

GOVERNO DO ESTADO DO PARANÁ
SECRETARIA DE ESTADO DE INFRAESTRUTURA E LOGÍSTICA
DEPARTAMENTO DE ESTRADAS DE RODAGEM – DER

**RETIGRÁFICOS DE PAVIMENTO NOVO E
RESTAURAÇÃO DE PAVIMENTO
PARA DUPLICAÇÃO DA RODOVIA PR-445
km 0+000 ao Acesso à Lerroville**

LOCAL: MAUÁ DA SERRA/PR À LERROVILLE/PR
TRECHO: km 0+000 AO km 26+800
FASE: PROJETO EXECUTIVO
EXTENSÃO: 26,800 km

VOLUME 3
**ANEXO 04 – RETIGRÁFICOS DE PAVIMENTO NOVO E
RESTAURAÇÃO DE PAVIMENTO**



AGOSTO / 2021

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VOLUME 3
**ANEXO 04 – RETIGRÁFICOS DE PAVIMENTO NOVO E
RESTAURAÇÃO DE PAVIMENTO**

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1 APRESENTAÇÃO

O presente volume refere-se ao Anexo 04 - **Retográficos de Pavimento e Restauração de Pavimento** para o Projeto de Duplicação e Restauração da rodovia PR-445. O trecho em estudo, de acordo com o edital, está compreendido entre o km 0,00 e o km 26,80. Pelos estudos da Geometria, o trecho termina após o acesso a Lerroville, no km 27,100.

O estudo foi desenvolvido de acordo com as normas do DER/PR e DNIT, visando garantir os parâmetros de desempenho preconizados, através de soluções que atendam técnica e economicamente as necessidades e expectativas do contratante.

| | |
|-------------------------|---------------------------------------|
| Rodovia: | PR-445 |
| Segmento: | Subtrecho 01: km 0 ao km 27,1 |
| SREs: | 445S0010EPR/ 445S0015EPR/ 445S0017EPR |
| Extensão da duplicação: | 27,10 m |
| Superintendência DER/PR | Regional Norte |

Localização do empreendimento:

O Segmento 1 está localizado na região Norte Central do estado do Paraná, sob a Fiscalização da Superintendência Regional Norte do DER-PR, na cidade de Londrina.

Está inserido nos municípios de Mauá da Serra, Tamarana, Marilândia do Sul e Londrina. Inicia no entroncamento com a BR-376, no km 0, e termina no acesso a Lerroville (distrito da cidade de Londrina), no km 27,1.

O início do trecho situa-se em média 23°54'27.09" de latitude Sul e 51°11'32.66" de longitude Oeste e altitude de 1094 m acima do nível do mar.

Dados do Contrato

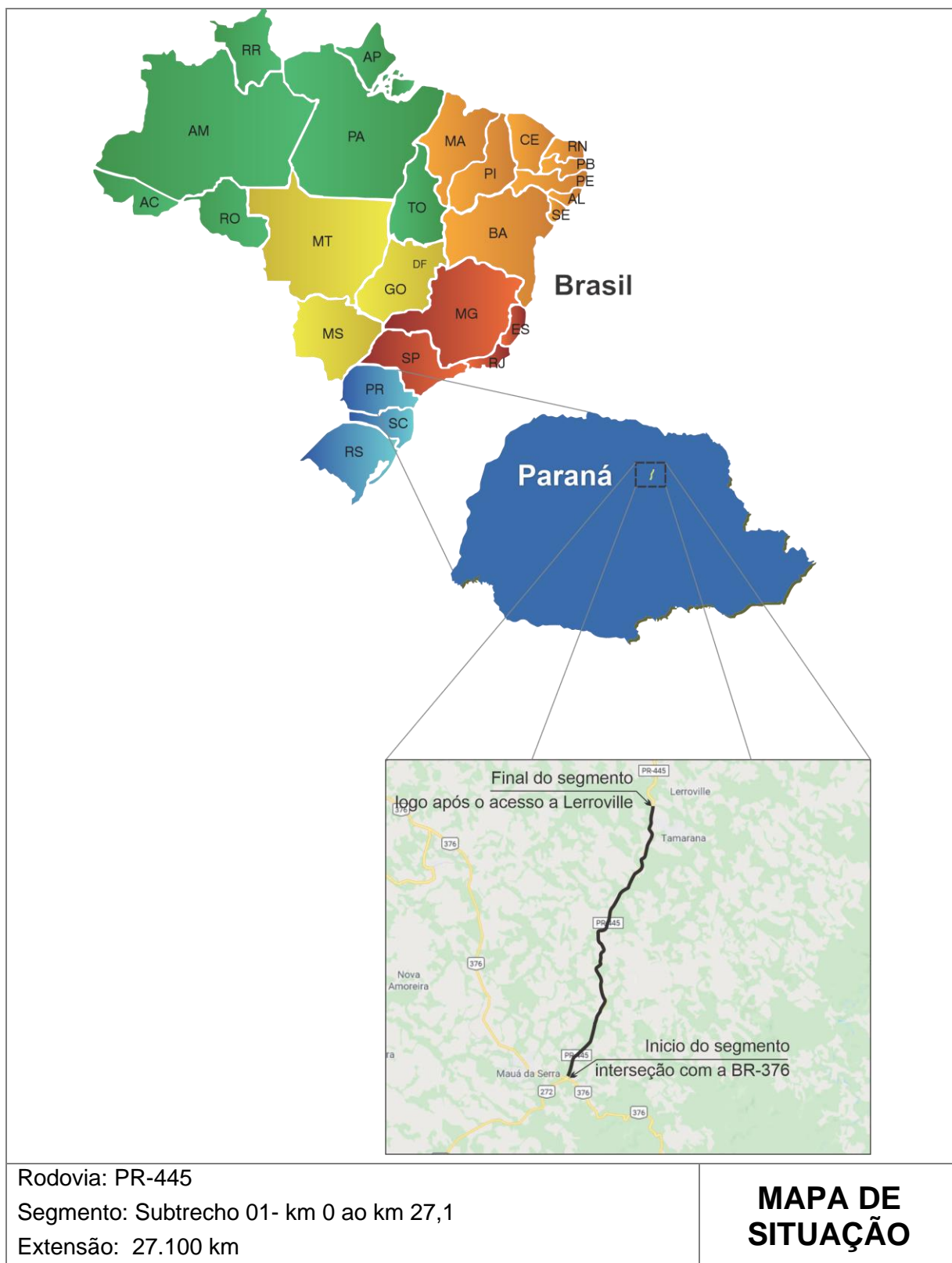
- Número: 028/2020
- Data da Assinatura: 01/04/2020

Ordem de Serviço

- Número: 008/2020
- Data da OS: 01/05/2020
- Prazo Contratual: 12 meses

Na figura a seguir é apresentado o mapa de situação com identificação do empreendimento.

2 MAPA DE SITUAÇÃO



3 RETIGRÁFICO DE PAVIMENTO NOVO

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| Km início | 0,000 | 0,200 | 0,400 | 0,600 | 0,800 | 1,000 | 1,200 | 1,400 | 1,600 | 1,800 | 2,000 | 2,200 | 2,400 | 2,600 | 2,800 | 3,000 | 3,200 | 3,400 | 3,600 | 3,800 | 4,000 | 4,200 | 4,400 | 4,600 | 4,800 | 5,000 | 5,200 | 5,400 | 5,600 | 5,800 | 6,000 | 6,200 | 6,400 | 6,600 | 6,800 | 7,000 | 7,200 | 7,400 | 7,600 | 7,800 | 8,000 | 8,200 | 8,400 | 8,600 | 8,800 | 9,000 | 9,200 | 9,400 | 9,600 | 9,800 |
| Km fim | 0,200 | 0,400 | 0,600 | 0,800 | 1,000 | 1,200 | 1,400 | 1,600 | 1,800 | 2,000 | 2,200 | 2,400 | 2,600 | 2,800 | 3,000 | 3,200 | 3,400 | 3,600 | 3,800 | 4,000 | 4,200 | 4,400 | 4,600 | 4,800 | 5,000 | 5,200 | 5,400 | 5,600 | 5,800 | 6,000 | 6,200 | 6,400 | 6,600 | 6,800 | 7,000 | 7,200 | 7,400 | 7,600 | 7,800 | 8,000 | 8,200 | 8,400 | 8,600 | 8,800 | 9,000 | 9,200 | 9,400 | 9,600 | 9,800 | 10,000 |
| Marginais | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 7 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 15 | 15 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 23 | 23 | | | | | | |
| Pista e acostamentos | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | | |
| | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | |
| | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | |
| Legenda: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><div></div> CBUQ Polimérico</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><div></div> Base de Brita Graduada</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><div></div> SubBase de Macadame Seco</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | TÍTULO: Unifilar de Soluções | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | RODOVIA: PR-445 | | | | | | | | | | | | | | | | | | | | FOLHA | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | TRECHO: Subtrecho 01: Entr. BR-376 de Acesso a Mauá da Serra (SER 445S0010EPR) a Entr. acesso à Lerroville, com extensão de 27,20 km | | | | | | | | | | | | | | | | | | | | 1 | | | | | |

| Km início | 10,000 | 10,200 | 10,400 | 10,600 | 10,800 | 11,000 | 11,200 | 11,400 | 11,600 | 11,800 | 12,000 | 12,200 | 12,400 | 12,600 | 12,800 | 13,000 | 13,200 | 13,400 | 13,600 | 13,800 | 14,000 | 14,200 | 14,400 | 14,600 | 14,800 | 15,000 | 15,200 | 15,400 | 15,600 | 15,800 | 16,000 | 16,200 | 16,400 | 16,600 | 16,800 | 17,000 | 17,200 | 17,400 | 17,600 | 17,800 | 18,000 | 18,200 | 18,400 | 18,600 | 18,800 | 19,000 | 19,200 | 19,400 | 19,600 | 19,800 | | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|--|--|--|--|-------|--|--|--|
| Km fim | 10,200 | 10,400 | 10,600 | 10,800 | 11,000 | 11,200 | 11,400 | 11,600 | 11,800 | 12,000 | 12,200 | 12,400 | 12,600 | 12,800 | 13,000 | 13,200 | 13,400 | 13,600 | 13,800 | 14,000 | 14,200 | 14,400 | 14,600 | 14,800 | 15,000 | 15,200 | 15,400 | 15,600 | 15,800 | 16,000 | 16,200 | 16,400 | 16,600 | 16,800 | 17,000 | 17,200 | 17,400 | 17,600 | 17,800 | 18,000 | 18,200 | 18,400 | 18,600 | 18,800 | 19,000 | 19,200 | 19,400 | 19,600 | 20,000 | | | | | | | | | | |
| Faixa de Segurança | | | | | | | | | | | | | | | | | | | | | | | | 7 | 7 | 7 | 7 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | 15 | 15 | 15 | 15 | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | 23 | 23 | 23 | 23 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pista e acostamentos | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | | | | | | | | | | | |
| | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | | | | | | | | | | |
| | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | | | | | | | | | |
| Legenda: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><div></div> CBUQ Polimérico</div> <div><div></div> Base de Brita Graduada</div> <div><div></div> SubBase de Macadame Seco</div> | | | | | | | | | | | | | | | | | | | | | | | TÍTULO: Unifilar de Soluções | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | RODOVIA: PR-445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | FOLHA | | | |
| | | | | | | | | | | | | | | | | | | | | | | | TRECHO: Subtrecho 01: Entr. BR-376 de Acesso a Mauá da Serra (SER 445S0010EPR) a Entr. acesso à Lerroville, com extensão de 27,20 km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----|----|----|----|----|----|----|----|----|----|------------|----|----|----|----|----|----|
| Km início | 20,000 | 20,200 | 20,400 | 20,600 | 20,800 | 21,000 | 21,200 | 21,400 | 21,600 | 21,800 | 22,000 | 22,200 | 22,400 | 22,600 | 22,800 | 23,000 | 23,200 | 23,400 | 23,600 | 23,800 | 24,000 | 24,200 | 24,400 | 24,600 | 24,800 | 25,000 | 25,200 | 25,400 | 25,600 | 25,800 | 26,000 | 26,200 | 26,400 | 26,600 | 26,800 | 27,000 | | | | | | | | | | | | | | | | | |
| Km fim | 20,200 | 20,400 | 20,600 | 20,800 | 21,000 | 21,200 | 21,400 | 21,600 | 21,800 | 22,000 | 22,200 | 22,400 | 22,600 | 22,800 | 23,000 | 23,200 | 23,400 | 23,600 | 23,800 | 24,000 | 24,200 | 24,400 | 24,600 | 24,800 | 25,000 | 25,200 | 25,400 | 25,600 | 25,800 | 26,000 | 26,200 | 26,400 | 26,600 | 26,800 | 27,000 | 27,200 | | | | | | | | | | | | | | | | | |
| Faixa de Segurança | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pista e acostamentos | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| Legenda: | <div><div></div> CBUQ Polimérico</div> <div><div></div> Base de Brita Graduada</div> <div><div></div> SubBase de Macadame Seco</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | TÍTULO: Unifilar de Soluções | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | RODOVIA: PR-445 | | | | | | | | | | | | | | | | | | | | | | | FOLHA 3 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | TRECHO: Subtrecho 01: Entr. BR-376 de Acesso a Mauá da Serra (SER 445S0010EPR) a Entr. acesso à Lerroville, com extensão de 27,20 km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

4 RETIGRÁFICO DE RESTAURAÇÃO DE PAVIMENTO

[illegible]

[illegible]

[illegible]

| Km início | 7.500 | 7.550 | 7.600 | 7.650 | 7.700 | 7.750 | 7.800 | 7.850 | 7.900 | 7.950 | 8.000 | 8.050 | 8.100 | 8.150 | 8.200 | 8.250 | 8.300 | 8.350 | 8.400 | 8.450 | 8.500 | 8.550 | 8.600 | 8.650 | 8.700 | 8.750 | 8.800 | 8.850 | |
|---|--------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|
| Km fim | 7.550 | 7.600 | 7.650 | 7.700 | 7.750 | 7.800 | 7.850 | 7.900 | 7.950 | 8.000 | 8.050 | 8.100 | 8.150 | 8.200 | 8.250 | 8.300 | 8.350 | 8.400 | 8.450 | 8.500 | 8.550 | 8.600 | 8.650 | 8.700 | 8.750 | 8.800 | 8.850 | 8.900 | |
| Acostamento | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | |
| Faixa 1 | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | |
| Acostamento | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | |
| Fresagem (Faixa 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fresagem (Faixa 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Acost. LE) | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | |
| CBUQ B (Acost. LE) | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | |
| Preenchimento (Acost. LE) | 3,0 | 3,0 | 3,0 | 3,0 | 3,0 | 3,0 | 3,0 | 3,0 | 3,0 | 3,0 | 3,0 | | | | | | | | | | | | | | | | | | |
| CBUQ P (Faixa 1) | 3,0 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | 5,5 | |
| CBUQ B (Faixa 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Acost. LD) | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | |
| CBUQ B (Acost. LD) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Preenchimento (Acost. LD) | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | |
| Legenda: <div><div></div> Recapeamento em CBUQ B, na espessura HR (cm)</div> <div></div> Reparos Localizados + Reforço conforme % da planilha de soluções <div></div> Recapeamento em CBUQ P, na espessura HR (cm) <div></div> Preenchimento em CBUQ, na espessura HR (cm) <div></div> Reconstrução | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | TÍTULO: Unifilar de Soluções | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RODOVIA: PR-445 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | TRECHO: Subtrecho 01: Entr. BR-376 de Acesso a Mauá da Serra (SER 445S0010EPR) a Entr. acesso à Lerroville, com extensão de 27,20 km | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | FOLHA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

[illegible]

[illegible]

[illegible]

| Km início | | 17.500 | 17.550 | 17.600 | 17.650 | 17.700 | 17.750 | 17.800 | 17.850 | 17.900 | 18.000 | 18.050 | 18.100 | 18.150 | 18.200 | 18.250 | 18.300 | 18.350 | 18.400 | 18.450 | 18.500 | 18.550 | 18.600 | 18.650 | 18.700 | 18.750 | 18.800 | 18.850 | 18.900 | 18.950 | 19.000 | 19.050 | 19.100 | 19.150 | 19.200 | 19.250 | 19.300 | 19.350 | 19.400 | 19.450 | 19.500 | 19.550 | 19.600 | 19.650 | 19.700 | 19.750 | 19.800 | 19.850 | 19.900 | 19.950 | 20.000 | | |
|---|--|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----|
| Km fim | | 17.550 | 17.600 | 17.650 | 17.700 | 17.750 | 17.800 | 17.850 | 17.900 | 18.000 | 18.050 | 18.100 | 18.150 | 18.200 | 18.250 | 18.300 | 18.350 | 18.400 | 18.450 | 18.500 | 18.550 | 18.600 | 18.650 | 18.700 | 18.750 | 18.800 | 18.850 | 18.900 | 19.000 | 19.050 | 19.100 | 19.150 | 19.200 | 19.250 | 19.300 | 19.350 | 19.400 | 19.450 | 19.500 | 19.550 | 19.600 | 19.650 | 19.700 | 19.750 | 19.800 | 19.850 | 19.900 | 19.950 | 20.000 | | | | |
| Acostamento | | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | RL+REF | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | | | |
| Faixa 1 | | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | RL+REF | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | |
| Acostamento | | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | RL+REF | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | |
| Fresagem (Faixa 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fresagem (Faixa 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Acost. LE) | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | |
| CBUQ B (Acost. LE) | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 |
| Preenchimento (Acost. LE) | | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | | | | | | | | | | | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Faixa 1) | | 7,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | |
| CBUQ B (Faixa 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Acost. LD) | | 4,0 | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ B (Acost. LD) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Preenchimento (Acost. LD) | | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | |
| Legenda: <div><div></div> Recapeamento em CBUQ B, na espessura HR (cm)</div> <div><div></div> Recapeamento em CBUQ P, na espessura HR (cm)</div> <div><div></div> Preenchimento em CBUQ, na espessura HR (cm)</div> <div><div></div> Reparos Localizados + Reforço conforme % da planilha de soluções</div> <div><div></div> Reconstrução</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | TÍTULO: Unifilar de Soluções | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RODOVIA: PR-445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | TRECHO: Subtrecho 01: Entr. BR-376 de Acesso a Mauá da Serra (SER 445S0010EPR) a Entr. acesso à Lerroville, com extensão de 27,20 km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | FOLHA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Km início | 20,000 | 20,050 | 20,100 | 20,150 | 20,200 | 20,250 | 20,300 | 20,350 | 20,400 | 20,450 | 20,500 | 20,550 | 20,600 | 20,650 | 20,700 | 20,750 | 20,800 | 20,850 | 20,900 | 20,950 | 21,000 | 21,050 | 21,100 | 21,150 | 21,200 | 21,250 | 21,300 | 21,350 | 21,400 | 21,450 | 21,500 | 21,550 | 21,600 | 21,650 | 21,700 | 21,750 | 21,800 | 21,850 | 21,900 | 21,950 | 22,000 | 22,050 | 22,100 | 22,150 | 22,200 | 22,250 | 22,300 | 22,350 | 22,400 | 22,450 | 22,500 |
| Km fim | 20,050 | 20,100 | 20,150 | 20,200 | 20,250 | 20,300 | 20,350 | 20,400 | 20,450 | 20,500 | 20,550 | 20,600 | 20,650 | 20,700 | 20,750 | 20,800 | 20,850 | 20,900 | 20,950 | 21,000 | 21,050 | 21,100 | 21,150 | 21,200 | 21,250 | 21,300 | 21,350 | 21,400 | 21,450 | 21,500 | 21,550 | 21,600 | 21,650 | 21,700 | 21,750 | 21,800 | 21,850 | 21,900 | 21,950 | 22,000 | 22,050 | 22,100 | 22,150 | 22,200 | 22,250 | 22,300 | 22,350 | 22,400 | 22,450 | 22,500 | |
| Acostamento | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | | | |
| Faixa 1 | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | |
| Acostamento | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma |
| Fresagem (Faixa 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fresagem (Faixa 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Acost. LE) | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | | | | | | | | | | | | | | | | | | | | | |
| CBUQ B (Acost. LE) | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | | | | | | | | | | | | | | | | | | | | | |
| Preenchimento (Acost. LE) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Faixa 1) | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | | | | | | | | | | | | | | | | | | | | | |
| CBUQ B (Faixa 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Acost. LD) | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | |
| CBUQ B (Acost. LD) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Preenchimento (Acost. LD) | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 |
| Legenda: | | | | | | | | | | | | | | | <div><div></div> Recapeamento em CBUQ B, na espessura HR (cm)</div> <div></div> Reparos Localizados + Reforço conforme % da planilha de soluções | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><div></div> Recapeamento em CBUQ P, na espessura HR (cm)</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | TÍTULO: Unifilar de Soluções | | | | | | | | | | | | | | | | | | | | | |
| <div><div></div> Preenchimento em CBUQ, na espessura HR (cm)</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RODOVIA: PR-445 | | | | | | | | | | | | | | | FOLHA | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | TRECHO: Subtrecho 01: Entr. BR-376 de Acesso a Mauá da Serra (SER 445S0010EPR) a Entr. acesso à Lerroville, com extensão de 27,20 km | | | | | | | | | | | | | | | 9 | | | | | | |

| Km início | 22.500 | 22.550 | 22.600 | 22.650 | 22.700 | 22.750 | 22.800 | 22.850 | 22.900 | 22.950 | 23.000 | 23.050 | 23.100 | 23.150 | 23.200 | 23.250 | 23.300 | 23.350 | 23.400 | 23.450 | 23.500 | 23.550 | 23.600 | 23.650 | 23.700 | 23.750 | 23.800 | 23.850 | 23.900 | 23.950 | 24.000 | 24.050 | 24.100 | 24.150 | 24.200 | 24.250 | 24.300 | 24.350 | 24.400 | 24.450 | 24.500 | 24.550 | 24.600 | 24.650 | 24.700 | 24.750 | 24.800 | 24.850 | 24.900 | 24.950 |
|---|---------|--|---------|---------|---------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Km fim | 22.550 | 22.600 | 22.650 | 22.700 | 22.750 | 22.800 | 22.850 | 22.900 | 22.950 | 23.000 | 23.050 | 23.100 | 23.150 | 23.200 | 23.250 | 23.300 | 23.350 | 23.400 | 23.450 | 23.500 | 23.550 | 23.600 | 23.650 | 23.700 | 23.750 | 23.800 | 23.850 | 23.900 | 23.950 | 24.000 | 24.050 | 24.100 | 24.150 | 24.200 | 24.250 | 24.300 | 24.350 | 24.400 | 24.450 | 24.500 | 24.550 | 24.600 | 24.650 | 24.700 | 24.750 | 24.800 | 24.850 | 24.900 | 24.950 | |
| Acostamento | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | REC | REC | REC | REC | REC | RL+REF | | |
| Faixa 1 | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | REC | REC | REC | REC | REC | RL+REF | | |
| Acostamento | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | Nenhuma | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | RL+REF | REC | REC | REC | REC | REC | REC | REC | REC | RL+REF | RL+REF | REC | REC | REC | REC | REC | RL+REF | | |
| Fresagem (Faixa 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fresagem (Faixa 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Acost. LE) | | | | | | | | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 |
| CBUQ B (Acost. LE) | | | | | | | | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 |
| Preenchimento (Acost. LE) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBUQ P (Faixa 1) | | | | | | | | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 |
| CBUQ B (Faixa 1) | | | | | | | | | | | | | | | | | | | | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | | | | | | | 4,0 | 4,0 | | | | | 4,0 | | |
| CBUQ P (Acost. LD) | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 | 4,0 |
| CBUQ B (Acost. LD) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Preenchimento (Acost. LD) | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | 7,0 | |
| Legenda: <div><div></div> Recapeamento em CBUQ B, na espessura HR (cm)</div> <div><div></div> Recapeamento em CBUQ P, na espessura HR (cm)</div> <div><div></div> Preenchimento em CBUQ, na espessura HR (cm)</div> <div><div></div> Reparos Localizados + Reforço conforme % da planilha de soluções</div> <div><div></div> Reconstrução</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | TÍTULO: Unifilar de Soluções | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RODOVIA: PR-445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | TRECHO: Subtrecho 01: Entr. BR-376 de Acesso a Mauá da Serra (SER 445S0010EPR) a Entr. acesso à Lerroville, com extensão de 27.20 km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | FOLHA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

[illegible]