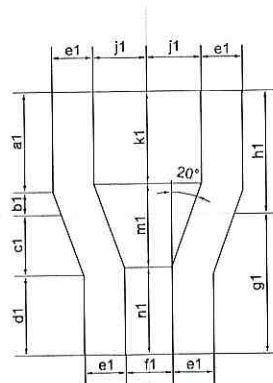
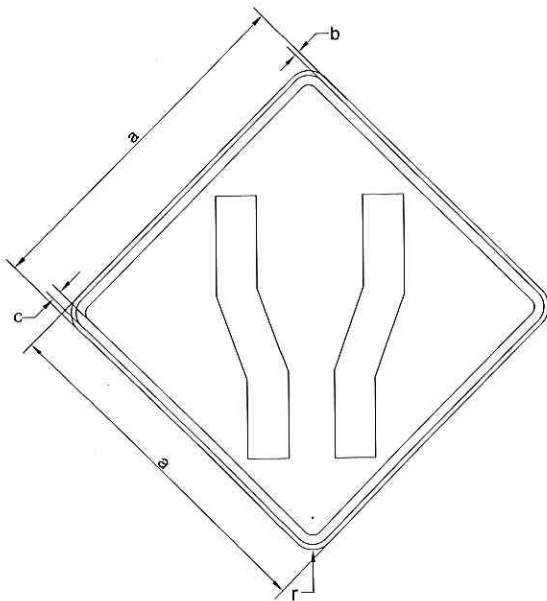


P4 - 2I
ENSANCHAMIENTO DE LA VÍA IZQ.



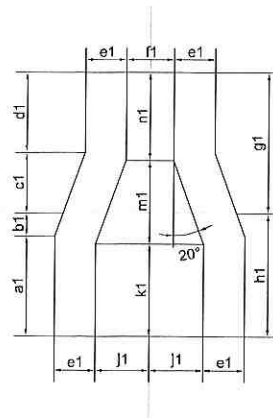
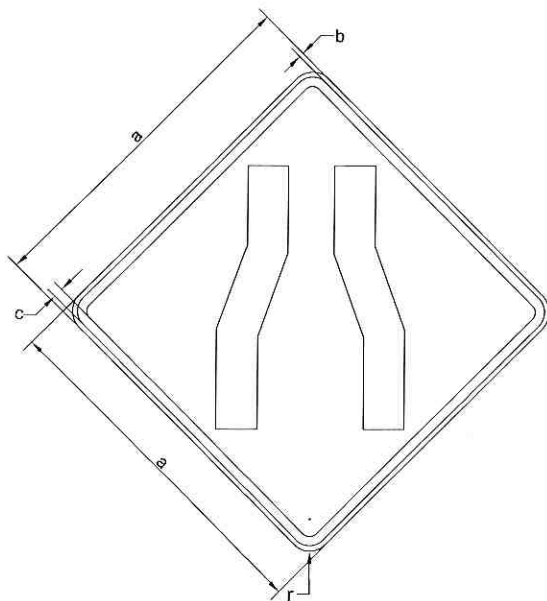
P4 - 2D
ENSANCHAMIENTO DE LA VÍA DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	r
P4-2A (l o D)	600	8	16	137	88	55	170	70	225	88	149	143	158	50
P4-2B (l o D)	750	10	20	171	110	69	213	88	281	110	187	179	197	50
P4-2C (l o D)	900	12	24	206	132	83	255	105	338	132	224	214	236	60



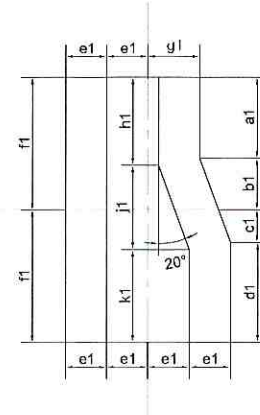
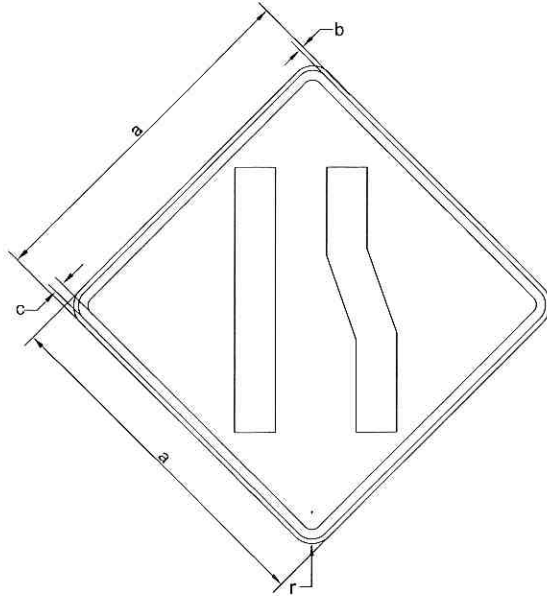
P4 - 3
ENSANCHAMIENTO EN AMBOS LADOS

	P4-3 A	P4-3 B	P4-3 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	170	213	255
b1	40	50	60
c1	103	129	154
d1	137	171	206
e1	70	88	105
f1	80	100	120
g1	240	300	360
h1	210	263	315
j1	92	115	138
k1	158	197	236
m1	143	179	214
n1	149	187	224
r	50	50	60

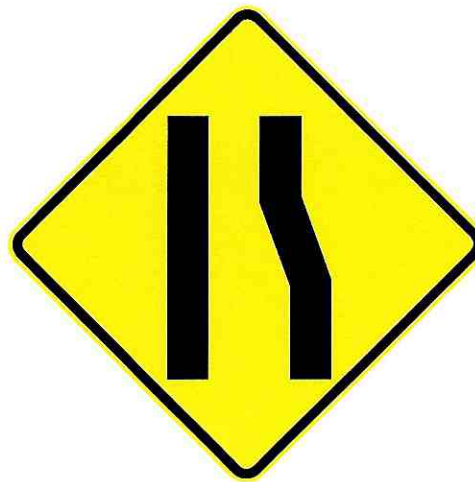


P4 - 4
ANGOSTAMIENTO EN AMBOS LADOS

	P4-4 A	P4-4 B	P4-4 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	170	213	255
b1	40	50	60
c1	103	129	154
d1	137	171	206
e1	70	88	105
f1	80	100	120
g1	240	300	360
h1	210	263	315
j1	92	115	138
k1	158	197	236
m1	143	179	214
n1	149	187	224
r	50	50	60

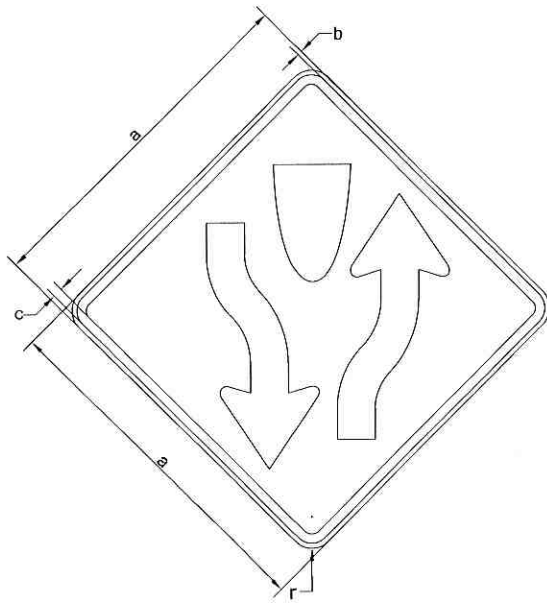


P4 - 5I
ANGOSTAMIENTO DE LA VÍA IZQ.

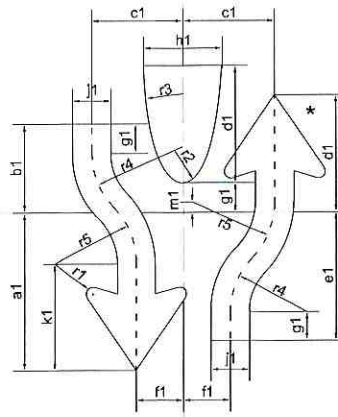


P4 - 5D
ANGOSTAMIENTO DE LA VÍA DER.

	a	b	c	a1	b1	c1	d1	e1	f1	g1	h1	j1	k1	r
P4-5A (I o D)	600	8	16	137	88	55	170	70	225	88	149	143	158	50
P4-5B (I o D)	750	10	20	171	110	69	213	88	281	110	187	179	197	50
P4-5C (I o D)	900	12	24	206	132	83	255	105	338	132	224	214	236	60

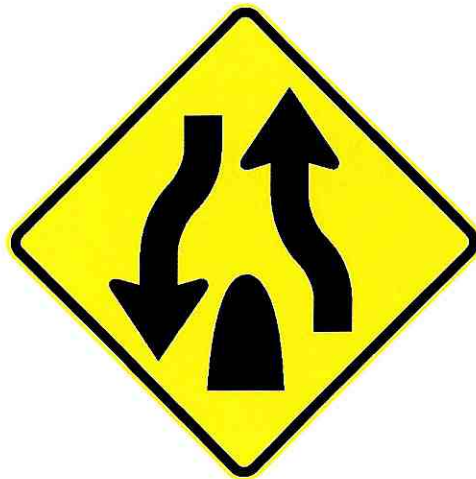
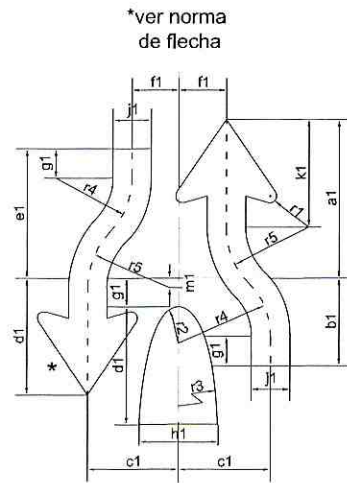
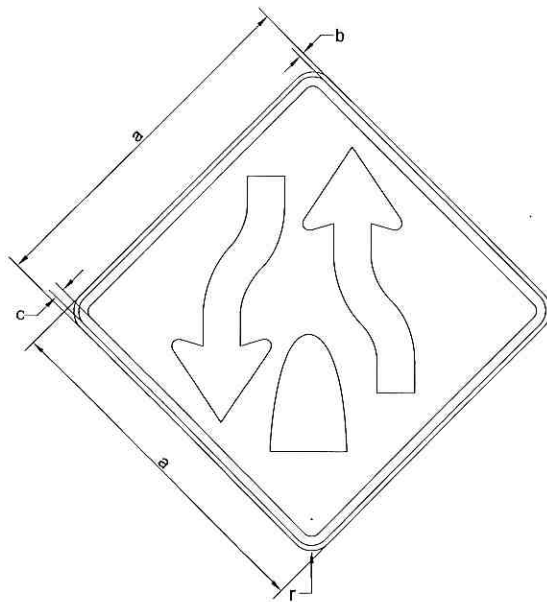


Ver figura a



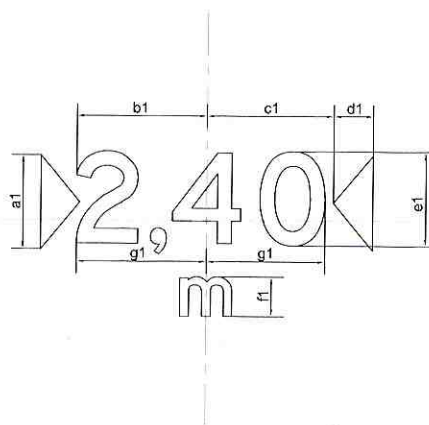
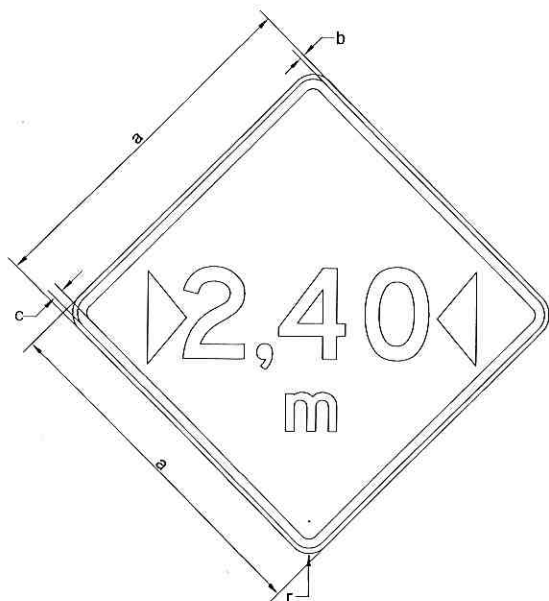
P4 - 6
APROXIMACIÓN A PATERRE

	P4-6 A	P4-6 B	P4-6 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	270	333	415
b1	150	185	231
c1	156	192	239
d1	200	246	308
e1	220	271	338
f1	80	99	123
g1	50	62	77
h1	133	164	205
j1	65	80	100
k1	183	225	281
m1	17	21	27
r	50	50	60
r1	117	144	18
r2	333	41	513
r3	509	626	783
r4	130	160	200
r5	140	172	215



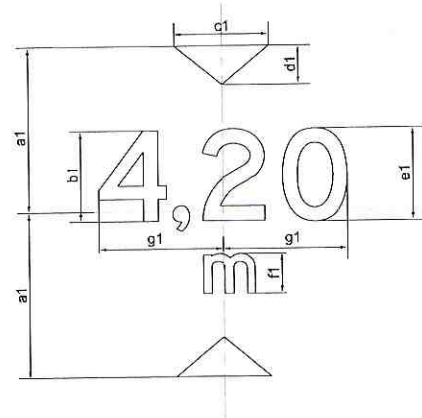
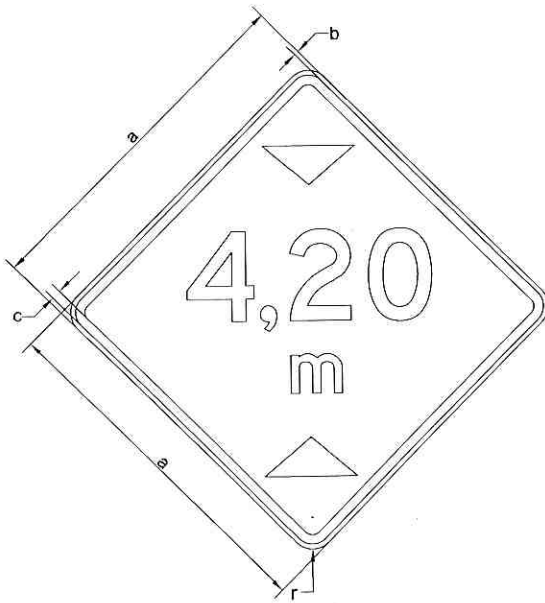
P4 - 7
TERMINACIÓN A PARTERRE

	P4-7 A	P4-7 B	P4-7 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	270	333	415
b1	150	185	231
c1	156	192	239
d1	200	246	308
e1	220	271	338
f1	80	99	123
g1	50	62	77
h1	133	164	205
j1	65	80	100
k1	183	225	281
m1	17	21	27
r	50	50	60
r1	117	144	18
r2	333	41	513
r3	509	626	783
r4	130	160	200
r5	140	172	215



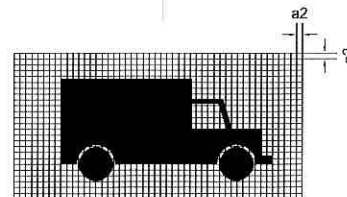
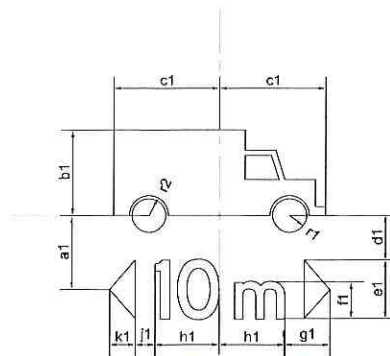
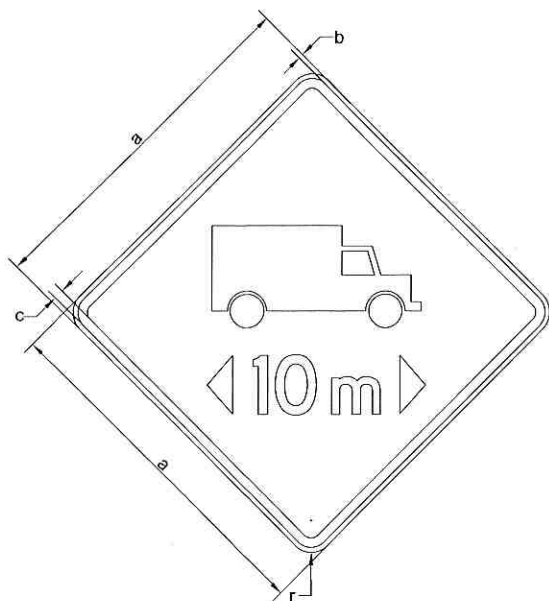
P4 - 8
ANCHO MÁXIMO

	P4-8 A	P4-8 B	P4-8 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	160	200	240
b1	221	277	332
c1	221	277	332
d1	67	83	100
e1	159Da	199Da	239Da
f1	67Lm	83Lm	100Lm
g1	221	277	332
r	50	50	60



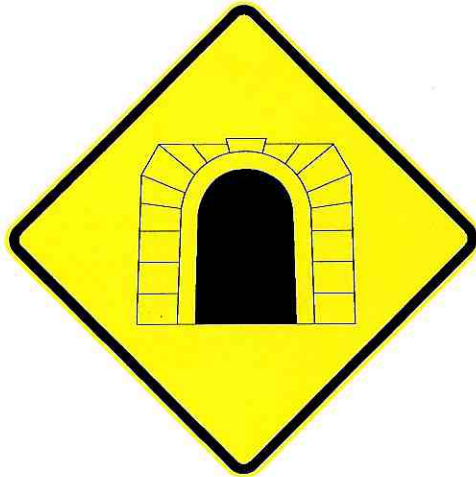
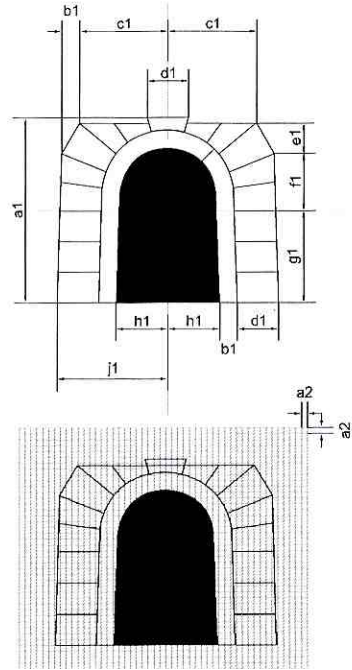
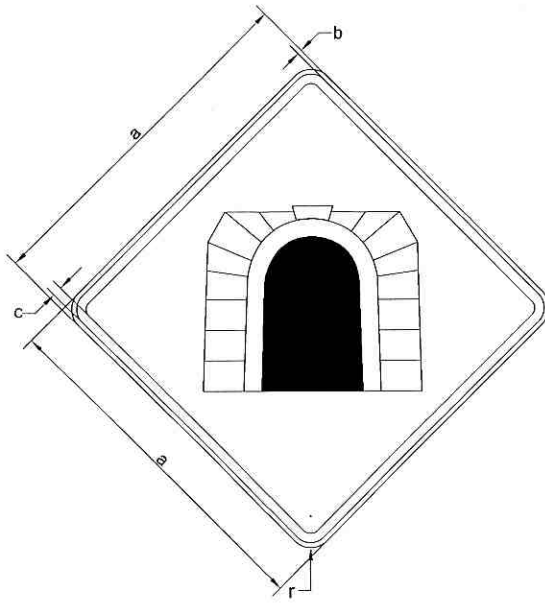
P4 - 9
ALTURA MÁXIMA

	P4-9 A	P4-9 B	P4-9 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	278	347	417
b1	154	192	231
c1	160	200	240
d1	67	83	100
e1	158Da	198Da	238Da
f1	67Lm	83Lm	100Lm
g1	211	263	316
r	50	50	60



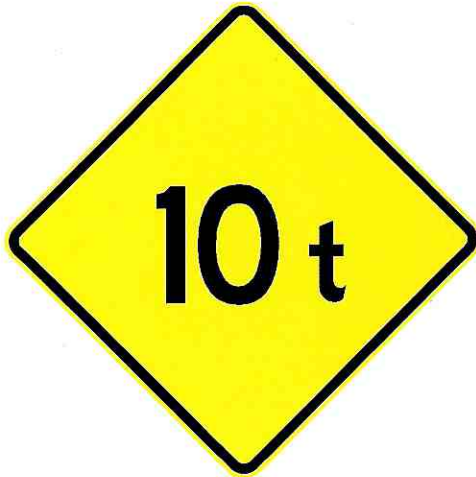
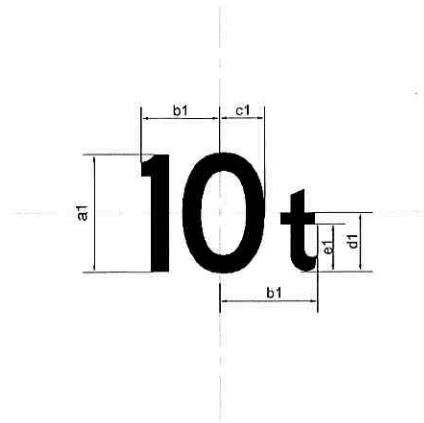
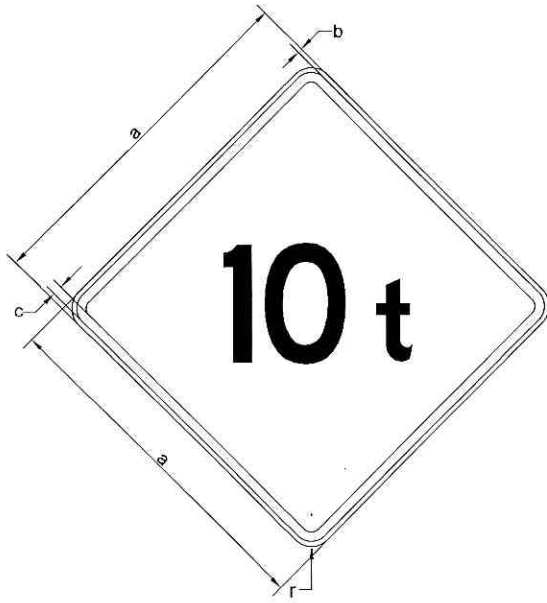
P4 - 10
LARGO MÁXIMO

	P4-10 A	P4-10 B	P4-10 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	125	156	188
b1	146	183	220
c1	180	225	270
d1	75	94	113
e1	100DA	125DA	150DA
f1	63Lm	78Lm	94Lm
g1	78	98	117
h1	109	137	164
j1	34	43	52
k1	44	55	66
r	50	50	60
r1	286	357	428
r2	335	419	503
a2	10	13	15



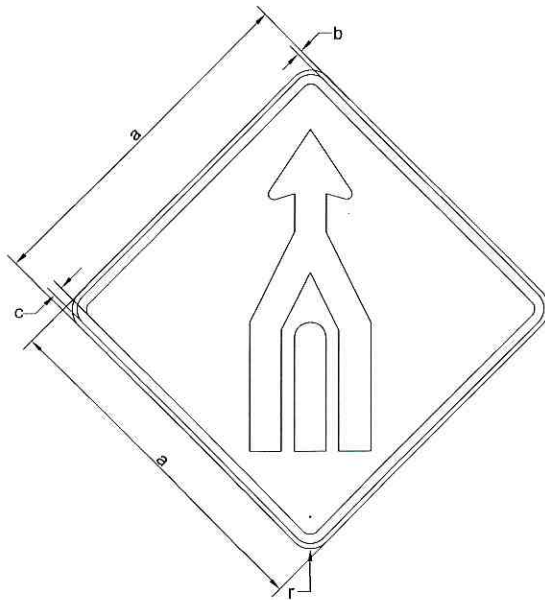
P4 - 11
 APROXIMACIÓN A TÚNEL

	P4-11 A	P4-11 B	P4-11 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	316	395	474
b1	30	38	45
c1	151	188	226
d1	70	88	105
e1	52	65	78
f1	96	120	144
g1	158	198	237
h1	88	110	132
j1	188	235	282
k1	23	29	35
r	50	50	60
r1	83	104	124
r2	113	141	169
a2	10	13	15

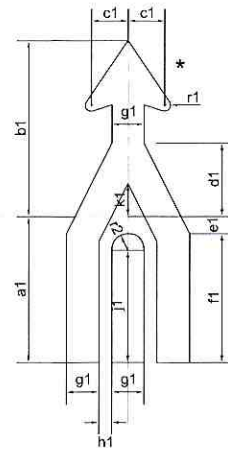


	P4-12 A	P4-12 B	P4-12 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	200DM	250DM	300DM
b1	193	240	288
c1	77	96	116
d1	100	125	150
e1	80D	100D	120D
r	50	50	60

P4 - 12
PESO MÁXIMO

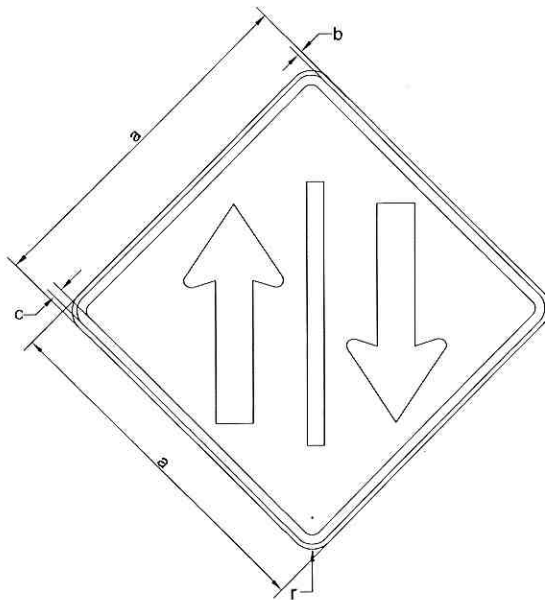


Ver figura a

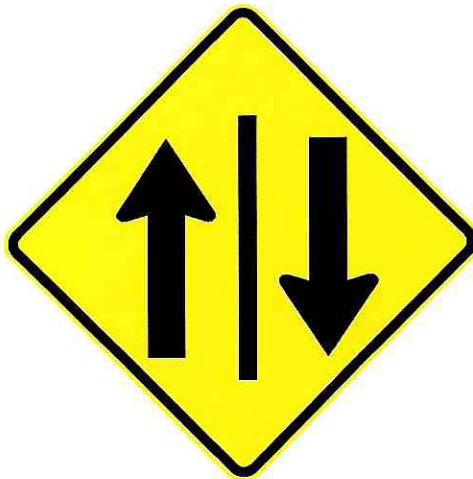
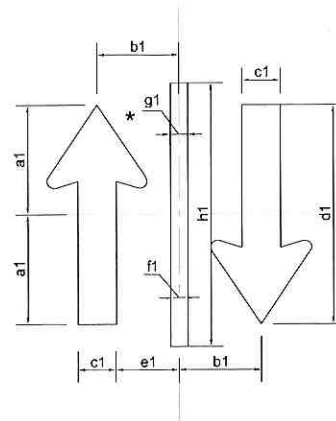


P5 - 1
UNIÓN DE CARRILES

	P5-1 A	P5-1 B	P5-1 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	250	318	364
b1	300	382	436
c1	63	798	912
d1	124	158	180
e1	30	38	44
f1	220	280	320
g1	55	70	80
h1	22	28	32
j1	1925	245	280
k1	56	71	81
r	50	50	60
r1	10	126	144
r2	275	35	40

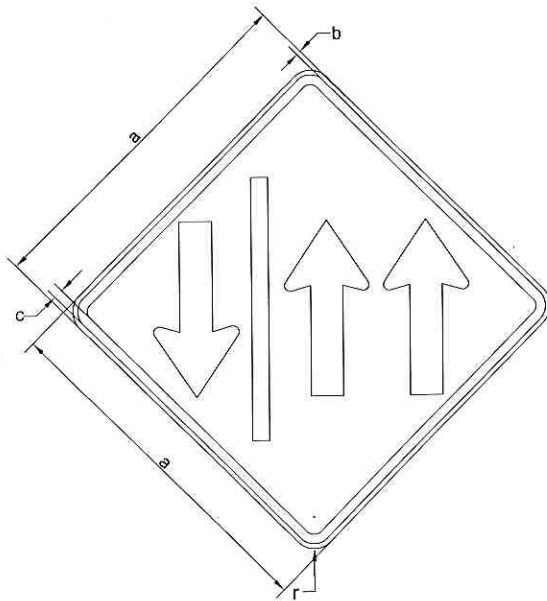


Ver figura a

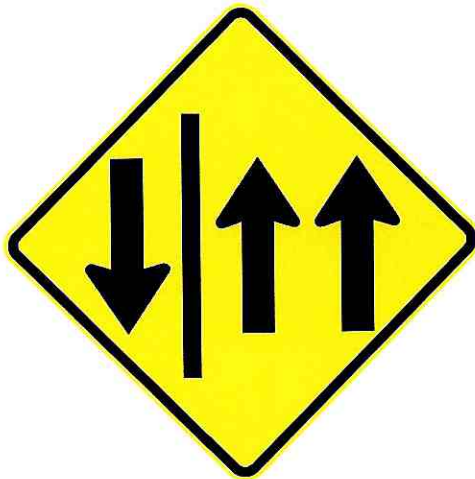
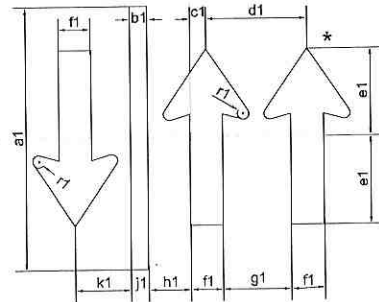


	P5-2 A	P5-2 B	P5-2 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	1875	231	274
b1	140	172	205
c1	65	80	95
d1	375	462	548
e1	108	132	157
f1	20	25	29
g1	30	37	44
h1	450	554	658
r	50	50	60
r1	117	144	171

P5 - 2
DOS SENTIDOS DE CIRCULACIÓN

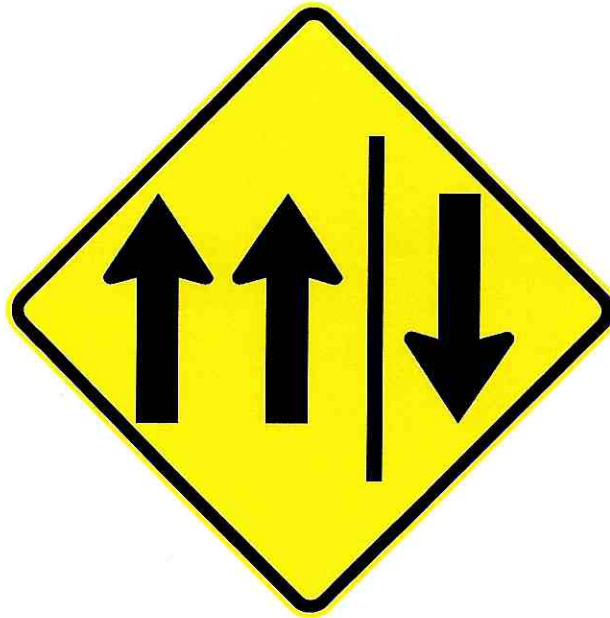


ver figura a

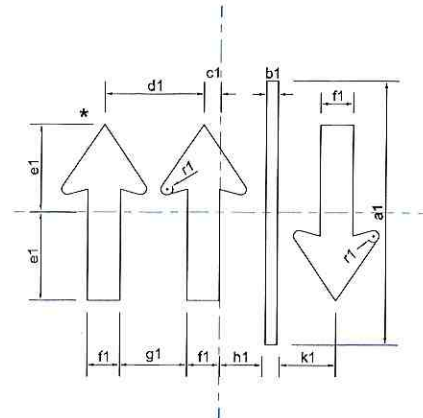
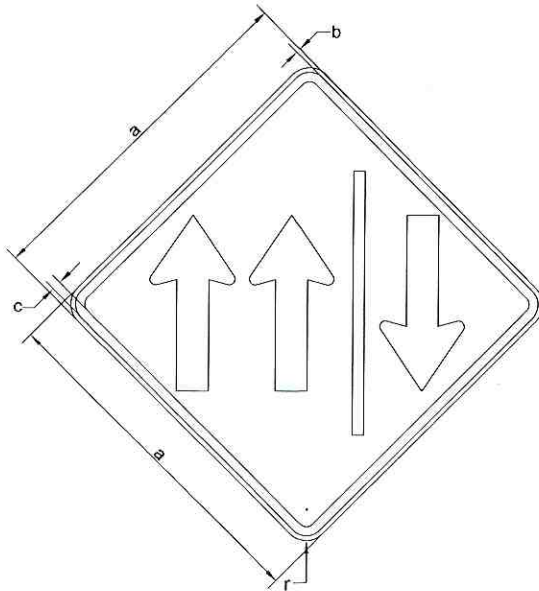


	P5-3A	P5-3B	P5-3C
a	600	750	900
b	8	10	12
c	16	20	24
a1	450	572	655
b1	20	25	29
c1	27	35	40
d1	170	216	247
e1	150	191	218
f1	55	70	80
g1	115	146	167
h1	73	92	105
j1	30	38	44
k1	95	121	138
r	50	50	60
r1	10	127	145

P5 - 3
DOS CARRILES DE CIRCULACIÓN EN UN
SENTIDO Y UNO OPUESTO



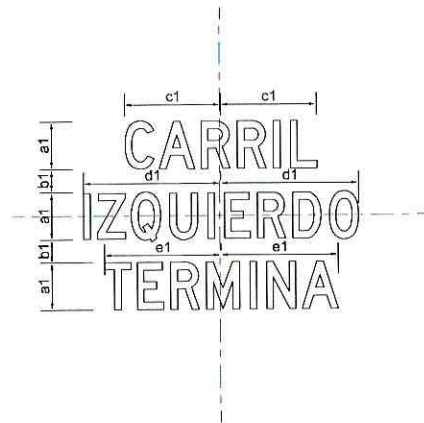
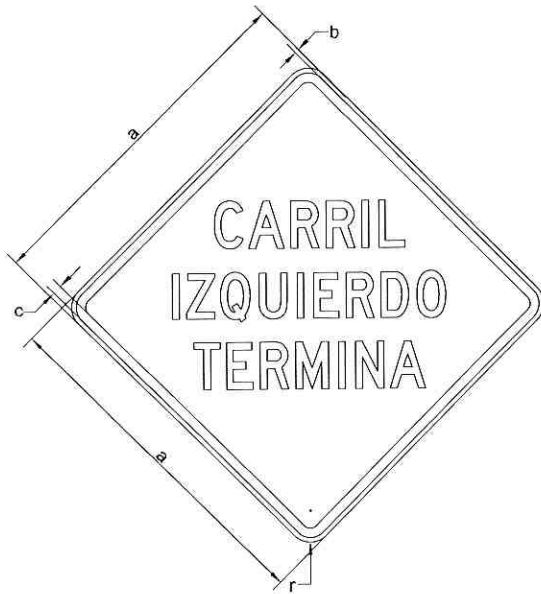
P5-4
UN CARRIL DE CIRCULACIÓN EN UN SENTIDO Y DOS OPUESTOS



	P5-4A	P5-4B	P5-4C
a	600	750	900
b	8	10	12
c	16	20	24
a1	450	572	655
b1	20	25	29
c1	27	35	40
d1	170	216	247
e1	150	191	218
f1	55	70	80
g1	115	146	167
h1	73	92	105
k1	95	121	138
r	40	50	60
r1	10	12.7	14.5



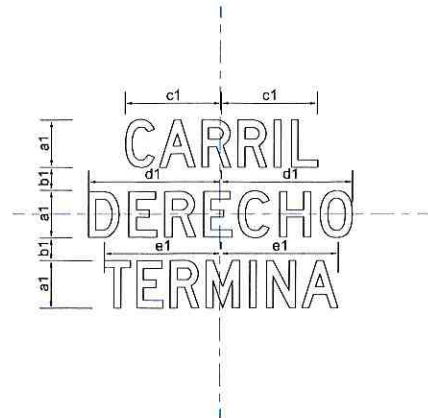
P5-51
CARRIL IZQUIERDO TERMINA



	P5-51 A	P5-51 B	P5-51 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	80DM	100DM	120DM
b1	40	50	60
c1	163	204	245
d1	234	293	352
e1	199	248	298
r	40	50	60



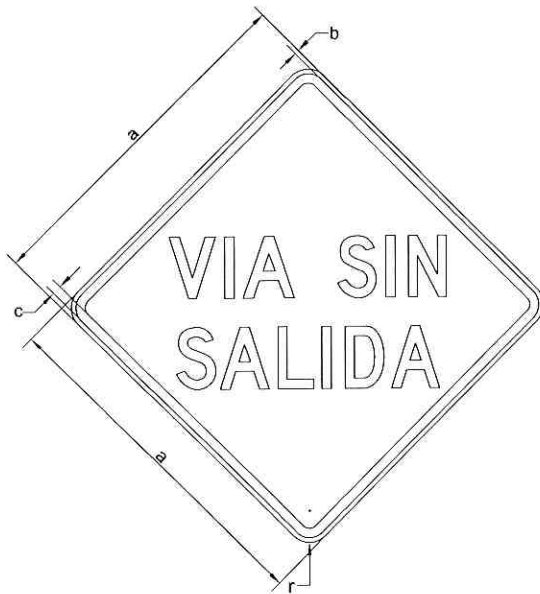
P5-5D
CARRIL DERECHO TERMINA



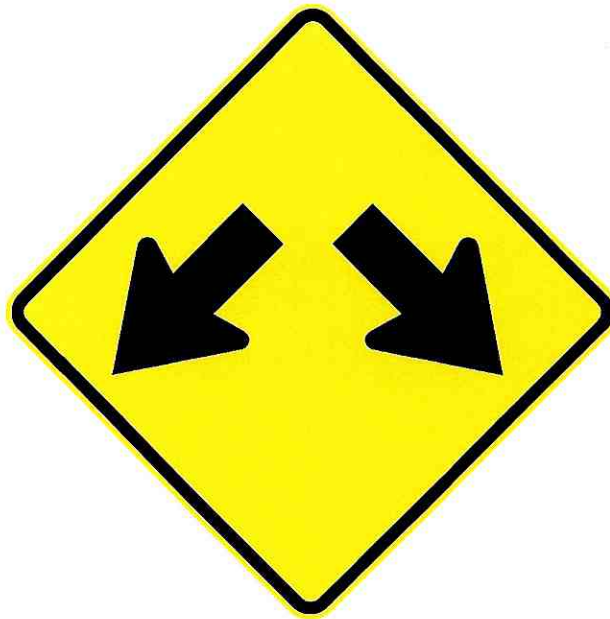
	P5-5D A	P5-5D B	P5-5D C
a	600	750	900
b	8	10	12
c	16	20	24
a1	80DM	100DM	120DM
b1	40	50	60
c1	163	204	245
d1	175	218	262
e1	199	248	298
r	40	50	60



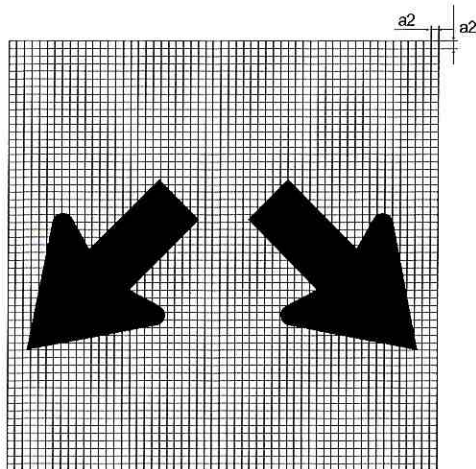
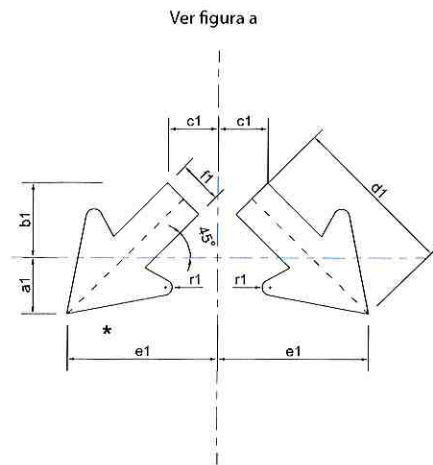
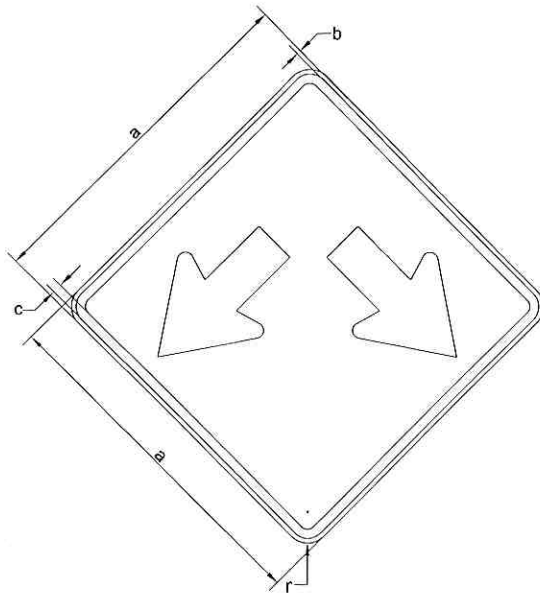
P5-6
VÍA SIN SALIDA



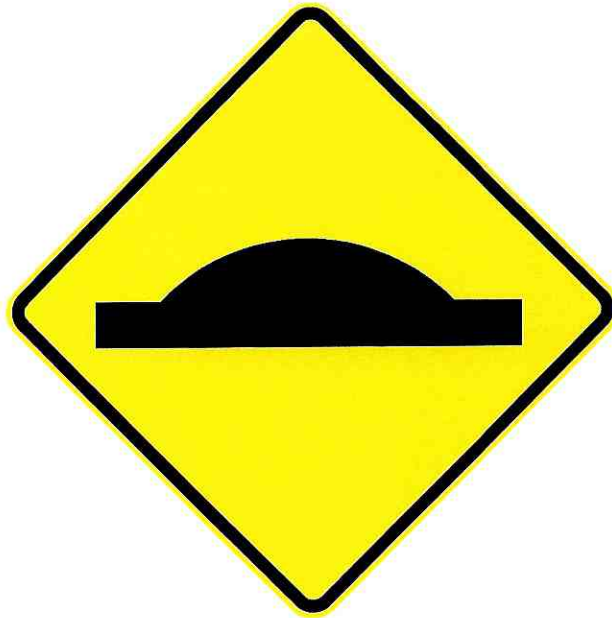
	P5-6 A	P5-6 B	P5-6 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	130	161	198
b1	237	294	362
c1	213	264	325
d1	187	231	285
e1	105DA	130DA	160DA
f1	50	62	76
g1	226	280	344
r	40	50	60



**P6-1
BIFURCACIÓN**

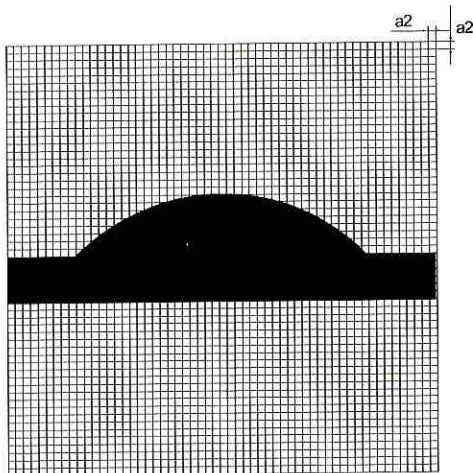
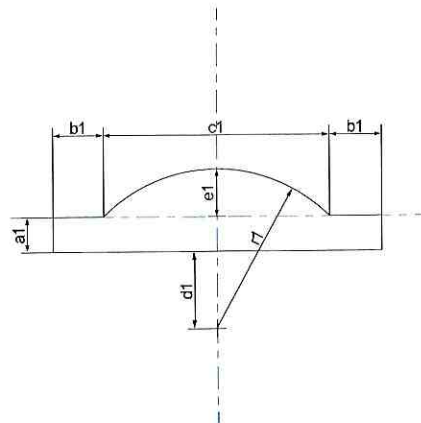
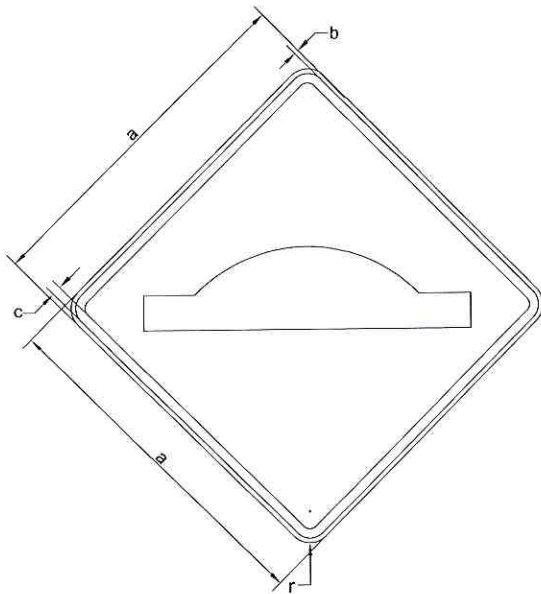


	P6-1 A	P6-1 B	P6-1 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	97	123	149
b1	128	162	196
c1	85	108	130
d1	280	354	429
e1	256	325	393
f1	75	95	115
r	40	50	60
r1	13.5	17.1	20.7

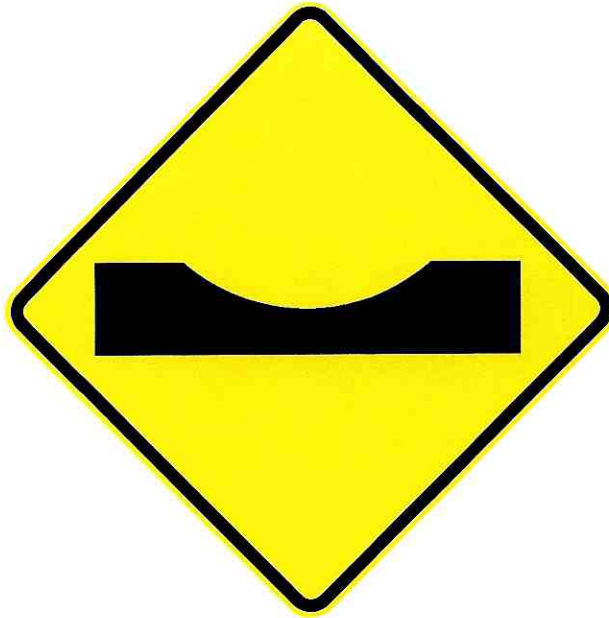


P6-2

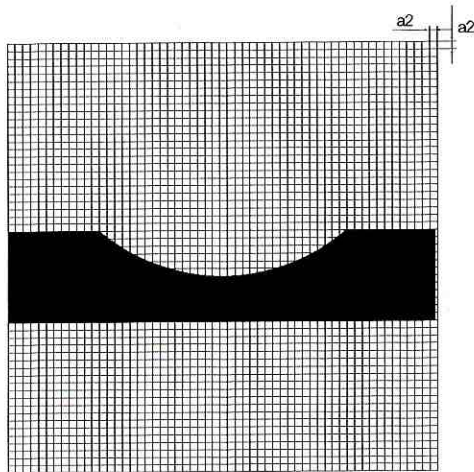
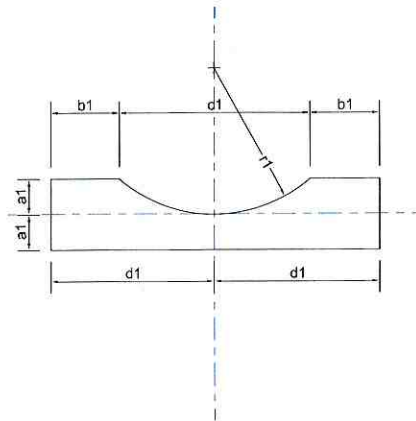
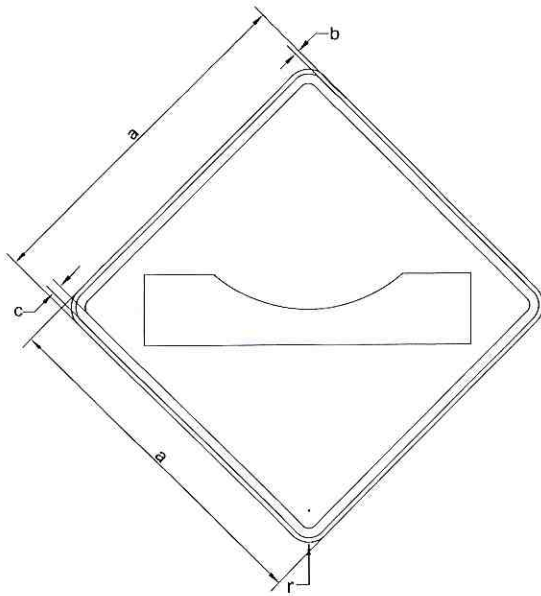
RESALTO / REDUCTOR DE VELOCIDAD



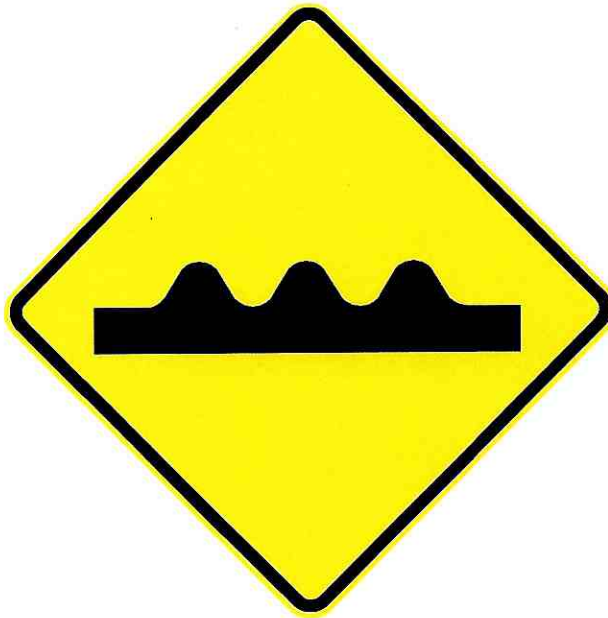
	P6-2 A	P6-2 B	P6-2 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	45	56	67
b1	67	84	100
c1	298	372	447
d1	101	126	151
e1	63	79	94
r	40	50	60
r1	210	262	315



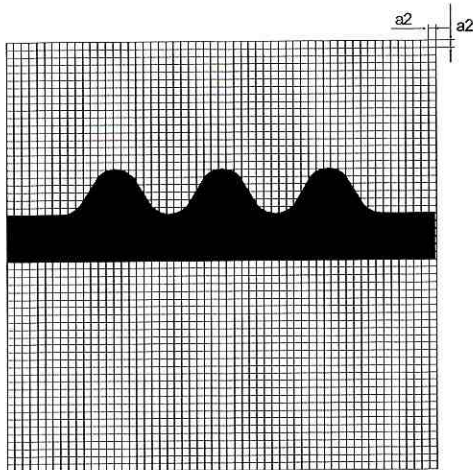
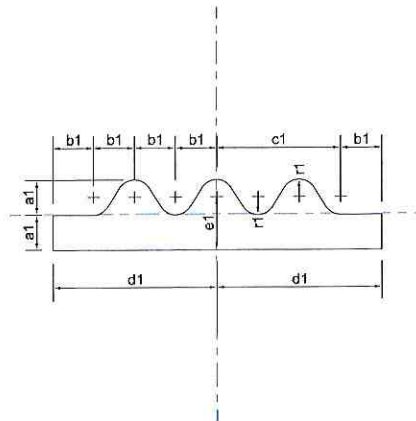
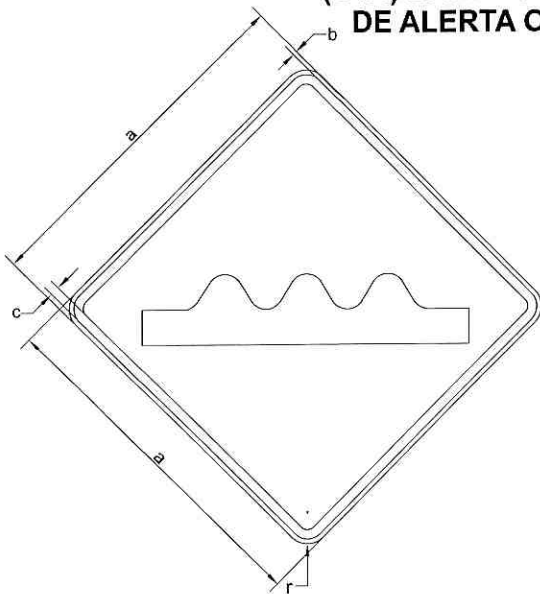
**P6-3
DEPRESIÓN EN LA VÍA**



	P6-3 A	P6-3 B	P6-3 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	60	75	90
b1	118	148	177
c1	324	405	486
d1	280	350	420
r	40	50	60
r1	249	311	373



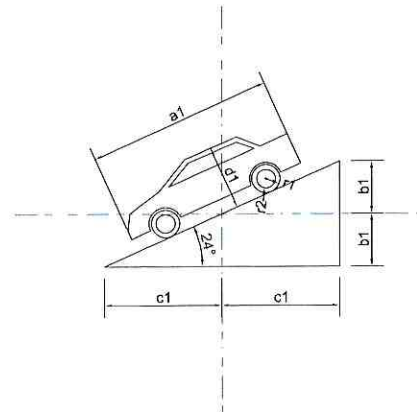
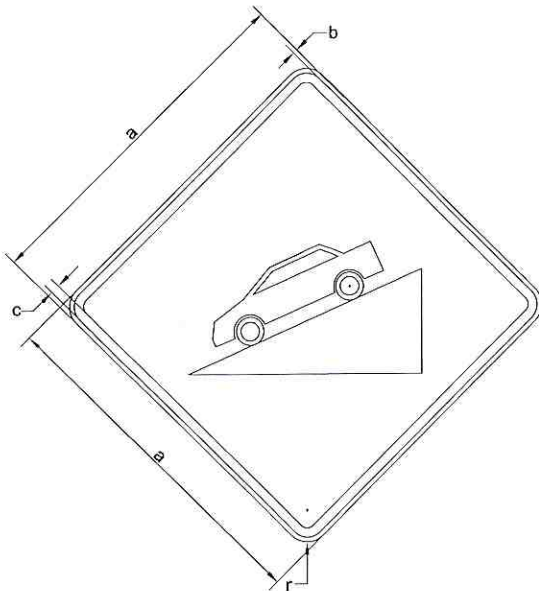
P6-4
(BTA) BANDAS TRANSVERSALES
DE ALERTA O DE RETUMBOS



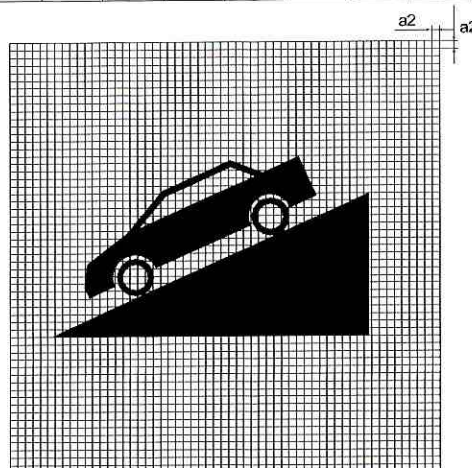
	P6-4 A	P6-4 B	P6-4 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	60	75	90
b1	70	87	105
c1	210	262	315
d1	280	350	420
e1	90	112	135
r	40	50	60
r1	30	37	45



P6-5a
DESCENSO PRONUNCIADO

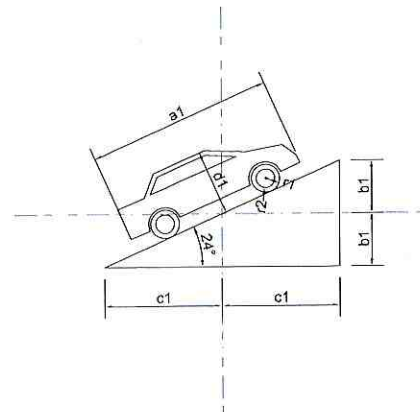
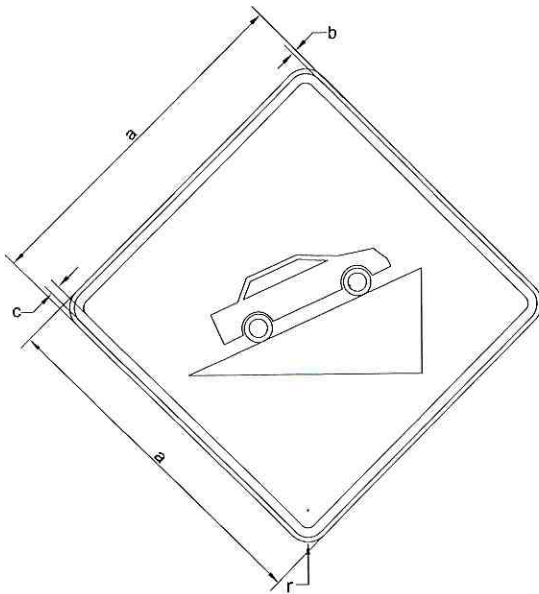


		a	b	c	a1	b1	c1	d1	r	r1	r2	a2
P6-5a	A	600	8	16	315	90	200	110	40	24	16	10
P6-5a	B	750	10	20	394	113	250	138	50	30	20	13
P6-5a	C	900	12	24	473	135	300	165	60	36	24	15

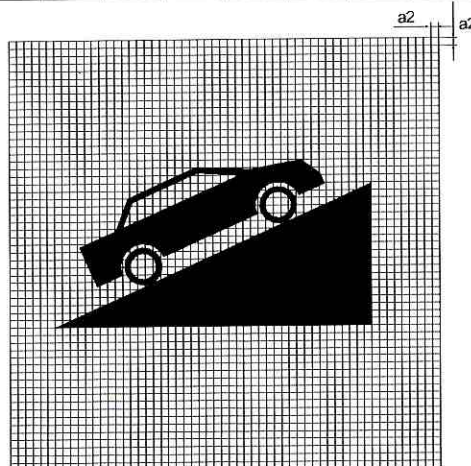




P6-5b
ASCENSO PRONUNCIADO



	a	b	c	a1	b1	c1	d1	r	r1	r2	a2
P6-5b A	600	8	16	315	90	200	110	40	24	16	10
P6-5b B	750	10	20	394	113	250	138	50	30	20	13
P6-5b C	900	12	24	473	135	300	165	60	36	24	15

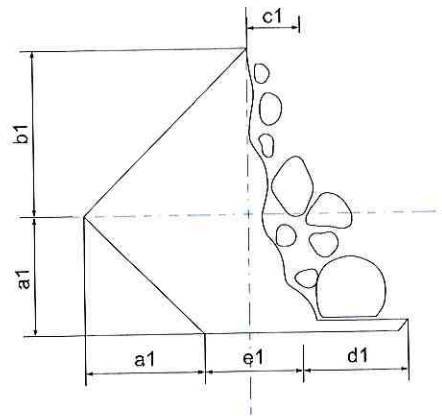
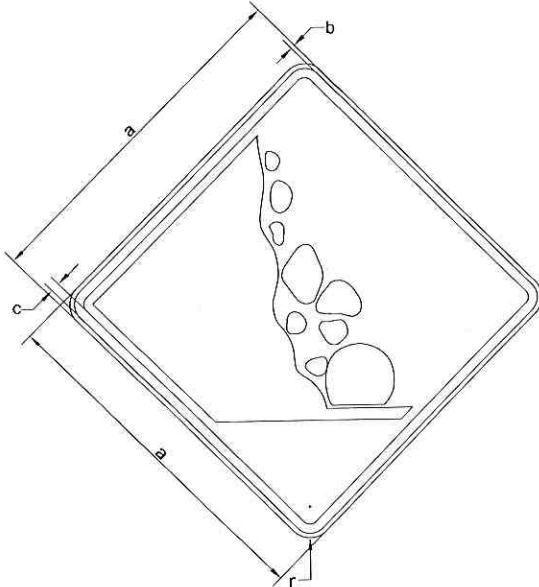




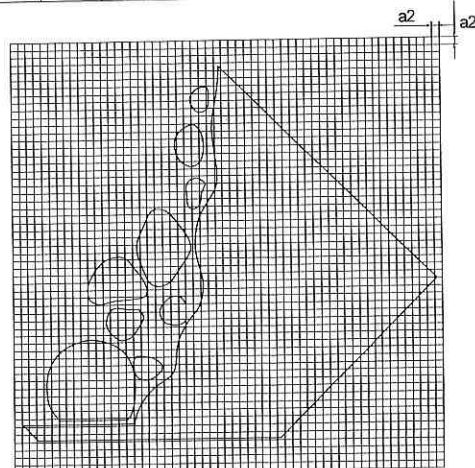
P6-6I
ZONA DE DERRUMBE IZQ.



P6-6D
ZONA DE DERRUMBE DER.

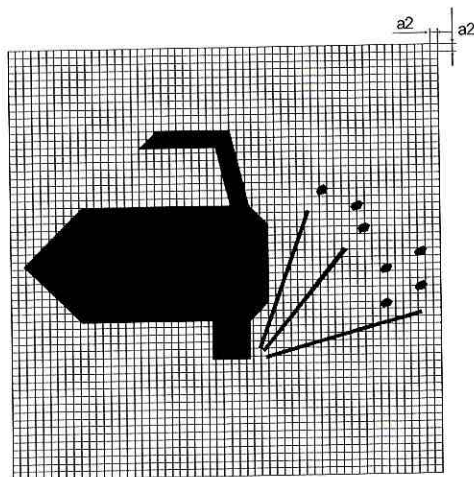
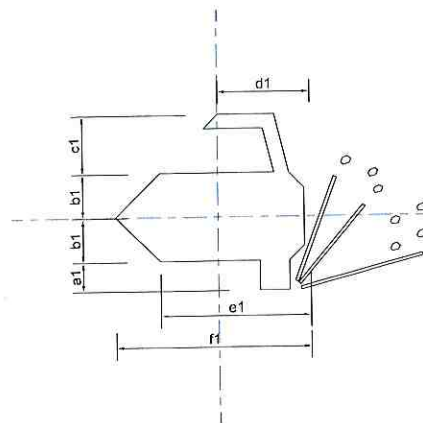
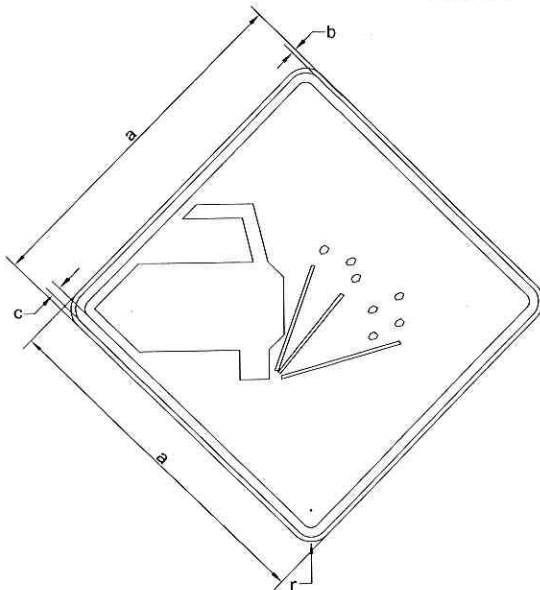


	a	b	c	a1	b1	c1	d1	e1	r	a2
P6-6A (l o D)	600	8	16	205	283	89	178	167	50	10
P6-6B (l o D)	750	10	20	256	354	111	223	209	50	13
P6-6C (l o D)	900	12	24	308	424	134	267	250	60	15





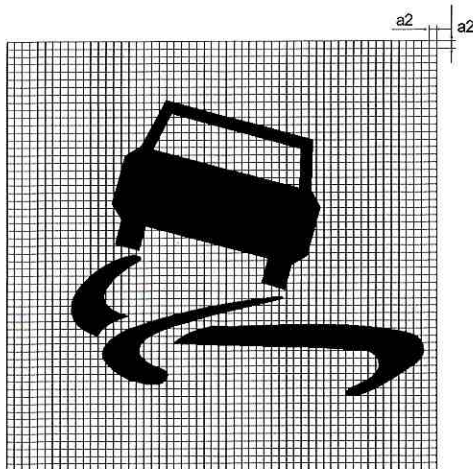
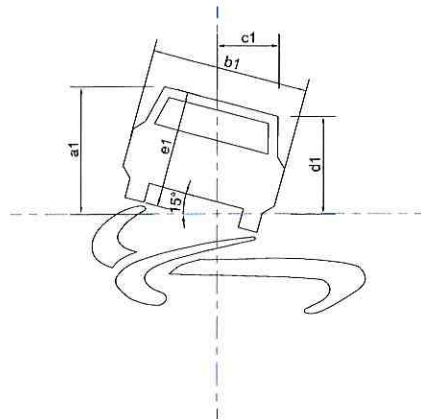
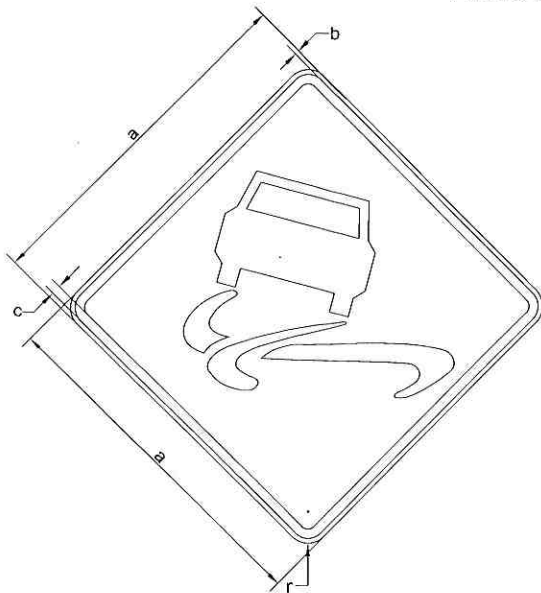
P6-7
VÍA CON GRAVILLA



	P6-7 A	P6-7 B	P6-7 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	50	62	75
b1	75	94	113
c1	100	124	149
d1	156	195	234
e1	255	319	383
f1	331	414	496
r	50	50	60
a2	10	13	15



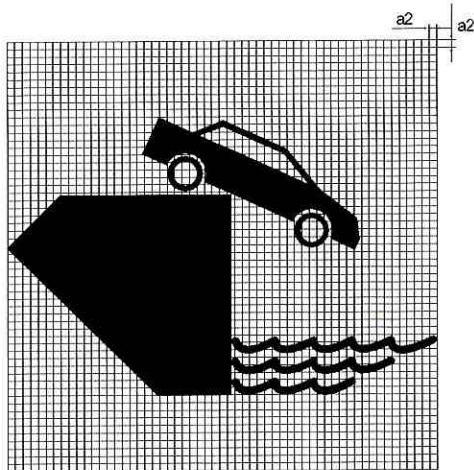
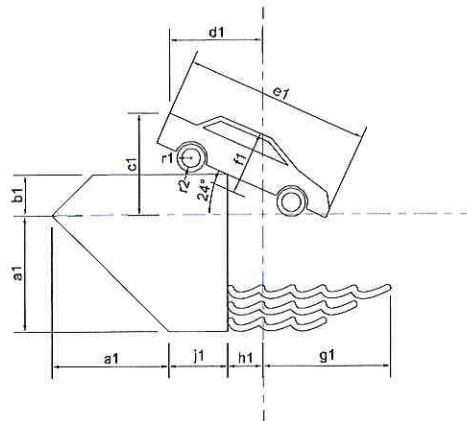
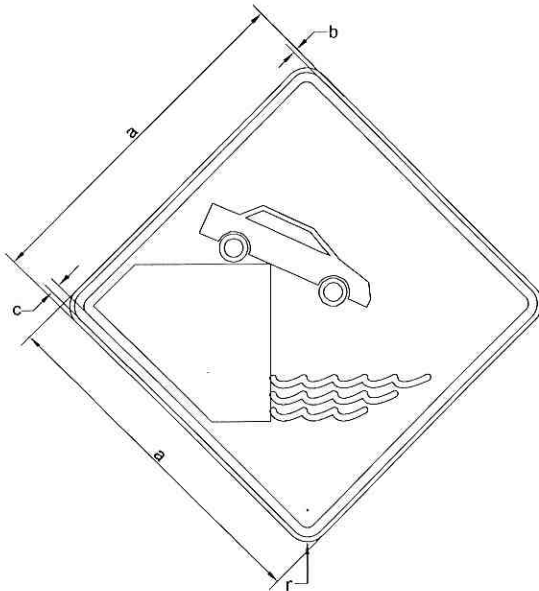
P6-8
VÍA RESBALOSA



	P6-8 A	P6-8 B	P6-8 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	217	272	326
b1	267	334	401
c1	106	132	158
d1	165	207	248
e1	200	250	300
r	50	50	60
a2	10	13	15



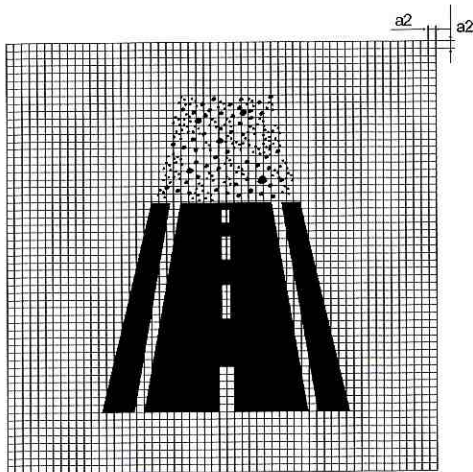
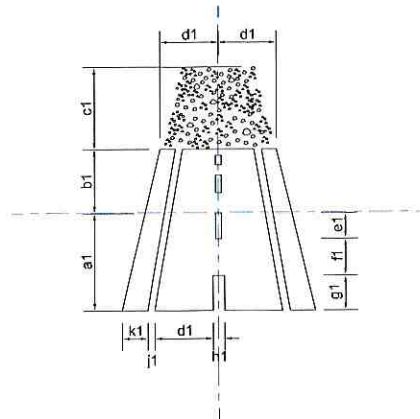
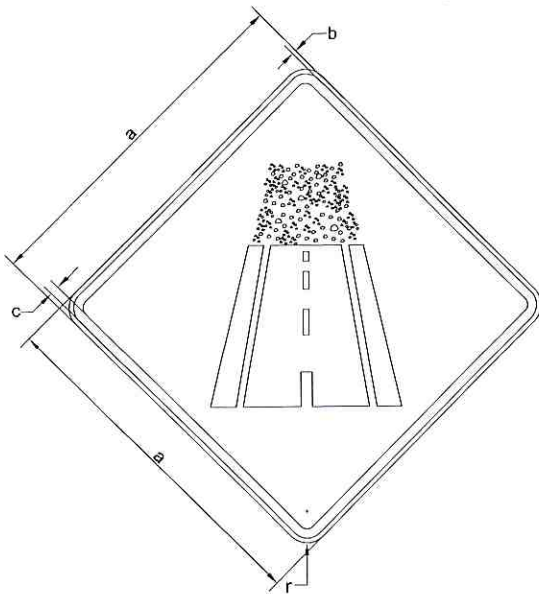
P6-9
RIBERA SIN PROTECCIÓN



	P6-9 A	P6-9 B	P6-9 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	200	250	300
b1	70	88	105
c1	174	218	261
d1	158	197	237
e1	315	394	473
f1	110	138	165
g1	217	271	325
h1	60	75	90
j1	100	125	150
r	40	50	60
a2	10	13	15



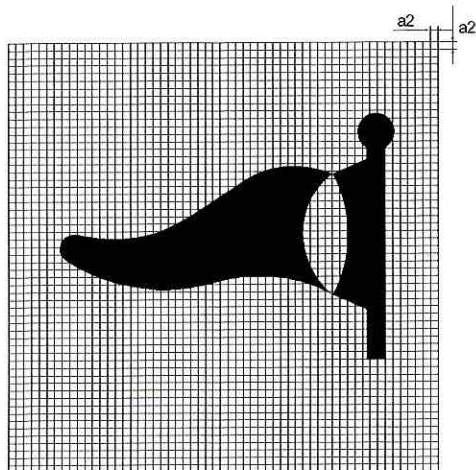
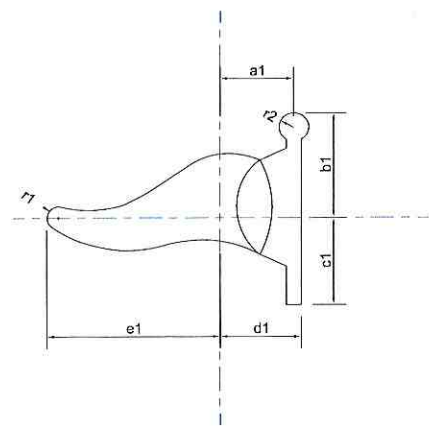
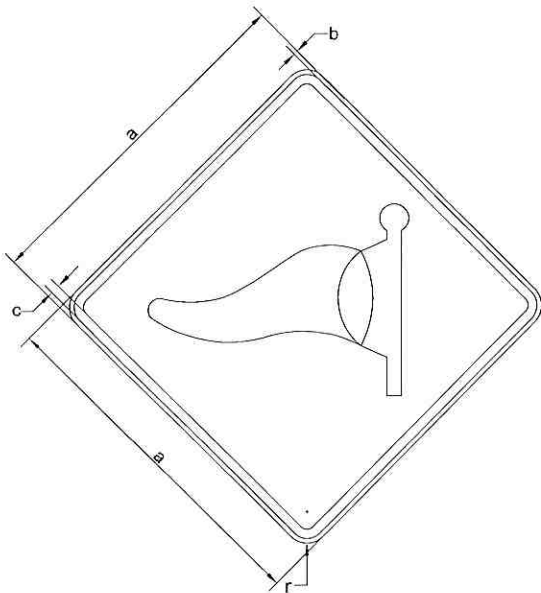
P6-10
FIN DE PAVIMENTO



	P6-10 A	P6-10 B	P6-10 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	167	208	250
b1	109	137	164
c1	140	175	210
d1	99	123	148
e1	44	55	66
f1	63	79	95
g1	60	75	90
h1	19	24	29
j1	13	16	19
k1	43	54	64
r	40	50	60
a2	10	13	15



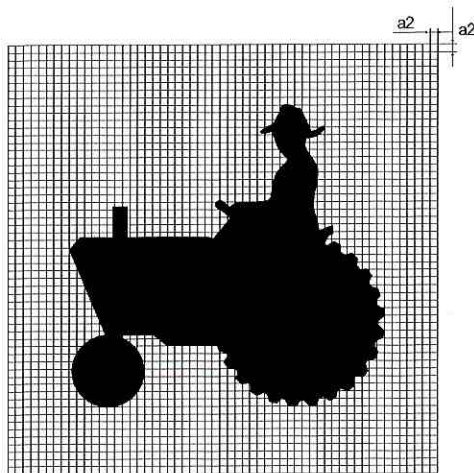
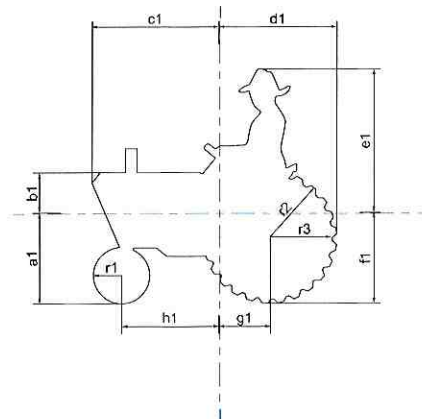
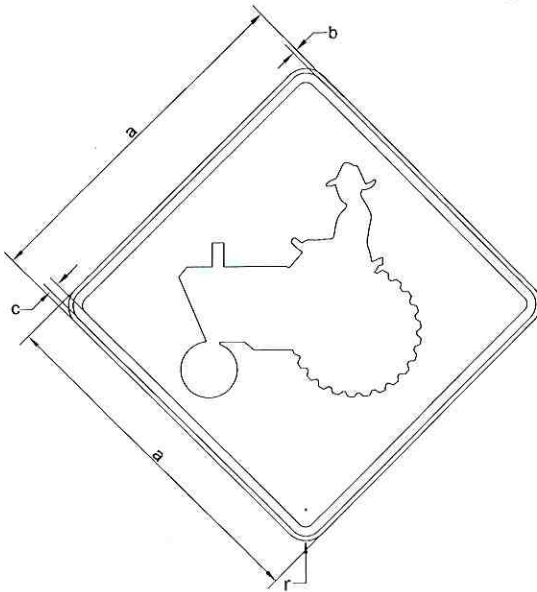
P6-11
VIENTOS LATERALES



	P6-11 A	P6-11 B	P6-11 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	125	156	188
b1	179	224	268
c1	148	185	222
d1	138	172	206
e1	296	370	444
r	40	50	60
r1	19	24	29
r2	25	31	38
a2	10	13	15



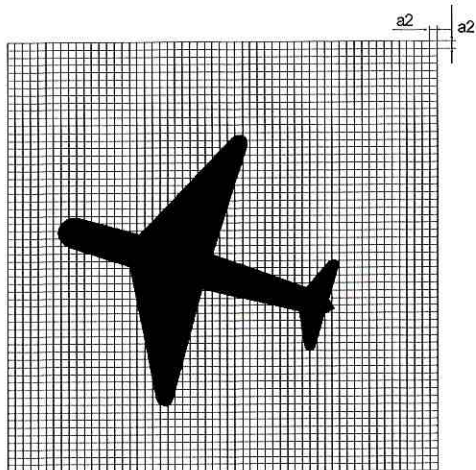
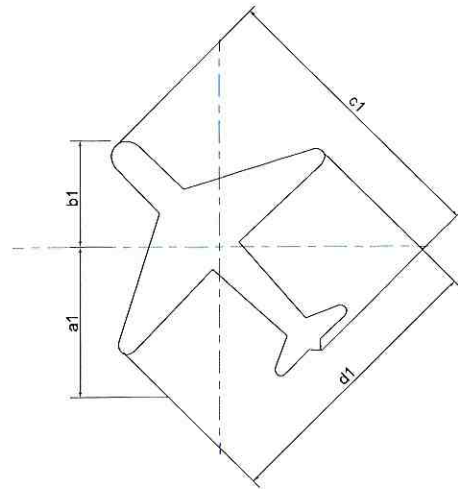
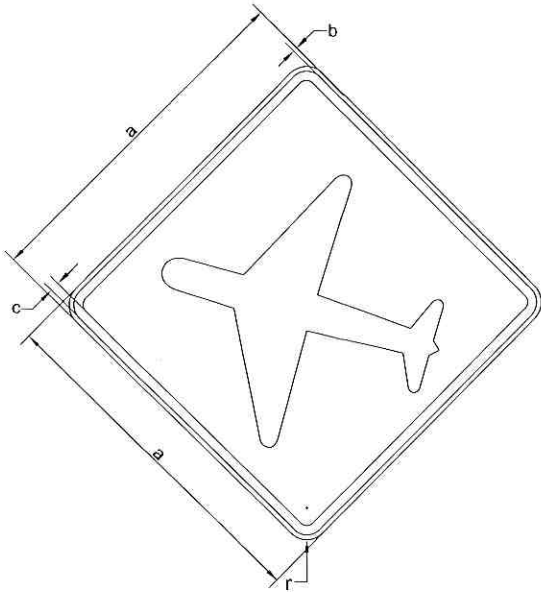
P6-12
CRUCE DE MAQUINARIAS AGRÍCOLAS



	P6-12 A	P6-12 B	P6-12 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	120	160	192
b1	53	306	368
c1	168	306	368
d1	155	255	307
e1	190	233	280
f1	120	118	142
g1	67	750	382
h1	128	35	42
r	40	50	60
r1	37	56	67
r2	87	24	29
r3	81	32	39
a2	10	13	15



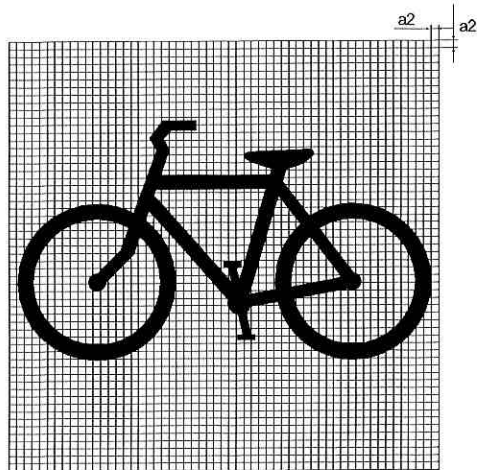
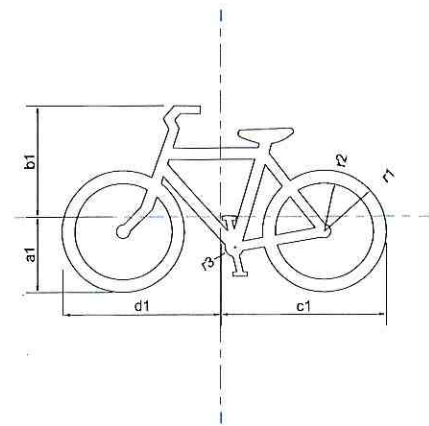
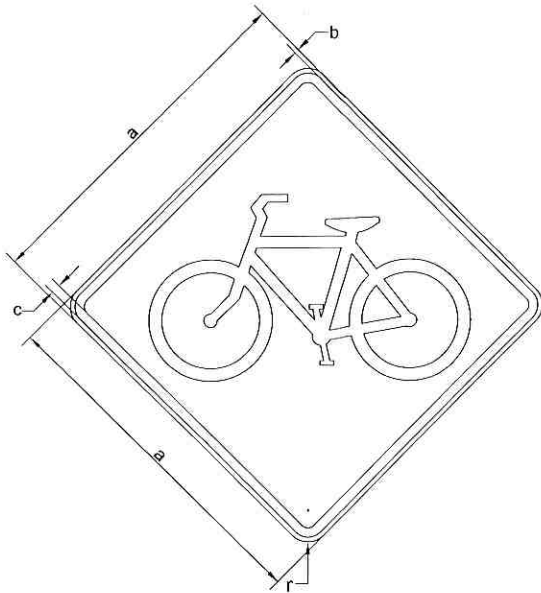
**P6-13
AVIONES**



	P6-13 A	P6-13 B	P6-13 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	260	325	390
b1	183	229	274
c1	500	625	750
d1	485	606	727
r	40	50	60
a2	10	13	15



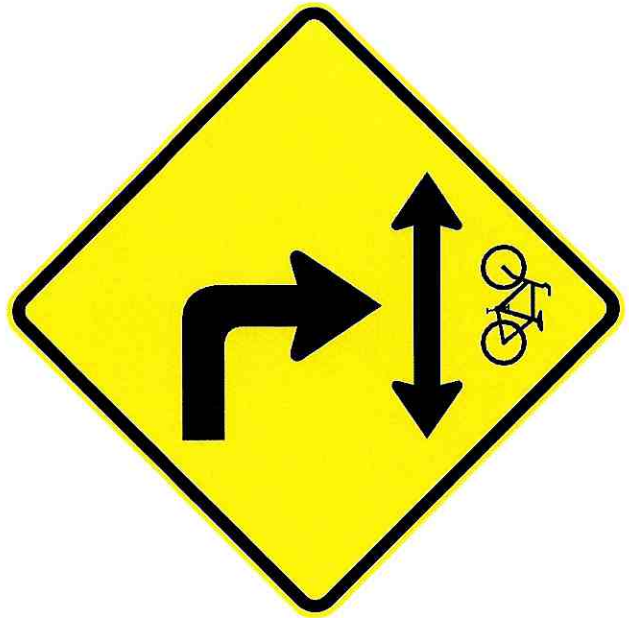
**P6-14
CICLISTAS EN LA VÍA**



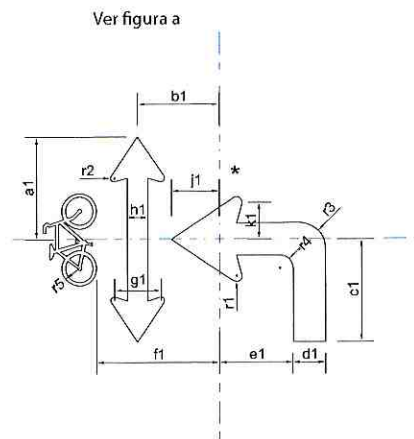
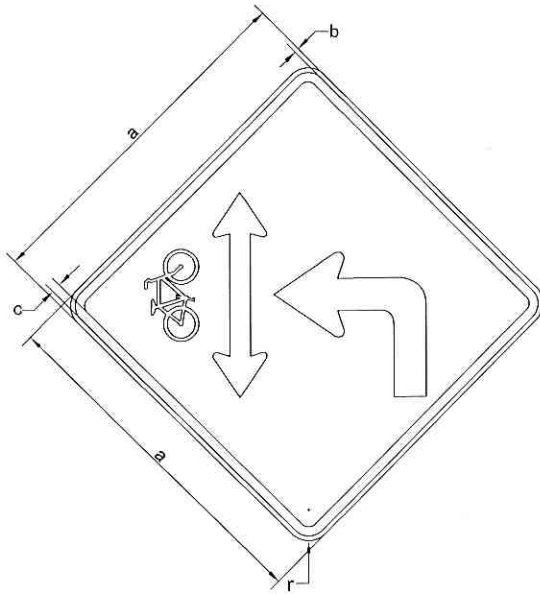
	P6-14 A	P6-14 B	P6-14 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	130	163	195
b1	189	237	284
c1	280	351	421
d1	270	338	405
r	40	50	60
r1	105	131	157
r2	83	103	124
r3	17	21	25
a2	10	13	15



P6-15I
CRUCE DE BICICLETAS
AL VIRAR



P6-15D
CRUCE DE BICICLETAS
AL VIRAR

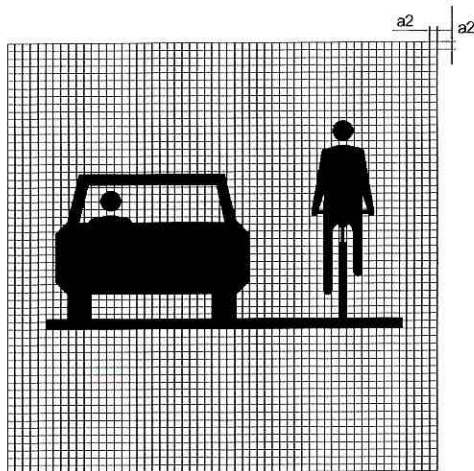
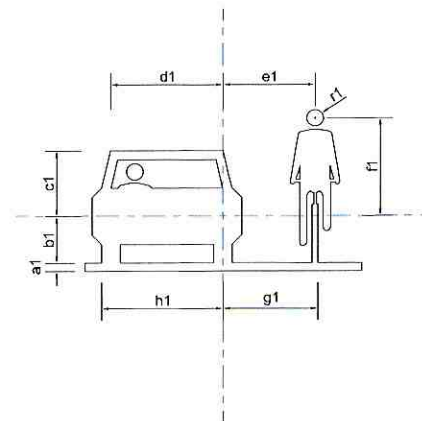
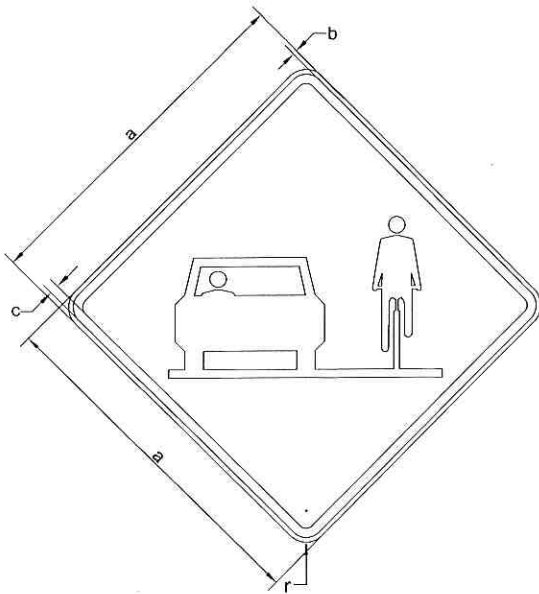


	a	b	c	a1	b1	c1	d1	e1	f1	g1
P6-15A (I o D)	600	8	16	175	140	175	55	125	210	80
P6-15B (I o D)	750	10	20	223	178	223	70	158	267	101
P6-15C (I o D)	900	12	24	275	216	270	85	193	325	125

	h1	j1	k1	r	r1	r2	r3	r4	r5	a2
P6-15A (I o D)	35	82	63	50	10	6	44	22	30	10
P6-15B (I o D)	45	104	80	50	12	8	56	28	38	13
P6-15C (I o D)	55	127	97	60	15	10	68	34	46	15



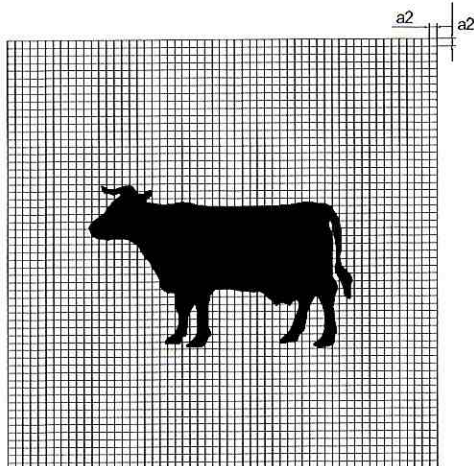
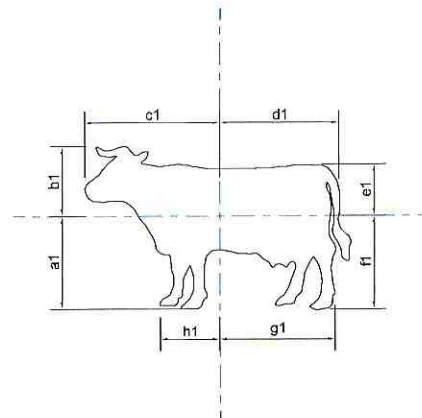
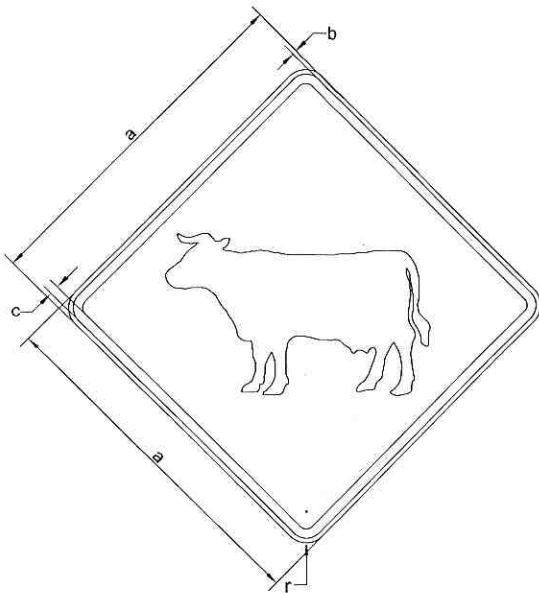
P6-16
VÍA COMPARTIDA CON CICLISTAS



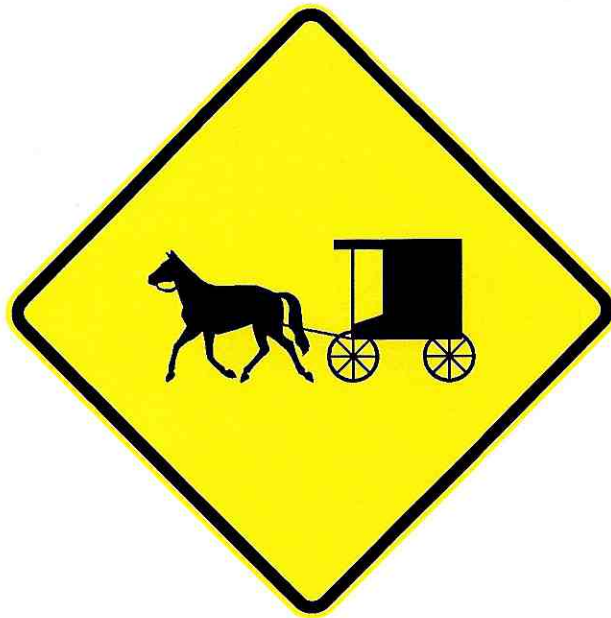
	P6-16 A	P6-16 B	P6-16 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	14	18	21
b1	80	99	119
c1	192	139	167
d1	156	240	288
e1	156	195	234
f1	167	208	250
g1	161	201	241
h1	207	259	310
r	40	50	60
r1	14	17	21
a2	10	13	15



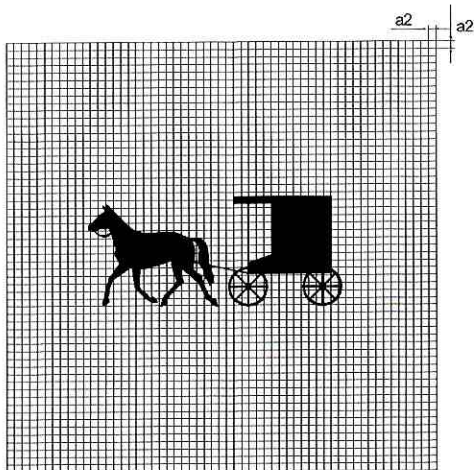
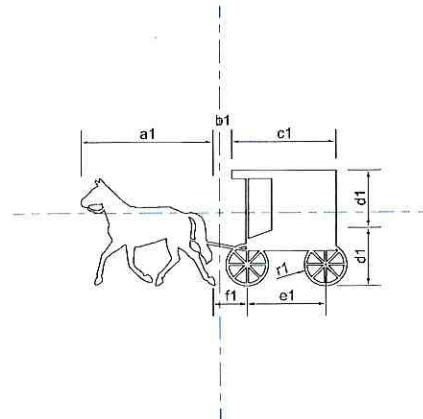
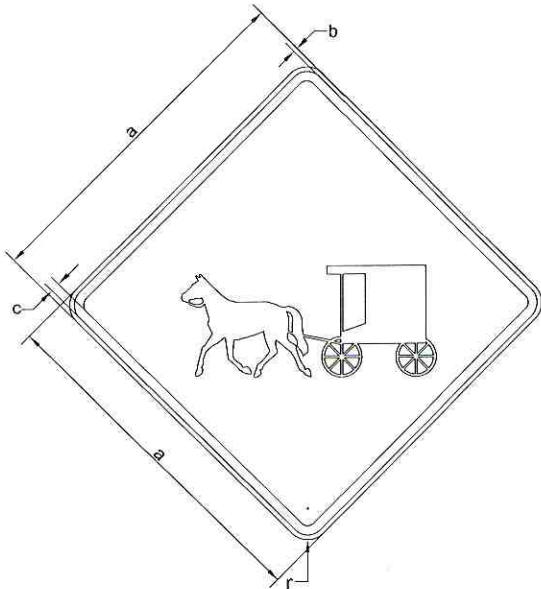
P6-17
ANIMALES EN LA VÍA



	P6-17 A	P6-17 B	P6-17 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	159	198	238
b1	119	149	178
c1	232	290	348
d1	202	253	303
e1	89	111	133
f1	160	201	241
g1	194	243	292
h1	102	127	153
r	40	50	60
a2	10	13	15



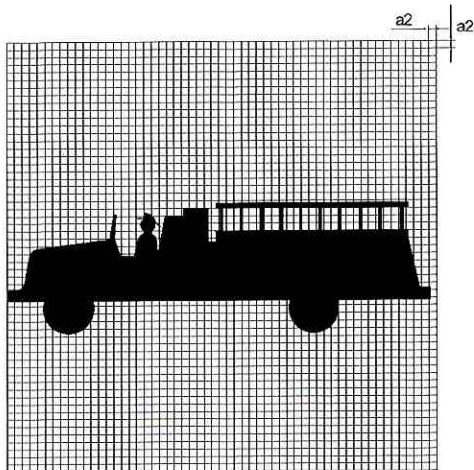
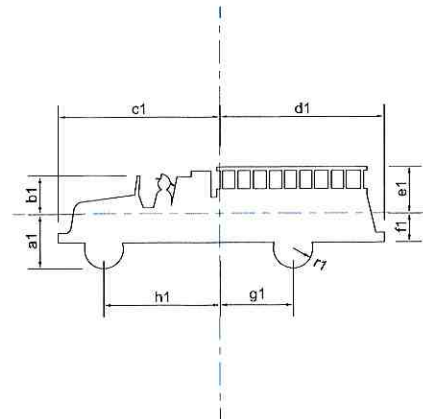
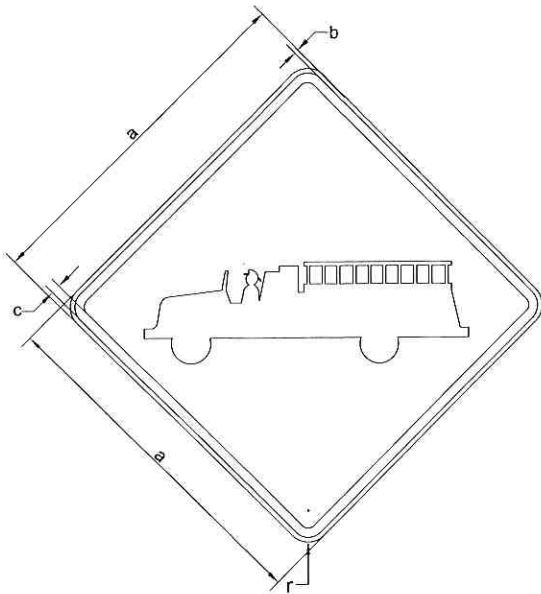
**P6-18
CARRETAS**



	P6-18 A	P6-18 B	P6-18 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	226	283	340
b1	31	39	47
c1	177	221	265
d1	99	124	148
e1	133	166	199
f1	58	72	86
r	40	50	60
r1	36	45	54
a2	10	13	15



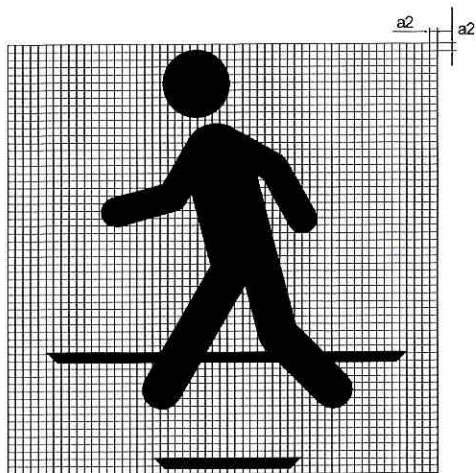
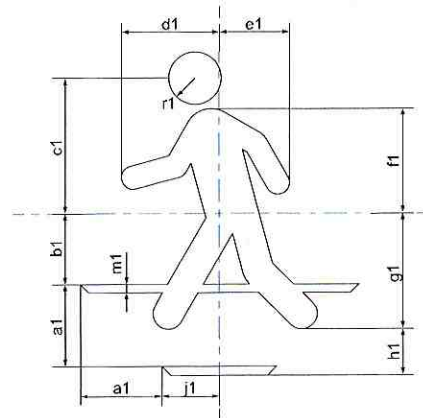
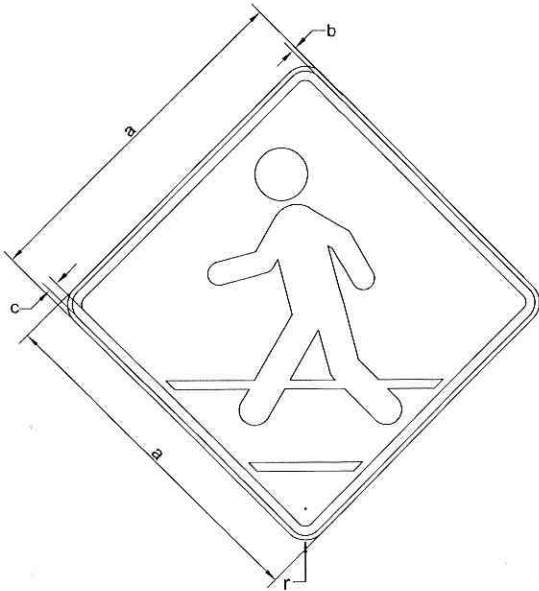
**P6-19
BOMBEROS**



	P6-19 A	P6-19 B	P6-19 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	93	117	140
b1	65	82	98
c1	277	346	415
d1	279	349	419
e1	79	99	119
f1	50	62	75
g1	124	156	187
h1	198	248	297
r	40	50	60
r1	34	42	51
a2	10	13	15



**P7-1
PEATONES EN LA VÍA**

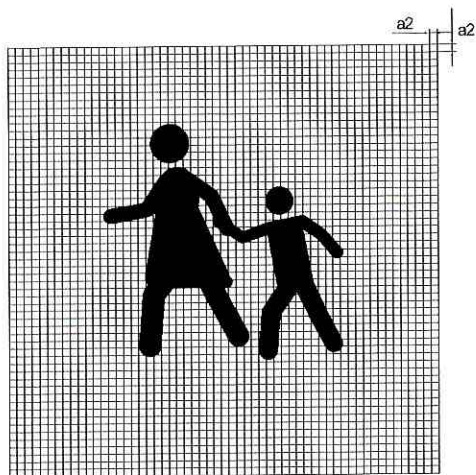
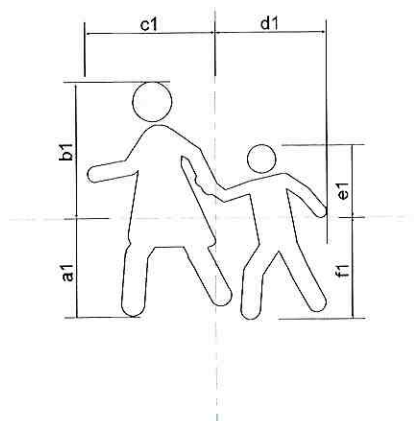
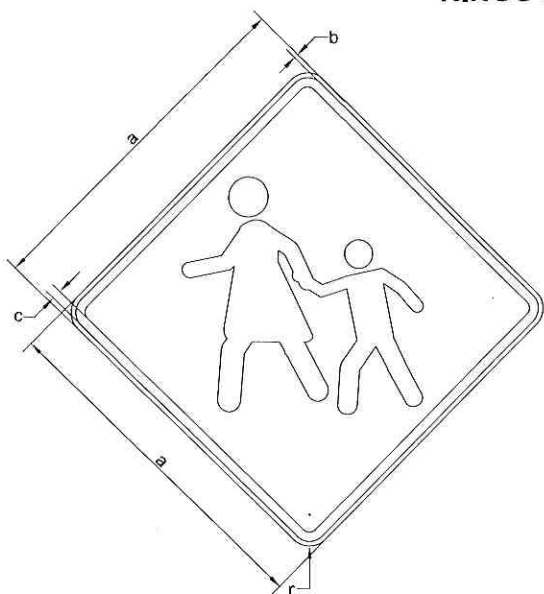


cuadrícula

	P7-1 A	P7-1 B	P7-1 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	141	176	211
b1	123	154	184
c1	232	290	348
d1	168	210	252
e1	120	150	180
f1	180	225	270
g1	201	251	301
h1	78	97	117
j1	99	124	148
m1	14	18	21
r1	35	44	53
a2	10	13	15



**P7-2
NIÑOS EN LA VÍA**



cuadrícula

	P7-2 A	P7-2 B	P7-2 C
a	600	750	900
b	8	10	12
c	16	20	24
a1	170	213	256
b1	233	291	349
c1	224	280	336
d1	189	236	283
e1	126	164	189
f1	173	217	260
r	40	50	60
a2	10	13	15