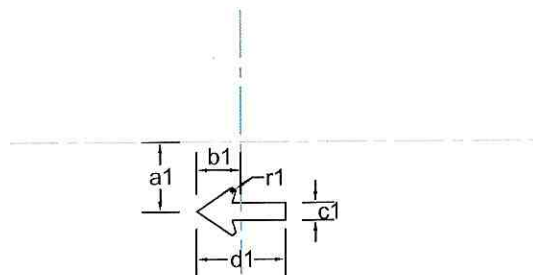
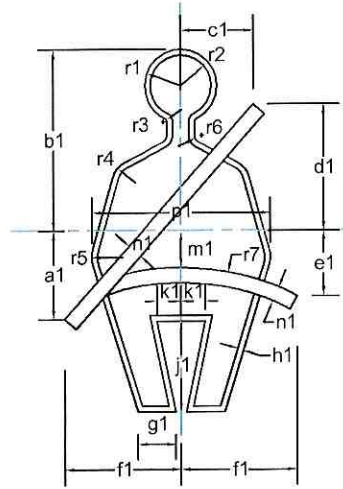
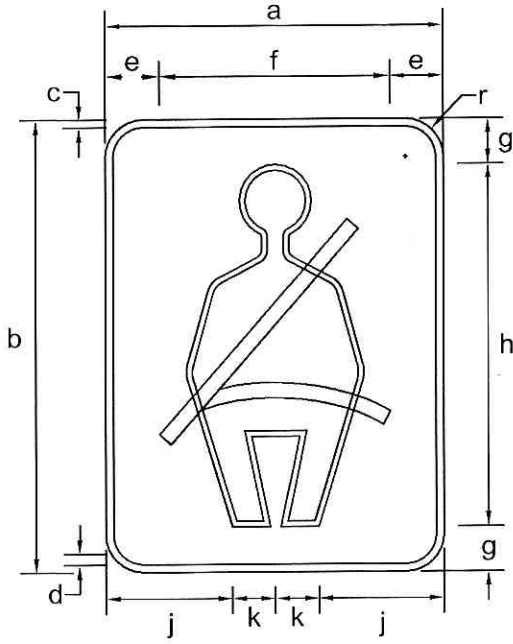


R7-4I
TÚNEL PARA PEATONES



	R7-4I A	R7-4I B
a	300	450
b	600	600
c	15	15
d	10	10
e	86	44
f	213	256
g	30	36
h	184	221
j	128	93
k	345	414
m	45	83
n	50EM	60EM
p	30	50
q	54	86
r	50	50
s	71	111
t	250	225
u	100	150
a1	79	114
b1	50	66
c1	20	30
d1	100	150
r1	3.6	5.4



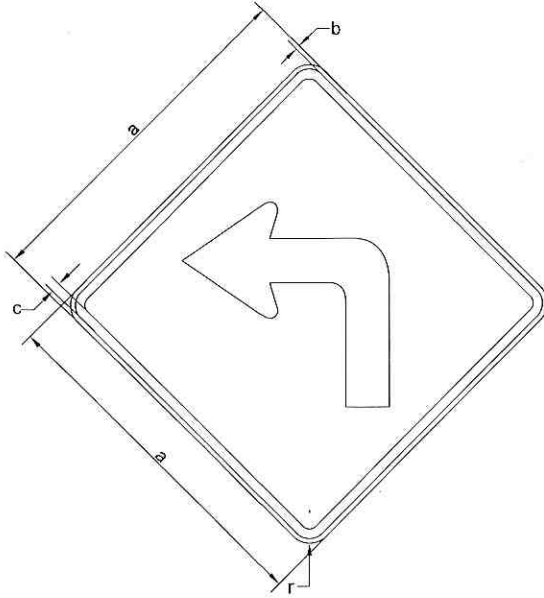
R7-5
CINTURÓN DE SEGURIDAD



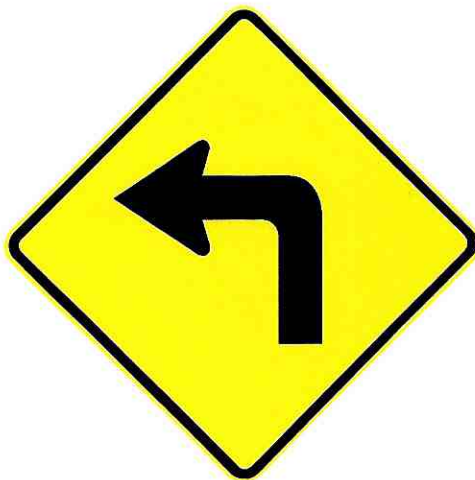
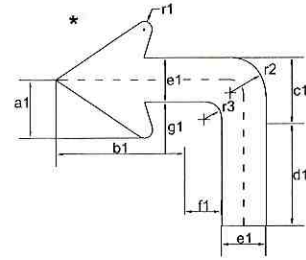
	R7-5A	R7-5B
a	600	750
b	450	600
c	10	13
d	15	20
e	71	108
f	308	385
g	60	75
h	480	600
j	167	228
k	58	72
a1	117	147
b1	240	300
c1	96	120
d1	168	210
e1	87	109
f1	154	193

	R7-5A	R7-5B
g1	51	64
h1	8	9
j1	120	150
k1	32	40
m1	42	61
n1	20	83
p1	237	296
r	50	50
r1	48	60
r2	40	51
r3	5	6
r4	30	38
r5	40	50
r6	10	13
r7	331	414

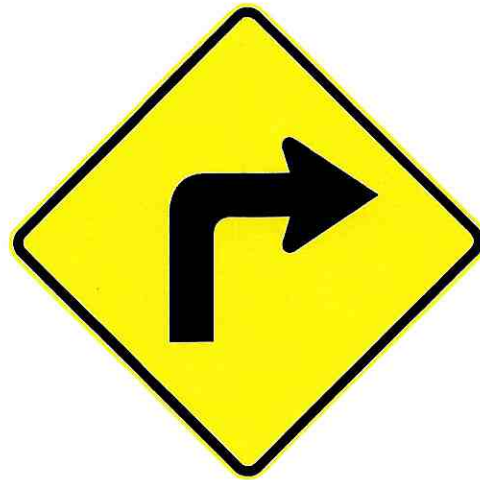
7.2 Señales preventivas. La forma, color y mensaje deben cumplir con las indicadas en cada señal.



Ver figura a

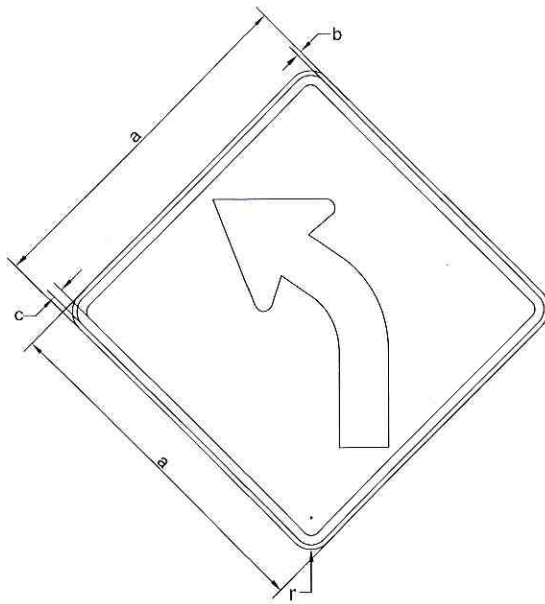


P1 - 1/
CURVA CERRADA IZQ.

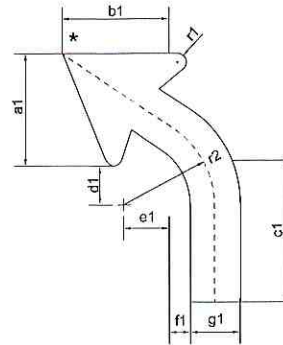


P1 - 1D
CURVA CERRADA DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	r	r1	r2	r3
P1-1A (I o D)	600	8	16	75	219	112	175	75	63	38	40	135	60	30
P1-1B (I o D)	750	10	20	95	277	142	222	95	80	47	50	171	76	38
P1-1C (I o D)	900	12	24	115	335	172	268	115	97	58	60	207	92	46



Ver figura a

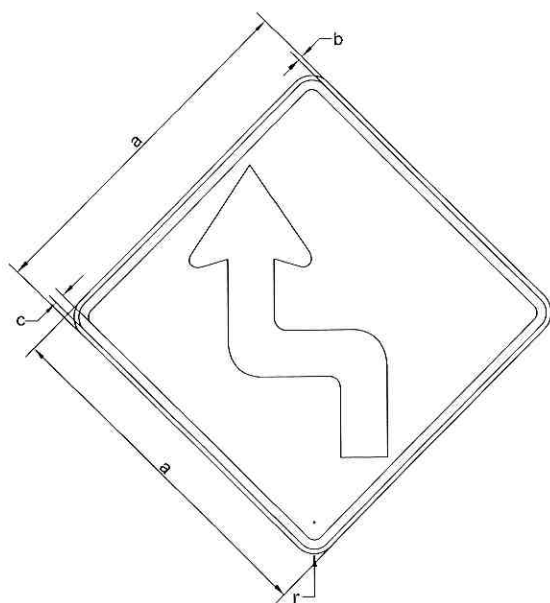


P1 - 2I
CURVA ABIERTA IZQ.

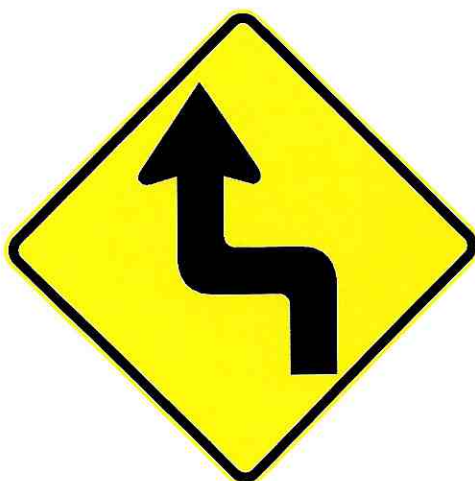
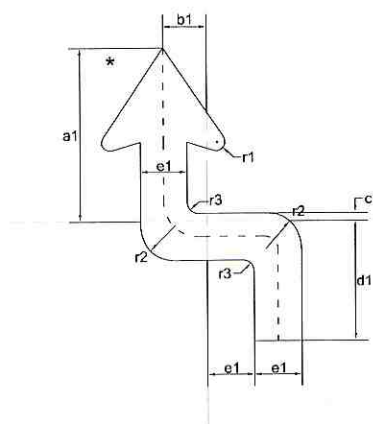


P1 - 2D
CURVA ABIERTA DER.

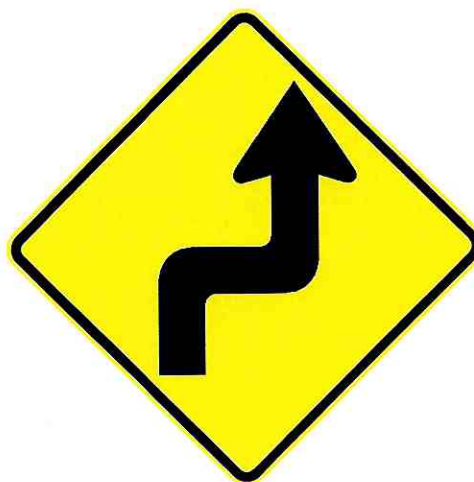
	a	b	c	a1	b1	c1	d1	e1	f1	g1	r	r1	r2
P1 - 2A (I o D)	600	8	16	182	182	243	76	77	36	85	40	153	155
P1 - 2B (I o D)	750	10	20	225	225	300	94	95	44	105	50	189	191
P1 - 2C (I o D)	900	12	24	267	267	357	111	113	52	125	60	225	228



ver figura a

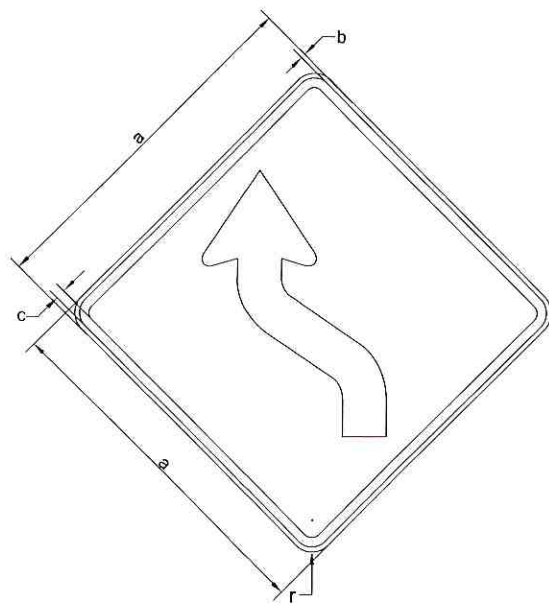


P1 - 3J
CURVA Y CONTRA CURVA CERRADA IZQ.

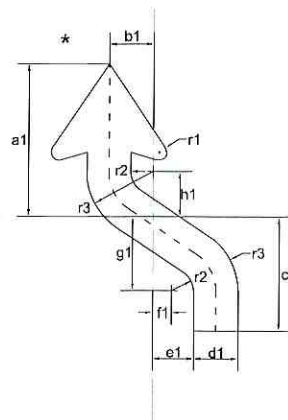


P1 - 3D
CURVA Y CONTRA CURVA CERRADA DER.

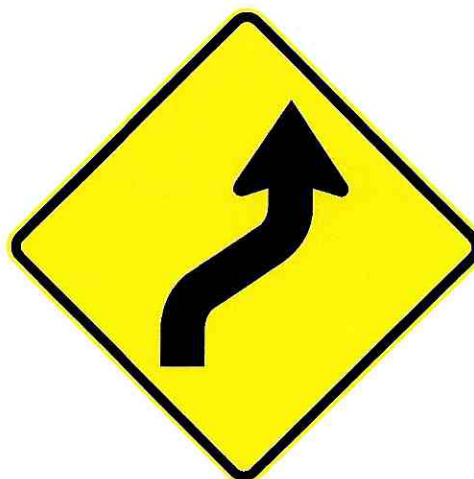
	a	b	c	a1	b1	c1	d1	e1	r	r1	r2	r3
P1-3A (l o D)	600	8	16	296	74	13	206	80	50	144	60	20
P1-3B (l o D)	750	10	20	370	93	16	258	100	50	18	75	25
P1-3C (l o D)	900	12	24	444	111	19	309	120	60	216	90	30



ver figura a

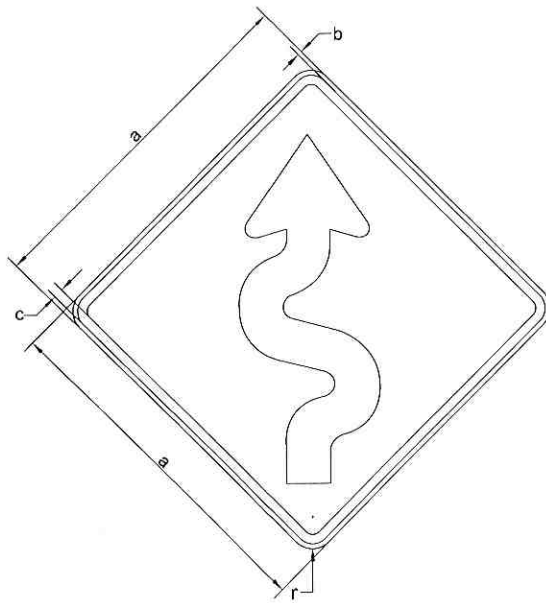


P1 - 4I
CURVA Y CONTRA CURVA ABIERTA IZQ.

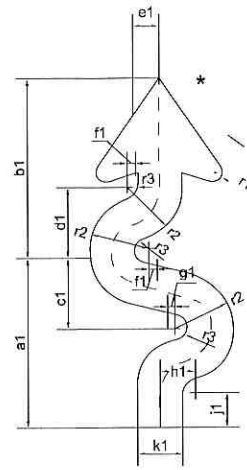


P1 - 4D
CURVA Y CONTRA CURVA ABIERTA DER.

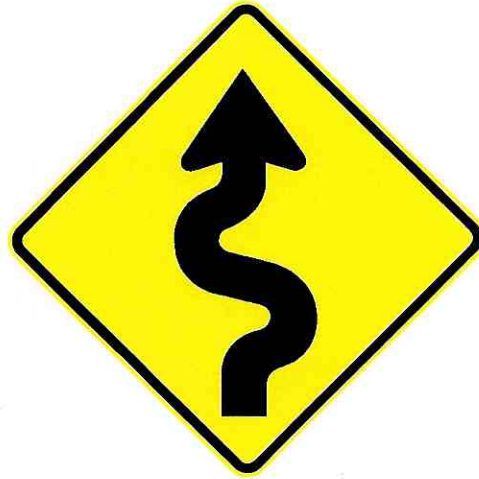
	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	r	r1	r2	r3
P1-4A (I o D)	600	8	16	260	76	196	75	70	32	127	76	50	135	38	113
P1-4B (I o D)	750	10	20	330	96	248	95	89	41	161	96	50	171	48	143
P1-4C (I o D)	900	12	24	390	113	294	112	105	48	191	114	60	202	57	170



ver figura a

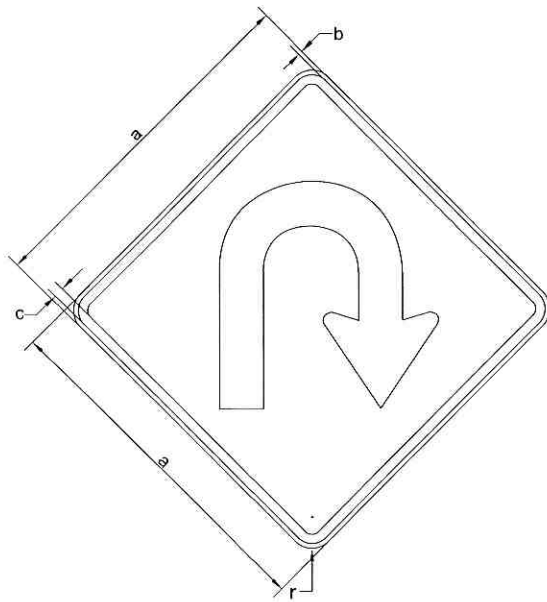


P1 - 5I
VÍA SINUOSA IZQ.

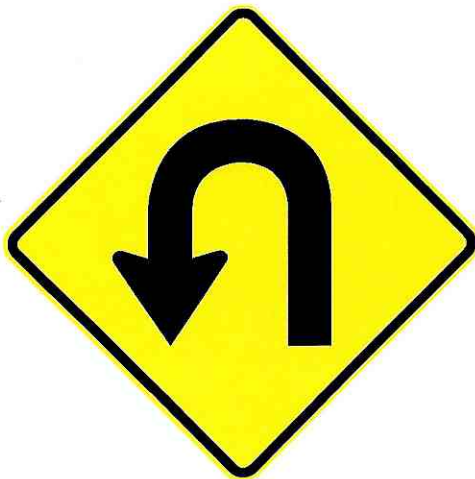
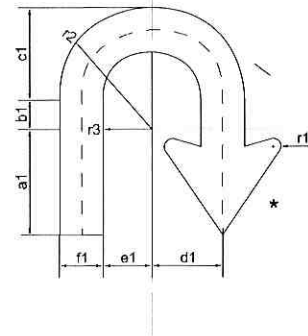


P1 - 5D
VÍA SINUOSA DER.

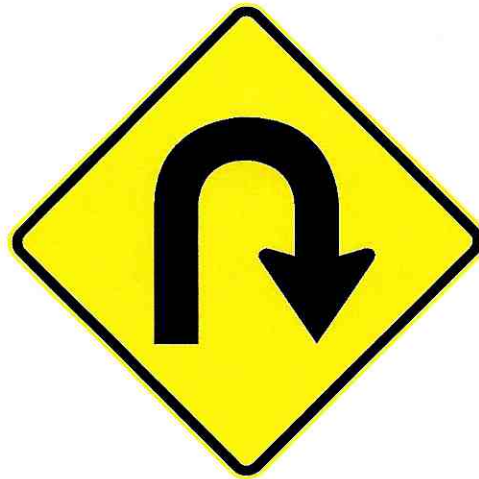
	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	r	r1	r2	r3
P1-5A (l o D)	600	8	16	290	306	140	120	45	15	116	60	40	80	50	144	100	20
P1-5B (l o D)	750	10	20	362	382	175	150	56	187	145	75	50	100	50	18	125	25
P1-5C (l o D)	900	12	24	435	459	210	180	67,5	225	174	90	60	120	60	216	150	30



Ver figura a

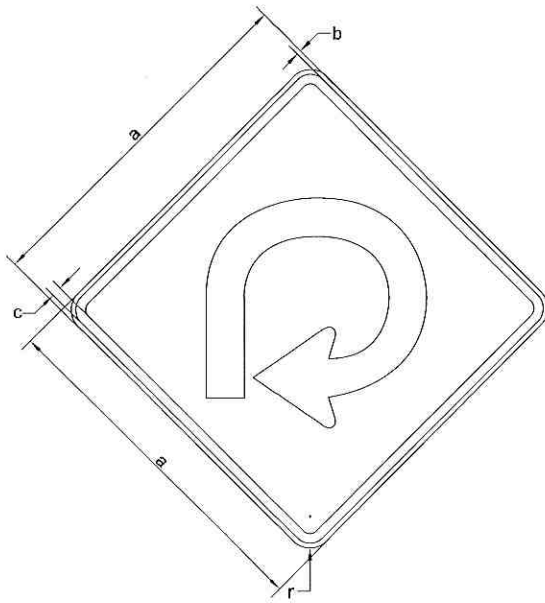


P1 - 6I
CURVA TIPO U IZQ.

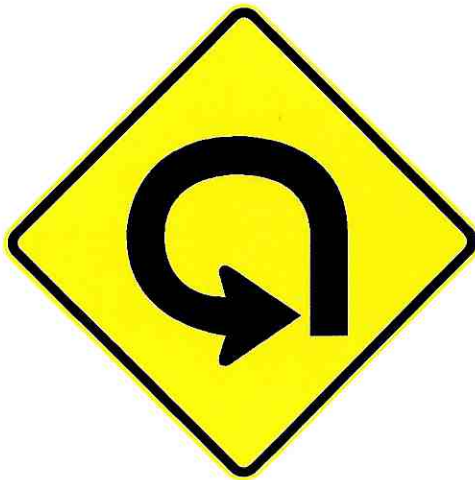
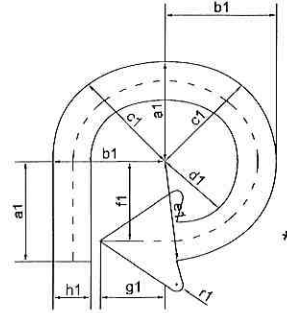


P1 - 6D
CURVA TIPO U DER.

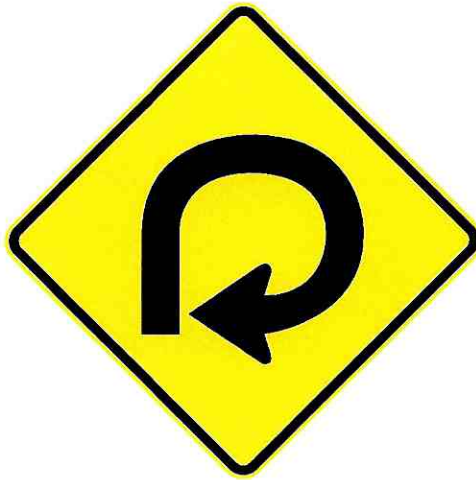
	a	b	c	a1	b1	c1	d1	e1	f1	r	r1	r2	r3
P1-6A (I o D)	600	8	16	180	50	158	120	83	75	50	135	158	83
P1-6B (I o D)	750	10	20	228	63	200	152	105	95	50	171	200	105
P1-6C (I o D)	900	12	24	276	77	241	184	126	115	60	216	241	126



Ver figura a

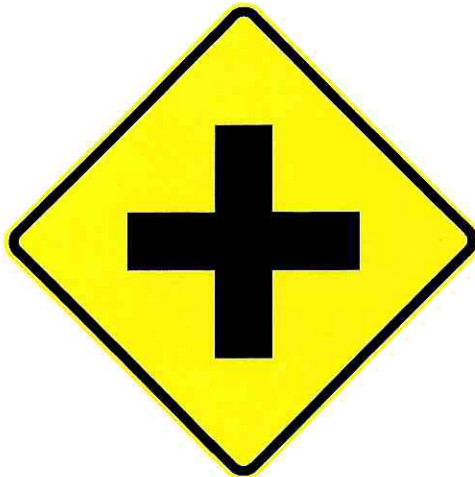
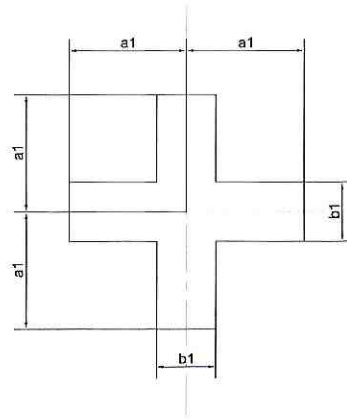
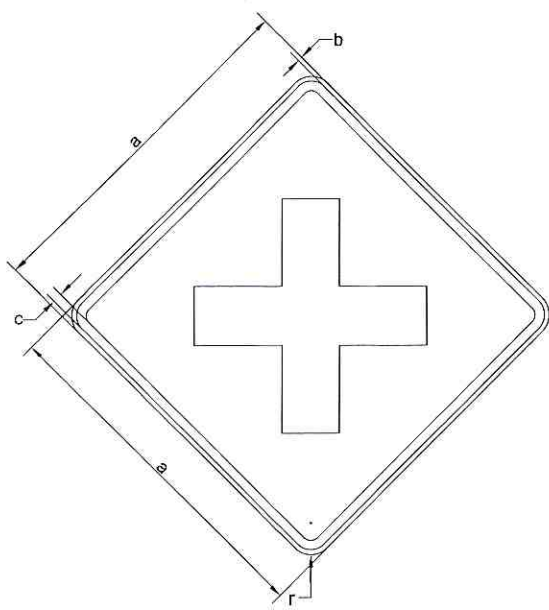


P1 - 7I
SALIDA DE RAMPA IZQ.



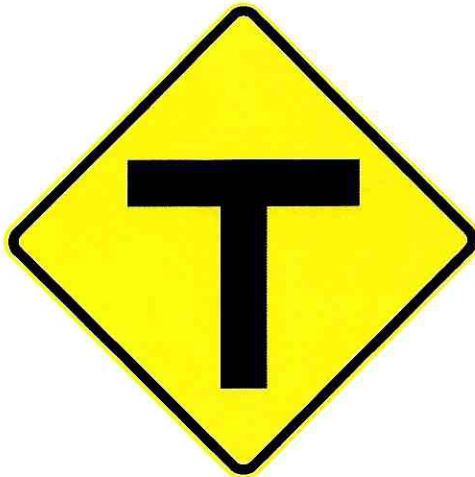
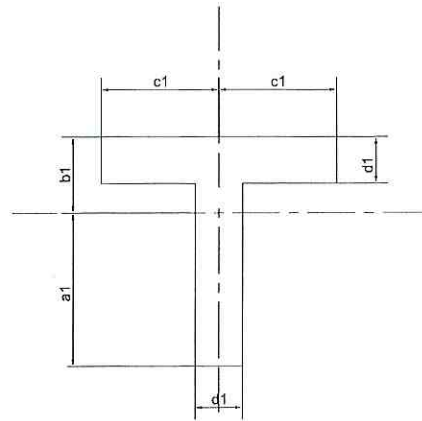
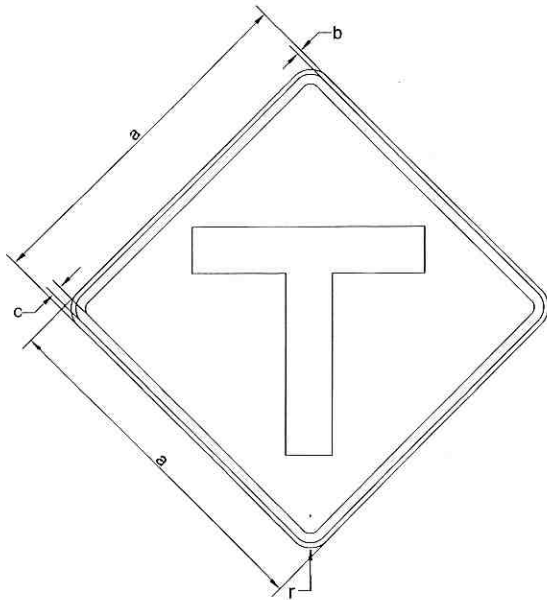
P1 - 7D
SALIDA DE RAMPA DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	r	r1
P1-7A (l o D)	600	8	16	170	190	179	115	170	136	110	65	50	117
P1-7B (l o D)	750	10	20	209	234	220	141	209	167	135	80	50	146
P1-7C (l o D)	900	12	24	262	292	276	177	262	209	169	100	60	18



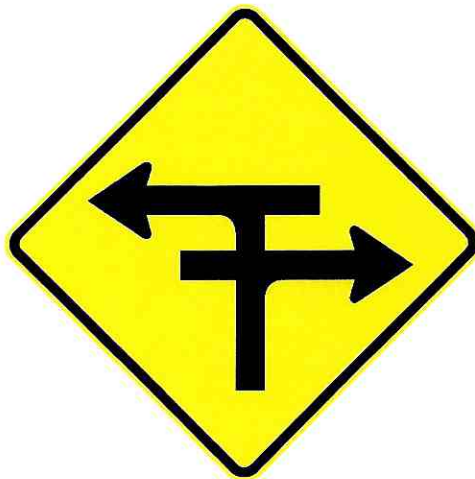
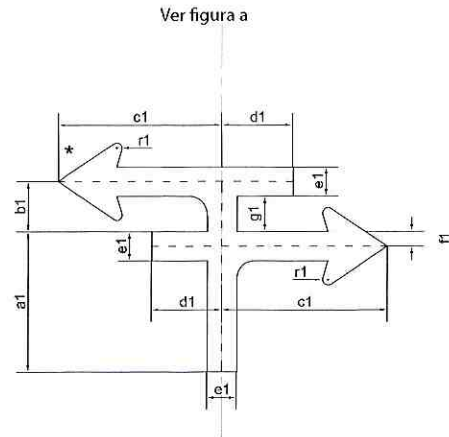
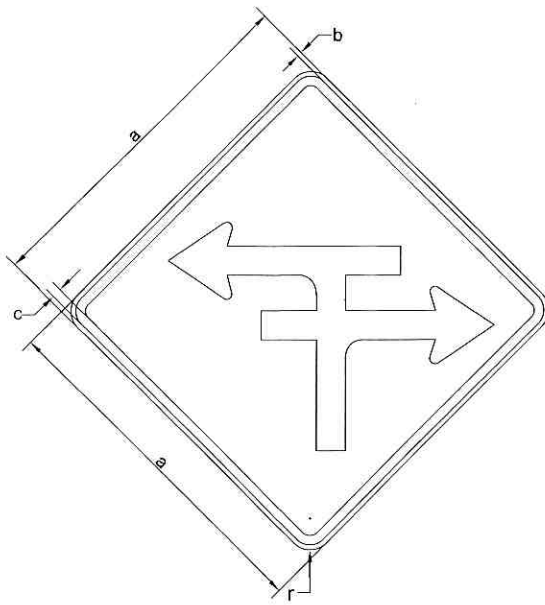
P2 - 1
CRUCE DE VÍAS

	P2-1 A	P2-1 B	P2-1 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	200	250	300
b1	100	125	150
r	50	50	60



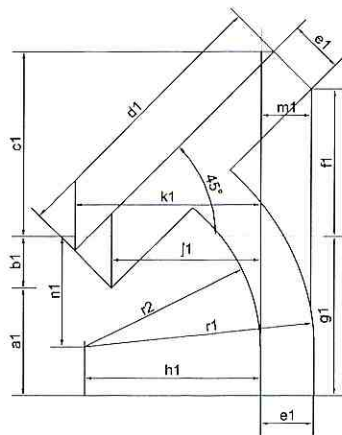
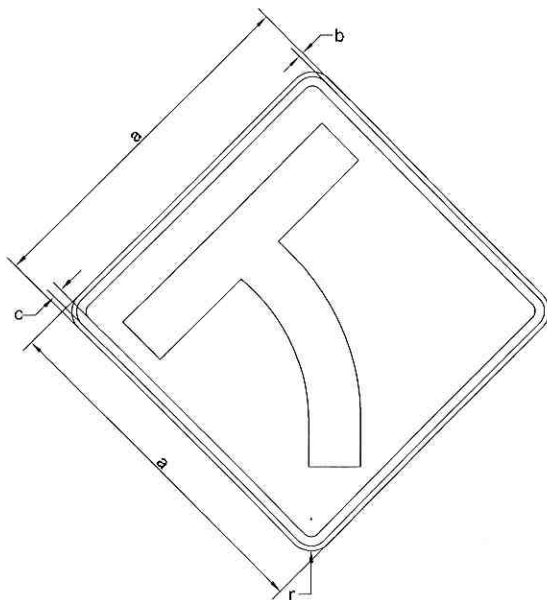
P2 - 2
INTERSECCIÓN EN T

	P2-2 A	P2-2 B	P2-2 C
a	600	750	900
b	16	20	24
c	8	10	12
a1	275	344	413
b1	130	162	195
c1	200	250	300
d1	80	100	120
r	50	50	60



P2 - 3
INTERSECCIÓN EN T CON VÍA
CON PARTERRE

	P2-3 A	P2-3 B	P2-3 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	240	288	360
b1	85	102	127
c1	280	336	420
d1	120	144	180
e1	50	60	75
f1	25	30	37
g1	60	72	90
r	50	50	60
r1	9	108	135



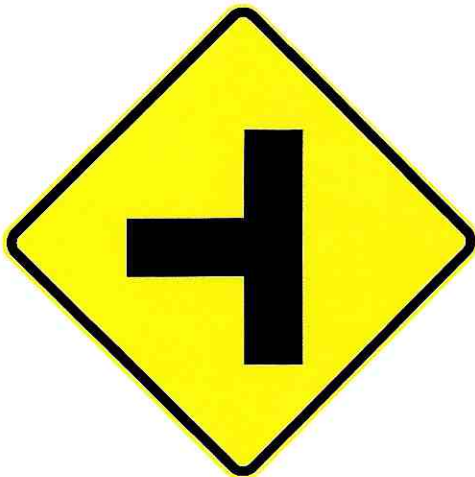
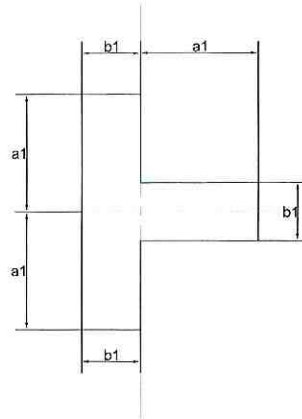
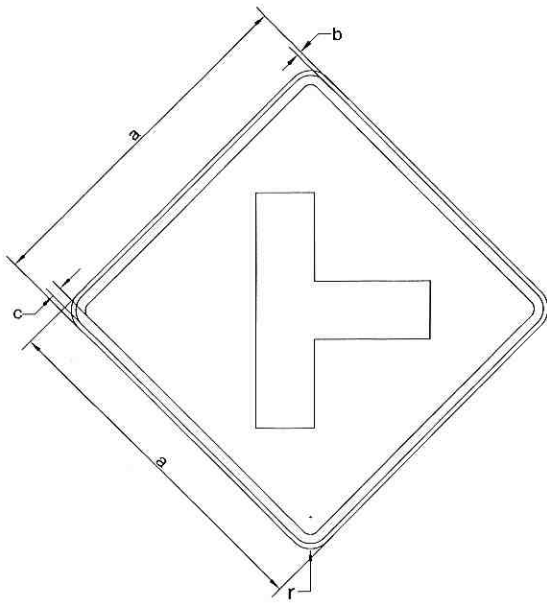
P2 4I



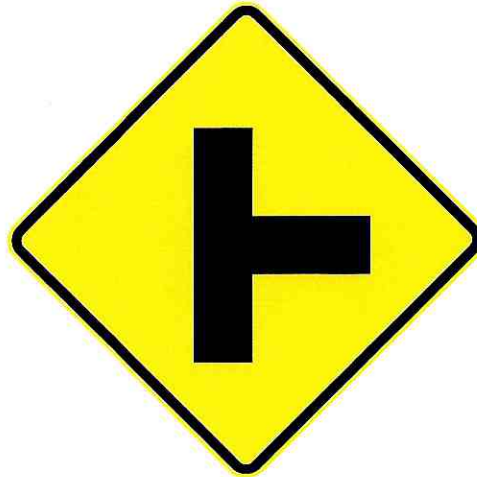
P2 4D

INTERSECCIÓN EN "T" EN CURVA

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	m1	n1	r	r1	r2
P2-4A (I o D)	600	16	8	184	89	315	480	90	251	272	300	254	318	86	193	50	390	300
P2-4B (I o D)	750	20	10	230	111	393	600	113	314	341	375	317	397	107	241	50	488	375
P2-4C (I o D)	900	24	12	276	133	472	720	135	376	409	450	381	476	129	290	60	585	450

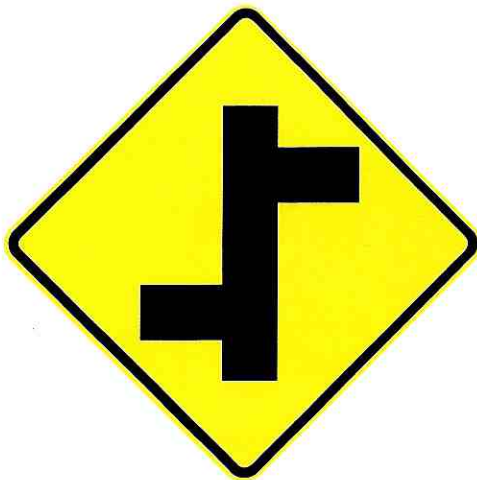
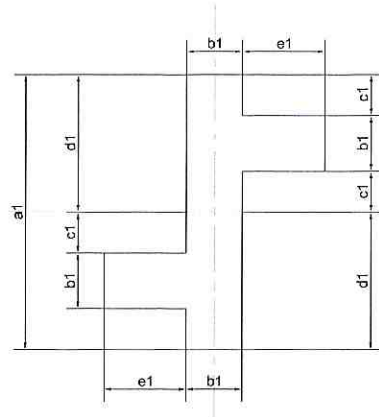
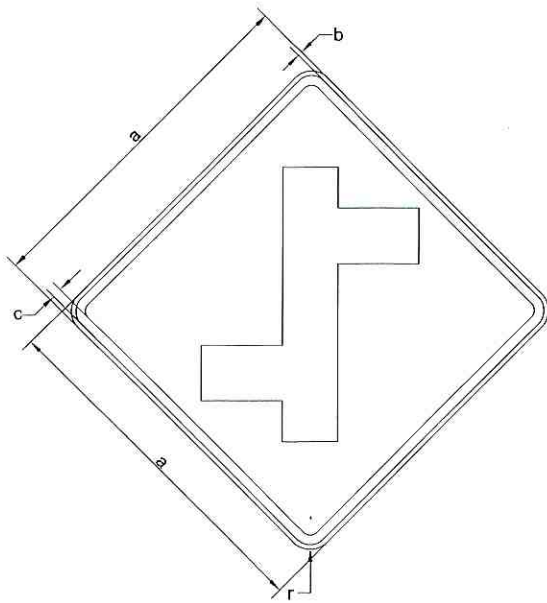


P2 - 5I
EMPALME LATERAL IZQ.

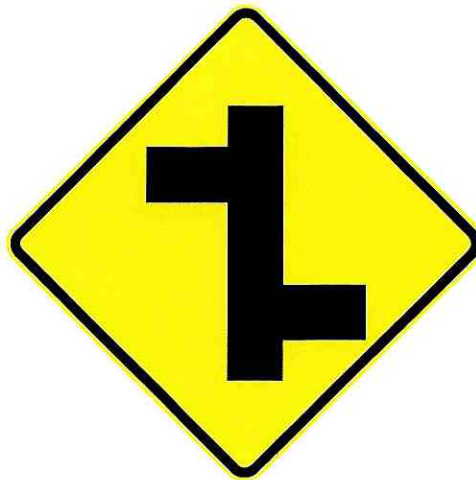


P2 - 5D
EMPALME LATERAL DER.

	a	b	c	a1	b1	r
P2-5A (I o D)	600	8	16	200	100	50
P2-5B (I o D)	750	10	20	250	125	50
P2-5C (I o D)	900	12	24	300	150	60

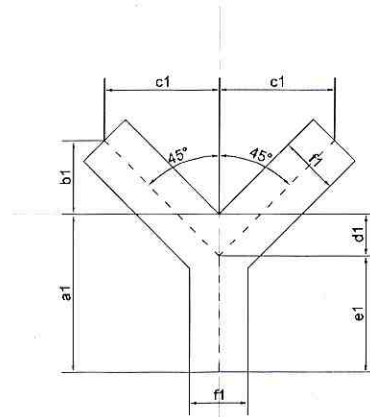
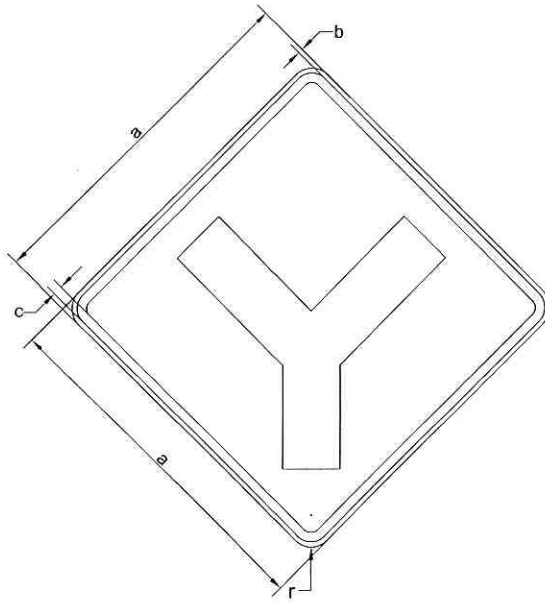


P2 - 6I
EMPALME LATERAL SUCESIVO IZQ.



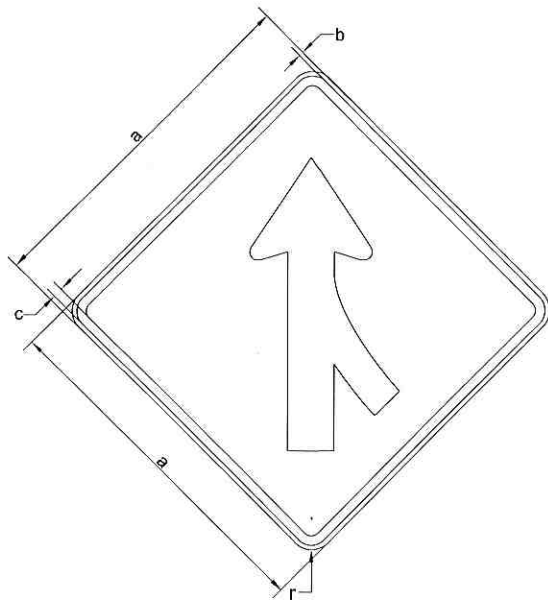
P2 - 6D
EMPALME LATERAL SUCESIVO DER.

	a	b	c	a1	b1	c1	d1	e1	r
P2-6A (I o D)	600	8	16	470	95	70	235	140	50
P2-6B (I o D)	750	10	20	588	119	88	294	175	50
P2-6C (I o D)	900	12	24	705	143	105	353	210	60

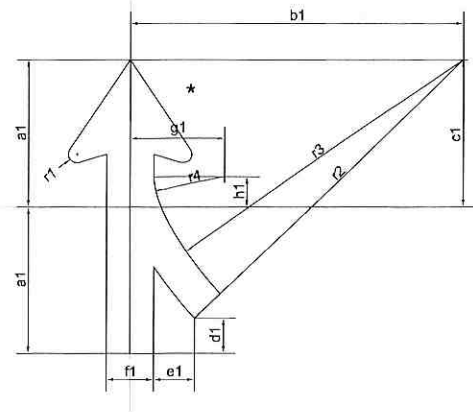


P2 - 7
BIFURCACIÓN EN Y

	P2-7 A	P2-7 B	P2-7 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	271	338	406
b1	125	156	187
c1	196	244	293
d1	71	88	106
e1	200	250	300
f1	100	125	150
r	50	50	60



Ver figura a



P2 - 8I

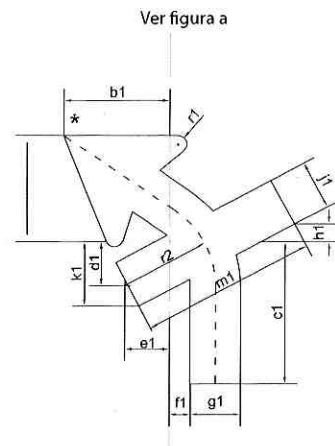
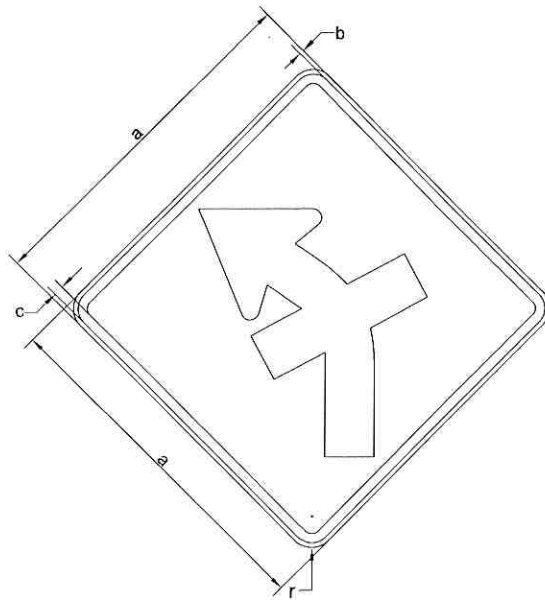
INCORPORACIÓN DE TRÁNSITO IZQ.



P2 - 8D

INCORPORACIÓN DE TRÁNSITO DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	r	r1	r2	r3	r4
P2-8A (I o D)	600	8	16	250	564	243	60	70	80	160	51	50	144	628	568	120
P2-8B (I o D)	750	10	20	313	705	304	75	88	100	201	64	50	18	785	710	151
P2-8C (I o D)	900	12	24	375	847	364	90	105	120	241	76	60	216	941	851	181

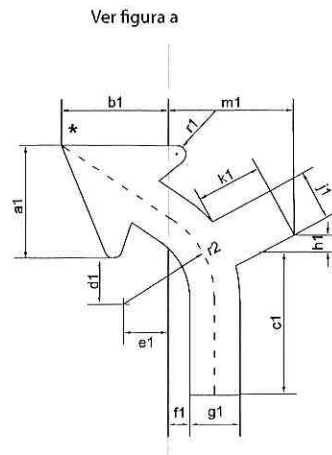
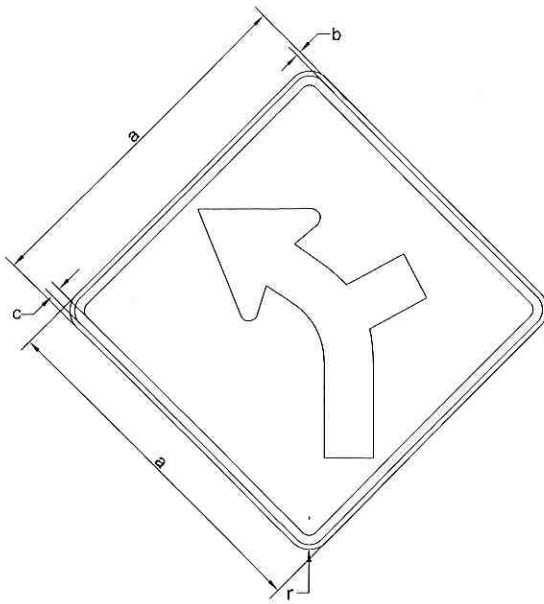


P2 - 9I
CRUCE DE VÍA EN CURVA IZQ.



P2 - 9D
CRUCE DE VÍA EN CURVA DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	m1	r	r1	r2
P2-9A (I o D)	600	8	16	182	182	243	76	77	36	85	30	85	111	300	50	153	155
P2-9B (I o D)	750	10	20	225	225	300	94	95	44	105	37	105	137	370	50	189	191
P2-9C (I o D)	900	12	24	267	267	357	111	113	52	125	44	125	163	441	60	225	228

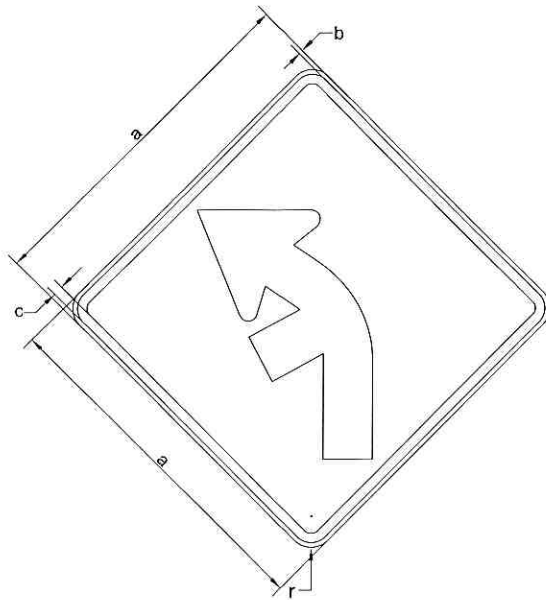


P2 - 10I
EMPALME LATERAL EXTERNO
EN CURVA IZQ.

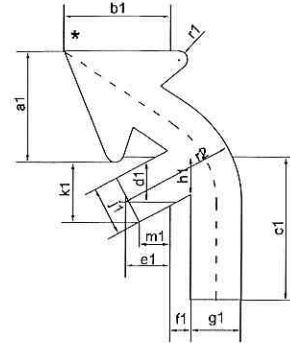


P2 - 10D
EMPALME LATERAL EXTERNO
EN CURVA DER.

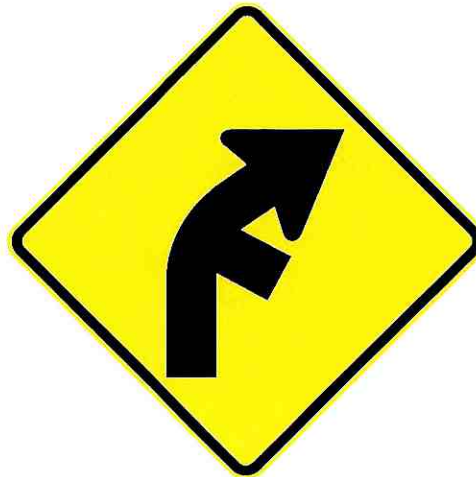
	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	m1	r	r1	r2
P2-10A (I o D)	600	8	16	182	182	243	76	77	36	85	30	85	112	212	50	153	155
P2-10B (I o D)	750	10	20	225	225	300	94	95	44	105	37	105	138	262	50	189	191
P2-10C (I o D)	900	12	24	267	267	357	111	113	52	125	44	125	165	312	60	225	228



Ver figura a

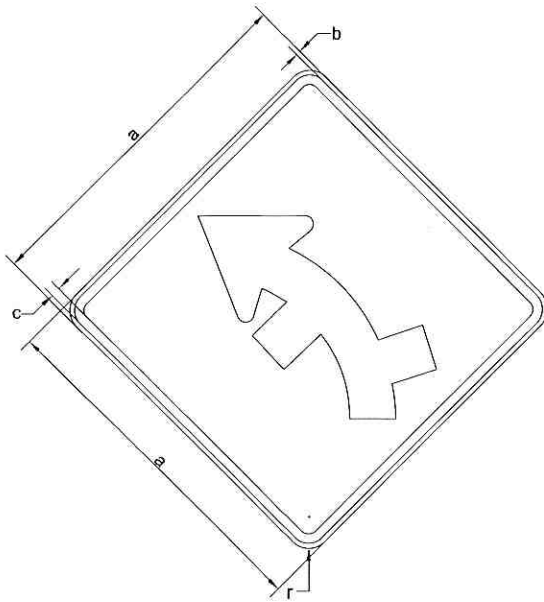


P2 - 11/
EMPALME LATERAL INTERNO
EN CURVA IZQ.

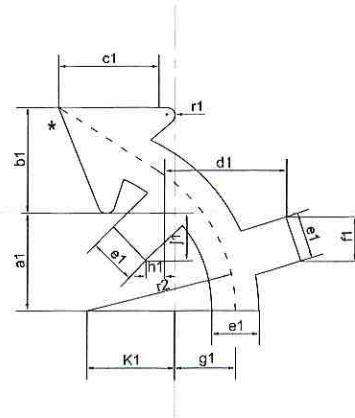


P2 - 11D
EMPALME LATERAL INTERNO
EN CURVA DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	m1	r	r1	r2
P2-11A (I o D)	600	8	16	182	182	243	76	77	36	85	64	85	111	53	50	153	155
P2-11B (I o D)	750	10	20	225	225	300	94	95	44	105	80	105	137	65	50	189	192
P2-11C (I o D)	900	12	24	267	267	357	111	113	52	125	95	125	163	77	60	225	228



Ver figura a

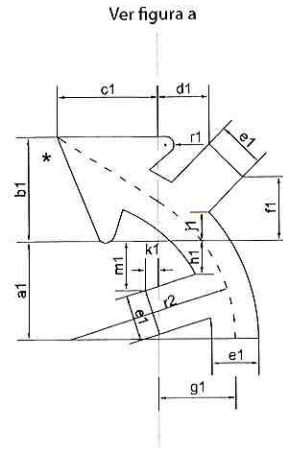
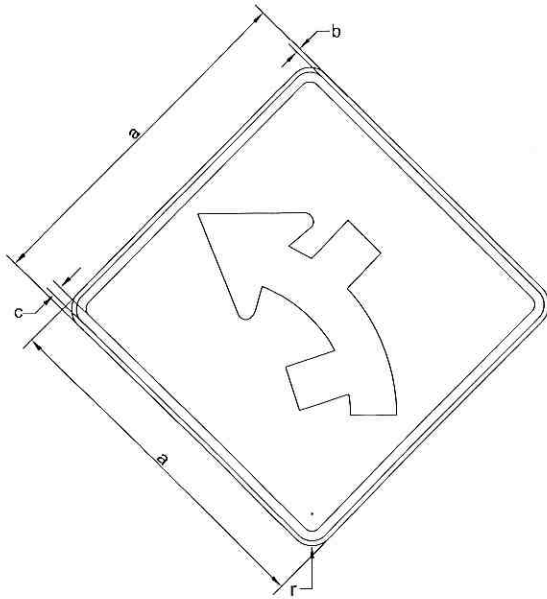


P2 - 12/
EMPALME LATERAL SUCESIVO
EN CURVA IZQ.



P2 - 12D
EMPALME LATERAL SUCESIVO
EN CURVA DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	K1	r	r1	r2
P2-12A (l o D)	600	8	16	169	177	172	216	80	85	130	32	73	150	50	144	280
P2-12B (l o D)	750	10	20	212	221	215	270	100	106	163	40	91	187	50	18	350
P2-12C (l o D)	900	12	24	254	265	258	324	120	128	195	48	109	225	60	216	420

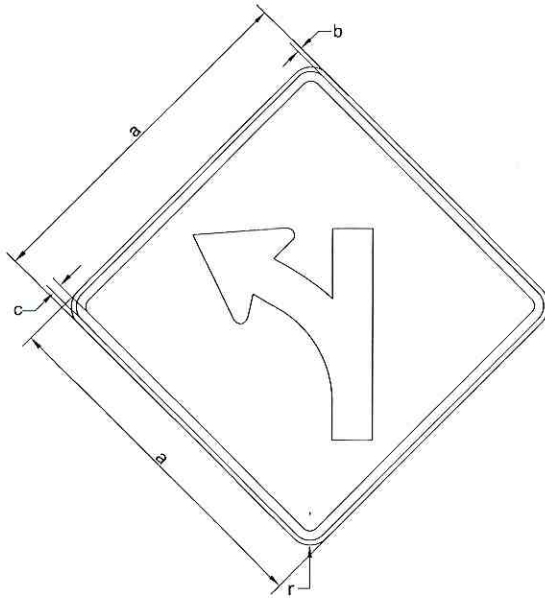


P2 - 13I
EMPALME LATERAL SUCESIVO
EN CURVA IZQ.

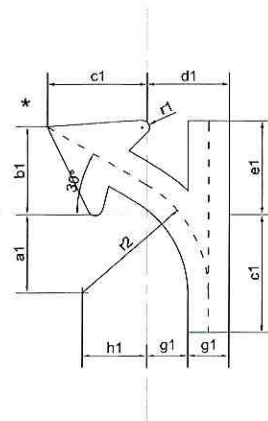


P2 - 13D
EMPALME LATERAL SUCESIVO
EN CURVA DER.

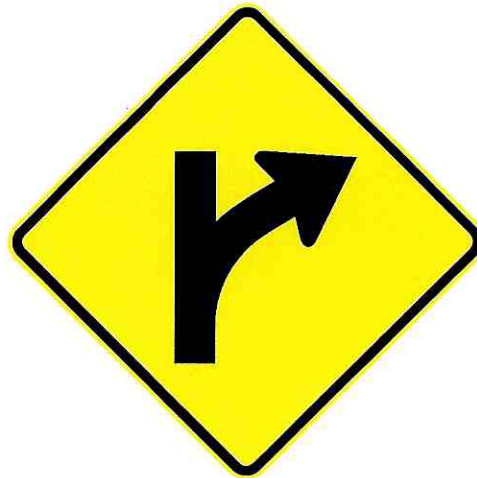
	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	K1	r	r1	r2
P2-13A (I o D)	600	8	16	169	177	172	87	80	108	130	58	48	23	50	144	280
P2-13B (I o D)	750	10	20	212	221	215	108	100	135	163	72	60	28	50	18	350
P2-13C (I o D)	900	12	24	254	265	258	130	120	162	195	86	72	34	60	216	420



Ver figura a

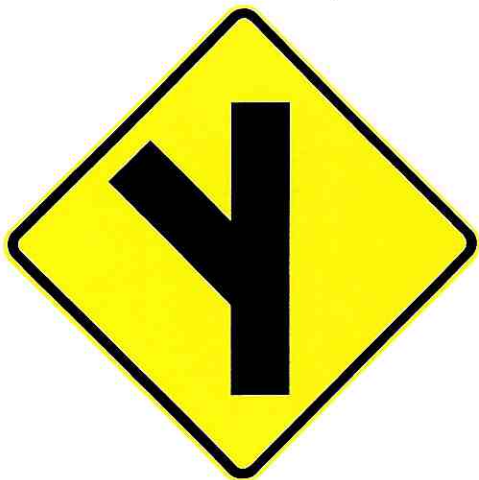
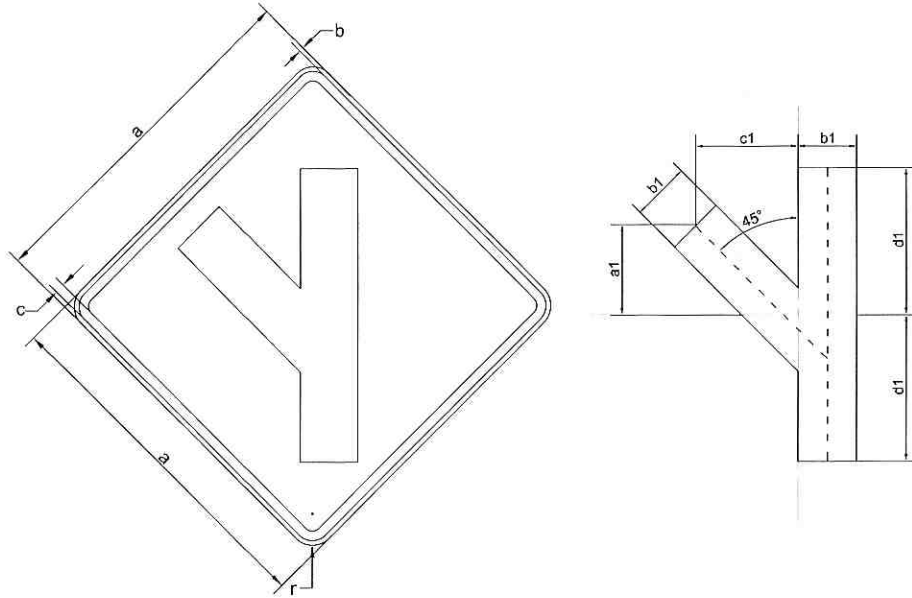


P2 - 14I
VÍA LATERAL EN CURVA IZQ.

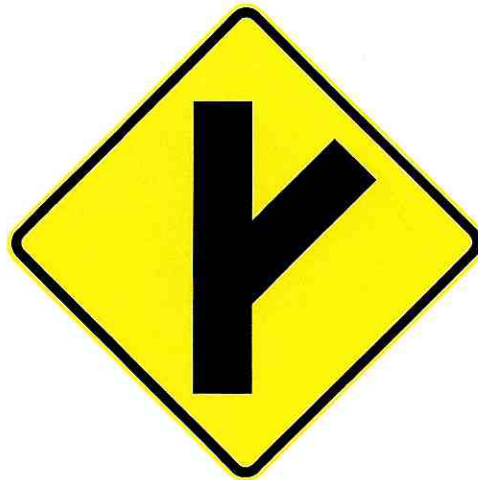


P2 - 14D
VÍA LATERAL EN CURVA DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	r	r1	r2
P2-14A (I o D)	600	8	16	133	150	170	140	160	200	70	110	50	126	215
P2-14B (I o D)	750	10	20	171	193	219	180	206	257	90	141	50	162	276
P2-14C (I o D)	900	12	24	199	225	255	210	240	300	105	165	60	189	323

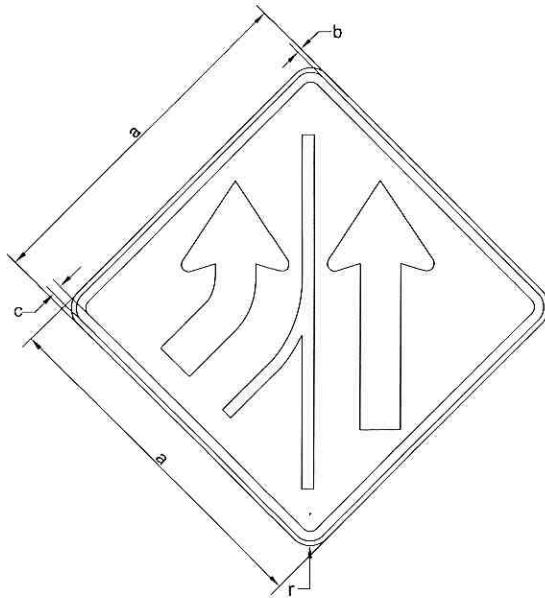


P2 - 15I
BIFURCACIÓN IZQ.

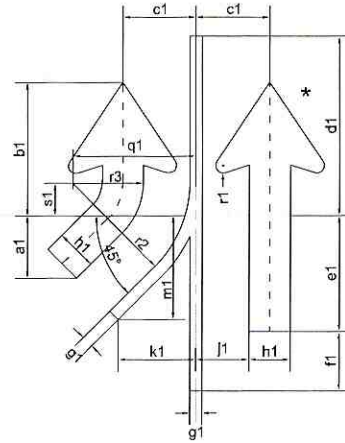


P2 - 15D
BIFURCACIÓN DER.

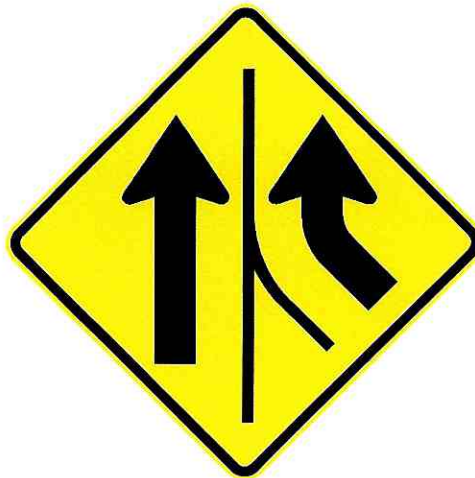
	a	b	c	a1	b1	c1	d1	r
P2-15A (I o D)	600	8	16	152	100	175	250	50
P2-15B (I o D)	750	10	20	190	125	219	312	50
P2-15C (I o D)	900	12	24	229	150	262	375	60



Ver figura a



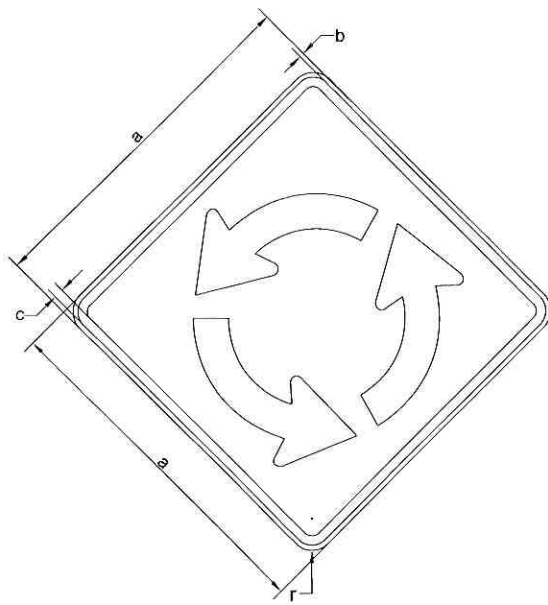
P2 - 16I
INCORPORACIÓN
DE CARRIL ADICIONAL IZQ.



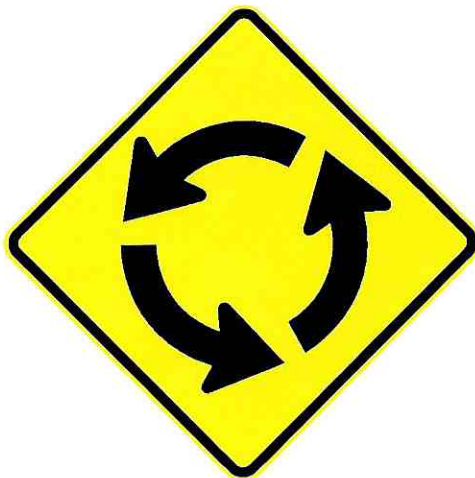
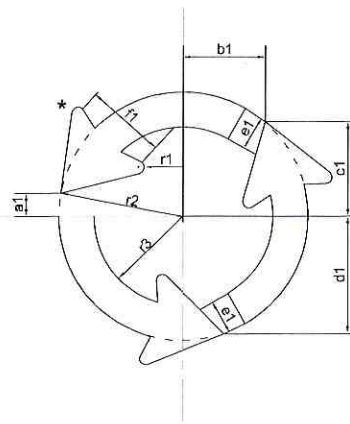
P2 - 16D
INCORPORACIÓN
DE CARRIL ADICIONAL DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1
P2-16A (I o D)	600	8	16	107	227	125	305	199	101	20	70
P2-16B (I o D)	750	10	20	130	275	152	370	241	123	24	85
P2-16C (I o D)	900	12	24	160	340	188	458	298	152	30	105

	j1	k1	m1	q1	r	r1	r2	r3	s1
P2-16A (I o D)	90	132	178	210	50	12.6	200	120	56
P2-16B (I o D)	110	161	216	255	50	15.3	243	146	68
P2-16C (I o D)	136	199	267	316	60	18.9	301	180	84



Ver figura a

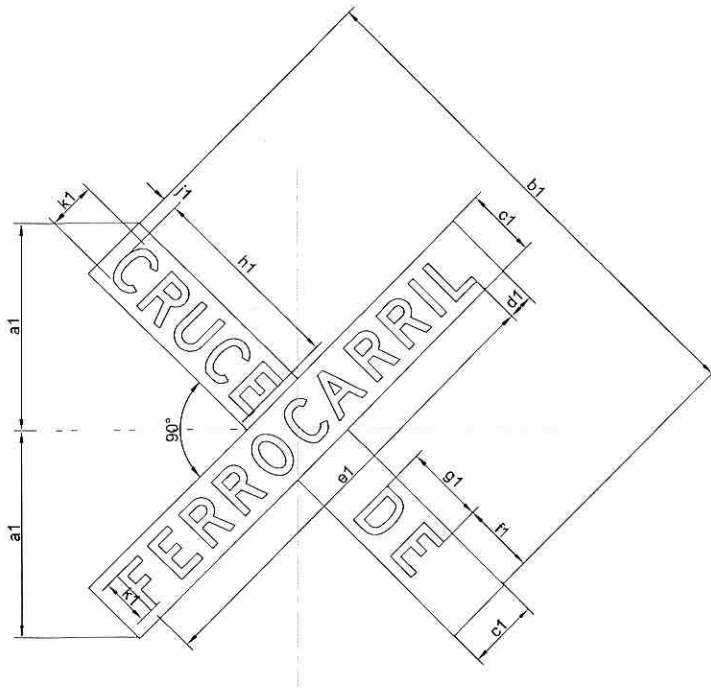


P2 - 17
 APROXIMACIÓN A REDONDEL

	P2-17 A	P2-17 B	P2-17 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	39	49	59
b1	138	173	207
c1	161	201	241
d1	200	250	300
e1	60	75	90
f1	1368	171	205
r	50	50	60
r1	108	135	162
r2	212	265	318
r3	152	190	228



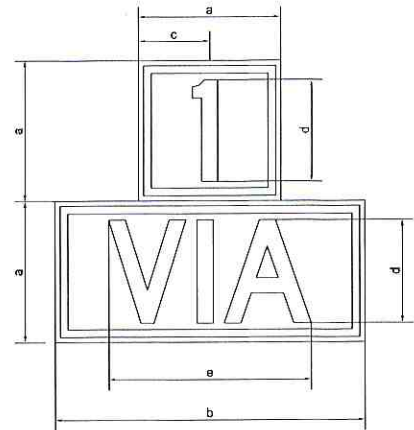
P2 - 18
CRUCE SAN ANDRÉS



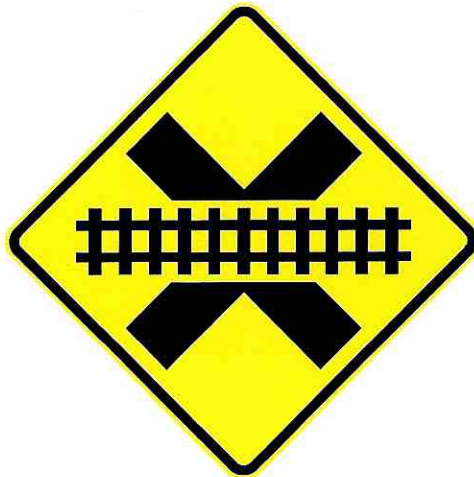
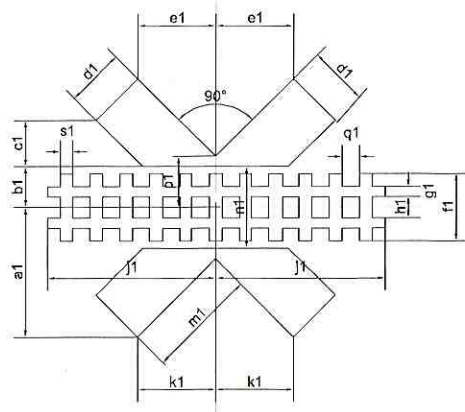
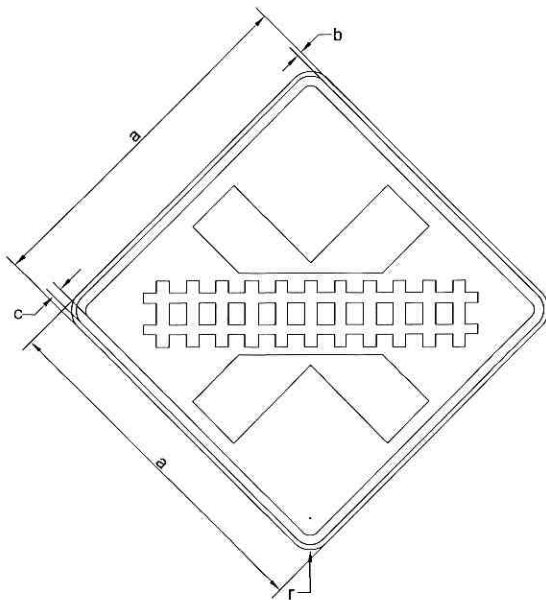
	P2-18 A	P2-18 B
a1	523	725
b1	1300	1800
c1	180	249
d1	70	91
e1	1164	1612
f1	176	244
g1	207	287
h1	502	696
j1	35	48
k1	120DM	166DM



P2 - 18a
NÚMERO DE LÍNEA FÉRREA

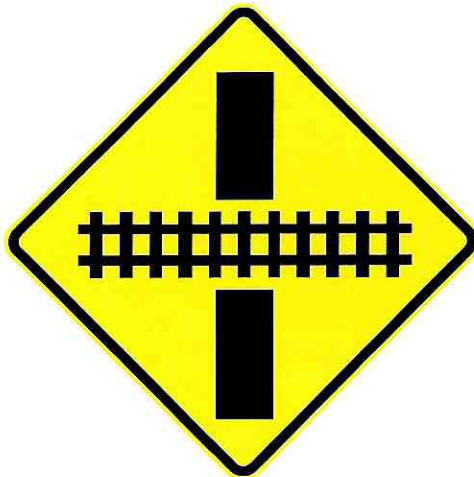
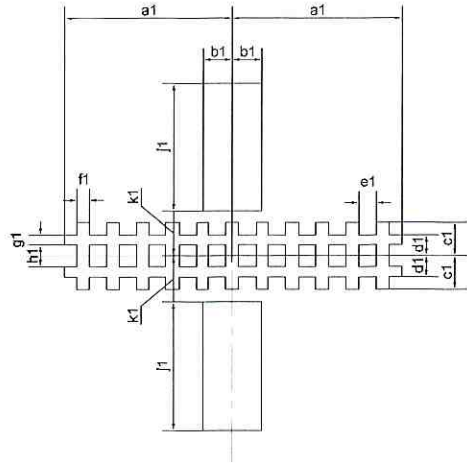
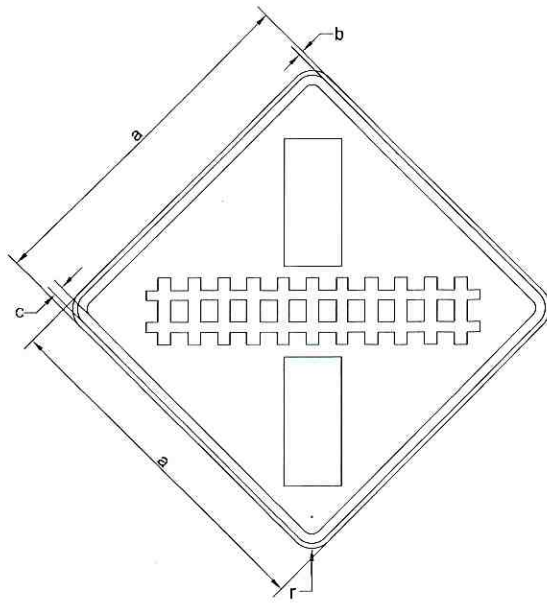


	P2-18a A	P2-18a B
a	275	375
b	600	800
c	138	188
d	200DM	270DM
e	392	529



P2 - 19a
CRUCE DE LÍNEA FÉRREA SIN BARRERA

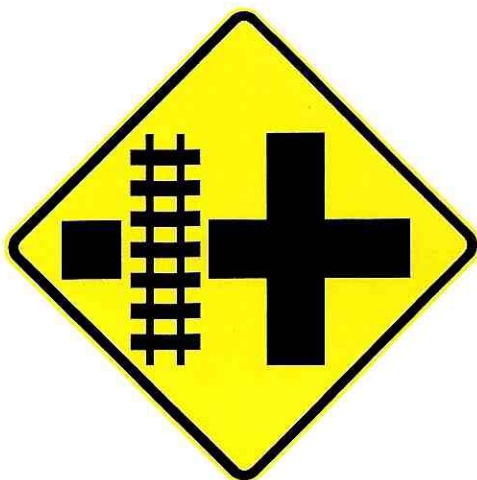
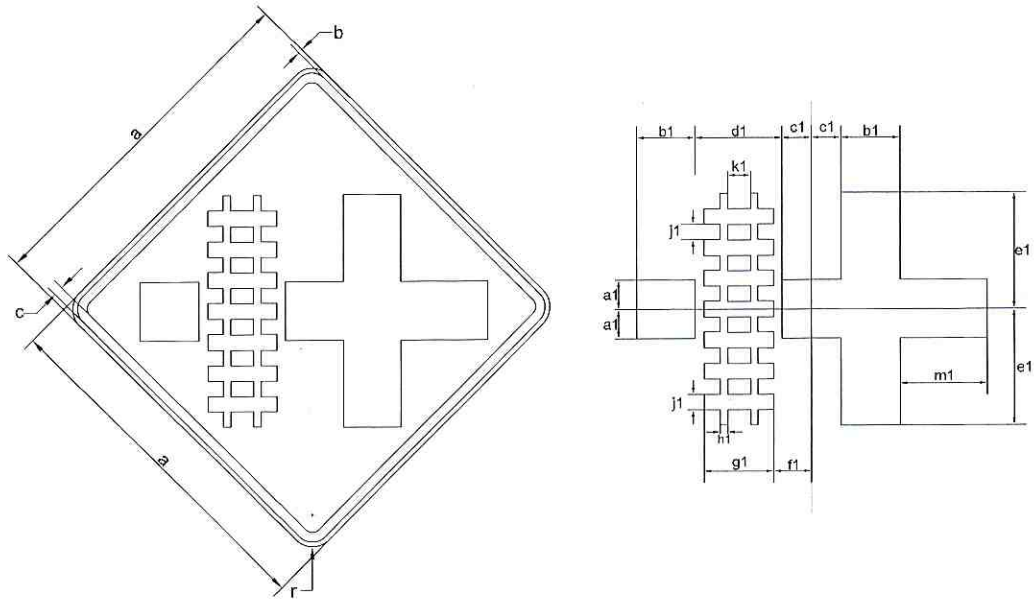
	P2-19a A	P2-19a B	P2-19a C
a	600	750	900
b	8	10	12
c	16	20	24
a1	220	275	330
b1	70	88	105
c1	79	99	119
d1	100	125	150
e1	133	166	199
f1	114	142	171
g1	17	21	25
h1	37	46	55
j1	287	359	431
k1	133	166	199
m1	188	234	281
n1	140	175	210
p1	87	109	131
q1	29	36	44
r	50	50	60
s1	22	27	33



P2 - 19b

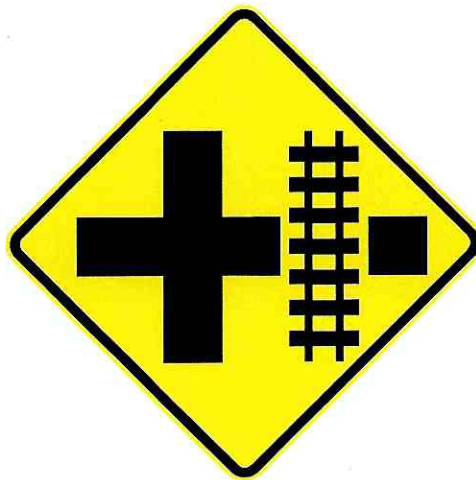
CRUCE DE LÍNEA FÉRREA SIN BARRERA

	P2-19b A	P2-19b B	P2-19b C
a	600	750	900
b	8	10	12
c	16	20	24
a1	287	359	431
b1	50	63	75
c1	57	71	85
d1	35	44	53
e1	29	36	44
f1	22	27	33
g1	17	21	25
h1	37	46	55
j1	219	274	329
k1	77	96	115
r	50	50	60



P2 - 19c

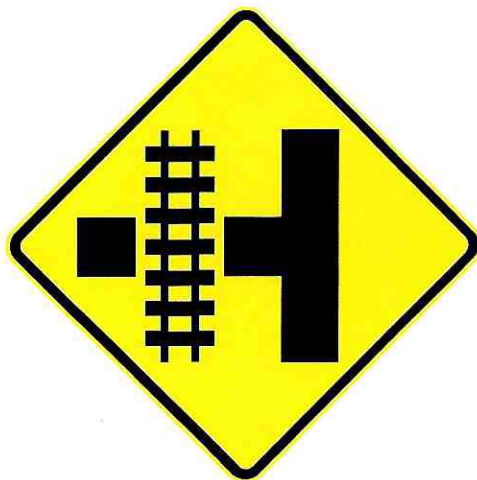
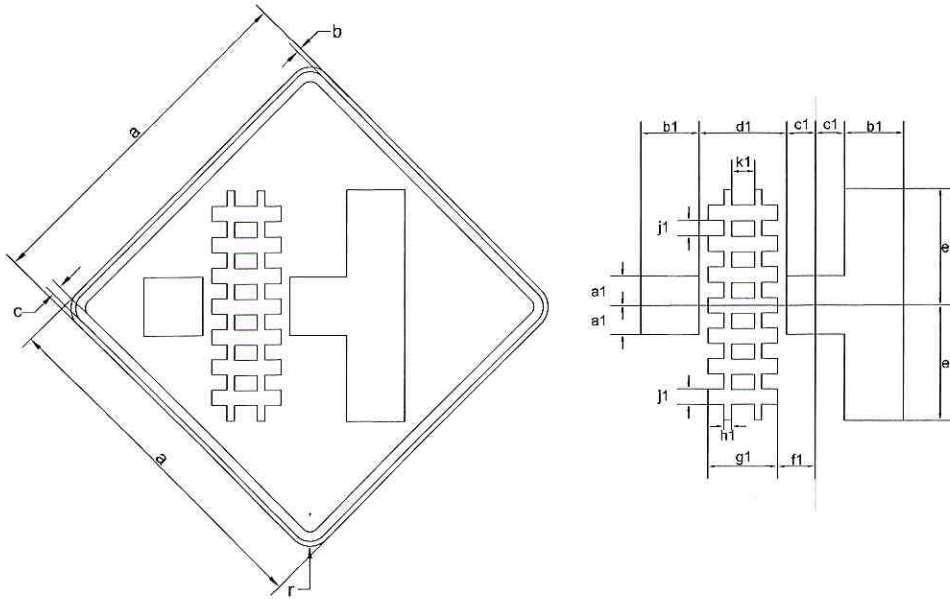
CRUCE DE LÍNEA FÉRREA 90° IZQ.



P2 - 19d

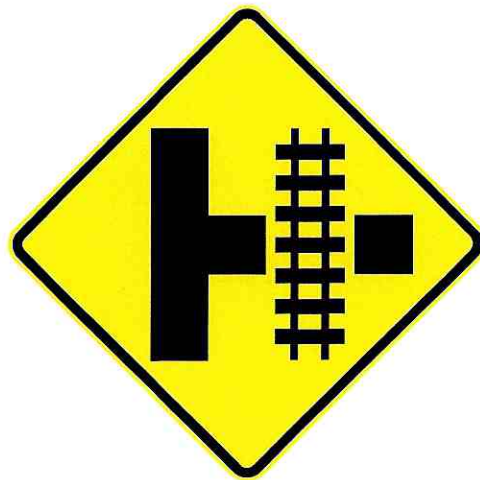
CRUCE DE LÍNEA FÉRREA 90° DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	m1	r
P2-19(c,d) A	600	8	16	50	100	50	150	198	65	119	13	26	39	148	50
P2-19(c,d) B	750	10	20	625	125	625	188	248	81	148	17	33	49	185	50
P2-19(c,d) C	900	12	24	75	150	75	225	297	97	178	20	40	59	222	60



P2 - 19e

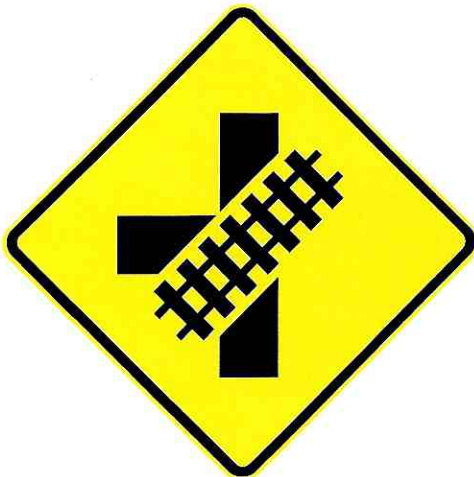
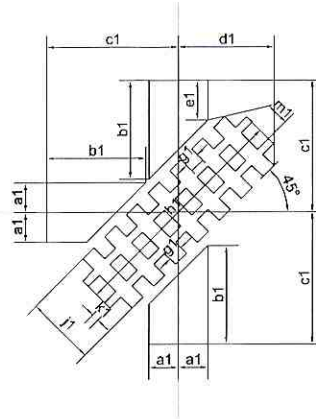
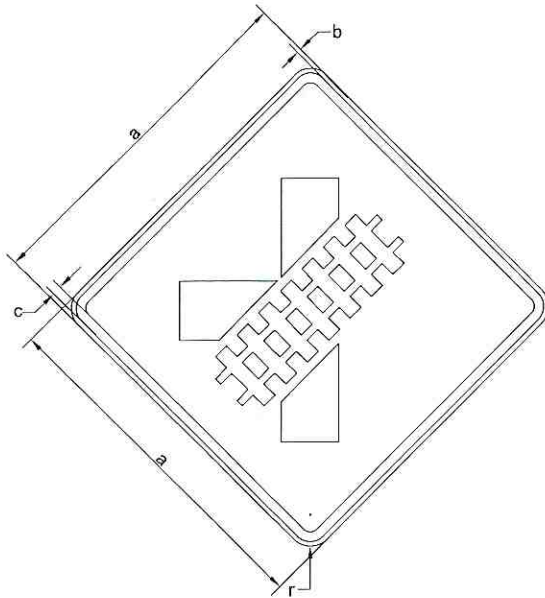
CRUCE DE LÍNEA FÉRREA 90° EN T IZQ.



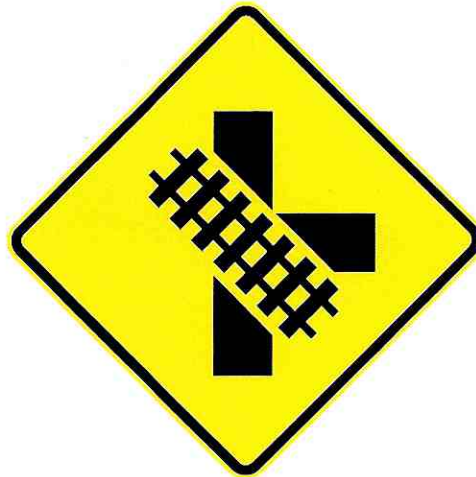
P2 - 19f

CRUCE DE LÍNEA FÉRREA 90° EN T DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	r
P2-19(e,f) A	600	8	16	50	100	50	150	198	65	119	13	26	39	50
P2-19(e,f) B	750	10	20	625	125	625	188	248	81	148	17	33	49	50
P2-19(e,f) C	900	12	24	75	150	75	225	297	97	178	20	40	59	60

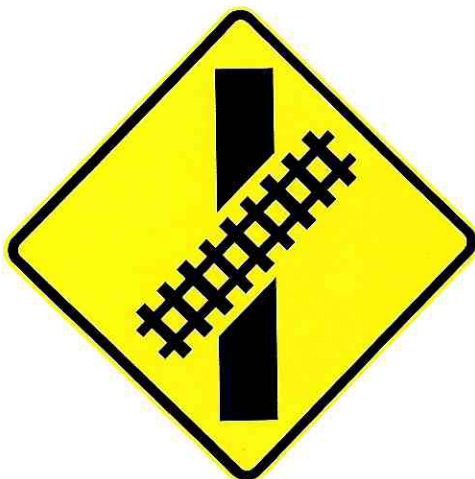
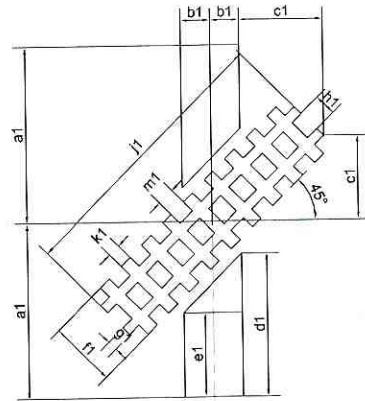
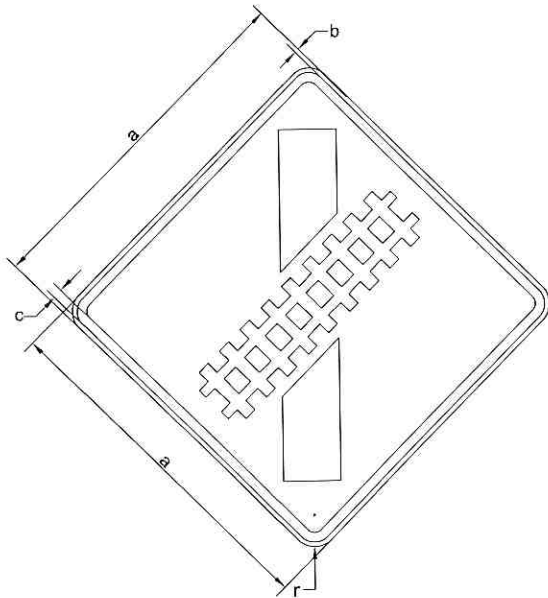


P2 - 19g
CRUCE DE LÍNEA FÉRREA EN ÁNGULO

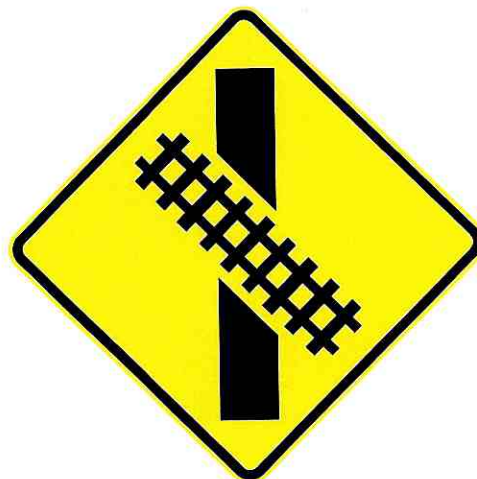


P2 - 19h
CRUCE DE LÍNEA FÉRREA EN ÁNGULO

	a	b	c	a1	b1	c1	d1	e1	g1	h1	j1	k1	m1	r
P2-19(g,h) A	600	8	16	50	169	225	163	69	26	394	119	13	40	50
P2-19(g,h) B	750	10	20	62.5	211	281	203	86	33	493	148	16	50	50
P2-19(g,h) C	900	12	24	75	253	338	244	103	40	591	178	19	60	60

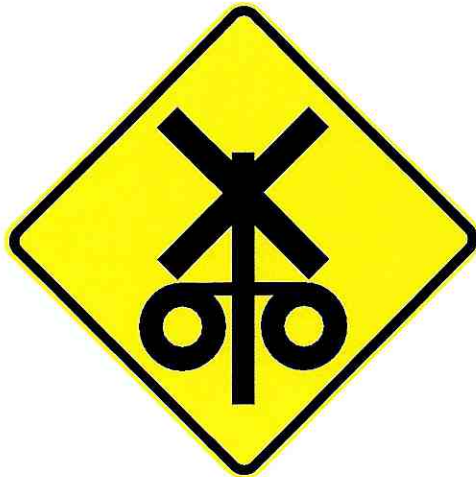
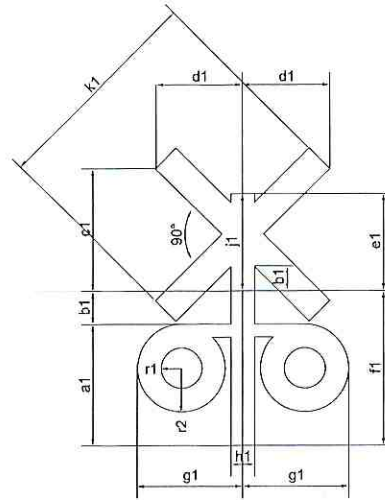
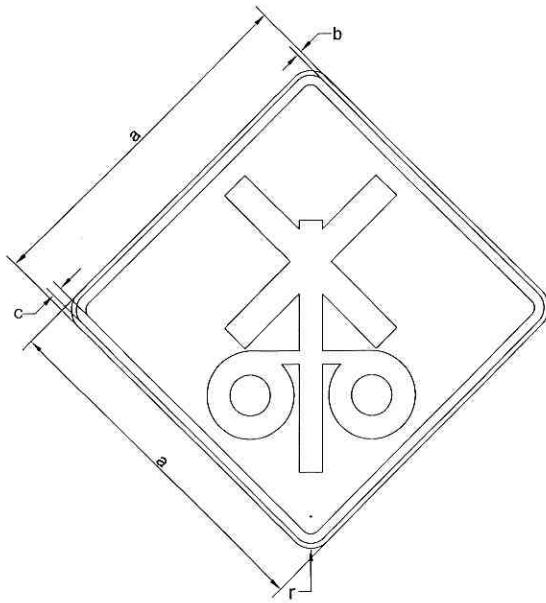


P2 - 19i
CRUCE DE LÍNEA FÉRREA EN ÁNGULO IZQ.



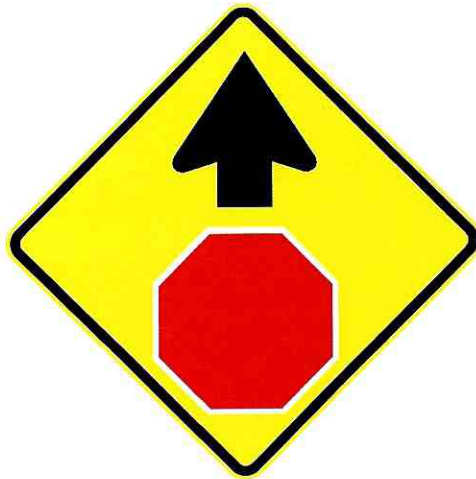
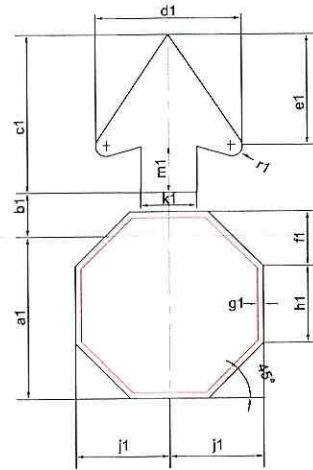
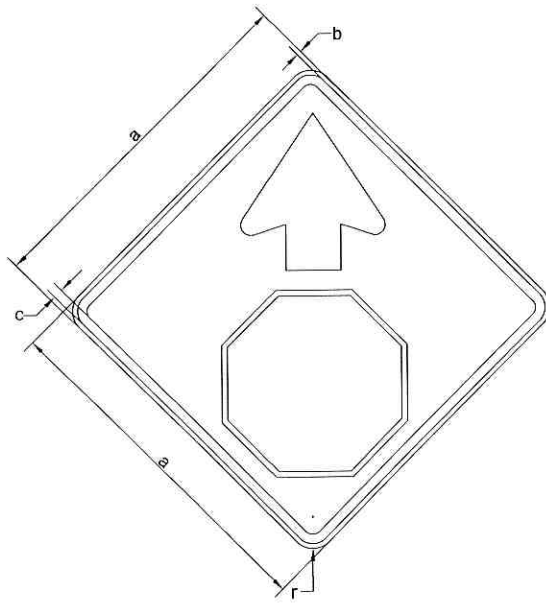
F2 - 19j
CRUCE DE LÍNEA FÉRREA EN ÁNGULO DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	m1	r
P2-16(i,j) A	600	8	16	300	50	142	244	144	114	17	37	473	22	30	50
P2-16(i,j) B	750	10	20	375	63	178	305	180	142	21	46	591	27	37	50
P2-16(i,j) C	900	12	24	450	75	213	366	216	171	25	55	709	33	45	60



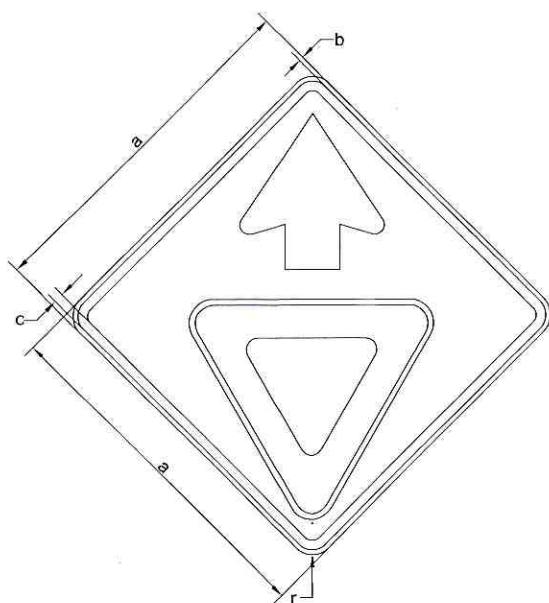
P2 - 20
CRUCE DE LÍNEA FÉRREA CON
BARRERA Y SEMÁFOROS

	P2-20 A	P2-20 B	P2-20 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	207	259	311
b1	97	121	145
c1	211	263	316
d1	148	185	222
e1	167	208	250
f1	263	329	395
g1	180	225	270
h1	40	50	60
j1	167	208	250
k1	370	463	555
r	50	50	60
r1	35	44	53
r2	75	94	113

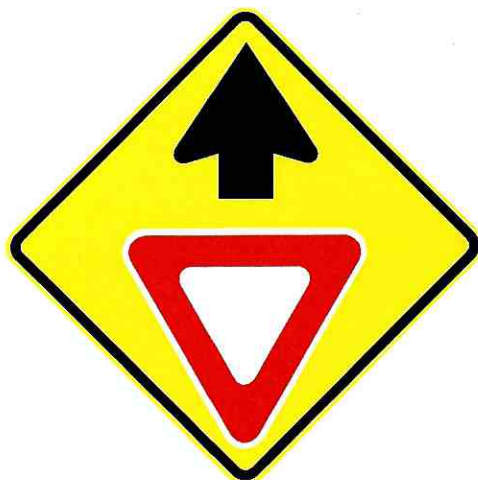
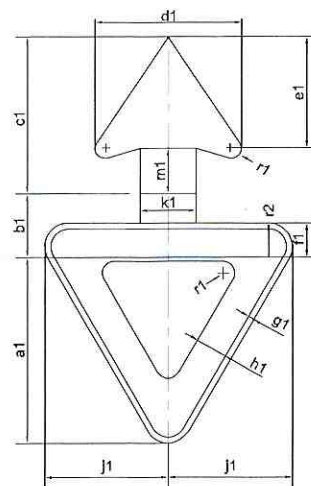


P3 - 1
 APROXIMACIÓN A PARE

	P3-1 A	P3-1 B	P3-1 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	277	346	415
b1	67	83	100
c1	267	334	401
d1	249	331	374
e1	189	237	284
f1	94	117	141
g1	10	13	15
h1	133	166	199
j1	160	200	240
k1	95	119	142
m1	78	97	116
r	50	50	60
r1	35	44	53

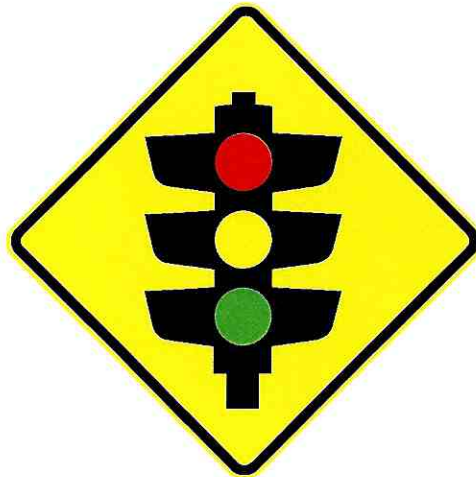
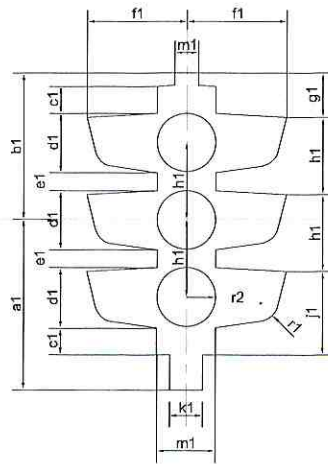
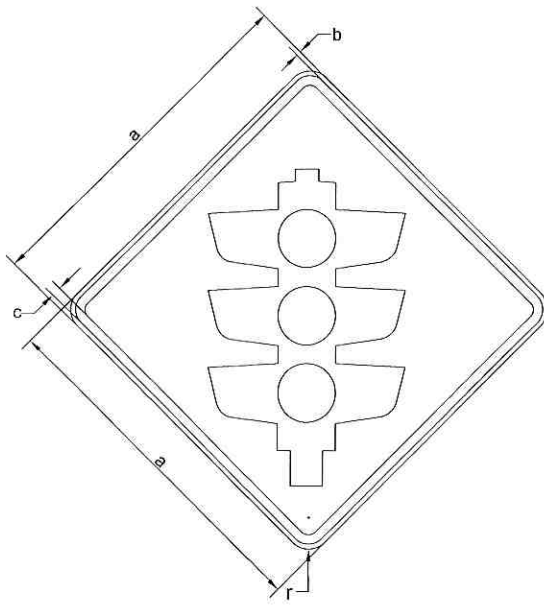


Ver figura a



P3-2
 APROXIMACIÓN A CEDA EL PASO

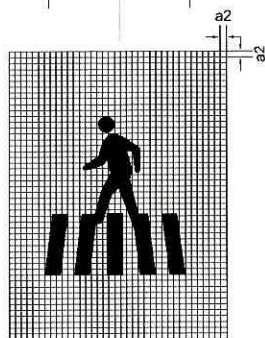
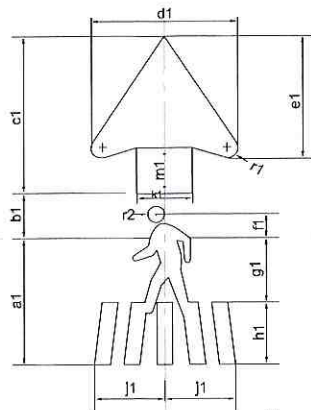
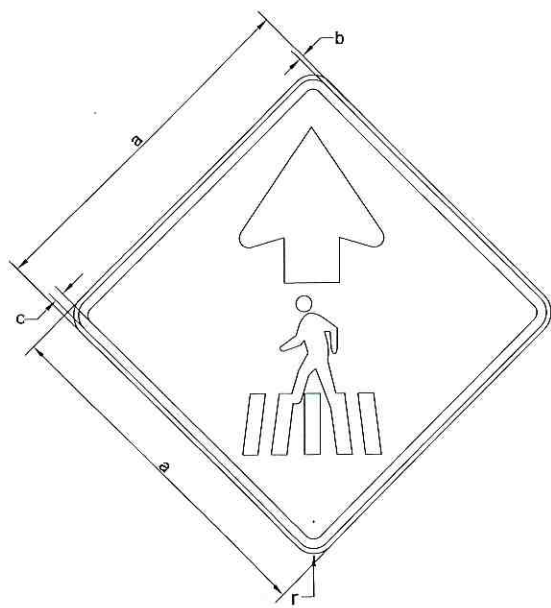
	P3-2 A	P3-2 B	P3-2 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	317	397	476
b1	108	135	162
c1	267	334	401
d1	249	331	374
e1	189	237	284
f1	58	73	87
g1	10	13	15
h1	55	69	83
j1	211	263	316
k1	95	119	142
m1	78	97	116
r	50	50	60
r1	35	44	53
r2	40	50	60



P3 - 3

APROXIMACIÓN A SEMÁFORO

	P3-3A	P3-3B	P3-3C
a	600	750	900
b	8	10	12
c	16	20	24
a1	290	362	434
b1	250	313	375
c1	45	56	68
d1	102	128	153
e1	30	38	45
f1	170	213	255
g1	75	94	113
h1	132	165	198
j1	140	175	210
k1	56	70	84
m1	100	125	150
r	50	50	60
r1	30	38	45
r2	50	63	75

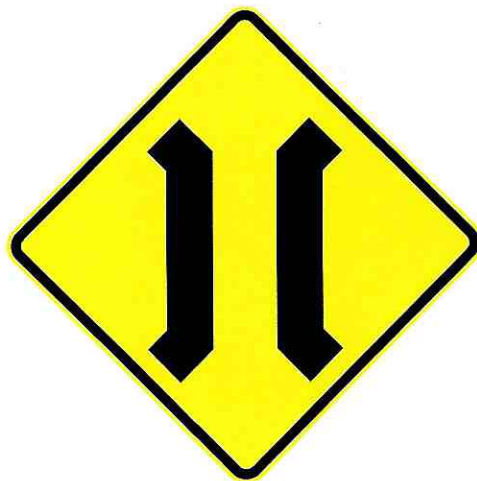
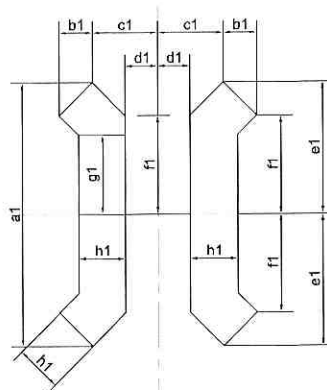
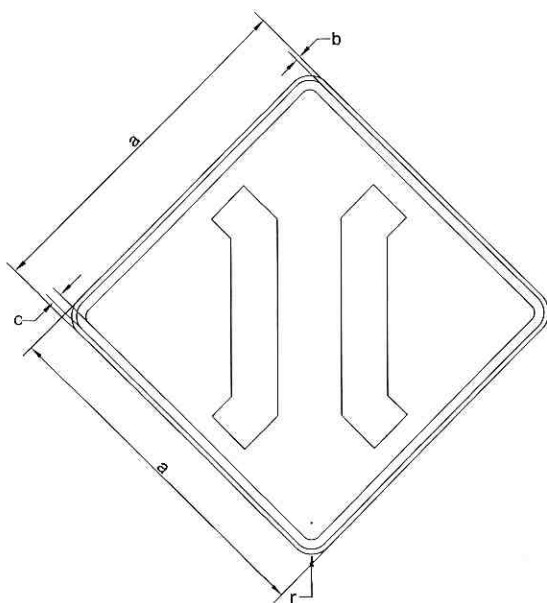


*Cuadrícula



P3 - 4
CRUCE PEATONAL CON PRIORIDAD

	P3-4 A	P3-4 B	P3-4 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	216	270	324
b1	108	135	162
c1	267	334	401
d1	249	331	374
e1	189	237	284
f1	41	51	61
g1	111	139	167
h1	105	131	158
j1	120	150	180
k1	95	119	142
m1	78	97	116
r	50	50	60
r1	35	44	53
r2	14	17	21
a2	10	13	15



	P4-1 A	P4-1 B	P4-1 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	450	563	675
b1	57	71	85
c1	112	139	167
d1	55	69	83
e1	225	281	338
f1	168	211	253
g1	135	169	203
h1	80	100	120
r	50	50	60

P4 - 1
PUENTE ANGOSTO