

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 738+500 - Km. 738+600 - Carril Derecho

Cota de Inicio	54.424
V. Atras	1.112
Alt. Instr.	55.536

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+500.00	0.846	54.690	-
738+500.25	0.847	54.689	0.001
738+500.50	0.848	54.688	0.001
738+500.75	0.849	54.687	0.001
738+501.00	0.850	54.686	0.001
738+501.25	0.851	54.685	0.001
738+501.50	0.852	54.684	0.001
738+501.75	0.855	54.681	0.003
738+502.00	0.857	54.679	0.002
738+502.25	0.858	54.678	0.001
738+502.50	0.859	54.677	0.001
738+502.75	0.860	54.676	0.001
738+503.00	0.861	54.675	0.001
738+503.25	0.862	54.674	0.001
738+503.50	0.863	54.673	0.001
738+503.75	0.865	54.671	0.002
738+504.00	0.867	54.669	0.002
738+504.25	0.869	54.667	0.002
738+504.50	0.871	54.665	0.002
738+504.75	0.871	54.665	0.000
738+505.00	0.872	54.664	0.001
738+505.25	0.875	54.661	0.003
738+505.50	0.878	54.658	0.003
738+505.75	0.879	54.657	0.001
738+506.00	0.880	54.656	0.001
738+506.25	0.882	54.654	0.002
738+506.50	0.883	54.653	0.001
738+506.75	0.886	54.650	0.003
738+507.00	0.888	54.648	0.002
738+507.25	0.889	54.647	0.001
738+507.50	0.890	54.646	0.001
738+507.75	0.890	54.646	0.000
738+508.00	0.891	54.645	0.001
738+508.25	0.891	54.645	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+500.00	0.826	54.710	-
738+500.25	0.828	54.708	0.002
738+500.50	0.829	54.707	0.001
738+500.75	0.831	54.705	0.002
738+501.00	0.833	54.703	0.002
738+501.25	0.835	54.701	0.002
738+501.50	0.838	54.698	0.003
738+501.75	0.840	54.696	0.002
738+502.00	0.842	54.694	0.002
738+502.25	0.843	54.693	0.001
738+502.50	0.844	54.692	0.001
738+502.75	0.845	54.691	0.001
738+503.00	0.846	54.690	0.001
738+503.25	0.848	54.688	0.002
738+503.50	0.850	54.686	0.002
738+503.75	0.850	54.686	0.000
738+504.00	0.850	54.686	0.000
738+504.25	0.853	54.683	0.003
738+504.50	0.857	54.679	0.004
738+504.75	0.859	54.677	0.002
738+505.00	0.860	54.676	0.001
738+505.25	0.861	54.675	0.001
738+505.50	0.861	54.675	0.000
738+505.75	0.863	54.673	0.002
738+506.00	0.866	54.670	0.003
738+506.25	0.867	54.669	0.001
738+506.50	0.867	54.669	0.000
738+506.75	0.868	54.668	0.001
738+507.00	0.868	54.668	0.000
738+507.25	0.869	54.667	0.001
738+507.50	0.871	54.665	0.002
738+507.75	0.873	54.663	0.002
738+508.00	0.875	54.661	0.002
738+508.25	0.877	54.659	0.002

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 Km. 738+500 - Km. 738+600 - Carril Derecho

Cota de Inicio	54.424
V. Atras	1.112
Alt. Instr.	55.536

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+508.50	0.892	54.644	0.001
738+508.75	0.894	54.642	0.002
738+509.00	0.897	54.639	0.003
738+509.25	0.899	54.637	0.002
738+509.50	0.901	54.635	0.002
738+509.75	0.902	54.634	0.001
738+510.00	0.903	54.633	0.001
738+510.25	0.906	54.630	0.003
738+510.50	0.909	54.627	0.003
738+510.75	0.911	54.625	0.002
738+511.00	0.912	54.624	0.001
738+511.25	0.914	54.622	0.002
738+511.50	0.916	54.620	0.002
738+511.75	0.917	54.619	0.001
738+512.00	0.918	54.618	0.001
738+512.25	0.919	54.617	0.001
738+512.50	0.920	54.616	0.001
738+512.75	0.920	54.616	0.000
738+513.00	0.921	54.615	0.001
738+513.25	0.921	54.615	0.000
738+513.50	0.922	54.614	0.001
738+513.75	0.925	54.611	0.003
738+514.00	0.927	54.609	0.002
738+514.25	0.929	54.607	0.002
738+514.50	0.930	54.606	0.001
738+514.75	0.931	54.605	0.001
738+515.00	0.932	54.604	0.001
738+515.25	0.934	54.602	0.002
738+515.50	0.937	54.599	0.003
738+515.75	0.939	54.597	0.002
738+516.00	0.941	54.595	0.002
738+516.25	0.943	54.593	0.002
738+516.50	0.945	54.591	0.002
738+516.75	0.946	54.590	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+508.50	0.880	54.656	0.003
738+508.75	0.881	54.655	0.001
738+509.00	0.882	54.654	0.001
738+509.25	0.884	54.652	0.002
738+509.50	0.886	54.650	0.002
738+509.75	0.888	54.648	0.002
738+510.00	0.889	54.647	0.001
738+510.25	0.890	54.646	0.001
738+510.50	0.890	54.646	0.000
738+510.75	0.891	54.645	0.001
738+511.00	0.892	54.644	0.001
738+511.25	0.894	54.642	0.002
738+511.50	0.897	54.639	0.003
738+511.75	0.898	54.638	0.001
738+512.00	0.900	54.636	0.002
738+512.25	0.901	54.635	0.001
738+512.50	0.902	54.634	0.001
738+512.75	0.904	54.632	0.002
738+513.00	0.906	54.630	0.002
738+513.25	0.907	54.629	0.001
738+513.50	0.908	54.628	0.001
738+513.75	0.910	54.626	0.002
738+514.00	0.911	54.625	0.001
738+514.25	0.914	54.622	0.003
738+514.50	0.916	54.620	0.002
738+514.75	0.918	54.618	0.002
738+515.00	0.919	54.617	0.001
738+515.25	0.920	54.616	0.001
738+515.50	0.921	54.615	0.001
738+515.75	0.922	54.614	0.001
738+516.00	0.923	54.613	0.001
738+516.25	0.925	54.611	0.002
738+516.50	0.927	54.609	0.002
738+516.75	0.929	54.607	0.002

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Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+517.00	0.948	54.588	0.002
738+517.25	0.949	54.587	0.001
738+517.50	0.951	54.585	0.002
738+517.75	0.951	54.585	0.000
738+518.00	0.951	54.585	0.000
738+518.25	0.952	54.584	0.001
738+518.50	0.953	54.583	0.001
738+518.75	0.956	54.580	0.003
738+519.00	0.958	54.578	0.002
738+519.25	0.960	54.576	0.002
738+519.50	0.962	54.574	0.002
738+519.75	0.962	54.574	0.000
738+520.00	0.963	54.573	0.001
738+520.25	0.964	54.572	0.001
738+520.50	0.966	54.570	0.002
738+520.75	0.967	54.569	0.001
738+521.00	0.968	54.568	0.001
738+521.25	0.969	54.567	0.001
738+521.50	0.970	54.566	0.001
738+521.75	0.972	54.564	0.002
738+522.00	0.973	54.563	0.001
738+522.25	0.975	54.561	0.002
738+522.50	0.978	54.558	0.003
738+522.75	0.980	54.556	0.002
738+523.00	0.981	54.555	0.001
738+523.25	0.981	54.555	0.000
738+523.50	0.982	54.554	0.001
738+523.75	0.984	54.552	0.002
738+524.00	0.985	54.551	0.001
738+524.25	0.987	54.549	0.002
738+524.50	0.989	54.547	0.002
738+524.75	0.990	54.546	0.001
738+525.00	0.992	54.544	0.002
738+525.25	0.995	54.541	0.003

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+517.00	0.930	54.606	0.001
738+517.25	0.931	54.605	0.001
738+517.50	0.932	54.604	0.001
738+517.75	0.933	54.603	0.001
738+518.00	0.934	54.602	0.001
738+518.25	0.935	54.601	0.001
738+518.50	0.937	54.599	0.002
738+518.75	0.939	54.597	0.002
738+519.00	0.940	54.596	0.001
738+519.25	0.941	54.595	0.001
738+519.50	0.942	54.594	0.001
738+519.75	0.945	54.591	0.003
738+520.00	0.947	54.589	0.002
738+520.25	0.948	54.588	0.001
738+520.50	0.949	54.587	0.001
738+520.75	0.950	54.586	0.001
738+521.00	0.952	54.584	0.002
738+521.25	0.954	54.582	0.002
738+521.50	0.956	54.580	0.002
738+521.75	0.957	54.579	0.001
738+522.00	0.958	54.578	0.001
738+522.25	0.959	54.577	0.001
738+522.50	0.960	54.576	0.001
738+522.75	0.961	54.575	0.001
738+523.00	0.962	54.574	0.001
738+523.25	0.964	54.572	0.002
738+523.50	0.966	54.570	0.002
738+523.75	0.968	54.568	0.002
738+524.00	0.970	54.566	0.002
738+524.25	0.973	54.563	0.003
738+524.50	0.976	54.560	0.003
738+524.75	0.977	54.559	0.001
738+525.00	0.979	54.557	0.002
738+525.25	0.980	54.556	0.001

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Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+525.50	0.998	54.538	0.003
738+525.75	1.000	54.536	0.002
738+526.00	1.001	54.535	0.001
738+526.25	1.001	54.535	0.000
738+526.50	1.002	54.534	0.001
738+526.75	1.002	54.534	0.000
738+527.00	1.003	54.533	0.001
738+527.25	1.005	54.531	0.002
738+527.50	1.008	54.528	0.003
738+527.75	1.010	54.526	0.002
738+528.00	1.012	54.524	0.002
738+528.25	1.014	54.522	0.002
738+528.50	1.015	54.521	0.001
738+528.75	1.016	54.520	0.001
738+529.00	1.017	54.519	0.001
738+529.25	1.019	54.517	0.002
738+529.50	1.021	54.515	0.002
738+529.75	1.022	54.514	0.001
738+530.00	1.023	54.513	0.001
738+530.25	1.025	54.511	0.002
738+530.50	1.027	54.509	0.002
738+530.75	1.029	54.507	0.002
738+531.00	1.031	54.505	0.002
738+531.25	1.031	54.505	0.000
738+531.50	1.032	54.504	0.001
738+531.75	1.034	54.502	0.002
738+532.00	1.037	54.499	0.003
738+532.25	1.037	54.499	0.000
738+532.50	1.038	54.498	0.001
738+532.75	1.040	54.496	0.002
738+533.00	1.042	54.494	0.002
738+533.25	1.044	54.492	0.002
738+533.50	1.047	54.489	0.003
738+533.75	1.048	54.488	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+525.50	0.981	54.555	0.001
738+525.75	0.981	54.555	0.000
738+526.00	0.982	54.554	0.001
738+526.25	0.984	54.552	0.002
738+526.50	0.985	54.551	0.001
738+526.75	0.987	54.549	0.002
738+527.00	0.988	54.548	0.001
738+527.25	0.988	54.548	0.000
738+527.50	0.989	54.547	0.001
738+527.75	0.990	54.546	0.001
738+528.00	0.991	54.545	0.001
738+528.25	0.992	54.544	0.001
738+528.50	0.993	54.543	0.001
738+528.75	0.996	54.540	0.003
738+529.00	0.998	54.538	0.002
738+529.25	1.000	54.536	0.002
738+529.50	1.001	54.535	0.001
738+529.75	1.002	54.534	0.001
738+530.00	1.004	54.532	0.002
738+530.25	1.016	54.520	0.012
738+530.50	1.029	54.507	0.013
738+530.75	1.021	54.515	-0.008
738+531.00	1.013	54.523	-0.008
738+531.25	1.015	54.521	0.002
738+531.50	1.017	54.519	0.002
738+531.75	1.020	54.516	0.003
738+532.00	1.023	54.513	0.003
738+532.25	1.025	54.511	0.002
738+532.50	1.026	54.510	0.001
738+532.75	1.028	54.508	0.002
738+533.00	1.030	54.506	0.002
738+533.25	1.031	54.505	0.001
738+533.50	1.032	54.504	0.001
738+533.75	1.032	54.504	0.000

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Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+534.00	1.048	54.488	0.000
738+534.25	1.049	54.487	0.001
738+534.50	1.050	54.486	0.001
738+534.75	1.051	54.485	0.001
738+535.00	1.052	54.484	0.001
738+535.25	1.054	54.482	0.002
738+535.50	1.055	54.481	0.001
738+535.75	1.057	54.479	0.002
738+536.00	1.060	54.476	0.003
738+536.25	1.061	54.475	0.001
738+536.50	1.062	54.474	0.001
738+536.75	1.064	54.472	0.002
738+537.00	1.067	54.469	0.003
738+537.25	1.069	54.467	0.002
738+537.50	1.070	54.466	0.001
738+537.75	1.071	54.465	0.001
738+538.00	1.073	54.463	0.002
738+538.25	1.076	54.460	0.003
738+538.50	1.079	54.457	0.003
738+538.75	1.080	54.456	0.001
738+539.00	1.081	54.455	0.001
738+539.25	1.082	54.454	0.001
738+539.50	1.083	54.453	0.001
738+539.75	1.085	54.451	0.002
738+540.00	1.088	54.448	0.003
738+540.25	1.088	54.448	0.000
738+540.50	1.089	54.447	0.001
738+540.75	1.091	54.445	0.002
738+541.00	1.092	54.444	0.001
738+541.25	1.095	54.441	0.003
738+541.50	1.097	54.439	0.002
738+541.75	1.098	54.438	0.001
738+542.00	1.100	54.436	0.002
738+542.25	1.101	54.435	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+534.00	1.032	54.504	0.000
738+534.25	1.033	54.503	0.001
738+534.50	1.035	54.501	0.002
738+534.75	1.036	54.500	0.001
738+535.00	1.038	54.498	0.002
738+535.25	1.040	54.496	0.002
738+535.50	1.041	54.495	0.001
738+535.75	1.043	54.493	0.002
738+536.00	1.045	54.491	0.002
738+536.25	1.046	54.490	0.001
738+536.50	1.048	54.488	0.002
738+536.75	1.050	54.486	0.002
738+537.00	1.052	54.484	0.002
738+537.25	1.055	54.481	0.003
738+537.50	1.057	54.479	0.002
738+537.75	1.057	54.479	0.000
738+538.00	1.058	54.478	0.001
738+538.25	1.059	54.477	0.001
738+538.50	1.061	54.475	0.002
738+538.75	1.062	54.474	0.001
738+539.00	1.063	54.473	0.001
738+539.25	1.066	54.470	0.003
738+539.50	1.068	54.468	0.002
738+539.75	1.070	54.466	0.002
738+540.00	1.071	54.465	0.001
738+540.25	1.072	54.464	0.001
738+540.50	1.073	54.463	0.001
738+540.75	1.075	54.461	0.002
738+541.00	1.078	54.458	0.003
738+541.25	1.080	54.456	0.002
738+541.50	1.082	54.454	0.002
738+541.75	1.085	54.451	0.003
738+542.00	1.087	54.449	0.002
738+542.25	1.089	54.447	0.002

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Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+542.50	1.103	54.433	0.002
738+542.75	1.107	54.429	0.004
738+543.00	1.110	54.426	0.003
738+543.25	1.112	54.424	0.002
738+543.50	1.113	54.423	0.001
738+543.75	1.115	54.421	0.002
738+544.00	1.118	54.418	0.003
738+544.25	1.119	54.417	0.001
738+544.50	1.121	54.415	0.002
738+544.75	1.124	54.412	0.003
738+545.00	1.127	54.409	0.003
738+545.25	1.129	54.407	0.002
738+545.50	1.131	54.405	0.002
738+545.75	1.132	54.404	0.001
738+546.00	1.133	54.403	0.001
738+546.25	1.135	54.401	0.002
738+546.50	1.137	54.399	0.002
738+546.75	1.139	54.397	0.002
738+547.00	1.140	54.396	0.001
738+547.25	1.141	54.395	0.001
738+547.50	1.143	54.393	0.002
738+547.75	1.145	54.391	0.002
738+548.00	1.148	54.388	0.003
738+548.25	1.151	54.385	0.003
738+548.50	1.153	54.383	0.002
738+548.75	1.155	54.381	0.002
738+549.00	1.158	54.378	0.003
738+549.25	1.160	54.376	0.002
738+549.50	1.161	54.375	0.001
738+549.75	1.162	54.374	0.001
738+550.00	1.163	54.373	0.001
738+550.25	1.164	54.372	0.001
738+550.50	1.165	54.371	0.001
738+550.75	1.166	54.370	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+542.50	1.091	54.445	0.002
738+542.75	1.092	54.444	0.001
738+543.00	1.093	54.443	0.001
738+543.25	1.096	54.440	0.003
738+543.50	1.098	54.438	0.002
738+543.75	1.100	54.436	0.002
738+544.00	1.102	54.434	0.002
738+544.25	1.103	54.433	0.001
738+544.50	1.104	54.432	0.001
738+544.75	1.106	54.430	0.002
738+545.00	1.108	54.428	0.002
738+545.25	1.109	54.427	0.001
738+545.50	1.109	54.427	0.000
738+545.75	1.112	54.424	0.003
738+546.00	1.115	54.421	0.003
738+546.25	1.116	54.420	0.001
738+546.50	1.118	54.418	0.002
738+546.75	1.119	54.417	0.001
738+547.00	1.121	54.415	0.002
738+547.25	1.123	54.413	0.002
738+547.50	1.125	54.411	0.002
738+547.75	1.128	54.408	0.003
738+548.00	1.131	54.405	0.003
738+548.25	1.133	54.403	0.002
738+548.50	1.136	54.400	0.003
738+548.75	1.136	54.400	0.000
738+549.00	1.136	54.400	0.000
738+549.25	1.137	54.399	0.001
738+549.50	1.138	54.398	0.001
738+549.75	1.140	54.396	0.002
738+550.00	1.141	54.395	0.001
738+550.25	1.142	54.394	0.001
738+550.50	1.143	54.393	0.001
738+550.75	1.144	54.392	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 738+500 - Km. 738+600 - Carril Derecho

Cota de Inicio	54.424
V. Atras	1.112
Alt. Instr.	55.536

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+551.00	1.167	54.369	0.001
738+551.25	1.168	54.368	0.001
738+551.50	1.168	54.368	0.000
738+551.75	1.170	54.366	0.002
738+552.00	1.173	54.363	0.003
738+552.25	1.173	54.363	0.000
738+552.50	1.172	54.364	-0.001
738+552.75	1.175	54.361	0.003
738+553.00	1.177	54.359	0.002
738+553.25	1.178	54.358	0.001
738+553.50	1.179	54.357	0.001
738+553.75	1.180	54.356	0.001
738+554.00	1.181	54.355	0.001
738+554.25	1.182	54.354	0.001
738+554.50	1.182	54.354	0.000
738+554.75	1.182	54.354	0.000
738+555.00	1.182	54.354	0.000
738+555.25	1.184	54.352	0.002
738+555.50	1.186	54.350	0.002
738+555.75	1.187	54.349	0.001
738+556.00	1.188	54.348	0.001
738+556.25	1.189	54.347	0.001
738+556.50	1.190	54.346	0.001
738+556.75	1.190	54.346	0.000
738+557.00	1.191	54.345	0.001
738+557.25	1.192	54.344	0.001
738+557.50	1.193	54.343	0.001
738+557.75	1.195	54.341	0.002
738+558.00	1.197	54.339	0.002
738+558.25	1.198	54.338	0.001
738+558.50	1.200	54.336	0.002
738+558.75	1.200	54.336	0.000
738+559.00	1.200	54.336	0.000
738+559.25	1.201	54.335	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+551.00	1.146	54.390	0.002
738+551.25	1.147	54.389	0.001
738+551.50	1.148	54.388	0.001
738+551.75	1.149	54.387	0.001
738+552.00	1.150	54.386	0.001
738+552.25	1.152	54.384	0.002
738+552.50	1.153	54.383	0.001
738+552.75	1.154	54.382	0.001
738+553.00	1.156	54.380	0.002
738+553.25	1.156	54.380	0.000
738+553.50	1.157	54.379	0.001
738+553.75	1.157	54.379	0.000
738+554.00	1.157	54.379	0.000
738+554.25	1.159	54.377	0.002
738+554.50	1.162	54.374	0.003
738+554.75	1.162	54.374	0.000
738+555.00	1.163	54.373	0.001
738+555.25	1.165	54.371	0.002
738+555.50	1.167	54.369	0.002
738+555.75	1.168	54.368	0.001
738+556.00	1.168	54.368	0.000
738+556.25	1.168	54.368	0.000
738+556.50	1.168	54.368	0.000
738+556.75	1.170	54.366	0.002
738+557.00	1.173	54.363	0.003
738+557.25	1.175	54.361	0.002
738+557.50	1.177	54.359	0.002
738+557.75	1.177	54.359	0.000
738+558.00	1.178	54.358	0.001
738+558.25	1.180	54.356	0.002
738+558.50	1.182	54.354	0.002
738+558.75	1.183	54.353	0.001
738+559.00	1.185	54.351	0.002
738+559.25	1.186	54.350	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 738+500 - Km. 738+600 - Carril Derecho

Cota de Inicio	54.424
V. Atras	1.112
Alt. Instr.	55.536

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+559.50	1.202	54.334	0.001
738+559.75	1.203	54.333	0.001
738+560.00	1.204	54.332	0.001
738+560.25	1.204	54.332	0.000
738+560.50	1.205	54.331	0.001
738+560.75	1.205	54.331	0.000
738+561.00	1.206	54.330	0.001
738+561.25	1.207	54.329	0.001
738+561.50	1.208	54.328	0.001
738+561.75	1.210	54.326	0.002
738+562.00	1.212	54.324	0.002
738+562.25	1.212	54.324	0.000
738+562.50	1.213	54.323	0.001
738+562.75	1.214	54.322	0.001
738+563.00	1.216	54.320	0.002
738+563.25	1.219	54.317	0.003
738+563.50	1.221	54.315	0.002
738+563.75	1.223	54.313	0.002
738+564.00	1.224	54.312	0.001
738+564.25	1.226	54.310	0.002
738+564.50	1.229	54.307	0.003
738+564.75	1.230	54.306	0.001
738+565.00	1.232	54.304	0.002
738+565.25	1.232	54.304	0.000
738+565.50	1.232	54.304	0.000
738+565.75	1.235	54.301	0.003
738+566.00	1.237	54.299	0.002
738+566.25	1.238	54.298	0.001
738+566.50	1.240	54.296	0.002
738+566.75	1.241	54.295	0.001
738+567.00	1.242	54.294	0.001
738+567.25	1.244	54.292	0.002
738+567.50	1.246	54.290	0.002
738+567.75	1.246	54.290	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+559.50	1.187	54.349	0.001
738+559.75	1.188	54.348	0.001
738+560.00	1.189	54.347	0.001
738+560.25	1.191	54.345	0.002
738+560.50	1.193	54.343	0.002
738+560.75	1.195	54.341	0.002
738+561.00	1.196	54.340	0.001
738+561.25	1.197	54.339	0.001
738+561.50	1.198	54.338	0.001
738+561.75	1.198	54.338	0.000
738+562.00	1.199	54.337	0.001
738+562.25	1.200	54.336	0.001
738+562.50	1.202	54.334	0.002
738+562.75	1.203	54.333	0.001
738+563.00	1.205	54.331	0.002
738+563.25	1.206	54.330	0.001
738+563.50	1.207	54.329	0.001
738+563.75	1.209	54.327	0.002
738+564.00	1.211	54.325	0.002
738+564.25	1.212	54.324	0.001
738+564.50	1.213	54.323	0.001
738+564.75	1.214	54.322	0.001
738+565.00	1.216	54.320	0.002
738+565.25	1.217	54.319	0.001
738+565.50	1.218	54.318	0.001
738+565.75	1.220	54.316	0.002
738+566.00	1.222	54.314	0.002
738+566.25	1.224	54.312	0.002
738+566.50	1.225	54.311	0.001
738+566.75	1.226	54.310	0.001
738+567.00	1.228	54.308	0.002
738+567.25	1.230	54.306	0.002
738+567.50	1.231	54.305	0.001
738+567.75	1.234	54.302	0.003

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 738+500 - Km. 738+600 - Carril Derecho

Cota de Inicio	54.424
V. Atras	1.112
Alt. Instr.	55.536

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+568.00	1.247	54.289	0.001
738+568.25	1.249	54.287	0.002
738+568.50	1.250	54.286	0.001
738+568.75	1.252	54.284	0.002
738+569.00	1.254	54.282	0.002
738+569.25	1.257	54.279	0.003
738+569.50	1.260	54.276	0.003
738+569.75	1.263	54.273	0.003
738+570.00	1.265	54.271	0.002
738+570.25	1.267	54.269	0.002
738+570.50	1.270	54.266	0.003
738+570.75	1.272	54.264	0.002
738+571.00	1.273	54.263	0.001
738+571.25	1.275	54.261	0.002
738+571.50	1.277	54.259	0.002
738+571.75	1.279	54.257	0.002
738+572.00	1.280	54.256	0.001
738+572.25	1.281	54.255	0.001
738+572.50	1.282	54.254	0.001
738+572.75	1.282	54.254	0.000
738+573.00	1.283	54.253	0.001
738+573.25	1.285	54.251	0.002
738+573.50	1.287	54.249	0.002
738+573.75	1.290	54.246	0.003
738+574.00	1.292	54.244	0.002
738+574.25	1.294	54.242	0.002
738+574.50	1.297	54.239	0.003
738+574.75	1.299	54.237	0.002
738+575.00	1.300	54.236	0.001
738+575.25	1.303	54.233	0.003
738+575.50	1.305	54.231	0.002
738+575.75	1.307	54.229	0.002
738+576.00	1.310	54.226	0.003
738+576.25	1.311	54.225	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+568.00	1.236	54.300	0.002
738+568.25	1.237	54.299	0.001
738+568.50	1.238	54.298	0.001
738+568.75	1.240	54.296	0.002
738+569.00	1.243	54.293	0.003
738+569.25	1.245	54.291	0.002
738+569.50	1.247	54.289	0.002
738+569.75	1.249	54.287	0.002
738+570.00	1.250	54.286	0.001
738+570.25	1.251	54.285	0.001
738+570.50	1.253	54.283	0.002
738+570.75	1.254	54.282	0.001
738+571.00	1.256	54.280	0.002
738+571.25	1.258	54.278	0.002
738+571.50	1.260	54.276	0.002
738+571.75	1.261	54.275	0.001
738+572.00	1.262	54.274	0.001
738+572.25	1.263	54.273	0.001
738+572.50	1.264	54.272	0.001
738+572.75	1.266	54.270	0.002
738+573.00	1.268	54.268	0.002
738+573.25	1.270	54.266	0.002
738+573.50	1.272	54.264	0.002
738+573.75	1.272	54.264	0.000
738+574.00	1.273	54.263	0.001
738+574.25	1.275	54.261	0.002
738+574.50	1.277	54.259	0.002
738+574.75	1.279	54.257	0.002
738+575.00	1.282	54.254	0.003
738+575.25	1.284	54.252	0.002
738+575.50	1.287	54.249	0.003
738+575.75	1.289	54.247	0.002
738+576.00	1.290	54.246	0.001
738+576.25	1.291	54.245	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 738+500 - Km. 738+600 - Carril Derecho

Cota de Inicio	54.424
V. Atras	1.112
Alt. Instr.	55.536

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+576.50	1.312	54.224	0.001
738+576.75	1.313	54.223	0.001
738+577.00	1.313	54.223	0.000
738+577.25	1.316	54.220	0.003
738+577.50	1.318	54.218	0.002
738+577.75	1.320	54.216	0.002
738+578.00	1.321	54.215	0.001
738+578.25	1.323	54.213	0.002
738+578.50	1.325	54.211	0.002
738+578.75	1.327	54.209	0.002
738+579.00	1.329	54.207	0.002
738+579.25	1.331	54.205	0.002
738+579.50	1.333	54.203	0.002
738+579.75	1.335	54.201	0.002
738+580.00	1.338	54.198	0.003
738+580.25	1.340	54.196	0.002
738+580.50	1.342	54.194	0.002
738+580.75	1.342	54.194	0.000
738+581.00	1.343	54.193	0.001
738+581.25	1.346	54.190	0.003
738+581.50	1.348	54.188	0.002
738+581.75	1.349	54.187	0.001
738+582.00	1.351	54.185	0.002
738+582.25	1.354	54.182	0.003
738+582.50	1.357	54.179	0.003
738+582.75	1.359	54.177	0.002
738+583.00	1.360	54.176	0.001
738+583.25	1.362	54.174	0.002
738+583.50	1.363	54.173	0.001
738+583.75	1.365	54.171	0.002
738+584.00	1.367	54.169	0.002
738+584.25	1.369	54.167	0.002
738+584.50	1.370	54.166	0.001
738+584.75	1.372	54.164	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+576.50	1.291	54.245	0.000
738+576.75	1.294	54.242	0.003
738+577.00	1.297	54.239	0.003
738+577.25	1.299	54.237	0.002
738+577.50	1.301	54.235	0.002
738+577.75	1.301	54.235	0.000
738+578.00	1.302	54.234	0.001
738+578.25	1.305	54.231	0.003
738+578.50	1.307	54.229	0.002
738+578.75	1.308	54.228	0.001
738+579.00	1.310	54.226	0.002
738+579.25	1.311	54.225	0.001
738+579.50	1.312	54.224	0.001
738+579.75	1.314	54.222	0.002
738+580.00	1.317	54.219	0.003
738+580.25	1.319	54.217	0.002
738+580.50	1.320	54.216	0.001
738+580.75	1.321	54.215	0.001
738+581.00	1.322	54.214	0.001
738+581.25	1.325	54.211	0.003
738+581.50	1.328	54.208	0.003
738+581.75	1.329	54.207	0.001
738+582.00	1.330	54.206	0.001
738+582.25	1.332	54.204	0.002
738+582.50	1.334	54.202	0.002
738+582.75	1.335	54.201	0.001
738+583.00	1.337	54.199	0.002
738+583.25	1.338	54.198	0.001
738+583.50	1.339	54.197	0.001
738+583.75	1.342	54.194	0.003
738+584.00	1.345	54.191	0.003
738+584.25	1.347	54.189	0.002
738+584.50	1.349	54.187	0.002
738+584.75	1.350	54.186	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 738+500 - Km. 738+600 - Carril Derecho

Cota de Inicio	54.424
V. Atras	1.112
Alt. Instr.	55.536

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+585.00	1.373	54.163	0.001
738+585.25	1.376	54.160	0.003
738+585.50	1.380	54.156	0.004
738+585.75	1.382	54.154	0.002
738+586.00	1.383	54.153	0.001
738+586.25	1.384	54.152	0.001
738+586.50	1.386	54.150	0.002
738+586.75	1.388	54.148	0.002
738+587.00	1.389	54.147	0.001
738+587.25	1.390	54.146	0.001
738+587.50	1.392	54.144	0.002
738+587.75	1.394	54.142	0.002
738+588.00	1.397	54.139	0.003
738+588.25	1.398	54.138	0.001
738+588.50	1.400	54.136	0.002
738+588.75	1.401	54.135	0.001
738+589.00	1.401	54.135	0.000
738+589.25	1.403	54.133	0.002
738+589.50	1.404	54.132	0.001
738+589.75	1.405	54.131	0.001
738+590.00	1.406	54.130	0.001
738+590.25	1.407	54.129	0.001
738+590.50	1.409	54.127	0.002
738+590.75	1.410	54.126	0.001
738+591.00	1.411	54.125	0.001
738+591.25	1.411	54.125	0.000
738+591.50	1.412	54.124	0.001
738+591.75	1.413	54.123	0.001
738+592.00	1.414	54.122	0.001
738+592.25	1.416	54.120	0.002
738+592.50	1.418	54.118	0.002
738+592.75	1.419	54.117	0.001
738+593.00	1.421	54.115	0.002
738+593.25	1.421	54.115	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+585.00	1.351	54.185	0.001
738+585.25	1.352	54.184	0.001
738+585.50	1.354	54.182	0.002
738+585.75	1.357	54.179	0.003
738+586.00	1.359	54.177	0.002
738+586.25	1.361	54.175	0.002
738+586.50	1.362	54.174	0.001
738+586.75	1.363	54.173	0.001
738+587.00	1.365	54.171	0.002
738+587.25	1.367	54.169	0.002
738+587.50	1.369	54.167	0.002
738+587.75	1.370	54.166	0.001
738+588.00	1.371	54.165	0.001
738+588.25	1.371	54.165	0.000
738+588.50	1.372	54.164	0.001
738+588.75	1.376	54.160	0.004
738+589.00	1.379	54.157	0.003
738+589.25	1.380	54.156	0.001
738+589.50	1.381	54.155	0.001
738+589.75	1.382	54.154	0.001
738+590.00	1.382	54.154	0.000
738+590.25	1.383	54.153	0.001
738+590.50	1.383	54.153	0.000
738+590.75	1.384	54.152	0.001
738+591.00	1.385	54.151	0.001
738+591.25	1.387	54.149	0.002
738+591.50	1.388	54.148	0.001
738+591.75	1.390	54.146	0.002
738+592.00	1.391	54.145	0.001
738+592.25	1.393	54.143	0.002
738+592.50	1.395	54.141	0.002
738+592.75	1.397	54.139	0.002
738+593.00	1.399	54.137	0.002
738+593.25	1.399	54.137	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 738+500 - Km. 738+600 - Carril Derecho

Cota de Inicio	54.424
V. Atras	1.112
Alt. Instr.	55.536

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
738+593.50	1.422	54.114	0.001
738+593.75	1.423	54.113	0.001
738+594.00	1.423	54.113	0.000
738+594.25	1.424	54.112	0.001
738+594.50	1.425	54.111	0.001
738+594.75	1.426	54.110	0.001
738+595.00	1.427	54.109	0.001
738+595.25	1.429	54.107	0.002
738+595.50	1.430	54.106	0.001
738+595.75	1.432	54.104	0.002
738+596.00	1.435	54.101	0.003
738+596.25	1.436	54.100	0.001
738+596.50	1.438	54.098	0.002
738+596.75	1.439	54.097	0.001
738+597.00	1.441	54.095	0.002
738+597.25	1.441	54.095	0.000
738+597.50	1.442	54.094	0.001
738+597.75	1.442	54.094	0.000
738+598.00	1.442	54.094	0.000
738+598.25	1.443	54.093	0.001
738+598.50	1.443	54.093	0.000
738+598.75	1.443	54.093	0.000
738+599.00	1.443	54.093	0.000
738+599.25	1.443	54.093	0.000
738+599.50	1.442	54.094	-0.001
738+599.75	1.443	54.093	0.001
738+600.00	1.443	54.093	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
738+593.50	1.400	54.136	0.001
738+593.75	1.401	54.135	0.001
738+594.00	1.402	54.134	0.001
738+594.25	1.405	54.131	0.003
738+594.50	1.409	54.127	0.004
738+594.75	1.411	54.125	0.002
738+595.00	1.412	54.124	0.001
738+595.25	1.412	54.124	0.000
738+595.50	1.413	54.123	0.001
738+595.75	1.416	54.120	0.003
738+596.00	1.418	54.118	0.002
738+596.25	1.419	54.117	0.001
738+596.50	1.420	54.116	0.001
738+596.75	1.420	54.116	0.000
738+597.00	1.421	54.115	0.001
738+597.25	1.421	54.115	0.000
738+597.50	1.422	54.114	0.001
738+597.75	1.423	54.113	0.001
738+598.00	1.423	54.113	0.000
738+598.25	1.425	54.111	0.002
738+598.50	1.427	54.109	0.002
738+598.75	1.428	54.108	0.001
738+599.00	1.429	54.107	0.001
738+599.25	1.426	54.110	-0.003
738+599.50	1.423	54.113	-0.003
738+599.75	1.425	54.111	0.002
738+600.00	1.428	54.108	0.003

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ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 753+200 - Km. 753+300 - Carril Izquierdo

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+200.00	1.212	80.697	-
753+200.25	1.212	80.697	0.000
753+200.50	1.211	80.698	-0.001
753+200.75	1.211	80.698	0.000
753+201.00	1.210	80.699	-0.001
753+201.25	1.210	80.699	0.000
753+201.50	1.210	80.699	0.000
753+201.75	1.210	80.699	0.000
753+202.00	1.210	80.699	0.000
753+202.25	1.210	80.699	0.000
753+202.50	1.209	80.700	-0.001
753+202.75	1.209	80.700	0.000
753+203.00	1.209	80.700	0.000
753+203.25	1.209	80.700	0.000
753+203.50	1.209	80.700	0.000
753+203.75	1.209	80.700	0.000
753+204.00	1.210	80.699	0.001
753+204.25	1.210	80.699	0.000
753+204.50	1.209	80.700	-0.001
753+204.75	1.210	80.699	0.001
753+205.00	1.211	80.698	0.001
753+205.25	1.210	80.699	-0.001
753+205.50	1.211	80.698	0.001
753+205.75	1.212	80.697	0.001
753+206.00	1.212	80.697	0.000
753+206.25	1.213	80.696	0.001
753+206.50	1.213	80.696	0.000
753+206.75	1.213	80.696	0.000
753+207.00	1.215	80.694	0.002
753+207.25	1.215	80.694	0.000
753+207.50	1.215	80.694	0.000
753+207.75	1.216	80.693	0.001
753+208.00	1.216	80.693	0.000
753+208.25	1.216	80.693	0.000
753+208.50	1.217	80.692	0.001
753+208.75	1.217	80.692	0.000
753+209.00	1.218	80.691	0.001
753+209.25	1.218	80.691	0.000
753+209.50	1.218	80.691	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+200.00	1.197	80.712	-
753+200.25	1.197	80.712	0.000
753+200.50	1.197	80.712	0.000
753+200.75	1.197	80.712	0.000
753+201.00	1.197	80.712	0.000
753+201.25	1.196	80.713	-0.001
753+201.50	1.195	80.714	-0.001
753+201.75	1.194	80.715	-0.001
753+202.00	1.193	80.716	-0.001
753+202.25	1.193	80.716	0.000
753+202.50	1.192	80.717	-0.001
753+202.75	1.192	80.717	0.000
753+203.00	1.192	80.717	0.000
753+203.25	1.191	80.718	-0.001
753+203.50	1.191	80.718	0.000
753+203.75	1.190	80.719	-0.001
753+204.00	1.189	80.720	-0.001
753+204.25	1.189	80.720	0.000
753+204.50	1.189	80.720	0.000
753+204.75	1.188	80.721	-0.001
753+205.00	1.189	80.720	0.001
753+205.25	1.188	80.721	-0.001
753+205.50	1.188	80.721	0.000
753+205.75	1.189	80.720	0.001
753+206.00	1.190	80.719	0.001
753+206.25	1.190	80.719	0.000
753+206.50	1.192	80.717	0.002
753+206.75	1.192	80.717	0.000
753+207.00	1.191	80.718	-0.001
753+207.25	1.191	80.718	0.000
753+207.50	1.191	80.718	0.000
753+207.75	1.191	80.718	0.000
753+208.00	1.192	80.717	0.001
753+208.25	1.192	80.717	0.000
753+208.50	1.192	80.717	0.000
753+208.75	1.193	80.716	0.001
753+209.00	1.194	80.715	0.001
753+209.25	1.194	80.715	0.000
753+209.50	1.196	80.713	0.002

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 753+200 - Km. 753+300 - Carril Izquierdo*

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+209.75	1.218	80.691	0.000
753+210.00	1.219	80.690	0.001
753+210.25	1.219	80.690	0.000
753+210.50	1.220	80.689	0.001
753+210.75	1.221	80.688	0.001
753+211.00	1.222	80.687	0.001
753+211.25	1.222	80.687	0.000
753+211.50	1.223	80.686	0.001
753+211.75	1.224	80.685	0.001
753+212.00	1.224	80.685	0.000
753+212.25	1.225	80.684	0.001
753+212.50	1.225	80.684	0.000
753+212.75	1.226	80.683	0.001
753+213.00	1.226	80.683	0.000
753+213.25	1.227	80.682	0.001
753+213.50	1.227	80.682	0.000
753+213.75	1.227	80.682	0.000
753+214.00	1.227	80.682	0.000
753+214.25	1.229	80.680	0.002
753+214.50	1.229	80.680	0.000
753+214.75	1.230	80.679	0.001
753+215.00	1.230	80.679	0.000
753+215.25	1.232	80.677	0.002
753+215.50	1.230	80.679	-0.002
753+215.75	1.230	80.679	0.000
753+216.00	1.230	80.679	0.000
753+216.25	1.228	80.681	-0.002
753+216.50	1.229	80.680	0.001
753+216.75	1.229	80.680	0.000
753+217.00	1.228	80.681	-0.001
753+217.25	1.228	80.681	0.000
753+217.50	1.228	80.681	0.000
753+217.75	1.228	80.681	0.000
753+218.00	1.227	80.682	-0.001
753+218.25	1.228	80.681	0.001
753+218.50	1.228	80.681	0.000
753+218.75	1.228	80.681	0.000
753+219.00	1.227	80.682	-0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+209.75	1.196	80.713	0.000
753+210.00	1.195	80.714	-0.001
753+210.25	1.196	80.713	0.001
753+210.50	1.197	80.712	0.001
753+210.75	1.197	80.712	0.000
753+211.00	1.198	80.711	0.001
753+211.25	1.198	80.711	0.000
753+211.50	1.199	80.710	0.001
753+211.75	1.199	80.710	0.000
753+212.00	1.200	80.709	0.001
753+212.25	1.200	80.709	0.000
753+212.50	1.202	80.707	0.002
753+212.75	1.201	80.708	-0.001
753+213.00	1.202	80.707	0.001
753+213.25	1.203	80.706	0.001
753+213.50	1.204	80.705	0.001
753+213.75	1.204	80.705	0.000
753+214.00	1.204	80.705	0.000
753+214.25	1.205	80.704	0.001
753+214.50	1.205	80.704	0.000
753+214.75	1.207	80.702	0.002
753+215.00	1.207	80.702	0.000
753+215.25	1.208	80.701	0.001
753+215.50	1.208	80.701	0.000
753+215.75	1.208	80.701	0.000
753+216.00	1.208	80.701	0.000
753+216.25	1.207	80.702	-0.001
753+216.50	1.207	80.702	0.000
753+216.75	1.207	80.702	0.000
753+217.00	1.206	80.703	-0.001
753+217.25	1.204	80.705	-0.002
753+217.50	1.205	80.704	0.001
753+217.75	1.208	80.701	0.003
753+218.00	1.205	80.704	-0.003
753+218.25	1.205	80.704	0.000
753+218.50	1.204	80.705	-0.001
753+218.75	1.203	80.706	-0.001
753+219.00	1.203	80.706	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 753+200 - Km. 753+300 - Carril Izquierdo

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+219.25	1.228	80.681	0.001
753+219.50	1.227	80.682	-0.001
753+219.75	1.227	80.682	0.000
753+220.00	1.227	80.682	0.000
753+220.25	1.227	80.682	0.000
753+220.50	1.228	80.681	0.001
753+220.75	1.227	80.682	-0.001
753+221.00	1.227	80.682	0.000
753+221.25	1.227	80.682	0.000
753+221.50	1.228	80.681	0.001
753+221.75	1.227	80.682	-0.001
753+222.00	1.227	80.682	0.000
753+222.25	1.226	80.683	-0.001
753+222.50	1.225	80.684	-0.001
753+222.75	1.225	80.684	0.000
753+223.00	1.224	80.685	-0.001
753+223.25	1.226	80.683	0.002
753+223.50	1.226	80.683	0.000
753+223.75	1.225	80.684	-0.001
753+224.00	1.226	80.683	0.001
753+224.25	1.227	80.682	0.001
753+224.50	1.227	80.682	0.000
753+224.75	1.226	80.683	-0.001
753+225.00	1.227	80.682	0.001
753+225.25	1.227	80.682	0.000
753+225.50	1.227	80.682	0.000
753+225.75	1.226	80.683	-0.001
753+226.00	1.226	80.683	0.000
753+226.25	1.227	80.682	0.001
753+226.50	1.227	80.682	0.000
753+226.75	1.228	80.681	0.001
753+227.00	1.228	80.681	0.000
753+227.25	1.228	80.681	0.000
753+227.50	1.229	80.680	0.001
753+227.75	1.229	80.680	0.000
753+228.00	1.229	80.680	0.000
753+228.25	1.230	80.679	0.001
753+228.50	1.230	80.679	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+219.25	1.203	80.706	0.000
753+219.50	1.202	80.707	-0.001
753+219.75	1.202	80.707	0.000
753+220.00	1.202	80.707	0.000
753+220.25	1.202	80.707	0.000
753+220.50	1.202	80.707	0.000
753+220.75	1.201	80.708	-0.001
753+221.00	1.201	80.708	0.000
753+221.25	1.201	80.708	0.000
753+221.50	1.201	80.708	0.000
753+221.75	1.201	80.708	0.000
753+222.00	1.200	80.709	-0.001
753+222.25	1.202	80.707	0.002
753+222.50	1.202	80.707	0.000
753+222.75	1.202	80.707	0.000
753+223.00	1.202	80.707	0.000
753+223.25	1.202	80.707	0.000
753+223.50	1.203	80.706	0.001
753+223.75	1.204	80.705	0.001
753+224.00	1.205	80.704	0.001
753+224.25	1.206	80.703	0.001
753+224.50	1.205	80.704	-0.001
753+224.75	1.206	80.703	0.001
753+225.00	1.208	80.701	0.002
753+225.25	1.208	80.701	0.000
753+225.50	1.208	80.701	0.000
753+225.75	1.209	80.700	0.001
753+226.00	1.212	80.697	0.003
753+226.25	1.212	80.697	0.000
753+226.50	1.212	80.697	0.000
753+226.75	1.212	80.697	0.000
753+227.00	1.214	80.695	0.002
753+227.25	1.213	80.696	-0.001
753+227.50	1.213	80.696	0.000
753+227.75	1.214	80.695	0.001
753+228.00	1.214	80.695	0.000
753+228.25	1.215	80.694	0.001
753+228.50	1.216	80.693	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 753+200 - Km. 753+300 - Carril Izquierdo

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+228.75	1.231	80.678	0.001
753+229.00	1.232	80.677	0.001
753+229.25	1.232	80.677	0.000
753+229.50	1.232	80.677	0.000
753+229.75	1.232	80.677	0.000
753+230.00	1.232	80.677	0.000
753+230.25	1.232	80.677	0.000
753+230.50	1.232	80.677	0.000
753+230.75	1.232	80.677	0.000
753+231.00	1.232	80.677	0.000
753+231.25	1.232	80.677	0.000
753+231.50	1.232	80.677	0.000
753+231.75	1.232	80.677	0.000
753+232.00	1.232	80.677	0.000
753+232.25	1.232	80.677	0.000
753+232.50	1.232	80.677	0.000
753+232.75	1.232	80.677	0.000
753+233.00	1.232	80.677	0.000
753+233.25	1.232	80.677	0.000
753+233.50	1.232	80.677	0.000
753+233.75	1.232	80.677	0.000
753+234.00	1.232	80.677	0.000
753+234.25	1.232	80.677	0.000
753+234.50	1.232	80.677	0.000
753+234.75	1.232	80.677	0.000
753+235.00	1.232	80.677	0.000
753+235.25	1.232	80.677	0.000
753+235.50	1.232	80.677	0.000
753+235.75	1.233	80.676	0.001
753+236.00	1.232	80.677	-0.001
753+236.25	1.232	80.677	0.000
753+236.50	1.232	80.677	0.000
753+236.75	1.232	80.677	0.000
753+237.00	1.233	80.676	0.001
753+237.25	1.232	80.677	-0.001
753+237.50	1.233	80.676	0.001
753+237.75	1.232	80.677	-0.001
753+238.00	1.232	80.677	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+228.75	1.217	80.692	0.001
753+229.00	1.217	80.692	0.000
753+229.25	1.218	80.691	0.001
753+229.50	1.218	80.691	0.000
753+229.75	1.218	80.691	0.000
753+230.00	1.218	80.691	0.000
753+230.25	1.219	80.690	0.001
753+230.50	1.218	80.691	-0.001
753+230.75	1.218	80.691	0.000
753+231.00	1.218	80.691	0.000
753+231.25	1.218	80.691	0.000
753+231.50	1.218	80.691	0.000
753+231.75	1.218	80.691	0.000
753+232.00	1.218	80.691	0.000
753+232.25	1.218	80.691	0.000
753+232.50	1.217	80.692	-0.001
753+232.75	1.217	80.692	0.000
753+233.00	1.217	80.692	0.000
753+233.25	1.216	80.693	-0.001
753+233.50	1.217	80.692	0.001
753+233.75	1.217	80.692	0.000
753+234.00	1.217	80.692	0.000
753+234.25	1.217	80.692	0.000
753+234.50	1.217	80.692	0.000
753+234.75	1.217	80.692	0.000
753+235.00	1.218	80.691	0.001
753+235.25	1.218	80.691	0.000
753+235.50	1.218	80.691	0.000
753+235.75	1.218	80.691	0.000
753+236.00	1.218	80.691	0.000
753+236.25	1.218	80.691	0.000
753+236.50	1.219	80.690	0.001
753+236.75	1.219	80.690	0.000
753+237.00	1.219	80.690	0.000
753+237.25	1.220	80.689	0.001
753+237.50	1.220	80.689	0.000
753+237.75	1.219	80.690	-0.001
753+238.00	1.219	80.690	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 753+200 - Km. 753+300 - Carril Izquierdo*

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+238.25	1.232	80.677	0.000
753+238.50	1.232	80.677	0.000
753+238.75	1.233	80.676	0.001
753+239.00	1.234	80.675	0.001
753+239.25	1.233	80.676	-0.001
753+239.50	1.233	80.676	0.000
753+239.75	1.233	80.676	0.000
753+240.00	1.233	80.676	0.000
753+240.25	1.233	80.676	0.000
753+240.50	1.233	80.676	0.000
753+240.75	1.233	80.676	0.000
753+241.00	1.234	80.675	0.001
753+241.25	1.236	80.673	0.002
753+241.50	1.236	80.673	0.000
753+241.75	1.236	80.673	0.000
753+242.00	1.237	80.672	0.001
753+242.25	1.236	80.673	-0.001
753+242.50	1.235	80.674	-0.001
753+242.75	1.235	80.674	0.000
753+243.00	1.235	80.674	0.000
753+243.25	1.236	80.673	0.001
753+243.50	1.236	80.673	0.000
753+243.75	1.237	80.672	0.001
753+244.00	1.238	80.671	0.001
753+244.25	1.238	80.671	0.000
753+244.50	1.238	80.671	0.000
753+244.75	1.239	80.670	0.001
753+245.00	1.241	80.668	0.002
753+245.25	1.241	80.668	0.000
753+245.50	1.241	80.668	0.000
753+245.75	1.242	80.667	0.001
753+246.00	1.242	80.667	0.000
753+246.25	1.243	80.666	0.001
753+246.50	1.246	80.663	0.003
753+246.75	1.247	80.662	0.001
753+247.00	1.248	80.661	0.001
753+247.25	1.248	80.661	0.000
753+247.50	1.248	80.661	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+238.25	1.221	80.688	0.002
753+238.50	1.222	80.687	0.001
753+238.75	1.222	80.687	0.000
753+239.00	1.222	80.687	0.000
753+239.25	1.222	80.687	0.000
753+239.50	1.222	80.687	0.000
753+239.75	1.220	80.689	-0.002
753+240.00	1.219	80.690	-0.001
753+240.25	1.221	80.688	0.002
753+240.50	1.221	80.688	0.000
753+240.75	1.221	80.688	0.000
753+241.00	1.221	80.688	0.000
753+241.25	1.221	80.688	0.000
753+241.50	1.222	80.687	0.001
753+241.75	1.221	80.688	-0.001
753+242.00	1.221	80.688	0.000
753+242.25	1.220	80.689	-0.001
753+242.50	1.221	80.688	0.001
753+242.75	1.221	80.688	0.000
753+243.00	1.221	80.688	0.000
753+243.25	1.221	80.688	0.000
753+243.50	1.222	80.687	0.001
753+243.75	1.222	80.687	0.000
753+244.00	1.222	80.687	0.000
753+244.25	1.222	80.687	0.000
753+244.50	1.222	80.687	0.000
753+244.75	1.222	80.687	0.000
753+245.00	1.222	80.687	0.000
753+245.25	1.222	80.687	0.000
753+245.50	1.223	80.686	0.001
753+245.75	1.223	80.686	0.000
753+246.00	1.224	80.685	0.001
753+246.25	1.224	80.685	0.000
753+246.50	1.225	80.684	0.001
753+246.75	1.226	80.683	0.001
753+247.00	1.227	80.682	0.001
753+247.25	1.227	80.682	0.000
753+247.50	1.228	80.681	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 753+200 - Km. 753+300 - Carril Izquierdo*

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+247.75	1.249	80.660	0.001
753+248.00	1.249	80.660	0.000
753+248.25	1.250	80.659	0.001
753+248.50	1.251	80.658	0.001
753+248.75	1.252	80.657	0.001
753+249.00	1.252	80.657	0.000
753+249.25	1.252	80.657	0.000
753+249.50	1.254	80.655	0.002
753+249.75	1.255	80.654	0.001
753+250.00	1.255	80.654	0.000
753+250.25	1.255	80.654	0.000
753+250.50	1.312	80.654	0.000
753+250.75	1.312	80.654	0.000
753+251.00	1.312	80.654	0.000
753+251.25	1.312	80.654	0.000
753+251.50	1.312	80.654	0.000
753+251.75	1.312	80.654	0.000
753+252.00	1.312	80.654	0.000
753+252.25	1.312	80.654	0.000
753+252.50	1.312	80.654	0.000
753+252.75	1.312	80.654	0.000
753+253.00	1.312	80.654	0.000
753+253.25	1.312	80.654	0.000
753+253.50	1.312	80.654	0.000
753+253.75	1.312	80.654	0.000
753+254.00	1.312	80.654	0.000
753+254.25	1.312	80.654	0.000
753+254.50	1.312	80.654	0.000
753+254.75	1.313	80.653	0.001
753+255.00	1.313	80.653	0.000
753+255.25	1.314	80.652	0.001
753+255.50	1.313	80.653	-0.001
753+255.75	1.314	80.652	0.001
753+256.00	1.314	80.652	0.000
753+256.25	1.315	80.651	0.001
753+256.50	1.315	80.651	0.000
753+256.75	1.313	80.653	-0.002
753+257.00	1.312	80.654	-0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+247.75	1.228	80.681	0.000
753+248.00	1.229	80.680	0.001
753+248.25	1.230	80.679	0.001
753+248.50	1.231	80.678	0.001
753+248.75	1.231	80.678	0.000
753+249.00	1.232	80.677	0.001
753+249.25	1.232	80.677	0.000
753+249.50	1.232	80.677	0.000
753+249.75	1.232	80.677	0.000
753+250.00	1.232	80.677	0.000
753+250.25	1.233	80.676	0.001
753+250.50	1.292	80.674	0.002
753+250.75	1.292	80.674	0.000
753+251.00	1.292	80.674	0.000
753+251.25	1.292	80.674	0.000
753+251.50	1.292	80.674	0.000
753+251.75	1.292	80.674	0.000
753+252.00	1.293	80.673	0.001
753+252.25	1.293	80.673	0.000
753+252.50	1.293	80.673	0.000
753+252.75	1.294	80.672	0.001
753+253.00	1.294	80.672	0.000
753+253.25	1.294	80.672	0.000
753+253.50	1.295	80.671	0.001
753+253.75	1.296	80.670	0.001
753+254.00	1.295	80.671	-0.001
753+254.25	1.297	80.669	0.002
753+254.50	1.297	80.669	0.000
753+254.75	1.298	80.668	0.001
753+255.00	1.298	80.668	0.000
753+255.25	1.298	80.668	0.000
753+255.50	1.297	80.669	-0.001
753+255.75	1.298	80.668	0.001
753+256.00	1.298	80.668	0.000
753+256.25	1.298	80.668	0.000
753+256.50	1.298	80.668	0.000
753+256.75	1.298	80.668	0.000
753+257.00	1.298	80.668	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 753+200 - Km. 753+300 - Carril Izquierdo*

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+257.25	1.312	80.654	0.000
753+257.50	1.312	80.654	0.000
753+257.75	1.312	80.654	0.000
753+258.00	1.312	80.654	0.000
753+258.25	1.312	80.654	0.000
753+258.50	1.313	80.653	0.001
753+258.75	1.313	80.653	0.000
753+259.00	1.312	80.654	-0.001
753+259.25	1.312	80.654	0.000
753+259.50	1.312	80.654	0.000
753+259.75	1.313	80.653	0.001
753+260.00	1.312	80.654	-0.001
753+260.25	1.312	80.654	0.000
753+260.50	1.313	80.653	0.001
753+260.75	1.313	80.653	0.000
753+261.00	1.313	80.653	0.000
753+261.25	1.312	80.654	-0.001
753+261.50	1.313	80.653	0.001
753+261.75	1.312	80.654	-0.001
753+262.00	1.312	80.654	0.000
753+262.25	1.312	80.654	0.000
753+262.50	1.312	80.654	0.000
753+262.75	1.312	80.654	0.000
753+263.00	1.313	80.653	0.001
753+263.25	1.313	80.653	0.000
753+263.50	1.313	80.653	0.000
753+263.75	1.314	80.652	0.001
753+264.00	1.313	80.653	-0.001
753+264.25	1.314	80.652	0.001
753+264.50	1.314	80.652	0.000
753+264.75	1.315	80.651	0.001
753+265.00	1.314	80.652	-0.001
753+265.25	1.315	80.651	0.001
753+265.50	1.315	80.651	0.000
753+265.75	1.315	80.651	0.000
753+266.00	1.315	80.651	0.000
753+266.25	1.315	80.651	0.000
753+266.50	1.316	80.650	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+257.25	1.298	80.668	0.000
753+257.50	1.298	80.668	0.000
753+257.75	1.299	80.667	0.001
753+258.00	1.298	80.668	-0.001
753+258.25	1.298	80.668	0.000
753+258.50	1.298	80.668	0.000
753+258.75	1.298	80.668	0.000
753+259.00	1.298	80.668	0.000
753+259.25	1.298	80.668	0.000
753+259.50	1.299	80.667	0.001
753+259.75	1.299	80.667	0.000
753+260.00	1.298	80.668	-0.001
753+260.25	1.298	80.668	0.000
753+260.50	1.299	80.667	0.001
753+260.75	1.299	80.667	0.000
753+261.00	1.299	80.667	0.000
753+261.25	1.299	80.667	0.000
753+261.50	1.299	80.667	0.000
753+261.75	1.299	80.667	0.000
753+262.00	1.299	80.667	0.000
753+262.25	1.298	80.668	-0.001
753+262.50	1.298	80.668	0.000
753+262.75	1.298	80.668	0.000
753+263.00	1.298	80.668	0.000
753+263.25	1.299	80.667	0.001
753+263.50	1.298	80.668	-0.001
753+263.75	1.299	80.667	0.001
753+264.00	1.299	80.667	0.000
753+264.25	1.299	80.667	0.000
753+264.50	1.299	80.667	0.000
753+264.75	1.299	80.667	0.000
753+265.00	1.299	80.667	0.000
753+265.25	1.299	80.667	0.000
753+265.50	1.299	80.667	0.000
753+265.75	1.299	80.667	0.000
753+266.00	1.299	80.667	0.000
753+266.25	1.299	80.667	0.000
753+266.50	1.300	80.666	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 753+200 - Km. 753+300 - Carril Izquierdo*

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+266.75	1.315	80.651	-0.001
753+267.00	1.314	80.652	-0.001
753+267.25	1.315	80.651	0.001
753+267.50	1.315	80.651	0.000
753+267.75	1.315	80.651	0.000
753+268.00	1.316	80.650	0.001
753+268.25	1.316	80.650	0.000
753+268.50	1.316	80.650	0.000
753+268.75	1.316	80.650	0.000
753+269.00	1.316	80.650	0.000
753+269.25	1.314	80.652	-0.002
753+269.50	1.314	80.652	0.000
753+269.75	1.315	80.651	0.001
753+270.00	1.315	80.651	0.000
753+270.25	1.316	80.650	0.001
753+270.50	1.315	80.651	-0.001
753+270.75	1.315	80.651	0.000
753+271.00	1.314	80.652	-0.001
753+271.25	1.314	80.652	0.000
753+271.50	1.314	80.652	0.000
753+271.75	1.315	80.651	0.001
753+272.00	1.313	80.653	-0.002
753+272.25	1.314	80.652	0.001
753+272.50	1.314	80.652	0.000
753+272.75	1.314	80.652	0.000
753+273.00	1.315	80.651	0.001
753+273.25	1.315	80.651	0.000
753+273.50	1.315	80.651	0.000
753+273.75	1.316	80.650	0.001
753+274.00	1.317	80.649	0.001
753+274.25	1.316	80.650	-0.001
753+274.50	1.316	80.650	0.000
753+274.75	1.315	80.651	-0.001
753+275.00	1.314	80.652	-0.001
753+275.25	1.316	80.650	0.002
753+275.50	1.315	80.651	-0.001
753+275.75	1.315	80.651	0.000
753+276.00	1.315	80.651	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+266.75	1.300	80.666	0.000
753+267.00	1.300	80.666	0.000
753+267.25	1.300	80.666	0.000
753+267.50	1.300	80.666	0.000
753+267.75	1.300	80.666	0.000
753+268.00	1.300	80.666	0.000
753+268.25	1.300	80.666	0.000
753+268.50	1.300	80.666	0.000
753+268.75	1.300	80.666	0.000
753+269.00	1.301	80.665	0.001
753+269.25	1.301	80.665	0.000
753+269.50	1.301	80.665	0.000
753+269.75	1.301	80.665	0.000
753+270.00	1.302	80.664	0.001
753+270.25	1.302	80.664	0.000
753+270.50	1.302	80.664	0.000
753+270.75	1.302	80.664	0.000
753+271.00	1.302	80.664	0.000
753+271.25	1.302	80.664	0.000
753+271.50	1.303	80.663	0.001
753+271.75	1.303	80.663	0.000
753+272.00	1.303	80.663	0.000
753+272.25	1.306	80.660	0.003
753+272.50	1.305	80.661	-0.001
753+272.75	1.306	80.660	0.001
753+273.00	1.304	80.662	-0.002
753+273.25	1.302	80.664	-0.002
753+273.50	1.300	80.666	-0.002
753+273.75	1.302	80.664	0.002
753+274.00	1.304	80.662	0.002
753+274.25	1.304	80.662	0.000
753+274.50	1.304	80.662	0.000
753+274.75	1.305	80.661	0.001
753+275.00	1.305	80.661	0.000
753+275.25	1.304	80.662	-0.001
753+275.50	1.303	80.663	-0.001
753+275.75	1.303	80.663	0.000
753+276.00	1.302	80.664	-0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 753+200 - Km. 753+300 - Carril Izquierdo*

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+276.25	1.316	80.650	0.001
753+276.50	1.316	80.650	0.000
753+276.75	1.315	80.651	-0.001
753+277.00	1.315	80.651	0.000
753+277.25	1.316	80.650	0.001
753+277.50	1.316	80.650	0.000
753+277.75	1.315	80.651	-0.001
753+278.00	1.316	80.650	0.001
753+278.25	1.316	80.650	0.000
753+278.50	1.316	80.650	0.000
753+278.75	1.316	80.650	0.000
753+279.00	1.316	80.650	0.000
753+279.25	1.316	80.650	0.000
753+279.50	1.315	80.651	-0.001
753+279.75	1.315	80.651	0.000
753+280.00	1.315	80.651	0.000
753+280.25	1.314	80.652	-0.001
753+280.50	1.313	80.653	-0.001
753+280.75	1.313	80.653	0.000
753+281.00	1.312	80.654	-0.001
753+281.25	1.312	80.654	0.000
753+281.50	1.311	80.655	-0.001
753+281.75	1.311	80.655	0.000
753+282.00	1.311	80.655	0.000
753+282.25	1.310	80.656	-0.001
753+282.50	1.310	80.656	0.000
753+282.75	1.309	80.657	-0.001
753+283.00	1.310	80.656	0.001
753+283.25	1.310	80.656	0.000
753+283.50	1.311	80.655	0.001
753+283.75	1.308	80.658	-0.003
753+284.00	1.308	80.658	0.000
753+284.25	1.308	80.658	0.000
753+284.50	1.308	80.658	0.000
753+284.75	1.308	80.658	0.000
753+285.00	1.308	80.658	0.000
753+285.25	1.308	80.658	0.000
753+285.50	1.309	80.657	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+276.25	1.302	80.664	0.000
753+276.50	1.302	80.664	0.000
753+276.75	1.301	80.665	-0.001
753+277.00	1.302	80.664	0.001
753+277.25	1.302	80.664	0.000
753+277.50	1.302	80.664	0.000
753+277.75	1.302	80.664	0.000
753+278.00	1.301	80.665	-0.001
753+278.25	1.302	80.664	0.001
753+278.50	1.302	80.664	0.000
753+278.75	1.302	80.664	0.000
753+279.00	1.302	80.664	0.000
753+279.25	1.302	80.664	0.000
753+279.50	1.302	80.664	0.000
753+279.75	1.301	80.665	-0.001
753+280.00	1.301	80.665	0.000
753+280.25	1.300	80.666	-0.001
753+280.50	1.300	80.666	0.000
753+280.75	1.300	80.666	0.000
753+281.00	1.299	80.667	-0.001
753+281.25	1.298	80.668	-0.001
753+281.50	1.298	80.668	0.000
753+281.75	1.298	80.668	0.000
753+282.00	1.297	80.669	-0.001
753+282.25	1.297	80.669	0.000
753+282.50	1.296	80.670	-0.001
753+282.75	1.296	80.670	0.000
753+283.00	1.296	80.670	0.000
753+283.25	1.294	80.672	-0.002
753+283.50	1.295	80.671	0.001
753+283.75	1.294	80.672	-0.001
753+284.00	1.294	80.672	0.000
753+284.25	1.293	80.673	-0.001
753+284.50	1.293	80.673	0.000
753+284.75	1.292	80.674	-0.001
753+285.00	1.292	80.674	0.000
753+285.25	1.292	80.674	0.000
753+285.50	1.291	80.675	-0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 753+200 - Km. 753+300 - Carril Izquierdo*

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+285.75	1.308	80.658	-0.001
753+286.00	1.308	80.658	0.000
753+286.25	1.308	80.658	0.000
753+286.50	1.308	80.658	0.000
753+286.75	1.309	80.657	0.001
753+287.00	1.309	80.657	0.000
753+287.25	1.310	80.656	0.001
753+287.50	1.310	80.656	0.000
753+287.75	1.312	80.654	0.002
753+288.00	1.312	80.654	0.000
753+288.25	1.312	80.654	0.000
753+288.50	1.312	80.654	0.000
753+288.75	1.312	80.654	0.000
753+289.00	1.313	80.653	0.001
753+289.25	1.313	80.653	0.000
753+289.50	1.315	80.651	0.002
753+289.75	1.316	80.650	0.001
753+290.00	1.316	80.650	0.000
753+290.25	1.316	80.650	0.000
753+290.50	1.316	80.650	0.000
753+290.75	1.316	80.650	0.000
753+291.00	1.317	80.649	0.001
753+291.25	1.317	80.649	0.000
753+291.50	1.317	80.649	0.000
753+291.75	1.317	80.649	0.000
753+292.00	1.317	80.649	0.000
753+292.25	1.318	80.648	0.001
753+292.50	1.318	80.648	0.000
753+292.75	1.318	80.648	0.000
753+293.00	1.317	80.649	-0.001
753+293.25	1.317	80.649	0.000
753+293.50	1.317	80.649	0.000
753+293.75	1.317	80.649	0.000
753+294.00	1.316	80.650	-0.001
753+294.25	1.316	80.650	0.000
753+294.50	1.315	80.651	-0.001
753+294.75	1.315	80.651	0.000
753+295.00	1.314	80.652	-0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+285.75	1.290	80.676	-0.001
753+286.00	1.289	80.677	-0.001
753+286.25	1.289	80.677	0.000
753+286.50	1.289	80.677	0.000
753+286.75	1.291	80.675	0.002
753+287.00	1.291	80.675	0.000
753+287.25	1.292	80.674	0.001
753+287.50	1.292	80.674	0.000
753+287.75	1.292	80.674	0.000
753+288.00	1.293	80.673	0.001
753+288.25	1.293	80.673	0.000
753+288.50	1.293	80.673	0.000
753+288.75	1.292	80.674	-0.001
753+289.00	1.293	80.673	0.001
753+289.25	1.294	80.672	0.001
753+289.50	1.296	80.670	0.002
753+289.75	1.297	80.669	0.001
753+290.00	1.297	80.669	0.000
753+290.25	1.298	80.668	0.001
753+290.50	1.299	80.667	0.001
753+290.75	1.299	80.667	0.000
753+291.00	1.299	80.667	0.000
753+291.25	1.299	80.667	0.000
753+291.50	1.300	80.666	0.001
753+291.75	1.300	80.666	0.000
753+292.00	1.300	80.666	0.000
753+292.25	1.302	80.664	0.002
753+292.50	1.302	80.664	0.000
753+292.75	1.302	80.664	0.000
753+293.00	1.302	80.664	0.000
753+293.25	1.302	80.664	0.000
753+293.50	1.302	80.664	0.000
753+293.75	1.302	80.664	0.000
753+294.00	1.302	80.664	0.000
753+294.25	1.302	80.664	0.000
753+294.50	1.302	80.664	0.000
753+294.75	1.302	80.664	0.000
753+295.00	1.302	80.664	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 753+200 - Km. 753+300 - Carril Izquierdo*

Cota de Inicio	80.696
V. Atras	1.213
Alt. Instr.	81.909

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
753+295.25	1.313	80.653	-0.001
753+295.50	1.313	80.653	0.000
753+295.75	1.312	80.654	-0.001
753+296.00	1.311	80.655	-0.001
753+296.25	1.311	80.655	0.000
753+296.50	1.309	80.657	-0.002
753+296.75	1.308	80.658	-0.001
753+297.00	1.308	80.658	0.000
753+297.25	1.308	80.658	0.000
753+297.50	1.306	80.660	-0.002
753+297.75	1.304	80.662	-0.002
753+298.00	1.303	80.663	-0.001
753+298.25	1.303	80.663	0.000
753+298.50	1.302	80.664	-0.001
753+298.75	1.301	80.665	-0.001
753+299.00	1.301	80.665	0.000
753+299.25	1.300	80.666	-0.001
753+299.50	1.300	80.666	0.000
753+299.75	1.300	80.666	0.000
753+300.00	1.300	80.666	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
753+295.25	1.301	80.665	-0.001
753+295.50	1.301	80.665	0.000
753+295.75	1.299	80.667	-0.002
753+296.00	1.298	80.668	-0.001
753+296.25	1.297	80.669	-0.001
753+296.50	1.297	80.669	0.000
753+296.75	1.295	80.671	-0.002
753+297.00	1.294	80.672	-0.001
753+297.25	1.293	80.673	-0.001
753+297.50	1.293	80.673	0.000
753+297.75	1.292	80.674	-0.001
753+298.00	1.291	80.675	-0.001
753+298.25	1.290	80.676	-0.001
753+298.50	1.288	80.678	-0.002
753+298.75	1.288	80.678	0.000
753+299.00	1.288	80.678	0.000
753+299.25	1.288	80.678	0.000
753+299.50	1.288	80.678	0.000
753+299.75	1.287	80.679	-0.001
753+300.00	1.287	80.679	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+200.00	1.308	89.230	-
757+200.25	1.308	89.230	0.000
757+200.50	1.308	89.230	0.000
757+200.75	1.308	89.230	0.000
757+201.00	1.308	89.230	0.000
757+201.25	1.309	89.229	0.001
757+201.50	1.310	89.228	0.001
757+201.75	1.311	89.227	0.001
757+202.00	1.311	89.227	0.000
757+202.25	1.311	89.227	0.000
757+202.50	1.312	89.226	0.001
757+202.75	1.313	89.225	0.001
757+203.00	1.315	89.223	0.002
757+203.25	1.317	89.221	0.002
757+203.50	1.318	89.220	0.001
757+203.75	1.318	89.220	0.000
757+204.00	1.318	89.220	0.000
757+204.25	1.319	89.219	0.001
757+204.50	1.321	89.217	0.002
757+204.75	1.321	89.217	0.000
757+205.00	1.321	89.217	0.000
757+205.25	1.321	89.217	0.000
757+205.50	1.322	89.216	0.001
757+205.75	1.322	89.216	0.000
757+206.00	1.322	89.216	0.000
757+206.25	1.321	89.217	-0.001
757+206.50	1.321	89.217	0.000
757+206.75	1.321	89.217	0.000
757+207.00	1.320	89.218	-0.001
757+207.25	1.319	89.219	-0.001
757+207.50	1.319	89.219	0.000
757+207.75	1.319	89.219	0.000
757+208.00	1.318	89.220	-0.001
757+208.25	1.320	89.218	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+200.00	1.286	89.252	-
757+200.25	1.285	89.253	-0.001
757+200.50	1.285	89.253	0.000
757+200.75	1.290	89.248	0.005
757+201.00	1.295	89.243	0.005
757+201.25	1.296	89.242	0.001
757+201.50	1.296	89.242	0.000
757+201.75	1.297	89.241	0.001
757+202.00	1.298	89.240	0.001
757+202.25	1.298	89.240	0.000
757+202.50	1.299	89.239	0.001
757+202.75	1.300	89.238	0.001
757+203.00	1.300	89.238	0.000
757+203.25	1.300	89.238	0.000
757+203.50	1.300	89.238	0.000
757+203.75	1.301	89.237	0.001
757+204.00	1.302	89.236	0.001
757+204.25	1.302	89.236	0.000
757+204.50	1.301	89.237	-0.001
757+204.75	1.301	89.237	0.000
757+205.00	1.301	89.237	0.000
757+205.25	1.301	89.237	0.000
757+205.50	1.301	89.237	0.000
757+205.75	1.300	89.238	-0.001
757+206.00	1.300	89.238	0.000
757+206.25	1.301	89.237	0.001
757+206.50	1.302	89.236	0.001
757+206.75	1.302	89.236	0.000
757+207.00	1.301	89.237	-0.001
757+207.25	1.301	89.237	0.000
757+207.50	1.301	89.237	0.000
757+207.75	1.301	89.237	0.000
757+208.00	1.301	89.237	0.000
757+208.25	1.302	89.236	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+208.50	1.322	89.216	0.002
757+208.75	1.321	89.217	-0.001
757+209.00	1.320	89.218	-0.001
757+209.25	1.320	89.218	0.000
757+209.50	1.320	89.218	0.000
757+209.75	1.319	89.219	-0.001
757+210.00	1.319	89.219	0.000
757+210.25	1.319	89.219	0.000
757+210.50	1.320	89.218	0.001
757+210.75	1.321	89.217	0.001
757+211.00	1.321	89.217	0.000
757+211.25	1.321	89.217	0.000
757+211.50	1.322	89.216	0.001
757+211.75	1.323	89.215	0.001
757+212.00	1.323	89.215	0.000
757+212.25	1.324	89.214	0.001
757+212.50	1.325	89.213	0.001
757+212.75	1.326	89.212	0.001
757+213.00	1.328	89.210	0.002
757+213.25	1.328	89.210	0.000
757+213.50	1.329	89.209	0.001
757+213.75	1.330	89.208	0.001
757+214.00	1.330	89.208	0.000
757+214.25	1.330	89.208	0.000
757+214.50	1.330	89.208	0.000
757+214.75	1.330	89.208	0.000
757+215.00	1.330	89.208	0.000
757+215.25	1.330	89.208	0.000
757+215.50	1.330	89.208	0.000
757+215.75	1.330	89.208	0.000
757+216.00	1.331	89.207	0.001
757+216.25	1.330	89.208	-0.001
757+216.50	1.330	89.208	0.000
757+216.75	1.331	89.207	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+208.50	1.302	89.236	0.000
757+208.75	1.302	89.236	0.000
757+209.00	1.303	89.235	0.001
757+209.25	1.304	89.234	0.001
757+209.50	1.304	89.234	0.000
757+209.75	1.304	89.234	0.000
757+210.00	1.303	89.235	-0.001
757+210.25	1.304	89.234	0.001
757+210.50	1.304	89.234	0.000
757+210.75	1.306	89.232	0.002
757+211.00	1.307	89.231	0.001
757+211.25	1.308	89.230	0.001
757+211.50	1.308	89.230	0.000
757+211.75	1.309	89.229	0.001
757+212.00	1.309	89.229	0.000
757+212.25	1.309	89.229	0.000
757+212.50	1.309	89.229	0.000
757+212.75	1.310	89.228	0.001
757+213.00	1.311	89.227	0.001
757+213.25	1.311	89.227	0.000
757+213.50	1.310	89.228	-0.001
757+213.75	1.311	89.227	0.001
757+214.00	1.311	89.227	0.000
757+214.25	1.311	89.227	0.000
757+214.50	1.310	89.228	-0.001
757+214.75	1.311	89.227	0.001
757+215.00	1.311	89.227	0.000
757+215.25	1.311	89.227	0.000
757+215.50	1.312	89.226	0.001
757+215.75	1.312	89.226	0.000
757+216.00	1.312	89.226	0.000
757+216.25	1.311	89.227	-0.001
757+216.50	1.311	89.227	0.000
757+216.75	1.311	89.227	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+217.00	1.332	89.206	0.001
757+217.25	1.332	89.206	0.000
757+217.50	1.333	89.205	0.001
757+217.75	1.334	89.204	0.001
757+218.00	1.335	89.203	0.001
757+218.25	1.336	89.202	0.001
757+218.50	1.337	89.201	0.001
757+218.75	1.337	89.201	0.000
757+219.00	1.337	89.201	0.000
757+219.25	1.337	89.201	0.000
757+219.50	1.337	89.201	0.000
757+219.75	1.336	89.202	-0.001
757+220.00	1.335	89.203	-0.001
757+220.25	1.337	89.201	0.002
757+220.50	1.338	89.200	0.001
757+220.75	1.339	89.199	0.001
757+221.00	1.340	89.198	0.001
757+221.25	1.340	89.198	0.000
757+221.50	1.340	89.198	0.000
757+221.75	1.341	89.197	0.001
757+222.00	1.342	89.196	0.001
757+222.25	1.341	89.197	-0.001
757+222.50	1.341	89.197	0.000
757+222.75	1.341	89.197	0.000
757+223.00	1.342	89.196	0.001
757+223.25	1.343	89.195	0.001
757+223.50	1.343	89.195	0.000
757+223.75	1.345	89.193	0.002
757+224.00	1.348	89.190	0.003
757+224.25	1.349	89.189	0.001
757+224.50	1.350	89.188	0.001
757+224.75	1.350	89.188	0.000
757+225.00	1.350	89.188	0.000
757+225.25	1.351	89.187	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+217.00	1.312	89.226	0.001
757+217.25	1.313	89.225	0.001
757+217.50	1.313	89.225	0.000
757+217.75	1.315	89.223	0.002
757+218.00	1.318	89.220	0.003
757+218.25	1.319	89.219	0.001
757+218.50	1.319	89.219	0.000
757+218.75	1.319	89.219	0.000
757+219.00	1.319	89.219	0.000
757+219.25	1.319	89.219	0.000
757+219.50	1.319	89.219	0.000
757+219.75	1.319	89.219	0.000
757+220.00	1.320	89.218	0.001
757+220.25	1.321	89.217	0.001
757+220.50	1.321	89.217	0.000
757+220.75	1.322	89.216	0.001
757+221.00	1.323	89.215	0.001
757+221.25	1.324	89.214	0.001
757+221.50	1.325	89.213	0.001
757+221.75	1.325	89.213	0.000
757+222.00	1.325	89.213	0.000
757+222.25	1.327	89.211	0.002
757+222.50	1.329	89.209	0.002
757+222.75	1.328	89.210	-0.001
757+223.00	1.328	89.210	0.000
757+223.25	1.329	89.209	0.001
757+223.50	1.330	89.208	0.001
757+223.75	1.331	89.207	0.001
757+224.00	1.332	89.206	0.001
757+224.25	1.332	89.206	0.000
757+224.50	1.332	89.206	0.000
757+224.75	1.332	89.206	0.000
757+225.00	1.332	89.206	0.000
757+225.25	1.332	89.206	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+225.50	1.353	89.185	0.002
757+225.75	1.352	89.186	-0.001
757+226.00	1.352	89.186	0.000
757+226.25	1.352	89.186	0.000
757+226.50	1.352	89.186	0.000
757+226.75	1.352	89.186	0.000
757+227.00	1.351	89.187	-0.001
757+227.25	1.352	89.186	0.001
757+227.50	1.352	89.186	0.000
757+227.75	1.352	89.186	0.000
757+228.00	1.353	89.185	0.001
757+228.25	1.352	89.186	-0.001
757+228.50	1.352	89.186	0.000
757+228.75	1.352	89.186	0.000
757+229.00	1.352	89.186	0.000
757+229.25	1.352	89.186	0.000
757+229.50	1.353	89.185	0.001
757+229.75	1.355	89.183	0.002
757+230.00	1.357	89.181	0.002
757+230.25	1.358	89.180	0.001
757+230.50	1.358	89.180	0.000
757+230.75	1.358	89.180	0.000
757+231.00	1.359	89.179	0.001
757+231.25	1.360	89.178	0.001
757+231.50	1.360	89.178	0.000
757+231.75	1.360	89.178	0.000
757+232.00	1.361	89.177	0.001
757+232.25	1.362	89.176	0.001
757+232.50	1.362	89.176	0.000
757+232.75	1.364	89.174	0.002
757+233.00	1.365	89.173	0.001
757+233.25	1.367	89.171	0.002
757+233.50	1.368	89.170	0.001
757+233.75	1.370	89.168	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+225.50	1.332	89.206	0.000
757+225.75	1.332	89.206	0.000
757+226.00	1.332	89.206	0.000
757+226.25	1.332	89.206	0.000
757+226.50	1.332	89.206	0.000
757+226.75	1.322	89.216	-0.010
757+227.00	1.311	89.227	-0.011
757+227.25	1.322	89.216	0.011
757+227.50	1.332	89.206	0.010
757+227.75	1.332	89.206	0.000
757+228.00	1.333	89.205	0.001
757+228.25	1.333	89.205	0.000
757+228.50	1.333	89.205	0.000
757+228.75	1.334	89.204	0.001
757+229.00	1.335	89.203	0.001
757+229.25	1.335	89.203	0.000
757+229.50	1.335	89.203	0.000
757+229.75	1.336	89.202	0.001
757+230.00	1.337	89.201	0.001
757+230.25	1.337	89.201	0.000
757+230.50	1.338	89.200	0.001
757+230.75	1.339	89.199	0.001
757+231.00	1.339	89.199	0.000
757+231.25	1.339	89.199	0.000
757+231.50	1.340	89.198	0.001
757+231.75	1.341	89.197	0.001
757+232.00	1.341	89.197	0.000
757+232.25	1.341	89.197	0.000
757+232.50	1.341	89.197	0.000
757+232.75	1.341	89.197	0.000
757+233.00	1.342	89.196	0.001
757+233.25	1.345	89.193	0.003
757+233.50	1.347	89.191	0.002
757+233.75	1.347	89.191	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+234.00	1.372	89.166	0.002
757+234.25	1.372	89.166	0.000
757+234.50	1.372	89.166	0.000
757+234.75	1.375	89.163	0.003
757+235.00	1.378	89.160	0.003
757+235.25	1.379	89.159	0.001
757+235.50	1.380	89.158	0.001
757+235.75	1.380	89.158	0.000
757+236.00	1.380	89.158	0.000
757+236.25	1.380	89.158	0.000
757+236.50	1.379	89.159	-0.001
757+236.75	1.378	89.160	-0.001
757+237.00	1.377	89.161	-0.001
757+237.25	1.377	89.161	0.000
757+237.50	1.376	89.162	-0.001
757+237.75	1.375	89.163	-0.001
757+238.00	1.375	89.163	0.000
757+238.25	1.377	89.161	0.002
757+238.50	1.378	89.160	0.001
757+238.75	1.379	89.159	0.001
757+239.00	1.380	89.158	0.001
757+239.25	1.381	89.157	0.001
757+239.50	1.382	89.156	0.001
757+239.75	1.382	89.156	0.000
757+240.00	1.383	89.155	0.001
757+240.25	1.385	89.153	0.002
757+240.50	1.387	89.151	0.002
757+240.75	1.388	89.150	0.001
757+241.00	1.389	89.149	0.001
757+241.25	1.390	89.148	0.001
757+241.50	1.390	89.148	0.000
757+241.75	1.390	89.148	0.000
757+242.00	1.390	89.148	0.000
757+242.25	1.390	89.148	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+234.00	1.348	89.190	0.001
757+234.25	1.349	89.189	0.001
757+234.50	1.349	89.189	0.000
757+234.75	1.349	89.189	0.000
757+235.00	1.349	89.189	0.000
757+235.25	1.349	89.189	0.000
757+235.50	1.349	89.189	0.000
757+235.75	1.349	89.189	0.000
757+236.00	1.350	89.188	0.001
757+236.25	1.350	89.188	0.000
757+236.50	1.350	89.188	0.000
757+236.75	1.350	89.188	0.000
757+237.00	1.350	89.188	0.000
757+237.25	1.349	89.189	-0.001
757+237.50	1.349	89.189	0.000
757+237.75	1.349	89.189	0.000
757+238.00	1.349	89.189	0.000
757+238.25	1.349	89.189	0.000
757+238.50	1.350	89.188	0.001
757+238.75	1.350	89.188	0.000
757+239.00	1.351	89.187	0.001
757+239.25	1.352	89.186	0.001
757+239.50	1.352	89.186	0.000
757+239.75	1.352	89.186	0.000
757+240.00	1.353	89.185	0.001
757+240.25	1.354	89.184	0.001
757+240.50	1.356	89.182	0.002
757+240.75	1.354	89.184	-0.002
757+241.00	1.353	89.185	-0.001
757+241.25	1.355	89.183	0.002
757+241.50	1.357	89.181	0.002
757+241.75	1.357	89.181	0.000
757+242.00	1.357	89.181	0.000
757+242.25	1.357	89.181	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+242.50	1.390	89.148	0.000
757+242.75	1.388	89.150	-0.002
757+243.00	1.387	89.151	-0.001
757+243.25	1.387	89.151	0.000
757+243.50	1.387	89.151	0.000
757+243.75	1.386	89.152	-0.001
757+244.00	1.384	89.154	-0.002
757+244.25	1.384	89.154	0.000
757+244.50	1.384	89.154	0.000
757+244.75	1.384	89.154	0.000
757+245.00	1.383	89.155	-0.001
757+245.25	1.384	89.154	0.001
757+245.50	1.384	89.154	0.000
757+245.75	1.384	89.154	0.000
757+246.00	1.384	89.154	0.000
757+246.25	1.385	89.153	0.001
757+246.50	1.385	89.153	-0.001
757+246.75	1.385	89.153	0.001
757+247.00	1.386	89.152	0.001
757+247.25	1.387	89.151	0.001
757+247.50	1.387	89.151	0.000
757+247.75	1.387	89.151	0.000
757+248.00	1.387	89.151	0.000
757+248.25	1.387	89.151	0.000
757+248.50	1.387	89.151	0.000
757+248.75	1.388	89.150	0.001
757+249.00	1.389	89.149	0.001
757+249.25	1.390	89.148	0.001
757+249.50	1.390	89.148	0.000
757+249.75	1.390	89.148	0.000
757+250.00	1.390	89.148	0.000
757+250.25	1.390	89.148	0.000
757+250.50	1.390	89.148	0.000
757+250.75	1.390	89.148	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+242.50	1.357	89.181	0.000
757+242.75	1.357	89.181	0.000
757+243.00	1.357	89.181	0.000
757+243.25	1.357	89.181	0.000
757+243.50	1.357	89.181	0.000
757+243.75	1.357	89.181	0.000
757+244.00	1.357	89.181	0.000
757+244.25	1.358	89.180	0.001
757+244.50	1.359	89.179	0.001
757+244.75	1.358	89.180	-0.001
757+245.00	1.358	89.180	0.000
757+245.25	1.358	89.180	0.000
757+245.50	1.359	89.179	0.001
757+245.75	1.359	89.179	0.000
757+246.00	1.359	89.179	0.000
757+246.25	1.360	89.178	0.001
757+246.50	1.360	89.178	0.000
757+246.75	1.360	89.178	0.000
757+247.00	1.360	89.178	0.000
757+247.25	1.360	89.178	0.000
757+247.50	1.361	89.177	0.001
757+247.75	1.362	89.176	0.001
757+248.00	1.362	89.176	0.000
757+248.25	1.362	89.176	0.000
757+248.50	1.362	89.176	0.000
757+248.75	1.362	89.176	0.000
757+249.00	1.362	89.176	0.000
757+249.25	1.362	89.176	0.000
757+249.50	1.363	89.175	0.001
757+249.75	1.363	89.175	0.000
757+250.00	1.363	89.175	0.000
757+250.25	1.365	89.173	0.002
757+250.50	1.367	89.171	0.002
757+250.75	1.367	89.171	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+251.00	1.390	89.148	0.000
757+251.25	1.391	89.147	0.001
757+251.50	1.392	89.146	0.001
757+251.75	1.392	89.146	0.000
757+252.00	1.392	89.146	0.000
757+252.25	1.392	89.146	0.000
757+252.50	1.391	89.147	-0.001
757+252.75	1.392	89.146	0.001
757+253.00	1.392	89.146	0.000
757+253.25	1.392	89.146	0.000
757+253.50	1.391	89.147	-0.001
757+253.75	1.390	89.148	-0.001
757+254.00	1.389	89.149	-0.001
757+254.25	1.390	89.148	0.001
757+254.50	1.390	89.148	0.000
757+254.75	1.390	89.148	0.000
757+255.00	1.390	89.148	0.000
757+255.25	1.389	89.149	-0.001
757+255.50	1.388	89.150	-0.001
757+255.75	1.388	89.150	0.000
757+256.00	1.389	89.149	0.001
757+256.25	1.389	89.149	0.000
757+256.50	1.389	89.149	0.000
757+256.75	1.388	89.150	-0.001
757+257.00	1.388	89.150	0.000
757+257.25	1.388	89.150	0.000
757+257.50	1.388	89.150	0.000
757+257.75	1.388	89.150	0.000
757+258.00	1.389	89.149	0.001
757+258.25	1.389	89.149	0.000
757+258.50	1.389	89.149	0.000
757+258.75	1.390	89.148	0.001
757+259.00	1.392	89.146	0.002
757+259.25	1.392	89.146	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+251.00	1.368	89.170	0.001
757+251.25	1.367	89.171	-0.001
757+251.50	1.367	89.171	0.000
757+251.75	1.367	89.171	0.000
757+252.00	1.367	89.171	0.000
757+252.25	1.367	89.171	0.000
757+252.50	1.368	89.170	0.001
757+252.75	1.368	89.170	0.000
757+253.00	1.368	89.170	0.000
757+253.25	1.369	89.169	0.001
757+253.50	1.369	89.169	0.000
757+253.75	1.369	89.169	0.000
757+254.00	1.369	89.169	0.000
757+254.25	1.369	89.169	0.000
757+254.50	1.369	89.169	0.000
757+254.75	1.369	89.169	0.000
757+255.00	1.368	89.170	-0.001
757+255.25	1.369	89.169	0.001
757+255.50	1.369	89.169	0.000
757+255.75	1.369	89.169	0.000
757+256.00	1.369	89.169	0.000
757+256.25	1.369	89.169	0.000
757+256.50	1.369	89.169	0.000
757+256.75	1.369	89.169	0.000
757+257.00	1.369	89.169	0.000
757+257.25	1.369	89.169	0.000
757+257.50	1.369	89.169	0.000
757+257.75	1.369	89.169	0.000
757+258.00	1.368	89.170	-0.001
757+258.25	1.369	89.169	0.001
757+258.50	1.369	89.169	0.000
757+258.75	1.369	89.169	0.000
757+259.00	1.369	89.169	0.000
757+259.25	1.369	89.169	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+259.50	1.392	89.146	0.000
757+259.75	1.392	89.146	0.000
757+260.00	1.392	89.146	0.000
757+260.25	1.392	89.146	0.000
757+260.50	1.392	89.146	0.000
757+260.75	1.392	89.146	0.000
757+261.00	1.392	89.146	0.000
757+261.25	1.392	89.146	0.000
757+261.50	1.392	89.146	0.000
757+261.75	1.392	89.146	0.000
757+262.00	1.391	89.147	-0.001
757+262.25	1.392	89.146	0.001
757+262.50	1.392	89.146	0.000
757+262.75	1.393	89.145	0.001
757+263.00	1.394	89.144	0.001
757+263.25	1.393	89.145	-0.001
757+263.50	1.393	89.145	0.000
757+263.75	1.393	89.145	0.000
757+264.00	1.394	89.144	0.001
757+264.25	1.395	89.143	0.001
757+264.50	1.395	89.143	0.000
757+264.75	1.395	89.143	0.000
757+265.00	1.395	89.143	0.000
757+265.25	1.393	89.145	-0.002
757+265.50	1.392	89.146	-0.001
757+265.75	1.390	89.148	-0.002
757+266.00	1.389	89.149	-0.001
757+266.25	1.387	89.151	-0.002
757+266.50	1.385	89.153	-0.002
757+266.75	1.384	89.154	-0.001
757+267.00	1.384	89.154	0.000
757+267.25	1.383	89.155	-0.001
757+267.50	1.382	89.156	-0.001
757+267.75	1.382	89.156	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+259.50	1.369	89.169	0.000
757+259.75	1.369	89.169	0.000
757+260.00	1.370	89.168	0.001
757+260.25	1.371	89.167	0.001
757+260.50	1.372	89.166	0.001
757+260.75	1.371	89.167	-0.001
757+261.00	1.370	89.168	-0.001
757+261.25	1.370	89.168	0.000
757+261.50	1.370	89.168	0.000
757+261.75	1.370	89.168	0.000
757+262.00	1.370	89.168	0.000
757+262.25	1.370	89.168	0.000
757+262.50	1.370	89.168	0.000
757+262.75	1.369	89.169	-0.001
757+263.00	1.369	89.169	0.000
757+263.25	1.369	89.169	0.000
757+263.50	1.370	89.168	0.001
757+263.75	1.370	89.168	0.000
757+264.00	1.370	89.168	0.000
757+264.25	1.370	89.168	0.000
757+264.50	1.370	89.168	0.000
757+264.75	1.369	89.169	-0.001
757+265.00	1.368	89.170	-0.001
757+265.25	1.368	89.170	0.000
757+265.50	1.368	89.170	0.000
757+265.75	1.368	89.170	0.000
757+266.00	1.368	89.170	0.000
757+266.25	1.369	89.169	0.001
757+266.50	1.369	89.169	0.000
757+266.75	1.369	89.169	0.000
757+267.00	1.370	89.168	0.001
757+267.25	1.370	89.168	0.000
757+267.50	1.370	89.168	0.000
757+267.75	1.371	89.167	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+268.00	1.382	89.156	0.000
757+268.25	1.382	89.156	0.000
757+268.50	1.381	89.157	-0.001
757+268.75	1.382	89.156	0.001
757+269.00	1.383	89.155	0.001
757+269.25	1.385	89.153	0.002
757+269.50	1.387	89.151	0.002
757+269.75	1.388	89.150	0.001
757+270.00	1.389	89.149	0.001
757+270.25	1.388	89.150	-0.001
757+270.50	1.388	89.150	0.000
757+270.75	1.386	89.152	-0.002
757+271.00	1.385	89.153	-0.001
757+271.25	1.386	89.152	0.001
757+271.50	1.387	89.151	0.001
757+271.75	1.387	89.151	0.000
757+272.00	1.387	89.151	0.000
757+272.25	1.387	89.151	0.000
757+272.50	1.387	89.151	0.000
757+272.75	1.388	89.150	0.001
757+272.91	1.390	89.148	0.002
757+273.25	1.390	89.148	0.000
757+273.50	1.391	89.147	0.001
757+273.75	1.391	89.147	0.000
757+274.00	1.392	89.146	0.001
757+274.25	1.392	89.146	0.000
757+274.50	1.392	89.146	0.000
757+274.75	1.393	89.145	0.001
757+275.00	1.394	89.144	0.001
757+275.25	1.395	89.143	0.001
757+275.50	1.396	89.142	0.001
757+275.75	1.396	89.142	0.000
757+276.00	1.396	89.142	0.000
757+276.25	1.394	89.144	-0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+268.00	1.371	89.167	0.000
757+268.25	1.371	89.167	0.000
757+268.50	1.371	89.167	0.000
757+268.75	1.371	89.167	0.000
757+269.00	1.371	89.167	0.000
757+269.25	1.370	89.168	-0.001
757+269.50	1.369	89.169	-0.001
757+269.75	1.369	89.169	0.000
757+270.00	1.368	89.170	-0.001
757+270.25	1.367	89.171	-0.001
757+270.50	1.367	89.171	0.000
757+270.75	1.367	89.171	0.000
757+271.00	1.366	89.172	-0.001
757+271.25	1.366	89.172	0.000
757+271.50	1.366	89.172	0.000
757+271.75	1.366	89.172	0.000
757+272.00	1.366	89.172	0.000
757+272.25	1.367	89.171	0.001
757+272.50	1.368	89.170	0.001
757+272.75	1.369	89.169	0.001
757+272.91	1.369	89.169	0.000
757+273.25	1.369	89.169	0.000
757+273.50	1.369	89.169	0.000
757+273.75	1.369	89.169	0.000
757+274.00	1.370	89.168	0.001
757+274.25	1.371	89.167	0.001
757+274.50	1.373	89.165	0.002
757+274.75	1.374	89.164	0.001
757+275.00	1.375	89.163	0.001
757+275.25	1.375	89.163	0.000
757+275.50	1.376	89.162	0.001
757+275.75	1.377	89.161	0.001
757+276.00	1.377	89.161	0.000
757+276.25	1.377	89.161	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+276.50	1.392	89.146	-0.002
757+276.75	1.390	89.148	-0.002
757+277.00	1.389	89.149	-0.001
757+277.25	1.388	89.150	-0.001
757+277.50	1.388	89.150	0.000
757+277.75	1.387	89.151	-0.001
757+278.00	1.386	89.152	-0.001
757+278.25	1.386	89.152	0.000
757+278.50	1.387	89.151	0.001
757+278.75	1.387	89.151	0.000
757+279.00	1.387	89.151	0.000
757+279.25	1.386	89.152	-0.001
757+279.50	1.386	89.152	0.000
757+279.75	1.386	89.152	0.000
757+280.00	1.385	89.153	-0.001
757+280.25	1.384	89.154	-0.001
757+280.50	1.383	89.155	-0.001
757+280.75	1.381	89.157	-0.002
757+281.00	1.379	89.159	-0.002
757+281.25	1.378	89.160	-0.001
757+281.50	1.377	89.161	-0.001
757+281.75	1.375	89.163	-0.002
757+282.00	1.374	89.164	-0.001
757+282.25	1.372	89.166	-0.002
757+282.50	1.370	89.168	-0.002
757+282.75	1.369	89.169	-0.001
757+283.00	1.368	89.170	-0.001
757+283.25	1.368	89.170	0.000
757+283.50	1.368	89.170	0.000
757+283.75	1.367	89.171	-0.001
757+284.00	1.367	89.171	0.000
757+284.25	1.367	89.171	0.000
757+284.50	1.367	89.171	0.000
757+284.75	1.367	89.171	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+276.50	1.377	89.161	0.000
757+276.75	1.377	89.161	0.000
757+277.00	1.376	89.162	-0.001
757+277.25	1.376	89.162	0.000
757+277.50	1.376	89.162	0.000
757+277.75	1.375	89.163	-0.001
757+278.00	1.373	89.165	-0.002
757+278.25	1.373	89.165	0.000
757+278.50	1.372	89.166	-0.001
757+278.75	1.372	89.166	0.000
757+279.00	1.372	89.166	0.000
757+279.25	1.372	89.166	0.000
757+279.50	1.372	89.166	0.000
757+279.75	1.369	89.169	-0.003
757+280.00	1.367	89.171	-0.002
757+280.25	1.364	89.174	-0.003
757+280.50	1.362	89.176	-0.002
757+280.75	1.360	89.178	-0.002
757+281.00	1.358	89.180	-0.002
757+281.25	1.357	89.181	-0.001
757+281.50	1.356	89.182	-0.001
757+281.75	1.354	89.184	-0.002
757+282.00	1.353	89.185	-0.001
757+282.25	1.352	89.186	-0.001
757+282.50	1.352	89.186	0.000
757+282.75	1.352	89.186	0.000
757+283.00	1.352	89.186	0.000
757+283.25	1.352	89.186	0.000
757+283.50	1.352	89.186	0.000
757+283.75	1.352	89.186	0.000
757+284.00	1.352	89.186	0.000
757+284.25	1.352	89.186	0.000
757+284.50	1.352	89.186	0.000
757+284.75	1.352	89.186	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+285.00	1.368	89.170	0.001
757+285.25	1.368	89.170	0.000
757+285.50	1.368	89.170	0.000
757+285.75	1.369	89.169	0.001
757+286.00	1.369	89.169	0.000
757+286.25	1.369	89.169	0.000
757+286.50	1.370	89.168	0.001
757+286.75	1.371	89.167	0.001
757+287.00	1.372	89.166	0.001
757+287.25	1.372	89.166	0.000
757+287.50	1.372	89.166	0.000
757+287.75	1.371	89.167	-0.001
757+288.00	1.370	89.168	-0.001
757+288.25	1.370	89.168	0.000
757+288.50	1.370	89.168	0.000
757+288.75	1.370	89.168	0.000
757+289.00	1.370	89.168	0.000
757+289.25	1.371	89.167	0.001
757+289.50	1.371	89.167	0.000
757+289.75	1.371	89.167	0.000
757+290.00	1.371	89.167	0.000
757+290.25	1.371	89.167	0.000
757+290.50	1.372	89.166	0.001
757+290.75	1.373	89.165	0.001
757+291.00	1.373	89.165	0.000
757+291.25	1.373	89.165	0.000
757+291.50	1.373	89.165	0.000
757+291.75	1.373	89.165	0.000
757+292.00	1.372	89.166	-0.001
757+292.25	1.373	89.165	0.001
757+292.50	1.373	89.165	0.000
757+292.75	1.375	89.163	0.002
757+293.00	1.377	89.161	0.002
757+293.25	1.378	89.160	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+285.00	1.351	89.187	-0.001
757+285.25	1.352	89.186	0.001
757+285.50	1.352	89.186	0.000
757+285.75	1.352	89.186	0.000
757+286.00	1.352	89.186	0.000
757+286.25	1.352	89.186	0.000
757+286.50	1.352	89.186	0.000
757+286.75	1.352	89.186	0.000
757+287.00	1.353	89.185	0.001
757+287.25	1.353	89.185	0.000
757+287.50	1.353	89.185	0.000
757+287.75	1.354	89.184	0.001
757+288.00	1.356	89.182	0.002
757+288.25	1.356	89.182	0.000
757+288.50	1.357	89.181	0.001
757+288.75	1.357	89.181	0.000
757+289.00	1.357	89.181	0.000
757+289.25	1.358	89.180	0.001
757+289.50	1.358	89.180	0.000
757+289.75	1.359	89.179	0.001
757+290.00	1.360	89.178	0.001
757+290.25	1.360	89.178	0.000
757+290.50	1.360	89.178	0.000
757+290.75	1.360	89.178	0.000
757+291.00	1.360	89.178	0.000
757+291.25	1.360	89.178	0.000
757+291.50	1.359	89.179	-0.001
757+291.75	1.360	89.178	0.001
757+292.00	1.361	89.177	0.001
757+292.25	1.362	89.176	0.001
757+292.50	1.362	89.176	0.000
757+292.75	1.362	89.176	0.000
757+293.00	1.362	89.176	0.000
757+293.25	1.364	89.174	0.002

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 757+200 - Km. 757+300 - Carril Derecho

Cota de Inicio	89.230
V. Atras	1.308
Alt. Instr.	90.538

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
757+293.50	1.379	89.159	0.001
757+293.75	1.380	89.158	0.001
757+294.00	1.382	89.156	0.002
757+294.25	1.382	89.156	0.000
757+294.50	1.383	89.155	0.001
757+294.75	1.383	89.155	0.000
757+295.00	1.383	89.155	0.000
757+295.25	1.384	89.154	0.001
757+295.50	1.385	89.153	0.001
757+295.75	1.386	89.152	0.001
757+296.00	1.386	89.152	0.000
757+296.25	1.386	89.152	0.000
757+296.50	1.387	89.151	0.001
757+296.75	1.386	89.152	-0.001
757+297.00	1.387	89.151	0.001
757+297.25	1.388	89.151	0.001
757+297.50	1.388	89.150	0.001
757+297.75	1.388	89.150	0.000
757+298.00	1.389	89.149	0.001
757+298.25	1.389	89.149	0.000
757+298.50	1.389	89.149	0.000
757+298.75	1.390	89.148	0.001
757+299.00	1.390	89.148	0.000
757+299.25	1.390	89.148	0.000
757+299.50	1.392	89.146	0.001
757+299.75	1.392	89.146	0.000
757+300.00	1.393	89.145	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
757+293.50	1.366	89.172	0.002
757+293.75	1.367	89.171	0.001
757+294.00	1.368	89.170	0.001
757+294.25	1.367	89.171	-0.001
757+294.50	1.367	89.171	0.000
757+294.75	1.367	89.171	0.000
757+295.00	1.367	89.171	0.000
757+295.25	1.367	89.171	0.000
757+295.50	1.367	89.171	0.000
757+295.75	1.368	89.170	0.001
757+296.00	1.369	89.169	0.001
757+296.25	1.369	89.169	0.000
757+296.50	1.369	89.169	0.000
757+296.75	1.370	89.168	0.001
757+297.00	1.371	89.167	0.001
757+297.25	1.371	89.167	0.000
757+297.50	1.372	89.166	0.001
757+297.75	1.372	89.166	0.000
757+298.00	1.372	89.166	0.000
757+298.25	1.373	89.165	0.001
757+298.50	1.373	89.165	0.000
757+298.75	1.375	89.163	0.002
757+299.00	1.377	89.161	0.002
757+299.25	1.378	89.160	0.001
757+299.50	1.380	89.158	0.002
757+299.75	1.382	89.156	0.002
757+300.00	1.383	89.155	0.001

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ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 765+500 - Km. 765+600 - Carril Derecho

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+500.00	1.079	78.312	-
765+500.25	1.079	78.312	0.000
765+500.50	1.081	78.310	0.002
765+500.75	1.082	78.309	0.001
765+501.00	1.082	78.309	0.000
765+501.25	1.082	78.309	0.000
765+501.50	1.082	78.309	0.000
765+501.75	1.083	78.308	0.001
765+502.00	1.083	78.308	0.000
765+502.25	1.085	78.306	0.002
765+502.50	1.085	78.306	0.000
765+502.75	1.087	78.304	0.002
765+503.00	1.089	78.302	0.002
765+503.25	1.089	78.302	0.000
765+503.50	1.092	78.299	0.003
765+503.75	1.092	78.299	0.000
765+504.00	1.097	78.294	0.005
765+504.25	1.098	78.293	0.001
765+504.50	1.099	78.292	0.001
765+504.75	1.100	78.291	0.001
765+505.00	1.102	78.289	0.002
765+505.25	1.105	78.286	0.003
765+505.50	1.106	78.285	0.001
765+505.75	1.107	78.284	0.001
765+506.00	1.109	78.282	0.002
765+506.25	1.110	78.281	0.001
765+506.50	1.111	78.280	0.001
765+506.75	1.112	78.279	0.001
765+507.00	1.116	78.275	0.004
765+507.25	1.118	78.273	0.002
765+507.50	1.119	78.272	0.001
765+507.75	1.121	78.270	0.002
765+508.00	1.121	78.270	0.000
765+508.25	1.122	78.269	0.001
765+508.50	1.124	78.267	0.002
765+508.75	1.127	78.264	0.003
765+509.00	1.130	78.261	0.003
765+509.25	1.132	78.259	0.002
765+509.50	1.132	78.259	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+500.00	1.052	78.339	-
765+500.25	1.054	78.337	0.002
765+500.50	1.058	78.333	0.004
765+500.75	1.060	78.331	0.002
765+501.00	1.060	78.331	0.000
765+501.25	1.061	78.330	0.001
765+501.50	1.061	78.330	0.000
765+501.75	1.062	78.329	0.001
765+502.00	1.063	78.328	0.001
765+502.25	1.063	78.328	0.000
765+502.50	1.064	78.327	0.001
765+502.75	1.067	78.324	0.003
765+503.00	1.068	78.323	0.001
765+503.25	1.068	78.323	0.000
765+503.50	1.070	78.321	0.002
765+503.75	1.072	78.319	0.002
765+504.00	1.073	78.318	0.001
765+504.25	1.077	78.314	0.004
765+504.50	1.077	78.314	0.000
765+504.75	1.079	78.312	0.002
765+505.00	1.082	78.309	0.003
765+505.25	1.083	78.308	0.001
765+505.50	1.083	78.308	0.000
765+505.75	1.086	78.305	0.003
765+506.00	1.088	78.303	0.002
765+506.25	1.089	78.302	0.001
765+506.50	1.091	78.300	0.002
765+506.75	1.092	78.299	0.001
765+507.00	1.094	78.297	0.002
765+507.25	1.098	78.293	0.004
765+507.50	1.099	78.292	0.001
765+507.75	1.101	78.290	0.002
765+508.00	1.102	78.289	0.001
765+508.25	1.105	78.286	0.003
765+508.50	1.106	78.285	0.001
765+508.75	1.107	78.284	0.001
765+509.00	1.111	78.280	0.004
765+509.25	1.112	78.279	0.001
765+509.50	1.113	78.278	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 765+500 - Km. 765+600 - Carril Derecho*

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+509.75	1.135	78.256	0.003
765+510.00	1.136	78.255	0.001
765+510.25	1.137	78.254	0.001
765+510.50	1.137	78.254	0.000
765+510.75	1.138	78.253	0.001
765+511.00	1.139	78.252	0.001
765+511.25	1.141	78.250	0.002
765+511.50	1.142	78.249	0.001
765+511.75	1.142	78.249	0.000
765+512.00	1.144	78.247	0.002
765+512.25	1.147	78.244	0.003
765+512.50	1.147	78.244	0.000
765+512.75	1.148	78.243	0.001
765+513.00	1.151	78.240	0.003
765+513.25	1.152	78.239	0.001
765+513.50	1.152	78.239	0.000
765+513.75	1.151	78.240	-0.001
765+514.00	1.152	78.239	0.001
765+514.25	1.154	78.237	0.002
765+514.50	1.157	78.234	0.003
765+514.75	1.158	78.233	0.001
765+515.00	1.162	78.229	0.004
765+515.25	1.162	78.229	0.000
765+515.50	1.164	78.227	0.002
765+515.75	1.168	78.223	0.004
765+516.00	1.168	78.223	0.000
765+516.25	1.171	78.220	0.003
765+516.50	1.172	78.219	0.001
765+516.75	1.172	78.219	0.000
765+517.00	1.172	78.219	0.000
765+517.25	1.174	78.217	0.002
765+517.50	1.176	78.215	0.002
765+517.75	1.178	78.213	0.002
765+518.00	1.178	78.213	0.000
765+518.25	1.178	78.213	0.000
765+518.50	1.178	78.213	0.000
765+518.75	1.179	78.212	0.001
765+519.00	1.180	78.211	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+509.75	1.117	78.274	0.004
765+510.00	1.117	78.274	0.000
765+510.25	1.118	78.273	0.001
765+510.50	1.119	78.272	0.001
765+510.75	1.121	78.270	0.002
765+511.00	1.122	78.269	0.001
765+511.25	1.123	78.268	0.001
765+511.50	1.124	78.267	0.001
765+511.75	1.123	78.268	-0.001
765+512.00	1.123	78.268	0.000
765+512.25	1.127	78.264	0.004
765+512.50	1.128	78.263	0.001
765+512.75	1.129	78.262	0.001
765+513.00	1.131	78.260	0.002
765+513.25	1.133	78.258	0.002
765+513.50	1.134	78.257	0.001
765+513.75	1.136	78.255	0.002
765+514.00	1.137	78.254	0.001
765+514.25	1.137	78.254	0.000
765+514.50	1.137	78.254	0.000
765+514.75	1.138	78.253	0.001
765+515.00	1.140	78.251	0.002
765+515.25	1.142	78.249	0.002
765+515.50	1.142	78.249	0.000
765+515.75	1.145	78.246	0.003
765+516.00	1.147	78.244	0.002
765+516.25	1.148	78.243	0.001
765+516.50	1.150	78.241	0.002
765+516.75	1.151	78.240	0.001
765+517.00	1.151	78.240	0.000
765+517.25	1.153	78.238	0.002
765+517.50	1.154	78.237	0.001
765+517.75	1.157	78.234	0.003
765+518.00	1.157	78.234	0.000
765+518.25	1.158	78.233	0.001
765+518.50	1.160	78.231	0.002
765+518.75	1.162	78.229	0.002
765+519.00	1.163	78.228	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 765+500 - Km. 765+600 - Carril Derecho*

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+519.25	1.182	78.209	0.002
765+519.50	1.183	78.208	0.001
765+519.75	1.186	78.205	0.003
765+520.00	1.188	78.203	0.002
765+520.25	1.189	78.202	0.001
765+520.50	1.192	78.199	0.003
765+520.75	1.195	78.196	0.003
765+521.00	1.196	78.195	0.001
765+521.25	1.197	78.194	0.001
765+521.50	1.198	78.193	0.001
765+521.75	1.200	78.191	0.002
765+522.00	1.202	78.189	0.002
765+522.25	1.205	78.186	0.003
765+522.50	1.207	78.184	0.002
765+522.75	1.208	78.183	0.001
765+523.00	1.209	78.182	0.001
765+523.25	1.210	78.181	0.001
765+523.50	1.211	78.180	0.001
765+523.75	1.212	78.179	0.001
765+524.00	1.214	78.177	0.002
765+524.25	1.216	78.175	0.002
765+524.50	1.217	78.174	0.001
765+524.75	1.219	78.172	0.002
765+525.00	1.222	78.169	0.003
765+525.25	1.223	78.168	0.001
765+525.50	1.226	78.165	0.003
765+525.75	1.226	78.165	0.000
765+526.00	1.227	78.164	0.001
765+526.25	1.228	78.163	0.001
765+526.50	1.230	78.161	0.002
765+526.75	1.232	78.159	0.002
765+527.00	1.232	78.159	0.000
765+527.25	1.234	78.157	0.002
765+527.50	1.234	78.157	0.000
765+527.75	1.236	78.155	0.002
765+528.00	1.237	78.154	0.001
765+528.25	1.238	78.153	0.001
765+528.50	1.240	78.151	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+519.25	1.164	78.227	0.001
765+519.50	1.167	78.224	0.003
765+519.75	1.169	78.222	0.002
765+520.00	1.171	78.220	0.002
765+520.25	1.172	78.219	0.001
765+520.50	1.173	78.218	0.001
765+520.75	1.173	78.218	0.000
765+521.00	1.174	78.217	0.001
765+521.25	1.175	78.216	0.001
765+521.50	1.178	78.213	0.003
765+521.75	1.179	78.212	0.001
765+522.00	1.182	78.209	0.003
765+522.25	1.182	78.209	0.000
765+522.50	1.182	78.209	0.000
765+522.75	1.183	78.208	0.001
765+523.00	1.184	78.207	0.001
765+523.25	1.184	78.207	0.000
765+523.50	1.186	78.205	0.002
765+523.75	1.187	78.204	0.001
765+524.00	1.190	78.201	0.003
765+524.25	1.192	78.199	0.002
765+524.50	1.192	78.199	0.000
765+524.75	1.195	78.196	0.003
765+525.00	1.196	78.195	0.001
765+525.25	1.196	78.195	0.000
765+525.50	1.197	78.194	0.001
765+525.75	1.198	78.193	0.001
765+526.00	1.199	78.192	0.001
765+526.25	1.201	78.190	0.002
765+526.50	1.202	78.189	0.001
765+526.75	1.205	78.186	0.003
765+527.00	1.207	78.184	0.002
765+527.25	1.209	78.182	0.002
765+527.50	1.211	78.180	0.002
765+527.75	1.212	78.179	0.001
765+528.00	1.214	78.177	0.002
765+528.25	1.217	78.174	0.003
765+528.50	1.218	78.173	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 765+500 - Km. 765+600 - Carril Derecho

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+528.75	1.241	78.150	0.001
765+529.00	1.238	78.153	-0.003
765+529.25	1.238	78.153	0.000
765+529.50	1.241	78.150	0.003
765+529.75	1.242	78.149	0.001
765+530.00	1.243	78.148	0.001
765+530.25	1.245	78.146	0.002
765+530.50	1.246	78.145	0.001
765+530.75	1.247	78.144	0.001
765+531.00	1.248	78.143	0.001
765+531.25	1.250	78.141	0.002
765+531.50	1.253	78.138	0.003
765+531.75	1.256	78.135	0.003
765+532.00	1.258	78.133	0.002
765+532.25	1.258	78.133	0.000
765+532.50	1.259	78.132	0.001
765+532.75	1.259	78.132	0.000
765+533.00	1.259	78.132	0.000
765+533.25	1.259	78.132	0.000
765+533.50	1.261	78.130	0.002
765+533.75	1.262	78.129	0.001
765+534.00	1.263	78.128	0.001
765+534.25	1.266	78.125	0.003
765+534.50	1.267	78.124	0.001
765+534.75	1.269	78.122	0.002
765+535.00	1.269	78.122	0.000
765+535.25	1.270	78.121	0.001
765+535.50	1.272	78.119	0.002
765+535.75	1.272	78.119	0.000
765+536.00	1.273	78.118	0.001
765+536.25	1.274	78.117	0.001
765+536.50	1.277	78.114	0.003
765+536.75	1.277	78.114	0.000
765+537.00	1.278	78.113	0.001
765+537.25	1.278	78.113	0.000
765+537.50	1.279	78.112	0.001
765+537.75	1.280	78.111	0.001
765+538.00	1.280	78.111	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+528.75	1.218	78.173	0.000
765+529.00	1.218	78.173	0.000
765+529.25	1.218	78.173	0.000
765+529.50	1.219	78.172	0.001
765+529.75	1.218	78.173	-0.001
765+530.00	1.219	78.172	0.001
765+530.25	1.222	78.169	0.003
765+530.50	1.222	78.169	0.000
765+530.75	1.223	78.168	0.001
765+531.00	1.224	78.167	0.001
765+531.25	1.227	78.164	0.003
765+531.50	1.228	78.163	0.001
765+531.75	1.229	78.162	0.001
765+532.00	1.231	78.160	0.002
765+532.25	1.229	78.162	-0.002
765+532.50	1.231	78.160	0.002
765+532.75	1.235	78.156	0.004
765+533.00	1.237	78.154	0.002
765+533.25	1.238	78.153	0.001
765+533.50	1.239	78.152	0.001
765+533.75	1.242	78.149	0.003
765+534.00	1.242	78.149	0.000
765+534.25	1.243	78.148	0.001
765+534.50	1.246	78.145	0.003
765+534.75	1.247	78.144	0.001
765+535.00	1.248	78.143	0.001
765+535.25	1.248	78.143	0.000
765+535.50	1.252	78.139	0.004
765+535.75	1.252	78.139	0.000
765+536.00	1.253	78.138	0.001
765+536.25	1.255	78.136	0.002
765+536.50	1.257	78.134	0.002
765+536.75	1.257	78.134	0.000
765+537.00	1.259	78.132	0.002
765+537.25	1.262	78.129	0.003
765+537.50	1.262	78.129	0.000
765+537.75	1.263	78.128	0.001
765+538.00	1.265	78.126	0.002

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 765+500 - Km. 765+600 - Carril Derecho

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+538.25	1.282	78.109	0.002
765+538.50	1.282	78.109	0.000
765+538.75	1.283	78.108	0.001
765+539.00	1.284	78.107	0.001
765+539.25	1.285	78.106	0.001
765+539.50	1.286	78.105	0.001
765+539.75	1.287	78.104	0.001
765+540.00	1.288	78.103	0.001
765+540.25	1.290	78.101	0.002
765+540.50	1.291	78.100	0.001
765+540.75	1.292	78.099	0.001
765+541.00	1.293	78.098	0.001
765+541.25	1.294	78.097	0.001
765+541.50	1.295	78.096	0.001
765+541.75	1.296	78.095	0.001
765+542.00	1.297	78.094	0.001
765+542.25	1.298	78.093	0.001
765+542.50	1.298	78.093	0.000
765+542.75	1.299	78.092	0.001
765+543.00	1.300	78.091	0.001
765+543.25	1.302	78.089	0.002
765+543.50	1.303	78.088	0.001
765+543.75	1.305	78.086	0.002
765+544.00	1.306	78.085	0.001
765+544.25	1.308	78.083	0.002
765+544.50	1.311	78.080	0.003
765+544.75	1.313	78.078	0.002
765+545.00	1.315	78.076	0.002
765+545.25	1.316	78.075	0.001
765+545.50	1.317	78.074	0.001
765+545.75	1.318	78.073	0.001
765+546.00	1.322	78.069	0.004
765+546.25	1.322	78.069	0.000
765+546.50	1.323	78.068	0.001
765+546.75	1.326	78.065	0.003
765+547.00	1.327	78.064	0.001
765+547.25	1.329	78.062	0.002
765+547.50	1.331	78.060	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+538.25	1.267	78.124	0.002
765+538.50	1.268	78.123	0.001
765+538.75	1.271	78.120	0.003
765+539.00	1.271	78.120	0.000
765+539.25	1.272	78.119	0.001
765+539.50	1.273	78.118	0.001
765+539.75	1.276	78.115	0.003
765+540.00	1.276	78.115	0.000
765+540.25	1.278	78.113	0.002
765+540.50	1.279	78.112	0.001
765+540.75	1.282	78.109	0.003
765+541.00	1.282	78.109	0.000
765+541.25	1.283	78.108	0.001
765+541.50	1.283	78.108	0.000
765+541.75	1.285	78.106	0.002
765+542.00	1.286	78.105	0.001
765+542.25	1.286	78.105	0.000
765+542.50	1.286	78.105	0.000
765+542.75	1.288	78.103	0.002
765+543.00	1.291	78.100	0.003
765+543.25	1.292	78.099	0.001
765+543.50	1.293	78.098	0.001
765+543.75	1.296	78.095	0.003
765+544.00	1.297	78.094	0.001
765+544.25	1.297	78.094	0.000
765+544.50	1.298	78.093	0.001
765+544.75	1.298	78.093	0.000
765+545.00	1.299	78.092	0.001
765+545.25	1.302	78.089	0.003
765+545.50	1.303	78.088	0.001
765+545.75	1.305	78.086	0.002
765+546.00	1.307	78.084	0.002
765+546.25	1.307	78.084	0.000
765+546.50	1.309	78.082	0.002
765+546.75	1.311	78.080	0.002
765+547.00	1.312	78.079	0.001
765+547.25	1.313	78.078	0.001
765+547.50	1.315	78.076	0.002

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE
“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 765+500 - Km. 765+600 - Carril Derecho

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+547.75	1.332	78.059	0.001
765+548.00	1.332	78.059	0.000
765+548.25	1.332	78.059	0.000
765+548.50	1.335	78.056	0.003
765+548.75	1.337	78.054	0.002
765+549.00	1.338	78.053	0.001
765+549.25	1.339	78.052	0.001
765+549.50	1.339	78.052	0.000
765+549.75	1.342	78.049	0.003
765+550.00	1.342	78.049	0.000
765+550.25	1.343	78.048	0.001
765+550.50	1.345	78.046	0.002
765+550.75	1.345	78.046	0.000
765+551.00	1.346	78.045	0.001
765+551.25	1.347	78.044	0.001
765+551.50	1.347	78.044	0.000
765+551.75	1.347	78.044	0.000
765+552.00	1.347	78.044	0.000
765+552.25	1.348	78.043	0.001
765+552.50	1.349	78.042	0.001
765+552.75	1.348	78.043	-0.001
765+553.00	1.352	78.039	0.004
765+553.25	1.353	78.038	0.001
765+553.50	1.353	78.038	0.000
765+553.75	1.356	78.035	0.003
765+554.00	1.357	78.034	0.001
765+554.25	1.358	78.033	0.001
765+554.50	1.362	78.029	0.004
765+554.75	1.362	78.029	0.000
765+555.00	1.364	78.027	0.002
765+555.25	1.367	78.024	0.003
765+555.50	1.368	78.023	0.001
765+555.75	1.368	78.023	0.000
765+556.00	1.372	78.019	0.004
765+556.25	1.373	78.018	0.001
765+556.50	1.374	78.017	0.001
765+556.75	1.377	78.014	0.003
765+557.00	1.378	78.013	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+547.75	1.313	78.078	-0.002
765+548.00	1.313	78.078	0.000
765+548.25	1.316	78.075	0.003
765+548.50	1.317	78.074	0.001
765+548.75	1.317	78.074	0.000
765+549.00	1.318	78.073	0.001
765+549.25	1.321	78.070	0.003
765+549.50	1.322	78.069	0.001
765+549.75	1.322	78.069	0.000
765+550.00	1.323	78.068	0.001
765+550.25	1.323	78.068	0.000
765+550.50	1.322	78.069	-0.001
765+550.75	1.322	78.069	0.000
765+551.00	1.323	78.068	0.001
765+551.25	1.323	78.068	0.000
765+551.50	1.324	78.067	0.001
765+551.75	1.325	78.066	0.001
765+552.00	1.327	78.064	0.002
765+552.25	1.328	78.063	0.001
765+552.50	1.332	78.059	0.004
765+552.75	1.332	78.059	0.000
765+553.00	1.337	78.054	0.005
765+553.25	1.338	78.053	0.001
765+553.50	1.339	78.052	0.001
765+553.75	1.342	78.049	0.003
765+554.00	1.342	78.049	0.000
765+554.25	1.343	78.048	0.001
765+554.50	1.347	78.044	0.004
765+554.75	1.349	78.042	0.002
765+555.00	1.351	78.040	0.002
765+555.25	1.353	78.038	0.002
765+555.50	1.356	78.035	0.003
765+555.75	1.357	78.034	0.001
765+556.00	1.358	78.033	0.001
765+556.25	1.358	78.033	0.000
765+556.50	1.360	78.031	0.002
765+556.75	1.362	78.029	0.002
765+557.00	1.363	78.028	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 765+500 - Km. 765+600 - Carril Derecho

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+557.25	1.378	78.013	0.000
765+557.50	1.382	78.009	0.004
765+557.75	1.382	78.009	0.000
765+558.00	1.383	78.008	0.001
765+558.25	1.385	78.006	0.002
765+558.50	1.387	78.004	0.002
765+558.75	1.387	78.004	0.000
765+559.00	1.389	78.002	0.002
765+559.25	1.392	77.999	0.003
765+559.50	1.392	77.999	0.000
765+559.75	1.393	77.998	0.001
765+560.00	1.396	77.995	0.003
765+560.25	1.398	77.993	0.002
765+560.50	1.398	77.993	0.000
765+560.75	1.400	77.991	0.002
765+561.00	1.401	77.990	0.001
765+561.25	1.402	77.989	0.001
765+561.50	1.402	77.989	0.000
765+561.75	1.403	77.988	0.001
765+562.00	1.403	77.988	0.000
765+562.25	1.405	77.986	0.002
765+562.50	1.407	77.984	0.002
765+562.75	1.409	77.982	0.002
765+563.00	1.412	77.979	0.003
765+563.25	1.413	77.978	0.001
765+563.50	1.415	77.976	0.002
765+563.75	1.419	77.972	0.004
765+564.00	1.422	77.969	0.003
765+564.25	1.423	77.968	0.001
765+564.50	1.425	77.966	0.002
765+564.75	1.425	77.966	0.000
765+565.00	1.427	77.964	0.002
765+565.25	1.428	77.963	0.001
765+565.50	1.432	77.959	0.004
765+565.75	1.433	77.958	0.001
765+566.00	1.435	77.956	0.002
765+566.25	1.437	77.954	0.002
765+566.50	1.438	77.953	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+557.25	1.365	78.026	0.002
765+557.50	1.367	78.024	0.002
765+557.75	1.368	78.023	0.001
765+558.00	1.369	78.022	0.001
765+558.25	1.372	78.019	0.003
765+558.50	1.373	78.018	0.001
765+558.75	1.374	78.017	0.001
765+559.00	1.374	78.017	0.000
765+559.25	1.378	78.013	0.004
765+559.50	1.378	78.013	0.000
765+559.75	1.380	78.011	0.002
765+560.00	1.382	78.009	0.002
765+560.25	1.383	78.008	0.001
765+560.50	1.386	78.005	0.003
765+560.75	1.387	78.004	0.001
765+561.00	1.388	78.003	0.001
765+561.25	1.389	78.002	0.001
765+561.50	1.392	77.999	0.003
765+561.75	1.392	77.999	0.000
765+562.00	1.393	77.998	0.001
765+562.25	1.396	77.995	0.003
765+562.50	1.397	77.994	0.001
765+562.75	1.398	77.993	0.001
765+563.00	1.399	77.992	0.001
765+563.25	1.400	77.991	0.001
765+563.50	1.402	77.989	0.002
765+563.75	1.402	77.989	0.000
765+564.00	1.404	77.987	0.002
765+564.25	1.406	77.985	0.002
765+564.50	1.407	77.984	0.001
765+564.75	1.408	77.983	0.001
765+565.00	1.412	77.979	0.004
765+565.25	1.413	77.978	0.001
765+565.50	1.414	77.977	0.001
765+565.75	1.416	77.975	0.002
765+566.00	1.418	77.973	0.002
765+566.25	1.422	77.969	0.004
765+566.50	1.422	77.969	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 765+500 - Km. 765+600 - Carril Derecho

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+566.75	1.442	77.949	0.004
765+567.00	1.442	77.949	0.000
765+567.25	1.444	77.947	0.002
765+567.50	1.446	77.945	0.002
765+567.75	1.447	77.944	0.001
765+568.00	1.446	77.945	-0.001
765+568.25	1.446	77.945	0.000
765+568.50	1.450	77.941	0.004
765+568.75	1.452	77.939	0.002
765+569.00	1.453	77.938	0.001
765+569.25	1.455	77.936	0.002
765+569.50	1.456	77.935	0.001
765+569.75	1.457	77.934	0.001
765+570.00	1.458	77.933	0.001
765+570.25	1.458	77.933	0.000
765+570.50	1.462	77.929	0.004
765+570.75	1.462	77.929	0.000
765+571.00	1.462	77.929	0.000
765+571.25	1.463	77.928	0.001
765+571.50	1.463	77.928	0.000
765+571.75	1.464	77.927	0.001
765+572.00	1.464	77.927	0.000
765+572.25	1.464	77.927	0.000
765+572.50	1.464	77.927	0.000
765+572.75	1.466	77.925	0.002
765+573.00	1.467	77.924	0.001
765+573.25	1.467	77.924	0.000
765+573.50	1.468	77.923	0.001
765+573.75	1.471	77.920	0.003
765+574.00	1.473	77.918	0.002
765+574.25	1.475	77.916	0.002
765+574.50	1.476	77.915	0.001
765+574.75	1.478	77.913	0.002
765+575.00	1.479	77.912	0.001
765+575.25	1.481	77.910	0.002
765+575.50	1.482	77.909	0.001
765+575.75	1.482	77.909	0.000
765+576.00	1.483	77.908	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+566.75	1.422	77.969	0.000
765+567.00	1.422	77.969	0.000
765+567.25	1.423	77.968	0.001
765+567.50	1.426	77.965	0.003
765+567.75	1.427	77.964	0.001
765+568.00	1.429	77.962	0.002
765+568.25	1.432	77.959	0.003
765+568.50	1.433	77.958	0.001
765+568.75	1.435	77.956	0.002
765+569.00	1.436	77.955	0.001
765+569.25	1.436	77.955	0.000
765+569.50	1.438	77.953	0.002
765+569.75	1.438	77.953	0.000
765+570.00	1.438	77.953	0.000
765+570.25	1.440	77.951	0.002
765+570.50	1.441	77.950	0.001
765+570.75	1.442	77.949	0.001
765+571.00	1.442	77.949	0.000
765+571.25	1.442	77.949	0.000
765+571.50	1.442	77.949	0.000
765+571.75	1.442	77.949	0.000
765+572.00	1.443	77.948	0.001
765+572.25	1.444	77.947	0.001
765+572.50	1.447	77.944	0.003
765+572.75	1.447	77.944	0.000
765+573.00	1.449	77.942	0.002
765+573.25	1.451	77.940	0.002
765+573.50	1.452	77.939	0.001
765+573.75	1.455	77.936	0.003
765+574.00	1.456	77.935	0.001
765+574.25	1.458	77.933	0.002
765+574.50	1.459	77.932	0.001
765+574.75	1.461	77.930	0.002
765+575.00	1.462	77.929	0.001
765+575.25	1.463	77.928	0.001
765+575.50	1.466	77.925	0.003
765+575.75	1.468	77.923	0.002
765+576.00	1.470	77.921	0.002

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 765+500 - Km. 765+600 - Carril Derecho*

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+576.25	1.485	77.906	0.002
765+576.50	1.487	77.904	0.002
765+576.75	1.487	77.904	0.000
765+577.00	1.488	77.903	0.001
765+577.25	1.490	77.901	0.002
765+577.50	1.492	77.899	0.002
765+577.75	1.493	77.898	0.001
765+578.00	1.496	77.895	0.003
765+578.25	1.497	77.894	0.001
765+578.50	1.498	77.893	0.001
765+578.75	1.500	77.891	0.002
765+579.00	1.501	77.890	0.001
765+579.25	1.502	77.889	0.001
765+579.50	1.502	77.889	0.000
765+579.75	1.503	77.888	0.001
765+580.00	1.506	77.885	0.003
765+580.25	1.508	77.883	0.002
765+580.50	1.508	77.883	0.000
765+580.75	1.511	77.880	0.003
765+581.00	1.512	77.879	0.001
765+581.25	1.512	77.879	0.000
765+581.50	1.512	77.879	0.000
765+581.75	1.513	77.878	0.001
765+582.00	1.516	77.875	0.003
765+582.25	1.516	77.875	0.000
765+582.50	1.517	77.874	0.001
765+582.75	1.518	77.873	0.001
765+583.00	1.519	77.872	0.001
765+583.25	1.522	77.869	0.003
765+583.50	1.526	77.865	0.004
765+583.75	1.528	77.863	0.002
765+584.00	1.539	77.852	0.011
765+584.25	1.539	77.852	0.000
765+584.50	1.535	77.856	-0.004
765+584.75	1.538	77.853	0.003
765+585.00	1.538	77.853	0.000
765+585.25	1.540	77.851	0.002
765+585.50	1.542	77.849	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+576.25	1.471	77.920	0.001
765+576.50	1.472	77.919	0.001
765+576.75	1.474	77.917	0.002
765+577.00	1.477	77.914	0.003
765+577.25	1.478	77.913	0.001
765+577.50	1.479	77.912	0.001
765+577.75	1.481	77.910	0.002
765+578.00	1.482	77.909	0.001
765+578.25	1.482	77.909	0.000
765+578.50	1.483	77.908	0.001
765+578.75	1.485	77.906	0.002
765+579.00	1.488	77.903	0.003
765+579.25	1.489	77.902	0.001
765+579.50	1.492	77.899	0.003
765+579.75	1.492	77.899	0.000
765+580.00	1.493	77.898	0.001
765+580.25	1.493	77.898	0.000
765+580.50	1.495	77.896	0.002
765+580.75	1.497	77.894	0.002
765+581.00	1.498	77.893	0.001
765+581.25	1.499	77.892	0.001
765+581.50	1.500	77.891	0.001
765+581.75	1.501	77.890	0.001
765+582.00	1.502	77.889	0.001
765+582.25	1.503	77.888	0.001
765+582.50	1.506	77.885	0.003
765+582.75	1.510	77.881	0.004
765+583.00	1.512	77.879	0.002
765+583.25	1.514	77.877	0.002
765+583.50	1.517	77.874	0.003
765+583.75	1.518	77.873	0.001
765+584.00	1.521	77.870	0.003
765+584.25	1.522	77.869	0.001
765+584.50	1.523	77.868	0.001
765+584.75	1.525	77.866	0.002
765+585.00	1.527	77.864	0.002
765+585.25	1.528	77.863	0.001
765+585.50	1.528	77.863	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 765+500 - Km. 765+600 - Carril Derecho

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+585.75	1.542	77.849	0.000
765+586.00	1.545	77.846	0.003
765+586.25	1.548	77.843	0.003
765+586.50	1.549	77.842	0.001
765+586.75	1.551	77.840	0.002
765+587.00	1.552	77.839	0.001
765+587.25	1.553	77.838	0.001
765+587.50	1.554	77.837	0.001
765+587.75	1.557	77.834	0.003
765+588.00	1.558	77.833	0.001
765+588.25	1.559	77.832	0.001
765+588.50	1.561	77.830	0.002
765+588.75	1.562	77.829	0.001
765+589.00	1.563	77.828	0.001
765+589.25	1.563	77.828	0.000
765+589.50	1.564	77.827	0.001
765+589.75	1.567	77.824	0.003
765+590.00	1.568	77.823	0.001
765+590.25	1.568	77.823	0.000
765+590.50	1.568	77.823	0.000
765+590.75	1.568	77.823	0.000
765+591.00	1.569	77.822	0.001
765+591.25	1.569	77.822	0.000
765+591.50	1.571	77.820	0.002
765+591.75	1.572	77.819	0.001
765+592.00	1.572	77.819	0.000
765+592.25	1.573	77.818	0.001
765+592.50	1.575	77.816	0.002
765+592.75	1.578	77.813	0.003
765+593.00	1.579	77.812	0.001
765+593.25	1.581	77.810	0.002
765+593.50	1.582	77.809	0.001
765+593.75	1.585	77.806	0.003
765+594.00	1.588	77.803	0.003
765+594.25	1.589	77.802	0.001
765+594.50	1.591	77.800	0.002
765+594.75	1.592	77.799	0.001
765+595.00	1.592	77.799	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+585.75	1.529	77.862	0.001
765+586.00	1.531	77.860	0.002
765+586.25	1.532	77.859	0.001
765+586.50	1.532	77.859	0.000
765+586.75	1.533	77.858	0.001
765+587.00	1.534	77.857	0.001
765+587.25	1.537	77.854	0.003
765+587.50	1.538	77.853	0.001
765+587.75	1.538	77.853	0.000
765+588.00	1.538	77.853	0.000
765+588.25	1.541	77.850	0.003
765+588.50	1.542	77.849	0.001
765+588.75	1.543	77.848	0.001
765+589.00	1.544	77.847	0.001
765+589.25	1.547	77.844	0.003
765+589.50	1.547	77.844	0.000
765+589.75	1.548	77.843	0.001
765+590.00	1.549	77.842	0.001
765+590.25	1.550	77.841	0.001
765+590.50	1.550	77.841	0.000
765+590.75	1.551	77.840	0.001
765+591.00	1.552	77.839	0.001
765+591.25	1.552	77.839	0.000
765+591.50	1.554	77.837	0.002
765+591.75	1.557	77.834	0.003
765+592.00	1.558	77.833	0.001
765+592.25	1.559	77.832	0.001
765+592.50	1.562	77.829	0.003
765+592.75	1.562	77.829	0.000
765+593.00	1.565	77.826	0.003
765+593.25	1.567	77.824	0.002
765+593.50	1.568	77.823	0.001
765+593.75	1.571	77.820	0.003
765+594.00	1.572	77.819	0.001
765+594.25	1.573	77.818	0.001
765+594.50	1.577	77.814	0.004
765+594.75	1.578	77.813	0.001
765+595.00	1.581	77.810	0.003

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 765+500 - Km. 765+600 - Carril Derecho

Bm de Inicio	78.018	(BM 765.5)
V. Atras	1.373	
Alt. Instr.	79.391	

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
765+595.25	1.598	77.793	0.006
765+595.50	1.598	77.793	0.000
765+595.75	1.600	77.791	0.002
765+596.00	1.601	77.790	0.001
765+596.25	1.602	77.789	0.001
765+596.50	1.605	77.786	0.003
765+596.75	1.606	77.785	0.001
765+597.00	1.608	77.783	0.002
765+597.25	1.608	77.783	0.000
765+597.50	1.609	77.782	0.001
765+597.75	1.610	77.781	0.001
765+598.00	1.612	77.779	0.002
765+598.25	1.612	77.779	0.000
765+598.50	1.614	77.777	0.002
765+598.75	1.617	77.774	0.003
765+599.00	1.617	77.774	0.000
765+599.25	1.618	77.773	0.001
765+599.50	1.618	77.773	0.000
765+599.75	1.619	77.772	0.001
765+600.00	1.619	77.772	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
765+595.25	1.582	77.809	0.001
765+595.50	1.582	77.809	0.000
765+595.75	1.583	77.808	0.001
765+596.00	1.581	77.810	-0.002
765+596.25	1.581	77.810	0.000
765+596.50	1.582	77.809	0.001
765+596.75	1.584	77.807	0.002
765+597.00	1.584	77.807	0.000
765+597.25	1.587	77.804	0.003
765+597.50	1.589	77.802	0.002
765+597.75	1.591	77.800	0.002
765+598.00	1.591	77.800	0.000
765+598.25	1.591	77.800	0.000
765+598.50	1.596	77.795	0.005
765+598.75	1.596	77.795	0.000
765+599.00	1.597	77.794	0.001
765+599.25	1.597	77.794	0.000
765+599.50	1.598	77.793	0.001
765+599.75	1.598	77.793	0.000
765+600.00	1.599	77.792	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+900.00	1.302	37.401	-
777+899.75	1.305	37.398	0.003
777+899.50	1.306	37.397	0.001
777+899.25	1.306	37.397	0.000
777+899.00	1.306	37.397	0.000
777+898.75	1.304	37.399	-0.002
777+898.50	1.304	37.399	0.000
777+898.25	1.303	37.400	-0.001
777+898.00	1.303	37.400	0.000
777+897.75	1.302	37.401	-0.001
777+897.50	1.302	37.401	0.000
777+897.25	1.302	37.401	0.000
777+897.00	1.302	37.401	0.000
777+896.75	1.302	37.401	0.000
777+896.50	1.302	37.401	0.000
777+896.25	1.301	37.402	-0.001
777+896.00	1.301	37.402	0.000
777+895.75	1.300	37.403	-0.001
777+895.50	1.301	37.402	0.001
777+895.25	1.301	37.402	0.000
777+895.00	1.300	37.403	-0.001
777+894.75	1.299	37.404	-0.001
777+894.50	1.300	37.403	0.001
777+894.25	1.300	37.403	0.000
777+894.00	1.299	37.404	-0.001
777+893.75	1.299	37.404	0.000
777+893.50	1.299	37.404	0.000
777+893.25	1.299	37.404	0.000
777+893.00	1.299	37.404	0.000
777+892.75	1.299	37.404	0.000
777+892.50	1.300	37.403	0.001
777+892.25	1.300	37.403	0.000
777+892.00	1.300	37.403	0.000
777+891.75	1.300	37.403	0.000
777+891.50	1.301	37.402	0.001
777+891.25	1.301	37.402	0.000
777+891.00	1.301	37.402	0.000
777+890.75	1.302	37.401	0.001
777+890.50	1.302	37.401	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+900.00	1.337	37.366	-
777+899.75	1.336	37.367	-0.001
777+899.50	1.337	37.366	0.001
777+899.25	1.337	37.366	0.000
777+899.00	1.338	37.365	0.001
777+898.75	1.337	37.366	-0.001
777+898.50	1.336	37.367	-0.001
777+898.25	1.336	37.367	0.000
777+898.00	1.337	37.366	0.001
777+897.75	1.336	37.367	-0.001
777+897.50	1.335	37.368	-0.001
777+897.25	1.335	37.368	0.000
777+897.00	1.336	37.367	0.001
777+896.75	1.335	37.368	-0.001
777+896.50	1.334	37.369	-0.001
777+896.25	1.334	37.369	0.000
777+896.00	1.336	37.367	0.002
777+895.75	1.336	37.367	0.000
777+895.50	1.336	37.367	0.000
777+895.25	1.337	37.366	0.001
777+895.00	1.334	37.369	-0.003
777+894.75	1.333	37.370	-0.001
777+894.50	1.332	37.371	-0.001
777+894.25	1.332	37.371	0.000
777+894.00	1.332	37.371	0.000
777+893.75	1.332	37.371	0.000
777+893.50	1.332	37.371	0.000
777+893.25	1.332	37.371	0.000
777+893.00	1.332	37.371	0.000
777+892.75	1.332	37.371	0.000
777+892.50	1.332	37.371	0.000
777+892.25	1.332	37.371	0.000
777+892.00	1.331	37.372	-0.001
777+891.75	1.332	37.371	0.001
777+891.50	1.332	37.371	0.000
777+891.25	1.332	37.371	0.000
777+891.00	1.332	37.371	0.000
777+890.75	1.332	37.371	0.000
777+890.50	1.332	37.371	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+890.25	1.299	37.404	-0.003
777+890.00	1.299	37.404	0.000
777+889.75	1.299	37.404	0.000
777+889.50	1.300	37.403	0.001
777+889.25	1.300	37.403	0.000
777+889.00	1.300	37.403	0.000
777+888.75	1.300	37.403	0.000
777+888.50	1.300	37.403	0.000
777+888.25	1.299	37.404	-0.001
777+888.00	1.299	37.404	0.000
777+887.75	1.299	37.404	0.000
777+887.50	1.300	37.403	0.001
777+887.25	1.300	37.403	0.000
777+887.00	1.300	37.403	0.000
777+886.75	1.300	37.403	0.000
777+886.50	1.300	37.403	0.000
777+886.25	1.300	37.403	0.000
777+886.00	1.300	37.403	0.000
777+885.75	1.300	37.403	0.000
777+885.50	1.300	37.403	0.000
777+885.25	1.300	37.403	0.000
777+885.00	1.299	37.404	-0.001
777+884.75	1.299	37.404	0.000
777+884.50	1.299	37.404	0.000
777+884.25	1.299	37.404	0.000
777+884.00	1.299	37.404	0.000
777+883.75	1.299	37.404	0.000
777+883.50	1.300	37.403	0.001
777+883.25	1.300	37.403	0.000
777+883.00	1.300	37.403	0.000
777+882.75	1.300	37.403	0.000
777+882.50	1.300	37.403	0.000
777+882.25	1.301	37.402	0.001
777+882.00	1.302	37.401	0.001
777+881.75	1.302	37.401	0.000
777+881.50	1.302	37.401	0.000
777+881.25	1.302	37.401	0.000
777+881.00	1.302	37.401	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+890.25	1.331	37.372	-0.001
777+890.00	1.331	37.372	0.000
777+889.75	1.331	37.372	0.000
777+889.50	1.329	37.374	-0.002
777+889.25	1.329	37.374	0.000
777+889.00	1.329	37.374	0.000
777+888.75	1.330	37.373	0.001
777+888.50	1.331	37.372	0.001
777+888.25	1.331	37.372	0.000
777+888.00	1.331	37.372	0.000
777+887.75	1.331	37.372	0.000
777+887.50	1.331	37.372	0.000
777+887.25	1.331	37.372	0.000
777+887.00	1.331	37.372	0.000
777+886.75	1.331	37.372	0.000
777+886.50	1.329	37.374	-0.002
777+886.25	1.329	37.374	0.000
777+886.00	1.329	37.374	0.000
777+885.75	1.329	37.374	0.000
777+885.50	1.329	37.374	0.000
777+885.25	1.329	37.374	0.000
777+885.00	1.327	37.376	-0.002
777+884.75	1.327	37.376	0.000
777+884.50	1.327	37.376	0.000
777+884.25	1.326	37.377	-0.001
777+884.00	1.327	37.376	0.001
777+883.75	1.327	37.376	0.000
777+883.50	1.327	37.376	0.000
777+883.25	1.327	37.376	0.000
777+883.00	1.327	37.376	0.000
777+882.75	1.326	37.377	-0.001
777+882.50	1.325	37.378	-0.001
777+882.25	1.326	37.377	0.001
777+882.00	1.327	37.376	0.001
777+881.75	1.326	37.377	-0.001
777+881.50	1.327	37.376	0.001
777+881.25	1.328	37.375	0.001
777+881.00	1.328	37.375	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+880.75	1.302	37.401	0.000
777+880.50	1.302	37.401	0.000
777+880.25	1.302	37.401	0.000
777+880.00	1.304	37.399	0.002
777+879.75	1.305	37.398	0.001
777+879.50	1.305	37.398	0.000
777+879.25	1.306	37.397	0.001
777+879.00	1.307	37.396	0.001
777+878.75	1.308	37.395	0.001
777+878.50	1.308	37.395	0.000
777+878.25	1.308	37.395	0.000
777+878.00	1.308	37.395	0.000
777+877.75	1.308	37.395	0.000
777+877.50	1.308	37.395	0.000
777+877.25	1.308	37.395	0.000
777+877.00	1.308	37.395	0.000
777+876.75	1.308	37.395	0.000
777+876.50	1.308	37.395	0.000
777+876.25	1.309	37.394	0.001
777+876.00	1.308	37.395	-0.001
777+875.75	1.309	37.394	0.001
777+875.50	1.308	37.395	-0.001
777+875.25	1.308	37.395	0.000
777+875.00	1.308	37.395	0.000
777+874.75	1.307	37.396	-0.001
777+874.50	1.307	37.396	0.000
777+874.25	1.307	37.396	0.000
777+874.00	1.307	37.396	0.000
777+873.75	1.307	37.396	0.000
777+873.50	1.306	37.397	-0.001
777+873.25	1.306	37.397	0.000
777+873.00	1.306	37.397	0.000
777+872.75	1.305	37.398	-0.001
777+872.50	1.305	37.398	0.000
777+872.25	1.305	37.398	0.000
777+872.00	1.305	37.398	0.000
777+871.75	1.305	37.398	0.000
777+871.50	1.305	37.398	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+880.75	1.328	37.375	0.000
777+880.50	1.328	37.375	0.000
777+880.25	1.328	37.375	0.000
777+880.00	1.328	37.375	0.000
777+879.75	1.328	37.375	0.000
777+879.50	1.328	37.375	0.000
777+879.25	1.328	37.375	0.000
777+879.00	1.328	37.375	0.000
777+878.75	1.329	37.374	0.001
777+878.50	1.329	37.374	0.000
777+878.25	1.329	37.374	0.000
777+878.00	1.329	37.374	0.000
777+877.75	1.329	37.374	0.000
777+877.50	1.329	37.374	0.000
777+877.25	1.328	37.375	-0.001
777+877.00	1.329	37.374	0.001
777+876.75	1.330	37.373	0.001
777+876.50	1.329	37.374	-0.001
777+876.25	1.329	37.374	0.000
777+876.00	1.329	37.374	0.000
777+875.75	1.328	37.375	-0.001
777+875.50	1.328	37.375	0.000
777+875.25	1.329	37.374	0.001
777+875.00	1.328	37.375	-0.001
777+874.75	1.328	37.375	0.000
777+874.50	1.328	37.375	0.000
777+874.25	1.328	37.375	0.000
777+874.00	1.329	37.374	0.001
777+873.75	1.329	37.374	0.000
777+873.50	1.329	37.374	0.000
777+873.25	1.328	37.375	-0.001
777+873.00	1.328	37.375	0.000
777+872.75	1.328	37.375	0.000
777+872.50	1.328	37.375	0.000
777+872.25	1.327	37.376	-0.001
777+872.00	1.327	37.376	0.000
777+871.75	1.327	37.376	0.000
777+871.50	1.328	37.375	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+871.25	1.304	37.399	-0.001
777+871.00	1.303	37.400	-0.001
777+870.75	1.303	37.400	0.000
777+870.50	1.302	37.401	-0.001
777+870.25	1.302	37.401	0.000
777+870.00	1.302	37.401	0.000
777+869.75	1.302	37.401	0.000
777+869.50	1.302	37.401	0.000
777+869.25	1.302	37.401	0.000
777+869.00	1.302	37.401	0.000
777+868.75	1.302	37.401	0.000
777+868.50	1.302	37.401	0.000
777+868.25	1.302	37.401	0.000
777+868.00	1.302	37.401	0.000
777+867.75	1.301	37.402	-0.001
777+867.50	1.301	37.402	0.000
777+867.25	1.301	37.402	0.000
777+867.00	1.301	37.402	0.000
777+866.75	1.300	37.403	-0.001
777+866.50	1.300	37.403	0.000
777+866.25	1.300	37.403	0.000
777+866.00	1.300	37.403	0.000
777+865.75	1.299	37.404	-0.001
777+865.50	1.297	37.406	-0.002
777+865.25	1.297	37.406	0.000
777+865.00	1.297	37.406	0.000
777+864.75	1.297	37.406	0.000
777+864.50	1.294	37.409	-0.003
777+864.25	1.294	37.409	0.000
777+864.00	1.297	37.406	0.003
777+863.75	1.298	37.405	0.001
777+863.50	1.298	37.405	0.000
777+863.25	1.298	37.405	0.000
777+863.00	1.299	37.404	0.001
777+862.75	1.299	37.404	0.000
777+862.50	1.300	37.403	0.001
777+862.25	1.301	37.402	0.001
777+862.00	1.302	37.401	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+871.25	1.328	37.375	0.000
777+871.00	1.328	37.375	0.000
777+870.75	1.328	37.375	0.000
777+870.50	1.328	37.375	0.000
777+870.25	1.328	37.375	0.000
777+870.00	1.326	37.377	-0.002
777+869.75	1.325	37.378	-0.001
777+869.50	1.325	37.378	0.000
777+869.25	1.325	37.378	0.000
777+869.00	1.325	37.378	0.000
777+868.75	1.325	37.378	0.000
777+868.50	1.324	37.379	-0.001
777+868.25	1.324	37.379	0.000
777+868.00	1.325	37.378	0.001
777+867.75	1.325	37.378	0.000
777+867.50	1.325	37.378	0.000
777+867.25	1.325	37.378	0.000
777+867.00	1.327	37.376	0.002
777+866.75	1.327	37.376	0.000
777+866.50	1.327	37.376	0.000
777+866.25	1.327	37.376	0.000
777+866.00	1.327	37.376	0.000
777+865.75	1.327	37.376	0.000
777+865.50	1.328	37.375	0.001
777+865.25	1.328	37.375	0.000
777+865.00	1.329	37.374	0.001
777+864.75	1.331	37.372	0.002
777+864.50	1.330	37.373	-0.001
777+864.25	1.332	37.371	0.002
777+864.00	1.332	37.371	0.000
777+863.75	1.332	37.371	0.000
777+863.50	1.333	37.370	0.001
777+863.25	1.333	37.370	0.000
777+863.00	1.334	37.369	0.001
777+862.75	1.334	37.369	0.000
777+862.50	1.336	37.367	0.002
777+862.25	1.337	37.366	0.001
777+862.00	1.337	37.366	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+861.75	1.302	37.401	0.000
777+861.50	1.302	37.401	0.000
777+861.25	1.303	37.400	0.001
777+861.00	1.303	37.400	0.000
777+860.75	1.305	37.398	0.002
777+860.50	1.305	37.398	0.000
777+860.25	1.306	37.397	0.001
777+860.00	1.306	37.397	0.000
777+859.75	1.307	37.396	0.001
777+859.50	1.307	37.396	0.000
777+859.25	1.308	37.395	0.001
777+859.00	1.308	37.395	0.000
777+858.75	1.308	37.395	0.000
777+858.50	1.308	37.395	0.000
777+858.25	1.309	37.394	0.001
777+858.00	1.309	37.394	0.000
777+857.75	1.310	37.393	0.001
777+857.50	1.310	37.393	0.000
777+857.25	1.312	37.391	0.002
777+857.00	1.312	37.391	0.000
777+856.75	1.312	37.391	0.000
777+856.50	1.312	37.391	0.000
777+856.25	1.312	37.391	0.000
777+856.00	1.312	37.391	0.000
777+855.75	1.312	37.391	0.000
777+855.50	1.308	37.395	-0.004
777+855.25	1.308	37.395	0.000
777+855.00	1.310	37.393	0.002
777+854.75	1.308	37.395	-0.002
777+854.50	1.308	37.395	0.000
777+854.25	1.310	37.393	0.002
777+854.00	1.311	37.392	0.001
777+853.75	1.309	37.394	-0.002
777+853.50	1.310	37.393	0.001
777+853.25	1.311	37.392	0.001
777+853.00	1.312	37.391	0.001
777+852.75	1.312	37.391	0.000
777+852.50	1.312	37.391	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+861.75	1.337	37.366	0.000
777+861.50	1.336	37.367	-0.001
777+861.25	1.336	37.367	0.000
777+861.00	1.337	37.366	0.001
777+860.75	1.336	37.367	-0.001
777+860.50	1.337	37.366	0.001
777+860.25	1.337	37.366	0.000
777+860.00	1.337	37.366	0.000
777+859.75	1.337	37.366	0.000
777+859.50	1.337	37.366	0.000
777+859.25	1.337	37.366	0.000
777+859.00	1.337	37.366	0.000
777+858.75	1.337	37.366	0.000
777+858.50	1.337	37.366	0.000
777+858.25	1.338	37.365	0.001
777+858.00	1.338	37.365	0.000
777+857.75	1.337	37.366	-0.001
777+857.50	1.338	37.365	0.001
777+857.25	1.337	37.366	-0.001
777+857.00	1.338	37.365	0.001
777+856.75	1.338	37.365	0.000
777+856.50	1.338	37.365	0.000
777+856.25	1.338	37.365	0.000
777+856.00	1.339	37.364	0.001
777+855.75	1.340	37.363	0.001
777+855.50	1.340	37.363	0.000
777+855.25	1.341	37.362	0.001
777+855.00	1.341	37.362	0.000
777+854.75	1.341	37.362	0.000
777+854.50	1.342	37.361	0.001
777+854.25	1.342	37.361	0.000
777+854.00	1.341	37.362	-0.001
777+853.75	1.341	37.362	0.000
777+853.50	1.342	37.361	0.001
777+853.25	1.342	37.361	0.000
777+853.00	1.342	37.361	0.000
777+852.75	1.342	37.361	0.000
777+852.50	1.342	37.361	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+852.25	1.312	37.391	0.000
777+852.00	1.312	37.391	0.000
777+851.75	1.312	37.391	0.000
777+851.50	1.313	37.390	0.001
777+851.25	1.314	37.389	0.001
777+851.00	1.314	37.389	0.000
777+850.75	1.315	37.388	0.001
777+850.50	1.315	37.388	0.000
777+850.25	1.313	37.390	-0.002
777+850.00	1.314	37.389	0.001
777+849.75	1.314	37.389	0.000
777+849.50	1.315	37.388	0.001
777+849.25	1.315	37.388	0.000
777+849.00	1.315	37.388	0.000
777+848.75	1.315	37.388	0.000
777+848.50	1.314	37.389	-0.001
777+848.25	1.315	37.388	0.001
777+848.00	1.316	37.387	0.001
777+847.75	1.317	37.386	0.001
777+847.50	1.316	37.387	-0.001
777+847.25	1.318	37.385	0.002
777+847.00	1.318	37.385	0.000
777+846.75	1.318	37.385	0.000
777+846.50	1.318	37.385	0.000
777+846.25	1.318	37.385	0.000
777+846.00	1.318	37.385	0.000
777+845.75	1.318	37.385	0.000
777+845.50	1.317	37.386	-0.001
777+845.25	1.316	37.387	-0.001
777+845.00	1.315	37.388	-0.001
777+844.75	1.315	37.388	0.000
777+844.50	1.316	37.387	0.001
777+844.25	1.317	37.386	0.001
777+844.00	1.317	37.386	0.000
777+843.75	1.316	37.387	-0.001
777+843.50	1.318	37.385	0.002
777+843.25	1.318	37.385	0.000
777+843.00	1.318	37.385	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+852.25	1.342	37.361	0.000
777+852.00	1.342	37.361	0.000
777+851.75	1.343	37.360	0.001
777+851.50	1.343	37.360	0.000
777+851.25	1.345	37.358	0.002
777+851.00	1.345	37.358	0.000
777+850.75	1.344	37.359	-0.001
777+850.50	1.344	37.359	0.000
777+850.25	1.346	37.357	0.002
777+850.00	1.344	37.359	-0.002
777+849.75	1.344	37.359	0.000
777+849.50	1.344	37.359	0.000
777+849.25	1.345	37.358	0.001
777+849.00	1.344	37.359	-0.001
777+848.75	1.345	37.358	0.001
777+848.50	1.345	37.358	0.000
777+848.25	1.345	37.358	0.000
777+848.00	1.344	37.359	-0.001
777+847.75	1.345	37.358	0.001
777+847.50	1.345	37.358	0.000
777+847.25	1.346	37.357	0.001
777+847.00	1.346	37.357	0.000
777+846.75	1.347	37.356	0.001
777+846.50	1.347	37.356	0.000
777+846.25	1.347	37.356	0.000
777+846.00	1.347	37.356	0.000
777+845.75	1.347	37.356	0.000
777+845.50	1.347	37.356	0.000
777+845.25	1.348	37.355	0.001
777+845.00	1.348	37.355	0.000
777+844.75	1.348	37.355	0.000
777+844.50	1.348	37.355	0.000
777+844.25	1.348	37.355	0.000
777+844.00	1.348	37.355	0.000
777+843.75	1.349	37.354	0.001
777+843.50	1.350	37.353	0.001
777+843.25	1.350	37.353	0.000
777+843.00	1.350	37.353	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+842.75	1.319	37.384	0.001
777+842.50	1.320	37.383	0.001
777+842.25	1.322	37.381	0.002
777+842.00	1.322	37.381	0.000
777+841.75	1.322	37.381	0.000
777+841.50	1.323	37.380	0.001
777+841.25	1.324	37.379	0.001
777+841.00	1.324	37.379	0.000
777+840.75	1.323	37.380	-0.001
777+840.50	1.324	37.379	0.001
777+840.25	1.324	37.379	0.000
777+840.00	1.326	37.377	0.002
777+839.75	1.326	37.377	0.000
777+839.50	1.326	37.377	0.000
777+839.25	1.326	37.377	0.000
777+839.00	1.327	37.376	0.001
777+838.75	1.326	37.377	-0.001
777+838.50	1.327	37.376	0.001
777+838.25	1.327	37.376	0.000
777+838.00	1.328	37.375	0.001
777+837.75	1.329	37.374	0.001
777+837.50	1.329	37.374	0.000
777+837.25	1.329	37.374	0.000
777+837.00	1.331	37.372	0.002
777+836.75	1.332	37.371	0.001
777+836.50	1.332	37.371	0.000
777+836.25	1.332	37.371	0.000
777+836.00	1.332	37.371	0.000
777+835.75	1.332	37.371	0.000
777+835.50	1.329	37.374	-0.003
777+835.25	1.329	37.374	0.000
777+835.00	1.331	37.372	0.002
777+834.75	1.331	37.372	0.000
777+834.50	1.332	37.371	0.001
777+834.25	1.332	37.371	0.000
777+834.00	1.332	37.371	0.000
777+833.75	1.332	37.371	0.000
777+833.50	1.332	37.371	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+842.75	1.352	37.351	0.002
777+842.50	1.352	37.351	0.000
777+842.25	1.353	37.350	0.001
777+842.00	1.353	37.350	0.000
777+841.75	1.353	37.350	0.000
777+841.50	1.353	37.350	0.000
777+841.25	1.357	37.346	0.004
777+841.00	1.356	37.347	-0.001
777+840.75	1.357	37.346	0.001
777+840.50	1.357	37.346	0.000
777+840.25	1.358	37.345	0.001
777+840.00	1.357	37.346	-0.001
777+839.75	1.357	37.346	0.000
777+839.50	1.357	37.346	0.000
777+839.25	1.357	37.346	0.000
777+839.00	1.358	37.345	0.001
777+838.75	1.358	37.345	0.000
777+838.50	1.358	37.345	0.000
777+838.25	1.358	37.345	0.000
777+838.00	1.359	37.344	0.001
777+837.75	1.359	37.344	0.000
777+837.50	1.360	37.343	0.001
777+837.25	1.362	37.341	0.002
777+837.00	1.362	37.341	0.000
777+836.75	1.362	37.341	0.000
777+836.50	1.362	37.341	0.000
777+836.25	1.362	37.341	0.000
777+836.00	1.362	37.341	0.000
777+835.75	1.362	37.341	0.000
777+835.50	1.362	37.341	0.000
777+835.25	1.362	37.341	0.000
777+835.00	1.362	37.341	0.000
777+834.75	1.362	37.341	0.000
777+834.50	1.362	37.341	0.000
777+834.25	1.362	37.341	0.000
777+834.00	1.363	37.340	0.001
777+833.75	1.363	37.340	0.000
777+833.50	1.364	37.339	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+833.25	1.333	37.370	0.001
777+833.00	1.333	37.370	0.000
777+832.75	1.332	37.371	-0.001
777+832.50	1.332	37.371	0.000
777+832.25	1.332	37.371	0.000
777+832.00	1.331	37.372	-0.001
777+831.75	1.329	37.374	-0.002
777+831.50	1.329	37.374	0.000
777+831.25	1.328	37.375	-0.001
777+831.00	1.329	37.374	0.001
777+830.75	1.329	37.374	0.000
777+830.50	1.329	37.374	0.000
777+830.25	1.329	37.374	0.000
777+830.00	1.328	37.375	-0.001
777+829.75	1.328	37.375	0.000
777+829.50	1.328	37.375	0.000
777+829.25	1.328	37.375	0.000
777+829.00	1.328	37.375	0.000
777+828.75	1.328	37.375	0.000
777+828.50	1.329	37.374	0.001
777+828.25	1.329	37.374	0.000
777+828.00	1.329	37.374	0.000
777+827.75	1.328	37.375	-0.001
777+827.50	1.327	37.376	-0.001
777+827.25	1.327	37.376	0.000
777+827.00	1.327	37.376	0.000
777+826.75	1.328	37.375	0.001
777+826.50	1.328	37.375	0.000
777+826.25	1.328	37.375	0.000
777+826.00	1.328	37.375	0.000
777+825.75	1.327	37.376	-0.001
777+825.50	1.326	37.377	-0.001
777+825.25	1.325	37.378	-0.001
777+825.00	1.325	37.378	0.000
777+824.75	1.325	37.378	0.000
777+824.50	1.325	37.378	0.000
777+824.25	1.323	37.380	-0.002
777+824.00	1.323	37.380	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+833.25	1.364	37.339	0.000
777+833.00	1.364	37.339	0.000
777+832.75	1.367	37.336	0.003
777+832.50	1.366	37.337	-0.001
777+832.25	1.366	37.337	0.000
777+832.00	1.366	37.337	0.000
777+831.75	1.366	37.337	0.000
777+831.50	1.366	37.337	0.000
777+831.25	1.364	37.339	-0.002
777+831.00	1.365	37.338	0.001
777+830.75	1.365	37.338	0.000
777+830.50	1.365	37.338	0.000
777+830.25	1.365	37.338	0.000
777+830.00	1.363	37.340	-0.002
777+829.75	1.363	37.340	0.000
777+829.50	1.363	37.340	0.000
777+829.25	1.362	37.341	-0.001
777+829.00	1.362	37.341	0.000
777+828.75	1.361	37.342	-0.001
777+828.50	1.360	37.343	-0.001
777+828.25	1.360	37.343	0.000
777+828.00	1.359	37.344	-0.001
777+827.75	1.358	37.345	-0.001
777+827.50	1.357	37.346	-0.001
777+827.25	1.354	37.349	-0.003
777+827.00	1.353	37.350	-0.001
777+826.75	1.353	37.350	0.000
777+826.50	1.351	37.352	-0.002
777+826.25	1.351	37.352	0.000
777+826.00	1.348	37.355	-0.003
777+825.75	1.348	37.355	0.000
777+825.50	1.348	37.355	0.000
777+825.25	1.347	37.356	-0.001
777+825.00	1.346	37.357	-0.001
777+824.75	1.345	37.358	-0.001
777+824.50	1.343	37.360	-0.002
777+824.25	1.342	37.361	-0.001
777+824.00	1.342	37.361	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+823.75	1.323	37.380	0.000
777+823.50	1.323	37.380	0.000
777+823.25	1.323	37.380	0.000
777+823.00	1.323	37.380	0.000
777+822.75	1.323	37.380	0.000
777+822.50	1.322	37.381	-0.001
777+822.25	1.320	37.383	-0.002
777+822.00	1.320	37.383	0.000
777+821.75	1.318	37.385	-0.002
777+821.50	1.319	37.384	0.001
777+821.25	1.319	37.384	0.000
777+821.00	1.318	37.385	-0.001
777+820.75	1.315	37.388	-0.003
777+820.50	1.318	37.385	0.003
777+820.25	1.317	37.386	-0.001
777+820.00	1.317	37.386	0.000
777+819.75	1.317	37.386	0.000
777+819.50	1.317	37.386	0.000
777+819.25	1.317	37.386	0.000
777+819.00	1.318	37.385	0.001
777+818.75	1.317	37.386	-0.001
777+818.50	1.317	37.386	0.000
777+818.25	1.316	37.387	-0.001
777+818.00	1.316	37.387	0.000
777+817.75	1.316	37.387	0.000
777+817.50	1.316	37.387	0.000
777+817.25	1.317	37.386	0.001
777+817.00	1.317	37.386	0.000
777+816.75	1.317	37.386	0.000
777+816.50	1.317	37.386	0.000
777+816.25	1.318	37.385	0.001
777+816.00	1.319	37.384	0.001
777+815.75	1.318	37.385	-0.001
777+815.50	1.319	37.384	0.001
777+815.25	1.320	37.383	0.001
777+815.00	1.320	37.383	0.000
777+814.75	1.321	37.382	0.001
777+814.50	1.321	37.382	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+823.75	1.342	37.361	0.000
777+823.50	1.341	37.362	-0.001
777+823.25	1.338	37.365	-0.003
777+823.00	1.338	37.365	0.000
777+822.75	1.337	37.366	-0.001
777+822.50	1.337	37.366	0.000
777+822.25	1.336	37.367	-0.001
777+822.00	1.335	37.368	-0.001
777+821.75	1.334	37.369	-0.001
777+821.50	1.333	37.370	-0.001
777+821.25	1.333	37.370	0.000
777+821.00	1.333	37.370	0.000
777+820.75	1.334	37.369	0.001
777+820.50	1.333	37.370	-0.001
777+820.25	1.332	37.371	-0.001
777+820.00	1.332	37.371	0.000
777+819.75	1.333	37.370	0.001
777+819.50	1.334	37.369	0.001
777+819.25	1.333	37.370	-0.001
777+819.00	1.335	37.368	0.002
777+818.75	1.334	37.369	-0.001
777+818.50	1.334	37.369	0.000
777+818.25	1.334	37.369	0.000
777+818.00	1.336	37.367	0.002
777+817.75	1.338	37.365	0.002
777+817.50	1.338	37.365	0.000
777+817.25	1.338	37.365	0.000
777+817.00	1.338	37.365	0.000
777+816.75	1.337	37.366	-0.001
777+816.50	1.338	37.365	0.001
777+816.25	1.338	37.365	0.000
777+816.00	1.338	37.365	0.000
777+815.75	1.338	37.365	0.000
777+815.50	1.338	37.365	0.000
777+815.25	1.339	37.364	0.001
777+815.00	1.338	37.365	-0.001
777+814.75	1.338	37.365	0.000
777+814.50	1.338	37.365	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
Km. 777+800 - Km. 777+900 - Carril Izquierdo*

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+814.25	1.322	37.381	0.001
777+814.00	1.322	37.381	0.000
777+813.75	1.322	37.381	0.000
777+813.50	1.322	37.381	0.000
777+813.25	1.322	37.381	0.000
777+813.00	1.322	37.381	0.000
777+812.75	1.322	37.381	0.000
777+812.50	1.321	37.382	-0.001
777+812.25	1.322	37.381	0.001
777+812.00	1.321	37.382	-0.001
777+811.75	1.320	37.383	-0.001
777+811.50	1.320	37.383	0.000
777+811.25	1.318	37.385	-0.002
777+811.00	1.318	37.385	0.000
777+810.75	1.318	37.385	0.000
777+810.50	1.317	37.386	-0.001
777+810.25	1.316	37.387	-0.001
777+810.00	1.315	37.388	-0.001
777+809.75	1.314	37.389	-0.001
777+809.50	1.304	37.388	0.001
777+809.25	1.303	37.389	-0.001
777+809.00	1.302	37.390	-0.001
777+808.75	1.302	37.390	0.000
777+808.50	1.302	37.390	0.000
777+808.25	1.302	37.390	0.000
777+808.00	1.302	37.390	0.000
777+807.75	1.302	37.390	0.000
777+807.50	1.301	37.391	-0.001
777+807.25	1.301	37.391	0.000
777+807.00	1.302	37.390	0.001
777+806.75	1.301	37.391	-0.001
777+806.50	1.301	37.391	0.000
777+806.25	1.301	37.391	0.000
777+806.00	1.301	37.391	0.000
777+805.75	1.301	37.391	0.000
777+805.50	1.301	37.391	0.000
777+805.25	1.301	37.391	0.000
777+805.00	1.302	37.390	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+814.25	1.337	37.366	-0.001
777+814.00	1.338	37.365	0.001
777+813.75	1.338	37.365	0.000
777+813.50	1.338	37.365	0.000
777+813.25	1.337	37.366	-0.001
777+813.00	1.337	37.366	0.000
777+812.75	1.337	37.366	0.000
777+812.50	1.336	37.367	-0.001
777+812.25	1.336	37.367	0.000
777+812.00	1.333	37.370	-0.003
777+811.75	1.332	37.371	-0.001
777+811.50	1.332	37.371	0.000
777+811.25	1.332	37.371	0.000
777+811.00	1.332	37.371	0.000
777+810.75	1.332	37.371	0.000
777+810.50	1.331	37.372	-0.001
777+810.25	1.332	37.371	0.001
777+810.00	1.334	37.369	0.002
777+809.75	1.333	37.370	-0.001
777+809.50	1.322	37.370	0.000
777+809.25	1.322	37.370	0.000
777+809.00	1.321	37.371	-0.001
777+808.75	1.321	37.371	0.000
777+808.50	1.319	37.373	-0.002
777+808.25	1.319	37.373	0.000
777+808.00	1.319	37.373	0.000
777+807.75	1.319	37.373	0.000
777+807.50	1.319	37.373	0.000
777+807.25	1.318	37.374	-0.001
777+807.00	1.318	37.374	0.000
777+806.75	1.319	37.373	0.001
777+806.50	1.319	37.373	0.000
777+806.25	1.319	37.373	0.000
777+806.00	1.319	37.373	0.000
777+805.75	1.319	37.373	0.000
777+805.50	1.320	37.372	0.001
777+805.25	1.320	37.372	0.000
777+805.00	1.321	37.371	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 777+800 - Km. 777+900 - Carril Izquierdo

Cota de Inicio	37.318
V. Atras	1.385
Alt. Instr.	38.703

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
777+804.75	1.302	37.390	0.000
777+804.50	1.302	37.390	0.000
777+804.25	1.302	37.390	0.000
777+804.00	1.302	37.390	0.000
777+803.75	1.302	37.390	0.000
777+803.50	1.302	37.390	0.000
777+803.25	1.302	37.390	0.000
777+803.00	1.303	37.389	0.001
777+802.75	1.303	37.389	0.000
777+802.50	1.303	37.389	0.000
777+802.25	1.305	37.387	0.002
777+802.00	1.306	37.386	0.001
777+801.75	1.307	37.385	0.001
777+801.50	1.307	37.385	0.000
777+801.25	1.307	37.385	0.000
777+801.00	1.308	37.384	0.001
777+800.75	1.308	37.384	0.000
777+800.50	1.308	37.384	0.000
777+800.25	1.309	37.383	0.001
777+800.00	1.309	37.383	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
777+804.75	1.320	37.372	-0.001
777+804.50	1.321	37.371	0.001
777+804.25	1.320	37.372	-0.001
777+804.00	1.321	37.371	0.001
777+803.75	1.321	37.371	0.000
777+803.50	1.321	37.371	0.000
777+803.25	1.320	37.372	-0.001
777+803.00	1.320	37.372	0.000
777+802.75	1.320	37.372	0.000
777+802.50	1.321	37.371	0.001
777+802.25	1.322	37.370	0.001
777+802.00	1.322	37.370	0.000
777+801.75	1.322	37.370	0.000
777+801.50	1.322	37.370	0.000
777+801.25	1.322	37.370	0.000
777+801.00	1.323	37.369	0.001
777+800.75	1.323	37.369	0.000
777+800.50	1.323	37.369	0.000
777+800.25	1.324	37.368	0.001
777+800.00	1.324	37.368	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+100.00	1.153	21.373	-
845+100.25	1.154	21.372	0.001
845+100.50	1.155	21.371	0.001
845+100.75	1.157	21.369	0.002
845+101.00	1.158	21.368	0.001
845+101.25	1.159	21.367	0.001
845+101.50	1.161	21.365	0.002
845+101.75	1.162	21.364	0.001
845+102.00	1.163	21.363	0.001
845+102.25	1.165	21.361	0.002
845+102.50	1.168	21.358	0.003
845+102.75	1.170	21.356	0.002
845+103.00	1.171	21.355	0.001
845+103.25	1.172	21.354	0.001
845+103.50	1.173	21.353	0.001
845+103.75	1.173	21.353	0.000
845+104.00	1.173	21.353	0.000
845+104.25	1.175	21.351	0.002
845+104.50	1.177	21.349	0.002
845+104.75	1.178	21.348	0.001
845+105.00	1.179	21.347	0.001
845+105.25	1.180	21.346	0.001
845+105.50	1.182	21.344	0.002
845+105.75	1.183	21.343	0.001
845+106.00	1.184	21.342	0.001
845+106.25	1.186	21.340	0.002
845+106.50	1.189	21.337	0.003
845+106.75	1.190	21.336	0.001
845+107.00	1.191	21.335	0.001
845+107.25	1.191	21.335	0.000
845+107.50	1.191	21.335	0.000
845+107.75	1.195	21.331	0.004
845+108.00	1.198	21.328	0.003
845+108.25	1.199	21.327	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+100.00	1.143	21.383	-
845+100.25	1.144	21.382	0.001
845+100.50	1.146	21.380	0.002
845+100.75	1.148	21.378	0.002
845+101.00	1.149	21.377	0.001
845+101.25	1.150	21.376	0.001
845+101.50	1.151	21.375	0.001
845+101.75	1.152	21.374	0.001
845+102.00	1.153	21.373	0.001
845+102.25	1.154	21.372	0.001
845+102.50	1.156	21.370	0.002
845+102.75	1.158	21.368	0.002
845+103.00	1.159	21.367	0.001
845+103.25	1.161	21.365	0.002
845+103.50	1.164	21.362	0.003
845+103.75	1.166	21.360	0.002
845+104.00	1.168	21.358	0.002
845+104.25	1.170	21.356	0.002
845+104.50	1.172	21.354	0.002
845+104.75	1.174	21.352	0.002
845+105.00	1.176	21.350	0.002
845+105.25	1.176	21.350	0.000
845+105.50	1.179	21.347	0.003
845+105.75	1.180	21.346	0.001
845+106.00	1.182	21.344	0.002
845+106.25	1.184	21.342	0.002
845+106.50	1.186	21.340	0.002
845+106.75	1.187	21.339	0.001
845+107.00	1.189	21.337	0.002
845+107.25	1.190	21.336	0.001
845+107.50	1.192	21.334	0.002
845+107.75	1.194	21.332	0.002
845+108.00	1.196	21.330	0.002
845+108.25	1.198	21.328	0.002

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+108.50	1.200	21.326	0.001
845+108.75	1.200	21.326	0.000
845+109.00	1.201	21.325	0.001
845+109.25	1.202	21.324	0.001
845+109.50	1.204	21.322	0.002
845+109.75	1.206	21.320	0.002
845+110.00	1.207	21.319	0.001
845+110.25	1.209	21.317	0.002
845+110.50	1.211	21.315	0.002
845+110.75	1.212	21.314	0.001
845+111.00	1.213	21.313	0.001
845+111.25	1.214	21.312	0.001
845+111.50	1.214	21.312	0.000
845+111.75	1.217	21.309	0.003
845+112.00	1.219	21.307	0.002
845+112.25	1.220	21.306	0.001
845+112.50	1.220	21.306	0.000
845+112.75	1.221	21.305	0.001
845+113.00	1.222	21.304	0.001
845+113.25	1.222	21.304	0.000
845+113.50	1.223	21.303	0.001
845+113.75	1.225	21.301	0.002
845+114.00	1.226	21.300	0.001
845+114.25	1.227	21.299	0.001
845+114.50	1.229	21.297	0.002
845+114.75	1.230	21.296	0.001
845+115.00	1.232	21.294	0.002
845+115.25	1.233	21.293	0.001
845+115.50	1.233	21.293	0.000
845+115.75	1.233	21.293	0.000
845+116.00	1.233	21.293	0.000
845+116.25	1.234	21.292	0.001
845+116.50	1.236	21.290	0.002
845+116.75	1.237	21.289	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+108.50	1.199	21.327	0.001
845+108.75	1.200	21.326	0.001
845+109.00	1.202	21.324	0.002
845+109.25	1.203	21.323	0.001
845+109.50	1.204	21.322	0.001
845+109.75	1.206	21.320	0.002
845+110.00	1.207	21.319	0.001
845+110.25	1.208	21.318	0.001
845+110.50	1.209	21.317	0.001
845+110.75	1.210	21.316	0.001
845+111.00	1.210	21.316	0.000
845+111.25	1.210	21.316	0.000
845+111.50	1.211	21.315	0.001
845+111.75	1.211	21.315	0.000
845+112.00	1.211	21.315	0.000
845+112.25	1.212	21.314	0.001
845+112.50	1.213	21.313	0.001
845+112.75	1.213	21.313	0.000
845+113.00	1.213	21.313	0.000
845+113.25	1.213	21.313	0.000
845+113.50	1.213	21.313	0.000
845+113.75	1.213	21.313	0.000
845+114.00	1.213	21.313	0.000
845+114.25	1.213	21.313	0.000
845+114.50	1.213	21.313	0.000
845+114.75	1.213	21.313	0.000
845+115.00	1.213	21.313	0.000
845+115.25	1.213	21.313	0.000
845+115.50	1.213	21.313	0.000
845+115.75	1.214	21.312	0.001
845+116.00	1.214	21.312	0.000
845+116.25	1.214	21.312	0.000
845+116.50	1.215	21.311	0.001
845+116.75	1.216	21.310	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+117.00	1.239	21.287	0.002
845+117.25	1.240	21.286	0.001
845+117.50	1.240	21.286	0.000
845+117.75	1.241	21.285	0.001
845+118.00	1.242	21.284	0.001
845+118.25	1.242	21.284	0.000
845+118.50	1.243	21.283	0.001
845+118.75	1.243	21.283	0.000
845+119.00	1.244	21.282	0.001
845+119.25	1.246	21.280	0.002
845+119.50	1.248	21.278	0.002
845+119.75	1.247	21.279	-0.001
845+120.00	1.246	21.280	-0.001
845+120.25	1.248	21.278	0.002
845+120.50	1.250	21.276	0.002
845+120.75	1.251	21.275	0.001
845+121.00	1.252	21.274	0.001
845+121.25	1.252	21.274	0.000
845+121.50	1.252	21.274	0.000
845+121.75	1.252	21.274	0.000
845+122.00	1.253	21.273	0.001
845+122.25	1.254	21.272	0.001
845+122.50	1.255	21.271	0.001
845+122.75	1.255	21.271	0.000
845+123.00	1.256	21.270	0.001
845+123.25	1.256	21.270	0.000
845+123.50	1.257	21.269	0.001
845+123.75	1.258	21.268	0.001
845+124.00	1.258	21.268	0.000
845+124.25	1.259	21.267	0.001
845+124.50	1.259	21.267	0.000
845+124.75	1.259	21.267	0.000
845+125.00	1.260	21.266	0.001
845+125.25	1.261	21.265	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+117.00	1.218	21.308	0.002
845+117.25	1.219	21.307	0.001
845+117.50	1.219	21.307	0.000
845+117.75	1.221	21.305	0.002
845+118.00	1.223	21.303	0.002
845+118.25	1.223	21.303	0.000
845+118.50	1.223	21.303	0.000
845+118.75	1.223	21.303	0.000
845+119.00	1.223	21.303	0.000
845+119.25	1.224	21.302	0.001
845+119.50	1.224	21.302	0.000
845+119.75	1.226	21.300	0.002
845+120.00	1.227	21.299	0.001
845+120.25	1.228	21.298	0.001
845+120.50	1.230	21.296	0.002
845+120.75	1.230	21.296	0.000
845+121.00	1.230	21.296	0.000
845+121.25	1.230	21.296	0.000
845+121.50	1.230	21.296	0.000
845+121.75	1.230	21.296	0.000
845+122.00	1.230	21.296	0.000
845+122.25	1.230	21.296	0.000
845+122.50	1.230	21.296	0.000
845+122.75	1.230	21.296	0.000
845+123.00	1.230	21.296	0.000
845+123.25	1.230	21.296	0.000
845+123.50	1.230	21.296	0.000
845+123.75	1.231	21.295	0.001
845+124.00	1.231	21.295	0.000
845+124.25	1.231	21.295	0.000
845+124.50	1.231	21.295	0.000
845+124.75	1.231	21.295	0.000
845+125.00	1.231	21.295	0.000
845+125.25	1.231	21.295	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+125.50	1.261	21.265	0.000
845+125.75	1.261	21.265	0.000
845+126.00	1.261	21.265	0.000
845+126.25	1.262	21.264	0.001
845+126.50	1.262	21.264	0.000
845+126.75	1.262	21.264	0.000
845+127.00	1.263	21.263	0.001
845+127.25	1.265	21.261	0.002
845+127.50	1.267	21.259	0.002
845+127.75	1.268	21.258	0.001
845+128.00	1.269	21.257	0.001
845+128.25	1.269	21.257	0.000
845+128.50	1.270	21.256	0.001
845+128.75	1.271	21.255	0.001
845+129.00	1.272	21.254	0.001
845+129.25	1.272	21.254	0.000
845+129.50	1.272	21.254	0.000
845+129.75	1.273	21.253	0.001
845+130.00	1.273	21.253	0.000
845+130.25	1.273	21.253	0.000
845+130.50	1.272	21.254	-0.001
845+130.75	1.273	21.253	0.001
845+131.00	1.273	21.253	0.000
845+131.25	1.275	21.251	0.002
845+131.50	1.277	21.249	0.002
845+131.75	1.277	21.249	0.000
845+132.00	1.278	21.248	0.001
845+132.25	1.279	21.247	0.001
845+132.50	1.279	21.247	0.000
845+132.75	1.279	21.247	0.000
845+133.00	1.280	21.246	0.001
845+133.25	1.280	21.246	0.000
845+133.50	1.280	21.246	0.000
845+133.75	1.280	21.246	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+125.50	1.231	21.295	0.000
845+125.75	1.231	21.295	0.000
845+126.00	1.232	21.294	0.001
845+126.25	1.233	21.293	0.001
845+126.50	1.233	21.293	0.000
845+126.75	1.233	21.293	0.000
845+127.00	1.233	21.293	0.000
845+127.25	1.233	21.293	0.000
845+127.50	1.233	21.293	0.000
845+127.75	1.234	21.292	0.001
845+128.00	1.236	21.290	0.002
845+128.25	1.236	21.290	0.000
845+128.50	1.236	21.290	0.000
845+128.75	1.236	21.290	0.000
845+129.00	1.237	21.289	0.001
845+129.25	1.238	21.288	0.001
845+129.50	1.238	21.288	0.000
845+129.75	1.238	21.288	0.000
845+130.00	1.238	21.288	0.000
845+130.25	1.239	21.287	0.001
845+130.50	1.240	21.286	0.001
845+130.75	1.241	21.285	0.001
845+131.00	1.241	21.285	0.000
845+131.25	1.241	21.285	0.000
845+131.50	1.242	21.284	0.001
845+131.75	1.242	21.284	0.000
845+132.00	1.243	21.283	0.001
845+132.25	1.244	21.282	0.001
845+132.50	1.246	21.280	0.002
845+132.75	1.247	21.279	0.001
845+133.00	1.247	21.279	0.000
845+133.25	1.248	21.278	0.001
845+133.50	1.248	21.278	0.000
845+133.75	1.249	21.277	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+134.00	1.281	21.245	0.001
845+134.25	1.282	21.244	0.001
845+134.50	1.282	21.244	0.000
845+134.75	1.283	21.243	0.001
845+135.00	1.283	21.243	0.000
845+135.25	1.285	21.241	0.002
845+135.50	1.287	21.239	0.002
845+135.75	1.287	21.239	0.000
845+136.00	1.288	21.238	0.001
845+136.25	1.289	21.237	0.001
845+136.50	1.289	21.237	0.000
845+136.75	1.290	21.236	0.001
845+137.00	1.291	21.235	0.001
845+137.25	1.291	21.235	0.000
845+137.50	1.292	21.234	0.001
845+137.75	1.293	21.233	0.001
845+138.00	1.295	21.231	0.002
845+138.25	1.296	21.230	0.001
845+138.50	1.297	21.229	0.001
845+138.75	1.298	21.228	0.001
845+139.00	1.300	21.226	0.002
845+139.25	1.300	21.226	0.000
845+139.50	1.300	21.226	0.000
845+139.75	1.301	21.225	0.001
845+140.00	1.302	21.224	0.001
845+140.25	1.304	21.222	0.002
845+140.50	1.305	21.221	0.001
845+140.75	1.305	21.221	0.000
845+141.00	1.306	21.220	0.001
845+141.25	1.308	21.218	0.002
845+141.50	1.309	21.217	0.001
845+141.75	1.311	21.215	0.002
845+142.00	1.312	21.214	0.001
845+142.25	1.314	21.212	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+134.00	1.250	21.276	0.001
845+134.25	1.251	21.275	0.001
845+134.50	1.251	21.275	0.000
845+134.75	1.252	21.274	0.001
845+135.00	1.253	21.273	0.001
845+135.25	1.255	21.271	0.002
845+135.50	1.257	21.269	0.002
845+135.75	1.258	21.268	0.001
845+136.00	1.258	21.268	0.000
845+136.25	1.260	21.266	0.002
845+136.50	1.261	21.265	0.001
845+136.75	1.262	21.264	0.001
845+137.00	1.262	21.264	0.000
845+137.25	1.263	21.263	0.001
845+137.50	1.264	21.262	0.001
845+137.75	1.266	21.260	0.002
845+138.00	1.268	21.258	0.002
845+138.25	1.269	21.257	0.001
845+138.50	1.270	21.256	0.001
845+138.75	1.271	21.255	0.001
845+139.00	1.272	21.254	0.001
845+139.25	1.274	21.252	0.002
845+139.50	1.275	21.251	0.001
845+139.75	1.276	21.250	0.001
845+140.00	1.278	21.248	0.002
845+140.25	1.279	21.247	0.001
845+140.50	1.280	21.246	0.001
845+140.75	1.281	21.245	0.001
845+141.00	1.282	21.244	0.001
845+141.25	1.283	21.243	0.001
845+141.50	1.284	21.242	0.001
845+141.75	1.287	21.239	0.003
845+142.00	1.290	21.236	0.003
845+142.25	1.291	21.235	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+142.50	1.317	21.209	0.003
845+142.75	1.318	21.208	0.001
845+143.00	1.320	21.206	0.002
845+143.25	1.321	21.205	0.001
845+143.50	1.322	21.204	0.001
845+143.75	1.323	21.203	0.001
845+144.00	1.324	21.202	0.001
845+144.25	1.325	21.201	0.001
845+144.50	1.327	21.199	0.002
845+144.75	1.328	21.198	0.001
845+145.00	1.329	21.197	0.001
845+145.25	1.331	21.195	0.002
845+145.50	1.332	21.194	0.001
845+145.75	1.334	21.192	0.002
845+146.00	1.336	21.190	0.002
845+146.25	1.337	21.189	0.001
845+146.50	1.338	21.188	0.001
845+146.75	1.339	21.187	0.001
845+147.00	1.340	21.186	0.001
845+147.25	1.341	21.185	0.001
845+147.50	1.342	21.184	0.001
845+147.75	1.342	21.184	0.000
845+148.00	1.343	21.183	0.001
845+148.25	1.345	21.181	0.002
845+148.50	1.346	21.180	0.001
845+148.75	1.346	21.180	0.000
845+149.00	1.347	21.179	0.001
845+149.25	1.348	21.178	0.001
845+149.50	1.349	21.177	0.001
845+149.75	1.350	21.176	0.001
845+150.00	1.351	21.175	0.001
845+150.25	1.352	21.174	0.001
845+150.50	1.352	21.174	0.000
845+150.75	1.352	21.174	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+142.50	1.292	21.234	0.001
845+142.75	1.293	21.233	0.001
845+143.00	1.295	21.231	0.002
845+143.25	1.297	21.229	0.002
845+143.50	1.299	21.227	0.002
845+143.75	1.300	21.226	0.001
845+144.00	1.301	21.225	0.001
845+144.25	1.302	21.224	0.001
845+144.50	1.303	21.223	0.001
845+144.75	1.305	21.221	0.002
845+145.00	1.307	21.219	0.002
845+145.25	1.309	21.217	0.002
845+145.50	1.310	21.216	0.001
845+145.75	1.311	21.215	0.001
845+146.00	1.313	21.213	0.002
845+146.25	1.315	21.211	0.002
845+146.50	1.317	21.209	0.002
845+146.75	1.318	21.208	0.001
845+147.00	1.318	21.208	0.000
845+147.25	1.319	21.207	0.001
845+147.50	1.320	21.206	0.001
845+147.75	1.321	21.205	0.001
845+148.00	1.322	21.204	0.001
845+148.25	1.323	21.203	0.001
845+148.50	1.324	21.202	0.002
845+148.75	1.325	21.201	0.000
845+149.00	1.325	21.201	0.000
845+149.25	1.326	21.200	0.001
845+149.50	1.327	21.199	0.001
845+149.75	1.328	21.198	0.001
845+150.00	1.329	21.197	0.001
845+150.25	1.330	21.196	0.001
845+150.50	1.331	21.195	0.001
845+150.75	1.332	21.194	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+151.00	1.353	21.173	0.001
845+151.25	1.354	21.172	0.001
845+151.50	1.356	21.170	0.002
845+151.75	1.356	21.170	0.000
845+152.00	1.357	21.169	0.001
845+152.25	1.357	21.169	0.000
845+152.50	1.357	21.169	0.000
845+152.75	1.358	21.168	0.001
845+153.00	1.358	21.168	0.000
845+153.25	1.358	21.168	0.000
845+153.50	1.358	21.168	0.000
845+153.75	1.359	21.167	0.001
845+154.00	1.359	21.167	0.000
845+154.25	1.360	21.166	0.001
845+154.50	1.361	21.165	0.001
845+154.75	1.361	21.165	0.000
845+155.00	1.362	21.164	0.001
845+155.25	1.363	21.163	0.001
845+155.50	1.363	21.163	0.000
845+155.75	1.365	21.161	0.002
845+156.00	1.366	21.160	0.001
845+156.25	1.366	21.160	0.000
845+156.50	1.367	21.159	0.001
845+156.75	1.367	21.159	0.000
845+157.00	1.368	21.158	0.001
845+157.25	1.369	21.157	0.001
845+157.50	1.370	21.156	0.001
845+157.75	1.370	21.156	0.000
845+158.00	1.370	21.156	0.000
845+158.25	1.371	21.155	0.001
845+158.50	1.372	21.154	0.001
845+158.75	1.373	21.153	0.001
845+159.00	1.373	21.153	0.000
845+159.25	1.374	21.152	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+151.00	1.332	21.194	0.000
845+151.25	1.332	21.194	0.000
845+151.50	1.332	21.194	0.000
845+151.75	1.332	21.194	0.000
845+152.00	1.332	21.194	0.000
845+152.25	1.332	21.194	0.000
845+152.50	1.332	21.194	0.000
845+152.75	1.332	21.194	0.000
845+153.00	1.333	21.193	0.001
845+153.25	1.334	21.192	0.001
845+153.50	1.336	21.190	0.002
845+153.75	1.336	21.190	0.000
845+154.00	1.336	21.190	0.000
845+154.25	1.336	21.190	0.000
845+154.50	1.336	21.190	0.000
845+154.75	1.337	21.189	0.001
845+155.00	1.337	21.189	0.000
845+155.25	1.337	21.189	0.000
845+155.50	1.337	21.189	0.000
845+155.75	1.338	21.188	0.001
845+156.00	1.339	21.187	0.001
845+156.25	1.340	21.186	0.001
845+156.50	1.341	21.185	0.001
845+156.75	1.342	21.184	0.001
845+157.00	1.342	21.184	0.000
845+157.25	1.342	21.184	0.000
845+157.50	1.342	21.184	0.000
845+157.75	1.342	21.184	0.000
845+158.00	1.343	21.183	0.001
845+158.25	1.344	21.182	0.001
845+158.50	1.346	21.180	0.002
845+158.75	1.346	21.180	0.000
845+159.00	1.347	21.179	0.001
845+159.25	1.347	21.179	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+159.50	1.376	21.150	0.002
845+159.75	1.377	21.149	0.001
845+160.00	1.377	21.149	0.000
845+160.25	1.377	21.149	0.000
845+160.50	1.376	21.150	-0.001
845+160.75	1.377	21.149	0.001
845+161.00	1.377	21.149	0.000
845+161.25	1.377	21.149	0.000
845+161.50	1.377	21.149	0.000
845+161.75	1.377	21.149	0.000
845+162.00	1.377	21.149	0.000
845+162.25	1.377	21.149	0.000
845+162.50	1.378	21.148	0.001
845+162.75	1.378	21.148	0.000
845+163.00	1.378	21.148	0.000
845+163.25	1.378	21.148	0.000
845+163.50	1.378	21.148	0.000
845+163.75	1.379	21.147	0.001
845+164.00	1.380	21.146	0.001
845+164.25	1.381	21.145	0.001
845+164.50	1.382	21.144	0.001
845+164.75	1.383	21.143	0.001
845+165.00	1.383	21.143	0.000
845+165.25	1.385	21.141	0.002
845+165.50	1.386	21.140	0.001
845+165.75	1.387	21.139	0.001
845+166.00	1.387	21.139	0.000
845+166.25	1.387	21.139	0.000
845+166.50	1.388	21.138	0.001
845+166.75	1.389	21.137	0.001
845+167.00	1.391	21.135	0.002
845+167.25	1.392	21.134	0.001
845+167.50	1.393	21.133	0.001
845+167.75	1.395	21.131	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+159.50	1.348	21.178	0.001
845+159.75	1.349	21.177	0.001
845+160.00	1.349	21.177	0.000
845+160.25	1.350	21.176	0.001
845+160.50	1.351	21.175	0.001
845+160.75	1.352	21.174	0.001
845+161.00	1.352	21.174	0.000
845+161.25	1.352	21.174	0.000
845+161.50	1.352	21.174	0.000
845+161.75	1.354	21.172	0.002
845+162.00	1.356	21.170	0.002
845+162.25	1.356	21.170	0.000
845+162.50	1.356	21.170	0.000
845+162.75	1.356	21.170	0.000
845+163.00	1.356	21.170	0.000
845+163.25	1.356	21.170	0.000
845+163.50	1.357	21.169	0.001
845+163.75	1.358	21.168	0.001
845+164.00	1.358	21.168	0.000
845+164.25	1.359	21.167	0.001
845+164.50	1.359	21.167	0.000
845+164.75	1.361	21.165	0.002
845+165.00	1.363	21.163	0.002
845+165.25	1.365	21.161	0.002
845+165.50	1.366	21.160	0.001
845+165.75	1.366	21.160	0.000
845+166.00	1.367	21.159	0.001
845+166.25	1.368	21.158	0.001
845+166.50	1.369	21.157	0.001
845+166.75	1.370	21.156	0.001
845+167.00	1.370	21.156	0.000
845+167.25	1.370	21.156	0.000
845+167.50	1.371	21.155	0.001
845+167.75	1.372	21.154	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+168.00	1.397	21.129	0.002
845+168.25	1.398	21.128	0.001
845+168.50	1.398	21.128	0.000
845+168.75	1.398	21.128	0.000
845+169.00	1.398	21.128	0.000
845+169.25	1.398	21.128	0.000
845+169.50	1.399	21.127	0.001
845+169.75	1.400	21.126	0.001
845+170.00	1.400	21.126	0.000
845+170.25	1.400	21.126	0.000
845+170.50	1.400	21.126	0.000
845+170.75	1.400	21.126	0.000
845+171.00	1.400	21.126	0.000
845+171.25	1.401	21.125	0.001
845+171.50	1.401	21.125	0.000
845+171.75	1.401	21.125	0.000
845+172.00	1.402	21.124	0.001
845+172.25	1.402	21.124	0.000
845+172.50	1.403	21.123	0.001
845+172.75	1.404	21.122	0.001
845+173.00	1.404	21.122	0.000
845+173.25	1.406	21.120	0.002
845+173.50	1.408	21.118	0.002
845+173.75	1.409	21.117	0.001
845+174.00	1.411	21.115	0.002
845+174.25	1.412	21.114	0.001
845+174.50	1.413	21.113	0.001
845+174.75	1.415	21.111	0.002
845+175.00	1.418	21.108	0.003
845+175.25	1.420	21.106	0.002
845+175.50	1.421	21.105	0.001
845+175.75	1.422	21.104	0.001
845+176.00	1.423	21.103	0.001
845+176.25	1.424	21.102	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+168.00	1.372	21.154	0.000
845+168.25	1.373	21.153	0.001
845+168.50	1.374	21.152	0.001
845+168.75	1.375	21.151	0.001
845+169.00	1.376	21.150	0.001
845+169.25	1.377	21.149	0.001
845+169.50	1.378	21.148	0.001
845+169.75	1.379	21.147	0.001
845+170.00	1.380	21.147	0.000
845+170.25	1.380	21.146	0.000
845+170.50	1.380	21.147	0.000
845+170.75	1.380	21.146	0.000
845+171.00	1.381	21.145	0.001
845+171.25	1.381	21.145	0.000
845+171.50	1.381	21.145	0.000
845+171.75	1.382	21.144	0.001
845+172.00	1.383	21.143	0.001
845+172.25	1.385	21.141	0.002
845+172.50	1.387	21.139	0.002
845+172.75	1.388	21.138	0.001
845+173.00	1.389	21.137	0.001
845+173.25	1.391	21.135	0.002
845+173.50	1.392	21.134	0.001
845+173.75	1.394	21.132	0.002
845+174.00	1.397	21.129	0.003
845+174.25	1.398	21.128	0.001
845+174.50	1.398	21.128	0.000
845+174.75	1.399	21.127	0.001
845+175.00	1.400	21.126	0.001
845+175.25	1.401	21.125	0.001
845+175.50	1.402	21.124	0.001
845+175.75	1.402	21.124	0.000
845+176.00	1.403	21.123	0.001
845+176.25	1.405	21.121	0.002

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+176.50	1.426	21.100	0.002
845+176.75	1.426	21.100	0.000
845+177.00	1.427	21.099	0.001
845+177.25	1.428	21.098	0.001
845+177.50	1.428	21.098	0.000
845+177.75	1.429	21.097	0.001
845+178.00	1.431	21.095	0.002
845+178.25	1.433	21.093	0.002
845+178.50	1.435	21.091	0.002
845+178.75	1.436	21.090	0.001
845+179.00	1.437	21.089	0.001
845+179.25	1.437	21.089	0.000
845+179.50	1.437	21.089	0.000
845+179.75	1.437	21.089	0.000
845+180.00	1.438	21.088	0.001
845+180.25	1.439	21.087	0.001
845+180.50	1.439	21.087	0.000
845+180.75	1.440	21.086	0.001
845+181.00	1.441	21.085	0.001
845+181.25	1.442	21.084	0.001
845+181.50	1.442	21.084	0.000
845+181.75	1.442	21.084	0.000
845+182.00	1.442	21.084	0.000
845+182.25	1.443	21.083	0.001
845+182.50	1.445	21.081	0.002
845+182.75	1.447	21.079	0.002
845+183.00	1.448	21.078	0.001
845+183.25	1.449	21.077	0.001
845+183.50	1.450	21.076	0.001
845+183.75	1.451	21.075	0.001
845+184.00	1.452	21.074	0.001
845+184.25	1.453	21.073	0.001
845+184.50	1.453	21.073	0.000
845+184.75	1.455	21.071	0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+176.50	1.407	21.119	0.002
845+176.75	1.407	21.119	0.000
845+177.00	1.407	21.119	0.000
845+177.25	1.408	21.118	0.001
845+177.50	1.409	21.117	0.001
845+177.75	1.409	21.117	0.000
845+178.00	1.410	21.116	0.001
845+178.25	1.411	21.115	0.001
845+178.50	1.411	21.115	0.000
845+178.75	1.412	21.114	0.001
845+179.00	1.413	21.113	0.001
845+179.25	1.415	21.111	0.002
845+179.50	1.417	21.109	0.002
845+179.75	1.418	21.108	0.001
845+180.00	1.418	21.108	0.000
845+180.25	1.418	21.108	0.000
845+180.50	1.419	21.107	0.001
845+180.75	1.420	21.106	0.001
845+181.00	1.421	21.105	0.001
845+181.25	1.421	21.105	0.000
845+181.50	1.421	21.105	0.000
845+181.75	1.421	21.105	0.000
845+182.00	1.421	21.105	0.000
845+182.25	1.422	21.104	0.001
845+182.50	1.422	21.104	0.000
845+182.75	1.422	21.104	0.000
845+183.00	1.422	21.104	0.000
845+183.25	1.422	21.104	0.000
845+183.50	1.422	21.104	0.000
845+183.75	1.422	21.104	0.000
845+184.00	1.422	21.104	0.000
845+184.25	1.422	21.104	0.000
845+184.50	1.423	21.103	0.000
845+184.75	1.424	21.102	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+185.00	1.456	21.070	0.001
845+185.25	1.457	21.069	0.001
845+185.50	1.457	21.069	0.000
845+185.75	1.457	21.069	0.000
845+186.00	1.457	21.069	0.000
845+186.25	1.457	21.069	0.000
845+186.50	1.458	21.068	0.001
845+186.75	1.458	21.068	0.000
845+187.00	1.458	21.068	0.000
845+187.25	1.459	21.067	0.001
845+187.50	1.460	21.066	0.001
845+187.75	1.460	21.066	0.000
845+188.00	1.461	21.065	0.001
845+188.25	1.462	21.064	0.001
845+188.50	1.462	21.064	0.000
845+188.75	1.462	21.064	0.000
845+189.00	1.462	21.064	0.000
845+189.25	1.463	21.063	0.001
845+189.50	1.463	21.063	0.000
845+189.75	1.464	21.062	0.001
845+190.00	1.464	21.062	0.000
845+190.25	1.465	21.061	0.001
845+190.50	1.466	21.060	0.001
845+190.75	1.467	21.059	0.001
845+191.00	1.467	21.059	0.000
845+191.25	1.467	21.059	0.000
845+191.50	1.468	21.058	0.001
845+191.75	1.469	21.057	0.001
845+192.00	1.469	21.057	0.000
845+192.25	1.470	21.056	0.001
845+192.50	1.471	21.055	0.001
845+192.75	1.471	21.055	0.000
845+193.00	1.472	21.054	0.001
845+193.25	1.472	21.054	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+185.00	1.425	21.101	0.001
845+185.25	1.426	21.100	0.002
845+185.50	1.427	21.099	0.001
845+185.75	1.428	21.098	0.001
845+186.00	1.429	21.097	0.001
845+186.25	1.430	21.096	0.001
845+186.50	1.431	21.095	0.001
845+186.75	1.432	21.094	0.001
845+187.00	1.432	21.094	0.000
845+187.25	1.433	21.093	0.001
845+187.50	1.434	21.092	0.001
845+187.75	1.435	21.091	0.001
845+188.00	1.435	21.091	0.000
845+188.25	1.436	21.090	0.001
845+188.50	1.438	21.088	0.002
845+188.75	1.439	21.087	0.001
845+189.00	1.440	21.086	0.001
845+189.25	1.440	21.086	0.000
845+189.50	1.440	21.086	0.000
845+189.75	1.441	21.085	0.001
845+190.00	1.441	21.085	0.000
845+190.25	1.442	21.084	0.001
845+190.50	1.442	21.084	0.000
845+190.75	1.443	21.083	0.001
845+191.00	1.443	21.083	0.000
845+191.25	1.444	21.082	0.001
845+191.50	1.446	21.080	0.002
845+191.75	1.446	21.080	0.000
845+192.00	1.446	21.080	0.000
845+192.25	1.447	21.079	0.001
845+192.50	1.448	21.078	0.001
845+192.75	1.448	21.078	0.000
845+193.00	1.448	21.078	0.000
845+193.25	1.449	21.077	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 845+100 - Km. 845+200 - Carril Derecho

Cota de Inicio	21.278
V. Atras	1.248
Alt. Instr.	22.526

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
845+193.50	1.472	21.054	0.000
845+193.75	1.474	21.052	0.002
845+194.00	1.477	21.049	0.003
845+194.25	1.478	21.048	0.001
845+194.50	1.479	21.047	0.001
845+194.75	1.480	21.046	0.001
845+195.00	1.481	21.045	0.001
845+195.25	1.481	21.045	0.000
845+195.50	1.482	21.044	0.001
845+195.75	1.483	21.043	0.001
845+196.00	1.484	21.042	0.001
845+196.25	1.485	21.041	0.001
845+196.50	1.487	21.039	0.002
845+196.75	1.488	21.038	0.001
845+197.00	1.489	21.037	0.001
845+197.25	1.489	21.037	0.000
845+197.50	1.489	21.037	0.000
845+197.75	1.490	21.036	0.001
845+198.00	1.490	21.036	0.000
845+198.25	1.490	21.036	0.000
845+198.50	1.490	21.036	0.000
845+198.75	1.491	21.035	0.001
845+199.00	1.491	21.035	0.000
845+199.25	1.491	21.035	0.000
845+199.50	1.491	21.035	0.000
845+199.75	1.491	21.035	0.000
845+200.00	1.492	21.034	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
845+193.50	1.449	21.077	0.000
845+193.75	1.450	21.076	0.001
845+194.00	1.452	21.074	0.002
845+194.25	1.453	21.073	0.001
845+194.50	1.453	21.073	0.000
845+194.75	1.455	21.071	0.002
845+195.00	1.457	21.069	0.002
845+195.25	1.457	21.069	0.000
845+195.50	1.458	21.068	0.001
845+195.75	1.459	21.067	0.001
845+196.00	1.460	21.066	0.001
845+196.25	1.460	21.066	0.000
845+196.50	1.460	21.066	0.000
845+196.75	1.460	21.066	0.000
845+197.00	1.461	21.065	0.001
845+197.25	1.462	21.064	0.001
845+197.50	1.462	21.064	0.000
845+197.75	1.462	21.064	0.000
845+198.00	1.462	21.064	0.000
845+198.25	1.463	21.063	0.001
845+198.50	1.463	21.063	0.000
845+198.75	1.464	21.062	0.001
845+199.00	1.466	21.060	0.002
845+199.25	1.467	21.059	0.001
845+199.50	1.468	21.058	0.001
845+199.75	1.467	21.059	-0.001
845+200.00	1.467	21.059	0.000

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ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+100.00	1.402	20.145	-
860+100.25	1.402	20.145	0.000
860+100.50	1.402	20.145	0.000
860+100.75	1.402	20.145	0.000
860+101.00	1.402	20.145	0.000
860+101.25	1.403	20.144	0.001
860+101.50	1.404	20.143	0.001
860+101.75	1.405	20.142	0.001
860+102.00	1.405	20.142	0.000
860+102.25	1.407	20.140	0.002
860+102.50	1.408	20.139	0.001
860+102.75	1.406	20.141	-0.002
860+103.00	1.404	20.143	-0.002
860+103.25	1.405	20.142	0.001
860+103.50	1.406	20.141	0.001
860+103.75	1.407	20.140	0.001
860+104.00	1.407	20.140	0.000
860+104.25	1.407	20.140	0.000
860+104.50	1.406	20.141	-0.001
860+104.75	1.407	20.140	0.001
860+105.00	1.407	20.140	0.000
860+105.25	1.408	20.139	0.001
860+105.50	1.409	20.138	0.001
860+105.75	1.409	20.138	0.000
860+106.00	1.409	20.138	0.000
860+106.25	1.408	20.139	-0.001
860+106.50	1.408	20.139	0.000
860+106.75	1.408	20.139	0.000
860+107.00	1.408	20.139	0.000
860+107.25	1.408	20.139	0.000
860+107.50	1.408	20.139	0.000
860+107.75	1.408	20.139	0.000
860+108.00	1.408	20.139	0.000
860+108.25	1.408	20.139	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+100.00	1.405	20.142	-
860+100.25	1.405	20.142	0.000
860+100.50	1.406	20.141	0.001
860+100.75	1.408	20.139	0.002
860+101.00	1.410	20.137	0.002
860+101.25	1.409	20.138	-0.001
860+101.50	1.408	20.139	-0.001
860+101.75	1.408	20.139	0.000
860+102.00	1.409	20.138	0.001
860+102.25	1.409	20.138	0.000
860+102.50	1.409	20.138	0.000
860+102.75	1.409	20.138	0.000
860+103.00	1.409	20.138	0.000
860+103.25	1.409	20.138	0.000
860+103.50	1.409	20.138	0.000
860+103.75	1.409	20.138	0.000
860+104.00	1.410	20.137	0.001
860+104.25	1.410	20.137	0.000
860+104.50	1.410	20.137	0.000
860+104.75	1.411	20.136	0.001
860+105.00	1.411	20.136	0.000
860+105.25	1.412	20.135	0.001
860+105.50	1.412	20.135	0.000
860+105.75	1.412	20.135	0.000
860+106.00	1.412	20.135	0.000
860+106.25	1.412	20.135	0.000
860+106.50	1.413	20.134	0.001
860+106.75	1.413	20.134	0.000
860+107.00	1.413	20.134	0.000
860+107.25	1.415	20.132	0.002
860+107.50	1.417	20.130	0.002
860+107.75	1.418	20.129	0.001
860+108.00	1.418	20.129	0.000
860+108.25	1.419	20.128	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+108.50	1.409	20.138	0.001
860+108.75	1.408	20.139	-0.001
860+109.00	1.408	20.139	0.000
860+109.25	1.408	20.139	0.000
860+109.50	1.409	20.138	0.001
860+109.75	1.409	20.138	0.000
860+110.00	1.409	20.138	0.000
860+110.25	1.409	20.138	0.000
860+110.50	1.409	20.138	0.000
860+110.75	1.408	20.139	-0.001
860+111.00	1.408	20.139	0.000
860+111.25	1.408	20.139	0.000
860+111.50	1.407	20.140	-0.001
860+111.75	1.407	20.140	0.000
860+112.00	1.407	20.140	0.000
860+112.25	1.407	20.140	0.000
860+112.50	1.406	20.141	-0.001
860+112.75	1.407	20.140	0.001
860+113.00	1.407	20.140	0.000
860+113.25	1.405	20.142	-0.002
860+113.50	1.403	20.144	-0.002
860+113.75	1.403	20.144	0.000
860+114.00	1.403	20.144	0.000
860+114.25	1.402	20.145	-0.001
860+114.50	1.402	20.145	0.000
860+114.75	1.402	20.145	0.000
860+115.00	1.402	20.145	0.000
860+115.25	1.402	20.145	0.000
860+115.50	1.403	20.144	0.001
860+115.75	1.403	20.144	0.000
860+116.00	1.403	20.144	0.000
860+116.25	1.403	20.144	0.000
860+116.50	1.403	20.144	0.000
860+116.75	1.402	20.145	-0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+108.50	1.420	20.127	0.001
860+108.75	1.420	20.127	0.000
860+109.00	1.420	20.127	0.000
860+109.25	1.421	20.126	0.001
860+109.50	1.421	20.126	0.000
860+109.75	1.422	20.125	0.001
860+110.00	1.422	20.125	0.000
860+110.25	1.422	20.125	0.000
860+110.50	1.422	20.125	0.000
860+110.75	1.422	20.125	0.000
860+111.00	1.422	20.125	0.000
860+111.25	1.422	20.125	0.000
860+111.50	1.422	20.125	0.000
860+111.75	1.422	20.125	0.000
860+112.00	1.421	20.126	-0.001
860+112.25	1.421	20.126	0.000
860+112.50	1.421	20.126	0.000
860+112.75	1.421	20.126	0.000
860+113.00	1.421	20.126	0.000
860+113.25	1.421	20.126	0.000
860+113.50	1.420	20.127	-0.001
860+113.75	1.419	20.128	-0.001
860+114.00	1.419	20.128	0.000
860+114.25	1.419	20.128	0.000
860+114.50	1.418	20.129	-0.001
860+114.75	1.419	20.128	0.001
860+115.00	1.419	20.128	0.000
860+115.25	1.419	20.128	0.000
860+115.50	1.419	20.128	0.000
860+115.75	1.419	20.128	0.000
860+116.00	1.418	20.129	-0.001
860+116.25	1.418	20.129	0.000
860+116.50	1.418	20.129	0.000
860+116.75	1.418	20.129	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+117.00	1.402	20.145	0.000
860+117.25	1.402	20.145	0.000
860+117.50	1.402	20.145	0.000
860+117.75	1.401	20.146	-0.001
860+118.00	1.401	20.146	0.000
860+118.25	1.401	20.146	0.000
860+118.50	1.401	20.146	0.000
860+118.75	1.401	20.146	0.000
860+119.00	1.400	20.147	-0.001
860+119.25	1.400	20.147	0.000
860+119.50	1.400	20.147	0.000
860+119.75	1.400	20.147	0.000
860+120.00	1.399	20.148	-0.001
860+120.25	1.399	20.148	0.000
860+120.50	1.399	20.148	0.000
860+120.75	1.398	20.149	-0.001
860+121.00	1.397	20.150	-0.001
860+121.25	1.398	20.149	0.001
860+121.50	1.398	20.149	0.000
860+121.75	1.398	20.149	0.000
860+122.00	1.397	20.150	-0.001
860+122.25	1.397	20.150	0.000
860+122.50	1.397	20.150	0.000
860+122.75	1.398	20.149	0.001
860+123.00	1.399	20.148	0.001
860+123.25	1.398	20.149	-0.001
860+123.50	1.398	20.149	0.000
860+123.75	1.398	20.149	0.000
860+124.00	1.399	20.148	0.001
860+124.25	1.400	20.147	0.001
860+124.50	1.400	20.147	0.000
860+124.75	1.400	20.147	0.000
860+125.00	1.400	20.147	0.000
860+125.25	1.400	20.147	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+117.00	1.417	20.130	-0.001
860+117.25	1.416	20.131	-0.001
860+117.50	1.416	20.131	0.000
860+117.75	1.415	20.132	-0.001
860+118.00	1.415	20.132	0.000
860+118.25	1.414	20.133	-0.001
860+118.50	1.413	20.134	-0.001
860+118.75	1.412	20.135	-0.001
860+119.00	1.412	20.135	0.000
860+119.25	1.412	20.135	0.000
860+119.50	1.411	20.136	-0.001
860+119.75	1.411	20.136	0.000
860+120.00	1.411	20.136	0.000
860+120.25	1.411	20.136	0.000
860+120.50	1.411	20.136	0.000
860+120.75	1.410	20.137	-0.001
860+121.00	1.409	20.138	-0.001
860+121.25	1.409	20.138	0.000
860+121.50	1.409	20.138	0.000
860+121.75	1.409	20.138	0.000
860+122.00	1.409	20.138	0.000
860+122.25	1.409	20.138	0.000
860+122.50	1.409	20.138	0.000
860+122.75	1.408	20.139	-0.001
860+123.00	1.408	20.139	0.000
860+123.25	1.408	20.139	0.000
860+123.50	1.409	20.138	0.001
860+123.75	1.409	20.138	0.000
860+124.00	1.410	20.137	0.001
860+124.25	1.411	20.136	0.001
860+124.50	1.411	20.136	0.000
860+124.75	1.412	20.135	0.001
860+125.00	1.412	20.135	0.000
860+125.25	1.412	20.135	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 860+100 - Km. 860+200 - Carril Izquierdo*

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+125.50	1.400	20.147	0.000
860+125.75	1.400	20.147	0.000
860+126.00	1.400	20.147	0.000
860+126.25	1.400	20.147	0.000
860+126.50	1.400	20.147	0.000
860+126.75	1.400	20.147	0.000
860+127.00	1.400	20.147	0.000
860+127.25	1.400	20.147	0.000
860+127.50	1.400	20.147	0.000
860+127.75	1.400	20.147	0.000
860+128.00	1.400	20.147	0.000
860+128.25	1.399	20.148	-0.001
860+128.50	1.398	20.149	-0.001
860+128.75	1.398	20.149	0.000
860+129.00	1.397	20.150	-0.001
860+129.25	1.397	20.150	0.000
860+129.50	1.396	20.151	-0.001
860+129.75	1.395	20.152	-0.001
860+130.00	1.394	20.153	-0.001
860+130.25	1.394	20.153	0.000
860+130.50	1.394	20.153	0.000
860+130.75	1.393	20.154	-0.001
860+131.00	1.392	20.155	-0.001
860+131.25	1.391	20.156	-0.001
860+131.50	1.390	20.157	-0.001
860+131.75	1.389	20.158	-0.001
860+132.00	1.388	20.159	-0.001
860+132.25	1.387	20.160	-0.001
860+132.50	1.387	20.160	0.000
860+132.75	1.387	20.160	0.000
860+133.00	1.387	20.160	0.000
860+133.25	1.387	20.160	0.000
860+133.50	1.387	20.160	0.000
860+133.75	1.385	20.162	-0.002

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+125.50	1.412	20.135	0.000
860+125.75	1.412	20.135	0.000
860+126.00	1.413	20.134	0.001
860+126.25	1.413	20.134	0.000
860+126.50	1.413	20.134	0.000
860+126.75	1.414	20.133	0.001
860+127.00	1.415	20.132	0.001
860+127.25	1.415	20.132	0.000
860+127.50	1.415	20.132	0.000
860+127.75	1.415	20.132	0.000
860+128.00	1.414	20.133	-0.001
860+128.25	1.414	20.133	0.000
860+128.50	1.414	20.133	0.000
860+128.75	1.413	20.134	-0.001
860+129.00	1.412	20.135	-0.001
860+129.25	1.412	20.135	0.000
860+129.50	1.412	20.135	0.000
860+129.75	1.412	20.135	0.000
860+130.00	1.413	20.134	0.001
860+130.25	1.414	20.133	0.001
860+130.50	1.414	20.133	0.000
860+130.75	1.413	20.134	-0.001
860+131.00	1.411	20.136	-0.002
860+131.25	1.411	20.136	0.000
860+131.50	1.410	20.137	-0.001
860+131.75	1.409	20.138	-0.001
860+132.00	1.408	20.139	-0.001
860+132.25	1.408	20.139	0.000
860+132.50	1.407	20.140	-0.001
860+132.75	1.406	20.141	-0.001
860+133.00	1.404	20.143	-0.002
860+133.25	1.403	20.144	-0.001
860+133.50	1.402	20.145	-0.001
860+133.75	1.401	20.146	-0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+134.00	1.383	20.164	-0.002
860+134.25	1.382	20.165	-0.001
860+134.50	1.381	20.166	-0.001
860+134.75	1.380	20.167	-0.001
860+135.00	1.380	20.167	0.000
860+135.25	1.380	20.167	0.000
860+135.50	1.380	20.167	0.000
860+135.75	1.380	20.167	0.000
860+136.00	1.381	20.166	0.001
860+136.25	1.381	20.166	0.000
860+136.50	1.381	20.166	0.000
860+136.75	1.381	20.166	0.000
860+137.00	1.381	20.166	0.000
860+137.25	1.380	20.167	-0.001
860+137.50	1.380	20.167	0.000
860+137.75	1.380	20.167	0.000
860+138.00	1.381	20.166	0.001
860+138.25	1.380	20.167	-0.001
860+138.50	1.380	20.167	0.000
860+138.75	1.380	20.167	0.000
860+139.00	1.381	20.166	0.001
860+139.25	1.381	20.166	0.000
860+139.50	1.381	20.166	0.000
860+139.75	1.381	20.166	0.000
860+140.00	1.381	20.166	0.000
860+140.25	1.381	20.166	0.000
860+140.50	1.382	20.165	0.001
860+140.75	1.382	20.165	0.000
860+141.00	1.382	20.165	0.000
860+141.25	1.383	20.164	0.001
860+141.50	1.384	20.163	0.001
860+141.75	1.385	20.162	0.001
860+142.00	1.386	20.161	0.001
860+142.25	1.386	20.161	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+134.00	1.400	20.147	-0.001
860+134.25	1.400	20.147	0.000
860+134.50	1.400	20.147	0.000
860+134.75	1.400	20.147	0.000
860+135.00	1.400	20.147	0.000
860+135.25	1.400	20.147	0.000
860+135.50	1.399	20.148	-0.001
860+135.75	1.399	20.148	0.000
860+136.00	1.399	20.148	0.000
860+136.25	1.399	20.148	0.000
860+136.50	1.399	20.148	0.000
860+136.75	1.400	20.147	0.001
860+137.00	1.400	20.147	0.000
860+137.25	1.400	20.147	0.000
860+137.50	1.400	20.147	0.000
860+137.75	1.400	20.147	0.000
860+138.00	1.400	20.147	0.000
860+138.25	1.401	20.146	0.001
860+138.50	1.401	20.146	0.000
860+138.75	1.401	20.146	0.000
860+139.00	1.401	20.146	0.000
860+139.25	1.401	20.146	0.000
860+139.50	1.402	20.145	0.001
860+139.75	1.402	20.145	0.000
860+140.00	1.402	20.145	0.000
860+140.25	1.402	20.145	0.000
860+140.50	1.402	20.145	0.000
860+140.75	1.402	20.145	0.000
860+141.00	1.403	20.144	0.001
860+141.25	1.404	20.143	0.001
860+141.50	1.404	20.143	0.000
860+141.75	1.404	20.143	0.000
860+142.00	1.403	20.144	-0.001
860+142.25	1.404	20.143	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

*“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 860+100 - Km. 860+200 - Carril Izquierdo*

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+142.50	1.386	20.161	0.000
860+142.75	1.387	20.160	0.001
860+143.00	1.387	20.160	0.000
860+143.25	1.387	20.160	0.000
860+143.50	1.387	20.160	0.000
860+143.75	1.387	20.160	0.000
860+144.00	1.388	20.159	0.001
860+144.25	1.388	20.159	0.000
860+144.50	1.388	20.159	0.000
860+144.75	1.388	20.159	0.000
860+145.00	1.389	20.158	0.001
860+145.25	1.389	20.158	0.000
860+145.50	1.390	20.157	0.001
860+145.75	1.391	20.156	0.001
860+146.00	1.391	20.156	0.000
860+146.25	1.391	20.156	0.000
860+146.50	1.392	20.155	0.001
860+146.75	1.393	20.154	0.001
860+147.00	1.393	20.154	0.000
860+147.25	1.394	20.153	0.001
860+147.50	1.394	20.153	0.000
860+147.75	1.395	20.152	0.001
860+148.00	1.397	20.150	0.002
860+148.25	1.398	20.149	0.001
860+148.50	1.398	20.149	0.000
860+148.75	1.398	20.149	0.000
860+149.00	1.399	20.148	0.001
860+149.25	1.400	20.147	0.001
860+149.50	1.400	20.147	0.000
860+149.75	1.400	20.147	0.000
860+150.00	1.399	20.148	-0.001
860+150.25	1.400	20.147	0.001
860+150.50	1.400	20.147	0.000
860+150.75	1.401	20.146	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+142.50	1.404	20.143	0.000
860+142.75	1.405	20.142	0.001
860+143.00	1.405	20.142	0.000
860+143.25	1.405	20.142	0.000
860+143.50	1.405	20.142	0.000
860+143.75	1.405	20.142	0.000
860+144.00	1.406	20.141	0.001
860+144.25	1.407	20.140	0.001
860+144.50	1.407	20.140	0.000
860+144.75	1.408	20.139	0.001
860+145.00	1.408	20.139	0.000
860+145.25	1.408	20.139	0.000
860+145.50	1.409	20.138	0.001
860+145.75	1.410	20.137	0.001
860+146.00	1.411	20.136	0.001
860+146.25	1.412	20.135	0.001
860+146.50	1.413	20.134	0.001
860+146.75	1.414	20.133	0.001
860+147.00	1.415	20.132	0.001
860+147.25	1.416	20.131	0.001
860+147.50	1.417	20.130	0.001
860+147.75	1.418	20.129	0.001
860+148.00	1.418	20.129	0.000
860+148.25	1.418	20.129	0.000
860+148.50	1.418	20.129	0.000
860+148.75	1.419	20.128	0.001
860+149.00	1.419	20.128	0.000
860+149.25	1.421	20.126	0.002
860+149.50	1.422	20.125	0.001
860+149.75	1.422	20.125	0.000
860+150.00	1.421	20.126	-0.001
860+150.25	1.421	20.126	0.000
860+150.50	1.421	20.126	0.000
860+150.75	1.421	20.126	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+151.00	1.401	20.146	0.000
860+151.25	1.401	20.146	0.000
860+151.50	1.401	20.146	0.000
860+151.75	1.401	20.146	0.000
860+152.00	1.401	20.146	0.000
860+152.25	1.401	20.146	0.000
860+152.50	1.400	20.147	-0.001
860+152.75	1.400	20.147	0.000
860+153.00	1.400	20.147	0.000
860+153.25	1.400	20.147	0.000
860+153.50	1.399	20.148	-0.001
860+153.75	1.398	20.149	-0.001
860+154.00	1.398	20.149	0.000
860+154.25	1.398	20.149	0.000
860+154.50	1.398	20.149	0.000
860+154.75	1.398	20.149	0.000
860+155.00	1.397	20.150	-0.001
860+155.25	1.397	20.150	0.000
860+155.50	1.397	20.150	0.000
860+155.75	1.397	20.150	0.000
860+156.00	1.396	20.151	-0.001
860+156.25	1.397	20.150	0.001
860+156.50	1.397	20.150	0.000
860+156.75	1.397	20.150	0.000
860+157.00	1.397	20.150	0.000
860+157.25	1.397	20.150	0.000
860+157.50	1.397	20.150	0.000
860+157.75	1.395	20.152	-0.002
860+158.00	1.393	20.154	-0.002
860+158.25	1.393	20.154	0.000
860+158.50	1.392	20.155	-0.001
860+158.75	1.392	20.155	0.000
860+159.00	1.392	20.155	0.000
860+159.25	1.392	20.155	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+151.00	1.421	20.126	0.000
860+151.25	1.422	20.125	0.001
860+151.50	1.422	20.125	0.000
860+151.75	1.422	20.125	0.000
860+152.00	1.421	20.126	-0.001
860+152.25	1.421	20.126	0.000
860+152.50	1.421	20.126	0.000
860+152.75	1.421	20.126	0.000
860+153.00	1.420	20.127	-0.001
860+153.25	1.419	20.128	-0.001
860+153.50	1.418	20.129	-0.001
860+153.75	1.418	20.129	0.000
860+154.00	1.418	20.129	0.000
860+154.25	1.418	20.129	0.000
860+154.50	1.418	20.129	0.000
860+154.75	1.418	20.129	0.000
860+155.00	1.418	20.129	0.000
860+155.25	1.418	20.129	0.000
860+155.50	1.418	20.129	0.000
860+155.75	1.418	20.129	0.000
860+156.00	1.418	20.129	0.000
860+156.25	1.418	20.129	0.000
860+156.50	1.417	20.130	-0.001
860+156.75	1.418	20.129	0.001
860+157.00	1.418	20.129	0.000
860+157.25	1.418	20.129	0.000
860+157.50	1.418	20.129	0.000
860+157.75	1.418	20.129	0.000
860+158.00	1.418	20.129	0.000
860+158.25	1.419	20.128	0.001
860+158.50	1.419	20.128	0.000
860+158.75	1.419	20.128	0.000
860+159.00	1.418	20.129	-0.001
860+159.25	1.418	20.129	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+159.50	1.392	20.155	0.000
860+159.75	1.392	20.155	0.000
860+160.00	1.392	20.155	0.000
860+160.25	1.393	20.154	0.001
860+160.50	1.393	20.154	0.000
860+160.75	1.391	20.156	-0.002
860+161.00	1.389	20.158	-0.002
860+161.25	1.389	20.158	0.000
860+161.50	1.390	20.157	0.001
860+161.75	1.391	20.156	0.001
860+162.00	1.391	20.156	0.000
860+162.25	1.391	20.156	0.000
860+162.50	1.392	20.155	0.001
860+162.75	1.392	20.155	0.000
860+163.00	1.392	20.155	0.000
860+163.25	1.393	20.154	0.001
860+163.50	1.394	20.153	0.001
860+163.75	1.395	20.152	0.001
860+164.00	1.397	20.150	0.002
860+164.25	1.398	20.149	0.001
860+164.50	1.398	20.149	0.000
860+164.75	1.398	20.149	0.000
860+165.00	1.399	20.148	0.001
860+165.25	1.400	20.147	0.001
860+165.50	1.401	20.146	0.001
860+165.75	1.401	20.146	0.000
860+166.00	1.402	20.145	0.001
860+166.25	1.402	20.145	0.000
860+166.50	1.402	20.145	0.000
860+166.75	1.402	20.145	0.000
860+167.00	1.402	20.145	0.000
860+167.25	1.402	20.145	0.000
860+167.50	1.402	20.145	0.000
860+167.75	1.402	20.145	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+159.50	1.418	20.129	0.000
860+159.75	1.418	20.129	0.000
860+160.00	1.418	20.129	0.000
860+160.25	1.419	20.128	0.001
860+160.50	1.419	20.128	0.000
860+160.75	1.419	20.128	0.000
860+161.00	1.418	20.129	-0.001
860+161.25	1.418	20.129	0.000
860+161.50	1.418	20.129	0.000
860+161.75	1.418	20.129	0.000
860+162.00	1.418	20.129	0.000
860+162.25	1.419	20.128	0.001
860+162.50	1.419	20.128	0.000
860+162.75	1.419	20.128	0.000
860+163.00	1.419	20.128	0.000
860+163.25	1.419	20.128	0.000
860+163.50	1.420	20.127	0.001
860+163.75	1.421	20.126	0.001
860+164.00	1.421	20.126	0.000
860+164.25	1.422	20.125	0.001
860+164.50	1.422	20.125	0.000
860+164.75	1.422	20.125	0.000
860+165.00	1.422	20.125	0.000
860+165.25	1.422	20.125	0.000
860+165.50	1.423	20.124	0.001
860+165.75	1.423	20.124	0.000
860+166.00	1.424	20.123	0.001
860+166.25	1.425	20.122	0.001
860+166.50	1.425	20.122	0.000
860+166.75	1.425	20.122	0.000
860+167.00	1.425	20.122	0.000
860+167.25	1.425	20.122	0.000
860+167.50	1.425	20.122	0.000
860+167.75	1.424	20.123	-0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+168.00	1.402	20.145	0.000
860+168.25	1.402	20.145	0.000
860+168.50	1.403	20.144	0.001
860+168.75	1.404	20.143	0.001
860+169.00	1.404	20.143	0.000
860+169.25	1.404	20.143	0.000
860+169.50	1.404	20.143	0.000
860+169.75	1.405	20.142	0.001
860+170.00	1.405	20.142	0.000
860+170.25	1.406	20.141	0.001
860+170.50	1.407	20.140	0.001
860+170.75	1.408	20.139	0.001
860+171.00	1.408	20.139	0.000
860+171.25	1.408	20.139	0.000
860+171.50	1.409	20.138	0.001
860+171.75	1.410	20.137	0.001
860+172.00	1.411	20.136	0.001
860+172.25	1.412	20.135	0.001
860+172.50	1.412	20.135	0.000
860+172.75	1.413	20.134	0.001
860+173.00	1.414	20.133	0.001
860+173.25	1.415	20.132	0.001
860+173.50	1.415	20.132	0.000
860+173.75	1.416	20.131	0.001
860+174.00	1.417	20.130	0.001
860+174.25	1.418	20.129	0.001
860+174.50	1.418	20.129	0.000
860+174.75	1.418	20.129	0.000
860+175.00	1.418	20.129	0.000
860+175.25	1.419	20.128	0.001
860+175.50	1.420	20.127	0.001
860+175.75	1.421	20.126	0.001
860+176.00	1.422	20.125	0.001
860+176.25	1.422	20.125	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+168.00	1.423	20.124	-0.001
860+168.25	1.423	20.124	0.000
860+168.50	1.424	20.123	0.001
860+168.75	1.425	20.122	0.001
860+169.00	1.425	20.122	0.000
860+169.25	1.425	20.122	0.000
860+169.50	1.426	20.121	0.001
860+169.75	1.426	20.121	0.000
860+170.00	1.427	20.120	0.001
860+170.25	1.427	20.120	0.000
860+170.50	1.427	20.120	0.000
860+170.75	1.428	20.119	0.001
860+171.00	1.428	20.119	0.000
860+171.25	1.428	20.119	0.000
860+171.50	1.428	20.119	0.000
860+171.75	1.428	20.119	0.000
860+172.00	1.428	20.119	0.000
860+172.25	1.429	20.118	0.001
860+172.50	1.429	20.118	0.000
860+172.75	1.430	20.117	0.001
860+173.00	1.431	20.116	0.001
860+173.25	1.432	20.115	0.001
860+173.50	1.432	20.115	0.000
860+173.75	1.432	20.115	0.000
860+174.00	1.433	20.114	0.001
860+174.25	1.435	20.112	0.002
860+174.50	1.436	20.111	0.001
860+174.75	1.436	20.111	0.000
860+175.00	1.437	20.110	0.001
860+175.25	1.437	20.110	0.000
860+175.50	1.438	20.109	0.001
860+175.75	1.439	20.108	0.001
860+176.00	1.441	20.106	0.002
860+176.25	1.442	20.105	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+176.50	1.423	20.124	0.001
860+176.75	1.423	20.124	0.000
860+177.00	1.424	20.123	0.001
860+177.25	1.425	20.122	0.001
860+177.50	1.426	20.121	0.001
860+177.75	1.426	20.121	0.000
860+178.00	1.427	20.120	0.001
860+178.25	1.428	20.119	0.001
860+178.50	1.429	20.118	0.001
860+178.75	1.429	20.118	0.000
860+179.00	1.430	20.117	0.001
860+179.25	1.430	20.117	0.000
860+179.50	1.431	20.116	0.001
860+179.75	1.432	20.115	0.001
860+180.00	1.432	20.115	0.000
860+180.25	1.432	20.115	0.000
860+180.50	1.431	20.116	-0.001
860+180.75	1.430	20.117	-0.001
860+181.00	1.430	20.117	0.000
860+181.25	1.430	20.117	0.000
860+181.50	1.430	20.117	0.000
860+181.75	1.430	20.117	0.000
860+182.00	1.431	20.116	0.001
860+182.25	1.430	20.117	-0.001
860+182.50	1.430	20.117	0.000
860+182.75	1.430	20.117	0.000
860+183.00	1.431	20.116	0.001
860+183.25	1.430	20.117	-0.001
860+183.50	1.429	20.118	-0.001
860+183.75	1.429	20.118	0.000
860+184.00	1.429	20.118	0.000
860+184.25	1.428	20.119	-0.001
860+184.50	1.427	20.120	-0.001
860+184.75	1.426	20.121	-0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+176.50	1.442	20.105	0.000
860+176.75	1.443	20.104	0.001
860+177.00	1.443	20.104	0.000
860+177.25	1.444	20.103	0.001
860+177.50	1.445	20.102	0.001
860+177.75	1.446	20.101	0.001
860+178.00	1.447	20.100	0.001
860+178.25	1.447	20.100	0.000
860+178.50	1.448	20.099	0.001
860+178.75	1.448	20.099	0.000
860+179.00	1.448	20.099	0.000
860+179.25	1.448	20.099	0.000
860+179.50	1.448	20.099	0.000
860+179.75	1.449	20.098	0.001
860+180.00	1.449	20.098	0.000
860+180.25	1.449	20.098	0.000
860+180.50	1.449	20.098	0.000
860+180.75	1.450	20.097	0.001
860+181.00	1.450	20.097	0.000
860+181.25	1.450	20.097	0.000
860+181.50	1.450	20.097	0.000
860+181.75	1.450	20.097	0.000
860+182.00	1.451	20.096	0.001
860+182.25	1.450	20.097	-0.001
860+182.50	1.450	20.097	0.000
860+182.75	1.451	20.096	0.001
860+183.00	1.452	20.095	0.001
860+183.25	1.452	20.095	0.000
860+183.50	1.452	20.095	0.000
860+183.75	1.451	20.096	-0.001
860+184.00	1.451	20.096	0.000
860+184.25	1.450	20.097	-0.001
860+184.50	1.450	20.097	0.000
860+184.75	1.450	20.097	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+185.00	1.426	20.121	0.000
860+185.25	1.425	20.122	-0.001
860+185.50	1.425	20.122	0.000
860+185.75	1.425	20.122	0.000
860+186.00	1.425	20.122	0.000
860+186.25	1.425	20.122	0.000
860+186.50	1.425	20.122	0.000
860+186.75	1.424	20.123	-0.001
860+187.00	1.423	20.124	-0.001
860+187.25	1.422	20.125	-0.001
860+187.50	1.422	20.125	0.000
860+187.75	1.422	20.125	0.000
860+188.00	1.422	20.125	0.000
860+188.25	1.422	20.125	0.000
860+188.50	1.421	20.126	-0.001
860+188.75	1.421	20.126	0.000
860+189.00	1.421	20.126	0.000
860+189.25	1.421	20.126	0.000
860+189.50	1.421	20.126	0.000
860+189.75	1.421	20.126	0.000
860+190.00	1.421	20.126	0.000
860+190.25	1.421	20.126	0.000
860+190.50	1.421	20.126	0.000
860+190.75	1.422	20.125	0.001
860+191.00	1.422	20.125	0.000
860+191.25	1.422	20.125	0.000
860+191.50	1.421	20.126	-0.001
860+191.75	1.422	20.125	0.001
860+192.00	1.422	20.125	0.000
860+192.25	1.422	20.125	0.000
860+192.50	1.421	20.126	-0.001
860+192.75	1.421	20.126	0.000
860+193.00	1.421	20.126	0.000
860+193.25	1.421	20.126	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+185.00	1.450	20.097	0.000
860+185.25	1.450	20.097	0.000
860+185.50	1.450	20.097	0.000
860+185.75	1.449	20.098	-0.001
860+186.00	1.448	20.099	-0.001
860+186.25	1.448	20.099	0.000
860+186.50	1.448	20.099	0.000
860+186.75	1.448	20.099	0.000
860+187.00	1.448	20.099	0.000
860+187.25	1.448	20.099	0.000
860+187.50	1.448	20.099	0.000
860+187.75	1.447	20.100	-0.001
860+188.00	1.446	20.101	-0.001
860+188.25	1.446	20.101	0.000
860+188.50	1.445	20.102	-0.001
860+188.75	1.444	20.103	-0.001
860+189.00	1.443	20.104	-0.001
860+189.25	1.443	20.104	0.000
860+189.50	1.443	20.104	0.000
860+189.75	1.443	20.104	0.000
860+190.00	1.442	20.105	-0.001
860+190.25	1.442	20.105	0.000
860+190.50	1.441	20.106	-0.001
860+190.75	1.440	20.107	-0.001
860+191.00	1.439	20.108	-0.001
860+191.25	1.440	20.107	0.001
860+191.50	1.441	20.106	0.001
860+191.75	1.440	20.107	-0.001
860+192.00	1.440	20.107	0.000
860+192.25	1.439	20.108	-0.001
860+192.50	1.439	20.108	0.000
860+192.75	1.439	20.108	0.000
860+193.00	1.438	20.109	-0.001
860+193.25	1.439	20.108	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 860+100 - Km. 860+200 - Carril Izquierdo

Cota de Inicio	20.145
V. Atras	1.402
Alt. Instr.	21.547

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
860+193.50	1.421	20.126	0.000
860+193.75	1.422	20.125	0.001
860+194.00	1.422	20.125	0.000
860+194.25	1.422	20.125	0.000
860+194.50	1.422	20.125	0.000
860+194.75	1.422	20.125	0.000
860+195.00	1.422	20.125	0.000
860+195.25	1.422	20.125	0.000
860+195.50	1.422	20.125	0.000
860+195.75	1.422	20.125	0.000
860+196.00	1.422	20.125	0.000
860+196.25	1.422	20.125	0.000
860+196.50	1.422	20.125	0.000
860+196.75	1.422	20.125	0.000
860+197.00	1.421	20.126	-0.001
860+197.25	1.421	20.126	0.000
860+197.50	1.421	20.126	0.000
860+197.75	1.415	20.132	-0.006
860+198.00	1.410	20.137	-0.005
860+198.25	1.414	20.133	0.004
860+198.50	1.418	20.129	0.004
860+198.75	1.418	20.129	0.000
860+199.00	1.418	20.129	0.000
860+199.25	1.418	20.129	0.000
860+199.50	1.418	20.129	0.000
860+199.75	1.418	20.129	0.000
860+200.00	1.418	20.129	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
860+193.50	1.439	20.108	0.000
860+193.75	1.439	20.108	0.000
860+194.00	1.438	20.109	-0.001
860+194.25	1.438	20.109	0.000
860+194.50	1.438	20.109	0.000
860+194.75	1.438	20.109	0.000
860+195.00	1.438	20.109	0.000
860+195.25	1.438	20.109	0.000
860+195.50	1.438	20.109	0.000
860+195.75	1.437	20.110	-0.001
860+196.00	1.437	20.110	0.000
860+196.25	1.437	20.110	0.000
860+196.50	1.437	20.110	0.000
860+196.75	1.437	20.110	0.000
860+197.00	1.437	20.110	0.000
860+197.25	1.437	20.110	0.000
860+197.50	1.437	20.110	0.000
860+197.75	1.436	20.111	-0.001
860+198.00	1.435	20.112	-0.001
860+198.25	1.435	20.112	0.000
860+198.50	1.434	20.113	-0.001
860+198.75	1.433	20.114	-0.001
860+199.00	1.433	20.114	0.000
860+199.25	1.433	20.114	0.000
860+199.50	1.433	20.114	0.000
860+199.75	1.432	20.115	-0.001
860+200.00	1.432	20.115	0.000

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ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+000.00	1.442	18.954	-
864+000.25	1.442	18.954	0.000
864+000.50	1.442	18.954	0.000
864+000.75	1.443	18.953	0.001
864+001.00	1.443	18.953	0.000
864+001.25	1.443	18.953	0.000
864+001.50	1.443	18.953	0.000
864+001.75	1.444	18.952	0.001
864+002.00	1.445	18.951	0.001
864+002.25	1.445	18.951	0.000
864+002.50	1.444	18.952	-0.001
864+002.75	1.444	18.952	0.000
864+003.00	1.443	18.953	-0.001
864+003.25	1.444	18.952	0.001
864+003.50	1.445	18.951	0.001
864+003.75	1.445	18.951	0.000
864+004.00	1.445	18.951	0.000
864+004.25	1.444	18.952	-0.001
864+004.50	1.443	18.953	-0.001
864+004.75	1.445	18.951	0.002
864+005.00	1.447	18.949	0.002
864+005.25	1.448	18.948	0.001
864+005.50	1.448	18.948	0.000
864+005.75	1.448	18.948	0.000
864+006.00	1.448	18.948	0.000
864+006.25	1.448	18.948	0.000
864+006.50	1.448	18.948	0.000
864+006.75	1.448	18.948	0.000
864+007.00	1.448	18.948	0.000
864+007.25	1.448	18.948	0.000
864+007.50	1.448	18.948	0.000
864+007.75	1.448	18.948	0.000
864+008.00	1.448	18.948	0.000
864+008.25	1.448	18.948	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+000.00	1.413	18.983	-
864+000.25	1.415	18.981	0.002
864+000.50	1.416	18.980	0.001
864+000.75	1.416	18.980	0.000
864+001.00	1.415	18.981	-0.001
864+001.25	1.416	18.980	0.001
864+001.50	1.416	18.980	0.000
864+001.75	1.416	18.980	0.000
864+002.00	1.416	18.980	0.000
864+002.25	1.417	18.979	0.001
864+002.50	1.417	18.979	0.000
864+002.75	1.417	18.979	0.000
864+003.00	1.418	18.978	0.001
864+003.25	1.419	18.977	0.001
864+003.50	1.420	18.976	0.001
864+003.75	1.420	18.976	0.000
864+004.00	1.421	18.975	0.001
864+004.25	1.421	18.975	0.000
864+004.50	1.422	18.974	0.001
864+004.75	1.423	18.973	0.001
864+005.00	1.424	18.972	0.001
864+005.25	1.424	18.972	0.000
864+005.50	1.425	18.971	0.001
864+005.75	1.425	18.971	0.000
864+006.00	1.426	18.970	0.001
864+006.25	1.427	18.969	0.001
864+006.50	1.428	18.968	0.001
864+006.75	1.428	18.968	0.000
864+007.00	1.428	18.968	0.000
864+007.25	1.428	18.968	0.000
864+007.50	1.428	18.968	0.000
864+007.75	1.429	18.967	0.001
864+008.00	1.429	18.967	0.000
864+008.25	1.430	18.966	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+008.50	1.448	18.948	0.000
864+008.75	1.448	18.948	0.000
864+009.00	1.449	18.947	0.001
864+009.25	1.448	18.948	-0.001
864+009.50	1.448	18.948	0.000
864+009.75	1.448	18.948	0.000
864+010.00	1.449	18.947	0.001
864+010.25	1.449	18.947	0.000
864+010.50	1.449	18.947	0.000
864+010.75	1.449	18.947	0.000
864+011.00	1.449	18.947	0.000
864+011.25	1.449	18.947	0.000
864+011.50	1.449	18.947	0.000
864+011.75	1.448	18.948	-0.001
864+012.00	1.448	18.948	0.000
864+012.25	1.448	18.948	0.000
864+012.50	1.448	18.948	0.000
864+012.75	1.448	18.948	0.000
864+013.00	1.448	18.948	0.000
864+013.25	1.448	18.948	0.000
864+013.50	1.448	18.948	0.000
864+013.75	1.448	18.948	0.000
864+014.00	1.447	18.949	-0.001
864+014.25	1.445	18.951	-0.002
864+014.50	1.444	18.952	-0.001
864+014.75	1.443	18.953	-0.001
864+015.00	1.442	18.954	-0.001
864+015.25	1.442	18.954	0.000
864+015.50	1.442	18.954	0.000
864+015.75	1.441	18.955	-0.001
864+016.00	1.441	18.955	0.000
864+016.25	1.441	18.955	0.000
864+016.50	1.440	18.956	-0.001
864+016.75	1.440	18.956	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+008.50	1.431	18.965	0.001
864+008.75	1.431	18.965	0.000
864+009.00	1.432	18.964	0.001
864+009.25	1.432	18.964	0.000
864+009.50	1.432	18.964	0.000
864+009.75	1.432	18.964	0.000
864+010.00	1.432	18.964	0.000
864+010.25	1.432	18.964	0.000
864+010.50	1.432	18.964	0.000
864+010.75	1.431	18.965	-0.001
864+011.00	1.431	18.965	0.000
864+011.25	1.431	18.965	0.000
864+011.50	1.432	18.964	0.001
864+011.75	1.432	18.964	0.000
864+012.00	1.432	18.964	0.000
864+012.25	1.431	18.965	-0.001
864+012.50	1.431	18.965	0.000
864+012.75	1.431	18.965	0.000
864+013.00	1.430	18.966	-0.001
864+013.25	1.429	18.967	-0.001
864+013.50	1.428	18.968	-0.001
864+013.75	1.427	18.969	-0.001
864+014.00	1.427	18.969	0.000
864+014.25	1.427	18.969	0.000
864+014.50	1.426	18.970	-0.001
864+014.75	1.425	18.971	-0.001
864+015.00	1.424	18.972	-0.001
864+015.25	1.424	18.972	0.000
864+015.50	1.425	18.971	0.001
864+015.75	1.424	18.972	-0.001
864+016.00	1.424	18.972	0.000
864+016.25	1.424	18.972	0.000
864+016.50	1.424	18.972	0.000
864+016.75	1.424	18.972	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+017.00	1.440	18.956	0.000
864+017.25	1.439	18.957	-0.001
864+017.50	1.439	18.957	0.000
864+017.75	1.438	18.958	-0.001
864+018.00	1.438	18.958	0.000
864+018.25	1.438	18.958	0.000
864+018.50	1.438	18.958	0.000
864+018.75	1.438	18.958	0.000
864+019.00	1.438	18.958	0.000
864+019.25	1.438	18.958	0.000
864+019.50	1.438	18.958	0.000
864+019.75	1.438	18.958	0.000
864+020.00	1.438	18.958	0.000
864+020.25	1.438	18.958	0.000
864+020.50	1.437	18.959	-0.001
864+020.75	1.437	18.959	0.000
864+021.00	1.437	18.959	0.000
864+021.25	1.437	18.959	0.000
864+021.50	1.436	18.960	-0.001
864+021.75	1.435	18.961	-0.001
864+022.00	1.434	18.962	-0.001
864+022.25	1.434	18.962	0.000
864+022.50	1.433	18.963	-0.001
864+022.75	1.432	18.964	-0.001
864+023.00	1.432	18.964	0.000
864+023.25	1.432	18.964	0.000
864+023.50	1.432	18.964	0.000
864+023.75	1.432	18.964	0.000
864+024.00	1.432	18.964	0.000
864+024.25	1.432	18.964	0.000
864+024.50	1.432	18.964	0.000
864+024.75	1.432	18.964	0.000
864+025.00	1.432	18.964	0.000
864+025.25	1.432	18.964	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+017.00	1.424	18.972	0.000
864+017.25	1.424	18.972	0.000
864+017.50	1.423	18.973	-0.001
864+017.75	1.423	18.973	0.000
864+018.00	1.423	18.973	0.000
864+018.25	1.423	18.973	0.000
864+018.50	1.423	18.973	0.000
864+018.75	1.423	18.973	0.000
864+019.00	1.423	18.973	0.000
864+019.25	1.423	18.973	0.000
864+019.50	1.423	18.973	0.000
864+019.75	1.423	18.973	0.000
864+020.00	1.422	18.974	-0.001
864+020.25	1.422	18.974	0.000
864+020.50	1.422	18.974	0.000
864+020.75	1.421	18.975	-0.001
864+021.00	1.421	18.975	0.000
864+021.25	1.420	18.976	-0.001
864+021.50	1.420	18.976	0.000
864+021.75	1.420	18.976	0.000
864+022.00	1.420	18.976	0.000
864+022.25	1.420	18.976	0.000
864+022.50	1.420	18.976	0.000
864+022.75	1.420	18.976	0.000
864+023.00	1.420	18.976	0.000
864+023.25	1.420	18.976	0.000
864+023.50	1.420	18.976	0.000
864+023.75	1.420	18.976	0.000
864+024.00	1.420	18.976	0.000
864+024.25	1.421	18.975	0.001
864+024.50	1.422	18.974	0.001
864+024.75	1.422	18.974	0.000
864+025.00	1.422	18.974	0.000
864+025.25	1.422	18.974	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+025.50	1.433	18.963	0.001
864+025.75	1.433	18.963	0.000
864+026.00	1.433	18.963	0.000
864+026.25	1.434	18.962	0.001
864+026.50	1.434	18.962	0.000
864+026.75	1.436	18.960	0.002
864+027.00	1.437	18.959	0.001
864+027.25	1.438	18.958	0.001
864+027.50	1.438	18.958	0.000
864+027.75	1.439	18.957	0.001
864+028.00	1.440	18.956	0.001
864+028.25	1.441	18.955	0.001
864+028.50	1.441	18.955	0.000
864+028.75	1.442	18.954	0.001
864+029.00	1.443	18.953	0.001
864+029.25	1.445	18.951	0.002
864+029.50	1.447	18.949	0.002
864+029.75	1.448	18.948	0.001
864+030.00	1.448	18.948	0.000
864+030.25	1.449	18.947	0.001
864+030.50	1.450	18.946	0.001
864+030.75	1.451	18.945	0.001
864+031.00	1.451	18.945	0.000
864+031.25	1.452	18.944	0.001
864+031.50	1.452	18.944	0.000
864+031.75	1.452	18.944	0.000
864+032.00	1.452	18.944	0.000
864+032.25	1.452	18.944	0.000
864+032.50	1.452	18.944	0.000
864+032.75	1.451	18.945	-0.001
864+033.00	1.450	18.946	-0.001
864+033.25	1.449	18.947	-0.001
864+033.50	1.448	18.948	-0.001
864+033.75	1.448	18.948	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+025.50	1.422	18.974	0.000
864+025.75	1.423	18.973	0.001
864+026.00	1.423	18.973	0.000
864+026.25	1.424	18.972	0.001
864+026.50	1.424	18.972	0.000
864+026.75	1.425	18.971	0.001
864+027.00	1.426	18.970	0.001
864+027.25	1.427	18.969	0.001
864+027.50	1.428	18.968	0.001
864+027.75	1.428	18.968	0.000
864+028.00	1.428	18.968	0.000
864+028.25	1.430	18.966	0.002
864+028.50	1.431	18.965	0.001
864+028.75	1.431	18.965	0.000
864+029.00	1.432	18.964	0.001
864+029.25	1.432	18.964	0.000
864+029.50	1.433	18.963	0.001
864+029.75	1.434	18.962	0.001
864+030.00	1.435	18.961	0.001
864+030.25	1.434	18.962	-0.001
864+030.50	1.433	18.963	-0.001
864+030.75	1.433	18.963	0.000
864+031.00	1.433	18.963	0.000
864+031.25	1.432	18.964	-0.001
864+031.50	1.432	18.964	0.000
864+031.75	1.432	18.964	0.000
864+032.00	1.432	18.964	0.000
864+032.25	1.432	18.964	0.000
864+032.50	1.432	18.964	0.000
864+032.75	1.432	18.964	0.000
864+033.00	1.432	18.964	0.000
864+033.25	1.431	18.965	-0.001
864+033.50	1.431	18.965	0.000
864+033.75	1.430	18.966	-0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+034.00	1.448	18.948	0.000
864+034.25	1.448	18.948	0.000
864+034.50	1.447	18.949	-0.001
864+034.75	1.446	18.950	-0.001
864+035.00	1.446	18.950	0.000
864+035.25	1.445	18.951	-0.001
864+035.50	1.444	18.952	-0.001
864+035.75	1.445	18.951	0.001
864+036.00	1.445	18.951	0.000
864+036.25	1.445	18.951	0.000
864+036.50	1.446	18.950	0.001
864+036.75	1.446	18.950	0.000
864+037.00	1.447	18.949	0.001
864+037.25	1.448	18.948	0.001
864+037.50	1.448	18.948	0.000
864+037.75	1.448	18.948	0.000
864+038.00	1.448	18.948	0.000
864+038.25	1.448	18.948	0.000
864+038.50	1.448	18.948	0.000
864+038.75	1.448	18.948	0.000
864+039.00	1.449	18.947	0.001
864+039.25	1.447	18.949	-0.002
864+039.50	1.445	18.951	-0.002
864+039.75	1.449	18.947	0.004
864+040.00	1.453	18.943	0.004
864+040.25	1.453	18.943	0.000
864+040.50	1.453	18.943	0.000
864+040.75	1.453	18.943	0.000
864+041.00	1.454	18.942	0.001
864+041.25	1.454	18.942	0.000
864+041.50	1.454	18.942	0.000
864+041.75	1.453	18.943	-0.001
864+042.00	1.453	18.943	0.000
864+042.25	1.453	18.943	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+034.00	1.429	18.967	-0.001
864+034.25	1.429	18.967	0.000
864+034.50	1.428	18.968	-0.001
864+034.75	1.428	18.968	0.000
864+035.00	1.428	18.968	0.000
864+035.25	1.428	18.968	0.000
864+035.50	1.428	18.968	0.000
864+035.75	1.428	18.968	0.000
864+036.00	1.428	18.968	0.000
864+036.25	1.429	18.967	0.001
864+036.50	1.429	18.967	0.000
864+036.75	1.430	18.966	0.001
864+037.00	1.430	18.966	0.000
864+037.25	1.431	18.965	0.001
864+037.50	1.432	18.964	0.001
864+037.75	1.432	18.964	0.000
864+038.00	1.433	18.963	0.001
864+038.25	1.435	18.961	0.002
864+038.50	1.436	18.960	0.001
864+038.75	1.437	18.959	0.001
864+039.00	1.438	18.958	0.001
864+039.25	1.438	18.958	0.000
864+039.50	1.438	18.958	0.000
864+039.75	1.438	18.958	0.000
864+040.00	1.438	18.958	0.000
864+040.25	1.438	18.958	0.000
864+040.50	1.439	18.957	0.001
864+040.75	1.439	18.957	0.000
864+041.00	1.440	18.956	0.001
864+041.25	1.440	18.956	0.000
864+041.50	1.440	18.956	0.000
864+041.75	1.441	18.955	0.001
864+042.00	1.441	18.955	0.000
864+042.25	1.439	18.957	-0.002

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+042.50	1.453	18.943	0.000
864+042.75	1.453	18.943	0.000
864+043.00	1.454	18.942	0.001
864+043.25	1.453	18.943	-0.001
864+043.50	1.453	18.943	0.000
864+043.75	1.453	18.943	0.000
864+044.00	1.454	18.942	0.001
864+044.25	1.454	18.942	0.000
864+044.50	1.454	18.942	0.000
864+044.75	1.455	18.941	0.001
864+045.00	1.456	18.940	0.001
864+045.25	1.457	18.939	0.001
864+045.50	1.457	18.939	0.000
864+045.75	1.457	18.939	0.000
864+046.00	1.456	18.940	-0.001
864+046.25	1.455	18.941	-0.001
864+046.50	1.455	18.941	0.000
864+046.75	1.455	18.941	0.000
864+047.00	1.455	18.941	0.000
864+047.25	1.454	18.942	-0.001
864+047.50	1.453	18.943	-0.001
864+047.75	1.453	18.943	0.000
864+048.00	1.454	18.942	0.001
864+048.25	1.454	18.942	0.000
864+048.50	1.454	18.942	0.000
864+048.75	1.454	18.942	0.000
864+049.00	1.454	18.942	0.000
864+049.25	1.456	18.940	0.002
864+049.50	1.457	18.939	0.001
864+049.75	1.457	18.939	0.000
864+050.00	1.457	18.939	0.000
864+050.25	1.458	18.938	0.001
864+050.50	1.458	18.938	0.000
864+050.75	1.459	18.937	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+042.50	1.438	18.958	-0.001
864+042.75	1.438	18.958	0.000
864+043.00	1.438	18.958	0.000
864+043.25	1.438	18.958	0.000
864+043.50	1.438	18.958	0.000
864+043.75	1.438	18.958	0.000
864+044.00	1.438	18.958	0.000
864+044.25	1.438	18.958	0.000
864+044.50	1.438	18.958	0.000
864+044.75	1.438	18.958	0.000
864+045.00	1.439	18.957	0.001
864+045.25	1.439	18.957	0.000
864+045.50	1.439	18.957	0.000
864+045.75	1.438	18.958	-0.001
864+046.00	1.438	18.958	0.000
864+046.25	1.438	18.958	0.000
864+046.50	1.438	18.958	0.000
864+046.75	1.439	18.957	0.001
864+047.00	1.440	18.956	0.001
864+047.25	1.439	18.957	-0.001
864+047.50	1.439	18.957	0.000
864+047.75	1.440	18.956	0.001
864+048.00	1.442	18.954	0.002
864+048.25	1.441	18.955	-0.001
864+048.50	1.441	18.955	0.000
864+048.75	1.441	18.955	0.000
864+049.00	1.442	18.954	0.001
864+049.25	1.442	18.954	0.000
864+049.50	1.442	18.954	0.000
864+049.75	1.443	18.953	0.001
864+050.00	1.444	18.952	0.001
864+050.25	1.445	18.951	0.001
864+050.50	1.447	18.949	0.002
864+050.75	1.448	18.948	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+051.00	1.460	18.936	0.001
864+051.25	1.461	18.935	0.001
864+051.50	1.462	18.934	0.001
864+051.75	1.464	18.932	0.002
864+052.00	1.465	18.931	0.001
864+052.25	1.466	18.930	0.001
864+052.50	1.468	18.928	0.002
864+052.75	1.469	18.927	0.001
864+053.00	1.470	18.926	0.001
864+053.25	1.469	18.927	-0.001
864+053.50	1.468	18.928	-0.001
864+053.75	1.467	18.929	-0.001
864+054.00	1.467	18.929	0.000
864+054.25	1.465	18.931	-0.002
864+054.50	1.463	18.933	-0.002
864+054.75	1.462	18.934	-0.001
864+055.00	1.462	18.934	0.000
864+055.25	1.462	18.934	0.000
864+055.50	1.461	18.935	-0.001
864+055.75	1.461	18.935	0.000
864+056.00	1.461	18.935	0.000
864+056.25	1.461	18.935	0.000
864+056.50	1.461	18.935	0.000
864+056.75	1.459	18.937	-0.002
864+057.00	1.458	18.938	-0.001
864+057.25	1.458	18.938	0.000
864+057.50	1.458	18.938	0.000
864+057.75	1.458	18.938	0.000
864+058.00	1.458	18.938	0.000
864+058.25	1.458	18.938	0.000
864+058.50	1.457	18.939	-0.001
864+058.75	1.458	18.938	0.001
864+059.00	1.458	18.938	0.000
864+059.25	1.458	18.938	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+051.00	1.448	18.948	0.000
864+051.25	1.448	18.948	0.000
864+051.50	1.448	18.948	0.000
864+051.75	1.450	18.946	0.002
864+052.00	1.452	18.944	0.002
864+052.25	1.452	18.944	0.000
864+052.50	1.452	18.944	0.000
864+052.75	1.452	18.944	0.000
864+053.00	1.452	18.944	0.000
864+053.25	1.452	18.944	0.000
864+053.50	1.452	18.944	0.000
864+053.75	1.450	18.946	-0.002
864+054.00	1.448	18.948	-0.002
864+054.25	1.446	18.950	-0.002
864+054.50	1.445	18.951	-0.001
864+054.75	1.445	18.951	0.000
864+055.00	1.444	18.952	-0.001
864+055.25	1.444	18.952	0.000
864+055.50	1.443	18.953	-0.001
864+055.75	1.444	18.952	0.001
864+056.00	1.444	18.952	0.000
864+056.25	1.443	18.953	-0.001
864+056.50	1.441	18.955	-0.002
864+056.75	1.439	18.957	-0.002
864+057.00	1.437	18.959	-0.002
864+057.25	1.437	18.959	0.000
864+057.50	1.437	18.959	0.000
864+057.75	1.438	18.958	0.001
864+058.00	1.440	18.956	0.002
864+058.25	1.439	18.957	-0.001
864+058.50	1.438	18.958	-0.001
864+058.75	1.437	18.959	-0.001
864+059.00	1.436	18.960	-0.001
864+059.25	1.436	18.960	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+059.50	1.459	18.937	0.001
864+059.75	1.459	18.937	0.000
864+060.00	1.459	18.937	0.000
864+060.25	1.460	18.936	0.001
864+060.50	1.462	18.934	0.002
864+060.75	1.462	18.934	0.000
864+061.00	1.462	18.934	0.000
864+061.25	1.462	18.934	0.000
864+061.50	1.462	18.934	0.000
864+061.75	1.460	18.936	-0.002
864+062.00	1.459	18.937	-0.001
864+062.25	1.464	18.932	0.005
864+062.50	1.468	18.928	0.004
864+062.75	1.462	18.934	-0.006
864+063.00	1.456	18.940	-0.006
864+063.25	1.455	18.941	-0.001
864+063.50	1.455	18.941	0.000
864+063.75	1.455	18.941	0.000
864+064.00	1.455	18.941	0.000
864+064.25	1.455	18.941	0.000
864+064.50	1.456	18.940	0.001
864+064.75	1.457	18.939	0.001
864+065.00	1.457	18.939	0.000
864+065.25	1.458	18.938	0.001
864+065.50	1.459	18.937	0.001
864+065.75	1.460	18.936	0.001
864+066.00	1.462	18.934	0.002
864+066.25	1.465	18.931	0.003
864+066.50	1.467	18.929	0.002
864+066.75	1.469	18.927	0.002
864+067.00	1.471	18.925	0.002
864+067.25	1.473	18.923	0.002
864+067.50	1.475	18.921	0.002
864+067.75	1.476	18.920	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+059.50	1.436	18.960	0.000
864+059.75	1.437	18.959	0.001
864+060.00	1.437	18.959	0.000
864+060.25	1.437	18.959	0.000
864+060.50	1.437	18.959	0.000
864+060.75	1.438	18.958	0.001
864+061.00	1.438	18.958	0.000
864+061.25	1.438	18.958	0.000
864+061.50	1.437	18.959	-0.001
864+061.75	1.437	18.959	0.000
864+062.00	1.436	18.960	-0.001
864+062.25	1.436	18.960	0.000
864+062.50	1.436	18.960	0.000
864+062.75	1.437	18.959	0.001
864+063.00	1.438	18.958	0.001
864+063.25	1.438	18.958	0.000
864+063.50	1.439	18.957	0.001
864+063.75	1.440	18.956	0.001
864+064.00	1.441	18.955	0.001
864+064.25	1.441	18.955	0.000
864+064.50	1.442	18.954	0.001
864+064.75	1.443	18.953	0.001
864+065.00	1.443	18.953	0.000
864+065.25	1.444	18.952	0.001
864+065.50	1.444	18.952	0.000
864+065.75	1.445	18.951	0.001
864+066.00	1.446	18.950	0.001
864+066.25	1.446	18.950	0.000
864+066.50	1.447	18.949	0.001
864+066.75	1.448	18.948	0.001
864+067.00	1.449	18.947	0.001
864+067.25	1.450	18.946	0.001
864+067.50	1.451	18.945	0.001
864+067.75	1.452	18.944	0.001

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+068.00	1.477	18.919	0.001
864+068.25	1.478	18.918	0.001
864+068.50	1.478	18.918	0.000
864+068.75	1.479	18.917	0.001
864+069.00	1.481	18.915	0.002
864+069.25	1.480	18.916	-0.001
864+069.50	1.480	18.916	0.000
864+069.75	1.478	18.918	-0.002
864+070.00	1.476	18.920	-0.002
864+070.25	1.474	18.922	-0.002
864+070.50	1.473	18.923	-0.001
864+070.75	1.472	18.924	-0.001
864+071.00	1.472	18.924	0.000
864+071.25	1.470	18.926	-0.002
864+071.50	1.468	18.928	-0.002
864+071.75	1.467	18.929	-0.001
864+072.00	1.467	18.929	0.000
864+072.25	1.465	18.931	-0.002
864+072.50	1.464	18.932	-0.001
864+072.75	1.463	18.933	-0.001
864+073.00	1.462	18.934	-0.001
864+073.25	1.461	18.935	-0.001
864+073.50	1.460	18.936	-0.001
864+073.75	1.459	18.937	-0.001
864+074.00	1.458	18.938	-0.001
864+074.25	1.458	18.938	0.000
864+074.50	1.457	18.939	-0.001
864+074.75	1.457	18.939	0.000
864+075.00	1.457	18.939	0.000
864+075.25	1.457	18.939	0.000
864+075.50	1.457	18.939	0.000
864+075.75	1.457	18.939	0.000
864+076.00	1.457	18.939	0.000
864+076.25	1.458	18.938	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+068.00	1.452	18.944	0.000
864+068.25	1.452	18.944	0.000
864+068.50	1.452	18.944	0.000
864+068.75	1.452	18.944	0.000
864+069.00	1.452	18.944	0.000
864+069.25	1.452	18.944	0.000
864+069.50	1.452	18.944	0.000
864+069.75	1.451	18.945	-0.001
864+070.00	1.449	18.947	-0.002
864+070.25	1.448	18.948	-0.001
864+070.50	1.448	18.948	0.000
864+070.75	1.446	18.950	-0.002
864+071.00	1.444	18.952	-0.002
864+071.25	1.443	18.953	-0.001
864+071.50	1.442	18.954	-0.001
864+071.75	1.440	18.956	-0.002
864+072.00	1.438	18.958	-0.002
864+072.25	1.437	18.959	-0.001
864+072.50	1.436	18.960	-0.001
864+072.75	1.434	18.962	-0.002
864+073.00	1.432	18.964	-0.002
864+073.25	1.431	18.965	-0.001
864+073.50	1.431	18.965	0.000
864+073.75	1.430	18.966	-0.001
864+074.00	1.429	18.967	-0.001
864+074.25	1.429	18.967	0.000
864+074.50	1.428	18.968	-0.001
864+074.75	1.428	18.968	0.000
864+075.00	1.428	18.968	0.000
864+075.25	1.427	18.969	-0.001
864+075.50	1.427	18.969	0.000
864+075.75	1.427	18.969	0.000
864+076.00	1.428	18.968	0.001
864+076.25	1.428	18.968	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+076.50	1.459	18.937	0.001
864+076.75	1.459	18.937	0.000
864+077.00	1.460	18.936	0.001
864+077.25	1.460	18.936	0.000
864+077.50	1.461	18.935	0.001
864+077.75	1.461	18.935	0.000
864+078.00	1.461	18.935	0.000
864+078.25	1.461	18.935	0.000
864+078.50	1.461	18.935	0.000
864+078.75	1.461	18.935	0.000
864+079.00	1.461	18.935	0.000
864+079.25	1.461	18.935	0.000
864+079.50	1.461	18.935	0.000
864+079.75	1.462	18.934	0.001
864+080.00	1.462	18.934	0.000
864+080.25	1.462	18.934	0.000
864+080.50	1.462	18.934	0.000
864+080.75	1.462	18.934	0.000
864+081.00	1.462	18.934	0.000
864+081.25	1.462	18.934	0.000
864+081.50	1.461	18.935	-0.001
864+081.75	1.461	18.935	0.000
864+082.00	1.461	18.935	0.000
864+082.25	1.460	18.936	-0.001
864+082.50	1.459	18.937	-0.001
864+082.75	1.459	18.937	0.000
864+083.00	1.459	18.937	0.000
864+083.25	1.458	18.938	-0.001
864+083.50	1.458	18.938	0.000
864+083.75	1.458	18.938	0.000
864+084.00	1.457	18.939	-0.001
864+084.25	1.457	18.939	0.000
864+084.50	1.457	18.939	0.000
864+084.75	1.458	18.938	0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+076.50	1.428	18.968	0.000
864+076.75	1.428	18.968	0.000
864+077.00	1.428	18.968	0.000
864+077.25	1.429	18.967	0.001
864+077.50	1.430	18.966	0.001
864+077.75	1.431	18.965	0.001
864+078.00	1.432	18.964	0.001
864+078.25	1.432	18.964	0.000
864+078.50	1.433	18.963	0.001
864+078.75	1.434	18.962	0.001
864+079.00	1.435	18.961	0.001
864+079.25	1.437	18.959	0.002
864+079.50	1.438	18.958	0.001
864+079.75	1.438	18.958	0.000
864+080.00	1.438	18.958	0.000
864+080.25	1.438	18.958	0.000
864+080.50	1.438	18.958	0.000
864+080.75	1.438	18.958	0.000
864+081.00	1.437	18.959	-0.001
864+081.25	1.437	18.959	0.000
864+081.50	1.437	18.959	0.000
864+081.75	1.437	18.959	0.000
864+082.00	1.437	18.959	0.000
864+082.25	1.437	18.959	0.000
864+082.50	1.437	18.959	0.000
864+082.75	1.438	18.958	0.001
864+083.00	1.438	18.958	0.000
864+083.25	1.438	18.958	0.000
864+083.50	1.438	18.958	0.000
864+083.75	1.438	18.958	0.000
864+084.00	1.438	18.958	0.000
864+084.25	1.438	18.958	0.000
864+084.50	1.437	18.959	-0.001
864+084.75	1.437	18.959	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

“Datos de Campo – Nivelación de Pistas de Calibración”
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+085.00	1.458	18.938	0.000
864+085.25	1.458	18.938	0.000
864+085.50	1.459	18.937	0.001
864+085.75	1.459	18.937	0.000
864+086.00	1.460	18.936	0.001
864+086.25	1.460	18.936	0.000
864+086.50	1.461	18.935	0.001
864+086.75	1.462	18.934	0.001
864+087.00	1.462	18.934	0.000
864+087.25	1.462	18.934	0.000
864+087.50	1.462	18.934	0.000
864+087.75	1.462	18.934	0.000
864+088.00	1.462	18.934	0.000
864+088.25	1.463	18.933	0.001
864+088.50	1.464	18.932	0.001
864+088.75	1.465	18.931	0.001
864+089.00	1.465	18.931	0.000
864+089.25	1.466	18.930	0.001
864+089.50	1.467	18.929	0.001
864+089.75	1.467	18.929	0.000
864+090.00	1.467	18.929	0.000
864+090.25	1.465	18.931	-0.002
864+090.50	1.464	18.932	-0.001
864+090.75	1.464	18.932	0.000
864+091.00	1.463	18.933	-0.001
864+091.25	1.462	18.934	-0.001
864+091.50	1.462	18.934	0.000
864+091.75	1.462	18.934	0.000
864+092.00	1.461	18.935	-0.001
864+092.25	1.460	18.936	-0.001
864+092.50	1.460	18.936	0.000
864+092.75	1.459	18.937	-0.001
864+093.00	1.458	18.938	-0.001
864+093.25	1.458	18.938	0.000

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+085.00	1.437	18.959	0.000
864+085.25	1.437	18.959	0.000
864+085.50	1.437	18.959	0.000
864+085.75	1.437	18.959	0.000
864+086.00	1.437	18.959	0.000
864+086.25	1.437	18.959	0.000
864+086.50	1.437	18.959	0.000
864+086.75	1.438	18.958	0.001
864+087.00	1.438	18.958	0.000
864+087.25	1.438	18.958	0.000
864+087.50	1.439	18.957	0.001
864+087.75	1.439	18.957	0.000
864+088.00	1.439	18.957	0.000
864+088.25	1.439	18.957	0.000
864+088.50	1.440	18.956	0.001
864+088.75	1.440	18.956	0.000
864+089.00	1.440	18.956	0.000
864+089.25	1.439	18.957	-0.001
864+089.50	1.439	18.957	0.000
864+089.75	1.439	18.957	0.000
864+090.00	1.439	18.957	0.000
864+090.25	1.439	18.957	0.000
864+090.50	1.440	18.956	0.001
864+090.75	1.439	18.957	-0.001
864+091.00	1.438	18.958	-0.001
864+091.25	1.438	18.958	0.000
864+091.50	1.438	18.958	0.000
864+091.75	1.438	18.958	0.000
864+092.00	1.438	18.958	0.000
864+092.25	1.438	18.958	0.000
864+092.50	1.438	18.958	0.000
864+092.75	1.438	18.958	0.000
864+093.00	1.439	18.957	0.001
864+093.25	1.439	18.957	0.000

ESTUDIO DE MANTENIMIENTO DE LA CARRETERA PANAMERICANA NORTE

"Datos de Campo – Nivelación de Pistas de Calibración"
 Km. 864+000 - Km. 864+100 - Carril Derecho

Cota de Inicio	18.948
V. Atras	1.448
Alt. Instr.	20.396

Huella Externa			
Progresiva	Lectura Mira	Cota	Desnivel
864+093.50	1.457	18.939	-0.001
864+093.75	1.457	18.939	0.000
864+094.00	1.456	18.940	-0.001
864+094.25	1.456	18.940	0.000
864+094.50	1.456	18.940	0.000
864+094.75	1.457	18.939	0.001
864+095.00	1.458	18.938	0.001
864+095.25	1.459	18.937	0.001
864+095.50	1.461	18.935	0.002
864+095.75	1.462	18.934	0.001
864+096.00	1.462	18.934	0.000
864+096.25	1.462	18.934	0.000
864+096.50	1.463	18.933	0.001
864+096.75	1.463	18.933	0.000
864+097.00	1.463	18.933	0.000
864+097.25	1.464	18.932	0.001
864+097.50	1.465	18.931	0.001
864+097.75	1.466	18.930	0.001
864+098.00	1.468	18.928	0.002
864+098.25	1.470	18.926	0.002
864+098.50	1.471	18.925	0.001
864+098.75	1.472	18.924	0.001
864+099.00	1.472	18.924	0.000
864+099.25	1.472	18.924	0.000
864+099.50	1.473	18.923	0.001
864+099.75	1.473	18.923	0.000
864+100.00	1.472	18.924	-0.001

Huella Interna			
Progresiva	Lectura Mira	Cota	Desnivel
864+093.50	1.439	18.957	0.000
864+093.75	1.448	18.948	0.009
864+094.00	1.458	18.938	0.010
864+094.25	1.450	18.946	-0.008
864+094.50	1.441	18.955	-0.009
864+094.75	1.441	18.955	0.000
864+095.00	1.440	18.956	-0.001
864+095.25	1.441	18.955	0.001
864+095.50	1.441	18.955	0.000
864+095.75	1.441	18.955	0.000
864+096.00	1.442	18.954	0.001
864+096.25	1.443	18.953	0.001
864+096.50	1.443	18.953	0.000
864+096.75	1.445	18.951	0.002
864+097.00	1.447	18.949	0.002
864+097.25	1.448	18.948	0.001
864+097.50	1.448	18.948	0.000
864+097.75	1.448	18.948	0.000
864+098.00	1.449	18.947	0.001
864+098.25	1.450	18.946	0.001
864+098.50	1.450	18.946	0.000
864+098.75	1.451	18.945	0.001
864+099.00	1.451	18.945	0.000
864+099.25	1.452	18.944	0.001
864+099.50	1.452	18.944	0.000
864+099.75	1.452	18.944	0.000
864+100.00	1.451	18.945	-0.001

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