

Appendix 14-2 – Road conditions survey report & calculations





Ground Penetrating Radar Survey of Drehid Landfill, County Kildare

Bord Na Mona

September 2022

22/095




Document Control Sheet

| | | | | | | |
|--------------------------------|--|------------|-------------|---------------|----------------|-------------------|
| Client | Bord Na Mona | | | | | |
| Project Title | Ground Penetrating Radar Survey of Drehid Landfill, County Kildare | | | | | |
| Document Title | Ground Penetrating Radar Analysis Report | | | | | |
| Project Ref. | BM22G113+ | | | | | |
| This Document Comprises | DCS | TOC | Text | Tables | Figures | Appendices |
| | 1 | 1 | 5 | 1 | 1 | 3 |

Amendment Record

This report has been amended and issued as follows:

| Revision | Description | Compiled by | Issue Date |
|-----------------|--------------------|--------------------|-------------------|
| 1.0 | Issue | Paschal Whyte | 23-09-2022 |
| | | | |
| | | | |

| | | | |
|---------------------------|--------------|-----------------|---|
| Approved Signatory | Joseph Joyce | Senior Engineer |  |
|---------------------------|--------------|-----------------|---|

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1. Introduction

PMS Pavement Management Services Ltd. (PMS) were appointed by Bord Na Mona to carry out a Ground Penetrating Radar (GPR) survey of Drehid Landfill, County Kildare in June, 2022. Pavement coring was also undertaken as part of the works.

The surveys were carried out in accordance with **AM-PAV-06050 (HD31/15)** '*Pavement Design and Maintenance – Pavement Maintenance Assessment and Renewal Principles (March 2020)*'. The purpose of the surveys was to establish the existing pavement layer thicknesses and material types along the length of each section tested.

Details of each road section surveyed are given in **Table 1**.

| | Section | No of Lanes Surveyed | True Direction | Survey Length (m) |
|----|--|----------------------|----------------|-------------------|
| 1 | R409 | 2 | SB | 10775 |
| 2 | Haul Route No 4 | 2 | NB | 23100 |
| 3 | Sallins Bypass | 2 | SB | 4500 |
| 4 | Haul Route No. 1 Section A-B | 2 | SB | 3915 |
| 5 | Haul Route No 2 | 2 | SB | 14925 |
| 6 | Ballycane Road | 2 | EB | 1390 |
| 7 | R445 | 2 | SB | 6825 |
| 8 | Haul Route No. 3 | 2 | SB | 19100 |
| 9 | Proposed Haul Route Enfield Link Rd. | 2 | EB | 1700 |
| 10 | Haul Route No. 1 Section C-D | 2 | EB | 15850 |
| 11 | Proposed Haul Route Kilcock - Prosperous | 2 | SB | 14800 |
| 12 | Proposed Haul Route Maynooth - Clane | 2 | SB | 12050 |
| 13 | Proposed Haul Route Kildare - Milltown | 2 | SB | 7850 |
| 14 | Haul Route No. 1.2 | 2 | SB | 4650 |
| 15 | Haul Route No. 1 Section C-D | 2 | EB | 2200 |
| 16 | L2030 | 2 | NB | 2850 |

Table 1: Details of Sections Tested

This report describes the GPR methodology, survey equipment, survey procedures and presents the survey results for each of the sections surveyed.

2. Description of GPR Methodology

The GPR operates by transmitting a pulse of electromagnetic radiation (typically 100MHz to 2000MHz) from an antenna into the pavement and recording the subsequent reflections. The electromagnetic radiation penetrates down through the pavement construction as an energy wave, with an envelope in the shape of a cone.

As this wave passes through various pavement layers, its velocity changes and the strength of the wave is weakened. Buried objects and the interfaces between different pavement layers reflect back part or all of the wave. The velocity and depth of penetration of the wave depends on the electrical properties of the material. Highly conductive materials such as water saturated and clay-rich soils have a low penetration compared to dry gravelly soils.

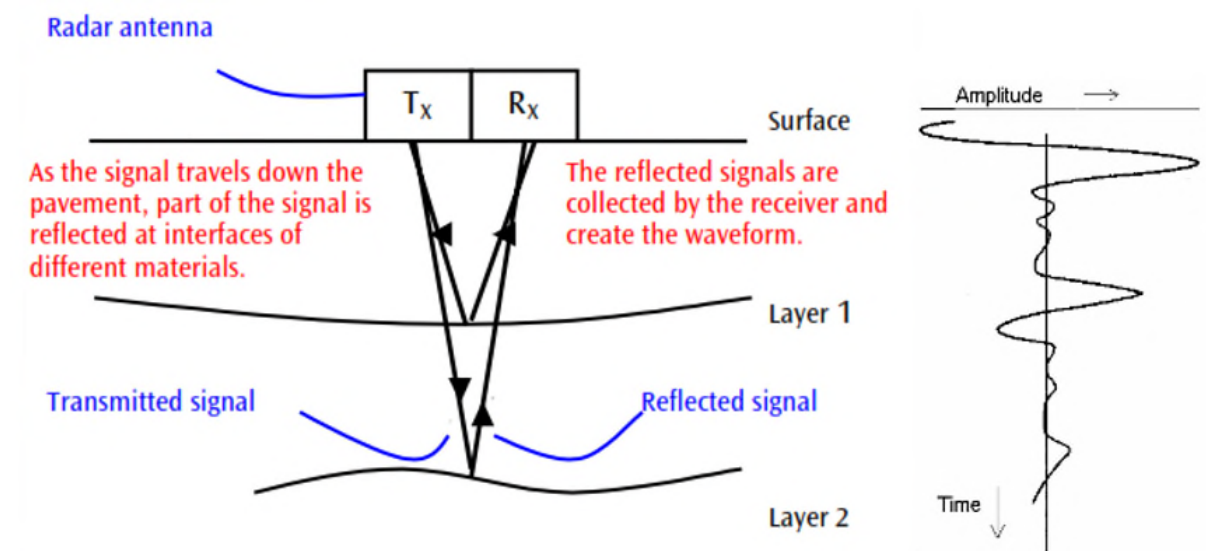


Figure 1: GPR Electromagnetic Wave Overview

By understanding the electromagnetic pulse velocity of the material type being tested it is possible to convert the time series into depth with the following formula:

$$\text{Depth (m)} = \text{Velocity (m/ns)} \times \text{Reflected Time} \times 0.5$$

High frequencies such as 2000MHz give good resolution at shallow depths (less than 1m). Lower frequencies such as 600MHz produces good resolution at greater depths (1m to 3m). Therefore combining high and low frequency antennas provides a comprehensive assessment of the pavement construction.

3. Description of Survey Equipment

3.1. GPR Survey Equipment

The GPR system used to carry out the survey was an IDS RIS Hi-Pave system. It is a vehicle mounted GPR system for high-speed pavement surveying. The IDS RIS Hi-Pave system is based on multi-channel, high performance radar technology. The GPR complies with the requirements outlined by the European Telecommunications Standards Institute (ETSI) document; **EG 202 730 V1.1.1 (2009-09)** '*Electromagnetic compatibility and Radio spectrum Matters (ERM); Code of Practice in respect of the control, use and application of Ground Probing Radar (GPR) and Wall Probing Radar (WPR) systems and equipment*'.

The GPR is equipped with a double antenna configuration that consists of a 2GHz HR2000 horn antenna for identifying shallow layers (less than 1m) and 600MHz TR600 antenna for identifying deeper layers (1m to 3m). The incoming data is controlled by a digital antenna driver (DAD) control unit connected to the double antenna configuration. The DAD converts the incoming analogue signal to digital and can be viewed in real time via a laptop. Data is typically collected longitudinally in the left-hand wheel path of the surveyed lane.

The entire data collection process is non-contact. The data collected can be referenced to linear chainage and Global Positioning System (GPS) coordinate systems, allowing easy integration to Geographic Information System (GIS).

3.2. Pavement Coring Equipment

The pavement coring system used was a Hakken Rotary Percussive 110V Drill, powered by a 3kVA petrol 110V generator. The Drill is mounted to a static Drill Rig to allow the pavement coring be performed in a safe and accurate manner. A 100mm diamond edge Drill Bit was used during the works.

4. Description of Survey Procedure

4.1. GPR Survey Procedure

The GPR survey is a non-contact pavement survey carried out at normal traffic speeds, with no requirement for traffic management. All data was collected longitudinally in the left hand wheel path for all carriageways. The survey vehicle is fitted with warning beacons, retroreflective chevrons and “Highway Maintenance” signage. All data recorded is linked to a wheel mounted DMI system to precisely measure distance. A GPS system is used to geo-reference all data recorded. In addition, forward view imagery is recorded throughout the survey.

The GPR data is processed in the PMS Athenry Office by trained technicians using the Roaddoctor Pro analysis software. Layer identification, noise filtering and wave velocities through the different pavement layers are identified and calculated with the analysis software. The software exports the layer data to graphical and tabular formats.

4.2. Pavement Coring Survey Procedure

The pavement coring survey is completed separately to the GPR survey, as traffic management is required to complete the works. The pavement coring works commence by locating the core-hole location(s). A CAT scan is used to assist in identifying underground services which may be present. The Drill Rig is positioned and setup at the core-hole location. The drilling operation commences and ceases when the Drill Bit reaches the bottom of the bound layers. The core-hole is reinstated with a suitable reinstatement material, agreed with the Client prior to commencement of the works. All loose debris is removed prior to leaving the location.

The pavement cores are measured and photographed in the Athenry Office by trained technicians. The material types and layer thicknesses are recorded. PMS is accredited by the Irish National Accreditation Board (INAB) to determine pavement core thicknesses in accordance with **EN 12697-36: 2003** ‘*Determination of the thickness of bituminous pavement*’ under our scope of accreditation (Registration number: 230T).

5. Survey Results

The GPR data is reported in both tabular and graphical formats. **Appendix A** contains a summary table detailing the overall depths of the bound and granular layers based on homogeneous segments for each section.

Appendix B presents the GPR survey data in graphical format. The graphs show the longitudinal cross-section of the pavement with the interface between the individual pavement layers identified.

The GPR graphs also include the following survey information:

- Date of survey
- Project Name
- Client Name
- Lane tested
- Surface Conditions
- Survey length

Appendix C contains the pavement coring results detailing the number of layers, material types and thicknesses. In addition, a photograph of each core is provided for clarity.

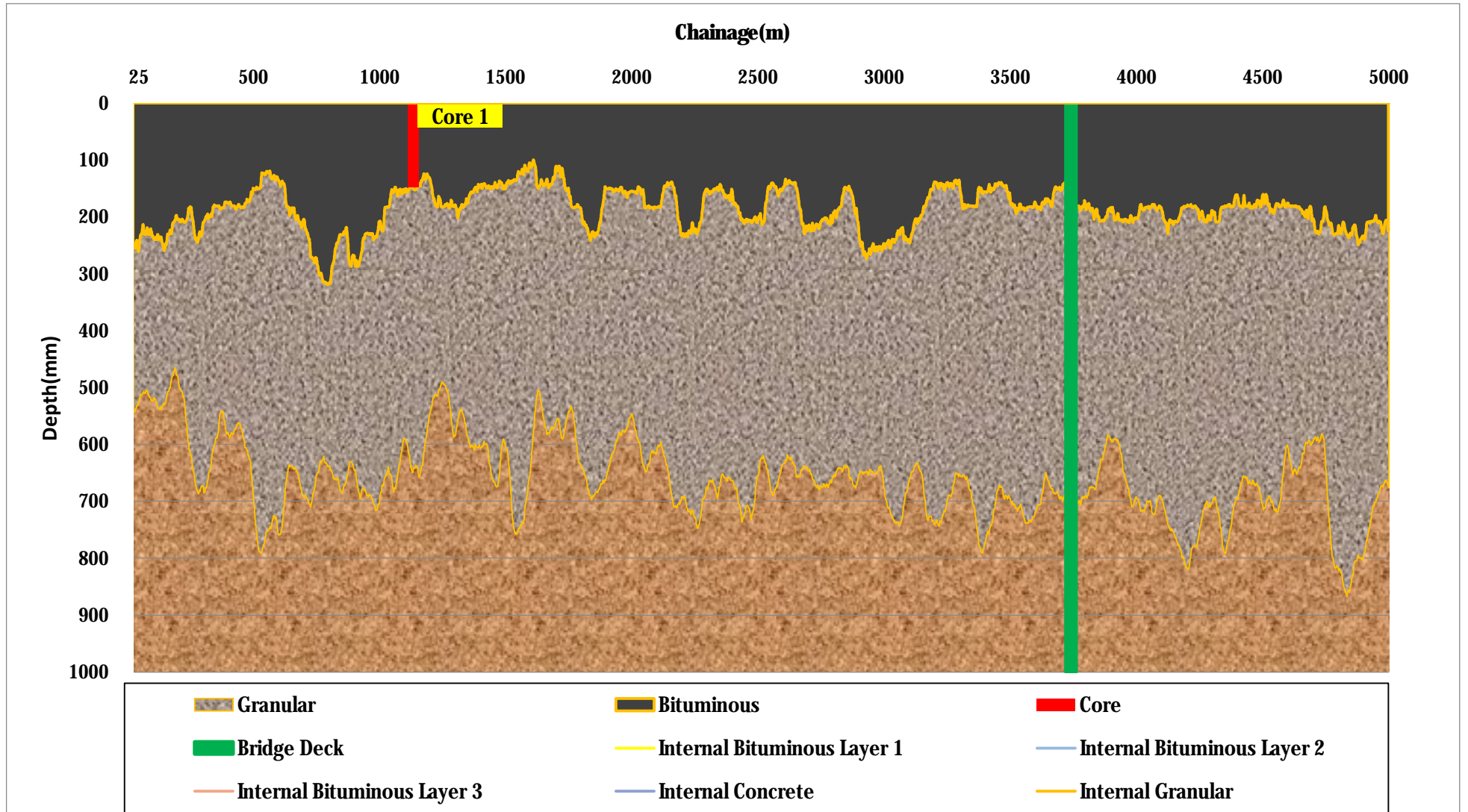
Appendix A – GPR Summary Table

| Section | Lane | Chainage (m) | | Avg. Bituminous (mm) | Avg. Granular (mm) |
|---------|------|--------------|-------|----------------------|--------------------|
| | | From | To | | |
| 1 | SB | 25 | 1025 | 214 | 417 |
| | | 1025 | 1875 | 157 | 452 |
| | | 1875 | 7850 | 194 | 492 |
| | | 7850 | 10775 | 185 | 459 |
| | NB | 0 | 950 | 285 | 486 |
| | | 950 | 1650 | 144 | 567 |
| | | 1650 | 7900 | 197 | 487 |
| | | 7900 | 10750 | 188 | 580 |
| 2 | NB | 25 | 1325 | 204 | 417 |
| | | 1325 | 5725 | 216 | 481 |
| | | 5725 | 12475 | 160 | 547 |
| | | 12475 | 21625 | 163 | 537 |
| | | 21625 | 23075 | 102 | 634 |
| | SB | 0 | 1350 | 213 | 531 |
| | | 1350 | 5775 | 168 | 503 |
| | | 5775 | 12500 | 165 | 588 |
| | | 12500 | 21500 | 168 | 625 |
| | | 21500 | 23100 | 108 | 617 |
| 3 | SB | 0 | 4500 | 328 | 459 |
| | NB | 25 | 4475 | 327 | 443 |
| 4 | NB | 0 | 900 | 134 | 371 |
| | | 900 | 3015 | 160 | 352 |
| | | 3015 | 3915 | 219 | 348 |
| | SB | 30 | 880 | 148 | 486 |
| | | 880 | 2990 | 165 | 475 |
| | | 2990 | 3890 | 220 | 402 |
| 5 | SB | 25 | 4075 | 294 | 617 |
| | | 4075 | 5395 | 196 | 547 |
| | | 5395 | 8100 | 295 | 517 |
| | | 8100 | 13800 | 166 | 565 |
| | | 13800 | 14900 | 189 | 587 |
| | NB | 0 | 4000 | 282 | 688 |
| | | 4000 | 7625 | 270 | 562 |
| | | 7625 | 8925 | 140 | 533 |
| | | 8925 | 13975 | 185 | 531 |
| | | 13975 | 14925 | 160 | 541 |
| 6 | EB | 0 | 450 | 334 | 431 |
| | | 450 | 1390 | 192 | 591 |
| | WB | 25 | 425 | 348 | 409 |
| | | 425 | 1375 | 221 | 535 |
| 7 | SB | 25 | 4075 | 294 | 617 |
| | | 4075 | 5395 | 196 | 547 |
| | | 5395 | 6825 | 338 | 537 |
| | NB | 0 | 4000 | 282 | 688 |
| | | 4000 | 5325 | 200 | 623 |
| | | 5325 | 6725 | 333 | 559 |

| Section | Lane | Chainage (m) | | Avg. Bituminous (mm) | Avg. Granular (mm) | |
|---------|--|--------------|-------|----------------------|--------------------|-----|
| | | From | To | | | |
| 8 | Haul Route No. 3 | SB | 0 | 1550 | 248 | 533 |
| | | | 1550 | 2600 | 154 | 640 |
| | | | 2600 | 5800 | 238 | 598 |
| | | | 5800 | 11450 | 267 | 502 |
| | | | 11450 | 14650 | 205 | 463 |
| | | | 14650 | 19100 | 198 | 457 |
| | NB | 25 | 1525 | 235 | 455 | |
| | | 1525 | 2575 | 152 | 532 | |
| | | 2575 | 6025 | 236 | 517 | |
| | | 6025 | 11465 | 248 | 524 | |
| 11465 | | 14575 | 187 | 539 | | |
| 14575 | 19075 | 210 | 611 | | | |
| 9 | Proposed Haul Route Enfield Link Rd. | EB | 0 | 1700 | 309 | 550 |
| | | WB | 25 | 1675 | 302 | 562 |
| 10 | Haul Route No. 1 Section C-D | EB | 0 | 4350 | 210 | 509 |
| | | | 4350 | 7600 | 207 | 505 |
| | | | 7600 | 11600 | 228 | 337 |
| | | | 11600 | 14300 | 235 | 399 |
| | | WB | 14300 | 15850 | 203 | 347 |
| | | | 25 | 4575 | 235 | 522 |
| | | | 4575 | 7175 | 184 | 635 |
| | | | 7175 | 10975 | 180 | 535 |
| 10975 | 14475 | 213 | 425 | | | |
| 14475 | 15825 | 182 | 455 | | | |
| 11 | Proposed Haul Route Kilcock - Prosperous | SB | 50 | 1950 | 257 | 468 |
| | | | 1950 | 3750 | 342 | 384 |
| | | | 3750 | 9300 | 225 | 371 |
| | | NB | 9300 | 14800 | 153 | 511 |
| | | | 75 | 2025 | 276 | 467 |
| | | | 2025 | 3625 | 355 | 431 |
| | | | 3625 | 10725 | 195 | 428 |
| 10725 | 14775 | 175 | 469 | | | |
| 12 | Proposed Haul Route Maynooth - Clane | SB | 0 | 1900 | 180 | 508 |
| | | | 1900 | 5250 | 290 | 465 |
| | | | 5250 | 8450 | 207 | 472 |
| | | | 8450 | 10100 | 165 | 520 |
| | | NB | 10100 | 12050 | 236 | 467 |
| | | | 25 | 1925 | 176 | 464 |
| | | | 1925 | 5225 | 237 | 467 |
| | | | 5225 | 8425 | 202 | 323 |
| 8425 | 10125 | 172 | 382 | | | |
| 10125 | 12025 | 194 | 419 | | | |
| 13 | Proposed Haul Route Kildare - Milltown | SB | 0 | 1900 | 146 | 659 |
| | | | 1900 | 7050 | 152 | 688 |
| | | | 7050 | 7850 | 244 | 721 |
| | | NB | 25 | 1875 | 167 | 577 |
| | | | 1875 | 7075 | 164 | 605 |
| 7075 | 7825 | 253 | 611 | | | |

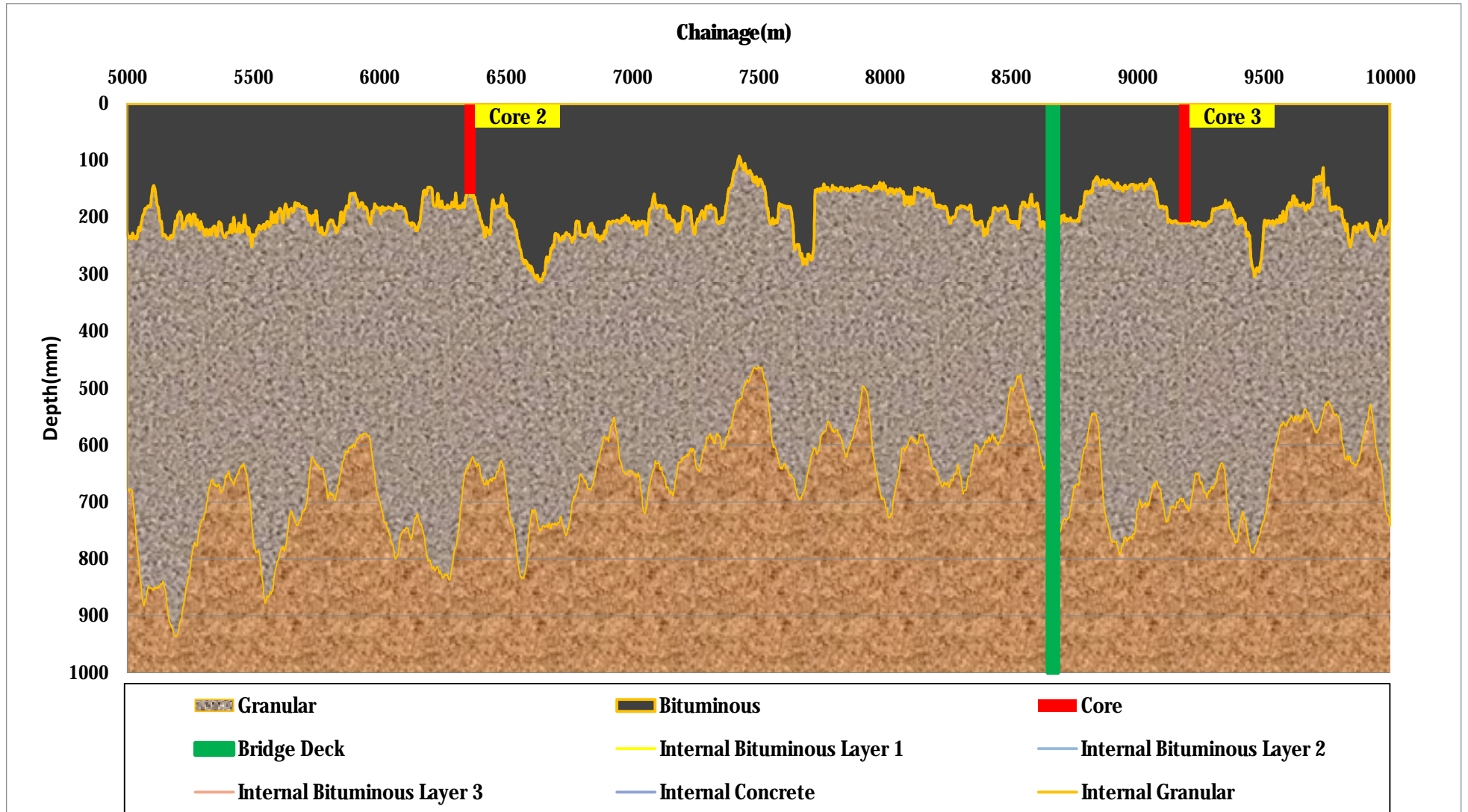
| Section | Lane | Chainage (m) | | Avg. Bituminous (mm) | Avg. Granular (mm) |
|---------|------|--------------|------|----------------------|--------------------|
| | | From | To | | |
| 14 | SB | 0 | 3250 | 213 | 605 |
| | | 3250 | 4650 | 167 | 519 |
| | NB | 25 | 3325 | 207 | 547 |
| | | 3325 | 4625 | 176 | 550 |
| 15 | EB | 0 | 2200 | 299 | 274 |
| | WB | 25 | 2175 | 297 | 314 |
| 16 | NB | 0 | 1850 | 229 | 498 |
| | | 1850 | 2850 | 202 | 518 |
| | SB | 25 | 1875 | 243 | 423 |
| | | 1875 | 2825 | 189 | 412 |

Appendix B – GPR Graphical Results



| | | | |
|------------------------|---------------|---------------------------|--------------|
| Section: | R409 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (25-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 10775m |

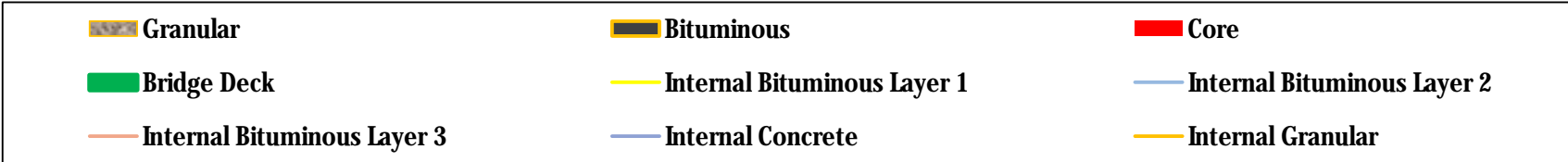
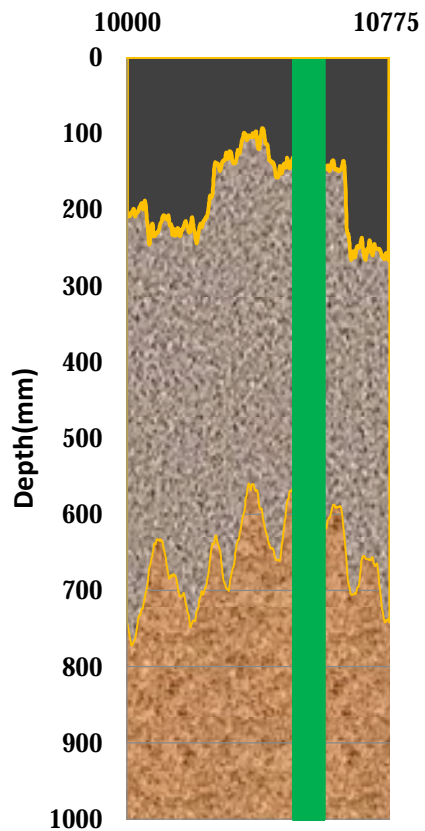




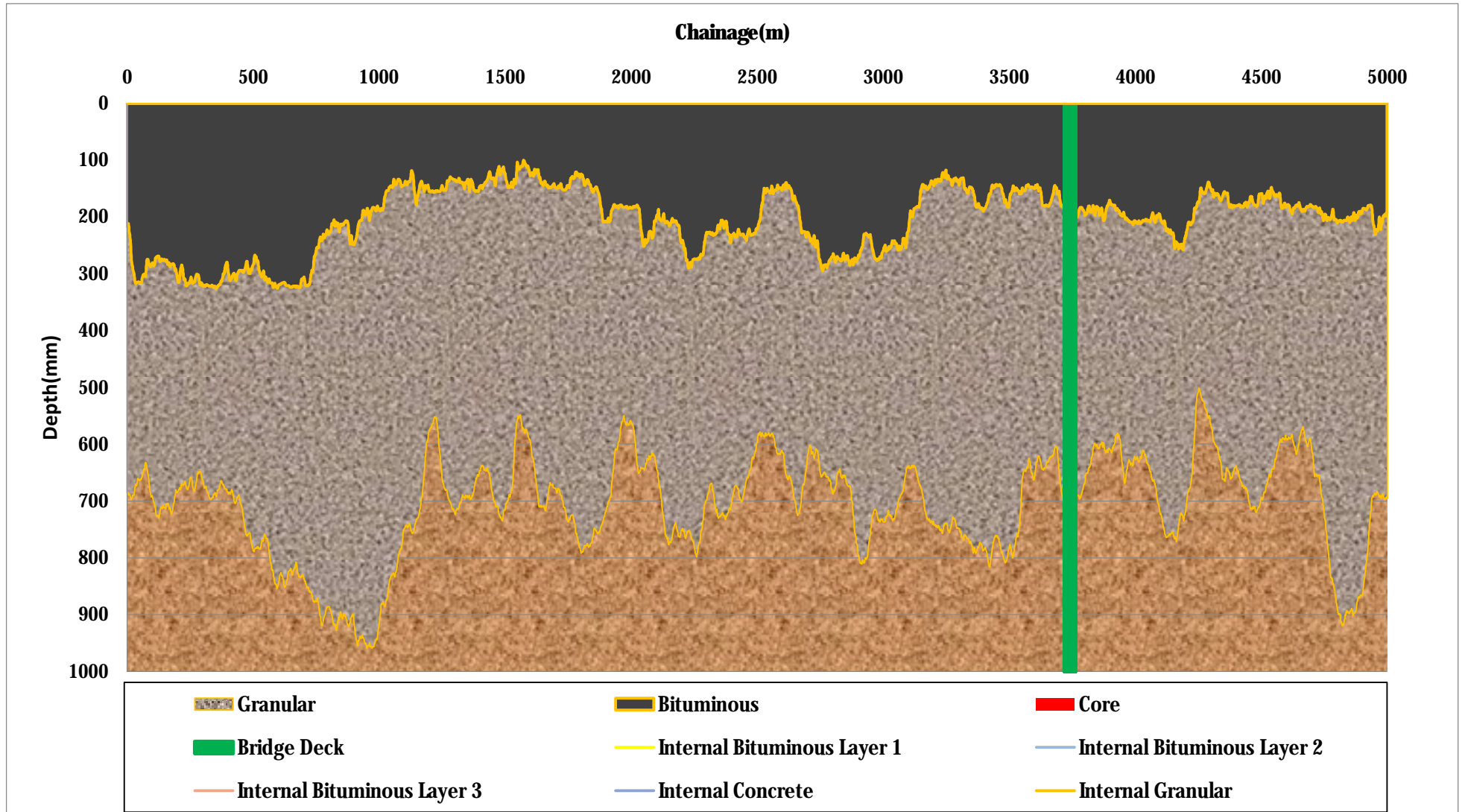
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|------------------------|------------------|---------------------------|--------------|
| Section: | R409 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 10775m |



Chainage(m)

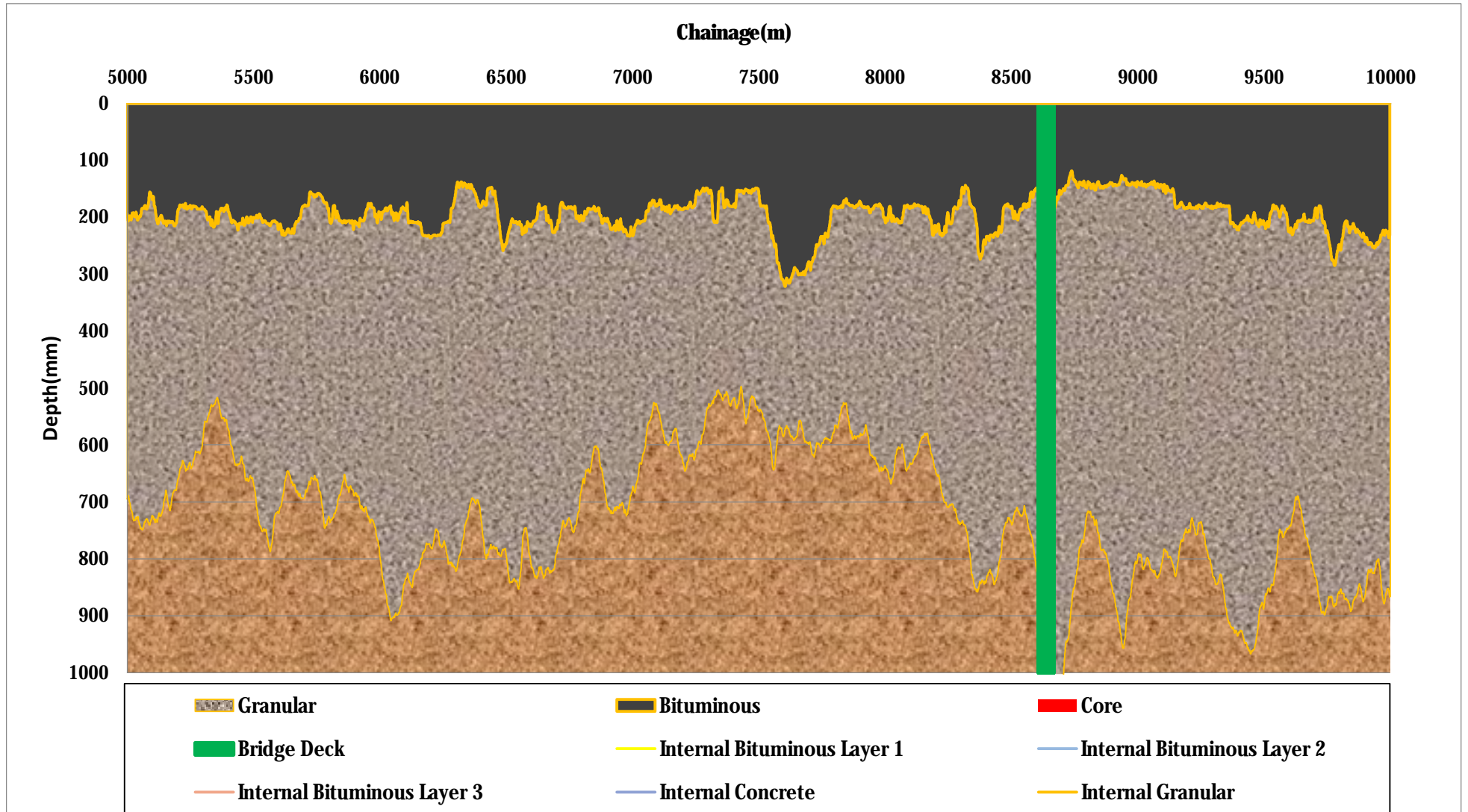


| | | | | |
|------------------------|-------------------|---------------------------|--------------|--|
| Section: | R409 | Client: | Bord Na Mona | |
| Lane: | SBCW | Surface Condition: | Dry | |
| Chainage: | SB (10000-10775m) | Wheelpath: | LHWP | |
| Date of Survey: | 11/06/2022 | Survey Length: | 10775m | |
| | | | | |



| | | | |
|------------------------|--------------|---------------------------|--------------|
| Section: | R409 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (0-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 10775 |

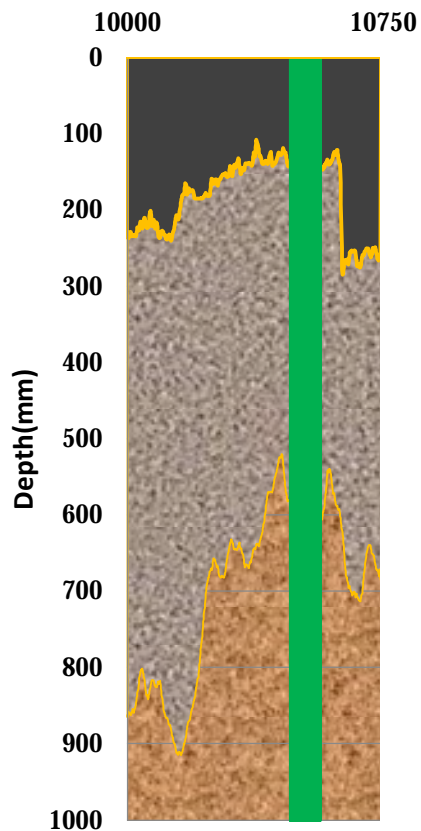




| | | | |
|------------------------|------------------|---------------------------|--------------|
| Section: | R409 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 10775 |

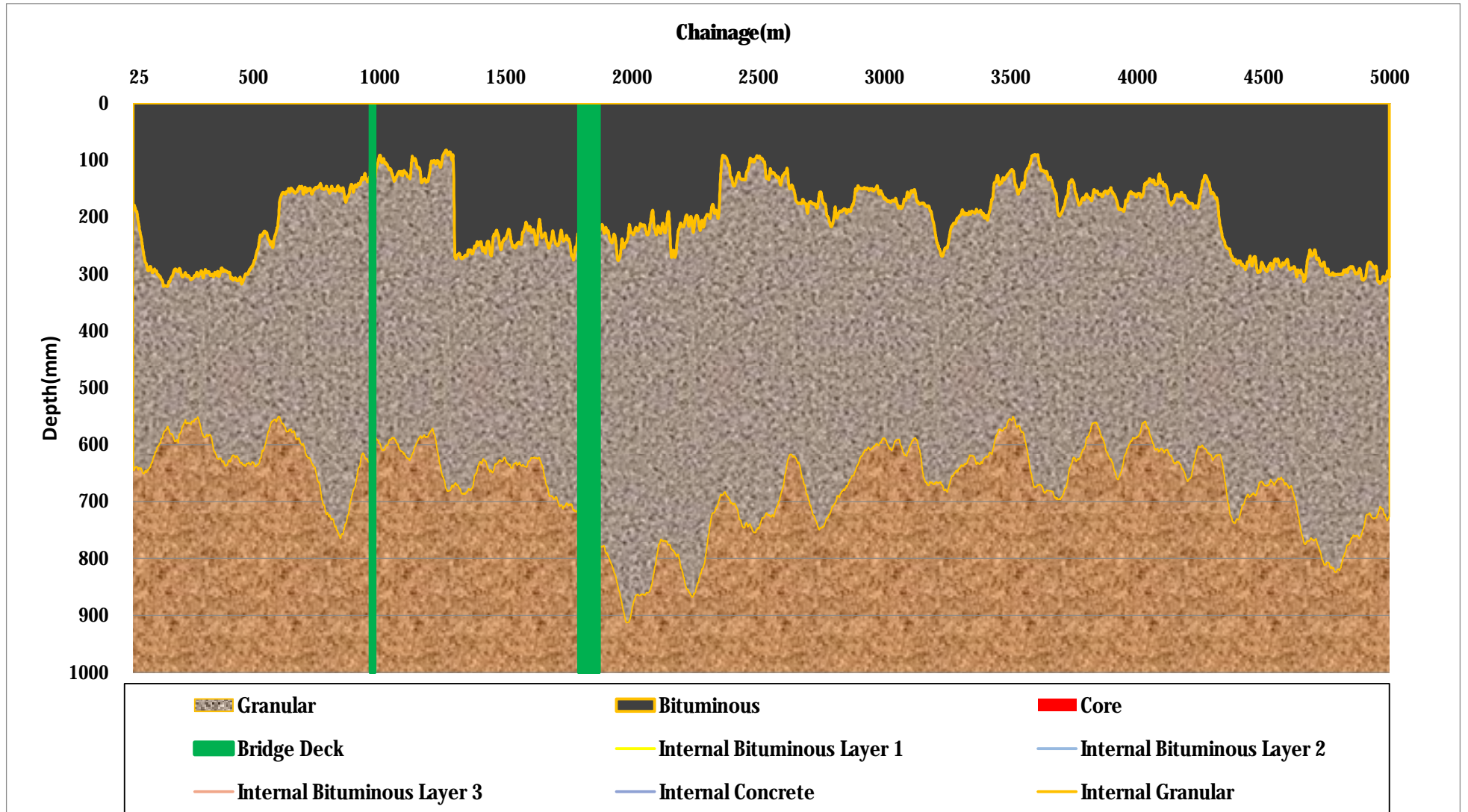


Chainage(m)



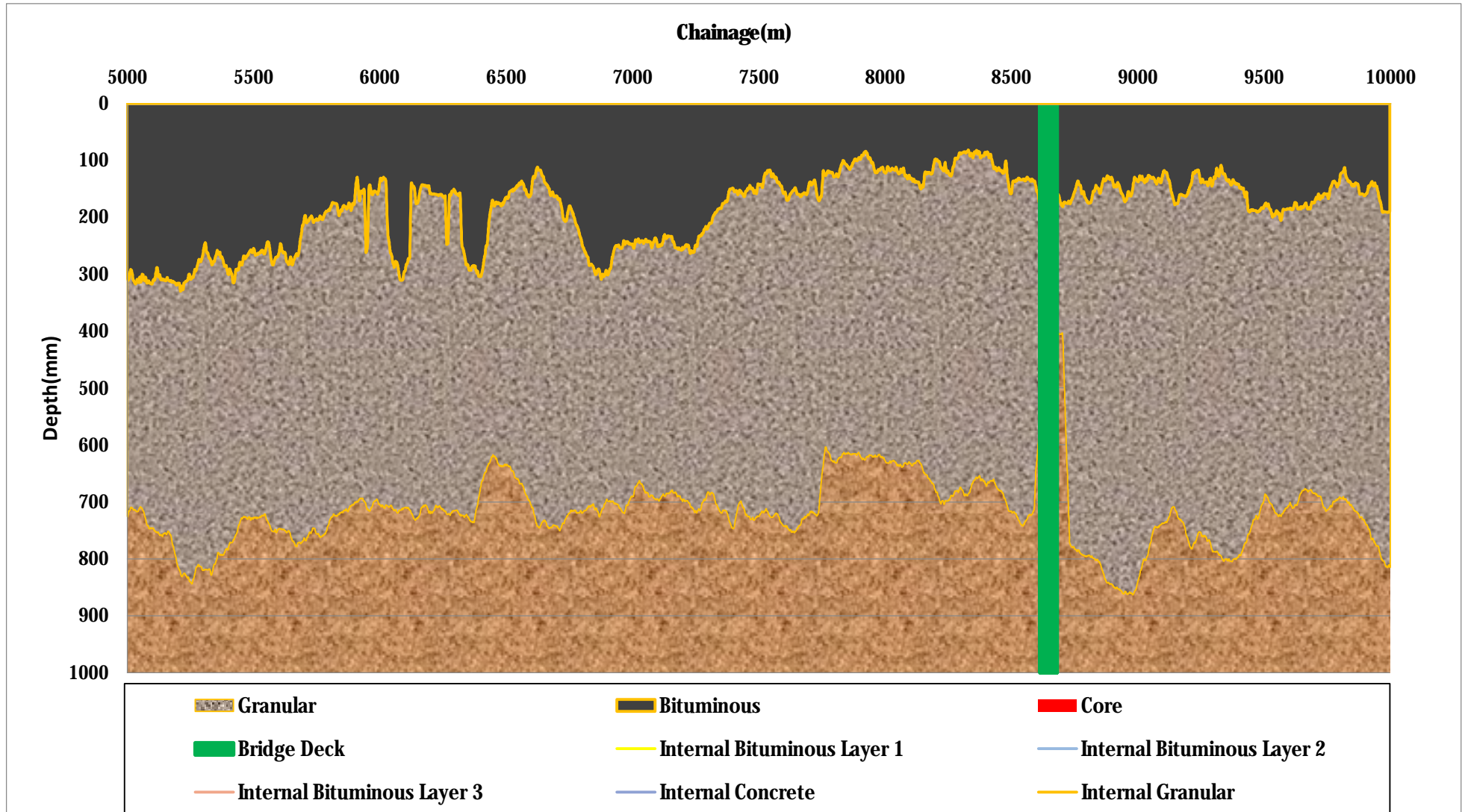
| | | |
|-----------------------------|-----------------------------|-----------------------------|
| Granular | Bituminous | Core |
| Bridge Deck | Internal Bituminous Layer 1 | Internal Bituminous Layer 2 |
| Internal Bituminous Layer 3 | Internal Concrete | Internal Granular |

| | | | | |
|------------------------|-------------------|---------------------------|--------------|--|
| Section: | R409 | Client: | Bord Na Mona | |
| Lane: | NBCW | Surface Condition: | Dry | |
| Chainage: | SB (10000-10750m) | Wheelpath: | LHWP | |
| Date of Survey: | 11/06/2022 | Survey Length: | 10775 | |
| | | | | |



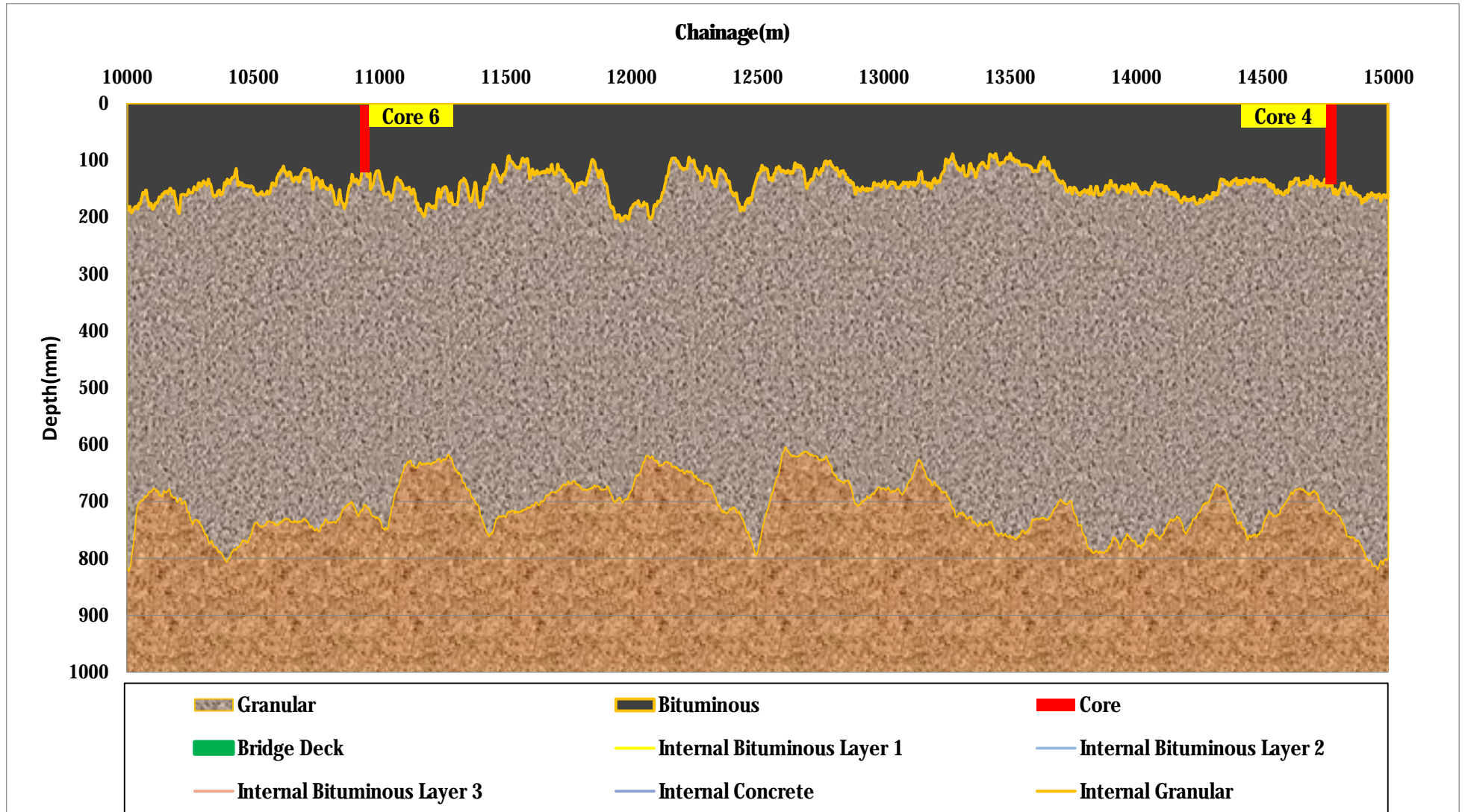
| | | | |
|------------------------|-----------------|---------------------------|--------------|
| Section: | Haul Route No 4 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | NB (25-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 23100m |





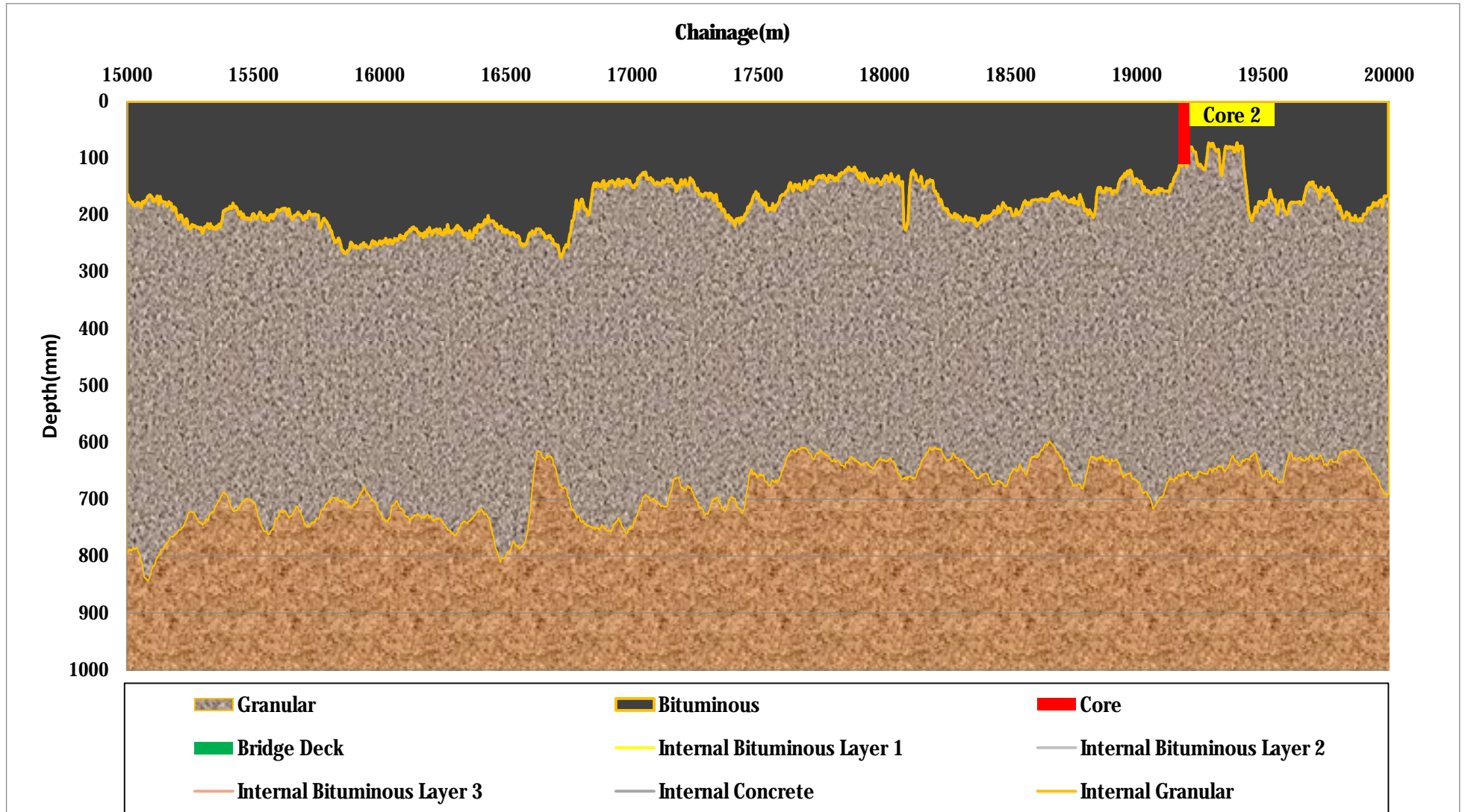
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|------------------------|------------------|---------------------------|--------------|
| Section: | Haul Route No 4 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | NB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 23100m |





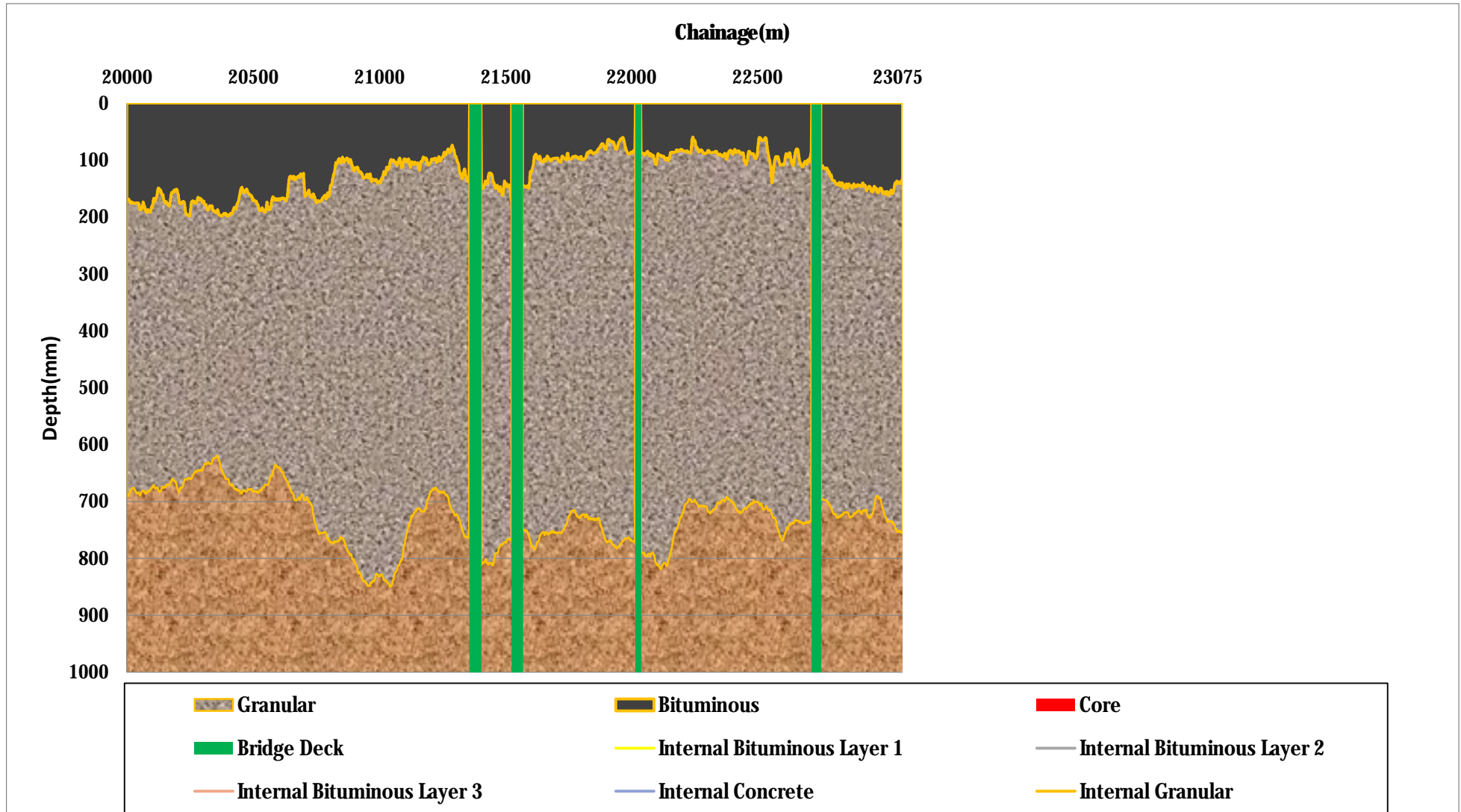
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|------------------------|-------------------|---------------------------|--------------|
| Section: | Haul Route No 4 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | NB (10000-15000m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 23100m |





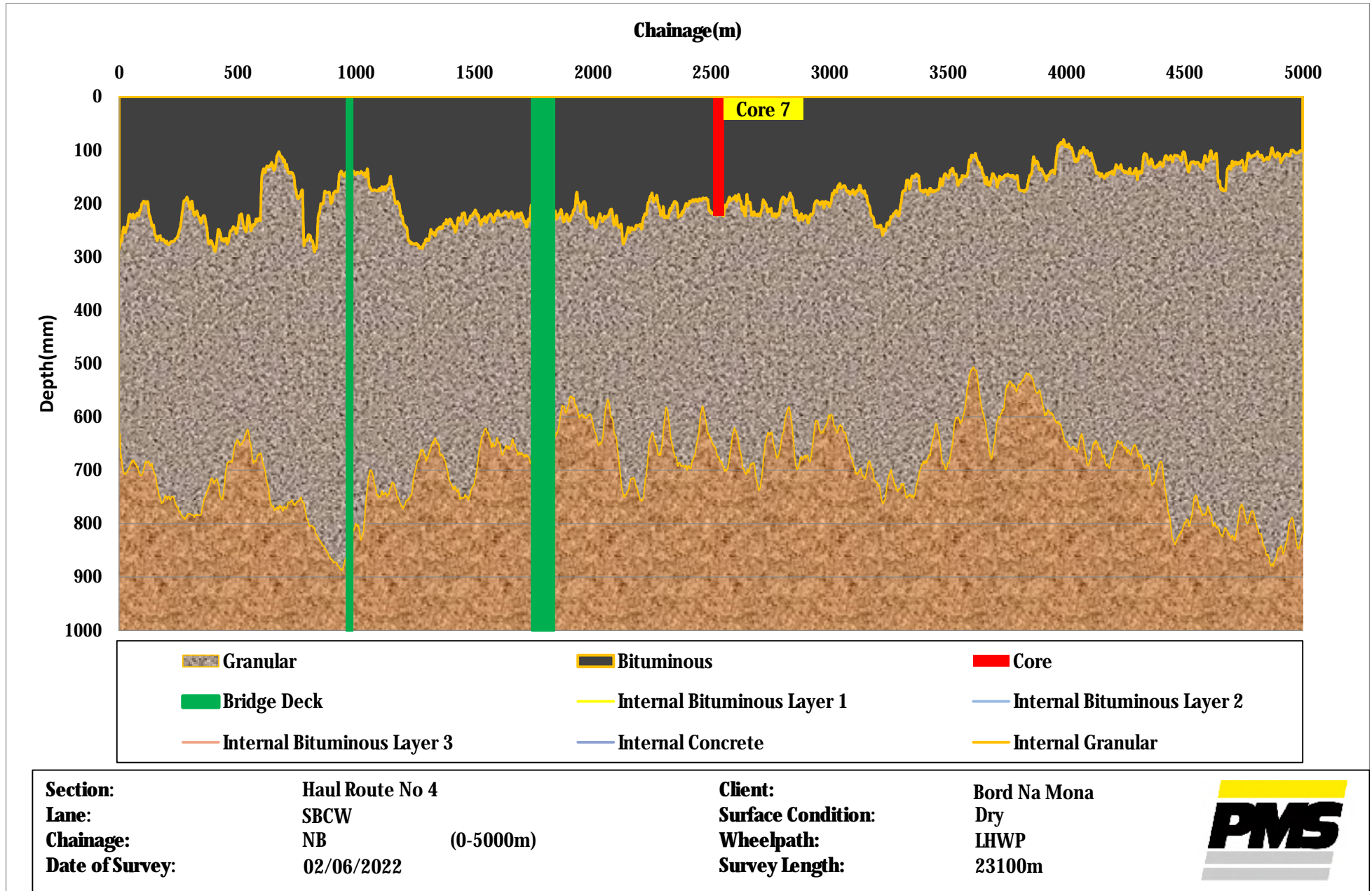
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|------------------------|-------------------|---------------------------|--------------|
| Section: | Haul Route No 4 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | NB (15000-20000m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 23100m |

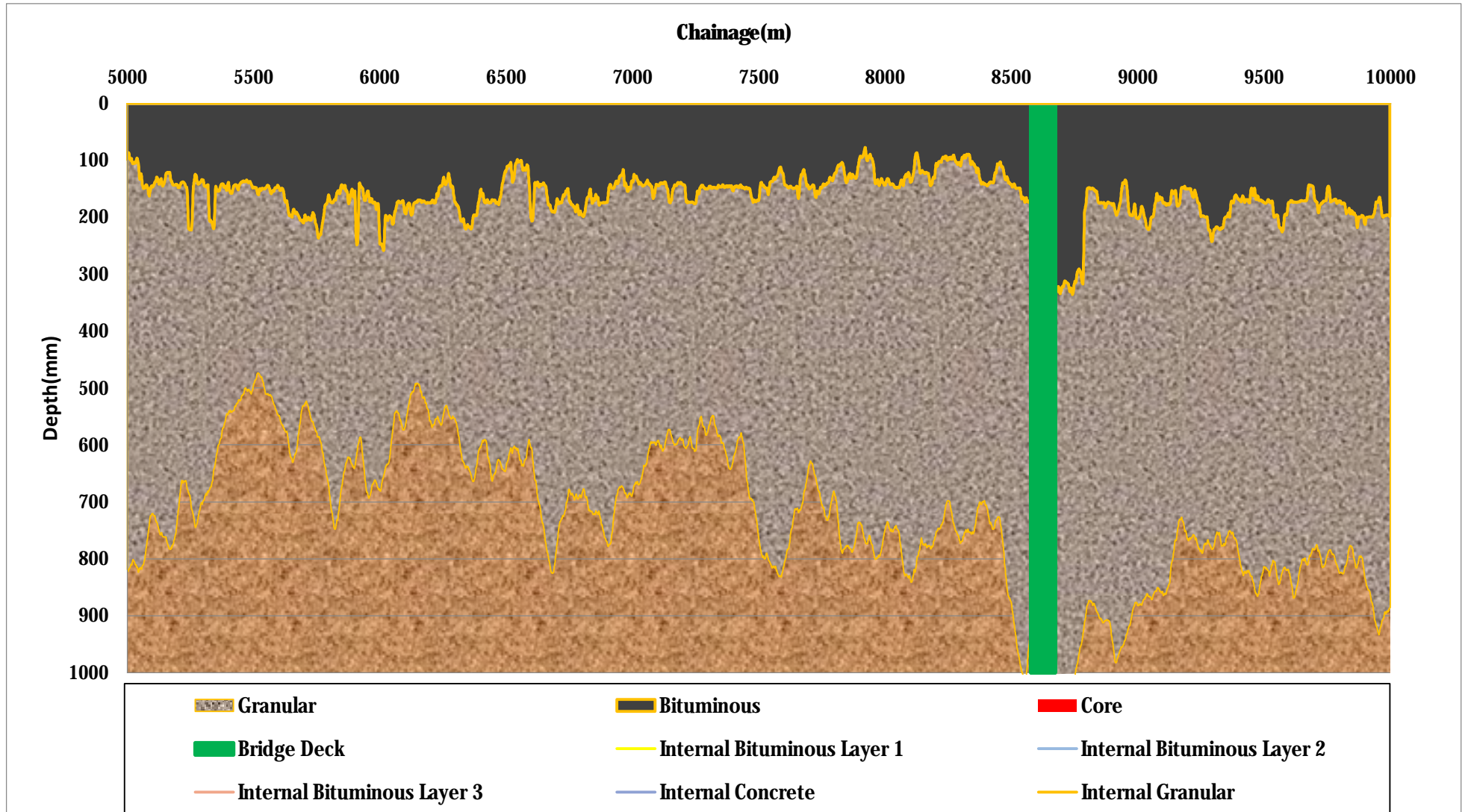




| | | | |
|------------------------|--|---------------------------|--------------|
| Section: | Haul Route No 4 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | NB (20000-23075m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 23100m |

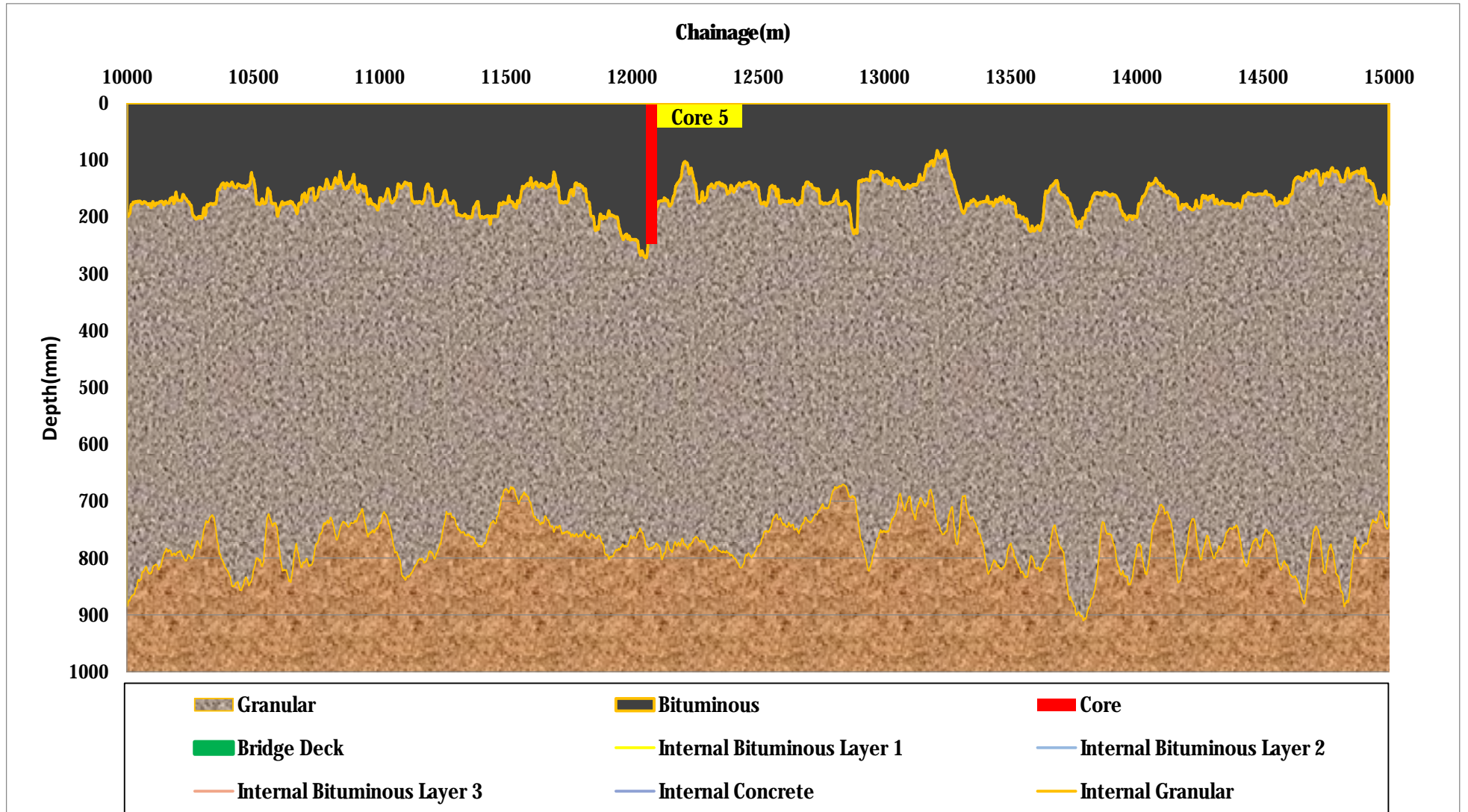






| | | | |
|------------------------|------------------|---------------------------|--------------|
| Section: | Haul Route No 4 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | NB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 23100m |

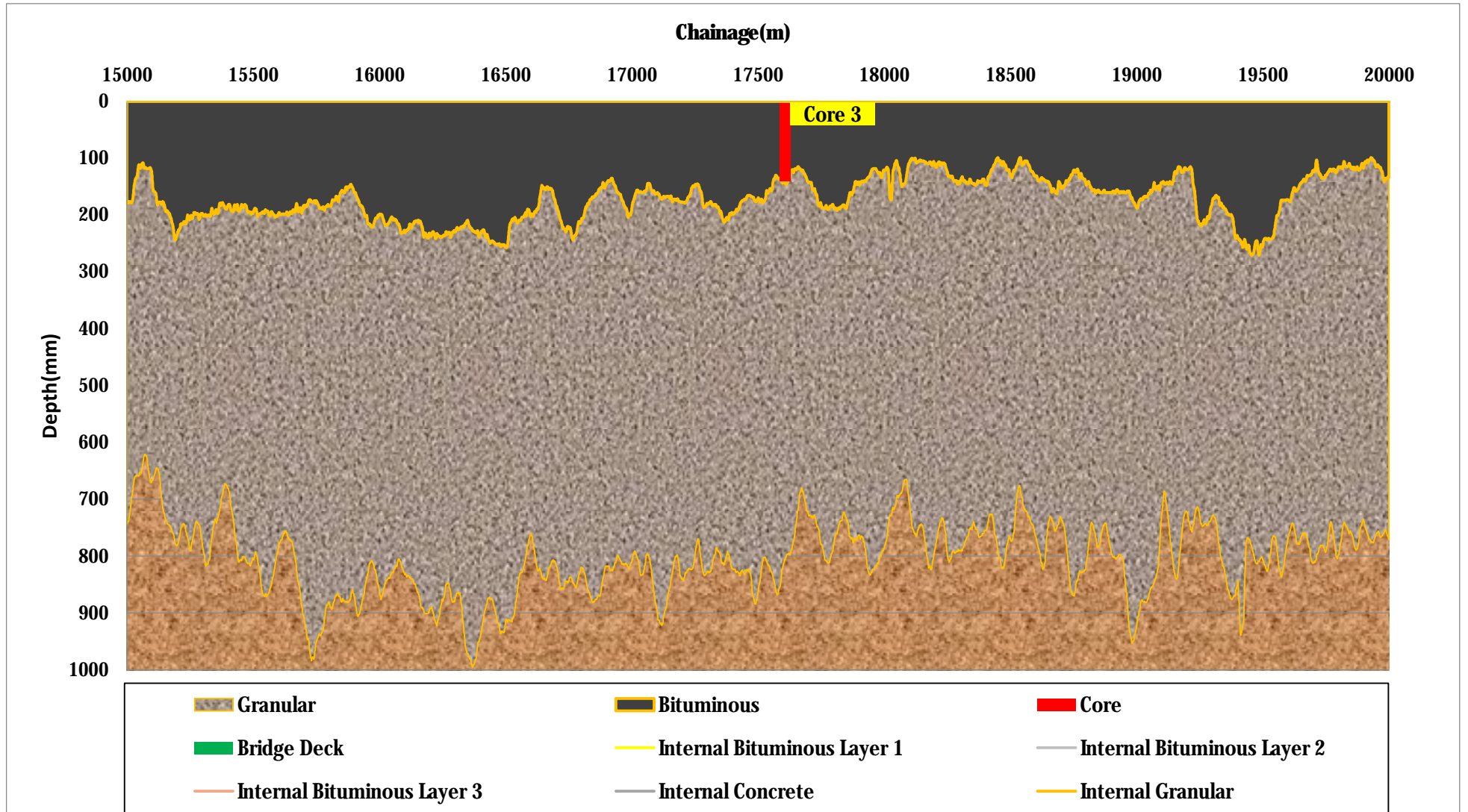




Section: Haul Route No 4
Lane: SBCW
Chainage: NB (10000-15000m)
Date of Survey: 02/06/2022

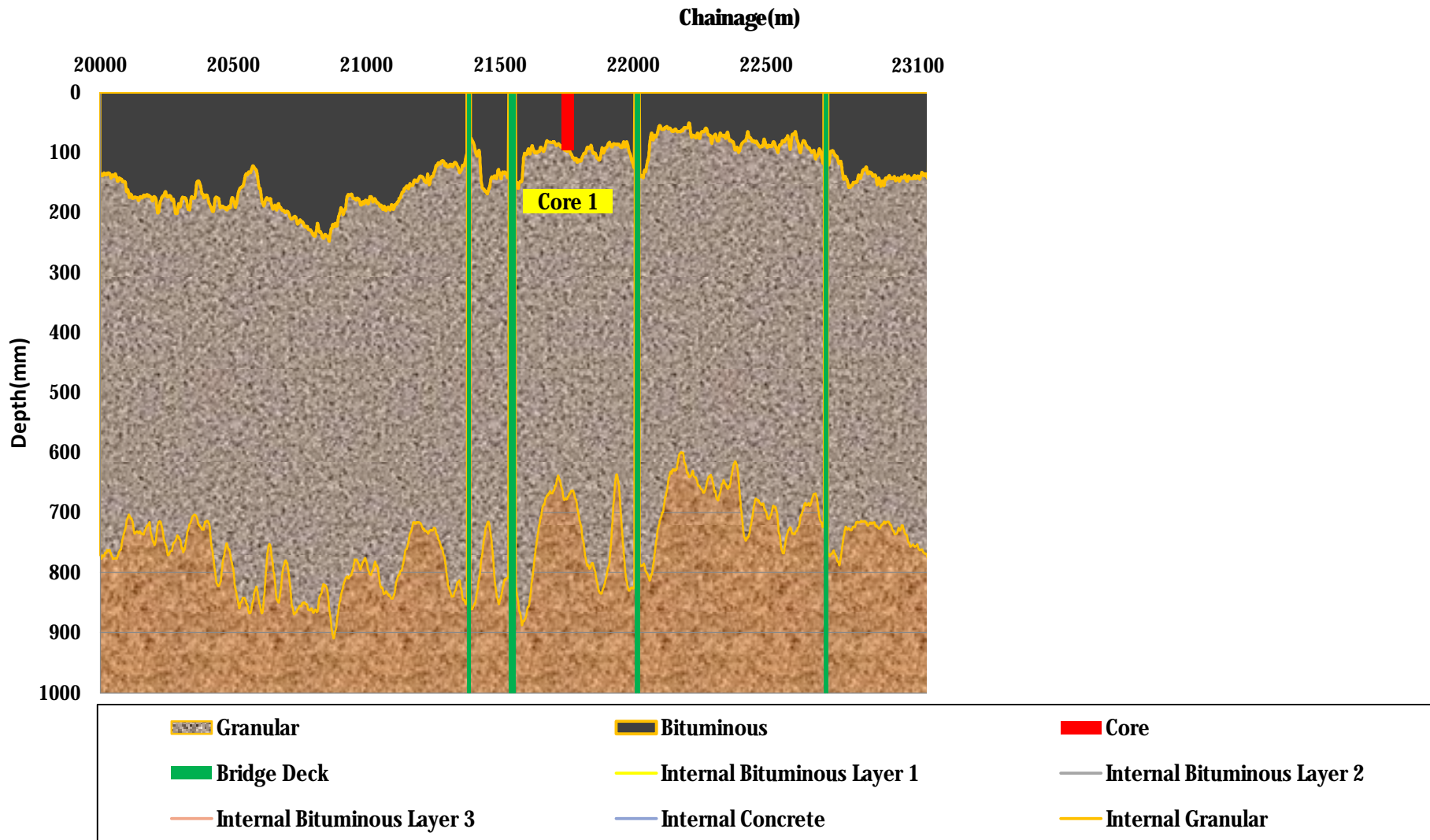
Client: Bord Na Mona
Surface Condition: Dry
Wheelpath: LHWP
Survey Length: 23100m





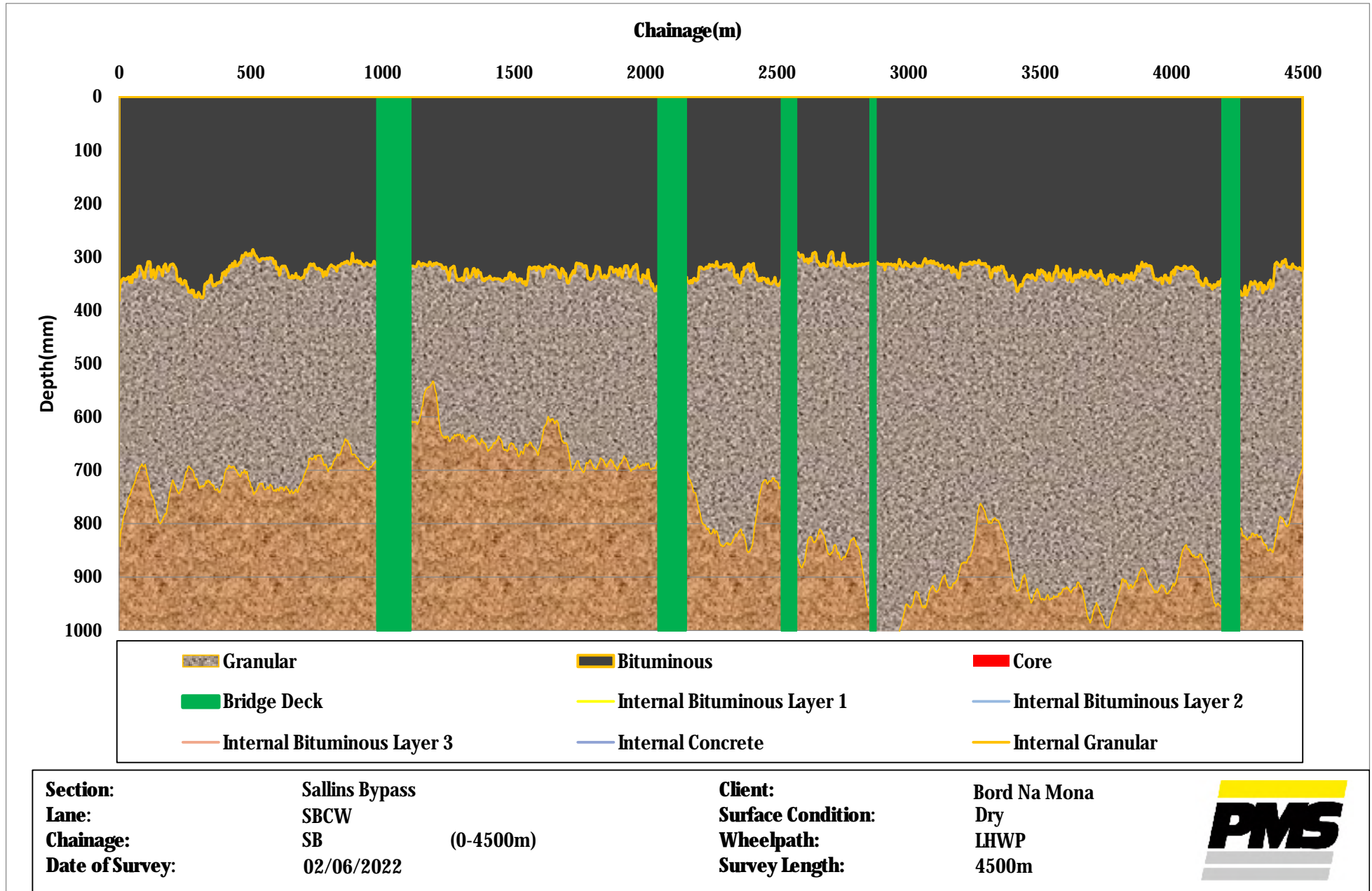
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|------------------------|-------------------|---------------------------|--------------|
| Section: | Haul Route No 4 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | NB (15000-20000m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 23100m |

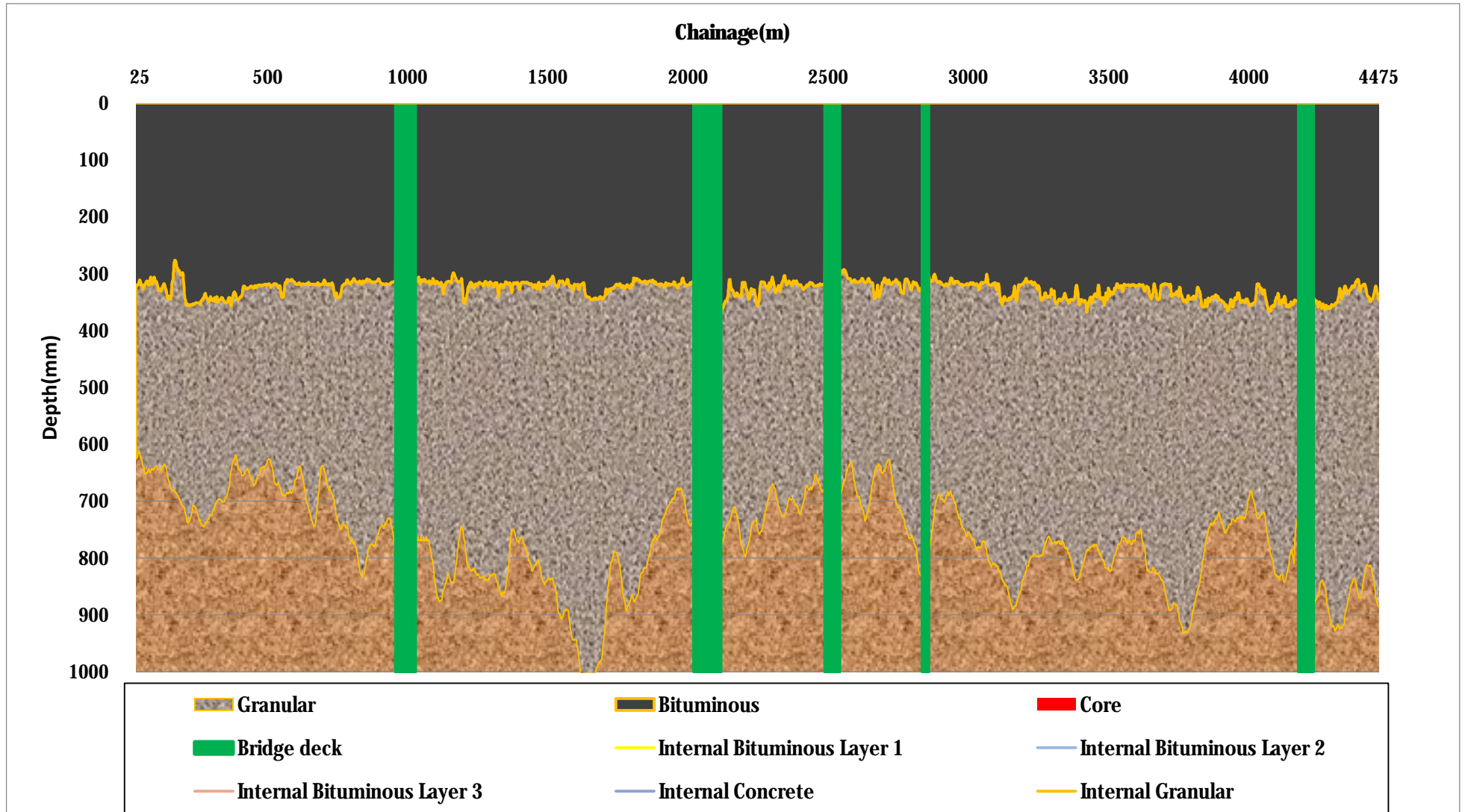




| | | | |
|------------------------|-------------------|---------------------------|--------------|
| Section: | Haul Route No 4 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | NB (20000-23100m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 23100m |

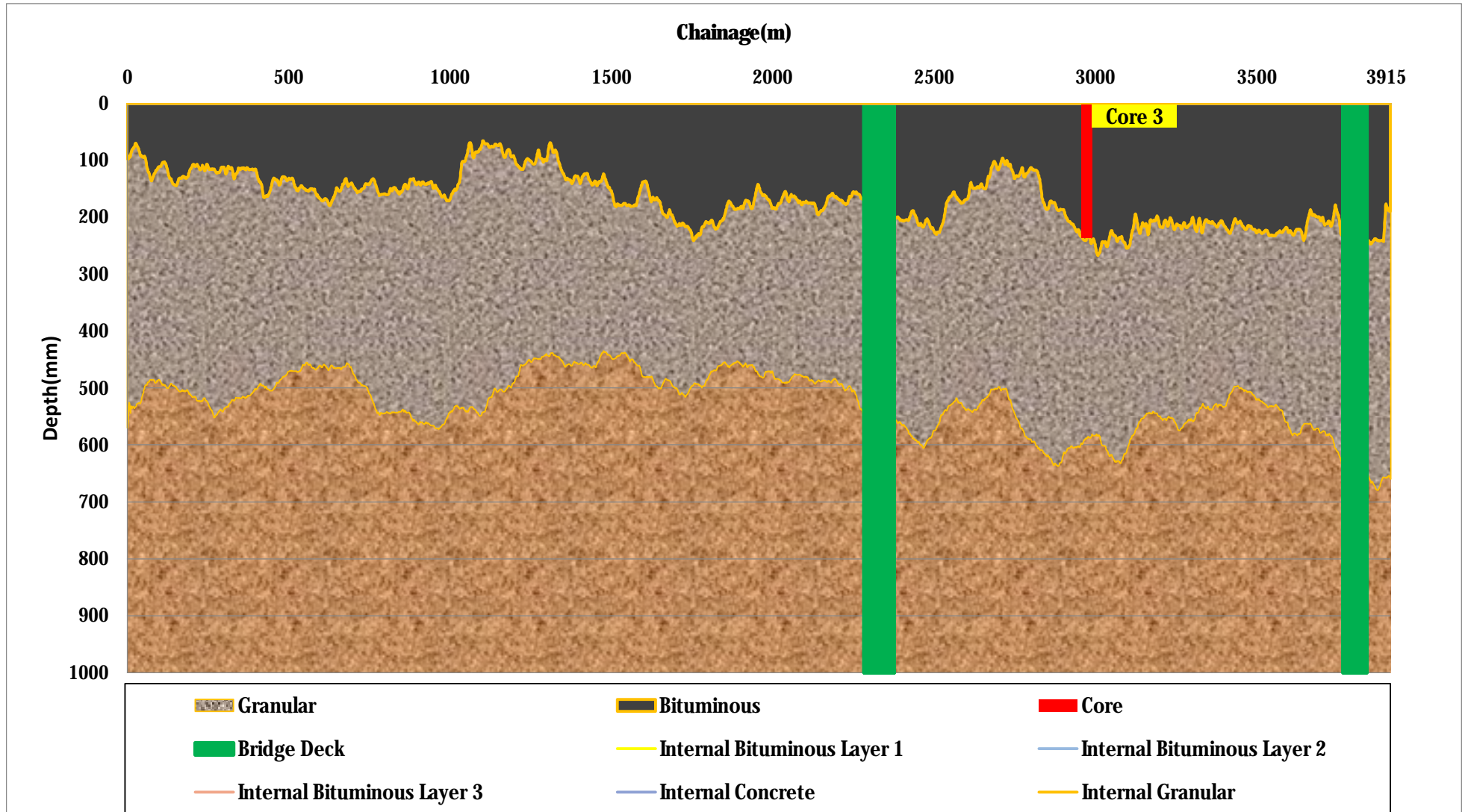




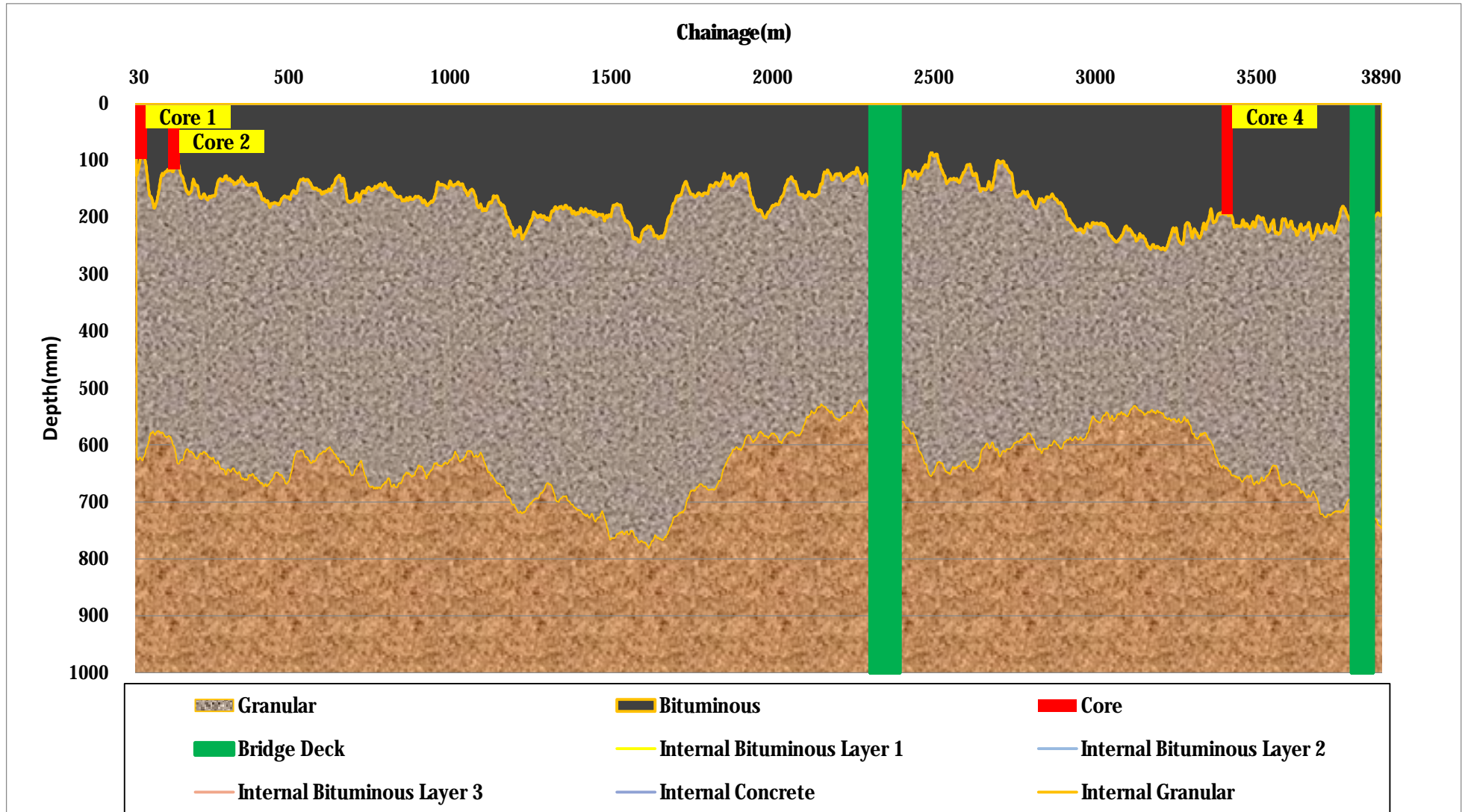


| | | | |
|------------------------|----------------|---------------------------|--------------|
| Section: | Sallins Bypass | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (25-4475m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 4500m |



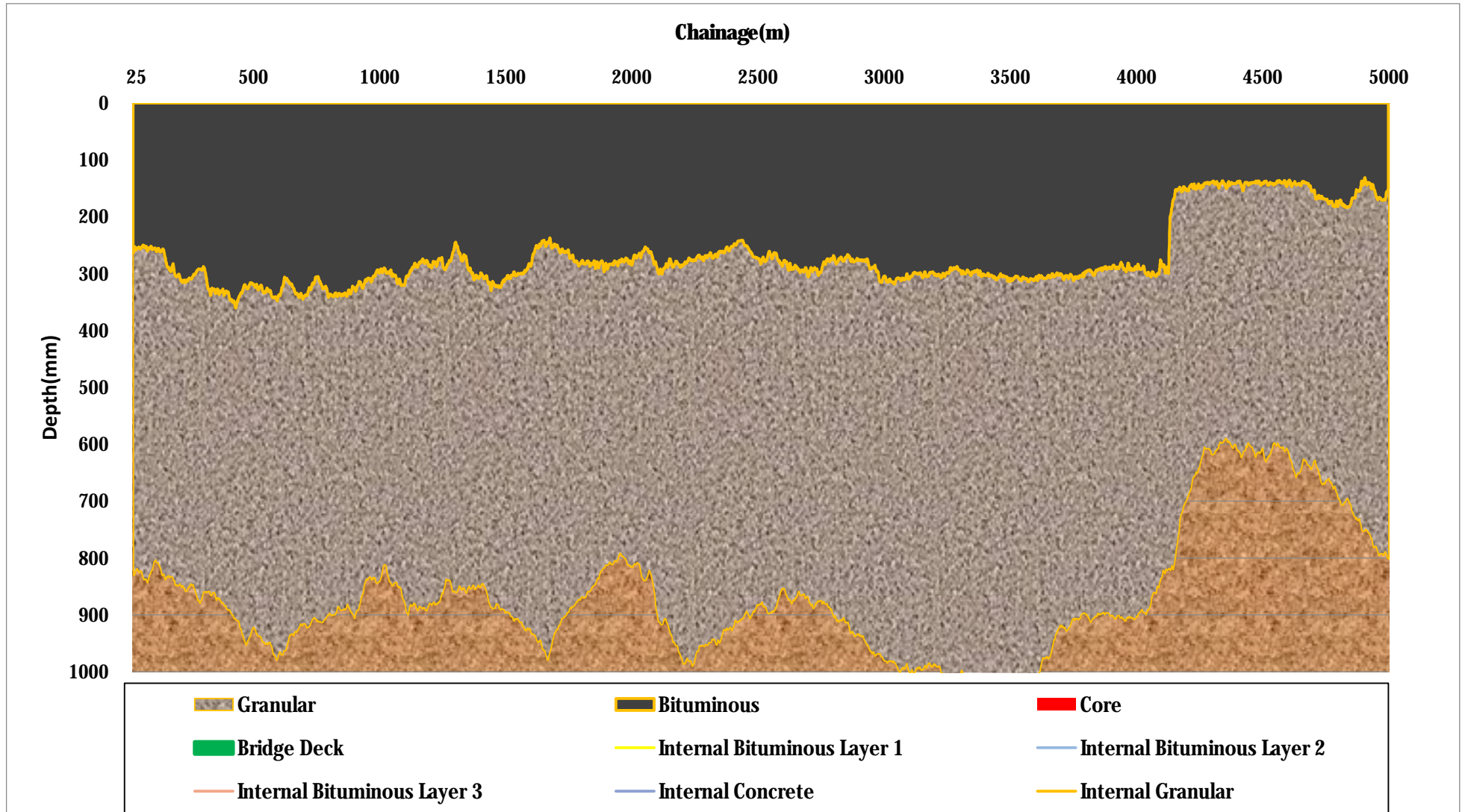


| | | | | |
|------------------------|------------------------------|---------------------------|--------------|--|
| Section: | Haul Route No. 1 Section A-B | Client: | Bord Na Mona | |
| Lane: | NBCW | Surface Condition: | Dry | |
| Chainage: | NB (0-3915m) | Wheelpath: | LHWP | |
| Date of Survey: | 02/06/2022 | Survey Length: | 3915m | |
| | | | | |



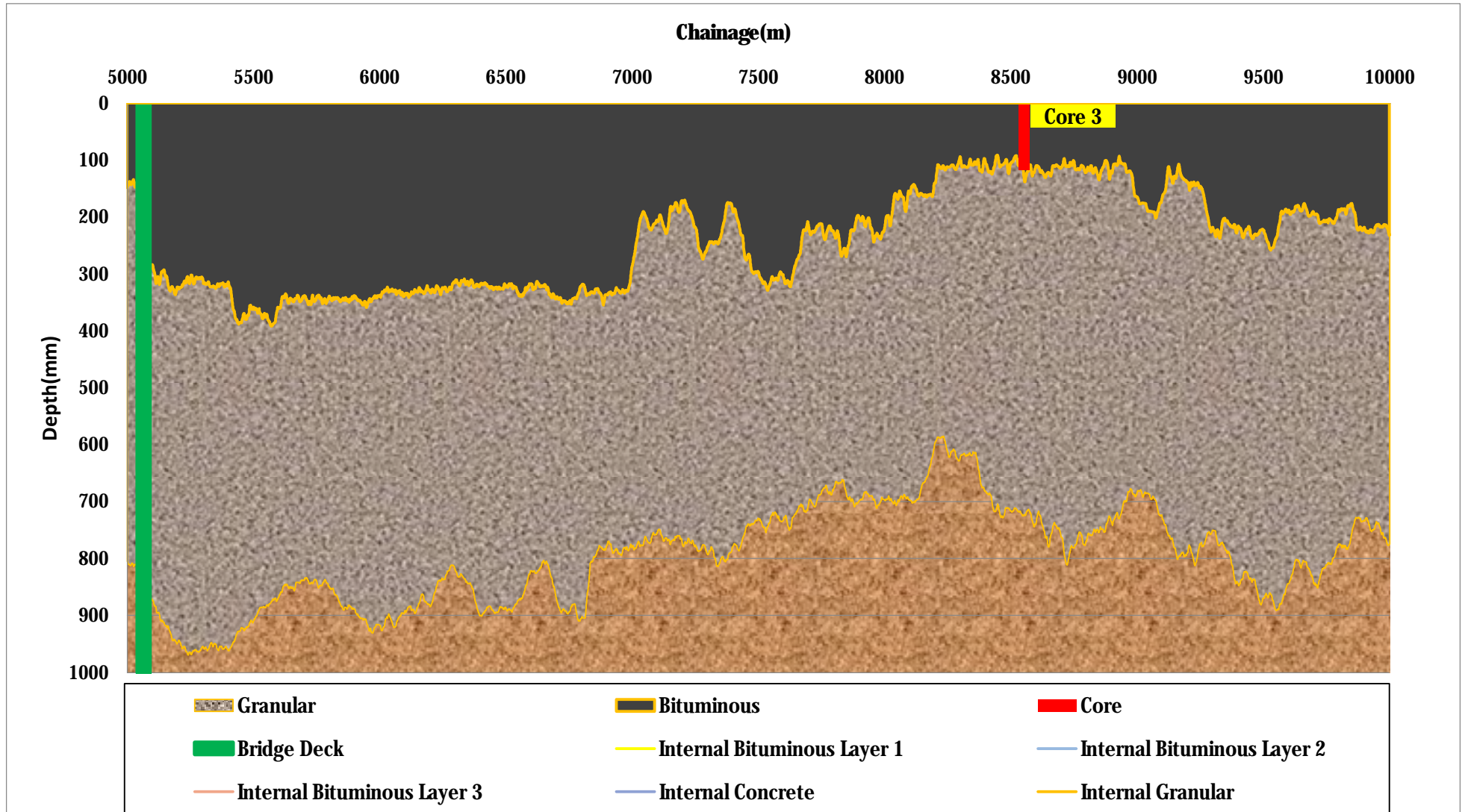
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|------------------------|------------------------------|---------------------------|--------------|
| Section: | Haul Route No. 1 Section A-B | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | NB (30-3890m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 3915m |





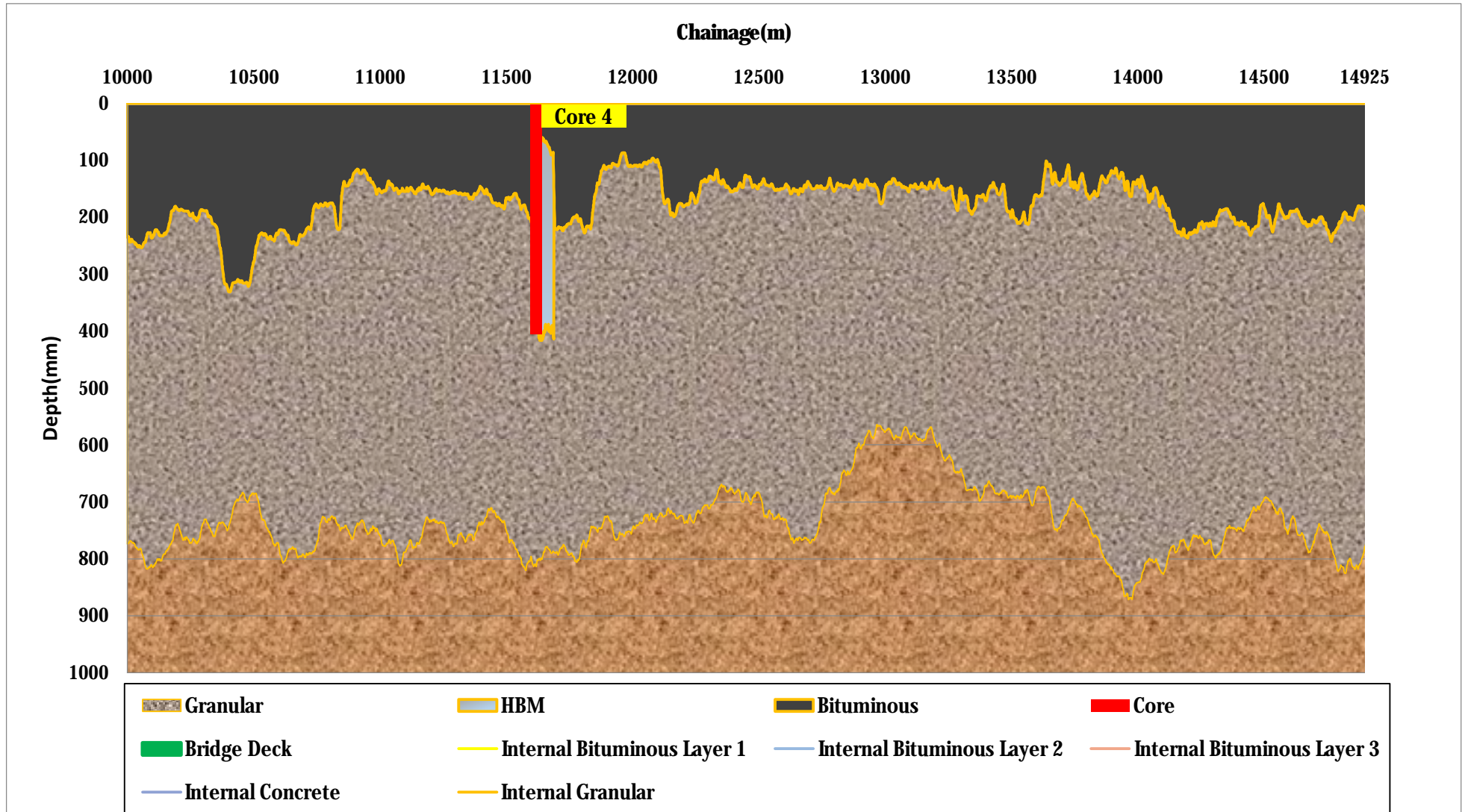
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|------------------------|-----------------|---------------------------|--------------|
| Section: | Haul Route No 2 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (25-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 14925m |





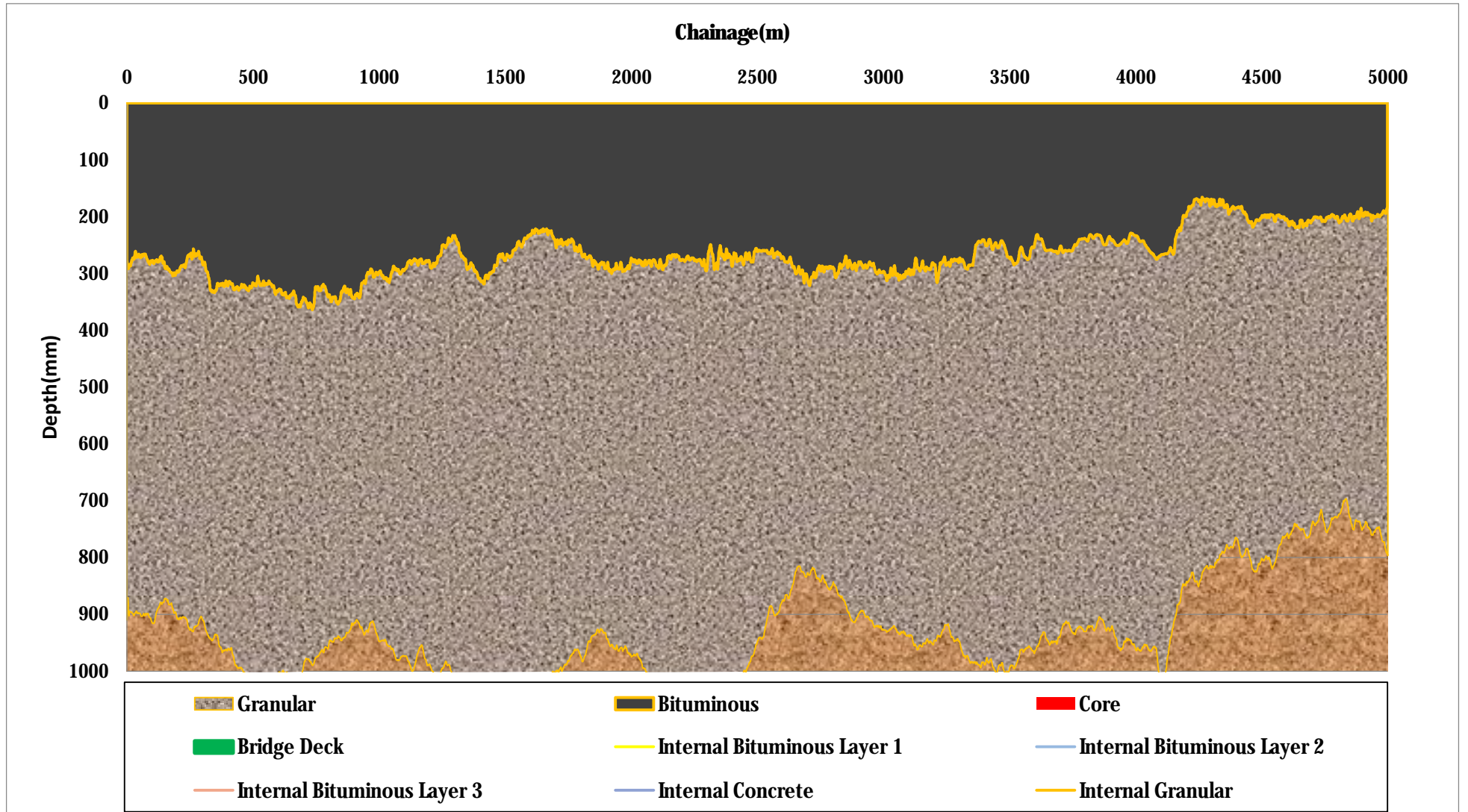
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|------------------------|------------------|---------------------------|--------------|
| Section: | Haul Route No 2 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 14925m |





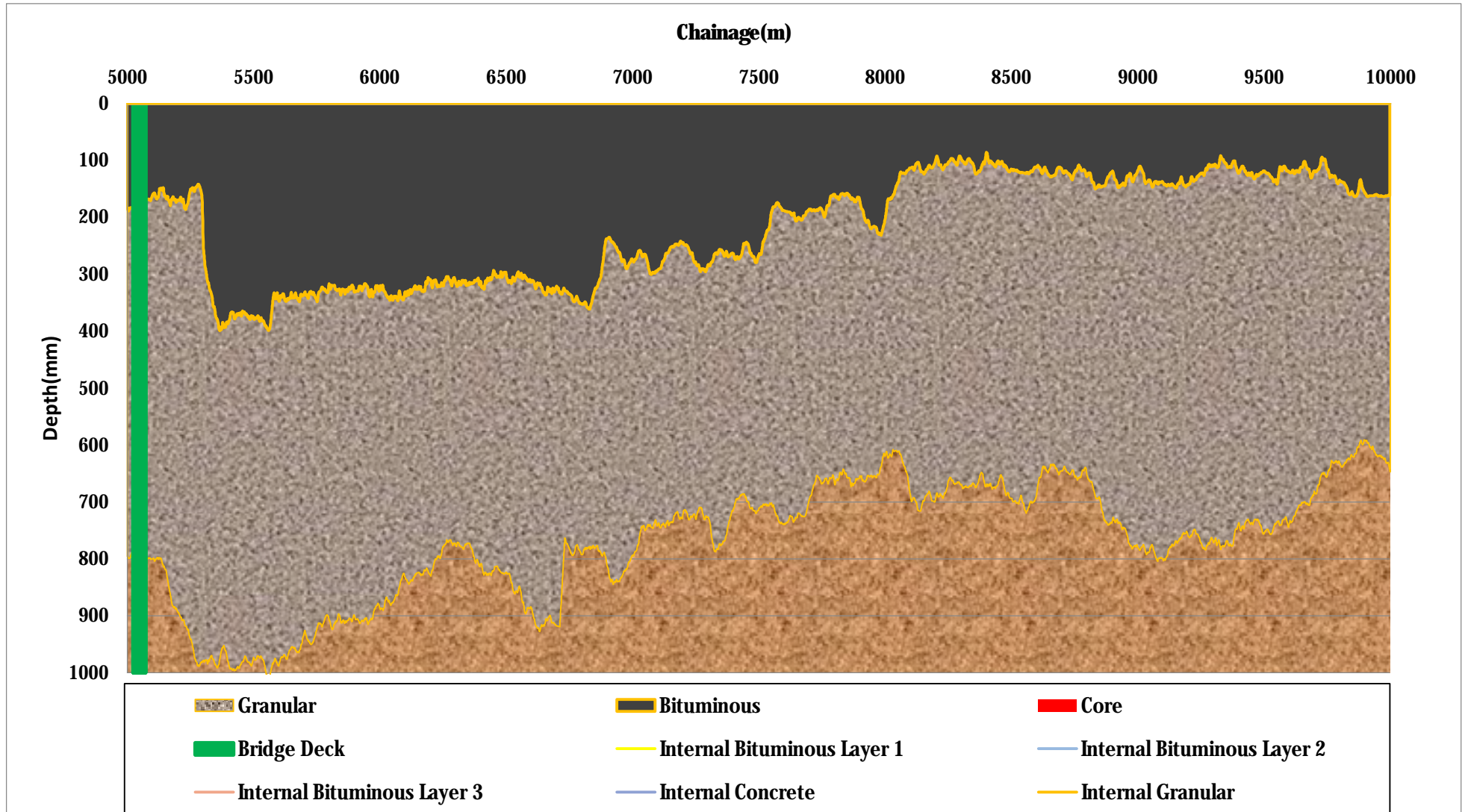
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| Section: | Haul Route No 2 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (10000-14925m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 14925m |





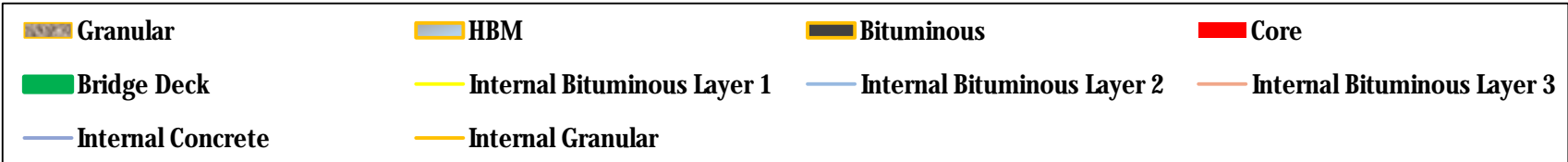
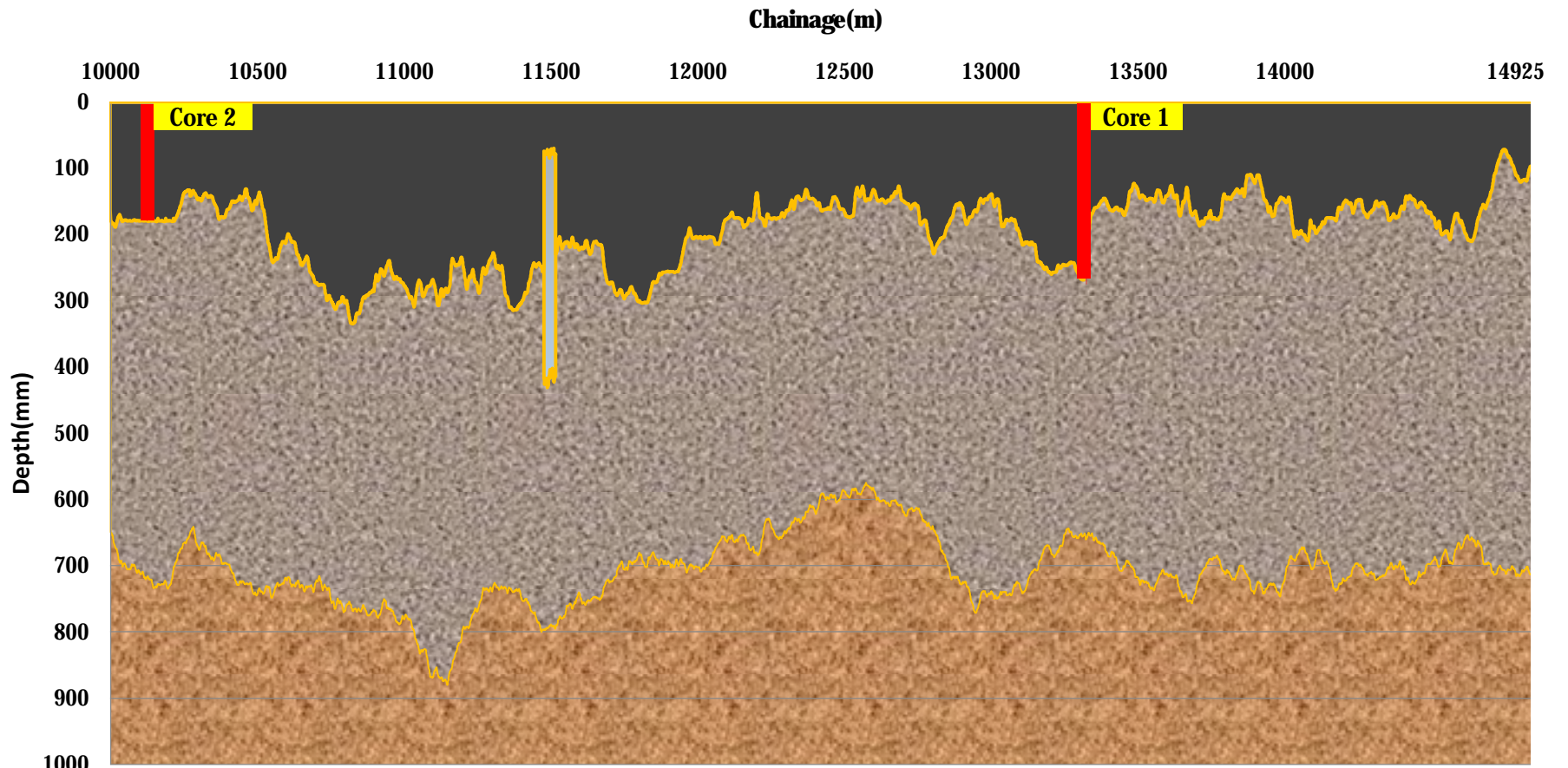
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|------------------------|-----------------|---------------------------|--------------|
| Section: | Haul Route No 2 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (0-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 14925m |



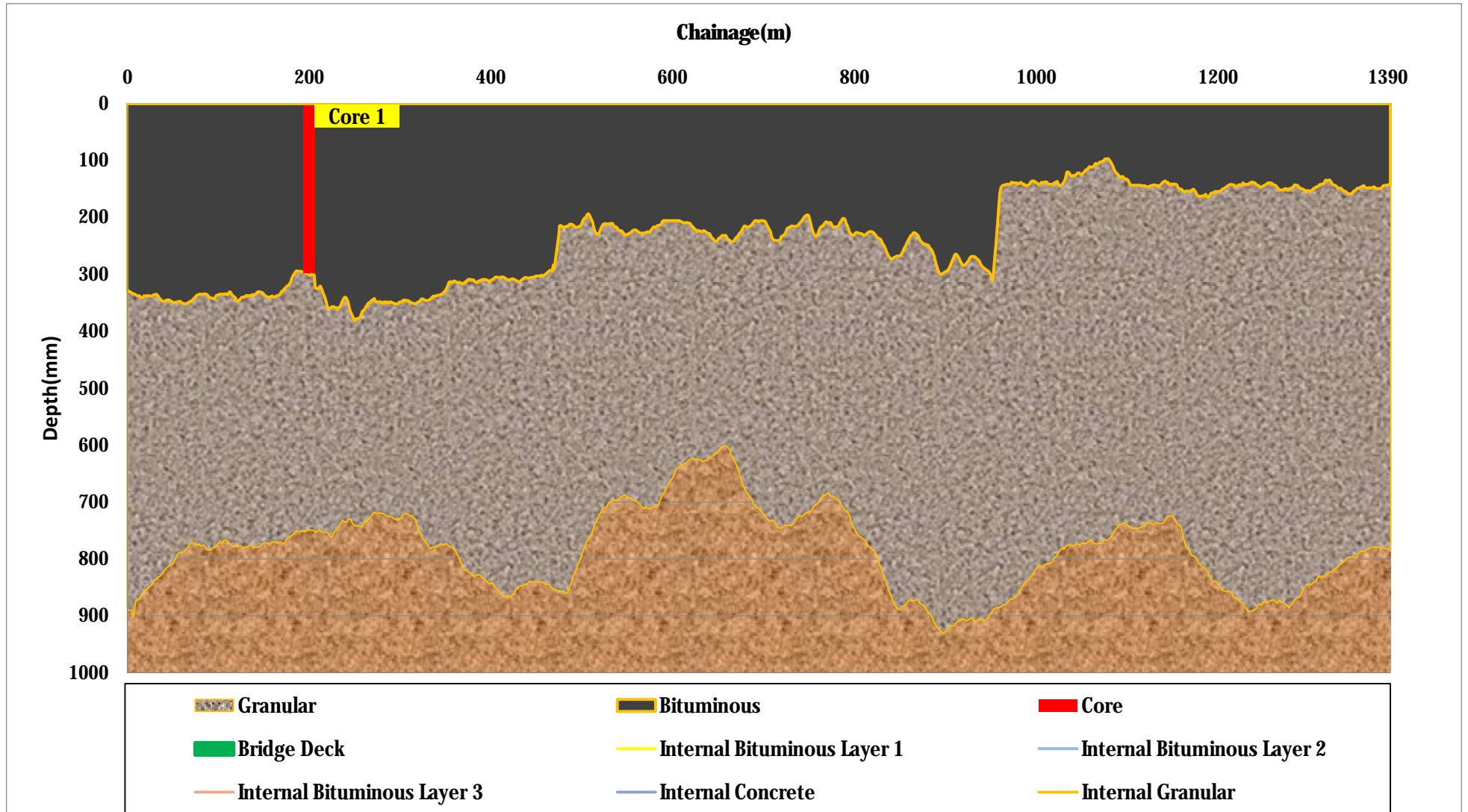


| | | | |
|------------------------|------------------|---------------------------|--------------|
| Section: | Haul Route No 2 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 14925m |



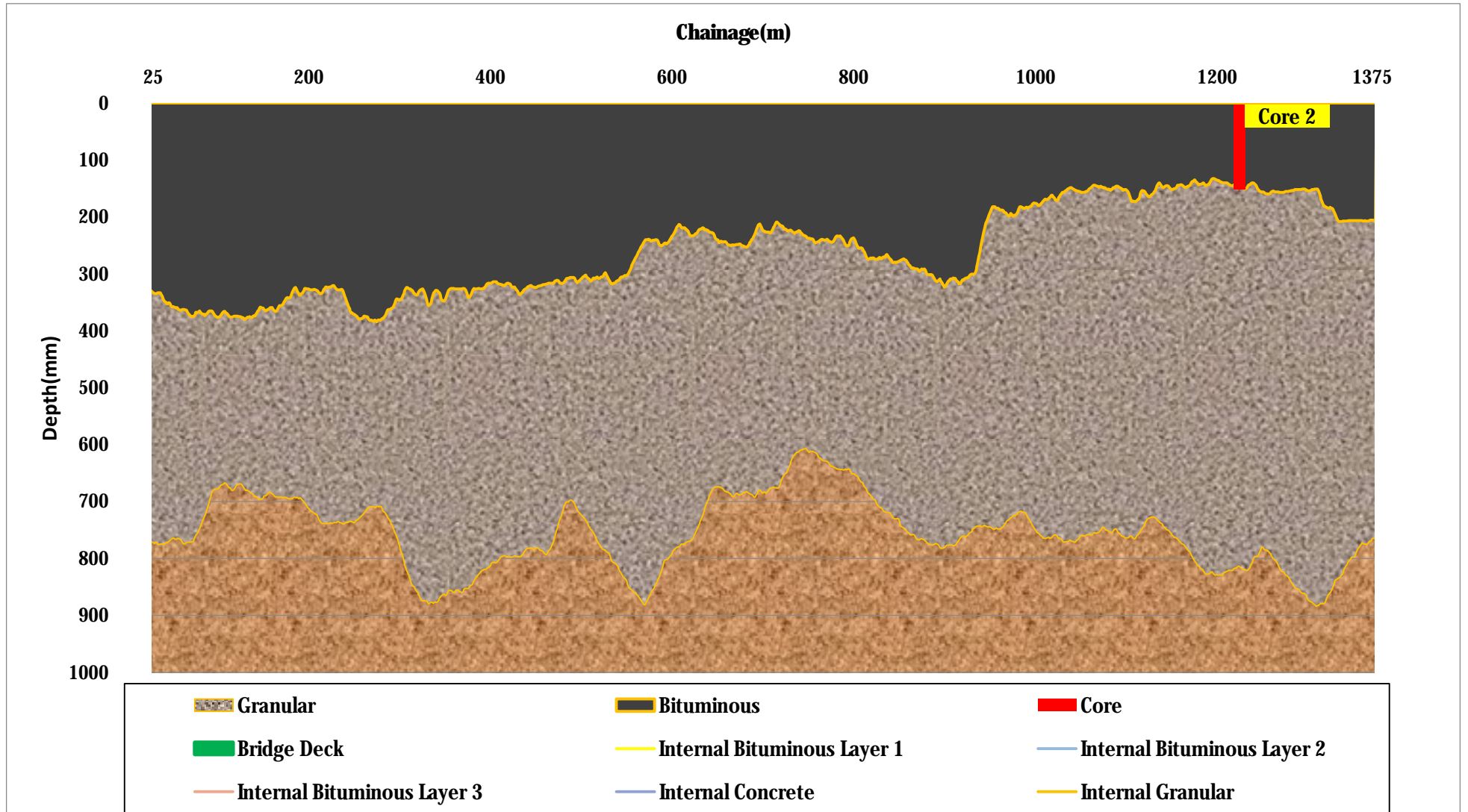


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|------------------------|-------------------|---------------------------|--------------|--|
| Section: | Haul Route No 2 | Client: | Bord Na Mona | |
| Lane: | NBCW | Surface Condition: | Dry | |
| Chainage: | SB (10000-14925m) | Wheelpath: | LHWP | |
| Date of Survey: | 11/06/2022 | Survey Length: | 14925m | |



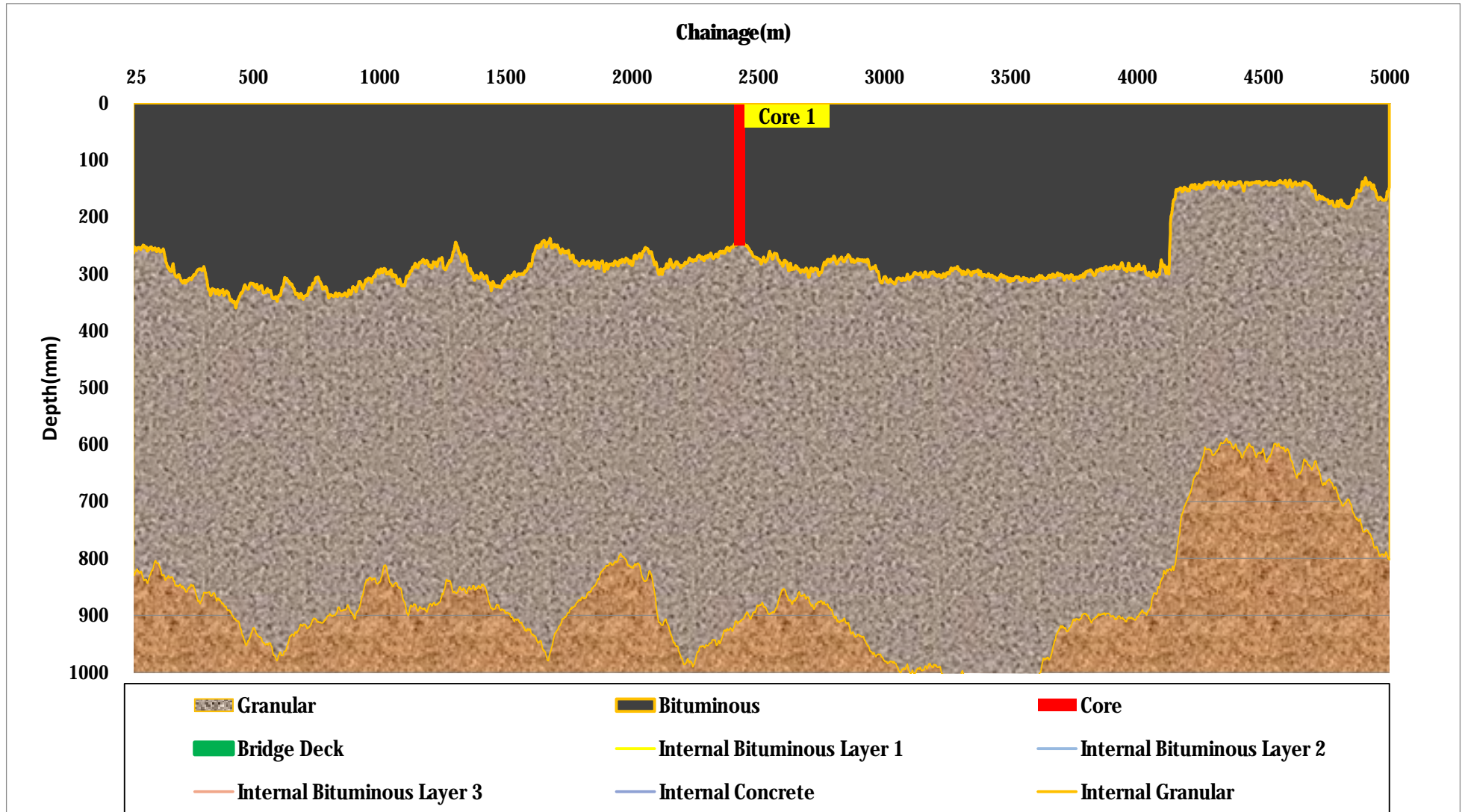
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|------------------------|----------------|---------------------------|--------------|
| Section: | Ballycane Road | Client: | Bord Na Mona |
| Lane: | EBCW | Surface Condition: | Dry |
| Chainage: | EB (0-1390m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 1390m |





| | | | |
|------------------------|----------------|---------------------------|--------------|
| Section: | Ballycane Road | Client: | Bord Na Mona |
| Lane: | WBCW | Surface Condition: | Dry |
| Chainage: | EB (25-1375m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 1390m |

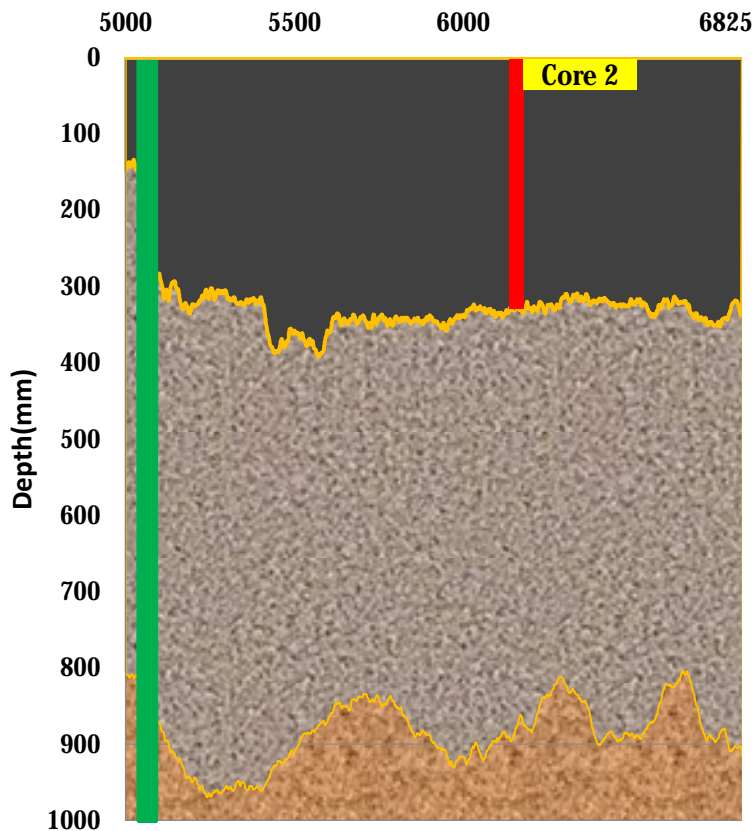




| | | | |
|------------------------|---------------|---------------------------|--------------|
| Section: | R445 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (25-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 6825m |

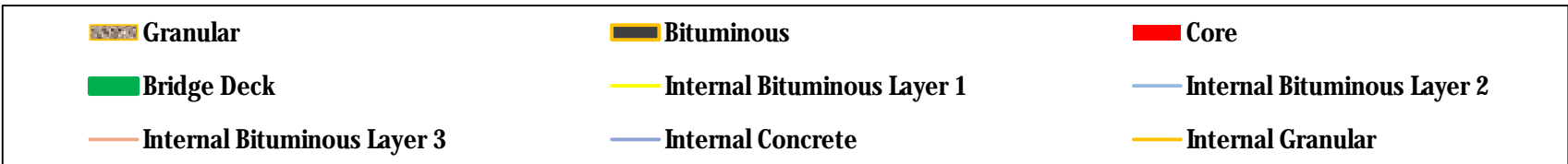
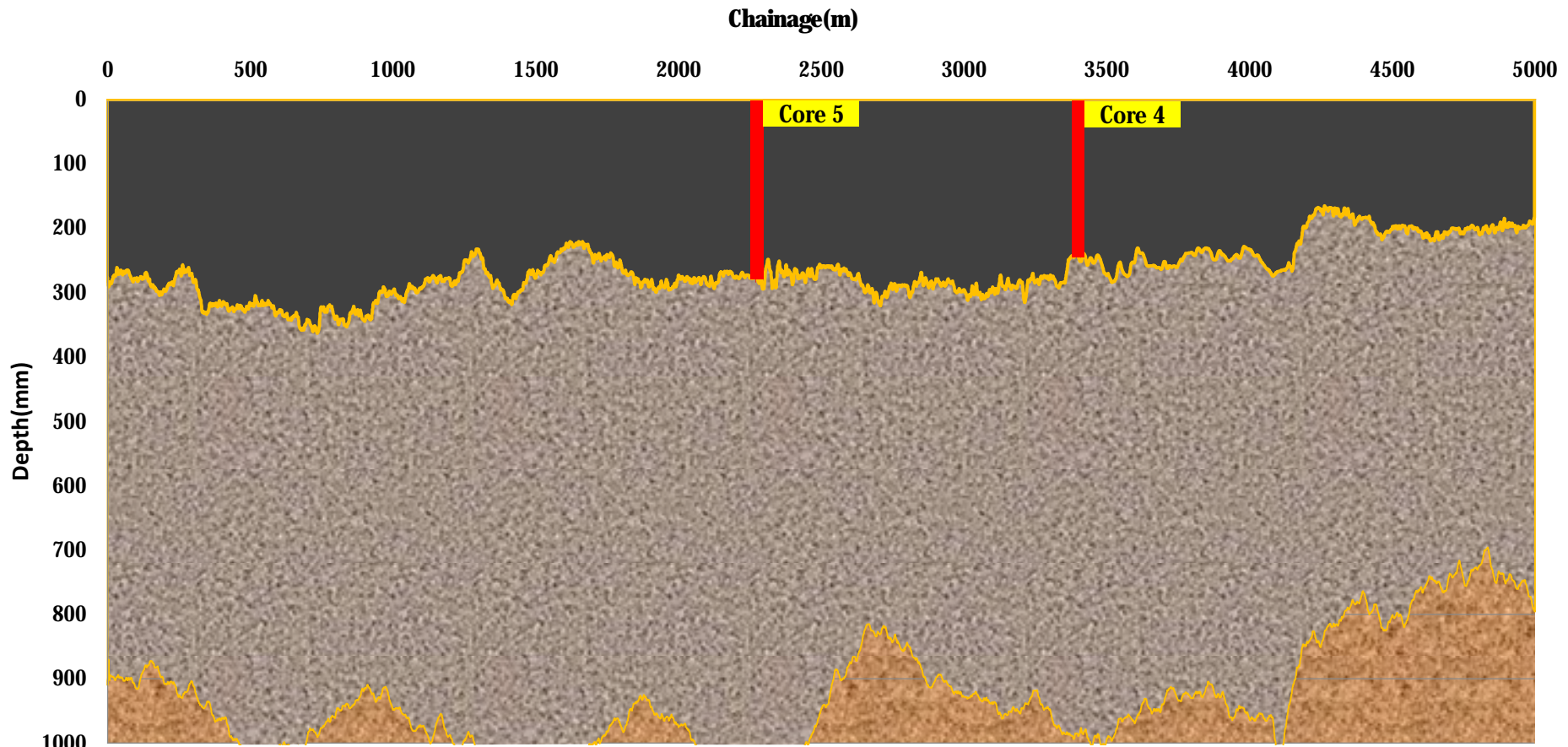


Chainage(m)



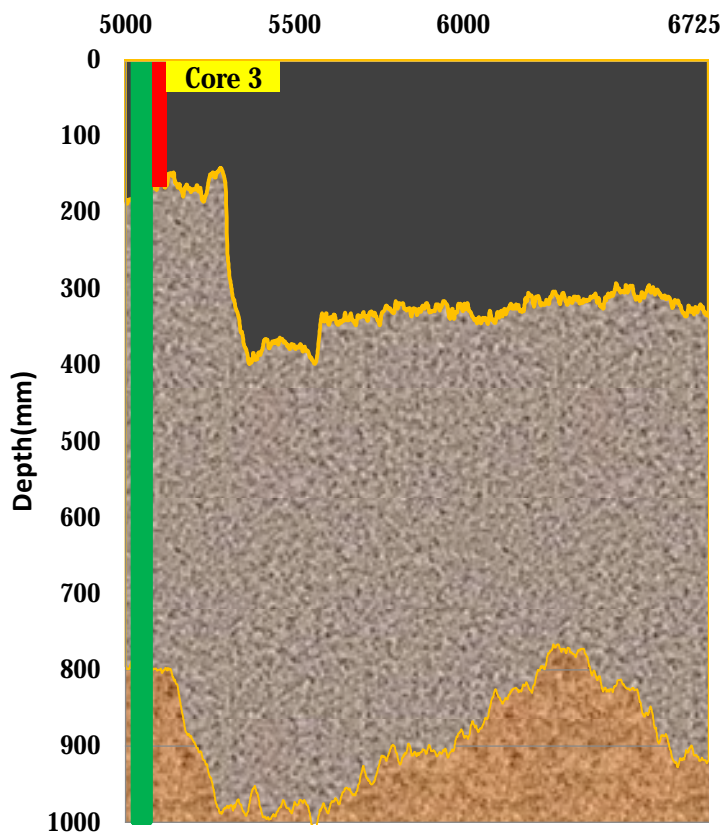
| | | |
|-----------------------------|-----------------------------|-----------------------------|
| Granular | Bituminous | Core |
| Bridge Deck | Internal Bituminous Layer 1 | Internal Bituminous Layer 2 |
| Internal Bituminous Layer 3 | Internal Concrete | Internal Granular |

| | | | | |
|------------------------|-----------------|---------------------------|--------------|--|
| Section: | R445 | Client: | Bord Na Mona | |
| Lane: | SBCW | Surface Condition: | Dry | |
| Chainage: | SB (5000-6825m) | Wheelpath: | LHWP | |
| Date of Survey: | 11/06/2022 | Survey Length: | 6825m | |
| | | | | |



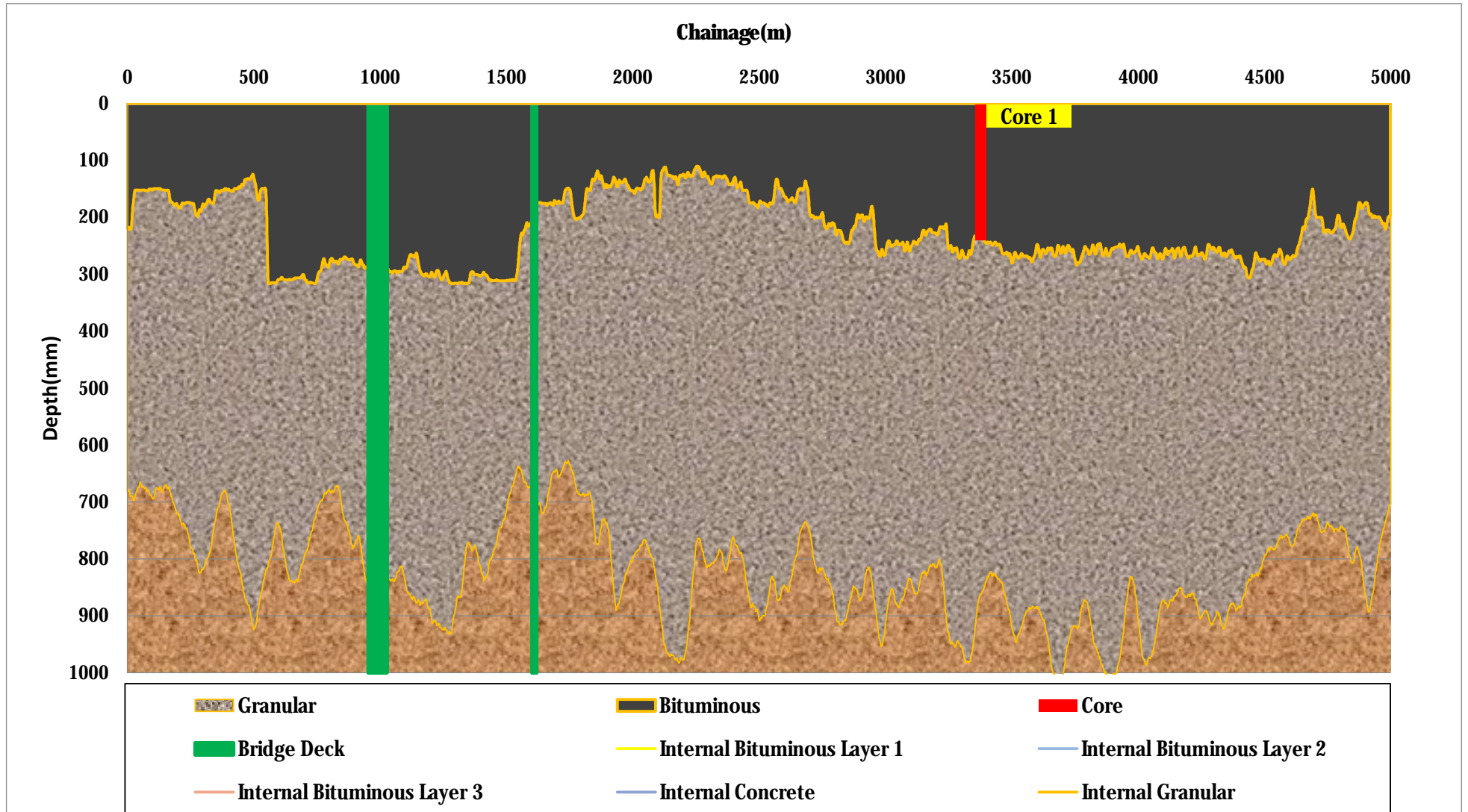
| | | | | |
|------------------------|--------------|---------------------------|--------------|--|
| Section: | R445 | Client: | Bord Na Mona | |
| Lane: | NBCW | Surface Condition: | Dry | |
| Chainage: | SB (0-5000m) | Wheelpath: | LHWP | |
| Date of Survey: | 11/06/2022 | Survey Length: | 6825m | |
| | | | | |


Chainage(m)

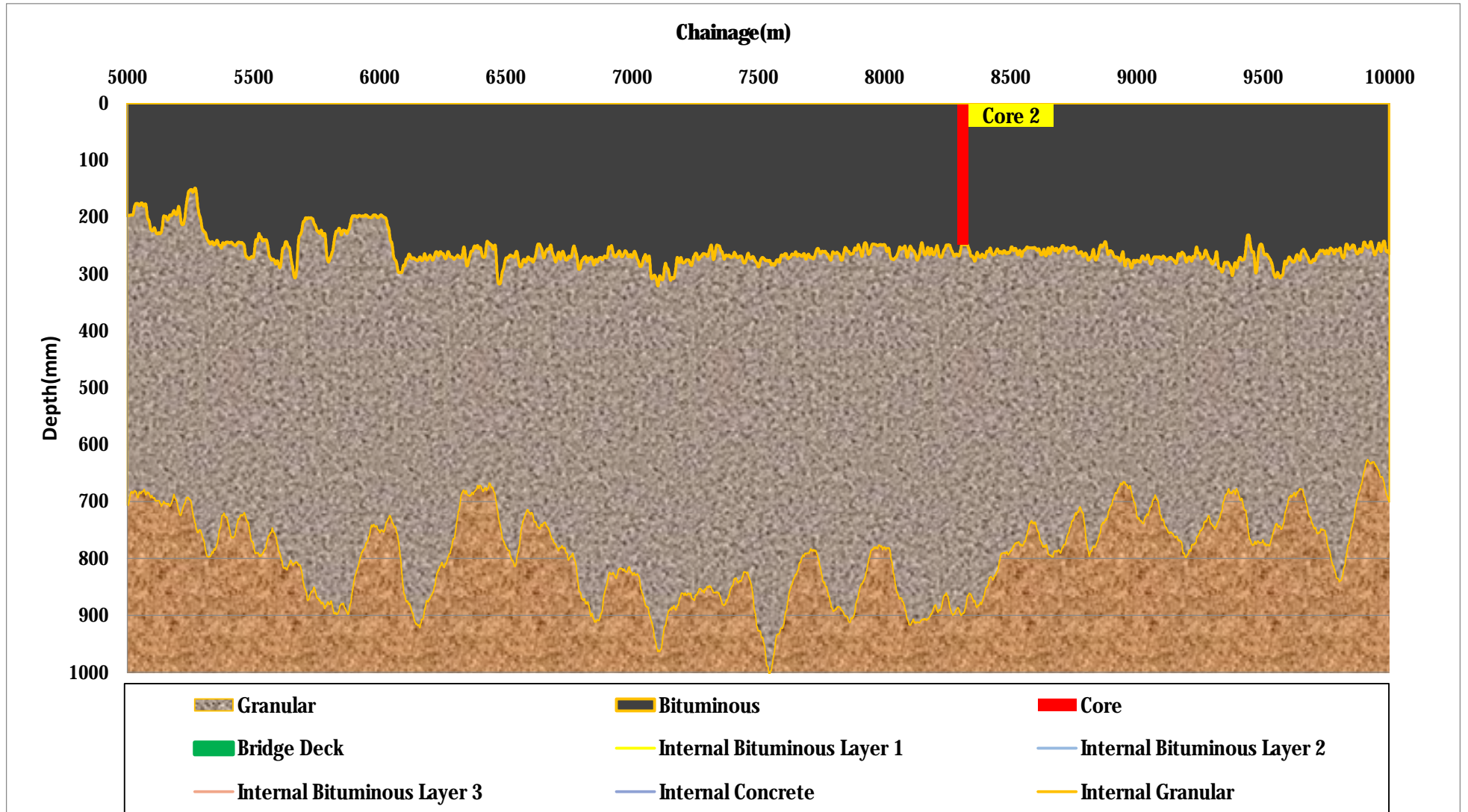


| | | |
|-----------------------------|-----------------------------|-----------------------------|
| Granular | Bituminous | Core |
| Bridge Deck | Internal Bituminous Layer 1 | Internal Bituminous Layer 2 |
| Internal Bituminous Layer 3 | Internal Concrete | Internal Granular |

| | | | | |
|------------------------|-----------------|---------------------------|--------------|--|
| Section: | R445 | Client: | Bord Na Mona | |
| Lane: | NBCW | Surface Condition: | Dry | |
| Chainage: | SB (5000-6725m) | Wheelpath: | LHWP | |
| Date of Survey: | 11/06/2022 | Survey Length: | 6825m | |
| | | | | |

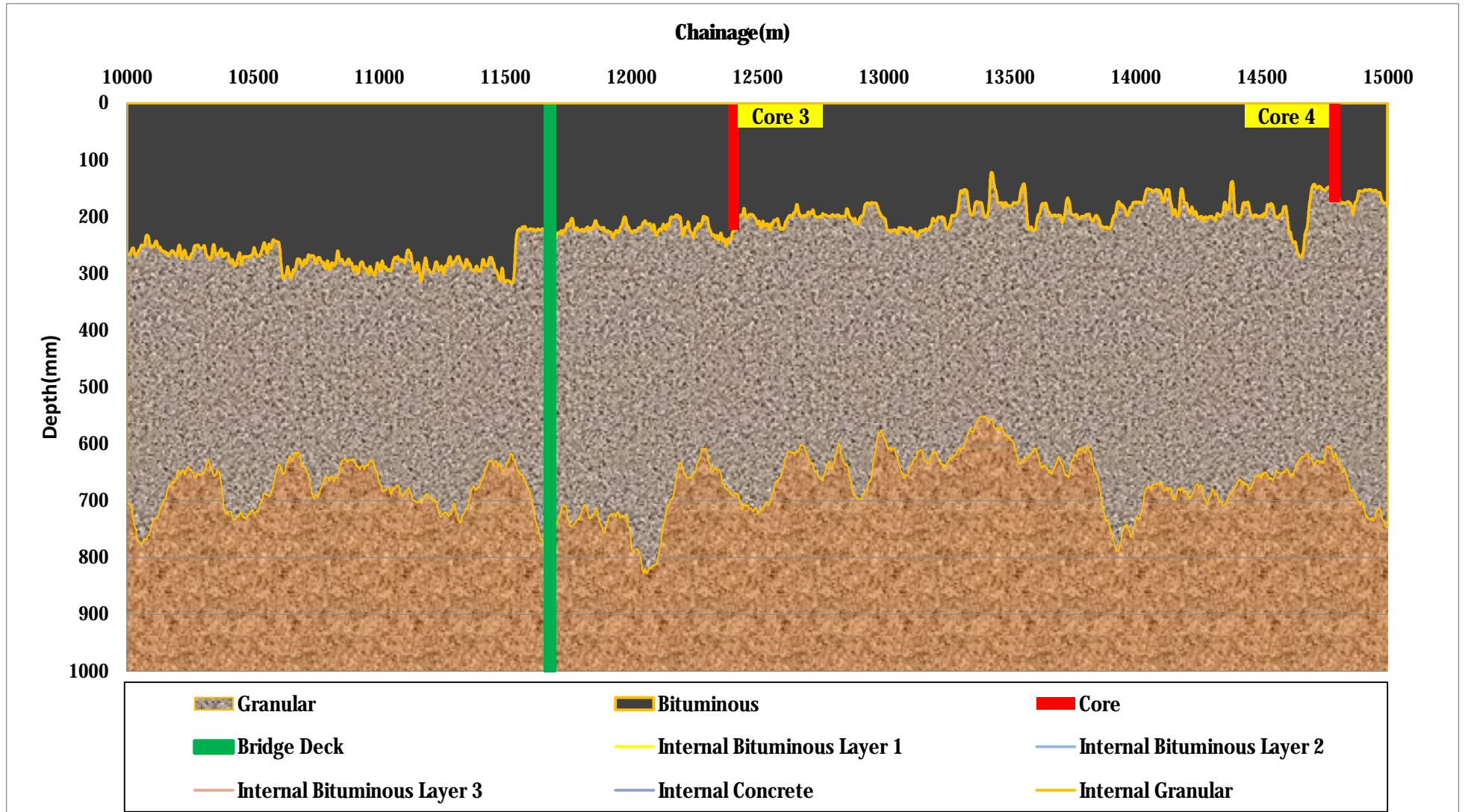


| | | | | |
|------------------------|------------------|---------------------------|--------------|---|
| Section: | Haul Route No. 3 | Client: | Bord Na Mona |  |
| Lane: | SBCW | Surface Condition: | Dry | |
| Chainage: | SB (0-5000m) | Wheelpath: | LHWP | |
| Date of Survey: | 23/06/2022 | Survey Length: | 19100m | |



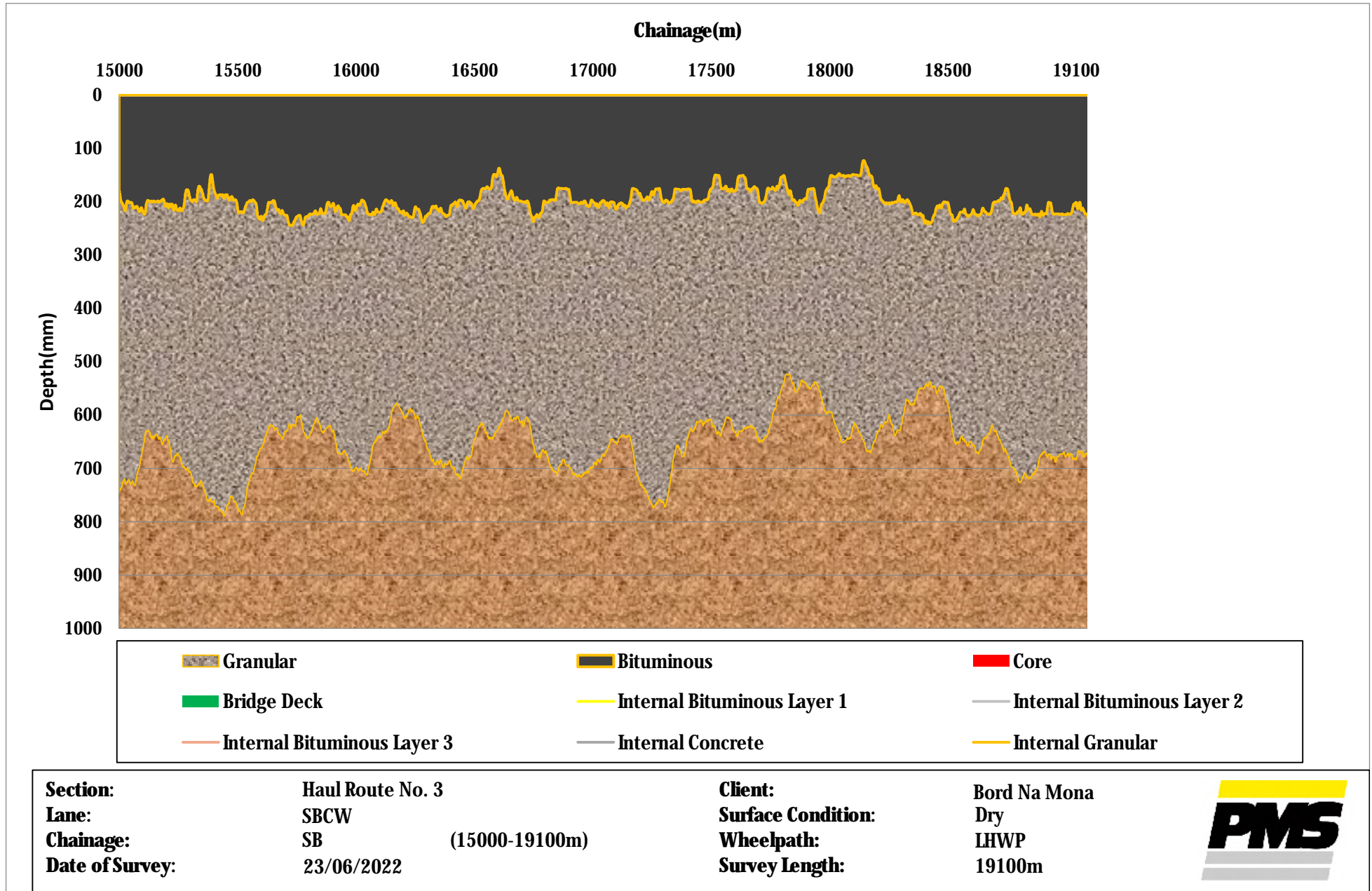
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|------------------------|------------------|---------------------------|--------------|
| Section: | Haul Route No. 3 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 19100m |

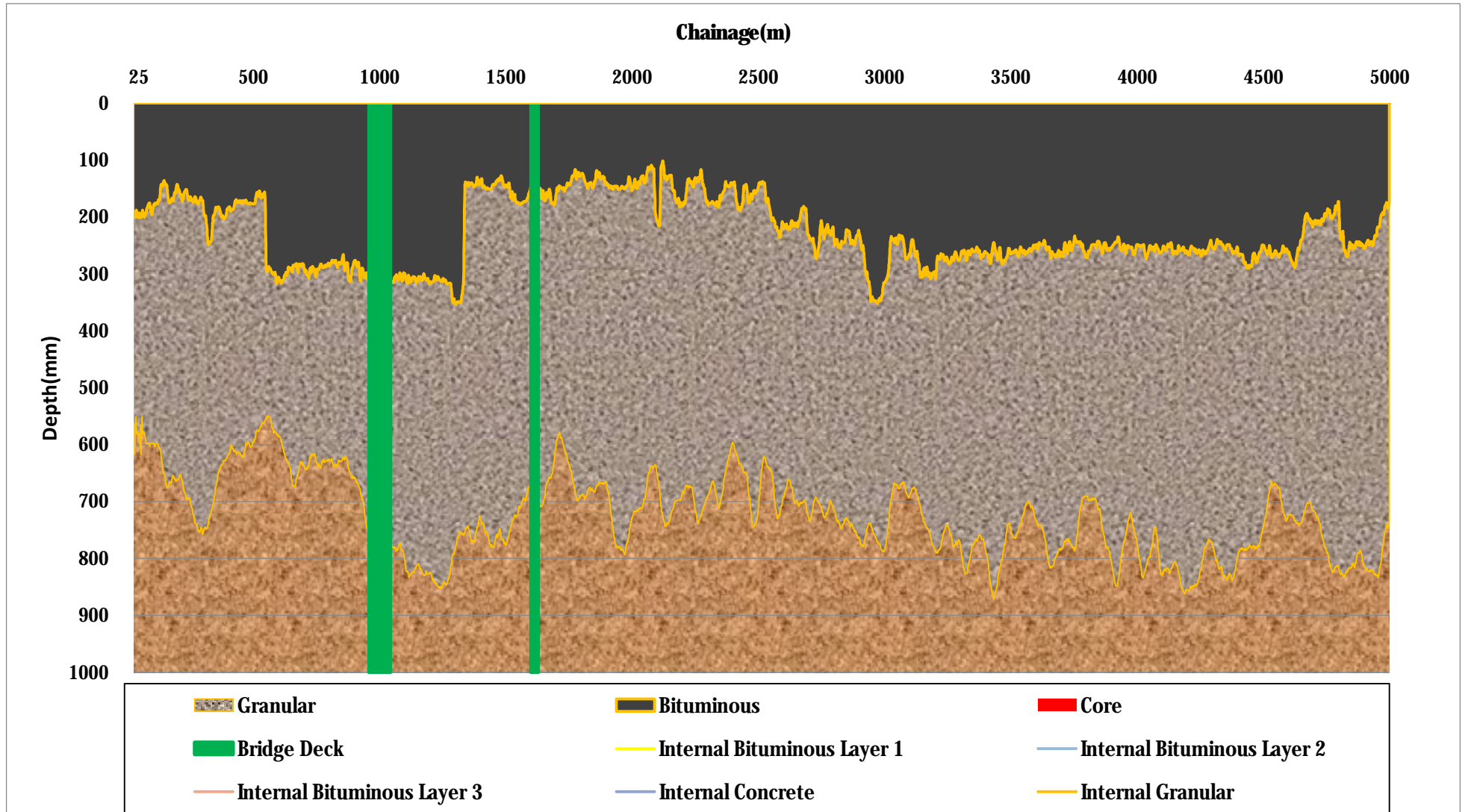




| | | | |
|------------------------|-------------------|---------------------------|--------------|
| Section: | Haul Route No. 3 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (10000-15000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 19100m |

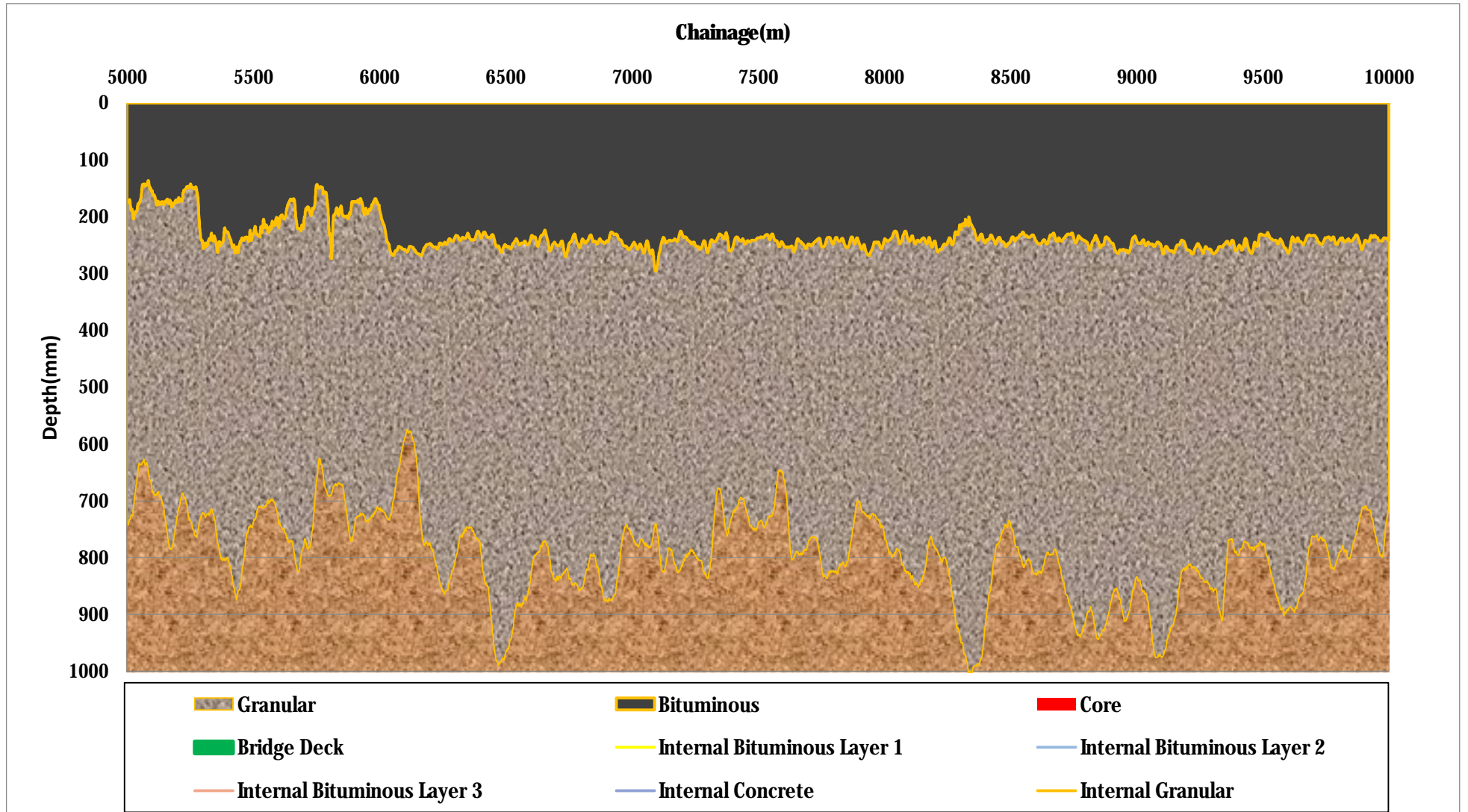






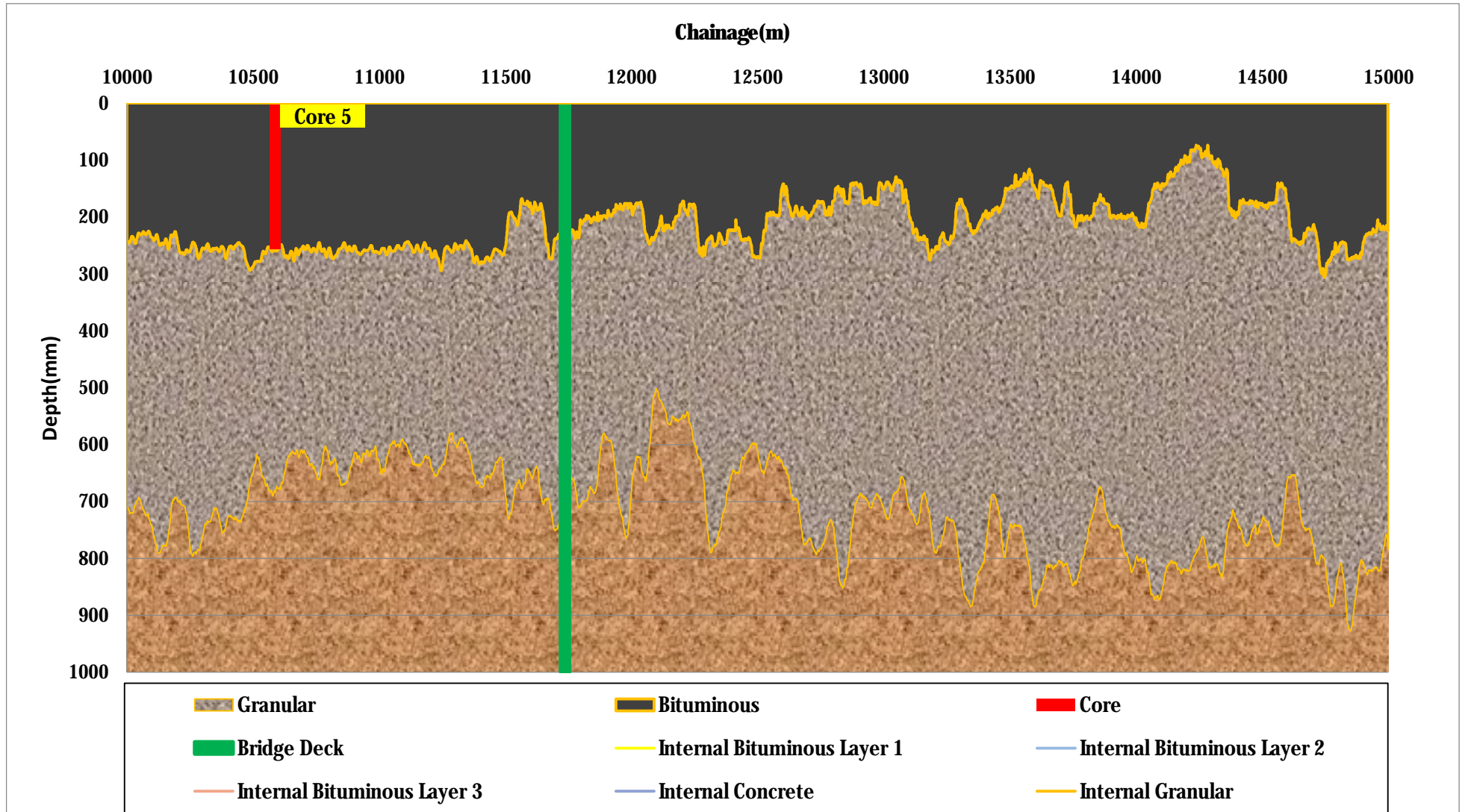
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|------------------------|------------------|---------------------------|--------------|
| Section: | Haul Route No. 3 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (25-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 19100m |





| | | | |
|------------------------|------------------|---------------------------|--------------|
| Section: | Haul Route No. 3 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 19100m |

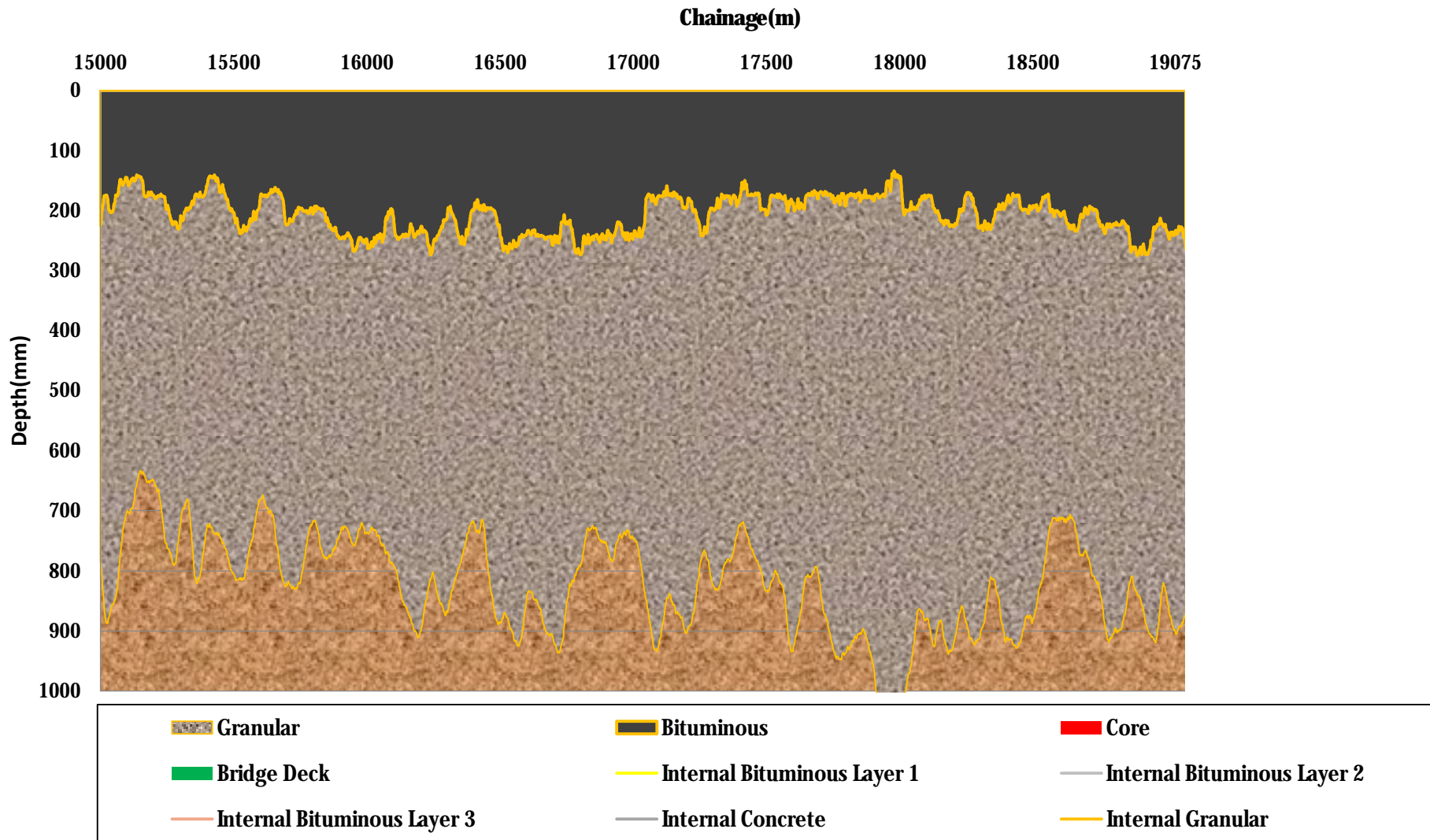





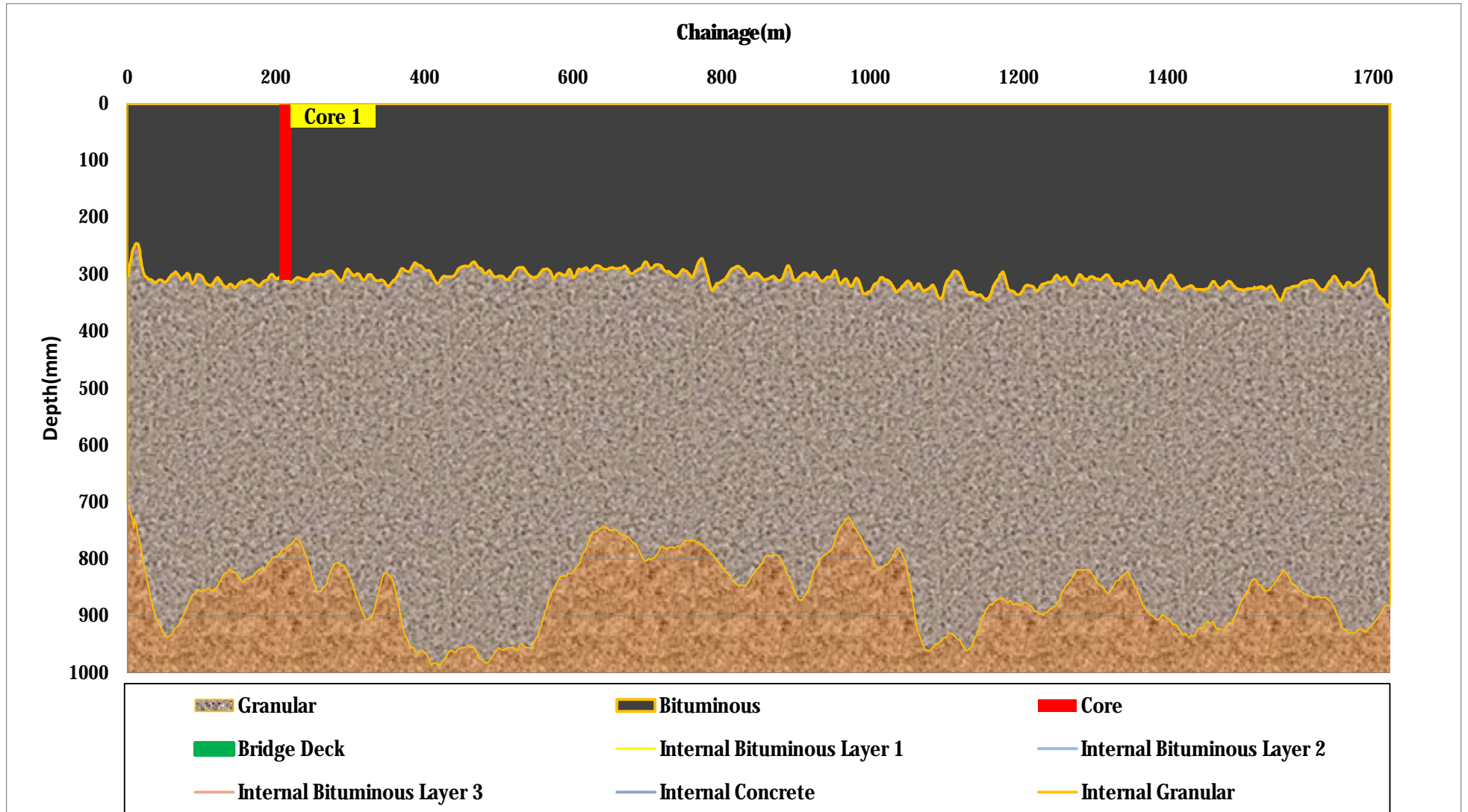
Section: Haul Route No. 3
Lane: NBCW
Chainage: SB (10000-15000m)
Date of Survey: 23/06/2022


Client: Bord Na Mona
Surface Condition: Dry
Wheelpath: LHWP
Survey Length: 19100m

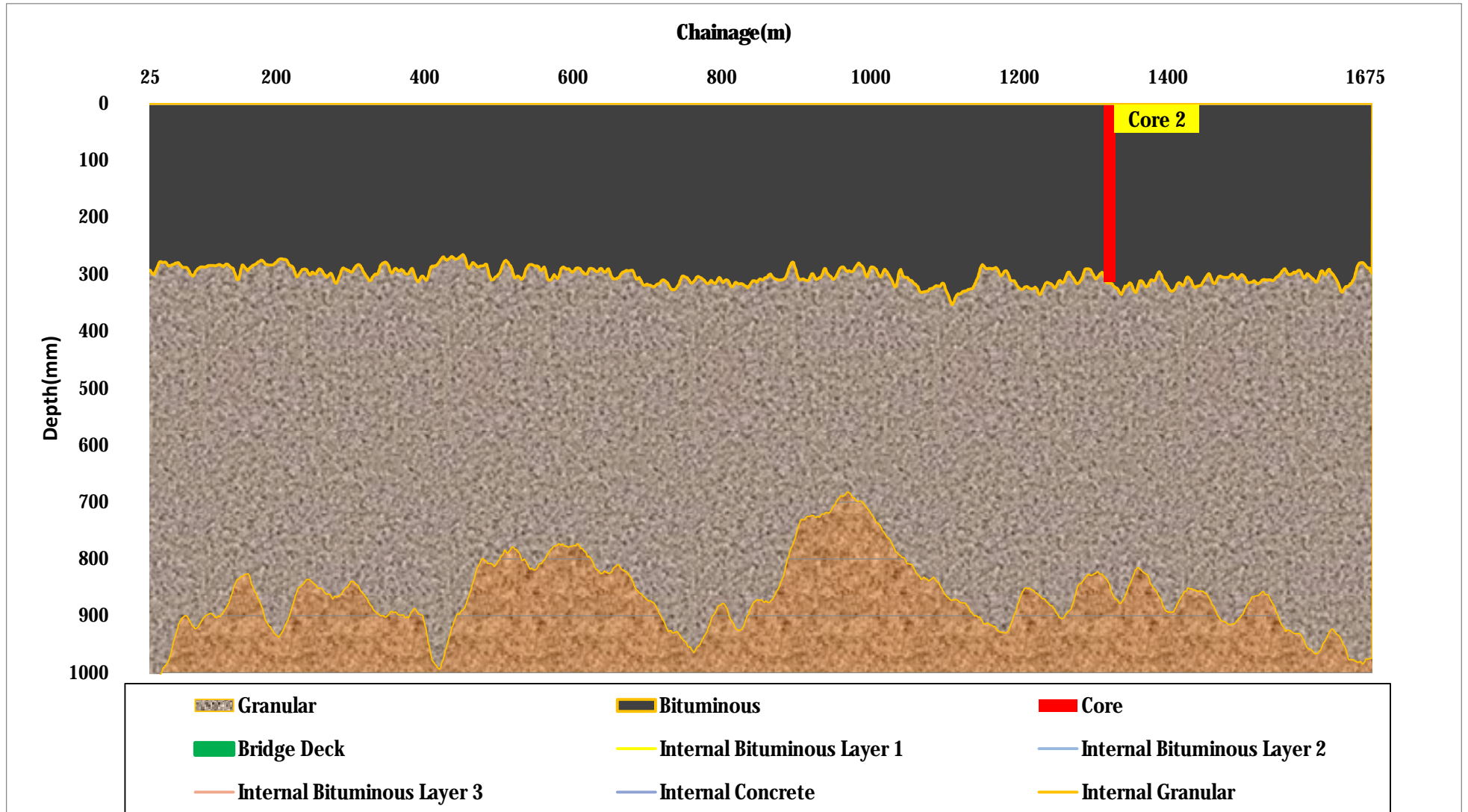




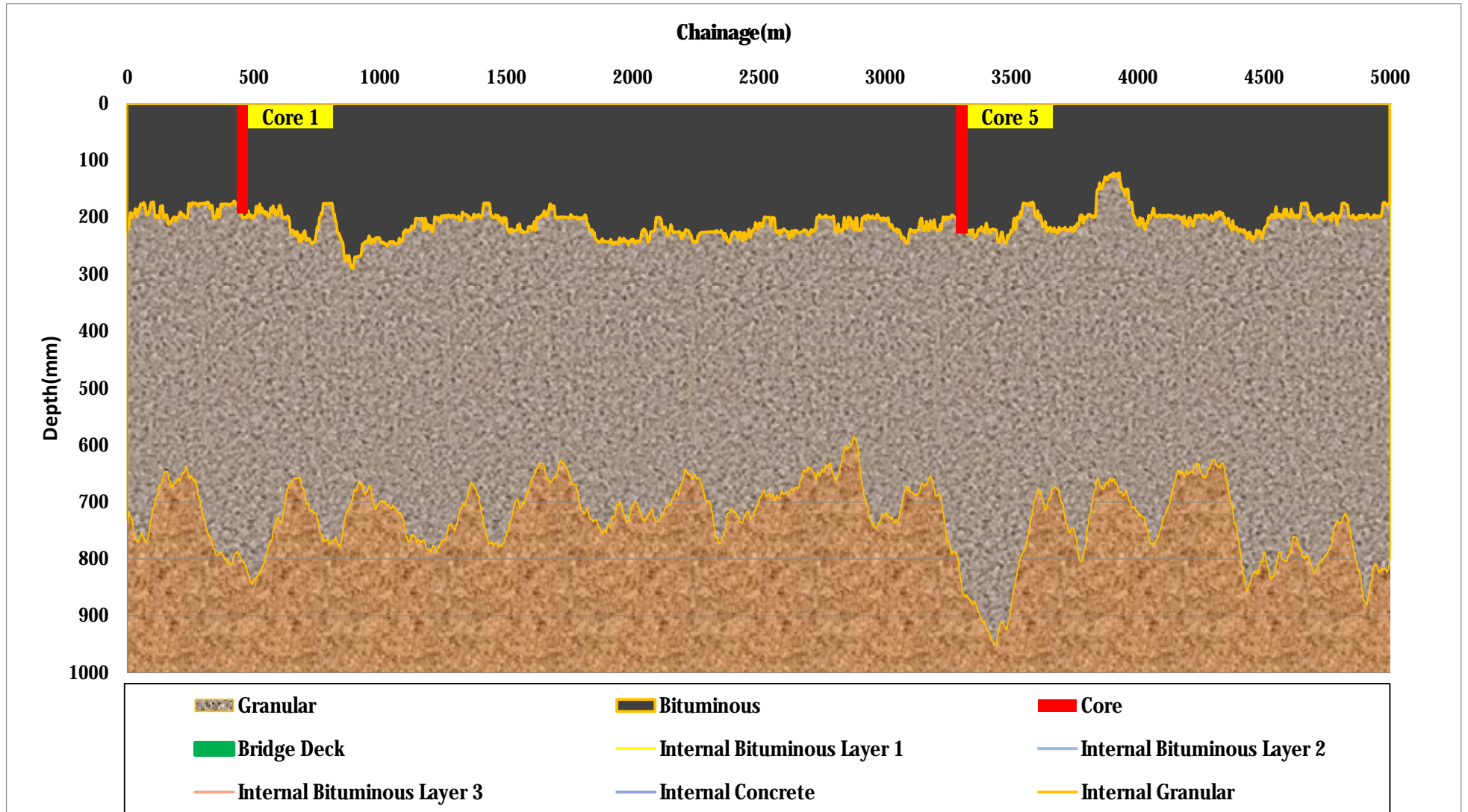
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|------------------------|-------------------|---------------------------|--------------|---|
| Section: | Haul Route No. 3 | Client: | Bord Na Mona |  |
| Lane: | NBCW | Surface Condition: | Dry | |
| Chainage: | SB (15000-19075m) | Wheelpath: | LHWP | |
| Date of Survey: | 23/06/2022 | Survey Length: | 19100m | |



| | | | | |
|------------------------|--------------------------------------|---------------------------|--------------|---|
| Section: | Proposed Haul Route Enfield Link Rd. | Client: | Bord Na Mona |  |
| Lane: | EBCW | Surface Condition: | Dry | |
| Chainage: | EB (0-1700m) | Wheelpath: | LHWP | |
| Date of Survey: | 02/06/2022 | Survey Length: | 1700m | |
| | | | | |

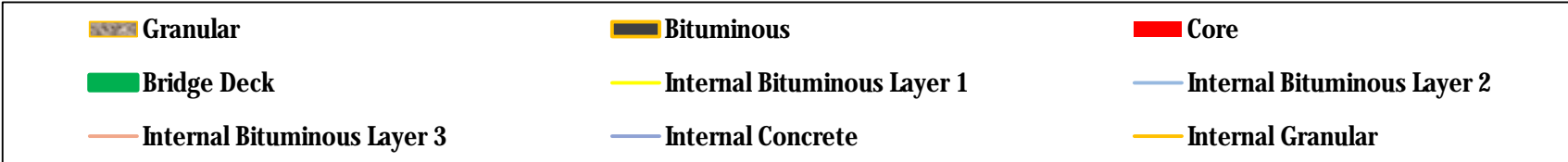
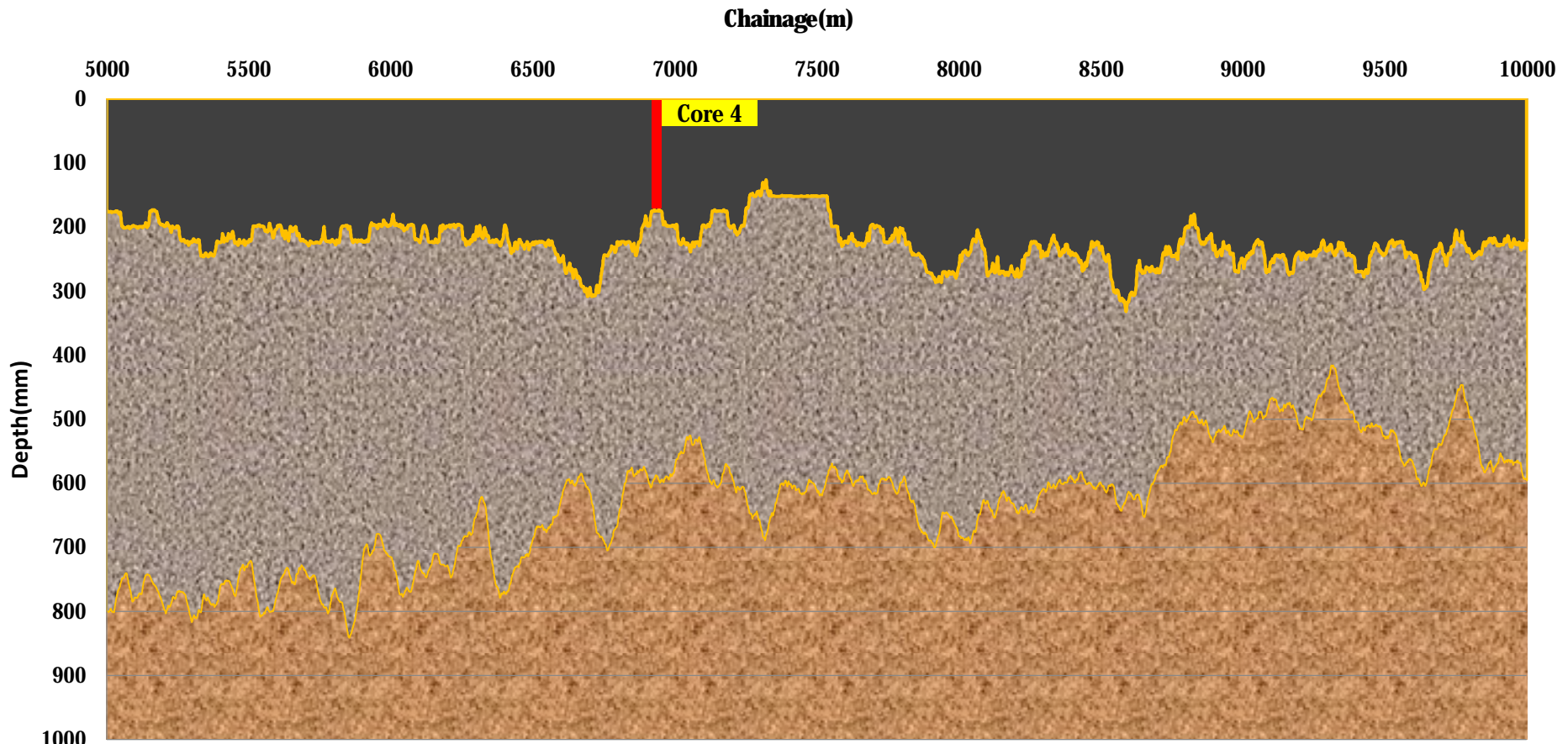


| | | | | |
|------------------------|--------------------------------------|---------------------------|--------------|--|
| Section: | Proposed Haul Route Enfield Link Rd. | Client: | Bord Na Mona | |
| Lane: | WBCW | Surface Condition: | Dry | |
| Chainage: | EB (25-1675m) | Wheelpath: | LHWP | |
| Date of Survey: | 02/06/2022 | Survey Length: | 1700m | |
| | | | | |



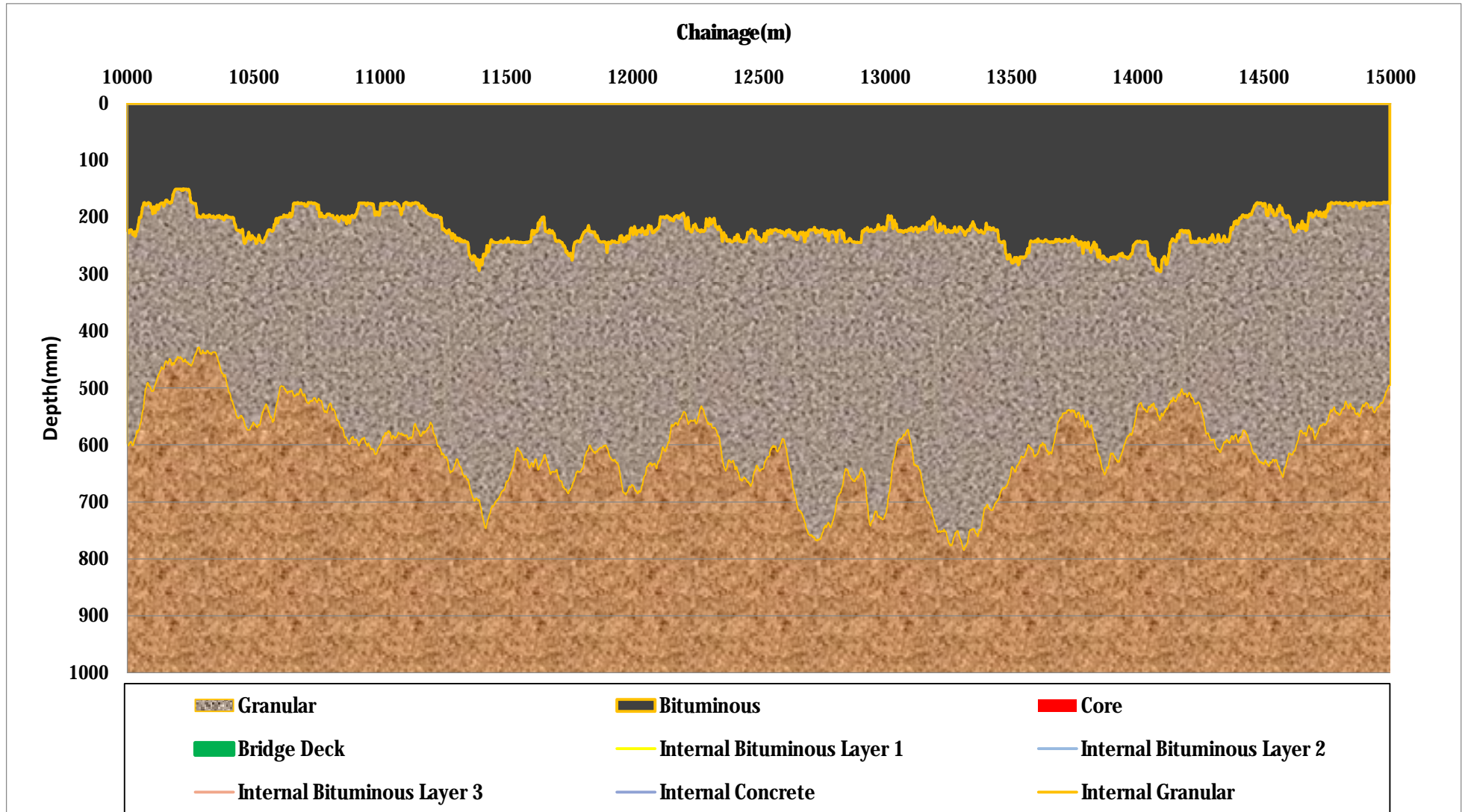
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|------------------------|------------------------------|---------------------------|--------------|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona |
| Lane: | EBCW | Surface Condition: | Dry |
| Chainage: | EB (0-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 15850m |





| | | | |
|------------------------|------------------------------|---------------------------|--------------|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona |
| Lane: | EBCW | Surface Condition: | Dry |
| Chainage: | EB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 15850m |

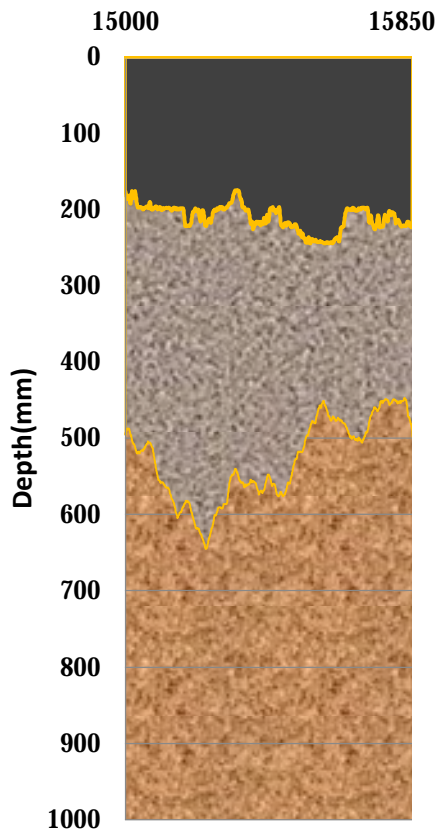




| | | | |
|------------------------|------------------------------|---------------------------|--------------|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona |
| Lane: | EBCW | Surface Condition: | Dry |
| Chainage: | EB (10000-15000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 15850m |



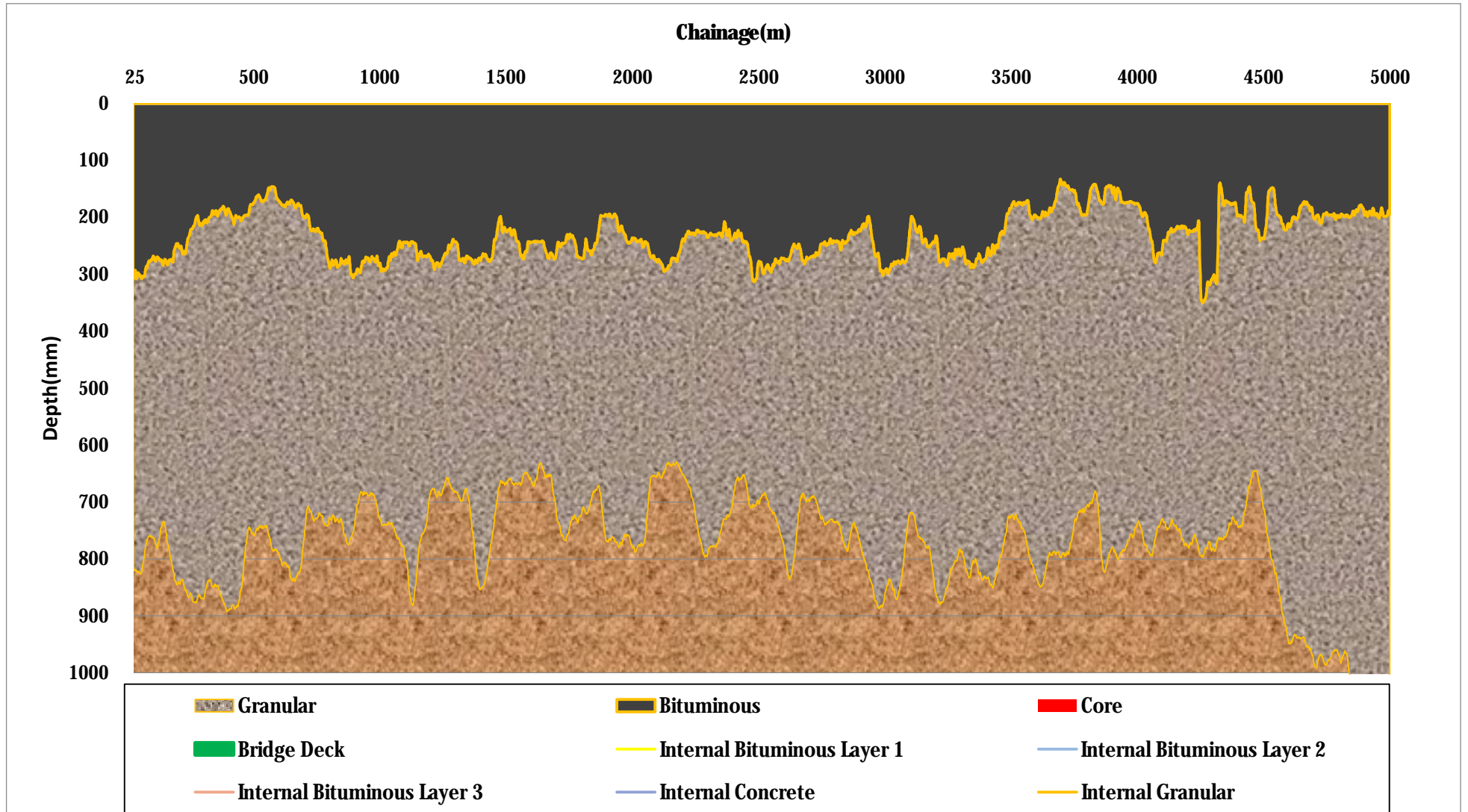
Chainage(m)



| | | |
|-----------------------------|-----------------------------|-----------------------------|
| Granular | Bituminous | Core |
| Bridge Deck | Internal Bituminous Layer 1 | Internal Bituminous Layer 2 |
| Internal Bituminous Layer 3 | Internal Concrete | Internal Granular |

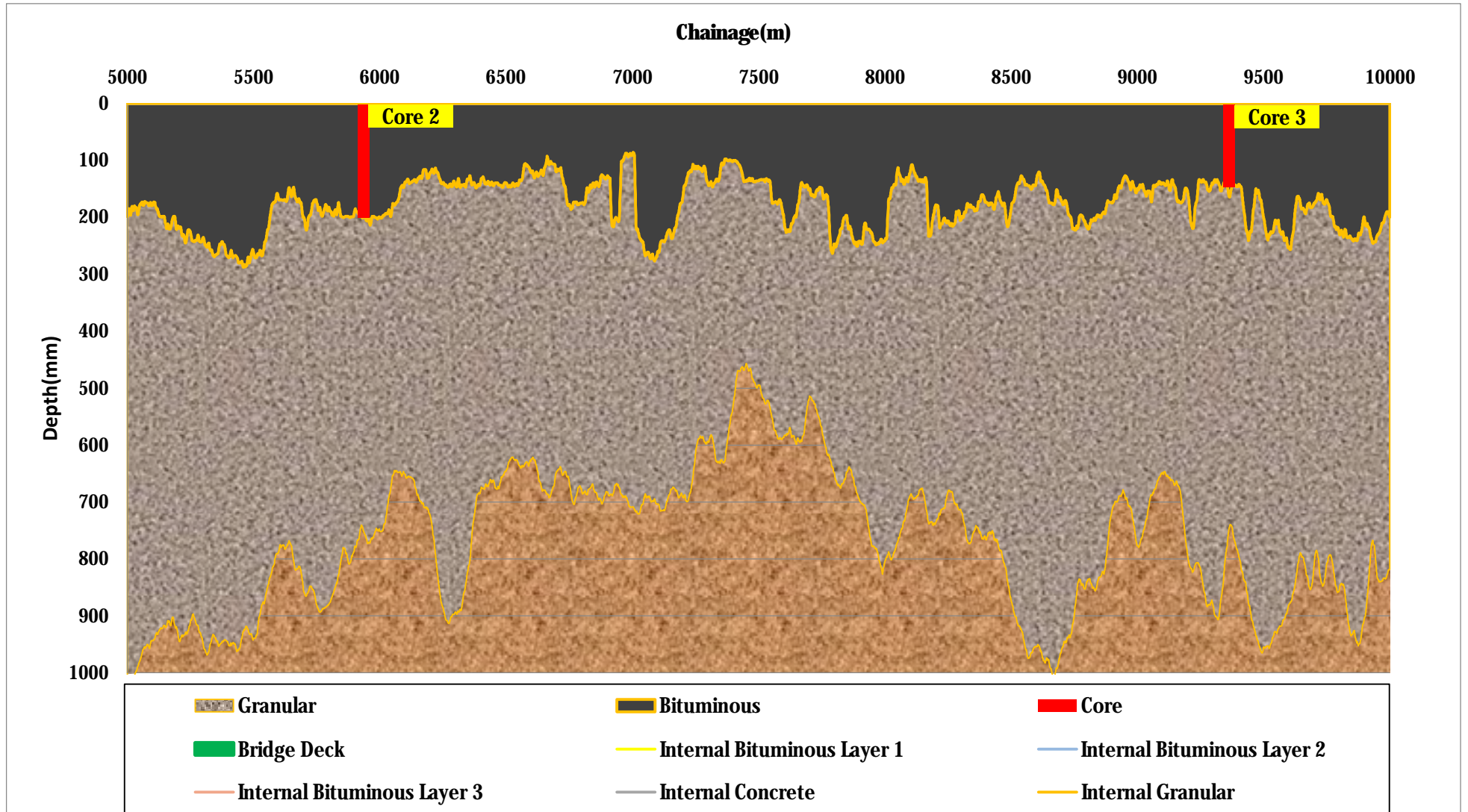
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|------------------------|------------------------------|---------------------------|--------------|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona |
| Lane: | EBCW | Surface Condition: | Dry |
| Chainage: | EB (15000-15850m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 15850m |





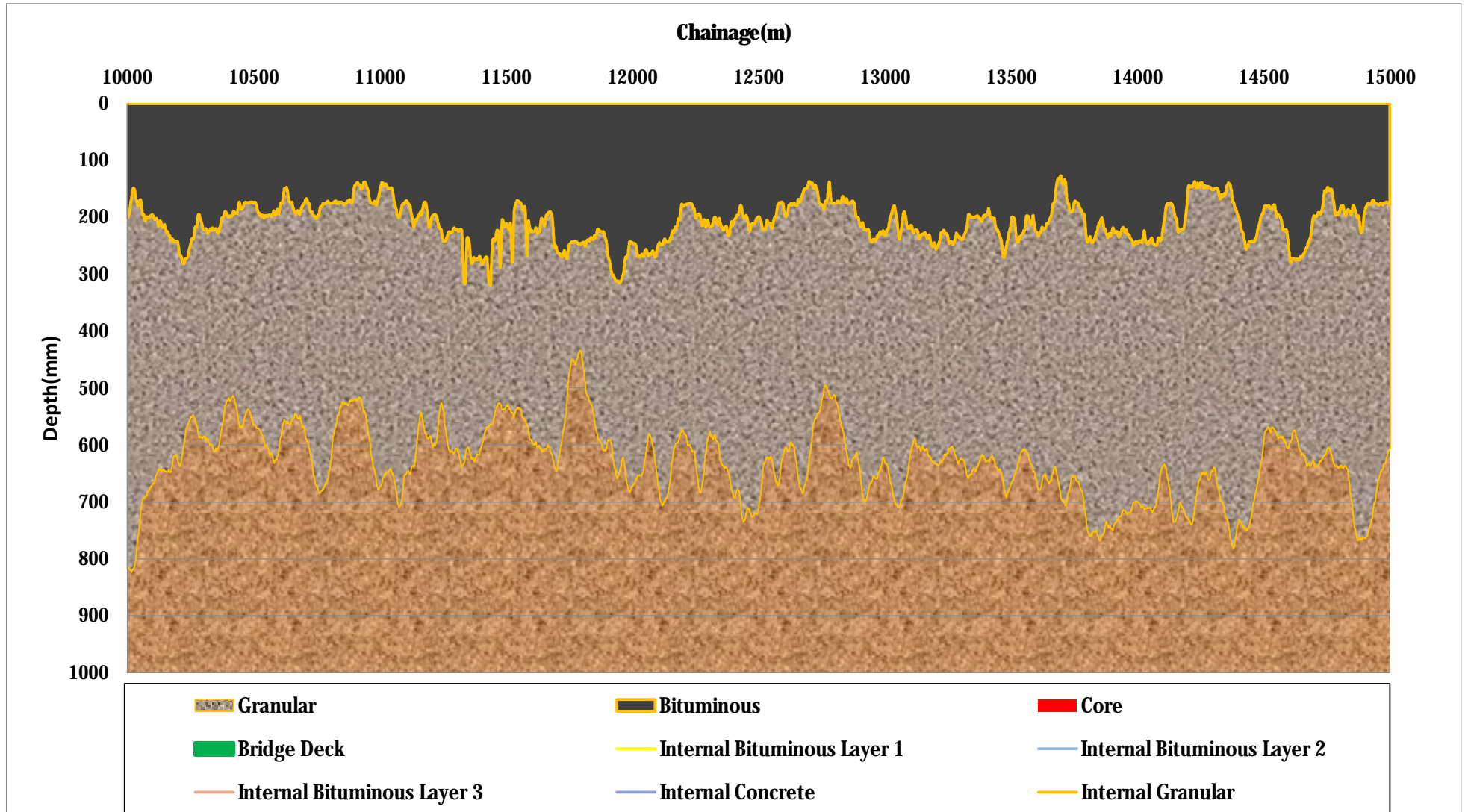
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|------------------------|------------------------------|---------------------------|--------------|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona |
| Lane: | WBCW | Surface Condition: | Dry |
| Chainage: | EB (0-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 15850m |






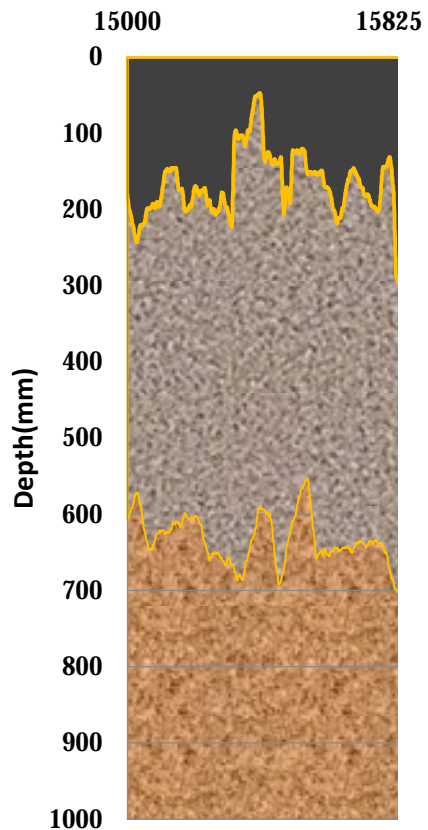
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|------------------------|------------------------------|---------------------------|--------------|
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| Lane: | WBCW | Surface Condition: | Dry |
| Chainage: | EB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 15850m |





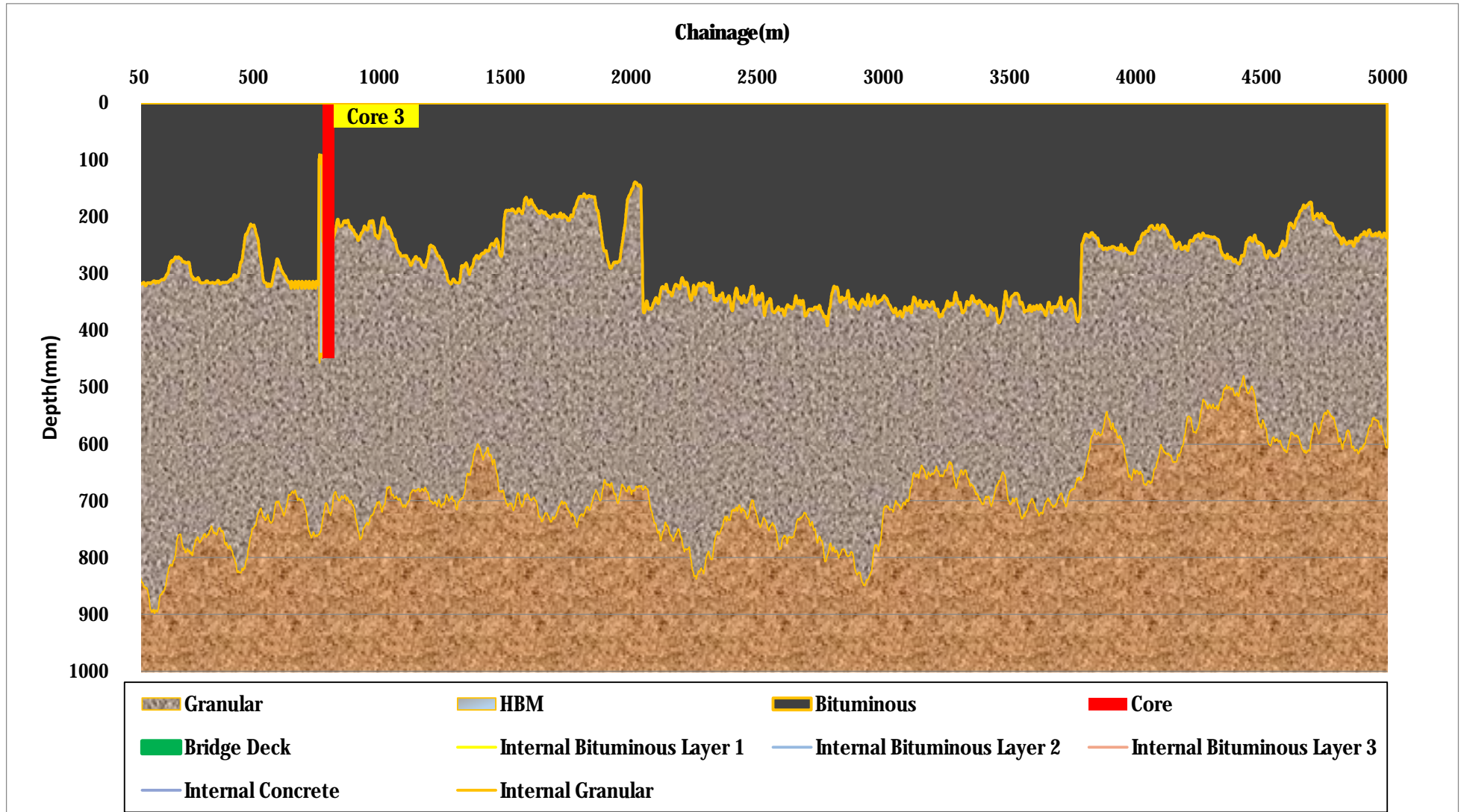
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|------------------------|------------------------------|---------------------------|--------------|---|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona |  |
| Lane: | WBCW | Surface Condition: | Dry | |
| Chainage: | EB (10000-15000m) | Wheelpath: | LHWP | |
| Date of Survey: | 23/06/2022 | Survey Length: | 15850m | |

Chainage(m)



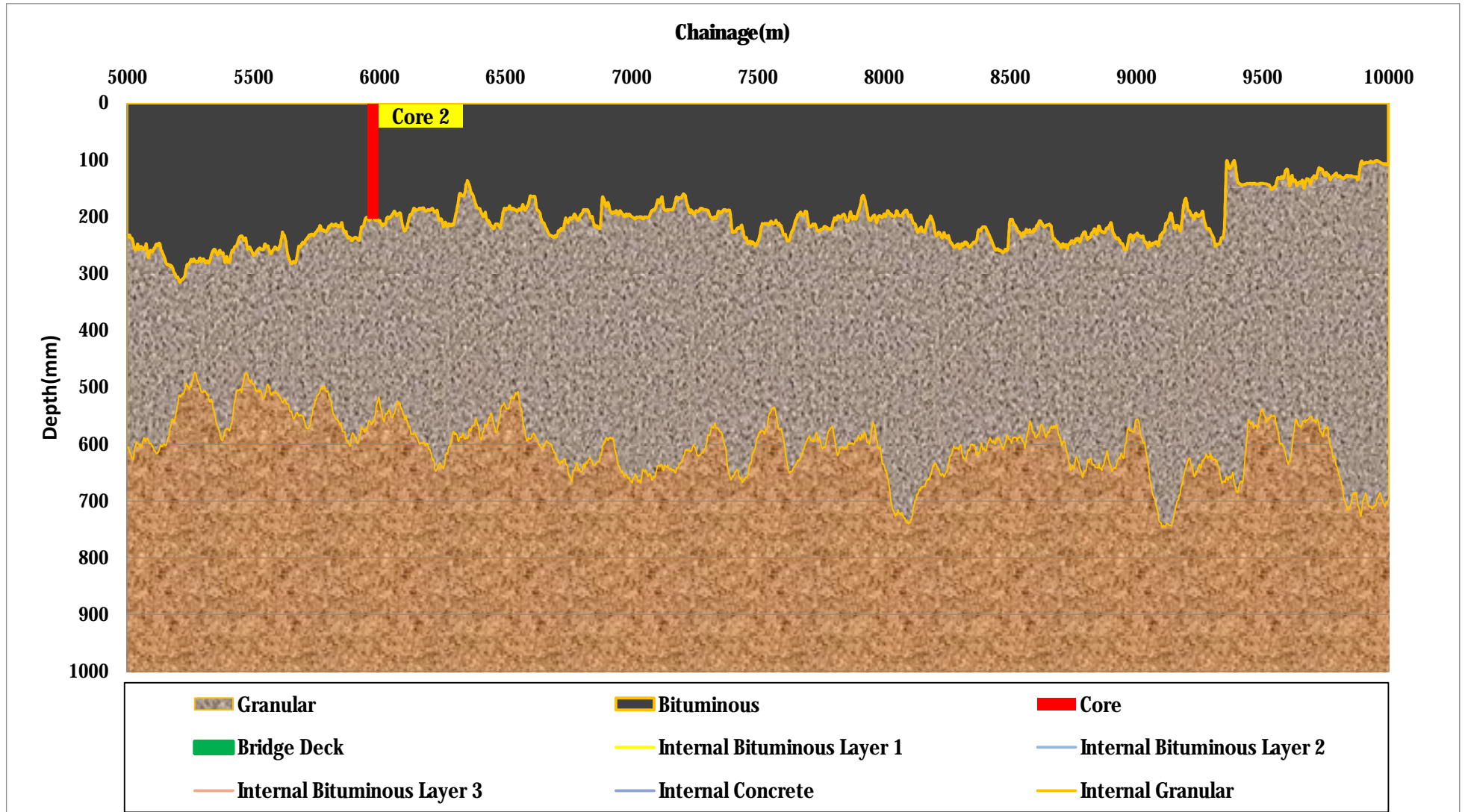
| | | |
|-----------------------------|-----------------------------|-----------------------------|
| Granular | Bituminous | Core |
| Bridge Deck | Internal Bituminous Layer 1 | Internal Bituminous Layer 2 |
| Internal Bituminous Layer 3 | Internal Concrete | Internal Granular |

| | | | | |
|------------------------|------------------------------|---------------------------|--------------|--|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona | |
| Lane: | WBCW | Surface Condition: | Dry | |
| Chainage: | EB (15000-15825m) | Wheelpath: | LHWP | |
| Date of Survey: | 23/06/2022 | Survey Length: | 15850m | |
| | | | | |



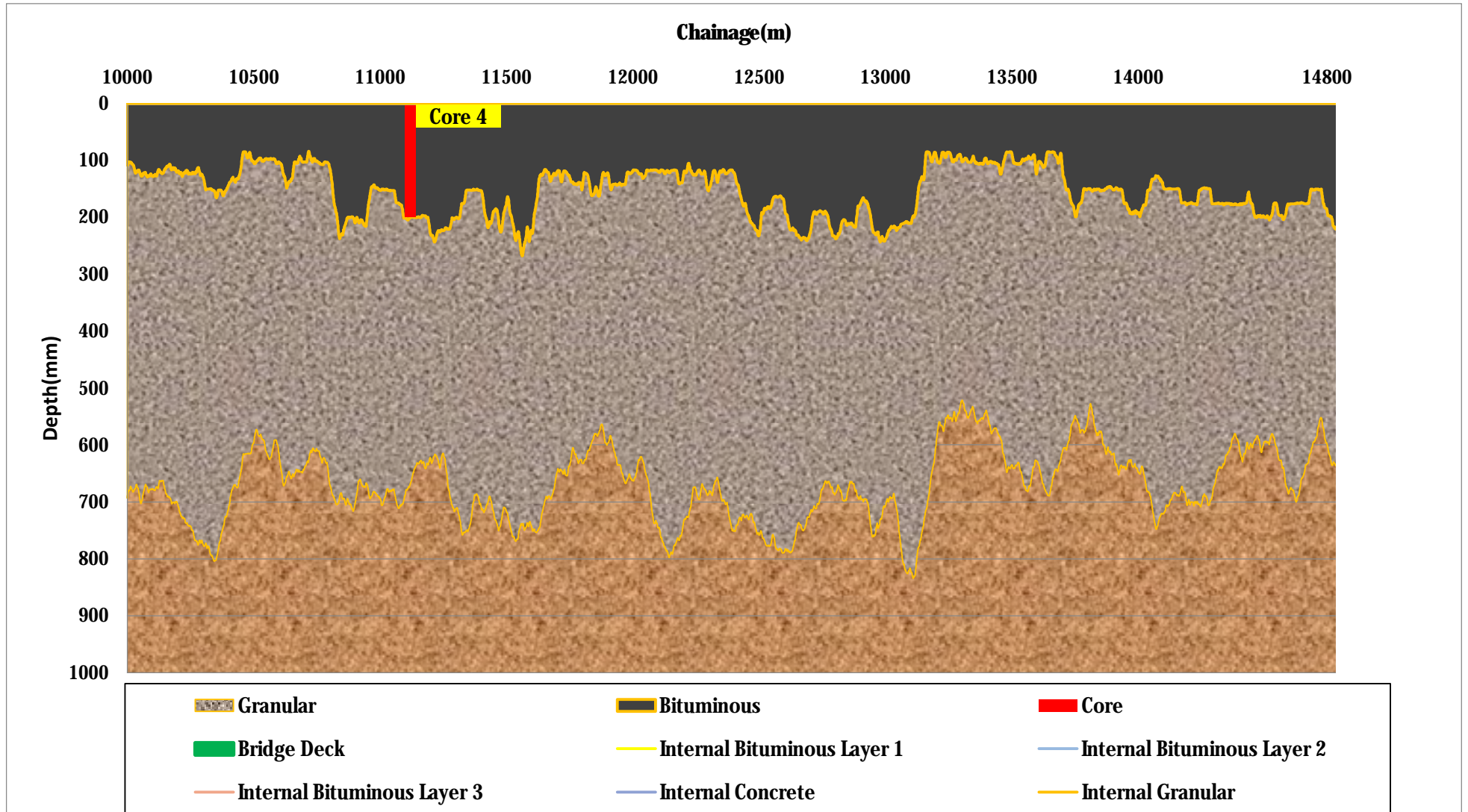
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|------------------------|--|---------------------------|--------------|
| Section: | Proposed Haul Route Kilcock - Prosperous | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (50-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 14800m |





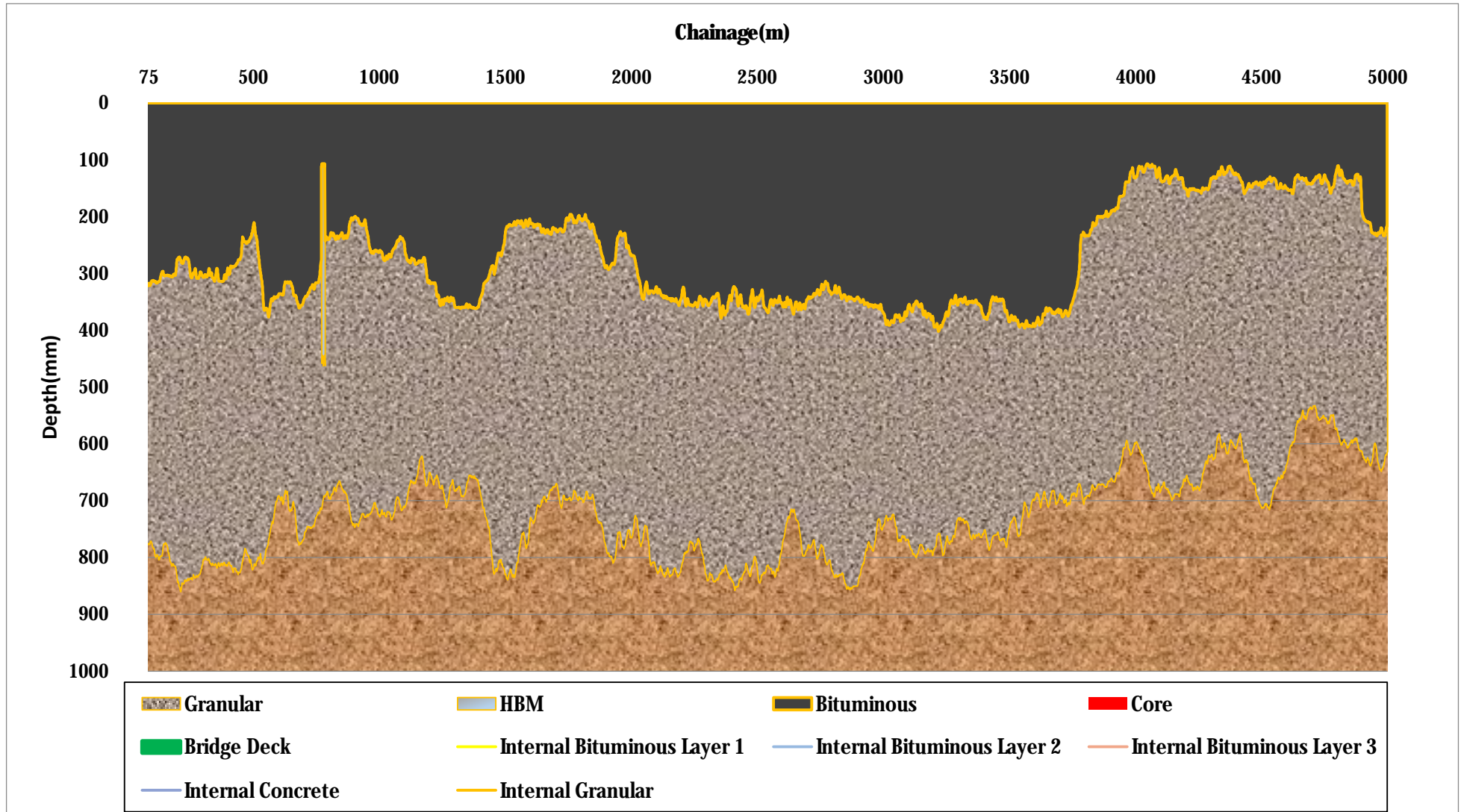
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|------------------------|--|---------------------------|--------------|
| Section: | Proposed Haul Route Kilcock - Prosperous | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 14800m |





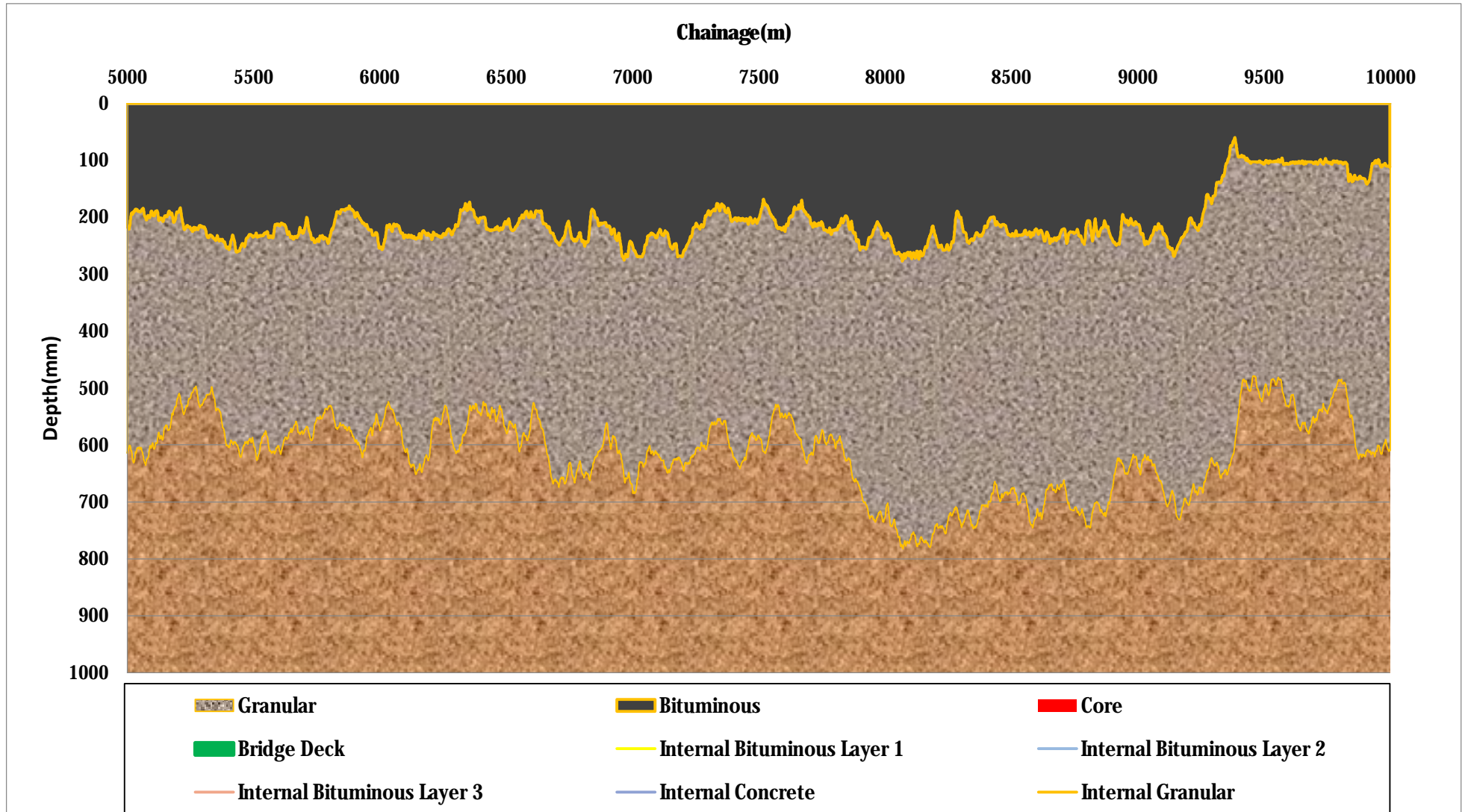
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|------------------------|--|---------------------------|--------------|
| Section: | Proposed Haul Route Kilcock - Prosperous | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (10000-14800m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 14800m |





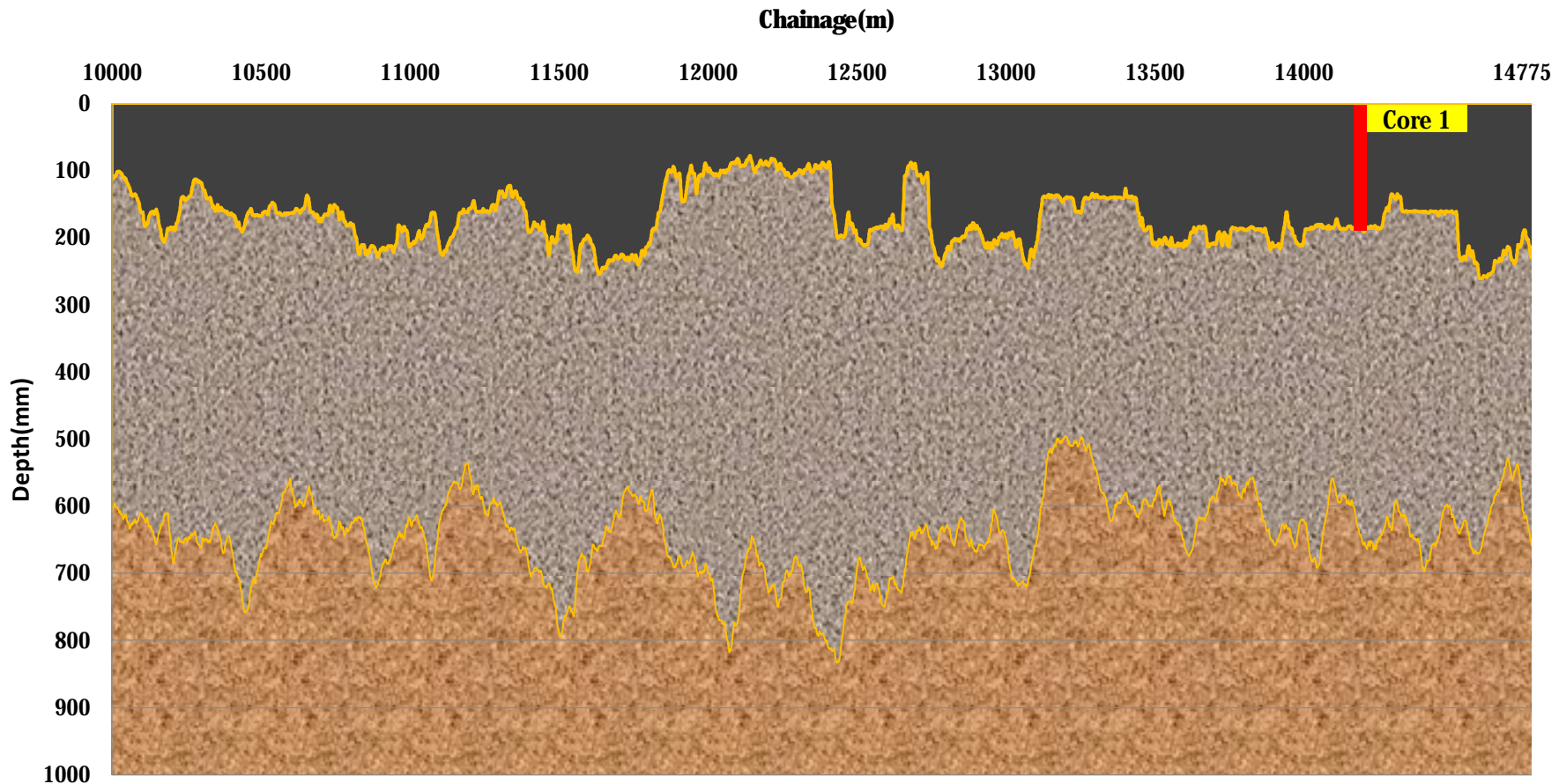
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|------------------------|--|---------------------------|--------------|
| Section: | Proposed Haul Route Kilcock - Prosperous | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (75-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 14800m |





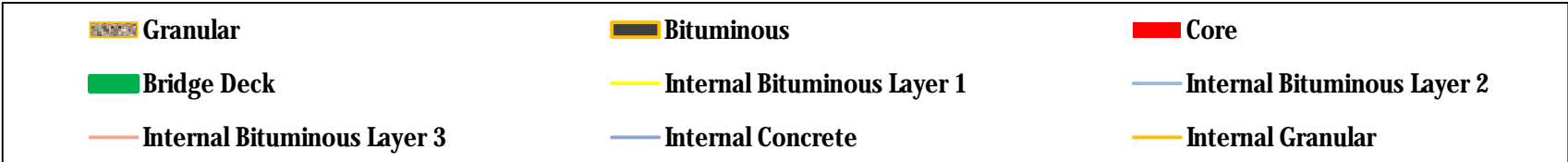
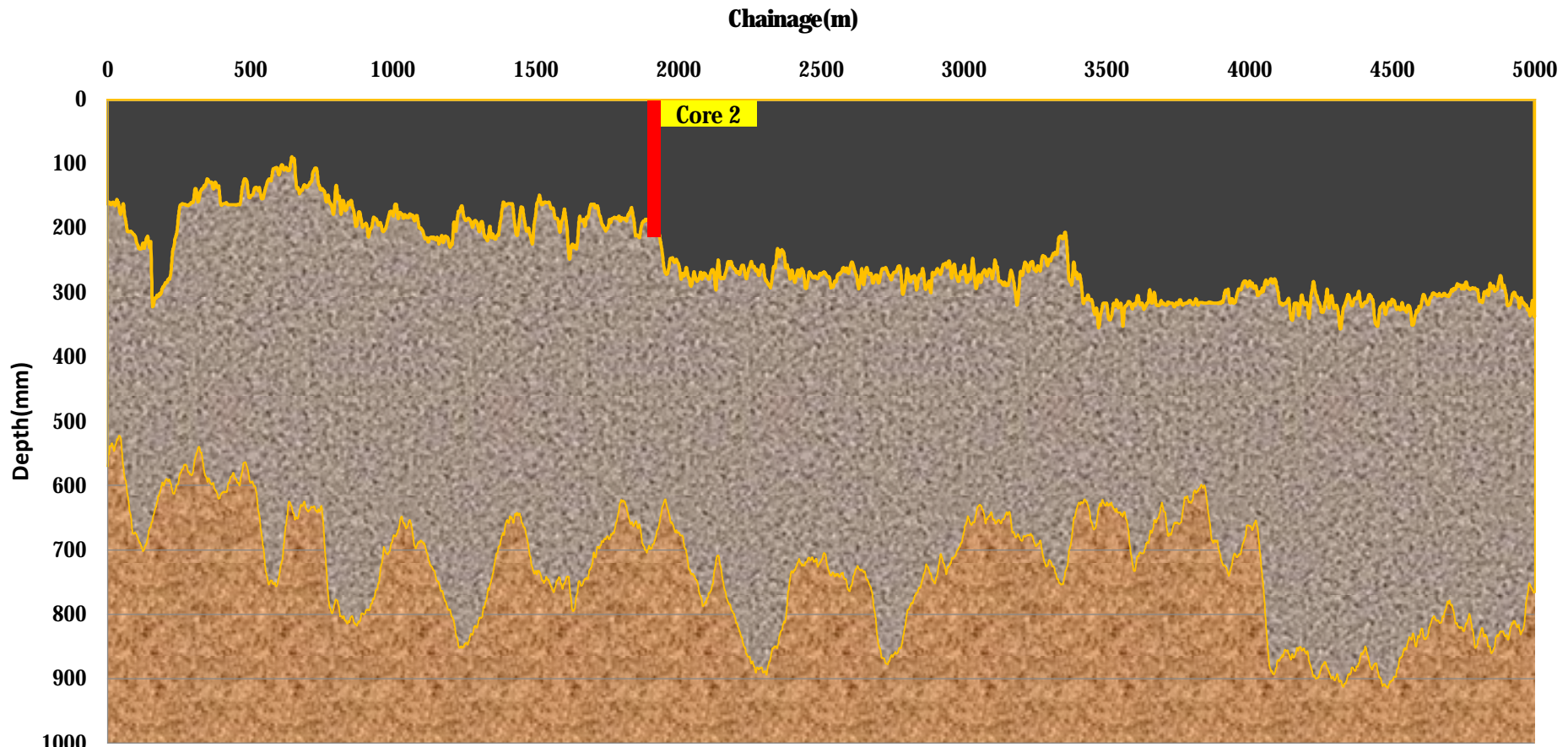
| | | | |
|------------------------|--|---------------------------|--------------|
| Section: | Proposed Haul Route Kilcock - Prosperous | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 14800m |



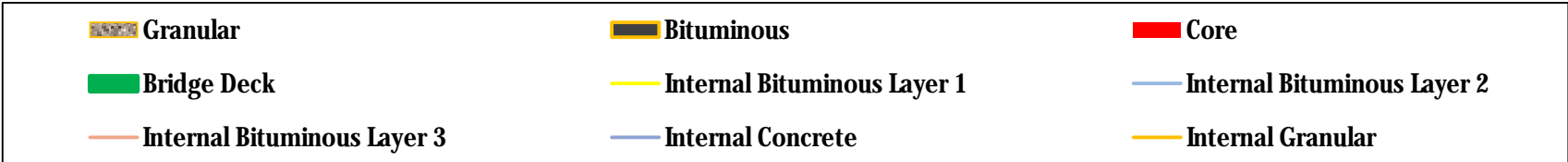
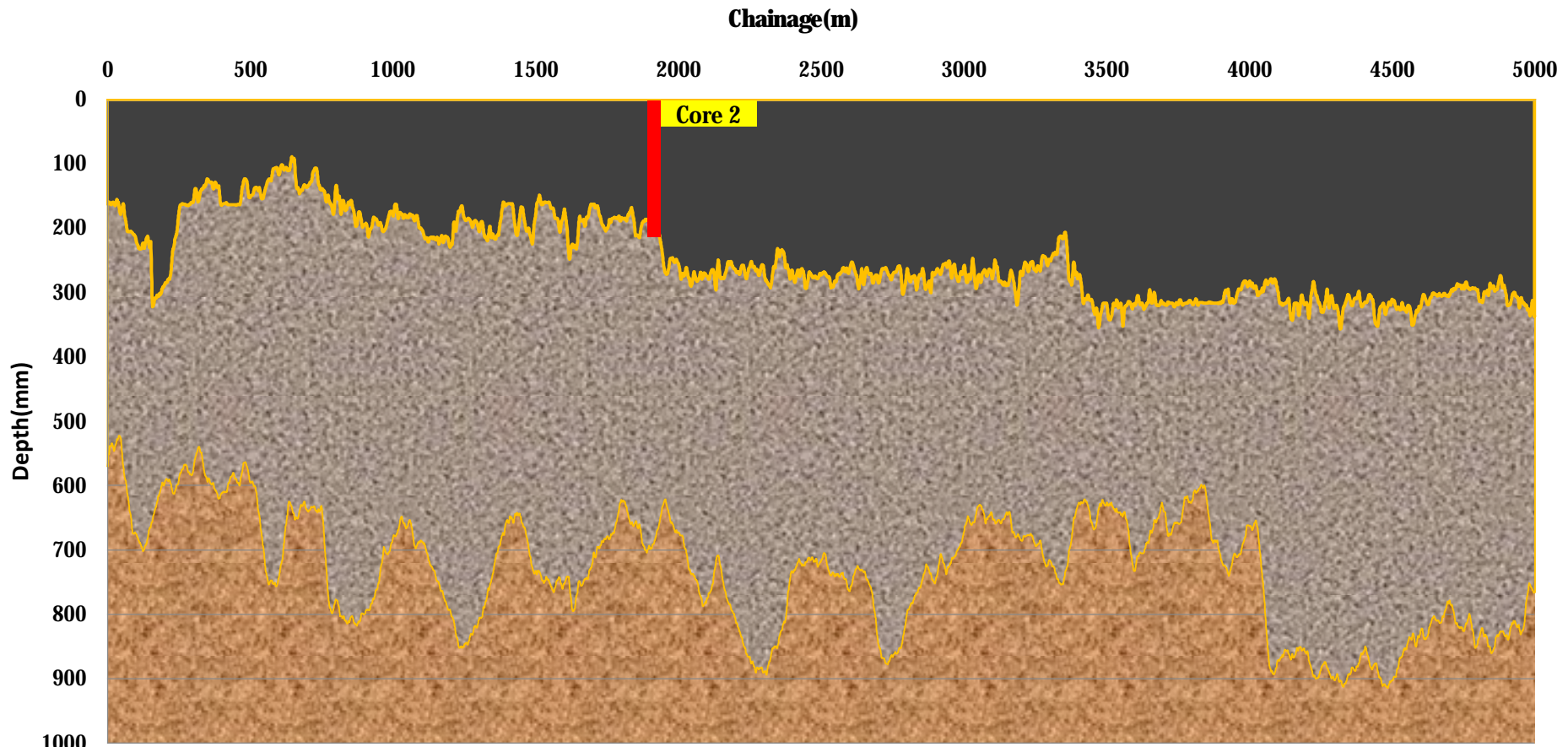


| | | |
|-----------------------------|-----------------------------|-----------------------------|
| Granular | Bituminous | Core |
| Bridge Deck | Internal Bituminous Layer 1 | Internal Bituminous Layer 2 |
| Internal Bituminous Layer 3 | Internal Concrete | Internal Granular |

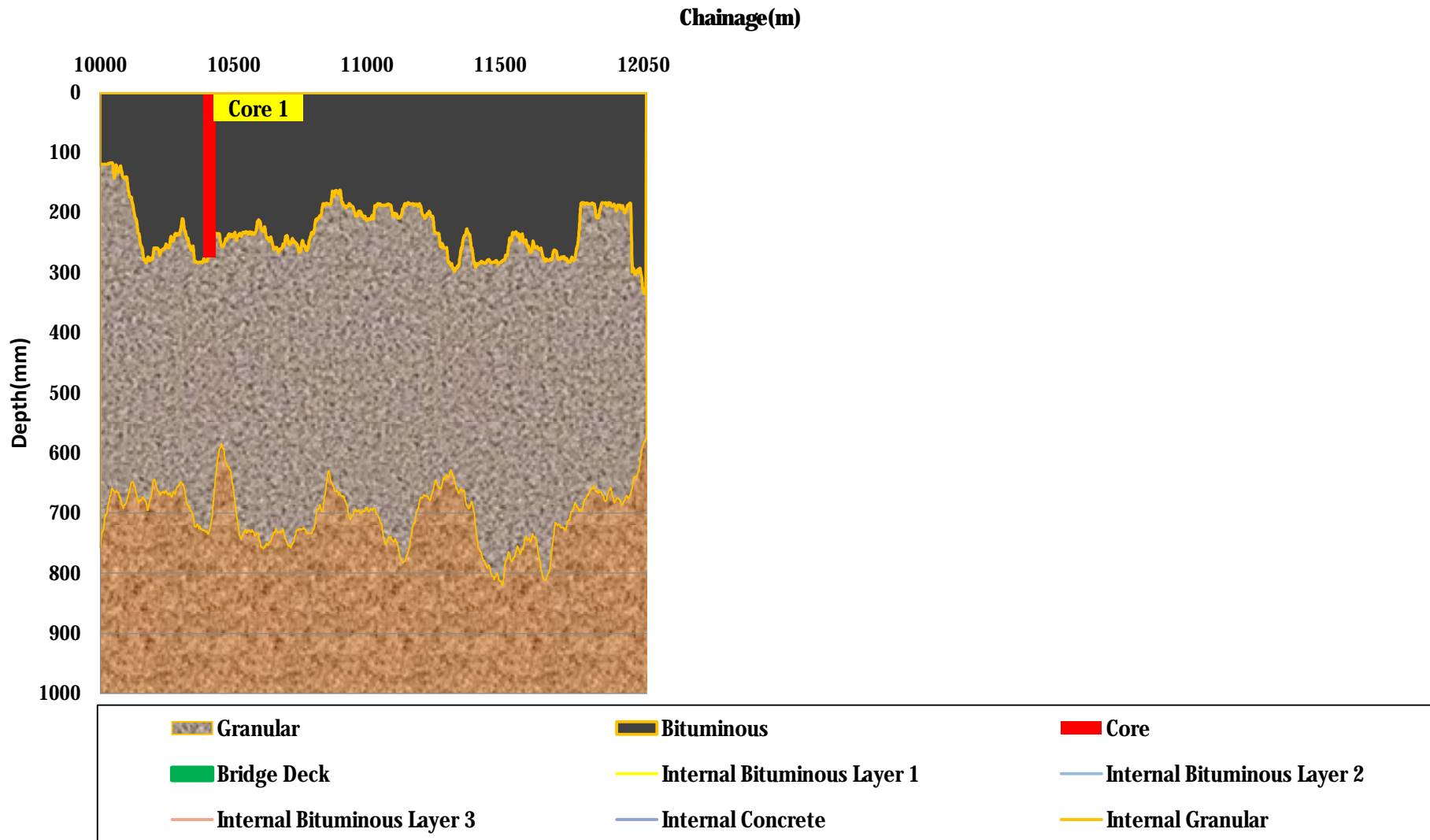
| | | | | |
|------------------------|--|---------------------------|--------------|--|
| Section: | Proposed Haul Route Kilcock - Prosperous | Client: | Bord Na Mona | |
| Lane: | NBCW | Surface Condition: | Dry | |
| Chainage: | SB (10000-14775m) | Wheelpath: | LHWP | |
| Date of Survey: | 23/06/2022 | Survey Length: | 14800m | |



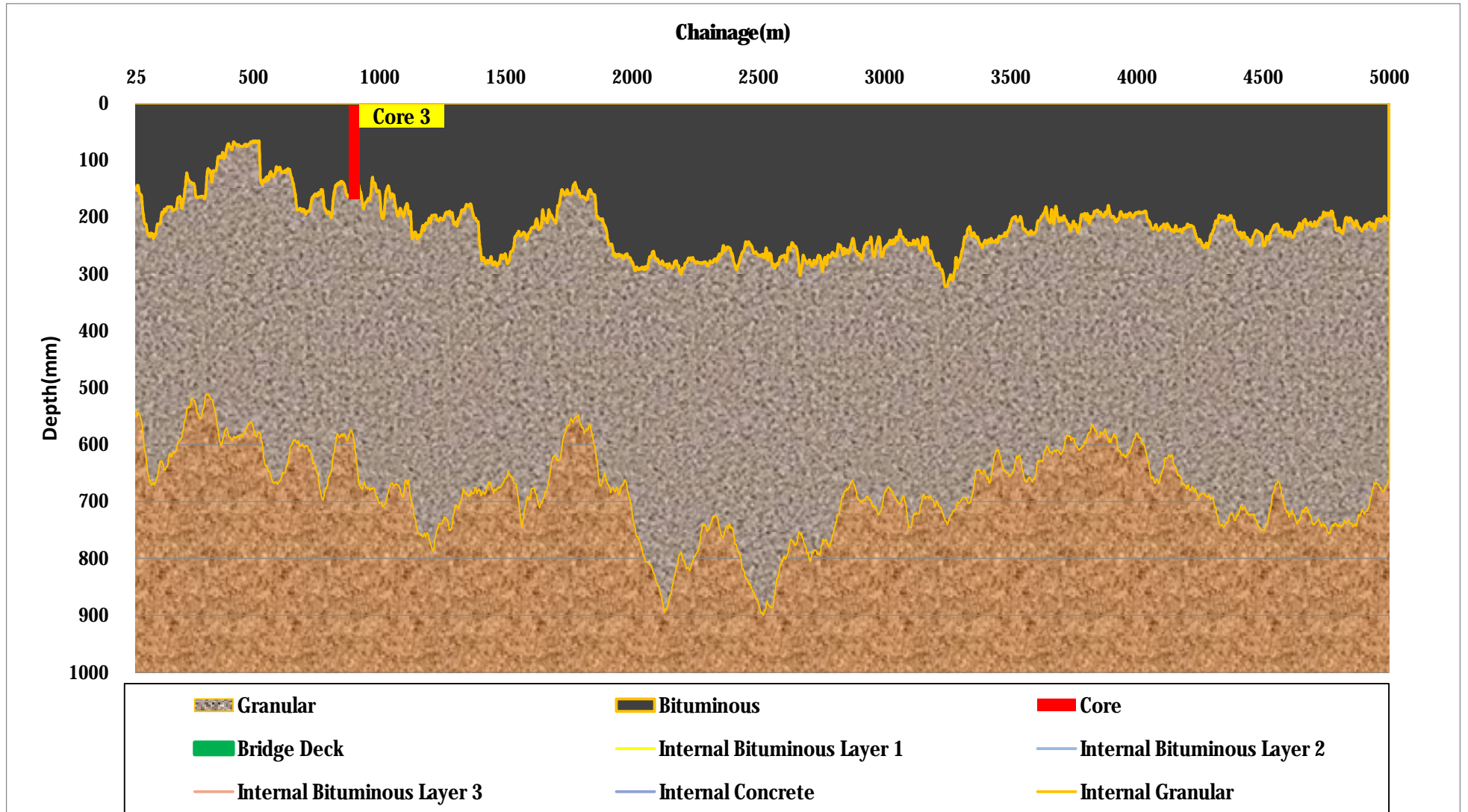
| | | | | |
|------------------------|--------------------------------------|---------------------------|--------------|--|
| Section: | Proposed Haul Route Maynooth - Clane | Client: | Bord Na Mona | |
| Lane: | SBCW | Surface Condition: | Dry | |
| Chainage: | SB (0-5000m) | Wheelpath: | LHWP | |
| Date of Survey: | 23/06/2022 | Survey Length: | 12050m | |
| | | | | |



| | | | | |
|------------------------|--------------------------------------|---------------------------|--------------|--|
| Section: | Proposed Haul Route Maynooth - Clane | Client: | Bord Na Mona | |
| Lane: | SBCW | Surface Condition: | Dry | |
| Chainage: | SB (0-5000m) | Wheelpath: | LHWP | |
| Date of Survey: | 23/06/2022 | Survey Length: | 12050m | |
| | | | | |

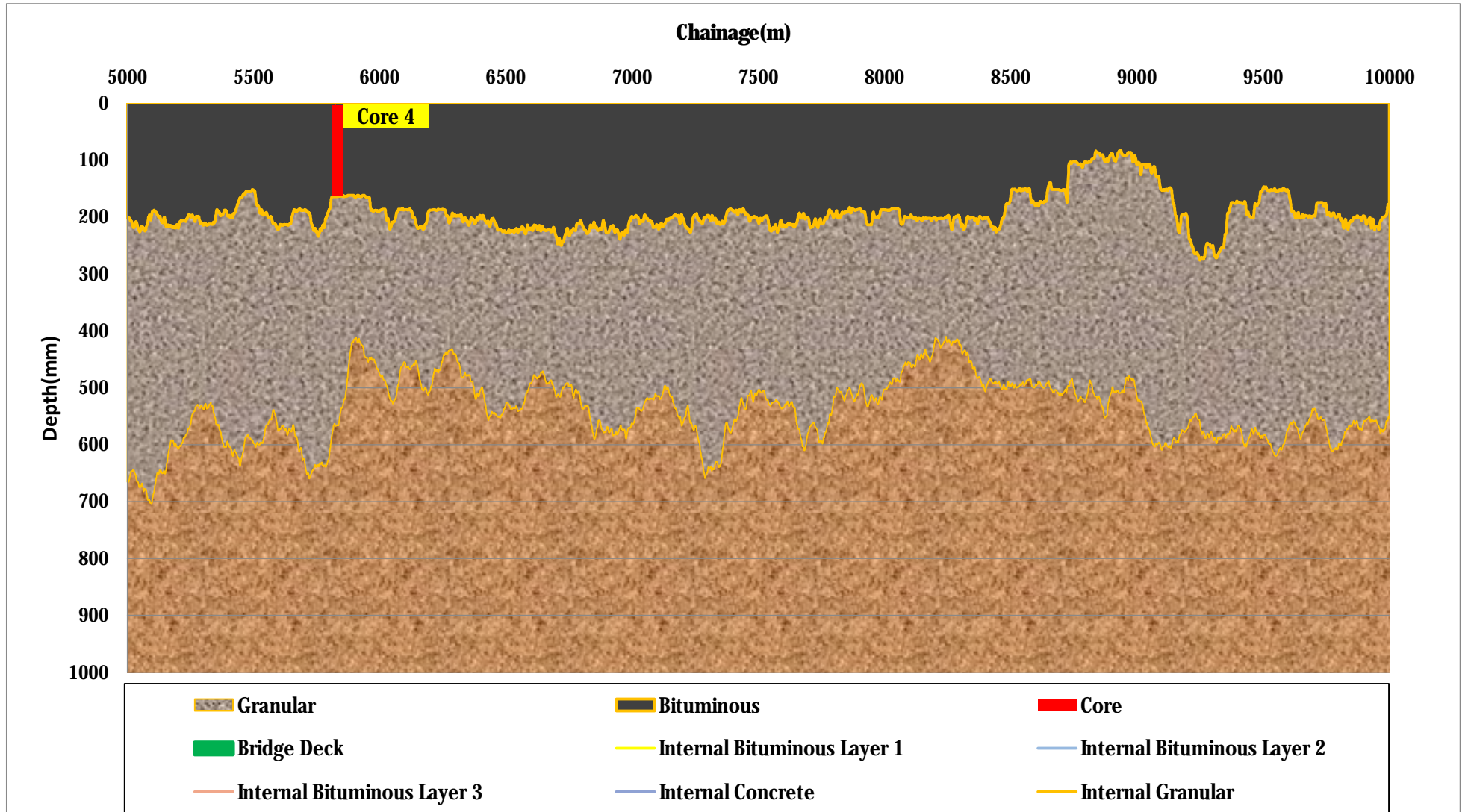


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|------------------------|--------------------------------------|---------------------------|--------------|--|
| Section: | Proposed Haul Route Maynooth - Clane | Client: | Bord Na Mona | |
| Lane: | SBCW | Surface Condition: | Dry | |
| Chainage: | SB (10000-12050m) | Wheelpath: | LHWP | |
| Date of Survey: | 23/06/2022 | Survey Length: | 12050m | |
| | | | | |



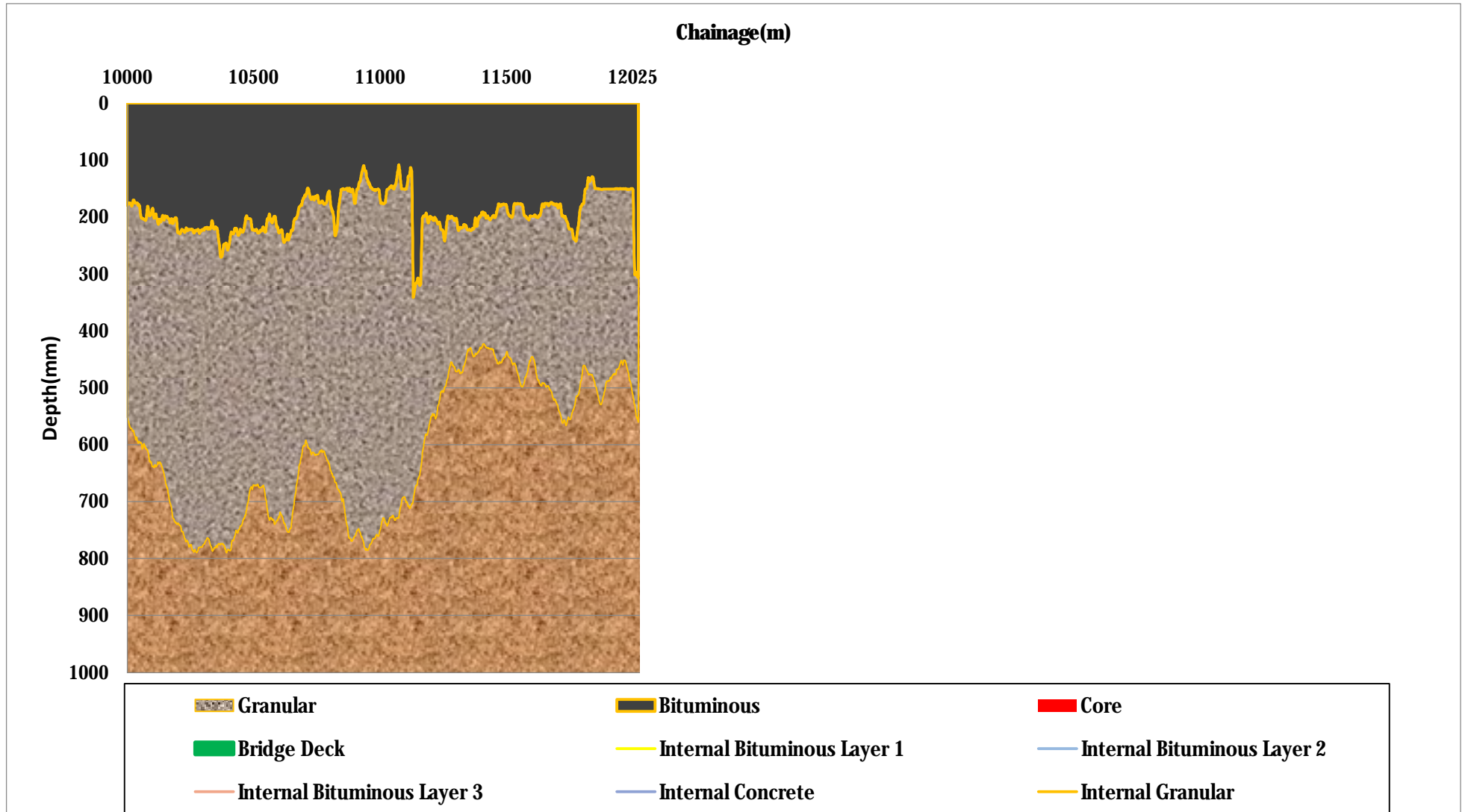
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|------------------------|--------------------------------------|---------------------------|--------------|
| Section: | Proposed Haul Route Maynooth - Clane | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (25-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 12050m |





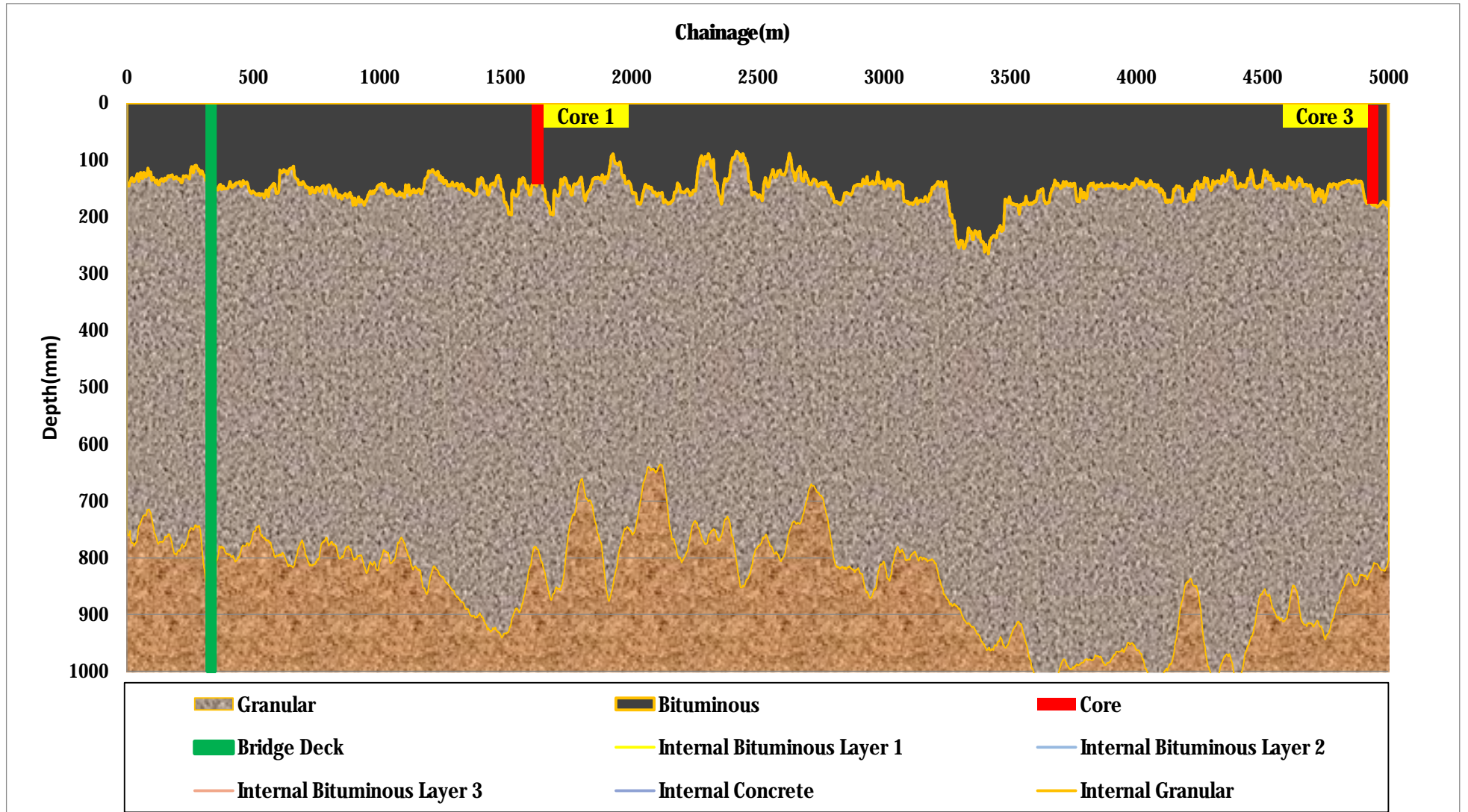
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|------------------------|--------------------------------------|---------------------------|--------------|
| Section: | Proposed Haul Route Maynooth - Clane | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-10000m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 12050m |





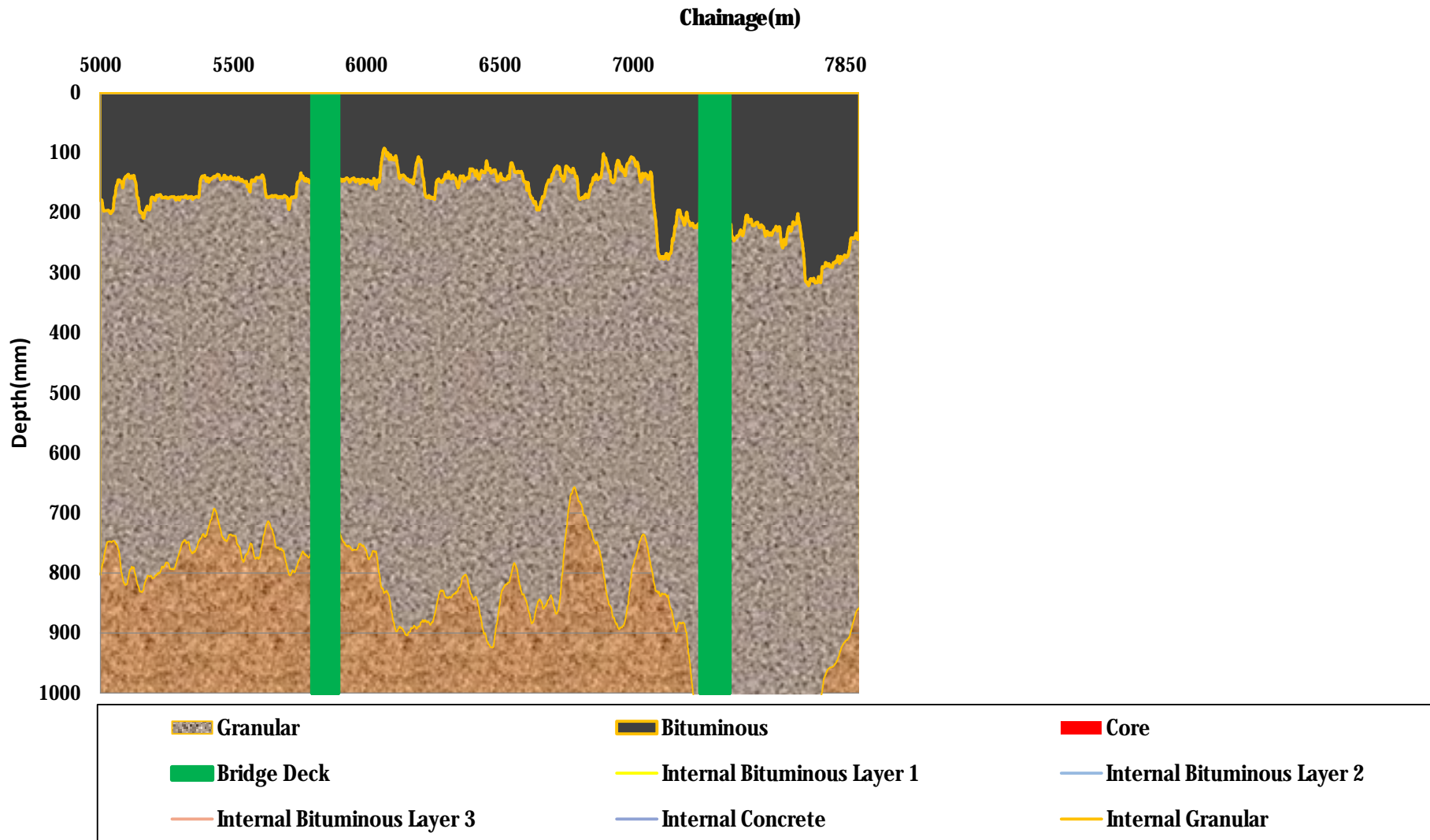
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|------------------------|--|---------------------------|--------------|
| Section: | Proposed Haul Route Maynooth - Clane | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (10000-12025m) | Wheelpath: | LHWP |
| Date of Survey: | 23/06/2022 | Survey Length: | 12050m |





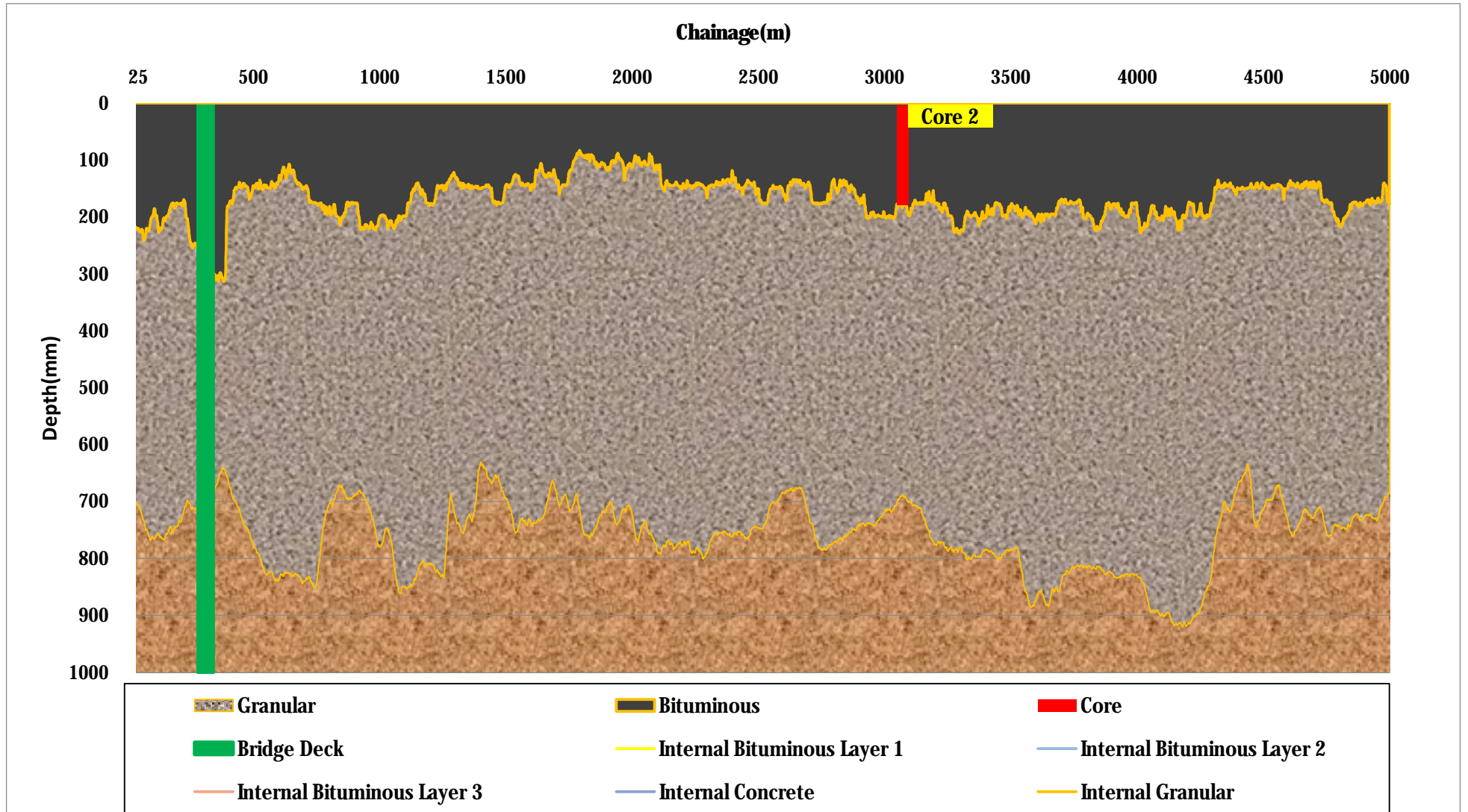
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|------------------------|--|---------------------------|--------------|
| Section: | Proposed Haul Route Kildare - Milltown | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (0-5000m) | Wheelpath: | LHWP |
| Date of Survey: | 02/02/2022 | Survey Length: | 7850m |




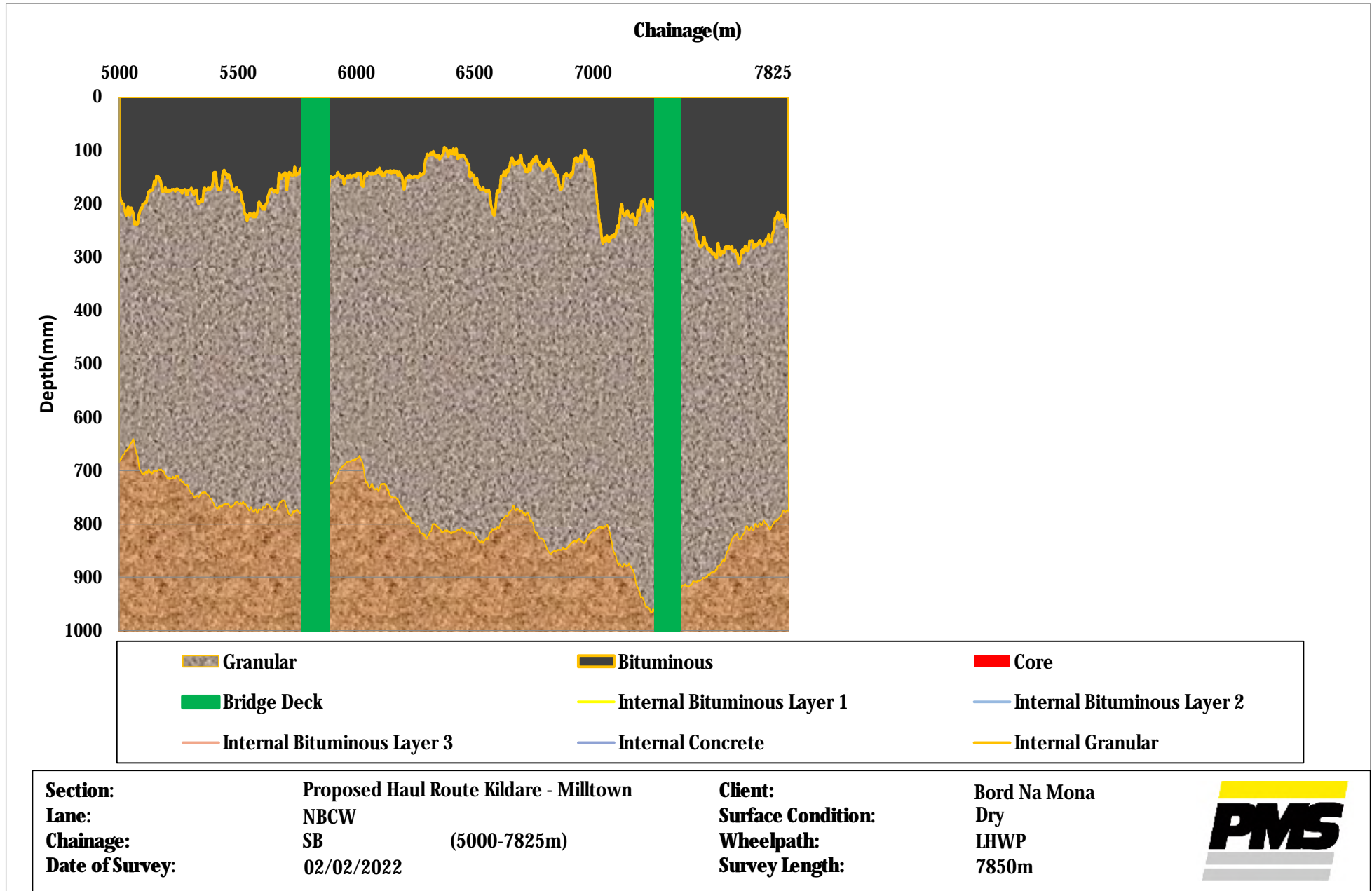


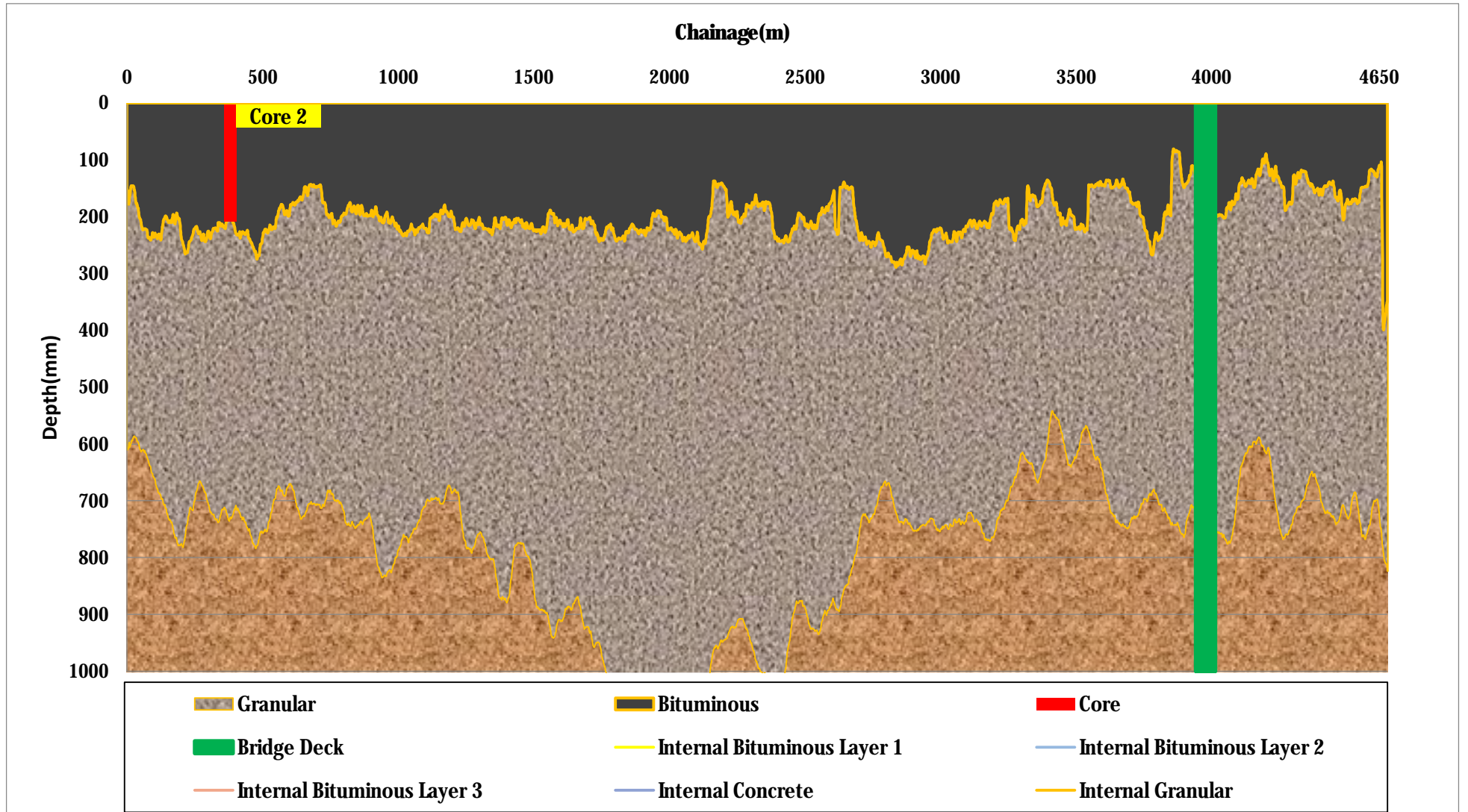
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|------------------------|--|---------------------------|--------------|
| Section: | Proposed Haul Route Kildare - Milltown | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (5000-7850m) | Wheelpath: | LHWP |
| Date of Survey: | 02/02/2022 | Survey Length: | 7850m |





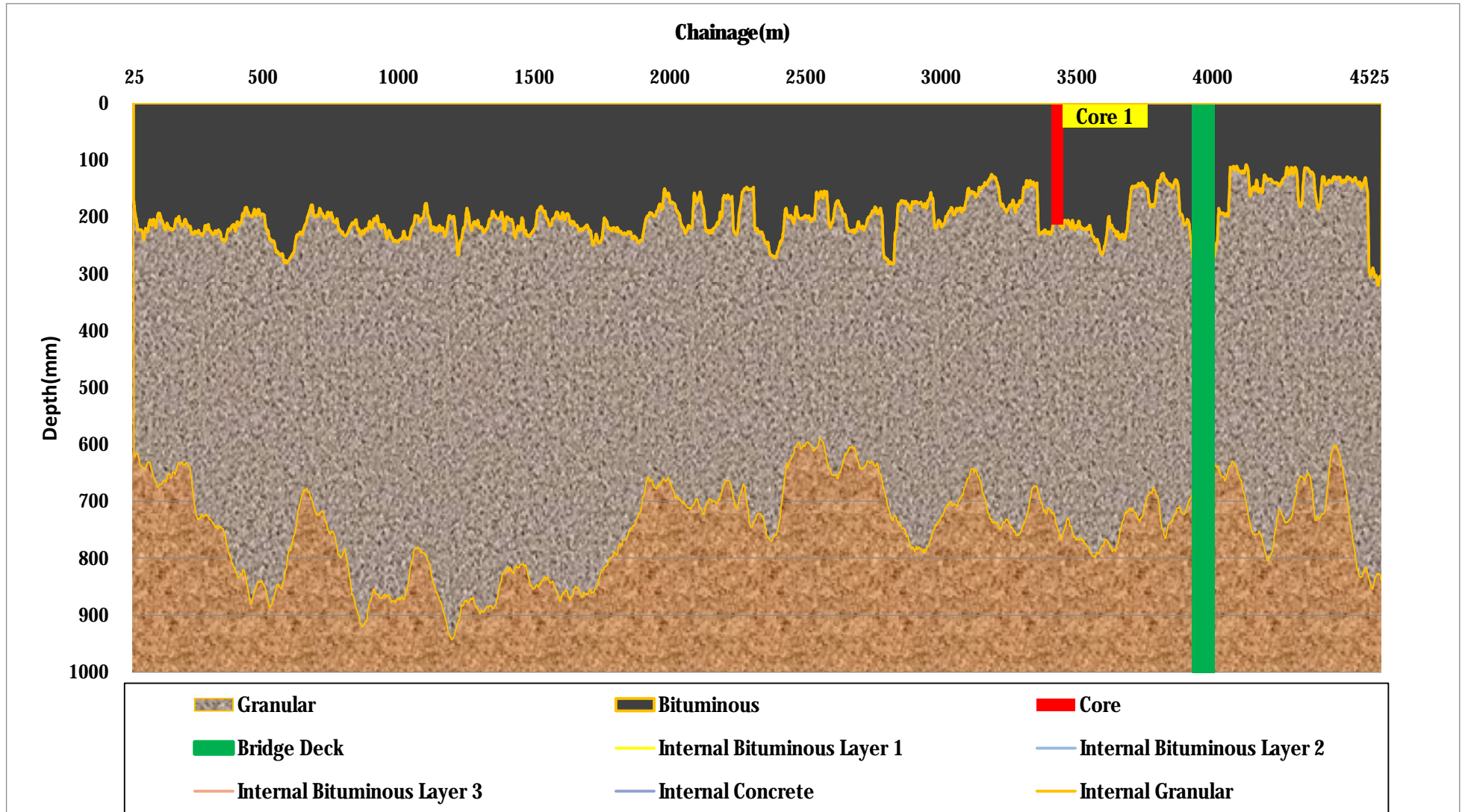
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|------------------------|--|---------------------------|--------------|---|
| Section: | Proposed Haul Route Kildare - Milltown | Client: | Bord Na Mona |  |
| Lane: | NBCW | Surface Condition: | Dry | |
| Chainage: | SB (25-5000m) | Wheelpath: | LHWP | |
| Date of Survey: | 02/02/2022 | Survey Length: | 7850m | |





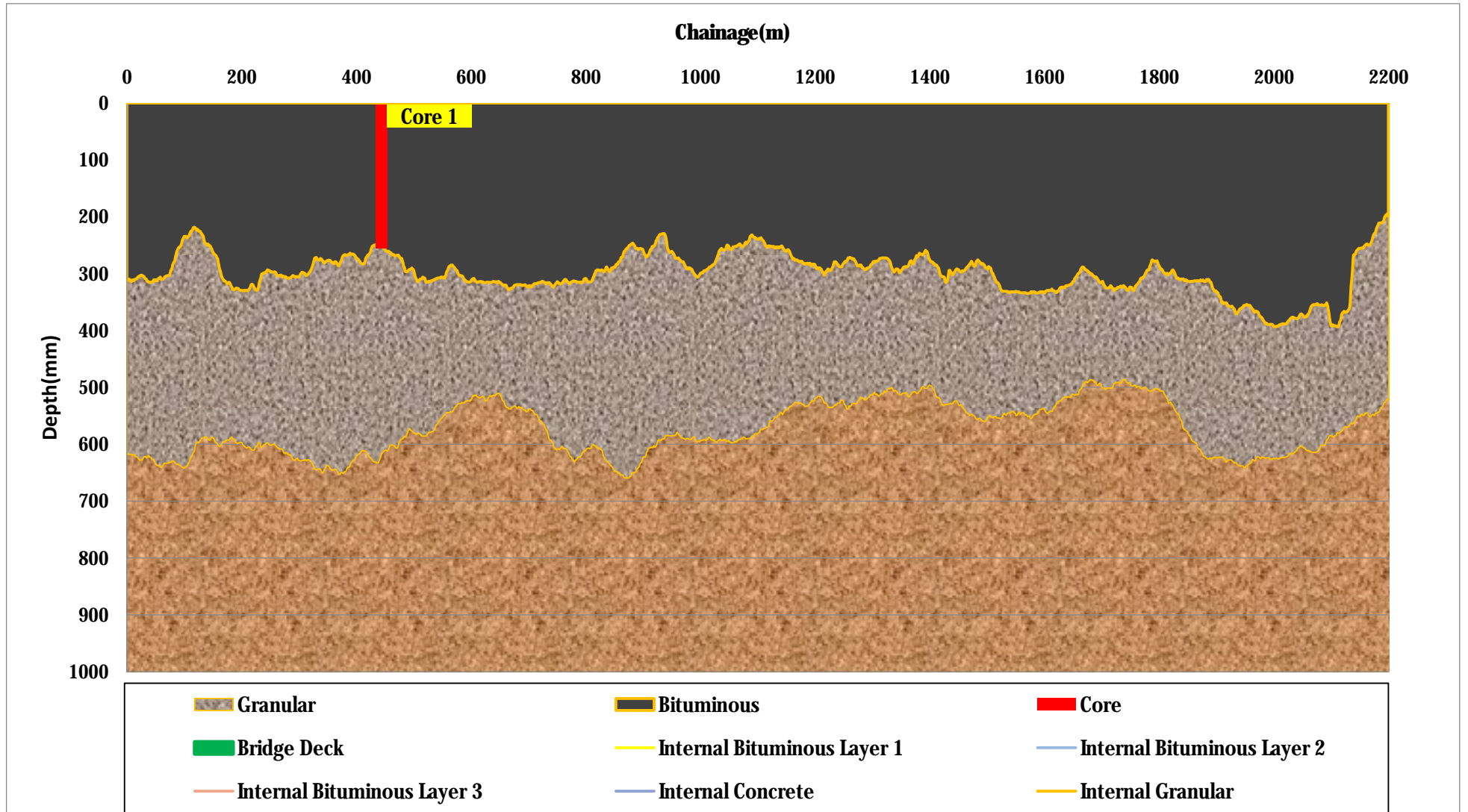
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|------------------------|----------------|---------------------------|--------------|
| Section: | Haul Route 1.2 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | SB (0-4650m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 4650m |





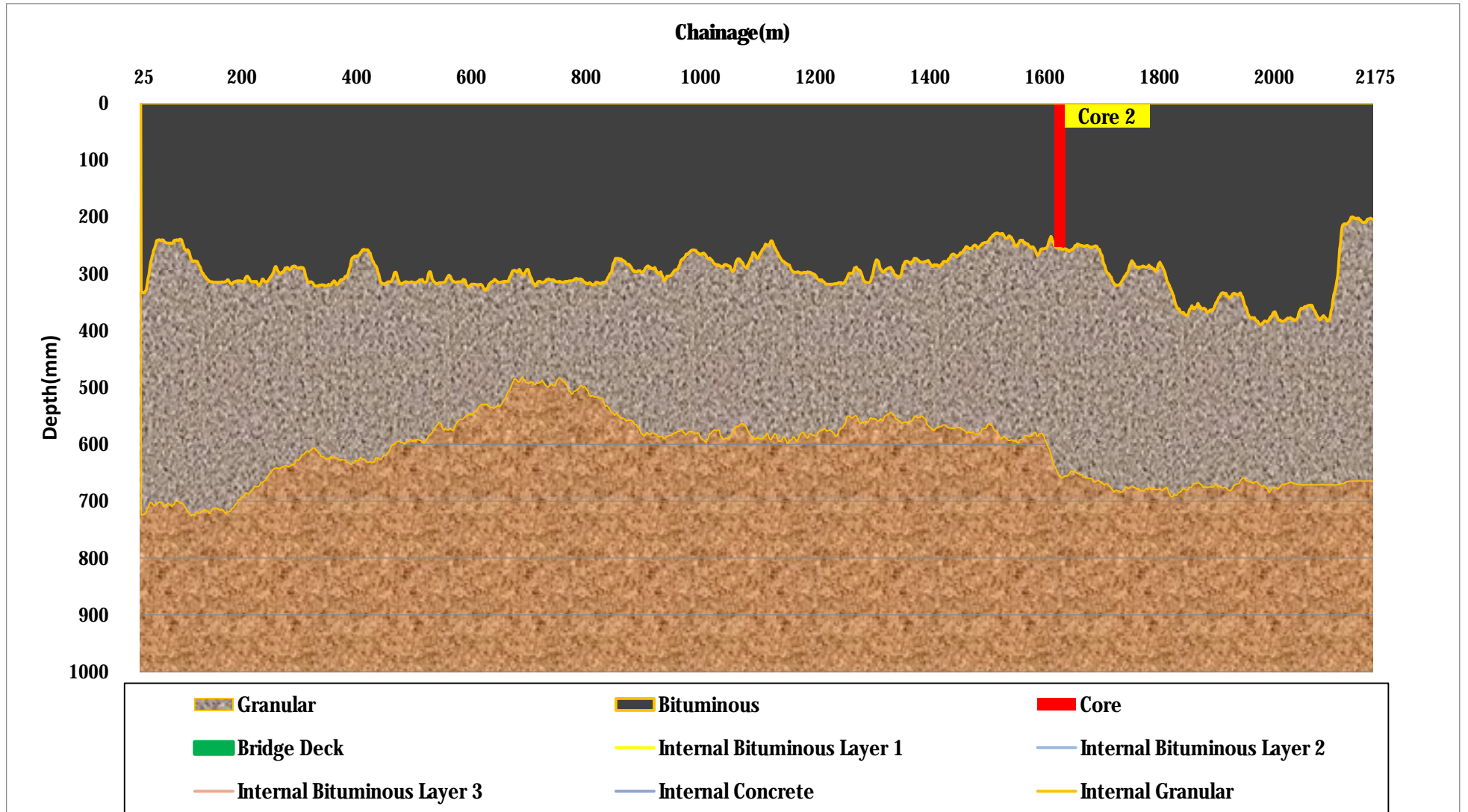
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|------------------------|----------------|---------------------------|--------------|
| Section: | Haul Route 1.2 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | SB (25-4625m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 4650m |





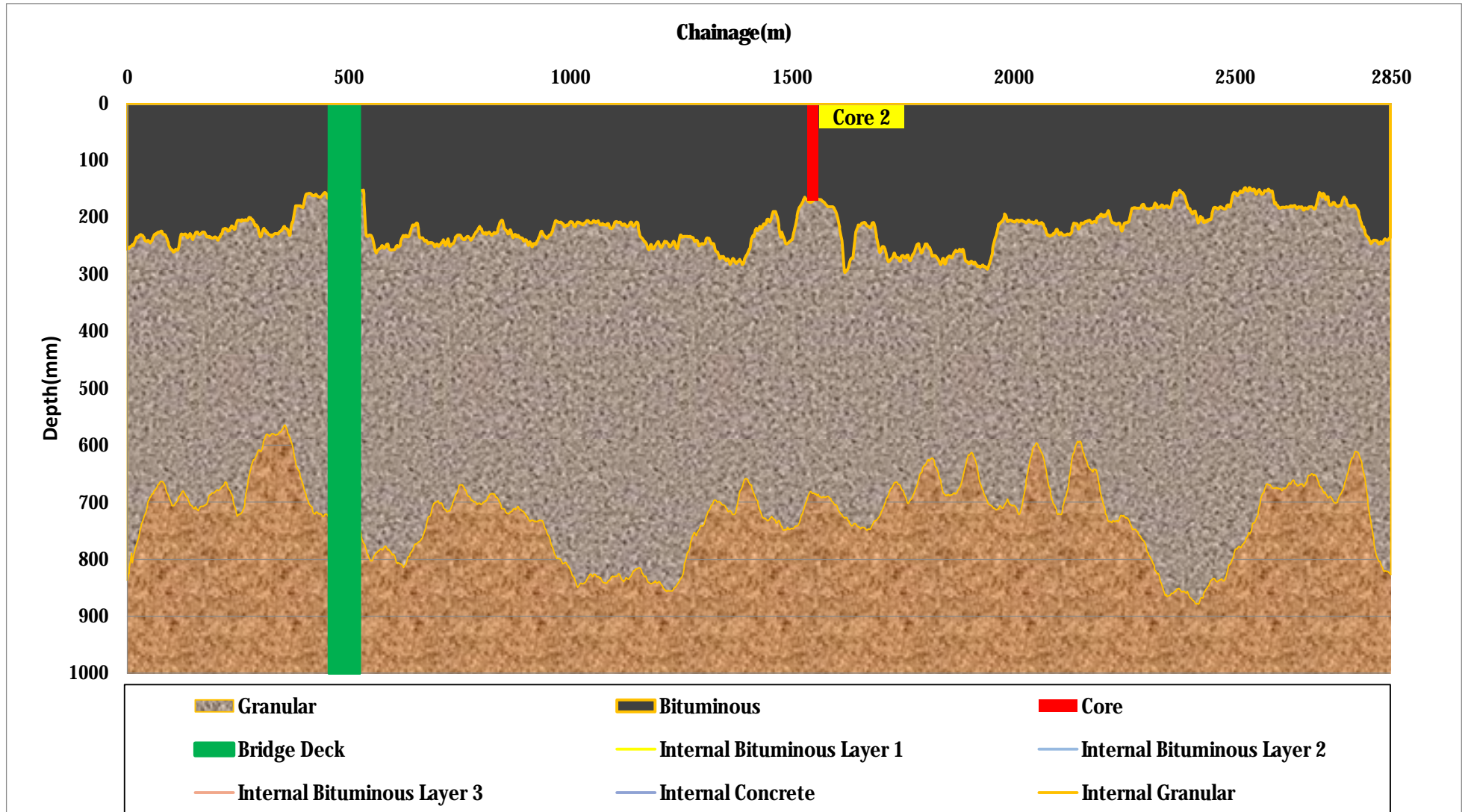
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|------------------------|------------------------------|---------------------------|--------------|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona |
| Lane: | EBCW | Surface Condition: | Dry |
| Chainage: | EB (0-2200m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 2200m |





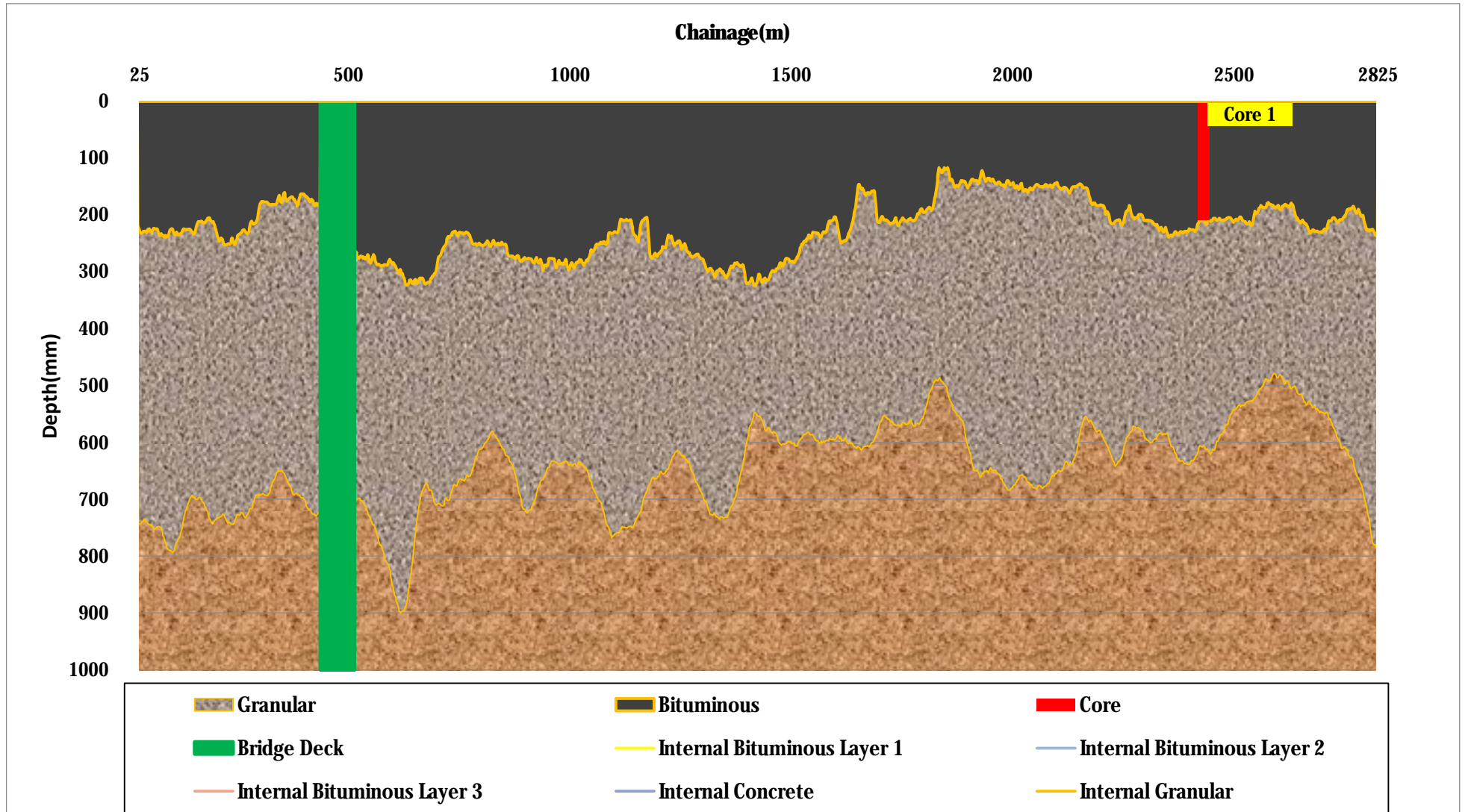
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|------------------------|------------------------------|---------------------------|--------------|
| Section: | Haul Route No. 1 Section C-D | Client: | Bord Na Mona |
| Lane: | WBCW | Surface Condition: | Dry |
| Chainage: | EB (25-2175m) | Wheelpath: | LHWP |
| Date of Survey: | 02/06/2022 | Survey Length: | 2200m |





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|------------------------|--------------|---------------------------|--------------|
| Section: | L2030 | Client: | Bord Na Mona |
| Lane: | NBCW | Surface Condition: | Dry |
| Chainage: | NB (0-2850m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 2850m |





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|------------------------|---------------|---------------------------|--------------|
| Section: | L2030 | Client: | Bord Na Mona |
| Lane: | SBCW | Surface Condition: | Dry |
| Chainage: | NB (25-2825m) | Wheelpath: | LHWP |
| Date of Survey: | 11/06/2022 | Survey Length: | 2850m |



Appendix C – Pavement Coring Results

CORE LOG

Client: **Bord Na Mona** Project No: **BN22G182**
 Road No: **R409** Date Cored: **24/06/2022**
 Section: Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 70 | 60 | AC | | |
| 3 | 70 | 80 | 10 | SD | | |
| 4 | 80 | 135 | 55 | AC | | Debonded |
| 5 | 135 | 199 | 64 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **1135**
 Core Diameter (mm): **100** Core Depth (mm): **199**
 Easting: **281027** Wheelpath: **LHWP**
 Northing: **226258**
 Operator: **DC** Date Measured: **27/06/2022**

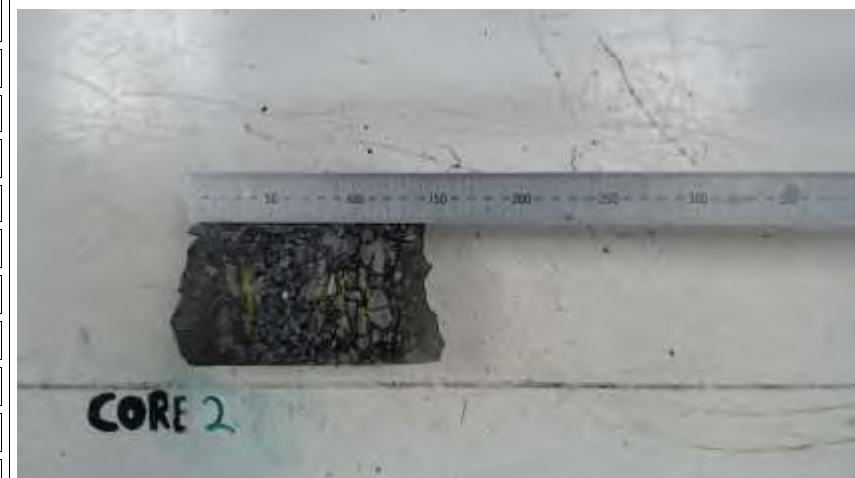
CORE LOG

Client: Bord Na Mona **Project No:** BN22G182
Road No: R409 **Date Cored:** 24/06/2022
Section: **Direction:** NB
Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 45 | 45 | HRA | | |
| 2 | 45 | 85 | 40 | AC | | |
| 3 | 85 | 100 | 15 | SD | | |
| 4 | 100 | 110 | 10 | SD | | |
| 5 | 110 | 155 | 45 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 **Chainage (m):** 6350
Core Diameter (mm): 100 **Core Depth (mm):** 155
Easting: 284254 **Wheelpath:** LHWP
Northing: 222688
Operator: DC **Date Measured:** 27/06/2022

CORE LOG

Client: **Bord Na Mona**
 Road No: **R409**
 Section:

Project No: **BN22G182**
 Date Cored: **24/06/2022**
 Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 60 | 50 | AC | | |
| 3 | 60 | 90 | 30 | AC | | Debonded |
| 4 | 90 | 205 | 115 | LMC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **3** Chainage (m): **9185**
 Core Diameter (mm): **100** Core Depth (mm): **205**
 Easting: **285748** Wheelpath: **LHWP**
 Northing: **220325**
 Operator: **DC** Date Measured: **27/06/2022**

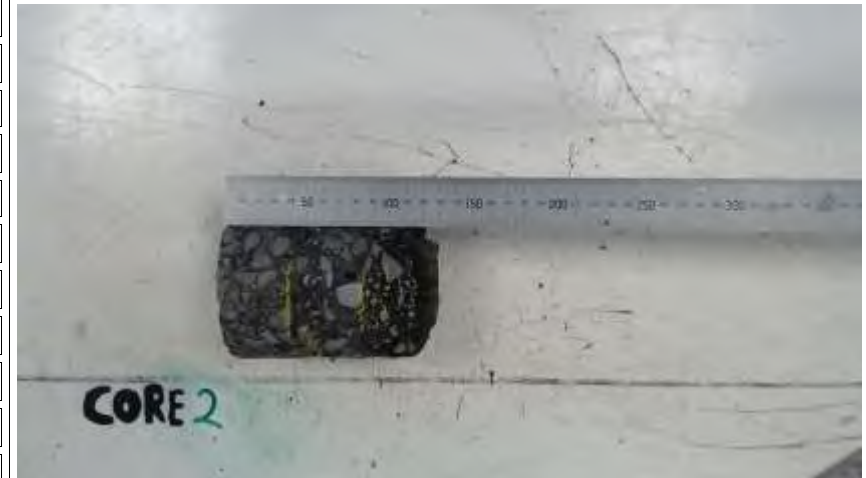
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H185**
 Road No: Date Cored: **23/06/2022**
 Section: **Haul Route No 4** Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 40 | 40 | SMA | | |
| 2 | 40 | 85 | 45 | AC | | |
| 3 | 85 | 95 | 10 | SD | | |
| 4 | 95 | 110 | 15 | SD | | |
| 5 | 110 | 125 | 15 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **19185**
 Core Diameter (mm): **100** Core Depth (mm): **125**
 Easting: **277172** Wheelpath: **LHWP**
 Northing: **223179**
 Operator: **DC** Date Measured: **29/06/2022**

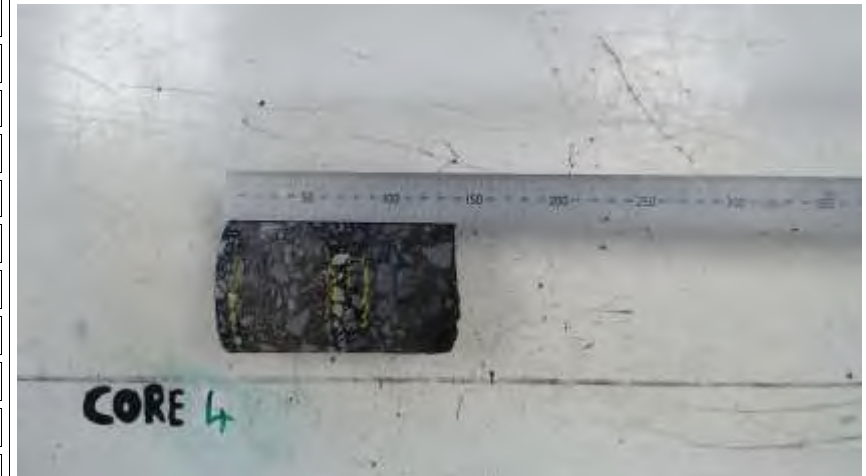
CORE LOG

Client: Bord Na Mona Project No: BN22H185
 Road No: Date Cored: 23/06/2022
 Section: Haul Route No 4 Direction: NB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 65 | 55 | AC | | |
| 3 | 65 | 75 | 10 | SD | | |
| 4 | 75 | 85 | 10 | SD | | |
| 5 | 85 | 140 | 55 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 4 Chainage (m): 14785
 Core Diameter (mm): 100 Core Depth (mm): 140
 Easting: 275993 Wheelpath: LHWP
 Northing: 219543
 Operator: DC Date Measured: 29/06/2022

CORE LOG

Client: Bord Na Mona Project No: BN22H185
 Road No: Date Cored: 23/06/2022
 Section: Haul Route No 4 Direction: SB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 35 | 35 | SMA | | |
| 2 | 35 | 55 | 20 | AC | | |
| 3 | 55 | 65 | 10 | SD | | |
| 4 | 65 | 120 | 55 | AC | | |
| 5 | 120 | 175 | 55 | AC | | Debonded |
| 6 | 175 | 215 | 40 | AC | | |
| 7 | 215 | 245 | 30 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 5 Chainage (m): 12075
 Core Diameter (mm): 100 Core Depth (mm): 245
 Easting: 276853 Wheelpath: LHWP
 Northing: 217294
 Operator: DC Date Measured: 29/06/2022

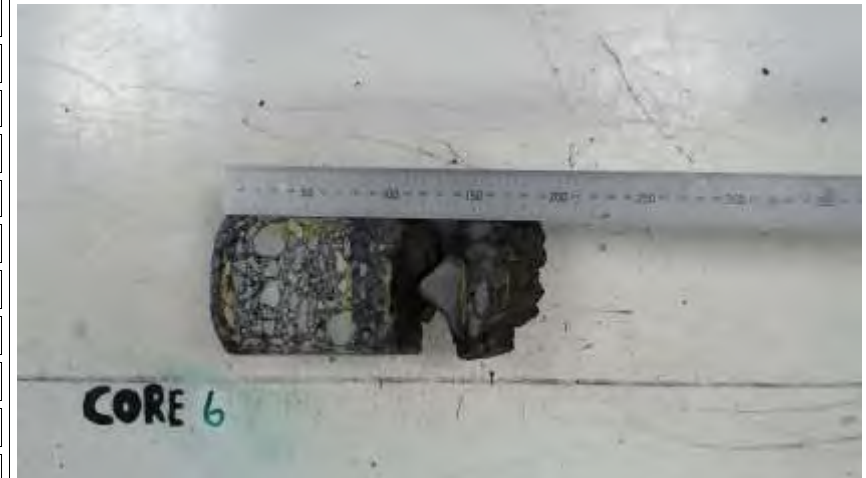
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H185**
 Road No: Date Cored: **23/06/2022**
 Section: **Haul Route No 4** Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 80 | 70 | AC | | |
| 3 | 80 | 100 | 20 | AC | | |
| 4 | 100 | 145 | 45 | Granular | | |
| 5 | 145 | 170 | 25 | AC | | |
| 6 | 170 | 200 | 30 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **6** Chainage (m): **10940**
 Core Diameter (mm): **100** Core Depth (mm): **200**
 Easting: **277868** Wheelpath: **LHWP**
 Northing: **216815**
 Operator: **DC** Date Measured: **29/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H185**
 Road No: Date Cored: **23/06/2022**
 Section: **Haul Route No 4** Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 60 | 50 | AC | | |
| 3 | 60 | 115 | 55 | AC | | |
| 4 | 115 | 180 | 65 | AC | | |
| 5 | 180 | 225 | 45 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **7** Chainage (m): **2520**
 Core Diameter (mm): **100** Core Depth (mm): **225**
 Easting: **282216** Wheelpath: **LHWP**
 Northing: **211058**
 Operator: **DC** Date Measured: **29/06/2022**

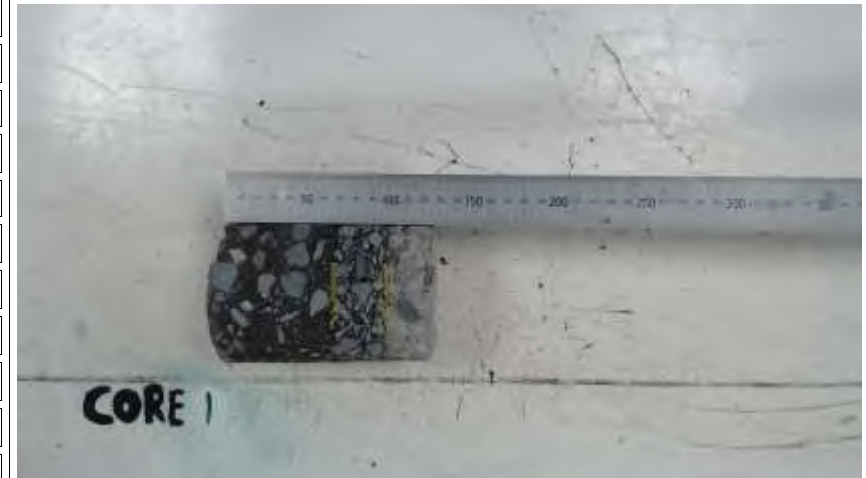
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H187**
 Road No: Date Cored: **23/06/2022**
 Section: **Haul Route No. 1** Direction: **SB**
Section A-B Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 70 | 70 | HRA | | |
| 2 | 70 | 100 | 30 | AC | | |
| 3 | 100 | 130 | 30 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 1 **Chainage (m):** 50
Core Diameter (mm): 100 **Core Depth (mm):** 130
Easting: 285387 **Wheelpath:** LHWP
Northing: 211537
Operator: DC **Date Measured:** 29/06/2022

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H187**
 Road No: Date Cored: **23/06/2022**
 Section: **Haul Route No. 1** Direction: **SB**
Section A-B Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 60 | 50 | AC | | |
| 3 | 60 | 70 | 10 | SD | | |
| 4 | 70 | 80 | 10 | SD | | |
| 5 | 80 | 100 | 20 | SD | | |
| 6 | 100 | 110 | 10 | SD | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **140**
 Core Diameter (mm): **100** Core Depth (mm): **110**
 Easting: **285308** Wheelpath: **LHWP**
 Northing: **211468**
 Operator: **DC** Date Measured: **29/06/2022**

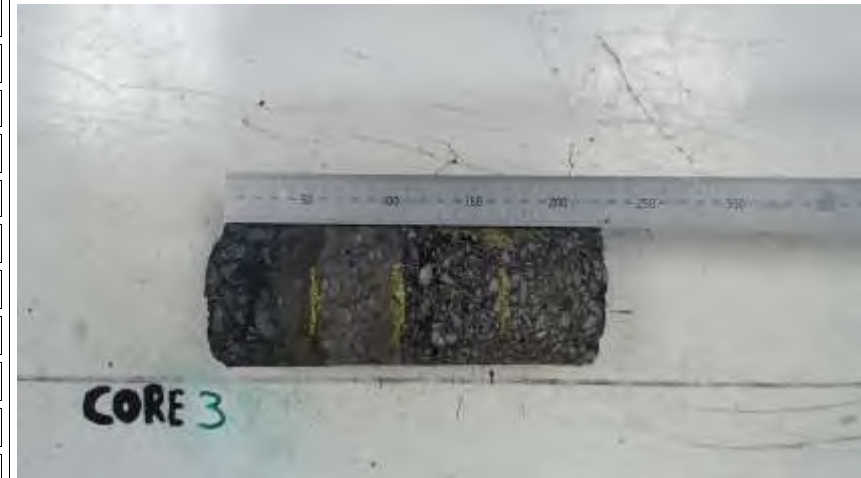
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H187**
 Road No: Date Cored: **23/06/2022**
 Section: **Haul Route No. 1** Direction: **NB**
Section A-B Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 60 | 60 | SMA | | |
| 2 | 60 | 110 | 50 | AC | | |
| 3 | 110 | 170 | 60 | AC | | |
| 4 | 170 | 230 | 60 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **3** Chainage (m): **2970**
 Core Diameter (mm): **100** Core Depth (mm): **230**
 Easting: **283788** Wheelpath: **LHWP**
 Northing: **209231**
 Operator: **DC** Date Measured: **29/06/2022**

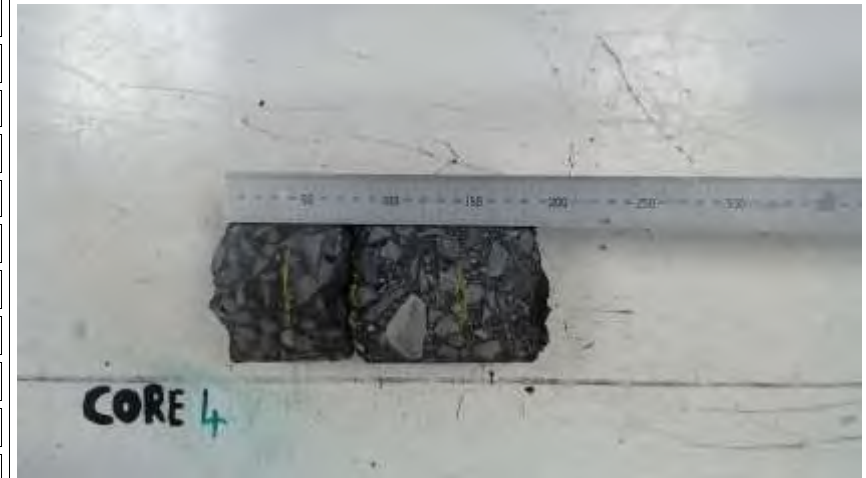
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H187**
 Road No: Date Cored: **23/06/2022**
 Section: **Haul Route No. 1** Direction: **SB**
 Section A-B Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 45 | 45 | HRA | | |
| 2 | 45 | 80 | 35 | AC | | |
| 3 | 80 | 145 | 65 | AC | | |
| 4 | 145 | 195 | 50 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **4** Chainage (m): **3415**
 Core Diameter (mm): **100** Core Depth (mm): **195**
 Easting: **283633** Wheelpath: **LHWP**
 Northing: **208829**
 Operator: **DC** Date Measured: **29/06/2022**

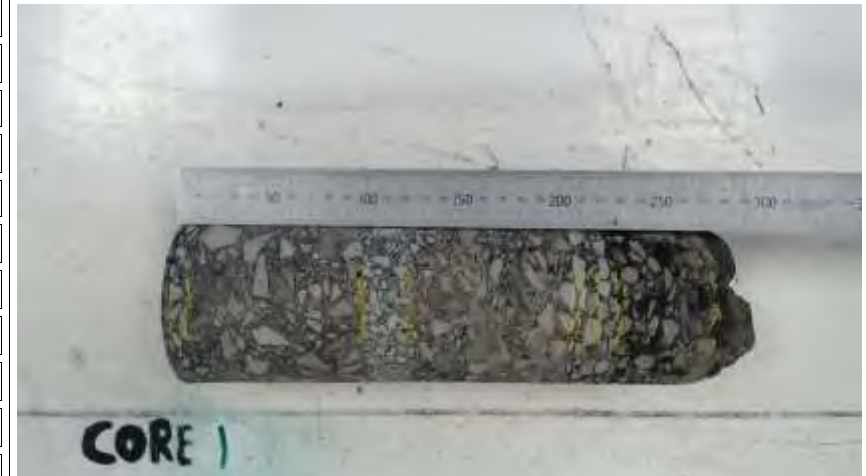
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H188**
 Road No: Date Cored: **21/06/2022**
 Section: **Haul Route No 2** Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 15 | 10 | SD | | |
| 3 | 15 | 100 | 85 | AC | | |
| 4 | 100 | 125 | 25 | AC | | |
| 5 | 125 | 200 | 75 | AC | | |
| 6 | 200 | 210 | 10 | SD | | |
| 7 | 210 | 215 | 5 | SD | | |
| 8 | 215 | 225 | 10 | SD | | |
| 9 | 225 | 275 | 50 | AC | | |
| 10 | 275 | 305 | 30 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **13325**
 Core Diameter (mm): **100** Core Depth (mm): **305**
 Easting: **286664** Wheelpath: **LHWP**
 Northing: **212538**
 Operator: **DC** Date Measured: **22/06/2022**

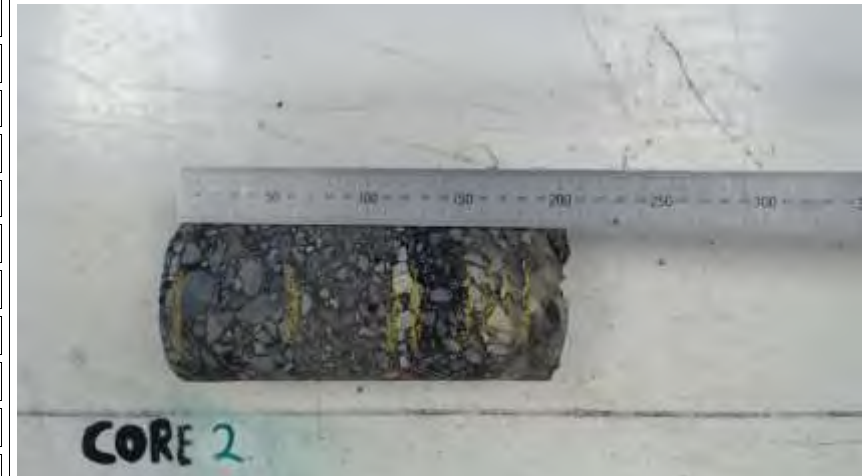
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H188**
 Road No: Date Cored: **21/06/2022**
 Section: **Haul Route No 2** Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 65 | 55 | AC | | |
| 3 | 65 | 115 | 50 | AC | | |
| 4 | 115 | 125 | 10 | SD | | |
| 5 | 125 | 155 | 30 | AC | | |
| 6 | 155 | 165 | 10 | SD | | |
| 7 | 165 | 170 | 5 | SD | | |
| 8 | 170 | 180 | 10 | SD | | |
| 9 | 180 | 215 | 35 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **10125**
 Core Diameter (mm): **100** Core Depth (mm): **215**
 Easting: **288020** Wheelpath: **LHWP**
 Northing: **215279**
 Operator: **DC** Date Measured: **22/06/2022**

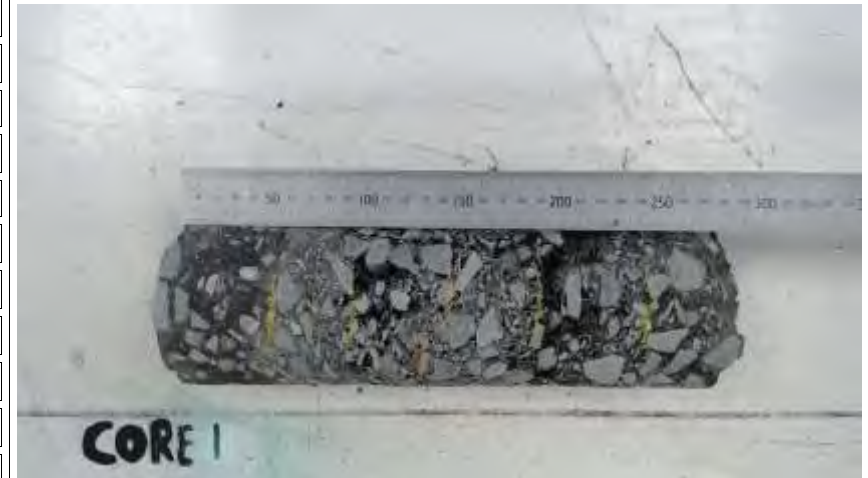
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H189**
 Road No: Date Cored: **21/06/2022**
 Section: **Ballycane Road** Direction: **EB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 60 | 60 | HRA | | |
| 2 | 60 | 100 | 40 | AC | | |
| 3 | 100 | 145 | 45 | AC | Voids | |
| 4 | 145 | 190 | 45 | AC | | |
| 5 | 190 | 245 | 55 | AC | Voids | |
| 6 | 245 | 300 | 55 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **200**
 Core Diameter (mm): **100** Core Depth (mm): **300**
 Easting: **289385** Wheelpath: **LHWP**
 Northing: **218287**
 Operator: **DC** Date Measured: **22/06/2022**

CORE LOG

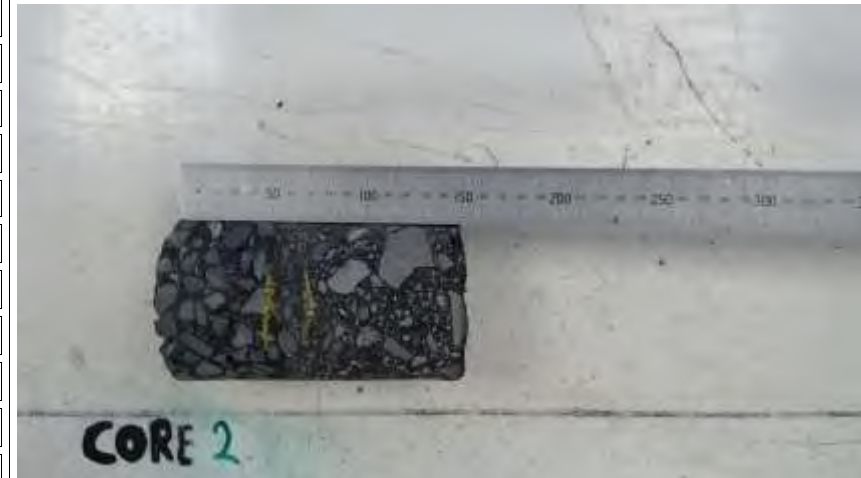
Client: **Bord Na Mona**
 Road No:
 Section: **Ballycane Road**

Project No: **BN22H189**
 Date Cored: **21/06/2022**
 Direction: **WB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 55 | 55 | SMA | | |
| 2 | 55 | 75 | 20 | AC | | |
| 3 | 75 | 155 | 80 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 **Chainage (m):** 1225
Core Diameter (mm): 100 **Core Depth (mm):** 155
Easting: 290114 **Wheelpath:** LHWP
Northing: 218815
Operator: DC **Date Measured:** 22/06/2022

CORE LOG

Client: **Bord Na Mona**
 Road No: **R445**
 Section:

Project No: **BN22H195**
 Date Cored: **30/06/2022**
 Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 115 | 65 | AC | | |
| 3 | 115 | 195 | 80 | AC | | |
| 4 | 195 | 235 | 40 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **2425**
 Core Diameter (mm): **100** Core Depth (mm): **235**
 Latitude: **287514** Wheelpath: **LHWP**
 Long: **220141**
 Operator: **DC** Date Measured: **04/07/2022**

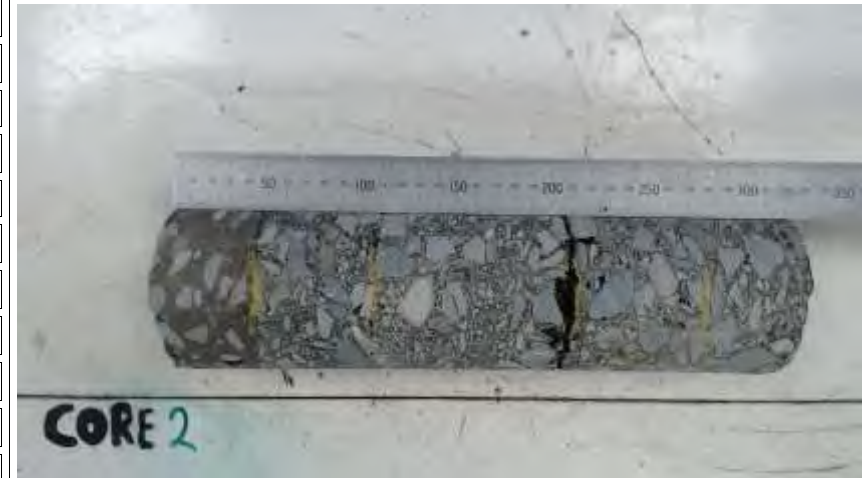
CORE LOG

Client: Bord Na Mona **Project No:** BN22H195
Road No: R445 **Date Cored:** 30/06/2022
Section: **Direction:** SB
Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 110 | 60 | AC | | |
| 3 | 110 | 210 | 100 | AC | | Debonded |
| 4 | 210 | 275 | 65 | AC | | |
| 5 | 275 | 330 | 55 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 **Chainage (m):** 6150
Core Diameter (mm): 100 **Core Depth (mm):** 330
Latitude: 288528 **Wheelpath:** LHWP
Long: 218376
Operator: DC **Date Measured:** 04/07/2022

CORE LOG

Client: Bord Na Mona

Project No: BN22H195

Road No: R445

Date Cored: 30/06/2022

Section:

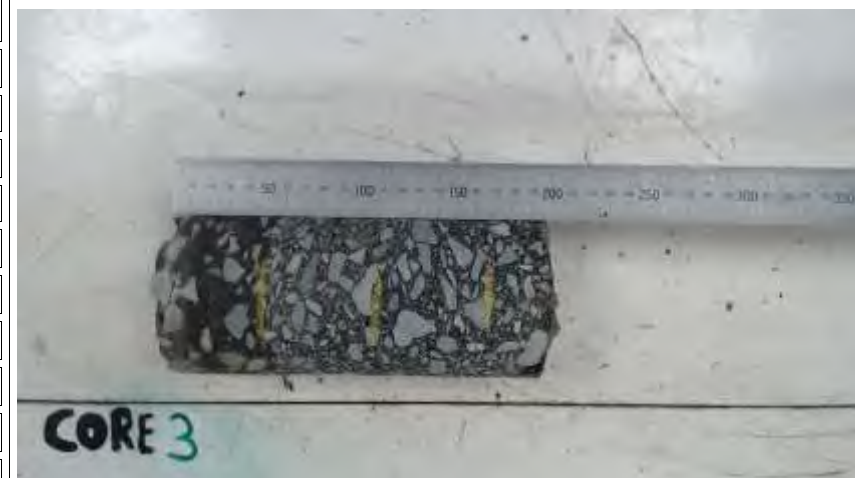
Direction: NB

Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 55 | 55 | HRA | | |
| 2 | 55 | 115 | 60 | AC | | |
| 3 | 115 | 170 | 55 | AC | | |
| 4 | 170 | 200 | 30 | AC | | |
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Core No: 3 Chainage (m): 5075
 Core Diameter (mm): 100 Core Depth (mm): 200
 Latitude: 287871 Wheelpath: LHWP
 Long: 218954
 Operator: DC Date Measured: 04/07/2022

Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

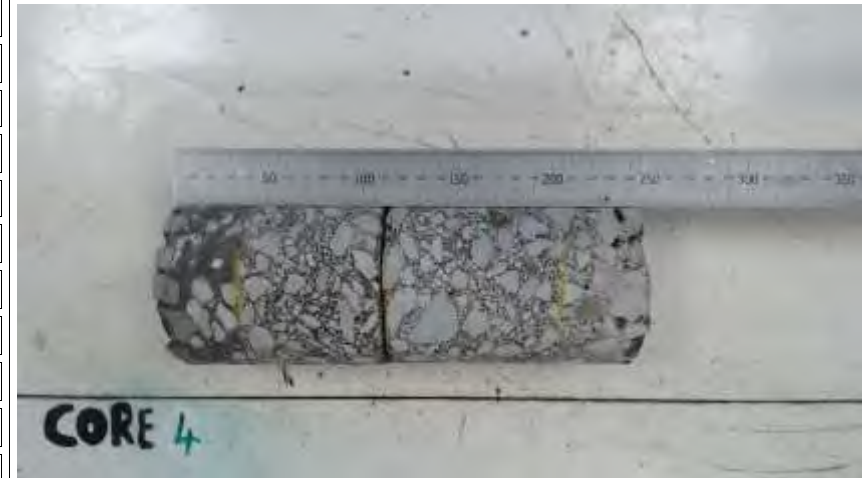
CORE LOG

Client: Bord Na Mona Project No: BN22H195
 Road No: R445 Date Cored: 30/06/2022
 Section: Direction: NB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 40 | 40 | HRA | | |
| 2 | 40 | 110 | 70 | AC | | Debonded |
| 3 | 110 | 200 | 90 | AC | | |
| 4 | 200 | 245 | 45 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 4 Chainage (m): 3400
 Core Diameter (mm): 100 Core Depth (mm): 245
 Latitude: 286945 Wheelpath: LHWP
 Long: 219355
 Operator: DC Date Measured: 04/07/2022

CORE LOG

Client: **Bord Na Mona**

Project No: **BN22H195**

Road No: **R445**

Date Cored:

Section:

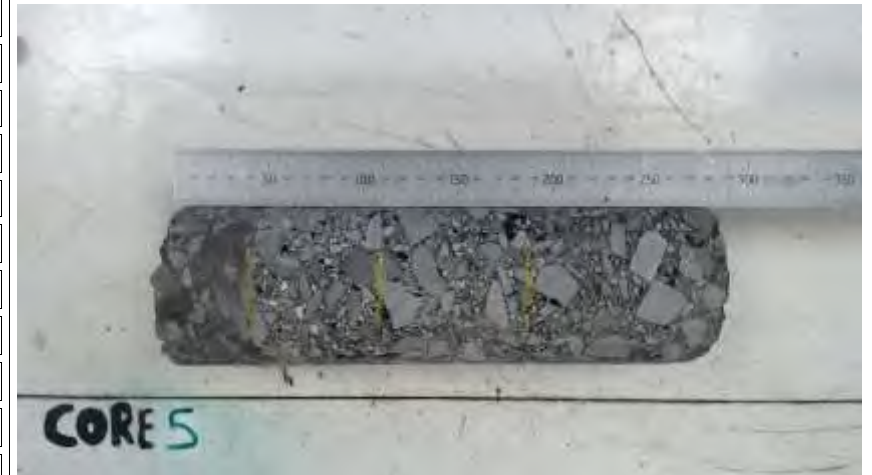
Direction: **NB**

Procedure Used: **EN12697-36: 2003 - Clause 4.1**



**Pavement Management
Services Ltd.**

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 115 | 65 | AC | | |
| 3 | 115 | 190 | 75 | AC | | |
| 4 | 190 | 285 | 95 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
HTSF504, Rev4, 111220

Core No: **5** Chainage (m): **2270**
 Core Diameter (mm): **100** Core Depth (mm): **285**
 Latitude: **288649** Wheelpath: **LHWP**
 Long: **221613**
 Operator: **DC** Date Measured: **04/07/2022**

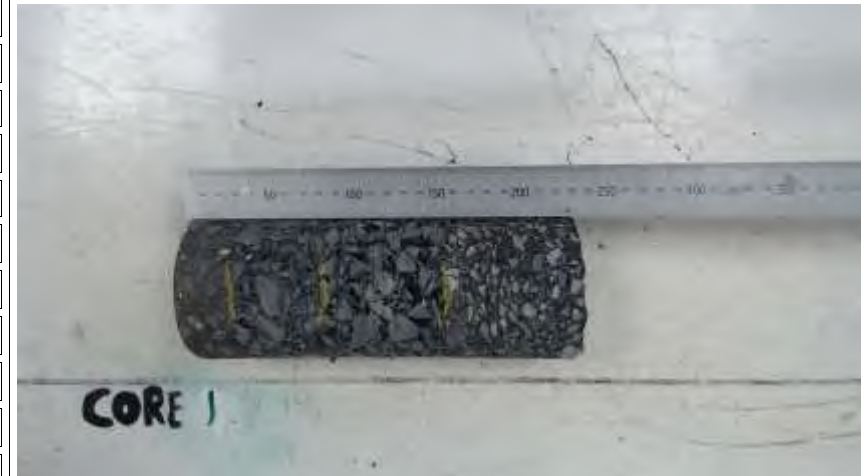
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H164**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 3** Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 35 | 35 | HRA | | |
| 2 | 35 | 85 | 50 | AC | | |
| 3 | 85 | 155 | 70 | AC | | |
| 4 | 155 | 235 | 80 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **3390**
 Core Diameter (mm): **100** Core Depth (mm): **235**
 Easting: **275023** Wheelpath: **LHWP**
 Northing: **239181**
 Operator: **DC** Date Measured: **24/06/2022**

CORE LOG

Client: Bord Na Mona Project No: BN22H164
 Road No: Date Cored: 22/06/2022
 Section: Haul Route No. 3 Direction: SB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 45 | 45 | HRA | | |
| 2 | 45 | 95 | 50 | AC | | |
| 3 | 95 | 150 | 55 | AC | | |
| 4 | 150 | 210 | 60 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 Chainage (m): 8310
 Core Diameter (mm): 100 Core Depth (mm): 210
 Easting: 271654 Wheelpath: LHWP
 Northing: 235987
 Operator: DC Date Measured: 24/06/2022

CORE LOG

Client: Bord Na Mona **Project No:** BN22H164
Road No: **Date Cored:** 22/06/2022
Section: Haul Route No. 3 **Direction:** SB
Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 70 | 60 | AC | | |
| 3 | 70 | 130 | 60 | AC | | |
| 4 | 130 | 225 | 95 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 3 **Chainage (m):** 12410
Core Diameter (mm): 100 **Core Depth (mm):** 225
Easting: 269739 **Wheelpath:** LHWP
Northing: 233499
Operator: DC **Date Measured:** 24/06/2022

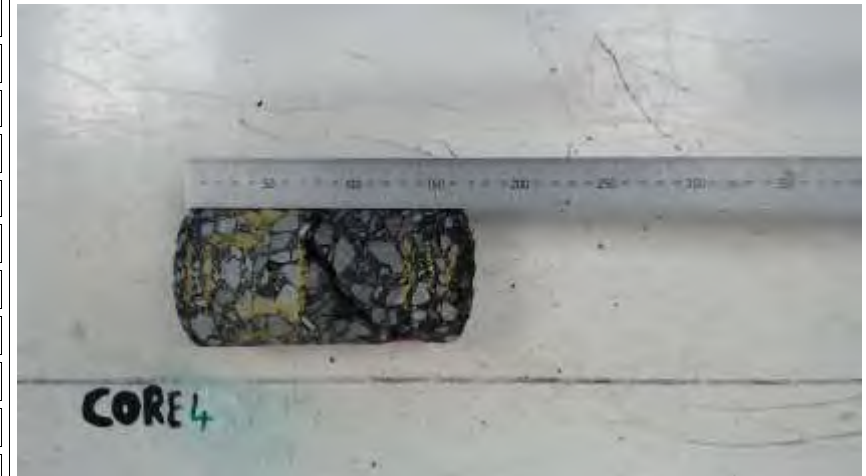
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H164**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 3** Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 20 | 10 | SD | | |
| 3 | 20 | 75 | 55 | AC | | |
| 4 | 75 | 135 | 60 | AC | | |
| 5 | 135 | 145 | 10 | SD | | |
| 6 | 145 | 160 | 15 | SD | | |
| 7 | 160 | 175 | 15 | SD | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **4** Chainage (m): **14775**
 Core Diameter (mm): **100** Core Depth (mm): **175**
 Easting: **271445** Wheelpath: **LHWP**
 Northing: **231858**
 Operator: **DC** Date Measured: **24/06/2022**

CORE LOG

Client: Bord Na Mona Project No: BN22H164
 Road No: Date Cored: 22/06/2022
 Section: Haul Route No. 3 Direction: NB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 100 | 50 | AC | | |
| 3 | 100 | 155 | 55 | AC | | |
| 4 | 155 | 200 | 45 | AC | | |
| 5 | 200 | 250 | 50 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 5 Chainage (m): 10585
 Core Diameter (mm): 100 Core Depth (mm): 250
 Easting: 269739 Wheelpath: LHWP
 Northing: 234779
 Operator: DC Date Measured: 24/06/2022

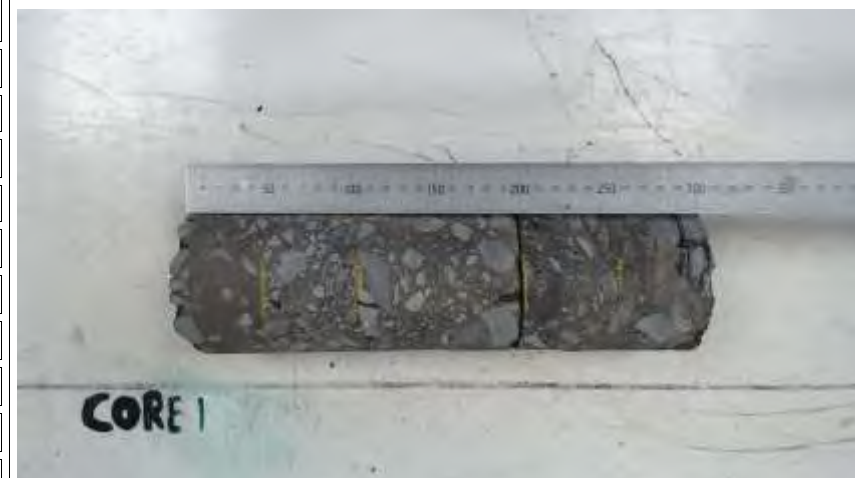
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H165**
 Road No: Date Cored: **22/06/2022**
 Section: **Proposed Haul Route** Direction: **EB**
Enfield Link Rd. Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 55 | 55 | HRA | | |
| 2 | 55 | 110 | 55 | AC | | |
| 3 | 110 | 200 | 90 | AC | | Debonded |
| 4 | 200 | 255 | 55 | AC | | |
| 5 | 255 | 310 | 55 | AC | | |
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Core No: **1** Chainage (m): **215**
 Core Diameter (mm): **100** Core Depth (mm): **310**
 Easting: **277602** Wheelpath: **LHWP**
 Northing: **240468**
 Operator: **DC** Date Measured: **24/06/2022**

Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

CORE LOG

Client: Bord Na Mona Project No: BN22H165
 Road No: Date Cored: 22/06/2022
 Section: Proposed Haul Route Direction: WB
 Enfield Link Rd. Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 40 | 40 | HRA | | |
| 2 | 40 | 95 | 55 | AC | | |
| 3 | 95 | 180 | 85 | AC | | |
| 4 | 180 | 240 | 60 | AC | | |
| 5 | 240 | 300 | 60 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 Chainage (m): 1325
 Core Diameter (mm): 100 Core Depth (mm): 300
 Easting: 278671 Wheelpath: LHWP
 Northing: 240592
 Operator: DC Date Measured: 24/06/2022

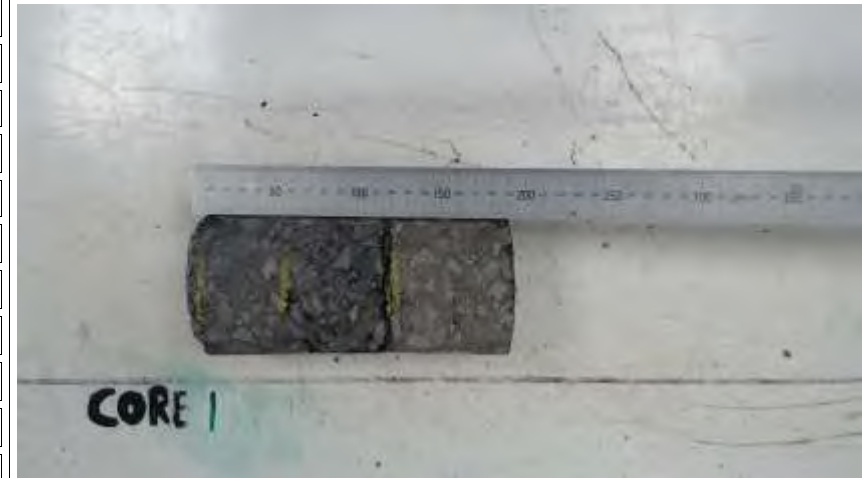
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H166**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 1** Direction: **EB**
 Section C-D Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 55 | 45 | AC | | |
| 3 | 55 | 120 | 65 | AC | | Debonded |
| 4 | 120 | 190 | 70 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **450**
 Core Diameter (mm): **100** Core Depth (mm): **190**
 Easting: **273218** Wheelpath: **LHWP**
 Northing: **227751**
 Operator: **DC** Date Measured: **27/06/2022**

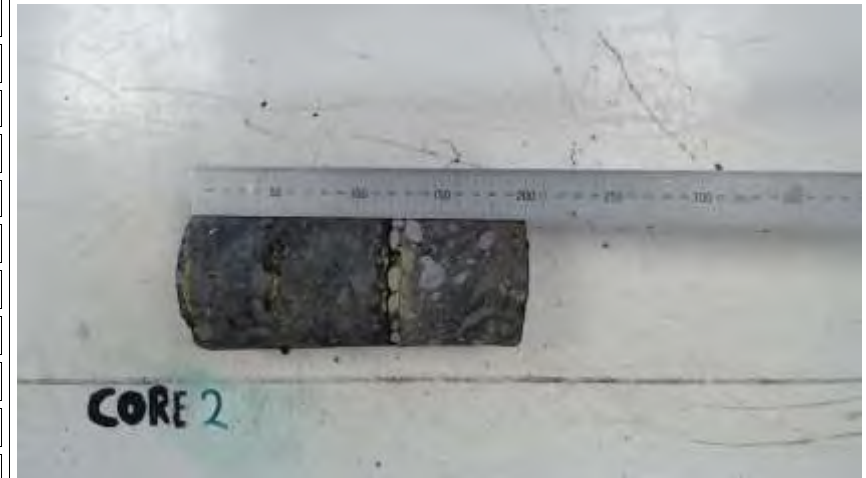
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H166**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 1** Direction: **WB**
Section C-D Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 55 | 50 | AC | | |
| 3 | 55 | 120 | 65 | AC | | Debonded |
| 4 | 120 | 130 | 10 | SD | | |
| 5 | 130 | 200 | 70 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **5935**
 Core Diameter (mm): **100** Core Depth (mm): **200**
 Easting: **278079** Wheelpath: **LHWP**
 Northing: **226715**
 Operator: **DC** Date Measured: **27/06/2022**

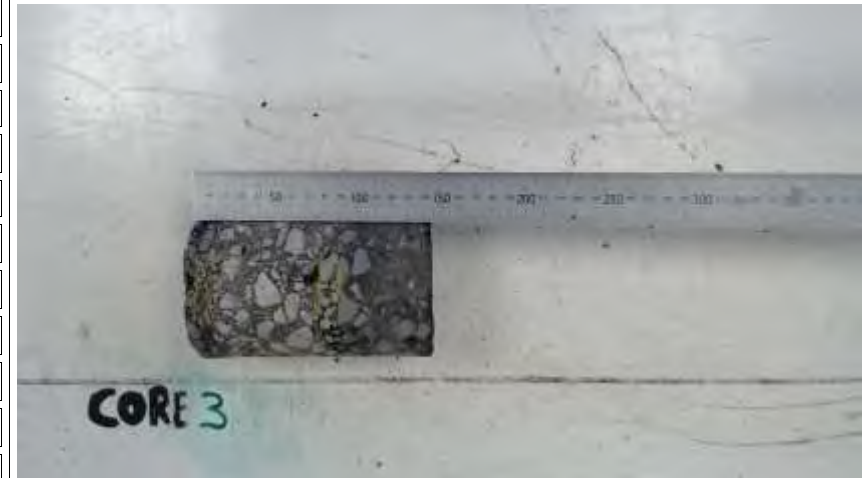
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H166**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 1** Direction: **WB**
Section C-D Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 15 | 5 | SD | | |
| 3 | 15 | 80 | 65 | AC | | |
| 4 | 80 | 90 | 10 | SD | | |
| 5 | 90 | 145 | 55 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **3** Chainage (m): **9360**
 Core Diameter (mm): **100** Core Depth (mm): **145**
 Easting: **281497** Wheelpath: **LHWP**
 Northing: **226984**
 Operator: **DC** Date Measured: **27/06/2022**

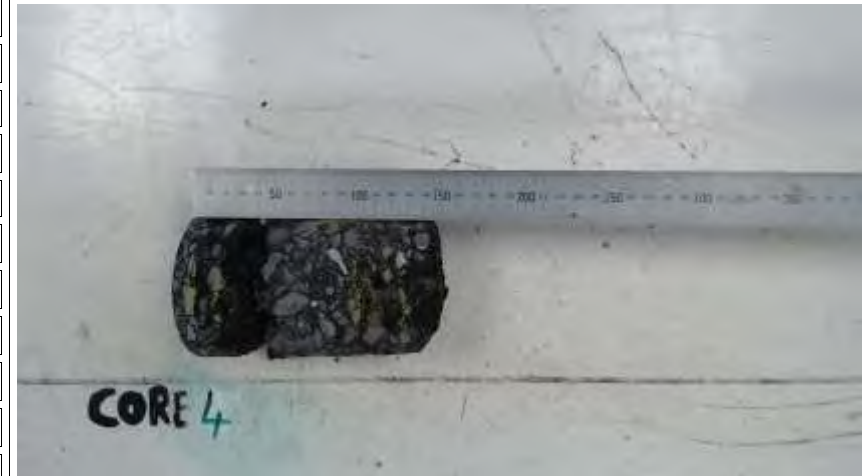
CORE LOG

Client: Bord Na Mona Project No: BN22H166
 Road No: Date Cored: 22/06/2022
 Section: Haul Route No. 1 Direction: EB
 Section C-D Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 25 | 15 | SD | | |
| 3 | 25 | 50 | 25 | SD | | Debonded |
| 4 | 50 | 105 | 55 | AC | | |
| 5 | 105 | 115 | 10 | SD | | |
| 6 | 115 | 130 | 15 | SD | | |
| 7 | 130 | 155 | 25 | SD | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 4 Chainage (m): 6935
 Core Diameter (mm): 100 Core Depth (mm): 155
 Easting: 279073 Wheelpath: LHWP
 Northing: 226789
 Operator: DC Date Measured: 27/06/2022

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H166**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 1** Direction: **EB**
 Section C-D Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 15 | 15 | SD | | |
| 2 | 15 | 65 | 50 | AC | | |
| 3 | 65 | 115 | 50 | AC | | Debonded |
| 4 | 115 | 195 | 80 | AC | | Debonded |
| 5 | 195 | 230 | 35 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **5** Chainage (m): **3300**
 Core Diameter (mm): **100** Core Depth (mm): **230**
 Easting: **275447** Wheelpath: **LHWP**
 Northing: **226499**
 Operator: **DC** Date Measured: **27/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H168**
 Road No: Date Cored: **23/06/2022**
 Section: **Proposed Haul Route** Direction: **NB**
Kilcock - Prosperous Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 50 | 45 | AC | | |
| 3 | 50 | 120 | 70 | AC | | Debonded |
| 4 | 120 | 190 | 70 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **14185**
 Core Diameter (mm): **100** Core Depth (mm): **190**
 Easting: **283307** Wheelpath: **LHWP**
 Northing: **227620**
 Operator: **DC** Date Measured: **29/06/2022**

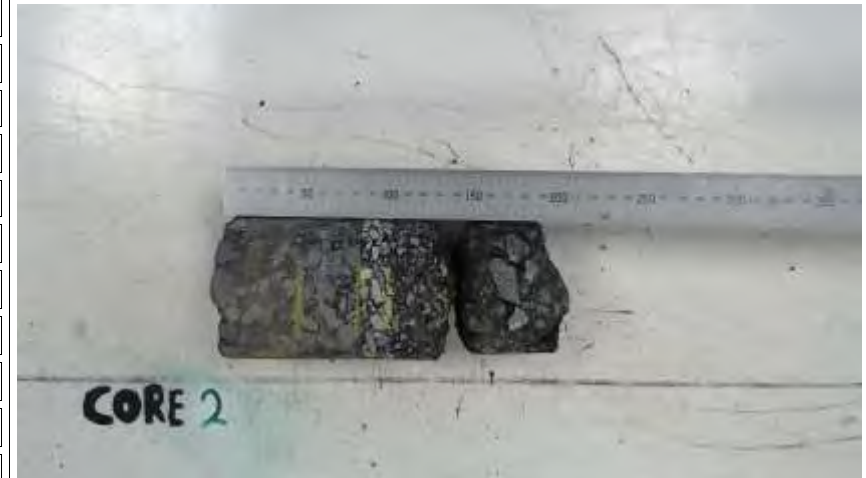
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H168**
 Road No: Date Cored: **23/06/2022**
 Section: **Proposed Haul Route** Direction: **SB**
Kilcock - Prosperous Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 85 | 35 | AC | | |
| 3 | 85 | 100 | 15 | SD | | |
| 4 | 100 | 135 | 35 | AC | | Debonded |
| 5 | 135 | 205 | 70 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **5970**
 Core Diameter (mm): **100** Core Depth (mm): **205**
 Easting: **287091** Wheelpath: **LHWP**
 Northing: **234248**
 Operator: **DC** Date Measured: **29/06/2022**

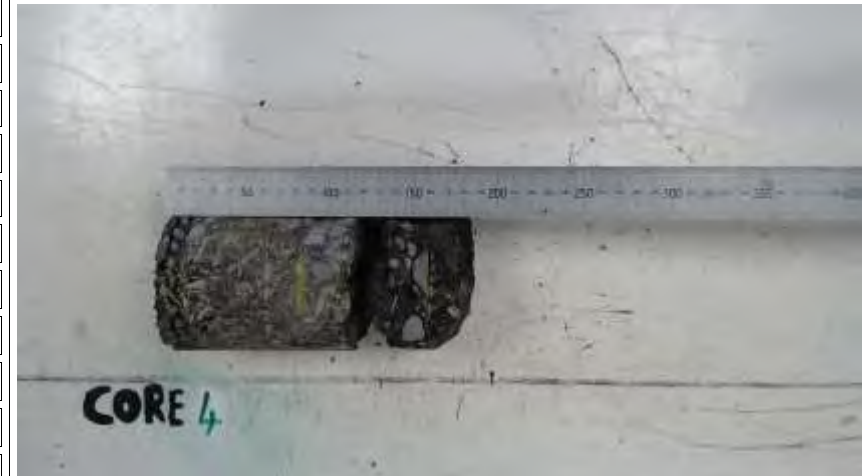
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H168**
 Road No: Date Cored: **23/06/2022**
 Section: **Proposed Haul Route** Direction: **SB**
Kilcock - Prosperous Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 15 | 10 | SD | | |
| 3 | 15 | 80 | 65 | AC | | |
| 4 | 80 | 110 | 30 | AC | | Debonded |
| 5 | 110 | 160 | 50 | AC | | |
| 6 | 160 | 185 | 25 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **4** Chainage (m): **11120**
 Core Diameter (mm): **100** Core Depth (mm): **185**
 Easting: **285543** Wheelpath: **LHWP**
 Northing: **229711**
 Operator: **DC** Date Measured: **29/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H172**
 Road No: Date Cored: **23/06/2022**
 Section: **Proposed Haul Route** Direction: **SB**
Maynooth - Clane Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 40 | 40 | HRA | | |
| 2 | 40 | 80 | 40 | AC | | |
| 3 | 80 | 110 | 30 | AC | | |
| 4 | 110 | 130 | 20 | AC | | |
| 5 | 130 | 140 | 10 | SD | | Debonded |
| 6 | 140 | 190 | 50 | AC | | |
| 7 | 190 | 200 | 10 | SD | | |
| 8 | 200 | 240 | 40 | AC | | |
| 9 | 240 | 260 | 20 | SD | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **10390**
 Core Diameter (mm): **100** Core Depth (mm): **260**
 Easting: **288481** Wheelpath: **LHWP**
 Northing: **228508**
 Operator: **DC** Date Measured: **29/06/2022**

CORE LOG

Client: Bord na Mona Project No: BN22G183
 Road No: Date Cored: 24/06/2022
 Section: Proposed Haul Route Direction: SB
 Kildare - Milltown Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 50 | 40 | AC | | Debonded |
| 3 | 50 | 60 | 10 | SD | | |
| 4 | 60 | 100 | 40 | AC | | |
| 5 | 100 | 110 | 10 | SD | | |
| 6 | 110 | 120 | 10 | SD | | |
| 7 | 120 | 135 | 15 | SD | | |
| 8 | 135 | 245 | 110 | Granular | | Debonded |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 1 Chainage (m): 1635
 Core Diameter (mm): 100 Core Depth (mm): 245
 Easting: 275285 Wheelpath: LHWP
 Northing: 216539
 Operator: DC Date Measured: 27/06/2022

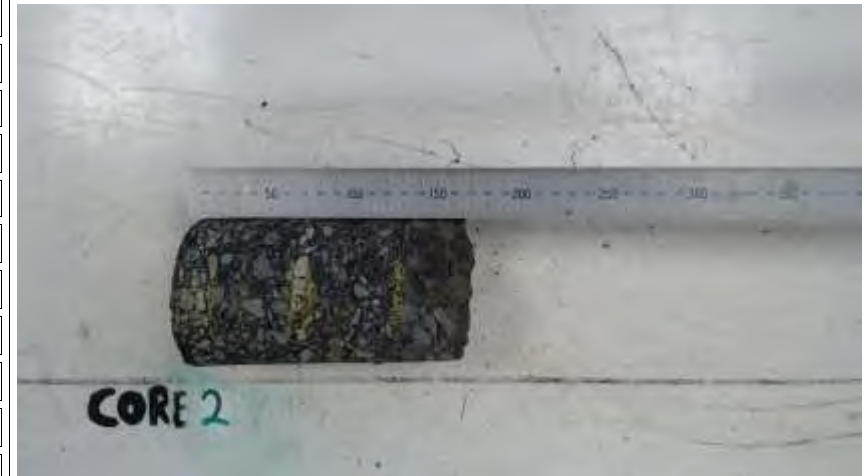
CORE LOG

Client: Bord na Mona Project No: BN22G183
 Road No: Date Cored: 24/06/2022
 Section: Proposed Haul Route Direction: NB
 Kildare - Milltown Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 15 | 10 | SD | | |
| 3 | 15 | 25 | 10 | SD | | |
| 4 | 25 | 70 | 45 | AC | | |
| 5 | 70 | 80 | 10 | SD | | |
| 6 | 80 | 130 | 50 | AC | | |
| 7 | 130 | 170 | 40 | AC | | |
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Additional Comments:

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Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 Chainage (m): 3075
 Core Diameter (mm): 100 Core Depth (mm): 170
 Easting: 274765 Wheelpath: LHWP
 Northing: 215220
 Operator: DC Date Measured: 27/06/2022

CORE LOG

Client: **Bord na Mona** Project No: **BN22G183**
 Road No: Date Cored: **24/06/2022**
 Section: **Proposed Haul Route** Direction: **SB**
Kildare - Milltown Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 50 | 50 | SMA | | |
| 2 | 50 | 60 | 10 | SD | | |
| 3 | 60 | 110 | 50 | AC | | |
| 4 | 110 | 120 | 10 | SD | | |
| 5 | 120 | 125 | 5 | SD | | |
| 6 | 125 | 165 | 40 | AC | | |
| 7 | 165 | 190 | 25 | Granular | | |
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Additional Comments:

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 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **3** Chainage (m): **4930**
 Core Diameter (mm): **100** Core Depth (mm): **190**
 Easting: **273524** Wheelpath: **LHWP**
 Northing: **213891**
 Operator: **DC** Date Measured: **27/06/2022**

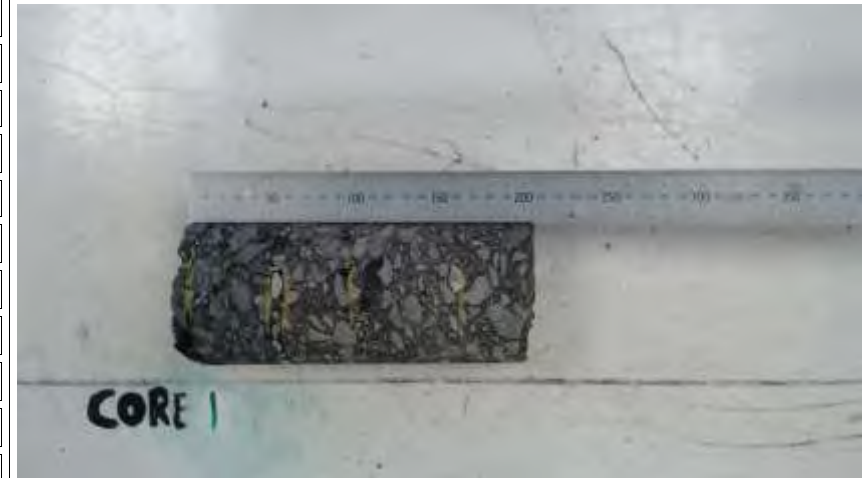
CORE LOG

Client: Bord Na Mona Project No: BN22H177
 Road No: Date Cored: 24/06/2022
 Section: Haul Route No. 1.2 Direction: NB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 55 | 45 | AC | | |
| 3 | 55 | 65 | 10 | SD | | |
| 4 | 65 | 100 | 35 | AC | | |
| 5 | 100 | 165 | 65 | AC | | |
| 6 | 165 | 210 | 45 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 1 Chainage (m): 3425
 Core Diameter (mm): 100 Core Depth (mm): 210
 Easting: 287691 Wheelpath: LHWP
 Northing: 224903
 Operator: DC Date Measured: 27/06/2022

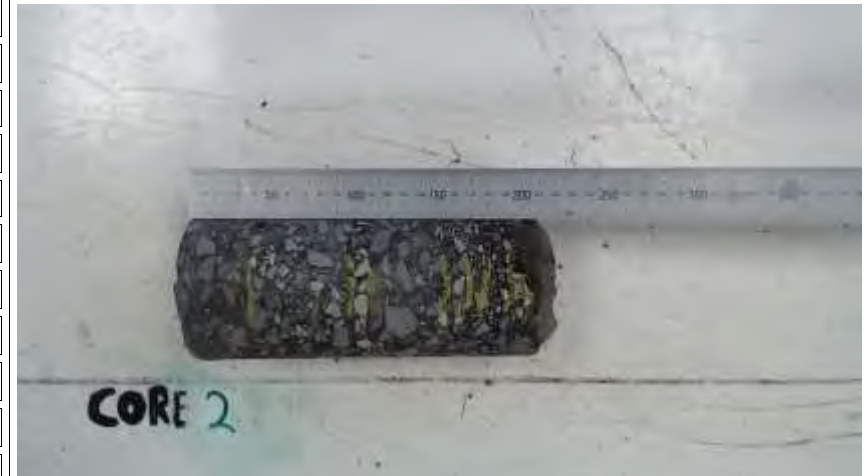
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H177**
 Road No: Date Cored: **24/06/2022**
 Section: **Haul Route No. 1.2** Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 45 | 45 | HRA | | |
| 2 | 45 | 105 | 60 | AC | | |
| 3 | 105 | 115 | 10 | SD | | |
| 4 | 115 | 155 | 40 | AC | | |
| 5 | 155 | 170 | 15 | SD | | |
| 6 | 170 | 180 | 10 | SD | | |
| 7 | 180 | 190 | 10 | SD | | |
| 8 | 190 | 200 | 10 | SD | | |
| 9 | 200 | 225 | 25 | Granular | | |
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Additional Comments:

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Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **375**
 Core Diameter (mm): **100** Core Depth (mm): **225**
 Easting: **285806** Wheelpath: **LHWP**
 Northing: **226955**
 Operator: **DC** Date Measured: **27/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H197**
 Road No: Date Cored: **01/07/2022**
 Section: **Haul Route No. 1** Direction: **EB**
Section C-D Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 60 | 60 | HRA | | |
| 2 | 60 | 135 | 75 | AC | | |
| 3 | 135 | 180 | 45 | AC | | |
| 4 | 180 | 225 | 45 | AC | | |
| 5 | 225 | 255 | 30 | AC | | |
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 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **450**
 Core Diameter (mm): **100** Core Depth (mm): **255**
 Easting: **289593** Wheelpath: **LHWP**
 Northing: **221722**
 Operator: **DC** Date Measured: **05/07/2022**

CORE LOG

Client: **Bord Na Mona**
 Road No: **L2030**
 Section:

Project No: **BN22H198**
 Date Cored: **24/06/2022**
 Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 80 | 70 | AC | | |
| 3 | 80 | 120 | 40 | AC | | |
| 4 | 120 | 125 | 5 | SD | | |
| 5 | 125 | 140 | 15 | SD | | |
| 6 | 140 | 150 | 10 | SD | | |
| 7 | 150 | 160 | 10 | SD | | Debonded |
| 8 | 160 | 250 | 90 | Granular | | |
| | | | | | | |
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Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **1540**
 Core Diameter (mm): **100** Core Depth (mm): **250**
 Easting: **285703** Wheelpath: **LHWP**
 Northing: **219356**
 Operator: **DC** Date Measured: **27/06/2022**



Road Surface Profile Survey of Drehid Landfill, Co. Kildare

Bord Na Mona

July 2022

22/095



Document Control Sheet

| | | | | | | |
|--------------------------------|---|------------|-------------|---------------|----------------|-------------------|
| Client | Bord Na Mona | | | | | |
| Project Title | Road Surface Profile Survey of Drehid Landfill, Co. Kildare | | | | | |
| Document Title | Road Surface Profile – Level 1 Report | | | | | |
| Project Ref. | BM22RB105 | | | | | |
| This Document Comprises | DCS | TOC | Text | Tables | Figures | Appendices |
| | 1 | 1 | 4 | 2 | 0 | 2 |

Amendment Record

This report has been amended and issued as follows:

| Revision | Description | Compiled by | Issue Date |
|-----------------|--------------------|--------------------|-------------------|
| 1.0 | Issue | Leanne McKenna | 29-07-2022 |
| | | | |
| | | | |

| | | | |
|---------------------------|--------------|-----------------|---|
| Approved Signatory | Joseph Joyce | Senior Engineer |  |
|---------------------------|--------------|-----------------|---|

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1. Introduction

PMS Pavement Management Services Ltd. (PMS) were appointed by Bord Na Mona to carry out a road surface profile survey of Drehid Landfill, Co. Kildare in June, 2022. The longitudinal and transverse profiles were measured using a Road Surface Profiler (RSP).

The RSP survey was carried out in accordance with **AM-PAV-06050** '*Pavement Assessment, Repair and Renewal Principles (March 2020)*'. PMS is accredited by the Irish National Accreditation Board (INAB) for measurement of International Roughness Index (IRI), Mean Profile Depth (MPD) and Rut Depth using RSP, under our scope of accreditation (Registration number: 230T).

Details of each road section surveyed are given in **Table 1**.

| Location | No. Lanes Surveyed | True Direction | Survey Length (m) |
|--|--------------------|----------------|-------------------|
| Haul Route No. 1 Section C-D | 1 | NB | 2400 |
| Haul Route No. 1 Section C-D | 1 | SB | 2400 |
| Haul Route No. 1 Section A-B | 1 | NB | 3960 |
| Haul Route No. 1 Section A-B | 1 | SB | 3960 |
| Haul Route No. 2 | 1 | NB | 11710 |
| Haul Route No. 2 | 1 | SB | 11710 |
| Haul Route No. 4 | 1 | NB | 23130 |
| Haul Route No. 4 | 1 | SB | 23130 |
| Haul Route No. 1.2 | 1 | NB | 4650 |
| Haul Route No. 1.2 | 1 | SB | 4650 |
| Sallin bypass | 1 | NB | 4520 |
| Sallin bypass | 1 | SB | 4520 |
| Proposed Haul Route Kildare - Milltown | 1 | EB | 7850 |
| Proposed Haul Route Kildare - Milltown | 1 | WB | 7850 |
| Proposed Haul Route Enfield Link Rd. | 1 | EB | 1760 |
| Proposed Haul Route Enfield Link Rd. | 1 | WB | 1760 |
| Haul Route No. 3 | 1 | NB | 19240 |
| Haul Route No. 3 | 1 | SB | 19240 |
| Proposed Haul Route Maynooth - Clane | 1 | NB | 12130 |
| Proposed Haul Route Maynooth - Clane | 1 | SB | 12130 |
| Haul Route No. 1 Section C-D | 1 | EB | 15550 |
| Haul Route No. 1 Section C-D | 1 | WB | 15550 |
| Proposed Haul Route Kilcock - Prosperous | 1 | SB | 14910 |
| Proposed Haul Route Kilcock - Prosperous | 1 | NB | 14910 |
| Ballycane road | 1 | EB | 1460 |
| Ballycane road | 1 | WB | 1460 |
| R409 | 1 | NB | 10850 |
| R409 | 1 | SB | 10850 |
| L2030 | 1 | SB | 3060 |
| L2030 | 1 | NB | 3060 |

Table 1: Details of Sections Tested

This report describes the survey equipment, survey procedure, output parameters and presents the survey results for each of the sections surveyed.

2. Description of RSP

The RSP used to carry out the survey is a Dynatest© Model 5051 Mark III RSP test system. The RSP is a multi-functional data collection system that can collect a wide variety of information ranging from ride quality measurements to high accuracy transverse and longitudinal profiles as well as geometric information such as grade and crossfall.

The RSP complies with the requirements for a "Class 1" profilometric device as outlined in **ASTM E950 / E950M (2009)** '*Standard Test Method for Measuring the Longitudinal Profile of Travelled Surfaces with an Accelerometer Established Inertial Profiling Reference*'. The RSP data is collected and processed in accordance with **ASTM E1926-08** '*Standard Practice for Computing International Roughness Index of Roads from Longitudinal Profile Measurements*' and **AM-PAV-06050** '*Pavement Assessment, Repair and Renewal Principles (March 2020)*'. It also meets the requirements of **CC-SPW-00900** '*Specification for Road Works Series 900 Road Pavements – Bituminous Materials, Section 10.1.11 (June 2017)*' and **I.S. EN ISO 13473-1: 2019** '*Characterization of Pavement Texture by use of Surface Profiles*'.

The data collected by the RSP includes:

- Longitudinal Profile (International Roughness Index (IRI))
- Transverse Profile (Rut Depth)
- Macrotexture (Mean Profile Depth (MPD))
- Geometrics (Crossfall, Gradient and Radius of Curvature)
- Pavement Orientated Digital Video

The RSP can collect data at speeds up to 100km/hr, but is typically operated at normal traffic speeds of 70-80km/hr ensuring that there is no delay or disruption to other road users. The entire data collection process is non-contact, using high frequency lasers and accelerometers in conjunction with a high accuracy distance measurement system. The data collected can be referenced to linear chainage or Global Positioning System (GPS) coordinate systems, allowing easy integration to Geographic Information System (GIS).

Laser sensors, accelerometers and an inertial motion sensor are mounted in a Transducer Unit or "Rut Bar" at the front of the vehicle. The basic rut bar is 1.83m in length and with the use of a number of additional angled wing lasers on both ends of the basic rut bar, the total effective measurement width is increased to 3.2m.

3. Survey Procedure

The RSP survey is a dry weather pavement survey carried out at normal traffic speeds, with no requirement for traffic management. The survey vehicle is fitted with warning beacons, retroreflective chevrons and “Highway Maintenance” signage. The information stored for each survey run includes: site name, direction, distance, speed, longitudinal and transverse profile, heading, altitude and MPD. There is also a provision for entering remarks at the beginning and end of each section, identifying features along the length of road and creating multiple sections over a survey run.

4. Output Parameters

4.1. International Roughness Index (IRI)

Longitudinal profile is described as a series of elevation values measured at a constant interval along a wheel track. IRI is an index computed from a longitudinal profile measurement based on the response of a standardised motor vehicle to the road surface. The IRI is expressed in units of metres per kilometre, with low values indicating smooth roads, and high values indicating rough roads with poor ride quality. IRI data is measured in both the left and right wheel paths. IRI values are recorded at 10 metre intervals.

4.2. Rut Depth

The RSP lasers measure the elevations across the carriageway to give an accurate cross (transverse) profile of the pavement. An algorithm calculates the theoretical cross profile of the pavement based on stretching a ‘wire’ over all the high points of the cross profile. The distance to the pavement from the wire is calculated, and the highest values constitute the rut depth. Rut depth data is measured in both the left and right wheel paths. Rut depth values are expressed in millimetres and recorded at 1 metre intervals.

4.3. Surface Texture

Macrottexture is defined as the deviation of a pavement surface from a true planar surface. It is the major influencing factor on frictional resistance at higher speeds (>50km/hr) and is particularly important in relation to wet conditions. The macrottexture provides the drainage channels for rainwater to escape to allow the vehicle tyre maintain greater contact with the pavement surface, in particular at high speeds. Macrottexture (MPD) is expressed in millimetres. MPD is measured in the left wheel path with values recorded at 10 metre intervals.

5. Survey Results

Table 2 presents the overall average IRI and Rut Depth results for each lane surveyed.

| Location | Lane | Length | IRI (m/km) | | | D-O (%) | Rut Depth (mm) | | |
|--|------|--------|------------|-------|------|---------|----------------|-------|------|
| | | | Left | Right | Avg. | | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | NB | 2400 | 3.3 | 3.2 | 3.3 | <10 | 2.7 | 2.2 | 2.5 |
| Haul Route No. 1 Section C-D | SB | 2400 | 3.2 | 3.0 | 3.1 | <10 | 3.2 | 1.9 | 2.6 |
| Haul Route No. 1 Section A-B | NB | 3960 | 3.0 | 2.6 | 2.8 | <10 | 3.9 | 2.0 | 3.0 |
| Haul Route No. 1 Section A-B | SB | 3960 | 3.0 | 2.7 | 2.9 | <10 | 4.4 | 2.0 | 3.2 |
| Haul Route No. 2 | NB | 11710 | 2.9 | 2.8 | 2.8 | <10 | 4.7 | 2.2 | 3.4 |
| Haul Route No. 2 | SB | 11710 | 3.0 | 2.8 | 2.9 | <10 | 4.2 | 2.1 | 3.1 |
| Haul Route No. 4 | NB | 23130 | 3.6 | 3.3 | 3.4 | <10 | 5.6 | 2.1 | 3.9 |
| Haul Route No. 4 | SB | 23130 | 3.5 | 3.2 | 3.4 | <10 | 5.5 | 2.3 | 3.9 |
| Haul Route No. 1.2 | NB | 4650 | 2.8 | 2.6 | 2.7 | <10 | 4.8 | 1.8 | 3.3 |
| Haul Route No. 1.2 | SB | 4650 | 2.7 | 2.6 | 2.6 | <10 | 4.3 | 2.0 | 3.2 |
| Sallin bypass | NB | 4520 | 1.6 | 1.7 | 1.7 | <10 | 3.1 | 1.5 | 2.3 |
| Sallin bypass | SB | 4520 | 1.6 | 1.6 | 1.6 | <10 | 2.5 | 1.5 | 2.0 |
| Proposed Haul Route Kildare - Milltown | EB | 7850 | 3.9 | 3.4 | 3.6 | <10 | 7.4 | 2.4 | 4.9 |
| Proposed Haul Route Kildare - Milltown | WB | 7850 | 3.9 | 3.3 | 3.6 | <10 | 6.1 | 2.0 | 4.0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1760 | 2.4 | 2.3 | 2.3 | <10 | 2.8 | 2.4 | 2.6 |
| Proposed Haul Route Enfield Link Rd. | WB | 1760 | 2.1 | 2.1 | 2.1 | <10 | 2.9 | 2.3 | 2.6 |
| Haul Route No. 3 | NB | 19240 | 2.7 | 2.6 | 2.7 | <10 | 3.4 | 1.8 | 2.6 |
| Haul Route No. 3 | SB | 19240 | 2.9 | 2.7 | 2.8 | <10 | 3.7 | 1.9 | 2.8 |
| Proposed Haul Route Maynooth - Clane | NB | 12130 | 2.6 | 2.4 | 2.5 | <10 | 3.7 | 2.3 | 3.0 |
| Proposed Haul Route Maynooth - Clane | SB | 12130 | 2.6 | 2.4 | 2.5 | <10 | 4.2 | 2.0 | 3.1 |
| Haul Route No. 1 Section C-D | EB | 15550 | 3.3 | 3.3 | 3.3 | <10 | 4.5 | 2.8 | 3.6 |
| Haul Route No. 1 Section C-D | WB | 15550 | 3.3 | 3.3 | 3.3 | <10 | 3.9 | 2.6 | 3.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14910 | 2.8 | 2.5 | 2.6 | <10 | 5.1 | 2.0 | 3.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14910 | 2.7 | 2.6 | 2.7 | <10 | 4.2 | 2.3 | 3.2 |
| Ballycane road | EB | 1460 | 3.8 | 3.5 | 3.6 | <10 | 4.2 | 2.0 | 3.1 |
| Ballycane road | WB | 1460 | 4.0 | 3.8 | 3.9 | <10 | 4.7 | 2.1 | 3.4 |
| R409 | NB | 10850 | 3.2 | 2.8 | 3.0 | <10 | 6.0 | 2.4 | 4.2 |
| R409 | SB | 10850 | 3.2 | 2.8 | 3.0 | <10 | 6.2 | 3.0 | 4.6 |
| L2030 | SB | 3060 | 4.7 | 3.5 | 4.1 | <10 | 6.4 | 3.8 | 5.1 |
| L2030 | NB | 3060 | 3.8 | 3.4 | 3.6 | <10 | 5.4 | 3.3 | 4.4 |

*IR = Invalid Reading

Table 2: Overall Average Results

Invalid readings known as 'drop-outs' may occur during testing, for example as a result of surface photometric properties or shadowing of light in deep surface troughs. As per IS EN ISO 13473-1: 2019, profiles with a loss of data due to a drop-out rate greater than 10% (of the total number of readings) shall be discarded.

Appendix A contains the IRI, and Rut Depth results averaged over 100 metre intervals for each lane surveyed.

Appendix B contains tabulated location details of each section

Appendix A – Survey Results 100m Intervals

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | NB | 0 | 100 | 8.0 | 7.4 | 7.7 | 2.7 | 2.2 | 2.4 |
| Haul Route No. 1 Section C-D | NB | 100 | 200 | 3.2 | 2.4 | 2.8 | 4.2 | 2.2 | 3.2 |
| Haul Route No. 1 Section C-D | NB | 200 | 300 | 2.1 | 2.7 | 2.4 | 4.0 | 1.8 | 2.9 |
| Haul Route No. 1 Section C-D | NB | 300 | 400 | 4.1 | 4.5 | 4.3 | 2.7 | 1.7 | 2.2 |
| Haul Route No. 1 Section C-D | NB | 400 | 500 | 4.5 | 4.9 | 4.7 | 3.4 | 2.2 | 2.8 |
| Haul Route No. 1 Section C-D | NB | 500 | 600 | 2.9 | 2.6 | 2.7 | 2.8 | 2.5 | 2.6 |
| Haul Route No. 1 Section C-D | NB | 600 | 700 | 2.0 | 2.0 | 2.0 | 1.4 | 2.1 | 1.8 |
| Haul Route No. 1 Section C-D | NB | 700 | 800 | 1.6 | 1.7 | 1.7 | 0.8 | 2.3 | 1.5 |
| Haul Route No. 1 Section C-D | NB | 800 | 900 | 2.9 | 2.6 | 2.8 | 2.5 | 1.6 | 2.1 |
| Haul Route No. 1 Section C-D | NB | 900 | 1000 | 3.4 | 1.8 | 2.6 | 2.7 | 1.8 | 2.3 |
| Haul Route No. 1 Section C-D | NB | 1000 | 1100 | 2.3 | 2.3 | 2.3 | 1.6 | 1.9 | 1.8 |
| Haul Route No. 1 Section C-D | NB | 1100 | 1200 | 2.8 | 2.3 | 2.5 | 2.5 | 2.0 | 2.3 |
| Haul Route No. 1 Section C-D | NB | 1200 | 1300 | 3.5 | 3.1 | 3.3 | 3.7 | 2.3 | 3.0 |
| Haul Route No. 1 Section C-D | NB | 1300 | 1400 | 3.7 | 3.2 | 3.4 | 3.6 | 2.3 | 2.9 |
| Haul Route No. 1 Section C-D | NB | 1400 | 1500 | 2.4 | 2.0 | 2.2 | 2.5 | 2.4 | 2.5 |
| Haul Route No. 1 Section C-D | NB | 1500 | 1600 | 2.2 | 2.5 | 2.3 | 4.3 | 2.7 | 3.5 |
| Haul Route No. 1 Section C-D | NB | 1600 | 1700 | 4.0 | 4.5 | 4.3 | 4.6 | 3.7 | 4.1 |
| Haul Route No. 1 Section C-D | NB | 1700 | 1800 | 7.2 | 7.5 | 7.4 | 3.9 | 2.2 | 3.0 |
| Haul Route No. 1 Section C-D | NB | 1800 | 1900 | 4.6 | 6.0 | 5.3 | 3.6 | 2.3 | 2.9 |
| Haul Route No. 1 Section C-D | NB | 1900 | 2000 | 3.3 | 3.3 | 3.3 | 1.7 | 3.0 | 2.3 |
| Haul Route No. 1 Section C-D | NB | 2000 | 2100 | 3.2 | 2.8 | 3.0 | 1.6 | 2.2 | 1.9 |
| Haul Route No. 1 Section C-D | NB | 2100 | 2200 | 3.2 | 3.2 | 3.2 | 1.5 | 1.5 | 1.5 |
| Haul Route No. 1 Section C-D | NB | 2200 | 2300 | 1.8 | 1.4 | 1.6 | 1.7 | 2.1 | 1.9 |
| Haul Route No. 1 Section C-D | NB | 2300 | 2400 | 1.0 | 1.7 | 1.3 | 1.6 | 1.7 | 1.6 |
| Haul Route No. 1 Section C-D | SB | 0 | 100 | 1.7 | 1.0 | 1.4 | 1.1 | 1.9 | 1.5 |
| Haul Route No. 1 Section C-D | SB | 100 | 200 | 2.5 | 2.4 | 2.4 | 1.8 | 1.7 | 1.8 |
| Haul Route No. 1 Section C-D | SB | 200 | 300 | 2.8 | 3.3 | 3.0 | 0.9 | 1.7 | 1.3 |
| Haul Route No. 1 Section C-D | SB | 300 | 400 | 3.3 | 3.0 | 3.1 | 1.1 | 1.7 | 1.4 |
| Haul Route No. 1 Section C-D | SB | 400 | 500 | 3.0 | 3.0 | 3.0 | 2.1 | 2.2 | 2.1 |
| Haul Route No. 1 Section C-D | SB | 500 | 600 | 2.1 | 2.2 | 2.1 | 1.7 | 2.2 | 1.9 |
| Haul Route No. 1 Section C-D | SB | 600 | 700 | 6.4 | 5.4 | 5.9 | 5.2 | 2.5 | 3.8 |
| Haul Route No. 1 Section C-D | SB | 700 | 800 | 4.6 | 5.2 | 4.9 | 6.9 | 2.6 | 4.8 |
| Haul Route No. 1 Section C-D | SB | 800 | 900 | 2.3 | 2.2 | 2.3 | 7.1 | 1.9 | 4.5 |
| Haul Route No. 1 Section C-D | SB | 900 | 1000 | 2.5 | 2.8 | 2.6 | 4.1 | 1.6 | 2.9 |
| Haul Route No. 1 Section C-D | SB | 1000 | 1100 | 2.5 | 2.0 | 2.2 | 5.4 | 1.5 | 3.5 |
| Haul Route No. 1 Section C-D | SB | 1100 | 1200 | 2.6 | 2.1 | 2.3 | 3.7 | 1.4 | 2.6 |
| Haul Route No. 1 Section C-D | SB | 1200 | 1300 | 3.1 | 2.8 | 2.9 | 3.8 | 2.2 | 3.0 |
| Haul Route No. 1 Section C-D | SB | 1300 | 1400 | 4.0 | 3.8 | 3.9 | 1.8 | 1.8 | 1.8 |
| Haul Route No. 1 Section C-D | SB | 1400 | 1500 | 3.1 | 2.0 | 2.5 | 2.3 | 1.8 | 2.1 |
| Haul Route No. 1 Section C-D | SB | 1500 | 1600 | 2.5 | 2.0 | 2.3 | 2.8 | 2.0 | 2.4 |
| Haul Route No. 1 Section C-D | SB | 1600 | 1700 | 1.7 | 1.2 | 1.5 | 2.4 | 1.7 | 2.0 |
| Haul Route No. 1 Section C-D | SB | 1700 | 1800 | 1.9 | 1.7 | 1.8 | 1.5 | 1.6 | 1.6 |
| Haul Route No. 1 Section C-D | SB | 1800 | 1900 | 1.8 | 1.5 | 1.7 | 2.6 | 1.4 | 2.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | SB | 1900 | 2000 | 3.2 | 2.9 | 3.1 | 2.4 | 1.4 | 1.9 |
| Haul Route No. 1 Section C-D | SB | 2000 | 2100 | 4.7 | 5.3 | 5.0 | 3.9 | 1.8 | 2.9 |
| Haul Route No. 1 Section C-D | SB | 2100 | 2200 | 2.5 | 3.5 | 3.0 | 3.3 | 2.4 | 2.9 |
| Haul Route No. 1 Section C-D | SB | 2200 | 2300 | 2.5 | 2.1 | 2.3 | 5.2 | 1.6 | 3.4 |
| Haul Route No. 1 Section C-D | SB | 2300 | 2400 | 9.5 | 8.1 | 8.8 | 4.8 | 2.2 | 3.5 |
| | | | | | | | | | |
| Haul Route No. 1 Section A-B | NB | 0 | 100 | 2.5 | 2.3 | 2.4 | 1.6 | 2.4 | 2.0 |
| Haul Route No. 1 Section A-B | NB | 100 | 200 | 2.9 | 2.7 | 2.8 | 2.1 | 2.1 | 2.1 |
| Haul Route No. 1 Section A-B | NB | 200 | 300 | 3.0 | 3.2 | 3.1 | 3.0 | 2.5 | 2.7 |
| Haul Route No. 1 Section A-B | NB | 300 | 400 | 1.8 | 2.0 | 1.9 | 2.6 | 1.6 | 2.1 |
| Haul Route No. 1 Section A-B | NB | 400 | 500 | 2.2 | 3.0 | 2.6 | 1.8 | 2.1 | 2.0 |
| Haul Route No. 1 Section A-B | NB | 500 | 600 | 1.5 | 1.9 | 1.7 | 1.9 | 1.7 | 1.8 |
| Haul Route No. 1 Section A-B | NB | 600 | 700 | 1.6 | 1.6 | 1.6 | 1.5 | 2.3 | 1.9 |
| Haul Route No. 1 Section A-B | NB | 700 | 800 | 2.0 | 2.1 | 2.0 | 2.3 | 2.3 | 2.3 |
| Haul Route No. 1 Section A-B | NB | 800 | 900 | 1.8 | 2.0 | 1.9 | 1.8 | 1.6 | 1.7 |
| Haul Route No. 1 Section A-B | NB | 900 | 1000 | 2.0 | 1.9 | 1.9 | 3.5 | 1.8 | 2.7 |
| Haul Route No. 1 Section A-B | NB | 1000 | 1100 | 2.0 | 1.6 | 1.8 | 3.1 | 1.5 | 2.3 |
| Haul Route No. 1 Section A-B | NB | 1100 | 1200 | 2.2 | 2.4 | 2.3 | 5.8 | 1.6 | 3.7 |
| Haul Route No. 1 Section A-B | NB | 1200 | 1300 | 6.0 | 5.6 | 5.8 | 5.4 | 2.3 | 3.8 |
| Haul Route No. 1 Section A-B | NB | 1300 | 1400 | 5.4 | 3.8 | 4.6 | 2.7 | 1.3 | 2.0 |
| Haul Route No. 1 Section A-B | NB | 1400 | 1500 | 4.1 | 4.0 | 4.1 | 7.8 | 2.0 | 4.9 |
| Haul Route No. 1 Section A-B | NB | 1500 | 1600 | 3.6 | 2.7 | 3.2 | 3.5 | 2.2 | 2.8 |
| Haul Route No. 1 Section A-B | NB | 1600 | 1700 | 4.5 | 3.1 | 3.8 | 2.9 | 1.3 | 2.1 |
| Haul Route No. 1 Section A-B | NB | 1700 | 1800 | 4.2 | 3.8 | 4.0 | 3.0 | 1.6 | 2.3 |
| Haul Route No. 1 Section A-B | NB | 1800 | 1900 | 4.3 | 2.8 | 3.6 | 2.6 | 2.6 | 2.6 |
| Haul Route No. 1 Section A-B | NB | 1900 | 2000 | 4.5 | 4.4 | 4.5 | 3.7 | 1.6 | 2.6 |
| Haul Route No. 1 Section A-B | NB | 2000 | 2100 | 4.0 | 3.0 | 3.5 | 2.2 | 1.2 | 1.7 |
| Haul Route No. 1 Section A-B | NB | 2100 | 2200 | 3.2 | 2.4 | 2.8 | 1.7 | 1.5 | 1.6 |
| Haul Route No. 1 Section A-B | NB | 2200 | 2300 | 2.9 | 2.1 | 2.5 | 1.5 | 2.0 | 1.7 |
| Haul Route No. 1 Section A-B | NB | 2300 | 2400 | 2.3 | 1.7 | 2.0 | 1.0 | 1.3 | 1.1 |
| Haul Route No. 1 Section A-B | NB | 2400 | 2500 | 1.5 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 |
| Haul Route No. 1 Section A-B | NB | 2500 | 2600 | 1.4 | 1.2 | 1.3 | 1.8 | 1.1 | 1.4 |
| Haul Route No. 1 Section A-B | NB | 2600 | 2700 | 1.3 | 1.2 | 1.2 | 1.2 | 1.7 | 1.4 |
| Haul Route No. 1 Section A-B | NB | 2700 | 2800 | 1.5 | 1.2 | 1.3 | 2.0 | 1.1 | 1.5 |
| Haul Route No. 1 Section A-B | NB | 2800 | 2900 | 2.5 | 2.4 | 2.5 | 1.9 | 1.4 | 1.7 |
| Haul Route No. 1 Section A-B | NB | 2900 | 3000 | 2.9 | 2.6 | 2.7 | 2.0 | 1.7 | 1.9 |
| Haul Route No. 1 Section A-B | NB | 3000 | 3100 | 2.8 | 2.3 | 2.5 | 5.1 | 4.0 | 4.6 |
| Haul Route No. 1 Section A-B | NB | 3100 | 3200 | 2.8 | 2.7 | 2.7 | 3.3 | 5.0 | 4.1 |
| Haul Route No. 1 Section A-B | NB | 3200 | 3300 | 3.3 | 2.5 | 2.9 | 7.1 | 3.4 | 5.3 |
| Haul Route No. 1 Section A-B | NB | 3300 | 3400 | 5.4 | 1.9 | 3.6 | 12.2 | 1.8 | 7.0 |
| Haul Route No. 1 Section A-B | NB | 3400 | 3500 | 3.8 | 3.3 | 3.6 | 3.5 | 1.4 | 2.4 |
| Haul Route No. 1 Section A-B | NB | 3500 | 3600 | 2.5 | 2.1 | 2.3 | 2.6 | 3.8 | 3.2 |
| Haul Route No. 1 Section A-B | NB | 3600 | 3700 | 2.7 | 3.2 | 2.9 | 3.4 | 4.5 | 3.9 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section A-B | NB | 3700 | 3800 | 3.9 | 3.4 | 3.6 | 9.3 | 2.0 | 5.6 |
| Haul Route No. 1 Section A-B | NB | 3800 | 3900 | 4.3 | 3.1 | 3.7 | 17.8 | 1.3 | 9.5 |
| Haul Route No. 1 Section A-B | NB | 3900 | 3960 | 3.9 | 2.6 | 3.2 | 21.8 | 2.0 | 11.9 |
| Haul Route No. 1 Section A-B | SB | 0 | 100 | 3.6 | 4.1 | 3.9 | 3.1 | 4.2 | 3.6 |
| Haul Route No. 1 Section A-B | SB | 100 | 200 | 3.5 | 4.2 | 3.8 | 3.1 | 2.4 | 2.7 |
| Haul Route No. 1 Section A-B | SB | 200 | 300 | 3.3 | 3.6 | 3.4 | 6.9 | 5.4 | 6.2 |
| Haul Route No. 1 Section A-B | SB | 300 | 400 | 2.5 | 2.8 | 2.7 | 6.0 | 3.1 | 4.6 |
| Haul Route No. 1 Section A-B | SB | 400 | 500 | 3.1 | 2.3 | 2.7 | 14.0 | 1.6 | 7.8 |
| Haul Route No. 1 Section A-B | SB | 500 | 600 | 3.5 | 2.7 | 3.1 | 9.2 | 1.7 | 5.4 |
| Haul Route No. 1 Section A-B | SB | 600 | 700 | 2.3 | 1.9 | 2.1 | 9.0 | 3.4 | 6.2 |
| Haul Route No. 1 Section A-B | SB | 700 | 800 | 2.3 | 2.4 | 2.4 | 7.3 | 4.3 | 5.8 |
| Haul Route No. 1 Section A-B | SB | 800 | 900 | 2.3 | 2.2 | 2.2 | 13.6 | 2.2 | 7.9 |
| Haul Route No. 1 Section A-B | SB | 900 | 1000 | 2.3 | 2.3 | 2.3 | 6.9 | 2.0 | 4.4 |
| Haul Route No. 1 Section A-B | SB | 1000 | 1100 | 2.5 | 2.5 | 2.5 | 2.4 | 1.9 | 2.2 |
| Haul Route No. 1 Section A-B | SB | 1100 | 1200 | 2.1 | 2.4 | 2.2 | 1.3 | 1.7 | 1.5 |
| Haul Route No. 1 Section A-B | SB | 1200 | 1300 | 2.0 | 1.9 | 2.0 | 1.8 | 1.1 | 1.5 |
| Haul Route No. 1 Section A-B | SB | 1300 | 1400 | 1.5 | 1.3 | 1.4 | 1.7 | 1.1 | 1.4 |
| Haul Route No. 1 Section A-B | SB | 1400 | 1500 | 1.5 | 1.7 | 1.6 | 1.4 | 1.2 | 1.3 |
| Haul Route No. 1 Section A-B | SB | 1500 | 1600 | 1.8 | 1.9 | 1.8 | 2.9 | 1.2 | 2.1 |
| Haul Route No. 1 Section A-B | SB | 1600 | 1700 | 2.5 | 2.3 | 2.4 | 1.4 | 1.3 | 1.4 |
| Haul Route No. 1 Section A-B | SB | 1700 | 1800 | 4.0 | 2.4 | 3.2 | 1.7 | 1.6 | 1.6 |
| Haul Route No. 1 Section A-B | SB | 1800 | 1900 | 3.1 | 2.4 | 2.8 | 2.8 | 1.8 | 2.3 |
| Haul Route No. 1 Section A-B | SB | 1900 | 2000 | 3.6 | 3.6 | 3.6 | 1.7 | 1.3 | 1.5 |
| Haul Route No. 1 Section A-B | SB | 2000 | 2100 | 3.2 | 3.9 | 3.5 | 6.2 | 1.2 | 3.7 |
| Haul Route No. 1 Section A-B | SB | 2100 | 2200 | 4.5 | 3.2 | 3.8 | 9.3 | 1.1 | 5.2 |
| Haul Route No. 1 Section A-B | SB | 2200 | 2300 | 4.8 | 2.9 | 3.9 | 4.4 | 1.1 | 2.8 |
| Haul Route No. 1 Section A-B | SB | 2300 | 2400 | 4.3 | 3.8 | 4.0 | 4.4 | 1.6 | 3.0 |
| Haul Route No. 1 Section A-B | SB | 2400 | 2500 | 5.4 | 3.7 | 4.6 | 6.7 | 1.3 | 4.0 |
| Haul Route No. 1 Section A-B | SB | 2500 | 2600 | 3.8 | 3.6 | 3.7 | 2.3 | 1.5 | 1.9 |
| Haul Route No. 1 Section A-B | SB | 2600 | 2700 | 4.8 | 4.6 | 4.7 | 2.0 | 1.3 | 1.7 |
| Haul Route No. 1 Section A-B | SB | 2700 | 2800 | 4.7 | 4.9 | 4.8 | 2.2 | 1.6 | 1.9 |
| Haul Route No. 1 Section A-B | SB | 2800 | 2900 | 3.9 | 2.2 | 3.1 | 2.4 | 1.4 | 1.9 |
| Haul Route No. 1 Section A-B | SB | 2900 | 3000 | 2.6 | 1.7 | 2.1 | 2.0 | 1.7 | 1.9 |
| Haul Route No. 1 Section A-B | SB | 3000 | 3100 | 2.7 | 2.4 | 2.6 | 1.4 | 1.5 | 1.4 |
| Haul Route No. 1 Section A-B | SB | 3100 | 3200 | 3.8 | 3.0 | 3.4 | 12.3 | 2.3 | 7.3 |
| Haul Route No. 1 Section A-B | SB | 3200 | 3300 | 2.4 | 2.8 | 2.6 | 3.2 | 2.0 | 2.6 |
| Haul Route No. 1 Section A-B | SB | 3300 | 3400 | 2.1 | 1.8 | 1.9 | 3.2 | 1.6 | 2.4 |
| Haul Route No. 1 Section A-B | SB | 3400 | 3500 | 1.8 | 1.9 | 1.8 | 3.0 | 2.5 | 2.8 |
| Haul Route No. 1 Section A-B | SB | 3500 | 3600 | 2.4 | 3.0 | 2.7 | 2.1 | 2.7 | 2.4 |
| Haul Route No. 1 Section A-B | SB | 3600 | 3700 | 2.2 | 1.8 | 2.0 | 4.3 | 2.2 | 3.2 |
| Haul Route No. 1 Section A-B | SB | 3700 | 3800 | 2.9 | 2.7 | 2.8 | 1.6 | 2.5 | 2.0 |
| Haul Route No. 1 Section A-B | SB | 3800 | 3900 | 2.5 | 2.3 | 2.4 | 1.7 | 1.6 | 1.7 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section A-B | SB | 3900 | 3960 | 2.1 | 2.6 | 2.3 | 2.5 | 2.1 | 2.3 |
| Haul Route No. 2 | NB | 0 | 100 | 4.1 | 3.1 | 3.6 | 9.0 | 1.7 | 5.4 |
| Haul Route No. 2 | NB | 100 | 200 | 2.3 | 3.1 | 2.7 | 2.3 | 2.3 | 2.3 |
| Haul Route No. 2 | NB | 200 | 300 | 1.6 | 1.9 | 1.8 | 3.0 | 2.0 | 2.5 |
| Haul Route No. 2 | NB | 300 | 400 | 4.2 | 4.9 | 4.5 | 3.6 | 3.6 | 3.6 |
| Haul Route No. 2 | NB | 400 | 500 | 2.5 | 2.0 | 2.3 | 11.5 | 1.2 | 6.3 |
| Haul Route No. 2 | NB | 500 | 600 | 2.4 | 1.8 | 2.1 | 7.3 | 2.5 | 4.9 |
| Haul Route No. 2 | NB | 600 | 700 | 2.7 | 2.8 | 2.8 | 5.7 | 6.3 | 6.0 |
| Haul Route No. 2 | NB | 700 | 800 | 2.2 | 3.5 | 2.8 | 4.5 | 4.4 | 4.4 |
| Haul Route No. 2 | NB | 800 | 900 | 2.0 | 1.9 | 1.9 | 7.9 | 2.2 | 5.0 |
| Haul Route No. 2 | NB | 900 | 1000 | 2.1 | 1.9 | 2.0 | 4.5 | 1.8 | 3.2 |
| Haul Route No. 2 | NB | 1000 | 1100 | 2.0 | 1.6 | 1.8 | 5.6 | 2.0 | 3.8 |
| Haul Route No. 2 | NB | 1100 | 1200 | 2.5 | 2.2 | 2.4 | 5.3 | 3.6 | 4.4 |
| Haul Route No. 2 | NB | 1200 | 1300 | 2.1 | 2.5 | 2.3 | 6.1 | 4.9 | 5.5 |
| Haul Route No. 2 | NB | 1300 | 1400 | 2.9 | 2.8 | 2.8 | 6.8 | 2.4 | 4.6 |
| Haul Route No. 2 | NB | 1400 | 1500 | 2.4 | 2.4 | 2.4 | 9.1 | 1.9 | 5.5 |
| Haul Route No. 2 | NB | 1500 | 1600 | 2.2 | 1.9 | 2.0 | 5.4 | 1.4 | 3.4 |
| Haul Route No. 2 | NB | 1600 | 1700 | 2.2 | 2.1 | 2.2 | 2.1 | 3.4 | 2.7 |
| Haul Route No. 2 | NB | 1700 | 1800 | 1.6 | 1.8 | 1.7 | 2.0 | 3.5 | 2.7 |
| Haul Route No. 2 | NB | 1800 | 1900 | 1.9 | 1.7 | 1.8 | 1.8 | 1.9 | 1.8 |
| Haul Route No. 2 | NB | 1900 | 2000 | 1.9 | 1.4 | 1.7 | 1.6 | 1.6 | 1.6 |
| Haul Route No. 2 | NB | 2000 | 2100 | 2.3 | 1.9 | 2.1 | 2.2 | 2.9 | 2.5 |
| Haul Route No. 2 | NB | 2100 | 2200 | 1.8 | 1.4 | 1.6 | 2.0 | 2.2 | 2.1 |
| Haul Route No. 2 | NB | 2200 | 2300 | 1.9 | 1.9 | 1.9 | 2.2 | 3.5 | 2.9 |
| Haul Route No. 2 | NB | 2300 | 2400 | 1.8 | 1.6 | 1.7 | 1.4 | 2.3 | 1.9 |
| Haul Route No. 2 | NB | 2400 | 2500 | 2.0 | 1.6 | 1.8 | 2.9 | 1.8 | 2.3 |
| Haul Route No. 2 | NB | 2500 | 2600 | 2.5 | 2.3 | 2.4 | 2.2 | 2.2 | 2.2 |
| Haul Route No. 2 | NB | 2600 | 2700 | 3.2 | 2.5 | 2.8 | 1.6 | 1.6 | 1.6 |
| Haul Route No. 2 | NB | 2700 | 2800 | 1.5 | 1.7 | 1.6 | 1.8 | 1.2 | 1.5 |
| Haul Route No. 2 | NB | 2800 | 2900 | 2.0 | 1.7 | 1.9 | 4.0 | 2.7 | 3.3 |
| Haul Route No. 2 | NB | 2900 | 3000 | 2.7 | 1.9 | 2.3 | 3.1 | 2.8 | 2.9 |
| Haul Route No. 2 | NB | 3000 | 3100 | 2.5 | 2.2 | 2.3 | 5.1 | 3.2 | 4.1 |
| Haul Route No. 2 | NB | 3100 | 3200 | 3.1 | 2.1 | 2.6 | 3.8 | 3.7 | 3.7 |
| Haul Route No. 2 | NB | 3200 | 3300 | 2.8 | 2.4 | 2.6 | 3.1 | 1.8 | 2.5 |
| Haul Route No. 2 | NB | 3300 | 3400 | 1.8 | 1.9 | 1.8 | 6.0 | 1.6 | 3.8 |
| Haul Route No. 2 | NB | 3400 | 3500 | 1.5 | 1.7 | 1.6 | 4.4 | 1.6 | 3.0 |
| Haul Route No. 2 | NB | 3500 | 3600 | 1.7 | 1.7 | 1.7 | 1.6 | 2.1 | 1.9 |
| Haul Route No. 2 | NB | 3600 | 3700 | 1.5 | 1.7 | 1.6 | 2.4 | 1.8 | 2.1 |
| Haul Route No. 2 | NB | 3700 | 3800 | 2.1 | 2.2 | 2.2 | 3.5 | 2.2 | 2.8 |
| Haul Route No. 2 | NB | 3800 | 3900 | 2.4 | 3.2 | 2.8 | 2.3 | 1.8 | 2.1 |
| Haul Route No. 2 | NB | 3900 | 4000 | 3.3 | 2.8 | 3.0 | 2.2 | 1.5 | 1.9 |
| Haul Route No. 2 | NB | 4000 | 4100 | 2.9 | 3.1 | 3.0 | 3.9 | 1.6 | 2.8 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 2 | NB | 4100 | 4200 | 3.1 | 2.4 | 2.8 | 5.1 | 2.7 | 3.9 |
| Haul Route No. 2 | NB | 4200 | 4300 | 2.6 | 2.7 | 2.6 | 9.5 | 1.9 | 5.7 |
| Haul Route No. 2 | NB | 4300 | 4400 | 3.5 | 2.9 | 3.2 | 6.5 | 2.2 | 4.4 |
| Haul Route No. 2 | NB | 4400 | 4500 | 2.7 | 1.9 | 2.3 | 14.0 | 1.2 | 7.6 |
| Haul Route No. 2 | NB | 4500 | 4600 | 3.0 | 3.6 | 3.3 | 9.5 | 1.8 | 5.7 |
| Haul Route No. 2 | NB | 4600 | 4700 | 2.8 | 2.7 | 2.7 | 3.7 | 1.5 | 2.6 |
| Haul Route No. 2 | NB | 4700 | 4800 | 2.8 | 2.7 | 2.7 | 6.2 | 3.1 | 4.6 |
| Haul Route No. 2 | NB | 4800 | 4900 | 2.5 | 2.9 | 2.7 | 7.1 | 3.6 | 5.4 |
| Haul Route No. 2 | NB | 4900 | 5000 | 2.7 | 2.5 | 2.6 | 4.3 | 2.2 | 3.2 |
| Haul Route No. 2 | NB | 5000 | 5100 | 2.7 | 2.1 | 2.4 | 4.8 | 2.4 | 3.6 |
| Haul Route No. 2 | NB | 5100 | 5200 | 2.5 | 2.1 | 2.3 | 9.2 | 2.4 | 5.8 |
| Haul Route No. 2 | NB | 5200 | 5300 | 1.9 | 2.0 | 2.0 | 20.8 | 1.3 | 11.0 |
| Haul Route No. 2 | NB | 5300 | 5400 | 2.2 | 2.0 | 2.1 | 14.8 | 2.2 | 8.5 |
| Haul Route No. 2 | NB | 5400 | 5500 | 1.9 | 1.8 | 1.9 | 4.8 | 3.3 | 4.1 |
| Haul Route No. 2 | NB | 5500 | 5600 | 2.5 | 2.4 | 2.5 | 2.4 | 3.2 | 2.8 |
| Haul Route No. 2 | NB | 5600 | 5700 | 1.8 | 1.7 | 1.7 | 3.4 | 1.6 | 2.5 |
| Haul Route No. 2 | NB | 5700 | 5800 | 1.8 | 1.6 | 1.7 | 9.1 | 1.5 | 5.3 |
| Haul Route No. 2 | NB | 5800 | 5900 | 1.7 | 1.6 | 1.7 | 1.9 | 1.9 | 1.9 |
| Haul Route No. 2 | NB | 5900 | 6000 | 4.1 | 4.4 | 4.3 | 6.7 | 4.8 | 5.7 |
| Haul Route No. 2 | NB | 6000 | 6100 | 3.8 | 3.0 | 3.4 | 9.4 | 4.4 | 6.9 |
| Haul Route No. 2 | NB | 6100 | 6200 | 3.2 | 3.2 | 3.2 | 4.2 | 4.2 | 4.2 |
| Haul Route No. 2 | NB | 6200 | 6300 | 3.0 | 3.0 | 3.0 | 6.8 | 3.4 | 5.1 |
| Haul Route No. 2 | NB | 6300 | 6400 | 3.4 | 3.5 | 3.5 | 3.9 | 4.4 | 4.1 |
| Haul Route No. 2 | NB | 6400 | 6500 | 3.0 | 2.6 | 2.8 | 3.7 | 2.6 | 3.1 |
| Haul Route No. 2 | NB | 6500 | 6600 | 3.4 | 3.1 | 3.3 | 4.7 | 2.4 | 3.5 |
| Haul Route No. 2 | NB | 6600 | 6700 | 2.8 | 2.9 | 2.8 | 6.1 | 2.3 | 4.2 |
| Haul Route No. 2 | NB | 6700 | 6800 | 3.2 | 3.2 | 3.2 | 5.3 | 1.9 | 3.6 |
| Haul Route No. 2 | NB | 6800 | 6900 | 3.3 | 3.0 | 3.1 | 5.3 | 1.3 | 3.3 |
| Haul Route No. 2 | NB | 6900 | 7000 | 2.3 | 2.4 | 2.3 | 4.3 | 1.7 | 3.0 |
| Haul Route No. 2 | NB | 7000 | 7100 | 2.0 | 1.7 | 1.8 | 7.7 | 1.7 | 4.7 |
| Haul Route No. 2 | NB | 7100 | 7200 | 2.2 | 2.4 | 2.3 | 6.2 | 1.5 | 3.8 |
| Haul Route No. 2 | NB | 7200 | 7300 | 3.1 | 3.7 | 3.4 | 7.2 | 1.4 | 4.3 |
| Haul Route No. 2 | NB | 7300 | 7400 | 2.2 | 2.4 | 2.3 | 6.8 | 1.3 | 4.0 |
| Haul Route No. 2 | NB | 7400 | 7500 | 2.5 | 3.1 | 2.8 | 4.0 | 1.8 | 2.9 |
| Haul Route No. 2 | NB | 7500 | 7600 | 1.7 | 2.2 | 2.0 | 4.3 | 2.1 | 3.2 |
| Haul Route No. 2 | NB | 7600 | 7700 | 1.8 | 2.0 | 1.9 | 6.0 | 1.4 | 3.7 |
| Haul Route No. 2 | NB | 7700 | 7800 | 1.9 | 1.8 | 1.8 | 6.4 | 1.1 | 3.7 |
| Haul Route No. 2 | NB | 7800 | 7900 | 3.9 | 2.8 | 3.3 | 7.9 | 1.3 | 4.6 |
| Haul Route No. 2 | NB | 7900 | 8000 | 3.2 | 3.5 | 3.4 | 2.3 | 2.8 | 2.5 |
| Haul Route No. 2 | NB | 8000 | 8100 | 6.2 | 8.0 | 7.1 | 5.3 | 1.7 | 3.5 |
| Haul Route No. 2 | NB | 8100 | 8200 | 4.1 | 3.3 | 3.7 | 2.7 | 1.8 | 2.2 |
| Haul Route No. 2 | NB | 8200 | 8300 | 2.8 | 1.9 | 2.4 | 3.4 | 1.8 | 2.6 |
| Haul Route No. 2 | NB | 8300 | 8400 | 3.4 | 2.7 | 3.0 | 2.8 | 1.5 | 2.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 2 | NB | 8400 | 8500 | 3.7 | 3.1 | 3.4 | 4.7 | 1.5 | 3.1 |
| Haul Route No. 2 | NB | 8500 | 8600 | 4.9 | 2.8 | 3.9 | 4.6 | 1.4 | 3.0 |
| Haul Route No. 2 | NB | 8600 | 8700 | 4.0 | 2.9 | 3.4 | 4.0 | 1.6 | 2.8 |
| Haul Route No. 2 | NB | 8700 | 8800 | 3.3 | 3.7 | 3.5 | 2.1 | 1.8 | 1.9 |
| Haul Route No. 2 | NB | 8800 | 8900 | 4.7 | 3.6 | 4.2 | 1.7 | 2.3 | 2.0 |
| Haul Route No. 2 | NB | 8900 | 9000 | 6.4 | 4.6 | 5.5 | 4.8 | 1.9 | 3.4 |
| Haul Route No. 2 | NB | 9000 | 9100 | 3.5 | 2.3 | 2.8 | 3.0 | 1.8 | 2.4 |
| Haul Route No. 2 | NB | 9100 | 9200 | 4.8 | 6.4 | 5.6 | 1.7 | 1.9 | 1.8 |
| Haul Route No. 2 | NB | 9200 | 9300 | 3.7 | 2.1 | 2.9 | 6.2 | 2.1 | 4.2 |
| Haul Route No. 2 | NB | 9300 | 9400 | 4.0 | 4.3 | 4.2 | 4.2 | 1.7 | 2.9 |
| Haul Route No. 2 | NB | 9400 | 9500 | 6.6 | 4.8 | 5.7 | 2.3 | 1.3 | 1.8 |
| Haul Route No. 2 | NB | 9500 | 9600 | 7.8 | 4.2 | 6.0 | 2.8 | 2.6 | 2.7 |
| Haul Route No. 2 | NB | 9600 | 9700 | 3.5 | 4.5 | 4.0 | 1.6 | 1.2 | 1.4 |
| Haul Route No. 2 | NB | 9700 | 9800 | 3.5 | 4.1 | 3.8 | 5.7 | 1.3 | 3.5 |
| Haul Route No. 2 | NB | 9800 | 9900 | 4.1 | 3.7 | 3.9 | 8.9 | 1.4 | 5.2 |
| Haul Route No. 2 | NB | 9900 | 10000 | 5.1 | 4.0 | 4.6 | 6.7 | 1.3 | 4.0 |
| Haul Route No. 2 | NB | 10000 | 10100 | 3.3 | 4.6 | 4.0 | 2.3 | 1.6 | 2.0 |
| Haul Route No. 2 | NB | 10100 | 10200 | 3.5 | 3.7 | 3.6 | 6.3 | 1.4 | 3.8 |
| Haul Route No. 2 | NB | 10200 | 10300 | 3.6 | 2.8 | 3.2 | 1.4 | 1.4 | 1.4 |
| Haul Route No. 2 | NB | 10300 | 10400 | 2.3 | 3.3 | 2.8 | 1.3 | 1.0 | 1.2 |
| Haul Route No. 2 | NB | 10400 | 10500 | 2.7 | 3.3 | 3.0 | 1.4 | 1.1 | 1.2 |
| Haul Route No. 2 | NB | 10500 | 10600 | 3.8 | 4.0 | 3.9 | 2.2 | 1.0 | 1.6 |
| Haul Route No. 2 | NB | 10600 | 10700 | 3.4 | 3.2 | 3.3 | 2.6 | 2.0 | 2.3 |
| Haul Route No. 2 | NB | 10700 | 10800 | 2.4 | 2.7 | 2.5 | 2.7 | 3.1 | 2.9 |
| Haul Route No. 2 | NB | 10800 | 10900 | 2.5 | 2.1 | 2.3 | 4.5 | 2.1 | 3.3 |
| Haul Route No. 2 | NB | 10900 | 11000 | 2.5 | 2.1 | 2.3 | 3.7 | 2.4 | 3.1 |
| Haul Route No. 2 | NB | 11000 | 11100 | 3.7 | 3.0 | 3.4 | 6.5 | 2.2 | 4.3 |
| Haul Route No. 2 | NB | 11100 | 11200 | 3.7 | 3.5 | 3.6 | 2.5 | 1.5 | 2.0 |
| Haul Route No. 2 | NB | 11200 | 11300 | 3.5 | 2.6 | 3.0 | 3.0 | 1.7 | 2.4 |
| Haul Route No. 2 | NB | 11300 | 11400 | 2.5 | 2.0 | 2.2 | 0.8 | 1.1 | 0.9 |
| Haul Route No. 2 | NB | 11400 | 11500 | 2.4 | 2.0 | 2.2 | 1.1 | 2.2 | 1.6 |
| Haul Route No. 2 | NB | 11500 | 11600 | 2.1 | 1.9 | 2.0 | 1.1 | 1.7 | 1.4 |
| Haul Route No. 2 | NB | 11600 | 11700 | 6.8 | 6.5 | 6.6 | 2.2 | 2.4 | 2.3 |
| Haul Route No. 2 | NB | 11700 | 11710 | 5.0 | 3.3 | 4.2 | 2.6 | 2.2 | 2.4 |
| Haul Route No. 2 | SB | 0 | 100 | 7.4 | 7.1 | 7.2 | 2.2 | 2.4 | 2.3 |
| Haul Route No. 2 | SB | 100 | 200 | 2.1 | 1.8 | 1.9 | 1.2 | 1.4 | 1.3 |
| Haul Route No. 2 | SB | 200 | 300 | 1.8 | 1.8 | 1.8 | 0.9 | 2.3 | 1.6 |
| Haul Route No. 2 | SB | 300 | 400 | 2.4 | 1.9 | 2.1 | 1.2 | 1.4 | 1.3 |
| Haul Route No. 2 | SB | 400 | 500 | 3.8 | 2.9 | 3.4 | 3.9 | 1.8 | 2.9 |
| Haul Route No. 2 | SB | 500 | 600 | 3.0 | 3.2 | 3.1 | 1.6 | 1.9 | 1.8 |
| Haul Route No. 2 | SB | 600 | 700 | 3.6 | 2.9 | 3.3 | 3.0 | 2.5 | 2.7 |
| Haul Route No. 2 | SB | 700 | 800 | 2.6 | 2.9 | 2.7 | 3.1 | 3.7 | 3.4 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 2 | SB | 800 | 900 | 2.3 | 3.0 | 2.7 | 4.3 | 3.9 | 4.1 |
| Haul Route No. 2 | SB | 900 | 1000 | 2.0 | 2.9 | 2.5 | 2.2 | 1.7 | 2.0 |
| Haul Route No. 2 | SB | 1000 | 1100 | 5.2 | 3.5 | 4.3 | 1.8 | 1.1 | 1.5 |
| Haul Route No. 2 | SB | 1100 | 1200 | 3.2 | 3.6 | 3.4 | 1.8 | 1.1 | 1.4 |
| Haul Route No. 2 | SB | 1200 | 1300 | 3.6 | 2.8 | 3.2 | 2.1 | 1.1 | 1.6 |
| Haul Route No. 2 | SB | 1300 | 1400 | 3.3 | 3.5 | 3.4 | 1.9 | 1.2 | 1.5 |
| Haul Route No. 2 | SB | 1400 | 1500 | 4.6 | 4.4 | 4.5 | 2.2 | 1.2 | 1.7 |
| Haul Route No. 2 | SB | 1500 | 1600 | 3.4 | 4.1 | 3.8 | 5.6 | 1.2 | 3.4 |
| Haul Route No. 2 | SB | 1600 | 1700 | 3.7 | 4.3 | 4.0 | 1.5 | 1.2 | 1.3 |
| Haul Route No. 2 | SB | 1700 | 1800 | 5.1 | 3.8 | 4.4 | 7.6 | 2.0 | 4.8 |
| Haul Route No. 2 | SB | 1800 | 1900 | 3.8 | 2.9 | 3.3 | 2.8 | 1.8 | 2.3 |
| Haul Route No. 2 | SB | 1900 | 2000 | 4.4 | 2.6 | 3.5 | 3.1 | 1.7 | 2.4 |
| Haul Route No. 2 | SB | 2000 | 2100 | 3.6 | 4.0 | 3.8 | 1.9 | 1.4 | 1.7 |
| Haul Route No. 2 | SB | 2100 | 2200 | 4.4 | 4.2 | 4.3 | 18.4 | 1.4 | 9.9 |
| Haul Route No. 2 | SB | 2200 | 2300 | 5.3 | 5.9 | 5.5 | 3.5 | 1.5 | 2.5 |
| Haul Route No. 2 | SB | 2300 | 2400 | 5.1 | 5.4 | 5.3 | 4.3 | 1.8 | 3.1 |
| Haul Route No. 2 | SB | 2400 | 2500 | 3.2 | 3.4 | 3.3 | 3.2 | 1.7 | 2.4 |
| Haul Route No. 2 | SB | 2500 | 2600 | 4.7 | 3.3 | 4.0 | 3.1 | 1.3 | 2.2 |
| Haul Route No. 2 | SB | 2600 | 2700 | 3.3 | 2.6 | 3.0 | 2.1 | 1.3 | 1.7 |
| Haul Route No. 2 | SB | 2700 | 2800 | 5.4 | 5.0 | 5.2 | 6.4 | 1.7 | 4.0 |
| Haul Route No. 2 | SB | 2800 | 2900 | 3.9 | 4.5 | 4.2 | 3.5 | 2.1 | 2.8 |
| Haul Route No. 2 | SB | 2900 | 3000 | 4.4 | 3.8 | 4.1 | 2.5 | 1.9 | 2.2 |
| Haul Route No. 2 | SB | 3000 | 3100 | 4.4 | 3.9 | 4.1 | 6.3 | 1.6 | 4.0 |
| Haul Route No. 2 | SB | 3100 | 3200 | 5.1 | 3.3 | 4.2 | 4.7 | 2.3 | 3.5 |
| Haul Route No. 2 | SB | 3200 | 3300 | 3.8 | 3.3 | 3.6 | 2.9 | 3.2 | 3.0 |
| Haul Route No. 2 | SB | 3300 | 3400 | 3.8 | 3.0 | 3.4 | 4.0 | 1.9 | 2.9 |
| Haul Route No. 2 | SB | 3400 | 3500 | 3.7 | 2.4 | 3.0 | 3.5 | 2.3 | 2.9 |
| Haul Route No. 2 | SB | 3500 | 3600 | 3.0 | 3.0 | 3.0 | 2.3 | 2.0 | 2.1 |
| Haul Route No. 2 | SB | 3600 | 3700 | 6.0 | 6.2 | 6.1 | 3.0 | 1.8 | 2.4 |
| Haul Route No. 2 | SB | 3700 | 3800 | 3.0 | 3.4 | 3.2 | 2.5 | 1.5 | 2.0 |
| Haul Route No. 2 | SB | 3800 | 3900 | 3.4 | 3.5 | 3.5 | 2.6 | 2.9 | 2.8 |
| Haul Route No. 2 | SB | 3900 | 4000 | 2.1 | 1.9 | 1.9 | 2.0 | 1.1 | 1.6 |
| Haul Route No. 2 | SB | 4000 | 4100 | 2.3 | 2.6 | 2.4 | 2.7 | 1.7 | 2.2 |
| Haul Route No. 2 | SB | 4100 | 4200 | 1.9 | 2.8 | 2.4 | 3.5 | 1.7 | 2.6 |
| Haul Route No. 2 | SB | 4200 | 4300 | 4.0 | 2.9 | 3.5 | 4.3 | 1.2 | 2.8 |
| Haul Route No. 2 | SB | 4300 | 4400 | 2.5 | 2.3 | 2.4 | 4.2 | 1.1 | 2.6 |
| Haul Route No. 2 | SB | 4400 | 4500 | 5.3 | 4.8 | 5.0 | 5.4 | 1.2 | 3.3 |
| Haul Route No. 2 | SB | 4500 | 4600 | 2.6 | 3.6 | 3.1 | 2.1 | 2.9 | 2.5 |
| Haul Route No. 2 | SB | 4600 | 4700 | 1.5 | 1.7 | 1.6 | 3.3 | 3.3 | 3.3 |
| Haul Route No. 2 | SB | 4700 | 4800 | 1.9 | 2.2 | 2.0 | 3.0 | 2.1 | 2.5 |
| Haul Route No. 2 | SB | 4800 | 4900 | 4.3 | 2.8 | 3.5 | 3.7 | 1.4 | 2.6 |
| Haul Route No. 2 | SB | 4900 | 5000 | 2.4 | 2.2 | 2.3 | 3.5 | 1.7 | 2.6 |
| Haul Route No. 2 | SB | 5000 | 5100 | 2.8 | 2.7 | 2.7 | 4.4 | 2.6 | 3.5 |
| Haul Route No. 2 | SB | 5100 | 5200 | 3.0 | 3.2 | 3.1 | 5.5 | 4.8 | 5.1 |
| Haul Route No. 2 | SB | 5200 | 5300 | 2.9 | 2.5 | 2.7 | 5.8 | 4.5 | 5.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 2 | SB | 5300 | 5400 | 2.8 | 3.4 | 3.1 | 5.9 | 3.4 | 4.7 |
| Haul Route No. 2 | SB | 5400 | 5500 | 2.7 | 2.9 | 2.8 | 5.8 | 2.9 | 4.3 |
| Haul Route No. 2 | SB | 5500 | 5600 | 2.7 | 3.2 | 3.0 | 7.8 | 2.4 | 5.1 |
| Haul Route No. 2 | SB | 5600 | 5700 | 2.3 | 2.6 | 2.4 | 8.7 | 3.9 | 6.3 |
| Haul Route No. 2 | SB | 5700 | 5800 | 3.1 | 3.6 | 3.3 | 4.0 | 4.8 | 4.4 |
| Haul Route No. 2 | SB | 5800 | 5900 | 1.6 | 1.8 | 1.7 | 3.1 | 1.6 | 2.4 |
| Haul Route No. 2 | SB | 5900 | 6000 | 2.1 | 1.9 | 2.0 | 2.8 | 1.4 | 2.1 |
| Haul Route No. 2 | SB | 6000 | 6100 | 1.6 | 2.0 | 1.8 | 2.9 | 1.7 | 2.3 |
| Haul Route No. 2 | SB | 6100 | 6200 | 2.2 | 2.1 | 2.2 | 2.1 | 1.6 | 1.9 |
| Haul Route No. 2 | SB | 6200 | 6300 | 2.3 | 2.0 | 2.2 | 2.1 | 2.3 | 2.2 |
| Haul Route No. 2 | SB | 6300 | 6400 | 2.3 | 2.4 | 2.3 | 4.2 | 3.4 | 3.8 |
| Haul Route No. 2 | SB | 6400 | 6500 | 1.7 | 2.1 | 1.9 | 5.9 | 2.0 | 3.9 |
| Haul Route No. 2 | SB | 6500 | 6600 | 1.9 | 2.0 | 2.0 | 4.8 | 2.4 | 3.6 |
| Haul Route No. 2 | SB | 6600 | 6700 | 1.7 | 1.6 | 1.7 | 5.0 | 2.0 | 3.5 |
| Haul Route No. 2 | SB | 6700 | 6800 | 2.3 | 2.2 | 2.2 | 7.4 | 1.7 | 4.5 |
| Haul Route No. 2 | SB | 6800 | 6900 | 3.2 | 2.8 | 3.0 | 3.3 | 3.6 | 3.4 |
| Haul Route No. 2 | SB | 6900 | 7000 | 2.1 | 2.1 | 2.1 | 11.3 | 1.8 | 6.5 |
| Haul Route No. 2 | SB | 7000 | 7100 | 2.2 | 2.3 | 2.2 | 3.8 | 3.3 | 3.5 |
| Haul Route No. 2 | SB | 7100 | 7200 | 1.8 | 2.4 | 2.1 | 4.1 | 4.2 | 4.1 |
| Haul Route No. 2 | SB | 7200 | 7300 | 1.8 | 2.0 | 1.9 | 2.0 | 6.1 | 4.1 |
| Haul Route No. 2 | SB | 7300 | 7400 | 2.5 | 3.1 | 2.8 | 4.8 | 3.9 | 4.4 |
| Haul Route No. 2 | SB | 7400 | 7500 | 2.6 | 3.0 | 2.8 | 4.9 | 3.4 | 4.2 |
| Haul Route No. 2 | SB | 7500 | 7600 | 2.6 | 2.6 | 2.6 | 8.2 | 2.0 | 5.1 |
| Haul Route No. 2 | SB | 7600 | 7700 | 4.8 | 3.0 | 3.9 | 7.9 | 1.8 | 4.8 |
| Haul Route No. 2 | SB | 7700 | 7800 | 3.9 | 2.4 | 3.2 | 3.5 | 1.3 | 2.4 |
| Haul Route No. 2 | SB | 7800 | 7900 | 3.4 | 2.9 | 3.2 | 1.8 | 1.7 | 1.7 |
| Haul Route No. 2 | SB | 7900 | 8000 | 2.4 | 2.9 | 2.6 | 3.8 | 1.7 | 2.7 |
| Haul Route No. 2 | SB | 8000 | 8100 | 2.1 | 1.8 | 1.9 | 2.1 | 1.5 | 1.8 |
| Haul Route No. 2 | SB | 8100 | 8200 | 1.9 | 1.8 | 1.9 | 9.8 | 1.5 | 5.6 |
| Haul Route No. 2 | SB | 8200 | 8300 | 2.8 | 1.8 | 2.3 | 4.8 | 2.0 | 3.4 |
| Haul Route No. 2 | SB | 8300 | 8400 | 1.7 | 2.0 | 1.8 | 2.4 | 1.6 | 2.0 |
| Haul Route No. 2 | SB | 8400 | 8500 | 3.8 | 3.1 | 3.5 | 5.2 | 1.2 | 3.2 |
| Haul Route No. 2 | SB | 8500 | 8600 | 3.0 | 2.3 | 2.7 | 10.2 | 1.8 | 6.0 |
| Haul Route No. 2 | SB | 8600 | 8700 | 2.4 | 2.2 | 2.3 | 5.1 | 2.1 | 3.6 |
| Haul Route No. 2 | SB | 8700 | 8800 | 2.5 | 2.5 | 2.5 | 4.0 | 2.5 | 3.2 |
| Haul Route No. 2 | SB | 8800 | 8900 | 1.9 | 2.0 | 2.0 | 3.2 | 2.5 | 2.8 |
| Haul Route No. 2 | SB | 8900 | 9000 | 2.4 | 2.0 | 2.2 | 2.2 | 1.3 | 1.8 |
| Haul Route No. 2 | SB | 9000 | 9100 | 2.8 | 2.6 | 2.7 | 2.6 | 1.6 | 2.1 |
| Haul Route No. 2 | SB | 9100 | 9200 | 3.0 | 2.7 | 2.9 | 2.0 | 2.3 | 2.1 |
| Haul Route No. 2 | SB | 9200 | 9300 | 2.5 | 2.1 | 2.3 | 3.4 | 2.4 | 2.9 |
| Haul Route No. 2 | SB | 9300 | 9400 | 1.9 | 1.8 | 1.8 | 2.4 | 1.8 | 2.1 |
| Haul Route No. 2 | SB | 9400 | 9500 | 2.4 | 2.4 | 2.4 | 3.2 | 2.0 | 2.6 |
| Haul Route No. 2 | SB | 9500 | 9600 | 1.9 | 1.7 | 1.8 | 2.9 | 2.3 | 2.6 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 2 | SB | 9600 | 9700 | 2.2 | 2.3 | 2.2 | 4.2 | 3.3 | 3.7 |
| Haul Route No. 2 | SB | 9700 | 9800 | 2.1 | 2.0 | 2.0 | 3.6 | 2.8 | 3.2 |
| Haul Route No. 2 | SB | 9800 | 9900 | 1.8 | 1.7 | 1.7 | 3.5 | 1.5 | 2.5 |
| Haul Route No. 2 | SB | 9900 | 10000 | 2.0 | 1.5 | 1.7 | 2.9 | 1.2 | 2.1 |
| Haul Route No. 2 | SB | 10000 | 10100 | 2.3 | 2.4 | 2.4 | 4.4 | 1.2 | 2.8 |
| Haul Route No. 2 | SB | 10100 | 10200 | 2.9 | 2.1 | 2.5 | 3.2 | 1.3 | 2.2 |
| Haul Route No. 2 | SB | 10200 | 10300 | 2.7 | 2.1 | 2.4 | 10.6 | 1.2 | 5.9 |
| Haul Route No. 2 | SB | 10300 | 10400 | 3.0 | 2.9 | 3.0 | 3.5 | 1.4 | 2.5 |
| Haul Route No. 2 | SB | 10400 | 10500 | 3.6 | 3.5 | 3.6 | 5.7 | 4.1 | 4.9 |
| Haul Route No. 2 | SB | 10500 | 10600 | 4.0 | 3.3 | 3.6 | 6.1 | 1.3 | 3.7 |
| Haul Route No. 2 | SB | 10600 | 10700 | 3.3 | 2.4 | 2.9 | 4.3 | 1.4 | 2.8 |
| Haul Route No. 2 | SB | 10700 | 10800 | 2.5 | 1.9 | 2.2 | 7.0 | 2.0 | 4.5 |
| Haul Route No. 2 | SB | 10800 | 10900 | 2.8 | 2.3 | 2.6 | 5.2 | 2.0 | 3.6 |
| Haul Route No. 2 | SB | 10900 | 11000 | 2.7 | 2.0 | 2.4 | 6.2 | 2.0 | 4.1 |
| Haul Route No. 2 | SB | 11000 | 11100 | 4.1 | 2.8 | 3.4 | 13.1 | 1.4 | 7.2 |
| Haul Route No. 2 | SB | 11100 | 11200 | 2.8 | 2.5 | 2.7 | 6.5 | 2.6 | 4.6 |
| Haul Route No. 2 | SB | 11200 | 11300 | 2.4 | 2.4 | 2.4 | 3.1 | 4.2 | 3.7 |
| Haul Route No. 2 | SB | 11300 | 11400 | 3.0 | 3.0 | 3.0 | 4.3 | 2.3 | 3.3 |
| Haul Route No. 2 | SB | 11400 | 11500 | 2.4 | 3.3 | 2.9 | 1.4 | 2.5 | 1.9 |
| Haul Route No. 2 | SB | 11500 | 11600 | 2.6 | 3.2 | 2.9 | 1.8 | 2.6 | 2.2 |
| Haul Route No. 2 | SB | 11600 | 11700 | 2.7 | 3.7 | 3.2 | 2.2 | 2.4 | 2.3 |
| Haul Route No. 2 | SB | 11700 | 11710 | 3.8 | 2.8 | 3.3 | 1.8 | 1.4 | 1.6 |
| | | | | | | | | | |
| Haul Route No. 4 | NB | 0 | 100 | 6.5 | 5.4 | 5.9 | 4.1 | 1.6 | 2.8 |
| Haul Route No. 4 | NB | 100 | 200 | 2.1 | 2.6 | 2.3 | 1.6 | 1.6 | 1.6 |
| Haul Route No. 4 | NB | 200 | 300 | 7.6 | 8.1 | 7.8 | 2.5 | 1.5 | 2.0 |
| Haul Route No. 4 | NB | 300 | 400 | 5.1 | 5.2 | 5.1 | 2.0 | 1.8 | 1.9 |
| Haul Route No. 4 | NB | 400 | 500 | 5.0 | 3.7 | 4.3 | 2.2 | 2.5 | 2.4 |
| Haul Route No. 4 | NB | 500 | 600 | 3.3 | 3.7 | 3.5 | 1.9 | 1.9 | 1.9 |
| Haul Route No. 4 | NB | 600 | 700 | 2.8 | 2.9 | 2.9 | 4.4 | 3.0 | 3.7 |
| Haul Route No. 4 | NB | 700 | 800 | 3.2 | 4.0 | 3.6 | 6.2 | 2.6 | 4.4 |
| Haul Route No. 4 | NB | 800 | 900 | 6.2 | 3.3 | 4.7 | 10.4 | 1.4 | 5.9 |
| Haul Route No. 4 | NB | 900 | 1000 | 4.4 | 3.9 | 4.2 | 3.8 | 1.9 | 2.9 |
| Haul Route No. 4 | NB | 1000 | 1100 | 4.7 | 3.8 | 4.3 | 6.0 | 2.4 | 4.2 |
| Haul Route No. 4 | NB | 1100 | 1200 | 3.4 | 3.0 | 3.2 | 4.4 | 2.9 | 3.7 |
| Haul Route No. 4 | NB | 1200 | 1300 | 4.1 | 3.1 | 3.6 | 12.2 | 1.6 | 6.9 |
| Haul Route No. 4 | NB | 1300 | 1400 | 3.2 | 2.7 | 3.0 | 11.3 | 3.6 | 7.4 |
| Haul Route No. 4 | NB | 1400 | 1500 | 1.5 | 1.6 | 1.6 | 5.5 | 3.5 | 4.5 |
| Haul Route No. 4 | NB | 1500 | 1600 | 2.1 | 2.2 | 2.2 | 15.2 | 1.4 | 8.3 |
| Haul Route No. 4 | NB | 1600 | 1700 | 2.3 | 2.1 | 2.2 | 5.5 | 1.3 | 3.4 |
| Haul Route No. 4 | NB | 1700 | 1800 | 2.2 | 1.4 | 1.8 | 4.6 | 3.2 | 3.9 |
| Haul Route No. 4 | NB | 1800 | 1900 | 3.0 | 3.8 | 3.3 | 3.9 | 3.2 | 3.5 |
| Haul Route No. 4 | NB | 1900 | 2000 | 2.3 | 2.2 | 2.2 | 6.2 | 2.0 | 4.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | NB | 2000 | 2100 | 1.6 | 1.1 | 1.4 | 5.9 | 1.6 | 3.7 |
| Haul Route No. 4 | NB | 2100 | 2200 | 1.6 | 1.5 | 1.5 | 9.3 | 1.2 | 5.2 |
| Haul Route No. 4 | NB | 2200 | 2300 | 2.1 | 2.0 | 2.0 | 4.1 | 3.2 | 3.6 |
| Haul Route No. 4 | NB | 2300 | 2400 | 3.9 | 3.3 | 3.6 | 10.7 | 2.6 | 6.6 |
| Haul Route No. 4 | NB | 2400 | 2500 | 3.4 | 2.5 | 3.0 | 6.5 | 1.7 | 4.1 |
| Haul Route No. 4 | NB | 2500 | 2600 | 3.0 | 2.8 | 2.9 | 4.1 | 1.4 | 2.7 |
| Haul Route No. 4 | NB | 2600 | 2700 | 3.6 | 2.7 | 3.1 | 4.4 | 2.5 | 3.4 |
| Haul Route No. 4 | NB | 2700 | 2800 | 3.3 | 3.4 | 3.4 | 2.8 | 3.4 | 3.1 |
| Haul Route No. 4 | NB | 2800 | 2900 | 4.4 | 3.6 | 4.0 | 5.6 | 1.5 | 3.5 |
| Haul Route No. 4 | NB | 2900 | 3000 | 3.3 | 2.1 | 2.7 | 8.1 | 1.7 | 4.9 |
| Haul Route No. 4 | NB | 3000 | 3100 | 3.6 | 2.3 | 2.9 | 7.1 | 1.5 | 4.3 |
| Haul Route No. 4 | NB | 3100 | 3200 | 3.1 | 1.8 | 2.4 | 10.7 | 1.7 | 6.2 |
| Haul Route No. 4 | NB | 3200 | 3300 | 3.7 | 2.4 | 3.0 | 10.5 | 2.0 | 6.2 |
| Haul Route No. 4 | NB | 3300 | 3400 | 4.1 | 2.4 | 3.3 | 9.8 | 2.2 | 6.0 |
| Haul Route No. 4 | NB | 3400 | 3500 | 3.0 | 3.1 | 3.0 | 2.7 | 1.4 | 2.1 |
| Haul Route No. 4 | NB | 3500 | 3600 | 2.7 | 2.2 | 2.5 | 6.1 | 1.8 | 3.9 |
| Haul Route No. 4 | NB | 3600 | 3700 | 5.3 | 4.2 | 4.7 | 6.4 | 2.8 | 4.6 |
| Haul Route No. 4 | NB | 3700 | 3800 | 6.2 | 4.8 | 5.5 | 5.1 | 3.3 | 4.2 |
| Haul Route No. 4 | NB | 3800 | 3900 | 3.1 | 3.4 | 3.3 | 3.3 | 2.5 | 2.9 |
| Haul Route No. 4 | NB | 3900 | 4000 | 3.9 | 6.0 | 4.9 | 6.9 | 3.3 | 5.1 |
| Haul Route No. 4 | NB | 4000 | 4100 | 5.9 | 5.6 | 5.8 | 12.6 | 4.2 | 8.4 |
| Haul Route No. 4 | NB | 4100 | 4200 | 7.1 | 5.2 | 6.2 | 14.8 | 5.1 | 10.0 |
| Haul Route No. 4 | NB | 4200 | 4300 | 7.3 | 6.4 | 6.8 | 19.0 | 6.5 | 12.7 |
| Haul Route No. 4 | NB | 4300 | 4400 | 6.3 | 5.6 | 5.9 | 12.9 | 3.4 | 8.1 |
| Haul Route No. 4 | NB | 4400 | 4500 | 2.0 | 2.1 | 2.1 | 2.9 | 1.9 | 2.4 |
| Haul Route No. 4 | NB | 4500 | 4600 | 2.3 | 1.5 | 1.9 | 2.5 | 1.4 | 1.9 |
| Haul Route No. 4 | NB | 4600 | 4700 | 1.8 | 1.6 | 1.7 | 2.8 | 1.5 | 2.1 |
| Haul Route No. 4 | NB | 4700 | 4800 | 2.0 | 2.0 | 2.0 | 2.6 | 1.8 | 2.2 |
| Haul Route No. 4 | NB | 4800 | 4900 | 1.9 | 1.9 | 1.9 | 1.7 | 1.3 | 1.5 |
| Haul Route No. 4 | NB | 4900 | 5000 | 2.4 | 1.9 | 2.1 | 4.9 | 1.3 | 3.1 |
| Haul Route No. 4 | NB | 5000 | 5100 | 4.5 | 2.5 | 3.5 | 6.2 | 1.4 | 3.8 |
| Haul Route No. 4 | NB | 5100 | 5200 | 4.0 | 2.6 | 3.3 | 3.5 | 2.3 | 2.9 |
| Haul Route No. 4 | NB | 5200 | 5300 | 2.4 | 3.3 | 2.9 | 2.5 | 2.1 | 2.3 |
| Haul Route No. 4 | NB | 5300 | 5400 | 4.0 | 4.2 | 4.1 | 3.4 | 1.8 | 2.6 |
| Haul Route No. 4 | NB | 5400 | 5500 | 2.3 | 2.2 | 2.2 | 3.9 | 1.6 | 2.8 |
| Haul Route No. 4 | NB | 5500 | 5600 | 2.8 | 2.2 | 2.5 | 4.4 | 1.9 | 3.2 |
| Haul Route No. 4 | NB | 5600 | 5700 | 2.7 | 2.4 | 2.6 | 2.9 | 2.0 | 2.5 |
| Haul Route No. 4 | NB | 5700 | 5800 | 3.1 | 2.7 | 2.9 | 4.3 | 1.7 | 3.0 |
| Haul Route No. 4 | NB | 5800 | 5900 | 2.3 | 2.2 | 2.2 | 3.3 | 1.4 | 2.3 |
| Haul Route No. 4 | NB | 5900 | 6000 | 5.2 | 3.4 | 4.3 | 7.1 | 1.3 | 4.2 |
| Haul Route No. 4 | NB | 6000 | 6100 | 5.1 | 3.0 | 4.0 | 11.7 | 1.3 | 6.5 |
| Haul Route No. 4 | NB | 6100 | 6200 | 5.3 | 3.5 | 4.4 | 3.9 | 1.2 | 2.5 |
| Haul Route No. 4 | NB | 6200 | 6300 | 3.3 | 2.0 | 2.6 | 3.2 | 1.3 | 2.2 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | NB | 6300 | 6400 | 3.8 | 2.7 | 3.2 | 2.3 | 1.3 | 1.8 |
| Haul Route No. 4 | NB | 6400 | 6500 | 2.3 | 2.4 | 2.4 | 1.3 | 1.7 | 1.5 |
| Haul Route No. 4 | NB | 6500 | 6600 | 3.0 | 3.2 | 3.1 | 2.0 | 1.4 | 1.7 |
| Haul Route No. 4 | NB | 6600 | 6700 | 2.4 | 2.7 | 2.5 | 3.1 | 1.7 | 2.4 |
| Haul Route No. 4 | NB | 6700 | 6800 | 4.3 | 4.6 | 4.5 | 5.2 | 1.4 | 3.3 |
| Haul Route No. 4 | NB | 6800 | 6900 | 3.1 | 2.8 | 2.9 | 2.8 | 1.4 | 2.1 |
| Haul Route No. 4 | NB | 6900 | 7000 | 5.3 | 5.5 | 5.4 | 2.5 | 1.3 | 1.9 |
| Haul Route No. 4 | NB | 7000 | 7100 | 5.8 | 6.3 | 6.0 | 2.5 | 1.9 | 2.2 |
| Haul Route No. 4 | NB | 7100 | 7200 | 1.9 | 2.4 | 2.2 | 4.0 | 2.7 | 3.4 |
| Haul Route No. 4 | NB | 7200 | 7300 | 2.2 | 1.8 | 2.0 | 3.2 | 1.8 | 2.5 |
| Haul Route No. 4 | NB | 7300 | 7400 | 4.7 | 4.8 | 4.7 | 5.4 | 1.5 | 3.5 |
| Haul Route No. 4 | NB | 7400 | 7500 | 4.2 | 3.5 | 3.9 | 1.9 | 2.2 | 2.0 |
| Haul Route No. 4 | NB | 7500 | 7600 | 2.5 | 3.3 | 2.9 | 1.7 | 2.5 | 2.1 |
| Haul Route No. 4 | NB | 7600 | 7700 | 1.7 | 2.4 | 2.0 | 1.2 | 1.9 | 1.6 |
| Haul Route No. 4 | NB | 7700 | 7800 | 6.5 | 6.6 | 6.5 | 3.8 | 2.3 | 3.1 |
| Haul Route No. 4 | NB | 7800 | 7900 | 4.2 | 3.7 | 3.9 | 2.3 | 1.5 | 1.9 |
| Haul Route No. 4 | NB | 7900 | 8000 | 4.1 | 4.0 | 4.1 | 3.5 | 1.5 | 2.5 |
| Haul Route No. 4 | NB | 8000 | 8100 | 3.1 | 3.8 | 3.4 | 4.0 | 1.7 | 2.8 |
| Haul Route No. 4 | NB | 8100 | 8200 | 7.8 | 7.4 | 7.6 | 6.2 | 1.9 | 4.1 |
| Haul Route No. 4 | NB | 8200 | 8300 | 2.3 | 3.1 | 2.7 | 3.3 | 2.3 | 2.8 |
| Haul Route No. 4 | NB | 8300 | 8400 | 2.2 | 2.3 | 2.3 | 2.4 | 2.2 | 2.3 |
| Haul Route No. 4 | NB | 8400 | 8500 | 1.8 | 2.2 | 2.0 | 2.3 | 1.3 | 1.8 |
| Haul Route No. 4 | NB | 8500 | 8600 | 3.3 | 2.2 | 2.7 | 2.2 | 1.2 | 1.7 |
| Haul Route No. 4 | NB | 8600 | 8700 | 6.4 | 5.2 | 5.8 | 4.1 | 1.4 | 2.8 |
| Haul Route No. 4 | NB | 8700 | 8800 | 3.6 | 4.2 | 3.8 | 3.5 | 1.4 | 2.4 |
| Haul Route No. 4 | NB | 8800 | 8900 | 6.7 | 8.4 | 7.5 | 2.3 | 1.4 | 1.9 |
| Haul Route No. 4 | NB | 8900 | 9000 | 4.8 | 3.1 | 3.9 | 8.7 | 1.4 | 5.0 |
| Haul Route No. 4 | NB | 9000 | 9100 | 5.3 | 5.2 | 5.3 | 5.5 | 1.6 | 3.6 |
| Haul Route No. 4 | NB | 9100 | 9200 | 2.0 | 3.0 | 2.5 | 0.7 | 4.0 | 2.4 |
| Haul Route No. 4 | NB | 9200 | 9300 | 5.4 | 4.4 | 4.9 | 8.0 | 1.9 | 4.9 |
| Haul Route No. 4 | NB | 9300 | 9400 | 1.7 | 1.9 | 1.8 | 2.2 | 1.3 | 1.8 |
| Haul Route No. 4 | NB | 9400 | 9500 | 1.3 | 1.3 | 1.2 | 2.7 | 1.2 | 1.9 |
| Haul Route No. 4 | NB | 9500 | 9600 | 1.2 | 1.1 | 1.1 | 7.7 | 1.2 | 4.4 |
| Haul Route No. 4 | NB | 9600 | 9700 | 1.3 | 1.0 | 1.1 | 2.4 | 1.3 | 1.8 |
| Haul Route No. 4 | NB | 9700 | 9800 | 1.4 | 1.2 | 1.3 | 1.4 | 1.4 | 1.4 |
| Haul Route No. 4 | NB | 9800 | 9900 | 2.4 | 1.8 | 2.1 | 5.0 | 1.4 | 3.2 |
| Haul Route No. 4 | NB | 9900 | 10000 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 |
| Haul Route No. 4 | NB | 10000 | 10100 | 1.9 | 1.7 | 1.8 | 2.4 | 1.4 | 1.9 |
| Haul Route No. 4 | NB | 10100 | 10200 | 1.7 | 1.6 | 1.7 | 1.8 | 1.3 | 1.5 |
| Haul Route No. 4 | NB | 10200 | 10300 | 1.4 | 1.9 | 1.6 | 1.9 | 2.2 | 2.0 |
| Haul Route No. 4 | NB | 10300 | 10400 | 1.3 | 1.3 | 1.3 | 8.1 | 1.3 | 4.7 |
| Haul Route No. 4 | NB | 10400 | 10500 | 2.9 | 3.4 | 3.1 | 15.4 | 1.7 | 8.6 |
| Haul Route No. 4 | NB | 10500 | 10600 | 4.3 | 3.3 | 3.8 | 10.8 | 1.7 | 6.3 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | NB | 10600 | 10700 | 3.8 | 3.9 | 3.8 | 9.3 | 3.2 | 6.2 |
| Haul Route No. 4 | NB | 10700 | 10800 | 3.2 | 2.5 | 2.8 | 8.5 | 4.6 | 6.5 |
| Haul Route No. 4 | NB | 10800 | 10900 | 2.0 | 2.9 | 2.4 | 1.8 | 2.9 | 2.3 |
| Haul Route No. 4 | NB | 10900 | 11000 | 3.3 | 1.9 | 2.6 | 6.3 | 1.2 | 3.7 |
| Haul Route No. 4 | NB | 11000 | 11100 | 2.5 | 1.8 | 2.1 | 10.2 | 1.1 | 5.6 |
| Haul Route No. 4 | NB | 11100 | 11200 | 2.2 | 1.7 | 2.0 | 21.9 | 1.1 | 11.5 |
| Haul Route No. 4 | NB | 11200 | 11300 | 2.0 | 2.2 | 2.1 | 21.6 | 1.5 | 11.6 |
| Haul Route No. 4 | NB | 11300 | 11400 | 3.5 | 2.8 | 3.2 | 6.2 | 1.8 | 4.0 |
| Haul Route No. 4 | NB | 11400 | 11500 | 3.8 | 2.8 | 3.3 | 8.4 | 2.0 | 5.2 |
| Haul Route No. 4 | NB | 11500 | 11600 | 3.6 | 3.1 | 3.4 | 8.8 | 1.8 | 5.3 |
| Haul Route No. 4 | NB | 11600 | 11700 | 3.1 | 2.6 | 2.9 | 5.6 | 4.6 | 5.1 |
| Haul Route No. 4 | NB | 11700 | 11800 | 4.3 | 3.7 | 4.0 | 17.4 | 1.4 | 9.4 |
| Haul Route No. 4 | NB | 11800 | 11900 | 3.5 | 2.3 | 2.9 | 19.6 | 1.6 | 10.6 |
| Haul Route No. 4 | NB | 11900 | 12000 | 1.9 | 2.2 | 2.0 | 2.5 | 1.7 | 2.1 |
| Haul Route No. 4 | NB | 12000 | 12100 | 2.9 | 2.8 | 2.8 | 7.4 | 1.3 | 4.4 |
| Haul Route No. 4 | NB | 12100 | 12200 | 2.3 | 2.2 | 2.2 | 5.4 | 1.2 | 3.3 |
| Haul Route No. 4 | NB | 12200 | 12300 | 1.9 | 1.8 | 1.9 | 3.0 | 1.4 | 2.2 |
| Haul Route No. 4 | NB | 12300 | 12400 | 2.7 | 2.2 | 2.5 | 3.3 | 1.4 | 2.4 |
| Haul Route No. 4 | NB | 12400 | 12500 | 1.8 | 2.6 | 2.2 | 2.0 | 1.6 | 1.8 |
| Haul Route No. 4 | NB | 12500 | 12600 | 2.3 | 2.2 | 2.2 | 5.0 | 1.7 | 3.4 |
| Haul Route No. 4 | NB | 12600 | 12700 | 2.4 | 2.3 | 2.4 | 3.1 | 1.8 | 2.4 |
| Haul Route No. 4 | NB | 12700 | 12800 | 6.7 | 6.1 | 6.4 | 10.9 | 2.3 | 6.6 |
| Haul Route No. 4 | NB | 12800 | 12900 | 5.6 | 3.6 | 4.6 | 7.8 | 1.4 | 4.6 |
| Haul Route No. 4 | NB | 12900 | 13000 | 10.6 | 9.2 | 9.9 | 5.3 | 1.7 | 3.5 |
| Haul Route No. 4 | NB | 13000 | 13100 | 6.7 | 7.5 | 7.1 | 9.1 | 1.7 | 5.4 |
| Haul Route No. 4 | NB | 13100 | 13200 | 2.5 | 2.6 | 2.5 | 4.6 | 1.3 | 3.0 |
| Haul Route No. 4 | NB | 13200 | 13300 | 2.3 | 2.2 | 2.2 | 3.2 | 1.6 | 2.4 |
| Haul Route No. 4 | NB | 13300 | 13400 | 3.1 | 4.2 | 3.6 | 2.0 | 3.4 | 2.7 |
| Haul Route No. 4 | NB | 13400 | 13500 | 2.0 | 2.4 | 2.2 | 1.3 | 3.4 | 2.3 |
| Haul Route No. 4 | NB | 13500 | 13600 | 2.3 | 3.0 | 2.7 | 3.4 | 1.9 | 2.7 |
| Haul Route No. 4 | NB | 13600 | 13700 | 2.7 | 2.4 | 2.6 | 7.4 | 2.1 | 4.7 |
| Haul Route No. 4 | NB | 13700 | 13800 | 3.4 | 3.9 | 3.6 | 6.9 | 2.5 | 4.7 |
| Haul Route No. 4 | NB | 13800 | 13900 | 3.3 | 4.1 | 3.7 | 3.3 | 3.0 | 3.2 |
| Haul Route No. 4 | NB | 13900 | 14000 | 2.1 | 2.8 | 2.4 | 1.5 | 1.9 | 1.7 |
| Haul Route No. 4 | NB | 14000 | 14100 | 2.6 | 3.0 | 2.8 | 2.6 | 2.5 | 2.6 |
| Haul Route No. 4 | NB | 14100 | 14200 | 2.3 | 2.2 | 2.2 | 8.1 | 3.2 | 5.6 |
| Haul Route No. 4 | NB | 14200 | 14300 | 2.8 | 2.7 | 2.7 | 5.2 | 2.5 | 3.9 |
| Haul Route No. 4 | NB | 14300 | 14400 | 2.7 | 2.3 | 2.5 | 8.2 | 1.3 | 4.7 |
| Haul Route No. 4 | NB | 14400 | 14500 | 2.6 | 3.0 | 2.8 | 5.1 | 1.5 | 3.3 |
| Haul Route No. 4 | NB | 14500 | 14600 | 2.8 | 3.3 | 3.0 | 7.7 | 2.5 | 5.1 |
| Haul Route No. 4 | NB | 14600 | 14700 | 2.6 | 3.3 | 3.0 | 8.4 | 2.0 | 5.2 |
| Haul Route No. 4 | NB | 14700 | 14800 | 2.2 | 2.9 | 2.6 | 10.3 | 2.4 | 6.3 |
| Haul Route No. 4 | NB | 14800 | 14900 | 2.7 | 2.6 | 2.7 | 7.9 | 2.5 | 5.2 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | NB | 14900 | 15000 | 4.7 | 2.8 | 3.7 | 5.0 | 3.3 | 4.2 |
| Haul Route No. 4 | NB | 15000 | 15100 | 1.7 | 2.2 | 1.9 | 9.8 | 5.1 | 7.4 |
| Haul Route No. 4 | NB | 15100 | 15200 | 1.8 | 2.0 | 1.9 | 11.3 | 2.4 | 6.8 |
| Haul Route No. 4 | NB | 15200 | 15300 | 1.4 | 1.7 | 1.6 | 9.1 | 2.5 | 5.8 |
| Haul Route No. 4 | NB | 15300 | 15400 | 1.8 | 2.0 | 1.9 | 5.4 | 4.6 | 5.0 |
| Haul Route No. 4 | NB | 15400 | 15500 | 2.2 | 1.9 | 2.0 | 4.6 | 5.6 | 5.1 |
| Haul Route No. 4 | NB | 15500 | 15600 | 1.9 | 1.6 | 1.7 | 7.9 | 2.2 | 5.0 |
| Haul Route No. 4 | NB | 15600 | 15700 | 2.0 | 2.0 | 2.0 | 14.2 | 2.1 | 8.2 |
| Haul Route No. 4 | NB | 15700 | 15800 | 2.3 | 2.3 | 2.3 | 9.8 | 1.7 | 5.7 |
| Haul Route No. 4 | NB | 15800 | 15900 | 2.8 | 2.2 | 2.5 | 3.1 | 2.6 | 2.8 |
| Haul Route No. 4 | NB | 15900 | 16000 | 2.1 | 1.7 | 1.9 | 3.5 | 2.6 | 3.1 |
| Haul Route No. 4 | NB | 16000 | 16100 | 2.5 | 1.7 | 2.1 | 3.0 | 2.3 | 2.7 |
| Haul Route No. 4 | NB | 16100 | 16200 | 1.9 | 1.9 | 1.9 | 3.1 | 2.6 | 2.8 |
| Haul Route No. 4 | NB | 16200 | 16300 | 1.9 | 2.3 | 2.1 | 10.0 | 1.9 | 5.9 |
| Haul Route No. 4 | NB | 16300 | 16400 | 2.9 | 2.5 | 2.7 | 3.3 | 3.0 | 3.1 |
| Haul Route No. 4 | NB | 16400 | 16500 | 1.9 | 2.2 | 2.1 | 2.2 | 4.8 | 3.5 |
| Haul Route No. 4 | NB | 16500 | 16600 | 2.8 | 2.3 | 2.6 | 2.7 | 5.7 | 4.2 |
| Haul Route No. 4 | NB | 16600 | 16700 | 2.9 | 3.0 | 2.9 | 3.1 | 6.5 | 4.8 |
| Haul Route No. 4 | NB | 16700 | 16800 | 3.6 | 3.4 | 3.5 | 1.9 | 1.8 | 1.8 |
| Haul Route No. 4 | NB | 16800 | 16900 | 2.4 | 2.9 | 2.6 | 3.7 | 4.6 | 4.2 |
| Haul Route No. 4 | NB | 16900 | 17000 | 3.4 | 2.5 | 2.9 | 6.8 | 2.8 | 4.8 |
| Haul Route No. 4 | NB | 17000 | 17100 | 4.8 | 3.9 | 4.4 | 5.5 | 1.5 | 3.5 |
| Haul Route No. 4 | NB | 17100 | 17200 | 3.7 | 3.2 | 3.5 | 3.5 | 1.3 | 2.4 |
| Haul Route No. 4 | NB | 17200 | 17300 | 5.1 | 4.6 | 4.9 | 3.5 | 2.4 | 3.0 |
| Haul Route No. 4 | NB | 17300 | 17400 | 8.3 | 7.8 | 8.1 | 2.3 | 2.1 | 2.2 |
| Haul Route No. 4 | NB | 17400 | 17500 | 6.7 | 6.3 | 6.5 | 3.1 | 2.6 | 2.9 |
| Haul Route No. 4 | NB | 17500 | 17600 | 5.4 | 9.8 | 7.6 | 4.5 | 2.9 | 3.7 |
| Haul Route No. 4 | NB | 17600 | 17700 | 2.5 | 2.3 | 2.4 | 10.7 | 1.4 | 6.0 |
| Haul Route No. 4 | NB | 17700 | 17800 | 1.3 | 1.8 | 1.5 | 4.4 | 1.6 | 3.0 |
| Haul Route No. 4 | NB | 17800 | 17900 | 1.8 | 2.0 | 1.9 | 1.5 | 2.4 | 2.0 |
| Haul Route No. 4 | NB | 17900 | 18000 | 4.0 | 3.5 | 3.7 | 2.3 | 2.4 | 2.3 |
| Haul Route No. 4 | NB | 18000 | 18100 | 2.1 | 2.1 | 2.1 | 3.4 | 2.0 | 2.7 |
| Haul Route No. 4 | NB | 18100 | 18200 | 2.8 | 1.8 | 2.3 | 4.6 | 1.3 | 3.0 |
| Haul Route No. 4 | NB | 18200 | 18300 | 4.2 | 3.5 | 3.9 | 3.3 | 1.5 | 2.4 |
| Haul Route No. 4 | NB | 18300 | 18400 | 5.4 | 4.0 | 4.7 | 3.9 | 1.5 | 2.7 |
| Haul Route No. 4 | NB | 18400 | 18500 | 3.3 | 2.2 | 2.8 | 6.4 | 1.6 | 4.0 |
| Haul Route No. 4 | NB | 18500 | 18600 | 5.8 | 5.5 | 5.7 | 5.4 | 2.8 | 4.1 |
| Haul Route No. 4 | NB | 18600 | 18700 | 3.5 | 4.0 | 3.8 | 4.4 | 1.8 | 3.1 |
| Haul Route No. 4 | NB | 18700 | 18800 | 4.0 | 4.5 | 4.2 | 6.2 | 1.3 | 3.8 |
| Haul Route No. 4 | NB | 18800 | 18900 | 3.6 | 3.4 | 3.5 | 1.1 | 1.2 | 1.2 |
| Haul Route No. 4 | NB | 18900 | 19000 | 3.9 | 3.8 | 3.8 | 9.4 | 1.4 | 5.4 |
| Haul Route No. 4 | NB | 19000 | 19100 | 2.6 | 2.0 | 2.3 | 8.4 | 1.3 | 4.9 |
| Haul Route No. 4 | NB | 19100 | 19200 | 6.8 | 2.6 | 4.7 | 8.7 | 1.4 | 5.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | NB | 19200 | 19300 | 2.5 | 2.0 | 2.3 | 2.8 | 1.3 | 2.1 |
| Haul Route No. 4 | NB | 19300 | 19400 | 1.7 | 1.7 | 1.7 | 3.8 | 1.5 | 2.6 |
| Haul Route No. 4 | NB | 19400 | 19500 | 1.7 | 1.4 | 1.6 | 5.5 | 1.2 | 3.4 |
| Haul Route No. 4 | NB | 19500 | 19600 | 4.6 | 2.0 | 3.3 | 8.5 | 2.3 | 5.4 |
| Haul Route No. 4 | NB | 19600 | 19700 | 2.8 | 3.1 | 3.0 | 2.2 | 2.1 | 2.2 |
| Haul Route No. 4 | NB | 19700 | 19800 | 3.2 | 2.8 | 3.0 | 5.8 | 1.5 | 3.7 |
| Haul Route No. 4 | NB | 19800 | 19900 | 2.7 | 2.1 | 2.4 | 2.4 | 2.5 | 2.5 |
| Haul Route No. 4 | NB | 19900 | 20000 | 3.4 | 2.4 | 2.9 | 2.0 | 2.3 | 2.1 |
| Haul Route No. 4 | NB | 20000 | 20100 | 3.4 | 2.7 | 3.0 | 3.3 | 3.3 | 3.3 |
| Haul Route No. 4 | NB | 20100 | 20200 | 5.9 | 3.0 | 4.4 | 11.8 | 1.5 | 6.6 |
| Haul Route No. 4 | NB | 20200 | 20300 | 3.6 | 3.7 | 3.6 | 4.1 | 3.6 | 3.8 |
| Haul Route No. 4 | NB | 20300 | 20400 | 5.3 | 2.3 | 3.8 | 5.9 | 1.6 | 3.7 |
| Haul Route No. 4 | NB | 20400 | 20500 | 4.5 | 2.1 | 3.3 | 4.9 | 2.1 | 3.5 |
| Haul Route No. 4 | NB | 20500 | 20600 | 4.5 | 2.6 | 3.6 | 4.8 | 1.4 | 3.1 |
| Haul Route No. 4 | NB | 20600 | 20700 | 4.4 | 2.7 | 3.6 | 7.0 | 1.3 | 4.2 |
| Haul Route No. 4 | NB | 20700 | 20800 | 3.1 | 1.9 | 2.5 | 1.7 | 1.4 | 1.5 |
| Haul Route No. 4 | NB | 20800 | 20900 | 2.8 | 2.0 | 2.4 | 2.8 | 2.8 | 2.8 |
| Haul Route No. 4 | NB | 20900 | 21000 | 4.9 | 2.5 | 3.7 | 10.9 | 2.6 | 6.8 |
| Haul Route No. 4 | NB | 21000 | 21100 | 4.0 | 2.1 | 3.0 | 6.1 | 2.7 | 4.4 |
| Haul Route No. 4 | NB | 21100 | 21200 | 2.8 | 2.5 | 2.7 | 8.9 | 1.9 | 5.4 |
| Haul Route No. 4 | NB | 21200 | 21300 | 3.4 | 2.8 | 3.1 | 2.6 | 2.2 | 2.4 |
| Haul Route No. 4 | NB | 21300 | 21400 | 6.1 | 3.8 | 4.9 | 3.5 | 2.4 | 2.9 |
| Haul Route No. 4 | NB | 21400 | 21500 | 12.8 | 10.4 | 11.6 | 4.9 | 2.1 | 3.5 |
| Haul Route No. 4 | NB | 21500 | 21600 | 16.7 | 15.6 | 16.2 | 8.4 | 3.6 | 6.0 |
| Haul Route No. 4 | NB | 21600 | 21700 | 6.5 | 4.5 | 5.5 | 3.5 | 1.5 | 2.5 |
| Haul Route No. 4 | NB | 21700 | 21800 | 3.3 | 2.6 | 2.9 | 5.2 | 1.3 | 3.2 |
| Haul Route No. 4 | NB | 21800 | 21900 | 2.5 | 3.8 | 3.1 | 2.9 | 1.9 | 2.4 |
| Haul Route No. 4 | NB | 21900 | 22000 | 2.6 | 2.4 | 2.5 | 6.0 | 1.5 | 3.7 |
| Haul Route No. 4 | NB | 22000 | 22100 | 12.3 | 12.7 | 12.5 | 4.6 | 2.9 | 3.8 |
| Haul Route No. 4 | NB | 22100 | 22200 | 2.2 | 2.5 | 2.3 | 4.2 | 1.6 | 2.9 |
| Haul Route No. 4 | NB | 22200 | 22300 | 3.5 | 4.1 | 3.9 | 7.4 | 1.5 | 4.4 |
| Haul Route No. 4 | NB | 22300 | 22400 | 3.4 | 3.6 | 3.5 | 8.7 | 1.2 | 4.9 |
| Haul Route No. 4 | NB | 22400 | 22500 | 5.3 | 4.2 | 4.7 | 18.6 | 1.5 | 10.1 |
| Haul Route No. 4 | NB | 22500 | 22600 | 4.0 | 3.6 | 3.8 | 1.9 | 1.6 | 1.7 |
| Haul Route No. 4 | NB | 22600 | 22700 | 3.9 | 4.6 | 4.3 | 4.1 | 2.7 | 3.4 |
| Haul Route No. 4 | NB | 22700 | 22800 | 9.6 | 10.8 | 10.2 | 5.4 | 2.8 | 4.1 |
| Haul Route No. 4 | NB | 22800 | 22900 | 4.0 | 5.1 | 4.6 | 1.5 | 1.6 | 1.6 |
| Haul Route No. 4 | NB | 22900 | 23000 | 2.8 | 3.2 | 3.0 | 1.9 | 1.7 | 1.8 |
| Haul Route No. 4 | NB | 23000 | 23100 | 9.2 | 3.4 | 6.3 | 11.4 | 1.7 | 6.6 |
| Haul Route No. 4 | NB | 23100 | 23130 | 8.3 | 7.8 | 8.0 | 3.1 | 2.0 | 2.5 |
| Haul Route No. 4 | SB | 0 | 100 | 5.2 | 5.8 | 5.5 | 2.2 | 1.7 | 1.9 |
| Haul Route No. 4 | SB | 100 | 200 | 3.4 | 3.3 | 3.4 | 2.8 | 1.6 | 2.2 |
| Haul Route No. 4 | SB | 200 | 300 | 2.6 | 3.2 | 2.9 | 2.8 | 1.3 | 2.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | SB | 300 | 400 | 9.2 | 12.1 | 10.7 | 2.7 | 2.8 | 2.8 |
| Haul Route No. 4 | SB | 400 | 500 | 5.3 | 4.9 | 5.1 | 3.7 | 2.6 | 3.1 |
| Haul Route No. 4 | SB | 500 | 600 | 4.1 | 3.9 | 4.0 | 11.7 | 1.6 | 6.6 |
| Haul Route No. 4 | SB | 600 | 700 | 3.2 | 2.3 | 2.8 | 16.9 | 1.1 | 9.0 |
| Haul Route No. 4 | SB | 700 | 800 | 2.6 | 2.8 | 2.7 | 4.3 | 1.2 | 2.7 |
| Haul Route No. 4 | SB | 800 | 900 | 2.8 | 2.5 | 2.7 | 4.6 | 2.4 | 3.5 |
| Haul Route No. 4 | SB | 900 | 1000 | 2.4 | 2.5 | 2.5 | 2.9 | 2.0 | 2.4 |
| Haul Route No. 4 | SB | 1000 | 1100 | 7.0 | 7.1 | 7.0 | 5.7 | 3.2 | 4.4 |
| Haul Route No. 4 | SB | 1100 | 1200 | 8.7 | 7.9 | 8.3 | 3.9 | 2.3 | 3.1 |
| Haul Route No. 4 | SB | 1200 | 1300 | 3.3 | 3.3 | 3.3 | 4.6 | 1.7 | 3.1 |
| Haul Route No. 4 | SB | 1300 | 1400 | 3.4 | 2.6 | 3.0 | 2.4 | 1.2 | 1.8 |
| Haul Route No. 4 | SB | 1400 | 1500 | 3.4 | 2.3 | 2.9 | 7.2 | 1.4 | 4.3 |
| Haul Route No. 4 | SB | 1500 | 1600 | 19.8 | 14.7 | 17.2 | 19.1 | 2.2 | 10.6 |
| Haul Route No. 4 | SB | 1600 | 1700 | 4.5 | 4.2 | 4.4 | 7.9 | 1.5 | 4.7 |
| Haul Route No. 4 | SB | 1700 | 1800 | 12.7 | 10.9 | 11.8 | 8.3 | 2.2 | 5.2 |
| Haul Route No. 4 | SB | 1800 | 1900 | 3.5 | 2.7 | 3.1 | 3.5 | 2.5 | 3.0 |
| Haul Route No. 4 | SB | 1900 | 2000 | 3.7 | 5.7 | 4.7 | 3.0 | 3.8 | 3.4 |
| Haul Route No. 4 | SB | 2000 | 2100 | 2.9 | 4.0 | 3.5 | 3.0 | 2.1 | 2.6 |
| Haul Route No. 4 | SB | 2100 | 2200 | 2.7 | 2.9 | 2.8 | 3.3 | 3.4 | 3.3 |
| Haul Route No. 4 | SB | 2200 | 2300 | 3.0 | 3.1 | 3.0 | 10.6 | 1.3 | 6.0 |
| Haul Route No. 4 | SB | 2300 | 2400 | 2.9 | 1.8 | 2.3 | 6.1 | 1.3 | 3.7 |
| Haul Route No. 4 | SB | 2400 | 2500 | 3.5 | 2.0 | 2.8 | 15.6 | 1.1 | 8.4 |
| Haul Route No. 4 | SB | 2500 | 2600 | 3.7 | 1.9 | 2.8 | 8.2 | 1.4 | 4.8 |
| Haul Route No. 4 | SB | 2600 | 2700 | 3.9 | 2.9 | 3.4 | 9.2 | 1.2 | 5.2 |
| Haul Route No. 4 | SB | 2700 | 2800 | 2.4 | 2.5 | 2.5 | 3.7 | 1.7 | 2.7 |
| Haul Route No. 4 | SB | 2800 | 2900 | 3.8 | 3.4 | 3.6 | 3.7 | 1.7 | 2.7 |
| Haul Route No. 4 | SB | 2900 | 3000 | 2.2 | 3.3 | 2.8 | 2.6 | 1.5 | 2.0 |
| Haul Route No. 4 | SB | 3000 | 3100 | 3.5 | 2.6 | 3.0 | 4.9 | 3.0 | 4.0 |
| Haul Route No. 4 | SB | 3100 | 3200 | 2.5 | 2.6 | 2.6 | 5.2 | 2.4 | 3.8 |
| Haul Route No. 4 | SB | 3200 | 3300 | 4.9 | 2.5 | 3.7 | 7.6 | 2.0 | 4.8 |
| Haul Route No. 4 | SB | 3300 | 3400 | 3.4 | 2.9 | 3.1 | 5.0 | 1.9 | 3.4 |
| Haul Route No. 4 | SB | 3400 | 3500 | 2.1 | 3.1 | 2.6 | 1.7 | 2.2 | 1.9 |
| Haul Route No. 4 | SB | 3500 | 3600 | 2.1 | 1.4 | 1.7 | 11.4 | 1.6 | 6.5 |
| Haul Route No. 4 | SB | 3600 | 3700 | 2.2 | 1.8 | 2.0 | 4.3 | 1.7 | 3.0 |
| Haul Route No. 4 | SB | 3700 | 3800 | 2.4 | 1.8 | 2.1 | 9.0 | 1.3 | 5.2 |
| Haul Route No. 4 | SB | 3800 | 3900 | 2.5 | 2.1 | 2.3 | 13.1 | 1.5 | 7.3 |
| Haul Route No. 4 | SB | 3900 | 4000 | 7.6 | 3.9 | 5.8 | 16.4 | 1.5 | 9.0 |
| Haul Route No. 4 | SB | 4000 | 4100 | 3.7 | 2.6 | 3.1 | 8.0 | 1.5 | 4.7 |
| Haul Route No. 4 | SB | 4100 | 4200 | 3.6 | 3.5 | 3.6 | 3.1 | 1.1 | 2.1 |
| Haul Route No. 4 | SB | 4200 | 4300 | 5.0 | 4.0 | 4.5 | 1.4 | 1.5 | 1.4 |
| Haul Route No. 4 | SB | 4300 | 4400 | 5.8 | 4.3 | 5.1 | 1.2 | 1.9 | 1.6 |
| Haul Route No. 4 | SB | 4400 | 4500 | 4.3 | 3.8 | 4.0 | 3.4 | 1.6 | 2.5 |
| Haul Route No. 4 | SB | 4500 | 4600 | 4.3 | 2.0 | 3.1 | 5.8 | 2.2 | 4.0 |
| Haul Route No. 4 | SB | 4600 | 4700 | 3.9 | 2.6 | 3.3 | 11.6 | 1.8 | 6.7 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | SB | 4700 | 4800 | 4.9 | 2.2 | 3.6 | 8.6 | 1.3 | 5.0 |
| Haul Route No. 4 | SB | 4800 | 4900 | 4.7 | 2.0 | 3.4 | 8.3 | 1.5 | 4.9 |
| Haul Route No. 4 | SB | 4900 | 5000 | 3.5 | 1.8 | 2.7 | 8.4 | 1.2 | 4.8 |
| Haul Route No. 4 | SB | 5000 | 5100 | 2.3 | 1.6 | 2.0 | 11.6 | 1.1 | 6.4 |
| Haul Route No. 4 | SB | 5100 | 5200 | 5.6 | 3.0 | 4.3 | 16.5 | 1.3 | 8.9 |
| Haul Route No. 4 | SB | 5200 | 5300 | 3.2 | 2.0 | 2.6 | 6.4 | 1.5 | 3.9 |
| Haul Route No. 4 | SB | 5300 | 5400 | 2.5 | 2.3 | 2.4 | 6.9 | 2.3 | 4.6 |
| Haul Route No. 4 | SB | 5400 | 5500 | 2.0 | 2.5 | 2.2 | 3.0 | 2.3 | 2.7 |
| Haul Route No. 4 | SB | 5500 | 5600 | 3.2 | 3.4 | 3.3 | 3.1 | 2.9 | 3.0 |
| Haul Route No. 4 | SB | 5600 | 5700 | 8.4 | 8.5 | 8.4 | 4.2 | 3.0 | 3.6 |
| Haul Route No. 4 | SB | 5700 | 5800 | 5.3 | 4.4 | 4.8 | 3.0 | 2.1 | 2.6 |
| Haul Route No. 4 | SB | 5800 | 5900 | 8.5 | 7.2 | 7.9 | 6.0 | 2.0 | 4.0 |
| Haul Route No. 4 | SB | 5900 | 6000 | 8.3 | 6.3 | 7.3 | 4.0 | 1.8 | 2.9 |
| Haul Route No. 4 | SB | 6000 | 6100 | 4.5 | 3.2 | 3.9 | 2.1 | 3.0 | 2.5 |
| Haul Route No. 4 | SB | 6100 | 6200 | 4.8 | 2.9 | 3.9 | 8.7 | 2.5 | 5.6 |
| Haul Route No. 4 | SB | 6200 | 6300 | 4.5 | 3.3 | 3.9 | 8.6 | 2.7 | 5.7 |
| Haul Route No. 4 | SB | 6300 | 6400 | 2.8 | 2.8 | 2.8 | 4.0 | 1.6 | 2.8 |
| Haul Route No. 4 | SB | 6400 | 6500 | 4.0 | 2.6 | 3.3 | 8.2 | 2.6 | 5.4 |
| Haul Route No. 4 | SB | 6500 | 6600 | 2.5 | 3.0 | 2.7 | 2.2 | 7.7 | 4.9 |
| Haul Route No. 4 | SB | 6600 | 6700 | 2.4 | 2.1 | 2.2 | 3.8 | 1.5 | 2.6 |
| Haul Route No. 4 | SB | 6700 | 6800 | 3.3 | 2.9 | 3.1 | 5.6 | 8.1 | 6.9 |
| Haul Route No. 4 | SB | 6800 | 6900 | 1.9 | 2.3 | 2.1 | 5.7 | 3.1 | 4.4 |
| Haul Route No. 4 | SB | 6900 | 7000 | 2.3 | 1.9 | 2.1 | 5.7 | 2.1 | 3.9 |
| Haul Route No. 4 | SB | 7000 | 7100 | 4.1 | 2.7 | 3.4 | 8.6 | 2.6 | 5.6 |
| Haul Route No. 4 | SB | 7100 | 7200 | 2.3 | 2.0 | 2.1 | 6.0 | 2.6 | 4.3 |
| Haul Route No. 4 | SB | 7200 | 7300 | 4.6 | 2.7 | 3.6 | 9.2 | 1.9 | 5.6 |
| Haul Route No. 4 | SB | 7300 | 7400 | 3.1 | 3.0 | 3.1 | 5.1 | 2.5 | 3.8 |
| Haul Route No. 4 | SB | 7400 | 7500 | 1.8 | 3.1 | 2.5 | 3.8 | 3.2 | 3.5 |
| Haul Route No. 4 | SB | 7500 | 7600 | 1.8 | 2.2 | 2.0 | 10.3 | 3.2 | 6.8 |
| Haul Route No. 4 | SB | 7600 | 7700 | 1.4 | 1.7 | 1.6 | 4.0 | 2.9 | 3.4 |
| Haul Route No. 4 | SB | 7700 | 7800 | 2.0 | 1.8 | 1.9 | 4.6 | 1.5 | 3.0 |
| Haul Route No. 4 | SB | 7800 | 7900 | 1.8 | 1.5 | 1.7 | 5.7 | 3.3 | 4.5 |
| Haul Route No. 4 | SB | 7900 | 8000 | 2.0 | 1.8 | 1.9 | 3.3 | 5.4 | 4.3 |
| Haul Route No. 4 | SB | 8000 | 8100 | 1.7 | 1.9 | 1.8 | 3.5 | 3.4 | 3.4 |
| Haul Route No. 4 | SB | 8100 | 8200 | 2.0 | 3.2 | 2.6 | 3.2 | 1.8 | 2.5 |
| Haul Route No. 4 | SB | 8200 | 8300 | 2.9 | 3.3 | 3.1 | 8.3 | 3.3 | 5.8 |
| Haul Route No. 4 | SB | 8300 | 8400 | 1.9 | 2.8 | 2.4 | 8.4 | 3.0 | 5.7 |
| Haul Route No. 4 | SB | 8400 | 8500 | 3.1 | 3.0 | 3.0 | 10.1 | 2.0 | 6.0 |
| Haul Route No. 4 | SB | 8500 | 8600 | 2.4 | 2.9 | 2.6 | 3.3 | 2.8 | 3.0 |
| Haul Route No. 4 | SB | 8600 | 8700 | 2.0 | 3.4 | 2.7 | 2.0 | 3.0 | 2.5 |
| Haul Route No. 4 | SB | 8700 | 8800 | 2.1 | 2.9 | 2.5 | 1.4 | 1.9 | 1.7 |
| Haul Route No. 4 | SB | 8800 | 8900 | 2.9 | 3.2 | 3.0 | 2.5 | 1.6 | 2.0 |
| Haul Route No. 4 | SB | 8900 | 9000 | 2.5 | 2.0 | 2.2 | 7.6 | 1.1 | 4.4 |
| Haul Route No. 4 | SB | 9000 | 9100 | 3.3 | 2.9 | 3.0 | 6.3 | 1.0 | 3.7 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | SB | 9100 | 9200 | 2.0 | 2.3 | 2.2 | 8.8 | 1.0 | 4.9 |
| Haul Route No. 4 | SB | 9200 | 9300 | 2.5 | 3.1 | 2.8 | 2.4 | 1.2 | 1.8 |
| Haul Route No. 4 | SB | 9300 | 9400 | 4.6 | 4.9 | 4.7 | 1.3 | 2.2 | 1.8 |
| Haul Route No. 4 | SB | 9400 | 9500 | 3.3 | 2.2 | 2.7 | 7.2 | 2.0 | 4.6 |
| Haul Route No. 4 | SB | 9500 | 9600 | 2.3 | 2.4 | 2.3 | 6.2 | 1.7 | 3.9 |
| Haul Route No. 4 | SB | 9600 | 9700 | 2.5 | 2.9 | 2.7 | 3.4 | 4.5 | 4.0 |
| Haul Route No. 4 | SB | 9700 | 9800 | 3.1 | 2.1 | 2.6 | 11.2 | 1.4 | 6.3 |
| Haul Route No. 4 | SB | 9800 | 9900 | 2.5 | 2.6 | 2.6 | 2.6 | 2.3 | 2.4 |
| Haul Route No. 4 | SB | 9900 | 10000 | 2.8 | 2.2 | 2.5 | 5.2 | 1.6 | 3.4 |
| Haul Route No. 4 | SB | 10000 | 10100 | 4.4 | 3.1 | 3.8 | 7.7 | 1.5 | 4.6 |
| Haul Route No. 4 | SB | 10100 | 10200 | 11.0 | 10.6 | 10.8 | 8.5 | 2.3 | 5.4 |
| Haul Route No. 4 | SB | 10200 | 10300 | 5.4 | 3.2 | 4.3 | 5.1 | 1.4 | 3.2 |
| Haul Route No. 4 | SB | 10300 | 10400 | 9.9 | 9.0 | 9.5 | 8.2 | 3.0 | 5.6 |
| Haul Route No. 4 | SB | 10400 | 10500 | 2.0 | 2.5 | 2.3 | 5.0 | 1.7 | 3.3 |
| Haul Route No. 4 | SB | 10500 | 10600 | 4.5 | 2.1 | 3.3 | 8.4 | 1.4 | 4.9 |
| Haul Route No. 4 | SB | 10600 | 10700 | 2.4 | 2.6 | 2.5 | 1.5 | 2.0 | 1.7 |
| Haul Route No. 4 | SB | 10700 | 10800 | 3.5 | 2.3 | 2.9 | 2.0 | 1.9 | 2.0 |
| Haul Route No. 4 | SB | 10800 | 10900 | 2.1 | 1.9 | 2.0 | 1.9 | 2.4 | 2.1 |
| Haul Route No. 4 | SB | 10900 | 11000 | 1.7 | 2.2 | 1.9 | 10.4 | 1.7 | 6.0 |
| Haul Route No. 4 | SB | 11000 | 11100 | 1.8 | 1.3 | 1.5 | 10.1 | 1.3 | 5.7 |
| Haul Route No. 4 | SB | 11100 | 11200 | 2.1 | 1.7 | 1.9 | 7.7 | 1.6 | 4.7 |
| Haul Route No. 4 | SB | 11200 | 11300 | 4.6 | 3.1 | 3.8 | 5.2 | 2.3 | 3.7 |
| Haul Route No. 4 | SB | 11300 | 11400 | 4.8 | 4.2 | 4.5 | 6.8 | 2.6 | 4.7 |
| Haul Route No. 4 | SB | 11400 | 11500 | 2.5 | 2.7 | 2.6 | 9.5 | 1.3 | 5.4 |
| Haul Route No. 4 | SB | 11500 | 11600 | 3.3 | 3.4 | 3.3 | 6.9 | 1.4 | 4.1 |
| Haul Route No. 4 | SB | 11600 | 11700 | 3.5 | 3.8 | 3.7 | 9.6 | 2.0 | 5.8 |
| Haul Route No. 4 | SB | 11700 | 11800 | 1.9 | 2.7 | 2.3 | 4.3 | 3.1 | 3.7 |
| Haul Route No. 4 | SB | 11800 | 11900 | 2.1 | 2.3 | 2.2 | 2.6 | 1.8 | 2.2 |
| Haul Route No. 4 | SB | 11900 | 12000 | 1.6 | 1.8 | 1.7 | 2.2 | 2.1 | 2.1 |
| Haul Route No. 4 | SB | 12000 | 12100 | 2.3 | 2.6 | 2.4 | 4.2 | 2.7 | 3.4 |
| Haul Route No. 4 | SB | 12100 | 12200 | 3.5 | 2.5 | 3.0 | 3.4 | 5.4 | 4.4 |
| Haul Route No. 4 | SB | 12200 | 12300 | 2.3 | 2.5 | 2.4 | 1.2 | 2.4 | 1.8 |
| Haul Route No. 4 | SB | 12300 | 12400 | 5.9 | 1.9 | 3.9 | 19.9 | 1.3 | 10.6 |
| Haul Route No. 4 | SB | 12400 | 12500 | 4.9 | 3.1 | 4.0 | 9.1 | 2.6 | 5.8 |
| Haul Route No. 4 | SB | 12500 | 12600 | 2.7 | 3.4 | 3.0 | 3.5 | 6.7 | 5.1 |
| Haul Route No. 4 | SB | 12600 | 12700 | 2.7 | 3.4 | 3.1 | 4.3 | 6.5 | 5.4 |
| Haul Route No. 4 | SB | 12700 | 12800 | 1.6 | 1.2 | 1.4 | 4.6 | 1.5 | 3.0 |
| Haul Route No. 4 | SB | 12800 | 12900 | 2.0 | 1.4 | 1.7 | 1.5 | 1.4 | 1.4 |
| Haul Route No. 4 | SB | 12900 | 13000 | 1.5 | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 |
| Haul Route No. 4 | SB | 13000 | 13100 | 1.3 | 1.7 | 1.5 | 3.2 | 1.3 | 2.3 |
| Haul Route No. 4 | SB | 13100 | 13200 | 1.7 | 1.0 | 1.4 | 14.2 | 1.4 | 7.8 |
| Haul Route No. 4 | SB | 13200 | 13300 | 2.0 | 2.0 | 1.9 | 1.8 | 1.2 | 1.5 |
| Haul Route No. 4 | SB | 13300 | 13400 | 1.7 | 1.3 | 1.5 | 4.4 | 1.2 | 2.8 |
| Haul Route No. 4 | SB | 13400 | 13500 | 1.4 | 1.0 | 1.2 | 6.4 | 1.2 | 3.8 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | SB | 13500 | 13600 | 1.1 | 1.2 | 1.1 | 2.7 | 1.2 | 1.9 |
| Haul Route No. 4 | SB | 13600 | 13700 | 1.1 | 1.5 | 1.3 | 1.6 | 1.5 | 1.6 |
| Haul Route No. 4 | SB | 13700 | 13800 | 1.0 | 1.3 | 1.2 | 1.3 | 1.4 | 1.4 |
| Haul Route No. 4 | SB | 13800 | 13900 | 4.6 | 5.2 | 4.9 | 3.1 | 2.8 | 2.9 |
| Haul Route No. 4 | SB | 13900 | 14000 | 3.6 | 2.3 | 3.0 | 2.8 | 1.7 | 2.2 |
| Haul Route No. 4 | SB | 14000 | 14100 | 3.2 | 4.4 | 3.8 | 1.8 | 1.2 | 1.5 |
| Haul Route No. 4 | SB | 14100 | 14200 | 3.1 | 3.0 | 3.0 | 1.8 | 1.3 | 1.5 |
| Haul Route No. 4 | SB | 14200 | 14300 | 6.3 | 3.6 | 4.9 | 8.5 | 2.1 | 5.3 |
| Haul Route No. 4 | SB | 14300 | 14400 | 3.1 | 3.4 | 3.2 | 3.1 | 1.7 | 2.4 |
| Haul Route No. 4 | SB | 14400 | 14500 | 4.8 | 4.3 | 4.6 | 4.6 | 1.7 | 3.1 |
| Haul Route No. 4 | SB | 14500 | 14600 | 3.4 | 3.1 | 3.3 | 1.9 | 2.3 | 2.1 |
| Haul Route No. 4 | SB | 14600 | 14700 | 2.3 | 2.0 | 2.2 | 2.4 | 1.7 | 2.1 |
| Haul Route No. 4 | SB | 14700 | 14800 | 2.6 | 2.8 | 2.7 | 3.4 | 2.0 | 2.7 |
| Haul Route No. 4 | SB | 14800 | 14900 | 2.9 | 2.5 | 2.7 | 3.8 | 2.9 | 3.4 |
| Haul Route No. 4 | SB | 14900 | 15000 | 7.8 | 10.7 | 9.3 | 6.3 | 4.0 | 5.1 |
| Haul Route No. 4 | SB | 15000 | 15100 | 1.7 | 3.2 | 2.5 | 2.1 | 2.4 | 2.3 |
| Haul Route No. 4 | SB | 15100 | 15200 | 3.2 | 3.6 | 3.4 | 4.7 | 2.7 | 3.7 |
| Haul Route No. 4 | SB | 15200 | 15300 | 3.7 | 3.3 | 3.5 | 3.5 | 1.6 | 2.6 |
| Haul Route No. 4 | SB | 15300 | 15400 | 6.2 | 7.5 | 6.8 | 3.7 | 2.2 | 2.9 |
| Haul Route No. 4 | SB | 15400 | 15500 | 2.0 | 2.5 | 2.2 | 1.3 | 2.1 | 1.7 |
| Haul Route No. 4 | SB | 15500 | 15600 | 2.1 | 2.5 | 2.3 | 0.9 | 2.0 | 1.4 |
| Haul Route No. 4 | SB | 15600 | 15700 | 3.1 | 3.8 | 3.5 | 1.4 | 2.1 | 1.8 |
| Haul Route No. 4 | SB | 15700 | 15800 | 5.6 | 5.4 | 5.5 | 3.6 | 1.5 | 2.6 |
| Haul Route No. 4 | SB | 15800 | 15900 | 2.6 | 2.5 | 2.6 | 4.0 | 1.9 | 2.9 |
| Haul Route No. 4 | SB | 15900 | 16000 | 2.1 | 2.3 | 2.2 | 5.1 | 1.8 | 3.4 |
| Haul Route No. 4 | SB | 16000 | 16100 | 5.7 | 6.5 | 6.1 | 4.5 | 1.5 | 3.0 |
| Haul Route No. 4 | SB | 16100 | 16200 | 4.3 | 5.5 | 4.9 | 2.3 | 1.5 | 1.9 |
| Haul Route No. 4 | SB | 16200 | 16300 | 2.2 | 2.5 | 2.4 | 2.7 | 1.3 | 2.0 |
| Haul Route No. 4 | SB | 16300 | 16400 | 2.9 | 3.1 | 3.0 | 2.3 | 1.8 | 2.0 |
| Haul Route No. 4 | SB | 16400 | 16500 | 5.5 | 3.5 | 4.5 | 4.6 | 1.6 | 3.1 |
| Haul Route No. 4 | SB | 16500 | 16600 | 2.9 | 3.7 | 3.3 | 2.1 | 2.1 | 2.1 |
| Haul Route No. 4 | SB | 16600 | 16700 | 2.5 | 2.2 | 2.4 | 4.9 | 1.2 | 3.0 |
| Haul Route No. 4 | SB | 16700 | 16800 | 2.8 | 2.4 | 2.6 | 1.7 | 1.2 | 1.5 |
| Haul Route No. 4 | SB | 16800 | 16900 | 1.7 | 2.1 | 1.9 | 3.1 | 1.1 | 2.1 |
| Haul Route No. 4 | SB | 16900 | 17000 | 2.2 | 1.9 | 2.1 | 6.6 | 1.4 | 4.0 |
| Haul Route No. 4 | SB | 17000 | 17100 | 2.5 | 4.6 | 3.5 | 4.2 | 2.9 | 3.6 |
| Haul Route No. 4 | SB | 17100 | 17200 | 5.1 | 6.1 | 5.6 | 9.7 | 2.3 | 6.0 |
| Haul Route No. 4 | SB | 17200 | 17300 | 2.2 | 2.6 | 2.4 | 4.5 | 2.2 | 3.3 |
| Haul Route No. 4 | SB | 17300 | 17400 | 2.7 | 3.0 | 2.8 | 3.3 | 2.1 | 2.7 |
| Haul Route No. 4 | SB | 17400 | 17500 | 3.1 | 2.6 | 2.8 | 5.8 | 2.2 | 4.0 |
| Haul Route No. 4 | SB | 17500 | 17600 | 2.9 | 2.5 | 2.7 | 5.0 | 2.8 | 3.9 |
| Haul Route No. 4 | SB | 17600 | 17700 | 2.9 | 2.4 | 2.7 | 6.4 | 3.1 | 4.7 |
| Haul Route No. 4 | SB | 17700 | 17800 | 4.2 | 3.6 | 3.9 | 5.1 | 3.2 | 4.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | SB | 17800 | 17900 | 3.9 | 3.3 | 3.5 | 1.9 | 3.1 | 2.5 |
| Haul Route No. 4 | SB | 17900 | 18000 | 3.7 | 2.6 | 3.2 | 2.8 | 2.7 | 2.7 |
| Haul Route No. 4 | SB | 18000 | 18100 | 3.6 | 3.2 | 3.4 | 4.8 | 3.2 | 4.0 |
| Haul Route No. 4 | SB | 18100 | 18200 | 2.7 | 2.6 | 2.6 | 3.1 | 3.2 | 3.2 |
| Haul Route No. 4 | SB | 18200 | 18300 | 2.7 | 3.5 | 3.1 | 2.8 | 2.6 | 2.7 |
| Haul Route No. 4 | SB | 18300 | 18400 | 4.6 | 3.2 | 3.9 | 3.5 | 1.9 | 2.7 |
| Haul Route No. 4 | SB | 18400 | 18500 | 1.9 | 2.0 | 1.9 | 1.3 | 1.6 | 1.4 |
| Haul Route No. 4 | SB | 18500 | 18600 | 1.8 | 2.4 | 2.1 | 2.1 | 1.7 | 1.9 |
| Haul Route No. 4 | SB | 18600 | 18700 | 2.8 | 1.9 | 2.4 | 3.1 | 1.4 | 2.3 |
| Haul Route No. 4 | SB | 18700 | 18800 | 6.8 | 4.0 | 5.4 | 8.9 | 1.9 | 5.4 |
| Haul Route No. 4 | SB | 18800 | 18900 | 5.3 | 4.7 | 5.0 | 4.1 | 3.9 | 4.0 |
| Haul Route No. 4 | SB | 18900 | 19000 | 4.0 | 4.3 | 4.2 | 8.0 | 1.4 | 4.7 |
| Haul Route No. 4 | SB | 19000 | 19100 | 4.5 | 4.1 | 4.3 | 11.8 | 2.5 | 7.1 |
| Haul Route No. 4 | SB | 19100 | 19200 | 6.1 | 3.8 | 5.0 | 12.2 | 1.7 | 7.0 |
| Haul Route No. 4 | SB | 19200 | 19300 | 4.0 | 3.7 | 3.8 | 6.2 | 2.1 | 4.1 |
| Haul Route No. 4 | SB | 19300 | 19400 | 3.7 | 3.0 | 3.4 | 3.2 | 1.8 | 2.5 |
| Haul Route No. 4 | SB | 19400 | 19500 | 4.7 | 3.7 | 4.2 | 5.9 | 1.3 | 3.6 |
| Haul Route No. 4 | SB | 19500 | 19600 | 4.6 | 3.8 | 4.2 | 3.8 | 1.9 | 2.9 |
| Haul Route No. 4 | SB | 19600 | 19700 | 4.5 | 3.5 | 4.0 | 2.4 | 2.0 | 2.2 |
| Haul Route No. 4 | SB | 19700 | 19800 | 2.6 | 3.4 | 3.0 | 3.7 | 1.4 | 2.6 |
| Haul Route No. 4 | SB | 19800 | 19900 | 2.5 | 2.5 | 2.5 | 2.9 | 1.6 | 2.3 |
| Haul Route No. 4 | SB | 19900 | 20000 | 1.7 | 2.1 | 1.9 | 16.5 | 2.2 | 9.3 |
| Haul Route No. 4 | SB | 20000 | 20100 | 2.1 | 2.1 | 2.1 | 10.9 | 2.5 | 6.7 |
| Haul Route No. 4 | SB | 20100 | 20200 | 2.7 | 2.4 | 2.6 | 9.5 | 2.1 | 5.8 |
| Haul Route No. 4 | SB | 20200 | 20300 | 1.9 | 2.0 | 1.9 | 19.7 | 2.2 | 10.9 |
| Haul Route No. 4 | SB | 20300 | 20400 | 5.5 | 4.3 | 4.9 | 5.0 | 2.2 | 3.6 |
| Haul Route No. 4 | SB | 20400 | 20500 | 4.5 | 3.2 | 3.8 | 6.7 | 2.4 | 4.5 |
| Haul Route No. 4 | SB | 20500 | 20600 | 3.2 | 2.7 | 3.0 | 9.2 | 2.3 | 5.8 |
| Haul Route No. 4 | SB | 20600 | 20700 | 3.4 | 3.0 | 3.2 | 5.3 | 3.7 | 4.5 |
| Haul Route No. 4 | SB | 20700 | 20800 | 5.1 | 3.8 | 4.4 | 12.0 | 2.3 | 7.1 |
| Haul Route No. 4 | SB | 20800 | 20900 | 3.2 | 2.9 | 3.0 | 10.1 | 2.0 | 6.1 |
| Haul Route No. 4 | SB | 20900 | 21000 | 2.3 | 1.7 | 2.0 | 3.0 | 6.2 | 4.6 |
| Haul Route No. 4 | SB | 21000 | 21100 | 3.1 | 1.9 | 2.5 | 2.6 | 12.3 | 7.5 |
| Haul Route No. 4 | SB | 21100 | 21200 | 2.3 | 2.7 | 2.5 | 3.7 | 12.6 | 8.1 |
| Haul Route No. 4 | SB | 21200 | 21300 | 2.5 | 2.4 | 2.4 | 6.4 | 3.4 | 4.9 |
| Haul Route No. 4 | SB | 21300 | 21400 | 2.5 | 2.1 | 2.3 | 4.6 | 4.0 | 4.3 |
| Haul Route No. 4 | SB | 21400 | 21500 | 1.8 | 1.5 | 1.7 | 4.0 | 4.1 | 4.1 |
| Haul Route No. 4 | SB | 21500 | 21600 | 2.9 | 2.1 | 2.5 | 5.0 | 3.0 | 4.0 |
| Haul Route No. 4 | SB | 21600 | 21700 | 2.1 | 2.1 | 2.1 | 6.0 | 1.6 | 3.8 |
| Haul Route No. 4 | SB | 21700 | 21800 | 2.0 | 1.8 | 1.9 | 8.5 | 2.5 | 5.5 |
| Haul Route No. 4 | SB | 21800 | 21900 | 4.0 | 4.0 | 4.0 | 5.0 | 2.6 | 3.8 |
| Haul Route No. 4 | SB | 21900 | 22000 | 1.9 | 2.1 | 2.0 | 4.9 | 2.7 | 3.8 |
| Haul Route No. 4 | SB | 22000 | 22100 | 2.0 | 2.2 | 2.1 | 2.0 | 2.3 | 2.2 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 4 | SB | 22100 | 22200 | 3.5 | 3.0 | 3.2 | 2.6 | 2.3 | 2.4 |
| Haul Route No. 4 | SB | 22200 | 22300 | 4.0 | 3.4 | 3.7 | 4.0 | 1.1 | 2.6 |
| Haul Route No. 4 | SB | 22300 | 22400 | 4.3 | 4.4 | 4.4 | 7.7 | 2.1 | 4.9 |
| Haul Route No. 4 | SB | 22400 | 22500 | 2.5 | 1.9 | 2.2 | 4.7 | 1.4 | 3.1 |
| Haul Route No. 4 | SB | 22500 | 22600 | 3.3 | 2.1 | 2.7 | 4.0 | 1.2 | 2.6 |
| Haul Route No. 4 | SB | 22600 | 22700 | 3.5 | 3.9 | 3.7 | 2.5 | 1.2 | 1.8 |
| Haul Route No. 4 | SB | 22700 | 22800 | 4.9 | 5.9 | 5.4 | 3.3 | 2.1 | 2.7 |
| Haul Route No. 4 | SB | 22800 | 22900 | 3.0 | 3.1 | 3.1 | 4.6 | 1.5 | 3.0 |
| Haul Route No. 4 | SB | 22900 | 23000 | 4.7 | 4.5 | 4.6 | 5.2 | 1.3 | 3.2 |
| Haul Route No. 4 | SB | 23000 | 23100 | 4.2 | 4.2 | 4.2 | 1.7 | 1.5 | 1.6 |
| Haul Route No. 4 | SB | 23100 | 23130 | 7.7 | 6.6 | 7.1 | 1.7 | 2.1 | 1.9 |
| Haul Route No. 1.2 | NB | 0 | 100 | 3.7 | 3.5 | 3.6 | 3.7 | 1.4 | 2.5 |
| Haul Route No. 1.2 | NB | 100 | 200 | 2.8 | 2.0 | 2.4 | 6.9 | 1.1 | 4.0 |
| Haul Route No. 1.2 | NB | 200 | 300 | 2.5 | 2.0 | 2.3 | 8.7 | 1.1 | 4.9 |
| Haul Route No. 1.2 | NB | 300 | 400 | 2.7 | 2.4 | 2.5 | 14.0 | 1.2 | 7.6 |
| Haul Route No. 1.2 | NB | 400 | 500 | 2.6 | 2.3 | 2.5 | 3.1 | 1.4 | 2.2 |
| Haul Route No. 1.2 | NB | 500 | 600 | 2.3 | 2.2 | 2.3 | 4.2 | 1.5 | 2.8 |
| Haul Route No. 1.2 | NB | 600 | 700 | 5.6 | 7.3 | 6.5 | 4.5 | 1.6 | 3.0 |
| Haul Route No. 1.2 | NB | 700 | 800 | 8.5 | 10.1 | 9.3 | 6.6 | 3.3 | 5.0 |
| Haul Route No. 1.2 | NB | 800 | 900 | 4.9 | 4.0 | 4.5 | 7.3 | 1.5 | 4.4 |
| Haul Route No. 1.2 | NB | 900 | 1000 | 3.8 | 3.2 | 3.4 | 5.7 | 2.5 | 4.1 |
| Haul Route No. 1.2 | NB | 1000 | 1100 | 5.4 | 4.1 | 4.7 | 12.8 | 1.7 | 7.2 |
| Haul Route No. 1.2 | NB | 1100 | 1200 | 3.7 | 3.2 | 3.4 | 11.9 | 1.3 | 6.6 |
| Haul Route No. 1.2 | NB | 1200 | 1300 | 2.8 | 2.7 | 2.7 | 6.6 | 1.5 | 4.0 |
| Haul Route No. 1.2 | NB | 1300 | 1400 | 3.2 | 2.5 | 2.8 | 2.0 | 3.0 | 2.5 |
| Haul Route No. 1.2 | NB | 1400 | 1500 | 3.8 | 2.5 | 3.2 | 2.2 | 1.8 | 2.0 |
| Haul Route No. 1.2 | NB | 1500 | 1600 | 2.0 | 2.1 | 2.0 | 2.2 | 1.5 | 1.8 |
| Haul Route No. 1.2 | NB | 1600 | 1700 | 2.2 | 1.9 | 2.0 | 6.1 | 1.4 | 3.8 |
| Haul Route No. 1.2 | NB | 1700 | 1800 | 1.9 | 2.5 | 2.2 | 2.4 | 1.2 | 1.8 |
| Haul Route No. 1.2 | NB | 1800 | 1900 | 1.8 | 2.0 | 1.9 | 2.4 | 1.3 | 1.9 |
| Haul Route No. 1.2 | NB | 1900 | 2000 | 2.4 | 1.8 | 2.1 | 6.9 | 1.5 | 4.2 |
| Haul Route No. 1.2 | NB | 2000 | 2100 | 2.9 | 1.9 | 2.4 | 12.8 | 1.3 | 7.0 |
| Haul Route No. 1.2 | NB | 2100 | 2200 | 1.7 | 1.9 | 1.8 | 5.1 | 1.3 | 3.2 |
| Haul Route No. 1.2 | NB | 2200 | 2300 | 1.5 | 2.1 | 1.8 | 4.3 | 1.9 | 3.1 |
| Haul Route No. 1.2 | NB | 2300 | 2400 | 1.9 | 1.7 | 1.8 | 5.7 | 1.6 | 3.6 |
| Haul Route No. 1.2 | NB | 2400 | 2500 | 1.7 | 2.2 | 1.9 | 2.0 | 1.2 | 1.6 |
| Haul Route No. 1.2 | NB | 2500 | 2600 | 1.9 | 2.1 | 2.0 | 2.4 | 2.1 | 2.2 |
| Haul Route No. 1.2 | NB | 2600 | 2700 | 3.5 | 2.8 | 3.1 | 3.3 | 1.6 | 2.5 |
| Haul Route No. 1.2 | NB | 2700 | 2800 | 2.6 | 2.4 | 2.5 | 2.8 | 2.7 | 2.8 |
| Haul Route No. 1.2 | NB | 2800 | 2900 | 2.8 | 2.7 | 2.7 | 3.7 | 2.1 | 2.9 |
| Haul Route No. 1.2 | NB | 2900 | 3000 | 2.5 | 1.5 | 2.0 | 3.7 | 1.6 | 2.7 |
| Haul Route No. 1.2 | NB | 3000 | 3100 | 2.3 | 2.2 | 2.2 | 1.7 | 2.3 | 2.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1.2 | NB | 3100 | 3200 | 2.4 | 1.9 | 2.2 | 2.6 | 2.3 | 2.5 |
| Haul Route No. 1.2 | NB | 3200 | 3300 | 2.2 | 2.3 | 2.3 | 1.6 | 2.0 | 1.8 |
| Haul Route No. 1.2 | NB | 3300 | 3400 | 2.5 | 2.2 | 2.3 | 1.8 | 1.8 | 1.8 |
| Haul Route No. 1.2 | NB | 3400 | 3500 | 2.4 | 2.2 | 2.3 | 1.9 | 2.3 | 2.1 |
| Haul Route No. 1.2 | NB | 3500 | 3600 | 1.7 | 2.1 | 1.9 | 1.4 | 2.1 | 1.8 |
| Haul Route No. 1.2 | NB | 3600 | 3700 | 2.2 | 2.2 | 2.3 | 6.8 | 2.3 | 4.6 |
| Haul Route No. 1.2 | NB | 3700 | 3800 | 3.1 | 2.3 | 2.7 | 7.7 | 1.3 | 4.5 |
| Haul Route No. 1.2 | NB | 3800 | 3900 | 4.4 | 2.5 | 3.5 | 5.3 | 1.6 | 3.4 |
| Haul Route No. 1.2 | NB | 3900 | 4000 | 2.2 | 2.5 | 2.4 | 3.0 | 2.7 | 2.9 |
| Haul Route No. 1.2 | NB | 4000 | 4100 | 2.1 | 1.8 | 2.0 | 2.8 | 2.3 | 2.6 |
| Haul Route No. 1.2 | NB | 4100 | 4200 | 2.0 | 2.1 | 2.0 | 2.5 | 3.4 | 2.9 |
| Haul Route No. 1.2 | NB | 4200 | 4300 | 2.1 | 1.9 | 2.0 | 2.5 | 2.2 | 2.4 |
| Haul Route No. 1.2 | NB | 4300 | 4400 | 2.2 | 1.8 | 2.0 | 2.4 | 2.3 | 2.4 |
| Haul Route No. 1.2 | NB | 4400 | 4500 | 2.1 | 1.9 | 2.0 | 8.0 | 1.5 | 4.7 |
| Haul Route No. 1.2 | NB | 4500 | 4600 | 1.9 | 1.9 | 1.9 | 3.1 | 1.8 | 2.5 |
| Haul Route No. 1.2 | NB | 4600 | 4650 | 4.9 | 4.3 | 4.6 | 7.2 | 1.8 | 4.5 |
| Haul Route No. 1.2 | SB | 0 | 100 | 4.2 | 3.7 | 3.9 | 2.8 | 2.5 | 2.6 |
| Haul Route No. 1.2 | SB | 100 | 200 | 2.4 | 2.1 | 2.3 | 3.4 | 2.5 | 3.0 |
| Haul Route No. 1.2 | SB | 200 | 300 | 1.8 | 1.4 | 1.6 | 7.3 | 1.4 | 4.4 |
| Haul Route No. 1.2 | SB | 300 | 400 | 2.0 | 2.0 | 2.0 | 3.5 | 1.8 | 2.6 |
| Haul Route No. 1.2 | SB | 400 | 500 | 1.7 | 1.7 | 1.7 | 5.2 | 1.7 | 3.4 |
| Haul Route No. 1.2 | SB | 500 | 600 | 2.2 | 1.7 | 2.0 | 3.0 | 1.4 | 2.2 |
| Haul Route No. 1.2 | SB | 600 | 700 | 3.1 | 2.2 | 2.7 | 10.3 | 1.4 | 5.9 |
| Haul Route No. 1.2 | SB | 700 | 800 | 3.1 | 2.0 | 2.5 | 5.5 | 1.6 | 3.5 |
| Haul Route No. 1.2 | SB | 800 | 900 | 2.5 | 2.8 | 2.6 | 2.1 | 1.3 | 1.7 |
| Haul Route No. 1.2 | SB | 900 | 1000 | 2.4 | 2.3 | 2.4 | 1.5 | 1.3 | 1.4 |
| Haul Route No. 1.2 | SB | 1000 | 1100 | 3.0 | 2.5 | 2.7 | 1.6 | 1.6 | 1.6 |
| Haul Route No. 1.2 | SB | 1100 | 1200 | 2.3 | 2.0 | 2.2 | 1.7 | 1.6 | 1.7 |
| Haul Route No. 1.2 | SB | 1200 | 1300 | 2.5 | 2.4 | 2.4 | 5.2 | 1.7 | 3.5 |
| Haul Route No. 1.2 | SB | 1300 | 1400 | 2.2 | 2.1 | 2.1 | 1.2 | 1.4 | 1.3 |
| Haul Route No. 1.2 | SB | 1400 | 1500 | 1.9 | 1.9 | 1.9 | 1.6 | 1.4 | 1.5 |
| Haul Route No. 1.2 | SB | 1500 | 1600 | 1.8 | 1.8 | 1.8 | 1.9 | 1.4 | 1.7 |
| Haul Route No. 1.2 | SB | 1600 | 1700 | 2.2 | 2.0 | 2.1 | 1.4 | 1.5 | 1.5 |
| Haul Route No. 1.2 | SB | 1700 | 1800 | 2.0 | 2.2 | 2.1 | 1.8 | 1.8 | 1.8 |
| Haul Route No. 1.2 | SB | 1800 | 1900 | 2.4 | 2.3 | 2.3 | 7.0 | 1.8 | 4.4 |
| Haul Route No. 1.2 | SB | 1900 | 2000 | 3.5 | 3.2 | 3.3 | 4.3 | 2.7 | 3.5 |
| Haul Route No. 1.2 | SB | 2000 | 2100 | 3.0 | 2.6 | 2.8 | 3.1 | 1.7 | 2.4 |
| Haul Route No. 1.2 | SB | 2100 | 2200 | 2.0 | 2.4 | 2.2 | 2.3 | 3.7 | 3.0 |
| Haul Route No. 1.2 | SB | 2200 | 2300 | 2.2 | 2.1 | 2.1 | 3.4 | 1.8 | 2.6 |
| Haul Route No. 1.2 | SB | 2300 | 2400 | 1.8 | 2.1 | 1.9 | 2.3 | 2.8 | 2.6 |
| Haul Route No. 1.2 | SB | 2400 | 2500 | 2.1 | 1.9 | 2.0 | 5.5 | 2.2 | 3.8 |
| Haul Route No. 1.2 | SB | 2500 | 2600 | 2.0 | 1.9 | 2.0 | 8.6 | 1.5 | 5.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1.2 | SB | 2600 | 2700 | 2.1 | 2.2 | 2.1 | 2.2 | 2.0 | 2.1 |
| Haul Route No. 1.2 | SB | 2700 | 2800 | 2.1 | 2.4 | 2.2 | 2.5 | 4.0 | 3.2 |
| Haul Route No. 1.2 | SB | 2800 | 2900 | 2.2 | 2.0 | 2.1 | 3.0 | 2.2 | 2.6 |
| Haul Route No. 1.2 | SB | 2900 | 3000 | 2.6 | 1.9 | 2.3 | 6.9 | 1.6 | 4.2 |
| Haul Route No. 1.2 | SB | 3000 | 3100 | 1.9 | 2.8 | 2.3 | 7.3 | 1.4 | 4.3 |
| Haul Route No. 1.2 | SB | 3100 | 3200 | 1.6 | 2.0 | 1.8 | 2.4 | 1.7 | 2.0 |
| Haul Route No. 1.2 | SB | 3200 | 3300 | 2.9 | 2.4 | 2.6 | 10.6 | 1.5 | 6.0 |
| Haul Route No. 1.2 | SB | 3300 | 3400 | 3.0 | 3.0 | 3.0 | 2.2 | 2.4 | 2.3 |
| Haul Route No. 1.2 | SB | 3400 | 3500 | 4.5 | 2.3 | 3.4 | 6.3 | 3.4 | 4.9 |
| Haul Route No. 1.2 | SB | 3500 | 3600 | 3.9 | 2.9 | 3.4 | 3.5 | 3.5 | 3.5 |
| Haul Route No. 1.2 | SB | 3600 | 3700 | 3.8 | 4.1 | 3.9 | 1.9 | 5.4 | 3.7 |
| Haul Route No. 1.2 | SB | 3700 | 3800 | 4.7 | 4.3 | 4.5 | 11.8 | 2.6 | 7.2 |
| Haul Route No. 1.2 | SB | 3800 | 3900 | 4.7 | 3.3 | 4.0 | 10.7 | 1.6 | 6.2 |
| Haul Route No. 1.2 | SB | 3900 | 4000 | 7.3 | 7.5 | 7.4 | 10.5 | 3.3 | 6.9 |
| Haul Route No. 1.2 | SB | 4000 | 4100 | 3.1 | 3.7 | 3.4 | 4.1 | 1.8 | 3.0 |
| Haul Route No. 1.2 | SB | 4100 | 4200 | 2.0 | 2.5 | 2.3 | 1.5 | 1.2 | 1.4 |
| Haul Route No. 1.2 | SB | 4200 | 4300 | 2.6 | 2.5 | 2.6 | 1.5 | 1.3 | 1.4 |
| Haul Route No. 1.2 | SB | 4300 | 4400 | 2.5 | 2.4 | 2.5 | 1.1 | 2.0 | 1.5 |
| Haul Route No. 1.2 | SB | 4400 | 4500 | 2.7 | 2.4 | 2.5 | 5.7 | 1.8 | 3.7 |
| Haul Route No. 1.2 | SB | 4500 | 4600 | 2.9 | 2.9 | 2.9 | 7.3 | 1.7 | 4.5 |
| Haul Route No. 1.2 | SB | 4600 | 4650 | 3.6 | 4.3 | 3.9 | 2.4 | 1.7 | 2.1 |
| Sallin bypass | NB | 0 | 100 | 7.5 | 6.9 | 7.2 | 3.1 | 2.4 | 2.8 |
| Sallin bypass | NB | 100 | 200 | 1.2 | 1.4 | 1.3 | 3.4 | 2.3 | 2.9 |
| Sallin bypass | NB | 200 | 300 | 4.8 | 4.7 | 4.7 | 3.0 | 1.8 | 2.4 |
| Sallin bypass | NB | 300 | 400 | 3.2 | 3.3 | 3.2 | 2.7 | 1.3 | 2.0 |
| Sallin bypass | NB | 400 | 500 | 4.0 | 3.2 | 3.6 | 5.0 | 1.5 | 3.3 |
| Sallin bypass | NB | 500 | 600 | 2.9 | 2.5 | 2.7 | 1.8 | 1.8 | 1.8 |
| Sallin bypass | NB | 600 | 700 | 1.9 | 2.0 | 1.9 | 2.1 | 1.3 | 1.7 |
| Sallin bypass | NB | 700 | 800 | 1.0 | 1.6 | 1.4 | 2.1 | 2.0 | 2.0 |
| Sallin bypass | NB | 800 | 900 | 1.0 | 0.9 | 1.0 | 2.3 | 1.2 | 1.8 |
| Sallin bypass | NB | 900 | 1000 | 0.8 | 0.8 | 0.8 | 2.4 | 1.5 | 1.9 |
| Sallin bypass | NB | 1000 | 1100 | 1.5 | 1.1 | 1.3 | 2.3 | 1.5 | 1.9 |
| Sallin bypass | NB | 1100 | 1200 | 1.2 | 0.9 | 1.1 | 2.6 | 1.2 | 1.9 |
| Sallin bypass | NB | 1200 | 1300 | 0.7 | 0.9 | 0.8 | 2.1 | 1.7 | 1.9 |
| Sallin bypass | NB | 1300 | 1400 | 1.0 | 1.2 | 1.1 | 2.7 | 1.6 | 2.1 |
| Sallin bypass | NB | 1400 | 1500 | 0.9 | 1.1 | 1.0 | 3.5 | 2.2 | 2.8 |
| Sallin bypass | NB | 1500 | 1600 | 0.7 | 0.8 | 0.7 | 2.9 | 1.5 | 2.2 |
| Sallin bypass | NB | 1600 | 1700 | 1.2 | 1.1 | 1.2 | 3.3 | 1.8 | 2.6 |
| Sallin bypass | NB | 1700 | 1800 | 1.2 | 1.1 | 1.2 | 3.5 | 1.6 | 2.5 |
| Sallin bypass | NB | 1800 | 1900 | 1.1 | 1.2 | 1.1 | 3.0 | 1.6 | 2.3 |
| Sallin bypass | NB | 1900 | 2000 | 0.6 | 0.8 | 0.7 | 2.5 | 2.0 | 2.2 |
| Sallin bypass | NB | 2000 | 2100 | 1.0 | 1.1 | 1.0 | 1.9 | 2.0 | 1.9 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|---------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Sallin bypass | NB | 2100 | 2200 | 1.8 | 1.8 | 1.8 | 1.7 | 2.4 | 2.0 |
| Sallin bypass | NB | 2200 | 2300 | 3.0 | 3.4 | 3.2 | 11.8 | 1.8 | 6.8 |
| Sallin bypass | NB | 2300 | 2400 | 2.1 | 2.0 | 2.1 | 1.8 | 1.4 | 1.6 |
| Sallin bypass | NB | 2400 | 2500 | 1.3 | 1.5 | 1.4 | 1.9 | 1.2 | 1.6 |
| Sallin bypass | NB | 2500 | 2600 | 0.9 | 1.1 | 1.0 | 1.7 | 1.1 | 1.4 |
| Sallin bypass | NB | 2600 | 2700 | 0.8 | 0.9 | 0.9 | 2.0 | 1.2 | 1.6 |
| Sallin bypass | NB | 2700 | 2800 | 0.9 | 0.9 | 0.9 | 2.3 | 1.2 | 1.7 |
| Sallin bypass | NB | 2800 | 2900 | 0.7 | 0.9 | 0.8 | 3.3 | 1.0 | 2.2 |
| Sallin bypass | NB | 2900 | 3000 | 0.8 | 1.0 | 0.9 | 2.8 | 1.1 | 1.9 |
| Sallin bypass | NB | 3000 | 3100 | 0.8 | 1.1 | 0.9 | 2.0 | 1.2 | 1.6 |
| Sallin bypass | NB | 3100 | 3200 | 0.7 | 1.2 | 1.0 | 2.8 | 1.2 | 2.0 |
| Sallin bypass | NB | 3200 | 3300 | 0.9 | 1.2 | 1.0 | 2.8 | 1.0 | 1.9 |
| Sallin bypass | NB | 3300 | 3400 | 1.1 | 1.1 | 1.1 | 2.2 | 1.2 | 1.7 |
| Sallin bypass | NB | 3400 | 3500 | 0.9 | 0.9 | 0.9 | 2.6 | 1.2 | 1.9 |
| Sallin bypass | NB | 3500 | 3600 | 1.2 | 1.5 | 1.3 | 3.0 | 1.1 | 2.0 |
| Sallin bypass | NB | 3600 | 3700 | 0.9 | 1.2 | 1.1 | 2.6 | 1.1 | 1.8 |
| Sallin bypass | NB | 3700 | 3800 | 0.9 | 1.0 | 0.9 | 2.4 | 1.1 | 1.7 |
| Sallin bypass | NB | 3800 | 3900 | 0.8 | 1.0 | 0.9 | 2.4 | 1.2 | 1.8 |
| Sallin bypass | NB | 3900 | 4000 | 0.8 | 1.1 | 1.0 | 2.2 | 1.3 | 1.8 |
| Sallin bypass | NB | 4000 | 4100 | 1.1 | 1.2 | 1.2 | 1.8 | 1.3 | 1.5 |
| Sallin bypass | NB | 4100 | 4200 | 3.0 | 3.3 | 3.1 | 2.2 | 1.5 | 1.8 |
| Sallin bypass | NB | 4200 | 4300 | 2.5 | 2.5 | 2.5 | 2.9 | 1.5 | 2.2 |
| Sallin bypass | NB | 4300 | 4400 | 2.7 | 2.0 | 2.3 | 14.5 | 1.5 | 8.0 |
| Sallin bypass | NB | 4400 | 4500 | 2.9 | 2.7 | 2.8 | 3.1 | 2.3 | 2.7 |
| Sallin bypass | NB | 4500 | 4520 | 5.0 | 5.1 | 5.0 | 5.1 | 1.7 | 3.4 |
| Sallin bypass | SB | 0 | 100 | 2.7 | 2.4 | 2.5 | 2.9 | 2.0 | 2.5 |
| Sallin bypass | SB | 100 | 200 | 1.9 | 2.2 | 2.0 | 3.7 | 1.8 | 2.7 |
| Sallin bypass | SB | 200 | 300 | 3.1 | 3.6 | 3.3 | 2.8 | 1.5 | 2.1 |
| Sallin bypass | SB | 300 | 400 | 5.4 | 5.0 | 5.2 | 1.7 | 2.0 | 1.8 |
| Sallin bypass | SB | 400 | 500 | 2.7 | 3.3 | 3.0 | 1.7 | 1.6 | 1.6 |
| Sallin bypass | SB | 500 | 600 | 1.2 | 1.2 | 1.2 | 0.7 | 1.3 | 1.0 |
| Sallin bypass | SB | 600 | 700 | 0.7 | 0.8 | 0.8 | 2.0 | 1.2 | 1.6 |
| Sallin bypass | SB | 700 | 800 | 0.6 | 0.8 | 0.7 | 2.5 | 1.2 | 1.8 |
| Sallin bypass | SB | 800 | 900 | 0.7 | 0.8 | 0.8 | 2.2 | 1.2 | 1.7 |
| Sallin bypass | SB | 900 | 1000 | 1.1 | 1.2 | 1.1 | 2.3 | 1.4 | 1.8 |
| Sallin bypass | SB | 1000 | 1100 | 1.4 | 1.5 | 1.5 | 2.1 | 1.4 | 1.7 |
| Sallin bypass | SB | 1100 | 1200 | 0.9 | 0.9 | 0.9 | 1.7 | 1.2 | 1.4 |
| Sallin bypass | SB | 1200 | 1300 | 0.8 | 1.0 | 0.9 | 2.3 | 1.2 | 1.7 |
| Sallin bypass | SB | 1300 | 1400 | 0.7 | 0.9 | 0.8 | 2.0 | 1.1 | 1.6 |
| Sallin bypass | SB | 1400 | 1500 | 0.7 | 1.0 | 0.8 | 1.9 | 1.3 | 1.6 |
| Sallin bypass | SB | 1500 | 1600 | 0.7 | 0.8 | 0.8 | 3.5 | 1.1 | 2.3 |
| Sallin bypass | SB | 1600 | 1700 | 0.8 | 1.1 | 1.0 | 2.2 | 1.2 | 1.7 |
| Sallin bypass | SB | 1700 | 1800 | 0.7 | 0.8 | 0.7 | 3.5 | 1.1 | 2.3 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Sallin bypass | SB | 1800 | 1900 | 0.7 | 0.7 | 0.7 | 3.2 | 1.0 | 2.1 |
| Sallin bypass | SB | 1900 | 2000 | 0.9 | 1.0 | 0.9 | 1.7 | 1.4 | 1.5 |
| Sallin bypass | SB | 2000 | 2100 | 1.0 | 0.9 | 0.9 | 2.2 | 1.2 | 1.7 |
| Sallin bypass | SB | 2100 | 2200 | 1.2 | 1.3 | 1.3 | 2.3 | 1.1 | 1.7 |
| Sallin bypass | SB | 2200 | 2300 | 2.5 | 2.5 | 2.5 | 1.8 | 1.7 | 1.8 |
| Sallin bypass | SB | 2300 | 2400 | 2.6 | 2.9 | 2.7 | 4.4 | 1.8 | 3.1 |
| Sallin bypass | SB | 2400 | 2500 | 1.4 | 1.4 | 1.4 | 3.4 | 1.8 | 2.6 |
| Sallin bypass | SB | 2500 | 2600 | 0.9 | 0.9 | 0.9 | 2.6 | 2.6 | 2.6 |
| Sallin bypass | SB | 2600 | 2700 | 0.8 | 0.7 | 0.8 | 2.9 | 2.5 | 2.7 |
| Sallin bypass | SB | 2700 | 2800 | 1.2 | 1.3 | 1.3 | 1.8 | 1.8 | 1.8 |
| Sallin bypass | SB | 2800 | 2900 | 0.9 | 1.4 | 1.1 | 3.6 | 2.1 | 2.9 |
| Sallin bypass | SB | 2900 | 3000 | 0.9 | 0.9 | 0.9 | 4.2 | 1.4 | 2.8 |
| Sallin bypass | SB | 3000 | 3100 | 1.0 | 0.9 | 0.9 | 3.4 | 1.6 | 2.5 |
| Sallin bypass | SB | 3100 | 3200 | 1.6 | 2.1 | 1.9 | 2.5 | 1.5 | 2.0 |
| Sallin bypass | SB | 3200 | 3300 | 0.9 | 1.0 | 1.0 | 1.6 | 1.3 | 1.5 |
| Sallin bypass | SB | 3300 | 3400 | 0.8 | 1.1 | 1.0 | 1.8 | 1.2 | 1.5 |
| Sallin bypass | SB | 3400 | 3500 | 0.5 | 0.9 | 0.7 | 1.6 | 1.3 | 1.5 |
| Sallin bypass | SB | 3500 | 3600 | 0.8 | 0.8 | 0.8 | 1.4 | 1.3 | 1.3 |
| Sallin bypass | SB | 3600 | 3700 | 0.7 | 0.9 | 0.8 | 1.6 | 1.5 | 1.6 |
| Sallin bypass | SB | 3700 | 3800 | 1.2 | 1.1 | 1.2 | 2.2 | 1.1 | 1.6 |
| Sallin bypass | SB | 3800 | 3900 | 1.2 | 1.3 | 1.3 | 1.2 | 1.3 | 1.3 |
| Sallin bypass | SB | 3900 | 4000 | 1.6 | 1.2 | 1.4 | 2.5 | 1.1 | 1.8 |
| Sallin bypass | SB | 4000 | 4100 | 3.4 | 3.1 | 3.3 | 3.0 | 1.5 | 2.3 |
| Sallin bypass | SB | 4100 | 4200 | 3.4 | 4.0 | 3.7 | 2.1 | 2.0 | 2.0 |
| Sallin bypass | SB | 4200 | 4300 | 3.7 | 3.0 | 3.4 | 4.3 | 1.7 | 3.0 |
| Sallin bypass | SB | 4300 | 4400 | 2.8 | 2.6 | 2.7 | 4.3 | 2.0 | 3.1 |
| Sallin bypass | SB | 4400 | 4500 | 1.7 | 1.6 | 1.7 | 4.3 | 1.9 | 3.1 |
| Sallin bypass | SB | 4500 | 4520 | 20.9 | 18.9 | 19.9 | 7.1 | 1.9 | 4.5 |
| Proposed Haul Route Kildare - Milltown | EB | 0 | 100 | 2.8 | 2.5 | 2.6 | 1.5 | 1.8 | 1.7 |
| Proposed Haul Route Kildare - Milltown | EB | 100 | 200 | 7.0 | 6.4 | 6.7 | 3.3 | 2.5 | 2.9 |
| Proposed Haul Route Kildare - Milltown | EB | 200 | 300 | 2.9 | 2.0 | 2.4 | 1.4 | 2.1 | 1.8 |
| Proposed Haul Route Kildare - Milltown | EB | 300 | 400 | 9.7 | 8.5 | 9.1 | 3.9 | 1.8 | 2.8 |
| Proposed Haul Route Kildare - Milltown | EB | 400 | 500 | 4.3 | 3.3 | 3.8 | 6.4 | 2.3 | 4.4 |
| Proposed Haul Route Kildare - Milltown | EB | 500 | 600 | 2.8 | 4.8 | 3.8 | 2.1 | 2.0 | 2.0 |
| Proposed Haul Route Kildare - Milltown | EB | 600 | 700 | 3.3 | 2.7 | 3.0 | 10.0 | 1.6 | 5.8 |
| Proposed Haul Route Kildare - Milltown | EB | 700 | 800 | 3.3 | 3.7 | 3.5 | 10.5 | 1.4 | 5.9 |
| Proposed Haul Route Kildare - Milltown | EB | 800 | 900 | 2.1 | 2.6 | 2.4 | 5.6 | 1.8 | 3.7 |
| Proposed Haul Route Kildare - Milltown | EB | 900 | 1000 | 2.3 | 2.9 | 2.6 | 2.7 | 1.2 | 2.0 |
| Proposed Haul Route Kildare - Milltown | EB | 1000 | 1100 | 2.5 | 1.6 | 2.0 | 4.6 | 1.4 | 3.0 |
| Proposed Haul Route Kildare - Milltown | EB | 1100 | 1200 | 2.9 | 1.9 | 2.4 | 2.2 | 1.4 | 1.8 |
| Proposed Haul Route Kildare - Milltown | EB | 1200 | 1300 | 2.6 | 2.9 | 2.8 | 7.9 | 1.3 | 4.6 |
| Proposed Haul Route Kildare - Milltown | EB | 1300 | 1400 | 3.1 | 5.0 | 4.1 | 1.9 | 2.4 | 2.2 |
| Proposed Haul Route Kildare - Milltown | EB | 1400 | 1500 | 5.7 | 4.3 | 5.0 | 8.6 | 1.4 | 5.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kildare - Milltown | EB | 1500 | 1600 | 3.7 | 4.2 | 3.9 | 7.7 | 1.5 | 4.6 |
| Proposed Haul Route Kildare - Milltown | EB | 1600 | 1700 | 5.4 | 3.6 | 4.5 | 20.0 | 1.4 | 10.7 |
| Proposed Haul Route Kildare - Milltown | EB | 1700 | 1800 | 4.6 | 1.9 | 3.3 | 13.9 | 1.3 | 7.6 |
| Proposed Haul Route Kildare - Milltown | EB | 1800 | 1900 | 2.5 | 2.6 | 2.5 | 10.0 | 2.3 | 6.1 |
| Proposed Haul Route Kildare - Milltown | EB | 1900 | 2000 | 2.1 | 3.5 | 2.8 | 5.6 | 4.3 | 5.0 |
| Proposed Haul Route Kildare - Milltown | EB | 2000 | 2100 | 1.6 | 1.9 | 1.8 | 8.4 | 6.2 | 7.3 |
| Proposed Haul Route Kildare - Milltown | EB | 2100 | 2200 | 1.8 | 2.4 | 2.1 | 4.0 | 6.2 | 5.1 |
| Proposed Haul Route Kildare - Milltown | EB | 2200 | 2300 | 2.9 | 3.1 | 3.0 | 3.7 | 4.8 | 4.2 |
| Proposed Haul Route Kildare - Milltown | EB | 2300 | 2400 | 2.9 | 3.3 | 3.1 | 5.0 | 3.6 | 4.3 |
| Proposed Haul Route Kildare - Milltown | EB | 2400 | 2500 | 3.7 | 2.8 | 3.3 | 12.8 | 1.6 | 7.2 |
| Proposed Haul Route Kildare - Milltown | EB | 2500 | 2600 | 3.1 | 3.2 | 3.1 | 9.9 | 2.7 | 6.3 |
| Proposed Haul Route Kildare - Milltown | EB | 2600 | 2700 | 3.1 | 2.1 | 2.6 | 7.6 | 2.8 | 5.2 |
| Proposed Haul Route Kildare - Milltown | EB | 2700 | 2800 | 2.2 | 1.8 | 2.0 | 5.1 | 3.3 | 4.2 |
| Proposed Haul Route Kildare - Milltown | EB | 2800 | 2900 | 2.0 | 1.7 | 1.9 | 2.0 | 2.7 | 2.4 |
| Proposed Haul Route Kildare - Milltown | EB | 2900 | 3000 | 2.8 | 2.1 | 2.4 | 2.7 | 5.4 | 4.0 |
| Proposed Haul Route Kildare - Milltown | EB | 3000 | 3100 | 2.0 | 1.8 | 1.9 | 13.2 | 1.3 | 7.3 |
| Proposed Haul Route Kildare - Milltown | EB | 3100 | 3200 | 3.9 | 2.1 | 3.0 | 24.1 | 1.5 | 12.8 |
| Proposed Haul Route Kildare - Milltown | EB | 3200 | 3300 | 3.7 | 3.2 | 3.5 | 9.4 | 1.9 | 5.6 |
| Proposed Haul Route Kildare - Milltown | EB | 3300 | 3400 | 4.0 | 2.8 | 3.4 | 1.5 | 1.9 | 1.7 |
| Proposed Haul Route Kildare - Milltown | EB | 3400 | 3500 | 2.8 | 2.2 | 2.5 | 6.2 | 2.7 | 4.5 |
| Proposed Haul Route Kildare - Milltown | EB | 3500 | 3600 | 3.3 | 1.5 | 2.4 | 14.7 | 4.9 | 9.8 |
| Proposed Haul Route Kildare - Milltown | EB | 3600 | 3700 | 4.4 | 2.5 | 3.5 | 14.6 | 4.2 | 9.4 |
| Proposed Haul Route Kildare - Milltown | EB | 3700 | 3800 | 2.7 | 2.0 | 2.4 | 7.0 | 3.2 | 5.1 |
| Proposed Haul Route Kildare - Milltown | EB | 3800 | 3900 | 1.7 | 1.8 | 1.7 | 5.0 | 3.7 | 4.3 |
| Proposed Haul Route Kildare - Milltown | EB | 3900 | 4000 | 2.0 | 2.8 | 2.4 | 3.6 | 1.9 | 2.7 |
| Proposed Haul Route Kildare - Milltown | EB | 4000 | 4100 | 3.3 | 1.5 | 2.4 | 12.3 | 3.0 | 7.6 |
| Proposed Haul Route Kildare - Milltown | EB | 4100 | 4200 | 2.8 | 1.8 | 2.3 | 13.5 | 2.8 | 8.2 |
| Proposed Haul Route Kildare - Milltown | EB | 4200 | 4300 | 4.3 | 2.5 | 3.4 | 11.9 | 1.6 | 6.7 |
| Proposed Haul Route Kildare - Milltown | EB | 4300 | 4400 | 8.9 | 3.5 | 6.2 | 23.1 | 1.7 | 12.4 |
| Proposed Haul Route Kildare - Milltown | EB | 4400 | 4500 | 5.2 | 2.3 | 3.8 | 24.6 | 1.7 | 13.1 |
| Proposed Haul Route Kildare - Milltown | EB | 4500 | 4600 | 8.6 | 4.6 | 6.6 | 16.4 | 4.2 | 10.3 |
| Proposed Haul Route Kildare - Milltown | EB | 4600 | 4700 | 4.3 | 3.8 | 4.0 | 7.9 | 4.1 | 6.0 |
| Proposed Haul Route Kildare - Milltown | EB | 4700 | 4800 | 4.2 | 5.9 | 5.0 | 3.3 | 3.5 | 3.4 |
| Proposed Haul Route Kildare - Milltown | EB | 4800 | 4900 | 2.3 | 3.8 | 3.0 | 1.7 | 7.6 | 4.6 |
| Proposed Haul Route Kildare - Milltown | EB | 4900 | 5000 | 3.9 | 3.6 | 3.7 | 1.7 | 5.7 | 3.7 |
| Proposed Haul Route Kildare - Milltown | EB | 5000 | 5100 | 3.7 | 3.0 | 3.3 | 5.7 | 2.4 | 4.0 |
| Proposed Haul Route Kildare - Milltown | EB | 5100 | 5200 | 4.3 | 3.3 | 3.9 | 4.1 | 3.1 | 3.6 |
| Proposed Haul Route Kildare - Milltown | EB | 5200 | 5300 | 3.3 | 2.4 | 2.9 | 4.0 | 2.0 | 3.0 |
| Proposed Haul Route Kildare - Milltown | EB | 5300 | 5400 | 3.8 | 2.9 | 3.4 | 4.9 | 1.5 | 3.2 |
| Proposed Haul Route Kildare - Milltown | EB | 5400 | 5500 | 3.1 | 3.5 | 3.3 | 3.0 | 1.6 | 2.3 |
| Proposed Haul Route Kildare - Milltown | EB | 5500 | 5600 | 2.7 | 3.7 | 3.2 | 4.0 | 2.0 | 3.0 |
| Proposed Haul Route Kildare - Milltown | EB | 5600 | 5700 | 4.7 | 4.7 | 4.7 | 4.6 | 2.5 | 3.6 |
| Proposed Haul Route Kildare - Milltown | EB | 5700 | 5800 | 6.3 | 5.5 | 5.9 | 16.4 | 1.8 | 9.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kildare - Milltown | EB | 5800 | 5900 | 6.8 | 6.5 | 6.6 | 12.6 | 1.6 | 7.1 |
| Proposed Haul Route Kildare - Milltown | EB | 5900 | 6000 | 4.8 | 3.7 | 4.2 | 6.7 | 1.6 | 4.1 |
| Proposed Haul Route Kildare - Milltown | EB | 6000 | 6100 | 6.1 | 4.0 | 5.0 | 6.3 | 1.4 | 3.9 |
| Proposed Haul Route Kildare - Milltown | EB | 6100 | 6200 | 4.3 | 2.5 | 3.4 | 5.7 | 1.4 | 3.6 |
| Proposed Haul Route Kildare - Milltown | EB | 6200 | 6300 | 7.0 | 4.7 | 5.8 | 3.7 | 1.6 | 2.7 |
| Proposed Haul Route Kildare - Milltown | EB | 6300 | 6400 | 4.0 | 2.6 | 3.3 | 2.0 | 1.9 | 2.0 |
| Proposed Haul Route Kildare - Milltown | EB | 6400 | 6500 | 3.2 | 3.5 | 3.4 | 4.5 | 1.3 | 2.9 |
| Proposed Haul Route Kildare - Milltown | EB | 6500 | 6600 | 7.8 | 9.1 | 8.5 | 3.3 | 1.9 | 2.6 |
| Proposed Haul Route Kildare - Milltown | EB | 6600 | 6700 | 8.7 | 7.2 | 8.0 | 5.8 | 1.5 | 3.7 |
| Proposed Haul Route Kildare - Milltown | EB | 6700 | 6800 | 4.5 | 4.2 | 4.3 | 3.2 | 1.4 | 2.3 |
| Proposed Haul Route Kildare - Milltown | EB | 6800 | 6900 | 6.8 | 9.3 | 8.0 | 10.9 | 3.6 | 7.2 |
| Proposed Haul Route Kildare - Milltown | EB | 6900 | 7000 | 5.7 | 5.6 | 5.7 | 12.1 | 1.5 | 6.8 |
| Proposed Haul Route Kildare - Milltown | EB | 7000 | 7100 | 2.6 | 2.9 | 2.7 | 2.4 | 1.5 | 1.9 |
| Proposed Haul Route Kildare - Milltown | EB | 7100 | 7200 | 1.7 | 1.9 | 1.7 | 11.7 | 1.5 | 6.6 |
| Proposed Haul Route Kildare - Milltown | EB | 7200 | 7300 | 2.1 | 2.0 | 2.0 | 3.2 | 1.8 | 2.5 |
| Proposed Haul Route Kildare - Milltown | EB | 7300 | 7400 | 1.9 | 1.8 | 1.8 | 5.5 | 1.8 | 3.7 |
| Proposed Haul Route Kildare - Milltown | EB | 7400 | 7500 | 1.6 | 1.8 | 1.7 | 18.3 | 1.7 | 10.0 |
| Proposed Haul Route Kildare - Milltown | EB | 7500 | 7600 | 1.8 | 1.9 | 1.8 | 2.1 | 2.1 | 2.1 |
| Proposed Haul Route Kildare - Milltown | EB | 7600 | 7700 | 6.7 | 6.5 | 6.6 | 2.4 | 1.3 | 1.8 |
| Proposed Haul Route Kildare - Milltown | EB | 7700 | 7800 | 3.1 | 2.8 | 2.9 | 1.0 | 1.3 | 1.2 |
| Proposed Haul Route Kildare - Milltown | EB | 7800 | 7850 | 3.5 | 4.2 | 3.8 | 0.9 | 1.7 | 1.3 |
| Proposed Haul Route Kildare - Milltown | WB | 0 | 100 | 2.7 | 3.1 | 2.9 | 1.8 | 1.5 | 1.6 |
| Proposed Haul Route Kildare - Milltown | WB | 100 | 200 | 4.5 | 5.1 | 4.8 | 1.8 | 1.3 | 1.5 |
| Proposed Haul Route Kildare - Milltown | WB | 200 | 300 | 3.5 | 3.8 | 3.7 | 5.1 | 2.1 | 3.6 |
| Proposed Haul Route Kildare - Milltown | WB | 300 | 400 | 2.0 | 2.0 | 2.0 | 10.5 | 1.4 | 5.9 |
| Proposed Haul Route Kildare - Milltown | WB | 400 | 500 | 1.8 | 1.9 | 1.8 | 7.1 | 1.5 | 4.3 |
| Proposed Haul Route Kildare - Milltown | WB | 500 | 600 | 1.7 | 1.7 | 1.7 | 1.9 | 1.4 | 1.6 |
| Proposed Haul Route Kildare - Milltown | WB | 600 | 700 | 2.8 | 2.6 | 2.7 | 11.8 | 1.6 | 6.7 |
| Proposed Haul Route Kildare - Milltown | WB | 700 | 800 | 2.4 | 3.1 | 2.8 | 3.7 | 1.8 | 2.7 |
| Proposed Haul Route Kildare - Milltown | WB | 800 | 900 | 3.3 | 4.0 | 3.7 | 3.5 | 1.3 | 2.4 |
| Proposed Haul Route Kildare - Milltown | WB | 900 | 1000 | 12.6 | 8.8 | 10.7 | 13.1 | 2.3 | 7.7 |
| Proposed Haul Route Kildare - Milltown | WB | 1000 | 1100 | 9.8 | 9.8 | 9.8 | 6.2 | 1.8 | 4.0 |
| Proposed Haul Route Kildare - Milltown | WB | 1100 | 1200 | 5.8 | 5.1 | 5.4 | 5.5 | 1.6 | 3.5 |
| Proposed Haul Route Kildare - Milltown | WB | 1200 | 1300 | 5.4 | 5.0 | 5.2 | 5.5 | 1.4 | 3.4 |
| Proposed Haul Route Kildare - Milltown | WB | 1300 | 1400 | 4.2 | 4.3 | 4.3 | 2.2 | 1.2 | 1.7 |
| Proposed Haul Route Kildare - Milltown | WB | 1400 | 1500 | 2.9 | 3.0 | 3.0 | 2.0 | 1.4 | 1.7 |
| Proposed Haul Route Kildare - Milltown | WB | 1500 | 1600 | 5.1 | 5.1 | 5.1 | 2.9 | 1.6 | 2.2 |
| Proposed Haul Route Kildare - Milltown | WB | 1600 | 1700 | 2.9 | 2.5 | 2.7 | 7.1 | 1.5 | 4.3 |
| Proposed Haul Route Kildare - Milltown | WB | 1700 | 1800 | 4.0 | 2.7 | 3.4 | 5.2 | 1.1 | 3.1 |
| Proposed Haul Route Kildare - Milltown | WB | 1800 | 1900 | 9.3 | 8.9 | 9.1 | 3.4 | 1.8 | 2.6 |
| Proposed Haul Route Kildare - Milltown | WB | 1900 | 2000 | 6.3 | 5.0 | 5.7 | 10.5 | 2.1 | 6.3 |
| Proposed Haul Route Kildare - Milltown | WB | 2000 | 2100 | 6.0 | 5.2 | 5.6 | 10.2 | 2.0 | 6.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kildare - Milltown | WB | 2100 | 2200 | 10.1 | 4.0 | 7.0 | 8.8 | 3.4 | 6.1 |
| Proposed Haul Route Kildare - Milltown | WB | 2200 | 2300 | 3.6 | 2.7 | 3.1 | 8.4 | 1.6 | 5.0 |
| Proposed Haul Route Kildare - Milltown | WB | 2300 | 2400 | 5.9 | 4.0 | 5.0 | 9.2 | 1.7 | 5.4 |
| Proposed Haul Route Kildare - Milltown | WB | 2400 | 2500 | 4.9 | 2.2 | 3.6 | 9.5 | 1.5 | 5.5 |
| Proposed Haul Route Kildare - Milltown | WB | 2500 | 2600 | 5.3 | 2.7 | 4.0 | 9.9 | 1.2 | 5.6 |
| Proposed Haul Route Kildare - Milltown | WB | 2600 | 2700 | 5.5 | 2.9 | 4.2 | 9.8 | 2.0 | 5.9 |
| Proposed Haul Route Kildare - Milltown | WB | 2700 | 2800 | 3.3 | 2.7 | 3.0 | 6.4 | 2.5 | 4.5 |
| Proposed Haul Route Kildare - Milltown | WB | 2800 | 2900 | 4.4 | 3.0 | 3.7 | 9.1 | 1.4 | 5.2 |
| Proposed Haul Route Kildare - Milltown | WB | 2900 | 3000 | 3.0 | 2.2 | 2.6 | 12.8 | 1.4 | 7.1 |
| Proposed Haul Route Kildare - Milltown | WB | 3000 | 3100 | 2.8 | 1.6 | 2.2 | 8.6 | 3.4 | 6.0 |
| Proposed Haul Route Kildare - Milltown | WB | 3100 | 3200 | 6.1 | 5.0 | 5.6 | 10.1 | 2.2 | 6.1 |
| Proposed Haul Route Kildare - Milltown | WB | 3200 | 3300 | 5.3 | 5.1 | 5.2 | 16.7 | 2.0 | 9.4 |
| Proposed Haul Route Kildare - Milltown | WB | 3300 | 3400 | 9.7 | 3.5 | 6.6 | 28.6 | 1.8 | 15.2 |
| Proposed Haul Route Kildare - Milltown | WB | 3400 | 3500 | 3.6 | 2.4 | 2.9 | 4.6 | 2.0 | 3.3 |
| Proposed Haul Route Kildare - Milltown | WB | 3500 | 3600 | 2.3 | 2.4 | 2.3 | 3.1 | 2.4 | 2.7 |
| Proposed Haul Route Kildare - Milltown | WB | 3600 | 3700 | 1.9 | 1.9 | 1.9 | 1.3 | 1.3 | 1.3 |
| Proposed Haul Route Kildare - Milltown | WB | 3700 | 3800 | 2.3 | 2.1 | 2.2 | 1.9 | 1.6 | 1.7 |
| Proposed Haul Route Kildare - Milltown | WB | 3800 | 3900 | 2.9 | 2.4 | 2.6 | 2.4 | 2.4 | 2.4 |
| Proposed Haul Route Kildare - Milltown | WB | 3900 | 4000 | 2.1 | 2.1 | 2.1 | 6.2 | 2.4 | 4.3 |
| Proposed Haul Route Kildare - Milltown | WB | 4000 | 4100 | 2.7 | 1.9 | 2.3 | 2.1 | 1.7 | 1.9 |
| Proposed Haul Route Kildare - Milltown | WB | 4100 | 4200 | 2.8 | 2.4 | 2.6 | 2.6 | 1.2 | 1.9 |
| Proposed Haul Route Kildare - Milltown | WB | 4200 | 4300 | 2.9 | 3.0 | 2.9 | 2.2 | 2.0 | 2.1 |
| Proposed Haul Route Kildare - Milltown | WB | 4300 | 4400 | 2.9 | 2.8 | 2.9 | 7.1 | 2.2 | 4.6 |
| Proposed Haul Route Kildare - Milltown | WB | 4400 | 4500 | 3.3 | 3.6 | 3.5 | 2.5 | 1.4 | 2.0 |
| Proposed Haul Route Kildare - Milltown | WB | 4500 | 4600 | 4.3 | 2.7 | 3.5 | 10.3 | 1.6 | 6.0 |
| Proposed Haul Route Kildare - Milltown | WB | 4600 | 4700 | 3.7 | 2.4 | 3.1 | 8.4 | 4.3 | 6.3 |
| Proposed Haul Route Kildare - Milltown | WB | 4700 | 4800 | 2.8 | 2.3 | 2.5 | 4.2 | 1.1 | 2.6 |
| Proposed Haul Route Kildare - Milltown | WB | 4800 | 4900 | 2.2 | 2.4 | 2.3 | 2.5 | 2.6 | 2.5 |
| Proposed Haul Route Kildare - Milltown | WB | 4900 | 5000 | 2.0 | 2.3 | 2.1 | 2.4 | 3.0 | 2.7 |
| Proposed Haul Route Kildare - Milltown | WB | 5000 | 5100 | 2.2 | 2.0 | 2.1 | 3.7 | 3.8 | 3.7 |
| Proposed Haul Route Kildare - Milltown | WB | 5100 | 5200 | 2.3 | 2.0 | 2.1 | 3.6 | 1.4 | 2.5 |
| Proposed Haul Route Kildare - Milltown | WB | 5200 | 5300 | 3.5 | 3.0 | 3.3 | 5.6 | 2.3 | 3.9 |
| Proposed Haul Route Kildare - Milltown | WB | 5300 | 5400 | 2.9 | 3.5 | 3.2 | 6.4 | 4.8 | 5.6 |
| Proposed Haul Route Kildare - Milltown | WB | 5400 | 5500 | 3.1 | 2.6 | 2.8 | 3.9 | 2.4 | 3.2 |
| Proposed Haul Route Kildare - Milltown | WB | 5500 | 5600 | 3.3 | 2.5 | 2.9 | 5.6 | 1.7 | 3.7 |
| Proposed Haul Route Kildare - Milltown | WB | 5600 | 5700 | 2.3 | 2.3 | 2.3 | 10.3 | 1.7 | 6.0 |
| Proposed Haul Route Kildare - Milltown | WB | 5700 | 5800 | 1.7 | 1.6 | 1.6 | 9.9 | 3.1 | 6.5 |
| Proposed Haul Route Kildare - Milltown | WB | 5800 | 5900 | 1.4 | 1.5 | 1.4 | 10.2 | 3.9 | 7.0 |
| Proposed Haul Route Kildare - Milltown | WB | 5900 | 6000 | 1.6 | 1.7 | 1.6 | 2.8 | 2.3 | 2.5 |
| Proposed Haul Route Kildare - Milltown | WB | 6000 | 6100 | 2.4 | 1.7 | 2.1 | 7.4 | 1.5 | 4.4 |
| Proposed Haul Route Kildare - Milltown | WB | 6100 | 6200 | 1.7 | 1.9 | 1.8 | 1.8 | 2.0 | 1.9 |
| Proposed Haul Route Kildare - Milltown | WB | 6200 | 6300 | 3.9 | 4.6 | 4.2 | 2.1 | 2.2 | 2.2 |
| Proposed Haul Route Kildare - Milltown | WB | 6300 | 6400 | 4.6 | 4.1 | 4.3 | 12.2 | 2.1 | 7.1 |
| Proposed Haul Route Kildare - Milltown | WB | 6400 | 6500 | 4.6 | 4.7 | 4.6 | 11.6 | 3.4 | 7.5 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kildare - Milltown | WB | 6500 | 6600 | 3.2 | 2.6 | 2.9 | 5.6 | 3.1 | 4.4 |
| Proposed Haul Route Kildare - Milltown | WB | 6600 | 6700 | 3.0 | 2.7 | 2.8 | 1.8 | 2.3 | 2.1 |
| Proposed Haul Route Kildare - Milltown | WB | 6700 | 6800 | 1.8 | 1.7 | 1.7 | 1.1 | 1.3 | 1.2 |
| Proposed Haul Route Kildare - Milltown | WB | 6800 | 6900 | 4.0 | 2.8 | 3.4 | 2.7 | 2.2 | 2.5 |
| Proposed Haul Route Kildare - Milltown | WB | 6900 | 7000 | 2.6 | 2.8 | 2.7 | 1.2 | 2.0 | 1.6 |
| Proposed Haul Route Kildare - Milltown | WB | 7000 | 7100 | 3.7 | 3.8 | 3.7 | 1.5 | 1.7 | 1.6 |
| Proposed Haul Route Kildare - Milltown | WB | 7100 | 7200 | 3.4 | 3.4 | 3.4 | 2.0 | 3.4 | 2.7 |
| Proposed Haul Route Kildare - Milltown | WB | 7200 | 7300 | 3.8 | 3.9 | 3.8 | 2.6 | 3.2 | 2.9 |
| Proposed Haul Route Kildare - Milltown | WB | 7300 | 7400 | 2.3 | 3.2 | 2.8 | 8.9 | 2.1 | 5.5 |
| Proposed Haul Route Kildare - Milltown | WB | 7400 | 7500 | 2.3 | 2.2 | 2.2 | 5.3 | 1.1 | 3.2 |
| Proposed Haul Route Kildare - Milltown | WB | 7500 | 7600 | 10.9 | 8.9 | 9.9 | 4.1 | 2.2 | 3.1 |
| Proposed Haul Route Kildare - Milltown | WB | 7600 | 7700 | 6.4 | 6.8 | 6.6 | 6.8 | 1.6 | 4.2 |
| Proposed Haul Route Kildare - Milltown | WB | 7700 | 7800 | 1.6 | 1.9 | 1.7 | 2.6 | 1.7 | 2.2 |
| Proposed Haul Route Kildare - Milltown | WB | 7800 | 7850 | 3.7 | 4.3 | 4.0 | 1.1 | 1.2 | 1.2 |
| Proposed Haul Route Enfield Link Rd. | EB | 0 | 100 | 2.4 | 2.4 | 2.4 | 3.4 | 2.2 | 2.8 |
| Proposed Haul Route Enfield Link Rd. | EB | 100 | 200 | 2.0 | 1.7 | 1.8 | 3.3 | 1.7 | 2.5 |
| Proposed Haul Route Enfield Link Rd. | EB | 200 | 300 | 1.9 | 1.9 | 1.9 | 3.3 | 2.6 | 2.9 |
| Proposed Haul Route Enfield Link Rd. | EB | 300 | 400 | 2.2 | 1.7 | 2.0 | 2.7 | 1.8 | 2.3 |
| Proposed Haul Route Enfield Link Rd. | EB | 400 | 500 | 2.0 | 1.7 | 1.8 | 2.4 | 1.5 | 2.0 |
| Proposed Haul Route Enfield Link Rd. | EB | 500 | 600 | 1.9 | 1.6 | 1.7 | 2.3 | 1.7 | 2.0 |
| Proposed Haul Route Enfield Link Rd. | EB | 600 | 700 | 1.5 | 1.5 | 1.5 | 2.7 | 2.2 | 2.5 |
| Proposed Haul Route Enfield Link Rd. | EB | 700 | 800 | 1.7 | 1.6 | 1.7 | 3.0 | 2.2 | 2.6 |
| Proposed Haul Route Enfield Link Rd. | EB | 800 | 900 | 1.6 | 1.8 | 1.7 | 2.4 | 2.9 | 2.6 |
| Proposed Haul Route Enfield Link Rd. | EB | 900 | 1000 | 1.7 | 2.0 | 1.8 | 2.1 | 3.7 | 2.9 |
| Proposed Haul Route Enfield Link Rd. | EB | 1000 | 1100 | 1.9 | 1.8 | 1.8 | 2.2 | 2.7 | 2.5 |
| Proposed Haul Route Enfield Link Rd. | EB | 1100 | 1200 | 2.3 | 2.0 | 2.1 | 2.4 | 2.2 | 2.3 |
| Proposed Haul Route Enfield Link Rd. | EB | 1200 | 1300 | 1.6 | 1.4 | 1.5 | 2.3 | 1.7 | 2.0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1300 | 1400 | 2.0 | 1.8 | 1.9 | 2.5 | 1.9 | 2.2 |
| Proposed Haul Route Enfield Link Rd. | EB | 1400 | 1500 | 2.2 | 2.1 | 2.1 | 3.1 | 2.9 | 3.0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1500 | 1600 | 4.5 | 4.0 | 4.3 | 2.1 | 3.2 | 2.7 |
| Proposed Haul Route Enfield Link Rd. | EB | 1600 | 1700 | 5.2 | 4.9 | 5.0 | 4.0 | 2.5 | 3.3 |
| Proposed Haul Route Enfield Link Rd. | EB | 1700 | 1760 | 6.1 | 6.3 | 6.2 | 4.8 | 3.4 | 4.1 |
| Proposed Haul Route Enfield Link Rd. | WB | 0 | 100 | 4.2 | 3.7 | 3.9 | 3.1 | 2.2 | 2.7 |
| Proposed Haul Route Enfield Link Rd. | WB | 100 | 200 | 1.7 | 2.0 | 1.9 | 3.7 | 2.4 | 3.0 |
| Proposed Haul Route Enfield Link Rd. | WB | 200 | 300 | 1.6 | 1.7 | 1.7 | 2.3 | 2.1 | 2.2 |
| Proposed Haul Route Enfield Link Rd. | WB | 300 | 400 | 1.9 | 1.8 | 1.9 | 3.2 | 2.2 | 2.7 |
| Proposed Haul Route Enfield Link Rd. | WB | 400 | 500 | 2.2 | 1.8 | 2.0 | 2.3 | 2.1 | 2.2 |
| Proposed Haul Route Enfield Link Rd. | WB | 500 | 600 | 1.8 | 2.0 | 1.9 | 1.8 | 2.1 | 1.9 |
| Proposed Haul Route Enfield Link Rd. | WB | 600 | 700 | 1.8 | 2.1 | 2.0 | 1.4 | 2.0 | 1.7 |
| Proposed Haul Route Enfield Link Rd. | WB | 700 | 800 | 2.3 | 2.3 | 2.3 | 1.7 | 2.0 | 1.9 |
| Proposed Haul Route Enfield Link Rd. | WB | 800 | 900 | 1.8 | 2.0 | 1.9 | 2.1 | 2.1 | 2.1 |
| Proposed Haul Route Enfield Link Rd. | WB | 900 | 1000 | 2.2 | 2.1 | 2.1 | 3.6 | 2.4 | 3.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Enfield Link Rd. | WB | 1000 | 1100 | 1.9 | 1.7 | 1.8 | 3.1 | 2.9 | 3.0 |
| Proposed Haul Route Enfield Link Rd. | WB | 1100 | 1200 | 2.0 | 2.1 | 2.1 | 2.5 | 2.7 | 2.6 |
| Proposed Haul Route Enfield Link Rd. | WB | 1200 | 1300 | 1.8 | 1.8 | 1.8 | 3.2 | 2.2 | 2.7 |
| Proposed Haul Route Enfield Link Rd. | WB | 1300 | 1400 | 1.7 | 1.8 | 1.7 | 2.5 | 2.6 | 2.6 |
| Proposed Haul Route Enfield Link Rd. | WB | 1400 | 1500 | 1.8 | 1.8 | 1.8 | 3.0 | 2.4 | 2.7 |
| Proposed Haul Route Enfield Link Rd. | WB | 1500 | 1600 | 1.8 | 1.9 | 1.8 | 3.7 | 2.1 | 2.9 |
| Proposed Haul Route Enfield Link Rd. | WB | 1600 | 1700 | 2.4 | 2.7 | 2.5 | 5.0 | 2.5 | 3.8 |
| Proposed Haul Route Enfield Link Rd. | WB | 1700 | 1760 | 2.4 | 3.6 | 3.0 | 4.8 | 3.7 | 4.3 |
| Haul Route No. 3 | NB | 0 | 100 | 3.2 | 3.2 | 3.2 | 1.2 | 1.3 | 1.3 |
| Haul Route No. 3 | NB | 100 | 200 | 2.0 | 2.1 | 2.1 | 1.1 | 1.1 | 1.1 |
| Haul Route No. 3 | NB | 200 | 300 | 2.0 | 2.5 | 2.3 | 1.4 | 1.5 | 1.5 |
| Haul Route No. 3 | NB | 300 | 400 | 1.6 | 1.9 | 1.7 | 2.0 | 1.9 | 2.0 |
| Haul Route No. 3 | NB | 400 | 500 | 2.1 | 2.5 | 2.3 | 2.0 | 1.2 | 1.6 |
| Haul Route No. 3 | NB | 500 | 600 | 1.8 | 2.5 | 2.1 | 1.3 | 2.1 | 1.7 |
| Haul Route No. 3 | NB | 600 | 700 | 1.8 | 2.1 | 1.9 | 1.3 | 1.8 | 1.6 |
| Haul Route No. 3 | NB | 700 | 800 | 2.4 | 2.1 | 2.2 | 3.0 | 2.3 | 2.7 |
| Haul Route No. 3 | NB | 800 | 900 | 2.5 | 2.1 | 2.3 | 2.0 | 2.2 | 2.1 |
| Haul Route No. 3 | NB | 900 | 1000 | 2.7 | 2.0 | 2.4 | 1.5 | 1.3 | 1.4 |
| Haul Route No. 3 | NB | 1000 | 1100 | 6.6 | 5.0 | 5.8 | 13.1 | 2.9 | 8.0 |
| Haul Route No. 3 | NB | 1100 | 1200 | 5.0 | 3.0 | 4.0 | 7.8 | 5.3 | 6.6 |
| Haul Route No. 3 | NB | 1200 | 1300 | 3.3 | 3.1 | 3.2 | 5.2 | 2.9 | 4.1 |
| Haul Route No. 3 | NB | 1300 | 1400 | 2.8 | 5.3 | 4.1 | 2.7 | 4.1 | 3.4 |
| Haul Route No. 3 | NB | 1400 | 1500 | 3.1 | 5.6 | 4.3 | 6.4 | 4.0 | 5.2 |
| Haul Route No. 3 | NB | 1500 | 1600 | 3.5 | 3.4 | 3.5 | 9.1 | 3.6 | 6.3 |
| Haul Route No. 3 | NB | 1600 | 1700 | 2.9 | 3.3 | 3.1 | 2.3 | 3.3 | 2.8 |
| Haul Route No. 3 | NB | 1700 | 1800 | 3.5 | 3.7 | 3.6 | 2.2 | 3.4 | 2.8 |
| Haul Route No. 3 | NB | 1800 | 1900 | 1.9 | 1.4 | 1.7 | 6.8 | 1.4 | 4.1 |
| Haul Route No. 3 | NB | 1900 | 2000 | 2.1 | 1.8 | 1.9 | 3.2 | 1.9 | 2.6 |
| Haul Route No. 3 | NB | 2000 | 2100 | 1.9 | 2.1 | 2.0 | 2.1 | 2.0 | 2.1 |
| Haul Route No. 3 | NB | 2100 | 2200 | 2.4 | 1.8 | 2.1 | 4.3 | 1.1 | 2.7 |
| Haul Route No. 3 | NB | 2200 | 2300 | 2.3 | 1.9 | 2.1 | 4.4 | 1.4 | 2.9 |
| Haul Route No. 3 | NB | 2300 | 2400 | 4.7 | 1.4 | 3.0 | 10.3 | 1.2 | 5.8 |
| Haul Route No. 3 | NB | 2400 | 2500 | 2.5 | 2.1 | 2.3 | 10.0 | 1.3 | 5.7 |
| Haul Route No. 3 | NB | 2500 | 2600 | 2.3 | 2.1 | 2.2 | 1.7 | 1.5 | 1.6 |
| Haul Route No. 3 | NB | 2600 | 2700 | 1.6 | 1.2 | 1.4 | 1.0 | 1.6 | 1.3 |
| Haul Route No. 3 | NB | 2700 | 2800 | 2.5 | 2.8 | 2.6 | 2.2 | 2.6 | 2.4 |
| Haul Route No. 3 | NB | 2800 | 2900 | 1.5 | 1.9 | 1.7 | 6.5 | 2.2 | 4.3 |
| Haul Route No. 3 | NB | 2900 | 3000 | 1.9 | 1.7 | 1.8 | 1.7 | 2.4 | 2.1 |
| Haul Route No. 3 | NB | 3000 | 3100 | 1.9 | 2.1 | 2.0 | 2.4 | 2.9 | 2.6 |
| Haul Route No. 3 | NB | 3100 | 3200 | 1.6 | 1.7 | 1.6 | 1.9 | 2.1 | 2.0 |
| Haul Route No. 3 | NB | 3200 | 3300 | 2.1 | 1.9 | 2.0 | 2.5 | 2.4 | 2.5 |
| Haul Route No. 3 | NB | 3300 | 3400 | 2.0 | 1.7 | 1.9 | 2.0 | 2.5 | 2.2 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | NB | 3400 | 3500 | 3.6 | 2.0 | 2.8 | 2.1 | 1.6 | 1.8 |
| Haul Route No. 3 | NB | 3500 | 3600 | 2.2 | 2.0 | 2.1 | 2.9 | 1.6 | 2.2 |
| Haul Route No. 3 | NB | 3600 | 3700 | 3.7 | 2.1 | 2.9 | 4.7 | 2.0 | 3.3 |
| Haul Route No. 3 | NB | 3700 | 3800 | 3.5 | 2.0 | 2.8 | 5.7 | 2.1 | 3.9 |
| Haul Route No. 3 | NB | 3800 | 3900 | 2.9 | 2.0 | 2.4 | 7.6 | 2.2 | 4.9 |
| Haul Route No. 3 | NB | 3900 | 4000 | 3.1 | 2.0 | 2.5 | 10.6 | 1.4 | 6.0 |
| Haul Route No. 3 | NB | 4000 | 4100 | 2.9 | 2.5 | 2.7 | 2.6 | 2.4 | 2.5 |
| Haul Route No. 3 | NB | 4100 | 4200 | 5.2 | 3.0 | 4.1 | 12.0 | 1.2 | 6.6 |
| Haul Route No. 3 | NB | 4200 | 4300 | 3.2 | 1.9 | 2.5 | 3.9 | 1.6 | 2.8 |
| Haul Route No. 3 | NB | 4300 | 4400 | 2.8 | 2.6 | 2.7 | 3.8 | 3.3 | 3.5 |
| Haul Route No. 3 | NB | 4400 | 4500 | 2.9 | 2.8 | 2.9 | 4.9 | 2.8 | 3.8 |
| Haul Route No. 3 | NB | 4500 | 4600 | 5.1 | 4.7 | 4.9 | 2.7 | 3.3 | 3.0 |
| Haul Route No. 3 | NB | 4600 | 4700 | 3.3 | 3.4 | 3.3 | 4.3 | 1.5 | 2.9 |
| Haul Route No. 3 | NB | 4700 | 4800 | 3.1 | 4.2 | 3.6 | 2.5 | 1.3 | 1.9 |
| Haul Route No. 3 | NB | 4800 | 4900 | 1.6 | 1.9 | 1.8 | 2.0 | 2.0 | 2.0 |
| Haul Route No. 3 | NB | 4900 | 5000 | 2.2 | 2.4 | 2.3 | 1.9 | 1.3 | 1.6 |
| Haul Route No. 3 | NB | 5000 | 5100 | 3.0 | 3.0 | 3.0 | 3.6 | 1.7 | 2.7 |
| Haul Route No. 3 | NB | 5100 | 5200 | 5.2 | 5.0 | 5.1 | 5.0 | 3.1 | 4.1 |
| Haul Route No. 3 | NB | 5200 | 5300 | 6.1 | 6.8 | 6.4 | 4.6 | 1.2 | 2.9 |
| Haul Route No. 3 | NB | 5300 | 5400 | 2.7 | 2.7 | 2.7 | 3.0 | 1.1 | 2.0 |
| Haul Route No. 3 | NB | 5400 | 5500 | 5.3 | 5.4 | 5.4 | 4.7 | 1.2 | 3.0 |
| Haul Route No. 3 | NB | 5500 | 5600 | 2.7 | 2.2 | 2.5 | 3.5 | 1.1 | 2.3 |
| Haul Route No. 3 | NB | 5600 | 5700 | 5.8 | 6.4 | 6.1 | 5.5 | 1.8 | 3.6 |
| Haul Route No. 3 | NB | 5700 | 5800 | 3.5 | 3.3 | 3.4 | 2.9 | 1.9 | 2.4 |
| Haul Route No. 3 | NB | 5800 | 5900 | 4.4 | 3.1 | 3.8 | 1.6 | 1.7 | 1.7 |
| Haul Route No. 3 | NB | 5900 | 6000 | 2.0 | 2.6 | 2.3 | 2.8 | 1.6 | 2.2 |
| Haul Route No. 3 | NB | 6000 | 6100 | 2.9 | 3.2 | 3.0 | 3.2 | 2.2 | 2.7 |
| Haul Route No. 3 | NB | 6100 | 6200 | 1.5 | 2.1 | 1.8 | 4.9 | 2.0 | 3.5 |
| Haul Route No. 3 | NB | 6200 | 6300 | 2.5 | 3.2 | 2.9 | 5.0 | 2.8 | 3.9 |
| Haul Route No. 3 | NB | 6300 | 6400 | 2.7 | 3.0 | 2.9 | 2.0 | 2.3 | 2.2 |
| Haul Route No. 3 | NB | 6400 | 6500 | 3.7 | 2.9 | 3.3 | 1.6 | 1.6 | 1.6 |
| Haul Route No. 3 | NB | 6500 | 6600 | 3.7 | 2.4 | 3.0 | 5.5 | 2.4 | 3.9 |
| Haul Route No. 3 | NB | 6600 | 6700 | 4.2 | 3.1 | 3.6 | 7.4 | 2.5 | 4.9 |
| Haul Route No. 3 | NB | 6700 | 6800 | 2.7 | 3.0 | 2.8 | 1.1 | 1.6 | 1.4 |
| Haul Route No. 3 | NB | 6800 | 6900 | 2.7 | 3.3 | 3.0 | 1.9 | 1.5 | 1.7 |
| Haul Route No. 3 | NB | 6900 | 7000 | 3.4 | 3.2 | 3.3 | 12.9 | 1.7 | 7.3 |
| Haul Route No. 3 | NB | 7000 | 7100 | 2.9 | 4.1 | 3.5 | 2.2 | 1.2 | 1.7 |
| Haul Route No. 3 | NB | 7100 | 7200 | 4.4 | 4.1 | 4.2 | 4.4 | 1.9 | 3.2 |
| Haul Route No. 3 | NB | 7200 | 7300 | 2.7 | 3.0 | 2.9 | 12.4 | 1.8 | 7.1 |
| Haul Route No. 3 | NB | 7300 | 7400 | 2.4 | 2.7 | 2.6 | 3.6 | 1.4 | 2.5 |
| Haul Route No. 3 | NB | 7400 | 7500 | 4.1 | 4.2 | 4.2 | 3.3 | 2.3 | 2.8 |
| Haul Route No. 3 | NB | 7500 | 7600 | 2.6 | 3.4 | 3.0 | 4.1 | 1.9 | 3.0 |
| Haul Route No. 3 | NB | 7600 | 7700 | 4.4 | 5.2 | 4.8 | 3.1 | 1.8 | 2.5 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | NB | 7700 | 7800 | 3.6 | 3.3 | 3.5 | 2.8 | 1.6 | 2.2 |
| Haul Route No. 3 | NB | 7800 | 7900 | 1.7 | 1.8 | 1.8 | 2.4 | 1.9 | 2.1 |
| Haul Route No. 3 | NB | 7900 | 8000 | 1.4 | 1.6 | 1.5 | 1.9 | 2.3 | 2.1 |
| Haul Route No. 3 | NB | 8000 | 8100 | 2.0 | 2.4 | 2.2 | 1.8 | 2.0 | 1.9 |
| Haul Route No. 3 | NB | 8100 | 8200 | 2.0 | 2.4 | 2.2 | 2.0 | 1.7 | 1.8 |
| Haul Route No. 3 | NB | 8200 | 8300 | 1.5 | 1.5 | 1.5 | 2.6 | 1.9 | 2.3 |
| Haul Route No. 3 | NB | 8300 | 8400 | 1.3 | 1.4 | 1.4 | 3.1 | 1.7 | 2.4 |
| Haul Route No. 3 | NB | 8400 | 8500 | 1.3 | 1.5 | 1.4 | 1.8 | 2.1 | 2.0 |
| Haul Route No. 3 | NB | 8500 | 8600 | 1.8 | 1.6 | 1.7 | 2.1 | 1.9 | 2.0 |
| Haul Route No. 3 | NB | 8600 | 8700 | 1.4 | 1.6 | 1.5 | 1.7 | 1.4 | 1.5 |
| Haul Route No. 3 | NB | 8700 | 8800 | 1.5 | 1.8 | 1.7 | 1.6 | 1.1 | 1.4 |
| Haul Route No. 3 | NB | 8800 | 8900 | 1.6 | 1.8 | 1.7 | 1.9 | 1.3 | 1.6 |
| Haul Route No. 3 | NB | 8900 | 9000 | 1.9 | 2.0 | 1.9 | 1.7 | 1.6 | 1.7 |
| Haul Route No. 3 | NB | 9000 | 9100 | 1.8 | 2.2 | 2.0 | 1.6 | 1.6 | 1.6 |
| Haul Route No. 3 | NB | 9100 | 9200 | 1.2 | 1.3 | 1.3 | 1.5 | 1.6 | 1.6 |
| Haul Route No. 3 | NB | 9200 | 9300 | 1.9 | 1.9 | 1.9 | 1.8 | 1.5 | 1.7 |
| Haul Route No. 3 | NB | 9300 | 9400 | 1.6 | 1.5 | 1.6 | 1.9 | 1.4 | 1.7 |
| Haul Route No. 3 | NB | 9400 | 9500 | 1.6 | 1.9 | 1.8 | 1.9 | 1.3 | 1.6 |
| Haul Route No. 3 | NB | 9500 | 9600 | 1.5 | 1.3 | 1.4 | 2.3 | 1.7 | 2.0 |
| Haul Route No. 3 | NB | 9600 | 9700 | 1.8 | 2.0 | 1.9 | 3.0 | 1.8 | 2.4 |
| Haul Route No. 3 | NB | 9700 | 9800 | 1.8 | 1.7 | 1.7 | 2.5 | 1.5 | 2.0 |
| Haul Route No. 3 | NB | 9800 | 9900 | 1.7 | 1.3 | 1.5 | 2.5 | 1.3 | 1.9 |
| Haul Route No. 3 | NB | 9900 | 10000 | 1.8 | 1.2 | 1.5 | 2.4 | 1.4 | 1.9 |
| Haul Route No. 3 | NB | 10000 | 10100 | 1.6 | 1.4 | 1.5 | 2.5 | 1.4 | 1.9 |
| Haul Route No. 3 | NB | 10100 | 10200 | 1.6 | 1.4 | 1.5 | 2.3 | 1.4 | 1.8 |
| Haul Route No. 3 | NB | 10200 | 10300 | 1.5 | 1.8 | 1.6 | 2.1 | 1.4 | 1.8 |
| Haul Route No. 3 | NB | 10300 | 10400 | 2.3 | 2.1 | 2.2 | 1.9 | 1.5 | 1.7 |
| Haul Route No. 3 | NB | 10400 | 10500 | 1.8 | 2.1 | 2.0 | 1.7 | 1.6 | 1.7 |
| Haul Route No. 3 | NB | 10500 | 10600 | 1.1 | 1.3 | 1.2 | 2.0 | 1.5 | 1.8 |
| Haul Route No. 3 | NB | 10600 | 10700 | 1.4 | 1.4 | 1.4 | 1.8 | 1.5 | 1.7 |
| Haul Route No. 3 | NB | 10700 | 10800 | 1.1 | 1.2 | 1.2 | 2.0 | 1.4 | 1.7 |
| Haul Route No. 3 | NB | 10800 | 10900 | 1.6 | 1.4 | 1.5 | 2.1 | 1.4 | 1.7 |
| Haul Route No. 3 | NB | 10900 | 11000 | 1.8 | 1.4 | 1.6 | 1.4 | 1.8 | 1.6 |
| Haul Route No. 3 | NB | 11000 | 11100 | 1.7 | 1.5 | 1.6 | 1.5 | 2.0 | 1.7 |
| Haul Route No. 3 | NB | 11100 | 11200 | 1.5 | 1.3 | 1.4 | 1.7 | 1.5 | 1.6 |
| Haul Route No. 3 | NB | 11200 | 11300 | 2.0 | 1.8 | 1.9 | 1.7 | 1.5 | 1.6 |
| Haul Route No. 3 | NB | 11300 | 11400 | 1.6 | 1.5 | 1.5 | 2.2 | 1.6 | 1.9 |
| Haul Route No. 3 | NB | 11400 | 11500 | 1.4 | 1.3 | 1.3 | 1.9 | 1.9 | 1.9 |
| Haul Route No. 3 | NB | 11500 | 11600 | 1.8 | 1.4 | 1.6 | 1.8 | 1.7 | 1.7 |
| Haul Route No. 3 | NB | 11600 | 11700 | 1.6 | 1.5 | 1.5 | 1.8 | 1.6 | 1.7 |
| Haul Route No. 3 | NB | 11700 | 11800 | 1.5 | 1.2 | 1.4 | 2.3 | 1.5 | 1.9 |
| Haul Route No. 3 | NB | 11800 | 11900 | 1.8 | 1.7 | 1.7 | 1.7 | 1.5 | 1.6 |
| Haul Route No. 3 | NB | 11900 | 12000 | 1.3 | 1.3 | 1.3 | 2.2 | 1.7 | 1.9 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | NB | 12000 | 12100 | 2.2 | 2.6 | 2.4 | 2.0 | 1.5 | 1.7 |
| Haul Route No. 3 | NB | 12100 | 12200 | 1.9 | 2.0 | 1.9 | 1.6 | 1.5 | 1.6 |
| Haul Route No. 3 | NB | 12200 | 12300 | 1.9 | 1.9 | 1.9 | 1.5 | 1.6 | 1.6 |
| Haul Route No. 3 | NB | 12300 | 12400 | 1.4 | 1.5 | 1.4 | 2.1 | 1.4 | 1.8 |
| Haul Route No. 3 | NB | 12400 | 12500 | 1.8 | 1.8 | 1.8 | 2.9 | 1.3 | 2.1 |
| Haul Route No. 3 | NB | 12500 | 12600 | 2.1 | 1.9 | 2.0 | 1.8 | 1.4 | 1.6 |
| Haul Route No. 3 | NB | 12600 | 12700 | 1.7 | 1.7 | 1.7 | 2.3 | 2.2 | 2.3 |
| Haul Route No. 3 | NB | 12700 | 12800 | 2.2 | 2.4 | 2.3 | 3.0 | 1.5 | 2.2 |
| Haul Route No. 3 | NB | 12800 | 12900 | 1.6 | 1.6 | 1.6 | 3.2 | 1.5 | 2.4 |
| Haul Route No. 3 | NB | 12900 | 13000 | 1.5 | 1.5 | 1.5 | 2.5 | 1.9 | 2.2 |
| Haul Route No. 3 | NB | 13000 | 13100 | 2.1 | 2.7 | 2.4 | 2.2 | 1.5 | 1.9 |
| Haul Route No. 3 | NB | 13100 | 13200 | 2.6 | 3.2 | 2.9 | 2.6 | 1.8 | 2.2 |
| Haul Route No. 3 | NB | 13200 | 13300 | 2.3 | 2.4 | 2.4 | 2.1 | 2.0 | 2.1 |
| Haul Route No. 3 | NB | 13300 | 13400 | 3.8 | 2.8 | 3.3 | 9.0 | 1.2 | 5.1 |
| Haul Route No. 3 | NB | 13400 | 13500 | 2.8 | 2.5 | 2.6 | 4.7 | 1.6 | 3.1 |
| Haul Route No. 3 | NB | 13500 | 13600 | 2.8 | 3.0 | 2.9 | 2.5 | 2.4 | 2.5 |
| Haul Route No. 3 | NB | 13600 | 13700 | 2.3 | 2.9 | 2.6 | 1.1 | 3.1 | 2.1 |
| Haul Route No. 3 | NB | 13700 | 13800 | 3.3 | 2.9 | 3.1 | 2.7 | 1.8 | 2.2 |
| Haul Route No. 3 | NB | 13800 | 13900 | 3.0 | 3.2 | 3.1 | 1.7 | 1.9 | 1.8 |
| Haul Route No. 3 | NB | 13900 | 14000 | 2.7 | 2.7 | 2.7 | 5.4 | 1.5 | 3.4 |
| Haul Route No. 3 | NB | 14000 | 14100 | 4.7 | 3.3 | 4.0 | 4.2 | 1.4 | 2.8 |
| Haul Route No. 3 | NB | 14100 | 14200 | 3.0 | 2.5 | 2.7 | 5.4 | 1.6 | 3.5 |
| Haul Route No. 3 | NB | 14200 | 14300 | 3.0 | 2.4 | 2.7 | 13.6 | 1.4 | 7.5 |
| Haul Route No. 3 | NB | 14300 | 14400 | 3.2 | 1.9 | 2.6 | 3.1 | 2.1 | 2.6 |
| Haul Route No. 3 | NB | 14400 | 14500 | 3.1 | 2.2 | 2.7 | 2.0 | 1.6 | 1.8 |
| Haul Route No. 3 | NB | 14500 | 14600 | 2.3 | 2.5 | 2.4 | 1.1 | 1.4 | 1.3 |
| Haul Route No. 3 | NB | 14600 | 14700 | 1.9 | 1.4 | 1.6 | 1.6 | 1.3 | 1.4 |
| Haul Route No. 3 | NB | 14700 | 14800 | 2.0 | 1.8 | 1.9 | 1.7 | 1.3 | 1.5 |
| Haul Route No. 3 | NB | 14800 | 14900 | 1.7 | 1.5 | 1.6 | 2.2 | 1.1 | 1.7 |
| Haul Route No. 3 | NB | 14900 | 15000 | 1.4 | 1.4 | 1.4 | 2.3 | 1.3 | 1.8 |
| Haul Route No. 3 | NB | 15000 | 15100 | 1.4 | 1.6 | 1.5 | 2.1 | 1.5 | 1.8 |
| Haul Route No. 3 | NB | 15100 | 15200 | 1.8 | 1.6 | 1.7 | 1.7 | 1.4 | 1.6 |
| Haul Route No. 3 | NB | 15200 | 15300 | 1.4 | 1.2 | 1.3 | 1.9 | 1.3 | 1.6 |
| Haul Route No. 3 | NB | 15300 | 15400 | 1.4 | 1.5 | 1.5 | 2.0 | 1.6 | 1.8 |
| Haul Route No. 3 | NB | 15400 | 15500 | 2.0 | 1.9 | 1.9 | 2.9 | 1.4 | 2.1 |
| Haul Route No. 3 | NB | 15500 | 15600 | 1.9 | 1.9 | 1.9 | 2.7 | 1.3 | 2.0 |
| Haul Route No. 3 | NB | 15600 | 15700 | 1.8 | 1.2 | 1.5 | 3.1 | 1.3 | 2.2 |
| Haul Route No. 3 | NB | 15700 | 15800 | 1.6 | 2.0 | 1.8 | 2.1 | 1.5 | 1.8 |
| Haul Route No. 3 | NB | 15800 | 15900 | 1.7 | 2.3 | 2.0 | 2.3 | 1.7 | 2.0 |
| Haul Route No. 3 | NB | 15900 | 16000 | 2.6 | 2.8 | 2.7 | 2.0 | 2.5 | 2.2 |
| Haul Route No. 3 | NB | 16000 | 16100 | 2.8 | 2.2 | 2.5 | 4.8 | 2.2 | 3.5 |
| Haul Route No. 3 | NB | 16100 | 16200 | 2.0 | 2.0 | 2.0 | 2.2 | 2.3 | 2.3 |
| Haul Route No. 3 | NB | 16200 | 16300 | 2.9 | 2.4 | 2.6 | 2.1 | 3.2 | 2.6 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | NB | 16300 | 16400 | 2.0 | 1.8 | 1.9 | 3.0 | 2.9 | 2.9 |
| Haul Route No. 3 | NB | 16400 | 16500 | 2.4 | 2.0 | 2.2 | 2.1 | 3.8 | 3.0 |
| Haul Route No. 3 | NB | 16500 | 16600 | 3.5 | 3.4 | 3.4 | 2.5 | 3.5 | 3.0 |
| Haul Route No. 3 | NB | 16600 | 16700 | 4.6 | 2.4 | 3.5 | 6.0 | 2.0 | 4.0 |
| Haul Route No. 3 | NB | 16700 | 16800 | 5.6 | 3.2 | 4.4 | 7.6 | 2.4 | 5.0 |
| Haul Route No. 3 | NB | 16800 | 16900 | 3.1 | 2.9 | 3.0 | 7.5 | 1.1 | 4.3 |
| Haul Route No. 3 | NB | 16900 | 17000 | 5.0 | 3.4 | 4.2 | 5.1 | 1.1 | 3.1 |
| Haul Route No. 3 | NB | 17000 | 17100 | 8.5 | 8.3 | 8.4 | 4.2 | 1.2 | 2.7 |
| Haul Route No. 3 | NB | 17100 | 17200 | 7.5 | 9.1 | 8.3 | 3.8 | 3.0 | 3.4 |
| Haul Route No. 3 | NB | 17200 | 17300 | 8.2 | 9.6 | 8.9 | 4.0 | 2.1 | 3.0 |
| Haul Route No. 3 | NB | 17300 | 17400 | 2.9 | 2.7 | 2.8 | 3.4 | 1.2 | 2.3 |
| Haul Route No. 3 | NB | 17400 | 17500 | 3.8 | 3.3 | 3.6 | 2.5 | 1.2 | 1.9 |
| Haul Route No. 3 | NB | 17500 | 17600 | 4.3 | 3.7 | 4.0 | 3.6 | 1.2 | 2.4 |
| Haul Route No. 3 | NB | 17600 | 17700 | 4.0 | 3.3 | 3.6 | 2.7 | 1.4 | 2.0 |
| Haul Route No. 3 | NB | 17700 | 17800 | 3.2 | 2.7 | 2.9 | 1.7 | 1.2 | 1.5 |
| Haul Route No. 3 | NB | 17800 | 17900 | 3.7 | 4.3 | 4.0 | 2.3 | 1.4 | 1.8 |
| Haul Route No. 3 | NB | 17900 | 18000 | 2.3 | 2.8 | 2.6 | 5.4 | 2.1 | 3.7 |
| Haul Route No. 3 | NB | 18000 | 18100 | 2.0 | 2.7 | 2.3 | 3.7 | 1.4 | 2.6 |
| Haul Route No. 3 | NB | 18100 | 18200 | 3.0 | 3.4 | 3.2 | 4.2 | 2.6 | 3.4 |
| Haul Route No. 3 | NB | 18200 | 18300 | 2.7 | 2.5 | 2.6 | 4.0 | 1.8 | 2.9 |
| Haul Route No. 3 | NB | 18300 | 18400 | 1.8 | 1.7 | 1.8 | 4.7 | 1.2 | 2.9 |
| Haul Route No. 3 | NB | 18400 | 18500 | 2.3 | 2.0 | 2.2 | 12.8 | 1.3 | 7.0 |
| Haul Route No. 3 | NB | 18500 | 18600 | 4.1 | 3.2 | 3.7 | 3.5 | 1.7 | 2.6 |
| Haul Route No. 3 | NB | 18600 | 18700 | 5.7 | 5.2 | 5.4 | 4.3 | 2.8 | 3.5 |
| Haul Route No. 3 | NB | 18700 | 18800 | 5.0 | 5.3 | 5.1 | 3.1 | 2.7 | 2.9 |
| Haul Route No. 3 | NB | 18800 | 18900 | 4.6 | 3.5 | 4.1 | 2.3 | 1.2 | 1.7 |
| Haul Route No. 3 | NB | 18900 | 19000 | 3.9 | 3.9 | 3.9 | 1.3 | 1.5 | 1.4 |
| Haul Route No. 3 | NB | 19000 | 19100 | 5.8 | 4.2 | 5.0 | 1.3 | 1.4 | 1.3 |
| Haul Route No. 3 | NB | 19100 | 19200 | 5.5 | 5.1 | 5.3 | 2.2 | 1.3 | 1.8 |
| Haul Route No. 3 | NB | 19200 | 19240 | 14.0 | 11.6 | 12.8 | 2.4 | 1.8 | 2.1 |
| Haul Route No. 3 | SB | 0 | 100 | 6.8 | 6.7 | 6.8 | 1.9 | 1.7 | 1.8 |
| Haul Route No. 3 | SB | 100 | 200 | 4.8 | 3.8 | 4.3 | 1.2 | 1.6 | 1.4 |
| Haul Route No. 3 | SB | 200 | 300 | 3.8 | 3.5 | 3.6 | 0.9 | 1.4 | 1.2 |
| Haul Route No. 3 | SB | 300 | 400 | 2.9 | 3.2 | 3.1 | 0.9 | 1.2 | 1.0 |
| Haul Route No. 3 | SB | 400 | 500 | 3.4 | 3.9 | 3.6 | 1.4 | 1.2 | 1.3 |
| Haul Route No. 3 | SB | 500 | 600 | 5.7 | 7.2 | 6.5 | 7.4 | 3.2 | 5.3 |
| Haul Route No. 3 | SB | 600 | 700 | 3.2 | 2.4 | 2.8 | 5.3 | 2.3 | 3.8 |
| Haul Route No. 3 | SB | 700 | 800 | 2.7 | 2.5 | 2.6 | 2.8 | 2.1 | 2.4 |
| Haul Route No. 3 | SB | 800 | 900 | 1.9 | 1.6 | 1.8 | 7.4 | 1.7 | 4.5 |
| Haul Route No. 3 | SB | 900 | 1000 | 2.5 | 1.7 | 2.1 | 9.2 | 1.6 | 5.4 |
| Haul Route No. 3 | SB | 1000 | 1100 | 2.8 | 2.9 | 2.8 | 3.8 | 3.3 | 3.5 |
| Haul Route No. 3 | SB | 1100 | 1200 | 2.8 | 2.2 | 2.5 | 4.3 | 1.7 | 3.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | SB | 1200 | 1300 | 2.2 | 2.3 | 2.2 | 3.3 | 2.1 | 2.7 |
| Haul Route No. 3 | SB | 1300 | 1400 | 2.8 | 3.0 | 2.9 | 1.8 | 1.5 | 1.7 |
| Haul Route No. 3 | SB | 1400 | 1500 | 4.1 | 4.6 | 4.3 | 1.6 | 1.3 | 1.4 |
| Haul Route No. 3 | SB | 1500 | 1600 | 3.1 | 3.0 | 3.1 | 3.5 | 1.3 | 2.4 |
| Haul Route No. 3 | SB | 1600 | 1700 | 3.5 | 3.2 | 3.3 | 5.5 | 1.5 | 3.5 |
| Haul Route No. 3 | SB | 1700 | 1800 | 3.7 | 3.3 | 3.5 | 3.1 | 3.2 | 3.2 |
| Haul Route No. 3 | SB | 1800 | 1900 | 3.0 | 4.2 | 3.6 | 6.4 | 3.7 | 5.0 |
| Haul Route No. 3 | SB | 1900 | 2000 | 8.0 | 13.3 | 10.6 | 8.7 | 6.7 | 7.7 |
| Haul Route No. 3 | SB | 2000 | 2100 | 3.1 | 6.5 | 4.8 | 4.0 | 3.7 | 3.8 |
| Haul Route No. 3 | SB | 2100 | 2200 | 11.1 | 9.8 | 10.5 | 4.9 | 2.0 | 3.4 |
| Haul Route No. 3 | SB | 2200 | 2300 | 9.8 | 13.4 | 11.6 | 5.4 | 3.6 | 4.5 |
| Haul Route No. 3 | SB | 2300 | 2400 | 2.7 | 5.7 | 4.2 | 3.1 | 2.0 | 2.6 |
| Haul Route No. 3 | SB | 2400 | 2500 | 4.4 | 4.4 | 4.4 | 5.3 | 1.4 | 3.3 |
| Haul Route No. 3 | SB | 2500 | 2600 | 5.0 | 2.3 | 3.6 | 10.4 | 1.7 | 6.0 |
| Haul Route No. 3 | SB | 2600 | 2700 | 4.6 | 3.8 | 4.2 | 3.7 | 1.5 | 2.6 |
| Haul Route No. 3 | SB | 2700 | 2800 | 3.0 | 2.9 | 2.9 | 3.5 | 2.6 | 3.0 |
| Haul Route No. 3 | SB | 2800 | 2900 | 2.2 | 2.1 | 2.1 | 2.4 | 2.6 | 2.5 |
| Haul Route No. 3 | SB | 2900 | 3000 | 2.2 | 2.1 | 2.1 | 2.8 | 1.8 | 2.3 |
| Haul Route No. 3 | SB | 3000 | 3100 | 3.2 | 2.3 | 2.7 | 8.8 | 1.5 | 5.2 |
| Haul Route No. 3 | SB | 3100 | 3200 | 2.2 | 2.0 | 2.1 | 3.1 | 2.2 | 2.6 |
| Haul Route No. 3 | SB | 3200 | 3300 | 2.0 | 2.0 | 2.0 | 4.1 | 2.4 | 3.3 |
| Haul Route No. 3 | SB | 3300 | 3400 | 2.3 | 2.1 | 2.2 | 4.1 | 1.5 | 2.8 |
| Haul Route No. 3 | SB | 3400 | 3500 | 2.5 | 2.4 | 2.4 | 1.7 | 1.6 | 1.6 |
| Haul Route No. 3 | SB | 3500 | 3600 | 1.7 | 1.4 | 1.6 | 1.5 | 2.0 | 1.7 |
| Haul Route No. 3 | SB | 3600 | 3700 | 2.0 | 1.5 | 1.8 | 2.0 | 2.0 | 2.0 |
| Haul Route No. 3 | SB | 3700 | 3800 | 2.0 | 1.4 | 1.7 | 1.7 | 1.5 | 1.6 |
| Haul Route No. 3 | SB | 3800 | 3900 | 2.4 | 1.6 | 2.0 | 1.7 | 1.6 | 1.7 |
| Haul Route No. 3 | SB | 3900 | 4000 | 2.3 | 1.7 | 2.0 | 1.4 | 1.5 | 1.5 |
| Haul Route No. 3 | SB | 4000 | 4100 | 1.7 | 1.2 | 1.4 | 1.6 | 1.9 | 1.7 |
| Haul Route No. 3 | SB | 4100 | 4200 | 1.8 | 1.2 | 1.5 | 1.3 | 2.1 | 1.7 |
| Haul Route No. 3 | SB | 4200 | 4300 | 2.2 | 1.8 | 2.0 | 1.6 | 2.1 | 1.8 |
| Haul Route No. 3 | SB | 4300 | 4400 | 2.4 | 1.3 | 1.9 | 1.8 | 1.8 | 1.8 |
| Haul Route No. 3 | SB | 4400 | 4500 | 2.6 | 2.0 | 2.3 | 6.3 | 1.5 | 3.9 |
| Haul Route No. 3 | SB | 4500 | 4600 | 1.6 | 1.7 | 1.6 | 1.5 | 1.5 | 1.5 |
| Haul Route No. 3 | SB | 4600 | 4700 | 2.0 | 2.1 | 2.0 | 1.5 | 1.4 | 1.5 |
| Haul Route No. 3 | SB | 4700 | 4800 | 3.0 | 2.6 | 2.8 | 1.7 | 1.5 | 1.6 |
| Haul Route No. 3 | SB | 4800 | 4900 | 2.3 | 2.3 | 2.3 | 2.0 | 1.7 | 1.9 |
| Haul Route No. 3 | SB | 4900 | 5000 | 3.2 | 2.4 | 2.8 | 2.5 | 1.5 | 2.0 |
| Haul Route No. 3 | SB | 5000 | 5100 | 3.2 | 3.0 | 3.1 | 1.9 | 1.8 | 1.9 |
| Haul Route No. 3 | SB | 5100 | 5200 | 2.2 | 2.4 | 2.3 | 2.0 | 1.9 | 2.0 |
| Haul Route No. 3 | SB | 5200 | 5300 | 3.3 | 3.7 | 3.5 | 4.6 | 1.4 | 3.0 |
| Haul Route No. 3 | SB | 5300 | 5400 | 3.6 | 2.7 | 3.1 | 3.8 | 1.8 | 2.8 |
| Haul Route No. 3 | SB | 5400 | 5500 | 2.8 | 2.0 | 2.4 | 2.5 | 1.3 | 1.9 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | SB | 5500 | 5600 | 3.2 | 2.5 | 2.8 | 6.0 | 1.8 | 3.9 |
| Haul Route No. 3 | SB | 5600 | 5700 | 3.0 | 2.0 | 2.5 | 3.1 | 1.4 | 2.2 |
| Haul Route No. 3 | SB | 5700 | 5800 | 4.0 | 2.9 | 3.4 | 5.5 | 1.2 | 3.4 |
| Haul Route No. 3 | SB | 5800 | 5900 | 2.5 | 3.0 | 2.8 | 4.7 | 2.1 | 3.4 |
| Haul Route No. 3 | SB | 5900 | 6000 | 2.7 | 2.2 | 2.4 | 10.0 | 1.6 | 5.8 |
| Haul Route No. 3 | SB | 6000 | 6100 | 3.2 | 1.9 | 2.6 | 9.9 | 1.5 | 5.7 |
| Haul Route No. 3 | SB | 6100 | 6200 | 3.1 | 3.1 | 3.1 | 2.7 | 1.9 | 2.3 |
| Haul Route No. 3 | SB | 6200 | 6300 | 2.5 | 2.3 | 2.4 | 2.4 | 1.7 | 2.0 |
| Haul Route No. 3 | SB | 6300 | 6400 | 1.7 | 1.6 | 1.7 | 2.1 | 1.4 | 1.8 |
| Haul Route No. 3 | SB | 6400 | 6500 | 1.6 | 1.5 | 1.6 | 2.3 | 1.3 | 1.8 |
| Haul Route No. 3 | SB | 6500 | 6600 | 2.3 | 2.1 | 2.2 | 2.8 | 1.4 | 2.1 |
| Haul Route No. 3 | SB | 6600 | 6700 | 1.8 | 1.5 | 1.6 | 2.2 | 1.4 | 1.8 |
| Haul Route No. 3 | SB | 6700 | 6800 | 2.0 | 2.7 | 2.4 | 1.6 | 2.1 | 1.9 |
| Haul Route No. 3 | SB | 6800 | 6900 | 2.1 | 2.0 | 2.0 | 1.8 | 1.8 | 1.8 |
| Haul Route No. 3 | SB | 6900 | 7000 | 2.2 | 1.9 | 2.1 | 1.9 | 1.6 | 1.8 |
| Haul Route No. 3 | SB | 7000 | 7100 | 1.8 | 1.4 | 1.6 | 2.2 | 1.5 | 1.8 |
| Haul Route No. 3 | SB | 7100 | 7200 | 2.6 | 2.5 | 2.6 | 1.6 | 1.5 | 1.5 |
| Haul Route No. 3 | SB | 7200 | 7300 | 2.2 | 2.1 | 2.2 | 2.4 | 1.7 | 2.1 |
| Haul Route No. 3 | SB | 7300 | 7400 | 1.8 | 1.8 | 1.8 | 1.7 | 1.6 | 1.7 |
| Haul Route No. 3 | SB | 7400 | 7500 | 1.5 | 1.5 | 1.5 | 2.3 | 1.5 | 1.9 |
| Haul Route No. 3 | SB | 7500 | 7600 | 1.5 | 1.4 | 1.4 | 1.9 | 1.5 | 1.7 |
| Haul Route No. 3 | SB | 7600 | 7700 | 1.7 | 1.9 | 1.8 | 2.5 | 1.8 | 2.1 |
| Haul Route No. 3 | SB | 7700 | 7800 | 1.7 | 1.4 | 1.6 | 2.6 | 1.6 | 2.1 |
| Haul Route No. 3 | SB | 7800 | 7900 | 1.5 | 1.5 | 1.5 | 1.7 | 1.7 | 1.7 |
| Haul Route No. 3 | SB | 7900 | 8000 | 1.6 | 1.9 | 1.7 | 2.3 | 1.6 | 2.0 |
| Haul Route No. 3 | SB | 8000 | 8100 | 1.5 | 1.7 | 1.6 | 3.0 | 1.6 | 2.3 |
| Haul Route No. 3 | SB | 8100 | 8200 | 1.4 | 1.6 | 1.5 | 1.7 | 1.9 | 1.8 |
| Haul Route No. 3 | SB | 8200 | 8300 | 1.3 | 1.8 | 1.5 | 1.1 | 2.1 | 1.6 |
| Haul Route No. 3 | SB | 8300 | 8400 | 1.7 | 1.8 | 1.7 | 1.5 | 1.8 | 1.7 |
| Haul Route No. 3 | SB | 8400 | 8500 | 1.3 | 1.4 | 1.4 | 2.5 | 1.6 | 2.1 |
| Haul Route No. 3 | SB | 8500 | 8600 | 1.4 | 1.3 | 1.4 | 1.5 | 1.5 | 1.5 |
| Haul Route No. 3 | SB | 8600 | 8700 | 1.4 | 1.4 | 1.4 | 2.0 | 1.9 | 2.0 |
| Haul Route No. 3 | SB | 8700 | 8800 | 1.2 | 1.3 | 1.2 | 1.9 | 1.5 | 1.7 |
| Haul Route No. 3 | SB | 8800 | 8900 | 1.5 | 1.7 | 1.6 | 1.3 | 1.6 | 1.5 |
| Haul Route No. 3 | SB | 8900 | 9000 | 2.3 | 2.0 | 2.1 | 1.2 | 1.6 | 1.4 |
| Haul Route No. 3 | SB | 9000 | 9100 | 1.9 | 1.7 | 1.8 | 2.7 | 1.6 | 2.2 |
| Haul Route No. 3 | SB | 9100 | 9200 | 1.6 | 1.4 | 1.5 | 1.6 | 1.5 | 1.6 |
| Haul Route No. 3 | SB | 9200 | 9300 | 1.6 | 1.3 | 1.4 | 1.2 | 1.7 | 1.5 |
| Haul Route No. 3 | SB | 9300 | 9400 | 1.6 | 1.3 | 1.4 | 2.1 | 1.5 | 1.8 |
| Haul Route No. 3 | SB | 9400 | 9500 | 2.0 | 1.2 | 1.6 | 2.6 | 1.2 | 1.9 |
| Haul Route No. 3 | SB | 9500 | 9600 | 2.4 | 1.9 | 2.1 | 2.3 | 1.4 | 1.9 |
| Haul Route No. 3 | SB | 9600 | 9700 | 2.1 | 1.8 | 1.9 | 2.1 | 1.5 | 1.8 |
| Haul Route No. 3 | SB | 9700 | 9800 | 1.5 | 1.4 | 1.4 | 1.1 | 1.4 | 1.3 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | SB | 9800 | 9900 | 1.8 | 1.7 | 1.8 | 1.0 | 1.5 | 1.2 |
| Haul Route No. 3 | SB | 9900 | 10000 | 1.4 | 1.8 | 1.6 | 0.9 | 1.7 | 1.3 |
| Haul Route No. 3 | SB | 10000 | 10100 | 1.9 | 2.3 | 2.0 | 1.0 | 1.8 | 1.4 |
| Haul Route No. 3 | SB | 10100 | 10200 | 1.2 | 1.6 | 1.4 | 1.5 | 1.7 | 1.6 |
| Haul Route No. 3 | SB | 10200 | 10300 | 2.0 | 2.7 | 2.3 | 1.5 | 1.4 | 1.5 |
| Haul Route No. 3 | SB | 10300 | 10400 | 1.7 | 2.1 | 1.9 | 2.0 | 1.5 | 1.7 |
| Haul Route No. 3 | SB | 10400 | 10500 | 1.3 | 1.8 | 1.6 | 2.4 | 1.3 | 1.8 |
| Haul Route No. 3 | SB | 10500 | 10600 | 1.7 | 2.5 | 2.1 | 1.7 | 1.9 | 1.8 |
| Haul Route No. 3 | SB | 10600 | 10700 | 1.7 | 1.7 | 1.7 | 1.4 | 1.8 | 1.6 |
| Haul Route No. 3 | SB | 10700 | 10800 | 1.7 | 1.5 | 1.6 | 1.1 | 1.7 | 1.4 |
| Haul Route No. 3 | SB | 10800 | 10900 | 1.6 | 1.4 | 1.5 | 1.9 | 2.1 | 2.0 |
| Haul Route No. 3 | SB | 10900 | 11000 | 1.6 | 1.4 | 1.5 | 1.9 | 2.6 | 2.2 |
| Haul Route No. 3 | SB | 11000 | 11100 | 2.1 | 1.7 | 1.9 | 1.8 | 2.3 | 2.1 |
| Haul Route No. 3 | SB | 11100 | 11200 | 2.0 | 2.5 | 2.3 | 2.7 | 1.3 | 2.0 |
| Haul Route No. 3 | SB | 11200 | 11300 | 2.1 | 1.8 | 2.0 | 1.7 | 2.7 | 2.2 |
| Haul Route No. 3 | SB | 11300 | 11400 | 1.5 | 1.3 | 1.4 | 2.2 | 2.5 | 2.4 |
| Haul Route No. 3 | SB | 11400 | 11500 | 1.8 | 1.7 | 1.7 | 2.7 | 1.7 | 2.2 |
| Haul Route No. 3 | SB | 11500 | 11600 | 3.7 | 4.3 | 4.0 | 2.2 | 1.9 | 2.0 |
| Haul Route No. 3 | SB | 11600 | 11700 | 2.8 | 3.1 | 2.9 | 2.7 | 1.5 | 2.1 |
| Haul Route No. 3 | SB | 11700 | 11800 | 4.2 | 4.3 | 4.3 | 9.2 | 1.8 | 5.5 |
| Haul Route No. 3 | SB | 11800 | 11900 | 3.9 | 3.0 | 3.4 | 3.3 | 1.7 | 2.5 |
| Haul Route No. 3 | SB | 11900 | 12000 | 2.7 | 2.6 | 2.6 | 3.4 | 2.0 | 2.7 |
| Haul Route No. 3 | SB | 12000 | 12100 | 6.3 | 4.5 | 5.4 | 1.8 | 1.9 | 1.9 |
| Haul Route No. 3 | SB | 12100 | 12200 | 3.6 | 3.5 | 3.5 | 2.2 | 1.7 | 2.0 |
| Haul Route No. 3 | SB | 12200 | 12300 | 3.6 | 2.7 | 3.1 | 2.9 | 2.4 | 2.6 |
| Haul Route No. 3 | SB | 12300 | 12400 | 3.1 | 3.1 | 3.1 | 3.9 | 2.2 | 3.1 |
| Haul Route No. 3 | SB | 12400 | 12500 | 3.7 | 2.9 | 3.3 | 2.3 | 3.4 | 2.8 |
| Haul Route No. 3 | SB | 12500 | 12600 | 2.2 | 2.1 | 2.1 | 10.0 | 1.6 | 5.8 |
| Haul Route No. 3 | SB | 12600 | 12700 | 2.7 | 2.6 | 2.6 | 7.0 | 2.0 | 4.5 |
| Haul Route No. 3 | SB | 12700 | 12800 | 2.7 | 3.2 | 3.0 | 10.1 | 1.8 | 5.9 |
| Haul Route No. 3 | SB | 12800 | 12900 | 3.6 | 3.3 | 3.4 | 11.2 | 2.6 | 6.9 |
| Haul Route No. 3 | SB | 12900 | 13000 | 2.6 | 3.8 | 3.2 | 7.2 | 3.4 | 5.3 |
| Haul Route No. 3 | SB | 13000 | 13100 | 2.7 | 3.3 | 3.0 | 3.8 | 3.2 | 3.5 |
| Haul Route No. 3 | SB | 13100 | 13200 | 2.9 | 3.1 | 3.0 | 3.6 | 1.4 | 2.5 |
| Haul Route No. 3 | SB | 13200 | 13300 | 2.0 | 1.4 | 1.7 | 1.3 | 1.2 | 1.2 |
| Haul Route No. 3 | SB | 13300 | 13400 | 3.3 | 2.3 | 2.8 | 2.0 | 1.7 | 1.9 |
| Haul Route No. 3 | SB | 13400 | 13500 | 5.6 | 5.7 | 5.6 | 3.9 | 3.8 | 3.8 |
| Haul Route No. 3 | SB | 13500 | 13600 | 5.8 | 5.6 | 5.7 | 3.5 | 2.0 | 2.8 |
| Haul Route No. 3 | SB | 13600 | 13700 | 3.4 | 2.4 | 2.9 | 4.0 | 1.2 | 2.6 |
| Haul Route No. 3 | SB | 13700 | 13800 | 7.0 | 6.1 | 6.6 | 5.3 | 1.7 | 3.5 |
| Haul Route No. 3 | SB | 13800 | 13900 | 3.0 | 2.4 | 2.7 | 2.1 | 2.0 | 2.1 |
| Haul Route No. 3 | SB | 13900 | 14000 | 6.9 | 7.0 | 6.9 | 1.4 | 2.5 | 1.9 |
| Haul Route No. 3 | SB | 14000 | 14100 | 6.0 | 5.2 | 5.6 | 5.4 | 2.5 | 3.9 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | SB | 14100 | 14200 | 3.6 | 3.0 | 3.3 | 7.0 | 1.7 | 4.4 |
| Haul Route No. 3 | SB | 14200 | 14300 | 1.8 | 2.6 | 2.2 | 1.3 | 1.3 | 1.3 |
| Haul Route No. 3 | SB | 14300 | 14400 | 1.4 | 1.7 | 1.6 | 1.2 | 1.3 | 1.2 |
| Haul Route No. 3 | SB | 14400 | 14500 | 3.7 | 2.7 | 3.2 | 3.0 | 1.7 | 2.4 |
| Haul Route No. 3 | SB | 14500 | 14600 | 4.0 | 2.8 | 3.4 | 6.0 | 1.8 | 3.9 |
| Haul Route No. 3 | SB | 14600 | 14700 | 4.7 | 4.9 | 4.8 | 2.2 | 2.0 | 2.1 |
| Haul Route No. 3 | SB | 14700 | 14800 | 2.2 | 2.4 | 2.3 | 5.1 | 1.5 | 3.3 |
| Haul Route No. 3 | SB | 14800 | 14900 | 2.5 | 2.5 | 2.5 | 5.1 | 1.0 | 3.1 |
| Haul Route No. 3 | SB | 14900 | 15000 | 2.8 | 2.7 | 2.7 | 1.8 | 1.6 | 1.7 |
| Haul Route No. 3 | SB | 15000 | 15100 | 3.3 | 2.7 | 3.0 | 4.3 | 3.5 | 3.9 |
| Haul Route No. 3 | SB | 15100 | 15200 | 3.8 | 2.3 | 3.1 | 11.7 | 3.0 | 7.3 |
| Haul Route No. 3 | SB | 15200 | 15300 | 4.2 | 2.0 | 3.1 | 10.2 | 1.7 | 5.9 |
| Haul Route No. 3 | SB | 15300 | 15400 | 4.2 | 2.3 | 3.2 | 3.9 | 1.3 | 2.6 |
| Haul Route No. 3 | SB | 15400 | 15500 | 3.8 | 2.3 | 3.0 | 3.6 | 1.7 | 2.7 |
| Haul Route No. 3 | SB | 15500 | 15600 | 3.6 | 2.3 | 3.0 | 5.5 | 1.7 | 3.6 |
| Haul Route No. 3 | SB | 15600 | 15700 | 3.3 | 2.1 | 2.7 | 3.1 | 1.9 | 2.5 |
| Haul Route No. 3 | SB | 15700 | 15800 | 3.8 | 2.0 | 2.9 | 5.4 | 1.5 | 3.5 |
| Haul Route No. 3 | SB | 15800 | 15900 | 1.9 | 1.4 | 1.7 | 2.6 | 1.5 | 2.0 |
| Haul Route No. 3 | SB | 15900 | 16000 | 2.8 | 2.0 | 2.4 | 8.8 | 1.1 | 5.0 |
| Haul Route No. 3 | SB | 16000 | 16100 | 2.7 | 1.5 | 2.1 | 11.0 | 1.3 | 6.1 |
| Haul Route No. 3 | SB | 16100 | 16200 | 2.9 | 2.3 | 2.6 | 6.8 | 1.5 | 4.1 |
| Haul Route No. 3 | SB | 16200 | 16300 | 2.6 | 2.0 | 2.3 | 2.5 | 2.6 | 2.5 |
| Haul Route No. 3 | SB | 16300 | 16400 | 3.0 | 2.1 | 2.5 | 1.9 | 1.9 | 1.9 |
| Haul Route No. 3 | SB | 16400 | 16500 | 2.4 | 1.8 | 2.1 | 1.8 | 1.2 | 1.5 |
| Haul Route No. 3 | SB | 16500 | 16600 | 1.9 | 2.2 | 2.0 | 6.9 | 1.6 | 4.2 |
| Haul Route No. 3 | SB | 16600 | 16700 | 1.4 | 1.5 | 1.5 | 23.5 | 1.1 | 12.3 |
| Haul Route No. 3 | SB | 16700 | 16800 | 2.2 | 2.5 | 2.3 | 6.1 | 2.0 | 4.1 |
| Haul Route No. 3 | SB | 16800 | 16900 | 2.1 | 1.9 | 2.0 | 2.1 | 1.8 | 1.9 |
| Haul Route No. 3 | SB | 16900 | 17000 | 1.9 | 1.8 | 1.8 | 1.8 | 1.6 | 1.7 |
| Haul Route No. 3 | SB | 17000 | 17100 | 2.2 | 2.2 | 2.2 | 5.2 | 1.1 | 3.2 |
| Haul Route No. 3 | SB | 17100 | 17200 | 1.9 | 2.1 | 2.0 | 4.8 | 1.2 | 3.0 |
| Haul Route No. 3 | SB | 17200 | 17300 | 2.4 | 2.1 | 2.2 | 11.2 | 1.2 | 6.2 |
| Haul Route No. 3 | SB | 17300 | 17400 | 2.1 | 2.6 | 2.3 | 1.2 | 3.2 | 2.2 |
| Haul Route No. 3 | SB | 17400 | 17500 | 2.7 | 2.5 | 2.6 | 7.2 | 2.2 | 4.7 |
| Haul Route No. 3 | SB | 17500 | 17600 | 3.4 | 2.7 | 3.0 | 10.3 | 1.2 | 5.8 |
| Haul Route No. 3 | SB | 17600 | 17700 | 6.2 | 3.7 | 4.9 | 9.7 | 1.7 | 5.7 |
| Haul Route No. 3 | SB | 17700 | 17800 | 3.1 | 3.8 | 3.5 | 4.2 | 5.0 | 4.6 |
| Haul Route No. 3 | SB | 17800 | 17900 | 5.0 | 4.1 | 4.5 | 4.8 | 2.5 | 3.6 |
| Haul Route No. 3 | SB | 17900 | 18000 | 4.2 | 2.9 | 3.5 | 7.5 | 6.7 | 7.1 |
| Haul Route No. 3 | SB | 18000 | 18100 | 4.1 | 2.6 | 3.3 | 5.9 | 1.6 | 3.8 |
| Haul Route No. 3 | SB | 18100 | 18200 | 4.8 | 3.2 | 4.0 | 10.9 | 4.6 | 7.8 |
| Haul Route No. 3 | SB | 18200 | 18300 | 3.9 | 3.4 | 3.6 | 10.3 | 2.0 | 6.2 |
| Haul Route No. 3 | SB | 18300 | 18400 | 2.3 | 2.0 | 2.1 | 1.3 | 3.3 | 2.3 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 3 | SB | 18400 | 18500 | 2.8 | 2.4 | 2.6 | 1.8 | 3.9 | 2.9 |
| Haul Route No. 3 | SB | 18500 | 18600 | 2.0 | 2.5 | 2.3 | 0.8 | 2.6 | 1.7 |
| Haul Route No. 3 | SB | 18600 | 18700 | 2.4 | 2.2 | 2.3 | 2.1 | 1.8 | 1.9 |
| Haul Route No. 3 | SB | 18700 | 18800 | 2.5 | 2.1 | 2.3 | 3.3 | 1.9 | 2.6 |
| Haul Route No. 3 | SB | 18800 | 18900 | 2.0 | 2.6 | 2.3 | 1.6 | 2.7 | 2.2 |
| Haul Route No. 3 | SB | 18900 | 19000 | 2.8 | 2.1 | 2.4 | 1.4 | 2.2 | 1.8 |
| Haul Route No. 3 | SB | 19000 | 19100 | 2.2 | 2.1 | 2.2 | 0.9 | 3.4 | 2.2 |
| Haul Route No. 3 | SB | 19100 | 19200 | 3.0 | 2.8 | 2.9 | 1.3 | 1.4 | 1.3 |
| Haul Route No. 3 | SB | 19200 | 19240 | 4.1 | 3.8 | 3.9 | 1.1 | 1.5 | 1.3 |
| Proposed Haul Route Maynooth - Clane | NB | 0 | 100 | 4.2 | 4.3 | 4.2 | 8.4 | 3.5 | 5.9 |
| Proposed Haul Route Maynooth - Clane | NB | 100 | 200 | 6.6 | 3.5 | 5.0 | 8.7 | 3.7 | 6.2 |
| Proposed Haul Route Maynooth - Clane | NB | 200 | 300 | 2.7 | 3.0 | 2.8 | 5.0 | 6.0 | 5.5 |
| Proposed Haul Route Maynooth - Clane | NB | 300 | 400 | 5.7 | 6.4 | 6.1 | 3.2 | 2.4 | 2.8 |
| Proposed Haul Route Maynooth - Clane | NB | 400 | 500 | 6.3 | 4.7 | 5.5 | 3.8 | 1.7 | 2.8 |
| Proposed Haul Route Maynooth - Clane | NB | 500 | 600 | 9.3 | 8.4 | 8.8 | 4.8 | 1.8 | 3.3 |
| Proposed Haul Route Maynooth - Clane | NB | 600 | 700 | 6.5 | 4.8 | 5.6 | 4.1 | 1.4 | 2.7 |
| Proposed Haul Route Maynooth - Clane | NB | 700 | 800 | 3.8 | 4.2 | 4.0 | 3.7 | 1.8 | 2.7 |
| Proposed Haul Route Maynooth - Clane | NB | 800 | 900 | 3.5 | 2.5 | 3.0 | 2.6 | 2.0 | 2.3 |
| Proposed Haul Route Maynooth - Clane | NB | 900 | 1000 | 4.3 | 2.8 | 3.6 | 5.8 | 1.5 | 3.7 |
| Proposed Haul Route Maynooth - Clane | NB | 1000 | 1100 | 3.9 | 3.5 | 3.7 | 3.5 | 1.8 | 2.6 |
| Proposed Haul Route Maynooth - Clane | NB | 1100 | 1200 | 4.4 | 2.8 | 3.6 | 4.1 | 1.7 | 2.9 |
| Proposed Haul Route Maynooth - Clane | NB | 1200 | 1300 | 1.9 | 1.1 | 1.5 | 4.3 | 1.5 | 2.9 |
| Proposed Haul Route Maynooth - Clane | NB | 1300 | 1400 | 4.9 | 2.6 | 3.8 | 3.2 | 1.6 | 2.4 |
| Proposed Haul Route Maynooth - Clane | NB | 1400 | 1500 | 2.1 | 1.6 | 1.9 | 1.7 | 1.5 | 1.6 |
| Proposed Haul Route Maynooth - Clane | NB | 1500 | 1600 | 2.0 | 2.0 | 2.0 | 1.7 | 1.4 | 1.6 |
| Proposed Haul Route Maynooth - Clane | NB | 1600 | 1700 | 1.4 | 1.6 | 1.5 | 1.3 | 1.4 | 1.3 |
| Proposed Haul Route Maynooth - Clane | NB | 1700 | 1800 | 2.1 | 2.3 | 2.2 | 1.8 | 1.6 | 1.7 |
| Proposed Haul Route Maynooth - Clane | NB | 1800 | 1900 | 1.8 | 1.9 | 1.8 | 3.6 | 2.0 | 2.8 |
| Proposed Haul Route Maynooth - Clane | NB | 1900 | 2000 | 1.7 | 1.9 | 1.8 | 2.7 | 2.0 | 2.4 |
| Proposed Haul Route Maynooth - Clane | NB | 2000 | 2100 | 1.8 | 2.2 | 2.0 | 3.2 | 1.7 | 2.4 |
| Proposed Haul Route Maynooth - Clane | NB | 2100 | 2200 | 2.2 | 2.3 | 2.2 | 7.6 | 3.5 | 5.5 |
| Proposed Haul Route Maynooth - Clane | NB | 2200 | 2300 | 2.6 | 2.6 | 2.6 | 6.6 | 2.9 | 4.7 |
| Proposed Haul Route Maynooth - Clane | NB | 2300 | 2400 | 2.5 | 2.6 | 2.5 | 4.3 | 4.2 | 4.2 |
| Proposed Haul Route Maynooth - Clane | NB | 2400 | 2500 | 3.4 | 2.7 | 3.0 | 7.0 | 4.2 | 5.6 |
| Proposed Haul Route Maynooth - Clane | NB | 2500 | 2600 | 2.7 | 2.7 | 2.7 | 6.3 | 3.5 | 4.9 |
| Proposed Haul Route Maynooth - Clane | NB | 2600 | 2700 | 2.4 | 2.1 | 2.2 | 6.3 | 2.0 | 4.2 |
| Proposed Haul Route Maynooth - Clane | NB | 2700 | 2800 | 2.6 | 2.7 | 2.6 | 2.9 | 1.7 | 2.3 |
| Proposed Haul Route Maynooth - Clane | NB | 2800 | 2900 | 2.9 | 2.9 | 2.9 | 4.1 | 1.4 | 2.7 |
| Proposed Haul Route Maynooth - Clane | NB | 2900 | 3000 | 2.9 | 2.1 | 2.5 | 2.5 | 1.5 | 2.0 |
| Proposed Haul Route Maynooth - Clane | NB | 3000 | 3100 | 3.2 | 3.3 | 3.3 | 8.6 | 2.2 | 5.4 |
| Proposed Haul Route Maynooth - Clane | NB | 3100 | 3200 | 4.7 | 3.1 | 3.9 | 16.9 | 4.1 | 10.5 |
| Proposed Haul Route Maynooth - Clane | NB | 3200 | 3300 | 2.6 | 2.3 | 2.5 | 18.7 | 2.1 | 10.4 |
| Proposed Haul Route Maynooth - Clane | NB | 3300 | 3400 | 3.1 | 3.0 | 3.0 | 15.2 | 2.1 | 8.6 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Maynooth - Clane | NB | 3400 | 3500 | 3.9 | 3.4 | 3.6 | 14.2 | 4.2 | 9.2 |
| Proposed Haul Route Maynooth - Clane | NB | 3500 | 3600 | 4.1 | 3.7 | 3.9 | 10.4 | 5.5 | 8.0 |
| Proposed Haul Route Maynooth - Clane | NB | 3600 | 3700 | 2.5 | 3.0 | 2.7 | 6.0 | 2.8 | 4.4 |
| Proposed Haul Route Maynooth - Clane | NB | 3700 | 3800 | 1.6 | 1.2 | 1.4 | 1.6 | 1.8 | 1.7 |
| Proposed Haul Route Maynooth - Clane | NB | 3800 | 3900 | 1.9 | 1.7 | 1.8 | 2.1 | 1.5 | 1.8 |
| Proposed Haul Route Maynooth - Clane | NB | 3900 | 4000 | 2.0 | 2.1 | 2.0 | 1.7 | 2.1 | 1.9 |
| Proposed Haul Route Maynooth - Clane | NB | 4000 | 4100 | 2.1 | 2.2 | 2.2 | 3.4 | 2.3 | 2.9 |
| Proposed Haul Route Maynooth - Clane | NB | 4100 | 4200 | 2.2 | 2.2 | 2.2 | 2.8 | 2.1 | 2.5 |
| Proposed Haul Route Maynooth - Clane | NB | 4200 | 4300 | 1.6 | 1.7 | 1.6 | 5.6 | 1.8 | 3.7 |
| Proposed Haul Route Maynooth - Clane | NB | 4300 | 4400 | 1.8 | 1.7 | 1.7 | 4.7 | 2.1 | 3.4 |
| Proposed Haul Route Maynooth - Clane | NB | 4400 | 4500 | 1.6 | 1.4 | 1.5 | 4.2 | 2.5 | 3.4 |
| Proposed Haul Route Maynooth - Clane | NB | 4500 | 4600 | 2.1 | 1.8 | 1.9 | 4.4 | 1.9 | 3.1 |
| Proposed Haul Route Maynooth - Clane | NB | 4600 | 4700 | 2.1 | 1.9 | 2.0 | 5.3 | 2.4 | 3.8 |
| Proposed Haul Route Maynooth - Clane | NB | 4700 | 4800 | 2.2 | 1.9 | 2.0 | 3.8 | 2.4 | 3.1 |
| Proposed Haul Route Maynooth - Clane | NB | 4800 | 4900 | 1.7 | 1.6 | 1.7 | 4.0 | 2.3 | 3.1 |
| Proposed Haul Route Maynooth - Clane | NB | 4900 | 5000 | 3.3 | 2.8 | 3.0 | 2.5 | 2.2 | 2.4 |
| Proposed Haul Route Maynooth - Clane | NB | 5000 | 5100 | 1.8 | 1.5 | 1.7 | 1.5 | 1.9 | 1.7 |
| Proposed Haul Route Maynooth - Clane | NB | 5100 | 5200 | 2.0 | 1.8 | 1.9 | 1.9 | 1.6 | 1.8 |
| Proposed Haul Route Maynooth - Clane | NB | 5200 | 5300 | 2.2 | 2.2 | 2.2 | 1.1 | 2.2 | 1.6 |
| Proposed Haul Route Maynooth - Clane | NB | 5300 | 5400 | 2.1 | 2.6 | 2.4 | 1.5 | 1.7 | 1.6 |
| Proposed Haul Route Maynooth - Clane | NB | 5400 | 5500 | 1.7 | 1.7 | 1.7 | 1.4 | 2.0 | 1.7 |
| Proposed Haul Route Maynooth - Clane | NB | 5500 | 5600 | 1.7 | 1.5 | 1.6 | 2.0 | 2.1 | 2.1 |
| Proposed Haul Route Maynooth - Clane | NB | 5600 | 5700 | 1.6 | 1.7 | 1.6 | 1.8 | 2.2 | 2.0 |
| Proposed Haul Route Maynooth - Clane | NB | 5700 | 5800 | 1.7 | 1.8 | 1.8 | 2.1 | 2.4 | 2.2 |
| Proposed Haul Route Maynooth - Clane | NB | 5800 | 5900 | 2.3 | 2.2 | 2.3 | 2.3 | 1.8 | 2.0 |
| Proposed Haul Route Maynooth - Clane | NB | 5900 | 6000 | 2.4 | 2.4 | 2.4 | 3.9 | 2.0 | 2.9 |
| Proposed Haul Route Maynooth - Clane | NB | 6000 | 6100 | 3.8 | 2.2 | 3.0 | 7.2 | 1.7 | 4.5 |
| Proposed Haul Route Maynooth - Clane | NB | 6100 | 6200 | 2.2 | 1.9 | 2.1 | 1.3 | 2.4 | 1.9 |
| Proposed Haul Route Maynooth - Clane | NB | 6200 | 6300 | 1.7 | 1.9 | 1.8 | 2.7 | 2.2 | 2.4 |
| Proposed Haul Route Maynooth - Clane | NB | 6300 | 6400 | 2.1 | 1.9 | 2.0 | 2.6 | 2.0 | 2.3 |
| Proposed Haul Route Maynooth - Clane | NB | 6400 | 6500 | 2.0 | 2.1 | 2.1 | 2.0 | 2.3 | 2.2 |
| Proposed Haul Route Maynooth - Clane | NB | 6500 | 6600 | 2.0 | 1.9 | 1.9 | 3.8 | 2.5 | 3.1 |
| Proposed Haul Route Maynooth - Clane | NB | 6600 | 6700 | 1.7 | 2.0 | 1.9 | 4.4 | 2.6 | 3.5 |
| Proposed Haul Route Maynooth - Clane | NB | 6700 | 6800 | 2.1 | 2.2 | 2.1 | 4.2 | 4.0 | 4.1 |
| Proposed Haul Route Maynooth - Clane | NB | 6800 | 6900 | 1.7 | 1.9 | 1.8 | 4.1 | 3.5 | 3.8 |
| Proposed Haul Route Maynooth - Clane | NB | 6900 | 7000 | 3.2 | 2.8 | 3.0 | 4.0 | 2.2 | 3.1 |
| Proposed Haul Route Maynooth - Clane | NB | 7000 | 7100 | 3.7 | 3.4 | 3.5 | 4.1 | 2.3 | 3.2 |
| Proposed Haul Route Maynooth - Clane | NB | 7100 | 7200 | 3.4 | 3.2 | 3.3 | 3.9 | 2.0 | 3.0 |
| Proposed Haul Route Maynooth - Clane | NB | 7200 | 7300 | 2.1 | 2.6 | 2.3 | 0.9 | 1.6 | 1.2 |
| Proposed Haul Route Maynooth - Clane | NB | 7300 | 7400 | 2.2 | 2.0 | 2.1 | 2.0 | 2.2 | 2.1 |
| Proposed Haul Route Maynooth - Clane | NB | 7400 | 7500 | 2.8 | 2.1 | 2.5 | 2.8 | 2.9 | 2.8 |
| Proposed Haul Route Maynooth - Clane | NB | 7500 | 7600 | 3.1 | 2.9 | 3.0 | 5.1 | 2.3 | 3.7 |
| Proposed Haul Route Maynooth - Clane | NB | 7600 | 7700 | 2.5 | 2.1 | 2.3 | 2.1 | 3.1 | 2.6 |
| Proposed Haul Route Maynooth - Clane | NB | 7700 | 7800 | 2.3 | 2.3 | 2.3 | 2.1 | 2.8 | 2.5 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Maynooth - Clane | NB | 7800 | 7900 | 1.9 | 2.1 | 2.0 | 2.0 | 2.4 | 2.2 |
| Proposed Haul Route Maynooth - Clane | NB | 7900 | 8000 | 1.9 | 2.1 | 2.0 | 1.3 | 2.2 | 1.8 |
| Proposed Haul Route Maynooth - Clane | NB | 8000 | 8100 | 2.2 | 2.5 | 2.4 | 3.2 | 2.2 | 2.7 |
| Proposed Haul Route Maynooth - Clane | NB | 8100 | 8200 | 2.0 | 1.8 | 1.9 | 2.8 | 1.8 | 2.3 |
| Proposed Haul Route Maynooth - Clane | NB | 8200 | 8300 | 2.5 | 2.0 | 2.2 | 4.5 | 2.0 | 3.3 |
| Proposed Haul Route Maynooth - Clane | NB | 8300 | 8400 | 2.2 | 2.3 | 2.3 | 6.9 | 1.7 | 4.3 |
| Proposed Haul Route Maynooth - Clane | NB | 8400 | 8500 | 1.8 | 1.8 | 1.8 | 2.5 | 2.8 | 2.6 |
| Proposed Haul Route Maynooth - Clane | NB | 8500 | 8600 | 2.0 | 2.1 | 2.0 | 5.9 | 1.9 | 3.9 |
| Proposed Haul Route Maynooth - Clane | NB | 8600 | 8700 | 3.5 | 2.8 | 3.1 | 4.2 | 1.9 | 3.1 |
| Proposed Haul Route Maynooth - Clane | NB | 8700 | 8800 | 2.0 | 2.6 | 2.3 | 2.0 | 1.9 | 2.0 |
| Proposed Haul Route Maynooth - Clane | NB | 8800 | 8900 | 2.9 | 2.4 | 2.7 | 2.1 | 1.6 | 1.8 |
| Proposed Haul Route Maynooth - Clane | NB | 8900 | 9000 | 2.4 | 2.8 | 2.6 | 1.8 | 1.8 | 1.8 |
| Proposed Haul Route Maynooth - Clane | NB | 9000 | 9100 | 1.8 | 2.3 | 2.0 | 1.6 | 2.4 | 2.0 |
| Proposed Haul Route Maynooth - Clane | NB | 9100 | 9200 | 2.1 | 2.8 | 2.5 | 2.0 | 2.4 | 2.2 |
| Proposed Haul Route Maynooth - Clane | NB | 9200 | 9300 | 1.9 | 2.0 | 2.0 | 1.4 | 1.3 | 1.3 |
| Proposed Haul Route Maynooth - Clane | NB | 9300 | 9400 | 2.1 | 2.2 | 2.2 | 1.2 | 1.2 | 1.2 |
| Proposed Haul Route Maynooth - Clane | NB | 9400 | 9500 | 1.7 | 1.5 | 1.6 | 1.4 | 1.3 | 1.4 |
| Proposed Haul Route Maynooth - Clane | NB | 9500 | 9600 | 2.0 | 2.3 | 2.2 | 1.6 | 1.9 | 1.7 |
| Proposed Haul Route Maynooth - Clane | NB | 9600 | 9700 | 2.2 | 2.1 | 2.2 | 2.0 | 1.7 | 1.8 |
| Proposed Haul Route Maynooth - Clane | NB | 9700 | 9800 | 2.1 | 2.6 | 2.4 | 1.7 | 1.5 | 1.6 |
| Proposed Haul Route Maynooth - Clane | NB | 9800 | 9900 | 1.6 | 1.8 | 1.7 | 1.1 | 1.3 | 1.2 |
| Proposed Haul Route Maynooth - Clane | NB | 9900 | 10000 | 1.8 | 2.3 | 2.1 | 1.3 | 1.4 | 1.3 |
| Proposed Haul Route Maynooth - Clane | NB | 10000 | 10100 | 2.5 | 2.5 | 2.5 | 1.2 | 2.8 | 2.0 |
| Proposed Haul Route Maynooth - Clane | NB | 10100 | 10200 | 2.8 | 3.5 | 3.2 | 2.6 | 4.2 | 3.4 |
| Proposed Haul Route Maynooth - Clane | NB | 10200 | 10300 | 2.7 | 2.9 | 2.8 | 3.8 | 1.4 | 2.6 |
| Proposed Haul Route Maynooth - Clane | NB | 10300 | 10400 | 1.7 | 2.1 | 1.9 | 2.8 | 3.8 | 3.3 |
| Proposed Haul Route Maynooth - Clane | NB | 10400 | 10500 | 1.7 | 1.8 | 1.8 | 1.7 | 3.3 | 2.5 |
| Proposed Haul Route Maynooth - Clane | NB | 10500 | 10600 | 2.2 | 1.8 | 2.0 | 2.7 | 3.5 | 3.1 |
| Proposed Haul Route Maynooth - Clane | NB | 10600 | 10700 | 1.5 | 1.9 | 1.7 | 2.5 | 2.2 | 2.4 |
| Proposed Haul Route Maynooth - Clane | NB | 10700 | 10800 | 1.7 | 1.6 | 1.6 | 4.3 | 1.5 | 2.9 |
| Proposed Haul Route Maynooth - Clane | NB | 10800 | 10900 | 1.7 | 1.7 | 1.7 | 1.8 | 2.4 | 2.1 |
| Proposed Haul Route Maynooth - Clane | NB | 10900 | 11000 | 1.8 | 1.8 | 1.9 | 1.6 | 2.5 | 2.1 |
| Proposed Haul Route Maynooth - Clane | NB | 11000 | 11100 | 1.7 | 1.6 | 1.7 | 2.4 | 2.4 | 2.4 |
| Proposed Haul Route Maynooth - Clane | NB | 11100 | 11200 | 2.0 | 1.9 | 1.9 | 2.1 | 3.1 | 2.6 |
| Proposed Haul Route Maynooth - Clane | NB | 11200 | 11300 | 3.2 | 2.5 | 2.8 | 2.0 | 2.1 | 2.0 |
| Proposed Haul Route Maynooth - Clane | NB | 11300 | 11400 | 2.9 | 2.8 | 2.9 | 2.3 | 1.5 | 1.9 |
| Proposed Haul Route Maynooth - Clane | NB | 11400 | 11500 | 2.8 | 2.6 | 2.7 | 2.3 | 2.3 | 2.3 |
| Proposed Haul Route Maynooth - Clane | NB | 11500 | 11600 | 2.1 | 1.9 | 2.0 | 1.5 | 1.5 | 1.5 |
| Proposed Haul Route Maynooth - Clane | NB | 11600 | 11700 | 2.3 | 2.1 | 2.2 | 2.5 | 1.4 | 1.9 |
| Proposed Haul Route Maynooth - Clane | NB | 11700 | 11800 | 3.0 | 2.0 | 2.5 | 1.9 | 1.5 | 1.7 |
| Proposed Haul Route Maynooth - Clane | NB | 11800 | 11900 | 2.4 | 2.9 | 2.6 | 1.8 | 2.4 | 2.1 |
| Proposed Haul Route Maynooth - Clane | NB | 11900 | 12000 | 6.0 | 4.7 | 5.3 | 2.7 | 1.4 | 2.0 |
| Proposed Haul Route Maynooth - Clane | NB | 12000 | 12100 | 2.8 | 2.6 | 2.7 | 3.1 | 1.8 | 2.4 |
| Proposed Haul Route Maynooth - Clane | NB | 12100 | 12130 | 2.5 | 2.2 | 2.4 | 3.2 | 1.5 | 2.4 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Maynooth - Clane | SB | 0 | 100 | 2.1 | 1.8 | 2.0 | 3.0 | 1.3 | 2.1 |
| Proposed Haul Route Maynooth - Clane | SB | 100 | 200 | 3.0 | 3.8 | 3.4 | 1.8 | 1.2 | 1.5 |
| Proposed Haul Route Maynooth - Clane | SB | 200 | 300 | 3.6 | 4.2 | 3.9 | 3.4 | 1.6 | 2.5 |
| Proposed Haul Route Maynooth - Clane | SB | 300 | 400 | 2.1 | 1.9 | 2.0 | 1.8 | 1.8 | 1.8 |
| Proposed Haul Route Maynooth - Clane | SB | 400 | 500 | 2.6 | 1.8 | 2.2 | 1.5 | 1.5 | 1.5 |
| Proposed Haul Route Maynooth - Clane | SB | 500 | 600 | 2.0 | 1.8 | 1.9 | 1.7 | 1.5 | 1.6 |
| Proposed Haul Route Maynooth - Clane | SB | 600 | 700 | 2.0 | 1.9 | 2.0 | 8.5 | 1.4 | 5.0 |
| Proposed Haul Route Maynooth - Clane | SB | 700 | 800 | 2.9 | 2.1 | 2.5 | 3.2 | 1.7 | 2.5 |
| Proposed Haul Route Maynooth - Clane | SB | 800 | 900 | 4.6 | 4.5 | 4.6 | 2.1 | 1.5 | 1.8 |
| Proposed Haul Route Maynooth - Clane | SB | 900 | 1000 | 2.0 | 1.9 | 1.9 | 2.6 | 1.7 | 2.1 |
| Proposed Haul Route Maynooth - Clane | SB | 1000 | 1100 | 2.6 | 1.8 | 2.2 | 4.5 | 1.8 | 3.2 |
| Proposed Haul Route Maynooth - Clane | SB | 1100 | 1200 | 2.1 | 1.7 | 1.9 | 4.8 | 2.0 | 3.4 |
| Proposed Haul Route Maynooth - Clane | SB | 1200 | 1300 | 1.5 | 1.8 | 1.6 | 6.6 | 1.8 | 4.2 |
| Proposed Haul Route Maynooth - Clane | SB | 1300 | 1400 | 2.0 | 2.1 | 2.1 | 3.9 | 1.8 | 2.8 |
| Proposed Haul Route Maynooth - Clane | SB | 1400 | 1500 | 1.5 | 1.7 | 1.6 | 4.0 | 2.4 | 3.2 |
| Proposed Haul Route Maynooth - Clane | SB | 1500 | 1600 | 1.8 | 1.9 | 1.8 | 3.7 | 3.6 | 3.7 |
| Proposed Haul Route Maynooth - Clane | SB | 1600 | 1700 | 1.6 | 1.8 | 1.7 | 4.0 | 2.3 | 3.1 |
| Proposed Haul Route Maynooth - Clane | SB | 1700 | 1800 | 1.9 | 1.8 | 1.9 | 3.4 | 2.5 | 2.9 |
| Proposed Haul Route Maynooth - Clane | SB | 1800 | 1900 | 2.2 | 1.7 | 1.9 | 7.8 | 1.8 | 4.8 |
| Proposed Haul Route Maynooth - Clane | SB | 1900 | 2000 | 3.2 | 4.1 | 3.7 | 3.3 | 1.7 | 2.5 |
| Proposed Haul Route Maynooth - Clane | SB | 2000 | 2100 | 3.0 | 2.6 | 2.8 | 1.4 | 1.2 | 1.3 |
| Proposed Haul Route Maynooth - Clane | SB | 2100 | 2200 | 2.3 | 2.1 | 2.2 | 2.0 | 1.4 | 1.7 |
| Proposed Haul Route Maynooth - Clane | SB | 2200 | 2300 | 2.0 | 2.1 | 2.0 | 1.8 | 1.3 | 1.6 |
| Proposed Haul Route Maynooth - Clane | SB | 2300 | 2400 | 1.6 | 1.8 | 1.7 | 1.9 | 1.2 | 1.5 |
| Proposed Haul Route Maynooth - Clane | SB | 2400 | 2500 | 2.2 | 2.1 | 2.2 | 1.3 | 1.3 | 1.3 |
| Proposed Haul Route Maynooth - Clane | SB | 2500 | 2600 | 1.8 | 2.1 | 1.9 | 1.7 | 1.2 | 1.5 |
| Proposed Haul Route Maynooth - Clane | SB | 2600 | 2700 | 2.4 | 2.8 | 2.6 | 2.1 | 1.2 | 1.6 |
| Proposed Haul Route Maynooth - Clane | SB | 2700 | 2800 | 1.8 | 2.2 | 2.0 | 2.6 | 1.1 | 1.8 |
| Proposed Haul Route Maynooth - Clane | SB | 2800 | 2900 | 2.1 | 2.1 | 2.1 | 2.9 | 1.2 | 2.0 |
| Proposed Haul Route Maynooth - Clane | SB | 2900 | 3000 | 2.1 | 2.4 | 2.3 | 2.2 | 1.2 | 1.7 |
| Proposed Haul Route Maynooth - Clane | SB | 3000 | 3100 | 2.2 | 2.6 | 2.4 | 1.8 | 2.3 | 2.0 |
| Proposed Haul Route Maynooth - Clane | SB | 3100 | 3200 | 2.7 | 2.5 | 2.6 | 1.9 | 2.3 | 2.1 |
| Proposed Haul Route Maynooth - Clane | SB | 3200 | 3300 | 2.6 | 2.5 | 2.6 | 3.3 | 2.0 | 2.6 |
| Proposed Haul Route Maynooth - Clane | SB | 3300 | 3400 | 2.5 | 3.1 | 2.8 | 2.4 | 1.5 | 2.0 |
| Proposed Haul Route Maynooth - Clane | SB | 3400 | 3500 | 3.4 | 2.8 | 3.1 | 5.1 | 1.8 | 3.4 |
| Proposed Haul Route Maynooth - Clane | SB | 3500 | 3600 | 2.4 | 2.0 | 2.2 | 4.2 | 2.2 | 3.2 |
| Proposed Haul Route Maynooth - Clane | SB | 3600 | 3700 | 2.1 | 1.9 | 2.0 | 7.0 | 1.5 | 4.2 |
| Proposed Haul Route Maynooth - Clane | SB | 3700 | 3800 | 2.0 | 1.9 | 2.0 | 3.7 | 2.0 | 2.8 |
| Proposed Haul Route Maynooth - Clane | SB | 3800 | 3900 | 2.2 | 2.0 | 2.1 | 4.8 | 1.4 | 3.1 |
| Proposed Haul Route Maynooth - Clane | SB | 3900 | 4000 | 2.4 | 2.1 | 2.2 | 4.4 | 1.4 | 2.9 |
| Proposed Haul Route Maynooth - Clane | SB | 4000 | 4100 | 3.4 | 2.2 | 2.8 | 4.7 | 1.6 | 3.2 |
| Proposed Haul Route Maynooth - Clane | SB | 4100 | 4200 | 2.5 | 2.0 | 2.3 | 3.2 | 2.1 | 2.7 |
| Proposed Haul Route Maynooth - Clane | SB | 4200 | 4300 | 2.7 | 2.2 | 2.4 | 3.9 | 1.3 | 2.6 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Maynooth - Clane | SB | 4300 | 4400 | 2.3 | 2.2 | 2.2 | 2.3 | 1.9 | 2.1 |
| Proposed Haul Route Maynooth - Clane | SB | 4400 | 4500 | 2.6 | 2.2 | 2.4 | 3.5 | 1.8 | 2.7 |
| Proposed Haul Route Maynooth - Clane | SB | 4500 | 4600 | 2.3 | 2.6 | 2.4 | 1.3 | 2.5 | 1.9 |
| Proposed Haul Route Maynooth - Clane | SB | 4600 | 4700 | 2.4 | 2.5 | 2.5 | 1.6 | 2.5 | 2.1 |
| Proposed Haul Route Maynooth - Clane | SB | 4700 | 4800 | 1.9 | 2.0 | 1.9 | 1.1 | 3.0 | 2.1 |
| Proposed Haul Route Maynooth - Clane | SB | 4800 | 4900 | 2.0 | 1.9 | 1.9 | 3.0 | 1.7 | 2.4 |
| Proposed Haul Route Maynooth - Clane | SB | 4900 | 5000 | 3.3 | 2.2 | 2.8 | 3.9 | 1.4 | 2.6 |
| Proposed Haul Route Maynooth - Clane | SB | 5000 | 5100 | 4.4 | 4.1 | 4.2 | 3.1 | 1.6 | 2.3 |
| Proposed Haul Route Maynooth - Clane | SB | 5100 | 5200 | 4.6 | 3.9 | 4.3 | 3.1 | 2.1 | 2.6 |
| Proposed Haul Route Maynooth - Clane | SB | 5200 | 5300 | 2.9 | 2.9 | 2.9 | 4.7 | 1.9 | 3.3 |
| Proposed Haul Route Maynooth - Clane | SB | 5300 | 5400 | 2.2 | 2.3 | 2.3 | 3.8 | 2.3 | 3.0 |
| Proposed Haul Route Maynooth - Clane | SB | 5400 | 5500 | 1.9 | 2.2 | 2.1 | 7.4 | 1.7 | 4.6 |
| Proposed Haul Route Maynooth - Clane | SB | 5500 | 5600 | 1.7 | 1.7 | 1.7 | 2.3 | 1.6 | 2.0 |
| Proposed Haul Route Maynooth - Clane | SB | 5600 | 5700 | 2.2 | 2.0 | 2.1 | 2.6 | 1.8 | 2.2 |
| Proposed Haul Route Maynooth - Clane | SB | 5700 | 5800 | 2.2 | 1.8 | 2.0 | 4.1 | 2.6 | 3.3 |
| Proposed Haul Route Maynooth - Clane | SB | 5800 | 5900 | 1.8 | 2.0 | 1.9 | 4.1 | 2.9 | 3.5 |
| Proposed Haul Route Maynooth - Clane | SB | 5900 | 6000 | 1.9 | 1.8 | 1.9 | 4.3 | 2.4 | 3.4 |
| Proposed Haul Route Maynooth - Clane | SB | 6000 | 6100 | 1.8 | 1.8 | 1.8 | 4.1 | 2.1 | 3.1 |
| Proposed Haul Route Maynooth - Clane | SB | 6100 | 6200 | 2.1 | 2.1 | 2.1 | 1.6 | 1.9 | 1.8 |
| Proposed Haul Route Maynooth - Clane | SB | 6200 | 6300 | 1.7 | 1.6 | 1.7 | 2.1 | 1.4 | 1.7 |
| Proposed Haul Route Maynooth - Clane | SB | 6300 | 6400 | 2.3 | 2.1 | 2.2 | 2.7 | 1.3 | 2.0 |
| Proposed Haul Route Maynooth - Clane | SB | 6400 | 6500 | 2.2 | 1.9 | 2.0 | 2.9 | 1.8 | 2.3 |
| Proposed Haul Route Maynooth - Clane | SB | 6500 | 6600 | 2.1 | 1.8 | 2.0 | 3.0 | 1.6 | 2.3 |
| Proposed Haul Route Maynooth - Clane | SB | 6600 | 6700 | 2.0 | 2.1 | 2.1 | 6.1 | 1.7 | 3.9 |
| Proposed Haul Route Maynooth - Clane | SB | 6700 | 6800 | 2.0 | 2.0 | 2.0 | 3.0 | 1.6 | 2.3 |
| Proposed Haul Route Maynooth - Clane | SB | 6800 | 6900 | 2.0 | 2.2 | 2.1 | 2.0 | 1.7 | 1.8 |
| Proposed Haul Route Maynooth - Clane | SB | 6900 | 7000 | 2.2 | 2.0 | 2.1 | 3.3 | 1.4 | 2.3 |
| Proposed Haul Route Maynooth - Clane | SB | 7000 | 7100 | 1.8 | 1.9 | 1.8 | 2.2 | 2.1 | 2.2 |
| Proposed Haul Route Maynooth - Clane | SB | 7100 | 7200 | 1.8 | 1.5 | 1.6 | 3.2 | 2.5 | 2.8 |
| Proposed Haul Route Maynooth - Clane | SB | 7200 | 7300 | 2.4 | 2.6 | 2.5 | 2.9 | 2.0 | 2.4 |
| Proposed Haul Route Maynooth - Clane | SB | 7300 | 7400 | 2.3 | 1.6 | 1.9 | 2.2 | 1.3 | 1.7 |
| Proposed Haul Route Maynooth - Clane | SB | 7400 | 7500 | 1.8 | 1.7 | 1.7 | 3.5 | 2.0 | 2.8 |
| Proposed Haul Route Maynooth - Clane | SB | 7500 | 7600 | 1.8 | 1.8 | 1.8 | 5.9 | 2.8 | 4.3 |
| Proposed Haul Route Maynooth - Clane | SB | 7600 | 7700 | 1.9 | 1.6 | 1.7 | 6.9 | 2.8 | 4.8 |
| Proposed Haul Route Maynooth - Clane | SB | 7700 | 7800 | 1.9 | 1.7 | 1.8 | 5.4 | 3.1 | 4.2 |
| Proposed Haul Route Maynooth - Clane | SB | 7800 | 7900 | 1.5 | 1.5 | 1.5 | 4.0 | 2.8 | 3.4 |
| Proposed Haul Route Maynooth - Clane | SB | 7900 | 8000 | 1.7 | 1.8 | 1.8 | 3.1 | 3.2 | 3.2 |
| Proposed Haul Route Maynooth - Clane | SB | 8000 | 8100 | 2.3 | 1.7 | 2.0 | 2.2 | 2.8 | 2.5 |
| Proposed Haul Route Maynooth - Clane | SB | 8100 | 8200 | 2.1 | 1.9 | 2.0 | 2.4 | 1.7 | 2.1 |
| Proposed Haul Route Maynooth - Clane | SB | 8200 | 8300 | 1.9 | 2.3 | 2.1 | 4.4 | 2.1 | 3.3 |
| Proposed Haul Route Maynooth - Clane | SB | 8300 | 8400 | 2.0 | 2.2 | 2.1 | 5.6 | 2.4 | 4.0 |
| Proposed Haul Route Maynooth - Clane | SB | 8400 | 8500 | 1.7 | 2.2 | 2.0 | 3.5 | 2.5 | 3.0 |
| Proposed Haul Route Maynooth - Clane | SB | 8500 | 8600 | 3.3 | 4.0 | 3.6 | 2.9 | 1.9 | 2.4 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--------------------------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Maynooth - Clane | SB | 8600 | 8700 | 3.6 | 3.0 | 3.3 | 8.4 | 3.4 | 5.9 |
| Proposed Haul Route Maynooth - Clane | SB | 8700 | 8800 | 5.0 | 3.8 | 4.4 | 11.0 | 2.9 | 7.0 |
| Proposed Haul Route Maynooth - Clane | SB | 8800 | 8900 | 4.9 | 2.9 | 3.9 | 10.7 | 1.6 | 6.1 |
| Proposed Haul Route Maynooth - Clane | SB | 8900 | 9000 | 2.8 | 2.8 | 2.8 | 11.4 | 3.2 | 7.3 |
| Proposed Haul Route Maynooth - Clane | SB | 9000 | 9100 | 3.0 | 3.0 | 3.0 | 17.1 | 4.2 | 10.7 |
| Proposed Haul Route Maynooth - Clane | SB | 9100 | 9200 | 3.5 | 3.5 | 3.5 | 11.2 | 1.8 | 6.5 |
| Proposed Haul Route Maynooth - Clane | SB | 9200 | 9300 | 2.6 | 2.4 | 2.5 | 5.6 | 2.7 | 4.1 |
| Proposed Haul Route Maynooth - Clane | SB | 9300 | 9400 | 2.5 | 2.8 | 2.7 | 5.4 | 2.9 | 4.1 |
| Proposed Haul Route Maynooth - Clane | SB | 9400 | 9500 | 2.2 | 2.7 | 2.5 | 5.6 | 1.9 | 3.8 |
| Proposed Haul Route Maynooth - Clane | SB | 9500 | 9600 | 2.3 | 2.2 | 2.3 | 10.4 | 1.8 | 6.1 |
| Proposed Haul Route Maynooth - Clane | SB | 9600 | 9700 | 1.9 | 2.1 | 2.0 | 6.7 | 2.8 | 4.8 |
| Proposed Haul Route Maynooth - Clane | SB | 9700 | 9800 | 2.2 | 2.2 | 2.2 | 5.9 | 2.6 | 4.3 |
| Proposed Haul Route Maynooth - Clane | SB | 9800 | 9900 | 2.4 | 2.9 | 2.7 | 5.3 | 5.2 | 5.2 |
| Proposed Haul Route Maynooth - Clane | SB | 9900 | 10000 | 2.2 | 3.0 | 2.6 | 7.5 | 3.0 | 5.2 |
| Proposed Haul Route Maynooth - Clane | SB | 10000 | 10100 | 2.1 | 2.2 | 2.1 | 5.8 | 4.3 | 5.0 |
| Proposed Haul Route Maynooth - Clane | SB | 10100 | 10200 | 3.0 | 2.2 | 2.6 | 3.9 | 3.5 | 3.7 |
| Proposed Haul Route Maynooth - Clane | SB | 10200 | 10300 | 2.8 | 1.6 | 2.2 | 1.6 | 1.5 | 1.5 |
| Proposed Haul Route Maynooth - Clane | SB | 10300 | 10400 | 2.0 | 1.7 | 1.8 | 3.4 | 1.4 | 2.4 |
| Proposed Haul Route Maynooth - Clane | SB | 10400 | 10500 | 2.2 | 1.7 | 1.9 | 3.4 | 1.5 | 2.4 |
| Proposed Haul Route Maynooth - Clane | SB | 10500 | 10600 | 1.8 | 1.8 | 1.8 | 2.8 | 1.6 | 2.2 |
| Proposed Haul Route Maynooth - Clane | SB | 10600 | 10700 | 2.2 | 1.8 | 2.0 | 4.2 | 1.6 | 2.9 |
| Proposed Haul Route Maynooth - Clane | SB | 10700 | 10800 | 1.9 | 1.7 | 1.8 | 4.5 | 1.6 | 3.0 |
| Proposed Haul Route Maynooth - Clane | SB | 10800 | 10900 | 3.3 | 1.7 | 2.5 | 5.6 | 1.5 | 3.5 |
| Proposed Haul Route Maynooth - Clane | SB | 10900 | 11000 | 3.7 | 1.5 | 2.6 | 3.5 | 2.0 | 2.8 |
| Proposed Haul Route Maynooth - Clane | SB | 11000 | 11100 | 4.6 | 3.2 | 3.9 | 4.6 | 1.6 | 3.1 |
| Proposed Haul Route Maynooth - Clane | SB | 11100 | 11200 | 4.4 | 5.7 | 5.0 | 2.7 | 1.3 | 2.0 |
| Proposed Haul Route Maynooth - Clane | SB | 11200 | 11300 | 3.2 | 4.0 | 3.6 | 6.7 | 1.5 | 4.1 |
| Proposed Haul Route Maynooth - Clane | SB | 11300 | 11400 | 2.8 | 2.5 | 2.6 | 3.6 | 1.9 | 2.7 |
| Proposed Haul Route Maynooth - Clane | SB | 11400 | 11500 | 3.6 | 3.4 | 3.5 | 3.2 | 2.1 | 2.6 |
| Proposed Haul Route Maynooth - Clane | SB | 11500 | 11600 | 6.0 | 5.1 | 5.6 | 5.4 | 1.2 | 3.3 |
| Proposed Haul Route Maynooth - Clane | SB | 11600 | 11700 | 3.4 | 3.2 | 3.3 | 3.6 | 1.3 | 2.5 |
| Proposed Haul Route Maynooth - Clane | SB | 11700 | 11800 | 6.7 | 5.1 | 5.9 | 2.6 | 1.3 | 2.0 |
| Proposed Haul Route Maynooth - Clane | SB | 11800 | 11900 | 4.0 | 3.9 | 4.0 | 5.2 | 1.5 | 3.4 |
| Proposed Haul Route Maynooth - Clane | SB | 11900 | 12000 | 5.9 | 2.6 | 4.2 | 8.7 | 1.5 | 5.1 |
| Proposed Haul Route Maynooth - Clane | SB | 12000 | 12100 | 4.7 | 3.7 | 4.2 | 4.7 | 1.6 | 3.2 |
| Proposed Haul Route Maynooth - Clane | SB | 12100 | 12130 | 8.2 | 5.1 | 6.7 | 6.6 | 1.4 | 4.0 |
| Haul Route No. 1 Section C-D | EB | 0 | 100 | 4.9 | 3.8 | 4.3 | 4.0 | 1.2 | 2.6 |
| Haul Route No. 1 Section C-D | EB | 100 | 200 | 4.6 | 4.0 | 4.3 | 3.5 | 1.5 | 2.5 |
| Haul Route No. 1 Section C-D | EB | 200 | 300 | 2.8 | 3.6 | 3.2 | 2.4 | 1.7 | 2.0 |
| Haul Route No. 1 Section C-D | EB | 300 | 400 | 6.7 | 6.8 | 6.8 | 2.8 | 1.5 | 2.1 |
| Haul Route No. 1 Section C-D | EB | 400 | 500 | 6.7 | 7.2 | 7.0 | 4.8 | 2.4 | 3.6 |
| Haul Route No. 1 Section C-D | EB | 500 | 600 | 8.6 | 9.4 | 9.0 | 7.1 | 3.2 | 5.1 |
| Haul Route No. 1 Section C-D | EB | 600 | 700 | 7.3 | 8.2 | 7.8 | 9.8 | 3.6 | 6.7 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | EB | 700 | 800 | 10.2 | 11.3 | 10.8 | 7.1 | 2.7 | 4.9 |
| Haul Route No. 1 Section C-D | EB | 800 | 900 | 2.9 | 3.3 | 3.1 | 5.9 | 2.1 | 4.0 |
| Haul Route No. 1 Section C-D | EB | 900 | 1000 | 2.5 | 3.0 | 2.7 | 2.3 | 1.8 | 2.1 |
| Haul Route No. 1 Section C-D | EB | 1000 | 1100 | 4.7 | 2.6 | 3.7 | 8.1 | 1.6 | 4.8 |
| Haul Route No. 1 Section C-D | EB | 1100 | 1200 | 3.4 | 2.2 | 2.8 | 3.3 | 1.2 | 2.2 |
| Haul Route No. 1 Section C-D | EB | 1200 | 1300 | 2.4 | 2.3 | 2.4 | 4.2 | 1.4 | 2.8 |
| Haul Route No. 1 Section C-D | EB | 1300 | 1400 | 2.6 | 2.8 | 2.7 | 10.5 | 1.5 | 6.0 |
| Haul Route No. 1 Section C-D | EB | 1400 | 1500 | 2.8 | 2.1 | 2.5 | 2.6 | 1.7 | 2.2 |
| Haul Route No. 1 Section C-D | EB | 1500 | 1600 | 2.3 | 2.2 | 2.3 | 3.7 | 1.8 | 2.8 |
| Haul Route No. 1 Section C-D | EB | 1600 | 1700 | 2.0 | 2.2 | 2.1 | 3.1 | 2.2 | 2.7 |
| Haul Route No. 1 Section C-D | EB | 1700 | 1800 | 1.7 | 2.1 | 1.9 | 2.7 | 2.5 | 2.6 |
| Haul Route No. 1 Section C-D | EB | 1800 | 1900 | 3.0 | 3.2 | 3.1 | 3.9 | 1.4 | 2.6 |
| Haul Route No. 1 Section C-D | EB | 1900 | 2000 | 3.1 | 3.9 | 3.5 | 1.4 | 1.4 | 1.4 |
| Haul Route No. 1 Section C-D | EB | 2000 | 2100 | 4.3 | 3.2 | 3.7 | 6.8 | 2.1 | 4.4 |
| Haul Route No. 1 Section C-D | EB | 2100 | 2200 | 2.5 | 1.8 | 2.1 | 6.1 | 2.3 | 4.2 |
| Haul Route No. 1 Section C-D | EB | 2200 | 2300 | 2.6 | 3.1 | 2.9 | 6.7 | 3.9 | 5.3 |
| Haul Route No. 1 Section C-D | EB | 2300 | 2400 | 2.2 | 2.6 | 2.4 | 4.5 | 4.0 | 4.3 |
| Haul Route No. 1 Section C-D | EB | 2400 | 2500 | 2.2 | 2.1 | 2.1 | 4.1 | 3.5 | 3.8 |
| Haul Route No. 1 Section C-D | EB | 2500 | 2600 | 2.0 | 2.4 | 2.2 | 3.8 | 3.2 | 3.5 |
| Haul Route No. 1 Section C-D | EB | 2600 | 2700 | 2.5 | 2.0 | 2.3 | 4.3 | 1.8 | 3.0 |
| Haul Route No. 1 Section C-D | EB | 2700 | 2800 | 1.8 | 1.6 | 1.7 | 3.7 | 1.9 | 2.8 |
| Haul Route No. 1 Section C-D | EB | 2800 | 2900 | 2.6 | 2.3 | 2.5 | 4.5 | 1.9 | 3.2 |
| Haul Route No. 1 Section C-D | EB | 2900 | 3000 | 3.2 | 2.5 | 2.8 | 8.4 | 2.0 | 5.2 |
| Haul Route No. 1 Section C-D | EB | 3000 | 3100 | 1.9 | 2.2 | 2.0 | 5.1 | 1.6 | 3.3 |
| Haul Route No. 1 Section C-D | EB | 3100 | 3200 | 2.6 | 2.0 | 2.3 | 8.3 | 2.8 | 5.6 |
| Haul Route No. 1 Section C-D | EB | 3200 | 3300 | 2.1 | 2.2 | 2.2 | 5.3 | 1.7 | 3.5 |
| Haul Route No. 1 Section C-D | EB | 3300 | 3400 | 3.5 | 2.6 | 3.0 | 9.3 | 1.8 | 5.6 |
| Haul Route No. 1 Section C-D | EB | 3400 | 3500 | 1.8 | 2.3 | 2.0 | 2.6 | 2.4 | 2.5 |
| Haul Route No. 1 Section C-D | EB | 3500 | 3600 | 2.9 | 2.8 | 2.8 | 6.6 | 2.7 | 4.7 |
| Haul Route No. 1 Section C-D | EB | 3600 | 3700 | 2.3 | 1.8 | 2.0 | 4.9 | 3.9 | 4.4 |
| Haul Route No. 1 Section C-D | EB | 3700 | 3800 | 4.0 | 3.9 | 4.0 | 3.7 | 3.0 | 3.4 |
| Haul Route No. 1 Section C-D | EB | 3800 | 3900 | 3.2 | 2.4 | 2.8 | 5.6 | 2.4 | 4.0 |
| Haul Route No. 1 Section C-D | EB | 3900 | 4000 | 2.1 | 2.2 | 2.2 | 3.1 | 2.4 | 2.8 |
| Haul Route No. 1 Section C-D | EB | 4000 | 4100 | 2.3 | 2.1 | 2.2 | 3.6 | 2.5 | 3.0 |
| Haul Route No. 1 Section C-D | EB | 4100 | 4200 | 1.7 | 1.6 | 1.6 | 3.4 | 2.4 | 2.9 |
| Haul Route No. 1 Section C-D | EB | 4200 | 4300 | 3.1 | 3.0 | 3.1 | 3.6 | 2.1 | 2.9 |
| Haul Route No. 1 Section C-D | EB | 4300 | 4400 | 3.9 | 5.5 | 4.7 | 4.2 | 5.1 | 4.7 |
| Haul Route No. 1 Section C-D | EB | 4400 | 4500 | 3.1 | 4.5 | 3.8 | 4.3 | 3.8 | 4.1 |
| Haul Route No. 1 Section C-D | EB | 4500 | 4600 | 4.4 | 3.8 | 4.1 | 4.6 | 3.3 | 4.0 |
| Haul Route No. 1 Section C-D | EB | 4600 | 4700 | 3.3 | 3.1 | 3.2 | 3.1 | 1.7 | 2.4 |
| Haul Route No. 1 Section C-D | EB | 4700 | 4800 | 4.6 | 4.1 | 4.3 | 4.8 | 2.5 | 3.6 |
| Haul Route No. 1 Section C-D | EB | 4800 | 4900 | 3.7 | 4.5 | 4.1 | 7.5 | 1.7 | 4.6 |
| Haul Route No. 1 Section C-D | EB | 4900 | 5000 | 4.4 | 3.8 | 4.1 | 3.1 | 1.7 | 2.4 |
| Haul Route No. 1 Section C-D | EB | 5000 | 5100 | 3.5 | 2.2 | 2.8 | 4.5 | 1.7 | 3.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | EB | 5100 | 5200 | 1.7 | 1.7 | 1.7 | 3.1 | 1.4 | 2.3 |
| Haul Route No. 1 Section C-D | EB | 5200 | 5300 | 3.4 | 2.1 | 2.8 | 5.4 | 1.3 | 3.3 |
| Haul Route No. 1 Section C-D | EB | 5300 | 5400 | 4.6 | 3.7 | 4.1 | 5.3 | 1.6 | 3.4 |
| Haul Route No. 1 Section C-D | EB | 5400 | 5500 | 5.1 | 5.2 | 5.2 | 6.0 | 4.6 | 5.3 |
| Haul Route No. 1 Section C-D | EB | 5500 | 5600 | 3.6 | 3.0 | 3.3 | 3.8 | 1.5 | 2.7 |
| Haul Route No. 1 Section C-D | EB | 5600 | 5700 | 2.6 | 2.3 | 2.5 | 1.5 | 2.4 | 2.0 |
| Haul Route No. 1 Section C-D | EB | 5700 | 5800 | 2.6 | 2.0 | 2.3 | 3.3 | 1.4 | 2.3 |
| Haul Route No. 1 Section C-D | EB | 5800 | 5900 | 4.0 | 1.8 | 2.9 | 7.4 | 1.5 | 4.5 |
| Haul Route No. 1 Section C-D | EB | 5900 | 6000 | 3.1 | 2.4 | 2.8 | 2.9 | 5.5 | 4.2 |
| Haul Route No. 1 Section C-D | EB | 6000 | 6100 | 3.2 | 2.7 | 2.9 | 3.4 | 2.6 | 3.0 |
| Haul Route No. 1 Section C-D | EB | 6100 | 6200 | 3.1 | 1.8 | 2.4 | 5.8 | 1.5 | 3.7 |
| Haul Route No. 1 Section C-D | EB | 6200 | 6300 | 3.1 | 2.0 | 2.5 | 2.4 | 1.4 | 1.9 |
| Haul Route No. 1 Section C-D | EB | 6300 | 6400 | 3.2 | 1.8 | 2.5 | 3.2 | 1.9 | 2.5 |
| Haul Route No. 1 Section C-D | EB | 6400 | 6500 | 2.1 | 2.1 | 2.1 | 4.3 | 3.7 | 4.0 |
| Haul Route No. 1 Section C-D | EB | 6500 | 6600 | 2.0 | 1.9 | 2.0 | 3.0 | 5.3 | 4.1 |
| Haul Route No. 1 Section C-D | EB | 6600 | 6700 | 2.6 | 2.9 | 2.8 | 3.0 | 1.5 | 2.3 |
| Haul Route No. 1 Section C-D | EB | 6700 | 6800 | 3.4 | 2.8 | 3.2 | 1.1 | 1.2 | 1.1 |
| Haul Route No. 1 Section C-D | EB | 6800 | 6900 | 2.7 | 2.5 | 2.6 | 2.3 | 1.5 | 1.9 |
| Haul Route No. 1 Section C-D | EB | 6900 | 7000 | 4.2 | 4.2 | 4.2 | 3.8 | 1.4 | 2.6 |
| Haul Route No. 1 Section C-D | EB | 7000 | 7100 | 3.3 | 1.6 | 2.4 | 7.9 | 1.5 | 4.7 |
| Haul Route No. 1 Section C-D | EB | 7100 | 7200 | 2.2 | 1.8 | 2.0 | 3.3 | 4.2 | 3.8 |
| Haul Route No. 1 Section C-D | EB | 7200 | 7300 | 1.7 | 1.4 | 1.5 | 3.1 | 2.3 | 2.7 |
| Haul Route No. 1 Section C-D | EB | 7300 | 7400 | 3.5 | 2.5 | 3.0 | 4.3 | 4.7 | 4.5 |
| Haul Route No. 1 Section C-D | EB | 7400 | 7500 | 2.8 | 3.6 | 3.2 | 3.6 | 5.2 | 4.4 |
| Haul Route No. 1 Section C-D | EB | 7500 | 7600 | 3.3 | 3.2 | 3.2 | 2.9 | 1.7 | 2.3 |
| Haul Route No. 1 Section C-D | EB | 7600 | 7700 | 3.3 | 3.4 | 3.3 | 5.3 | 1.5 | 3.4 |
| Haul Route No. 1 Section C-D | EB | 7700 | 7800 | 3.6 | 2.7 | 3.2 | 6.1 | 2.4 | 4.3 |
| Haul Route No. 1 Section C-D | EB | 7800 | 7900 | 4.1 | 3.5 | 3.8 | 2.8 | 2.4 | 2.6 |
| Haul Route No. 1 Section C-D | EB | 7900 | 8000 | 2.7 | 3.2 | 2.9 | 1.4 | 4.4 | 2.9 |
| Haul Route No. 1 Section C-D | EB | 8000 | 8100 | 2.6 | 2.7 | 2.7 | 3.5 | 4.7 | 4.1 |
| Haul Route No. 1 Section C-D | EB | 8100 | 8200 | 2.4 | 1.9 | 2.1 | 3.5 | 5.7 | 4.6 |
| Haul Route No. 1 Section C-D | EB | 8200 | 8300 | 2.6 | 3.3 | 2.9 | 7.9 | 4.4 | 6.2 |
| Haul Route No. 1 Section C-D | EB | 8300 | 8400 | 5.1 | 5.1 | 5.1 | 5.9 | 4.4 | 5.2 |
| Haul Route No. 1 Section C-D | EB | 8400 | 8500 | 2.8 | 2.2 | 2.5 | 3.4 | 3.9 | 3.7 |
| Haul Route No. 1 Section C-D | EB | 8500 | 8600 | 6.1 | 2.5 | 4.3 | 11.0 | 6.5 | 8.8 |
| Haul Route No. 1 Section C-D | EB | 8600 | 8700 | 6.6 | 2.4 | 4.5 | 10.1 | 4.4 | 7.3 |
| Haul Route No. 1 Section C-D | EB | 8700 | 8800 | 2.6 | 2.8 | 2.7 | 4.3 | 2.5 | 3.4 |
| Haul Route No. 1 Section C-D | EB | 8800 | 8900 | 4.7 | 4.9 | 4.8 | 3.3 | 1.2 | 2.2 |
| Haul Route No. 1 Section C-D | EB | 8900 | 9000 | 3.8 | 4.8 | 4.3 | 6.1 | 1.9 | 4.0 |
| Haul Route No. 1 Section C-D | EB | 9000 | 9100 | 5.3 | 4.3 | 4.8 | 10.9 | 1.2 | 6.0 |
| Haul Route No. 1 Section C-D | EB | 9100 | 9200 | 3.8 | 4.4 | 4.1 | 7.6 | 1.7 | 4.7 |
| Haul Route No. 1 Section C-D | EB | 9200 | 9300 | 6.2 | 7.1 | 6.6 | 2.4 | 3.1 | 2.8 |
| Haul Route No. 1 Section C-D | EB | 9300 | 9400 | 4.5 | 4.4 | 4.5 | 2.4 | 1.5 | 2.0 |
| Haul Route No. 1 Section C-D | EB | 9400 | 9500 | 3.6 | 4.1 | 3.9 | 3.1 | 1.6 | 2.3 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | EB | 9500 | 9600 | 2.9 | 3.7 | 3.3 | 2.1 | 2.0 | 2.1 |
| Haul Route No. 1 Section C-D | EB | 9600 | 9700 | 2.6 | 3.0 | 2.8 | 1.6 | 2.0 | 1.8 |
| Haul Route No. 1 Section C-D | EB | 9700 | 9800 | 2.9 | 3.4 | 3.2 | 2.2 | 2.8 | 2.5 |
| Haul Route No. 1 Section C-D | EB | 9800 | 9900 | 2.0 | 3.2 | 2.6 | 2.1 | 1.8 | 2.0 |
| Haul Route No. 1 Section C-D | EB | 9900 | 10000 | 2.3 | 3.1 | 2.7 | 2.4 | 2.9 | 2.7 |
| Haul Route No. 1 Section C-D | EB | 10000 | 10100 | 2.9 | 3.4 | 3.2 | 2.6 | 2.1 | 2.3 |
| Haul Route No. 1 Section C-D | EB | 10100 | 10200 | 2.0 | 3.2 | 2.6 | 2.4 | 1.6 | 2.0 |
| Haul Route No. 1 Section C-D | EB | 10200 | 10300 | 2.7 | 3.4 | 3.1 | 1.9 | 2.4 | 2.2 |
| Haul Route No. 1 Section C-D | EB | 10300 | 10400 | 2.7 | 3.6 | 3.1 | 1.7 | 1.9 | 1.8 |
| Haul Route No. 1 Section C-D | EB | 10400 | 10500 | 2.5 | 2.8 | 2.7 | 1.6 | 1.1 | 1.3 |
| Haul Route No. 1 Section C-D | EB | 10500 | 10600 | 1.8 | 4.4 | 3.1 | 3.0 | 4.5 | 3.8 |
| Haul Route No. 1 Section C-D | EB | 10600 | 10700 | 3.1 | 3.4 | 3.2 | 2.9 | 2.6 | 2.8 |
| Haul Route No. 1 Section C-D | EB | 10700 | 10800 | 2.0 | 3.1 | 2.6 | 1.7 | 1.7 | 1.7 |
| Haul Route No. 1 Section C-D | EB | 10800 | 10900 | 2.4 | 3.5 | 2.9 | 2.2 | 2.1 | 2.2 |
| Haul Route No. 1 Section C-D | EB | 10900 | 11000 | 1.6 | 2.0 | 1.8 | 1.7 | 2.1 | 1.9 |
| Haul Route No. 1 Section C-D | EB | 11000 | 11100 | 2.3 | 3.3 | 2.8 | 2.3 | 4.1 | 3.2 |
| Haul Route No. 1 Section C-D | EB | 11100 | 11200 | 3.0 | 4.3 | 3.6 | 2.8 | 2.3 | 2.6 |
| Haul Route No. 1 Section C-D | EB | 11200 | 11300 | 2.5 | 2.8 | 2.6 | 4.4 | 5.2 | 4.8 |
| Haul Route No. 1 Section C-D | EB | 11300 | 11400 | 2.9 | 2.4 | 2.7 | 3.6 | 1.6 | 2.6 |
| Haul Route No. 1 Section C-D | EB | 11400 | 11500 | 3.8 | 2.5 | 3.1 | 2.9 | 2.0 | 2.4 |
| Haul Route No. 1 Section C-D | EB | 11500 | 11600 | 6.0 | 5.2 | 5.6 | 5.3 | 1.8 | 3.6 |
| Haul Route No. 1 Section C-D | EB | 11600 | 11700 | 6.5 | 5.7 | 6.1 | 2.7 | 2.3 | 2.5 |
| Haul Route No. 1 Section C-D | EB | 11700 | 11800 | 6.6 | 6.7 | 6.6 | 6.3 | 3.5 | 4.9 |
| Haul Route No. 1 Section C-D | EB | 11800 | 11900 | 8.1 | 8.4 | 8.3 | 7.1 | 4.3 | 5.7 |
| Haul Route No. 1 Section C-D | EB | 11900 | 12000 | 3.3 | 2.5 | 2.9 | 10.3 | 2.9 | 6.6 |
| Haul Route No. 1 Section C-D | EB | 12000 | 12100 | 5.3 | 2.8 | 4.1 | 12.8 | 1.4 | 7.1 |
| Haul Route No. 1 Section C-D | EB | 12100 | 12200 | 3.0 | 4.2 | 3.6 | 2.6 | 3.3 | 2.9 |
| Haul Route No. 1 Section C-D | EB | 12200 | 12300 | 3.6 | 3.7 | 3.6 | 8.0 | 1.3 | 4.7 |
| Haul Route No. 1 Section C-D | EB | 12300 | 12400 | 2.7 | 3.5 | 3.1 | 6.4 | 3.4 | 4.9 |
| Haul Route No. 1 Section C-D | EB | 12400 | 12500 | 3.8 | 3.4 | 3.6 | 5.1 | 2.2 | 3.6 |
| Haul Route No. 1 Section C-D | EB | 12500 | 12600 | 3.2 | 4.4 | 3.8 | 4.4 | 2.9 | 3.6 |
| Haul Route No. 1 Section C-D | EB | 12600 | 12700 | 3.0 | 3.4 | 3.2 | 3.6 | 6.8 | 5.2 |
| Haul Route No. 1 Section C-D | EB | 12700 | 12800 | 3.8 | 2.9 | 3.3 | 4.1 | 6.9 | 5.5 |
| Haul Route No. 1 Section C-D | EB | 12800 | 12900 | 4.9 | 4.7 | 4.8 | 2.4 | 3.9 | 3.2 |
| Haul Route No. 1 Section C-D | EB | 12900 | 13000 | 2.7 | 2.3 | 2.5 | 3.6 | 3.0 | 3.3 |
| Haul Route No. 1 Section C-D | EB | 13000 | 13100 | 3.7 | 2.4 | 3.0 | 9.0 | 2.1 | 5.5 |
| Haul Route No. 1 Section C-D | EB | 13100 | 13200 | 2.9 | 2.3 | 2.6 | 5.8 | 2.7 | 4.3 |
| Haul Route No. 1 Section C-D | EB | 13200 | 13300 | 3.2 | 2.1 | 2.7 | 16.9 | 1.4 | 9.1 |
| Haul Route No. 1 Section C-D | EB | 13300 | 13400 | 2.5 | 2.2 | 2.3 | 4.6 | 3.0 | 3.8 |
| Haul Route No. 1 Section C-D | EB | 13400 | 13500 | 2.7 | 1.8 | 2.2 | 5.7 | 1.6 | 3.6 |
| Haul Route No. 1 Section C-D | EB | 13500 | 13600 | 3.1 | 2.5 | 2.8 | 4.4 | 11.2 | 7.8 |
| Haul Route No. 1 Section C-D | EB | 13600 | 13700 | 2.5 | 2.6 | 2.5 | 2.8 | 11.8 | 7.3 |
| Haul Route No. 1 Section C-D | EB | 13700 | 13800 | 2.8 | 3.4 | 3.1 | 12.4 | 3.4 | 7.9 |
| Haul Route No. 1 Section C-D | EB | 13800 | 13900 | 2.9 | 3.8 | 3.4 | 4.3 | 12.9 | 8.6 |
| Haul Route No. 1 Section C-D | EB | 13900 | 14000 | 2.2 | 2.2 | 2.2 | 6.3 | 5.3 | 5.8 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | EB | 14000 | 14100 | 2.5 | 2.3 | 2.4 | 5.5 | 7.7 | 6.6 |
| Haul Route No. 1 Section C-D | EB | 14100 | 14200 | 2.0 | 2.8 | 2.4 | 1.5 | 2.5 | 2.0 |
| Haul Route No. 1 Section C-D | EB | 14200 | 14300 | 2.9 | 2.8 | 2.9 | 5.8 | 1.3 | 3.5 |
| Haul Route No. 1 Section C-D | EB | 14300 | 14400 | 3.2 | 4.1 | 3.7 | 2.6 | 2.1 | 2.4 |
| Haul Route No. 1 Section C-D | EB | 14400 | 14500 | 3.0 | 2.2 | 2.6 | 6.8 | 1.3 | 4.0 |
| Haul Route No. 1 Section C-D | EB | 14500 | 14600 | 2.1 | 2.7 | 2.4 | 3.0 | 1.5 | 2.2 |
| Haul Route No. 1 Section C-D | EB | 14600 | 14700 | 3.7 | 4.2 | 3.9 | 3.3 | 2.2 | 2.8 |
| Haul Route No. 1 Section C-D | EB | 14700 | 14800 | 3.3 | 4.4 | 3.8 | 1.8 | 4.1 | 3.0 |
| Haul Route No. 1 Section C-D | EB | 14800 | 14900 | 2.9 | 3.5 | 3.2 | 2.8 | 2.1 | 2.5 |
| Haul Route No. 1 Section C-D | EB | 14900 | 15000 | 2.9 | 3.2 | 3.0 | 3.4 | 1.3 | 2.3 |
| Haul Route No. 1 Section C-D | EB | 15000 | 15100 | 3.3 | 5.0 | 4.1 | 1.5 | 3.6 | 2.6 |
| Haul Route No. 1 Section C-D | EB | 15100 | 15200 | 3.1 | 4.3 | 3.7 | 1.5 | 1.2 | 1.4 |
| Haul Route No. 1 Section C-D | EB | 15200 | 15300 | 2.7 | 2.4 | 2.5 | 1.5 | 1.7 | 1.6 |
| Haul Route No. 1 Section C-D | EB | 15300 | 15400 | 2.3 | 2.6 | 2.4 | 1.8 | 1.4 | 1.6 |
| Haul Route No. 1 Section C-D | EB | 15400 | 15500 | 2.4 | 2.1 | 2.3 | 4.0 | 1.1 | 2.5 |
| Haul Route No. 1 Section C-D | EB | 15500 | 15550 | 2.6 | 2.8 | 2.7 | 1.4 | 1.4 | 1.4 |
| | | | | | | | | | |
| Haul Route No. 1 Section C-D | WB | 0 | 100 | 2.9 | 2.9 | 2.9 | 1.8 | 2.6 | 2.2 |
| Haul Route No. 1 Section C-D | WB | 100 | 200 | 2.6 | 2.5 | 2.6 | 1.2 | 1.1 | 1.1 |
| Haul Route No. 1 Section C-D | WB | 200 | 300 | 2.8 | 2.5 | 2.7 | 1.4 | 1.1 | 1.3 |
| Haul Route No. 1 Section C-D | WB | 300 | 400 | 2.6 | 3.1 | 2.8 | 1.7 | 1.3 | 1.5 |
| Haul Route No. 1 Section C-D | WB | 400 | 500 | 3.1 | 5.1 | 4.1 | 1.1 | 2.1 | 1.6 |
| Haul Route No. 1 Section C-D | WB | 500 | 600 | 3.3 | 3.4 | 3.3 | 1.2 | 1.6 | 1.4 |
| Haul Route No. 1 Section C-D | WB | 600 | 700 | 3.0 | 3.7 | 3.3 | 1.5 | 1.2 | 1.3 |
| Haul Route No. 1 Section C-D | WB | 700 | 800 | 3.2 | 4.7 | 4.0 | 2.0 | 2.1 | 2.0 |
| Haul Route No. 1 Section C-D | WB | 800 | 900 | 3.4 | 4.2 | 3.8 | 1.4 | 2.5 | 1.9 |
| Haul Route No. 1 Section C-D | WB | 900 | 1000 | 2.6 | 3.4 | 3.0 | 1.4 | 2.9 | 2.1 |
| Haul Route No. 1 Section C-D | WB | 1000 | 1100 | 2.3 | 2.1 | 2.2 | 2.0 | 4.1 | 3.0 |
| Haul Route No. 1 Section C-D | WB | 1100 | 1200 | 2.7 | 2.2 | 2.4 | 1.8 | 2.4 | 2.1 |
| Haul Route No. 1 Section C-D | WB | 1200 | 1300 | 3.1 | 4.2 | 3.6 | 2.0 | 2.9 | 2.4 |
| Haul Route No. 1 Section C-D | WB | 1300 | 1400 | 2.3 | 2.7 | 2.6 | 2.8 | 2.2 | 2.5 |
| Haul Route No. 1 Section C-D | WB | 1400 | 1500 | 3.2 | 2.9 | 3.1 | 6.9 | 1.7 | 4.3 |
| Haul Route No. 1 Section C-D | WB | 1500 | 1600 | 2.2 | 2.2 | 2.2 | 4.6 | 4.2 | 4.4 |
| Haul Route No. 1 Section C-D | WB | 1600 | 1700 | 3.1 | 2.8 | 3.0 | 3.8 | 5.9 | 4.8 |
| Haul Route No. 1 Section C-D | WB | 1700 | 1800 | 3.8 | 2.8 | 3.3 | 11.6 | 4.8 | 8.2 |
| Haul Route No. 1 Section C-D | WB | 1800 | 1900 | 2.8 | 2.8 | 2.8 | 3.3 | 6.5 | 4.9 |
| Haul Route No. 1 Section C-D | WB | 1900 | 2000 | 2.1 | 2.7 | 2.4 | 4.9 | 4.4 | 4.7 |
| Haul Route No. 1 Section C-D | WB | 2000 | 2100 | 2.8 | 2.0 | 2.4 | 3.3 | 3.0 | 3.2 |
| Haul Route No. 1 Section C-D | WB | 2100 | 2200 | 2.3 | 2.3 | 2.3 | 4.5 | 3.6 | 4.1 |
| Haul Route No. 1 Section C-D | WB | 2200 | 2300 | 2.3 | 2.0 | 2.1 | 2.3 | 3.6 | 3.0 |
| Haul Route No. 1 Section C-D | WB | 2300 | 2400 | 2.8 | 2.3 | 2.5 | 5.0 | 4.6 | 4.8 |
| Haul Route No. 1 Section C-D | WB | 2400 | 2500 | 4.2 | 2.5 | 3.3 | 5.3 | 8.4 | 6.8 |
| Haul Route No. 1 Section C-D | WB | 2500 | 2600 | 2.8 | 2.2 | 2.5 | 5.6 | 8.1 | 6.8 |
| Haul Route No. 1 Section C-D | WB | 2600 | 2700 | 5.1 | 3.2 | 4.2 | 6.0 | 1.8 | 3.9 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | WB | 2700 | 2800 | 3.5 | 3.1 | 3.3 | 9.7 | 2.7 | 6.2 |
| Haul Route No. 1 Section C-D | WB | 2800 | 2900 | 2.3 | 3.1 | 2.7 | 3.8 | 2.7 | 3.3 |
| Haul Route No. 1 Section C-D | WB | 2900 | 3000 | 2.7 | 4.4 | 3.5 | 1.5 | 2.9 | 2.2 |
| Haul Route No. 1 Section C-D | WB | 3000 | 3100 | 2.5 | 3.5 | 3.0 | 6.0 | 2.1 | 4.0 |
| Haul Route No. 1 Section C-D | WB | 3100 | 3200 | 3.7 | 2.5 | 3.1 | 10.0 | 1.6 | 5.8 |
| Haul Route No. 1 Section C-D | WB | 3200 | 3300 | 3.9 | 3.1 | 3.5 | 4.6 | 1.7 | 3.2 |
| Haul Route No. 1 Section C-D | WB | 3300 | 3400 | 3.9 | 4.2 | 4.1 | 3.8 | 1.8 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 3400 | 3500 | 4.9 | 4.4 | 4.6 | 3.9 | 2.4 | 3.2 |
| Haul Route No. 1 Section C-D | WB | 3500 | 3600 | 2.9 | 3.1 | 3.0 | 2.8 | 3.0 | 2.9 |
| Haul Route No. 1 Section C-D | WB | 3600 | 3700 | 6.1 | 6.5 | 6.3 | 5.6 | 3.0 | 4.3 |
| Haul Route No. 1 Section C-D | WB | 3700 | 3800 | 6.7 | 6.4 | 6.5 | 5.0 | 2.9 | 3.9 |
| Haul Route No. 1 Section C-D | WB | 3800 | 3900 | 6.0 | 6.1 | 6.0 | 5.8 | 1.6 | 3.7 |
| Haul Route No. 1 Section C-D | WB | 3900 | 4000 | 1.7 | 1.9 | 1.8 | 5.3 | 1.6 | 3.4 |
| Haul Route No. 1 Section C-D | WB | 4000 | 4100 | 5.5 | 5.7 | 5.6 | 4.1 | 2.6 | 3.4 |
| Haul Route No. 1 Section C-D | WB | 4100 | 4200 | 3.3 | 3.9 | 3.6 | 3.3 | 2.2 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 4200 | 4300 | 2.0 | 3.0 | 2.5 | 5.0 | 2.2 | 3.6 |
| Haul Route No. 1 Section C-D | WB | 4300 | 4400 | 3.3 | 3.6 | 3.4 | 4.0 | 1.9 | 2.9 |
| Haul Route No. 1 Section C-D | WB | 4400 | 4500 | 2.4 | 3.7 | 3.1 | 2.0 | 2.4 | 2.2 |
| Haul Route No. 1 Section C-D | WB | 4500 | 4600 | 2.3 | 2.3 | 2.3 | 3.0 | 2.3 | 2.6 |
| Haul Route No. 1 Section C-D | WB | 4600 | 4700 | 2.5 | 4.4 | 3.4 | 2.1 | 2.3 | 2.2 |
| Haul Route No. 1 Section C-D | WB | 4700 | 4800 | 1.8 | 1.9 | 1.8 | 2.7 | 1.6 | 2.2 |
| Haul Route No. 1 Section C-D | WB | 4800 | 4900 | 3.6 | 4.2 | 3.9 | 1.8 | 2.2 | 2.0 |
| Haul Route No. 1 Section C-D | WB | 4900 | 5000 | 2.5 | 2.7 | 2.6 | 1.3 | 2.9 | 2.1 |
| Haul Route No. 1 Section C-D | WB | 5000 | 5100 | 2.4 | 2.7 | 2.5 | 5.0 | 2.1 | 3.5 |
| Haul Route No. 1 Section C-D | WB | 5100 | 5200 | 3.5 | 2.9 | 3.2 | 3.1 | 1.7 | 2.4 |
| Haul Route No. 1 Section C-D | WB | 5200 | 5300 | 3.2 | 3.0 | 3.1 | 2.5 | 1.5 | 2.0 |
| Haul Route No. 1 Section C-D | WB | 5300 | 5400 | 1.9 | 2.5 | 2.2 | 2.4 | 1.4 | 1.9 |
| Haul Route No. 1 Section C-D | WB | 5400 | 5500 | 3.7 | 4.5 | 4.1 | 2.2 | 3.3 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 5500 | 5600 | 2.8 | 3.5 | 3.2 | 2.4 | 2.5 | 2.4 |
| Haul Route No. 1 Section C-D | WB | 5600 | 5700 | 3.7 | 3.8 | 3.8 | 1.9 | 2.1 | 2.0 |
| Haul Route No. 1 Section C-D | WB | 5700 | 5800 | 3.1 | 3.5 | 3.3 | 3.1 | 2.2 | 2.6 |
| Haul Route No. 1 Section C-D | WB | 5800 | 5900 | 2.6 | 3.2 | 2.9 | 1.5 | 2.8 | 2.1 |
| Haul Route No. 1 Section C-D | WB | 5900 | 6000 | 3.0 | 3.7 | 3.4 | 1.1 | 2.0 | 1.6 |
| Haul Route No. 1 Section C-D | WB | 6000 | 6100 | 4.2 | 4.2 | 4.2 | 4.6 | 1.5 | 3.1 |
| Haul Route No. 1 Section C-D | WB | 6100 | 6200 | 4.1 | 3.8 | 4.0 | 2.5 | 1.8 | 2.2 |
| Haul Route No. 1 Section C-D | WB | 6200 | 6300 | 4.1 | 6.3 | 5.2 | 2.1 | 3.7 | 2.9 |
| Haul Route No. 1 Section C-D | WB | 6300 | 6400 | 3.9 | 5.2 | 4.5 | 1.2 | 1.9 | 1.6 |
| Haul Route No. 1 Section C-D | WB | 6400 | 6500 | 4.5 | 3.8 | 4.2 | 3.1 | 1.5 | 2.3 |
| Haul Route No. 1 Section C-D | WB | 6500 | 6600 | 4.6 | 5.4 | 5.0 | 1.9 | 1.9 | 1.9 |
| Haul Route No. 1 Section C-D | WB | 6600 | 6700 | 4.4 | 4.9 | 4.7 | 1.6 | 2.2 | 1.9 |
| Haul Route No. 1 Section C-D | WB | 6700 | 6800 | 2.8 | 3.0 | 2.9 | 2.6 | 2.0 | 2.3 |
| Haul Route No. 1 Section C-D | WB | 6800 | 6900 | 2.8 | 2.4 | 2.6 | 3.7 | 1.9 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 6900 | 7000 | 2.4 | 2.5 | 2.4 | 5.2 | 1.9 | 3.5 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | WB | 7000 | 7100 | 3.3 | 2.3 | 2.8 | 7.9 | 2.6 | 5.2 |
| Haul Route No. 1 Section C-D | WB | 7100 | 7200 | 4.5 | 3.2 | 3.8 | 7.4 | 2.0 | 4.7 |
| Haul Route No. 1 Section C-D | WB | 7200 | 7300 | 4.6 | 4.5 | 4.6 | 10.3 | 1.5 | 5.9 |
| Haul Route No. 1 Section C-D | WB | 7300 | 7400 | 2.9 | 2.6 | 2.7 | 2.2 | 1.3 | 1.8 |
| Haul Route No. 1 Section C-D | WB | 7400 | 7500 | 2.4 | 2.6 | 2.5 | 3.6 | 1.2 | 2.4 |
| Haul Route No. 1 Section C-D | WB | 7500 | 7600 | 4.2 | 4.5 | 4.4 | 2.8 | 1.3 | 2.0 |
| Haul Route No. 1 Section C-D | WB | 7600 | 7700 | 3.2 | 3.7 | 3.5 | 2.9 | 1.8 | 2.3 |
| Haul Route No. 1 Section C-D | WB | 7700 | 7800 | 3.8 | 2.6 | 3.2 | 5.8 | 1.3 | 3.6 |
| Haul Route No. 1 Section C-D | WB | 7800 | 7900 | 2.8 | 3.0 | 2.9 | 1.8 | 2.8 | 2.3 |
| Haul Route No. 1 Section C-D | WB | 7900 | 8000 | 2.9 | 3.6 | 3.2 | 0.9 | 2.1 | 1.5 |
| Haul Route No. 1 Section C-D | WB | 8000 | 8100 | 3.3 | 4.3 | 3.8 | 2.9 | 4.1 | 3.5 |
| Haul Route No. 1 Section C-D | WB | 8100 | 8200 | 2.8 | 2.6 | 2.7 | 2.2 | 3.5 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 8200 | 8300 | 3.4 | 2.4 | 2.9 | 2.2 | 4.8 | 3.5 |
| Haul Route No. 1 Section C-D | WB | 8300 | 8400 | 2.4 | 1.6 | 2.0 | 3.1 | 5.5 | 4.3 |
| Haul Route No. 1 Section C-D | WB | 8400 | 8500 | 3.7 | 2.3 | 3.0 | 6.5 | 3.3 | 4.9 |
| Haul Route No. 1 Section C-D | WB | 8500 | 8600 | 3.5 | 3.6 | 3.6 | 8.2 | 1.4 | 4.8 |
| Haul Route No. 1 Section C-D | WB | 8600 | 8700 | 3.5 | 2.3 | 2.9 | 14.5 | 1.4 | 7.9 |
| Haul Route No. 1 Section C-D | WB | 8700 | 8800 | 5.4 | 3.0 | 4.2 | 12.7 | 1.1 | 6.9 |
| Haul Route No. 1 Section C-D | WB | 8800 | 8900 | 4.3 | 3.2 | 3.7 | 3.9 | 1.4 | 2.6 |
| Haul Route No. 1 Section C-D | WB | 8900 | 9000 | 3.0 | 1.8 | 2.4 | 7.5 | 1.5 | 4.5 |
| Haul Route No. 1 Section C-D | WB | 9000 | 9100 | 2.2 | 2.1 | 2.2 | 1.9 | 3.2 | 2.5 |
| Haul Route No. 1 Section C-D | WB | 9100 | 9200 | 3.8 | 2.4 | 3.1 | 2.0 | 2.0 | 2.0 |
| Haul Route No. 1 Section C-D | WB | 9200 | 9300 | 2.6 | 1.9 | 2.3 | 1.4 | 2.3 | 1.9 |
| Haul Route No. 1 Section C-D | WB | 9300 | 9400 | 2.6 | 2.4 | 2.5 | 2.6 | 3.2 | 2.9 |
| Haul Route No. 1 Section C-D | WB | 9400 | 9500 | 3.4 | 2.5 | 2.9 | 2.2 | 2.8 | 2.5 |
| Haul Route No. 1 Section C-D | WB | 9500 | 9600 | 3.4 | 2.6 | 3.0 | 2.3 | 3.4 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 9600 | 9700 | 3.0 | 2.7 | 2.9 | 1.7 | 2.4 | 2.0 |
| Haul Route No. 1 Section C-D | WB | 9700 | 9800 | 3.8 | 2.2 | 3.0 | 8.6 | 1.9 | 5.3 |
| Haul Route No. 1 Section C-D | WB | 9800 | 9900 | 2.9 | 1.9 | 2.4 | 1.3 | 1.6 | 1.5 |
| Haul Route No. 1 Section C-D | WB | 9900 | 10000 | 3.3 | 2.7 | 3.0 | 2.0 | 3.6 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 10000 | 10100 | 4.6 | 4.5 | 4.6 | 2.8 | 4.0 | 3.4 |
| Haul Route No. 1 Section C-D | WB | 10100 | 10200 | 3.8 | 4.1 | 4.0 | 2.0 | 3.0 | 2.5 |
| Haul Route No. 1 Section C-D | WB | 10200 | 10300 | 2.5 | 2.4 | 2.5 | 3.5 | 2.2 | 2.9 |
| Haul Route No. 1 Section C-D | WB | 10300 | 10400 | 2.2 | 1.9 | 2.0 | 2.6 | 1.9 | 2.3 |
| Haul Route No. 1 Section C-D | WB | 10400 | 10500 | 1.5 | 1.6 | 1.6 | 5.5 | 2.0 | 3.7 |
| Haul Route No. 1 Section C-D | WB | 10500 | 10600 | 3.8 | 3.3 | 3.5 | 6.1 | 1.7 | 3.9 |
| Haul Route No. 1 Section C-D | WB | 10600 | 10700 | 3.6 | 3.7 | 3.7 | 4.3 | 2.1 | 3.2 |
| Haul Route No. 1 Section C-D | WB | 10700 | 10800 | 5.0 | 3.7 | 4.3 | 6.2 | 1.7 | 4.0 |
| Haul Route No. 1 Section C-D | WB | 10800 | 10900 | 3.2 | 3.4 | 3.3 | 4.4 | 2.2 | 3.3 |
| Haul Route No. 1 Section C-D | WB | 10900 | 11000 | 4.3 | 2.7 | 3.5 | 3.8 | 2.2 | 3.0 |
| Haul Route No. 1 Section C-D | WB | 11000 | 11100 | 3.9 | 3.6 | 3.7 | 7.5 | 4.1 | 5.8 |
| Haul Route No. 1 Section C-D | WB | 11100 | 11200 | 5.6 | 5.9 | 5.7 | 6.1 | 2.7 | 4.4 |
| Haul Route No. 1 Section C-D | WB | 11200 | 11300 | 4.5 | 3.3 | 3.9 | 4.1 | 1.8 | 2.9 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|------------------------------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | WB | 11300 | 11400 | 1.7 | 3.8 | 2.7 | 1.4 | 4.0 | 2.7 |
| Haul Route No. 1 Section C-D | WB | 11400 | 11500 | 2.3 | 2.0 | 2.1 | 3.5 | 1.9 | 2.7 |
| Haul Route No. 1 Section C-D | WB | 11500 | 11600 | 1.5 | 2.3 | 1.9 | 1.4 | 3.0 | 2.2 |
| Haul Route No. 1 Section C-D | WB | 11600 | 11700 | 2.1 | 1.7 | 1.9 | 4.4 | 2.0 | 3.2 |
| Haul Route No. 1 Section C-D | WB | 11700 | 11800 | 3.3 | 3.8 | 3.5 | 3.4 | 2.8 | 3.1 |
| Haul Route No. 1 Section C-D | WB | 11800 | 11900 | 3.0 | 3.8 | 3.4 | 4.2 | 3.8 | 4.0 |
| Haul Route No. 1 Section C-D | WB | 11900 | 12000 | 2.7 | 3.3 | 3.0 | 3.0 | 6.0 | 4.5 |
| Haul Route No. 1 Section C-D | WB | 12000 | 12100 | 2.9 | 3.0 | 3.0 | 4.0 | 3.7 | 3.8 |
| Haul Route No. 1 Section C-D | WB | 12100 | 12200 | 2.7 | 2.5 | 2.6 | 5.5 | 2.7 | 4.1 |
| Haul Route No. 1 Section C-D | WB | 12200 | 12300 | 1.6 | 1.8 | 1.7 | 5.3 | 1.2 | 3.3 |
| Haul Route No. 1 Section C-D | WB | 12300 | 12400 | 1.6 | 1.4 | 1.5 | 3.9 | 2.0 | 2.9 |
| Haul Route No. 1 Section C-D | WB | 12400 | 12500 | 2.0 | 1.8 | 1.9 | 5.1 | 2.3 | 3.7 |
| Haul Route No. 1 Section C-D | WB | 12500 | 12600 | 2.3 | 2.3 | 2.3 | 4.1 | 3.2 | 3.7 |
| Haul Route No. 1 Section C-D | WB | 12600 | 12700 | 2.0 | 2.3 | 2.1 | 3.2 | 3.3 | 3.2 |
| Haul Route No. 1 Section C-D | WB | 12700 | 12800 | 2.3 | 2.3 | 2.3 | 3.4 | 3.4 | 3.4 |
| Haul Route No. 1 Section C-D | WB | 12800 | 12900 | 2.0 | 2.1 | 2.0 | 3.9 | 3.5 | 3.7 |
| Haul Route No. 1 Section C-D | WB | 12900 | 13000 | 2.1 | 2.0 | 2.1 | 2.8 | 3.1 | 3.0 |
| Haul Route No. 1 Section C-D | WB | 13000 | 13100 | 2.6 | 1.8 | 2.2 | 3.7 | 3.8 | 3.7 |
| Haul Route No. 1 Section C-D | WB | 13100 | 13200 | 2.3 | 2.1 | 2.2 | 3.5 | 3.2 | 3.4 |
| Haul Route No. 1 Section C-D | WB | 13200 | 13300 | 2.4 | 2.5 | 2.4 | 3.6 | 2.2 | 2.9 |
| Haul Route No. 1 Section C-D | WB | 13300 | 13400 | 1.9 | 2.2 | 2.1 | 4.5 | 5.9 | 5.2 |
| Haul Route No. 1 Section C-D | WB | 13400 | 13500 | 2.8 | 2.7 | 2.8 | 3.8 | 4.5 | 4.1 |
| Haul Route No. 1 Section C-D | WB | 13500 | 13600 | 4.2 | 3.3 | 3.8 | 4.4 | 1.6 | 3.0 |
| Haul Route No. 1 Section C-D | WB | 13600 | 13700 | 3.4 | 4.9 | 4.1 | 3.1 | 2.3 | 2.7 |
| Haul Route No. 1 Section C-D | WB | 13700 | 13800 | 2.1 | 1.7 | 1.9 | 5.4 | 1.7 | 3.6 |
| Haul Route No. 1 Section C-D | WB | 13800 | 13900 | 1.7 | 2.2 | 1.9 | 3.9 | 1.8 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 13900 | 14000 | 1.6 | 1.9 | 1.8 | 3.3 | 2.4 | 2.9 |
| Haul Route No. 1 Section C-D | WB | 14000 | 14100 | 2.2 | 2.2 | 2.2 | 3.4 | 2.2 | 2.8 |
| Haul Route No. 1 Section C-D | WB | 14100 | 14200 | 1.7 | 2.0 | 1.8 | 2.9 | 2.2 | 2.5 |
| Haul Route No. 1 Section C-D | WB | 14200 | 14300 | 1.8 | 2.4 | 2.1 | 2.8 | 2.5 | 2.7 |
| Haul Route No. 1 Section C-D | WB | 14300 | 14400 | 1.8 | 2.2 | 2.0 | 4.0 | 2.4 | 3.2 |
| Haul Route No. 1 Section C-D | WB | 14400 | 14500 | 1.4 | 1.6 | 1.5 | 5.9 | 1.3 | 3.6 |
| Haul Route No. 1 Section C-D | WB | 14500 | 14600 | 3.8 | 3.4 | 3.6 | 2.1 | 1.9 | 2.0 |
| Haul Route No. 1 Section C-D | WB | 14600 | 14700 | 4.4 | 2.5 | 3.4 | 6.7 | 2.0 | 4.3 |
| Haul Route No. 1 Section C-D | WB | 14700 | 14800 | 10.7 | 8.9 | 9.8 | 9.4 | 2.3 | 5.9 |
| Haul Route No. 1 Section C-D | WB | 14800 | 14900 | 5.8 | 8.0 | 6.9 | 3.3 | 4.7 | 4.0 |
| Haul Route No. 1 Section C-D | WB | 14900 | 15000 | 5.6 | 10.7 | 8.1 | 4.2 | 2.0 | 3.1 |
| Haul Route No. 1 Section C-D | WB | 15000 | 15100 | 5.4 | 6.9 | 6.2 | 3.4 | 3.3 | 3.3 |
| Haul Route No. 1 Section C-D | WB | 15100 | 15200 | 8.3 | 7.8 | 8.0 | 3.8 | 2.5 | 3.2 |
| Haul Route No. 1 Section C-D | WB | 15200 | 15300 | 5.8 | 5.6 | 5.7 | 3.4 | 1.8 | 2.6 |
| Haul Route No. 1 Section C-D | WB | 15300 | 15400 | 3.7 | 3.5 | 3.6 | 3.3 | 1.9 | 2.6 |
| Haul Route No. 1 Section C-D | WB | 15400 | 15500 | 5.1 | 4.4 | 4.7 | 7.0 | 1.4 | 4.2 |
| Haul Route No. 1 Section C-D | WB | 15500 | 15550 | 4.6 | 4.2 | 4.4 | 1.7 | 1.6 | 1.6 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kilcock - Prosperous | SB | 0 | 100 | 4.7 | 4.7 | 4.7 | 3.9 | 2.4 | 3.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 100 | 200 | 3.9 | 4.4 | 4.1 | 3.5 | 1.8 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 200 | 300 | 2.4 | 1.8 | 2.1 | 1.3 | 1.6 | 1.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 300 | 400 | 1.8 | 1.7 | 1.7 | 2.0 | 1.7 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 400 | 500 | 2.2 | 2.2 | 2.2 | 1.4 | 1.8 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 500 | 600 | 2.1 | 2.4 | 2.2 | 4.1 | 1.7 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 600 | 700 | 1.8 | 2.0 | 1.9 | 2.6 | 1.6 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 700 | 800 | 1.6 | 2.0 | 1.8 | 2.4 | 1.6 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 800 | 900 | 2.8 | 3.1 | 3.0 | 8.4 | 1.3 | 4.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 900 | 1000 | 2.7 | 3.1 | 2.9 | 2.6 | 2.8 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1000 | 1100 | 2.9 | 2.9 | 2.9 | 1.7 | 1.5 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1100 | 1200 | 2.1 | 2.3 | 2.3 | 9.0 | 1.1 | 5.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1200 | 1300 | 2.6 | 3.1 | 2.9 | 4.8 | 1.4 | 3.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1300 | 1400 | 2.1 | 2.4 | 2.3 | 2.2 | 1.7 | 1.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1400 | 1500 | 2.1 | 1.5 | 1.8 | 7.0 | 1.2 | 4.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1500 | 1600 | 2.5 | 2.1 | 2.3 | 3.3 | 1.5 | 2.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1600 | 1700 | 2.3 | 2.4 | 2.4 | 2.5 | 1.5 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1700 | 1800 | 2.5 | 1.9 | 2.2 | 4.2 | 1.6 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1800 | 1900 | 2.1 | 2.2 | 2.2 | 2.4 | 2.0 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1900 | 2000 | 2.3 | 2.3 | 2.3 | 2.8 | 1.5 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2000 | 2100 | 3.0 | 2.5 | 2.8 | 2.2 | 1.8 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2100 | 2200 | 2.1 | 2.2 | 2.2 | 2.9 | 1.4 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2200 | 2300 | 2.2 | 2.4 | 2.3 | 3.4 | 1.6 | 2.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2300 | 2400 | 1.6 | 1.9 | 1.7 | 2.5 | 1.7 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2400 | 2500 | 2.0 | 1.9 | 2.0 | 2.4 | 1.5 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2500 | 2600 | 2.0 | 2.0 | 2.0 | 2.0 | 1.7 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2600 | 2700 | 2.2 | 2.4 | 2.3 | 1.6 | 1.9 | 1.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2700 | 2800 | 1.9 | 2.4 | 2.1 | 2.7 | 1.8 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2800 | 2900 | 2.0 | 2.3 | 2.1 | 2.3 | 2.1 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2900 | 3000 | 1.8 | 1.8 | 1.8 | 2.5 | 1.6 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3000 | 3100 | 2.5 | 2.9 | 2.7 | 2.2 | 1.8 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3100 | 3200 | 1.5 | 2.4 | 1.9 | 2.0 | 2.1 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3200 | 3300 | 1.9 | 2.3 | 2.1 | 2.9 | 1.7 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3300 | 3400 | 1.8 | 2.3 | 2.1 | 2.2 | 1.6 | 1.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3400 | 3500 | 2.1 | 1.7 | 1.9 | 3.8 | 1.3 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3500 | 3600 | 2.0 | 1.9 | 2.0 | 6.4 | 1.3 | 3.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3600 | 3700 | 2.0 | 1.9 | 1.9 | 1.9 | 1.6 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3700 | 3800 | 1.6 | 2.0 | 1.8 | 2.0 | 1.7 | 1.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3800 | 3900 | 2.1 | 2.2 | 2.1 | 2.9 | 1.3 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3900 | 4000 | 1.9 | 1.5 | 1.7 | 5.0 | 1.4 | 3.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4000 | 4100 | 1.6 | 1.7 | 1.7 | 2.9 | 2.3 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4100 | 4200 | 2.2 | 1.6 | 1.9 | 4.8 | 1.3 | 3.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4200 | 4300 | 1.8 | 1.6 | 1.7 | 3.3 | 1.8 | 2.5 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kilcock - Prosperous | SB | 4300 | 4400 | 2.0 | 1.9 | 2.0 | 3.3 | 2.1 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4400 | 4500 | 2.2 | 2.1 | 2.2 | 3.1 | 1.7 | 2.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4500 | 4600 | 2.2 | 2.3 | 2.2 | 3.4 | 1.5 | 2.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4600 | 4700 | 2.1 | 2.0 | 2.1 | 3.7 | 1.5 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4700 | 4800 | 2.8 | 2.0 | 2.4 | 4.3 | 1.3 | 2.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4800 | 4900 | 1.8 | 2.0 | 1.9 | 3.1 | 1.6 | 2.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4900 | 5000 | 2.1 | 1.9 | 2.0 | 3.0 | 2.6 | 2.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5000 | 5100 | 2.2 | 2.2 | 2.2 | 3.5 | 2.0 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5100 | 5200 | 2.0 | 1.9 | 2.0 | 2.5 | 2.0 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5200 | 5300 | 2.1 | 1.8 | 2.0 | 2.6 | 1.7 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5300 | 5400 | 1.8 | 2.0 | 1.9 | 3.9 | 2.0 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5400 | 5500 | 2.5 | 1.8 | 2.2 | 5.2 | 1.6 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5500 | 5600 | 2.4 | 2.3 | 2.4 | 2.8 | 1.8 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5600 | 5700 | 2.0 | 2.0 | 2.0 | 3.7 | 1.9 | 2.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5700 | 5800 | 2.6 | 2.9 | 2.7 | 4.7 | 2.2 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5800 | 5900 | 4.1 | 1.6 | 2.8 | 6.0 | 1.8 | 3.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5900 | 6000 | 3.4 | 1.6 | 2.5 | 4.6 | 1.5 | 3.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6000 | 6100 | 2.5 | 2.3 | 2.4 | 5.4 | 1.7 | 3.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6100 | 6200 | 2.7 | 1.8 | 2.2 | 5.2 | 1.8 | 3.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6200 | 6300 | 3.2 | 2.4 | 2.8 | 4.5 | 1.8 | 3.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6300 | 6400 | 2.9 | 2.3 | 2.6 | 7.2 | 2.0 | 4.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6400 | 6500 | 2.5 | 2.9 | 2.7 | 2.5 | 2.3 | 2.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6500 | 6600 | 2.0 | 1.6 | 1.8 | 1.8 | 1.8 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6600 | 6700 | 3.3 | 1.9 | 2.6 | 4.4 | 2.2 | 3.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6700 | 6800 | 2.4 | 2.1 | 2.2 | 1.8 | 1.9 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6800 | 6900 | 2.5 | 2.3 | 2.4 | 1.6 | 2.3 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6900 | 7000 | 1.9 | 1.7 | 1.8 | 3.1 | 1.8 | 2.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7000 | 7100 | 1.6 | 1.7 | 1.7 | 5.6 | 1.7 | 3.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7100 | 7200 | 1.8 | 1.8 | 1.8 | 3.6 | 2.1 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7200 | 7300 | 1.5 | 1.9 | 1.7 | 3.3 | 2.6 | 3.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7300 | 7400 | 1.6 | 1.7 | 1.7 | 3.6 | 2.7 | 3.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7400 | 7500 | 2.3 | 2.6 | 2.5 | 2.3 | 2.3 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7500 | 7600 | 2.1 | 2.2 | 2.2 | 2.3 | 1.4 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7600 | 7700 | 2.2 | 2.2 | 2.2 | 2.2 | 1.6 | 1.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7700 | 7800 | 2.2 | 2.0 | 2.0 | 2.9 | 1.4 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7800 | 7900 | 2.3 | 2.0 | 2.1 | 5.5 | 1.4 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7900 | 8000 | 4.0 | 2.5 | 3.3 | 3.8 | 1.3 | 2.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8000 | 8100 | 3.7 | 2.8 | 3.3 | 5.9 | 1.4 | 3.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8100 | 8200 | 2.5 | 2.0 | 2.2 | 1.2 | 1.4 | 1.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8200 | 8300 | 2.9 | 2.7 | 2.8 | 8.3 | 1.4 | 4.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8300 | 8400 | 2.0 | 2.4 | 2.2 | 1.9 | 1.3 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8400 | 8500 | 2.0 | 1.7 | 1.8 | 1.4 | 1.3 | 1.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8500 | 8600 | 2.1 | 1.9 | 2.0 | 1.7 | 1.4 | 1.6 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kilcock - Prosperous | SB | 8600 | 8700 | 1.7 | 1.7 | 1.7 | 1.8 | 1.4 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8700 | 8800 | 2.3 | 2.4 | 2.3 | 1.7 | 1.5 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8800 | 8900 | 1.9 | 1.9 | 1.9 | 2.5 | 1.5 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8900 | 9000 | 1.7 | 1.7 | 1.7 | 1.5 | 1.4 | 1.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9000 | 9100 | 2.2 | 2.2 | 2.2 | 1.6 | 1.5 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9100 | 9200 | 1.8 | 1.8 | 1.8 | 1.3 | 1.6 | 1.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9200 | 9300 | 1.9 | 2.4 | 2.1 | 2.3 | 1.6 | 1.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9300 | 9400 | 2.6 | 2.7 | 2.7 | 2.0 | 2.0 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9400 | 9500 | 6.6 | 6.8 | 6.7 | 5.4 | 2.8 | 4.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9500 | 9600 | 2.6 | 1.8 | 2.2 | 3.3 | 3.0 | 3.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9600 | 9700 | 3.1 | 2.1 | 2.6 | 9.0 | 1.6 | 5.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9700 | 9800 | 3.5 | 2.3 | 3.0 | 7.6 | 2.1 | 4.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9800 | 9900 | 1.9 | 1.8 | 1.9 | 3.6 | 1.9 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9900 | 10000 | 3.7 | 2.9 | 3.3 | 12.9 | 4.0 | 8.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10000 | 10100 | 3.5 | 3.5 | 3.5 | 15.4 | 3.3 | 9.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10100 | 10200 | 4.2 | 3.3 | 3.7 | 7.2 | 2.3 | 4.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10200 | 10300 | 3.7 | 4.0 | 3.8 | 6.7 | 3.1 | 4.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10300 | 10400 | 4.3 | 4.2 | 4.2 | 6.7 | 2.5 | 4.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10400 | 10500 | 4.8 | 3.4 | 4.1 | 5.7 | 1.5 | 3.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10500 | 10600 | 3.6 | 3.0 | 3.3 | 8.0 | 4.6 | 6.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10600 | 10700 | 3.2 | 2.7 | 2.9 | 14.5 | 1.1 | 7.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10700 | 10800 | 2.4 | 2.3 | 2.3 | 8.9 | 2.6 | 5.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10800 | 10900 | 3.8 | 4.2 | 4.0 | 4.6 | 2.1 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10900 | 11000 | 4.2 | 3.9 | 4.1 | 7.9 | 3.2 | 5.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11000 | 11100 | 4.4 | 2.3 | 3.3 | 9.3 | 1.8 | 5.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11100 | 11200 | 3.9 | 2.8 | 3.3 | 12.3 | 1.7 | 7.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11200 | 11300 | 3.2 | 2.7 | 2.9 | 9.4 | 2.5 | 6.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11300 | 11400 | 5.4 | 4.2 | 4.8 | 9.3 | 2.1 | 5.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11400 | 11500 | 4.8 | 3.6 | 4.1 | 8.3 | 2.9 | 5.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11500 | 11600 | 4.1 | 2.5 | 3.3 | 10.8 | 2.7 | 6.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11600 | 11700 | 4.2 | 2.6 | 3.4 | 17.7 | 1.5 | 9.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11700 | 11800 | 2.5 | 2.3 | 2.4 | 12.8 | 2.8 | 7.8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11800 | 11900 | 3.9 | 2.4 | 3.1 | 4.4 | 3.6 | 4.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11900 | 12000 | 2.5 | 2.5 | 2.5 | 3.2 | 5.0 | 4.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12000 | 12100 | 3.4 | 2.6 | 3.0 | 6.0 | 5.2 | 5.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12100 | 12200 | 3.2 | 2.3 | 2.8 | 7.5 | 3.0 | 5.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12200 | 12300 | 4.6 | 2.3 | 3.4 | 19.0 | 1.3 | 10.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12300 | 12400 | 3.9 | 2.3 | 3.1 | 15.0 | 2.0 | 8.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12400 | 12500 | 3.3 | 2.6 | 2.9 | 2.0 | 4.0 | 3.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12500 | 12600 | 4.4 | 2.4 | 3.4 | 14.6 | 2.2 | 8.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12600 | 12700 | 3.0 | 2.9 | 3.0 | 7.4 | 3.0 | 5.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12700 | 12800 | 4.3 | 3.5 | 3.9 | 7.2 | 3.1 | 5.1 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12800 | 12900 | 4.5 | 2.5 | 3.5 | 14.1 | 1.4 | 7.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12900 | 13000 | 3.2 | 3.4 | 3.3 | 10.5 | 2.7 | 6.6 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kilcock - Prosperous | SB | 13000 | 13100 | 3.2 | 2.4 | 2.8 | 12.3 | 4.2 | 8.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13100 | 13200 | 5.5 | 4.4 | 4.9 | 9.9 | 3.2 | 6.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13200 | 13300 | 3.3 | 3.5 | 3.4 | 5.2 | 4.2 | 4.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13300 | 13400 | 3.0 | 2.5 | 2.7 | 13.2 | 3.8 | 8.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13400 | 13500 | 3.2 | 2.5 | 2.8 | 15.5 | 3.3 | 9.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13500 | 13600 | 3.7 | 3.2 | 3.4 | 10.6 | 3.3 | 6.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13600 | 13700 | 3.1 | 2.3 | 2.7 | 4.4 | 2.4 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13700 | 13800 | 1.8 | 2.1 | 1.9 | 4.0 | 1.3 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13800 | 13900 | 1.6 | 1.9 | 1.7 | 2.8 | 1.2 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13900 | 14000 | 1.6 | 1.7 | 1.6 | 1.5 | 1.6 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14000 | 14100 | 1.5 | 1.5 | 1.5 | 1.3 | 1.7 | 1.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14100 | 14200 | 1.8 | 1.7 | 1.7 | 6.2 | 1.2 | 3.7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14200 | 14300 | 3.0 | 2.9 | 2.9 | 5.0 | 2.0 | 3.5 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14300 | 14400 | 3.0 | 2.8 | 2.9 | 4.5 | 1.6 | 3.0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14400 | 14500 | 4.5 | 5.1 | 4.8 | 4.3 | 1.5 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14500 | 14600 | 11.2 | 11.3 | 11.3 | 4.4 | 2.2 | 3.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14600 | 14700 | 2.2 | 2.1 | 2.2 | 2.5 | 2.0 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14700 | 14800 | 3.0 | 2.7 | 2.9 | 3.8 | 2.8 | 3.3 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14800 | 14900 | 3.6 | 3.9 | 3.8 | 4.6 | 2.3 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14900 | 14910 | 8.8 | 7.0 | 7.9 | 1.9 | 2.0 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 0 | 100 | 8.1 | 7.9 | 8.0 | 3.3 | 2.5 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 100 | 200 | 1.9 | 2.5 | 2.2 | 1.7 | 2.0 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 200 | 300 | 2.3 | 1.7 | 2.0 | 2.7 | 1.1 | 1.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 300 | 400 | 9.3 | 8.5 | 8.9 | 4.0 | 1.8 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 400 | 500 | 5.4 | 5.5 | 5.4 | 3.3 | 1.9 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 500 | 600 | 4.0 | 2.7 | 3.4 | 3.9 | 1.9 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 600 | 700 | 3.2 | 2.5 | 2.9 | 3.3 | 1.2 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 700 | 800 | 2.1 | 2.0 | 2.1 | 1.1 | 1.2 | 1.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 800 | 900 | 1.6 | 1.2 | 1.4 | 6.7 | 1.4 | 4.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 900 | 1000 | 3.5 | 1.7 | 2.6 | 8.6 | 1.1 | 4.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1000 | 1100 | 2.1 | 2.0 | 2.0 | 4.4 | 1.4 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1100 | 1200 | 1.8 | 2.0 | 1.9 | 2.7 | 1.6 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1200 | 1300 | 2.9 | 2.4 | 2.6 | 4.1 | 3.2 | 3.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1300 | 1400 | 3.6 | 3.3 | 3.5 | 8.2 | 2.9 | 5.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1400 | 1500 | 2.7 | 2.6 | 2.7 | 9.9 | 4.8 | 7.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1500 | 1600 | 2.8 | 2.0 | 2.4 | 14.7 | 5.0 | 9.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1600 | 1700 | 2.4 | 2.2 | 2.3 | 8.2 | 4.8 | 6.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1700 | 1800 | 3.7 | 4.9 | 4.3 | 2.5 | 3.6 | 3.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1800 | 1900 | 2.8 | 2.5 | 2.7 | 3.4 | 1.8 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1900 | 2000 | 3.5 | 3.9 | 3.7 | 7.8 | 3.4 | 5.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2000 | 2100 | 3.0 | 3.0 | 3.0 | 2.3 | 4.5 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2100 | 2200 | 3.6 | 3.4 | 3.5 | 4.3 | 4.4 | 4.4 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kilcock - Prosperous | NB | 2200 | 2300 | 2.7 | 3.2 | 3.0 | 3.2 | 3.3 | 3.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2300 | 2400 | 2.3 | 2.8 | 2.5 | 3.3 | 5.9 | 4.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2400 | 2500 | 2.3 | 2.8 | 2.6 | 7.8 | 4.3 | 6.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2500 | 2600 | 2.8 | 2.5 | 2.6 | 10.8 | 2.5 | 6.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2600 | 2700 | 2.4 | 2.4 | 2.4 | 2.4 | 5.3 | 3.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2700 | 2800 | 3.2 | 3.0 | 3.1 | 3.1 | 4.4 | 3.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2800 | 2900 | 2.5 | 2.5 | 2.5 | 5.9 | 6.6 | 6.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2900 | 3000 | 2.7 | 2.7 | 2.7 | 4.3 | 6.1 | 5.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3000 | 3100 | 2.1 | 2.4 | 2.2 | 3.9 | 5.6 | 4.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3100 | 3200 | 2.7 | 2.9 | 2.8 | 5.0 | 3.6 | 4.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3200 | 3300 | 2.8 | 3.2 | 3.0 | 10.8 | 2.6 | 6.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3300 | 3400 | 4.1 | 4.0 | 4.0 | 11.1 | 3.4 | 7.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3400 | 3500 | 4.5 | 4.8 | 4.6 | 10.5 | 3.7 | 7.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3500 | 3600 | 5.5 | 4.1 | 4.8 | 12.6 | 1.8 | 7.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3600 | 3700 | 4.4 | 3.8 | 4.1 | 7.2 | 2.9 | 5.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3700 | 3800 | 4.9 | 3.3 | 4.1 | 8.6 | 3.3 | 6.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3800 | 3900 | 3.6 | 3.3 | 3.5 | 6.7 | 1.9 | 4.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3900 | 4000 | 3.1 | 4.3 | 3.7 | 8.1 | 2.4 | 5.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4000 | 4100 | 4.5 | 4.6 | 4.6 | 9.2 | 2.1 | 5.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4100 | 4200 | 3.7 | 3.4 | 3.6 | 8.1 | 2.7 | 5.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4200 | 4300 | 3.8 | 2.8 | 3.3 | 12.3 | 1.4 | 6.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4300 | 4400 | 3.1 | 3.1 | 3.1 | 9.5 | 2.2 | 5.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4400 | 4500 | 3.4 | 4.4 | 3.9 | 2.4 | 2.4 | 2.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4500 | 4600 | 5.3 | 5.3 | 5.3 | 3.6 | 3.0 | 3.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4600 | 4700 | 5.5 | 4.6 | 5.1 | 6.8 | 2.2 | 4.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4700 | 4800 | 5.0 | 3.4 | 4.2 | 5.9 | 2.0 | 4.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4800 | 4900 | 4.9 | 3.5 | 4.2 | 4.6 | 3.2 | 3.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4900 | 5000 | 4.6 | 2.9 | 3.7 | 3.9 | 3.0 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5000 | 5100 | 2.8 | 2.5 | 2.6 | 4.2 | 2.0 | 3.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5100 | 5200 | 3.4 | 2.6 | 3.0 | 6.2 | 1.7 | 3.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5200 | 5300 | 3.4 | 2.1 | 2.8 | 3.1 | 2.1 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5300 | 5400 | 2.8 | 2.2 | 2.5 | 4.7 | 2.4 | 3.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5400 | 5500 | 3.8 | 3.4 | 3.6 | 4.0 | 2.8 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5500 | 5600 | 3.2 | 3.3 | 3.3 | 2.2 | 1.5 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5600 | 5700 | 1.8 | 2.1 | 2.0 | 1.5 | 2.0 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5700 | 5800 | 2.3 | 2.4 | 2.3 | 6.4 | 1.3 | 3.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5800 | 5900 | 2.2 | 2.4 | 2.3 | 2.1 | 1.3 | 1.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5900 | 6000 | 2.3 | 1.9 | 2.1 | 1.4 | 1.3 | 1.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6000 | 6100 | 2.0 | 2.4 | 2.2 | 2.0 | 1.3 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6100 | 6200 | 2.1 | 2.5 | 2.3 | 2.1 | 1.3 | 1.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6200 | 6300 | 1.9 | 2.0 | 1.9 | 2.4 | 1.2 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6300 | 6400 | 2.4 | 2.6 | 2.5 | 1.3 | 1.5 | 1.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6400 | 6500 | 1.9 | 2.1 | 2.0 | 1.5 | 1.4 | 1.4 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kilcock - Prosperous | NB | 6500 | 6600 | 2.2 | 2.4 | 2.3 | 1.3 | 1.3 | 1.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6600 | 6700 | 2.7 | 2.4 | 2.5 | 1.4 | 1.5 | 1.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6700 | 6800 | 2.5 | 2.1 | 2.3 | 1.2 | 2.2 | 1.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6800 | 6900 | 2.9 | 2.7 | 2.8 | 1.7 | 2.0 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6900 | 7000 | 4.1 | 3.4 | 3.7 | 3.2 | 2.1 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7000 | 7100 | 1.8 | 2.4 | 2.1 | 2.5 | 2.2 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7100 | 7200 | 1.6 | 1.7 | 1.6 | 3.2 | 1.4 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7200 | 7300 | 1.7 | 2.2 | 1.9 | 7.3 | 1.5 | 4.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7300 | 7400 | 1.7 | 2.2 | 2.0 | 3.2 | 2.4 | 2.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7400 | 7500 | 1.9 | 2.3 | 2.1 | 5.3 | 2.2 | 3.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7500 | 7600 | 1.9 | 1.8 | 1.8 | 3.3 | 2.0 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7600 | 7700 | 1.4 | 1.8 | 1.6 | 3.4 | 2.8 | 3.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7700 | 7800 | 1.9 | 1.7 | 1.8 | 4.5 | 2.4 | 3.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7800 | 7900 | 1.6 | 1.8 | 1.7 | 2.5 | 2.0 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7900 | 8000 | 1.8 | 1.8 | 1.7 | 2.2 | 2.4 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8000 | 8100 | 1.8 | 2.1 | 1.9 | 2.1 | 2.1 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8100 | 8200 | 2.9 | 2.1 | 2.5 | 2.8 | 1.4 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8200 | 8300 | 2.9 | 2.2 | 2.5 | 4.1 | 1.2 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8300 | 8400 | 1.8 | 1.4 | 1.6 | 3.0 | 1.4 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8400 | 8500 | 1.9 | 2.3 | 2.1 | 1.7 | 1.9 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8500 | 8600 | 3.2 | 2.9 | 3.1 | 5.4 | 2.5 | 3.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8600 | 8700 | 2.2 | 2.3 | 2.2 | 3.8 | 2.6 | 3.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8700 | 8800 | 1.5 | 2.0 | 1.7 | 2.2 | 2.4 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8800 | 8900 | 1.6 | 2.1 | 1.9 | 1.8 | 2.4 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8900 | 9000 | 2.0 | 2.0 | 2.0 | 3.1 | 2.2 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9000 | 9100 | 2.1 | 1.6 | 1.9 | 3.2 | 2.2 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9100 | 9200 | 2.1 | 2.1 | 2.1 | 3.2 | 2.5 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9200 | 9300 | 1.6 | 1.5 | 1.5 | 2.9 | 2.2 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9300 | 9400 | 1.9 | 1.9 | 1.8 | 9.9 | 1.6 | 5.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9400 | 9500 | 2.3 | 2.5 | 2.4 | 4.2 | 1.5 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9500 | 9600 | 2.3 | 1.7 | 2.0 | 3.9 | 1.4 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9600 | 9700 | 2.1 | 2.1 | 2.1 | 2.9 | 1.6 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9700 | 9800 | 3.1 | 2.0 | 2.6 | 5.4 | 1.4 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9800 | 9900 | 2.5 | 2.2 | 2.3 | 2.8 | 1.6 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9900 | 10000 | 3.0 | 2.2 | 2.6 | 3.4 | 1.7 | 2.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10000 | 10100 | 2.4 | 2.4 | 2.4 | 3.4 | 2.3 | 2.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10100 | 10200 | 3.2 | 2.1 | 2.7 | 5.5 | 1.4 | 3.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10200 | 10300 | 2.3 | 2.1 | 2.2 | 4.5 | 1.6 | 3.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10300 | 10400 | 2.1 | 1.8 | 2.0 | 4.0 | 1.8 | 2.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10400 | 10500 | 2.2 | 2.4 | 2.3 | 5.3 | 2.5 | 3.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10500 | 10600 | 2.7 | 2.3 | 2.5 | 3.5 | 2.2 | 2.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10600 | 10700 | 2.1 | 2.0 | 2.0 | 3.4 | 2.6 | 3.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10700 | 10800 | 2.5 | 2.4 | 2.5 | 4.2 | 2.5 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10800 | 10900 | 2.6 | 2.2 | 2.4 | 3.1 | 1.3 | 2.2 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|--|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Proposed Haul Route Kilcock - Prosperous | NB | 10900 | 11000 | 1.8 | 1.8 | 1.8 | 4.6 | 2.1 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11000 | 11100 | 2.1 | 2.1 | 2.1 | 3.5 | 1.8 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11100 | 11200 | 1.6 | 1.9 | 1.7 | 2.5 | 1.5 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11200 | 11300 | 1.6 | 2.2 | 1.9 | 2.3 | 2.3 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11300 | 11400 | 2.3 | 2.0 | 2.1 | 2.2 | 2.2 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11400 | 11500 | 1.9 | 2.2 | 2.0 | 2.4 | 3.1 | 2.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11500 | 11600 | 1.9 | 2.4 | 2.2 | 2.2 | 3.2 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11600 | 11700 | 1.8 | 2.4 | 2.1 | 2.8 | 1.7 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11700 | 11800 | 1.8 | 2.1 | 2.0 | 2.7 | 1.6 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11800 | 11900 | 2.1 | 2.7 | 2.4 | 2.6 | 1.6 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11900 | 12000 | 3.1 | 2.5 | 2.8 | 4.3 | 1.6 | 3.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12000 | 12100 | 1.4 | 2.0 | 1.7 | 3.4 | 1.9 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12100 | 12200 | 2.6 | 2.7 | 2.7 | 2.5 | 1.8 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12200 | 12300 | 2.7 | 2.6 | 2.6 | 3.4 | 1.9 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12300 | 12400 | 1.9 | 2.3 | 2.1 | 2.8 | 1.8 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12400 | 12500 | 1.4 | 1.9 | 1.7 | 4.0 | 1.9 | 3.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12500 | 12600 | 1.9 | 2.3 | 2.1 | 3.7 | 2.0 | 2.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12600 | 12700 | 2.2 | 2.8 | 2.5 | 2.0 | 3.0 | 2.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12700 | 12800 | 2.3 | 3.4 | 2.8 | 2.1 | 2.5 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12800 | 12900 | 3.3 | 2.7 | 3.0 | 3.2 | 2.1 | 2.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12900 | 13000 | 2.3 | 2.7 | 2.5 | 2.9 | 1.7 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13000 | 13100 | 3.7 | 2.5 | 3.1 | 1.5 | 2.0 | 1.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13100 | 13200 | 2.5 | 2.3 | 2.4 | 1.2 | 2.0 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13200 | 13300 | 1.9 | 2.4 | 2.2 | 1.7 | 1.7 | 1.7 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13300 | 13400 | 2.5 | 2.3 | 2.4 | 1.9 | 1.7 | 1.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13400 | 13500 | 1.9 | 1.9 | 1.9 | 3.1 | 1.6 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13500 | 13600 | 1.8 | 2.2 | 2.0 | 2.7 | 1.8 | 2.2 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13600 | 13700 | 3.2 | 2.9 | 3.0 | 3.3 | 1.9 | 2.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13700 | 13800 | 2.1 | 2.7 | 2.4 | 1.0 | 1.7 | 1.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13800 | 13900 | 2.2 | 1.9 | 2.0 | 7.5 | 1.6 | 4.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13900 | 14000 | 3.4 | 2.5 | 3.0 | 8.2 | 1.4 | 4.8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14000 | 14100 | 2.7 | 2.9 | 2.8 | 2.2 | 1.5 | 1.9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14100 | 14200 | 2.0 | 2.2 | 2.1 | 2.6 | 1.5 | 2.0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14200 | 14300 | 1.3 | 1.8 | 1.6 | 2.7 | 1.5 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14300 | 14400 | 3.1 | 3.0 | 3.0 | 5.4 | 1.4 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14400 | 14500 | 2.0 | 1.9 | 1.9 | 2.9 | 1.2 | 2.1 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14500 | 14600 | 2.2 | 1.6 | 1.9 | 5.5 | 1.3 | 3.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14600 | 14700 | 2.4 | 1.6 | 2.0 | 1.5 | 1.8 | 1.6 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14700 | 14800 | 3.7 | 3.4 | 3.5 | 2.5 | 2.0 | 2.3 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14800 | 14900 | 5.1 | 5.6 | 5.3 | 2.7 | 2.1 | 2.4 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14900 | 14910 | 3.7 | 4.7 | 4.2 | 2.2 | 1.6 | 1.9 |
| Ballycane road | EB | 0 | 100 | 2.2 | 2.3 | 2.2 | 2.6 | 2.3 | 2.4 |
| Ballycane road | EB | 100 | 200 | 1.8 | 1.7 | 1.7 | 2.9 | 2.7 | 2.8 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|----------------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| Ballycane road | EB | 200 | 300 | 2.4 | 2.4 | 2.4 | 2.8 | 2.4 | 2.6 |
| Ballycane road | EB | 300 | 400 | 7.5 | 5.7 | 6.6 | 5.0 | 2.0 | 3.5 |
| Ballycane road | EB | 400 | 500 | 8.9 | 6.3 | 7.6 | 6.8 | 1.9 | 4.4 |
| Ballycane road | EB | 500 | 600 | 3.1 | 2.9 | 3.0 | 2.4 | 1.4 | 1.9 |
| Ballycane road | EB | 600 | 700 | 4.1 | 2.9 | 3.5 | 7.2 | 3.8 | 5.5 |
| Ballycane road | EB | 700 | 800 | 2.8 | 3.0 | 2.9 | 7.2 | 3.2 | 5.2 |
| Ballycane road | EB | 800 | 900 | 2.8 | 3.6 | 3.2 | 4.9 | 2.6 | 3.7 |
| Ballycane road | EB | 900 | 1000 | 2.7 | 2.8 | 2.8 | 2.5 | 1.8 | 2.1 |
| Ballycane road | EB | 1000 | 1100 | 3.5 | 4.1 | 3.8 | 1.5 | 1.4 | 1.4 |
| Ballycane road | EB | 1100 | 1200 | 3.9 | 3.7 | 3.8 | 1.7 | 1.2 | 1.4 |
| Ballycane road | EB | 1200 | 1300 | 2.9 | 3.2 | 3.0 | 2.3 | 1.5 | 1.9 |
| Ballycane road | EB | 1300 | 1400 | 4.6 | 3.9 | 4.3 | 2.3 | 1.4 | 1.9 |
| Ballycane road | EB | 1400 | 1460 | 3.4 | 3.7 | 3.5 | 15.1 | 0.6 | 7.8 |
| | | | | | | | | | |
| Ballycane road | WB | 1E-03 | 100 | 3.5 | 3.6 | 3.6 | 9.4 | 1.1 | 5.2 |
| Ballycane road | WB | 100 | 200 | 4.0 | 3.3 | 3.6 | 5.3 | 0.9 | 3.1 |
| Ballycane road | WB | 200 | 300 | 3.6 | 3.2 | 3.4 | 1.9 | 2.1 | 2.0 |
| Ballycane road | WB | 300 | 400 | 6.0 | 4.1 | 5.0 | 5.1 | 3.1 | 4.1 |
| Ballycane road | WB | 400 | 500 | 4.7 | 3.4 | 4.1 | 7.5 | 1.9 | 4.7 |
| Ballycane road | WB | 500 | 600 | 4.6 | 4.1 | 4.3 | 2.7 | 2.4 | 2.6 |
| Ballycane road | WB | 600 | 700 | 3.4 | 3.8 | 3.6 | 4.6 | 1.8 | 3.2 |
| Ballycane road | WB | 700 | 800 | 2.8 | 4.0 | 3.4 | 6.4 | 2.5 | 4.5 |
| Ballycane road | WB | 800 | 900 | 2.6 | 4.0 | 3.3 | 6.9 | 2.6 | 4.8 |
| Ballycane road | WB | 900 | 1000 | 3.8 | 3.7 | 3.7 | 3.5 | 1.8 | 2.6 |
| Ballycane road | WB | 1000 | 1100 | 6.1 | 6.2 | 6.2 | 5.1 | 2.7 | 3.9 |
| Ballycane road | WB | 1100 | 1200 | 4.4 | 4.1 | 4.2 | 3.2 | 2.5 | 2.9 |
| Ballycane road | WB | 1200 | 1300 | 2.2 | 1.6 | 1.9 | 2.7 | 2.4 | 2.6 |
| Ballycane road | WB | 1300 | 1400 | 1.9 | 2.0 | 2.0 | 2.5 | 1.8 | 2.1 |
| Ballycane road | WB | 1400 | 1460 | 7.8 | 8.0 | 7.9 | 3.2 | 1.7 | 2.4 |
| | | | | | | | | | |
| R409 | NB | 0 | 100 | 2.5 | 3.1 | 2.8 | 2.6 | 1.5 | 2.1 |
| R409 | NB | 100 | 200 | 2.3 | 2.4 | 2.3 | 2.2 | 2.4 | 2.3 |
| R409 | NB | 200 | 300 | 3.1 | 3.0 | 3.1 | 1.5 | 1.3 | 1.4 |
| R409 | NB | 300 | 400 | 2.3 | 2.5 | 2.4 | 2.5 | 1.2 | 1.9 |
| R409 | NB | 400 | 500 | 2.6 | 2.9 | 2.8 | 1.4 | 2.7 | 2.1 |
| R409 | NB | 500 | 600 | 2.0 | 1.8 | 1.9 | 2.1 | 2.2 | 2.1 |
| R409 | NB | 600 | 700 | 2.1 | 1.5 | 1.8 | 2.5 | 3.0 | 2.8 |
| R409 | NB | 700 | 800 | 1.8 | 1.6 | 1.7 | 4.4 | 1.8 | 3.1 |
| R409 | NB | 800 | 900 | 2.2 | 1.6 | 1.9 | 1.7 | 2.7 | 2.2 |
| R409 | NB | 900 | 1000 | 1.6 | 1.5 | 1.5 | 3.1 | 1.8 | 2.4 |
| R409 | NB | 1000 | 1100 | 2.0 | 1.9 | 1.9 | 3.2 | 2.3 | 2.7 |
| R409 | NB | 1100 | 1200 | 2.0 | 1.5 | 1.7 | 4.4 | 2.6 | 3.5 |
| R409 | NB | 1200 | 1300 | 3.1 | 2.9 | 3.0 | 2.1 | 3.0 | 2.5 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|----------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| R409 | NB | 1300 | 1400 | 3.4 | 4.2 | 3.8 | 2.8 | 2.3 | 2.5 |
| R409 | NB | 1400 | 1500 | 4.2 | 3.9 | 4.1 | 12.4 | 5.6 | 9.0 |
| R409 | NB | 1500 | 1600 | 2.9 | 2.8 | 2.9 | 10.7 | 3.7 | 7.2 |
| R409 | NB | 1600 | 1700 | 3.3 | 2.9 | 3.1 | 8.1 | 4.6 | 6.3 |
| R409 | NB | 1700 | 1800 | 2.8 | 2.3 | 2.6 | 4.5 | 4.1 | 4.3 |
| R409 | NB | 1800 | 1900 | 3.4 | 2.4 | 2.9 | 9.0 | 3.0 | 6.0 |
| R409 | NB | 1900 | 2000 | 3.6 | 4.1 | 3.9 | 5.2 | 5.2 | 5.2 |
| R409 | NB | 2000 | 2100 | 3.9 | 4.3 | 4.1 | 7.4 | 5.9 | 6.7 |
| R409 | NB | 2100 | 2200 | 5.3 | 6.8 | 6.1 | 9.7 | 13.9 | 11.8 |
| R409 | NB | 2200 | 2300 | 5.1 | 3.5 | 4.3 | 2.2 | 2.5 | 2.4 |
| R409 | NB | 2300 | 2400 | 3.8 | 3.0 | 3.4 | 4.1 | 3.3 | 3.7 |
| R409 | NB | 2400 | 2500 | 3.7 | 3.6 | 3.6 | 2.3 | 1.6 | 2.0 |
| R409 | NB | 2500 | 2600 | 2.2 | 2.7 | 2.5 | 15.6 | 2.6 | 9.1 |
| R409 | NB | 2600 | 2700 | 3.6 | 3.9 | 3.7 | 11.9 | 2.4 | 7.2 |
| R409 | NB | 2700 | 2800 | 4.3 | 3.7 | 4.0 | 5.5 | 1.1 | 3.3 |
| R409 | NB | 2800 | 2900 | 13.0 | 6.7 | 9.8 | 12.5 | 0.8 | 6.7 |
| R409 | NB | 2900 | 3000 | 5.9 | 5.3 | 5.6 | 6.2 | 1.6 | 3.9 |
| R409 | NB | 3000 | 3100 | 8.9 | 6.1 | 7.5 | 5.5 | 1.1 | 3.3 |
| R409 | NB | 3100 | 3200 | 3.4 | 3.1 | 3.2 | 7.2 | 0.7 | 3.9 |
| R409 | NB | 3200 | 3300 | 8.5 | 5.9 | 7.2 | 6.7 | 1.7 | 4.2 |
| R409 | NB | 3300 | 3400 | 12.3 | 7.9 | 10.1 | 8.2 | 2.7 | 5.5 |
| R409 | NB | 3400 | 3500 | 2.7 | 2.6 | 2.6 | 5.9 | 3.5 | 4.7 |
| R409 | NB | 3500 | 3600 | 2.1 | 1.6 | 1.9 | 8.8 | 2.1 | 5.4 |
| R409 | NB | 3600 | 3700 | 2.4 | 1.7 | 2.1 | 15.2 | 2.3 | 8.7 |
| R409 | NB | 3700 | 3800 | 2.1 | 1.8 | 1.9 | 6.0 | 3.2 | 4.6 |
| R409 | NB | 3800 | 3900 | 2.3 | 1.9 | 2.1 | 3.6 | 2.7 | 3.1 |
| R409 | NB | 3900 | 4000 | 1.9 | 1.8 | 1.9 | 2.7 | 1.8 | 2.2 |
| R409 | NB | 4000 | 4100 | 2.2 | 2.0 | 2.1 | 9.0 | 1.0 | 5.0 |
| R409 | NB | 4100 | 4200 | 2.7 | 2.8 | 2.7 | 1.3 | 1.9 | 1.6 |
| R409 | NB | 4200 | 4300 | 2.6 | 2.1 | 2.4 | 2.1 | 0.9 | 1.5 |
| R409 | NB | 4300 | 4400 | 2.5 | 2.0 | 2.3 | 4.5 | 1.4 | 2.9 |
| R409 | NB | 4400 | 4500 | 2.3 | 1.8 | 2.1 | 4.0 | 2.8 | 3.4 |
| R409 | NB | 4500 | 4600 | 2.0 | 1.7 | 1.9 | 3.7 | 2.2 | 3.0 |
| R409 | NB | 4600 | 4700 | 2.3 | 2.0 | 2.1 | 2.0 | 2.6 | 2.3 |
| R409 | NB | 4700 | 4800 | 2.5 | 1.9 | 2.2 | 6.1 | 2.4 | 4.2 |
| R409 | NB | 4800 | 4900 | 2.0 | 1.8 | 1.9 | 4.2 | 1.5 | 2.8 |
| R409 | NB | 4900 | 5000 | 2.7 | 2.1 | 2.4 | 3.4 | 2.0 | 2.7 |
| R409 | NB | 5000 | 5100 | 2.2 | 1.9 | 2.1 | 4.6 | 1.4 | 3.0 |
| R409 | NB | 5100 | 5200 | 1.8 | 1.9 | 1.8 | 3.2 | 2.1 | 2.6 |
| R409 | NB | 5200 | 5300 | 1.4 | 1.8 | 1.6 | 2.4 | 1.7 | 2.0 |
| R409 | NB | 5300 | 5400 | 1.5 | 1.8 | 1.7 | 2.2 | 2.8 | 2.5 |
| R409 | NB | 5400 | 5500 | 1.5 | 1.8 | 1.6 | 1.7 | 2.1 | 1.9 |
| R409 | NB | 5500 | 5600 | 2.1 | 2.0 | 2.0 | 1.3 | 2.8 | 2.1 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|----------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| R409 | NB | 5600 | 5700 | 2.8 | 2.6 | 2.7 | 3.5 | 2.2 | 2.8 |
| R409 | NB | 5700 | 5800 | 2.6 | 2.2 | 2.4 | 4.4 | 1.1 | 2.8 |
| R409 | NB | 5800 | 5900 | 2.8 | 1.7 | 2.2 | 8.3 | 1.0 | 4.6 |
| R409 | NB | 5900 | 6000 | 3.1 | 3.2 | 3.2 | 7.3 | 1.6 | 4.4 |
| R409 | NB | 6000 | 6100 | 2.6 | 2.1 | 2.4 | 19.2 | 1.8 | 10.5 |
| R409 | NB | 6100 | 6200 | 2.2 | 1.8 | 2.0 | 1.9 | 1.3 | 1.6 |
| R409 | NB | 6200 | 6300 | 3.1 | 2.3 | 2.7 | 4.7 | 1.0 | 2.9 |
| R409 | NB | 6300 | 6400 | 3.1 | 2.6 | 2.8 | 2.5 | 0.7 | 1.6 |
| R409 | NB | 6400 | 6500 | 2.9 | 1.9 | 2.4 | 13.1 | 0.8 | 7.0 |
| R409 | NB | 6500 | 6600 | 2.4 | 1.9 | 2.1 | 5.2 | 2.3 | 3.7 |
| R409 | NB | 6600 | 6700 | 1.9 | 2.3 | 2.1 | 2.5 | 1.7 | 2.1 |
| R409 | NB | 6700 | 6800 | 2.1 | 2.0 | 2.0 | 1.7 | 2.1 | 1.9 |
| R409 | NB | 6800 | 6900 | 2.2 | 2.0 | 2.1 | 2.4 | 1.6 | 2.0 |
| R409 | NB | 6900 | 7000 | 3.3 | 2.7 | 3.0 | 2.2 | 1.2 | 1.7 |
| R409 | NB | 7000 | 7100 | 3.7 | 3.1 | 3.4 | 5.0 | 1.9 | 3.5 |
| R409 | NB | 7100 | 7200 | 1.8 | 1.6 | 1.7 | 11.0 | 2.7 | 6.9 |
| R409 | NB | 7200 | 7300 | 2.7 | 2.4 | 2.5 | 10.2 | 0.7 | 5.4 |
| R409 | NB | 7300 | 7400 | 2.4 | 2.8 | 2.6 | 6.4 | 1.2 | 3.8 |
| R409 | NB | 7400 | 7500 | 2.6 | 2.2 | 2.4 | 5.3 | 0.9 | 3.1 |
| R409 | NB | 7500 | 7600 | 3.1 | 2.5 | 2.8 | 4.7 | 1.6 | 3.1 |
| R409 | NB | 7600 | 7700 | 2.9 | 2.5 | 2.7 | 8.8 | 2.4 | 5.6 |
| R409 | NB | 7700 | 7800 | 4.4 | 3.2 | 3.8 | 10.2 | 3.3 | 6.7 |
| R409 | NB | 7800 | 7900 | 5.7 | 3.6 | 4.7 | 9.8 | 2.2 | 6.0 |
| R409 | NB | 7900 | 8000 | 2.8 | 3.2 | 3.0 | 14.2 | 3.3 | 8.7 |
| R409 | NB | 8000 | 8100 | 2.0 | 3.0 | 2.5 | 7.4 | 3.8 | 5.6 |
| R409 | NB | 8100 | 8200 | 3.5 | 2.9 | 3.2 | 5.5 | 3.2 | 4.4 |
| R409 | NB | 8200 | 8300 | 5.1 | 3.7 | 4.4 | 10.6 | 3.6 | 7.1 |
| R409 | NB | 8300 | 8400 | 4.7 | 3.9 | 4.3 | 12.6 | 4.2 | 8.4 |
| R409 | NB | 8400 | 8500 | 4.2 | 4.0 | 4.1 | 12.9 | 3.5 | 8.2 |
| R409 | NB | 8500 | 8600 | 3.6 | 3.2 | 3.4 | 13.7 | 3.2 | 8.5 |
| R409 | NB | 8600 | 8700 | 2.2 | 2.3 | 2.3 | 0.8 | 1.5 | 1.2 |
| R409 | NB | 8700 | 8800 | 5.2 | 4.0 | 4.6 | 4.0 | 3.3 | 3.7 |
| R409 | NB | 8800 | 8900 | 3.6 | 2.5 | 3.0 | 10.3 | 4.3 | 7.3 |
| R409 | NB | 8900 | 9000 | 2.5 | 3.1 | 2.8 | 6.0 | 4.7 | 5.3 |
| R409 | NB | 9000 | 9100 | 7.7 | 4.3 | 6.0 | 17.8 | 6.3 | 12.1 |
| R409 | NB | 9100 | 9200 | 4.4 | 4.3 | 4.4 | 8.1 | 6.2 | 7.2 |
| R409 | NB | 9200 | 9300 | 5.8 | 4.8 | 5.3 | 15.7 | 8.1 | 11.9 |
| R409 | NB | 9300 | 9400 | 4.6 | 4.2 | 4.4 | 5.2 | 1.8 | 3.5 |
| R409 | NB | 9400 | 9500 | 2.3 | 2.6 | 2.5 | 4.4 | 1.4 | 2.9 |
| R409 | NB | 9500 | 9600 | 1.9 | 2.6 | 2.2 | 2.9 | 0.5 | 1.7 |
| R409 | NB | 9600 | 9700 | 2.6 | 3.5 | 3.0 | 2.5 | 1.8 | 2.2 |
| R409 | NB | 9700 | 9800 | 2.3 | 3.0 | 2.7 | 3.2 | 1.5 | 2.4 |
| R409 | NB | 9800 | 9900 | 1.9 | 1.4 | 1.7 | 5.2 | 0.9 | 3.1 |
| R409 | NB | 9900 | 10000 | 2.2 | 1.6 | 1.9 | 2.9 | 1.1 | 2.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|----------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| R409 | NB | 10000 | 10100 | 1.4 | 1.7 | 1.6 | 8.4 | 0.6 | 4.5 |
| R409 | NB | 10100 | 10200 | 2.0 | 1.8 | 1.9 | 8.3 | 0.9 | 4.6 |
| R409 | NB | 10200 | 10300 | 1.8 | 2.0 | 1.9 | 6.0 | 1.0 | 3.5 |
| R409 | NB | 10300 | 10400 | 1.5 | 1.6 | 1.5 | 2.3 | 1.1 | 1.7 |
| R409 | NB | 10400 | 10500 | 2.0 | 2.0 | 2.0 | 7.4 | 1.2 | 4.3 |
| R409 | NB | 10500 | 10600 | 3.0 | 1.9 | 2.4 | 6.5 | 1.0 | 3.7 |
| R409 | NB | 10600 | 10700 | 2.0 | 2.2 | 2.1 | 1.9 | 1.0 | 1.5 |
| R409 | NB | 10700 | 10800 | 3.5 | 3.1 | 3.3 | 7.1 | 1.7 | 4.4 |
| R409 | NB | 10800 | 10850 | 2.9 | 2.7 | 2.8 | 2.7 | 1.5 | 2.1 |
| R409 | SB | 0 | 100 | 3.7 | 3.4 | 3.5 | 2.1 | 1.0 | 1.6 |
| R409 | SB | 100 | 200 | 1.8 | 2.0 | 1.9 | 6.9 | 1.2 | 4.0 |
| R409 | SB | 200 | 300 | 2.0 | 2.2 | 2.1 | 6.9 | 0.9 | 3.9 |
| R409 | SB | 300 | 400 | 1.8 | 1.8 | 1.8 | 4.5 | 1.1 | 2.8 |
| R409 | SB | 400 | 500 | 2.1 | 1.9 | 2.0 | 1.9 | 1.3 | 1.6 |
| R409 | SB | 500 | 600 | 1.6 | 1.7 | 1.7 | 3.5 | 1.6 | 2.6 |
| R409 | SB | 600 | 700 | 1.8 | 1.6 | 1.7 | 2.1 | 1.9 | 2.0 |
| R409 | SB | 700 | 800 | 1.2 | 1.6 | 1.4 | 1.1 | 2.3 | 1.7 |
| R409 | SB | 800 | 900 | 1.8 | 2.4 | 2.1 | 1.3 | 2.5 | 1.9 |
| R409 | SB | 900 | 1000 | 1.4 | 1.6 | 1.5 | 3.8 | 1.6 | 2.7 |
| R409 | SB | 1000 | 1100 | 1.5 | 1.7 | 1.6 | 6.0 | 2.3 | 4.1 |
| R409 | SB | 1100 | 1200 | 3.3 | 4.1 | 3.7 | 4.1 | 5.7 | 4.9 |
| R409 | SB | 1200 | 1300 | 3.3 | 3.1 | 3.2 | 13.4 | 5.6 | 9.5 |
| R409 | SB | 1300 | 1400 | 1.9 | 2.5 | 2.2 | 7.6 | 5.6 | 6.6 |
| R409 | SB | 1400 | 1500 | 2.7 | 3.5 | 3.1 | 8.6 | 4.7 | 6.7 |
| R409 | SB | 1500 | 1600 | 5.5 | 4.9 | 5.2 | 13.9 | 7.0 | 10.4 |
| R409 | SB | 1600 | 1700 | 5.2 | 4.3 | 4.8 | 14.7 | 7.8 | 11.3 |
| R409 | SB | 1700 | 1800 | 5.7 | 4.6 | 5.1 | 13.0 | 5.5 | 9.2 |
| R409 | SB | 1800 | 1900 | 4.9 | 3.7 | 4.3 | 20.6 | 5.3 | 12.9 |
| R409 | SB | 1900 | 2000 | 5.4 | 3.1 | 4.3 | 12.0 | 4.8 | 8.4 |
| R409 | SB | 2000 | 2100 | 3.3 | 2.9 | 3.1 | 3.0 | 3.4 | 3.2 |
| R409 | SB | 2100 | 2200 | 3.9 | 4.0 | 3.9 | 1.0 | 1.7 | 1.3 |
| R409 | SB | 2200 | 2300 | 1.9 | 1.7 | 1.8 | 5.2 | 1.6 | 3.4 |
| R409 | SB | 2300 | 2400 | 2.3 | 2.9 | 2.6 | 6.2 | 4.5 | 5.4 |
| R409 | SB | 2400 | 2500 | 5.6 | 4.2 | 4.9 | 5.6 | 3.8 | 4.7 |
| R409 | SB | 2500 | 2600 | 3.6 | 4.0 | 3.8 | 6.0 | 9.2 | 7.6 |
| R409 | SB | 2600 | 2700 | 5.3 | 3.7 | 4.5 | 9.4 | 2.3 | 5.8 |
| R409 | SB | 2700 | 2800 | 2.6 | 2.0 | 2.3 | 18.4 | 3.1 | 10.7 |
| R409 | SB | 2800 | 2900 | 3.5 | 2.5 | 3.0 | 7.7 | 3.2 | 5.5 |
| R409 | SB | 2900 | 3000 | 2.5 | 4.2 | 3.4 | 8.7 | 1.8 | 5.3 |
| R409 | SB | 3000 | 3100 | 2.4 | 3.9 | 3.1 | 4.5 | 6.6 | 5.5 |
| R409 | SB | 3100 | 3200 | 2.1 | 3.8 | 2.9 | 6.4 | 5.8 | 6.1 |
| R409 | SB | 3200 | 3300 | 3.4 | 3.3 | 3.3 | 14.0 | 4.0 | 9.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|----------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| R409 | SB | 3300 | 3400 | 2.0 | 1.6 | 1.8 | 2.4 | 1.0 | 1.7 |
| R409 | SB | 3400 | 3500 | 1.6 | 2.0 | 1.8 | 2.3 | 2.0 | 2.1 |
| R409 | SB | 3500 | 3600 | 1.9 | 1.9 | 1.9 | 11.1 | 0.9 | 6.0 |
| R409 | SB | 3600 | 3700 | 2.2 | 1.9 | 2.1 | 9.4 | 1.3 | 5.3 |
| R409 | SB | 3700 | 3800 | 1.7 | 1.9 | 1.8 | 14.2 | 3.2 | 8.7 |
| R409 | SB | 3800 | 3900 | 3.7 | 3.5 | 3.6 | 1.6 | 1.9 | 1.7 |
| R409 | SB | 3900 | 4000 | 3.1 | 3.2 | 3.2 | 2.2 | 3.0 | 2.6 |
| R409 | SB | 4000 | 4100 | 2.6 | 3.0 | 2.8 | 3.9 | 3.4 | 3.6 |
| R409 | SB | 4100 | 4200 | 2.6 | 3.0 | 2.8 | 1.8 | 2.3 | 2.1 |
| R409 | SB | 4200 | 4300 | 2.7 | 2.9 | 2.8 | 4.6 | 3.1 | 3.8 |
| R409 | SB | 4300 | 4400 | 3.2 | 2.0 | 2.6 | 11.9 | 2.5 | 7.2 |
| R409 | SB | 4400 | 4500 | 2.6 | 2.2 | 2.4 | 6.1 | 1.5 | 3.8 |
| R409 | SB | 4500 | 4600 | 3.0 | 3.3 | 3.2 | 9.9 | 1.4 | 5.6 |
| R409 | SB | 4600 | 4700 | 2.6 | 2.5 | 2.6 | 3.2 | 1.9 | 2.6 |
| R409 | SB | 4700 | 4800 | 3.2 | 2.3 | 2.7 | 9.2 | 4.6 | 6.9 |
| R409 | SB | 4800 | 4900 | 2.0 | 2.2 | 2.1 | 2.9 | 4.3 | 3.6 |
| R409 | SB | 4900 | 5000 | 2.8 | 2.8 | 2.8 | 2.0 | 2.6 | 2.3 |
| R409 | SB | 5000 | 5100 | 1.8 | 1.7 | 1.7 | 1.9 | 2.6 | 2.2 |
| R409 | SB | 5100 | 5200 | 3.4 | 2.6 | 3.0 | 3.3 | 2.2 | 2.8 |
| R409 | SB | 5200 | 5300 | 2.5 | 1.9 | 2.2 | 2.1 | 1.0 | 1.5 |
| R409 | SB | 5300 | 5400 | 1.5 | 1.7 | 1.6 | 6.6 | 0.9 | 3.7 |
| R409 | SB | 5400 | 5500 | 2.1 | 1.7 | 1.9 | 14.3 | 1.2 | 7.7 |
| R409 | SB | 5500 | 5600 | 2.0 | 1.6 | 1.8 | 9.3 | 1.0 | 5.1 |
| R409 | SB | 5600 | 5700 | 2.1 | 1.9 | 2.0 | 3.5 | 1.2 | 2.3 |
| R409 | SB | 5700 | 5800 | 2.5 | 2.0 | 2.3 | 4.1 | 1.2 | 2.7 |
| R409 | SB | 5800 | 5900 | 1.8 | 1.7 | 1.8 | 2.4 | 1.4 | 1.9 |
| R409 | SB | 5900 | 6000 | 1.8 | 1.7 | 1.7 | 5.2 | 1.2 | 3.2 |
| R409 | SB | 6000 | 6100 | 2.2 | 1.8 | 2.0 | 2.7 | 1.2 | 2.0 |
| R409 | SB | 6100 | 6200 | 2.3 | 1.8 | 2.0 | 4.0 | 1.4 | 2.7 |
| R409 | SB | 6200 | 6300 | 2.4 | 2.3 | 2.3 | 3.3 | 1.7 | 2.5 |
| R409 | SB | 6300 | 6400 | 2.5 | 2.3 | 2.4 | 2.5 | 1.2 | 1.8 |
| R409 | SB | 6400 | 6500 | 2.4 | 2.1 | 2.2 | 3.1 | 0.8 | 2.0 |
| R409 | SB | 6500 | 6600 | 2.3 | 2.1 | 2.2 | 2.9 | 1.0 | 1.9 |
| R409 | SB | 6600 | 6700 | 2.6 | 2.3 | 2.5 | 9.5 | 1.7 | 5.6 |
| R409 | SB | 6700 | 6800 | 1.9 | 1.7 | 1.8 | 4.8 | 2.6 | 3.7 |
| R409 | SB | 6800 | 6900 | 1.9 | 1.9 | 1.9 | 9.5 | 3.1 | 6.3 |
| R409 | SB | 6900 | 7000 | 1.8 | 2.1 | 1.9 | 5.4 | 2.4 | 3.9 |
| R409 | SB | 7000 | 7100 | 2.0 | 2.0 | 2.0 | 4.5 | 1.1 | 2.8 |
| R409 | SB | 7100 | 7200 | 2.2 | 2.0 | 2.1 | 7.6 | 1.1 | 4.4 |
| R409 | SB | 7200 | 7300 | 1.7 | 1.4 | 1.6 | 3.7 | 1.1 | 2.4 |
| R409 | SB | 7300 | 7400 | 1.8 | 1.6 | 1.7 | 5.0 | 1.0 | 3.0 |
| R409 | SB | 7400 | 7500 | 5.7 | 4.6 | 5.1 | 6.6 | 2.4 | 4.5 |
| R409 | SB | 7500 | 7600 | 8.2 | 6.9 | 7.6 | 4.9 | 2.6 | 3.8 |
| R409 | SB | 7600 | 7700 | 8.1 | 4.6 | 6.3 | 9.4 | 1.4 | 5.4 |

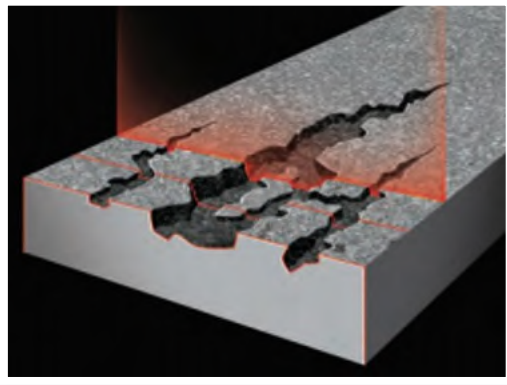
| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|----------|------|----------|-------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| R409 | SB | 7700 | 7800 | 7.5 | 3.3 | 5.4 | 3.9 | 1.1 | 2.5 |
| R409 | SB | 7800 | 7900 | 9.2 | 5.8 | 7.5 | 6.8 | 3.3 | 5.0 |
| R409 | SB | 7900 | 8000 | 10.9 | 6.3 | 8.6 | 5.5 | 1.5 | 3.5 |
| R409 | SB | 8000 | 8100 | 11.4 | 6.7 | 9.0 | 6.2 | 1.2 | 3.7 |
| R409 | SB | 8100 | 8200 | 5.9 | 3.9 | 4.9 | 5.7 | 2.8 | 4.2 |
| R409 | SB | 8200 | 8300 | 3.8 | 3.8 | 3.8 | 5.3 | 2.1 | 3.7 |
| R409 | SB | 8300 | 8400 | 2.6 | 2.6 | 2.6 | 13.7 | 1.1 | 7.4 |
| R409 | SB | 8400 | 8500 | 3.5 | 3.8 | 3.7 | 3.9 | 1.5 | 2.7 |
| R409 | SB | 8500 | 8600 | 3.8 | 2.9 | 3.4 | 6.4 | 5.1 | 5.7 |
| R409 | SB | 8600 | 8700 | 7.4 | 7.4 | 7.4 | 7.5 | 2.5 | 5.0 |
| R409 | SB | 8700 | 8800 | 7.6 | 4.8 | 6.2 | 7.0 | 35.0 | 21.0 |
| R409 | SB | 8800 | 8900 | 3.4 | 3.4 | 3.4 | 6.3 | 11.8 | 9.1 |
| R409 | SB | 8900 | 9000 | 2.8 | 2.3 | 2.6 | 9.0 | 10.3 | 9.6 |
| R409 | SB | 9000 | 9100 | 3.2 | 2.4 | 2.8 | 9.5 | 5.3 | 7.4 |
| R409 | SB | 9100 | 9200 | 3.6 | 3.3 | 3.5 | 8.5 | 4.3 | 6.4 |
| R409 | SB | 9200 | 9300 | 3.1 | 2.5 | 2.8 | 6.9 | 2.9 | 4.9 |
| R409 | SB | 9300 | 9400 | 2.7 | 2.9 | 2.8 | 4.5 | 4.3 | 4.4 |
| R409 | SB | 9400 | 9500 | 3.5 | 4.1 | 3.8 | 4.5 | 5.0 | 4.7 |
| R409 | SB | 9500 | 9600 | 4.0 | 4.8 | 4.4 | 8.0 | 2.8 | 5.4 |
| R409 | SB | 9600 | 9700 | 1.8 | 2.2 | 2.0 | 5.8 | 0.7 | 3.2 |
| R409 | SB | 9700 | 9800 | 2.5 | 1.4 | 2.0 | 8.3 | 0.5 | 4.4 |
| R409 | SB | 9800 | 9900 | 1.9 | 2.0 | 2.0 | 8.5 | 1.1 | 4.8 |
| R409 | SB | 9900 | 10000 | 1.3 | 1.6 | 1.5 | 1.8 | 0.8 | 1.3 |
| R409 | SB | 10000 | 10100 | 1.4 | 1.6 | 1.5 | 1.1 | 1.6 | 1.4 |
| R409 | SB | 10100 | 10200 | 1.6 | 1.3 | 1.4 | 6.8 | 1.4 | 4.1 |
| R409 | SB | 10200 | 10300 | 1.6 | 1.5 | 1.6 | 7.4 | 0.9 | 4.2 |
| R409 | SB | 10300 | 10400 | 2.0 | 2.0 | 2.0 | 5.2 | 0.9 | 3.1 |
| R409 | SB | 10400 | 10500 | 2.7 | 2.7 | 2.7 | 1.2 | 1.2 | 1.2 |
| R409 | SB | 10500 | 10600 | 2.9 | 2.2 | 2.6 | 1.8 | 1.5 | 1.7 |
| R409 | SB | 10600 | 10700 | 2.8 | 2.4 | 2.6 | 1.0 | 1.8 | 1.4 |
| R409 | SB | 10700 | 10800 | 2.8 | 2.5 | 2.7 | 3.2 | 1.1 | 2.2 |
| R409 | SB | 10800 | 10850 | 3.6 | 4.3 | 4.0 | 2.9 | 2.0 | 2.4 |
| L2030 | SB | 0 | 100 | 6.0 | 3.9 | 4.9 | 4.8 | 2.0 | 3.4 |
| L2030 | SB | 100 | 200 | 5.4 | 4.9 | 5.1 | 7.2 | 3.4 | 5.3 |
| L2030 | SB | 200 | 300 | 4.2 | 3.9 | 4.0 | 4.7 | 3.4 | 4.0 |
| L2030 | SB | 300 | 400 | 3.6 | 2.7 | 3.1 | 13.2 | 1.8 | 7.5 |
| L2030 | SB | 400 | 500 | 4.3 | 3.1 | 3.7 | 4.0 | 1.8 | 2.9 |
| L2030 | SB | 500 | 600 | 4.6 | 2.5 | 3.5 | 5.9 | 2.0 | 4.0 |
| L2030 | SB | 600 | 700 | 5.6 | 3.4 | 4.5 | 3.4 | 3.7 | 3.5 |
| L2030 | SB | 700 | 800 | 3.3 | 2.2 | 2.7 | 7.9 | 2.5 | 5.2 |
| L2030 | SB | 800 | 900 | 2.8 | 2.7 | 2.7 | 11.7 | 2.2 | 7.0 |
| L2030 | SB | 900 | 1000 | 5.2 | 5.1 | 5.2 | 9.6 | 2.4 | 6.0 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|----------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| L2030 | SB | 1000 | 1100 | 6.6 | 6.1 | 6.3 | 7.8 | 4.2 | 6.0 |
| L2030 | SB | 1100 | 1200 | 3.1 | 2.6 | 2.9 | 7.6 | 3.2 | 5.4 |
| L2030 | SB | 1200 | 1300 | 3.3 | 3.2 | 3.2 | 3.4 | 3.3 | 3.3 |
| L2030 | SB | 1300 | 1400 | 4.8 | 4.4 | 4.6 | 19.6 | 4.8 | 12.2 |
| L2030 | SB | 1400 | 1500 | 3.0 | 3.2 | 3.1 | 2.6 | 7.0 | 4.8 |
| L2030 | SB | 1500 | 1600 | 3.9 | 3.3 | 3.6 | 3.0 | 10.9 | 6.9 |
| L2030 | SB | 1600 | 1700 | 2.7 | 3.3 | 3.0 | 2.3 | 8.4 | 5.4 |
| L2030 | SB | 1700 | 1800 | 4.9 | 3.7 | 4.3 | 8.0 | 9.9 | 9.0 |
| L2030 | SB | 1800 | 1900 | 4.4 | 3.8 | 4.1 | 2.4 | 6.3 | 4.3 |
| L2030 | SB | 1900 | 2000 | 3.7 | 3.4 | 3.6 | 2.3 | 4.6 | 3.4 |
| L2030 | SB | 2000 | 2100 | 3.6 | 2.6 | 3.1 | 3.9 | 3.5 | 3.7 |
| L2030 | SB | 2100 | 2200 | 3.5 | 3.6 | 3.5 | 11.2 | 1.4 | 6.3 |
| L2030 | SB | 2200 | 2300 | 2.7 | 3.8 | 3.3 | 8.1 | 2.8 | 5.5 |
| L2030 | SB | 2300 | 2400 | 16.2 | 5.9 | 11.1 | 11.3 | 3.1 | 7.2 |
| L2030 | SB | 2400 | 2500 | 11.9 | 3.7 | 7.8 | 9.7 | 2.2 | 6.0 |
| L2030 | SB | 2500 | 2600 | 2.2 | 2.3 | 2.3 | 1.7 | 1.9 | 1.8 |
| L2030 | SB | 2600 | 2700 | 2.5 | 2.1 | 2.3 | 1.9 | 1.7 | 1.8 |
| L2030 | SB | 2700 | 2800 | 5.9 | 3.0 | 4.4 | 7.3 | 2.3 | 4.8 |
| L2030 | SB | 2800 | 2900 | 3.6 | 3.2 | 3.4 | 3.7 | 2.3 | 3.0 |
| L2030 | SB | 2900 | 3000 | 3.6 | 3.4 | 3.5 | 3.7 | 5.7 | 4.7 |
| L2030 | SB | 3000 | 3060 | 5.3 | 4.2 | 4.7 | 3.9 | 2.4 | 3.2 |
| L2030 | NB | 0 | 100 | 4.9 | 5.3 | 5.1 | 4.2 | 2.1 | 3.1 |
| L2030 | NB | 100 | 200 | 3.7 | 4.3 | 4.0 | 4.1 | 3.6 | 3.8 |
| L2030 | NB | 200 | 300 | 4.2 | 3.8 | 4.0 | 3.8 | 6.1 | 4.9 |
| L2030 | NB | 300 | 400 | 5.3 | 2.5 | 3.9 | 6.8 | 2.4 | 4.6 |
| L2030 | NB | 400 | 500 | 4.4 | 4.0 | 4.2 | 7.7 | 2.6 | 5.1 |
| L2030 | NB | 500 | 600 | 1.4 | 2.4 | 1.9 | 0.7 | 3.1 | 1.9 |
| L2030 | NB | 600 | 700 | 2.8 | 3.5 | 3.2 | 1.0 | 1.9 | 1.5 |
| L2030 | NB | 700 | 800 | 5.7 | 6.3 | 6.0 | 5.3 | 2.7 | 4.0 |
| L2030 | NB | 800 | 900 | 4.0 | 2.5 | 3.3 | 9.7 | 3.3 | 6.5 |
| L2030 | NB | 900 | 1000 | 3.4 | 4.3 | 3.9 | 8.3 | 3.5 | 5.9 |
| L2030 | NB | 1000 | 1100 | 2.0 | 2.4 | 2.2 | 3.1 | 3.4 | 3.3 |
| L2030 | NB | 1100 | 1200 | 2.6 | 2.4 | 2.5 | 3.7 | 5.7 | 4.7 |
| L2030 | NB | 1200 | 1300 | 3.6 | 3.5 | 3.5 | 5.0 | 3.9 | 4.5 |
| L2030 | NB | 1300 | 1400 | 3.2 | 3.2 | 3.2 | 3.2 | 7.9 | 5.5 |
| L2030 | NB | 1400 | 1500 | 2.9 | 3.0 | 2.9 | 5.0 | 4.3 | 4.6 |
| L2030 | NB | 1500 | 1600 | 3.2 | 2.7 | 2.9 | 4.0 | 4.8 | 4.4 |
| L2030 | NB | 1600 | 1700 | 2.6 | 2.6 | 2.6 | 7.4 | 3.3 | 5.4 |
| L2030 | NB | 1700 | 1800 | 3.8 | 3.9 | 3.9 | 6.4 | 2.5 | 4.4 |
| L2030 | NB | 1800 | 1900 | 2.2 | 3.3 | 2.7 | 2.1 | 2.4 | 2.3 |
| L2030 | NB | 1900 | 2000 | 4.0 | 3.8 | 3.9 | 3.2 | 2.9 | 3.0 |
| L2030 | NB | 2000 | 2100 | 6.9 | 6.4 | 6.6 | 4.8 | 2.8 | 3.8 |

| Location | Lane | Chainage | | IRI (m/km) | | | Rut Depth (mm) | | |
|----------|------|----------|------|------------|-------|------|----------------|-------|------|
| | | From | To | Left | Right | Avg. | Left | Right | Avg. |
| L2030 | NB | 2100 | 2200 | 4.9 | 4.7 | 4.8 | 7.5 | 2.8 | 5.1 |
| L2030 | NB | 2200 | 2300 | 3.6 | 2.5 | 3.1 | 6.3 | 2.0 | 4.2 |
| L2030 | NB | 2300 | 2400 | 3.7 | 2.4 | 3.0 | 7.8 | 4.0 | 5.9 |
| L2030 | NB | 2400 | 2500 | 3.8 | 2.7 | 3.2 | 6.5 | 2.2 | 4.4 |
| L2030 | NB | 2500 | 2600 | 2.2 | 1.9 | 2.1 | 5.2 | 1.8 | 3.5 |
| L2030 | NB | 2600 | 2700 | 3.5 | 2.3 | 2.9 | 7.9 | 1.6 | 4.8 |
| L2030 | NB | 2700 | 2800 | 6.8 | 3.2 | 5.0 | 8.1 | 1.4 | 4.7 |
| L2030 | NB | 2800 | 2900 | 3.1 | 3.2 | 3.2 | 4.6 | 4.4 | 4.5 |
| L2030 | NB | 2900 | 3000 | 4.6 | 3.8 | 4.2 | 9.3 | 3.8 | 6.5 |
| L2030 | NB | 3000 | 3060 | 5.7 | 4.4 | 5.0 | 6.8 | 3.9 | 5.4 |

Appendix B – Tabulated Location Details

| Location | Lane | Length (m) | Irish Grid (From) | | Irish Grid (To) | |
|--|------|------------|-------------------|----------|-----------------|----------|
| | | | Easting | Northing | Easting | Northing |
| Haul Route No. 1 Section C-D | NB | 2400 | 289127 | 221799 | 291146 | 221502 |
| Haul Route No. 1 Section C-D | SB | 2400 | 291150 | 221510 | 289166 | 221782 |
| Haul Route No. 1 Section A-B | NB | 3960 | 283295 | 208494 | 285464 | 211619 |
| Haul Route No. 1 Section A-B | SB | 3960 | 285462 | 211609 | 283290 | 208481 |
| Haul Route No. 2 | NB | 11710 | 285473 | 211623 | 289127 | 221789 |
| Haul Route No. 2 | SB | 11710 | 289161 | 221773 | 285479 | 211620 |
| Haul Route No. 4 | NB | 23130 | 284001 | 209568 | 276014 | 226535 |
| Haul Route No. 4 | SB | 23130 | 276044 | 226536 | 284008 | 209572 |
| Haul Route No. 1.2 | NB | 4650 | 288747 | 224614 | 285681 | 227315 |
| Haul Route No. 1.2 | SB | 4650 | 285693 | 227315 | 288758 | 224618 |
| Sallin bypass | NB | 4520 | 288079 | 220937 | 288755 | 224610 |
| Sallin bypass | SB | 4520 | 288767 | 224601 | 288103 | 220975 |
| Proposed Haul Route Kildare - Milltown | EB | 7850 | 276155 | 217734 | 272349 | 211678 |
| Proposed Haul Route Kildare - Milltown | WB | 7850 | 272387 | 211700 | 276172 | 217742 |
| Proposed Haul Route Enfield Link Rd. | EB | 1760 | 277430 | 240602 | 278757 | 240983 |
| Proposed Haul Route Enfield Link Rd. | WB | 1760 | 278799 | 240986 | 277429 | 240596 |
| Haul Route No. 3 | NB | 19240 | 272944 | 228102 | 277655 | 241106 |
| Haul Route No. 3 | SB | 19240 | 277661 | 241109 | 272958 | 228096 |
| Proposed Haul Route Maynooth - Clane | NB | 12130 | 287829 | 227225 | 293821 | 236116 |
| Proposed Haul Route Maynooth - Clane | SB | 12130 | 293827 | 236108 | 287842 | 227249 |
| Haul Route No. 1 Section C-D | EB | 15550 | 287643 | 227494 | 272950 | 228094 |
| Haul Route No. 1 Section C-D | WB | 15550 | 272964 | 228088 | 287655 | 227501 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14910 | 287767 | 239266 | 283291 | 227123 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14910 | 283289 | 227116 | 287739 | 239246 |
| Ballycane road | EB | 1460 | 289215 | 218292 | 290208 | 218949 |
| Ballycane road | WB | 1460 | 290205 | 218984 | 289164 | 218263 |
| R409 | NB | 10850 | 287156 | 219710 | 280015 | 226863 |
| R409 | SB | 10850 | 280019 | 226865 | 287157 | 219732 |
| L2030 | SB | 3060 | 285909 | 220103 | 286874 | 218679 |
| L2030 | NB | 3060 | 286892 | 218666 | 285900 | 220121 |



Pavement Condition Survey of Drehid Landfill, Co. Kildare

On behalf of:
Bord Na Mona

Video Pavement Condition Index (vPCI) Survey Report



DOCUMENT CONTROL SHEET

| | | | | | | |
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| Client | Bord Na Mona | | | | | |
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| Document Title | Video Pavement Condition Index (vPCI) Survey Report | | | | | |
| Document No. | 1.0 | | | | | |
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1. Introduction

A pavement condition survey of Drehid Landfill, Co. Kildare was carried out by PMS Pavement Management Services Ltd. on behalf of Bord Na Mona. The pavement condition survey comprised of a video survey and pavement condition index (vPCI) survey for the network. The video data collection survey in the field was carried out on the 1st of July 2022. This report presents the results of the vPCI survey carried out on this date.

Table 1 gives a description of the road network surveyed including the Section, lane or survey direction and measured length for each section. GPS co-ordinates at the beginning and end of each section are also indicated in Table 1.

| Section | Lane/Dir | Length (m) | GPS WGS-84 From | | GPS WGS-84 To | |
|--|----------|------------|-----------------|-----------|---------------|-----------|
| | | | Latitude | Longitude | Latitude | Longitude |
| Haul Route No. 1 Section C-D | NB | 2055 | 53.239305 | -6.665835 | 53.233871 | -6.637312 |
| Haul Route No. 1 Section C-D | NB | 355 | 53.233454 | -6.636739 | 53.236342 | -6.635683 |
| Haul Route No. 1 Section C-D | NB | 3960 | 53.120776 | -6.756629 | 53.148506 | -6.723401 |
| Haul Route No. 2 | NB | 11705 | 53.148542 | -6.723285 | 53.239220 | -6.665794 |
| Haul Route No. 1 Section C-D | SB | 400 | 53.236427 | -6.635624 | 53.233226 | -6.637048 |
| Haul Route No. 1 Section C-D | SB | 2000 | 53.233690 | -6.637267 | 53.239195 | -6.665242 |
| Haul Route No. 1 Section A-B | SB | 3960 | 53.148434 | -6.723398 | 53.120667 | -6.756684 |
| Haul Route No. 2 | SB | 11705 | 53.239124 | -6.665314 | 53.148541 | -6.723098 |
| Haul Route No. 4 | NB | 7765 | 53.130283 | -6.745831 | 53.180167 | -6.798240 |
| Haul Route No. 4 | NB | 15375 | 53.180217 | -6.798386 | 53.283935 | -6.861054 |
| Haul Route No. 1.2 | NB | 4645 | 53.264707 | -6.670731 | 53.289423 | -6.715913 |
| Haul Route No. 1.2 | SB | 4650 | 53.289508 | -6.715841 | 53.264748 | -6.670647 |
| Sallin bypass | NB | 4520 | 53.231782 | -6.681757 | 53.264664 | -6.670606 |
| Sallin bypass | SB | 4535 | 53.264637 | -6.670432 | 53.232102 | -6.681251 |
| Haul Route No. 4 | SB | 10225 | 53.283947 | -6.860593 | 53.204976 | -6.860880 |
| Haul Route No. 4 | SB | 12900 | 53.204899 | -6.860723 | 53.130404 | -6.745689 |
| Proposed Haul Route Kildare - Milltown | EB | 7845 | 53.204860 | -6.861027 | 53.150942 | -6.919310 |
| Proposed Haul Route Kildare - Milltown | WB | 7850 | 53.151184 | -6.918787 | 53.204928 | -6.860792 |
| Proposed Haul Route Enfield Link Rd. | EB | 1755 | 53.410099 | -6.836392 | 53.413274 | -6.816363 |
| Proposed Haul Route Enfield Link Rd. | WB | 1760 | 53.413387 | -6.815764 | 53.410020 | -6.836340 |
| Haul Route No. 3 | NB | 17830 | 53.298408 | -6.906662 | 53.405749 | -6.846905 |
| Haul Route No. 3 | NB | 1405 | 53.405893 | -6.846332 | 53.414573 | -6.832815 |
| Proposed Haul Route Maynooth - Clane | NB | 350 | 53.288308 | -6.683757 | 53.290924 | -6.686185 |
| Haul Route No. 1 Section C-D | EB | 15550 | 53.290770 | -6.686404 | 53.298327 | -6.906573 |
| Proposed Haul Route Maynooth - Clane | SB | 11830 | 53.367121 | -6.591230 | 53.291208 | -6.686182 |

| Section | Lane/Dir | Length (m) | GPS WGS-84 From | | GPS WGS-84 To | |
|--|----------|------------|-----------------|-----------|---------------|-----------|
| | | | Latitude | Longitude | Latitude | Longitude |
| Proposed Haul Route Maynooth - Clane | NB | 11780 | 53.290809 | -6.686105 | 53.367148 | -6.591314 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14910 | 53.396511 | -6.681305 | 53.288172 | -6.751851 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14910 | 53.288064 | -6.751852 | 53.396299 | -6.681804 |
| Haul Route No. 3 | SB | 19240 | 53.414641 | -6.832859 | 53.298440 | -6.906548 |
| Proposed Haul Route Maynooth - Clane | SB | 295 | 53.290630 | -6.686023 | 53.288559 | -6.683618 |
| Haul Route No. 1 Section C-D | WB | 15555 | 53.298358 | -6.906458 | 53.290821 | -6.686309 |
| Ballycane road | EB | 1465 | 53.207842 | -6.665574 | 53.213570 | -6.650445 |
| Ballycane road | WB | 1465 | 53.213930 | -6.650521 | 53.207583 | -6.666254 |
| R409 | NB | 10845 | 53.220917 | -6.695910 | 53.286299 | -6.800901 |
| R409 | SB | 10850 | 53.286315 | -6.801020 | 53.221096 | -6.695964 |
| L2030 | SB | 2850 | 53.224653 | -6.714465 | 53.211405 | -6.703758 |
| L2030 | SB | 215 | 53.211415 | -6.703590 | 53.211704 | -6.700419 |
| L2030 | NB | 3065 | 53.211561 | -6.700061 | 53.224816 | -6.714607 |

Table 1: Network Description

2. Data Collection

The data collection survey of the road network in the field is carried out using a specialised video survey vehicle equipped with a high-definition video camera, distance measurement instrument (DMI), and GPS receiver. The video survey is typically carried out at normal traffic speeds, depending on road condition and road geometrics. The survey vehicle captures forward viewing video of the road surface using a high-definition video camera. The video data is recorded using both chainage and GPS referenced coordinate systems by an on-board computer. The condition of the roads surveyed can be assessed by a visual condition survey from the video recorded. Each video frame is stamped with road segment ID, date, time and chainage, and the frames are compressed to retain maximum definition at minimum storage space. The video frames and associated information are then written to a high-speed hard disk.

Once the data is collected in the field, all of the remaining post-processing can be carried out indoors. The visual assessment of the road sections was carried out in the office by viewing the video recording for each road and identifying the type, severity and quantity of the distresses present using the PCI methodology described below.

3. Pavement Condition Index (PCI)

The Pavement Condition Index (PCI) procedure was developed by the U.S. Army Corps of Engineers in the early 1970's. It is one of the most comprehensive visual pavement inspection systems and has been extensively refined and improved over the past 40 years. The detailed PCI rating procedures are outlined in U.S. Army Technical Manual 5-623 *“Pavement Maintenance Management”* and U.S. Army Construction Engineering Research Laboratory (CERL) Technical Report M-294 *“Pavement Maintenance Management for Roads and Parking Lots”*.

The PCI inspection system is based on a defined index of between 0 and 100 that all pavements must lie between. A new pavement (theoretically distress-free) has a PCI of 100. For each distress measured, a “deduct value” is calculated depending upon the nature of the distress, its severity and quantity. The deduct values are summed, adjusted to take into account the total number of distresses identified, and then subtracted from 100 to give the PCI index for the pavement.

A breakdown of pavement classification by PCI is given in Table 2.

| PCI Range | Pavement Condition Rating |
|-----------|---------------------------|
| 85 to 100 | Very Good |
| 65 to 85 | Good |
| 50 to 65 | Fair |
| 40 to 50 | Poor |
| 20 to 40 | Very Poor |
| < 20 | Fail |

Table 2: Pavement Classification based on PCI

A modified version of the U.S. Army Corps of Engineers PCI methodology based on a windshield survey from a slow-moving vehicle was developed in Ireland in the 1990's.

Modifications to the windshield survey were then developed to provide a video PCI (vPCI) methodology. There were 19 original distresses specified under the U.S. PCI methodology and 10 distresses were retained for the Irish method. The distresses can be grouped into four categories as shown in Table 3.

| Surface Defects | Openings in Surface | Cracking | Pavement Deformation |
|-----------------|---------------------|--------------------|----------------------|
| Bleeding | Potholes | Alligator Cracking | Rutting |
| Ravelling | Road Disintegration | Edge Break-up | Depressions |
| Patching | | Cracking - Other | |

Table 3: Irish Distresses Grouped by Category

The Non-National Roads Pavement Condition Study; *“Windshield Distress Catalogue Descriptions and Rating Procedures”* pavement inspection manual has been produced specifically for Irish road conditions. It describes each distress type, how to distinguish between severity levels and displays photographs for every distress type/severity combination. Depending upon the distress type there is one, two or three severity levels defined. Bleeding, for example, has only one severity level defined, while Potholes and Patching have three severity levels.

The vPCI survey is carried out on every 100-metre sample unit of the road network survey from the video recorded in the field. The type, severity and quantity of pavement distress for each 100-metre length of pavement is identified and stored. The vPCI rating, structural index and surface index is calculated from the distress data collected.

The vPCI value provides an overall measure of the pavement condition based on the PCI scale, and provides information on the types and quantities of the pavement defects. The Structural Index reflects the percentage contribution of load-related distresses (potholes, rutting, alligator cracking, edge cracking, and road disintegration) to the overall vPCI value. The Surface Index reflects the percentage contribution of surface-related distresses (bleeding, ravelling) to the overall vPCI value. The remainder of the deduct is primarily attributable to patching, which is not classified as load or surface related in the present definitions.

4. Survey Results

Table 4 presents the overall average vPCI section results. The standard deviation of the vPCI values is shown to quantify the variability of vPCI values over the section. The Structural Index and Surface Index results for each section are also given in Table 4.

A breakdown of the distress data based on distress type is given in Tables 5, 6 & 7. Table 5 displays the distress types sorted by number of occurrences. Table 6 shows the distress type sorted by average quantity of distress per occurrence, expressed as a percentage of the total area of the sample unit. Table 7 shows the distress type sorted by average deduct value for each distress per occurrence.

Appendix A details the vPCI, Structural Index and Surface Index results for each 100-metre sample unit. The sample unit number increases in the direction of traffic on all sections. Detailed results of all distresses including type, severity and quantity for each 100-metre sample unit are also available, if a more detailed subsequent examination is required.

Appendix B contains a site map showing the location and extent of the section.

| Road No. | Lane/Dir | vPCI | Rating | Standard Deviation | % Structure | % Surface |
|--|----------|------|-----------|--------------------|-------------|-----------|
| Haul Route No. 1 Section C-D | NB | 94 | Very Good | 5 | 1 | 56 |
| Haul Route No. 1 Section C-D | NB | 100 | Very Good | 0 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 93 | Very Good | 9 | 31 | 52 |
| Haul Route No. 2 | NB | 85 | Very Good | 16 | 34 | 58 |
| Haul Route No. 1 Section C-D | SB | 100 | Very Good | 0 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 94 | Very Good | 6 | 33 | 41 |
| Haul Route No. 1 Section A-B | SB | 92 | Very Good | 9 | 7 | 78 |
| Haul Route No. 2 | SB | 80 | Good | 22 | 42 | 45 |
| Haul Route No. 4 | NB | 82 | Good | 23 | 44 | 30 |
| Haul Route No. 4 | NB | 86 | Very Good | 16 | 49 | 37 |
| Haul Route No. 1.2 | NB | 98 | Very Good | 5 | 19 | 74 |
| Haul Route No. 1.2 | SB | 98 | Very Good | 5 | 9 | 90 |
| Sallin bypass | NB | 99 | Very Good | 3 | 0 | 51 |
| Sallin bypass | SB | 100 | Very Good | 1 | 0 | 100 |
| Haul Route No. 4 | SB | 78 | Good | 21 | 45 | 48 |
| Haul Route No. 4 | SB | 81 | Good | 19 | 41 | 30 |
| Proposed Haul Route Kildare - Milltown | EB | 82 | Good | 22 | 58 | 17 |
| Proposed Haul Route Kildare - Milltown | WB | 84 | Good | 20 | 54 | 23 |

| Road No. | Lane/Dir | vPCI | Rating | Standard Deviation | % Structure | % Surface |
|--|----------|------|-----------|--------------------|-------------|-----------|
| Proposed Haul Route Enfield Link Rd. | EB | 98 | Very Good | 3 | 0 | 74 |
| Proposed Haul Route Enfield Link Rd. | WB | 99 | Very Good | 2 | 0 | 54 |
| Haul Route No. 3 | NB | 90 | Very Good | 17 | 49 | 29 |
| Haul Route No. 3 | NB | 94 | Very Good | 4 | 1 | 58 |
| Proposed Haul Route Maynooth - Clane | NB | 78 | Good | 27 | 66 | 18 |
| Haul Route No. 1 Section C-D | EB | 81 | Good | 20 | 43 | 43 |
| Proposed Haul Route Maynooth - Clane | SB | 88 | Very Good | 17 | 44 | 46 |
| Proposed Haul Route Maynooth - Clane | NB | 90 | Very Good | 15 | 57 | 35 |
| Proposed Haul Route Kilcock - Prosperous | SB | 88 | Very Good | 15 | 66 | 28 |
| Proposed Haul Route Kilcock - Prosperous | NB | 89 | Very Good | 16 | 67 | 28 |
| Haul Route No. 3 | SB | 89 | Very Good | 20 | 60 | 22 |
| Proposed Haul Route Maynooth - Clane | SB | 96 | Very Good | 2 | 0 | 82 |
| Haul Route No. 1 Section C-D | WB | 80 | Good | 21 | 44 | 47 |
| Ballycane road | EB | 97 | Very Good | 5 | 3 | 57 |
| Ballycane road | WB | 96 | Very Good | 5 | 37 | 29 |
| R409 | NB | 96 | Very Good | 8 | 6 | 63 |
| R409 | SB | 93 | Very Good | 11 | 29 | 46 |
| L2030 | SB | 85 | Very Good | 11 | 23 | 35 |
| L2030 | SB | 76 | Good | 14 | 73 | 17 |
| L2030 | NB | 84 | Good | 14 | 46 | 40 |

Table 4: PCI Section Results

| Name | No. Of Occurrences |
|----------------|--------------------|
| Ravelling | 886 |
| Bleeding | 713 |
| Patching | 503 |
| Rutting | 495 |
| Alligator | 326 |
| EdgeBreakup | 101 |
| Depression | 61 |
| OtherCracking | 47 |
| Potholes | 19 |
| Disintegration | 0 |

Table 5: Distresses Sorted by Number of Occurrences

| Name | Average Quantity |
|----------------|------------------|
| Bleeding | 24 |
| Patching | 6 |
| Alligator | 6 |
| Rutting | 5 |
| Ravelling | 4 |
| Potholes | 1 |
| Depression | 1 |
| EdgeBreakup | 1 |
| OtherCracking | 1 |
| Disintegration | 0 |

Table 6: Distresses Sorted by Average Quantity per Occurrence

| Name | Average Deduct |
|----------------|----------------|
| Alligator | 26 |
| Rutting | 26 |
| Bleeding | 17 |
| Patching | 13 |
| EdgeBreakup | 12 |
| Depression | 11 |
| Potholes | 7 |
| Ravelling | 7 |
| OtherCracking | 5 |
| Disintegration | 0 |

Table 7: Distresses Sorted by Average Deduct per Occurrence

Appendix A – vPCI Results

100m Sample Units

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | NB | 0 | 100 | 93 | 0 | 42 |
| Haul Route No. 1 Section C-D | NB | 100 | 200 | 99 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 200 | 300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 300 | 400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 400 | 500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 500 | 600 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 600 | 700 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 700 | 800 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 800 | 900 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 900 | 1000 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 1000 | 1100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 1100 | 1200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 1200 | 1300 | 89 | 0 | 56 |
| Haul Route No. 1 Section C-D | NB | 1300 | 1400 | 89 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 1400 | 1500 | 94 | 0 | 82 |
| Haul Route No. 1 Section C-D | NB | 1500 | 1600 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 1600 | 1700 | 85 | 0 | 33 |
| Haul Route No. 1 Section C-D | NB | 1700 | 1800 | 93 | 0 | 85 |
| Haul Route No. 1 Section C-D | NB | 1800 | 1900 | 86 | 7 | 36 |
| Haul Route No. 1 Section C-D | NB | 1900 | 2000 | 86 | 0 | 35 |
| | | | | | | |
| Haul Route No. 1 Section C-D | NB | 0 | 100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 100 | 200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 200 | 300 | 100 | 0 | 0 |
| | | | | | | |
| Haul Route No. 1 Section C-D | NB | 0 | 100 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 100 | 200 | 49 | 90 | 10 |
| Haul Route No. 1 Section C-D | NB | 200 | 300 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 300 | 400 | 93 | 14 | 86 |
| Haul Route No. 1 Section C-D | NB | 400 | 500 | 90 | 0 | 51 |
| Haul Route No. 1 Section C-D | NB | 500 | 600 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 600 | 700 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 700 | 800 | 89 | 9 | 80 |
| Haul Route No. 1 Section C-D | NB | 800 | 900 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 900 | 1000 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 1000 | 1100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 1100 | 1200 | 84 | 40 | 32 |
| Haul Route No. 1 Section C-D | NB | 1200 | 1300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 1300 | 1400 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 1400 | 1500 | 92 | 0 | 39 |
| Haul Route No. 1 Section C-D | NB | 1500 | 1600 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | NB | 1600 | 1700 | 95 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 1700 | 1800 | 90 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 1800 | 1900 | 85 | 53 | 0 |
| Haul Route No. 1 Section C-D | NB | 1900 | 2000 | 99 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 2000 | 2100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 2100 | 2200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 2200 | 2300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 2300 | 2400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 2400 | 2500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 2500 | 2600 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 2600 | 2700 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 2700 | 2800 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 2800 | 2900 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 2900 | 3000 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 3000 | 3100 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 3100 | 3200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 3200 | 3300 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 3300 | 3400 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | NB | 3400 | 3500 | 90 | 10 | 90 |
| Haul Route No. 1 Section C-D | NB | 3500 | 3600 | 84 | 45 | 55 |
| Haul Route No. 1 Section C-D | NB | 3600 | 3700 | 81 | 33 | 27 |
| Haul Route No. 1 Section C-D | NB | 3700 | 3800 | 76 | 32 | 68 |
| Haul Route No. 1 Section C-D | NB | 3800 | 3900 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 3900 | 4000 | 100 | 0 | 0 |
| Haul Route No. 2 | | | | | | |
| Haul Route No. 2 | NB | 0 | 100 | 73 | 100 | 0 |
| Haul Route No. 2 | NB | 100 | 200 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 200 | 300 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 300 | 400 | 87 | 0 | 100 |
| Haul Route No. 2 | NB | 400 | 500 | 69 | 0 | 100 |
| Haul Route No. 2 | NB | 500 | 600 | 50 | 48 | 52 |
| Haul Route No. 2 | NB | 600 | 700 | 50 | 48 | 52 |
| Haul Route No. 2 | NB | 700 | 800 | 53 | 51 | 49 |
| Haul Route No. 2 | NB | 800 | 900 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 900 | 1000 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 1000 | 1100 | 59 | 60 | 40 |
| Haul Route No. 2 | NB | 1100 | 1200 | 59 | 60 | 40 |
| Haul Route No. 2 | NB | 1200 | 1300 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 1300 | 1400 | 53 | 51 | 49 |
| Haul Route No. 2 | NB | 1400 | 1500 | 69 | 34 | 66 |
| Haul Route No. 2 | NB | 1500 | 1600 | 87 | 0 | 100 |
| Haul Route No. 2 | NB | 1600 | 1700 | 87 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 2 | NB | 1700 | 1800 | 94 | 0 | 100 |
| Haul Route No. 2 | NB | 1800 | 1900 | 94 | 0 | 100 |
| Haul Route No. 2 | NB | 1900 | 2000 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 2000 | 2100 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 2100 | 2200 | 94 | 0 | 100 |
| Haul Route No. 2 | NB | 2200 | 2300 | 94 | 0 | 100 |
| Haul Route No. 2 | NB | 2300 | 2400 | 95 | 0 | 100 |
| Haul Route No. 2 | NB | 2400 | 2500 | 94 | 0 | 100 |
| Haul Route No. 2 | NB | 2500 | 2600 | 90 | 0 | 100 |
| Haul Route No. 2 | NB | 2600 | 2700 | 91 | 0 | 100 |
| Haul Route No. 2 | NB | 2700 | 2800 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 2800 | 2900 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 2900 | 3000 | 87 | 0 | 100 |
| Haul Route No. 2 | NB | 3000 | 3100 | 69 | 0 | 100 |
| Haul Route No. 2 | NB | 3100 | 3200 | 50 | 48 | 52 |
| Haul Route No. 2 | NB | 3200 | 3300 | 50 | 48 | 52 |
| Haul Route No. 2 | NB | 3300 | 3400 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 3400 | 3500 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 3500 | 3600 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 3600 | 3700 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 3700 | 3800 | 94 | 0 | 100 |
| Haul Route No. 2 | NB | 3800 | 3900 | 95 | 0 | 100 |
| Haul Route No. 2 | NB | 3900 | 4000 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 4000 | 4100 | 90 | 0 | 100 |
| Haul Route No. 2 | NB | 4100 | 4200 | 84 | 36 | 64 |
| Haul Route No. 2 | NB | 4200 | 4300 | 85 | 0 | 100 |
| Haul Route No. 2 | NB | 4300 | 4400 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 4400 | 4500 | 69 | 0 | 100 |
| Haul Route No. 2 | NB | 4500 | 4600 | 63 | 0 | 97 |
| Haul Route No. 2 | NB | 4600 | 4700 | 69 | 0 | 100 |
| Haul Route No. 2 | NB | 4700 | 4800 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 4800 | 4900 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 4900 | 5000 | 87 | 0 | 100 |
| Haul Route No. 2 | NB | 5000 | 5100 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 5100 | 5200 | 64 | 23 | 77 |
| Haul Route No. 2 | NB | 5200 | 5300 | 64 | 0 | 100 |
| Haul Route No. 2 | NB | 5300 | 5400 | 50 | 48 | 52 |
| Haul Route No. 2 | NB | 5400 | 5500 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 5500 | 5600 | 53 | 51 | 49 |
| Haul Route No. 2 | NB | 5600 | 5700 | 69 | 0 | 100 |
| Haul Route No. 2 | NB | 5700 | 5800 | 78 | 0 | 100 |
| Haul Route No. 2 | NB | 5800 | 5900 | 76 | 32 | 68 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 2 | NB | 5900 | 6000 | 42 | 53 | 18 |
| Haul Route No. 2 | NB | 6000 | 6100 | 76 | 0 | 33 |
| Haul Route No. 2 | NB | 6100 | 6200 | 89 | 0 | 100 |
| Haul Route No. 2 | NB | 6200 | 6300 | 86 | 0 | 100 |
| Haul Route No. 2 | NB | 6300 | 6400 | 80 | 0 | 100 |
| Haul Route No. 2 | NB | 6400 | 6500 | 83 | 0 | 96 |
| Haul Route No. 2 | NB | 6500 | 6600 | 77 | 0 | 100 |
| Haul Route No. 2 | NB | 6600 | 6700 | 57 | 49 | 49 |
| Haul Route No. 2 | NB | 6700 | 6800 | 88 | 0 | 26 |
| Haul Route No. 2 | NB | 6800 | 6900 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 6900 | 7000 | 95 | 0 | 100 |
| Haul Route No. 2 | NB | 7000 | 7100 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 7100 | 7200 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 7200 | 7300 | 99 | 0 | 0 |
| Haul Route No. 2 | NB | 7300 | 7400 | 92 | 100 | 0 |
| Haul Route No. 2 | NB | 7400 | 7500 | 92 | 100 | 0 |
| Haul Route No. 2 | NB | 7500 | 7600 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 7600 | 7700 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 7700 | 7800 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 7800 | 7900 | 95 | 0 | 0 |
| Haul Route No. 2 | NB | 7900 | 8000 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 8000 | 8100 | 96 | 0 | 0 |
| Haul Route No. 2 | NB | 8100 | 8200 | 86 | 70 | 30 |
| Haul Route No. 2 | NB | 8200 | 8300 | 68 | 82 | 16 |
| Haul Route No. 2 | NB | 8300 | 8400 | 75 | 81 | 0 |
| Haul Route No. 2 | NB | 8400 | 8500 | 42 | 64 | 7 |
| Haul Route No. 2 | NB | 8500 | 8600 | 55 | 72 | 9 |
| Haul Route No. 2 | NB | 8600 | 8700 | 89 | 24 | 0 |
| Haul Route No. 2 | NB | 8700 | 8800 | 90 | 0 | 0 |
| Haul Route No. 2 | NB | 8800 | 8900 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 8900 | 9000 | 78 | 70 | 16 |
| Haul Route No. 2 | NB | 9000 | 9100 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 9100 | 9200 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 9200 | 9300 | 98 | 48 | 0 |
| Haul Route No. 2 | NB | 9300 | 9400 | 95 | 0 | 0 |
| Haul Route No. 2 | NB | 9400 | 9500 | 95 | 0 | 100 |
| Haul Route No. 2 | NB | 9500 | 9600 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 9600 | 9700 | 95 | 0 | 100 |
| Haul Route No. 2 | NB | 9700 | 9800 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 9800 | 9900 | 96 | 0 | 74 |
| Haul Route No. 2 | NB | 9900 | 10000 | 97 | 0 | 100 |
| Haul Route No. 2 | NB | 10000 | 10100 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 2 | NB | 10100 | 10200 | 95 | 0 | 100 |
| Haul Route No. 2 | NB | 10200 | 10300 | 99 | 0 | 0 |
| Haul Route No. 2 | NB | 10300 | 10400 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 10400 | 10500 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 10500 | 10600 | 99 | 0 | 0 |
| Haul Route No. 2 | NB | 10600 | 10700 | 90 | 0 | 0 |
| Haul Route No. 2 | NB | 10700 | 10800 | 94 | 0 | 100 |
| Haul Route No. 2 | NB | 10800 | 10900 | 89 | 0 | 56 |
| Haul Route No. 2 | NB | 10900 | 11000 | 94 | 0 | 100 |
| Haul Route No. 2 | NB | 11000 | 11100 | 90 | 0 | 100 |
| Haul Route No. 2 | NB | 11100 | 11200 | 97 | 0 | 100 |
| Haul Route No. 2 | NB | 11200 | 11300 | 94 | 17 | 83 |
| Haul Route No. 2 | NB | 11300 | 11400 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 11400 | 11500 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 11500 | 11600 | 100 | 0 | 0 |
| Haul Route No. 2 | NB | 11600 | 11700 | 95 | 0 | 100 |
| | | | | | | |
| Haul Route No. 1 Section C-D | SB | 0 | 100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 100 | 200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 200 | 300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 300 | 400 | 100 | 0 | 0 |
| | | | | | | |
| Haul Route No. 1 Section C-D | SB | 0 | 100 | 90 | 0 | 51 |
| Haul Route No. 1 Section C-D | SB | 100 | 200 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | SB | 200 | 300 | 80 | 32 | 26 |
| Haul Route No. 1 Section C-D | SB | 300 | 400 | 93 | 0 | 85 |
| Haul Route No. 1 Section C-D | SB | 400 | 500 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | SB | 500 | 600 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | SB | 600 | 700 | 94 | 0 | 82 |
| Haul Route No. 1 Section C-D | SB | 700 | 800 | 85 | 69 | 0 |
| Haul Route No. 1 Section C-D | SB | 800 | 900 | 90 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 900 | 1000 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 1000 | 1100 | 90 | 51 | 49 |
| Haul Route No. 1 Section C-D | SB | 1100 | 1200 | 85 | 100 | 0 |
| Haul Route No. 1 Section C-D | SB | 1200 | 1300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 1300 | 1400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 1400 | 1500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 1500 | 1600 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | SB | 1600 | 1700 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | SB | 1700 | 1800 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 1800 | 1900 | 99 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 1900 | 2000 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section A-B | SB | 0 | 100 | 94 | 83 | 0 |
| Haul Route No. 1 Section A-B | SB | 100 | 200 | 97 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 200 | 300 | 87 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 300 | 400 | 91 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 400 | 500 | 84 | 45 | 55 |
| Haul Route No. 1 Section A-B | SB | 500 | 600 | 78 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 600 | 700 | 69 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 700 | 800 | 69 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 800 | 900 | 69 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 900 | 1000 | 78 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 1000 | 1100 | 84 | 45 | 55 |
| Haul Route No. 1 Section A-B | SB | 1100 | 1200 | 94 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 1200 | 1300 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 1300 | 1400 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 1400 | 1500 | 95 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 1500 | 1600 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 1600 | 1700 | 94 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 1700 | 1800 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 1800 | 1900 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 1900 | 2000 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 2000 | 2100 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 2100 | 2200 | 99 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 2200 | 2300 | 95 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 2300 | 2400 | 95 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 2400 | 2500 | 94 | 0 | 82 |
| Haul Route No. 1 Section A-B | SB | 2500 | 2600 | 76 | 0 | 33 |
| Haul Route No. 1 Section A-B | SB | 2600 | 2700 | 99 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 2700 | 2800 | 95 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 2800 | 2900 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 2900 | 3000 | 95 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 3000 | 3100 | 100 | 0 | 0 |
| Haul Route No. 1 Section A-B | SB | 3100 | 3200 | 85 | 0 | 38 |
| Haul Route No. 1 Section A-B | SB | 3200 | 3300 | 94 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 3300 | 3400 | 94 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 3400 | 3500 | 94 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 3500 | 3600 | 86 | 0 | 30 |
| Haul Route No. 1 Section A-B | SB | 3600 | 3700 | 94 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 3700 | 3800 | 94 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 3800 | 3900 | 95 | 0 | 100 |
| Haul Route No. 1 Section A-B | SB | 3900 | 4000 | 94 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 2 | SB | 0 | 100 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 100 | 200 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 200 | 300 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 300 | 400 | 95 | 0 | 100 |
| Haul Route No. 2 | SB | 400 | 500 | 89 | 9 | 0 |
| Haul Route No. 2 | SB | 500 | 600 | 87 | 19 | 45 |
| Haul Route No. 2 | SB | 600 | 700 | 94 | 0 | 100 |
| Haul Route No. 2 | SB | 700 | 800 | 87 | 0 | 64 |
| Haul Route No. 2 | SB | 800 | 900 | 77 | 0 | 21 |
| Haul Route No. 2 | SB | 900 | 1000 | 90 | 0 | 0 |
| Haul Route No. 2 | SB | 1000 | 1100 | 90 | 0 | 0 |
| Haul Route No. 2 | SB | 1100 | 1200 | 95 | 0 | 0 |
| Haul Route No. 2 | SB | 1200 | 1300 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 1300 | 1400 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 1400 | 1500 | 90 | 0 | 51 |
| Haul Route No. 2 | SB | 1500 | 1600 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 1600 | 1700 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 1700 | 1800 | 98 | 100 | 0 |
| Haul Route No. 2 | SB | 1800 | 1900 | 95 | 0 | 0 |
| Haul Route No. 2 | SB | 1900 | 2000 | 99 | 0 | 0 |
| Haul Route No. 2 | SB | 2000 | 2100 | 99 | 100 | 0 |
| Haul Route No. 2 | SB | 2100 | 2200 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 2200 | 2300 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 2300 | 2400 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 2400 | 2500 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 2500 | 2600 | 88 | 0 | 43 |
| Haul Route No. 2 | SB | 2600 | 2700 | 95 | 0 | 0 |
| Haul Route No. 2 | SB | 2700 | 2800 | 92 | 29 | 71 |
| Haul Route No. 2 | SB | 2800 | 2900 | 94 | 17 | 83 |
| Haul Route No. 2 | SB | 2900 | 3000 | 67 | 78 | 12 |
| Haul Route No. 2 | SB | 3000 | 3100 | 17 | 67 | 7 |
| Haul Route No. 2 | SB | 3100 | 3200 | 25 | 68 | 8 |
| Haul Route No. 2 | SB | 3200 | 3300 | 13 | 81 | 6 |
| Haul Route No. 2 | SB | 3300 | 3400 | 21 | 70 | 5 |
| Haul Route No. 2 | SB | 3400 | 3500 | 53 | 88 | 12 |
| Haul Route No. 2 | SB | 3500 | 3600 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 3600 | 3700 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 3700 | 3800 | 96 | 0 | 0 |
| Haul Route No. 2 | SB | 3800 | 3900 | 85 | 69 | 0 |
| Haul Route No. 2 | SB | 3900 | 4000 | 90 | 100 | 0 |
| Haul Route No. 2 | SB | 4000 | 4100 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 4100 | 4200 | 67 | 100 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 2 | SB | 4200 | 4300 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 4300 | 4400 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 4400 | 4500 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 4500 | 4600 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 4600 | 4700 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 4700 | 4800 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 4800 | 4900 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 4900 | 5000 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 5000 | 5100 | 69 | 0 | 97 |
| Haul Route No. 2 | SB | 5100 | 5200 | 52 | 56 | 44 |
| Haul Route No. 2 | SB | 5200 | 5300 | 57 | 49 | 49 |
| Haul Route No. 2 | SB | 5300 | 5400 | 46 | 69 | 31 |
| Haul Route No. 2 | SB | 5400 | 5500 | 44 | 62 | 31 |
| Haul Route No. 2 | SB | 5500 | 5600 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 5600 | 5700 | 53 | 58 | 42 |
| Haul Route No. 2 | SB | 5700 | 5800 | 55 | 43 | 28 |
| Haul Route No. 2 | SB | 5800 | 5900 | 69 | 0 | 100 |
| Haul Route No. 2 | SB | 5900 | 6000 | 64 | 0 | 100 |
| Haul Route No. 2 | SB | 6000 | 6100 | 64 | 23 | 77 |
| Haul Route No. 2 | SB | 6100 | 6200 | 64 | 0 | 100 |
| Haul Route No. 2 | SB | 6200 | 6300 | 77 | 0 | 95 |
| Haul Route No. 2 | SB | 6300 | 6400 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 6400 | 6500 | 64 | 0 | 100 |
| Haul Route No. 2 | SB | 6500 | 6600 | 50 | 48 | 52 |
| Haul Route No. 2 | SB | 6600 | 6700 | 69 | 0 | 100 |
| Haul Route No. 2 | SB | 6700 | 6800 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 6800 | 6900 | 64 | 0 | 100 |
| Haul Route No. 2 | SB | 6900 | 7000 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 7000 | 7100 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 7100 | 7200 | 64 | 0 | 100 |
| Haul Route No. 2 | SB | 7200 | 7300 | 69 | 0 | 100 |
| Haul Route No. 2 | SB | 7300 | 7400 | 87 | 0 | 100 |
| Haul Route No. 2 | SB | 7400 | 7500 | 87 | 0 | 100 |
| Haul Route No. 2 | SB | 7500 | 7600 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 7600 | 7700 | 85 | 16 | 84 |
| Haul Route No. 2 | SB | 7700 | 7800 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 7800 | 7900 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 7900 | 8000 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 8000 | 8100 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 8100 | 8200 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 8200 | 8300 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 8300 | 8400 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 2 | SB | 8400 | 8500 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 8500 | 8600 | 50 | 48 | 52 |
| Haul Route No. 2 | SB | 8600 | 8700 | 64 | 0 | 100 |
| Haul Route No. 2 | SB | 8700 | 8800 | 69 | 0 | 100 |
| Haul Route No. 2 | SB | 8800 | 8900 | 69 | 0 | 100 |
| Haul Route No. 2 | SB | 8900 | 9000 | 87 | 0 | 100 |
| Haul Route No. 2 | SB | 9000 | 9100 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 9100 | 9200 | 91 | 0 | 100 |
| Haul Route No. 2 | SB | 9200 | 9300 | 92 | 0 | 100 |
| Haul Route No. 2 | SB | 9300 | 9400 | 92 | 0 | 100 |
| Haul Route No. 2 | SB | 9400 | 9500 | 92 | 0 | 100 |
| Haul Route No. 2 | SB | 9500 | 9600 | 92 | 0 | 100 |
| Haul Route No. 2 | SB | 9600 | 9700 | 92 | 0 | 100 |
| Haul Route No. 2 | SB | 9700 | 9800 | 89 | 0 | 100 |
| Haul Route No. 2 | SB | 9800 | 9900 | 92 | 0 | 100 |
| Haul Route No. 2 | SB | 9900 | 10000 | 89 | 0 | 100 |
| Haul Route No. 2 | SB | 10000 | 10100 | 92 | 0 | 100 |
| Haul Route No. 2 | SB | 10100 | 10200 | 47 | 40 | 15 |
| Haul Route No. 2 | SB | 10200 | 10300 | 18 | 49 | 14 |
| Haul Route No. 2 | SB | 10300 | 10400 | 28 | 63 | 16 |
| Haul Route No. 2 | SB | 10400 | 10500 | 76 | 32 | 68 |
| Haul Route No. 2 | SB | 10500 | 10600 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 10600 | 10700 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 10700 | 10800 | 78 | 0 | 100 |
| Haul Route No. 2 | SB | 10800 | 10900 | 87 | 0 | 100 |
| Haul Route No. 2 | SB | 10900 | 11000 | 50 | 48 | 52 |
| Haul Route No. 2 | SB | 11000 | 11100 | 42 | 54 | 46 |
| Haul Route No. 2 | SB | 11100 | 11200 | 42 | 54 | 46 |
| Haul Route No. 2 | SB | 11200 | 11300 | 50 | 48 | 52 |
| Haul Route No. 2 | SB | 11300 | 11400 | 69 | 19 | 81 |
| Haul Route No. 2 | SB | 11400 | 11500 | 94 | 0 | 100 |
| Haul Route No. 2 | SB | 11500 | 11600 | 100 | 0 | 0 |
| Haul Route No. 2 | SB | 11600 | 11700 | 100 | 0 | 0 |
| Separator | | | | | | |
| Haul Route No. 4 | NB | 0 | 100 | 99 | 0 | 0 |
| Haul Route No. 4 | NB | 100 | 200 | 95 | 0 | 100 |
| Haul Route No. 4 | NB | 200 | 300 | 95 | 0 | 100 |
| Haul Route No. 4 | NB | 300 | 400 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 400 | 500 | 63 | 77 | 0 |
| Haul Route No. 4 | NB | 500 | 600 | 35 | 90 | 10 |
| Haul Route No. 4 | NB | 600 | 700 | 24 | 70 | 10 |
| Haul Route No. 4 | NB | 700 | 800 | 74 | 0 | 27 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | NB | 800 | 900 | 19 | 90 | 7 |
| Haul Route No. 4 | NB | 900 | 1000 | 41 | 86 | 14 |
| Haul Route No. 4 | NB | 1000 | 1100 | 85 | 0 | 100 |
| Haul Route No. 4 | NB | 1100 | 1200 | 92 | 0 | 100 |
| Haul Route No. 4 | NB | 1200 | 1300 | 87 | 0 | 94 |
| Haul Route No. 4 | NB | 1300 | 1400 | 86 | 54 | 46 |
| Haul Route No. 4 | NB | 1400 | 1500 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 1500 | 1600 | 83 | 0 | 100 |
| Haul Route No. 4 | NB | 1600 | 1700 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 1700 | 1800 | 80 | 0 | 100 |
| Haul Route No. 4 | NB | 1800 | 1900 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 1900 | 2000 | 86 | 0 | 100 |
| Haul Route No. 4 | NB | 2000 | 2100 | 89 | 0 | 100 |
| Haul Route No. 4 | NB | 2100 | 2200 | 86 | 0 | 100 |
| Haul Route No. 4 | NB | 2200 | 2300 | 89 | 0 | 100 |
| Haul Route No. 4 | NB | 2300 | 2400 | 83 | 0 | 100 |
| Haul Route No. 4 | NB | 2400 | 2500 | 66 | 7 | 93 |
| Haul Route No. 4 | NB | 2500 | 2600 | 80 | 0 | 100 |
| Haul Route No. 4 | NB | 2600 | 2700 | 73 | 25 | 75 |
| Haul Route No. 4 | NB | 2700 | 2800 | 68 | 0 | 100 |
| Haul Route No. 4 | NB | 2800 | 2900 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 2900 | 3000 | 92 | 0 | 100 |
| Haul Route No. 4 | NB | 3000 | 3100 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 3100 | 3200 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 3200 | 3300 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 3300 | 3400 | 89 | 0 | 56 |
| Haul Route No. 4 | NB | 3400 | 3500 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 3500 | 3600 | 83 | 0 | 37 |
| Haul Route No. 4 | NB | 3600 | 3700 | 47 | 59 | 5 |
| Haul Route No. 4 | NB | 3700 | 3800 | 49 | 34 | 18 |
| Haul Route No. 4 | NB | 3800 | 3900 | 95 | 0 | 0 |
| Haul Route No. 4 | NB | 3900 | 4000 | 89 | 0 | 56 |
| Haul Route No. 4 | NB | 4000 | 4100 | 15 | 58 | 5 |
| Haul Route No. 4 | NB | 4100 | 4200 | 58 | 18 | 15 |
| Haul Route No. 4 | NB | 4200 | 4300 | 22 | 42 | 15 |
| Haul Route No. 4 | NB | 4300 | 4400 | 17 | 49 | 15 |
| Haul Route No. 4 | NB | 4400 | 4500 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 4500 | 4600 | 96 | 0 | 0 |
| Haul Route No. 4 | NB | 4600 | 4700 | 96 | 0 | 0 |
| Haul Route No. 4 | NB | 4700 | 4800 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 4800 | 4900 | 99 | 0 | 0 |
| Haul Route No. 4 | NB | 4900 | 5000 | 46 | 65 | 7 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | NB | 5000 | 5100 | 53 | 52 | 0 |
| Haul Route No. 4 | NB | 5100 | 5200 | 69 | 0 | 16 |
| Haul Route No. 4 | NB | 5200 | 5300 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 5300 | 5400 | 58 | 46 | 12 |
| Haul Route No. 4 | NB | 5400 | 5500 | 98 | 100 | 0 |
| Haul Route No. 4 | NB | 5500 | 5600 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 5600 | 5700 | 99 | 0 | 0 |
| Haul Route No. 4 | NB | 5700 | 5800 | 90 | 0 | 89 |
| Haul Route No. 4 | NB | 5800 | 5900 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 5900 | 6000 | 98 | 48 | 0 |
| Haul Route No. 4 | NB | 6000 | 6100 | 70 | 0 | 84 |
| Haul Route No. 4 | NB | 6100 | 6200 | 90 | 0 | 0 |
| Haul Route No. 4 | NB | 6200 | 6300 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 6300 | 6400 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 6400 | 6500 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 6500 | 6600 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 6600 | 6700 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 6700 | 6800 | 90 | 0 | 89 |
| Haul Route No. 4 | NB | 6800 | 6900 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 6900 | 7000 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 7000 | 7100 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 7100 | 7200 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 7200 | 7300 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 7300 | 7400 | 95 | 0 | 100 |
| Haul Route No. 4 | NB | 7400 | 7500 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 7500 | 7600 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 7600 | 7700 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 7700 | 7800 | 100 | 0 | 0 |
| | | | | | | |
| Haul Route No. 4 | NB | 0 | 100 | 90 | 0 | 89 |
| Haul Route No. 4 | NB | 100 | 200 | 91 | 0 | 0 |
| Haul Route No. 4 | NB | 200 | 300 | 75 | 81 | 0 |
| Haul Route No. 4 | NB | 300 | 400 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 400 | 500 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 500 | 600 | 99 | 0 | 0 |
| Haul Route No. 4 | NB | 600 | 700 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 700 | 800 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 800 | 900 | 77 | 73 | 0 |
| Haul Route No. 4 | NB | 900 | 1000 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 1000 | 1100 | 95 | 0 | 100 |
| Haul Route No. 4 | NB | 1100 | 1200 | 94 | 100 | 0 |
| Haul Route No. 4 | NB | 1200 | 1300 | 63 | 68 | 22 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | NB | 1300 | 1400 | 58 | 58 | 13 |
| Haul Route No. 4 | NB | 1400 | 1500 | 11 | 86 | 4 |
| Haul Route No. 4 | NB | 1500 | 1600 | 90 | 0 | 89 |
| Haul Route No. 4 | NB | 1600 | 1700 | 95 | 0 | 100 |
| Haul Route No. 4 | NB | 1700 | 1800 | 95 | 0 | 100 |
| Haul Route No. 4 | NB | 1800 | 1900 | 95 | 0 | 100 |
| Haul Route No. 4 | NB | 1900 | 2000 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 2000 | 2100 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 2100 | 2200 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 2200 | 2300 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 2300 | 2400 | 55 | 88 | 12 |
| Haul Route No. 4 | NB | 2400 | 2500 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 2500 | 2600 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 2600 | 2700 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 2700 | 2800 | 64 | 19 | 81 |
| Haul Route No. 4 | NB | 2800 | 2900 | 69 | 22 | 78 |
| Haul Route No. 4 | NB | 2900 | 3000 | 76 | 34 | 66 |
| Haul Route No. 4 | NB | 3000 | 3100 | 87 | 0 | 94 |
| Haul Route No. 4 | NB | 3100 | 3200 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 3200 | 3300 | 85 | 40 | 60 |
| Haul Route No. 4 | NB | 3300 | 3400 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 3400 | 3500 | 91 | 0 | 100 |
| Haul Route No. 4 | NB | 3500 | 3600 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 3600 | 3700 | 49 | 70 | 30 |
| Haul Route No. 4 | NB | 3700 | 3800 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 3800 | 3900 | 57 | 81 | 19 |
| Haul Route No. 4 | NB | 3900 | 4000 | 41 | 87 | 13 |
| Haul Route No. 4 | NB | 4000 | 4100 | 76 | 34 | 66 |
| Haul Route No. 4 | NB | 4100 | 4200 | 91 | 0 | 100 |
| Haul Route No. 4 | NB | 4200 | 4300 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 4300 | 4400 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 4400 | 4500 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 4500 | 4600 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 4600 | 4700 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 4700 | 4800 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 4800 | 4900 | 62 | 76 | 9 |
| Haul Route No. 4 | NB | 4900 | 5000 | 53 | 83 | 11 |
| Haul Route No. 4 | NB | 5000 | 5100 | 27 | 68 | 4 |
| Haul Route No. 4 | NB | 5100 | 5200 | 88 | 100 | 0 |
| Haul Route No. 4 | NB | 5200 | 5300 | 67 | 85 | 15 |
| Haul Route No. 4 | NB | 5300 | 5400 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 5400 | 5500 | 95 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | NB | 5500 | 5600 | 89 | 22 | 78 |
| Haul Route No. 4 | NB | 5600 | 5700 | 53 | 66 | 34 |
| Haul Route No. 4 | NB | 5700 | 5800 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 5800 | 5900 | 56 | 71 | 29 |
| Haul Route No. 4 | NB | 5900 | 6000 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 6000 | 6100 | 76 | 41 | 59 |
| Haul Route No. 4 | NB | 6100 | 6200 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 6200 | 6300 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 6300 | 6400 | 85 | 52 | 48 |
| Haul Route No. 4 | NB | 6400 | 6500 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 6500 | 6600 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 6600 | 6700 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 6700 | 6800 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 6800 | 6900 | 53 | 66 | 34 |
| Haul Route No. 4 | NB | 6900 | 7000 | 84 | 45 | 55 |
| Haul Route No. 4 | NB | 7000 | 7100 | 91 | 0 | 100 |
| Haul Route No. 4 | NB | 7100 | 7200 | 94 | 0 | 82 |
| Haul Route No. 4 | NB | 7200 | 7300 | 93 | 0 | 85 |
| Haul Route No. 4 | NB | 7300 | 7400 | 88 | 0 | 100 |
| Haul Route No. 4 | NB | 7400 | 7500 | 90 | 0 | 100 |
| Haul Route No. 4 | NB | 7500 | 7600 | 85 | 0 | 100 |
| Haul Route No. 4 | NB | 7600 | 7700 | 85 | 0 | 100 |
| Haul Route No. 4 | NB | 7700 | 7800 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 7800 | 7900 | 88 | 0 | 100 |
| Haul Route No. 4 | NB | 7900 | 8000 | 89 | 0 | 100 |
| Haul Route No. 4 | NB | 8000 | 8100 | 92 | 0 | 100 |
| Haul Route No. 4 | NB | 8100 | 8200 | 92 | 0 | 100 |
| Haul Route No. 4 | NB | 8200 | 8300 | 92 | 0 | 100 |
| Haul Route No. 4 | NB | 8300 | 8400 | 86 | 0 | 100 |
| Haul Route No. 4 | NB | 8400 | 8500 | 89 | 0 | 100 |
| Haul Route No. 4 | NB | 8500 | 8600 | 89 | 0 | 100 |
| Haul Route No. 4 | NB | 8600 | 8700 | 88 | 0 | 100 |
| Haul Route No. 4 | NB | 8700 | 8800 | 90 | 0 | 100 |
| Haul Route No. 4 | NB | 8800 | 8900 | 92 | 0 | 100 |
| Haul Route No. 4 | NB | 8900 | 9000 | 88 | 0 | 100 |
| Haul Route No. 4 | NB | 9000 | 9100 | 80 | 66 | 15 |
| Haul Route No. 4 | NB | 9100 | 9200 | 62 | 87 | 0 |
| Haul Route No. 4 | NB | 9200 | 9300 | 57 | 73 | 0 |
| Haul Route No. 4 | NB | 9300 | 9400 | 77 | 0 | 0 |
| Haul Route No. 4 | NB | 9400 | 9500 | 90 | 100 | 0 |
| Haul Route No. 4 | NB | 9500 | 9600 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 9600 | 9700 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | NB | 9700 | 9800 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 9800 | 9900 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 9900 | 10000 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 10000 | 10100 | 86 | 0 | 0 |
| Haul Route No. 4 | NB | 10100 | 10200 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 10200 | 10300 | 95 | 0 | 0 |
| Haul Route No. 4 | NB | 10300 | 10400 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 10400 | 10500 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 10500 | 10600 | 93 | 0 | 85 |
| Haul Route No. 4 | NB | 10600 | 10700 | 56 | 63 | 16 |
| Haul Route No. 4 | NB | 10700 | 10800 | 41 | 41 | 8 |
| Haul Route No. 4 | NB | 10800 | 10900 | 38 | 55 | 11 |
| Haul Route No. 4 | NB | 10900 | 11000 | 93 | 0 | 85 |
| Haul Route No. 4 | NB | 11000 | 11100 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 11100 | 11200 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 11200 | 11300 | 60 | 100 | 0 |
| Haul Route No. 4 | NB | 11300 | 11400 | 88 | 69 | 26 |
| Haul Route No. 4 | NB | 11400 | 11500 | 84 | 54 | 0 |
| Haul Route No. 4 | NB | 11500 | 11600 | 98 | 48 | 0 |
| Haul Route No. 4 | NB | 11600 | 11700 | 95 | 0 | 100 |
| Haul Route No. 4 | NB | 11700 | 11800 | 99 | 0 | 0 |
| Haul Route No. 4 | NB | 11800 | 11900 | 82 | 100 | 0 |
| Haul Route No. 4 | NB | 11900 | 12000 | 70 | 100 | 0 |
| Haul Route No. 4 | NB | 12000 | 12100 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 12100 | 12200 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 12200 | 12300 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 12300 | 12400 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 12400 | 12500 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 12500 | 12600 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 12600 | 12700 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 12700 | 12800 | 95 | 0 | 0 |
| Haul Route No. 4 | NB | 12800 | 12900 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 12900 | 13000 | 95 | 0 | 0 |
| Haul Route No. 4 | NB | 13000 | 13100 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 13100 | 13200 | 87 | 0 | 100 |
| Haul Route No. 4 | NB | 13200 | 13300 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 13300 | 13400 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 13400 | 13500 | 78 | 0 | 100 |
| Haul Route No. 4 | NB | 13500 | 13600 | 91 | 0 | 100 |
| Haul Route No. 4 | NB | 13600 | 13700 | 85 | 54 | 0 |
| Haul Route No. 4 | NB | 13700 | 13800 | 94 | 0 | 100 |
| Haul Route No. 4 | NB | 13800 | 13900 | 94 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | NB | 13900 | 14000 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 14000 | 14100 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 14100 | 14200 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 14200 | 14300 | 91 | 0 | 100 |
| Haul Route No. 4 | NB | 14300 | 14400 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 14400 | 14500 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 14500 | 14600 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 14600 | 14700 | 78 | 100 | 0 |
| Haul Route No. 4 | NB | 14700 | 14800 | 91 | 0 | 0 |
| Haul Route No. 4 | NB | 14800 | 14900 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 14900 | 15000 | 85 | 0 | 100 |
| Haul Route No. 4 | NB | 15000 | 15100 | 100 | 0 | 0 |
| Haul Route No. 4 | NB | 15100 | 15200 | 77 | 33 | 0 |
| Haul Route No. 4 | NB | 15200 | 15300 | 70 | 12 | 10 |
| Haul Route No. 4 | NB | 15300 | 15400 | 84 | 4 | 26 |
| | | | | | | |
| Haul Route No. 1.2 | NB | 0 | 100 | 95 | 0 | 100 |
| Haul Route No. 1.2 | NB | 100 | 200 | 91 | 100 | 0 |
| Haul Route No. 1.2 | NB | 200 | 300 | 99 | 100 | 0 |
| Haul Route No. 1.2 | NB | 300 | 400 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 400 | 500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 500 | 600 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 600 | 700 | 91 | 0 | 100 |
| Haul Route No. 1.2 | NB | 700 | 800 | 90 | 0 | 100 |
| Haul Route No. 1.2 | NB | 800 | 900 | 94 | 0 | 100 |
| Haul Route No. 1.2 | NB | 900 | 1000 | 78 | 0 | 100 |
| Haul Route No. 1.2 | NB | 1000 | 1100 | 87 | 0 | 100 |
| Haul Route No. 1.2 | NB | 1100 | 1200 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 1200 | 1300 | 87 | 0 | 100 |
| Haul Route No. 1.2 | NB | 1300 | 1400 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 1400 | 1500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 1500 | 1600 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 1600 | 1700 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 1700 | 1800 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 1800 | 1900 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 1900 | 2000 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2000 | 2100 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2100 | 2200 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2200 | 2300 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2300 | 2400 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2400 | 2500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2500 | 2600 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1.2 | NB | 2600 | 2700 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2700 | 2800 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2800 | 2900 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 2900 | 3000 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3000 | 3100 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3100 | 3200 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3200 | 3300 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3300 | 3400 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3400 | 3500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3500 | 3600 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3600 | 3700 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3700 | 3800 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 3800 | 3900 | 89 | 51 | 20 |
| Haul Route No. 1.2 | NB | 3900 | 4000 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 4000 | 4100 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 4100 | 4200 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 4200 | 4300 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 4300 | 4400 | 95 | 0 | 100 |
| Haul Route No. 1.2 | NB | 4400 | 4500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 4500 | 4600 | 100 | 0 | 0 |
| Haul Route No. 1.2 | NB | 4600 | 4700 | 100 | 0 | 0 |
| | | | | | | |
| Haul Route No. 1.2 | SB | 0 | 100 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 100 | 200 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 200 | 300 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 300 | 400 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 400 | 500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 500 | 600 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 600 | 700 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 700 | 800 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 800 | 900 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 900 | 1000 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1000 | 1100 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1100 | 1200 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1200 | 1300 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1300 | 1400 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1400 | 1500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1500 | 1600 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1600 | 1700 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1700 | 1800 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1800 | 1900 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 1900 | 2000 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1.2 | SB | 2000 | 2100 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2100 | 2200 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2200 | 2300 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2300 | 2400 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2400 | 2500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2500 | 2600 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2600 | 2700 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2700 | 2800 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2800 | 2900 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 2900 | 3000 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 3000 | 3100 | 95 | 0 | 100 |
| Haul Route No. 1.2 | SB | 3100 | 3200 | 95 | 0 | 100 |
| Haul Route No. 1.2 | SB | 3200 | 3300 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 3300 | 3400 | 95 | 0 | 100 |
| Haul Route No. 1.2 | SB | 3400 | 3500 | 87 | 0 | 100 |
| Haul Route No. 1.2 | SB | 3500 | 3600 | 78 | 0 | 100 |
| Haul Route No. 1.2 | SB | 3600 | 3700 | 87 | 0 | 100 |
| Haul Route No. 1.2 | SB | 3700 | 3800 | 94 | 0 | 100 |
| Haul Route No. 1.2 | SB | 3800 | 3900 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 3900 | 4000 | 91 | 0 | 100 |
| Haul Route No. 1.2 | SB | 4000 | 4100 | 96 | 0 | 74 |
| Haul Route No. 1.2 | SB | 4100 | 4200 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 4200 | 4300 | 90 | 100 | 0 |
| Haul Route No. 1.2 | SB | 4300 | 4400 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 4400 | 4500 | 100 | 0 | 0 |
| Haul Route No. 1.2 | SB | 4500 | 4600 | 87 | 0 | 100 |
| Haul Route No. 1.2 | SB | 4600 | 4700 | 97 | 0 | 100 |
| | | | | | | |
| Sallin bypass | NB | 0 | 100 | 95 | 0 | 100 |
| Sallin bypass | NB | 100 | 200 | 100 | 0 | 0 |
| Sallin bypass | NB | 200 | 300 | 100 | 0 | 0 |
| Sallin bypass | NB | 300 | 400 | 100 | 0 | 0 |
| Sallin bypass | NB | 400 | 500 | 100 | 0 | 0 |
| Sallin bypass | NB | 500 | 600 | 100 | 0 | 0 |
| Sallin bypass | NB | 600 | 700 | 100 | 0 | 0 |
| Sallin bypass | NB | 700 | 800 | 100 | 0 | 0 |
| Sallin bypass | NB | 800 | 900 | 100 | 0 | 0 |
| Sallin bypass | NB | 900 | 1000 | 100 | 0 | 0 |
| Sallin bypass | NB | 1000 | 1100 | 100 | 0 | 0 |
| Sallin bypass | NB | 1100 | 1200 | 100 | 0 | 0 |
| Sallin bypass | NB | 1200 | 1300 | 100 | 0 | 0 |
| Sallin bypass | NB | 1300 | 1400 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|---------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Sallin bypass | NB | 1400 | 1500 | 100 | 0 | 0 |
| Sallin bypass | NB | 1500 | 1600 | 100 | 0 | 0 |
| Sallin bypass | NB | 1600 | 1700 | 100 | 0 | 0 |
| Sallin bypass | NB | 1700 | 1800 | 100 | 0 | 0 |
| Sallin bypass | NB | 1800 | 1900 | 100 | 0 | 0 |
| Sallin bypass | NB | 1900 | 2000 | 100 | 0 | 0 |
| Sallin bypass | NB | 2000 | 2100 | 100 | 0 | 0 |
| Sallin bypass | NB | 2100 | 2200 | 100 | 0 | 0 |
| Sallin bypass | NB | 2200 | 2300 | 100 | 0 | 0 |
| Sallin bypass | NB | 2300 | 2400 | 100 | 0 | 0 |
| Sallin bypass | NB | 2400 | 2500 | 100 | 0 | 0 |
| Sallin bypass | NB | 2500 | 2600 | 100 | 0 | 0 |
| Sallin bypass | NB | 2600 | 2700 | 100 | 0 | 0 |
| Sallin bypass | NB | 2700 | 2800 | 100 | 0 | 0 |
| Sallin bypass | NB | 2800 | 2900 | 100 | 0 | 0 |
| Sallin bypass | NB | 2900 | 3000 | 100 | 0 | 0 |
| Sallin bypass | NB | 3000 | 3100 | 100 | 0 | 0 |
| Sallin bypass | NB | 3100 | 3200 | 100 | 0 | 0 |
| Sallin bypass | NB | 3200 | 3300 | 100 | 0 | 0 |
| Sallin bypass | NB | 3300 | 3400 | 100 | 0 | 0 |
| Sallin bypass | NB | 3400 | 3500 | 100 | 0 | 0 |
| Sallin bypass | NB | 3500 | 3600 | 100 | 0 | 0 |
| Sallin bypass | NB | 3600 | 3700 | 100 | 0 | 0 |
| Sallin bypass | NB | 3700 | 3800 | 100 | 0 | 0 |
| Sallin bypass | NB | 3800 | 3900 | 100 | 0 | 0 |
| Sallin bypass | NB | 3900 | 4000 | 100 | 0 | 0 |
| Sallin bypass | NB | 4000 | 4100 | 100 | 0 | 0 |
| Sallin bypass | NB | 4100 | 4200 | 100 | 0 | 0 |
| Sallin bypass | NB | 4200 | 4300 | 100 | 0 | 0 |
| Sallin bypass | NB | 4300 | 4400 | 89 | 0 | 56 |
| Sallin bypass | NB | 4400 | 4500 | 85 | 0 | 33 |
| | | | | | | |
| Sallin bypass | SB | 0 | 100 | 94 | 0 | 100 |
| Sallin bypass | SB | 100 | 200 | 95 | 0 | 100 |
| Sallin bypass | SB | 200 | 300 | 100 | 0 | 0 |
| Sallin bypass | SB | 300 | 400 | 100 | 0 | 0 |
| Sallin bypass | SB | 400 | 500 | 100 | 0 | 0 |
| Sallin bypass | SB | 500 | 600 | 100 | 0 | 0 |
| Sallin bypass | SB | 600 | 700 | 100 | 0 | 0 |
| Sallin bypass | SB | 700 | 800 | 100 | 0 | 0 |
| Sallin bypass | SB | 800 | 900 | 100 | 0 | 0 |
| Sallin bypass | SB | 900 | 1000 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Sallin bypass | SB | 1000 | 1100 | 100 | 0 | 0 |
| Sallin bypass | SB | 1100 | 1200 | 100 | 0 | 0 |
| Sallin bypass | SB | 1200 | 1300 | 100 | 0 | 0 |
| Sallin bypass | SB | 1300 | 1400 | 100 | 0 | 0 |
| Sallin bypass | SB | 1400 | 1500 | 100 | 0 | 0 |
| Sallin bypass | SB | 1500 | 1600 | 100 | 0 | 0 |
| Sallin bypass | SB | 1600 | 1700 | 100 | 0 | 0 |
| Sallin bypass | SB | 1700 | 1800 | 100 | 0 | 0 |
| Sallin bypass | SB | 1800 | 1900 | 100 | 0 | 0 |
| Sallin bypass | SB | 1900 | 2000 | 100 | 0 | 0 |
| Sallin bypass | SB | 2000 | 2100 | 100 | 0 | 0 |
| Sallin bypass | SB | 2100 | 2200 | 100 | 0 | 0 |
| Sallin bypass | SB | 2200 | 2300 | 100 | 0 | 0 |
| Sallin bypass | SB | 2300 | 2400 | 100 | 0 | 0 |
| Sallin bypass | SB | 2400 | 2500 | 100 | 0 | 0 |
| Sallin bypass | SB | 2500 | 2600 | 100 | 0 | 0 |
| Sallin bypass | SB | 2600 | 2700 | 100 | 0 | 0 |
| Sallin bypass | SB | 2700 | 2800 | 100 | 0 | 0 |
| Sallin bypass | SB | 2800 | 2900 | 100 | 0 | 0 |
| Sallin bypass | SB | 2900 | 3000 | 100 | 0 | 0 |
| Sallin bypass | SB | 3000 | 3100 | 100 | 0 | 0 |
| Sallin bypass | SB | 3100 | 3200 | 100 | 0 | 0 |
| Sallin bypass | SB | 3200 | 3300 | 100 | 0 | 0 |
| Sallin bypass | SB | 3300 | 3400 | 100 | 0 | 0 |
| Sallin bypass | SB | 3400 | 3500 | 100 | 0 | 0 |
| Sallin bypass | SB | 3500 | 3600 | 100 | 0 | 0 |
| Sallin bypass | SB | 3600 | 3700 | 100 | 0 | 0 |
| Sallin bypass | SB | 3700 | 3800 | 100 | 0 | 0 |
| Sallin bypass | SB | 3800 | 3900 | 100 | 0 | 0 |
| Sallin bypass | SB | 3900 | 4000 | 100 | 0 | 0 |
| Sallin bypass | SB | 4000 | 4100 | 100 | 0 | 0 |
| Sallin bypass | SB | 4100 | 4200 | 100 | 0 | 0 |
| Sallin bypass | SB | 4200 | 4300 | 95 | 0 | 100 |
| Sallin bypass | SB | 4300 | 4400 | 100 | 0 | 0 |
| Sallin bypass | SB | 4400 | 4500 | 100 | 0 | 0 |
| | | | | | | |
| Haul Route No. 4 | SB | 0 | 100 | 95 | 0 | 100 |
| Haul Route No. 4 | SB | 100 | 200 | 99 | 0 | 0 |
| Haul Route No. 4 | SB | 200 | 300 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 300 | 400 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 400 | 500 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 500 | 600 | 94 | 100 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | SB | 600 | 700 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 700 | 800 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 800 | 900 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 900 | 1000 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 1000 | 1100 | 86 | 0 | 36 |
| Haul Route No. 4 | SB | 1100 | 1200 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 1200 | 1300 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 1300 | 1400 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 1400 | 1500 | 95 | 0 | 100 |
| Haul Route No. 4 | SB | 1500 | 1600 | 29 | 78 | 4 |
| Haul Route No. 4 | SB | 1600 | 1700 | 85 | 79 | 21 |
| Haul Route No. 4 | SB | 1700 | 1800 | 89 | 0 | 93 |
| Haul Route No. 4 | SB | 1800 | 1900 | 64 | 0 | 100 |
| Haul Route No. 4 | SB | 1900 | 2000 | 49 | 41 | 59 |
| Haul Route No. 4 | SB | 2000 | 2100 | 51 | 43 | 57 |
| Haul Route No. 4 | SB | 2100 | 2200 | 52 | 44 | 56 |
| Haul Route No. 4 | SB | 2200 | 2300 | 64 | 19 | 81 |
| Haul Route No. 4 | SB | 2300 | 2400 | 64 | 0 | 100 |
| Haul Route No. 4 | SB | 2400 | 2500 | 49 | 75 | 25 |
| Haul Route No. 4 | SB | 2500 | 2600 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 2600 | 2700 | 73 | 0 | 100 |
| Haul Route No. 4 | SB | 2700 | 2800 | 73 | 0 | 100 |
| Haul Route No. 4 | SB | 2800 | 2900 | 64 | 23 | 77 |
| Haul Route No. 4 | SB | 2900 | 3000 | 61 | 20 | 80 |
| Haul Route No. 4 | SB | 3000 | 3100 | 46 | 45 | 55 |
| Haul Route No. 4 | SB | 3100 | 3200 | 69 | 0 | 100 |
| Haul Route No. 4 | SB | 3200 | 3300 | 63 | 37 | 56 |
| Haul Route No. 4 | SB | 3300 | 3400 | 61 | 32 | 61 |
| Haul Route No. 4 | SB | 3400 | 3500 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 3500 | 3600 | 90 | 100 | 0 |
| Haul Route No. 4 | SB | 3600 | 3700 | 18 | 92 | 5 |
| Haul Route No. 4 | SB | 3700 | 3800 | 18 | 94 | 6 |
| Haul Route No. 4 | SB | 3800 | 3900 | 46 | 90 | 9 |
| Haul Route No. 4 | SB | 3900 | 4000 | 9 | 64 | 7 |
| Haul Route No. 4 | SB | 4000 | 4100 | 87 | 0 | 100 |
| Haul Route No. 4 | SB | 4100 | 4200 | 84 | 36 | 64 |
| Haul Route No. 4 | SB | 4200 | 4300 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 4300 | 4400 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 4400 | 4500 | 93 | 0 | 0 |
| Haul Route No. 4 | SB | 4500 | 4600 | 63 | 66 | 9 |
| Haul Route No. 4 | SB | 4600 | 4700 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 4700 | 4800 | 95 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | SB | 4800 | 4900 | 76 | 42 | 8 |
| Haul Route No. 4 | SB | 4900 | 5000 | 88 | 21 | 0 |
| Haul Route No. 4 | SB | 5000 | 5100 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5100 | 5200 | 63 | 68 | 10 |
| Haul Route No. 4 | SB | 5200 | 5300 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5300 | 5400 | 90 | 100 | 0 |
| Haul Route No. 4 | SB | 5400 | 5500 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5500 | 5600 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5600 | 5700 | 95 | 0 | 100 |
| Haul Route No. 4 | SB | 5700 | 5800 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5800 | 5900 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5900 | 6000 | 67 | 88 | 12 |
| Haul Route No. 4 | SB | 6000 | 6100 | 85 | 39 | 22 |
| Haul Route No. 4 | SB | 6100 | 6200 | 80 | 32 | 18 |
| Haul Route No. 4 | SB | 6200 | 6300 | 20 | 77 | 0 |
| Haul Route No. 4 | SB | 6300 | 6400 | 67 | 88 | 12 |
| Haul Route No. 4 | SB | 6400 | 6500 | 90 | 0 | 100 |
| Haul Route No. 4 | SB | 6500 | 6600 | 86 | 0 | 92 |
| Haul Route No. 4 | SB | 6600 | 6700 | 82 | 0 | 100 |
| Haul Route No. 4 | SB | 6700 | 6800 | 90 | 0 | 100 |
| Haul Route No. 4 | SB | 6800 | 6900 | 83 | 0 | 100 |
| Haul Route No. 4 | SB | 6900 | 7000 | 89 | 0 | 100 |
| Haul Route No. 4 | SB | 7000 | 7100 | 76 | 0 | 100 |
| Haul Route No. 4 | SB | 7100 | 7200 | 83 | 0 | 100 |
| Haul Route No. 4 | SB | 7200 | 7300 | 92 | 0 | 100 |
| Haul Route No. 4 | SB | 7300 | 7400 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 7400 | 7500 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 7500 | 7600 | 55 | 55 | 45 |
| Haul Route No. 4 | SB | 7600 | 7700 | 62 | 65 | 35 |
| Haul Route No. 4 | SB | 7700 | 7800 | 63 | 58 | 42 |
| Haul Route No. 4 | SB | 7800 | 7900 | 85 | 0 | 100 |
| Haul Route No. 4 | SB | 7900 | 8000 | 88 | 0 | 100 |
| Haul Route No. 4 | SB | 8000 | 8100 | 85 | 0 | 100 |
| Haul Route No. 4 | SB | 8100 | 8200 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 8200 | 8300 | 97 | 0 | 100 |
| Haul Route No. 4 | SB | 8300 | 8400 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 8400 | 8500 | 86 | 0 | 92 |
| Haul Route No. 4 | SB | 8500 | 8600 | 68 | 25 | 75 |
| Haul Route No. 4 | SB | 8600 | 8700 | 69 | 0 | 100 |
| Haul Route No. 4 | SB | 8700 | 8800 | 69 | 0 | 100 |
| Haul Route No. 4 | SB | 8800 | 8900 | 69 | 0 | 100 |
| Haul Route No. 4 | SB | 8900 | 9000 | 69 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | SB | 9000 | 9100 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 9100 | 9200 | 64 | 0 | 100 |
| Haul Route No. 4 | SB | 9200 | 9300 | 64 | 0 | 100 |
| Haul Route No. 4 | SB | 9300 | 9400 | 53 | 45 | 55 |
| Haul Route No. 4 | SB | 9400 | 9500 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 9500 | 9600 | 76 | 32 | 68 |
| Haul Route No. 4 | SB | 9600 | 9700 | 64 | 0 | 100 |
| Haul Route No. 4 | SB | 9700 | 9800 | 76 | 0 | 100 |
| Haul Route No. 4 | SB | 9800 | 9900 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 9900 | 10000 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 10000 | 10100 | 47 | 83 | 0 |
| Haul Route No. 4 | SB | 10100 | 10200 | 86 | 58 | 42 |
| | | | | | | |
| Haul Route No. 4 | SB | 0 | 100 | 55 | 58 | 12 |
| Haul Route No. 4 | SB | 100 | 200 | 58 | 83 | 9 |
| Haul Route No. 4 | SB | 200 | 300 | 79 | 0 | 24 |
| Haul Route No. 4 | SB | 300 | 400 | 90 | 0 | 0 |
| Haul Route No. 4 | SB | 400 | 500 | 95 | 0 | 100 |
| Haul Route No. 4 | SB | 500 | 600 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 600 | 700 | 75 | 100 | 0 |
| Haul Route No. 4 | SB | 700 | 800 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 800 | 900 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 900 | 1000 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 1000 | 1100 | 58 | 52 | 48 |
| Haul Route No. 4 | SB | 1100 | 1200 | 48 | 63 | 25 |
| Haul Route No. 4 | SB | 1200 | 1300 | 85 | 0 | 100 |
| Haul Route No. 4 | SB | 1300 | 1400 | 60 | 59 | 28 |
| Haul Route No. 4 | SB | 1400 | 1500 | 53 | 51 | 49 |
| Haul Route No. 4 | SB | 1500 | 1600 | 53 | 51 | 49 |
| Haul Route No. 4 | SB | 1600 | 1700 | 67 | 64 | 36 |
| Haul Route No. 4 | SB | 1700 | 1800 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 1800 | 1900 | 73 | 0 | 82 |
| Haul Route No. 4 | SB | 1900 | 2000 | 67 | 22 | 43 |
| Haul Route No. 4 | SB | 2000 | 2100 | 64 | 16 | 84 |
| Haul Route No. 4 | SB | 2100 | 2200 | 64 | 0 | 100 |
| Haul Route No. 4 | SB | 2200 | 2300 | 64 | 0 | 100 |
| Haul Route No. 4 | SB | 2300 | 2400 | 61 | 0 | 69 |
| Haul Route No. 4 | SB | 2400 | 2500 | 64 | 0 | 100 |
| Haul Route No. 4 | SB | 2500 | 2600 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 2600 | 2700 | 94 | 0 | 100 |
| Haul Route No. 4 | SB | 2700 | 2800 | 94 | 0 | 100 |
| Haul Route No. 4 | SB | 2800 | 2900 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | SB | 2900 | 3000 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 3000 | 3100 | 94 | 0 | 100 |
| Haul Route No. 4 | SB | 3100 | 3200 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 3200 | 3300 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 3300 | 3400 | 94 | 0 | 100 |
| Haul Route No. 4 | SB | 3400 | 3500 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 3500 | 3600 | 86 | 18 | 35 |
| Haul Route No. 4 | SB | 3600 | 3700 | 84 | 22 | 21 |
| Haul Route No. 4 | SB | 3700 | 3800 | 40 | 78 | 0 |
| Haul Route No. 4 | SB | 3800 | 3900 | 31 | 74 | 4 |
| Haul Route No. 4 | SB | 3900 | 4000 | 67 | 63 | 17 |
| Haul Route No. 4 | SB | 4000 | 4100 | 62 | 90 | 10 |
| Haul Route No. 4 | SB | 4100 | 4200 | 99 | 0 | 0 |
| Haul Route No. 4 | SB | 4200 | 4300 | 99 | 0 | 0 |
| Haul Route No. 4 | SB | 4300 | 4400 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 4400 | 4500 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 4500 | 4600 | 77 | 0 | 0 |
| Haul Route No. 4 | SB | 4600 | 4700 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 4700 | 4800 | 77 | 0 | 21 |
| Haul Route No. 4 | SB | 4800 | 4900 | 63 | 72 | 18 |
| Haul Route No. 4 | SB | 4900 | 5000 | 85 | 0 | 33 |
| Haul Route No. 4 | SB | 5000 | 5100 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5100 | 5200 | 95 | 0 | 100 |
| Haul Route No. 4 | SB | 5200 | 5300 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5300 | 5400 | 99 | 0 | 0 |
| Haul Route No. 4 | SB | 5400 | 5500 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5500 | 5600 | 99 | 0 | 0 |
| Haul Route No. 4 | SB | 5600 | 5700 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5700 | 5800 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5800 | 5900 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 5900 | 6000 | 99 | 0 | 0 |
| Haul Route No. 4 | SB | 6000 | 6100 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 6100 | 6200 | 83 | 34 | 20 |
| Haul Route No. 4 | SB | 6200 | 6300 | 49 | 85 | 6 |
| Haul Route No. 4 | SB | 6300 | 6400 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 6400 | 6500 | 95 | 0 | 100 |
| Haul Route No. 4 | SB | 6500 | 6600 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 6600 | 6700 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 6700 | 6800 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 6800 | 6900 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 6900 | 7000 | 95 | 0 | 0 |
| Haul Route No. 4 | SB | 7000 | 7100 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | SB | 7100 | 7200 | 95 | 0 | 0 |
| Haul Route No. 4 | SB | 7200 | 7300 | 95 | 0 | 100 |
| Haul Route No. 4 | SB | 7300 | 7400 | 60 | 0 | 12 |
| Haul Route No. 4 | SB | 7400 | 7500 | 61 | 40 | 0 |
| Haul Route No. 4 | SB | 7500 | 7600 | 26 | 37 | 6 |
| Haul Route No. 4 | SB | 7600 | 7700 | 57 | 16 | 0 |
| Haul Route No. 4 | SB | 7700 | 7800 | 69 | 0 | 0 |
| Haul Route No. 4 | SB | 7800 | 7900 | 54 | 35 | 10 |
| Haul Route No. 4 | SB | 7900 | 8000 | 55 | 47 | 9 |
| Haul Route No. 4 | SB | 8000 | 8100 | 69 | 0 | 16 |
| Haul Route No. 4 | SB | 8100 | 8200 | 77 | 0 | 21 |
| Haul Route No. 4 | SB | 8200 | 8300 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 8300 | 8400 | 94 | 0 | 100 |
| Haul Route No. 4 | SB | 8400 | 8500 | 55 | 33 | 0 |
| Haul Route No. 4 | SB | 8500 | 8600 | 42 | 64 | 10 |
| Haul Route No. 4 | SB | 8600 | 8700 | 54 | 44 | 22 |
| Haul Route No. 4 | SB | 8700 | 8800 | 75 | 26 | 74 |
| Haul Route No. 4 | SB | 8800 | 8900 | 43 | 34 | 35 |
| Haul Route No. 4 | SB | 8900 | 9000 | 33 | 49 | 19 |
| Haul Route No. 4 | SB | 9000 | 9100 | 52 | 44 | 15 |
| Haul Route No. 4 | SB | 9100 | 9200 | 55 | 47 | 4 |
| Haul Route No. 4 | SB | 9200 | 9300 | 77 | 8 | 0 |
| Haul Route No. 4 | SB | 9300 | 9400 | 77 | 32 | 10 |
| Haul Route No. 4 | SB | 9400 | 9500 | 81 | 39 | 0 |
| Haul Route No. 4 | SB | 9500 | 9600 | 95 | 0 | 0 |
| Haul Route No. 4 | SB | 9600 | 9700 | 99 | 0 | 0 |
| Haul Route No. 4 | SB | 9700 | 9800 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 9800 | 9900 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 9900 | 10000 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 10000 | 10100 | 94 | 0 | 100 |
| Haul Route No. 4 | SB | 10100 | 10200 | 83 | 0 | 100 |
| Haul Route No. 4 | SB | 10200 | 10300 | 85 | 0 | 100 |
| Haul Route No. 4 | SB | 10300 | 10400 | 89 | 0 | 100 |
| Haul Route No. 4 | SB | 10400 | 10500 | 83 | 0 | 100 |
| Haul Route No. 4 | SB | 10500 | 10600 | 72 | 28 | 57 |
| Haul Route No. 4 | SB | 10600 | 10700 | 92 | 0 | 100 |
| Haul Route No. 4 | SB | 10700 | 10800 | 88 | 0 | 100 |
| Haul Route No. 4 | SB | 10800 | 10900 | 87 | 0 | 100 |
| Haul Route No. 4 | SB | 10900 | 11000 | 85 | 0 | 100 |
| Haul Route No. 4 | SB | 11000 | 11100 | 93 | 0 | 85 |
| Haul Route No. 4 | SB | 11100 | 11200 | 87 | 0 | 100 |
| Haul Route No. 4 | SB | 11200 | 11300 | 84 | 0 | 65 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 4 | SB | 11300 | 11400 | 87 | 0 | 64 |
| Haul Route No. 4 | SB | 11400 | 11500 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 11500 | 11600 | 87 | 0 | 100 |
| Haul Route No. 4 | SB | 11600 | 11700 | 62 | 56 | 22 |
| Haul Route No. 4 | SB | 11700 | 11800 | 74 | 25 | 75 |
| Haul Route No. 4 | SB | 11800 | 11900 | 78 | 0 | 100 |
| Haul Route No. 4 | SB | 11900 | 12000 | 75 | 21 | 76 |
| Haul Route No. 4 | SB | 12000 | 12100 | 52 | 36 | 16 |
| Haul Route No. 4 | SB | 12100 | 12200 | 95 | 0 | 100 |
| Haul Route No. 4 | SB | 12200 | 12300 | 51 | 91 | 9 |
| Haul Route No. 4 | SB | 12300 | 12400 | 52 | 100 | 0 |
| Haul Route No. 4 | SB | 12400 | 12500 | 99 | 0 | 0 |
| Haul Route No. 4 | SB | 12500 | 12600 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 12600 | 12700 | 100 | 0 | 0 |
| Haul Route No. 4 | SB | 12700 | 12800 | 96 | 0 | 0 |
| Haul Route No. 4 | SB | 12800 | 12900 | 99 | 0 | 0 |
| | | | | | | |
| Proposed Haul Route Kildare - Milltown | EB | 0 | 100 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 100 | 200 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 200 | 300 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 300 | 400 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 400 | 500 | 54 | 58 | 10 |
| Proposed Haul Route Kildare - Milltown | EB | 500 | 600 | 52 | 77 | 23 |
| Proposed Haul Route Kildare - Milltown | EB | 600 | 700 | 54 | 53 | 16 |
| Proposed Haul Route Kildare - Milltown | EB | 700 | 800 | 57 | 81 | 19 |
| Proposed Haul Route Kildare - Milltown | EB | 800 | 900 | 92 | 63 | 37 |
| Proposed Haul Route Kildare - Milltown | EB | 900 | 1000 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 1000 | 1100 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 1100 | 1200 | 57 | 81 | 19 |
| Proposed Haul Route Kildare - Milltown | EB | 1200 | 1300 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 1300 | 1400 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 1400 | 1500 | 64 | 91 | 9 |
| Proposed Haul Route Kildare - Milltown | EB | 1500 | 1600 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 1600 | 1700 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 1700 | 1800 | 35 | 92 | 8 |
| Proposed Haul Route Kildare - Milltown | EB | 1800 | 1900 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 1900 | 2000 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 2000 | 2100 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 2100 | 2200 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 2200 | 2300 | 81 | 56 | 44 |
| Proposed Haul Route Kildare - Milltown | EB | 2300 | 2400 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 2400 | 2500 | 91 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kildare - Milltown | EB | 2500 | 2600 | 92 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 2600 | 2700 | 95 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 2700 | 2800 | 78 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 2800 | 2900 | 87 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 2900 | 3000 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 3000 | 3100 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 3100 | 3200 | 88 | 0 | 26 |
| Proposed Haul Route Kildare - Milltown | EB | 3200 | 3300 | 85 | 40 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 3300 | 3400 | 80 | 59 | 15 |
| Proposed Haul Route Kildare - Milltown | EB | 3400 | 3500 | 95 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 3500 | 3600 | 95 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 3600 | 3700 | 60 | 61 | 9 |
| Proposed Haul Route Kildare - Milltown | EB | 3700 | 3800 | 91 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 3800 | 3900 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 3900 | 4000 | 95 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 4000 | 4100 | 88 | 64 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 4100 | 4200 | 85 | 49 | 51 |
| Proposed Haul Route Kildare - Milltown | EB | 4200 | 4300 | 59 | 76 | 12 |
| Proposed Haul Route Kildare - Milltown | EB | 4300 | 4400 | 19 | 58 | 14 |
| Proposed Haul Route Kildare - Milltown | EB | 4400 | 4500 | 34 | 72 | 6 |
| Proposed Haul Route Kildare - Milltown | EB | 4500 | 4600 | 33 | 54 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 4600 | 4700 | 63 | 0 | 6 |
| Proposed Haul Route Kildare - Milltown | EB | 4700 | 4800 | 83 | 0 | 18 |
| Proposed Haul Route Kildare - Milltown | EB | 4800 | 4900 | 83 | 43 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 4900 | 5000 | 79 | 22 | 31 |
| Proposed Haul Route Kildare - Milltown | EB | 5000 | 5100 | 87 | 0 | 64 |
| Proposed Haul Route Kildare - Milltown | EB | 5100 | 5200 | 58 | 78 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 5200 | 5300 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 5300 | 5400 | 85 | 0 | 33 |
| Proposed Haul Route Kildare - Milltown | EB | 5400 | 5500 | 95 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 5500 | 5600 | 90 | 0 | 51 |
| Proposed Haul Route Kildare - Milltown | EB | 5600 | 5700 | 95 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 5700 | 5800 | 44 | 87 | 13 |
| Proposed Haul Route Kildare - Milltown | EB | 5800 | 5900 | 20 | 68 | 6 |
| Proposed Haul Route Kildare - Milltown | EB | 5900 | 6000 | 80 | 42 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 6000 | 6100 | 73 | 86 | 14 |
| Proposed Haul Route Kildare - Milltown | EB | 6100 | 6200 | 73 | 86 | 14 |
| Proposed Haul Route Kildare - Milltown | EB | 6200 | 6300 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 6300 | 6400 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 6400 | 6500 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 6500 | 6600 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 6600 | 6700 | 82 | 34 | 27 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kildare - Milltown | EB | 6700 | 6800 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 6800 | 6900 | 48 | 40 | 14 |
| Proposed Haul Route Kildare - Milltown | EB | 6900 | 7000 | 39 | 51 | 9 |
| Proposed Haul Route Kildare - Milltown | EB | 7000 | 7100 | 45 | 87 | 7 |
| Proposed Haul Route Kildare - Milltown | EB | 7100 | 7200 | 95 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 7200 | 7300 | 94 | 0 | 82 |
| Proposed Haul Route Kildare - Milltown | EB | 7300 | 7400 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 7400 | 7500 | 95 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | EB | 7500 | 7600 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 7600 | 7700 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | EB | 7700 | 7800 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 0 | 100 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 100 | 200 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 200 | 300 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 300 | 400 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 400 | 500 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 500 | 600 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 600 | 700 | 99 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 700 | 800 | 76 | 81 | 16 |
| Proposed Haul Route Kildare - Milltown | WB | 800 | 900 | 90 | 0 | 51 |
| Proposed Haul Route Kildare - Milltown | WB | 900 | 1000 | 32 | 33 | 16 |
| Proposed Haul Route Kildare - Milltown | WB | 1000 | 1100 | 56 | 42 | 8 |
| Proposed Haul Route Kildare - Milltown | WB | 1100 | 1200 | 63 | 76 | 16 |
| Proposed Haul Route Kildare - Milltown | WB | 1200 | 1300 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 1300 | 1400 | 99 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 1400 | 1500 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 1500 | 1600 | 90 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 1600 | 1700 | 93 | 14 | 86 |
| Proposed Haul Route Kildare - Milltown | WB | 1700 | 1800 | 95 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 1800 | 1900 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 1900 | 2000 | 40 | 35 | 9 |
| Proposed Haul Route Kildare - Milltown | WB | 2000 | 2100 | 67 | 62 | 11 |
| Proposed Haul Route Kildare - Milltown | WB | 2100 | 2200 | 46 | 49 | 6 |
| Proposed Haul Route Kildare - Milltown | WB | 2200 | 2300 | 48 | 81 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 2300 | 2400 | 35 | 73 | 22 |
| Proposed Haul Route Kildare - Milltown | WB | 2400 | 2500 | 54 | 49 | 24 |
| Proposed Haul Route Kildare - Milltown | WB | 2500 | 2600 | 44 | 41 | 20 |
| Proposed Haul Route Kildare - Milltown | WB | 2600 | 2700 | 51 | 86 | 8 |
| Proposed Haul Route Kildare - Milltown | WB | 2700 | 2800 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 2800 | 2900 | 85 | 69 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 2900 | 3000 | 85 | 69 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kildare - Milltown | WB | 3000 | 3100 | 85 | 100 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 3100 | 3200 | 76 | 28 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 3200 | 3300 | 28 | 74 | 4 |
| Proposed Haul Route Kildare - Milltown | WB | 3300 | 3400 | 49 | 51 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 3400 | 3500 | 54 | 92 | 8 |
| Proposed Haul Route Kildare - Milltown | WB | 3500 | 3600 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 3600 | 3700 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 3700 | 3800 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 3800 | 3900 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 3900 | 4000 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 4000 | 4100 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 4100 | 4200 | 90 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 4200 | 4300 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 4300 | 4400 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 4400 | 4500 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 4500 | 4600 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 4600 | 4700 | 85 | 100 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 4700 | 4800 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 4800 | 4900 | 91 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 4900 | 5000 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 5000 | 5100 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 5100 | 5200 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 5200 | 5300 | 91 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 5300 | 5400 | 91 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 5400 | 5500 | 62 | 78 | 15 |
| Proposed Haul Route Kildare - Milltown | WB | 5500 | 5600 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 5600 | 5700 | 87 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 5700 | 5800 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 5800 | 5900 | 74 | 69 | 31 |
| Proposed Haul Route Kildare - Milltown | WB | 5900 | 6000 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 6000 | 6100 | 91 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 6100 | 6200 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 6200 | 6300 | 87 | 0 | 50 |
| Proposed Haul Route Kildare - Milltown | WB | 6300 | 6400 | 57 | 71 | 29 |
| Proposed Haul Route Kildare - Milltown | WB | 6400 | 6500 | 88 | 100 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 6500 | 6600 | 97 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 6600 | 6700 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 6700 | 6800 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 6800 | 6900 | 94 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 6900 | 7000 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 7000 | 7100 | 87 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 7100 | 7200 | 59 | 60 | 40 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kildare - Milltown | WB | 7200 | 7300 | 57 | 50 | 50 |
| Proposed Haul Route Kildare - Milltown | WB | 7300 | 7400 | 87 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 7400 | 7500 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 7500 | 7600 | 100 | 0 | 0 |
| Proposed Haul Route Kildare - Milltown | WB | 7600 | 7700 | 91 | 0 | 100 |
| Proposed Haul Route Kildare - Milltown | WB | 7700 | 7800 | 100 | 0 | 0 |
| | | | | | | |
| Proposed Haul Route Enfield Link Rd. | EB | 0 | 100 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 100 | 200 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 200 | 300 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 300 | 400 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 400 | 500 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 500 | 600 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 600 | 700 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 700 | 800 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 800 | 900 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 900 | 1000 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1000 | 1100 | 95 | 0 | 100 |
| Proposed Haul Route Enfield Link Rd. | EB | 1100 | 1200 | 94 | 0 | 100 |
| Proposed Haul Route Enfield Link Rd. | EB | 1200 | 1300 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1300 | 1400 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1400 | 1500 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1500 | 1600 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1600 | 1700 | 95 | 0 | 100 |
| Proposed Haul Route Enfield Link Rd. | EB | 1700 | 1800 | 88 | 0 | 50 |
| | | | | | | |
| Proposed Haul Route Enfield Link Rd. | WB | 0 | 100 | 96 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 100 | 200 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 200 | 300 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 300 | 400 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 400 | 500 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 500 | 600 | 95 | 0 | 100 |
| Proposed Haul Route Enfield Link Rd. | WB | 600 | 700 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 700 | 800 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 800 | 900 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 900 | 1000 | 95 | 0 | 100 |
| Proposed Haul Route Enfield Link Rd. | WB | 1000 | 1100 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 1100 | 1200 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 1200 | 1300 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 1300 | 1400 | 96 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 1400 | 1500 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 1500 | 1600 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Enfield Link Rd. | WB | 1600 | 1700 | 100 | 0 | 0 |
| Proposed Haul Route Enfield Link Rd. | WB | 1700 | 1800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 0 | 100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 100 | 200 | 91 | 0 | 100 |
| Haul Route No. 3 | NB | 200 | 300 | 87 | 0 | 100 |
| Haul Route No. 3 | NB | 300 | 400 | 87 | 0 | 100 |
| Haul Route No. 3 | NB | 400 | 500 | 85 | 0 | 100 |
| Haul Route No. 3 | NB | 500 | 600 | 90 | 0 | 100 |
| Haul Route No. 3 | NB | 600 | 700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 700 | 800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 800 | 900 | 94 | 0 | 100 |
| Haul Route No. 3 | NB | 900 | 1000 | 90 | 0 | 100 |
| Haul Route No. 3 | NB | 1000 | 1100 | 56 | 59 | 11 |
| Haul Route No. 3 | NB | 1100 | 1200 | 16 | 30 | 13 |
| Haul Route No. 3 | NB | 1200 | 1300 | 83 | 20 | 80 |
| Haul Route No. 3 | NB | 1300 | 1400 | 58 | 52 | 48 |
| Haul Route No. 3 | NB | 1400 | 1500 | 52 | 56 | 44 |
| Haul Route No. 3 | NB | 1500 | 1600 | 29 | 43 | 15 |
| Haul Route No. 3 | NB | 1600 | 1700 | 86 | 0 | 92 |
| Haul Route No. 3 | NB | 1700 | 1800 | 58 | 74 | 26 |
| Haul Route No. 3 | NB | 1800 | 1900 | 46 | 50 | 0 |
| Haul Route No. 3 | NB | 1900 | 2000 | 44 | 53 | 4 |
| Haul Route No. 3 | NB | 2000 | 2100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 2100 | 2200 | 94 | 0 | 100 |
| Haul Route No. 3 | NB | 2200 | 2300 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 2300 | 2400 | 19 | 65 | 8 |
| Haul Route No. 3 | NB | 2400 | 2500 | 78 | 61 | 0 |
| Haul Route No. 3 | NB | 2500 | 2600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 2600 | 2700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 2700 | 2800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 2800 | 2900 | 91 | 0 | 100 |
| Haul Route No. 3 | NB | 2900 | 3000 | 91 | 0 | 100 |
| Haul Route No. 3 | NB | 3000 | 3100 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 3100 | 3200 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 3200 | 3300 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 3300 | 3400 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 3400 | 3500 | 85 | 0 | 0 |
| Haul Route No. 3 | NB | 3500 | 3600 | 99 | 0 | 0 |
| Haul Route No. 3 | NB | 3600 | 3700 | 84 | 0 | 0 |
| Haul Route No. 3 | NB | 3700 | 3800 | 69 | 0 | 0 |
| Haul Route No. 3 | NB | 3800 | 3900 | 77 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 3 | NB | 3900 | 4000 | 85 | 50 | 0 |
| Haul Route No. 3 | NB | 4000 | 4100 | 98 | 100 | 0 |
| Haul Route No. 3 | NB | 4100 | 4200 | 85 | 0 | 33 |
| Haul Route No. 3 | NB | 4200 | 4300 | 91 | 0 | 100 |
| Haul Route No. 3 | NB | 4300 | 4400 | 87 | 0 | 50 |
| Haul Route No. 3 | NB | 4400 | 4500 | 87 | 0 | 100 |
| Haul Route No. 3 | NB | 4500 | 4600 | 97 | 0 | 100 |
| Haul Route No. 3 | NB | 4600 | 4700 | 84 | 95 | 0 |
| Haul Route No. 3 | NB | 4700 | 4800 | 81 | 82 | 18 |
| Haul Route No. 3 | NB | 4800 | 4900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 4900 | 5000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 5000 | 5100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 5100 | 5200 | 58 | 92 | 8 |
| Haul Route No. 3 | NB | 5200 | 5300 | 85 | 71 | 0 |
| Haul Route No. 3 | NB | 5300 | 5400 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 5400 | 5500 | 81 | 78 | 18 |
| Haul Route No. 3 | NB | 5500 | 5600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 5600 | 5700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 5700 | 5800 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 5800 | 5900 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 5900 | 6000 | 91 | 88 | 0 |
| Haul Route No. 3 | NB | 6000 | 6100 | 96 | 0 | 74 |
| Haul Route No. 3 | NB | 6100 | 6200 | 78 | 0 | 100 |
| Haul Route No. 3 | NB | 6200 | 6300 | 87 | 0 | 100 |
| Haul Route No. 3 | NB | 6300 | 6400 | 87 | 0 | 100 |
| Haul Route No. 3 | NB | 6400 | 6500 | 87 | 0 | 64 |
| Haul Route No. 3 | NB | 6500 | 6600 | 91 | 0 | 100 |
| Haul Route No. 3 | NB | 6600 | 6700 | 91 | 0 | 100 |
| Haul Route No. 3 | NB | 6700 | 6800 | 91 | 0 | 100 |
| Haul Route No. 3 | NB | 6800 | 6900 | 89 | 0 | 100 |
| Haul Route No. 3 | NB | 6900 | 7000 | 89 | 0 | 100 |
| Haul Route No. 3 | NB | 7000 | 7100 | 85 | 0 | 100 |
| Haul Route No. 3 | NB | 7100 | 7200 | 59 | 76 | 24 |
| Haul Route No. 3 | NB | 7200 | 7300 | 87 | 0 | 100 |
| Haul Route No. 3 | NB | 7300 | 7400 | 78 | 0 | 100 |
| Haul Route No. 3 | NB | 7400 | 7500 | 82 | 0 | 73 |
| Haul Route No. 3 | NB | 7500 | 7600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 7600 | 7700 | 92 | 0 | 100 |
| Haul Route No. 3 | NB | 7700 | 7800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 7800 | 7900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 7900 | 8000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 8000 | 8100 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 3 | NB | 8100 | 8200 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 8200 | 8300 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 8300 | 8400 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 8400 | 8500 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 8500 | 8600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 8600 | 8700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 8700 | 8800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 8800 | 8900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 8900 | 9000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9000 | 9100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9100 | 9200 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9200 | 9300 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9300 | 9400 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9400 | 9500 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9500 | 9600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9600 | 9700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9700 | 9800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9800 | 9900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 9900 | 10000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10000 | 10100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10100 | 10200 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10200 | 10300 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10300 | 10400 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10400 | 10500 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10500 | 10600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10600 | 10700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10700 | 10800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10800 | 10900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 10900 | 11000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11000 | 11100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11100 | 11200 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11200 | 11300 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 11300 | 11400 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11400 | 11500 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11500 | 11600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11600 | 11700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11700 | 11800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11800 | 11900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 11900 | 12000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 12000 | 12100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 12100 | 12200 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 12200 | 12300 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 3 | NB | 12300 | 12400 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 12400 | 12500 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 12500 | 12600 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 12600 | 12700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 12700 | 12800 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 12800 | 12900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 12900 | 13000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 13000 | 13100 | 95 | 0 | 0 |
| Haul Route No. 3 | NB | 13100 | 13200 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 13200 | 13300 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 13300 | 13400 | 92 | 0 | 100 |
| Haul Route No. 3 | NB | 13400 | 13500 | 40 | 92 | 6 |
| Haul Route No. 3 | NB | 13500 | 13600 | 94 | 0 | 100 |
| Haul Route No. 3 | NB | 13600 | 13700 | 87 | 66 | 34 |
| Haul Route No. 3 | NB | 13700 | 13800 | 86 | 58 | 42 |
| Haul Route No. 3 | NB | 13800 | 13900 | 92 | 0 | 100 |
| Haul Route No. 3 | NB | 13900 | 14000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 14000 | 14100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 14100 | 14200 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 14200 | 14300 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 14300 | 14400 | 94 | 0 | 100 |
| Haul Route No. 3 | NB | 14400 | 14500 | 93 | 0 | 85 |
| Haul Route No. 3 | NB | 14500 | 14600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 14600 | 14700 | 91 | 0 | 54 |
| Haul Route No. 3 | NB | 14700 | 14800 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 14800 | 14900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 14900 | 15000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15000 | 15100 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15100 | 15200 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15200 | 15300 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15300 | 15400 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15400 | 15500 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15500 | 15600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15600 | 15700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15700 | 15800 | 84 | 0 | 0 |
| Haul Route No. 3 | NB | 15800 | 15900 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 15900 | 16000 | 81 | 82 | 18 |
| Haul Route No. 3 | NB | 16000 | 16100 | 58 | 83 | 17 |
| Haul Route No. 3 | NB | 16100 | 16200 | 53 | 88 | 12 |
| Haul Route No. 3 | NB | 16200 | 16300 | 86 | 44 | 23 |
| Haul Route No. 3 | NB | 16300 | 16400 | 53 | 85 | 15 |
| Haul Route No. 3 | NB | 16400 | 16500 | 80 | 77 | 23 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 3 | NB | 16500 | 16600 | 87 | 66 | 34 |
| Haul Route No. 3 | NB | 16600 | 16700 | 57 | 79 | 14 |
| Haul Route No. 3 | NB | 16700 | 16800 | 20 | 63 | 5 |
| Haul Route No. 3 | NB | 16800 | 16900 | 56 | 78 | 7 |
| Haul Route No. 3 | NB | 16900 | 17000 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 17000 | 17100 | 95 | 0 | 0 |
| Haul Route No. 3 | NB | 17100 | 17200 | 84 | 68 | 32 |
| Haul Route No. 3 | NB | 17200 | 17300 | 86 | 52 | 43 |
| Haul Route No. 3 | NB | 17300 | 17400 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 17400 | 17500 | 94 | 17 | 83 |
| Haul Route No. 3 | NB | 17500 | 17600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 17600 | 17700 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 17700 | 17800 | 100 | 0 | 0 |
| | | | | | | |
| Haul Route No. 3 | NB | 0 | 100 | 94 | 0 | 100 |
| Haul Route No. 3 | NB | 100 | 200 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 200 | 300 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 300 | 400 | 94 | 0 | 82 |
| Haul Route No. 3 | NB | 400 | 500 | 99 | 0 | 0 |
| Haul Route No. 3 | NB | 500 | 600 | 100 | 0 | 0 |
| Haul Route No. 3 | NB | 600 | 700 | 95 | 0 | 100 |
| Haul Route No. 3 | NB | 700 | 800 | 94 | 0 | 82 |
| Haul Route No. 3 | NB | 800 | 900 | 86 | 0 | 65 |
| Haul Route No. 3 | NB | 900 | 1000 | 96 | 0 | 74 |
| Haul Route No. 3 | NB | 1000 | 1100 | 96 | 0 | 74 |
| Haul Route No. 3 | NB | 1100 | 1200 | 99 | 0 | 0 |
| Haul Route No. 3 | NB | 1200 | 1300 | 89 | 9 | 0 |
| Haul Route No. 3 | NB | 1300 | 1400 | 90 | 0 | 0 |
| | | | | | | |
| Proposed Haul Route Maynooth - Clane | NB | 0 | 100 | 93 | 0 | 85 |
| Proposed Haul Route Maynooth - Clane | NB | 100 | 200 | 86 | 0 | 43 |
| Proposed Haul Route Maynooth - Clane | NB | 200 | 300 | 32 | 79 | 11 |
| Proposed Haul Route Maynooth - Clane | NB | 300 | 400 | 100 | 0 | 0 |
| | | | | | | |
| Haul Route No. 1 Section C-D | EB | 0 | 100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 100 | 200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 200 | 300 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 300 | 400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 400 | 500 | 66 | 61 | 20 |
| Haul Route No. 1 Section C-D | EB | 500 | 600 | 68 | 21 | 22 |
| Haul Route No. 1 Section C-D | EB | 600 | 700 | 80 | 32 | 26 |
| Haul Route No. 1 Section C-D | EB | 700 | 800 | 48 | 43 | 20 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | EB | 800 | 900 | 77 | 20 | 33 |
| Haul Route No. 1 Section C-D | EB | 900 | 1000 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 1000 | 1100 | 43 | 67 | 10 |
| Haul Route No. 1 Section C-D | EB | 1100 | 1200 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 1200 | 1300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 1300 | 1400 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 1400 | 1500 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 1500 | 1600 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 1600 | 1700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 1700 | 1800 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 1800 | 1900 | 55 | 69 | 12 |
| Haul Route No. 1 Section C-D | EB | 1900 | 2000 | 67 | 87 | 13 |
| Haul Route No. 1 Section C-D | EB | 2000 | 2100 | 76 | 27 | 73 |
| Haul Route No. 1 Section C-D | EB | 2100 | 2200 | 50 | 48 | 52 |
| Haul Route No. 1 Section C-D | EB | 2200 | 2300 | 47 | 45 | 39 |
| Haul Route No. 1 Section C-D | EB | 2300 | 2400 | 64 | 0 | 87 |
| Haul Route No. 1 Section C-D | EB | 2400 | 2500 | 72 | 3 | 59 |
| Haul Route No. 1 Section C-D | EB | 2500 | 2600 | 53 | 51 | 49 |
| Haul Route No. 1 Section C-D | EB | 2600 | 2700 | 69 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 2700 | 2800 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 2800 | 2900 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 2900 | 3000 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 3000 | 3100 | 53 | 51 | 49 |
| Haul Route No. 1 Section C-D | EB | 3100 | 3200 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 3200 | 3300 | 69 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 3300 | 3400 | 50 | 48 | 52 |
| Haul Route No. 1 Section C-D | EB | 3400 | 3500 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 3500 | 3600 | 63 | 0 | 97 |
| Haul Route No. 1 Section C-D | EB | 3600 | 3700 | 38 | 51 | 43 |
| Haul Route No. 1 Section C-D | EB | 3700 | 3800 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 3800 | 3900 | 42 | 58 | 34 |
| Haul Route No. 1 Section C-D | EB | 3900 | 4000 | 66 | 70 | 30 |
| Haul Route No. 1 Section C-D | EB | 4000 | 4100 | 80 | 30 | 70 |
| Haul Route No. 1 Section C-D | EB | 4100 | 4200 | 89 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 4200 | 4300 | 58 | 83 | 17 |
| Haul Route No. 1 Section C-D | EB | 4300 | 4400 | 48 | 57 | 8 |
| Haul Route No. 1 Section C-D | EB | 4400 | 4500 | 58 | 51 | 7 |
| Haul Route No. 1 Section C-D | EB | 4500 | 4600 | 50 | 39 | 6 |
| Haul Route No. 1 Section C-D | EB | 4600 | 4700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 4700 | 4800 | 76 | 82 | 16 |
| Haul Route No. 1 Section C-D | EB | 4800 | 4900 | 68 | 74 | 15 |
| Haul Route No. 1 Section C-D | EB | 4900 | 5000 | 84 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | EB | 5000 | 5100 | 99 | 100 | 0 |
| Haul Route No. 1 Section C-D | EB | 5100 | 5200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 5200 | 5300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 5300 | 5400 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 5400 | 5500 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 5500 | 5600 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 5600 | 5700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 5700 | 5800 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 5800 | 5900 | 73 | 76 | 24 |
| Haul Route No. 1 Section C-D | EB | 5900 | 6000 | 85 | 16 | 84 |
| Haul Route No. 1 Section C-D | EB | 6000 | 6100 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 6100 | 6200 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 6200 | 6300 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 6300 | 6400 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 6400 | 6500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 6500 | 6600 | 84 | 45 | 55 |
| Haul Route No. 1 Section C-D | EB | 6600 | 6700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 6700 | 6800 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 6800 | 6900 | 88 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 6900 | 7000 | 88 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 7000 | 7100 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 7100 | 7200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 7200 | 7300 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 7300 | 7400 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 7400 | 7500 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 7500 | 7600 | 87 | 0 | 50 |
| Haul Route No. 1 Section C-D | EB | 7600 | 7700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 7700 | 7800 | 64 | 0 | 78 |
| Haul Route No. 1 Section C-D | EB | 7800 | 7900 | 62 | 0 | 48 |
| Haul Route No. 1 Section C-D | EB | 7900 | 8000 | 69 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 8000 | 8100 | 50 | 48 | 52 |
| Haul Route No. 1 Section C-D | EB | 8100 | 8200 | 50 | 48 | 52 |
| Haul Route No. 1 Section C-D | EB | 8200 | 8300 | 42 | 54 | 46 |
| Haul Route No. 1 Section C-D | EB | 8300 | 8400 | 60 | 15 | 32 |
| Haul Route No. 1 Section C-D | EB | 8400 | 8500 | 53 | 51 | 49 |
| Haul Route No. 1 Section C-D | EB | 8500 | 8600 | 50 | 48 | 45 |
| Haul Route No. 1 Section C-D | EB | 8600 | 8700 | 28 | 59 | 28 |
| Haul Route No. 1 Section C-D | EB | 8700 | 8800 | 39 | 45 | 38 |
| Haul Route No. 1 Section C-D | EB | 8800 | 8900 | 43 | 59 | 21 |
| Haul Route No. 1 Section C-D | EB | 8900 | 9000 | 54 | 84 | 16 |
| Haul Route No. 1 Section C-D | EB | 9000 | 9100 | 18 | 87 | 13 |
| Haul Route No. 1 Section C-D | EB | 9100 | 9200 | 87 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | EB | 9200 | 9300 | 83 | 0 | 36 |
| Haul Route No. 1 Section C-D | EB | 9300 | 9400 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 9400 | 9500 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 9500 | 9600 | 81 | 0 | 16 |
| Haul Route No. 1 Section C-D | EB | 9600 | 9700 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 9700 | 9800 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 9800 | 9900 | 86 | 77 | 23 |
| Haul Route No. 1 Section C-D | EB | 9900 | 10000 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 10000 | 10100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 10100 | 10200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 10200 | 10300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 10300 | 10400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 10400 | 10500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 10500 | 10600 | 92 | 0 | 39 |
| Haul Route No. 1 Section C-D | EB | 10600 | 10700 | 95 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 10700 | 10800 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 10800 | 10900 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 10900 | 11000 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 11000 | 11100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 11100 | 11200 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 11200 | 11300 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 11300 | 11400 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 11400 | 11500 | 86 | 0 | 36 |
| Haul Route No. 1 Section C-D | EB | 11500 | 11600 | 85 | 0 | 29 |
| Haul Route No. 1 Section C-D | EB | 11600 | 11700 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 11700 | 11800 | 84 | 0 | 39 |
| Haul Route No. 1 Section C-D | EB | 11800 | 11900 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 11900 | 12000 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 12000 | 12100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 12100 | 12200 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 12200 | 12300 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 12300 | 12400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 12400 | 12500 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 12500 | 12600 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 12600 | 12700 | 84 | 68 | 32 |
| Haul Route No. 1 Section C-D | EB | 12700 | 12800 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 12800 | 12900 | 66 | 61 | 39 |
| Haul Route No. 1 Section C-D | EB | 12900 | 13000 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 13000 | 13100 | 85 | 48 | 52 |
| Haul Route No. 1 Section C-D | EB | 13100 | 13200 | 67 | 75 | 25 |
| Haul Route No. 1 Section C-D | EB | 13200 | 13300 | 67 | 85 | 15 |
| Haul Route No. 1 Section C-D | EB | 13300 | 13400 | 67 | 85 | 15 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|---|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | EB | 13400 | 13500 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 13500 | 13600 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 13600 | 13700 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 13700 | 13800 | 90 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 13800 | 13900 | 20 | 83 | 17 |
| Haul Route No. 1 Section C-D | EB | 13900 | 14000 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 14000 | 14100 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 14100 | 14200 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | EB | 14200 | 14300 | 86 | 57 | 43 |
| Haul Route No. 1 Section C-D | EB | 14300 | 14400 | 95 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 14400 | 14500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 14500 | 14600 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 14600 | 14700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 14700 | 14800 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 14800 | 14900 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 14900 | 15000 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 15000 | 15100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 15100 | 15200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 15200 | 15300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 15300 | 15400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | EB | 15400 | 15500 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | | | | | | |
| Proposed Haul Route Maynooth - Clane | SB | 0 | 100 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 100 | 200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 200 | 300 | 90 | 0 | 51 |
| Proposed Haul Route Maynooth - Clane | SB | 300 | 400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 400 | 500 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 500 | 600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 600 | 700 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 700 | 800 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 800 | 900 | 84 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 900 | 1000 | 95 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 1000 | 1100 | 52 | 86 | 14 |
| Proposed Haul Route Maynooth - Clane | SB | 1100 | 1200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 1200 | 1300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 1300 | 1400 | 95 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 1400 | 1500 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 1500 | 1600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 1600 | 1700 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 1700 | 1800 | 80 | 77 | 23 |
| Proposed Haul Route Maynooth - Clane | SB | 1800 | 1900 | 92 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 1900 | 2000 | 84 | 0 | 70 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Maynooth - Clane | SB | 2000 | 2100 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 2100 | 2200 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 2200 | 2300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 2300 | 2400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 2400 | 2500 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 2500 | 2600 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 2600 | 2700 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 2700 | 2800 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 2800 | 2900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 2900 | 3000 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 3000 | 3100 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 3100 | 3200 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 3200 | 3300 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 3300 | 3400 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 3400 | 3500 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 3500 | 3600 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 3600 | 3700 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 3700 | 3800 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 3800 | 3900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 3900 | 4000 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 4000 | 4100 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 4100 | 4200 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 4200 | 4300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 4300 | 4400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 4400 | 4500 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 4500 | 4600 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 4600 | 4700 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 4700 | 4800 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 4800 | 4900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 4900 | 5000 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 5000 | 5100 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 5100 | 5200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 5200 | 5300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 5300 | 5400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 5400 | 5500 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 5500 | 5600 | 90 | 46 | 54 |
| Proposed Haul Route Maynooth - Clane | SB | 5600 | 5700 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 5700 | 5800 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 5800 | 5900 | 74 | 80 | 20 |
| Proposed Haul Route Maynooth - Clane | SB | 5900 | 6000 | 80 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 6000 | 6100 | 80 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 6100 | 6200 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Maynooth - Clane | SB | 6200 | 6300 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 6300 | 6400 | 35 | 93 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 6400 | 6500 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 6500 | 6600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 6600 | 6700 | 88 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 6700 | 6800 | 68 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 6800 | 6900 | 95 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 6900 | 7000 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 7000 | 7100 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 7100 | 7200 | 80 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 7200 | 7300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 7300 | 7400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 7400 | 7500 | 92 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 7500 | 7600 | 92 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 7600 | 7700 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 7700 | 7800 | 95 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 7800 | 7900 | 88 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 7900 | 8000 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 8000 | 8100 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 8100 | 8200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 8200 | 8300 | 53 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 8300 | 8400 | 40 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 8400 | 8500 | 40 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 8500 | 8600 | 53 | 69 | 31 |
| Proposed Haul Route Maynooth - Clane | SB | 8600 | 8700 | 64 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 8700 | 8800 | 64 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 8800 | 8900 | 69 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 8900 | 9000 | 53 | 51 | 49 |
| Proposed Haul Route Maynooth - Clane | SB | 9000 | 9100 | 50 | 48 | 52 |
| Proposed Haul Route Maynooth - Clane | SB | 9100 | 9200 | 64 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 9200 | 9300 | 64 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 9300 | 9400 | 59 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 9400 | 9500 | 69 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 9500 | 9600 | 64 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 9600 | 9700 | 87 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 9700 | 9800 | 78 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 9800 | 9900 | 78 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 9900 | 10000 | 46 | 58 | 42 |
| Proposed Haul Route Maynooth - Clane | SB | 10000 | 10100 | 53 | 51 | 49 |
| Proposed Haul Route Maynooth - Clane | SB | 10100 | 10200 | 53 | 51 | 49 |
| Proposed Haul Route Maynooth - Clane | SB | 10200 | 10300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 10300 | 10400 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Maynooth - Clane | SB | 10400 | 10500 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 10500 | 10600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 10600 | 10700 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 10700 | 10800 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 10800 | 10900 | 76 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 10900 | 11000 | 69 | 0 | 22 |
| Proposed Haul Route Maynooth - Clane | SB | 11000 | 11100 | 68 | 39 | 16 |
| Proposed Haul Route Maynooth - Clane | SB | 11100 | 11200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 11200 | 11300 | 76 | 32 | 25 |
| Proposed Haul Route Maynooth - Clane | SB | 11300 | 11400 | 90 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 11400 | 11500 | 95 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 11500 | 11600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 11600 | 11700 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 11700 | 11800 | 99 | 100 | 0 |
| | | | | | | |
| Proposed Haul Route Maynooth - Clane | NB | 0 | 100 | 77 | 0 | 21 |
| Proposed Haul Route Maynooth - Clane | NB | 100 | 200 | 58 | 83 | 9 |
| Proposed Haul Route Maynooth - Clane | NB | 200 | 300 | 99 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 300 | 400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 400 | 500 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 500 | 600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 600 | 700 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 700 | 800 | 77 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 800 | 900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 900 | 1000 | 85 | 30 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 1000 | 1100 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 1100 | 1200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 1200 | 1300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 1300 | 1400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 1400 | 1500 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 1500 | 1600 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 1600 | 1700 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 1700 | 1800 | 92 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 1800 | 1900 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 1900 | 2000 | 89 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 2000 | 2100 | 78 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 2100 | 2200 | 59 | 60 | 40 |
| Proposed Haul Route Maynooth - Clane | NB | 2200 | 2300 | 76 | 32 | 68 |
| Proposed Haul Route Maynooth - Clane | NB | 2300 | 2400 | 78 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 2400 | 2500 | 87 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 2500 | 2600 | 76 | 27 | 73 |
| Proposed Haul Route Maynooth - Clane | NB | 2600 | 2700 | 78 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Maynooth - Clane | NB | 2700 | 2800 | 76 | 27 | 73 |
| Proposed Haul Route Maynooth - Clane | NB | 2800 | 2900 | 46 | 44 | 49 |
| Proposed Haul Route Maynooth - Clane | NB | 2900 | 3000 | 50 | 48 | 52 |
| Proposed Haul Route Maynooth - Clane | NB | 3000 | 3100 | 56 | 55 | 45 |
| Proposed Haul Route Maynooth - Clane | NB | 3100 | 3200 | 76 | 32 | 68 |
| Proposed Haul Route Maynooth - Clane | NB | 3200 | 3300 | 78 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 3300 | 3400 | 88 | 15 | 85 |
| Proposed Haul Route Maynooth - Clane | NB | 3400 | 3500 | 28 | 95 | 5 |
| Proposed Haul Route Maynooth - Clane | NB | 3500 | 3600 | 53 | 90 | 10 |
| Proposed Haul Route Maynooth - Clane | NB | 3600 | 3700 | 76 | 60 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 3700 | 3800 | 96 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 3800 | 3900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 3900 | 4000 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 4000 | 4100 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 4100 | 4200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 4200 | 4300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 4300 | 4400 | 75 | 83 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 4400 | 4500 | 77 | 84 | 16 |
| Proposed Haul Route Maynooth - Clane | NB | 4500 | 4600 | 92 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 4600 | 4700 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 4700 | 4800 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 4800 | 4900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 4900 | 5000 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 5000 | 5100 | 95 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 5100 | 5200 | 45 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 5200 | 5300 | 68 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 5300 | 5400 | 66 | 98 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 5400 | 5500 | 68 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 5500 | 5600 | 54 | 98 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 5600 | 5700 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 5700 | 5800 | 85 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 5800 | 5900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 5900 | 6000 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 6000 | 6100 | 63 | 87 | 13 |
| Proposed Haul Route Maynooth - Clane | NB | 6100 | 6200 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 6200 | 6300 | 68 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 6300 | 6400 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 6400 | 6500 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 6500 | 6600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 6600 | 6700 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 6700 | 6800 | 95 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 6800 | 6900 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Maynooth - Clane | NB | 6900 | 7000 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 7000 | 7100 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 7100 | 7200 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 7200 | 7300 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 7300 | 7400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 7400 | 7500 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 7500 | 7600 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 7600 | 7700 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 7700 | 7800 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 7800 | 7900 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 7900 | 8000 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 8000 | 8100 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 8100 | 8200 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 8200 | 8300 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 8300 | 8400 | 97 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 8400 | 8500 | 96 | 0 | 74 |
| Proposed Haul Route Maynooth - Clane | NB | 8500 | 8600 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 8600 | 8700 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 8700 | 8800 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 8800 | 8900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 8900 | 9000 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9000 | 9100 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9100 | 9200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9200 | 9300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9300 | 9400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9400 | 9500 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9500 | 9600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9600 | 9700 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9700 | 9800 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 9800 | 9900 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 9900 | 10000 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 10000 | 10100 | 94 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | NB | 10100 | 10200 | 96 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 10200 | 10300 | 94 | 0 | 82 |
| Proposed Haul Route Maynooth - Clane | NB | 10300 | 10400 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 10400 | 10500 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 10500 | 10600 | 85 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 10600 | 10700 | 85 | 93 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 10700 | 10800 | 88 | 100 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 10800 | 10900 | 86 | 92 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 10900 | 11000 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 11000 | 11100 | 99 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Maynooth - Clane | NB | 11100 | 11200 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 11200 | 11300 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 11300 | 11400 | 94 | 0 | 82 |
| Proposed Haul Route Maynooth - Clane | NB | 11400 | 11500 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 11500 | 11600 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 11600 | 11700 | 100 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | NB | 11700 | 11800 | 99 | 0 | 0 |
| | | | | | | |
| Proposed Haul Route Kilcock - Prosperous | SB | 0 | 100 | 82 | 40 | 42 |
| Proposed Haul Route Kilcock - Prosperous | SB | 100 | 200 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 200 | 300 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 300 | 400 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 400 | 500 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 500 | 600 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 600 | 700 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 700 | 800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 800 | 900 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 900 | 1000 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1000 | 1100 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1100 | 1200 | 90 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1200 | 1300 | 87 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1300 | 1400 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1400 | 1500 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1500 | 1600 | 87 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1600 | 1700 | 87 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1700 | 1800 | 82 | 71 | 29 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1800 | 1900 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 1900 | 2000 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2000 | 2100 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2100 | 2200 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2200 | 2300 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2300 | 2400 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2400 | 2500 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2500 | 2600 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2600 | 2700 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2700 | 2800 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2800 | 2900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 2900 | 3000 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3000 | 3100 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3100 | 3200 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3200 | 3300 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3300 | 3400 | 92 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kilcock - Prosperous | SB | 3400 | 3500 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3500 | 3600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3600 | 3700 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3700 | 3800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3800 | 3900 | 45 | 93 | 7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 3900 | 4000 | 52 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4000 | 4100 | 49 | 93 | 7 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4100 | 4200 | 67 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4200 | 4300 | 68 | 83 | 17 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4300 | 4400 | 63 | 89 | 11 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4400 | 4500 | 68 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4500 | 4600 | 58 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4600 | 4700 | 53 | 88 | 12 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4700 | 4800 | 34 | 92 | 8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4800 | 4900 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 4900 | 5000 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5000 | 5100 | 77 | 84 | 16 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5100 | 5200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5200 | 5300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5300 | 5400 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5400 | 5500 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5500 | 5600 | 95 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5600 | 5700 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5700 | 5800 | 67 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5800 | 5900 | 40 | 36 | 6 |
| Proposed Haul Route Kilcock - Prosperous | SB | 5900 | 6000 | 67 | 42 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6000 | 6100 | 58 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6100 | 6200 | 55 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6200 | 6300 | 67 | 97 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6300 | 6400 | 58 | 82 | 8 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6400 | 6500 | 95 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6500 | 6600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6600 | 6700 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6700 | 6800 | 92 | 33 | 67 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6800 | 6900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 6900 | 7000 | 87 | 66 | 34 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7000 | 7100 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7100 | 7200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7200 | 7300 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7300 | 7400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7400 | 7500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7500 | 7600 | 95 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kilcock - Prosperous | SB | 7600 | 7700 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7700 | 7800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7800 | 7900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 7900 | 8000 | 78 | 29 | 17 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8000 | 8100 | 43 | 89 | 11 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8100 | 8200 | 55 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8200 | 8300 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8300 | 8400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8400 | 8500 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8500 | 8600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8600 | 8700 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8700 | 8800 | 67 | 85 | 15 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8800 | 8900 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 8900 | 9000 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9000 | 9100 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9100 | 9200 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9200 | 9300 | 79 | 78 | 22 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9300 | 9400 | 67 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9400 | 9500 | 93 | 0 | 85 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9500 | 9600 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9600 | 9700 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9700 | 9800 | 87 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9800 | 9900 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 9900 | 10000 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10000 | 10100 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10100 | 10200 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10200 | 10300 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10300 | 10400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10400 | 10500 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10500 | 10600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10600 | 10700 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10700 | 10800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10800 | 10900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 10900 | 11000 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11000 | 11100 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11100 | 11200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11200 | 11300 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11300 | 11400 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11400 | 11500 | 82 | 72 | 28 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11500 | 11600 | 87 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11600 | 11700 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11700 | 11800 | 91 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kilcock - Prosperous | SB | 11800 | 11900 | 90 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 11900 | 12000 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12000 | 12100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12100 | 12200 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12200 | 12300 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12300 | 12400 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12400 | 12500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12500 | 12600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12600 | 12700 | 89 | 64 | 36 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12700 | 12800 | 67 | 69 | 31 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12800 | 12900 | 57 | 71 | 29 |
| Proposed Haul Route Kilcock - Prosperous | SB | 12900 | 13000 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13000 | 13100 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13100 | 13200 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13200 | 13300 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13300 | 13400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13400 | 13500 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13500 | 13600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13600 | 13700 | 87 | 55 | 45 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13700 | 13800 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13800 | 13900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 13900 | 14000 | 86 | 77 | 23 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14000 | 14100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14100 | 14200 | 67 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14200 | 14300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14300 | 14400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14400 | 14500 | 62 | 87 | 13 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14500 | 14600 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14600 | 14700 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14700 | 14800 | 58 | 55 | 17 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14800 | 14900 | 55 | 70 | 11 |
| Proposed Haul Route Kilcock - Prosperous | NB | 0 | 100 | 34 | 48 | 15 |
| Proposed Haul Route Kilcock - Prosperous | NB | 100 | 200 | 92 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 200 | 300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 300 | 400 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 400 | 500 | 90 | 50 | 50 |
| Proposed Haul Route Kilcock - Prosperous | NB | 500 | 600 | 66 | 82 | 9 |
| Proposed Haul Route Kilcock - Prosperous | NB | 600 | 700 | 62 | 73 | 8 |
| Proposed Haul Route Kilcock - Prosperous | NB | 700 | 800 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 800 | 900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 900 | 1000 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kilcock - Prosperous | NB | 1000 | 1100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1100 | 1200 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1200 | 1300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1300 | 1400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1400 | 1500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1500 | 1600 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1600 | 1700 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1700 | 1800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1800 | 1900 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 1900 | 2000 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2000 | 2100 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2100 | 2200 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2200 | 2300 | 81 | 82 | 18 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2300 | 2400 | 86 | 0 | 36 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2400 | 2500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2500 | 2600 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2600 | 2700 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2700 | 2800 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2800 | 2900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 2900 | 3000 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3000 | 3100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3100 | 3200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3200 | 3300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3300 | 3400 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3400 | 3500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3500 | 3600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3600 | 3700 | 87 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3700 | 3800 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3800 | 3900 | 84 | 68 | 32 |
| Proposed Haul Route Kilcock - Prosperous | NB | 3900 | 4000 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4000 | 4100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4100 | 4200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4200 | 4300 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4300 | 4400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4400 | 4500 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4500 | 4600 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4600 | 4700 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4700 | 4800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4800 | 4900 | 97 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 4900 | 5000 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5000 | 5100 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5100 | 5200 | 78 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kilcock - Prosperous | NB | 5200 | 5300 | 50 | 48 | 52 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5300 | 5400 | 78 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5400 | 5500 | 78 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5500 | 5600 | 88 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5600 | 5700 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5700 | 5800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5800 | 5900 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 5900 | 6000 | 53 | 89 | 11 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6000 | 6100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6100 | 6200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6200 | 6300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6300 | 6400 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6400 | 6500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6500 | 6600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6600 | 6700 | 92 | 29 | 71 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6700 | 6800 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6800 | 6900 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 6900 | 7000 | 53 | 85 | 15 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7000 | 7100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7100 | 7200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7200 | 7300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7300 | 7400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7400 | 7500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7500 | 7600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7600 | 7700 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7700 | 7800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7800 | 7900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 7900 | 8000 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8000 | 8100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8100 | 8200 | 74 | 80 | 20 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8200 | 8300 | 88 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8300 | 8400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8400 | 8500 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8500 | 8600 | 68 | 84 | 16 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8600 | 8700 | 68 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8700 | 8800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8800 | 8900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 8900 | 9000 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9000 | 9100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9100 | 9200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9200 | 9300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9300 | 9400 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kilcock - Prosperous | NB | 9400 | 9500 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9500 | 9600 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9600 | 9700 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9700 | 9800 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9800 | 9900 | 68 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 9900 | 10000 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10000 | 10100 | 67 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10100 | 10200 | 52 | 98 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10200 | 10300 | 80 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10300 | 10400 | 68 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10400 | 10500 | 42 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10500 | 10600 | 55 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10600 | 10700 | 55 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10700 | 10800 | 40 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10800 | 10900 | 33 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 10900 | 11000 | 33 | 100 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11000 | 11100 | 63 | 87 | 13 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11100 | 11200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11200 | 11300 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11300 | 11400 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11400 | 11500 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11500 | 11600 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11600 | 11700 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11700 | 11800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11800 | 11900 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 11900 | 12000 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12000 | 12100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12100 | 12200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12200 | 12300 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12300 | 12400 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12400 | 12500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12500 | 12600 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12600 | 12700 | 94 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12700 | 12800 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12800 | 12900 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 12900 | 13000 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13000 | 13100 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13100 | 13200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13200 | 13300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13300 | 13400 | 91 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13400 | 13500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13500 | 13600 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Proposed Haul Route Kilcock - Prosperous | NB | 13600 | 13700 | 87 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13700 | 13800 | 67 | 75 | 25 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13800 | 13900 | 59 | 60 | 40 |
| Proposed Haul Route Kilcock - Prosperous | NB | 13900 | 14000 | 63 | 58 | 20 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14000 | 14100 | 78 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14100 | 14200 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14200 | 14300 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14300 | 14400 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14400 | 14500 | 100 | 0 | 0 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14500 | 14600 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14600 | 14700 | 95 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14700 | 14800 | 92 | 0 | 100 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14800 | 14900 | 89 | 0 | 100 |
| | | | | | | |
| Haul Route No. 3 | SB | 0 | 100 | 85 | 39 | 22 |
| Haul Route No. 3 | SB | 100 | 200 | 57 | 70 | 14 |
| Haul Route No. 3 | SB | 200 | 300 | 89 | 0 | 56 |
| Haul Route No. 3 | SB | 300 | 400 | 87 | 0 | 100 |
| Haul Route No. 3 | SB | 400 | 500 | 86 | 0 | 92 |
| Haul Route No. 3 | SB | 500 | 600 | 76 | 68 | 32 |
| Haul Route No. 3 | SB | 600 | 700 | 93 | 0 | 85 |
| Haul Route No. 3 | SB | 700 | 800 | 94 | 0 | 100 |
| Haul Route No. 3 | SB | 800 | 900 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 900 | 1000 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 1000 | 1100 | 87 | 0 | 64 |
| Haul Route No. 3 | SB | 1100 | 1200 | 89 | 64 | 36 |
| Haul Route No. 3 | SB | 1200 | 1300 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 1300 | 1400 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 1400 | 1500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 1500 | 1600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 1600 | 1700 | 80 | 0 | 26 |
| Haul Route No. 3 | SB | 1700 | 1800 | 67 | 65 | 10 |
| Haul Route No. 3 | SB | 1800 | 1900 | 66 | 70 | 9 |
| Haul Route No. 3 | SB | 1900 | 2000 | 18 | 72 | 4 |
| Haul Route No. 3 | SB | 2000 | 2100 | 57 | 73 | 8 |
| Haul Route No. 3 | SB | 2100 | 2200 | 60 | 82 | 9 |
| Haul Route No. 3 | SB | 2200 | 2300 | 32 | 95 | 5 |
| Haul Route No. 3 | SB | 2300 | 2400 | 93 | 0 | 85 |
| Haul Route No. 3 | SB | 2400 | 2500 | 85 | 52 | 27 |
| Haul Route No. 3 | SB | 2500 | 2600 | 10 | 78 | 11 |
| Haul Route No. 3 | SB | 2600 | 2700 | 15 | 49 | 13 |
| Haul Route No. 3 | SB | 2700 | 2800 | 15 | 95 | 5 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 3 | SB | 2800 | 2900 | 25 | 93 | 7 |
| Haul Route No. 3 | SB | 2900 | 3000 | 25 | 100 | 0 |
| Haul Route No. 3 | SB | 3000 | 3100 | 53 | 100 | 0 |
| Haul Route No. 3 | SB | 3100 | 3200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 3200 | 3300 | 67 | 100 | 0 |
| Haul Route No. 3 | SB | 3300 | 3400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 3400 | 3500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 3500 | 3600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 3600 | 3700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 3700 | 3800 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 3800 | 3900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 3900 | 4000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 4000 | 4100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 4100 | 4200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 4200 | 4300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 4300 | 4400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 4400 | 4500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 4500 | 4600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 4600 | 4700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 4700 | 4800 | 90 | 100 | 0 |
| Haul Route No. 3 | SB | 4800 | 4900 | 60 | 100 | 0 |
| Haul Route No. 3 | SB | 4900 | 5000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 5000 | 5100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 5100 | 5200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 5200 | 5300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 5300 | 5400 | 68 | 84 | 16 |
| Haul Route No. 3 | SB | 5400 | 5500 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 5500 | 5600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 5600 | 5700 | 84 | 78 | 22 |
| Haul Route No. 3 | SB | 5700 | 5800 | 93 | 37 | 46 |
| Haul Route No. 3 | SB | 5800 | 5900 | 87 | 14 | 48 |
| Haul Route No. 3 | SB | 5900 | 6000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 6000 | 6100 | 80 | 100 | 0 |
| Haul Route No. 3 | SB | 6100 | 6200 | 99 | 0 | 0 |
| Haul Route No. 3 | SB | 6200 | 6300 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 6300 | 6400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 6400 | 6500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 6500 | 6600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 6600 | 6700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 6700 | 6800 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 6800 | 6900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 6900 | 7000 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 3 | SB | 7000 | 7100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7100 | 7200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7200 | 7300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7300 | 7400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7400 | 7500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7500 | 7600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7600 | 7700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7700 | 7800 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7800 | 7900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 7900 | 8000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8000 | 8100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8100 | 8200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8200 | 8300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8300 | 8400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8400 | 8500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8500 | 8600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8600 | 8700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8700 | 8800 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8800 | 8900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 8900 | 9000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9000 | 9100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9100 | 9200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9200 | 9300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9300 | 9400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9400 | 9500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9500 | 9600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9600 | 9700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9700 | 9800 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9800 | 9900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 9900 | 10000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10000 | 10100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10100 | 10200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10200 | 10300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10300 | 10400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10400 | 10500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10500 | 10600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10600 | 10700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10700 | 10800 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10800 | 10900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 10900 | 11000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 11000 | 11100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 11100 | 11200 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 3 | SB | 11200 | 11300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 11300 | 11400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 11400 | 11500 | 94 | 0 | 100 |
| Haul Route No. 3 | SB | 11500 | 11600 | 89 | 0 | 100 |
| Haul Route No. 3 | SB | 11600 | 11700 | 98 | 48 | 0 |
| Haul Route No. 3 | SB | 11700 | 11800 | 81 | 78 | 22 |
| Haul Route No. 3 | SB | 11800 | 11900 | 83 | 44 | 36 |
| Haul Route No. 3 | SB | 11900 | 12000 | 89 | 0 | 100 |
| Haul Route No. 3 | SB | 12000 | 12100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 12100 | 12200 | 89 | 0 | 100 |
| Haul Route No. 3 | SB | 12200 | 12300 | 89 | 0 | 100 |
| Haul Route No. 3 | SB | 12300 | 12400 | 86 | 0 | 100 |
| Haul Route No. 3 | SB | 12400 | 12500 | 87 | 0 | 100 |
| Haul Route No. 3 | SB | 12500 | 12600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 12600 | 12700 | 86 | 0 | 100 |
| Haul Route No. 3 | SB | 12700 | 12800 | 82 | 0 | 73 |
| Haul Route No. 3 | SB | 12800 | 12900 | 92 | 0 | 100 |
| Haul Route No. 3 | SB | 12900 | 13000 | 78 | 0 | 100 |
| Haul Route No. 3 | SB | 13000 | 13100 | 78 | 0 | 100 |
| Haul Route No. 3 | SB | 13100 | 13200 | 85 | 0 | 100 |
| Haul Route No. 3 | SB | 13200 | 13300 | 95 | 0 | 0 |
| Haul Route No. 3 | SB | 13300 | 13400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 13400 | 13500 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 13500 | 13600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 13600 | 13700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 13700 | 13800 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 13800 | 13900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 13900 | 14000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 14000 | 14100 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 14100 | 14200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 14200 | 14300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 14300 | 14400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 14400 | 14500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 14500 | 14600 | 59 | 98 | 0 |
| Haul Route No. 3 | SB | 14600 | 14700 | 74 | 86 | 14 |
| Haul Route No. 3 | SB | 14700 | 14800 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 14800 | 14900 | 64 | 0 | 100 |
| Haul Route No. 3 | SB | 14900 | 15000 | 64 | 0 | 100 |
| Haul Route No. 3 | SB | 15000 | 15100 | 68 | 0 | 75 |
| Haul Route No. 3 | SB | 15100 | 15200 | 85 | 0 | 0 |
| Haul Route No. 3 | SB | 15200 | 15300 | 84 | 0 | 0 |
| Haul Route No. 3 | SB | 15300 | 15400 | 90 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|--------------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 3 | SB | 15400 | 15500 | 90 | 0 | 0 |
| Haul Route No. 3 | SB | 15500 | 15600 | 84 | 0 | 0 |
| Haul Route No. 3 | SB | 15600 | 15700 | 95 | 0 | 0 |
| Haul Route No. 3 | SB | 15700 | 15800 | 90 | 0 | 0 |
| Haul Route No. 3 | SB | 15800 | 15900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 15900 | 16000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 16000 | 16100 | 96 | 0 | 0 |
| Haul Route No. 3 | SB | 16100 | 16200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 16200 | 16300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 16300 | 16400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 16400 | 16500 | 91 | 0 | 100 |
| Haul Route No. 3 | SB | 16500 | 16600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 16600 | 16700 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 16700 | 16800 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 16800 | 16900 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 16900 | 17000 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 17000 | 17100 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 17100 | 17200 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 17200 | 17300 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 17300 | 17400 | 95 | 0 | 100 |
| Haul Route No. 3 | SB | 17400 | 17500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 17500 | 17600 | 57 | 70 | 0 |
| Haul Route No. 3 | SB | 17600 | 17700 | 90 | 0 | 44 |
| Haul Route No. 3 | SB | 17700 | 17800 | 18 | 66 | 7 |
| Haul Route No. 3 | SB | 17800 | 17900 | 28 | 70 | 9 |
| Haul Route No. 3 | SB | 17900 | 18000 | 17 | 43 | 8 |
| Haul Route No. 3 | SB | 18000 | 18100 | 80 | 32 | 26 |
| Haul Route No. 3 | SB | 18100 | 18200 | 58 | 52 | 13 |
| Haul Route No. 3 | SB | 18200 | 18300 | 53 | 85 | 15 |
| Haul Route No. 3 | SB | 18300 | 18400 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 18400 | 18500 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 18500 | 18600 | 100 | 0 | 0 |
| Haul Route No. 3 | SB | 18600 | 18700 | 94 | 0 | 100 |
| Haul Route No. 3 | SB | 18700 | 18800 | 86 | 0 | 92 |
| Haul Route No. 3 | SB | 18800 | 18900 | 87 | 0 | 100 |
| Haul Route No. 3 | SB | 18900 | 19000 | 91 | 0 | 100 |
| Haul Route No. 3 | SB | 19000 | 19100 | 87 | 0 | 100 |
| Haul Route No. 3 | SB | 19100 | 19200 | 85 | 0 | 100 |
| | | | | | | |
| Proposed Haul Route Maynooth - Clane | SB | 0 | 100 | 95 | 0 | 100 |
| Proposed Haul Route Maynooth - Clane | SB | 100 | 200 | 99 | 0 | 0 |
| Proposed Haul Route Maynooth - Clane | SB | 200 | 300 | 94 | 0 | 82 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | WB | 0 | 100 | 99 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 100 | 200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 200 | 300 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 300 | 400 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 400 | 500 | 73 | 0 | 82 |
| Haul Route No. 1 Section C-D | WB | 500 | 600 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 600 | 700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 700 | 800 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 800 | 900 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 900 | 1000 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 1000 | 1100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 1100 | 1200 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 1200 | 1300 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 1300 | 1400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 1400 | 1500 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 1500 | 1600 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 1600 | 1700 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 1700 | 1800 | 64 | 2 | 98 |
| Haul Route No. 1 Section C-D | WB | 1800 | 1900 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 1900 | 2000 | 52 | 44 | 56 |
| Haul Route No. 1 Section C-D | WB | 2000 | 2100 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 2100 | 2200 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 2200 | 2300 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 2300 | 2400 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 2400 | 2500 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 2500 | 2600 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 2600 | 2700 | 85 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 2700 | 2800 | 78 | 64 | 36 |
| Haul Route No. 1 Section C-D | WB | 2800 | 2900 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 2900 | 3000 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 3000 | 3100 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 3100 | 3200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 3200 | 3300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 3300 | 3400 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 3400 | 3500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 3500 | 3600 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 3600 | 3700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 3700 | 3800 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 3800 | 3900 | 79 | 76 | 20 |
| Haul Route No. 1 Section C-D | WB | 3900 | 4000 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 4000 | 4100 | 95 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | WB | 4100 | 4200 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 4200 | 4300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 4300 | 4400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 4400 | 4500 | 91 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 4500 | 4600 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 4600 | 4700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 4700 | 4800 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 4800 | 4900 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 4900 | 5000 | 98 | 48 | 0 |
| Haul Route No. 1 Section C-D | WB | 5000 | 5100 | 83 | 0 | 19 |
| Haul Route No. 1 Section C-D | WB | 5100 | 5200 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 5200 | 5300 | 96 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 5300 | 5400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 5400 | 5500 | 95 | 100 | 0 |
| Haul Route No. 1 Section C-D | WB | 5500 | 5600 | 96 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 5600 | 5700 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 5700 | 5800 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 5800 | 5900 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 5900 | 6000 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 6000 | 6100 | 78 | 0 | 35 |
| Haul Route No. 1 Section C-D | WB | 6100 | 6200 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 6200 | 6300 | 22 | 64 | 23 |
| Haul Route No. 1 Section C-D | WB | 6300 | 6400 | 59 | 60 | 40 |
| Haul Route No. 1 Section C-D | WB | 6400 | 6500 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 6500 | 6600 | 90 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 6600 | 6700 | 66 | 61 | 39 |
| Haul Route No. 1 Section C-D | WB | 6700 | 6800 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 6800 | 6900 | 65 | 72 | 28 |
| Haul Route No. 1 Section C-D | WB | 6900 | 7000 | 28 | 75 | 25 |
| Haul Route No. 1 Section C-D | WB | 7000 | 7100 | 52 | 71 | 29 |
| Haul Route No. 1 Section C-D | WB | 7100 | 7200 | 76 | 27 | 56 |
| Haul Route No. 1 Section C-D | WB | 7200 | 7300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 7300 | 7400 | 27 | 83 | 17 |
| Haul Route No. 1 Section C-D | WB | 7400 | 7500 | 69 | 0 | 78 |
| Haul Route No. 1 Section C-D | WB | 7500 | 7600 | 53 | 51 | 49 |
| Haul Route No. 1 Section C-D | WB | 7600 | 7700 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 7700 | 7800 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 7800 | 7900 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 7900 | 8000 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 8000 | 8100 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 8100 | 8200 | 66 | 61 | 39 |
| Haul Route No. 1 Section C-D | WB | 8200 | 8300 | 91 | 0 | 100 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | WB | 8300 | 8400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 8400 | 8500 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 8500 | 8600 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 8600 | 8700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 8700 | 8800 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 8800 | 8900 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 8900 | 9000 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 9000 | 9100 | 95 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 9100 | 9200 | 90 | 100 | 0 |
| Haul Route No. 1 Section C-D | WB | 9200 | 9300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 9300 | 9400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 9400 | 9500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 9500 | 9600 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 9600 | 9700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 9700 | 9800 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 9800 | 9900 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 9900 | 10000 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 10000 | 10100 | 91 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 10100 | 10200 | 97 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 10200 | 10300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 10300 | 10400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 10400 | 10500 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 10500 | 10600 | 66 | 98 | 0 |
| Haul Route No. 1 Section C-D | WB | 10600 | 10700 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 10700 | 10800 | 80 | 78 | 22 |
| Haul Route No. 1 Section C-D | WB | 10800 | 10900 | 10 | 87 | 5 |
| Haul Route No. 1 Section C-D | WB | 10900 | 11000 | 57 | 80 | 20 |
| Haul Route No. 1 Section C-D | WB | 11000 | 11100 | 35 | 80 | 10 |
| Haul Route No. 1 Section C-D | WB | 11100 | 11200 | 31 | 75 | 5 |
| Haul Route No. 1 Section C-D | WB | 11200 | 11300 | 18 | 59 | 6 |
| Haul Route No. 1 Section C-D | WB | 11300 | 11400 | 49 | 66 | 11 |
| Haul Route No. 1 Section C-D | WB | 11400 | 11500 | 18 | 75 | 5 |
| Haul Route No. 1 Section C-D | WB | 11500 | 11600 | 32 | 93 | 7 |
| Haul Route No. 1 Section C-D | WB | 11600 | 11700 | 70 | 42 | 58 |
| Haul Route No. 1 Section C-D | WB | 11700 | 11800 | 50 | 48 | 52 |
| Haul Route No. 1 Section C-D | WB | 11800 | 11900 | 46 | 58 | 42 |
| Haul Route No. 1 Section C-D | WB | 11900 | 12000 | 42 | 54 | 46 |
| Haul Route No. 1 Section C-D | WB | 12000 | 12100 | 50 | 48 | 52 |
| Haul Route No. 1 Section C-D | WB | 12100 | 12200 | 63 | 0 | 97 |
| Haul Route No. 1 Section C-D | WB | 12200 | 12300 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 12300 | 12400 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 12400 | 12500 | 55 | 55 | 45 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|------------------------------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| Haul Route No. 1 Section C-D | WB | 12500 | 12600 | 50 | 48 | 52 |
| Haul Route No. 1 Section C-D | WB | 12600 | 12700 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 12700 | 12800 | 64 | 17 | 83 |
| Haul Route No. 1 Section C-D | WB | 12800 | 12900 | 64 | 15 | 85 |
| Haul Route No. 1 Section C-D | WB | 12900 | 13000 | 63 | 15 | 83 |
| Haul Route No. 1 Section C-D | WB | 13000 | 13100 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 13100 | 13200 | 64 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 13200 | 13300 | 64 | 16 | 76 |
| Haul Route No. 1 Section C-D | WB | 13300 | 13400 | 64 | 0 | 87 |
| Haul Route No. 1 Section C-D | WB | 13400 | 13500 | 57 | 0 | 70 |
| Haul Route No. 1 Section C-D | WB | 13500 | 13600 | 51 | 62 | 38 |
| Haul Route No. 1 Section C-D | WB | 13600 | 13700 | 49 | 47 | 53 |
| Haul Route No. 1 Section C-D | WB | 13700 | 13800 | 69 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 13800 | 13900 | 90 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 13900 | 14000 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 14000 | 14100 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 14100 | 14200 | 78 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 14200 | 14300 | 87 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 14300 | 14400 | 73 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 14400 | 14500 | 94 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 14500 | 14600 | 92 | 0 | 100 |
| Haul Route No. 1 Section C-D | WB | 14600 | 14700 | 51 | 63 | 10 |
| Haul Route No. 1 Section C-D | WB | 14700 | 14800 | 65 | 19 | 0 |
| Haul Route No. 1 Section C-D | WB | 14800 | 14900 | 90 | 42 | 49 |
| Haul Route No. 1 Section C-D | WB | 14900 | 15000 | 83 | 10 | 25 |
| Haul Route No. 1 Section C-D | WB | 15000 | 15100 | 80 | 74 | 22 |
| Haul Route No. 1 Section C-D | WB | 15100 | 15200 | 89 | 0 | 37 |
| Haul Route No. 1 Section C-D | WB | 15200 | 15300 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 15300 | 15400 | 100 | 0 | 0 |
| Haul Route No. 1 Section C-D | WB | 15400 | 15500 | 95 | 0 | 100 |
| Ballycane road | | | | | | |
| Ballycane road | EB | 0 | 100 | 99 | 0 | 0 |
| Ballycane road | EB | 100 | 200 | 100 | 0 | 0 |
| Ballycane road | EB | 200 | 300 | 95 | 0 | 100 |
| Ballycane road | EB | 300 | 400 | 100 | 0 | 0 |
| Ballycane road | EB | 400 | 500 | 79 | 5 | 24 |
| Ballycane road | EB | 500 | 600 | 100 | 0 | 0 |
| Ballycane road | EB | 600 | 700 | 100 | 0 | 0 |
| Ballycane road | EB | 700 | 800 | 94 | 0 | 100 |
| Ballycane road | EB | 800 | 900 | 100 | 0 | 0 |
| Ballycane road | EB | 900 | 1000 | 94 | 0 | 100 |
| Ballycane road | EB | 1000 | 1100 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|----------------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| Ballycane road | EB | 1100 | 1200 | 100 | 0 | 0 |
| Ballycane road | EB | 1200 | 1300 | 100 | 0 | 0 |
| Ballycane road | EB | 1300 | 1400 | 100 | 0 | 0 |
| Ballycane road | EB | 1400 | 1500 | 100 | 0 | 0 |
| | | | | | | |
| Ballycane road | WB | 0 | 100 | 100 | 0 | 0 |
| Ballycane road | WB | 100 | 200 | 100 | 0 | 0 |
| Ballycane road | WB | 200 | 300 | 100 | 0 | 0 |
| Ballycane road | WB | 300 | 400 | 81 | 82 | 18 |
| Ballycane road | WB | 400 | 500 | 100 | 0 | 0 |
| Ballycane road | WB | 500 | 600 | 90 | 0 | 0 |
| Ballycane road | WB | 600 | 700 | 95 | 0 | 100 |
| Ballycane road | WB | 700 | 800 | 91 | 0 | 100 |
| Ballycane road | WB | 800 | 900 | 95 | 0 | 0 |
| Ballycane road | WB | 900 | 1000 | 99 | 100 | 0 |
| Ballycane road | WB | 1000 | 1100 | 92 | 13 | 0 |
| Ballycane road | WB | 1100 | 1200 | 100 | 0 | 0 |
| Ballycane road | WB | 1200 | 1300 | 100 | 0 | 0 |
| Ballycane road | WB | 1300 | 1400 | 100 | 0 | 0 |
| Ballycane road | WB | 1400 | 1500 | 99 | 0 | 0 |
| | | | | | | |
| R409 | NB | 0 | 100 | 100 | 0 | 0 |
| R409 | NB | 100 | 200 | 100 | 0 | 0 |
| R409 | NB | 200 | 300 | 100 | 0 | 0 |
| R409 | NB | 300 | 400 | 100 | 0 | 0 |
| R409 | NB | 400 | 500 | 100 | 0 | 0 |
| R409 | NB | 500 | 600 | 100 | 0 | 0 |
| R409 | NB | 600 | 700 | 100 | 0 | 0 |
| R409 | NB | 700 | 800 | 100 | 0 | 0 |
| R409 | NB | 800 | 900 | 100 | 0 | 0 |
| R409 | NB | 900 | 1000 | 100 | 0 | 0 |
| R409 | NB | 1000 | 1100 | 100 | 0 | 0 |
| R409 | NB | 1100 | 1200 | 100 | 0 | 0 |
| R409 | NB | 1200 | 1300 | 100 | 0 | 0 |
| R409 | NB | 1300 | 1400 | 95 | 0 | 100 |
| R409 | NB | 1400 | 1500 | 91 | 0 | 100 |
| R409 | NB | 1500 | 1600 | 78 | 0 | 100 |
| R409 | NB | 1600 | 1700 | 78 | 0 | 100 |
| R409 | NB | 1700 | 1800 | 78 | 0 | 100 |
| R409 | NB | 1800 | 1900 | 78 | 0 | 100 |
| R409 | NB | 1900 | 2000 | 66 | 0 | 49 |
| R409 | NB | 2000 | 2100 | 68 | 0 | 75 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|----------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| R409 | NB | 2100 | 2200 | 69 | 0 | 0 |
| R409 | NB | 2200 | 2300 | 84 | 0 | 0 |
| R409 | NB | 2300 | 2400 | 84 | 0 | 0 |
| R409 | NB | 2400 | 2500 | 95 | 0 | 0 |
| R409 | NB | 2500 | 2600 | 100 | 0 | 0 |
| R409 | NB | 2600 | 2700 | 100 | 0 | 0 |
| R409 | NB | 2700 | 2800 | 100 | 0 | 0 |
| R409 | NB | 2800 | 2900 | 100 | 0 | 0 |
| R409 | NB | 2900 | 3000 | 100 | 0 | 0 |
| R409 | NB | 3000 | 3100 | 100 | 0 | 0 |
| R409 | NB | 3100 | 3200 | 95 | 0 | 0 |
| R409 | NB | 3200 | 3300 | 89 | 0 | 56 |
| R409 | NB | 3300 | 3400 | 75 | 0 | 14 |
| R409 | NB | 3400 | 3500 | 95 | 0 | 0 |
| R409 | NB | 3500 | 3600 | 100 | 0 | 0 |
| R409 | NB | 3600 | 3700 | 100 | 0 | 0 |
| R409 | NB | 3700 | 3800 | 100 | 0 | 0 |
| R409 | NB | 3800 | 3900 | 100 | 0 | 0 |
| R409 | NB | 3900 | 4000 | 100 | 0 | 0 |
| R409 | NB | 4000 | 4100 | 100 | 0 | 0 |
| R409 | NB | 4100 | 4200 | 100 | 0 | 0 |
| R409 | NB | 4200 | 4300 | 100 | 0 | 0 |
| R409 | NB | 4300 | 4400 | 100 | 0 | 0 |
| R409 | NB | 4400 | 4500 | 100 | 0 | 0 |
| R409 | NB | 4500 | 4600 | 100 | 0 | 0 |
| R409 | NB | 4600 | 4700 | 100 | 0 | 0 |
| R409 | NB | 4700 | 4800 | 100 | 0 | 0 |
| R409 | NB | 4800 | 4900 | 100 | 0 | 0 |
| R409 | NB | 4900 | 5000 | 100 | 0 | 0 |
| R409 | NB | 5000 | 5100 | 100 | 0 | 0 |
| R409 | NB | 5100 | 5200 | 100 | 0 | 0 |
| R409 | NB | 5200 | 5300 | 100 | 0 | 0 |
| R409 | NB | 5300 | 5400 | 100 | 0 | 0 |
| R409 | NB | 5400 | 5500 | 100 | 0 | 0 |
| R409 | NB | 5500 | 5600 | 100 | 0 | 0 |
| R409 | NB | 5600 | 5700 | 100 | 0 | 0 |
| R409 | NB | 5700 | 5800 | 100 | 0 | 0 |
| R409 | NB | 5800 | 5900 | 100 | 0 | 0 |
| R409 | NB | 5900 | 6000 | 100 | 0 | 0 |
| R409 | NB | 6000 | 6100 | 100 | 0 | 0 |
| R409 | NB | 6100 | 6200 | 100 | 0 | 0 |
| R409 | NB | 6200 | 6300 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|----------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| R409 | NB | 6300 | 6400 | 100 | 0 | 0 |
| R409 | NB | 6400 | 6500 | 100 | 0 | 0 |
| R409 | NB | 6500 | 6600 | 100 | 0 | 0 |
| R409 | NB | 6600 | 6700 | 100 | 0 | 0 |
| R409 | NB | 6700 | 6800 | 100 | 0 | 0 |
| R409 | NB | 6800 | 6900 | 100 | 0 | 0 |
| R409 | NB | 6900 | 7000 | 100 | 0 | 0 |
| R409 | NB | 7000 | 7100 | 100 | 0 | 0 |
| R409 | NB | 7100 | 7200 | 100 | 0 | 0 |
| R409 | NB | 7200 | 7300 | 95 | 100 | 0 |
| R409 | NB | 7300 | 7400 | 100 | 0 | 0 |
| R409 | NB | 7400 | 7500 | 100 | 0 | 0 |
| R409 | NB | 7500 | 7600 | 100 | 0 | 0 |
| R409 | NB | 7600 | 7700 | 100 | 0 | 0 |
| R409 | NB | 7700 | 7800 | 91 | 0 | 100 |
| R409 | NB | 7800 | 7900 | 100 | 0 | 0 |
| R409 | NB | 7900 | 8000 | 97 | 0 | 100 |
| R409 | NB | 8000 | 8100 | 97 | 0 | 100 |
| R409 | NB | 8100 | 8200 | 97 | 0 | 100 |
| R409 | NB | 8200 | 8300 | 87 | 0 | 100 |
| R409 | NB | 8300 | 8400 | 78 | 0 | 100 |
| R409 | NB | 8400 | 8500 | 69 | 0 | 100 |
| R409 | NB | 8500 | 8600 | 87 | 0 | 100 |
| R409 | NB | 8600 | 8700 | 100 | 0 | 0 |
| R409 | NB | 8700 | 8800 | 100 | 0 | 0 |
| R409 | NB | 8800 | 8900 | 100 | 0 | 0 |
| R409 | NB | 8900 | 9000 | 100 | 0 | 0 |
| R409 | NB | 9000 | 9100 | 100 | 0 | 0 |
| R409 | NB | 9100 | 9200 | 94 | 0 | 100 |
| R409 | NB | 9200 | 9300 | 100 | 0 | 0 |
| R409 | NB | 9300 | 9400 | 100 | 0 | 0 |
| R409 | NB | 9400 | 9500 | 91 | 0 | 100 |
| R409 | NB | 9500 | 9600 | 100 | 0 | 0 |
| R409 | NB | 9600 | 9700 | 100 | 0 | 0 |
| R409 | NB | 9700 | 9800 | 91 | 0 | 100 |
| R409 | NB | 9800 | 9900 | 100 | 0 | 0 |
| R409 | NB | 9900 | 10000 | 100 | 0 | 0 |
| R409 | NB | 10000 | 10100 | 100 | 0 | 0 |
| R409 | NB | 10100 | 10200 | 100 | 0 | 0 |
| R409 | NB | 10200 | 10300 | 100 | 0 | 0 |
| R409 | NB | 10300 | 10400 | 100 | 0 | 0 |
| R409 | NB | 10400 | 10500 | 100 | 0 | 0 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|----------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| R409 | NB | 10500 | 10600 | 86 | 100 | 0 |
| R409 | NB | 10600 | 10700 | 100 | 0 | 0 |
| R409 | NB | 10700 | 10800 | 100 | 0 | 0 |
| R409 | NB | 10800 | 10900 | 100 | 0 | 0 |
| | | | | | | |
| R409 | SB | 0 | 100 | 100 | 0 | 0 |
| R409 | SB | 100 | 200 | 100 | 0 | 0 |
| R409 | SB | 200 | 300 | 100 | 0 | 0 |
| R409 | SB | 300 | 400 | 100 | 0 | 0 |
| R409 | SB | 400 | 500 | 100 | 0 | 0 |
| R409 | SB | 500 | 600 | 100 | 0 | 0 |
| R409 | SB | 600 | 700 | 100 | 0 | 0 |
| R409 | SB | 700 | 800 | 100 | 0 | 0 |
| R409 | SB | 800 | 900 | 100 | 0 | 0 |
| R409 | SB | 900 | 1000 | 100 | 0 | 0 |
| R409 | SB | 1000 | 1100 | 100 | 0 | 0 |
| R409 | SB | 1100 | 1200 | 87 | 0 | 100 |
| R409 | SB | 1200 | 1300 | 100 | 0 | 0 |
| R409 | SB | 1300 | 1400 | 100 | 0 | 0 |
| R409 | SB | 1400 | 1500 | 100 | 0 | 0 |
| R409 | SB | 1500 | 1600 | 100 | 0 | 0 |
| R409 | SB | 1600 | 1700 | 94 | 0 | 100 |
| R409 | SB | 1700 | 1800 | 93 | 0 | 85 |
| R409 | SB | 1800 | 1900 | 100 | 0 | 0 |
| R409 | SB | 1900 | 2000 | 95 | 0 | 100 |
| R409 | SB | 2000 | 2100 | 100 | 0 | 0 |
| R409 | SB | 2100 | 2200 | 100 | 0 | 0 |
| R409 | SB | 2200 | 2300 | 100 | 0 | 0 |
| R409 | SB | 2300 | 2400 | 87 | 0 | 100 |
| R409 | SB | 2400 | 2500 | 69 | 0 | 100 |
| R409 | SB | 2500 | 2600 | 64 | 0 | 100 |
| R409 | SB | 2600 | 2700 | 78 | 0 | 100 |
| R409 | SB | 2700 | 2800 | 91 | 100 | 0 |
| R409 | SB | 2800 | 2900 | 100 | 0 | 0 |
| R409 | SB | 2900 | 3000 | 91 | 0 | 100 |
| R409 | SB | 3000 | 3100 | 94 | 0 | 100 |
| R409 | SB | 3100 | 3200 | 100 | 0 | 0 |
| R409 | SB | 3200 | 3300 | 91 | 0 | 100 |
| R409 | SB | 3300 | 3400 | 100 | 0 | 0 |
| R409 | SB | 3400 | 3500 | 100 | 0 | 0 |
| R409 | SB | 3500 | 3600 | 100 | 0 | 0 |
| R409 | SB | 3600 | 3700 | 100 | 0 | 0 |

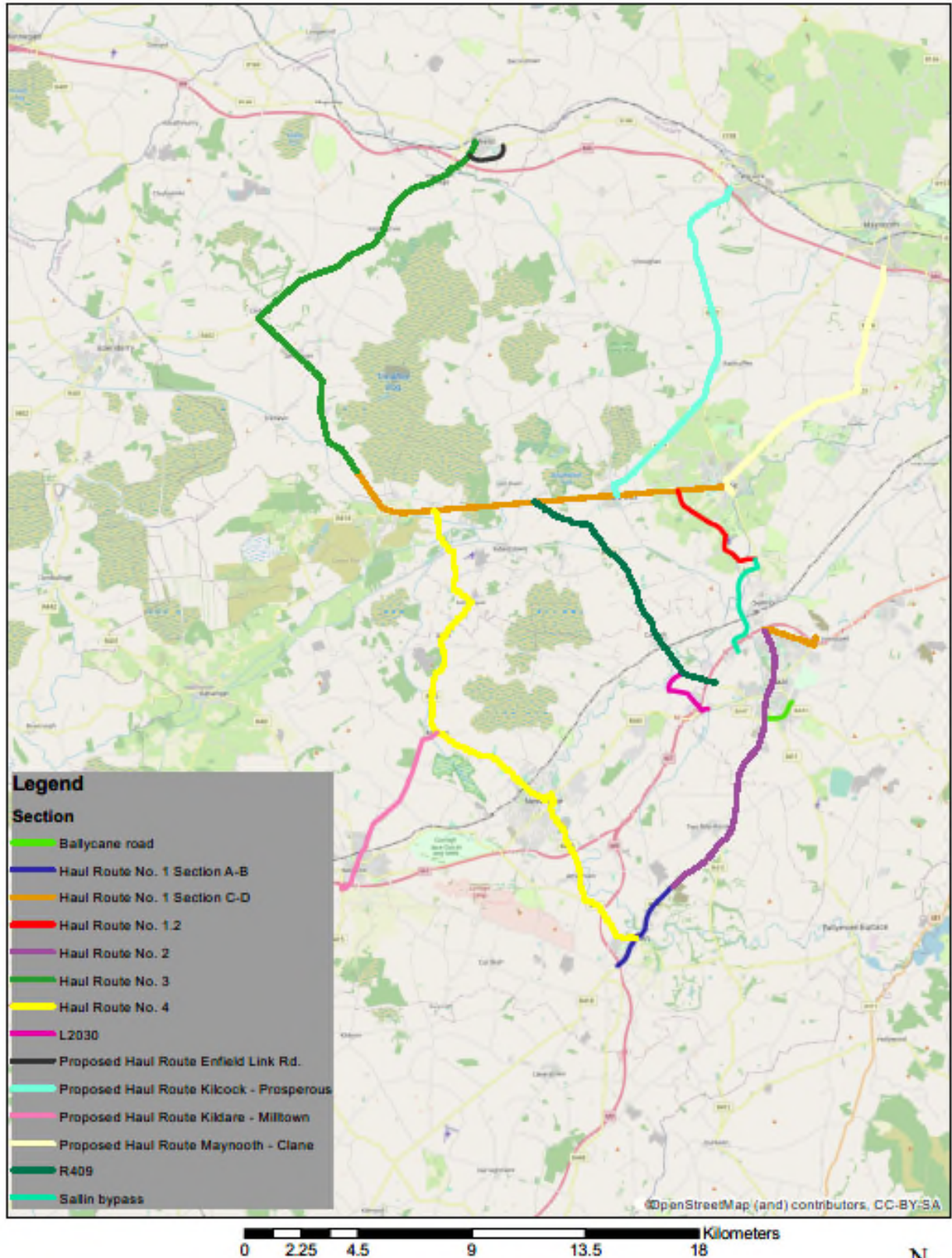
| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|----------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| R409 | SB | 3700 | 3800 | 100 | 0 | 0 |
| R409 | SB | 3800 | 3900 | 100 | 0 | 0 |
| R409 | SB | 3900 | 4000 | 97 | 0 | 100 |
| R409 | SB | 4000 | 4100 | 100 | 0 | 0 |
| R409 | SB | 4100 | 4200 | 100 | 0 | 0 |
| R409 | SB | 4200 | 4300 | 100 | 0 | 0 |
| R409 | SB | 4300 | 4400 | 81 | 37 | 11 |
| R409 | SB | 4400 | 4500 | 77 | 100 | 0 |
| R409 | SB | 4500 | 4600 | 100 | 0 | 0 |
| R409 | SB | 4600 | 4700 | 100 | 0 | 0 |
| R409 | SB | 4700 | 4800 | 100 | 0 | 0 |
| R409 | SB | 4800 | 4900 | 100 | 0 | 0 |
| R409 | SB | 4900 | 5000 | 100 | 0 | 0 |
| R409 | SB | 5000 | 5100 | 97 | 0 | 100 |
| R409 | SB | 5100 | 5200 | 95 | 0 | 100 |
| R409 | SB | 5200 | 5300 | 94 | 0 | 100 |
| R409 | SB | 5300 | 5400 | 95 | 0 | 100 |
| R409 | SB | 5400 | 5500 | 100 | 0 | 0 |
| R409 | SB | 5500 | 5600 | 100 | 0 | 0 |
| R409 | SB | 5600 | 5700 | 88 | 100 | 0 |
| R409 | SB | 5700 | 5800 | 88 | 100 | 0 |
| R409 | SB | 5800 | 5900 | 95 | 100 | 0 |
| R409 | SB | 5900 | 6000 | 100 | 0 | 0 |
| R409 | SB | 6000 | 6100 | 100 | 0 | 0 |
| R409 | SB | 6100 | 6200 | 100 | 0 | 0 |
| R409 | SB | 6200 | 6300 | 100 | 0 | 0 |
| R409 | SB | 6300 | 6400 | 95 | 0 | 100 |
| R409 | SB | 6400 | 6500 | 95 | 0 | 100 |
| R409 | SB | 6500 | 6600 | 100 | 0 | 0 |
| R409 | SB | 6600 | 6700 | 95 | 0 | 100 |
| R409 | SB | 6700 | 6800 | 100 | 0 | 0 |
| R409 | SB | 6800 | 6900 | 100 | 0 | 0 |
| R409 | SB | 6900 | 7000 | 100 | 0 | 0 |
| R409 | SB | 7000 | 7100 | 86 | 100 | 0 |
| R409 | SB | 7100 | 7200 | 100 | 0 | 0 |
| R409 | SB | 7200 | 7300 | 100 | 0 | 0 |
| R409 | SB | 7300 | 7400 | 100 | 0 | 0 |
| R409 | SB | 7400 | 7500 | 74 | 80 | 20 |
| R409 | SB | 7500 | 7600 | 85 | 0 | 38 |
| R409 | SB | 7600 | 7700 | 94 | 0 | 82 |
| R409 | SB | 7700 | 7800 | 95 | 0 | 0 |
| R409 | SB | 7800 | 7900 | 56 | 78 | 12 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|----------|----------|--------------|-------|-----|-------------|-----------|
| | | From | To | | | |
| R409 | SB | 7900 | 8000 | 92 | 100 | 0 |
| R409 | SB | 8000 | 8100 | 92 | 100 | 0 |
| R409 | SB | 8100 | 8200 | 57 | 92 | 0 |
| R409 | SB | 8200 | 8300 | 100 | 0 | 0 |
| R409 | SB | 8300 | 8400 | 100 | 0 | 0 |
| R409 | SB | 8400 | 8500 | 99 | 0 | 0 |
| R409 | SB | 8500 | 8600 | 99 | 0 | 0 |
| R409 | SB | 8600 | 8700 | 95 | 0 | 100 |
| R409 | SB | 8700 | 8800 | 69 | 0 | 0 |
| R409 | SB | 8800 | 8900 | 73 | 0 | 100 |
| R409 | SB | 8900 | 9000 | 66 | 0 | 49 |
| R409 | SB | 9000 | 9100 | 67 | 0 | 29 |
| R409 | SB | 9100 | 9200 | 57 | 0 | 47 |
| R409 | SB | 9200 | 9300 | 67 | 0 | 29 |
| R409 | SB | 9300 | 9400 | 78 | 0 | 100 |
| R409 | SB | 9400 | 9500 | 92 | 0 | 100 |
| R409 | SB | 9500 | 9600 | 85 | 0 | 40 |
| R409 | SB | 9600 | 9700 | 96 | 0 | 0 |
| R409 | SB | 9700 | 9800 | 100 | 0 | 0 |
| R409 | SB | 9800 | 9900 | 100 | 0 | 0 |
| R409 | SB | 9900 | 10000 | 100 | 0 | 0 |
| R409 | SB | 10000 | 10100 | 100 | 0 | 0 |
| R409 | SB | 10100 | 10200 | 100 | 0 | 0 |
| R409 | SB | 10200 | 10300 | 100 | 0 | 0 |
| R409 | SB | 10300 | 10400 | 100 | 0 | 0 |
| R409 | SB | 10400 | 10500 | 100 | 0 | 0 |
| R409 | SB | 10500 | 10600 | 100 | 0 | 0 |
| R409 | SB | 10600 | 10700 | 95 | 0 | 100 |
| R409 | SB | 10700 | 10800 | 95 | 0 | 100 |
| R409 | SB | 10800 | 10900 | 95 | 0 | 100 |
| | | | | | | |
| L2030 | SB | 0 | 100 | 93 | 0 | 85 |
| L2030 | SB | 100 | 200 | 69 | 0 | 0 |
| L2030 | SB | 200 | 300 | 69 | 0 | 0 |
| L2030 | SB | 300 | 400 | 69 | 0 | 16 |
| L2030 | SB | 400 | 500 | 69 | 0 | 16 |
| L2030 | SB | 500 | 600 | 69 | 0 | 16 |
| L2030 | SB | 600 | 700 | 69 | 0 | 16 |
| L2030 | SB | 700 | 800 | 77 | 84 | 16 |
| L2030 | SB | 800 | 900 | 85 | 74 | 22 |
| L2030 | SB | 900 | 1000 | 69 | 67 | 8 |
| L2030 | SB | 1000 | 1100 | 94 | 0 | 82 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|----------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| L2030 | SB | 1100 | 1200 | 90 | 0 | 100 |
| L2030 | SB | 1200 | 1300 | 95 | 0 | 100 |
| L2030 | SB | 1300 | 1400 | 91 | 0 | 0 |
| L2030 | SB | 1400 | 1500 | 89 | 24 | 76 |
| L2030 | SB | 1500 | 1600 | 91 | 0 | 100 |
| L2030 | SB | 1600 | 1700 | 91 | 0 | 100 |
| L2030 | SB | 1700 | 1800 | 83 | 11 | 89 |
| L2030 | SB | 1800 | 1900 | 86 | 0 | 92 |
| L2030 | SB | 1900 | 2000 | 91 | 0 | 100 |
| L2030 | SB | 2000 | 2100 | 87 | 0 | 100 |
| L2030 | SB | 2100 | 2200 | 100 | 0 | 0 |
| L2030 | SB | 2200 | 2300 | 87 | 0 | 100 |
| L2030 | SB | 2300 | 2400 | 94 | 0 | 100 |
| L2030 | SB | 2400 | 2500 | 99 | 0 | 0 |
| L2030 | SB | 2500 | 2600 | 99 | 0 | 0 |
| L2030 | SB | 2600 | 2700 | 100 | 0 | 0 |
| L2030 | SB | 2700 | 2800 | 78 | 95 | 0 |
| | | | | | | |
| L2030 | SB | 0 | 100 | 90 | 0 | 51 |
| L2030 | SB | 100 | 200 | 62 | 88 | 10 |
| | | | | | | |
| L2030 | NB | 0 | 100 | 94 | 0 | 100 |
| L2030 | NB | 100 | 200 | 72 | 78 | 18 |
| L2030 | NB | 200 | 300 | 57 | 68 | 8 |
| L2030 | NB | 300 | 400 | 66 | 97 | 0 |
| L2030 | NB | 400 | 500 | 48 | 90 | 0 |
| L2030 | NB | 500 | 600 | 100 | 0 | 0 |
| L2030 | NB | 600 | 700 | 95 | 0 | 100 |
| L2030 | NB | 700 | 800 | 92 | 29 | 71 |
| L2030 | NB | 800 | 900 | 87 | 0 | 100 |
| L2030 | NB | 900 | 1000 | 87 | 0 | 100 |
| L2030 | NB | 1000 | 1100 | 87 | 0 | 100 |
| L2030 | NB | 1100 | 1200 | 78 | 0 | 100 |
| L2030 | NB | 1200 | 1300 | 72 | 0 | 73 |
| L2030 | NB | 1300 | 1400 | 78 | 0 | 100 |
| L2030 | NB | 1400 | 1500 | 56 | 71 | 29 |
| L2030 | NB | 1500 | 1600 | 84 | 45 | 55 |
| L2030 | NB | 1600 | 1700 | 87 | 0 | 100 |
| L2030 | NB | 1700 | 1800 | 87 | 0 | 100 |
| L2030 | NB | 1800 | 1900 | 100 | 0 | 0 |
| L2030 | NB | 1900 | 2000 | 95 | 0 | 100 |
| L2030 | NB | 2000 | 2100 | 85 | 16 | 33 |

| Road No. | Lane/Dir | Chainage (m) | | PCI | % Structure | % Surface |
|----------|----------|--------------|------|-----|-------------|-----------|
| | | From | To | | | |
| L2030 | NB | 2100 | 2200 | 88 | 45 | 26 |
| L2030 | NB | 2200 | 2300 | 95 | 0 | 0 |
| L2030 | NB | 2300 | 2400 | 95 | 0 | 0 |
| L2030 | NB | 2400 | 2500 | 99 | 0 | 0 |
| L2030 | NB | 2500 | 2600 | 87 | 91 | 0 |
| L2030 | NB | 2600 | 2700 | 95 | 0 | 100 |
| L2030 | NB | 2700 | 2800 | 61 | 64 | 10 |
| L2030 | NB | 2800 | 2900 | 95 | 0 | 100 |
| L2030 | NB | 2900 | 3000 | 90 | 44 | 0 |
| L2030 | NB | 3000 | 3100 | 95 | 0 | 100 |

Appendix B – Site Map



**Drehid Landfill
Bord Na Mona
PCI Survey July 2022**





Structural Evaluation of Drehid Landfill, Co, Kildare

Bord Na Mona

July 2022

22/095



Document Control Sheet

| | | | | | | |
|--------------------------------|---|------------|-------------|---------------|----------------|-------------------|
| Client | Bord Na Mona | | | | | |
| Project Title | Structural Evaluation of Drehid Landfill, Co, Kildare | | | | | |
| Document Title | Falling Weight Deflectometer – Level 1 Report | | | | | |
| Project Ref. | BN22H164 | | | | | |
| This Document Comprises | DCS | TOC | Text | Tables | Figures | Appendices |
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Amendment Record

This report has been amended and issued as follows:

| Revision | Description | Compiled by | Issue Date |
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| Approved Signatory | Joseph Joyce | Senior Engineer |  |
|---------------------------|--------------|-----------------|---|

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1. Introduction

PMS Pavement Management Services Ltd. (PMS) were appointed by Bord Na Mona to carry out a structural evaluation of Drehid Landfill, in Co. Kildare between May and June 2022. The structural evaluation of the existing pavement construction was completed with a Falling Weight Deflectometer (FWD) survey.

The FWD survey was carried out in accordance with **CC-GSW-04008** ‘Guidelines for the use of the Falling Weight Deflectometer in Ireland (2000)’ and **AM-PAV-06050** ‘Pavement Assessment, Repair and Renewal Principles (March 2020)’. PMS is accredited by the Irish National Accreditation Board (INAB) for pavement structural evaluation using FWD in accordance with **CC-GSW-04008**, under our scope of accreditation (Registration number: 230T).

Details of the pavement sections surveyed are given in **Table 1**.

| | Section | No. Lanes Surveyed | True Direction | Test Interval (m) | Survey Length (m) |
|----|--|--------------------|----------------|-------------------|-------------------|
| 1 | R409 | 2 | SB | 50* | 10775 |
| 2 | Haul Route No 4 | 2 | NB | 50* | 23075 |
| 3 | Sallins Bypass | 2 | SB | 50* | 4500 |
| 4 | Haul Route No. 1 Section A-B | 2 | SB | 50* | 3915 |
| 5 | Haul Route No 2 | 2 | SB | 50* | 14925 |
| 6 | Ballycane Road | 2 | EB | 50* | 1390 |
| 7 | R445 | 2 | SB | 50* | 6825 |
| 8 | Haul Route No. 3 | 2 | SB | 50* | 19100 |
| 9 | Proposed Haul Route Enfield Link Rd. | 2 | EB | 50* | 1700 |
| 10 | Haul Route No. 1 Section C-D | 2 | EB | 50* | 15850 |
| 11 | Proposed Haul Route Kilcock - Prosperous | 2 | SB | 50* | 14800 |
| 12 | Proposed Haul Route Maynooth - Clane | 2 | SB | 50* | 12050 |
| 13 | Proposed Haul Route Kildare - Milltown | 2 | SB | 50* | 7850 |
| 14 | Haul Route No. 1.2 | 2 | SB | 50* | 4650 |
| 15 | Haul Route No. 1 Section C-D | 2 | EB | 50* | 2200 |
| 16 | L2030 | 2 | NB | 50* | 2850 |

*test locations staggered in adjacent lanes

Table 1: Details of Sections Tested

This report describes the structural evaluation methodology and presents the principal deflection results.

2. Structural Evaluation Methodology

2.1. Description of FWD

A Dynatest Model 8000 Series FWD was used to carry out the structural evaluation. In FWD testing, a known load is applied to the pavement and the actual deflections at given distances from the centre of the load plate are measured. The deflected shape of the surface, generated by an FWD impact load depends upon the type, thickness and condition of the construction layers.

There is a deflection-measuring sensor built into the centre of the load plate to measure the central deflection (D1), and a series of further sensors measure pavement deflections at radial distances from the load application. In Ireland, the standard setup is to space the sensors at 300mm intervals; (D1 to D7) at 0, 300, 600, 900, 1200, 1500 and 1800mm from the centre of the load plate.

2.2. Output Parameters

The principal output deflection parameters from the FWD survey are the central deflection (D1), the Surface Curvature Index (SCI) and the outer deflection (D7).

D1 provides an indication of the overall pavement structural condition. D1 results are more desirable from a structural viewpoint, with higher D1 results indicating a poor structural condition.

The SCI is calculated as the difference between the D1 and the D2 deflection readings. High SCI readings would generally indicate poor load spreading ability in the upper pavement layers. *The Department of Transport, Tourism and Sport (DTTAS) document ‘Guidelines on the Depth of Overlay to be used on Rural Regional and Local Roads’* states that SCI values in excess of 250 microns (normalised to 40kN) indicate poor load-spreading ability in the upper pavement layers and are not suitable for bituminous only overlays, as there is a higher risk of premature cracking.

The D7 sensor measures the deflection at 1800mm from the centre of the load plate. At this distance, the influence of the upper pavement layers is negligible and consequently the D7 sensor gives a good indication of the deflection attributable solely to the subgrade layer, at a depth of approximately 2 metres. Higher D7 readings indicate weaker subgrade strengths.

Table 2 shows typical ranges of the D1 deflection results and their associated descriptions for Regional and Local roads in Ireland. **Table 3** and **4** show typical ranges for SCI and D7 deflections and their associated descriptions for roads in Ireland.

| D1 Description | Regional / Local Road (microns) |
|----------------|---------------------------------|
| Good | < 300 |
| Good to Poor | 300 to 500 |
| Poor to Bad | 500 to 800 |
| Bad | > 800 |

Table 2: Categorisation of D1 Deflection Results

| Upper Pavement Description | SCI (microns) |
|----------------------------|---------------|
| Good | < 150 |
| Good to Poor | 150 to 250 |
| Poor to Bad | 250 to 400 |
| Bad | > 400 |

Table 3: Categorisation of SCI Results

| Subgrade Description | D7 (microns) |
|----------------------|--------------|
| Stiff | < 15 |
| Stiff to Moderate | 15 to 30 |
| Moderate to Weak | 30 to 45 |
| Weak | > 45 |

Table 4: Categorisation of D7 Deflection Results

3. Survey Results

The D1, SCI and D7 deflection results are presented in both tabular and graphical format.

Each section is subdivided into homogenous segments based on changes in deflection response and pavement structure (if known). **Table 5** presents the average D1, SCI and D7 results for each segment. A classification of the average deflection results for each segment is also given in Table 5, based on the typical deflection ranges shown in Tables 2, 3 and 4.

Appendix A contains deflection charts of the D1, SCI and D7 deflection results plotted against chainage for each of the sections surveyed.

Appendix B contains the tabulated D1, SCI and D7 results for all test locations on each section. In all cases, the lowest deflection results are the best from a structural viewpoint. Each test location is referenced to linear chainage and Irish Grid co-ordinate systems.

Appendix C contains site operator notes with physical identifiers recorded along the length of each section at the time of testing.

Appendix D contains site maps showing the test locations and extents of each section.

| Section | Lane | Chainage (m) | Road Classification | Average D1 (microns) | Description | Average SCI (microns) | Description | Average D7 (microns) | Description |
|---------|------|---------------|---------------------|----------------------|--------------|-----------------------|--------------|----------------------|-------------------|
| 1 | SB | 25 - 1025 | Regional | 144 | Good | 46 | Good | 14 | Stiff |
| | | 1025 - 1875 | | 288 | Good | 110 | Good | 14 | Stiff |
| | | 1875 - 7850 | | 201 | Good | 68 | Good | 16 | Stiff to Moderate |
| | | 7850 - 10775 | | 207 | Good | 81 | Good | 15 | Stiff to Moderate |
| | NB | 0 - 950 | | 135 | Good | 43 | Good | 12 | Stiff |
| | | 950 - 1650 | | 322 | Good to Poor | 136 | Good | 13 | Stiff to Moderate |
| | | 1650 - 7900 | | 216 | Good | 78 | Good | 15 | Stiff to Moderate |
| | | 7900 - 10750 | | 263 | Good | 100 | Good | 16 | Stiff to Moderate |
| 2 | NB | 25 - 1325 | Regional | 308 | Good to Poor | 94 | Good | 30 | Moderate to weak |
| | | 1325 - 5725 | | 233 | Good | 80 | Good | 18 | Stiff to Moderate |
| | | 5725 - 12475 | | 303 | Good to Poor | 129 | Good | 13 | Stiff |
| | | 12475 - 21625 | | 269 | Good | 108 | Good | 17 | Stiff to Moderate |
| | | 21625 - 23075 | | 446 | Good to Poor | 133 | Good | 80 | Weak |
| | SB | 0 - 1350 | | 323 | Good to Poor | 112 | Good | 24 | Stiff to Moderate |
| | | 1350 - 5775 | | 262 | Good | 97 | Good | 18 | Stiff to Moderate |
| | | 5775 - 12500 | | 281 | Good to Poor | 118 | Good | 12 | Stiff |
| | | 12500 - 21500 | | 266 | Good | 98 | Good | 17 | Stiff to Moderate |
| | | 21500 - 23100 | | 487 | Good to Poor | 150 | Good to Poor | 66 | Weak |
| 3 | SB | 0 - 4500 | Regional | 94 | Good | 31 | Good | 11 | Stiff |
| | NB | 25 - 4475 | | 105 | Good | 35 | Good | 12 | Stiff |
| 4 | NB | 0 - 900 | Regional | 208 | Good | 78 | Good | 17 | Stiff to Moderate |
| | | 900 - 3015 | | 235 | Good | 101 | Good | 19 | Stiff to Moderate |
| | | 3015 - 3915 | | 148 | Good | 48 | Good | 15 | Stiff to Moderate |
| | SB | 30 - 880 | | 173 | Good | 64 | Good | 18 | Stiff to Moderate |
| | | 880 - 2990 | | 225 | Good | 89 | Good | 19 | Stiff to Moderate |
| | | 2990 - 3890 | | 169 | Good | 54 | Good | 16 | Stiff to Moderate |

| Section | Lane | Chainage (m) | Road Classification | Average D1 (microns) | Description | Average SCI (microns) | Description | Average D7 (microns) | Description |
|---------|------|---------------|---------------------|----------------------|--------------|-----------------------|-------------|----------------------|-------------------|
| 5 | NB | 25 - 4075 | Regional | 96 | Good | 25 | Good | 13 | Stiff |
| | | 4075 - 5395 | | 150 | Good | 59 | Good | 16 | Stiff to Moderate |
| | | 5395 - 8100 | | 96 | Good | 32 | Good | 13 | Stiff |
| | | 8100 - 13800 | | 234 | Good | 105 | Good | 15 | Stiff to Moderate |
| | | 13800 - 14900 | | 150 | Good | 65 | Good | 12 | Stiff |
| | SB | 0 - 4000 | | 98 | Good | 26 | Good | 13 | Stiff |
| | | 4000 - 7625 | | 100 | Good | 36 | Good | 13 | Stiff |
| | | 7625 - 8925 | | 248 | Good | 111 | Good | 13 | Stiff |
| | | 8925 - 13975 | | 189 | Good | 78 | Good | 16 | Stiff to Moderate |
| | | 13975 - 14925 | | 181 | Good | 76 | Good | 13 | Stiff |
| 6 | EB | 0 - 450 | Regional | 71 | Good | 23 | Good | 14 | Stiff |
| | | 450 - 1390 | | 220 | Good | 97 | Good | 12 | Stiff |
| | WB | 25 - 425 | | 76 | Good | 28 | Good | 13 | Stiff |
| | | 425 - 1375 | | 199 | Good | 75 | Good | 14 | Stiff |
| 7 | SB | 25 - 4075 | Regional | 96 | Good | 25 | Good | 13 | Stiff |
| | | 4075 - 5395 | | 150 | Good | 59 | Good | 16 | Stiff to Moderate |
| | | 5395 - 6825 | | 61 | Good | 19 | Good | 11 | Stiff |
| | NB | 0 - 4000 | | 98 | Good | 26 | Good | 13 | Stiff |
| | | 4000 - 5325 | | 136 | Good | 54 | Good | 11 | Stiff to Moderate |
| | | 5325 - 6725 | | 60 | Good | 19 | Good | 11 | Stiff |
| 8 | SB | 0 - 1550 | Regional | 125 | Good | 38 | Good | 18 | Stiff to Moderate |
| | | 1550 - 2600 | | 329 | Good to Poor | 103 | Good | 29 | Stiff to Moderate |
| | | 2600 - 5800 | | 155 | Good | 40 | Good | 19 | Stiff to Moderate |
| | | 5800 - 11450 | | 88 | Good | 23 | Good | 11 | Stiff |
| | | 11450 - 14650 | | 264 | Good | 84 | Good | 16 | Stiff to Moderate |
| | | 14650 - 19100 | | 218 | Good | 65 | Good | 14 | Stiff |

| Section | Lane | Chainage (m) | Road Classification | Average D1 (microns) | Description | Average SCI (microns) | Description | Average D7 (microns) | Description | | | | |
|--------------|--------------------------------------|---------------|---------------------|----------------------|--|-----------------------|-------------------|----------------------|-------------------|----|------|----|-------------------|
| 8 | Haul Route No. 3 | NB | Regional | 25 - 1525 | Good | 60 | Good | 20 | Stiff to Moderate | | | | |
| | | | | 1525 - 2575 | Good to Poor | 140 | Good | 32 | Moderate to weak | | | | |
| | | | | 2575 - 6025 | Good | 46 | Good | 20 | Stiff to Moderate | | | | |
| | | | | 6025 - 11465 | Good | 26 | Good | 10 | Stiff | | | | |
| | | | | 11465 - 14575 | Good to Poor | 126 | Good | 16 | Stiff to Moderate | | | | |
| | | | | 14575 - 19075 | Good | 113 | Good | 12 | Stiff | | | | |
| 9 | Proposed Haul Route Enfield Link Rd. | EB | Regional | 0 - 1700 | Good | 19 | Good | 15 | Stiff to Moderate | | | | |
| | | WB | | 25 - 1675 | Good | 18 | Good | 14 | Stiff | | | | |
| 10 | Haul Route No. 1 Section C-D | EB | Regional | 0 - 4350 | Good | 49 | Good | 40 | Moderate to weak | | | | |
| | | | | 4350 - 7600 | Good | 52 | Good | 64 | Weak | | | | |
| | | | | 7600 - 11600 | Good | 60 | Good | 24 | Stiff to Moderate | | | | |
| | | | | 11600 - 14300 | Good | 70 | Good | 16 | Stiff to Moderate | | | | |
| | | | | 14300 - 15850 | Good to Poor | 114 | Good | 21 | Stiff to Moderate | | | | |
| | | WB | | 25 - 4575 | Good | 54 | Good | 41 | Moderate to weak | | | | |
| | | | | 4575 - 7175 | Good | 37 | Good | 59 | Weak | | | | |
| | | | | 7175 - 10975 | Good | 81 | Good | 21 | Stiff to Moderate | | | | |
| | | | | 10975 - 14475 | Good | 75 | Good | 15 | Stiff to Moderate | | | | |
| | | | | 14475 - 15825 | Good to Poor | 121 | Good | 22 | Stiff to Moderate | | | | |
| | | | | 11 | Proposed Haul Route Kilcock - Prosperous | SB | Regional | 0 - 1950 | Good | 40 | Good | 15 | Stiff to Moderate |
| | | | | | | | | 1950 - 3750 | Good | 16 | Good | 9 | Stiff |
| 3750 - 9300 | Good | 58 | Good | | | | | 16 | Stiff to Moderate | | | | |
| 9300 - 14800 | Good to Poor | 122 | Good | | | | | 19 | Stiff to Moderate | | | | |
| NB | 0 - 2025 | Good | 45 | | | Good | | 14 | Stiff | | | | |
| | 2025 - 3625 | Good | 17 | | | Good | | 10 | Stiff | | | | |
| | | 3625 - 10725 | Good | 73 | Good | 16 | Stiff to Moderate | | | | | | |
| | | 10725 - 14775 | Good to Poor | 117 | Good | 20 | Stiff to Moderate | | | | | | |

| Section | | Lane | Chainage (m) | Road Classification | Average D1 (microns) | Description | Average SCI (microns) | Description | Average D7 (microns) | Description |
|---------------|---|------|---------------|---------------------|----------------------|-------------------|-----------------------|--------------|----------------------|-------------------|
| 12 | Proposed Haul Route Maynooth - Clane | SB | 0 - 1900 | Regional | 168 | Good | 49 | Good | 13 | Stiff |
| | | | 1900 - 5250 | | 102 | Good | 27 | Good | 11 | Stiff |
| 12 | Proposed Haul Route Maynooth - Clane | SB | 5250 - 8450 | | Regional | 196 | Good | 75 | Good | 10 |
| | | | 8450 - 10100 | 307 | | Good to Poor | 118 | Good | 22 | Stiff to Moderate |
| | | | 10100 - 12050 | 139 | | Good | 37 | Good | 28 | Stiff to Moderate |
| | | NB | 25 - 1925 | Regional | 181 | Good | 59 | Good | 13 | Stiff |
| | | | 1925 - 5225 | | 108 | Good | 30 | Good | 12 | Stiff |
| | | | 5225 - 8425 | | 203 | Good | 82 | Good | 11 | Stiff |
| | | | 8425 - 10125 | | 309 | Good to Poor | 121 | Good | 22 | Stiff to Moderate |
| 10125 - 12025 | 185 | Good | 52 | Good | 28 | Stiff to Moderate | | | | |
| 13 | Proposed Haul Route Kildare - Milltown | SB | 0 - 1900 | Regional | 328 | Good to Poor | 113 | Good | 35 | Moderate to weak |
| | | | 1900 - 7050 | | 328 | Good to Poor | 131 | Good | 13 | Stiff |
| | | | 7050 - 7850 | | 131 | Good | 48 | Good | 9 | Stiff |
| | | NB | 25 - 1875 | | 354 | Good to Poor | 118 | Good | 41 | Moderate to weak |
| | | | 1875 - 7075 | | 386 | Good to Poor | 152 | Good to Poor | 14 | Stiff |
| | | | 7075 - 7825 | | 122 | Good | 41 | Good | 10 | Stiff |
| 14 | Haul Route 1.2 | SB | 0 - 3250 | Local | 154 | Good | 45 | Good | 13 | Stiff |
| | | | 3250 - 4650 | | 246 | Good | 68 | Good | 26 | Stiff to Moderate |
| | | NB | 25 - 3325 | | 145 | Good | 42 | Good | 15 | Stiff to Moderate |
| | | | 3325 - 4625 | | 314 | Good to Poor | 81 | Good | 30 | Moderate to weak |
| 15 | Haul Route No. 1 Section C-D | EB | 0 - 2200 | Local | 112 | Good | 29 | Good | 17 | Stiff to Moderate |
| | | WB | 25 - 2175 | | 129 | Good | 35 | Good | 18 | Stiff to Moderate |
| 16 | L2030 | NB | 0 - 1850 | Local | 203 | Good | 69 | Good | 16 | Stiff to Moderate |
| | | | 1850 - 2850 | | 290 | Good | 97 | Good | 36 | Moderate to weak |
| | | SB | 25 - 1875 | | 161 | Good | 50 | Good | 15 | Stiff to Moderate |
| | | | 1875 - 2825 | | 301 | Good to Poor | 85 | Good | 46 | Weak |

Table 5: Homogenous Segment Categorisation

Appendix A – Deflection Charts

R409

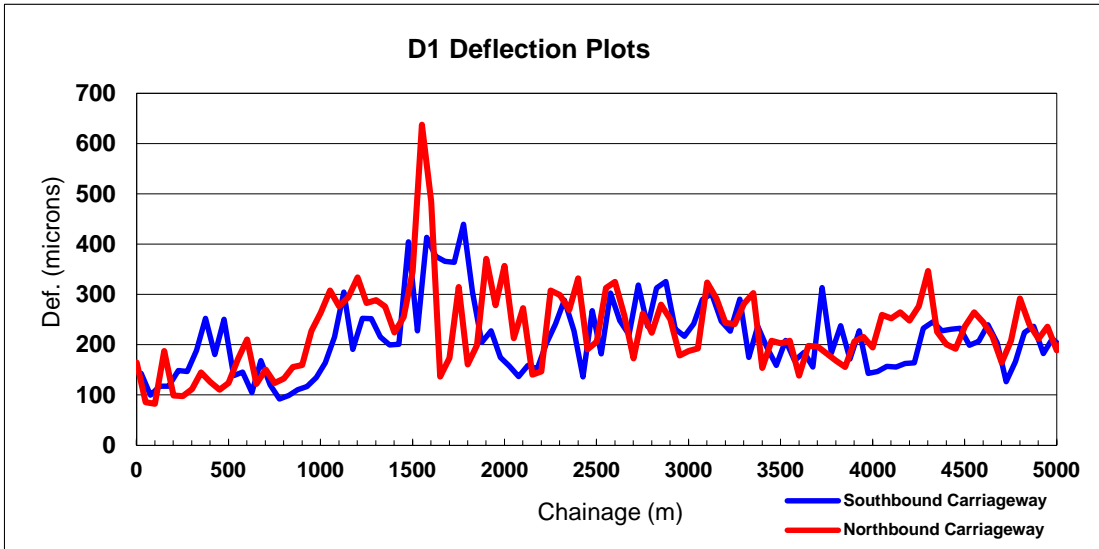


Figure 1: D1 Deflection Plots

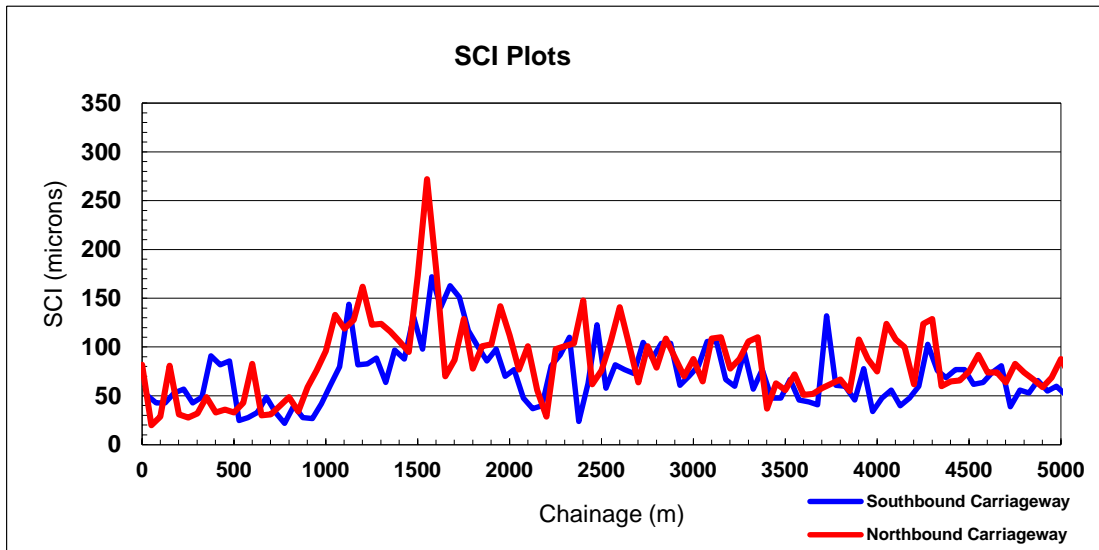


Figure 2: SCI Plots

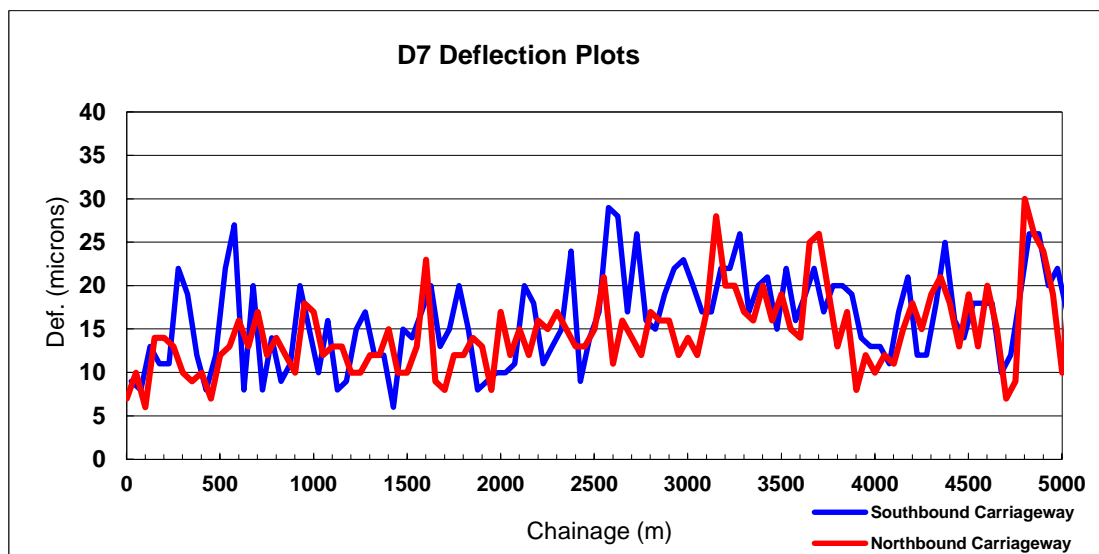


Figure 3: D7 Deflection Plots

R409

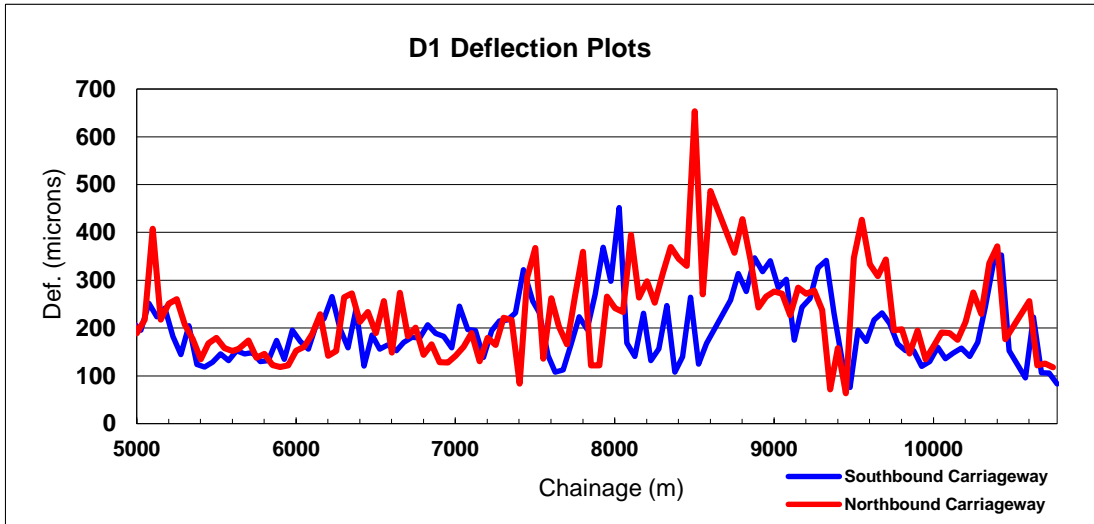


Figure 4: D1 Deflection Plots

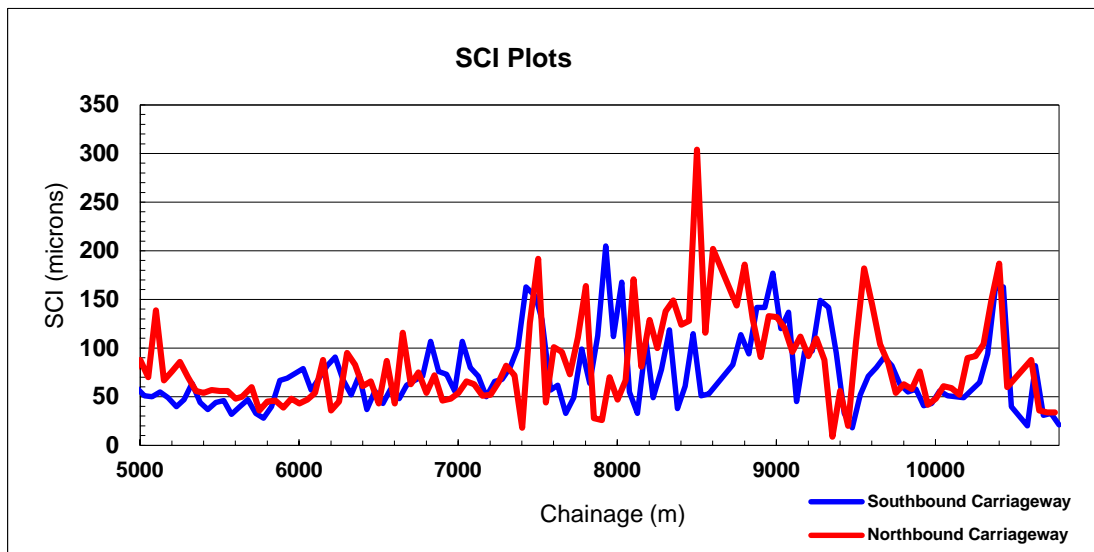


Figure 5: SCI Plots

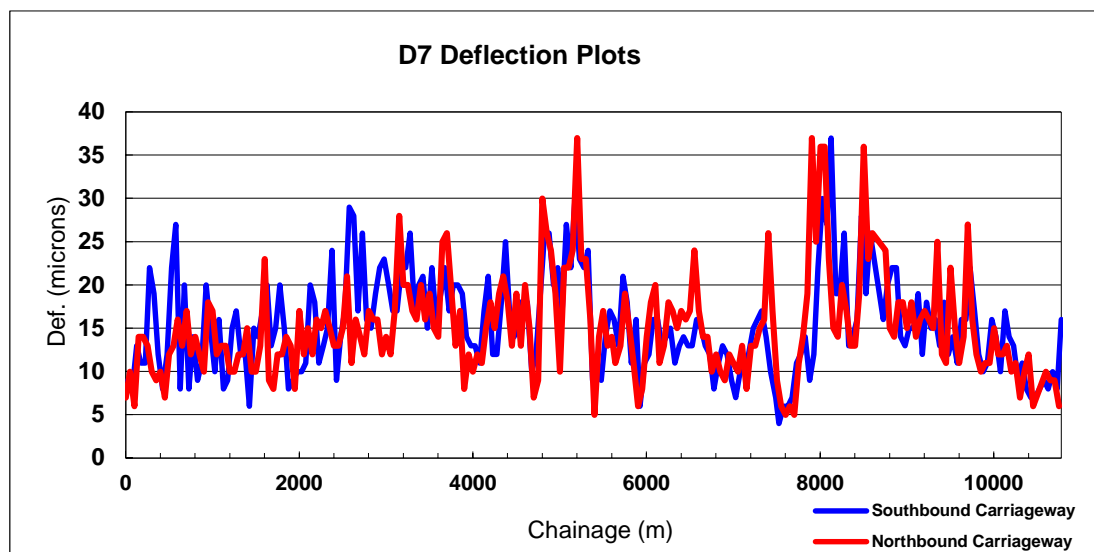


Figure 6: D7 Deflection Plots

Haul Route No 4

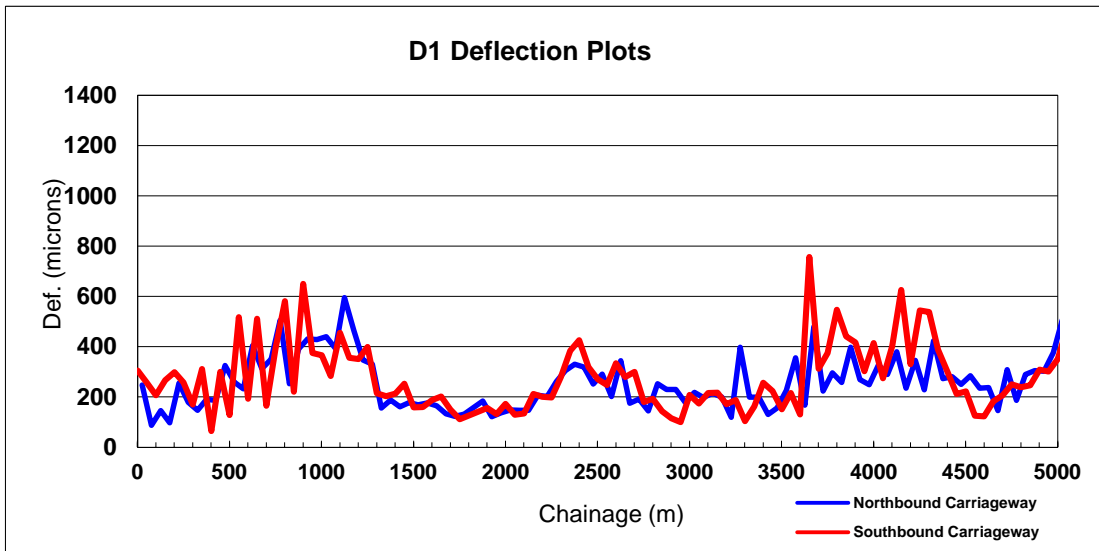


Figure 7: D1 Deflection Plots

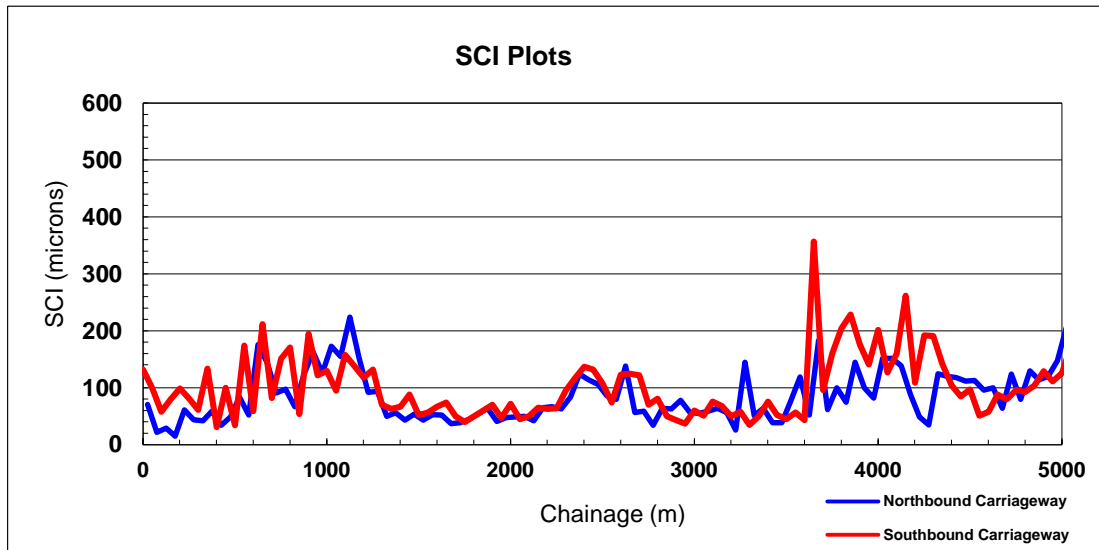


Figure 8: SCI Plots

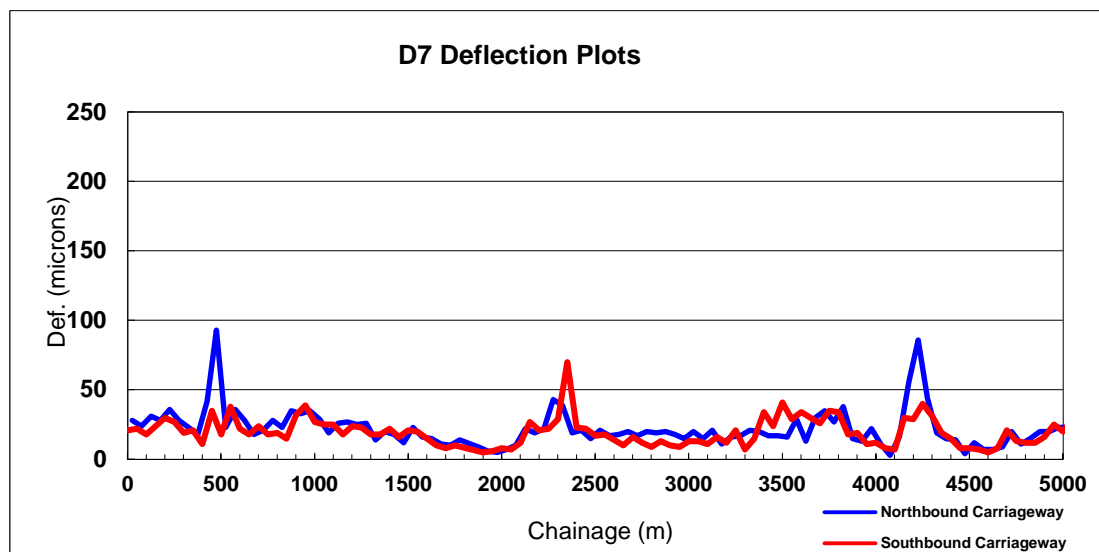


Figure 9: D7 Deflection Plots

Haul Route No 4

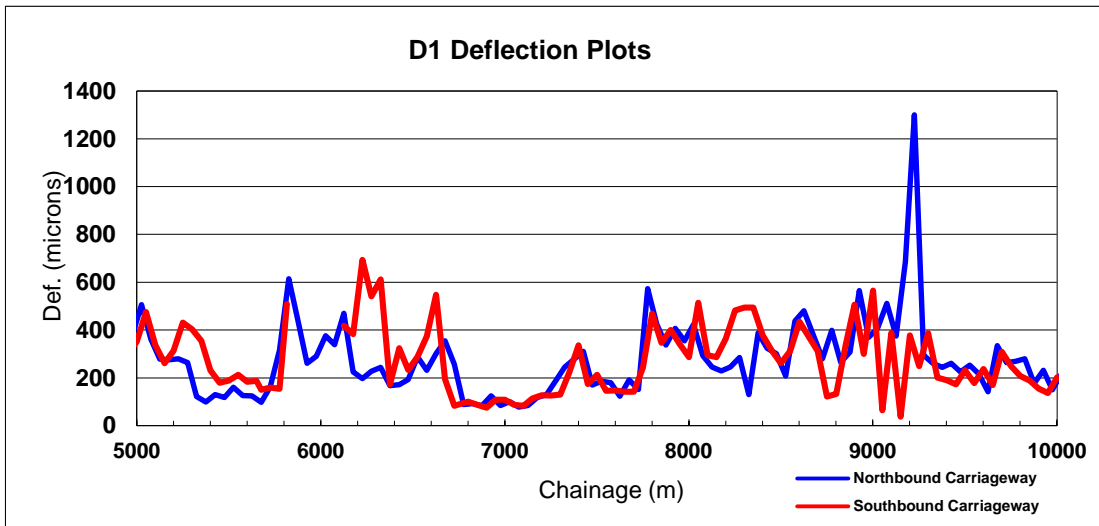


Figure 10: D1 Deflection Plots

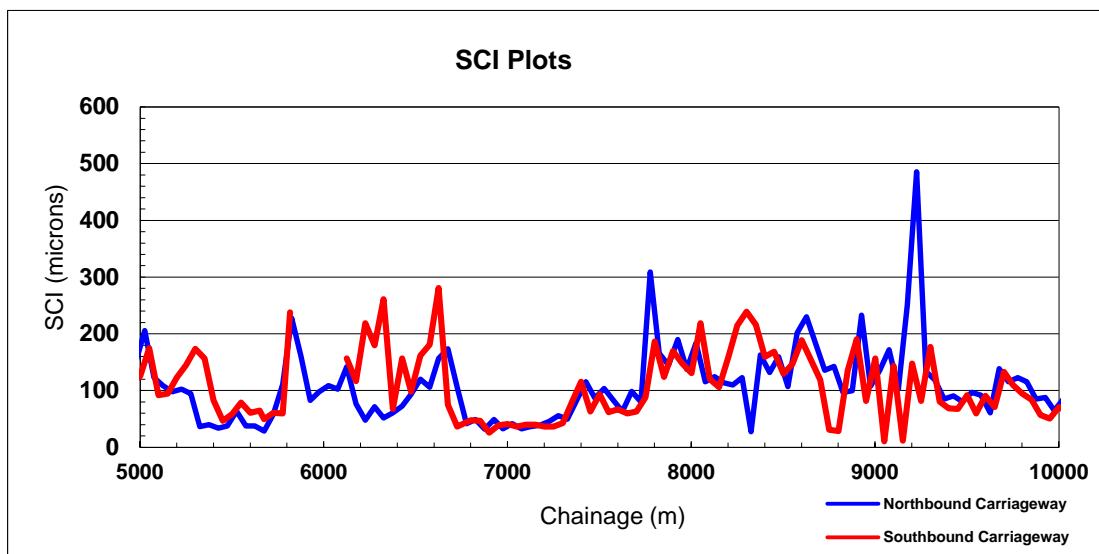


Figure 11: SCI Plots

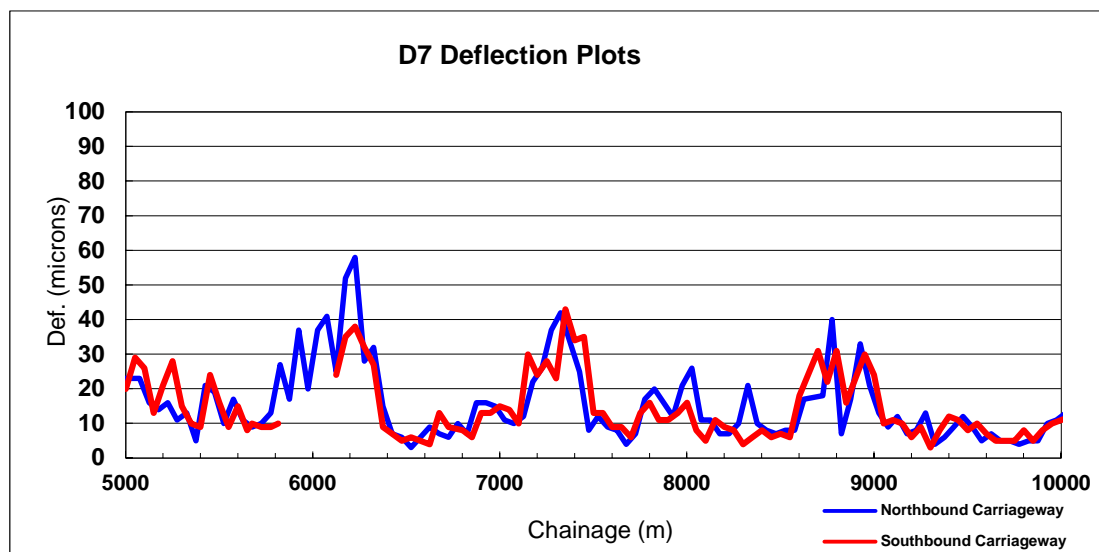


Figure 12: D7 Deflection Plots

Haul Route No 4

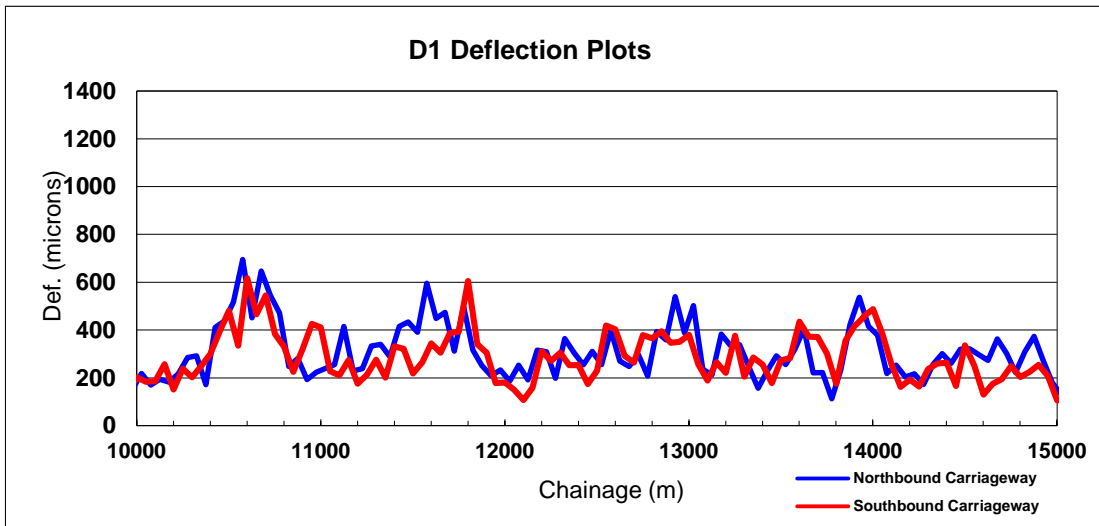


Figure 13: D1 Deflection Plots

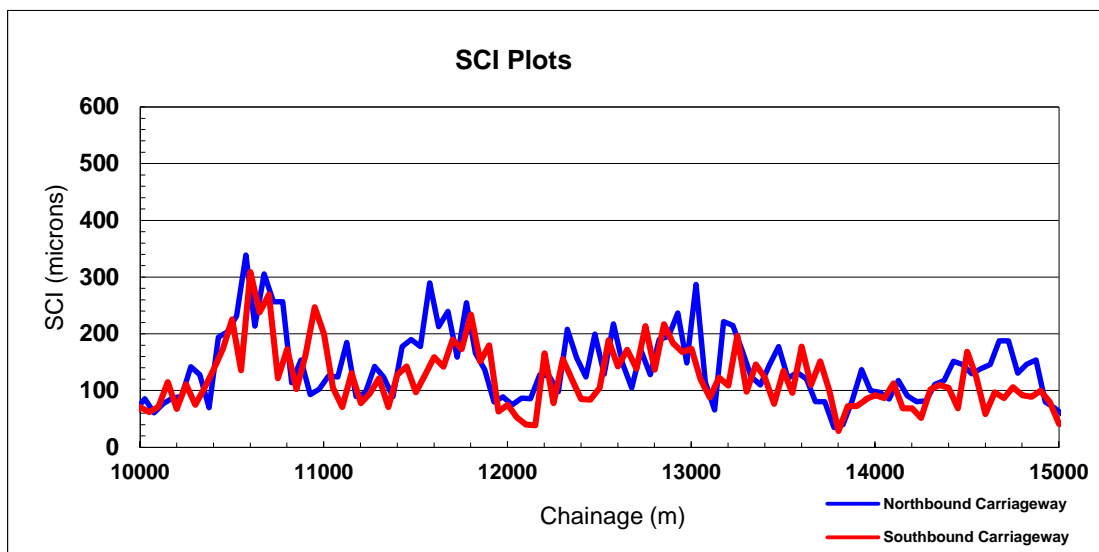


Figure 14: SCI Plots

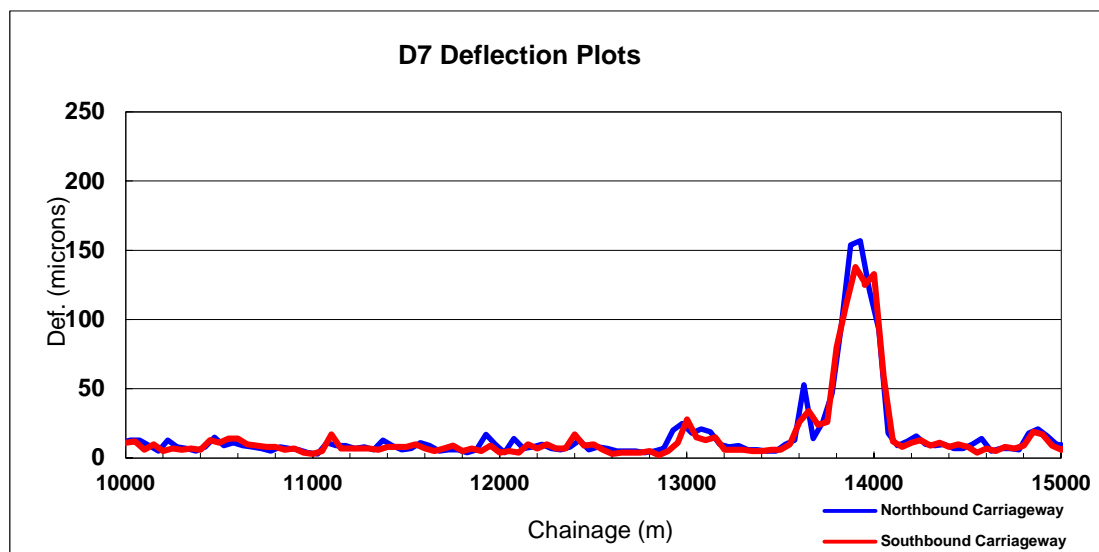


Figure 15: D7 Deflection Plots

Haul Route No 4

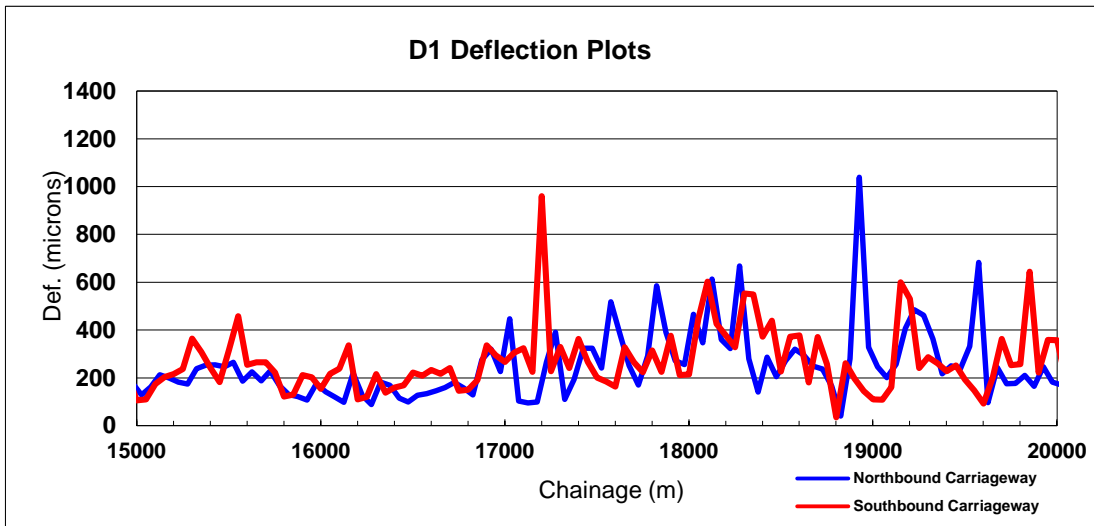


Figure 16: D1 Deflection Plots

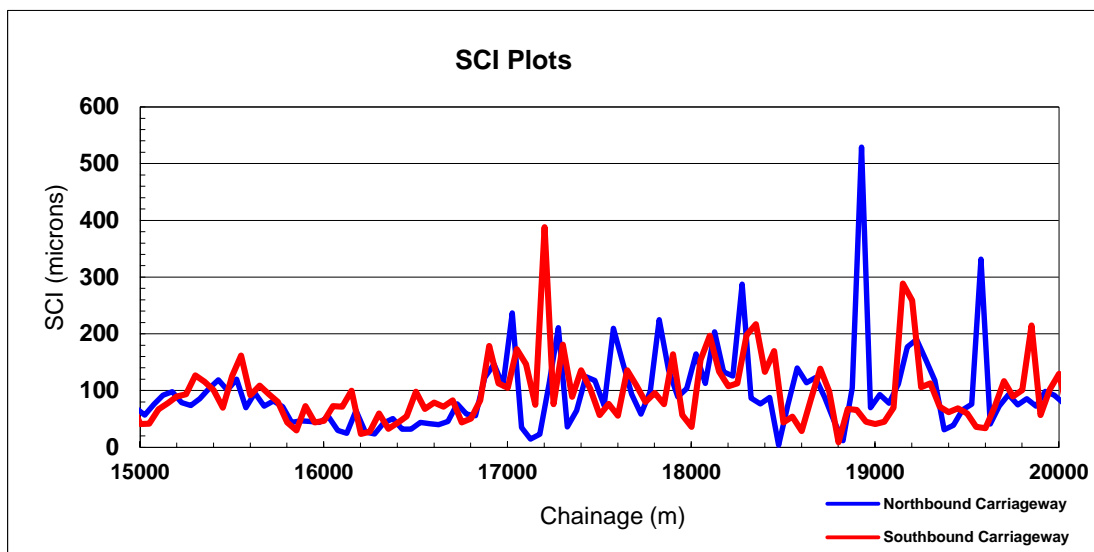


Figure 17: SCI Plots

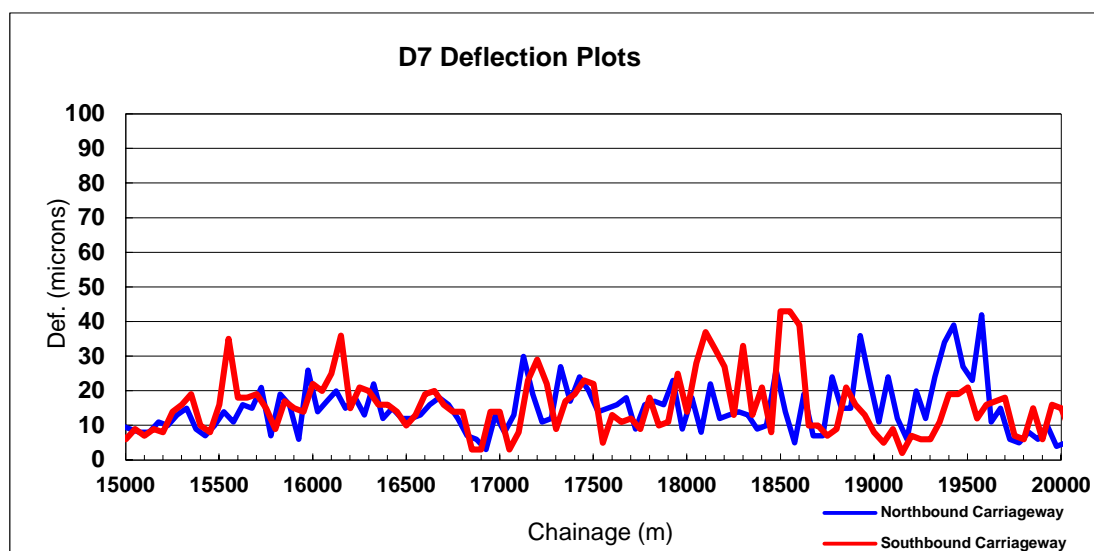


Figure 18: D7 Deflection Plots

Haul Route No 4

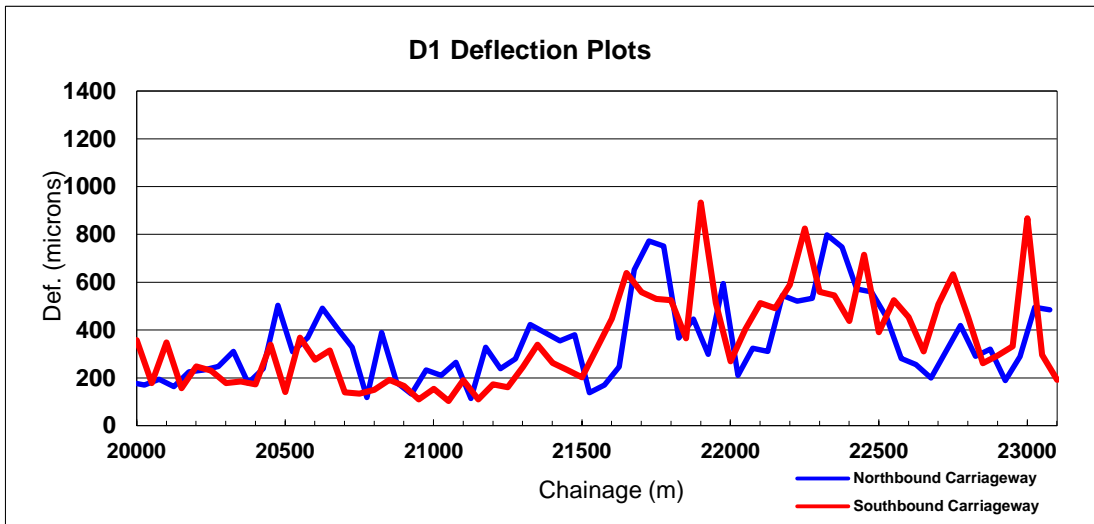


Figure 19: D1 Deflection Plots

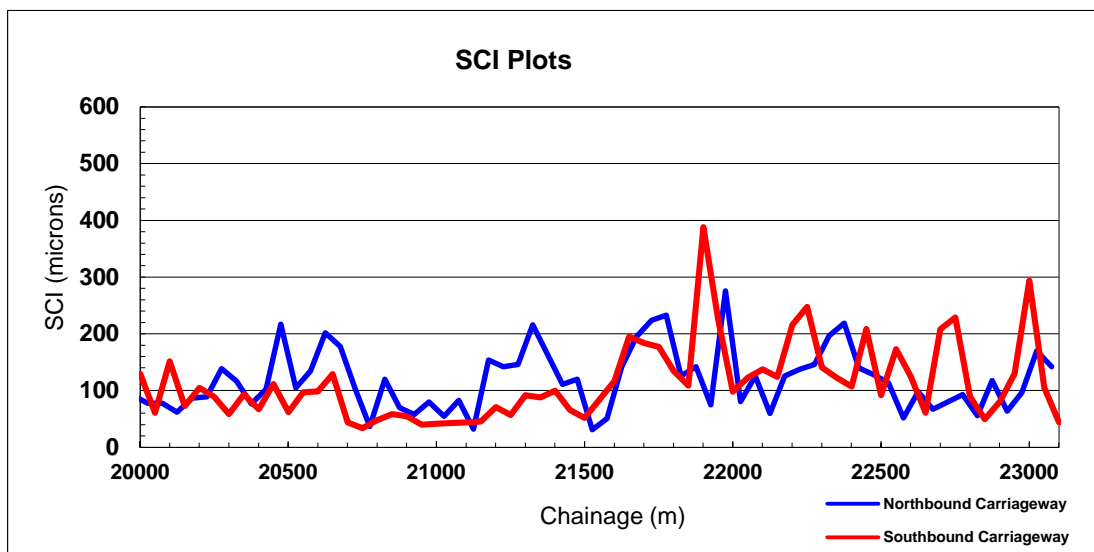


Figure 20: SCI Plots

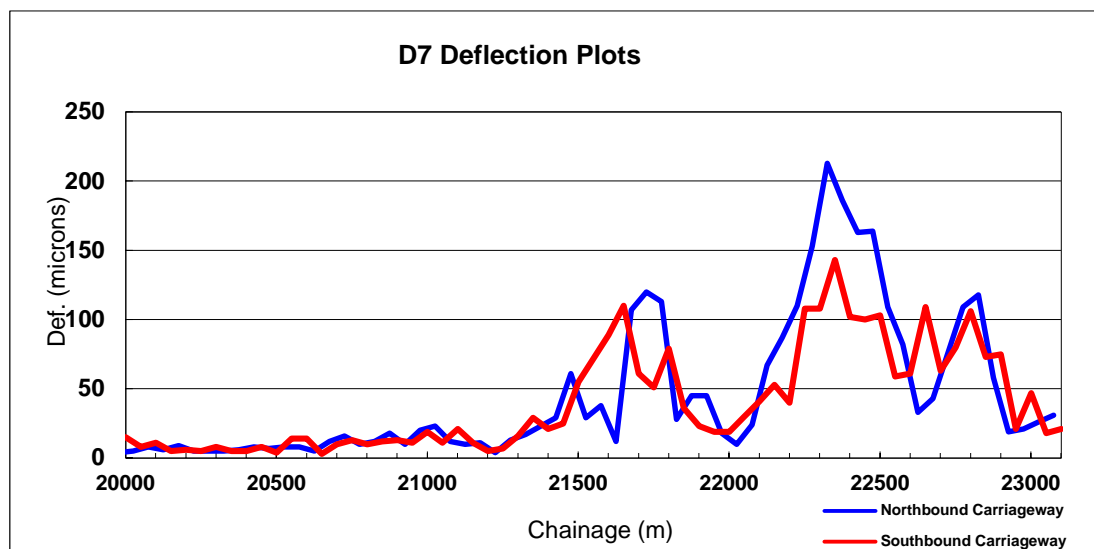


Figure 21: D7 Deflection Plots

Sallins Bypass

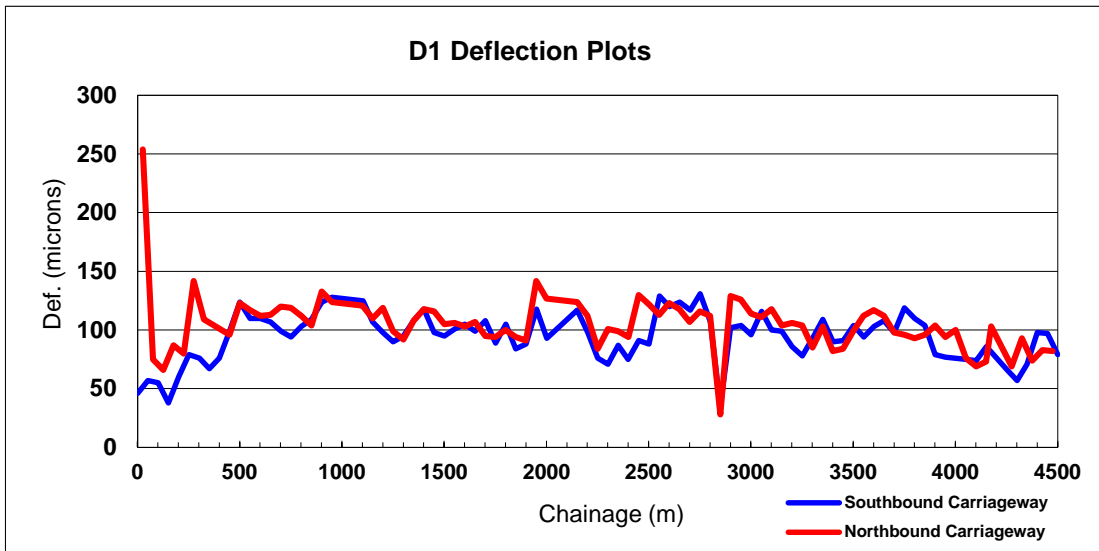


Figure 22: D1 Deflection Plots

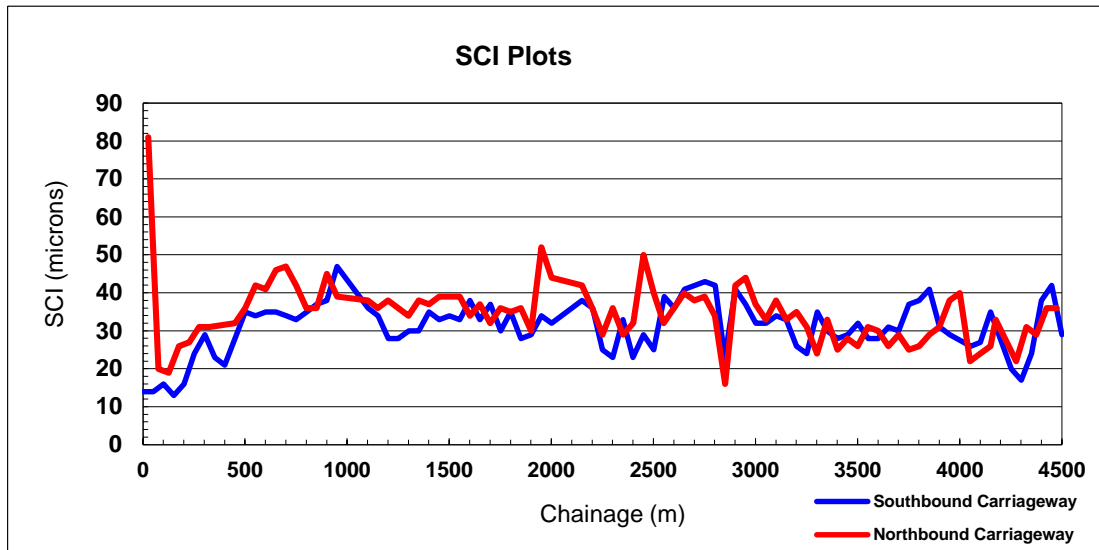


Figure 23: SCI Plots

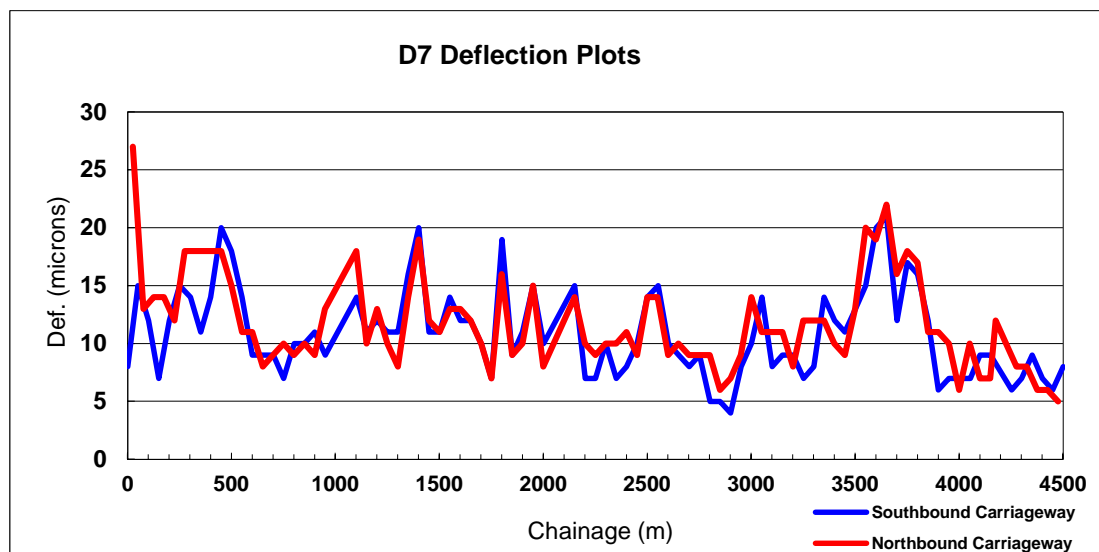


Figure 24: D7 Deflection Plots

Haul Route No. 1 Section A-B

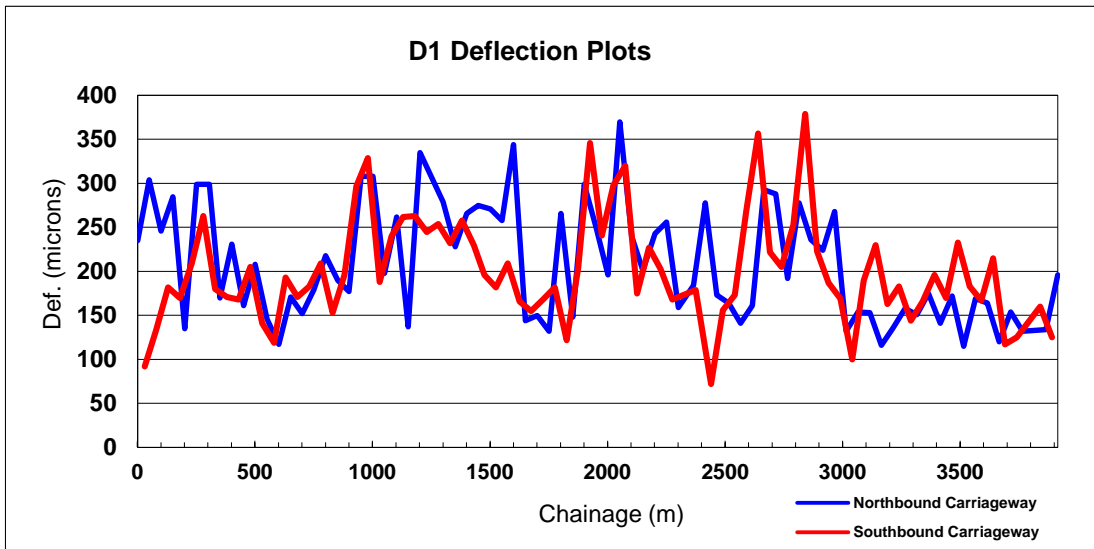


Figure 25: D1 Deflection Plots

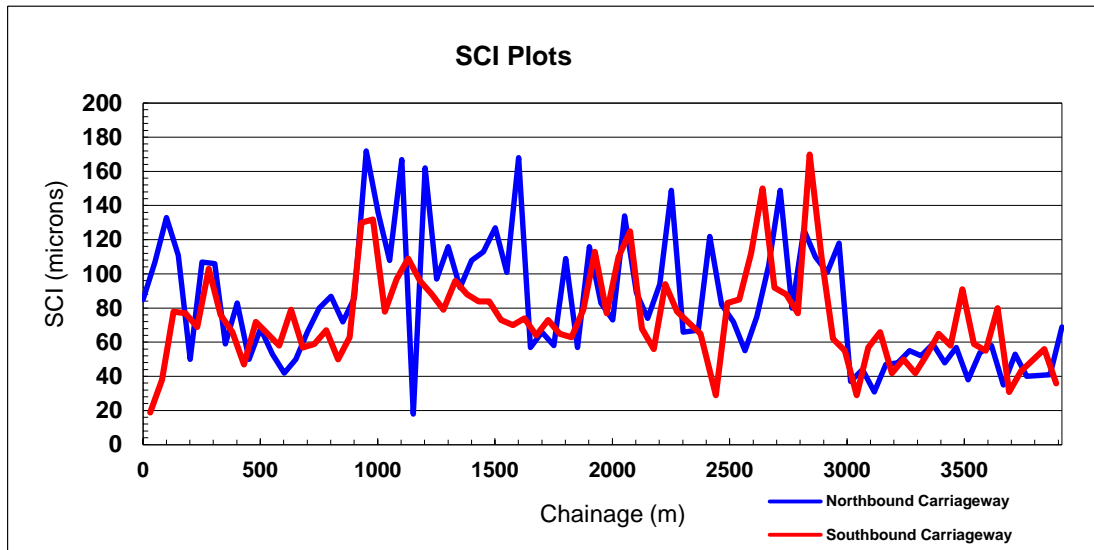


Figure 26: SCI Plots

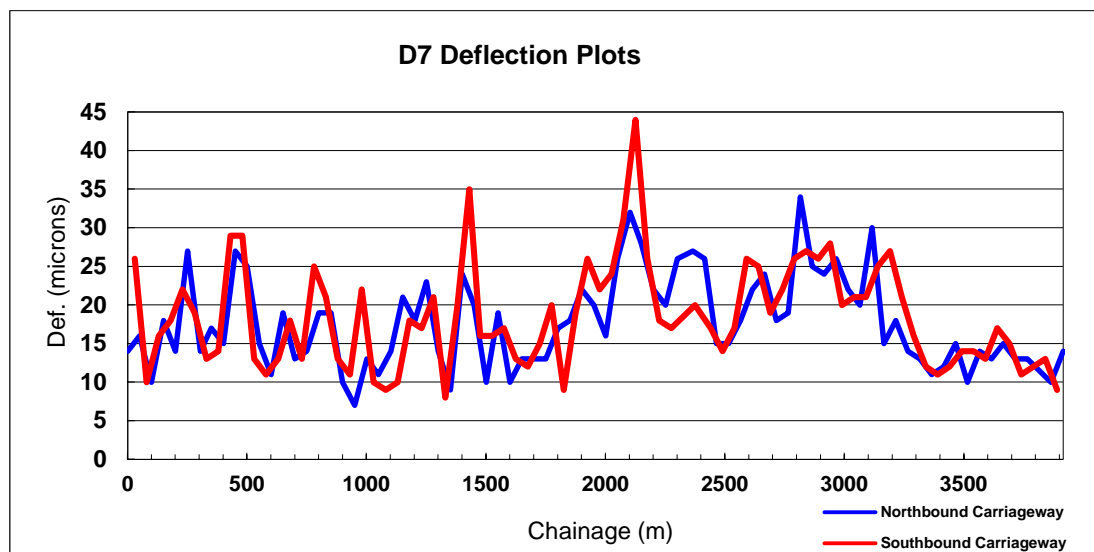


Figure 27: D7 Deflection Plots

Haul Route No. 2

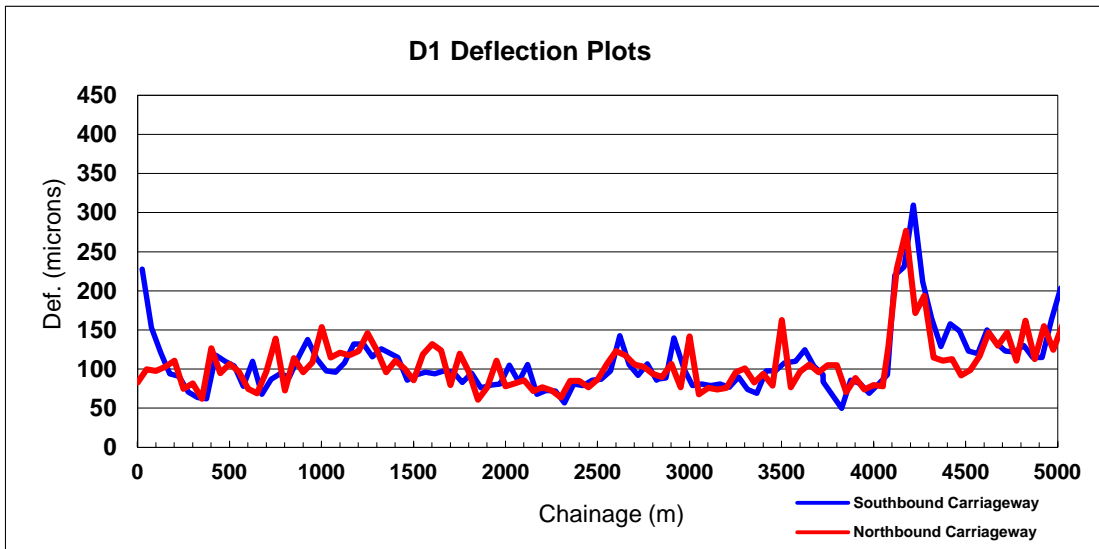


Figure 28: D1 Deflection Plots

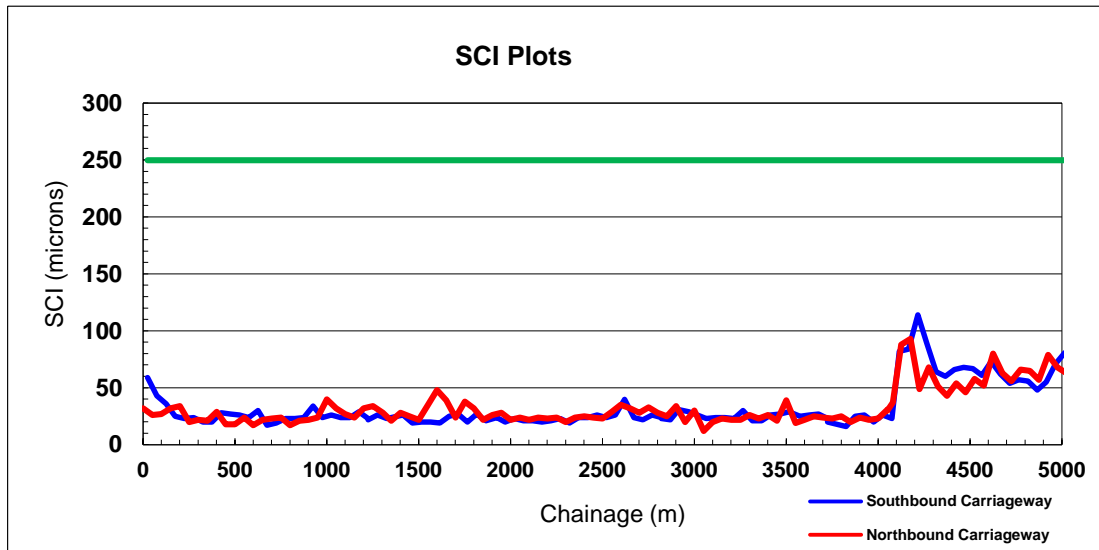


Figure 29: SCI Plots

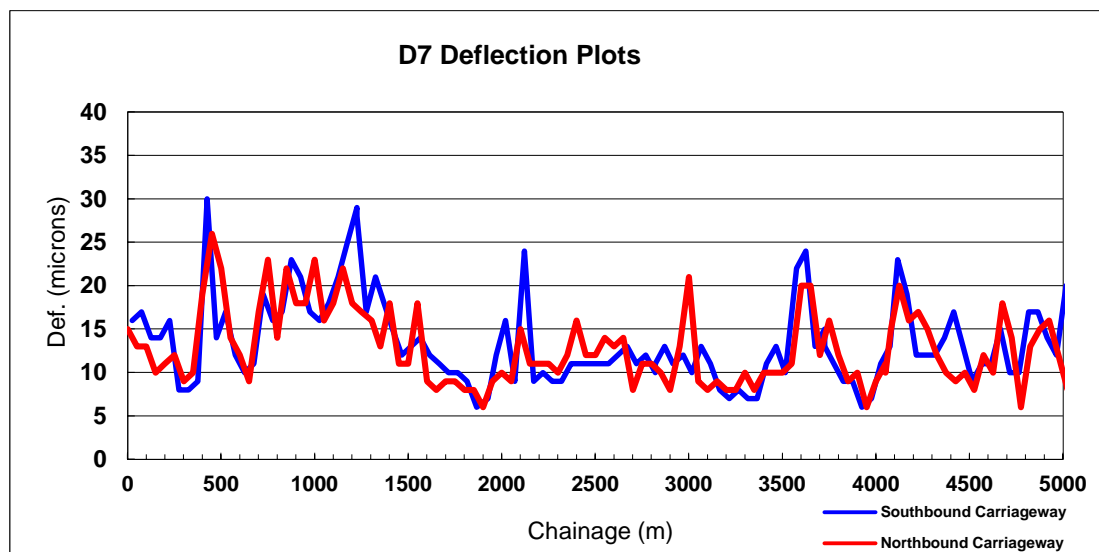


Figure 30: D7 Deflection Plots

Haul Route No. 2

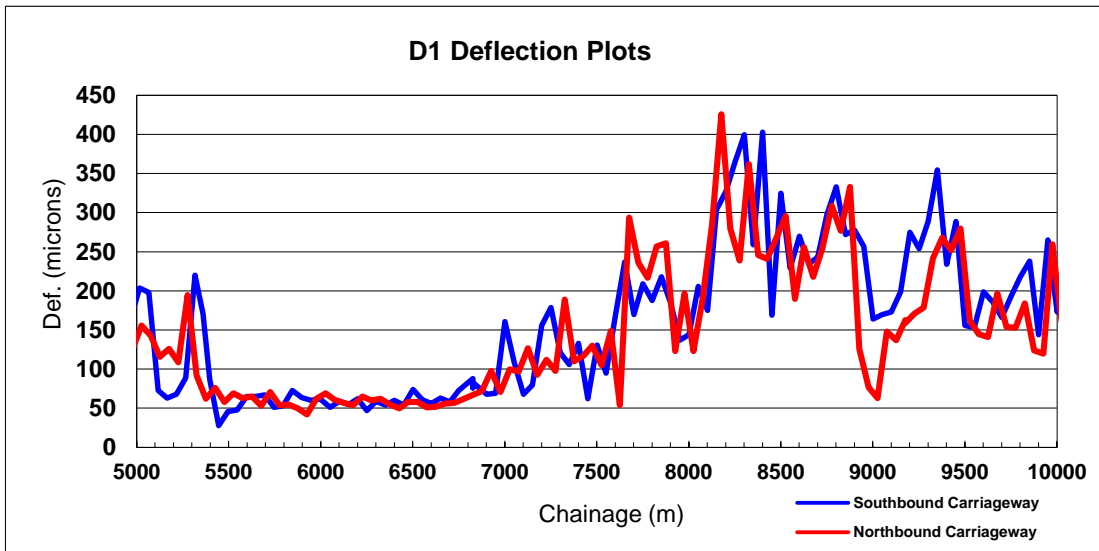


Figure 31: D1 Deflection Plots

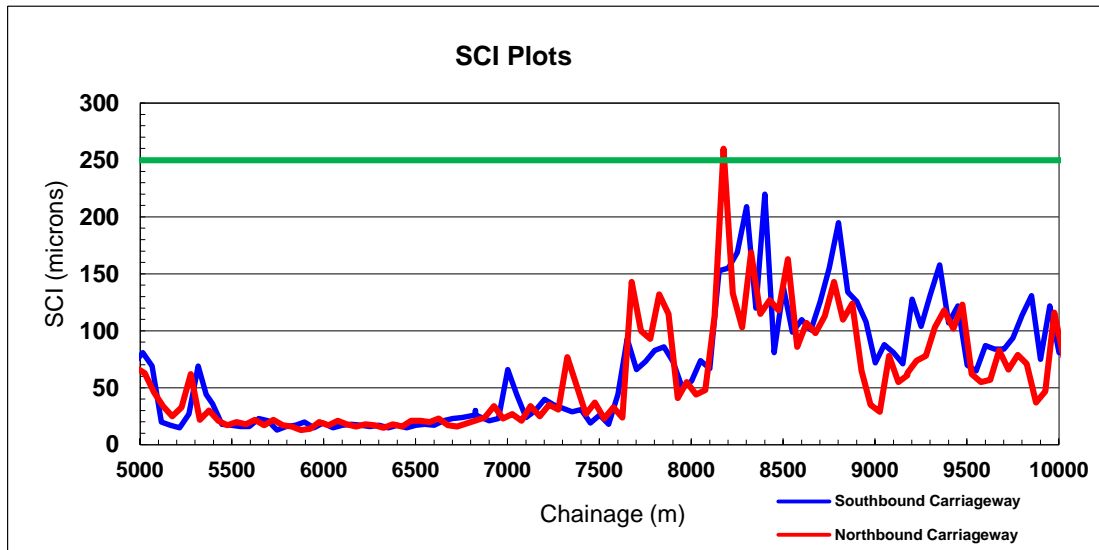


Figure 32: SCI Plots

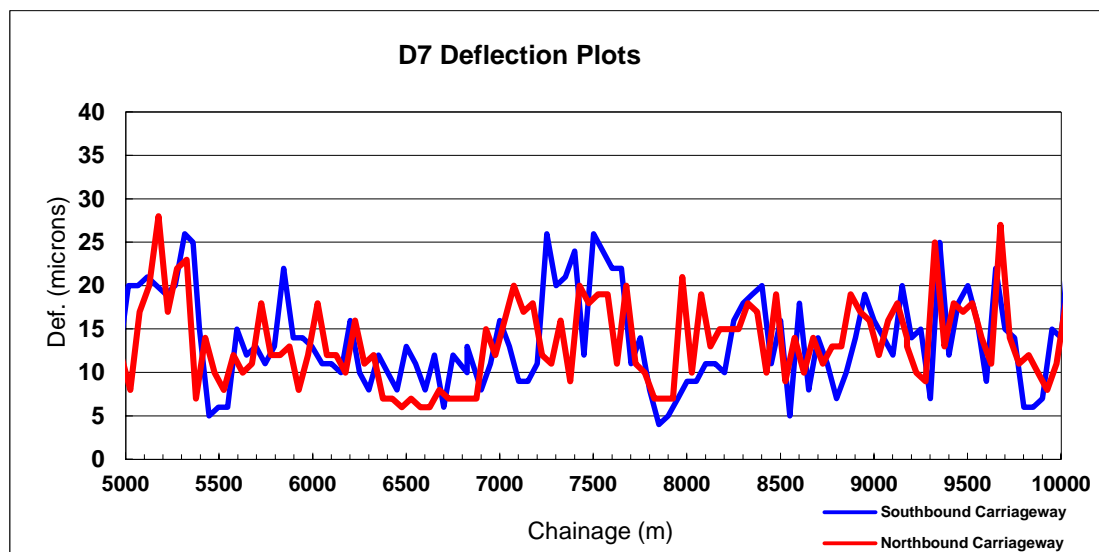


Figure 33: D7 Deflection Plots

Haul Route No. 2

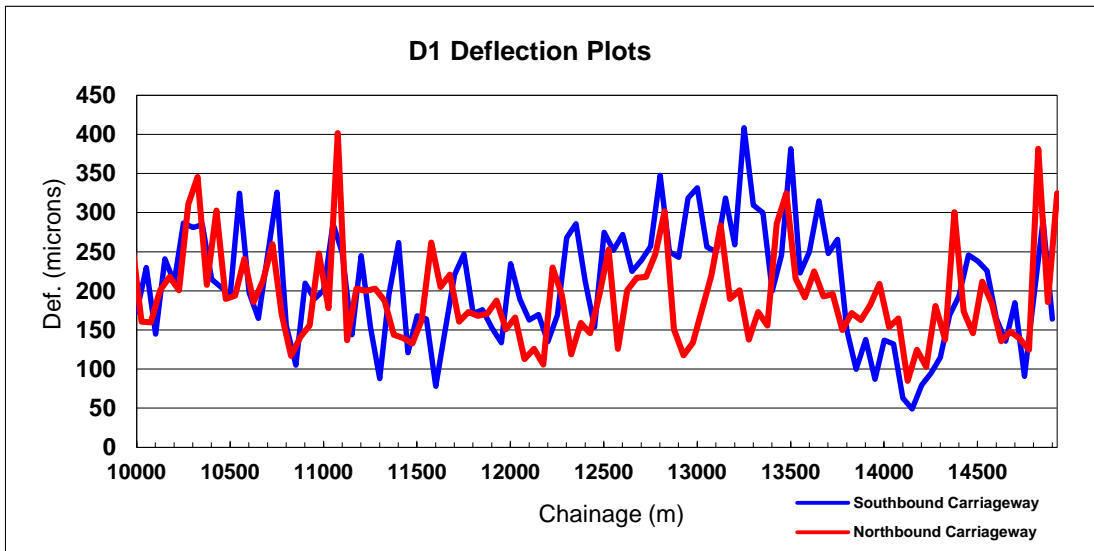


Figure 34: D1 Deflection Plots

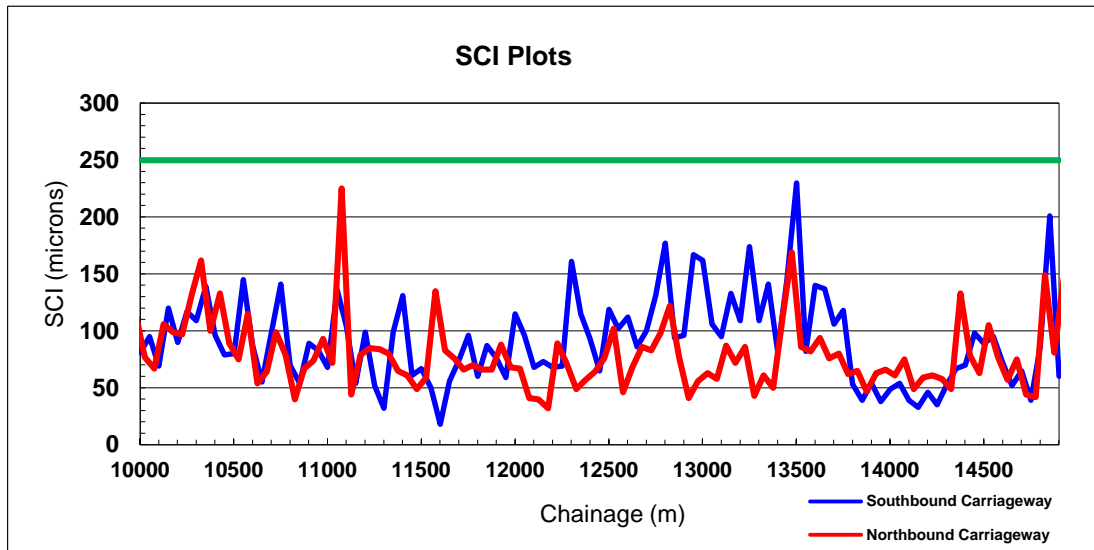


Figure 35: SCI Plots

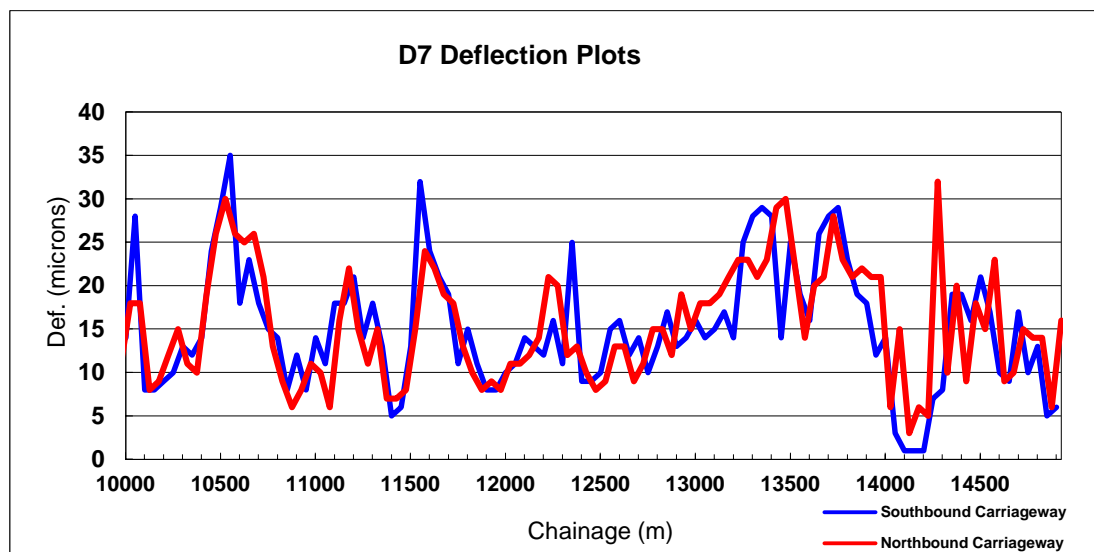


Figure 36: D7 Deflection Plots

Ballycane Road

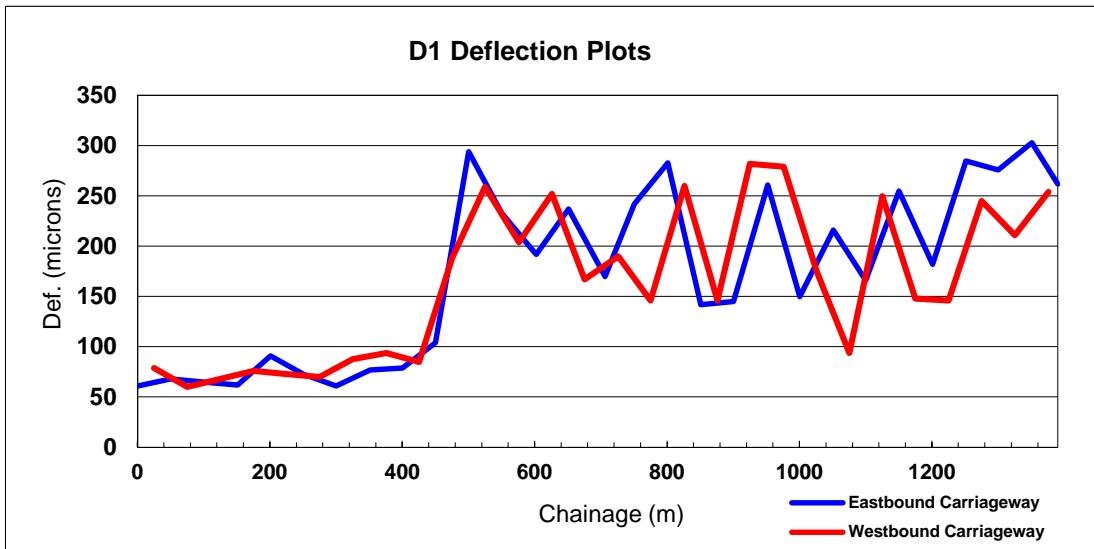


Figure 37: D1 Deflection Plots

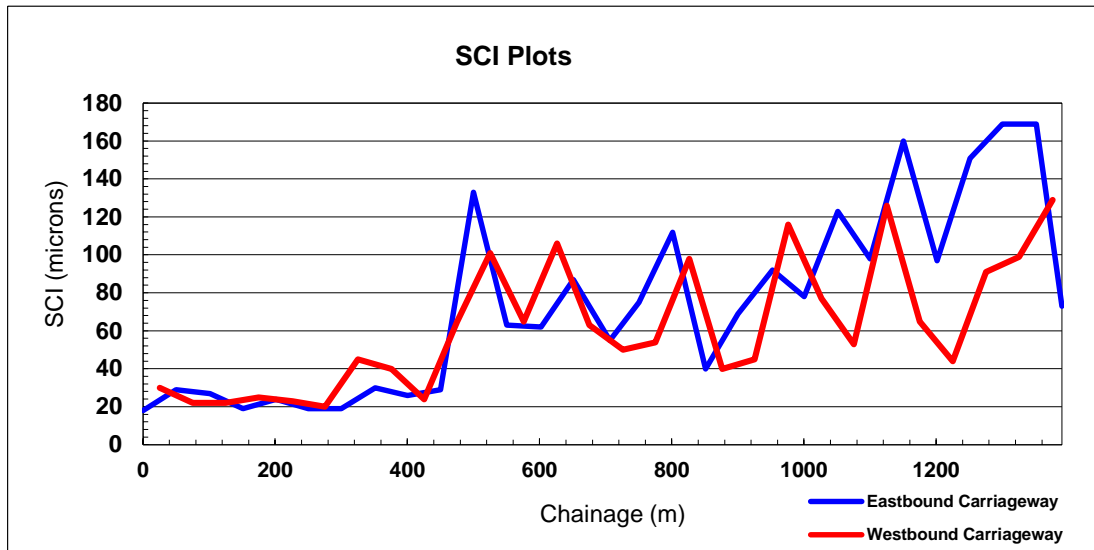


Figure 38: SCI Plots

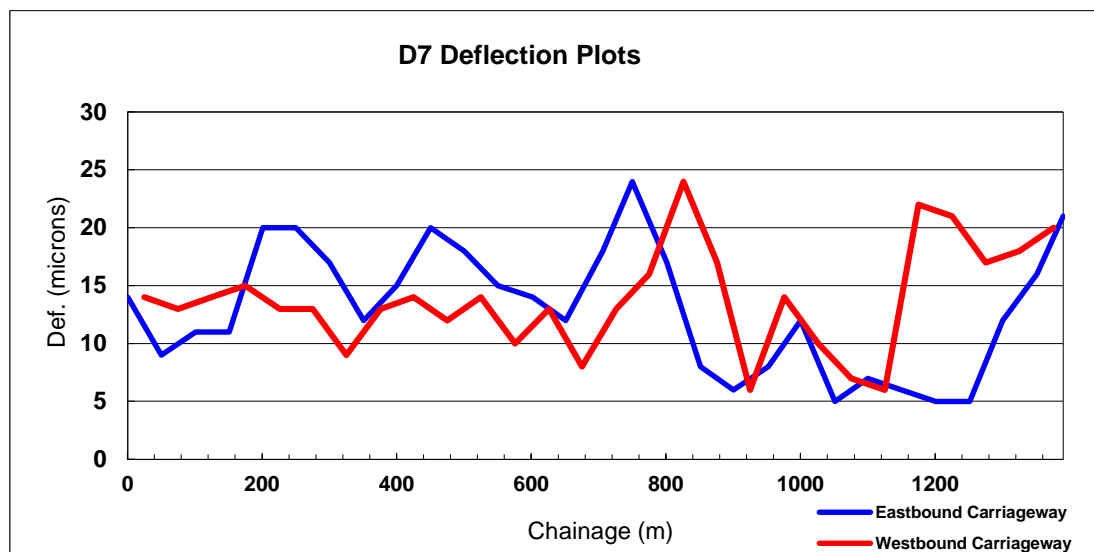


Figure 39: D7 Deflection Plots

R445

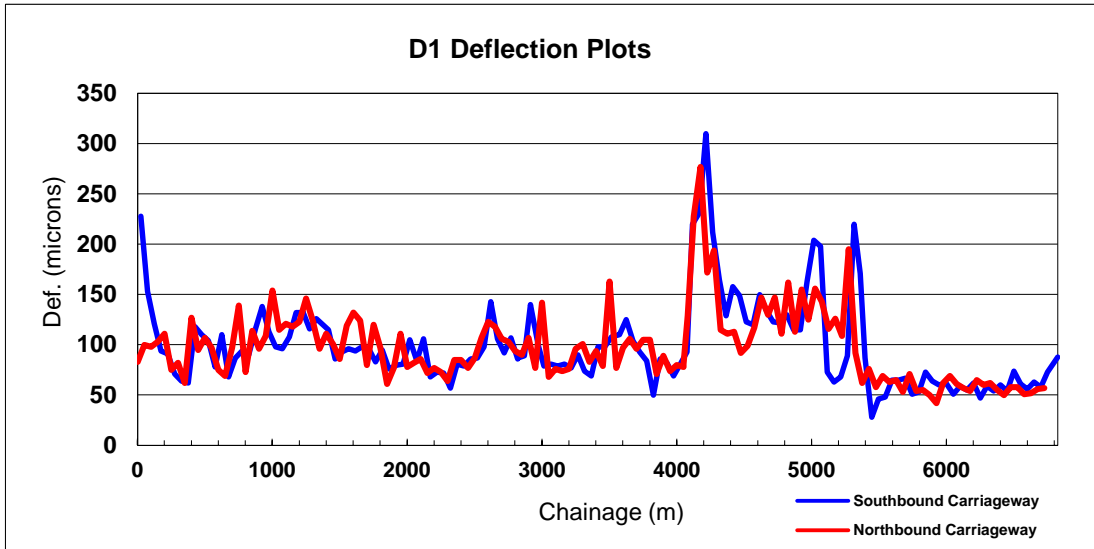


Figure 40: D1 Deflection Plots

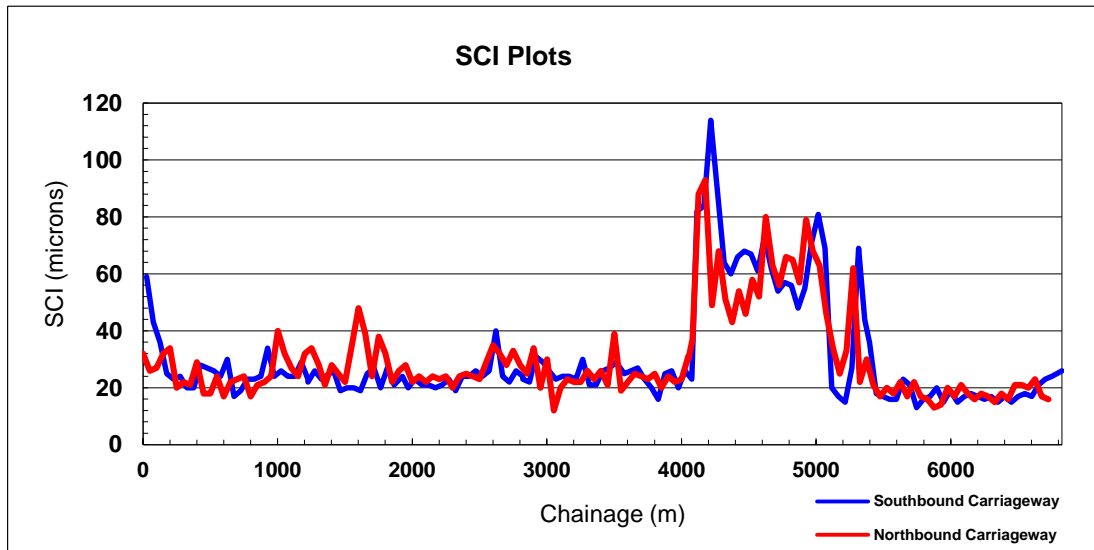


Figure 41: SCI Plots

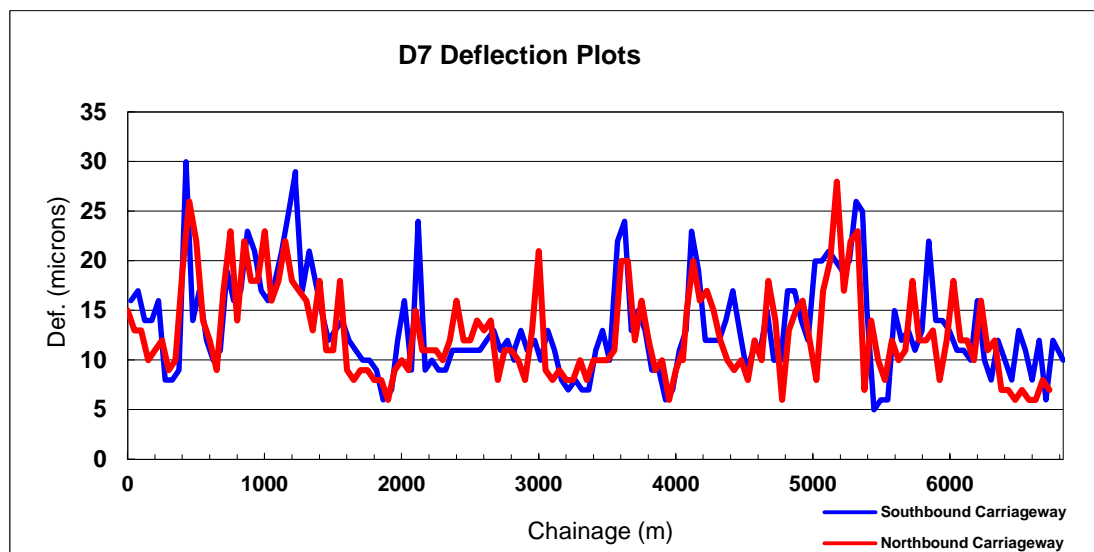


Figure 42: D7 Deflection Plots

Haul Route No. 3

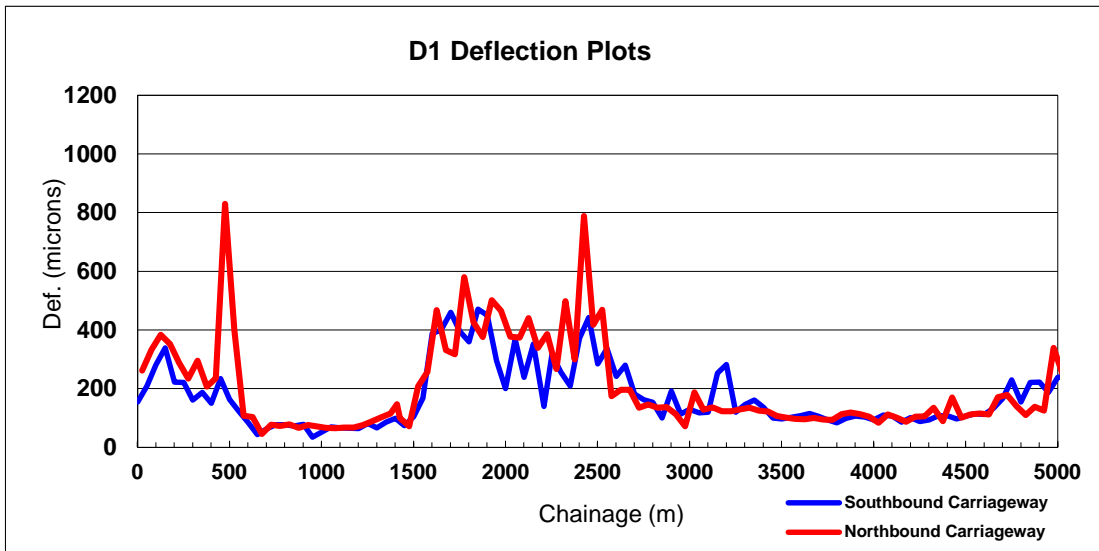


Figure 43: D1 D30eflection Plots

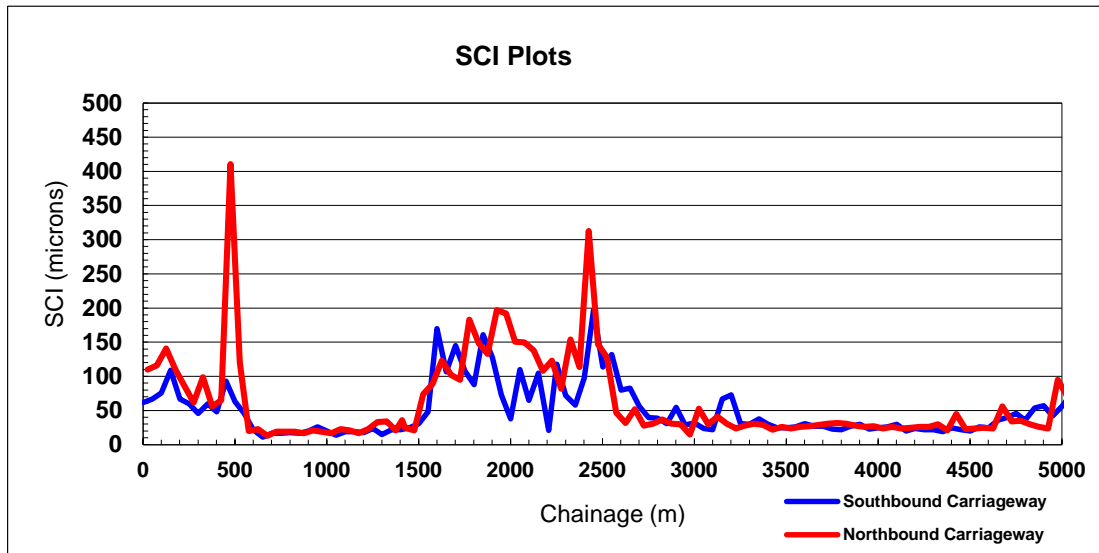


Figure 44: SCI Plots

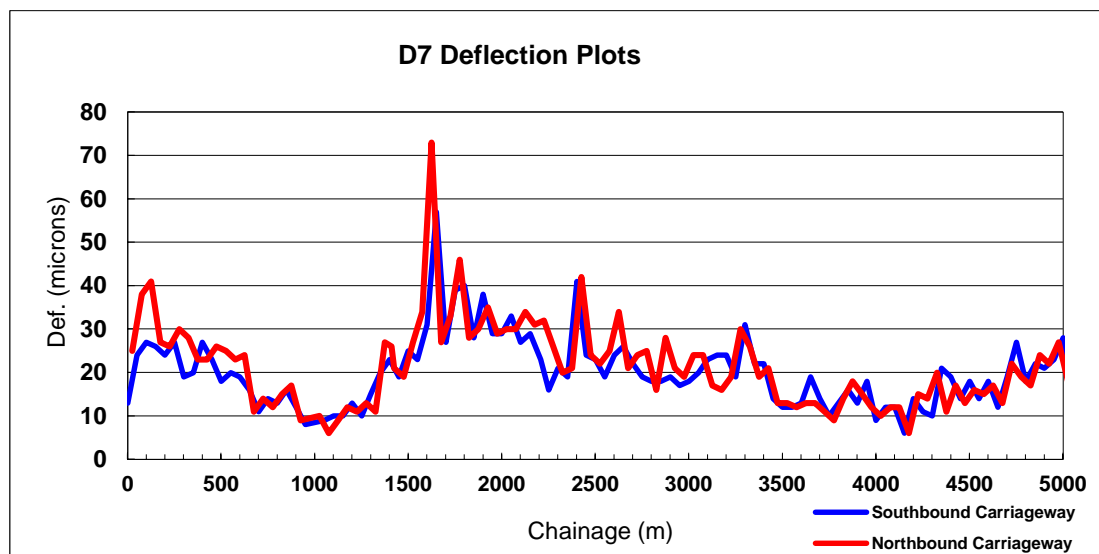


Figure 45: D7 Deflection Plots

Haul Route No. 3

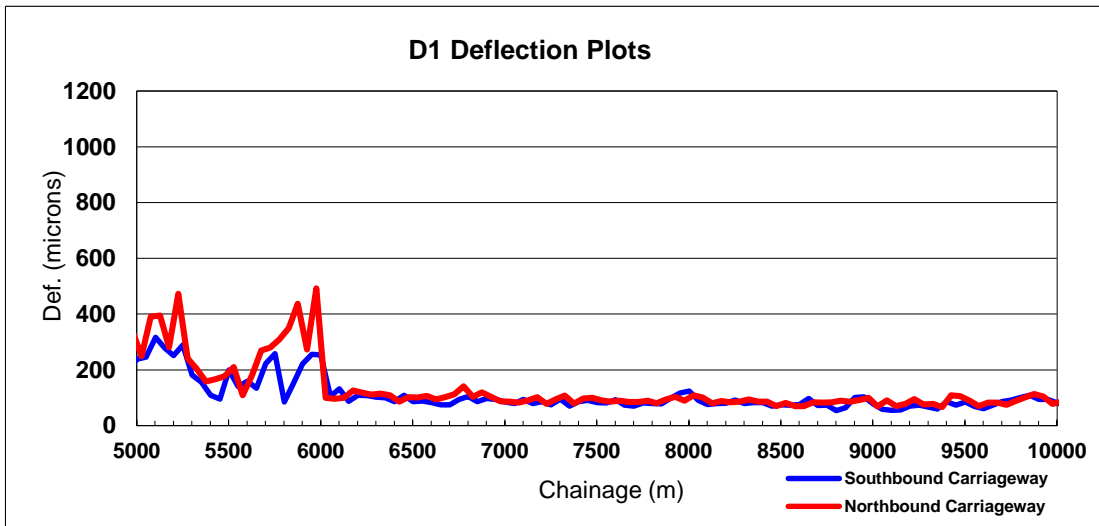


Figure 46: D1 Deflection Plots

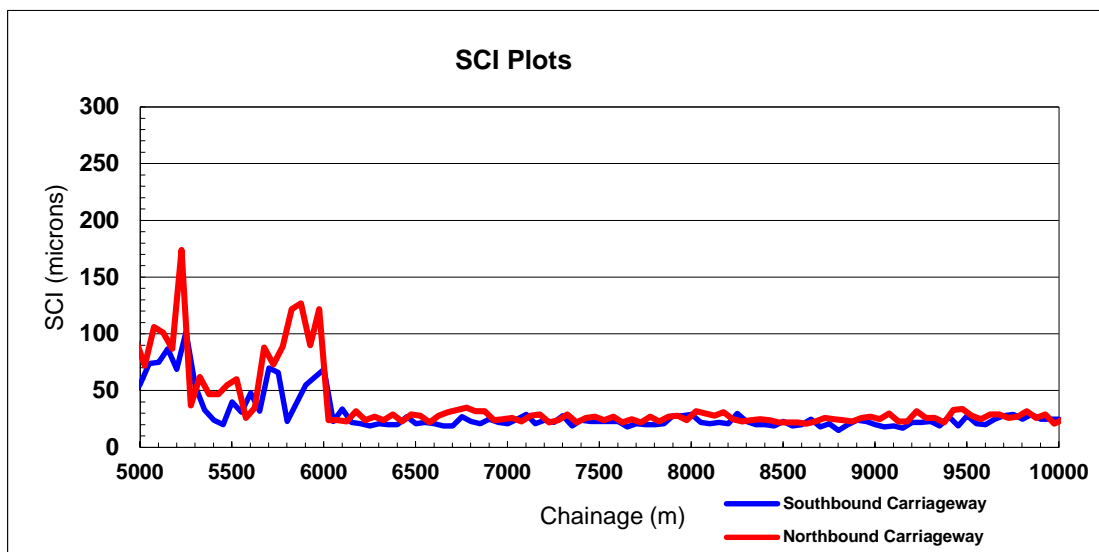


Figure 47: SCI Plots

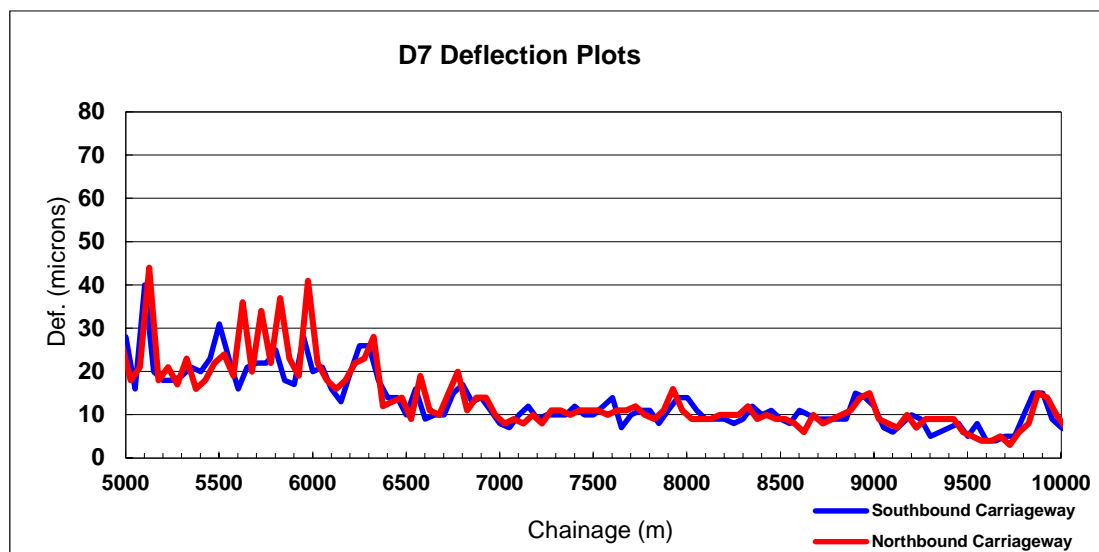


Figure 48: D7 Deflection Plots

Haul Route No. 3

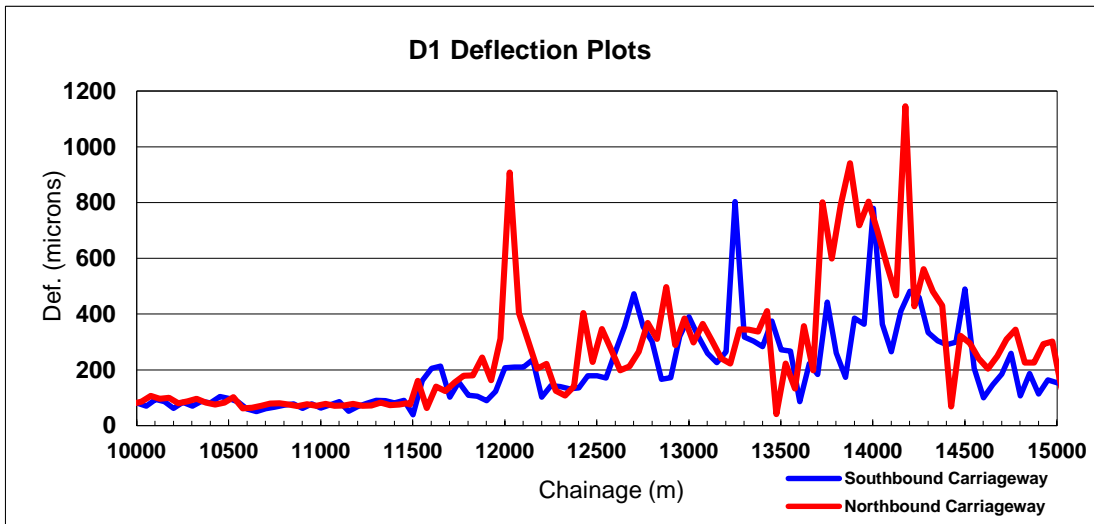


Figure 49: D1 Deflection Plots

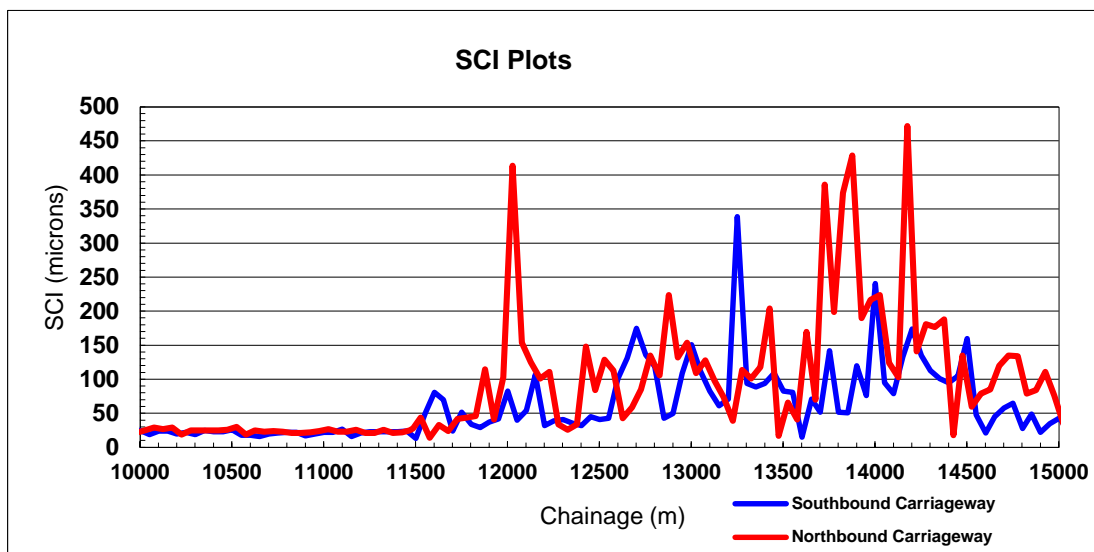


Figure 50: SCI Plots

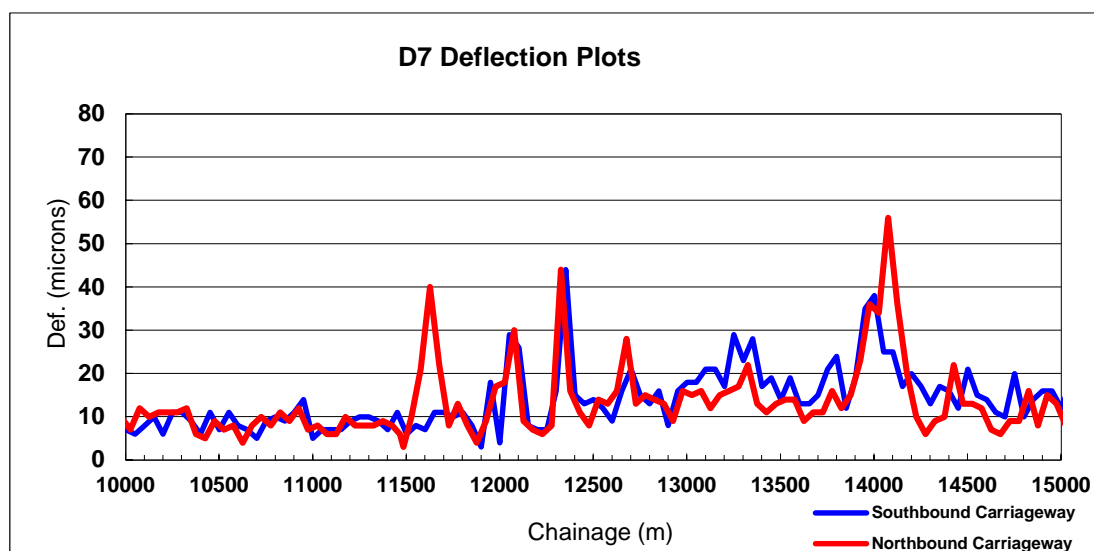


Figure 51: D7 Deflection Plots

Haul Route No. 3

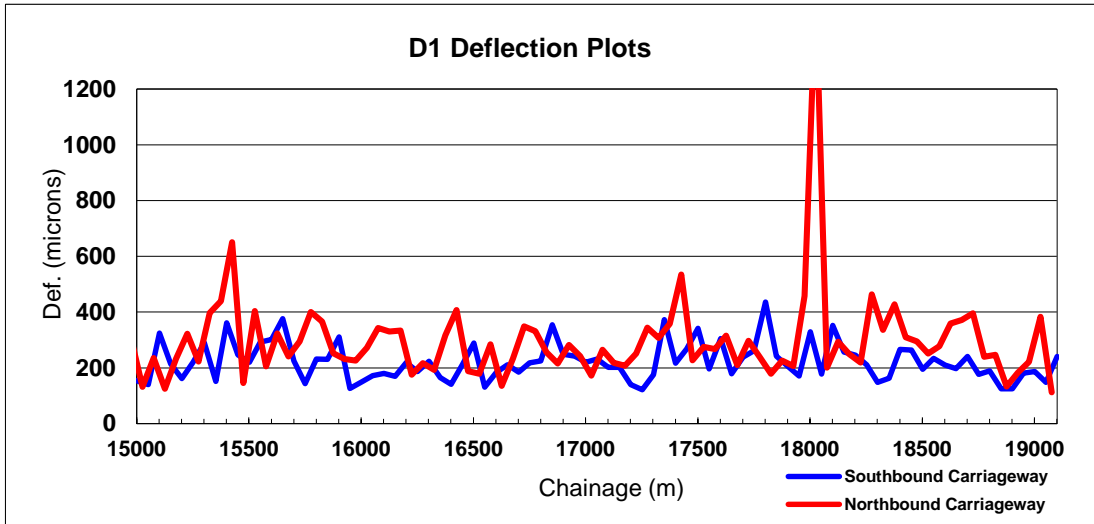


Figure 52: D1 Deflection Plots

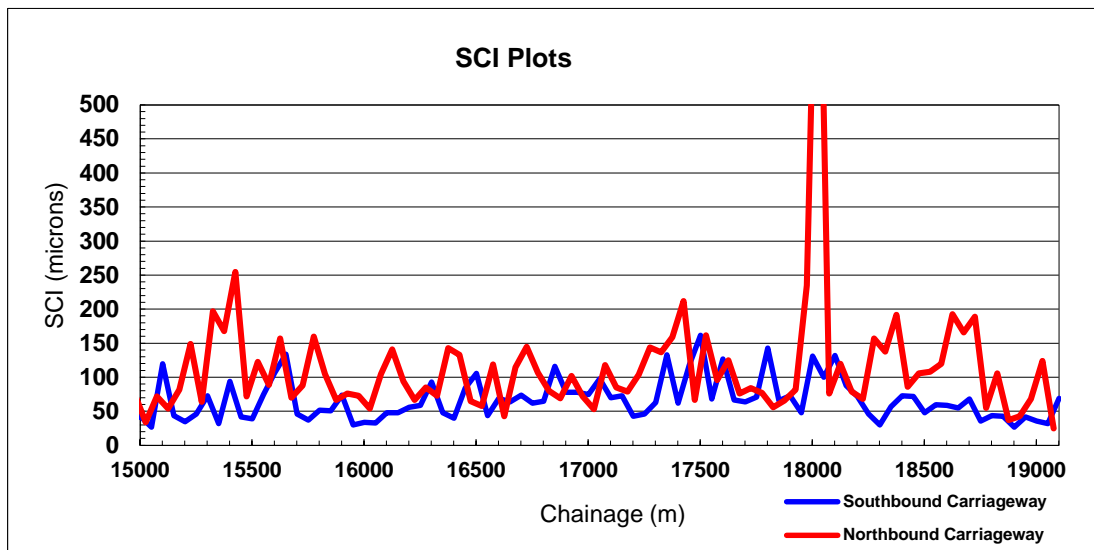


Figure 53: SCI Plots

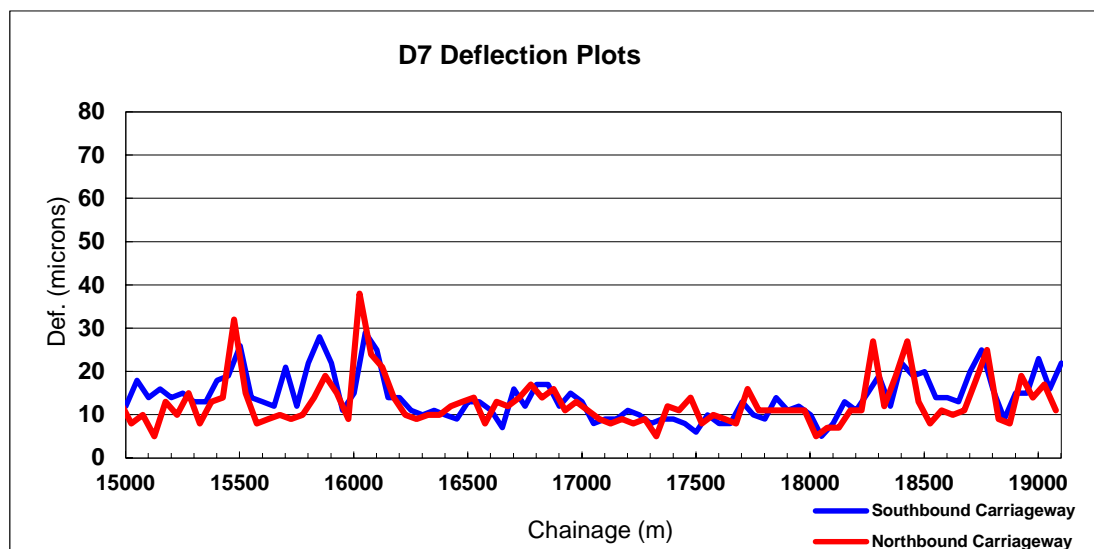


Figure 54: D7 Deflection Plots

Proposed Haul Route Enfield Link Rd.

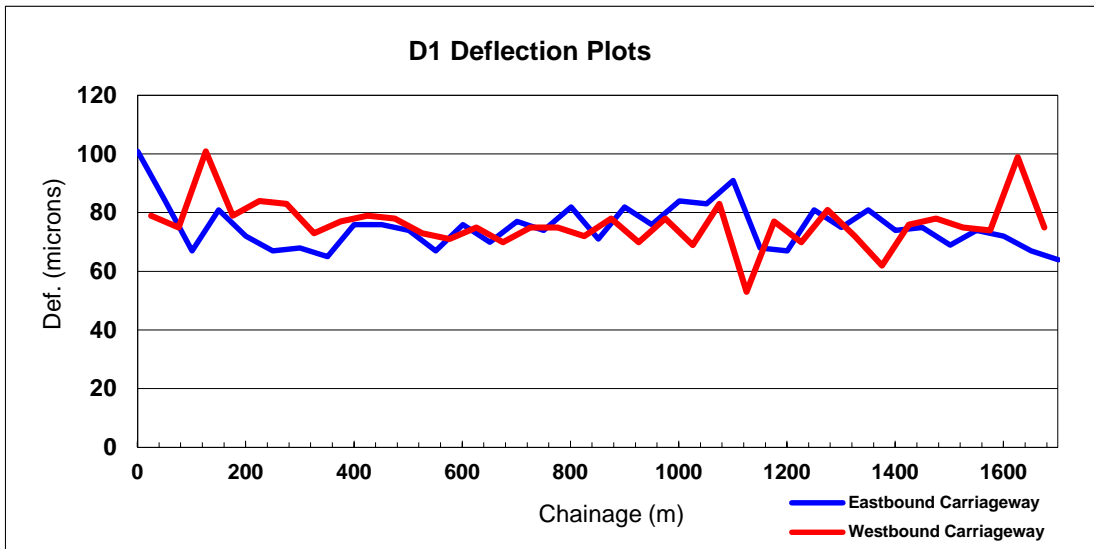


Figure 55: D1 Deflection Plots

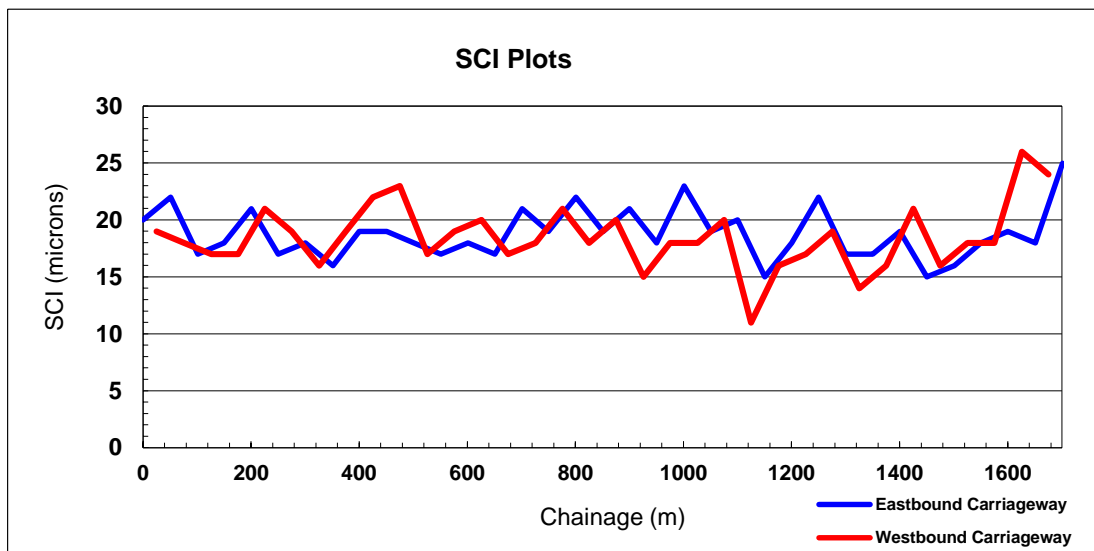


Figure 56: SCI Plots

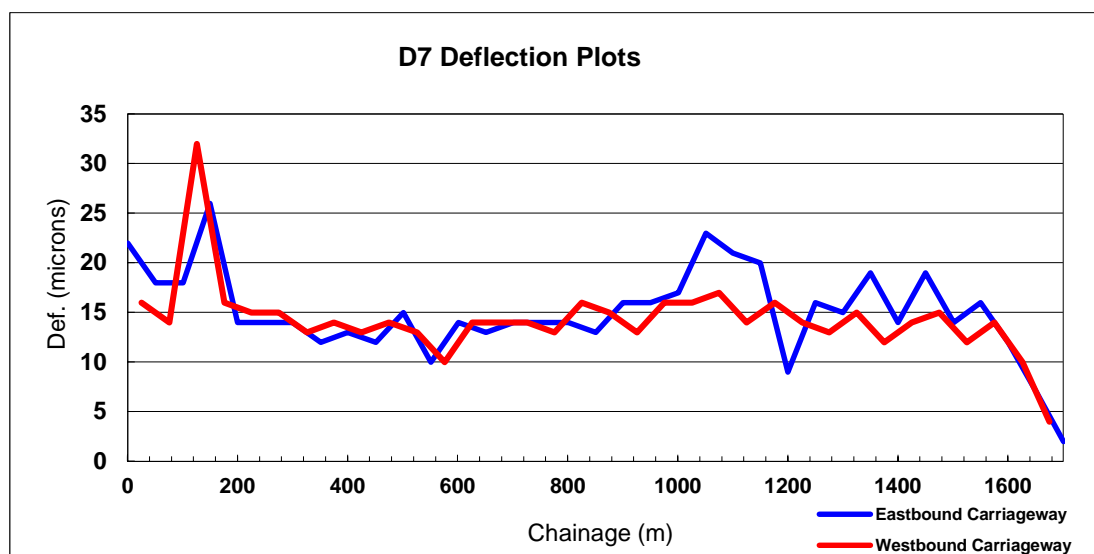


Figure 57: D7 Deflection Plots

Haul Route No. 1 Section C-D

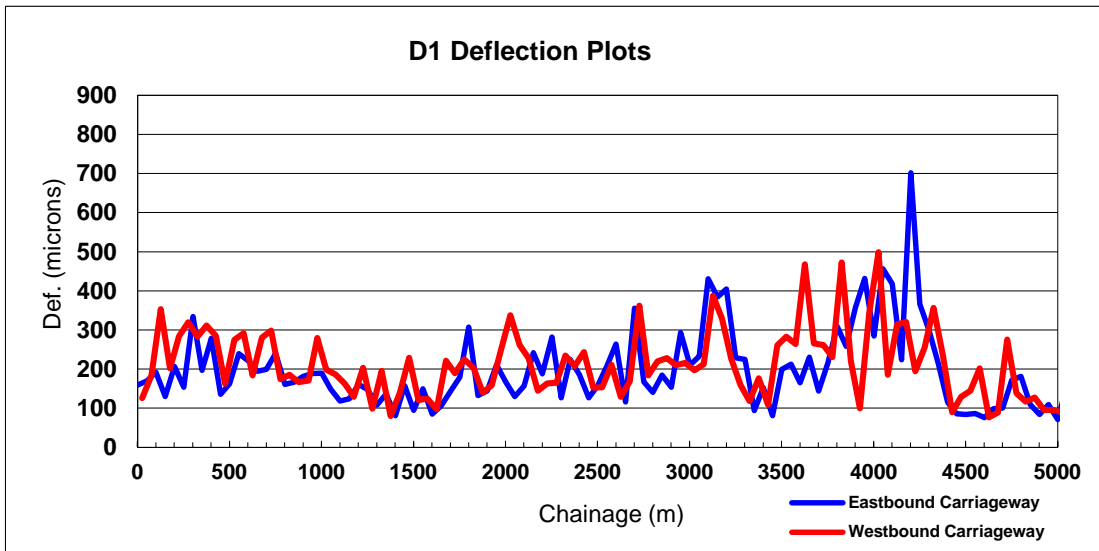


Figure 58: D1 Deflection Plots

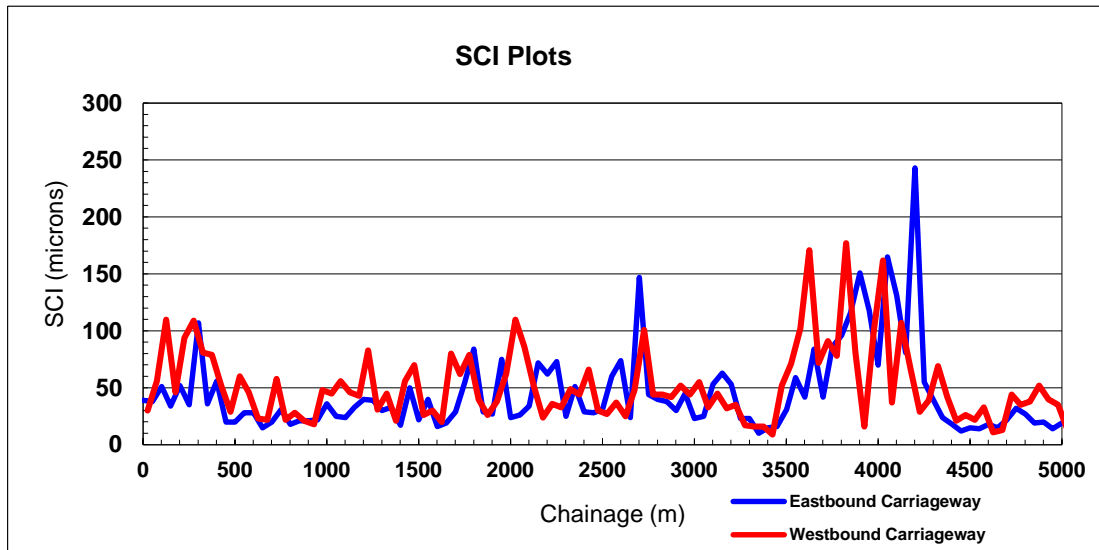


Figure 59: SCI Plots

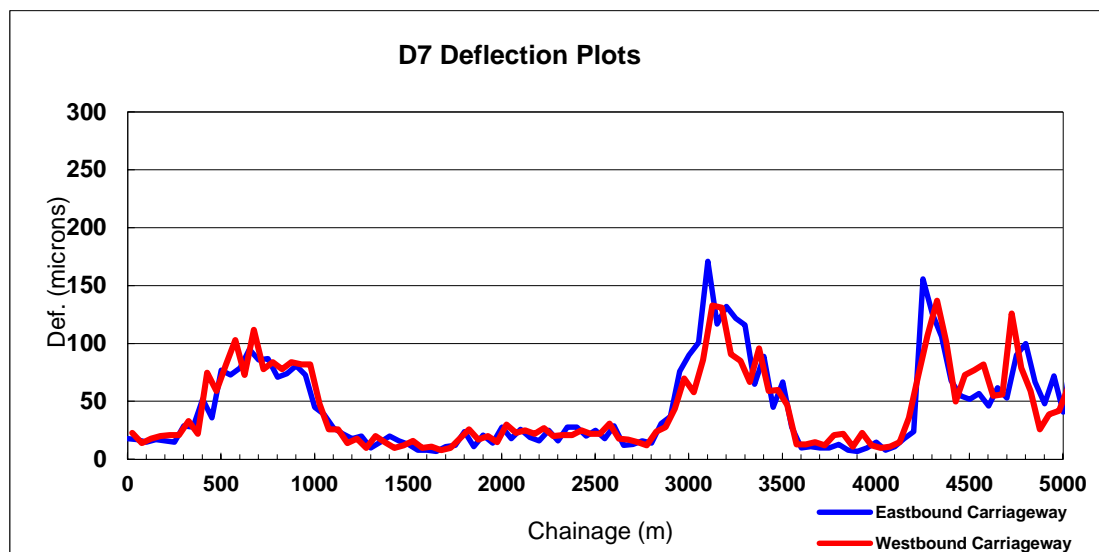


Figure 60: D7 Deflection Plots

Haul Route No. 1 Section C-D

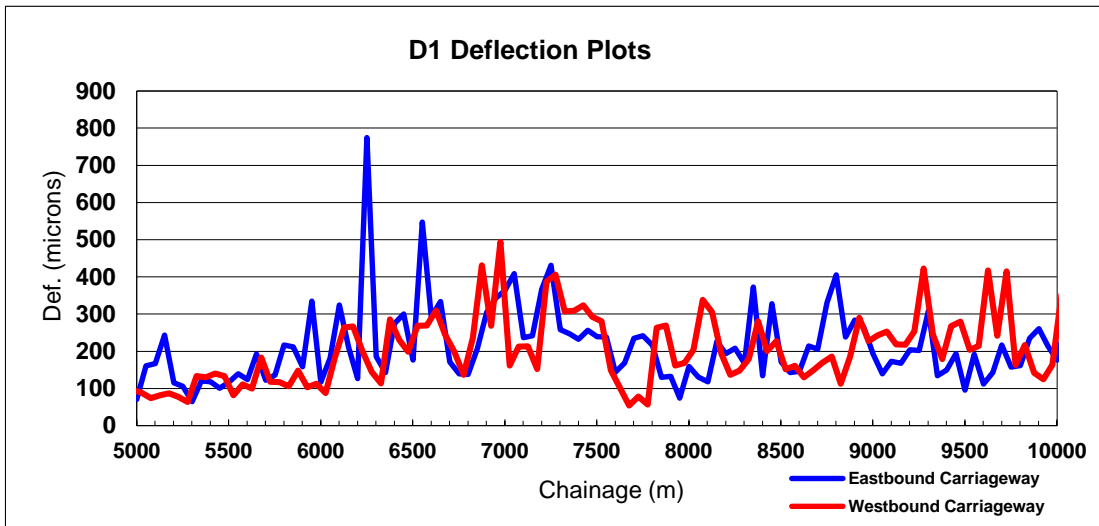


Figure 61: D1 Deflection Plots

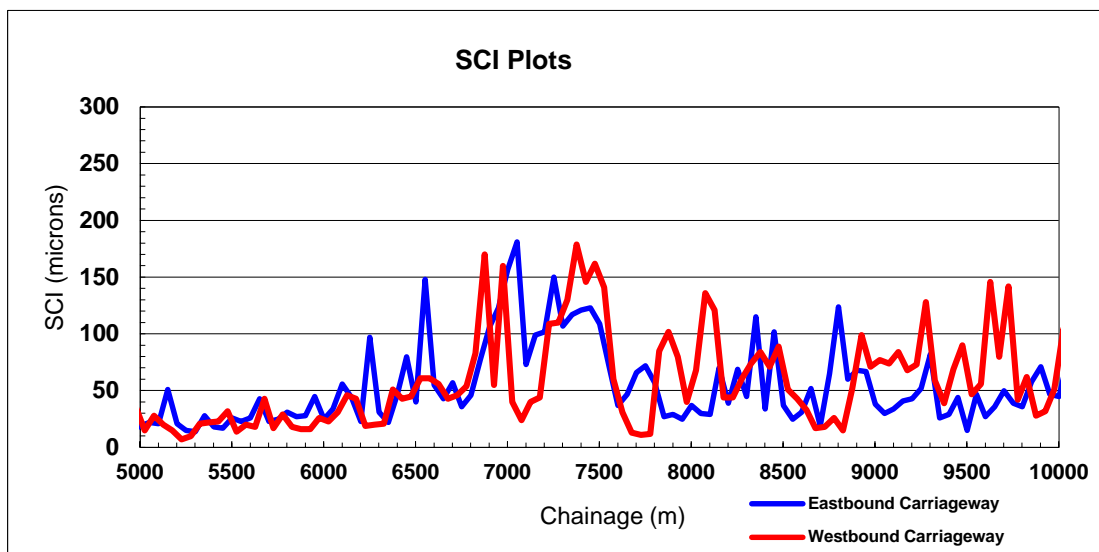


Figure 62 SCI Plots

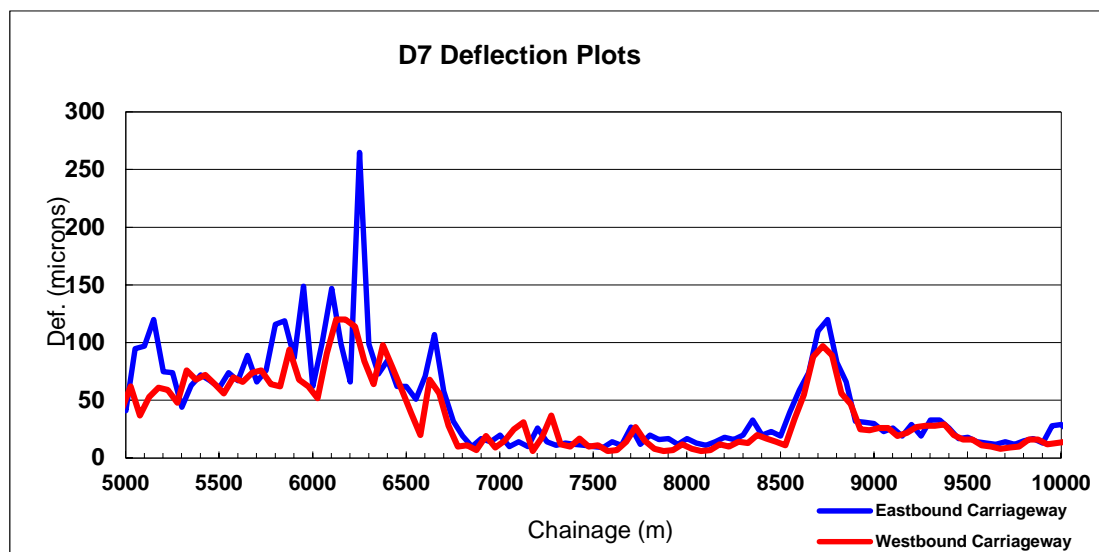


Figure 63: D7 Deflection Plots

Haul Route No. 1 Section C-D

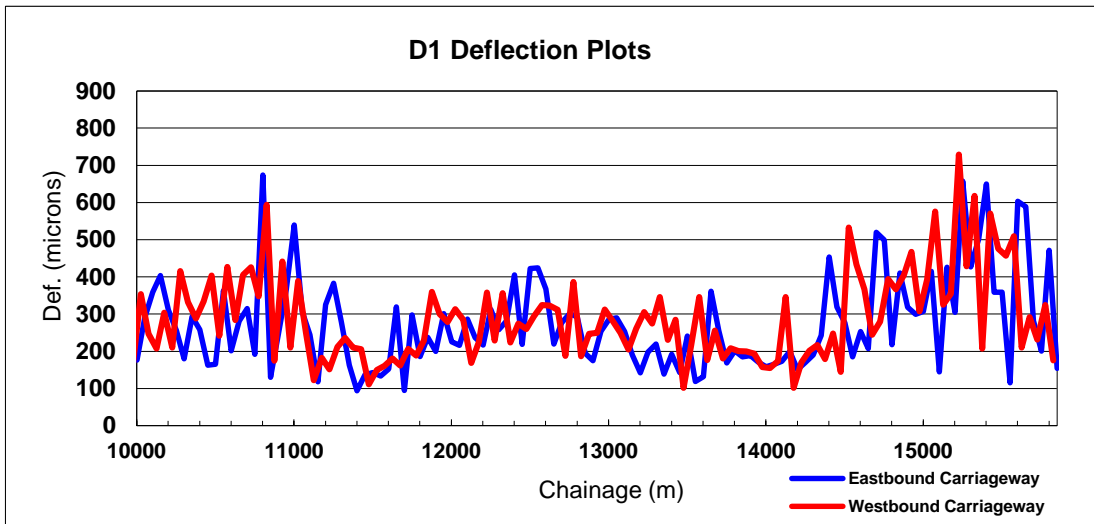


Figure 64: D1 Deflection Plots

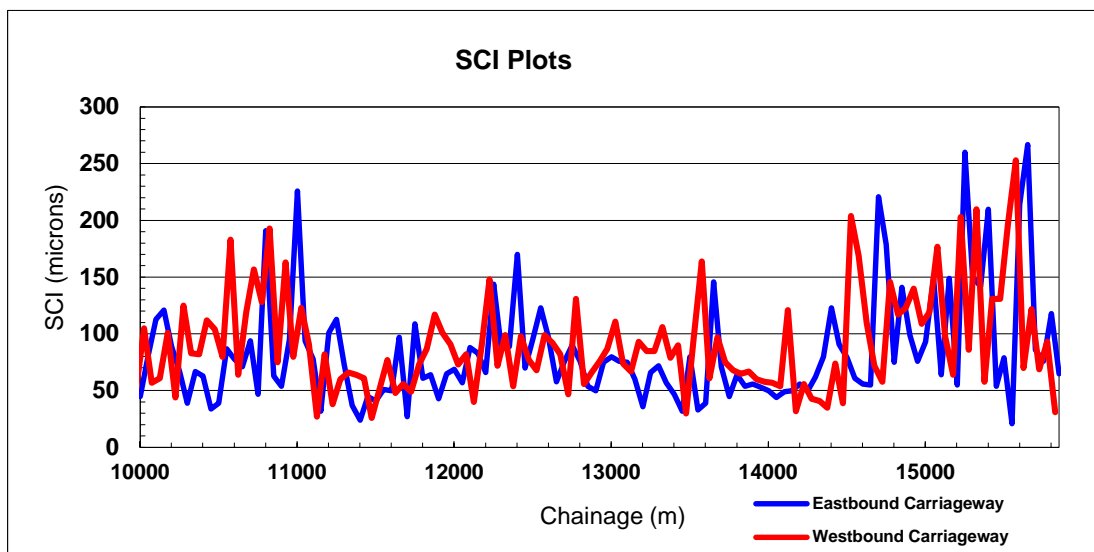


Figure 65: SCI Plots

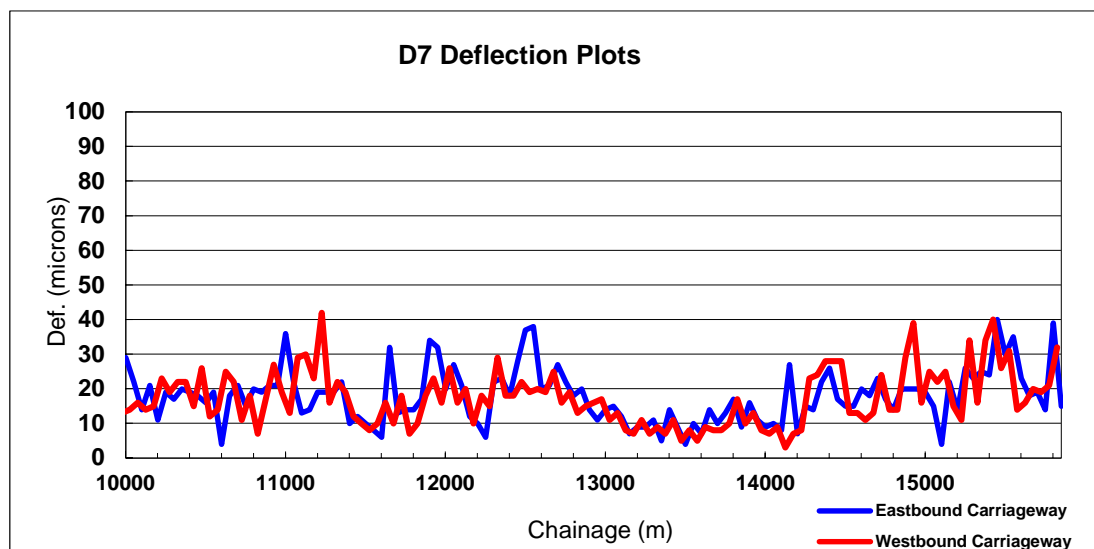


Figure 66: D7 Deflection Plots

Proposed Haul Route Kilcock - Prosperous

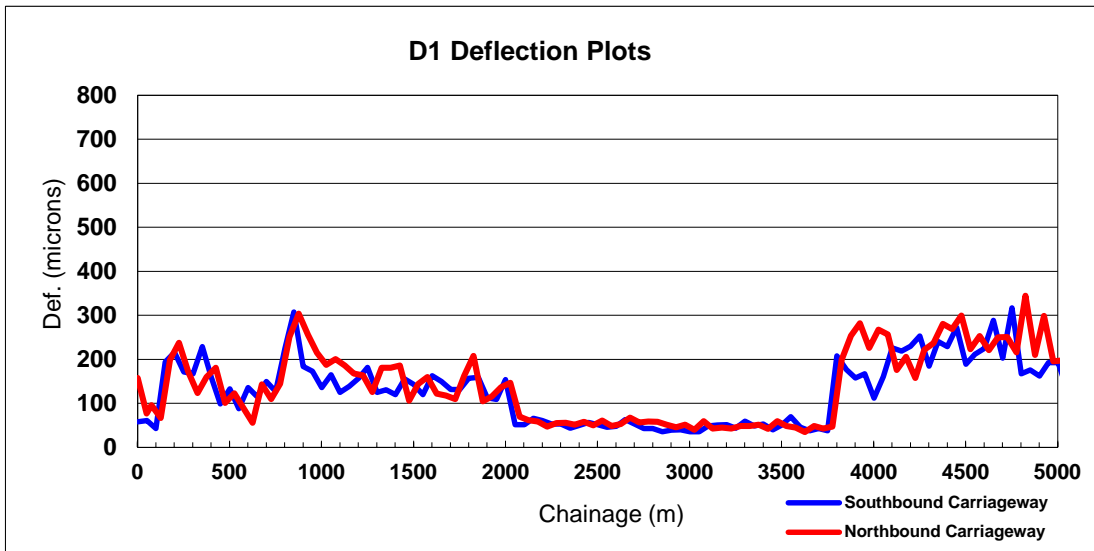


Figure 67: D1 Deflection Plots

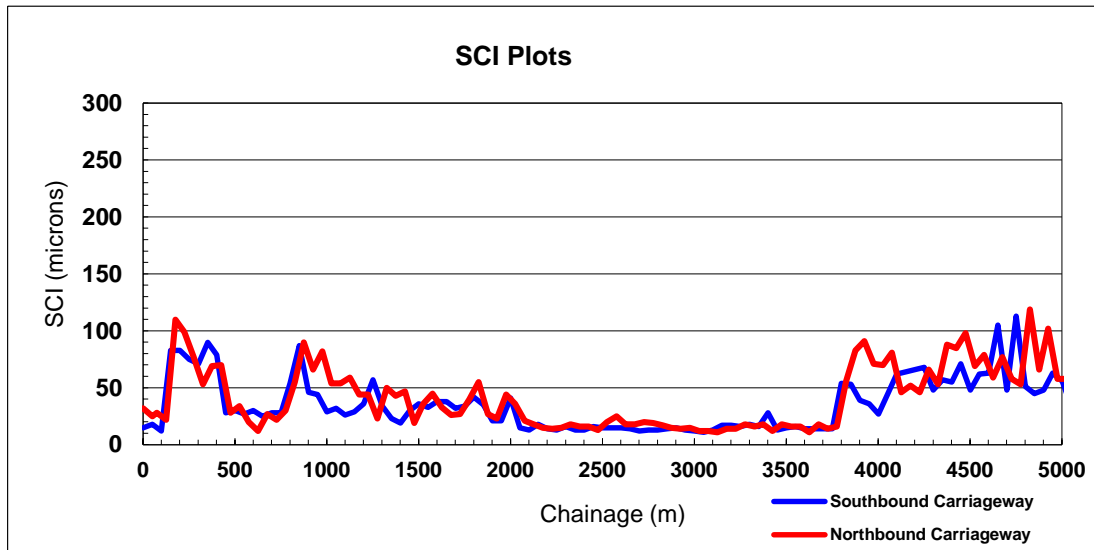


Figure 68: SCI Plots

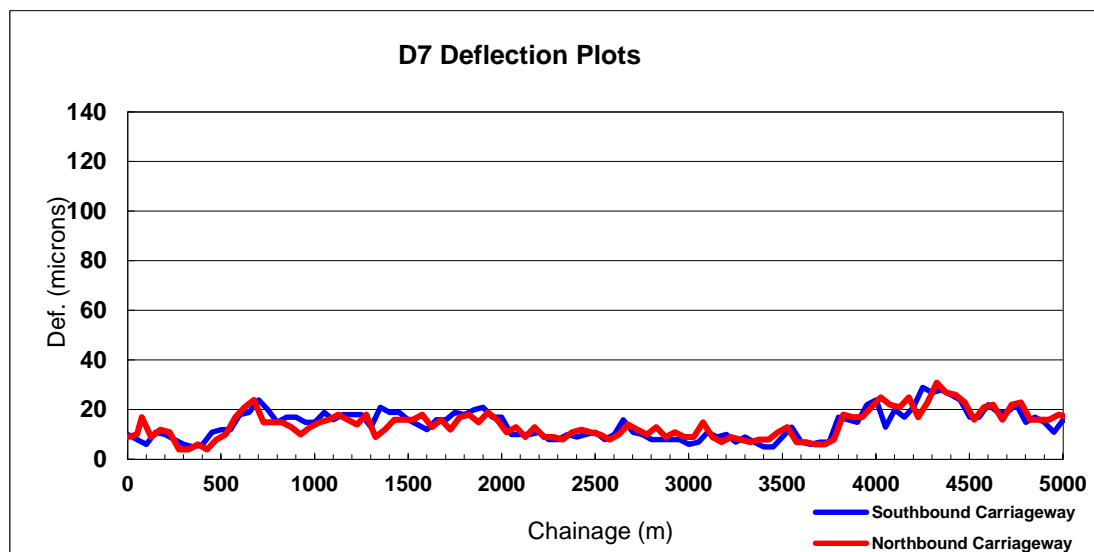


Figure 69: D7 Deflection Plots

Proposed Haul Route Kilcock - Prosperous

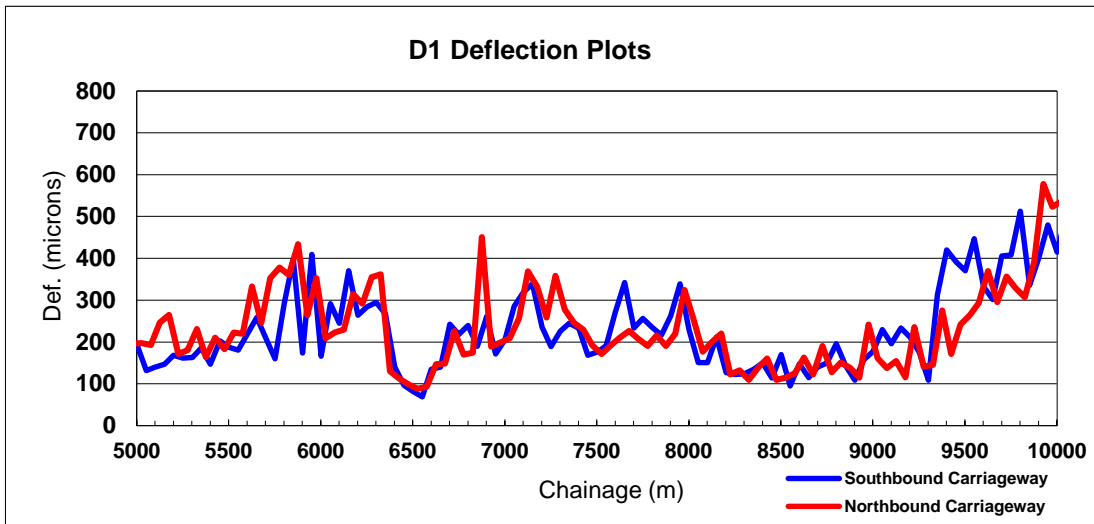


Figure 70: D1 Deflection Plots

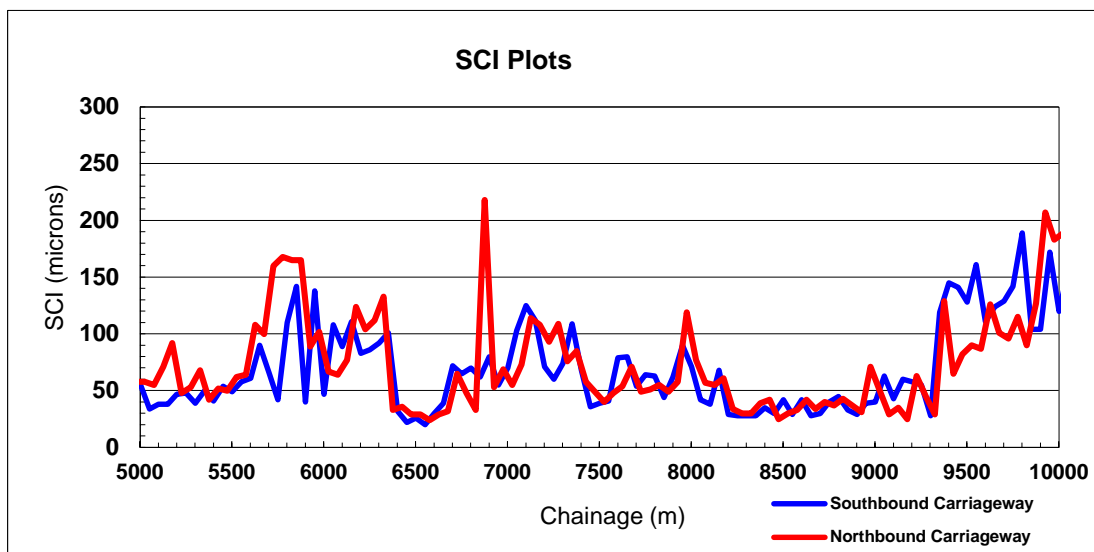


Figure 71: SCI Plots

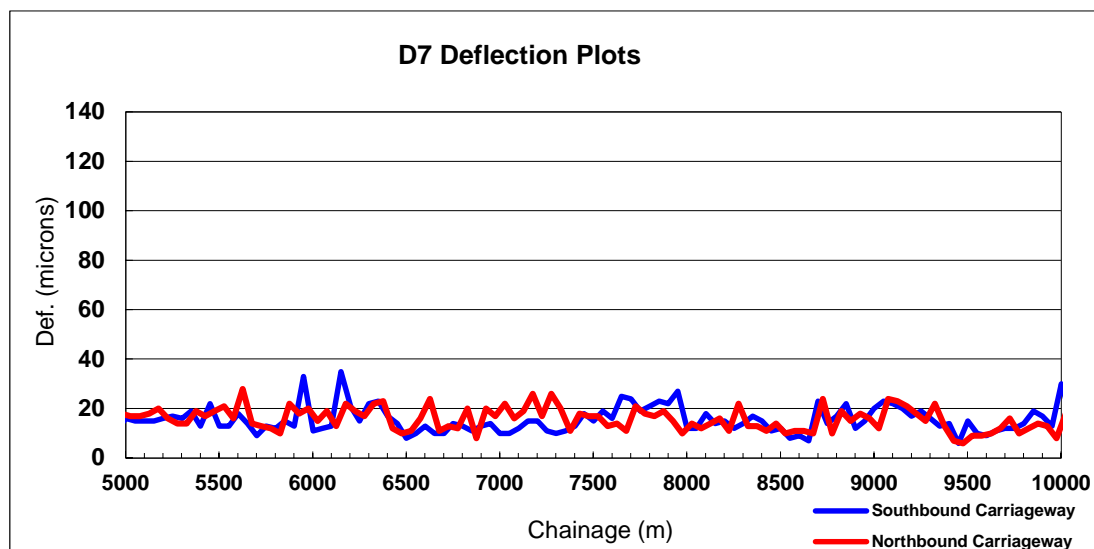


Figure 72: D7 Deflection Plots

Proposed Haul Route Kilcock - Prosperous

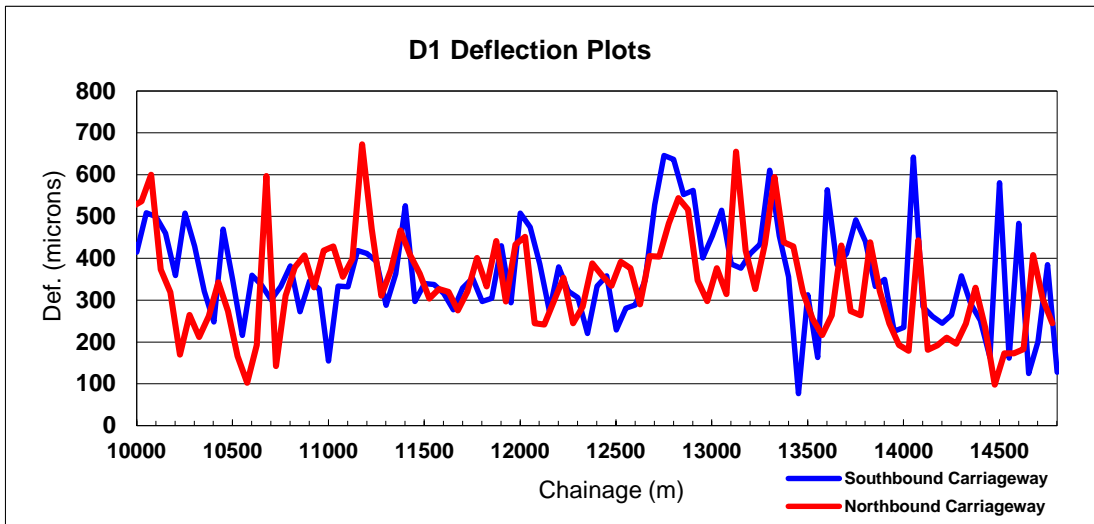


Figure 73: D1 Deflection Plots

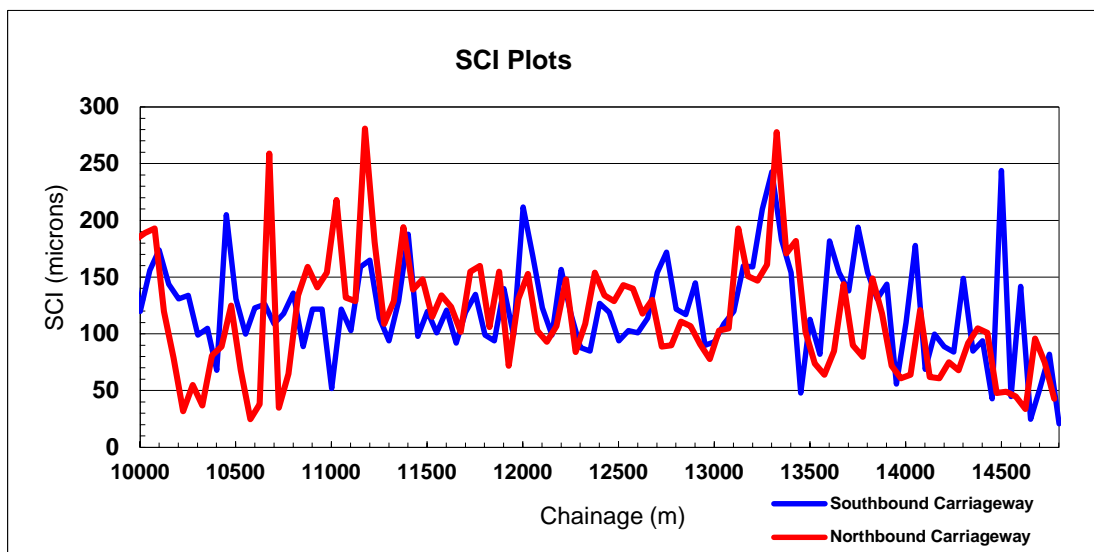


Figure 74: SCI Plots

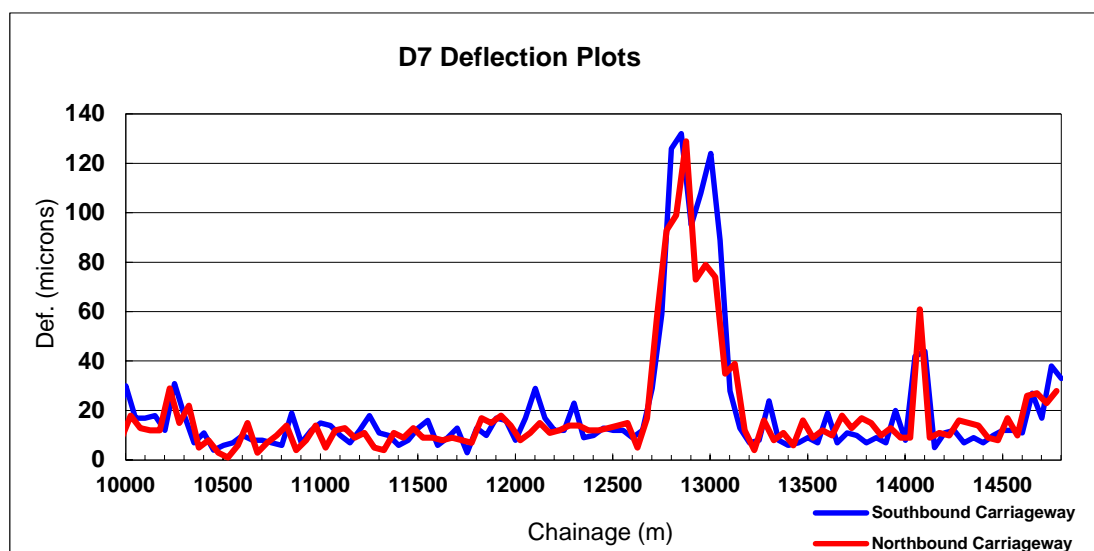


Figure 75: D7 Deflection Plots

Proposed Haul Route Maynooth - Clane

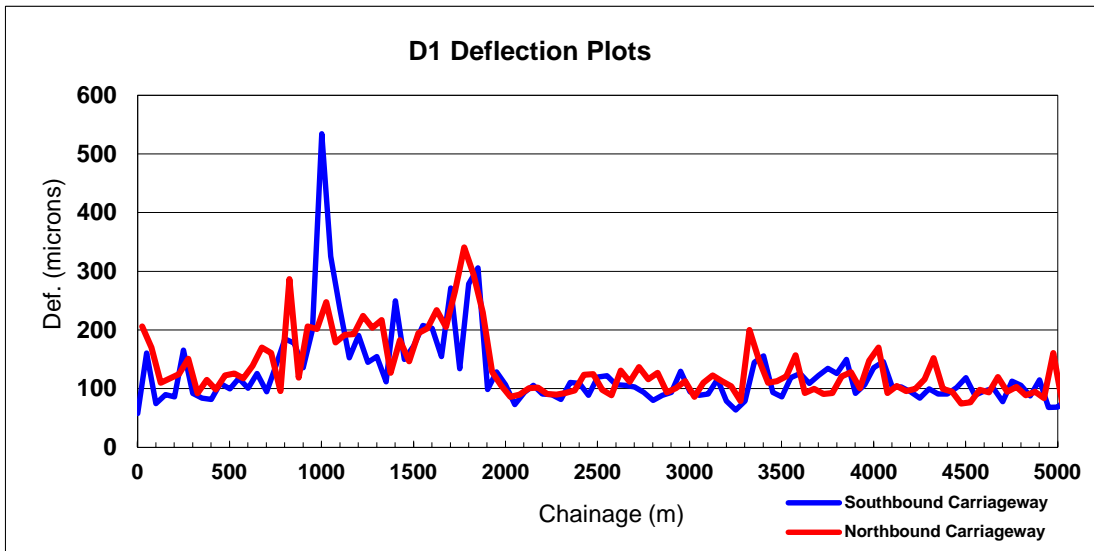


Figure 76: D1 Deflection Plots

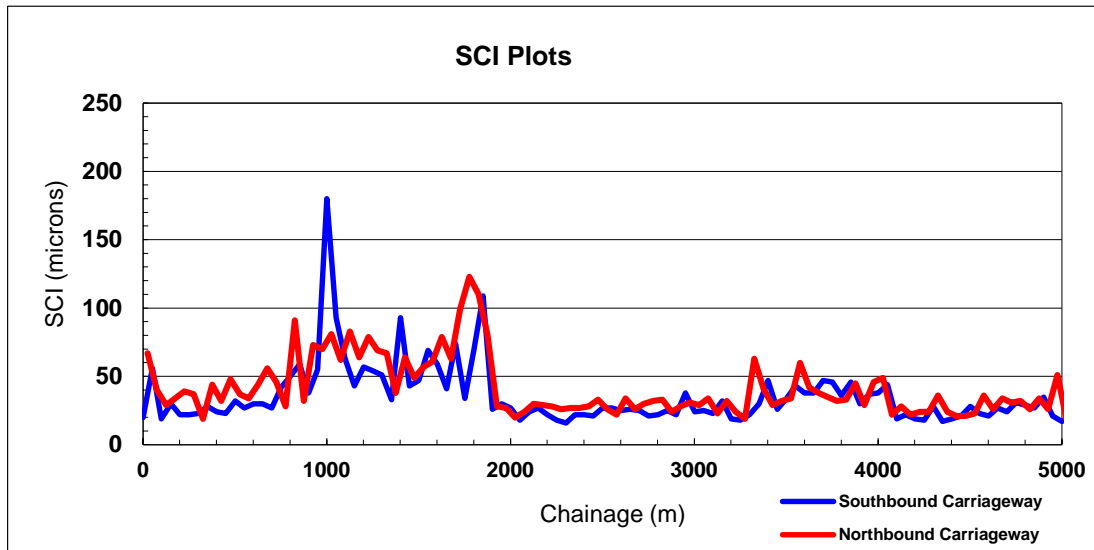


Figure 77: SCI Plots

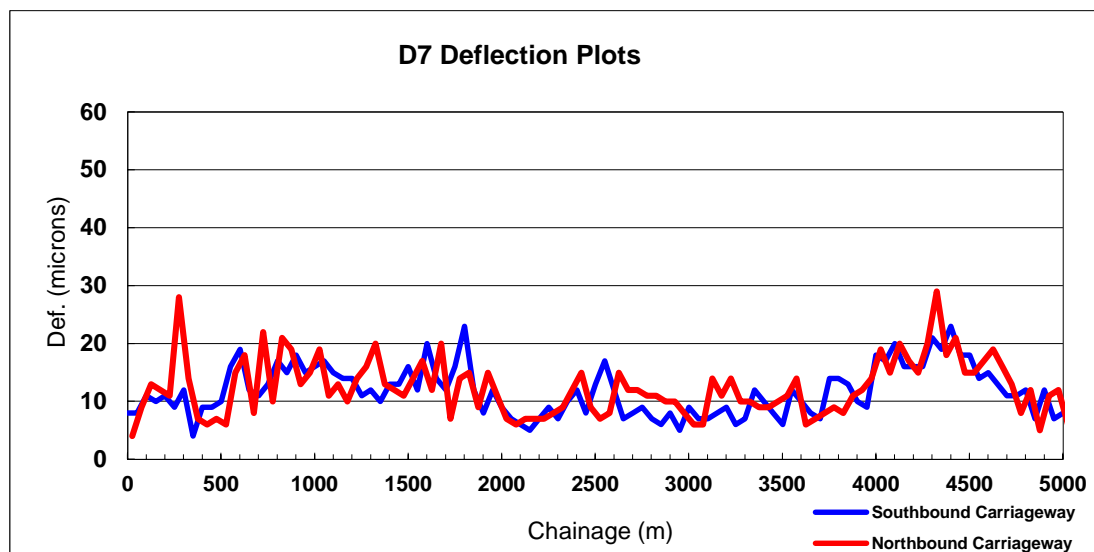


Figure 78: D7 Deflection Plots

Proposed Haul Route Maynooth - Clane

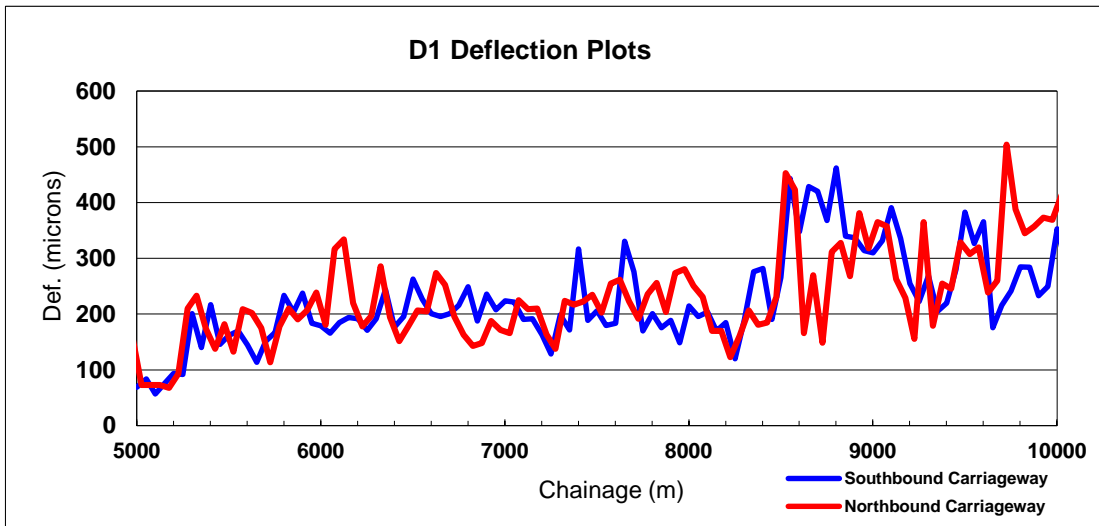


Figure 79: D1 Deflection Plots

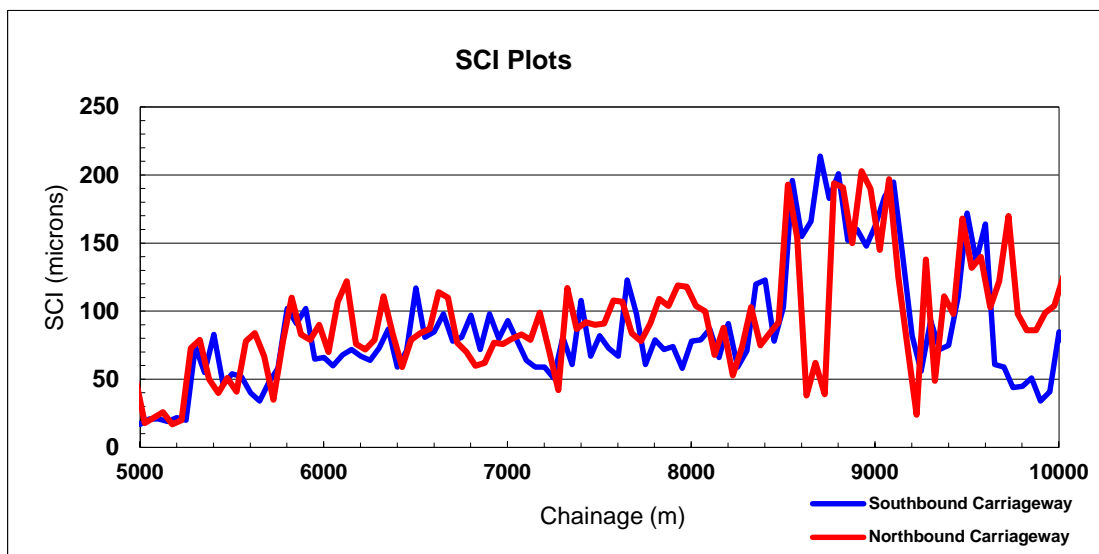


Figure 80: SCI Plots

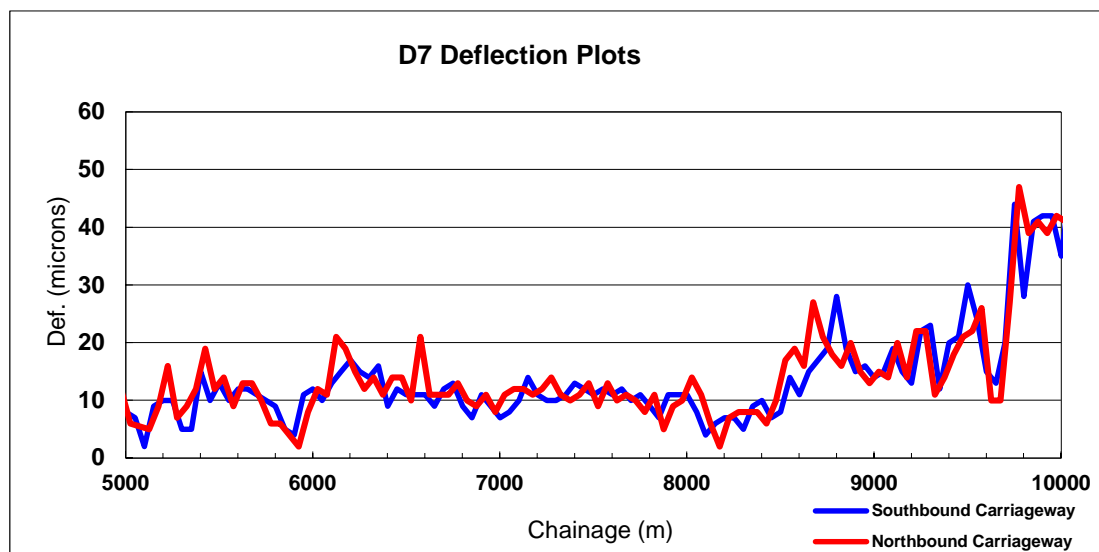


Figure 81: D7 Deflection Plots

Proposed Haul Route Maynooth - Clane

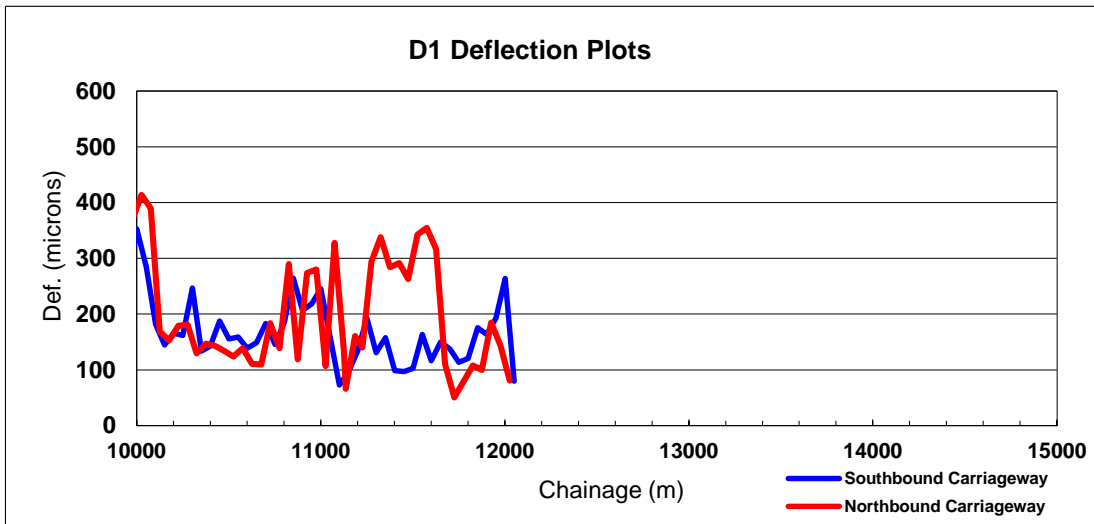


Figure 82: D1 Deflection Plots

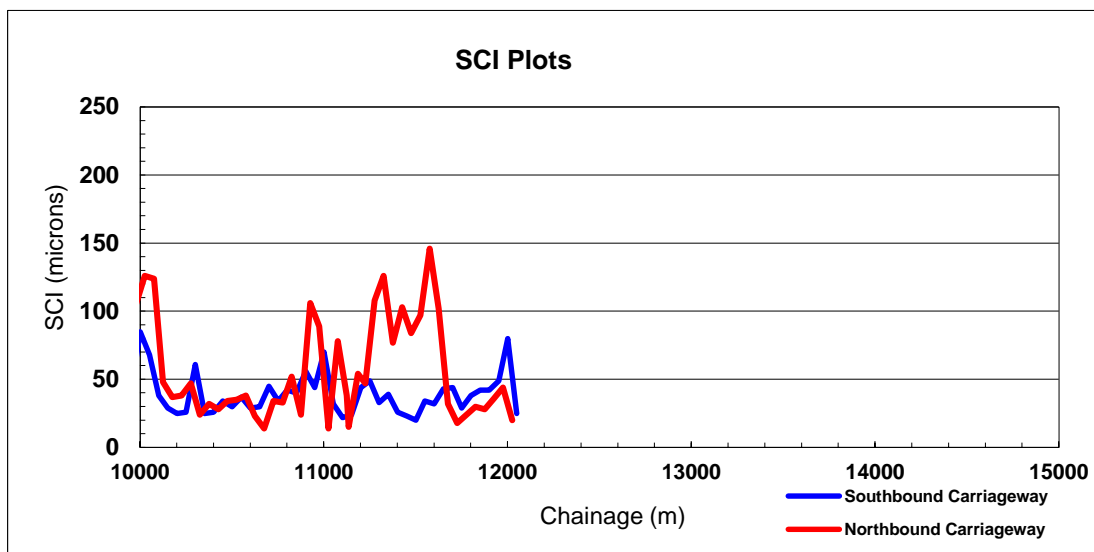


Figure 83: SCI Plots

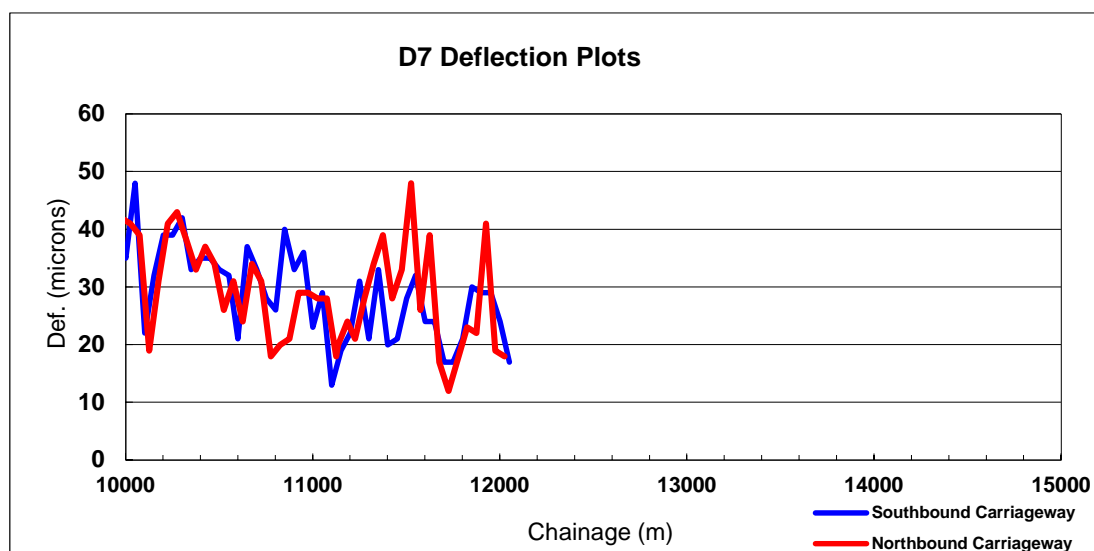


Figure 84: D7 Deflection Plots

Proposed Haul Route Kildare - Milltown

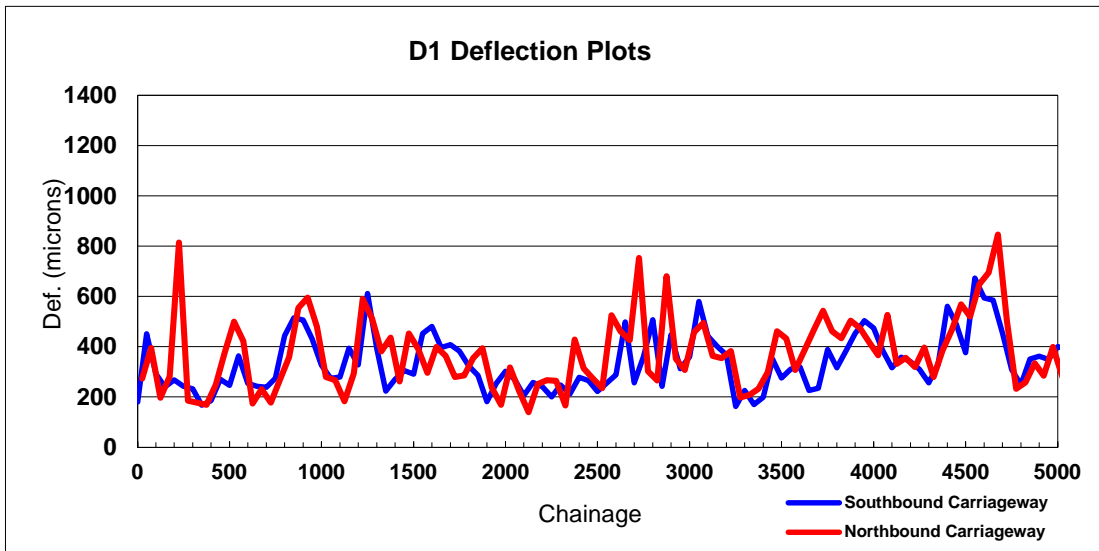


Figure 85: D1 Deflection Plots

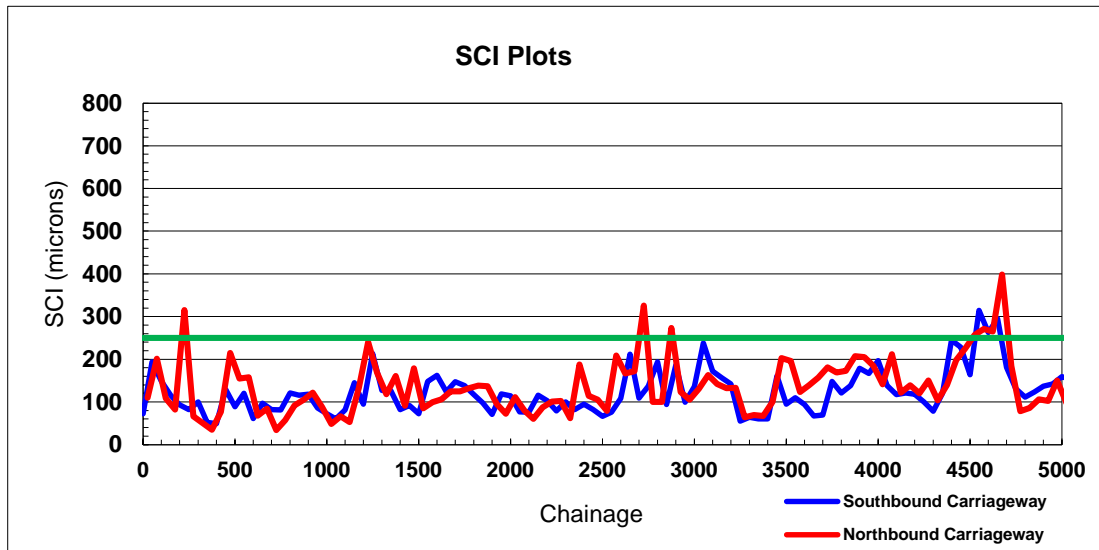


Figure 86: SCI Plots

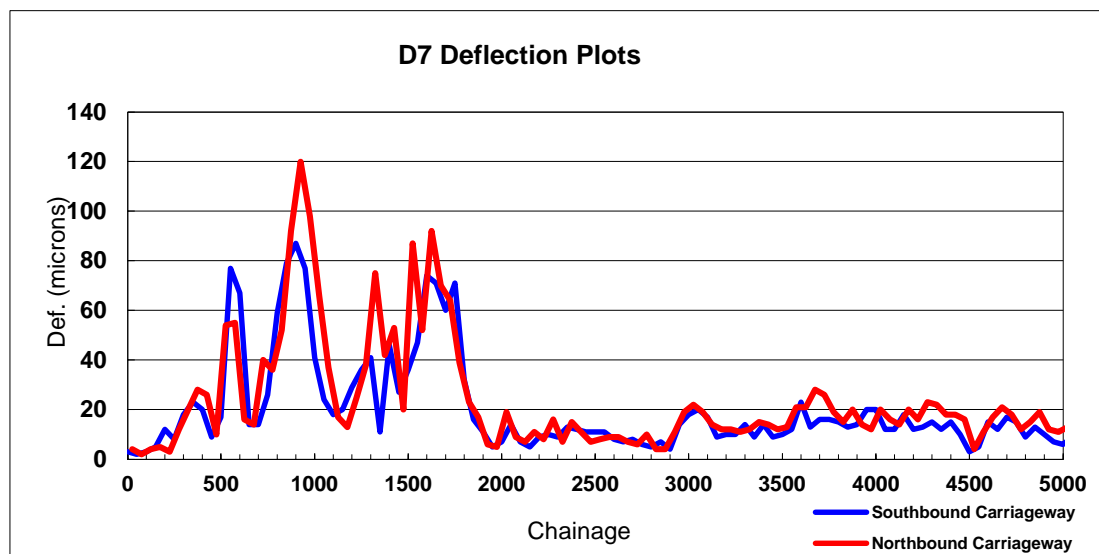


Figure 87: D7 Deflection Plots

Proposed Haul Route Kildare - Milltown

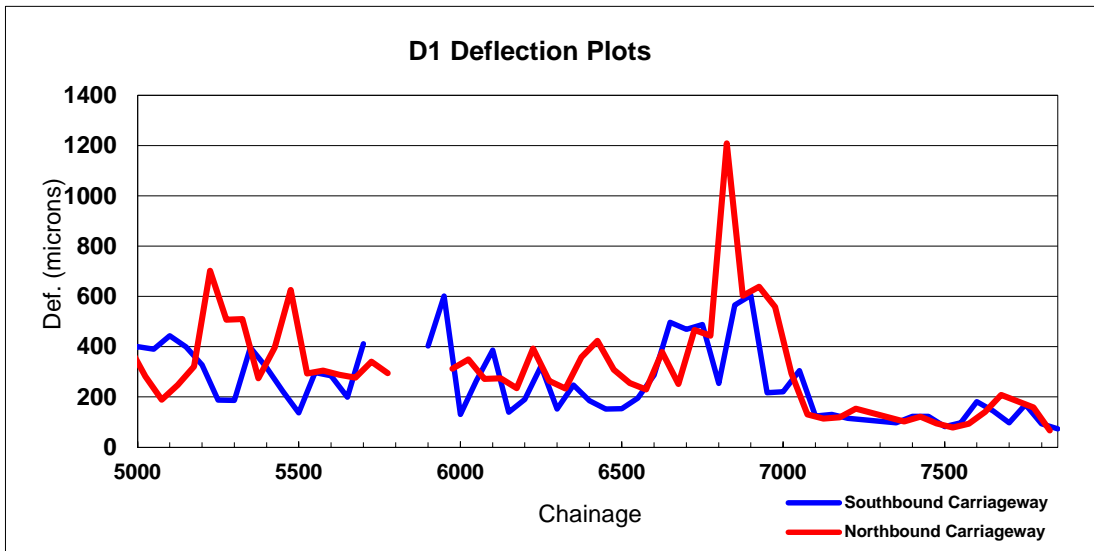


Figure 88: D1 Deflection Plots

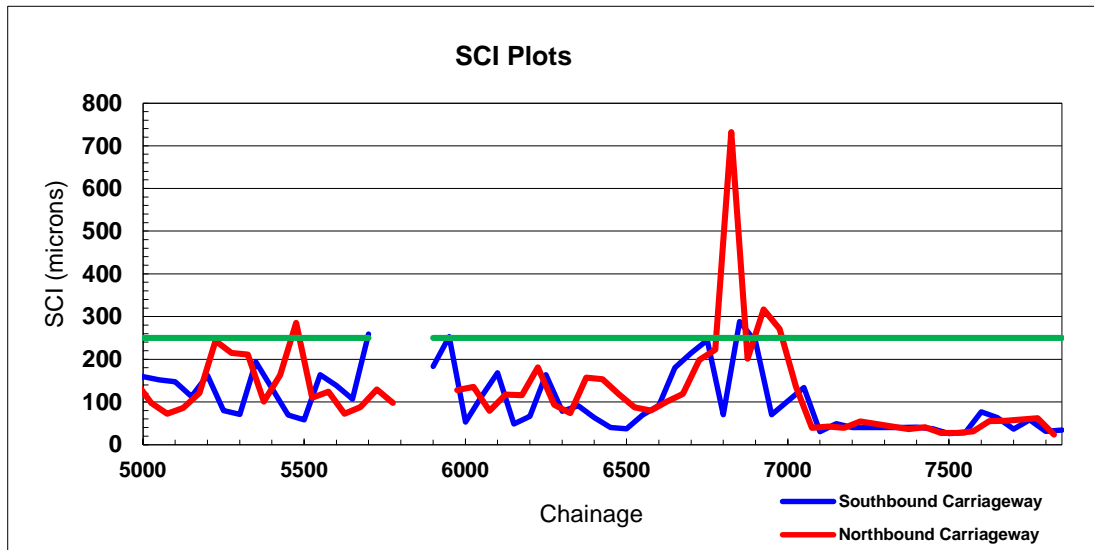


Figure 89: SCI Plots

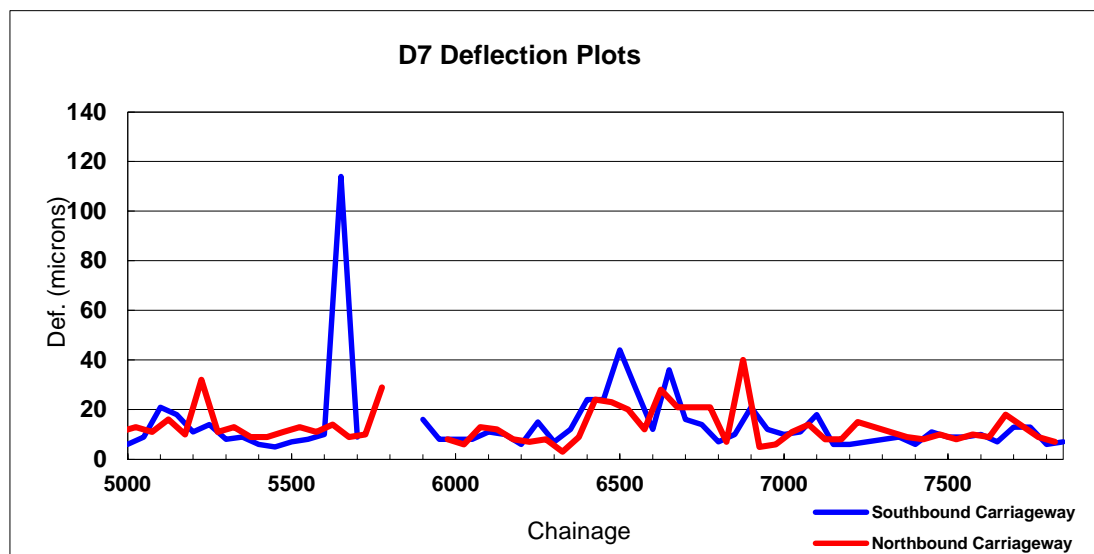


Figure 90: D7 Deflection Plots

Haul Route No. 1.2

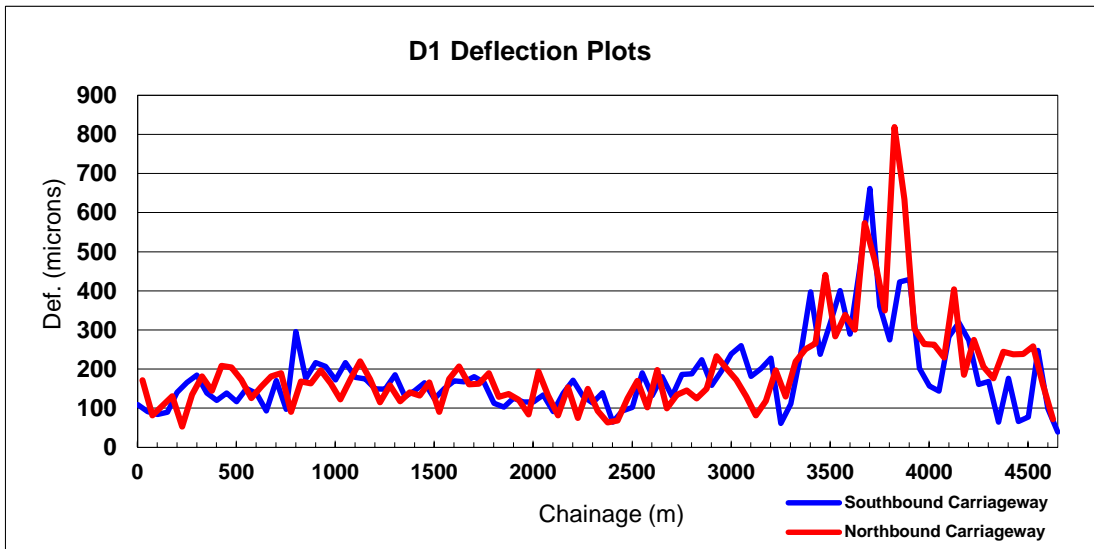


Figure 91: D1 Deflection Plots

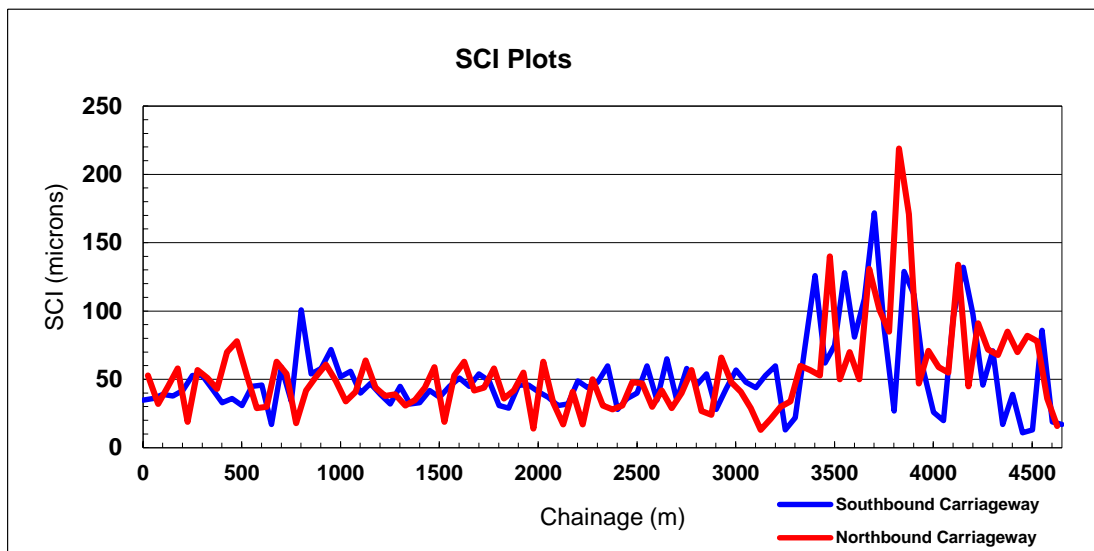


Figure 92: SCI Plots

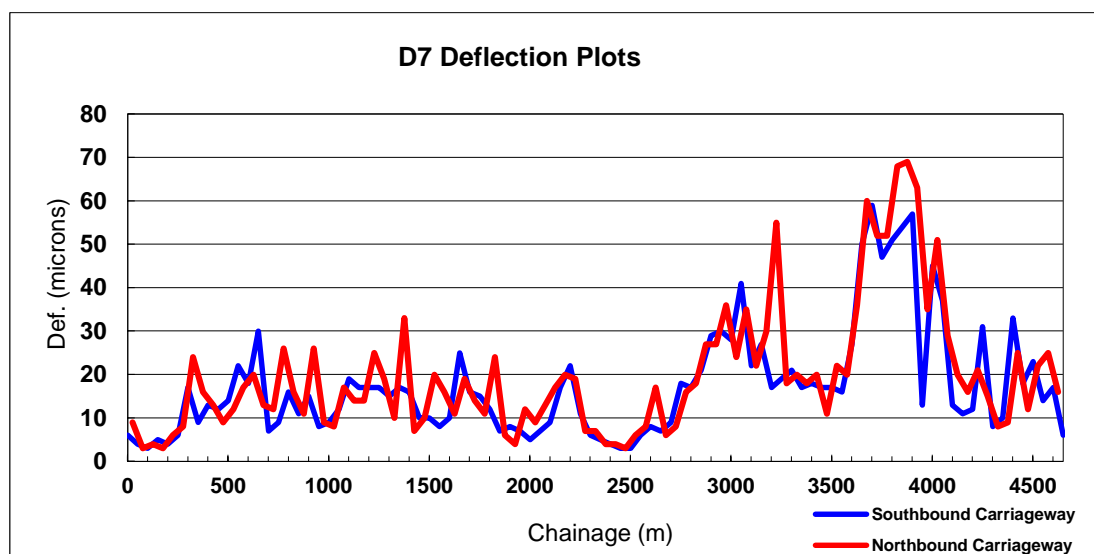


Figure 93: D7 Deflection Plots

Haul Route No. 1 Section C-D

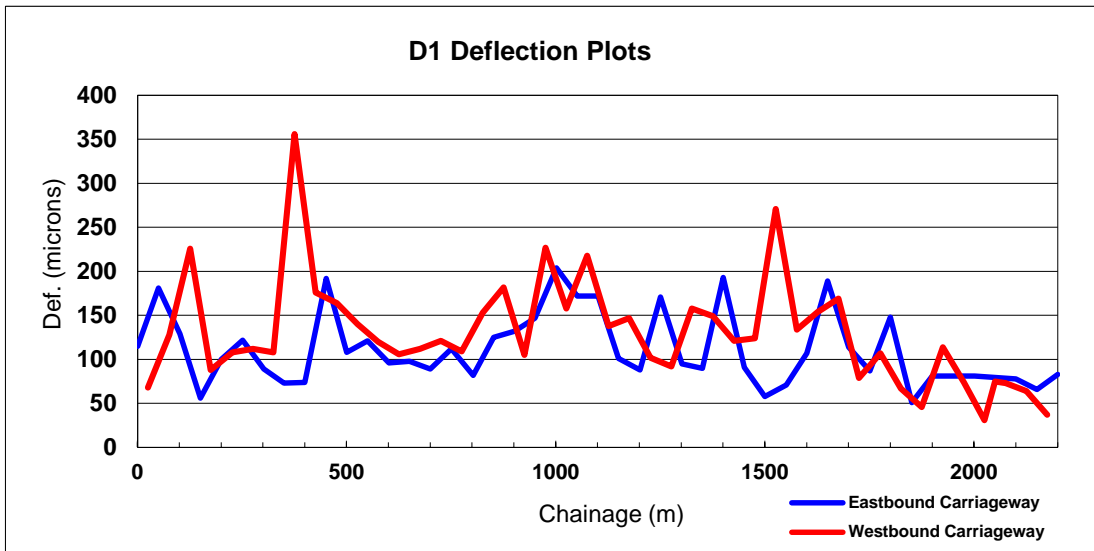


Figure 94: D1 Deflection Plots

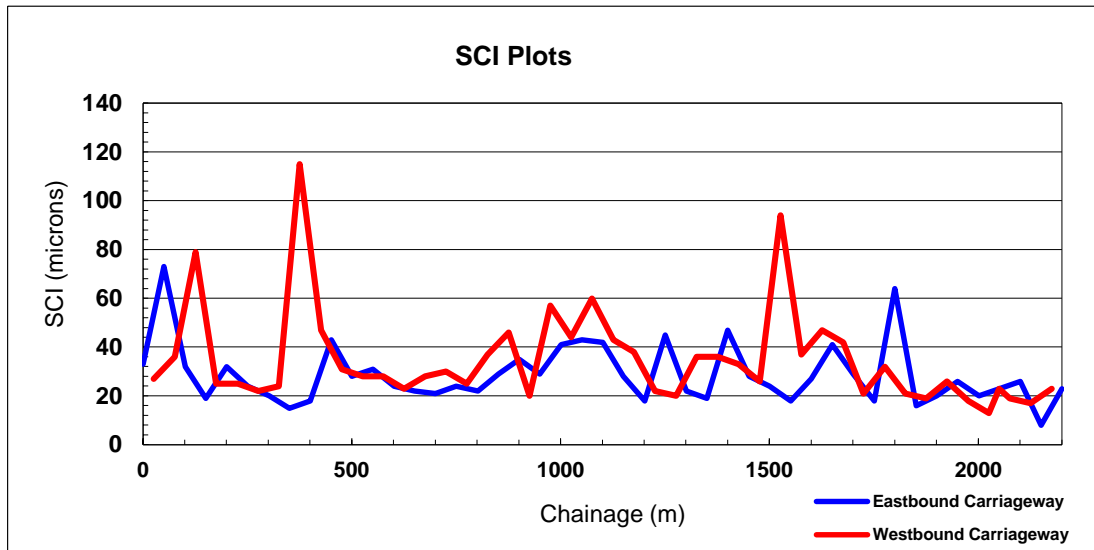


Figure 95: SCI Plots

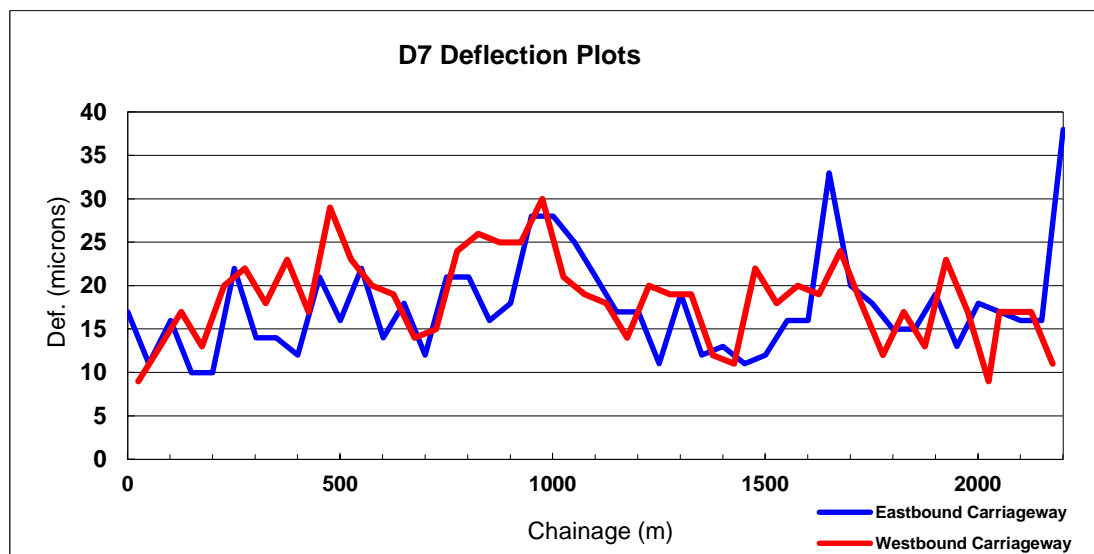


Figure 96: D7 Deflection Plots

L2030

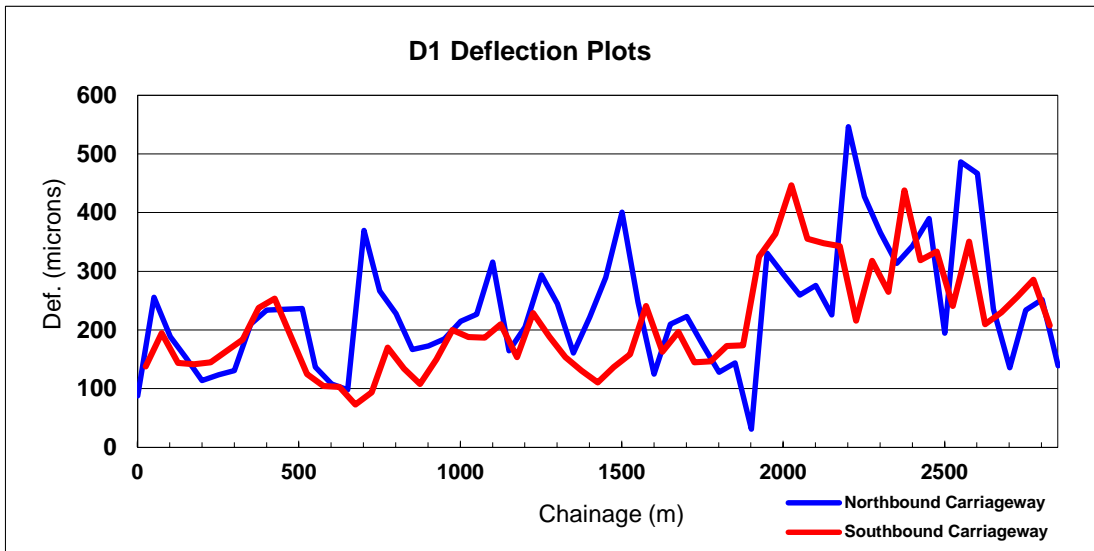


Figure 97: D1 Deflection Plots

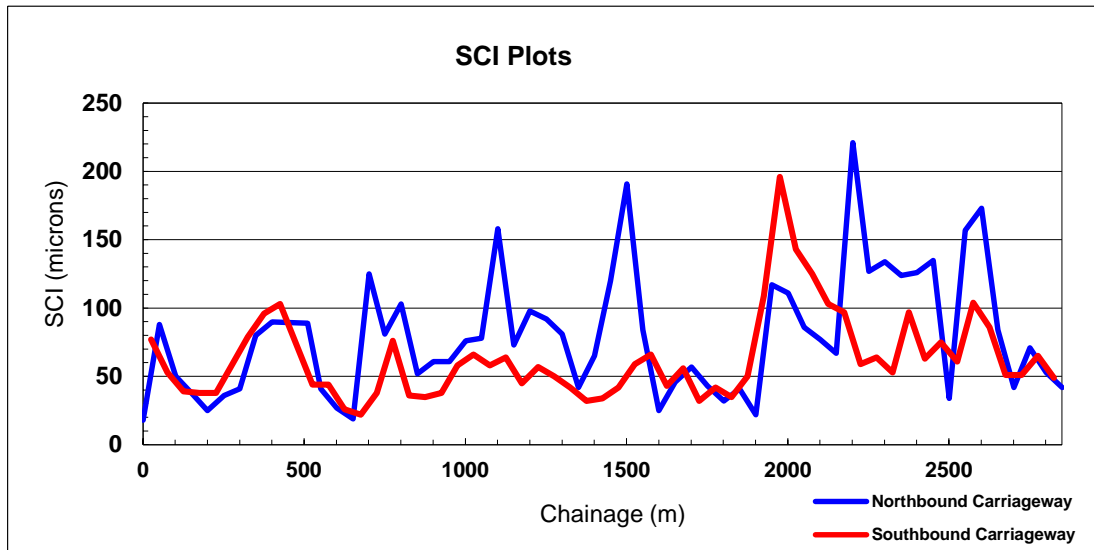


Figure 98: SCI Plots

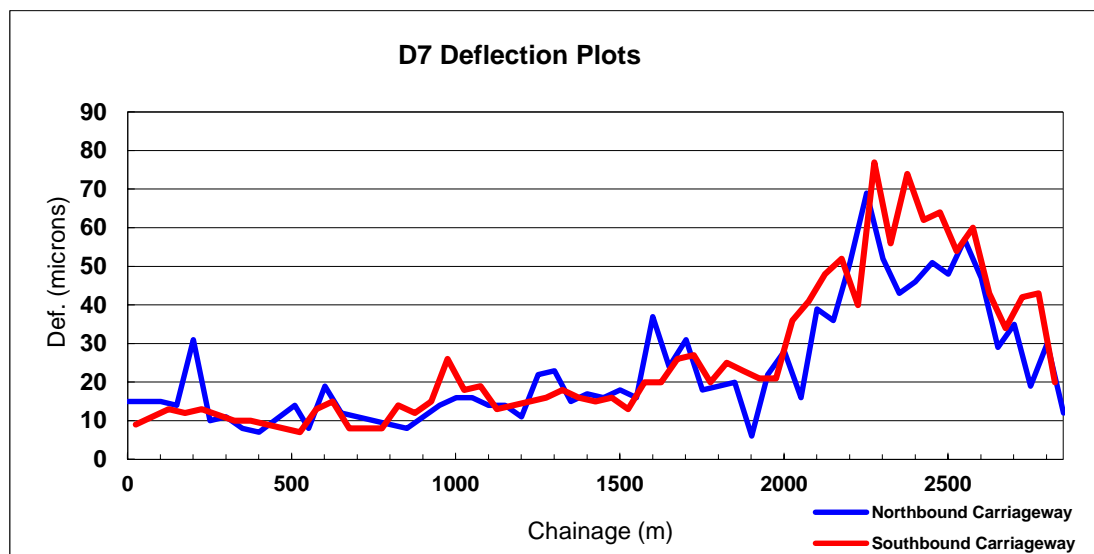


Figure 99: D7 Deflection Plots

Appendix B – Tabulated Deflection Results

| R409 | | | | | |
|------------------------|-----------|-----------|-----------|------------|----------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 143 | 51 | 9 | 280111 | 226828 |
| 76 | 100 | 43 | 8 | 280143 | 226789 |
| 125 | 118 | 43 | 13 | 280185 | 226765 |
| 175 | 118 | 53 | 11 | 280231 | 226746 |
| 226 | 149 | 57 | 11 | 280276 | 226721 |
| 276 | 147 | 43 | 22 | 280318 | 226694 |
| 326 | 189 | 49 | 19 | 280357 | 226663 |
| 375 | 253 | 91 | 12 | 280387 | 226624 |
| 425 | 181 | 82 | 8 | 280417 | 226585 |
| 476 | 251 | 86 | 12 | 280456 | 226552 |
| 527 | 139 | 25 | 22 | 280500 | 226529 |
| 576 | 146 | 28 | 27 | 280548 | 226521 |
| 627 | 105 | 33 | 8 | 280598 | 226514 |
| 676 | 169 | 49 | 20 | 280640 | 226489 |
| 726 | 120 | 33 | 8 | 280674 | 226452 |
| 776 | 92 | 22 | 14 | 280706 | 226417 |
| 826 | 99 | 40 | 9 | 280747 | 226387 |
| 875 | 111 | 28 | 11 | 280789 | 226361 |
| 926 | 117 | 27 | 20 | 280830 | 226332 |
| 976 | 135 | 42 | 15 | 280872 | 226306 |
| 1025 | 164 | 61 | 10 | 280919 | 226291 |
| 1075 | 216 | 80 | 16 | 280968 | 226279 |
| 1126 | 305 | 144 | 8 | 281015 | 226260 |
| 1175 | 191 | 82 | 9 | 281058 | 226236 |
| 1227 | 253 | 83 | 15 | 281100 | 226207 |
| 1275 | 252 | 89 | 17 | 281142 | 226185 |
| 1325 | 216 | 64 | 12 | 281190 | 226170 |
| 1375 | 200 | 97 | 12 | 281239 | 226160 |
| 1426 | 201 | 88 | 6 | 281288 | 226151 |
| 1477 | 405 | 131 | 15 | 281338 | 226149 |
| 1526 | 228 | 98 | 14 | 281387 | 226147 |
| 1576 | 414 | 172 | 17 | 281430 | 226121 |
| 1626 | 376 | 141 | 20 | 281464 | 226085 |
| 1675 | 366 | 163 | 13 | 281503 | 226056 |
| 1726 | 364 | 151 | 15 | 281551 | 226041 |
| 1776 | 440 | 117 | 20 | 281600 | 226038 |
| 1826 | 305 | 101 | 15 | 281648 | 226048 |
| 1876 | 205 | 86 | 8 | 281698 | 226058 |
| 1926 | 228 | 98 | 9 | 281747 | 226054 |
| 1976 | 175 | 70 | 10 | 281793 | 226034 |
| 2025 | 158 | 77 | 10 | 281838 | 226014 |
| 2075 | 137 | 48 | 11 | 281883 | 225993 |
| 2126 | 159 | 37 | 20 | 281930 | 225978 |
| 2176 | 152 | 40 | 18 | 281980 | 225974 |
| 2226 | 202 | 81 | 11 | 282029 | 225980 |

| R409 | | | | | |
|------------------------|-----------|-----------|-----------|------------|----------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2275 | 241 | 92 | 13 | 282078 | 225977 |
| 2325 | 289 | 110 | 15 | 282124 | 225956 |
| 2376 | 228 | 24 | 24 | 282168 | 225933 |
| 2426 | 136 | 63 | 9 | 282213 | 225910 |
| 2475 | 268 | 123 | 14 | 282243 | 225872 |
| 2525 | 182 | 58 | 17 | 282268 | 225829 |
| 2575 | 303 | 82 | 29 | 282288 | 225783 |
| 2626 | 248 | 77 | 28 | 282309 | 225738 |
| 2676 | 220 | 73 | 17 | 282331 | 225693 |
| 2726 | 319 | 105 | 26 | 282365 | 225657 |
| 2776 | 237 | 89 | 16 | 282403 | 225625 |
| 2826 | 313 | 104 | 15 | 282435 | 225588 |
| 2876 | 326 | 104 | 19 | 282459 | 225544 |
| 2927 | 232 | 61 | 22 | 282480 | 225497 |
| 2976 | 217 | 70 | 23 | 282519 | 225470 |
| 3027 | 242 | 81 | 20 | 282560 | 225440 |
| 3075 | 290 | 106 | 17 | 282589 | 225400 |
| 3125 | 302 | 106 | 17 | 282616 | 225359 |
| 3176 | 247 | 67 | 22 | 282643 | 225315 |
| 3225 | 227 | 60 | 22 | 282671 | 225275 |
| 3277 | 291 | 95 | 26 | 282701 | 225234 |
| 3326 | 175 | 57 | 17 | 282732 | 225196 |
| 3375 | 237 | 77 | 20 | 282764 | 225159 |
| 3425 | 194 | 48 | 21 | 282790 | 225117 |
| 3476 | 159 | 48 | 15 | 282813 | 225072 |
| 3526 | 209 | 67 | 22 | 282831 | 225027 |
| 3575 | 169 | 46 | 16 | 282853 | 224982 |
| 3628 | 185 | 44 | 19 | 282885 | 224943 |
| 3675 | 156 | 41 | 22 | 282921 | 224910 |
| 3725 | 314 | 132 | 17 | 282965 | 224886 |
| 3775 | 184 | 61 | 20 | 282996 | 224851 |
| 3826 | 238 | 60 | 20 | 283038 | 224823 |
| 3877 | 172 | 46 | 19 | 283080 | 224794 |
| 3926 | 228 | 78 | 14 | 283120 | 224765 |
| 3976 | 143 | 34 | 13 | 283160 | 224736 |
| 4026 | 147 | 48 | 13 | 283200 | 224707 |
| 4077 | 157 | 56 | 11 | 283241 | 224677 |
| 4126 | 156 | 40 | 17 | 283281 | 224648 |
| 4175 | 163 | 48 | 21 | 283321 | 224619 |
| 4226 | 164 | 60 | 12 | 283356 | 224583 |
| 4275 | 233 | 103 | 12 | 283386 | 224544 |
| 4327 | 246 | 76 | 18 | 283417 | 224502 |
| 4375 | 228 | 69 | 25 | 283447 | 224464 |
| 4426 | 231 | 77 | 16 | 283478 | 224424 |
| 4475 | 233 | 77 | 14 | 283508 | 224385 |

| R409 | | | | | |
|------------------------|-----------|-----------|-----------|------------|----------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4525 | 199 | 62 | 18 | 283539 | 224346 |
| 4576 | 207 | 64 | 18 | 283570 | 224306 |
| 4626 | 240 | 74 | 18 | 283601 | 224266 |
| 4676 | 204 | 81 | 10 | 283631 | 224228 |
| 4725 | 127 | 39 | 12 | 283661 | 224189 |
| 4776 | 167 | 56 | 19 | 283690 | 224146 |
| 4825 | 225 | 53 | 26 | 283711 | 224102 |
| 4875 | 237 | 66 | 26 | 283732 | 224057 |
| 4926 | 183 | 55 | 20 | 283753 | 224011 |
| 4975 | 212 | 60 | 22 | 283774 | 223967 |
| 5026 | 196 | 51 | 17 | 283794 | 223920 |
| 5076 | 252 | 50 | 27 | 283816 | 223875 |
| 5126 | 224 | 55 | 22 | 283837 | 223830 |
| 5176 | 242 | 49 | 30 | 283858 | 223784 |
| 5227 | 183 | 40 | 23 | 283880 | 223738 |
| 5277 | 145 | 47 | 22 | 283900 | 223693 |
| 5326 | 205 | 64 | 24 | 283920 | 223648 |
| 5376 | 124 | 44 | 9 | 283940 | 223603 |
| 5425 | 119 | 37 | 11 | 283960 | 223557 |
| 5476 | 129 | 44 | 9 | 283981 | 223511 |
| 5525 | 146 | 46 | 14 | 284000 | 223467 |
| 5575 | 132 | 32 | 17 | 284022 | 223422 |
| 5626 | 153 | 40 | 16 | 284042 | 223375 |
| 5676 | 146 | 47 | 13 | 284061 | 223329 |
| 5726 | 149 | 33 | 21 | 284074 | 223280 |
| 5775 | 130 | 28 | 18 | 284084 | 223232 |
| 5825 | 132 | 40 | 11 | 284093 | 223183 |
| 5878 | 174 | 67 | 16 | 284104 | 223131 |
| 5925 | 135 | 69 | 6 | 284113 | 223085 |
| 5975 | 196 | 74 | 11 | 284123 | 223036 |
| 6025 | 172 | 79 | 12 | 284134 | 222987 |
| 6076 | 156 | 57 | 16 | 284145 | 222938 |
| 6126 | 208 | 69 | 16 | 284156 | 222890 |
| 6175 | 220 | 82 | 13 | 284174 | 222845 |
| 6225 | 266 | 91 | 14 | 284196 | 222800 |
| 6275 | 199 | 68 | 15 | 284217 | 222754 |
| 6326 | 159 | 52 | 11 | 284239 | 222708 |
| 6376 | 239 | 72 | 13 | 284259 | 222663 |
| 6425 | 121 | 37 | 14 | 284280 | 222618 |
| 6476 | 186 | 56 | 13 | 284301 | 222572 |
| 6525 | 156 | 43 | 13 | 284321 | 222528 |
| 6575 | 165 | 58 | 16 | 284342 | 222482 |
| 6628 | 153 | 48 | 15 | 284372 | 222441 |
| 6675 | 170 | 62 | 13 | 284408 | 222408 |
| 6726 | 181 | 67 | 12 | 284443 | 222373 |

| R409 | | | | | |
|------------------------|-----------|-----------|-----------|------------|----------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6775 | 180 | 71 | 8 | 284477 | 222336 |
| 6825 | 207 | 107 | 11 | 284510 | 222299 |
| 6875 | 189 | 76 | 13 | 284542 | 222262 |
| 6926 | 183 | 73 | 12 | 284574 | 222222 |
| 6976 | 159 | 56 | 9 | 284604 | 222182 |
| 7025 | 246 | 107 | 7 | 284632 | 222142 |
| 7076 | 197 | 80 | 10 | 284656 | 222097 |
| 7125 | 195 | 71 | 10 | 284676 | 222052 |
| 7175 | 139 | 50 | 12 | 284688 | 222003 |
| 7228 | 195 | 66 | 15 | 284693 | 221951 |
| 7275 | 215 | 68 | 16 | 284697 | 221904 |
| 7325 | 217 | 80 | 17 | 284705 | 221854 |
| 7375 | 232 | 101 | 14 | 284717 | 221806 |
| 7426 | 322 | 163 | 10 | 284735 | 221760 |
| 7485 | 257 | 153 | 7 | 284759 | 221706 |
| 7525 | 233 | 129 | 4 | 284783 | 221673 |
| 7580 | 142 | 57 | 6 | 284815 | 221628 |
| 7625 | 108 | 62 | 6 | 284844 | 221593 |
| 7675 | 113 | 33 | 7 | 284871 | 221551 |
| 7725 | 167 | 49 | 11 | 284897 | 221508 |
| 7776 | 224 | 99 | 12 | 284924 | 221465 |
| 7826 | 198 | 64 | 14 | 284950 | 221423 |
| 7876 | 271 | 113 | 9 | 284976 | 221380 |
| 7926 | 369 | 205 | 12 | 284996 | 221335 |
| 7975 | 298 | 112 | 22 | 285016 | 221290 |
| 8026 | 452 | 168 | 30 | 285040 | 221246 |
| 8076 | 169 | 55 | 27 | 285072 | 221207 |
| 8125 | 141 | 33 | 37 | 285106 | 221171 |
| 8180 | 231 | 107 | 19 | 285144 | 221134 |
| 8225 | 132 | 49 | 19 | 285176 | 221101 |
| 8277 | 157 | 78 | 26 | 285211 | 221064 |
| 8326 | 247 | 119 | 13 | 285247 | 221029 |
| 8377 | 108 | 38 | 14 | 285281 | 220992 |
| 8425 | 140 | 61 | 16 | 285307 | 220952 |
| 8475 | 265 | 115 | 28 | 285333 | 220908 |
| 8525 | 125 | 51 | 19 | 285359 | 220866 |
| 8575 | 168 | 53 | 26 | 285385 | 220824 |
| 8726 | 259 | 83 | 16 | 285469 | 220700 |
| 8775 | 314 | 114 | 20 | 285497 | 220659 |
| 8825 | 277 | 94 | 22 | 285527 | 220619 |
| 8876 | 347 | 142 | 22 | 285557 | 220579 |
| 8926 | 318 | 142 | 14 | 285587 | 220539 |
| 8976 | 341 | 177 | 13 | 285617 | 220499 |
| 9026 | 285 | 120 | 15 | 285646 | 220459 |
| 9075 | 302 | 137 | 15 | 285676 | 220419 |

| R409 | | | | | |
|------------------------|-----------|-----------|-----------|------------|----------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9126 | 175 | 45 | 19 | 285706 | 220378 |
| 9175 | 244 | 96 | 12 | 285735 | 220339 |
| 9225 | 262 | 97 | 18 | 285765 | 220299 |
| 9275 | 326 | 149 | 15 | 285795 | 220259 |
| 9326 | 342 | 142 | 16 | 285825 | 220219 |
| 9375 | 231 | 95 | 13 | 285854 | 220179 |
| 9426 | 134 | 33 | 18 | 285885 | 220139 |
| 9475 | 76 | 18 | 12 | 285914 | 220100 |
| 9526 | 196 | 52 | 14 | 285948 | 220063 |
| 9577 | 172 | 71 | 11 | 285992 | 220038 |
| 9626 | 217 | 80 | 16 | 286038 | 220021 |
| 9676 | 232 | 91 | 16 | 286084 | 220004 |
| 9725 | 210 | 82 | 22 | 286132 | 219992 |
| 9775 | 167 | 63 | 17 | 286182 | 219985 |
| 9825 | 153 | 55 | 12 | 286230 | 219974 |
| 9875 | 153 | 58 | 10 | 286279 | 219962 |
| 9925 | 120 | 41 | 11 | 286327 | 219949 |
| 9975 | 130 | 43 | 16 | 286375 | 219935 |
| 10025 | 160 | 56 | 14 | 286423 | 219921 |
| 10075 | 136 | 51 | 10 | 286471 | 219906 |
| 10125 | 148 | 50 | 17 | 286519 | 219892 |
| 10175 | 158 | 49 | 14 | 286567 | 219880 |
| 10226 | 141 | 57 | 13 | 286616 | 219867 |
| 10277 | 170 | 65 | 9 | 286665 | 219853 |
| 10326 | 245 | 94 | 11 | 286711 | 219835 |
| 10375 | 336 | 162 | 8 | 286756 | 219816 |
| 10426 | 353 | 163 | 7 | 286804 | 219802 |
| 10475 | 153 | 40 | 7 | 286852 | 219791 |
| 10576 | 96 | 20 | 9 | 286950 | 219769 |
| 10626 | 223 | 82 | 8 | 286999 | 219757 |
| 10676 | 107 | 31 | 10 | 287047 | 219747 |
| 10726 | 106 | 33 | 8 | 287095 | 219734 |
| 10775 | 83 | 21 | 16 | 287143 | 219728 |

| R409 | | | | | |
|------------------------|-----------|-----------|-----------|------------|----------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 165 | 82 | 7 | 280087 | 226849 |
| 50 | 86 | 20 | 10 | 280120 | 226812 |
| 100 | 83 | 29 | 6 | 280153 | 226778 |
| 150 | 188 | 81 | 14 | 280197 | 226757 |
| 201 | 99 | 31 | 14 | 280245 | 226734 |
| 250 | 98 | 28 | 13 | 280289 | 226708 |
| 301 | 112 | 32 | 10 | 280330 | 226682 |
| 350 | 145 | 49 | 9 | 280366 | 226647 |
| 401 | 126 | 33 | 10 | 280395 | 226607 |
| 451 | 111 | 36 | 7 | 280428 | 226569 |
| 500 | 124 | 33 | 12 | 280468 | 226539 |
| 550 | 171 | 43 | 13 | 280515 | 226521 |
| 600 | 211 | 83 | 16 | 280562 | 226514 |
| 651 | 122 | 30 | 13 | 280611 | 226503 |
| 701 | 151 | 31 | 17 | 280650 | 226474 |
| 750 | 124 | 40 | 12 | 280682 | 226435 |
| 800 | 133 | 49 | 14 | 280718 | 226402 |
| 850 | 156 | 34 | 12 | 280760 | 226374 |
| 900 | 160 | 59 | 10 | 280802 | 226348 |
| 950 | 228 | 76 | 18 | 280844 | 226319 |
| 1000 | 264 | 96 | 17 | 280888 | 226295 |
| 1050 | 308 | 133 | 12 | 280936 | 226283 |
| 1100 | 277 | 119 | 13 | 280985 | 226269 |
| 1151 | 295 | 128 | 13 | 281029 | 226248 |
| 1201 | 334 | 162 | 10 | 281071 | 226223 |
| 1250 | 283 | 123 | 10 | 281113 | 226195 |
| 1301 | 289 | 124 | 12 | 281158 | 226174 |
| 1350 | 276 | 116 | 12 | 281207 | 226162 |
| 1401 | 225 | 106 | 15 | 281257 | 226153 |
| 1451 | 255 | 95 | 10 | 281305 | 226145 |
| 1500 | 346 | 173 | 10 | 281355 | 226147 |
| 1550 | 638 | 272 | 13 | 281403 | 226136 |
| 1600 | 485 | 178 | 23 | 281441 | 226105 |
| 1650 | 137 | 70 | 9 | 281475 | 226068 |
| 1700 | 174 | 87 | 8 | 281520 | 226046 |
| 1750 | 315 | 129 | 12 | 281568 | 226033 |
| 1800 | 161 | 78 | 12 | 281618 | 226037 |
| 1850 | 199 | 101 | 14 | 281666 | 226047 |
| 1901 | 371 | 103 | 13 | 281715 | 226055 |
| 1950 | 279 | 142 | 8 | 281763 | 226043 |
| 2000 | 357 | 112 | 17 | 281808 | 226023 |
| 2050 | 213 | 77 | 12 | 281854 | 226001 |
| 2100 | 273 | 101 | 15 | 281900 | 225981 |
| 2150 | 141 | 56 | 12 | 281949 | 225971 |
| 2200 | 147 | 29 | 16 | 281998 | 225971 |

| R409 | | | | | |
|------------------------|-----------|-----------|-----------|------------|----------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2250 | 308 | 98 | 15 | 282047 | 225975 |
| 2300 | 299 | 101 | 17 | 282095 | 225966 |
| 2350 | 269 | 104 | 15 | 282139 | 225944 |
| 2400 | 332 | 148 | 13 | 282184 | 225922 |
| 2450 | 191 | 62 | 13 | 282224 | 225895 |
| 2500 | 206 | 76 | 15 | 282250 | 225853 |
| 2550 | 313 | 106 | 21 | 282275 | 225808 |
| 2600 | 325 | 141 | 11 | 282293 | 225760 |
| 2650 | 259 | 103 | 16 | 282312 | 225717 |
| 2700 | 173 | 64 | 14 | 282340 | 225674 |
| 2750 | 262 | 101 | 12 | 282377 | 225641 |
| 2800 | 224 | 79 | 17 | 282413 | 225608 |
| 2850 | 280 | 109 | 16 | 282443 | 225567 |
| 2900 | 251 | 89 | 16 | 282464 | 225521 |
| 2950 | 179 | 70 | 12 | 282492 | 225480 |
| 3000 | 188 | 88 | 14 | 282535 | 225454 |
| 3050 | 193 | 65 | 12 | 282570 | 225420 |
| 3100 | 324 | 109 | 17 | 282598 | 225379 |
| 3150 | 292 | 110 | 28 | 282625 | 225340 |
| 3200 | 244 | 78 | 20 | 282650 | 225297 |
| 3250 | 241 | 88 | 20 | 282682 | 225255 |
| 3300 | 282 | 106 | 17 | 282710 | 225216 |
| 3350 | 303 | 110 | 16 | 282742 | 225178 |
| 3400 | 154 | 37 | 20 | 282774 | 225141 |
| 3450 | 208 | 63 | 16 | 282794 | 225092 |
| 3500 | 203 | 56 | 19 | 282818 | 225048 |
| 3550 | 208 | 72 | 15 | 282834 | 225001 |
| 3600 | 139 | 51 | 14 | 282865 | 224963 |
| 3650 | 198 | 52 | 25 | 282897 | 224926 |
| 3700 | 197 | 58 | 26 | 282938 | 224898 |
| 3800 | 169 | 67 | 13 | 283011 | 224837 |
| 3850 | 156 | 55 | 17 | 283052 | 224808 |
| 3900 | 207 | 108 | 8 | 283093 | 224778 |
| 3950 | 216 | 88 | 12 | 283134 | 224749 |
| 4000 | 195 | 75 | 10 | 283175 | 224720 |
| 4050 | 260 | 124 | 12 | 283215 | 224691 |
| 4100 | 253 | 108 | 11 | 283255 | 224661 |
| 4150 | 265 | 100 | 15 | 283296 | 224632 |
| 4200 | 248 | 62 | 18 | 283333 | 224601 |
| 4250 | 277 | 124 | 15 | 283366 | 224563 |
| 4300 | 347 | 129 | 19 | 283396 | 224522 |
| 4350 | 226 | 60 | 21 | 283427 | 224483 |
| 4400 | 201 | 65 | 18 | 283458 | 224444 |
| 4450 | 192 | 66 | 13 | 283488 | 224404 |
| 4500 | 237 | 75 | 19 | 283519 | 224365 |

| R409 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4551 | 265 | 92 | 13 | 283549 | 224326 |
| 4601 | 245 | 74 | 20 | 283580 | 224286 |
| 4651 | 217 | 74 | 15 | 283611 | 224248 |
| 4701 | 165 | 64 | 7 | 283641 | 224209 |
| 4751 | 208 | 83 | 9 | 283671 | 224168 |
| 4800 | 292 | 74 | 30 | 283696 | 224126 |
| 4850 | 241 | 67 | 26 | 283717 | 224079 |
| 4900 | 212 | 59 | 24 | 283738 | 224034 |
| 4950 | 236 | 69 | 19 | 283758 | 223989 |
| 5000 | 189 | 88 | 10 | 283779 | 223943 |
| 5050 | 218 | 70 | 22 | 283800 | 223898 |
| 5100 | 408 | 139 | 22 | 283821 | 223853 |
| 5150 | 218 | 67 | 24 | 283843 | 223807 |
| 5200 | 251 | 76 | 37 | 283864 | 223761 |
| 5250 | 261 | 86 | 23 | 283884 | 223717 |
| 5300 | 208 | 70 | 23 | 283905 | 223672 |
| 5350 | 177 | 56 | 16 | 283925 | 223625 |
| 5400 | 135 | 54 | 5 | 283945 | 223580 |
| 5450 | 168 | 57 | 14 | 283965 | 223532 |
| 5500 | 180 | 56 | 17 | 283986 | 223487 |
| 5550 | 158 | 56 | 13 | 284006 | 223442 |
| 5600 | 152 | 48 | 14 | 284028 | 223397 |
| 5640 | 157 | 50 | 11 | 284046 | 223354 |
| 5700 | 174 | 60 | 13 | 284064 | 223306 |
| 5750 | 138 | 36 | 19 | 284074 | 223257 |
| 5800 | 146 | 45 | 15 | 284084 | 223207 |
| 5850 | 123 | 46 | 11 | 284094 | 223158 |
| 5900 | 119 | 39 | 6 | 284104 | 223109 |
| 5950 | 122 | 48 | 8 | 284114 | 223060 |
| 6000 | 153 | 43 | 14 | 284124 | 223011 |
| 6050 | 161 | 47 | 18 | 284135 | 222963 |
| 6100 | 188 | 54 | 20 | 284146 | 222914 |
| 6150 | 229 | 88 | 11 | 284159 | 222866 |
| 6200 | 142 | 36 | 13 | 284181 | 222821 |
| 6250 | 152 | 45 | 18 | 284203 | 222777 |
| 6300 | 265 | 95 | 17 | 284224 | 222731 |
| 6350 | 273 | 83 | 15 | 284244 | 222685 |
| 6400 | 213 | 61 | 17 | 284265 | 222641 |
| 6450 | 234 | 66 | 16 | 284286 | 222595 |
| 6500 | 190 | 43 | 17 | 284307 | 222549 |
| 6550 | 257 | 87 | 24 | 284327 | 222504 |
| 6600 | 149 | 43 | 17 | 284351 | 222460 |
| 6650 | 274 | 116 | 14 | 284383 | 222425 |
| 6700 | 183 | 63 | 14 | 284422 | 222389 |
| 6750 | 201 | 75 | 10 | 284456 | 222353 |

| R409 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6800 | 144 | 54 | 12 | 284490 | 222316 |
| 6850 | 166 | 72 | 10 | 284522 | 222279 |
| 6900 | 129 | 46 | 9 | 284554 | 222240 |
| 6952 | 128 | 48 | 12 | 284584 | 222202 |
| 7000 | 142 | 54 | 11 | 284613 | 222161 |
| 7051 | 161 | 66 | 10 | 284640 | 222118 |
| 7100 | 190 | 63 | 13 | 284662 | 222074 |
| 7152 | 131 | 51 | 8 | 284679 | 222026 |
| 7201 | 180 | 52 | 13 | 284688 | 221978 |
| 7251 | 165 | 65 | 13 | 284691 | 221928 |
| 7301 | 222 | 82 | 15 | 284696 | 221880 |
| 7353 | 217 | 72 | 16 | 284706 | 221830 |
| 7402 | 84 | 18 | 26 | 284721 | 221782 |
| 7450 | 307 | 126 | 17 | 284740 | 221735 |
| 7501 | 368 | 192 | 9 | 284764 | 221689 |
| 7550 | 136 | 44 | 6 | 284794 | 221650 |
| 7601 | 263 | 101 | 5 | 284824 | 221610 |
| 7650 | 203 | 96 | 6 | 284854 | 221570 |
| 7700 | 166 | 73 | 5 | 284880 | 221527 |
| 7751 | 267 | 111 | 11 | 284906 | 221485 |
| 7801 | 360 | 164 | 14 | 284933 | 221443 |
| 7851 | 122 | 28 | 19 | 284960 | 221399 |
| 7903 | 122 | 26 | 37 | 284983 | 221357 |
| 7951 | 266 | 70 | 25 | 284998 | 221317 |
| 8001 | 242 | 47 | 36 | 285025 | 221266 |
| 8051 | 234 | 67 | 36 | 285051 | 221224 |
| 8101 | 395 | 171 | 23 | 285086 | 221190 |
| 8151 | 264 | 81 | 15 | 285121 | 221151 |
| 8201 | 298 | 129 | 14 | 285156 | 221115 |
| 8250 | 253 | 100 | 20 | 285191 | 221079 |
| 8302 | 316 | 138 | 17 | 285226 | 221045 |
| 8351 | 370 | 149 | 13 | 285261 | 221009 |
| 8400 | 345 | 124 | 13 | 285291 | 220971 |
| 8450 | 330 | 128 | 19 | 285317 | 220927 |
| 8501 | 654 | 304 | 36 | 285343 | 220885 |
| 8552 | 271 | 116 | 23 | 285369 | 220842 |
| 8600 | 487 | 202 | 26 | 285395 | 220800 |
| 8750 | 358 | 144 | 24 | 285479 | 220677 |
| 8800 | 428 | 186 | 15 | 285509 | 220636 |
| 8850 | 344 | 130 | 14 | 285539 | 220596 |
| 8900 | 243 | 91 | 18 | 285569 | 220556 |
| 8950 | 266 | 133 | 18 | 285599 | 220517 |
| 9000 | 277 | 132 | 15 | 285629 | 220476 |
| 9050 | 272 | 121 | 18 | 285658 | 220436 |
| 9100 | 227 | 96 | 14 | 285688 | 220396 |

| R409 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9150 | 285 | 112 | 16 | 285718 | 220356 |
| 9200 | 272 | 92 | 17 | 285747 | 220316 |
| 9250 | 279 | 110 | 16 | 285777 | 220276 |
| 9300 | 238 | 88 | 15 | 285807 | 220236 |
| 9350 | 72 | 9 | 25 | 285836 | 220197 |
| 9400 | 158 | 56 | 12 | 285866 | 220156 |
| 9450 | 64 | 20 | 11 | 285895 | 220116 |
| 9500 | 347 | 107 | 22 | 285927 | 220077 |
| 9550 | 427 | 182 | 15 | 285966 | 220046 |
| 9600 | 334 | 145 | 11 | 286012 | 220026 |
| 9650 | 309 | 104 | 14 | 286059 | 220009 |
| 9700 | 344 | 85 | 27 | 286107 | 219993 |
| 9750 | 196 | 54 | 16 | 286156 | 219984 |
| 9800 | 198 | 63 | 12 | 286205 | 219976 |
| 9850 | 147 | 58 | 10 | 286254 | 219964 |
| 9900 | 195 | 76 | 11 | 286303 | 219951 |
| 9950 | 135 | 42 | 11 | 286350 | 219938 |
| 10000 | 162 | 48 | 15 | 286398 | 219924 |
| 10050 | 191 | 61 | 12 | 286446 | 219910 |
| 10100 | 190 | 59 | 12 | 286494 | 219895 |
| 10150 | 176 | 52 | 13 | 286542 | 219882 |
| 10200 | 213 | 90 | 10 | 286590 | 219870 |
| 10250 | 275 | 92 | 11 | 286638 | 219857 |
| 10300 | 230 | 104 | 7 | 286685 | 219840 |
| 10350 | 336 | 150 | 10 | 286731 | 219821 |
| 10400 | 371 | 187 | 12 | 286778 | 219803 |
| 10450 | 177 | 60 | 6 | 286826 | 219791 |
| 10600 | 257 | 88 | 10 | 286972 | 219758 |
| 10650 | 122 | 36 | 9 | 287020 | 219748 |
| 10700 | 126 | 34 | 9 | 287069 | 219735 |
| 10750 | 118 | 34 | 6 | 287119 | 219725 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 248 | 71 | 28 | 283956 | 209609 |
| 75 | 88 | 22 | 24 | 283908 | 209614 |
| 125 | 147 | 29 | 31 | 283859 | 209613 |
| 175 | 98 | 15 | 28 | 283806 | 209609 |
| 225 | 256 | 61 | 36 | 283758 | 209608 |
| 275 | 180 | 44 | 28 | 283709 | 209605 |
| 325 | 148 | 42 | 23 | 283658 | 209605 |
| 375 | 191 | 59 | 18 | 283608 | 209602 |
| 425 | 187 | 34 | 42 | 283558 | 209599 |
| 475 | 326 | 49 | 93 | 283509 | 209601 |
| 525 | 260 | 84 | 23 | 283456 | 209612 |
| 575 | 233 | 52 | 36 | 283413 | 209628 |
| 625 | 405 | 176 | 28 | 283365 | 209641 |
| 675 | 313 | 145 | 18 | 283318 | 209657 |
| 725 | 352 | 91 | 21 | 283274 | 209679 |
| 775 | 506 | 98 | 28 | 283238 | 209716 |
| 825 | 254 | 67 | 23 | 283209 | 209757 |
| 875 | 392 | 123 | 35 | 283191 | 209805 |
| 925 | 432 | 163 | 33 | 283172 | 209849 |
| 975 | 429 | 126 | 35 | 283148 | 209894 |
| 1025 | 440 | 173 | 29 | 283125 | 209938 |
| 1075 | 393 | 155 | 19 | 283102 | 209982 |
| 1125 | 596 | 224 | 26 | 283079 | 210028 |
| 1175 | 466 | 154 | 27 | 283055 | 210071 |
| 1225 | 348 | 92 | 25 | 283030 | 210113 |
| 1275 | 331 | 94 | 26 | 283003 | 210155 |
| 1325 | 157 | 50 | 14 | 282974 | 210196 |
| 1375 | 188 | 56 | 20 | 282946 | 210236 |
| 1425 | 162 | 43 | 18 | 282916 | 210277 |
| 1475 | 178 | 54 | 12 | 282889 | 210320 |
| 1525 | 169 | 43 | 23 | 282863 | 210361 |
| 1575 | 177 | 53 | 16 | 282836 | 210402 |
| 1625 | 165 | 52 | 15 | 282811 | 210445 |
| 1675 | 134 | 37 | 11 | 282785 | 210489 |
| 1725 | 123 | 39 | 10 | 282758 | 210529 |
| 1775 | 133 | 45 | 14 | 282730 | 210572 |
| 1875 | 184 | 64 | 9 | 282678 | 210657 |
| 1925 | 122 | 41 | 6 | 282651 | 210698 |
| 1975 | 137 | 48 | 5 | 282623 | 210740 |
| 2025 | 149 | 49 | 7 | 282591 | 210778 |
| 2075 | 148 | 50 | 10 | 282557 | 210817 |
| 2125 | 148 | 42 | 22 | 282523 | 210852 |
| 2175 | 207 | 65 | 19 | 282484 | 210883 |
| 2225 | 202 | 67 | 22 | 282444 | 210913 |
| 2275 | 262 | 63 | 43 | 282403 | 210941 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2325 | 306 | 84 | 39 | 282360 | 210966 |
| 2375 | 331 | 124 | 19 | 282313 | 210990 |
| 2425 | 320 | 114 | 21 | 282271 | 211012 |
| 2475 | 252 | 106 | 15 | 282224 | 211031 |
| 2525 | 292 | 86 | 21 | 282178 | 211050 |
| 2575 | 203 | 80 | 17 | 282131 | 211063 |
| 2625 | 345 | 138 | 18 | 282084 | 211078 |
| 2675 | 176 | 57 | 20 | 282036 | 211094 |
| 2725 | 192 | 59 | 17 | 281989 | 211111 |
| 2775 | 145 | 34 | 20 | 281957 | 211144 |
| 2825 | 253 | 64 | 19 | 281960 | 211192 |
| 2875 | 231 | 63 | 20 | 281965 | 211244 |
| 2925 | 231 | 78 | 18 | 281967 | 211294 |
| 2975 | 179 | 57 | 15 | 281954 | 211340 |
| 3025 | 219 | 55 | 20 | 281938 | 211388 |
| 3075 | 199 | 59 | 15 | 281920 | 211433 |
| 3125 | 215 | 64 | 21 | 281900 | 211480 |
| 3175 | 200 | 57 | 11 | 281880 | 211525 |
| 3225 | 120 | 26 | 16 | 281860 | 211572 |
| 3275 | 398 | 145 | 17 | 281852 | 211622 |
| 3325 | 200 | 51 | 21 | 281846 | 211672 |
| 3375 | 200 | 64 | 20 | 281843 | 211722 |
| 3425 | 131 | 39 | 17 | 281844 | 211770 |
| 3475 | 156 | 39 | 17 | 281846 | 211821 |
| 3525 | 227 | 77 | 16 | 281840 | 211870 |
| 3575 | 357 | 119 | 29 | 281834 | 211920 |
| 3625 | 168 | 52 | 13 | 281832 | 211965 |
| 3675 | 480 | 183 | 30 | 281824 | 212019 |
| 3725 | 224 | 62 | 35 | 281818 | 212068 |
| 3775 | 297 | 100 | 27 | 281810 | 212118 |
| 3825 | 258 | 75 | 38 | 281811 | 212170 |
| 3875 | 399 | 145 | 15 | 281806 | 212218 |
| 3925 | 270 | 100 | 13 | 281802 | 212268 |
| 3975 | 249 | 82 | 22 | 281794 | 212317 |
| 4025 | 329 | 152 | 11 | 281783 | 212360 |
| 4075 | 290 | 152 | 3 | 281767 | 212412 |
| 4125 | 381 | 139 | 16 | 281751 | 212464 |
| 4175 | 236 | 88 | 56 | 281736 | 212508 |
| 4225 | 346 | 49 | 86 | 281720 | 212555 |
| 4275 | 229 | 35 | 44 | 281705 | 212607 |
| 4325 | 424 | 125 | 19 | 281690 | 212651 |
| 4375 | 274 | 120 | 15 | 281673 | 212699 |
| 4425 | 281 | 118 | 14 | 281659 | 212748 |
| 4475 | 251 | 112 | 4 | 281640 | 212791 |
| 4525 | 285 | 113 | 12 | 281619 | 212837 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4575 | 235 | 96 | 7 | 281594 | 212881 |
| 4625 | 238 | 100 | 7 | 281567 | 212923 |
| 4675 | 147 | 64 | 9 | 281540 | 212965 |
| 4725 | 310 | 124 | 20 | 281513 | 213009 |
| 4775 | 187 | 80 | 11 | 281488 | 213052 |
| 4825 | 290 | 130 | 15 | 281460 | 213092 |
| 4875 | 306 | 114 | 20 | 281432 | 213134 |
| 4925 | 303 | 120 | 20 | 281405 | 213177 |
| 4975 | 377 | 148 | 23 | 281377 | 213220 |
| 5025 | 507 | 206 | 23 | 281351 | 213262 |
| 5075 | 363 | 123 | 23 | 281324 | 213302 |
| 5125 | 279 | 109 | 16 | 281298 | 213346 |
| 5175 | 277 | 98 | 14 | 281278 | 213389 |
| 5225 | 280 | 103 | 16 | 281262 | 213438 |
| 5275 | 264 | 95 | 11 | 281253 | 213486 |
| 5325 | 123 | 37 | 13 | 281247 | 213536 |
| 5375 | 100 | 40 | 5 | 281241 | 213586 |
| 5425 | 131 | 34 | 21 | 281235 | 213635 |
| 5475 | 119 | 38 | 19 | 281228 | 213685 |
| 5525 | 161 | 64 | 10 | 281219 | 213733 |
| 5575 | 127 | 38 | 17 | 281204 | 213781 |
| 5625 | 125 | 38 | 11 | 281187 | 213828 |
| 5675 | 98 | 29 | 9 | 281165 | 213873 |
| 5725 | 163 | 59 | 10 | 281138 | 213912 |
| 5775 | 317 | 111 | 13 | 281104 | 213949 |
| 5825 | 615 | 228 | 27 | 281072 | 213986 |
| 5875 | 444 | 161 | 17 | 281041 | 214025 |
| 5925 | 261 | 83 | 37 | 281010 | 214069 |
| 5975 | 291 | 98 | 20 | 280981 | 214107 |
| 6025 | 377 | 109 | 37 | 280952 | 214147 |
| 6075 | 339 | 103 | 41 | 280923 | 214187 |
| 6125 | 470 | 142 | 25 | 280893 | 214227 |
| 6175 | 226 | 77 | 52 | 280864 | 214267 |
| 6225 | 198 | 48 | 58 | 280835 | 214308 |
| 6275 | 228 | 72 | 28 | 280805 | 214349 |
| 6325 | 244 | 52 | 32 | 280775 | 214390 |
| 6375 | 168 | 61 | 15 | 280746 | 214430 |
| 6425 | 172 | 73 | 7 | 280723 | 214473 |
| 6475 | 194 | 94 | 6 | 280708 | 214520 |
| 6525 | 288 | 120 | 3 | 280698 | 214569 |
| 6575 | 232 | 106 | 6 | 280686 | 214617 |
| 6625 | 302 | 157 | 9 | 280671 | 214665 |
| 6675 | 355 | 174 | 7 | 280651 | 214711 |
| 6725 | 258 | 106 | 6 | 280630 | 214757 |
| 6775 | 89 | 42 | 10 | 280618 | 214801 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6825 | 93 | 49 | 7 | 280655 | 214836 |
| 6875 | 83 | 32 | 16 | 280692 | 214869 |
| 6925 | 125 | 49 | 16 | 280728 | 214904 |
| 6975 | 85 | 33 | 15 | 280753 | 214946 |
| 7025 | 101 | 42 | 11 | 280749 | 214996 |
| 7075 | 78 | 33 | 10 | 280742 | 215043 |
| 7125 | 85 | 37 | 12 | 280734 | 215093 |
| 7175 | 119 | 39 | 22 | 280724 | 215142 |
| 7225 | 131 | 46 | 26 | 280714 | 215191 |
| 7275 | 187 | 56 | 37 | 280704 | 215238 |
| 7325 | 246 | 50 | 42 | 280686 | 215285 |
| 7425 | 311 | 116 | 25 | 280645 | 215291 |
| 7475 | 170 | 87 | 8 | 280608 | 215259 |
| 7525 | 186 | 104 | 12 | 280572 | 215225 |
| 7575 | 180 | 83 | 9 | 280535 | 215190 |
| 7625 | 124 | 63 | 8 | 280498 | 215156 |
| 7675 | 192 | 99 | 4 | 280462 | 215122 |
| 7725 | 152 | 80 | 7 | 280426 | 215089 |
| 7775 | 574 | 309 | 17 | 280387 | 215060 |
| 7825 | 426 | 166 | 20 | 280348 | 215093 |
| 7875 | 338 | 145 | 16 | 280313 | 215127 |
| 7925 | 407 | 190 | 12 | 280274 | 215157 |
| 7975 | 355 | 138 | 21 | 280232 | 215183 |
| 8025 | 424 | 184 | 26 | 280187 | 215207 |
| 8075 | 294 | 116 | 11 | 280144 | 215231 |
| 8125 | 246 | 125 | 11 | 280099 | 215257 |
| 8175 | 230 | 114 | 7 | 280057 | 215280 |
| 8225 | 245 | 110 | 7 | 280012 | 215301 |
| 8275 | 286 | 123 | 10 | 279966 | 215322 |
| 8325 | 131 | 28 | 21 | 279922 | 215345 |
| 8375 | 389 | 163 | 10 | 279879 | 215371 |
| 8425 | 325 | 132 | 8 | 279838 | 215401 |
| 8475 | 302 | 160 | 7 | 279802 | 215434 |
| 8525 | 208 | 107 | 8 | 279766 | 215469 |
| 8575 | 438 | 202 | 8 | 279730 | 215502 |
| 8625 | 481 | 230 | 17 | 279694 | 215539 |
| 8725 | 281 | 136 | 18 | 279629 | 215614 |
| 8775 | 399 | 143 | 40 | 279593 | 215652 |
| 8825 | 266 | 97 | 7 | 279570 | 215682 |
| 8875 | 308 | 100 | 17 | 279532 | 215715 |
| 8925 | 565 | 233 | 33 | 279492 | 215745 |
| 8975 | 370 | 108 | 21 | 279452 | 215775 |
| 9025 | 408 | 136 | 13 | 279413 | 215806 |
| 9075 | 512 | 172 | 9 | 279375 | 215837 |
| 9125 | 375 | 103 | 12 | 279335 | 215869 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9175 | 686 | 251 | 7 | 279297 | 215900 |
| 9225 | 1300 | 486 | 8 | 279258 | 215932 |
| 9275 | 295 | 134 | 13 | 279220 | 215965 |
| 9325 | 262 | 119 | 4 | 279193 | 216007 |
| 9375 | 244 | 85 | 6 | 279170 | 216050 |
| 9425 | 262 | 91 | 9 | 279141 | 216092 |
| 9475 | 226 | 81 | 12 | 279106 | 216129 |
| 9525 | 253 | 97 | 9 | 279070 | 216162 |
| 9575 | 218 | 92 | 5 | 279032 | 216194 |
| 9625 | 143 | 61 | 7 | 278991 | 216223 |
| 9675 | 335 | 139 | 5 | 278949 | 216252 |
| 9725 | 264 | 116 | 5 | 278910 | 216282 |
| 9775 | 270 | 123 | 4 | 278871 | 216313 |
| 9825 | 281 | 116 | 5 | 278831 | 216344 |
| 9875 | 177 | 85 | 5 | 278792 | 216375 |
| 9925 | 232 | 88 | 10 | 278750 | 216402 |
| 9975 | 150 | 65 | 11 | 278706 | 216425 |
| 10025 | 219 | 86 | 13 | 278668 | 216456 |
| 10075 | 171 | 61 | 13 | 278637 | 216496 |
| 10125 | 195 | 77 | 9 | 278608 | 216536 |
| 10175 | 183 | 87 | 5 | 278578 | 216577 |
| 10225 | 218 | 90 | 13 | 278543 | 216611 |
| 10275 | 286 | 142 | 8 | 278504 | 216643 |
| 10325 | 293 | 128 | 7 | 278465 | 216674 |
| 10375 | 172 | 70 | 5 | 278426 | 216706 |
| 10425 | 411 | 194 | 8 | 278387 | 216737 |
| 10475 | 438 | 204 | 15 | 278347 | 216768 |
| 10525 | 517 | 232 | 9 | 278304 | 216792 |
| 10575 | 695 | 339 | 11 | 278255 | 216804 |
| 10625 | 452 | 214 | 9 | 278205 | 216807 |
| 10675 | 647 | 306 | 8 | 278155 | 216802 |
| 10725 | 547 | 257 | 7 | 278105 | 216796 |
| 10775 | 472 | 257 | 5 | 278056 | 216790 |
| 10825 | 248 | 114 | 8 | 278006 | 216785 |
| 10875 | 282 | 154 | 7 | 277957 | 216789 |
| 10925 | 193 | 93 | 6 | 277911 | 216808 |
| 10975 | 224 | 103 | 4 | 277866 | 216831 |
| 11025 | 240 | 126 | 3 | 277820 | 216851 |
| 11075 | 256 | 124 | 11 | 277773 | 216867 |
| 11125 | 416 | 185 | 9 | 277726 | 216883 |
| 11175 | 229 | 90 | 9 | 277680 | 216903 |
| 11225 | 239 | 96 | 7 | 277634 | 216923 |
| 11275 | 334 | 143 | 8 | 277588 | 216943 |
| 11325 | 340 | 124 | 6 | 277543 | 216965 |
| 11375 | 289 | 89 | 13 | 277497 | 216984 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11425 | 416 | 178 | 9 | 277451 | 217003 |
| 11475 | 435 | 190 | 6 | 277406 | 217025 |
| 11525 | 392 | 178 | 7 | 277362 | 217048 |
| 11575 | 596 | 290 | 11 | 277319 | 217072 |
| 11625 | 449 | 213 | 9 | 277275 | 217096 |
| 11675 | 475 | 240 | 5 | 277231 | 217120 |
| 11725 | 313 | 159 | 6 | 277187 | 217144 |
| 11775 | 499 | 255 | 6 | 277141 | 217165 |
| 11825 | 316 | 166 | 4 | 277094 | 217183 |
| 11875 | 252 | 137 | 6 | 277047 | 217198 |
| 11925 | 210 | 80 | 17 | 276999 | 217211 |
| 11975 | 234 | 89 | 10 | 276952 | 217228 |
| 12025 | 186 | 75 | 4 | 276908 | 217253 |
| 12075 | 253 | 87 | 14 | 276868 | 217283 |
| 12125 | 192 | 86 | 7 | 276829 | 217313 |
| 12175 | 317 | 128 | 8 | 276790 | 217344 |
| 12225 | 310 | 126 | 10 | 276750 | 217375 |
| 12275 | 199 | 98 | 7 | 276708 | 217401 |
| 12325 | 365 | 208 | 6 | 276666 | 217428 |
| 12375 | 306 | 158 | 8 | 276625 | 217455 |
| 12425 | 255 | 124 | 13 | 276583 | 217485 |
| 12475 | 311 | 200 | 6 | 276544 | 217516 |
| 12525 | 256 | 129 | 8 | 276508 | 217550 |
| 12575 | 399 | 218 | 7 | 276473 | 217585 |
| 12625 | 271 | 149 | 5 | 276435 | 217617 |
| 12675 | 248 | 105 | 5 | 276393 | 217646 |
| 12725 | 298 | 171 | 5 | 276346 | 217662 |
| 12775 | 208 | 128 | 4 | 276297 | 217674 |
| 12825 | 394 | 190 | 5 | 276252 | 217692 |
| 12875 | 360 | 196 | 7 | 276208 | 217717 |
| 12925 | 540 | 237 | 20 | 276168 | 217747 |
| 12975 | 389 | 149 | 25 | 276136 | 217777 |
| 13025 | 502 | 287 | 18 | 276100 | 217820 |
| 13075 | 236 | 115 | 21 | 276070 | 217860 |
| 13125 | 214 | 66 | 19 | 276041 | 217900 |
| 13175 | 383 | 222 | 10 | 276014 | 217942 |
| 13225 | 337 | 215 | 8 | 275989 | 217986 |
| 13275 | 339 | 171 | 9 | 275966 | 218030 |
| 13325 | 247 | 125 | 6 | 275946 | 218075 |
| 13375 | 157 | 110 | 6 | 275926 | 218120 |
| 13425 | 228 | 146 | 5 | 275918 | 218169 |
| 13475 | 293 | 178 | 5 | 275920 | 218219 |
| 13525 | 256 | 122 | 10 | 275926 | 218269 |
| 13575 | 321 | 132 | 13 | 275935 | 218317 |
| 13625 | 406 | 121 | 53 | 275945 | 218366 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13675 | 222 | 81 | 14 | 275957 | 218415 |
| 13725 | 223 | 81 | 26 | 275964 | 218465 |
| 13775 | 113 | 35 | 47 | 275962 | 218515 |
| 13825 | 234 | 40 | 96 | 275961 | 218565 |
| 13875 | 423 | 83 | 154 | 275961 | 218615 |
| 13925 | 537 | 137 | 157 | 275962 | 218665 |
| 13975 | 415 | 100 | 121 | 275962 | 218714 |
| 14025 | 380 | 97 | 93 | 275962 | 218715 |
| 14075 | 219 | 85 | 18 | 275963 | 218765 |
| 14125 | 253 | 118 | 9 | 275964 | 218815 |
| 14175 | 204 | 91 | 12 | 275964 | 218865 |
| 14225 | 218 | 81 | 16 | 275958 | 218915 |
| 14275 | 173 | 82 | 10 | 275950 | 218964 |
| 14325 | 256 | 111 | 9 | 275949 | 219013 |
| 14375 | 302 | 118 | 10 | 275952 | 219063 |
| 14425 | 262 | 152 | 7 | 275956 | 219113 |
| 14475 | 321 | 146 | 7 | 275959 | 219163 |
| 14525 | 322 | 130 | 10 | 275962 | 219213 |
| 14575 | 298 | 139 | 14 | 275965 | 219263 |
| 14625 | 274 | 146 | 5 | 275965 | 219313 |
| 14675 | 363 | 188 | 7 | 275967 | 219363 |
| 14725 | 303 | 188 | 7 | 275973 | 219413 |
| 14775 | 223 | 131 | 6 | 275978 | 219461 |
| 14825 | 310 | 147 | 18 | 275989 | 219510 |
| 14875 | 374 | 154 | 21 | 275999 | 219560 |
| 14925 | 271 | 80 | 16 | 276009 | 219609 |
| 14975 | 180 | 70 | 10 | 276013 | 219659 |
| 15025 | 129 | 57 | 9 | 276014 | 219708 |
| 15075 | 162 | 76 | 8 | 276015 | 219759 |
| 15125 | 213 | 92 | 8 | 276018 | 219808 |
| 15175 | 200 | 98 | 11 | 276033 | 219856 |
| 15225 | 182 | 79 | 10 | 276048 | 219904 |
| 15275 | 175 | 74 | 13 | 276057 | 219953 |
| 15325 | 239 | 86 | 15 | 276065 | 220002 |
| 15375 | 254 | 104 | 9 | 276081 | 220049 |
| 15425 | 255 | 119 | 7 | 276112 | 220087 |
| 15475 | 247 | 101 | 10 | 276153 | 220116 |
| 15525 | 266 | 120 | 14 | 276197 | 220140 |
| 15575 | 186 | 70 | 11 | 276244 | 220157 |
| 15625 | 226 | 96 | 16 | 276281 | 220191 |
| 15675 | 188 | 73 | 15 | 276317 | 220226 |
| 15725 | 230 | 82 | 21 | 276346 | 220267 |
| 15775 | 168 | 72 | 7 | 276375 | 220307 |
| 15825 | 131 | 44 | 19 | 276400 | 220350 |
| 15875 | 123 | 47 | 16 | 276423 | 220396 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 15925 | 107 | 46 | 6 | 276430 | 220445 |
| 15975 | 176 | 44 | 26 | 276445 | 220493 |
| 16025 | 142 | 54 | 14 | 276457 | 220541 |
| 16075 | 121 | 30 | 17 | 276456 | 220591 |
| 16125 | 98 | 25 | 20 | 276458 | 220641 |
| 16175 | 220 | 65 | 15 | 276450 | 220691 |
| 16225 | 126 | 27 | 18 | 276446 | 220742 |
| 16275 | 89 | 24 | 13 | 276438 | 220791 |
| 16325 | 183 | 43 | 22 | 276441 | 220840 |
| 16375 | 169 | 51 | 12 | 276428 | 220889 |
| 16425 | 116 | 32 | 15 | 276413 | 220936 |
| 16475 | 100 | 32 | 12 | 276396 | 220983 |
| 16525 | 128 | 44 | 12 | 276377 | 221030 |
| 16575 | 135 | 42 | 13 | 276367 | 221078 |
| 16625 | 147 | 40 | 16 | 276361 | 221128 |
| 16675 | 160 | 46 | 18 | 276344 | 221175 |
| 16725 | 181 | 77 | 16 | 276325 | 221221 |
| 16775 | 159 | 59 | 12 | 276309 | 221267 |
| 16825 | 129 | 56 | 7 | 276311 | 221317 |
| 16875 | 276 | 123 | 6 | 276323 | 221366 |
| 16925 | 320 | 147 | 3 | 276341 | 221412 |
| 16975 | 227 | 109 | 13 | 276364 | 221456 |
| 17025 | 448 | 237 | 8 | 276391 | 221497 |
| 17075 | 104 | 35 | 13 | 276425 | 221534 |
| 17125 | 96 | 15 | 30 | 276458 | 221571 |
| 17175 | 99 | 23 | 19 | 276489 | 221611 |
| 17225 | 267 | 112 | 11 | 276516 | 221652 |
| 17275 | 391 | 211 | 12 | 276540 | 221697 |
| 17325 | 110 | 36 | 27 | 276563 | 221741 |
| 17375 | 194 | 65 | 17 | 276590 | 221783 |
| 17425 | 324 | 125 | 24 | 276618 | 221824 |
| 17475 | 325 | 118 | 20 | 276653 | 221859 |
| 17525 | 241 | 74 | 14 | 276692 | 221890 |
| 17575 | 519 | 210 | 15 | 276723 | 221928 |
| 17625 | 386 | 152 | 16 | 276756 | 221968 |
| 17675 | 252 | 94 | 18 | 276789 | 222007 |
| 17725 | 171 | 59 | 9 | 276820 | 222046 |
| 17775 | 293 | 99 | 16 | 276850 | 222084 |
| 17825 | 585 | 225 | 17 | 276881 | 222124 |
| 17875 | 391 | 137 | 16 | 276913 | 222162 |
| 17925 | 272 | 89 | 23 | 276946 | 222199 |
| 17975 | 256 | 104 | 9 | 276981 | 222235 |
| 18025 | 467 | 165 | 18 | 277015 | 222272 |
| 18075 | 347 | 113 | 8 | 277052 | 222305 |
| 18125 | 614 | 204 | 22 | 277091 | 222336 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 18175 | 361 | 133 | 12 | 277130 | 222367 |
| 18225 | 323 | 126 | 13 | 277168 | 222401 |
| 18275 | 669 | 288 | 14 | 277201 | 222439 |
| 18325 | 280 | 87 | 13 | 277229 | 222479 |
| 18375 | 141 | 77 | 9 | 277257 | 222521 |
| 18425 | 287 | 88 | 10 | 277285 | 222563 |
| 18475 | 206 | 4 | 26 | 277312 | 222604 |
| 18525 | 272 | 75 | 14 | 277340 | 222646 |
| 18575 | 320 | 140 | 5 | 277367 | 222688 |
| 18625 | 295 | 114 | 19 | 277394 | 222731 |
| 18675 | 250 | 123 | 7 | 277422 | 222773 |
| 18725 | 237 | 88 | 7 | 277451 | 222812 |
| 18775 | 165 | 47 | 24 | 277485 | 222849 |
| 18825 | 41 | 12 | 15 | 277501 | 222889 |
| 18875 | 281 | 105 | 15 | 277461 | 222920 |
| 18925 | 1040 | 529 | 36 | 277422 | 222950 |
| 18975 | 328 | 70 | 23 | 277385 | 222983 |
| 19025 | 247 | 93 | 11 | 277355 | 223023 |
| 19075 | 202 | 78 | 24 | 277325 | 223063 |
| 19125 | 257 | 112 | 12 | 277290 | 223098 |
| 19175 | 408 | 177 | 6 | 277252 | 223131 |
| 19225 | 485 | 190 | 20 | 277209 | 223156 |
| 19275 | 463 | 154 | 12 | 277168 | 223185 |
| 19325 | 364 | 118 | 24 | 277128 | 223214 |
| 19375 | 218 | 31 | 34 | 277087 | 223244 |
| 19425 | 251 | 39 | 39 | 277047 | 223274 |
| 19475 | 239 | 66 | 27 | 277008 | 223304 |
| 19525 | 333 | 76 | 23 | 276969 | 223336 |
| 19575 | 683 | 332 | 42 | 276931 | 223368 |
| 19625 | 97 | 41 | 11 | 276882 | 223377 |
| 19675 | 244 | 73 | 15 | 276833 | 223378 |
| 19725 | 176 | 93 | 6 | 276810 | 223417 |
| 19775 | 177 | 75 | 5 | 276809 | 223466 |
| 19825 | 211 | 86 | 8 | 276811 | 223516 |
| 19875 | 165 | 73 | 6 | 276814 | 223566 |
| 19925 | 247 | 99 | 10 | 276812 | 223616 |
| 19975 | 183 | 92 | 4 | 276813 | 223666 |
| 20025 | 170 | 78 | 5 | 276823 | 223714 |
| 20075 | 195 | 78 | 8 | 276846 | 223758 |
| 20125 | 164 | 62 | 6 | 276871 | 223802 |
| 20175 | 226 | 87 | 9 | 276895 | 223845 |
| 20225 | 233 | 89 | 5 | 276902 | 223895 |
| 20275 | 248 | 139 | 5 | 276902 | 223945 |
| 20325 | 311 | 117 | 5 | 276899 | 223995 |
| 20375 | 178 | 77 | 6 | 276896 | 224045 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 20425 | 239 | 103 | 8 | 276890 | 224095 |
| 20475 | 504 | 217 | 7 | 276870 | 224140 |
| 20525 | 310 | 105 | 8 | 276849 | 224186 |
| 20575 | 369 | 135 | 8 | 276847 | 224236 |
| 20625 | 492 | 202 | 5 | 276842 | 224285 |
| 20675 | 409 | 178 | 12 | 276832 | 224334 |
| 20725 | 329 | 104 | 16 | 276822 | 224383 |
| 20775 | 119 | 37 | 10 | 276815 | 224432 |
| 20825 | 390 | 120 | 12 | 276810 | 224482 |
| 20875 | 181 | 70 | 18 | 276811 | 224531 |
| 20925 | 133 | 58 | 10 | 276817 | 224581 |
| 20975 | 233 | 80 | 20 | 276824 | 224631 |
| 21025 | 211 | 55 | 23 | 276832 | 224681 |
| 21075 | 266 | 83 | 12 | 276836 | 224731 |
| 21125 | 114 | 32 | 10 | 276841 | 224780 |
| 21175 | 329 | 154 | 11 | 276833 | 224829 |
| 21225 | 239 | 142 | 4 | 276813 | 224876 |
| 21275 | 280 | 146 | 13 | 276777 | 224910 |
| 21325 | 424 | 216 | 17 | 276733 | 224934 |
| 21425 | 356 | 111 | 29 | 276685 | 224945 |
| 21475 | 381 | 120 | 61 | 276640 | 224967 |
| 21525 | 138 | 31 | 29 | 276608 | 225004 |
| 21575 | 171 | 51 | 38 | 276576 | 225043 |
| 21625 | 247 | 142 | 12 | 276545 | 225082 |
| 21675 | 652 | 195 | 107 | 276483 | 225160 |
| 21725 | 773 | 224 | 120 | 276452 | 225199 |
| 21775 | 752 | 233 | 113 | 276426 | 225242 |
| 21825 | 368 | 126 | 28 | 276401 | 225285 |
| 21875 | 446 | 142 | 45 | 276377 | 225329 |
| 21925 | 299 | 75 | 45 | 276349 | 225371 |
| 21975 | 595 | 276 | 18 | 276314 | 225407 |
| 22025 | 211 | 81 | 10 | 276278 | 225441 |
| 22075 | 325 | 126 | 24 | 276245 | 225477 |
| 22125 | 311 | 60 | 67 | 276228 | 225524 |
| 22175 | 545 | 126 | 87 | 276220 | 225573 |
| 22225 | 522 | 138 | 110 | 276223 | 225623 |
| 22275 | 533 | 146 | 153 | 276221 | 225674 |
| 22325 | 799 | 197 | 213 | 276217 | 225724 |
| 22375 | 748 | 219 | 186 | 276214 | 225772 |
| 22425 | 572 | 140 | 163 | 276210 | 225823 |
| 22475 | 560 | 128 | 164 | 276207 | 225872 |
| 22525 | 454 | 114 | 109 | 276204 | 225922 |
| 22575 | 282 | 52 | 82 | 276201 | 225972 |
| 22625 | 256 | 98 | 33 | 276198 | 226022 |
| 22675 | 200 | 67 | 43 | 276193 | 226072 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 22775 | 420 | 93 | 109 | 276187 | 226122 |
| 22825 | 291 | 56 | 118 | 276181 | 226170 |
| 22875 | 320 | 118 | 58 | 276178 | 226221 |
| 22925 | 189 | 64 | 19 | 276165 | 226269 |
| 22975 | 290 | 97 | 21 | 276154 | 226318 |
| 23025 | 496 | 170 | 26 | 276144 | 226367 |
| 23075 | 485 | 142 | 31 | 276127 | 226413 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 305 | 132 | 21 | 283985 | 209599 |
| 50 | 259 | 99 | 22 | 283940 | 209617 |
| 100 | 207 | 58 | 18 | 283890 | 209617 |
| 150 | 268 | 80 | 24 | 283839 | 209614 |
| 200 | 299 | 99 | 30 | 283789 | 209613 |
| 250 | 259 | 81 | 27 | 283739 | 209612 |
| 300 | 171 | 61 | 19 | 283690 | 209609 |
| 350 | 312 | 134 | 21 | 283642 | 209608 |
| 400 | 65 | 31 | 11 | 283590 | 209607 |
| 450 | 300 | 100 | 35 | 283540 | 209605 |
| 500 | 129 | 34 | 18 | 283492 | 209609 |
| 550 | 518 | 174 | 38 | 283443 | 209622 |
| 600 | 194 | 59 | 22 | 283395 | 209638 |
| 650 | 512 | 212 | 18 | 283347 | 209649 |
| 700 | 166 | 82 | 24 | 283301 | 209666 |
| 750 | 396 | 151 | 18 | 283259 | 209707 |
| 800 | 582 | 171 | 19 | 283227 | 209735 |
| 850 | 221 | 54 | 15 | 283205 | 209779 |
| 900 | 650 | 195 | 32 | 283188 | 209826 |
| 950 | 375 | 122 | 39 | 283164 | 209869 |
| 1000 | 367 | 130 | 27 | 283142 | 209913 |
| 1050 | 284 | 95 | 25 | 283118 | 209957 |
| 1100 | 456 | 158 | 25 | 283096 | 210004 |
| 1150 | 356 | 138 | 18 | 283072 | 210046 |
| 1200 | 351 | 118 | 24 | 283048 | 210092 |
| 1250 | 400 | 132 | 23 | 283022 | 210135 |
| 1300 | 215 | 70 | 18 | 282994 | 210175 |
| 1350 | 204 | 63 | 18 | 282966 | 210217 |
| 1400 | 214 | 67 | 22 | 282937 | 210257 |
| 1450 | 254 | 88 | 16 | 282908 | 210298 |
| 1500 | 159 | 52 | 21 | 282881 | 210341 |
| 1550 | 161 | 57 | 20 | 282856 | 210383 |
| 1600 | 189 | 67 | 15 | 282829 | 210425 |
| 1650 | 202 | 74 | 10 | 282802 | 210467 |
| 1700 | 150 | 50 | 8 | 282776 | 210509 |
| 1750 | 112 | 40 | 10 | 282749 | 210553 |
| 1900 | 157 | 70 | 5 | 282671 | 210676 |
| 1950 | 132 | 47 | 6 | 282642 | 210719 |
| 2000 | 173 | 72 | 8 | 282612 | 210761 |
| 2050 | 130 | 45 | 7 | 282580 | 210798 |
| 2100 | 135 | 50 | 12 | 282545 | 210833 |
| 2150 | 212 | 65 | 27 | 282509 | 210869 |
| 2200 | 201 | 63 | 21 | 282468 | 210900 |
| 2250 | 198 | 64 | 22 | 282428 | 210929 |
| 2300 | 280 | 95 | 29 | 282387 | 210957 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2350 | 384 | 117 | 70 | 282343 | 210980 |
| 2400 | 426 | 137 | 23 | 282298 | 211003 |
| 2450 | 319 | 132 | 22 | 282253 | 211026 |
| 2500 | 271 | 108 | 17 | 282206 | 211040 |
| 2550 | 248 | 74 | 18 | 282159 | 211057 |
| 2600 | 335 | 123 | 14 | 282112 | 211074 |
| 2650 | 280 | 125 | 10 | 282066 | 211091 |
| 2700 | 300 | 122 | 16 | 282018 | 211106 |
| 2750 | 181 | 70 | 12 | 281972 | 211125 |
| 2800 | 193 | 81 | 9 | 281961 | 211170 |
| 2850 | 144 | 50 | 13 | 281967 | 211218 |
| 2900 | 116 | 43 | 10 | 281971 | 211269 |
| 2950 | 100 | 37 | 9 | 281966 | 211319 |
| 3000 | 209 | 60 | 13 | 281949 | 211366 |
| 3050 | 175 | 51 | 13 | 281930 | 211412 |
| 3100 | 217 | 76 | 11 | 281913 | 211461 |
| 3150 | 218 | 68 | 16 | 281893 | 211506 |
| 3200 | 172 | 50 | 12 | 281874 | 211551 |
| 3250 | 189 | 58 | 21 | 281860 | 211601 |
| 3300 | 105 | 35 | 7 | 281852 | 211648 |
| 3350 | 163 | 50 | 15 | 281847 | 211693 |
| 3400 | 257 | 76 | 34 | 281848 | 211748 |
| 3450 | 224 | 52 | 24 | 281851 | 211796 |
| 3500 | 151 | 45 | 41 | 281850 | 211847 |
| 3550 | 217 | 57 | 29 | 281841 | 211893 |
| 3600 | 131 | 43 | 34 | 281837 | 211947 |
| 3650 | 757 | 357 | 30 | 281832 | 211996 |
| 3700 | 313 | 96 | 26 | 281826 | 212046 |
| 3750 | 375 | 161 | 35 | 281818 | 212095 |
| 3800 | 547 | 204 | 34 | 281816 | 212145 |
| 3850 | 442 | 229 | 18 | 281811 | 212194 |
| 3900 | 417 | 176 | 19 | 281808 | 212245 |
| 3950 | 303 | 141 | 11 | 281802 | 212294 |
| 4000 | 415 | 202 | 12 | 281793 | 212343 |
| 4050 | 275 | 127 | 8 | 281779 | 212392 |
| 4100 | 404 | 160 | 7 | 281763 | 212439 |
| 4150 | 626 | 262 | 30 | 281748 | 212487 |
| 4200 | 331 | 109 | 29 | 281733 | 212535 |
| 4250 | 545 | 192 | 40 | 281716 | 212582 |
| 4300 | 539 | 191 | 31 | 281702 | 212630 |
| 4350 | 388 | 141 | 19 | 281688 | 212678 |
| 4400 | 302 | 104 | 15 | 281672 | 212723 |
| 4450 | 212 | 85 | 8 | 281655 | 212772 |
| 4500 | 223 | 97 | 8 | 281636 | 212819 |
| 4550 | 126 | 51 | 7 | 281614 | 212863 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4600 | 124 | 58 | 5 | 281588 | 212905 |
| 4650 | 183 | 88 | 8 | 281560 | 212948 |
| 4700 | 207 | 80 | 21 | 281536 | 212988 |
| 4750 | 251 | 96 | 13 | 281484 | 213039 |
| 4800 | 239 | 93 | 12 | 281478 | 213074 |
| 4850 | 247 | 104 | 12 | 281452 | 213116 |
| 4900 | 309 | 129 | 16 | 281426 | 213159 |
| 4950 | 302 | 111 | 25 | 281399 | 213201 |
| 5000 | 352 | 126 | 20 | 281371 | 213242 |
| 5050 | 476 | 175 | 29 | 281344 | 213284 |
| 5100 | 338 | 92 | 26 | 281317 | 213327 |
| 5150 | 262 | 95 | 13 | 281293 | 213369 |
| 5200 | 314 | 123 | 21 | 281275 | 213417 |
| 5250 | 432 | 145 | 28 | 281263 | 213465 |
| 5300 | 404 | 174 | 15 | 281255 | 213515 |
| 5350 | 355 | 157 | 10 | 281250 | 213563 |
| 5400 | 232 | 83 | 9 | 281243 | 213614 |
| 5450 | 180 | 47 | 24 | 281237 | 213663 |
| 5500 | 189 | 59 | 16 | 281229 | 213712 |
| 5550 | 213 | 79 | 9 | 281216 | 213760 |
| 5600 | 184 | 61 | 15 | 281201 | 213807 |
| 5650 | 188 | 65 | 8 | 281180 | 213854 |
| 5675 | 151 | 50 | 10 | 281170 | 213878 |
| 5725 | 160 | 61 | 9 | 281140 | 213919 |
| 5775 | 154 | 60 | 9 | 281107 | 213955 |
| 5815 | 510 | 238 | 10 | 281083 | 213981 |
| 6125 | 418 | 157 | 24 | 280896 | 214233 |
| 6175 | 384 | 117 | 35 | 280867 | 214273 |
| 6225 | 694 | 219 | 38 | 280838 | 214311 |
| 6275 | 541 | 180 | 32 | 280807 | 214353 |
| 6325 | 613 | 261 | 27 | 280778 | 214394 |
| 6375 | 173 | 68 | 9 | 280750 | 214435 |
| 6425 | 324 | 157 | 7 | 280726 | 214477 |
| 6475 | 234 | 98 | 5 | 280711 | 214524 |
| 6525 | 288 | 162 | 6 | 280702 | 214572 |
| 6575 | 374 | 181 | 5 | 280690 | 214621 |
| 6625 | 548 | 281 | 4 | 280674 | 214670 |
| 6675 | 195 | 75 | 13 | 280655 | 214717 |
| 6725 | 83 | 37 | 9 | 280635 | 214762 |
| 6800 | 101 | 48 | 8 | 280641 | 214807 |
| 6850 | 88 | 47 | 6 | 280677 | 214843 |
| 6900 | 76 | 26 | 13 | 280708 | 214881 |
| 6950 | 109 | 39 | 13 | 280743 | 214916 |
| 7000 | 109 | 41 | 15 | 280758 | 214963 |
| 7050 | 88 | 37 | 14 | 280752 | 215004 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 7100 | 84 | 40 | 10 | 280743 | 215061 |
| 7150 | 115 | 40 | 30 | 280736 | 215109 |
| 7200 | 128 | 37 | 24 | 280725 | 215159 |
| 7250 | 126 | 37 | 28 | 280715 | 215208 |
| 7300 | 131 | 43 | 23 | 280704 | 215257 |
| 7350 | 223 | 81 | 43 | 280691 | 215305 |
| 7400 | 336 | 116 | 34 | 280655 | 215305 |
| 7450 | 175 | 63 | 35 | 280616 | 215274 |
| 7500 | 214 | 94 | 13 | 280580 | 215238 |
| 7550 | 147 | 62 | 13 | 280544 | 215205 |
| 7600 | 148 | 67 | 9 | 280507 | 215171 |
| 7650 | 142 | 60 | 9 | 280470 | 215137 |
| 7700 | 142 | 63 | 6 | 280434 | 215102 |
| 7750 | 243 | 88 | 13 | 280399 | 215068 |
| 7800 | 469 | 187 | 16 | 280361 | 215091 |
| 7850 | 347 | 124 | 11 | 280323 | 215124 |
| 7900 | 401 | 170 | 11 | 280284 | 215155 |
| 7950 | 342 | 148 | 13 | 280243 | 215183 |
| 8000 | 287 | 131 | 16 | 280199 | 215206 |
| 8050 | 515 | 219 | 8 | 280155 | 215230 |
| 8100 | 295 | 120 | 5 | 280112 | 215255 |
| 8150 | 287 | 106 | 11 | 280068 | 215279 |
| 8200 | 365 | 159 | 9 | 280024 | 215302 |
| 8250 | 482 | 215 | 8 | 279979 | 215322 |
| 8300 | 494 | 239 | 4 | 279935 | 215344 |
| 8350 | 494 | 216 | 6 | 279893 | 215370 |
| 8400 | 380 | 160 | 8 | 279850 | 215398 |
| 8450 | 314 | 169 | 6 | 279814 | 215432 |
| 8500 | 261 | 130 | 7 | 279777 | 215466 |
| 8550 | 313 | 147 | 6 | 279741 | 215500 |
| 8600 | 436 | 189 | 18 | 279705 | 215534 |
| 8700 | 312 | 119 | 31 | 279639 | 215609 |
| 8750 | 122 | 31 | 22 | 279606 | 215647 |
| 8800 | 133 | 29 | 31 | 279570 | 215682 |
| 8850 | 335 | 136 | 16 | 279532 | 215715 |
| 8900 | 507 | 191 | 23 | 279492 | 215745 |
| 8950 | 301 | 82 | 30 | 279452 | 215775 |
| 9000 | 565 | 157 | 24 | 279413 | 215806 |
| 9050 | 65 | 11 | 10 | 279375 | 215837 |
| 9100 | 389 | 144 | 11 | 279335 | 215869 |
| 9150 | 38 | 12 | 10 | 279297 | 215900 |
| 9200 | 378 | 148 | 6 | 279258 | 215932 |
| 9250 | 249 | 82 | 9 | 279220 | 215965 |
| 9300 | 388 | 177 | 3 | 279193 | 216007 |
| 9350 | 202 | 81 | 8 | 279170 | 216050 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9400 | 191 | 69 | 12 | 279141 | 216092 |
| 9450 | 173 | 68 | 11 | 279106 | 216129 |
| 9500 | 232 | 92 | 8 | 279070 | 216162 |
| 9550 | 179 | 60 | 10 | 279032 | 216194 |
| 9600 | 237 | 91 | 7 | 278991 | 216223 |
| 9650 | 171 | 71 | 5 | 278949 | 216252 |
| 9700 | 310 | 133 | 5 | 278910 | 216282 |
| 9750 | 250 | 110 | 5 | 278871 | 216313 |
| 9800 | 208 | 95 | 8 | 278831 | 216344 |
| 9850 | 190 | 84 | 5 | 278792 | 216375 |
| 9900 | 156 | 57 | 8 | 278749 | 216402 |
| 9950 | 137 | 51 | 10 | 278706 | 216425 |
| 10000 | 203 | 71 | 11 | 278668 | 216456 |
| 10050 | 184 | 62 | 12 | 278637 | 216496 |
| 10100 | 186 | 72 | 6 | 278608 | 216536 |
| 10150 | 258 | 115 | 10 | 278578 | 216577 |
| 10200 | 152 | 68 | 5 | 278543 | 216611 |
| 10250 | 239 | 111 | 7 | 278504 | 216643 |
| 10300 | 203 | 75 | 6 | 278465 | 216674 |
| 10350 | 251 | 105 | 7 | 278426 | 216706 |
| 10400 | 301 | 137 | 6 | 278387 | 216737 |
| 10450 | 394 | 173 | 13 | 278347 | 216768 |
| 10500 | 481 | 226 | 11 | 278304 | 216792 |
| 10550 | 335 | 136 | 14 | 278255 | 216804 |
| 10600 | 618 | 309 | 14 | 278205 | 216807 |
| 10650 | 466 | 238 | 10 | 278155 | 216802 |
| 10700 | 545 | 270 | 9 | 278105 | 216796 |
| 10750 | 383 | 122 | 8 | 278056 | 216790 |
| 10800 | 331 | 173 | 8 | 278006 | 216785 |
| 10850 | 225 | 103 | 6 | 277957 | 216789 |
| 10900 | 320 | 162 | 7 | 277911 | 216808 |
| 10950 | 426 | 247 | 4 | 277866 | 216831 |
| 11000 | 412 | 200 | 3 | 277820 | 216851 |
| 11050 | 228 | 105 | 5 | 277773 | 216867 |
| 11100 | 211 | 71 | 17 | 277726 | 216883 |
| 11150 | 275 | 131 | 7 | 277680 | 216903 |
| 11200 | 176 | 78 | 7 | 277634 | 216923 |
| 11250 | 214 | 95 | 7 | 277588 | 216943 |
| 11300 | 277 | 122 | 7 | 277543 | 216965 |
| 11350 | 201 | 71 | 6 | 277497 | 216984 |
| 11400 | 332 | 128 | 8 | 277451 | 217003 |
| 11450 | 322 | 143 | 8 | 277406 | 217025 |
| 11500 | 219 | 97 | 8 | 277362 | 217048 |
| 11550 | 265 | 127 | 10 | 277318 | 217072 |
| 11600 | 345 | 159 | 7 | 277274 | 217096 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11650 | 306 | 142 | 5 | 277231 | 217120 |
| 11700 | 387 | 190 | 7 | 277187 | 217144 |
| 11750 | 394 | 173 | 9 | 277141 | 217165 |
| 11800 | 606 | 234 | 5 | 277094 | 217183 |
| 11850 | 340 | 152 | 7 | 277047 | 217198 |
| 11900 | 306 | 180 | 5 | 276999 | 217211 |
| 11950 | 178 | 63 | 9 | 276951 | 217228 |
| 12000 | 181 | 75 | 4 | 276908 | 217253 |
| 12050 | 151 | 53 | 5 | 276868 | 217283 |
| 12100 | 108 | 40 | 4 | 276829 | 217313 |
| 12150 | 159 | 39 | 10 | 276790 | 217344 |
| 12200 | 312 | 166 | 7 | 276750 | 217375 |
| 12250 | 271 | 78 | 10 | 276708 | 217401 |
| 12300 | 306 | 156 | 7 | 276666 | 217428 |
| 12350 | 253 | 119 | 7 | 276624 | 217455 |
| 12400 | 253 | 85 | 17 | 276583 | 217485 |
| 12450 | 174 | 84 | 9 | 276544 | 217516 |
| 12500 | 231 | 105 | 10 | 276508 | 217550 |
| 12550 | 420 | 189 | 6 | 276473 | 217585 |
| 12600 | 403 | 143 | 3 | 276435 | 217617 |
| 12650 | 292 | 172 | 4 | 276393 | 217646 |
| 12700 | 264 | 139 | 4 | 276346 | 217662 |
| 12750 | 380 | 214 | 4 | 276297 | 217674 |
| 12800 | 366 | 137 | 5 | 276252 | 217692 |
| 12850 | 395 | 217 | 2 | 276208 | 217717 |
| 12900 | 347 | 184 | 5 | 276168 | 217747 |
| 12950 | 352 | 168 | 11 | 276136 | 217777 |
| 13000 | 381 | 174 | 28 | 276100 | 217820 |
| 13050 | 258 | 120 | 15 | 276070 | 217860 |
| 13100 | 190 | 88 | 13 | 276041 | 217900 |
| 13150 | 266 | 123 | 15 | 276014 | 217942 |
| 13200 | 222 | 109 | 6 | 275989 | 217986 |
| 13250 | 377 | 197 | 6 | 275966 | 218030 |
| 13300 | 206 | 98 | 6 | 275946 | 218075 |
| 13350 | 286 | 146 | 5 | 275926 | 218120 |
| 13400 | 256 | 123 | 5 | 275918 | 218169 |
| 13450 | 179 | 77 | 6 | 275920 | 218219 |
| 13500 | 274 | 135 | 6 | 275926 | 218269 |
| 13550 | 283 | 96 | 10 | 275935 | 218317 |
| 13600 | 436 | 178 | 26 | 275945 | 218366 |
| 13650 | 373 | 110 | 34 | 275957 | 218415 |
| 13700 | 371 | 152 | 24 | 275964 | 218465 |
| 13750 | 302 | 101 | 26 | 275962 | 218515 |
| 13800 | 176 | 29 | 80 | 275960 | 218565 |
| 13850 | 357 | 73 | 111 | 275961 | 218615 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13900 | 417 | 73 | 138 | 275962 | 218665 |
| 13950 | 458 | 85 | 125 | 275962 | 218715 |
| 14000 | 488 | 92 | 133 | 275963 | 218765 |
| 14050 | 385 | 87 | 59 | 275964 | 218815 |
| 14100 | 259 | 113 | 12 | 275964 | 218865 |
| 14150 | 163 | 69 | 8 | 275958 | 218915 |
| 14200 | 194 | 69 | 11 | 275950 | 218964 |
| 14250 | 164 | 52 | 13 | 275949 | 219014 |
| 14300 | 238 | 102 | 9 | 275952 | 219063 |
| 14350 | 260 | 110 | 11 | 275956 | 219113 |
| 14400 | 264 | 105 | 8 | 275959 | 219163 |
| 14450 | 167 | 69 | 10 | 275962 | 219213 |
| 14500 | 336 | 169 | 8 | 275965 | 219263 |
| 14550 | 252 | 125 | 4 | 275965 | 219313 |
| 14600 | 130 | 59 | 7 | 275967 | 219363 |
| 14650 | 176 | 97 | 5 | 275973 | 219413 |
| 14700 | 195 | 87 | 8 | 275978 | 219461 |
| 14750 | 250 | 106 | 7 | 275989 | 219510 |
| 14800 | 204 | 92 | 9 | 275999 | 219560 |
| 14850 | 225 | 89 | 19 | 276009 | 219609 |
| 14900 | 255 | 100 | 17 | 276013 | 219659 |
| 14950 | 208 | 80 | 9 | 276014 | 219708 |
| 15000 | 106 | 41 | 6 | 276015 | 219759 |
| 15050 | 110 | 42 | 9 | 276018 | 219808 |
| 15100 | 174 | 67 | 7 | 276033 | 219856 |
| 15150 | 204 | 78 | 9 | 276048 | 219904 |
| 15200 | 216 | 90 | 8 | 276057 | 219953 |
| 15250 | 237 | 94 | 14 | 276065 | 220002 |
| 15300 | 365 | 127 | 16 | 276081 | 220049 |
| 15350 | 308 | 116 | 19 | 276112 | 220087 |
| 15400 | 243 | 101 | 10 | 276153 | 220116 |
| 15450 | 183 | 70 | 8 | 276197 | 220140 |
| 15500 | 317 | 126 | 16 | 276244 | 220157 |
| 15550 | 458 | 162 | 35 | 276281 | 220191 |
| 15600 | 255 | 92 | 18 | 276317 | 220226 |
| 15650 | 266 | 109 | 18 | 276346 | 220267 |
| 15700 | 266 | 94 | 19 | 276375 | 220307 |
| 15750 | 223 | 80 | 15 | 276400 | 220350 |
| 15800 | 122 | 44 | 9 | 276423 | 220396 |
| 15850 | 130 | 30 | 17 | 276430 | 220445 |
| 15900 | 212 | 73 | 15 | 276445 | 220493 |
| 15950 | 203 | 44 | 14 | 276457 | 220541 |
| 16000 | 154 | 47 | 22 | 276456 | 220591 |
| 16050 | 217 | 73 | 20 | 276458 | 220641 |
| 16100 | 239 | 72 | 25 | 276449 | 220691 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 16150 | 337 | 100 | 36 | 276446 | 220742 |
| 16200 | 111 | 24 | 15 | 276438 | 220791 |
| 16250 | 121 | 28 | 21 | 276441 | 220840 |
| 16300 | 216 | 60 | 20 | 276428 | 220889 |
| 16350 | 138 | 33 | 16 | 276413 | 220936 |
| 16400 | 160 | 43 | 16 | 276396 | 220983 |
| 16450 | 169 | 55 | 14 | 276377 | 221030 |
| 16500 | 223 | 98 | 10 | 276367 | 221078 |
| 16550 | 209 | 68 | 13 | 276361 | 221128 |
| 16600 | 234 | 79 | 19 | 276344 | 221175 |
| 16650 | 218 | 72 | 20 | 276325 | 221221 |
| 16700 | 241 | 83 | 16 | 276309 | 221267 |
| 16750 | 146 | 44 | 14 | 276311 | 221317 |
| 16800 | 151 | 51 | 14 | 276323 | 221366 |
| 16850 | 191 | 83 | 3 | 276341 | 221412 |
| 16900 | 337 | 179 | 3 | 276364 | 221456 |
| 16950 | 295 | 113 | 14 | 276391 | 221497 |
| 17000 | 267 | 105 | 14 | 276425 | 221534 |
| 17050 | 306 | 173 | 3 | 276458 | 221571 |
| 17100 | 324 | 147 | 8 | 276489 | 221611 |
| 17150 | 226 | 75 | 23 | 276516 | 221652 |
| 17200 | 960 | 388 | 29 | 276540 | 221697 |
| 17250 | 228 | 76 | 22 | 276563 | 221741 |
| 17300 | 330 | 181 | 9 | 276590 | 221783 |
| 17350 | 242 | 89 | 17 | 276618 | 221824 |
| 17400 | 363 | 136 | 19 | 276653 | 221859 |
| 17450 | 267 | 103 | 23 | 276692 | 221890 |
| 17500 | 202 | 57 | 22 | 276723 | 221928 |
| 17550 | 185 | 77 | 5 | 276756 | 221968 |
| 17600 | 164 | 56 | 13 | 276789 | 222007 |
| 17650 | 328 | 136 | 11 | 276820 | 222046 |
| 17700 | 265 | 109 | 12 | 276850 | 222084 |
| 17750 | 224 | 80 | 9 | 276881 | 222124 |
| 17800 | 315 | 96 | 18 | 276913 | 222162 |
| 17850 | 225 | 76 | 10 | 276946 | 222199 |
| 17900 | 377 | 164 | 11 | 276981 | 222235 |
| 17950 | 212 | 57 | 25 | 277015 | 222272 |
| 18000 | 215 | 36 | 14 | 277052 | 222305 |
| 18050 | 446 | 154 | 28 | 277091 | 222336 |
| 18100 | 603 | 197 | 37 | 277130 | 222367 |
| 18150 | 426 | 134 | 32 | 277168 | 222401 |
| 18200 | 378 | 108 | 27 | 277201 | 222439 |
| 18250 | 328 | 113 | 13 | 277229 | 222479 |
| 18300 | 553 | 198 | 33 | 277257 | 222521 |
| 18350 | 550 | 217 | 13 | 277285 | 222563 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 18400 | 373 | 133 | 21 | 277312 | 222604 |
| 18450 | 440 | 170 | 8 | 277340 | 222646 |
| 18500 | 227 | 44 | 43 | 277367 | 222688 |
| 18550 | 373 | 54 | 43 | 277394 | 222731 |
| 18600 | 378 | 29 | 39 | 277422 | 222773 |
| 18650 | 181 | 85 | 10 | 277451 | 222812 |
| 18700 | 372 | 139 | 10 | 277485 | 222849 |
| 18750 | 258 | 99 | 7 | 277501 | 222889 |
| 18800 | 36 | 9 | 9 | 277461 | 222920 |
| 18850 | 261 | 68 | 21 | 277422 | 222950 |
| 18900 | 198 | 66 | 16 | 277385 | 222983 |
| 18950 | 145 | 45 | 13 | 277355 | 223023 |
| 19000 | 111 | 41 | 8 | 277325 | 223063 |
| 19050 | 109 | 45 | 5 | 277290 | 223098 |
| 19100 | 161 | 70 | 9 | 277251 | 223131 |
| 19150 | 600 | 289 | 2 | 277209 | 223156 |
| 19200 | 531 | 259 | 7 | 277168 | 223185 |
| 19250 | 241 | 106 | 6 | 277128 | 223214 |
| 19300 | 287 | 113 | 6 | 277087 | 223244 |
| 19350 | 262 | 72 | 11 | 277047 | 223274 |
| 19400 | 228 | 62 | 19 | 277008 | 223304 |
| 19450 | 252 | 69 | 19 | 276969 | 223336 |
| 19500 | 193 | 60 | 21 | 276931 | 223368 |
| 19550 | 148 | 36 | 12 | 276882 | 223377 |
| 19600 | 93 | 34 | 16 | 276833 | 223378 |
| 19650 | 203 | 72 | 17 | 276810 | 223417 |
| 19700 | 364 | 117 | 18 | 276809 | 223466 |
| 19750 | 254 | 90 | 7 | 276811 | 223516 |
| 19800 | 258 | 101 | 6 | 276814 | 223566 |
| 19850 | 645 | 215 | 15 | 276812 | 223616 |
| 19900 | 223 | 57 | 6 | 276813 | 223666 |
| 19950 | 360 | 102 | 16 | 276823 | 223714 |
| 20000 | 358 | 130 | 15 | 276846 | 223758 |
| 20050 | 179 | 61 | 8 | 276871 | 223802 |
| 20100 | 349 | 152 | 11 | 276895 | 223845 |
| 20150 | 157 | 73 | 5 | 276902 | 223895 |
| 20200 | 248 | 105 | 6 | 276902 | 223945 |
| 20250 | 231 | 89 | 5 | 276899 | 223995 |
| 20300 | 179 | 59 | 8 | 276896 | 224045 |
| 20350 | 185 | 94 | 5 | 276890 | 224095 |
| 20400 | 173 | 67 | 5 | 276870 | 224140 |
| 20450 | 339 | 112 | 8 | 276849 | 224186 |
| 20500 | 141 | 62 | 4 | 276847 | 224236 |
| 20550 | 369 | 97 | 14 | 276842 | 224285 |
| 20600 | 276 | 99 | 14 | 276832 | 224334 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 20650 | 315 | 129 | 3 | 276822 | 224383 |
| 20700 | 140 | 44 | 10 | 276815 | 224432 |
| 20750 | 134 | 34 | 13 | 276810 | 224482 |
| 20800 | 151 | 48 | 10 | 276811 | 224531 |
| 20850 | 192 | 59 | 12 | 276817 | 224581 |
| 20900 | 167 | 55 | 13 | 276824 | 224631 |
| 20950 | 110 | 40 | 11 | 276832 | 224681 |
| 21000 | 154 | 42 | 19 | 276836 | 224731 |
| 21050 | 104 | 43 | 11 | 276841 | 224780 |
| 21100 | 191 | 44 | 21 | 276833 | 224829 |
| 21150 | 110 | 46 | 11 | 276813 | 224876 |
| 21200 | 173 | 71 | 5 | 276777 | 224910 |
| 21250 | 161 | 57 | 7 | 276733 | 224934 |
| 21300 | 245 | 92 | 16 | 276685 | 224945 |
| 21350 | 339 | 88 | 29 | 276640 | 224967 |
| 21400 | 263 | 100 | 21 | 276608 | 225004 |
| 21450 | 234 | 66 | 25 | 276576 | 225043 |
| 21500 | 203 | 52 | 55 | 276545 | 225082 |
| 21600 | 448 | 117 | 89 | 276483 | 225160 |
| 21650 | 639 | 195 | 110 | 276452 | 225199 |
| 21700 | 559 | 184 | 61 | 276426 | 225242 |
| 21750 | 531 | 177 | 51 | 276401 | 225285 |
| 21800 | 525 | 135 | 79 | 276377 | 225329 |
| 21850 | 366 | 109 | 36 | 276349 | 225371 |
| 21900 | 934 | 388 | 23 | 276314 | 225407 |
| 21950 | 514 | 226 | 19 | 276278 | 225441 |
| 22000 | 270 | 98 | 19 | 276245 | 225477 |
| 22050 | 403 | 123 | 30 | 276228 | 225524 |
| 22100 | 514 | 138 | 41 | 276220 | 225573 |
| 22150 | 492 | 124 | 53 | 276223 | 225623 |
| 22200 | 590 | 216 | 40 | 276221 | 225674 |
| 22250 | 826 | 248 | 108 | 276217 | 225724 |
| 22300 | 560 | 141 | 108 | 276214 | 225772 |
| 22350 | 545 | 123 | 143 | 276210 | 225823 |
| 22400 | 438 | 107 | 102 | 276207 | 225872 |
| 22450 | 716 | 209 | 100 | 276204 | 225922 |
| 22500 | 391 | 92 | 103 | 276201 | 225972 |
| 22550 | 526 | 173 | 59 | 276198 | 226022 |
| 22600 | 455 | 125 | 61 | 276193 | 226072 |
| 22650 | 311 | 61 | 109 | 276187 | 226122 |
| 22700 | 508 | 208 | 63 | 276181 | 226170 |
| 22750 | 634 | 229 | 80 | 276178 | 226221 |
| 22800 | 455 | 89 | 106 | 276165 | 226269 |
| 22850 | 262 | 50 | 73 | 276154 | 226318 |
| 22900 | 294 | 81 | 75 | 276144 | 226367 |

| Haul Route No 4 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 22950 | 332 | 130 | 21 | 276127 | 226413 |
| 23000 | 868 | 294 | 47 | 276099 | 226455 |
| 23050 | 296 | 105 | 18 | 276065.5 | 226493.8 |
| 23100 | 192 | 44 | 21 | 276036.2 | 226532.9 |

| Sallins Bypass | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 46 | 14 | 8 | 288770 | 224608 |
| 50 | 57 | 14 | 15 | 288765 | 224559 |
| 101 | 55 | 16 | 12 | 288774 | 224509 |
| 150 | 38 | 13 | 7 | 288790 | 224462 |
| 201 | 60 | 16 | 12 | 288809 | 224415 |
| 250 | 79 | 24 | 15 | 288831 | 224371 |
| 303 | 76 | 29 | 14 | 288857 | 224326 |
| 351 | 67 | 23 | 11 | 288889 | 224293 |
| 400 | 76 | 21 | 14 | 288889 | 224252 |
| 450 | 99 | 28 | 20 | 288840 | 224250 |
| 500 | 124 | 35 | 18 | 288792 | 224237 |
| 550 | 110 | 34 | 14 | 288744 | 224223 |
| 600 | 110 | 35 | 9 | 288697 | 224208 |
| 651 | 107 | 35 | 9 | 288648 | 224194 |
| 702 | 99 | 34 | 9 | 288600 | 224178 |
| 750 | 94 | 33 | 7 | 288554 | 224163 |
| 801 | 103 | 35 | 10 | 288507 | 224143 |
| 850 | 109 | 37 | 10 | 288464 | 224121 |
| 901 | 124 | 38 | 11 | 288421 | 224095 |
| 951 | 128 | 47 | 9 | 288380 | 224066 |
| 1102 | 125 | 36 | 14 | 288270 | 223962 |
| 1150 | 107 | 34 | 11 | 288240 | 223925 |
| 1200 | 98 | 28 | 12 | 288212 | 223884 |
| 1250 | 90 | 28 | 11 | 288187 | 223842 |
| 1301 | 95 | 30 | 11 | 288164 | 223796 |
| 1350 | 108 | 30 | 16 | 288146 | 223750 |
| 1400 | 118 | 35 | 20 | 288130 | 223704 |
| 1451 | 98 | 33 | 11 | 288118 | 223655 |
| 1501 | 95 | 34 | 11 | 288110 | 223605 |
| 1550 | 101 | 33 | 14 | 288105 | 223556 |
| 1600 | 105 | 38 | 12 | 288103 | 223506 |
| 1650 | 99 | 33 | 12 | 288104 | 223457 |
| 1700 | 108 | 37 | 10 | 288106 | 223407 |
| 1751 | 89 | 30 | 7 | 288108 | 223356 |
| 1800 | 105 | 35 | 19 | 288109 | 223307 |
| 1850 | 84 | 28 | 9 | 288111 | 223257 |
| 1900 | 88 | 29 | 11 | 288112 | 223207 |
| 1950 | 118 | 34 | 15 | 288114 | 223157 |
| 2001 | 93 | 32 | 10 | 288116 | 223107 |
| 2150 | 117 | 38 | 15 | 288121 | 222958 |
| 2202 | 98 | 36 | 7 | 288124 | 222906 |
| 2250 | 76 | 25 | 7 | 288127 | 222858 |
| 2300 | 71 | 23 | 10 | 288140 | 222812 |
| 2351 | 87 | 33 | 7 | 288157 | 222767 |
| 2399 | 75 | 23 | 8 | 288136 | 222724 |

| Sallins Bypass | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2451 | 91 | 29 | 10 | 288137 | 222673 |
| 2500 | 88 | 25 | 14 | 288144 | 222625 |
| 2552 | 129 | 39 | 15 | 288157 | 222574 |
| 2601 | 120 | 36 | 10 | 288173 | 222529 |
| 2651 | 124 | 41 | 9 | 288194 | 222483 |
| 2702 | 117 | 42 | 8 | 288217 | 222438 |
| 2751 | 131 | 43 | 9 | 288239 | 222394 |
| 2801 | 107 | 42 | 5 | 288261 | 222350 |
| 2850 | 35 | 23 | 5 | 288283 | 222308 |
| 2900 | 102 | 41 | 4 | 288303 | 222261 |
| 2951 | 104 | 37 | 8 | 288325 | 222215 |
| 3000 | 96 | 32 | 10 | 288347 | 222171 |
| 3051 | 116 | 32 | 14 | 288369 | 222127 |
| 3101 | 100 | 34 | 8 | 288392 | 222080 |
| 3150 | 99 | 33 | 9 | 288412 | 222036 |
| 3200 | 86 | 26 | 9 | 288429 | 221989 |
| 3251 | 78 | 24 | 7 | 288440 | 221940 |
| 3301 | 93 | 35 | 8 | 288444 | 221889 |
| 3350 | 109 | 30 | 14 | 288441 | 221840 |
| 3401 | 90 | 28 | 12 | 288431 | 221791 |
| 3451 | 91 | 29 | 11 | 288415 | 221744 |
| 3501 | 104 | 32 | 13 | 288393 | 221699 |
| 3551 | 94 | 28 | 15 | 288364 | 221658 |
| 3601 | 103 | 28 | 20 | 288331 | 221621 |
| 3650 | 108 | 31 | 21 | 288292 | 221590 |
| 3701 | 98 | 30 | 12 | 288250 | 221563 |
| 3750 | 119 | 37 | 17 | 288205 | 221542 |
| 3800 | 110 | 38 | 16 | 288157 | 221529 |
| 3851 | 104 | 41 | 12 | 288110 | 221510 |
| 3900 | 79 | 31 | 6 | 288064 | 221491 |
| 3950 | 77 | 29 | 7 | 288019 | 221470 |
| 4053 | 75 | 26 | 7 | 287945 | 221403 |
| 4100 | 74 | 27 | 9 | 287933 | 221361 |
| 4150 | 86 | 35 | 9 | 287945 | 221314 |
| 4252 | 66 | 20 | 6 | 287976 | 221219 |
| 4300 | 57 | 17 | 7 | 288010 | 221185 |
| 4350 | 71 | 24 | 9 | 288012 | 221136 |
| 4400 | 98 | 38 | 7 | 288027 | 221089 |
| 4450 | 97 | 42 | 6 | 288049 | 221044 |
| 4501 | 79 | 29 | 8 | 288072 | 220999 |

| Sallins Bypass | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 254 | 81 | 27 | 288761 | 224576 |
| 76 | 75 | 20 | 13 | 288766 | 224525 |
| 125 | 66 | 19 | 14 | 288781 | 224477 |
| 175 | 87 | 26 | 14 | 288799 | 224430 |
| 226 | 80 | 27 | 12 | 288819 | 224385 |
| 275 | 142 | 31 | 18 | 288842 | 224341 |
| 325 | 109 | 31 | 18 | 288861 | 224295 |
| 450 | 96 | 32 | 18 | 288832 | 224261 |
| 500 | 123 | 36 | 15 | 288785 | 224245 |
| 550 | 117 | 42 | 11 | 288738 | 224229 |
| 600 | 112 | 41 | 11 | 288691 | 224214 |
| 650 | 113 | 46 | 8 | 288643 | 224199 |
| 700 | 120 | 47 | 9 | 288595 | 224183 |
| 750 | 119 | 42 | 10 | 288548 | 224167 |
| 800 | 112 | 36 | 9 | 288502 | 224147 |
| 850 | 104 | 36 | 10 | 288458 | 224124 |
| 900 | 133 | 45 | 9 | 288416 | 224099 |
| 950 | 124 | 39 | 13 | 288374 | 224069 |
| 1100 | 121 | 38 | 18 | 288267 | 223968 |
| 1150 | 110 | 36 | 10 | 288235 | 223927 |
| 1200 | 119 | 38 | 13 | 288207 | 223886 |
| 1250 | 99 | 36 | 10 | 288182 | 223843 |
| 1300 | 92 | 34 | 8 | 288160 | 223799 |
| 1350 | 108 | 38 | 14 | 288141 | 223752 |
| 1400 | 118 | 37 | 19 | 288126 | 223705 |
| 1450 | 116 | 39 | 12 | 288113 | 223656 |
| 1500 | 105 | 39 | 11 | 288105 | 223606 |
| 1550 | 106 | 39 | 13 | 288100 | 223557 |
| 1600 | 103 | 34 | 13 | 288098 | 223507 |
| 1650 | 107 | 37 | 12 | 288100 | 223458 |
| 1700 | 95 | 32 | 10 | 288101 | 223408 |
| 1750 | 94 | 36 | 7 | 288103 | 223357 |
| 1800 | 100 | 35 | 16 | 288105 | 223307 |
| 1850 | 94 | 36 | 9 | 288106 | 223258 |
| 1900 | 91 | 30 | 10 | 288108 | 223208 |
| 1950 | 142 | 52 | 15 | 288109 | 223158 |
| 2000 | 127 | 44 | 8 | 288111 | 223109 |
| 2150 | 124 | 42 | 14 | 288115 | 222959 |
| 2200 | 112 | 36 | 10 | 288116 | 222909 |
| 2250 | 84 | 29 | 9 | 288116 | 222859 |
| 2300 | 101 | 36 | 10 | 288103 | 222813 |
| 2350 | 99 | 29 | 10 | 288090 | 222766 |
| 2400 | 94 | 32 | 11 | 288116 | 222727 |
| 2450 | 130 | 50 | 9 | 288122 | 222677 |
| 2500 | 122 | 40 | 14 | 288130 | 222627 |

| Sallins Bypass | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2550 | 113 | 32 | 14 | 288142 | 222579 |
| 2600 | 123 | 36 | 9 | 288157 | 222532 |
| 2650 | 118 | 40 | 10 | 288178 | 222485 |
| 2700 | 107 | 38 | 9 | 288199 | 222441 |
| 2750 | 116 | 39 | 9 | 288221 | 222396 |
| 2800 | 112 | 34 | 9 | 288243 | 222350 |
| 2850 | 28 | 16 | 6 | 288261 | 222306 |
| 2900 | 129 | 42 | 7 | 288286 | 222260 |
| 2950 | 126 | 44 | 9 | 288308 | 222216 |
| 3000 | 114 | 37 | 14 | 288331 | 222171 |
| 3050 | 111 | 33 | 11 | 288353 | 222127 |
| 3100 | 118 | 38 | 11 | 288375 | 222081 |
| 3150 | 104 | 33 | 11 | 288396 | 222036 |
| 3200 | 106 | 35 | 8 | 288413 | 221991 |
| 3250 | 104 | 31 | 12 | 288425 | 221943 |
| 3300 | 85 | 24 | 12 | 288429 | 221893 |
| 3350 | 103 | 33 | 12 | 288426 | 221842 |
| 3400 | 82 | 25 | 10 | 288417 | 221794 |
| 3450 | 84 | 28 | 9 | 288401 | 221747 |
| 3500 | 99 | 26 | 13 | 288377 | 221702 |
| 3550 | 112 | 31 | 20 | 288349 | 221662 |
| 3600 | 117 | 30 | 19 | 288317 | 221629 |
| 3650 | 112 | 26 | 22 | 288276 | 221597 |
| 3700 | 98 | 29 | 16 | 288234 | 221572 |
| 3750 | 96 | 25 | 18 | 288188 | 221553 |
| 3800 | 93 | 26 | 17 | 288141 | 221535 |
| 3850 | 96 | 29 | 11 | 288094 | 221519 |
| 3900 | 104 | 31 | 11 | 288051 | 221496 |
| 3950 | 94 | 38 | 10 | 288006 | 221471 |
| 4000 | 100 | 40 | 6 | 287963 | 221444 |
| 4050 | 76 | 22 | 10 | 287930 | 221406 |
| 4100 | 69 | 24 | 7 | 287911 | 221360 |
| 4150 | 73 | 26 | 7 | 287900 | 221315 |
| 4175 | 103 | 33 | 12 | 287937 | 221282 |
| 4275 | 69 | 22 | 8 | 287959 | 221187 |
| 4325 | 93 | 31 | 8 | 287987 | 221149 |
| 4375 | 74 | 29 | 6 | 288013 | 221108 |
| 4425 | 83 | 36 | 6 | 288033 | 221063 |
| 4475 | 82 | 36 | 5 | 288055 | 221018 |

| Haul Route No. 1 Section A-B | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 235 | 85 | 14 | 285398 | 211574 |
| 50 | 304 | 107 | 16 | 285362 | 211539 |
| 100 | 246 | 133 | 10 | 285331 | 211498 |
| 150 | 285 | 111 | 18 | 285303 | 211458 |
| 200 | 135 | 50 | 14 | 285271 | 211420 |
| 251 | 299 | 107 | 27 | 285235 | 211385 |
| 305 | 299 | 106 | 14 | 285198 | 211351 |
| 350 | 170 | 59 | 17 | 285162 | 211316 |
| 401 | 231 | 83 | 15 | 285126 | 211282 |
| 451 | 161 | 50 | 27 | 285090 | 211247 |
| 500 | 208 | 68 | 25 | 285057 | 211209 |
| 551 | 146 | 53 | 15 | 285022 | 211173 |
| 601 | 117 | 42 | 11 | 284984 | 211142 |
| 651 | 171 | 50 | 19 | 284944 | 211111 |
| 700 | 152 | 66 | 13 | 284908 | 211078 |
| 750 | 179 | 80 | 14 | 284872 | 211041 |
| 800 | 218 | 87 | 19 | 284840 | 211004 |
| 851 | 190 | 72 | 19 | 284807 | 210966 |
| 900 | 177 | 86 | 10 | 284774 | 210929 |
| 951 | 308 | 172 | 7 | 284741 | 210891 |
| 1001 | 308 | 136 | 13 | 284708 | 210853 |
| 1050 | 198 | 108 | 11 | 284678 | 210814 |
| 1102 | 262 | 167 | 14 | 284648 | 210773 |
| 1151 | 137 | 18 | 21 | 284620 | 210731 |
| 1202 | 335 | 162 | 18 | 284593 | 210689 |
| 1251 | 307 | 97 | 23 | 284569 | 210645 |
| 1300 | 279 | 116 | 14 | 284547 | 210601 |
| 1351 | 228 | 92 | 9 | 284525 | 210556 |
| 1400 | 266 | 108 | 24 | 284505 | 210510 |
| 1450 | 275 | 113 | 20 | 284487 | 210464 |
| 1501 | 271 | 127 | 10 | 284471 | 210416 |
| 1550 | 258 | 101 | 19 | 284457 | 210369 |
| 1600 | 344 | 168 | 10 | 284443 | 210321 |
| 1650 | 144 | 57 | 13 | 284434 | 210271 |
| 1700 | 150 | 66 | 13 | 284428 | 210221 |
| 1750 | 132 | 58 | 13 | 284421 | 210173 |
| 1801 | 266 | 109 | 17 | 284414 | 210123 |
| 1851 | 148 | 57 | 18 | 284409 | 210073 |
| 1901 | 299 | 116 | 22 | 284404 | 210024 |
| 1951 | 250 | 83 | 20 | 284396 | 209975 |
| 2001 | 196 | 73 | 16 | 284376 | 209929 |
| 2051 | 370 | 134 | 26 | 284348 | 209889 |
| 2102 | 240 | 89 | 32 | 284321 | 209846 |
| 2150 | 201 | 74 | 28 | 284297 | 209804 |
| 2201 | 243 | 94 | 22 | 284274 | 209759 |

| Haul Route No. 1 Section A-B | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2251 | 256 | 149 | 20 | 284249 | 209716 |
| 2301 | 159 | 66 | 26 | 284220 | 209701 |
| 2365 | 184 | 67 | 27 | 284156 | 209703 |
| 2415 | 278 | 122 | 26 | 284107 | 209691 |
| 2465 | 173 | 82 | 15 | 284072 | 209655 |
| 2515 | 164 | 72 | 15 | 284039 | 209617 |
| 2565 | 141 | 55 | 18 | 284009 | 209577 |
| 2615 | 161 | 75 | 22 | 283982 | 209535 |
| 2665 | 293 | 105 | 24 | 283958 | 209492 |
| 2715 | 288 | 149 | 18 | 283932 | 209449 |
| 2765 | 192 | 80 | 19 | 283907 | 209407 |
| 2815 | 278 | 126 | 34 | 283878 | 209364 |
| 2865 | 236 | 110 | 25 | 283850 | 209324 |
| 2915 | 224 | 101 | 24 | 283823 | 209282 |
| 2965 | 268 | 118 | 26 | 283802 | 209236 |
| 3015 | 132 | 37 | 22 | 283782 | 209191 |
| 3065 | 154 | 44 | 20 | 283762 | 209144 |
| 3115 | 153 | 31 | 30 | 283747 | 209096 |
| 3165 | 116 | 47 | 15 | 283734 | 209049 |
| 3215 | 136 | 48 | 18 | 283720 | 209000 |
| 3265 | 158 | 55 | 14 | 283703 | 208954 |
| 3315 | 151 | 52 | 13 | 283682 | 208909 |
| 3365 | 175 | 59 | 11 | 283659 | 208864 |
| 3415 | 141 | 48 | 12 | 283634 | 208821 |
| 3465 | 172 | 57 | 15 | 283606 | 208779 |
| 3515 | 115 | 38 | 10 | 283576 | 208739 |
| 3565 | 169 | 54 | 14 | 283546 | 208705 |
| 3615 | 164 | 58 | 13 | 283510 | 208665 |
| 3665 | 120 | 35 | 15 | 283473 | 208630 |
| 3715 | 154 | 53 | 13 | 283433 | 208600 |
| 3765 | 132 | 40 | 13 | 283395 | 208570 |
| 3865 | 134 | 41 | 10 | 283315 | 208509 |
| 3915 | 196 | 69 | 14 | 283276 | 208477 |

| Haul Route No. 1 Section A-B | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 30 | 92 | 19 | 26 | 285385 | 211548 |
| 80 | 134 | 38 | 10 | 285351 | 211511 |
| 130 | 182 | 78 | 16 | 285320 | 211473 |
| 180 | 170 | 77 | 18 | 285289 | 211433 |
| 230 | 209 | 69 | 22 | 285255 | 211397 |
| 280 | 263 | 103 | 19 | 285218 | 211363 |
| 330 | 180 | 76 | 13 | 285181 | 211328 |
| 380 | 171 | 66 | 14 | 285145 | 211293 |
| 430 | 168 | 47 | 29 | 285109 | 211259 |
| 480 | 205 | 72 | 29 | 285075 | 211223 |
| 530 | 141 | 65 | 13 | 285042 | 211185 |
| 580 | 119 | 58 | 11 | 285005 | 211151 |
| 630 | 193 | 79 | 13 | 284965 | 211121 |
| 680 | 171 | 57 | 18 | 284927 | 211089 |
| 730 | 183 | 59 | 13 | 284891 | 211054 |
| 780 | 209 | 67 | 25 | 284858 | 211017 |
| 830 | 153 | 50 | 21 | 284825 | 210979 |
| 880 | 196 | 63 | 13 | 284792 | 210941 |
| 930 | 297 | 130 | 11 | 284760 | 210902 |
| 980 | 329 | 132 | 22 | 284729 | 210865 |
| 1030 | 188 | 78 | 10 | 284697 | 210825 |
| 1080 | 240 | 97 | 9 | 284667 | 210785 |
| 1130 | 262 | 109 | 10 | 284639 | 210744 |
| 1180 | 263 | 96 | 18 | 284612 | 210702 |
| 1230 | 245 | 88 | 17 | 284586 | 210659 |
| 1280 | 254 | 79 | 21 | 284563 | 210615 |
| 1330 | 232 | 96 | 8 | 284541 | 210571 |
| 1380 | 258 | 88 | 20 | 284521 | 210524 |
| 1430 | 230 | 84 | 35 | 284501 | 210481 |
| 1475 | 196 | 84 | 16 | 284485 | 210437 |
| 1525 | 182 | 73 | 16 | 284471 | 210390 |
| 1575 | 209 | 70 | 17 | 284457 | 210342 |
| 1625 | 166 | 74 | 13 | 284445 | 210292 |
| 1675 | 155 | 64 | 12 | 284436 | 210244 |
| 1725 | 168 | 73 | 15 | 284429 | 210195 |
| 1775 | 182 | 65 | 20 | 284422 | 210145 |
| 1825 | 122 | 63 | 9 | 284416 | 210096 |
| 1875 | 204 | 79 | 19 | 284411 | 210046 |
| 1925 | 346 | 113 | 26 | 284406 | 209997 |
| 1975 | 241 | 77 | 22 | 284393 | 209948 |
| 2025 | 298 | 110 | 24 | 284366 | 209905 |
| 2075 | 320 | 125 | 31 | 284338 | 209866 |
| 2125 | 175 | 68 | 44 | 284313 | 209824 |
| 2175 | 227 | 56 | 26 | 284290 | 209780 |
| 2225 | 203 | 94 | 18 | 284266 | 209734 |

| Haul Route No. 1 Section A-B | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2275 | 168 | 78 | 17 | 284232 | 209698 |
| 2375 | 179 | 65 | 20 | 284148 | 209699 |
| 2440 | 72 | 29 | 17 | 284092 | 209673 |
| 2490 | 156 | 83 | 14 | 284059 | 209634 |
| 2540 | 173 | 85 | 17 | 284029 | 209596 |
| 2590 | 269 | 112 | 26 | 284001 | 209554 |
| 2640 | 357 | 150 | 25 | 283974 | 209512 |
| 2690 | 222 | 92 | 19 | 283948 | 209469 |
| 2740 | 205 | 88 | 22 | 283923 | 209426 |
| 2790 | 253 | 77 | 26 | 283896 | 209385 |
| 2840 | 379 | 170 | 27 | 283868 | 209344 |
| 2890 | 223 | 110 | 26 | 283840 | 209302 |
| 2940 | 187 | 62 | 28 | 283816 | 209258 |
| 2990 | 169 | 55 | 20 | 283795 | 209212 |
| 3040 | 100 | 29 | 21 | 283776 | 209167 |
| 3090 | 190 | 57 | 21 | 283759 | 209120 |
| 3140 | 230 | 66 | 25 | 283746 | 209072 |
| 3190 | 163 | 42 | 27 | 283732 | 209024 |
| 3240 | 183 | 50 | 21 | 283716 | 208976 |
| 3290 | 144 | 42 | 16 | 283697 | 208930 |
| 3340 | 166 | 53 | 12 | 283675 | 208885 |
| 3390 | 196 | 65 | 11 | 283651 | 208841 |
| 3440 | 170 | 58 | 12 | 283624 | 208799 |
| 3490 | 233 | 91 | 14 | 283595 | 208758 |
| 3540 | 183 | 59 | 14 | 283564 | 208718 |
| 3590 | 167 | 55 | 13 | 283531 | 208681 |
| 3640 | 215 | 80 | 17 | 283496 | 208649 |
| 3690 | 117 | 31 | 15 | 283458 | 208612 |
| 3740 | 125 | 43 | 11 | 283420 | 208580 |
| 3840 | 160 | 56 | 13 | 283341 | 208520 |
| 3890 | 125 | 36 | 9 | 283301 | 208489 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 228 | 59 | 16 | 289086 | 221798 |
| 75 | 153 | 43 | 17 | 289037 | 221793 |
| 125 | 121 | 36 | 14 | 288990 | 221777 |
| 175 | 94 | 25 | 14 | 288949 | 221748 |
| 225 | 91 | 23 | 16 | 288907 | 221722 |
| 275 | 71 | 24 | 8 | 288864 | 221696 |
| 325 | 64 | 20 | 8 | 288818 | 221674 |
| 375 | 62 | 20 | 9 | 288773 | 221654 |
| 425 | 118 | 28 | 30 | 288725 | 221637 |
| 475 | 110 | 27 | 14 | 288678 | 221620 |
| 525 | 104 | 26 | 17 | 288634 | 221596 |
| 575 | 78 | 24 | 12 | 288597 | 221564 |
| 625 | 110 | 30 | 10 | 288565 | 221525 |
| 675 | 68 | 17 | 11 | 288540 | 221483 |
| 725 | 87 | 19 | 19 | 288516 | 221439 |
| 775 | 94 | 23 | 16 | 288491 | 221395 |
| 825 | 90 | 23 | 17 | 288467 | 221352 |
| 875 | 116 | 24 | 23 | 288443 | 221308 |
| 925 | 138 | 34 | 21 | 288419 | 221264 |
| 975 | 113 | 24 | 17 | 288395 | 221220 |
| 1025 | 98 | 26 | 16 | 288386 | 221173 |
| 1075 | 96 | 24 | 18 | 288350 | 221143 |
| 1125 | 108 | 24 | 21 | 288313 | 221110 |
| 1175 | 132 | 29 | 25 | 288277 | 221076 |
| 1225 | 132 | 23 | 29 | 288238 | 221044 |
| 1275 | 116 | 26 | 17 | 288199 | 221013 |
| 1325 | 126 | 23 | 21 | 288159 | 220981 |
| 1415 | 115 | 26 | 15 | 288094 | 220924 |
| 1465 | 86 | 19 | 12 | 288050 | 220899 |
| 1515 | 93 | 20 | 13 | 288014 | 220866 |
| 1565 | 96 | 20 | 14 | 287979 | 220829 |
| 1615 | 94 | 19 | 12 | 287948 | 220790 |
| 1665 | 98 | 25 | 11 | 287919 | 220749 |
| 1715 | 96 | 27 | 10 | 287895 | 220706 |
| 1765 | 83 | 20 | 10 | 287874 | 220660 |
| 1815 | 95 | 27 | 9 | 287857 | 220613 |
| 1865 | 76 | 21 | 6 | 287840 | 220565 |
| 1925 | 80 | 24 | 7 | 287840 | 220516 |
| 1970 | 81 | 20 | 12 | 287808 | 220478 |
| 2020 | 105 | 23 | 16 | 287785 | 220434 |
| 2070 | 84 | 21 | 9 | 287757 | 220393 |
| 2120 | 106 | 21 | 24 | 287725 | 220354 |
| 2170 | 68 | 20 | 9 | 287690 | 220319 |
| 2220 | 73 | 21 | 10 | 287655 | 220283 |
| 2270 | 72 | 23 | 9 | 287620 | 220248 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2320 | 57 | 19 | 9 | 287585 | 220212 |
| 2370 | 81 | 24 | 11 | 287550 | 220176 |
| 2420 | 79 | 24 | 11 | 287515 | 220141 |
| 2470 | 86 | 26 | 11 | 287480 | 220106 |
| 2520 | 87 | 24 | 11 | 287444 | 220070 |
| 2570 | 98 | 26 | 11 | 287409 | 220035 |
| 2620 | 143 | 40 | 12 | 287375 | 219998 |
| 2670 | 106 | 24 | 13 | 287342 | 219961 |
| 2720 | 92 | 22 | 11 | 287309 | 219921 |
| 2770 | 107 | 26 | 12 | 287279 | 219884 |
| 2820 | 86 | 24 | 10 | 287250 | 219843 |
| 2820 | 87 | 23 | 11 | 287250 | 219843 |
| 2870 | 89 | 22 | 13 | 287222 | 219801 |
| 2915 | 140 | 31 | 11 | 287196 | 219759 |
| 2970 | 100 | 29 | 12 | 287188 | 219711 |
| 3015 | 79 | 26 | 10 | 287151 | 219677 |
| 3065 | 81 | 23 | 13 | 287120 | 219639 |
| 3115 | 79 | 24 | 11 | 287089 | 219599 |
| 3165 | 81 | 24 | 8 | 287060 | 219559 |
| 3215 | 77 | 23 | 7 | 287029 | 219519 |
| 3265 | 90 | 30 | 8 | 287002 | 219478 |
| 3315 | 74 | 21 | 7 | 286978 | 219433 |
| 3365 | 69 | 21 | 7 | 286960 | 219387 |
| 3415 | 98 | 26 | 11 | 286946 | 219338 |
| 3465 | 98 | 27 | 13 | 286937 | 219290 |
| 3515 | 108 | 29 | 10 | 286929 | 219241 |
| 3575 | 110 | 25 | 22 | 286931 | 219193 |
| 3625 | 125 | 26 | 24 | 286917 | 219146 |
| 3675 | 104 | 27 | 13 | 286911 | 219096 |
| 3725 | 93 | 23 | 15 | 286909 | 219047 |
| 3825 | 50 | 16 | 9 | 286905 | 218947 |
| 3875 | 86 | 25 | 9 | 286903 | 218896 |
| 3925 | 82 | 26 | 6 | 286901 | 218844 |
| 3975 | 69 | 20 | 7 | 286900 | 218796 |
| 4025 | 81 | 26 | 11 | 286900 | 218746 |
| 4075 | 93 | 23 | 13 | 286913 | 218698 |
| 4115 | 220 | 82 | 23 | 286957 | 218686 |
| 4165 | 231 | 84 | 19 | 287007 | 218693 |
| 4215 | 310 | 114 | 12 | 287056 | 218702 |
| 4265 | 212 | 89 | 12 | 287106 | 218711 |
| 4315 | 165 | 64 | 12 | 287155 | 218724 |
| 4365 | 129 | 60 | 14 | 287201 | 218739 |
| 4415 | 158 | 66 | 17 | 287250 | 218757 |
| 4465 | 149 | 68 | 13 | 287295 | 218773 |
| 4515 | 123 | 67 | 9 | 287339 | 218796 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4565 | 120 | 61 | 11 | 287384 | 218818 |
| 4615 | 150 | 73 | 11 | 287429 | 218839 |
| 4665 | 134 | 62 | 15 | 287474 | 218862 |
| 4715 | 123 | 54 | 10 | 287519 | 218883 |
| 4765 | 122 | 57 | 10 | 287566 | 218901 |
| 4815 | 130 | 56 | 17 | 287613 | 218917 |
| 4865 | 115 | 48 | 17 | 287662 | 218930 |
| 4915 | 115 | 55 | 14 | 287709 | 218941 |
| 4965 | 163 | 71 | 12 | 287759 | 218949 |
| 5015 | 204 | 81 | 20 | 287809 | 218954 |
| 5065 | 198 | 69 | 20 | 287858 | 218957 |
| 5115 | 73 | 20 | 21 | 287908 | 218959 |
| 5165 | 63 | 17 | 20 | 287958 | 218961 |
| 5215 | 68 | 15 | 19 | 288008 | 218966 |
| 5265 | 89 | 27 | 20 | 288057 | 218967 |
| 5315 | 220 | 69 | 26 | 288109 | 218969 |
| 5360 | 171 | 44 | 25 | 288156 | 218977 |
| 5395 | 87 | 36 | 15 | 288170 | 218940 |
| 5445 | 28 | 18 | 5 | 288166 | 218890 |
| 5495 | 46 | 17 | 6 | 288167 | 218840 |
| 5545 | 48 | 16 | 6 | 288169 | 218791 |
| 5595 | 65 | 16 | 15 | 288174 | 218741 |
| 5645 | 65 | 23 | 12 | 288182 | 218692 |
| 5695 | 67 | 21 | 13 | 288197 | 218644 |
| 5745 | 51 | 13 | 11 | 288219 | 218599 |
| 5795 | 53 | 16 | 13 | 288247 | 218558 |
| 5845 | 73 | 17 | 22 | 288280 | 218520 |
| 5895 | 64 | 20 | 14 | 288319 | 218489 |
| 5945 | 60 | 15 | 14 | 288361 | 218463 |
| 5995 | 62 | 19 | 13 | 288407 | 218448 |
| 6050 | 51 | 15 | 11 | 288452 | 218435 |
| 6100 | 59 | 17 | 11 | 288485 | 218400 |
| 6150 | 55 | 18 | 10 | 288529 | 218376 |
| 6200 | 62 | 17 | 16 | 288575 | 218355 |
| 6250 | 47 | 16 | 10 | 288620 | 218334 |
| 6300 | 59 | 17 | 8 | 288668 | 218320 |
| 6350 | 54 | 15 | 12 | 288717 | 218311 |
| 6400 | 60 | 17 | 10 | 288767 | 218306 |
| 6450 | 54 | 15 | 8 | 288817 | 218303 |
| 6500 | 74 | 17 | 13 | 288866 | 218298 |
| 6550 | 61 | 18 | 11 | 288917 | 218294 |
| 6600 | 56 | 17 | 8 | 288967 | 218291 |
| 6650 | 63 | 21 | 12 | 289016 | 218289 |
| 6700 | 58 | 23 | 6 | 289066 | 218285 |
| 6750 | 73 | 24 | 12 | 289118 | 218283 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6825 | 88 | 26 | 10 | 289161 | 218307 |
| 6900 | 68 | 21 | 8 | 289151 | 218202 |
| 6950 | 69 | 23 | 11 | 289144 | 218151 |
| 7000 | 161 | 66 | 16 | 289145 | 218102 |
| 7050 | 109 | 44 | 13 | 289143 | 218053 |
| 7100 | 68 | 24 | 9 | 289139 | 218003 |
| 7150 | 80 | 30 | 9 | 289135 | 217953 |
| 7200 | 156 | 40 | 11 | 289124 | 217904 |
| 7250 | 179 | 35 | 26 | 289104 | 217858 |
| 7300 | 121 | 32 | 20 | 289084 | 217812 |
| 7350 | 106 | 29 | 21 | 289063 | 217767 |
| 7400 | 133 | 31 | 24 | 289042 | 217722 |
| 7450 | 62 | 19 | 12 | 289022 | 217677 |
| 7500 | 131 | 26 | 26 | 289014 | 217627 |
| 7550 | 95 | 18 | 24 | 289007 | 217578 |
| 7600 | 168 | 44 | 22 | 288992 | 217530 |
| 7650 | 237 | 93 | 22 | 288975 | 217483 |
| 7700 | 170 | 66 | 11 | 288963 | 217435 |
| 7750 | 209 | 73 | 14 | 288951 | 217386 |
| 7800 | 188 | 83 | 8 | 288940 | 217338 |
| 7850 | 218 | 86 | 4 | 288927 | 217289 |
| 7900 | 184 | 73 | 5 | 288912 | 217241 |
| 7950 | 137 | 50 | 7 | 288895 | 217195 |
| 8000 | 144 | 56 | 9 | 288874 | 217149 |
| 8050 | 206 | 74 | 9 | 288849 | 217106 |
| 8100 | 175 | 67 | 11 | 288818 | 217067 |
| 8150 | 304 | 153 | 11 | 288786 | 217028 |
| 8200 | 327 | 155 | 10 | 288753 | 216991 |
| 8250 | 365 | 169 | 16 | 288719 | 216955 |
| 8300 | 400 | 209 | 18 | 288685 | 216919 |
| 8350 | 259 | 120 | 19 | 288650 | 216882 |
| 8400 | 403 | 220 | 20 | 288617 | 216846 |
| 8450 | 169 | 81 | 11 | 288582 | 216809 |
| 8500 | 325 | 138 | 16 | 288548 | 216773 |
| 8550 | 229 | 99 | 5 | 288514 | 216737 |
| 8600 | 270 | 110 | 18 | 288479 | 216700 |
| 8650 | 235 | 101 | 8 | 288446 | 216663 |
| 8700 | 243 | 126 | 14 | 288413 | 216625 |
| 8750 | 298 | 155 | 11 | 288383 | 216585 |
| 8800 | 333 | 195 | 7 | 288357 | 216543 |
| 8850 | 272 | 134 | 10 | 288333 | 216500 |
| 8900 | 278 | 126 | 14 | 288309 | 216455 |
| 8950 | 257 | 108 | 19 | 288287 | 216411 |
| 9000 | 164 | 72 | 16 | 288265 | 216366 |
| 9050 | 170 | 88 | 14 | 288241 | 216322 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9100 | 173 | 81 | 12 | 288217 | 216278 |
| 9150 | 199 | 71 | 20 | 288193 | 216235 |
| 9200 | 275 | 128 | 14 | 288173 | 216189 |
| 9250 | 254 | 104 | 15 | 288157 | 216141 |
| 9300 | 289 | 132 | 7 | 288144 | 216093 |
| 9350 | 355 | 158 | 25 | 288131 | 216045 |
| 9400 | 234 | 107 | 12 | 288119 | 215996 |
| 9450 | 289 | 122 | 18 | 288109 | 215947 |
| 9500 | 156 | 70 | 20 | 288100 | 215898 |
| 9550 | 153 | 65 | 16 | 288094 | 215850 |
| 9600 | 199 | 87 | 9 | 288088 | 215800 |
| 9650 | 186 | 84 | 22 | 288083 | 215749 |
| 9700 | 166 | 84 | 15 | 288078 | 215699 |
| 9750 | 193 | 94 | 14 | 288073 | 215650 |
| 9800 | 218 | 114 | 6 | 288068 | 215599 |
| 9850 | 238 | 131 | 6 | 288063 | 215550 |
| 9900 | 144 | 75 | 7 | 288056 | 215500 |
| 9950 | 265 | 122 | 15 | 288048 | 215451 |
| 10000 | 173 | 81 | 14 | 288038 | 215402 |
| 10050 | 230 | 95 | 28 | 288031 | 215352 |
| 10100 | 145 | 69 | 8 | 288027 | 215302 |
| 10150 | 241 | 120 | 8 | 288026 | 215252 |
| 10200 | 211 | 90 | 9 | 288026 | 215204 |
| 10250 | 287 | 117 | 10 | 288026 | 215154 |
| 10300 | 281 | 109 | 13 | 288029 | 215103 |
| 10350 | 285 | 139 | 12 | 288035 | 215054 |
| 10400 | 215 | 96 | 14 | 288039 | 215004 |
| 10450 | 205 | 79 | 24 | 288035 | 214954 |
| 10500 | 195 | 80 | 29 | 288030 | 214904 |
| 10550 | 325 | 145 | 35 | 288025 | 214854 |
| 10600 | 198 | 87 | 18 | 288019 | 214805 |
| 10650 | 165 | 55 | 23 | 288010 | 214755 |
| 10700 | 246 | 99 | 18 | 287996 | 214708 |
| 10750 | 326 | 141 | 15 | 287983 | 214659 |
| 10800 | 156 | 70 | 14 | 287972 | 214611 |
| 10850 | 105 | 54 | 8 | 287960 | 214561 |
| 10900 | 210 | 89 | 12 | 287951 | 214513 |
| 10950 | 190 | 83 | 8 | 287944 | 214462 |
| 11000 | 201 | 68 | 14 | 287937 | 214414 |
| 11050 | 286 | 136 | 11 | 287930 | 214364 |
| 11100 | 249 | 104 | 18 | 287923 | 214316 |
| 11150 | 144 | 54 | 18 | 287915 | 214265 |
| 11200 | 245 | 99 | 21 | 287909 | 214217 |
| 11250 | 154 | 52 | 14 | 287901 | 214167 |
| 11300 | 88 | 32 | 18 | 287892 | 214118 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11350 | 196 | 99 | 13 | 287881 | 214068 |
| 11400 | 262 | 131 | 5 | 287868 | 214020 |
| 11450 | 121 | 61 | 6 | 287851 | 213972 |
| 11500 | 168 | 67 | 13 | 287832 | 213926 |
| 11550 | 164 | 50 | 32 | 287811 | 213881 |
| 11600 | 78 | 18 | 24 | 287789 | 213836 |
| 11650 | 149 | 56 | 21 | 287765 | 213792 |
| 11700 | 221 | 74 | 19 | 287739 | 213749 |
| 11750 | 247 | 96 | 11 | 287711 | 213707 |
| 11800 | 171 | 60 | 15 | 287686 | 213665 |
| 11850 | 176 | 87 | 11 | 287662 | 213621 |
| 11900 | 153 | 76 | 8 | 287636 | 213578 |
| 11950 | 134 | 59 | 8 | 287604 | 213539 |
| 12000 | 235 | 115 | 10 | 287568 | 213504 |
| 12050 | 189 | 96 | 11 | 287528 | 213474 |
| 12100 | 163 | 68 | 14 | 287487 | 213445 |
| 12150 | 170 | 73 | 13 | 287446 | 213416 |
| 12200 | 135 | 68 | 12 | 287408 | 213384 |
| 12250 | 169 | 69 | 16 | 287372 | 213350 |
| 12300 | 268 | 161 | 11 | 287337 | 213313 |
| 12350 | 286 | 115 | 25 | 287305 | 213275 |
| 12400 | 212 | 93 | 9 | 287275 | 213235 |
| 12450 | 154 | 65 | 9 | 287246 | 213195 |
| 12500 | 275 | 119 | 10 | 287215 | 213155 |
| 12550 | 252 | 102 | 15 | 287185 | 213114 |
| 12600 | 272 | 112 | 16 | 287155 | 213074 |
| 12650 | 225 | 86 | 12 | 287126 | 213034 |
| 12700 | 239 | 100 | 14 | 287096 | 212994 |
| 12750 | 257 | 131 | 10 | 287066 | 212954 |
| 12800 | 348 | 177 | 13 | 287035 | 212914 |
| 12850 | 250 | 94 | 17 | 287002 | 212876 |
| 12900 | 243 | 96 | 13 | 286968 | 212839 |
| 12950 | 319 | 167 | 14 | 286934 | 212803 |
| 13000 | 332 | 162 | 16 | 286899 | 212767 |
| 13050 | 256 | 106 | 14 | 286864 | 212731 |
| 13100 | 250 | 95 | 15 | 286829 | 212695 |
| 13150 | 319 | 133 | 17 | 286795 | 212659 |
| 13200 | 259 | 109 | 14 | 286759 | 212624 |
| 13250 | 409 | 174 | 25 | 286724 | 212588 |
| 13300 | 310 | 109 | 28 | 286688 | 212552 |
| 13350 | 300 | 141 | 29 | 286650 | 212520 |
| 13400 | 200 | 82 | 28 | 286608 | 212492 |
| 13450 | 246 | 145 | 14 | 286565 | 212466 |
| 13500 | 382 | 230 | 25 | 286523 | 212440 |
| 13550 | 223 | 82 | 19 | 286482 | 212412 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13600 | 250 | 140 | 16 | 286440 | 212385 |
| 13650 | 315 | 137 | 26 | 286398 | 212356 |
| 13700 | 248 | 106 | 28 | 286357 | 212327 |
| 13750 | 266 | 118 | 29 | 286316 | 212298 |
| 13800 | 150 | 53 | 23 | 286276 | 212269 |
| 13850 | 100 | 39 | 19 | 286236 | 212239 |
| 13900 | 138 | 54 | 18 | 286195 | 212211 |
| 13950 | 87 | 38 | 12 | 286151 | 212185 |
| 14000 | 137 | 49 | 14 | 286107 | 212162 |
| 14050 | 132 | 54 | 3 | 286062 | 212140 |
| 14100 | 63 | 39 | 0 | 286016 | 212122 |
| 14150 | 49 | 33 | 1 | 285969 | 212104 |
| 14200 | 80 | 46 | 1 | 285929 | 212074 |
| 14250 | 95 | 35 | 7 | 285898 | 212035 |
| 14300 | 115 | 52 | 8 | 285868 | 211996 |
| 14350 | 169 | 67 | 19 | 285836 | 211958 |
| 14400 | 193 | 70 | 19 | 285800 | 211924 |
| 14450 | 246 | 98 | 16 | 285764 | 211888 |
| 14500 | 238 | 89 | 21 | 285730 | 211852 |
| 14550 | 226 | 95 | 17 | 285700 | 211811 |
| 14600 | 165 | 72 | 10 | 285668 | 211772 |
| 14650 | 136 | 52 | 9 | 285633 | 211736 |
| 14700 | 185 | 65 | 17 | 285597 | 211702 |
| 14750 | 91 | 39 | 10 | 285559 | 211669 |
| 14800 | 192 | 86 | 13 | 285517 | 211641 |
| 14850 | 290 | 201 | 5 | 285474 | 211615 |
| 14900 | 164 | 60 | 6 | 285433 | 211588 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 83 | 32 | 15 | 289111 | 221805 |
| 50 | 100 | 26 | 13 | 289056 | 221802 |
| 100 | 98 | 27 | 13 | 289007 | 221790 |
| 150 | 103 | 32 | 10 | 288963 | 221767 |
| 200 | 111 | 34 | 11 | 288922 | 221739 |
| 250 | 75 | 20 | 12 | 288878 | 221713 |
| 300 | 82 | 22 | 9 | 288835 | 221691 |
| 350 | 62 | 21 | 10 | 288789 | 221669 |
| 400 | 127 | 29 | 19 | 288743 | 221651 |
| 450 | 95 | 18 | 26 | 288695 | 221634 |
| 500 | 107 | 18 | 22 | 288650 | 221614 |
| 550 | 97 | 24 | 14 | 288609 | 221586 |
| 600 | 75 | 17 | 12 | 288573 | 221550 |
| 650 | 69 | 22 | 9 | 288546 | 221508 |
| 700 | 97 | 23 | 17 | 288521 | 221464 |
| 750 | 139 | 24 | 23 | 288497 | 221421 |
| 800 | 73 | 17 | 14 | 288473 | 221377 |
| 850 | 114 | 21 | 22 | 288449 | 221333 |
| 900 | 96 | 22 | 18 | 288424 | 221289 |
| 950 | 109 | 24 | 18 | 288399 | 221245 |
| 1000 | 154 | 40 | 23 | 288371 | 221206 |
| 1050 | 115 | 32 | 16 | 288334 | 221175 |
| 1100 | 121 | 27 | 18 | 288319 | 221130 |
| 1150 | 118 | 24 | 22 | 288286 | 221094 |
| 1200 | 123 | 32 | 18 | 288248 | 221062 |
| 1250 | 146 | 34 | 17 | 288209 | 221031 |
| 1305 | 122 | 28 | 16 | 288169 | 221000 |
| 1350 | 96 | 21 | 13 | 288126 | 220976 |
| 1400 | 111 | 28 | 18 | 288090 | 220950 |
| 1450 | 101 | 25 | 11 | 288059 | 220912 |
| 1500 | 86 | 22 | 11 | 288022 | 220879 |
| 1550 | 119 | 35 | 18 | 287986 | 220843 |
| 1600 | 132 | 48 | 9 | 287954 | 220806 |
| 1650 | 124 | 39 | 8 | 287925 | 220764 |
| 1700 | 80 | 24 | 9 | 287899 | 220722 |
| 1750 | 120 | 38 | 9 | 287877 | 220677 |
| 1800 | 97 | 32 | 8 | 287858 | 220631 |
| 1850 | 61 | 22 | 8 | 287842 | 220584 |
| 1900 | 77 | 26 | 6 | 287817 | 220541 |
| 1950 | 111 | 28 | 9 | 287803 | 220496 |
| 2000 | 78 | 22 | 10 | 287789 | 220450 |
| 2050 | 82 | 24 | 9 | 287763 | 220407 |
| 2100 | 86 | 22 | 15 | 287732 | 220368 |
| 2150 | 72 | 24 | 11 | 287697 | 220332 |
| 2200 | 77 | 23 | 11 | 287663 | 220296 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2250 | 73 | 24 | 11 | 287627 | 220261 |
| 2300 | 64 | 20 | 10 | 287593 | 220224 |
| 2350 | 85 | 24 | 12 | 287557 | 220188 |
| 2400 | 85 | 25 | 16 | 287522 | 220153 |
| 2450 | 77 | 24 | 12 | 287487 | 220117 |
| 2500 | 87 | 23 | 12 | 287452 | 220083 |
| 2550 | 107 | 29 | 14 | 287417 | 220048 |
| 2600 | 123 | 35 | 13 | 287382 | 220012 |
| 2650 | 118 | 32 | 14 | 287347 | 219975 |
| 2700 | 106 | 28 | 8 | 287315 | 219937 |
| 2750 | 103 | 33 | 11 | 287284 | 219897 |
| 2800 | 94 | 28 | 11 | 287254 | 219857 |
| 2850 | 90 | 25 | 10 | 287226 | 219816 |
| 2900 | 107 | 34 | 8 | 287199 | 219774 |
| 2950 | 77 | 20 | 13 | 287165 | 219739 |
| 3000 | 142 | 30 | 21 | 287153 | 219693 |
| 3050 | 68 | 12 | 9 | 287125 | 219652 |
| 3100 | 76 | 20 | 8 | 287096 | 219613 |
| 3150 | 74 | 23 | 9 | 287065 | 219574 |
| 3200 | 76 | 22 | 8 | 287034 | 219535 |
| 3250 | 96 | 22 | 8 | 287006 | 219494 |
| 3300 | 101 | 26 | 10 | 286981 | 219450 |
| 3350 | 83 | 23 | 8 | 286961 | 219404 |
| 3400 | 94 | 26 | 10 | 286945 | 219356 |
| 3450 | 79 | 21 | 10 | 286935 | 219307 |
| 3500 | 163 | 39 | 10 | 286926 | 219258 |
| 3550 | 77 | 19 | 11 | 286899 | 219216 |
| 3600 | 97 | 22 | 20 | 286913 | 219170 |
| 3650 | 106 | 25 | 20 | 286908 | 219121 |
| 3700 | 96 | 24 | 12 | 286904 | 219071 |
| 3750 | 105 | 23 | 16 | 286903 | 219021 |
| 3800 | 105 | 25 | 12 | 286901 | 218971 |
| 3850 | 71 | 20 | 9 | 286899 | 218921 |
| 3900 | 89 | 24 | 10 | 286897 | 218871 |
| 3950 | 74 | 22 | 6 | 286895 | 218822 |
| 4000 | 80 | 23 | 9 | 286894 | 218771 |
| 4050 | 78 | 31 | 11 | 286895 | 218722 |
| 4080 | 129 | 37 | 15 | 286924 | 218670 |
| 4125 | 228 | 88 | 20 | 286970 | 218683 |
| 4175 | 277 | 93 | 16 | 287020 | 218691 |
| 4225 | 172 | 49 | 17 | 287069 | 218699 |
| 4275 | 194 | 68 | 15 | 287117 | 218711 |
| 4325 | 115 | 51 | 12 | 287166 | 218724 |
| 4375 | 111 | 43 | 10 | 287213 | 218740 |
| 4425 | 113 | 54 | 9 | 287261 | 218756 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4475 | 92 | 46 | 10 | 287305 | 218777 |
| 4525 | 99 | 58 | 8 | 287352 | 218795 |
| 4575 | 117 | 52 | 12 | 287396 | 218818 |
| 4625 | 147 | 80 | 10 | 287441 | 218839 |
| 4675 | 130 | 63 | 18 | 287486 | 218863 |
| 4725 | 147 | 56 | 14 | 287531 | 218885 |
| 4775 | 111 | 66 | 6 | 287578 | 218902 |
| 4825 | 162 | 65 | 13 | 287626 | 218917 |
| 4875 | 113 | 57 | 15 | 287673 | 218930 |
| 4925 | 155 | 79 | 16 | 287722 | 218939 |
| 4975 | 125 | 68 | 12 | 287772 | 218946 |
| 5025 | 156 | 63 | 8 | 287822 | 218950 |
| 5075 | 143 | 46 | 17 | 287871 | 218954 |
| 5125 | 116 | 34 | 20 | 287921 | 218957 |
| 5175 | 126 | 25 | 28 | 287971 | 218958 |
| 5225 | 109 | 33 | 17 | 288022 | 218960 |
| 5275 | 195 | 62 | 22 | 288073 | 218962 |
| 5325 | 92 | 22 | 23 | 288123 | 218967 |
| 5375 | 62 | 30 | 7 | 288163 | 218959 |
| 5425 | 76 | 21 | 14 | 288163 | 218909 |
| 5475 | 58 | 17 | 10 | 288164 | 218858 |
| 5525 | 69 | 20 | 8 | 288166 | 218810 |
| 5575 | 63 | 18 | 12 | 288169 | 218759 |
| 5625 | 65 | 22 | 10 | 288175 | 218710 |
| 5675 | 53 | 17 | 11 | 288188 | 218662 |
| 5725 | 71 | 22 | 18 | 288207 | 218616 |
| 5775 | 54 | 17 | 12 | 288232 | 218573 |
| 5825 | 55 | 16 | 12 | 288263 | 218533 |
| 5875 | 50 | 13 | 13 | 288300 | 218499 |
| 5925 | 42 | 14 | 8 | 288339 | 218471 |
| 5975 | 62 | 20 | 12 | 288384 | 218445 |
| 6025 | 69 | 17 | 18 | 288413 | 218405 |
| 6075 | 61 | 21 | 12 | 288461 | 218403 |
| 6125 | 57 | 18 | 12 | 288507 | 218383 |
| 6175 | 54 | 16 | 10 | 288551 | 218362 |
| 6225 | 65 | 18 | 16 | 288597 | 218342 |
| 6275 | 60 | 17 | 11 | 288645 | 218323 |
| 6325 | 62 | 15 | 12 | 288693 | 218312 |
| 6375 | 55 | 18 | 7 | 288742 | 218306 |
| 6425 | 50 | 16 | 7 | 288793 | 218302 |
| 6475 | 58 | 21 | 6 | 288842 | 218298 |
| 6525 | 58 | 21 | 7 | 288892 | 218294 |
| 6575 | 51 | 20 | 6 | 288941 | 218290 |
| 6625 | 52 | 23 | 6 | 288991 | 218286 |
| 6675 | 56 | 17 | 8 | 289042 | 218281 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6725 | 57 | 16 | 7 | 289092 | 218276 |
| 6875 | 72 | 24 | 7 | 289150 | 218228 |
| 6925 | 98 | 34 | 15 | 289140 | 218180 |
| 6975 | 71 | 23 | 12 | 289138 | 218129 |
| 7025 | 100 | 27 | 16 | 289138 | 218079 |
| 7075 | 97 | 21 | 20 | 289137 | 218029 |
| 7125 | 127 | 34 | 17 | 289133 | 217980 |
| 7175 | 93 | 25 | 18 | 289126 | 217931 |
| 7225 | 112 | 35 | 12 | 289110 | 217885 |
| 7275 | 98 | 31 | 11 | 289089 | 217839 |
| 7325 | 189 | 77 | 16 | 289069 | 217794 |
| 7375 | 110 | 52 | 9 | 289048 | 217748 |
| 7425 | 117 | 27 | 20 | 289027 | 217703 |
| 7475 | 130 | 37 | 18 | 289012 | 217655 |
| 7525 | 105 | 23 | 19 | 289004 | 217606 |
| 7575 | 149 | 33 | 19 | 288996 | 217557 |
| 7625 | 54 | 24 | 11 | 288978 | 217510 |
| 7675 | 294 | 143 | 20 | 288964 | 217462 |
| 7725 | 236 | 100 | 11 | 288952 | 217413 |
| 7775 | 217 | 93 | 10 | 288941 | 217365 |
| 7825 | 257 | 132 | 7 | 288929 | 217317 |
| 7875 | 261 | 115 | 7 | 288916 | 217268 |
| 7925 | 123 | 41 | 7 | 288899 | 217222 |
| 7975 | 197 | 55 | 21 | 288879 | 217176 |
| 8025 | 123 | 44 | 10 | 288855 | 217132 |
| 8075 | 191 | 48 | 19 | 288826 | 217092 |
| 8125 | 285 | 113 | 13 | 288796 | 217052 |
| 8175 | 426 | 260 | 15 | 288764 | 217013 |
| 8225 | 280 | 133 | 15 | 288730 | 216977 |
| 8275 | 239 | 103 | 15 | 288696 | 216940 |
| 8325 | 362 | 169 | 18 | 288662 | 216904 |
| 8375 | 246 | 115 | 17 | 288628 | 216868 |
| 8425 | 241 | 127 | 10 | 288593 | 216831 |
| 8475 | 268 | 118 | 19 | 288559 | 216794 |
| 8525 | 296 | 163 | 9 | 288525 | 216759 |
| 8575 | 190 | 86 | 14 | 288490 | 216722 |
| 8625 | 256 | 107 | 10 | 288457 | 216685 |
| 8675 | 218 | 98 | 14 | 288423 | 216647 |
| 8725 | 255 | 113 | 11 | 288392 | 216609 |
| 8775 | 309 | 143 | 13 | 288363 | 216568 |
| 8825 | 277 | 110 | 13 | 288338 | 216525 |
| 8875 | 333 | 124 | 19 | 288315 | 216481 |
| 8925 | 126 | 65 | 17 | 288292 | 216435 |
| 8975 | 77 | 35 | 16 | 288269 | 216392 |
| 9025 | 63 | 29 | 12 | 288247 | 216347 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9075 | 148 | 78 | 16 | 288223 | 216302 |
| 9125 | 137 | 55 | 18 | 288198 | 216258 |
| 9175 | 163 | 61 | 14 | 288176 | 216212 |
| 9225 | 171 | 74 | 10 | 288160 | 216166 |
| 9275 | 179 | 78 | 9 | 288145 | 216119 |
| 9325 | 242 | 103 | 25 | 288132 | 216072 |
| 9375 | 268 | 118 | 13 | 288119 | 216023 |
| 9425 | 252 | 102 | 18 | 288108 | 215973 |
| 9475 | 280 | 123 | 17 | 288098 | 215921 |
| 9525 | 162 | 62 | 18 | 288092 | 215873 |
| 9575 | 145 | 55 | 14 | 288085 | 215825 |
| 9625 | 141 | 57 | 11 | 288080 | 215776 |
| 9675 | 197 | 83 | 27 | 288075 | 215726 |
| 9725 | 154 | 66 | 14 | 288070 | 215676 |
| 9775 | 153 | 79 | 11 | 288065 | 215626 |
| 9825 | 184 | 71 | 12 | 288060 | 215576 |
| 9875 | 124 | 37 | 10 | 288054 | 215527 |
| 9925 | 120 | 47 | 8 | 288046 | 215477 |
| 9975 | 260 | 116 | 11 | 288037 | 215428 |
| 10025 | 161 | 77 | 18 | 288028 | 215378 |
| 10075 | 160 | 67 | 18 | 288023 | 215329 |
| 10125 | 201 | 106 | 8 | 288021 | 215279 |
| 10175 | 218 | 99 | 9 | 288020 | 215230 |
| 10225 | 201 | 97 | 12 | 288020 | 215181 |
| 10275 | 311 | 132 | 15 | 288021 | 215129 |
| 10325 | 346 | 162 | 11 | 288026 | 215080 |
| 10375 | 208 | 100 | 10 | 288032 | 215030 |
| 10425 | 303 | 133 | 19 | 288032 | 214981 |
| 10475 | 190 | 89 | 26 | 288027 | 214930 |
| 10525 | 194 | 75 | 30 | 288022 | 214880 |
| 10575 | 241 | 115 | 26 | 288017 | 214830 |
| 10625 | 186 | 54 | 25 | 288010 | 214781 |
| 10675 | 213 | 64 | 26 | 287999 | 214733 |
| 10725 | 260 | 99 | 21 | 287984 | 214684 |
| 10775 | 170 | 79 | 13 | 287973 | 214635 |
| 10825 | 117 | 40 | 9 | 287962 | 214587 |
| 10875 | 141 | 67 | 6 | 287951 | 214539 |
| 10925 | 156 | 74 | 8 | 287941 | 214490 |
| 10975 | 248 | 93 | 11 | 287935 | 214439 |
| 11025 | 178 | 72 | 10 | 287928 | 214391 |
| 11075 | 402 | 225 | 6 | 287922 | 214340 |
| 11125 | 137 | 44 | 16 | 287915 | 214291 |
| 11175 | 203 | 79 | 22 | 287907 | 214242 |
| 11225 | 200 | 85 | 15 | 287900 | 214191 |
| 11275 | 203 | 84 | 11 | 287891 | 214143 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11325 | 188 | 80 | 15 | 287881 | 214093 |
| 11375 | 144 | 65 | 7 | 287869 | 214045 |
| 11425 | 140 | 61 | 7 | 287855 | 213997 |
| 11475 | 133 | 49 | 8 | 287837 | 213951 |
| 11525 | 163 | 59 | 15 | 287816 | 213906 |
| 11575 | 262 | 135 | 24 | 287794 | 213861 |
| 11625 | 205 | 83 | 22 | 287771 | 213816 |
| 11675 | 221 | 76 | 19 | 287747 | 213772 |
| 11725 | 161 | 66 | 18 | 287720 | 213730 |
| 11775 | 173 | 70 | 13 | 287693 | 213689 |
| 11825 | 168 | 66 | 10 | 287669 | 213645 |
| 11875 | 171 | 66 | 8 | 287644 | 213601 |
| 11925 | 188 | 88 | 9 | 287615 | 213561 |
| 11975 | 151 | 68 | 8 | 287581 | 213524 |
| 12025 | 166 | 67 | 11 | 287542 | 213492 |
| 12075 | 113 | 41 | 11 | 287502 | 213463 |
| 12125 | 126 | 40 | 12 | 287461 | 213434 |
| 12175 | 106 | 32 | 14 | 287421 | 213403 |
| 12225 | 230 | 89 | 21 | 287383 | 213371 |
| 12275 | 195 | 71 | 20 | 287348 | 213335 |
| 12325 | 119 | 49 | 12 | 287315 | 213297 |
| 12375 | 159 | 57 | 13 | 287284 | 213258 |
| 12425 | 146 | 64 | 10 | 287255 | 213218 |
| 12475 | 195 | 76 | 8 | 287224 | 213177 |
| 12525 | 253 | 102 | 9 | 287194 | 213137 |
| 12575 | 126 | 46 | 13 | 287164 | 213096 |
| 12625 | 201 | 68 | 13 | 287134 | 213056 |
| 12675 | 217 | 86 | 9 | 287104 | 213016 |
| 12725 | 218 | 83 | 11 | 287075 | 212977 |
| 12775 | 247 | 98 | 15 | 287044 | 212936 |
| 12825 | 302 | 122 | 15 | 287013 | 212897 |
| 12875 | 151 | 76 | 12 | 286979 | 212861 |
| 12925 | 118 | 41 | 19 | 286944 | 212824 |
| 12975 | 134 | 56 | 15 | 286909 | 212788 |
| 13025 | 177 | 63 | 18 | 286875 | 212753 |
| 13075 | 220 | 58 | 18 | 286840 | 212716 |
| 13125 | 284 | 87 | 19 | 286805 | 212681 |
| 13175 | 190 | 72 | 21 | 286770 | 212645 |
| 13225 | 201 | 86 | 23 | 286735 | 212609 |
| 13275 | 138 | 43 | 23 | 286700 | 212573 |
| 13325 | 173 | 61 | 21 | 286664 | 212538 |
| 13375 | 156 | 50 | 23 | 286624 | 212508 |
| 13425 | 286 | 111 | 29 | 286582 | 212482 |
| 13475 | 325 | 169 | 30 | 286539 | 212456 |
| 13525 | 216 | 86 | 22 | 286497 | 212429 |

| Haul Route No. 2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13575 | 192 | 82 | 14 | 286456 | 212401 |
| 13625 | 225 | 94 | 20 | 286413 | 212373 |
| 13675 | 193 | 76 | 21 | 286372 | 212345 |
| 13725 | 196 | 80 | 28 | 286332 | 212316 |
| 13775 | 150 | 62 | 23 | 286293 | 212286 |
| 13825 | 172 | 65 | 21 | 286251 | 212256 |
| 13875 | 163 | 47 | 22 | 286209 | 212227 |
| 13925 | 182 | 63 | 21 | 286166 | 212200 |
| 13975 | 209 | 66 | 21 | 286123 | 212175 |
| 14025 | 154 | 61 | 6 | 286079 | 212154 |
| 14075 | 165 | 75 | 15 | 286034 | 212134 |
| 14125 | 85 | 49 | 3 | 285987 | 212117 |
| 14175 | 125 | 59 | 6 | 285943 | 212093 |
| 14225 | 103 | 61 | 5 | 285907 | 212058 |
| 14275 | 181 | 58 | 32 | 285878 | 212017 |
| 14325 | 138 | 49 | 10 | 285848 | 211977 |
| 14375 | 301 | 133 | 20 | 285814 | 211942 |
| 14425 | 174 | 78 | 9 | 285777 | 211908 |
| 14475 | 146 | 63 | 18 | 285742 | 211872 |
| 14525 | 212 | 105 | 15 | 285709 | 211834 |
| 14575 | 184 | 77 | 23 | 285677 | 211796 |
| 14625 | 136 | 57 | 9 | 285644 | 211759 |
| 14675 | 148 | 75 | 10 | 285608 | 211723 |
| 14725 | 139 | 44 | 15 | 285572 | 211689 |
| 14775 | 125 | 42 | 14 | 285533 | 211658 |
| 14825 | 382 | 149 | 14 | 285489 | 211634 |
| 14875 | 186 | 81 | 6 | 285446 | 211609 |
| 14925 | 325 | 145 | 16 | 285405 | 211579 |

| Ballycane Road | | | | | |
|------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 61 | 18 | 14 | 289188 | 218298 |
| 50 | 68 | 29 | 9 | 289236 | 218290 |
| 101 | 65 | 27 | 11 | 289287 | 218289 |
| 151 | 62 | 19 | 11 | 289337 | 218288 |
| 201 | 91 | 24 | 20 | 289386 | 218287 |
| 250 | 73 | 19 | 20 | 289436 | 218288 |
| 300 | 61 | 19 | 17 | 289485 | 218289 |
| 351 | 77 | 30 | 12 | 289530 | 218309 |
| 400 | 79 | 26 | 15 | 289579 | 218301 |
| 450 | 104 | 29 | 20 | 289628 | 218301 |
| 500 | 294 | 133 | 18 | 289678 | 218303 |
| 550 | 233 | 63 | 15 | 289728 | 218309 |
| 602 | 192 | 62 | 14 | 289777 | 218324 |
| 651 | 237 | 87 | 12 | 289821 | 218343 |
| 706 | 170 | 55 | 18 | 289868 | 218371 |
| 750 | 242 | 75 | 24 | 289903 | 218400 |
| 801 | 283 | 112 | 17 | 289938 | 218435 |
| 851 | 142 | 40 | 8 | 289966 | 218476 |
| 900 | 145 | 69 | 6 | 289988 | 218520 |
| 952 | 261 | 92 | 8 | 290008 | 218568 |
| 1000 | 150 | 78 | 12 | 290028 | 218612 |
| 1051 | 216 | 123 | 5 | 290046 | 218659 |
| 1100 | 166 | 98 | 7 | 290064 | 218705 |
| 1150 | 255 | 160 | 6 | 290081 | 218752 |
| 1201 | 182 | 97 | 5 | 290099 | 218799 |
| 1251 | 285 | 151 | 5 | 290122 | 218844 |
| 1300 | 276 | 169 | 12 | 290152 | 218883 |
| 1351 | 303 | 169 | 16 | 290186 | 218920 |
| 1390 | 262 | 73 | 21 | 290211 | 218951 |

| Ballycane Road | | | | | |
|------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 79 | 30 | 14 | 289213 | 218283 |
| 75 | 60 | 22 | 13 | 289263 | 218284 |
| 125 | 68 | 22 | 14 | 289313 | 218282 |
| 175 | 76 | 25 | 15 | 289363 | 218282 |
| 226 | 73 | 23 | 13 | 289413 | 218282 |
| 275 | 70 | 20 | 13 | 289463 | 218282 |
| 325 | 88 | 45 | 9 | 289513 | 218278 |
| 376 | 94 | 40 | 13 | 289559 | 218285 |
| 425 | 85 | 24 | 14 | 289605 | 218295 |
| 475 | 188 | 65 | 12 | 289655 | 218296 |
| 525 | 259 | 101 | 14 | 289705 | 218300 |
| 576 | 204 | 65 | 10 | 289755 | 218310 |
| 626 | 252 | 106 | 13 | 289802 | 218326 |
| 675 | 167 | 63 | 8 | 289846 | 218350 |
| 726 | 190 | 50 | 13 | 289887 | 218378 |
| 775 | 146 | 54 | 16 | 289924 | 218412 |
| 826 | 260 | 98 | 24 | 289957 | 218451 |
| 876 | 146 | 40 | 17 | 289985 | 218492 |
| 925 | 282 | 45 | 6 | 290005 | 218538 |
| 976 | 279 | 116 | 14 | 290023 | 218585 |
| 1026 | 175 | 77 | 10 | 290041 | 218631 |
| 1075 | 94 | 53 | 7 | 290059 | 218678 |
| 1125 | 250 | 126 | 6 | 290077 | 218725 |
| 1175 | 148 | 65 | 22 | 290094 | 218771 |
| 1225 | 146 | 44 | 21 | 290115 | 218816 |
| 1275 | 245 | 91 | 17 | 290141 | 218858 |
| 1325 | 211 | 99 | 18 | 290173 | 218897 |
| 1375 | 254 | 129 | 20 | 290208 | 218932 |

| R445 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 228 | 59 | 16 | 289086 | 221798 |
| 75 | 153 | 43 | 17 | 289037 | 221793 |
| 125 | 121 | 36 | 14 | 288990 | 221777 |
| 175 | 94 | 25 | 14 | 288949 | 221748 |
| 225 | 91 | 23 | 16 | 288907 | 221722 |
| 275 | 71 | 24 | 8 | 288864 | 221696 |
| 325 | 64 | 20 | 8 | 288818 | 221674 |
| 375 | 62 | 20 | 9 | 288773 | 221654 |
| 425 | 118 | 28 | 30 | 288725 | 221637 |
| 475 | 110 | 27 | 14 | 288678 | 221620 |
| 525 | 104 | 26 | 17 | 288634 | 221596 |
| 575 | 78 | 24 | 12 | 288597 | 221564 |
| 625 | 110 | 30 | 10 | 288565 | 221525 |
| 675 | 68 | 17 | 11 | 288540 | 221483 |
| 725 | 87 | 19 | 19 | 288516 | 221439 |
| 775 | 94 | 23 | 16 | 288491 | 221395 |
| 825 | 90 | 23 | 17 | 288467 | 221352 |
| 875 | 116 | 24 | 23 | 288443 | 221308 |
| 925 | 138 | 34 | 21 | 288419 | 221264 |
| 975 | 113 | 24 | 17 | 288395 | 221220 |
| 1025 | 98 | 26 | 16 | 288386 | 221173 |
| 1075 | 96 | 24 | 18 | 288350 | 221143 |
| 1125 | 108 | 24 | 21 | 288313 | 221110 |
| 1175 | 132 | 29 | 25 | 288277 | 221076 |
| 1225 | 132 | 23 | 29 | 288238 | 221044 |
| 1225 | 133 | 22 | 28 | 288238 | 221044 |
| 1275 | 116 | 26 | 17 | 288199 | 221013 |
| 1325 | 126 | 23 | 21 | 288159 | 220981 |
| 1415 | 115 | 26 | 15 | 288094 | 220924 |
| 1465 | 86 | 19 | 12 | 288050 | 220899 |
| 1515 | 93 | 20 | 13 | 288014 | 220866 |
| 1565 | 96 | 20 | 14 | 287979 | 220829 |
| 1615 | 94 | 19 | 12 | 287948 | 220790 |
| 1665 | 98 | 25 | 11 | 287919 | 220749 |
| 1715 | 96 | 27 | 10 | 287895 | 220706 |
| 1765 | 83 | 20 | 10 | 287874 | 220660 |
| 1815 | 95 | 27 | 9 | 287857 | 220613 |
| 1865 | 76 | 21 | 6 | 287840 | 220565 |
| 1925 | 80 | 24 | 7 | 287840 | 220516 |
| 1970 | 81 | 20 | 12 | 287808 | 220478 |
| 2020 | 105 | 23 | 16 | 287785 | 220434 |
| 2070 | 84 | 21 | 9 | 287757 | 220393 |
| 2120 | 106 | 21 | 24 | 287725 | 220354 |
| 2170 | 68 | 20 | 9 | 287690 | 220319 |
| 2220 | 73 | 21 | 10 | 287655 | 220283 |

| R445 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2270 | 72 | 23 | 9 | 287620 | 220248 |
| 2320 | 57 | 19 | 9 | 287585 | 220212 |
| 2370 | 81 | 24 | 11 | 287550 | 220176 |
| 2420 | 79 | 24 | 11 | 287515 | 220141 |
| 2470 | 86 | 26 | 11 | 287480 | 220106 |
| 2520 | 87 | 24 | 11 | 287444 | 220070 |
| 2570 | 98 | 26 | 11 | 287409 | 220035 |
| 2620 | 143 | 40 | 12 | 287375 | 219998 |
| 2670 | 106 | 24 | 13 | 287342 | 219961 |
| 2720 | 92 | 22 | 11 | 287309 | 219921 |
| 2770 | 107 | 26 | 12 | 287279 | 219884 |
| 2820 | 86 | 24 | 10 | 287250 | 219843 |
| 2820 | 87 | 23 | 11 | 287250 | 219843 |
| 2870 | 89 | 22 | 13 | 287222 | 219801 |
| 2915 | 140 | 31 | 11 | 287196 | 219759 |
| 2970 | 100 | 29 | 12 | 287188 | 219711 |
| 3015 | 79 | 26 | 10 | 287151 | 219677 |
| 3065 | 81 | 23 | 13 | 287120 | 219639 |
| 3115 | 79 | 24 | 11 | 287089 | 219599 |
| 3165 | 81 | 24 | 8 | 287060 | 219559 |
| 3215 | 77 | 23 | 7 | 287029 | 219519 |
| 3265 | 90 | 30 | 8 | 287002 | 219478 |
| 3315 | 74 | 21 | 7 | 286978 | 219433 |
| 3365 | 69 | 21 | 7 | 286960 | 219387 |
| 3415 | 98 | 26 | 11 | 286946 | 219338 |
| 3465 | 98 | 27 | 13 | 286937 | 219290 |
| 3515 | 108 | 29 | 10 | 286929 | 219241 |
| 3575 | 110 | 25 | 22 | 286931 | 219193 |
| 3625 | 125 | 26 | 24 | 286917 | 219146 |
| 3675 | 104 | 27 | 13 | 286911 | 219096 |
| 3725 | 93 | 23 | 15 | 286909 | 219047 |
| 3775 | 84 | 20 | 13 | 286907 | 218994 |
| 3825 | 50 | 16 | 9 | 286905 | 218947 |
| 3875 | 86 | 25 | 9 | 286903 | 218896 |
| 3925 | 82 | 26 | 6 | 286901 | 218844 |
| 3975 | 69 | 20 | 7 | 286900 | 218796 |
| 4025 | 81 | 26 | 11 | 286900 | 218746 |
| 4075 | 93 | 23 | 13 | 286913 | 218698 |
| 4115 | 220 | 82 | 23 | 286957 | 218686 |
| 4165 | 231 | 84 | 19 | 287007 | 218693 |
| 4215 | 310 | 114 | 12 | 287056 | 218702 |
| 4265 | 212 | 89 | 12 | 287106 | 218711 |
| 4315 | 165 | 64 | 12 | 287155 | 218724 |
| 4365 | 129 | 60 | 14 | 287201 | 218739 |
| 4415 | 158 | 66 | 17 | 287250 | 218757 |

| R445 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4465 | 149 | 68 | 13 | 287295 | 218773 |
| 4515 | 123 | 67 | 9 | 287339 | 218796 |
| 4565 | 120 | 61 | 11 | 287384 | 218818 |
| 4615 | 150 | 73 | 11 | 287429 | 218839 |
| 4665 | 134 | 62 | 15 | 287474 | 218862 |
| 4715 | 123 | 54 | 10 | 287519 | 218883 |
| 4765 | 122 | 57 | 10 | 287566 | 218901 |
| 4815 | 130 | 56 | 17 | 287613 | 218917 |
| 4865 | 115 | 48 | 17 | 287662 | 218930 |
| 4915 | 115 | 55 | 14 | 287709 | 218941 |
| 4965 | 163 | 71 | 12 | 287759 | 218949 |
| 5015 | 204 | 81 | 20 | 287809 | 218954 |
| 5065 | 198 | 69 | 20 | 287858 | 218957 |
| 5115 | 73 | 20 | 21 | 287908 | 218959 |
| 5165 | 63 | 17 | 20 | 287958 | 218961 |
| 5215 | 68 | 15 | 19 | 288008 | 218966 |
| 5265 | 89 | 27 | 20 | 288057 | 218967 |
| 5315 | 220 | 69 | 26 | 288109 | 218969 |
| 5360 | 171 | 44 | 25 | 288156 | 218977 |
| 5395 | 87 | 36 | 15 | 288170 | 218940 |
| 5445 | 28 | 18 | 5 | 288166 | 218890 |
| 5495 | 46 | 17 | 6 | 288167 | 218840 |
| 5545 | 48 | 16 | 6 | 288169 | 218791 |
| 5595 | 65 | 16 | 15 | 288174 | 218741 |
| 5645 | 65 | 23 | 12 | 288182 | 218692 |
| 5695 | 67 | 21 | 13 | 288197 | 218644 |
| 5745 | 51 | 13 | 11 | 288219 | 218599 |
| 5795 | 53 | 16 | 13 | 288247 | 218558 |
| 5845 | 73 | 17 | 22 | 288280 | 218520 |
| 5895 | 64 | 20 | 14 | 288319 | 218489 |
| 5945 | 60 | 15 | 14 | 288361 | 218463 |
| 5995 | 62 | 19 | 13 | 288407 | 218448 |
| 6050 | 51 | 15 | 11 | 288452 | 218435 |
| 6100 | 59 | 17 | 11 | 288485 | 218400 |
| 6150 | 55 | 18 | 10 | 288529 | 218376 |
| 6200 | 62 | 17 | 16 | 288575 | 218355 |
| 6250 | 47 | 16 | 10 | 288620 | 218334 |
| 6300 | 59 | 17 | 8 | 288668 | 218320 |
| 6350 | 54 | 15 | 12 | 288717 | 218311 |
| 6400 | 60 | 17 | 10 | 288767 | 218306 |
| 6450 | 54 | 15 | 8 | 288817 | 218303 |
| 6500 | 74 | 17 | 13 | 288866 | 218298 |
| 6550 | 61 | 18 | 11 | 288917 | 218294 |
| 6600 | 56 | 17 | 8 | 288967 | 218291 |
| 6650 | 63 | 21 | 12 | 289016 | 218289 |

| R445 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6700 | 58 | 23 | 6 | 289066 | 218285 |
| 6750 | 73 | 24 | 12 | 289118 | 218283 |
| 6825 | 88 | 26 | 10 | 289161 | 218307 |

| R445 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 83 | 32 | 15 | 289111 | 221805 |
| 50 | 100 | 26 | 13 | 289056 | 221802 |
| 100 | 98 | 27 | 13 | 289007 | 221790 |
| 150 | 103 | 32 | 10 | 288963 | 221767 |
| 200 | 111 | 34 | 11 | 288922 | 221739 |
| 250 | 75 | 20 | 12 | 288878 | 221713 |
| 300 | 82 | 22 | 9 | 288835 | 221691 |
| 350 | 62 | 21 | 10 | 288789 | 221669 |
| 400 | 127 | 29 | 19 | 288743 | 221651 |
| 450 | 95 | 18 | 26 | 288695 | 221634 |
| 500 | 107 | 18 | 22 | 288650 | 221614 |
| 550 | 97 | 24 | 14 | 288609 | 221586 |
| 600 | 75 | 17 | 12 | 288573 | 221550 |
| 650 | 69 | 22 | 9 | 288546 | 221508 |
| 700 | 97 | 23 | 17 | 288521 | 221464 |
| 750 | 139 | 24 | 23 | 288497 | 221421 |
| 800 | 73 | 17 | 14 | 288473 | 221377 |
| 850 | 114 | 21 | 22 | 288449 | 221333 |
| 900 | 96 | 22 | 18 | 288424 | 221289 |
| 950 | 109 | 24 | 18 | 288399 | 221245 |
| 1000 | 154 | 40 | 23 | 288371 | 221206 |
| 1050 | 115 | 32 | 16 | 288334 | 221175 |
| 1100 | 121 | 27 | 18 | 288319 | 221130 |
| 1150 | 118 | 24 | 22 | 288286 | 221094 |
| 1200 | 123 | 32 | 18 | 288248 | 221062 |
| 1250 | 146 | 34 | 17 | 288209 | 221031 |
| 1305 | 122 | 28 | 16 | 288169 | 221000 |
| 1305 | 121 | 28 | 16 | 288169 | 221000 |
| 1350 | 96 | 21 | 13 | 288126 | 220976 |
| 1400 | 111 | 28 | 18 | 288090 | 220950 |
| 1450 | 101 | 25 | 11 | 288059 | 220912 |
| 1500 | 86 | 22 | 11 | 288022 | 220879 |
| 1550 | 119 | 35 | 18 | 287986 | 220843 |
| 1600 | 132 | 48 | 9 | 287954 | 220806 |
| 1650 | 124 | 39 | 8 | 287925 | 220764 |
| 1700 | 80 | 24 | 9 | 287899 | 220722 |
| 1750 | 120 | 38 | 9 | 287877 | 220677 |
| 1800 | 97 | 32 | 8 | 287858 | 220631 |
| 1850 | 61 | 22 | 8 | 287842 | 220584 |
| 1900 | 77 | 26 | 6 | 287817 | 220541 |
| 1950 | 111 | 28 | 9 | 287803 | 220496 |
| 2000 | 78 | 22 | 10 | 287789 | 220450 |
| 2050 | 82 | 24 | 9 | 287763 | 220407 |
| 2100 | 86 | 22 | 15 | 287732 | 220368 |
| 2150 | 72 | 24 | 11 | 287697 | 220332 |

| R445 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2200 | 77 | 23 | 11 | 287663 | 220296 |
| 2250 | 73 | 24 | 11 | 287627 | 220261 |
| 2300 | 64 | 20 | 10 | 287593 | 220224 |
| 2350 | 85 | 24 | 12 | 287557 | 220188 |
| 2400 | 85 | 25 | 16 | 287522 | 220153 |
| 2450 | 77 | 24 | 12 | 287487 | 220117 |
| 2500 | 87 | 23 | 12 | 287452 | 220083 |
| 2550 | 107 | 29 | 14 | 287417 | 220048 |
| 2600 | 123 | 35 | 13 | 287382 | 220012 |
| 2650 | 118 | 32 | 14 | 287347 | 219975 |
| 2700 | 106 | 28 | 8 | 287315 | 219937 |
| 2750 | 103 | 33 | 11 | 287284 | 219897 |
| 2800 | 94 | 28 | 11 | 287254 | 219857 |
| 2850 | 90 | 25 | 10 | 287226 | 219816 |
| 2900 | 107 | 34 | 8 | 287199 | 219774 |
| 2950 | 77 | 20 | 13 | 287165 | 219739 |
| 3000 | 142 | 30 | 21 | 287153 | 219693 |
| 3050 | 68 | 12 | 9 | 287125 | 219652 |
| 3100 | 76 | 20 | 8 | 287096 | 219613 |
| 3150 | 74 | 23 | 9 | 287065 | 219574 |
| 3200 | 76 | 22 | 8 | 287034 | 219535 |
| 3250 | 96 | 22 | 8 | 287006 | 219494 |
| 3300 | 101 | 26 | 10 | 286981 | 219450 |
| 3350 | 83 | 23 | 8 | 286961 | 219404 |
| 3400 | 94 | 26 | 10 | 286945 | 219356 |
| 3450 | 79 | 21 | 10 | 286935 | 219307 |
| 3500 | 163 | 39 | 10 | 286926 | 219258 |
| 3550 | 77 | 19 | 11 | 286899 | 219216 |
| 3600 | 97 | 22 | 20 | 286913 | 219170 |
| 3650 | 106 | 25 | 20 | 286908 | 219121 |
| 3700 | 96 | 24 | 12 | 286904 | 219071 |
| 3750 | 105 | 23 | 16 | 286903 | 219021 |
| 3800 | 105 | 25 | 12 | 286901 | 218971 |
| 3850 | 71 | 20 | 9 | 286899 | 218921 |
| 3900 | 89 | 24 | 10 | 286897 | 218871 |
| 3950 | 74 | 22 | 6 | 286895 | 218822 |
| 4000 | 80 | 23 | 9 | 286894 | 218771 |
| 4050 | 78 | 31 | 11 | 286895 | 218722 |
| 4080 | 129 | 37 | 15 | 286924 | 218670 |
| 4125 | 228 | 88 | 20 | 286970 | 218683 |
| 4175 | 277 | 93 | 16 | 287020 | 218691 |
| 4225 | 172 | 49 | 17 | 287069 | 218699 |
| 4275 | 194 | 68 | 15 | 287117 | 218711 |
| 4325 | 115 | 51 | 12 | 287166 | 218724 |
| 4375 | 111 | 43 | 10 | 287213 | 218740 |

| R445 | | | | | |
|------------------------|-----------|-----------|-----------|------------|----------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4425 | 113 | 54 | 9 | 287261 | 218756 |
| 4475 | 92 | 46 | 10 | 287305 | 218777 |
| 4525 | 99 | 58 | 8 | 287352 | 218795 |
| 4575 | 117 | 52 | 12 | 287396 | 218818 |
| 4625 | 147 | 80 | 10 | 287441 | 218839 |
| 4675 | 130 | 63 | 18 | 287486 | 218863 |
| 4725 | 147 | 56 | 14 | 287531 | 218885 |
| 4775 | 111 | 66 | 6 | 287578 | 218902 |
| 4825 | 162 | 65 | 13 | 287626 | 218917 |
| 4875 | 113 | 57 | 15 | 287673 | 218930 |
| 4925 | 155 | 79 | 16 | 287722 | 218939 |
| 4975 | 125 | 68 | 12 | 287772 | 218946 |
| 5025 | 156 | 63 | 8 | 287822 | 218950 |
| 5075 | 143 | 46 | 17 | 287871 | 218954 |
| 5125 | 116 | 34 | 20 | 287921 | 218957 |
| 5175 | 126 | 25 | 28 | 287971 | 218958 |
| 5225 | 109 | 33 | 17 | 288022 | 218960 |
| 5275 | 195 | 62 | 22 | 288073 | 218962 |
| 5325 | 92 | 22 | 23 | 288123 | 218967 |
| 5375 | 62 | 30 | 7 | 288163 | 218959 |
| 5425 | 76 | 21 | 14 | 288163 | 218909 |
| 5475 | 58 | 17 | 10 | 288164 | 218858 |
| 5525 | 69 | 20 | 8 | 288166 | 218810 |
| 5575 | 63 | 18 | 12 | 288169 | 218759 |
| 5625 | 65 | 22 | 10 | 288175 | 218710 |
| 5675 | 53 | 17 | 11 | 288188 | 218662 |
| 5725 | 71 | 22 | 18 | 288207 | 218616 |
| 5775 | 54 | 17 | 12 | 288232 | 218573 |
| 5825 | 55 | 16 | 12 | 288263 | 218533 |
| 5875 | 50 | 13 | 13 | 288300 | 218499 |
| 5925 | 42 | 14 | 8 | 288339 | 218471 |
| 5975 | 62 | 20 | 12 | 288384 | 218445 |
| 6025 | 69 | 17 | 18 | 288413 | 218405 |
| 6075 | 61 | 21 | 12 | 288461 | 218403 |
| 6125 | 57 | 18 | 12 | 288507 | 218383 |
| 6175 | 54 | 16 | 10 | 288551 | 218362 |
| 6225 | 65 | 18 | 16 | 288597 | 218342 |
| 6275 | 60 | 17 | 11 | 288645 | 218323 |
| 6325 | 62 | 15 | 12 | 288693 | 218312 |
| 6375 | 55 | 18 | 7 | 288742 | 218306 |
| 6425 | 50 | 16 | 7 | 288793 | 218302 |
| 6475 | 58 | 21 | 6 | 288842 | 218298 |
| 6525 | 58 | 21 | 7 | 288892 | 218294 |
| 6575 | 51 | 20 | 6 | 288941 | 218290 |
| 6625 | 52 | 23 | 6 | 288991 | 218286 |

| R445 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6675 | 56 | 17 | 8 | 289042 | 218281 |
| 6725 | 57 | 16 | 7 | 289092 | 218276 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 155 | 62 | 13 | 277682 | 241080 |
| 51 | 210 | 67 | 24 | 277658 | 241035 |
| 100 | 282 | 76 | 27 | 277635 | 240991 |
| 150 | 339 | 109 | 26 | 277611 | 240947 |
| 200 | 223 | 67 | 24 | 277587 | 240904 |
| 251 | 222 | 60 | 27 | 277562 | 240860 |
| 300 | 161 | 46 | 19 | 277539 | 240817 |
| 351 | 188 | 60 | 20 | 277514 | 240773 |
| 400 | 151 | 48 | 27 | 277491 | 240729 |
| 451 | 235 | 93 | 23 | 277466 | 240684 |
| 500 | 164 | 63 | 18 | 277443 | 240642 |
| 551 | 123 | 46 | 20 | 277419 | 240596 |
| 600 | 85 | 22 | 19 | 277394 | 240554 |
| 651 | 44 | 11 | 16 | 277365 | 240512 |
| 701 | 63 | 17 | 11 | 277335 | 240473 |
| 751 | 77 | 17 | 14 | 277301 | 240435 |
| 800 | 77 | 18 | 13 | 277266 | 240400 |
| 850 | 73 | 17 | 16 | 277229 | 240367 |
| 901 | 79 | 20 | 12 | 277189 | 240336 |
| 950 | 35 | 26 | 8 | 277148 | 240308 |
| 1051 | 70 | 14 | 9 | 277063 | 240255 |
| 1101 | 67 | 19 | 10 | 277020 | 240228 |
| 1151 | 65 | 19 | 10 | 276978 | 240202 |
| 1200 | 64 | 18 | 13 | 276936 | 240176 |
| 1251 | 82 | 24 | 10 | 276892 | 240149 |
| 1300 | 67 | 15 | 15 | 276847 | 240127 |
| 1351 | 86 | 22 | 20 | 276798 | 240117 |
| 1401 | 99 | 22 | 23 | 276760 | 240092 |
| 1450 | 74 | 25 | 19 | 276729 | 240054 |
| 1500 | 105 | 31 | 25 | 276688 | 240024 |
| 1550 | 168 | 48 | 23 | 276656 | 239987 |
| 1600 | 389 | 170 | 31 | 276625 | 239947 |
| 1650 | 400 | 107 | 57 | 276594 | 239908 |
| 1701 | 460 | 145 | 27 | 276563 | 239868 |
| 1751 | 396 | 108 | 39 | 276525 | 239836 |
| 1801 | 360 | 88 | 40 | 276479 | 239814 |
| 1850 | 471 | 161 | 28 | 276435 | 239792 |
| 1900 | 451 | 128 | 38 | 276391 | 239770 |
| 1950 | 296 | 73 | 29 | 276346 | 239747 |
| 2000 | 201 | 38 | 29 | 276300 | 239726 |
| 2051 | 369 | 110 | 33 | 276254 | 239704 |
| 2100 | 239 | 65 | 27 | 276209 | 239684 |
| 2151 | 352 | 105 | 29 | 276163 | 239664 |
| 2208 | 140 | 21 | 23 | 276110 | 239641 |
| 2251 | 316 | 118 | 16 | 276071 | 239625 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2300 | 256 | 72 | 21 | 276025 | 239606 |
| 2351 | 209 | 58 | 19 | 275980 | 239581 |
| 2401 | 372 | 98 | 41 | 275935 | 239559 |
| 2451 | 443 | 197 | 24 | 275892 | 239535 |
| 2501 | 285 | 114 | 23 | 275849 | 239509 |
| 2551 | 337 | 132 | 19 | 275806 | 239484 |
| 2601 | 242 | 80 | 24 | 275758 | 239468 |
| 2650 | 280 | 83 | 26 | 275711 | 239455 |
| 2700 | 182 | 56 | 22 | 275662 | 239442 |
| 2750 | 163 | 40 | 19 | 275614 | 239430 |
| 2800 | 154 | 39 | 18 | 275565 | 239418 |
| 2850 | 100 | 31 | 18 | 275517 | 239405 |
| 2901 | 192 | 55 | 19 | 275467 | 239392 |
| 2950 | 113 | 29 | 17 | 275420 | 239380 |
| 3000 | 130 | 32 | 18 | 275373 | 239363 |
| 3051 | 118 | 24 | 20 | 275328 | 239339 |
| 3100 | 120 | 22 | 23 | 275284 | 239317 |
| 3151 | 253 | 67 | 24 | 275239 | 239293 |
| 3200 | 283 | 73 | 24 | 275195 | 239270 |
| 3250 | 120 | 31 | 19 | 275151 | 239248 |
| 3300 | 146 | 30 | 31 | 275107 | 239223 |
| 3351 | 162 | 38 | 22 | 275063 | 239199 |
| 3401 | 136 | 30 | 22 | 275018 | 239175 |
| 3451 | 100 | 25 | 14 | 274975 | 239151 |
| 3500 | 97 | 25 | 12 | 274933 | 239124 |
| 3551 | 103 | 26 | 12 | 274893 | 239093 |
| 3601 | 108 | 31 | 13 | 274855 | 239061 |
| 3651 | 116 | 27 | 19 | 274820 | 239025 |
| 3700 | 106 | 27 | 14 | 274786 | 238989 |
| 3750 | 94 | 23 | 10 | 274752 | 238952 |
| 3800 | 84 | 22 | 13 | 274716 | 238917 |
| 3850 | 99 | 27 | 16 | 274682 | 238880 |
| 3901 | 107 | 30 | 13 | 274648 | 238843 |
| 3951 | 104 | 23 | 18 | 274614 | 238806 |
| 4000 | 94 | 25 | 9 | 274582 | 238769 |
| 4051 | 110 | 26 | 12 | 274548 | 238731 |
| 4101 | 107 | 30 | 12 | 274516 | 238693 |
| 4151 | 86 | 20 | 6 | 274483 | 238655 |
| 4200 | 102 | 24 | 14 | 274452 | 238616 |
| 4251 | 88 | 22 | 11 | 274419 | 238577 |
| 4301 | 94 | 22 | 10 | 274388 | 238539 |
| 4351 | 108 | 19 | 21 | 274357 | 238499 |
| 4400 | 108 | 25 | 19 | 274329 | 238459 |
| 4451 | 97 | 22 | 14 | 274305 | 238414 |
| 4501 | 107 | 20 | 18 | 274287 | 238368 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4550 | 115 | 26 | 14 | 274273 | 238321 |
| 4600 | 112 | 25 | 18 | 274257 | 238273 |
| 4651 | 133 | 36 | 12 | 274240 | 238225 |
| 4701 | 167 | 40 | 19 | 274223 | 238178 |
| 4750 | 230 | 46 | 27 | 274206 | 238132 |
| 4800 | 155 | 36 | 18 | 274189 | 238084 |
| 4851 | 221 | 54 | 22 | 274171 | 238037 |
| 4900 | 223 | 57 | 21 | 274154 | 237990 |
| 4950 | 188 | 42 | 23 | 274136 | 237943 |
| 5000 | 239 | 56 | 28 | 274119 | 237896 |
| 5050 | 246 | 74 | 16 | 274102 | 237849 |
| 5101 | 317 | 75 | 40 | 274084 | 237802 |
| 5150 | 279 | 87 | 20 | 274067 | 237756 |
| 5200 | 252 | 69 | 18 | 274051 | 237708 |
| 5250 | 290 | 102 | 18 | 274039 | 237660 |
| 5300 | 182 | 54 | 19 | 274022 | 237612 |
| 5350 | 156 | 33 | 21 | 274001 | 237567 |
| 5401 | 110 | 24 | 20 | 273981 | 237520 |
| 5451 | 96 | 20 | 23 | 273947 | 237484 |
| 5501 | 200 | 40 | 31 | 273900 | 237466 |
| 5551 | 140 | 31 | 23 | 273856 | 237443 |
| 5601 | 160 | 48 | 16 | 273825 | 237405 |
| 5650 | 135 | 32 | 21 | 273809 | 237358 |
| 5700 | 223 | 70 | 22 | 273801 | 237309 |
| 5751 | 259 | 66 | 22 | 273793 | 237260 |
| 5801 | 85 | 23 | 25 | 273784 | 237210 |
| 5850 | 151 | 39 | 18 | 273758 | 237169 |
| 5901 | 222 | 55 | 17 | 273717 | 237137 |
| 5951 | 256 | 62 | 28 | 273678 | 237106 |
| 6000 | 254 | 69 | 20 | 273638 | 237076 |
| 6051 | 106 | 23 | 21 | 273598 | 237046 |
| 6100 | 132 | 34 | 16 | 273556 | 237019 |
| 6151 | 88 | 22 | 13 | 273507 | 236998 |
| 6201 | 109 | 21 | 20 | 273459 | 236984 |
| 6250 | 108 | 19 | 26 | 273410 | 236974 |
| 6300 | 103 | 21 | 26 | 273361 | 236964 |
| 6350 | 100 | 20 | 18 | 273313 | 236951 |
| 6400 | 86 | 20 | 14 | 273266 | 236933 |
| 6451 | 109 | 27 | 14 | 273223 | 236907 |
| 6500 | 87 | 21 | 10 | 273184 | 236878 |
| 6550 | 89 | 22 | 16 | 273145 | 236846 |
| 6601 | 83 | 21 | 9 | 273106 | 236814 |
| 6651 | 75 | 19 | 10 | 273064 | 236786 |
| 6701 | 75 | 19 | 10 | 273020 | 236762 |
| 6751 | 95 | 27 | 15 | 272974 | 236742 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6800 | 105 | 23 | 17 | 272928 | 236723 |
| 6850 | 87 | 21 | 13 | 272882 | 236704 |
| 6900 | 98 | 25 | 14 | 272836 | 236685 |
| 6950 | 94 | 22 | 11 | 272790 | 236665 |
| 7000 | 85 | 21 | 8 | 272746 | 236641 |
| 7051 | 80 | 25 | 7 | 272703 | 236615 |
| 7101 | 95 | 29 | 10 | 272663 | 236585 |
| 7151 | 80 | 21 | 12 | 272624 | 236554 |
| 7201 | 86 | 24 | 9 | 272585 | 236522 |
| 7251 | 75 | 22 | 10 | 272548 | 236489 |
| 7300 | 96 | 28 | 10 | 272510 | 236457 |
| 7351 | 70 | 19 | 10 | 272471 | 236424 |
| 7400 | 86 | 24 | 12 | 272434 | 236392 |
| 7451 | 91 | 23 | 10 | 272396 | 236359 |
| 7500 | 83 | 23 | 10 | 272358 | 236326 |
| 7551 | 82 | 23 | 12 | 272320 | 236294 |
| 7601 | 93 | 23 | 14 | 272282 | 236261 |
| 7650 | 74 | 18 | 7 | 272244 | 236229 |
| 7700 | 71 | 21 | 10 | 272204 | 236199 |
| 7751 | 82 | 20 | 11 | 272161 | 236171 |
| 7801 | 80 | 20 | 11 | 272118 | 236146 |
| 7850 | 79 | 21 | 8 | 272073 | 236125 |
| 7900 | 99 | 28 | 11 | 272026 | 236107 |
| 7951 | 117 | 28 | 14 | 271978 | 236091 |
| 8001 | 124 | 29 | 14 | 271930 | 236076 |
| 8051 | 91 | 22 | 11 | 271883 | 236061 |
| 8100 | 76 | 21 | 9 | 271835 | 236046 |
| 8150 | 80 | 22 | 9 | 271787 | 236031 |
| 8200 | 81 | 21 | 9 | 271740 | 236016 |
| 8250 | 92 | 30 | 8 | 271692 | 236001 |
| 8300 | 80 | 23 | 9 | 271644 | 235985 |
| 8350 | 83 | 20 | 12 | 271596 | 235970 |
| 8401 | 83 | 20 | 10 | 271548 | 235955 |
| 8450 | 71 | 19 | 11 | 271501 | 235940 |
| 8500 | 75 | 23 | 9 | 271453 | 235925 |
| 8550 | 74 | 19 | 8 | 271406 | 235910 |
| 8600 | 76 | 20 | 11 | 271359 | 235893 |
| 8651 | 98 | 25 | 10 | 271311 | 235875 |
| 8700 | 73 | 18 | 9 | 271265 | 235856 |
| 8750 | 74 | 21 | 9 | 271220 | 235836 |
| 8800 | 54 | 15 | 9 | 271173 | 235817 |
| 8850 | 65 | 20 | 9 | 271127 | 235797 |
| 8901 | 101 | 24 | 15 | 271080 | 235778 |
| 8951 | 104 | 23 | 14 | 271034 | 235760 |
| 9000 | 78 | 20 | 12 | 270988 | 235741 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9050 | 59 | 18 | 7 | 270942 | 235722 |
| 9101 | 55 | 19 | 6 | 270895 | 235703 |
| 9150 | 57 | 17 | 8 | 270849 | 235684 |
| 9200 | 71 | 22 | 10 | 270803 | 235664 |
| 9250 | 74 | 22 | 9 | 270758 | 235642 |
| 9301 | 67 | 23 | 5 | 270715 | 235616 |
| 9350 | 60 | 19 | 6 | 270674 | 235588 |
| 9401 | 86 | 27 | 7 | 270635 | 235557 |
| 9451 | 74 | 19 | 8 | 270598 | 235523 |
| 9501 | 85 | 28 | 5 | 270561 | 235489 |
| 9551 | 69 | 21 | 8 | 270525 | 235455 |
| 9600 | 61 | 20 | 4 | 270488 | 235421 |
| 9651 | 74 | 25 | 4 | 270451 | 235387 |
| 9700 | 87 | 28 | 5 | 270414 | 235354 |
| 9751 | 92 | 29 | 5 | 270376 | 235320 |
| 9801 | 102 | 25 | 10 | 270339 | 235287 |
| 9851 | 109 | 29 | 15 | 270301 | 235254 |
| 9901 | 95 | 25 | 15 | 270264 | 235221 |
| 9950 | 95 | 25 | 9 | 270227 | 235188 |
| 10000 | 82 | 25 | 7 | 270189 | 235155 |
| 10051 | 71 | 19 | 6 | 270151 | 235122 |
| 10101 | 94 | 24 | 8 | 270113 | 235089 |
| 10151 | 87 | 24 | 10 | 270075 | 235057 |
| 10200 | 63 | 20 | 6 | 270037 | 235025 |
| 10250 | 84 | 22 | 11 | 269998 | 234993 |
| 10301 | 71 | 19 | 11 | 269959 | 234961 |
| 10350 | 88 | 25 | 9 | 269921 | 234930 |
| 10400 | 82 | 23 | 6 | 269882 | 234898 |
| 10451 | 105 | 23 | 11 | 269843 | 234865 |
| 10501 | 98 | 26 | 7 | 269805 | 234833 |
| 10551 | 85 | 18 | 11 | 269767 | 234799 |
| 10600 | 60 | 18 | 8 | 269730 | 234766 |
| 10650 | 51 | 16 | 7 | 269694 | 234733 |
| 10700 | 61 | 20 | 5 | 269658 | 234698 |
| 10750 | 67 | 21 | 9 | 269621 | 234663 |
| 10801 | 74 | 22 | 10 | 269586 | 234628 |
| 10851 | 78 | 22 | 9 | 269551 | 234592 |
| 10900 | 63 | 17 | 11 | 269516 | 234556 |
| 10951 | 79 | 20 | 14 | 269482 | 234520 |
| 11000 | 64 | 22 | 5 | 269447 | 234484 |
| 11050 | 75 | 22 | 7 | 269413 | 234448 |
| 11100 | 87 | 27 | 7 | 269376 | 234413 |
| 11150 | 52 | 16 | 7 | 269339 | 234380 |
| 11201 | 69 | 21 | 9 | 269301 | 234346 |
| 11250 | 81 | 23 | 10 | 269264 | 234314 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11300 | 91 | 23 | 10 | 269225 | 234282 |
| 11350 | 90 | 23 | 9 | 269186 | 234250 |
| 11400 | 82 | 23 | 7 | 269147 | 234219 |
| 11451 | 91 | 24 | 11 | 269106 | 234189 |
| 11501 | 39 | 13 | 6 | 269103 | 234144 |
| 11551 | 162 | 50 | 8 | 269128 | 234101 |
| 11601 | 206 | 81 | 7 | 269161 | 234062 |
| 11650 | 214 | 70 | 11 | 269192 | 234025 |
| 11700 | 103 | 24 | 11 | 269225 | 233988 |
| 11750 | 156 | 52 | 10 | 269262 | 233953 |
| 11801 | 109 | 34 | 11 | 269298 | 233918 |
| 11850 | 106 | 29 | 8 | 269335 | 233885 |
| 11900 | 90 | 37 | 3 | 269370 | 233849 |
| 11950 | 123 | 42 | 18 | 269407 | 233815 |
| 12000 | 208 | 83 | 4 | 269443 | 233781 |
| 12051 | 210 | 40 | 29 | 269481 | 233747 |
| 12101 | 211 | 54 | 26 | 269515 | 233712 |
| 12151 | 237 | 107 | 8 | 269553 | 233677 |
| 12200 | 103 | 32 | 7 | 269589 | 233643 |
| 12251 | 144 | 39 | 7 | 269626 | 233609 |
| 12301 | 141 | 41 | 16 | 269663 | 233575 |
| 12351 | 132 | 36 | 44 | 269699 | 233541 |
| 12401 | 136 | 32 | 15 | 269735 | 233507 |
| 12451 | 180 | 45 | 13 | 269772 | 233472 |
| 12501 | 179 | 41 | 14 | 269809 | 233438 |
| 12550 | 171 | 43 | 12 | 269845 | 233404 |
| 12600 | 266 | 101 | 9 | 269881 | 233370 |
| 12651 | 356 | 131 | 16 | 269919 | 233335 |
| 12700 | 473 | 175 | 21 | 269955 | 233302 |
| 12751 | 355 | 136 | 15 | 269992 | 233267 |
| 12800 | 301 | 119 | 13 | 270028 | 233233 |
| 12850 | 167 | 43 | 16 | 270065 | 233199 |
| 12900 | 173 | 50 | 8 | 270101 | 233165 |
| 12950 | 321 | 109 | 16 | 270138 | 233131 |
| 13000 | 391 | 151 | 18 | 270174 | 233096 |
| 13050 | 321 | 112 | 18 | 270211 | 233062 |
| 13100 | 260 | 83 | 21 | 270247 | 233027 |
| 13151 | 227 | 61 | 21 | 270284 | 232992 |
| 13201 | 266 | 71 | 17 | 270320 | 232958 |
| 13250 | 804 | 339 | 29 | 270356 | 232924 |
| 13301 | 318 | 94 | 23 | 270392 | 232888 |
| 13351 | 303 | 89 | 28 | 270428 | 232853 |
| 13400 | 284 | 94 | 17 | 270464 | 232820 |
| 13450 | 376 | 109 | 19 | 270501 | 232786 |
| 13501 | 273 | 83 | 14 | 270537 | 232751 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13551 | 268 | 81 | 19 | 270573 | 232717 |
| 13601 | 86 | 15 | 13 | 270610 | 232683 |
| 13654 | 223 | 71 | 13 | 270649 | 232647 |
| 13700 | 184 | 52 | 15 | 270682 | 232614 |
| 13751 | 444 | 142 | 21 | 270718 | 232579 |
| 13800 | 261 | 52 | 24 | 270755 | 232545 |
| 13850 | 174 | 51 | 12 | 270791 | 232511 |
| 13900 | 386 | 120 | 19 | 270827 | 232476 |
| 13951 | 364 | 76 | 35 | 270864 | 232441 |
| 14001 | 780 | 241 | 38 | 270900 | 232407 |
| 14051 | 364 | 95 | 25 | 270937 | 232373 |
| 14100 | 265 | 79 | 25 | 270973 | 232338 |
| 14151 | 411 | 133 | 17 | 271009 | 232304 |
| 14200 | 483 | 174 | 20 | 271045 | 232269 |
| 14251 | 461 | 135 | 17 | 271082 | 232235 |
| 14300 | 335 | 113 | 13 | 271118 | 232201 |
| 14351 | 305 | 101 | 17 | 271155 | 232167 |
| 14400 | 291 | 95 | 16 | 271192 | 232133 |
| 14450 | 300 | 105 | 12 | 271227 | 232099 |
| 14500 | 491 | 160 | 21 | 271263 | 232063 |
| 14550 | 206 | 48 | 15 | 271297 | 232027 |
| 14601 | 100 | 21 | 14 | 271331 | 231989 |
| 14650 | 147 | 45 | 11 | 271364 | 231951 |
| 14700 | 185 | 58 | 10 | 271398 | 231914 |
| 14750 | 260 | 65 | 20 | 271431 | 231877 |
| 14801 | 107 | 28 | 10 | 271465 | 231840 |
| 14850 | 187 | 49 | 14 | 271498 | 231803 |
| 14900 | 114 | 22 | 16 | 271532 | 231766 |
| 14950 | 165 | 35 | 16 | 271565 | 231729 |
| 15000 | 154 | 43 | 12 | 271597 | 231690 |
| 15050 | 140 | 27 | 18 | 271610 | 231642 |
| 15100 | 325 | 120 | 14 | 271605 | 231592 |
| 15150 | 215 | 44 | 16 | 271600 | 231543 |
| 15200 | 162 | 35 | 14 | 271596 | 231493 |
| 15250 | 221 | 46 | 15 | 271592 | 231442 |
| 15300 | 291 | 73 | 13 | 271587 | 231392 |
| 15351 | 152 | 32 | 13 | 271583 | 231343 |
| 15400 | 362 | 94 | 18 | 271578 | 231293 |
| 15450 | 247 | 42 | 19 | 271574 | 231243 |
| 15501 | 221 | 39 | 26 | 271569 | 231192 |
| 15550 | 293 | 75 | 14 | 271565 | 231143 |
| 15600 | 302 | 107 | 13 | 271561 | 231094 |
| 15650 | 377 | 134 | 12 | 271557 | 231043 |
| 15700 | 225 | 46 | 21 | 271553 | 230993 |
| 15750 | 144 | 37 | 12 | 271548 | 230943 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 15800 | 232 | 52 | 22 | 271545 | 230894 |
| 15850 | 231 | 51 | 28 | 271540 | 230844 |
| 15901 | 312 | 74 | 22 | 271535 | 230793 |
| 15950 | 127 | 30 | 11 | 271530 | 230744 |
| 16001 | 150 | 34 | 15 | 271525 | 230693 |
| 16050 | 173 | 33 | 29 | 271521 | 230645 |
| 16100 | 181 | 48 | 25 | 271518 | 230594 |
| 16150 | 170 | 48 | 14 | 271524 | 230544 |
| 16200 | 220 | 56 | 14 | 271531 | 230495 |
| 16251 | 187 | 59 | 11 | 271538 | 230445 |
| 16301 | 224 | 93 | 10 | 271545 | 230394 |
| 16351 | 166 | 48 | 11 | 271553 | 230345 |
| 16400 | 142 | 40 | 10 | 271564 | 230297 |
| 16451 | 214 | 84 | 9 | 271579 | 230249 |
| 16501 | 290 | 106 | 13 | 271597 | 230202 |
| 16550 | 131 | 44 | 13 | 271617 | 230158 |
| 16601 | 184 | 69 | 11 | 271640 | 230112 |
| 16651 | 212 | 64 | 7 | 271662 | 230067 |
| 16701 | 185 | 74 | 16 | 271672 | 230018 |
| 16750 | 218 | 62 | 12 | 271673 | 229969 |
| 16800 | 225 | 65 | 17 | 271679 | 229919 |
| 16851 | 355 | 116 | 17 | 271686 | 229869 |
| 16900 | 250 | 78 | 12 | 271693 | 229820 |
| 16950 | 243 | 78 | 15 | 271699 | 229771 |
| 17000 | 221 | 75 | 13 | 271706 | 229721 |
| 17050 | 232 | 98 | 8 | 271714 | 229672 |
| 17101 | 202 | 70 | 9 | 271730 | 229625 |
| 17151 | 203 | 73 | 9 | 271751 | 229579 |
| 17201 | 141 | 43 | 11 | 271777 | 229537 |
| 17251 | 122 | 46 | 10 | 271812 | 229501 |
| 17301 | 176 | 63 | 8 | 271822 | 229452 |
| 17350 | 374 | 133 | 9 | 271814 | 229403 |
| 17400 | 217 | 62 | 9 | 271816 | 229354 |
| 17450 | 269 | 118 | 8 | 271836 | 229308 |
| 17500 | 343 | 162 | 6 | 271859 | 229264 |
| 17550 | 197 | 68 | 10 | 271886 | 229222 |
| 17601 | 306 | 127 | 8 | 271925 | 229191 |
| 17650 | 180 | 67 | 8 | 271966 | 229164 |
| 17701 | 239 | 64 | 13 | 272009 | 229138 |
| 17750 | 262 | 71 | 10 | 272052 | 229114 |
| 17801 | 437 | 143 | 9 | 272097 | 229088 |
| 17850 | 243 | 66 | 14 | 272140 | 229064 |
| 17901 | 206 | 73 | 11 | 272184 | 229039 |
| 17950 | 172 | 48 | 12 | 272229 | 229019 |
| 18001 | 330 | 131 | 10 | 272277 | 229003 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 18050 | 178 | 100 | 5 | 272323 | 228985 |
| 18100 | 353 | 132 | 8 | 272365 | 228958 |
| 18151 | 257 | 88 | 13 | 272395 | 228917 |
| 18201 | 246 | 72 | 11 | 272424 | 228876 |
| 18251 | 212 | 46 | 15 | 272453 | 228835 |
| 18300 | 148 | 30 | 19 | 272481 | 228795 |
| 18351 | 164 | 57 | 12 | 272510 | 228753 |
| 18400 | 267 | 73 | 22 | 272538 | 228712 |
| 18451 | 264 | 72 | 19 | 272566 | 228670 |
| 18501 | 195 | 48 | 20 | 272594 | 228629 |
| 18550 | 235 | 60 | 14 | 272622 | 228588 |
| 18601 | 210 | 59 | 14 | 272650 | 228545 |
| 18650 | 198 | 55 | 13 | 272678 | 228505 |
| 18701 | 242 | 68 | 20 | 272707 | 228463 |
| 18751 | 177 | 36 | 25 | 272735 | 228422 |
| 18800 | 190 | 44 | 16 | 272763 | 228382 |
| 18850 | 125 | 43 | 9 | 272792 | 228341 |
| 18900 | 125 | 27 | 15 | 272821 | 228299 |
| 18950 | 182 | 42 | 15 | 272849 | 228258 |
| 19000 | 187 | 36 | 23 | 272877 | 228217 |
| 19050 | 149 | 32 | 16 | 272905 | 228175 |
| 19100 | 241 | 69 | 22 | 272934 | 228134 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 262 | 110 | 25 | 277668 | 241064 |
| 75 | 333 | 116 | 38 | 277644 | 241020 |
| 125 | 384 | 141 | 41 | 277620 | 240977 |
| 176 | 352 | 110 | 27 | 277596 | 240933 |
| 225 | 289 | 86 | 26 | 277571 | 240889 |
| 276 | 235 | 62 | 30 | 277547 | 240845 |
| 326 | 296 | 99 | 28 | 277523 | 240800 |
| 376 | 207 | 56 | 23 | 277500 | 240755 |
| 425 | 236 | 65 | 23 | 277474 | 240715 |
| 475 | 831 | 411 | 26 | 277452 | 240669 |
| 525 | 400 | 121 | 25 | 277429 | 240625 |
| 576 | 108 | 20 | 23 | 277405 | 240582 |
| 626 | 104 | 23 | 24 | 277378 | 240538 |
| 675 | 46 | 13 | 11 | 277348 | 240498 |
| 725 | 77 | 19 | 14 | 277317 | 240459 |
| 775 | 73 | 19 | 12 | 277283 | 240423 |
| 825 | 79 | 19 | 15 | 277246 | 240389 |
| 875 | 67 | 17 | 17 | 277208 | 240357 |
| 925 | 76 | 21 | 9 | 277168 | 240327 |
| 1025 | 67 | 17 | 10 | 277083 | 240273 |
| 1075 | 66 | 23 | 6 | 277040 | 240246 |
| 1125 | 68 | 21 | 9 | 276998 | 240220 |
| 1175 | 68 | 17 | 12 | 276955 | 240195 |
| 1225 | 76 | 23 | 11 | 276913 | 240167 |
| 1275 | 90 | 33 | 13 | 276870 | 240142 |
| 1325 | 103 | 34 | 11 | 276823 | 240126 |
| 1375 | 116 | 21 | 27 | 276782 | 240124 |
| 1410 | 147 | 36 | 26 | 276737 | 240120 |
| 1425 | 100 | 25 | 21 | 276741 | 240074 |
| 1475 | 72 | 21 | 19 | 276703 | 240043 |
| 1525 | 208 | 74 | 27 | 276666 | 240009 |
| 1575 | 258 | 89 | 34 | 276635 | 239969 |
| 1625 | 468 | 123 | 73 | 276605 | 239929 |
| 1675 | 332 | 102 | 27 | 276573 | 239890 |
| 1725 | 318 | 95 | 33 | 276541 | 239853 |
| 1775 | 581 | 183 | 46 | 276498 | 239829 |
| 1825 | 427 | 149 | 28 | 276452 | 239806 |
| 1875 | 377 | 133 | 30 | 276408 | 239784 |
| 1925 | 502 | 197 | 35 | 276363 | 239762 |
| 1975 | 466 | 192 | 29 | 276318 | 239741 |
| 2025 | 378 | 151 | 30 | 276273 | 239719 |
| 2075 | 374 | 150 | 30 | 276227 | 239698 |
| 2125 | 441 | 138 | 34 | 276181 | 239678 |
| 2175 | 339 | 108 | 31 | 276135 | 239658 |
| 2225 | 386 | 123 | 32 | 276089 | 239637 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2275 | 267 | 82 | 26 | 276044 | 239617 |
| 2325 | 499 | 154 | 20 | 275999 | 239598 |
| 2375 | 300 | 114 | 21 | 275953 | 239574 |
| 2425 | 789 | 313 | 42 | 275909 | 239551 |
| 2475 | 418 | 147 | 24 | 275866 | 239525 |
| 2525 | 469 | 128 | 22 | 275823 | 239500 |
| 2575 | 175 | 47 | 25 | 275778 | 239479 |
| 2625 | 196 | 32 | 34 | 275729 | 239465 |
| 2675 | 196 | 52 | 21 | 275681 | 239453 |
| 2725 | 135 | 28 | 24 | 275632 | 239440 |
| 2775 | 146 | 31 | 25 | 275583 | 239427 |
| 2825 | 135 | 37 | 16 | 275536 | 239416 |
| 2875 | 138 | 31 | 28 | 275487 | 239403 |
| 2925 | 113 | 30 | 21 | 275438 | 239391 |
| 2975 | 72 | 15 | 19 | 275390 | 239377 |
| 3025 | 188 | 53 | 24 | 275345 | 239355 |
| 3075 | 129 | 30 | 24 | 275300 | 239332 |
| 3125 | 136 | 41 | 17 | 275256 | 239309 |
| 3175 | 123 | 31 | 16 | 275212 | 239285 |
| 3226 | 123 | 24 | 19 | 275168 | 239261 |
| 3275 | 130 | 28 | 30 | 275124 | 239238 |
| 3325 | 135 | 31 | 26 | 275079 | 239214 |
| 3375 | 126 | 29 | 19 | 275035 | 239191 |
| 3425 | 122 | 22 | 21 | 274991 | 239167 |
| 3475 | 107 | 26 | 13 | 274948 | 239141 |
| 3525 | 101 | 24 | 13 | 274907 | 239113 |
| 3575 | 97 | 26 | 12 | 274868 | 239081 |
| 3625 | 96 | 27 | 13 | 274831 | 239047 |
| 3675 | 100 | 29 | 13 | 274795 | 239012 |
| 3726 | 95 | 31 | 11 | 274760 | 238976 |
| 3775 | 94 | 32 | 9 | 274726 | 238939 |
| 3825 | 113 | 31 | 14 | 274693 | 238902 |
| 3875 | 119 | 28 | 18 | 274659 | 238865 |
| 3925 | 113 | 26 | 15 | 274625 | 238828 |
| 3976 | 105 | 27 | 12 | 274592 | 238791 |
| 4025 | 84 | 24 | 10 | 274559 | 238753 |
| 4076 | 112 | 26 | 12 | 274526 | 238715 |
| 4125 | 102 | 24 | 12 | 274494 | 238677 |
| 4176 | 87 | 25 | 6 | 274461 | 238639 |
| 4226 | 105 | 26 | 15 | 274429 | 238600 |
| 4276 | 106 | 26 | 14 | 274397 | 238561 |
| 4326 | 135 | 30 | 20 | 274366 | 238522 |
| 4376 | 90 | 21 | 11 | 274336 | 238482 |
| 4426 | 170 | 45 | 17 | 274310 | 238439 |
| 4476 | 102 | 23 | 13 | 274289 | 238393 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4525 | 112 | 24 | 16 | 274273 | 238345 |
| 4575 | 116 | 25 | 15 | 274258 | 238297 |
| 4626 | 112 | 24 | 17 | 274243 | 238250 |
| 4675 | 171 | 56 | 13 | 274226 | 238203 |
| 4726 | 179 | 34 | 22 | 274208 | 238156 |
| 4776 | 141 | 35 | 19 | 274191 | 238109 |
| 4826 | 110 | 30 | 17 | 274174 | 238062 |
| 4875 | 139 | 26 | 24 | 274157 | 238015 |
| 4925 | 126 | 24 | 22 | 274139 | 237968 |
| 4977 | 339 | 95 | 27 | 274122 | 237921 |
| 5026 | 250 | 72 | 18 | 274106 | 237874 |
| 5075 | 392 | 106 | 21 | 274088 | 237827 |
| 5126 | 395 | 101 | 44 | 274072 | 237780 |
| 5175 | 282 | 87 | 18 | 274053 | 237733 |
| 5226 | 473 | 174 | 21 | 274040 | 237685 |
| 5276 | 242 | 37 | 17 | 274027 | 237637 |
| 5325 | 205 | 62 | 23 | 274007 | 237591 |
| 5375 | 159 | 47 | 16 | 273986 | 237545 |
| 5425 | 167 | 47 | 18 | 273961 | 237503 |
| 5475 | 177 | 55 | 22 | 273920 | 237478 |
| 5526 | 210 | 60 | 24 | 273872 | 237460 |
| 5576 | 110 | 26 | 19 | 273833 | 237429 |
| 5625 | 181 | 35 | 36 | 273811 | 237384 |
| 5675 | 270 | 88 | 20 | 273800 | 237335 |
| 5725 | 281 | 73 | 34 | 273793 | 237285 |
| 5775 | 310 | 89 | 22 | 273784 | 237236 |
| 5825 | 351 | 122 | 37 | 273769 | 237189 |
| 5875 | 438 | 127 | 23 | 273733 | 237155 |
| 5925 | 274 | 90 | 19 | 273693 | 237124 |
| 5975 | 493 | 122 | 41 | 273654 | 237093 |
| 6025 | 100 | 24 | 22 | 273614 | 237063 |
| 6075 | 97 | 24 | 18 | 273572 | 237035 |
| 6125 | 100 | 23 | 16 | 273534 | 237014 |
| 6175 | 127 | 32 | 18 | 273487 | 236997 |
| 6225 | 119 | 24 | 22 | 273439 | 236985 |
| 6275 | 112 | 27 | 23 | 273389 | 236975 |
| 6325 | 115 | 24 | 28 | 273340 | 236965 |
| 6375 | 109 | 29 | 12 | 273292 | 236950 |
| 6425 | 87 | 23 | 13 | 273247 | 236928 |
| 6475 | 103 | 29 | 14 | 273205 | 236901 |
| 6525 | 101 | 28 | 9 | 273166 | 236869 |
| 6575 | 107 | 22 | 19 | 273128 | 236838 |
| 6625 | 94 | 28 | 11 | 273088 | 236807 |
| 6675 | 103 | 31 | 10 | 273045 | 236781 |
| 6725 | 113 | 33 | 15 | 273000 | 236760 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6775 | 142 | 35 | 20 | 272954 | 236741 |
| 6825 | 104 | 32 | 11 | 272908 | 236722 |
| 6875 | 120 | 32 | 14 | 272862 | 236703 |
| 6925 | 104 | 24 | 14 | 272815 | 236683 |
| 6975 | 88 | 25 | 10 | 272770 | 236662 |
| 7025 | 86 | 26 | 8 | 272726 | 236638 |
| 7075 | 83 | 23 | 9 | 272683 | 236612 |
| 7125 | 91 | 28 | 8 | 272643 | 236582 |
| 7175 | 103 | 29 | 10 | 272604 | 236549 |
| 7225 | 78 | 22 | 8 | 272568 | 236516 |
| 7275 | 95 | 24 | 11 | 272530 | 236483 |
| 7325 | 108 | 29 | 11 | 272491 | 236450 |
| 7375 | 80 | 22 | 10 | 272454 | 236418 |
| 7425 | 98 | 26 | 11 | 272416 | 236386 |
| 7475 | 100 | 27 | 11 | 272378 | 236353 |
| 7525 | 91 | 24 | 11 | 272340 | 236320 |
| 7575 | 87 | 27 | 10 | 272302 | 236287 |
| 7625 | 90 | 22 | 11 | 272264 | 236255 |
| 7675 | 85 | 25 | 11 | 272226 | 236223 |
| 7725 | 85 | 22 | 12 | 272185 | 236193 |
| 7775 | 90 | 27 | 10 | 272142 | 236167 |
| 7825 | 81 | 23 | 9 | 272098 | 236144 |
| 7875 | 95 | 27 | 11 | 272052 | 236124 |
| 7925 | 104 | 28 | 16 | 272005 | 236107 |
| 7975 | 90 | 24 | 11 | 271957 | 236092 |
| 8025 | 109 | 32 | 9 | 271910 | 236077 |
| 8075 | 102 | 30 | 9 | 271861 | 236062 |
| 8125 | 81 | 28 | 9 | 271814 | 236047 |
| 8175 | 89 | 31 | 10 | 271766 | 236031 |
| 8225 | 84 | 25 | 10 | 271719 | 236016 |
| 8275 | 87 | 23 | 10 | 271671 | 236001 |
| 8325 | 95 | 24 | 12 | 271624 | 235986 |
| 8375 | 86 | 25 | 9 | 271576 | 235971 |
| 8425 | 86 | 24 | 10 | 271528 | 235956 |
| 8475 | 71 | 22 | 9 | 271480 | 235941 |
| 8525 | 82 | 22 | 9 | 271432 | 235926 |
| 8575 | 70 | 22 | 8 | 271385 | 235910 |
| 8625 | 71 | 21 | 6 | 271338 | 235893 |
| 8675 | 84 | 23 | 10 | 271291 | 235875 |
| 8725 | 83 | 26 | 8 | 271244 | 235856 |
| 8775 | 84 | 25 | 9 | 271198 | 235838 |
| 8825 | 90 | 24 | 10 | 271152 | 235819 |
| 8875 | 86 | 23 | 11 | 271105 | 235799 |
| 8925 | 92 | 26 | 14 | 271059 | 235780 |
| 8975 | 100 | 27 | 15 | 271013 | 235760 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9025 | 69 | 25 | 9 | 270967 | 235740 |
| 9075 | 91 | 30 | 8 | 270921 | 235721 |
| 9125 | 71 | 23 | 7 | 270875 | 235702 |
| 9175 | 78 | 23 | 10 | 270828 | 235682 |
| 9225 | 96 | 32 | 7 | 270783 | 235662 |
| 9275 | 76 | 26 | 9 | 270738 | 235639 |
| 9325 | 78 | 26 | 9 | 270696 | 235612 |
| 9375 | 67 | 22 | 9 | 270655 | 235583 |
| 9425 | 109 | 33 | 9 | 270617 | 235551 |
| 9475 | 106 | 34 | 6 | 270580 | 235517 |
| 9525 | 90 | 28 | 5 | 270544 | 235482 |
| 9575 | 70 | 25 | 4 | 270507 | 235448 |
| 9625 | 83 | 29 | 4 | 270470 | 235414 |
| 9675 | 83 | 29 | 5 | 270433 | 235380 |
| 9725 | 75 | 26 | 3 | 270398 | 235348 |
| 9775 | 89 | 27 | 6 | 270360 | 235315 |
| 9825 | 102 | 32 | 8 | 270323 | 235282 |
| 9875 | 114 | 26 | 15 | 270285 | 235249 |
| 9925 | 105 | 29 | 14 | 270248 | 235215 |
| 9975 | 78 | 21 | 10 | 270210 | 235183 |
| 10025 | 86 | 25 | 7 | 270172 | 235150 |
| 10075 | 107 | 29 | 12 | 270134 | 235117 |
| 10125 | 97 | 27 | 10 | 270096 | 235084 |
| 10175 | 100 | 29 | 11 | 270058 | 235052 |
| 10225 | 81 | 19 | 11 | 270019 | 235020 |
| 10275 | 88 | 25 | 11 | 269981 | 234988 |
| 10325 | 97 | 25 | 12 | 269943 | 234956 |
| 10375 | 83 | 25 | 6 | 269904 | 234925 |
| 10425 | 76 | 25 | 5 | 269865 | 234893 |
| 10475 | 83 | 26 | 9 | 269827 | 234861 |
| 10525 | 103 | 30 | 7 | 269788 | 234828 |
| 10575 | 62 | 19 | 8 | 269751 | 234795 |
| 10625 | 65 | 25 | 4 | 269714 | 234761 |
| 10675 | 72 | 23 | 8 | 269677 | 234727 |
| 10725 | 80 | 24 | 10 | 269641 | 234693 |
| 10775 | 81 | 23 | 8 | 269605 | 234657 |
| 10825 | 76 | 21 | 11 | 269570 | 234622 |
| 10875 | 70 | 21 | 9 | 269535 | 234586 |
| 10925 | 77 | 22 | 12 | 269500 | 234550 |
| 10975 | 72 | 24 | 7 | 269466 | 234514 |
| 11025 | 79 | 27 | 8 | 269430 | 234478 |
| 11075 | 72 | 23 | 6 | 269394 | 234443 |
| 11125 | 73 | 23 | 6 | 269358 | 234409 |
| 11175 | 78 | 26 | 10 | 269322 | 234374 |
| 11225 | 72 | 21 | 8 | 269284 | 234341 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11275 | 73 | 21 | 8 | 269247 | 234309 |
| 11325 | 83 | 26 | 8 | 269208 | 234277 |
| 11375 | 74 | 21 | 9 | 269169 | 234245 |
| 11425 | 76 | 22 | 8 | 269129 | 234214 |
| 11465 | 81 | 25 | 6 | 269089 | 234190 |
| 11485 | 76 | 28 | 3 | 269076 | 234155 |
| 11526 | 161 | 44 | 10 | 269110 | 234119 |
| 11576 | 64 | 14 | 21 | 269142 | 234079 |
| 11626 | 141 | 33 | 40 | 269173 | 234040 |
| 11676 | 124 | 24 | 22 | 269204 | 234002 |
| 11726 | 155 | 42 | 8 | 269240 | 233966 |
| 11776 | 180 | 44 | 13 | 269276 | 233931 |
| 11826 | 181 | 46 | 8 | 269313 | 233896 |
| 11876 | 245 | 115 | 4 | 269349 | 233863 |
| 11926 | 163 | 41 | 9 | 269385 | 233829 |
| 11976 | 313 | 103 | 17 | 269422 | 233794 |
| 12026 | 908 | 414 | 18 | 269459 | 233758 |
| 12076 | 404 | 154 | 30 | 269494 | 233724 |
| 12126 | 304 | 125 | 9 | 269532 | 233690 |
| 12176 | 205 | 101 | 7 | 269568 | 233657 |
| 12226 | 222 | 111 | 6 | 269605 | 233622 |
| 12276 | 125 | 34 | 8 | 269640 | 233588 |
| 12326 | 108 | 26 | 44 | 269677 | 233554 |
| 12376 | 142 | 34 | 16 | 269713 | 233520 |
| 12426 | 404 | 148 | 11 | 269750 | 233485 |
| 12476 | 229 | 84 | 8 | 269788 | 233452 |
| 12526 | 347 | 129 | 14 | 269824 | 233417 |
| 12576 | 276 | 113 | 13 | 269861 | 233382 |
| 12626 | 199 | 43 | 16 | 269898 | 233349 |
| 12676 | 213 | 59 | 28 | 269935 | 233314 |
| 12726 | 265 | 85 | 13 | 269971 | 233280 |
| 12776 | 369 | 135 | 15 | 270007 | 233246 |
| 12826 | 312 | 106 | 14 | 270043 | 233211 |
| 12876 | 497 | 224 | 13 | 270080 | 233177 |
| 12926 | 290 | 132 | 9 | 270116 | 233143 |
| 12976 | 385 | 154 | 16 | 270153 | 233109 |
| 13025 | 299 | 109 | 15 | 270189 | 233074 |
| 13075 | 365 | 128 | 16 | 270226 | 233040 |
| 13125 | 305 | 98 | 12 | 270262 | 233005 |
| 13175 | 242 | 74 | 15 | 270299 | 232971 |
| 13225 | 223 | 39 | 16 | 270335 | 232937 |
| 13275 | 346 | 114 | 17 | 270370 | 232902 |
| 13325 | 345 | 101 | 22 | 270406 | 232868 |
| 13375 | 338 | 118 | 13 | 270443 | 232833 |
| 13425 | 411 | 204 | 11 | 270479 | 232799 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13475 | 42 | 17 | 13 | 270516 | 232765 |
| 13525 | 223 | 66 | 14 | 270550 | 232733 |
| 13575 | 134 | 41 | 14 | 270586 | 232699 |
| 13625 | 357 | 170 | 9 | 270622 | 232665 |
| 13675 | 199 | 70 | 11 | 270659 | 232630 |
| 13725 | 802 | 386 | 11 | 270695 | 232595 |
| 13775 | 600 | 199 | 16 | 270731 | 232560 |
| 13825 | 792 | 374 | 12 | 270767 | 232526 |
| 13875 | 941 | 429 | 15 | 270803 | 232492 |
| 13925 | 719 | 190 | 23 | 270840 | 232457 |
| 13975 | 804 | 217 | 36 | 270876 | 232423 |
| 14025 | 697 | 224 | 34 | 270913 | 232388 |
| 14075 | 578 | 124 | 56 | 270949 | 232354 |
| 14125 | 467 | 103 | 36 | 270984 | 232321 |
| 14175 | 1146 | 472 | 20 | 271022 | 232285 |
| 14225 | 428 | 141 | 10 | 271059 | 232251 |
| 14275 | 562 | 181 | 6 | 271094 | 232217 |
| 14325 | 481 | 177 | 9 | 271131 | 232182 |
| 14375 | 431 | 188 | 10 | 271168 | 232148 |
| 14425 | 69 | 18 | 22 | 271204 | 232113 |
| 14475 | 323 | 135 | 13 | 271240 | 232079 |
| 14525 | 296 | 60 | 13 | 271275 | 232043 |
| 14575 | 242 | 79 | 12 | 271309 | 232006 |
| 14625 | 205 | 85 | 7 | 271342 | 231969 |
| 14675 | 249 | 120 | 6 | 271375 | 231932 |
| 14725 | 310 | 135 | 9 | 271409 | 231895 |
| 14775 | 345 | 134 | 9 | 271442 | 231857 |
| 14825 | 227 | 79 | 16 | 271476 | 231821 |
| 14875 | 227 | 84 | 8 | 271509 | 231783 |
| 14925 | 293 | 111 | 15 | 271543 | 231745 |
| 14975 | 302 | 76 | 13 | 271576 | 231708 |
| 15025 | 132 | 34 | 8 | 271602 | 231667 |
| 15075 | 236 | 72 | 10 | 271603 | 231617 |
| 15125 | 126 | 54 | 5 | 271599 | 231568 |
| 15175 | 234 | 82 | 13 | 271594 | 231517 |
| 15225 | 323 | 149 | 10 | 271590 | 231468 |
| 15275 | 223 | 64 | 15 | 271586 | 231417 |
| 15325 | 397 | 197 | 8 | 271581 | 231368 |
| 15375 | 440 | 168 | 13 | 271577 | 231318 |
| 15425 | 651 | 255 | 14 | 271572 | 231269 |
| 15475 | 146 | 72 | 32 | 271567 | 231218 |
| 15525 | 405 | 123 | 15 | 271562 | 231168 |
| 15575 | 206 | 89 | 8 | 271558 | 231118 |
| 15625 | 324 | 157 | 9 | 271555 | 231068 |
| 15675 | 241 | 70 | 10 | 271550 | 231018 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 15725 | 295 | 88 | 9 | 271545 | 230969 |
| 15775 | 401 | 160 | 10 | 271541 | 230918 |
| 15825 | 366 | 105 | 14 | 271537 | 230869 |
| 15875 | 253 | 67 | 19 | 271532 | 230819 |
| 15925 | 232 | 76 | 15 | 271529 | 230769 |
| 15975 | 227 | 73 | 9 | 271524 | 230719 |
| 16025 | 272 | 54 | 38 | 271519 | 230669 |
| 16075 | 344 | 105 | 24 | 271515 | 230619 |
| 16125 | 331 | 141 | 21 | 271517 | 230569 |
| 16175 | 334 | 94 | 14 | 271523 | 230519 |
| 16225 | 176 | 67 | 10 | 271530 | 230469 |
| 16275 | 217 | 85 | 9 | 271536 | 230420 |
| 16325 | 193 | 73 | 10 | 271544 | 230371 |
| 16375 | 317 | 143 | 10 | 271554 | 230321 |
| 16425 | 408 | 133 | 12 | 271567 | 230273 |
| 16475 | 189 | 65 | 13 | 271583 | 230226 |
| 16525 | 179 | 58 | 14 | 271604 | 230180 |
| 16575 | 285 | 119 | 8 | 271624 | 230135 |
| 16625 | 136 | 43 | 13 | 271646 | 230090 |
| 16675 | 233 | 115 | 12 | 271665 | 230044 |
| 16725 | 349 | 145 | 14 | 271668 | 229994 |
| 16775 | 332 | 107 | 17 | 271672 | 229943 |
| 16825 | 256 | 80 | 14 | 271679 | 229894 |
| 16875 | 216 | 69 | 16 | 271685 | 229844 |
| 16925 | 283 | 102 | 11 | 271692 | 229795 |
| 16975 | 243 | 72 | 13 | 271698 | 229745 |
| 17025 | 173 | 53 | 11 | 271705 | 229696 |
| 17075 | 266 | 118 | 9 | 271717 | 229647 |
| 17125 | 218 | 85 | 8 | 271737 | 229601 |
| 17175 | 208 | 79 | 9 | 271759 | 229556 |
| 17225 | 252 | 104 | 8 | 271792 | 229518 |
| 17275 | 345 | 144 | 9 | 271816 | 229477 |
| 17325 | 308 | 137 | 5 | 271814 | 229427 |
| 17375 | 359 | 159 | 12 | 271807 | 229378 |
| 17425 | 535 | 212 | 11 | 271821 | 229330 |
| 17475 | 228 | 67 | 14 | 271844 | 229285 |
| 17525 | 276 | 162 | 8 | 271867 | 229240 |
| 17575 | 268 | 96 | 10 | 271900 | 229203 |
| 17625 | 316 | 125 | 9 | 271941 | 229175 |
| 17675 | 210 | 76 | 8 | 271984 | 229149 |
| 17725 | 298 | 84 | 16 | 272028 | 229124 |
| 17775 | 239 | 77 | 11 | 272071 | 229099 |
| 17825 | 180 | 56 | 11 | 272114 | 229075 |
| 17875 | 226 | 66 | 11 | 272158 | 229050 |
| 17925 | 207 | 82 | 11 | 272202 | 229026 |

| Haul Route No. 3 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 17975 | 458 | 235 | 11 | 272249 | 229007 |
| 18025 | 1544 | 925 | 5 | 272296 | 228990 |
| 18075 | 201 | 76 | 7 | 272343 | 228971 |
| 18125 | 294 | 120 | 7 | 272376 | 228935 |
| 18175 | 250 | 79 | 11 | 272405 | 228895 |
| 18225 | 220 | 68 | 11 | 272434 | 228854 |
| 18275 | 464 | 157 | 27 | 272462 | 228813 |
| 18325 | 337 | 138 | 12 | 272491 | 228771 |
| 18375 | 428 | 192 | 19 | 272520 | 228730 |
| 18425 | 310 | 86 | 27 | 272548 | 228689 |
| 18475 | 295 | 106 | 13 | 272576 | 228648 |
| 18525 | 252 | 108 | 8 | 272604 | 228607 |
| 18575 | 278 | 120 | 11 | 272632 | 228565 |
| 18625 | 360 | 193 | 10 | 272660 | 228523 |
| 18675 | 372 | 166 | 11 | 272689 | 228482 |
| 18725 | 396 | 189 | 18 | 272717 | 228441 |
| 18775 | 240 | 55 | 25 | 272745 | 228399 |
| 18825 | 247 | 106 | 9 | 272773 | 228358 |
| 18875 | 134 | 37 | 8 | 272802 | 228317 |
| 18925 | 183 | 43 | 19 | 272830 | 228276 |
| 18975 | 222 | 68 | 14 | 272859 | 228234 |
| 19026 | 384 | 124 | 17 | 272887 | 228193 |
| 19076 | 113 | 25 | 11 | 272915 | 228151 |

| Proposed Haul Route Enfield Link Rd. | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 101 | 20 | 22 | 277433 | 240603 |
| 51 | 84 | 22 | 18 | 277469 | 240566 |
| 101 | 67 | 17 | 18 | 277506 | 240533 |
| 150 | 81 | 18 | 26 | 277546 | 240504 |
| 200 | 72 | 21 | 14 | 277589 | 240478 |
| 250 | 67 | 17 | 14 | 277633 | 240455 |
| 300 | 68 | 18 | 14 | 277680 | 240437 |
| 351 | 65 | 16 | 12 | 277728 | 240422 |
| 400 | 76 | 19 | 13 | 277776 | 240411 |
| 451 | 76 | 19 | 12 | 277826 | 240405 |
| 501 | 74 | 18 | 15 | 277876 | 240402 |
| 551 | 67 | 17 | 10 | 277926 | 240404 |
| 601 | 76 | 18 | 14 | 277976 | 240410 |
| 651 | 70 | 17 | 13 | 278025 | 240418 |
| 701 | 77 | 21 | 14 | 278074 | 240427 |
| 750 | 74 | 19 | 14 | 278123 | 240436 |
| 801 | 82 | 22 | 14 | 278173 | 240444 |
| 851 | 71 | 19 | 13 | 278222 | 240453 |
| 900 | 82 | 21 | 16 | 278271 | 240462 |
| 950 | 76 | 18 | 16 | 278321 | 240470 |
| 1001 | 84 | 23 | 17 | 278370 | 240479 |
| 1051 | 83 | 19 | 23 | 278420 | 240487 |
| 1100 | 91 | 20 | 21 | 278469 | 240497 |
| 1150 | 68 | 15 | 20 | 278517 | 240509 |
| 1200 | 67 | 18 | 9 | 278564 | 240527 |
| 1250 | 81 | 22 | 16 | 278607 | 240551 |
| 1300 | 75 | 17 | 15 | 278647 | 240581 |
| 1350 | 81 | 17 | 19 | 278683 | 240615 |
| 1400 | 74 | 19 | 14 | 278714 | 240655 |
| 1450 | 75 | 15 | 19 | 278739 | 240698 |
| 1501 | 69 | 16 | 14 | 278758 | 240744 |
| 1550 | 74 | 18 | 16 | 278771 | 240792 |
| 1600 | 72 | 19 | 12 | 278777 | 240842 |
| 1651 | 67 | 18 | 7 | 278778 | 240892 |
| 1701 | 64 | 25 | 2 | 278775 | 240941 |

| Proposed Haul Route Enfield Link Rd. | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 79 | 19 | 16 | 277448 | 240576 |
| 76 | 75 | 18 | 14 | 277484 | 240542 |
| 126 | 101 | 17 | 32 | 277524 | 240511 |
| 176 | 79 | 17 | 16 | 277565 | 240483 |
| 225 | 84 | 21 | 15 | 277610 | 240459 |
| 275 | 83 | 19 | 15 | 277655 | 240438 |
| 326 | 73 | 16 | 13 | 277703 | 240422 |
| 375 | 77 | 19 | 14 | 277756 | 240408 |
| 425 | 79 | 22 | 13 | 277805 | 240400 |
| 475 | 78 | 23 | 14 | 277855 | 240396 |
| 526 | 73 | 17 | 13 | 277905 | 240396 |
| 576 | 71 | 19 | 10 | 277956 | 240400 |
| 626 | 75 | 20 | 14 | 278010 | 240409 |
| 675 | 70 | 17 | 14 | 278059 | 240417 |
| 726 | 75 | 18 | 14 | 278109 | 240426 |
| 776 | 75 | 21 | 13 | 278158 | 240435 |
| 825 | 72 | 18 | 16 | 278208 | 240444 |
| 875 | 78 | 20 | 15 | 278257 | 240452 |
| 926 | 70 | 15 | 13 | 278306 | 240461 |
| 975 | 78 | 18 | 16 | 278355 | 240469 |
| 1026 | 69 | 18 | 16 | 278405 | 240478 |
| 1075 | 83 | 20 | 17 | 278454 | 240487 |
| 1125 | 53 | 11 | 14 | 278503 | 240497 |
| 1176 | 77 | 16 | 16 | 278550 | 240513 |
| 1226 | 70 | 17 | 14 | 278596 | 240536 |
| 1275 | 81 | 19 | 13 | 278638 | 240564 |
| 1325 | 72 | 14 | 15 | 278675 | 240597 |
| 1375 | 62 | 16 | 12 | 278708 | 240635 |
| 1425 | 76 | 21 | 14 | 278735 | 240677 |
| 1475 | 78 | 16 | 15 | 278757 | 240722 |
| 1525 | 75 | 18 | 12 | 278773 | 240769 |
| 1575 | 74 | 18 | 14 | 278782 | 240818 |
| 1626 | 99 | 26 | 10 | 278785 | 240868 |
| 1675 | 75 | 24 | 4 | 278786 | 240919 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 160 | 39 | 18 | 272946 | 228116 |
| 50 | 170 | 38 | 17 | 272974 | 228075 |
| 100 | 192 | 51 | 15 | 273003 | 228033 |
| 151 | 130 | 34 | 17 | 273031 | 227992 |
| 200 | 207 | 52 | 16 | 273060 | 227951 |
| 251 | 154 | 35 | 15 | 273088 | 227909 |
| 301 | 335 | 107 | 29 | 273117 | 227868 |
| 351 | 197 | 36 | 28 | 273145 | 227827 |
| 401 | 279 | 56 | 52 | 273174 | 227786 |
| 451 | 136 | 20 | 36 | 273202 | 227745 |
| 500 | 163 | 20 | 77 | 273230 | 227705 |
| 550 | 240 | 28 | 73 | 273259 | 227664 |
| 601 | 222 | 28 | 79 | 273288 | 227621 |
| 651 | 195 | 15 | 95 | 273316 | 227581 |
| 701 | 200 | 20 | 86 | 273345 | 227539 |
| 750 | 241 | 31 | 87 | 273373 | 227498 |
| 801 | 161 | 18 | 71 | 273402 | 227456 |
| 851 | 167 | 21 | 74 | 273431 | 227415 |
| 901 | 182 | 21 | 81 | 273459 | 227374 |
| 950 | 189 | 22 | 73 | 273487 | 227333 |
| 1000 | 190 | 36 | 45 | 273516 | 227291 |
| 1050 | 149 | 25 | 39 | 273544 | 227250 |
| 1101 | 119 | 24 | 27 | 273572 | 227208 |
| 1150 | 124 | 33 | 22 | 273601 | 227167 |
| 1200 | 161 | 40 | 18 | 273629 | 227126 |
| 1250 | 148 | 39 | 20 | 273657 | 227085 |
| 1300 | 108 | 30 | 10 | 273686 | 227044 |
| 1350 | 137 | 33 | 15 | 273714 | 227003 |
| 1401 | 81 | 17 | 20 | 273742 | 226961 |
| 1450 | 158 | 50 | 16 | 273771 | 226920 |
| 1501 | 95 | 22 | 13 | 273800 | 226878 |
| 1551 | 150 | 40 | 8 | 273828 | 226838 |
| 1601 | 85 | 16 | 8 | 273856 | 226796 |
| 1650 | 106 | 19 | 7 | 273884 | 226755 |
| 1700 | 143 | 29 | 11 | 273913 | 226715 |
| 1750 | 179 | 55 | 12 | 273942 | 226673 |
| 1800 | 308 | 84 | 24 | 273981 | 226643 |
| 1850 | 133 | 29 | 11 | 274026 | 226622 |
| 1900 | 145 | 27 | 21 | 274072 | 226602 |
| 1951 | 211 | 75 | 14 | 274118 | 226581 |
| 2000 | 167 | 24 | 28 | 274163 | 226561 |
| 2050 | 130 | 26 | 18 | 274209 | 226541 |
| 2100 | 157 | 34 | 26 | 274257 | 226525 |
| 2150 | 242 | 72 | 19 | 274305 | 226512 |
| 2200 | 188 | 62 | 16 | 274354 | 226501 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2251 | 282 | 73 | 25 | 274403 | 226491 |
| 2301 | 127 | 25 | 16 | 274453 | 226481 |
| 2350 | 225 | 51 | 28 | 274501 | 226473 |
| 2401 | 186 | 29 | 28 | 274551 | 226466 |
| 2451 | 127 | 28 | 20 | 274601 | 226462 |
| 2500 | 158 | 31 | 25 | 274650 | 226458 |
| 2551 | 209 | 60 | 18 | 274701 | 226453 |
| 2600 | 264 | 74 | 29 | 274749 | 226449 |
| 2651 | 116 | 24 | 12 | 274801 | 226445 |
| 2700 | 356 | 147 | 13 | 274850 | 226448 |
| 2751 | 168 | 44 | 16 | 274900 | 226451 |
| 2800 | 141 | 40 | 14 | 274949 | 226456 |
| 2851 | 185 | 38 | 31 | 274999 | 226460 |
| 2901 | 154 | 30 | 37 | 275049 | 226464 |
| 2950 | 294 | 45 | 76 | 275099 | 226469 |
| 3001 | 210 | 23 | 90 | 275150 | 226472 |
| 3051 | 233 | 25 | 101 | 275200 | 226476 |
| 3101 | 431 | 53 | 171 | 275250 | 226480 |
| 3151 | 385 | 63 | 117 | 275300 | 226484 |
| 3200 | 405 | 53 | 132 | 275350 | 226488 |
| 3250 | 229 | 23 | 122 | 275399 | 226492 |
| 3300 | 225 | 23 | 116 | 275450 | 226495 |
| 3351 | 94 | 10 | 65 | 275500 | 226499 |
| 3400 | 153 | 15 | 89 | 275550 | 226503 |
| 3450 | 81 | 16 | 45 | 275599 | 226507 |
| 3501 | 200 | 31 | 67 | 275651 | 226511 |
| 3550 | 213 | 59 | 28 | 275700 | 226515 |
| 3600 | 165 | 42 | 10 | 275749 | 226518 |
| 3651 | 231 | 84 | 11 | 275800 | 226522 |
| 3701 | 144 | 42 | 10 | 275849 | 226527 |
| 3750 | 216 | 86 | 10 | 275899 | 226532 |
| 3801 | 309 | 96 | 13 | 275949 | 226536 |
| 3850 | 259 | 116 | 8 | 275999 | 226539 |
| 3901 | 358 | 151 | 7 | 276049 | 226542 |
| 3951 | 432 | 118 | 10 | 276099 | 226546 |
| 4001 | 285 | 70 | 15 | 276149 | 226550 |
| 4050 | 457 | 165 | 8 | 276198 | 226554 |
| 4101 | 418 | 131 | 11 | 276249 | 226559 |
| 4151 | 224 | 81 | 18 | 276298 | 226563 |
| 4201 | 702 | 243 | 24 | 276348 | 226567 |
| 4251 | 367 | 55 | 156 | 276398 | 226571 |
| 4301 | 299 | 39 | 126 | 276448 | 226574 |
| 4351 | 214 | 24 | 106 | 276498 | 226579 |
| 4402 | 115 | 18 | 68 | 276549 | 226583 |
| 4451 | 86 | 12 | 55 | 276597 | 226586 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4501 | 84 | 15 | 52 | 276647 | 226590 |
| 4550 | 87 | 14 | 57 | 276697 | 226594 |
| 4601 | 76 | 18 | 46 | 276748 | 226598 |
| 4650 | 99 | 15 | 62 | 276797 | 226602 |
| 4700 | 101 | 22 | 53 | 276846 | 226605 |
| 4750 | 172 | 32 | 90 | 276896 | 226609 |
| 4801 | 182 | 27 | 100 | 276947 | 226613 |
| 4850 | 110 | 19 | 67 | 276996 | 226617 |
| 4901 | 84 | 20 | 48 | 277046 | 226621 |
| 4950 | 110 | 14 | 72 | 277096 | 226625 |
| 5000 | 71 | 19 | 41 | 277146 | 226629 |
| 5050 | 161 | 22 | 95 | 277196 | 226633 |
| 5101 | 167 | 21 | 97 | 277246 | 226636 |
| 5150 | 244 | 51 | 120 | 277296 | 226640 |
| 5200 | 116 | 21 | 75 | 277346 | 226644 |
| 5250 | 106 | 15 | 74 | 277395 | 226648 |
| 5301 | 65 | 14 | 44 | 277446 | 226652 |
| 5350 | 121 | 28 | 63 | 277496 | 226656 |
| 5401 | 118 | 18 | 72 | 277546 | 226661 |
| 5451 | 101 | 17 | 67 | 277595 | 226663 |
| 5500 | 117 | 26 | 61 | 277645 | 226668 |
| 5550 | 140 | 23 | 74 | 277695 | 226672 |
| 5600 | 124 | 26 | 67 | 277745 | 226676 |
| 5650 | 193 | 43 | 89 | 277794 | 226679 |
| 5700 | 123 | 23 | 66 | 277845 | 226685 |
| 5751 | 136 | 25 | 76 | 277895 | 226688 |
| 5800 | 217 | 31 | 116 | 277944 | 226693 |
| 5850 | 212 | 27 | 119 | 277995 | 226696 |
| 5900 | 159 | 28 | 87 | 278045 | 226701 |
| 5951 | 335 | 45 | 149 | 278095 | 226705 |
| 6000 | 117 | 25 | 62 | 278144 | 226709 |
| 6050 | 182 | 34 | 100 | 278194 | 226714 |
| 6100 | 325 | 56 | 147 | 278244 | 226718 |
| 6150 | 210 | 44 | 99 | 278294 | 226722 |
| 6200 | 127 | 23 | 66 | 278343 | 226726 |
| 6250 | 775 | 97 | 265 | 278393 | 226730 |
| 6300 | 186 | 31 | 99 | 278443 | 226734 |
| 6350 | 143 | 22 | 73 | 278493 | 226739 |
| 6400 | 275 | 47 | 85 | 278543 | 226743 |
| 6451 | 301 | 80 | 62 | 278594 | 226746 |
| 6500 | 177 | 40 | 62 | 278643 | 226751 |
| 6550 | 548 | 148 | 51 | 278693 | 226755 |
| 6600 | 293 | 55 | 71 | 278743 | 226759 |
| 6650 | 334 | 43 | 107 | 278792 | 226763 |
| 6700 | 172 | 57 | 58 | 278842 | 226768 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6750 | 140 | 36 | 32 | 278893 | 226772 |
| 6800 | 138 | 46 | 19 | 278942 | 226777 |
| 6850 | 208 | 77 | 10 | 278992 | 226781 |
| 6901 | 305 | 106 | 17 | 279042 | 226785 |
| 6950 | 344 | 123 | 14 | 279092 | 226790 |
| 7000 | 364 | 157 | 20 | 279141 | 226794 |
| 7050 | 409 | 181 | 10 | 279191 | 226798 |
| 7100 | 237 | 73 | 14 | 279241 | 226803 |
| 7150 | 242 | 99 | 10 | 279291 | 226807 |
| 7201 | 367 | 102 | 26 | 279341 | 226811 |
| 7251 | 432 | 150 | 14 | 279391 | 226815 |
| 7301 | 259 | 107 | 11 | 279441 | 226820 |
| 7350 | 247 | 117 | 13 | 279490 | 226823 |
| 7400 | 233 | 121 | 12 | 279540 | 226828 |
| 7451 | 257 | 123 | 11 | 279590 | 226832 |
| 7501 | 240 | 109 | 10 | 279640 | 226836 |
| 7551 | 239 | 72 | 9 | 279691 | 226840 |
| 7601 | 144 | 37 | 14 | 279740 | 226844 |
| 7650 | 169 | 47 | 11 | 279789 | 226848 |
| 7701 | 235 | 66 | 27 | 279840 | 226852 |
| 7750 | 242 | 72 | 12 | 279889 | 226855 |
| 7801 | 216 | 57 | 20 | 279939 | 226860 |
| 7850 | 130 | 27 | 16 | 279989 | 226864 |
| 7900 | 133 | 29 | 17 | 280039 | 226868 |
| 7950 | 74 | 25 | 12 | 280089 | 226873 |
| 8000 | 160 | 37 | 17 | 280138 | 226878 |
| 8050 | 131 | 30 | 13 | 280188 | 226882 |
| 8102 | 118 | 29 | 11 | 280240 | 226887 |
| 8151 | 227 | 70 | 14 | 280289 | 226890 |
| 8201 | 194 | 39 | 18 | 280339 | 226895 |
| 8251 | 209 | 69 | 16 | 280388 | 226899 |
| 8300 | 168 | 45 | 20 | 280439 | 226904 |
| 8350 | 373 | 115 | 33 | 280488 | 226908 |
| 8401 | 135 | 34 | 20 | 280538 | 226912 |
| 8450 | 328 | 102 | 23 | 280588 | 226916 |
| 8501 | 172 | 37 | 19 | 280638 | 226920 |
| 8550 | 143 | 25 | 40 | 280687 | 226924 |
| 8600 | 147 | 31 | 59 | 280738 | 226927 |
| 8650 | 215 | 52 | 74 | 280788 | 226930 |
| 8700 | 206 | 19 | 110 | 280838 | 226936 |
| 8751 | 331 | 65 | 120 | 280888 | 226940 |
| 8801 | 406 | 124 | 83 | 280938 | 226944 |
| 8851 | 239 | 60 | 66 | 280987 | 226945 |
| 8901 | 284 | 68 | 32 | 281037 | 226952 |
| 8950 | 265 | 67 | 31 | 281087 | 226956 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9000 | 193 | 38 | 30 | 281136 | 226960 |
| 9051 | 140 | 30 | 23 | 281187 | 226964 |
| 9100 | 173 | 34 | 26 | 281236 | 226968 |
| 9151 | 168 | 41 | 19 | 281287 | 226973 |
| 9200 | 204 | 43 | 29 | 281337 | 226977 |
| 9250 | 203 | 52 | 19 | 281387 | 226982 |
| 9301 | 309 | 82 | 33 | 281436 | 226986 |
| 9350 | 135 | 26 | 33 | 281487 | 226991 |
| 9401 | 150 | 29 | 26 | 281536 | 226994 |
| 9451 | 194 | 44 | 17 | 281587 | 226998 |
| 9500 | 96 | 15 | 18 | 281636 | 227001 |
| 9551 | 192 | 47 | 14 | 281686 | 227006 |
| 9600 | 112 | 27 | 13 | 281736 | 227011 |
| 9650 | 143 | 36 | 12 | 281786 | 227014 |
| 9700 | 217 | 50 | 14 | 281836 | 227018 |
| 9751 | 158 | 39 | 12 | 281886 | 227021 |
| 9801 | 162 | 36 | 15 | 281936 | 227024 |
| 9850 | 235 | 58 | 17 | 281986 | 227030 |
| 9901 | 261 | 71 | 13 | 282036 | 227033 |
| 9950 | 215 | 47 | 28 | 282085 | 227038 |
| 10000 | 177 | 45 | 29 | 282135 | 227043 |
| 10050 | 290 | 80 | 22 | 282185 | 227048 |
| 10100 | 359 | 113 | 14 | 282235 | 227052 |
| 10151 | 404 | 121 | 21 | 282286 | 227057 |
| 10200 | 311 | 89 | 11 | 282335 | 227061 |
| 10251 | 256 | 67 | 19 | 282385 | 227065 |
| 10301 | 180 | 39 | 17 | 282435 | 227070 |
| 10351 | 294 | 67 | 20 | 282485 | 227073 |
| 10401 | 259 | 63 | 19 | 282535 | 227078 |
| 10450 | 163 | 34 | 18 | 282584 | 227082 |
| 10501 | 166 | 39 | 16 | 282634 | 227086 |
| 10550 | 364 | 87 | 19 | 282684 | 227091 |
| 10600 | 202 | 78 | 4 | 282734 | 227094 |
| 10650 | 282 | 71 | 18 | 282784 | 227098 |
| 10701 | 315 | 94 | 21 | 282835 | 227101 |
| 10751 | 192 | 47 | 15 | 282884 | 227106 |
| 10801 | 674 | 191 | 20 | 282933 | 227111 |
| 10850 | 130 | 63 | 19 | 282984 | 227114 |
| 10901 | 249 | 54 | 21 | 283033 | 227119 |
| 10950 | 365 | 95 | 21 | 283083 | 227123 |
| 11001 | 540 | 226 | 36 | 283133 | 227127 |
| 11051 | 307 | 94 | 22 | 283183 | 227130 |
| 11100 | 245 | 78 | 13 | 283233 | 227134 |
| 11151 | 118 | 32 | 14 | 283283 | 227139 |
| 11201 | 326 | 101 | 19 | 283333 | 227143 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11251 | 383 | 113 | 19 | 283382 | 227148 |
| 11300 | 280 | 73 | 19 | 283432 | 227151 |
| 11351 | 163 | 37 | 22 | 283483 | 227154 |
| 11400 | 94 | 24 | 10 | 283532 | 227159 |
| 11451 | 137 | 45 | 12 | 283582 | 227162 |
| 11501 | 143 | 41 | 10 | 283632 | 227167 |
| 11551 | 134 | 51 | 8 | 283682 | 227170 |
| 11601 | 153 | 50 | 6 | 283731 | 227174 |
| 11650 | 320 | 97 | 32 | 283781 | 227179 |
| 11701 | 95 | 27 | 13 | 283831 | 227182 |
| 11750 | 298 | 109 | 14 | 283881 | 227187 |
| 11800 | 186 | 61 | 14 | 283931 | 227192 |
| 11850 | 238 | 64 | 17 | 283981 | 227195 |
| 11900 | 200 | 43 | 34 | 284031 | 227199 |
| 11951 | 302 | 65 | 32 | 284081 | 227203 |
| 12001 | 226 | 69 | 20 | 284131 | 227207 |
| 12051 | 216 | 57 | 27 | 284181 | 227211 |
| 12101 | 287 | 88 | 21 | 284231 | 227215 |
| 12150 | 237 | 83 | 12 | 284280 | 227218 |
| 12200 | 217 | 66 | 10 | 284330 | 227222 |
| 12250 | 313 | 144 | 6 | 284380 | 227227 |
| 12300 | 259 | 87 | 22 | 284430 | 227231 |
| 12350 | 282 | 89 | 23 | 284480 | 227236 |
| 12401 | 406 | 170 | 18 | 284530 | 227239 |
| 12450 | 219 | 70 | 28 | 284580 | 227243 |
| 12500 | 423 | 95 | 37 | 284630 | 227246 |
| 12550 | 425 | 123 | 38 | 284680 | 227250 |
| 12600 | 368 | 97 | 20 | 284730 | 227254 |
| 12650 | 220 | 58 | 21 | 284780 | 227258 |
| 12701 | 277 | 76 | 27 | 284830 | 227263 |
| 12751 | 302 | 90 | 22 | 284880 | 227267 |
| 12800 | 293 | 76 | 18 | 284929 | 227271 |
| 12851 | 195 | 54 | 20 | 284979 | 227275 |
| 12900 | 175 | 50 | 14 | 285029 | 227279 |
| 12951 | 254 | 75 | 11 | 285079 | 227283 |
| 13000 | 286 | 80 | 14 | 285129 | 227287 |
| 13050 | 290 | 76 | 15 | 285179 | 227290 |
| 13100 | 253 | 75 | 12 | 285229 | 227293 |
| 13151 | 191 | 60 | 7 | 285279 | 227296 |
| 13201 | 142 | 36 | 9 | 285329 | 227298 |
| 13250 | 198 | 66 | 9 | 285379 | 227301 |
| 13301 | 220 | 72 | 11 | 285430 | 227303 |
| 13350 | 139 | 57 | 5 | 285479 | 227305 |
| 13400 | 192 | 47 | 14 | 285529 | 227308 |
| 13451 | 143 | 32 | 9 | 285579 | 227311 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13501 | 241 | 80 | 4 | 285629 | 227313 |
| 13551 | 119 | 33 | 10 | 285679 | 227314 |
| 13601 | 132 | 39 | 7 | 285728 | 227321 |
| 13651 | 362 | 146 | 14 | 285778 | 227329 |
| 13700 | 256 | 71 | 10 | 285828 | 227335 |
| 13751 | 169 | 45 | 13 | 285878 | 227340 |
| 13800 | 202 | 64 | 17 | 285927 | 227344 |
| 13850 | 185 | 54 | 9 | 285977 | 227349 |
| 13900 | 189 | 56 | 16 | 286027 | 227354 |
| 13951 | 172 | 53 | 11 | 286077 | 227358 |
| 14001 | 159 | 50 | 9 | 286127 | 227363 |
| 14050 | 166 | 44 | 10 | 286176 | 227367 |
| 14101 | 173 | 49 | 8 | 286227 | 227372 |
| 14151 | 200 | 50 | 27 | 286276 | 227376 |
| 14200 | 151 | 56 | 7 | 286325 | 227379 |
| 14251 | 171 | 50 | 15 | 286376 | 227383 |
| 14300 | 191 | 62 | 14 | 286425 | 227387 |
| 14351 | 243 | 80 | 22 | 286476 | 227391 |
| 14401 | 454 | 123 | 26 | 286526 | 227395 |
| 14451 | 320 | 91 | 17 | 286575 | 227399 |
| 14500 | 277 | 79 | 15 | 286625 | 227403 |
| 14550 | 185 | 61 | 15 | 286675 | 227407 |
| 14601 | 253 | 56 | 20 | 286726 | 227411 |
| 14651 | 208 | 55 | 18 | 286775 | 227415 |
| 14701 | 520 | 221 | 23 | 286825 | 227419 |
| 14751 | 500 | 179 | 17 | 286875 | 227423 |
| 14800 | 218 | 75 | 14 | 286925 | 227427 |
| 14851 | 411 | 141 | 20 | 286975 | 227432 |
| 14900 | 319 | 99 | 20 | 287024 | 227436 |
| 14950 | 300 | 76 | 20 | 287074 | 227440 |
| 15000 | 308 | 93 | 19 | 287124 | 227443 |
| 15051 | 415 | 149 | 15 | 287175 | 227447 |
| 15101 | 145 | 64 | 4 | 287225 | 227451 |
| 15151 | 426 | 149 | 22 | 287274 | 227455 |
| 15201 | 305 | 55 | 14 | 287325 | 227459 |
| 15251 | 658 | 260 | 26 | 287374 | 227463 |
| 15300 | 427 | 150 | 23 | 287423 | 227466 |
| 15351 | 503 | 142 | 25 | 287474 | 227469 |
| 15400 | 650 | 210 | 24 | 287523 | 227473 |
| 15450 | 359 | 54 | 40 | 287572 | 227482 |
| 15500 | 359 | 79 | 30 | 287620 | 227494 |
| 15550 | 116 | 21 | 35 | 287670 | 227498 |
| 15601 | 604 | 214 | 23 | 287682 | 227449 |
| 15650 | 589 | 267 | 18 | 287697 | 227403 |
| 15701 | 283 | 86 | 19 | 287726 | 227362 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 15751 | 201 | 76 | 14 | 287769 | 227336 |
| 15801 | 472 | 118 | 39 | 287805 | 227302 |
| 15851 | 154 | 65 | 15 | 287828 | 227259 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 126 | 30 | 23 | 272954 | 228089 |
| 75 | 184 | 56 | 14 | 272984 | 228048 |
| 125 | 354 | 110 | 18 | 273013 | 228007 |
| 176 | 202 | 46 | 20 | 273042 | 227967 |
| 225 | 284 | 94 | 21 | 273071 | 227926 |
| 275 | 320 | 109 | 21 | 273099 | 227884 |
| 325 | 283 | 81 | 33 | 273128 | 227843 |
| 375 | 312 | 79 | 22 | 273156 | 227802 |
| 426 | 286 | 52 | 75 | 273185 | 227760 |
| 475 | 163 | 29 | 59 | 273213 | 227720 |
| 526 | 275 | 60 | 82 | 273242 | 227678 |
| 575 | 292 | 46 | 103 | 273271 | 227637 |
| 626 | 184 | 23 | 73 | 273300 | 227596 |
| 675 | 281 | 22 | 112 | 273328 | 227555 |
| 726 | 299 | 58 | 78 | 273356 | 227514 |
| 776 | 174 | 22 | 84 | 273385 | 227473 |
| 825 | 186 | 28 | 78 | 273413 | 227432 |
| 876 | 167 | 21 | 84 | 273442 | 227391 |
| 930 | 171 | 18 | 82 | 273470 | 227350 |
| 976 | 280 | 48 | 82 | 273498 | 227308 |
| 1025 | 199 | 45 | 48 | 273526 | 227267 |
| 1075 | 187 | 56 | 26 | 273554 | 227226 |
| 1126 | 163 | 46 | 26 | 273583 | 227184 |
| 1175 | 129 | 43 | 14 | 273611 | 227143 |
| 1226 | 204 | 83 | 18 | 273640 | 227101 |
| 1275 | 99 | 31 | 10 | 273668 | 227060 |
| 1326 | 196 | 45 | 20 | 273698 | 227019 |
| 1375 | 80 | 21 | 15 | 273725 | 226978 |
| 1425 | 140 | 56 | 10 | 273752 | 226936 |
| 1476 | 229 | 70 | 12 | 273782 | 226896 |
| 1526 | 121 | 26 | 16 | 273811 | 226855 |
| 1575 | 124 | 30 | 10 | 273838 | 226813 |
| 1625 | 97 | 20 | 11 | 273867 | 226770 |
| 1675 | 222 | 80 | 8 | 273896 | 226730 |
| 1725 | 190 | 62 | 10 | 273925 | 226690 |
| 1775 | 225 | 79 | 18 | 273957 | 226651 |
| 1825 | 204 | 40 | 26 | 274002 | 226628 |
| 1875 | 140 | 26 | 17 | 274047 | 226608 |
| 1925 | 159 | 38 | 20 | 274093 | 226587 |
| 1976 | 250 | 62 | 15 | 274139 | 226566 |
| 2025 | 338 | 110 | 30 | 274184 | 226546 |
| 2076 | 262 | 86 | 23 | 274231 | 226528 |
| 2125 | 228 | 52 | 25 | 274278 | 226514 |
| 2176 | 145 | 24 | 22 | 274327 | 226502 |
| 2226 | 164 | 36 | 27 | 274376 | 226491 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2275 | 165 | 33 | 20 | 274425 | 226481 |
| 2325 | 235 | 49 | 21 | 274475 | 226472 |
| 2375 | 208 | 44 | 21 | 274524 | 226464 |
| 2425 | 244 | 66 | 25 | 274574 | 226459 |
| 2475 | 153 | 30 | 22 | 274624 | 226454 |
| 2525 | 154 | 27 | 22 | 274674 | 226450 |
| 2575 | 211 | 37 | 31 | 274724 | 226445 |
| 2625 | 129 | 25 | 18 | 274774 | 226442 |
| 2675 | 169 | 48 | 17 | 274824 | 226442 |
| 2726 | 363 | 101 | 15 | 274874 | 226445 |
| 2775 | 184 | 44 | 12 | 274925 | 226448 |
| 2826 | 220 | 44 | 24 | 274974 | 226452 |
| 2875 | 228 | 42 | 28 | 275024 | 226456 |
| 2926 | 210 | 52 | 44 | 275074 | 226460 |
| 2975 | 216 | 44 | 70 | 275124 | 226465 |
| 3025 | 197 | 55 | 58 | 275174 | 226469 |
| 3075 | 213 | 33 | 86 | 275225 | 226473 |
| 3126 | 388 | 45 | 133 | 275274 | 226477 |
| 3176 | 330 | 32 | 131 | 275325 | 226480 |
| 3225 | 227 | 35 | 91 | 275374 | 226484 |
| 3276 | 160 | 17 | 85 | 275424 | 226489 |
| 3326 | 119 | 16 | 67 | 275474 | 226492 |
| 3375 | 177 | 16 | 96 | 275524 | 226496 |
| 3426 | 109 | 9 | 59 | 275575 | 226501 |
| 3476 | 261 | 52 | 60 | 275624 | 226505 |
| 3526 | 283 | 71 | 47 | 275674 | 226508 |
| 3576 | 264 | 102 | 13 | 275724 | 226511 |
| 3625 | 468 | 171 | 13 | 275774 | 226516 |
| 3675 | 266 | 72 | 15 | 275824 | 226521 |
| 3726 | 262 | 91 | 12 | 275873 | 226525 |
| 3776 | 231 | 78 | 21 | 275924 | 226529 |
| 3826 | 473 | 177 | 22 | 275973 | 226531 |
| 3876 | 219 | 81 | 11 | 276023 | 226535 |
| 3926 | 100 | 16 | 23 | 276074 | 226538 |
| 3975 | 343 | 99 | 12 | 276123 | 226542 |
| 4026 | 499 | 162 | 10 | 276172 | 226547 |
| 4075 | 186 | 37 | 11 | 276223 | 226552 |
| 4126 | 314 | 107 | 15 | 276273 | 226556 |
| 4176 | 321 | 67 | 36 | 276323 | 226560 |
| 4226 | 195 | 29 | 72 | 276372 | 226564 |
| 4276 | 255 | 39 | 107 | 276422 | 226568 |
| 4326 | 357 | 69 | 137 | 276472 | 226572 |
| 4376 | 236 | 42 | 101 | 276523 | 226576 |
| 4425 | 90 | 21 | 50 | 276573 | 226580 |
| 4475 | 129 | 26 | 73 | 276623 | 226583 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4526 | 145 | 22 | 77 | 276673 | 226587 |
| 4575 | 202 | 33 | 82 | 276723 | 226591 |
| 4625 | 77 | 11 | 55 | 276773 | 226595 |
| 4675 | 89 | 13 | 56 | 276822 | 226598 |
| 4725 | 276 | 44 | 126 | 276872 | 226603 |
| 4776 | 138 | 35 | 79 | 276922 | 226607 |
| 4826 | 117 | 38 | 59 | 276972 | 226610 |
| 4876 | 128 | 52 | 26 | 277022 | 226614 |
| 4926 | 96 | 40 | 39 | 277072 | 226618 |
| 4978 | 96 | 35 | 42 | 277122 | 226622 |
| 5026 | 89 | 15 | 62 | 277172 | 226625 |
| 5075 | 74 | 28 | 37 | 277221 | 226630 |
| 5126 | 82 | 20 | 53 | 277271 | 226633 |
| 5176 | 87 | 15 | 61 | 277322 | 226637 |
| 5225 | 78 | 7 | 59 | 277371 | 226641 |
| 5275 | 64 | 10 | 48 | 277421 | 226644 |
| 5325 | 134 | 21 | 76 | 277471 | 226649 |
| 5375 | 130 | 22 | 68 | 277521 | 226653 |
| 5426 | 141 | 23 | 72 | 277571 | 226658 |
| 5476 | 134 | 32 | 64 | 277621 | 226662 |
| 5525 | 82 | 14 | 56 | 277671 | 226665 |
| 5575 | 111 | 20 | 70 | 277720 | 226669 |
| 5625 | 100 | 18 | 66 | 277771 | 226674 |
| 5676 | 184 | 43 | 74 | 277820 | 226678 |
| 5725 | 118 | 17 | 76 | 277870 | 226682 |
| 5775 | 117 | 29 | 64 | 277920 | 226686 |
| 5826 | 106 | 18 | 62 | 277970 | 226689 |
| 5875 | 148 | 16 | 94 | 278020 | 226694 |
| 5926 | 104 | 16 | 68 | 278070 | 226699 |
| 5975 | 113 | 26 | 62 | 278119 | 226703 |
| 6025 | 88 | 23 | 52 | 278170 | 226706 |
| 6076 | 184 | 31 | 91 | 278220 | 226711 |
| 6126 | 265 | 46 | 120 | 278269 | 226715 |
| 6175 | 267 | 43 | 120 | 278319 | 226719 |
| 6225 | 201 | 19 | 114 | 278369 | 226723 |
| 6276 | 145 | 20 | 84 | 278419 | 226728 |
| 6326 | 114 | 21 | 64 | 278469 | 226732 |
| 6375 | 286 | 51 | 98 | 278518 | 226736 |
| 6425 | 231 | 43 | 79 | 278569 | 226740 |
| 6475 | 199 | 45 | 59 | 278619 | 226744 |
| 6525 | 269 | 61 | 39 | 278668 | 226748 |
| 6575 | 270 | 61 | 20 | 278718 | 226753 |
| 6625 | 310 | 56 | 68 | 278768 | 226757 |
| 6675 | 246 | 43 | 56 | 278817 | 226761 |
| 6725 | 199 | 46 | 28 | 278868 | 226766 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6775 | 137 | 54 | 10 | 278918 | 226770 |
| 6825 | 237 | 83 | 11 | 278968 | 226774 |
| 6875 | 432 | 170 | 7 | 279018 | 226778 |
| 6925 | 269 | 55 | 19 | 279067 | 226783 |
| 6975 | 494 | 160 | 9 | 279117 | 226787 |
| 7025 | 162 | 40 | 15 | 279167 | 226792 |
| 7075 | 213 | 24 | 25 | 279217 | 226796 |
| 7125 | 214 | 40 | 31 | 279267 | 226800 |
| 7175 | 153 | 44 | 6 | 279316 | 226804 |
| 7225 | 388 | 109 | 18 | 279366 | 226808 |
| 7275 | 407 | 110 | 37 | 279416 | 226812 |
| 7325 | 308 | 130 | 12 | 279466 | 226816 |
| 7375 | 309 | 179 | 10 | 279516 | 226820 |
| 7425 | 324 | 146 | 17 | 279566 | 226825 |
| 7475 | 293 | 162 | 10 | 279615 | 226828 |
| 7525 | 281 | 141 | 11 | 279665 | 226832 |
| 7575 | 149 | 60 | 6 | 279715 | 226836 |
| 7625 | 103 | 31 | 7 | 279766 | 226841 |
| 7675 | 55 | 13 | 14 | 279815 | 226845 |
| 7725 | 79 | 11 | 27 | 279865 | 226849 |
| 7775 | 57 | 12 | 15 | 279915 | 226853 |
| 7825 | 264 | 85 | 8 | 279966 | 226857 |
| 7875 | 270 | 102 | 6 | 280015 | 226862 |
| 7925 | 162 | 80 | 7 | 280065 | 226866 |
| 7975 | 169 | 40 | 12 | 280114 | 226871 |
| 8025 | 204 | 68 | 8 | 280164 | 226876 |
| 8075 | 339 | 136 | 6 | 280214 | 226880 |
| 8125 | 306 | 121 | 7 | 280264 | 226884 |
| 8175 | 194 | 44 | 12 | 280314 | 226888 |
| 8225 | 137 | 44 | 10 | 280363 | 226892 |
| 8275 | 148 | 61 | 14 | 280415 | 226897 |
| 8325 | 180 | 74 | 13 | 280464 | 226901 |
| 8375 | 281 | 84 | 20 | 280514 | 226905 |
| 8425 | 201 | 71 | 17 | 280564 | 226908 |
| 8475 | 228 | 89 | 14 | 280613 | 226913 |
| 8525 | 152 | 51 | 11 | 280663 | 226916 |
| 8575 | 161 | 43 | 34 | 280713 | 226921 |
| 8625 | 130 | 33 | 55 | 280763 | 226924 |
| 8675 | 149 | 17 | 88 | 280813 | 226929 |
| 8725 | 170 | 18 | 97 | 280863 | 226932 |
| 8775 | 186 | 26 | 89 | 280913 | 226936 |
| 8825 | 113 | 15 | 56 | 280963 | 226940 |
| 8875 | 185 | 52 | 47 | 281012 | 226945 |
| 8925 | 290 | 99 | 25 | 281063 | 226949 |
| 8975 | 228 | 71 | 24 | 281112 | 226954 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9025 | 243 | 77 | 26 | 281162 | 226958 |
| 9075 | 253 | 74 | 26 | 281212 | 226962 |
| 9125 | 219 | 84 | 19 | 281262 | 226966 |
| 9175 | 218 | 68 | 22 | 281312 | 226970 |
| 9225 | 254 | 73 | 27 | 281362 | 226975 |
| 9275 | 423 | 128 | 28 | 281412 | 226980 |
| 9325 | 246 | 59 | 28 | 281462 | 226984 |
| 9375 | 179 | 39 | 29 | 281512 | 226987 |
| 9425 | 268 | 69 | 20 | 281562 | 226990 |
| 9475 | 280 | 90 | 16 | 281612 | 226994 |
| 9525 | 204 | 47 | 16 | 281662 | 226998 |
| 9575 | 215 | 56 | 11 | 281712 | 227002 |
| 9625 | 418 | 146 | 10 | 281762 | 227007 |
| 9675 | 242 | 80 | 8 | 281812 | 227011 |
| 9725 | 415 | 142 | 9 | 281862 | 227014 |
| 9775 | 164 | 42 | 10 | 281912 | 227016 |
| 9825 | 217 | 62 | 16 | 281962 | 227022 |
| 9875 | 142 | 28 | 16 | 282012 | 227027 |
| 9925 | 125 | 32 | 12 | 282062 | 227031 |
| 9975 | 164 | 51 | 13 | 282112 | 227035 |
| 10025 | 354 | 105 | 14 | 282161 | 227040 |
| 10075 | 247 | 57 | 16 | 282211 | 227044 |
| 10125 | 208 | 61 | 14 | 282262 | 227047 |
| 10175 | 304 | 101 | 15 | 282311 | 227051 |
| 10225 | 210 | 44 | 23 | 282361 | 227057 |
| 10275 | 416 | 125 | 19 | 282411 | 227062 |
| 10325 | 333 | 83 | 22 | 282461 | 227067 |
| 10375 | 289 | 82 | 22 | 282510 | 227071 |
| 10425 | 334 | 112 | 15 | 282560 | 227075 |
| 10475 | 404 | 104 | 26 | 282610 | 227079 |
| 10525 | 242 | 80 | 12 | 282660 | 227083 |
| 10575 | 427 | 183 | 14 | 282710 | 227088 |
| 10625 | 284 | 64 | 25 | 282759 | 227091 |
| 10675 | 406 | 119 | 22 | 282809 | 227095 |
| 10725 | 426 | 157 | 11 | 282859 | 227098 |
| 10775 | 348 | 128 | 18 | 282909 | 227102 |
| 10825 | 594 | 193 | 7 | 282959 | 227106 |
| 10875 | 175 | 75 | 17 | 283006 | 227110 |
| 10925 | 442 | 163 | 27 | 283058 | 227114 |
| 10975 | 210 | 80 | 19 | 283108 | 227118 |
| 11025 | 389 | 123 | 13 | 283158 | 227122 |
| 11075 | 248 | 91 | 29 | 283208 | 227126 |
| 11125 | 123 | 27 | 30 | 283258 | 227130 |
| 11175 | 183 | 82 | 23 | 283309 | 227133 |
| 11225 | 152 | 38 | 42 | 283358 | 227138 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11275 | 212 | 60 | 16 | 283408 | 227143 |
| 11325 | 236 | 66 | 22 | 283457 | 227148 |
| 11375 | 210 | 64 | 19 | 283507 | 227152 |
| 11425 | 206 | 61 | 12 | 283557 | 227155 |
| 11475 | 111 | 26 | 10 | 283607 | 227159 |
| 11525 | 150 | 52 | 8 | 283657 | 227164 |
| 11575 | 161 | 77 | 10 | 283707 | 227167 |
| 11625 | 181 | 48 | 16 | 283757 | 227171 |
| 11675 | 162 | 56 | 10 | 283806 | 227176 |
| 11725 | 207 | 49 | 18 | 283856 | 227179 |
| 11775 | 189 | 73 | 7 | 283907 | 227184 |
| 11825 | 229 | 87 | 10 | 283956 | 227188 |
| 11875 | 360 | 117 | 18 | 284006 | 227192 |
| 11925 | 301 | 101 | 23 | 284056 | 227195 |
| 11975 | 279 | 91 | 16 | 284106 | 227199 |
| 12025 | 314 | 73 | 26 | 284156 | 227203 |
| 12075 | 285 | 82 | 16 | 284206 | 227207 |
| 12125 | 169 | 40 | 20 | 284255 | 227211 |
| 12175 | 226 | 91 | 10 | 284306 | 227215 |
| 12225 | 358 | 148 | 18 | 284355 | 227219 |
| 12275 | 229 | 72 | 15 | 284405 | 227223 |
| 12325 | 357 | 99 | 29 | 284455 | 227228 |
| 12375 | 224 | 54 | 18 | 284505 | 227232 |
| 12425 | 275 | 98 | 18 | 284555 | 227235 |
| 12475 | 260 | 77 | 22 | 284605 | 227239 |
| 12525 | 295 | 68 | 19 | 284655 | 227243 |
| 12575 | 325 | 99 | 20 | 284704 | 227247 |
| 12625 | 323 | 92 | 19 | 284755 | 227251 |
| 12675 | 312 | 82 | 25 | 284804 | 227255 |
| 12725 | 188 | 47 | 16 | 284854 | 227259 |
| 12775 | 387 | 131 | 19 | 284904 | 227264 |
| 12825 | 187 | 56 | 13 | 284954 | 227268 |
| 12875 | 247 | 66 | 15 | 285004 | 227272 |
| 12925 | 250 | 76 | 16 | 285054 | 227276 |
| 12975 | 313 | 87 | 17 | 285104 | 227279 |
| 13025 | 282 | 111 | 11 | 285154 | 227283 |
| 13075 | 250 | 74 | 13 | 285204 | 227286 |
| 13125 | 205 | 67 | 8 | 285254 | 227289 |
| 13175 | 261 | 93 | 7 | 285305 | 227292 |
| 13225 | 306 | 85 | 11 | 285354 | 227294 |
| 13275 | 275 | 85 | 7 | 285404 | 227297 |
| 13325 | 346 | 106 | 9 | 285454 | 227299 |
| 13375 | 231 | 79 | 7 | 285504 | 227301 |
| 13425 | 285 | 90 | 11 | 285554 | 227304 |
| 13475 | 102 | 30 | 5 | 285604 | 227306 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13525 | 217 | 97 | 8 | 285654 | 227308 |
| 13575 | 346 | 164 | 5 | 285704 | 227311 |
| 13625 | 177 | 61 | 9 | 285752 | 227321 |
| 13675 | 256 | 97 | 8 | 285802 | 227328 |
| 13725 | 181 | 75 | 8 | 285852 | 227333 |
| 13775 | 209 | 68 | 10 | 285901 | 227337 |
| 13825 | 201 | 65 | 17 | 285951 | 227342 |
| 13875 | 200 | 67 | 10 | 286000 | 227346 |
| 13925 | 194 | 60 | 13 | 286051 | 227351 |
| 13975 | 158 | 58 | 8 | 286101 | 227355 |
| 14025 | 155 | 57 | 7 | 286151 | 227360 |
| 14075 | 174 | 54 | 9 | 286200 | 227365 |
| 14125 | 346 | 121 | 3 | 286250 | 227369 |
| 14175 | 102 | 32 | 7 | 286300 | 227373 |
| 14225 | 170 | 56 | 8 | 286350 | 227376 |
| 14275 | 202 | 43 | 23 | 286400 | 227380 |
| 14325 | 217 | 41 | 24 | 286449 | 227383 |
| 14375 | 179 | 35 | 28 | 286499 | 227387 |
| 14425 | 248 | 74 | 28 | 286549 | 227391 |
| 14475 | 145 | 39 | 28 | 286599 | 227394 |
| 14525 | 533 | 204 | 13 | 286649 | 227399 |
| 14575 | 434 | 169 | 13 | 286699 | 227403 |
| 14625 | 367 | 110 | 11 | 286749 | 227407 |
| 14675 | 245 | 72 | 13 | 286799 | 227411 |
| 14725 | 280 | 58 | 24 | 286848 | 227416 |
| 14775 | 395 | 146 | 14 | 286898 | 227420 |
| 14825 | 367 | 117 | 14 | 286948 | 227424 |
| 14875 | 405 | 123 | 29 | 286997 | 227428 |
| 14925 | 468 | 140 | 39 | 287043 | 227432 |
| 14975 | 308 | 109 | 16 | 287097 | 227435 |
| 15025 | 394 | 119 | 25 | 287148 | 227439 |
| 15075 | 576 | 177 | 22 | 287192 | 227443 |
| 15125 | 326 | 98 | 25 | 287242 | 227447 |
| 15175 | 355 | 64 | 15 | 287292 | 227452 |
| 15225 | 729 | 203 | 11 | 287342 | 227454 |
| 15275 | 429 | 86 | 34 | 287392 | 227459 |
| 15325 | 618 | 210 | 16 | 287442 | 227462 |
| 15375 | 208 | 58 | 34 | 287492 | 227465 |
| 15425 | 571 | 131 | 40 | 287542 | 227470 |
| 15475 | 476 | 131 | 26 | 287591 | 227481 |
| 15525 | 457 | 196 | 31 | 287640 | 227492 |
| 15575 | 510 | 253 | 14 | 287669 | 227473 |
| 15625 | 210 | 70 | 16 | 287682 | 227424 |
| 15675 | 292 | 122 | 20 | 287705 | 227380 |
| 15725 | 232 | 69 | 19 | 287741 | 227346 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 15775 | 325 | 93 | 21 | 287784 | 227321 |
| 15825 | 176 | 31 | 32 | 287810 | 227279 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 58 | 15 | 10 | 287740 | 239239 |
| 51 | 61 | 18 | 8 | 287701 | 239208 |
| 100 | 43 | 12 | 6 | 287685 | 239163 |
| 150 | 194 | 83 | 11 | 287669 | 239115 |
| 201 | 216 | 83 | 10 | 287654 | 239067 |
| 251 | 172 | 75 | 8 | 287639 | 239020 |
| 301 | 167 | 71 | 6 | 287622 | 238973 |
| 351 | 229 | 90 | 5 | 287601 | 238926 |
| 401 | 159 | 79 | 6 | 287571 | 238886 |
| 450 | 99 | 28 | 11 | 287533 | 238853 |
| 501 | 133 | 30 | 12 | 287490 | 238829 |
| 550 | 88 | 27 | 12 | 287444 | 238810 |
| 600 | 136 | 30 | 18 | 287397 | 238793 |
| 650 | 116 | 25 | 19 | 287351 | 238774 |
| 700 | 150 | 28 | 24 | 287306 | 238753 |
| 751 | 127 | 28 | 20 | 287259 | 238732 |
| 800 | 225 | 54 | 15 | 287213 | 238713 |
| 850 | 308 | 87 | 17 | 287169 | 238689 |
| 900 | 184 | 46 | 17 | 287126 | 238667 |
| 950 | 173 | 44 | 15 | 287079 | 238648 |
| 1000 | 136 | 29 | 15 | 287031 | 238631 |
| 1051 | 165 | 32 | 19 | 286984 | 238612 |
| 1100 | 125 | 26 | 16 | 286939 | 238593 |
| 1150 | 139 | 29 | 18 | 286895 | 238569 |
| 1201 | 157 | 36 | 18 | 286858 | 238536 |
| 1250 | 182 | 57 | 18 | 286824 | 238501 |
| 1301 | 125 | 34 | 13 | 286786 | 238466 |
| 1351 | 131 | 23 | 21 | 286745 | 238436 |
| 1401 | 120 | 19 | 19 | 286704 | 238407 |
| 1451 | 156 | 30 | 19 | 286664 | 238378 |
| 1500 | 143 | 36 | 16 | 286623 | 238348 |
| 1550 | 120 | 33 | 14 | 286583 | 238319 |
| 1600 | 163 | 38 | 12 | 286543 | 238290 |
| 1651 | 150 | 38 | 16 | 286502 | 238260 |
| 1701 | 132 | 32 | 16 | 286462 | 238231 |
| 1750 | 132 | 34 | 19 | 286421 | 238202 |
| 1800 | 157 | 42 | 18 | 286381 | 238172 |
| 1851 | 159 | 35 | 20 | 286340 | 238142 |
| 1900 | 113 | 21 | 21 | 286303 | 238109 |
| 1950 | 109 | 21 | 17 | 286271 | 238071 |
| 2000 | 154 | 41 | 17 | 286247 | 238028 |
| 2051 | 52 | 15 | 10 | 286226 | 237982 |
| 2101 | 52 | 13 | 10 | 286207 | 237937 |
| 2150 | 66 | 18 | 10 | 286190 | 237890 |
| 2200 | 61 | 14 | 11 | 286174 | 237842 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2250 | 53 | 13 | 8 | 286158 | 237795 |
| 2300 | 53 | 16 | 8 | 286146 | 237746 |
| 2351 | 44 | 13 | 10 | 286141 | 237696 |
| 2401 | 50 | 13 | 9 | 286142 | 237646 |
| 2450 | 57 | 16 | 10 | 286150 | 237598 |
| 2500 | 52 | 15 | 11 | 286164 | 237549 |
| 2550 | 46 | 15 | 8 | 286179 | 237503 |
| 2601 | 48 | 15 | 10 | 286204 | 237459 |
| 2650 | 63 | 14 | 16 | 286235 | 237420 |
| 2701 | 53 | 12 | 11 | 286266 | 237380 |
| 2750 | 43 | 13 | 10 | 286291 | 237337 |
| 2800 | 43 | 13 | 8 | 286316 | 237293 |
| 2851 | 36 | 14 | 8 | 286341 | 237250 |
| 2901 | 39 | 15 | 8 | 286363 | 237205 |
| 2950 | 40 | 13 | 8 | 286381 | 237159 |
| 3001 | 36 | 12 | 6 | 286397 | 237111 |
| 3051 | 36 | 11 | 7 | 286407 | 237062 |
| 3100 | 49 | 13 | 11 | 286411 | 237012 |
| 3150 | 51 | 17 | 9 | 286409 | 236962 |
| 3201 | 52 | 17 | 10 | 286405 | 236911 |
| 3250 | 44 | 16 | 7 | 286402 | 236862 |
| 3300 | 60 | 18 | 9 | 286398 | 236813 |
| 3350 | 49 | 16 | 7 | 286395 | 236762 |
| 3400 | 53 | 28 | 5 | 286392 | 236712 |
| 3451 | 40 | 13 | 5 | 286393 | 236663 |
| 3500 | 51 | 15 | 9 | 286404 | 236614 |
| 3550 | 70 | 16 | 13 | 286420 | 236567 |
| 3601 | 46 | 14 | 7 | 286437 | 236519 |
| 3651 | 38 | 14 | 6 | 286454 | 236472 |
| 3700 | 43 | 14 | 7 | 286470 | 236425 |
| 3750 | 38 | 14 | 7 | 286487 | 236378 |
| 3800 | 208 | 54 | 17 | 286507 | 236332 |
| 3851 | 177 | 53 | 16 | 286530 | 236287 |
| 3901 | 158 | 39 | 15 | 286553 | 236243 |
| 3951 | 167 | 36 | 22 | 286576 | 236198 |
| 4001 | 112 | 27 | 24 | 286598 | 236153 |
| 4051 | 161 | 44 | 13 | 286612 | 236105 |
| 4101 | 226 | 62 | 20 | 286623 | 236057 |
| 4151 | 219 | 64 | 17 | 286634 | 236007 |
| 4200 | 230 | 66 | 21 | 286645 | 235959 |
| 4250 | 253 | 68 | 29 | 286656 | 235910 |
| 4300 | 185 | 48 | 27 | 286666 | 235861 |
| 4350 | 241 | 57 | 28 | 286677 | 235813 |
| 4400 | 229 | 55 | 26 | 286688 | 235763 |
| 4450 | 273 | 71 | 24 | 286699 | 235715 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4501 | 189 | 48 | 17 | 286710 | 235665 |
| 4550 | 212 | 62 | 17 | 286721 | 235617 |
| 4600 | 225 | 63 | 22 | 286732 | 235568 |
| 4651 | 289 | 105 | 19 | 286743 | 235519 |
| 4700 | 203 | 48 | 19 | 286754 | 235470 |
| 4751 | 317 | 113 | 22 | 286768 | 235422 |
| 4801 | 167 | 51 | 15 | 286781 | 235374 |
| 4850 | 176 | 45 | 17 | 286794 | 235326 |
| 4900 | 162 | 48 | 15 | 286808 | 235277 |
| 4950 | 193 | 63 | 11 | 286821 | 235230 |
| 5001 | 193 | 56 | 16 | 286835 | 235181 |
| 5051 | 132 | 34 | 15 | 286848 | 235133 |
| 5100 | 140 | 38 | 15 | 286862 | 235086 |
| 5151 | 147 | 38 | 15 | 286875 | 235038 |
| 5200 | 169 | 47 | 16 | 286888 | 234990 |
| 5250 | 162 | 48 | 17 | 286902 | 234941 |
| 5301 | 163 | 39 | 16 | 286915 | 234893 |
| 5350 | 186 | 50 | 19 | 286927 | 234845 |
| 5400 | 147 | 41 | 13 | 286939 | 234796 |
| 5451 | 203 | 54 | 22 | 286951 | 234747 |
| 5500 | 188 | 49 | 13 | 286964 | 234699 |
| 5551 | 181 | 58 | 13 | 286977 | 234650 |
| 5601 | 220 | 61 | 18 | 286990 | 234602 |
| 5651 | 259 | 90 | 14 | 287003 | 234553 |
| 5701 | 210 | 66 | 9 | 287017 | 234505 |
| 5750 | 160 | 42 | 13 | 287031 | 234457 |
| 5801 | 293 | 110 | 12 | 287045 | 234410 |
| 5850 | 398 | 142 | 15 | 287059 | 234362 |
| 5900 | 174 | 40 | 13 | 287072 | 234313 |
| 5950 | 410 | 138 | 33 | 287086 | 234265 |
| 6001 | 166 | 47 | 11 | 287100 | 234217 |
| 6051 | 292 | 108 | 12 | 287115 | 234169 |
| 6100 | 245 | 89 | 13 | 287129 | 234121 |
| 6151 | 371 | 111 | 35 | 287144 | 234073 |
| 6201 | 264 | 83 | 21 | 287160 | 234025 |
| 6250 | 284 | 86 | 15 | 287175 | 233978 |
| 6300 | 295 | 92 | 22 | 287191 | 233930 |
| 6351 | 267 | 101 | 23 | 287206 | 233882 |
| 6401 | 140 | 32 | 17 | 287221 | 233835 |
| 6451 | 97 | 22 | 14 | 287234 | 233787 |
| 6500 | 82 | 26 | 8 | 287247 | 233739 |
| 6551 | 69 | 20 | 10 | 287260 | 233690 |
| 6600 | 135 | 30 | 13 | 287272 | 233642 |
| 6650 | 140 | 39 | 10 | 287282 | 233592 |
| 6701 | 243 | 72 | 10 | 287288 | 233543 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6750 | 218 | 65 | 14 | 287295 | 233493 |
| 6800 | 240 | 70 | 13 | 287301 | 233443 |
| 6850 | 190 | 62 | 11 | 287306 | 233393 |
| 6900 | 261 | 80 | 13 | 287309 | 233344 |
| 6950 | 172 | 55 | 14 | 287310 | 233293 |
| 7000 | 205 | 70 | 10 | 287313 | 233244 |
| 7050 | 286 | 103 | 10 | 287315 | 233194 |
| 7100 | 319 | 125 | 12 | 287317 | 233144 |
| 7150 | 339 | 112 | 15 | 287319 | 233094 |
| 7201 | 236 | 71 | 15 | 287320 | 233043 |
| 7251 | 189 | 60 | 11 | 287322 | 232993 |
| 7300 | 226 | 74 | 10 | 287324 | 232944 |
| 7350 | 245 | 109 | 11 | 287324 | 232894 |
| 7401 | 233 | 68 | 13 | 287317 | 232843 |
| 7450 | 169 | 36 | 18 | 287306 | 232795 |
| 7500 | 176 | 39 | 15 | 287294 | 232747 |
| 7550 | 191 | 41 | 19 | 287282 | 232699 |
| 7600 | 272 | 79 | 16 | 287270 | 232651 |
| 7650 | 342 | 80 | 25 | 287258 | 232602 |
| 7701 | 234 | 54 | 24 | 287244 | 232555 |
| 7750 | 257 | 64 | 19 | 287228 | 232505 |
| 7800 | 235 | 63 | 21 | 287215 | 232460 |
| 7851 | 217 | 44 | 23 | 287200 | 232410 |
| 7900 | 263 | 62 | 22 | 287183 | 232361 |
| 7951 | 339 | 90 | 27 | 287167 | 232315 |
| 8000 | 230 | 71 | 12 | 287144 | 232270 |
| 8050 | 151 | 42 | 12 | 287121 | 232226 |
| 8101 | 151 | 38 | 18 | 287097 | 232181 |
| 8150 | 212 | 68 | 14 | 287074 | 232137 |
| 8201 | 127 | 29 | 15 | 287053 | 232092 |
| 8251 | 123 | 28 | 12 | 287031 | 232047 |
| 8300 | 124 | 28 | 14 | 287011 | 232002 |
| 8351 | 135 | 28 | 17 | 286991 | 231955 |
| 8400 | 150 | 35 | 15 | 286973 | 231909 |
| 8450 | 114 | 30 | 11 | 286956 | 231863 |
| 8501 | 170 | 42 | 12 | 286939 | 231815 |
| 8550 | 95 | 29 | 8 | 286923 | 231768 |
| 8600 | 148 | 42 | 9 | 286908 | 231720 |
| 8650 | 115 | 28 | 7 | 286894 | 231671 |
| 8700 | 140 | 30 | 23 | 286881 | 231623 |
| 8750 | 150 | 40 | 14 | 286868 | 231575 |
| 8800 | 196 | 45 | 17 | 286854 | 231527 |
| 8850 | 144 | 33 | 22 | 286841 | 231479 |
| 8901 | 109 | 29 | 12 | 286829 | 231431 |
| 8950 | 158 | 39 | 15 | 286818 | 231382 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9000 | 178 | 40 | 20 | 286808 | 231333 |
| 9050 | 230 | 63 | 23 | 286798 | 231283 |
| 9100 | 196 | 43 | 22 | 286790 | 231234 |
| 9151 | 234 | 60 | 20 | 286782 | 231184 |
| 9200 | 212 | 58 | 17 | 286777 | 231135 |
| 9251 | 176 | 55 | 19 | 286771 | 231084 |
| 9301 | 109 | 28 | 16 | 286766 | 231034 |
| 9350 | 313 | 119 | 13 | 286751 | 230990 |
| 9401 | 420 | 145 | 14 | 286705 | 230975 |
| 9451 | 392 | 141 | 6 | 286672 | 230938 |
| 9501 | 371 | 128 | 15 | 286638 | 230902 |
| 9550 | 447 | 161 | 10 | 286604 | 230865 |
| 9600 | 333 | 111 | 9 | 286571 | 230828 |
| 9651 | 302 | 124 | 11 | 286537 | 230790 |
| 9700 | 406 | 129 | 12 | 286503 | 230753 |
| 9750 | 408 | 142 | 12 | 286470 | 230717 |
| 9800 | 513 | 189 | 14 | 286436 | 230680 |
| 9851 | 336 | 104 | 19 | 286402 | 230642 |
| 9900 | 400 | 104 | 17 | 286369 | 230605 |
| 9950 | 480 | 172 | 13 | 286335 | 230568 |
| 10000 | 415 | 120 | 30 | 286302 | 230531 |
| 10050 | 509 | 156 | 17 | 286269 | 230494 |
| 10100 | 500 | 174 | 17 | 286235 | 230457 |
| 10150 | 460 | 144 | 18 | 286200 | 230420 |
| 10201 | 359 | 131 | 12 | 286166 | 230383 |
| 10251 | 508 | 134 | 31 | 286133 | 230345 |
| 10301 | 429 | 99 | 18 | 286100 | 230308 |
| 10351 | 322 | 105 | 7 | 286066 | 230271 |
| 10401 | 248 | 68 | 11 | 286033 | 230233 |
| 10450 | 470 | 205 | 4 | 285999 | 230197 |
| 10501 | 348 | 131 | 6 | 285966 | 230159 |
| 10550 | 216 | 100 | 7 | 285932 | 230123 |
| 10600 | 360 | 123 | 10 | 285898 | 230086 |
| 10651 | 336 | 126 | 8 | 285864 | 230049 |
| 10700 | 301 | 109 | 8 | 285830 | 230013 |
| 10750 | 333 | 118 | 7 | 285796 | 229976 |
| 10800 | 382 | 136 | 6 | 285763 | 229939 |
| 10851 | 273 | 89 | 19 | 285728 | 229902 |
| 10901 | 346 | 122 | 7 | 285694 | 229866 |
| 10951 | 327 | 122 | 12 | 285659 | 229830 |
| 11000 | 155 | 52 | 15 | 285624 | 229794 |
| 11050 | 334 | 122 | 14 | 285590 | 229758 |
| 11101 | 332 | 103 | 10 | 285555 | 229721 |
| 11151 | 419 | 159 | 7 | 285520 | 229685 |
| 11200 | 412 | 165 | 12 | 285485 | 229651 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11250 | 393 | 114 | 18 | 285450 | 229614 |
| 11300 | 288 | 94 | 11 | 285416 | 229579 |
| 11350 | 363 | 129 | 10 | 285381 | 229542 |
| 11400 | 526 | 188 | 6 | 285346 | 229505 |
| 11450 | 297 | 98 | 8 | 285312 | 229469 |
| 11500 | 340 | 120 | 13 | 285277 | 229434 |
| 11550 | 338 | 101 | 16 | 285243 | 229398 |
| 11601 | 316 | 121 | 6 | 285207 | 229361 |
| 11651 | 277 | 92 | 9 | 285172 | 229326 |
| 11700 | 329 | 119 | 13 | 285138 | 229290 |
| 11751 | 353 | 135 | 3 | 285103 | 229253 |
| 11801 | 297 | 99 | 13 | 285068 | 229218 |
| 11851 | 305 | 94 | 10 | 285034 | 229182 |
| 11901 | 430 | 140 | 17 | 284999 | 229145 |
| 11951 | 294 | 99 | 16 | 284963 | 229110 |
| 12000 | 508 | 212 | 8 | 284929 | 229073 |
| 12051 | 475 | 169 | 17 | 284894 | 229037 |
| 12101 | 387 | 123 | 29 | 284859 | 229001 |
| 12151 | 274 | 99 | 17 | 284825 | 228965 |
| 12200 | 380 | 157 | 12 | 284790 | 228929 |
| 12250 | 322 | 118 | 12 | 284756 | 228892 |
| 12300 | 306 | 88 | 23 | 284721 | 228857 |
| 12350 | 221 | 85 | 9 | 284687 | 228820 |
| 12401 | 334 | 127 | 10 | 284652 | 228784 |
| 12451 | 358 | 119 | 13 | 284617 | 228747 |
| 12500 | 229 | 94 | 12 | 284583 | 228712 |
| 12551 | 281 | 103 | 12 | 284548 | 228675 |
| 12600 | 289 | 101 | 9 | 284514 | 228639 |
| 12651 | 348 | 114 | 12 | 284479 | 228603 |
| 12701 | 528 | 154 | 29 | 284444 | 228567 |
| 12750 | 646 | 172 | 59 | 284410 | 228531 |
| 12800 | 637 | 122 | 126 | 284374 | 228495 |
| 12851 | 553 | 117 | 132 | 284340 | 228459 |
| 12901 | 563 | 145 | 95 | 284305 | 228423 |
| 12951 | 401 | 90 | 108 | 284270 | 228388 |
| 13001 | 454 | 93 | 124 | 284235 | 228351 |
| 13050 | 515 | 109 | 89 | 284200 | 228315 |
| 13101 | 387 | 120 | 28 | 284165 | 228278 |
| 13151 | 377 | 160 | 13 | 284130 | 228242 |
| 13200 | 412 | 159 | 7 | 284096 | 228206 |
| 13250 | 434 | 210 | 8 | 284061 | 228170 |
| 13300 | 611 | 243 | 24 | 284026 | 228134 |
| 13350 | 454 | 183 | 8 | 283991 | 228098 |
| 13400 | 356 | 154 | 6 | 283957 | 228062 |
| 13451 | 77 | 48 | 7 | 283921 | 228026 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13500 | 313 | 113 | 9 | 283886 | 227991 |
| 13551 | 163 | 82 | 7 | 283847 | 227959 |
| 13601 | 564 | 182 | 19 | 283808 | 227927 |
| 13651 | 385 | 154 | 7 | 283770 | 227896 |
| 13701 | 411 | 138 | 11 | 283732 | 227864 |
| 13750 | 492 | 194 | 10 | 283693 | 227832 |
| 13800 | 441 | 154 | 7 | 283654 | 227801 |
| 13851 | 333 | 131 | 9 | 283614 | 227771 |
| 13901 | 350 | 144 | 7 | 283574 | 227741 |
| 13950 | 226 | 56 | 20 | 283532 | 227714 |
| 14001 | 235 | 110 | 8 | 283486 | 227694 |
| 14050 | 642 | 178 | 42 | 283440 | 227675 |
| 14101 | 284 | 69 | 44 | 283394 | 227654 |
| 14150 | 261 | 100 | 5 | 283349 | 227633 |
| 14200 | 245 | 89 | 11 | 283304 | 227612 |
| 14250 | 265 | 84 | 12 | 283259 | 227590 |
| 14301 | 358 | 149 | 7 | 283213 | 227569 |
| 14350 | 292 | 85 | 9 | 283167 | 227549 |
| 14400 | 252 | 94 | 7 | 283124 | 227528 |
| 14450 | 164 | 43 | 10 | 283138 | 227483 |
| 14500 | 581 | 244 | 12 | 283158 | 227437 |
| 14550 | 162 | 45 | 12 | 283178 | 227391 |
| 14600 | 484 | 142 | 11 | 283197 | 227344 |
| 14651 | 125 | 25 | 27 | 283217 | 227298 |
| 14700 | 201 | 52 | 17 | 283236 | 227253 |
| 14750 | 385 | 82 | 38 | 283256 | 227207 |
| 14800 | 128 | 21 | 33 | 283275 | 227161 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 158 | 32 | 9 | 287736 | 239244 |
| 50 | 77 | 25 | 10 | 287692 | 239225 |
| 75 | 96 | 28 | 17 | 287675 | 239193 |
| 125 | 67 | 22 | 9 | 287673 | 239145 |
| 176 | 199 | 110 | 12 | 287657 | 239098 |
| 225 | 238 | 99 | 11 | 287642 | 239050 |
| 275 | 172 | 77 | 4 | 287627 | 239003 |
| 325 | 124 | 53 | 4 | 287610 | 238955 |
| 375 | 160 | 69 | 6 | 287584 | 238913 |
| 425 | 181 | 70 | 4 | 287552 | 238876 |
| 475 | 101 | 28 | 8 | 287511 | 238847 |
| 525 | 123 | 34 | 10 | 287466 | 238825 |
| 576 | 89 | 20 | 17 | 287420 | 238807 |
| 626 | 56 | 12 | 21 | 287374 | 238786 |
| 676 | 143 | 27 | 24 | 287328 | 238767 |
| 726 | 110 | 22 | 15 | 287282 | 238749 |
| 775 | 145 | 30 | 15 | 287236 | 238729 |
| 825 | 251 | 55 | 15 | 287190 | 238707 |
| 875 | 304 | 90 | 13 | 287146 | 238684 |
| 925 | 256 | 66 | 10 | 287101 | 238664 |
| 975 | 215 | 82 | 13 | 287053 | 238645 |
| 1025 | 188 | 54 | 15 | 287007 | 238627 |
| 1075 | 201 | 54 | 16 | 286960 | 238609 |
| 1126 | 186 | 59 | 18 | 286915 | 238589 |
| 1176 | 168 | 44 | 16 | 286873 | 238559 |
| 1225 | 164 | 44 | 14 | 286838 | 238524 |
| 1275 | 126 | 23 | 18 | 286803 | 238489 |
| 1326 | 181 | 50 | 9 | 286764 | 238458 |
| 1375 | 181 | 43 | 12 | 286724 | 238428 |
| 1425 | 186 | 47 | 16 | 286683 | 238398 |
| 1475 | 106 | 19 | 16 | 286643 | 238369 |
| 1525 | 144 | 36 | 16 | 286602 | 238340 |
| 1576 | 160 | 45 | 18 | 286561 | 238310 |
| 1626 | 122 | 33 | 13 | 286521 | 238281 |
| 1676 | 118 | 26 | 16 | 286481 | 238252 |
| 1726 | 110 | 27 | 12 | 286440 | 238222 |
| 1775 | 163 | 40 | 17 | 286400 | 238193 |
| 1826 | 208 | 55 | 18 | 286359 | 238163 |
| 1876 | 105 | 27 | 15 | 286320 | 238133 |
| 1925 | 116 | 23 | 19 | 286284 | 238097 |
| 1976 | 137 | 44 | 16 | 286255 | 238056 |
| 2025 | 147 | 36 | 11 | 286232 | 238011 |
| 2076 | 70 | 21 | 13 | 286213 | 237965 |
| 2125 | 62 | 18 | 9 | 286194 | 237918 |
| 2176 | 59 | 15 | 13 | 286178 | 237871 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2226 | 47 | 14 | 9 | 286162 | 237823 |
| 2276 | 55 | 15 | 9 | 286147 | 237775 |
| 2326 | 56 | 18 | 8 | 286138 | 237726 |
| 2376 | 52 | 16 | 11 | 286135 | 237676 |
| 2426 | 58 | 16 | 12 | 286139 | 237626 |
| 2475 | 50 | 13 | 11 | 286150 | 237577 |
| 2525 | 61 | 20 | 10 | 286163 | 237530 |
| 2576 | 49 | 25 | 8 | 286182 | 237483 |
| 2626 | 53 | 18 | 10 | 286210 | 237441 |
| 2676 | 68 | 18 | 14 | 286243 | 237403 |
| 2726 | 57 | 20 | 12 | 286271 | 237362 |
| 2775 | 59 | 19 | 10 | 286295 | 237318 |
| 2825 | 58 | 17 | 13 | 286320 | 237275 |
| 2875 | 52 | 15 | 9 | 286345 | 237231 |
| 2926 | 46 | 14 | 11 | 286365 | 237186 |
| 2976 | 52 | 15 | 9 | 286382 | 237139 |
| 3026 | 40 | 12 | 9 | 286396 | 237091 |
| 3076 | 60 | 12 | 15 | 286404 | 237042 |
| 3125 | 43 | 11 | 9 | 286404 | 236992 |
| 3175 | 45 | 14 | 7 | 286401 | 236942 |
| 3225 | 43 | 14 | 9 | 286398 | 236892 |
| 3275 | 49 | 18 | 8 | 286394 | 236842 |
| 3327 | 49 | 16 | 7 | 286391 | 236792 |
| 3375 | 52 | 18 | 8 | 286387 | 236742 |
| 3426 | 42 | 12 | 8 | 286385 | 236692 |
| 3475 | 60 | 18 | 11 | 286390 | 236642 |
| 3526 | 49 | 16 | 13 | 286404 | 236593 |
| 3576 | 45 | 16 | 7 | 286420 | 236546 |
| 3625 | 35 | 11 | 7 | 286437 | 236499 |
| 3676 | 49 | 18 | 6 | 286454 | 236452 |
| 3725 | 43 | 14 | 6 | 286471 | 236404 |
| 3776 | 47 | 16 | 8 | 286489 | 236357 |
| 3825 | 199 | 56 | 18 | 286511 | 236312 |
| 3875 | 254 | 83 | 17 | 286534 | 236268 |
| 3926 | 282 | 91 | 17 | 286557 | 236224 |
| 3975 | 226 | 71 | 21 | 286580 | 236179 |
| 4025 | 268 | 70 | 25 | 286599 | 236134 |
| 4075 | 257 | 81 | 22 | 286611 | 236085 |
| 4126 | 176 | 46 | 21 | 286622 | 236036 |
| 4175 | 206 | 52 | 25 | 286633 | 235987 |
| 4226 | 158 | 46 | 17 | 286644 | 235939 |
| 4275 | 222 | 66 | 23 | 286655 | 235889 |
| 4325 | 237 | 53 | 31 | 286665 | 235840 |
| 4375 | 281 | 88 | 27 | 286676 | 235791 |
| 4425 | 269 | 85 | 26 | 286687 | 235743 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4476 | 300 | 98 | 23 | 286698 | 235694 |
| 4525 | 223 | 69 | 16 | 286709 | 235645 |
| 4576 | 253 | 79 | 21 | 286720 | 235596 |
| 4625 | 221 | 59 | 22 | 286731 | 235548 |
| 4675 | 250 | 77 | 16 | 286742 | 235499 |
| 4725 | 251 | 58 | 22 | 286754 | 235449 |
| 4775 | 216 | 53 | 23 | 286767 | 235401 |
| 4825 | 345 | 119 | 16 | 286781 | 235353 |
| 4876 | 210 | 66 | 16 | 286794 | 235305 |
| 4926 | 299 | 102 | 16 | 286808 | 235256 |
| 4976 | 196 | 58 | 18 | 286821 | 235207 |
| 5025 | 198 | 58 | 17 | 286835 | 235159 |
| 5075 | 193 | 55 | 17 | 286849 | 235112 |
| 5125 | 247 | 71 | 18 | 286863 | 235064 |
| 5175 | 265 | 92 | 20 | 286876 | 235015 |
| 5226 | 172 | 48 | 16 | 286890 | 234967 |
| 5276 | 181 | 53 | 14 | 286902 | 234919 |
| 5326 | 231 | 68 | 14 | 286915 | 234871 |
| 5375 | 164 | 42 | 19 | 286927 | 234822 |
| 5426 | 211 | 52 | 17 | 286939 | 234773 |
| 5475 | 183 | 50 | 19 | 286952 | 234724 |
| 5526 | 223 | 62 | 21 | 286964 | 234676 |
| 5575 | 220 | 64 | 16 | 286977 | 234628 |
| 5626 | 333 | 108 | 28 | 286990 | 234579 |
| 5675 | 246 | 100 | 14 | 287004 | 234531 |
| 5725 | 353 | 160 | 13 | 287017 | 234483 |
| 5776 | 378 | 168 | 12 | 287032 | 234435 |
| 5826 | 361 | 165 | 10 | 287046 | 234386 |
| 5875 | 434 | 165 | 22 | 287060 | 234339 |
| 5926 | 264 | 89 | 18 | 287074 | 234291 |
| 5975 | 353 | 102 | 20 | 287087 | 234242 |
| 6026 | 209 | 67 | 15 | 287102 | 234195 |
| 6075 | 223 | 64 | 19 | 287116 | 234147 |
| 6125 | 230 | 77 | 13 | 287131 | 234099 |
| 6176 | 315 | 124 | 22 | 287146 | 234051 |
| 6226 | 292 | 104 | 19 | 287161 | 234004 |
| 6275 | 355 | 112 | 17 | 287176 | 233956 |
| 6325 | 362 | 133 | 22 | 287192 | 233909 |
| 6376 | 130 | 33 | 23 | 287207 | 233861 |
| 6425 | 113 | 36 | 12 | 287221 | 233813 |
| 6475 | 99 | 29 | 10 | 287234 | 233764 |
| 6525 | 88 | 29 | 11 | 287245 | 233715 |
| 6575 | 94 | 24 | 16 | 287257 | 233666 |
| 6626 | 147 | 29 | 24 | 287268 | 233617 |
| 6675 | 149 | 32 | 11 | 287278 | 233568 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6725 | 227 | 65 | 13 | 287286 | 233519 |
| 6776 | 170 | 48 | 12 | 287293 | 233469 |
| 6826 | 175 | 33 | 20 | 287298 | 233420 |
| 6875 | 451 | 218 | 8 | 287302 | 233370 |
| 6925 | 189 | 53 | 20 | 287304 | 233319 |
| 6976 | 199 | 69 | 17 | 287306 | 233269 |
| 7026 | 209 | 55 | 22 | 287308 | 233220 |
| 7076 | 257 | 73 | 16 | 287311 | 233170 |
| 7125 | 369 | 114 | 19 | 287312 | 233120 |
| 7175 | 332 | 108 | 26 | 287315 | 233071 |
| 7225 | 259 | 93 | 17 | 287316 | 233020 |
| 7275 | 358 | 109 | 26 | 287317 | 232970 |
| 7325 | 278 | 76 | 20 | 287319 | 232920 |
| 7375 | 246 | 85 | 11 | 287317 | 232870 |
| 7425 | 230 | 58 | 18 | 287307 | 232821 |
| 7475 | 192 | 49 | 17 | 287295 | 232772 |
| 7525 | 172 | 40 | 17 | 287286 | 232734 |
| 7575 | 192 | 48 | 13 | 287273 | 232684 |
| 7625 | 211 | 54 | 14 | 287262 | 232636 |
| 7675 | 227 | 71 | 11 | 287248 | 232588 |
| 7725 | 208 | 49 | 21 | 287236 | 232540 |
| 7775 | 191 | 51 | 18 | 287221 | 232492 |
| 7825 | 216 | 55 | 17 | 287206 | 232444 |
| 7875 | 191 | 49 | 19 | 287191 | 232396 |
| 7925 | 220 | 58 | 15 | 287175 | 232349 |
| 7975 | 325 | 119 | 10 | 287155 | 232304 |
| 8025 | 255 | 77 | 14 | 287131 | 232259 |
| 8075 | 177 | 57 | 12 | 287108 | 232214 |
| 8125 | 201 | 55 | 14 | 287085 | 232171 |
| 8175 | 221 | 61 | 16 | 287062 | 232125 |
| 8225 | 123 | 34 | 11 | 287041 | 232081 |
| 8275 | 133 | 30 | 22 | 287020 | 232035 |
| 8325 | 110 | 30 | 13 | 286999 | 231990 |
| 8375 | 139 | 39 | 13 | 286981 | 231943 |
| 8425 | 161 | 42 | 11 | 286963 | 231896 |
| 8475 | 110 | 25 | 14 | 286945 | 231849 |
| 8525 | 115 | 30 | 10 | 286928 | 231802 |
| 8575 | 126 | 33 | 11 | 286913 | 231755 |
| 8625 | 163 | 42 | 11 | 286899 | 231706 |
| 8675 | 123 | 34 | 10 | 286885 | 231658 |
| 8725 | 191 | 40 | 24 | 286871 | 231610 |
| 8775 | 128 | 37 | 10 | 286858 | 231562 |
| 8825 | 151 | 43 | 19 | 286844 | 231514 |
| 8875 | 139 | 37 | 15 | 286832 | 231465 |
| 8925 | 115 | 31 | 18 | 286820 | 231417 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 8975 | 242 | 71 | 16 | 286809 | 231368 |
| 9025 | 162 | 50 | 12 | 286799 | 231318 |
| 9075 | 138 | 29 | 24 | 286790 | 231269 |
| 9125 | 155 | 35 | 23 | 286782 | 231220 |
| 9175 | 116 | 25 | 21 | 286774 | 231170 |
| 9225 | 236 | 63 | 18 | 286767 | 231121 |
| 9275 | 141 | 45 | 15 | 286762 | 231071 |
| 9325 | 146 | 29 | 22 | 286758 | 231021 |
| 9375 | 276 | 129 | 13 | 286728 | 230994 |
| 9425 | 172 | 65 | 7 | 286688 | 230964 |
| 9475 | 242 | 82 | 6 | 286654 | 230926 |
| 9525 | 264 | 90 | 9 | 286620 | 230889 |
| 9575 | 293 | 87 | 9 | 286587 | 230853 |
| 9625 | 370 | 126 | 10 | 286553 | 230815 |
| 9675 | 296 | 101 | 12 | 286519 | 230778 |
| 9725 | 357 | 96 | 16 | 286486 | 230741 |
| 9775 | 329 | 115 | 10 | 286452 | 230705 |
| 9825 | 307 | 90 | 12 | 286418 | 230667 |
| 9875 | 391 | 127 | 14 | 286385 | 230630 |
| 9925 | 578 | 207 | 13 | 286351 | 230592 |
| 9975 | 524 | 183 | 8 | 286317 | 230555 |
| 10025 | 537 | 189 | 18 | 286283 | 230518 |
| 10075 | 600 | 193 | 13 | 286250 | 230480 |
| 10125 | 374 | 120 | 12 | 286217 | 230444 |
| 10175 | 319 | 79 | 12 | 286183 | 230406 |
| 10225 | 170 | 32 | 29 | 286149 | 230370 |
| 10275 | 265 | 55 | 15 | 286116 | 230333 |
| 10325 | 212 | 37 | 22 | 286082 | 230296 |
| 10375 | 262 | 81 | 5 | 286048 | 230258 |
| 10425 | 343 | 89 | 8 | 286015 | 230221 |
| 10475 | 274 | 125 | 3 | 285981 | 230184 |
| 10525 | 166 | 68 | 1 | 285947 | 230147 |
| 10575 | 103 | 25 | 6 | 285913 | 230110 |
| 10625 | 193 | 38 | 15 | 285880 | 230074 |
| 10675 | 597 | 259 | 3 | 285846 | 230037 |
| 10725 | 143 | 35 | 7 | 285812 | 230000 |
| 10775 | 311 | 65 | 10 | 285777 | 229963 |
| 10825 | 379 | 134 | 14 | 285744 | 229926 |
| 10875 | 407 | 159 | 4 | 285709 | 229890 |
| 10925 | 331 | 141 | 8 | 285675 | 229853 |
| 10975 | 419 | 154 | 14 | 285640 | 229818 |
| 11025 | 429 | 218 | 5 | 285605 | 229781 |
| 11075 | 356 | 132 | 12 | 285571 | 229745 |
| 11125 | 400 | 129 | 13 | 285536 | 229709 |
| 11175 | 673 | 281 | 9 | 285502 | 229673 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11225 | 471 | 181 | 11 | 285467 | 229637 |
| 11275 | 311 | 109 | 5 | 285431 | 229601 |
| 11325 | 372 | 129 | 4 | 285397 | 229565 |
| 11375 | 467 | 194 | 11 | 285362 | 229529 |
| 11425 | 408 | 139 | 9 | 285328 | 229493 |
| 11475 | 364 | 148 | 13 | 285293 | 229456 |
| 11525 | 304 | 115 | 9 | 285258 | 229420 |
| 11575 | 327 | 134 | 9 | 285222 | 229385 |
| 11625 | 320 | 124 | 8 | 285188 | 229348 |
| 11675 | 276 | 102 | 9 | 285153 | 229313 |
| 11725 | 321 | 155 | 8 | 285119 | 229277 |
| 11775 | 401 | 160 | 7 | 285084 | 229241 |
| 11825 | 333 | 106 | 17 | 285049 | 229205 |
| 11875 | 442 | 155 | 15 | 285014 | 229168 |
| 11925 | 297 | 72 | 18 | 284979 | 229132 |
| 11975 | 433 | 131 | 14 | 284944 | 229096 |
| 12025 | 452 | 153 | 8 | 284910 | 229060 |
| 12075 | 245 | 103 | 11 | 284875 | 229024 |
| 12125 | 242 | 93 | 15 | 284841 | 228988 |
| 12175 | 298 | 107 | 11 | 284806 | 228952 |
| 12225 | 354 | 148 | 12 | 284771 | 228915 |
| 12275 | 245 | 84 | 14 | 284736 | 228879 |
| 12325 | 285 | 109 | 14 | 284702 | 228843 |
| 12375 | 388 | 154 | 12 | 284667 | 228807 |
| 12425 | 360 | 134 | 12 | 284633 | 228770 |
| 12475 | 335 | 129 | 13 | 284598 | 228734 |
| 12525 | 392 | 143 | 14 | 284563 | 228698 |
| 12575 | 377 | 140 | 15 | 284529 | 228662 |
| 12625 | 290 | 118 | 5 | 284494 | 228625 |
| 12675 | 406 | 130 | 17 | 284460 | 228589 |
| 12725 | 404 | 89 | 58 | 284424 | 228552 |
| 12775 | 484 | 90 | 93 | 284390 | 228517 |
| 12825 | 544 | 111 | 99 | 284355 | 228481 |
| 12875 | 517 | 107 | 129 | 284319 | 228444 |
| 12925 | 348 | 91 | 73 | 284285 | 228409 |
| 12975 | 298 | 78 | 79 | 284250 | 228373 |
| 13025 | 377 | 103 | 74 | 284215 | 228336 |
| 13075 | 315 | 105 | 35 | 284180 | 228300 |
| 13125 | 655 | 193 | 39 | 284145 | 228266 |
| 13175 | 419 | 151 | 12 | 284111 | 228229 |
| 13225 | 327 | 147 | 4 | 284077 | 228192 |
| 13275 | 434 | 161 | 16 | 284041 | 228156 |
| 13325 | 595 | 278 | 8 | 284007 | 228121 |
| 13375 | 439 | 171 | 11 | 283972 | 228085 |
| 13425 | 429 | 182 | 6 | 283937 | 228049 |

| Proposed Haul Route Kilcock - Prosperous | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 13475 | 319 | 102 | 16 | 283902 | 228013 |
| 13525 | 256 | 74 | 9 | 283865 | 227980 |
| 13575 | 217 | 64 | 12 | 283827 | 227948 |
| 13625 | 264 | 85 | 10 | 283788 | 227917 |
| 13675 | 431 | 144 | 18 | 283749 | 227885 |
| 13724 | 274 | 90 | 13 | 283710 | 227853 |
| 13775 | 264 | 80 | 17 | 283672 | 227821 |
| 13825 | 439 | 149 | 15 | 283632 | 227791 |
| 13875 | 322 | 118 | 10 | 283591 | 227761 |
| 13925 | 244 | 72 | 13 | 283552 | 227732 |
| 13975 | 193 | 61 | 9 | 283508 | 227710 |
| 14025 | 179 | 64 | 9 | 283462 | 227689 |
| 14075 | 443 | 121 | 61 | 283417 | 227669 |
| 14125 | 182 | 62 | 9 | 283371 | 227647 |
| 14175 | 192 | 61 | 11 | 283325 | 227627 |
| 14225 | 211 | 75 | 10 | 283279 | 227606 |
| 14275 | 196 | 68 | 16 | 283235 | 227584 |
| 14325 | 244 | 92 | 15 | 283189 | 227565 |
| 14375 | 330 | 105 | 14 | 283143 | 227544 |
| 14425 | 235 | 101 | 9 | 283123 | 227503 |
| 14475 | 98 | 48 | 8 | 283142 | 227456 |
| 14525 | 173 | 49 | 17 | 283163 | 227411 |
| 14575 | 173 | 45 | 10 | 283183 | 227366 |
| 14625 | 183 | 34 | 26 | 283203 | 227319 |
| 14675 | 408 | 96 | 27 | 283222 | 227273 |
| 14725 | 303 | 75 | 23 | 283241 | 227227 |
| 14775 | 245 | 43 | 28 | 283260 | 227181 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 58 | 20 | 8 | 293829 | 236081 |
| 50 | 161 | 56 | 8 | 293827 | 236031 |
| 100 | 75 | 19 | 11 | 293829 | 235981 |
| 151 | 90 | 30 | 10 | 293861 | 235948 |
| 200 | 86 | 22 | 11 | 293843 | 235910 |
| 250 | 166 | 22 | 9 | 293824 | 235870 |
| 300 | 92 | 23 | 12 | 293825 | 235821 |
| 350 | 84 | 28 | 4 | 293830 | 235772 |
| 400 | 82 | 24 | 9 | 293837 | 235722 |
| 450 | 109 | 23 | 9 | 293840 | 235672 |
| 501 | 100 | 32 | 10 | 293837 | 235621 |
| 550 | 118 | 27 | 16 | 293828 | 235572 |
| 601 | 101 | 30 | 19 | 293815 | 235523 |
| 650 | 126 | 30 | 12 | 293798 | 235476 |
| 701 | 95 | 27 | 11 | 293782 | 235429 |
| 751 | 138 | 42 | 13 | 293766 | 235381 |
| 801 | 185 | 50 | 17 | 293749 | 235334 |
| 851 | 178 | 59 | 15 | 293733 | 235287 |
| 900 | 136 | 38 | 18 | 293716 | 235240 |
| 950 | 201 | 55 | 15 | 293700 | 235193 |
| 1000 | 535 | 180 | 16 | 293684 | 235146 |
| 1050 | 326 | 93 | 17 | 293667 | 235099 |
| 1100 | 235 | 63 | 15 | 293650 | 235052 |
| 1150 | 153 | 43 | 14 | 293634 | 235005 |
| 1201 | 191 | 57 | 14 | 293618 | 234957 |
| 1251 | 145 | 54 | 11 | 293602 | 234909 |
| 1300 | 155 | 51 | 12 | 293586 | 234863 |
| 1351 | 112 | 33 | 10 | 293569 | 234815 |
| 1401 | 250 | 93 | 13 | 293552 | 234769 |
| 1450 | 150 | 43 | 13 | 293536 | 234722 |
| 1500 | 173 | 47 | 16 | 293519 | 234674 |
| 1550 | 208 | 69 | 12 | 293503 | 234627 |
| 1601 | 203 | 59 | 20 | 293486 | 234579 |
| 1651 | 155 | 41 | 14 | 293470 | 234532 |
| 1701 | 272 | 74 | 12 | 293453 | 234485 |
| 1750 | 134 | 34 | 16 | 293436 | 234438 |
| 1800 | 279 | 69 | 23 | 293419 | 234391 |
| 1850 | 306 | 109 | 12 | 293402 | 234344 |
| 1901 | 99 | 26 | 8 | 293385 | 234297 |
| 1951 | 129 | 30 | 12 | 293369 | 234249 |
| 2000 | 107 | 27 | 9 | 293353 | 234203 |
| 2050 | 73 | 18 | 7 | 293336 | 234156 |
| 2101 | 94 | 24 | 6 | 293320 | 234108 |
| 2150 | 106 | 27 | 5 | 293302 | 234062 |
| 2200 | 91 | 22 | 7 | 293286 | 234014 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2250 | 90 | 18 | 9 | 293269 | 233967 |
| 2301 | 82 | 16 | 7 | 293251 | 233920 |
| 2350 | 111 | 22 | 10 | 293232 | 233875 |
| 2401 | 109 | 22 | 12 | 293212 | 233828 |
| 2450 | 89 | 21 | 8 | 293197 | 233781 |
| 2500 | 120 | 27 | 13 | 293183 | 233733 |
| 2550 | 122 | 27 | 17 | 293171 | 233685 |
| 2600 | 107 | 25 | 12 | 293163 | 233635 |
| 2650 | 106 | 26 | 7 | 293157 | 233586 |
| 2700 | 103 | 25 | 8 | 293153 | 233536 |
| 2750 | 94 | 21 | 9 | 293150 | 233486 |
| 2801 | 80 | 22 | 7 | 293146 | 233436 |
| 2851 | 89 | 25 | 6 | 293142 | 233386 |
| 2900 | 94 | 22 | 8 | 293138 | 233337 |
| 2951 | 130 | 38 | 5 | 293134 | 233286 |
| 3001 | 95 | 24 | 9 | 293130 | 233236 |
| 3051 | 89 | 25 | 7 | 293125 | 233186 |
| 3101 | 91 | 23 | 7 | 293119 | 233136 |
| 3151 | 116 | 32 | 8 | 293110 | 233088 |
| 3200 | 79 | 19 | 9 | 293100 | 233039 |
| 3250 | 64 | 18 | 6 | 293090 | 232989 |
| 3300 | 79 | 22 | 7 | 293081 | 232940 |
| 3351 | 145 | 30 | 12 | 293071 | 232891 |
| 3401 | 156 | 47 | 10 | 293060 | 232842 |
| 3451 | 94 | 26 | 8 | 293051 | 232793 |
| 3501 | 86 | 34 | 6 | 293041 | 232744 |
| 3550 | 119 | 43 | 12 | 293029 | 232696 |
| 3600 | 126 | 38 | 10 | 293011 | 232649 |
| 3650 | 109 | 38 | 8 | 292990 | 232603 |
| 3701 | 123 | 47 | 7 | 292967 | 232558 |
| 3751 | 135 | 46 | 14 | 292944 | 232514 |
| 3800 | 126 | 36 | 14 | 292921 | 232470 |
| 3851 | 150 | 46 | 13 | 292897 | 232426 |
| 3900 | 92 | 30 | 10 | 292874 | 232381 |
| 3951 | 107 | 37 | 9 | 292853 | 232336 |
| 4000 | 136 | 38 | 18 | 292837 | 232289 |
| 4051 | 146 | 44 | 17 | 292825 | 232240 |
| 4101 | 103 | 19 | 20 | 292817 | 232191 |
| 4150 | 103 | 22 | 16 | 292813 | 232141 |
| 4200 | 95 | 19 | 16 | 292810 | 232092 |
| 4250 | 84 | 18 | 16 | 292808 | 232041 |
| 4300 | 100 | 28 | 21 | 292807 | 231991 |
| 4350 | 91 | 17 | 19 | 292806 | 231942 |
| 4400 | 91 | 19 | 23 | 292805 | 231891 |
| 4451 | 102 | 21 | 18 | 292804 | 231841 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4501 | 119 | 28 | 18 | 292804 | 231791 |
| 4550 | 89 | 23 | 14 | 292803 | 231741 |
| 4600 | 96 | 21 | 15 | 292802 | 231692 |
| 4650 | 101 | 27 | 13 | 292801 | 231641 |
| 4700 | 78 | 24 | 11 | 292800 | 231591 |
| 4751 | 113 | 31 | 11 | 292799 | 231541 |
| 4800 | 106 | 29 | 12 | 292800 | 231491 |
| 4850 | 88 | 27 | 7 | 292805 | 231441 |
| 4900 | 115 | 35 | 12 | 292815 | 231393 |
| 4950 | 68 | 21 | 7 | 292829 | 231345 |
| 5000 | 69 | 17 | 8 | 292848 | 231298 |
| 5051 | 84 | 21 | 7 | 292872 | 231256 |
| 5100 | 57 | 21 | 2 | 292863 | 231221 |
| 5150 | 76 | 19 | 9 | 292814 | 231226 |
| 5200 | 94 | 22 | 10 | 292765 | 231220 |
| 5250 | 92 | 20 | 10 | 292716 | 231210 |
| 5300 | 201 | 74 | 5 | 292666 | 231201 |
| 5351 | 140 | 55 | 5 | 292617 | 231191 |
| 5401 | 217 | 83 | 15 | 292569 | 231176 |
| 5451 | 146 | 46 | 10 | 292523 | 231158 |
| 5501 | 162 | 54 | 13 | 292476 | 231140 |
| 5551 | 170 | 52 | 10 | 292429 | 231122 |
| 5601 | 145 | 40 | 12 | 292383 | 231104 |
| 5651 | 114 | 34 | 12 | 292336 | 231086 |
| 5700 | 152 | 48 | 11 | 292290 | 231068 |
| 5750 | 167 | 58 | 10 | 292243 | 231050 |
| 5800 | 234 | 102 | 9 | 292197 | 231032 |
| 5851 | 204 | 91 | 5 | 292150 | 231014 |
| 5901 | 238 | 102 | 4 | 292103 | 230995 |
| 5950 | 184 | 65 | 11 | 292057 | 230978 |
| 6000 | 179 | 66 | 12 | 292010 | 230960 |
| 6050 | 166 | 60 | 10 | 291963 | 230942 |
| 6101 | 185 | 68 | 13 | 291915 | 230927 |
| 6150 | 194 | 72 | 15 | 291866 | 230916 |
| 6201 | 192 | 67 | 17 | 291816 | 230909 |
| 6251 | 171 | 64 | 15 | 291767 | 230903 |
| 6301 | 192 | 73 | 14 | 291717 | 230897 |
| 6350 | 244 | 87 | 16 | 291668 | 230890 |
| 6400 | 177 | 59 | 9 | 291618 | 230884 |
| 6450 | 196 | 71 | 12 | 291569 | 230879 |
| 6500 | 263 | 117 | 11 | 291519 | 230872 |
| 6550 | 227 | 81 | 11 | 291470 | 230865 |
| 6600 | 201 | 85 | 11 | 291421 | 230853 |
| 6650 | 196 | 98 | 9 | 291373 | 230839 |
| 6700 | 201 | 78 | 12 | 291326 | 230821 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6750 | 216 | 81 | 13 | 291281 | 230800 |
| 6800 | 249 | 97 | 9 | 291237 | 230776 |
| 6850 | 188 | 72 | 7 | 291194 | 230751 |
| 6901 | 236 | 98 | 11 | 291150 | 230726 |
| 6951 | 208 | 80 | 9 | 291108 | 230700 |
| 7001 | 224 | 93 | 7 | 291065 | 230675 |
| 7050 | 222 | 79 | 8 | 291022 | 230650 |
| 7101 | 191 | 64 | 10 | 290978 | 230624 |
| 7150 | 192 | 59 | 14 | 290936 | 230598 |
| 7201 | 163 | 59 | 11 | 290893 | 230572 |
| 7250 | 129 | 51 | 10 | 290851 | 230546 |
| 7300 | 199 | 81 | 10 | 290808 | 230520 |
| 7351 | 172 | 61 | 11 | 290765 | 230494 |
| 7400 | 317 | 108 | 13 | 290722 | 230469 |
| 7451 | 189 | 67 | 12 | 290679 | 230443 |
| 7500 | 206 | 82 | 11 | 290636 | 230417 |
| 7550 | 180 | 73 | 12 | 290593 | 230391 |
| 7601 | 184 | 67 | 11 | 290550 | 230365 |
| 7651 | 331 | 123 | 12 | 290508 | 230339 |
| 7700 | 276 | 98 | 10 | 290466 | 230314 |
| 7750 | 170 | 61 | 11 | 290422 | 230288 |
| 7801 | 201 | 79 | 9 | 290379 | 230262 |
| 7850 | 176 | 72 | 7 | 290337 | 230236 |
| 7900 | 189 | 74 | 11 | 290294 | 230210 |
| 7950 | 149 | 58 | 11 | 290252 | 230183 |
| 8000 | 215 | 78 | 11 | 290209 | 230157 |
| 8051 | 196 | 79 | 8 | 290166 | 230131 |
| 8100 | 204 | 87 | 4 | 290124 | 230105 |
| 8150 | 170 | 66 | 6 | 290081 | 230079 |
| 8200 | 185 | 91 | 7 | 290038 | 230052 |
| 8251 | 120 | 59 | 7 | 289997 | 230024 |
| 8301 | 190 | 71 | 5 | 289958 | 229993 |
| 8351 | 276 | 120 | 9 | 289920 | 229961 |
| 8401 | 282 | 123 | 10 | 289883 | 229927 |
| 8450 | 191 | 78 | 7 | 289848 | 229893 |
| 8500 | 266 | 103 | 8 | 289812 | 229857 |
| 8550 | 443 | 196 | 14 | 289776 | 229822 |
| 8600 | 348 | 155 | 11 | 289741 | 229787 |
| 8651 | 429 | 166 | 15 | 289705 | 229751 |
| 8700 | 420 | 214 | 17 | 289670 | 229716 |
| 8750 | 368 | 183 | 19 | 289634 | 229680 |
| 8800 | 462 | 201 | 28 | 289599 | 229645 |
| 8851 | 340 | 152 | 19 | 289563 | 229610 |
| 8901 | 337 | 160 | 15 | 289528 | 229574 |
| 8951 | 314 | 148 | 16 | 289492 | 229539 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9000 | 310 | 163 | 14 | 289457 | 229504 |
| 9051 | 332 | 184 | 15 | 289421 | 229469 |
| 9100 | 391 | 195 | 19 | 289386 | 229434 |
| 9150 | 336 | 140 | 15 | 289351 | 229398 |
| 9200 | 255 | 82 | 13 | 289315 | 229363 |
| 9250 | 223 | 56 | 22 | 289280 | 229328 |
| 9301 | 269 | 93 | 23 | 289244 | 229292 |
| 9350 | 205 | 72 | 12 | 289209 | 229258 |
| 9400 | 220 | 75 | 20 | 289173 | 229222 |
| 9451 | 280 | 111 | 21 | 289137 | 229186 |
| 9500 | 383 | 172 | 30 | 289102 | 229152 |
| 9550 | 327 | 137 | 24 | 289066 | 229117 |
| 9600 | 366 | 164 | 15 | 289031 | 229081 |
| 9651 | 176 | 61 | 13 | 288995 | 229046 |
| 9700 | 216 | 59 | 20 | 288960 | 229011 |
| 9750 | 242 | 44 | 44 | 288925 | 228974 |
| 9801 | 285 | 45 | 28 | 288890 | 228939 |
| 9851 | 284 | 51 | 41 | 288854 | 228904 |
| 9900 | 233 | 34 | 42 | 288819 | 228868 |
| 9950 | 250 | 41 | 42 | 288784 | 228832 |
| 10000 | 353 | 85 | 35 | 288749 | 228796 |
| 10051 | 285 | 68 | 48 | 288713 | 228761 |
| 10101 | 182 | 38 | 22 | 288678 | 228725 |
| 10151 | 145 | 29 | 32 | 288643 | 228689 |
| 10201 | 166 | 25 | 39 | 288608 | 228654 |
| 10250 | 162 | 26 | 39 | 288573 | 228618 |
| 10301 | 247 | 61 | 42 | 288538 | 228583 |
| 10350 | 134 | 25 | 33 | 288503 | 228548 |
| 10400 | 143 | 26 | 35 | 288468 | 228512 |
| 10450 | 188 | 34 | 35 | 288433 | 228477 |
| 10500 | 156 | 30 | 33 | 288397 | 228441 |
| 10551 | 159 | 37 | 32 | 288362 | 228406 |
| 10600 | 139 | 29 | 21 | 288326 | 228371 |
| 10650 | 149 | 30 | 37 | 288291 | 228336 |
| 10700 | 183 | 45 | 33 | 288256 | 228301 |
| 10751 | 146 | 34 | 28 | 288220 | 228264 |
| 10801 | 185 | 42 | 26 | 288185 | 228229 |
| 10850 | 265 | 40 | 40 | 288150 | 228194 |
| 10901 | 207 | 56 | 33 | 288115 | 228158 |
| 10950 | 219 | 44 | 36 | 288079 | 228123 |
| 11000 | 246 | 70 | 23 | 288044 | 228088 |
| 11051 | 157 | 32 | 29 | 288009 | 228052 |
| 11101 | 73 | 22 | 13 | 287973 | 228017 |
| 11151 | 97 | 24 | 19 | 287967 | 227972 |
| 11200 | 134 | 44 | 22 | 287999 | 227935 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11250 | 193 | 49 | 31 | 288030 | 227896 |
| 11300 | 131 | 33 | 21 | 288050 | 227850 |
| 11350 | 158 | 39 | 33 | 288061 | 227801 |
| 11401 | 99 | 26 | 20 | 288067 | 227751 |
| 11451 | 97 | 23 | 21 | 288066 | 227700 |
| 11501 | 103 | 20 | 28 | 288060 | 227651 |
| 11550 | 164 | 34 | 32 | 288056 | 227602 |
| 11600 | 117 | 32 | 24 | 288051 | 227552 |
| 11650 | 150 | 43 | 24 | 288046 | 227502 |
| 11701 | 138 | 44 | 17 | 288041 | 227451 |
| 11750 | 114 | 29 | 17 | 288063 | 227410 |
| 11800 | 121 | 38 | 21 | 288025 | 227382 |
| 11851 | 176 | 42 | 30 | 288001 | 227337 |
| 11900 | 164 | 42 | 29 | 287970 | 227299 |
| 11951 | 193 | 49 | 29 | 287930 | 227268 |
| 12001 | 264 | 80 | 24 | 287881 | 227251 |
| 12050 | 80 | 25 | 17 | 287839 | 227229 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 206 | 67 | 4 | 293821 | 236054 |
| 75 | 170 | 40 | 9 | 293820 | 236003 |
| 125 | 110 | 29 | 13 | 293825 | 235955 |
| 225 | 125 | 39 | 11 | 293823 | 235906 |
| 275 | 151 | 37 | 28 | 293817 | 235855 |
| 325 | 92 | 19 | 14 | 293820 | 235805 |
| 376 | 115 | 44 | 7 | 293827 | 235755 |
| 425 | 99 | 32 | 6 | 293832 | 235706 |
| 475 | 123 | 48 | 7 | 293833 | 235657 |
| 526 | 126 | 37 | 6 | 293828 | 235607 |
| 575 | 118 | 34 | 15 | 293818 | 235559 |
| 625 | 139 | 44 | 18 | 293804 | 235510 |
| 676 | 170 | 56 | 8 | 293788 | 235463 |
| 725 | 161 | 46 | 22 | 293771 | 235416 |
| 776 | 96 | 28 | 10 | 293755 | 235368 |
| 825 | 287 | 91 | 21 | 293738 | 235321 |
| 875 | 119 | 32 | 19 | 293722 | 235274 |
| 925 | 206 | 73 | 13 | 293705 | 235227 |
| 975 | 202 | 70 | 15 | 293689 | 235179 |
| 1025 | 248 | 81 | 19 | 293672 | 235132 |
| 1075 | 179 | 62 | 11 | 293656 | 235085 |
| 1126 | 192 | 83 | 13 | 293639 | 235038 |
| 1175 | 193 | 64 | 10 | 293623 | 234991 |
| 1226 | 224 | 79 | 14 | 293607 | 234943 |
| 1275 | 204 | 69 | 16 | 293591 | 234896 |
| 1325 | 217 | 67 | 20 | 293575 | 234849 |
| 1375 | 127 | 38 | 13 | 293559 | 234802 |
| 1426 | 183 | 64 | 12 | 293542 | 234754 |
| 1475 | 147 | 49 | 11 | 293525 | 234707 |
| 1525 | 195 | 57 | 14 | 293509 | 234660 |
| 1575 | 203 | 61 | 17 | 293492 | 234613 |
| 1626 | 234 | 79 | 12 | 293475 | 234565 |
| 1676 | 205 | 63 | 20 | 293459 | 234518 |
| 1725 | 266 | 99 | 7 | 293442 | 234471 |
| 1775 | 341 | 123 | 14 | 293425 | 234424 |
| 1825 | 295 | 110 | 15 | 293408 | 234377 |
| 1875 | 230 | 80 | 9 | 293391 | 234331 |
| 1925 | 129 | 28 | 15 | 293373 | 234283 |
| 1975 | 106 | 27 | 11 | 293357 | 234235 |
| 2025 | 86 | 20 | 7 | 293339 | 234189 |
| 2075 | 90 | 24 | 6 | 293323 | 234143 |
| 2126 | 101 | 30 | 7 | 293306 | 234095 |
| 2175 | 102 | 29 | 7 | 293290 | 234047 |
| 2225 | 91 | 28 | 7 | 293275 | 234004 |
| 2276 | 90 | 26 | 8 | 293259 | 233957 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2325 | 93 | 27 | 9 | 293240 | 233911 |
| 2375 | 97 | 27 | 12 | 293221 | 233865 |
| 2425 | 124 | 28 | 15 | 293202 | 233818 |
| 2476 | 125 | 33 | 9 | 293186 | 233771 |
| 2525 | 98 | 26 | 7 | 293173 | 233722 |
| 2576 | 89 | 22 | 8 | 293163 | 233673 |
| 2625 | 131 | 34 | 15 | 293155 | 233624 |
| 2675 | 112 | 26 | 12 | 293150 | 233574 |
| 2725 | 137 | 30 | 12 | 293146 | 233524 |
| 2775 | 116 | 32 | 11 | 293142 | 233474 |
| 2825 | 127 | 33 | 11 | 293138 | 233425 |
| 2875 | 94 | 24 | 10 | 293134 | 233375 |
| 2925 | 101 | 28 | 10 | 293130 | 233325 |
| 2975 | 113 | 31 | 8 | 293126 | 233274 |
| 3026 | 86 | 29 | 6 | 293122 | 233224 |
| 3075 | 110 | 34 | 6 | 293116 | 233175 |
| 3125 | 123 | 23 | 14 | 293107 | 233125 |
| 3175 | 113 | 32 | 11 | 293099 | 233077 |
| 3225 | 104 | 24 | 14 | 293091 | 233027 |
| 3275 | 79 | 19 | 10 | 293081 | 232977 |
| 3325 | 200 | 63 | 10 | 293072 | 232928 |
| 3375 | 150 | 41 | 9 | 293062 | 232880 |
| 3426 | 110 | 29 | 9 | 293052 | 232830 |
| 3475 | 113 | 32 | 10 | 293042 | 232781 |
| 3525 | 121 | 34 | 11 | 293032 | 232732 |
| 3575 | 157 | 60 | 14 | 293018 | 232684 |
| 3625 | 93 | 42 | 6 | 293000 | 232637 |
| 3676 | 100 | 38 | 7 | 292978 | 232593 |
| 3726 | 91 | 35 | 8 | 292955 | 232548 |
| 3775 | 93 | 32 | 9 | 292931 | 232504 |
| 3826 | 121 | 33 | 8 | 292908 | 232460 |
| 3876 | 128 | 45 | 11 | 292885 | 232415 |
| 3926 | 101 | 29 | 12 | 292862 | 232371 |
| 3975 | 148 | 46 | 14 | 292842 | 232325 |
| 4025 | 170 | 49 | 19 | 292827 | 232277 |
| 4075 | 93 | 22 | 15 | 292815 | 232229 |
| 4126 | 105 | 28 | 20 | 292809 | 232179 |
| 4175 | 96 | 22 | 17 | 292806 | 232129 |
| 4226 | 100 | 24 | 15 | 292803 | 232079 |
| 4276 | 116 | 24 | 20 | 292801 | 232028 |
| 4325 | 152 | 36 | 29 | 292800 | 231978 |
| 4375 | 100 | 24 | 18 | 292799 | 231929 |
| 4425 | 95 | 21 | 21 | 292798 | 231878 |
| 4475 | 75 | 21 | 15 | 292798 | 231828 |
| 4525 | 77 | 23 | 15 | 292797 | 231778 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4575 | 98 | 36 | 17 | 292796 | 231728 |
| 4625 | 94 | 26 | 19 | 292795 | 231678 |
| 4675 | 120 | 34 | 16 | 292794 | 231628 |
| 4725 | 95 | 31 | 13 | 292794 | 231578 |
| 4775 | 103 | 32 | 8 | 292793 | 231528 |
| 4825 | 89 | 26 | 12 | 292795 | 231478 |
| 4876 | 95 | 34 | 5 | 292801 | 231428 |
| 4925 | 84 | 26 | 11 | 292813 | 231379 |
| 4975 | 161 | 51 | 12 | 292829 | 231331 |
| 5025 | 73 | 18 | 6 | 292846 | 231285 |
| 5125 | 73 | 26 | 5 | 292837 | 231240 |
| 5175 | 68 | 17 | 9 | 292791 | 231229 |
| 5225 | 93 | 20 | 16 | 292741 | 231220 |
| 5275 | 210 | 73 | 7 | 292692 | 231212 |
| 5325 | 233 | 79 | 9 | 292642 | 231203 |
| 5375 | 174 | 50 | 12 | 292594 | 231190 |
| 5425 | 138 | 40 | 19 | 292547 | 231174 |
| 5475 | 182 | 51 | 12 | 292500 | 231156 |
| 5525 | 133 | 41 | 14 | 292453 | 231138 |
| 5575 | 209 | 78 | 9 | 292406 | 231119 |
| 5625 | 202 | 84 | 13 | 292360 | 231102 |
| 5675 | 175 | 67 | 13 | 292313 | 231083 |
| 5725 | 114 | 35 | 10 | 292266 | 231065 |
| 5775 | 178 | 77 | 6 | 292220 | 231047 |
| 5825 | 210 | 110 | 6 | 292174 | 231029 |
| 5875 | 191 | 83 | 4 | 292127 | 231011 |
| 5925 | 207 | 79 | 2 | 292080 | 230993 |
| 5975 | 239 | 90 | 8 | 292034 | 230976 |
| 6025 | 181 | 70 | 12 | 291987 | 230958 |
| 6075 | 317 | 107 | 11 | 291939 | 230942 |
| 6125 | 334 | 122 | 21 | 291890 | 230930 |
| 6175 | 220 | 76 | 19 | 291841 | 230920 |
| 6225 | 178 | 72 | 15 | 291792 | 230912 |
| 6275 | 197 | 79 | 12 | 291742 | 230906 |
| 6325 | 286 | 111 | 14 | 291693 | 230899 |
| 6375 | 195 | 83 | 11 | 291643 | 230893 |
| 6425 | 152 | 59 | 14 | 291593 | 230887 |
| 6475 | 178 | 79 | 14 | 291544 | 230881 |
| 6525 | 207 | 84 | 10 | 291494 | 230875 |
| 6575 | 205 | 87 | 21 | 291444 | 230865 |
| 6625 | 274 | 114 | 11 | 291396 | 230853 |
| 6675 | 253 | 110 | 11 | 291349 | 230837 |
| 6725 | 196 | 77 | 11 | 291302 | 230817 |
| 6775 | 163 | 70 | 13 | 291258 | 230794 |
| 6825 | 143 | 60 | 10 | 291214 | 230770 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6875 | 148 | 62 | 9 | 291171 | 230745 |
| 6925 | 188 | 77 | 11 | 291128 | 230720 |
| 6975 | 172 | 76 | 8 | 291084 | 230694 |
| 7025 | 166 | 80 | 11 | 291042 | 230669 |
| 7075 | 225 | 83 | 12 | 290999 | 230644 |
| 7125 | 209 | 79 | 12 | 290956 | 230618 |
| 7175 | 210 | 99 | 11 | 290913 | 230592 |
| 7225 | 164 | 71 | 12 | 290871 | 230566 |
| 7275 | 138 | 42 | 14 | 290827 | 230540 |
| 7325 | 224 | 117 | 11 | 290784 | 230514 |
| 7375 | 217 | 87 | 10 | 290742 | 230488 |
| 7425 | 223 | 92 | 11 | 290699 | 230462 |
| 7475 | 235 | 90 | 13 | 290656 | 230436 |
| 7525 | 203 | 91 | 9 | 290614 | 230410 |
| 7575 | 255 | 108 | 13 | 290571 | 230384 |
| 7625 | 262 | 107 | 10 | 290528 | 230359 |
| 7675 | 223 | 84 | 11 | 290486 | 230333 |
| 7725 | 192 | 78 | 10 | 290443 | 230307 |
| 7775 | 236 | 91 | 8 | 290400 | 230281 |
| 7825 | 256 | 109 | 11 | 290357 | 230255 |
| 7875 | 204 | 104 | 5 | 290315 | 230229 |
| 7925 | 274 | 119 | 9 | 290272 | 230203 |
| 7975 | 281 | 118 | 10 | 290229 | 230177 |
| 8025 | 251 | 104 | 14 | 290186 | 230151 |
| 8075 | 231 | 100 | 11 | 290144 | 230124 |
| 8125 | 170 | 68 | 6 | 290101 | 230099 |
| 8175 | 170 | 88 | 2 | 290058 | 230073 |
| 8225 | 123 | 53 | 7 | 290017 | 230045 |
| 8275 | 161 | 74 | 8 | 289976 | 230016 |
| 8325 | 207 | 103 | 8 | 289937 | 229984 |
| 8375 | 181 | 75 | 8 | 289900 | 229951 |
| 8425 | 185 | 84 | 6 | 289863 | 229917 |
| 8475 | 231 | 92 | 10 | 289828 | 229881 |
| 8525 | 453 | 193 | 17 | 289792 | 229846 |
| 8575 | 423 | 154 | 19 | 289757 | 229811 |
| 8625 | 166 | 38 | 16 | 289721 | 229775 |
| 8675 | 270 | 62 | 27 | 289686 | 229740 |
| 8725 | 149 | 39 | 21 | 289651 | 229705 |
| 8775 | 312 | 194 | 18 | 289615 | 229669 |
| 8825 | 328 | 191 | 16 | 289580 | 229634 |
| 8875 | 268 | 150 | 20 | 289544 | 229598 |
| 8925 | 381 | 203 | 15 | 289508 | 229563 |
| 8975 | 318 | 190 | 13 | 289473 | 229528 |
| 9025 | 365 | 145 | 15 | 289437 | 229493 |
| 9075 | 358 | 197 | 14 | 289402 | 229458 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 9125 | 263 | 125 | 20 | 289366 | 229422 |
| 9175 | 229 | 75 | 14 | 289331 | 229386 |
| 9225 | 156 | 24 | 22 | 289296 | 229351 |
| 9275 | 365 | 138 | 22 | 289260 | 229316 |
| 9325 | 179 | 49 | 11 | 289225 | 229281 |
| 9375 | 255 | 111 | 14 | 289189 | 229245 |
| 9425 | 246 | 98 | 18 | 289153 | 229210 |
| 9475 | 329 | 168 | 21 | 289118 | 229175 |
| 9525 | 308 | 132 | 22 | 289083 | 229140 |
| 9575 | 320 | 140 | 26 | 289047 | 229104 |
| 9625 | 239 | 103 | 10 | 289011 | 229069 |
| 9675 | 260 | 122 | 10 | 288976 | 229033 |
| 9725 | 504 | 170 | 27 | 288941 | 228997 |
| 9775 | 388 | 98 | 47 | 288906 | 228962 |
| 9825 | 345 | 86 | 39 | 288870 | 228927 |
| 9875 | 357 | 86 | 41 | 288835 | 228891 |
| 9925 | 373 | 99 | 39 | 288800 | 228855 |
| 9975 | 369 | 104 | 42 | 288765 | 228820 |
| 10025 | 414 | 126 | 41 | 288730 | 228784 |
| 10075 | 390 | 124 | 39 | 288694 | 228749 |
| 10125 | 169 | 48 | 19 | 288659 | 228713 |
| 10175 | 153 | 37 | 31 | 288624 | 228677 |
| 10225 | 179 | 38 | 41 | 288589 | 228641 |
| 10275 | 181 | 47 | 43 | 288553 | 228606 |
| 10325 | 130 | 24 | 38 | 288518 | 228571 |
| 10375 | 147 | 32 | 33 | 288483 | 228535 |
| 10425 | 143 | 28 | 37 | 288448 | 228500 |
| 10475 | 134 | 34 | 34 | 288413 | 228464 |
| 10525 | 124 | 35 | 26 | 288377 | 228429 |
| 10575 | 139 | 38 | 31 | 288342 | 228394 |
| 10625 | 111 | 23 | 24 | 288307 | 228358 |
| 10675 | 110 | 14 | 34 | 288272 | 228323 |
| 10725 | 184 | 34 | 31 | 288235 | 228288 |
| 10775 | 139 | 33 | 18 | 288200 | 228253 |
| 10825 | 290 | 52 | 20 | 288164 | 228218 |
| 10875 | 119 | 24 | 21 | 288131 | 228181 |
| 10925 | 274 | 106 | 29 | 288095 | 228147 |
| 10975 | 280 | 89 | 29 | 288059 | 228111 |
| 11025 | 107 | 14 | 28 | 288024 | 228076 |
| 11075 | 328 | 78 | 28 | 287988 | 228041 |
| 11125 | 135 | 38 | 18 | 287953 | 228006 |
| 11135 | 66 | 15 | 20 | 287954 | 227971 |
| 11185 | 161 | 54 | 24 | 287989 | 227937 |
| 11225 | 140 | 47 | 21 | 288022 | 227898 |
| 11275 | 294 | 108 | 28 | 288042 | 227854 |

| Proposed Haul Route Maynooth - Clane | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 11325 | 338 | 126 | 34 | 288054 | 227806 |
| 11375 | 284 | 77 | 39 | 288060 | 227757 |
| 11425 | 292 | 103 | 28 | 288061 | 227706 |
| 11475 | 263 | 84 | 33 | 288055 | 227657 |
| 11525 | 343 | 97 | 48 | 288050 | 227608 |
| 11575 | 355 | 146 | 26 | 288044 | 227558 |
| 11625 | 317 | 102 | 39 | 288040 | 227508 |
| 11675 | 111 | 32 | 17 | 288036 | 227458 |
| 11725 | 51 | 18 | 12 | 288030 | 227409 |
| 11825 | 108 | 30 | 23 | 288010 | 227364 |
| 11875 | 100 | 28 | 22 | 287982 | 227323 |
| 11925 | 185 | 36 | 41 | 287947 | 227289 |
| 11975 | 144 | 44 | 19 | 287904 | 227264 |
| 12025 | 81 | 20 | 18 | 287855 | 227251 |

| Proposed Haul Route Kildare - Milltown | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 180 | 72 | 3 | 276165 | 217739 |
| 50 | 451 | 194 | 2 | 276123 | 217707 |
| 100 | 292 | 149 | 3 | 276085 | 217678 |
| 150 | 240 | 116 | 5 | 276046 | 217645 |
| 200 | 268 | 93 | 12 | 276009 | 217614 |
| 250 | 242 | 82 | 8 | 275970 | 217583 |
| 300 | 232 | 100 | 18 | 275931 | 217552 |
| 350 | 168 | 52 | 23 | 275885 | 217533 |
| 400 | 185 | 49 | 20 | 275837 | 217521 |
| 450 | 271 | 129 | 9 | 275788 | 217508 |
| 500 | 246 | 89 | 17 | 275740 | 217493 |
| 550 | 364 | 120 | 77 | 275693 | 217481 |
| 600 | 254 | 61 | 67 | 275643 | 217481 |
| 650 | 243 | 97 | 14 | 275597 | 217466 |
| 700 | 239 | 82 | 14 | 275565 | 217429 |
| 750 | 274 | 81 | 26 | 275548 | 217383 |
| 800 | 444 | 121 | 59 | 275533 | 217335 |
| 850 | 515 | 116 | 79 | 275518 | 217287 |
| 900 | 506 | 118 | 87 | 275504 | 217240 |
| 950 | 431 | 86 | 77 | 275488 | 217192 |
| 1000 | 326 | 72 | 41 | 275473 | 217145 |
| 1050 | 275 | 60 | 24 | 275458 | 217097 |
| 1100 | 280 | 81 | 18 | 275444 | 217049 |
| 1150 | 394 | 145 | 20 | 275429 | 217001 |
| 1200 | 328 | 95 | 29 | 275414 | 216953 |
| 1250 | 612 | 213 | 36 | 275400 | 216906 |
| 1300 | 391 | 127 | 41 | 275384 | 216859 |
| 1350 | 224 | 126 | 11 | 275370 | 216811 |
| 1400 | 271 | 82 | 46 | 275355 | 216764 |
| 1450 | 305 | 92 | 27 | 275339 | 216715 |
| 1500 | 291 | 72 | 36 | 275324 | 216668 |
| 1550 | 452 | 148 | 47 | 275310 | 216621 |
| 1600 | 481 | 162 | 74 | 275295 | 216573 |
| 1650 | 396 | 124 | 71 | 275280 | 216525 |
| 1700 | 408 | 147 | 60 | 275266 | 216477 |
| 1750 | 382 | 138 | 71 | 275250 | 216430 |
| 1800 | 324 | 117 | 32 | 275235 | 216381 |
| 1850 | 286 | 98 | 16 | 275218 | 216333 |
| 1900 | 182 | 71 | 11 | 275204 | 216287 |
| 1950 | 254 | 119 | 5 | 275191 | 216240 |
| 2000 | 302 | 114 | 7 | 275177 | 216191 |
| 2050 | 269 | 77 | 14 | 275163 | 216143 |
| 2100 | 206 | 76 | 7 | 275147 | 216097 |
| 2150 | 258 | 116 | 5 | 275128 | 216050 |
| 2200 | 241 | 103 | 9 | 275107 | 216005 |

| Proposed Haul Route Kildare - Milltown | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2250 | 200 | 79 | 10 | 275086 | 215958 |
| 2300 | 248 | 100 | 9 | 275068 | 215913 |
| 2350 | 212 | 82 | 13 | 275033 | 215872 |
| 2400 | 278 | 95 | 12 | 275007 | 215833 |
| 2450 | 265 | 82 | 11 | 274984 | 215789 |
| 2500 | 222 | 66 | 11 | 274983 | 215741 |
| 2550 | 255 | 76 | 11 | 274992 | 215693 |
| 2600 | 288 | 108 | 8 | 274973 | 215646 |
| 2650 | 499 | 212 | 7 | 274951 | 215601 |
| 2700 | 257 | 109 | 8 | 274928 | 215556 |
| 2750 | 361 | 137 | 6 | 274906 | 215512 |
| 2800 | 507 | 194 | 5 | 274885 | 215467 |
| 2850 | 243 | 94 | 7 | 274863 | 215422 |
| 2900 | 448 | 186 | 4 | 274840 | 215377 |
| 2950 | 313 | 99 | 14 | 274818 | 215331 |
| 3000 | 360 | 136 | 18 | 274796 | 215287 |
| 3050 | 580 | 238 | 20 | 274774 | 215243 |
| 3100 | 442 | 172 | 17 | 274752 | 215198 |
| 3150 | 402 | 156 | 9 | 274730 | 215152 |
| 3200 | 367 | 142 | 10 | 274707 | 215108 |
| 3250 | 162 | 55 | 10 | 274686 | 215062 |
| 3300 | 226 | 64 | 14 | 274659 | 215021 |
| 3350 | 170 | 60 | 9 | 274624 | 214986 |
| 3400 | 199 | 60 | 14 | 274586 | 214953 |
| 3450 | 351 | 161 | 9 | 274549 | 214920 |
| 3500 | 276 | 95 | 10 | 274512 | 214887 |
| 3550 | 311 | 110 | 12 | 274475 | 214853 |
| 3600 | 319 | 94 | 23 | 274438 | 214820 |
| 3650 | 226 | 67 | 13 | 274400 | 214786 |
| 3700 | 235 | 69 | 16 | 274363 | 214753 |
| 3750 | 389 | 148 | 16 | 274326 | 214721 |
| 3800 | 317 | 121 | 15 | 274288 | 214687 |
| 3850 | 383 | 138 | 13 | 274251 | 214654 |
| 3900 | 453 | 179 | 14 | 274213 | 214620 |
| 3950 | 504 | 167 | 20 | 274176 | 214589 |
| 4000 | 474 | 197 | 20 | 274138 | 214557 |
| 4050 | 385 | 138 | 12 | 274100 | 214524 |
| 4100 | 316 | 117 | 12 | 274061 | 214492 |
| 4150 | 359 | 121 | 18 | 274023 | 214460 |
| 4200 | 340 | 118 | 12 | 273985 | 214428 |
| 4250 | 310 | 100 | 13 | 273947 | 214395 |
| 4300 | 256 | 78 | 15 | 273909 | 214364 |
| 4350 | 329 | 120 | 12 | 273871 | 214332 |
| 4400 | 561 | 245 | 15 | 273833 | 214299 |
| 4450 | 490 | 228 | 10 | 273794 | 214266 |

| Proposed Haul Route Kildare - Milltown | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4500 | 376 | 164 | 3 | 273756 | 214234 |
| 4550 | 674 | 315 | 5 | 273719 | 214202 |
| 4600 | 594 | 263 | 15 | 273680 | 214170 |
| 4650 | 585 | 295 | 12 | 273644 | 214137 |
| 4700 | 455 | 181 | 17 | 273611 | 214100 |
| 4750 | 309 | 131 | 15 | 273583 | 214057 |
| 4800 | 249 | 111 | 9 | 273563 | 214014 |
| 4850 | 351 | 123 | 13 | 273548 | 213965 |
| 4900 | 362 | 137 | 10 | 273534 | 213918 |
| 4950 | 349 | 142 | 7 | 273517 | 213871 |
| 5000 | 400 | 159 | 6 | 273500 | 213824 |
| 5050 | 390 | 152 | 9 | 273484 | 213778 |
| 5100 | 444 | 147 | 21 | 273468 | 213731 |
| 5150 | 399 | 113 | 18 | 273455 | 213684 |
| 5200 | 328 | 162 | 11 | 273439 | 213636 |
| 5250 | 188 | 80 | 14 | 273414 | 213591 |
| 5300 | 186 | 71 | 8 | 273389 | 213547 |
| 5350 | 397 | 194 | 9 | 273370 | 213502 |
| 5400 | 317 | 132 | 6 | 273357 | 213453 |
| 5450 | 224 | 69 | 5 | 273348 | 213405 |
| 5500 | 137 | 58 | 7 | 273338 | 213355 |
| 5550 | 297 | 164 | 8 | 273336 | 213306 |
| 5600 | 285 | 138 | 10 | 273333 | 213256 |
| 5650 | 199 | 107 | 114 | 273321 | 213207 |
| 5700 | 412 | 259 | 9 | 273298 | 213163 |
| 5900 | 403 | 183 | 16 | 273170 | 213011 |
| 5950 | 602 | 253 | 8 | 273144 | 212968 |
| 6000 | 131 | 53 | 8 | 273125 | 212923 |
| 6050 | 265 | 113 | 8 | 273109 | 212876 |
| 6100 | 387 | 168 | 11 | 273091 | 212830 |
| 6150 | 140 | 48 | 10 | 273073 | 212782 |
| 6200 | 190 | 66 | 6 | 273054 | 212736 |
| 6250 | 323 | 164 | 15 | 273037 | 212691 |
| 6300 | 152 | 78 | 7 | 273020 | 212642 |
| 6350 | 248 | 91 | 12 | 273003 | 212591 |
| 6400 | 185 | 63 | 24 | 272987 | 212546 |
| 6450 | 152 | 40 | 24 | 272972 | 212498 |
| 6500 | 153 | 37 | 44 | 272976 | 212447 |
| 6550 | 196 | 69 | 28 | 272962 | 212400 |
| 6600 | 287 | 92 | 12 | 272922 | 212370 |
| 6650 | 497 | 180 | 36 | 272893 | 212334 |
| 6700 | 469 | 215 | 16 | 272877 | 212288 |
| 6750 | 488 | 245 | 14 | 272871 | 212240 |
| 6800 | 254 | 70 | 7 | 272868 | 212190 |
| 6850 | 566 | 288 | 10 | 272838 | 212138 |

| Proposed Haul Route Kildare - Milltown | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6900 | 604 | 241 | 21 | 272818 | 212103 |
| 6950 | 217 | 70 | 12 | 272797 | 212058 |
| 7000 | 221 | 102 | 10 | 272784 | 212011 |
| 7050 | 305 | 134 | 11 | 272774 | 211961 |
| 7100 | 124 | 30 | 18 | 272765 | 211912 |
| 7150 | 131 | 49 | 6 | 272755 | 211863 |
| 7200 | 115 | 40 | 6 | 272738 | 211816 |
| 7350 | 97 | 40 | 9 | 272648 | 211697 |
| 7400 | 123 | 41 | 6 | 272614 | 211660 |
| 7450 | 123 | 37 | 11 | 272581 | 211621 |
| 7500 | 82 | 26 | 9 | 272547 | 211586 |
| 7550 | 97 | 28 | 9 | 272507 | 211556 |
| 7600 | 182 | 77 | 10 | 272459 | 211535 |
| 7650 | 144 | 63 | 7 | 272412 | 211529 |
| 7700 | 98 | 36 | 13 | 272365 | 211523 |
| 7750 | 170 | 58 | 13 | 272368 | 211573 |
| 7800 | 94 | 31 | 6 | 272367 | 211622 |
| 7850 | 74 | 34 | 7 | 272357 | 211661 |

| Proposed Haul Route Kildare - Milltown | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 273 | 110 | 4 | 276142 | 217727 |
| 75 | 395 | 201 | 2 | 276102 | 217698 |
| 125 | 197 | 108 | 4 | 276065 | 217664 |
| 175 | 282 | 82 | 5 | 276030 | 217638 |
| 225 | 814 | 315 | 3 | 275987 | 217602 |
| 275 | 185 | 66 | 12 | 275948 | 217569 |
| 375 | 169 | 35 | 28 | 275859 | 217528 |
| 425 | 249 | 77 | 26 | 275811 | 217519 |
| 475 | 378 | 215 | 10 | 275763 | 217505 |
| 525 | 500 | 155 | 54 | 275715 | 217490 |
| 575 | 422 | 158 | 55 | 275667 | 217484 |
| 625 | 174 | 68 | 16 | 275617 | 217483 |
| 675 | 231 | 84 | 14 | 275577 | 217452 |
| 725 | 177 | 34 | 40 | 275552 | 217409 |
| 775 | 270 | 57 | 36 | 275537 | 217362 |
| 825 | 359 | 92 | 52 | 275522 | 217313 |
| 875 | 554 | 105 | 92 | 275507 | 217266 |
| 925 | 595 | 122 | 120 | 275492 | 217218 |
| 975 | 480 | 88 | 98 | 275477 | 217170 |
| 1025 | 279 | 48 | 66 | 275462 | 217122 |
| 1075 | 267 | 66 | 37 | 275447 | 217074 |
| 1125 | 183 | 53 | 17 | 275434 | 217027 |
| 1175 | 293 | 133 | 13 | 275418 | 216980 |
| 1225 | 590 | 240 | 25 | 275403 | 216934 |
| 1275 | 513 | 168 | 38 | 275388 | 216885 |
| 1325 | 381 | 118 | 75 | 275373 | 216836 |
| 1375 | 436 | 161 | 42 | 275358 | 216790 |
| 1425 | 262 | 91 | 53 | 275343 | 216741 |
| 1475 | 452 | 179 | 20 | 275329 | 216692 |
| 1525 | 392 | 85 | 87 | 275314 | 216646 |
| 1575 | 296 | 99 | 52 | 275301 | 216598 |
| 1625 | 399 | 106 | 92 | 275285 | 216550 |
| 1675 | 363 | 125 | 70 | 275269 | 216503 |
| 1725 | 279 | 125 | 64 | 275256 | 216454 |
| 1775 | 286 | 132 | 39 | 275240 | 216407 |
| 1825 | 355 | 138 | 23 | 275224 | 216360 |
| 1875 | 394 | 137 | 17 | 275207 | 216313 |
| 1925 | 237 | 95 | 6 | 275194 | 216266 |
| 1975 | 169 | 72 | 5 | 275181 | 216216 |
| 2025 | 318 | 111 | 19 | 275168 | 216169 |
| 2075 | 222 | 80 | 9 | 275153 | 216122 |
| 2125 | 140 | 60 | 7 | 275135 | 216074 |
| 2175 | 252 | 87 | 11 | 275115 | 216031 |
| 2225 | 267 | 101 | 8 | 275093 | 215984 |
| 2275 | 264 | 102 | 16 | 275074 | 215938 |

| Proposed Haul Route Kildare - Milltown | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2325 | 166 | 62 | 7 | 275050 | 215894 |
| 2375 | 429 | 188 | 15 | 275017 | 215857 |
| 2425 | 314 | 114 | 11 | 274992 | 215813 |
| 2475 | 273 | 105 | 7 | 274975 | 215767 |
| 2525 | 235 | 79 | 8 | 274986 | 215718 |
| 2575 | 525 | 209 | 9 | 274981 | 215672 |
| 2625 | 462 | 167 | 9 | 274958 | 215625 |
| 2675 | 426 | 172 | 7 | 274936 | 215580 |
| 2725 | 753 | 326 | 6 | 274914 | 215536 |
| 2775 | 303 | 100 | 10 | 274892 | 215491 |
| 2825 | 265 | 100 | 4 | 274871 | 215447 |
| 2875 | 681 | 273 | 4 | 274848 | 215402 |
| 2925 | 352 | 123 | 11 | 274827 | 215359 |
| 2975 | 307 | 105 | 19 | 274804 | 215313 |
| 3025 | 458 | 131 | 22 | 274781 | 215268 |
| 3075 | 495 | 163 | 19 | 274759 | 215224 |
| 3125 | 364 | 142 | 14 | 274737 | 215179 |
| 3175 | 354 | 132 | 12 | 274715 | 215134 |
| 3225 | 382 | 133 | 12 | 274694 | 215088 |
| 3275 | 198 | 64 | 11 | 274671 | 215044 |
| 3325 | 208 | 69 | 12 | 274639 | 215006 |
| 3375 | 232 | 67 | 15 | 274604 | 214975 |
| 3425 | 298 | 100 | 14 | 274564 | 214940 |
| 3475 | 462 | 203 | 12 | 274528 | 214908 |
| 3525 | 432 | 196 | 13 | 274490 | 214875 |
| 3575 | 308 | 123 | 21 | 274453 | 214841 |
| 3625 | 386 | 139 | 21 | 274416 | 214808 |
| 3675 | 467 | 157 | 28 | 274379 | 214775 |
| 3725 | 543 | 181 | 26 | 274341 | 214741 |
| 3775 | 461 | 169 | 19 | 274303 | 214708 |
| 3825 | 433 | 173 | 15 | 274267 | 214676 |
| 3875 | 504 | 207 | 20 | 274229 | 214642 |
| 3925 | 474 | 205 | 14 | 274191 | 214610 |
| 3975 | 419 | 185 | 12 | 274154 | 214577 |
| 4025 | 366 | 141 | 20 | 274115 | 214545 |
| 4075 | 527 | 212 | 16 | 274077 | 214513 |
| 4125 | 332 | 122 | 14 | 274039 | 214481 |
| 4175 | 356 | 139 | 20 | 274001 | 214449 |
| 4225 | 319 | 120 | 16 | 273963 | 214416 |
| 4275 | 396 | 150 | 23 | 273925 | 214384 |
| 4325 | 279 | 104 | 22 | 273886 | 214352 |
| 4375 | 385 | 140 | 18 | 273849 | 214320 |
| 4425 | 467 | 198 | 18 | 273810 | 214287 |
| 4475 | 569 | 225 | 16 | 273772 | 214255 |
| 4525 | 520 | 257 | 4 | 273735 | 214223 |

| Proposed Haul Route Kildare - Milltown | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4575 | 649 | 271 | 11 | 273697 | 214191 |
| 4625 | 694 | 265 | 17 | 273659 | 214157 |
| 4675 | 846 | 398 | 21 | 273623 | 214123 |
| 4725 | 503 | 184 | 18 | 273593 | 214084 |
| 4775 | 232 | 78 | 12 | 273568 | 214039 |
| 4825 | 258 | 86 | 15 | 273551 | 213991 |
| 4875 | 334 | 106 | 19 | 273537 | 213946 |
| 4925 | 285 | 102 | 12 | 273522 | 213896 |
| 4975 | 399 | 150 | 11 | 273505 | 213851 |
| 5025 | 282 | 98 | 13 | 273488 | 213803 |
| 5075 | 189 | 72 | 11 | 273469 | 213752 |
| 5125 | 248 | 86 | 16 | 273456 | 213705 |
| 5175 | 321 | 121 | 10 | 273444 | 213660 |
| 5225 | 702 | 243 | 32 | 273422 | 213614 |
| 5275 | 508 | 215 | 11 | 273397 | 213572 |
| 5325 | 510 | 211 | 13 | 273376 | 213528 |
| 5375 | 274 | 101 | 9 | 273359 | 213479 |
| 5425 | 396 | 163 | 9 | 273349 | 213431 |
| 5475 | 626 | 285 | 11 | 273341 | 213384 |
| 5525 | 293 | 110 | 13 | 273334 | 213331 |
| 5575 | 305 | 124 | 11 | 273331 | 213283 |
| 5625 | 289 | 72 | 14 | 273323 | 213234 |
| 5675 | 277 | 88 | 9 | 273306 | 213187 |
| 5725 | 340 | 129 | 10 | 273278 | 213145 |
| 5775 | 295 | 98 | 29 | 273245 | 213107 |
| 5975 | 313 | 128 | 8 | 273130 | 212946 |
| 6025 | 350 | 135 | 6 | 273111 | 212899 |
| 6075 | 272 | 79 | 13 | 273096 | 212853 |
| 6125 | 275 | 117 | 12 | 273078 | 212808 |
| 6175 | 235 | 116 | 8 | 273060 | 212759 |
| 6225 | 393 | 181 | 7 | 273041 | 212712 |
| 6275 | 264 | 93 | 8 | 273023 | 212666 |
| 6325 | 233 | 74 | 3 | 273004 | 212610 |
| 6375 | 359 | 157 | 9 | 272988 | 212562 |
| 6425 | 423 | 153 | 24 | 272971 | 212515 |
| 6475 | 309 | 119 | 23 | 272970 | 212465 |
| 6525 | 255 | 87 | 20 | 272966 | 212417 |
| 6575 | 230 | 80 | 12 | 272935 | 212381 |
| 6625 | 379 | 101 | 28 | 272894 | 212353 |
| 6675 | 252 | 119 | 21 | 272878 | 212305 |
| 6725 | 467 | 198 | 21 | 272864 | 212257 |
| 6775 | 444 | 222 | 21 | 272870 | 212209 |
| 6825 | 1210 | 732 | 7 | 272853 | 212170 |
| 6875 | 603 | 201 | 40 | 272824 | 212119 |
| 6925 | 638 | 317 | 5 | 272800 | 212077 |

| Proposed Haul Route Kildare - Milltown | | | | | |
|---|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 6975 | 558 | 271 | 6 | 272784 | 212028 |
| 7025 | 293 | 136 | 11 | 272773 | 211980 |
| 7075 | 130 | 39 | 14 | 272764 | 211931 |
| 7125 | 114 | 42 | 8 | 272757 | 211882 |
| 7175 | 119 | 39 | 8 | 272742 | 211835 |
| 7225 | 154 | 54 | 15 | 272720 | 211791 |
| 7375 | 103 | 36 | 9 | 272623 | 211676 |
| 7425 | 122 | 41 | 8 | 272590 | 211639 |
| 7475 | 95 | 27 | 10 | 272556 | 211601 |
| 7525 | 78 | 27 | 8 | 272511 | 211563 |
| 7575 | 94 | 31 | 10 | 272476 | 211545 |
| 7625 | 141 | 55 | 9 | 272427 | 211535 |
| 7675 | 208 | 56 | 18 | 272384 | 211547 |
| 7775 | 158 | 62 | 9 | 272376 | 211596 |
| 7825 | 68 | 24 | 7 | 272377 | 211645 |

| Haul Route No. 1.2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 110 | 35 | 6 | 285695 | 227309 |
| 50 | 92 | 36 | 4 | 285710 | 227261 |
| 100 | 84 | 39 | 3 | 285726 | 227211 |
| 150 | 90 | 38 | 5 | 285741 | 227164 |
| 200 | 141 | 42 | 4 | 285756 | 227117 |
| 250 | 166 | 53 | 6 | 285771 | 227069 |
| 300 | 185 | 53 | 17 | 285786 | 227021 |
| 350 | 139 | 43 | 9 | 285801 | 226974 |
| 400 | 120 | 33 | 13 | 285816 | 226926 |
| 451 | 139 | 36 | 12 | 285832 | 226878 |
| 500 | 117 | 31 | 14 | 285852 | 226833 |
| 550 | 151 | 45 | 22 | 285879 | 226792 |
| 601 | 138 | 46 | 18 | 285909 | 226751 |
| 650 | 93 | 17 | 30 | 285940 | 226712 |
| 700 | 171 | 59 | 7 | 285978 | 226680 |
| 751 | 97 | 34 | 9 | 286020 | 226654 |
| 800 | 296 | 101 | 16 | 286063 | 226627 |
| 850 | 176 | 54 | 11 | 286103 | 226599 |
| 900 | 217 | 58 | 15 | 286144 | 226570 |
| 950 | 207 | 72 | 8 | 286185 | 226540 |
| 1000 | 173 | 52 | 9 | 286225 | 226512 |
| 1050 | 217 | 56 | 12 | 286267 | 226486 |
| 1100 | 179 | 40 | 19 | 286309 | 226455 |
| 1150 | 175 | 47 | 17 | 286350 | 226428 |
| 1201 | 150 | 39 | 17 | 286394 | 226402 |
| 1251 | 149 | 32 | 17 | 286435 | 226374 |
| 1301 | 186 | 45 | 15 | 286477 | 226347 |
| 1351 | 130 | 32 | 17 | 286519 | 226321 |
| 1400 | 145 | 33 | 16 | 286561 | 226295 |
| 1451 | 165 | 42 | 10 | 286604 | 226268 |
| 1500 | 124 | 37 | 10 | 286646 | 226241 |
| 1551 | 151 | 45 | 8 | 286689 | 226214 |
| 1600 | 170 | 51 | 10 | 286730 | 226188 |
| 1651 | 168 | 45 | 25 | 286773 | 226161 |
| 1700 | 181 | 54 | 16 | 286815 | 226134 |
| 1751 | 166 | 49 | 15 | 286858 | 226107 |
| 1801 | 113 | 31 | 12 | 286900 | 226081 |
| 1851 | 103 | 29 | 7 | 286942 | 226054 |
| 1900 | 126 | 46 | 8 | 286985 | 226028 |
| 1950 | 116 | 46 | 7 | 287029 | 226006 |
| 2000 | 116 | 41 | 5 | 287076 | 225988 |
| 2050 | 134 | 37 | 7 | 287123 | 225972 |
| 2100 | 92 | 31 | 9 | 287172 | 225961 |
| 2150 | 138 | 32 | 17 | 287216 | 225938 |
| 2200 | 172 | 49 | 22 | 287256 | 225908 |

| Haul Route No. 1.2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2250 | 131 | 44 | 11 | 287296 | 225878 |
| 2300 | 114 | 48 | 6 | 287335 | 225848 |
| 2350 | 140 | 60 | 5 | 287371 | 225813 |
| 2401 | 65 | 28 | 4 | 287404 | 225774 |
| 2450 | 93 | 36 | 3 | 287435 | 225736 |
| 2501 | 102 | 40 | 3 | 287467 | 225697 |
| 2550 | 191 | 60 | 6 | 287500 | 225659 |
| 2600 | 133 | 35 | 8 | 287532 | 225621 |
| 2650 | 181 | 65 | 7 | 287563 | 225581 |
| 2700 | 131 | 35 | 9 | 287585 | 225537 |
| 2750 | 187 | 58 | 18 | 287580 | 225488 |
| 2800 | 188 | 46 | 17 | 287570 | 225439 |
| 2851 | 224 | 54 | 21 | 287561 | 225389 |
| 2901 | 159 | 28 | 29 | 287553 | 225340 |
| 2950 | 195 | 43 | 30 | 287549 | 225291 |
| 3000 | 239 | 57 | 28 | 287546 | 225241 |
| 3050 | 260 | 48 | 41 | 287545 | 225191 |
| 3100 | 182 | 44 | 22 | 287542 | 225140 |
| 3150 | 201 | 53 | 27 | 287539 | 225092 |
| 3200 | 228 | 60 | 17 | 287537 | 225042 |
| 3250 | 61 | 13 | 19 | 287555 | 224996 |
| 3301 | 111 | 22 | 21 | 287589 | 224960 |
| 3350 | 239 | 75 | 17 | 287633 | 224937 |
| 3400 | 398 | 126 | 18 | 287677 | 224913 |
| 3450 | 238 | 62 | 17 | 287721 | 224891 |
| 3500 | 317 | 75 | 17 | 287766 | 224868 |
| 3550 | 401 | 128 | 16 | 287810 | 224845 |
| 3601 | 290 | 81 | 27 | 287854 | 224819 |
| 3650 | 461 | 109 | 50 | 287891 | 224785 |
| 3700 | 662 | 172 | 59 | 287926 | 224749 |
| 3750 | 361 | 87 | 47 | 287960 | 224712 |
| 3800 | 275 | 27 | 51 | 287995 | 224677 |
| 3851 | 423 | 129 | 54 | 288031 | 224642 |
| 3901 | 430 | 112 | 57 | 288067 | 224607 |
| 3951 | 202 | 56 | 13 | 288100 | 224570 |
| 4001 | 157 | 26 | 45 | 288133 | 224532 |
| 4051 | 144 | 20 | 37 | 288180 | 224527 |
| 4100 | 283 | 96 | 13 | 288226 | 224540 |
| 4151 | 319 | 132 | 11 | 288274 | 224557 |
| 4200 | 274 | 98 | 12 | 288322 | 224571 |
| 4250 | 161 | 46 | 31 | 288369 | 224584 |
| 4301 | 169 | 71 | 8 | 288418 | 224600 |
| 4350 | 65 | 17 | 10 | 288468 | 224607 |
| 4400 | 177 | 39 | 33 | 288518 | 224609 |
| 4451 | 66 | 11 | 18 | 288568 | 224611 |

| Haul Route No. 1.2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4501 | 78 | 13 | 23 | 288618 | 224613 |
| 4550 | 248 | 86 | 14 | 288667 | 224615 |
| 4600 | 99 | 19 | 17 | 288718 | 224617 |
| 4650 | 39 | 17 | 6 | 288763 | 224622 |

| Haul Route No. 1.2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 172 | 53 | 9 | 285697 | 227287 |
| 75 | 82 | 32 | 3 | 285713 | 227238 |
| 126 | 106 | 45 | 4 | 285728 | 227190 |
| 176 | 131 | 58 | 3 | 285743 | 227142 |
| 226 | 53 | 19 | 6 | 285758 | 227095 |
| 276 | 135 | 57 | 8 | 285773 | 227047 |
| 326 | 182 | 51 | 24 | 285788 | 227000 |
| 375 | 145 | 43 | 16 | 285803 | 226952 |
| 425 | 209 | 70 | 13 | 285819 | 226905 |
| 475 | 205 | 78 | 9 | 285834 | 226858 |
| 525 | 173 | 53 | 12 | 285859 | 226814 |
| 576 | 126 | 29 | 17 | 285887 | 226772 |
| 626 | 156 | 30 | 20 | 285917 | 226733 |
| 675 | 182 | 63 | 13 | 285951 | 226695 |
| 725 | 190 | 54 | 12 | 285992 | 226666 |
| 775 | 91 | 18 | 26 | 286034 | 226640 |
| 825 | 169 | 42 | 16 | 286076 | 226612 |
| 875 | 164 | 52 | 11 | 286117 | 226584 |
| 925 | 197 | 61 | 26 | 286157 | 226554 |
| 976 | 164 | 49 | 9 | 286199 | 226526 |
| 1025 | 123 | 34 | 8 | 286240 | 226497 |
| 1076 | 175 | 41 | 17 | 286280 | 226467 |
| 1125 | 220 | 64 | 14 | 286323 | 226443 |
| 1175 | 174 | 44 | 14 | 286365 | 226416 |
| 1225 | 115 | 38 | 25 | 286407 | 226389 |
| 1275 | 159 | 39 | 19 | 286449 | 226361 |
| 1327 | 118 | 31 | 10 | 286491 | 226335 |
| 1375 | 141 | 35 | 33 | 286533 | 226307 |
| 1425 | 133 | 44 | 7 | 286575 | 226280 |
| 1475 | 166 | 59 | 10 | 286618 | 226254 |
| 1525 | 91 | 19 | 20 | 286660 | 226227 |
| 1575 | 175 | 53 | 16 | 286702 | 226200 |
| 1625 | 207 | 63 | 11 | 286744 | 226173 |
| 1675 | 161 | 42 | 19 | 286786 | 226147 |
| 1726 | 163 | 44 | 14 | 286828 | 226120 |
| 1776 | 190 | 58 | 11 | 286871 | 226093 |
| 1825 | 129 | 36 | 24 | 286913 | 226067 |
| 1876 | 137 | 42 | 6 | 286956 | 226040 |
| 1926 | 122 | 55 | 4 | 286999 | 226015 |
| 1976 | 84 | 14 | 12 | 287045 | 225995 |
| 2026 | 194 | 63 | 9 | 287091 | 225977 |
| 2075 | 133 | 33 | 13 | 287140 | 225964 |
| 2125 | 82 | 17 | 17 | 287188 | 225950 |
| 2175 | 154 | 41 | 20 | 287229 | 225923 |
| 2225 | 75 | 17 | 19 | 287269 | 225893 |

| Haul Route No. 1.2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2275 | 150 | 50 | 7 | 287309 | 225863 |
| 2326 | 93 | 31 | 7 | 287347 | 225830 |
| 2376 | 64 | 28 | 4 | 287380 | 225794 |
| 2425 | 69 | 31 | 4 | 287413 | 225756 |
| 2476 | 125 | 48 | 3 | 287445 | 225717 |
| 2525 | 170 | 47 | 6 | 287477 | 225679 |
| 2575 | 102 | 30 | 8 | 287510 | 225641 |
| 2625 | 198 | 42 | 17 | 287541 | 225603 |
| 2675 | 100 | 29 | 6 | 287571 | 225565 |
| 2725 | 134 | 40 | 8 | 287580 | 225516 |
| 2775 | 146 | 57 | 16 | 287571 | 225467 |
| 2825 | 125 | 27 | 18 | 287562 | 225418 |
| 2875 | 150 | 24 | 27 | 287552 | 225369 |
| 2926 | 233 | 66 | 27 | 287545 | 225320 |
| 2976 | 202 | 48 | 36 | 287543 | 225269 |
| 3025 | 173 | 41 | 24 | 287541 | 225219 |
| 3075 | 130 | 29 | 35 | 287538 | 225169 |
| 3125 | 82 | 13 | 22 | 287536 | 225119 |
| 3175 | 119 | 21 | 30 | 287533 | 225069 |
| 3225 | 197 | 30 | 55 | 287539 | 225019 |
| 3275 | 130 | 34 | 18 | 287562 | 224976 |
| 3326 | 219 | 60 | 20 | 287601 | 224946 |
| 3375 | 251 | 57 | 18 | 287647 | 224923 |
| 3426 | 266 | 53 | 20 | 287692 | 224901 |
| 3476 | 441 | 140 | 11 | 287736 | 224878 |
| 3525 | 284 | 50 | 22 | 287780 | 224855 |
| 3576 | 339 | 70 | 20 | 287824 | 224831 |
| 3625 | 301 | 50 | 36 | 287866 | 224804 |
| 3675 | 574 | 131 | 60 | 287900 | 224768 |
| 3726 | 476 | 101 | 52 | 287936 | 224732 |
| 3776 | 350 | 85 | 52 | 287967 | 224693 |
| 3826 | 819 | 219 | 68 | 288007 | 224659 |
| 3875 | 634 | 171 | 69 | 288042 | 224623 |
| 3925 | 304 | 47 | 63 | 288078 | 224590 |
| 3975 | 264 | 71 | 35 | 288109 | 224552 |
| 4026 | 263 | 59 | 51 | 288147 | 224521 |
| 4075 | 230 | 55 | 29 | 288197 | 224529 |
| 4126 | 404 | 134 | 20 | 288245 | 224542 |
| 4176 | 186 | 45 | 16 | 288292 | 224558 |
| 4225 | 275 | 91 | 21 | 288341 | 224572 |
| 4275 | 206 | 72 | 15 | 288389 | 224587 |
| 4325 | 177 | 68 | 8 | 288437 | 224600 |
| 4375 | 245 | 85 | 9 | 288485 | 224603 |
| 4425 | 238 | 70 | 25 | 288536 | 224605 |
| 4475 | 239 | 82 | 12 | 288586 | 224608 |

| Haul Route No. 1.2 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 4525 | 259 | 78 | 22 | 288635 | 224609 |
| 4575 | 160 | 36 | 25 | 288686 | 224611 |
| 4626 | 72 | 16 | 16 | 288736 | 224613 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Eastbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 115 | 33 | 17 | 289172 | 221812 |
| 50 | 181 | 73 | 11 | 289222 | 221809 |
| 101 | 129 | 32 | 16 | 289272 | 221806 |
| 150 | 56 | 19 | 10 | 289320 | 221797 |
| 200 | 100 | 32 | 10 | 289369 | 221783 |
| 251 | 122 | 24 | 22 | 289418 | 221772 |
| 302 | 89 | 20 | 14 | 289466 | 221780 |
| 350 | 73 | 15 | 14 | 289510 | 221775 |
| 400 | 74 | 18 | 12 | 289547 | 221742 |
| 451 | 192 | 43 | 21 | 289593 | 221722 |
| 500 | 108 | 28 | 16 | 289640 | 221706 |
| 550 | 121 | 31 | 22 | 289688 | 221692 |
| 601 | 96 | 24 | 14 | 289737 | 221680 |
| 650 | 98 | 22 | 18 | 289784 | 221667 |
| 700 | 89 | 21 | 12 | 289832 | 221653 |
| 750 | 112 | 24 | 21 | 289879 | 221637 |
| 802 | 82 | 22 | 21 | 289926 | 221616 |
| 851 | 125 | 29 | 16 | 289972 | 221597 |
| 901 | 132 | 35 | 18 | 290018 | 221580 |
| 950 | 147 | 29 | 28 | 290063 | 221565 |
| 1001 | 204 | 41 | 28 | 290111 | 221544 |
| 1051 | 172 | 43 | 25 | 290158 | 221525 |
| 1101 | 172 | 42 | 21 | 290204 | 221505 |
| 1150 | 101 | 28 | 17 | 290251 | 221491 |
| 1201 | 88 | 18 | 17 | 290299 | 221476 |
| 1250 | 171 | 45 | 11 | 290348 | 221467 |
| 1301 | 95 | 22 | 19 | 290397 | 221459 |
| 1350 | 90 | 19 | 12 | 290446 | 221450 |
| 1400 | 193 | 47 | 13 | 290495 | 221439 |
| 1451 | 91 | 28 | 11 | 290543 | 221424 |
| 1500 | 58 | 24 | 12 | 290591 | 221411 |
| 1551 | 71 | 18 | 16 | 290639 | 221393 |
| 1600 | 107 | 27 | 16 | 290685 | 221375 |
| 1650 | 189 | 41 | 33 | 290730 | 221356 |
| 1700 | 114 | 29 | 20 | 290776 | 221337 |
| 1751 | 87 | 18 | 18 | 290818 | 221315 |
| 1800 | 148 | 64 | 15 | 290859 | 221289 |
| 1851 | 51 | 16 | 15 | 290903 | 221265 |
| 1900 | 81 | 20 | 19 | 290949 | 221246 |
| 1950 | 81 | 26 | 13 | 290997 | 221233 |
| 2001 | 81 | 20 | 18 | 291046 | 221224 |
| 2100 | 78 | 26 | 16 | 291088 | 221247 |
| 2150 | 66 | 8 | 16 | 291108 | 221291 |
| 2200 | 83 | 23 | 38 | 291121 | 221338 |

| Haul Route No. 1 Section C-D | | | | | |
|-------------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Westbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 68 | 27 | 9 | 289187 | 221795 |
| 76 | 128 | 36 | 13 | 289237 | 221801 |
| 126 | 226 | 79 | 17 | 289285 | 221799 |
| 175 | 88 | 25 | 13 | 289334 | 221788 |
| 227 | 108 | 25 | 20 | 289382 | 221774 |
| 276 | 112 | 22 | 22 | 289430 | 221760 |
| 325 | 108 | 24 | 18 | 289479 | 221747 |
| 375 | 356 | 115 | 23 | 289527 | 221742 |
| 426 | 176 | 47 | 17 | 289572 | 221722 |
| 476 | 164 | 31 | 29 | 289618 | 221706 |
| 526 | 140 | 28 | 23 | 289668 | 221693 |
| 575 | 120 | 28 | 20 | 289715 | 221679 |
| 625 | 106 | 23 | 19 | 289763 | 221664 |
| 675 | 112 | 28 | 14 | 289811 | 221650 |
| 725 | 121 | 30 | 15 | 289859 | 221635 |
| 775 | 109 | 25 | 24 | 289907 | 221619 |
| 825 | 153 | 37 | 26 | 289952 | 221599 |
| 875 | 182 | 46 | 25 | 289999 | 221581 |
| 925 | 105 | 20 | 25 | 290046 | 221561 |
| 975 | 227 | 57 | 30 | 290090 | 221544 |
| 1025 | 158 | 44 | 21 | 290137 | 221524 |
| 1075 | 218 | 60 | 19 | 290183 | 221505 |
| 1126 | 138 | 43 | 18 | 290230 | 221488 |
| 1175 | 147 | 38 | 14 | 290279 | 221475 |
| 1226 | 102 | 22 | 20 | 290327 | 221464 |
| 1276 | 92 | 20 | 19 | 290377 | 221456 |
| 1325 | 158 | 36 | 19 | 290426 | 221449 |
| 1376 | 149 | 36 | 12 | 290475 | 221438 |
| 1426 | 121 | 33 | 11 | 290524 | 221425 |
| 1476 | 124 | 26 | 22 | 290571 | 221412 |
| 1526 | 271 | 94 | 18 | 290619 | 221395 |
| 1576 | 134 | 37 | 20 | 290665 | 221377 |
| 1626 | 154 | 47 | 19 | 290711 | 221357 |
| 1676 | 169 | 42 | 24 | 290756 | 221334 |
| 1725 | 79 | 21 | 18 | 290793 | 221303 |
| 1776 | 107 | 32 | 12 | 290839 | 221289 |
| 1825 | 67 | 21 | 17 | 290883 | 221266 |
| 1875 | 46 | 19 | 13 | 290929 | 221243 |
| 1925 | 114 | 26 | 23 | 290976 | 221226 |
| 1976 | 74 | 18 | 17 | 291023 | 221213 |
| 2025 | 31 | 13 | 9 | 291064 | 221189 |
| 2050 | 75 | 23 | 17 | 291112 | 221180 |
| 2075 | 73 | 19 | 17 | 291114 | 221225 |
| 2125 | 64 | 17 | 17 | 291117 | 221272 |
| 2175 | 37 | 23 | 11 | 291130 | 221321 |

| L2030 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 0 | 88 | 18 | 15 | 286880 | 218667 |
| 51 | 256 | 88 | 15 | 286830 | 218667 |
| 101 | 189 | 50 | 15 | 286781 | 218661 |
| 150 | 153 | 38 | 14 | 286733 | 218650 |
| 200 | 114 | 25 | 31 | 286689 | 218630 |
| 251 | 124 | 36 | 10 | 286653 | 218594 |
| 300 | 131 | 41 | 11 | 286621 | 218626 |
| 350 | 210 | 80 | 8 | 286603 | 218671 |
| 400 | 234 | 90 | 7 | 286571 | 218709 |
| 510 | 237 | 89 | 14 | 286499 | 218793 |
| 551 | 137 | 41 | 8 | 286476 | 218827 |
| 601 | 108 | 27 | 19 | 286436 | 218858 |
| 651 | 98 | 19 | 12 | 286399 | 218890 |
| 701 | 370 | 125 | 11 | 286367 | 218927 |
| 750 | 267 | 81 | 10 | 286334 | 218964 |
| 800 | 228 | 103 | 9 | 286303 | 219003 |
| 851 | 167 | 52 | 8 | 286270 | 219042 |
| 901 | 173 | 61 | 11 | 286238 | 219081 |
| 950 | 185 | 61 | 14 | 286206 | 219120 |
| 1001 | 215 | 76 | 16 | 286174 | 219158 |
| 1050 | 227 | 78 | 16 | 286142 | 219197 |
| 1100 | 316 | 158 | 14 | 286111 | 219235 |
| 1150 | 165 | 73 | 14 | 286079 | 219273 |
| 1200 | 205 | 98 | 11 | 286034 | 219291 |
| 1251 | 294 | 92 | 22 | 285984 | 219300 |
| 1300 | 245 | 81 | 23 | 285935 | 219310 |
| 1350 | 161 | 42 | 15 | 285886 | 219320 |
| 1400 | 222 | 65 | 17 | 285838 | 219330 |
| 1450 | 290 | 120 | 16 | 285788 | 219339 |
| 1500 | 401 | 191 | 18 | 285739 | 219349 |
| 1550 | 247 | 84 | 16 | 285690 | 219359 |
| 1600 | 125 | 25 | 37 | 285641 | 219369 |
| 1650 | 210 | 46 | 24 | 285592 | 219378 |
| 1701 | 223 | 57 | 31 | 285542 | 219387 |
| 1751 | 174 | 43 | 18 | 285493 | 219391 |
| 1801 | 128 | 32 | 19 | 285443 | 219390 |
| 1850 | 144 | 41 | 20 | 285393 | 219388 |
| 1901 | 31 | 22 | 6 | 285342 | 219389 |
| 1950 | 331 | 117 | 22 | 285332 | 219437 |
| 2001 | 294 | 111 | 28 | 285322 | 219487 |
| 2051 | 260 | 86 | 16 | 285327 | 219537 |
| 2100 | 276 | 77 | 39 | 285335 | 219585 |
| 2150 | 226 | 67 | 36 | 285351 | 219634 |
| 2201 | 547 | 221 | 51 | 285370 | 219679 |
| 2251 | 428 | 127 | 69 | 285394 | 219725 |

| L2030 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Northbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2301 | 366 | 134 | 52 | 285423 | 219764 |
| 2351 | 314 | 124 | 43 | 285456 | 219802 |
| 2400 | 343 | 126 | 46 | 285489 | 219838 |
| 2451 | 390 | 135 | 51 | 285524 | 219875 |
| 2500 | 195 | 34 | 48 | 285563 | 219907 |
| 2550 | 487 | 157 | 57 | 285606 | 219932 |
| 2601 | 467 | 173 | 47 | 285650 | 219957 |
| 2651 | 236 | 84 | 29 | 285694 | 219981 |
| 2701 | 136 | 42 | 35 | 285736 | 220007 |
| 2751 | 234 | 71 | 19 | 285779 | 220032 |
| 2801 | 252 | 53 | 30 | 285820 | 220061 |
| 2851 | 139 | 42 | 12 | 285857 | 220095 |

| L2030 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 25 | 138 | 77 | 9 | 286860 | 218676 |
| 75 | 195 | 53 | 11 | 286809 | 218671 |
| 125 | 144 | 39 | 13 | 286760 | 218665 |
| 175 | 142 | 38 | 12 | 286711 | 218653 |
| 226 | 145 | 38 | 13 | 286662 | 218647 |
| 325 | 184 | 79 | 10 | 286618 | 218663 |
| 375 | 238 | 96 | 10 | 286586 | 218700 |
| 425 | 254 | 103 | 9 | 286554 | 218739 |
| 525 | 125 | 44 | 7 | 286490 | 218815 |
| 575 | 105 | 44 | 13 | 286476 | 218861 |
| 625 | 103 | 26 | 15 | 286430 | 218868 |
| 675 | 73 | 22 | 8 | 286394 | 218902 |
| 725 | 94 | 38 | 8 | 286361 | 218941 |
| 775 | 170 | 76 | 8 | 286328 | 218979 |
| 825 | 134 | 36 | 14 | 286296 | 219018 |
| 875 | 108 | 35 | 12 | 286264 | 219055 |
| 925 | 150 | 38 | 15 | 286233 | 219094 |
| 975 | 200 | 58 | 26 | 286200 | 219133 |
| 1025 | 188 | 66 | 18 | 286168 | 219171 |
| 1075 | 187 | 58 | 19 | 286137 | 219209 |
| 1125 | 210 | 64 | 13 | 286105 | 219248 |
| 1175 | 154 | 45 | 14 | 286070 | 219284 |
| 1225 | 229 | 57 | 15 | 286022 | 219297 |
| 1275 | 189 | 50 | 16 | 285972 | 219306 |
| 1325 | 154 | 42 | 18 | 285924 | 219317 |
| 1375 | 131 | 32 | 16 | 285875 | 219326 |
| 1425 | 111 | 34 | 15 | 285825 | 219336 |
| 1475 | 137 | 42 | 16 | 285777 | 219346 |
| 1525 | 159 | 59 | 13 | 285728 | 219356 |
| 1575 | 241 | 66 | 20 | 285679 | 219366 |
| 1625 | 163 | 43 | 20 | 285630 | 219375 |
| 1675 | 197 | 56 | 26 | 285580 | 219385 |
| 1725 | 145 | 32 | 27 | 285530 | 219392 |
| 1775 | 147 | 42 | 20 | 285481 | 219396 |
| 1825 | 173 | 35 | 25 | 285431 | 219395 |
| 1875 | 174 | 50 | 23 | 285380 | 219393 |
| 1925 | 325 | 109 | 21 | 285343 | 219412 |
| 1975 | 364 | 196 | 21 | 285330 | 219459 |
| 2025 | 447 | 143 | 36 | 285328 | 219508 |
| 2075 | 356 | 125 | 41 | 285335 | 219558 |
| 2125 | 348 | 103 | 48 | 285346 | 219607 |
| 2175 | 343 | 97 | 52 | 285364 | 219654 |
| 2225 | 216 | 59 | 40 | 285385 | 219700 |
| 2275 | 318 | 64 | 77 | 285410 | 219741 |
| 2325 | 265 | 53 | 56 | 285442 | 219781 |

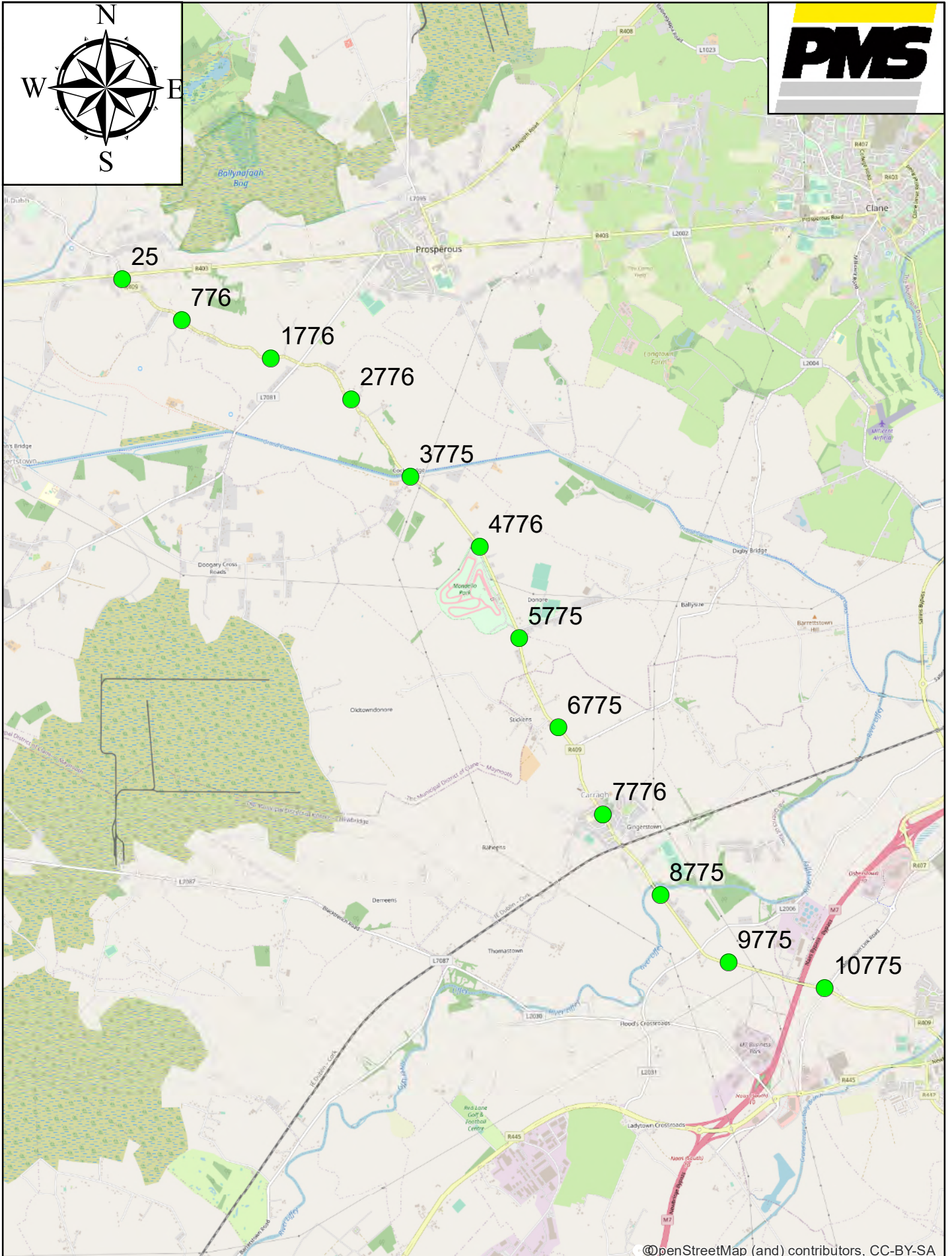
| L2030 | | | | | |
|-------------------------------|------------------|------------------|------------------|-------------------|-----------------|
| Southbound Carriageway | | | | | |
| Chainage | D1(40) | SCI | D7 | Irish Grid | |
| (metres) | (microns) | (microns) | (microns) | Easting | Northing |
| 2375 | 438 | 97 | 74 | 285475 | 219818 |
| 2425 | 319 | 63 | 62 | 285509 | 219854 |
| 2475 | 334 | 75 | 64 | 285545 | 219889 |
| 2525 | 241 | 61 | 54 | 285586 | 219916 |
| 2575 | 351 | 104 | 60 | 285630 | 219940 |
| 2625 | 210 | 86 | 43 | 285674 | 219965 |
| 2675 | 230 | 51 | 34 | 285718 | 219988 |
| 2725 | 257 | 51 | 42 | 285760 | 220015 |
| 2775 | 286 | 65 | 43 | 285802 | 220042 |
| 2825 | 208 | 49 | 20 | 285841 | 220075 |

Appendix C – Operator Notes

| | Section | Lane | Chainage (m) | Physical Identifier | Irish Grid | |
|------|--|--------|--------------|---|------------|----------|
| | | | | | Easting | Northing |
| 1 | R409 | SB | 25 | <i>Start 50M In From Junction</i> | 280111 | 226828 |
| | | | 10775 | <i>End 5M From Roundabout</i> | 287143 | 219728 |
| 2 | Haul Route No 4 | NB | 25 | <i>Start 50M From Junction</i> | 283956 | 209609 |
| | | | 23075 | <i>End 25M From Road On LHS</i> | 276127 | 226413 |
| 3 | Sallins Bypass | SB | 0 | <i>Start At Junction With Millicent Road</i> | 288770 | 224608 |
| | | | 4500 | <i>End 25M From Roundabout</i> | 288072 | 220999 |
| 4 | Haul Route No. 1 Section A-B | SB | 0 | <i>Start at Entrance to Quarry</i> | 285398 | 211574 |
| | | | 3915 | <i>En at 60km Speed signs</i> | 283276 | 208477 |
| 5 | Haul Route No 2 | SB | 25 | <i>Start at coordinates after roundabout</i> | 289086 | 221798 |
| | | | 14900 | <i>End at coordinates</i> | 285433 | 211588 |
| 6 | Ballycane Road | EB | 0 | <i>Start At Exit From Roundabout</i> | 289188 | 218298 |
| | | | 1390 | <i>End At Yield Line</i> | 290211 | 218951 |
| 7 | R445 | SB | 25 | <i>Start after roundabout</i> | 289086 | 221798 |
| | | | 425 | <i>Approach to bridge</i> | 288725 | 221637 |
| | | | 1025 | <i>On roundabout</i> | 288386 | 221173 |
| | | | 1415 | <i>After roundabout</i> | 288094 | 220924 |
| | | | 1925 | <i>On roundabout</i> | 287840 | 220565 |
| | | | 2970 | <i>On roundabout</i> | 287188 | 219711 |
| | | | 4075 | <i>On roundabout</i> | 286913 | 218698 |
| | | | 5360 | <i>Right hand turn</i> | 288156 | 218977 |
| | | | 6050 | <i>On roundabout</i> | 28852 | 218435 |
| 6825 | <i>End on roundabout</i> | 289161 | 218307 | | | |
| 8 | Haul Route No. 3 | SB | 0 | <i>Start At Yield Line At Junction With Main Street</i> | 277682 | 241080 |
| | | | 19100 | <i>End at Coordinates</i> | 272934 | 228134 |
| 9 | Proposed Haul Route Enfield Link Rd. | EB | 0 | <i>Start At Yield Line At Traffic Lights'</i> | 277433 | 240603 |
| | | | 1700 | <i>End 10M Before Yield Line At Roundabout</i> | 278775 | 240941 |
| 10 | Haul Route No. 1 Section C-D | EB | 0 | <i>Start Opposite Centre Of Junction Into Bord Na Mona Depot On LHS</i> | 272946 | 228116 |
| | | | 15850 | <i>End 3M Before Yield Line At Roundabout</i> | 287828 | 227259 |
| 11 | Proposed Haul Route Kilcock - Prosperous | SB | 0 | <i>Start After Expansion Joint On Overbridge</i> | 287740 | 239239 |
| | | | 14800 | <i>End 15M Before Traffic Lights At Junction</i> | 283275 | 227161 |
| 12 | Proposed Haul Route Maynooth - Clane | SB | 0 | <i>Start After Expansion Joint On Overbridge</i> | 293829 | 236081 |
| | | | 12050 | <i>End At Roundabout</i> | 287839 | 227229 |

| | Section | Lane | Chainage (m) | Physical Identifier | Irish Grid | |
|----|--|------|--------------|---|------------|----------|
| | | | | | Easting | Northing |
| 13 | Proposed Haul Route Kildare - Milltown | SB | 0 | <i>Start At Top Of Junction SB</i> | 276165 | 217739 |
| | | | 7850 | <i>End On White Line On Roundabout</i> | 272357 | 211661 |
| 14 | Haul Route 1.2 | SB | 0 | <i>Start At Yield Line At Junction With R-403</i> | 285695 | 227309 |
| | | | 4650 | <i>End At Yield Line At Junction With R407</i> | 288763 | 224622 |
| 15 | Haul Route No. 1 Section C-D | EB | 0 | <i>Start At Exit From Roundabout</i> | 289172 | 221812 |
| | | | 2200 | <i>End at Coordinates</i> | 291121 | 221338 |
| 16 | L2030 | NB | 0 | <i>Start At Exit From Roundabout</i> | 286880 | 218667 |
| | | | 2850 | <i>End at Coordinates</i> | 285857 | 220095 |

Appendix D – Site Maps



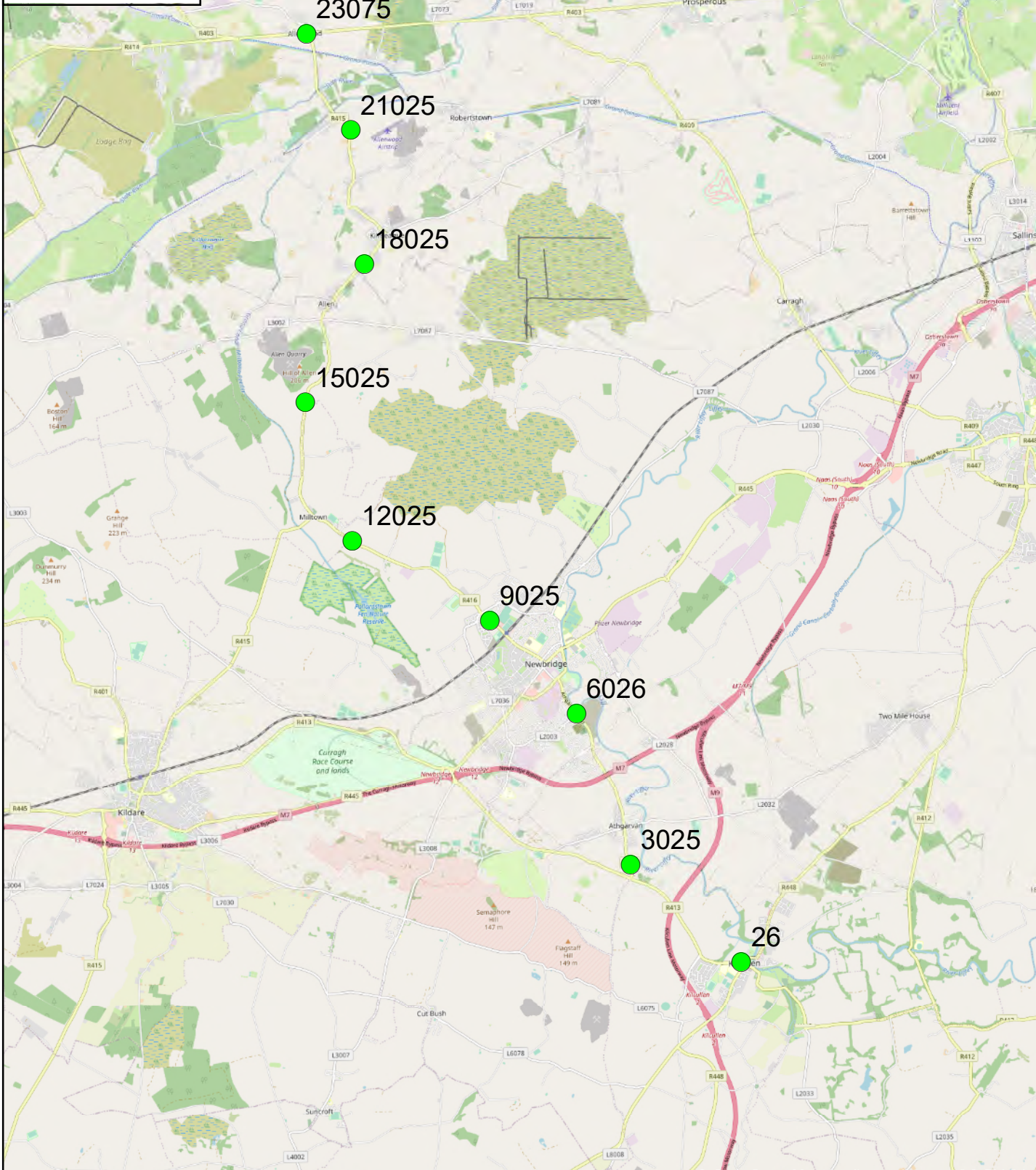
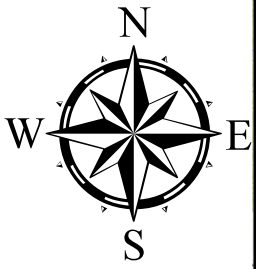
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Legend

● FWD_GPS

Bord Na Mona
FWD Survey May to July 2022

Section: R409
Lane: Southbound
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Date Tested: 09/06/2022
& 10/06/2022

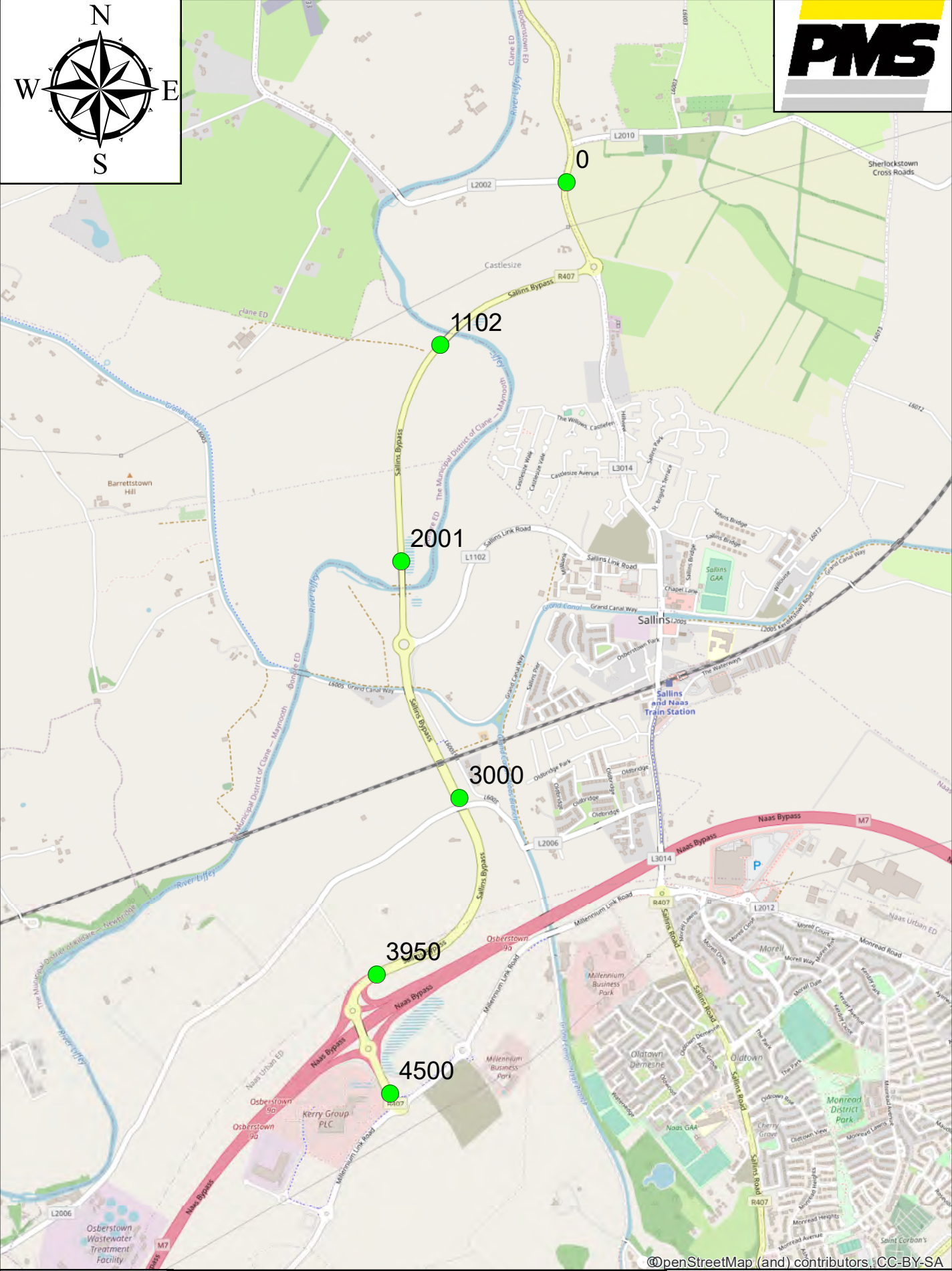
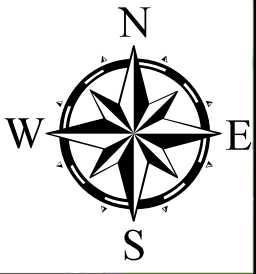


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Legend
● FWD_GPS

Bord Na Mona
FWD Survey May to July 2022

Section: Haul Route no.4
Lane: Northbound
FileName: BN22H185A
Date Tested: 13 & 30/05/2022

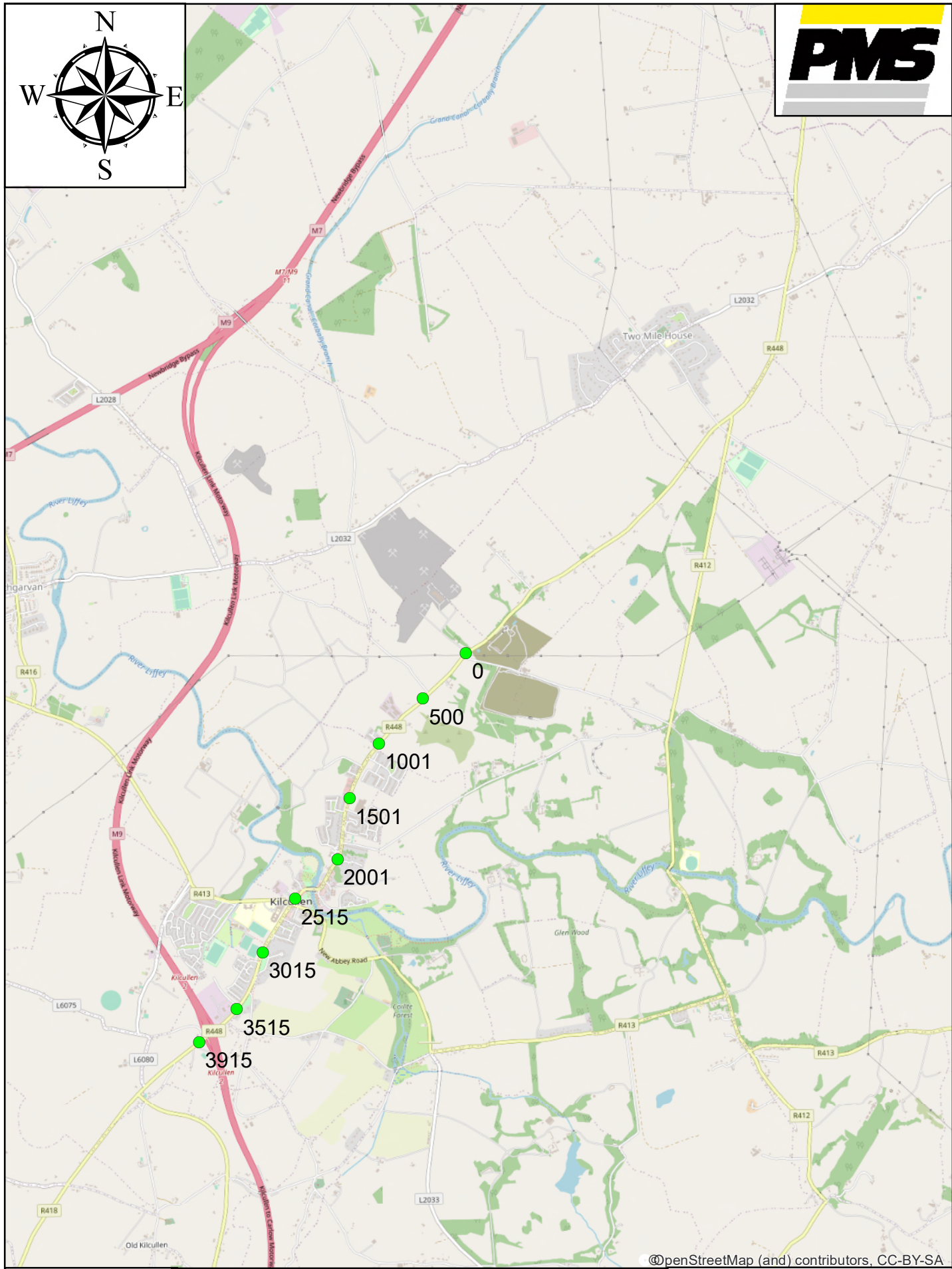
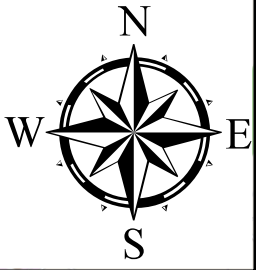


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Legend
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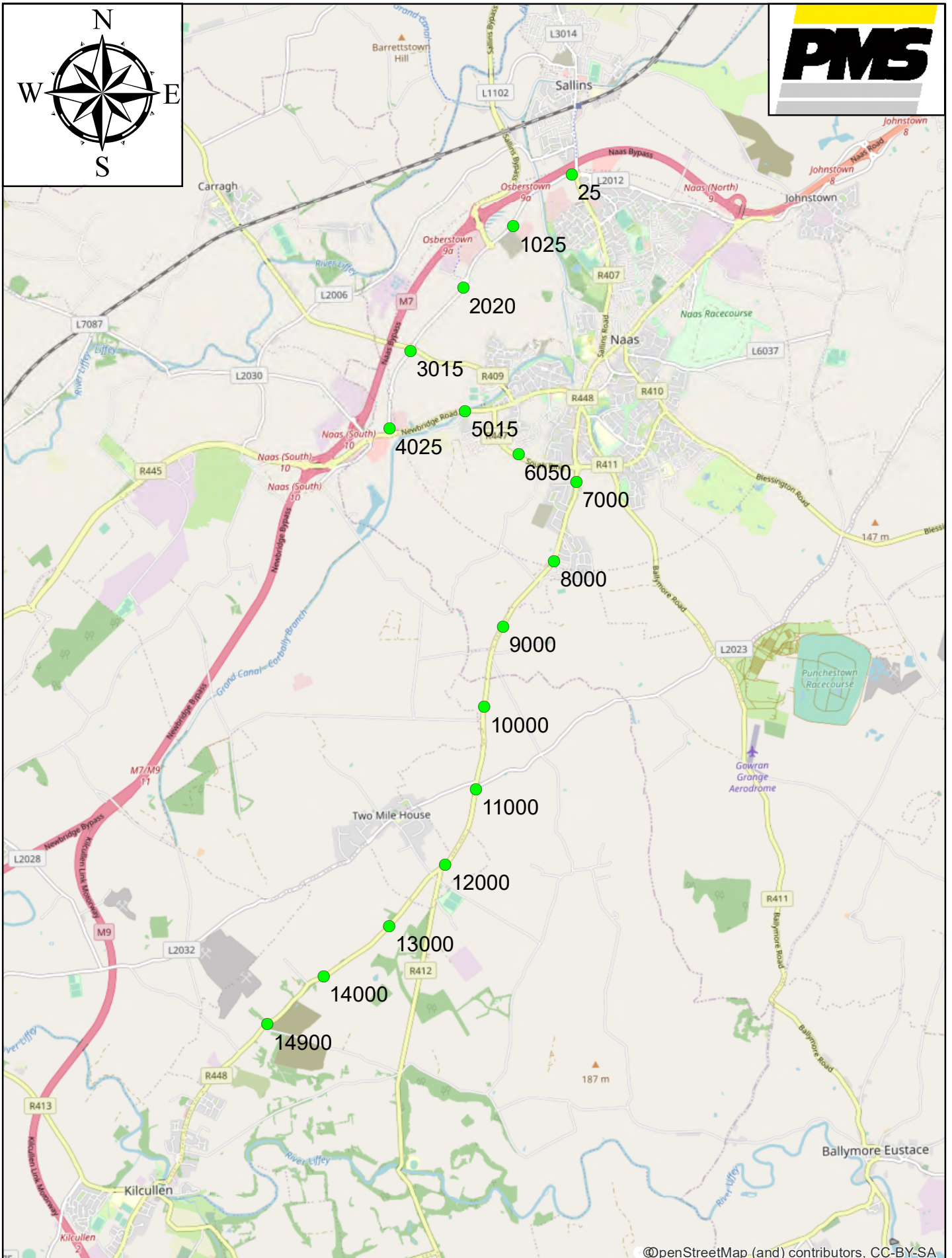
Bord Na Mona
FWD Survey May to July 2022

Section: Sallins Bypass Lane: Southbound
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Date Tested: 14/06/2022



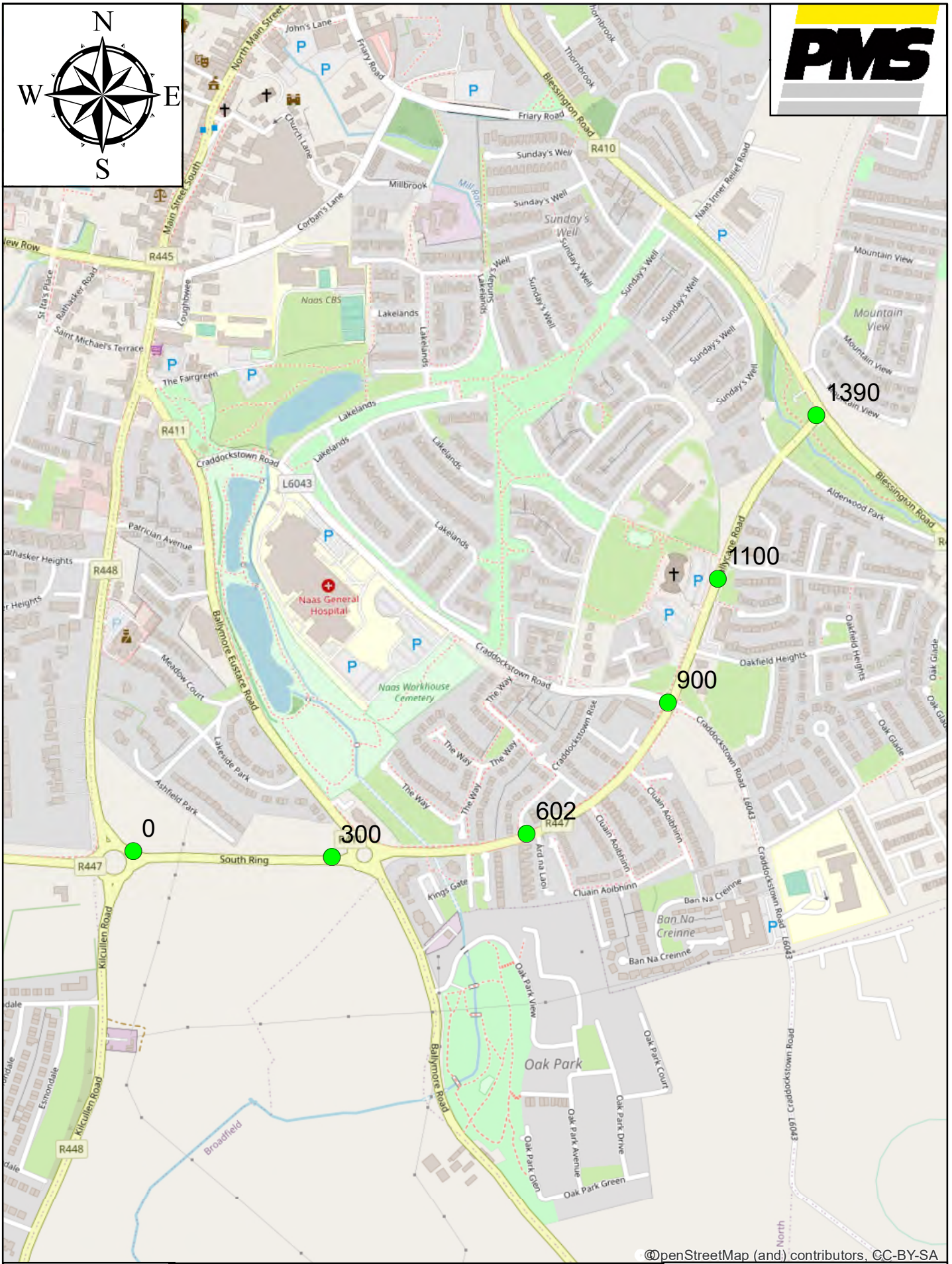
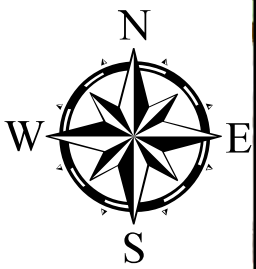
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| | | |
|---------------|------------------------------------|----------------------------------|
| Legend | Bord na Mona | Section: Haul Route No. 1 |
| | | Section A-B |
| ● FWD_GPS | FWD Survey May to July 2022 | Lane: Northbound |
| | | FileName: BM22H187 |
| | | Date Tested: 17/06/2022 |



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| | | |
|---------------------------------------|--|---|
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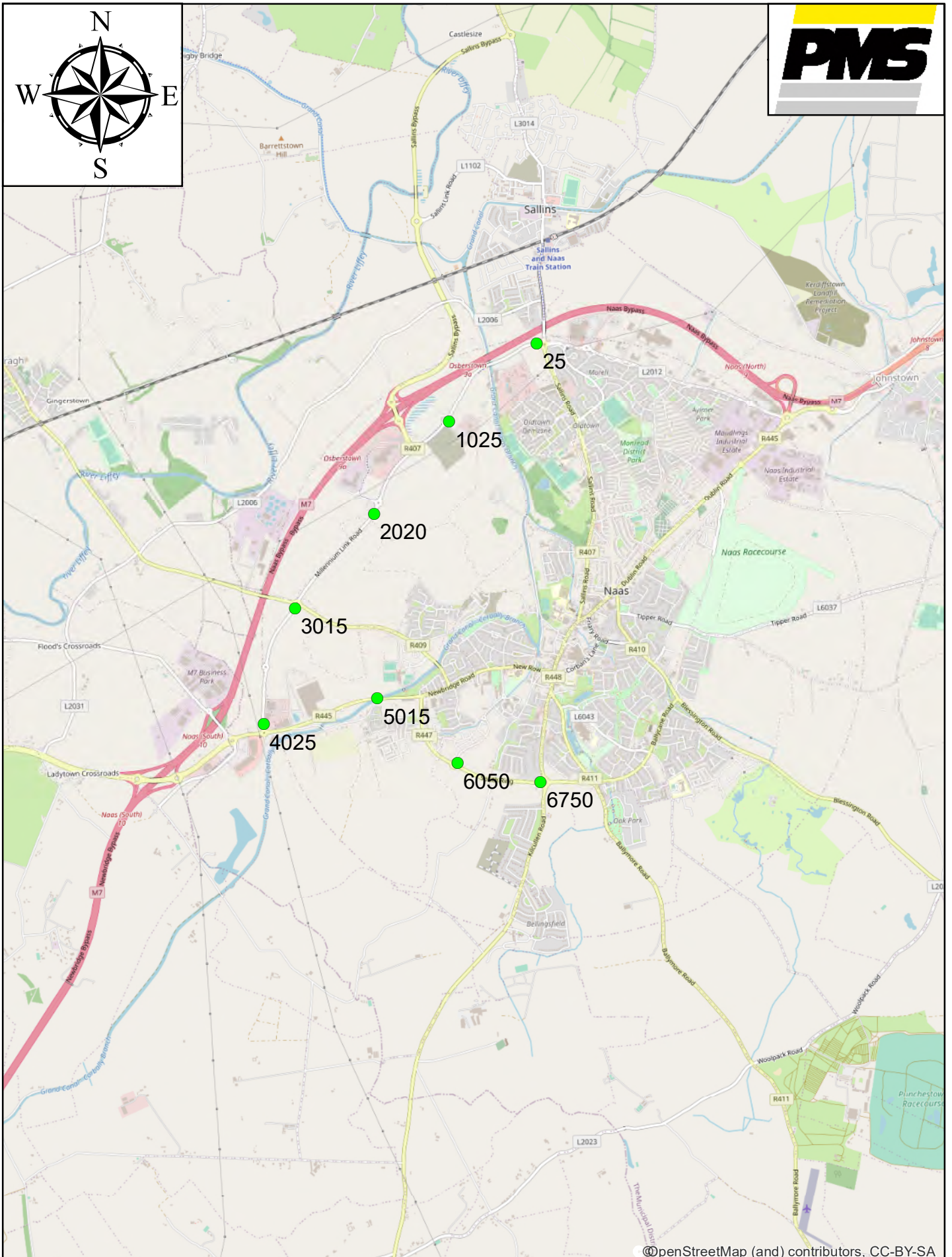
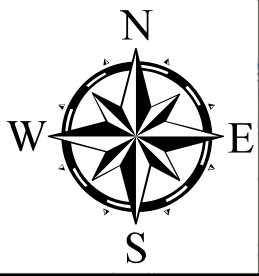
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Legend

● FWD_GPS

Bord Na Mona
FWD Survey May to July 2022

Section: Ballycane Road
Lane: Eastbound
FileName: BN22H189A
Date Tested: 21/06/2022



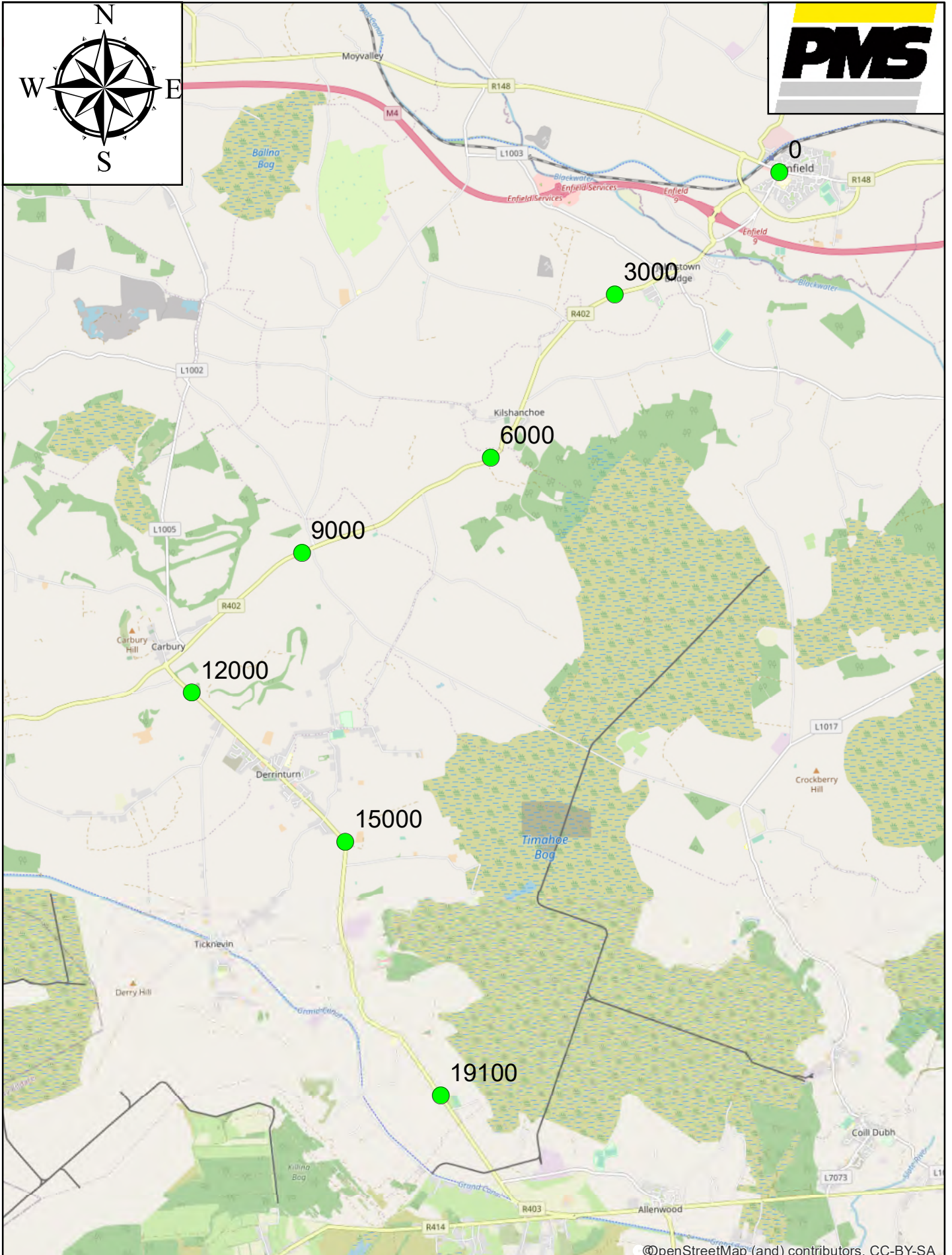
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Legend

- FWD_GPS

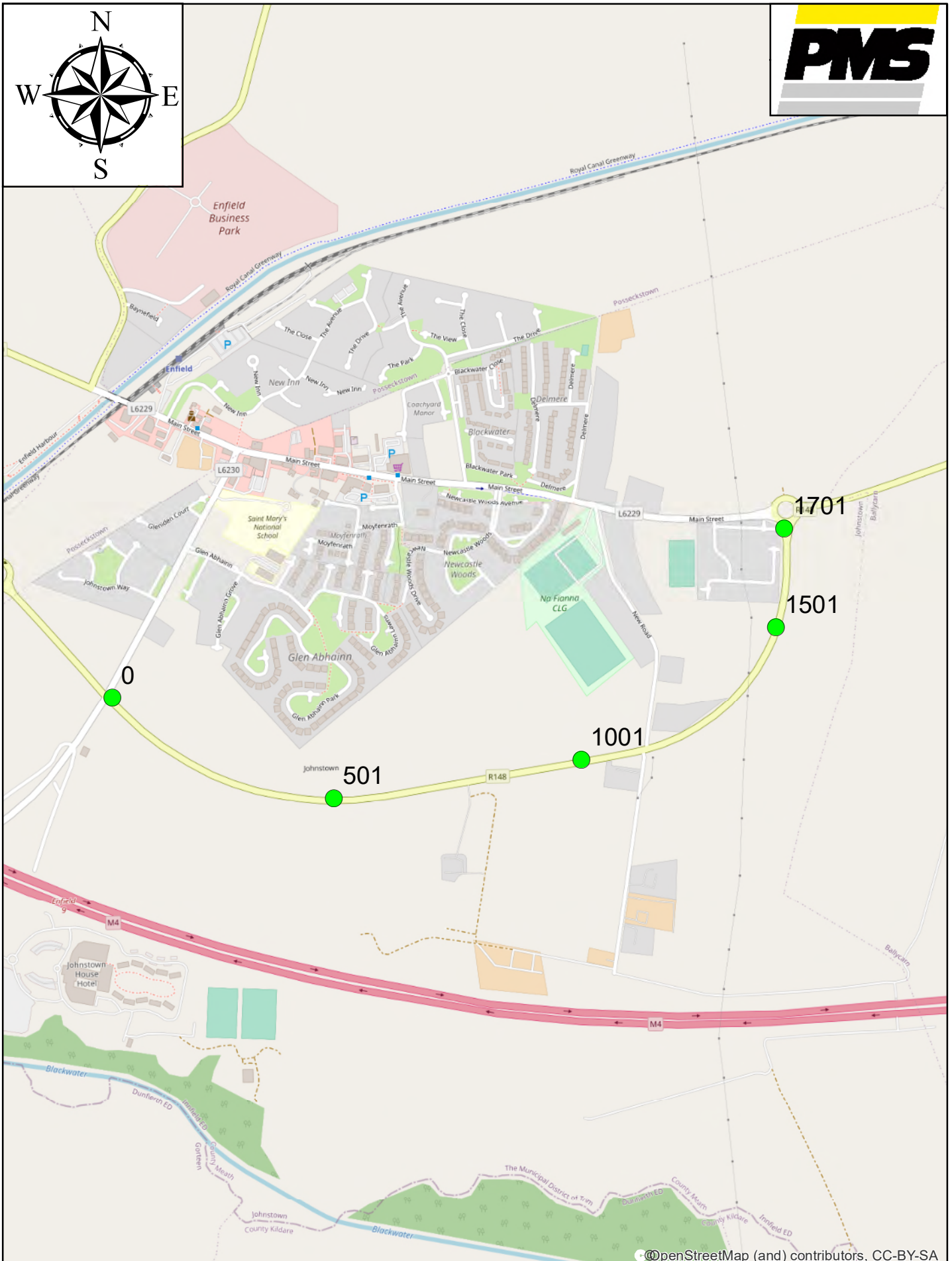
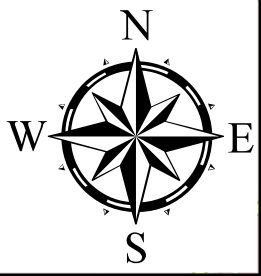
Bord na Mona
FWD Survey May to July 2022

Section: R445
Lane: Southbound
FileName: BM22H195
Date Tested: 30/06/2022



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| | | |
|---------------------------------------|--|---|
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|---------------------------------------|--|---|



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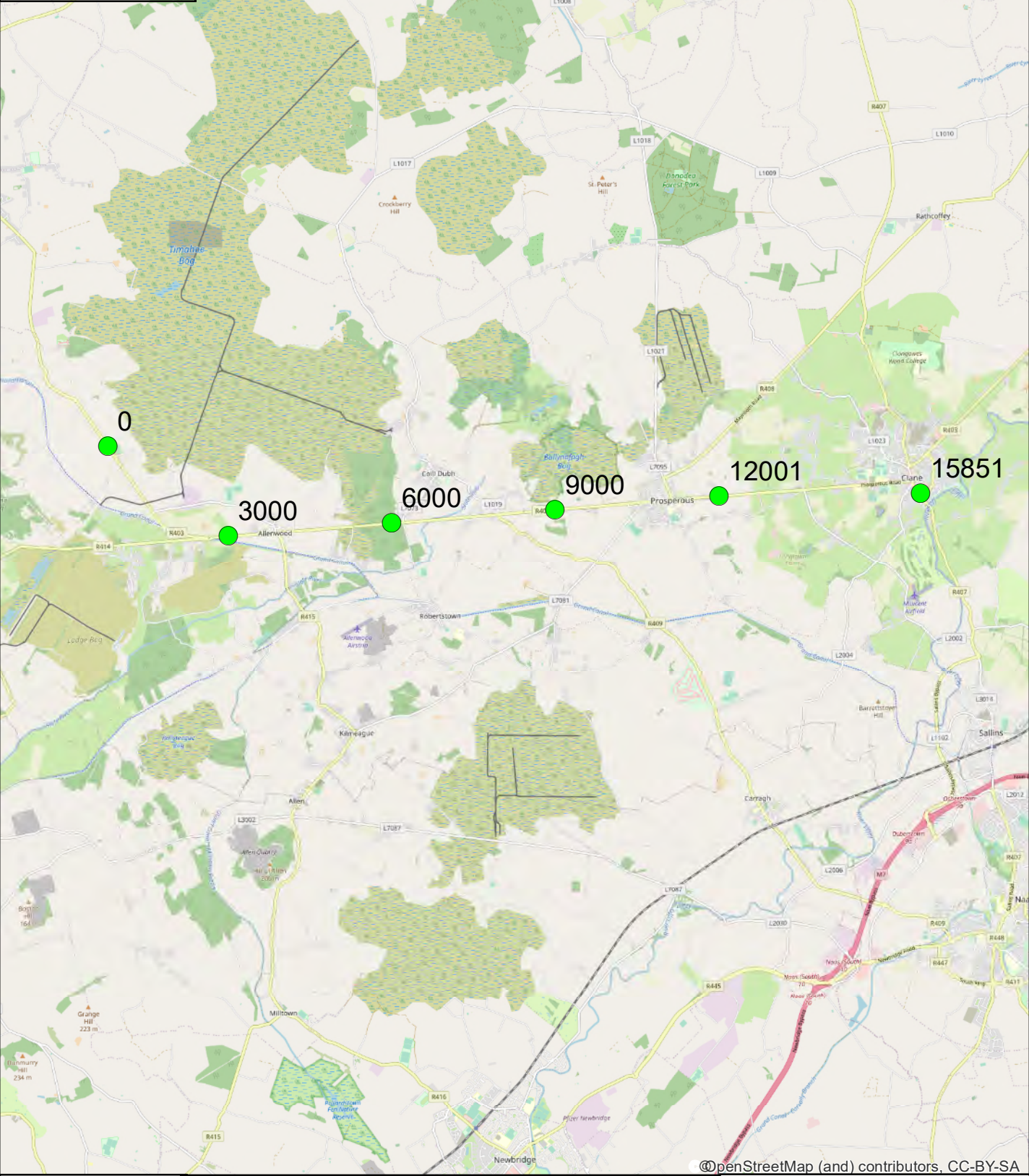
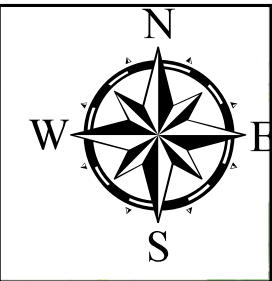
Legend

 FWD_GPS

Bord Na Mona

FWD Survey May to July 2022

Section: Proposed Haul Route
 Enfield Link Rd. □□□
 Lane: Eastbound
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 Date Tested: 17/05/2022
 to 20/05/2022

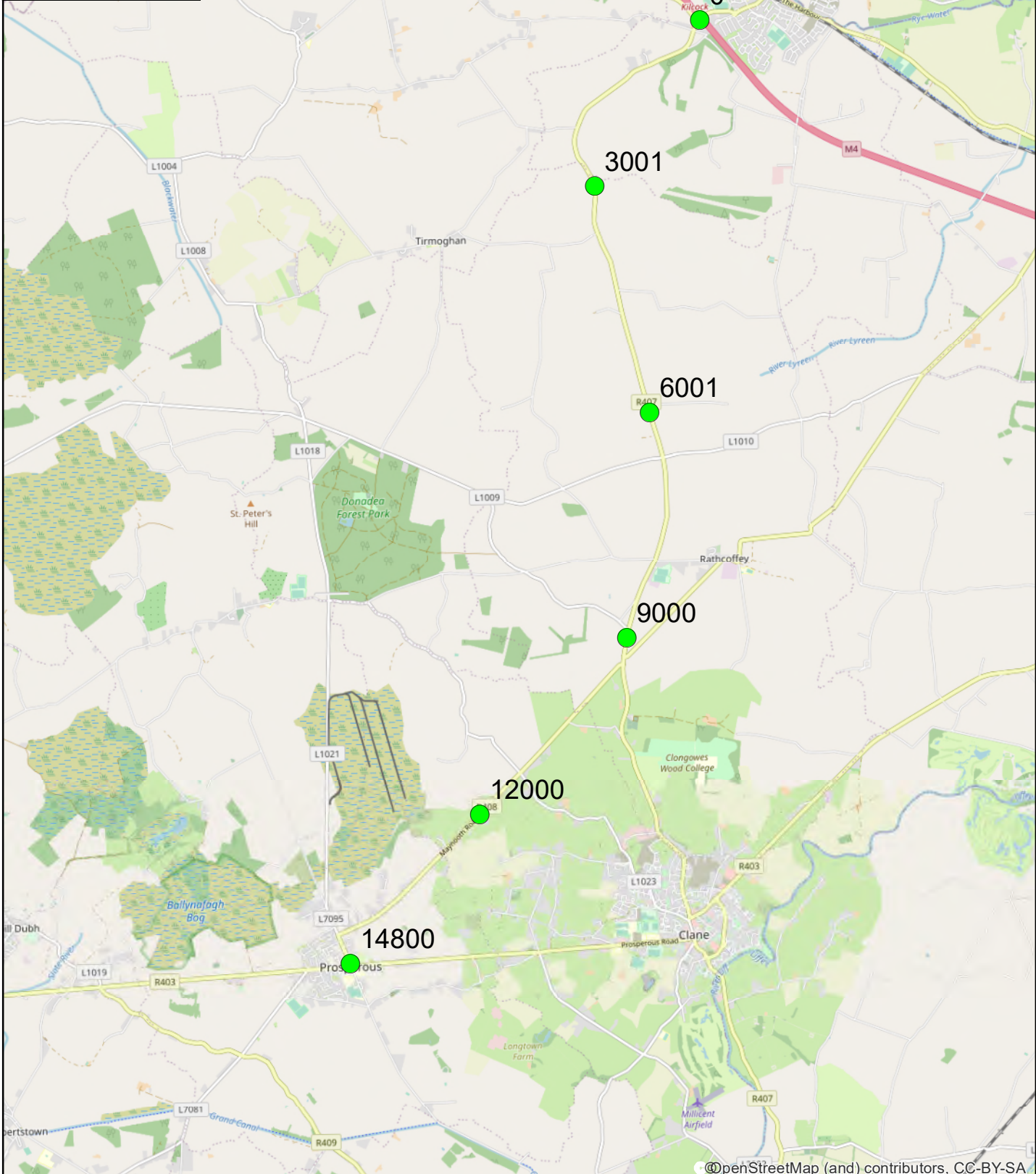
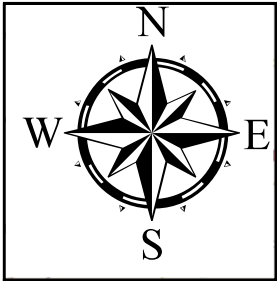


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Legend
 ● FWD_GPS

Bord Na Mona
FWD Survey May to July 2022

Section: Haul Route No. 1
Section C-D
Lane: Eastbound
FileName: BN22H166A
Date Tested: 19/05/2022



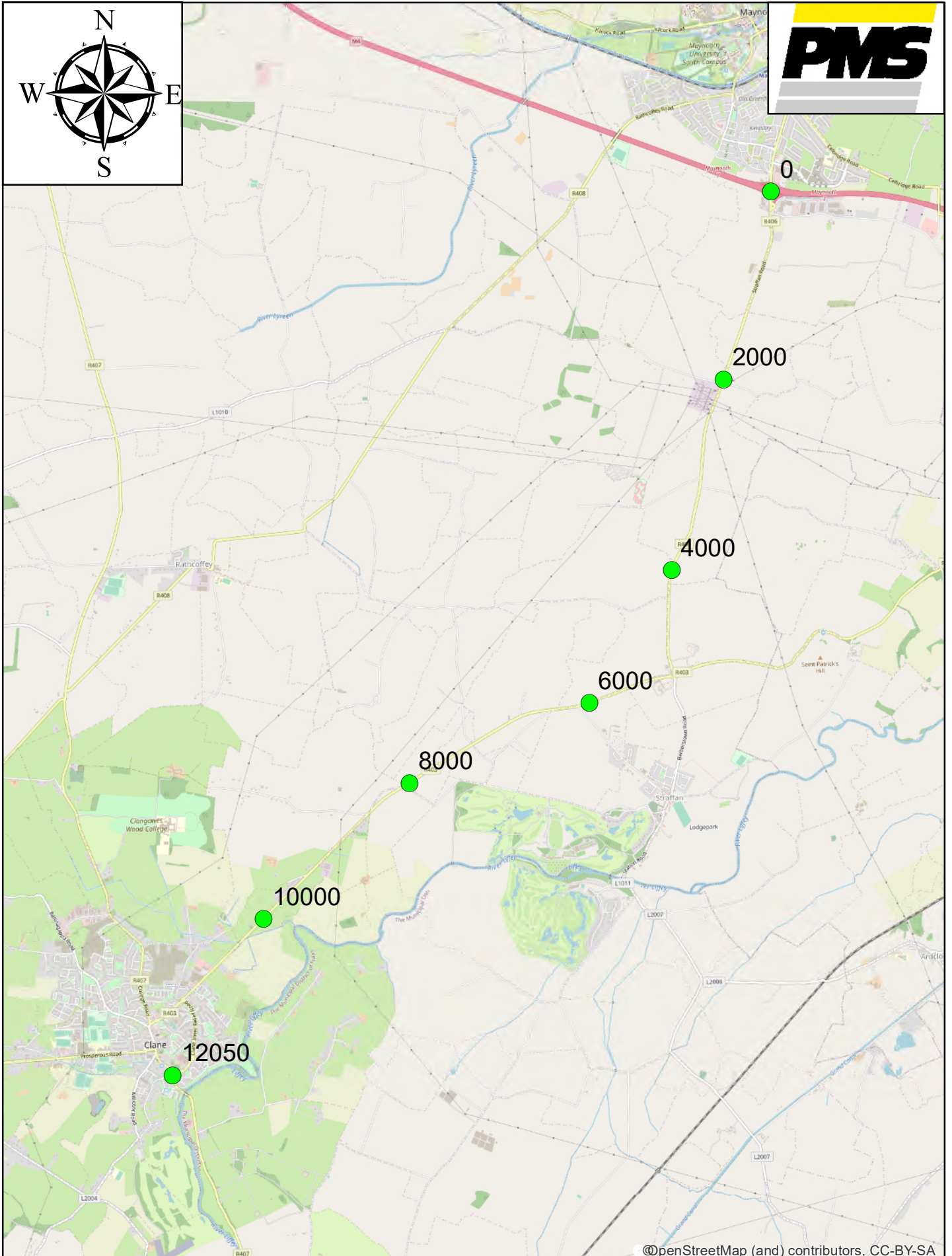
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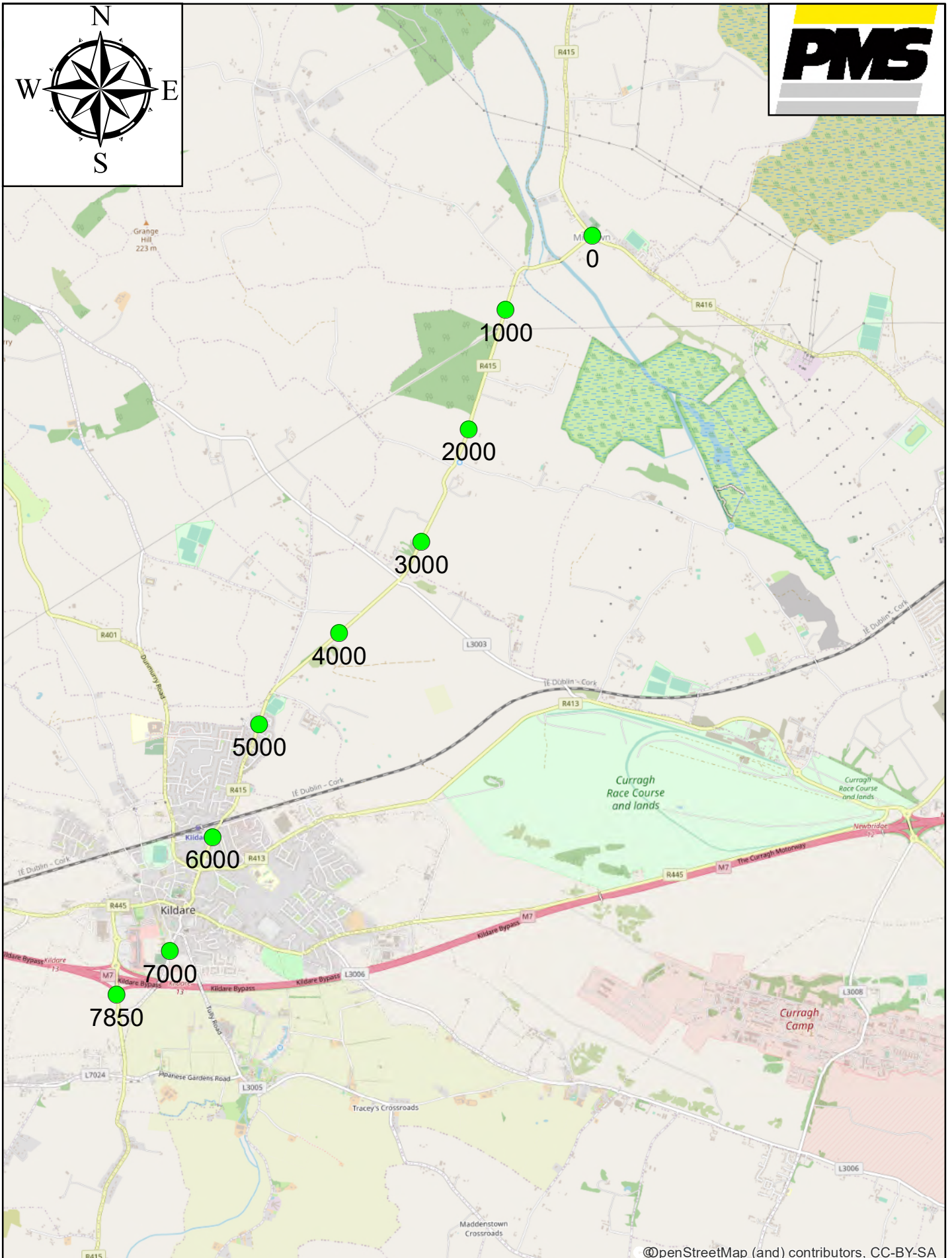
Bord Na Mona
FWD Survey May to July 2022

Section: Proposed Haul Route
Kilcock - Prosperous
Lane: Southbound
FileName: BN22H168A
Date Tested: 24/05/2022
& 26/05/2022



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| | | |
|---------------------------------------|--|---|
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|---------------------------------------|--|---|



Legend

● FWD_GPS

Bord Na Mona
FWD Survey May to July 2022

Section: Proposed Haul Route
Kildare - Milltown
Lane: Southbound
FileName: BN22H183A
Date Tested: 30/05/2022



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Legend

● FWD_GPS

Bord Na Mona
FWD Survey May to July 2022

Section: Haul Route 1.2
Lane: Southbound
FileName: BN22H177A
Date Tested: 03/06/2022



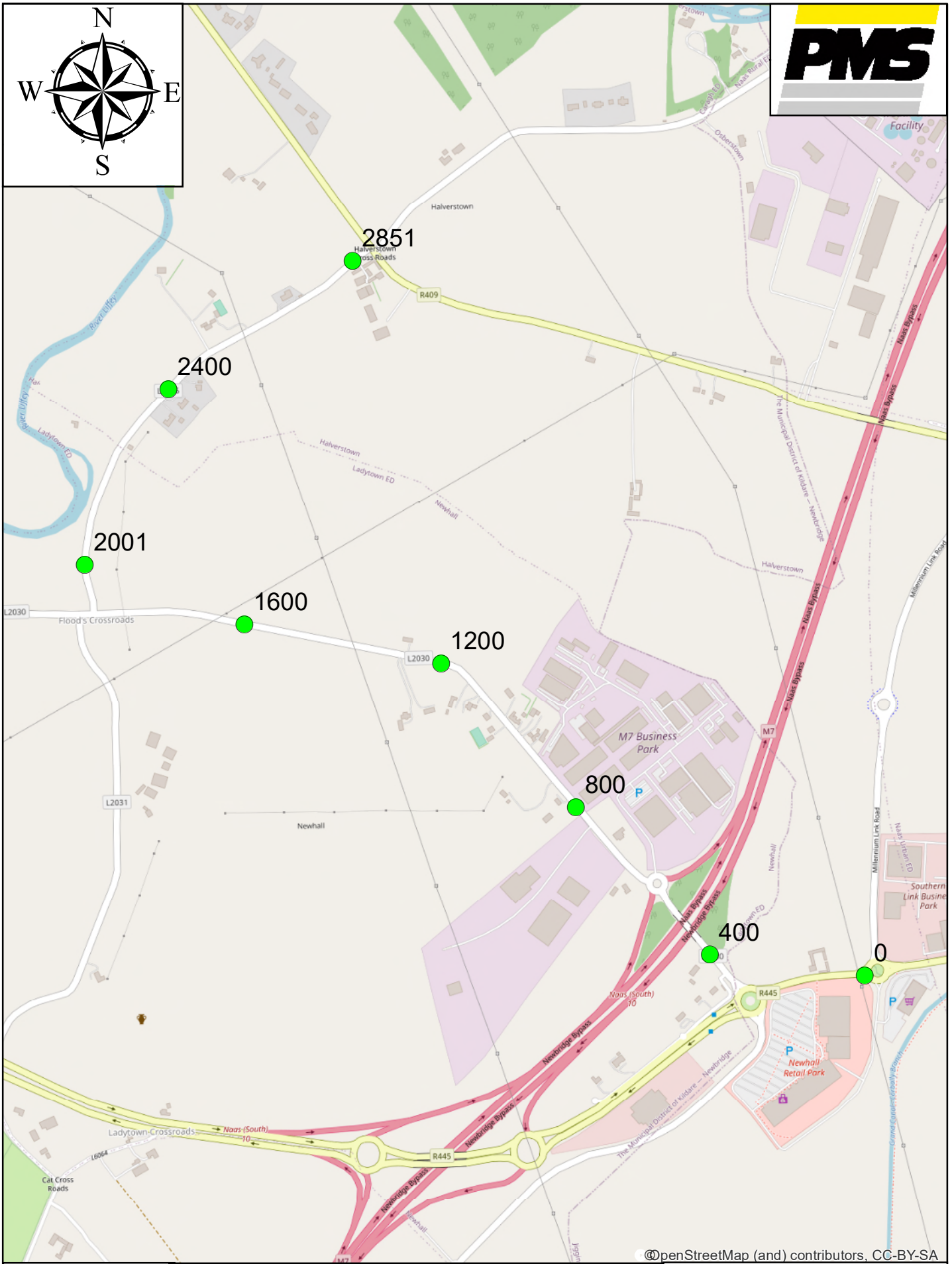
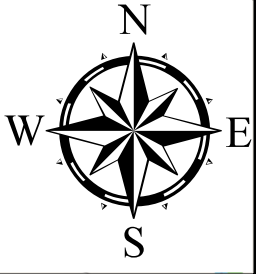
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Legend

● FWD_GPS

Bord Na Mona
FWD Survey May to July 2022

Section: Haul Route No. 1
Section C-D
Lane: Eastbound
FileName: BN22H197A
Date Tested: 01/07/2022



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● FWD_GPS

Bord Na Mona
FWD Survey May to July 2022

Section: L2030
Lane: Northbound
FileName: BN22H198A
Date Tested: 01/07/2022



Structural Evaluation and Pavement Investigation of Drehid Landfill, Co, Kildare

Bord Na Mona

January 2023

22/095




Document Control Sheet

| | | | | | | |
|--------------------------------|--|------------|-------------|---------------|----------------|-------------------|
| Client | Bord Na Mona | | | | | |
| Project Title | Structural Evaluation and Pavement Investigation of Drehid Landfill, Co, Kildare | | | | | |
| Document Title | Falling Weight Deflectometer – Level 2 Report | | | | | |
| Project Ref. | BN22H164 | | | | | |
| This Document Comprises | DCS | TOC | Text | Tables | Figures | Appendices |
| | 1 | 1 | 17 | 7 | 0 | 1 |

Amendment Record

This report has been amended and issued as follows:

| Revision | Description | Compiled by | Issue Date |
|-----------------|--------------------|--------------------|-------------------|
| 1.0 | Issue | Monica Loughnane | 04-01-2023 |
| | | | |
| | | | |

| | | | |
|---------------------------|--------------|-----------------|---|
| Approved Signatory | Joseph Joyce | Senior Engineer |  |
|---------------------------|--------------|-----------------|---|

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1. Introduction

PMS Pavement Management Services Ltd. (PMS) were appointed by Bord Na Mona to carry out a structural evaluation and pavement investigation of Drehid Landfill, Co, Kildare between May and June 2022. A programme of pavement testing was carried out comprising a Falling Weight Deflectometer (FWD) survey, Ground Penetrating Radar (GPR) survey and pavement coring.

The structural evaluation was carried out in accordance with **CC-GSW-04008** ‘Guidelines for the use of the Falling Weight Deflectometer in Ireland (2000)’ and **AM-PAV-06050 (HD31/15)** ‘Pavement Design and Maintenance – Pavement Maintenance Assessment and Renewal Principles (March 2020)’.

A FWD Level 1 Report titled ‘BN22H164 Bord na Mona Drehid May 2022 FWD Level 1 Analysis Report’ containing the central deflection (D1), Surface Curvature Index (SCI) and outer deflection (D7) results was issued to Bord Na Mona in July 2022. Details of the pavement sections surveyed are given in **Table 1**.

| | Section | No. Lanes Surveyed | True Direction | Test Interval (m) | Survey Length (m) |
|----|--|--------------------|----------------|-------------------|-------------------|
| 1 | R409 | 2 | SB | 50* | 10775 |
| 2 | Haul Route No 4 | 2 | NB | 50* | 23100 |
| 3 | Sallins Bypass | 2 | SB | 50* | 4500 |
| 4 | Haul Route No. 1 Section A-B | 2 | SB | 50* | 3915 |
| 5 | Haul Route No 2 | 2 | SB | 50* | 14925 |
| 6 | Ballycane Road | 2 | EB | 50* | 1390 |
| 7 | R445 | 2 | SB | 50* | 6825 |
| 8 | Haul Route No. 3 | 2 | SB | 50* | 19100 |
| 9 | Proposed Haul Route Enfield Link Rd. | 2 | EB | 50* | 1700 |
| 10 | Haul Route No. 1 Section C-D | 2 | EB | 50* | 15850 |
| 11 | Proposed Haul Route Kilcock - Prosperous | 2 | SB | 50* | 14800 |
| 12 | Proposed Haul Route Maynooth - Clane | 2 | SB | 50* | 12050 |
| 13 | Proposed Haul Route Kildare - Milltown | 2 | SB | 50* | 7850 |
| 14 | Haul Route No. 1.2 | 2 | SB | 50* | 4650 |
| 15 | Haul Route No. 1 Section C-D | 2 | EB | 50* | 2200 |
| 16 | L2030 | 2 | NB | 50* | 2850 |

*test locations staggered in adjacent lanes

Table 1: Details of Sections Tested

The objective of this report is to provide the client with the required minimum structural strengthening options based on a design life for each section.

2. Existing Pavement Construction

GPR and pavement coring was carried out by PMS to determine the existing pavement layer thicknesses and material types. In addition, the pavement coring results were used to verify the GPR results. The graphical and tabulated results from the pavement coring surveys are included in **Appendix A**.

The GPR survey results are contained in the report titled '*BM22G113+ Bord Na Mona Drehid June 2022 GPR Analysis Report opt*' issued to Bord Na Mona in September 2022.

3. Structural Design Methodology

3.1. Back-calculation of Layer Moduli

In FWD testing, a known load is applied to the pavement and the actual deflections at given distances from the centre of the load plate are measured. The deflected shape of the surface, generated by a FWD impact load depends upon the type, thickness and condition of the construction layers.

A "Back-calculation" process is used to estimate pavement layer moduli. Computer programs using linear elastic multi-layered analysis can be used to model the pavement structure. This back-calculation process is based on a mathematical model of the pavement structure which predicts the surface deflection under a given applied load. An iterative procedure is used to match the computed deflections to the measured values. The layer stiffness's are adjusted in this process until a match is obtained. The following criteria was used:

- The pavement structure was modelled as a number of horizontally infinite linear elastic layers.
- The elastic multi-layer analysis is based on Burmister's equations with all layers modelled linearly including an infinite depth subgrade and no slip between layers.
- Two or three independent layers were modelled.
- The results from seven deflection sensors were used.
- The computed surface deflection values can be reported.
- The minimum thickness of any single layer is 75mm.
- The maximum number of independent layers (including subgrade) is three.
- Asphalt layers are combined and modelled as a single layer.
- Concrete layers were combined and modelled as a single layer.

3.2. Application of Analytical Design Methods

The back-calculation procedure was used to obtain the pavement layer moduli from multilayer elastic analysis. For the purposes of back-calculation, appropriate upper bituminous layer thicknesses ranging from 100 mm to 250 mm were selected based on GPR and pavement coring information for each segment. Effective upper granular layer thicknesses ranging from 150 mm to 225 mm were selected based on GPR information for each segment.

The analysis for each design segment was based on the 85th percentile level as stated in **AM-PAV-06050 (HD31/15)**. The 85th percentile of D1 deflection is the value below which 85 percent of all D1 deflections in the segment fall.

The temperature-adjusted moduli of the upper layers, and subgrade moduli for that deflection level were selected as the design values. These values allow characterisation of the existing pavement to determine its current bearing capacity and also form the basis of the pavement characterisation for pavement overlay or inlay design.

| Section | Lane | Chainage (m) | Pavement Temp. (°C) | Bit. Layer Moduli (MPa) | Temp. Corrected Bit. Layer Moduli (MPa) | Sub-base Moduli (MPa) | Subgrade Moduli (MPa) |
|---------|------|---------------|---------------------|-------------------------|---|-----------------------|-----------------------|
| 1 | SB | 25 - 1025 | 12.6 | 4642 | 3314 | 400 | 143 |
| | | 1025 - 1875 | 12.6 | 1586 | 1132 | 400 | 142 |
| | | 1875 - 7850 | 12.6 | 5349 | 3818 | 400 | 120 |
| | | 7850 - 10775 | 12.6 | 1759 | 1255 | 400 | 184 |
| | NB | 0 - 950 | 16.1 | 4013 | 3328 | 400 | 245 |
| | | 950 - 1650 | 16.1 | 1448 | 1201 | 400 | 101 |
| | | 1650 - 7900 | 15.4 | 2335 | 1877 | 400 | 149 |
| | | 7900 - 10750 | 15.4 | 2595 | 2086 | 400 | 125 |
| 2 | NB | 25 - 1325 | 21.8 | 1629 | 1789 | 400 | 77 |
| | | 1325 - 5725 | 21.8 | 1635 | 1795 | 400 | 117 |
| | | 5725 - 12475 | 21.8 | 906 | 995 | 400 | 106 |
| | | 12475 - 21625 | 21.8 | 2432 | 2670 | 400 | 114 |
| | | 21625 - 23075 | 21.8 | 3116 | 3421 | 400 | 38 |
| | SB | 0 - 1350 | 21.8 | 4097 | 4498 | 400 | 70 |
| | | 1350 - 5775 | 21.8 | 1332 | 1462 | 400 | 118 |
| | | 5775 - 12500 | 21.8 | 1126 | 1236 | 400 | 157 |
| | | 12500 - 21500 | 21.8 | 1934 | 2123 | 400 | 127 |
| | | 21500 - 23100 | 21.8 | 3299 | 3623 | 400 | 37 |
| 3 | SB | 0 - 4500 | 16.6 | 4817 | 4087 | 400 | 254 |
| | NB | 25 - 4475 | 16.6 | 4633 | 3931 | 400 | 238 |

| Section | | Lane | Chainage (m) | Pavement Temp. (°C) | Bit. Layer Moduli (MPa) | Temp. Corrected Bit. Layer Moduli (MPa) | Sub-base Moduli (MPa) | Subgrade Moduli (MPa) |
|---------|--|------|---------------|---------------------|-------------------------|---|-----------------------|-----------------------|
| 4 | Haul Route No. 1 Section A-B | NB | 0 - 900 | 14.3 | 6879 | 5271 | 400 | 168 |
| | | | 900 - 3015 | 14.3 | 3179 | 2436 | 400 | 149 |
| | | | 3015 - 3915 | 14.3 | 4592 | 3518 | 400 | 237 |
| | | SB | 30 - 880 | 14.3 | 7473 | 5726 | 400 | 239 |
| | | | 880 - 2990 | 14.3 | 3530 | 2705 | 400 | 152 |
| | | | 2990 - 3890 | 14.3 | 4157 | 3185 | 400 | 194 |
| 5 | Haul Route No 2 | NB | 25 - 4075 | 14.3 | 4742 | 3633 | 400 | 228 |
| | | | 4075 - 5395 | 14.3 | 8309 | 6366 | 400 | 135 |
| | | | 5395 - 8100 | 14.3 | 3526 | 2702 | 400 | 187 |
| | | | 8100 - 13800 | 14.3 | 2921 | 2238 | 400 | 135 |
| | | | 13800 - 14900 | 14.3 | 3312 | 2538 | 400 | 234 |
| | | SB | 0 - 4000 | 14.3 | 6157 | 4718 | 400 | 193 |
| | | | 4000 - 7625 | 14.3 | 6098 | 4672 | 400 | 190 |
| | | | 7625 - 8925 | 14.3 | 4205 | 3222 | 400 | 165 |
| | | | 8925 - 13975 | 14.3 | 3463 | 2653 | 400 | 157 |
| | | | 13975 - 14925 | 14.3 | 3145 | 2410 | 400 | 245 |
| 6 | Ballycane Road | EB | 0 - 450 | 24.3 | 8478 | 10677 | 400 | 269 |
| | | | 450 - 1390 | 24.3 | 2298 | 2894 | 400 | 172 |
| | | WB | 25 - 425 | 24.3 | 6801 | 8565 | 400 | 319 |
| | | | 425 - 1375 | 24.3 | 1546 | 1947 | 400 | 195 |
| 7 | R445 | SB | 25 - 4075 | 18.6 | 4742 | 4423 | 400 | 228 |
| | | | 4075 - 5395 | 18.6 | 4132 | 3854 | 400 | 185 |
| | | | 5395 - 6825 | 18.6 | 9120 | 8507 | 400 | 309 |
| | | NB | 0 - 4000 | 18.6 | 6100 | 5690 | 400 | 207 |
| | | | 4000 - 5325 | 18.6 | 4228 | 3944 | 400 | 259 |
| | | | 5325 - 6725 | 18.6 | 8446 | 7878 | 400 | 352 |
| 8 | Haul Route No. 3 | SB | 0 - 1550 | 16.4 | 3492 | 2936 | 400 | 172 |
| | | | 1550 - 2600 | 16.7 | 5463 | 4657 | 400 | 61 |
| | | | 2600 - 5800 | 19.1 | 6671 | 6378 | 400 | 96 |
| | | | 5800 - 11450 | 14.5 | 7778 | 6011 | 400 | 236 |
| | | | 11450 - 14650 | 14.2 | 1621 | 1237 | 400 | 95 |
| | | | 14650 - 19100 | 17.3 | 4347 | 3810 | 400 | 109 |
| | | NB | 25 - 1525 | 16.4 | 3932 | 3306 | 400 | 127 |
| | | | 1525 - 2575 | 16.7 | 2174 | 1853 | 400 | 82 |
| | | | 2575 - 6025 | 19.1 | 2764 | 2643 | 400 | 126 |
| | | | 6025 - 11465 | 14.5 | 6502 | 5025 | 400 | 271 |
| | | | 11465 - 14575 | 14.2 | 1275 | 973 | 400 | 160 |
| | | | 14575 - 19075 | 17.3 | 1313 | 1151 | 400 | 110 |
| 9 | Proposed Haul Route Enfield Link Rd. | EB | 0 - 1700 | 12.8 | 9510 | 6845 | 400 | 223 |
| | | WB | 25 - 1675 | 12.8 | 8802 | 6335 | 400 | 235 |

| Section | | Lane | Chainage (m) | Pavement Temp. (°C) | Bit. Layer Moduli (MPa) | Temp. Corrected Bit. Layer Moduli (MPa) | Sub-base Moduli (MPa) | Subgrade Moduli (MPa) |
|---------|--|------|---------------|---------------------|-------------------------|---|-----------------------|-----------------------|
| 10 | Haul Route No. 1 Section C-D | EB | 0 - 4350 | 17.5 | 3728 | 3299 | 400 | 93 |
| | | | 4350 - 7600 | 17.5 | 4727 | 4183 | 400 | 64 |
| | | | 7600 - 11600 | 17.5 | 2525 | 2235 | 400 | 113 |
| | | | 11600 - 14300 | 17.5 | 2802 | 2479 | 400 | 113 |
| | | | 14300 - 15850 | 17.5 | 2229 | 1972 | 400 | 67 |
| | | WB | 25 - 4575 | 17.5 | 3702 | 3276 | 400 | 73 |
| | | | 4575 - 7175 | 17.5 | 9277 | 8209 | 400 | 48 |
| | | | 7175 - 10975 | 17.5 | 3205 | 2836 | 400 | 92 |
| | | | 10975 - 14475 | 17.5 | 2685 | 2376 | 400 | 109 |
| | | | 14475 - 15825 | 17.5 | 1857 | 1644 | 400 | 68 |
| 11 | Proposed Haul Route Kilcock - Prosperous | SB | 0 - 1950 | 15.5 | 3738 | 3018 | 400 | 132 |
| | | | 1950 - 3750 | 15.5 | 10876 | 8781 | 400 | 299 |
| | | | 3750 - 9300 | 15.5 | 3347 | 2703 | 400 | 100 |
| | | | 9300 - 14800 | 15.5 | 1499 | 1210 | 400 | 121 |
| | | NB | 0 - 2025 | 15.5 | 3533 | 2852 | 400 | 152 |
| | | | 2025 - 3625 | 15.5 | 10855 | 8764 | 400 | 359 |
| | | | 3625 - 10725 | 15.5 | 2717 | 2194 | 400 | 107 |
| | | | 10725 - 14775 | 15.5 | 1376 | 1111 | 400 | 102 |
| 12 | Proposed Haul Route Maynooth - Clane | SB | 0 - 1900 | 15.7 | 4045 | 3295 | 400 | 121 |
| | | | 1900 - 5250 | 15.7 | 6220 | 5067 | 400 | 222 |
| | | | 5250 - 8450 | 15.7 | 2237 | 1822 | 400 | 189 |
| | | | 8450 - 10100 | 15.7 | 2444 | 1991 | 400 | 115 |
| | | | 10100 - 12050 | 15.7 | 5547 | 4519 | 400 | 104 |
| | | NB | 25 - 1925 | 15.7 | 5983 | 4873 | 400 | 164 |
| | | | 1925 - 5225 | 15.7 | 7348 | 5986 | 400 | 223 |
| | | | 5225 - 8425 | 15.7 | 2211 | 1801 | 400 | 200 |
| | | | 8425 - 10125 | 15.7 | 1999 | 1629 | 400 | 110 |
| | | | 10125 - 12025 | 15.7 | 3559 | 2899 | 400 | 108 |
| 13 | Proposed Haul Route Kildare - Milltown | SB | 0 - 1900 | 13.8 | 4321 | 3241 | 400 | 65 |
| | | | 1900 - 7050 | 13.8 | 1383 | 1037 | 400 | 117 |
| | | | 7050 - 7850 | 13.8 | 3459 | 2595 | 400 | 203 |
| | | NB | 25 - 1875 | 13.8 | 2784 | 2088 | 400 | 81 |
| | | | 1875 - 7075 | 13.8 | 1574 | 1181 | 400 | 99 |
| | | | 7075 - 7825 | 13.8 | 4321 | 3241 | 400 | 220 |
| 14 | Haul Route 1.2 | SB | 0 - 3250 | 14.1 | 4278 | 3250 | 400 | 162 |
| | | | 3250 - 4650 | 14.1 | 4012 | 3048 | 400 | 70 |
| | | NB | 25 - 3325 | 14.1 | 5713 | 4340 | 400 | 168 |
| | | | 3325 - 4625 | 14.1 | 1605 | 1220 | 400 | 100 |
| 15 | Haul Route No. 1 Section C-D | EB | 0 - 2200 | 17.5 | 7086 | 6270 | 400 | 112 |
| | | WB | 25 - 2175 | 17.5 | 6335 | 5606 | 400 | 101 |

| Section | Lane | Chainage (m) | Pavement Temp. (°C) | Bit. Layer Moduli (MPa) | Temp. Corrected Bit. Layer Moduli (MPa) | Sub-base Moduli (MPa) | Subgrade Moduli (MPa) |
|---------|------|--------------|---------------------|-------------------------|---|-----------------------|-----------------------|
| 16 | NB | 0 - 1850 | 25.2 | 2761 | 3661 | 400 | 127 |
| | | 1850 - 2850 | 25.2 | 2221 | 2945 | 400 | 72 |
| | SB | 25 - 1875 | 25.2 | 3368 | 4465 | 400 | 168 |
| | | 1875 - 2825 | 25.2 | 2798 | 3710 | 400 | 83 |

Table 2: Pavement Moduli

3.3. Overlay Design Models

The pavement performance models used are the **TRL LR 1132** ‘*The Structural Design of Bituminous Roads*’ models for overlay fatigue and subgrade deformation, as per the guidance in **AM-PAV-06050**. The output from the models is the number of standard axles that the pavement is anticipated to withstand before failing structurally due to either excessive rutting caused by subgrade failure or by cracking of the bituminous layers induced by fatigue of the upper layers. If the number of axles to failure for the existing pavement is less than that desired (i.e. if the strains are excessively high), then an overlay/inlay can be designed to reduce the critical strains to the appropriate design level.

A pavement model consisting of the 85th percentile stiffness values for the existing pavement layers was set up for each segment. Calculation of the maximum tensile strain at the bottom of the combined bituminous layers and maximum compressive strain at the top of the subgrade/capping layer was carried out for each segment.

4. Structural Pavement Strengthening Options

4.1. Design Traffic

The estimated design traffic requirement is based on traffic count information provided by Tobins. **Table 3** shows the design traffic details expressed in million standard axles (msa).

| | Section | Design Traffic (msa) |
|----|--|----------------------|
| 1 | R409 | 3.394 |
| 2 | Haul Route No 4 | 0.431 |
| 3 | Sallins Bypass | 2.801 |
| 4 | Haul Route No. 1 Section A-B | 2.801 |
| 5 | Haul Route No 2 | 3.394 |
| 6 | Ballycane Road | 2.801 |
| 7 | R445 | 3.394 |
| 8 | Haul Route No. 3 | 2.532 |
| 9 | Proposed Haul Route Enfield Link Rd. | 2.047 |
| 10 | Haul Route No. 1 Section C-D | 3.394 |
| 11 | Proposed Haul Route Kilcock - Prosperous | 0.162 |
| 12 | Proposed Haul Route Maynooth - Clane | 0.162 |
| 13 | Proposed Haul Route Kildare - Milltown | 0.108 |
| 14 | Haul Route No. 1.2 | 2.801 |
| 15 | Haul Route No. 1 Section C-D | 2.801 |
| 16 | L2030 | 3.394 |

Table 3: Traffic Design Parameters

4.2. Overlay Requirements

The overlay design life requirements for each design segment are shown in **Table 4**. The overlay requirements for the design sections were calculated in accordance with the National Roads models (85th percentile failure curve) and Non-National Roads models (50th percentile failure curve). If a hot-mix bituminous overlay is not suitable (as explained in Section 5) then a granular overlay, or a composite overlay comprising hot-mix bituminous material over granular material, is typically recommended so that a suitable base for laying of hot-mix layers is provided.

| Section | | Design Model | Lane | Chainage (m) | SCI (microns) | Hot-mix Bit. Thickness (mm) |
|---------------|------------------------------|--------------|------|---------------|---------------|-----------------------------|
| 1 | R409 | National | SB | 25 - 1025 | 46 | None* |
| | | | | 1025 - 1875 | 110 | 75 |
| | | | | 1875 - 7850 | 68 | None* |
| | | | | 7850 - 10775 | 81 | 50 |
| | | | NB | 0 - 950 | 43 | None* |
| | | | | 950 - 1650 | 136 | 100 |
| | | | | 1650 - 7900 | 78 | 50 |
| 7900 - 10750 | 100 | 50 | | | | |
| 2 | Haul Route No 4 | Non National | NB | 25 - 1325 | 94 | None* |
| | | | | 1325 - 5725 | 80 | None* |
| | | | | 5725 - 12475 | 129 | None* |
| | | | | 12475 - 21625 | 108 | None* |
| | | | | 21625 - 23075 | 133 | None* |
| | | | SB | 0 - 1350 | 112 | None* |
| | | | | 1350 - 5775 | 97 | None* |
| | | | | 5775 - 12500 | 118 | None* |
| | | | | 12500 - 21500 | 98 | None* |
| 21500 - 23100 | 150 | None* | | | | |
| 3 | Sallins Bypass | National | SB | 0 - 4500 | 31 | None* |
| | | | NB | 25 - 4475 | 35 | None* |
| 4 | Haul Route No. 1 Section A-B | National | NB | 0 - 900 | 78 | None* |
| | | | | 900 - 3015 | 101 | 50 |
| | | | | 3015 - 3915 | 48 | None* |
| | | | SB | 30 - 880 | 64 | None* |
| | | | | 880 - 2990 | 89 | 50 |
| | | | | 2990 - 3890 | 54 | None* |
| 5 | Haul Route No 2 | National | NB | 25 - 4075 | 25 | None* |
| | | | | 4075 - 5395 | 59 | None* |
| | | | | 5395 - 8100 | 32 | None* |
| | | | | 8100 - 13800 | 105 | 50 |
| | | | | 13800 - 14900 | 65 | None* |
| | | | SB | 0 - 4000 | 26 | None* |
| | | | | 4000 - 7625 | 36 | None* |
| | | | | 7625 - 8925 | 111 | 50 |
| | | | | 8925 - 13975 | 78 | None* |
| 13975 - 14925 | 76 | 50 | | | | |
| 6 | Ballycane Road | National | EB | 0 - 450 | 23 | None* |
| | | | | 450 - 1390 | 97 | None* |
| | | | WB | 25 - 425 | 28 | None* |
| | | | | 425 - 1375 | 75 | None* |

| Section | | Design Model | Lane | Chainage (m) | SCI (microns) | Hot-mix Bit. Thickness (mm) |
|---------|--|--------------|------|---------------|---------------|-----------------------------|
| 7 | R445 | National | SB | 25 - 4075 | 25 | None* |
| | | | | 4075 - 5395 | 59 | None* |
| | | | | 5395 - 6825 | 19 | None* |
| | | | NB | 0 - 4000 | 26 | None* |
| | | | | 4000 - 5325 | 54 | None* |
| | | | | 5325 - 6725 | 19 | None* |
| 8 | Haul Route No. 3 | National | SB | 0 - 1550 | 38 | None* |
| | | | | 1550 - 2600 | 103 | 50 |
| | | | | 2600 - 5800 | 40 | None* |
| | | | | 5800 - 11450 | 23 | None* |
| | | | | 11450 - 14650 | 84 | 50 |
| | | | | 14650 - 19100 | 65 | None* |
| | | | NB | 25 - 1525 | 60 | None* |
| | | | | 1525 - 2575 | 140 | 75 |
| | | | | 2575 - 6025 | 46 | None* |
| | | | | 6025 - 11465 | 26 | None* |
| | | | | 11465 - 14575 | 126 | 50 |
| | | | | 14575 - 19075 | 113 | 50 |
| 9 | Proposed Haul Route Enfield Link Rd. | National | EB | 0 - 1700 | 19 | None* |
| | | | WB | 25 - 1675 | 18 | None* |
| 10 | Haul Route No. 1 Section C-D | National | EB | 0 - 4350 | 49 | None* |
| | | | | 4350 - 7600 | 52 | None* |
| | | | | 7600 - 11600 | 60 | None* |
| | | | | 11600 - 14300 | 70 | None* |
| | | | | 14300 - 15850 | 114 | 50 |
| | | | WB | 25 - 4575 | 54 | None* |
| | | | | 4575 - 7175 | 37 | None* |
| | | | | 7175 - 10975 | 81 | 50 |
| | | | | 10975 - 14475 | 75 | None* |
| | | | | 14475 - 15825 | 121 | 50 |
| 11 | Proposed Haul Route Kilcock - Prosperous | Non National | SB | 0 - 1950 | 40 | None* |
| | | | | 1950 - 3750 | 16 | None* |
| | | | | 3750 - 9300 | 58 | None* |
| | | | | 9300 - 14800 | 122 | None* |
| | | | NB | 0 - 2025 | 45 | None* |
| | | | | 2025 - 3625 | 17 | None* |
| | | | | 3625 - 10725 | 73 | None* |
| | | | | 10725 - 14775 | 117 | None* |

| Section | | Design Model | Lane | Chainage (m) | SCI (microns) | Hot-mix Bit. Thickness (mm) |
|---------|---|-----------------|---------------|---------------|---------------|-----------------------------|
| 12 | Proposed Haul Route Maynooth - Clane | Non National | SB | 0 - 1900 | 49 | None* |
| | | | | 1900 - 5250 | 27 | None* |
| | | | | 5250 - 8450 | 75 | None* |
| | | | | 8450 - 10100 | 118 | None* |
| | | | | 10100 - 12050 | 37 | None* |
| | | | NB | 25 - 1925 | 59 | None* |
| | | | | 1925 - 5225 | 30 | None* |
| | | | | 5225 - 8425 | 82 | None* |
| | | | | 8425 - 10125 | 121 | None* |
| | | | 10125 - 12025 | 52 | None* | |
| 13 | Proposed Haul Route Kildare - Milltown | Non National | SB | 0 - 1900 | 113 | None* |
| | | | | 1900 - 7050 | 131 | None* |
| | | | | 7050 - 7850 | 48 | None* |
| | | | NB | 25 - 1875 | 118 | None* |
| | | | | 1875 - 7075 | 152 | None* |
| | | | | 7075 - 7825 | 41 | None* |
| 14 | Haul Route 1.2 | National | SB | 0 - 3250 | 45 | None* |
| | | | | 3250 - 4650 | 68 | 50 |
| | | | NB | 25 - 3325 | 42 | None* |
| | | | | 3325 - 4625 | 81 | 50 |
| 15 | Haul Route No. 1 Section C-D | National | EB | 0 - 2200 | 29 | None* |
| | | | WB | 25 - 2175 | 35 | None* |
| 16 | L2030 | Non National | NB | 0 - 1850 | 69 | None* |
| | | | | 1850 - 2850 | 97 | 50 |
| | | | SB | 25 - 1875 | 50 | None* |
| | | | | 1875 - 2825 | 85 | None* |

*based on structural requirement only

Table 4: Overlay Requirements by Segment

4.3. Inlay Requirements

The inlay design life requirements for each design segment are shown in **Table 5**. The inlay design consisted of the removal of a depth of existing pavement material and replacement with hot-mix bituminous material or composite comprising of a hot-mix bituminous material over granular material. The inlay requirements for each design section were calculated in accordance with the National Roads models (85th percentile failure curve) and Non-National Roads models (50th percentile failure curve). If a hot-mix only inlay is not suitable (as explained in Section 5), then a composite inlay is typically recommended so that a suitable base for laying of hot-mix layers is provided.

| Section | | Design Model | Lane | Chainage (m) | SCI (microns) | Inlay Type | Depth to Remove (mm) | Inlay Thickness (mm) |
|---------|------------------------------|--------------|------|---------------|---------------|------------|----------------------|----------------------|
| 1 | R409 | National | SB | 25 - 1025 | 46 | None | None | None |
| | | | | 1025 - 1875 | 110 | Composite | 350 | 200 over 150 |
| | | | | 1875 - 7850 | 68 | None | None | None |
| | | | | 7850 - 10775 | 81 | Hot-Mix | 150 | 150 |
| | | | NB | 0 - 950 | 43 | None | None | None |
| | | | | 950 - 1650 | 136 | Composite | 375 | 225 over 150 |
| | | | | 1650 - 7900 | 78 | Hot-Mix | 175 | 175 |
| 2 | Haul Route No 4 | Non National | NB | 25 - 1325 | 94 | None | None | None |
| | | | | 1325 - 5725 | 80 | None | None | None |
| | | | | 5725 - 12475 | 129 | None | None | None |
| | | | | 12475 - 21625 | 108 | None | None | None |
| | | | | 21625 - 23075 | 133 | None | None | None |
| | | | SB | 0 - 1350 | 112 | None | None | None |
| | | | | 1350 - 5775 | 97 | None | None | None |
| | | | | 5775 - 12500 | 118 | None | None | None |
| | | | | 12500 - 21500 | 98 | None | None | None |
| | | | | 21500 - 23100 | 150 | None | None | None |
| 3 | Sallins Bypass | National | SB | 0 - 4500 | 31 | None | None | None |
| | | | NB | 25 - 4475 | 35 | None | None | None |
| 4 | Haul Route No. 1 Section A-B | National | NB | 0 - 900 | 78 | None | None | None |
| | | | | 900 - 3015 | 101 | Composite | 325 | 175 over 150 |
| | | | | 3015 - 3915 | 48 | None | None | None |
| | | | SB | 30 - 880 | 64 | None | None | None |
| | | | | 880 - 2990 | 89 | Hot-Mix | 150 | 150 |
| 5 | Haul Route No 2 | National | NB | 25 - 4075 | 25 | None | None | None |
| | | | | 4075 - 5395 | 59 | None | None | None |
| | | | | 5395 - 8100 | 32 | None | None | None |
| | | | | 8100 - 13800 | 105 | Composite | 350 | 200 over 150 |
| | | | | 13800 - 14900 | 65 | None | None | None |
| | | | SB | 0 - 4000 | 26 | None | None | None |
| | | | | 4000 - 7625 | 36 | None | None | None |
| | | | | 7625 - 8925 | 111 | Composite | 325 | 175 over 150 |
| | | | | 8925 - 13975 | 78 | None | None | None |
| | | | | 13975 - 14925 | 76 | Hot-Mix | 150 | 150 |
| 6 | Ballycane Road | National | EB | 0 - 450 | 23 | None | None | None |
| | | | | 450 - 1390 | 97 | None | None | None |
| | | | WB | 25 - 425 | 28 | None | None | None |
| | | | | 425 - 1375 | 75 | None | None | None |

| Section | Design Model | Lane | Chainage (m) | SCI (microns) | Inlay Type | Depth to Remove (mm) | Inlay Thickness (mm) | |
|---------|--|--------------|--------------|---------------|------------|----------------------|----------------------|--------------|
| 7 | R445 | National | SB | 25 - 4075 | 25 | None | None | None |
| | | | | 4075 - 5395 | 59 | None | None | None |
| | | | | 5395 - 6825 | 19 | None | None | None |
| | | | NB | 0 - 4000 | 26 | None | None | None |
| | | | | 4000 - 5325 | 54 | None | None | None |
| | | | | 5325 - 6725 | 19 | None | None | None |
| 8 | Haul Route No. 3 | National | SB | 0 - 1550 | 38 | None | None | None |
| | | | | 1550 - 2600 | 103 | Composite | 400 | 250 over 150 |
| | | | | 2600 - 5800 | 40 | None | None | None |
| | | | | 5800 - 11450 | 23 | None | None | None |
| | | | | 11450 - 14650 | 84 | Hot-Mix | 200 | 200 |
| | | | | 14650 - 19100 | 65 | None | None | None |
| | | | NB | 25 - 1525 | 60 | None | None | None |
| | | | | 1525 - 2575 | 140 | Composite | 375 | 225 over 150 |
| | | | | 2575 - 6025 | 46 | None | None | None |
| | | | | 6025 - 11465 | 26 | None | None | None |
| | | | | 11465 - 14575 | 126 | Hot-Mix | 150 | 150 |
| | | | | 14575 - 19075 | 113 | Hot-Mix | 175 | 175 |
| 9 | Proposed Haul Route Enfield Link Rd. | National | EB | 0 - 1700 | 19 | None | None | None |
| | | | WB | 25 - 1675 | 18 | None | None | None |
| 10 | Haul Route No. 1 Section C-D | National | EB | 0 - 4350 | 49 | None | None | None |
| | | | | 4350 - 7600 | 52 | None | None | None |
| | | | | 7600 - 11600 | 60 | None | None | None |
| | | | | 11600 - 14300 | 70 | None | None | None |
| | | | | 14300 - 15850 | 114 | Composite | 400 | 250 over 150 |
| | | | WB | 25 - 4575 | 54 | None | None | None |
| | | | | 4575 - 7175 | 37 | None | None | None |
| | | | | 7175 - 10975 | 81 | Composite | 375 | 225 over 150 |
| | | | | 10975 - 14475 | 75 | None | None | None |
| | | | | 14475 - 15825 | 121 | Composite | 400 | 250 over 150 |
| 11 | Proposed Haul Route Kilcock - Prosperous | Non National | SB | 0 - 1950 | 40 | None | None | None |
| | | | | 1950 - 3750 | 16 | None | None | None |
| | | | | 3750 - 9300 | 58 | None | None | None |
| | | | | 9300 - 14800 | 122 | None | None | None |
| | | | NB | 0 - 2025 | 45 | None | None | None |
| | | | | 2025 - 3625 | 17 | None | None | None |
| | | | | 3625 - 10725 | 73 | None | None | None |
| | | | | 10725 - 14775 | 117 | None | None | None |

| Section | Design Model | Lane | Chainage (m) | SCI (microns) | Inlay Type | Depth to Remove (mm) | Inlay Thickness (mm) | |
|---------------|--|--------------|--------------|---------------|------------|----------------------|----------------------|--------------|
| 12 | Proposed Haul Route Maynooth - Clane | Non National | SB | 0 - 1900 | 49 | None | None | None |
| | | | | 1900 - 5250 | 27 | None | None | None |
| | | | | 5250 - 8450 | 75 | None | None | None |
| | | | | 8450 - 10100 | 118 | None | None | None |
| | | | | 10100 - 12050 | 37 | None | None | None |
| | | | NB | 25 - 1925 | 59 | None | None | None |
| | | | | 1925 - 5225 | 30 | None | None | None |
| | | | | 5225 - 8425 | 82 | None | None | None |
| | | | | 8425 - 10125 | 121 | None | None | None |
| 10125 - 12025 | 52 | None | None | None | | | | |
| 13 | Proposed Haul Route Kildare - Milltown | Non National | SB | 0 - 1900 | 113 | None | None | None |
| | | | | 1900 - 7050 | 131 | None | None | None |
| | | | | 7050 - 7850 | 48 | None | None | None |
| | | | NB | 25 - 1875 | 118 | None | None | None |
| | | | | 1875 - 7075 | 152 | None | None | None |
| | | | | 7075 - 7825 | 41 | None | None | None |
| 14 | Haul Route 1.2 | National | SB | 0 - 3250 | 45 | None | None | None |
| | | | | 3250 - 4650 | 68 | Composite | 375 | 225 over 150 |
| | | | NB | 25 - 3325 | 42 | None | None | None |
| | | | | 3325 - 4625 | 81 | Composite | 350 | 200 over 150 |
| 15 | Haul Route No. 1 Section C-D | National | EB | 0 - 2200 | 29 | None | None | None |
| | | | WB | 25 - 2175 | 35 | None | None | None |
| 16 | L2030 | Non National | NB | 0 - 1850 | 69 | None | None | None |
| | | | | 1850 - 2850 | 97 | Composite | 375 | 225 over 150 |
| | | | SB | 25 - 1875 | 50 | None | None | None |
| | | | | 1875 - 2825 | 85 | None | None | None |

**based on structural requirement only*

Table 5: Inlay Requirements by Segment

5. Summary of Analysis and Results

Multiple pavement strengthening options were examined for the section, as per the Client's request. For segments where two or more design options are presented, the Client may choose the design most suitable for their requirements taking the material properties, durability, cost and availability etc. into account. The selection criteria and implications of each of the design options are described below.

5.1. No Overlay/Inlay Required

Along a number of design segments, the analysis has shown that there is no structural overlay or inlay requirement as shown in **Table 4** and **Table 5**. It should be emphasised, that this is based on structural requirements only and there may be a requirement for a non-structural overlay/inlay.

5.2. Hot Mix Bituminous Overlay

A hot-mix bituminous overlay was investigated for all sections.

5.3. Hot Mix Bituminous Inlay

A hot-mix bituminous inlay was investigated for all sections. However for a number of segments when the required depth of material had been removed along this section, the remaining pavement layers will not have sufficient bearing capacity and load spreading capability to support a hot-mix only inlay. Therefore a composite inlay design was carried out.

5.4. Composite Inlay

The composite inlay design was carried out based upon a layer of bituminous material over a layer of granular. The granular material provides the load spreading characteristics lacking in the remaining existing pavement.

5.5. Locations for Further Investigations

Table 6 shows locations where the D1 deflections are well above the average deflection values for the segment. Such deflections generally indicate a very poor existing pavement structure, with an extremely low bearing capacity compared to the remainder of the existing pavement.

Higher SCIs at these locations would generally indicate poor load spreading ability in the upper pavement layers. It is recommended that where possible, the existing pavement materials should be removed and replaced with quality, well-compacted material prior to regulation and overlay. In addition, locations with cracking or other visible signs of structural distress should also be repaired prior to regulation and overlay/inlay.

Table 7 shows the design segments that have been visually inspected and show signs of raveling, alligator cracking, bleeding, rutting or patching. These areas where surface distresses are evident, localised repair and/or monitoring should be carried out.

| Section | Lane | Chainage (m) | D1 Criterion (microns) | Average D1 (microns) | Average SCI (microns) | Average D7 (microns) | |
|---------|--|--------------|------------------------|----------------------|-----------------------|----------------------|-----|
| 1 | R409 | NB | 1550 | D1 > 600 | 638 | 272 | 13 |
| | | 8500 | 654 | | 304 | 36 | |
| 2 | Haul Route 4 | NB | 17200 | D1 > 800 | 960 | 388 | 29 |
| | | | 21900 | | 935 | 389 | 23 |
| | | SB | 9225 | | 1300 | 486 | 8 |
| | | | 18925 | | 1040 | 529 | 36 |
| 3 | Sallins Bypass | NB | 25 | D1 > 200 | 254 | 81 | 27 |
| 7 | R445 | NB | 2650 | D1 > 250 | 310 | 114 | 12 |
| | | SB | 2675 | | 277 | 93 | 16 |
| 8 | Haul Route 3 | SB | 13250 | D1 > 800 | 804 | 339 | 29 |
| | | NB | 475 | | 831 | 411 | 26 |
| | | | 12025 | | 908 | 414 | 1 |
| | | | 13725 | | 802 | 386 | 11 |
| | | | 13875 | | 941 | 429 | 15 |
| | | | 13975 | | 804 | 217 | 36 |
| | | | 14175 | | 1146 | 472 | 20 |
| | | | 18025 | | 1544 | 925 | 5 |
| 10 | Haul Route No. 1 Section C-D | EB | 4200 | D1 > 700 | 702 | 243 | 24 |
| | | | 6250 | | 775 | 97 | 265 |
| | | WB | 15225 | | 729 | 203 | 11 |
| 12 | Proposed Haul Route Maynooth - Clane | SB | 1000 | D1 > 500 | 535 | 180 | 16 |
| | | NB | 9725 | | 504 | 170 | 27 |
| 13 | Proposed Haul Route Kildare - Milltown | NB | 225 | D1 > 800 | 814 | 315 | 3 |
| | | | 4675 | | 846 | 398 | 21 |
| | | | 6825 | | 1210 | 732 | 7 |
| 14 | Haul Route No. 1.2 | SB | 3700 | D1 > 600 | 662 | 172 | 59 |
| | | NB | 3825 | | 819 | 219 | 68 |
| 15 | Haul Route No. 1 Section C-D | WB | 375 | D1 > 300 | 356 | 115 | 23 |
| 16 | L2030 | NB | 2200 | D1 > 500 | 547 | 221 | 51 |

Table 6: Locations for Further Investigation

| | Section | Chainage (m) | Comments |
|----|--|--------------|---|
| 1 | R409 | 7420 - 10775 | Ravelling |
| 2 | Haul Route No 4 | 0 - 3800 | Light cracking and patching in spots |
| | | 3800 - 4350 | Ligh ravelling and cracking |
| 7 | R445 | 0 – 500 | Ravelling |
| | | 500 – 1500 | Ravelling and cracking |
| | | 1500 – 3800 | Ravelling |
| | | 3800 – 4100 | Patching |
| | | 4100 – 5000 | Ravelling |
| 11 | Proposed Haul Route Kilcock - Prosperous | 3788 – 9400 | Moderate weathering |
| 13 | Proposed Haul Route Kildare - Milltown | 450 – 3240 | Light cracking |
| | | 4000 – 4750 | Rutting and cracking |
| 14 | Haul Route No. 1.2 | 0 – 794 | Mild weathering |
| | | 794 – 1737 | Longitudinal cracking to verges |
| | | 3371 – 4585 | Mild ravelling |
| 15 | Haul Route No. 1 Section C-D | 0 – 485 | HRA Patching |
| | | 1104 – 1797 | Moderate weathering, utility patching in fair condition |
| | | 1797 – 2150 | Heavily ravelled |
| 16 | L2030 | 0 – 310 | Cracking to both carriageways |
| | | 510 – 650 | Surface heavily ravelled |
| | | 650 – 1820 | Moderate weathering and mild bleeding |
| | | 1820 - 2850 | Patching in good condition |

Table 7: Areas of Surface Pavement Distress

5.6. Subgrade Performance

The programme of pavement investigation has shown that there is highly compressible subgrade material underlying the existing pavement along Haul Route 4, Haul Route No. 1 Section C-D, Proposed Haul Route Kildare – Milltown and L2030

At locations of poor subgrade ($D7 > 50$ microns), consideration should be given to the use of a geogrid to resist premature reflection cracking of the overlay/inlay. Premature cracking is primarily caused by settlement of the poor subgrade. Geogrid reinforcement can be used to improve the structural integrity of the pavement in areas with poor subgrade condition.

Geogrid reinforcement can reduce the development of reflection cracks through the overlay/inlay layer and restricts crack widths. In addition, geogrid reinforcement reduces tensile strain in the overlay/inlay layer and may prolong the life of the pavement.

5.7. Selection and Design of Pavement Materials

Further information and guidance in relation to the selection and design of suitable bituminous and granular materials to be installed in the works are outlined in the following TII Publications:

- DN-PAV-03024 (HD37)
- DN-PAV-03074 (HD300)
- CC-SPW-00800 (Series 800)
- CC-SPW-00900 (Series 900)

Appendix A – Pavement Coring Results

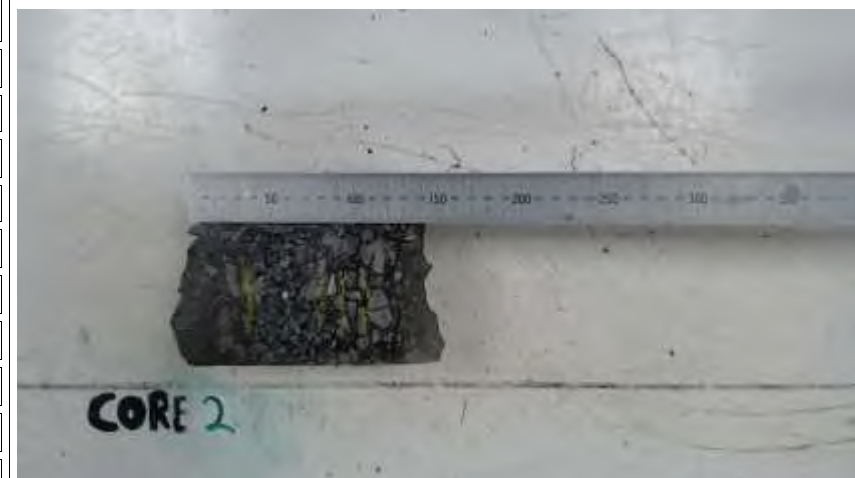
CORE LOG

Client: **Bord Na Mona** Project No: **BN22G182**
 Road No: **R409** Date Cored: **24/06/2022**
 Section: Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 45 | 45 | HRA | | |
| 2 | 45 | 85 | 40 | AC | | |
| 3 | 85 | 100 | 15 | SD | | |
| 4 | 100 | 110 | 10 | SD | | |
| 5 | 110 | 155 | 45 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **6350**
 Core Diameter (mm): **100** Core Depth (mm): **155**
 Easting: **284254** Wheelpath: **LHWP**
 Northing: **222688**
 Operator: **DC** Date Measured: **27/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22G182**
 Road No: **R409** Date Cored: **24/06/2022**
 Section: Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 60 | 50 | AC | | |
| 3 | 60 | 90 | 30 | AC | | Debonded |
| 4 | 90 | 205 | 115 | LMC | | |
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 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **3** Chainage (m): **9185**
 Core Diameter (mm): **100** Core Depth (mm): **205**
 Easting: **285748** Wheelpath: **LHWP**
 Northing: **220325**
 Operator: **DC** Date Measured: **27/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H185**
 Road No: Date Cored: **23/06/2022**
 Section: **Haul Route No 4** Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 40 | 40 | SMA | | |
| 2 | 40 | 85 | 45 | AC | | |
| 3 | 85 | 95 | 10 | SD | | |
| 4 | 95 | 110 | 15 | SD | | |
| 5 | 110 | 125 | 15 | Granular | | |
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 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **19185**
 Core Diameter (mm): **100** Core Depth (mm): **125**
 Easting: **277172** Wheelpath: **LHWP**
 Northing: **223179**
 Operator: **DC** Date Measured: **29/06/2022**

CORE LOG

Client: Bord Na Mona Project No: BN22H185
 Road No: Date Cored: 23/06/2022
 Section: Haul Route No 4 Direction: NB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 65 | 55 | AC | | |
| 3 | 65 | 75 | 10 | SD | | |
| 4 | 75 | 85 | 10 | SD | | |
| 5 | 85 | 140 | 55 | AC | | |
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 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 4 Chainage (m): 14785
 Core Diameter (mm): 100 Core Depth (mm): 140
 Easting: 275993 Wheelpath: LHWP
 Northing: 219543
 Operator: DC Date Measured: 29/06/2022

CORE LOG

Client: Bord Na Mona Project No: BN22H185
 Road No: Date Cored: 23/06/2022
 Section: Haul Route No 4 Direction: SB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 35 | 35 | SMA | | |
| 2 | 35 | 55 | 20 | AC | | |
| 3 | 55 | 65 | 10 | SD | | |
| 4 | 65 | 120 | 55 | AC | | |
| 5 | 120 | 175 | 55 | AC | | Debonded |
| 6 | 175 | 215 | 40 | AC | | |
| 7 | 215 | 245 | 30 | AC | | |
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Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 5 Chainage (m): 12075
 Core Diameter (mm): 100 Core Depth (mm): 245
 Easting: 276853 Wheelpath: LHWP
 Northing: 217294
 Operator: DC Date Measured: 29/06/2022

CORE LOG

Client: Bord Na Mona

Project No: BN22H185

Road No:

Date Cored: 23/06/2022

Section: Haul Route No 4

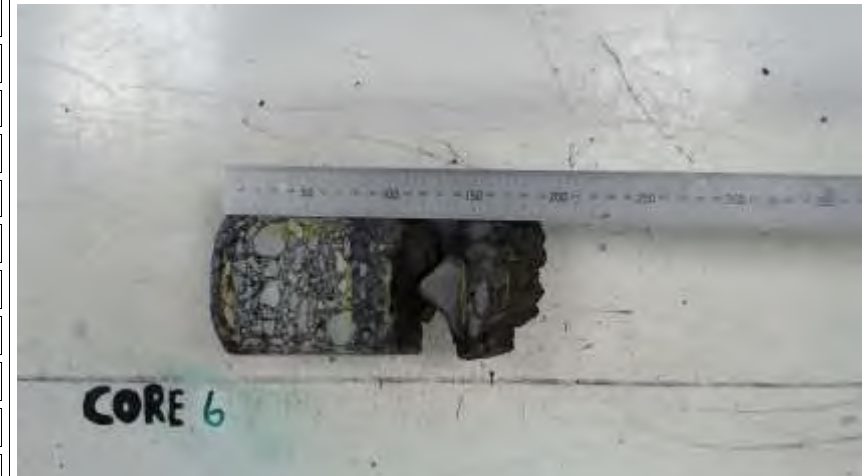
Direction: NB

Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 80 | 70 | AC | | |
| 3 | 80 | 100 | 20 | AC | | |
| 4 | 100 | 145 | 45 | Granular | | |
| 5 | 145 | 170 | 25 | AC | | |
| 6 | 170 | 200 | 30 | Granular | | |
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Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
HTSF504, Rev4, 111220

Core No: 6 Chainage (m): 10940

Core Diameter (mm): 100 Core Depth (mm): 200

Easting: 277868 Wheelpath: LHWP

Northing: 216815

Operator: DC Date Measured: 29/06/2022

CORE LOG

Client: Bord Na Mona Project No: BN22H185
 Road No: Date Cored: 23/06/2022
 Section: Haul Route No 4 Direction: SB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 60 | 50 | AC | | |
| 3 | 60 | 115 | 55 | AC | | |
| 4 | 115 | 180 | 65 | AC | | |
| 5 | 180 | 225 | 45 | AC | | |
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 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 7 Chainage (m): 2520
 Core Diameter (mm): 100 Core Depth (mm): 225
 Easting: 282216 Wheelpath: LHWP
 Northing: 211058
 Operator: DC Date Measured: 29/06/2022

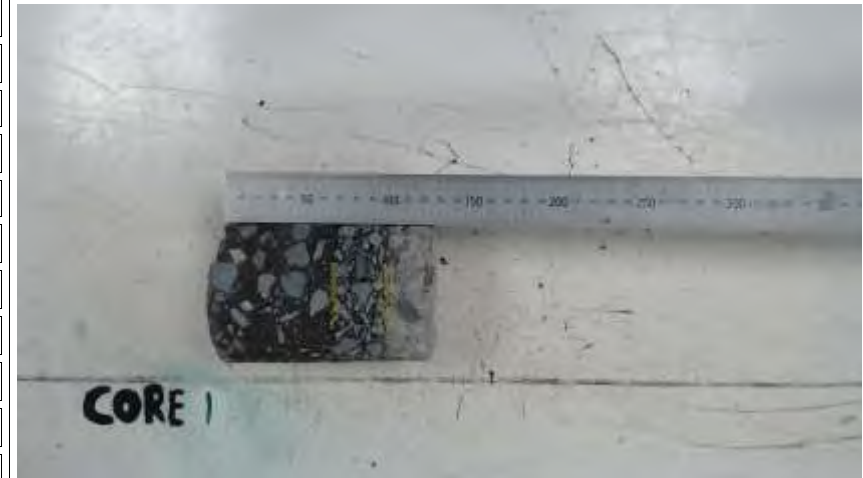
CORE LOG

Client: Bord Na Mona Project No: BN22H187
 Road No: Date Cored: 23/06/2022
 Section: Haul Route No. 1 Direction: SB
 Section A-B Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 70 | 70 | HRA | | |
| 2 | 70 | 100 | 30 | AC | | |
| 3 | 100 | 130 | 30 | Granular | | |
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Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 1 Chainage (m): 50
 Core Diameter (mm): 100 Core Depth (mm): 130
 Easting: 285387 Wheelpath: LHWP
 Northing: 211537
 Operator: DC Date Measured: 29/06/2022

CORE LOG

Client: Bord Na Mona Project No: BN22H187
 Road No: Date Cored: 23/06/2022
 Section: Haul Route No. 1 Direction: SB
 Section A-B Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 60 | 50 | AC | | |
| 3 | 60 | 70 | 10 | SD | | |
| 4 | 70 | 80 | 10 | SD | | |
| 5 | 80 | 100 | 20 | SD | | |
| 6 | 100 | 110 | 10 | SD | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 Chainage (m): 140
 Core Diameter (mm): 100 Core Depth (mm): 110
 Easting: 285308 Wheelpath: LHWP
 Northing: 211468
 Operator: DC Date Measured: 29/06/2022

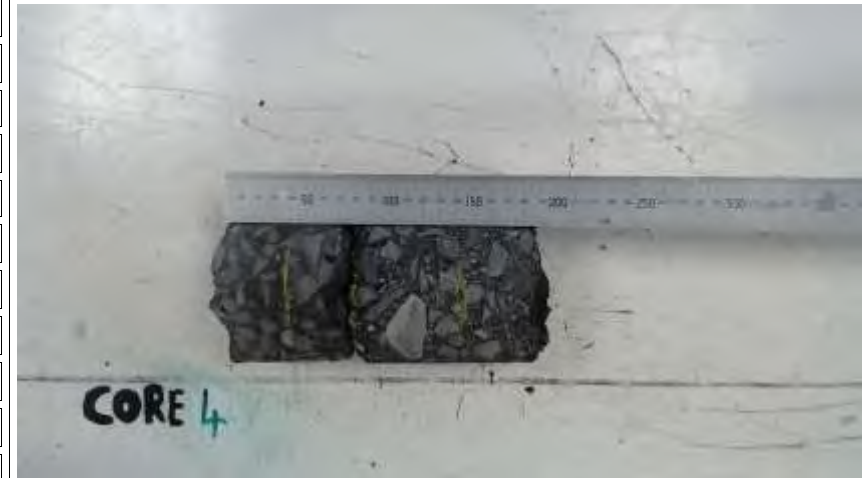
CORE LOG

Client: Bord Na Mona Project No: BN22H187
 Road No: Date Cored: 23/06/2022
 Section: Haul Route No. 1 Direction: SB
 Section A-B Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 45 | 45 | HRA | | |
| 2 | 45 | 80 | 35 | AC | | |
| 3 | 80 | 145 | 65 | AC | | |
| 4 | 145 | 195 | 50 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 4 Chainage (m): 3415
 Core Diameter (mm): 100 Core Depth (mm): 195
 Easting: 283633 Wheelpath: LHWP
 Northing: 208829
 Operator: DC Date Measured: 29/06/2022

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H188**
 Road No: Date Cored: **21/06/2022**
 Section: **Haul Route No 2** Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 15 | 10 | SD | | |
| 3 | 15 | 100 | 85 | AC | | |
| 4 | 100 | 125 | 25 | AC | | |
| 5 | 125 | 200 | 75 | AC | | |
| 6 | 200 | 210 | 10 | SD | | |
| 7 | 210 | 215 | 5 | SD | | |
| 8 | 215 | 225 | 10 | SD | | |
| 9 | 225 | 275 | 50 | AC | | |
| 10 | 275 | 305 | 30 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **13325**
 Core Diameter (mm): **100** Core Depth (mm): **305**
 Easting: **286664** Wheelpath: **LHWP**
 Northing: **212538**
 Operator: **DC** Date Measured: **22/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H188**
 Road No: Date Cored: **21/06/2022**
 Section: **Haul Route No 2** Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 65 | 55 | AC | | |
| 3 | 65 | 115 | 50 | AC | | |
| 4 | 115 | 125 | 10 | SD | | |
| 5 | 125 | 155 | 30 | AC | | |
| 6 | 155 | 165 | 10 | SD | | |
| 7 | 165 | 170 | 5 | SD | | |
| 8 | 170 | 180 | 10 | SD | | |
| 9 | 180 | 215 | 35 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **10125**
 Core Diameter (mm): **100** Core Depth (mm): **215**
 Easting: **288020** Wheelpath: **LHWP**
 Northing: **215279**
 Operator: **DC** Date Measured: **22/06/2022**

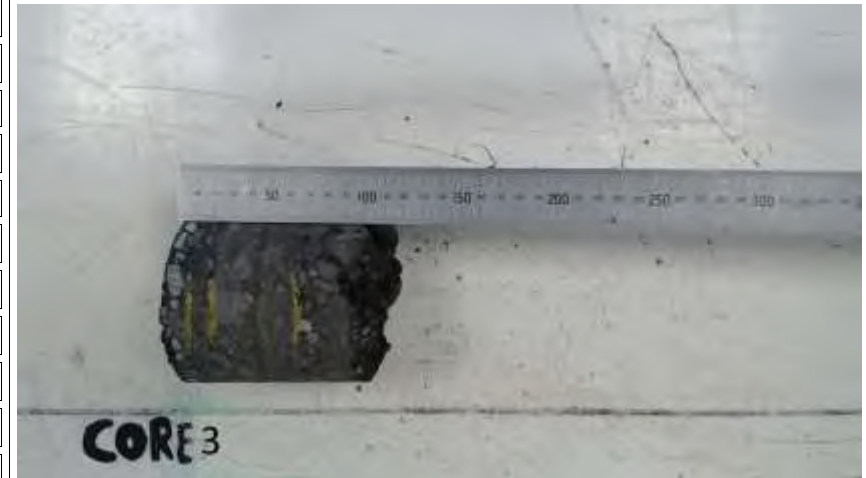
CORE LOG

Client: Bord Na Mona Project No: BN22H188
 Road No: Date Cored: 21/06/2022
 Section: Haul Route No 2 Direction: SB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 15 | 15 | SD | | |
| 2 | 15 | 25 | 10 | SD | | |
| 3 | 25 | 70 | 45 | AC | | |
| 4 | 70 | 115 | 45 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 3 Chainage (m): 8550
 Core Diameter (mm): 100 Core Depth (mm): 115
 Easting: 288513 Wheelpath: LHWP
 Northing: 216736
 Operator: DC Date Measured: 22/06/2022

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H188**
 Road No: Date Cored: **21/06/2022**
 Section: **Haul Route No 2** Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 55 | 55 | HRA | | |
| 2 | 55 | 405 | 350 | LMC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **4** Chainage (m): **11600**
 Core Diameter (mm): **100** Core Depth (mm): **405**
 Easting: **287788** Wheelpath: **LHWP**
 Northing: **213836**
 Operator: **DC** Date Measured: **22/06/2022**

CORE LOG

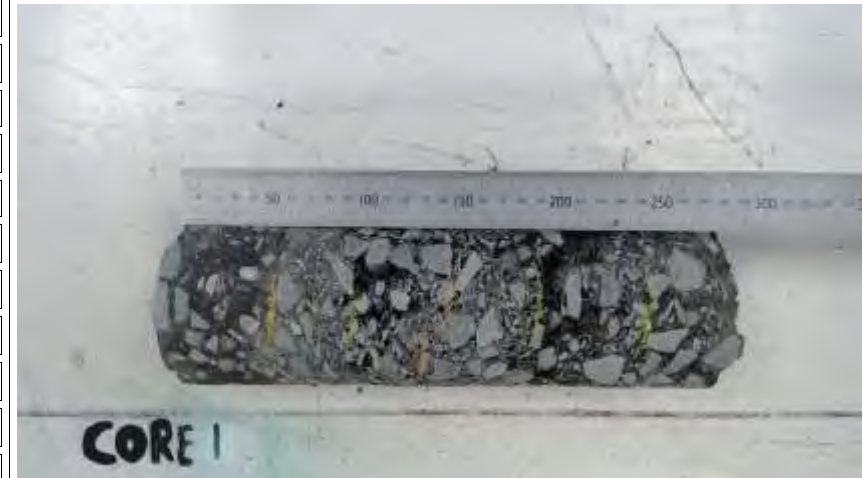
Client: **Bord Na Mona**
 Road No:
 Section: **Ballycane Road**

Project No: **BN22H189**
 Date Cored: **21/06/2022**
 Direction: **EB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 60 | 60 | HRA | | |
| 2 | 60 | 100 | 40 | AC | | |
| 3 | 100 | 145 | 45 | AC | Voids | |
| 4 | 145 | 190 | 45 | AC | | |
| 5 | 190 | 245 | 55 | AC | Voids | |
| 6 | 245 | 300 | 55 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **200**
 Core Diameter (mm): **100** Core Depth (mm): **300**
 Easting: **289385** Wheelpath: **LHWP**
 Northing: **218287**
 Operator: **DC** Date Measured: **22/06/2022**

CORE LOG

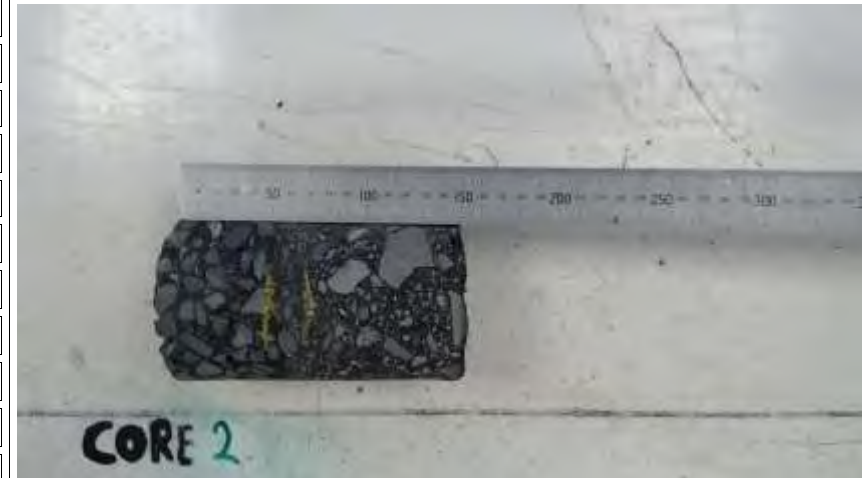
Client: **Bord Na Mona**
 Road No:
 Section: **Ballycane Road**

Project No: **BN22H189**
 Date Cored: **21/06/2022**
 Direction: **WB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 55 | 55 | SMA | | |
| 2 | 55 | 75 | 20 | AC | | |
| 3 | 75 | 155 | 80 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **1225**
 Core Diameter (mm): **100** Core Depth (mm): **155**
 Easting: **290114** Wheelpath: **LHWP**
 Northing: **218815**
 Operator: **DC** Date Measured: **22/06/2022**

CORE LOG

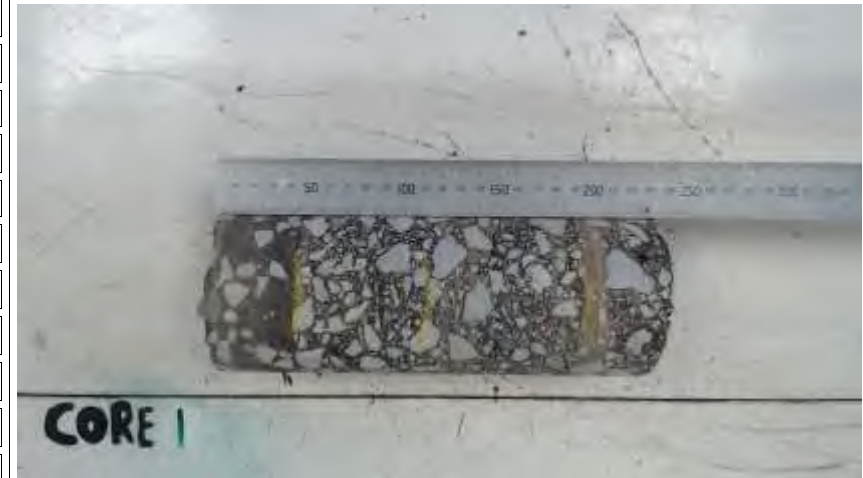
Client: Bord Na Mona
 Road No: R445
 Section:

Project No: BN22H195
 Date Cored: 30/06/2022
 Direction: SB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 115 | 65 | AC | | |
| 3 | 115 | 195 | 80 | AC | | |
| 4 | 195 | 235 | 40 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 1 Chainage (m): 2425
 Core Diameter (mm): 100 Core Depth (mm): 235
 Latitude: 287514 Wheelpath: LHWP
 Long: 220141
 Operator: DC Date Measured: 04/07/2022

CORE LOG

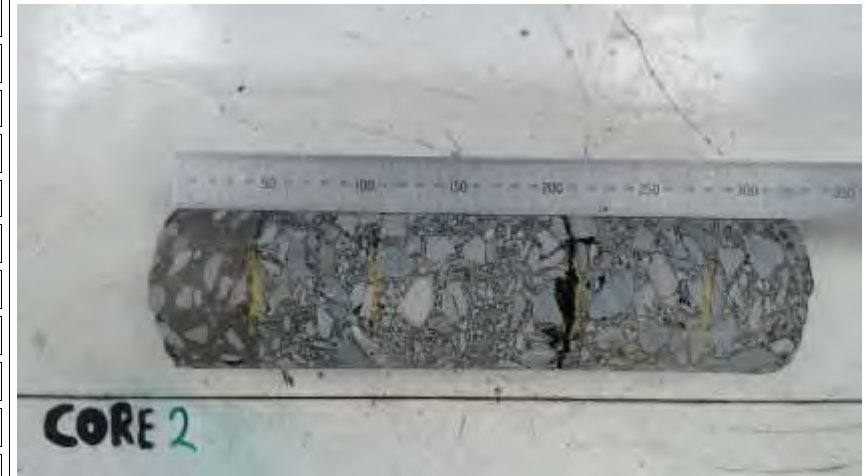
Client: **Bord Na Mona**
 Road No: **R445**
 Section:

Project No: **BN22H195**
 Date Cored: **30/06/2022**
 Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 110 | 60 | AC | | |
| 3 | 110 | 210 | 100 | AC | | Debonded |
| 4 | 210 | 275 | 65 | AC | | |
| 5 | 275 | 330 | 55 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **6150**
 Core Diameter (mm): **100** Core Depth (mm): **330**
 Latitude: **288528** Wheelpath: **LHWP**
 Long: **218376**
 Operator: **DC** Date Measured: **04/07/2022**

CORE LOG

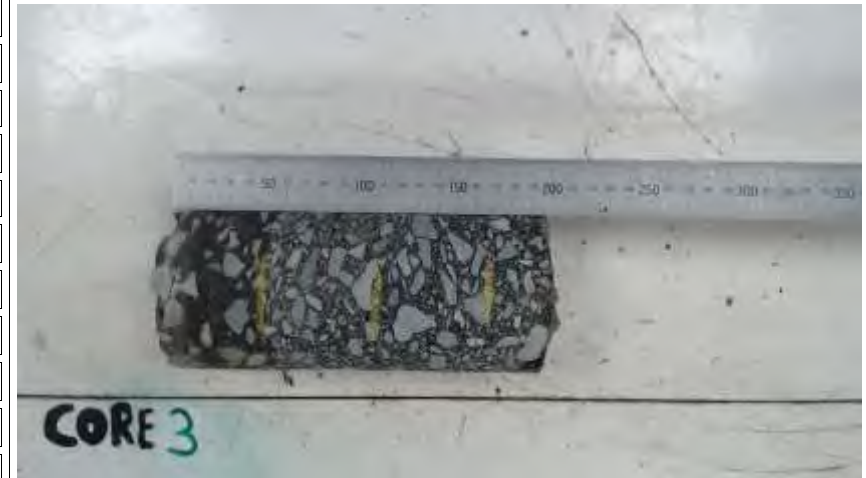
Client: **Bord Na Mona**
 Road No: **R445**
 Section:

Project No: **BN22H195**
 Date Cored: **30/06/2022**
 Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 55 | 55 | HRA | | |
| 2 | 55 | 115 | 60 | AC | | |
| 3 | 115 | 170 | 55 | AC | | |
| 4 | 170 | 200 | 30 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **3** Chainage (m): **5075**
 Core Diameter (mm): **100** Core Depth (mm): **200**
 Latitude: **287871** Wheelpath: **LHWP**
 Long: **218954**
 Operator: **DC** Date Measured: **04/07/2022**

CORE LOG

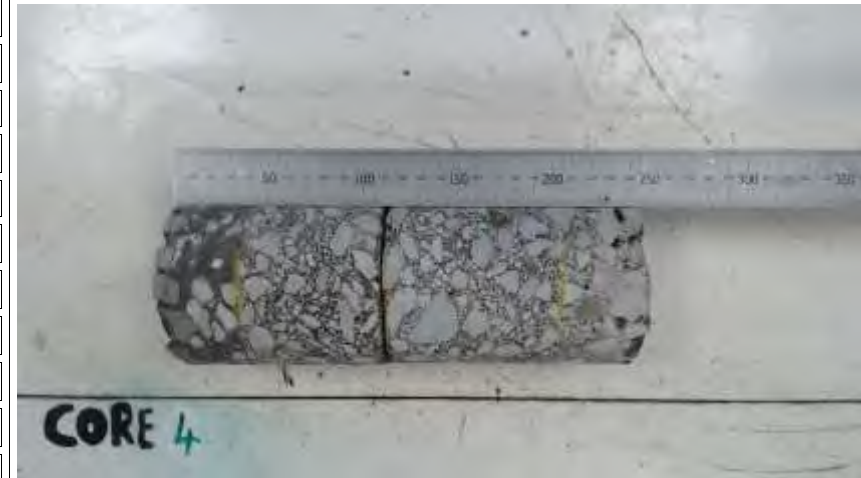
Client: **Bord Na Mona**
 Road No: **R445**
 Section:

Project No: **BN22H195**
 Date Cored: **30/06/2022**
 Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 40 | 40 | HRA | | |
| 2 | 40 | 110 | 70 | AC | | Debonded |
| 3 | 110 | 200 | 90 | AC | | |
| 4 | 200 | 245 | 45 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **4** Chainage (m): **3400**
 Core Diameter (mm): **100** Core Depth (mm): **245**
 Latitude: **286945** Wheelpath: **LHWP**
 Long: **219355**
 Operator: **DC** Date Measured: **04/07/2022**

CORE LOG

Client: **Bord Na Mona**
 Road No: **R445**
 Section:

Project No: **BN22H195**
 Date Cored:
 Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 115 | 65 | AC | | |
| 3 | 115 | 190 | 75 | AC | | |
| 4 | 190 | 285 | 95 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **5** Chainage (m): **2270**
 Core Diameter (mm): **100** Core Depth (mm): **285**
 Latitude: **288649** Wheelpath: **LHWP**
 Long: **221613**
 Operator: **DC** Date Measured: **04/07/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H164**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 3** Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 35 | 35 | HRA | | |
| 2 | 35 | 85 | 50 | AC | | |
| 3 | 85 | 155 | 70 | AC | | |
| 4 | 155 | 235 | 80 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **3390**
 Core Diameter (mm): **100** Core Depth (mm): **235**
 Easting: **275023** Wheelpath: **LHWP**
 Northing: **239181**
 Operator: **DC** Date Measured: **24/06/2022**

CORE LOG

Client: Bord Na Mona Project No: BN22H164
 Road No: Date Cored: 22/06/2022
 Section: Haul Route No. 3 Direction: SB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 45 | 45 | HRA | | |
| 2 | 45 | 95 | 50 | AC | | |
| 3 | 95 | 150 | 55 | AC | | |
| 4 | 150 | 210 | 60 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 Chainage (m): 8310
 Core Diameter (mm): 100 Core Depth (mm): 210
 Easting: 271654 Wheelpath: LHWP
 Northing: 235987
 Operator: DC Date Measured: 24/06/2022

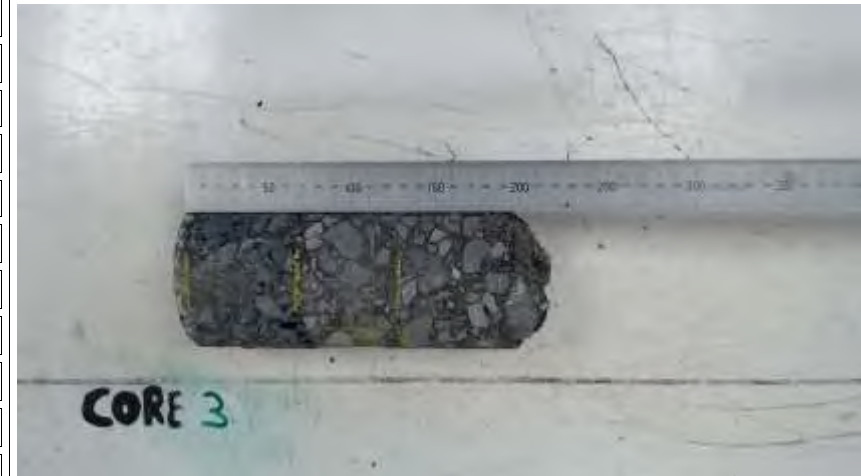
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H164**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 3** Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 70 | 60 | AC | | |
| 3 | 70 | 130 | 60 | AC | | |
| 4 | 130 | 225 | 95 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **3** Chainage (m): **12410**
 Core Diameter (mm): **100** Core Depth (mm): **225**
 Easting: **269739** Wheelpath: **LHWP**
 Northing: **233499**
 Operator: **DC** Date Measured: **24/06/2022**

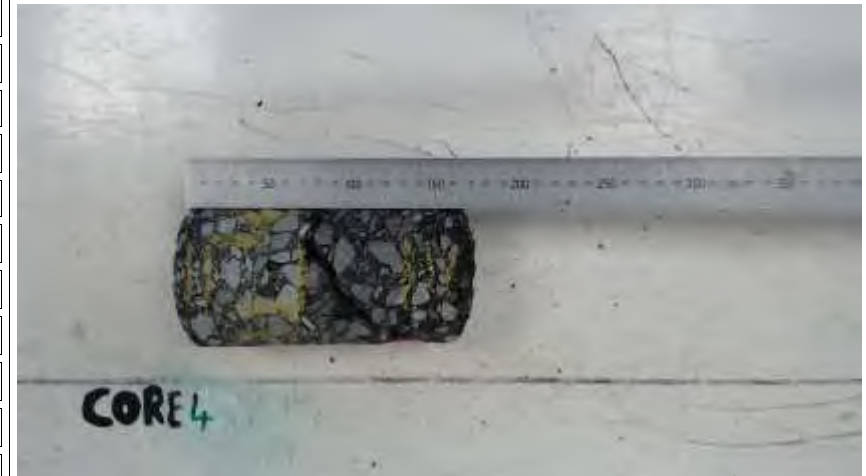
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H164**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 3** Direction: **SB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 20 | 10 | SD | | |
| 3 | 20 | 75 | 55 | AC | | |
| 4 | 75 | 135 | 60 | AC | | |
| 5 | 135 | 145 | 10 | SD | | |
| 6 | 145 | 160 | 15 | SD | | |
| 7 | 160 | 175 | 15 | SD | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **4** Chainage (m): **14775**
 Core Diameter (mm): **100** Core Depth (mm): **175**
 Easting: **271445** Wheelpath: **LHWP**
 Northing: **231858**
 Operator: **DC** Date Measured: **24/06/2022**

CORE LOG

Client: Bord Na Mona Project No: BN22H164
 Road No: Date Cored: 22/06/2022
 Section: Haul Route No. 3 Direction: NB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 100 | 50 | AC | | |
| 3 | 100 | 155 | 55 | AC | | |
| 4 | 155 | 200 | 45 | AC | | |
| 5 | 200 | 250 | 50 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 5 Chainage (m): 10585
 Core Diameter (mm): 100 Core Depth (mm): 250
 Easting: 269739 Wheelpath: LHWP
 Northing: 234779
 Operator: DC Date Measured: 24/06/2022

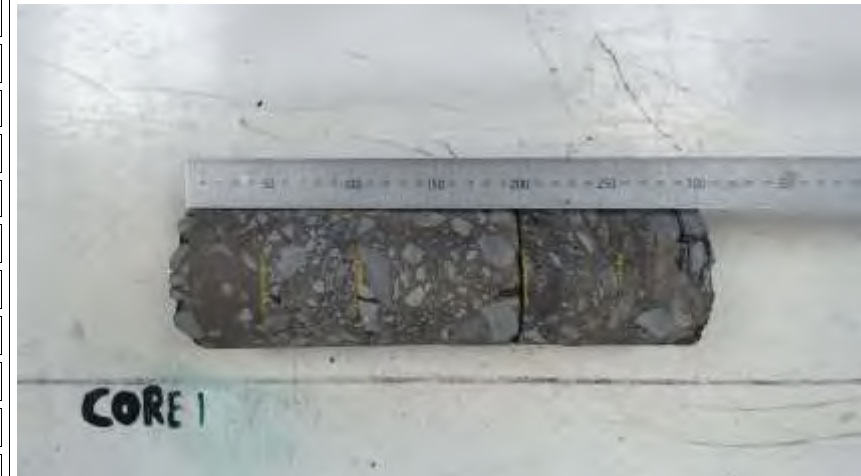
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H165**
 Road No: Date Cored: **22/06/2022**
 Section: **Proposed Haul Route** Direction: **EB**
Enfield Link Rd. Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 55 | 55 | HRA | | |
| 2 | 55 | 110 | 55 | AC | | |
| 3 | 110 | 200 | 90 | AC | | Debonded |
| 4 | 200 | 255 | 55 | AC | | |
| 5 | 255 | 310 | 55 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **215**
 Core Diameter (mm): **100** Core Depth (mm): **310**
 Easting: **277602** Wheelpath: **LHWP**
 Northing: **240468**
 Operator: **DC** Date Measured: **24/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H165**
 Road No: Date Cored: **22/06/2022**
 Section: **Proposed Haul Route** Direction: **WB**
Enfield Link Rd. Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 40 | 40 | HRA | | |
| 2 | 40 | 95 | 55 | AC | | |
| 3 | 95 | 180 | 85 | AC | | |
| 4 | 180 | 240 | 60 | AC | | |
| 5 | 240 | 300 | 60 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **1325**
 Core Diameter (mm): **100** Core Depth (mm): **300**
 Easting: **278671** Wheelpath: **LHWP**
 Northing: **240592**
 Operator: **DC** Date Measured: **24/06/2022**

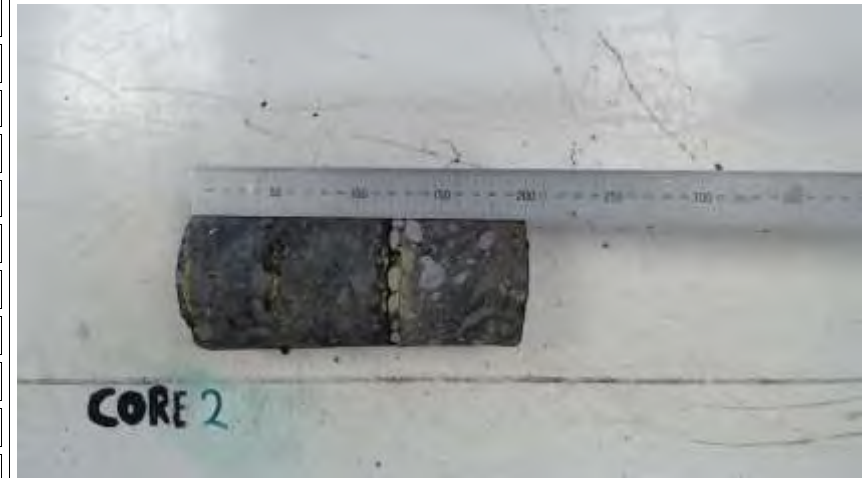
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H166**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 1** Direction: **WB**
Section C-D Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 55 | 50 | AC | | |
| 3 | 55 | 120 | 65 | AC | | Debonded |
| 4 | 120 | 130 | 10 | SD | | |
| 5 | 130 | 200 | 70 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **5935**
 Core Diameter (mm): **100** Core Depth (mm): **200**
 Easting: **278079** Wheelpath: **LHWP**
 Northing: **226715**
 Operator: **DC** Date Measured: **27/06/2022**

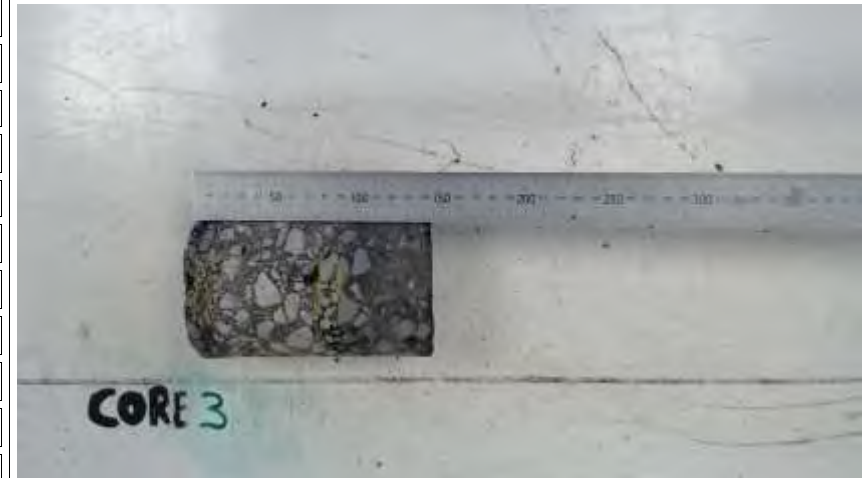
CORE LOG

Client: Bord Na Mona Project No: BN22H166
 Road No: Date Cored: 22/06/2022
 Section: Haul Route No. 1 Direction: WB
 Section C-D Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 15 | 5 | SD | | |
| 3 | 15 | 80 | 65 | AC | | |
| 4 | 80 | 90 | 10 | SD | | |
| 5 | 90 | 145 | 55 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 3 Chainage (m): 9360
 Core Diameter (mm): 100 Core Depth (mm): 145
 Easting: 281497 Wheelpath: LHWP
 Northing: 226984
 Operator: DC Date Measured: 27/06/2022

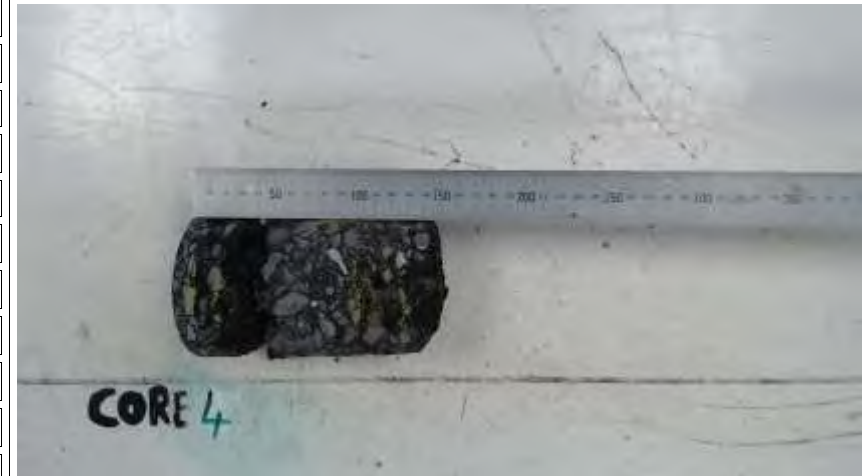
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H166**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 1** Direction: **EB**
Section C-D Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 25 | 15 | SD | | |
| 3 | 25 | 50 | 25 | SD | | Debonded |
| 4 | 50 | 105 | 55 | AC | | |
| 5 | 105 | 115 | 10 | SD | | |
| 6 | 115 | 130 | 15 | SD | | |
| 7 | 130 | 155 | 25 | SD | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **4** Chainage (m): **6935**
 Core Diameter (mm): **100** Core Depth (mm): **155**
 Easting: **279073** Wheelpath: **LHWP**
 Northing: **226789**
 Operator: **DC** Date Measured: **27/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H166**
 Road No: Date Cored: **22/06/2022**
 Section: **Haul Route No. 1** Direction: **EB**
 Section C-D Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 15 | 15 | SD | | |
| 2 | 15 | 65 | 50 | AC | | |
| 3 | 65 | 115 | 50 | AC | | Debonded |
| 4 | 115 | 195 | 80 | AC | | Debonded |
| 5 | 195 | 230 | 35 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **5** Chainage (m): **3300**
 Core Diameter (mm): **100** Core Depth (mm): **230**
 Easting: **275447** Wheelpath: **LHWP**
 Northing: **226499**
 Operator: **DC** Date Measured: **27/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H168**
 Road No: Date Cored: **23/06/2022**
 Section: **Proposed Haul Route** Direction: **NB**
Kilcock - Prosperous Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 50 | 45 | AC | | |
| 3 | 50 | 120 | 70 | AC | | Debonded |
| 4 | 120 | 190 | 70 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **14185**
 Core Diameter (mm): **100** Core Depth (mm): **190**
 Easting: **283307** Wheelpath: **LHWP**
 Northing: **227620**
 Operator: **DC** Date Measured: **29/06/2022**

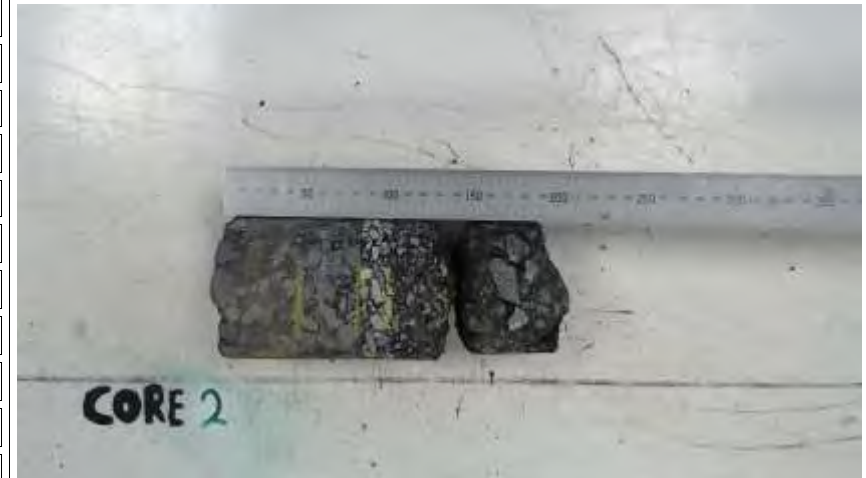
CORE LOG

Client: Bord Na Mona Project No: BN22H168
 Road No: Date Cored: 23/06/2022
 Section: Proposed Haul Route Direction: SB
 Kilcock - Prosperous Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 50 | 50 | HRA | | |
| 2 | 50 | 85 | 35 | AC | | |
| 3 | 85 | 100 | 15 | SD | | |
| 4 | 100 | 135 | 35 | AC | | Debonded |
| 5 | 135 | 205 | 70 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 Chainage (m): 5970
 Core Diameter (mm): 100 Core Depth (mm): 205
 Easting: 287091 Wheelpath: LHWP
 Northing: 234248
 Operator: DC Date Measured: 29/06/2022

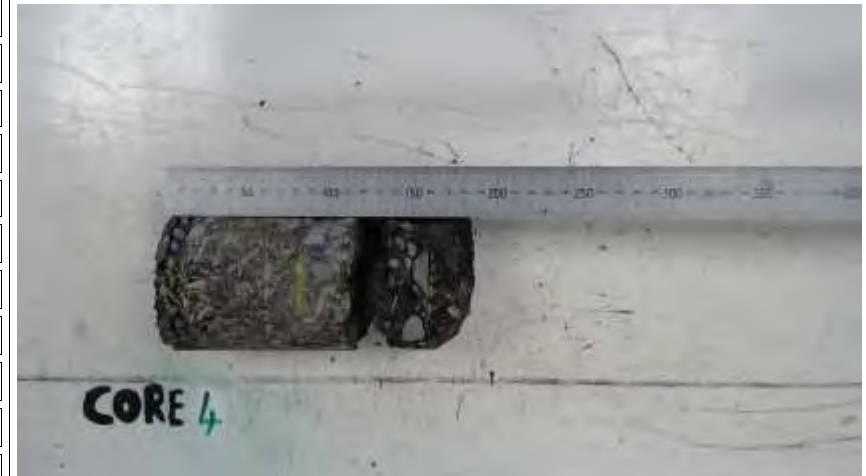
CORE LOG

Client: **Bord Na Mona** Project No: **BN22H168**
 Road No: Date Cored: **23/06/2022**
 Section: **Proposed Haul Route** Direction: **SB**
Kilcock - Prosperous Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 15 | 10 | SD | | |
| 3 | 15 | 80 | 65 | AC | | |
| 4 | 80 | 110 | 30 | AC | | Debonded |
| 5 | 110 | 160 | 50 | AC | | |
| 6 | 160 | 185 | 25 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **4** Chainage (m): **11120**
 Core Diameter (mm): **100** Core Depth (mm): **185**
 Easting: **285543** Wheelpath: **LHWP**
 Northing: **229711**
 Operator: **DC** Date Measured: **29/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H172**
 Road No: Date Cored: **23/06/2022**
 Section: **Proposed Haul Route** Direction: **SB**
Maynooth - Clane Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 40 | 40 | HRA | | |
| 2 | 40 | 80 | 40 | AC | | |
| 3 | 80 | 110 | 30 | AC | | |
| 4 | 110 | 130 | 20 | AC | | |
| 5 | 130 | 140 | 10 | SD | | Debonded |
| 6 | 140 | 190 | 50 | AC | | |
| 7 | 190 | 200 | 10 | SD | | |
| 8 | 200 | 240 | 40 | AC | | |
| 9 | 240 | 260 | 20 | SD | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **1** Chainage (m): **10390**
 Core Diameter (mm): **100** Core Depth (mm): **260**
 Easting: **288481** Wheelpath: **LHWP**
 Northing: **228508**
 Operator: **DC** Date Measured: **29/06/2022**

CORE LOG

Client: **Bord Na Mona** Project No: **BN22H172**
 Road No: Date Cored: **23/06/2022**
 Section: **Proposed Haul Route** Direction: **SB**
Maynooth - Clane Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 60 | 60 | HRA | | |
| 2 | 60 | 120 | 60 | AC | | |
| 3 | 120 | 210 | 90 | AC | | |
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Core No: **2** Chainage (m): **1935**
 Core Diameter (mm): **100** Core Depth (mm): **210**
 Easting: **293372** Wheelpath: **LHWP**
 Northing: **234273**
 Operator: **DC** Date Measured: **29/06/2022**

Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

CORE LOG

Client: Bord Na Mona Project No: BN22H172
 Road No: Date Cored: 23/06/2022
 Section: Proposed Haul Route Direction: NB
 Maynooth - Clane Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 40 | 40 | HRA | | |
| 2 | 40 | 50 | 10 | SD | | |
| 3 | 50 | 110 | 60 | AC | | |
| 4 | 110 | 170 | 60 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 3 Chainage (m): 880
 Core Diameter (mm): 100 Core Depth (mm): 170
 Easting: 293721 Wheelpath: LHWP
 Northing: 235268
 Operator: DC Date Measured: 29/06/2022

CORE LOG

Client: Bord Na Mona Project No: BN22H172
 Road No: Date Cored: 23/06/2022
 Section: Proposed Haul Route Direction: NB
 Maynooth - Clane Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 40 | 40 | HRA | | |
| 2 | 40 | 50 | 10 | SD | | |
| 3 | 50 | 90 | 40 | AC | | Debonded |
| 4 | 90 | 135 | 45 | AC | | |
| 5 | 135 | 155 | 20 | SD | | |
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Core No: 4 Chainage (m): 5825
 Core Diameter (mm): 100 Core Depth (mm): 155
 Easting: 292171 Wheelpath: LHWP
 Northing: 231026
 Operator: DC Date Measured: 29/06/2022

Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

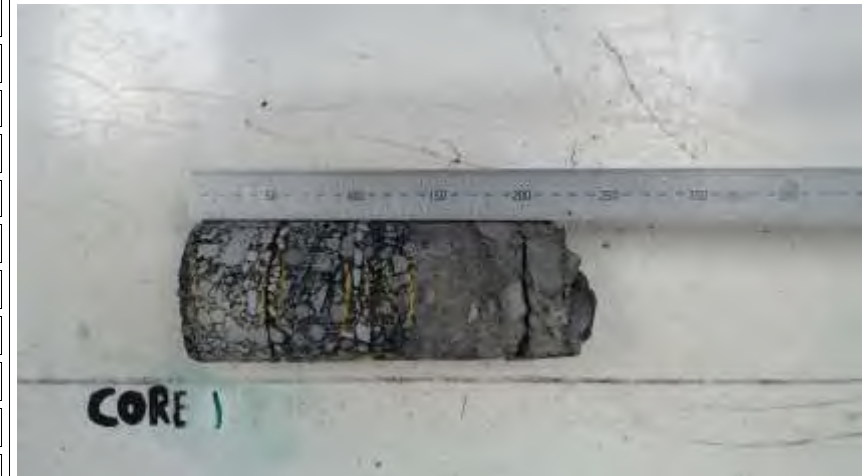
CORE LOG

Client: Bord na Mona Project No: BN22G183
 Road No: Date Cored: 24/06/2022
 Section: Proposed Haul Route Direction: SB
 Kildare - Milltown Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 50 | 40 | AC | | Debonded |
| 3 | 50 | 60 | 10 | SD | | |
| 4 | 60 | 100 | 40 | AC | | |
| 5 | 100 | 110 | 10 | SD | | |
| 6 | 110 | 120 | 10 | SD | | |
| 7 | 120 | 135 | 15 | SD | | |
| 8 | 135 | 245 | 110 | Granular | | Debonded |
| | | | | | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 1 Chainage (m): 1635
 Core Diameter (mm): 100 Core Depth (mm): 245
 Easting: 275285 Wheelpath: LHWP
 Northing: 216539
 Operator: DC Date Measured: 27/06/2022

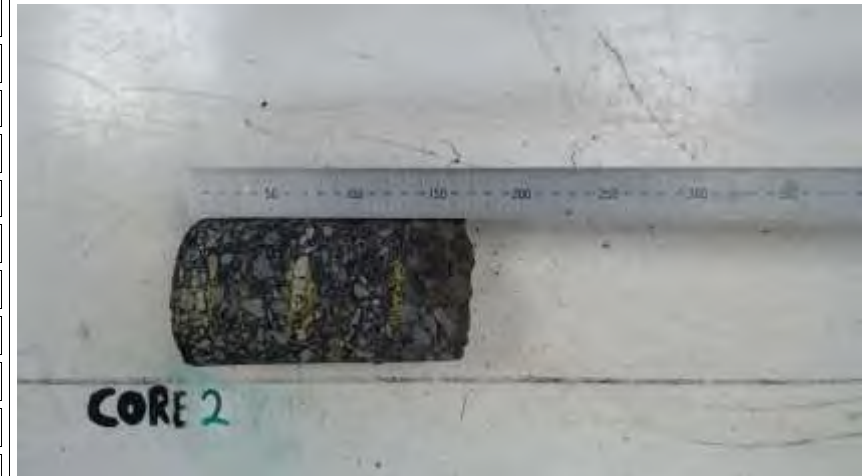
CORE LOG

Client: Bord na Mona Project No: BN22G183
 Road No: Date Cored: 24/06/2022
 Section: Proposed Haul Route Direction: NB
 Kildare - Milltown Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 5 | 5 | SD | | |
| 2 | 5 | 15 | 10 | SD | | |
| 3 | 15 | 25 | 10 | SD | | |
| 4 | 25 | 70 | 45 | AC | | |
| 5 | 70 | 80 | 10 | SD | | |
| 6 | 80 | 130 | 50 | AC | | |
| 7 | 130 | 170 | 40 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 Chainage (m): 3075
 Core Diameter (mm): 100 Core Depth (mm): 170
 Easting: 274765 Wheelpath: LHWP
 Northing: 215220
 Operator: DC Date Measured: 27/06/2022

CORE LOG

Client: **Bord na Mona** Project No: **BN22G183**
 Road No: Date Cored: **24/06/2022**
 Section: **Proposed Haul Route** Direction: **SB**
Kildare - Milltown Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 50 | 50 | SMA | | |
| 2 | 50 | 60 | 10 | SD | | |
| 3 | 60 | 110 | 50 | AC | | |
| 4 | 110 | 120 | 10 | SD | | |
| 5 | 120 | 125 | 5 | SD | | |
| 6 | 125 | 165 | 40 | AC | | |
| 7 | 165 | 190 | 25 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **3** Chainage (m): **4930**
 Core Diameter (mm): **100** Core Depth (mm): **190**
 Easting: **273524** Wheelpath: **LHWP**
 Northing: **213891**
 Operator: **DC** Date Measured: **27/06/2022**

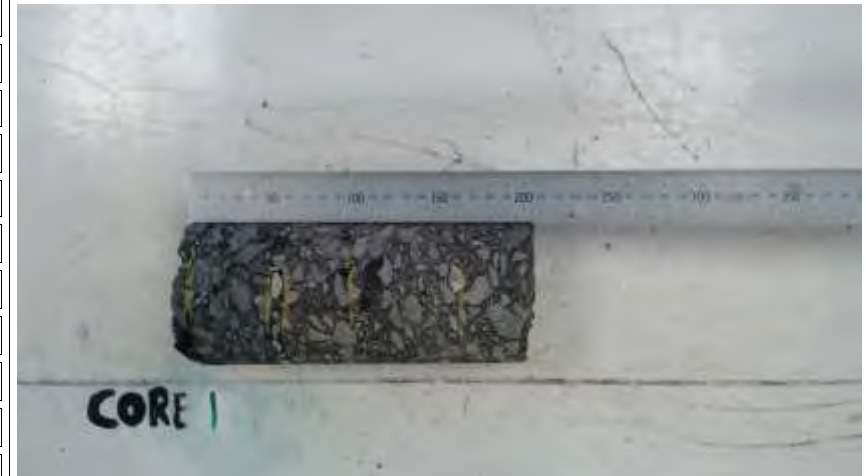
CORE LOG

Client: Bord Na Mona Project No: BN22H177
 Road No: Date Cored: 24/06/2022
 Section: Haul Route No. 1.2 Direction: NB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 55 | 45 | AC | | |
| 3 | 55 | 65 | 10 | SD | | |
| 4 | 65 | 100 | 35 | AC | | |
| 5 | 100 | 165 | 65 | AC | | |
| 6 | 165 | 210 | 45 | AC | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.
 Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 1 Chainage (m): 3425
 Core Diameter (mm): 100 Core Depth (mm): 210
 Easting: 287691 Wheelpath: LHWP
 Northing: 224903
 Operator: DC Date Measured: 27/06/2022

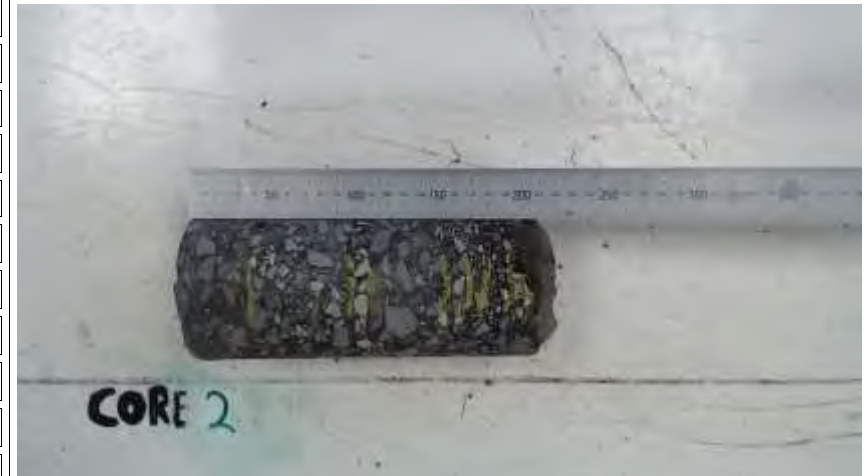
CORE LOG

Client: Bord Na Mona Project No: BN22H177
 Road No: Date Cored: 24/06/2022
 Section: Haul Route No. 1.2 Direction: SB
 Procedure Used: EN12697-36: 2003 - Clause 4.1



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|--|
| 1 | 0 | 45 | 45 | HRA | | |
| 2 | 45 | 105 | 60 | AC | | |
| 3 | 105 | 115 | 10 | SD | | |
| 4 | 115 | 155 | 40 | AC | | |
| 5 | 155 | 170 | 15 | SD | | |
| 6 | 170 | 180 | 10 | SD | | |
| 7 | 180 | 190 | 10 | SD | | |
| 8 | 190 | 200 | 10 | SD | | |
| 9 | 200 | 225 | 25 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: 2 Chainage (m): 375
 Core Diameter (mm): 100 Core Depth (mm): 225
 Easting: 285806 Wheelpath: LHWP
 Northing: 226955
 Operator: DC Date Measured: 27/06/2022

CORE LOG

Client: **Bord Na Mona**
 Road No: **L2030**
 Section:

Project No: **BN22H198**
 Date Cored: **24/06/2022**
 Direction: **NB**
 Procedure Used: **EN12697-36: 2003 - Clause 4.1**



Pavement Management Services Ltd.

| Layer No. | Top (mm) | Bottom (mm) | Thickness (mm) | Material | Layer Condition | |
|-----------|----------|-------------|----------------|----------|-----------------|----------|
| 1 | 0 | 10 | 10 | SD | | |
| 2 | 10 | 80 | 70 | AC | | |
| 3 | 80 | 120 | 40 | AC | | |
| 4 | 120 | 125 | 5 | SD | | |
| 5 | 125 | 140 | 15 | SD | | |
| 6 | 140 | 150 | 10 | SD | | |
| 7 | 150 | 160 | 10 | SD | | Debonded |
| 8 | 160 | 250 | 90 | Granular | | |
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Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
 HTSF504, Rev4, 111220

Core No: **2** Chainage (m): **1540**
 Core Diameter (mm): **100** Core Depth (mm): **250**
 Easting: **285703** Wheelpath: **LHWP**
 Northing: **219356**
 Operator: **DC** Date Measured: **27/06/2022**



Structural Evaluation of Drehid Landfill, Co, Kildare

Bord Na Mona

July 2022

22/095



3. Survey Results

The D1, SCI and D7 deflection results are presented in both tabular and graphical format.

Each section is subdivided into homogenous segments based on changes in deflection response and pavement structure (if known). **Table 5** presents the average D1, SCI and D7 results for each segment. A classification of the average deflection results for each segment is also given in Table 5, based on the typical deflection ranges shown in Tables 2, 3 and 4.

Appendix A contains deflection charts of the D1, SCI and D7 deflection results plotted against chainage for each of the sections surveyed.

Appendix B contains the tabulated D1, SCI and D7 results for all test locations on each section. In all cases, the lowest deflection results are the best from a structural viewpoint. Each test location is referenced to linear chainage and Irish Grid co-ordinate systems.

Appendix C contains site operator notes with physical identifiers recorded along the length of each section at the time of testing.

Appendix D contains site maps showing the test locations and extents of each section.

| Section | Lane | Chainage (m) | Road Classification | Average D1 (microns) | Description | Average SCI (microns) | Description | Average D7 (microns) | Description |
|---------|------|---------------|---------------------|----------------------|--------------|-----------------------|--------------|----------------------|-------------------|
| 1 | SB | 25 - 1025 | Regional | 144 | Good | 46 | Good | 14 | Stiff |
| | | 1025 - 1875 | | 288 | Good | 110 | Good | 14 | Stiff |
| | | 1875 - 7850 | | 201 | Good | 68 | Good | 16 | Stiff to Moderate |
| | | 7850 - 10775 | | 207 | Good | 81 | Good | 15 | Stiff to Moderate |
| | NB | 0 - 950 | | 135 | Good | 43 | Good | 12 | Stiff |
| | | 950 - 1650 | | 322 | Good to Poor | 136 | Good | 13 | Stiff to Moderate |
| | | 1650 - 7900 | | 216 | Good | 78 | Good | 15 | Stiff to Moderate |
| | | 7900 - 10750 | | 263 | Good | 100 | Good | 16 | Stiff to Moderate |
| 2 | NB | 25 - 1325 | Regional | 308 | Good to Poor | 94 | Good | 30 | Moderate to weak |
| | | 1325 - 5725 | | 233 | Good | 80 | Good | 18 | Stiff to Moderate |
| | | 5725 - 12475 | | 303 | Good to Poor | 129 | Good | 13 | Stiff |
| | | 12475 - 21625 | | 269 | Good | 108 | Good | 17 | Stiff to Moderate |
| | | 21625 - 23075 | | 446 | Good to Poor | 133 | Good | 80 | Weak |
| | SB | 0 - 1350 | | 323 | Good to Poor | 112 | Good | 24 | Stiff to Moderate |
| | | 1350 - 5775 | | 262 | Good | 97 | Good | 18 | Stiff to Moderate |
| | | 5775 - 12500 | | 281 | Good to Poor | 118 | Good | 12 | Stiff |
| | | 12500 - 21500 | | 266 | Good | 98 | Good | 17 | Stiff to Moderate |
| | | 21500 - 23100 | | 487 | Good to Poor | 150 | Good to Poor | 66 | Weak |
| 3 | SB | 0 - 4500 | Regional | 94 | Good | 31 | Good | 11 | Stiff |
| | NB | 25 - 4475 | | 105 | Good | 35 | Good | 12 | Stiff |
| 4 | NB | 0 - 900 | Regional | 208 | Good | 78 | Good | 17 | Stiff to Moderate |
| | | 900 - 3015 | | 235 | Good | 101 | Good | 19 | Stiff to Moderate |
| | | 3015 - 3915 | | 148 | Good | 48 | Good | 15 | Stiff to Moderate |
| | SB | 30 - 880 | | 173 | Good | 64 | Good | 18 | Stiff to Moderate |
| | | 880 - 2990 | | 225 | Good | 89 | Good | 19 | Stiff to Moderate |
| | | 2990 - 3890 | | 169 | Good | 54 | Good | 16 | Stiff to Moderate |

| Section | Lane | Chainage (m) | Road Classification | Average D1 (microns) | Description | Average SCI (microns) | Description | Average D7 (microns) | Description |
|---------|------|---------------|---------------------|----------------------|--------------|-----------------------|-------------|----------------------|-------------------|
| 5 | NB | 25 - 4075 | Regional | 96 | Good | 25 | Good | 13 | Stiff |
| | | 4075 - 5395 | | 150 | Good | 59 | Good | 16 | Stiff to Moderate |
| | | 5395 - 8100 | | 96 | Good | 32 | Good | 13 | Stiff |
| | | 8100 - 13800 | | 234 | Good | 105 | Good | 15 | Stiff to Moderate |
| | | 13800 - 14900 | | 150 | Good | 65 | Good | 12 | Stiff |
| | SB | 0 - 4000 | | 98 | Good | 26 | Good | 13 | Stiff |
| | | 4000 - 7625 | | 100 | Good | 36 | Good | 13 | Stiff |
| | | 7625 - 8925 | | 248 | Good | 111 | Good | 13 | Stiff |
| | | 8925 - 13975 | | 189 | Good | 78 | Good | 16 | Stiff to Moderate |
| | | 13975 - 14925 | | 181 | Good | 76 | Good | 13 | Stiff |
| 6 | EB | 0 - 450 | Regional | 71 | Good | 23 | Good | 14 | Stiff |
| | | 450 - 1390 | | 220 | Good | 97 | Good | 12 | Stiff |
| | WB | 25 - 425 | | 76 | Good | 28 | Good | 13 | Stiff |
| | | 425 - 1375 | | 199 | Good | 75 | Good | 14 | Stiff |
| 7 | SB | 25 - 4075 | Regional | 96 | Good | 25 | Good | 13 | Stiff |
| | | 4075 - 5395 | | 150 | Good | 59 | Good | 16 | Stiff to Moderate |
| | | 5395 - 6825 | | 61 | Good | 19 | Good | 11 | Stiff |
| | NB | 0 - 4000 | | 98 | Good | 26 | Good | 13 | Stiff |
| | | 4000 - 5325 | | 136 | Good | 54 | Good | 11 | Stiff to Moderate |
| | | 5325 - 6725 | | 60 | Good | 19 | Good | 11 | Stiff |
| 8 | SB | 0 - 1550 | Regional | 125 | Good | 38 | Good | 18 | Stiff to Moderate |
| | | 1550 - 2600 | | 329 | Good to Poor | 103 | Good | 29 | Stiff to Moderate |
| | | 2600 - 5800 | | 155 | Good | 40 | Good | 19 | Stiff to Moderate |
| | | 5800 - 11450 | | 88 | Good | 23 | Good | 11 | Stiff |
| | | 11450 - 14650 | | 264 | Good | 84 | Good | 16 | Stiff to Moderate |
| | | 14650 - 19100 | | 218 | Good | 65 | Good | 14 | Stiff |

| Section | Lane | Chainage (m) | Road Classification | Average D1 (microns) | Description | Average SCI (microns) | Description | Average D7 (microns) | Description | | | | |
|--------------|--------------------------------------|---------------|---------------------|----------------------|--|-----------------------|-------------------|----------------------|-------------------|----|------|----|-------------------|
| 8 | Haul Route No. 3 | NB | Regional | 25 - 1525 | Good | 60 | Good | 20 | Stiff to Moderate | | | | |
| | | | | 1525 - 2575 | Good to Poor | 140 | Good | 32 | Moderate to weak | | | | |
| | | | | 2575 - 6025 | Good | 46 | Good | 20 | Stiff to Moderate | | | | |
| | | | | 6025 - 11465 | Good | 26 | Good | 10 | Stiff | | | | |
| | | | | 11465 - 14575 | Good to Poor | 126 | Good | 16 | Stiff to Moderate | | | | |
| | | | | 14575 - 19075 | Good | 113 | Good | 12 | Stiff | | | | |
| 9 | Proposed Haul Route Enfield Link Rd. | EB | Regional | 0 - 1700 | Good | 19 | Good | 15 | Stiff to Moderate | | | | |
| | | WB | | 25 - 1675 | Good | 18 | Good | 14 | Stiff | | | | |
| 10 | Haul Route No. 1 Section C-D | EB | Regional | 0 - 4350 | Good | 49 | Good | 40 | Moderate to weak | | | | |
| | | | | 4350 - 7600 | Good | 52 | Good | 64 | Weak | | | | |
| | | | | 7600 - 11600 | Good | 60 | Good | 24 | Stiff to Moderate | | | | |
| | | | | 11600 - 14300 | Good | 70 | Good | 16 | Stiff to Moderate | | | | |
| | | | | 14300 - 15850 | Good to Poor | 114 | Good | 21 | Stiff to Moderate | | | | |
| | | WB | | 25 - 4575 | Good | 54 | Good | 41 | Moderate to weak | | | | |
| | | | | 4575 - 7175 | Good | 37 | Good | 59 | Weak | | | | |
| | | | | 7175 - 10975 | Good | 81 | Good | 21 | Stiff to Moderate | | | | |
| | | | | 10975 - 14475 | Good | 75 | Good | 15 | Stiff to Moderate | | | | |
| | | | | 14475 - 15825 | Good to Poor | 121 | Good | 22 | Stiff to Moderate | | | | |
| | | | | 11 | Proposed Haul Route Kilcock - Prosperous | SB | Regional | 0 - 1950 | Good | 40 | Good | 15 | Stiff to Moderate |
| | | | | | | | | 1950 - 3750 | Good | 16 | Good | 9 | Stiff |
| 3750 - 9300 | Good | 58 | Good | | | | | 16 | Stiff to Moderate | | | | |
| 9300 - 14800 | Good to Poor | 122 | Good | | | | | 19 | Stiff to Moderate | | | | |
| NB | 0 - 2025 | Good | 45 | | | Good | | 14 | Stiff | | | | |
| | 2025 - 3625 | Good | 17 | | | Good | | 10 | Stiff | | | | |
| | | 3625 - 10725 | Good | 73 | Good | 16 | Stiff to Moderate | | | | | | |
| | | 10725 - 14775 | Good to Poor | 117 | Good | 20 | Stiff to Moderate | | | | | | |

| Section | | Lane | Chainage (m) | Road Classification | Average D1 (microns) | Description | Average SCI (microns) | Description | Average D7 (microns) | Description |
|---------------|---|------|---------------|---------------------|----------------------|-------------------|-----------------------|--------------|----------------------|-------------------|
| 12 | Proposed Haul Route Maynooth - Clane | SB | 0 - 1900 | Regional | 168 | Good | 49 | Good | 13 | Stiff |
| | | | 1900 - 5250 | | 102 | Good | 27 | Good | 11 | Stiff |
| 12 | Proposed Haul Route Maynooth - Clane | SB | 5250 - 8450 | | Regional | 196 | Good | 75 | Good | 10 |
| | | | 8450 - 10100 | 307 | | Good to Poor | 118 | Good | 22 | Stiff to Moderate |
| | | | 10100 - 12050 | 139 | | Good | 37 | Good | 28 | Stiff to Moderate |
| | | NB | 25 - 1925 | Regional | 181 | Good | 59 | Good | 13 | Stiff |
| | | | 1925 - 5225 | | 108 | Good | 30 | Good | 12 | Stiff |
| | | | 5225 - 8425 | | 203 | Good | 82 | Good | 11 | Stiff |
| | | | 8425 - 10125 | | 309 | Good to Poor | 121 | Good | 22 | Stiff to Moderate |
| 10125 - 12025 | 185 | Good | 52 | Good | 28 | Stiff to Moderate | | | | |
| 13 | Proposed Haul Route Kildare - Milltown | SB | 0 - 1900 | Regional | 328 | Good to Poor | 113 | Good | 35 | Moderate to weak |
| | | | 1900 - 7050 | | 328 | Good to Poor | 131 | Good | 13 | Stiff |
| | | | 7050 - 7850 | | 131 | Good | 48 | Good | 9 | Stiff |
| | | NB | 25 - 1875 | | 354 | Good to Poor | 118 | Good | 41 | Moderate to weak |
| | | | 1875 - 7075 | | 386 | Good to Poor | 152 | Good to Poor | 14 | Stiff |
| | | | 7075 - 7825 | | 122 | Good | 41 | Good | 10 | Stiff |
| 14 | Haul Route 1.2 | SB | 0 - 3250 | Local | 154 | Good | 45 | Good | 13 | Stiff |
| | | | 3250 - 4650 | | 246 | Good | 68 | Good | 26 | Stiff to Moderate |
| | | NB | 25 - 3325 | | 145 | Good | 42 | Good | 15 | Stiff to Moderate |
| | | | 3325 - 4625 | | 314 | Good to Poor | 81 | Good | 30 | Moderate to weak |
| 15 | Haul Route No. 1 Section C-D | EB | 0 - 2200 | Local | 112 | Good | 29 | Good | 17 | Stiff to Moderate |
| | | WB | 25 - 2175 | | 129 | Good | 35 | Good | 18 | Stiff to Moderate |
| 16 | L2030 | NB | 0 - 1850 | Local | 203 | Good | 69 | Good | 16 | Stiff to Moderate |
| | | | 1850 - 2850 | | 290 | Good | 97 | Good | 36 | Moderate to weak |
| | | SB | 25 - 1875 | | 161 | Good | 50 | Good | 15 | Stiff to Moderate |
| | | | 1875 - 2825 | | 301 | Good to Poor | 85 | Good | 46 | Weak |

Table 5: Homogenous Segment Categorisation



Ground Penetrating Radar Survey of Drehid Landfill, County Kildare

Bord Na Mona

September 2022

22/095

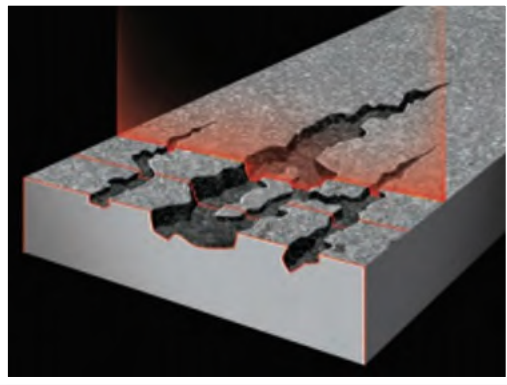


Appendix A – GPR Summary Table

| Section | Lane | Chainage (m) | | Avg. Bituminous (mm) | Avg. Granular (mm) |
|---------|------|--------------|-------|----------------------|--------------------|
| | | From | To | | |
| 1 | SB | 25 | 1025 | 214 | 417 |
| | | 1025 | 1875 | 157 | 452 |
| | | 1875 | 7850 | 194 | 492 |
| | | 7850 | 10775 | 185 | 459 |
| | NB | 0 | 950 | 285 | 486 |
| | | 950 | 1650 | 144 | 567 |
| | | 1650 | 7900 | 197 | 487 |
| | | 7900 | 10750 | 188 | 580 |
| 2 | NB | 25 | 1325 | 204 | 417 |
| | | 1325 | 5725 | 216 | 481 |
| | | 5725 | 12475 | 160 | 547 |
| | | 12475 | 21625 | 163 | 537 |
| | | 21625 | 23075 | 102 | 634 |
| | SB | 0 | 1350 | 213 | 531 |
| | | 1350 | 5775 | 168 | 503 |
| | | 5775 | 12500 | 165 | 588 |
| | | 12500 | 21500 | 168 | 625 |
| | | 21500 | 23100 | 108 | 617 |
| 3 | SB | 0 | 4500 | 328 | 459 |
| | NB | 25 | 4475 | 327 | 443 |
| 4 | NB | 0 | 900 | 134 | 371 |
| | | 900 | 3015 | 160 | 352 |
| | | 3015 | 3915 | 219 | 348 |
| | SB | 30 | 880 | 148 | 486 |
| | | 880 | 2990 | 165 | 475 |
| | | 2990 | 3890 | 220 | 402 |
| 5 | SB | 25 | 4075 | 294 | 617 |
| | | 4075 | 5395 | 196 | 547 |
| | | 5395 | 8100 | 295 | 517 |
| | | 8100 | 13800 | 166 | 565 |
| | | 13800 | 14900 | 189 | 587 |
| | NB | 0 | 4000 | 282 | 688 |
| | | 4000 | 7625 | 270 | 562 |
| | | 7625 | 8925 | 140 | 533 |
| | | 8925 | 13975 | 185 | 531 |
| | | 13975 | 14925 | 160 | 541 |
| 6 | EB | 0 | 450 | 334 | 431 |
| | | 450 | 1390 | 192 | 591 |
| | WB | 25 | 425 | 348 | 409 |
| | | 425 | 1375 | 221 | 535 |
| 7 | SB | 25 | 4075 | 294 | 617 |
| | | 4075 | 5395 | 196 | 547 |
| | | 5395 | 6825 | 338 | 537 |
| | NB | 0 | 4000 | 282 | 688 |
| | | 4000 | 5325 | 200 | 623 |
| | | 5325 | 6725 | 333 | 559 |

| Section | Lane | Chainage (m) | | Avg. Bituminous (mm) | Avg. Granular (mm) | |
|---------|--|--------------|-------|----------------------|--------------------|-----|
| | | From | To | | | |
| 8 | Haul Route No. 3 | SB | 0 | 1550 | 248 | 533 |
| | | | 1550 | 2600 | 154 | 640 |
| | | | 2600 | 5800 | 238 | 598 |
| | | | 5800 | 11450 | 267 | 502 |
| | | | 11450 | 14650 | 205 | 463 |
| | | | 14650 | 19100 | 198 | 457 |
| | NB | 25 | 1525 | 235 | 455 | |
| | | 1525 | 2575 | 152 | 532 | |
| | | 2575 | 6025 | 236 | 517 | |
| | | 6025 | 11465 | 248 | 524 | |
| 11465 | | 14575 | 187 | 539 | | |
| 14575 | 19075 | 210 | 611 | | | |
| 9 | Proposed Haul Route Enfield Link Rd. | EB | 0 | 1700 | 309 | 550 |
| | | WB | 25 | 1675 | 302 | 562 |
| 10 | Haul Route No. 1 Section C-D | EB | 0 | 4350 | 210 | 509 |
| | | | 4350 | 7600 | 207 | 505 |
| | | | 7600 | 11600 | 228 | 337 |
| | | | 11600 | 14300 | 235 | 399 |
| | | WB | 14300 | 15850 | 203 | 347 |
| | | | 25 | 4575 | 235 | 522 |
| | | | 4575 | 7175 | 184 | 635 |
| | | | 7175 | 10975 | 180 | 535 |
| 10975 | 14475 | 213 | 425 | | | |
| 14475 | 15825 | 182 | 455 | | | |
| 11 | Proposed Haul Route Kilcock - Prosperous | SB | 50 | 1950 | 257 | 468 |
| | | | 1950 | 3750 | 342 | 384 |
| | | | 3750 | 9300 | 225 | 371 |
| | | NB | 9300 | 14800 | 153 | 511 |
| | | | 75 | 2025 | 276 | 467 |
| | | | 2025 | 3625 | 355 | 431 |
| | | | 3625 | 10725 | 195 | 428 |
| 10725 | 14775 | 175 | 469 | | | |
| 12 | Proposed Haul Route Maynooth - Clane | SB | 0 | 1900 | 180 | 508 |
| | | | 1900 | 5250 | 290 | 465 |
| | | | 5250 | 8450 | 207 | 472 |
| | | | 8450 | 10100 | 165 | 520 |
| | | NB | 10100 | 12050 | 236 | 467 |
| | | | 25 | 1925 | 176 | 464 |
| | | | 1925 | 5225 | 237 | 467 |
| | | | 5225 | 8425 | 202 | 323 |
| 8425 | 10125 | 172 | 382 | | | |
| 10125 | 12025 | 194 | 419 | | | |
| 13 | Proposed Haul Route Kildare - Milltown | SB | 0 | 1900 | 146 | 659 |
| | | | 1900 | 7050 | 152 | 688 |
| | | | 7050 | 7850 | 244 | 721 |
| | | NB | 25 | 1875 | 167 | 577 |
| | | | 1875 | 7075 | 164 | 605 |
| 7075 | 7825 | 253 | 611 | | | |

| Section | Lane | Chainage (m) | | Avg. Bituminous (mm) | Avg. Granular (mm) |
|---------|------|--------------|------|----------------------|--------------------|
| | | From | To | | |
| 14 | SB | 0 | 3250 | 213 | 605 |
| | | 3250 | 4650 | 167 | 519 |
| | NB | 25 | 3325 | 207 | 547 |
| | | 3325 | 4625 | 176 | 550 |
| 15 | EB | 0 | 2200 | 299 | 274 |
| | WB | 25 | 2175 | 297 | 314 |
| 16 | NB | 0 | 1850 | 229 | 498 |
| | | 1850 | 2850 | 202 | 518 |
| | SB | 25 | 1875 | 243 | 423 |
| | | 1875 | 2825 | 189 | 412 |



Pavement Condition Survey of Drehid Landfill, Co. Kildare

On behalf of:
Bord Na Mona

Video Pavement Condition Index (vPCI) Survey Report



4. Survey Results

Table 4 presents the overall average vPCI section results. The standard deviation of the vPCI values is shown to quantify the variability of vPCI values over the section. The Structural Index and Surface Index results for each section are also given in Table 4.

A breakdown of the distress data based on distress type is given in Tables 5, 6 & 7. Table 5 displays the distress types sorted by number of occurrences. Table 6 shows the distress type sorted by average quantity of distress per occurrence, expressed as a percentage of the total area of the sample unit. Table 7 shows the distress type sorted by average deduct value for each distress per occurrence.

Appendix A details the vPCI, Structural Index and Surface Index results for each 100-metre sample unit. The sample unit number increases in the direction of traffic on all sections. Detailed results of all distresses including type, severity and quantity for each 100-metre sample unit are also available, if a more detailed subsequent examination is required.

Appendix B contains a site map showing the location and extent of the section.

| Road No. | Lane/Dir | vPCI | Rating | Standard Deviation | % Structure | % Surface |
|--|----------|------|-----------|--------------------|-------------|-----------|
| Haul Route No. 1 Section C-D | NB | 94 | Very Good | 5 | 1 | 56 |
| Haul Route No. 1 Section C-D | NB | 100 | Very Good | 0 | 0 | 0 |
| Haul Route No. 1 Section C-D | NB | 93 | Very Good | 9 | 31 | 52 |
| Haul Route No. 2 | NB | 85 | Very Good | 16 | 34 | 58 |
| Haul Route No. 1 Section C-D | SB | 100 | Very Good | 0 | 0 | 0 |
| Haul Route No. 1 Section C-D | SB | 94 | Very Good | 6 | 33 | 41 |
| Haul Route No. 1 Section A-B | SB | 92 | Very Good | 9 | 7 | 78 |
| Haul Route No. 2 | SB | 80 | Good | 22 | 42 | 45 |
| Haul Route No. 4 | NB | 82 | Good | 23 | 44 | 30 |
| Haul Route No. 4 | NB | 86 | Very Good | 16 | 49 | 37 |
| Haul Route No. 1.2 | NB | 98 | Very Good | 5 | 19 | 74 |
| Haul Route No. 1.2 | SB | 98 | Very Good | 5 | 9 | 90 |
| Sallin bypass | NB | 99 | Very Good | 3 | 0 | 51 |
| Sallin bypass | SB | 100 | Very Good | 1 | 0 | 100 |
| Haul Route No. 4 | SB | 78 | Good | 21 | 45 | 48 |
| Haul Route No. 4 | SB | 81 | Good | 19 | 41 | 30 |
| Proposed Haul Route Kildare - Milltown | EB | 82 | Good | 22 | 58 | 17 |
| Proposed Haul Route Kildare - Milltown | WB | 84 | Good | 20 | 54 | 23 |

| Road No. | Lane/Dir | vPCI | Rating | Standard Deviation | % Structure | % Surface |
|--|----------|------|-----------|--------------------|-------------|-----------|
| Proposed Haul Route Enfield Link Rd. | EB | 98 | Very Good | 3 | 0 | 74 |
| Proposed Haul Route Enfield Link Rd. | WB | 99 | Very Good | 2 | 0 | 54 |
| Haul Route No. 3 | NB | 90 | Very Good | 17 | 49 | 29 |
| Haul Route No. 3 | NB | 94 | Very Good | 4 | 1 | 58 |
| Proposed Haul Route Maynooth - Clane | NB | 78 | Good | 27 | 66 | 18 |
| Haul Route No. 1 Section C-D | EB | 81 | Good | 20 | 43 | 43 |
| Proposed Haul Route Maynooth - Clane | SB | 88 | Very Good | 17 | 44 | 46 |
| Proposed Haul Route Maynooth - Clane | NB | 90 | Very Good | 15 | 57 | 35 |
| Proposed Haul Route Kilcock - Prosperous | SB | 88 | Very Good | 15 | 66 | 28 |
| Proposed Haul Route Kilcock - Prosperous | NB | 89 | Very Good | 16 | 67 | 28 |
| Haul Route No. 3 | SB | 89 | Very Good | 20 | 60 | 22 |
| Proposed Haul Route Maynooth - Clane | SB | 96 | Very Good | 2 | 0 | 82 |
| Haul Route No. 1 Section C-D | WB | 80 | Good | 21 | 44 | 47 |
| Ballycane road | EB | 97 | Very Good | 5 | 3 | 57 |
| Ballycane road | WB | 96 | Very Good | 5 | 37 | 29 |
| R409 | NB | 96 | Very Good | 8 | 6 | 63 |
| R409 | SB | 93 | Very Good | 11 | 29 | 46 |
| L2030 | SB | 85 | Very Good | 11 | 23 | 35 |
| L2030 | SB | 76 | Good | 14 | 73 | 17 |
| L2030 | NB | 84 | Good | 14 | 46 | 40 |

Table 4: PCI Section Results

| Name | No. Of Occurrences |
|----------------|--------------------|
| Ravelling | 886 |
| Bleeding | 713 |
| Patching | 503 |
| Rutting | 495 |
| Alligator | 326 |
| EdgeBreakup | 101 |
| Depression | 61 |
| OtherCracking | 47 |
| Potholes | 19 |
| Disintegration | 0 |

Table 5: Distresses Sorted by Number of Occurrences

| Name | Average Quantity |
|----------------|------------------|
| Bleeding | 24 |
| Patching | 6 |
| Alligator | 6 |
| Rutting | 5 |
| Ravelling | 4 |
| Potholes | 1 |
| Depression | 1 |
| EdgeBreakup | 1 |
| OtherCracking | 1 |
| Disintegration | 0 |

Table 6: Distresses Sorted by Average Quantity per Occurrence

| Name | Average Deduct |
|----------------|----------------|
| Alligator | 26 |
| Rutting | 26 |
| Bleeding | 17 |
| Patching | 13 |
| EdgeBreakup | 12 |
| Depression | 11 |
| Potholes | 7 |
| Ravelling | 7 |
| OtherCracking | 5 |
| Disintegration | 0 |

Table 7: Distresses Sorted by Average Deduct per Occurrence



Road Surface Profile Survey of Drehid Landfill, Co. Kildare

Bord Na Mona

July 2022

22/095



| Location | No. Lanes Surveyed | True Direction | Survey Length (m) |
|--|--------------------|----------------|-------------------|
| Haul Route No. 1 Section C-D | 1 | NB | 2400 |
| Haul Route No. 1 Section C-D | 1 | SB | 2400 |
| Haul Route No. 1 Section A-B | 1 | NB | 3960 |
| Haul Route No. 1 Section A-B | 1 | SB | 3960 |
| Haul Route No. 2 | 1 | NB | 11710 |
| Haul Route No. 2 | 1 | SB | 11710 |
| Haul Route No. 4 | 1 | NB | 23130 |
| Haul Route No. 4 | 1 | SB | 23130 |
| Haul Route No. 1.2 | 1 | NB | 4650 |
| Haul Route No. 1.2 | 1 | SB | 4650 |
| Sallin bypass | 1 | NB | 4520 |
| Sallin bypass | 1 | SB | 4520 |
| Proposed Haul Route Kildare - Milltown | 1 | EB | 7850 |
| Proposed Haul Route Kildare - Milltown | 1 | WB | 7850 |
| Proposed Haul Route Enfield Link Rd. | 1 | EB | 1760 |
| Proposed Haul Route Enfield Link Rd. | 1 | WB | 1760 |
| Haul Route No. 3 | 1 | NB | 19240 |
| Haul Route No. 3 | 1 | SB | 19240 |
| Proposed Haul Route Maynooth - Clane | 1 | NB | 12130 |
| Proposed Haul Route Maynooth - Clane | 1 | SB | 12130 |
| Haul Route No. 1 Section C-D | 1 | EB | 15550 |
| Haul Route No. 1 Section C-D | 1 | WB | 15550 |
| Proposed Haul Route Kilcock - Prosperous | 1 | SB | 14910 |
| Proposed Haul Route Kilcock - Prosperous | 1 | NB | 14910 |
| Ballycane road | 1 | EB | 1460 |
| Ballycane road | 1 | WB | 1460 |
| R409 | 1 | NB | 10850 |
| R409 | 1 | SB | 10850 |
| L2030 | 1 | SB | 3060 |
| L2030 | 1 | NB | 3060 |

Table 1: Details of Sections Tested

This report describes the survey equipment, survey procedure, output parameters and presents the survey results for each of the sections surveyed.

2. Description of RSP

The RSP used to carry out the survey is a Dynatest© Model 5051 Mark III RSP test system. The RSP is a multi-functional data collection system that can collect a wide variety of information ranging from ride quality measurements to high accuracy transverse and longitudinal profiles as well as geometric information such as grade and crossfall.

The RSP complies with the requirements for a "Class 1" profilometric device as outlined in **ASTM E950 / E950M (2009)** '*Standard Test Method for Measuring the Longitudinal Profile of Travelled Surfaces with an Accelerometer Established Inertial Profiling Reference*'. The RSP data is collected and processed in accordance with **ASTM E1926-08** '*Standard Practice for Computing International Roughness Index of Roads from Longitudinal Profile Measurements*' and **AM-PAV-06050** '*Pavement Assessment, Repair and Renewal Principles (March 2020)*'. It also meets the requirements of **CC-SPW-00900** '*Specification for Road Works Series 900 Road Pavements – Bituminous Materials, Section 10.1.11 (June 2017)*' and **I.S. EN ISO 13473-1: 2019** '*Characterization of Pavement Texture by use of Surface Profiles*'.

The data collected by the RSP includes:

- Longitudinal Profile (International Roughness Index (IRI))
- Transverse Profile (Rut Depth)
- Macrotexture (Mean Profile Depth (MPD))
- Geometrics (Crossfall, Gradient and Radius of Curvature)
- Pavement Orientated Digital Video

The RSP can collect data at speeds up to 100km/hr, but is typically operated at normal traffic speeds of 70-80km/hr ensuring that there is no delay or disruption to other road users. The entire data collection process is non-contact, using high frequency lasers and accelerometers in conjunction with a high accuracy distance measurement system. The data collected can be referenced to linear chainage or Global Positioning System (GPS) coordinate systems, allowing easy integration to Geographic Information System (GIS).

Laser sensors, accelerometers and an inertial motion sensor are mounted in a Transducer Unit or "Rut Bar" at the front of the vehicle. The basic rut bar is 1.83m in length and with the use of a number of additional angled wing lasers on both ends of the basic rut bar, the total effective measurement width is increased to 3.2m.

3. Survey Procedure

The RSP survey is a dry weather pavement survey carried out at normal traffic speeds, with no requirement for traffic management. The survey vehicle is fitted with warning beacons, retroreflective chevrons and “Highway Maintenance” signage. The information stored for each survey run includes: site name, direction, distance, speed, longitudinal and transverse profile, heading, altitude and MPD. There is also a provision for entering remarks at the beginning and end of each section, identifying features along the length of road and creating multiple sections over a survey run.

4. Output Parameters

4.1. International Roughness Index (IRI)

Longitudinal profile is described as a series of elevation values measured at a constant interval along a wheel track. IRI is an index computed from a longitudinal profile measurement based on the response of a standardised motor vehicle to the road surface. The IRI is expressed in units of metres per kilometre, with low values indicating smooth roads, and high values indicating rough roads with poor ride quality. IRI data is measured in both the left and right wheel paths. IRI values are recorded at 10 metre intervals.

4.2. Rut Depth

The RSP lasers measure the elevations across the carriageway to give an accurate cross (transverse) profile of the pavement. An algorithm calculates the theoretical cross profile of the pavement based on stretching a ‘wire’ over all the high points of the cross profile. The distance to the pavement from the wire is calculated, and the highest values constitute the rut depth. Rut depth data is measured in both the left and right wheel paths. Rut depth values are expressed in millimetres and recorded at 1 metre intervals.

4.3. Surface Texture

Macrotexture is defined as the deviation of a pavement surface from a true planar surface. It is the major influencing factor on frictional resistance at higher speeds (>50km/hr) and is particularly important in relation to wet conditions. The macrotexture provides the drainage channels for rainwater to escape to allow the vehicle tyre maintain greater contact with the pavement surface, in particular at high speeds. Macrotexture (MPD) is expressed in millimetres. MPD is measured in the left wheel path with values recorded at 10 metre intervals.

5. Survey Results

Table 2 presents the overall average IRI and Rut Depth results for each lane surveyed.

| Location | Lane | Length | IRI (m/km) | | | D-O (%) | Rut Depth (mm) | | |
|--|------|--------|------------|-------|------|---------|----------------|-------|------|
| | | | Left | Right | Avg. | | Left | Right | Avg. |
| Haul Route No. 1 Section C-D | NB | 2400 | 3.3 | 3.2 | 3.3 | <10 | 2.7 | 2.2 | 2.5 |
| Haul Route No. 1 Section C-D | SB | 2400 | 3.2 | 3.0 | 3.1 | <10 | 3.2 | 1.9 | 2.6 |
| Haul Route No. 1 Section A-B | NB | 3960 | 3.0 | 2.6 | 2.8 | <10 | 3.9 | 2.0 | 3.0 |
| Haul Route No. 1 Section A-B | SB | 3960 | 3.0 | 2.7 | 2.9 | <10 | 4.4 | 2.0 | 3.2 |
| Haul Route No. 2 | NB | 11710 | 2.9 | 2.8 | 2.8 | <10 | 4.7 | 2.2 | 3.4 |
| Haul Route No. 2 | SB | 11710 | 3.0 | 2.8 | 2.9 | <10 | 4.2 | 2.1 | 3.1 |
| Haul Route No. 4 | NB | 23130 | 3.6 | 3.3 | 3.4 | <10 | 5.6 | 2.1 | 3.9 |
| Haul Route No. 4 | SB | 23130 | 3.5 | 3.2 | 3.4 | <10 | 5.5 | 2.3 | 3.9 |
| Haul Route No. 1.2 | NB | 4650 | 2.8 | 2.6 | 2.7 | <10 | 4.8 | 1.8 | 3.3 |
| Haul Route No. 1.2 | SB | 4650 | 2.7 | 2.6 | 2.6 | <10 | 4.3 | 2.0 | 3.2 |
| Sallin bypass | NB | 4520 | 1.6 | 1.7 | 1.7 | <10 | 3.1 | 1.5 | 2.3 |
| Sallin bypass | SB | 4520 | 1.6 | 1.6 | 1.6 | <10 | 2.5 | 1.5 | 2.0 |
| Proposed Haul Route Kildare - Milltown | EB | 7850 | 3.9 | 3.4 | 3.6 | <10 | 7.4 | 2.4 | 4.9 |
| Proposed Haul Route Kildare - Milltown | WB | 7850 | 3.9 | 3.3 | 3.6 | <10 | 6.1 | 2.0 | 4.0 |
| Proposed Haul Route Enfield Link Rd. | EB | 1760 | 2.4 | 2.3 | 2.3 | <10 | 2.8 | 2.4 | 2.6 |
| Proposed Haul Route Enfield Link Rd. | WB | 1760 | 2.1 | 2.1 | 2.1 | <10 | 2.9 | 2.3 | 2.6 |
| Haul Route No. 3 | NB | 19240 | 2.7 | 2.6 | 2.7 | <10 | 3.4 | 1.8 | 2.6 |
| Haul Route No. 3 | SB | 19240 | 2.9 | 2.7 | 2.8 | <10 | 3.7 | 1.9 | 2.8 |
| Proposed Haul Route Maynooth - Clane | NB | 12130 | 2.6 | 2.4 | 2.5 | <10 | 3.7 | 2.3 | 3.0 |
| Proposed Haul Route Maynooth - Clane | SB | 12130 | 2.6 | 2.4 | 2.5 | <10 | 4.2 | 2.0 | 3.1 |
| Haul Route No. 1 Section C-D | EB | 15550 | 3.3 | 3.3 | 3.3 | <10 | 4.5 | 2.8 | 3.6 |
| Haul Route No. 1 Section C-D | WB | 15550 | 3.3 | 3.3 | 3.3 | <10 | 3.9 | 2.6 | 3.2 |
| Proposed Haul Route Kilcock - Prosperous | SB | 14910 | 2.8 | 2.5 | 2.6 | <10 | 5.1 | 2.0 | 3.5 |
| Proposed Haul Route Kilcock - Prosperous | NB | 14910 | 2.7 | 2.6 | 2.7 | <10 | 4.2 | 2.3 | 3.2 |
| Ballycane road | EB | 1460 | 3.8 | 3.5 | 3.6 | <10 | 4.2 | 2.0 | 3.1 |
| Ballycane road | WB | 1460 | 4.0 | 3.8 | 3.9 | <10 | 4.7 | 2.1 | 3.4 |
| R409 | NB | 10850 | 3.2 | 2.8 | 3.0 | <10 | 6.0 | 2.4 | 4.2 |
| R409 | SB | 10850 | 3.2 | 2.8 | 3.0 | <10 | 6.2 | 3.0 | 4.6 |
| L2030 | SB | 3060 | 4.7 | 3.5 | 4.1 | <10 | 6.4 | 3.8 | 5.1 |
| L2030 | NB | 3060 | 3.8 | 3.4 | 3.6 | <10 | 5.4 | 3.3 | 4.4 |

*IR = Invalid Reading

Table 2: Overall Average Results

Invalid readings known as 'drop-outs' may occur during testing, for example as a result of surface photometric properties or shadowing of light in deep surface troughs. As per IS EN ISO 13473-1: 2019, profiles with a loss of data due to a drop-out rate greater than 10% (of the total number of readings) shall be discarded.

Appendix A contains the IRI, and Rut Depth results averaged over 100 metre intervals for each lane surveyed.

Appendix B contains tabulated location details of each section