– 449,400	
	–					–	
	449,600 –					– 449,600	
km 449,725 - Dispositivo	–					–	km 449,725 - Dispositivo
km 449,784 - Posto de fiscalização	449,800 –					– 449,800	
	–					–	
	450,000 –					– 450,000	
	–					–	
	450,200 –					– 450,200	
	–					–	
	450,400 –					– 450,400	
	–					–	

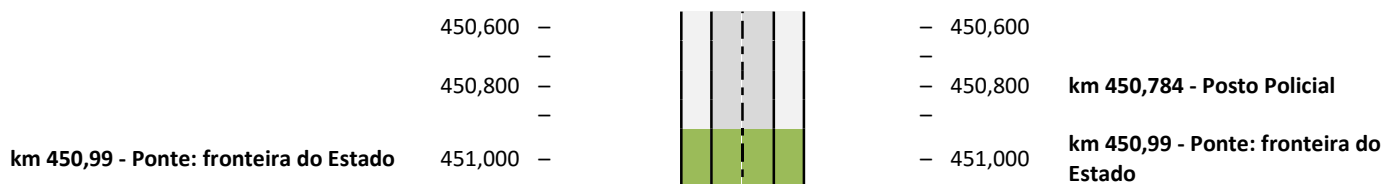




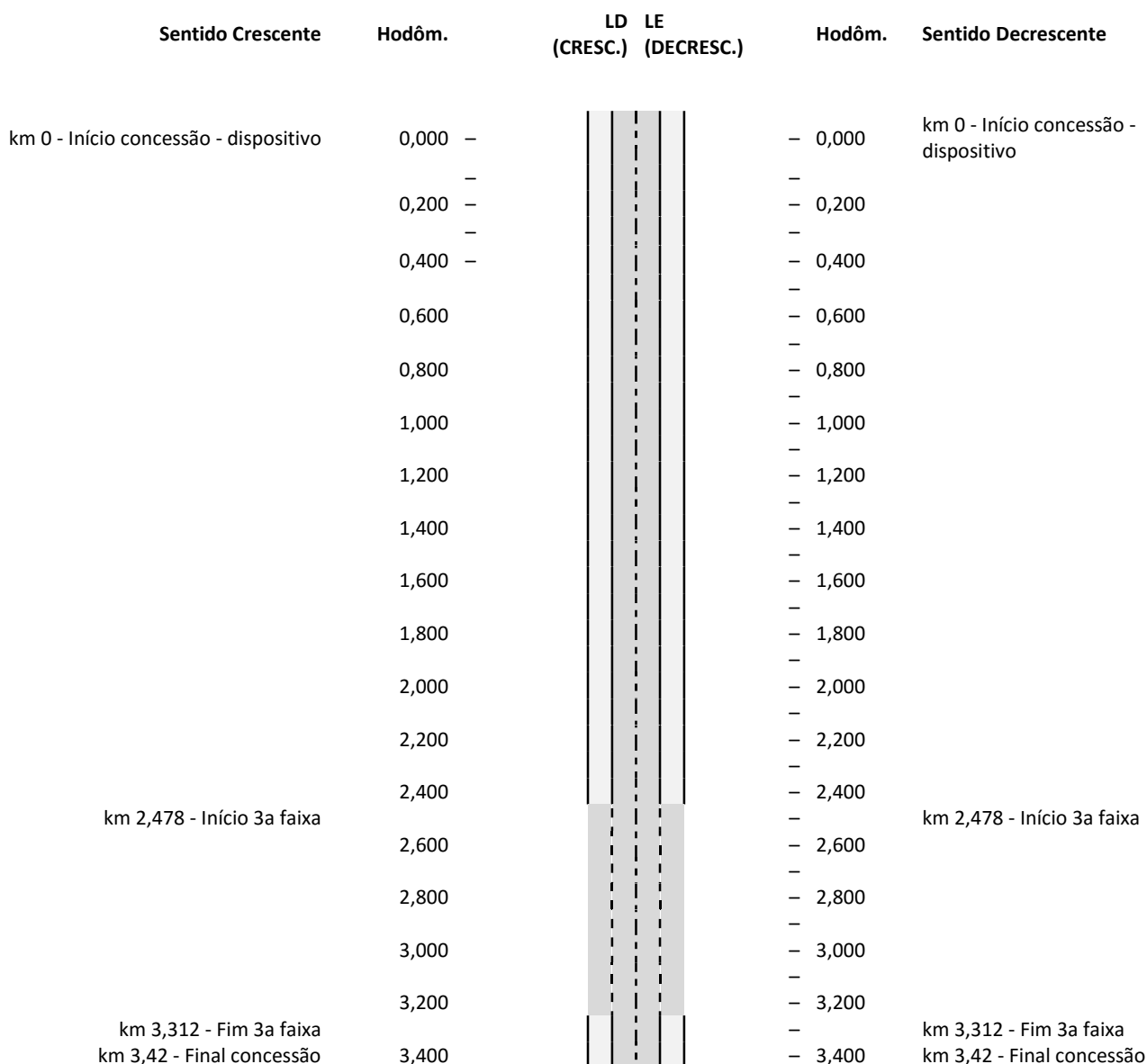
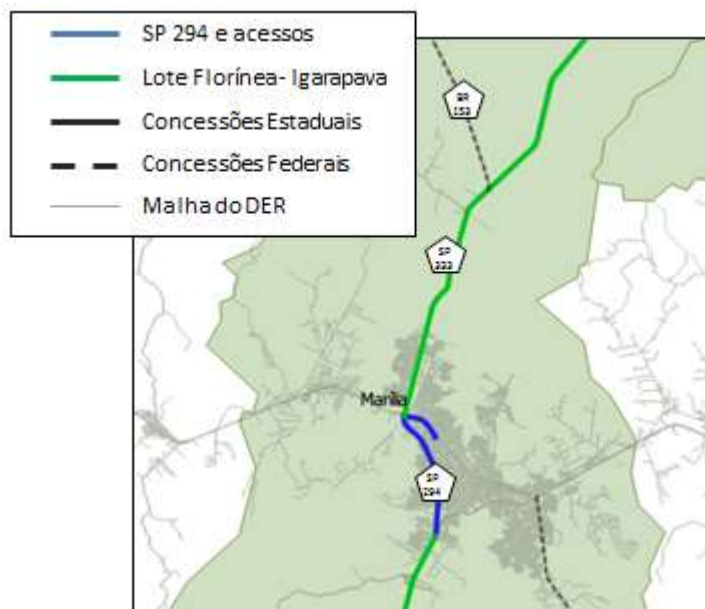


DIAGRAMA UNIFILAR - SPA
409/333

LEGENDA:		Pista de rolamento
		Acostamento ou refúgio*
		OAE
		Dispositivo

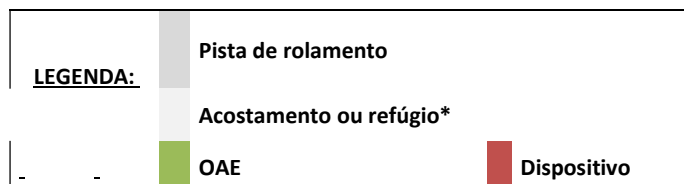


2.1.3.SP 294 do km 451,7 ao 458,0



Conforme já destacado, a SP 294 se sobrepõe a um trecho da SP 333 na região de Marília. Seguem abaixo as principais características do acesso pertencente a esse trecho.

DIAGRAMA UNIFILAR - SPA 458/294



Sentido Crescente	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente
km 0 - Início concessão - viaduto	0,000 –			– 0,000	km 0 - Início concessão - viaduto
	– 0,200			– 0,200	
	– 0,400			– 0,400	
	– 0,600			– 0,600	
km 0,818 - Quebra-molas	0,800 –			– 0,800	
	– 1,000			– 1,000	km 0,95 - Quebra-molas
	– 1,200			– 1,200	
km 1,446 - Quebra-molas	1,400 –			– 1,400	
	– 1,600			– 1,600	km 1,61 - Quebra-molas
	– 1,800			– 1,800	

km 1,964 - Final concessão 2,000 — — 2,000 km 1,964 - Final concessão

2.1.4.SP 333 do km 212+450 ao 400+988

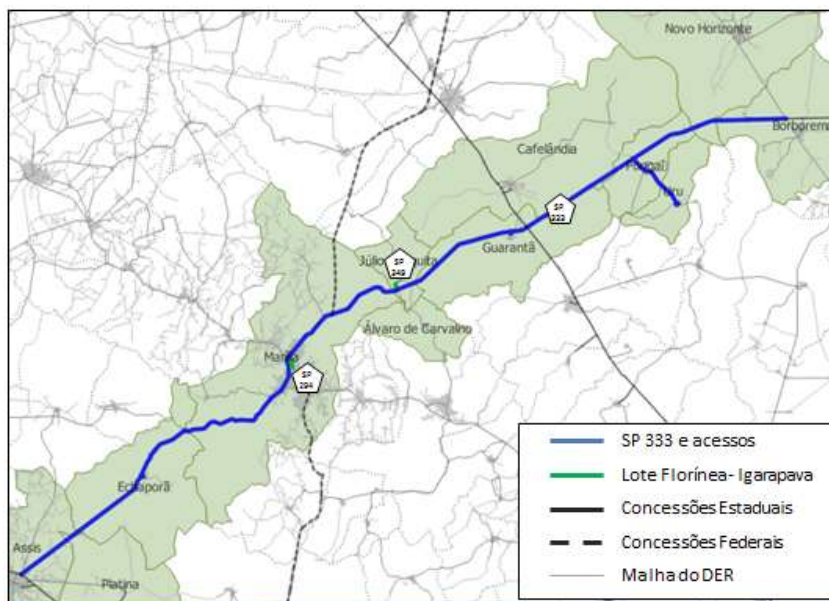


DIAGRAMA UNIFILAR - SP 333

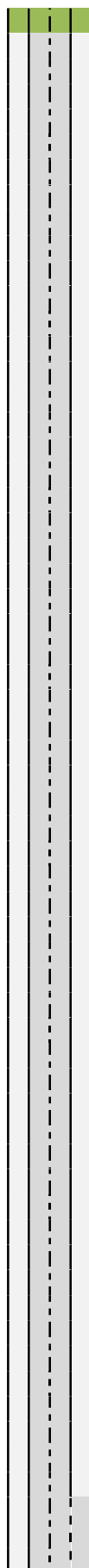
LEGENDA:	Pista de rolamento	Separador físico (barreira central)
	Acostamento ou refúgio*	Dispositivo
—	OAE	

Sentido Crescente (Minas Gerais -> Paraná)	Hodôm.	LD LE (CRESC.) (DECRESC.)		Hodôm.	Sentido Decrescente (Paraná -> Minas Gerais)
km 212,45 - Início da Concessão	212,450 —			— 212,450	km 212,45 - Início da Concessão
	—			—	
km 212,564 - Viaduto	212,600 —			— 212,600	km 212,564 - Viaduto
	—			—	
	212,800 —			— 212,800	
	—			—	
	213,000 —			— 213,000	
	—			—	
	213,200 —			— 213,200	
	—			—	
	213,400 —			— 213,400	
	—			—	
	213,600 —			— 213,600	
	—			—	
	213,800 —			— 213,800	
	—			—	
	214,000 —			— 214,000	

	-		-
214,200	-	-	214,200
	-		-
214,400	-	-	214,400
	-		-
214,600	-	-	214,600
	-		-
214,800	-	-	214,800
	-		-
215,000	-	-	215,000
	-		-
215,200	-	-	215,200
	-		-
215,400	-	-	215,400
	-		-
215,600	-	-	215,600
	-		-
215,800	-	-	215,800
	-		-
216,000	-	-	216,000
	-		-
216,200	-	-	216,200
	-		-
216,400	-	-	216,400
	-		-
216,600	-	-	216,600
	-		-
216,800	-	-	216,800
	-		-
217,000	-	-	217,000
	-		-
217,200	-	-	217,200
	-		-
217,400	-	-	217,400
	-		-
217,600	-	-	217,600
	-		-
217,800	-	-	217,800
	-		-
218,000	-	-	218,000
	-		-
218,200	-	-	218,200
	-		-
218,400	-	-	218,400
	-		-
218,600	-	-	218,600
	-		-
218,800	-	-	218,800
	-		-
219,000	-	-	219,000
	-		-
219,200	-	-	219,200
	-		-
219,400	-	-	219,400
	-		-
km 219,648 - Ponte	219,600		219,600 km 219,648 - Ponte
	-		-
219,800	-	-	219,800
	-		-
220,000	-	-	220,000
	-		-
220,200	-	-	220,200

km 220,286 - Ponte

-
220,400 -
-
220,600 -
-
220,800 -
-
221,000 -
-
221,200 -
-
221,400 -
-
221,600 -
-
221,800 -
-
222,000 -
-
222,200 -
-
222,400 -
-
222,600 -
-
222,800 -
-
223,000 -
-
223,200 -
-
223,400 -
-
223,600 -
-
223,800 -
-
224,000 -
-
224,200 -
-
224,400 -
-
224,600 -
-
224,800 -
-
225,000 -
-
225,200 -
-
225,400 -
-
225,600 -
-
225,800 -
-
226,000 -
-
226,200 -
-
226,400 -



-
220,400 -
-
220,600 -
-
220,800 -
-
221,000 -
-
221,200 -
-
221,400 -
-
221,600 -
-
221,800 -
-
222,000 -
-
222,200 -
-
222,400 -
-
222,600 -
-
222,800 -
-
223,000 -
-
223,200 -
-
223,400 -
-
223,600 -
-
223,800 -
-
224,000 -
-
224,200 -
-
224,400 -
-
224,600 -
-
224,800 -
-
225,000 -
-
225,200 -
-
225,400 -
-
225,600 -
-
225,800 -
-
226,000 -
-
226,200 -
-
226,400 -

km 220,286 - Ponte

km 226,177 - Fim 3a faixa

	—		—
226,600	—	—	226,600
226,800	—	—	226,800
227,000	—	—	227,000
227,200	—	—	227,200
227,400	—	—	227,400
227,600	—	—	227,600
227,800	—	—	227,800
228,000	—	—	228,000
228,200	—	—	228,200
228,400	—	—	228,400
228,600	—	—	228,600
228,800	—	—	228,800
229,000	—	—	229,000
229,200	—	—	229,200
229,400	—	—	229,400
229,600	—	—	229,600
229,800	—	—	229,800
230,000	—	—	230,000
230,200	—	—	230,200
230,400	—	—	230,400
230,600	—	—	230,600
230,800	—	—	230,800
231,000	—	—	231,000
231,200	—	—	231,200
231,400	—	—	231,400
231,600	—	—	231,600
231,800	—	—	231,800
232,000	—	—	232,000
232,200	—	—	232,200
232,400	—	—	232,400
232,600	—	—	232,600

km 228,667 - Início 3a faixa

km 230,2 - Ponte

km 230,2 - Ponte

	–		–	
	232,800 –		– 232,800	
km 232,896 - Início 3a faixa	–		–	
	233,000 –		– 233,000	
	–		–	
	233,200 –		– 233,200	
	–		–	
	233,400 –		– 233,400	
	–		–	
	233,600 –		– 233,600	
	–		–	
	233,800 –		– 233,800	
	–		–	
	234,000 –		– 234,000	
	–		–	
	234,200 –		– 234,200	
	–		–	
km 234,385 - Fim 3a faixa	234,400 –		– 234,400	
	–		–	
	234,600 –		– 234,600	
	–		–	
	234,800 –		– 234,800	
	–		–	
	235,000 –		– 235,000	
	–		–	
	235,200 –		– 235,200	
	–		–	
	235,400 –		– 235,400	
	–		–	
	235,600 –		– 235,600	
	–		–	
	235,800 –		– 235,800	
	–		–	
	236,000 –		– 236,000	
	–		–	
km 236,164 - Início 3a faixa	236,200 –		– 236,200	
	–		–	
	236,400 –		– 236,400	
	–		–	km 236,473 - Fim 3a faixa
	236,600 –		– 236,600	
	–		–	
	236,800 –		– 236,800	
km 236,855 - Fim 3a faixa	–		–	
	237,000 –		– 237,000	
	–		–	
	237,200 –		– 237,200	
	–		–	
	237,400 –		– 237,400	
	–		–	
	237,600 –		– 237,600	
	–		–	
	237,800 –		– 237,800	
	–		–	
	238,000 –		– 238,000	km 238,019 - Início 3a faixa
	–		–	
	238,200 –		– 238,200	
	–		–	
	238,400 –		– 238,400	
	–		–	
	238,600 –		– 238,600	km 238,632 - Fim 3a faixa
	–		–	
	238,800 –		– 238,800	

	–		–	
	239,000 –		– 239,000	
	–		–	
	239,200 –		– 239,200	
	–		–	
	239,400 –		– 239,400	km 239,263 - Início 3a faixa
	–		–	
	239,600 –		– 239,600	
	–		–	
	239,800 –		– 239,800	
km 239,933 - Início 3a faixa	–		–	
	240,000 –		– 240,000	
	–		–	
	240,200 –		– 240,200	
	–		–	
	240,400 –		– 240,400	
	–		–	
	240,600 –		– 240,600	
	–		–	
	240,800 –		– 240,800	
	–		–	
	241,000 –		– 241,000	
	–		–	
	241,200 –		– 241,200	
	–		–	
	241,400 –		– 241,400	
	–		–	
	241,600 –		– 241,600	km 241,502 - Fim 3a faixa
	–		–	
	241,800 –		– 241,800	
	–		–	
	242,000 –		– 242,000	
	–		–	
	242,200 –		– 242,200	
km 242,301 - Fim 3a faixa	–		–	
	242,400 –		– 242,400	
	–		–	
	242,600 –		– 242,600	km 242,478 - Início 3a faixa
	–		–	
	242,800 –		– 242,800	
	–		–	
	243,000 –		– 243,000	
	–		–	
	243,200 –		– 243,200	
	–		–	
	243,400 –		– 243,400	
	–		–	
	243,600 –		– 243,600	
	–		–	
	243,800 –		– 243,800	
	–		–	
	244,000 –		– 244,000	
	–		–	
	244,200 –		– 244,200	
	–		–	
	244,400 –		– 244,400	
	–		–	
	244,600 –		– 244,600	
	–		–	
	244,800 –		– 244,800	
	–		–	
	245,000 –		– 245,000	

	-		-	
	245,200 -		- 245,200	
	-		-	
	245,400 -		- 245,400	
	-		-	
	245,600 -		- 245,600	
	-		-	
	245,800 -		- 245,800	
	-		-	
	246,000 -		- 246,000	
	-		-	
	246,200 -		- 246,200	
	-		-	
	246,400 -		- 246,400	
	-		-	
	246,600 -		- 246,600	
	-		-	
	246,800 -		- 246,800	
	-		-	
	247,000 -		- 247,000	
	-		-	
	247,200 -		- 247,200	
	-		-	
	247,400 -		- 247,400	
	-		-	
	247,600 -		- 247,600	
	-		-	
	247,800 -		- 247,800	
	-		-	
	248,000 -		- 248,000	
	-		-	
km 248,214 - Início 3a faixa	248,200 -		- 248,200	
	-		-	
	248,400 -		- 248,400	
	-		-	
	248,600 -		- 248,600	
	-		-	
	248,800 -		- 248,800	
	-		-	
	249,000 -		- 249,000	
	-		-	
	249,200 -		- 249,200	km 249,087 - Fim 3a faixa
	-		-	
	249,400 -		- 249,400	
	-		-	
km 249,573 - Fim 3a faixa	249,600 -		- 249,600	km 249,573 - Início 3a faixa
	-		-	
	249,800 -		- 249,800	
	-		-	
	250,000 -		- 250,000	
	-		-	
	250,200 -		- 250,200	
	-		-	
	250,400 -		- 250,400	
km 250,523 - Início 3a faixa	-		-	
	250,600 -		- 250,600	
	-		-	
	250,800 -		- 250,800	
	-		-	
	251,000 -		- 251,000	
	-		-	
km 251,189 - Fim 3a faixa	251,200 -		- 251,200	

-	-	-
251,400 -		- 251,400
-		-
251,600 -		- 251,600
-		-
251,800 -		- 251,800
-		-
252,000 -		- 252,000
-		-
252,200 -		- 252,200
-		-
252,400 -		- 252,400 km 252,423 - Fim 3a faixa
-		-
252,600 -		- 252,600
-		-
252,800 -		- 252,800
-		-
253,000 -		- 253,000
-		-
253,200 -		- 253,200
-		-
253,400 -		- 253,400
-		-
253,600 -		- 253,600
-		-
253,800 -		- 253,800
-		-
254,000 -		- 254,000
-		-
254,200 -		- 254,200
-		-
254,400 -		- 254,400
-		-
254,600 -		- 254,600
-		- km 254,705 - Início 3a faixa
254,800 -		- 254,800
-		-
255,000 -		- 255,000
-		-
255,200 -		- 255,200
-		-
255,400 -		- 255,400
-		-
255,600 -		- 255,600
-		-
255,800 -		- 255,800
-		-
256,000 -		- 256,000
-		-
256,200 -		- 256,200
-		-
256,400 -		- 256,400
-		-
256,600 -		- 256,600
-		-
256,800 -		- 256,800
-		-
257,000 -		- 257,000
-		-
257,200 -		- 257,200
-		-
257,400 -		- 257,400

	-		-
	257,600 -		- 257,600
	257,800 -		- 257,800
	258,000 -		- 258,000
	258,200 -		- 258,200
	258,400 -		- 258,400
	258,600 -		- 258,600
	258,800 -		- 258,800
	259,000 -		- 259,000
	259,200 -		- 259,200
km 259,429 - Ponte	259,400 -		- 259,400 km 259,429 - Ponte
	259,600 -		- 259,600
km 259,848 - Início 3a faixa	259,800 -		- 259,800
	260,000 -		- 260,000
	260,200 -		- 260,200
	260,400 -		- 260,400
	260,600 -		- 260,600
	260,800 -		- 260,800
	261,000 -		- 261,000
	261,200 -		- 261,200
	261,400 -		- 261,400
	261,600 -		- 261,600
	261,800 -		- 261,800
	262,000 -		- 262,000
	262,200 -		- 262,200
	262,400 -		- 262,400
	262,600 -		- 262,600
	262,800 -		- 262,800
	263,000 -		- 263,000
km 263,051 - Fim 3a faixa	263,200 -		- 263,200
	263,400 -		- 263,400
	263,600 -		- 263,600

	-		-
	263,800 -		- 263,800
	-		-
	264,000 -		- 264,000
	-		-
	264,200 -		- 264,200
	-		-
km 264,424 - Início 3a faixa	264,400 -		- 264,400
	-		-
	264,600 -		- 264,600
	-		-
	264,800 -		- 264,800
	-		-
km 265,03 - Fim 3a faixa	265,000 -		- 265,000
	-		-
	265,200 -		- 265,200
	-		-
	265,400 -		- 265,400
	-		-
	265,600 -		- 265,600
	-		-
	265,800 -		- 265,800
	-		-
	266,000 -		- 266,000
	-		-
	266,200 -		- 266,200
km 266,308 - Início 3a faixa	-		-
	266,400 -		- 266,400
	-		-
	266,600 -		- 266,600
	-		-
	266,800 -		- 266,800
	-		-
	267,000 -		- 267,000
	-		-
km 267,173 - Fim 3a faixa	267,200 -		- 267,200
	-		-
	267,400 -		- 267,400
	-		-
	267,600 -		- 267,600
	-		-
	267,800 -		- 267,800
	-		-
	268,000 -		- 268,000
	-		-
	268,200 -		- 268,200
	-		-
	268,400 -		- 268,400
	-		-
	268,600 -		- 268,600
	-		-
	268,800 -		- 268,800
	-		-
	269,000 -		- 269,000
km 269,105 - Início 3a faixa	-		-
	269,200 -		- 269,200
	-		-
	269,400 -		- 269,400
	-		-
	269,600 -		- 269,600
	-		-
	269,800 -		- 269,800

km 269,905 - Viaduto	–		–	km 269,905 - Viaduto
270,000	–		–	270,000
270,200	–		–	270,200
270,400	–		–	270,400
270,600	–		–	270,600
270,800	–		–	270,800
km 270,919 - Fim 3a faixa	–		–	
271,000	–		–	271,000
271,200	–		–	271,200
271,400	–		–	271,400
271,600	–		–	271,600
271,800	–		–	271,800
272,000	–		–	272,000
272,200	–		–	272,200
272,400	–		–	272,400
272,600	–		–	272,600
272,800	–		–	272,800
273,000	–		–	273,000
273,200	–		–	273,200
km 273,3 - Viaduto	–		–	km 273,3 - Viaduto
273,400	–		–	273,400
273,600	–		–	273,600
273,800	–		–	273,800
274,000	–		–	274,000
274,200	–		–	274,200
km 274,367 - Início 3a faixa	–		–	km 274,429 - Fim 3a faixa
274,600	–		–	274,600
274,800	–		–	274,800
km 274,898 - Fim 3a faixa	–		–	
275,000	–		–	275,000
275,200	–		–	275,200
275,400	–		–	275,400
275,600	–		–	275,600
275,800	–		–	km 275,653 - Início 3a faixa
276,000	–		–	276,000

–	–	–
276,200 –		– 276,200
–		–
276,400 –		– 276,400
–		–
276,600 –		– 276,600 km 276,574 - Fim 3a faixa
–		–
276,800 –		– 276,800
–		–
277,000 –		– 277,000
–		–
277,200 –		– 277,200
–		–
277,400 –		– 277,400
–		–
277,600 –		– 277,600 km 277,624 - Início 3a faixa
–		–
277,800 –		– 277,800
–		–
278,000 –		– 278,000
–		–
278,200 –		– 278,200
–		–
278,400 –		– 278,400
–		–
278,600 –		– 278,600
–		–
278,800 –		– 278,800 km 278,772 - Fim 3a faixa
–		–
279,000 –		– 279,000
–		–
279,200 –		– 279,200
–		–
279,400 –		– 279,400
–		–
279,600 –		– 279,600
–		–
279,800 –		– 279,800
–		–
280,000 –		– 280,000
–		–
280,200 –		– 280,200
–		–
280,400 –		– 280,400
–		–
280,600 –		– 280,600
–		–
280,800 –		– 280,800
–		–
281,000 –		– 281,000
–		–
281,200 –		– 281,200
–		–
281,400 –		– 281,400
–		–
281,600 –		– 281,600
–		–
281,800 –		– 281,800
–		–
282,000 –		– 282,000
–		–
282,200 –		– 282,200 km 282,208 - Início 3a faixa

	—		—	
	282,400 —		— 282,400	
	282,600 —		— 282,600	
	282,800 —		— 282,800	
km 282,875 - Ponte	—		—	km 282,875 - Ponte
	283,000 —		— 283,000	
	283,200 —		— 283,200	
km 283,292 - Início 3a faixa	—		—	
	283,400 —		— 283,400	
	283,600 —		— 283,600	
	283,800 —		— 283,800	
	284,000 —		— 284,000	
	284,200 —		— 284,200	
	284,400 —		— 284,400	
km 284,396 - Fim 3a faixa	—		—	
	284,600 —		— 284,600	
	284,800 —		— 284,800	
	285,000 —		— 285,000	
	285,200 —		— 285,200	
	285,400 —		— 285,400	
	285,600 —		— 285,600	
	285,800 —		— 285,800	
	286,000 —		— 286,000	
	286,200 —		— 286,200	
	286,400 —		— 286,400	
	286,600 —		— 286,600	
km 286,563 - Início 3a faixa	—		—	
	286,800 —		— 286,800	
	287,000 —		— 287,000	
	287,200 —		— 287,200	
km 287,25 - Fim 3a faixa	—		—	
	287,400 —		— 287,400	
	287,600 —		— 287,600	
km 287,708 - Início 3a faixa	—		—	km 287,708 - Fim 3a faixa
	287,800 —		— 287,800	
	288,000 —		— 288,000	
km 288,149 - Fim 3a faixa	—		—	
	288,200 —		— 288,200	
	288,400 —		— 288,400	km 288,404 - Início 3a faixa

	—		—	
	288,600 —		— 288,600	
	288,800 —		— 288,800	
	289,000 —		— 289,000	
	289,200 —		— 289,200	
	289,400 —		— 289,400	
km 289,532 - Início 3a faixa	—		—	
	289,600 —		— 289,600	
	289,800 —		— 289,800	
km 290 - Fim 3a faixa	290,000 —		— 290,000	
	290,200 —		— 290,200	
	290,400 —		— 290,400	
	290,600 —		— 290,600	
	290,800 —		— 290,800	
	291,000 —		— 291,000	
	291,200 —		— 291,200	
	291,400 —		— 291,400	
	291,600 —		— 291,600	
	291,800 —		— 291,800	
	292,000 —		— 292,000	
	292,200 —		— 292,200	
	292,400 —		— 292,400	
	292,600 —		— 292,600	
	292,800 —		— 292,800	
km 293,075 - Início 3a faixa	293,000 —		— 293,000	
	293,200 —		— 293,200	km 293,183 - Fim 3a faixa
	293,400 —		— 293,400	
km 293,613 - Fim 3a faixa	293,600 —		— 293,600	km 293,613 - Início 3a faixa
	293,800 —		— 293,800	
	294,000 —		— 294,000	
	294,200 —		— 294,200	
	294,400 —		— 294,400	
km 294,51 - Início 3a faixa	—		—	
	294,600 —		— 294,600	

	-		-
	294,800 -		- 294,800
	-		-
	295,000 -		- 295,000
km 295,098 - Fim 3a faixa	-		-
	295,200 -		- 295,200
	-		-
	295,400 -		- 295,400
	-		-
	295,600 -		- 295,600
	-		-
	295,800 -		- 295,800
	-		-
	296,000 -		- 296,000
	-		-
	296,200 -		- 296,200
	-		-
	296,400 -		- 296,400
	-		-
	296,600 -		- 296,600
	-		-
	296,800 -		- 296,800
	-		-
	297,000 -		- 297,000
	-		-
	297,200 -		- 297,200
	-		-
	297,400 -		- 297,400
	-		-
	297,600 -		- 297,600
	-		-
	297,800 -		- 297,800
	-		-
	298,000 -		- 298,000
	-		-
km 298,246 - Início 3a faixa	298,200 -		- 298,200
	-		-
	298,400 -		- 298,400
	-		-
	298,600 -		- 298,600
km 298,684 - Fim 3a faixa	-		-
	298,800 -		- 298,800
	-		-
	299,000 -		- 299,000
	-		-
	299,200 -		- 299,200
	-		-
	299,400 -		- 299,400
	-		-
	299,600 -		- 299,600
	-		-
	299,800 -		- 299,800
	-		-
	300,000 -		- 300,000
	-		-
	300,200 -		- 300,200
	-		-
	300,400 -		- 300,400
	-		-
	300,600 -		- 300,600
	-		-
	300,800 -		- 300,800

301,000	—	—	301,000
301,200	—	—	301,200
301,400	—	—	301,400
301,600	—	—	301,600
301,800	—	—	301,800
302,000	—	—	302,000
302,200	—	—	302,200
302,400	—	—	302,400
302,600	—	—	302,600
302,800	—	—	302,800
303,000	—	—	303,000
303,200	—	—	303,200
303,400	—	—	303,400
303,600	—	—	303,600
303,800	—	—	303,800
304,000	—	—	304,000
304,200	—	—	304,200
304,400	—	—	304,400
304,600	—	—	304,600
304,800	—	—	304,800
305,000	—	—	305,000
305,200	—	—	305,200
305,400	—	—	305,400
305,600	—	—	305,600
305,800	—	—	305,800
306,000	—	—	306,000
306,200	—	—	306,200
306,400	—	—	306,400
306,600	—	—	306,600
306,800	—	—	306,800
307,000	—	—	307,000

km 303,313 - Fim 3a faixa

km 304,98 - Início 3a faixa

km 306,925 - Fim 3a faixa

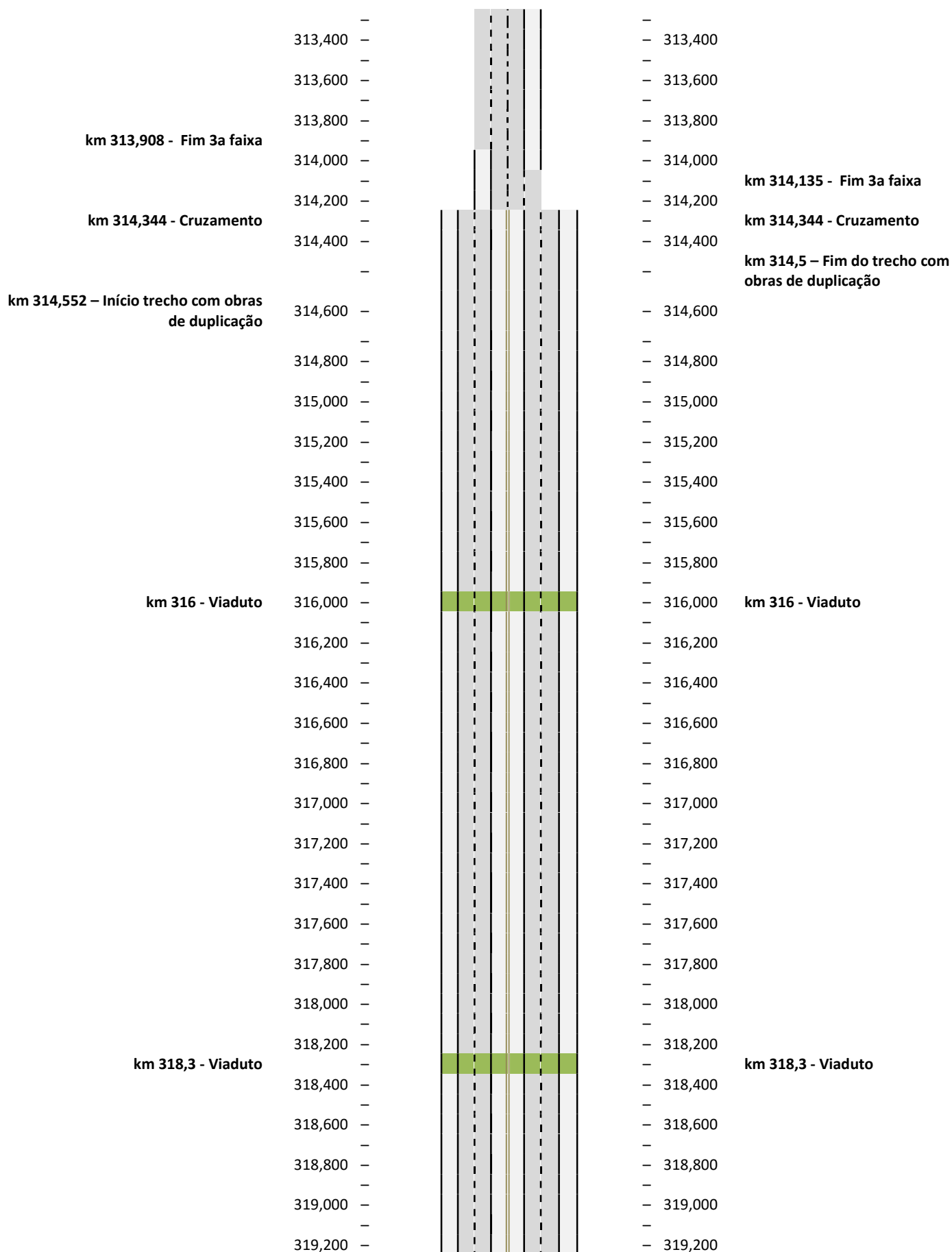
307,200	—	—	307,200
307,400	—	—	307,400
307,600	—	—	307,600
307,800	—	—	307,800
308,000	—	—	308,000
308,200	—	—	308,200
308,400	—	—	308,400
308,600	—	—	308,600
308,800	—	—	308,800
309,000	—	—	309,000
309,200	—	—	309,200
309,400	—	—	309,400
309,600	—	—	309,600
309,800	—	—	309,800
310,000	—	—	310,000
310,200	—	—	310,200
310,400	—	—	310,400
310,600	—	—	310,600
310,800	—	—	310,800
311,000	—	—	311,000
311,200	—	—	311,200
311,400	—	—	311,400
311,600	—	—	311,600
311,800	—	—	311,800
312,000	—	—	312,000
312,200	—	—	312,200
312,400	—	—	312,400
312,600	—	—	312,600
312,800	—	—	312,800
313,000	—	—	313,000
313,200	—	—	313,200

km 307,906 - Início 3a faixa

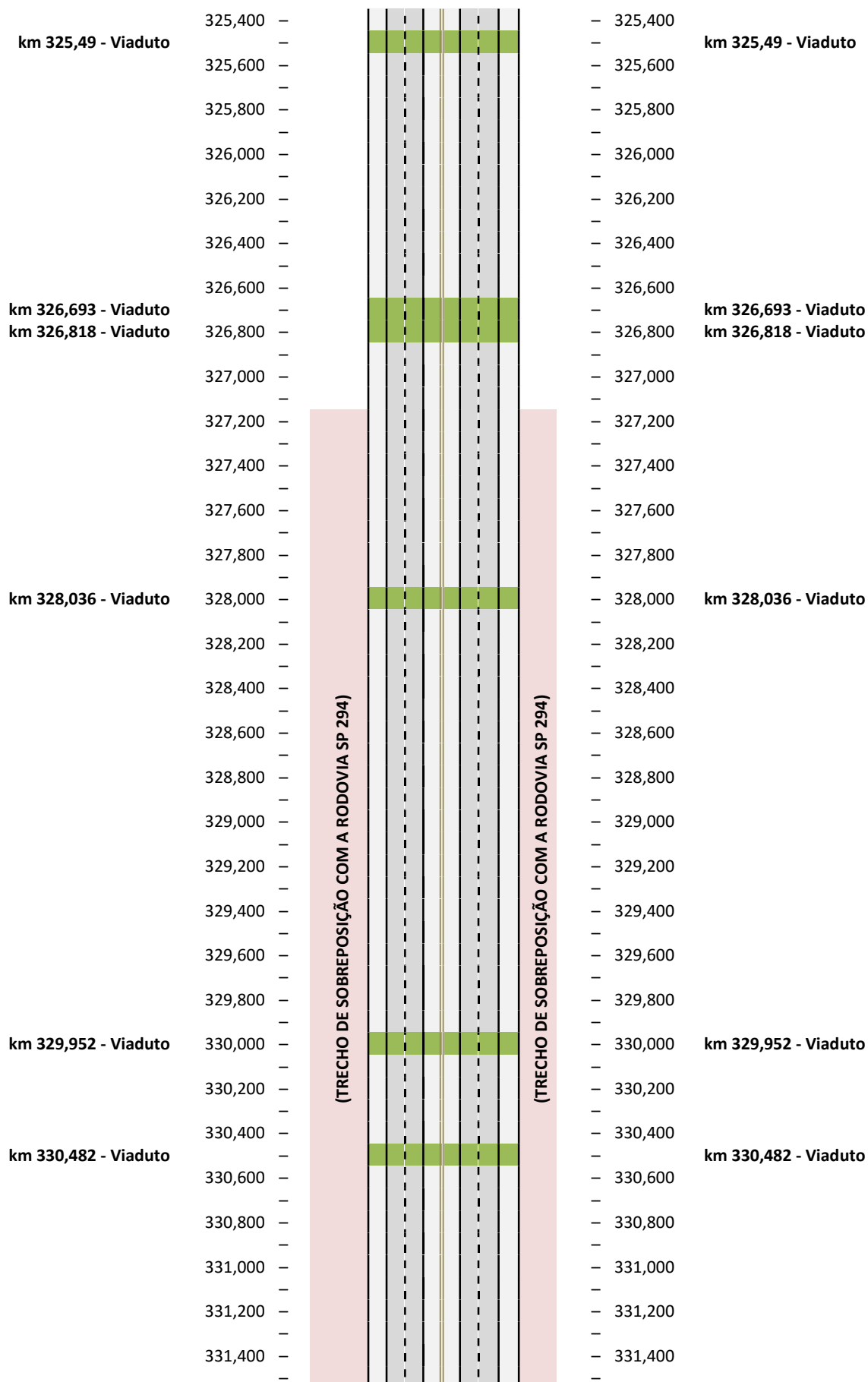
km 311,698 - Ponte

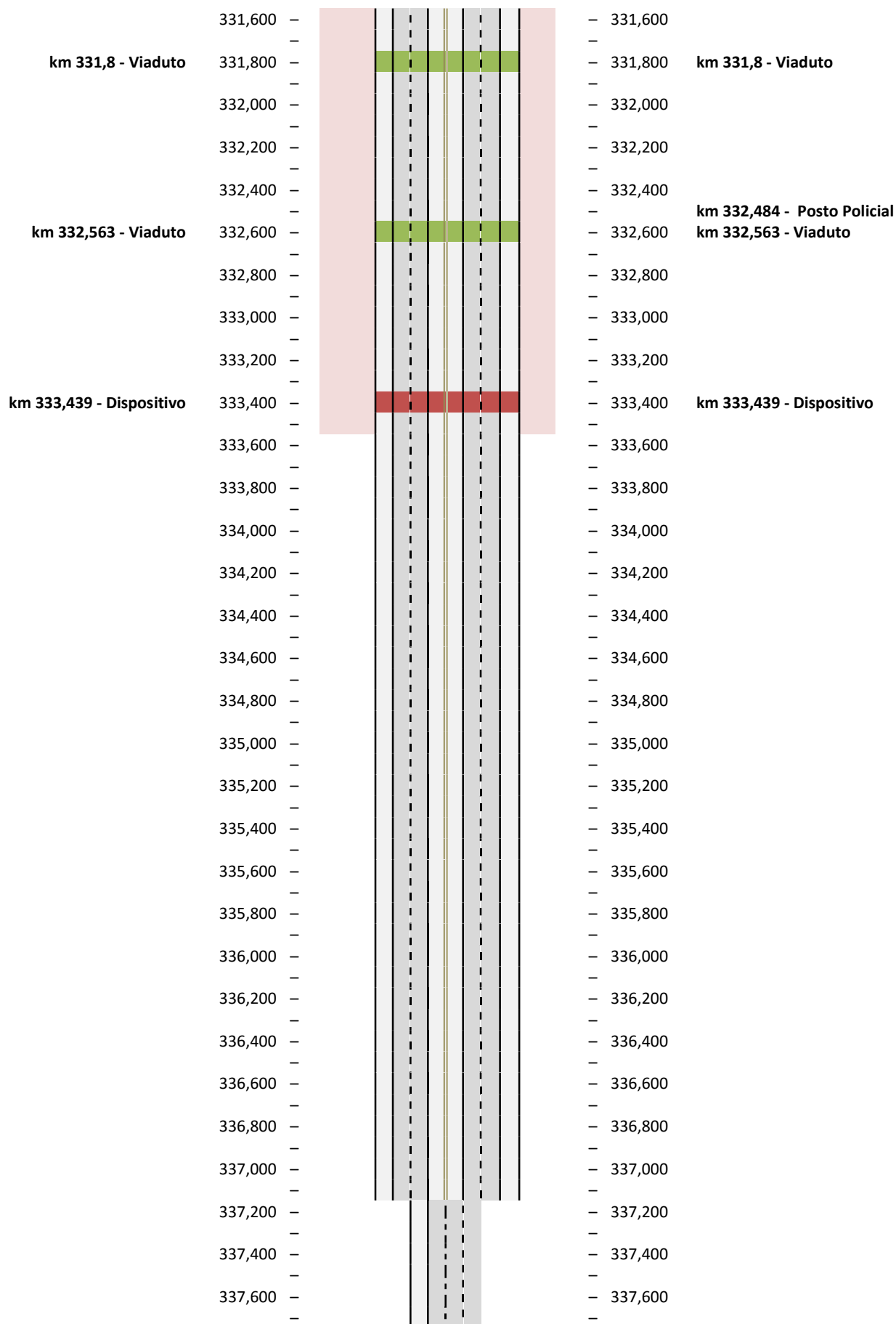
km 311,698 - Ponte

km 312,055 - Início 3a faixa



	319,400								319,400	
	319,600								319,600	
	319,800								319,800	
	320,000								320,000	
	320,200								320,200	
	320,400								320,400	
	320,600								320,600	
	320,800								320,800	
	321,000								321,000	
	321,200								321,200	
	321,400								321,400	
km 321,6 - Viaduto	321,600								321,600	km 321,6 - Viaduto
	321,800								321,800	
	322,000								322,000	
	322,200								322,200	
	322,400								322,400	
	322,600								322,600	
	322,800								322,800	
Km 323 – Final do trecho com obras de duplicação	323,000								323,000	Km 323 – Final do trecho com obras de duplicação
	323,200								323,200	
	323,400								323,400	
	323,600								323,600	
km 323,926 - Viaduto	323,800								323,800	km 323,926 - Viaduto
	324,000								324,000	
	324,200								324,200	
	324,400								324,400	
	324,600								324,600	
	324,800								324,800	
	325,000								325,000	
	325,200								325,200	





337,800	–	–	337,800	
–			–	
338,000	–	–	338,000	
–			–	
338,200	–	–	338,200	
–			–	
338,400	–	–	338,400	
–			–	
338,600	–	–	338,600	
–			–	
338,800	–	–	338,800	
–			–	
339,000	–	–	339,000	
–			–	
339,200	–	–	339,200	
–			–	
339,400	–	–	339,400	
–			–	
339,600	–	–	339,600	
–			–	
339,800	–	–	339,800	
–			–	
340,000	–	–	340,000	
–			–	
340,200	–	–	340,200	
–			–	
340,400	–	–	340,400	km 340,369 - Posto fiscalização
–			–	
340,600	–	–	340,600	
–			–	
340,800	–	–	340,800	
–			–	
341,000	–	–	341,000	
–			–	
341,200	–	–	341,200	
–			–	
341,400	–	–	341,400	
–			–	
341,600	–	–	341,600	
–			–	
341,800	–	–	341,800	
–			–	
342,000	–	–	342,000	
–			–	
342,200	–	–	342,200	
–			–	
342,400	–	–	342,400	
–			–	
342,600	–	–	342,600	
–			–	
342,800	–	–	342,800	
–			–	
343,000	–	–	343,000	
–			–	
343,200	–	–	343,200	
–			–	
343,400	–	–	343,400	km 343,44 - Início 3a faixa
–			–	
343,600	–	–	343,600	
–			–	
km 343,78 - Início 3a faixa	343,800	–	343,800	
–			–	

	344,000	—	—	344,000	
	—	—	—	—	
	344,200	—	—	344,200	km 344,202 - Fim 3a faixa
km 344,303 - Fim 3a faixa	—	—	—	—	
	344,400	—	—	344,400	
	—	—	—	—	
	344,600	—	—	344,600	
	—	—	—	—	
	344,800	—	—	344,800	
	—	—	—	—	
	345,000	—	—	345,000	
	—	—	—	—	
	345,200	—	—	345,200	
	—	—	—	—	
	345,400	—	—	345,400	
	—	—	—	—	km 345,535 - Início 3a faixa
	345,600	—	—	345,600	
km 345,697 - Ponte	—	—	—	—	
km 345,798 - Início 3a faixa	345,800	—	—	345,800	km 345,697 - Ponte
	—	—	—	—	
	346,000	—	—	346,000	
	—	—	—	—	
	346,200	—	—	346,200	
	—	—	—	—	
	346,400	—	—	346,400	
km 346,481 - Fim 3a faixa	—	—	—	—	
	346,600	—	—	346,600	
	—	—	—	—	
	346,800	—	—	346,800	
	—	—	—	—	
	347,000	—	—	347,000	
	—	—	—	—	
	347,200	—	—	347,200	
	—	—	—	—	
	347,400	—	—	347,400	
	—	—	—	—	
	347,600	—	—	347,600	
	—	—	—	—	
	347,800	—	—	347,800	
	—	—	—	—	
	348,000	—	—	348,000	
	—	—	—	—	
	348,200	—	—	348,200	
	—	—	—	—	
	348,400	—	—	348,400	
	—	—	—	—	km 348,459 - Fim 3a faixa
	348,600	—	—	348,600	
	—	—	—	—	
	348,800	—	—	348,800	
	—	—	—	—	
	349,000	—	—	349,000	
	—	—	—	—	
	349,200	—	—	349,200	km 349,211 - Início 3a faixa
km 349,321 - Ponte	—	—	—	—	
km 349,376 - Início 3a faixa	349,400	—	—	349,400	km 349,321 - Ponte
	—	—	—	—	
	349,600	—	—	349,600	
	—	—	—	—	
	349,800	—	—	349,800	
	—	—	—	—	
	350,000	—	—	350,000	
	—	—	—	—	

	350,200	–		–	350,200	
	–	–		–	–	
km 350,44 - Fim 3a faixa	350,400	–		–	350,400	
	–	–		–	–	
	350,600	–		–	350,600	
	–	–		–	–	
	350,800	–		–	350,800	
	–	–		–	–	
	351,000	–		–	351,000	
	–	–		–	–	
	351,200	–		–	351,200	
	–	–		–	–	
	351,400	–		–	351,400	
	–	–		–	–	
	351,600	–		–	351,600	
	–	–		–	–	
	351,800	–		–	351,800	
	–	–		–	–	
	352,000	–		–	352,000	
	–	–		–	–	
	352,200	–		–	352,200	
	–	–		–	–	
km 352,525 - Início 3a faixa	352,400	–		–	352,400	
	–	–		–	–	
	352,600	–		–	352,600	
	–	–		–	–	
	352,800	–		–	352,800	
	–	–		–	–	
	353,000	–		–	353,000	
	–	–		–	–	
	353,200	–		–	353,200	
	–	–		–	–	
	353,400	–		–	353,400	
	–	–		–	–	
	353,600	–		–	353,600	
	–	–		–	–	
	353,800	–		–	353,800	
	–	–		–	–	
	354,000	–		–	354,000	
	–	–		–	–	
	354,200	–		–	354,200	km 354,175 - Fim 3a faixa
	–	–		–	–	
	354,400	–		–	354,400	
km 354,505 - Fim 3a faixa	–	–		–	–	
	354,600	–		–	354,600	
	–	–		–	–	
	354,800	–		–	354,800	
	–	–		–	–	
	355,000	–		–	355,000	
	–	–		–	–	
	355,200	–		–	355,200	
	–	–		–	–	
	355,400	–		–	355,400	
	–	–		–	–	
	355,600	–		–	355,600	
	–	–		–	–	
	355,800	–		–	355,800	
	–	–		–	–	
	356,000	–		–	356,000	
	–	–		–	–	
	356,200	–		–	356,200	km 356,139 - Início 3a faixa
	–	–		–	–	

	356,400	–		–	356,400	
km 356,475 - Ponte		–		–		km 356,475 - Ponte
	356,600	–		–	356,600	
	356,800	–		–	356,800	
km 357,03 - Início 3a faixa	357,000	–		–	357,000	
	357,200	–		–	357,200	
	357,400	–		–	357,400	
	357,600	–		–	357,600	
	357,800	–		–	357,800	
	358,000	–		–	358,000	
	358,200	–		–	358,200	
	358,400	–		–	358,400	
km 358,563 - Fim 3a faixa	358,600	–		–	358,600	
	358,800	–		–	358,800	
	359,000	–		–	359,000	
	359,200	–		–	359,200	
	359,400	–		–	359,400	
	359,600	–		–	359,600	
	359,800	–		–	359,800	
	360,000	–		–	360,000	
	360,200	–		–	360,200	
	360,400	–		–	360,400	
	360,600	–		–	360,600	
	360,800	–		–	360,800	
	361,000	–		–	361,000	
	361,200	–		–	361,200	
	361,400	–		–	361,400	
	361,600	–		–	361,600	
	361,800	–		–	361,800	
	362,000	–		–	362,000	
	362,200	–		–	362,200	
	362,400	–		–	362,400	

	362,600	–		–	362,600
		–		–	
	362,800	–		–	362,800
km 362,932 - Início 3a faixa		–		–	
	363,000	–		–	363,000
		–		–	
	363,200	–		–	363,200
		–		–	
	363,400	–		–	363,400
		–		–	
	363,600	–		–	363,600
		–		–	
	363,800	–		–	363,800
		–		–	
	364,000	–		–	364,000
		–		–	
	364,200	–		–	364,200
		–		–	
	364,400	–		–	364,400
		–		–	
	364,600	–		–	364,600
		–		–	
	364,800	–		–	364,800
		–		–	
	365,000	–		–	365,000
		–		–	
	365,200	–		–	365,200
		–		–	
	365,400	–		–	365,400
km 365,529 - Fim 3a faixa		–		–	
	365,600	–		–	365,600
		–		–	
	365,800	–		–	365,800
		–		–	
	366,000	–		–	366,000
		–		–	
	366,200	–		–	366,200
		–		–	
	366,400	–		–	366,400
		–		–	
	366,600	–		–	366,600
		–		–	
	366,800	–		–	366,800
		–		–	
	367,000	–		–	367,000
		–		–	
	367,200	–		–	367,200
		–		–	
	367,400	–		–	367,400
		–		–	
	367,600	–		–	367,600
		–		–	
	367,800	–		–	367,800
		–		–	
	368,000	–		–	368,000
		–		–	
	368,200	–		–	368,200
		–		–	
	368,400	–		–	368,400
		–		–	
	368,600	–		–	368,600
		–		–	

	368,800	–		–	368,800	
		–		–		
	369,000	–		–	369,000	
		–		–		
	369,200	–		–	369,200	
		–		–		
	369,400	–		–	369,400	
		–		–		
	369,600	–		–	369,600	
		–		–		
	369,800	–		–	369,800	
		–		–		
km 370,035 - Dispositivo	370,000	–		–	370,000	km 370,035 - Dispositivo
		–		–		
km 370,172 - Dispositivo	370,200	–		–	370,200	km 370,172 - Dispositivo
		–		–		
	370,400	–		–	370,400	
		–		–		km 370,495 - Fim 3a faixa
	370,600	–		–	370,600	
		–		–		
	370,800	–		–	370,800	
		–		–		
	371,000	–		–	371,000	
		–		–		
	371,200	–		–	371,200	
		–		–		
	371,400	–		–	371,400	
		–		–		
	371,600	–		–	371,600	
		–		–		
	371,800	–		–	371,800	
		–		–		
	372,000	–		–	372,000	
		–		–		
	372,200	–		–	372,200	
		–		–		
	372,400	–		–	372,400	
		–		–		
	372,600	–		–	372,600	
		–		–		
	372,800	–		–	372,800	
		–		–		
	373,000	–		–	373,000	km 372,989 - Início 3a faixa
		–		–		
	373,200	–		–	373,200	
		–		–		
	373,400	–		–	373,400	
		–		–		
	373,600	–		–	373,600	
		–		–		
	373,800	–		–	373,800	
		–		–		
	374,000	–		–	374,000	
		–		–		
	374,200	–		–	374,200	
		–		–		
	374,400	–		–	374,400	
		–		–		
	374,600	–		–	374,600	
		–		–		
	374,800	–		–	374,800	
		–		–		

	375,000	—		—	375,000
		—		—	
	375,200	—		—	375,200
		—		—	
	375,400	—		—	375,400
km 375,484 - Início 3a faixa		—		—	
	375,600	—		—	375,600
		—		—	
	375,800	—		—	375,800
		—		—	
	376,000	—		—	376,000
		—		—	
	376,200	—		—	376,200
		—		—	
	376,400	—		—	376,400
		—		—	
	376,600	—		—	376,600
		—		—	
km 376,796 - Fim 3a faixa	376,800	—		—	376,800
		—		—	
	377,000	—		—	377,000
		—		—	
	377,200	—		—	377,200
		—		—	
	377,400	—		—	377,400
		—		—	
	377,600	—		—	377,600
		—		—	
	377,800	—		—	377,800
		—		—	
	378,000	—		—	378,000
		—		—	
	378,200	—		—	378,200
		—		—	
	378,400	—		—	378,400
		—		—	
	378,600	—		—	378,600
		—		—	
	378,800	—		—	378,800
		—		—	
	379,000	—		—	379,000
		—		—	
	379,200	—		—	379,200
		—		—	
	379,400	—		—	379,400
		—		—	
	379,600	—		—	379,600
		—		—	
km 379,845 - Início 3a faixa	379,800	—		—	379,800
		—		—	
	380,000	—		—	380,000
		—		—	
	380,200	—		—	380,200
		—		—	
	380,400	—		—	380,400
		—		—	
	380,600	—		—	380,600
km 380,697 - Fim 3a faixa		—		—	
	380,800	—		—	380,800
		—		—	
	381,000	—		—	381,000
		—		—	

381,200	—	—	381,200
—			—
381,400	—	—	381,400
—			—
381,600	—	—	381,600
—			—
381,800	—	—	381,800
—			—
382,000	—	—	382,000
—			—
382,200	—	—	382,200
—			—
382,400	—	—	382,400
—			—
382,600	—	—	382,600
—			—
382,800	—	—	382,800
—			—
383,000	—	—	383,000
—			—
383,200	—	—	383,200
—			—
383,400	—	—	383,400
—			—
383,600	—	—	383,600
—			—
383,800	—	—	383,800
—			—
384,000	—	—	384,000
—			—
384,200	—	—	384,200
—			—
384,400	—	—	384,400
—			—
384,600	—	—	384,600
—			—
384,800	—	—	384,800
—			—
385,000	—	—	385,000
—			—
385,200	—	—	385,200
—			—
385,400	—	—	385,400
—			—
385,600	—	—	385,600
—			—
385,800	—	—	385,800
—			—
386,000	—	—	386,000
—			—
386,200	—	—	386,200
—			—
386,400	—	—	386,400
—			—
386,600	—	—	386,600
—			—
386,800	—	—	386,800
—			—
387,000	—	—	387,000
—			—
387,200	—	—	387,200
—			—

km 386,031 - Fim 3a faixa

km 386,688 - Início 3a faixa

	387,400	–		–	387,400
		–		–	
	387,600	–		–	387,600
		–		–	
	387,800	–		–	387,800
		–		–	
	388,000	–		–	388,000
		–		–	
	388,200	–		–	388,200
		–		–	
	388,400	–		–	388,400
		–		–	
	388,600	–		–	388,600
		–		–	
	388,800	–		–	388,800
		–		–	
	389,000	–		–	389,000
		–		–	
	389,200	–		–	389,200
km 389,277 - Início 3a faixa		–		–	
	389,400	–		–	389,400
		–		–	
	389,600	–		–	389,600
		–		–	
	389,800	–		–	389,800
		–		–	
km 390,014 - Fim 3a faixa	390,000	–		–	390,000
		–		–	
	390,200	–		–	390,200
		–		–	
	390,400	–		–	390,400
		–		–	
	390,600	–		–	390,600
		–		–	
	390,800	–		–	390,800
		–		–	
	391,000	–		–	391,000
		–		–	
	391,200	–		–	391,200
		–		–	
	391,400	–		–	391,400
		–		–	
	391,600	–		–	391,600
		–		–	
	391,800	–		–	391,800
		–		–	
	392,000	–		–	392,000
		–		–	
	392,200	–		–	392,200
		–		–	
	392,400	–		–	392,400
		–		–	
	392,600	–		–	392,600
		–		–	
	392,800	–		–	392,800
		–		–	
	393,000	–		–	393,000
		–		–	
	393,200	–		–	393,200
		–		–	
	393,400	–		–	393,400
		–		–	

393,600	–		–	393,600
	–		–	
393,800	–		–	393,800
	–		–	
394,000	–		–	394,000
	–		–	
394,200	–		–	394,200
	–		–	
394,400	–		–	394,400
	–		–	
394,600	–		–	394,600
	–		–	
394,800	–		–	394,800
	–		–	
395,000	–		–	395,000
	–		–	
395,200	–		–	395,200
	–		–	
395,400	–		–	395,400
	–		–	
395,600	–		–	395,600
	–		–	
395,800	–		–	395,800
	–		–	
396,000	–		–	396,000
	–		–	
396,200	–		–	396,200
	–		–	
396,400	–		–	396,400
	–		–	
396,600	–		–	396,600
	–		–	
396,800	–		–	396,800
	–		–	
397,000	–		–	397,000
	–		–	
397,200	–		–	397,200
	–		–	
397,400	–		–	397,400
	–		–	
397,600	–		–	397,600
	–		–	
397,800	–		–	397,800
	–		–	
398,000	–		–	398,000
	–		–	
398,200	–		–	398,200
	–		–	
398,400	–		–	398,400
	–		–	
398,600	–		–	398,600
	–		–	
398,800	–		–	398,800
	–		–	
399,000	–		–	399,000
	–		–	
399,200	–		–	399,200
	–		–	
399,400	–		–	399,400
	–		–	
399,600	–		–	399,600
	–		–	

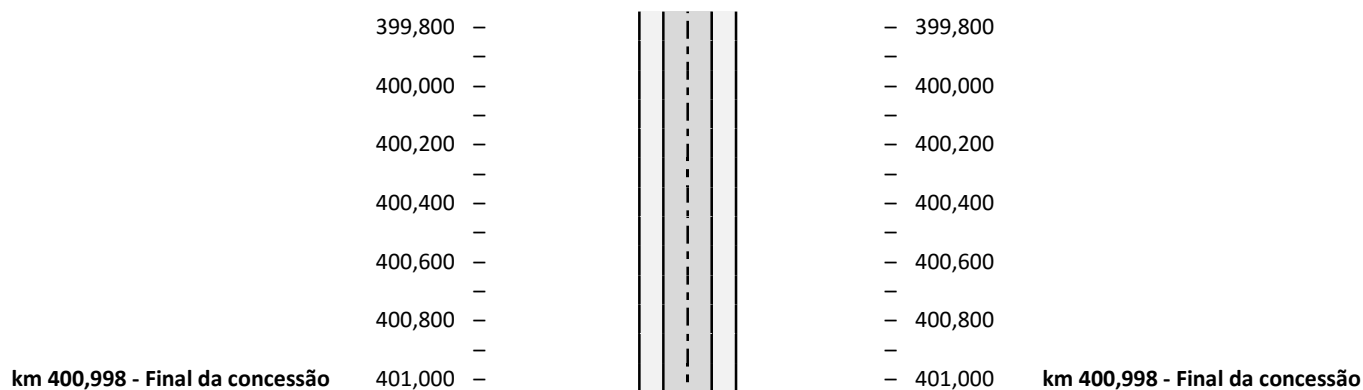
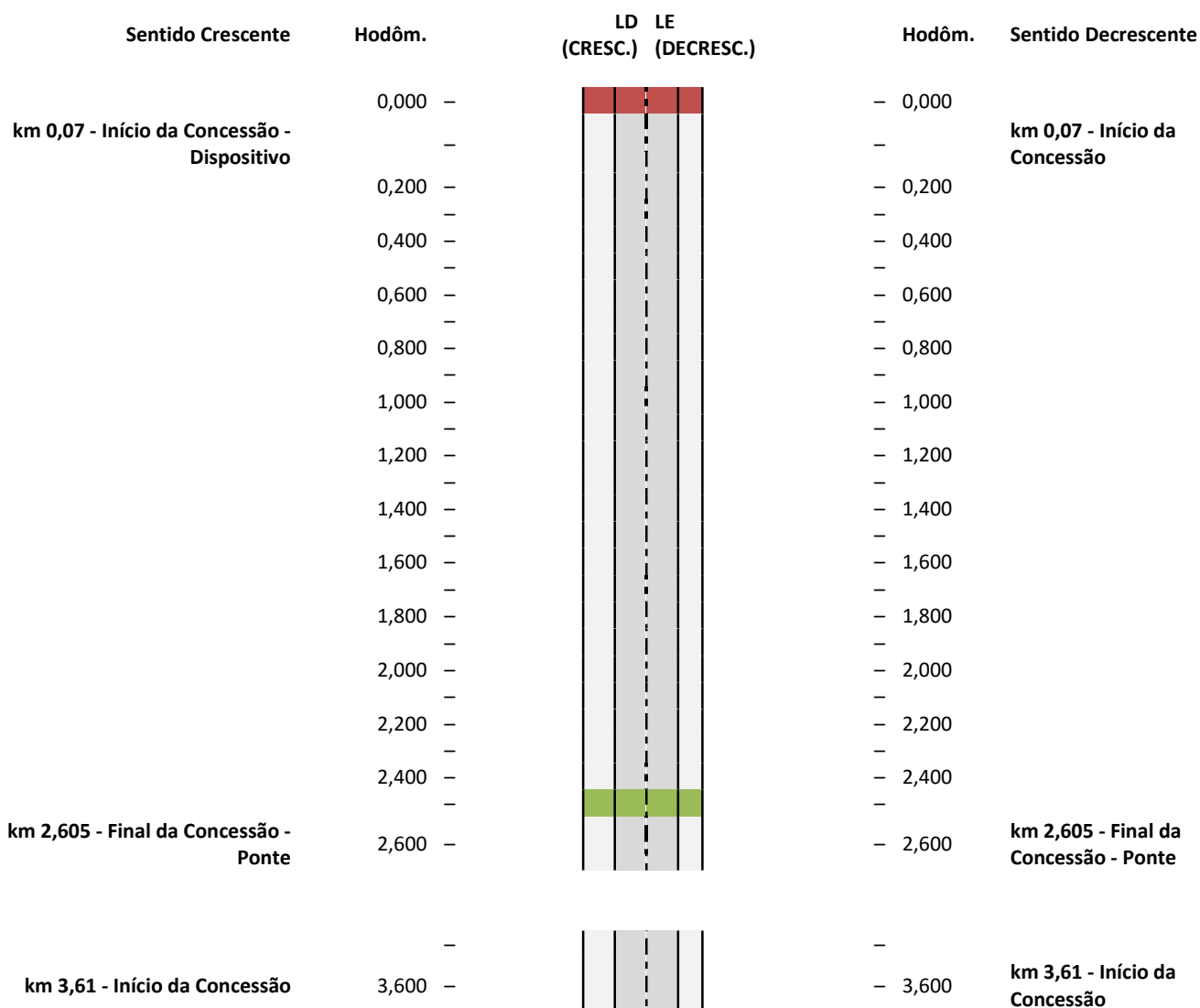
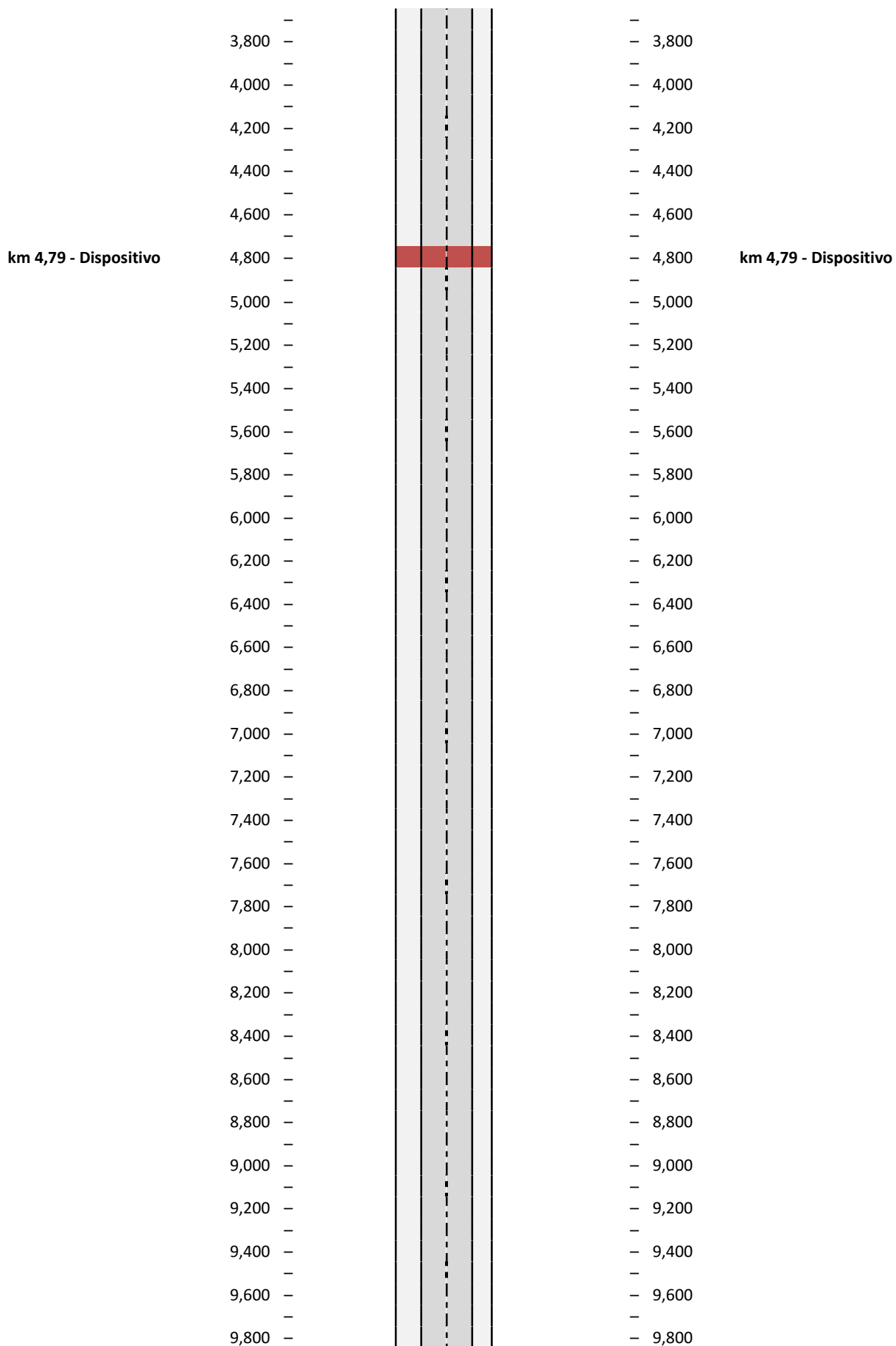


DIAGRAMA UNIFILAR - SPA
245/333

LEGENDA:	Pista de rolamento		Separador físico (barreira central)	
	Acostamento ou refúgio*		Dispositivo	
-	-	OAE		





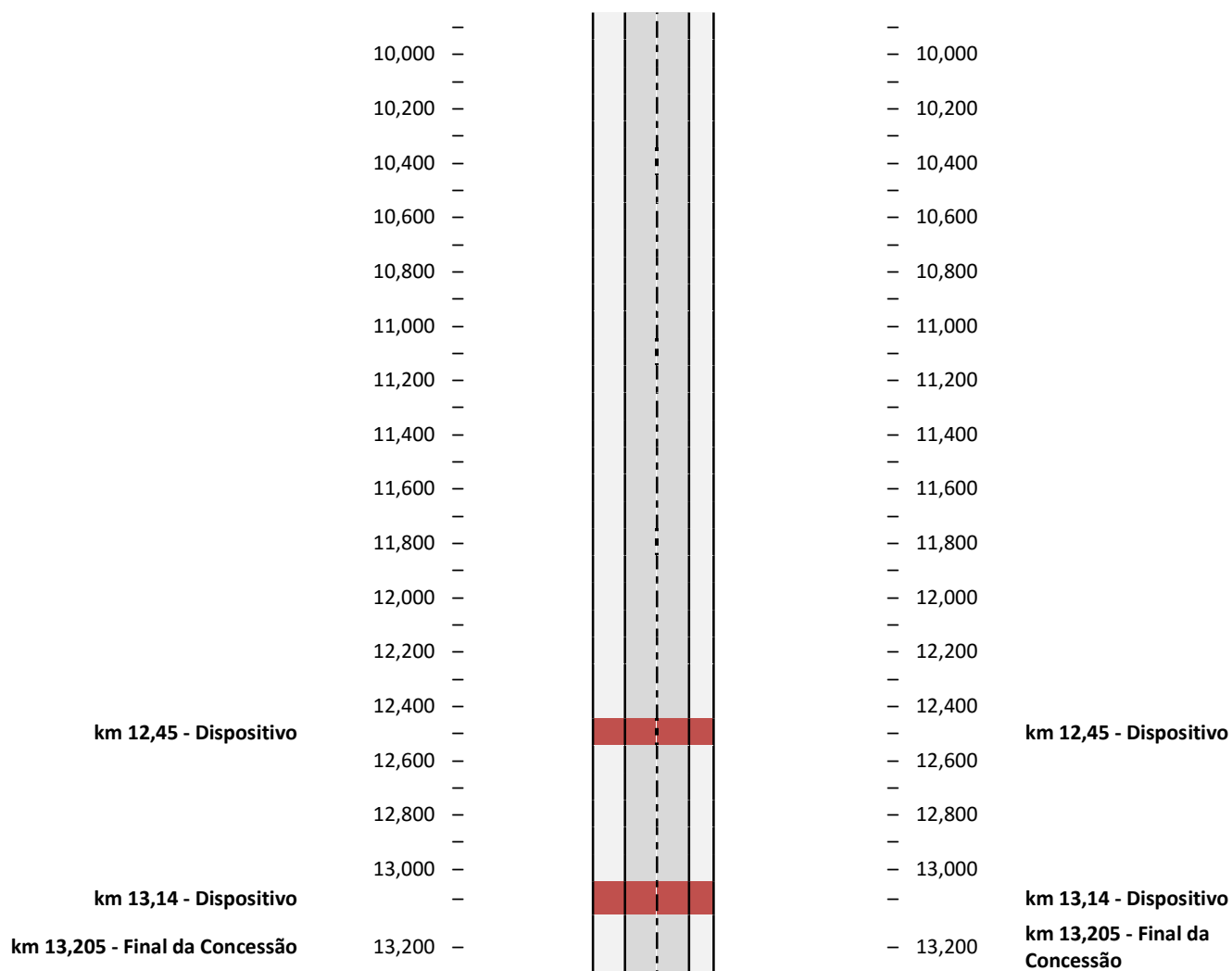
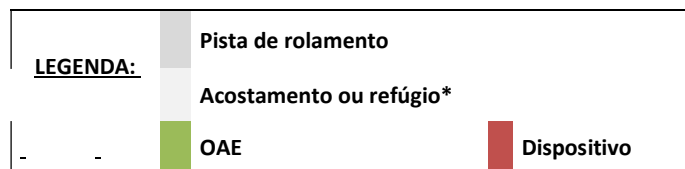


















DIAGRAMA UNIFILAR - SPA
274/333



Sentido Crescente	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente
km 0 - Início da Concessão - dispositivo	0,000			0,000	km 0 - Início da Concessão - dispositivo
	0,200			0,200	
km 0,3 - Final da Concessão - dispositivo					km 0,3 - Final da Concessão - dispositivo

**DIAGRAMA UNIFILAR -
SPA370/333**

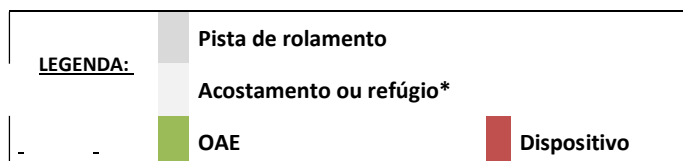
	Pista de rolamento
	Acostamento ou refúgio*
	OAE
	Dispositivo

Sentido Crescente	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente
km 0 - Início concessão - dispositivo	0,000 –			– 0,000	km 0 - Início concessão
	0,100 –			– 0,100	
km 0,166 - Quebra-molas	0,200 –			– 0,200	km 0,17 - Quebra-molas ; km 0,23 - Quebra-molas
km 0,273 - Quebra-molas	0,300 –			– 0,300	km 0,31 - Quebra-molas
km 0,373 - Quebra-molas	0,400 –			– 0,400	km 0,4 - Quebra-molas
km 0,464 - Final concessão	0,500			– 0,500	km 0,464 - Final concessão

2.1.5. SP 349 do km 41+510 ao 42+493



DIAGRAMA UNIFILAR - SP 349



Sentido Crescente	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente
km 41,51 - Início concessão - Dispositivo	41,510 -			- 41,510	km 41,51 - Início concessão - Dispositivo
	41,600 -			- 41,600	
	-			-	
	41,800 -			- 41,800	
	-			-	
	42,000 -			- 42,000	
	-			-	
	42,200 -			- 42,200	
	-			-	
	42,400 -			- 42,400	
km 42,493 - Final da Concessão	-			-	km 42,493 - Final da Concessão

2.2. Sistema Remanescente

Fazem parte do Sistema Remanescente os trechos listados a seguir:

- SP 322 do km 307+590 ao 390+500
 - SPA 321/322 do km 0+000 ao 3+560
 - SPA 325/322 do km 0+000 ao 8+550
 - SPA 336/322 do km 0+000 ao 0+150
 - SPA 343/322 do km 0+000 ao 9+750
 - SPA 375/322 do km 0+000 ao 3+000
- SP 328 do km 323+130 ao 337+010;
- SP 328 do km 468 +390 ao 475+740;
 - SPA 468/328 do km 0+000 ao 2+200
 - SPA 470/328 do km 0+000 ao 1+490
- SP 330 do km 318+500 ao 450+110;
 - SPA 327/330 do km 0+000 ao 5+500
 - SPA 355/330 do km 0+000 ao 6+077
 - SPA 410/330 do km 0+000 ao 0+300
- SP 351 do km 127+330 ao 150+440
 - SPA 135/351 do km 0+000 ao 1+300

2.2.1.SP 322 do km 307+590 ao 390+500

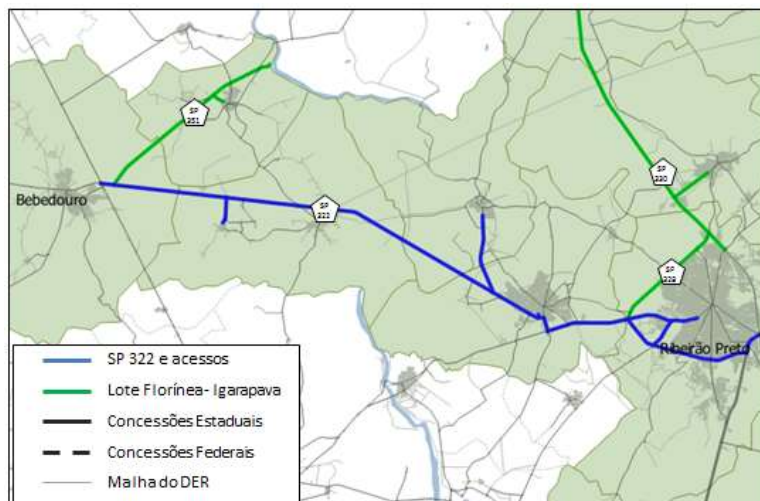
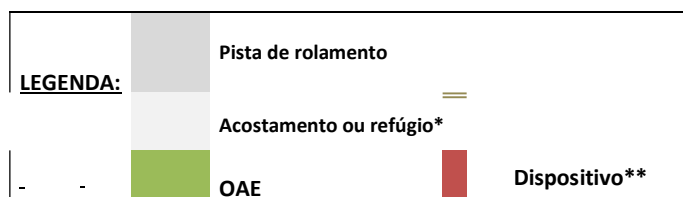
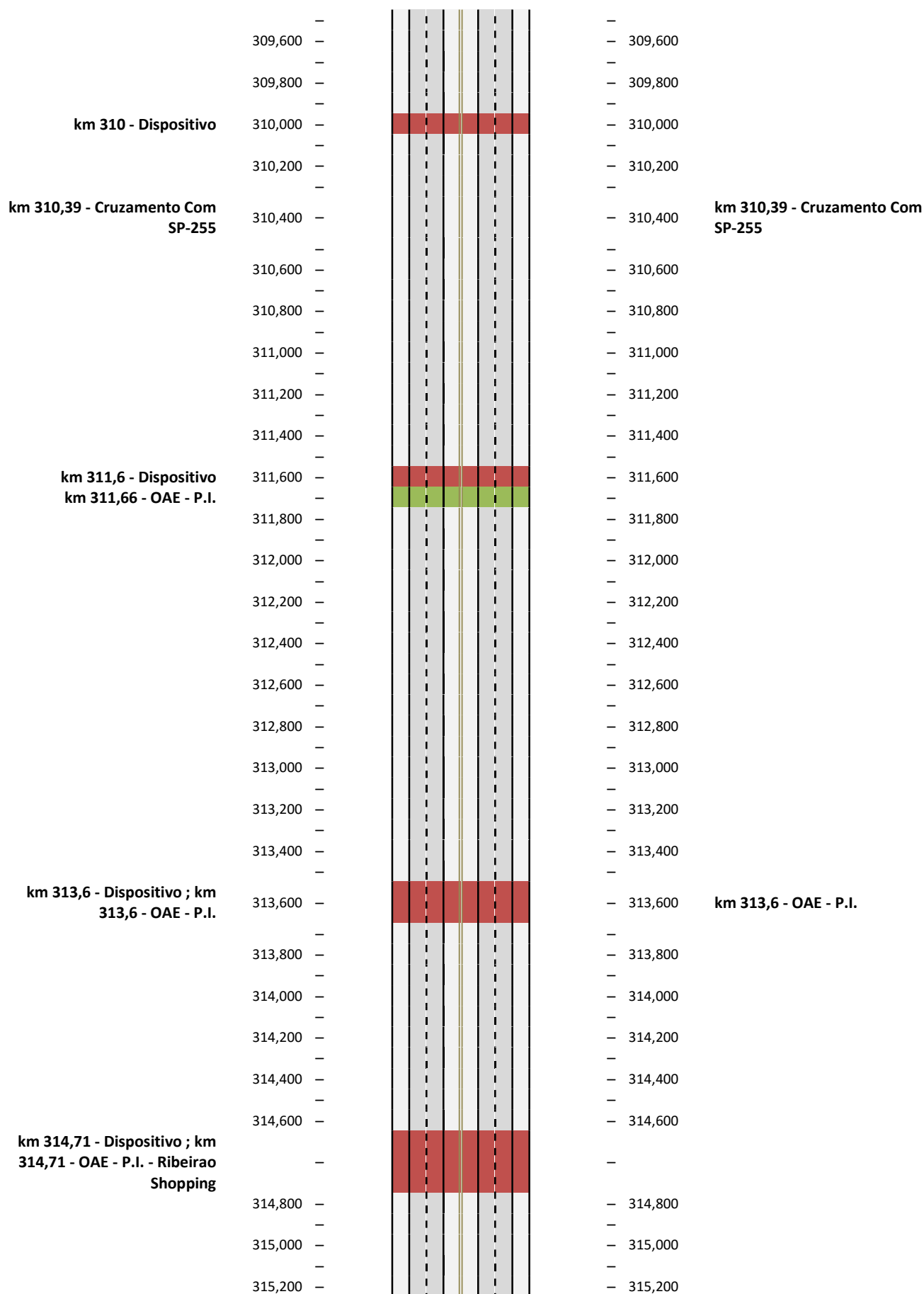
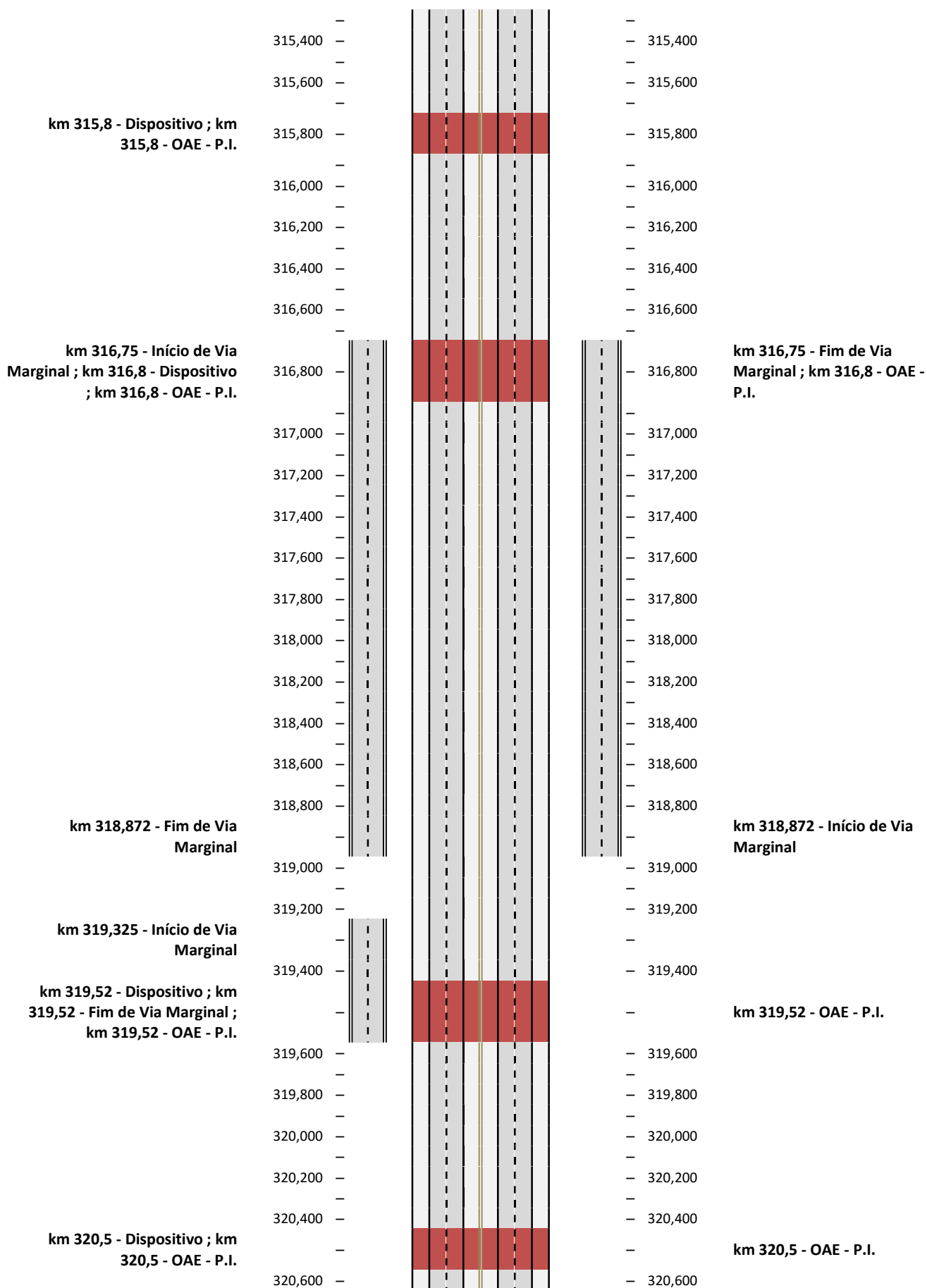


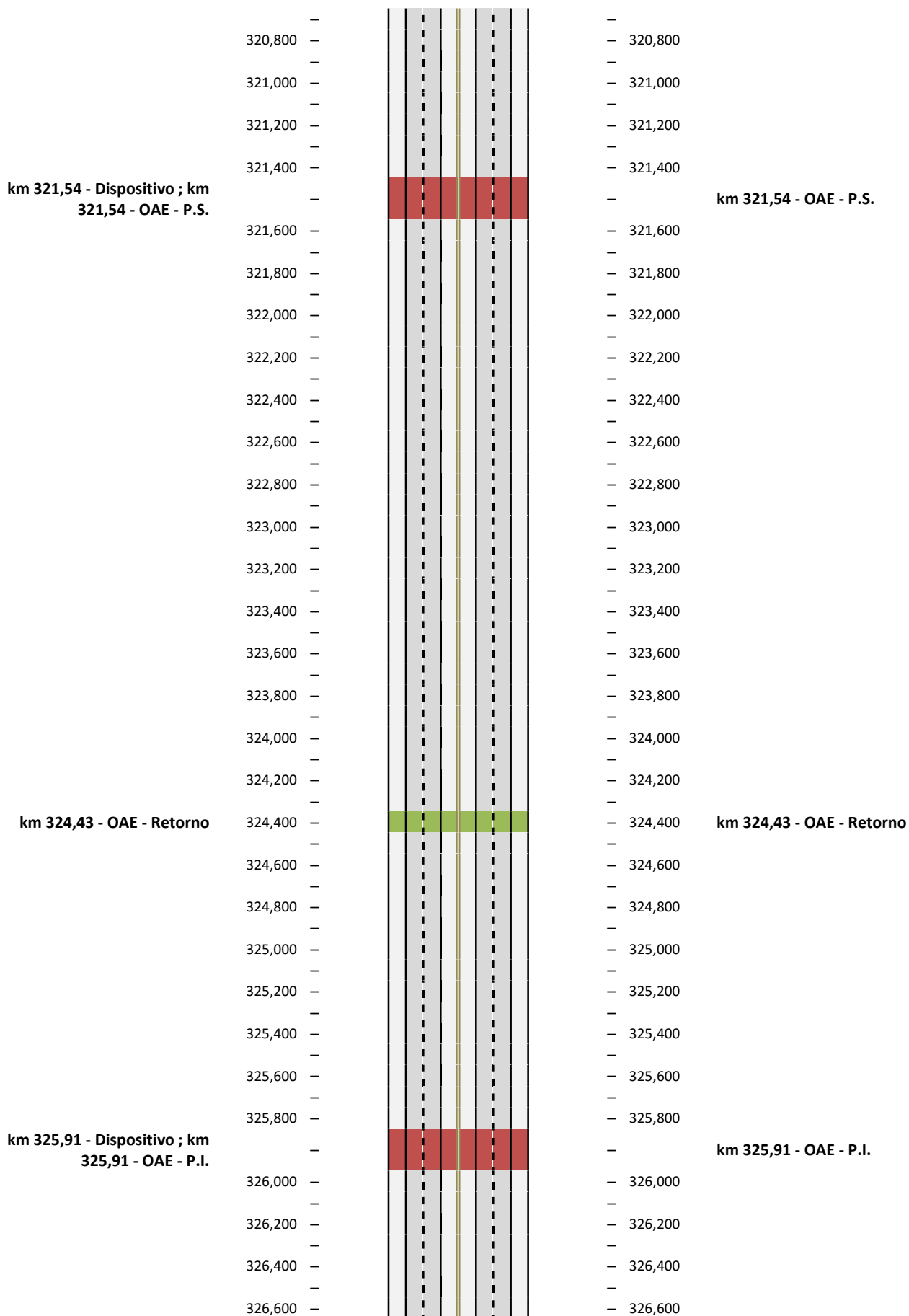
DIAGRAMA UNIFILAR - SP 322

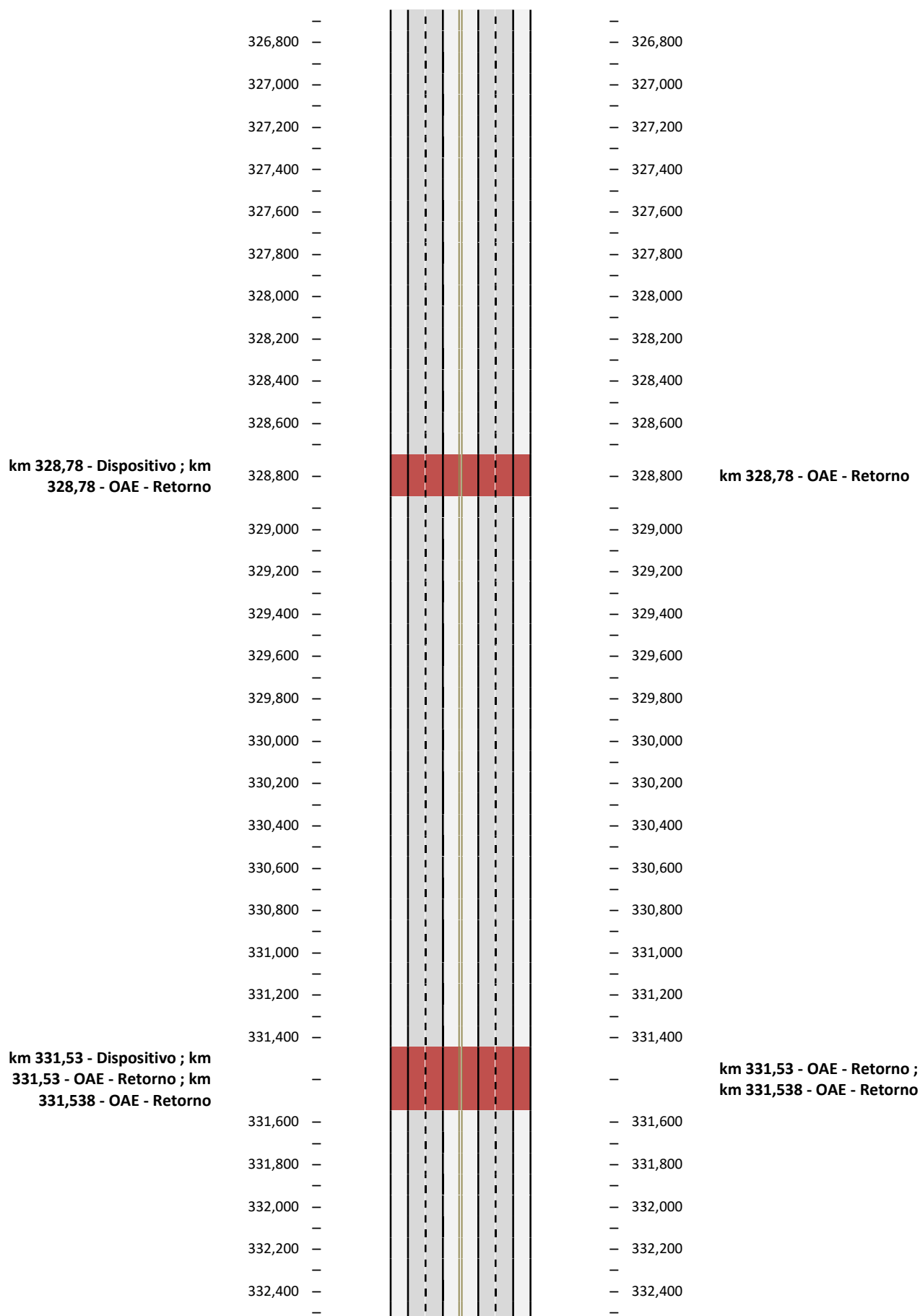


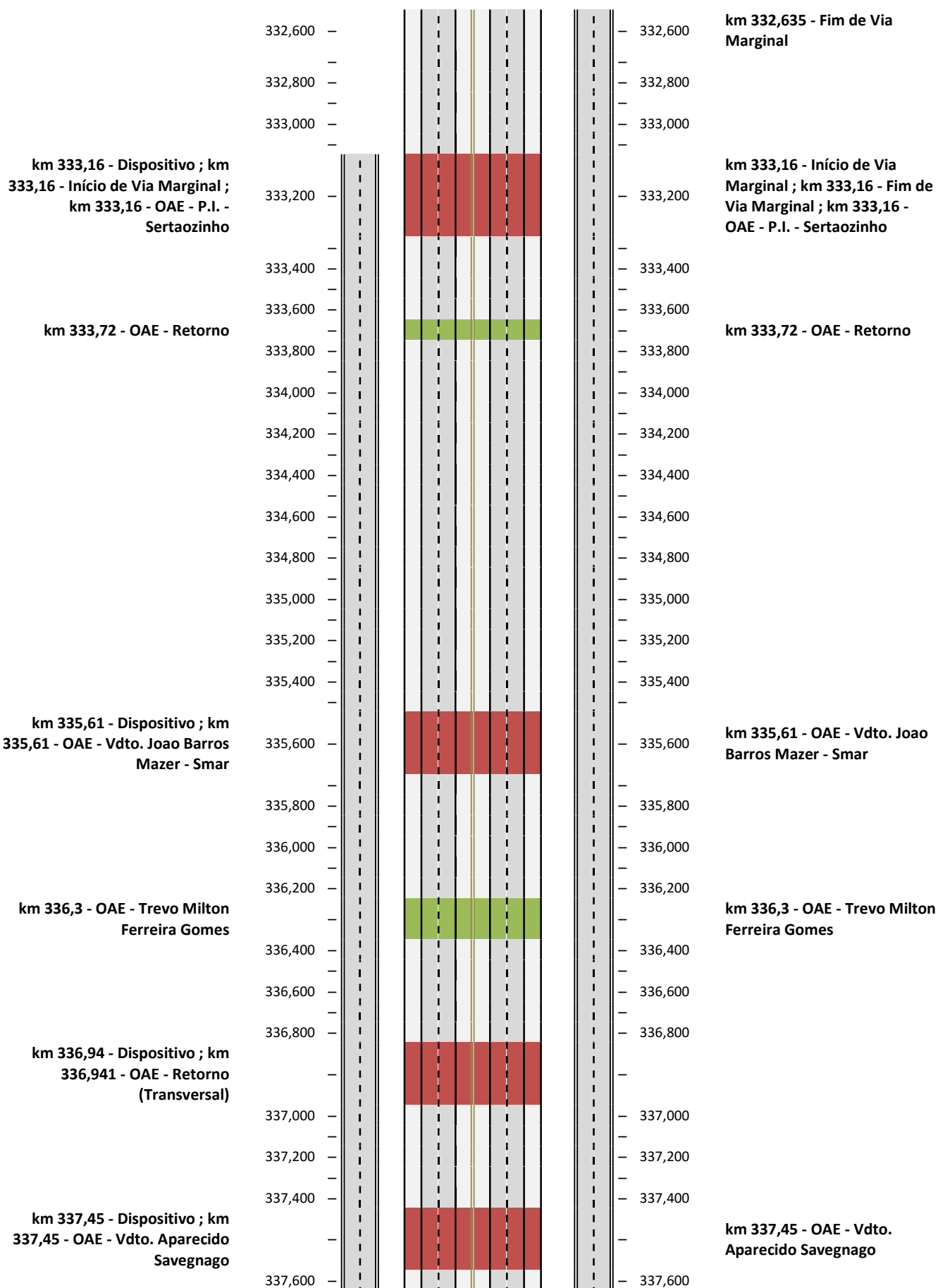
Sentido Crescente (Ribeirão Preto -> Bebedouro)	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente (Bebedouro -> Ribeirão Preto)
km 307,59 - Início da Concessão	307,590 -			- 307,590	
	307,600 -			- 307,600	
	307,800 -			- 307,800	
	308,000 -			- 308,000	
	308,200 -			- 308,200	
	308,400 -			- 308,400	
	308,600 -			- 308,600	
km 308,73 - Dispositivo ; km 308,73 - P.I.	-			-	
	308,800 -			- 308,800	
	309,000 -			- 309,000	
km 309,2 - Dispositivo ; km 309,2 - Vdto. Antonio Barquete	309,200 -			- 309,200	km 309,2 - Vdto. Antonio Barquete
	-			-	
	309,400 -			- 309,400	

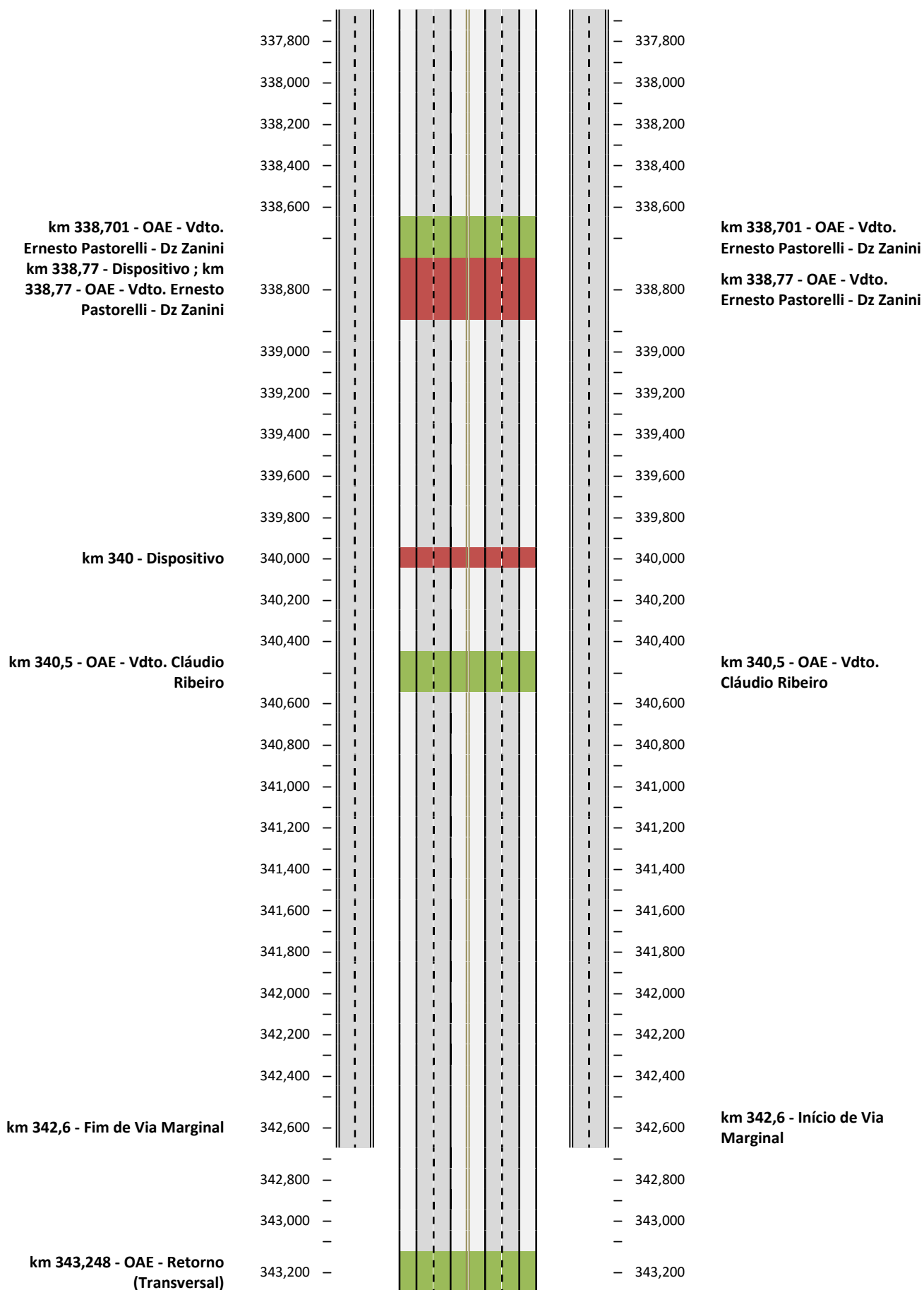




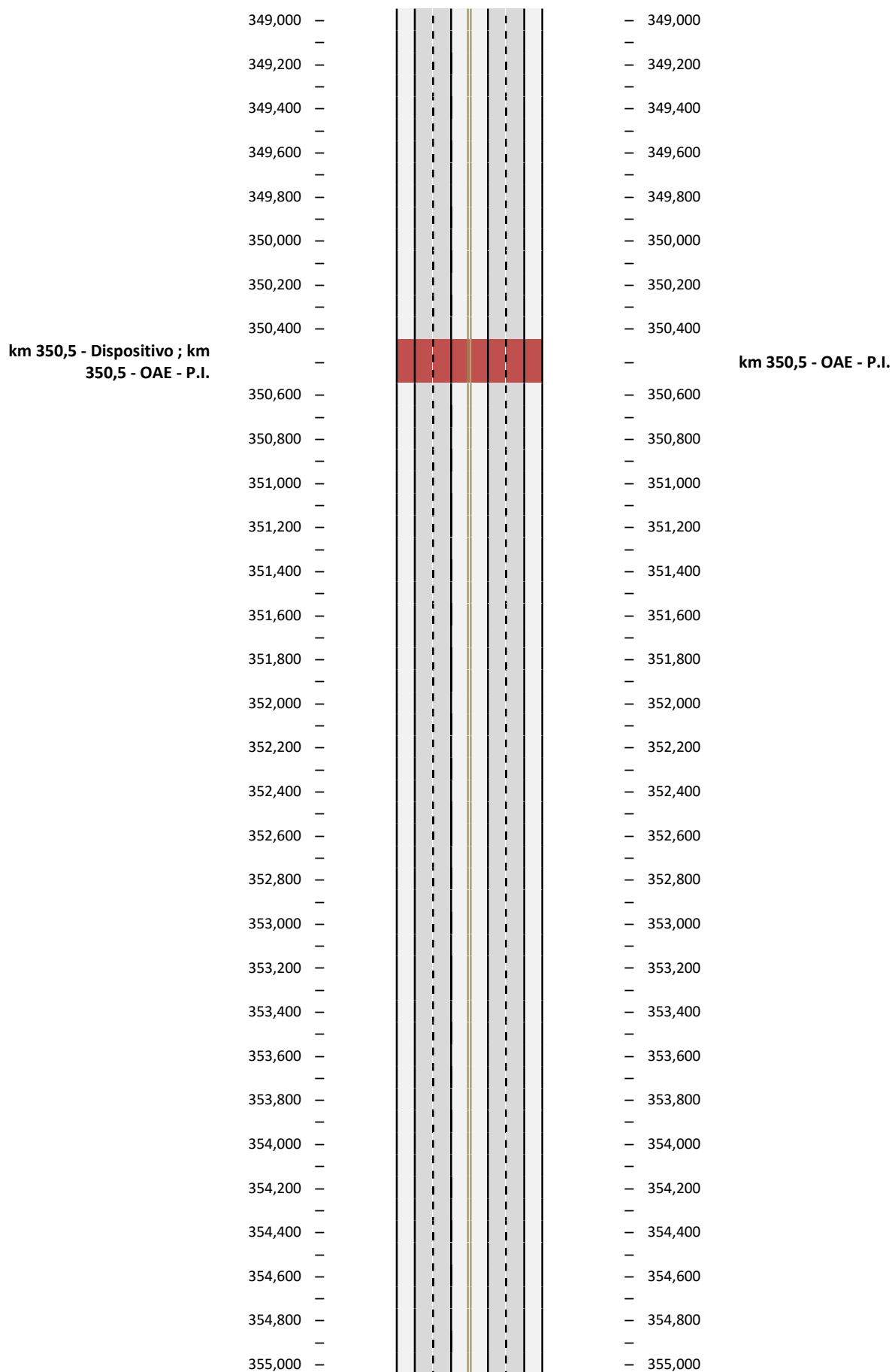


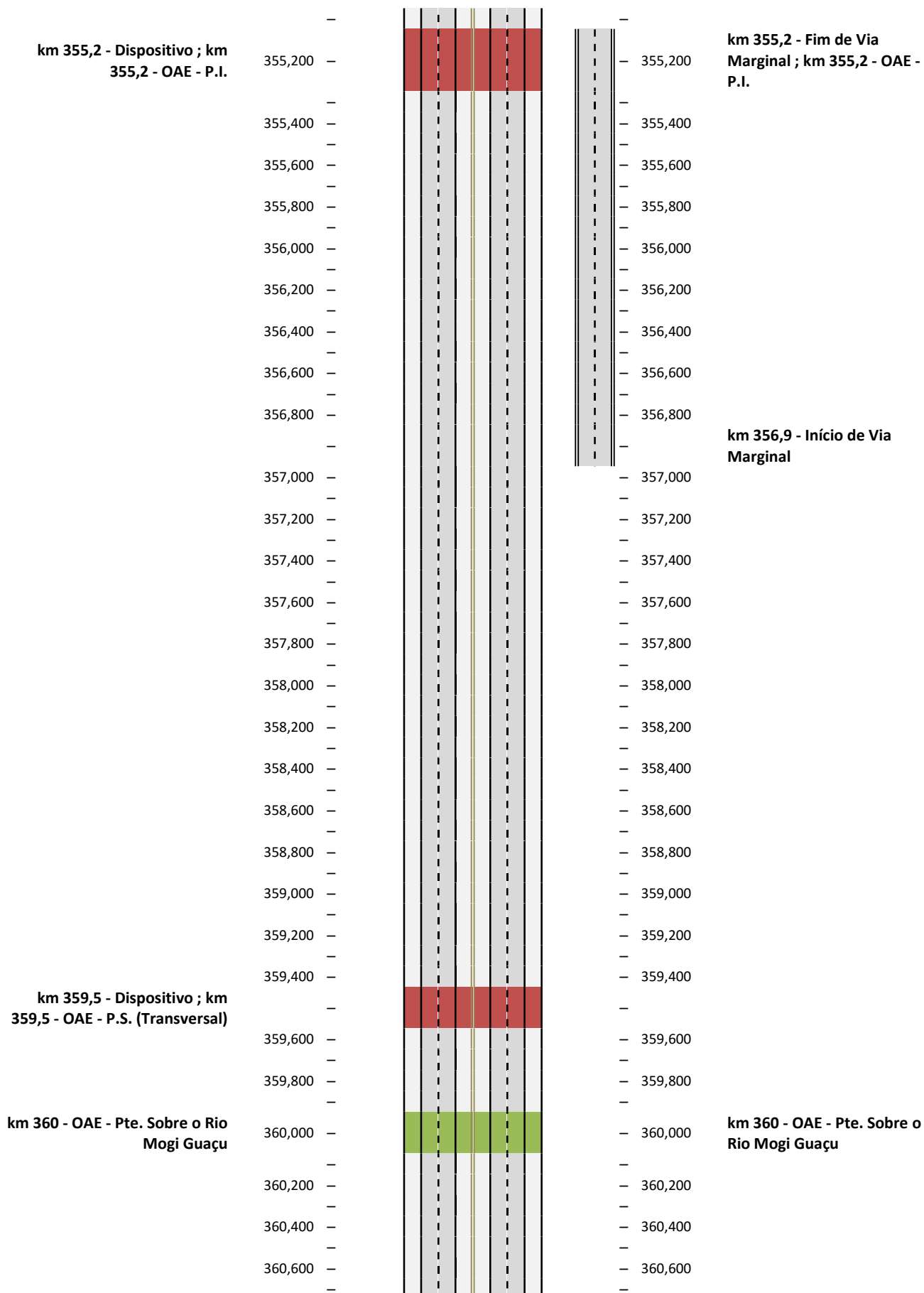


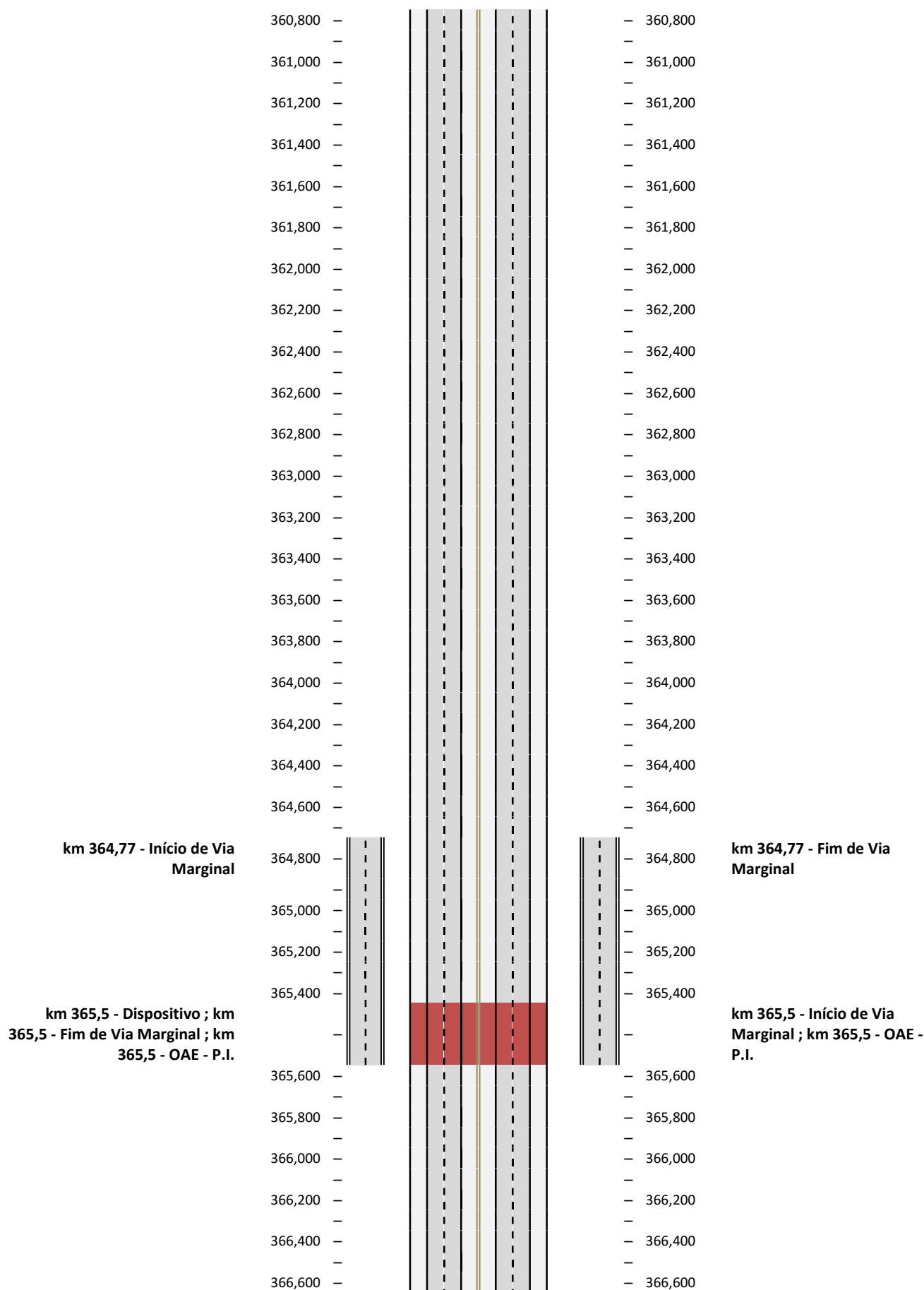


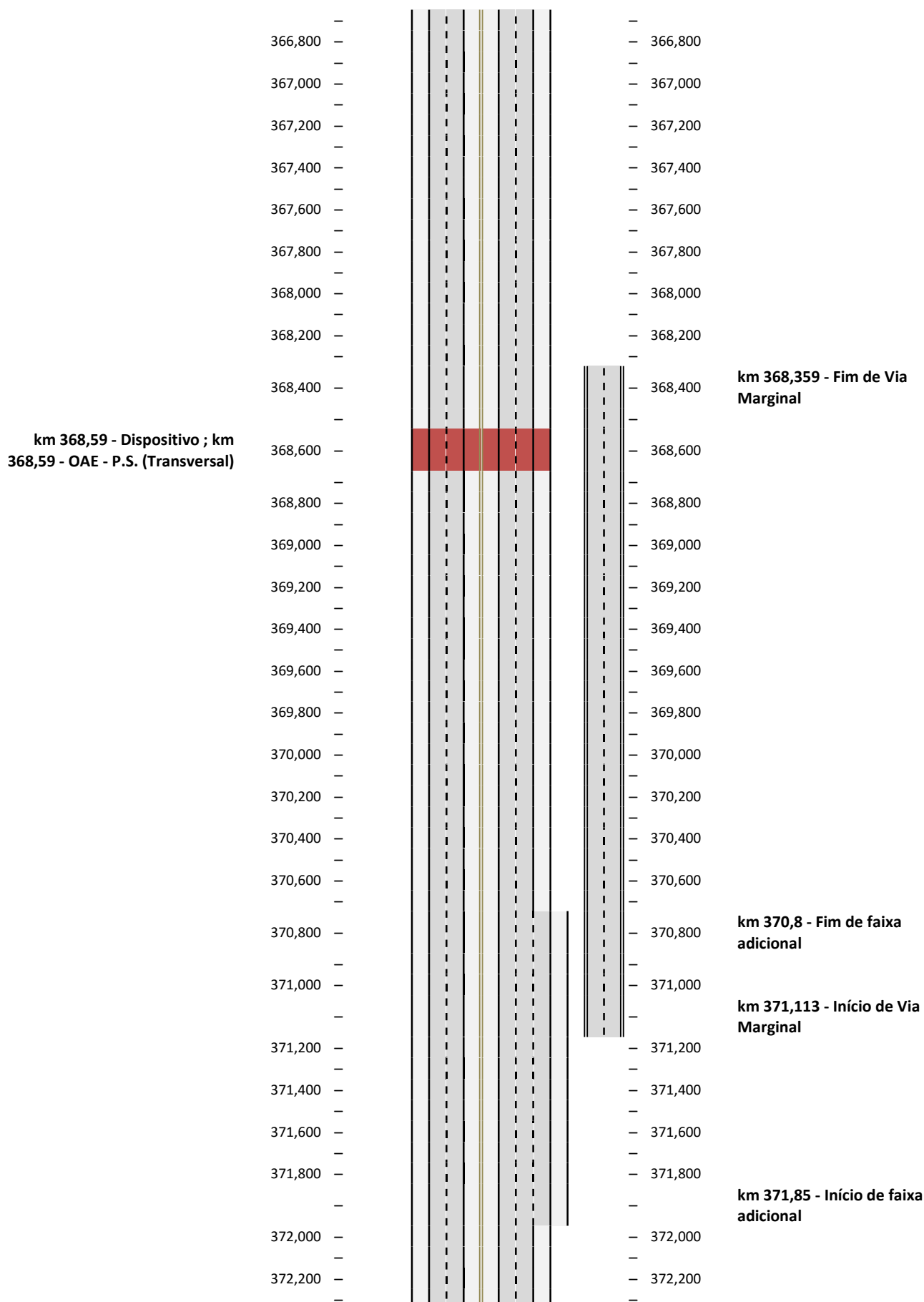


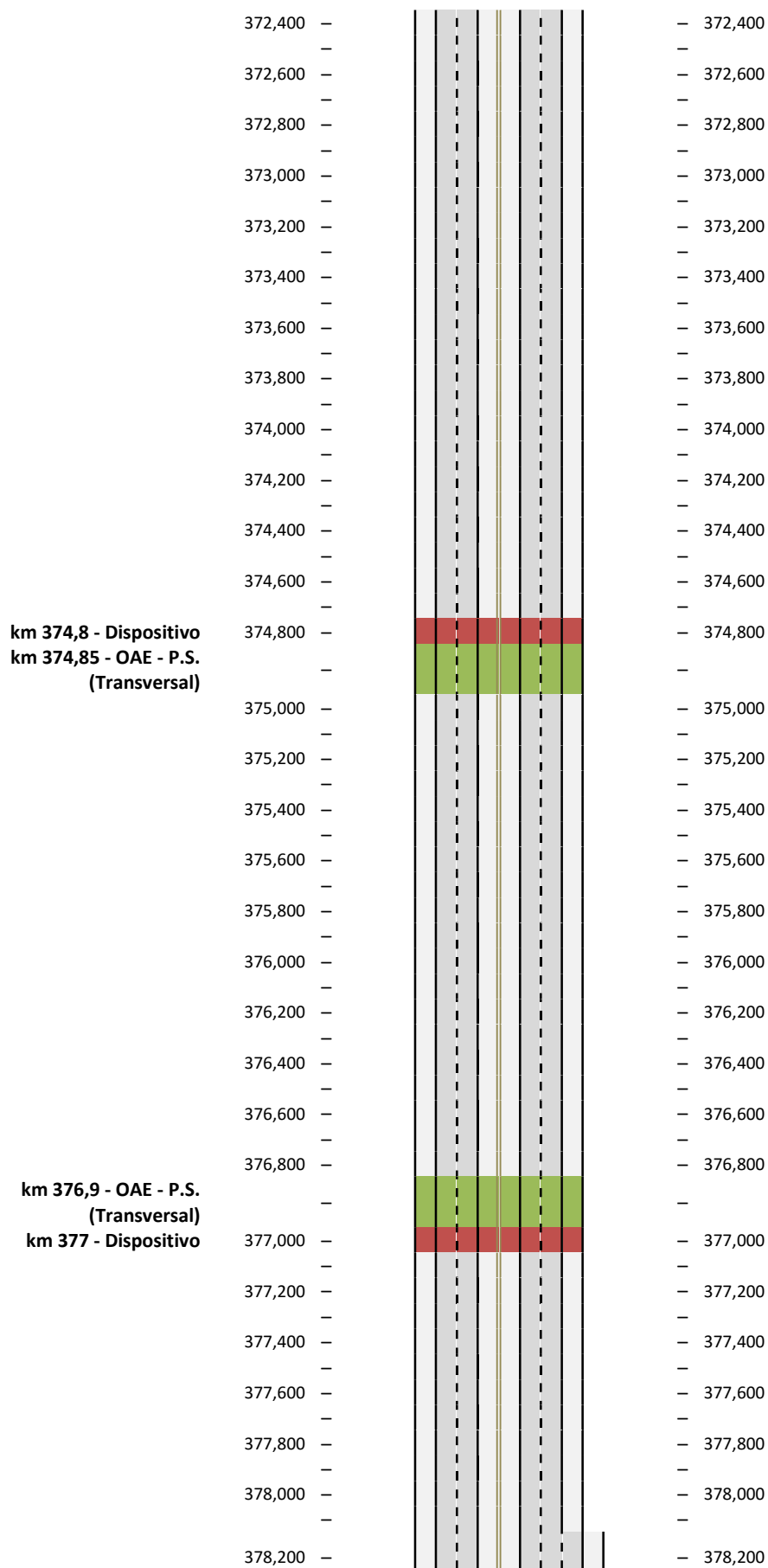
	—		—
	343,400 —		— 343,400
km 343,5 - Dispositivo ; km			
343,5 - OAE - Vdto. Ivo	—		—
Martignon (Transversal)			
	343,600 —		— 343,600
	—		—
	343,800 —		— 343,800
	—		—
	344,000 —		— 344,000
	—		—
	344,200 —		— 344,200
	—		—
	344,400 —		— 344,400
	—		—
	344,600 —		— 344,600
	—		—
	344,800 —		— 344,800
	—		—
	345,000 —		— 345,000
	—		—
	345,200 —		— 345,200
	—		—
	345,400 —		— 345,400
	—		—
	345,600 —		— 345,600
	—		—
	345,800 —		— 345,800
	—		—
	346,000 —		— 346,000
	—		—
	346,200 —		— 346,200
km 346,25 - Dispositivo ; km			
346,25 - OAE - P.I. - Vdto.	—		—
Maurílio Biagi			
	346,400 —		— 346,400
	—		—
	346,600 —		— 346,600
	—		—
	346,800 —		— 346,800
km 346,9 - OAE - Pte. Sobre			
Córrego	—		—
	347,000 —		— 347,000
	—		—
	347,200 —		— 347,200
	—		—
	347,400 —		— 347,400
	—		—
	347,600 —		— 347,600
	—		—
	347,800 —		— 347,800
	—		—
	348,000 —		— 348,000
	—		—
	348,200 —		— 348,200
	—		—
	348,400 —		— 348,400
	—		—
	348,600 —		— 348,600
	—		—
	348,800 —		— 348,800
	—		—



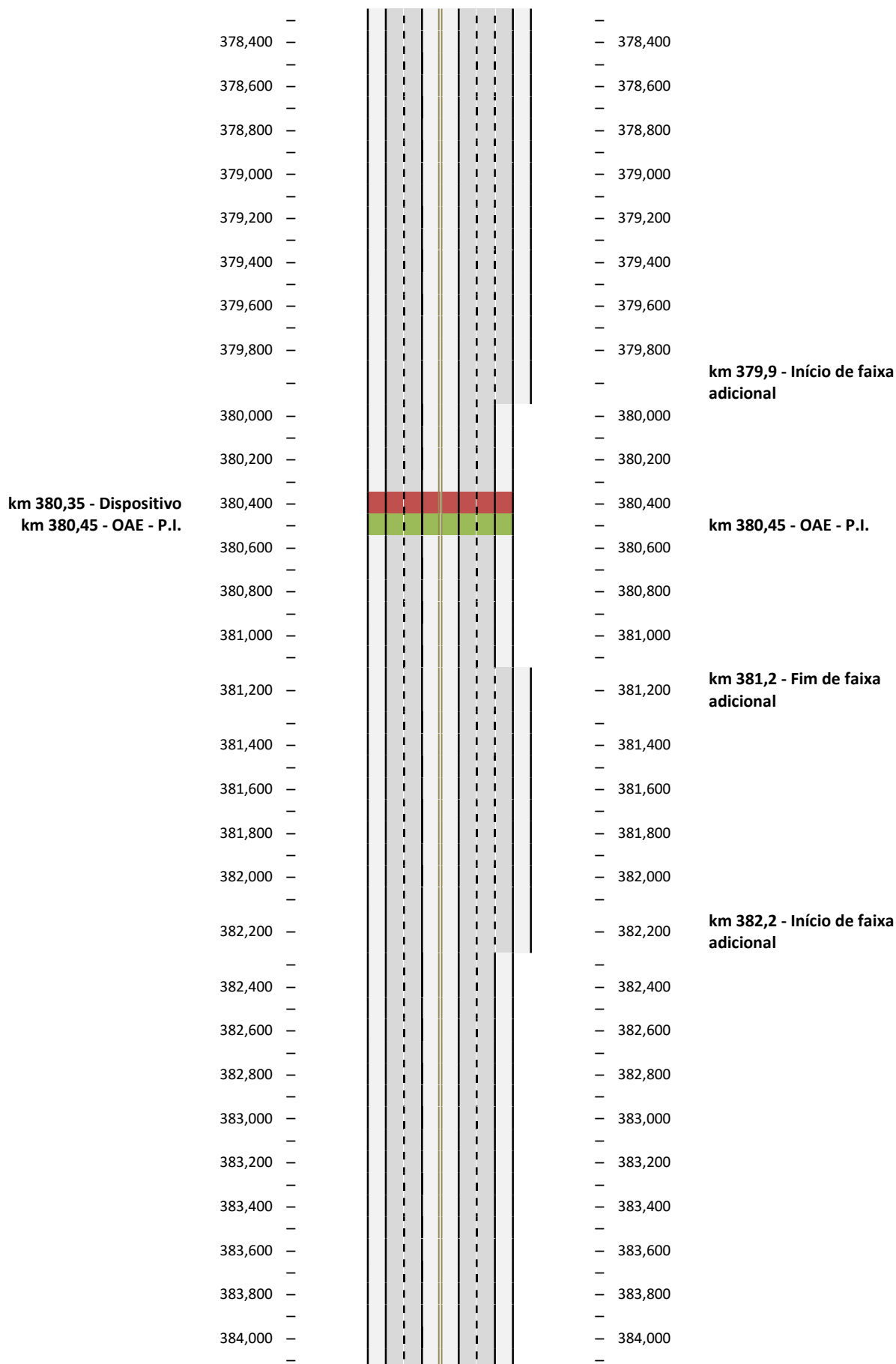








km 378,15 - Fim de faixa adicional



	384,200	—		—	384,200
		—		—	
	384,400	—		—	384,400
		—		—	
	384,600	—		—	384,600
		—		—	
km 384,78 - Dispositivo	384,800	—		—	384,800
		—		—	
km 385 - OAE - P.S. (Transversal)	385,000	—		—	385,000
		—		—	
	385,200	—		—	385,200
		—		—	
	385,400	—		—	385,400
		—		—	
	385,600	—		—	385,600
		—		—	
	385,800	—		—	385,800
		—		—	
	386,000	—		—	386,000
		—		—	
	386,200	—		—	386,200
		—		—	
	386,400	—		—	386,400
		—		—	
	386,600	—		—	386,600
		—		—	
	386,800	—		—	386,800
		—		—	
	387,000	—		—	387,000
		—		—	
	387,200	—		—	387,200
		—		—	
	387,400	—		—	387,400
		—		—	
	387,600	—		—	387,600
		—		—	
	387,800	—		—	387,800
		—		—	
	388,000	—		—	388,000
		—		—	
	388,200	—		—	388,200
		—		—	
	388,400	—		—	388,400
		—		—	
	388,600	—		—	388,600
		—		—	
	388,800	—		—	388,800
		—		—	
km 388,95 - OAE - P.S. (Transversal)	389,000	—		—	389,000
		—		—	
	389,200	—		—	389,200
		—		—	
	389,400	—		—	389,400
		—		—	
	389,600	—		—	389,600
		—		—	
	389,800	—		—	389,800
		—		—	
km 390 - Dispositivo ; km 390 - OAE - P.S. (Transversal)	390,000	—		—	390,000
		—		—	

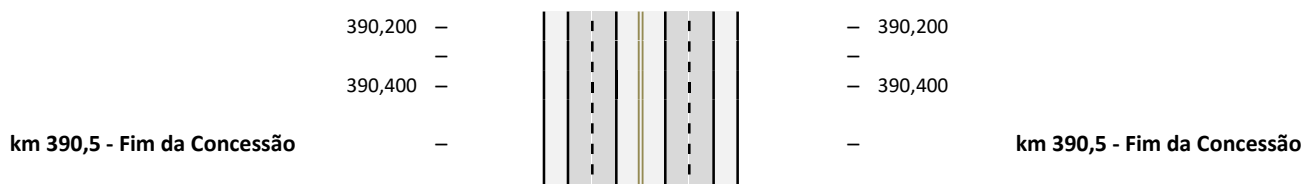


DIAGRAMA UNIFILAR - SPA 321/322

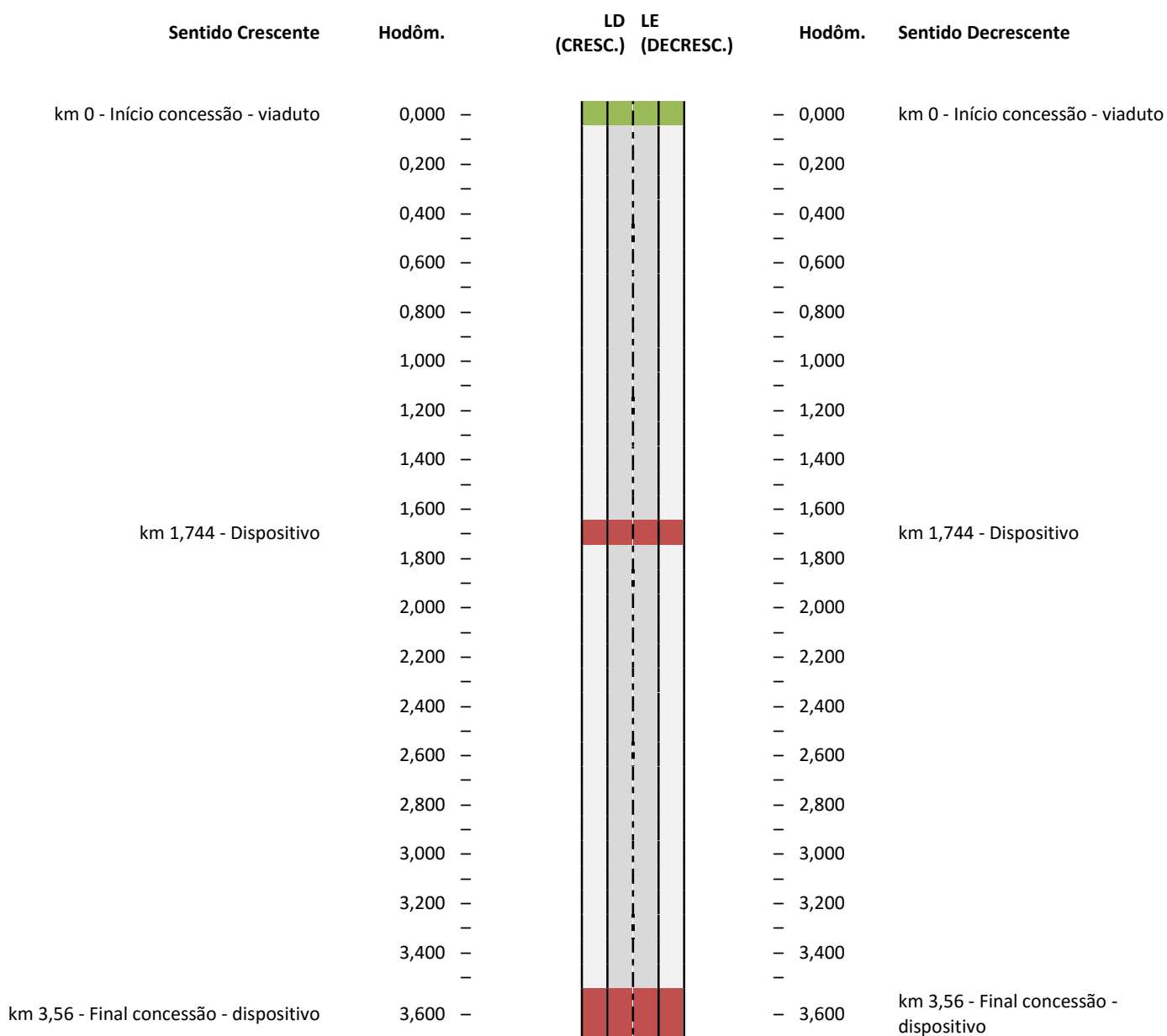
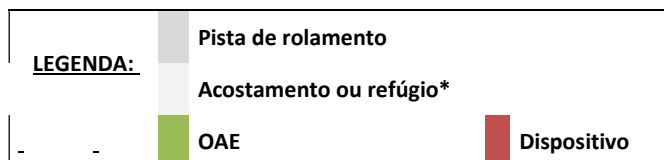






DIAGRAMA UNIFILAR - SPA 325/322

LEGENDA:		Pista de rolamento
		Acostamento ou refúgio
-		OAE
-		Dispositivo**

**Sentido Crescente (SP 322 ->
Ribeirão Preto)**

Hodômetro

LD (CRESC.)
LE (DECRESC.)

Hodômetro

**Sentido Decrescente (Ribeirão
Preto -> SP 322)**

km 0 - Início da Concessão

0,000 -

-

0,200 -

-

0,400 -

-

0,600 -

-

0,800 -

-

1,000 -

-

1,200 -

-

1,400 -

-

1,600 -

-

1,800 -

-

2,000 -

-

2,200 -

-

2,400 -

km 2,5 - OAE - Retorno

-

2,600 -

-

2,800 -

-

3,000 -

-

3,200 -

-

3,400 -

-

3,600 -

-

3,800 -

-

4,000 -

-

4,200 -

-

4,400 -

-

4,600 -

-

4,800 -

-

- 0,000

-

- 0,200

-

- 0,400

-

- 0,600

-

- 0,800

-

- 1,000

-

- 1,200

-

- 1,400

-

- 1,600

-

- 1,800

-

- 2,000

-

- 2,200

-

- 2,400

km 2,5 - OAE - Retorno

-

- 2,600

-

- 2,800

-

- 3,000

-

- 3,200

-

- 3,400

-

- 3,600

-

- 3,800

-

- 4,000

-

- 4,200

-

- 4,400

-

- 4,600

-

- 4,800

-

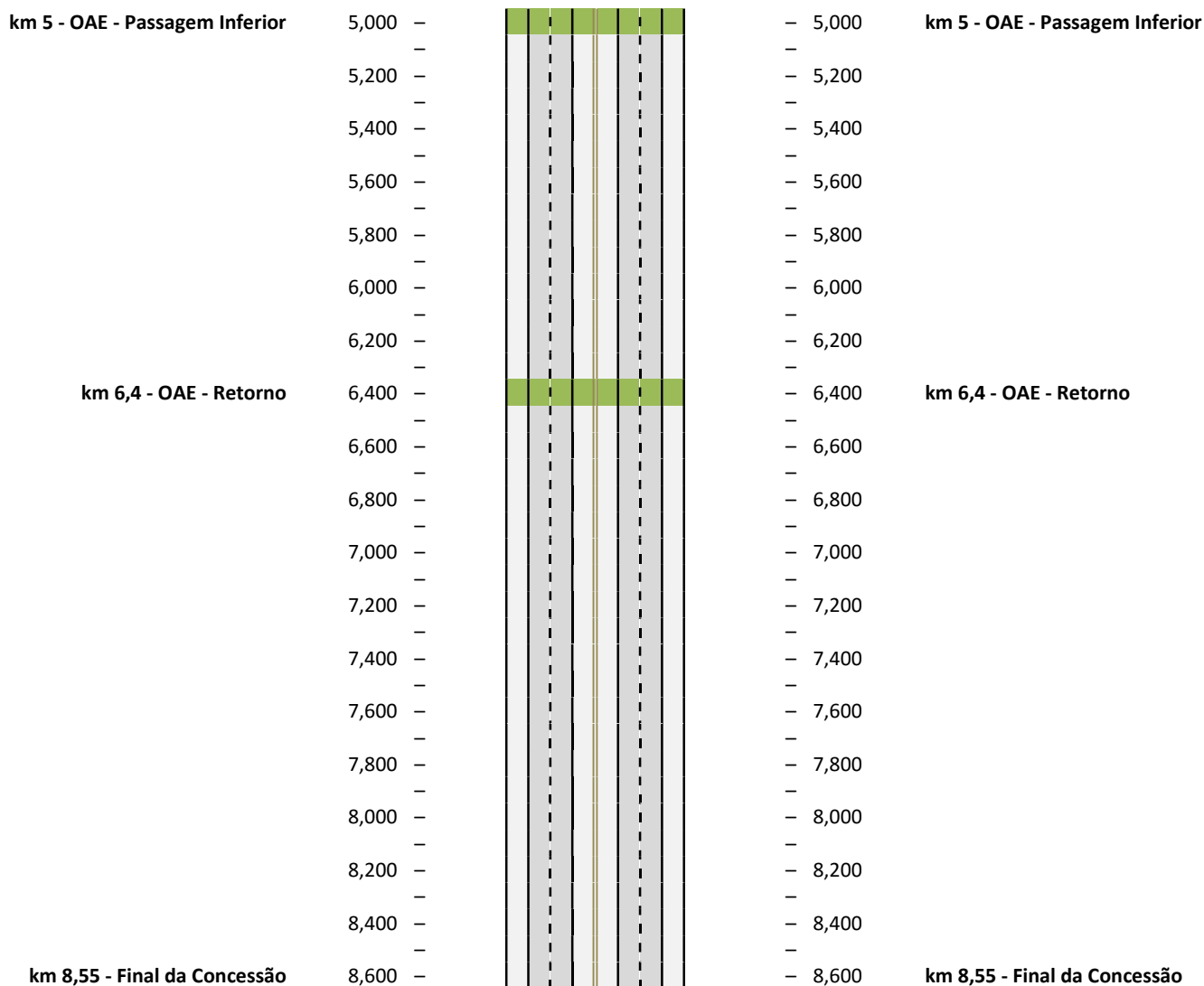
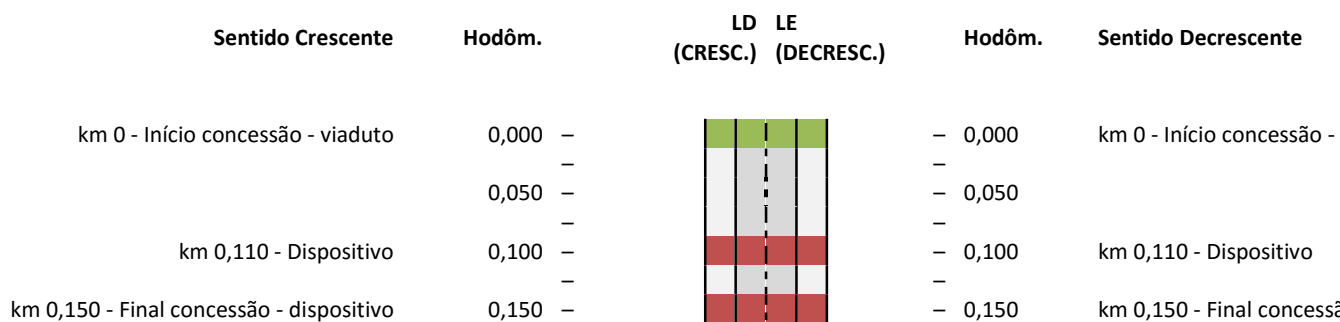
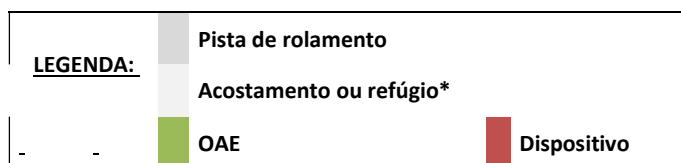


DIAGRAMA UNIFILAR - SPA 336/322



SPA 343/322

LEGENDA:

Sentido Crescente

Hodôm.

LD LE
(CRESC.) (DECRES.)

Hodôm.

Sentido Decrescente

km 0 - Início concessão

0,000 —

A diagram of a road with a red car and a yellow car. The road is represented by a series of vertical lines: a solid black line on the left, a dashed black line, a solid black line, a yellow dashed line, a solid black line, a dashed black line, and a solid black line on the right. A red car is positioned on the left side of the road, and a yellow car is positioned on the right side. The cars are represented by small rectangles with black outlines. The red car is on the left side of the road, and the yellow car is on the right side. The road is a single lane with a dashed yellow line in the center. The cars are positioned on the left and right sides of the road. The red car is on the left side of the road, and the yellow car is on the right side. The road is a single lane with a dashed yellow line in the center. The cars are positioned on the left and right sides of the road. The red car is on the left side of the road, and the yellow car is on the right side.

0,000

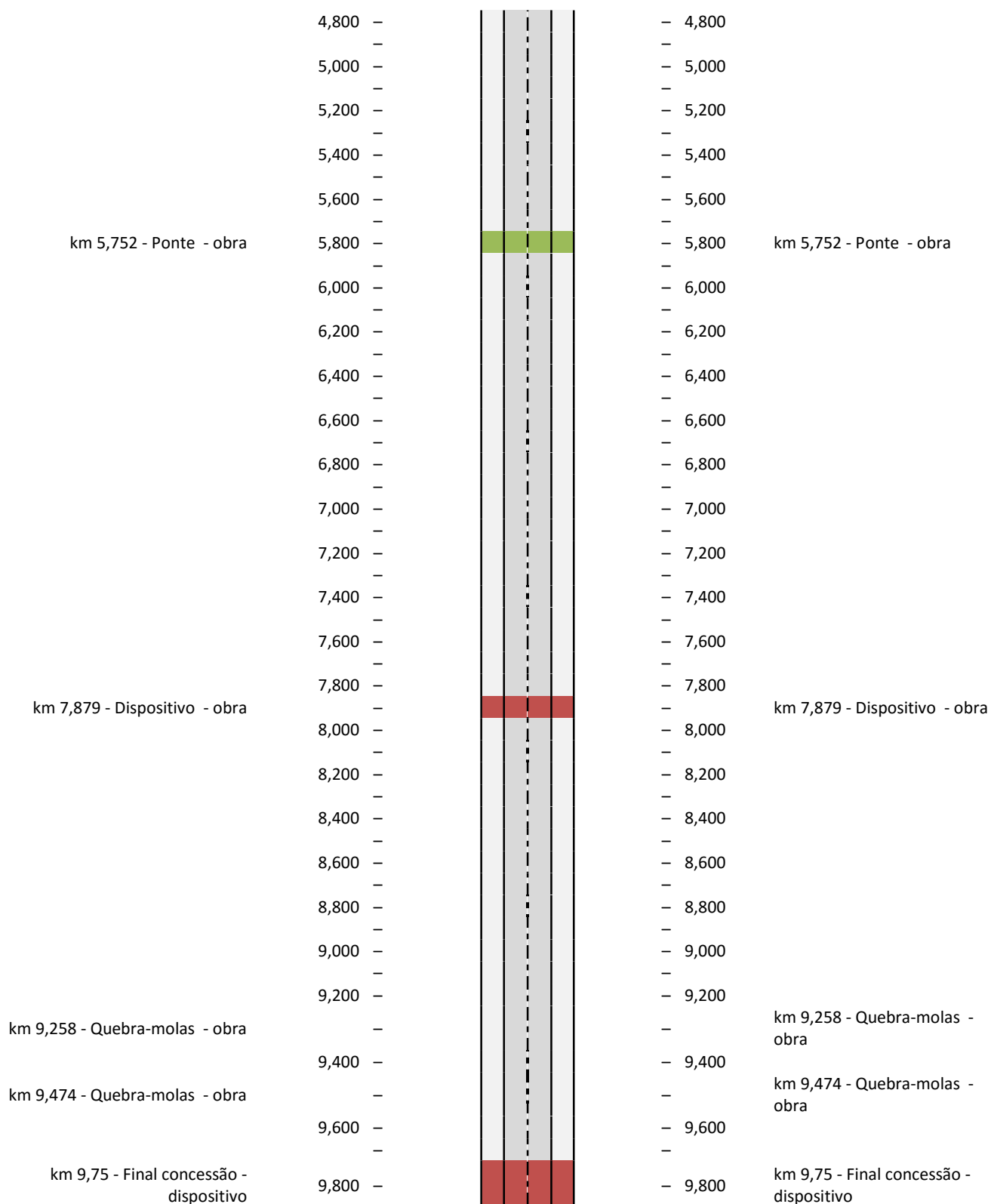
km 0 - Início concessão

km 2,502 - Dispositivo

km 2,502 - Dispositivo

km 4,16 – Início trecho com obra de
duplicação

km 4,16 – Final de trecho com obra de duplicação



**DIAGRAMA UNIFILAR -
SPA 375/322**

LEGENDA:		Pista de rolamento
		Acostamento ou refúgio*
-		OAE
-		Dispositivo

Sentido Crescente	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente
km 0 - Início da concessão - viaduto	0,000 -			- 0,000	km 0 - Início da concessão - ponte
	-			-	
	0,200 -			- 0,200	
	-			-	
km 0,36 - Quebra-molas	0,400 -			- 0,400	km 0,36 - Quebra-molas
	-			-	
km 0,587 - Quebra-molas	0,600 -			- 0,600	km 0,587 - Quebra-molas
	-			-	
	0,800 -			- 0,800	
	-			-	
	1,000 -			- 1,000	
	-			-	
	1,200 -			- 1,200	
	-			-	
	1,400 -			- 1,400	
	-			-	
	1,600 -			- 1,600	
	-			-	
	1,800 -			- 1,800	
	-			-	
	2,000 -			- 2,000	
	-			-	
	2,200 -			- 2,200	
	-			-	
km 2,491 - Dispositivo	2,400 -			- 2,400	
	-			-	km 2,491 - Dispositivo
	2,600 -			- 2,600	
	-			-	
	2,800 -			- 2,800	
	-			-	
km 3 - Final da concessão	3,000 -			- 3,000	km 3 - Final da concessão

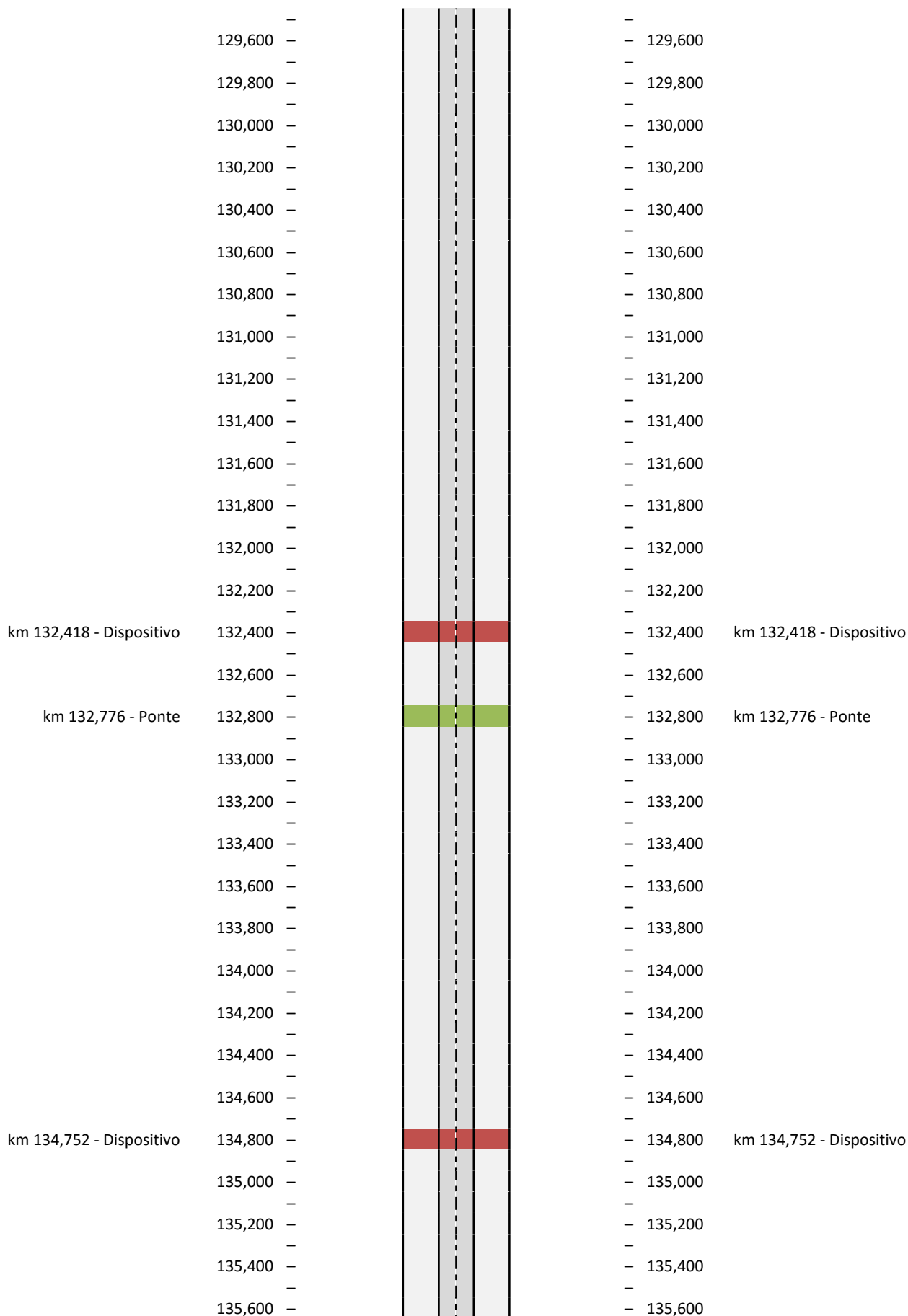
2.2.2.SP 351 do km 127+330 ao 150+440

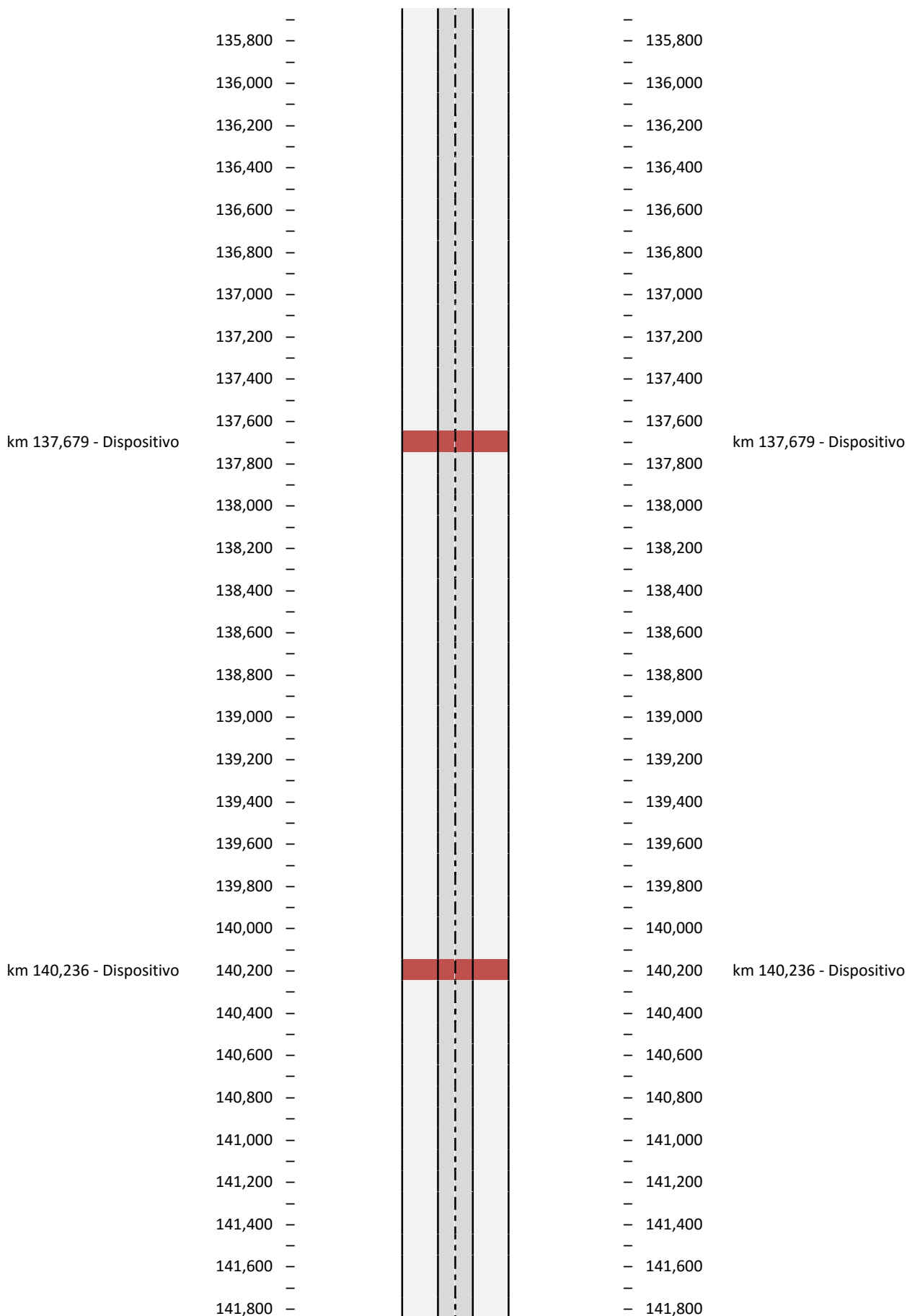


DIAGRAMA UNIFILAR - SP 351

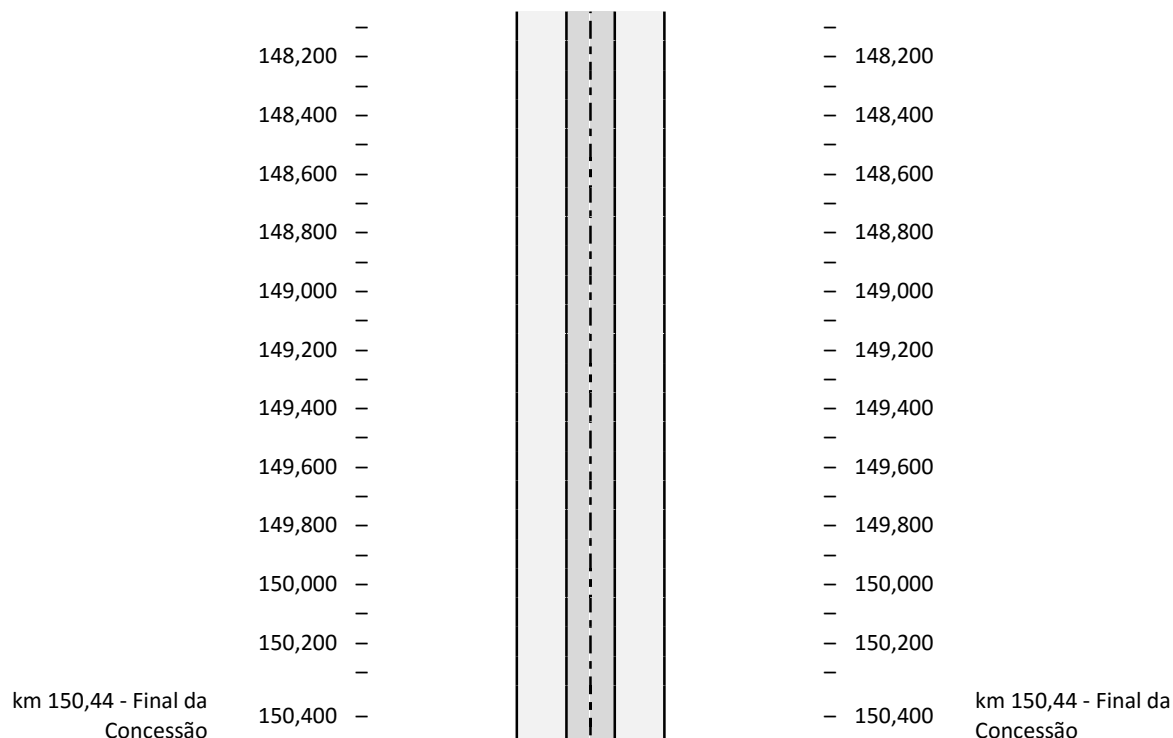
LEGENDA:	Pista de rolamento
	Acostamento ou refúgio*
	OAE
	Dispositivo

Sentido Crescente	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente
km 127,33 - Início da Concessão	127,330 -	(Trecho não pavimentado)	(Trecho não pavimentado)	- 127,330	km 127,33 - Início da Concessão
	127,400 -			- 127,400	
	127,600 -			- 127,600	
	127,800 -			- 127,800	
	128,000 -			- 128,000	
	128,200 -			- 128,200	
	128,400 -			- 128,400	
	128,600 -			- 128,600	
km 128,7 - Fim do trecho não pavimentado	-			-	km 128,7 - Início do trecho não pavimentado
	128,800 -			- 128,800	
	129,000 -			- 129,000	
	129,200 -			- 129,200	
	-			-	
	129,400 -			- 129,400	

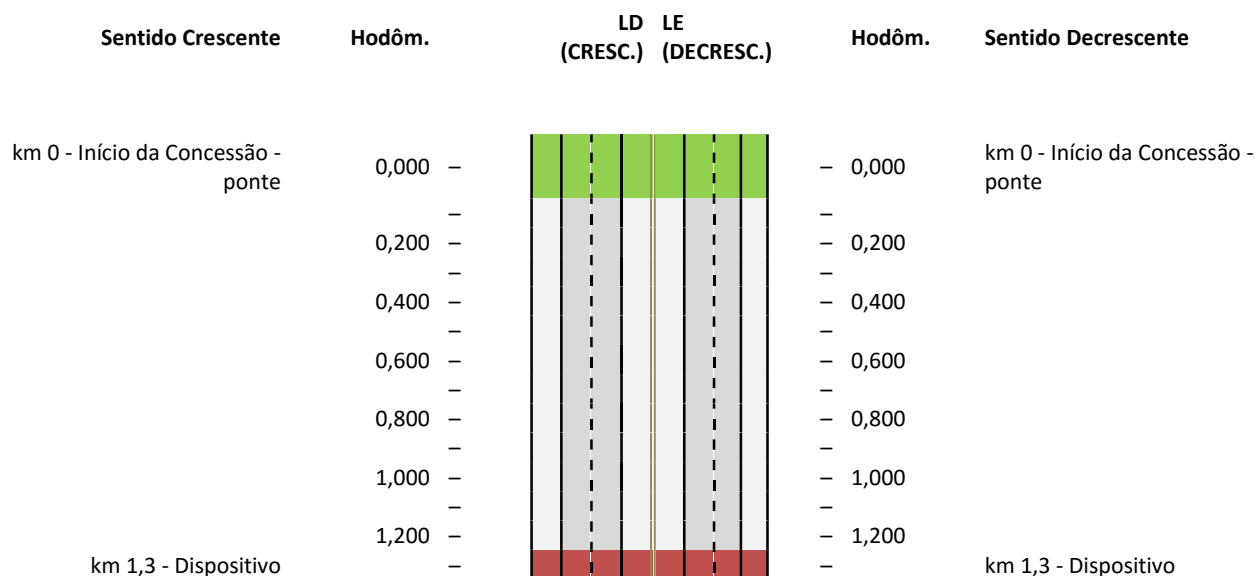
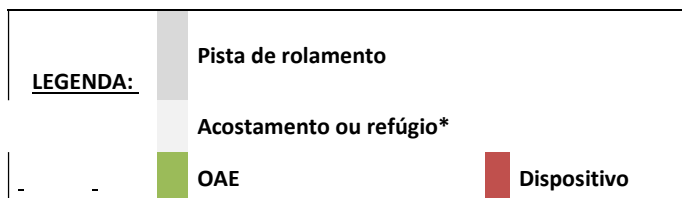




	-		-
142,000	-	-	142,000
	-		-
142,200	-	-	142,200
	-		-
142,400	-	-	142,400
	-		-
142,600	-	-	142,600
	-		-
142,800	-	-	142,800
	-		-
143,000	-	-	143,000
	-		-
143,200	-	-	143,200
	-		-
143,400	-	-	143,400
	-		-
143,600	-	-	143,600
	-		-
143,800	-	-	143,800
	-		-
144,000	-	-	144,000
	-		-
144,200	-	-	144,200
	-		-
144,400	-	-	144,400
	-		-
144,600	-	-	144,600
	-		-
144,800	-	-	144,800
	-		-
145,000	-	-	145,000
	-		-
145,200	-	-	145,200
	-		-
145,400	-	-	145,400
	-		-
145,600	-	-	145,600
	-		-
145,800	-	-	145,800
	-		-
km 146,032 - Ponte	146,000	-	146,000
	-		-
146,200	-	-	146,200
	-		-
146,400	-	-	146,400
	-		-
146,600	-	-	146,600
	-		-
146,800	-	-	146,800
	-		-
147,000	-	-	147,000
	-		-
147,200	-	-	147,200
	-		-
147,400	-	-	147,400
	-		-
147,600	-	-	147,600
	-		-
147,800	-	-	147,800
	-		-
148,000	-	-	148,000



**DIAGRAMA UNIFILAR -
SPA 135/351**



2.2.3.SP 328 do km 323+130 ao 337+010

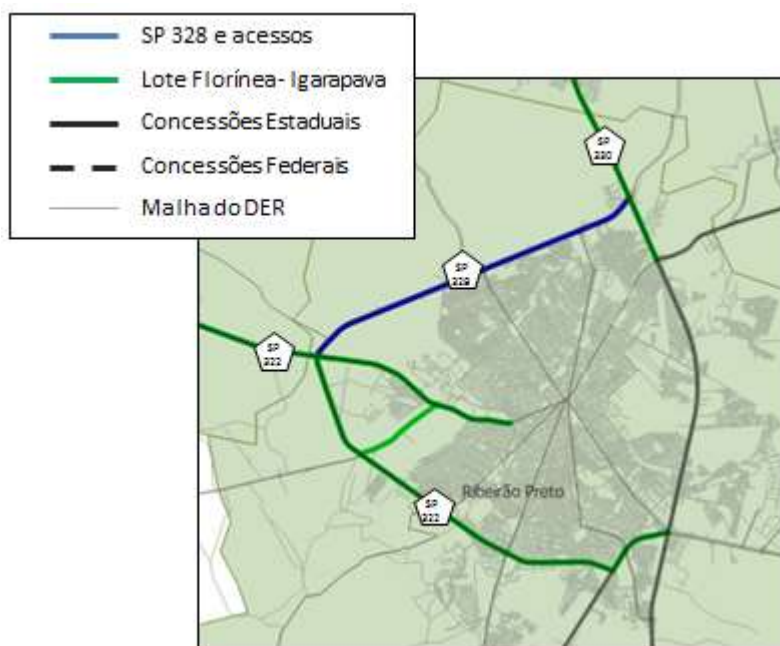
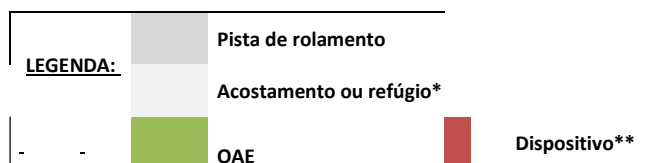


DIAGRAMA UNIFILAR - SP 328



Sentido Crescente (Ribeirão Preto [SP 322] -> Jardinópolis [SP 330])

Hodôm.

LD (CRESC.) LE (DECRESC.)

Hodôm.

Sentido Decrescente (Jardinópolis [SP 330] -> Ribeirão Preto [SP 322])

km 323,13 - Início da Concessão

323,130	-					-	323,130
323,200	-					-	323,200
	-					-	
323,400	-					-	323,400
	-					-	
323,600	-					-	323,600
	-					-	
323,800	-					-	323,800
	-					-	
324,000	-					-	324,000
	-					-	
324,200	-					-	324,200
	-					-	
324,400	-					-	324,400
	-					-	
324,600	-					-	324,600
	-					-	
324,800	-					-	324,800
	-					-	
325,000	-					-	325,000

	-				-	
	325,200 -				- 325,200	
	-				-	
	325,400 -				- 325,400	
	-				-	
	325,600 -				- 325,600	
	-				-	
	325,800 -				- 325,800	
	-				-	
	326,000 -				- 326,000	
	-				-	
km 326,2 - Dispositivo ; km 326,229 -						
OAE - Passagem Inferior - Glp	326,200 -				- 326,200	
Petrobras	-				-	
	326,400 -				- 326,400	km 326,3 - Fim de Via Marginal
	-				-	
	326,600 -				- 326,600	
	-				-	
	326,800 -				- 326,800	
	-				-	
	327,000 -				- 327,000	
	-				-	
	327,200 -				- 327,200	
	-				-	
	327,400 -				- 327,400	
	-				-	
	327,600 -				- 327,600	
	-				-	
	327,800 -				- 327,800	
	-				-	
	328,000 -				- 328,000	
	-				-	
	328,200 -				- 328,200	
	-				-	
km 328,4 - Início de Via Marginal	328,400 -				- 328,400	
	-				-	
	328,600 -				- 328,600	
	-				-	
	328,800 -				- 328,800	
	-				-	
	329,000 -				- 329,000	
km 329,1 - Dispositivo ; km 329,124 -	-				-	km 329,124 - OAE - Passagem
OAE - Passagem Inferior - Baixadão					-	Inferior - Baixadão ; km 329,132 -
	329,200 -				- 329,200	Início de Via Marginal
	-				-	
	329,400 -				- 329,400	
	-				-	
km 329,599 - Fim de Via Marginal	329,600 -				- 329,600	
	-				-	
	329,800 -				- 329,800	
	-				-	
	330,000 -				- 330,000	
	-				-	
	330,200 -				- 330,200	
	-				-	
	330,400 -				- 330,400	
	-				-	
km 330,62 - Dispositivo	330,600 -				- 330,600	
	-				-	
km 330,764 - OAE - Passagem Inferior	330,800 -				- 330,800	km 330,764 - OAE - Passagem
- Av Luiz Galvão Cesar	-				-	Inferior - Av Luiz Galvão Cesar
	331,000 -				- 331,000	

km 337,01 - Fim da Concessão

2.2.4.SP 330 do km 318+500 ao 450+110

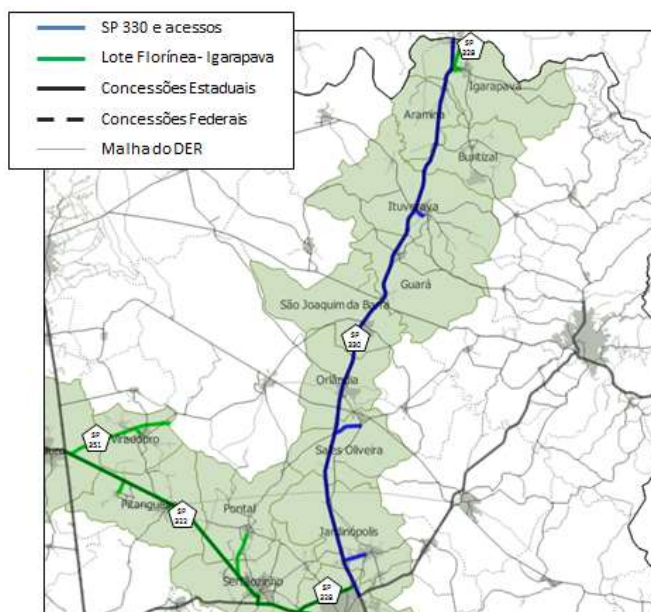
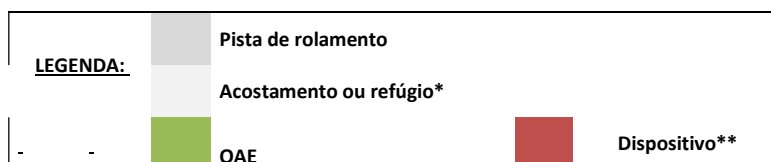
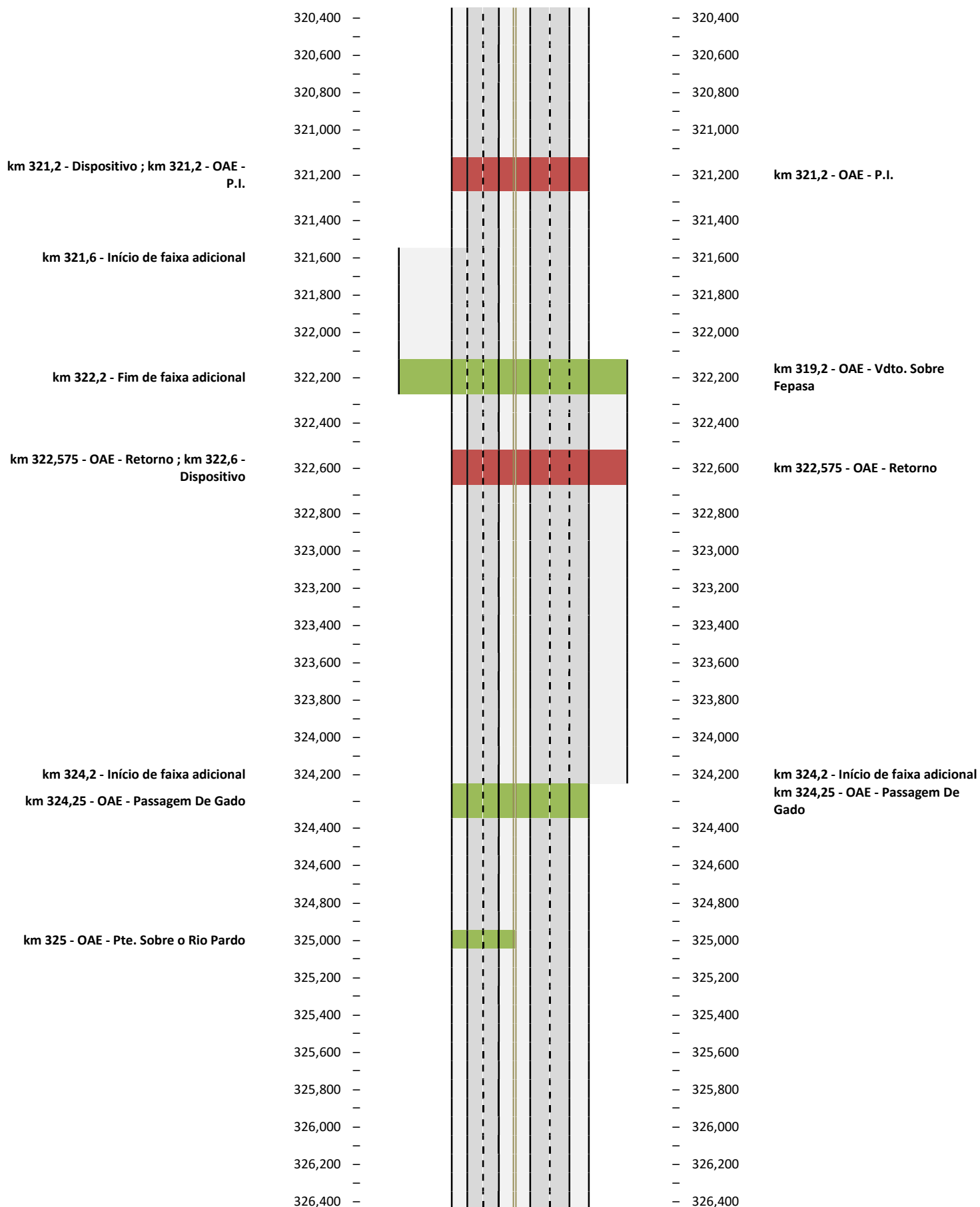
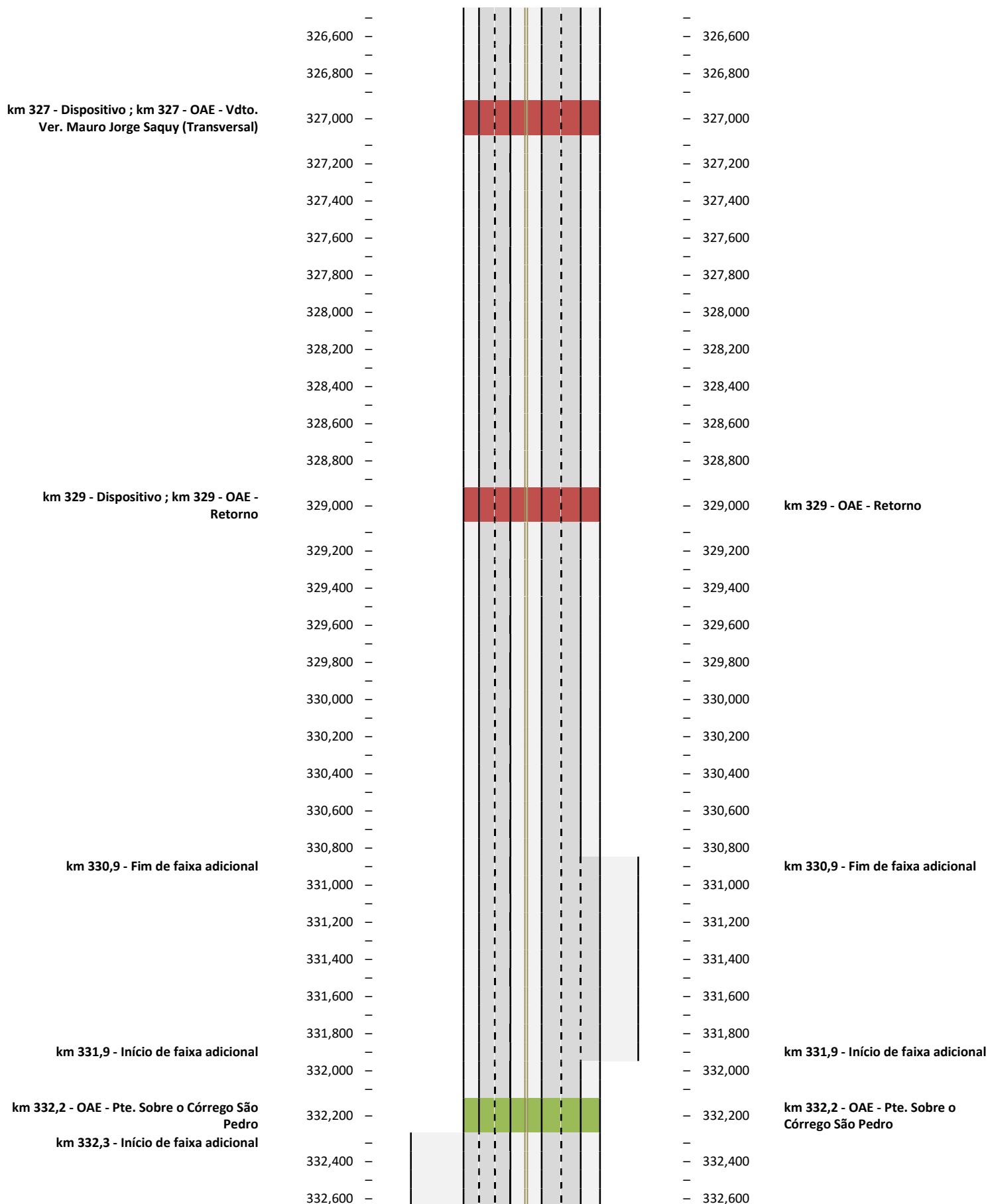


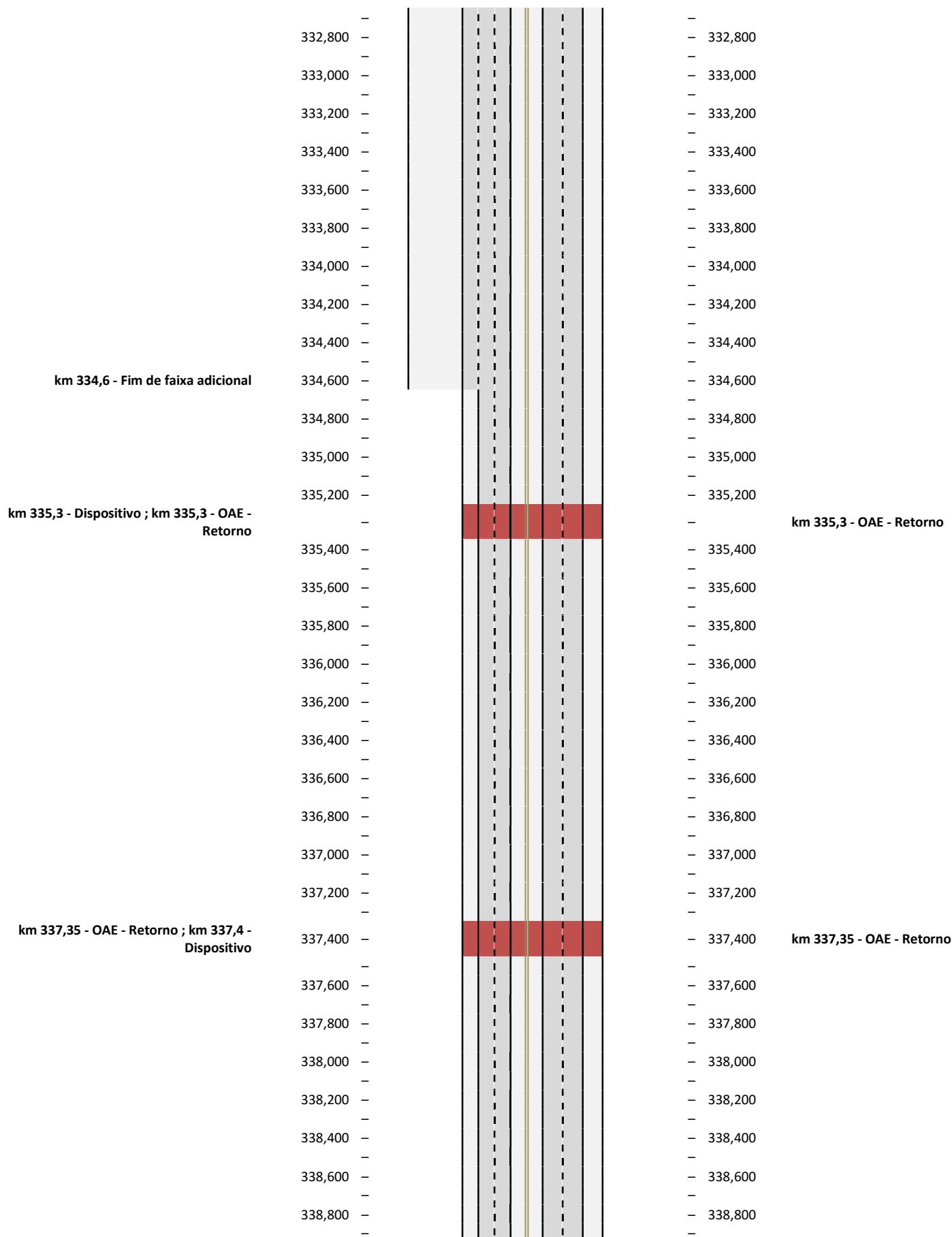
DIAGRAMA UNIFILAR - SP 330



Sentido Crescente (São Paulo -> Minas Gerais)	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente (Minas Gerais -> São Paulo)
km 318,5 - Início da Concessão	318,500 – 318,600 – 318,800 –			– 318,500 – 318,600 – 318,800	
km 319 - Início de faixa adicional	319,000 –			– 319,000	
km 319,2 - OAE - Vdto. Sobre Fepasa	319,200 – 319,400 – 319,600 –			– 319,200 – 319,400 – 319,600	
km 319,65 - Dispositivo ; km 319,65 - OAE - P.I. Sest/Senat	319,800 – 320,000 – 320,200 –			– 319,800 – 320,000 – 320,200	km 319,65 - OAE - P.I. Sest/Senat





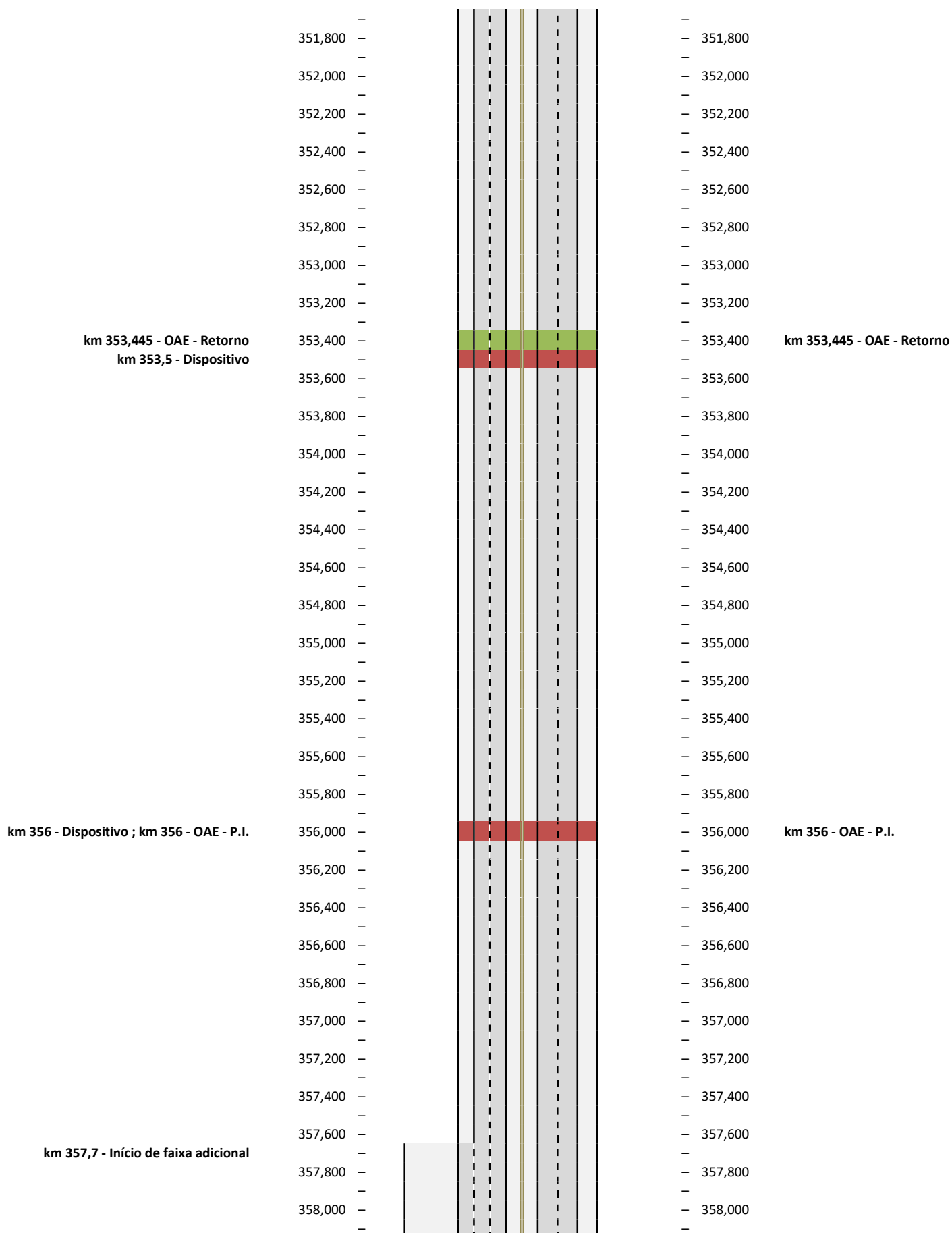


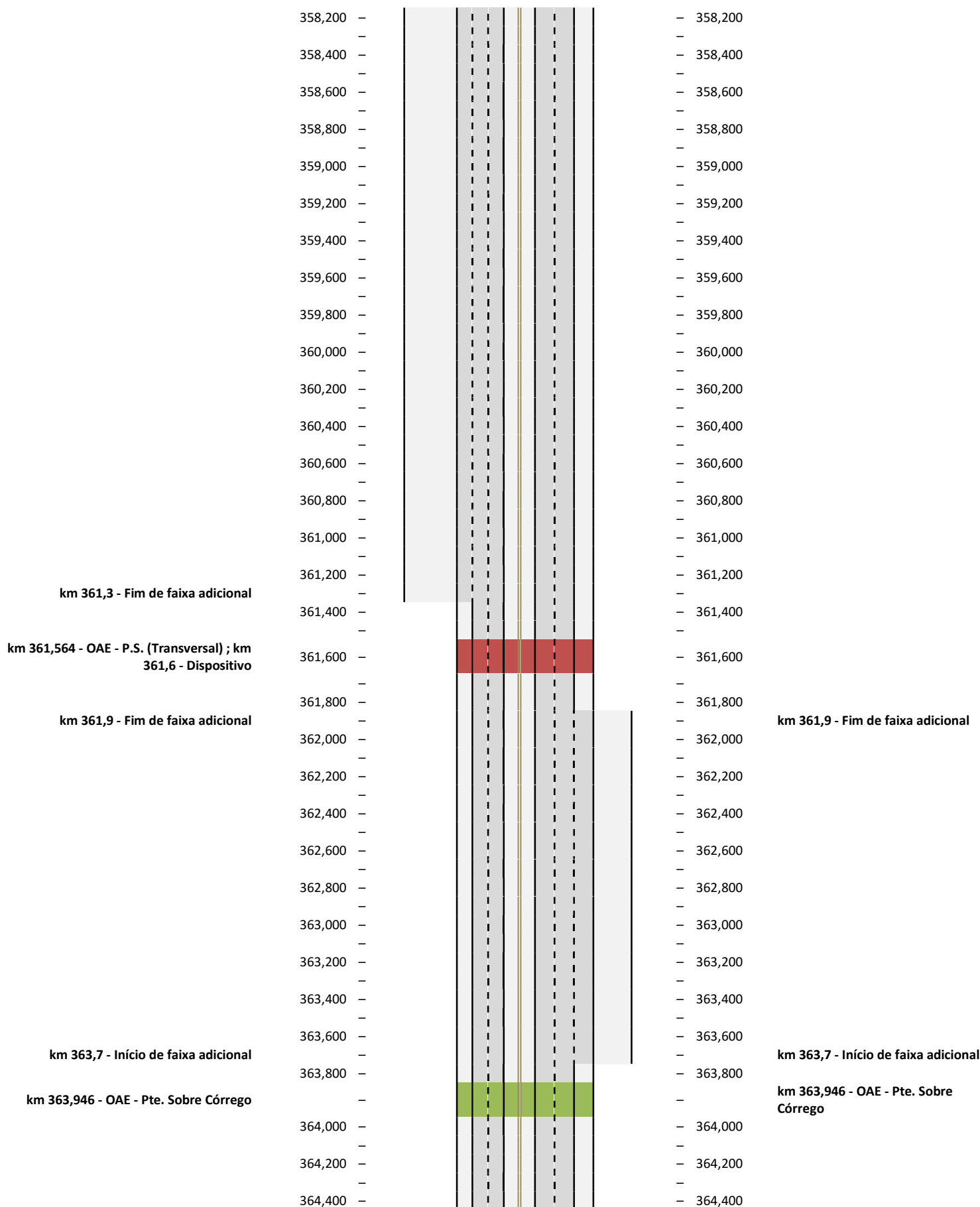
	339,000	–	–	339,000	
	–	–	–	–	
	339,200	–	–	339,200	
	–	–	–	–	
	339,400	–	–	339,400	
	–	–	–	–	
	339,600	–	–	339,600	
	–	–	–	–	
	339,800	–	–	339,800	
	–	–	–	–	
	340,000	–	–	340,000	
	–	–	–	–	
km 340,1 - Dispositivo ; km 340,1 - OAE - Retorno					km 340,1 - OAE - Retorno
	340,200	–	–	340,200	
	–	–	–	–	
	340,400	–	–	340,400	
km 340,5 - Fim de faixa adicional					km 340,5 - Fim de faixa adicional
	340,600	–	–	340,600	
	–	–	–	–	
	340,800	–	–	340,800	
	–	–	–	–	
	341,000	–	–	341,000	
	–	–	–	–	
	341,200	–	–	341,200	
	–	–	–	–	
	341,400	–	–	341,400	
	–	–	–	–	
	341,600	–	–	341,600	
	–	–	–	–	
	341,800	–	–	341,800	
	–	–	–	–	
	342,000	–	–	342,000	
km 342,1 - Início de faixa adicional					km 342,1 - Início de faixa adicional
	342,200	–	–	342,200	
	–	–	–	–	
	342,400	–	–	342,400	
	–	–	–	–	
	342,600	–	–	342,600	
	–	–	–	–	
	342,800	–	–	342,800	
	–	–	–	–	
	343,000	–	–	343,000	
	–	–	–	–	
	343,200	–	–	343,200	
	–	–	–	–	
km 343,35 - OAE - Retorno ; km 343,4 - Dispositivo					km 343,35 - OAE - Retorno
	343,400	–	–	343,400	
	–	–	–	–	
	343,600	–	–	343,600	
	–	–	–	–	
	343,800	–	–	343,800	
	–	–	–	–	
	344,000	–	–	344,000	
	–	–	–	–	
	344,200	–	–	344,200	
	–	–	–	–	
	344,400	–	–	344,400	
	–	–	–	–	
	344,600	–	–	344,600	
	–	–	–	–	
	344,800	–	–	344,800	
	–	–	–	–	
	345,000	–	–	345,000	
	–	–	–	–	
	345,200	–	–	345,200	

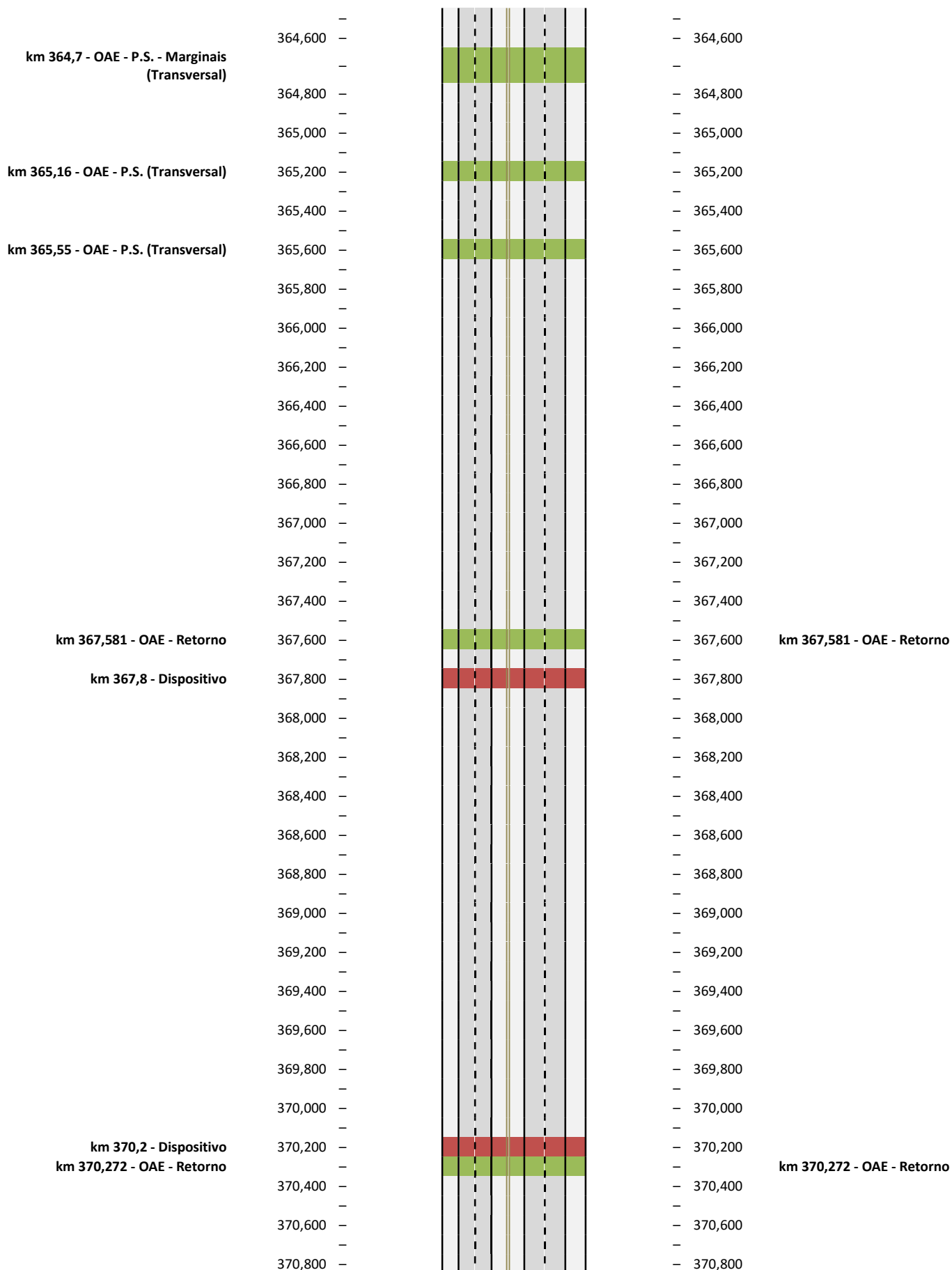
	—		—
	345,400 —		— 345,400
	—		—
	345,600 —		— 345,600
	—		—
	345,800 —		— 345,800
	—		—
	346,000 —		— 346,000
	—		—
	346,200 —		— 346,200
	—		—
	346,400 —		— 346,400
	—		—
km 346,567 - OAE - Vdto. Sobre Fepasa	346,600 —		— 346,600
	—		—
	346,800 —		— 346,800
	—		—
	347,000 —		— 347,000
	—		—
	347,200 —		— 347,200
	—		—
	347,400 —		— 347,400
	—		—
	347,600 —		— 347,600
	—		—
	347,800 —		— 347,800
	—		—
	348,000 —		— 348,000
	—		—
	348,200 —		— 348,200
	—		—
	348,400 —		— 348,400
	—		—
km 348,575 - OAE - Retorno	348,600 —		— 348,600
	—		—
	348,800 —		— 348,800
	—		—
	349,000 —		— 349,000
	—		—
	349,200 —		— 349,200
	—		—
	349,400 —		— 349,400
	—		—
	349,600 —		— 349,600
	—		—
	349,800 —		— 349,800
	—		—
	350,000 —		— 350,000
	—		—
	350,200 —		— 350,200
	—		—
	350,400 —		— 350,400
	—		—
	350,600 —		— 350,600
	—		—
	350,800 —		— 350,800
	—		—
	351,000 —		— 351,000
	—		—
	351,200 —		— 351,200
	—		—
	351,400 —		— 351,400
	—		—
	351,600 —		— 351,600

km 346,567 - OAE - Vdto. Sobre Fepasa

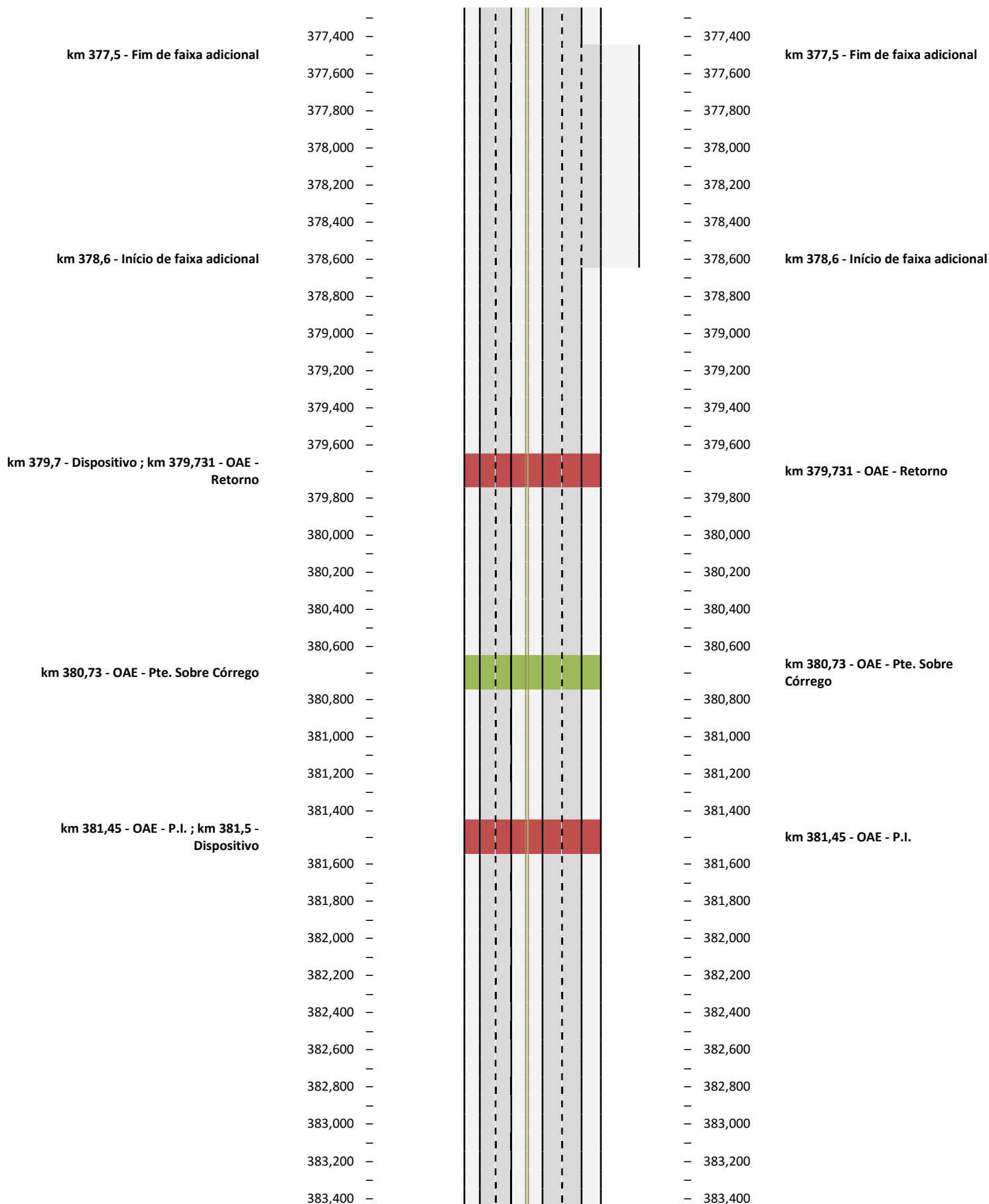
km 348,575 - OAE - Retorno



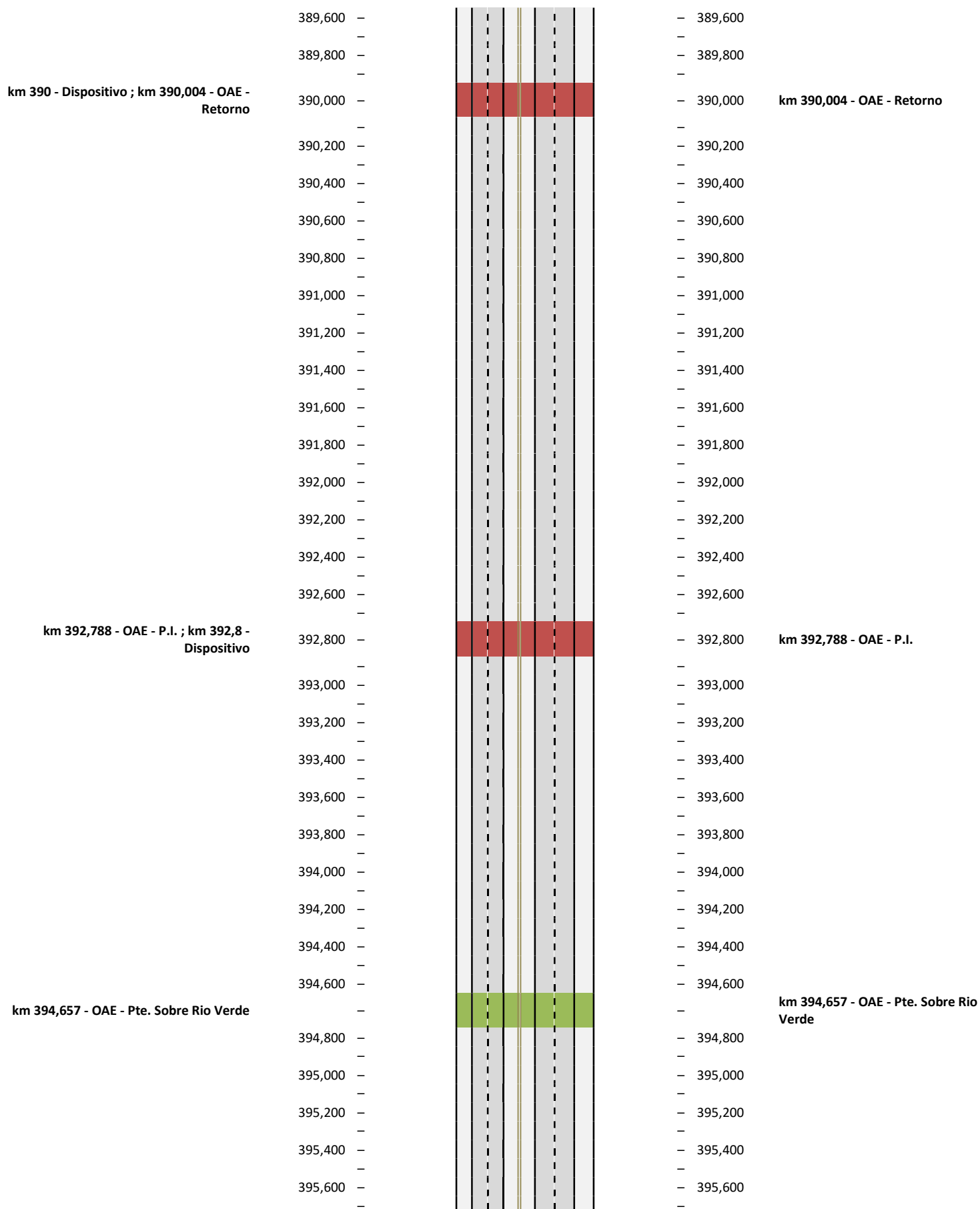




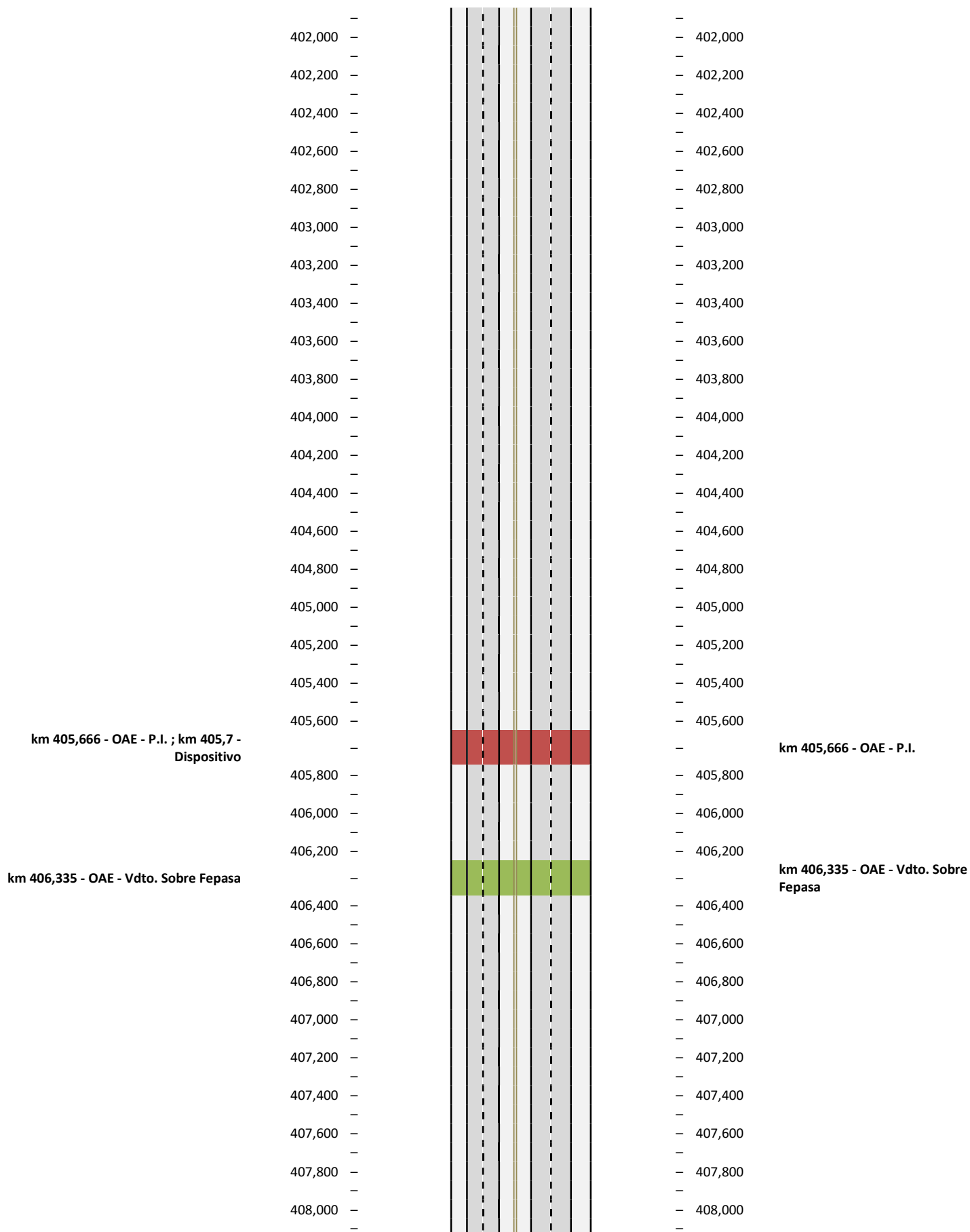
	—		—
	371,000 —		— 371,000
	—		—
	371,200 —		— 371,200
	—		—
	371,400 —		— 371,400
	—		—
	371,600 —		— 371,600
	—		—
	371,800 —		— 371,800
	—		—
km 372,025 - OAE - Retorno	372,000 —		— 372,000 km 372,025 - OAE - Retorno
	—		—
	372,200 —		— 372,200
	—		—
	372,400 —		— 372,400
	—		—
	372,600 —		— 372,600
	—		—
	372,800 —		— 372,800
	—		—
	373,000 —		— 373,000
	—		—
	373,200 —		— 373,200
	—		—
	373,400 —		— 373,400
	—		—
	373,600 —		— 373,600
	—		—
	373,800 —		— 373,800
	—		—
km 374 - Dispositivo ; km 374,043 - OAE - Retorno	374,000 —		— 374,000 km 374,043 - OAE - Retorno
	—		—
	374,200 —		— 374,200
	—		—
	374,400 —		— 374,400
	—		—
	374,600 —		— 374,600
	—		—
	374,800 —		— 374,800
	—		—
	375,000 —		— 375,000
	—		—
	375,200 —		— 375,200
	—		—
	375,400 —		— 375,400
	—		—
	375,600 —		— 375,600
	—		—
	375,800 —		— 375,800
	—		—
	376,000 —		— 376,000
	—		—
	376,200 —		— 376,200
	—		—
	376,400 —		— 376,400
	—		—
	376,600 —		— 376,600
	—		—
km 376,781 - OAE - Retorno	376,800 —		— 376,800 km 376,781 - OAE - Retorno
	—		—
	377,000 —		— 377,000
	—		—
	377,200 —		— 377,200

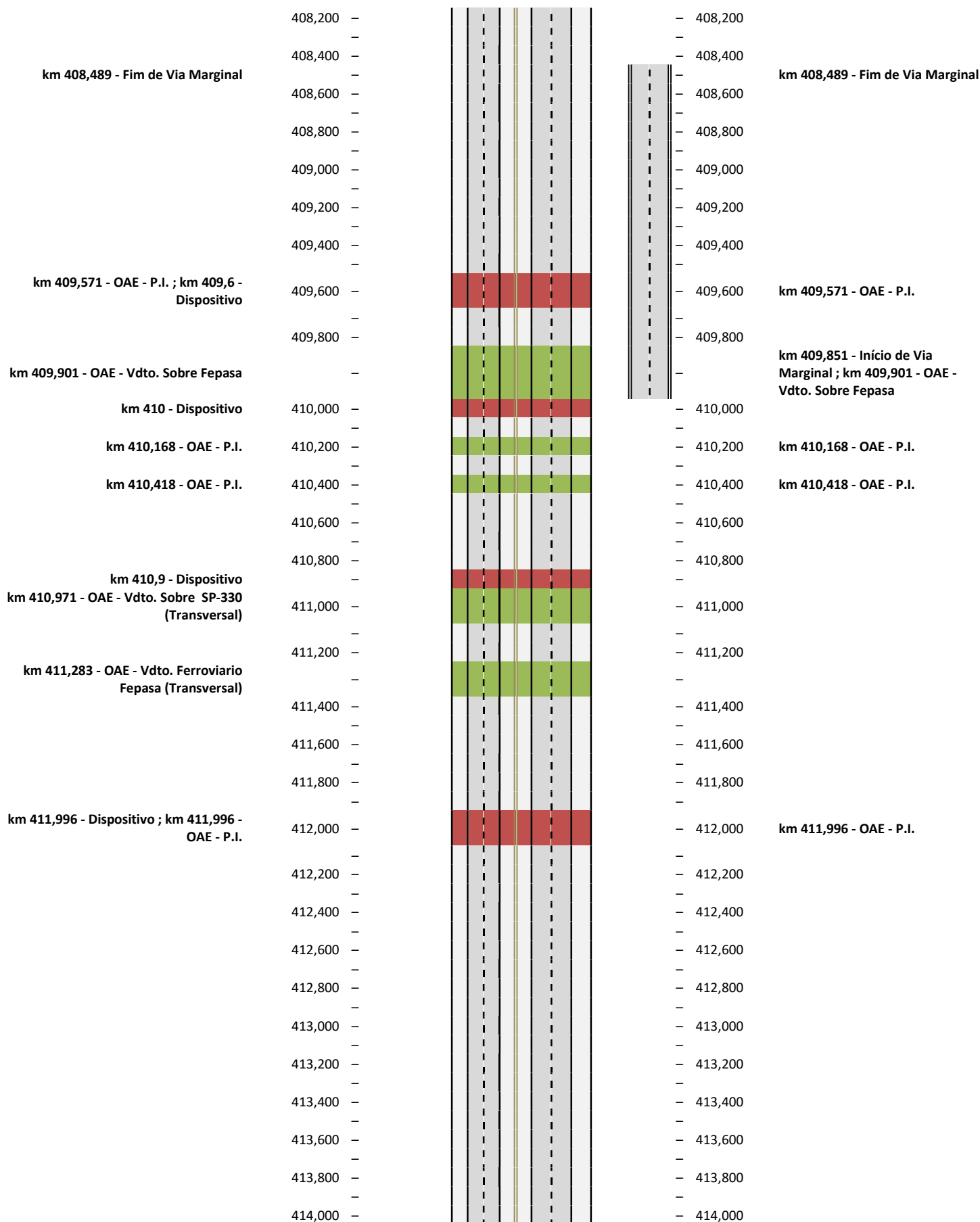


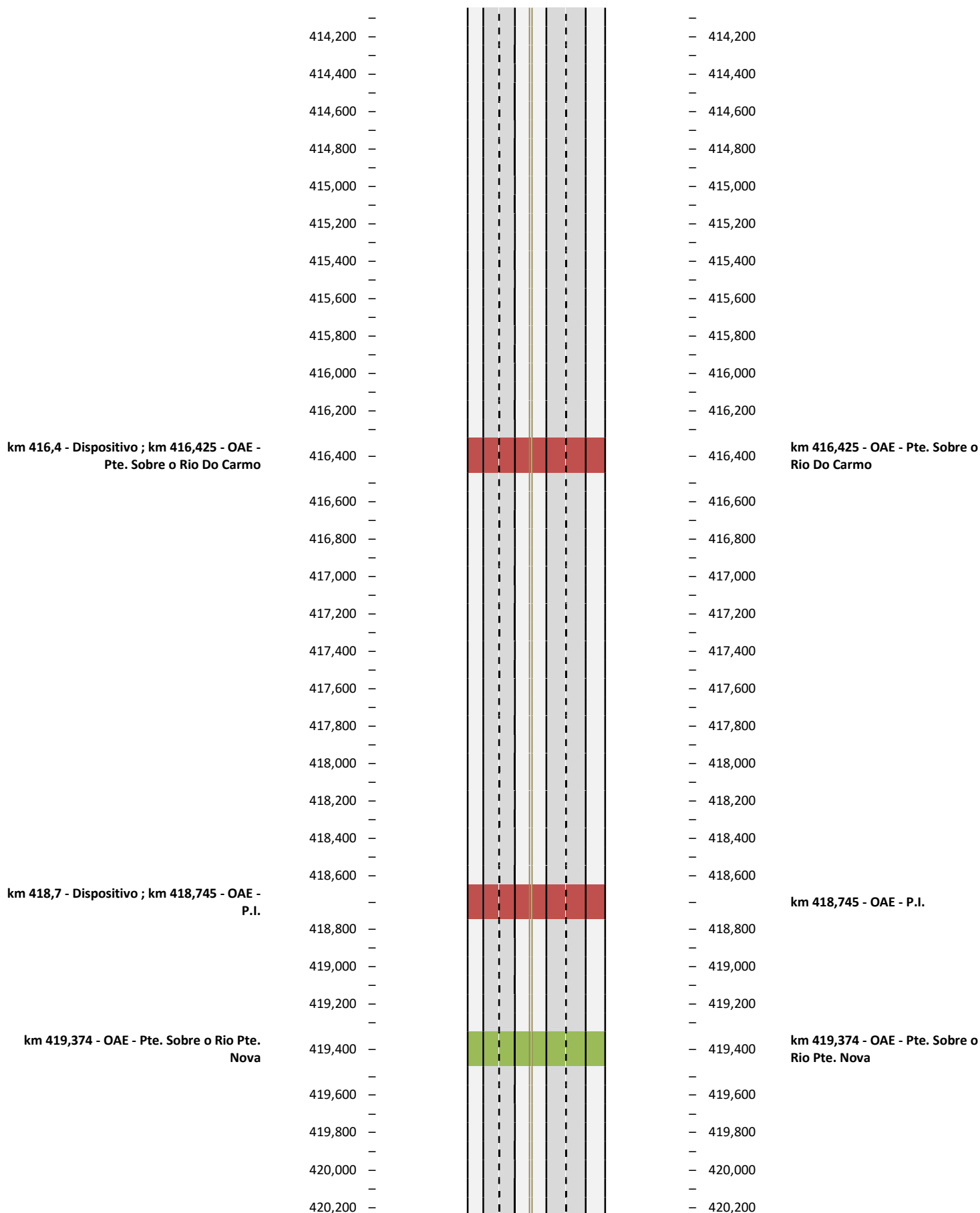
km	Dispositivo	OAE	Retorno
383,7	Dispositivo	km 383,719	OAE - Retorno
383,800			
384,000			
384,200			
384,400			
384,600			
384,800			
385,000			
385,200			
385,400			
385,600			
385,800			
386,000			
386,200			
386,400			
386,600			
386,800			
387,000			
387,200			
387,400			
387,600			
387,800			
388,000	Dispositivo	km 388,145	OAE - Vdto. Dr. Waldemar Chubaci (Transversal)
388,200			
388,400			
388,600			
388,800			
389,000			
389,200			
389,400			

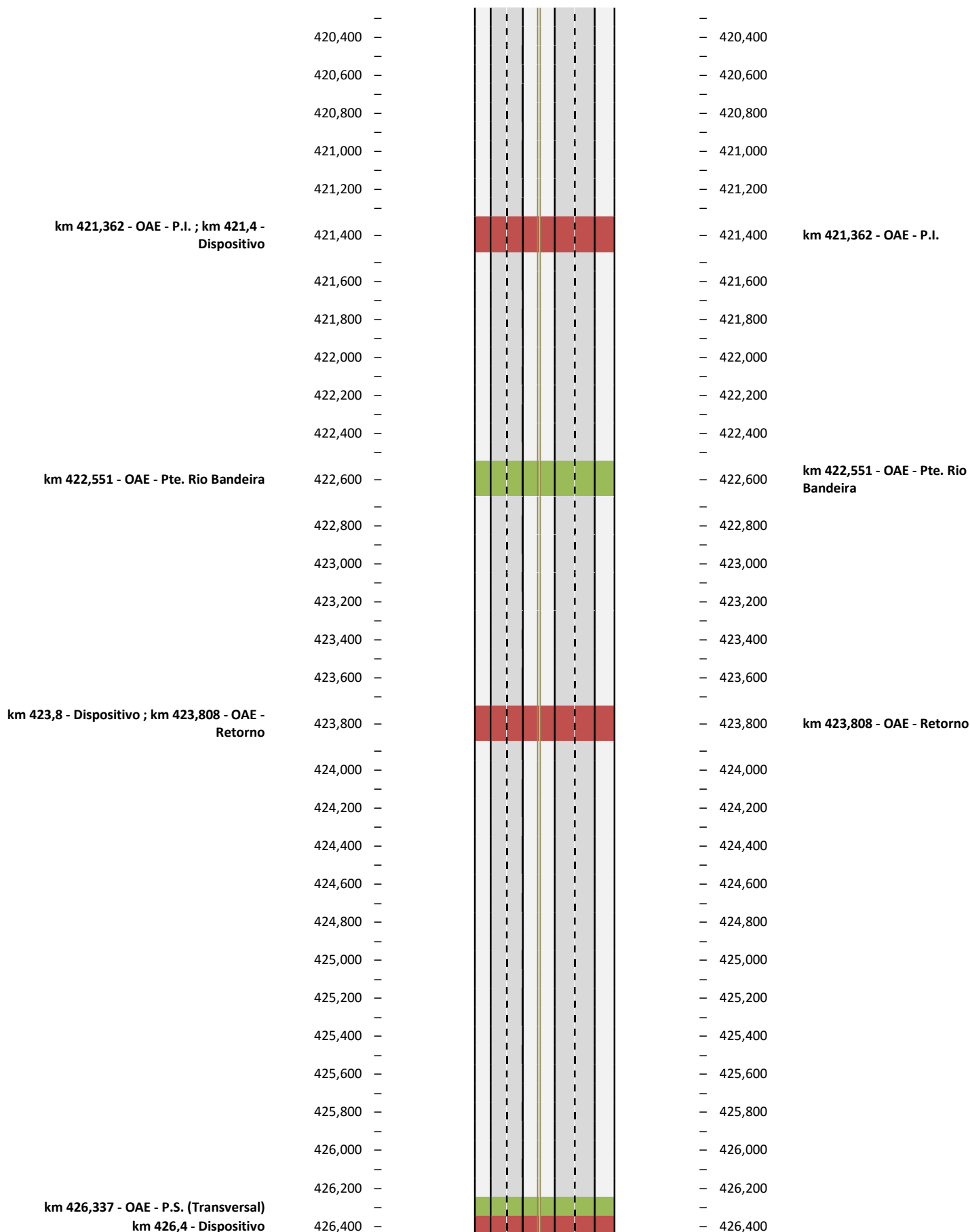


AGÊNCIA REGULADORA DE SERVIÇOS PÚBLICOS DELEGADOS DE TRANSPORTE DO ESTADO DE SÃO PAULO
R. Iguatemi, 105 - Itaim Bibi - CEP 01451-011 - São Paulo - SP - FONE/FAX/ (11) 3465-2000



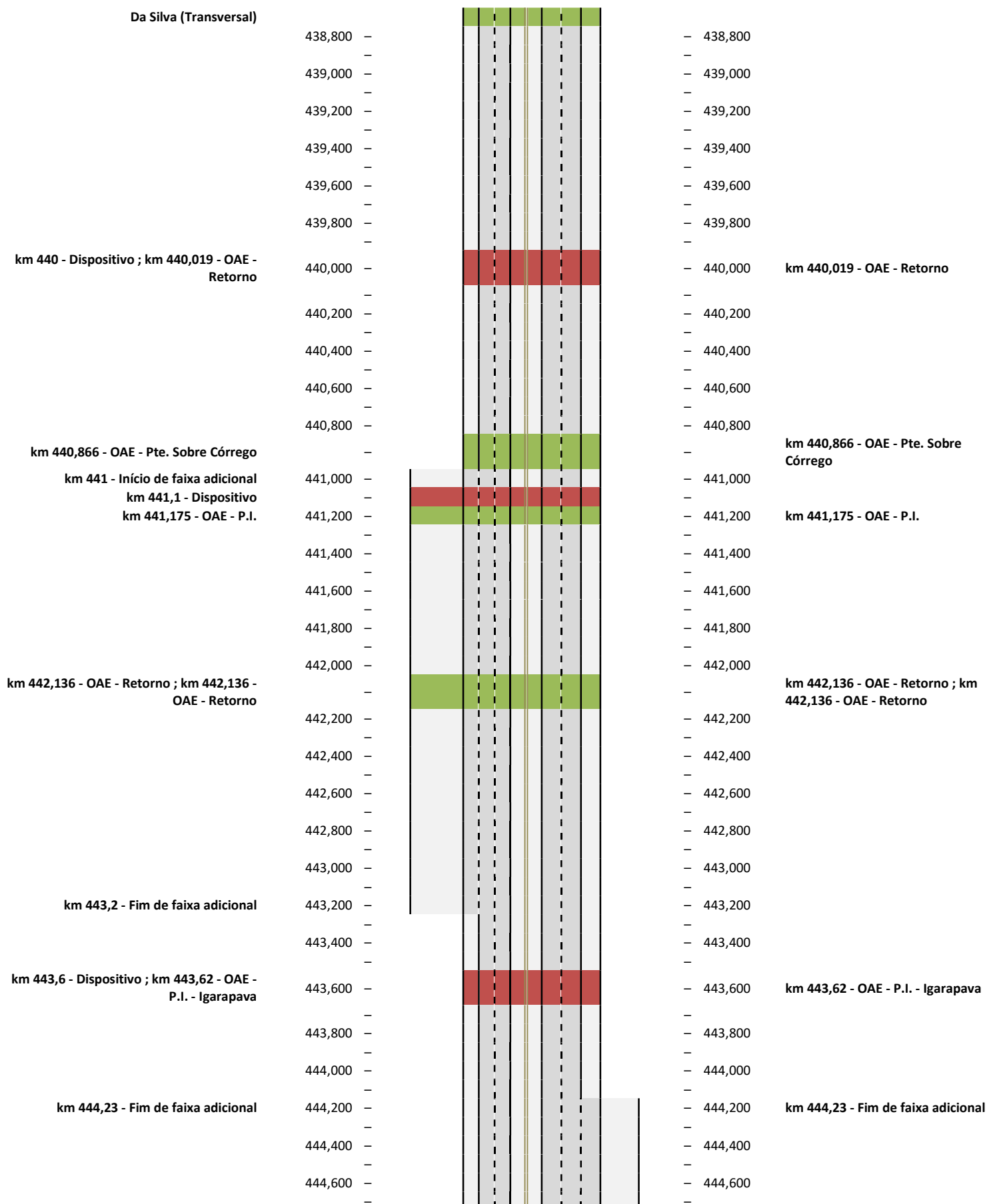






	—		—
	426,600 —		— 426,600
	426,800 —		— 426,800
	427,000 —		— 427,000
	427,200 —		— 427,200
	—		—
km 427,4 - Dispositivo ; km 427,4 - OAE - Retorno	427,400 —		— 427,400 km 427,4 - OAE - Retorno
	—		—
	427,600 —		— 427,600
	427,800 —		— 427,800
	—		—
	428,000 —		— 428,000
	428,200 —		— 428,200
	—		—
	428,400 —		— 428,400
	428,600 —		— 428,600
	428,800 —		— 428,800
	429,000 —		— 429,000
	429,200 —		— 429,200
	429,400 —		— 429,400
	—		—
km 429,568 - OAE - Retorno ; km 429,6 - Dispositivo	429,600 —		— 429,600 km 429,568 - OAE - Retorno
	—		—
	429,800 —		— 429,800
	—		—
km 430,03 - OAE - Pte. Sobre Córrego	430,000 —		— 430,000 km 430,03 - OAE - Pte. Sobre Córrego
	—		—
	430,200 —		— 430,200
	430,400 —		— 430,400
	430,600 —		— 430,600
	430,800 —		— 430,800
	431,000 —		— 431,000
	431,200 —		— 431,200
	431,400 —		— 431,400
	431,600 —		— 431,600
	431,800 —		— 431,800
	432,000 —		— 432,000
	432,200 —		— 432,200
	432,400 —		— 432,400
	432,600 —		— 432,600

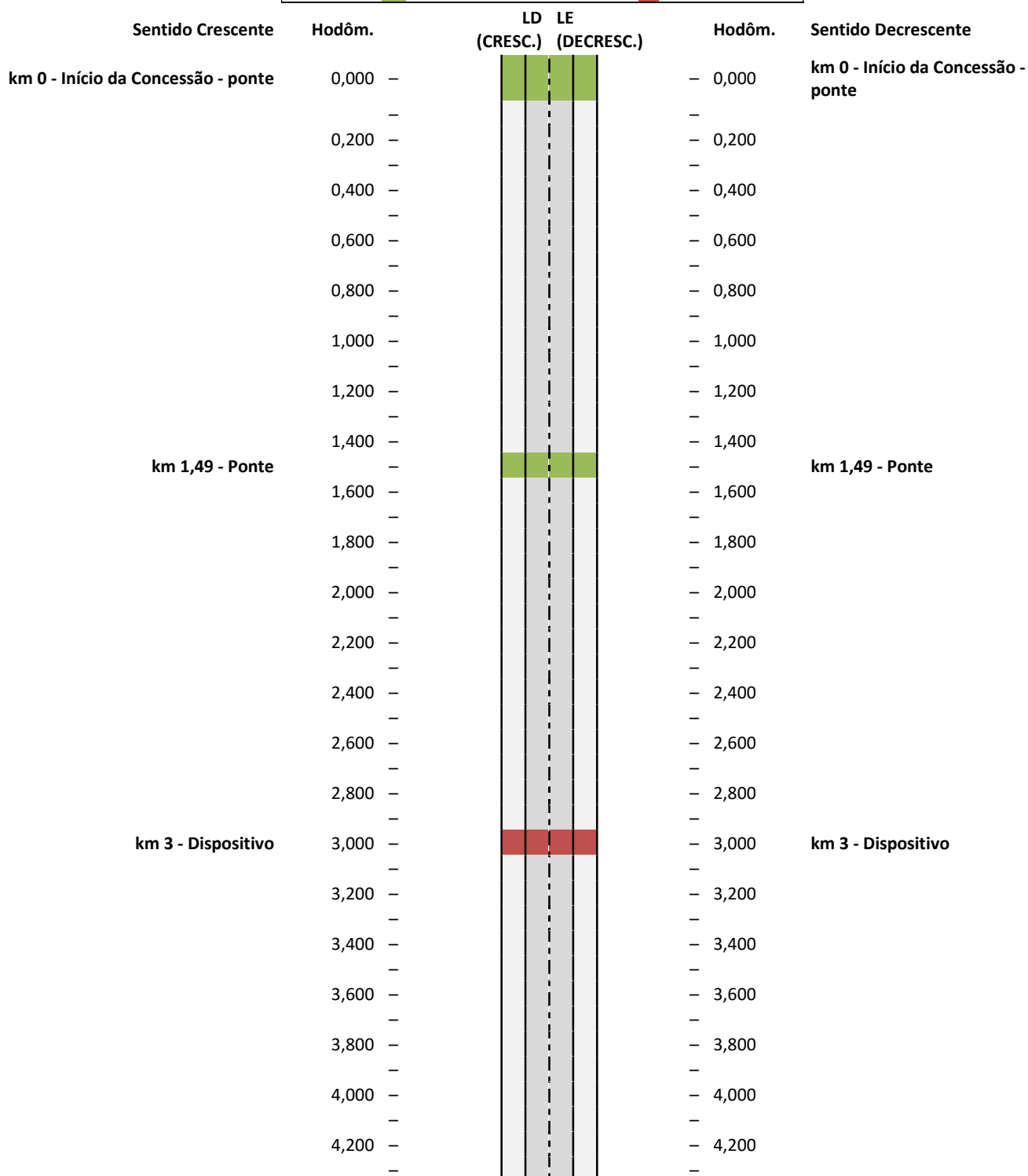
km 432,8 - Dispositivo ; km 432,842 - OAE - Retorno	432,800									432,800	km 432,842 - OAE - Retorno
	433,000									433,000	
	433,200									433,200	
	433,400									433,400	
	433,600									433,600	
	433,800									433,800	
	434,000									434,000	
km 434,2 - Fim de faixa adicional	434,200									434,200	km 434,2 - Fim de faixa adicional
	434,400									434,400	
	434,600									434,600	
	434,800									434,800	
	435,000									435,000	
	435,200									435,200	
	435,400									435,400	
	435,600									435,600	
km 435,697 - OAE - Retorno ; km 435,7 - Dispositivo											km 435,697 - OAE - Retorno
	435,800									435,800	
	436,000									436,000	
	436,200									436,200	
	436,400									436,400	
km 436,6 - Início de faixa adicional	436,600									436,600	km 436,6 - Início de faixa adicional
km 436,778 - OAE - Pte. Sobre Córrego	436,800									436,800	km 436,778 - OAE - Pte. Sobre Córrego
	437,000									437,000	
	437,200									437,200	
km 437,336 - OAE - Retorno km 437,4 - Dispositivo	437,400									437,400	km 437,336 - OAE - Retorno
	437,600									437,600	
	437,800									437,800	
	438,000									438,000	
	438,200									438,200	
km 438,445 - OAE - P.S. - Vdto. Otávio Quércia (Transversal)	438,400									438,400	
	438,600									438,600	
km 438,74 - OAE - P.S. - Vdto. Claudinéia											



	444,800 –		– 444,800
	–		–
	445,000 –		– 445,000
	–		–
	445,200 –		– 445,200
	–		–
	445,400 –		– 445,400
	–		–
	445,600 –		– 445,600
	–		–
	445,800 –		– 445,800
	–		–
	446,000 –		– 446,000
	–		–
	446,200 –		– 446,200
	–		–
	446,400 –		– 446,400
km 446,5 - Dispositivo ; km 446,534 - OAE - Retorno			
	–		–
	446,600 –		– 446,600
	–		–
	446,800 –		– 446,800
	–		–
	447,000 –		– 447,000
	–		–
	447,200 –		– 447,200
	–		–
	447,400 –		– 447,400
	–		–
	447,600 –		– 447,600
	–		–
	447,800 –		– 447,800
	–		–
	448,000 –		– 448,000
	–		–
	448,200 –		– 448,200
	–		–
	448,400 –		– 448,400
	–		–
	448,600 –		– 448,600
	–		–
	448,800 –		– 448,800
	–		–
	449,000 –		– 449,000
	–		–
	449,200 –		– 449,200
	–		–
	449,400 –		– 449,400
	–		–
	449,600 –		– 449,600
	–		–
km 449,7 - Dispositivo ; km 449,73 - Fim da Concessão ; km 449,747 - OAE - Retorno			
	–		–
km 450,110 - Final da Concessão	450,000		450,000

**DIAGRAMA UNIFILAR -
SPA 327/330**

LEGENDA:		Pista de rolamento
		Acostamento ou refúgio*
		OAE
		Dispositivo



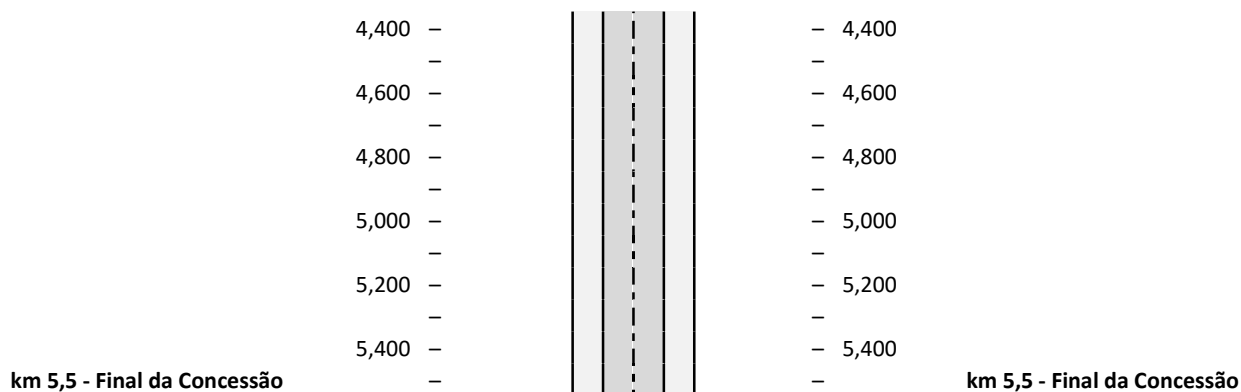
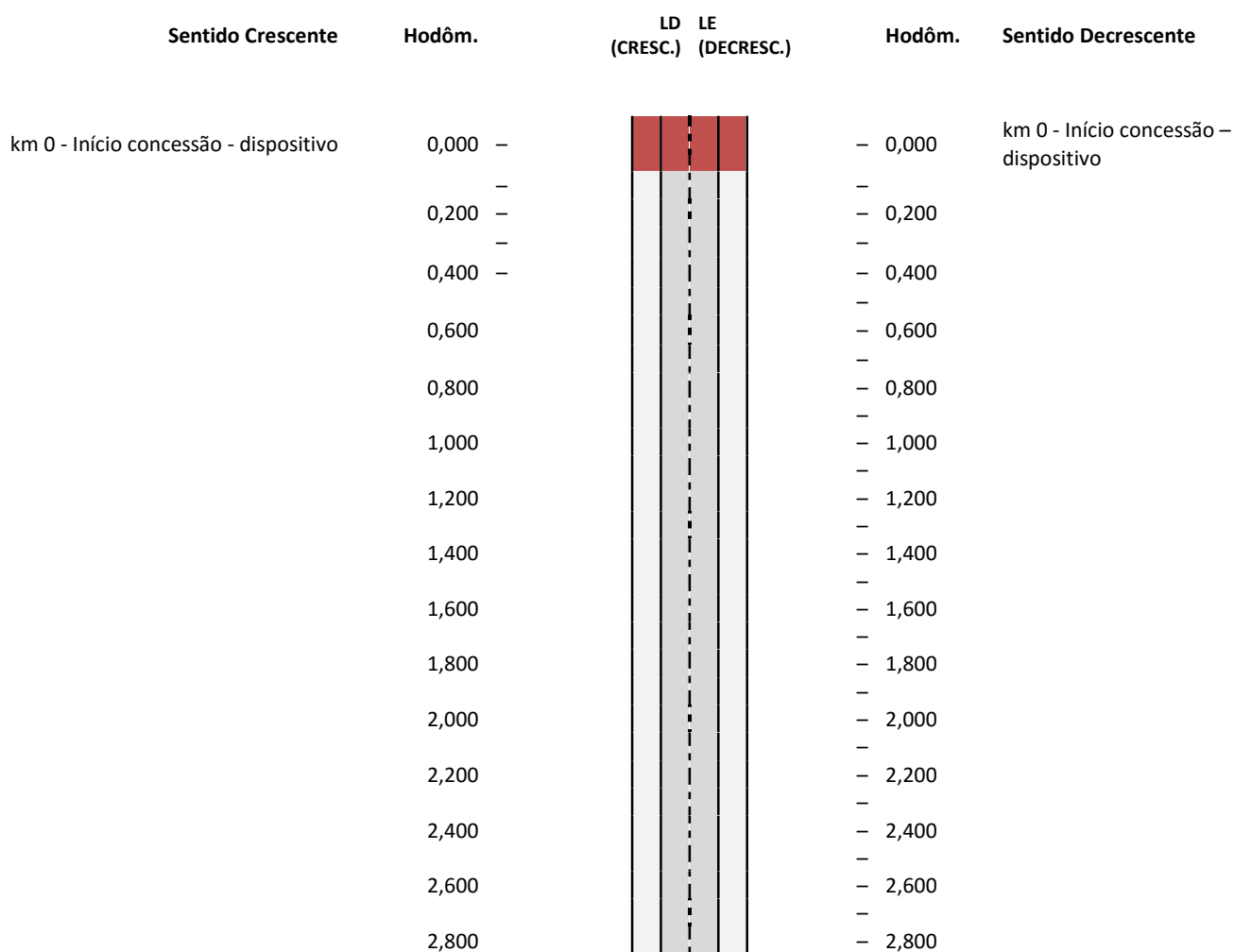
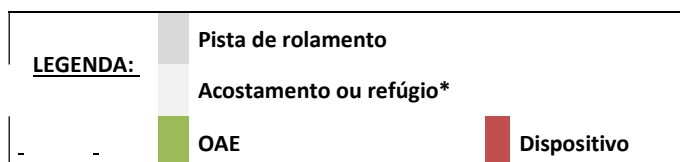
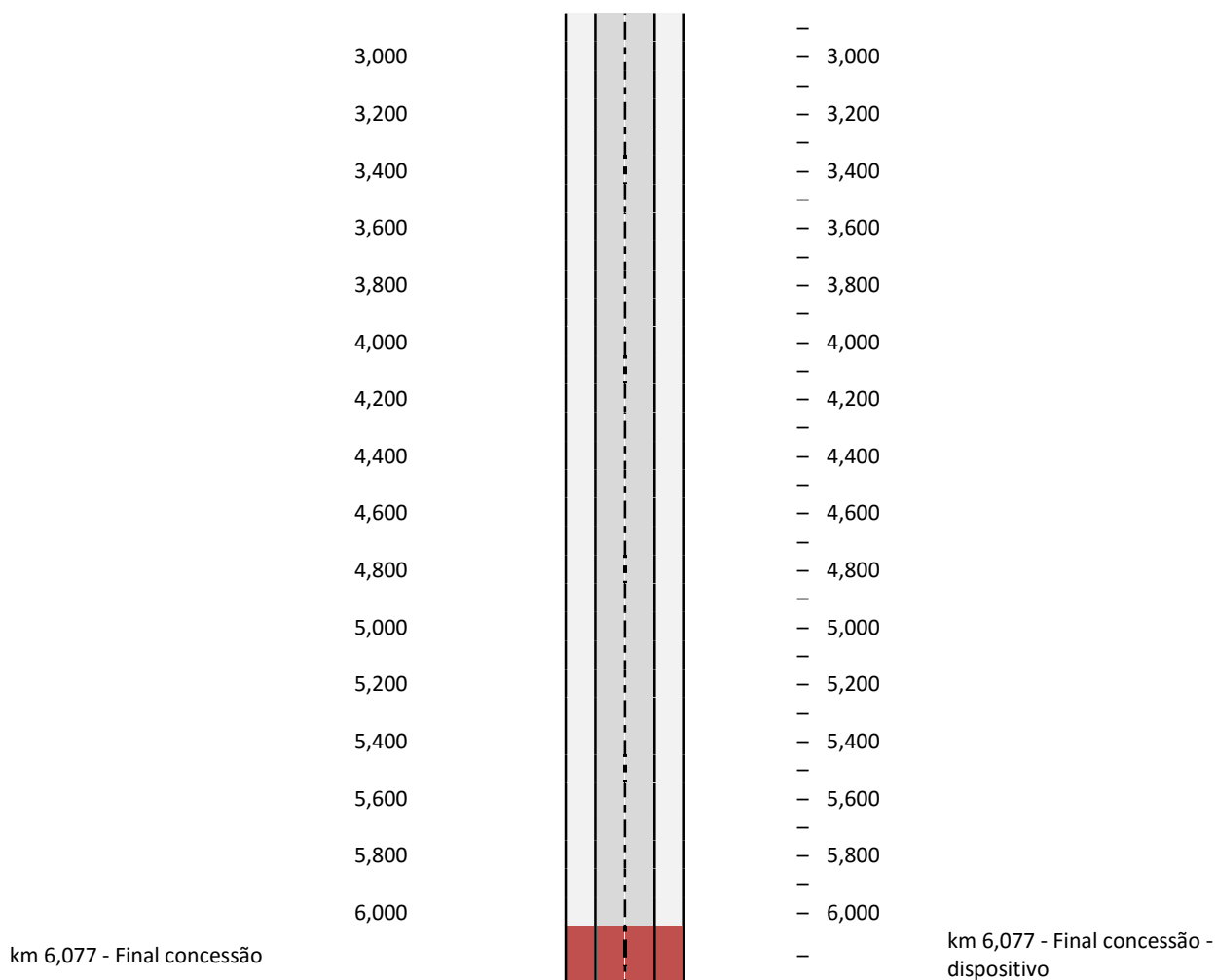
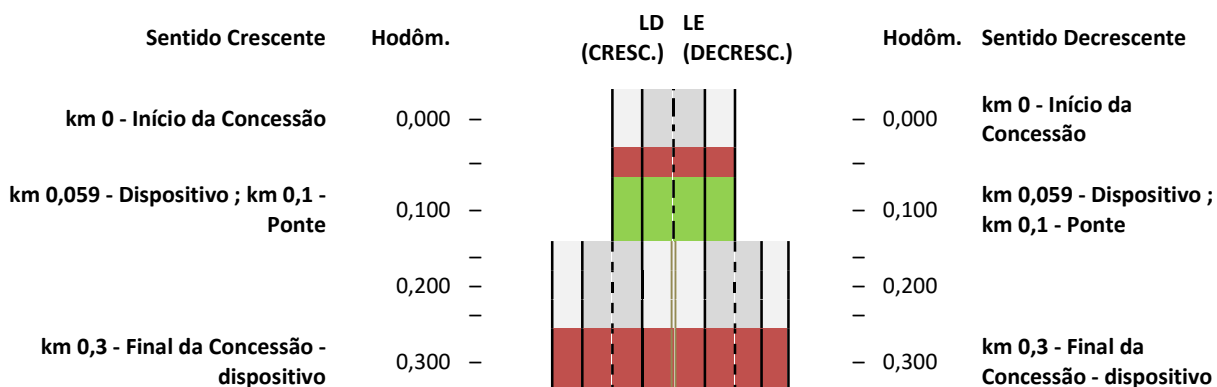
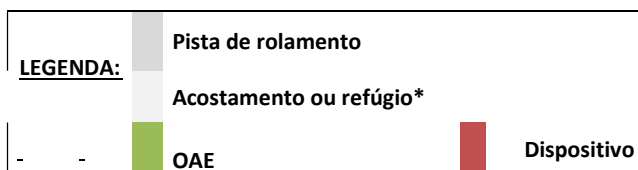


DIAGRAMA UNIFILAR - SPA 355/330





**DIAGRAMA UNIFILAR -
SPA 410/330**



2.2.5.SP 328 do km 468 +390 ao 475+740

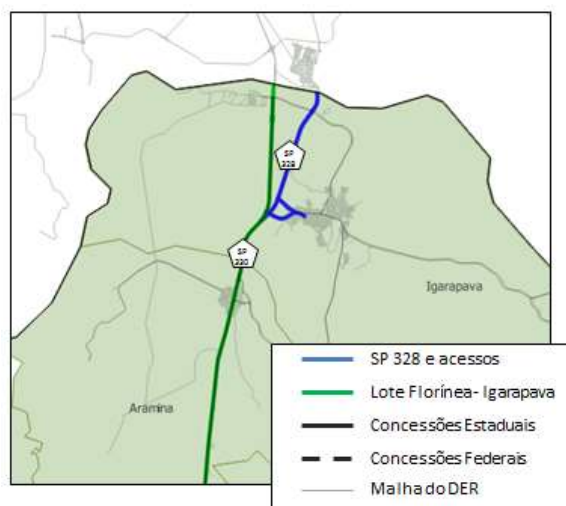
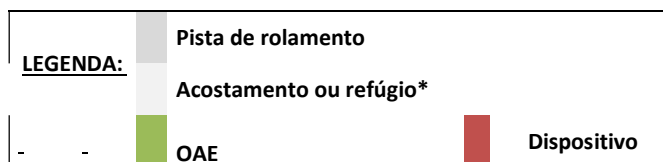
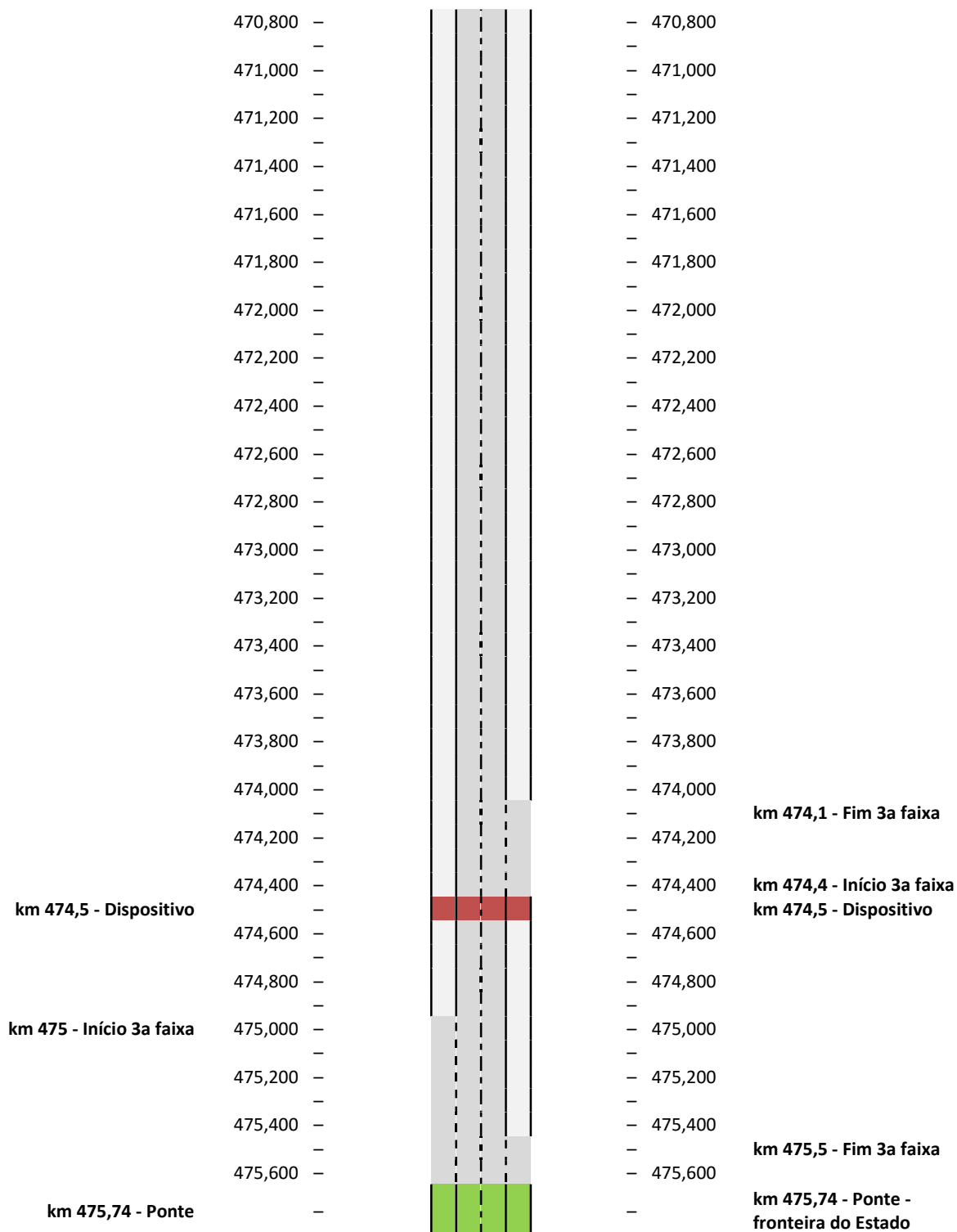


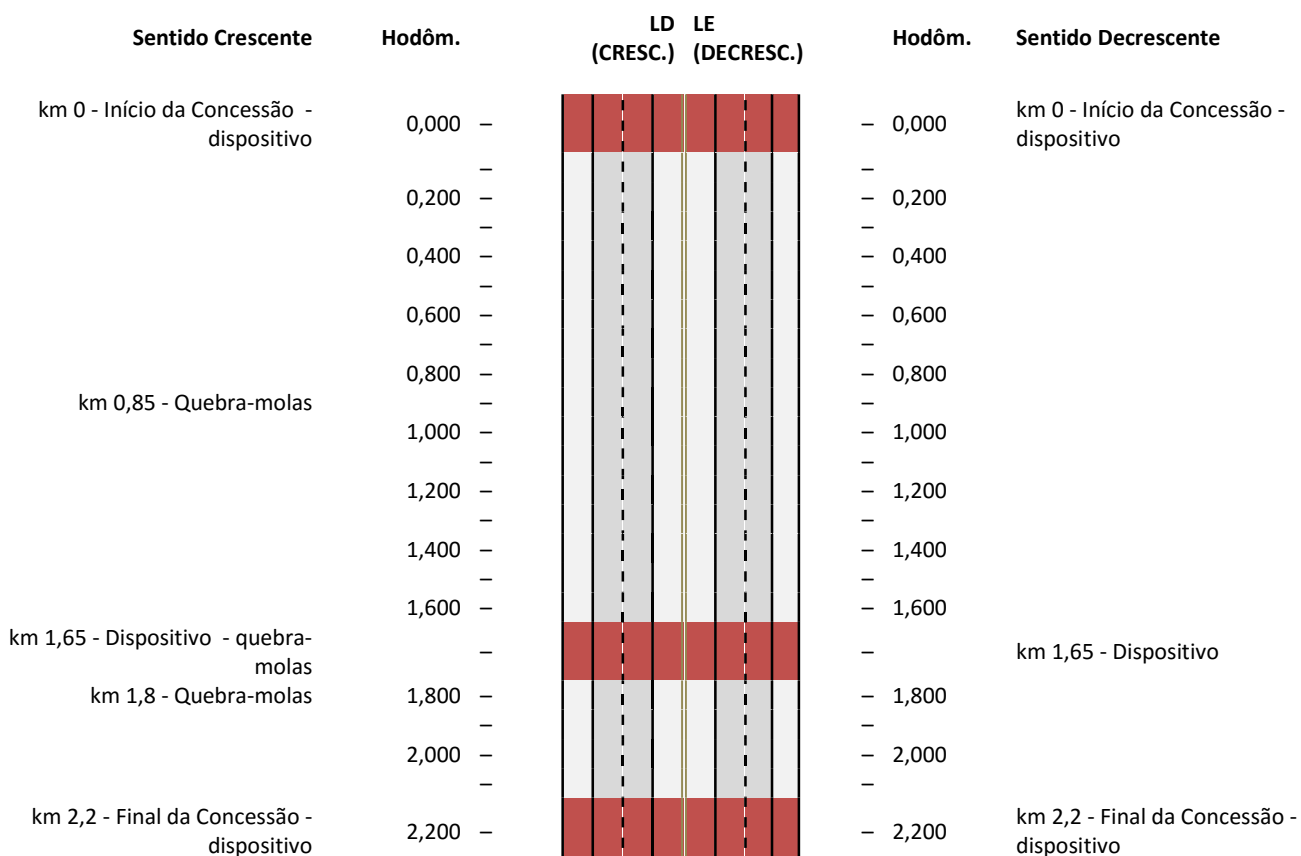
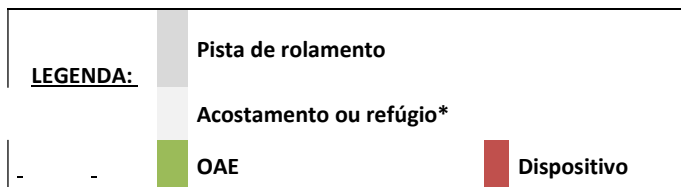
DIAGRAMA UNIFILAR - SP 328



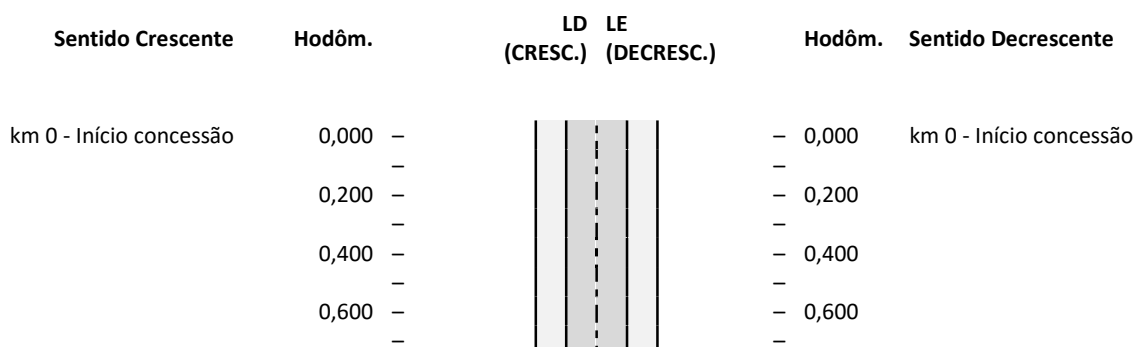
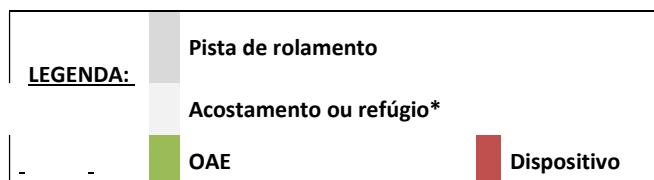
Sentido Crescente	Hodôm.	LD (CRESC.)	LE (DECRESC.)	Hodôm.	Sentido Decrescente
	468,390 –			– 468,390	
	–			–	
	468,600 –			– 468,600	
	–			–	
	468,800 –			– 468,800	
km 468,86 - Dispositivo	–			–	km 468,86 - Dispositivo
	469,000 –			– 469,000	
	–			–	
	469,200 –			– 469,200	
	–			–	
	469,400 –			– 469,400	
	–			–	
	469,600 –			– 469,600	
	–			–	
	469,800 –			– 469,800	
	–			–	
km 470 - Dispositivo	470,000 –			– 470,000	km 470 - Dispositivo
	–			–	
	470,200 –			– 470,200	
	–			–	
	470,400 –			– 470,400	
	–			–	
	470,600 –			– 470,600	
	–			–	



**DIAGRAMA UNIFILAR -
SPA 468/328**



**DIAGRAMA UNIFILAR -
SPA 470/328**



km 0,77 - Dispositivo	0,800	—		—	0,800	km 0,77 - Dispositivo
		—		—		
	1,000	—		—	1,000	
		—		—		
	1,200	—		—	1,200	
		—		—		
	1,400	—		—	1,400	
km 1,49 - Final concessão - dispositivo		—		—		km 1,49 - Final concessão - dispositivo

3. PASSIVOS AMBIENTAIS

Os passivos ambientais apresentados a seguir integram uma listagem, não taxativa e não exaustiva, das providências que deverão ser arcadas pela Concessionária, a quem incumbirá a responsabilidade pela realização de todas as atividades necessárias para evitar, mitigar e gerenciar tais passivos, sendo responsável por arcar com os ônus decorrentes de eventual materialização de riscos ambientais e consequências adversas oriundas de tais passivos, a partir do momento em que houver a assinatura do Termo de Transferência Inicial, nos termos do regramento estabelecido pelo Contrato e respectivos Anexos..

A CONCESSIONÁRIA, a partir da assinatura do Contrato de Concessão, deverá realizar um levantamento detalhado de todos os passivos ambientais do SISTEMA EXISTENTE, como erosões, abatimentos, escorregamentos, assoreamentos, drenagens, ocupações irregulares na faixa de domínio, medidas de mitigação e compensação ambiental (Lei 9.985 de 18 de julho de 2000 e Resolução CONAMA 371/2006), TCRA'S, decorrentes dos processos de licenciamento e/ou operação da rodovia, ainda não cumpridos etc.

O quadro a seguir apresenta a lista de TCRA's (Termo de Compromisso de Recuperação Ambiental) pendentes de execução de acordo com o cadastro do DER/SP. Estas obrigações ambientais, entre outras citadas acima, deverão ser devidamente levantadas e regularizadas por parte da CONCESSIONÁRIA.

Quadro - TCRA's pendentes de execução

Rodovia	KMI	KMF	Obra	Município	Licenças obtidas	TCRA's firmados	Nº Mudanças	Custo (R\$)
SP 333	314+300	323+000	Duplicação	Marília	LI nº 2.324/2014	TCRA nº 40.388/2014 – CETESB/IE	27.321	655.966,39
SP 333	411+250	450+730	Restauração	Assis – Tarumã - Florínea	LI nº 2.253/2013	TCRA nº 137.391/2013 – CETESB/IE	8.726	209.507,80
SPA 343/322	0+000	9+750	Duplicação	Sertãozinho - Pontal	LI nº 2.324/2014	TCRA nº 10.961/2014 – CETESB/IE	13.959	335.150,06

4. LEVATAMENTO DOS ACESSOS REGISTRADOS PELO DER

O Quadro a seguir apresenta uma relação dos acessos à rodovia que foram devidamente autorizados pelo DER, assim como o número dos processos correspondentes:

Acessos à rodovia - sentido crescente dos quilômetros			
Rodovia	km	Município	Nº do processo
SP 266	497+125	Pedrinhas Paulista	09743DR7
SP 266	500+140	Pedrinhas Paulista	070560/DR7
SP 294	452+680	Marília	070364/DR7
SP 333	216+600	Borborema	040204/DR4/1998
SP 333	310+900	Marília	070224/DR7
SP 333	311+870	Marília	11968/DR7
SP 333	317+500	Marília	071452/DR7
SP 333	320+660	Marília	070460/DR7
SP 333	321+175	Marília	070884/DR7
SP 333	321+358	Marília	071587/DR7
SP 333	326+220	Marília	07290/DR7
SP 333	334+340	Marília	1407/DR7
SP 333	336+640	Marília	13819/DR7
SP 333	344+450	Marília	071419/DR7
SP 333	376+710	Echaporã	15670/DR7
SP 333	381+390	Echaporã	14707/DR7
SP 333	383+065	Echaporã	15048/DR7
SP 333	383+174	Echaporã	15048/DR8
SP 333	383+210	Echaporã	10600/DR7
SP 333	384+790	Echaporã	8379/DR7
SP 333	387+340	Assis	10815/DR7
SP 333	388+300	Platina	10292/DR7
SP 333	388+600	Platina	10982/DR7
SP 333	392+020	Assis	070121/DR7
SP 333	391+200	Assis	070121/DR7
SP 333	392+020	Assis	10256/DR7
SP 333	393+650	Assis	13446/DR7
SP 333	394+001	Assis	9503/DR7
SP 333	394+500	Assis	13447/DR7
SP 333	399+530	Assis	070574/DR7
SP 333	405+830	Assis	8920/DR7
SP 333	405+970	Assis	7892/DR7
SP 333	412+275	Assis	18277/DR7
SP 333	416+545	Assis	12218/DR7
SP 333	418+915	Tarumã	12218/DR7
SP 333	423+249	Tarumã	071207/DR7
SP 333	435+780	Florínea	9414/DR7
SP 333	436+000	Florínea	8685/DR7
SP 351	147+358	Bebedouro	140102/17/DR14/2003
SPA 343/322	2+860	Sertãozinho	142174/DR8/1972
SPA 343/322	6+529	Pontal	142174/DR8/1972

Acessos à rodovia - sentido decrescente dos quilômetros			
Rodovia	km	Município	Nº do processo
SP 266	504+991	Cruzália	13114/DR7
SP 266	505+810	Cruzália	14120/DR7
SP 294	453+760	Marília	071486/DR7
SP 294	457+060	Marília	070161/DR7
SP 333	213+750	Borborema	201287/DR4/1987
SP 333	216+600	Borborema	040204/DR4/1998
SP 333	311+300	Marília	070358/DR7
SP 333	317+500	Marília	071452/DR7
SP 333	318+120	Marília	070246/DR7
SP 333	318+620	Marília	11665/DR7
SP 333	321+175	Marília	070884/DR7
SP 333	321+950	Marília	070229/DR7
SP 333	322+440	Marília	49443/DR7/1989
SP 333	323+977	Marília	070200/DR7
SP 333	334+705	Marília	08520/DR7
SP 333	340+660	Marília	0702557DR7
SP 333	346+540	Marília	11569/DR7
SP 333	372+990	Echaporã	11235/DR7
SP 333	376+250	Echaporã	49648/DR7
SP 333	376+990	Echaporã	049443/DR7/1989
SP 333	379+510	Echaporã	49522/DR7
SP 333	380+740	Echaporã	14871/DR7
SP 333	382+605	Echaporã	14879/DR7
SP 333	384+790	Echaporã	8379/DR7
SP 333	387+340	Assis	10815/DR7
SP 333	388+590	Platina	10982/DR7
SP 333	388+690	Platina	0701027/DR7
SP 333	391+200	Assis	070121/DR7
SP 333	394+370	Assis	5814/DR7
SP 333	394+925	Assis	070709/DR7
SP 333	396+690	Assis	15006/DR7
SP 333	398+690	Assis	070127/DR7
SP 333	399+530	Assis	070574/DR7
SP 333	399+970	Assis	11204/DR7
SP 333	409+600	Assis	9205/DR7
SP 333	411+840	Assis	10713/DR7
SP 333	412+275	Assis	18277/DR7
SP 333	416+750	Tarumã	8390/DR7
SP 333	426+752	Tarumã	071735/DR7
SP 351	131+870	Viradouro	14559/17/DR14/2007
SPA 343/322	2+860	Sertãozinho	142174/DR8/1972
SPA 327/330	5+070	Jardinópolis	142172/DR8/1972