									DIAGRAMA UNIFILAR	RESUMO DOS	INDICES DO PAVIMENTO						
Lote: Rodovia: S Trecho: k Pista: (Ano Concessão:	SP 300 xm 336+500 ao k DESTE	m 667+6	530	edita	ə/.			no projet	la última obra de conservação esp	ecial de pavime	ejam detectados os segmentos com í ento sendo admitido com base em da a próxima obra de conservação espec	dos de tráfego da última	(2) O valor de	IGG: QI / IRI: D0:	a data dos levantan mar/17 mar/17 mar/17 mar/17 mar/17	nentos	
											LEGENDA						
SP 300 - Rodovia Marechal Rondon	ATR (mm 5 < ATR (ATR (mm	(mm) < 7		$IGG \le 2$ $20 < IG$ $IGG \ge 3$	iG < 30 30		FC-2 ≤ 10% < FC-2 ≥	FC-2 < 15	1% < FC-3 <u><</u> 2% 0,8	< 0,85 x Dadm 5 x Dadm < D0 < Da > Dadm Programa	dm Ição de Reparação Proposta pela	Informações sobre	o próximo Ciclo (de Conservação			
km inicial km final		Dadm			. EXTER			1		Data de	Concessionária ⁽¹⁾ Solução		Conforme Cronog		OBSERVAÇÃO	km inicial	km fina
		(2)	D0	ATR	IGG	QI	%FC-2	%FC-3		conclusão	Prevista	Item de obra	Data de Início	Data de Término			
336,5 337,0					1		0%	0%								336,5	337,0
337,0 338,0					0		0%	0%				-	+	┨────┤		337,0	338,0
338,0339,0339,0340,0		\vdash			0		0% 0%	0% 0%						╂────┤		<u>338,0</u> 339,0	339,0 340,0
340,0 341,0					2		0%	0%						<u>† </u>		340,0	341,0
341,0 342,0					0		0%	0%								341,0	342,0
342,0343,0343,0344,0					0		0%	0%								342,0	343,0
343,0344,0344,0345,0					0		0% 0%	0% 0%				_				343,0 344,0	344,0 345,0
345,0 346,0					0		0%	0%								345,0	346,0
346,0 347,0					1		0%	0%								346,0	347,0
347,0348,0348,0349,0					0		0% 0%	0% 0%				_				347,0	348,0
<u>348,0</u> <u>349,0</u> 349,0 <u>350,0</u>					0		0%	0%				-				<u>348,0</u> 349,0	349,0 350,0
350,0 351,0					4		0%	0%								350,0	351,0
351,0 352,0					0		0%	0%				_				351,0	352,0
352,0353,0353,0354,0					2		0% 0%	0% 0%					-	+		<u>352,0</u> 353,0	353,0 354,0
354,0 355,0					0		0%	0%								354,0	355,0
355,0 356,0					0		0%	0%								355,0	356,0
356,0 357,0					0		0%	0%					-			356,0	357,0
357,0358,0358,0359,0					0		0% 0%	0% 0%				_				357,0 358,0	358,0 359,0
359,0 360,0					0		0%	0%								359,0	360,0
360,0 361,0					0		0%	0%								360,0	361,0
361,0 362,0 362,0 363,0					0		0% 0%	0% 0%					+	┼───┤		361,0 362,0	362,0 363,0
<u>363,0</u> <u>364,0</u>				1	0		0%	0%					1	+		363,0	364,0
364,0 365,0				1	0		0%	0%								364,0	365,0
365,0 366,0		\vdash		<u> </u>	0		0%	0%						┨─────────────────		365,0	366,0
366,0 367,0 367,0 368,0		\vdash			0		0% 0%	0% 0%				-	+	┨────┤		366,0 367,0	367,0 368,0
368,0 369,0				1	2		0%	0%					1	1 1		368,0	369,0
369,0 370,0					2		0%	0%								369,0	370,0
370,0 371,0		\vdash			0		0%	0%					+	┨────┤		370,0	371,0
371,0372,0372,0373,0					0		0% 0%	0% 0%				-	+	┨────┤		<u>371,0</u> 372,0	<u>372,0</u> 373,0
373,0 374,0					0		0%	0%								373,0	374,0
374,0 375,0			-		5		0%	0%								374,0	375,0
375,0 376,0 376,0 377,0		┝──┤			0		0% 0%	0% 0%				_		╀────┤		375,0	376,0 377,0
376,0 377,0 377,0 378,0		\vdash			0		0%	0%					+	+		376,0 377,0	377,0
378,0 379,0					0		0%	0%								378,0	379,0
379,0 380,0					2		0%	0%								379,0	380,0
380,0 381,0					2		0%	0%								380,0	381,0

										DIAGRAMA UNIFILAR	RESUMO DOS	INDICES DO PAVIMENTO						
	Lote: Rodovia: Trecho: Pista: oncessão:	SP 300 km 336+500 ao OESTE	km 667+6	530	edita	al.			no projet	a última obra de conservação espe	ecial de pavime	ejam detectados os segmentos com ento sendo admitido com base em d a próxima obra de conservação espo	l ados de tráfego da última	(2) O valor de	IGG: QI / IRI: D0:	a data dos levantan mar/17 mar/17 mar/17 mar/17 mar/17	nentos	
												LEGENDA						
SP 300 - Marecha		ATR (m	R (mm) < 7		IGG <u><</u> 2 20 < IG IGG <u>></u> 3	GG < 30 30			≤ 10% < FC-2 < 15 ≥ 15%	1% < FC-3 <u><</u> 2%	< 0,85 x Dadm 5 x Dadm < D0 < Da > Dadm Program :	^{dm} ação de Reparação Proposta pela	Informações sobre o	o próximo Ciclo (de Conservação		1	1
km inicial	km final		Dadm			C. EXTER		-			Data de	Concessionária ⁽¹⁾ Solução		Conforme Cronog		OBSERVAÇÃO	km inicial	km fina
inclai			(2)	D0	ATR	IGG	QI	%FC-	2 %FC-3		conclusão	Prevista	Item de obra	Data de Início	Data de Término		Inclai	
381,0	382,0					0		0%	0%								381,0	382,0
382,0	383,0					0		0%	0%					+	┨────┤		382,0	383,0
383,0 384,0	384,0 385,0					0		0% 0%	0% 0%						╂────┤		<u>383,0</u> 384,0	<u>384,0</u> 385,0
385,0	386,0					0		0%	0%								385,0	386,0
386,0	387,0					0		0%	0%								386,0	387,0
387,0	388,0					0	_	0%	0%					-			387,0	388,0
388,0 389,0	389,0 390,0					0		0% 0%	0%					-	+		388,0 389,0	389,0 390,0
390,0	391,0					0		0%	0%								390,0	391,0
391,0	392,0					0		0%	0%								391,0	392,0
392,0	393,0					2		0%	0%				_				392,0	393,0
393,0 394,0	394,0 395,0					0		0% 0%	0% 0%					-	+		<u>393,0</u> 394,0	<u>394,0</u> 395,0
395,0	396,0					0		0%	0%								395,0	396,0
396,0	397,0					0		0%	0%								396,0	397,0
397,0	398,0					4		0%	0%								397,0	398,0
398,0 399,0	399,0 400,0					0	-	0% 0%	0%								398,0 399,0	399,0 400,0
400,0	401,0					1		0%	0%								400,0	401,0
401,0	402,0					0		0%	0%								401,0	402,0
402,0	403,0					0		0%	_				_				402,0	403,0
403,0 404,0	404,0 405,0					0		0% 0%	_				_				403,0 404,0	404,0 405,0
404,0	405,0				1	0		0%					-	1	+		404,0	405,0
406,0	407,0					0		0%	_								406,0	407,0
407,0	408,0					5		0%									407,0	408,0
408,0 409,0	409,0 410,0					0		0% 0%	0% 0%				_		┨─────┤		408,0 409,0	409,0 410,0
410,0	411,0					0		0%	_					1	1 1		410,0	411,0
411,0	412,0					0		0%	0%								411,0	412,0
412,0	413,0					0		0%					_				412,0	413,0
413,0 414,0	414,0 415,0					0		0%	0% 0%			l	_	+	╂────┤		413,0 414,0	414,0 415,0
414,0	415,0					0		0%					-	+	+		414,0	415,0
416,0	417,0					0		0%									416,0	417,0
417,0	418,0					0		0%	_								417,0	418,0
418,0 419,0	419,0 420,0					0		0% 0%	0% 0%			l	_	+	┨─────┤		418,0 419,0	419,0 420,0
419,0	420,0				1	0		0%					-				419,0	420,0
421,0	422,0					0		0%									421,0	422,0
422,0	423,0					0		0%	0%								422,0	423,0
423,0 424,0	424,0 425,0					0		0% 0%	0% 0%				_	+	┼───┤		423,0 424,0	424,0 425,0
424,0 425,0	425,0 426,0					0		0%							<u> </u>		424,0	425,0

										DIAGRAMA UNIFILAR	RESUMO DOS	INDICES DO PAVIMENTO						
		SP 300 km 336+500 a OESTE	10 km 667+0	530	edita	ə/.			no projet	a última obra de conservação esp	necial de pavime	ejam detectados os segmentos com ento sendo admitido com base em c a próxima obra de conservação esp	lados de tráfego da últim	(2) O valor de	IGG: QI / IRI: D0:	a data dos levantan mar/17 mar/17 mar/17 mar/17	nentos	
												LEGENDA						-
	· Rodovia Il Rondon	5 < /	(mm) ≤ 5 ATR (mm) < 7 (mm) ≥ 7		$IGG \le 2$ $20 < IG$ $IGG \ge 3$	GG < 30 30		FC-2 <u><</u> 10% < FC-2 <u>></u>	FC-2 < 15	1% < FC-3 < 2% 0,8)< 0,85 x Dadm 35 x Dadm < D0 < Da) > Dadm Program :	^{dm} ação de Reparação Proposta pela	Informações sobre	o próximo Ciclo I	de Conservação		1	
km inicial	km final		Dadm	r –		C. EXTER	RNO	<u>т</u>	. – –			Concessionária ⁽¹⁾		Conforme Cronog		OBSERVAÇÃO	km inicial	km fina
Inicial			(2)	D0	ATR	IGG	QI	%FC-2	%FC-3		Data de conclusão	Solução Prevista	Item de obra	Data de Início	Data de Término		Inicial	
426,0	427,0					0		0%	0%								426,0	427,0
427,0 428,0	428,0					0	<u> </u>	0% 0%	0% 0%						┨────┤		427,0 428,0	428,0
428,0 429,0	429,0 430,0				+	0	-	0%	0%						┼───┤		428,0	429,0 430,0
430,0	431,0					0		0%	0%								430,0	431,0
431,0	432,0					0		0%	0%								431,0	432,0
432,0	433,0					0		0% 0%	0% 0%								432,0	433,0 434,0
433,0 434,0	434,0 435,0					0		0%	0%								433,0 434,0	434,0
435,0	436,0					0		0%	0%								435,0	436,0
436,0	437,0					0		0%	0%								436,0	437,0
437,0	438,0				-	0		0%	0%								437,0	438,0
438,0 439,0	439,0 440,0					2		1% 0%	0% 0%								438,0 439,0	439,0 440,0
440,0	441,0					0		0%	0%								440,0	441,0
441,0	442,0					0		0%	0%								441,0	442,0
442,0	443,0 444,0					0		0%	0%					-			442,0	443,0 444,0
443,0 444,0	444,0 445,0					4		0% 0%	0% 0%								443,0 444,0	444,0
445,0	446,0					0		0%	0%								445,0	446,0
446,0	447,0					0		0%	0%								446,0	447,0
447,0	448,0					0		0%	0%								447,0	448,0
448,0 449,0	449,0 450,0					0		0% 0%	0% 0%								448,0 449,0	449,0 450,0
450,0	451,0					0		0%	0%								450,0	451,0
451,0	452,0					0		0%	0%								451,0	452,0
452,0	453,0 454,0				+	0		0% 0%	0% 0%						┼───┤		452,0	453,0
453,0 454,0	454,0 455,0				+	0	-	0%	0%						╂────┤		453,0 454,0	454,0 455,0
455,0	456,0					2		0%	0%								455,0	456,0
456,0	457,0					0		0%	0%								456,0	457,0
457,0	458,0 459,0				+	0		0%	0% 0%						╀────┤		457,0	458,0
458,0 459,0	459,0				+	0	-	0% 0%	0%						┨		458,0 459,0	459,0 460,0
460,0	461,0					0		0%	0%								460,0	461,0
461,0	462,0					0		0%	0%								461,0	462,0
462,0	463,0				+	1		0%	0%						╀────┤		462,0	463,0
463,0 464,0	464,0 465,0				+	0	-	0% 0%	0% 0%						┨		463,0 464,0	464,0 465,0
465,0	466,0					0		0%	0%								465,0	466,0
466,0	467,0					0		0%	0%								466,0	467,0
467,0	468,0					0	<u> </u>	0%	0%						┨────┤		467,0 468,0	468,0
468,0 469,0	469,0 470,0				+	0	-	0% 0%	0% 0%						┨		468,0	469,0 470,0
470,0	471,0				1	0		0%	0%		 			1	+		470,0	471,0

									DIAGRAMA UNIFILAR RE	SUMO DOS	INDICES DO PAVIMENTO						
Lote: Rodovia: S Trecho: J Pista: O Ano Concessão:	5P 300 km 336+500 ao k DESTE	m 667+6	530	edita	ə/.			no projet	servação de rotina deverá ser imediato da última obra de conservação especi nento, considerando-se o período de p	ial de pavime	ento sendo admitido com base em dad	ر) los de tráfego da última	2) O valor de	IGG: QI / IRI: D0:	a data dos levantan mar/17 mar/17 mar/17 mar/17	nentos	
											LEGENDA						
SP 300 - Rodovia Marechal Rondon	ATR (mm 5 < ATR (ATR (mm	(mm) < 7		IGG <u><</u> 2 20 < IG IGG <u>></u> 3	G < 30 30		FC-2 <u><</u> 10% < FC-2 <u>></u>	FC-2 < 15			dm Ição de Reparação Proposta pela	Informações sobre o	právimo Ciclo d	de Conservação			
km initial km final				AC	C. EXTER	RNO					Concessionária ⁽¹⁾		onforme Cronog		OBSERVAÇÃO	km	km fina
inicial		Dadm (2)	D0	ATR	IGG	QI	%FC-2	%FC-3		Data de conclusão	Solução Prevista	Item de obra	Data de Início	Data de Término		inicial	
471,0 472,0					0		0%	0%	E							471,0	472,0
472,0 473,0 473,0 474,0					0	-	0% 0%	0% 0%								472,0 473,0	473,0 474,0
474,0 475,0					0		0%	0%	F					<u> </u>		473,0	474,0
475,0 476,0					0		0%	0%	F							475,0	476,0
476,0 477,0 477,0 478,0					0		0% 0%	0% 0%	-							476,0 477,0	477,0 478,0
478,0 479,0					0		0%	0%								478,0	479,0
479,0 480,0					0	<u> </u>	0%	0%								479,0	480,0
480,0481,0481,0482,0					0		0% 0%	0% 0%								480,0 481,0	481,0 482,0
482,0 483,0					0		0%	0%								482,0	483,0
483,0484,0484,0485,0					0		0% 0%	0% 0%								483,0 484,0	484,0 485,0
485,0 486,0				<u> </u>	0		0%	0%	F							485,0	485,0
486,0 487,0					0		0%	0%								486,0	487,0
487,0488,0488,0489,0					0		0% 0%	0% 0%								<u>487,0</u> 488,0	488,0 489,0
489,0 490,0					0		0%	0%	F							489,0	490,0
490,0 491,0					0		1%	0%								490,0	491,0
491,0492,0492,0493,0				+	0		0% 0%	0% 0%	-							491,0 492,0	492,0 493,0
493,0 494,0					0		0%	0%								493,0	494,0
494,0 495,0					0		0%	0%	_							494,0	495,0
495,0 496,0 496,0 497,0					0		0% 0%	0% 0%	-					+		495,0 496,0	496,0 497,0
497,0 498,0					0		0%	0%								497,0	498,0
498,0 499,0		\mid			0		0%	0%]		498,0	499,0
499,0 500,0 500,0 501,0					0		0% 0%	0% 0%	F					┼────╢		499,0 500,0	500,0 501,0
501,0 502,0					0		0%	0%								501,0	502,0
502,0 503,0					4		1%	0%	F							502,0	503,0
503,0 504,0 504,0 505,0		├			0		0% 0%	0% 0%	F					┼────╢		503,0 504,0	504,0 505,0
505,0 506,0					0		0%	0%								505,0	506,0
506,0 507,0					0		0%	0%	F]		506,0	507,0
507,0 508,0 508,0 509,0		\vdash			0	-	0% 0%	0% 0%	F					┨─────┨		507,0 508,0	508,0 509,0
509,0 510,0					0		0%	0%								509,0	510,0
510,0 511,0					0		0%	0%	F]		510,0	511,0
511,0 512,0 512,0 513,0		├			0		0% 0%	0% 0%				╢─────		┨─────┨		511,0 512,0	512,0 513,0
513,0 514,0					0		0%	0%	F					<u> </u>		513,0	514,0
514,0 515,0					0		0%	0%								514,0	515,0
515,0 516,0					0		0%	0%								515,0	516,0

Info N <th></th> <th>DIAGRAMA UNIFILAR R</th> <th>RESUMO DOS</th> <th>INDICES DO PAVIMENTO</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>											DIAGRAMA UNIFILAR R	RESUMO DOS	INDICES DO PAVIMENTO						
	Ano C	Rodovia: Trecho: Pista:	SP 300 km 336+500 ac OESTE	o km 667+€	530	edita	al.			no projet	última obra de conservação espe	cial de pavime	nto sendo admitido com base em dao) los de tráfego da última	2) O valor de	IGG: QI / IRI: D0:	mar/17 mar/17 mar/17	nentos	
Name Name Name Name Name Name Name Inda Name N													LEGENDA						
Image Image <t< th=""><th></th><th></th><th>5 < A1</th><th>ΓR (mm) < 7</th><th></th><th>20 < IG IGG <u>></u> 3</th><th>GG < 30 30</th><th></th><th>10% <</th><th>FC-2 < 15</th><th>1% < FC-3 <u><</u> 2% 0,85</th><th>x Dadm < D0 < Da ▶ Dadm</th><th></th><th>Informações sobre e</th><th>o próximo Ciclo o</th><th>de Conservação</th><th></th><th>1</th><th></th></t<>			5 < A1	ΓR (mm) < 7		20 < IG IGG <u>></u> 3	GG < 30 30		10% <	FC-2 < 15	1% < FC-3 <u><</u> 2% 0,85	x Dadm < D0 < Da ▶ Dadm		Informações sobre e	o próximo Ciclo o	de Conservação		1	
P P		km final		Dadm		T	1			1			Concessionária ⁽¹⁾	Especial C		rama	OBSERVAÇÃO		km fina
5120 5130 1 0 <t< th=""><th>Inicial</th><th></th><th></th><th></th><th>D0</th><th>ATR</th><th>IGG</th><th>QI</th><th>%FC-2</th><th>%FC-3</th><th></th><th></th><th></th><th>Item de obra</th><th>Data de Início</th><th>Data de Término</th><th></th><th></th><th></th></t<>	Inicial				D0	ATR	IGG	QI	%FC-2	%FC-3				Item de obra	Data de Início	Data de Término			
518.0 519.0	516,0]								517,0
510.0 50.0														╢────					518,0
S20.0						+	Ű							┨┝─────		┨────┤			519,0 520,0
S210 S220 S230 S240 S240 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>11</td><td>1</td><td> </td><td></td><td></td><td>520,0</td></th<>														11	1				520,0
13.0 14.0 15.0 16.0	521,0	522,0					0											521,0	522,0
23.0 23.0							ů			-									523,0
52.50 52.60 52.60 52.70 0 0 0%<						-	-	-			-			┨─────					524,0 525,0
52.6 57.0																			526,0
2320 2300 0 0 0%	526,0	527,0					0		0%	-								526,0	527,0
1300 330, 330, 330, 330, 330, 330, 330, 330, 330, 331,0<							ů												528,0
330.0 331.0 332.0 0<							-							1					529,0
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						+				-						┨─────┤			559,0
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									DIAGRAMA UNIFILAR R	ESUMO DOS	ÍNDICES DO PAVIMENTO						
Lote: Rodovia: S Trecho: k Pista: C Ano Concessão:	SP 300 xm 336+500 ao km DESTE	667+63	80	edita	/.			no projet	íltima obra de conservação espec	ial de pavime	ijam detectados os segmentos com ír nto sendo admitido com base em dad a próxima obra de conservação espec) dos de tráfego da última	2) O valor de	IGG: QI / IRI: D0:	data dos levantan mar/17 mar/17 mar/17 mar/17	nentos	
											LEGENDA						
SP 300 - Rodovia Marechal Rondon	ATR (mm) ≤ 5 < ATR (mm) ATR (mm) ≥	ı) < 7		IGG <u><</u> 20 20 < IG0 IGG <u>></u> 30	G < 30 0		FC-2 ≤ 2 10% < FC-2 ≥ 2	FC-2 < 15 ⁰		,85 x Dadm Dadm < D0 < Dad Dadm		Informações sobre o	o próximo Ciclo o	le Conservação		1	
km inicial km final				AC.	. EXTER						Concessionária ⁽¹⁾		onforme Cronog		OBSERVAÇÃO	km inicial	km fina
Inicial		Dadm (2)	D0	ATR	IGG	QI	%FC-2	%FC-3		Data de conclusão	Solução Prevista	Item de obra	Data de Início	Data de Término		IIICiai	
561,0 562,0					0		0%	0%	Ľ							561,0	562,0
562,0 563,0	F				0	<u> </u>	0%	0%	Ļ			╢────		↓∥		562,0	563,0
563,0 564,0 564,0 565,0					0		0% 0%	0% 0%	H			┨────		┼────┤		<u>563,0</u> 564,0	564,0 565,0
565,0 566,0		_ +			0		0%	0%	F					<u> </u>		565,0	566,0
566,0 567,0					0		0%	0%	Γ							566,0	567,0
567,0 568,0					0		0%	0%					-			567,0	568,0
568,0569,0569,0570,0	-				0		0% 0%	0% 0%								568,0 569,0	569,0 570,0
570,0 571,0					0		0%	0%	F							570,0	570,0
571,0 572,0					0		0%	0%								571,0	572,0
572,0 573,0					0		0%	0%				┨────				572,0	573,0
573,0 574,0 574,0 575,0	-				0		0% 0%	0% 0%	F							<u>573,0</u> 574,0	574,0 575,0
575,0 576,0					0		0%	0%	F							575,0	576,0
576,0 577,0					0		0%	0%								576,0	577,0
577,0 578,0					0	<u> </u>	0%	0%								577,0	578,0
578,0 579,0 579,0 580,0					0		0% 0%	0% 0%	-							578,0 579,0	579,0 580,0
580,0 581,0					0		0%	0%	F							580,0	581,0
581,0 582,0					0		0%	0%								581,0	582,0
582,0583,0583,0584,0					0	<u> </u>	0%	0% 0%								582,0	
<u>583,0</u> <u>584,0</u> 584,0 <u>585,0</u>	-				0		0% 0%	0%								<u>583,0</u> 584,0	584,0 585,0
585,0 586,0					0		0%	0%	F							585,0	586,0
586,0 587,0					7		1%	0%								586,0	587,0
587,0 588,0					0		0%	0%								587,0	588,0
588,0 589,0 589,0 590,0					0	-	0% 0%	0% 0%	F			┨────		┼───┤		588,0 589,0	589,0 590,0
590,0 591,0	F				0		0%	0%	F							590,0	591,0
591,0 592,0					1		0%	0%	Ę							591,0	592,0
<u>592,0 593,0</u> 593,0 594,0	L L				0		0% 0%	0% 0%	F			┨────		┼────┤		<u>592,0</u> 593,0	593,0 594,0
<u>593,0 594,0</u> 594,0 595,0	F				0		0%	0%	F			┨────		┼───┤		<u>593,0</u> 594,0	594,0
595,0 596,0					0		0%	0%	F							595,0	596,0
596,0 597,0					0		0%	0%	Ę							596,0	597,0
597,0 598,0 598,0 599,0	L L				0		0% 0%	0% 0%	F			┨────		┼────┤		597,0 598,0	598,0 599,0
<u> </u>					0	<u> </u>	0%	0%	F			┨────				598,0	600,0
600,0 601,0	F				0		0%	0%	F							600,0	601,0
601,0 602,0					0		0%	0%	Ę							601,0	602,0
602,0 603,0 603,0 604,0		-+			0	<u> </u>	0% 0%	0% 0%	F			┨────		┼────┤		602,0	603,0 604,0
603,0 604,0 604,0 605,0					0		0%	0%	F			╢────	+	┼───┤		603,0 604,0	604,0
605,0 606,0	- F				0		0%	0%	F				1	1		605,0	606,0

										DIAGRAMA UNIFILAR RES	SUMO DOS	INDICES DO PAVIMENTO						
Ano Co		SP 300 km 336+500 ac OESTE	o km 667+6	530	edita	ə/.			no projet	ima obra de conservação especial	l de pavime	ijam detectados os segmentos com ín nto sendo admitido com base em dac a próxima obra de conservação especi) los de tráfego da última	2) O valor de	IGG: QI / IRI: D0:	a data dos levantan mar/17 mar/17 mar/17 mar/17	nentos	
												LEGENDA						
	- Rodovia Il Rondon	5 < A1	nm) <u><</u> 5 IR (mm) < 7 nm) <u>></u> 7		IGG <u><</u> 2 20 < IG IGG <u>></u> 3	G < 30 30		FC-2 <u><</u> 10% < FC-2 <u>></u>	FC-2 < 15	FC-3 \leq 1% D0< 0.85 1% < FC-3 \leq 2% 0.85 x Da FC-3 > 2% D0 > Dad	adm < D0 < Dac dm	im ção de Reparação Proposta pela	Informações sobre o	práximo Ciclo o	le Conservação		<u>م</u>	
km inicial	km final		De du			C. EXTER	RNO					Concessionária ⁽¹⁾		onforme Cronog		OBSERVAÇÃO	km inicial	km fina
INICIAI			Dadm (2)	D0	ATR	IGG	QI	%FC-2	%FC-3		Data de conclusão	Solução Prevista	Item de obra	Data de Início	Data de Término		iniciai	
606,0	607,0					0		0%	0%								606,0	607,0
607,0	608,0					0	\square	0%	0%								607,0	608,0
608,0 609,0	609,0 610,0				+	0		0% 0%	0% 0%				┨ <u>────</u>	+	┼───┤		608,0 609,0	609,0 610,0
610,0	610,0				-	0		0%	0%					+	┼───┤		610,0	610,0
611,0	612,0					0		0%	0%								611,0	612,0
612,0	613,0					0		0%	0%								612,0	613,0
613,0	614,0					2		0%	0%								613,0	614,0
<u>614,0</u> 615,0	615,0 616,0					0	-	0% 0%	0% 0%				l				614,0 615,0	615,0 616,0
616,0	617,0					0		0%	0%								616,0	610,0
617,0	618,0					0		0%	0%	F							617,0	618,0
618,0	619,0					0		0%	0%								618,0	619,0
619,0	620,0					0		0%	0%								619,0	620,0
620,0 621,0	621,0 622,0					0		0% 0%	0% 0%				l				620,0 621,0	621,0 622,0
622,0	623,0					0		0%	0%								622,0	622,0
623,0	624,0					0		0%	0%	F							623,0	624,0
624,0	625,0					0		0%	0%								624,0	625,0
625,0	626,0					0		0%	0%								625,0	626,0
626,0	627,0				-	0		0%	0%								626,0	627,0
627,0 628,0	628,0 629,0				-	0	-	0% 0%	0% 0%				┨─────	+			627,0 628,0	628,0 629,0
629,0	630,0					0		0%	0%								629,0	630,0
630,0	631,0					0		0%	0%	F							630,0	631,0
631,0	632,0					0		0%	0%								631,0	632,0
632,0	633,0					0	 	0%	0%				┨─────	+	├ ──── │		632,0	633,0
633,0 634,0	634,0 635,0					0		0% 0%	0% 0%				┨ <u>────</u>		┼───┤		633,0 634,0	634,0 635,0
635,0	636,0				+	0		0%	0%				1				635,0	636,0
636,0	637,0					0		0%	0%	F							636,0	637,0
637,0	638,0					0		0%	0%								637,0	638,0
638,0	639,0				<u> </u>	0		0%	0%				l		ļ]		638,0	639,0
639,0 640,0	640,0 641,0				+	0		0% 0%	0% 0%				┨ <u>────</u>	+	┼────┤		639,0 640,0	640,0 641,0
641,0	641,0				+	0		0%	0%					+	┼───┤		640,0	641,0
642,0	643,0					0		0%	0%	F							642,0	643,0
643,0	644,0					0		0%	0%								643,0	644,0
644,0	645,0					0		0%	0%								644,0	645,0
645,0	646,0					0	-	0%	0%				┨┝─────		∣		645,0	646,0
646,0 647,0	647,0 648,0				+	0		0% 0%	0% 0%				┨┝─────	+	┼───┤		646,0 647,0	647,0 648,0
648,0	649,0				+	0	-	0%	0%				11	1			648,0	649,0
649,0	650,0					0		0%	0%								649,0	650,0
650,0	651,0					0		0%	0%								650,0	651,0

											DIAGRAM	A UNIFILA	AR RESUMO DOS	S INDICES DO PAVIMENTO						
Rod Tre	Pista: (SP 300 km 336+500 ao OESTE	km 667+0	630	edita	a/.			no projeto	o da últin	na obra de col	nservação e	especial de pavim	ejam detectados os segmentos o ento sendo admitido com base e a próxima obra de conservação	m dados de tráfego da	(2) O valor de	IGG: QI / IRI: D0:	a data dos levanta mar/17 mar/17 mar/17 mar/17 mar/17	mentos	
														LEGENDA						
SP 300 - Rod Marechal Rod		ATR (m	R (mm) < 7		IGG <u><</u> 2 20 < IG IGG <u>></u> 3	G < 30		FC-2 ≤ 10% < FC-2 ≥	FC-2 < 15%	/ <u>0</u>	FC-3 ≤ 1% 1% < FC-3 ≤ 2 FC-3 > 2%		D0< 0,85 x Dadm 0,85 x Dadm < D0 < Da D0 > Dadm							
km km	final				AC	. EXTER	RNO						Program	ação de Reparação Proposta pe Concessionária ⁽¹⁾		sobre o próximo Ciclo ecial Conforme Crono		OBSERVAÇÃO	km	km final
inicial			Dadm (2)	DO	ATR	IGG	QI	%FC-2	%FC-3				Data de conclusão	Solução Prevista	Item de ob	ora Data de Início	Data de Término	OBSERVAÇAU	inicial	Kill Illidi
651,0 65	52,0					0		0%	0%	i									651,0	652,0
652,0 65	53,0					0		0%	0%										652,0	653,0
653,0 65	54,0					0		0%	0%										653,0	654,0
	55,0					0		0%	0%										654,0	655,0
	56,0					0		0%	0%										655,0	656,0
	57,0					0		0%	0%										656,0	657,0
	58,0					0		0%	0%										657,0	658,0
	59,0					0		0%	0%										658,0	659,0
	60,0 61,0					2		0%	0% 0%										<u>659,0</u> 660,0	660,0 661,0
	62,0				-	0		0%	0%										661,0	662,0
	63,0					1		0%	0%										662,0	663,0
	64,0					0		0%	0%	1				1			1 1		663,0	664,0
	65,0					0		0%	0%	1									664,0	665,0
	66,0					0		0%	0%										665,0	666,0
	66,4					1		0%	0%										666,0	666,4