






















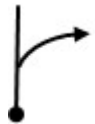

















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|---------------|---|--------|---|------------|--------------------------------|
| 0,00 |  | D | 1 | 00:00:00.0 | Zere o hodômetro. |
| 0,000 | | 1 min | | | |
| 0,10 |  | V | 2 | 00:01:00.0 | Zere o hodômetro. |
| 0,100 | | 70 K/h | | | |
| 1,16 |  | | | 00:02:00.1 | |
| 1,169 | | | | | |
| 1,34 |  | | | 00:03:09.1 | Radar. |
| 2,51 | | | | | |
| 2,06 |  | | | 00:04:55.2 | Dístico Ipiranga. |
| 4,575 | | | | | |
| 1,68 |  | | | 00:06:21.8 | Radar. |
| 6,26 | | | | | |
| 1,25 |  | | | 00:07:26.5 | |
| 7,52 | | | | | |
| 1,09 |  | | | 00:08:22.9 | Dístico Shell. |
| 8,613 | | | | | |
| 0,72 |  | | | 00:08:59.9 | 497, à esquerda. |
| 9,333 | | | | | |
| 0,62 |  | V | 3 | 00:09:31.8 | |
| 9,953 | | 80 K/h | | | |
| 2,37 |  | | | 00:11:18.8 | 494, à esquerda. |
| 12,330 | | | | | |
| 3,00 |  | | | 00:13:34.2 | Placa "BH, Andiroba, Retorno". |
| 15,339 | | | | | |
| 1,01 |  | | | 00:14:19.9 | 490. |
| 16,354 | | | | | |














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|--------|---|--------|---|------------|--|
| 2,14 |  | D | 4 | 00:15:56.4 | Pedágio. |
| 18,500 | | 20 min | | | |
| 0,95 |  | V | 5 | 00:35:56.4 | Árvore depois da placa de velocidade máxima 80 km/h. |
| 19,454 | | 80 K/h | | | |
| 0,000 | | | | | |
| 2,30 |  | | | 00:37:40.3 | |
| 2,307 | | | | | |
| 2,59 |  | V | 6 | 00:39:37.1 | Placa indicativa de parada de ônibus. |
| 4,903 | | 85 K/h | | | |
| 1,00 |  | | | 00:40:19.7 | Placa "Reduza a velocidade". |
| 5,909 | | | | | |
| 0,81 |  | | | 00:40:54.2 | |
| 6,723 | | | | | |
| 1,04 |  | V | 7 | 00:41:38.3 | Placa "Retorno BH mantenha-se à esquerda". |
| 7,765 | | 77 K/h | | | |
| 3,28 |  | | | 00:44:11.7 | |
| 11,047 | | | | | |
| 2,15 |  | D | 8 | 00:45:52.4 | |
| 13,200 | | 5 min | | | |
| 0,03 |  | | | | Saia da principal entrando na segunda pista à direita. |
| 13,23 | | | | | |
| 0,38 |  | | | | Sentido Cachoeira da Prata. |
| 13,62 | | | | | |
| 1,13 |  | | | | |
| 14,75 | | | | | |
| 0,53 |  | V | 9 | 00:50:52.4 | |
| 15,288 | | 70 K/h | | | |
| 0,000 | | | | | |

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|--------------|--|---|------------|--------------------------------|
| 1,99 | | | | 44. |
| 1,992 | | | 00:52:34.8 | |
| 0,30 | | V | 10 | |
| 2,294 | | | 38 K/h | 00:52:50.4 |
| 0,43 | | | | Radar. |
| 2,73 | | | 00:53:31.7 | |
| 0,37 | | V | 11 | |
| 3,100 | | | 74 K/h | 00:54:06.7 |
| 0,61 | | V | 12 | |
| 3,717 | | | 35 K/h | 00:54:36.7 |
| 0,06 | | | | Pela pista mais à direita. |
| 3,78 | | | 00:54:43.2 | |
| 0,04 | | | | |
| 3,82 | | | 00:54:47.3 | |
| 0,10 | | | | |
| 3,92 | | | 00:54:57.6 | |
| 0,23 | | V | 13 | |
| 4,150 | | | 77 K/h | 00:55:21.3 |
| 0,13 | | | | |
| 4,283 | | | 00:55:27.5 | |
| 1,62 | | | | |
| 5,91 | | | 00:56:43.6 | |
| 1,29 | | | | 50. |
| 7,200 | | | 00:57:43.9 | |
| 1,96 | | | | Placa "Hotel Fazenda Coninho". |
| 9,165 | | | 00:59:15.7 | |

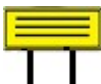
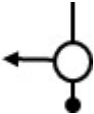
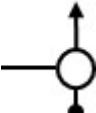










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|---------------|--|--------|----|------------|--|
| 0,79 | | | | 00:59:52.7 | 52. |
| 9,956 | | | | | |
| 0,92 | | V | 14 | 01:00:35.7 | |
| 10,876 | | 55 K/h | | | |
| 0,62 | | | | 01:01:16.7 | Não haverá pcs até o último quebra molas (12,612). |
| 11,502 | | | | | |
| 0,51 | | | | 01:01:50.2 | |
| 12,013 | | | | | |
| 0,30 | | | | 01:02:09.9 | |
| 12,314 | | | | | |
| 0,29 | | V | 15 | 01:02:29.4 | |
| 12,612 | | 79 K/h | | | |
| 0,67 | | | | 01:02:59.9 | Placa "Fazenda dos Lages". |
| 13,283 | | | | | |
| 1,51 | | | | 01:04:09.0 | |
| 14,798 | | | | | |
| 0,86 | | V | 16 | 01:04:48.3 | |
| 15,661 | | 40 K/h | | | |
| 0,23 | | | | 01:05:09.8 | Trevo Inhauma. |
| 15,90 | | | | | |
| 0,02 | | V | 17 | 01:05:12.3 | |
| 15,928 | | 79 K/h | | | |
| 3,11 | | | | 01:07:34.3 | |
| 19,044 | | | | | |
| 1,79 | | V | 18 | 01:08:56.2 | |
| 20,840 | | 40 K/h | | | |




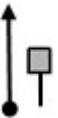

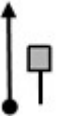
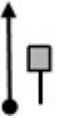






| | | | | | |
|--------|---|--------|----|------------|---|
| 1,44 |  | D | 19 | 01:11:05.9 | |
| 22,281 | | 15 min | | | |
| 0,53 |  | | | | |
| 22,82 | | | | | |
| 0,08 |  | | | | |
| 22,90 | | | | | |
| 0,14 |  | | | | |
| 23,04 | | | | | |
| 0,31 |  | | | | |
| 23,35 | | | | | |
| 0,89 |  | | | | |
| 24,24 | | | | | |
| 0,24 |  | | | | |
| 24,48 | | | | | |
| 0,32 |  | | | | |
| 24,80 | | | | | |
| 0,87 |  | V | 20 | 01:26:05.9 | Primeira placa de costa à esquerda depois da balança. |
| 25,678 | | 70 K/h | | | |
| 0,000 | | | | | |
| 0,64 |  | | | 01:26:39.0 | 70. |
| 0,645 | | | | | |
| 1,30 |  | | | 01:27:46.2 | |
| 1,95 | | | | | |
| 0,18 |  | | | 01:27:55.5 | |
| 2,131 | | | | | |
| 1,68 |  | | | 01:29:22.3 | |
| 3,819 | | | | | |









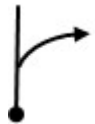



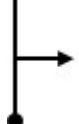
| | | | | | |
|---------------|--|---|----|------------|------------------------------|
| 2,80 | | | | 01:31:46.6 | 76. |
| 6,625 | | | | | |
| 1,98 | | V | 21 | 01:33:28.6 | 78. |
| 8,608 | | | | | |
| 2,04 | | | | 01:35:00.6 | 80. |
| 10,653 | | | | | |
| 1,93 | | | | 01:36:27.7 | 82. |
| 12,588 | | | | | |
| 3,01 | | V | 22 | 01:38:43.5 | Placa "Reduza a velocidade". |
| 15,607 | | | | | |
| 0,59 | | | | 01:39:38.3 | |
| 16,20 | | | | | |
| 0,60 | | V | 23 | 01:40:34.1 | |
| 16,805 | | | | | |
| 1,75 | | | | 01:41:55.1 | 88. |
| 18,559 | | | | | |
| 2,03 | | | | 01:43:28.8 | 90. |
| 20,590 | | | | | |
| 1,95 | | | | 01:44:58.8 | 92. |
| 22,540 | | | | | |
| 2,00 | | | | 01:46:31.1 | 94. |
| 24,540 | | | | | |
| 1,86 | | V | 24 | 01:47:57.0 | |
| 26,400 | | | | | |
| 2,11 | | D | 25 | 01:49:31.9 | 98. |
| 28,511 | | | | | |

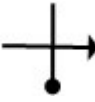

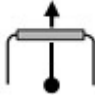
| | | | | |
|---------------|---|------------|------------|---|
| 0,23 |  | | | Direção Pequi. |
| 28,75 | | | | |
| 0,02 |  | | | Direção Pequi. |
| 28,77 | | | | |
| 0,53 |  | V | 26 | Placa retangular de costas à esquerda (última). |
| 29,304 | | 01:52:31.9 | | |
| 0,000 | | 76 K/h | | |
| 0,94 |  | | | |
| 0,949 | | | 01:53:16.9 | |
| 0,71 |  | | | 137. |
| 1,666 | | | 01:53:50.9 | |
| 2,04 |  | | | 135. |
| 3,712 | | | 01:55:27.8 | |
| 1,59 |  | V | 27 | |
| 5,310 | | 01:56:43.5 | | |
| | | 80 K/h | | |
| 0,48 |  | | | 133. |
| 5,791 | | | 01:57:05.1 | |
| 1,91 |  | | | |
| 7,71 | | | 01:58:31.5 | |
| 0,25 |  | | | 131. |
| 7,969 | | | 01:58:43.1 | |
| 2,43 |  | | | |
| 10,40 | | | 02:00:32.5 | |
| 0,94 |  | V | 28 | 127. |
| 11,343 | | 02:01:15.0 | | |
| | | 40 K/h | | |
| 0,25 |  | V | 29 | |
| 11,600 | | 02:01:38.1 | | |
| | | 80 K/h | | |

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|--------|--|--------|------------|---|
| 1,95 | | | 02:03:06.2 | 125. |
| 13,558 | | | | |
| 1,96 | | | 02:04:34.4 | 123. |
| 15,518 | | | | |
| 4,78 | | V 30 | 02:08:09.6 | |
| 20,300 | | 79 K/h | | |
| 2,01 | | | 02:09:41.5 | 117. |
| 22,318 | | | | |
| 1,93 | | | 02:11:09.8 | 115. |
| 24,254 | | | | |
| 3,56 | | | 02:13:52.0 | |
| 27,814 | | | | |
| 2,23 | | | 02:15:33.9 | 4. |
| 30,050 | | | | |
| 2,04 | | | 02:17:07.0 | 6. |
| 32,094 | | | | |
| 0,60 | | | 02:17:34.7 | Posto de fiscalização. Não háverá pcs até o final do trecho. |
| 32,70 | | | | |
| 0,74 | | V 31 | 02:18:08.8 | |
| 33,449 | | 55 K/h | | |
| 0,22 | | | 02:18:23.3 | Radar. |
| 33,67 | | | | |
| 0,13 | | V 32 | 02:18:31.8 | |
| 33,800 | | 80 K/h | | |
| 0,37 | | | 02:18:48.8 | 8. |
| 34,179 | | | | |

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|---------------|---|--------|----|------------|---|
| 5,36 |  | D | 33 | 02:22:50.1 | Placa "Perimetro Urbano à 1000 mts". Deslocamento Pará de Minas. |
| 39,540 | | 30 min | | | |
| 2,32 |  | | | | |
| 41,86 | | | | | |
| 4,14 |  | | | | Sentido 262. |
| 46,00 | | | | | |
| 2,58 |  | | | | 490. |
| 48,58 | | | | | |
| 4,71 |  | | | | |
| 53,29 | | | | | |
| 0,16 |  | | | | |
| 53,45 | | | | | |
| 4,55 |  | | | | Pedágio. |
| 58,00 | | | | | |
| 2,15 |  | | | | Retorno para o Milhão. |
| 60,15 | | | | | |
| 0,14 |  | | | | Entre no Milhão. |
| 60,29 | | | | | |
| 0,31 |  | N | 34 | 02:52:50.1 | NEUTRÃO. |
| 60,600 | | 45 min | | | |
| 0,10 |  | D | 35 | 03:37:50.1 | Sáia do Milhão entrando na BR. |
| 60,700 | | 5 min | | | |
| 0,11 |  | | | | |
| 60,81 | | | | | |
| 0,31 |  | V | 36 | 03:42:50.1 | Na frente do Milhão. |
| 61,124 | | 80 K/h | | | |
| 0,000 | | | | | |

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|---------------|---|--------|----|------------|--------------------------|
| 1,42 |  | | | 03:43:54.0 | 386. |
| 1,420 | | | | | |
| 1,98 |  | | | 03:45:23.3 | 384. |
| 3,405 | | | | | |
| 3,58 |  | V | 37 | 03:48:04.6 | Fiscalização Eletrônica. |
| 6,990 | | 58 K/h | | | |
| 0,01 |  | | | 03:48:05.2 | Radar. |
| 7,00 | | | | | |
| 0,95 |  | | | 03:49:04.4 | 379. |
| 7,954 | | | | | |
| 0,43 |  | | | 03:49:31.5 | Radar. |
| 8,39 | | | | | |
| 1,63 |  | | | 03:51:12.7 | Radar. |
| 10,02 | | | | | |
| 0,08 |  | V | 38 | 03:51:17.6 | |
| 10,100 | | 80 K/h | | | |
| 2,37 |  | | | 03:53:04.4 | 375. |
| 12,473 | | | | | |
| 6,06 |  | | | 03:57:37.2 | 369. |
| 18,535 | | | | | |
| 2,96 |  | V | 39 | 03:59:50.6 | |
| 21,500 | | 98 K/h | | | |
| 0,50 |  | V | 40 | 04:00:09.0 | |
| 22,000 | | 79 K/h | | | |
| 0,06 |  | | | 04:00:12.0 | 366. |
| 22,065 | | | | | |

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| 1,03 |  | V | 41 | 04:00:59.1 | |
| 23,100 | | 77 K/h | | | |
| 2,77 |  | | | 04:03:08.6 | Placa indicativa de parada de onibus com abrigo. |
| 25,870 | | | | | |
| 2,10 |  | V | 42 | 04:04:46.9 | |
| 27,972 | | 80 K/h | | | |
| 2,44 |  | | | 04:06:37.0 | 358. |
| 30,418 | | | | | |
| 4,35 |  | | | 04:09:52.8 | |
| 34,77 | | | | | |
| 0,42 |  | | | 04:10:11.7 | |
| 35,19 | | | | | |
| 1,81 |  | D | 43 | 04:11:33.2 | |
| 37,000 | | 40 min | | | |
| 5,70 |  | | | | Pela pista 3.4. Sentido Belo Horizonte. |
| 42,70 | | | | | |
| 15,70 |  | | | | À direita para pegar o Anel Rodoviário. |
| 58,40 | | | | | |
| 8,65 |  | | | | |
| 67,05 | | | | | |
| 0,13 |  | | | | Para retornar. |
| 67,18 | | | | | |
| 0,77 |  | | | | |
| 67,95 | | | | | |
| 1,25 |  | | | | Sentido B. Olhos D'água. |
| 69,20 | | | | | |

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|---------------|---|-------|----|------------|---------|
| 0,24 |  | | | | |
| 69,44 | | | | | |
| 0,41 |  | | | | |
| 69,85 | | | | | |
| 0,02 |  | N | 44 | 04:51:33.2 | MY BOX. |
| 69,870 | | 1 min | | | |