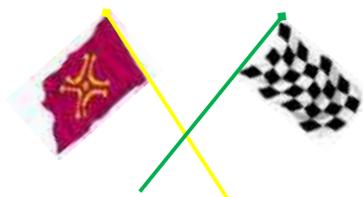


RUTOMETRO

RALLYSPRINT DE OBREGON



LA MAZA COMPETICIÓN

ORGANIZA: LA MAZA COMPETICIÓN

INDICE GENERAL

PRINCIPALES UBICACIONES

HORARIO

RUTOMETRO

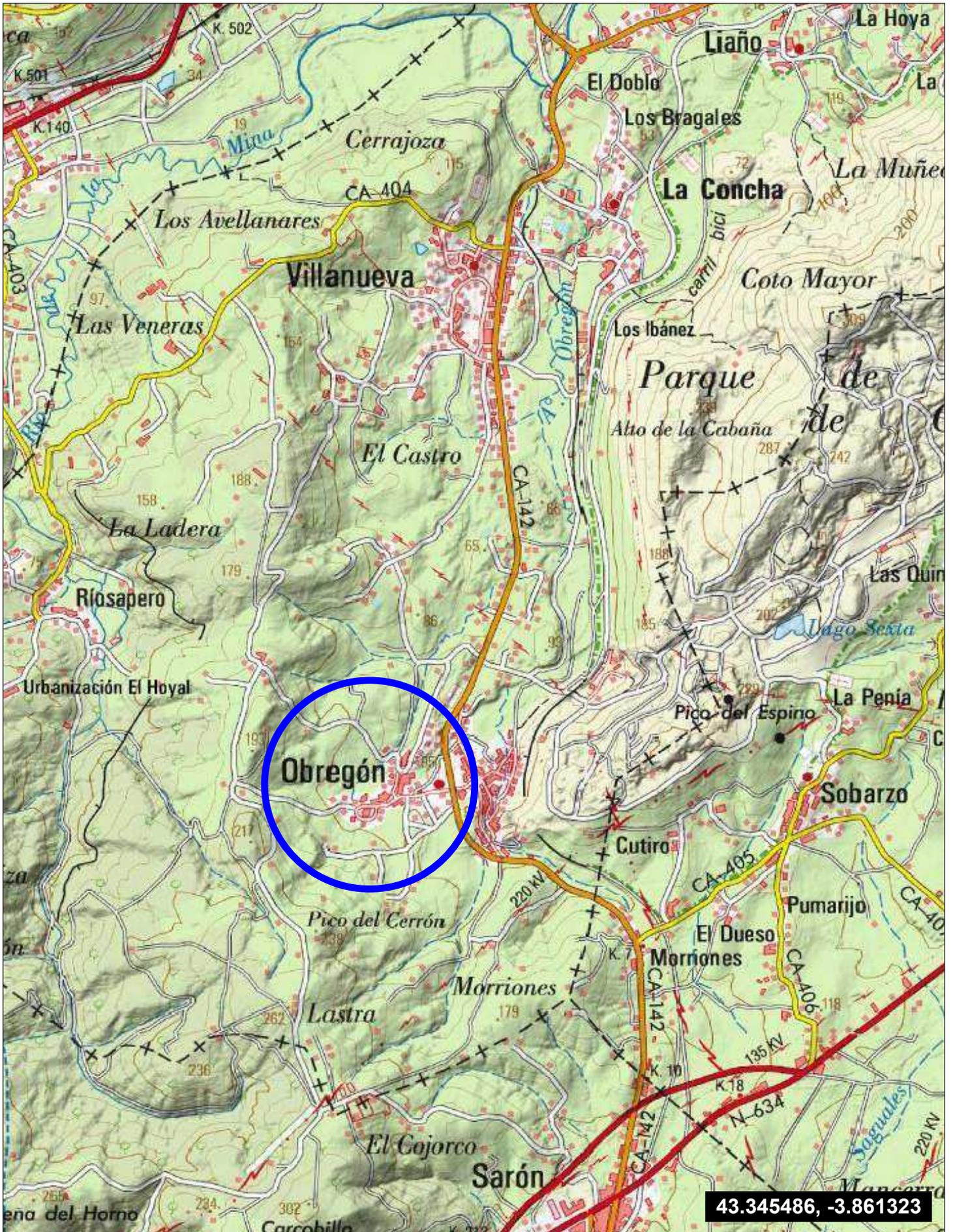
PARQUE CERRADO (VERIFICACIONES)
PARQUE CERRADO (VERIFICACIONES) - PARQUE ASISTENCIAS
PARQUE ASISTENCIAS - SALIDA (POMALUENGO)
TRAMO POMALUENGO -VILLANUEVA
META (VILLANUEVA) - PARQUE ASISTENCIAS

ANEXO

RUTA ALTERNATIVA

PRINCIPALES UBICACIONES

MAPA DE SITUACION



43.345486, -3.861323

PARQUE CERRADO Y VERIFICACIONES



DIRECCION DE CARRERA



43.344451, -3.864688

PARQUE DE ASISTENCIA



HORARIOS

ITINERARIO - HORARIO

St	CH TC	Descripción	Distancia TC	Distancia Enlace	Distancia Total	Tiempo	Km/h	Hora 1°
1	0	Salida Parque Cerrado Cantabria Labs						12:00
	0A	Entrada Parque Asistencia Polígono de Parbayón		5,27	5,27	00:12	0,00	12:12
Parque Asistencia "A" - Polígono de Parbayón						00:20		
3	0B	Salida Parque Asistencia Polígono de Parbayón						12:32
	1	Pomaluengo		18,64	18,64	00:30	0,00	13:02
TC 1 OBREGÓN			15,00			00:03		13:05
4	1A	Entrada reagrupamiento La Loma del Chonuco		3,64	18,64	00:30	0,00	13:35
Reagrupamiento La Loma del Chonuco						00:45		
5	1B	Salida reagrupamiento La Loma del Chonuco						14:20
	1C	Entrada Parque Asistencia Polígono de Parbayón		5,27	5,27	00:12	0,00	14:32
Parque Asistencia "B" - Polígono de Parbayón						00:45		
7	1D	Salida Parque Asistencia Polígono de Parbayón						15:17
	2	Pomaluengo		18,64	18,64	00:30	0,00	15:47
TC 2 OBREGÓN			15,00			00:03		15:50
8	2A	Entrada reagrupamiento La Loma del Chonuco		3,64	18,64	00:30	0,00	16:20
Reagrupamiento La Loma del Chonuco						00:45		
9	2B	Salida reagrupamiento La Loma del Chonuco						17:05
	2C	Entrada Parque Asistencia Polígono de Parbayón		5,27	5,27	00:12	0,00	17:17
Parque Asistencia "C" - Polígono de Parbayón						00:45		
11	2D	Salida Parque Asistencia Polígono de Parbayón						18:02
	3	Pomaluengo		18,64	18,64	00:30	0,00	18:32
TC 3 OBREGÓN			15,00			00:03		18:35
12	3A	Parque Cerrado Final - Cantabria Labs		3,64	18,64	00:30	0,00	19:05
TOTALES RALLYESPRINT			45,00	82,65	127,65		35,25%	

HORARIO CARAVANA

HORARIO CARAVANA		Cintas	Seguridad	Delegado	OO	O	1º Participante
Distancia TC	cierra						
	10:55	11:00	11:15	11:30	11:40	11:50	12:00
	11:07	11:12	11:27	11:42	11:52	12:02	12:12
	11:27	11:32	11:47	12:02	12:12	12:22	12:32
	11:57	12:02	12:17	12:32	12:42	12:52	13:02
15	12:00	12:05	12:20	12:35	12:45	12:55	13:05
	12:30	12:35	12:50	13:05	13:15	13:25	13:35
	13:15	13:20	13:35	13:50	14:00	14:10	14:20
	13:12	13:17	13:47	14:02	14:12	14:22	14:32
	14:12	14:17	14:32	14:47	14:57	15:07	15:17
	14:42	14:47	15:02	15:17	15:27	15:37	15:47
15	14:45	14:50	15:05	15:20	15:30	15:40	15:50
	15:15	15:20	15:35	15:50	16:00	16:10	16:20
	16:00	16:05	16:20	16:35	16:45	16:55	17:05
	16:12	16:17	16:32	16:47	16:57	17:07	17:17
	16:52	16:57	17:12	17:27	17:42	17:52	18:02
	17:27	17:32	17:47	18:02	18:12	18:22	18:32
15	17:30	17:35	17:50	18:05	18:15	18:25	18:35
	18:05	18:05	18:20	18:35	18:45	18:55	19:05

RUTOMETRO

PAGINA EXPLICATIVA

KM. TOTALES

TIEMPO A INVERTIR

PROMEDIO DE VELOCIDAD

 TC-2 "Meruelo-Las Pilas"		 CH-2A Reagrupamiento	Etapa	Sección	Sector
			1ª	1ª	3
			Distancia	Tiempo	Promedio
			24,57 Km	0h 38'	38,79 Km/h

DISTANCIA (Km)		DIRECCIÓN	INFORMACIONES	Km. TOT. REGRES.
TOTAL	PARCIAL			
11,65	0,09	16	Local = CA-458 0,11	12,92
11,76	0,11	17	CA-458 0,00 N 43° 25' 27,63" - W 03° 38' 21,04"	12,81
12,17	0,41	18	CA-458 12,40	12,40
14,99	2,82	19	CA-458 x CA-206 9,58	9,58
15,18	0,19	20	CA-206 x A-E 9,09	9,09

CAMBIO DE CARRETERA

CARRETERA POR LA QUE CIRCULAS

REGRESIVO A FIN DE T.C.

REGRESIVO AL PRÓXIMO C.H.

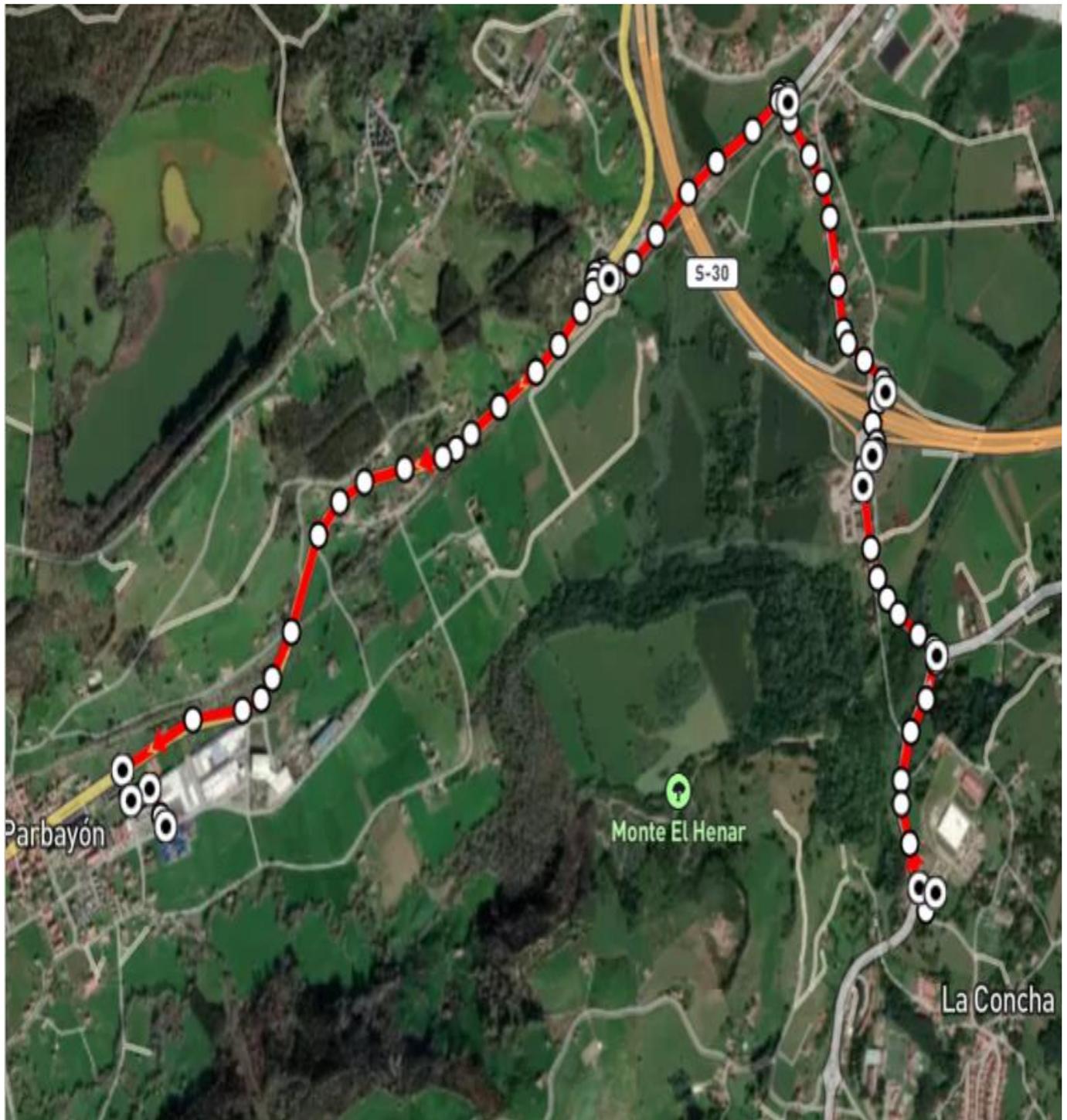
TRÁFICO DE RALLYE EN 2 SENTIDOS

LINEA SUPRIMIDA -200 m.

Nº DE VIÑETA DE UN SECTOR

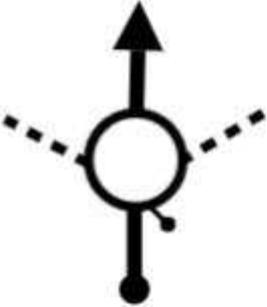
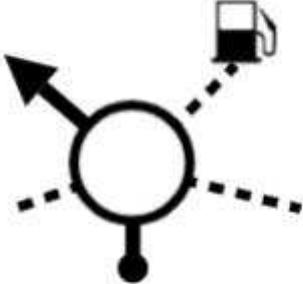
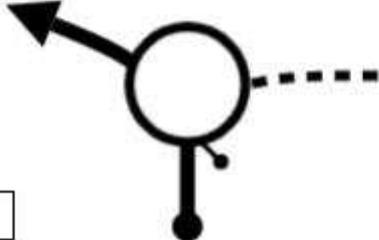
PASAR LA PAGINA RÁPIDO (-200 m.)

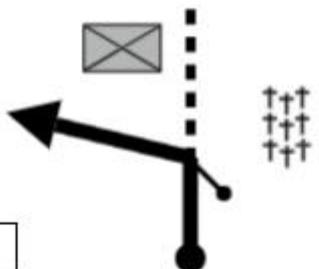
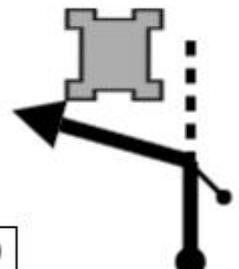
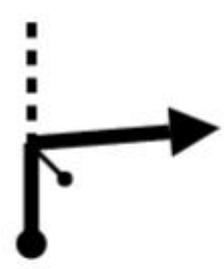
VERIFICACIONES - PARQUE ASISTENCIA



CH-0	→	CH-0A	ETAPA: 1ª	SECCION: 1ª	SECTOR: 1º
PARQUE CERRADO (REAGRUPAMIENTO)		PARQUE ASISTENCIAS	DISTANCIA: 5.23 KM	TIEMPO: 0.10 MIN	PROMEDIO: 33.05 KM/H

DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
0,00	0,00	 1	TC  N-43°22.498' W-3°51.303' ALT: 10 m	5,23
0,11	0,11	 2	SANTANDER  CA - 142 N-43°22.504' W-3°51.342' ALT: 10 m	5,12
0,67	0,56	 3	desvio CA-142 a CA -143 N-43°22.788' W-3°51.298' ALT: 0 m	4,56
1,15	0,48	 4	 gasolinera repsol CA -143 N-43°22.994' W-3°51.480' ALT: 10 m	4,08

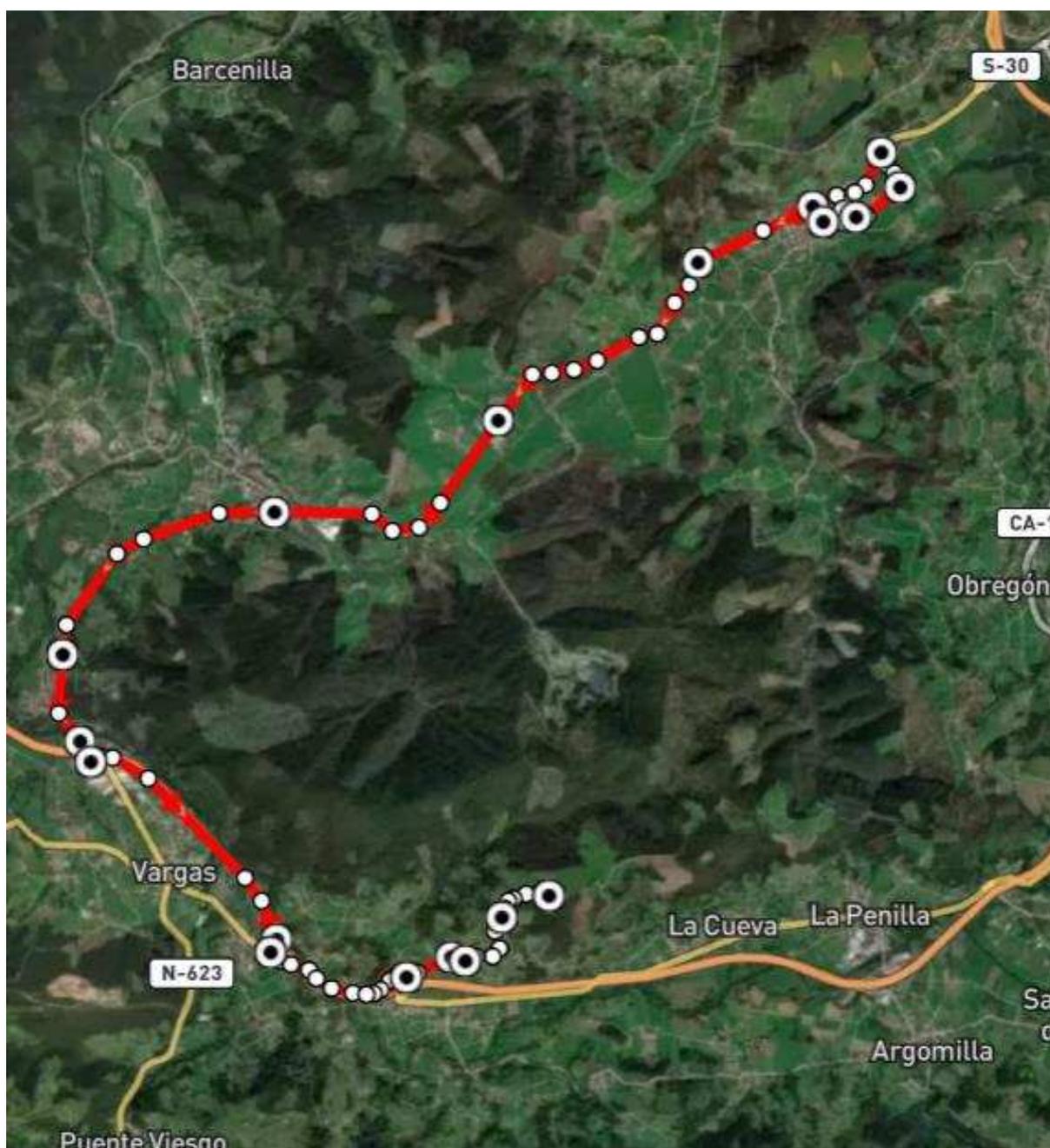
1,23	0,08	 5	CA-143 <table border="1" data-bbox="1134 600 1362 712"> <tr> <td>N-43°23.032'</td> </tr> <tr> <td>W-3°51.457'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°23.032'	W-3°51.457'	ALT: 10 m	4,00
N-43°23.032'							
W-3°51.457'							
ALT: 10 m							
1,40	0,17	 6	 gasolinera shell CA-143 <table border="1" data-bbox="1134 943 1362 1055"> <tr> <td>N-43°23.109'</td> </tr> <tr> <td>W-3°51.424'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°23.109'	W-3°51.424'	ALT: 10 m	3,83
N-43°23.109'							
W-3°51.424'							
ALT: 10 m							
2,16	0,76	 7	desvio CA-143 A CA-144 <table border="1" data-bbox="1134 1279 1362 1391"> <tr> <td>N-43°23.463'</td> </tr> <tr> <td>W-3°51.661'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°23.463'	W-3°51.661'	ALT: 20 m	3,07
N-43°23.463'							
W-3°51.661'							
ALT: 20 m							
2,92	0,76	 8	desvio CA-144 A N-623 <table border="1" data-bbox="1134 1621 1362 1733"> <tr> <td>N-43°23.247'</td> </tr> <tr> <td>W-3°52.093'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°23.247'	W-3°52.093'	ALT: 20 m	2,31
N-43°23.247'							
W-3°52.093'							
ALT: 20 m							

4,99	2,07	 9	<p>poligono PARBAYON</p> <p>N-623</p> <table border="1"> <tr> <td>N-43°22.648'</td> </tr> <tr> <td>W-3°53.267'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.648'	W-3°53.267'	ALT: 20 m	0,24
N-43°22.648'							
W-3°53.267'							
ALT: 20 m							
5,06	0,07	 10	<p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.611'</td> </tr> <tr> <td>W-3°53.248'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.611'	W-3°53.248'	ALT: 20 m	0,17
N-43°22.611'							
W-3°53.248'							
ALT: 20 m							
5,13	0,07	 11	<p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.626'</td> </tr> <tr> <td>W-3°53.203'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.626'	W-3°53.203'	ALT: 20 m	0,10
N-43°22.626'							
W-3°53.203'							
ALT: 20 m							
5,23	0,10	 12	<p> CH</p> <p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.579'</td> </tr> <tr> <td>W-3°53.165'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°22.579'	W-3°53.165'	ALT: 10 m	0,00
N-43°22.579'							
W-3°53.165'							
ALT: 10 m							

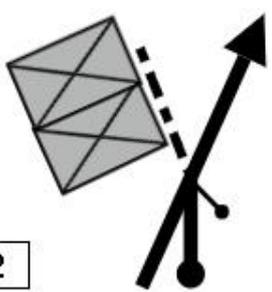
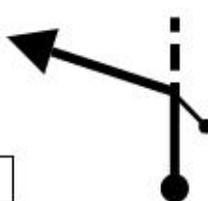
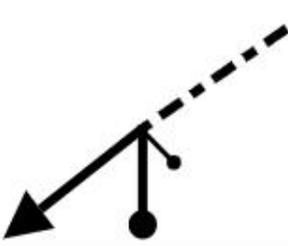
CH - 0A	→	CH - 0B	ETAPA: 1ª	SECCION: 1ª	SECTOR: 2º
ENTRADA PARQUE ASISTENCIAS		SALIDA PARQUE ASISTENCIAS			

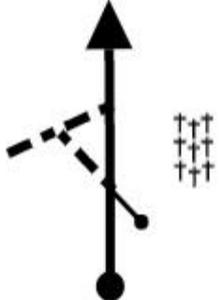
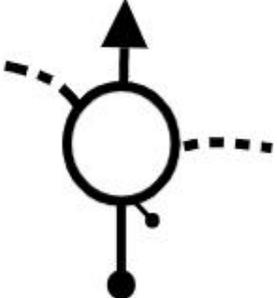
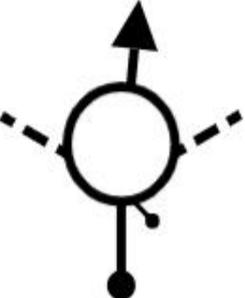


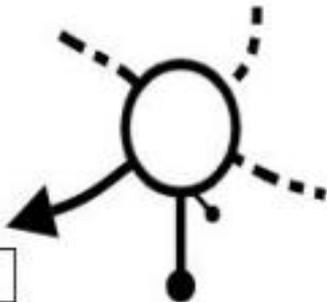
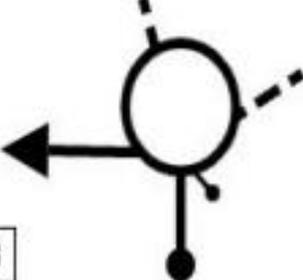
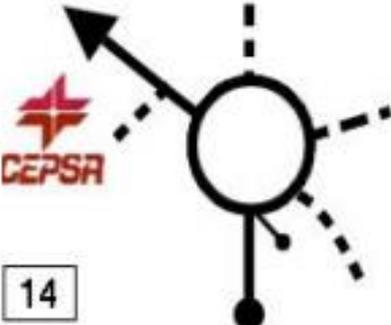
PARQUE ASISTENCIAS - POMALUENGO



CH-0B PARQUE ASISTENCIAS	→	CH-1 SALIDA POMALUENGO	ETAPA: 1ª	SECCION: 1ª	SECTOR: 3º
			DISTANCIA: 18.17 KM	TIEMPO: 0.30 MIN	PROMEDIO: 36.32 KM/H

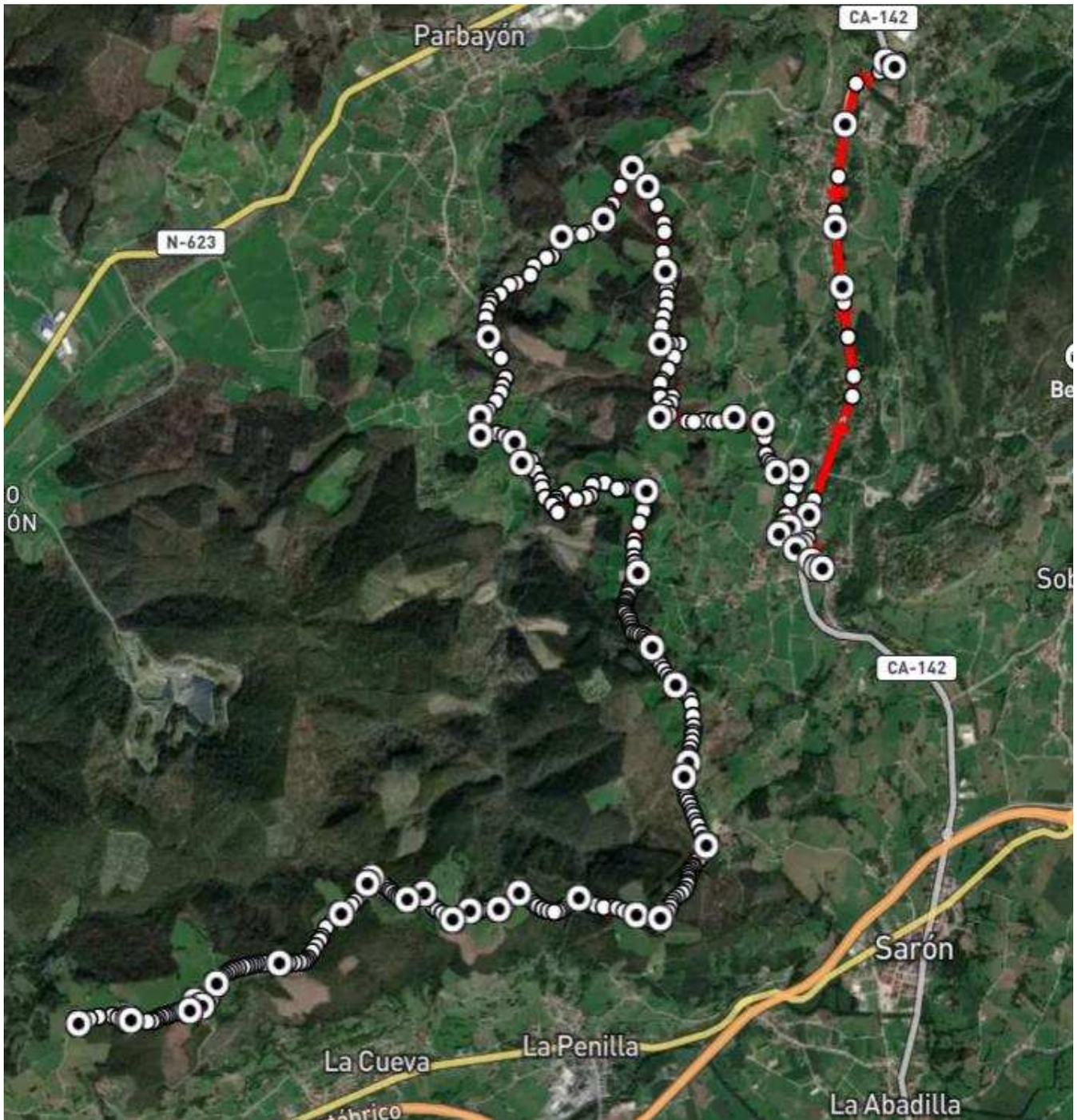
DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
0,00	0,00	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">1</div>	LOCAL  CH SALIDA P.A. <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;"> N-43°22.571' W-3°53.196' ALT: 18 m </div>	18,17
0,23	0,23	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">2</div>	LOCAL CARRETERA POLIGONO LA YESERA LOCAL	17,94
0,32	0,09	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">3</div>		17,85
0,83	0,51	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">4</div>	LOCAL	17,34
1,20	0,37	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">5</div>	LOCAL X N 623 DIRECCIÓN PARBAYÓN	16,97

2,07	0,87	<div data-bbox="379 533 443 577" style="border: 1px solid black; padding: 2px; display: inline-block;">6</div> 	<p>N 623</p> <p>PARBAYON</p>	16,10
5,81	3,74	<div data-bbox="379 869 443 913" style="border: 1px solid black; padding: 2px; display: inline-block;">7</div> 	<p>N 623</p>  <p>galp</p> <p>GASOLINERA PARBAYON</p>	12,36
8,46	2,65	<div data-bbox="379 1211 443 1256" style="border: 1px solid black; padding: 2px; display: inline-block;">8</div> 	<p>N 623</p>  <p>RENEDO DE PIELAGOS</p>	9,71
11,09	2,63	<div data-bbox="379 1547 443 1592" style="border: 1px solid black; padding: 2px; display: inline-block;">9</div> 	<p>N 623</p> <p>CARANDIA</p>	7,08
11,97	0,88	<div data-bbox="379 1890 443 1935" style="border: 1px solid black; padding: 2px; display: inline-block;">10</div> 	<p>N 623 RECTO ROTONDA</p> 	6,20

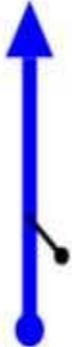
12,18	0,21	 <p data-bbox="376 577 443 633">11</p>	<p data-bbox="884 277 1123 327">N 623 X A 8</p> 	5,99
14,73	2,55	 <p data-bbox="376 958 443 1014">12</p>	<p data-bbox="884 667 1123 716">A 8 X N 634</p>  <p data-bbox="906 1057 1027 1106">N 634</p>	3,44
14,87	0,14	 <p data-bbox="376 1339 443 1395">13</p>	<p data-bbox="957 1187 1273 1308">DIRECCION POMALUENGO</p>	3,30
16,31	1,44	 <p data-bbox="376 1720 443 1776">14</p>	<p data-bbox="890 1433 1347 1747">N 634 DIRECCION GASOLINERA (NO ENTRAR) RECTO EN DESVIO</p>	1,86

<p>16,77 0,46</p>	<p>15</p>		<p>LOCAL</p>	<p>1,40</p>			
<p>16,91 0,14</p>	<p>16</p>		<p>LOCAL</p>	<p>1,26</p>			
<p>17,60 0,69</p>	<p>17</p>		<p>LOCAL</p>	<p>0,57</p>			
<p>18,17 0,57</p>	<p>18</p>		<p>LOCAL</p>  <p>CH</p> <table border="1" data-bbox="1117 1713 1332 1836"> <tr> <td>N-43°19.201'</td> </tr> <tr> <td>W-3°55.093'</td> </tr> <tr> <td>ALT: 262 m</td> </tr> </table>	N-43°19.201'	W-3°55.093'	ALT: 262 m	<p>0,00</p>
N-43°19.201'							
W-3°55.093'							
ALT: 262 m							

POMALUENGO - VILLANUEVA

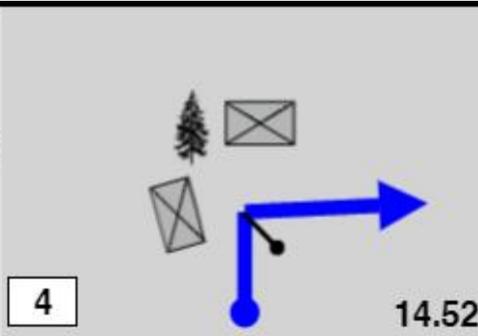
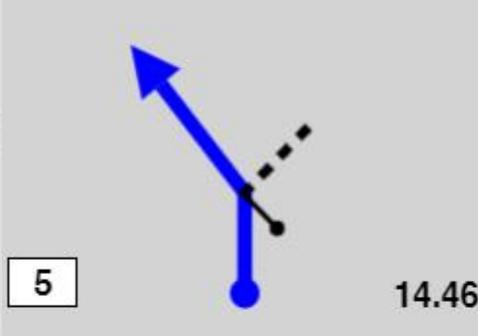
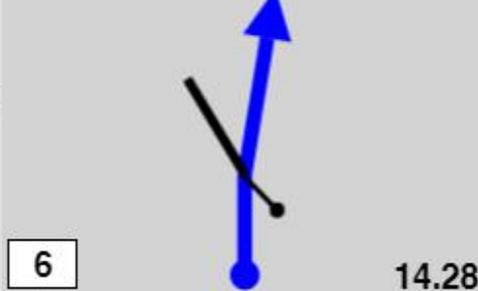
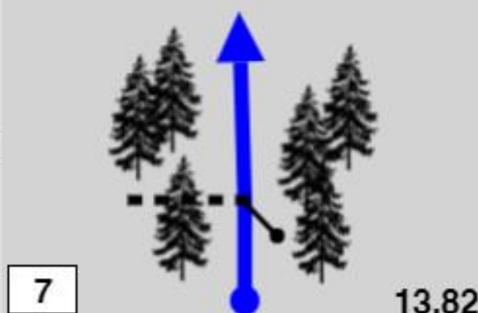
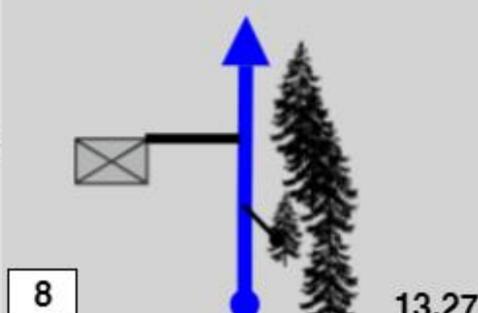


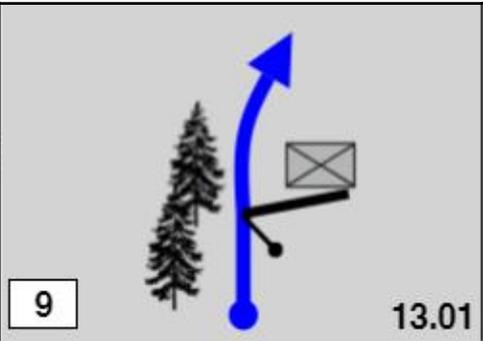
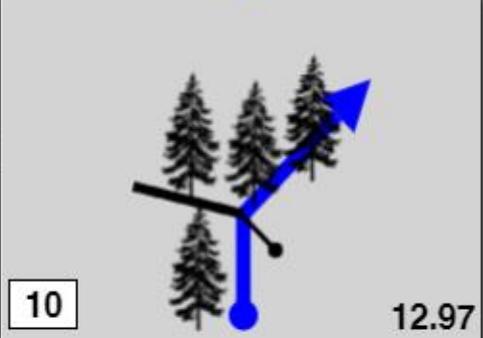
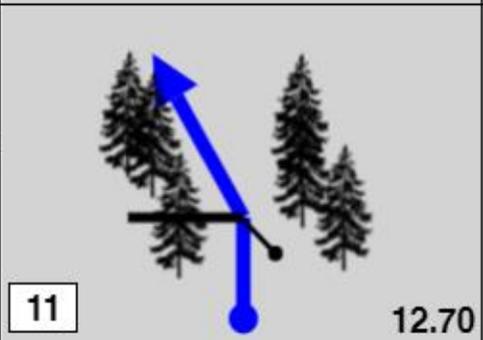
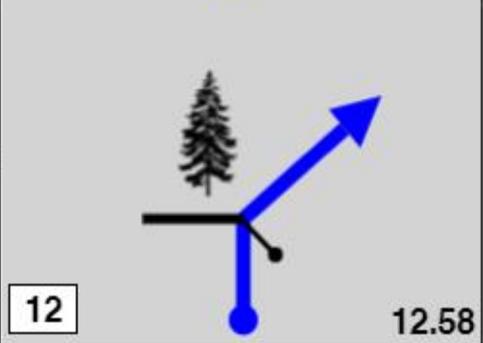
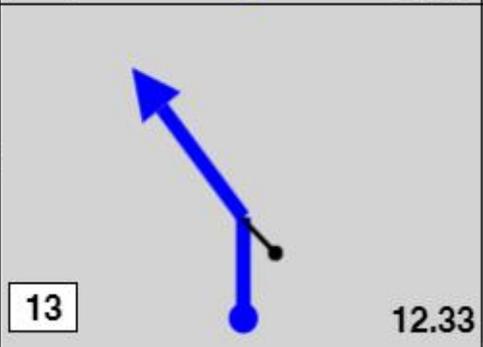
TC1 SALIDA POMALUENGO	→	CH 2 REAGRUPAMIENTO	ETAPA:	SECCION:	SECTOR:
			1ª	1ª	4º
			DISTANCIA:	TIEMPO:	PROMEDIO:
			18.64 KM	0.25MIN	33.89 KM/H

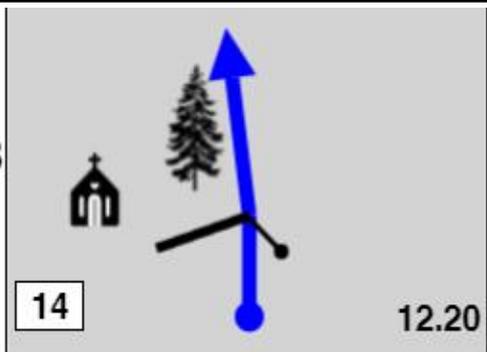
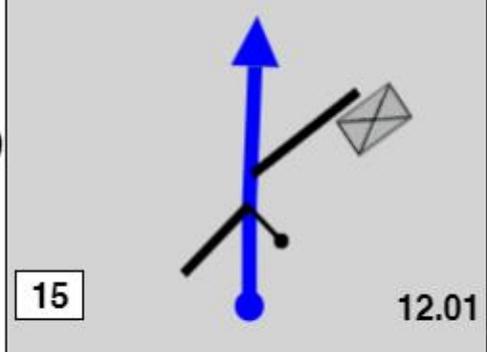
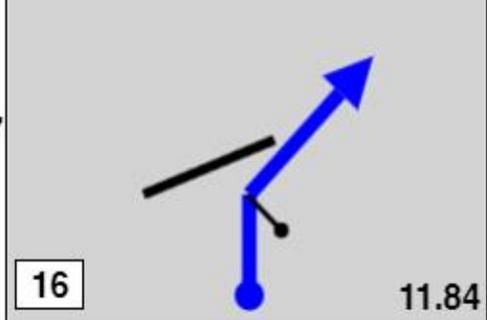
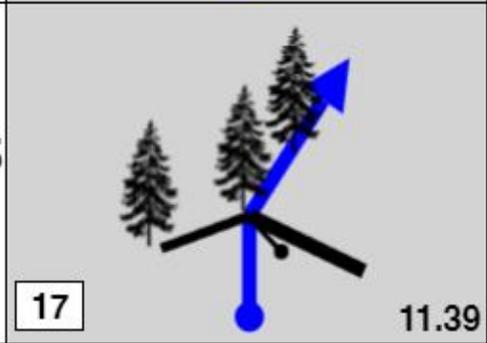
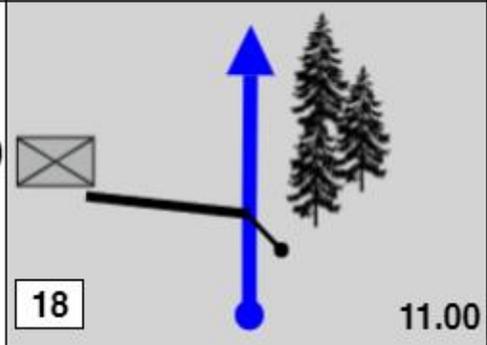
Distancia		Dirección	Información	DISTANCE REGRESS			
TOTAL	PARTIAL						
0,00	0,00	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px auto;">1</div>	 CH POMALUENGO LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.185'</td></tr> <tr><td>W-3°55.341'</td></tr> <tr><td>ALT: 230 m</td></tr> </table>	N-43°19.185'	W-3°55.341'	ALT: 230 m	0,00
N-43°19.185'							
W-3°55.341'							
ALT: 230 m							

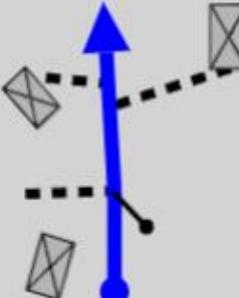
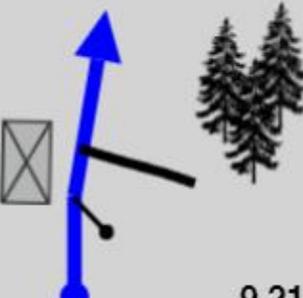
TC POMALUENGO - OBREGON

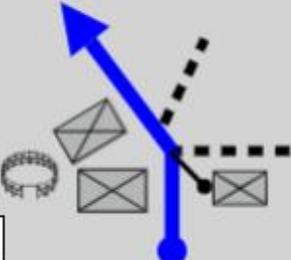
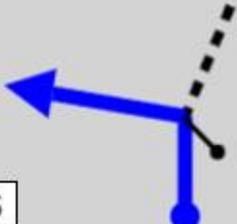
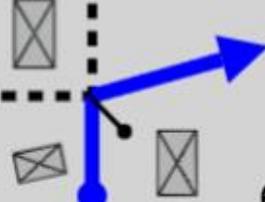
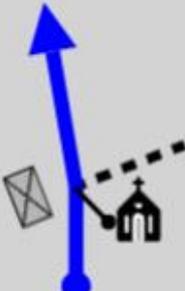
0,00	0,00	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px auto;">1</div>	15.00	 SALIDA  RADIO 1 <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.200'</td></tr> <tr><td>W-3°55.093'</td></tr> <tr><td>ALT: 260 m</td></tr> </table>	N-43°19.200'	W-3°55.093'	ALT: 260 m	18,64
N-43°19.200'								
W-3°55.093'								
ALT: 260 m								
0,02	0,02	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px auto;">2</div>	14.98	  LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.199'</td></tr> <tr><td>W-3°55.081'</td></tr> <tr><td>ALT: 260 m</td></tr> </table>	N-43°19.199'	W-3°55.081'	ALT: 260 m	18,62
N-43°19.199'								
W-3°55.081'								
ALT: 260 m								
0,42	0,40	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px auto;">3</div>	14.58	 LOCAL	18,22			

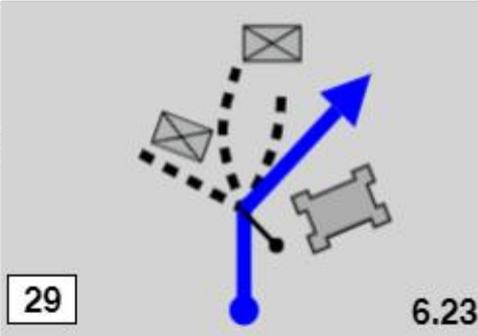
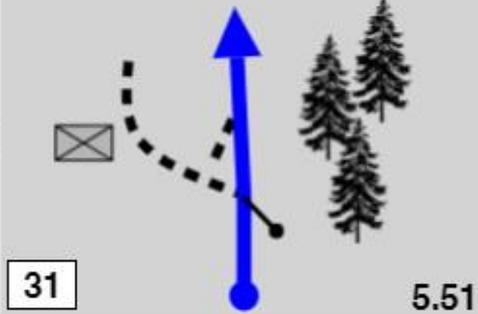
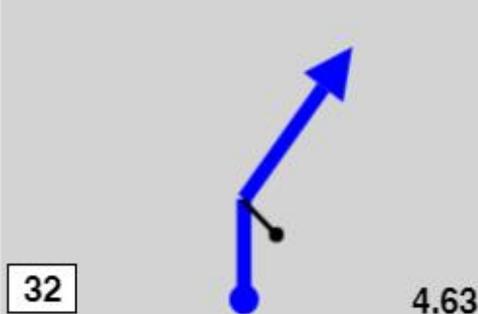
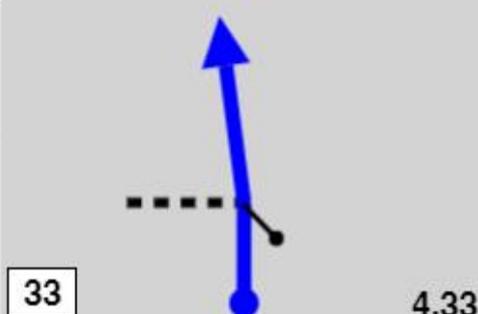
0,48	0,06	 <p>4 14.52</p>	 LOCAL	18,16			
0,54	0,06	 <p>5 14.46</p>	  LOCAL <table border="1" data-bbox="1133 716 1340 828"> <tr> <td>N-43°19.247'</td> </tr> <tr> <td>W-3°54.732'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table>	N-43°19.247'	W-3°54.732'	ALT: 250 m	18,10
N-43°19.247'							
W-3°54.732'							
ALT: 250 m							
0,72	0,18	 <p>6 14.28</p>	 LOCAL	17,92			
1,18	0,46	 <p>7 13.82</p>	 RADIO2 LOCAL <table border="1" data-bbox="1133 1388 1340 1500"> <tr> <td>N-43°19.396'</td> </tr> <tr> <td>W-3°54.350'</td> </tr> <tr> <td>ALT: 302 m</td> </tr> </table>	N-43°19.396'	W-3°54.350'	ALT: 302 m	17,46
N-43°19.396'							
W-3°54.350'							
ALT: 302 m							
1,73	0,55	 <p>8 13.27</p>	 CARRETERA LOCAL	16,91			

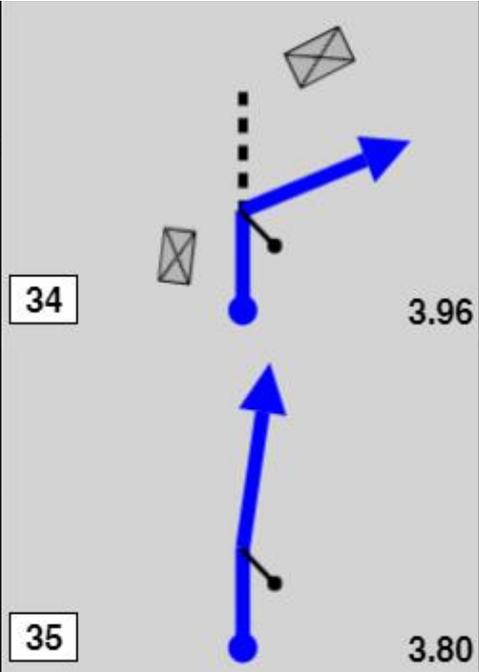
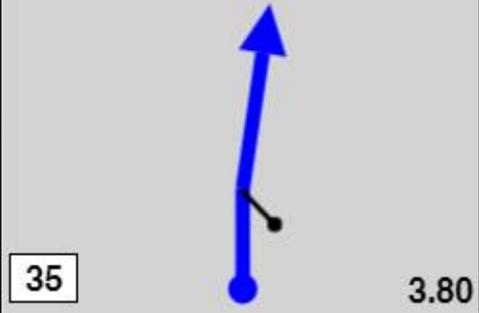
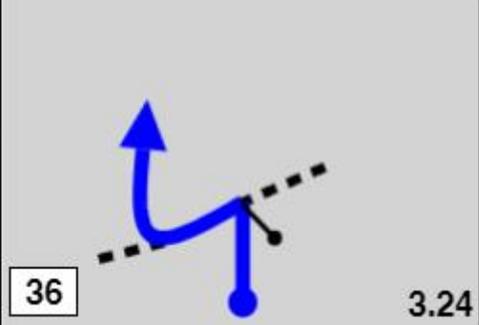
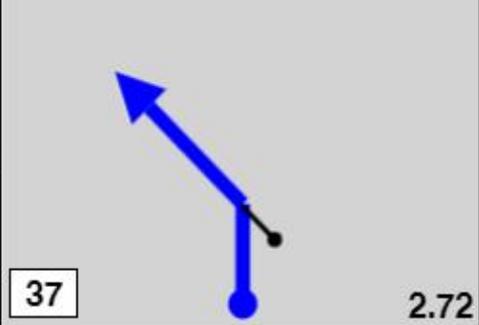
<p>1,99 0,26</p>	<p>9</p>  <p>13.01</p>	 <p>LOCAL</p>	<p>16,65</p>			
<p>2,03 0,04</p>	<p>10</p>  <p>12.97</p>	  <p>RADIO3</p>	<p>16,61</p> <table border="1" data-bbox="1121 730 1337 842"> <tr> <td>N-43°19.681'</td> </tr> <tr> <td>W-3°53.898'</td> </tr> <tr> <td>ALT: 290 m</td> </tr> </table>	N-43°19.681'	W-3°53.898'	ALT: 290 m
N-43°19.681'						
W-3°53.898'						
ALT: 290 m						
<p>2,30 0,27</p>	<p>11</p>  <p>12.70</p>	 <p>LOCAL</p>	<p>16,34</p>			
<p>2,42 0,12</p>	<p>12</p>  <p>12.58</p>	 <p>LOCAL</p>	<p>16,22</p> <table border="1" data-bbox="1121 1413 1337 1525"> <tr> <td>N-43°19.624'</td> </tr> <tr> <td>W-3°53.648'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table>	N-43°19.624'	W-3°53.648'	ALT: 250 m
N-43°19.624'						
W-3°53.648'						
ALT: 250 m						
<p>2,67 0,25</p>	<p>13</p>  <p>12.33</p>	 <p>LOCAL</p>	<p>15,97</p>			

<p>2,80 0,13</p>	<p>14</p>  <p>12.20</p>	  <p>RADIO 4</p> <p>LOCAL</p> <table border="1" data-bbox="1118 472 1334 584"> <tr> <td>N-43°19.568'</td> </tr> <tr> <td>W-3°53.424'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table>	N-43°19.568'	W-3°53.424'	ALT: 250 m	<p>15,84</p>
N-43°19.568'						
W-3°53.424'						
ALT: 250 m						
<p>2,99 0,19</p>	<p>15</p>  <p>12.01</p>	  <p>LOCAL</p> <table border="1" data-bbox="1118 819 1334 931"> <tr> <td>N-43°19.572'</td> </tr> <tr> <td>W-3°53.284'</td> </tr> <tr> <td>ALT: 239 m</td> </tr> </table>	N-43°19.572'	W-3°53.284'	ALT: 239 m	<p>15,65</p>
N-43°19.572'						
W-3°53.284'						
ALT: 239 m						
<p>3,16 0,17</p>	<p>16</p>  <p>11.84</p>	 <p>LOCAL</p>	<p>15,48</p>			
<p>3,61 0,45</p>	<p>17</p>  <p>11.39</p>	  <p>LOCAL</p> <table border="1" data-bbox="1118 1503 1334 1615"> <tr> <td>N-43°19.602'</td> </tr> <tr> <td>W-3°52.891'</td> </tr> <tr> <td>ALT: 200 m</td> </tr> </table>	N-43°19.602'	W-3°52.891'	ALT: 200 m	<p>15,03</p>
N-43°19.602'						
W-3°52.891'						
ALT: 200 m						
<p>4,00 0,39</p>	<p>18</p>  <p>11.00</p>	 <p>LOCAL</p>	<p>14,64</p>			

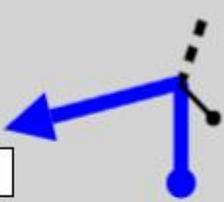
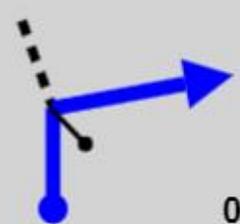
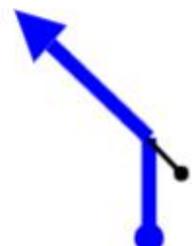
4,16	0,16	<div data-bbox="379 465 448 517">19</div>  <div data-bbox="762 488 842 517">10.84</div>	  RADIO 5 LOCAL <div data-bbox="1129 421 1345 517"> <table border="1"> <tr> <td>N-43°19.545'</td> </tr> <tr> <td>W-3°52.494'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table> </div>	N-43°19.545'	W-3°52.494'	ALT: 250 m	14,48
N-43°19.545'							
W-3°52.494'							
ALT: 250 m							
4,72	0,56	<div data-bbox="379 813 448 864">20</div>  <div data-bbox="762 835 842 864">10.28</div>	  RADIO 6 LOCAL <div data-bbox="1129 757 1345 864"> <table border="1"> <tr> <td>N-43°19.790'</td> </tr> <tr> <td>W-3°52.277'</td> </tr> <tr> <td>ALT: 260 m</td> </tr> </table> </div>	N-43°19.790'	W-3°52.277'	ALT: 260 m	13,92
N-43°19.790'							
W-3°52.277'							
ALT: 260 m							
5,17	0,45	<div data-bbox="379 1149 448 1200">21</div>  <div data-bbox="778 1171 858 1200">9.83</div>	 LOCAL <div data-bbox="1129 1104 1345 1211"> <table border="1"> <tr> <td>N-43°20.019'</td> </tr> <tr> <td>W-3°52.376'</td> </tr> <tr> <td>ALT: 260 m</td> </tr> </table> </div>	N-43°20.019'	W-3°52.376'	ALT: 260 m	13,47
N-43°20.019'							
W-3°52.376'							
ALT: 260 m							
5,26	0,09	<div data-bbox="379 1485 448 1536">22</div>  <div data-bbox="778 1507 858 1536">9.74</div>	  LOCAL	13,38			
5,79	0,53	<div data-bbox="379 1821 448 1872">23</div>  <div data-bbox="778 1843 858 1872">9.21</div>	 LOCAL	12,85			

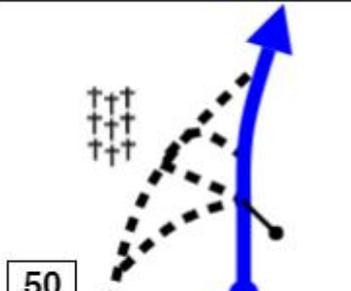
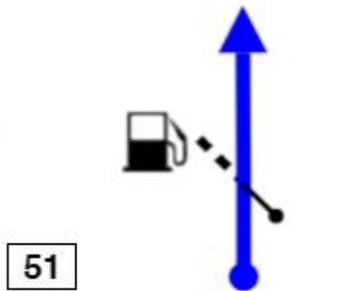
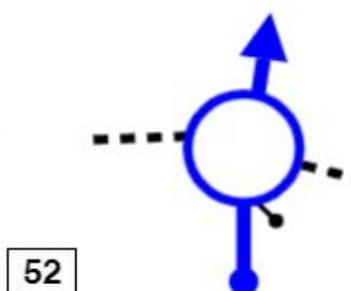
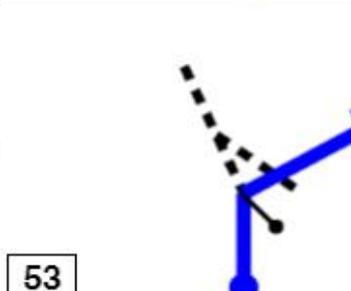
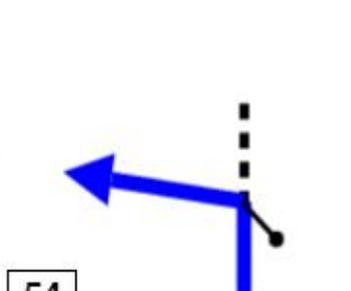
6,07	0,28	 <p>24</p> <p>8.93</p>	 <p>RADIO 7</p>  <p>LOCAL</p> <table border="1" data-bbox="1123 448 1340 555"> <tr> <td>N-43°20.456'</td> </tr> <tr> <td>W-3°52.531'</td> </tr> <tr> <td>ALT: 208 m</td> </tr> </table>	N-43°20.456'	W-3°52.531'	ALT: 208 m	12,57
N-43°20.456'							
W-3°52.531'							
ALT: 208 m							
6,65	0,58	 <p>25</p> <p>8.35</p>	<p>LOCAL</p>  <p>CORRAL DEL HUEVO</p>	11,99			
7,18	0,53	 <p>26</p> <p>7.82</p>	 <p>RADIO 8</p> <p>LOCAL</p> <table border="1" data-bbox="1123 1120 1340 1227"> <tr> <td>N-43°20.985'</td> </tr> <tr> <td>W-3°52.559'</td> </tr> <tr> <td>ALT: 160 m</td> </tr> </table>	N-43°20.985'	W-3°52.559'	ALT: 160 m	11,46
N-43°20.985'							
W-3°52.559'							
ALT: 160 m							
8,39	1,21	 <p>27</p> <p>6.61</p>	  <p>LOCAL</p> <table border="1" data-bbox="1123 1464 1340 1572"> <tr> <td>N-43°21.096'</td> </tr> <tr> <td>W-3°53.172'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.096'	W-3°53.172'	ALT: 50 m	10,25
N-43°21.096'							
W-3°53.172'							
ALT: 50 m							
8,52	0,13	 <p>28</p> <p>6.48</p>	  <p>RADIO 9</p> <p>LOCAL</p> <table border="1" data-bbox="1123 1800 1340 1908"> <tr> <td>N-43°21.163'</td> </tr> <tr> <td>W-3°53.208'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.163'	W-3°53.208'	ALT: 50 m	10,12
N-43°21.163'							
W-3°53.208'							
ALT: 50 m							

8,77	0,25	 <p>29</p> <p>6.23</p>	  <p>PISTA FUTBITO</p>  <p>N-43°21.189' W-3°53.375' ALT: 40 m</p>	9,87
8,89	0,12	 <p>30</p> <p>6.11</p>	  <p>CA - 404</p> <p>N-43°21.249' W-3°53.378' ALT: 50 m</p>	9,75
9,49	0,60	 <p>31</p> <p>5.51</p>	  <p>RADIO 10</p> <p>CA - 404</p> <p>N-43°21.525' W-3°53.339' ALT: 50 m</p>	9,15
10,37	0,88	 <p>32</p> <p>4.63</p>	 <p>RADIO 11</p> <p>CA - 404</p> <p>N-43°21.865' W-3°52.972' ALT: 80 m</p>	8,27
10,67	0,30	 <p>33</p> <p>4.33</p>	 <p>CA - 404</p> <p>N-43°21.922' W-3°52.770' ALT: 100 m</p>	7,97

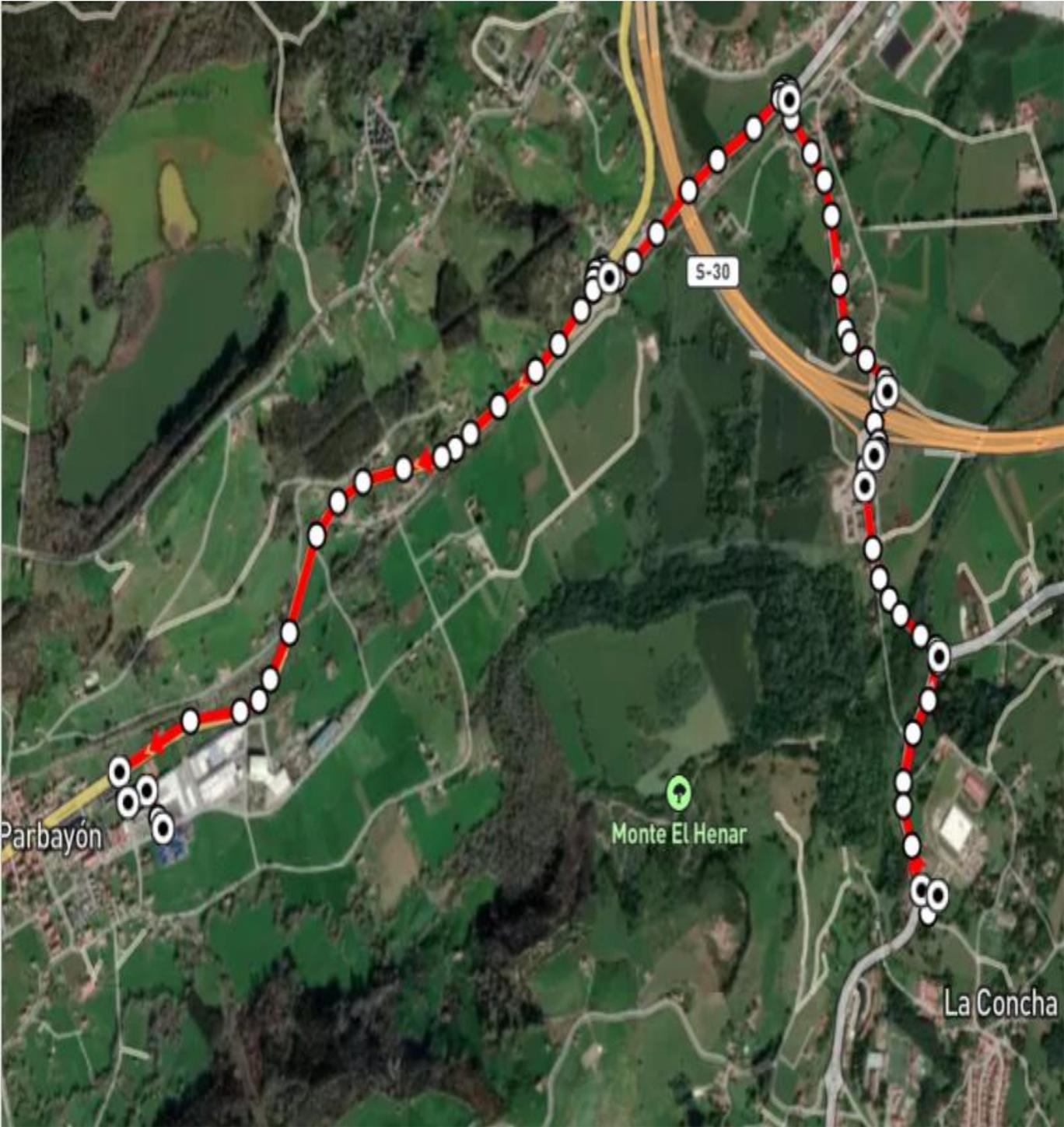
11,04	0,37	 <p>34</p> <p>3.96</p>	  <p>RADIO 12</p> <p>CA - 404</p> <table border="1" data-bbox="1110 472 1329 584"> <tr> <td>N-43°22.091'</td> </tr> <tr> <td>W-3°52.625'</td> </tr> <tr> <td>ALT: 130 m</td> </tr> </table>	N-43°22.091'	W-3°52.625'	ALT: 130 m	7,60
N-43°22.091'							
W-3°52.625'							
ALT: 130 m							
11,20	0,16	 <p>35</p> <p>3.80</p>	  <p>C</p> <p>LOCAL</p> <table border="1" data-bbox="1110 808 1329 920"> <tr> <td>N-43°22.031'</td> </tr> <tr> <td>W-3°52.552'</td> </tr> <tr> <td>ALT: 130 m</td> </tr> </table>	N-43°22.031'	W-3°52.552'	ALT: 130 m	7,44
N-43°22.031'							
W-3°52.552'							
ALT: 130 m							
11,76	0,56	 <p>36</p> <p>3.24</p>	  <p>RADIO 13</p> <p>LOCAL</p> <table border="1" data-bbox="1110 1144 1329 1256"> <tr> <td>N-43°21.739'</td> </tr> <tr> <td>W-3°52.462'</td> </tr> <tr> <td>ALT: 160 m</td> </tr> </table>	N-43°21.739'	W-3°52.462'	ALT: 160 m	6,88
N-43°21.739'							
W-3°52.462'							
ALT: 160 m							
12,28	0,52	 <p>37</p> <p>2.72</p>	  <p>C</p> <p>LOCAL</p> <table border="1" data-bbox="1110 1480 1329 1592"> <tr> <td>N-43°21.489'</td> </tr> <tr> <td>W-3°52.481'</td> </tr> <tr> <td>ALT: 180 m</td> </tr> </table>	N-43°21.489'	W-3°52.481'	ALT: 180 m	6,36
N-43°21.489'							
W-3°52.481'							
ALT: 180 m							
12,98	0,70	 <p>arqueta</p> <p>38</p> <p>2.02</p>	  <p>RADIO 14</p> <p>LOCAL</p> <table border="1" data-bbox="1110 1816 1329 1928"> <tr> <td>N-43°21.241'</td> </tr> <tr> <td>W-3°52.487'</td> </tr> <tr> <td>ALT: 160 m</td> </tr> </table>	N-43°21.241'	W-3°52.487'	ALT: 160 m	5,66
N-43°21.241'							
W-3°52.487'							
ALT: 160 m							

13,50	0,52	 <div style="display: flex; justify-content: space-between;"> 39 1.50 </div>	 LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>N-43°21.244'</td> </tr> <tr> <td>W-3°52.116'</td> </tr> <tr> <td>ALT: 90 m</td> </tr> </table>	N-43°21.244'	W-3°52.116'	ALT: 90 m	5,14
N-43°21.244'							
W-3°52.116'							
ALT: 90 m							
13,71	0,21	 <div style="display: flex; justify-content: space-between;"> 40 1.29 </div>	 RADIO 15 LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>N-43°21.227'</td> </tr> <tr> <td>W-3°51.971'</td> </tr> <tr> <td>ALT: 70 m</td> </tr> </table>	N-43°21.227'	W-3°51.971'	ALT: 70 m	4,93
N-43°21.227'							
W-3°51.971'							
ALT: 70 m							
14,05	0,34	 <div style="display: flex; justify-content: space-between;"> 41 0.95 </div>	 LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>N-43°21.059'</td> </tr> <tr> <td>W-3°51.900'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.059'	W-3°51.900'	ALT: 50 m	4,59
N-43°21.059'							
W-3°51.900'							
ALT: 50 m							
14,19	0,14	 <div style="display: flex; justify-content: space-between;"> 42 0.81 </div>	 RADIO 16 LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>N-43°21.061'</td> </tr> <tr> <td>W-3°51.798'</td> </tr> <tr> <td>ALT: 60 m</td> </tr> </table>	N-43°21.061'	W-3°51.798'	ALT: 60 m	4,45
N-43°21.061'							
W-3°51.798'							
ALT: 60 m							
14,62	0,43	 <div style="display: flex; justify-content: space-between;"> 43 0.38 </div>	 LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>N-43°20.845'</td> </tr> <tr> <td>W-3°51.892'</td> </tr> <tr> <td>ALT: 80 m</td> </tr> </table>	N-43°20.845'	W-3°51.892'	ALT: 80 m	4,02
N-43°20.845'							
W-3°51.892'							
ALT: 80 m							

14,70	0,08		0,30	 	RADIO 17	3,94				
		44		LOCAL	<table border="1"> <tr> <td>N-43°20.867'</td> <td>W-3°51.840'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.867'	W-3°51.840'	ALT: 80 m		
N-43°20.867'	W-3°51.840'									
ALT: 80 m										
14,85	0,15		0,15	 	C	3,79				
		45		LOCAL	<table border="1"> <tr> <td>N-43°20.795'</td> <td>W-3°51.809'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.795'	W-3°51.809'	ALT: 70 m		
N-43°20.795'	W-3°51.809'									
ALT: 70 m										
14,89	0,04		0,11	 	C	3,75				
		46		LOCAL	<table border="1"> <tr> <td>N-43°20.802'</td> <td>W-3°51.781'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.802'	W-3°51.781'	ALT: 70 m		
N-43°20.802'	W-3°51.781'									
ALT: 70 m										
15,00	0,11		0,00		META	3,64				
		47		LOCAL	<table border="1"> <tr> <td>N-43°20.754'</td> <td>W-3°51.733'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.754'	W-3°51.733'	ALT: 80 m		
N-43°20.754'	W-3°51.733'									
ALT: 80 m										
15,06	0,06				RADIO 18	3,58				
		48		LOCAL	<table border="1"> <tr> <td>N-43°20.729'</td> <td>W-3°51.705'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.729'	W-3°51.705'	ALT: 80 m		
N-43°20.729'	W-3°51.705'									
ALT: 80 m										

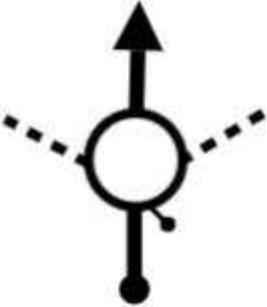
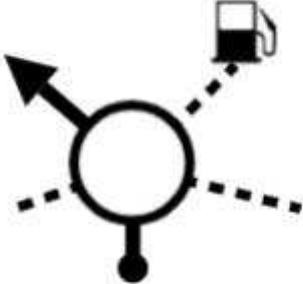
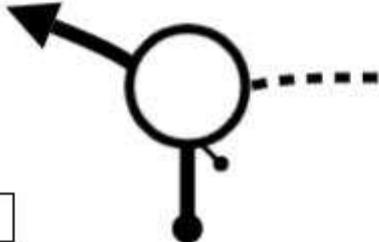
15,10	0,04	 <p>49</p>	 <p>CA-923</p> <table border="1"> <tr> <td>N-43°20.727'</td> <td>W-3°51.677'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.727'	W-3°51.677'	ALT: 80 m		3,54
N-43°20.727'	W-3°51.677'							
ALT: 80 m								
15,46	0,36	 <p>50</p>	 <p>CA-142</p> <table border="1"> <tr> <td>N-43°20.912'</td> <td>W-3°51.741'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.912'	W-3°51.741'	ALT: 70 m		3,18
N-43°20.912'	W-3°51.741'							
ALT: 70 m								
16,98	1,52	 <p>51</p>	<p>REPSOL</p> <p>CA-142</p> <table border="1"> <tr> <td>N-43°21.700'</td> <td>W-3°51.571'</td> </tr> <tr> <td colspan="2">ALT: 30 m</td> </tr> </table>	N-43°21.700'	W-3°51.571'	ALT: 30 m		1,66
N-43°21.700'	W-3°51.571'							
ALT: 30 m								
18,04	1,06	 <p>52</p>	<p>DIRECCION SANTANDER</p> <p>CA-142</p> <table border="1"> <tr> <td>N-43°22.265'</td> <td>W-3°51.554'</td> </tr> <tr> <td colspan="2">ALT: 10 m</td> </tr> </table>	N-43°22.265'	W-3°51.554'	ALT: 10 m		0,60
N-43°22.265'	W-3°51.554'							
ALT: 10 m								
18,56	0,52	 <p>53</p>	 <p>DESVIO LA CONCHA</p> <p>CA-142</p> <table border="1"> <tr> <td>N-43°22.484'</td> <td>W-3°51.350'</td> </tr> <tr> <td colspan="2">ALT: 0 m</td> </tr> </table>	N-43°22.484'	W-3°51.350'	ALT: 0 m		0,08
N-43°22.484'	W-3°51.350'							
ALT: 0 m								
18,64	0,08	 <p>54</p>	<p>REAGRUPAMIENTO</p>  <p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.464'</td> <td>W-3°51.305'</td> </tr> <tr> <td colspan="2">ALT: 10 m</td> </tr> </table>	N-43°22.464'	W-3°51.305'	ALT: 10 m		0,00
N-43°22.464'	W-3°51.305'							
ALT: 10 m								

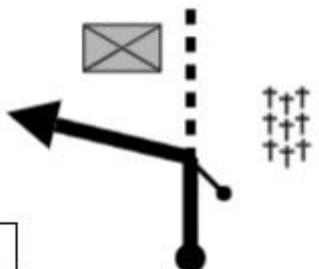
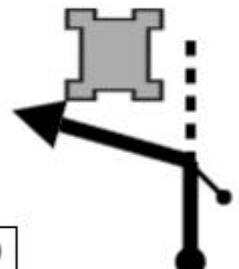
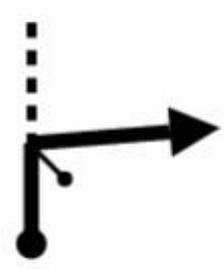
REAGRUPAMIENTO - PARQUE ASISTENCIAS



CH-2A	→	CH-2B	ETAPA:	SECCION:	SECTOR:
PARQUE CERRADO (REAGRUPAMIENTO)		PARQUE ASISTENCIAS	1ª	2ª	5ª
			DISTANCIA:	TIEMPO:	PROMEDIO:
			5.23 KM	0.10 MIN	33.05 KM/H

DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
0,00	0,00	 1	TC  N-43°22.498' W-3°51.303' ALT: 10 m	5,23
0,11	0,11	 2	 CA - 142 N-43°22.504' W-3°51.342' ALT: 10 m	5,12
0,67	0,56	 3	desvio CA-142 a CA -143 N-43°22.788' W-3°51.298' ALT: 0 m	4,56
1,15	0,48	 4	 gasolinera repsol CA -143 N-43°22.994' W-3°51.480' ALT: 10 m	4,08

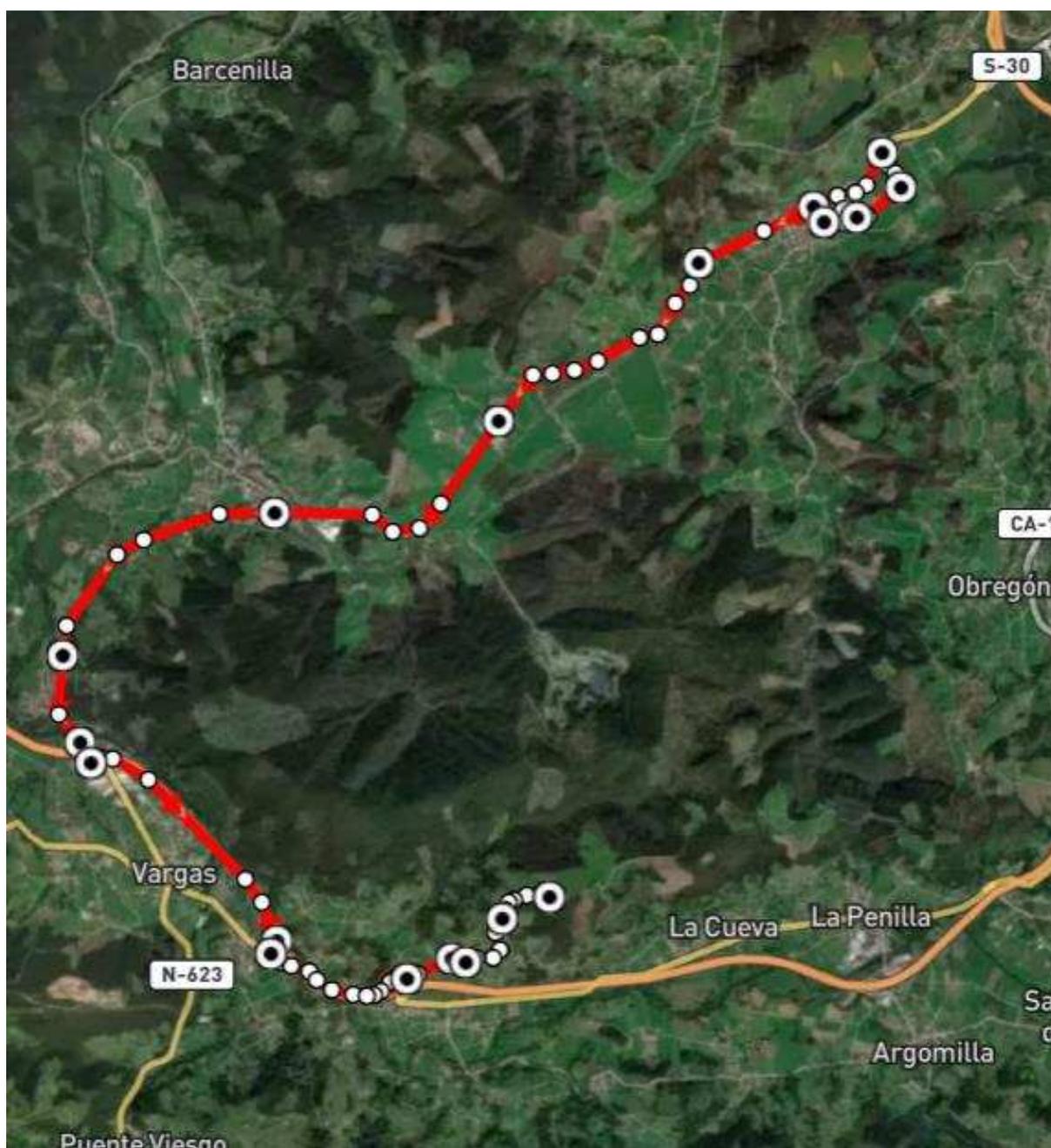
1,23	0,08	 <div style="border: 1px solid black; display: inline-block; padding: 2px;">5</div>	<p>CA-143</p> <table border="1"> <tr> <td>N-43°23.032'</td> </tr> <tr> <td>W-3°51.457'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°23.032'	W-3°51.457'	ALT: 10 m	4,00
N-43°23.032'							
W-3°51.457'							
ALT: 10 m							
1,40	0,17	 <div style="border: 1px solid black; display: inline-block; padding: 2px;">6</div>	<p> gasolinera shell</p> <p>CA-143</p> <table border="1"> <tr> <td>N-43°23.109'</td> </tr> <tr> <td>W-3°51.424'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°23.109'	W-3°51.424'	ALT: 10 m	3,83
N-43°23.109'							
W-3°51.424'							
ALT: 10 m							
2,16	0,76	 <div style="border: 1px solid black; display: inline-block; padding: 2px;">7</div>	<p>desvio CA-143 A CA-144</p> <table border="1"> <tr> <td>N-43°23.463'</td> </tr> <tr> <td>W-3°51.661'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°23.463'	W-3°51.661'	ALT: 20 m	3,07
N-43°23.463'							
W-3°51.661'							
ALT: 20 m							
2,92	0,76	 <div style="border: 1px solid black; display: inline-block; padding: 2px;">8</div>	<p>desvio CA-144 A N-623</p> <table border="1"> <tr> <td>N-43°23.247'</td> </tr> <tr> <td>W-3°52.093'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°23.247'	W-3°52.093'	ALT: 20 m	2,31
N-43°23.247'							
W-3°52.093'							
ALT: 20 m							

4,99	2,07	 9	<p>poligono PARBAYON</p> <p>N-623</p> <table border="1"> <tr> <td>N-43°22.648'</td> </tr> <tr> <td>W-3°53.267'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.648'	W-3°53.267'	ALT: 20 m	0,24
N-43°22.648'							
W-3°53.267'							
ALT: 20 m							
5,06	0,07	 10	<p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.611'</td> </tr> <tr> <td>W-3°53.248'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.611'	W-3°53.248'	ALT: 20 m	0,17
N-43°22.611'							
W-3°53.248'							
ALT: 20 m							
5,13	0,07	 11	<p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.626'</td> </tr> <tr> <td>W-3°53.203'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.626'	W-3°53.203'	ALT: 20 m	0,10
N-43°22.626'							
W-3°53.203'							
ALT: 20 m							
5,23	0,10	 12	<p> CH</p> <p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.579'</td> </tr> <tr> <td>W-3°53.165'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°22.579'	W-3°53.165'	ALT: 10 m	0,00
N-43°22.579'							
W-3°53.165'							
ALT: 10 m							

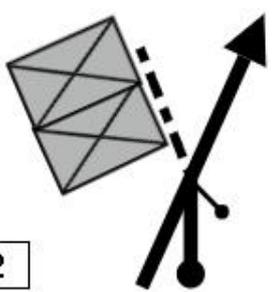
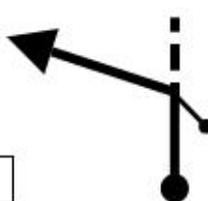
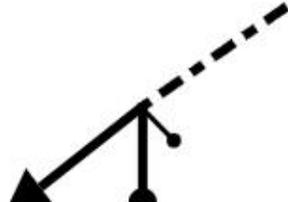
<p>CH - 2B</p> <p>ENTRADA PARQUE ASISTENCIAS</p> <p>→</p> <p>CH - 2C</p> <p>SALIDA PARQUE ASISTENCIAS</p>	<table border="1"><tr><td data-bbox="912 168 1077 313">ETAPA: 1ª</td><td data-bbox="1077 168 1241 313">SECCION: 2ª</td><td data-bbox="1241 168 1492 313">SECTOR: 6º</td></tr><tr><td colspan="3" data-bbox="912 313 1492 452"></td></tr></table>	ETAPA: 1ª	SECCION: 2ª	SECTOR: 6º			
ETAPA: 1ª	SECCION: 2ª	SECTOR: 6º					

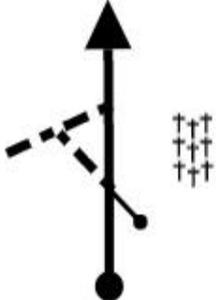
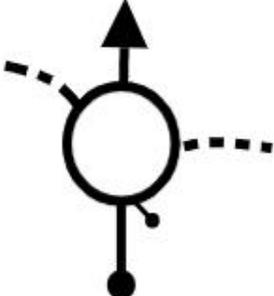
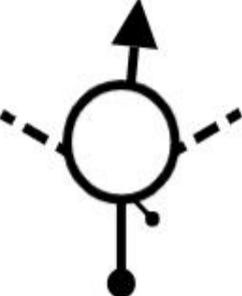


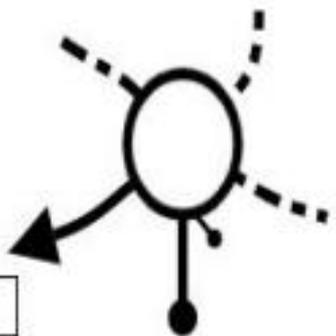
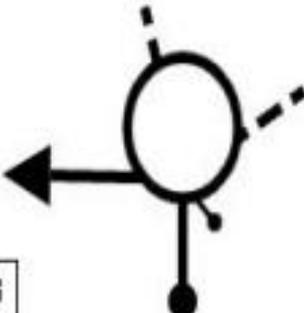
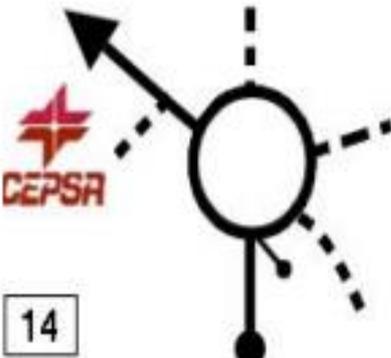
PARQUE ASISTENCIAS - POMALUENGO

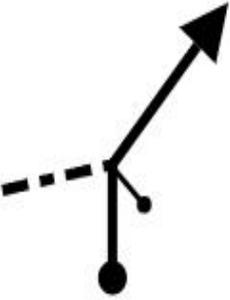


CH- 2C PARQUE ASISTENCIAS	→	CH- 3 SALIDA POMALUENGO	ETAPA: 1ª	SECCION: 2ª	SECTOR: 7º
			DISTANCIA: 18.17 KM	TIEMPO: 0.30 MIN	PROMEDIO: 36.32 KM/H

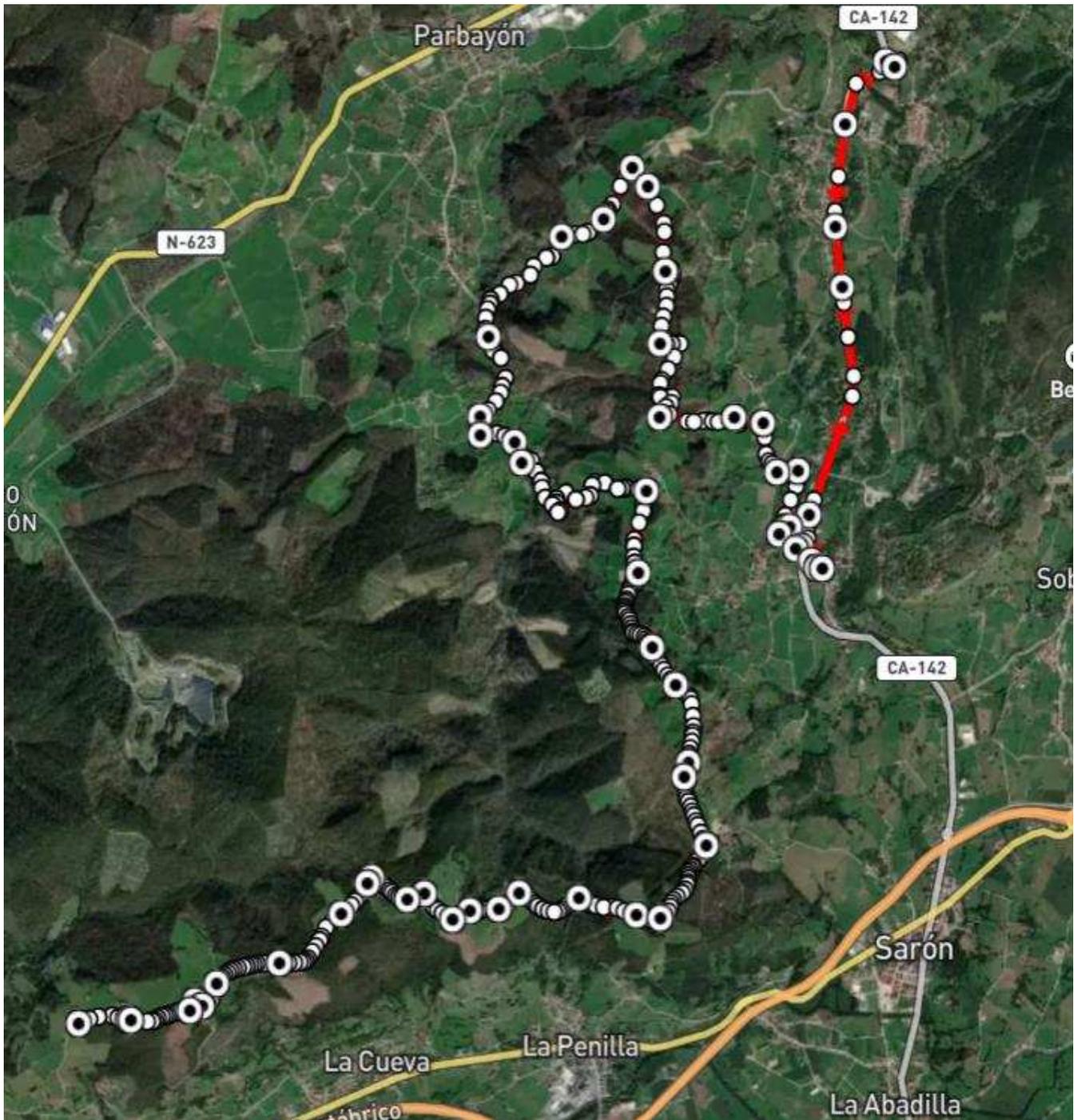
DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
0,00	0,00	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">1</div>	LOCAL  CH SALIDA P.A. <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;"> N-43°22.571' W-3°53.196' ALT: 18 m </div>	18,17
0,23	0,23	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">2</div>	LOCAL CARRETERA POLIGONO LA YESERA LOCAL	17,94
0,32	0,09	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">3</div>		17,85
0,83	0,51	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">4</div>	LOCAL	17,34
1,20	0,37	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">5</div>	LOCAL X N 623 DIRECCIÓN PARBAYÓN	16,97

2,07	0,87	<div data-bbox="379 533 443 577" style="border: 1px solid black; padding: 2px; display: inline-block;">6</div> 	<p>N 623</p> <p>PARBAYON</p>	16,10
5,81	3,74	<div data-bbox="379 869 443 913" style="border: 1px solid black; padding: 2px; display: inline-block;">7</div> 	<p>N 623</p>  <p>galp</p> <p>GASOLINERA PARBAYON</p>	12,36
8,46	2,65	<div data-bbox="379 1209 443 1254" style="border: 1px solid black; padding: 2px; display: inline-block;">8</div> 	<p>N 623</p>  <p>RENEDO DE PIELAGOS</p>	9,71
11,09	2,63	<div data-bbox="379 1545 443 1590" style="border: 1px solid black; padding: 2px; display: inline-block;">9</div> 	<p>N 623</p> <p>CARANDIA</p>	7,08
11,97	0,88	<div data-bbox="379 1890 443 1935" style="border: 1px solid black; padding: 2px; display: inline-block;">10</div> 	<p>N 623 RECTO ROTONDA</p> 	6,20

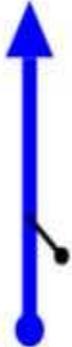
12,18	0,21	 <p data-bbox="375 604 446 672">11</p>	<p data-bbox="877 268 1117 336">N 623 X A 8</p> 	5,99
14,73	2,55	 <p data-bbox="375 1019 446 1086">12</p>	<p data-bbox="877 705 1117 772">A 8 X N 634</p>  <p data-bbox="901 1131 1029 1198">N 634</p>	3,44
14,87	0,14	 <p data-bbox="375 1444 446 1512">13</p>	<p data-bbox="957 1276 1276 1422">DIRECCION POMALUENGO</p>	3,30
16,31	1,44	 <p data-bbox="375 1859 446 1926">14</p>	<p data-bbox="885 1545 1348 1904">N 634 DIRECCION GASOLINERA (NO ENTRAR) RECTO EN DESVIO</p>	1,86

<p>16,77 0,46</p>	<p>15</p>		<p>LOCAL</p>	<p>1,40</p>			
<p>16,91 0,14</p>	<p>16</p>		<p>LOCAL</p>	<p>1,26</p>			
<p>17,60 0,69</p>	<p>17</p>		<p>LOCAL</p>	<p>0,57</p>			
<p>18,17 0,57</p>	<p>18</p>		<p>LOCAL</p> <div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>CH</p> <table border="1" style="margin-left: 20px;"> <tr> <td>N-43°19.201'</td> </tr> <tr> <td>W-3°55.093'</td> </tr> <tr> <td>ALT: 262 m</td> </tr> </table> </div> </div>	N-43°19.201'	W-3°55.093'	ALT: 262 m	<p>0,00</p>
N-43°19.201'							
W-3°55.093'							
ALT: 262 m							

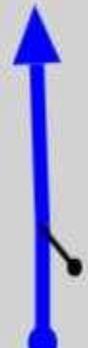
POMALUENGO - VILLANUEVA

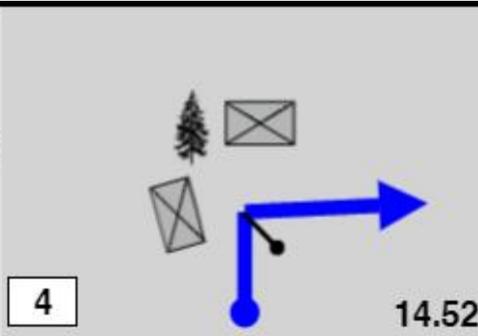
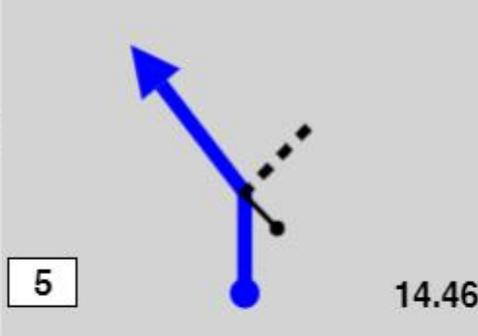
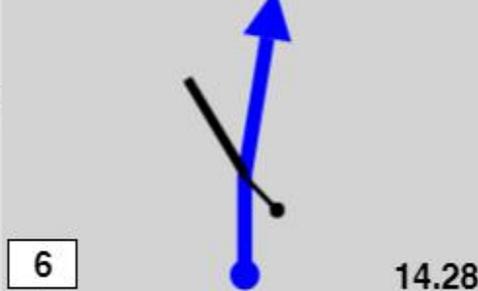
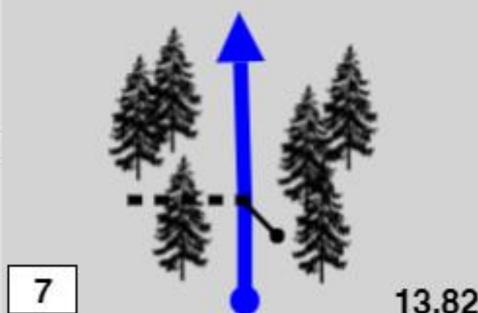
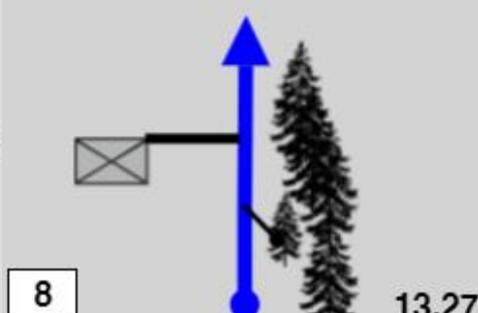


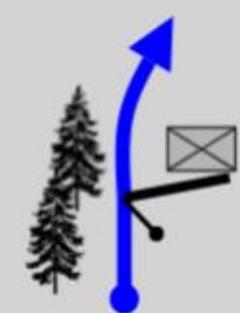
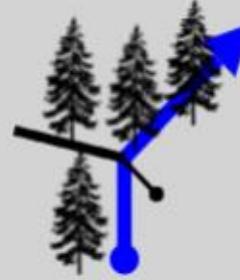
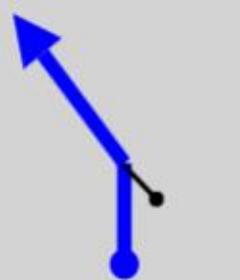
TC1 SALIDA POMALUENGO	→	CH 2 REAGRUPAMIENTO	ETAPA:	SECCION:	SECTOR:
			1	2	8
			DISTANCIA:	TIEMPO:	PROMEDIO:
			18.64 KM	0.25MIN	33.89 KM/H

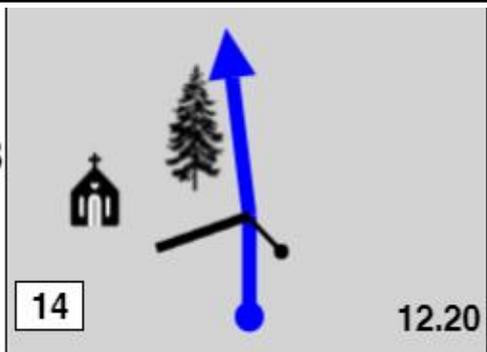
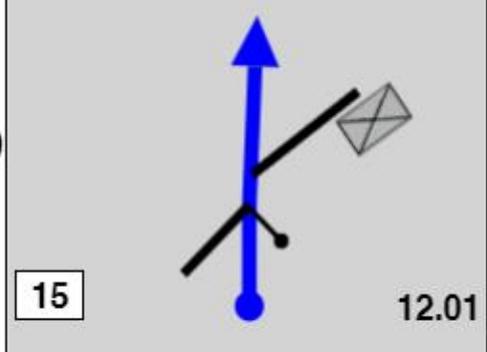
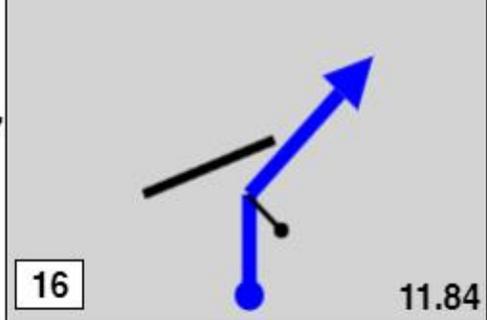
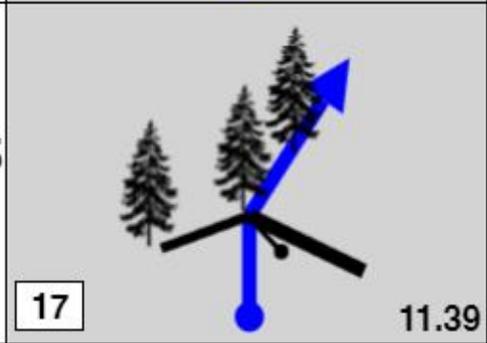
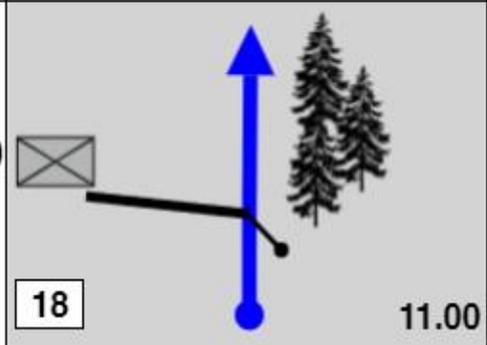
Distancia		Dirección	Información	DISTANCE REGRESS			
TOTAL	PARTIAL						
0,00	0,00	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-top: 10px;">1</div>	 <p style="text-align: center;">CH POMALUENGO</p> <p>LOCAL</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.185'</td></tr> <tr><td>W-3°55.341'</td></tr> <tr><td>ALT: 230 m</td></tr> </table>	N-43°19.185'	W-3°55.341'	ALT: 230 m	0,00
N-43°19.185'							
W-3°55.341'							
ALT: 230 m							

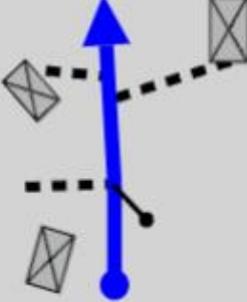
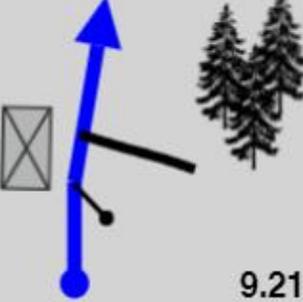
TC POMALUENGO - OBREGON

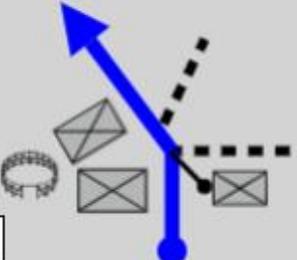
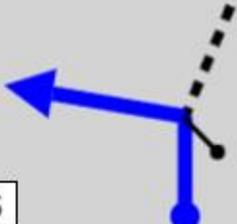
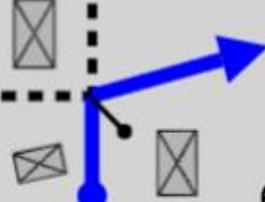
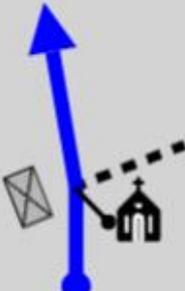
0,00	0,00	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-top: 10px;">1</div>	 <p style="text-align: center;">SALIDA</p>  <p style="text-align: center;">RADIO 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.200'</td></tr> <tr><td>W-3°55.093'</td></tr> <tr><td>ALT: 260 m</td></tr> </table>	N-43°19.200'	W-3°55.093'	ALT: 260 m	18,64
N-43°19.200'							
W-3°55.093'							
ALT: 260 m							
0,02	0,02	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-top: 10px;">2</div>	  <p style="text-align: center;">LOCAL</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.199'</td></tr> <tr><td>W-3°55.081'</td></tr> <tr><td>ALT: 260 m</td></tr> </table>	N-43°19.199'	W-3°55.081'	ALT: 260 m	18,62
N-43°19.199'							
W-3°55.081'							
ALT: 260 m							
0,42	0,40	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-top: 10px;">3</div>	 <p style="text-align: center;">LOCAL</p>	18,22			

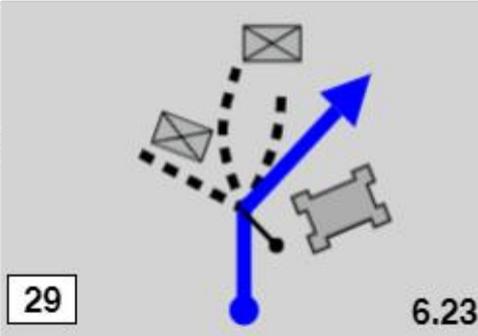
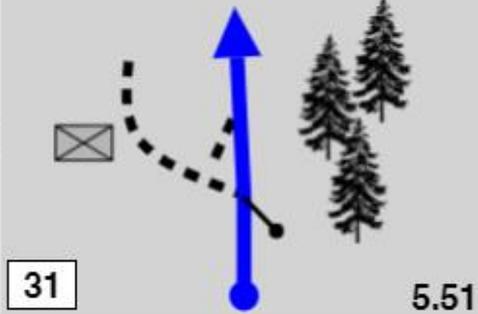
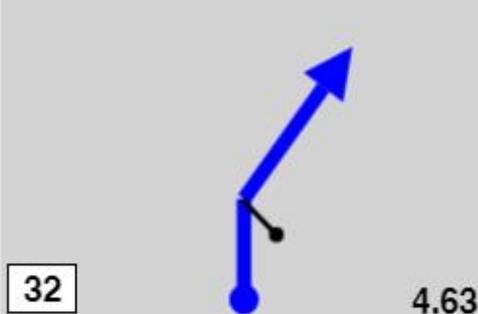
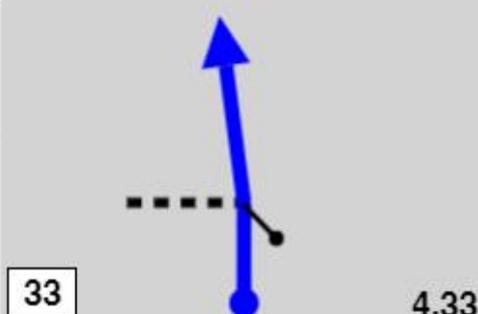
0,48	0,06	 <p>4 14.52</p>	 LOCAL	18,16			
0,54	0,06	 <p>5 14.46</p>	  LOCAL <table border="1" data-bbox="1133 716 1340 828"> <tr> <td>N-43°19.247'</td> </tr> <tr> <td>W-3°54.732'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table>	N-43°19.247'	W-3°54.732'	ALT: 250 m	18,10
N-43°19.247'							
W-3°54.732'							
ALT: 250 m							
0,72	0,18	 <p>6 14.28</p>	 LOCAL	17,92			
1,18	0,46	 <p>7 13.82</p>	 RADIO2 LOCAL <table border="1" data-bbox="1133 1388 1340 1500"> <tr> <td>N-43°19.396'</td> </tr> <tr> <td>W-3°54.350'</td> </tr> <tr> <td>ALT: 302 m</td> </tr> </table>	N-43°19.396'	W-3°54.350'	ALT: 302 m	17,46
N-43°19.396'							
W-3°54.350'							
ALT: 302 m							
1,73	0,55	 <p>8 13.27</p>	 CARRETERA LOCAL	16,91			

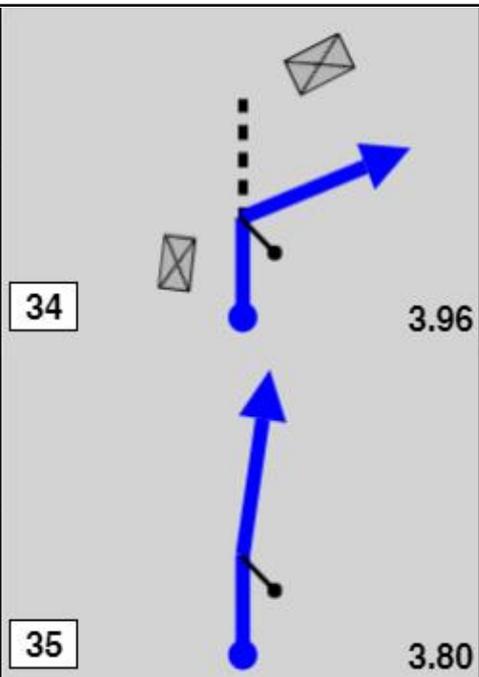
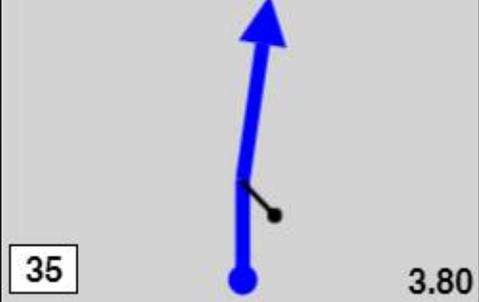
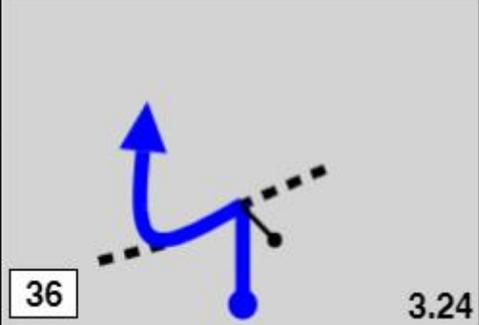
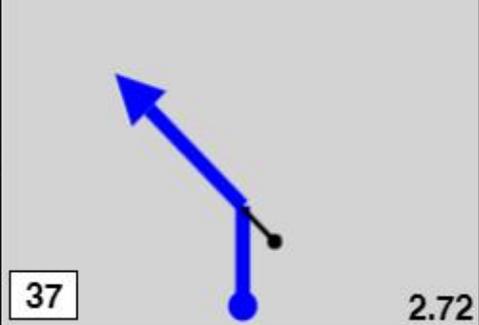
1,99	0,26	<div data-bbox="359 436 438 504">9</div>  <div data-bbox="742 448 837 504">13.01</div>	 LOCAL	16,65			
2,03	0,04	<div data-bbox="359 772 438 840">10</div>  <div data-bbox="742 784 837 840">12.97</div>	  RADIO3 <div data-bbox="1117 728 1340 840"> <table border="1"> <tr> <td>N-43°19.681'</td> </tr> <tr> <td>W-3°53.898'</td> </tr> <tr> <td>ALT: 290 m</td> </tr> </table> </div>	N-43°19.681'	W-3°53.898'	ALT: 290 m	16,61
N-43°19.681'							
W-3°53.898'							
ALT: 290 m							
2,30	0,27	<div data-bbox="359 1108 438 1176">11</div>  <div data-bbox="742 1120 837 1176">12.70</div>	 LOCAL	16,34			
2,42	0,12	<div data-bbox="359 1444 438 1512">12</div>  <div data-bbox="742 1456 837 1512">12.58</div>	 LOCAL <div data-bbox="1117 1400 1340 1512"> <table border="1"> <tr> <td>N-43°19.624'</td> </tr> <tr> <td>W-3°53.648'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table> </div>	N-43°19.624'	W-3°53.648'	ALT: 250 m	16,22
N-43°19.624'							
W-3°53.648'							
ALT: 250 m							
2,67	0,25	<div data-bbox="359 1792 438 1859">13</div>  <div data-bbox="742 1814 837 1870">12.33</div>	 LOCAL	15,97			

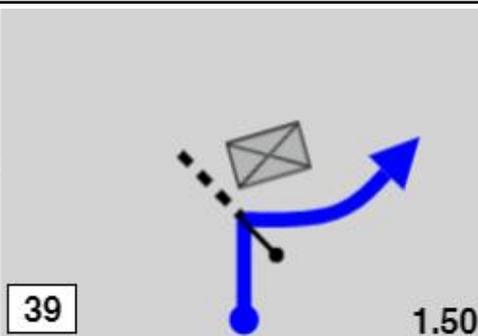
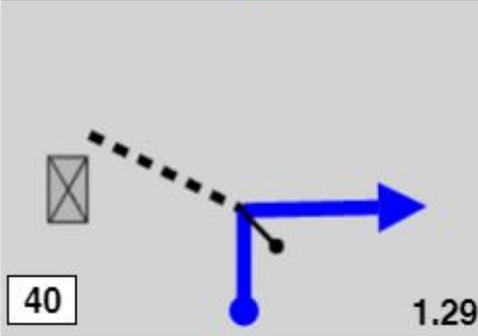
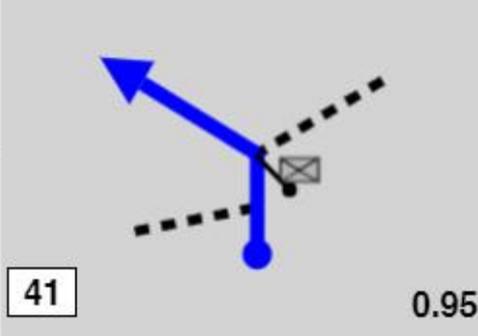
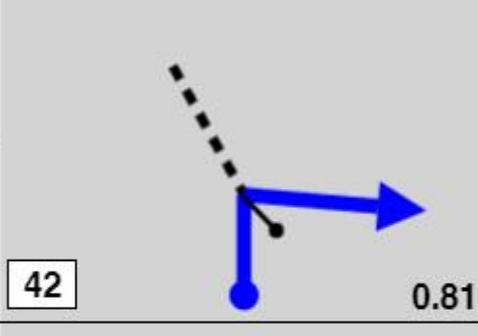
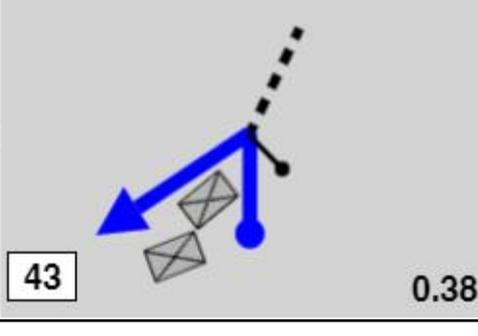
<p>2,80 0,13</p>	<p>14</p>  <p>12.20</p>	  <p>RADIO 4</p> <p>LOCAL</p> <table border="1" data-bbox="1118 472 1334 584"> <tr> <td>N-43°19.568'</td> </tr> <tr> <td>W-3°53.424'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table>	N-43°19.568'	W-3°53.424'	ALT: 250 m	<p>15,84</p>
N-43°19.568'						
W-3°53.424'						
ALT: 250 m						
<p>2,99 0,19</p>	<p>15</p>  <p>12.01</p>	  <p>LOCAL</p> <table border="1" data-bbox="1118 808 1334 920"> <tr> <td>N-43°19.572'</td> </tr> <tr> <td>W-3°53.284'</td> </tr> <tr> <td>ALT: 239 m</td> </tr> </table>	N-43°19.572'	W-3°53.284'	ALT: 239 m	<p>15,65</p>
N-43°19.572'						
W-3°53.284'						
ALT: 239 m						
<p>3,16 0,17</p>	<p>16</p>  <p>11.84</p>	 <p>LOCAL</p>	<p>15,48</p>			
<p>3,61 0,45</p>	<p>17</p>  <p>11.39</p>	  <p>LOCAL</p> <table border="1" data-bbox="1118 1480 1334 1592"> <tr> <td>N-43°19.602'</td> </tr> <tr> <td>W-3°52.891'</td> </tr> <tr> <td>ALT: 200 m</td> </tr> </table>	N-43°19.602'	W-3°52.891'	ALT: 200 m	<p>15,03</p>
N-43°19.602'						
W-3°52.891'						
ALT: 200 m						
<p>4,00 0,39</p>	<p>18</p>  <p>11.00</p>	 <p>LOCAL</p>	<p>14,64</p>			

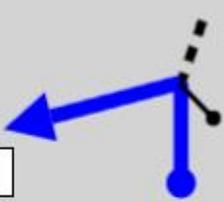
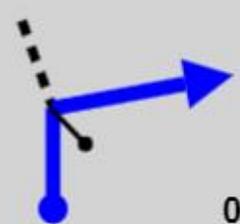
4,16	0,16	<div data-bbox="384 472 443 517">19</div>  <div data-bbox="762 488 842 521">10.84</div>	 <p data-bbox="1070 286 1246 331">RADIO 5</p>  <p data-bbox="895 461 1038 506">LOCAL</p> <table border="1" data-bbox="1129 421 1342 521"> <tr> <td data-bbox="1145 427 1326 450">N-43°19.545'</td> </tr> <tr> <td data-bbox="1145 456 1326 479">W-3°52.494'</td> </tr> <tr> <td data-bbox="1145 495 1326 517">ALT: 250 m</td> </tr> </table>	N-43°19.545'	W-3°52.494'	ALT: 250 m	14,48
N-43°19.545'							
W-3°52.494'							
ALT: 250 m							
4,72	0,56	<div data-bbox="384 808 443 853">20</div>  <div data-bbox="762 831 842 864">10.28</div>	 <p data-bbox="1082 663 1257 707">RADIO 6</p>  <p data-bbox="895 804 1038 848">LOCAL</p> <table border="1" data-bbox="1129 763 1342 864"> <tr> <td data-bbox="1145 770 1326 792">N-43°19.790'</td> </tr> <tr> <td data-bbox="1145 799 1326 822">W-3°52.277'</td> </tr> <tr> <td data-bbox="1145 837 1326 860">ALT: 260 m</td> </tr> </table>	N-43°19.790'	W-3°52.277'	ALT: 260 m	13,92
N-43°19.790'							
W-3°52.277'							
ALT: 260 m							
5,17	0,45	<div data-bbox="384 1151 443 1196">21</div>  <div data-bbox="778 1173 858 1207">9.83</div>	 <p data-bbox="895 1151 1038 1196">LOCAL</p> <table border="1" data-bbox="1129 1111 1342 1211"> <tr> <td data-bbox="1145 1117 1326 1140">N-43°20.019'</td> </tr> <tr> <td data-bbox="1145 1146 1326 1169">W-3°52.376'</td> </tr> <tr> <td data-bbox="1145 1184 1326 1207">ALT: 260 m</td> </tr> </table>	N-43°20.019'	W-3°52.376'	ALT: 260 m	13,47
N-43°20.019'							
W-3°52.376'							
ALT: 260 m							
5,26	0,09	<div data-bbox="384 1494 443 1538">22</div>  <div data-bbox="778 1516 858 1550">9.74</div>	 <p data-bbox="1066 1312 1161 1469">C</p> <p data-bbox="895 1494 1038 1538">LOCAL</p>	13,38			
5,79	0,53	<div data-bbox="384 1839 443 1883">23</div>  <div data-bbox="778 1856 858 1890">9.21</div>	 <p data-bbox="895 1823 1038 1868">LOCAL</p>	12,85			

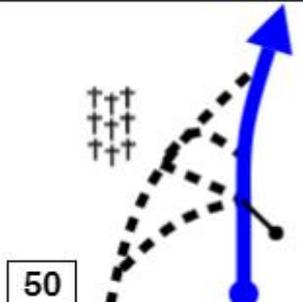
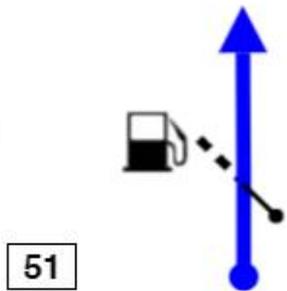
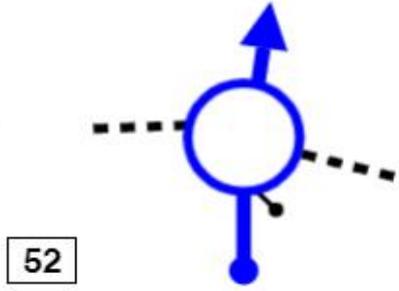
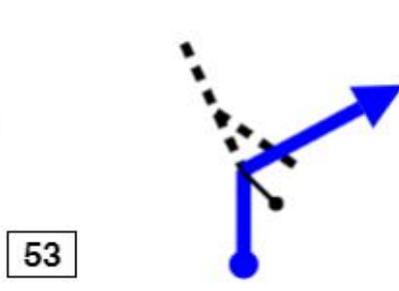
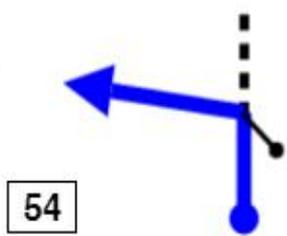
6,07	0,28	 <p>24</p> <p>8.93</p>	 <p>RADIO 7</p>  <p>LOCAL</p> <table border="1" data-bbox="1123 448 1337 555"> <tr> <td>N-43°20.456'</td> </tr> <tr> <td>W-3°52.531'</td> </tr> <tr> <td>ALT: 208 m</td> </tr> </table>	N-43°20.456'	W-3°52.531'	ALT: 208 m	12,57
N-43°20.456'							
W-3°52.531'							
ALT: 208 m							
6,65	0,58	 <p>25</p> <p>8.35</p>	<p>LOCAL</p>  <p>CORRAL DEL HUEVO</p>	11,99			
7,18	0,53	 <p>26</p> <p>7.82</p>	 <p>RADIO 8</p> <p>LOCAL</p> <table border="1" data-bbox="1123 1120 1337 1227"> <tr> <td>N-43°20.985'</td> </tr> <tr> <td>W-3°52.559'</td> </tr> <tr> <td>ALT: 160 m</td> </tr> </table>	N-43°20.985'	W-3°52.559'	ALT: 160 m	11,46
N-43°20.985'							
W-3°52.559'							
ALT: 160 m							
8,39	1,21	 <p>27</p> <p>6.61</p>	  <p>LOCAL</p> <table border="1" data-bbox="1123 1464 1337 1572"> <tr> <td>N-43°21.096'</td> </tr> <tr> <td>W-3°53.172'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.096'	W-3°53.172'	ALT: 50 m	10,25
N-43°21.096'							
W-3°53.172'							
ALT: 50 m							
8,52	0,13	 <p>28</p> <p>6.48</p>	  <p>RADIO 9</p> <p>LOCAL</p> <table border="1" data-bbox="1123 1800 1337 1908"> <tr> <td>N-43°21.163'</td> </tr> <tr> <td>W-3°53.208'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.163'	W-3°53.208'	ALT: 50 m	10,12
N-43°21.163'							
W-3°53.208'							
ALT: 50 m							

8,77	0,25	 <p>29</p> <p>6.23</p>	  <p>PISTA FUTBITO</p>  <table border="1" data-bbox="1117 515 1332 627"> <tr> <td>N-43°21.189'</td> </tr> <tr> <td>W-3°53.375'</td> </tr> <tr> <td>ALT: 40 m</td> </tr> </table>	N-43°21.189'	W-3°53.375'	ALT: 40 m	9,87
N-43°21.189'							
W-3°53.375'							
ALT: 40 m							
8,89	0,12	 <p>30</p> <p>6.11</p>	  <p>CA - 404</p> <table border="1" data-bbox="1117 851 1332 963"> <tr> <td>N-43°21.249'</td> </tr> <tr> <td>W-3°53.378'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.249'	W-3°53.378'	ALT: 50 m	9,75
N-43°21.249'							
W-3°53.378'							
ALT: 50 m							
9,49	0,60	 <p>31</p> <p>5.51</p>	  <p>RADIO 10</p> <p>CA - 404</p> <table border="1" data-bbox="1117 1198 1332 1310"> <tr> <td>N-43°21.525'</td> </tr> <tr> <td>W-3°53.339'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.525'	W-3°53.339'	ALT: 50 m	9,15
N-43°21.525'							
W-3°53.339'							
ALT: 50 m							
10,37	0,88	 <p>32</p> <p>4.63</p>	 <p>RADIO 11</p> <p>CA - 404</p> <table border="1" data-bbox="1117 1534 1332 1646"> <tr> <td>N-43°21.865'</td> </tr> <tr> <td>W-3°52.972'</td> </tr> <tr> <td>ALT: 80 m</td> </tr> </table>	N-43°21.865'	W-3°52.972'	ALT: 80 m	8,27
N-43°21.865'							
W-3°52.972'							
ALT: 80 m							
10,67	0,30	 <p>33</p> <p>4.33</p>	 <p>CA - 404</p> <table border="1" data-bbox="1117 1870 1332 1982"> <tr> <td>N-43°21.922'</td> </tr> <tr> <td>W-3°52.770'</td> </tr> <tr> <td>ALT: 100 m</td> </tr> </table>	N-43°21.922'	W-3°52.770'	ALT: 100 m	7,97
N-43°21.922'							
W-3°52.770'							
ALT: 100 m							

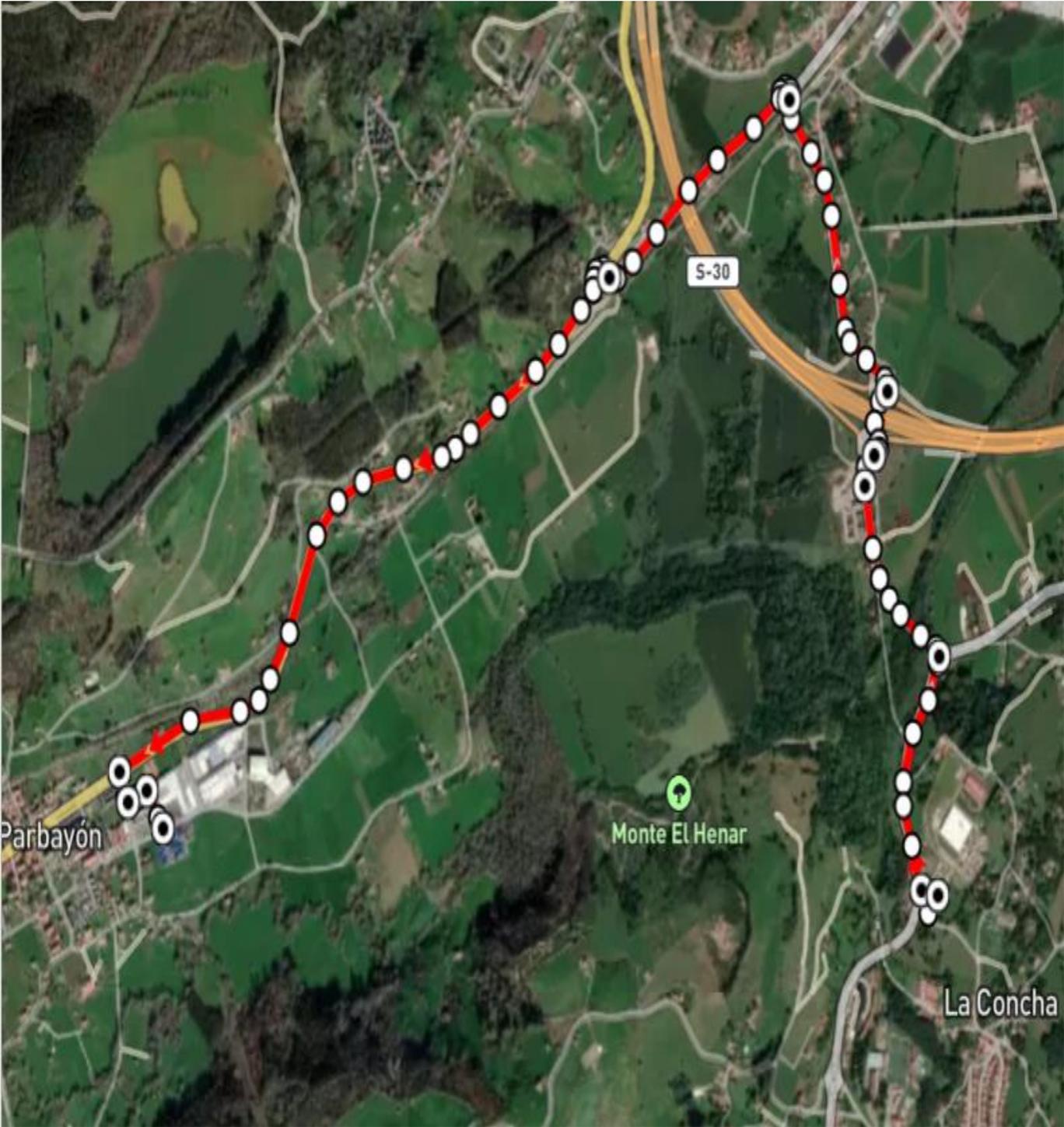
11,04	0,37	 <p>34</p> <p>3.96</p>	  RADIO 12 CA - 404 <table border="1" data-bbox="1109 470 1332 582"> <tr><td>N-43°22.091'</td></tr> <tr><td>W-3°52.625'</td></tr> <tr><td>ALT: 130 m</td></tr> </table>	N-43°22.091'	W-3°52.625'	ALT: 130 m	7,60
N-43°22.091'							
W-3°52.625'							
ALT: 130 m							
11,20	0,16	 <p>35</p> <p>3.80</p>	  C LOCAL <table border="1" data-bbox="1109 806 1332 918"> <tr><td>N-43°22.031'</td></tr> <tr><td>W-3°52.552'</td></tr> <tr><td>ALT: 130 m</td></tr> </table>	N-43°22.031'	W-3°52.552'	ALT: 130 m	7,44
N-43°22.031'							
W-3°52.552'							
ALT: 130 m							
11,76	0,56	 <p>36</p> <p>3.24</p>	  RADIO 13 LOCAL <table border="1" data-bbox="1109 1142 1332 1254"> <tr><td>N-43°21.739'</td></tr> <tr><td>W-3°52.462'</td></tr> <tr><td>ALT: 160 m</td></tr> </table>	N-43°21.739'	W-3°52.462'	ALT: 160 m	6,88
N-43°21.739'							
W-3°52.462'							
ALT: 160 m							
12,28	0,52	 <p>37</p> <p>2.72</p>	  C LOCAL <table border="1" data-bbox="1109 1478 1332 1590"> <tr><td>N-43°21.489'</td></tr> <tr><td>W-3°52.481'</td></tr> <tr><td>ALT: 180 m</td></tr> </table>	N-43°21.489'	W-3°52.481'	ALT: 180 m	6,36
N-43°21.489'							
W-3°52.481'							
ALT: 180 m							
12,98	0,70	 <p>arqueta</p> <p>38</p> <p>2.02</p>	  RADIO 14 LOCAL <table border="1" data-bbox="1109 1814 1332 1926"> <tr><td>N-43°21.241'</td></tr> <tr><td>W-3°52.487'</td></tr> <tr><td>ALT: 160 m</td></tr> </table>	N-43°21.241'	W-3°52.487'	ALT: 160 m	5,66
N-43°21.241'							
W-3°52.487'							
ALT: 160 m							

13,50	0,52	 <p>39</p> <p>1.50</p>	  <p>LOCAL</p> <table border="1"> <tr> <td>N-43°21.244'</td> </tr> <tr> <td>W-3°52.116'</td> </tr> <tr> <td>ALT: 90 m</td> </tr> </table>	N-43°21.244'	W-3°52.116'	ALT: 90 m	5,14
N-43°21.244'							
W-3°52.116'							
ALT: 90 m							
13,71	0,21	 <p>40</p> <p>1.29</p>	 <p>RADIO 15</p> <p>LOCAL</p> <table border="1"> <tr> <td>N-43°21.227'</td> </tr> <tr> <td>W-3°51.971'</td> </tr> <tr> <td>ALT: 70 m</td> </tr> </table>	N-43°21.227'	W-3°51.971'	ALT: 70 m	4,93
N-43°21.227'							
W-3°51.971'							
ALT: 70 m							
14,05	0,34	 <p>41</p> <p>0.95</p>	  <p>LOCAL</p> <table border="1"> <tr> <td>N-43°21.059'</td> </tr> <tr> <td>W-3°51.900'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.059'	W-3°51.900'	ALT: 50 m	4,59
N-43°21.059'							
W-3°51.900'							
ALT: 50 m							
14,19	0,14	 <p>42</p> <p>0.81</p>	  <p>RADIO 16</p> <p>LOCAL</p> <table border="1"> <tr> <td>N-43°21.061'</td> </tr> <tr> <td>W-3°51.798'</td> </tr> <tr> <td>ALT: 60 m</td> </tr> </table>	N-43°21.061'	W-3°51.798'	ALT: 60 m	4,45
N-43°21.061'							
W-3°51.798'							
ALT: 60 m							
14,62	0,43	 <p>43</p> <p>0.38</p>	  <p>LOCAL</p> <table border="1"> <tr> <td>N-43°20.845'</td> </tr> <tr> <td>W-3°51.892'</td> </tr> <tr> <td>ALT: 80 m</td> </tr> </table>	N-43°20.845'	W-3°51.892'	ALT: 80 m	4,02
N-43°20.845'							
W-3°51.892'							
ALT: 80 m							

14,70	0,08		0,30	 	RADIO 17	3,94				
		44		LOCAL	<table border="1"> <tr> <td>N-43°20.867'</td> <td>W-3°51.840'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.867'	W-3°51.840'	ALT: 80 m		
N-43°20.867'	W-3°51.840'									
ALT: 80 m										
14,85	0,15		0,15	 	C	3,79				
		45		LOCAL	<table border="1"> <tr> <td>N-43°20.795'</td> <td>W-3°51.809'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.795'	W-3°51.809'	ALT: 70 m		
N-43°20.795'	W-3°51.809'									
ALT: 70 m										
14,89	0,04		0,11	 	C	3,75				
		46		LOCAL	<table border="1"> <tr> <td>N-43°20.802'</td> <td>W-3°51.781'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.802'	W-3°51.781'	ALT: 70 m		
N-43°20.802'	W-3°51.781'									
ALT: 70 m										
15,00	0,11		0,00		META	3,64				
		47		LOCAL	<table border="1"> <tr> <td>N-43°20.754'</td> <td>W-3°51.733'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.754'	W-3°51.733'	ALT: 80 m		
N-43°20.754'	W-3°51.733'									
ALT: 80 m										
15,06	0,06				RADIO 18	3,58				
		48		LOCAL	<table border="1"> <tr> <td>N-43°20.729'</td> <td>W-3°51.705'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.729'	W-3°51.705'	ALT: 80 m		
N-43°20.729'	W-3°51.705'									
ALT: 80 m										

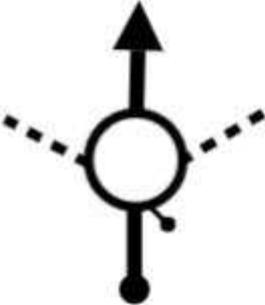
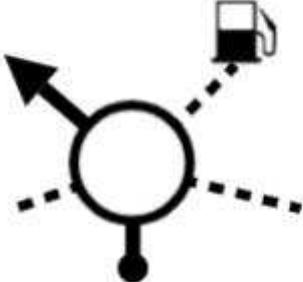
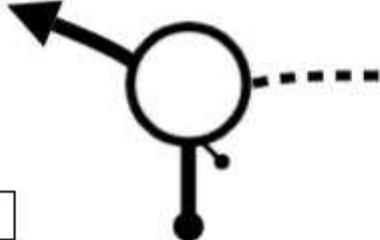
15,10	0,04	 49	 CA-923 <table border="1" data-bbox="1117 358 1324 459"> <tr> <td>N-43°20.727'</td> <td>W-3°51.677'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.727'	W-3°51.677'	ALT: 80 m		3,54
N-43°20.727'	W-3°51.677'							
ALT: 80 m								
15,46	0,36	 50	 CA-142 <table border="1" data-bbox="1117 672 1324 772"> <tr> <td>N-43°20.912'</td> <td>W-3°51.741'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.912'	W-3°51.741'	ALT: 70 m		3,18
N-43°20.912'	W-3°51.741'							
ALT: 70 m								
16,98	1,52	 51	<p style="text-align: center;">REPSOL</p> CA-142 <table border="1" data-bbox="1117 996 1324 1097"> <tr> <td>N-43°21.700'</td> <td>W-3°51.571'</td> </tr> <tr> <td colspan="2">ALT: 30 m</td> </tr> </table>	N-43°21.700'	W-3°51.571'	ALT: 30 m		1,66
N-43°21.700'	W-3°51.571'							
ALT: 30 m								
18,04	1,06	 52	<p style="text-align: center;">DIRECCION SANTANDER</p> CA-142 <table border="1" data-bbox="1117 1310 1324 1422"> <tr> <td>N-43°22.265'</td> <td>W-3°51.554'</td> </tr> <tr> <td colspan="2">ALT: 10 m</td> </tr> </table>	N-43°22.265'	W-3°51.554'	ALT: 10 m		0,60
N-43°22.265'	W-3°51.554'							
ALT: 10 m								
18,56	0,52	 53	 <p style="text-align: center;">DESUDIO LA CONCHA</p> CA-142 <table border="1" data-bbox="1117 1635 1324 1747"> <tr> <td>N-43°22.484'</td> <td>W-3°51.350'</td> </tr> <tr> <td colspan="2">ALT: 0 m</td> </tr> </table>	N-43°22.484'	W-3°51.350'	ALT: 0 m		0,08
N-43°22.484'	W-3°51.350'							
ALT: 0 m								
18,64	0,08	 54	 <p style="text-align: center;">LOCAL</p> <table border="1" data-bbox="1117 1960 1324 2072"> <tr> <td>N-43°22.464'</td> <td>W-3°51.305'</td> </tr> <tr> <td colspan="2">ALT: 10 m</td> </tr> </table>	N-43°22.464'	W-3°51.305'	ALT: 10 m		0,00
N-43°22.464'	W-3°51.305'							
ALT: 10 m								

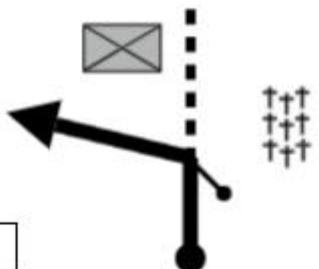
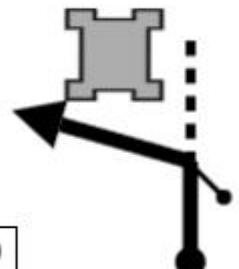
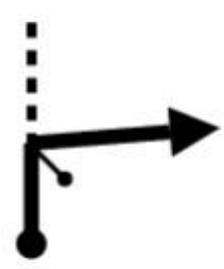
REAGRUPAMIENTO - PARQUE ASISTENCIAS



<p>CH-4A</p> <p>PARQUE CERRADO (REAGRUPAMIENTO)</p>	<p>→</p>	<p>CH-4B</p> <p>PARQUE ASISTENCIAS</p>	ETAPA:	SECCION:	SECTOR:
			1ª	3ª	9º
			DISTANCIA:	TIEMPO:	PROMEDIO:
			5.23 KM	0.10 MIN	33.05 KM/H

DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS			
TOTAL	PARTIAL						
0,00	0,00	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 0 auto;">1</div>	<p style="text-align: center;">TC</p> <div style="text-align: center;">  </div> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°22.498'</td></tr> <tr><td>W-3°51.303'</td></tr> <tr><td>ALT: 10 m</td></tr> </table> <div style="text-align: center; margin-top: 20px;">  </div>	N-43°22.498'	W-3°51.303'	ALT: 10 m	5,23
N-43°22.498'							
W-3°51.303'							
ALT: 10 m							
0,11	0,11	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 0 auto;">2</div>	<p style="text-align: center;">CA - 142</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°22.504'</td></tr> <tr><td>W-3°51.342'</td></tr> <tr><td>ALT: 10 m</td></tr> </table>	N-43°22.504'	W-3°51.342'	ALT: 10 m	5,12
N-43°22.504'							
W-3°51.342'							
ALT: 10 m							
0,67	0,56	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 0 auto;">3</div>	<p style="text-align: center;">desvio CA-142 a CA -143</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°22.788'</td></tr> <tr><td>W-3°51.298'</td></tr> <tr><td>ALT: 0 m</td></tr> </table>	N-43°22.788'	W-3°51.298'	ALT: 0 m	4,56
N-43°22.788'							
W-3°51.298'							
ALT: 0 m							
1,15	0,48	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 0 auto;">4</div>	<div style="text-align: center;">  <p>gasolinera repsol</p> </div> <p style="text-align: center;">CA -143</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°22.994'</td></tr> <tr><td>W-3°51.480'</td></tr> <tr><td>ALT: 10 m</td></tr> </table>	N-43°22.994'	W-3°51.480'	ALT: 10 m	4,08
N-43°22.994'							
W-3°51.480'							
ALT: 10 m							

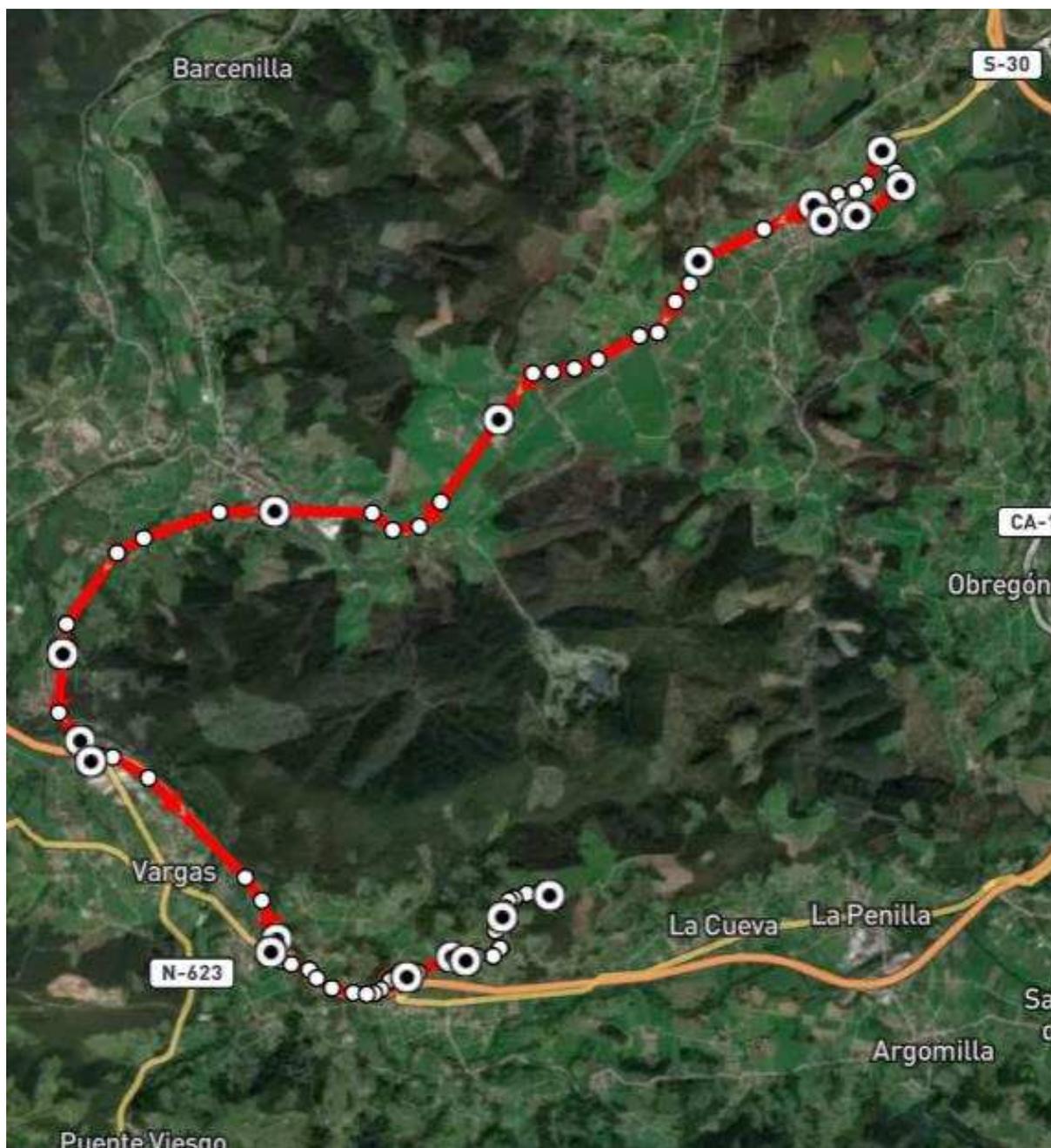
1,23	0,08	 5	CA-143 <table border="1" data-bbox="1134 600 1362 712"> <tr> <td>N-43°23.032'</td> </tr> <tr> <td>W-3°51.457'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°23.032'	W-3°51.457'	ALT: 10 m	4,00
N-43°23.032'							
W-3°51.457'							
ALT: 10 m							
1,40	0,17	 6	 gasolinera shell CA-143 <table border="1" data-bbox="1134 943 1362 1055"> <tr> <td>N-43°23.109'</td> </tr> <tr> <td>W-3°51.424'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°23.109'	W-3°51.424'	ALT: 10 m	3,83
N-43°23.109'							
W-3°51.424'							
ALT: 10 m							
2,16	0,76	 7	desvio CA-143 A CA-144 <table border="1" data-bbox="1134 1279 1362 1391"> <tr> <td>N-43°23.463'</td> </tr> <tr> <td>W-3°51.661'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°23.463'	W-3°51.661'	ALT: 20 m	3,07
N-43°23.463'							
W-3°51.661'							
ALT: 20 m							
2,92	0,76	 8	desvio CA-144 A N-623 <table border="1" data-bbox="1134 1621 1362 1733"> <tr> <td>N-43°23.247'</td> </tr> <tr> <td>W-3°52.093'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°23.247'	W-3°52.093'	ALT: 20 m	2,31
N-43°23.247'							
W-3°52.093'							
ALT: 20 m							

4,99	2,07	 9	<p>poligono PARBAYON</p> <p>N-623</p> <table border="1"> <tr> <td>N-43°22.648'</td> </tr> <tr> <td>W-3°53.267'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.648'	W-3°53.267'	ALT: 20 m	0,24
N-43°22.648'							
W-3°53.267'							
ALT: 20 m							
5,06	0,07	 10	<p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.611'</td> </tr> <tr> <td>W-3°53.248'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.611'	W-3°53.248'	ALT: 20 m	0,17
N-43°22.611'							
W-3°53.248'							
ALT: 20 m							
5,13	0,07	 11	<p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.626'</td> </tr> <tr> <td>W-3°53.203'</td> </tr> <tr> <td>ALT: 20 m</td> </tr> </table>	N-43°22.626'	W-3°53.203'	ALT: 20 m	0,10
N-43°22.626'							
W-3°53.203'							
ALT: 20 m							
5,23	0,10	 12	<p> CH</p> <p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.579'</td> </tr> <tr> <td>W-3°53.165'</td> </tr> <tr> <td>ALT: 10 m</td> </tr> </table>	N-43°22.579'	W-3°53.165'	ALT: 10 m	0,00
N-43°22.579'							
W-3°53.165'							
ALT: 10 m							

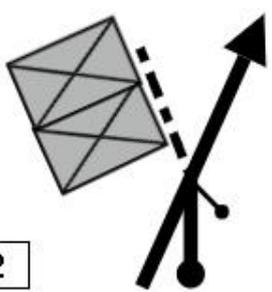
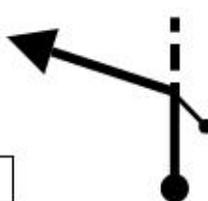
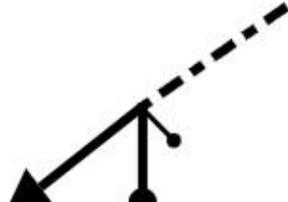
<p>CH - 4B</p> <p>ENTRADA PARQUE ASISTENCIAS</p> <p style="text-align: center;">→</p> <p>CH - 4C</p> <p>SALIDA PARQUE ASISTENCIAS</p>	<p>ETAPA: 1ª</p> <p>SECCION: 3ª</p> <p>SECTOR: 10º</p>

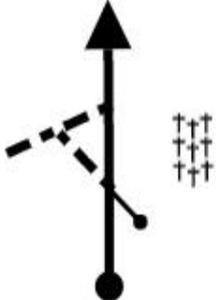
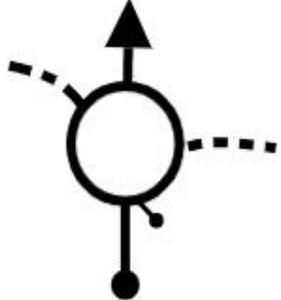
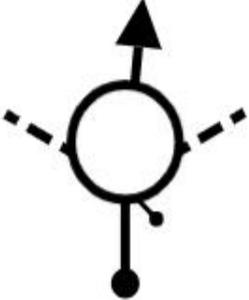


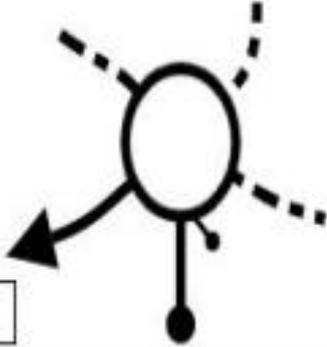
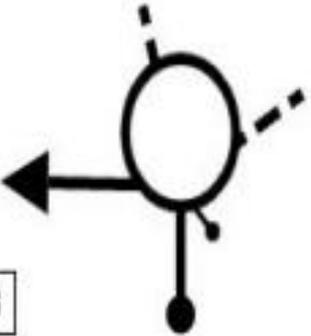
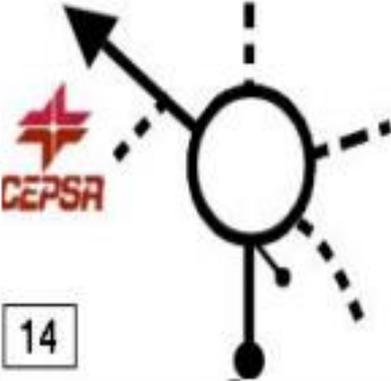
PARQUE ASISTENCIAS - POMALUENGO



CH- 4C PARQUE ASISTENCIAS	→	CH- 5 SALIDA POMALUENGO	ETAPA: 1ª	SECCION: 3ª	SECTOR: 11º
			DISTANCIA: 18.17 KM	TIEMPO: 0.30 MIN	PROMEDIO: 36.32 KM/H

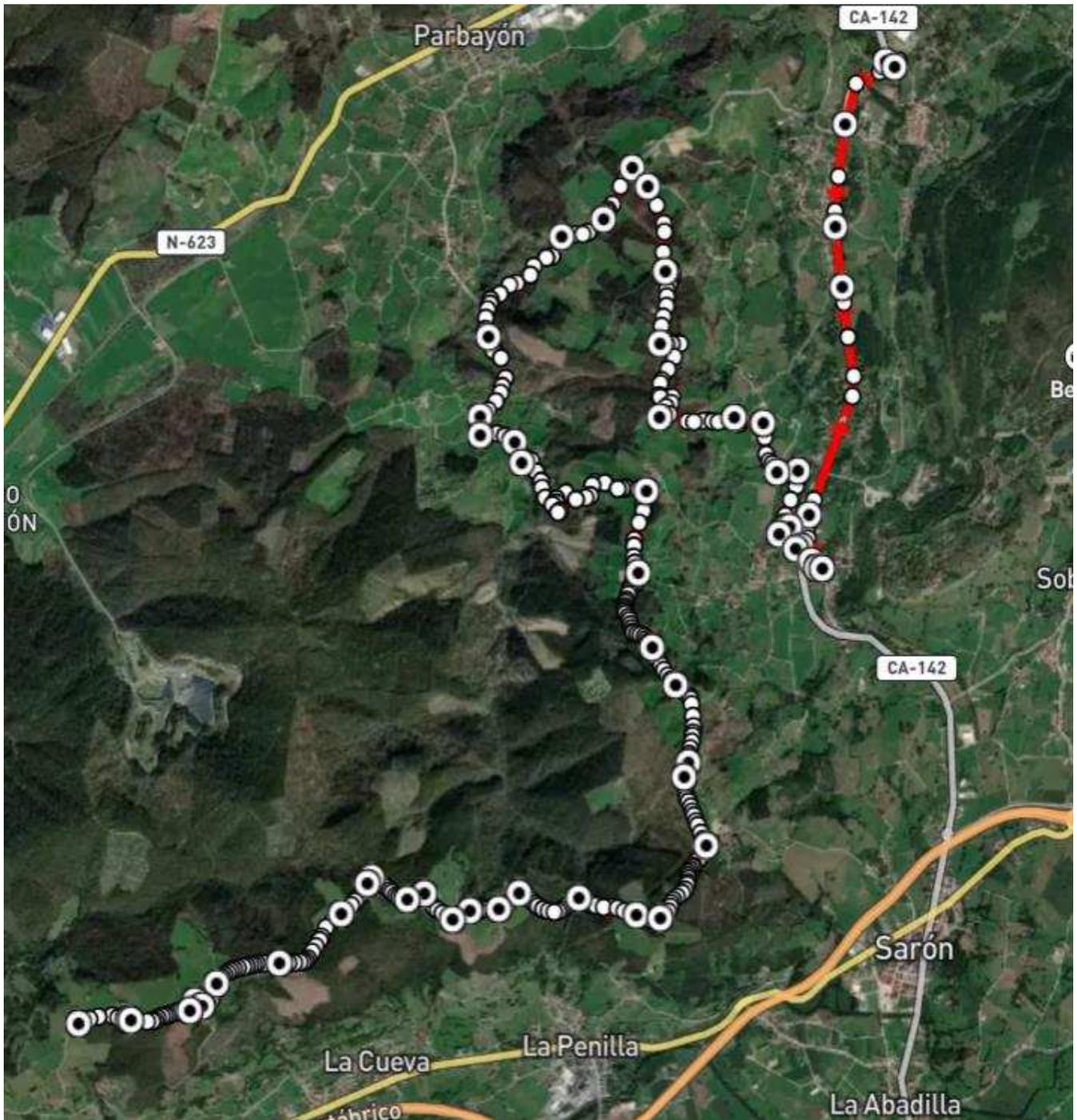
DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
0,00	0,00	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">1</div>	LOCAL  CH SALIDA P.A. <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;"> N-43°22.571' W-3°53.196' ALT: 18 m </div>	18,17
0,23	0,23	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">2</div>	LOCAL CARRETERA POLIGONO LA YESERA LOCAL	17,94
0,32	0,09	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">3</div>		17,85
0,83	0,51	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">4</div>	LOCAL	17,34
1,20	0,37	<div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 30px; margin: 5px auto;">5</div>	LOCAL X N 623 DIRECCIÓN PARBAYÓN	16,97

2,07	0,87	<div data-bbox="379 533 443 577" style="border: 1px solid black; padding: 2px; display: inline-block;">6</div> 	<p>N 623</p> <p>PARBAYON</p>	16,10
5,81	3,74	<div data-bbox="379 869 443 913" style="border: 1px solid black; padding: 2px; display: inline-block;">7</div> 	<p>N 623</p>  <p>galp</p> <p>GASOLINERA PARBAYON</p>	12,36
8,46	2,65	<div data-bbox="379 1209 443 1254" style="border: 1px solid black; padding: 2px; display: inline-block;">8</div> 	<p>N 623</p>  <p>RENEDO DE PIELAGOS</p>	9,71
11,09	2,63	<div data-bbox="379 1545 443 1590" style="border: 1px solid black; padding: 2px; display: inline-block;">9</div> 	<p>N 623</p> <p>CARANDIA</p>	7,08
11,97	0,88	<div data-bbox="379 1890 443 1935" style="border: 1px solid black; padding: 2px; display: inline-block;">10</div> 	<p>N 623 RECTO ROTONDA</p> 	6,20

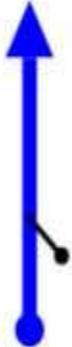
12,18	0,21	 <p data-bbox="376 629 440 685">11</p>	<p data-bbox="887 282 1126 338">N 623 X A 8</p> 	5,99
14,73	2,55	 <p data-bbox="376 1066 440 1122">12</p>	<p data-bbox="887 730 1126 786">A 8 X N 634</p> 	3,44
14,87	0,14	 <p data-bbox="376 1503 440 1559">13</p>	<p data-bbox="903 1178 1031 1234">N 634</p> <p data-bbox="959 1335 1270 1469">DIRECCION POMALUENGO</p>	3,30
16,31	1,44	 <p data-bbox="376 1939 440 1995">14</p>	<p data-bbox="887 1615 1015 1671">N 634</p> <p data-bbox="887 1693 1350 1984">DIRECCION GASOLINERA (NO ENTRAR) RECTO EN DESVIO</p>	1,86

16,77	0,46	<div data-bbox="371 618 440 674" style="border: 1px solid black; padding: 2px; display: inline-block;">15</div> 	LOCAL	1,40
16,91	0,14	<div data-bbox="371 1003 440 1059" style="border: 1px solid black; padding: 2px; display: inline-block;">16</div> 	LOCAL	1,26
17,60	0,69	<div data-bbox="371 1391 440 1447" style="border: 1px solid black; padding: 2px; display: inline-block;">17</div> 	LOCAL	0,57
18,17	0,57	<div data-bbox="371 1771 440 1827" style="border: 1px solid black; padding: 2px; display: inline-block;">18</div> 	LOCAL  CH <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: auto; margin-right: auto;"> N-43°19.201' W-3°55.093' ALT: 262 m </div>	0,00

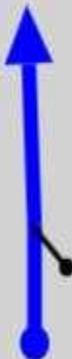
POMALUENGO - VILLANUEVA

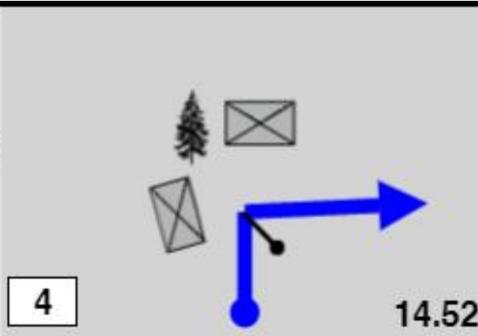
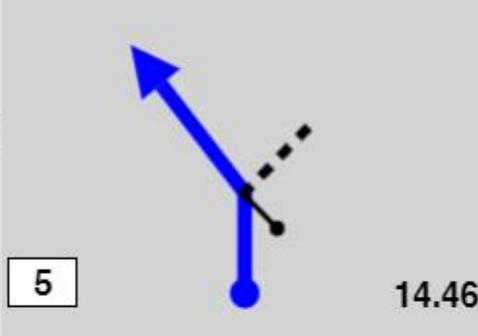
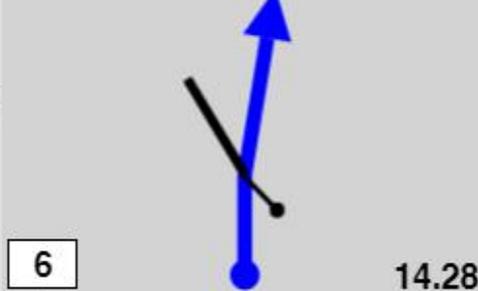
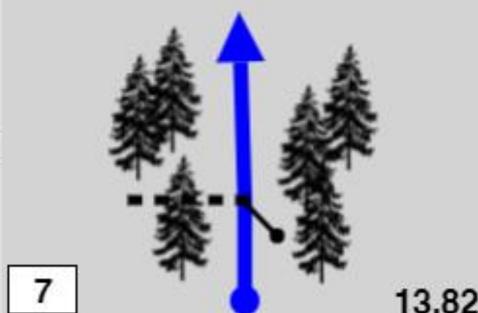
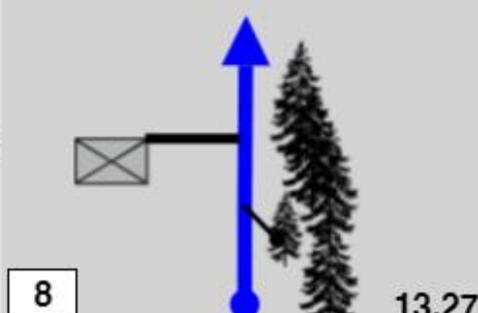


TC1 SALIDA POMALUENGO	→	CH 2 REAGRUPAMIENTO	ETAPA:	SECCION:	SECTOR:
			1	3	12
			DISTANCIA:	TIEMPO:	PROMEDIO:
			18.64 KM	0.25MIN	33.89 KM/H

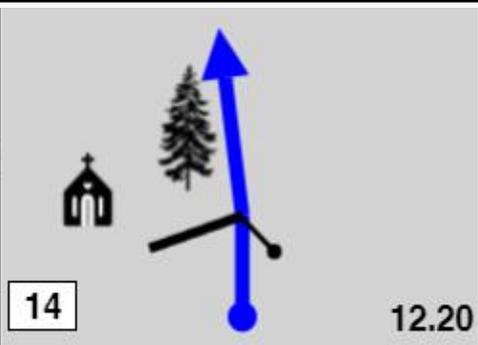
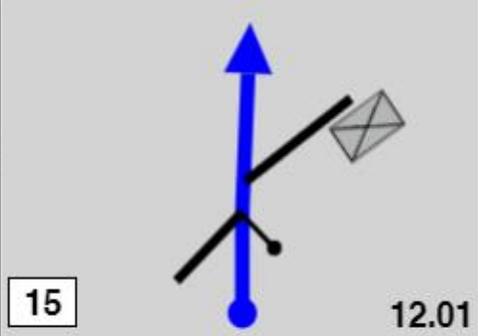
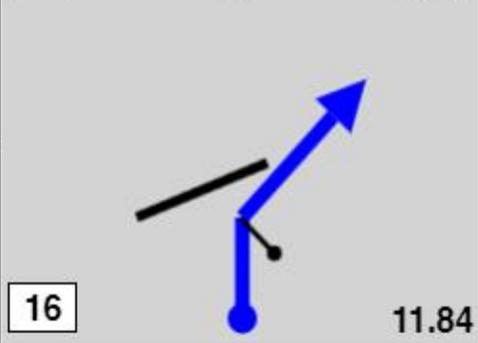
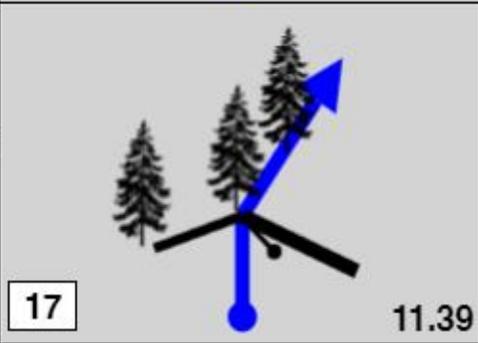
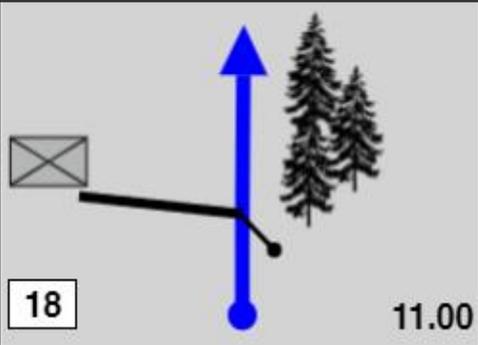
Distancia		Dirección	Información	DISTANCE REGRESS			
TOTAL	PARTIAL						
0,00	0,00	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px auto;">1</div>	 CH POMALUENGO LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.185'</td></tr> <tr><td>W-3°55.341'</td></tr> <tr><td>ALT: 230 m</td></tr> </table>	N-43°19.185'	W-3°55.341'	ALT: 230 m	0,00
N-43°19.185'							
W-3°55.341'							
ALT: 230 m							

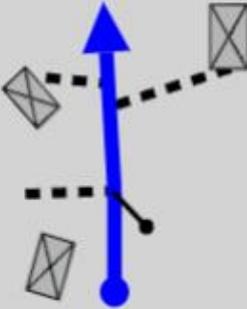
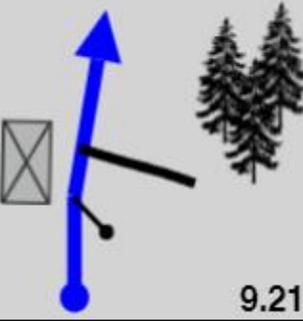
TC POMALUENGO - OBREGON

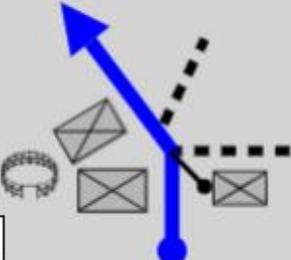
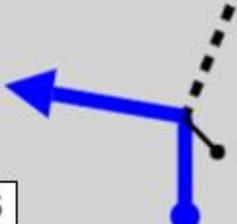
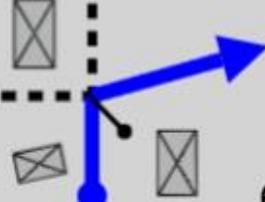
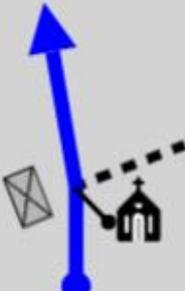
0,00	0,00	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px auto;">1</div>	15.00	 SALIDA  RADIO 1 <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.200'</td></tr> <tr><td>W-3°55.093'</td></tr> <tr><td>ALT: 260 m</td></tr> </table>	N-43°19.200'	W-3°55.093'	ALT: 260 m	18,64
N-43°19.200'								
W-3°55.093'								
ALT: 260 m								
0,02	0,02	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px auto;">2</div>	14.98	  LOCAL <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N-43°19.199'</td></tr> <tr><td>W-3°55.081'</td></tr> <tr><td>ALT: 260 m</td></tr> </table>	N-43°19.199'	W-3°55.081'	ALT: 260 m	18,62
N-43°19.199'								
W-3°55.081'								
ALT: 260 m								
0,42	0,40	 <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px auto;">3</div>	14.58	 LOCAL	18,22			

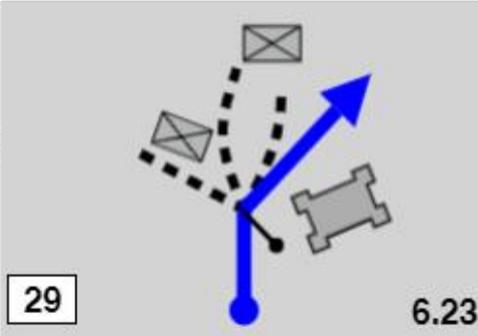
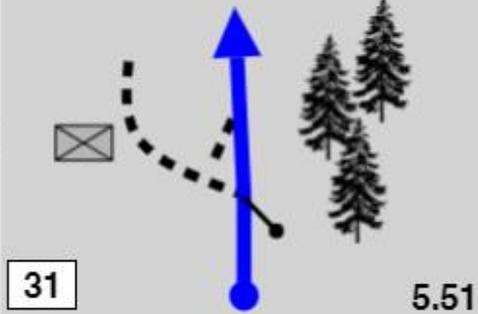
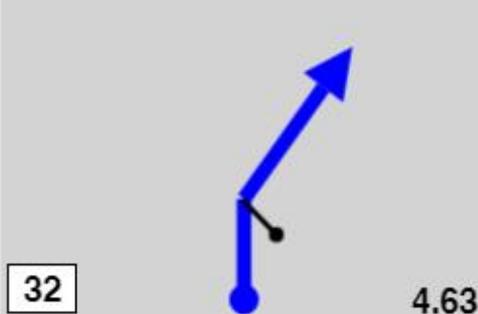
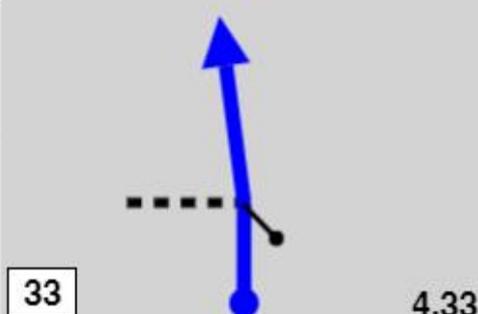
0,48	0,06	 <p>4 14.52</p>	 LOCAL	18,16			
0,54	0,06	 <p>5 14.46</p>	  LOCAL <table border="1" data-bbox="1133 716 1340 828"> <tr> <td>N-43°19.247'</td> </tr> <tr> <td>W-3°54.732'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table>	N-43°19.247'	W-3°54.732'	ALT: 250 m	18,10
N-43°19.247'							
W-3°54.732'							
ALT: 250 m							
0,72	0,18	 <p>6 14.28</p>	 LOCAL	17,92			
1,18	0,46	 <p>7 13.82</p>	 RADIO2 LOCAL <table border="1" data-bbox="1133 1388 1340 1500"> <tr> <td>N-43°19.396'</td> </tr> <tr> <td>W-3°54.350'</td> </tr> <tr> <td>ALT: 302 m</td> </tr> </table>	N-43°19.396'	W-3°54.350'	ALT: 302 m	17,46
N-43°19.396'							
W-3°54.350'							
ALT: 302 m							
1,73	0,55	 <p>8 13.27</p>	 CARRETERA LOCAL	16,91			

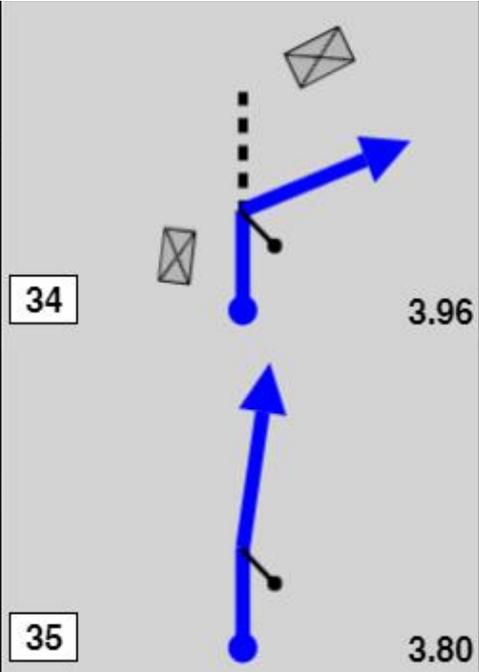
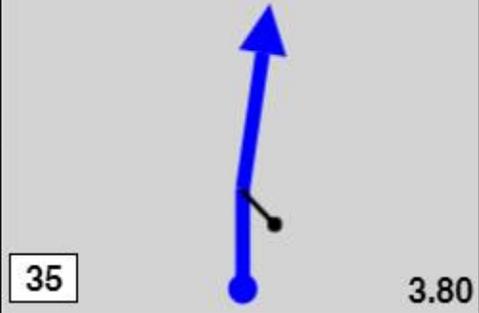
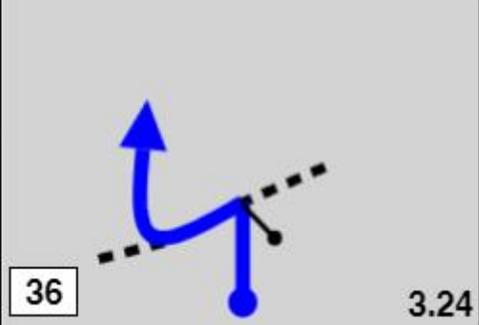
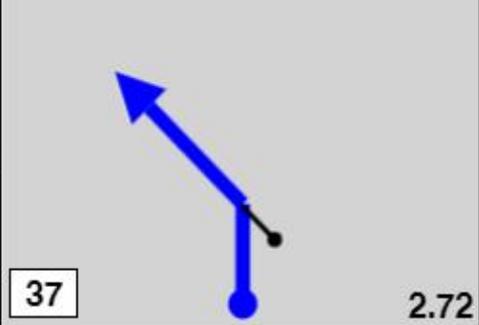
1,99	0,26	<div data-bbox="359 436 438 504">9</div>  <div data-bbox="742 448 837 504">13.01</div>	 LOCAL	16,65			
2,03	0,04	<div data-bbox="359 772 438 840">10</div>  <div data-bbox="742 795 837 851">12.97</div>	  RADIO3 <div data-bbox="1125 728 1340 840"> <table border="1"> <tr><td>N-43°19.681'</td></tr> <tr><td>W-3°53.898'</td></tr> <tr><td>ALT: 290 m</td></tr> </table> </div>	N-43°19.681'	W-3°53.898'	ALT: 290 m	16,61
N-43°19.681'							
W-3°53.898'							
ALT: 290 m							
2,30	0,27	<div data-bbox="359 1120 438 1187">11</div>  <div data-bbox="742 1131 837 1187">12.70</div>	 LOCAL	16,34			
2,42	0,12	<div data-bbox="359 1456 438 1523">12</div>  <div data-bbox="742 1467 837 1523">12.58</div>	 LOCAL <div data-bbox="1125 1411 1340 1523"> <table border="1"> <tr><td>N-43°19.624'</td></tr> <tr><td>W-3°53.648'</td></tr> <tr><td>ALT: 250 m</td></tr> </table> </div>	N-43°19.624'	W-3°53.648'	ALT: 250 m	16,22
N-43°19.624'							
W-3°53.648'							
ALT: 250 m							
2,67	0,25	<div data-bbox="359 1803 438 1870">13</div>  <div data-bbox="742 1814 837 1870">12.33</div>	 LOCAL	15,97			

<p>2,80 0,13</p>	<p>14</p>  <p>12.20</p>	  <p>RADIO 4</p> <p>LOCAL</p> <table border="1" data-bbox="1117 474 1337 593"> <tr> <td>N-43°19.568'</td> </tr> <tr> <td>W-3°53.424'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table>	N-43°19.568'	W-3°53.424'	ALT: 250 m	<p>15,84</p>
N-43°19.568'						
W-3°53.424'						
ALT: 250 m						
<p>2,99 0,19</p>	<p>15</p>  <p>12.01</p>	  <p>LOCAL</p> <table border="1" data-bbox="1117 810 1337 929"> <tr> <td>N-43°19.572'</td> </tr> <tr> <td>W-3°53.284'</td> </tr> <tr> <td>ALT: 239 m</td> </tr> </table>	N-43°19.572'	W-3°53.284'	ALT: 239 m	<p>15,65</p>
N-43°19.572'						
W-3°53.284'						
ALT: 239 m						
<p>3,16 0,17</p>	<p>16</p>  <p>11.84</p>	 <p>LOCAL</p>	<p>15,48</p>			
<p>3,61 0,45</p>	<p>17</p>  <p>11.39</p>	  <p>LOCAL</p> <table border="1" data-bbox="1117 1487 1337 1615"> <tr> <td>N-43°19.602'</td> </tr> <tr> <td>W-3°52.891'</td> </tr> <tr> <td>ALT: 200 m</td> </tr> </table>	N-43°19.602'	W-3°52.891'	ALT: 200 m	<p>15,03</p>
N-43°19.602'						
W-3°52.891'						
ALT: 200 m						
<p>4,00 0,39</p>	<p>18</p>  <p>11.00</p>	 <p>LOCAL</p>	<p>14,64</p>			

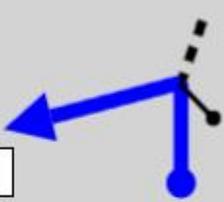
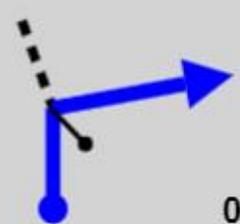
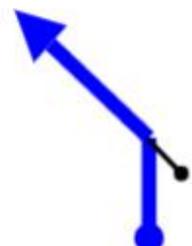
4,16	0,16	<div data-bbox="379 465 448 517">19</div>  <div data-bbox="762 488 842 517">10.84</div>	  RADIO 5 LOCAL <table border="1" data-bbox="1129 421 1345 517"> <tr> <td>N-43°19.545'</td> </tr> <tr> <td>W-3°52.494'</td> </tr> <tr> <td>ALT: 250 m</td> </tr> </table>	N-43°19.545'	W-3°52.494'	ALT: 250 m	14,48
N-43°19.545'							
W-3°52.494'							
ALT: 250 m							
4,72	0,56	<div data-bbox="379 813 448 864">20</div>  <div data-bbox="762 835 842 864">10.28</div>	  RADIO 6 LOCAL <table border="1" data-bbox="1129 757 1345 864"> <tr> <td>N-43°19.790'</td> </tr> <tr> <td>W-3°52.277'</td> </tr> <tr> <td>ALT: 260 m</td> </tr> </table>	N-43°19.790'	W-3°52.277'	ALT: 260 m	13,92
N-43°19.790'							
W-3°52.277'							
ALT: 260 m							
5,17	0,45	<div data-bbox="379 1160 448 1211">21</div>  <div data-bbox="778 1171 858 1200">9.83</div>	 LOCAL <table border="1" data-bbox="1129 1104 1345 1211"> <tr> <td>N-43°20.019'</td> </tr> <tr> <td>W-3°52.376'</td> </tr> <tr> <td>ALT: 260 m</td> </tr> </table>	N-43°20.019'	W-3°52.376'	ALT: 260 m	13,47
N-43°20.019'							
W-3°52.376'							
ALT: 260 m							
5,26	0,09	<div data-bbox="379 1496 448 1547">22</div>  <div data-bbox="778 1507 858 1536">9.74</div>	  LOCAL	13,38			
5,79	0,53	<div data-bbox="379 1843 448 1895">23</div>  <div data-bbox="778 1865 858 1895">9.21</div>	 LOCAL	12,85			

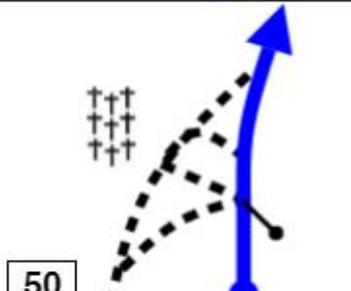
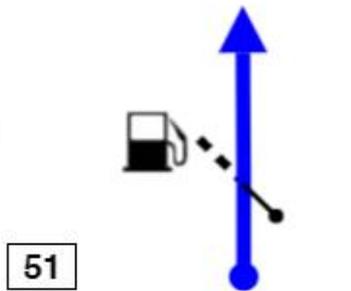
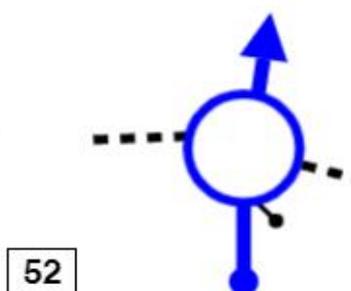
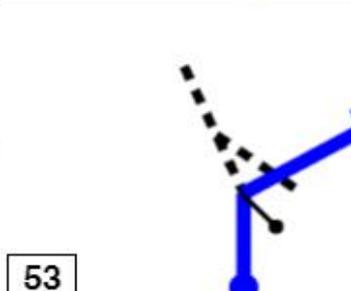
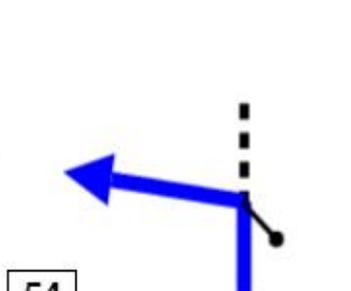
6,07	0,28	 <p>24</p> <p>8.93</p>	 <p>RADIO 7</p>  <p>LOCAL</p> <table border="1" data-bbox="1123 448 1340 555"> <tr> <td>N-43°20.456'</td> </tr> <tr> <td>W-3°52.531'</td> </tr> <tr> <td>ALT: 208 m</td> </tr> </table>	N-43°20.456'	W-3°52.531'	ALT: 208 m	12,57
N-43°20.456'							
W-3°52.531'							
ALT: 208 m							
6,65	0,58	 <p>25</p> <p>8.35</p>	<p>LOCAL</p>  <p>CORRAL DEL HUEVO</p>	11,99			
7,18	0,53	 <p>26</p> <p>7.82</p>	 <p>RADIO 8</p> <p>LOCAL</p> <table border="1" data-bbox="1123 1120 1340 1227"> <tr> <td>N-43°20.985'</td> </tr> <tr> <td>W-3°52.559'</td> </tr> <tr> <td>ALT: 160 m</td> </tr> </table>	N-43°20.985'	W-3°52.559'	ALT: 160 m	11,46
N-43°20.985'							
W-3°52.559'							
ALT: 160 m							
8,39	1,21	 <p>27</p> <p>6.61</p>	  <p>LOCAL</p> <table border="1" data-bbox="1123 1464 1340 1572"> <tr> <td>N-43°21.096'</td> </tr> <tr> <td>W-3°53.172'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.096'	W-3°53.172'	ALT: 50 m	10,25
N-43°21.096'							
W-3°53.172'							
ALT: 50 m							
8,52	0,13	 <p>28</p> <p>6.48</p>	  <p>RADIO 9</p> <p>LOCAL</p> <table border="1" data-bbox="1123 1800 1340 1908"> <tr> <td>N-43°21.163'</td> </tr> <tr> <td>W-3°53.208'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.163'	W-3°53.208'	ALT: 50 m	10,12
N-43°21.163'							
W-3°53.208'							
ALT: 50 m							

8,77	0,25	 <p>29</p> <p>6.23</p>	  <p>PISTA FUTBITO</p>  <p>N-43°21.189' W-3°53.375' ALT: 40 m</p>	9,87
8,89	0,12	 <p>30</p> <p>6.11</p>	  <p>CA - 404</p> <p>N-43°21.249' W-3°53.378' ALT: 50 m</p>	9,75
9,49	0,60	 <p>31</p> <p>5.51</p>	  <p>RADIO 10</p> <p>CA - 404</p> <p>N-43°21.525' W-3°53.339' ALT: 50 m</p>	9,15
10,37	0,88	 <p>32</p> <p>4.63</p>	 <p>RADIO 11</p> <p>CA - 404</p> <p>N-43°21.865' W-3°52.972' ALT: 80 m</p>	8,27
10,67	0,30	 <p>33</p> <p>4.33</p>	 <p>CA - 404</p> <p>N-43°21.922' W-3°52.770' ALT: 100 m</p>	7,97

11,04	0,37	 <p>34</p> <p>3.96</p>	  <p>RADIO 12</p> <p>CA - 404</p> <table border="1" data-bbox="1110 472 1329 584"> <tr> <td>N-43°22.091'</td> </tr> <tr> <td>W-3°52.625'</td> </tr> <tr> <td>ALT: 130 m</td> </tr> </table>	N-43°22.091'	W-3°52.625'	ALT: 130 m	7,60
N-43°22.091'							
W-3°52.625'							
ALT: 130 m							
11,20	0,16	 <p>35</p> <p>3.80</p>	  <p>C</p> <p>LOCAL</p> <table border="1" data-bbox="1110 808 1329 920"> <tr> <td>N-43°22.031'</td> </tr> <tr> <td>W-3°52.552'</td> </tr> <tr> <td>ALT: 130 m</td> </tr> </table>	N-43°22.031'	W-3°52.552'	ALT: 130 m	7,44
N-43°22.031'							
W-3°52.552'							
ALT: 130 m							
11,76	0,56	 <p>36</p> <p>3.24</p>	  <p>RADIO 13</p> <p>LOCAL</p> <table border="1" data-bbox="1110 1144 1329 1256"> <tr> <td>N-43°21.739'</td> </tr> <tr> <td>W-3°52.462'</td> </tr> <tr> <td>ALT: 160 m</td> </tr> </table>	N-43°21.739'	W-3°52.462'	ALT: 160 m	6,88
N-43°21.739'							
W-3°52.462'							
ALT: 160 m							
12,28	0,52	 <p>37</p> <p>2.72</p>	  <p>C</p> <p>LOCAL</p> <table border="1" data-bbox="1110 1480 1329 1592"> <tr> <td>N-43°21.489'</td> </tr> <tr> <td>W-3°52.481'</td> </tr> <tr> <td>ALT: 180 m</td> </tr> </table>	N-43°21.489'	W-3°52.481'	ALT: 180 m	6,36
N-43°21.489'							
W-3°52.481'							
ALT: 180 m							
12,98	0,70	 <p>arqueta</p> <p>38</p> <p>2.02</p>	  <p>RADIO 14</p> <p>LOCAL</p> <table border="1" data-bbox="1110 1816 1329 1928"> <tr> <td>N-43°21.241'</td> </tr> <tr> <td>W-3°52.487'</td> </tr> <tr> <td>ALT: 160 m</td> </tr> </table>	N-43°21.241'	W-3°52.487'	ALT: 160 m	5,66
N-43°21.241'							
W-3°52.487'							
ALT: 160 m							

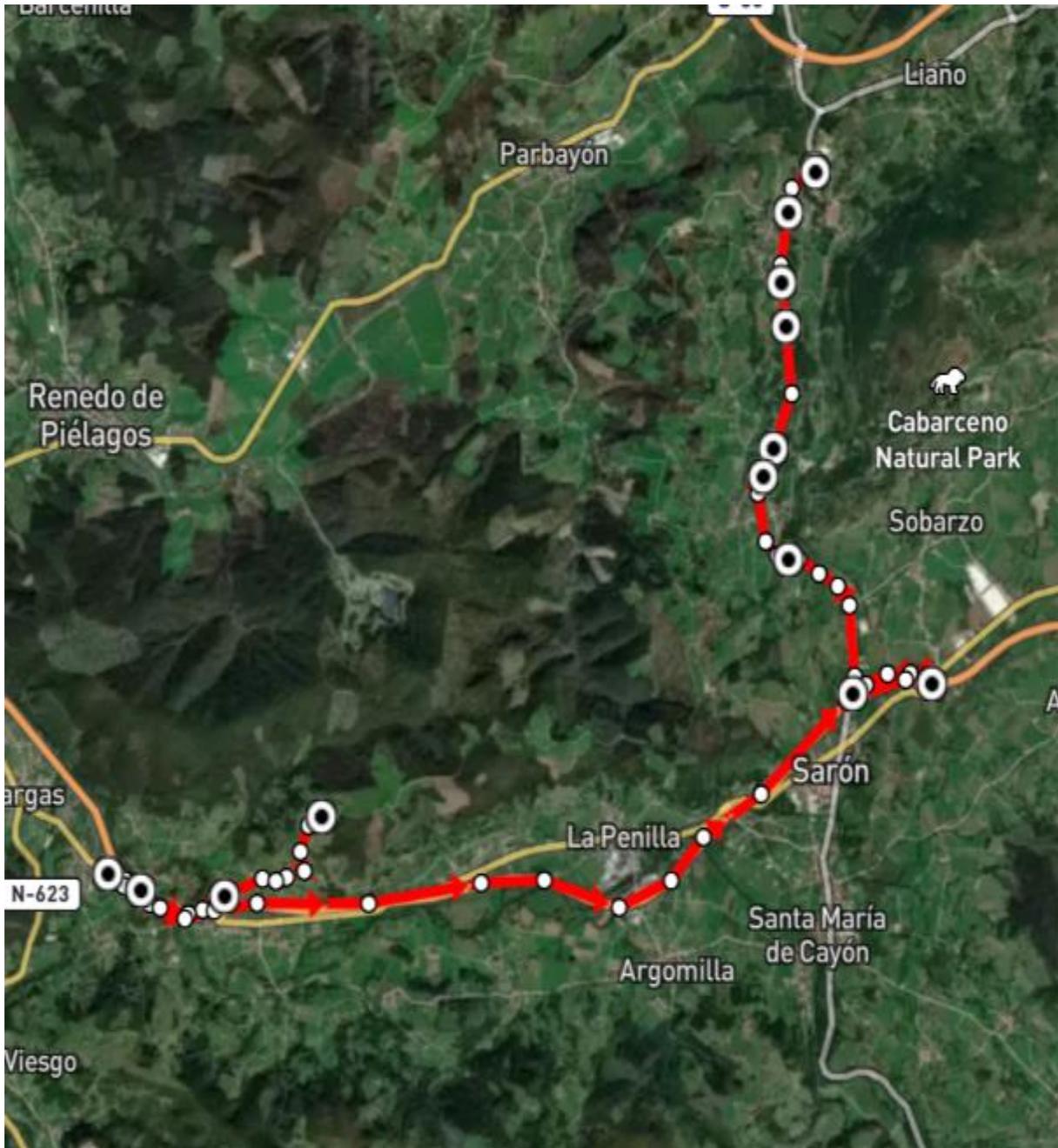
13,50	0,52	 <div style="display: flex; justify-content: space-between;"> 39 1.50 </div>	 LOCAL <table border="1"> <tr> <td>N-43°21.244'</td> </tr> <tr> <td>W-3°52.116'</td> </tr> <tr> <td>ALT: 90 m</td> </tr> </table>	N-43°21.244'	W-3°52.116'	ALT: 90 m	5,14
N-43°21.244'							
W-3°52.116'							
ALT: 90 m							
13,71	0,21	 <div style="display: flex; justify-content: space-between;"> 40 1.29 </div>	 RADIO 15 LOCAL <table border="1"> <tr> <td>N-43°21.227'</td> </tr> <tr> <td>W-3°51.971'</td> </tr> <tr> <td>ALT: 70 m</td> </tr> </table>	N-43°21.227'	W-3°51.971'	ALT: 70 m	4,93
N-43°21.227'							
W-3°51.971'							
ALT: 70 m							
14,05	0,34	 <div style="display: flex; justify-content: space-between;"> 41 0.95 </div>	 LOCAL <table border="1"> <tr> <td>N-43°21.059'</td> </tr> <tr> <td>W-3°51.900'</td> </tr> <tr> <td>ALT: 50 m</td> </tr> </table>	N-43°21.059'	W-3°51.900'	ALT: 50 m	4,59
N-43°21.059'							
W-3°51.900'							
ALT: 50 m							
14,19	0,14	 <div style="display: flex; justify-content: space-between;"> 42 0.81 </div>	 RADIO 16 LOCAL <table border="1"> <tr> <td>N-43°21.061'</td> </tr> <tr> <td>W-3°51.798'</td> </tr> <tr> <td>ALT: 60 m</td> </tr> </table>	N-43°21.061'	W-3°51.798'	ALT: 60 m	4,45
N-43°21.061'							
W-3°51.798'							
ALT: 60 m							
14,62	0,43	 <div style="display: flex; justify-content: space-between;"> 43 0.38 </div>	 LOCAL <table border="1"> <tr> <td>N-43°20.845'</td> </tr> <tr> <td>W-3°51.892'</td> </tr> <tr> <td>ALT: 80 m</td> </tr> </table>	N-43°20.845'	W-3°51.892'	ALT: 80 m	4,02
N-43°20.845'							
W-3°51.892'							
ALT: 80 m							

14,70	0,08		 	RADIO 17	3,94				
		44	0.30	LOCAL	<table border="1"> <tr> <td>N-43°20.867'</td> <td>W-3°51.840'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.867'	W-3°51.840'	ALT: 80 m	
N-43°20.867'	W-3°51.840'								
ALT: 80 m									
14,85	0,15			LOCAL	3,79				
		45	0.15	LOCAL	<table border="1"> <tr> <td>N-43°20.795'</td> <td>W-3°51.809'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.795'	W-3°51.809'	ALT: 70 m	
N-43°20.795'	W-3°51.809'								
ALT: 70 m									
14,89	0,04			LOCAL	3,75				
		46	0.11	LOCAL	<table border="1"> <tr> <td>N-43°20.802'</td> <td>W-3°51.781'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.802'	W-3°51.781'	ALT: 70 m	
N-43°20.802'	W-3°51.781'								
ALT: 70 m									
15,00	0,11			META	3,64				
		47	0.00	LOCAL	<table border="1"> <tr> <td>N-43°20.754'</td> <td>W-3°51.733'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.754'	W-3°51.733'	ALT: 80 m	
N-43°20.754'	W-3°51.733'								
ALT: 80 m									
15,06	0,06			RADIO 18	3,58				
		48		LOCAL	<table border="1"> <tr> <td>N-43°20.729'</td> <td>W-3°51.705'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.729'	W-3°51.705'	ALT: 80 m	
N-43°20.729'	W-3°51.705'								
ALT: 80 m									

15,10	0,04	 <p>49</p>	 <p>CA-923</p> <table border="1"> <tr> <td>N-43°20.727'</td> <td>W-3°51.677'</td> </tr> <tr> <td colspan="2">ALT: 80 m</td> </tr> </table>	N-43°20.727'	W-3°51.677'	ALT: 80 m		3,54
N-43°20.727'	W-3°51.677'							
ALT: 80 m								
15,46	0,36	 <p>50</p>	 <p>CA-142</p> <table border="1"> <tr> <td>N-43°20.912'</td> <td>W-3°51.741'</td> </tr> <tr> <td colspan="2">ALT: 70 m</td> </tr> </table>	N-43°20.912'	W-3°51.741'	ALT: 70 m		3,18
N-43°20.912'	W-3°51.741'							
ALT: 70 m								
16,98	1,52	 <p>51</p>	<p>REPSOL</p> <p>CA-142</p> <table border="1"> <tr> <td>N-43°21.700'</td> <td>W-3°51.571'</td> </tr> <tr> <td colspan="2">ALT: 30 m</td> </tr> </table>	N-43°21.700'	W-3°51.571'	ALT: 30 m		1,66
N-43°21.700'	W-3°51.571'							
ALT: 30 m								
18,04	1,06	 <p>52</p>	<p>DIRECCION SANTANDER</p> <p>CA-142</p> <table border="1"> <tr> <td>N-43°22.265'</td> <td>W-3°51.554'</td> </tr> <tr> <td colspan="2">ALT: 10 m</td> </tr> </table>	N-43°22.265'	W-3°51.554'	ALT: 10 m		0,60
N-43°22.265'	W-3°51.554'							
ALT: 10 m								
18,56	0,52	 <p>53</p>	 <p>DESVIO LA CONCHA</p> <p>CA-142</p> <table border="1"> <tr> <td>N-43°22.484'</td> <td>W-3°51.350'</td> </tr> <tr> <td colspan="2">ALT: 0 m</td> </tr> </table>	N-43°22.484'	W-3°51.350'	ALT: 0 m		0,08
N-43°22.484'	W-3°51.350'							
ALT: 0 m								
18,64	0,08	 <p>54</p>	<p>REAGRUPAMIENTO</p>  <p>LOCAL</p> <table border="1"> <tr> <td>N-43°22.464'</td> <td>W-3°51.305'</td> </tr> <tr> <td colspan="2">ALT: 10 m</td> </tr> </table>	N-43°22.464'	W-3°51.305'	ALT: 10 m		0,00
N-43°22.464'	W-3°51.305'							
ALT: 10 m								

ANEXO : RUTOMETRO ALTERNATIVO

MAPA ALTERNATIVO POMALUENGO - VILLANUEVA

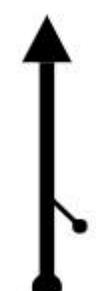
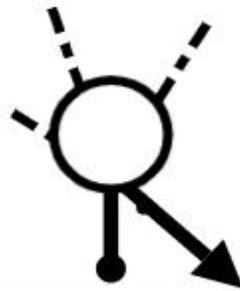


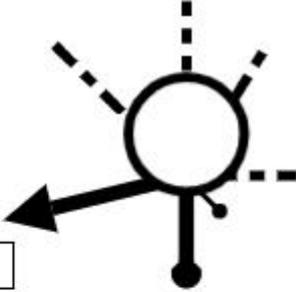
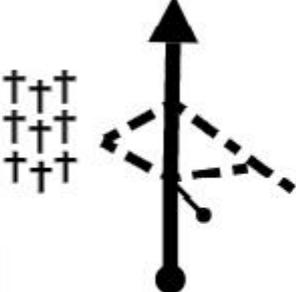
SALIDA
POMALUENGO

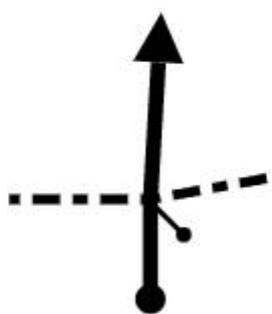
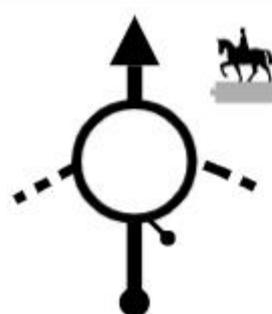
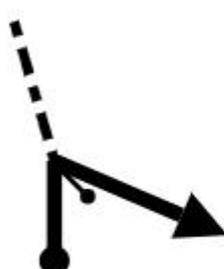
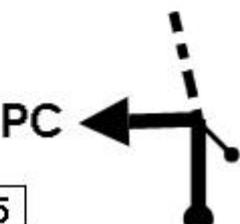


PARQUE CERRADO
REAGRUPAMIENTO

DISTANCIA: 19.51 KM TIEMPO: 0.30 MIN PROMEDIO: 39.76 KM/H

DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
0,00	0,00	<div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">1</div> 	 <p>CH SALIDA</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;"> N-43°19.200' W-3°55.286' ALT: 245 m </div>	19,54
1,55	1,55	<div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2</div> 	<p>N 634</p>    <p>ROTONDA</p>	17,99
2,58	1,03	<div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3</div> 	<p>N 634</p> <p>BAJO PUENTE</p>	16,96
2,97	0,39	<div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">4</div> 	<p>N 634 X A8</p>   <p>A8 BILBAO</p>	16,57
12,32	9,35	<div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">5</div> 	<p>A8</p>  <p>SALIDA 210</p>	7,22

12,84	0,52	 <p data-bbox="347 564 419 611">6</p>	<p data-bbox="879 309 1166 353">A 8 X CA 142</p>  <p data-bbox="900 571 1334 611">DIRECCION OBREGON</p>	6,70
13,80	0,96	 <p data-bbox="347 900 419 947">7</p>	<p data-bbox="874 638 1034 683">CA 142</p>  <p data-bbox="922 862 1334 947">DIRECCION OBREGON SANTANDER</p>	5,74
15,46	1,66	 <p data-bbox="347 1236 419 1283">8</p>	<p data-bbox="879 996 1038 1041">CA 142</p>	4,08
16,39	0,93	 <p data-bbox="347 1572 419 1619">9</p>	<p data-bbox="879 1332 1038 1377">CA 142</p> <p data-bbox="963 1444 1270 1547">CEMENTERIO OBREGON</p>	3,15
16,68	0,29	 <p data-bbox="347 1908 419 1955">10</p>	<p data-bbox="879 1668 1038 1713">CA 142</p>	2,86

17,88	1,20	 11	CA 142  GASOLINERA REPSOL VILLANUEVA	1,66			
18,30	0,42	 12	CA 142	1,24			
18,97	0,67	 13	CA 142  ROTONDA	0,57			
19,51	0,54	 14	CA 142 X LOCAL DESVIO LA CONCHA	0,03			
19,54	0,03	 15	LOCAL  CH <table border="1" data-bbox="1141 1780 1364 1892"> <tr> <td>N-43°22.477'</td> </tr> <tr> <td>W-3°51.332'</td> </tr> <tr> <td>ALT: 0 m</td> </tr> </table>	N-43°22.477'	W-3°51.332'	ALT: 0 m	0,00
N-43°22.477'							
W-3°51.332'							
ALT: 0 m							