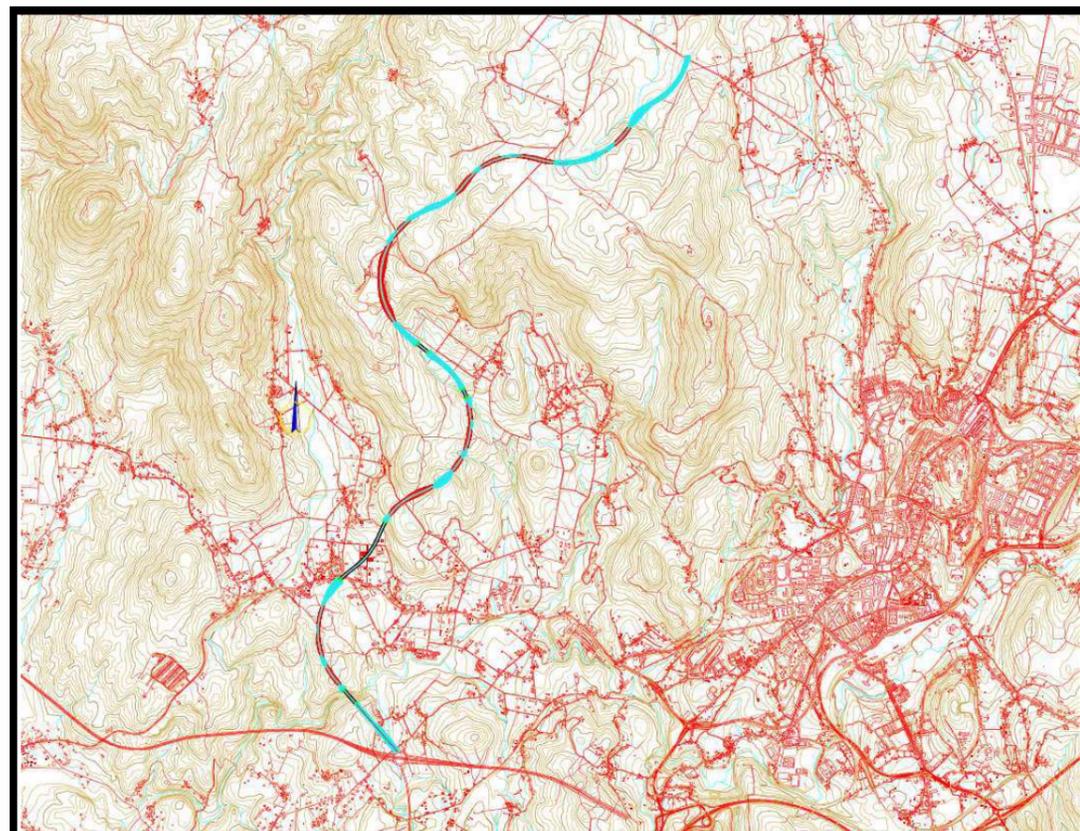




CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA

TRAMO: AG-56/DP-0701 (ANTEPROYECTO)



DOCUMENTO Nº 2: PLANOS

AUTOR: CARLOS SÁNCHEZ SÁNCHEZ
GRADO EN TECNOLOGÍA DE LA INGENIERÍA CIVIL
TRABAJO FIN DE GRADO

E.T.S. INGENIEROS DE CAMINOS, CANALES Y PUERTOS
DE A CORUÑA

OCTUBRE DE 2016



ÍNDICE GENERAL

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MEMORIA

ANEJOS

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ANEJO Nº 2: PLANEAMIENTO

ANEJO Nº 3: TRÁFICO

ANEJO Nº 4: ESTUDIO DE ALTERNATIVAS

ANEJO Nº 5: TRAZADO GEOMÉTRICO

ANEJO Nº 6: MOVIMIENTO DE TIERRAS

ANEJO Nº 7: FIRMES

ANEJO Nº 8: ESTUDIO AMBIENTAL

ANEJO Nº 9: EXPROPIACIONES

ANEJO Nº 10: HIDROLOGÍA Y DRENAJE

DOCUMENTO Nº 2: PLANOS

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2. PLANTA GENERAL

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3.1. DISTRIBUCIÓN DE HOJAS

3.2. PLANTA DE DETALLE

4. PERFILES LONGITUDINALES

5. PERFILES TRANSVERSALES

6. SECCIONES TIPO

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1.2. MEDICIONES AUXILIARES DE DESPEJE Y DESBROCE

1.3. TABLA RESUMEN FIRMES

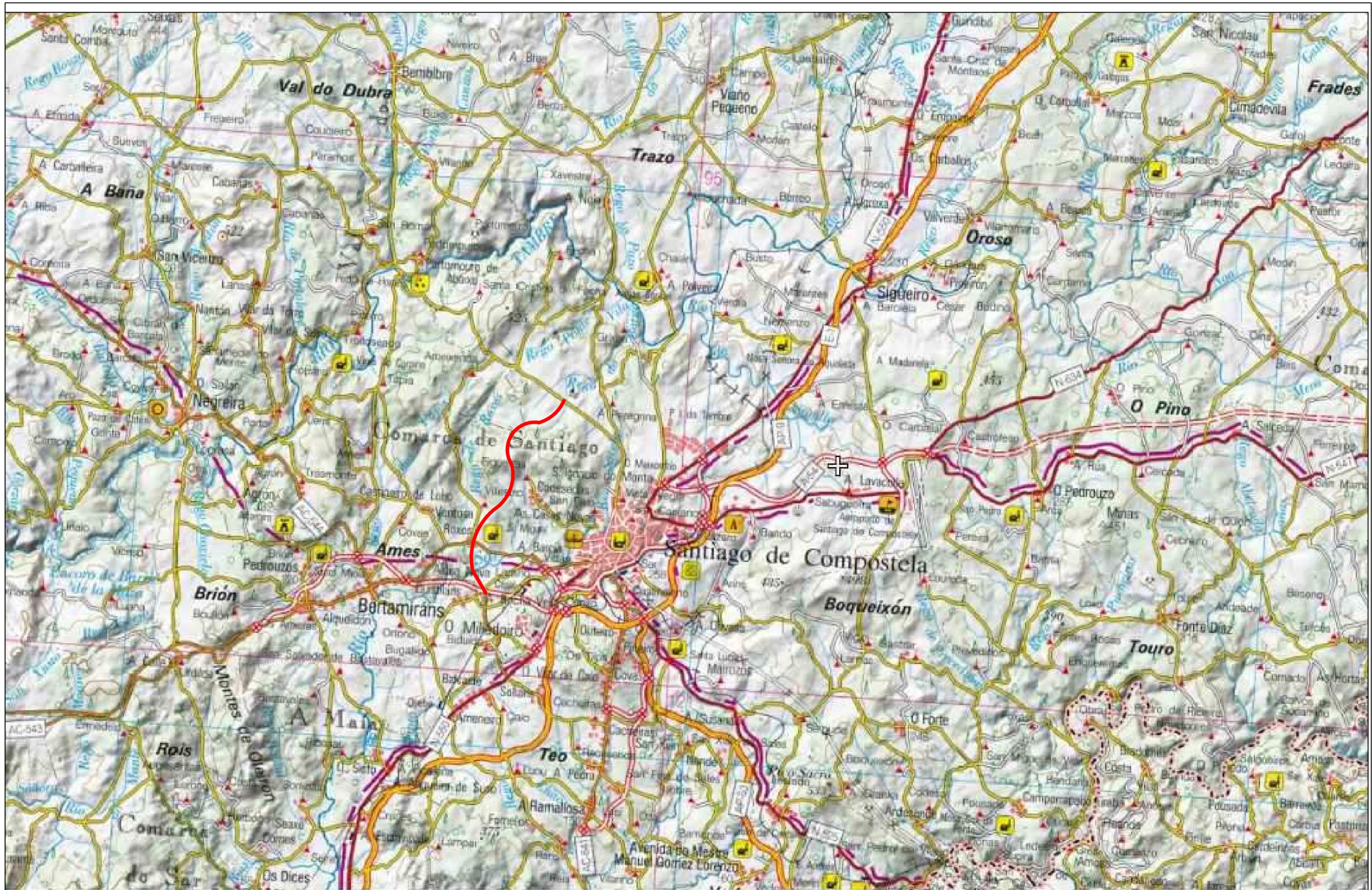
2. MEDICIONES GENERALES

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4. RESUMEN DEL PRESUPUESTO

INDICE DE PLANOS

- 1. PLANO DE SITUACIÓN**
- 2. PLANTA GENERAL**
- 3. PLANTA DE DETALLE**
 - 3.1. DISTRIBUCIÓN DE HOJAS**
 - 3.2. PLANTA DE DETALLE**
- 4. PERFILES LONGITUDINALES**
- 5. PERFILES TRANSVERSALES**
- 6. SECCIONES TIPO**



ESCUELA TÉCNICA SUPERIOR DE INGENIEROS
DE CAMINOS CANALES Y PUERTOS DE
A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

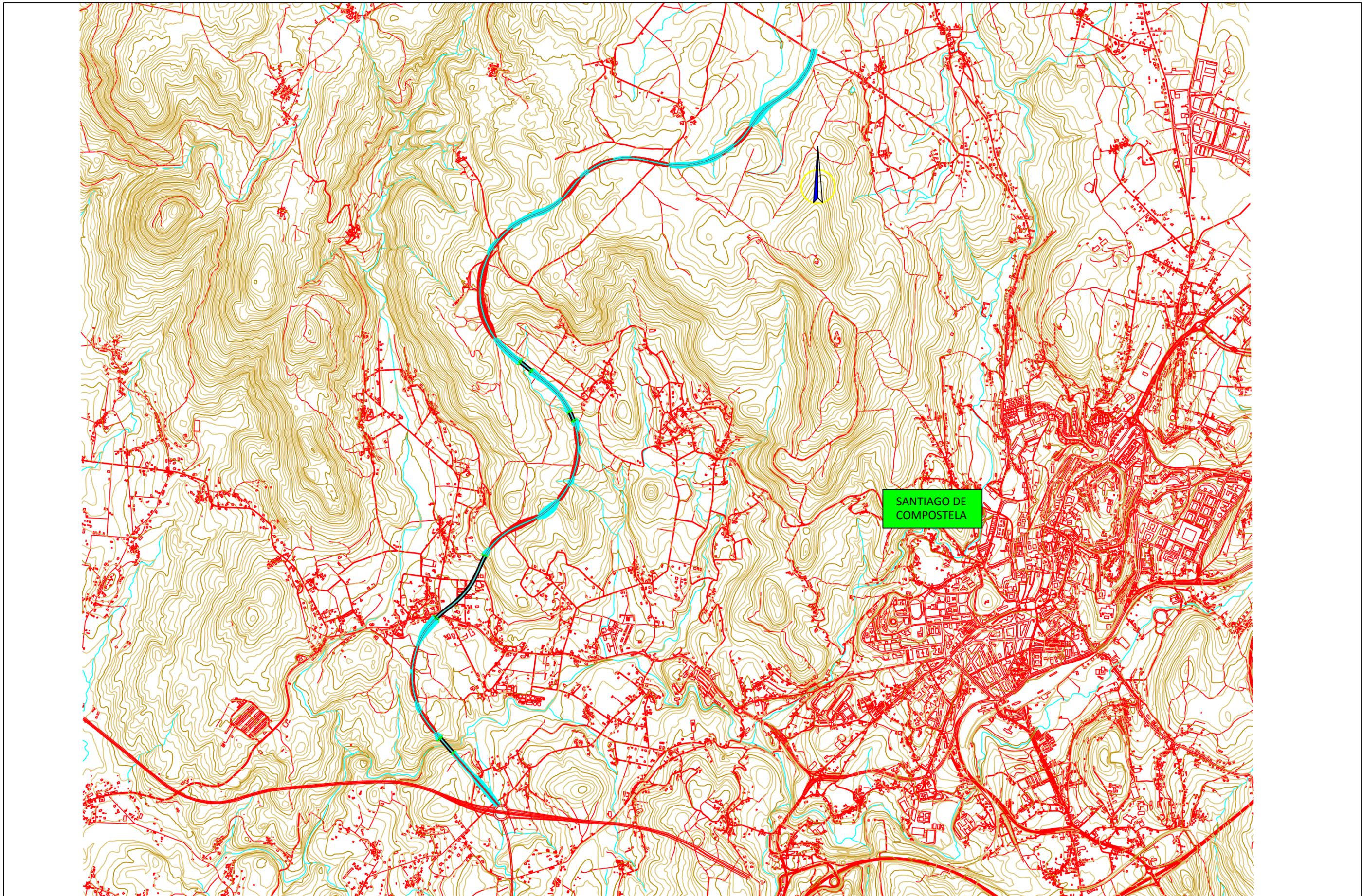
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CINTURÓN OESTE DE SANTIAGO DE
COMPOSTELA. TRAMO:AG-56/DP-0701

ESCALA:
S/E

TÍTULO DEL PLANO:
PLANO DE SITUACIÓN

NÚMERO DE PLANO: 1
HOJA 1 DE 2

FECHA:
OCTUBRE 2016



ESCUELA TÉCNICA SUPERIOR DE INGENIEROS
DE CAMINOS CANALES Y PUERTOS DE
A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

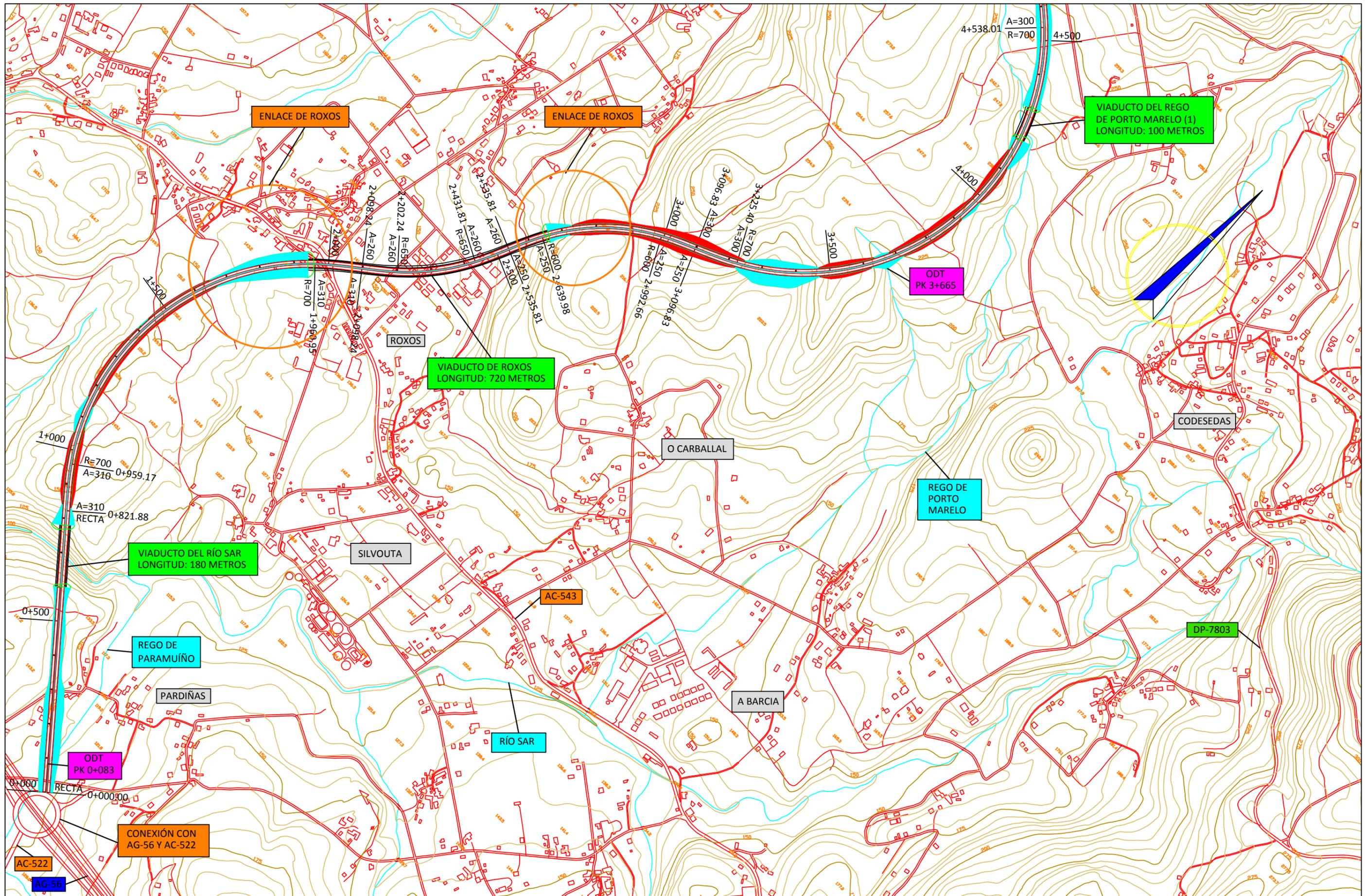
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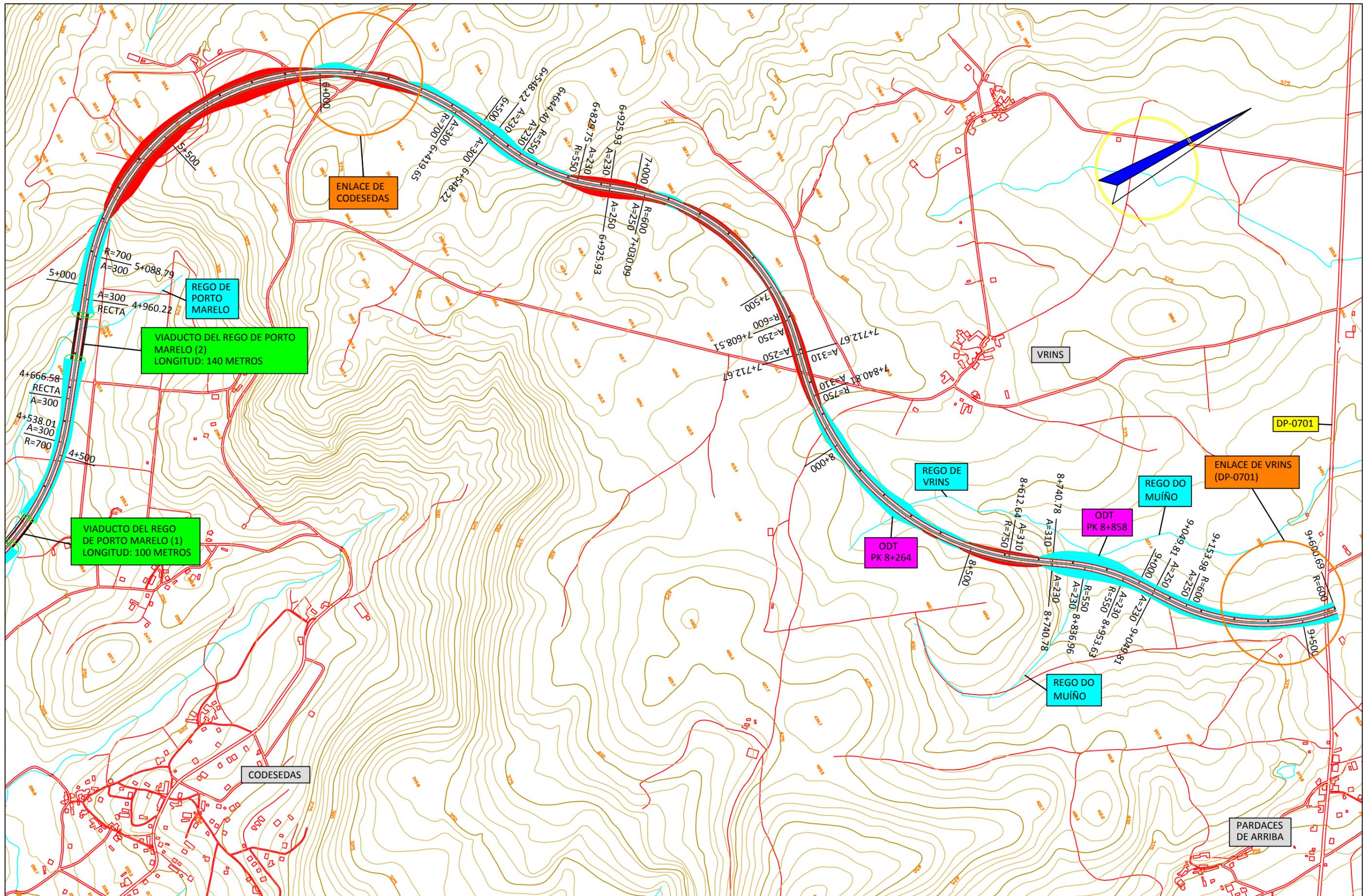
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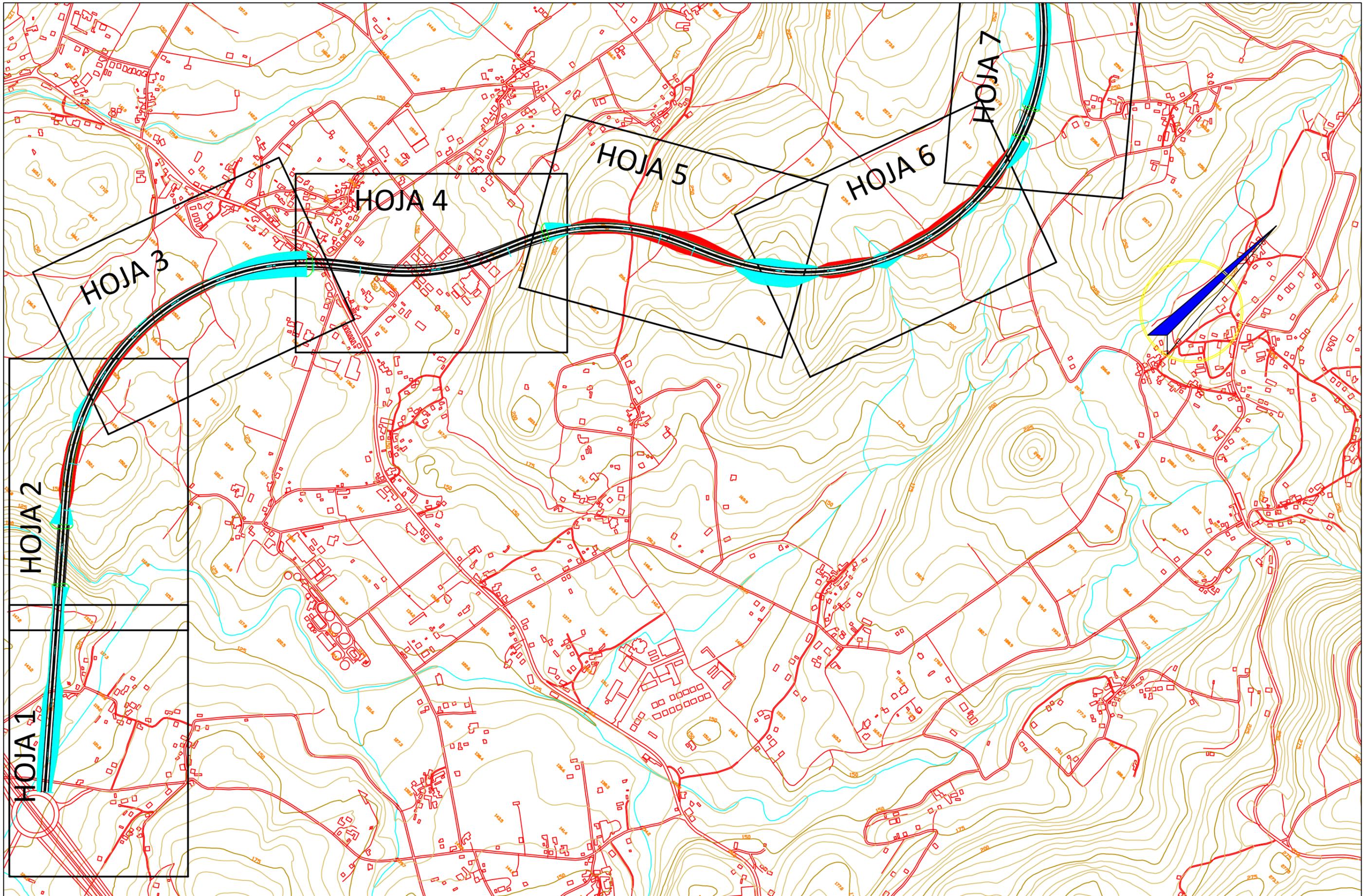
NÚMERO DE PLANO: 1
HOJA 2 DE 2

FECHA:
OCTUBRE 2016



	<p>ESCUOLA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA</p>	<p>AUTOR DEL PROYECTO: CARLOS SÁNCHEZ SÁNCHEZ</p>	<p>TÍTULO DEL PROYECTO: CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701</p>	<p>ESCALA: A3: 1/10.000</p>	<p>TÍTULO DEL PLANO: PLANTA GENERAL</p>	<p>NÚMERO DE PLANO: 2 HOJA 1 DE 2</p>	<p>FECHA: OCTUBRE 2016</p>
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ESCUOLA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

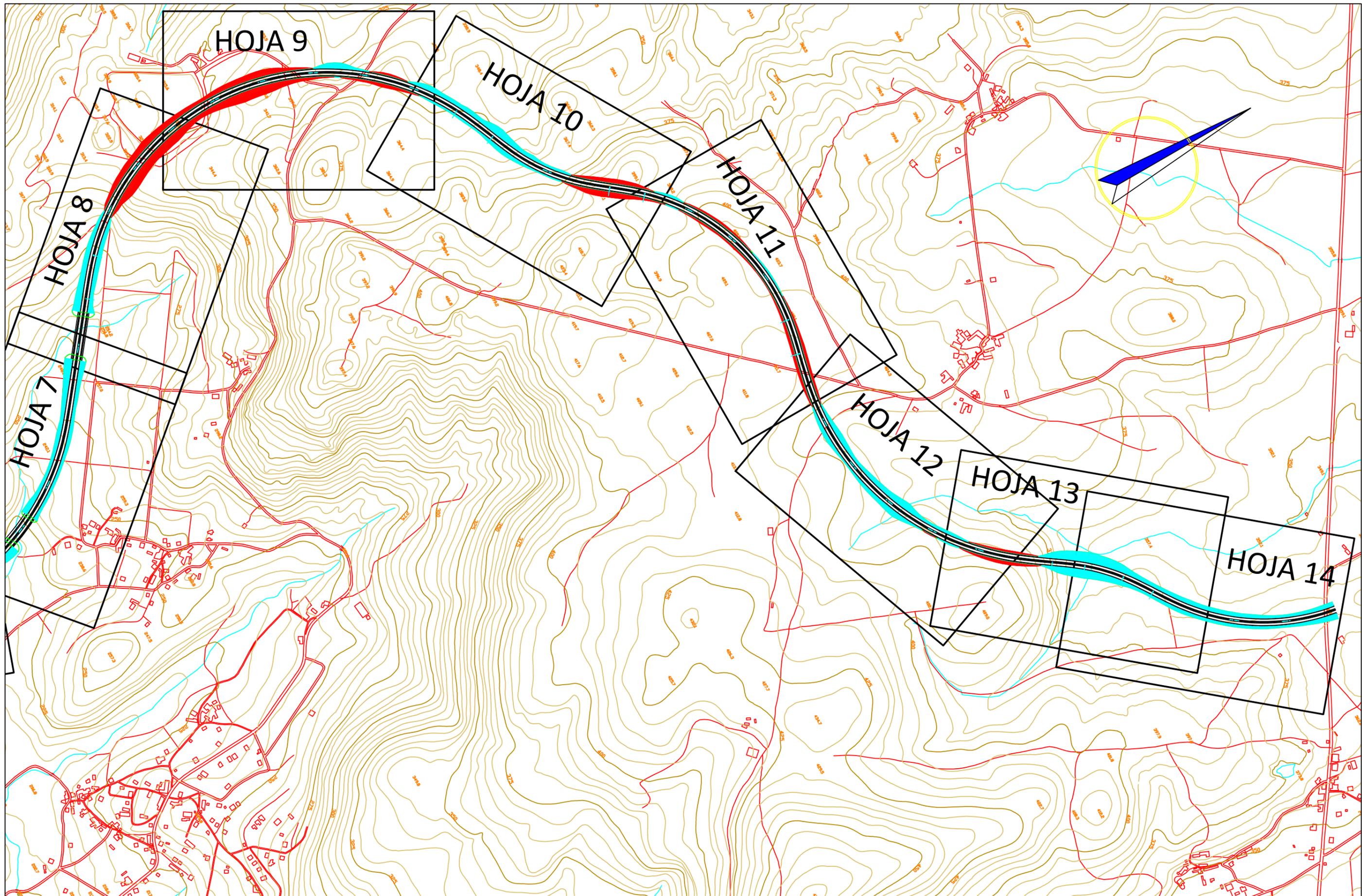
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CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701

ESCALA:
A3: 1/10.000

TÍTULO DEL PLANO:
PLANTA DE DETALLE.
DISTRIBUCIÓN DE HOJAS

NÚMERO DE PLANO: 3.1
HOJA 1 DE 2

FECHA:
OCTUBRE 2016



ESCUELA TÉCNICA SUPERIOR DE INGENIEROS
DE CAMINOS CANALES Y PUERTOS DE
A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

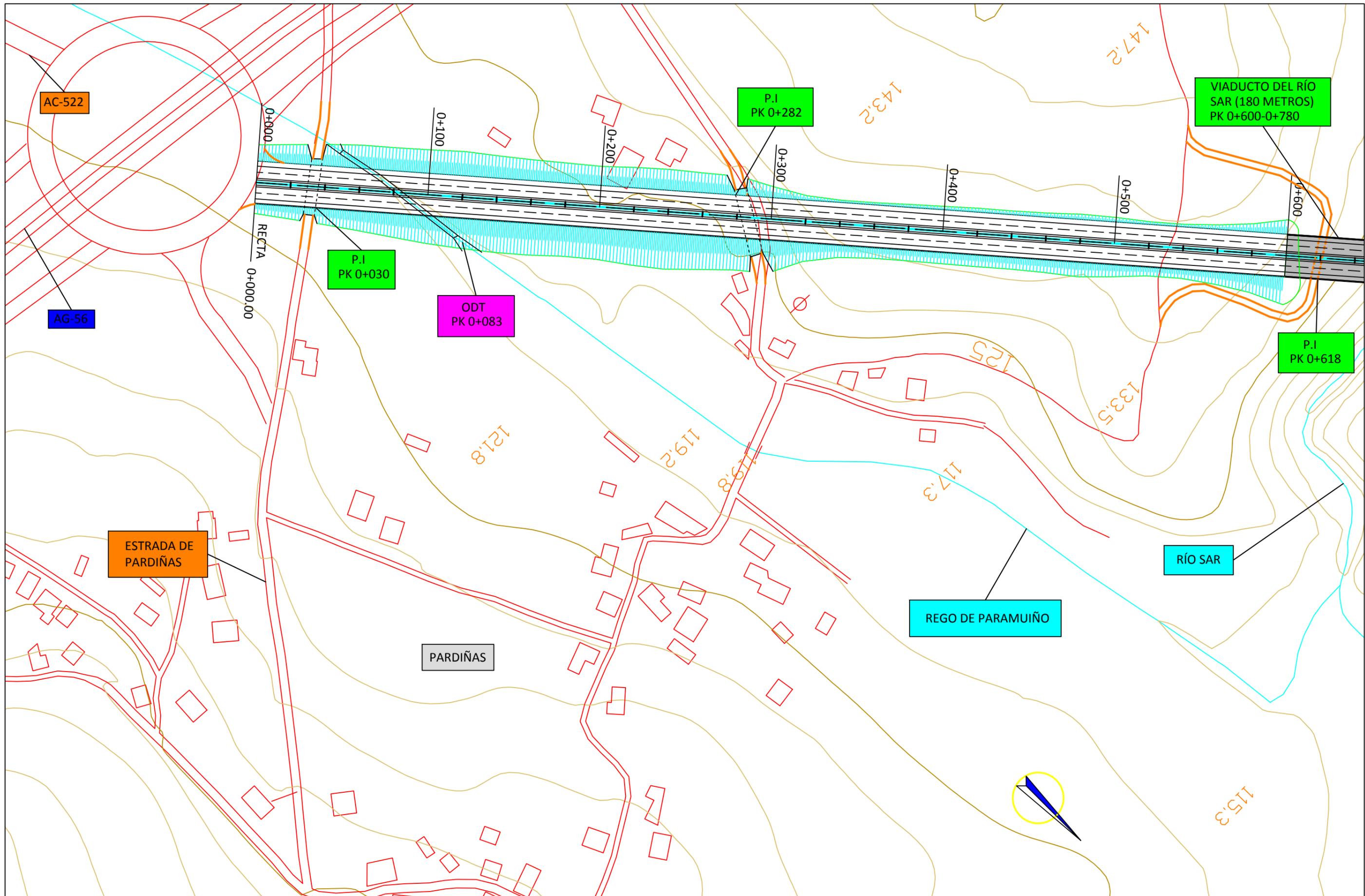
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COMPOSTELA. TRAMO:AG-56/DP-0701

ESCALA:
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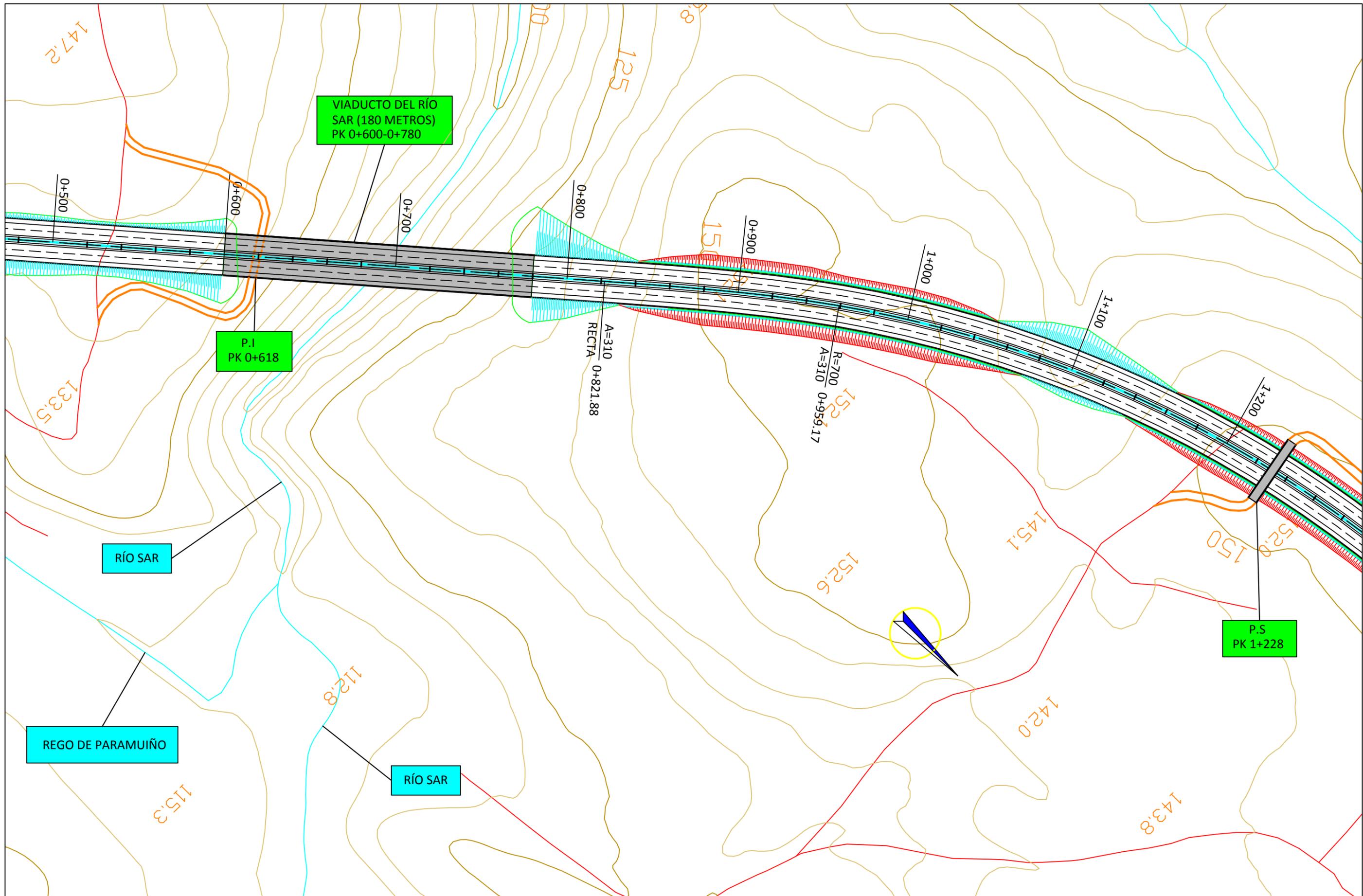
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DISTRIBUCIÓN DE HOJAS

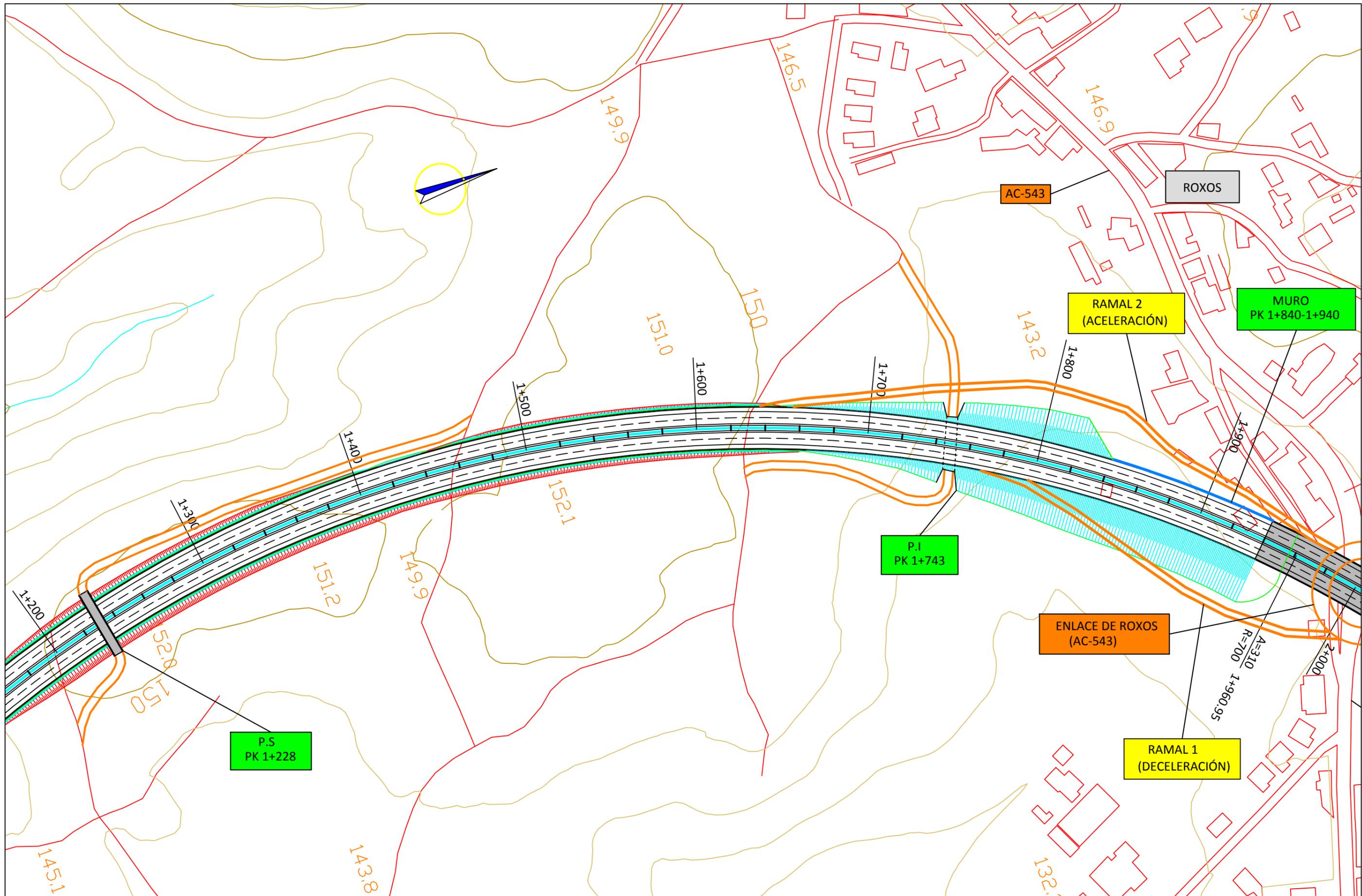
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HOJA 2 DE 2

FECHA:
OCTUBRE 2016



	<p>ESCUOLA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA</p>	<p>AUTOR DEL PROYECTO: CARLOS SÁNCHEZ SÁNCHEZ</p>	<p>TÍTULO DEL PROYECTO: CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701</p>	<p>ESCALA: A3: 1/2.000</p>	<p>TÍTULO DEL PLANO: PLANTA DE DETALLE</p>	<p>NÚMERO DE PLANO: 3.2 HOJA 1 DE 14</p>	<p>FECHA: OCTUBRE 2016</p>
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ESCUELA TÉCNICA SUPERIOR DE INGENIEROS
DE CAMINOS CANALES Y PUERTOS DE
A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

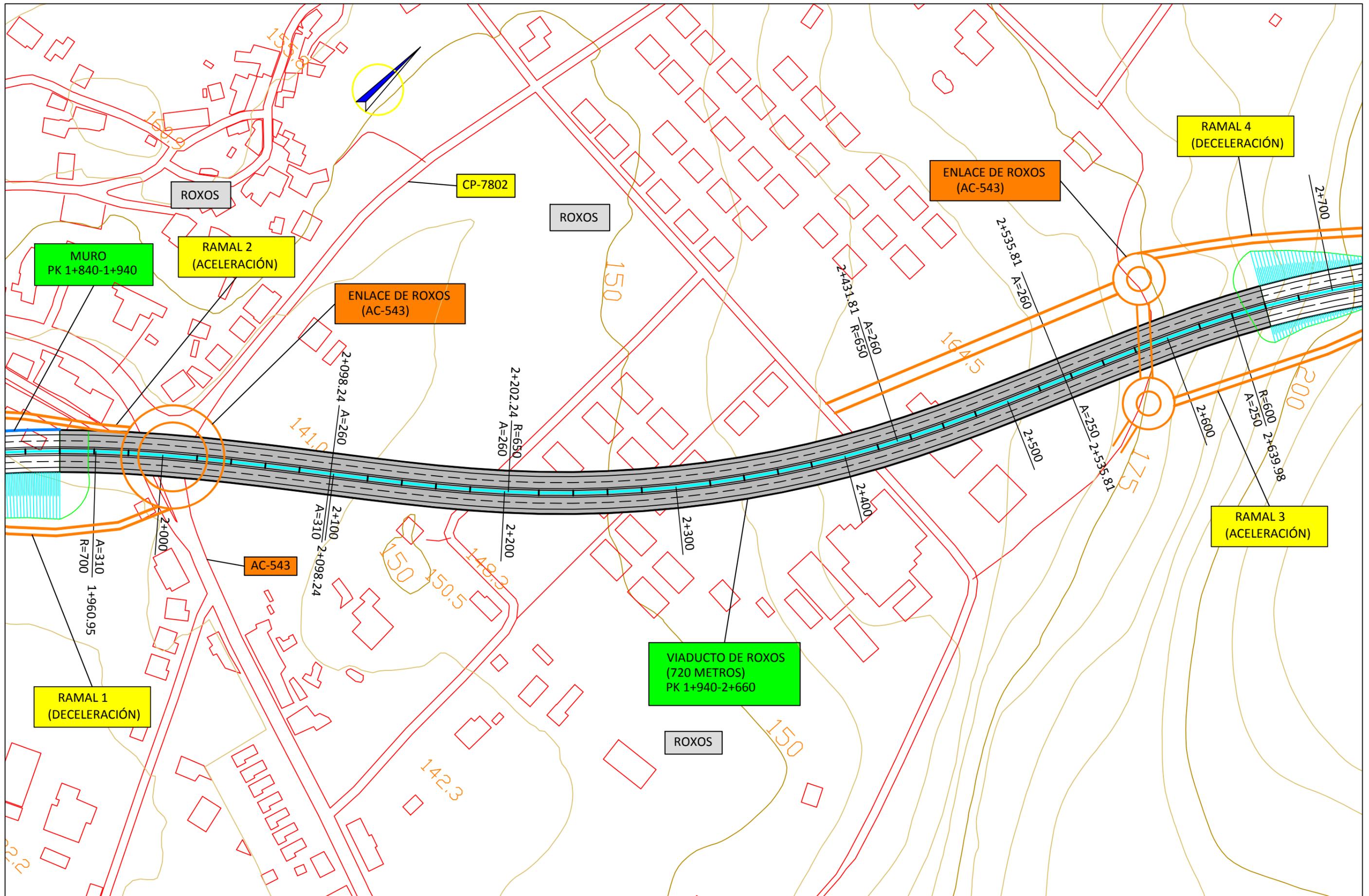
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CINTURÓN OESTE DE SANTIAGO DE
COMPOSTELA. TRAMO:AG-56/DP-0701

ESCALA:
A3: 1/2.000

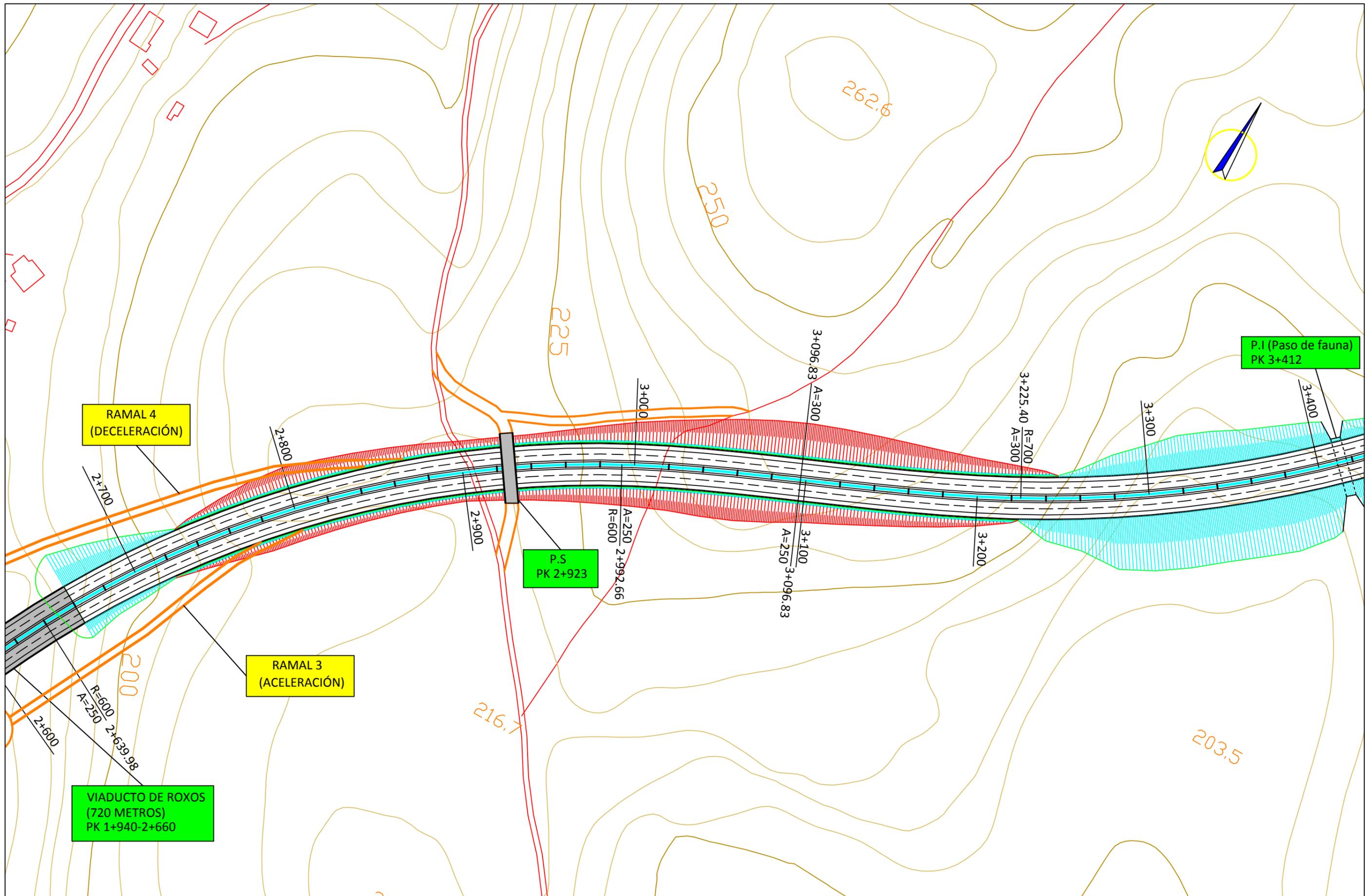
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PLANTA DE DETALLE

NÚMERO DE PLANO: 3.2
HOJA 3 DE 14

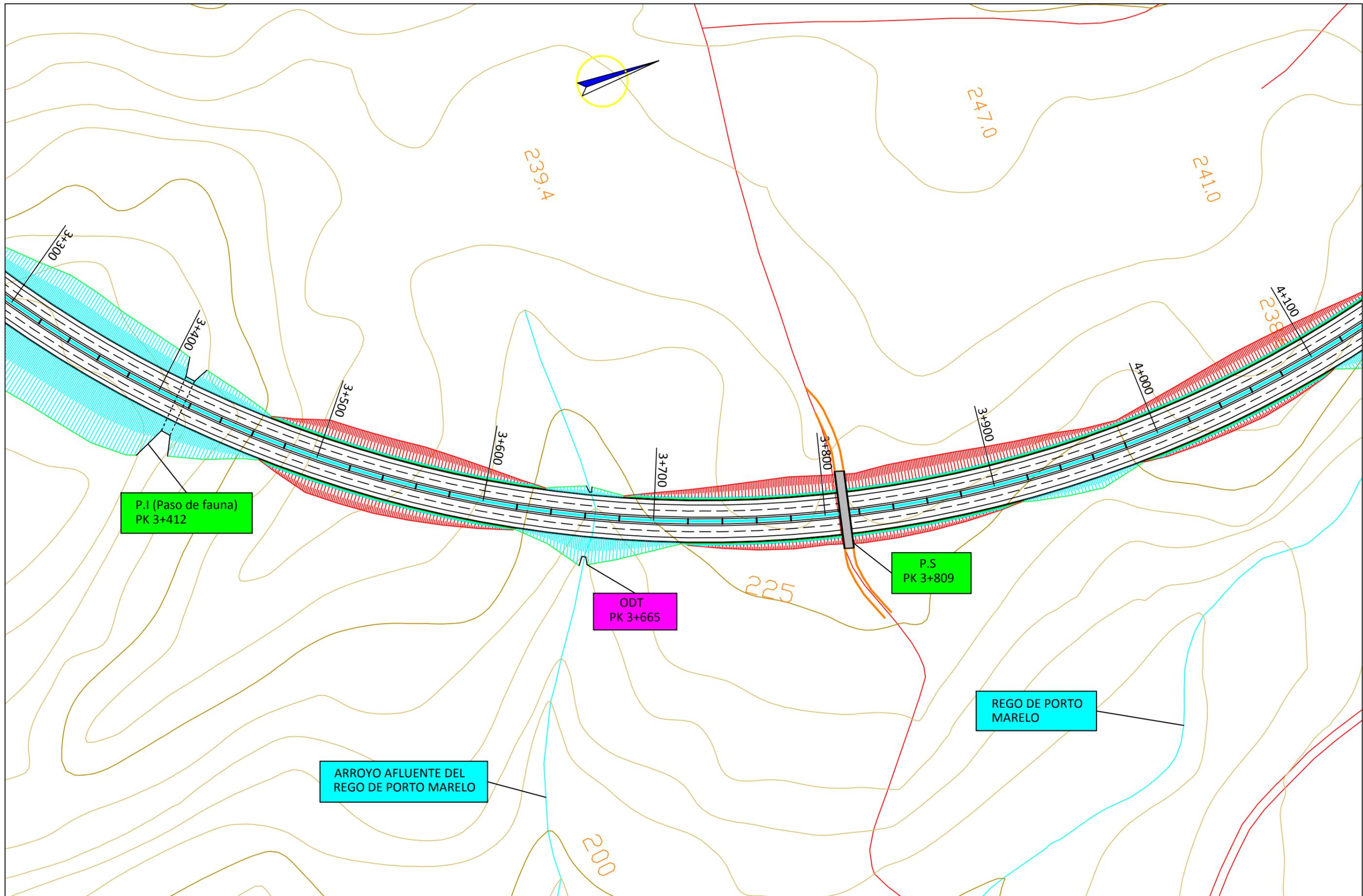
FECHA:
OCTUBRE 2016



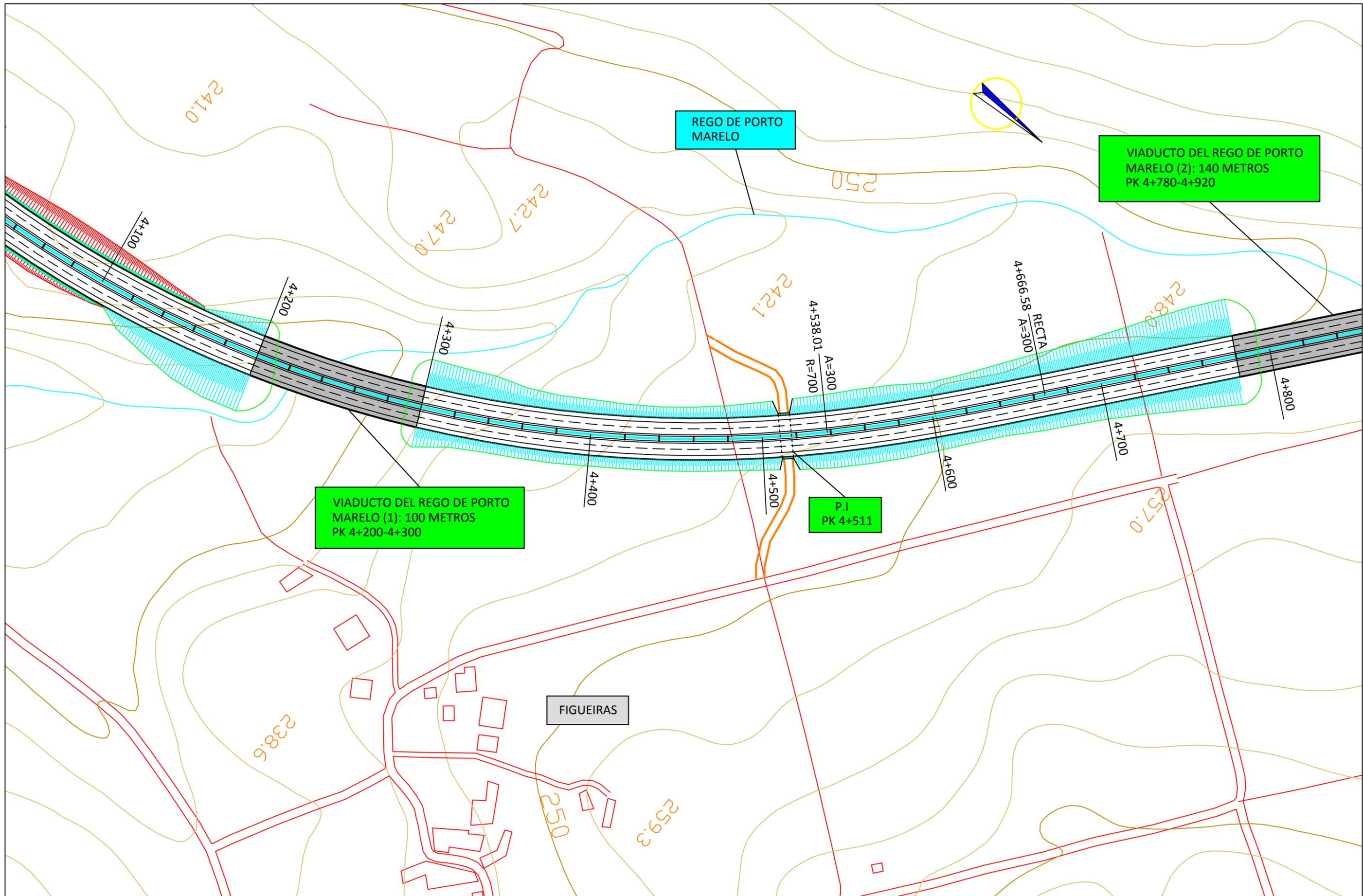
	<p>ESCUOLA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA</p>	<p>AUTOR DEL PROYECTO: CARLOS SÁNCHEZ SÁNCHEZ</p>	<p>TÍTULO DEL PROYECTO: CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701</p>	<p>ESCALA: A3: 1/2.000</p>	<p>TÍTULO DEL PLANO: PLANTA DE DETALLE</p>	<p>NÚMERO DE PLANO: 3.2 HOJA 4 DE 14</p>	<p>FECHA: OCTUBRE 2016</p>
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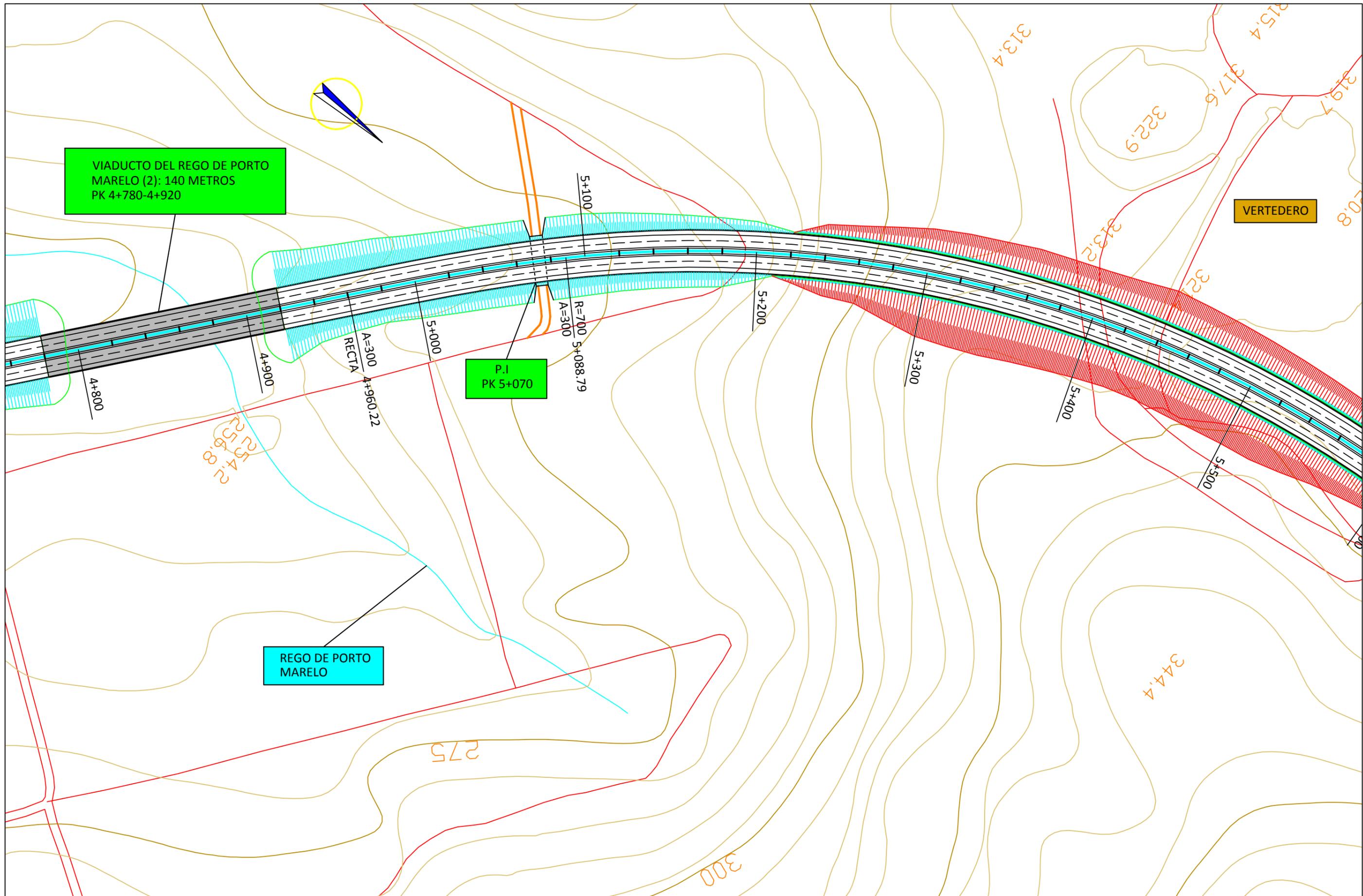


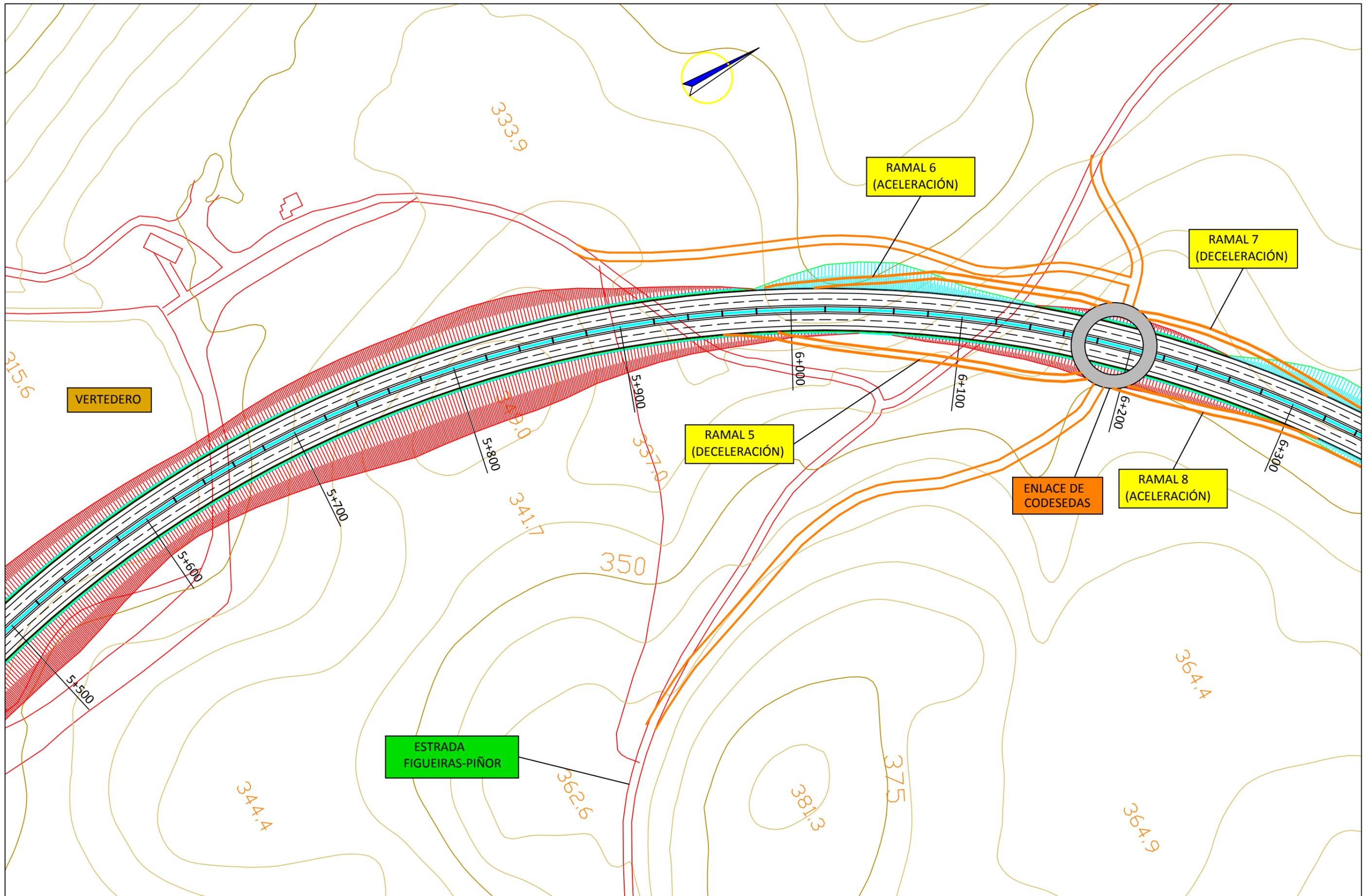
	<p>ESCUOLA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA</p>	<p>AUTOR DEL PROYECTO: CARLOS SÁNCHEZ SÁNCHEZ</p>	<p>TÍTULO DEL PROYECTO: CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701</p>	<p>ESCALA: A3: 1/2.000</p>	<p>TÍTULO DEL PLANO: PLANTA DE DETALLE</p>	<p>NÚMERO DE PLANO: 3.2 HOJA 5 DE 14</p>	<p>FECHA: OCTUBRE 2016</p>
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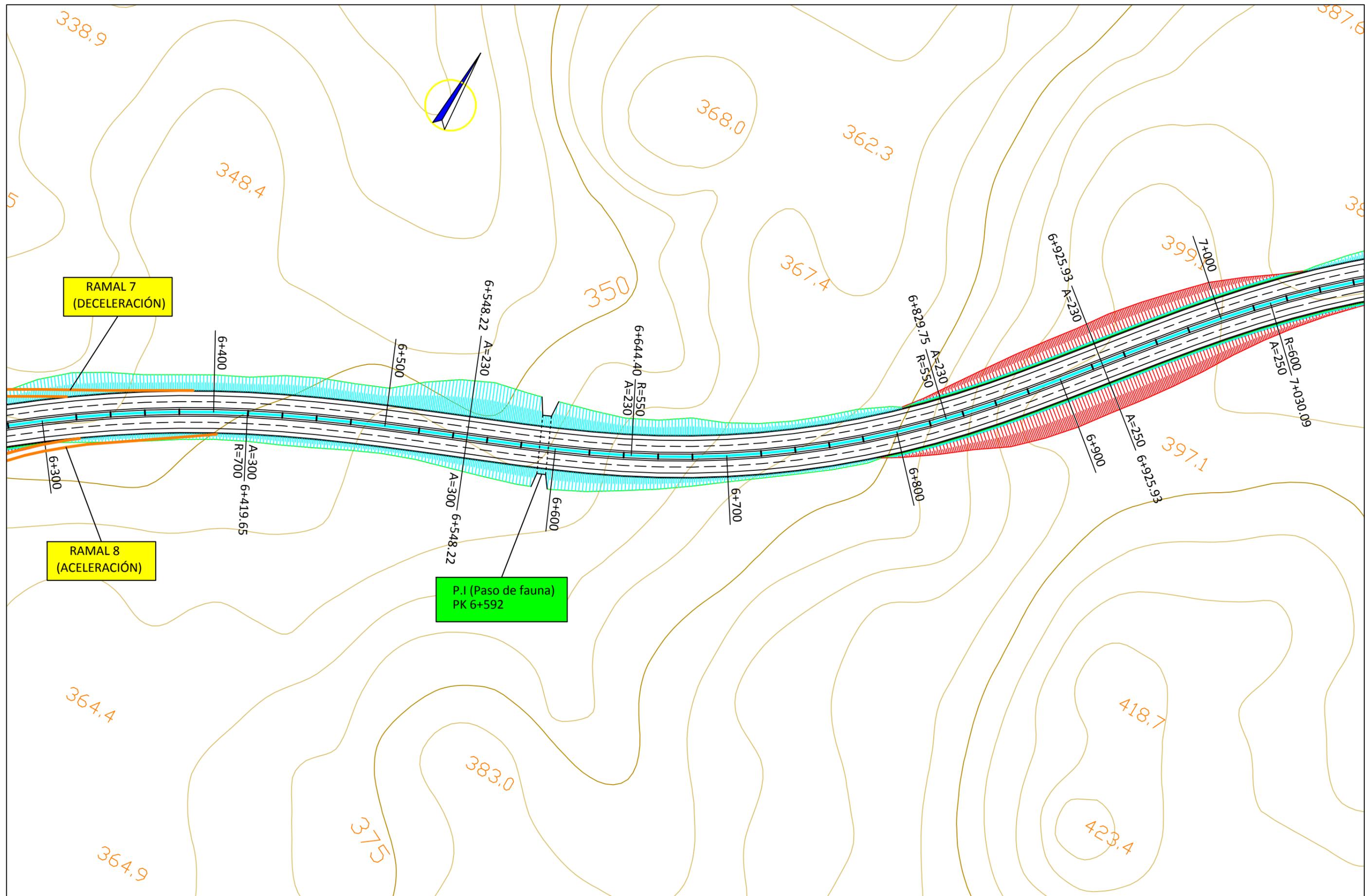
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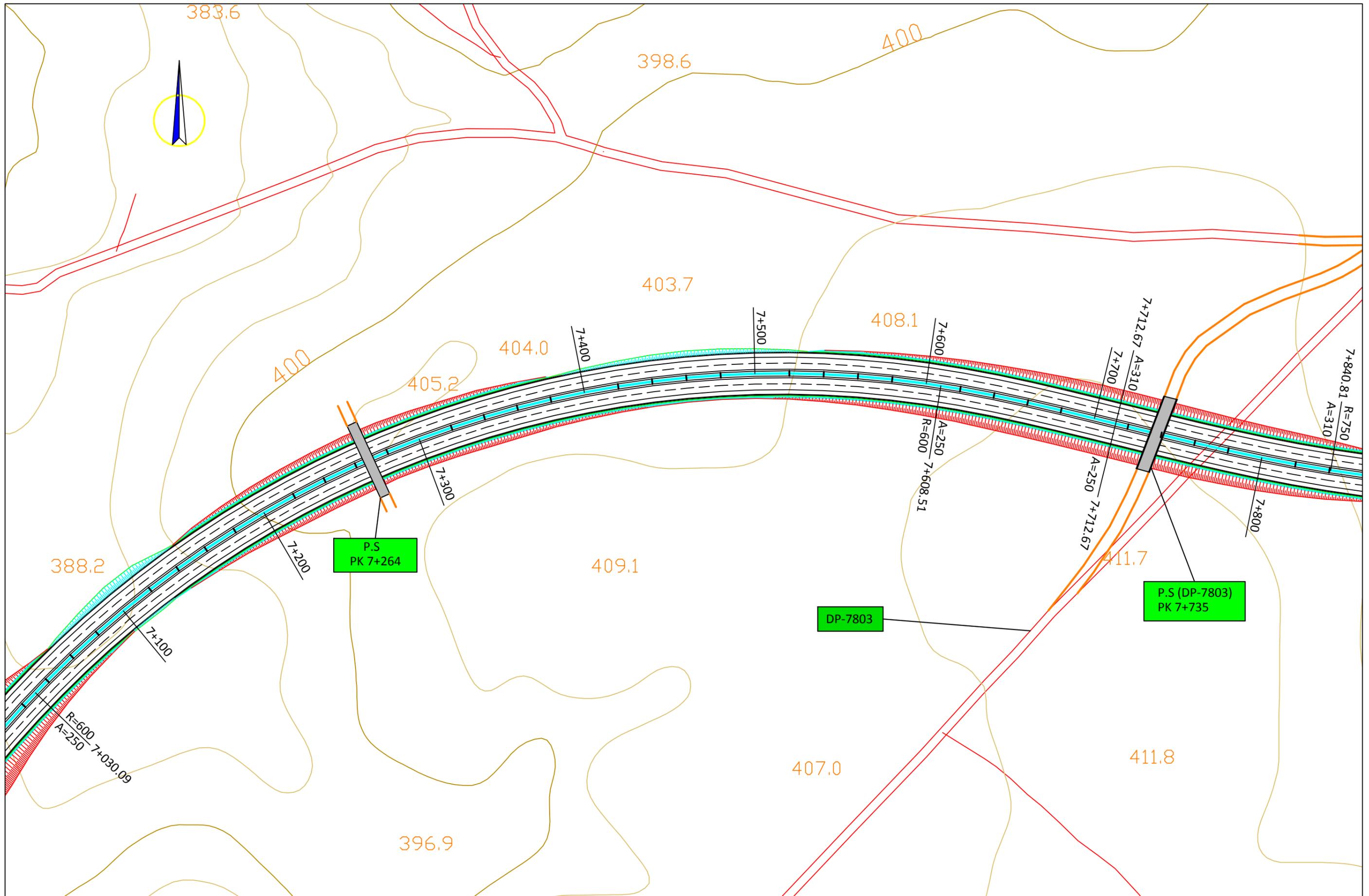




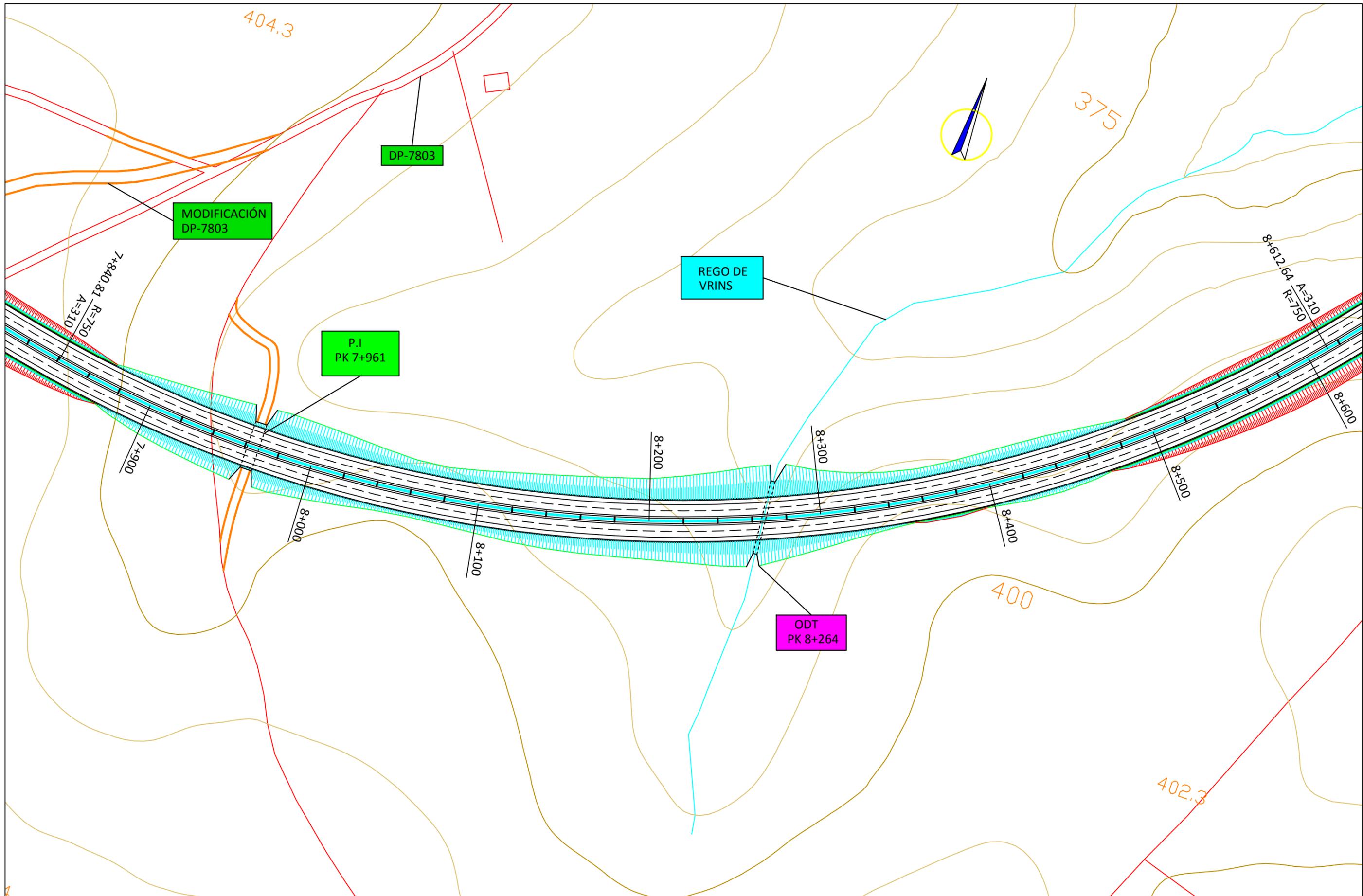


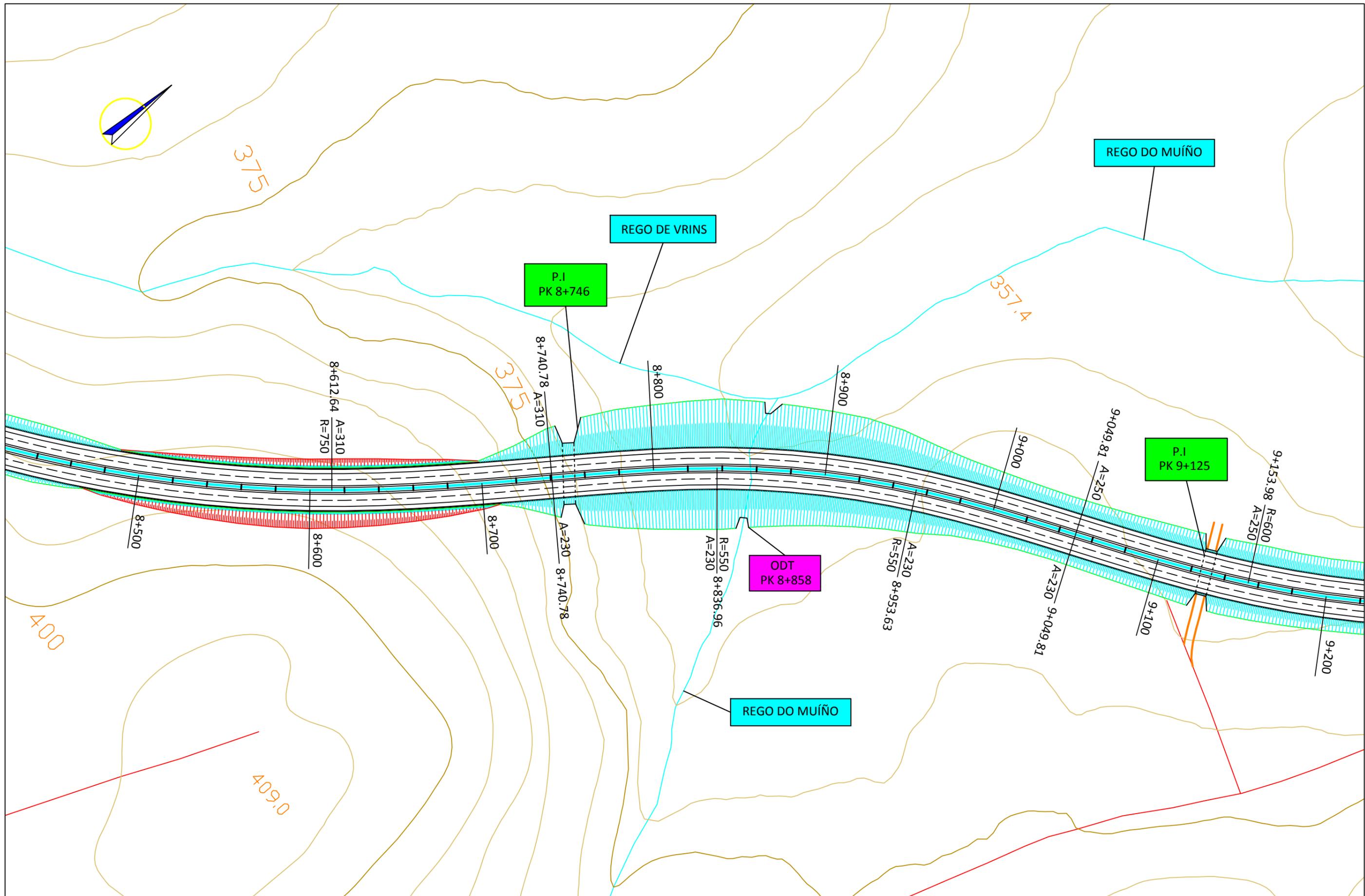
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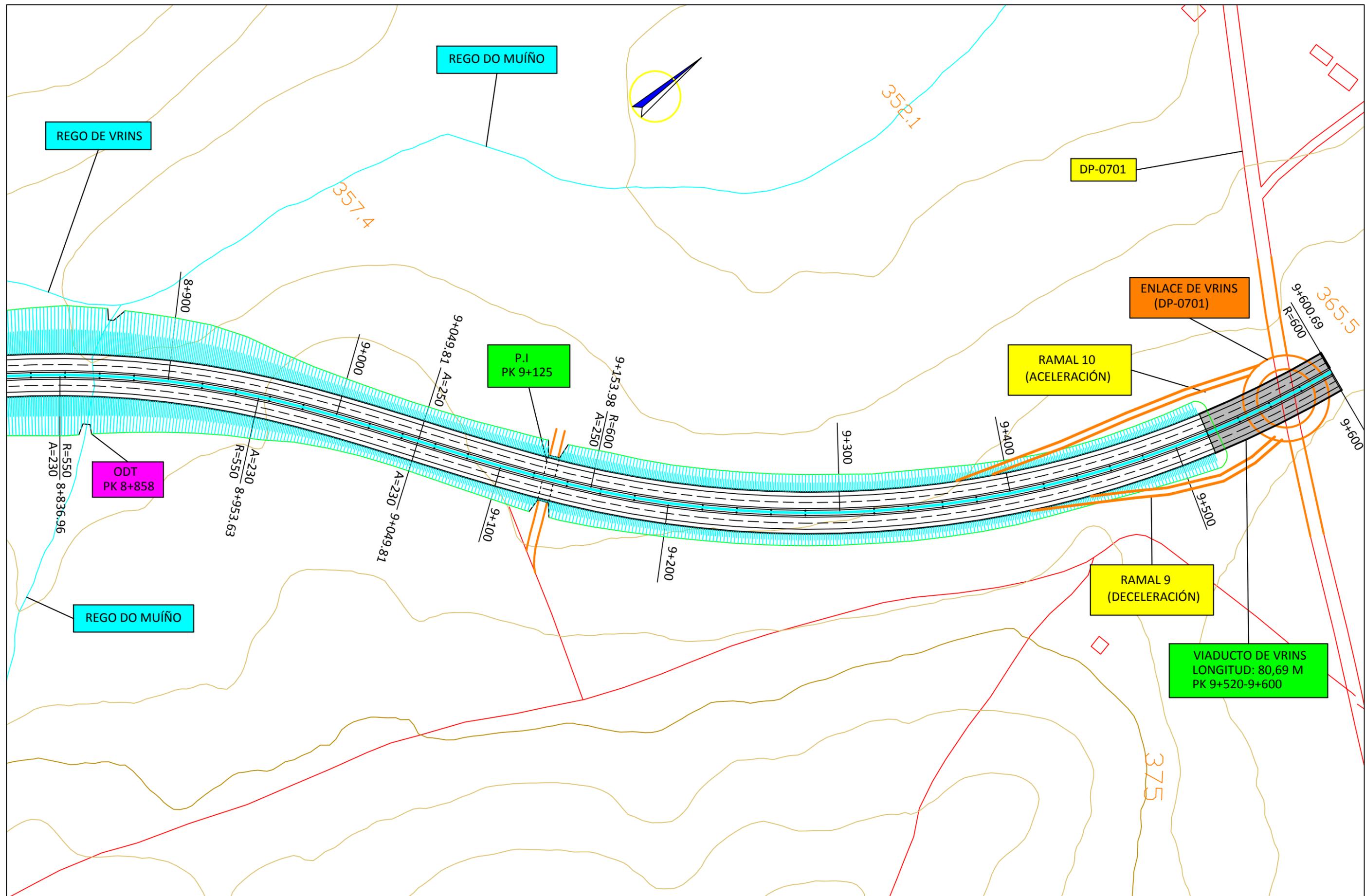


	ESCUELA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA	AUTOR DEL PROYECTO: CARLOS SÁNCHEZ SÁNCHEZ	TÍTULO DEL PROYECTO: CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701	ESCALA: A3: 1/2.000	TÍTULO DEL PLANO: PLANTA DE DETALLE	NÚMERO DE PLANO: 3.2 HOJA 11 DE 14	FECHA: OCTUBRE 2016
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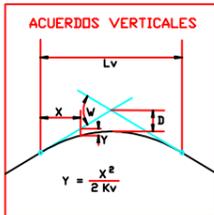
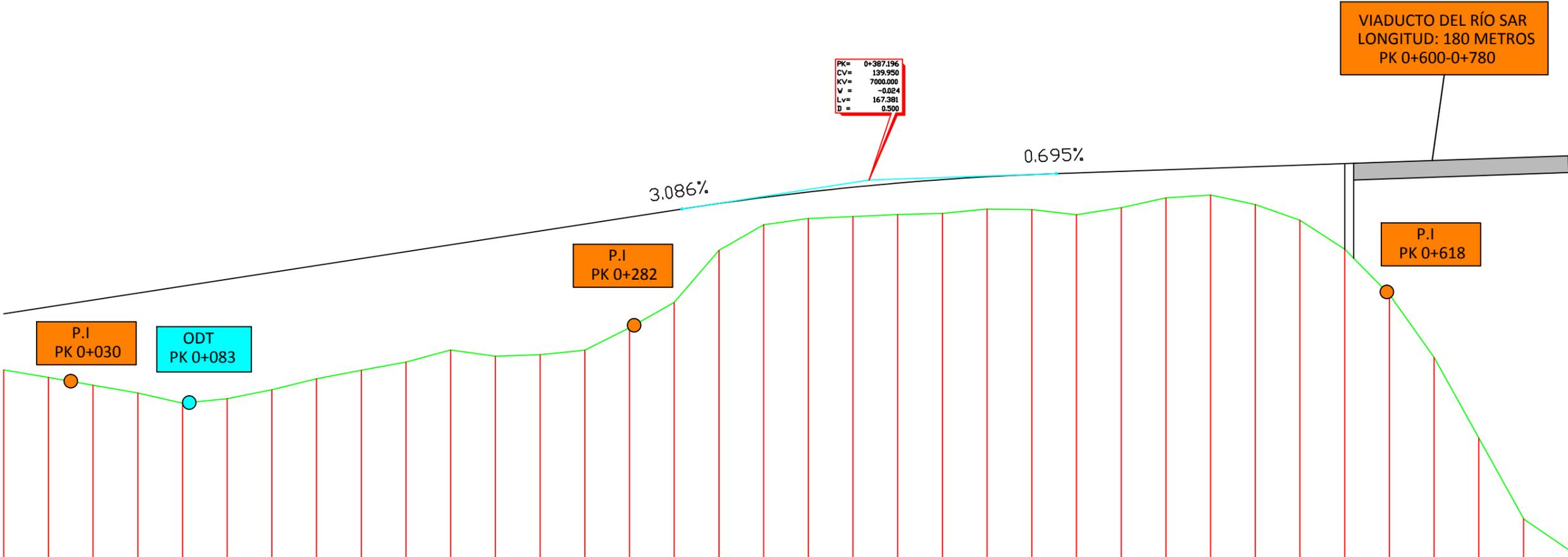
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	<p>ESCUOLA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA</p>	<p>AUTOR DEL PROYECTO: CARLOS SÁNCHEZ SÁNCHEZ</p>	<p>TÍTULO DEL PROYECTO: CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701</p>	<p>ESCALA: A3: 1/2.000</p>	<p>TÍTULO DEL PLANO: PLANTA DE DETALLE</p>	<p>NÚMERO DE PLANO: 3.2 HOJA 14 DE 14</p>	<p>FECHA: OCTUBRE 2016</p>
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VIADUCTO DEL RÍO SAR
LONGITUD: 180 METROS
PK 0+600-0+780

PK= 0+387.196
CV= 139.950
K= 7000.000
V= -0.024
Lv= 167.381
D= 0.500



PLANO DE COMPARACION		114	
P.K.		0+000	
DISTANCIAS	AL ORIGEN	0.00	20.00
	PARCIALES	0.00	20.00
ORDENADAS	RASANTE	125.99	128.617
	TERRENO	125.99	128.617
COTAS ROJAS	DESMONTE		
	TERRAPLEN	5.01	6.30
ACUERDOS VERTICALES			
DIAGRAMA DE CURVATURAS			
DIAGRAMA DE PERALTES			



ESCUELA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

TÍTULO DEL PROYECTO:
CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701

ESCALA:
A3: EH= 1/2.000
EV= 1/400

TÍTULO DEL PLANO:
PERFILES LONGITUDINALES. TRONCO

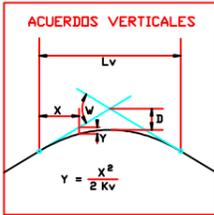
NÚMERO DE PLANO: 4
HOJA 1 DE 14

FECHA:
OCTUBRE 2016

VIADUCTO DEL RÍO SAR
LONGITUD: 180 METROS
PK 0+600-0+780

P.S
PK 1+228

0.695%



PLANO DE COMPARACION		P.K.	
DISTANCIAS	AL ORIGEN	0+700	1+400
	PARCIALES	20.000	20.000
ORDENADAS	RASANTE	142.125	146.991
	TERRENO	105.00	148.88
CITAS ROJAS	DESMONTE	-37.12	1.89
	TERRAPLEN	29.07	-1.89
ACUERDOS VERTICALES		A=310 R=700	
DIAGRAMA DE CURVATURAS		RECTA	
DIAGRAMA DE PERALTES	BORDE DERECHO	3.16.00%	3.16.00%
	BORDE IZQUIERDO	3.16.00%	3.16.00%



ESCUELA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

TÍTULO DEL PROYECTO:
CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701

ESCALA:
A3: EH= 1/2.000
EV= 1/400

TÍTULO DEL PLANO:
PERFILES LONGITUDINALES. TRONCO

NÚMERO DE PLANO: 4
HOJA 2 DE 14

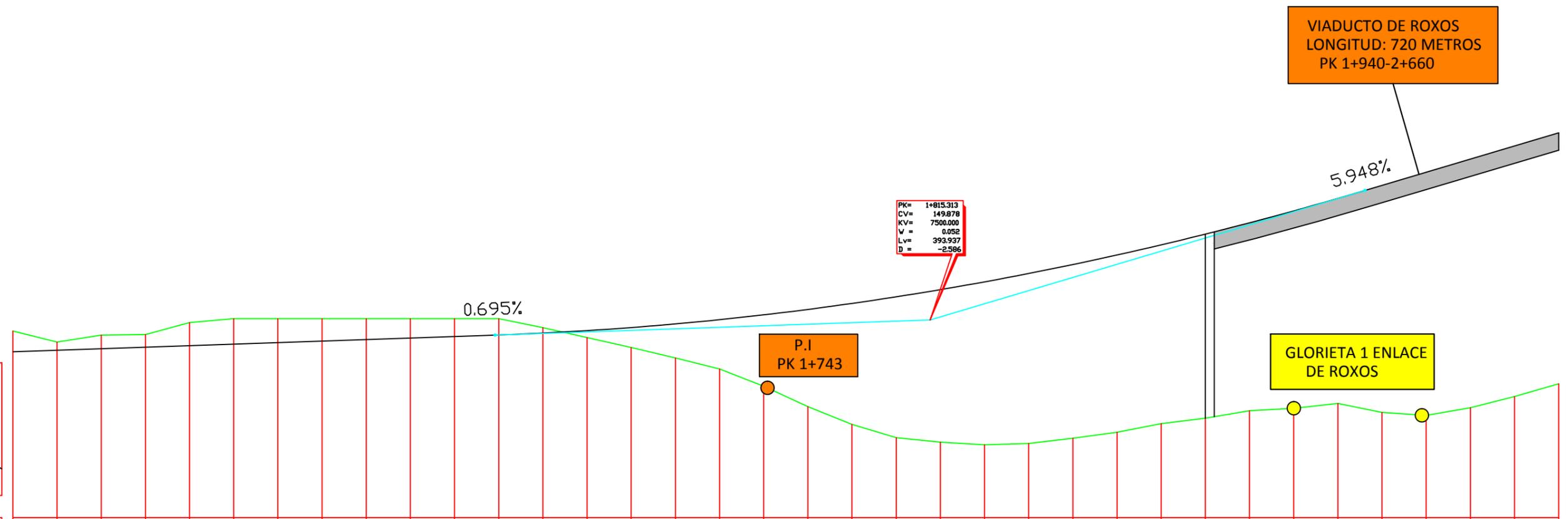
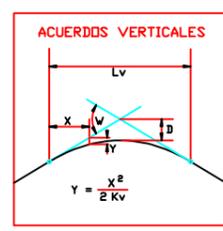
FECHA:
OCTUBRE 2016

VIADUCTO DE ROXOS
LONGITUD: 720 METROS
PK 1+940-2+660

GLORIETA 1 ENLACE
DE ROXOS

P.I
PK 1+743

PK= 1+815.313
CV= 149.878
KV= 7500.000
K= 0.058
L.V= 393.937
D= -2.586

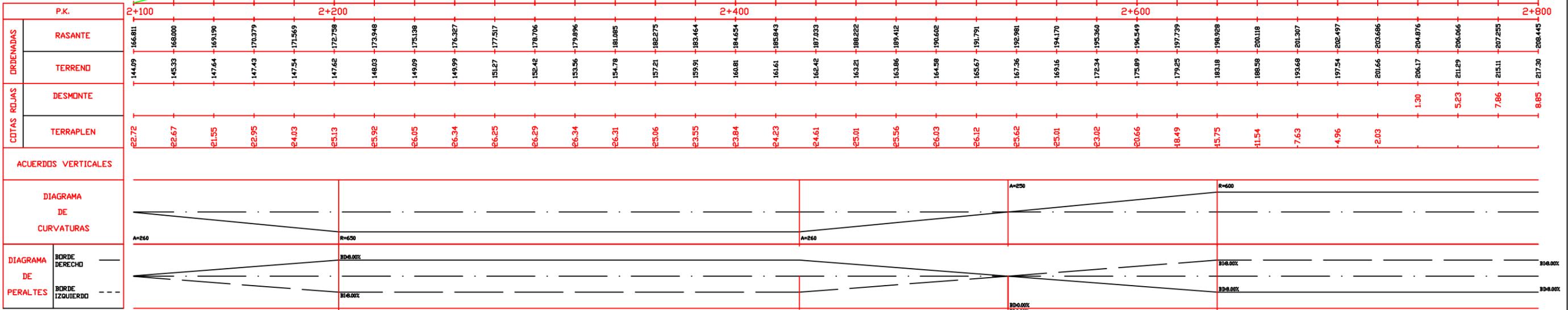
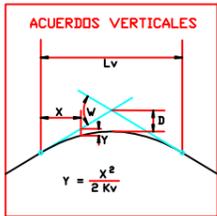


PLANO DE COMPARACION		132
P.K.		1+400
DISTANCIAS	AL ORIGEN	400.000
	PARCIALES	20.000
ORDENADAS	RASANTE	146.888
	TERRENO	146.888
COTAS ROJAS	DESMONTE	1.89
	TERRAPLEN	0.75
ACUERDOS VERTICALES		146.591
DIAGRAMA DE CURVATURAS		147.130
DIAGRAMA DE PERALTES		147.269
		147.408
		147.547
		147.686
		147.825
		147.965
		148.104
		148.243
		148.382
		148.521
		148.661
		148.800
		148.939
		149.079
		149.218
		149.357
		149.496
		149.635
		149.774
		149.913
		150.052
		150.191
		150.330
		150.469
		150.608
		150.747
		150.886
		151.025
		151.164
		151.303
		151.442
		151.581
		151.720
		151.859
		151.998
		152.137
		152.276
		152.415
		152.554
		152.693
		152.832
		152.971
		153.110
		153.249
		153.388
		153.527
		153.666
		153.805
		153.944
		154.083
		154.222
		154.361
		154.500
		154.639
		154.778
		154.917
		155.056
		155.195
		155.334
		155.473
		155.612
		155.751
		155.890
		156.029
		156.168
		156.307
		156.446
		156.585
		156.724
		156.863
		157.002
		157.141
		157.280
		157.419
		157.558
		157.697
		157.836
		157.975
		158.114
		158.253
		158.392
		158.531
		158.670
		158.809
		158.948
		159.087
		159.226
		159.365
		159.504
		159.643
		159.782
		159.921
		160.060
		160.199
		160.338
		160.477
		160.616
		160.755
		160.894
		161.033
		161.172
		161.311
		161.450
		161.589
		161.728
		161.867
		162.006
		162.145
		162.284
		162.423
		162.562
		162.701
		162.840
		162.979
		163.118
		163.257
		163.396
		163.535
		163.674
		163.813
		163.952
		164.091
		164.230
		164.369
		164.508
		164.647
		164.786
		164.925
		165.064
		165.203
		165.342
		165.481
		165.620
		165.759
		165.898
		166.037
		166.176
		166.315
		166.454
		166.593
		166.732

5.948%

VIADUCTO DE ROXOS
LONGITUD: 720 METROS
PK 1+940-2+660

CONEXIÓN
GLORIETAS 2 Y 3
ENLACE DE ROXOS



ESCUELA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

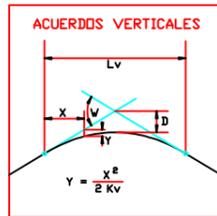
TÍTULO DEL PROYECTO:
CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701

ESCALA:
A3: EH= 1/2.000
EV= 1/400

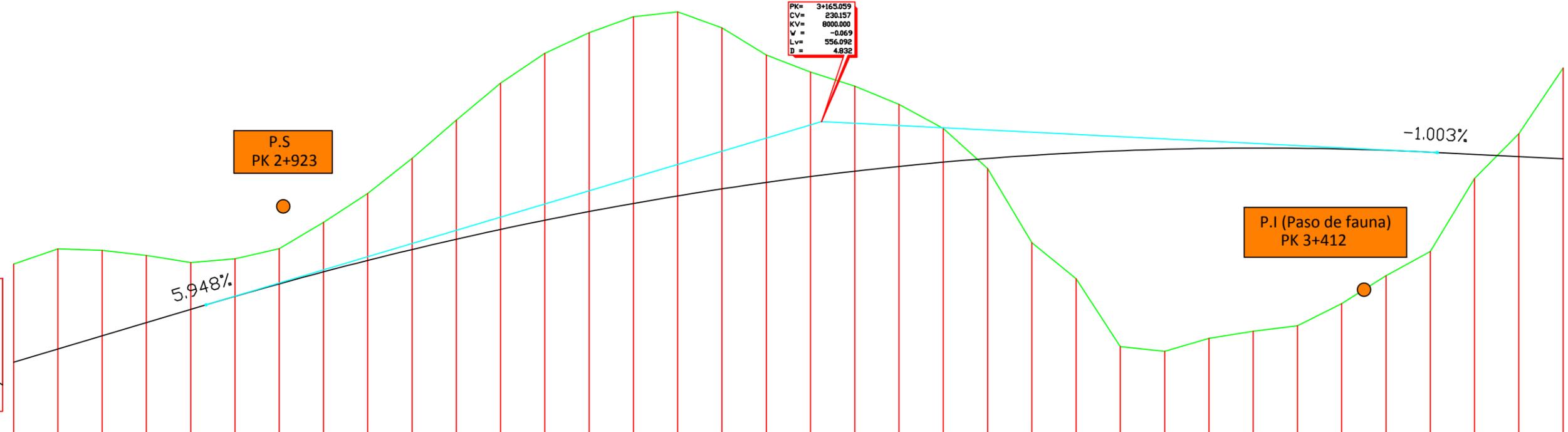
TÍTULO DEL PLANO:
PERFILES LONGITUDINALES. TRONCO

NÚMERO DE PLANO: 4
HOJA 4 DE 14

FECHA:
OCTUBRE 2016

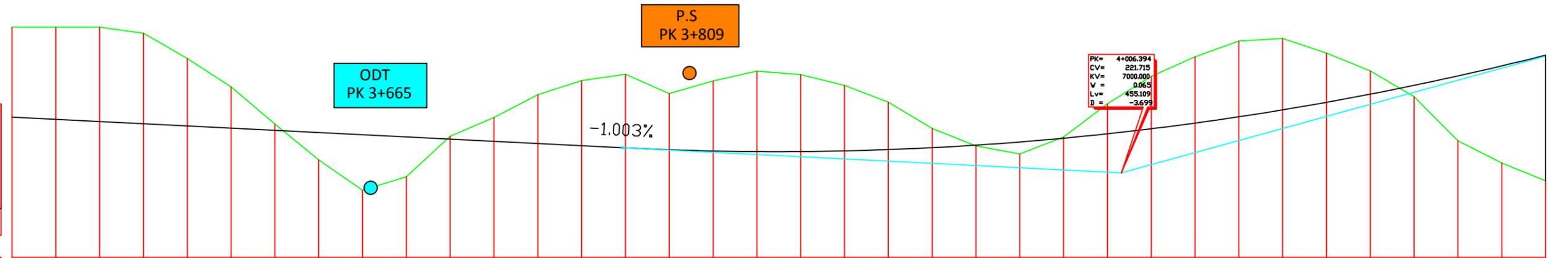
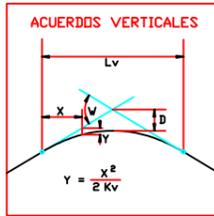


PK= 3+165.059
 CV= 230.157
 KV= 8000.000
 V = -0.069
 L_v= 556.092
 D = 4.832



PLANO DE COMPARACION		202	
P.K.		2+800	
DISTANCIAS	AL ORIGEN	800.00	500.00
	PARCIALES	20.00	20.00
ORDENADAS	RASANTE	208.445	208.445
	TERRENO	217.30	217.30
COTAS ROJAS	DESMONTE	8.85	8.85
	TERRAPLEN	0.00	0.00
ACUERDOS VERTICALES		R=600	
DIAGRAMA DE CURVATURAS		A=250	
DIAGRAMA DE PERALTES		B=0.00%	





PLANO DE COMPARACION		214
P.K.		3+500
DISTANCIAS	AL ORIGEN	500.000
	PARCIALES	20.000
ORDENADAS	RASANTE	226.796
	TERRENO	235.000
COTAS ROJAS	DESMONTE	8.20
	TERRAPLEN	8.40
ACUERDOS VERTICALES		
DIAGRAMA DE CURVATURAS		R=700
DIAGRAMA DE PERALTES	BORDE DERECHO	0.00%
	BORDE IZQUIERDO	0.00%

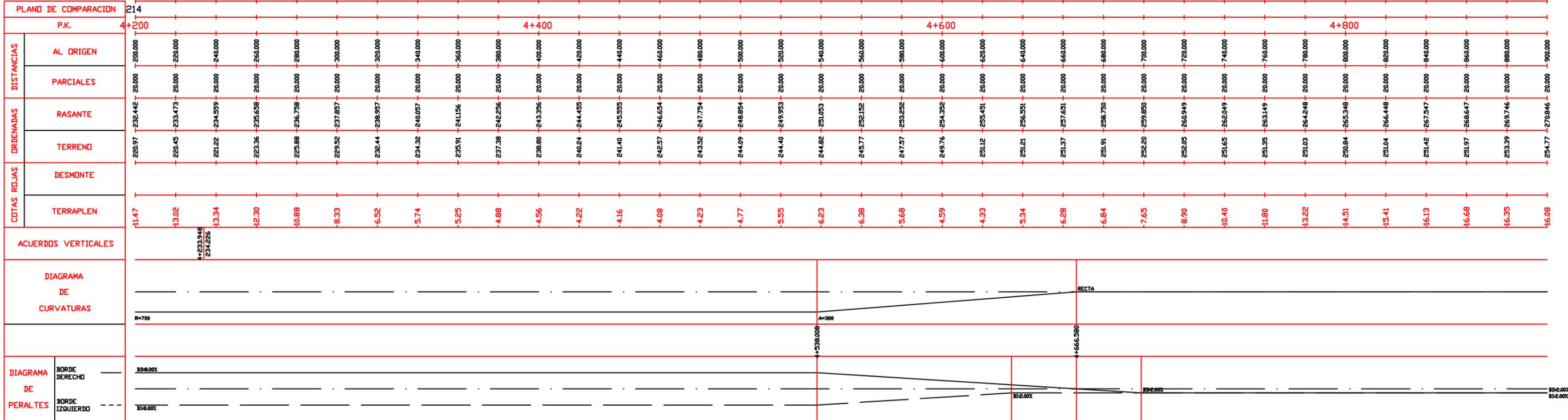
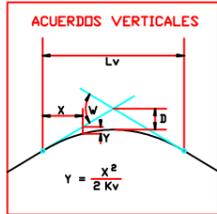


VIADUCTO DEL REGO DE PORTO MARELO (2)
LONGITUD: 140 METROS
PK 4+780-4+920

VIADUCTO DEL REGO DE PORTO MARELO (1)
LONGITUD: 100 METROS
PK 4+200-4+300

P.I.
PK 4+511

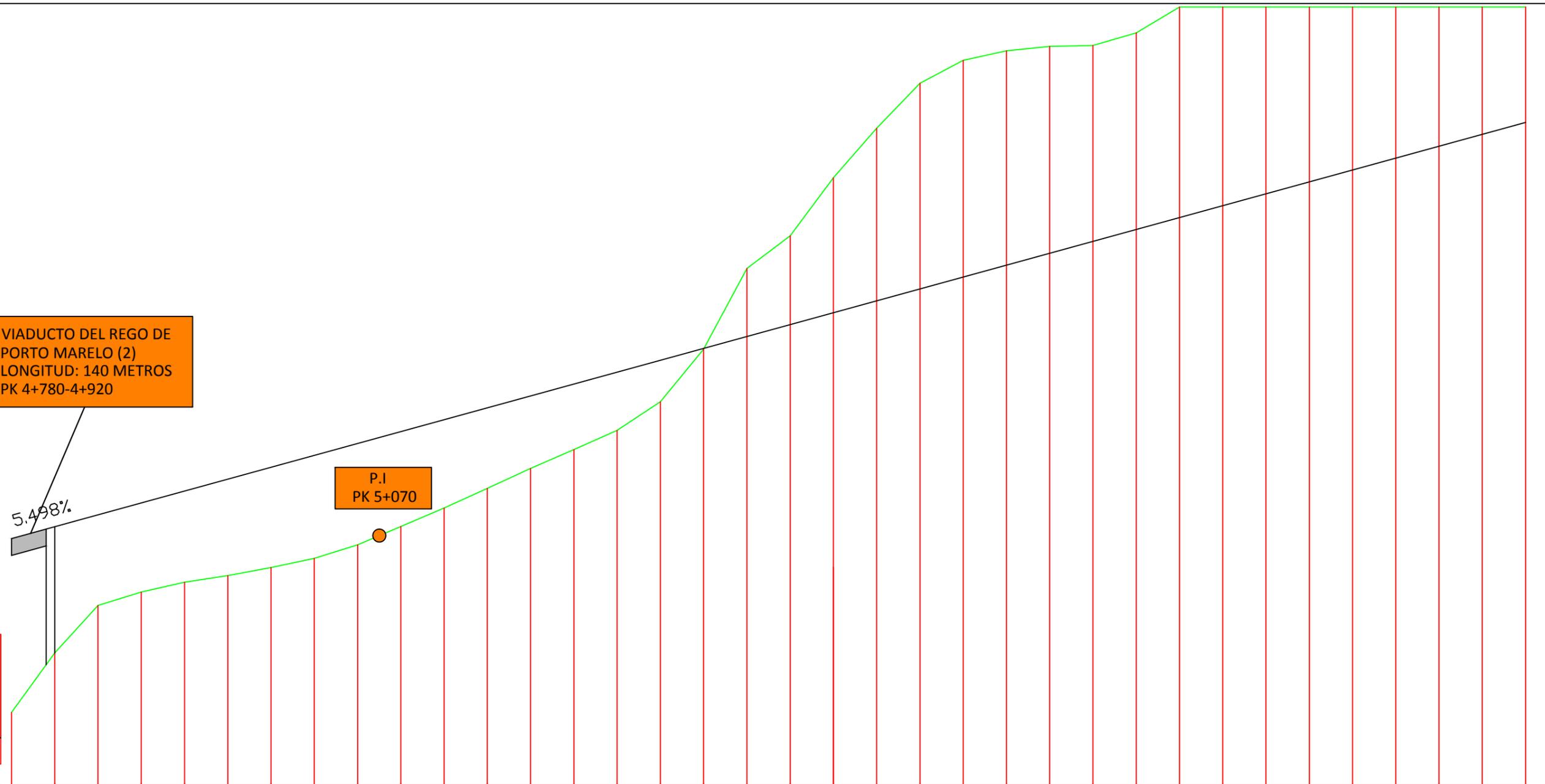
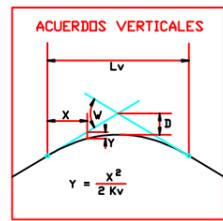
5.498%



VIADUCTO DEL REGO DE PORTO MARELO (2)
LONGITUD: 140 METROS
PK 4+780-4+920

5.498%

P.I
PK 5+070



P.K.		4+900	5+000	5+200	5+400	5+600
ORDENADAS	RASANTE	254.77	260.28	264.66	267.42	268.17
	TERRENO	270.846	271.946	273.045	274.145	275.244
COTAS ROJAS	DESMONTE	-16.08	-11.67	-8.38	-8.25	-8.42
	TERRAPLEN	16.08	11.67	8.38	8.25	8.42
ACUERDOS VERTICALES		<p>RECTA</p> <p>A=300</p> <p>R=700</p>				
DIAGRAMA DE PERALTES		<p>BORDE DERECHO: 3D=0.00%</p> <p>BORDE IZQUIERDO: 3D=0.00%</p>				



ESCUELA TÉCNICA SUPERIOR DE INGENIEROS DE CAMINOS CANALES Y PUERTOS DE A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

TÍTULO DEL PROYECTO:
CINTURÓN OESTE DE SANTIAGO DE COMPOSTELA. TRAMO:AG-56/DP-0701

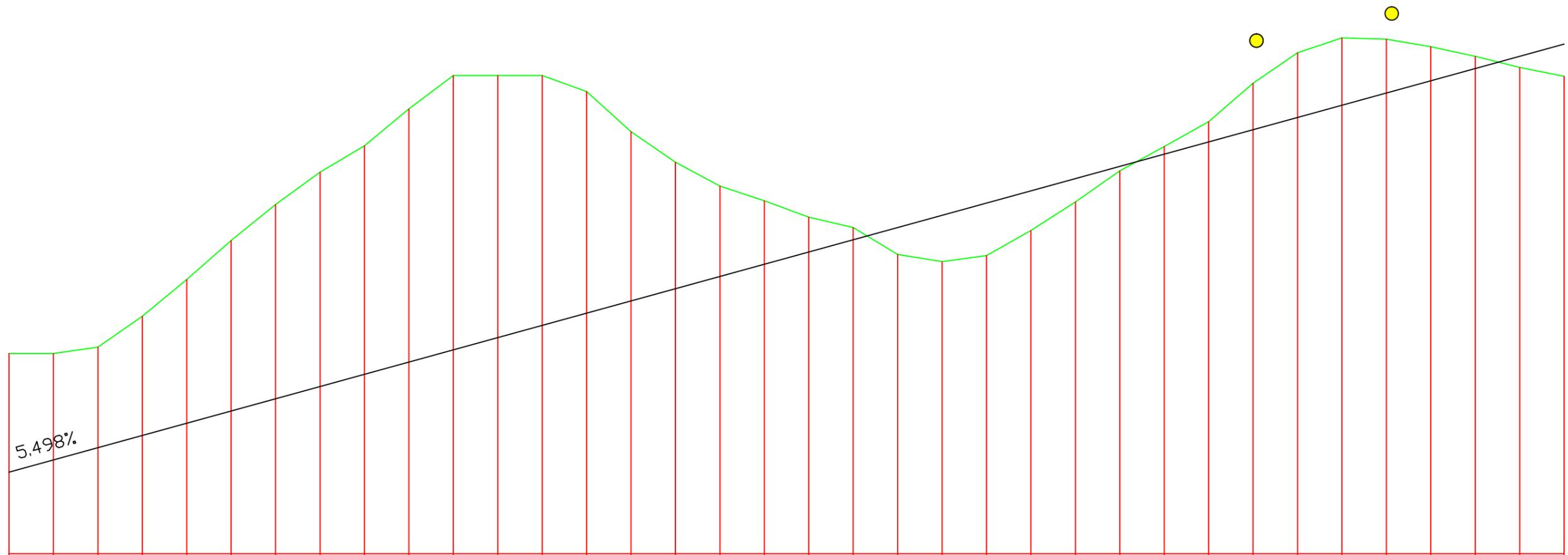
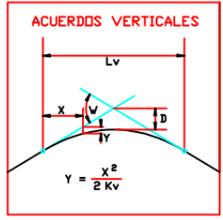
ESCALA:
A3: EH= 1/2.000
EV= 1/400

TÍTULO DEL PLANO:
PERFILES LONGITUDINALES. TRONCO

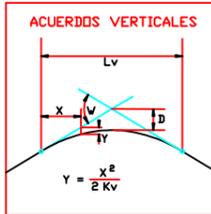
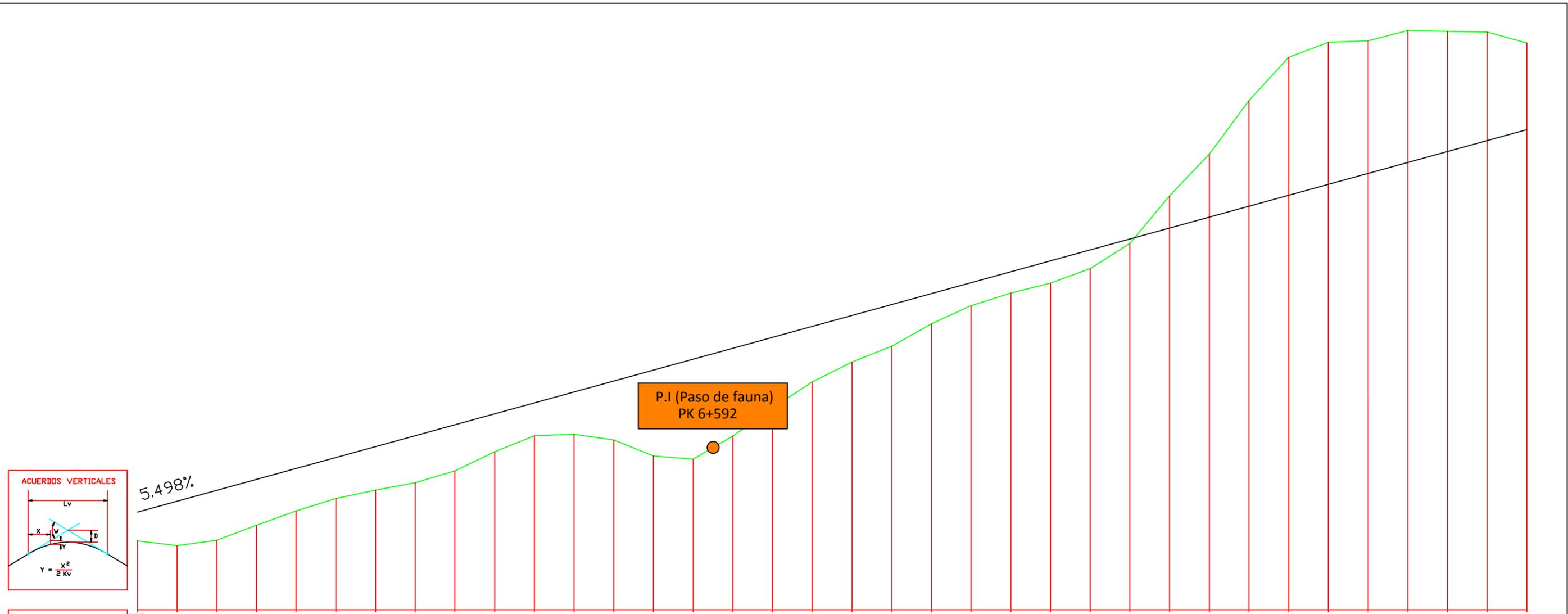
NÚMERO DE PLANO: 4
HOJA 8 DE 14

FECHA:
OCTUBRE 2016

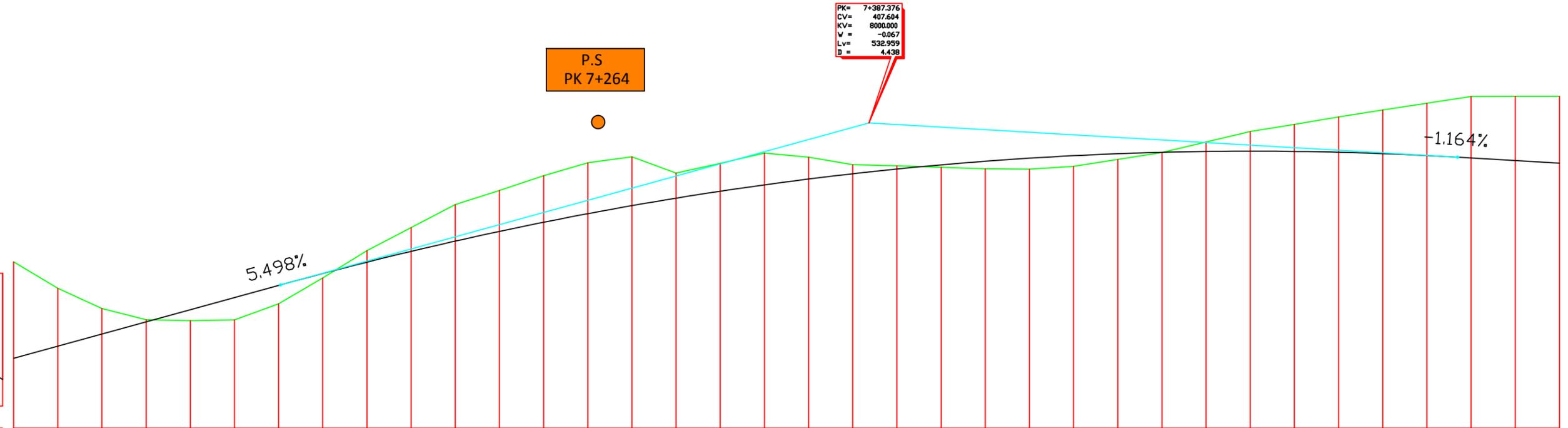
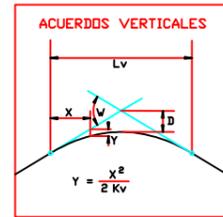
GLORIETA ENLACE DE CODESEDAS



PLANO DE COMPARACION		P.K.	
		5+600	6+200
DISTANCIAS	AL ORIGEN	600.000	300.000
	PARCIALES	20.000	20.000
ORDENADAS	RASANTE	309.333	347.040
	TERRENO	320.000	346.720
COTAS ROJAS	DESMONTE	10.67	0.99
	TERRAPLEN		
ACUERDOS VERTICALES			
DIAGRAMA DE CURVATURAS		R=700	
DIAGRAMA DE PERALTES	BORDE DERECHO	0.00%	
	BORDE IZQUIERDO	0.00%	



PLANO DE COMPARACION		338	
P.K.		6+300	
DISTANCIAS	AL ORIGEN	300.00	0.00
	PARCIALES	20.00	20.00
ORDENADAS	RASANTE	344.92	347.819
	TERRENO	344.45	348.919
COTAS ROJAS	DESMONTE	344.99	350.019
	TERRAPLEN	346.50	351.118
ACUERDOS VERTICALES		6+400	
DIAGRAMA DE CURVATURAS		347.94	352.218
		349.19	353.317
DIAGRAMA DE PERALTES	BORDE DERECHO	350.04	354.417
	BORDE IZQUIERDO	350.79	355.517
		6+500	
		6+600	
		6+700	
		6+800	
		7+000	



PLANO DE COMPARACION		380	
P.K.		7+000	
DISTANCIAS	AL ORIGEN	0.00	700.00
	PARCIALES	20.00, 40.00, 60.00, 80.00, 100.00, 120.00, 140.00, 160.00, 180.00, 200.00, 220.00, 240.00, 260.00, 280.00, 300.00, 320.00, 340.00, 360.00, 380.00, 400.00, 420.00, 440.00, 460.00, 480.00, 500.00, 520.00, 540.00, 560.00, 580.00, 600.00, 620.00, 640.00, 660.00, 680.00, 700.00	
ORDENADAS	RASANTE	386.306, 387.406, 388.505, 389.605, 390.704, 391.804, 392.904, 393.980, 395.007, 395.984, 396.911, 397.788, 398.615, 399.392, 400.119, 400.795, 401.422, 401.999, 402.526, 403.003, 403.430, 403.807, 404.133, 404.410, 404.637, 404.814, 404.941, 405.018, 405.045, 405.021, 404.948, 404.825, 404.652, 404.431, 404.198, 403.966	
	TERRENO	395.04, 392.64, 390.81, 389.80, 389.72, 389.79, 391.24, 393.38, 396.05, 398.13, 400.22, 401.48, 402.82, 403.99, 404.53, 403.07, 403.94, 404.88, 404.51, 403.83, 403.72, 403.60, 403.45, 403.41, 403.68, 404.29, 404.92, 405.87, 406.83, 407.46, 408.14, 408.77, 409.38, 409.99, 410.00, 410.00	
COTAS ROJAS	DESMONTE	8.73, 5.23, 2.31, 0.19, -0.98, -2.02, -1.67, -0.40, 1.05, 2.15, 3.31, 3.69, 4.20, 4.60, 4.41, 2.27, 2.52, 2.88, 1.98, 0.82, 0.29, -0.21, -0.69, -1.00, -0.96, -0.52, -0.02, 0.85, 1.78, 2.44, 3.19, 3.94, 4.73, 5.56, 5.80, 6.03	
	TERRAPLEN		
ACUERDOS VERTICALES			
DIAGRAMA DE CURVATURAS		A=250, R=600	A=250, R=4300
DIAGRAMA DE PERALTES		BORDE DERECHO: 0.00%	BORDE IZQUIERDO: 0.00%

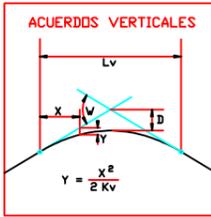
P.S (DP-7803)
PK 7+735

P.I
PK 7+961

ODT
PK 8+264

PK= 8+333.905
CV= 396.588
KV= 9000.000
V = -0.025
Lv= 227.678
D = 0.720

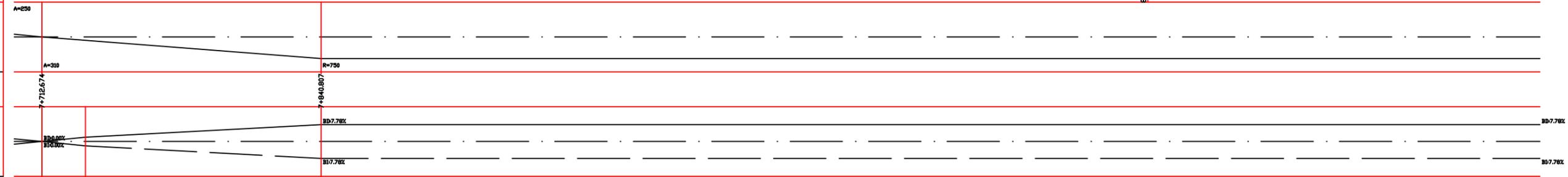
-1.164%



PLANO DE COMPARACION 378

P.K.	7+700	7+800	8+000	8+200	8+400
DISTANCIAS AL ORIGEN	700.000	800.000	900.000	1000.000	1100.000
DISTANCIAS PARCIALES	20.000	20.000	20.000	20.000	20.000
ORDENADAS RASANTE	403.966	403.733	403.500	403.267	403.034
ORDENADAS TERRENO	410.000	409.850	409.700	409.550	409.400
COTAS ROJAS DESMONTE	6.03	6.27	6.35	5.88	5.29
COTAS ROJAS TERRAPLEN					
ACUERDOS VERTICALES					

ACUERDOS VERTICALES



ESCUELA TÉCNICA SUPERIOR DE INGENIEROS
DE CAMINOS CANALES Y PUERTOS DE
A CORUÑA

AUTOR DEL PROYECTO:
CARLOS SÁNCHEZ SÁNCHEZ

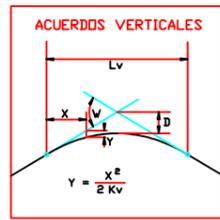
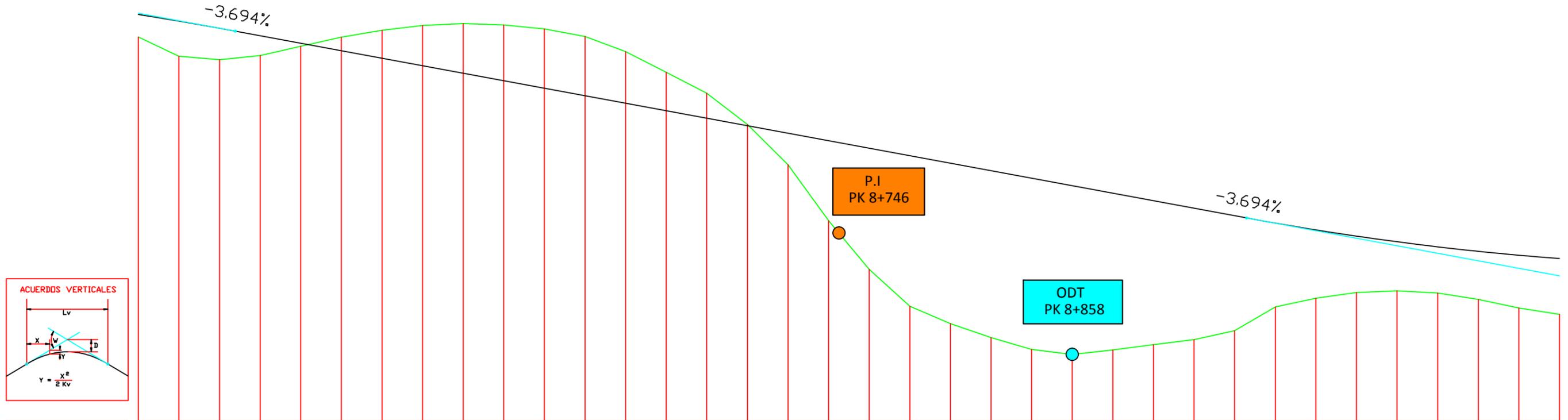
TÍTULO DEL PROYECTO:
CINTURÓN OESTE DE SANTIAGO DE
COMPOSTELA. TRAMO:AG-56/DP-0701

ESCALA:
A3: EH= 1/2.000
EV= 1/400

TÍTULO DEL PLANO:
PERFILES LONGITUDINALES.
TRONCO

NÚMERO DE PLANO: 4
HOJA 12 DE 14

FECHA:
OCTUBRE 2016

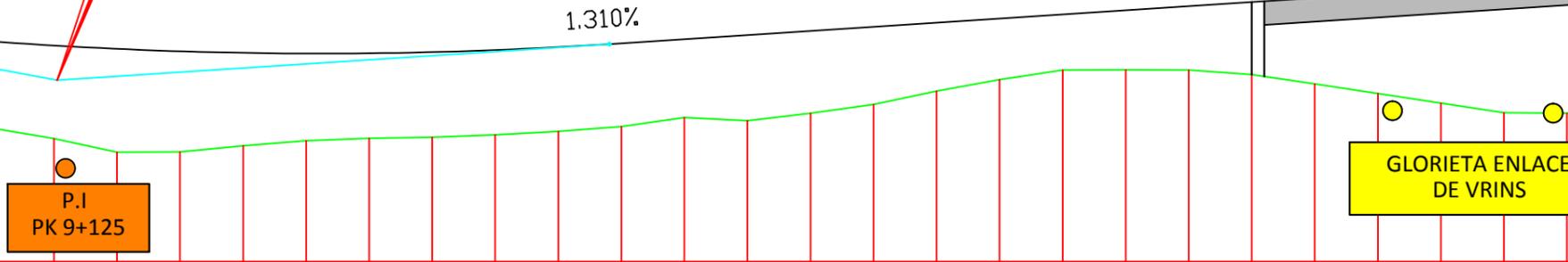
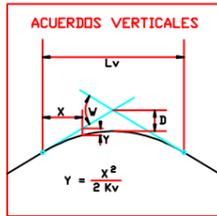


PLANO DE COMPARACION		354	
P.K.		8+400	
DISTANCIAS	AL ORIGEN	400.000	100.000
	PARCIALES	20.000	20.000
ORIENTADAS	RASANTE	391.81	364.49
	TERRENO	389.92	365.12
COTAS ROJAS	DESMONTE		
	TERRAPLEN	2.21	5.50
ACUERDOS VERTICALES		8+447.74 8+445.00 8+442.26	
DIAGRAMA DE CURVATURAS		R=750, A=210, A=230, R=350, A=230, R=350, A=230	
DIAGRAMA DE PERALTES	BORDE DERECHO	0.00%	0.00%
	BORDE IZQUIERDO	0.00%	0.00%



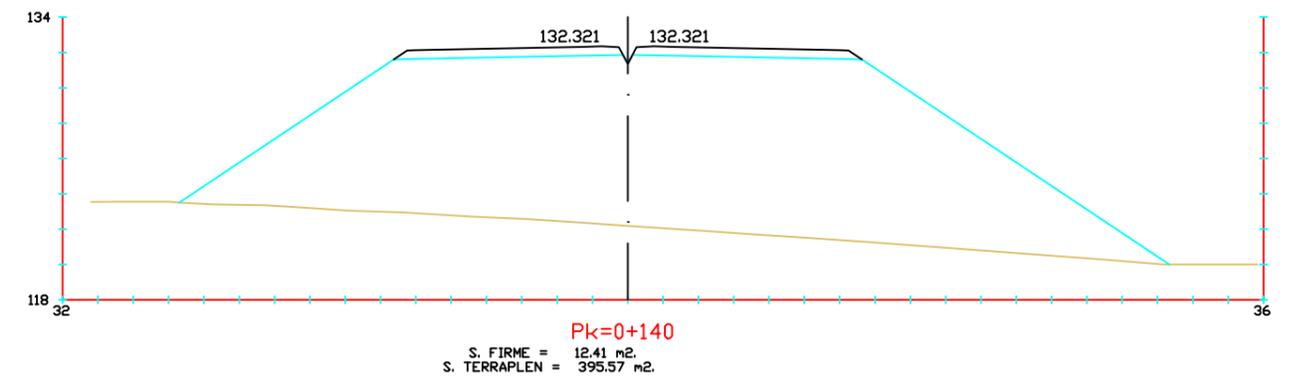
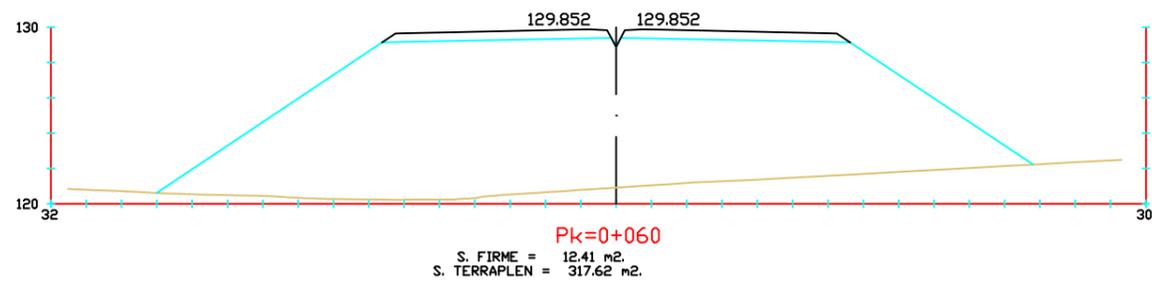
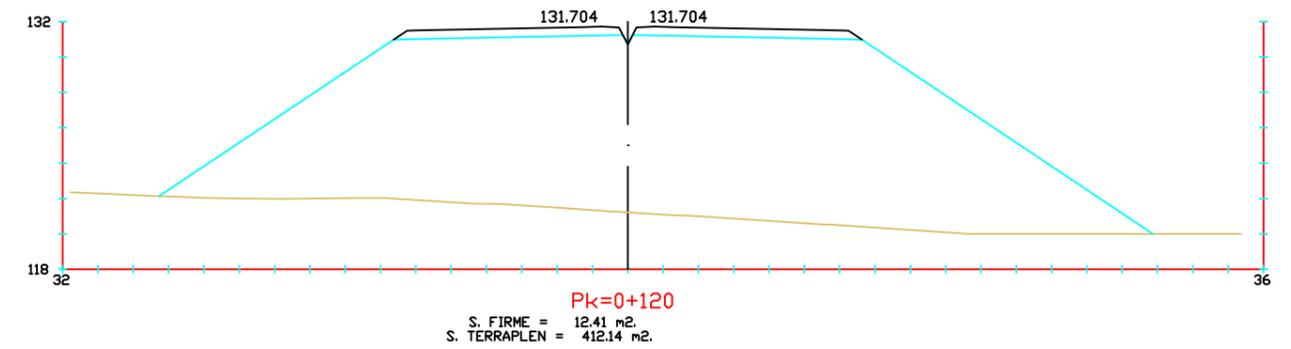
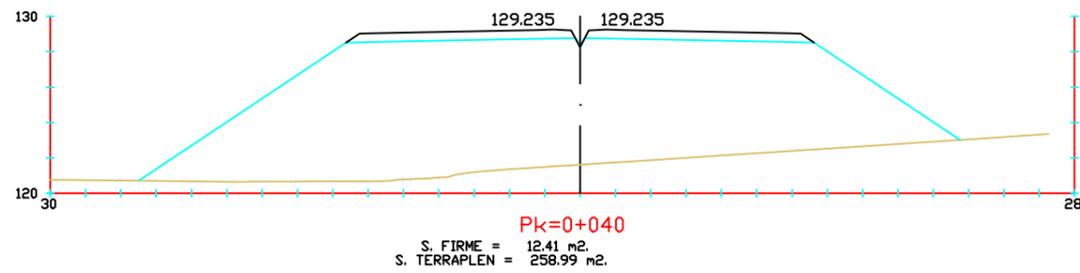
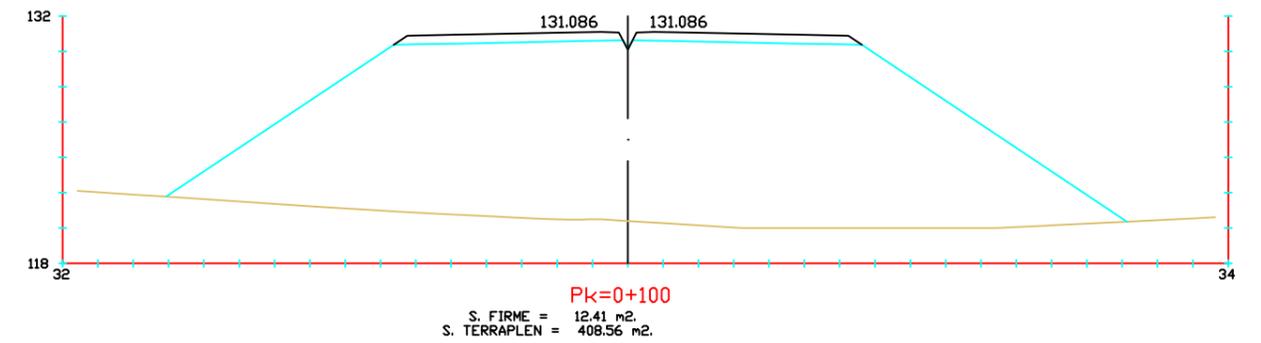
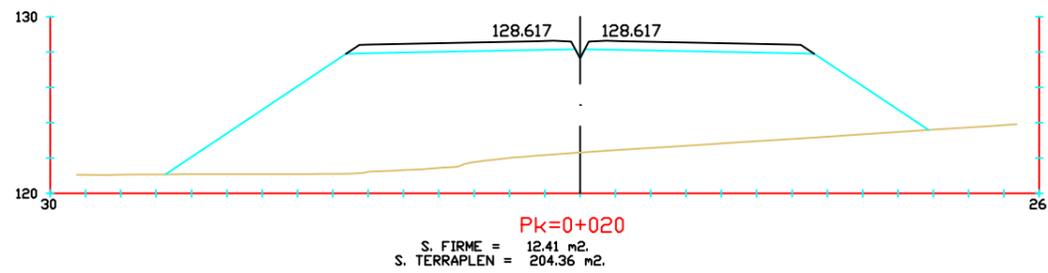
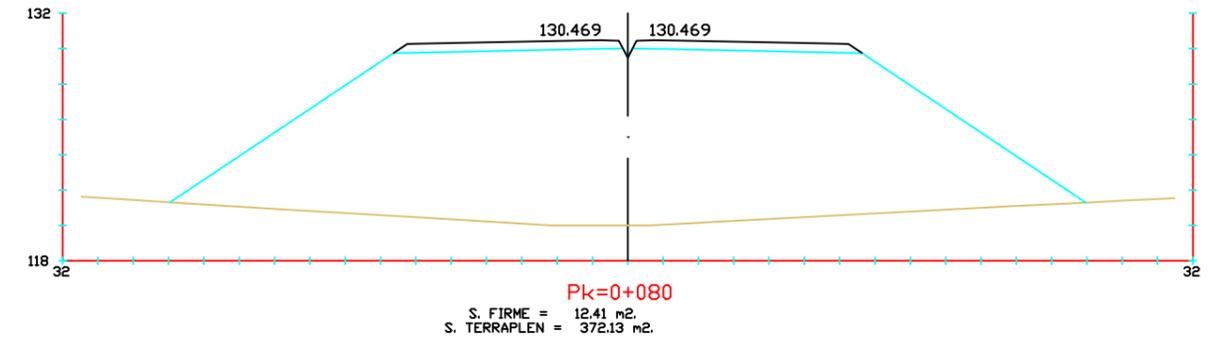
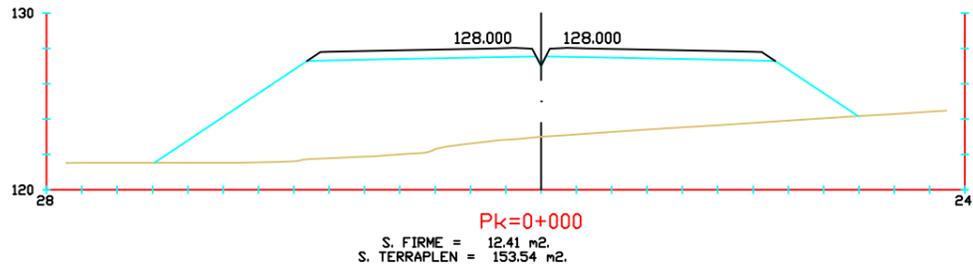
PK= 9+121.046
 CV= 367.513
 KV= 7000.000
 V= 0.050
 LV= 350.283
 D= -2.191

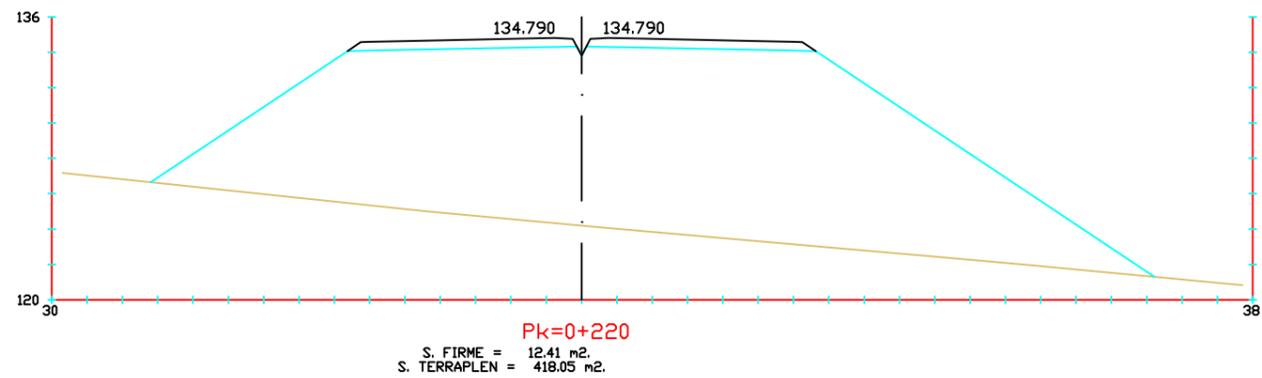
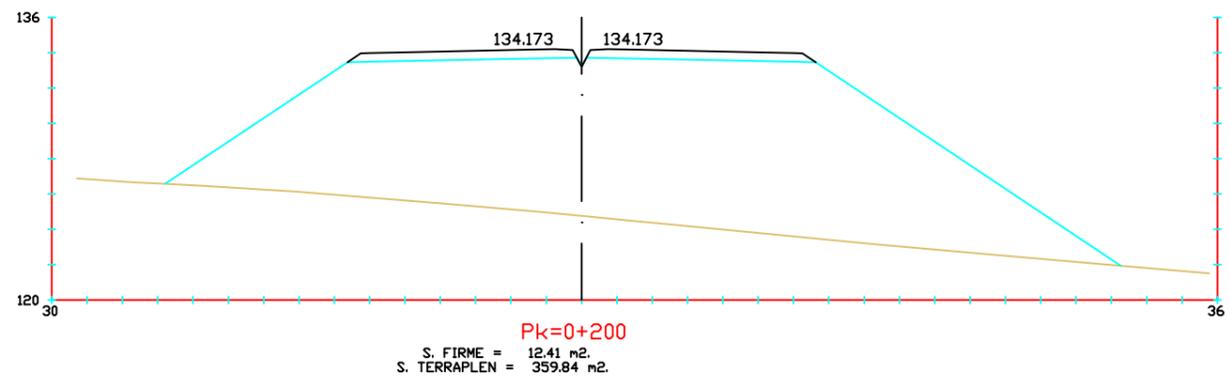
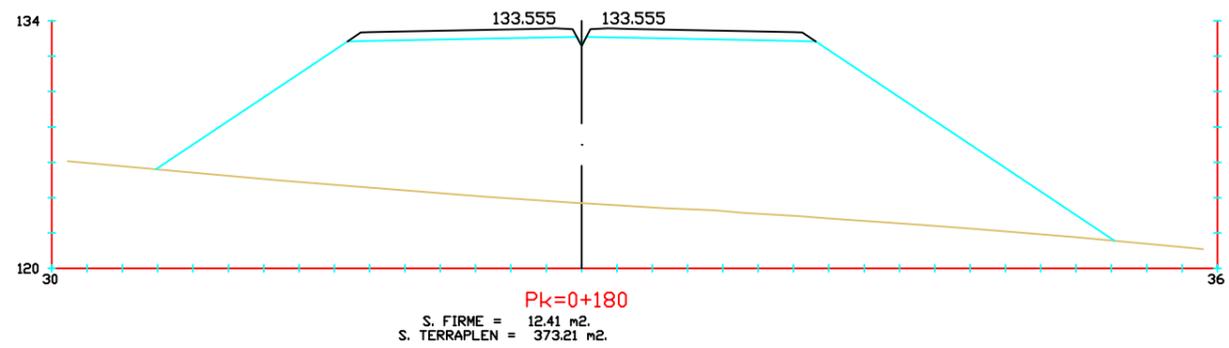
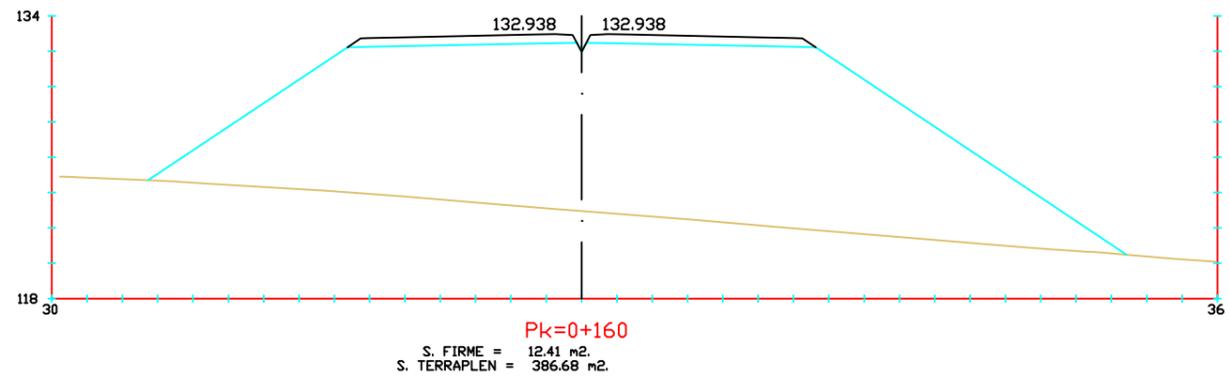
VIADUCTO DE VRINS
 LONGITUD: 80,69 METROS
 PK 9+520-9+600

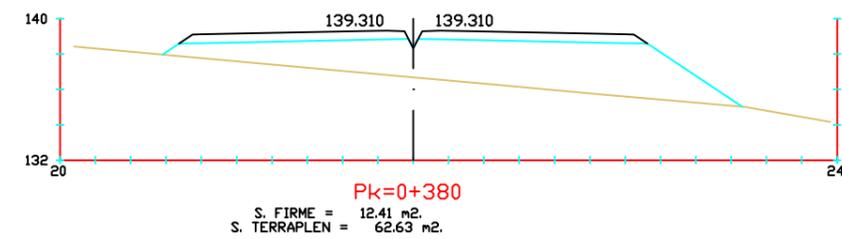
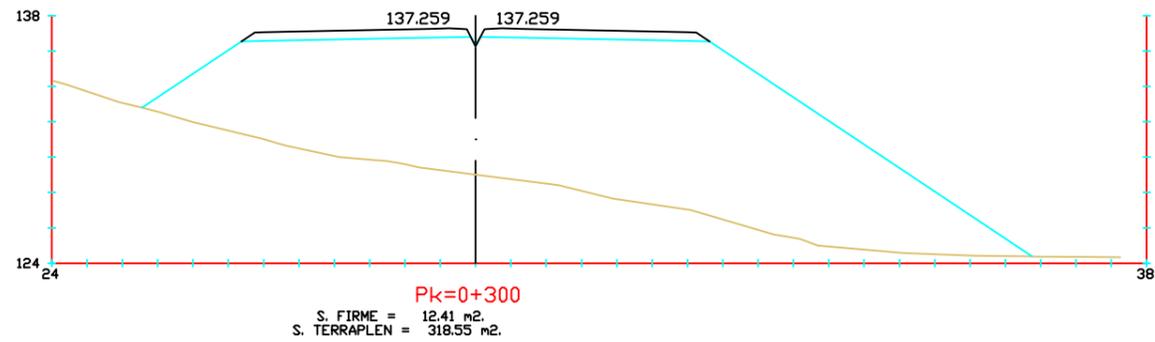
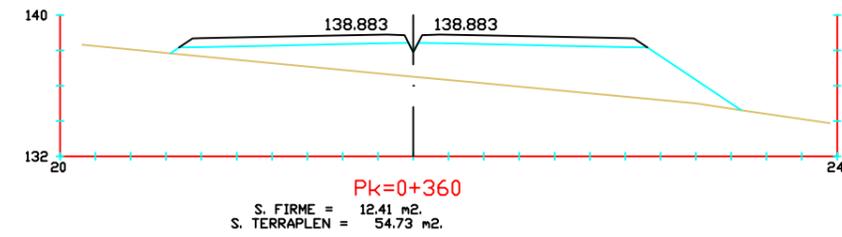
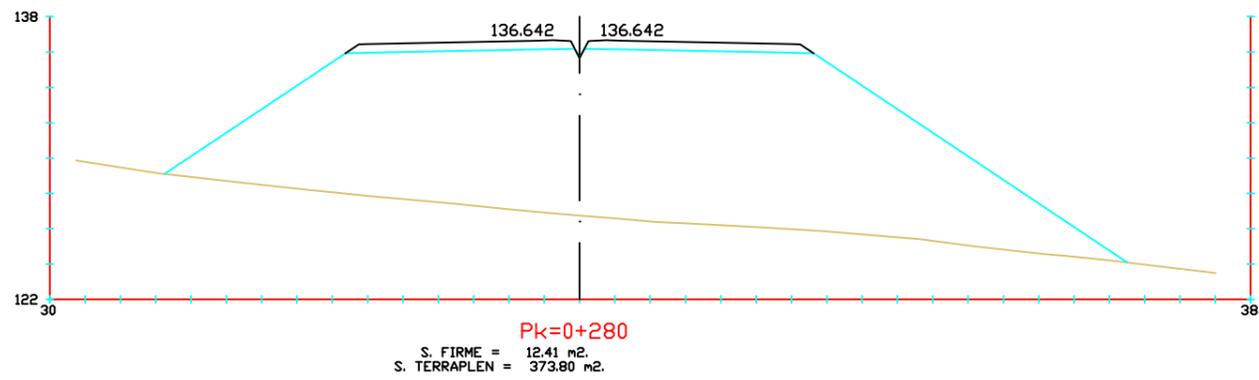
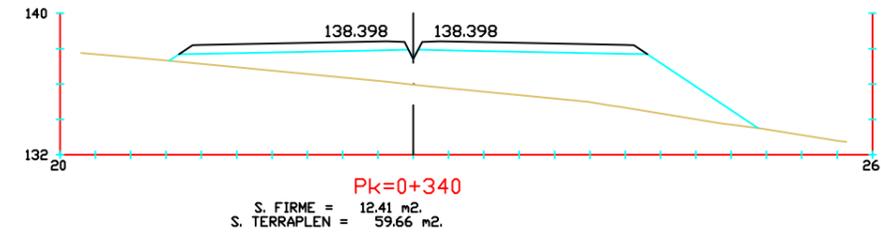
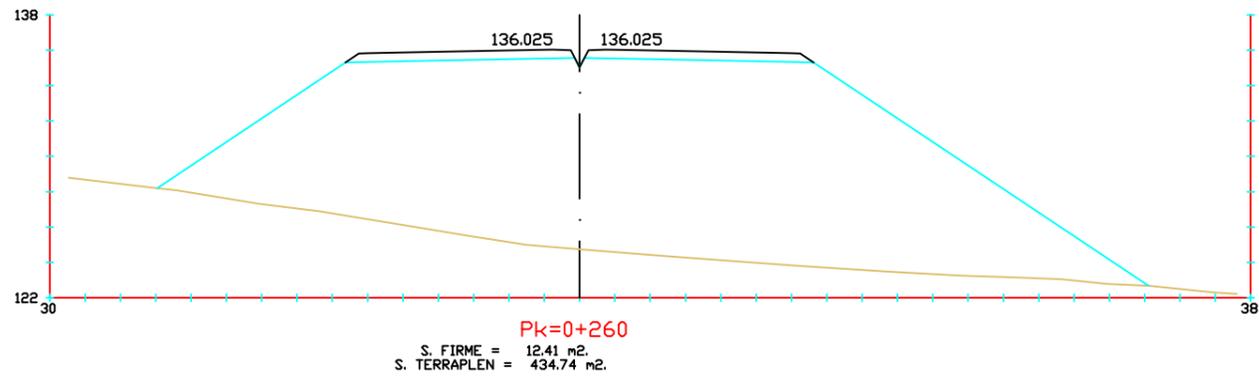
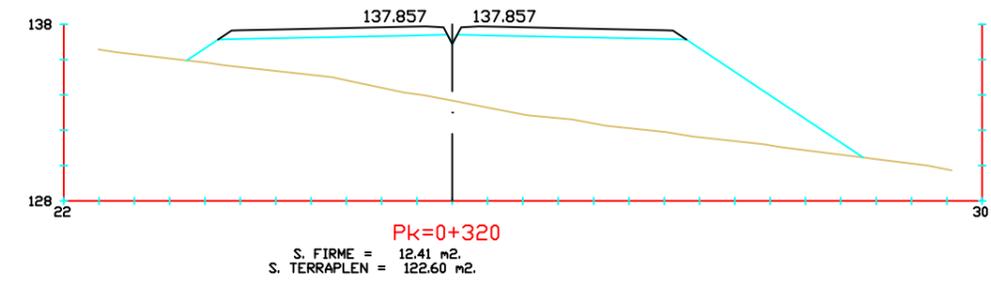
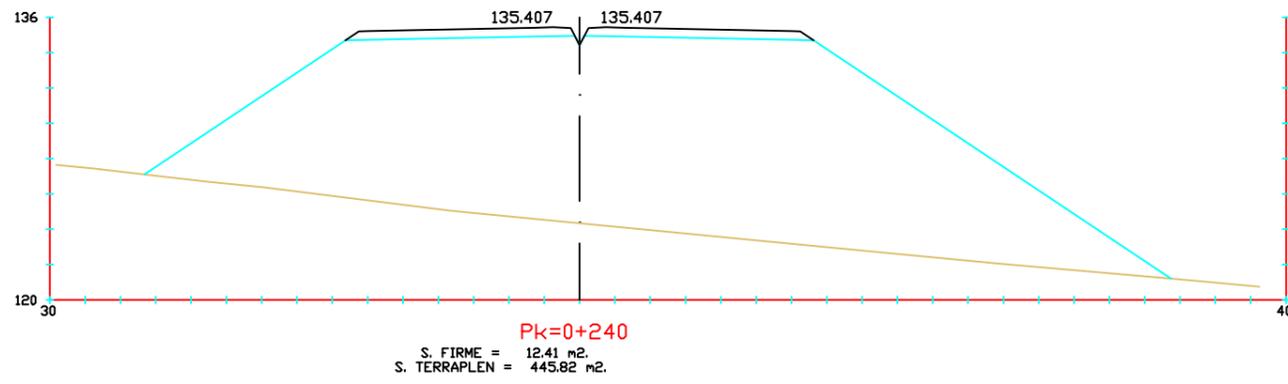


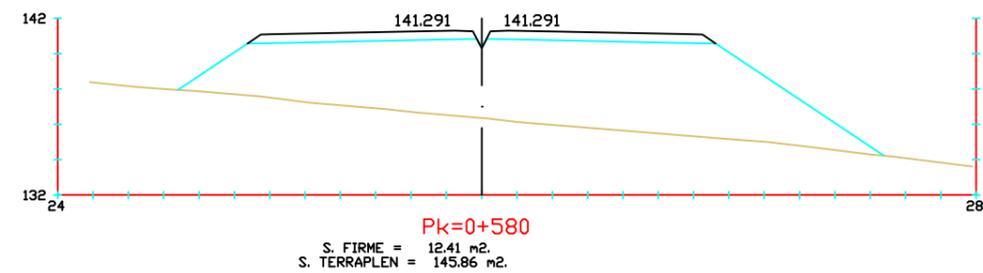
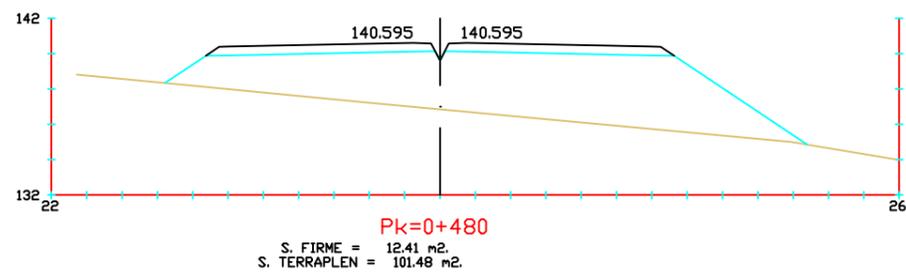
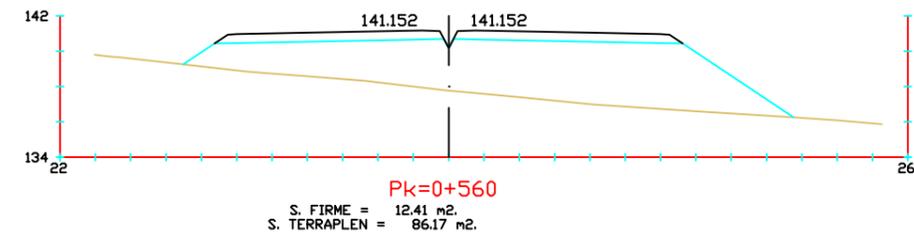
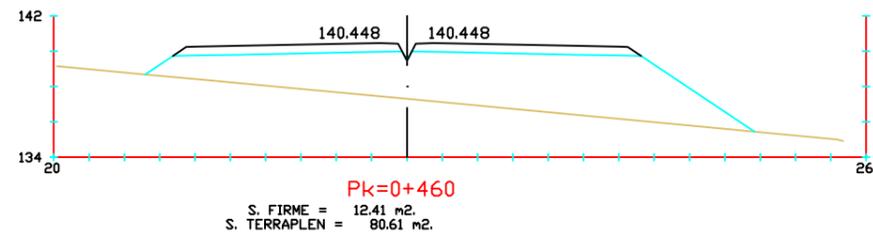
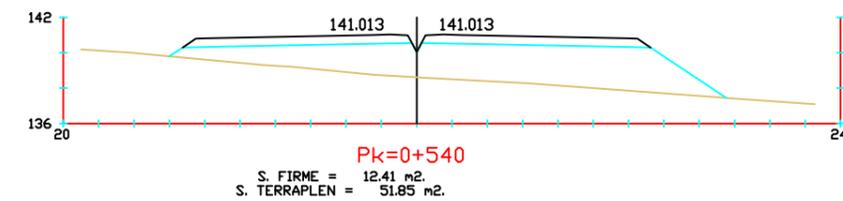
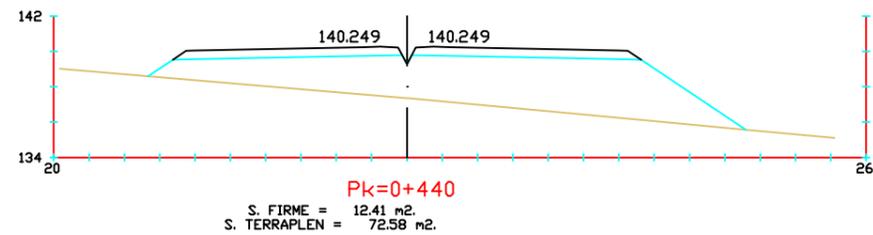
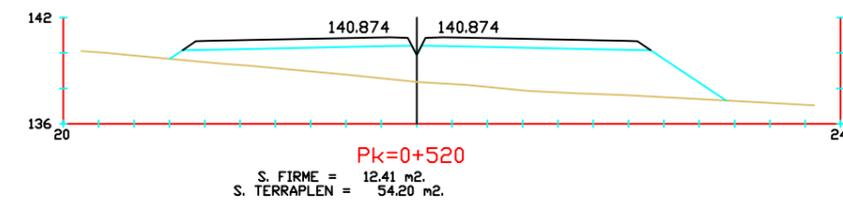
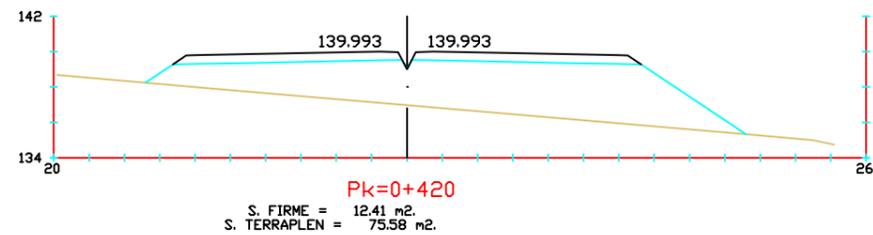
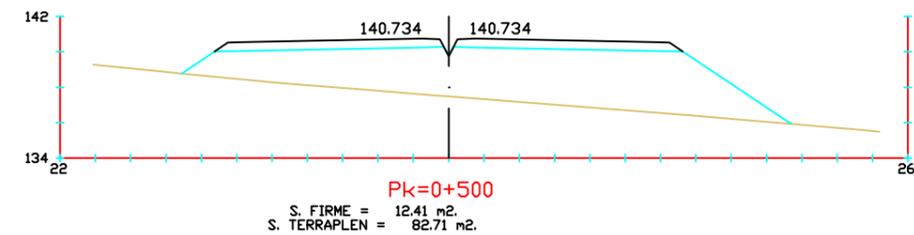
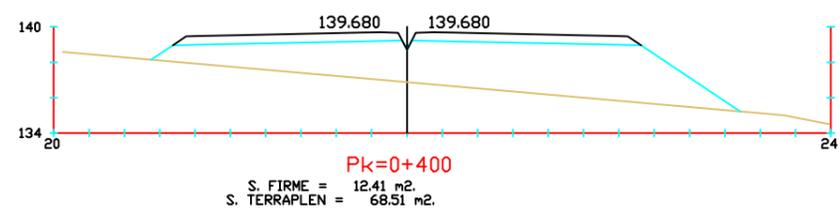
PLANO DE COMPARACION		356	9+100	9+200	9+400	9+600																						
DISTANCIAS	AL ORIGEN	100.000	120.000	140.000	160.000	180.000	200.000	220.000	240.000	260.000	280.000	300.000	320.000	340.000	360.000	380.000	400.000	420.000	440.000	460.000	480.000	500.000	520.000	540.000	560.000	580.000	600.000	
	PARCIALES	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
ORDENADAS	RASANTE	364.987	365.717	365.594	365.349	363.250	365.209	363.82	365.298	364.04	364.27	364.56	365.14	364.94	365.42	365.98	366.83	367.35	368.17	368.17	368.18	368.17	367.87	367.28	366.68	366.06	365.44	365.41
	TERRENO	364.49	363.80	362.95	362.96	363.35	363.67	363.82	363.88	364.04	364.27	364.56	365.14	364.94	365.42	365.98	366.83	367.35	368.17	368.17	368.18	368.17	367.87	367.28	366.68	366.06	365.44	365.41
COTAS ROJAS	DESMONTE																											
	TERRAPLEN	-5.50	-5.91	-6.35	-6.38	-5.90	-5.54	-5.40	-5.41	-5.38	-5.35	-5.30	-4.98	-5.44	-5.23	-4.93	-4.34	-3.88	-3.53	-3.78	-4.05	-4.61	-5.16	-6.33	-7.20	-8.08	-8.38	
ACUERDOS VERTICALES																												
DIAGRAMA DE CURVATURAS																												
DIAGRAMA DE PERALTES	BORDE DERECHO																											
	BORDE IZQUIERDO																											

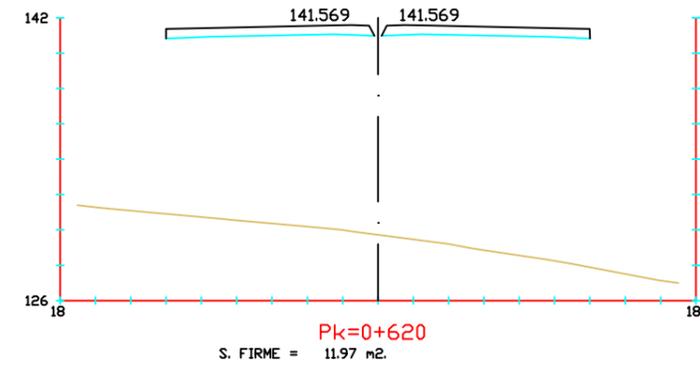
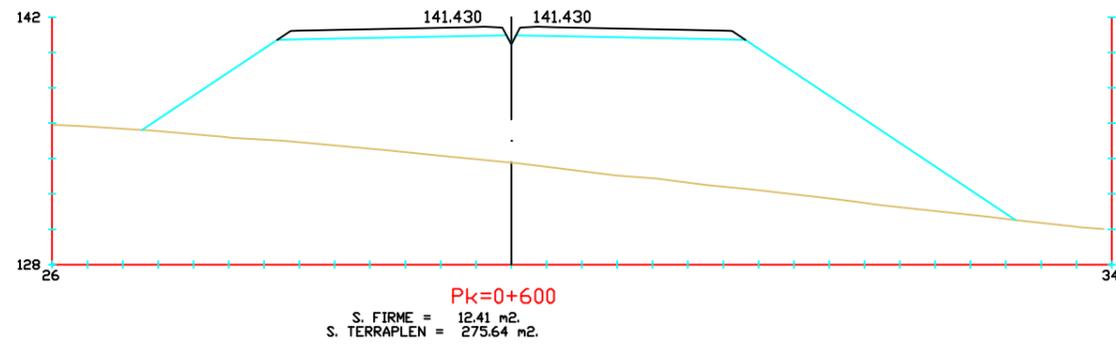




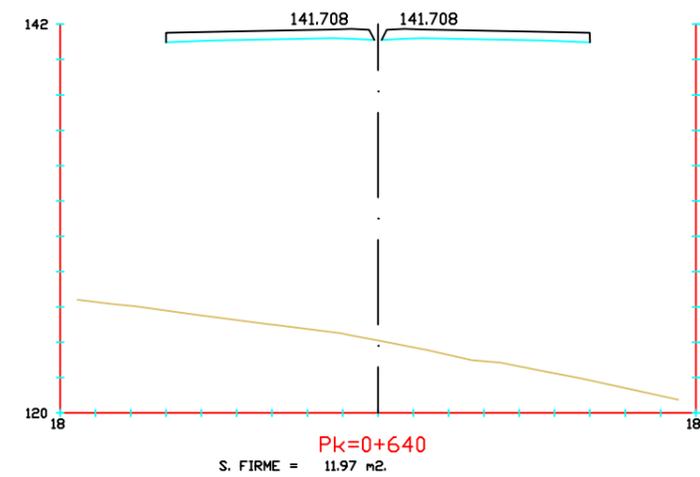
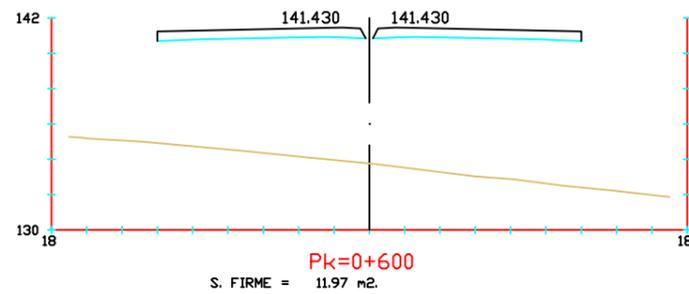


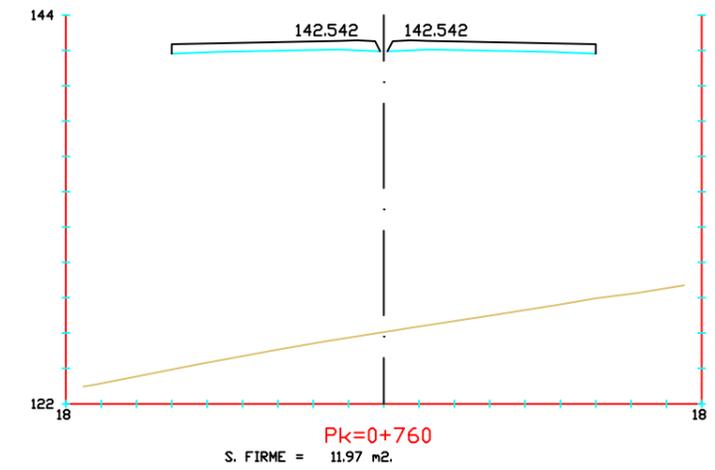
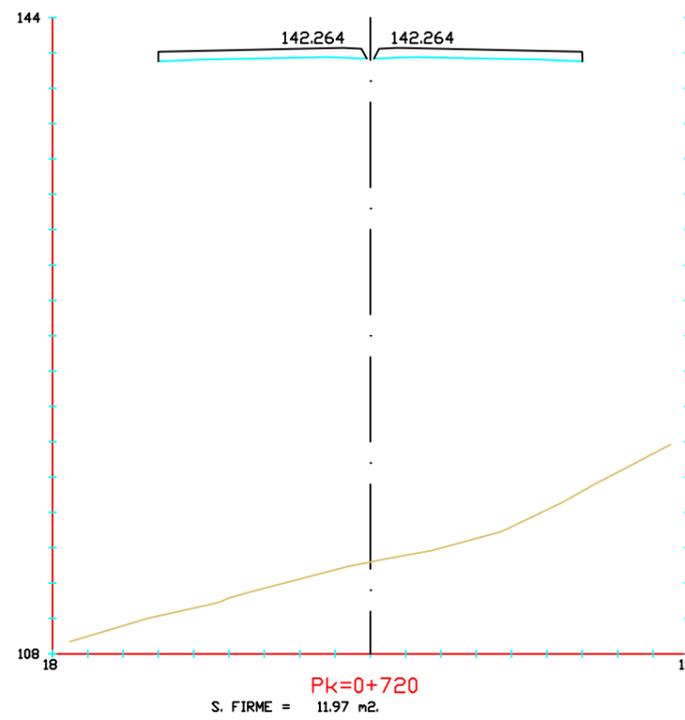
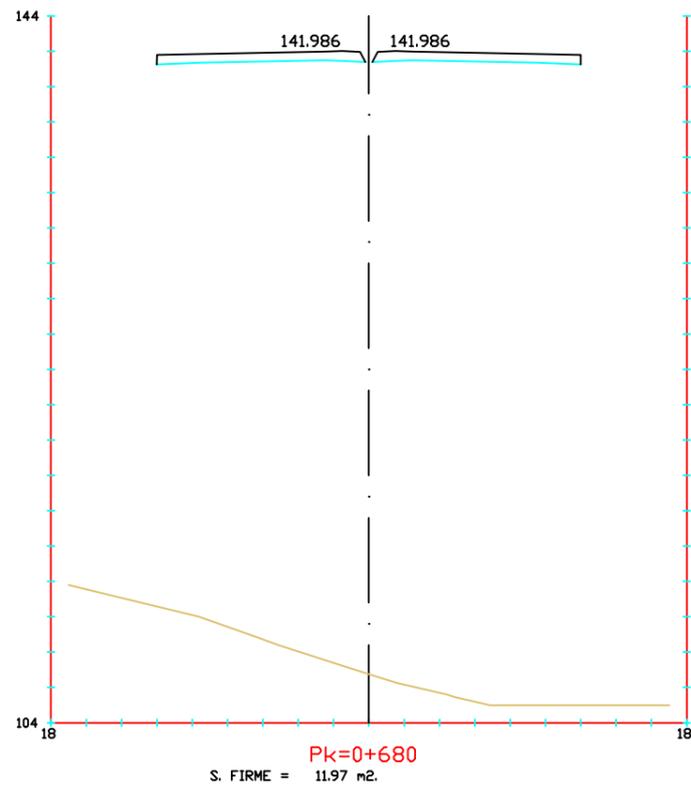
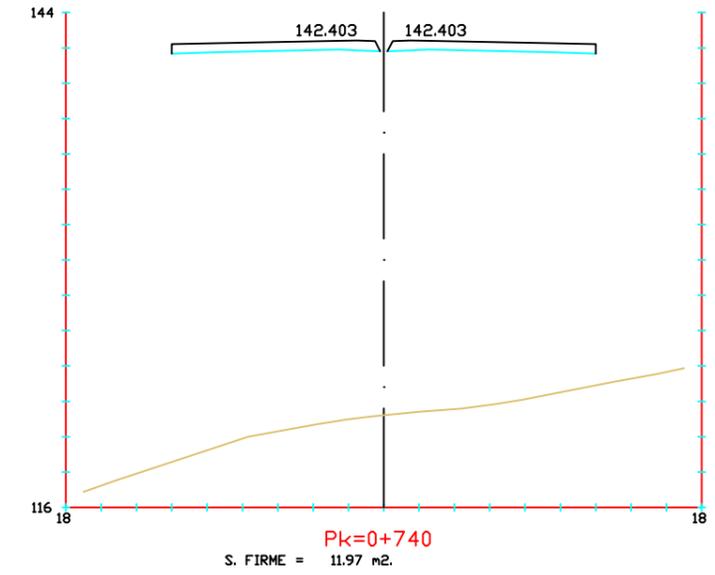
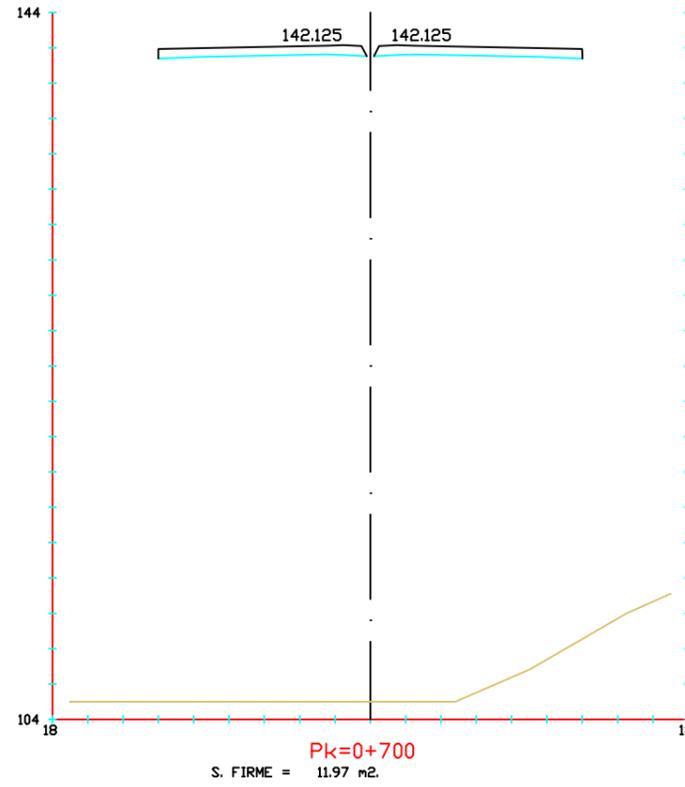
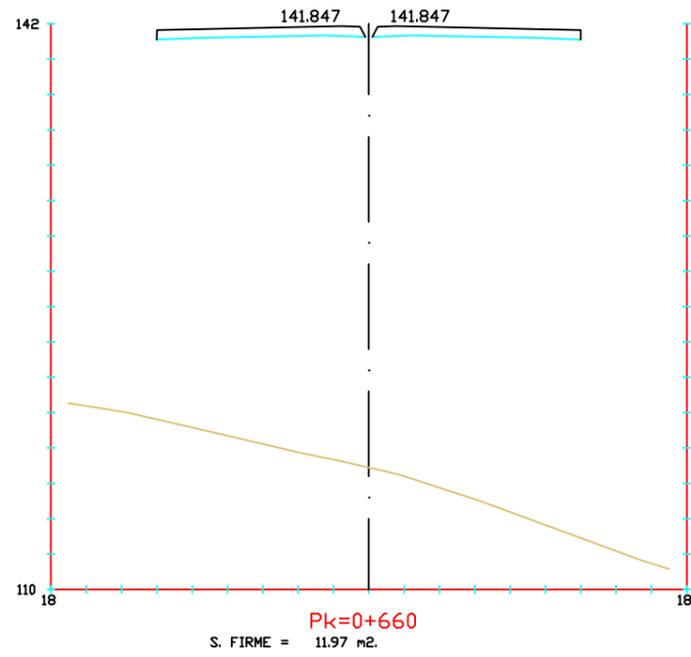


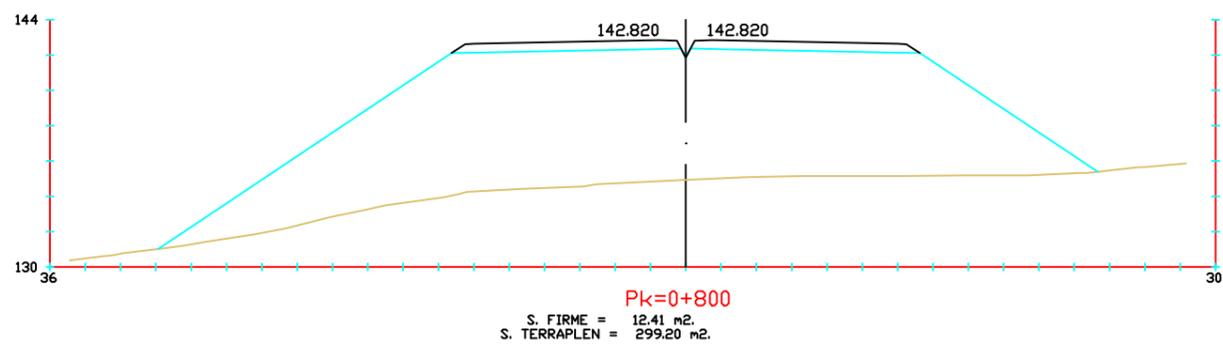
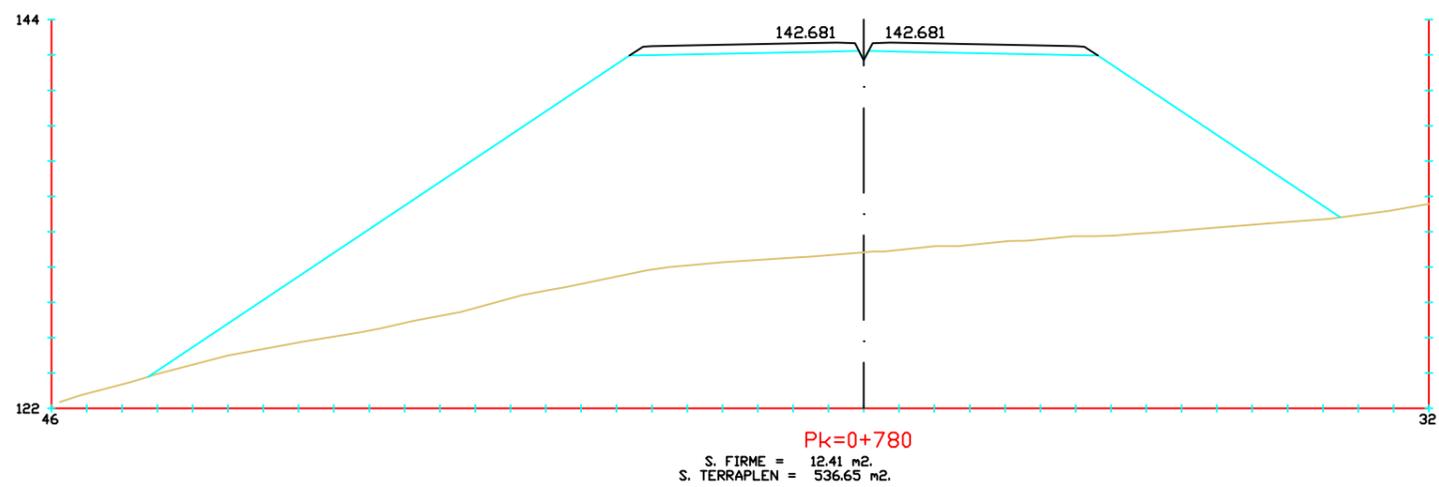
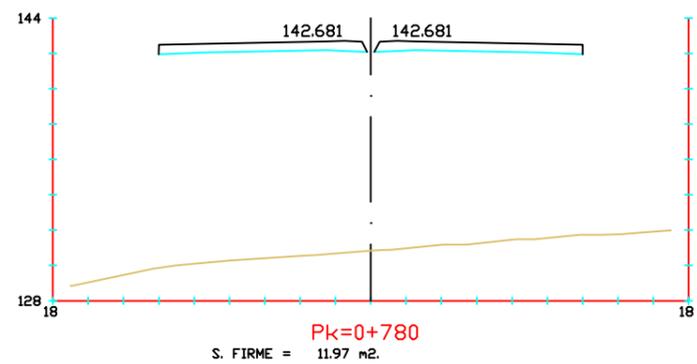


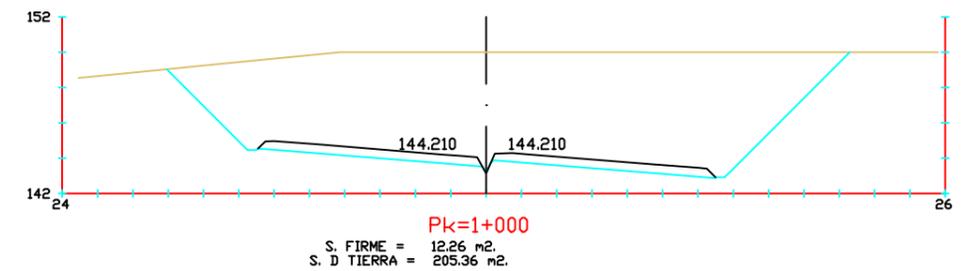
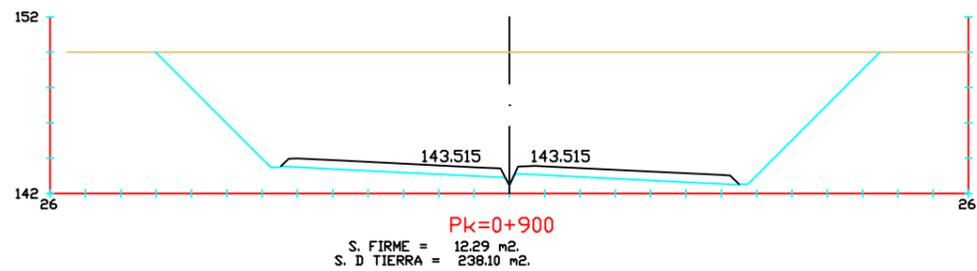
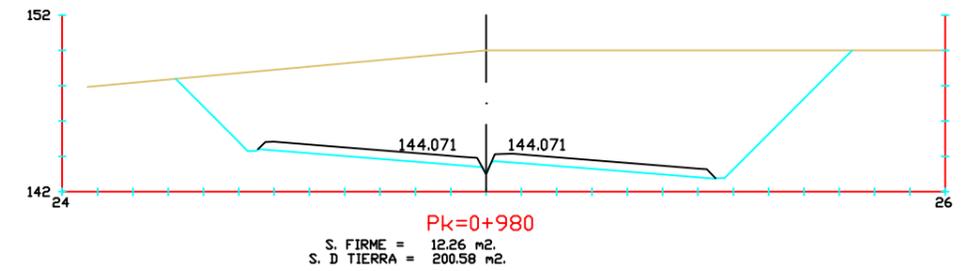
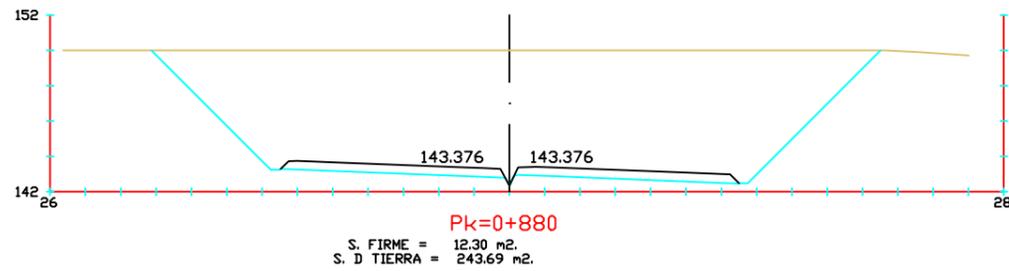
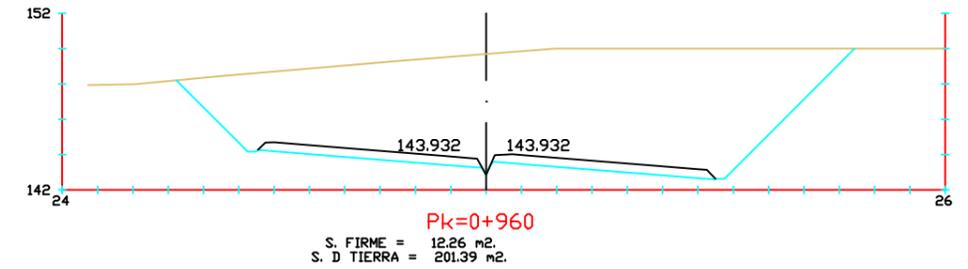
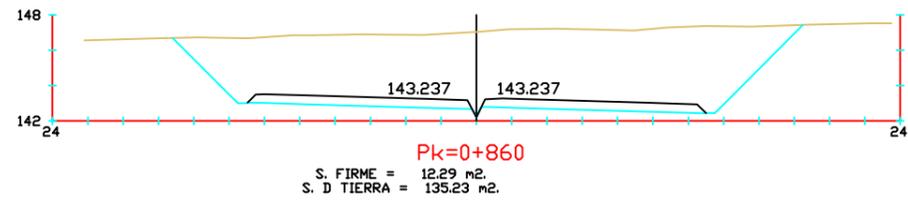
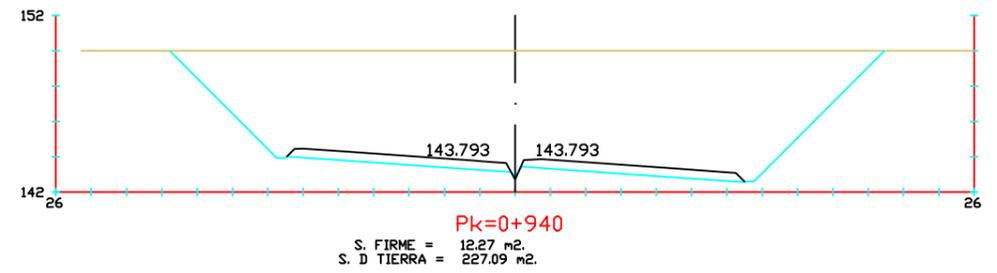
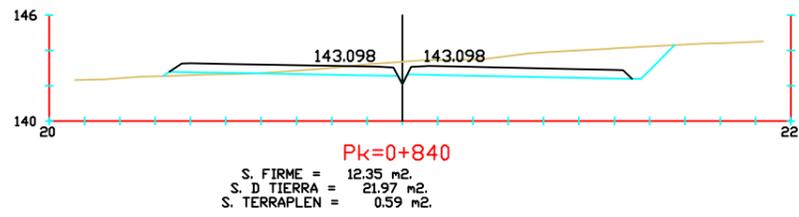
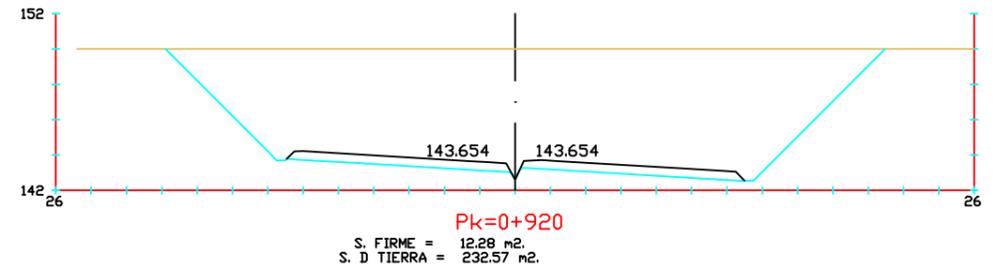
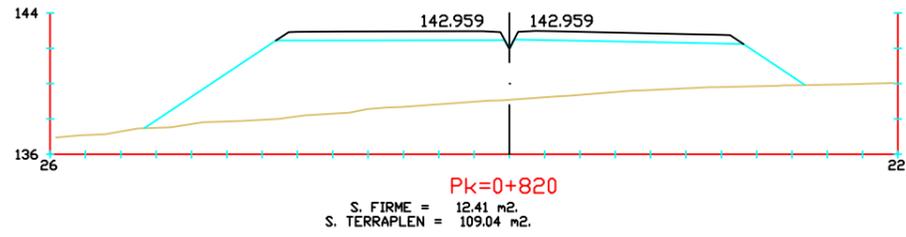


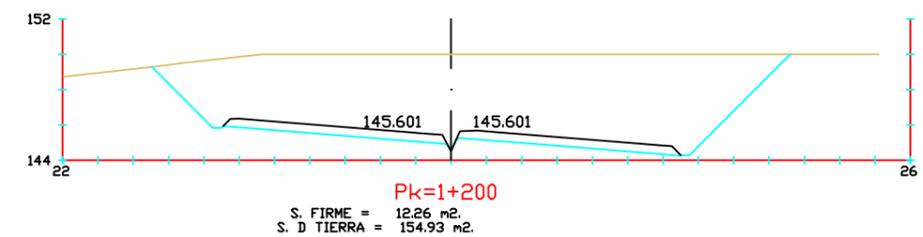
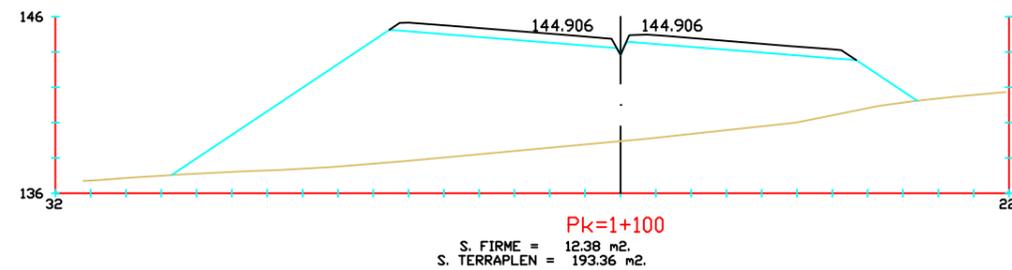
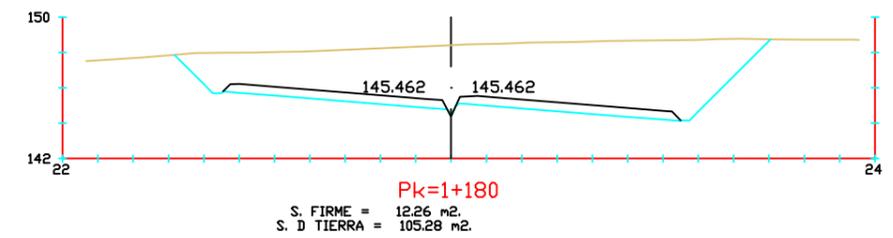
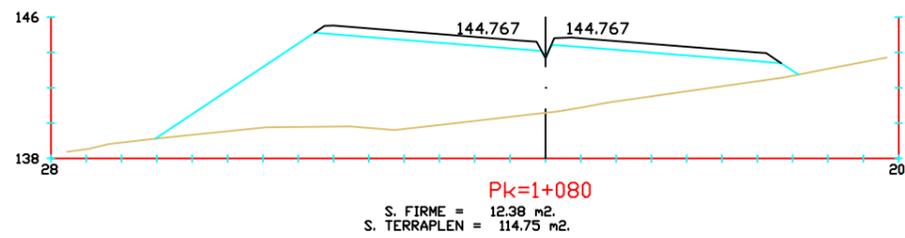
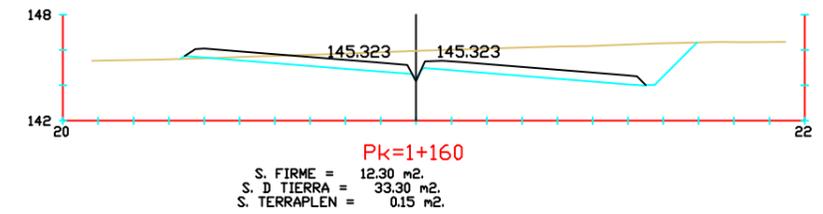
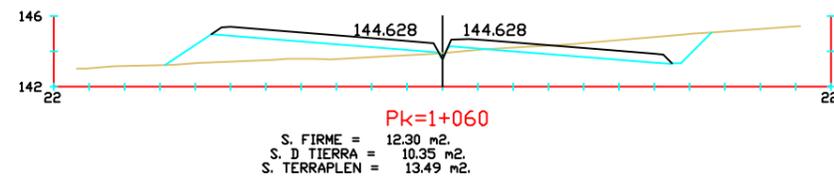
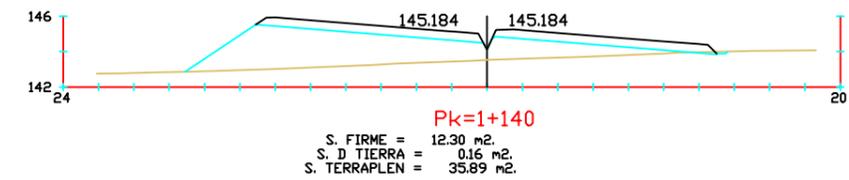
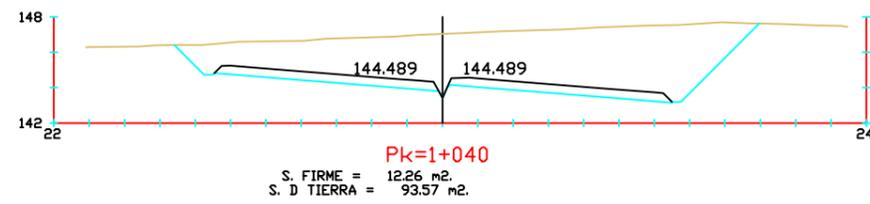
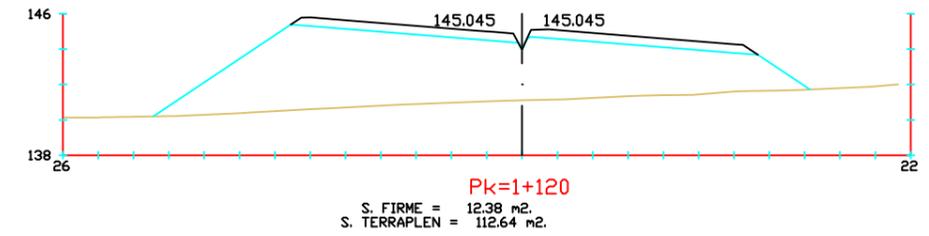
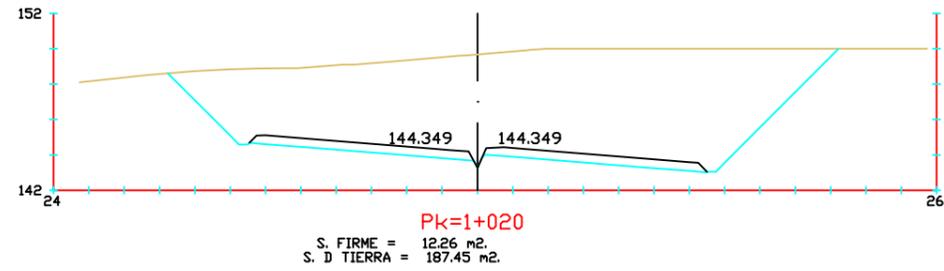
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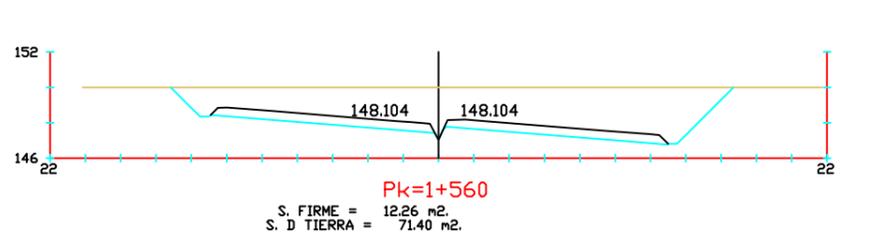
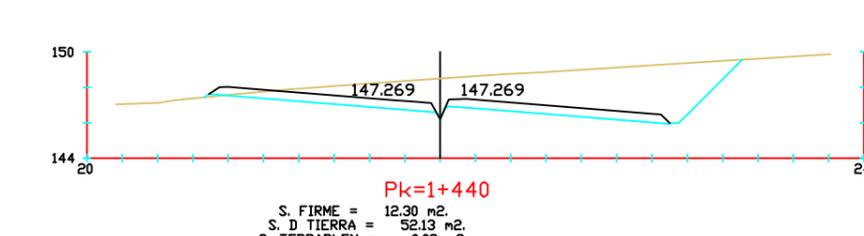
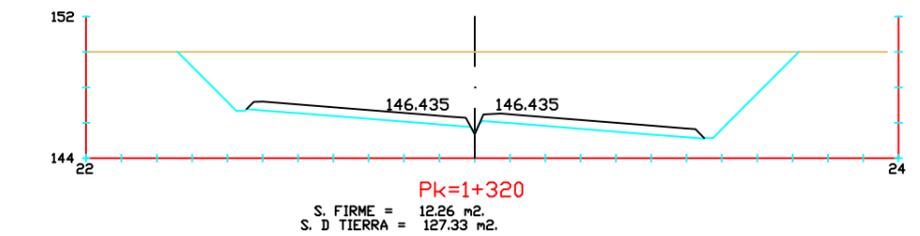
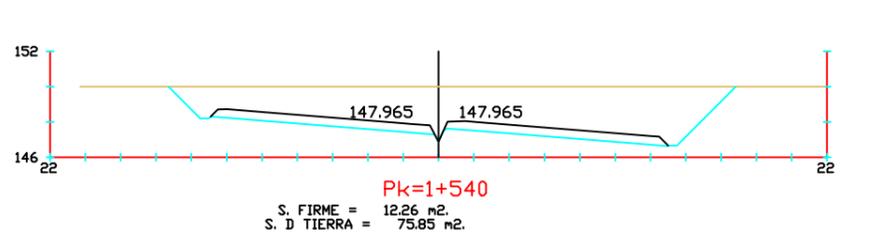
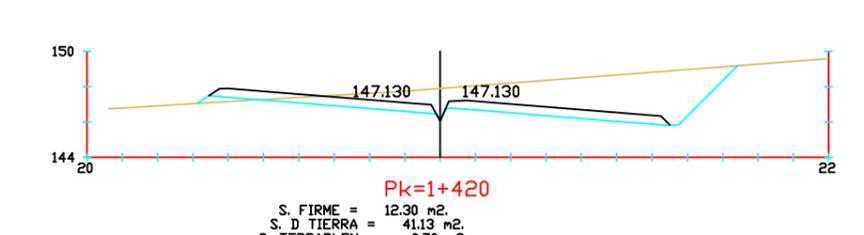
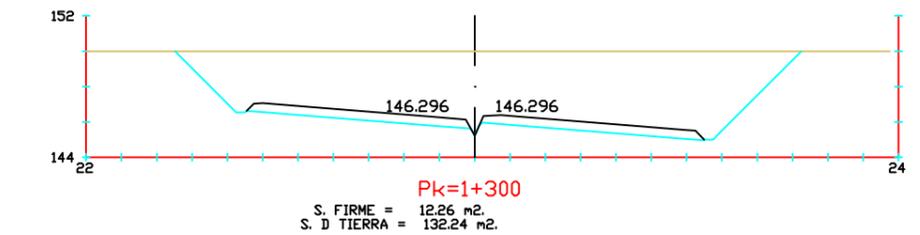
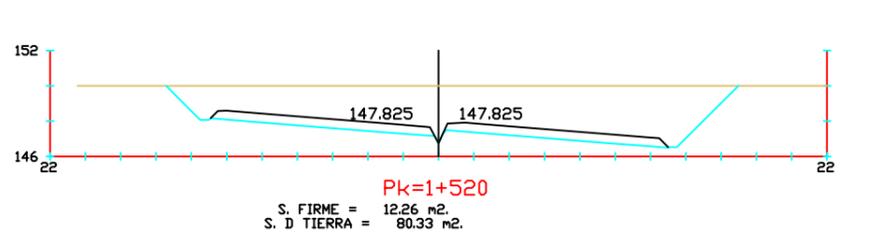
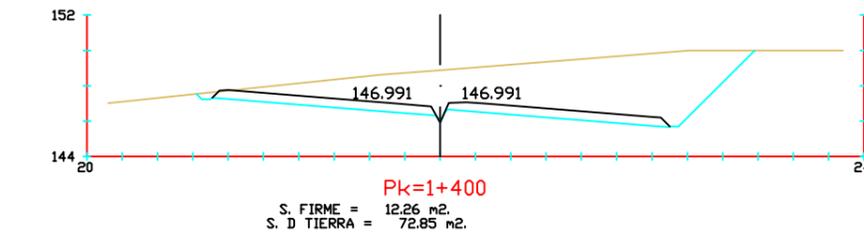
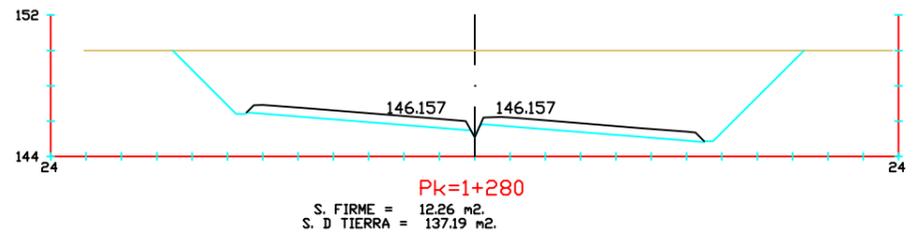
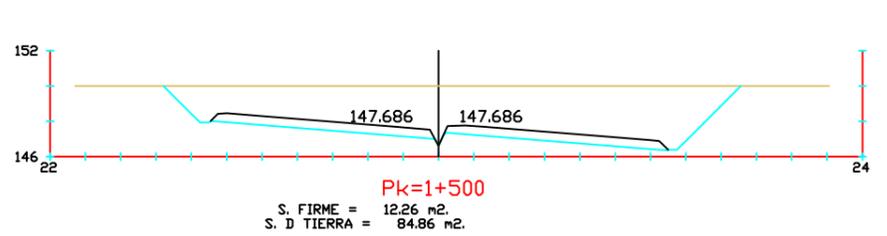
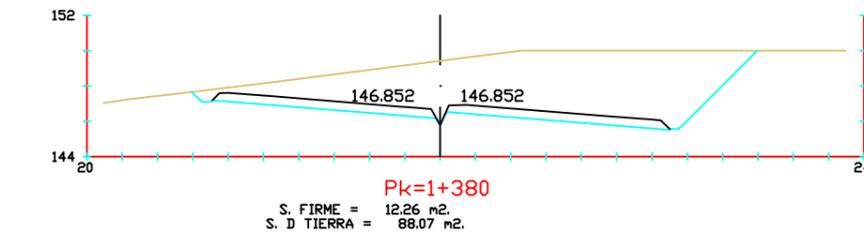
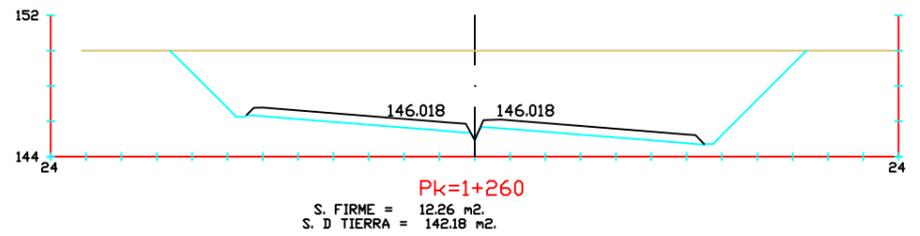
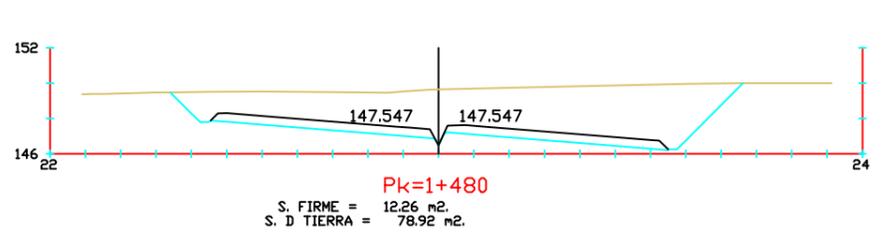
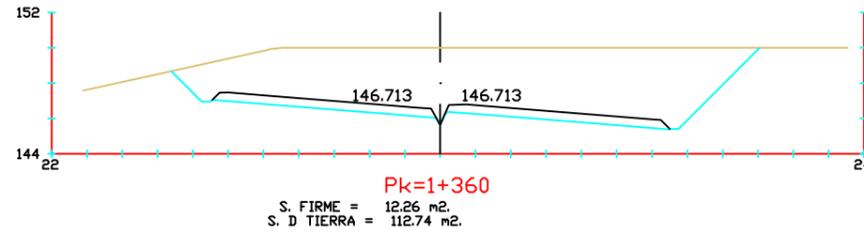
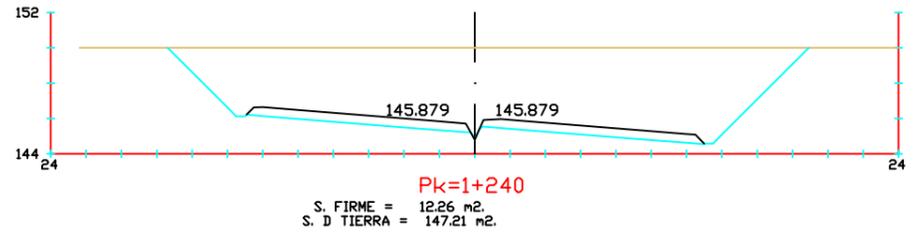
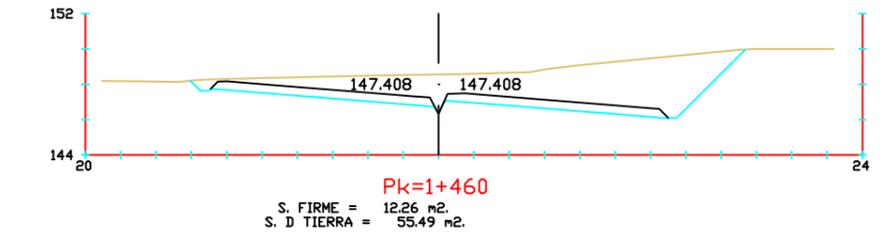
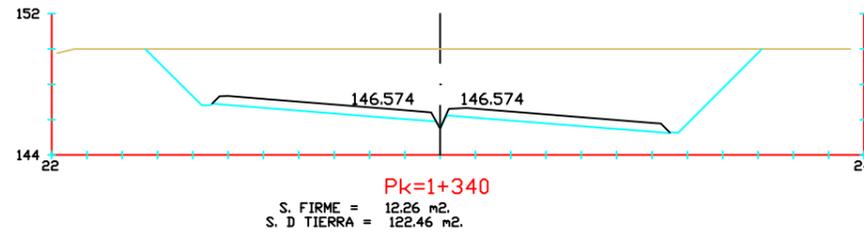
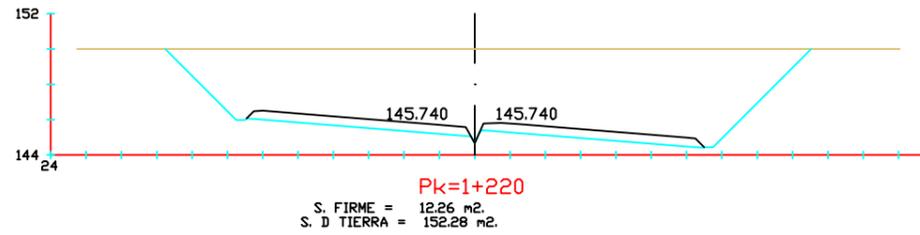


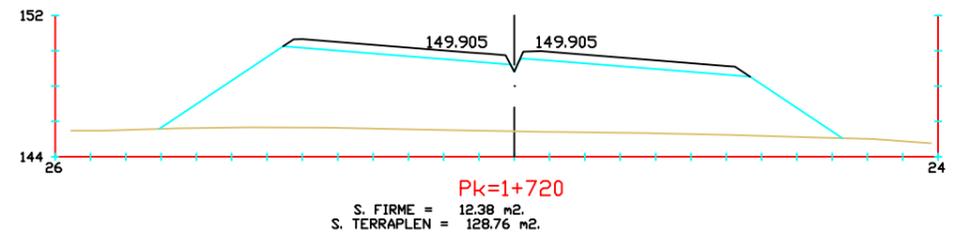
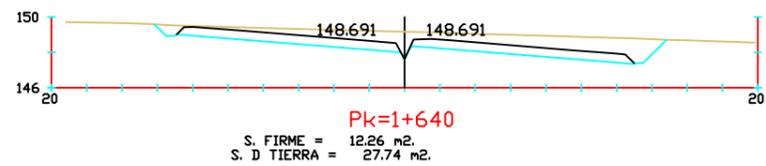
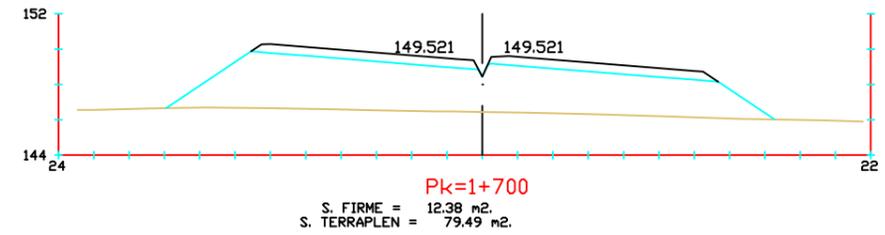
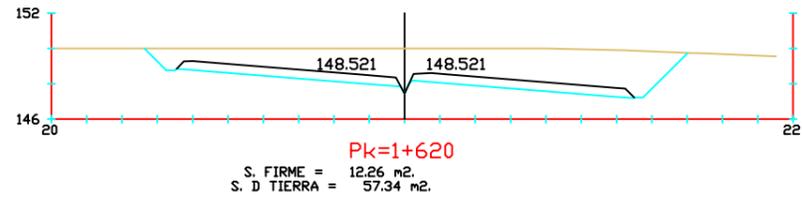
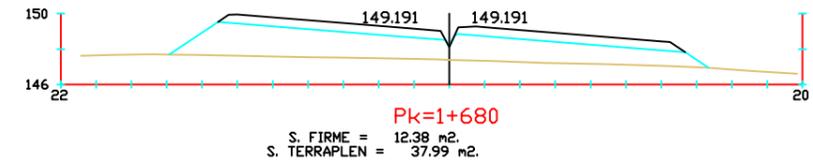
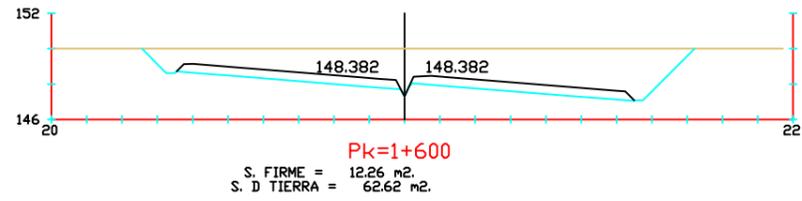
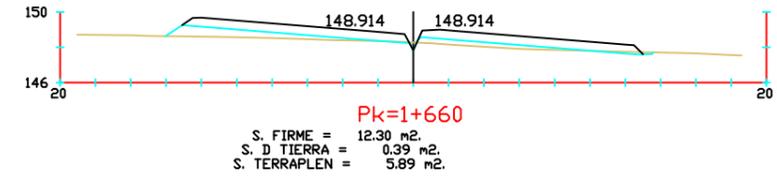
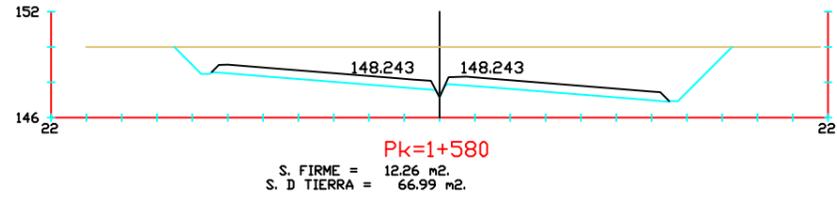


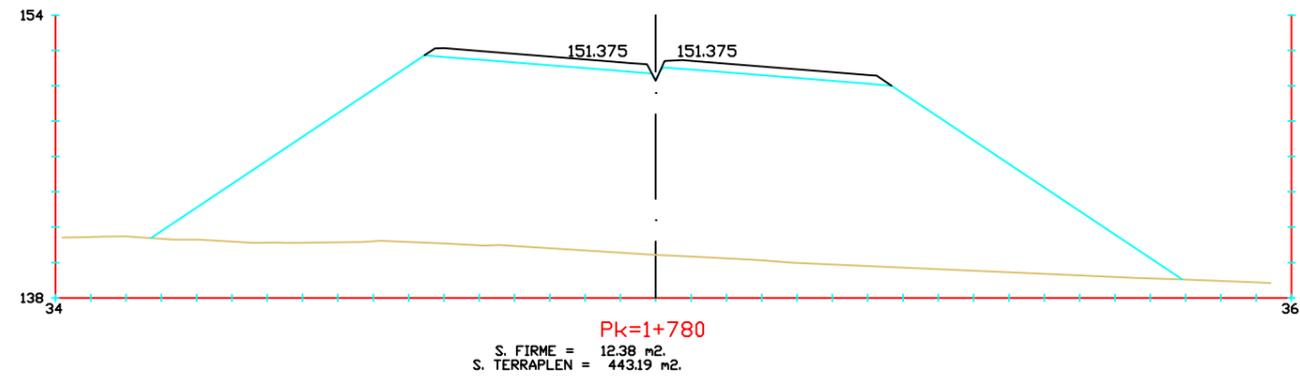
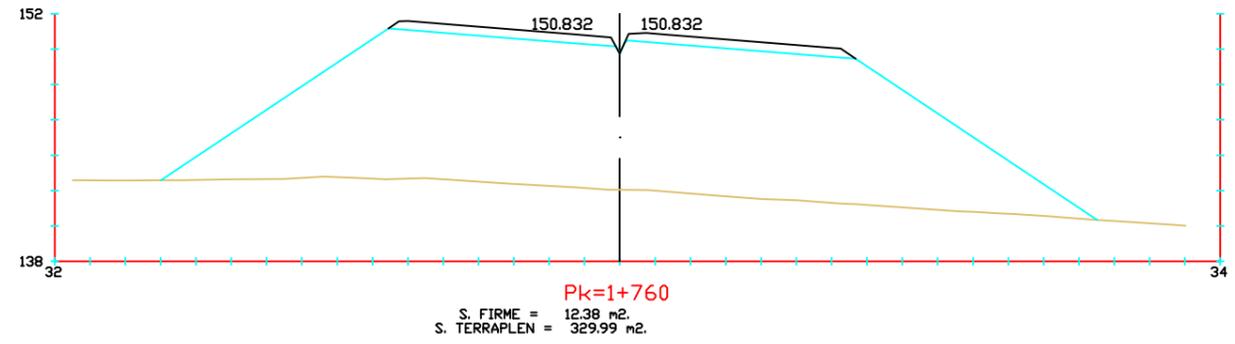
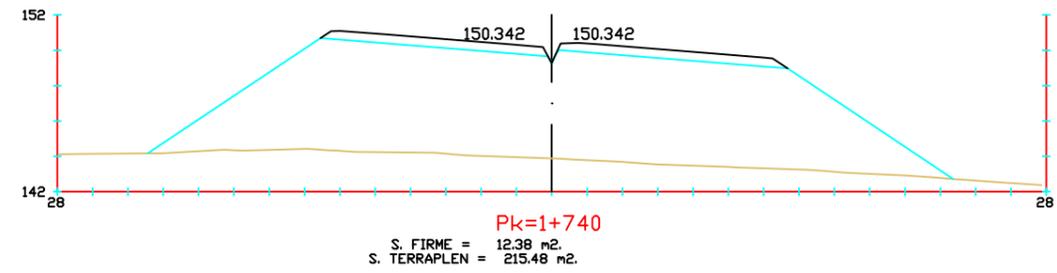


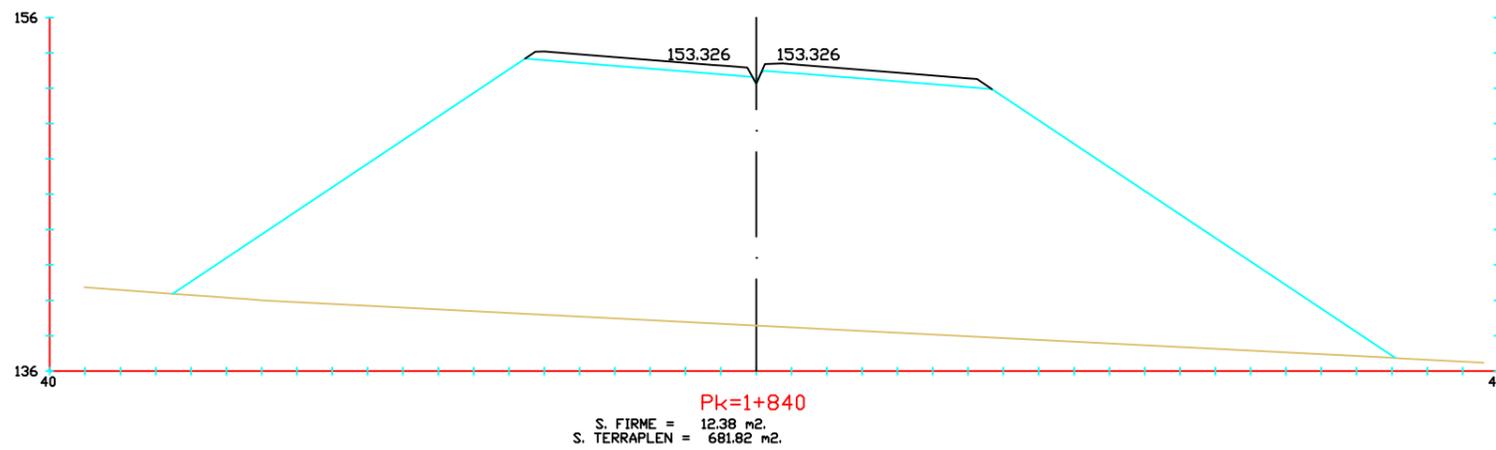
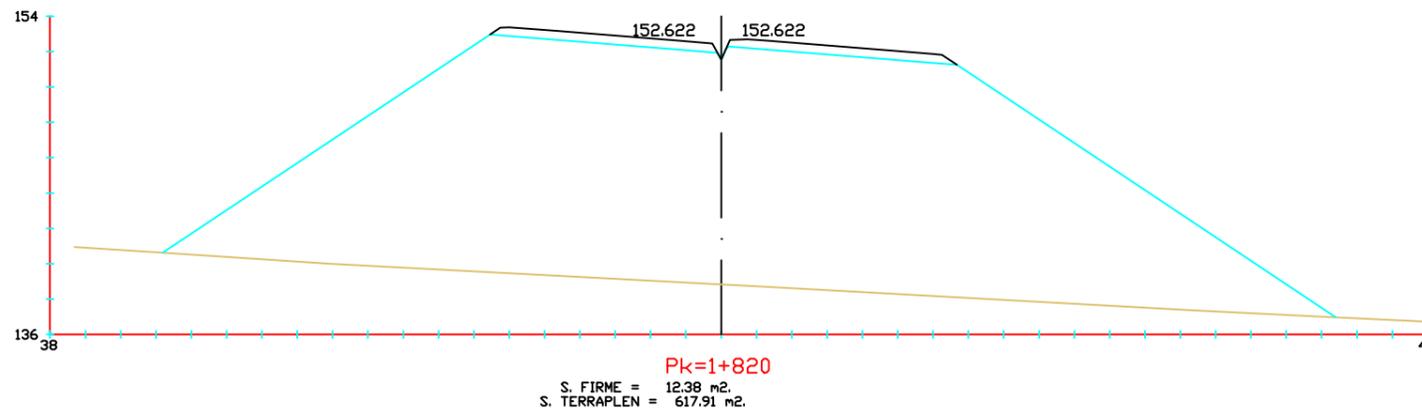
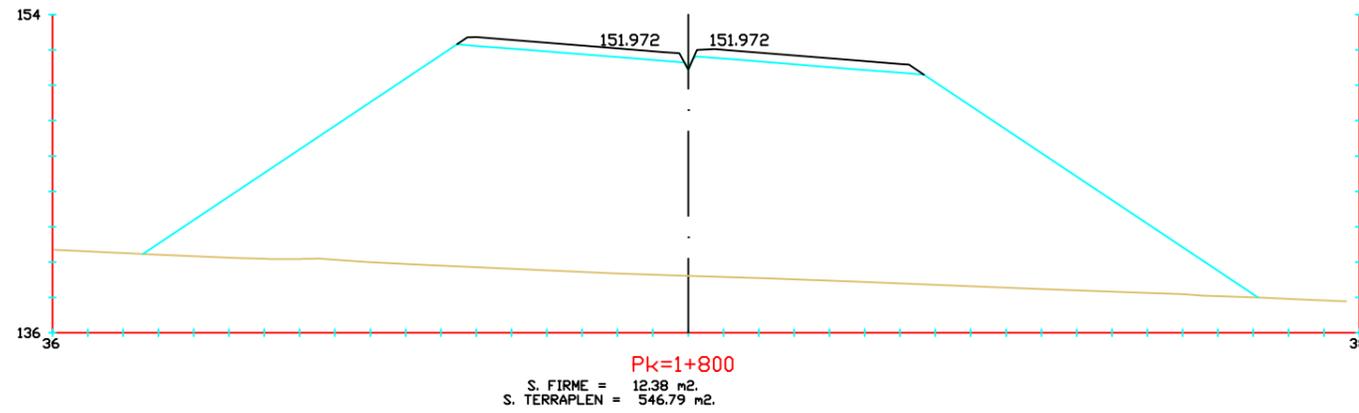


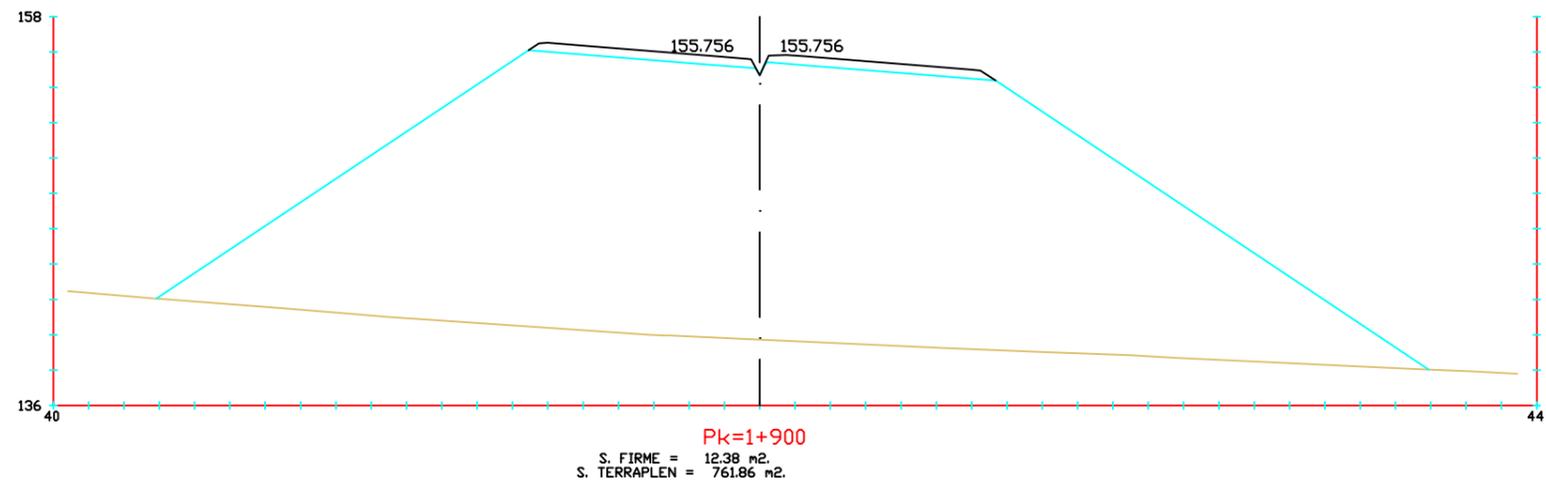
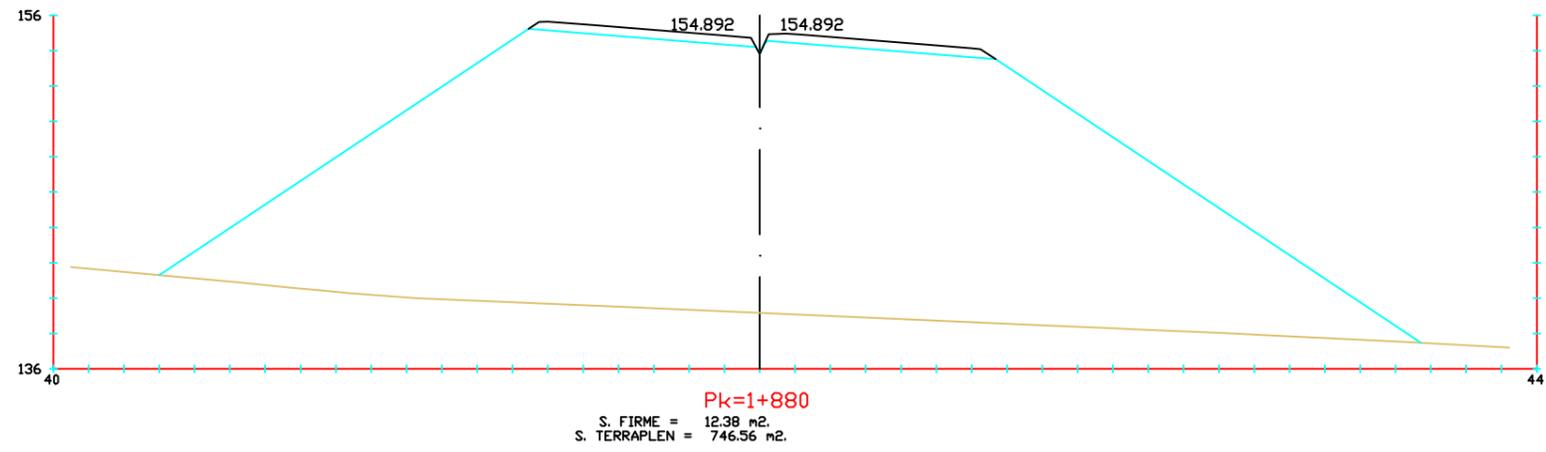
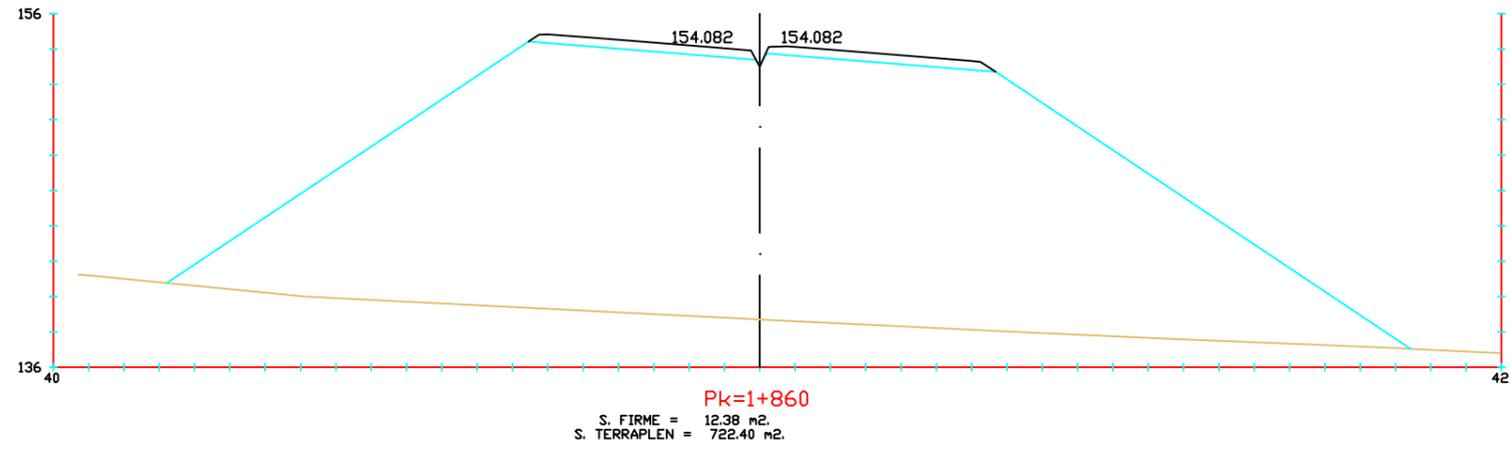


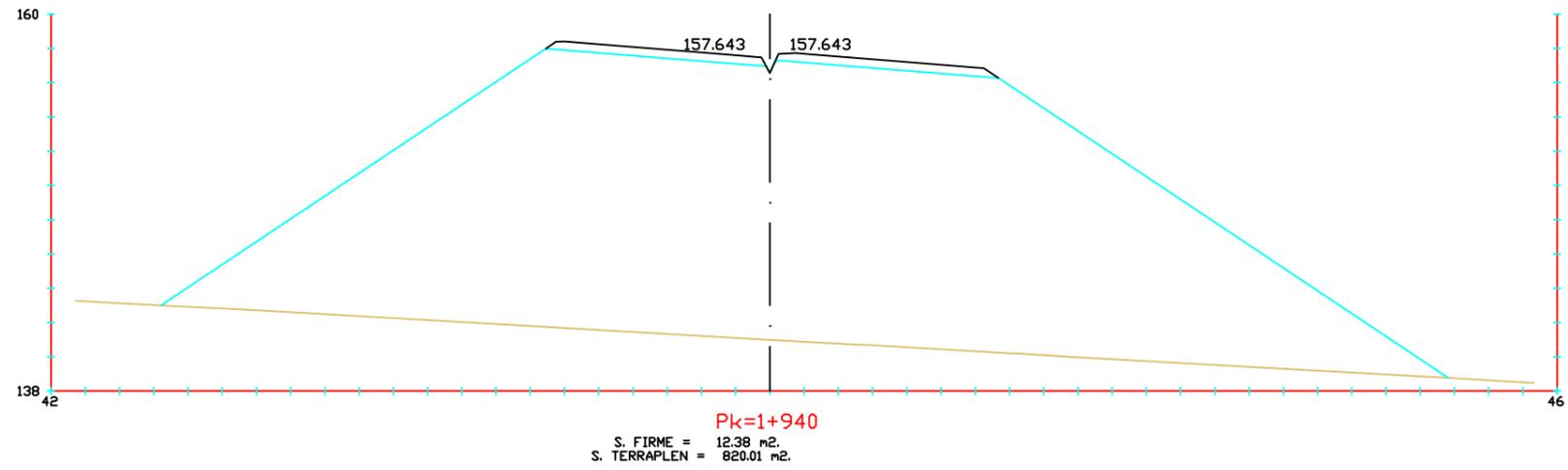
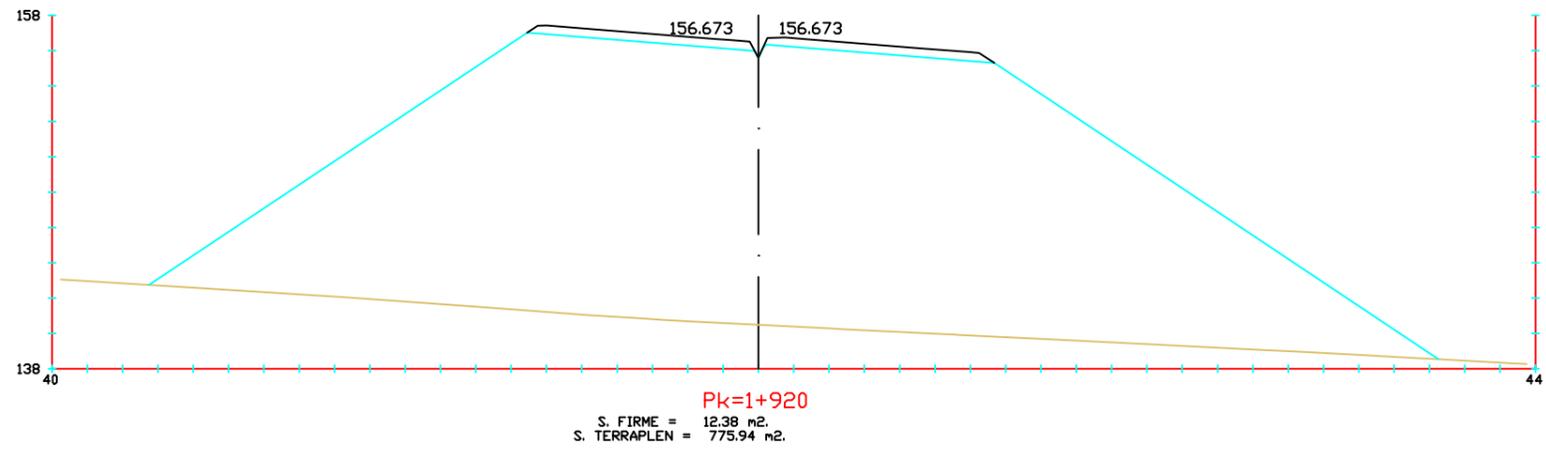




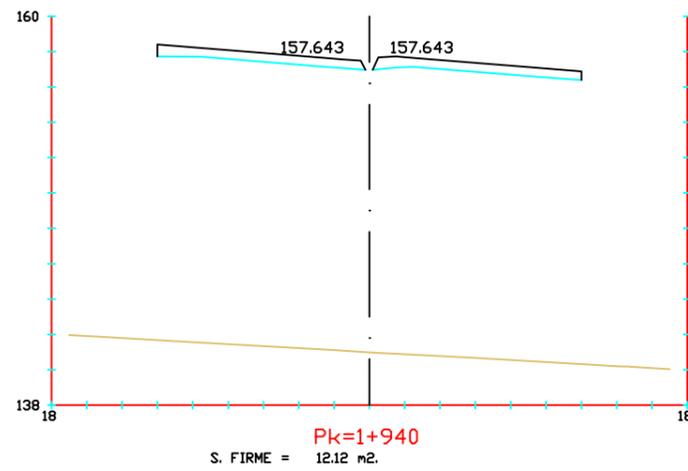


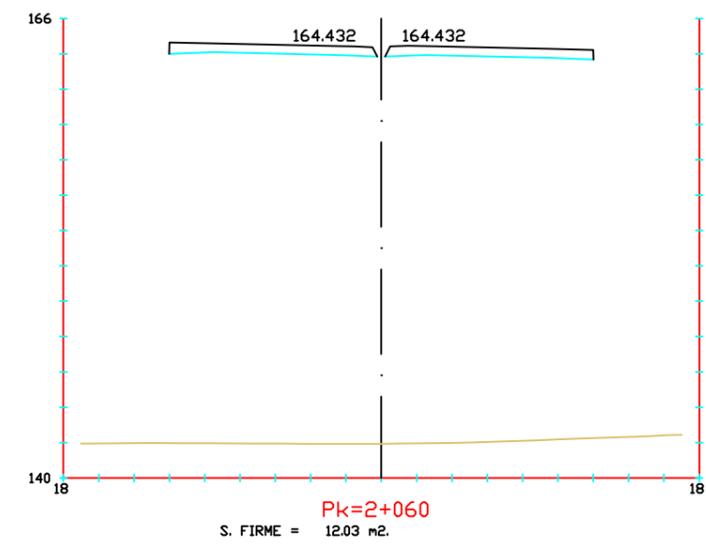
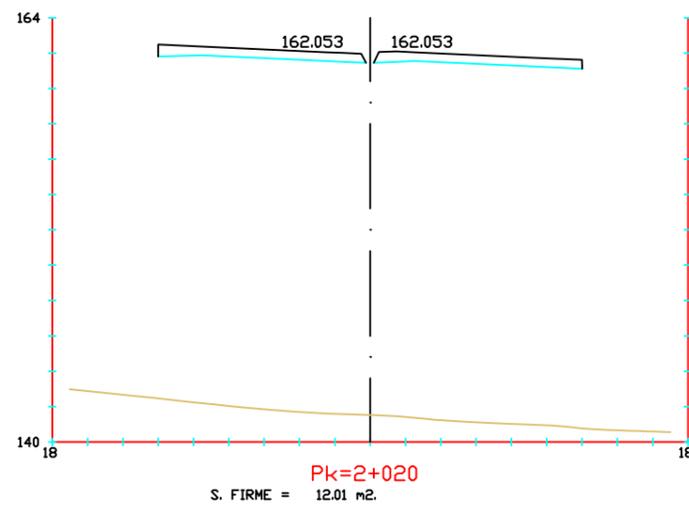
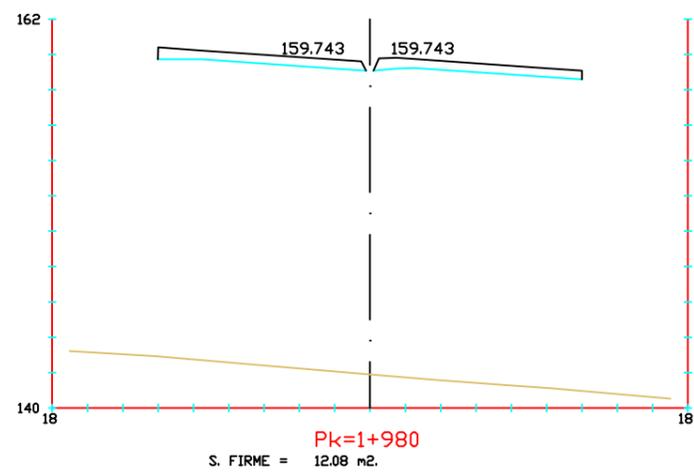
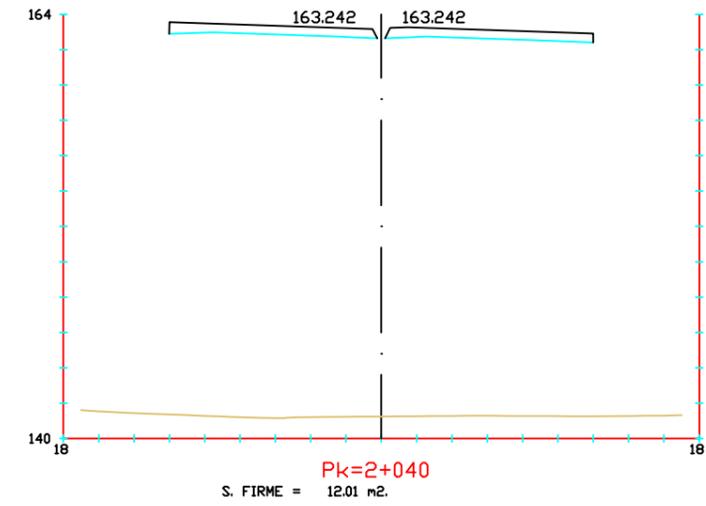
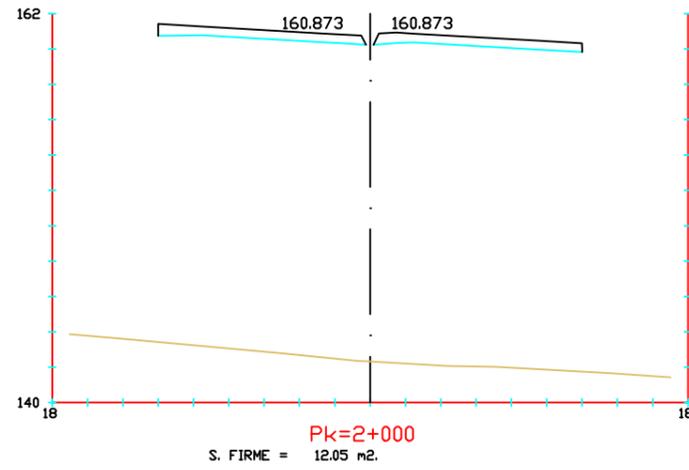
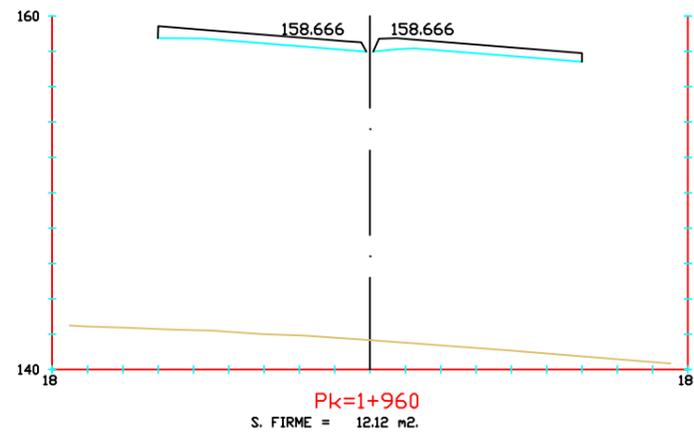


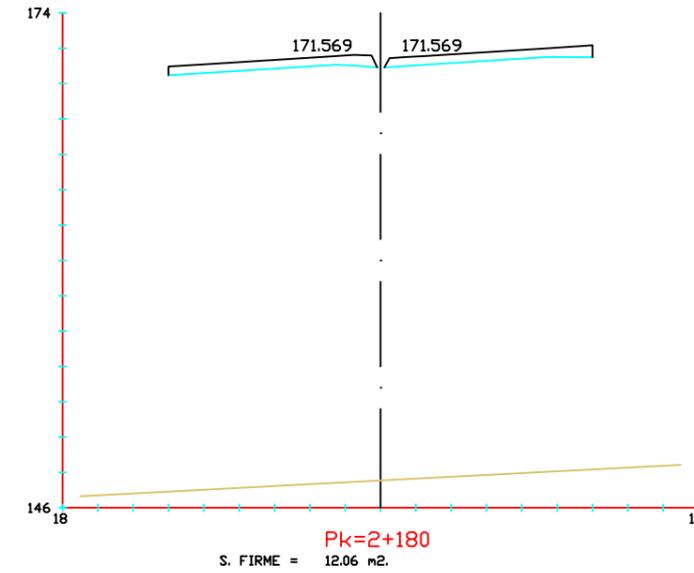
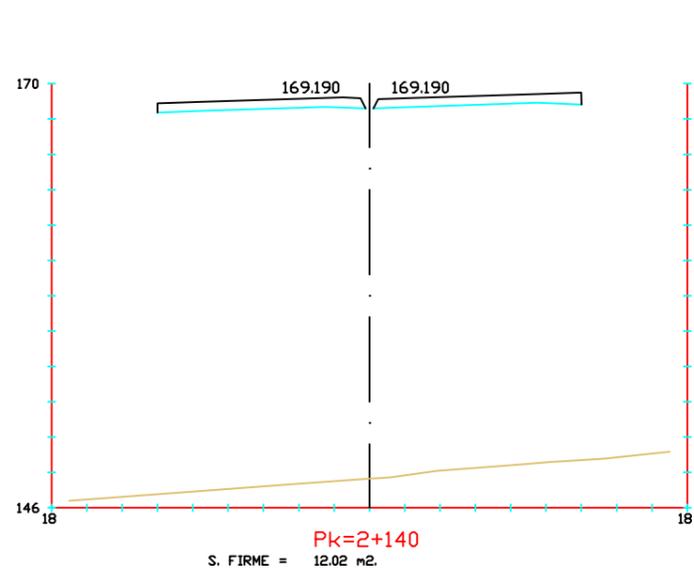
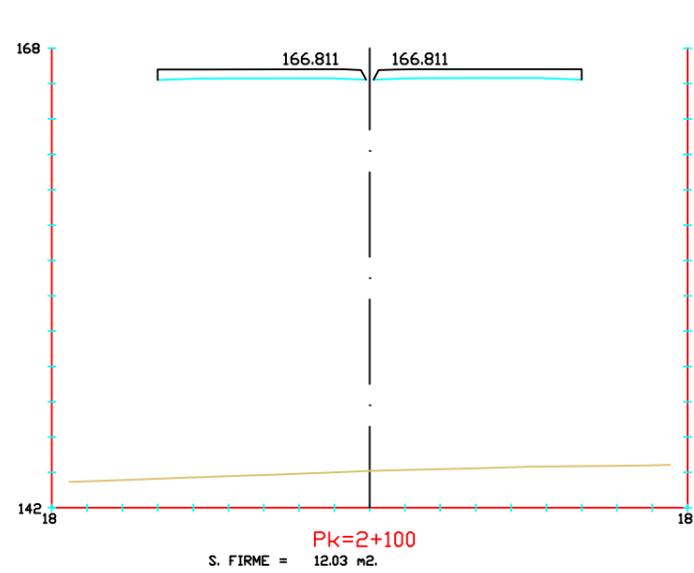
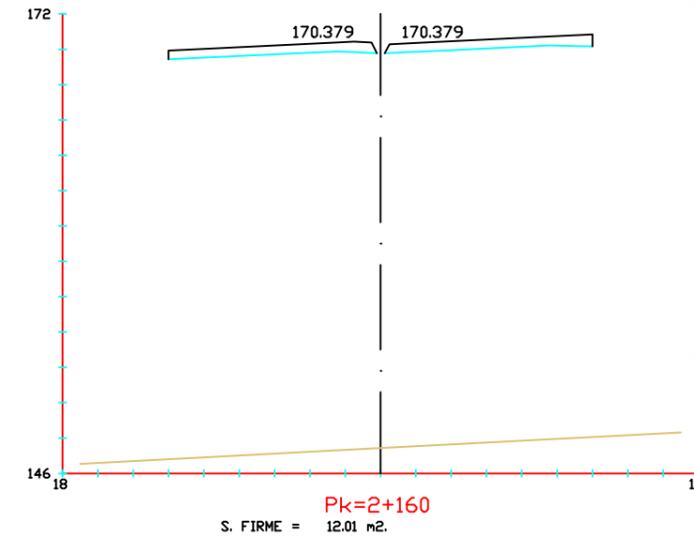
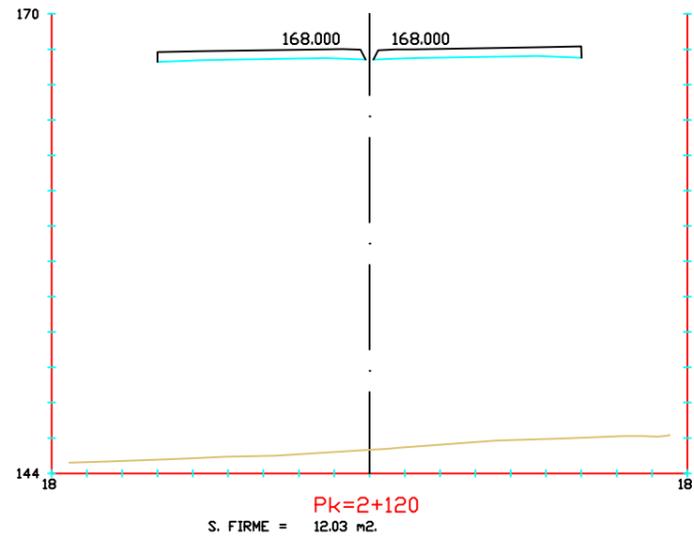
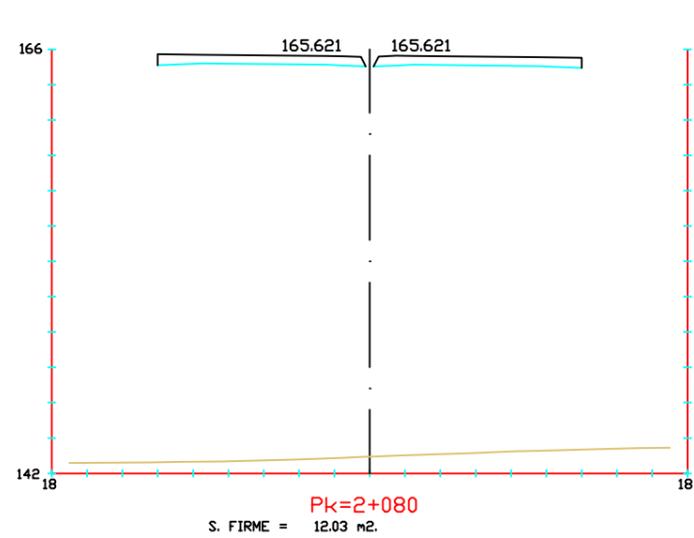


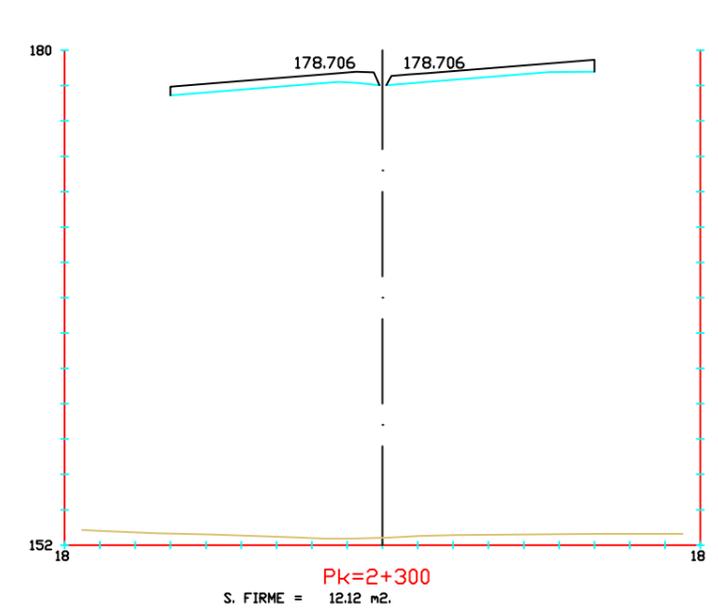
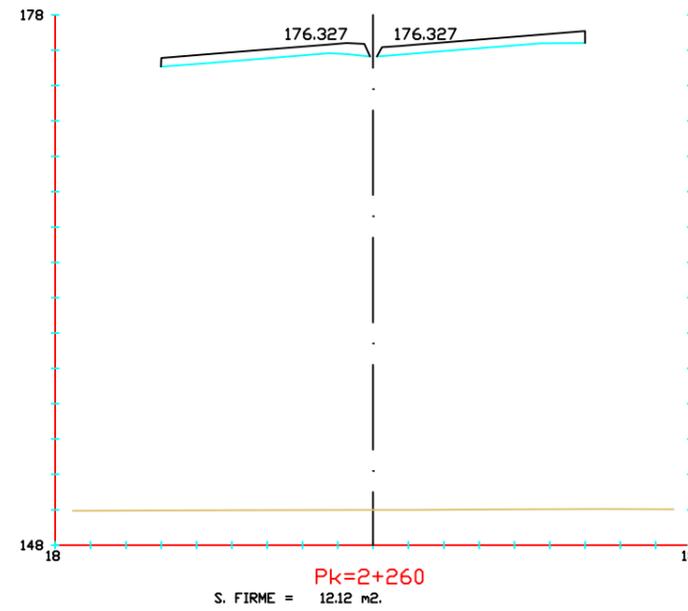
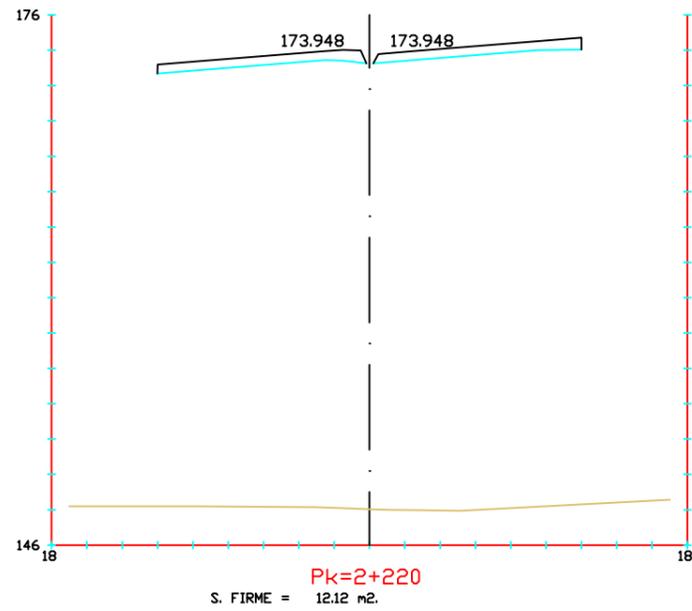
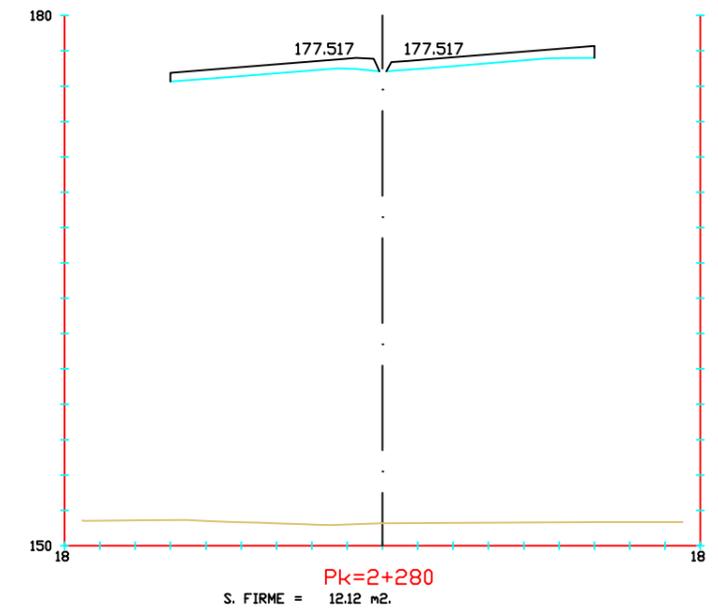
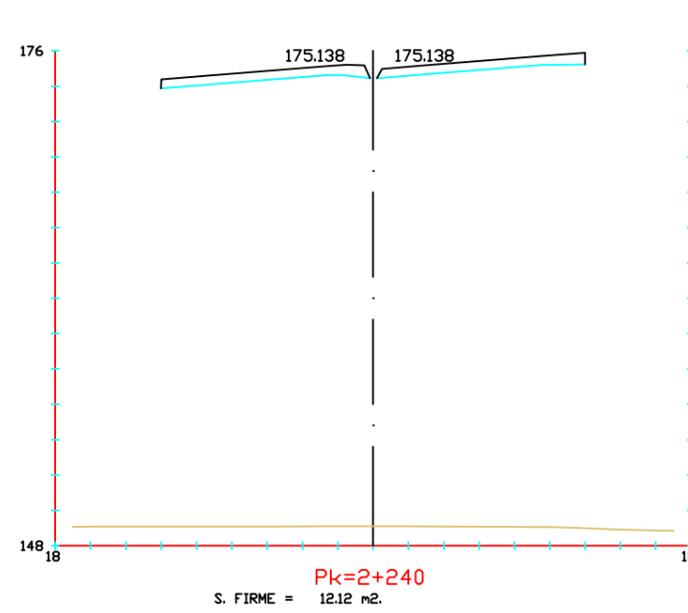
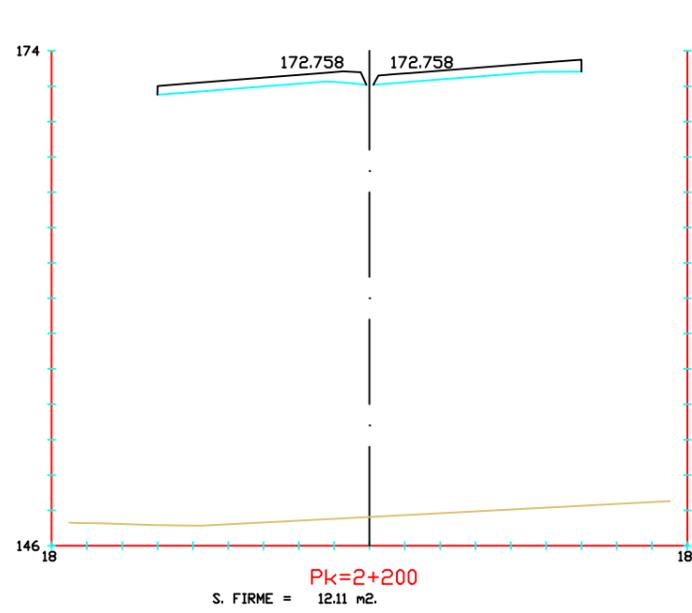


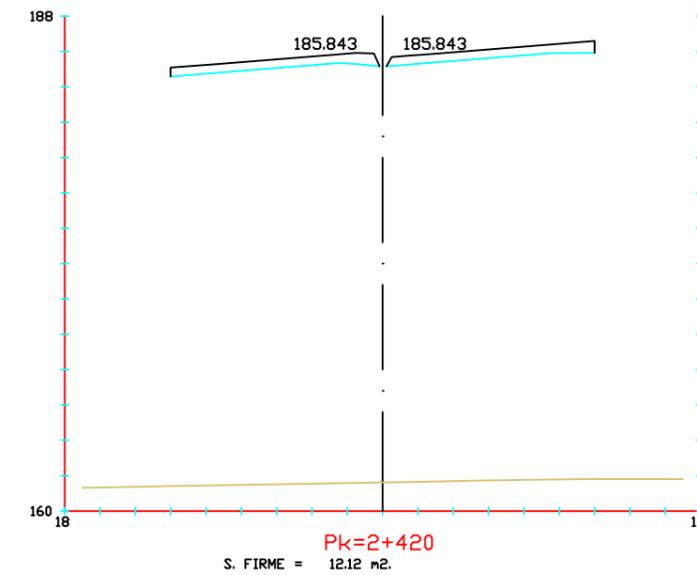
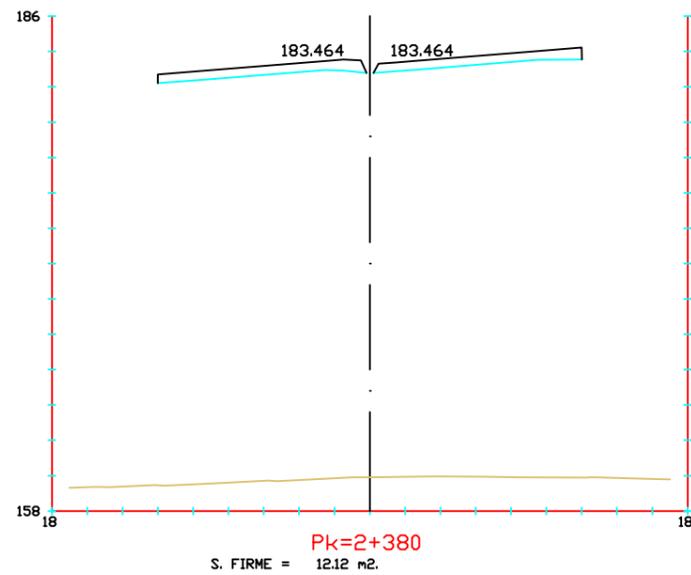
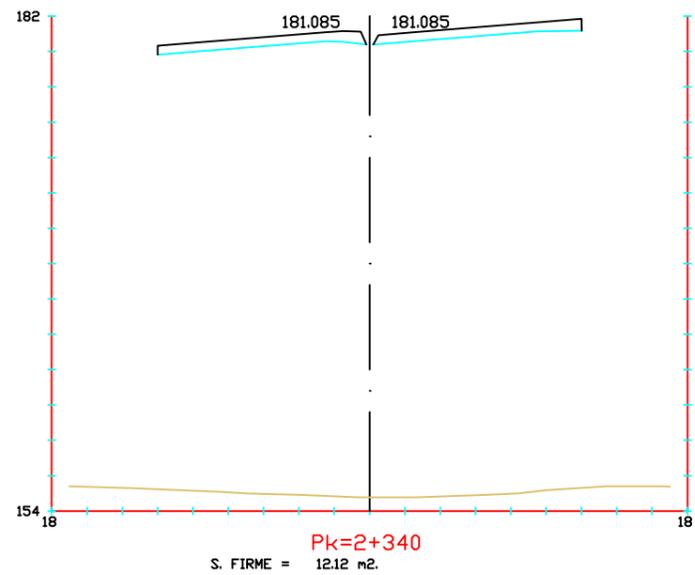
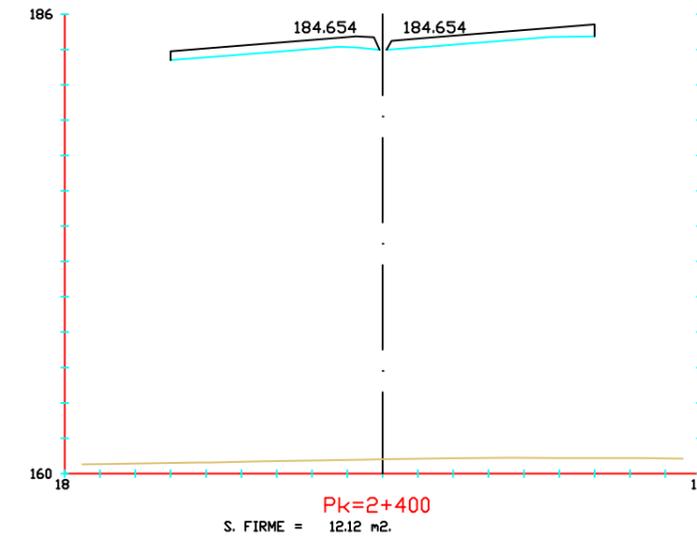
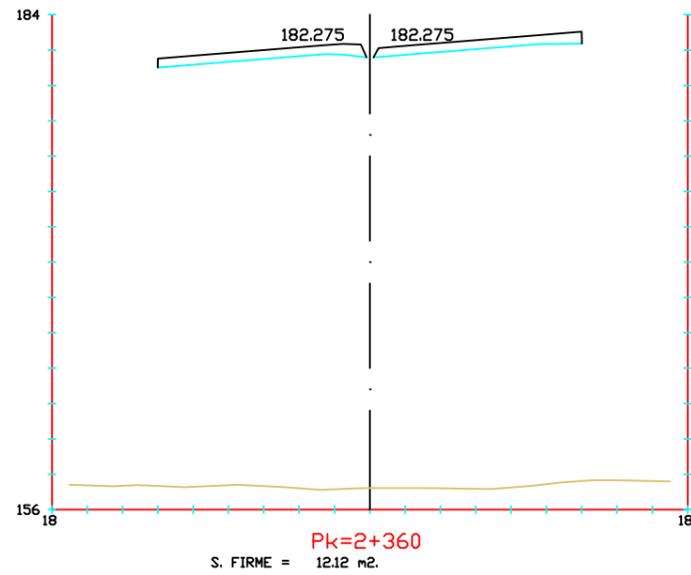
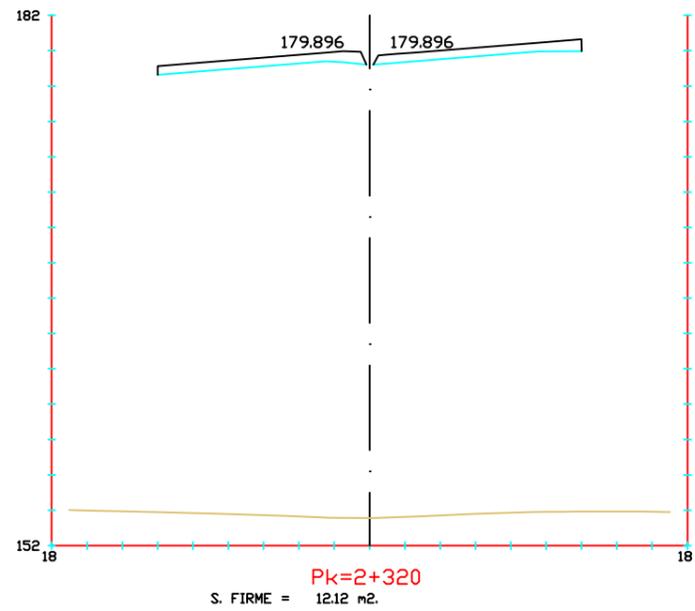
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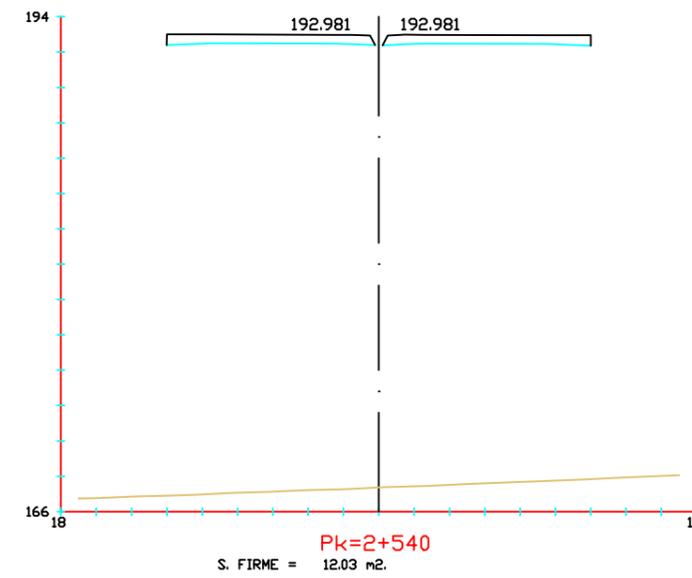
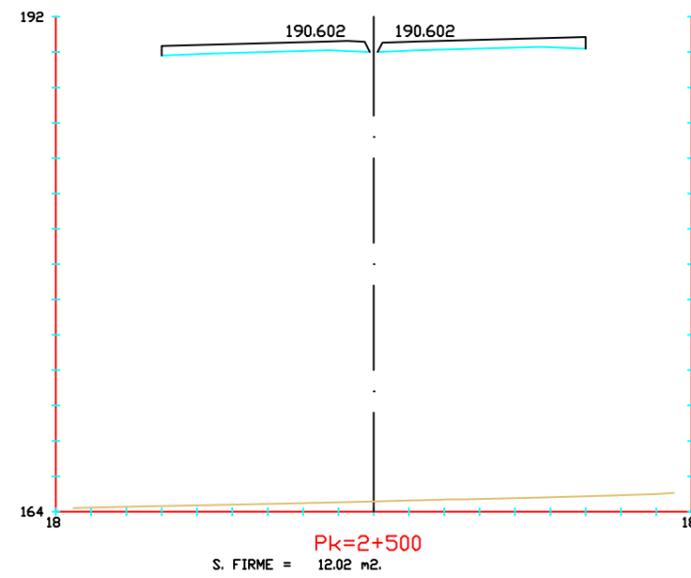
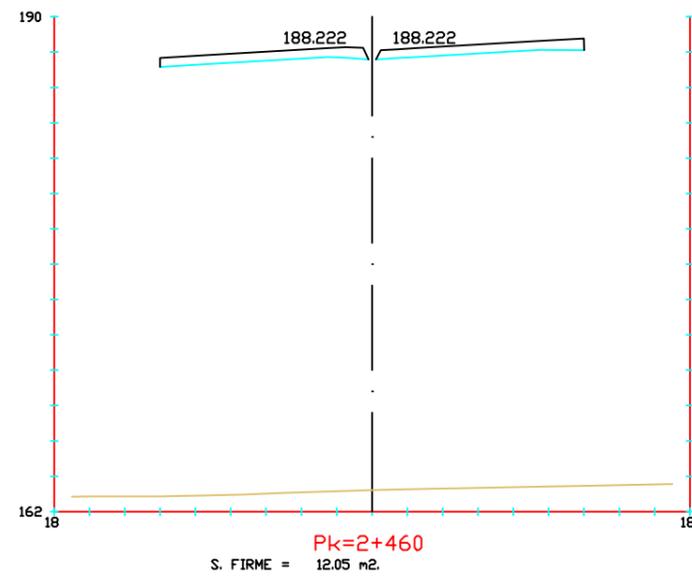
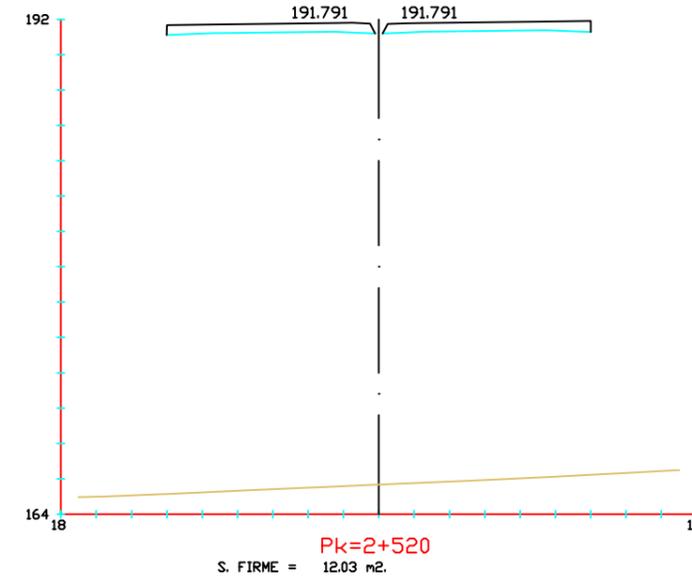
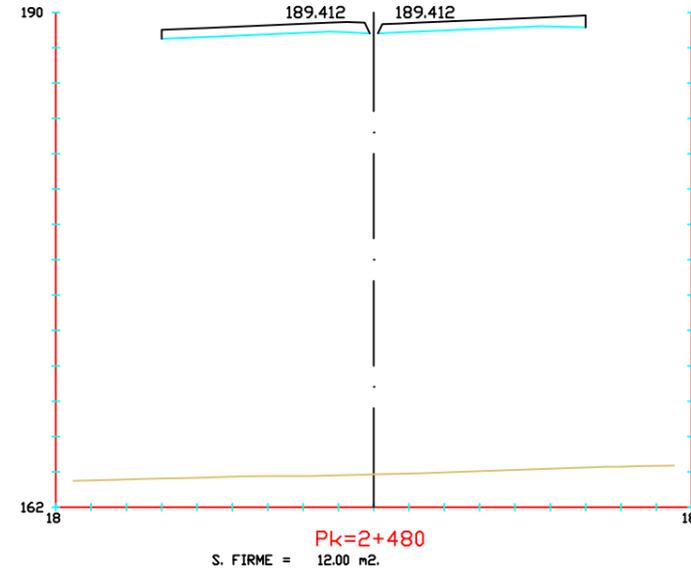
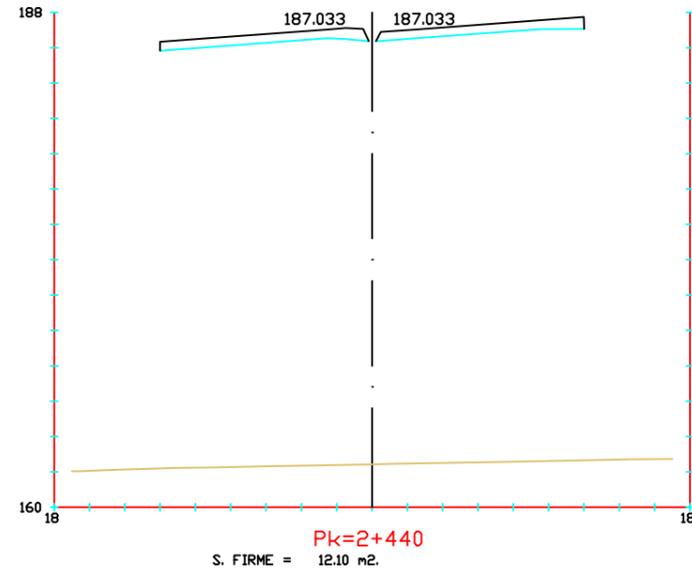


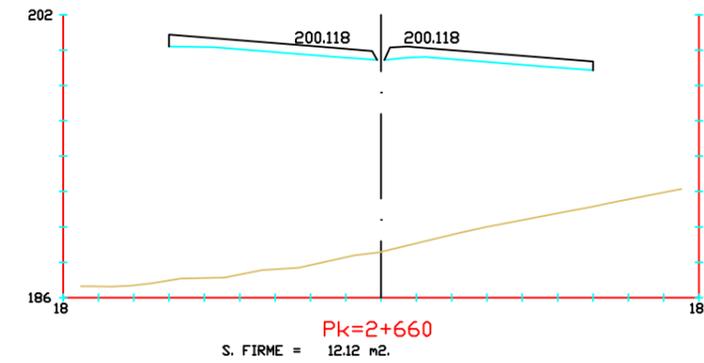
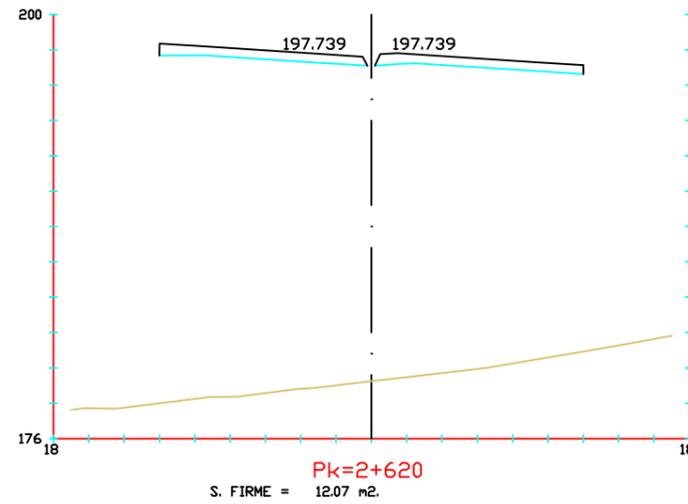
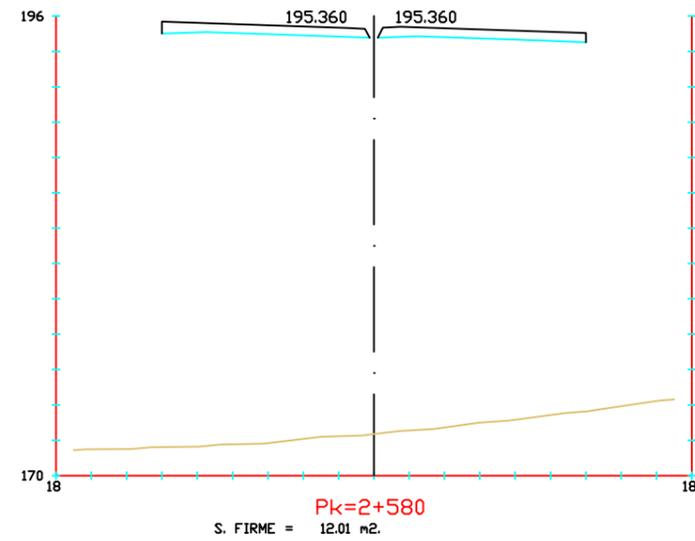
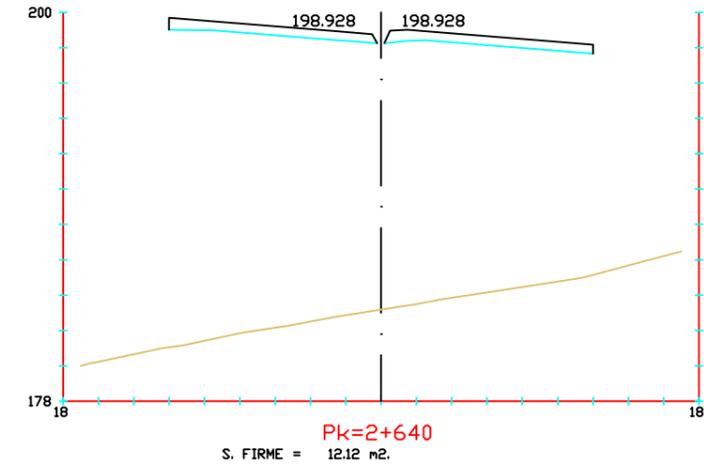
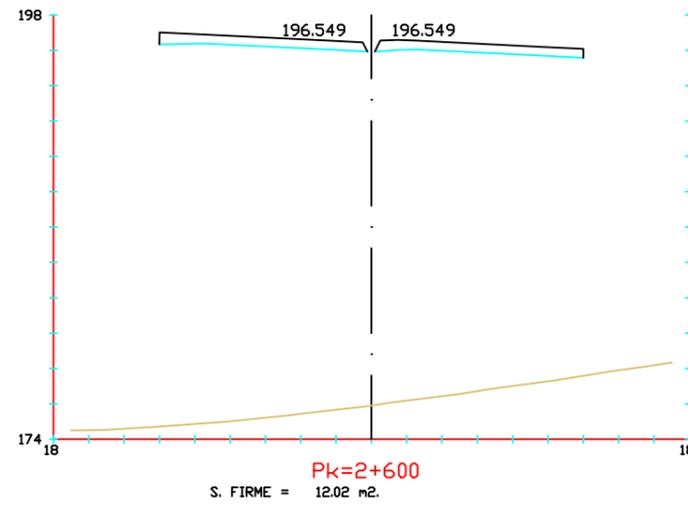
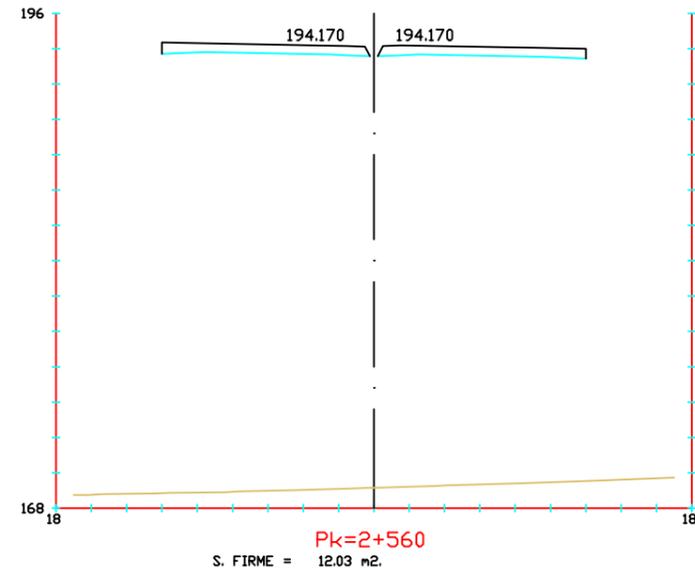


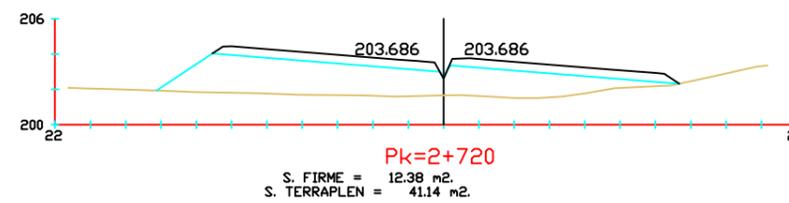
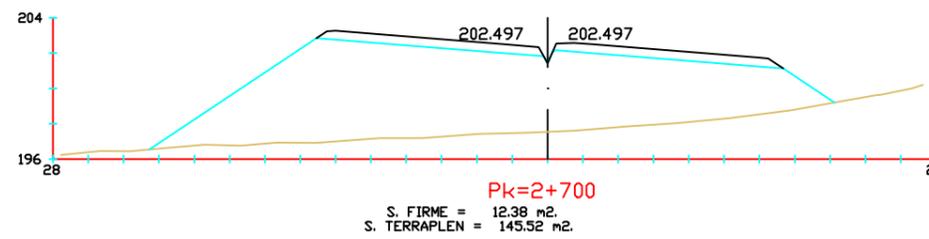
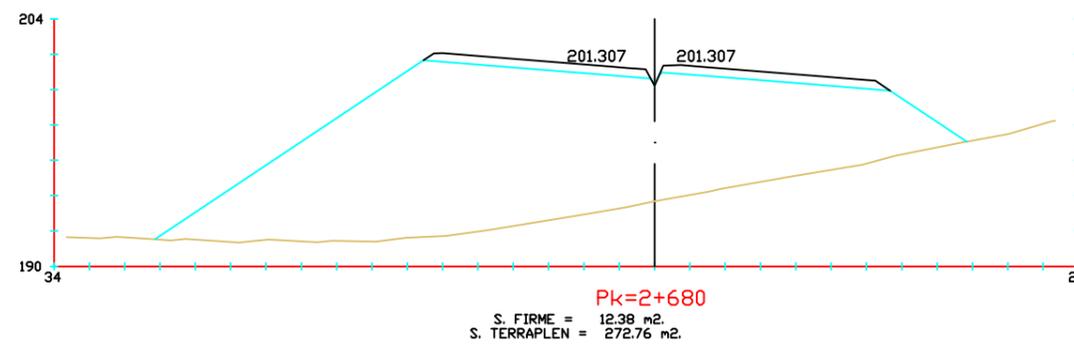
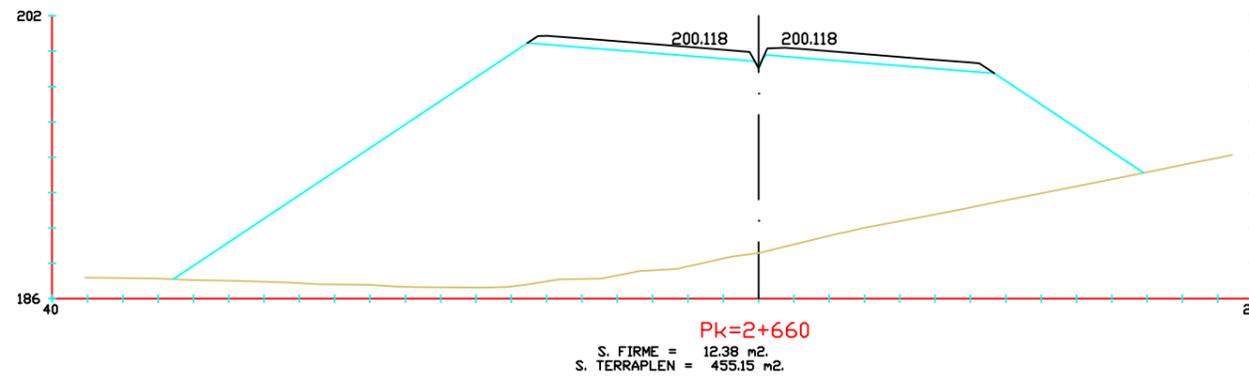


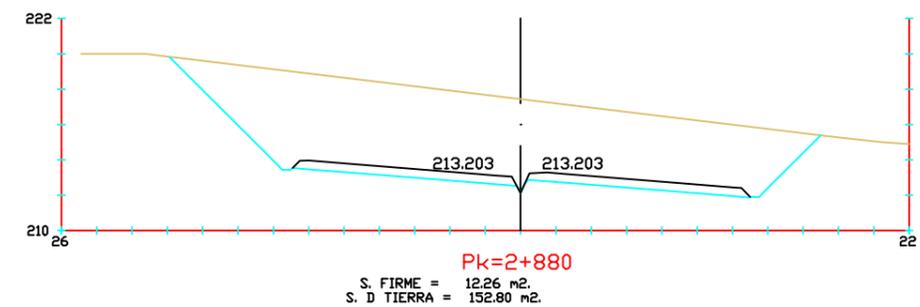
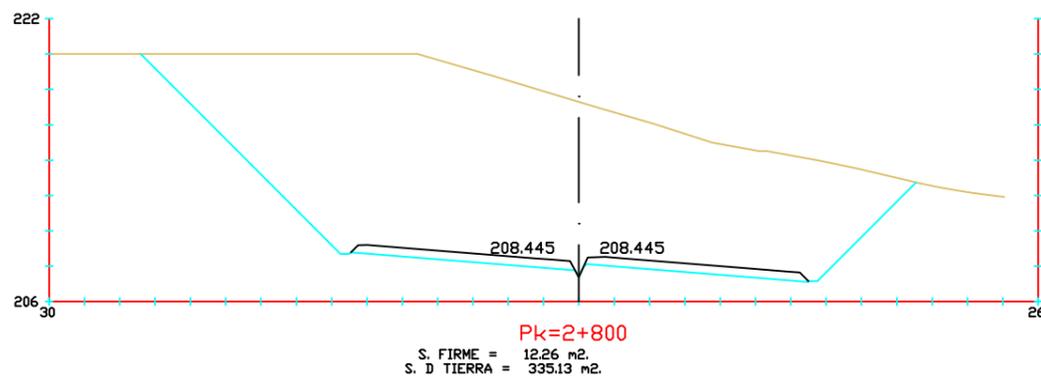
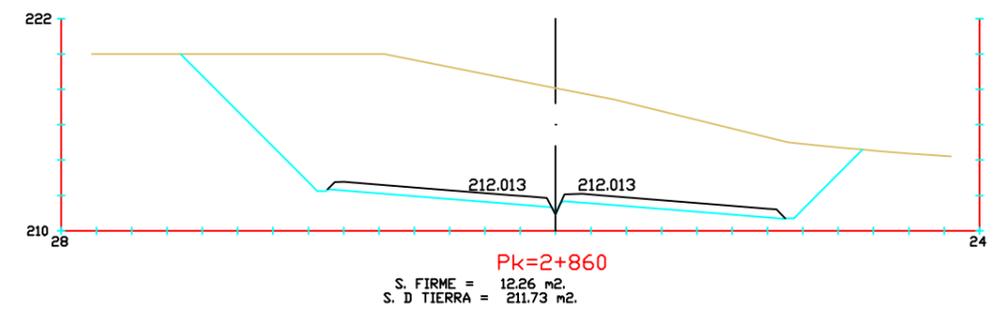
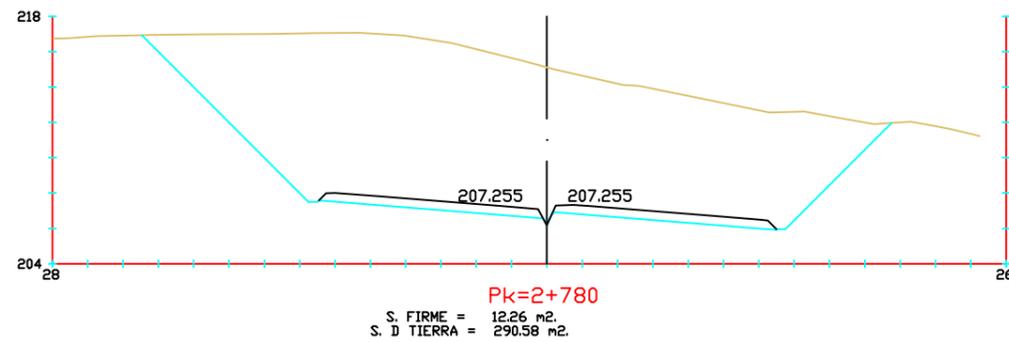
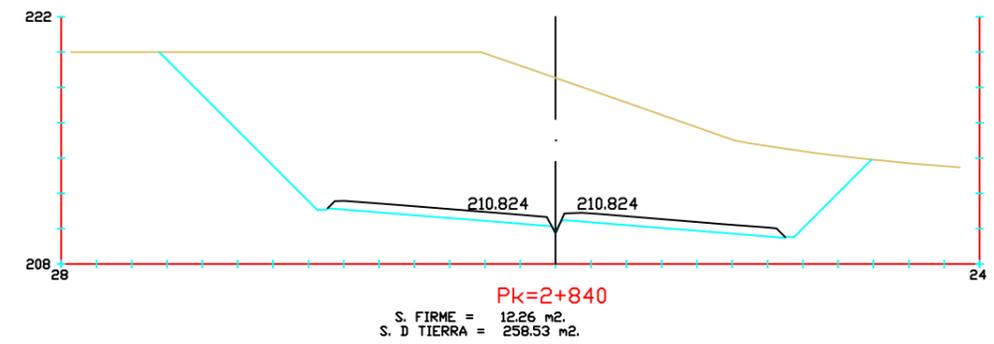
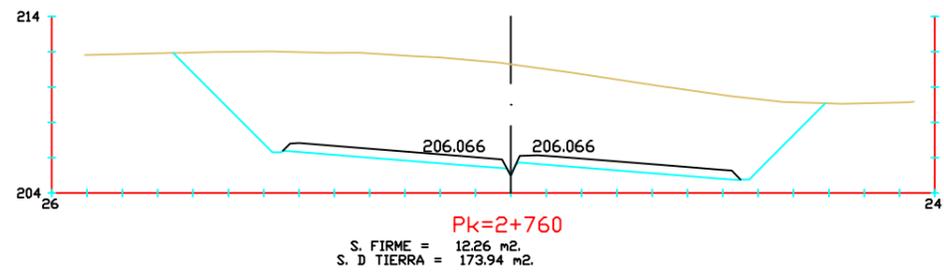
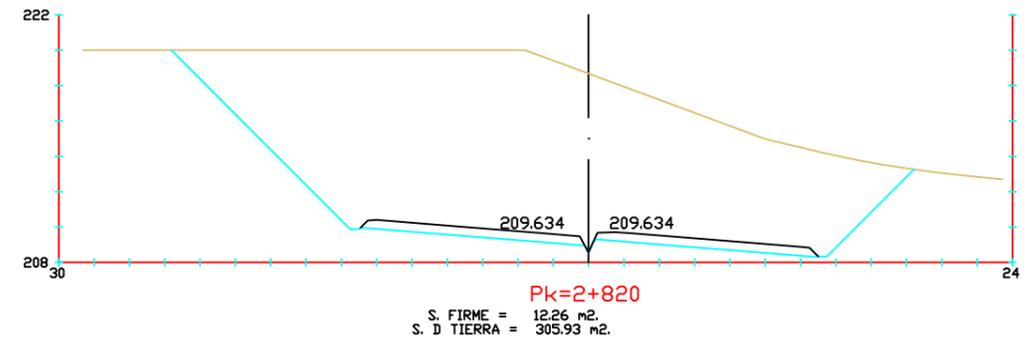
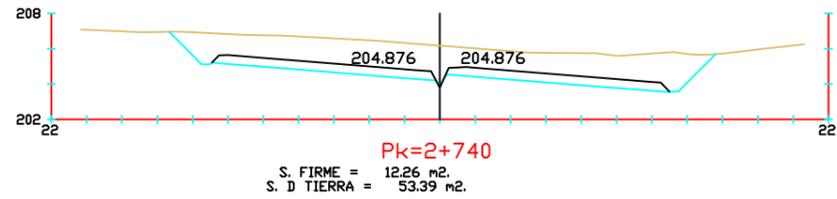


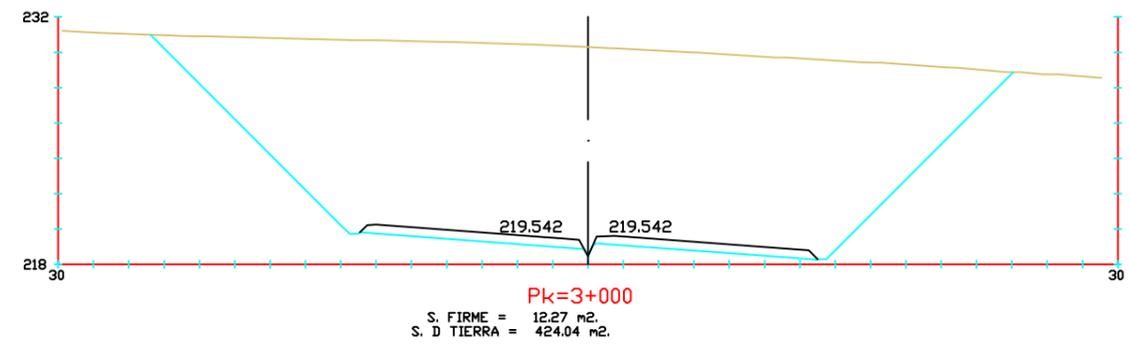
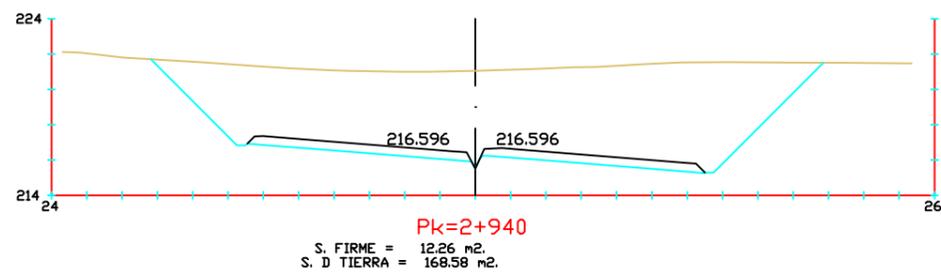
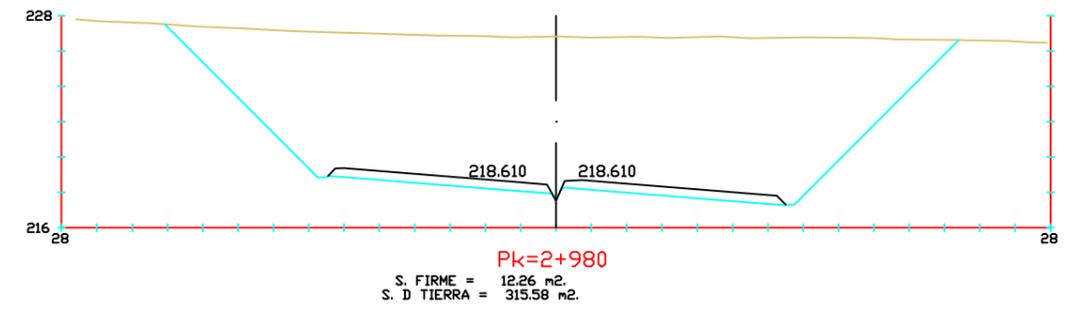
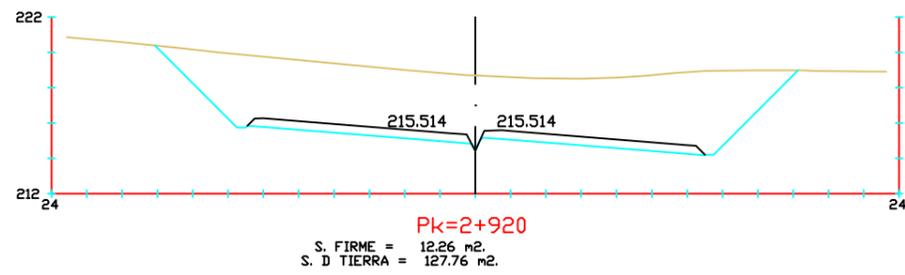
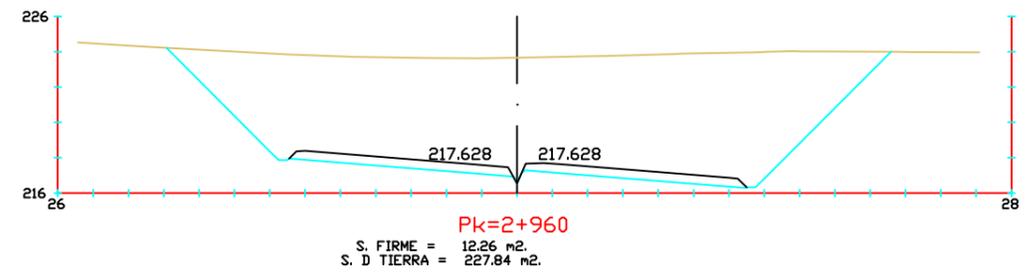
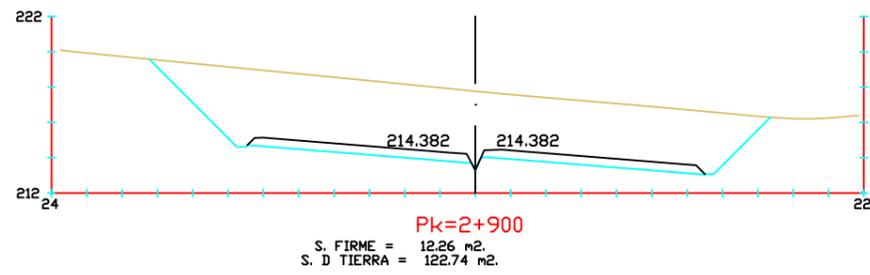


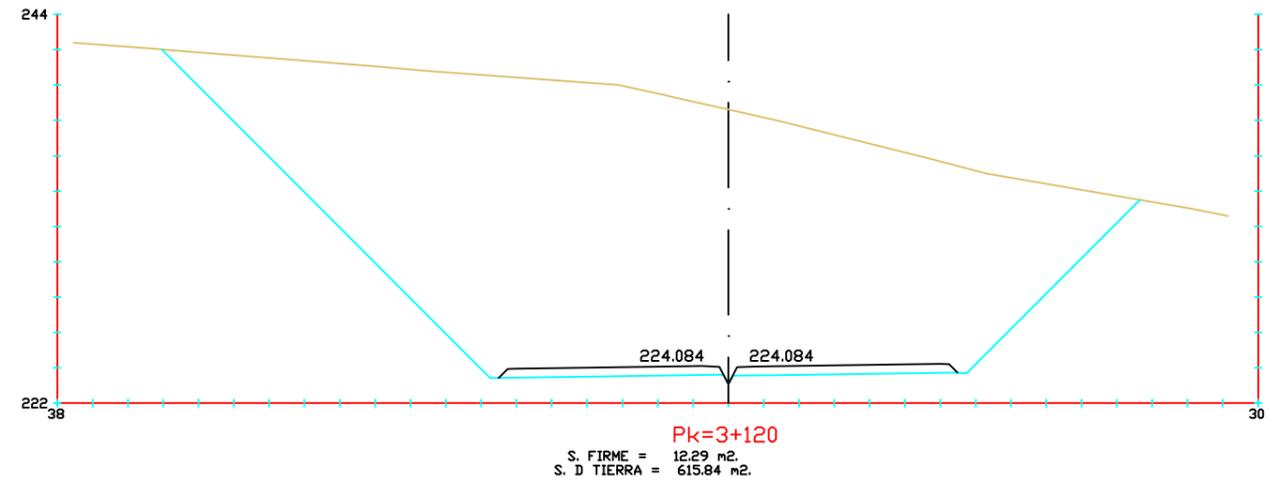
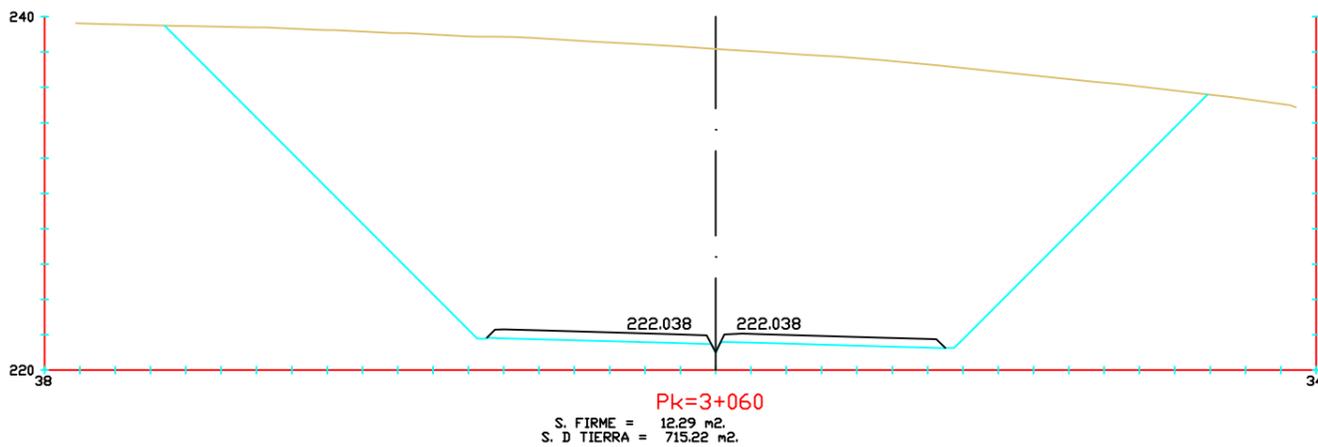
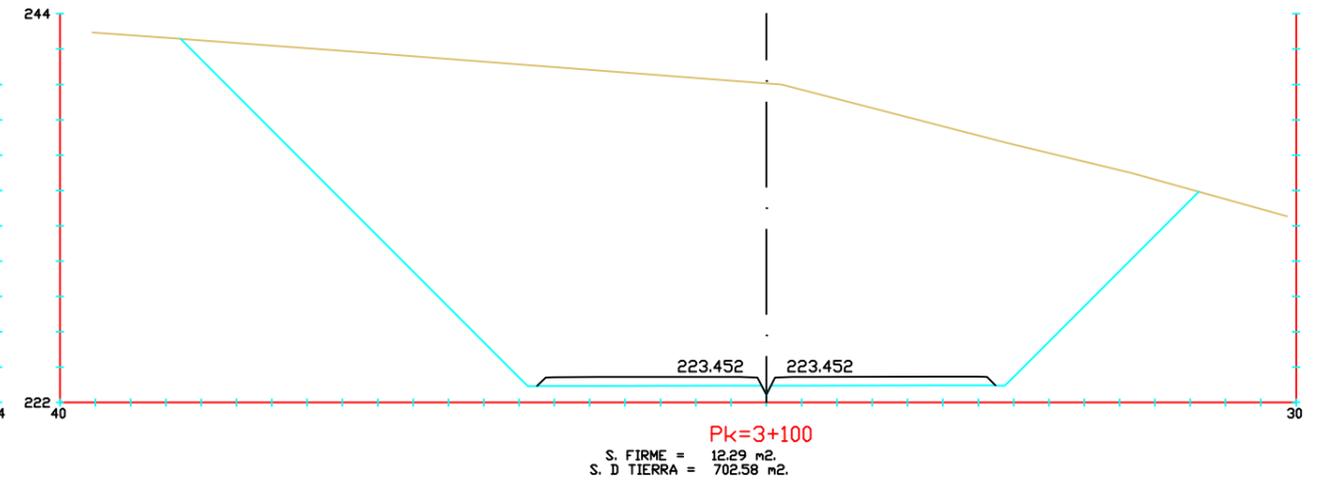
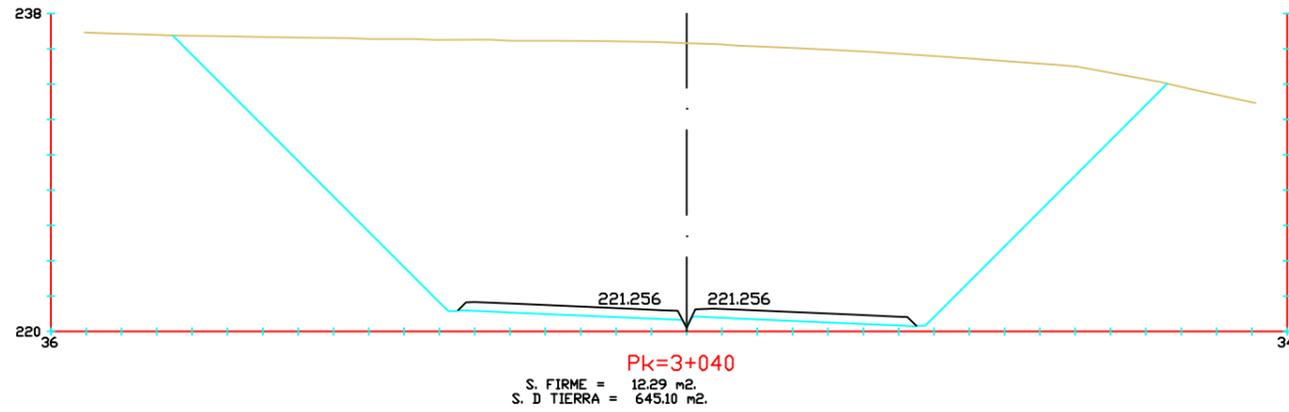
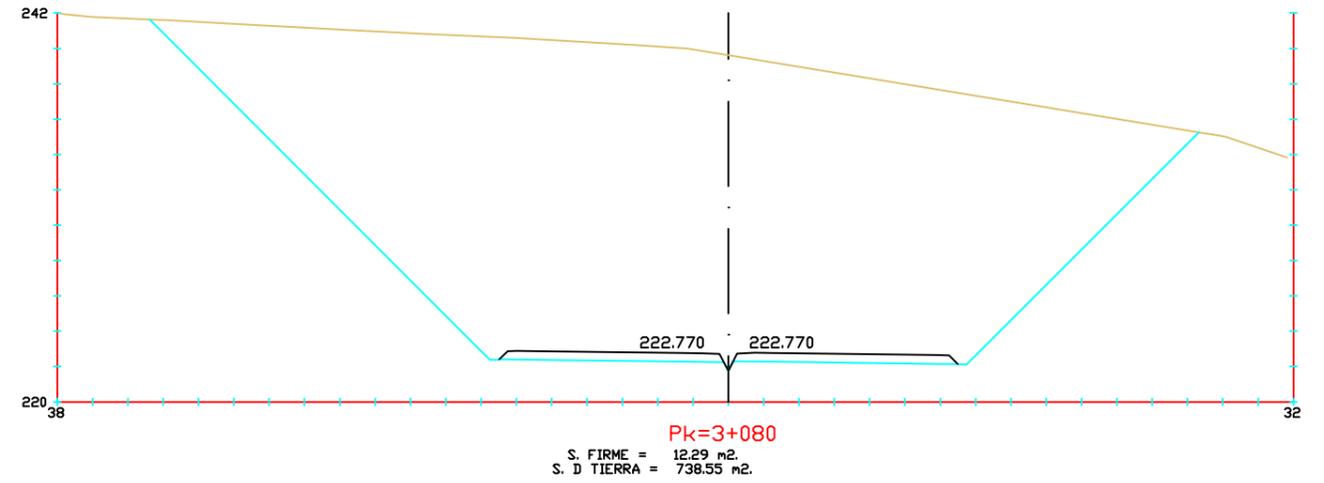
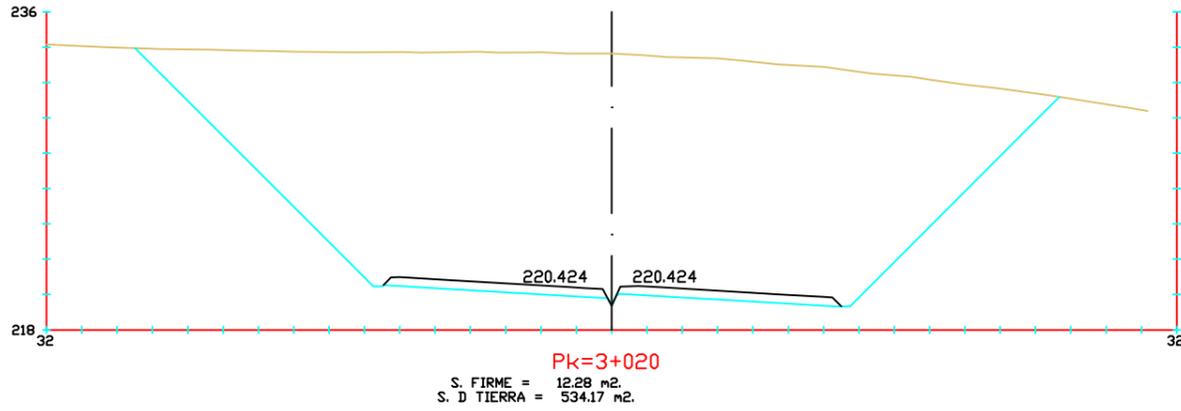


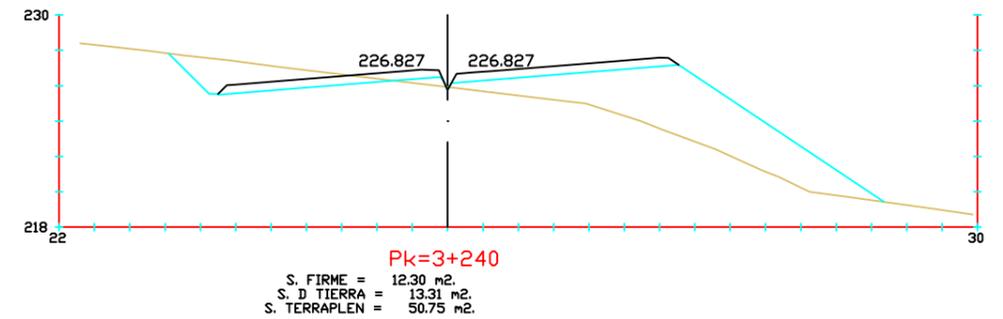
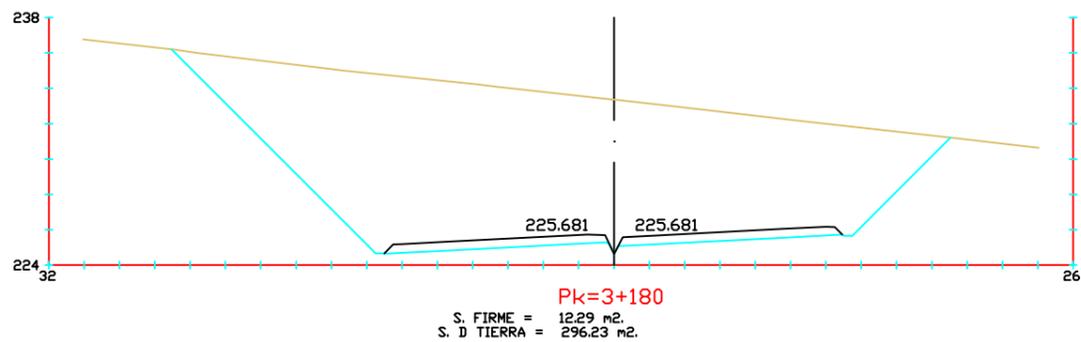
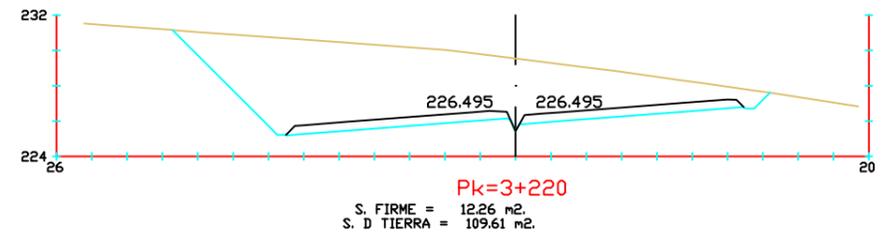
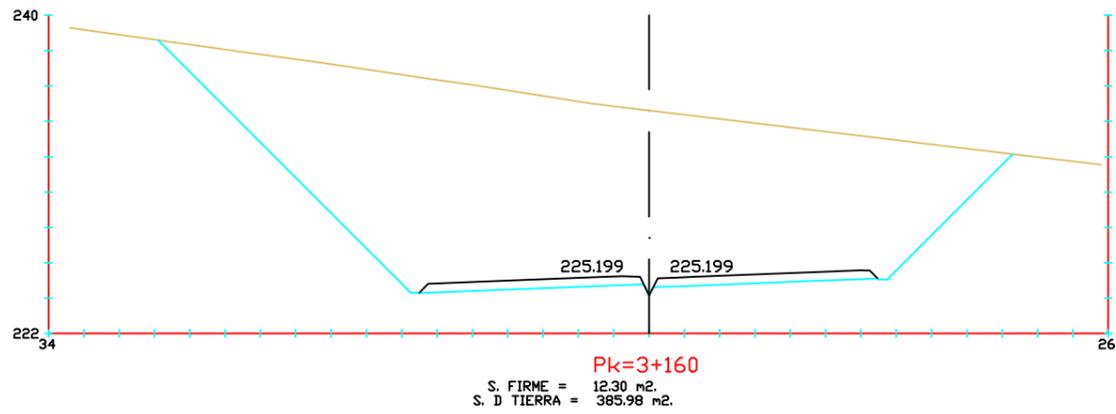
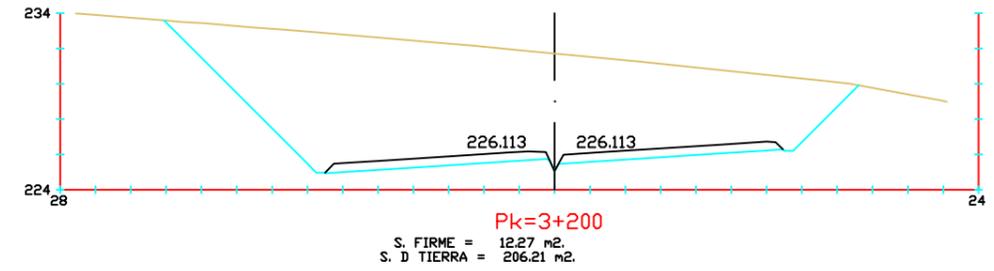
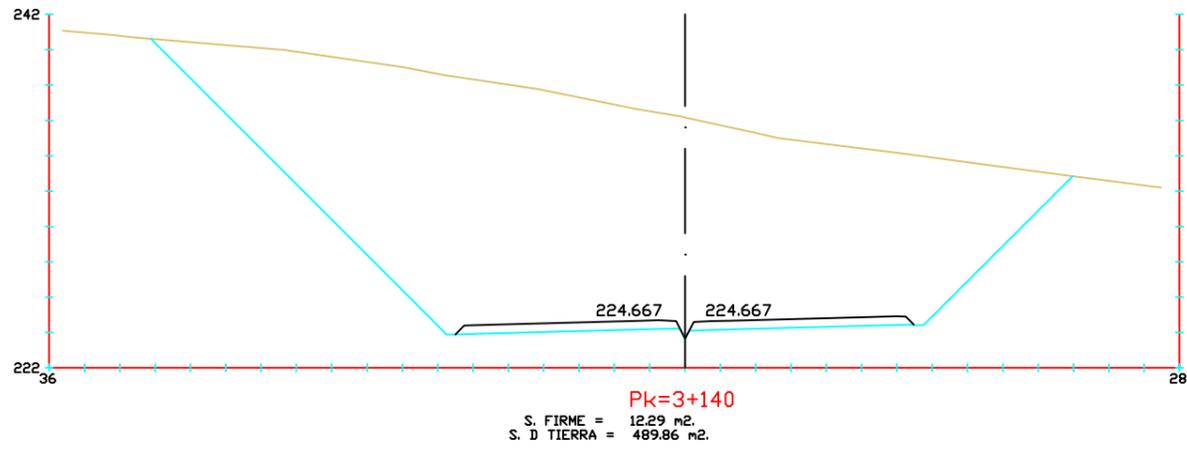


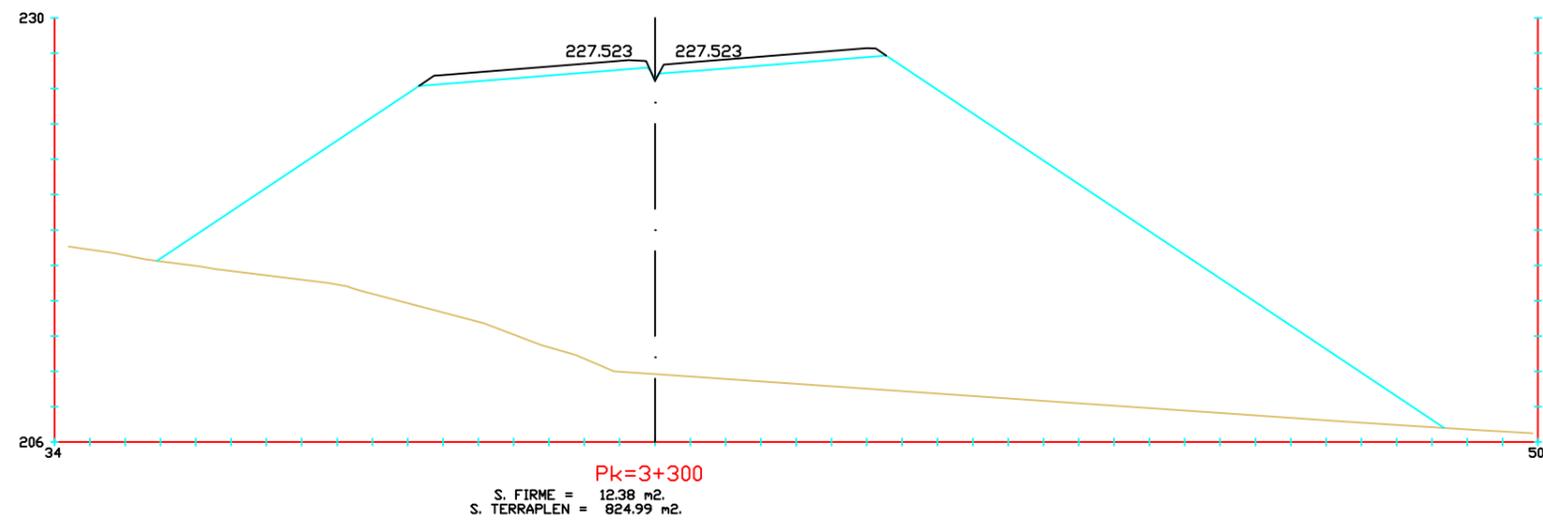
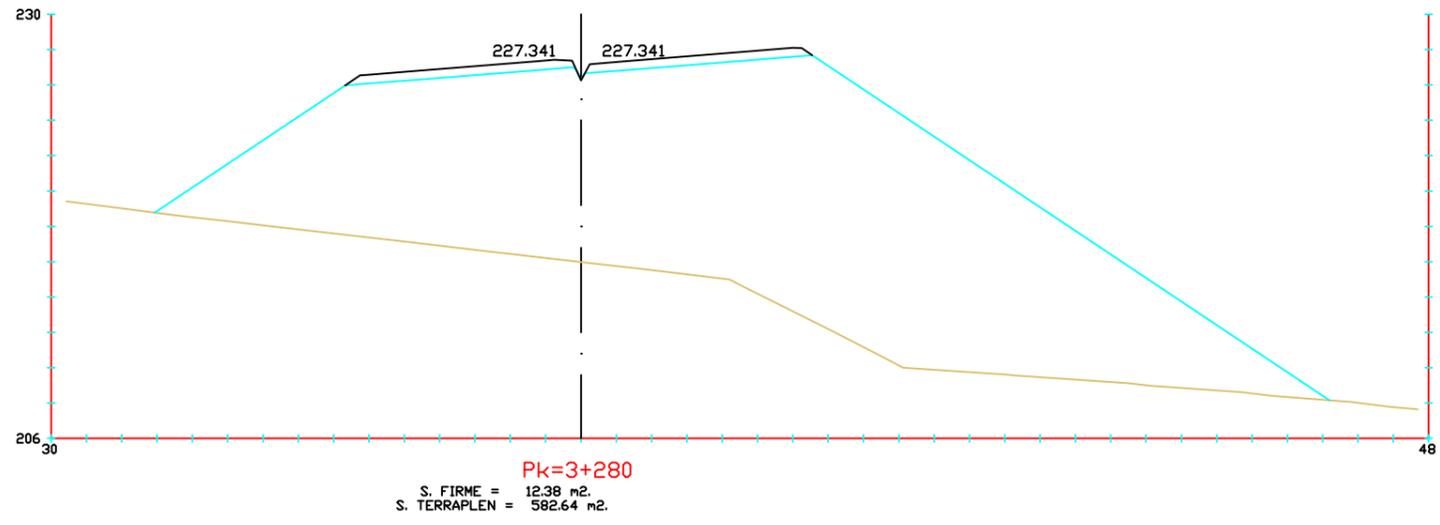
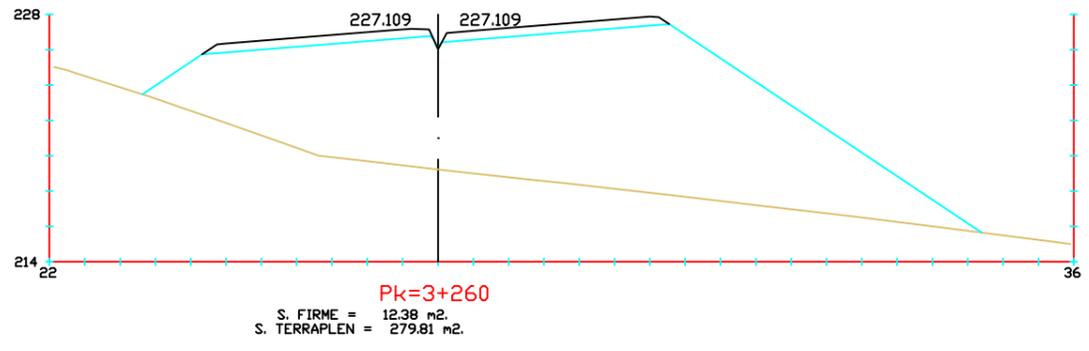


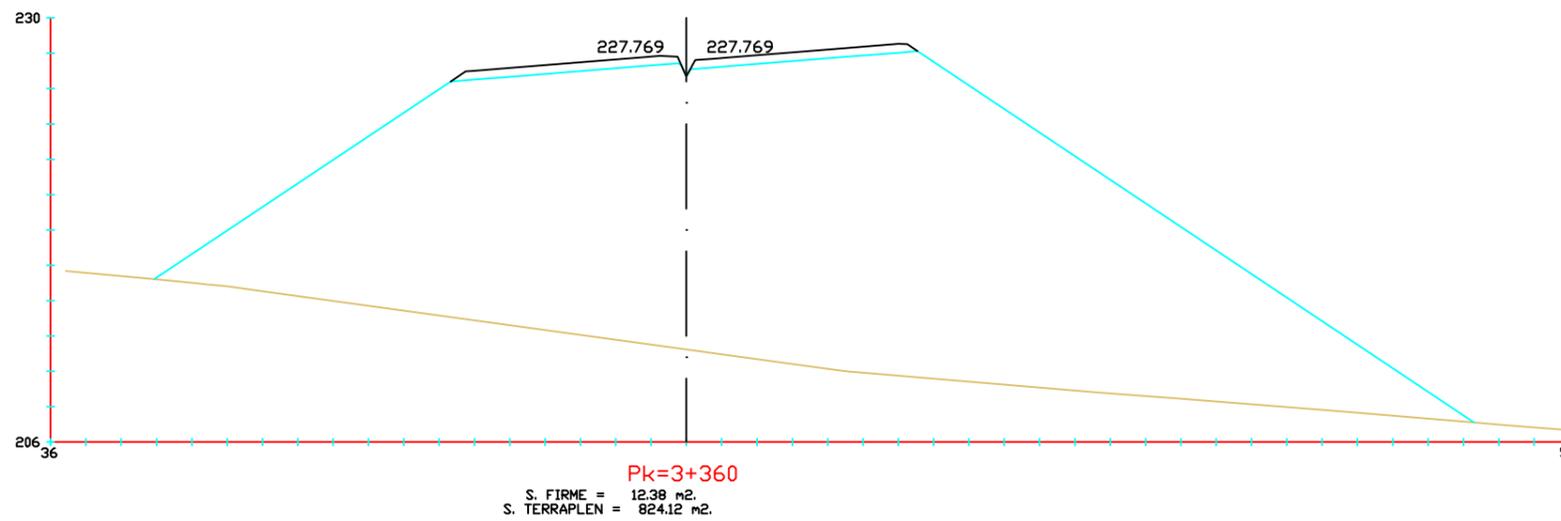
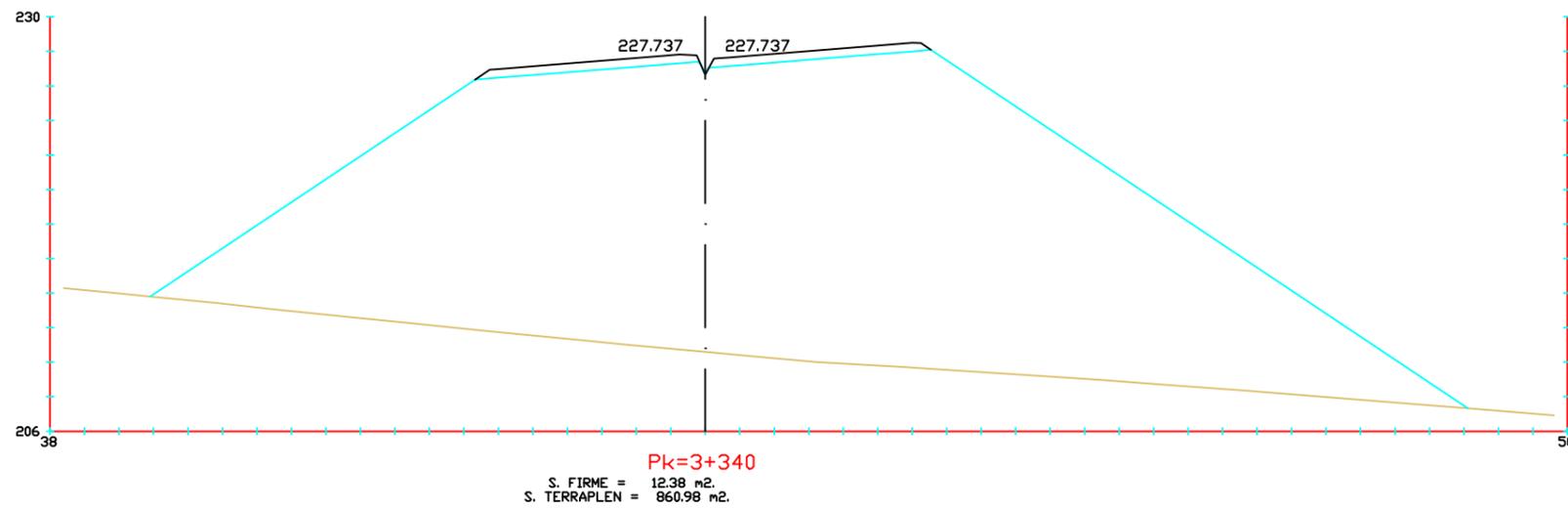
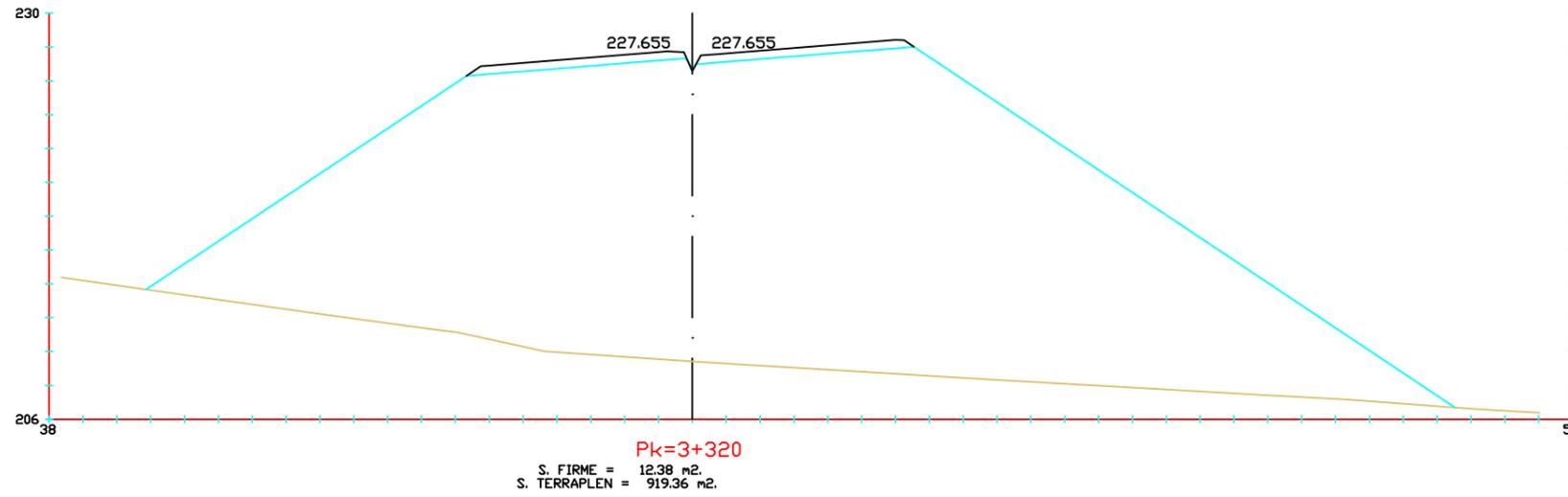


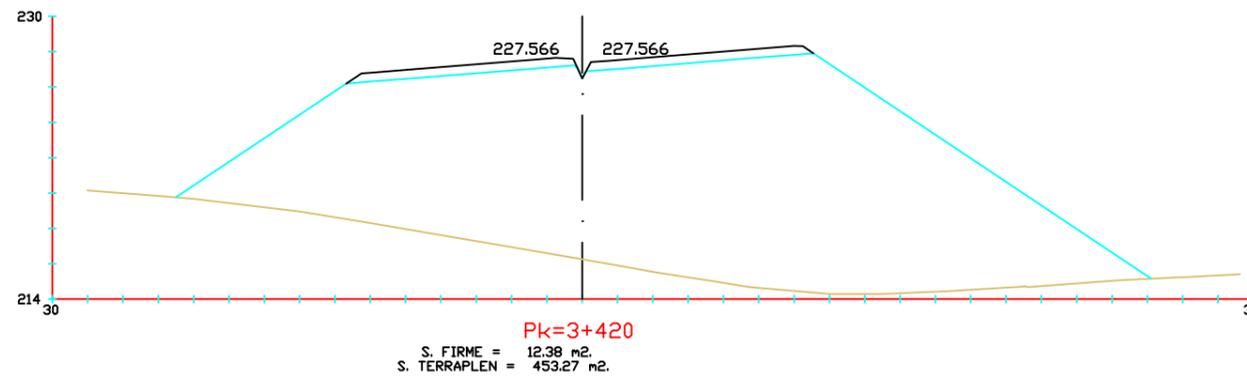
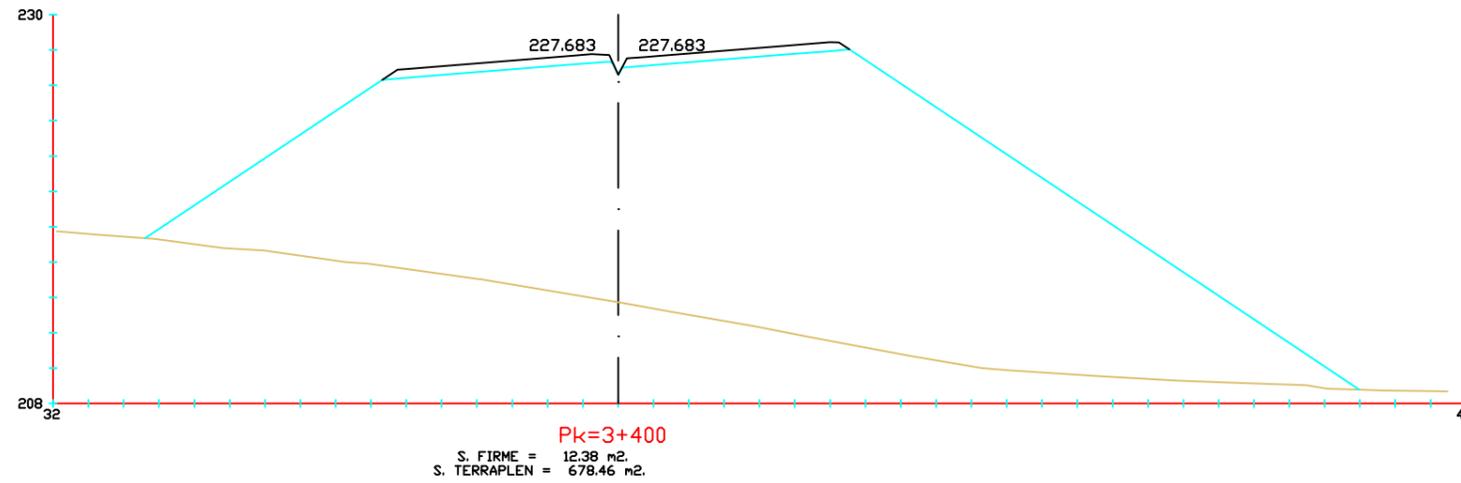
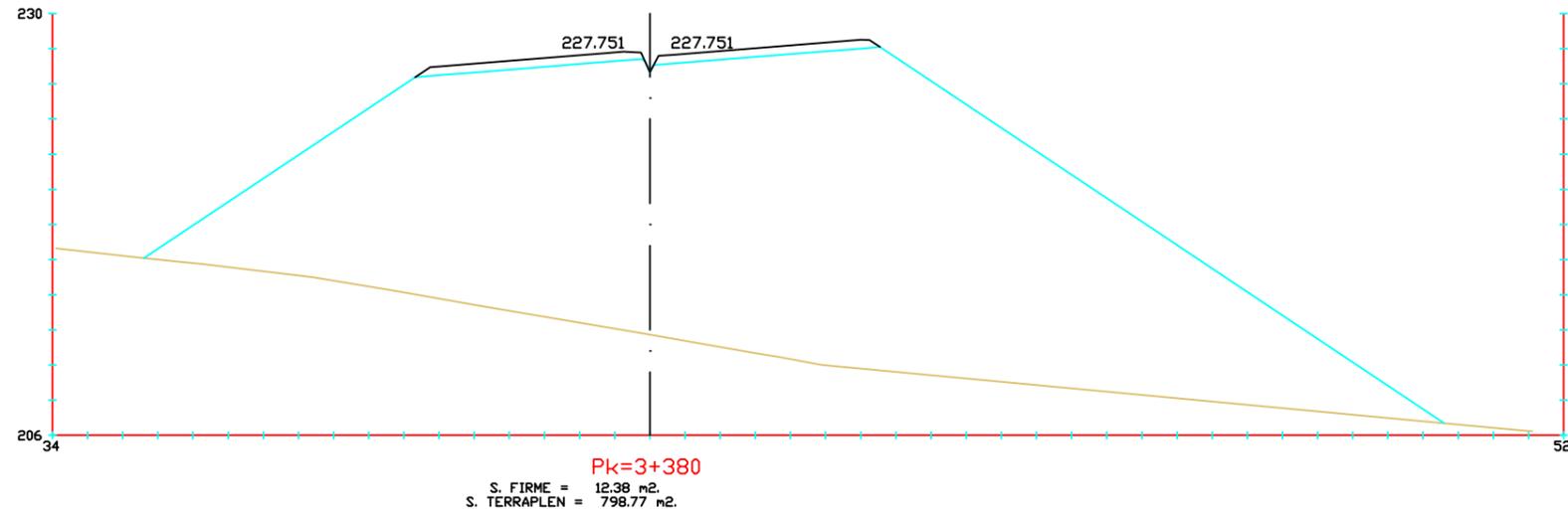


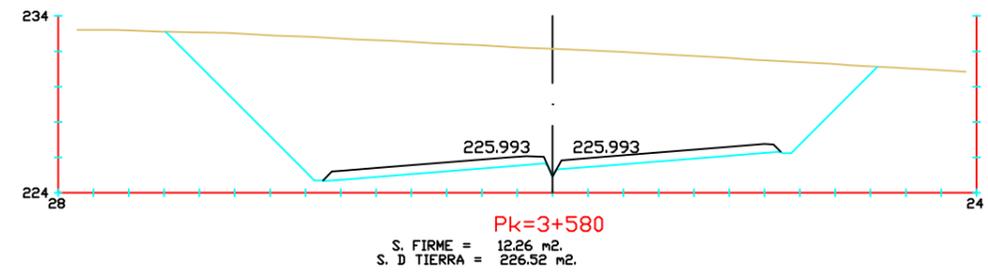
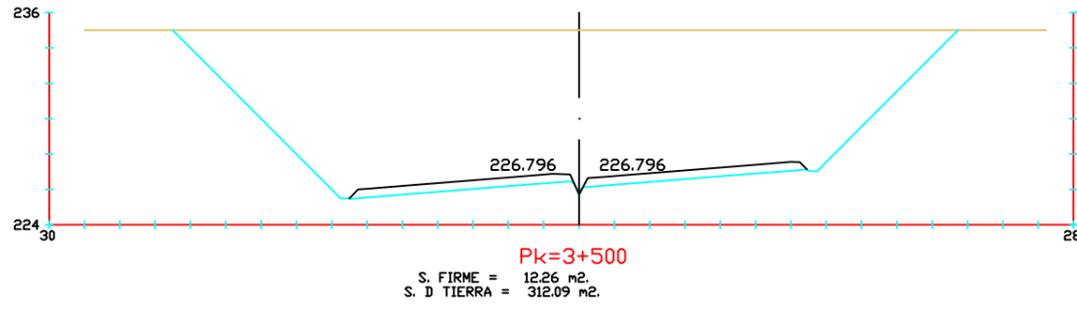
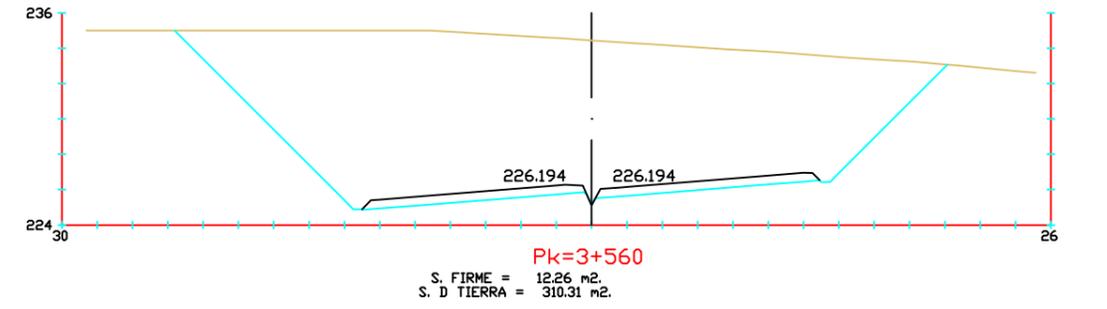
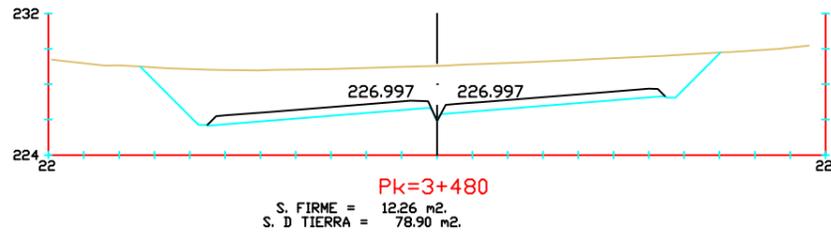
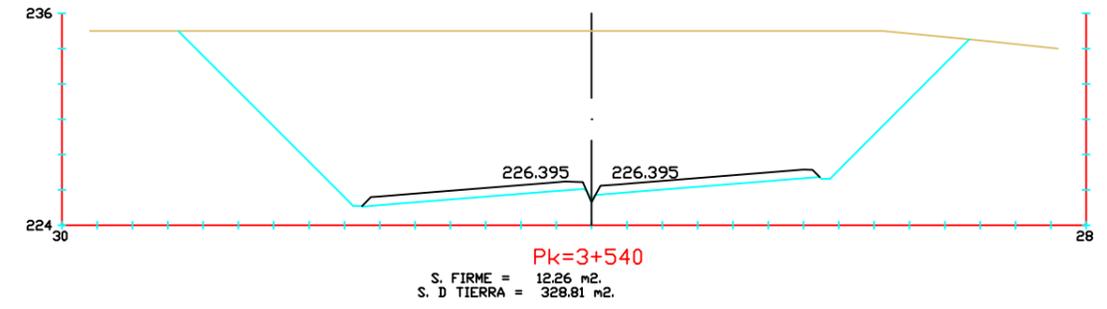
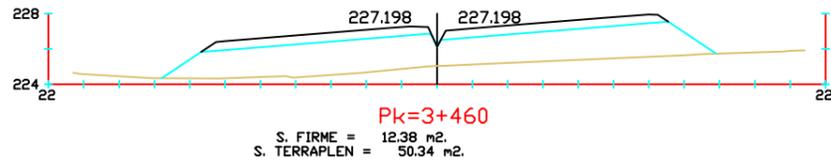
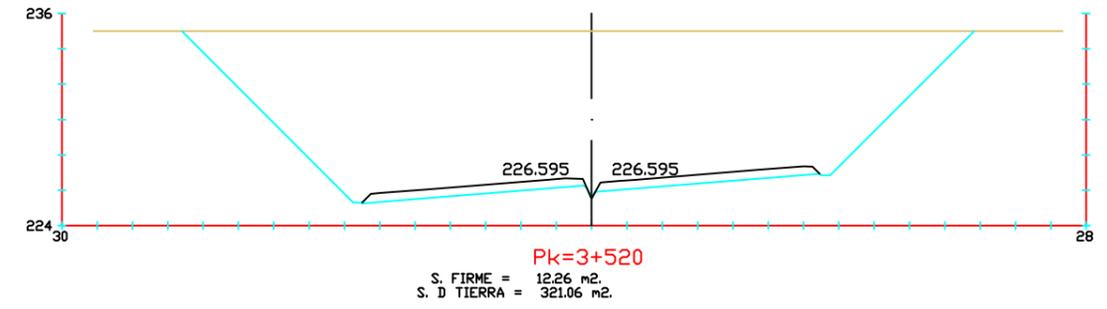
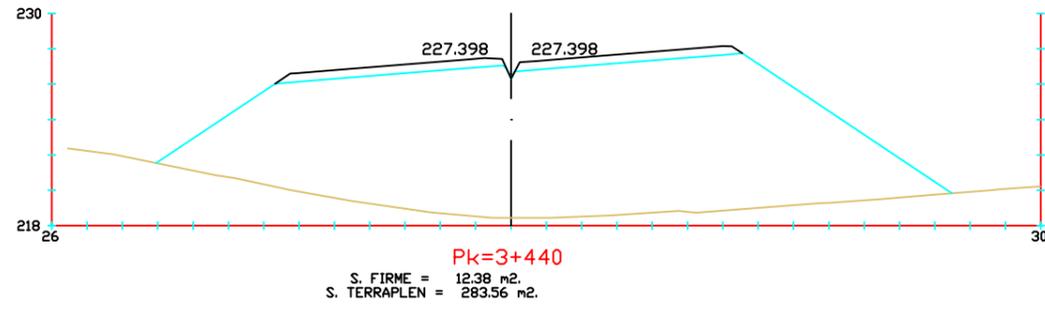


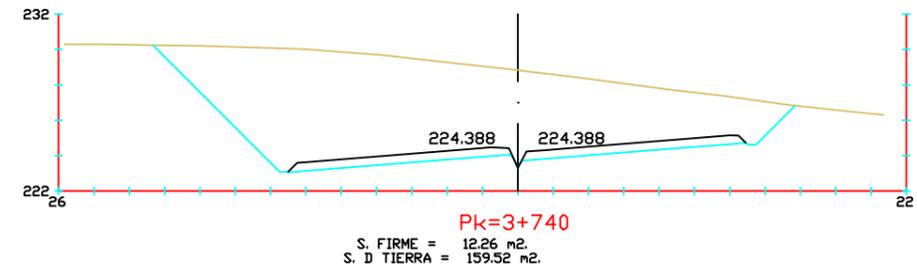
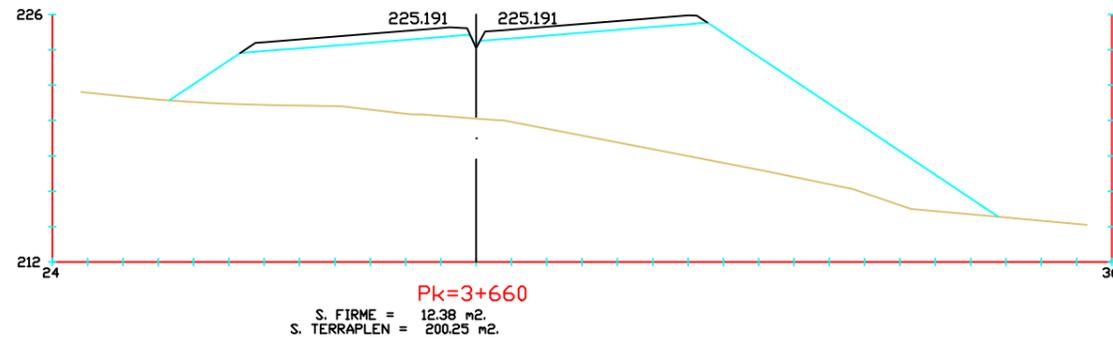
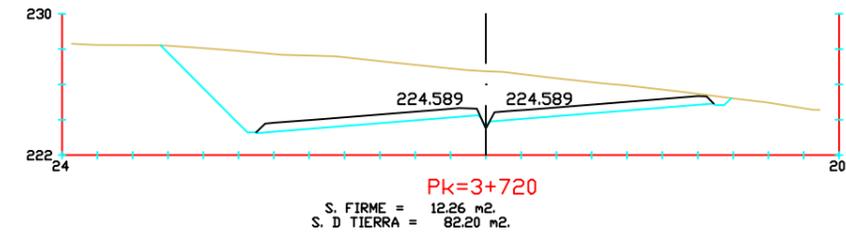
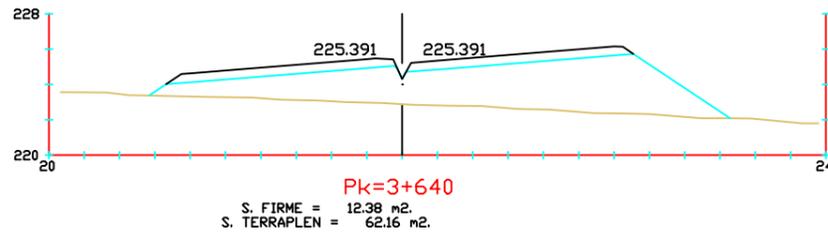
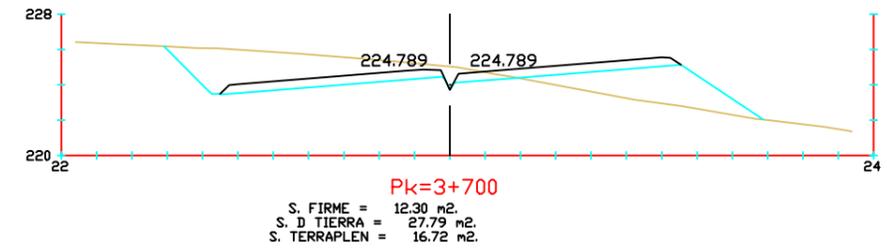
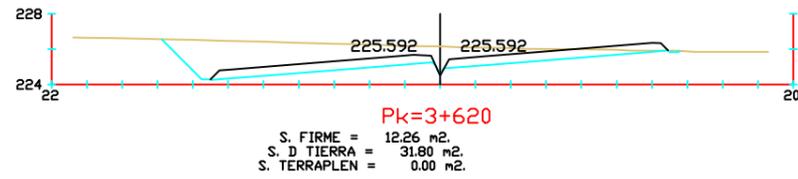
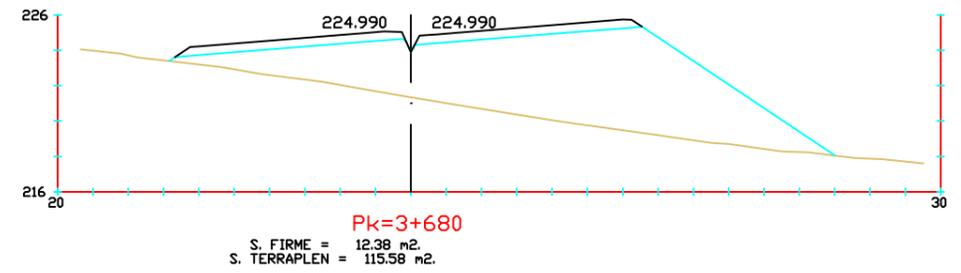
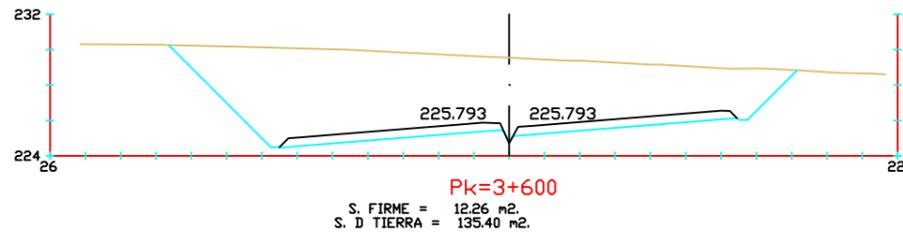


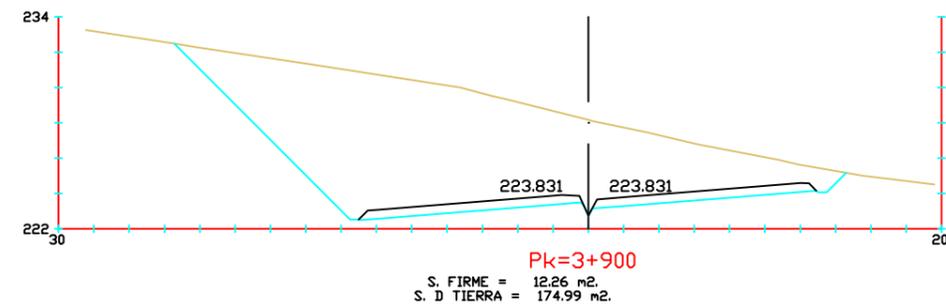
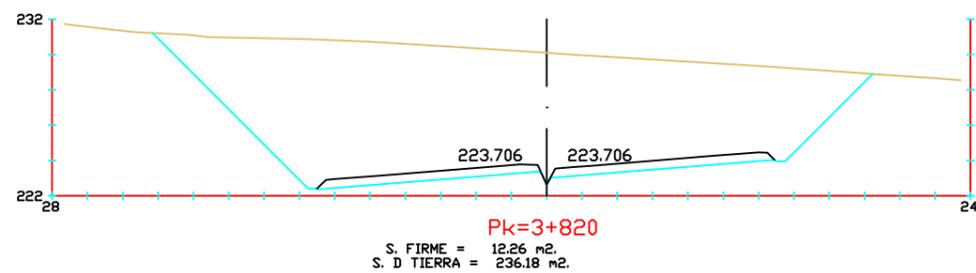
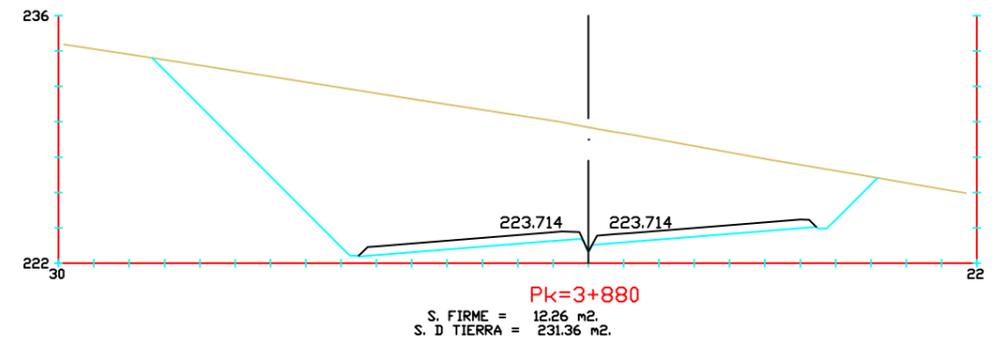
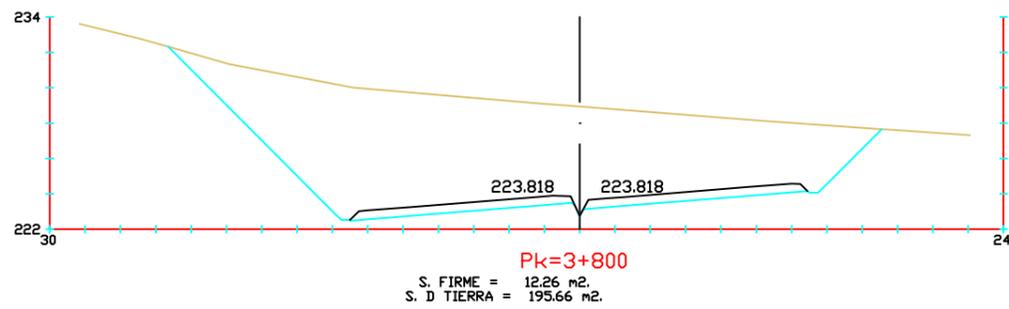
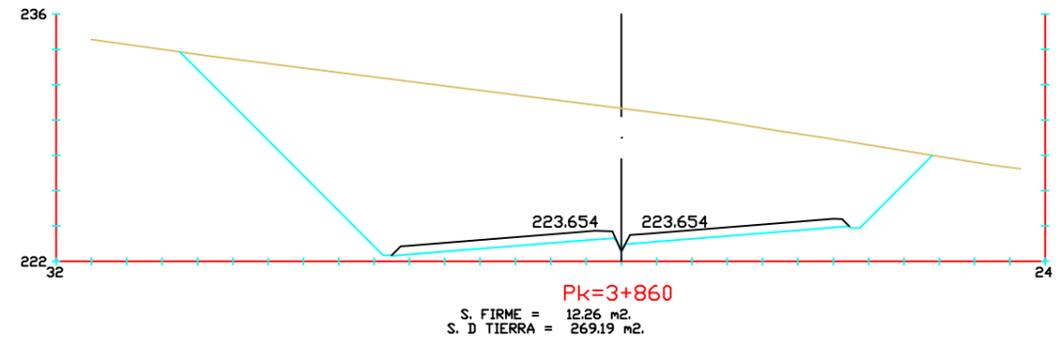
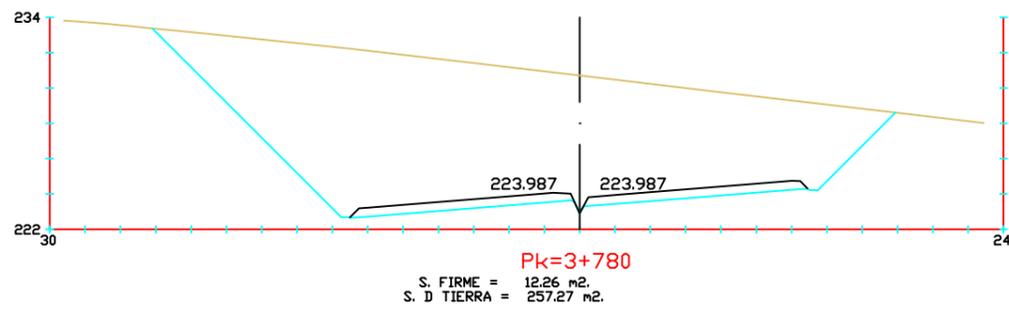
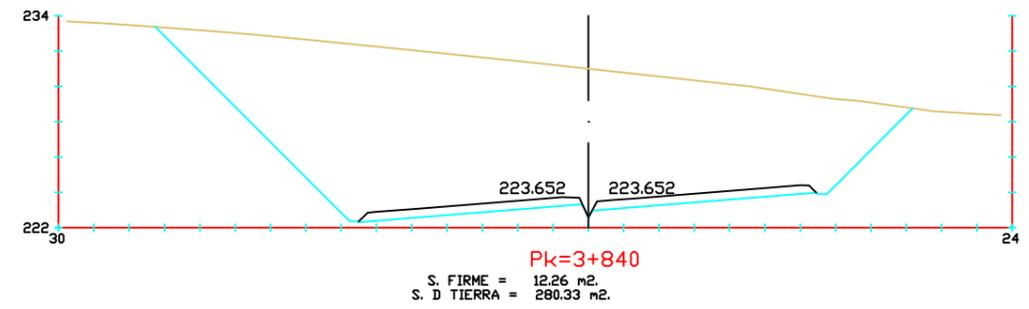
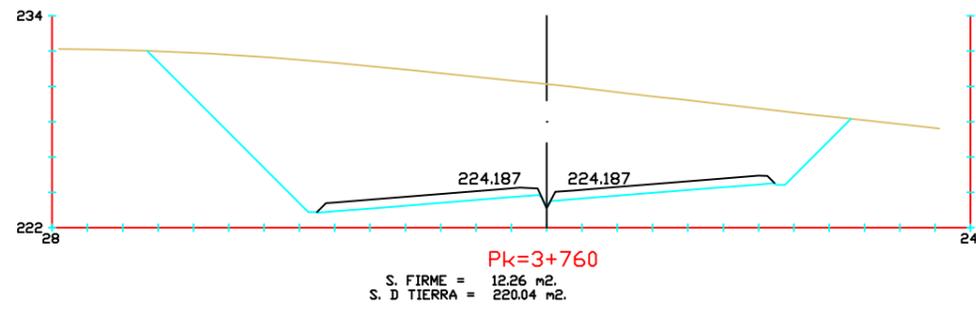


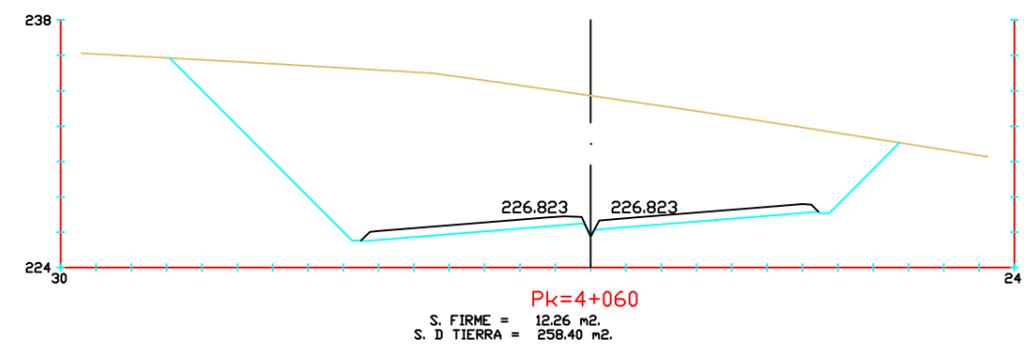
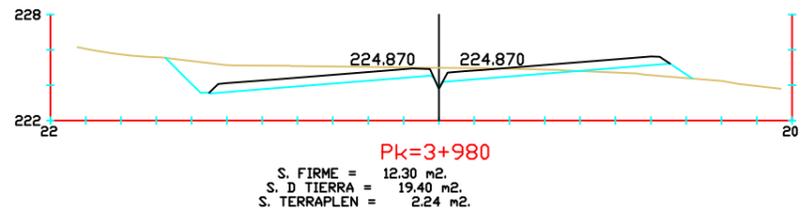
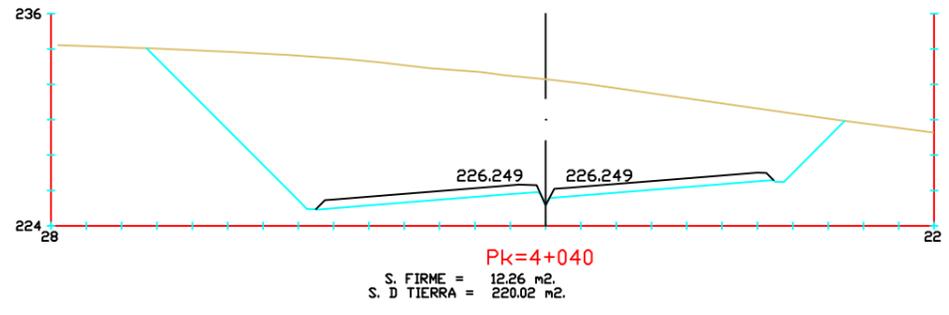
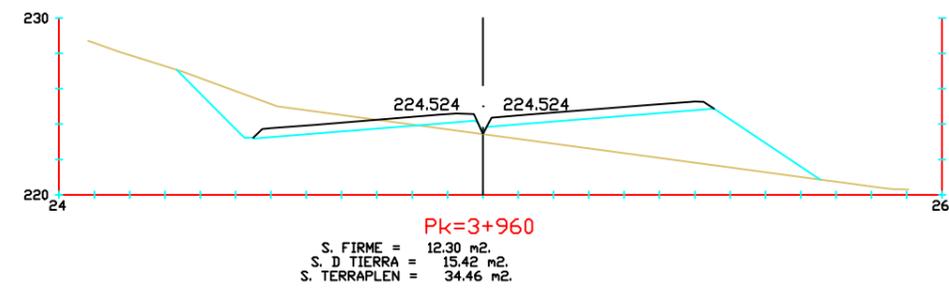
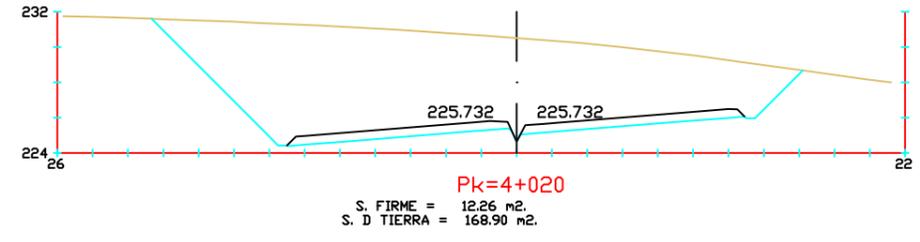
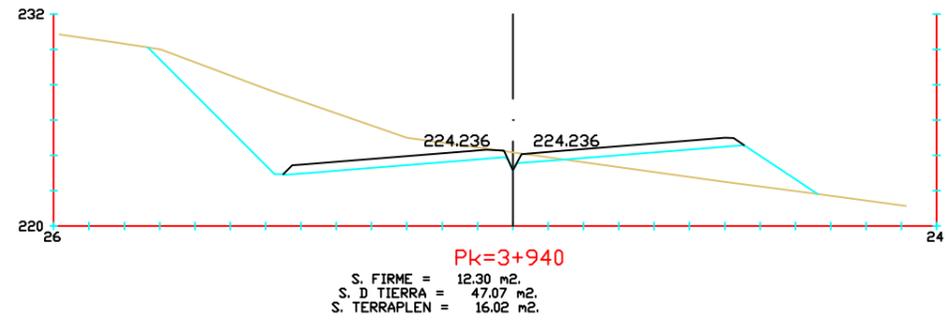
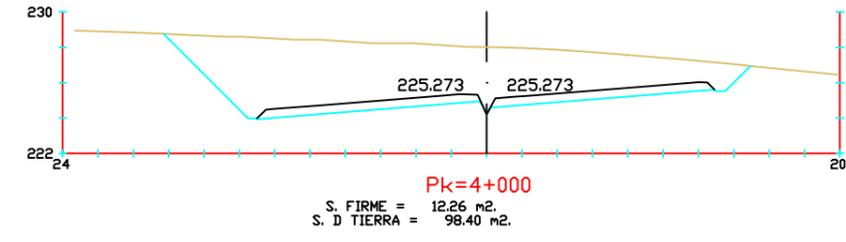
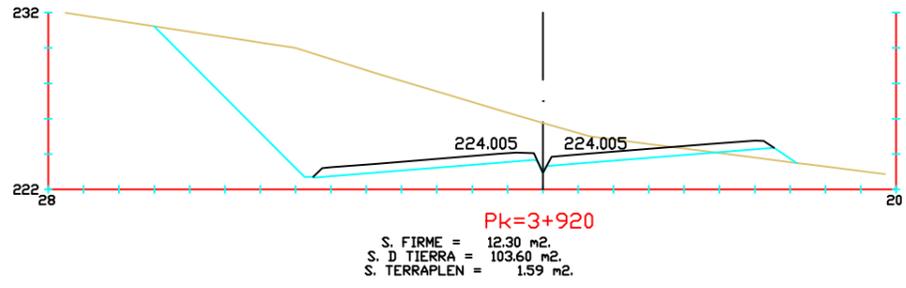


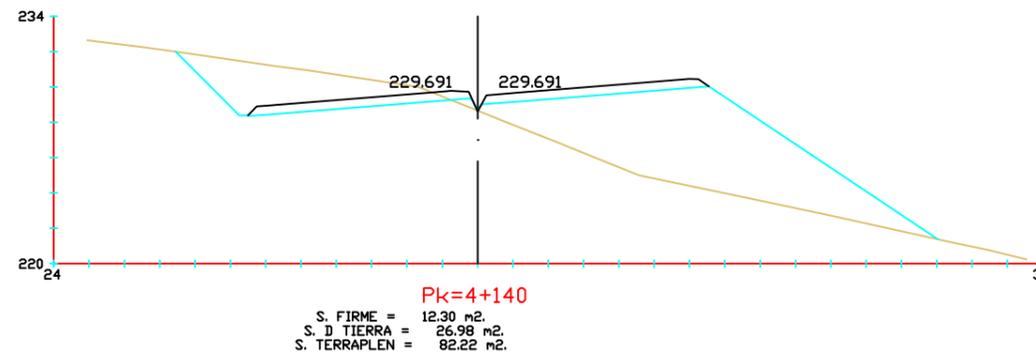
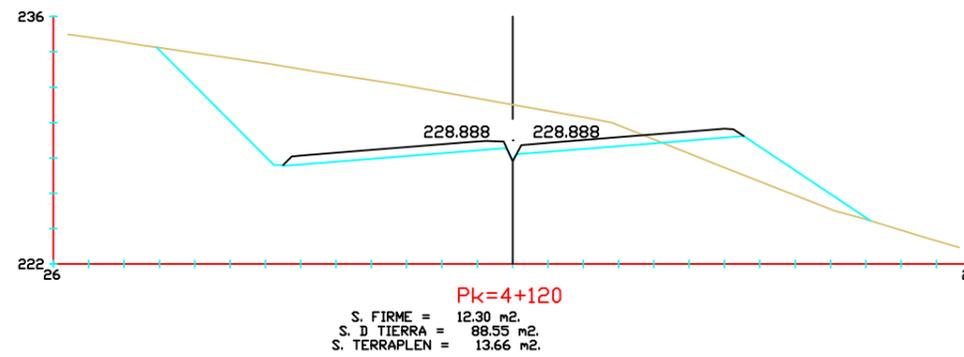
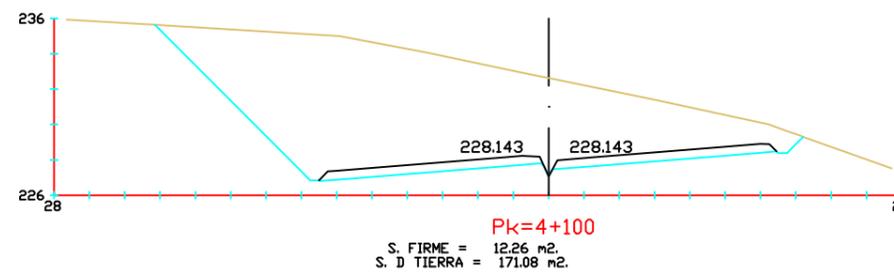
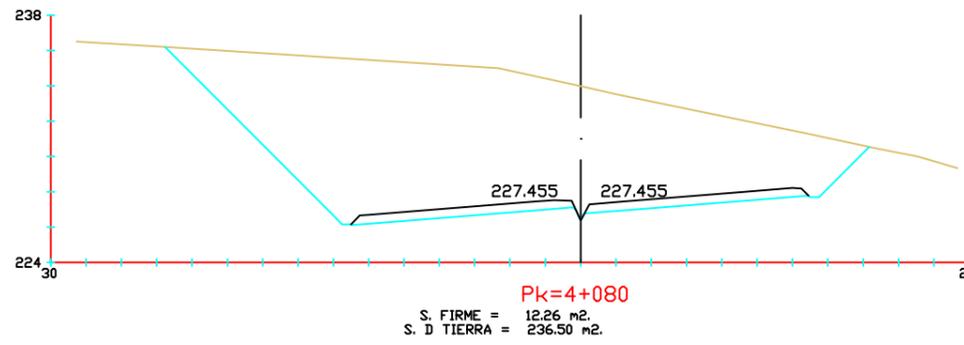


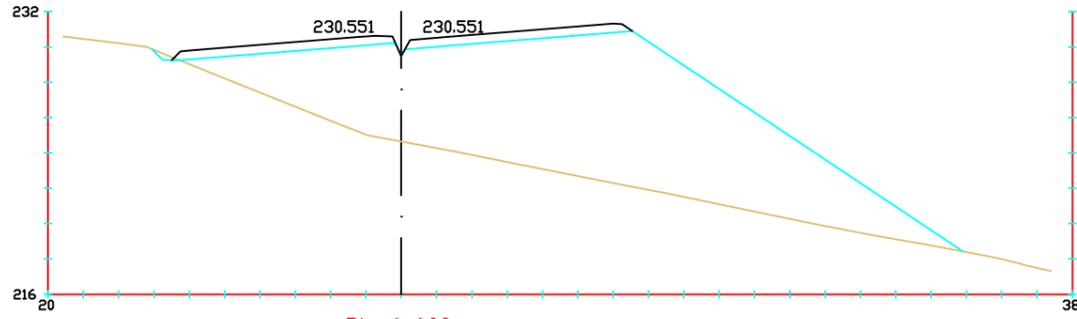




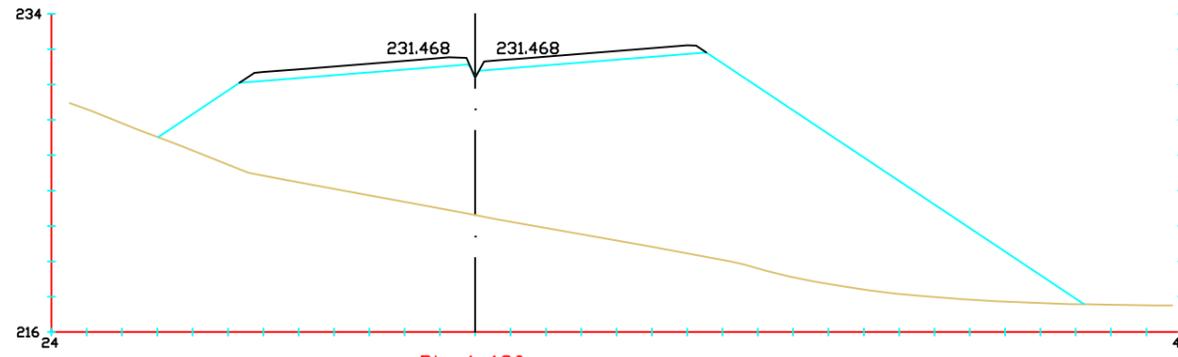




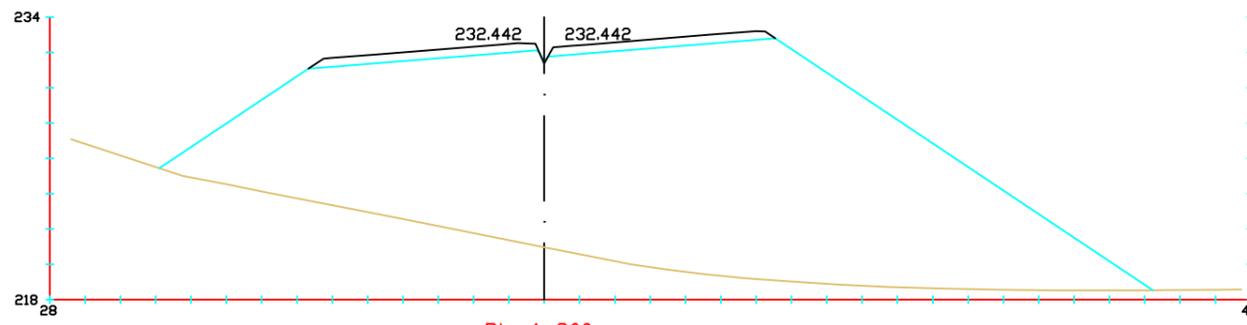




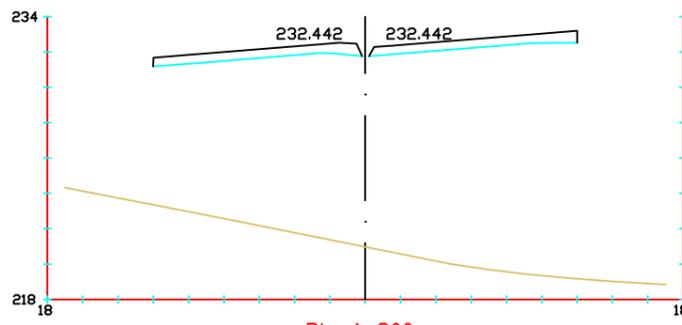
Pk=4+160
 S. FIRME = 12.30 m².
 S. D TIERRA = 0.31 m².
 S. TERRAPLEN = 212.27 m².



Pk=4+180
 S. FIRME = 12.38 m².
 S. TERRAPLEN = 363.87 m².

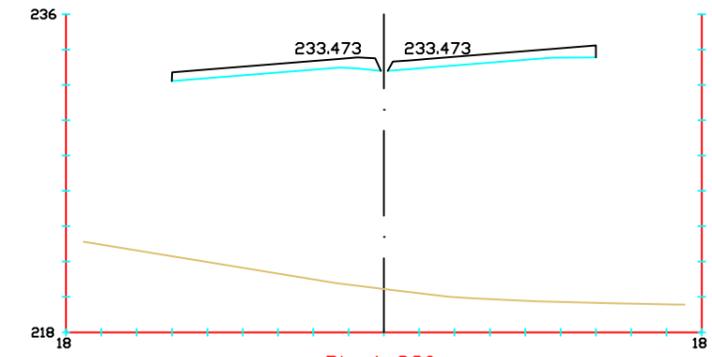


Pk=4+200
 S. FIRME = 12.38 m².
 S. TERRAPLEN = 468.01 m².

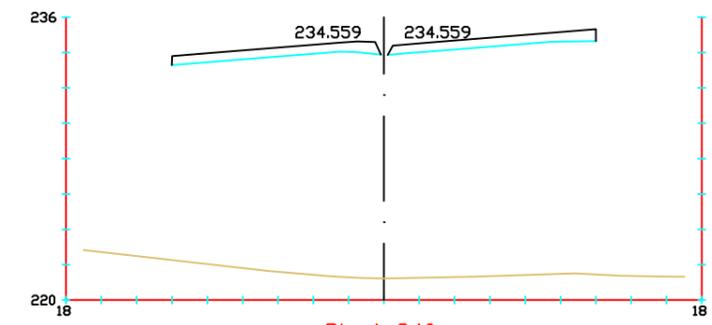


Pk=4+200
 S. FIRME = 12.12 m².

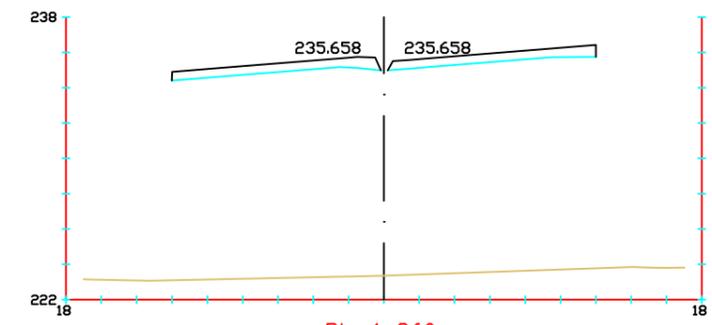
**Viaducto del Rego
 de Porto Marelo (1)
 PK 4+200-4+300**



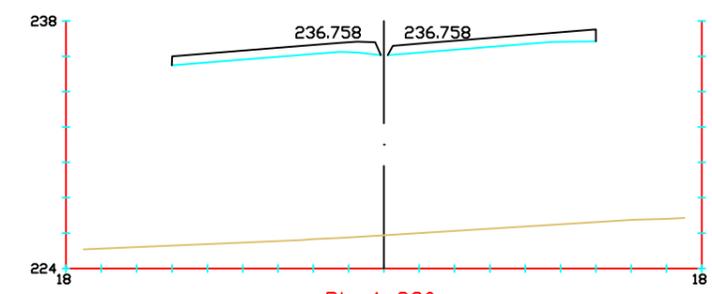
Pk=4+220
 S. FIRME = 12.12 m².



Pk=4+240
 S. FIRME = 12.12 m².

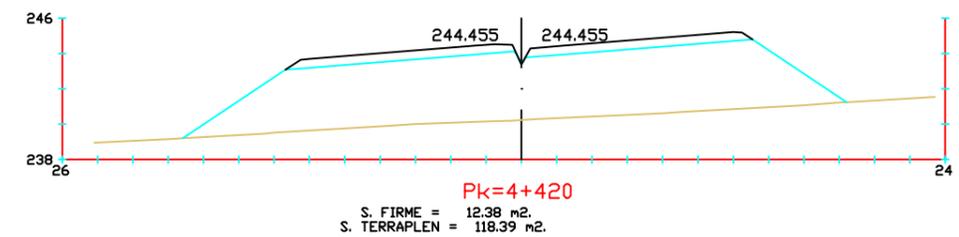
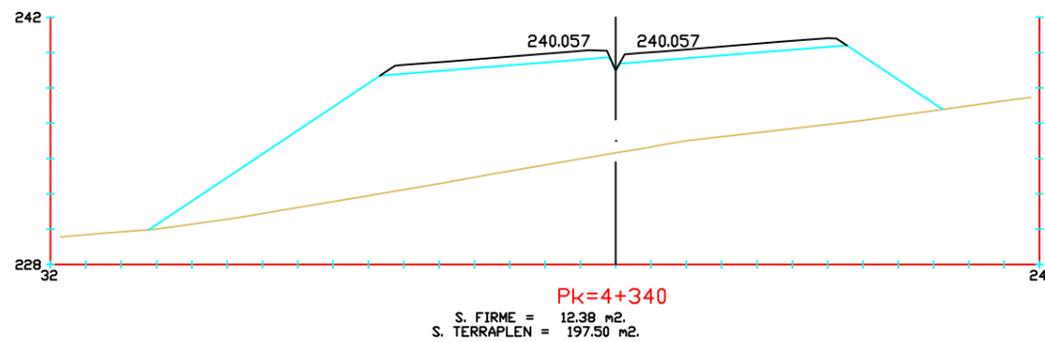
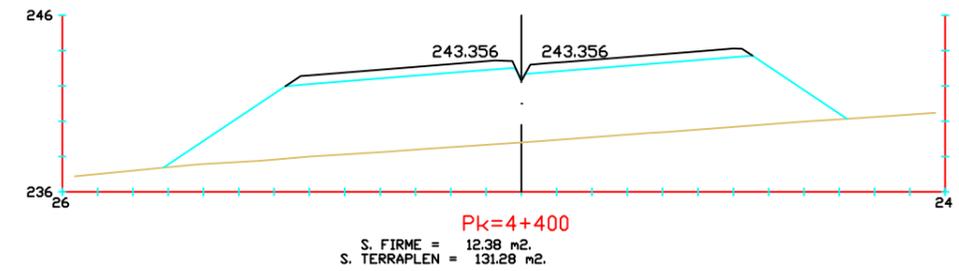
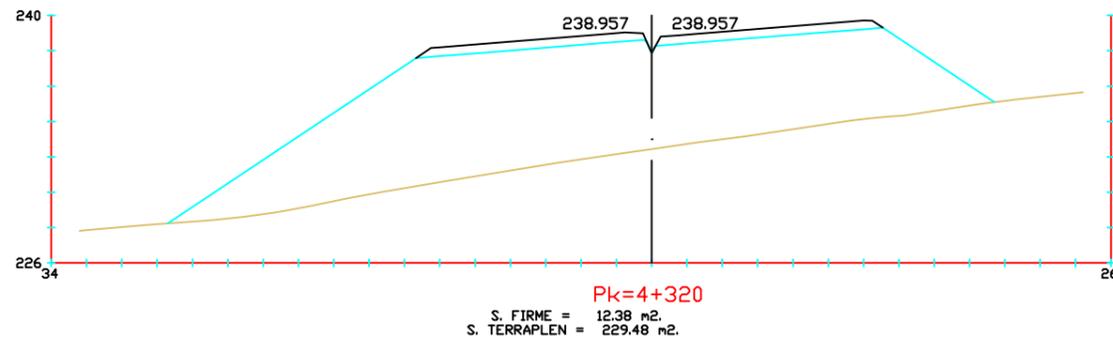
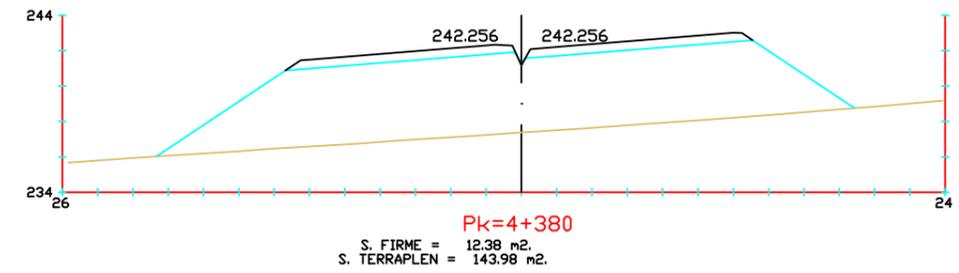
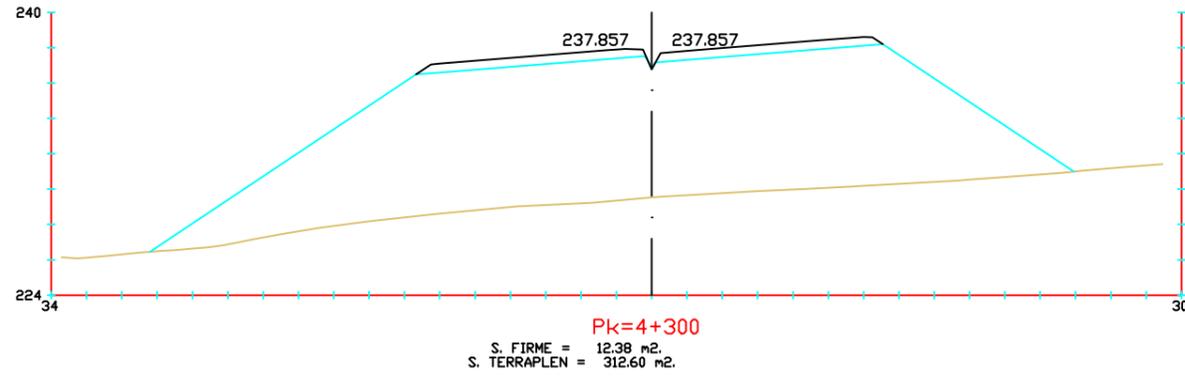
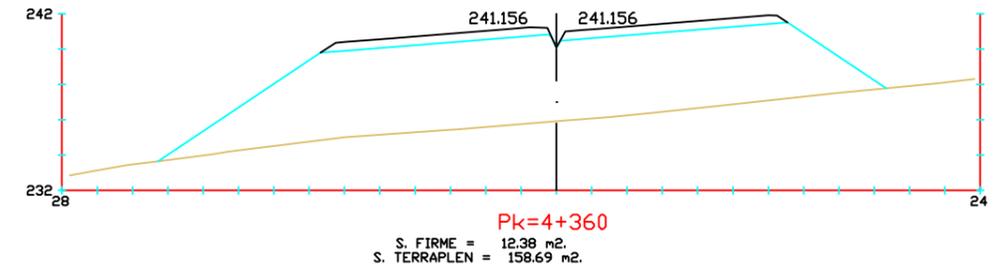
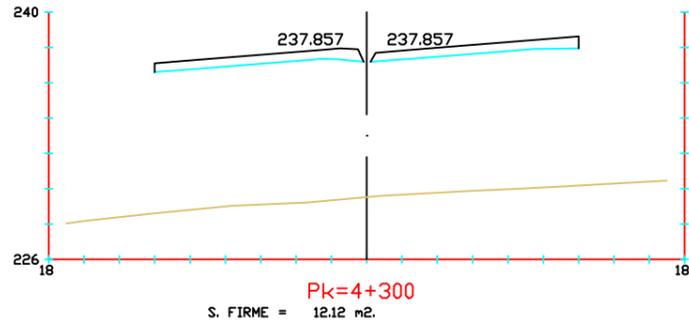


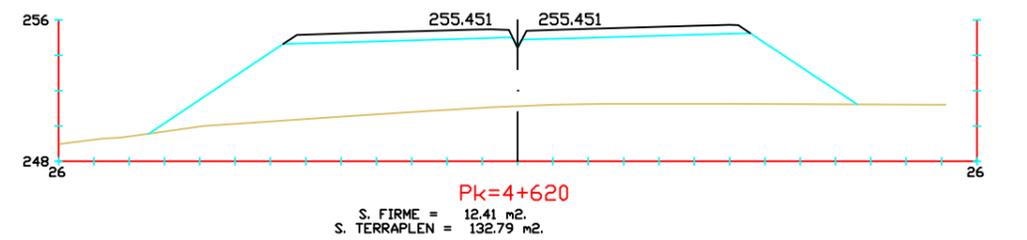
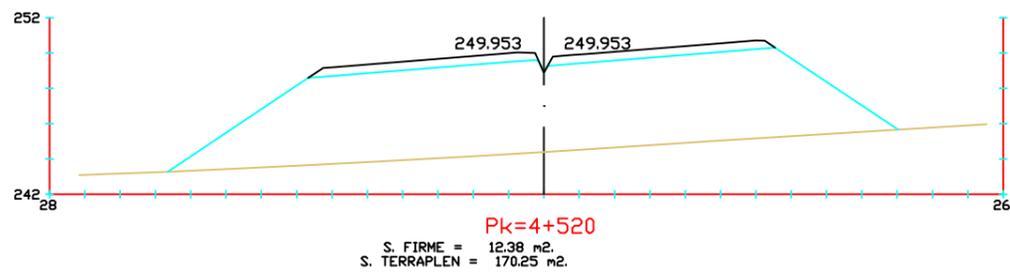
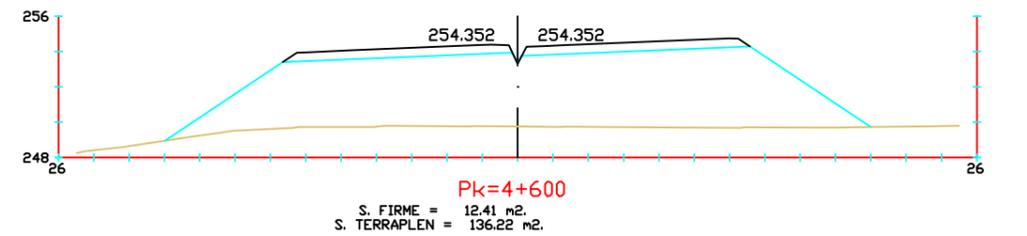
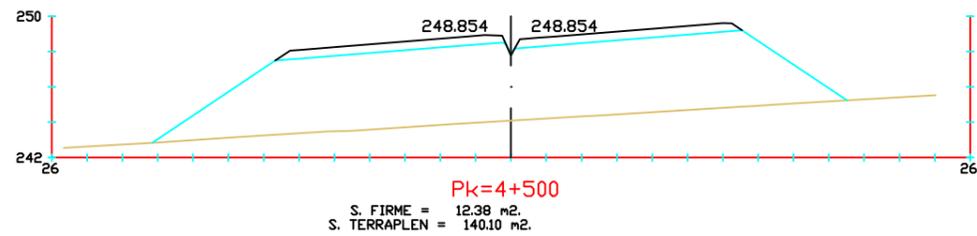
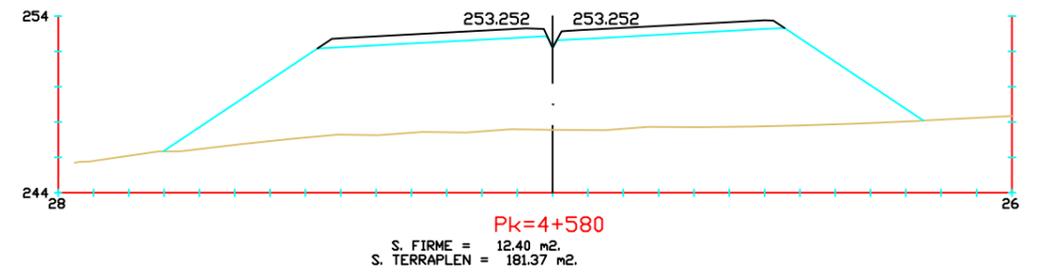
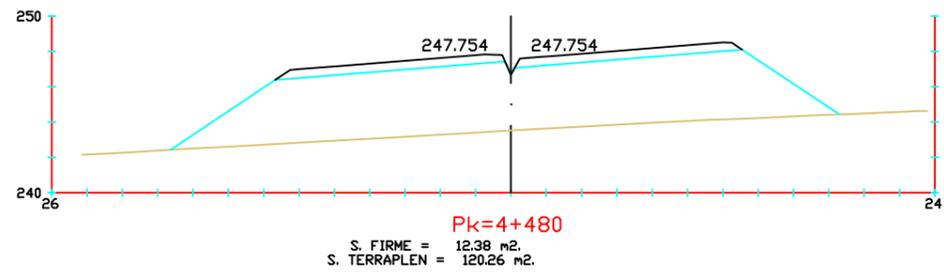
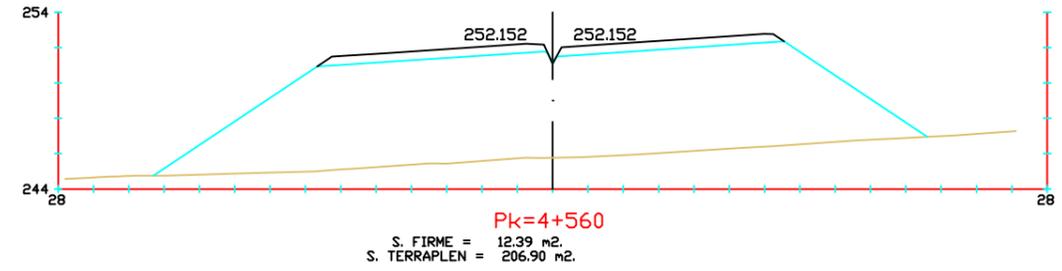
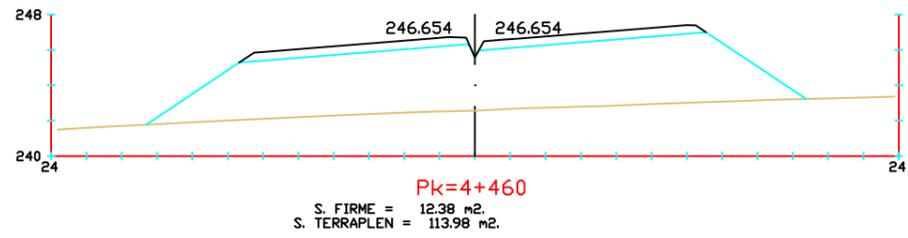
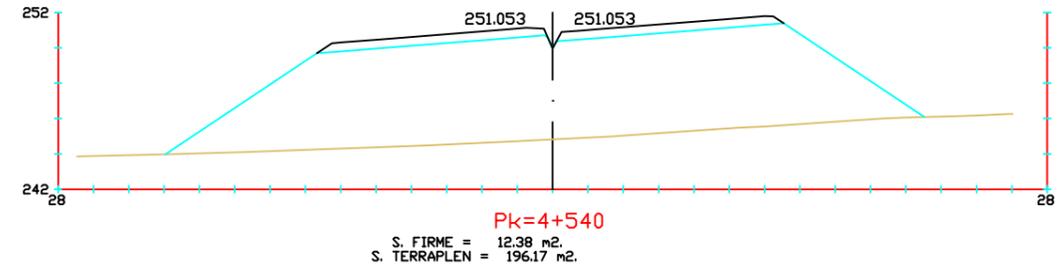
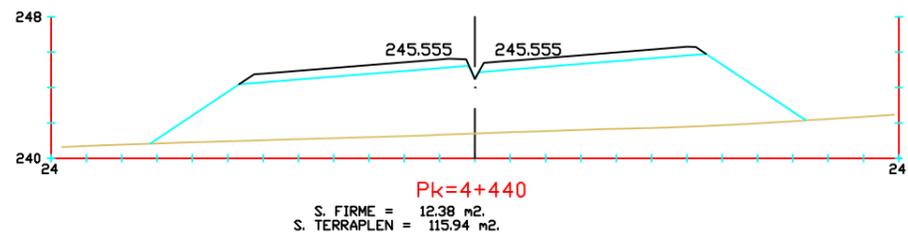
Pk=4+260
 S. FIRME = 12.12 m².

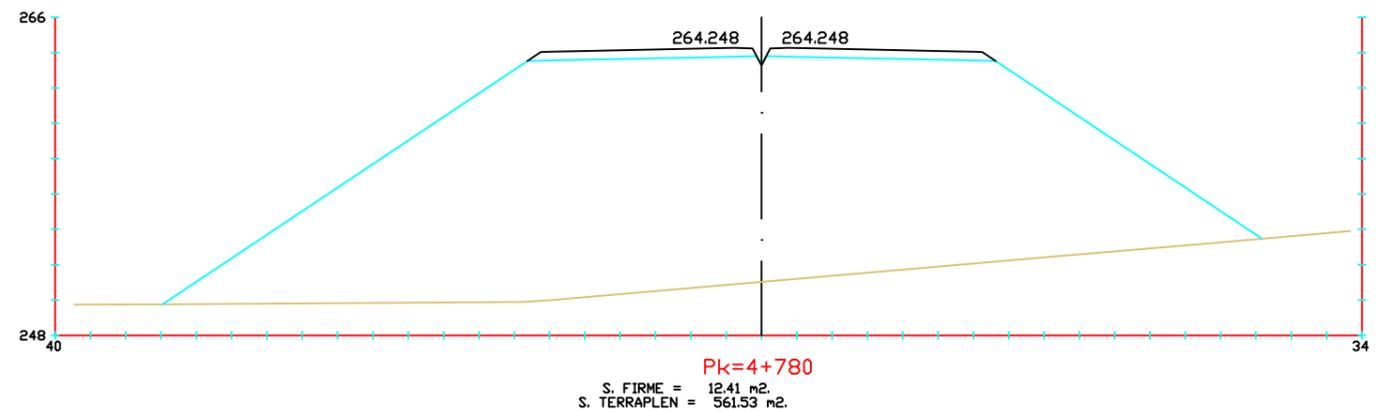
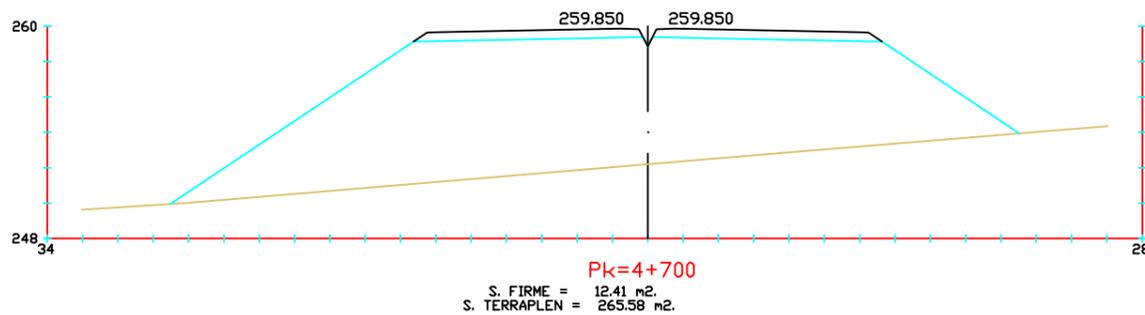
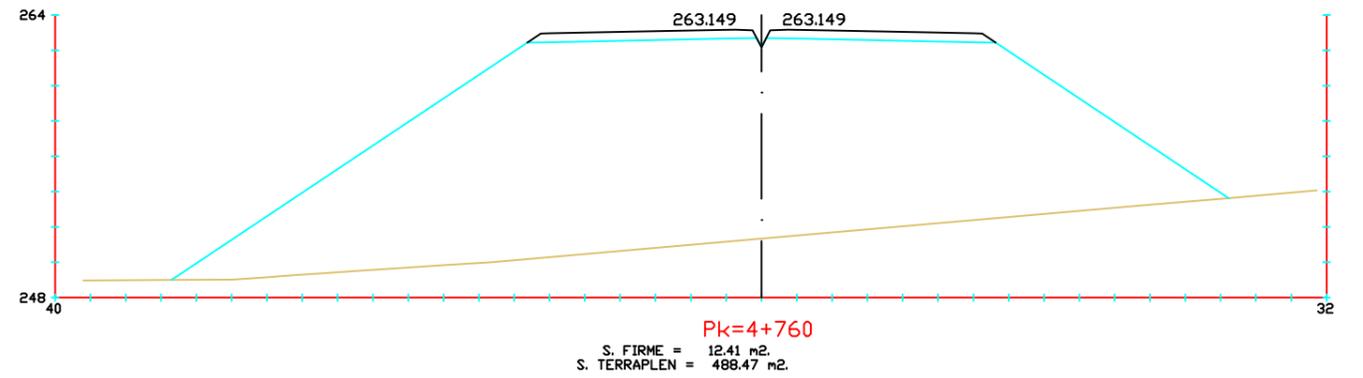
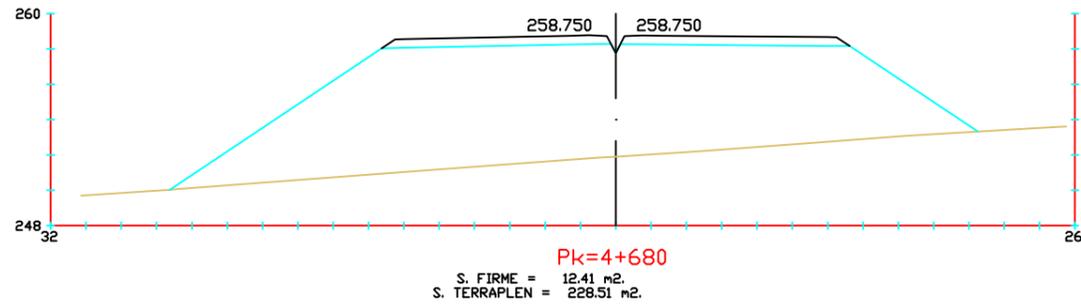
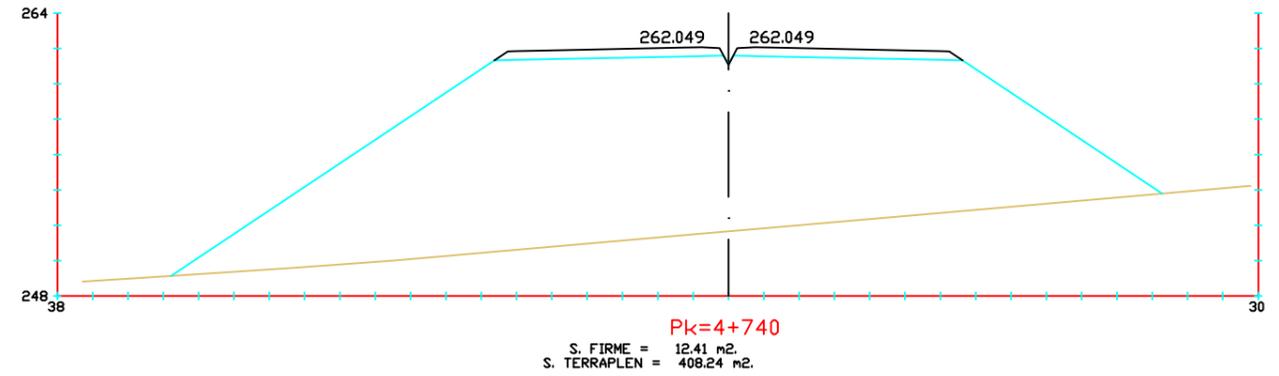
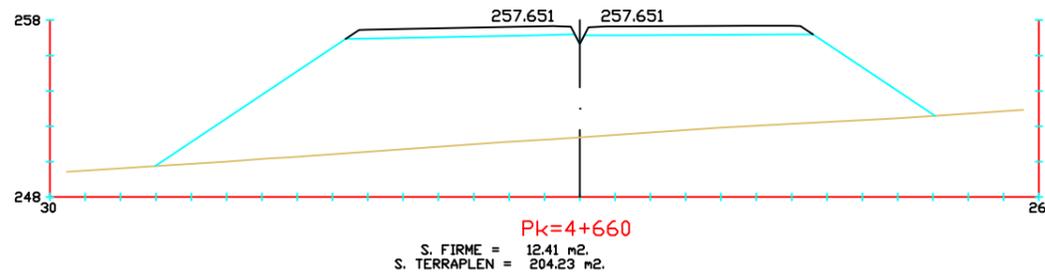
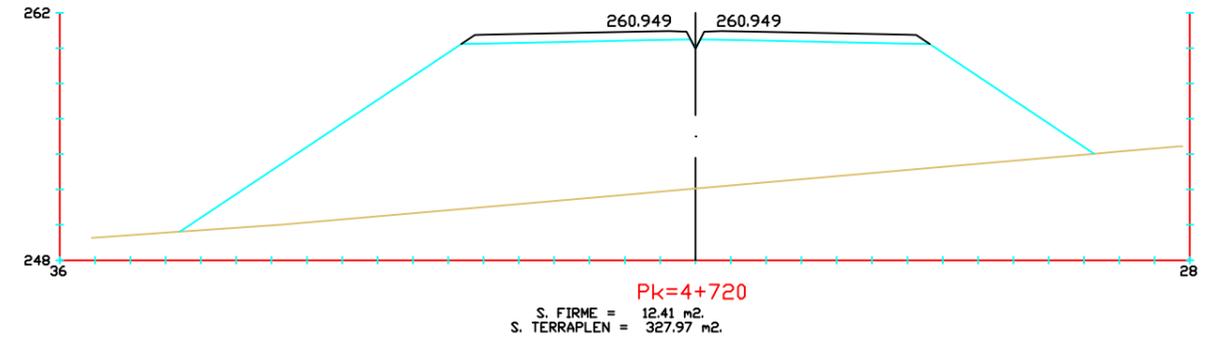
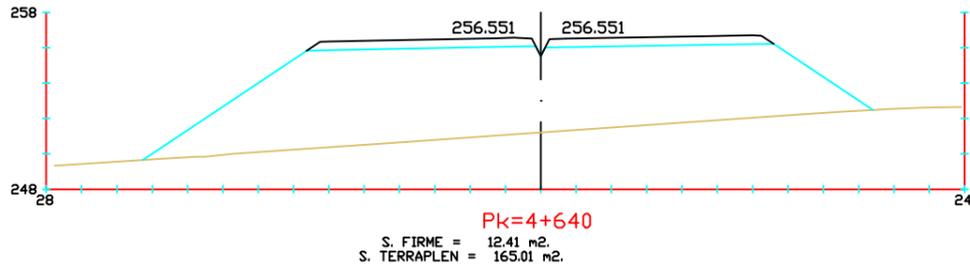


Pk=4+280
 S. FIRME = 12.12 m².

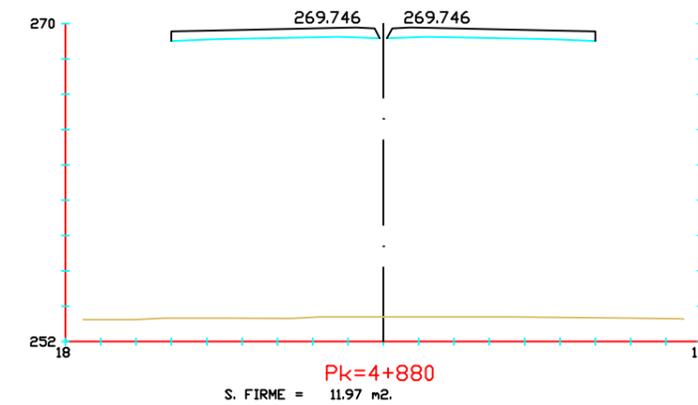
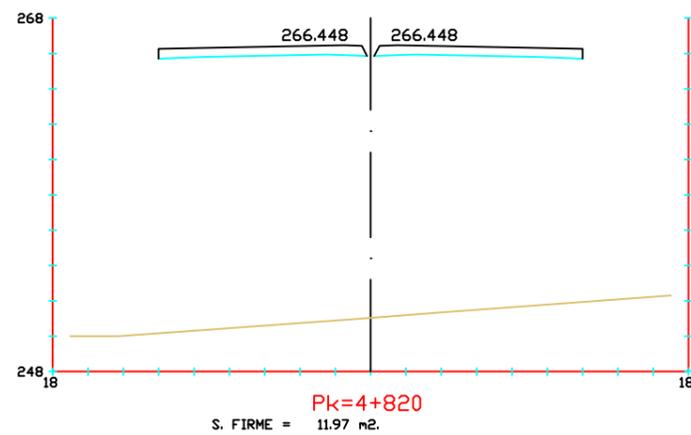
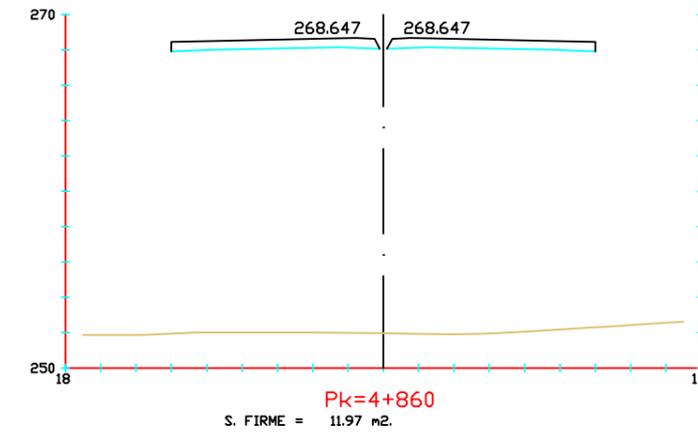
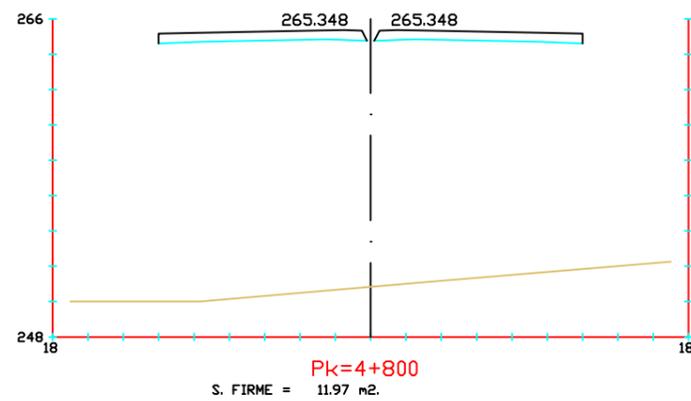
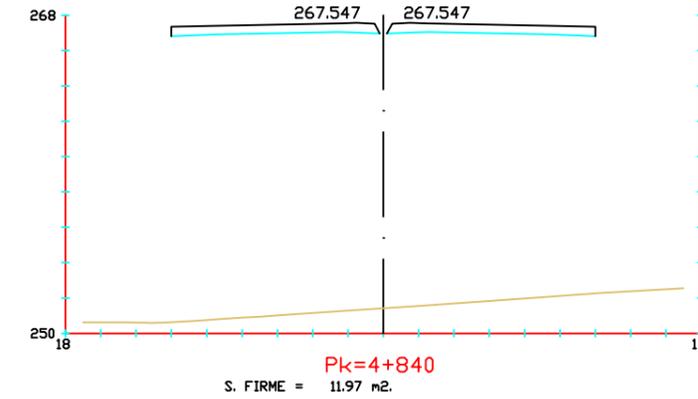
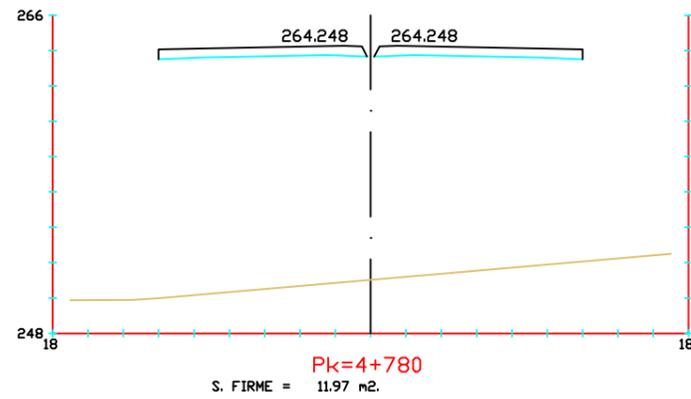


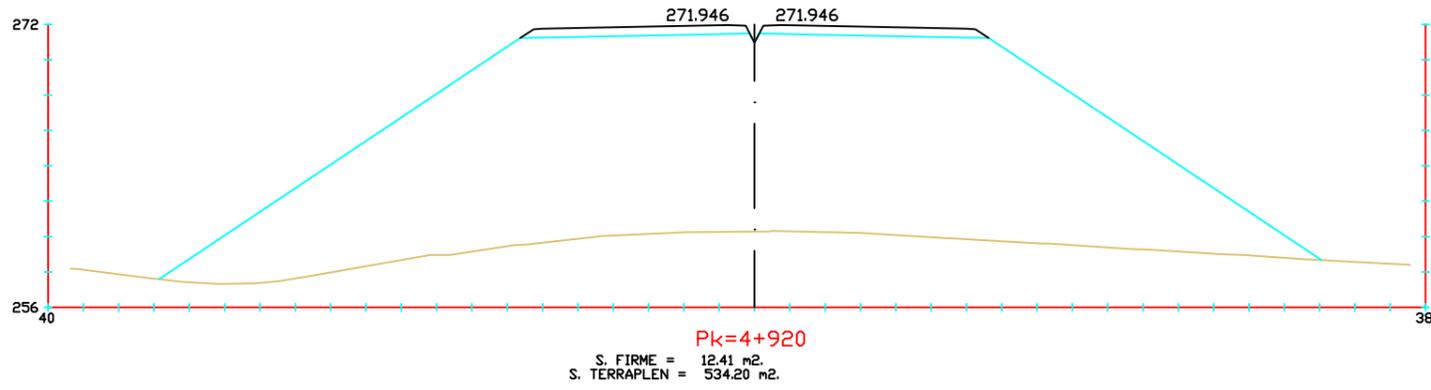
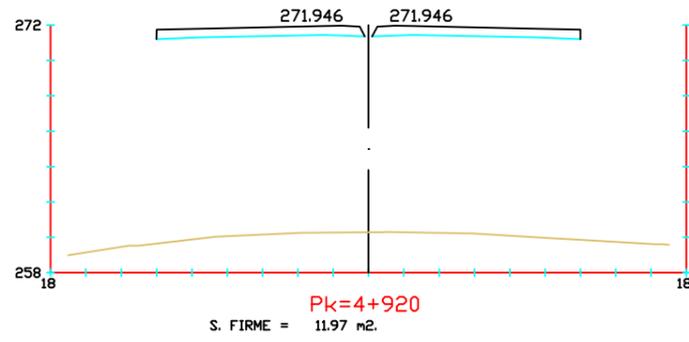
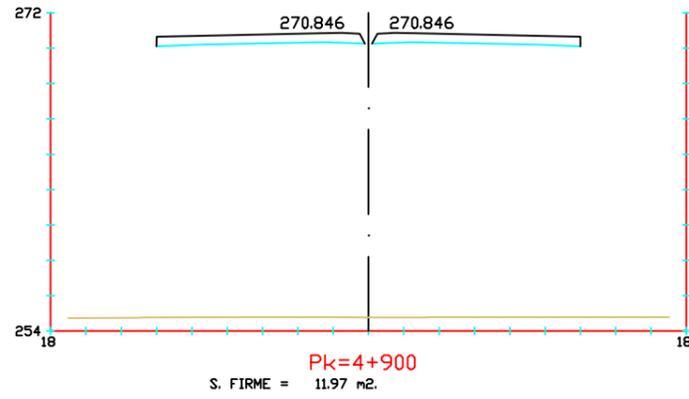


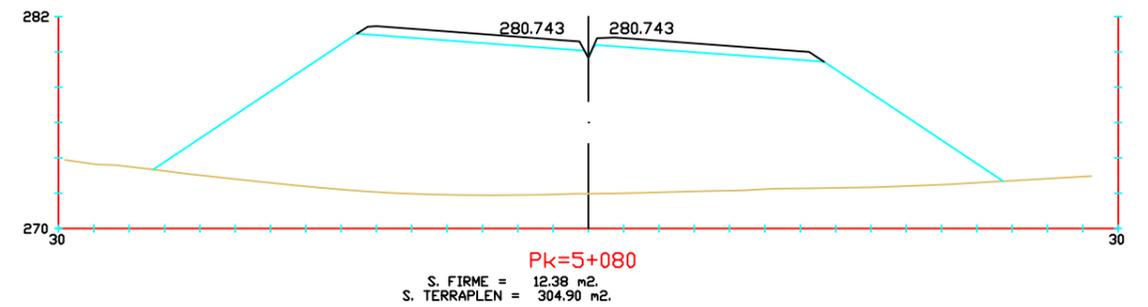
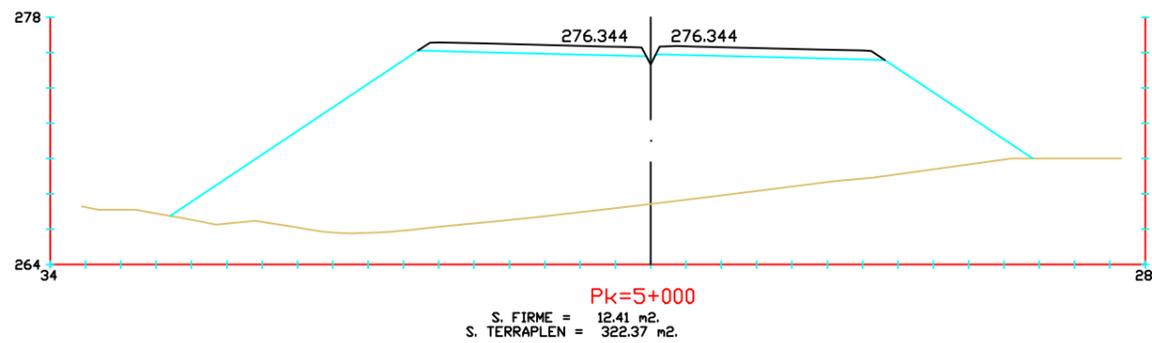
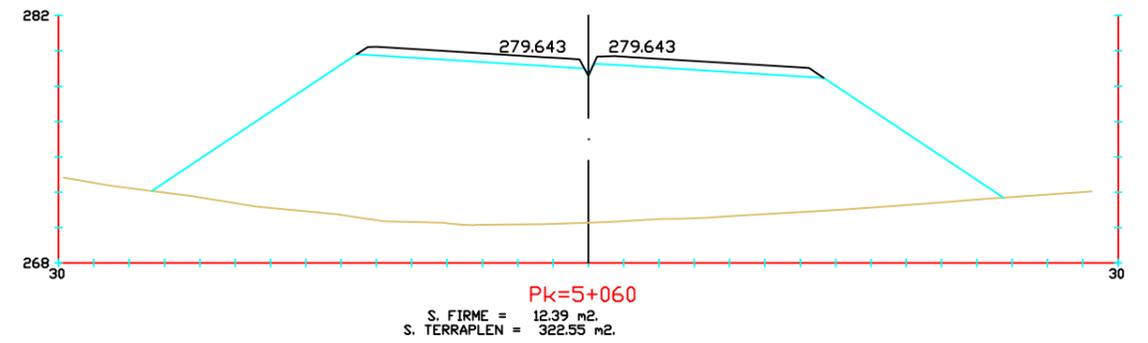
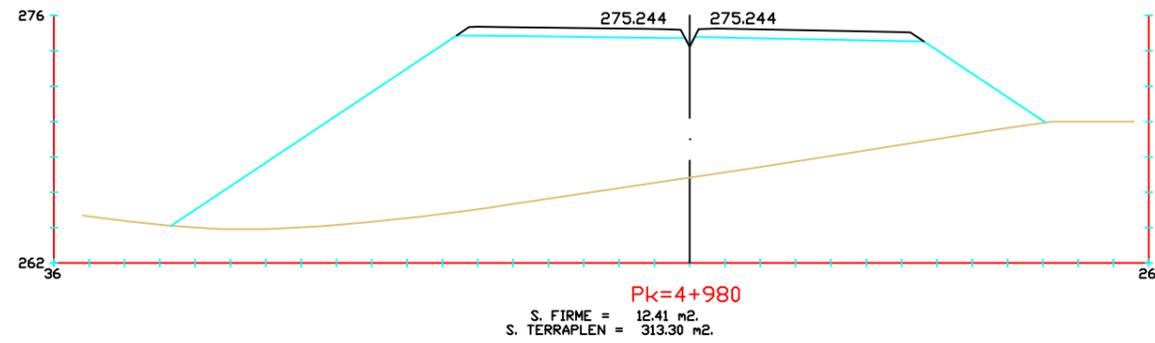
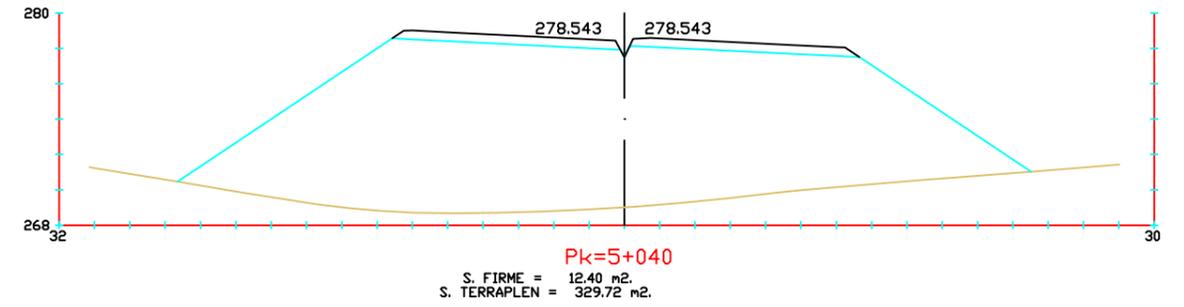
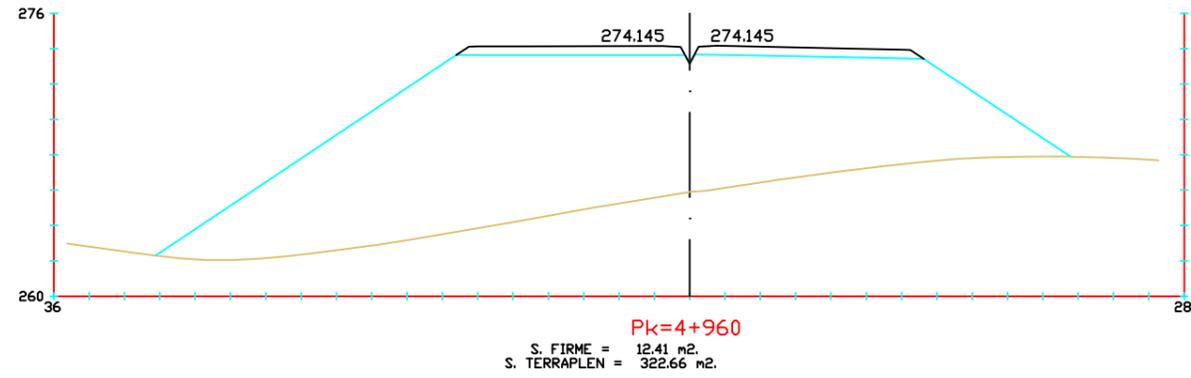
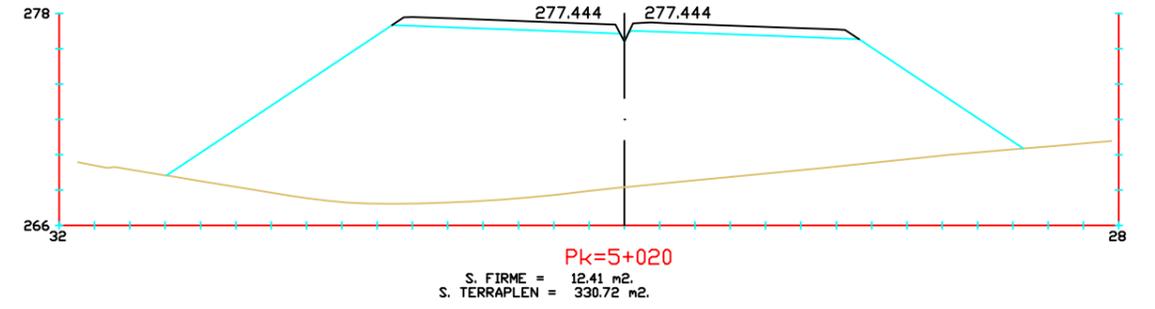
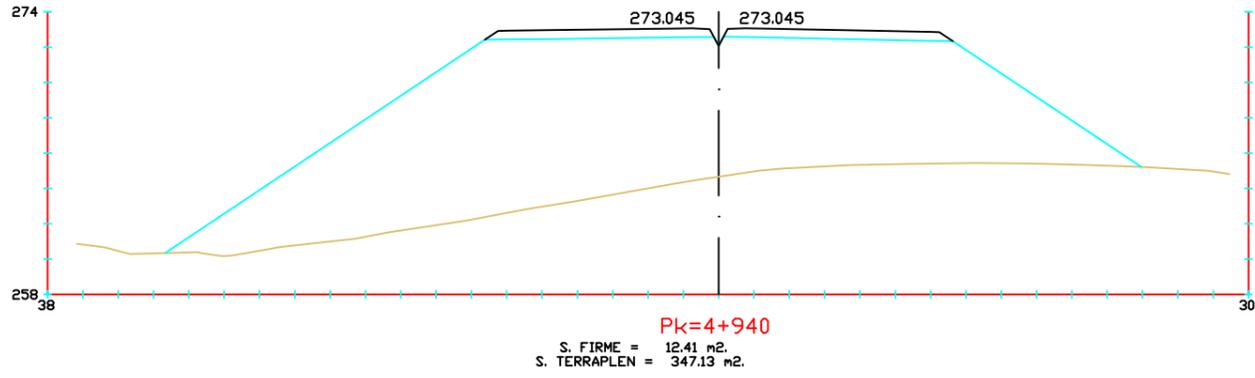


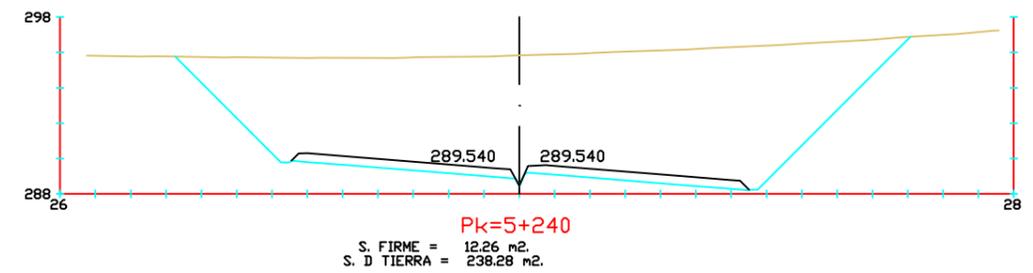
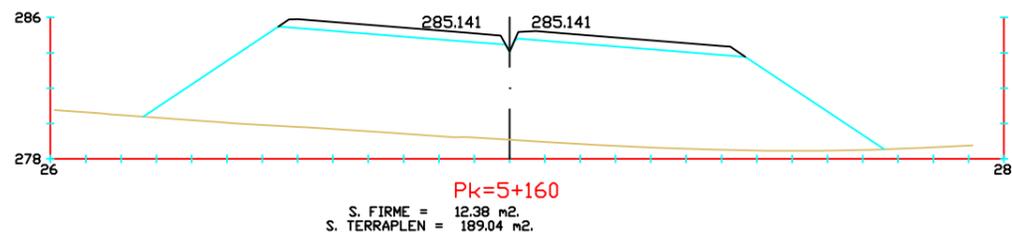
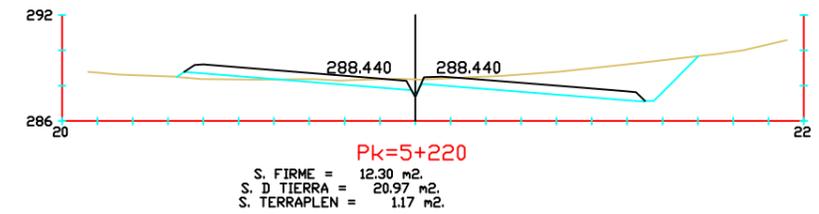
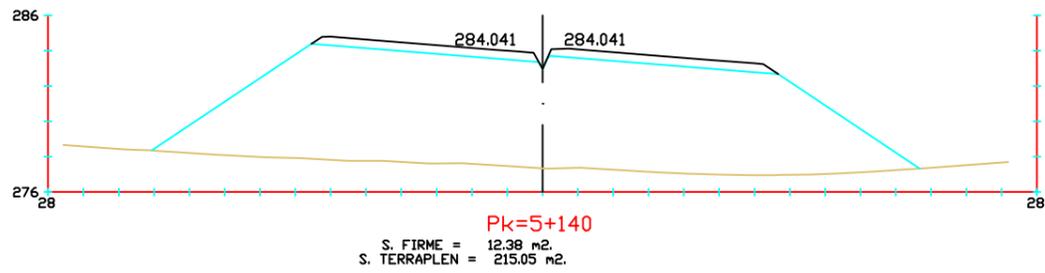
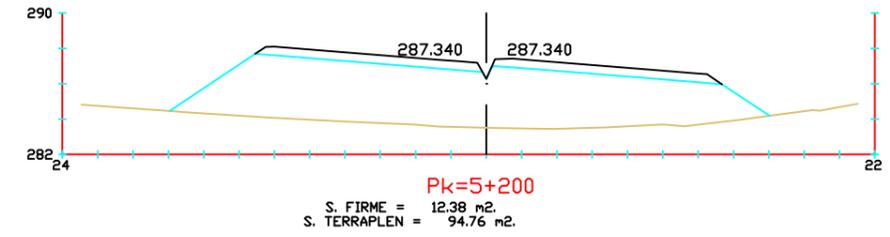
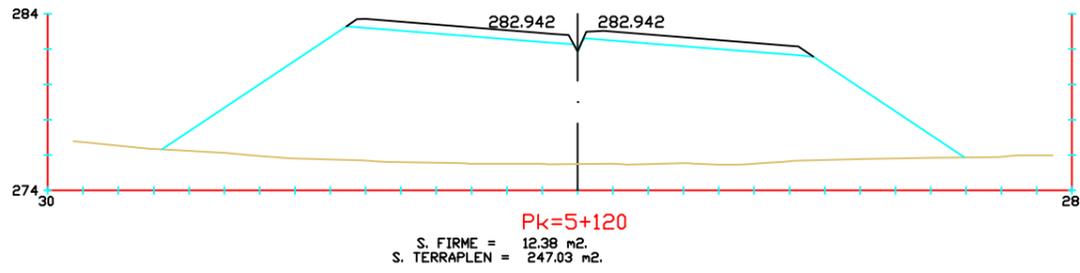
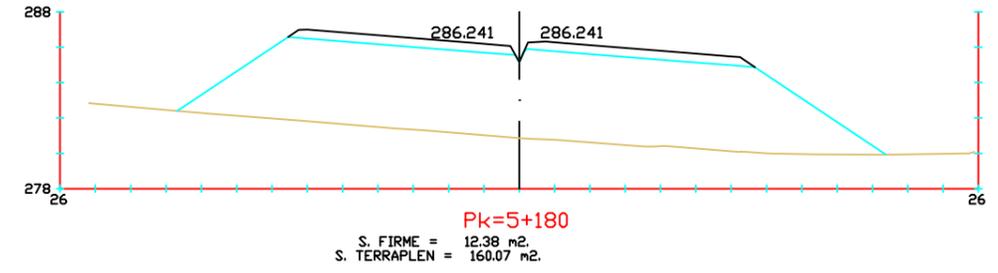
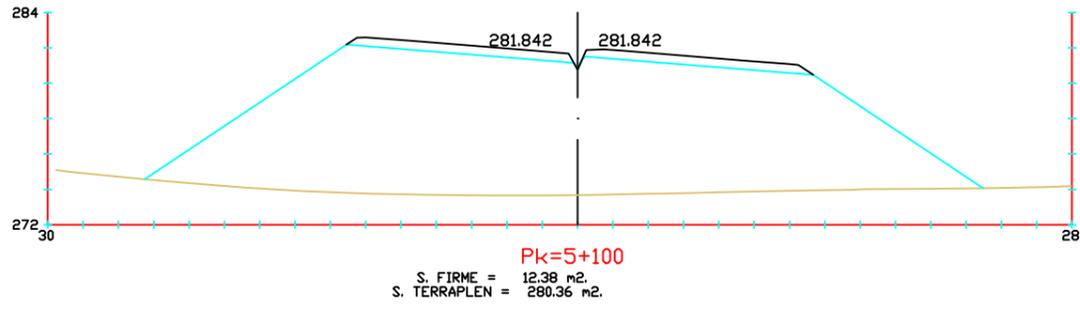


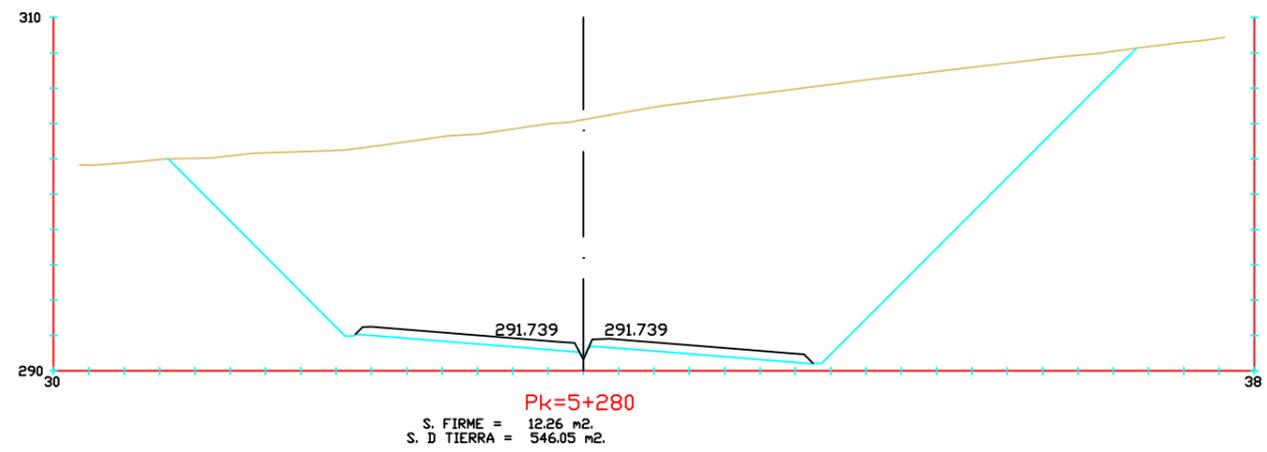
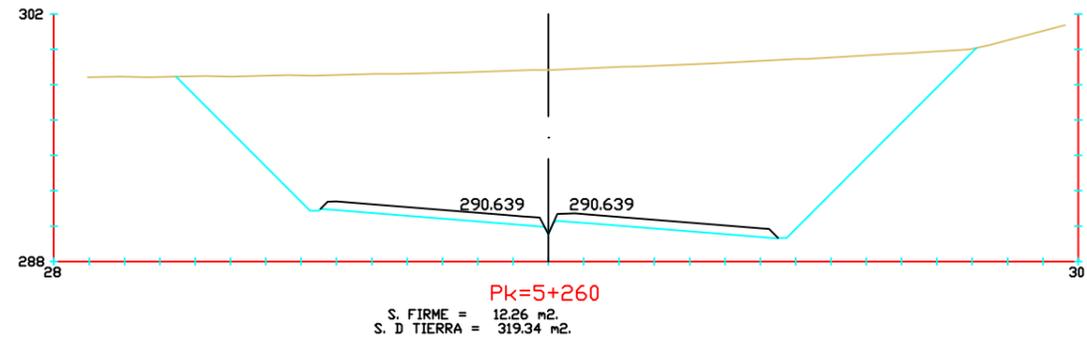
Viaducto del Rego
de Porto Marelo (2)
PK 4+780-4+920

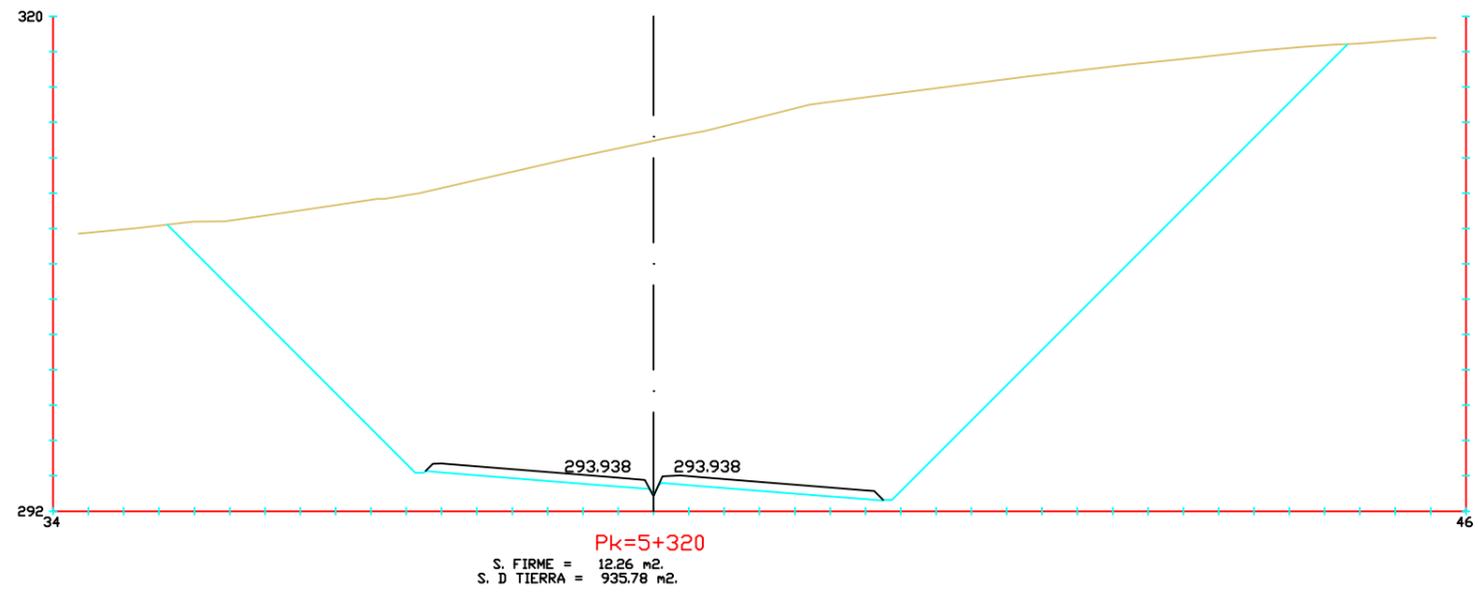
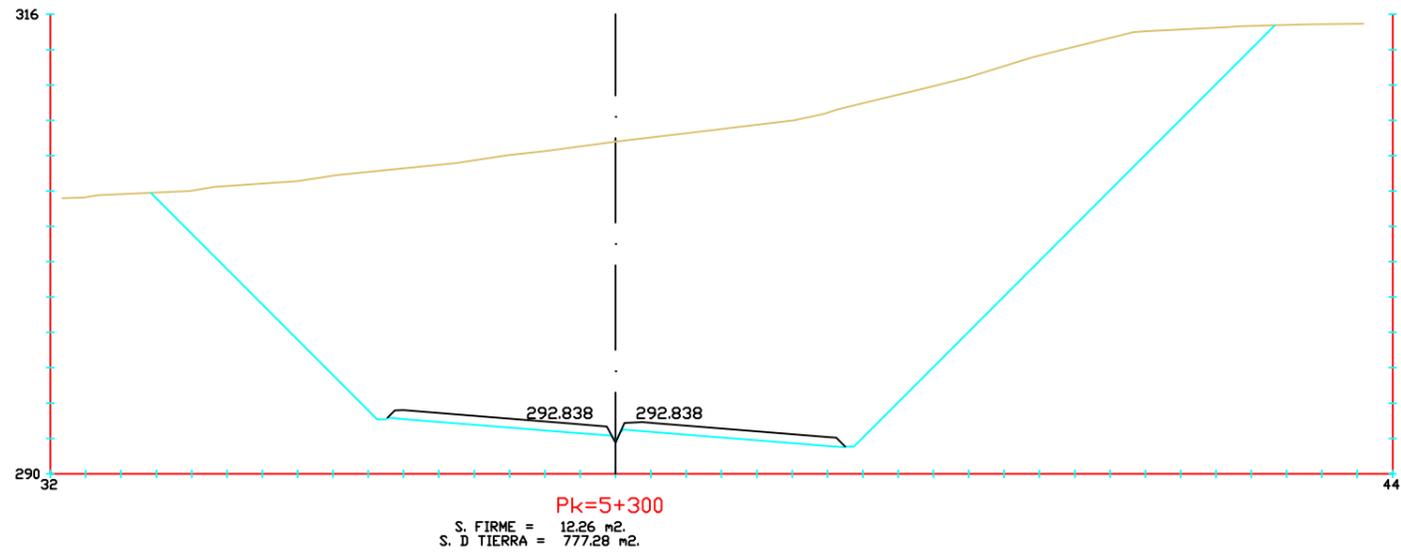


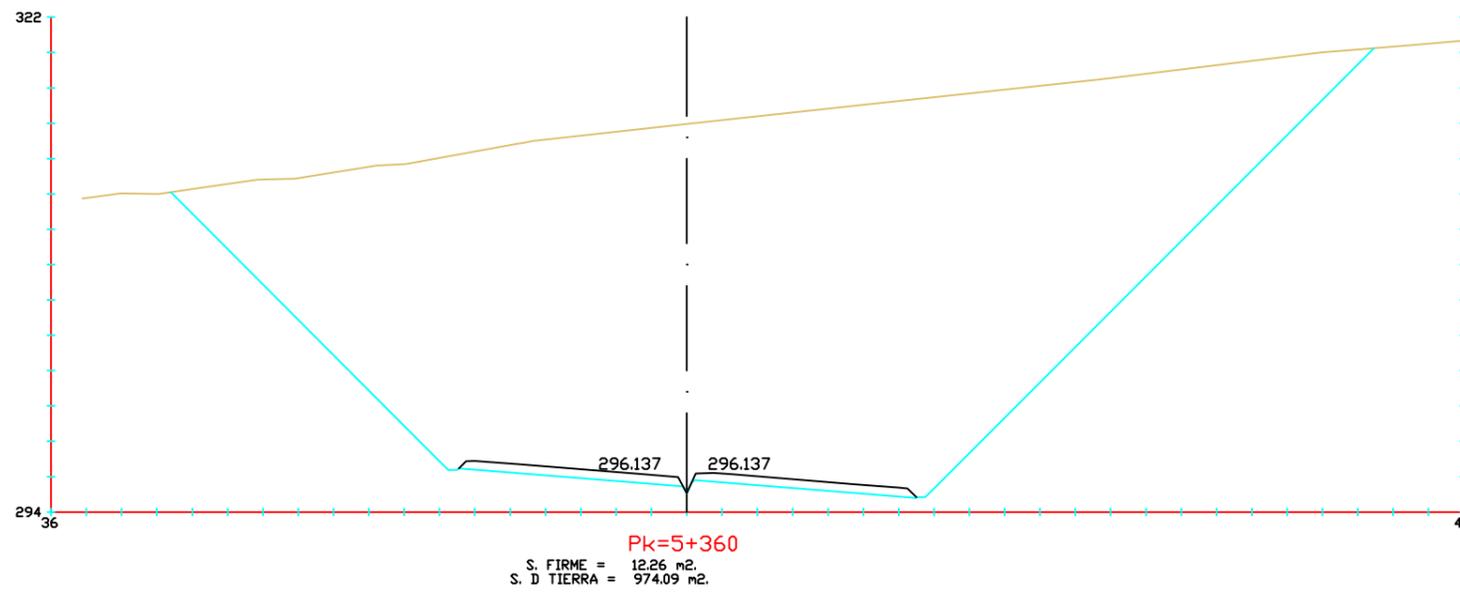
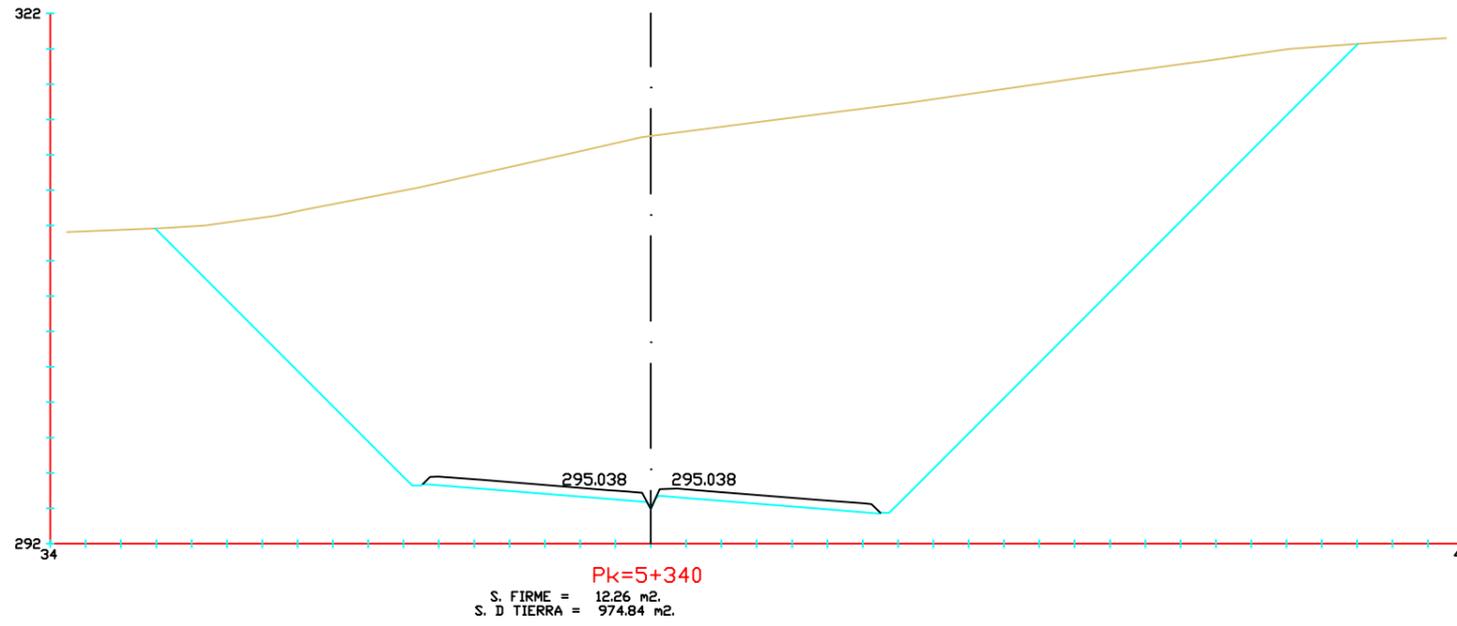


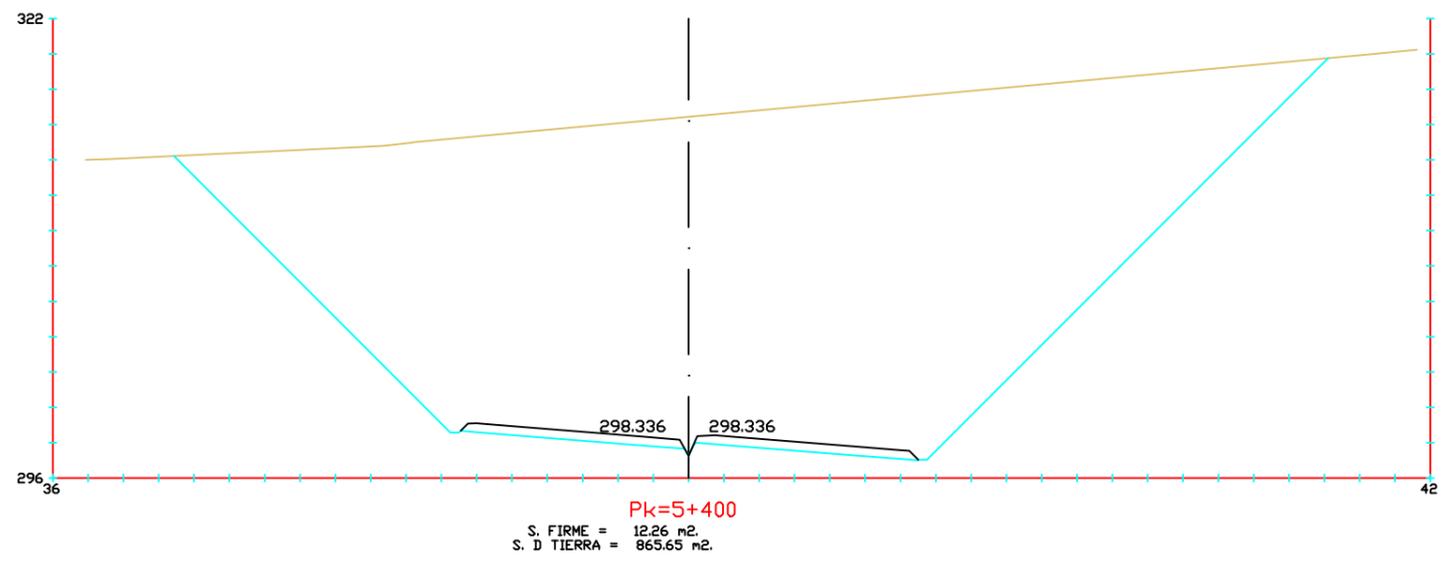
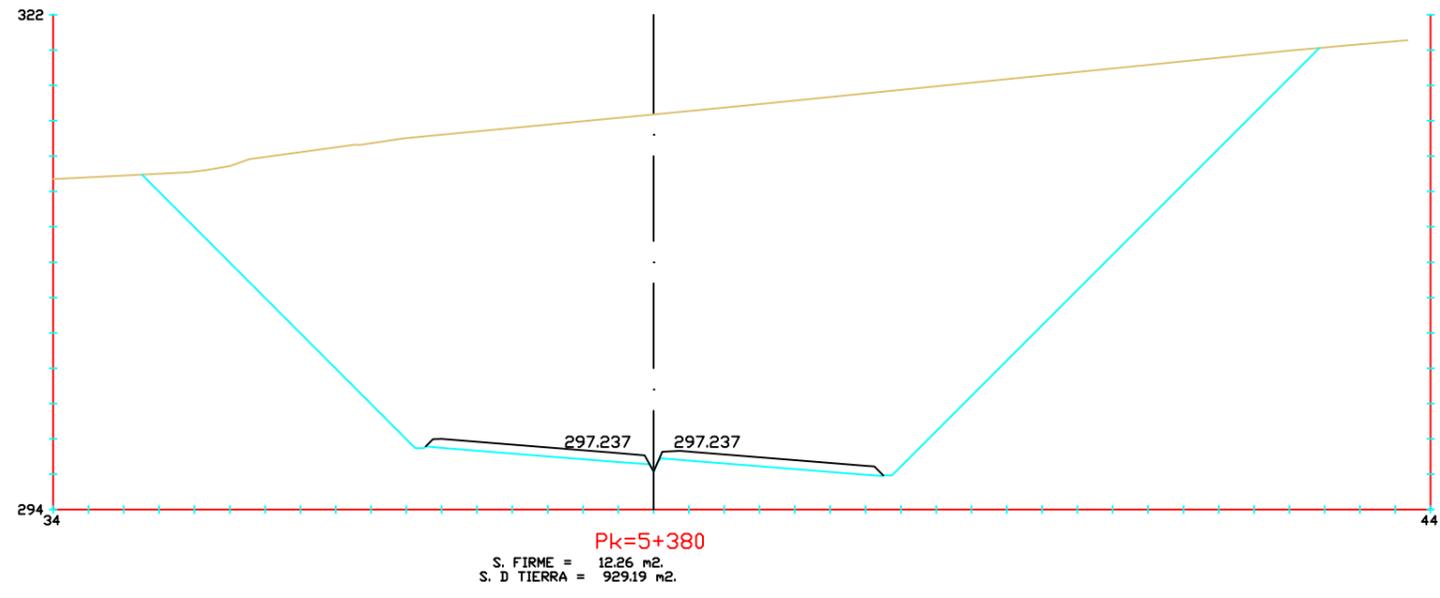


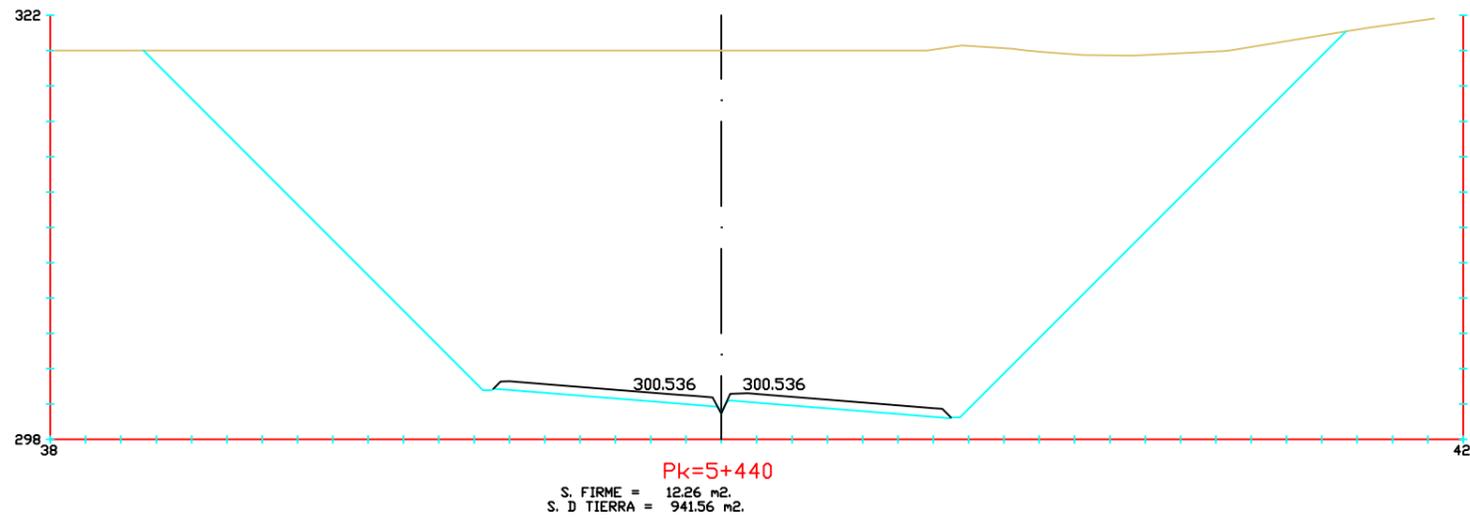
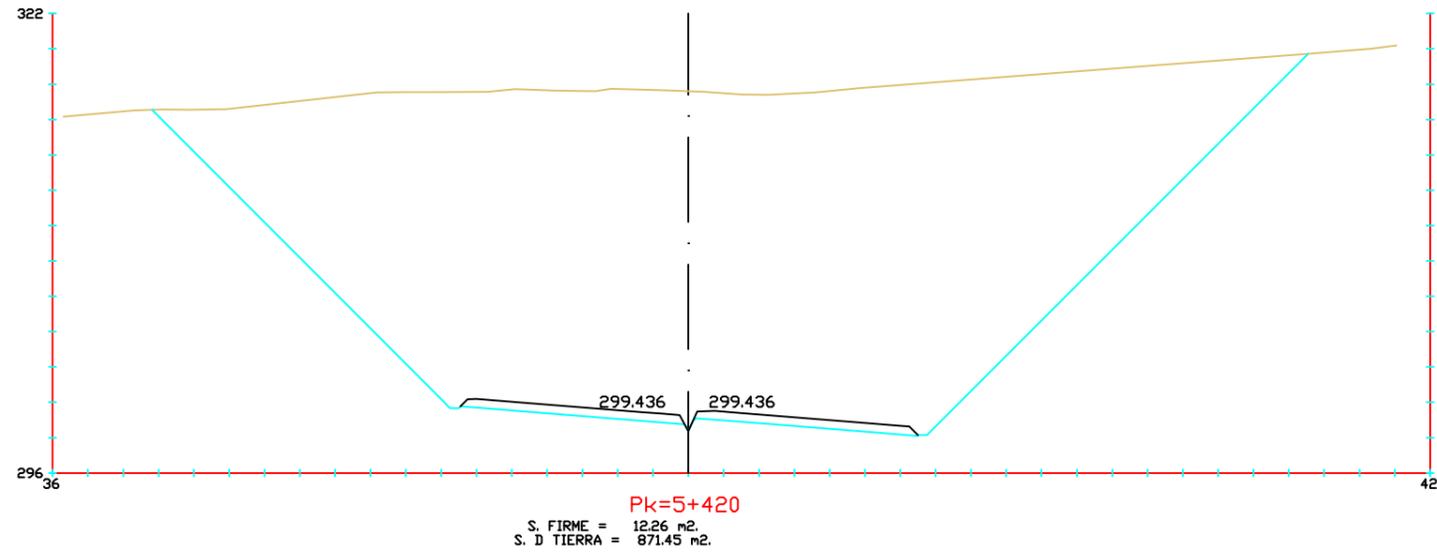


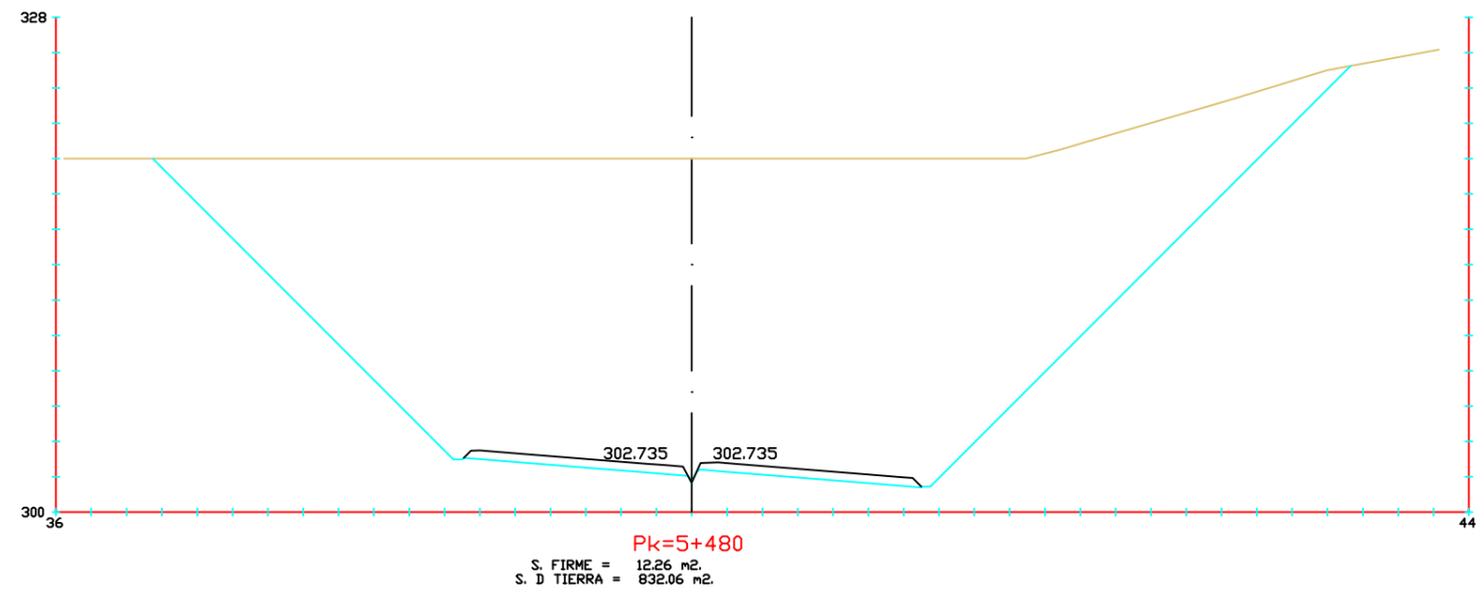
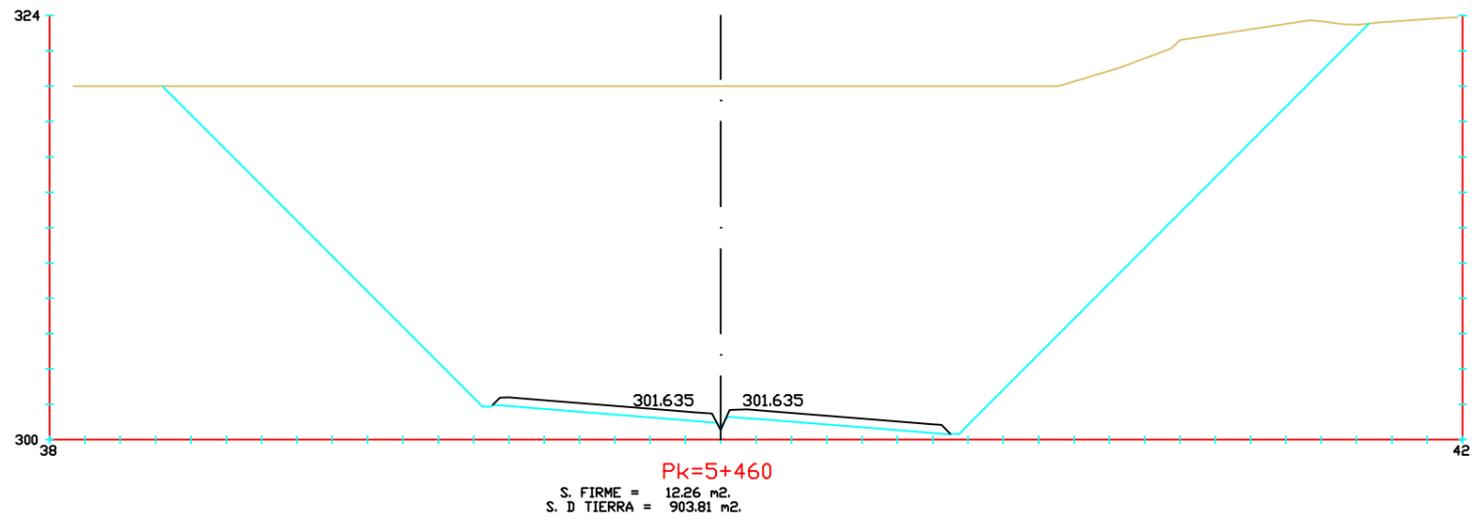


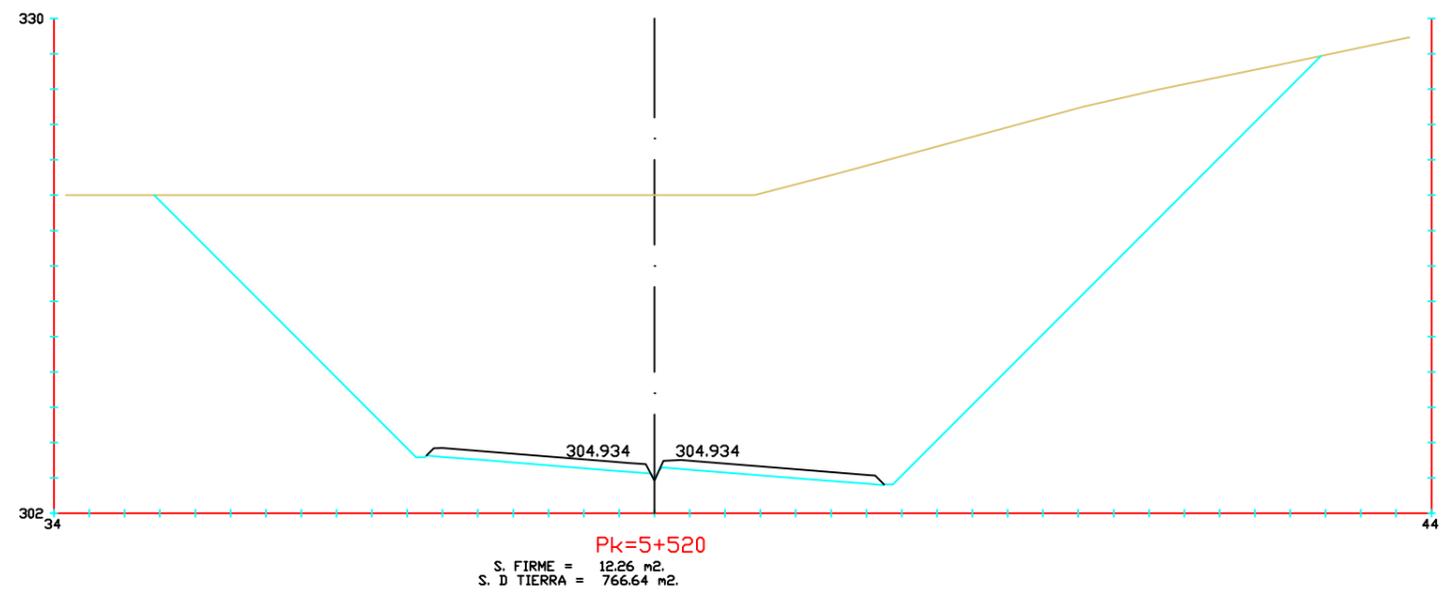
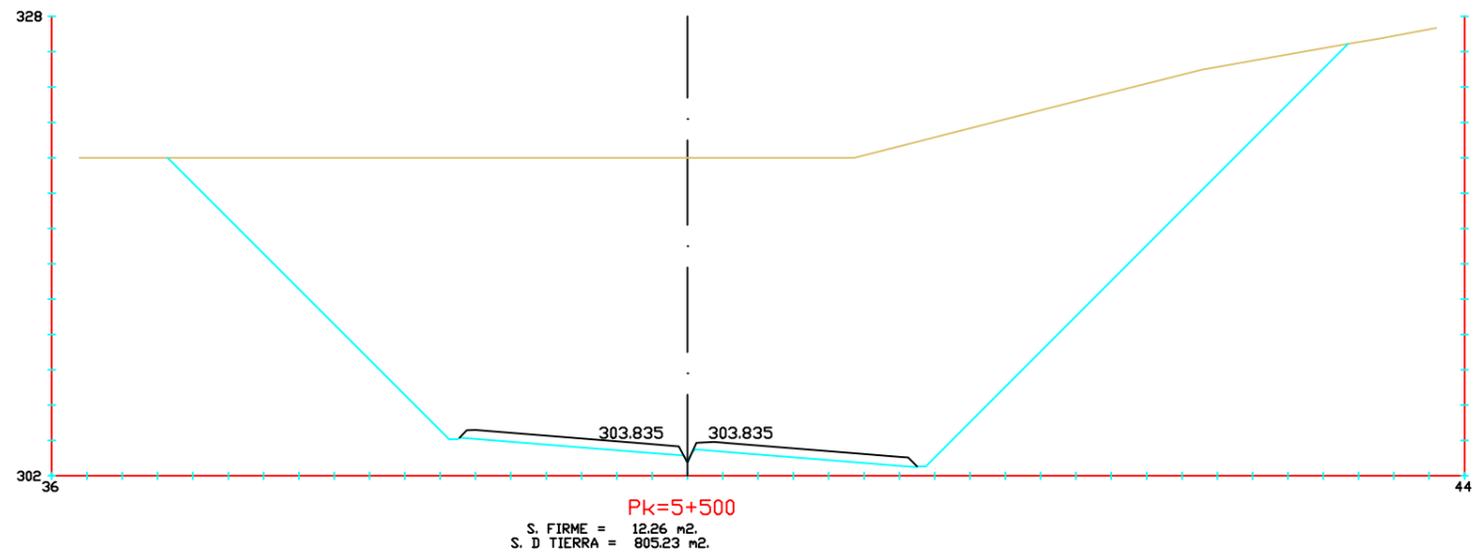


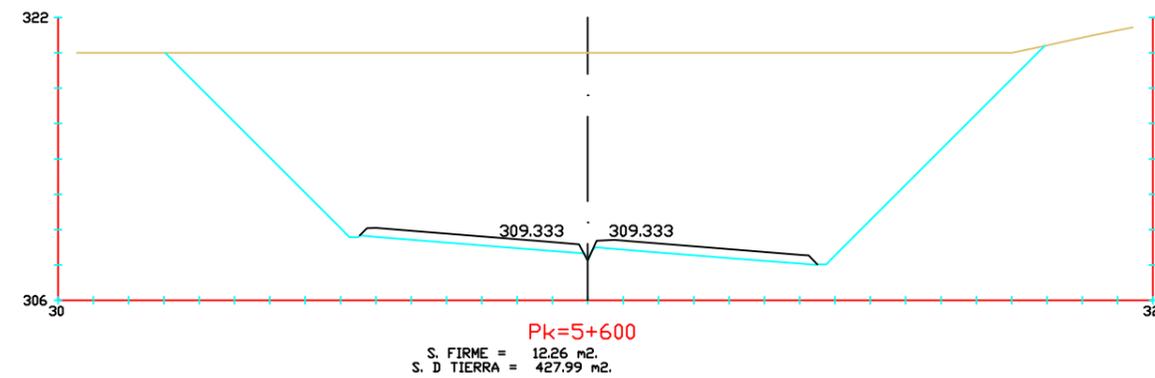
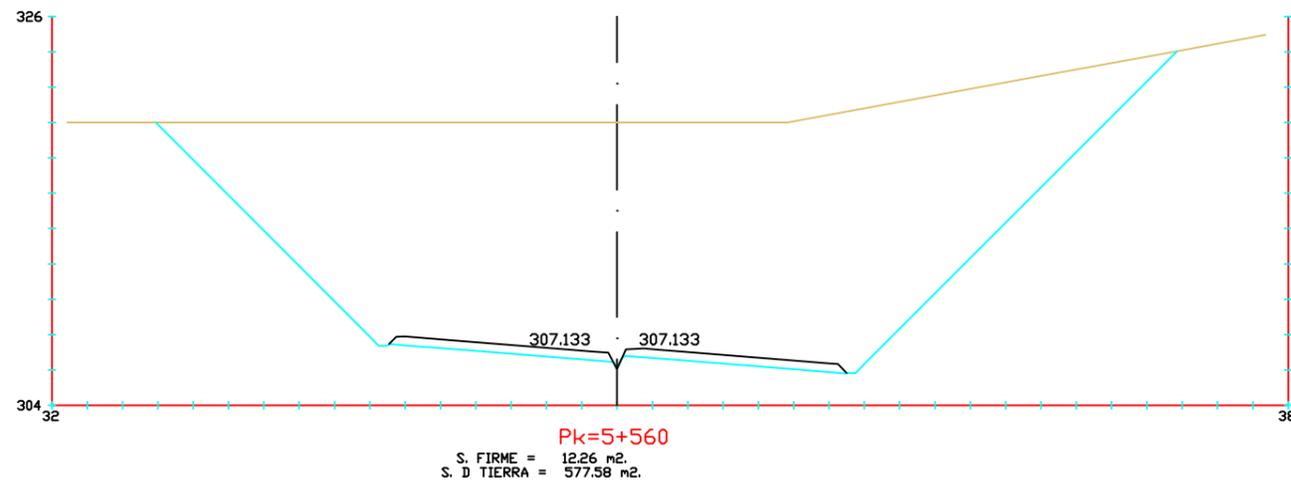
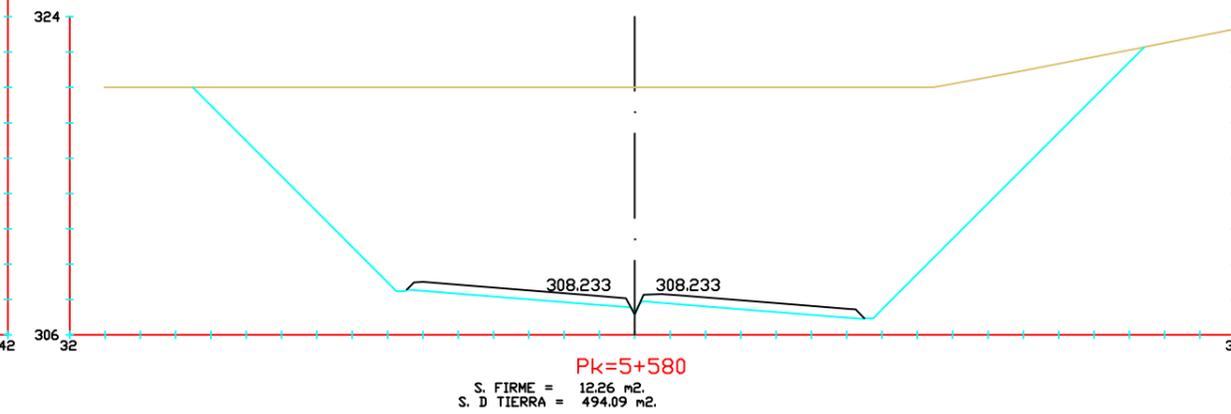
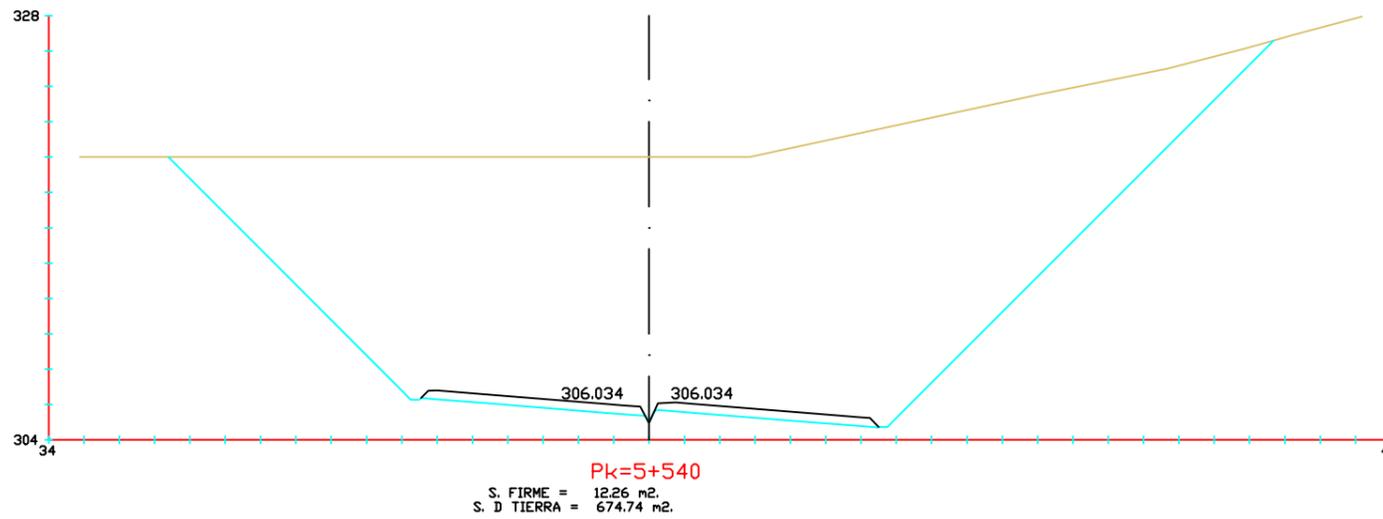


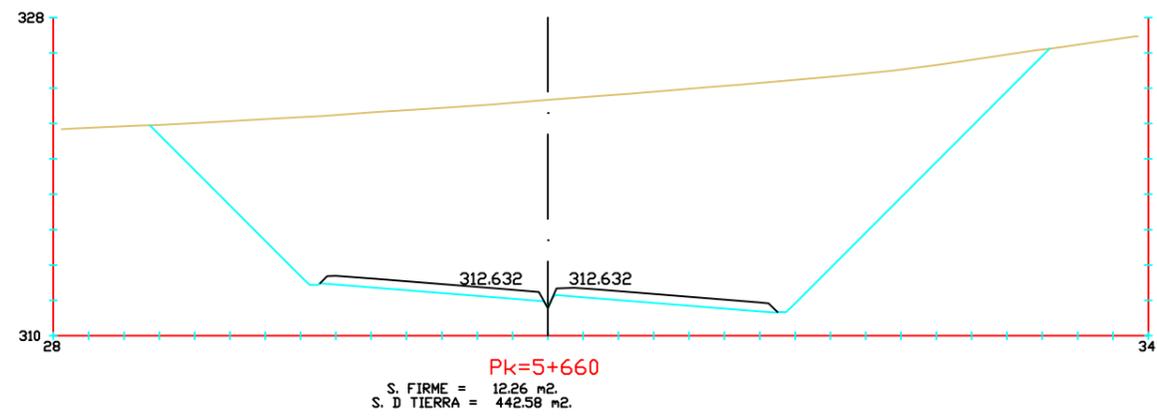
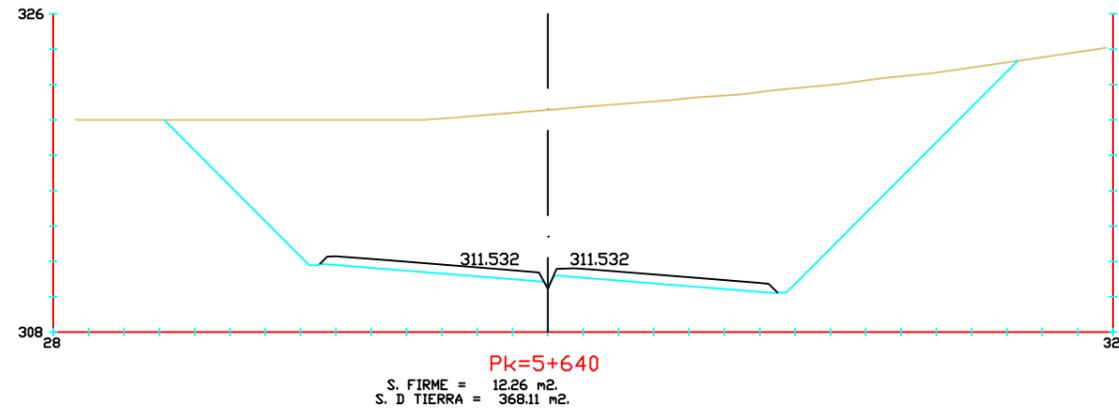
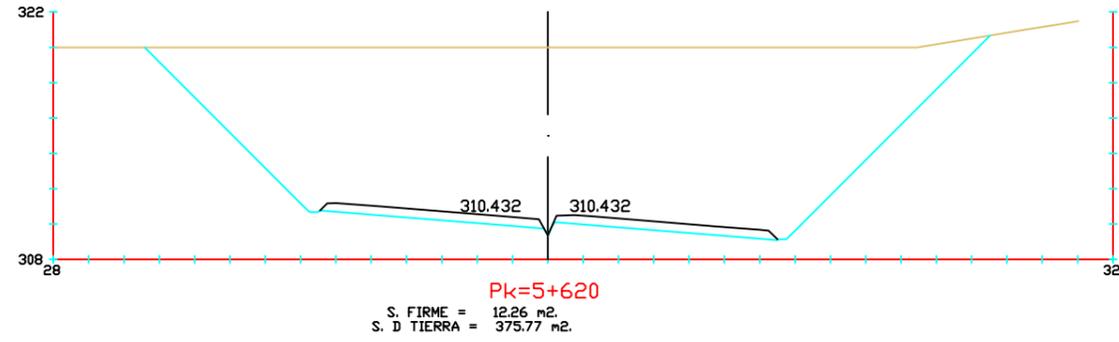


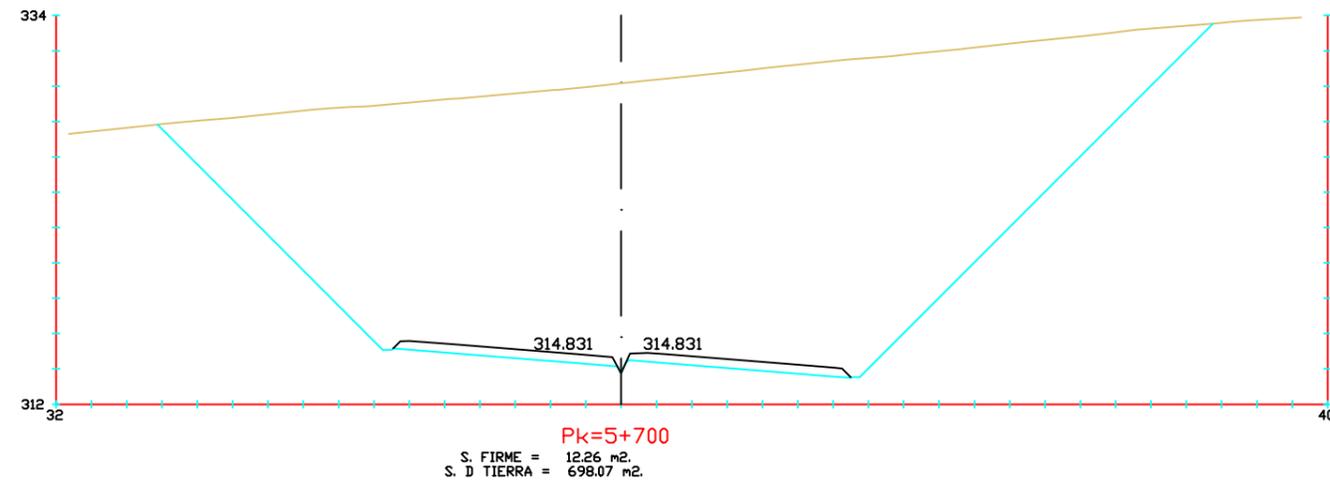
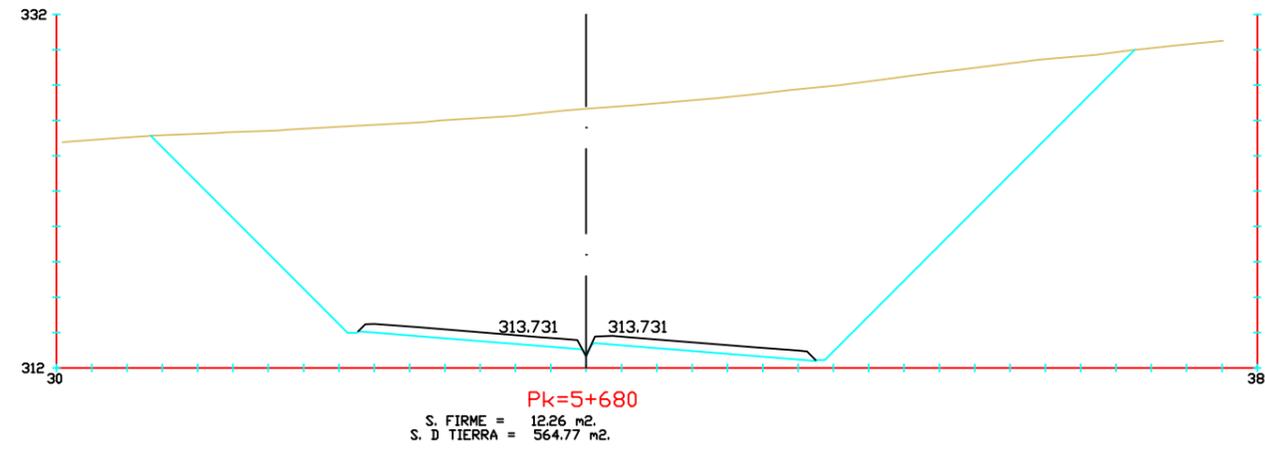


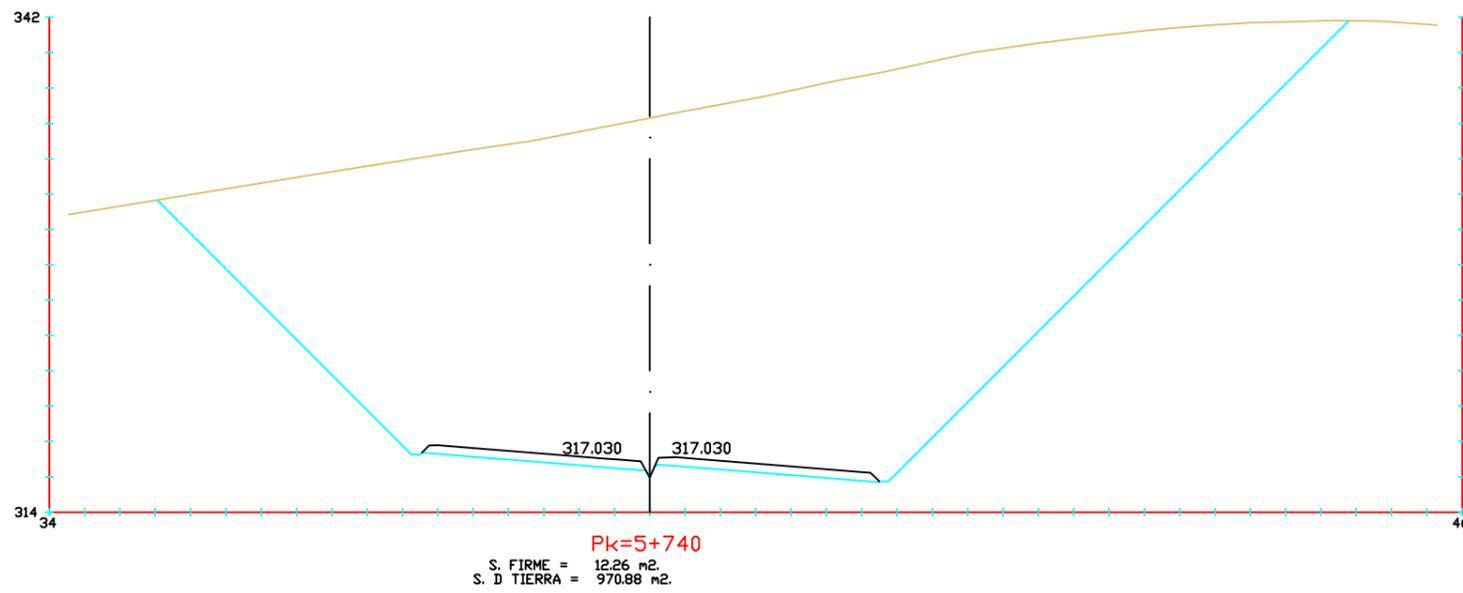
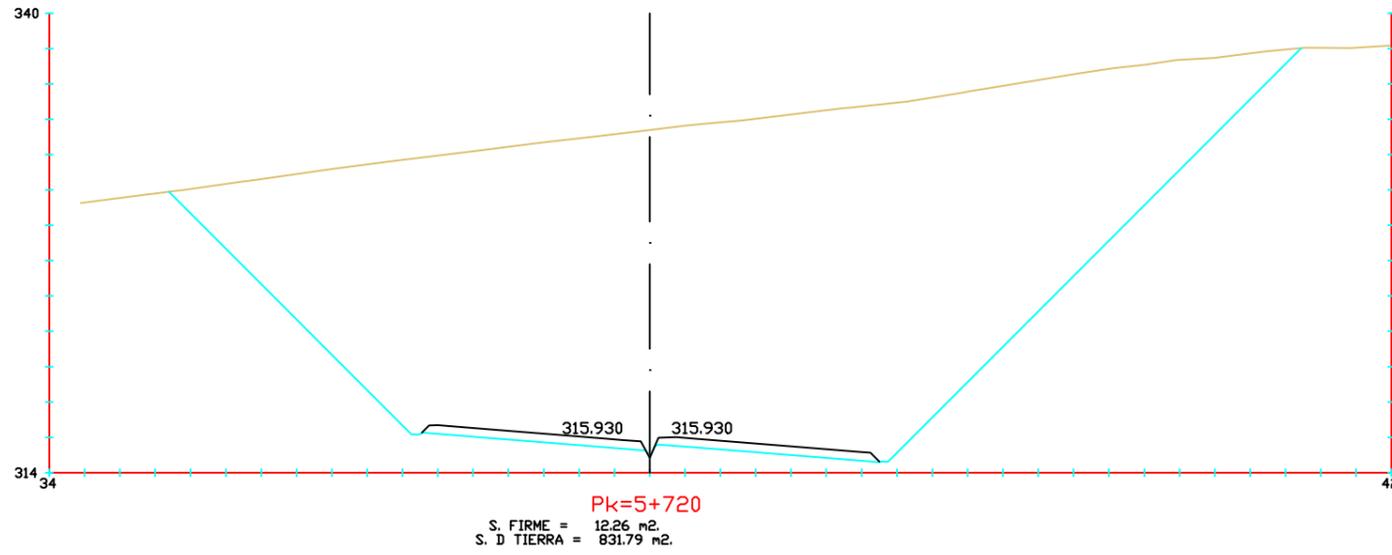


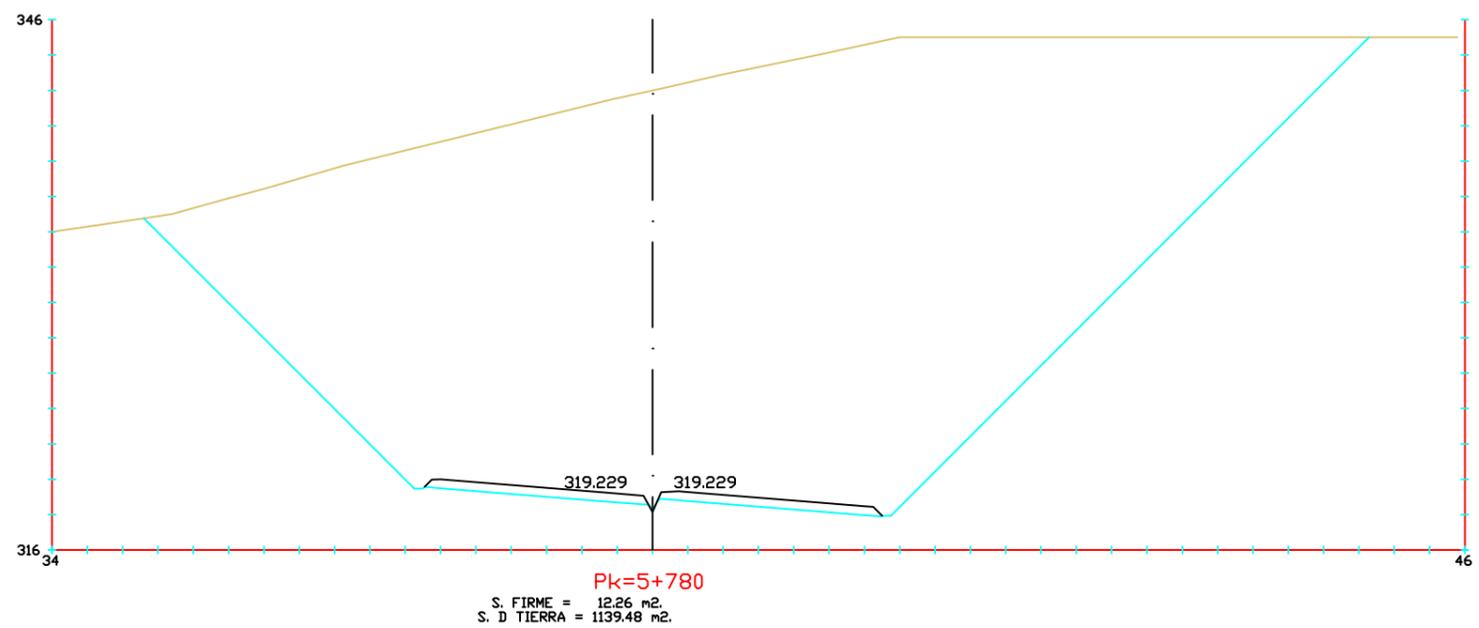
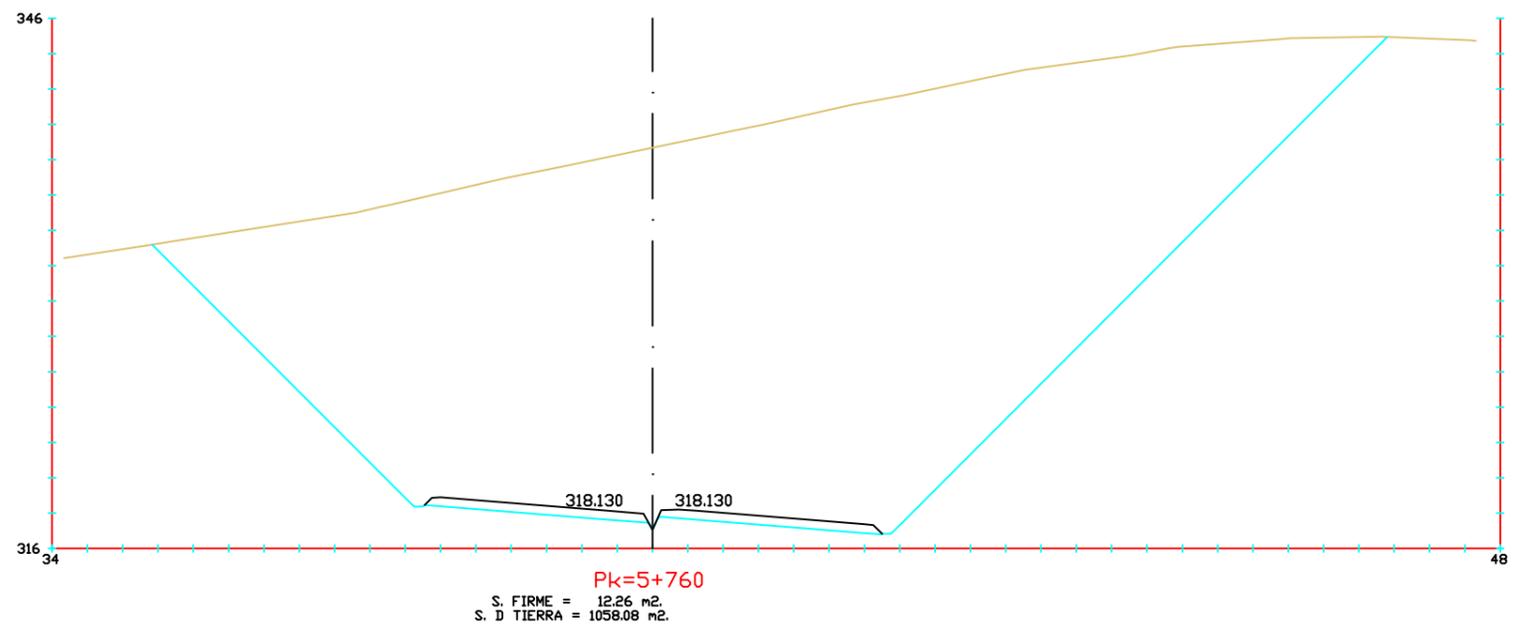


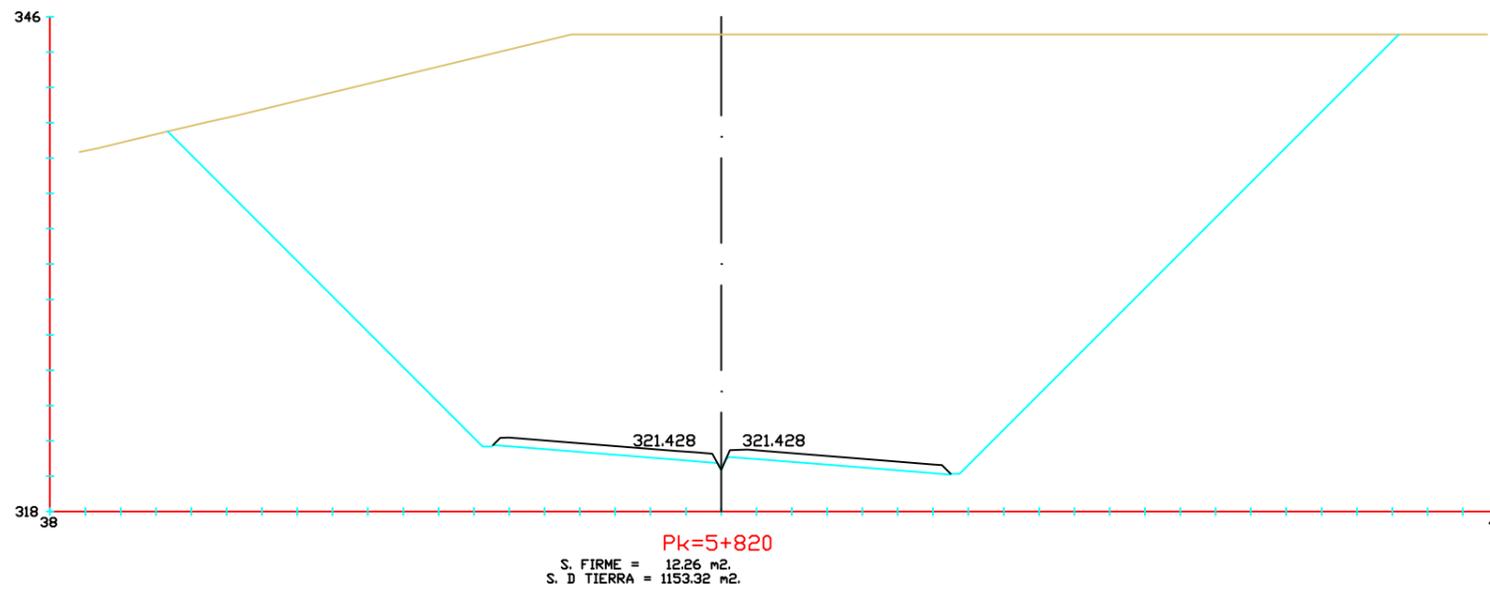
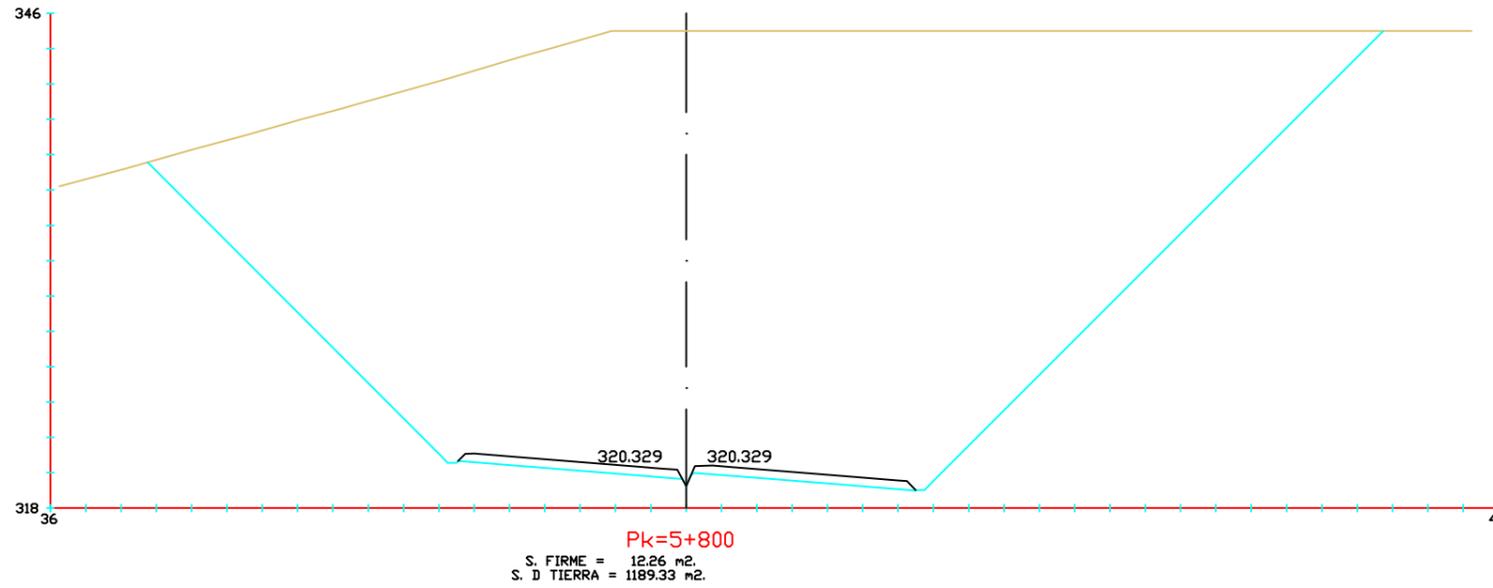


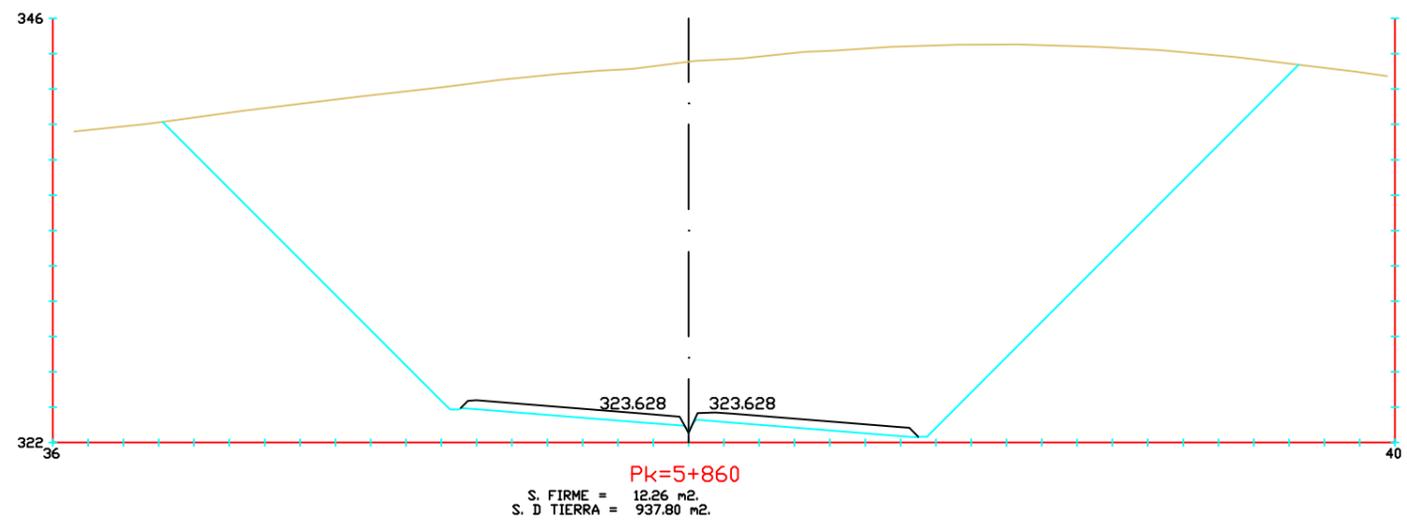
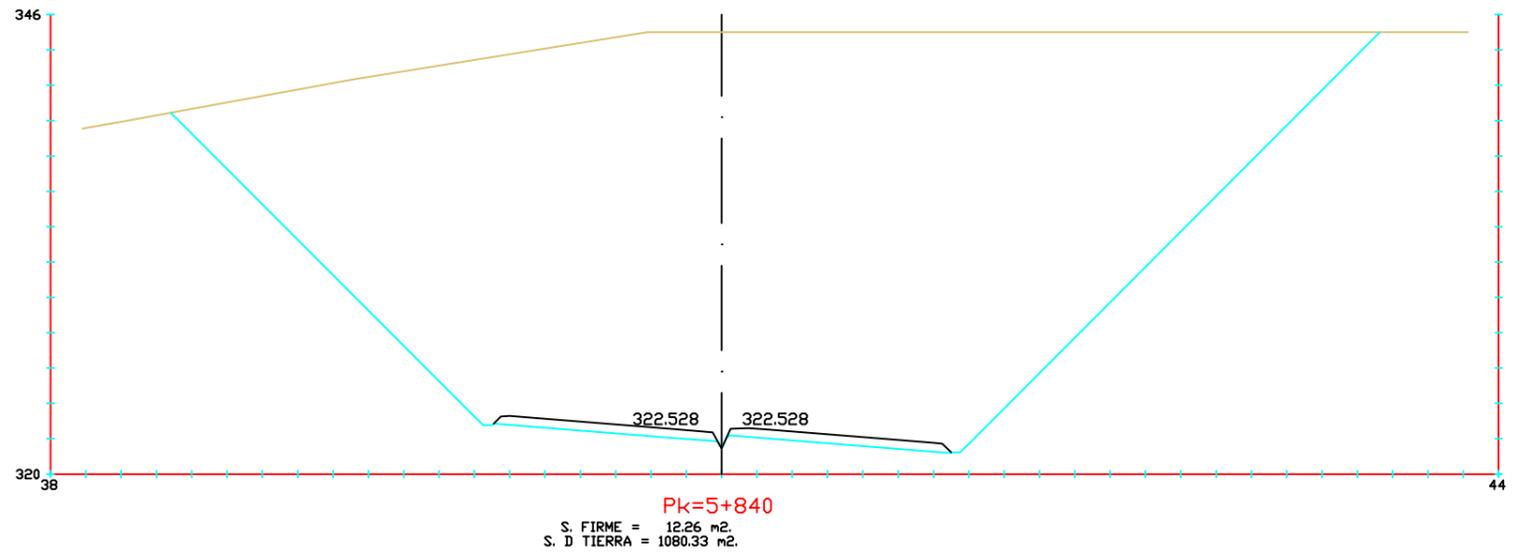


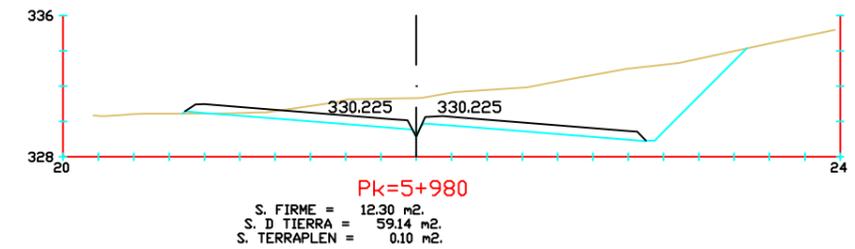
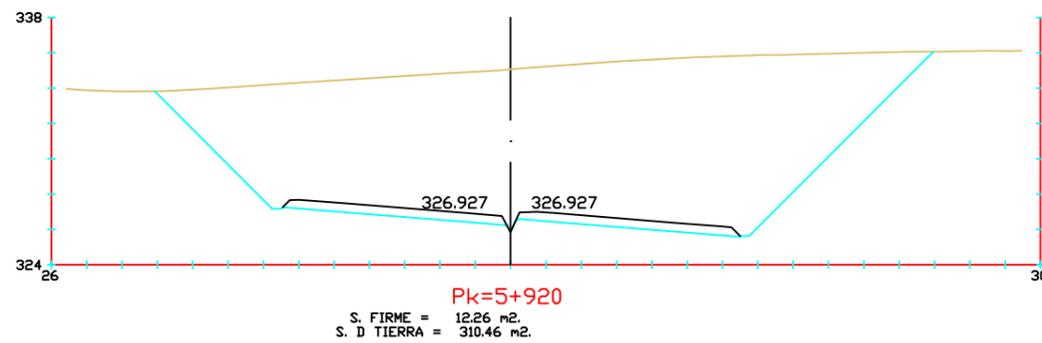
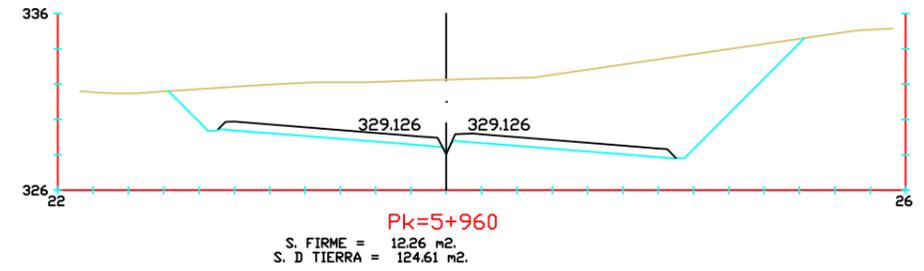
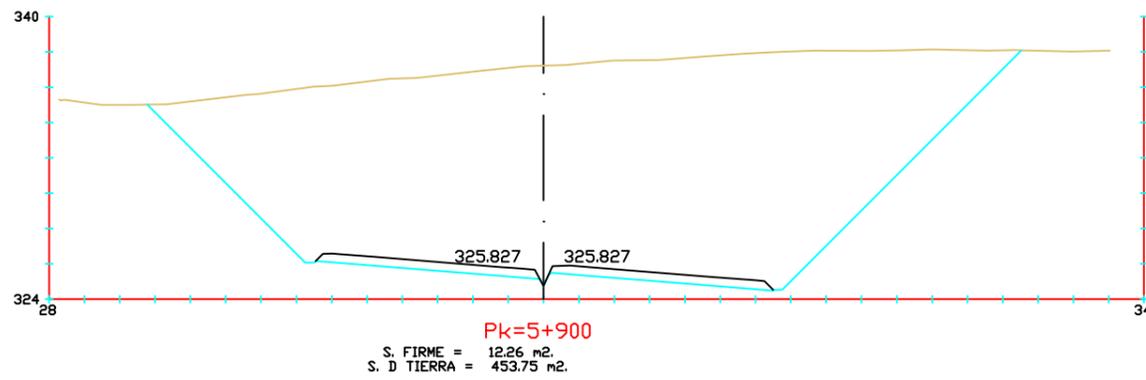
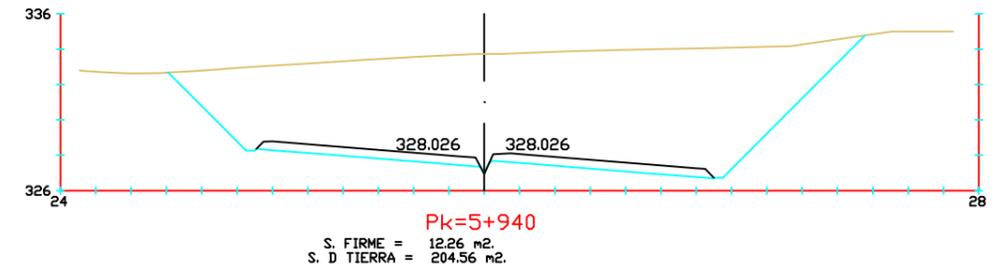
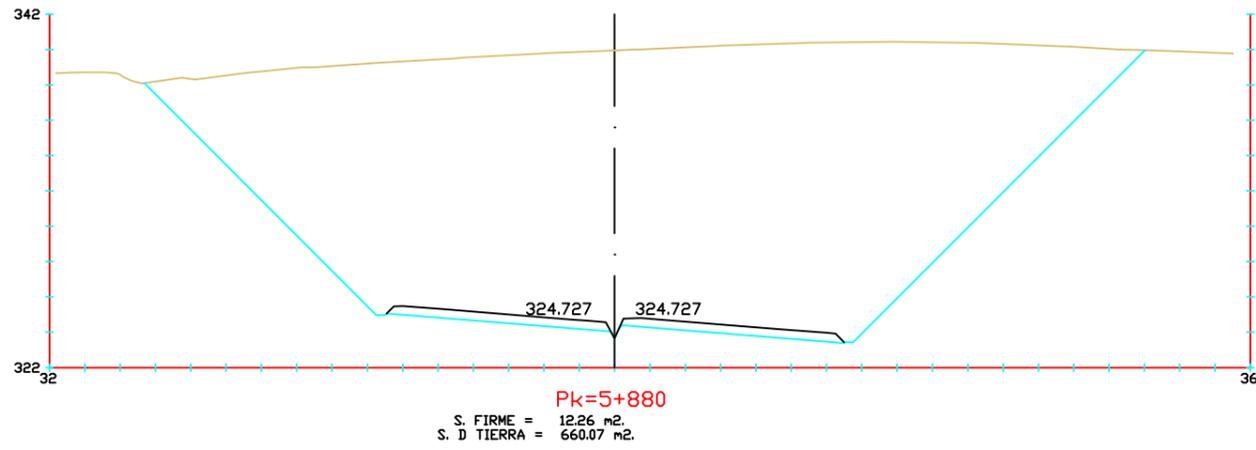


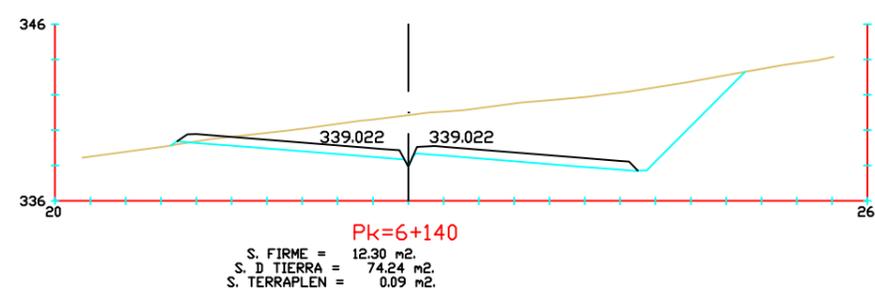
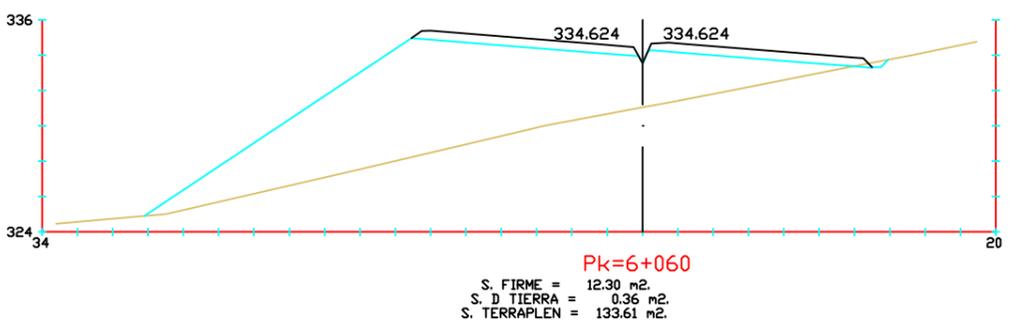
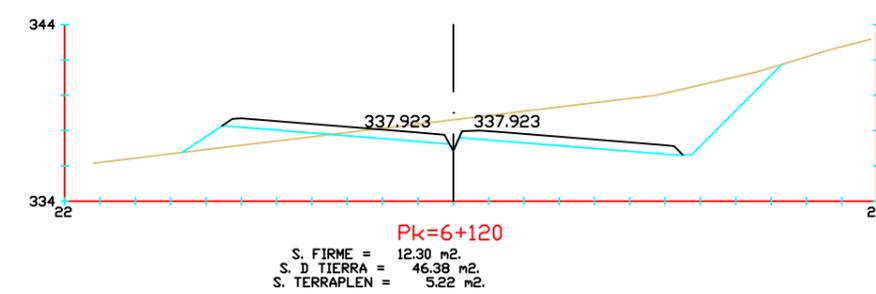
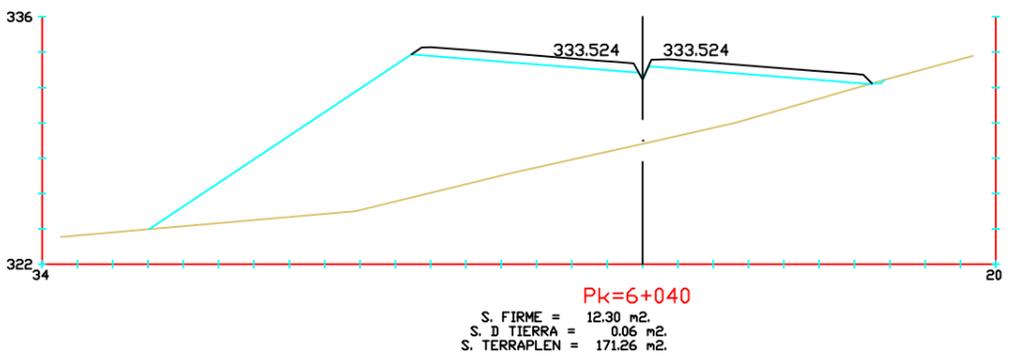
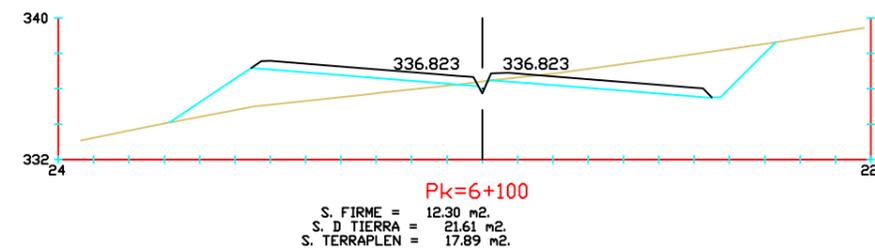
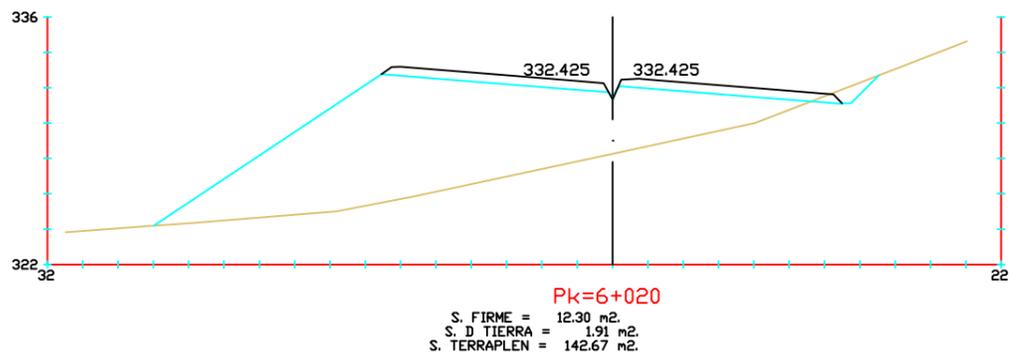
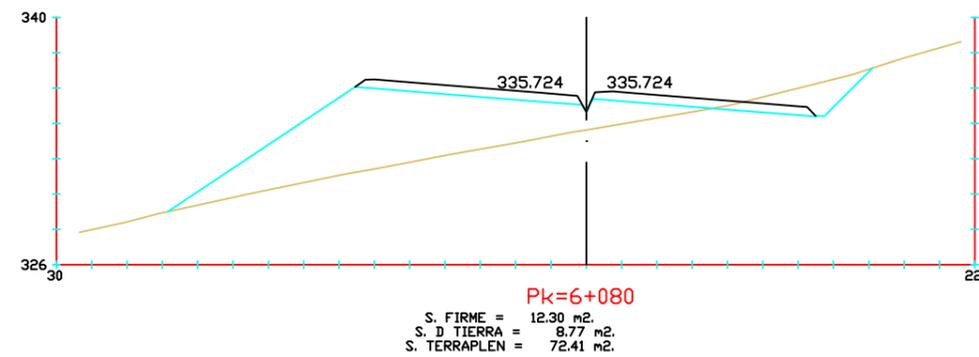
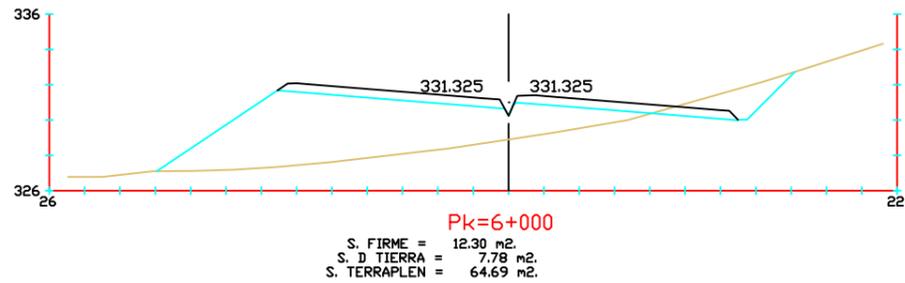


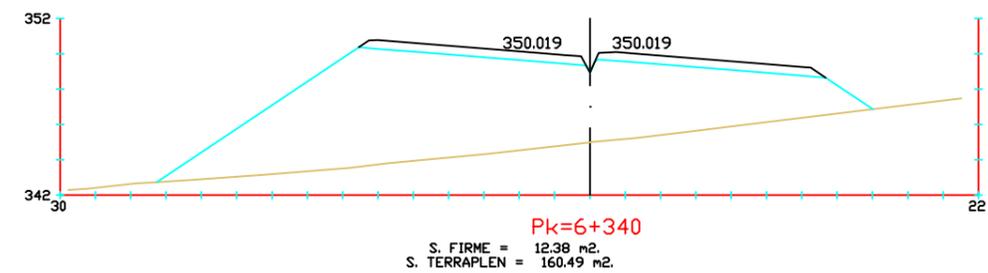
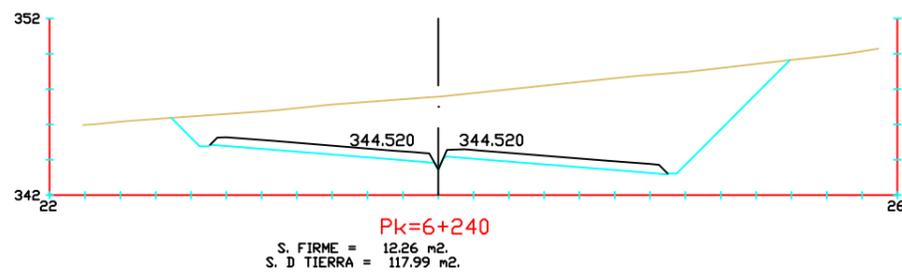
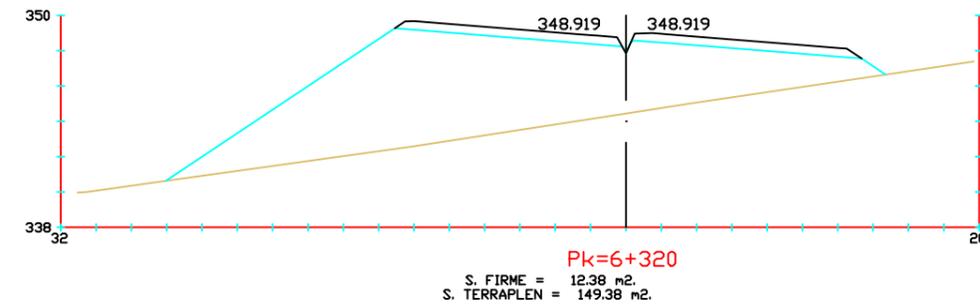
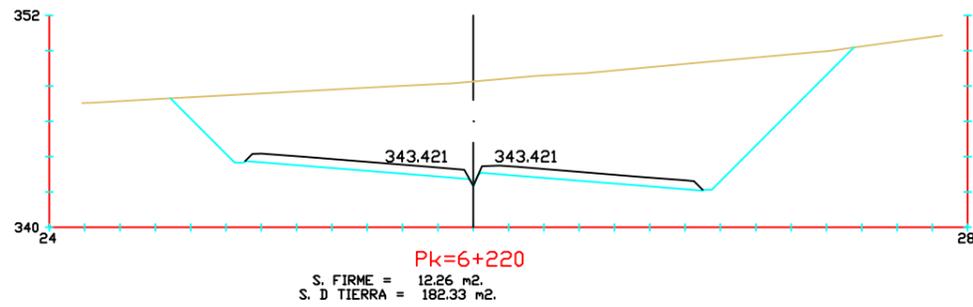
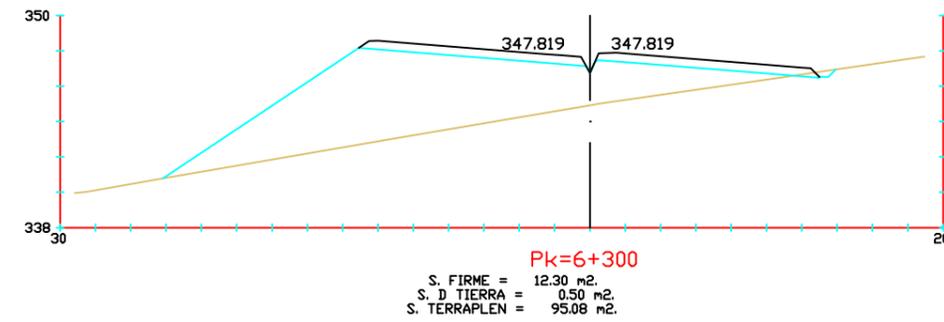
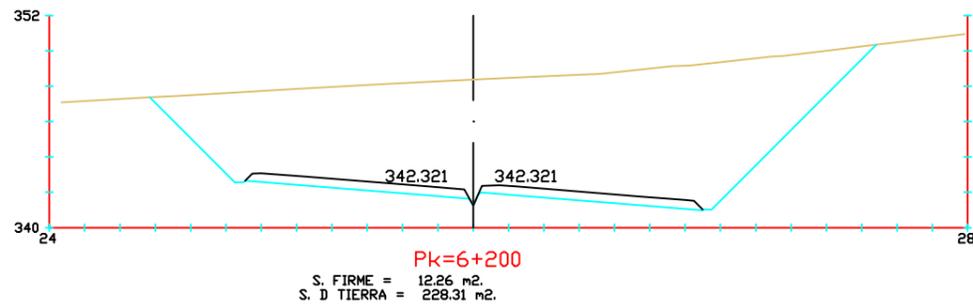
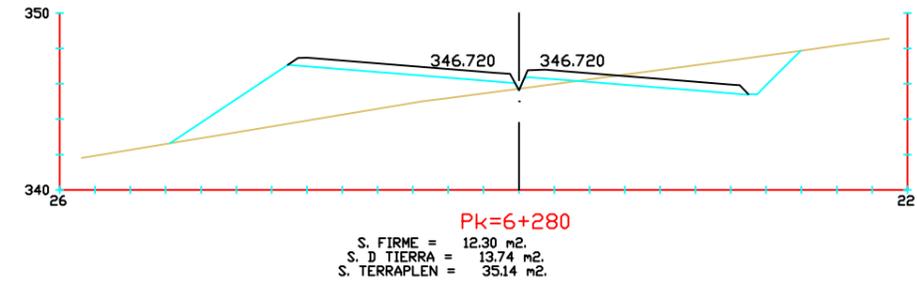
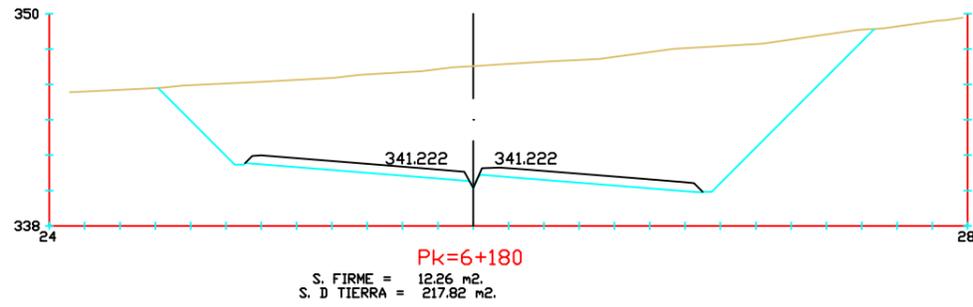
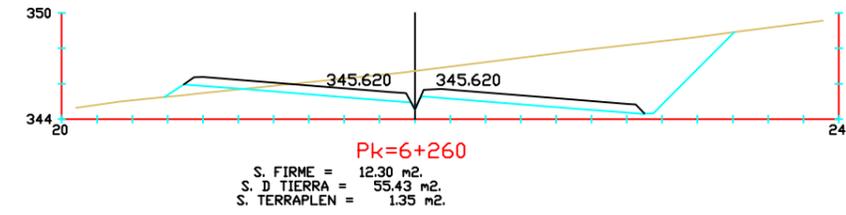
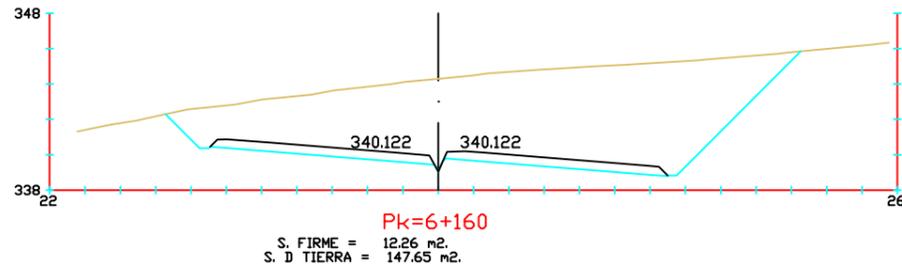


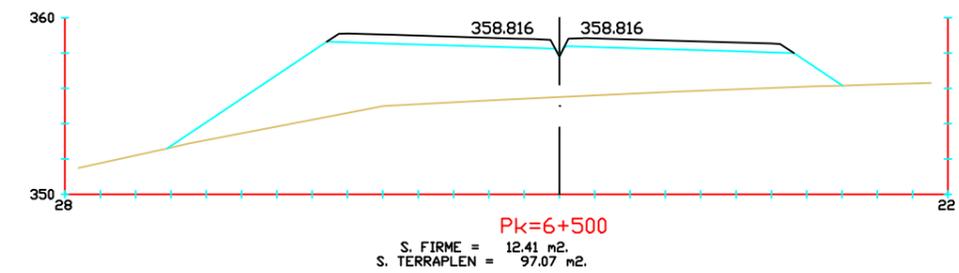
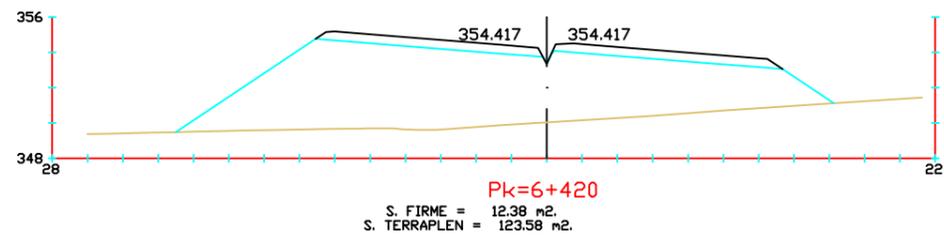
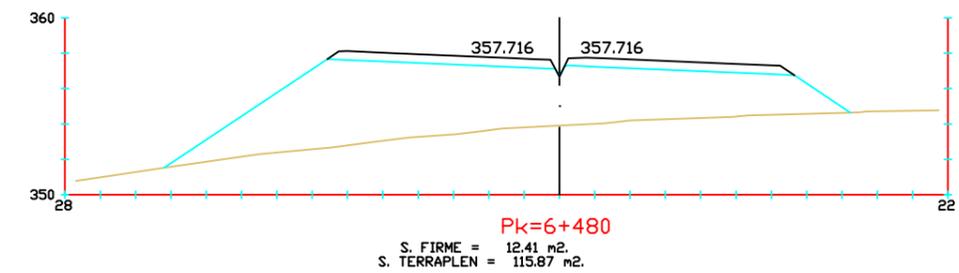
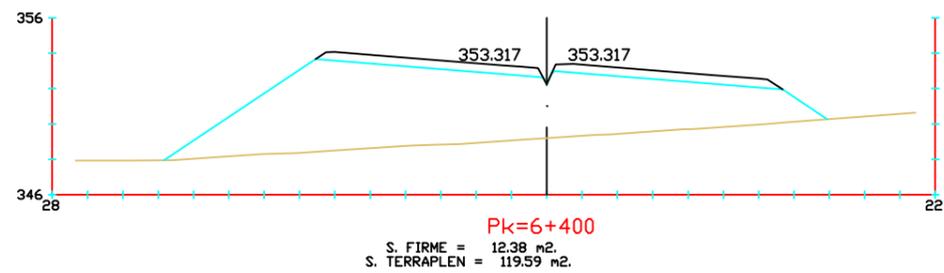
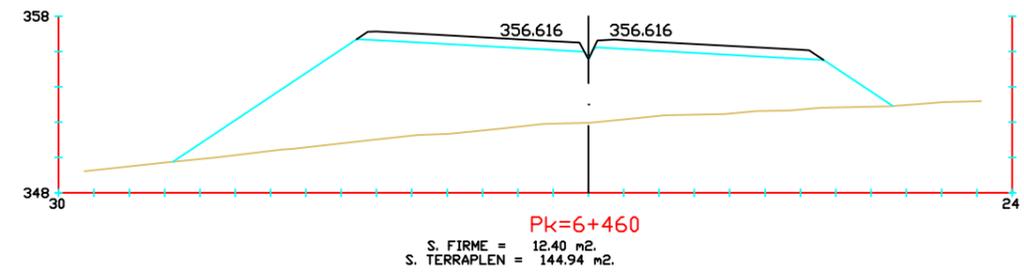
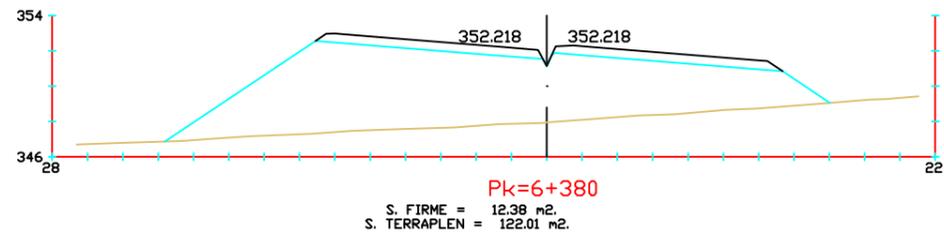
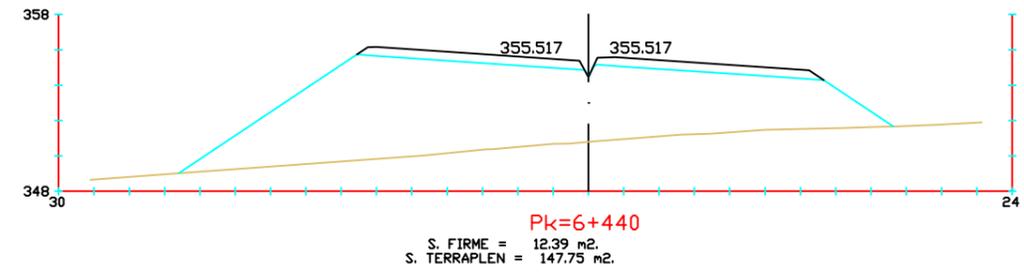
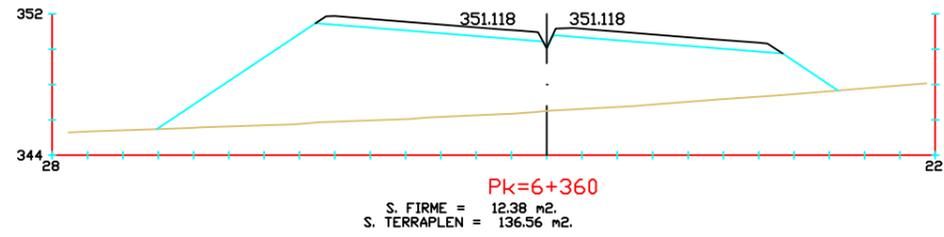


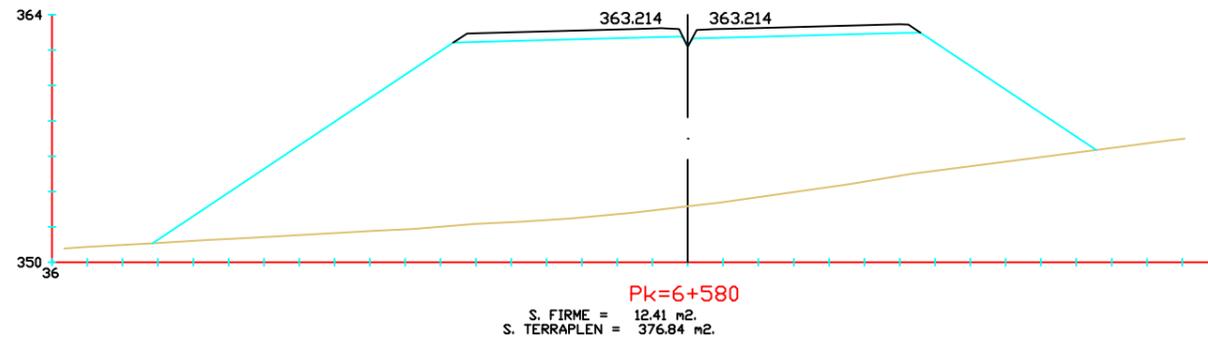
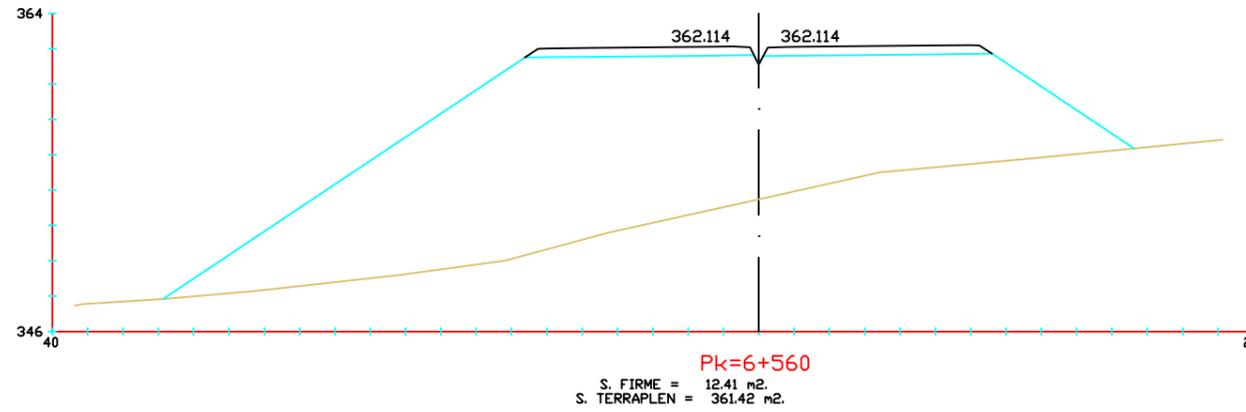
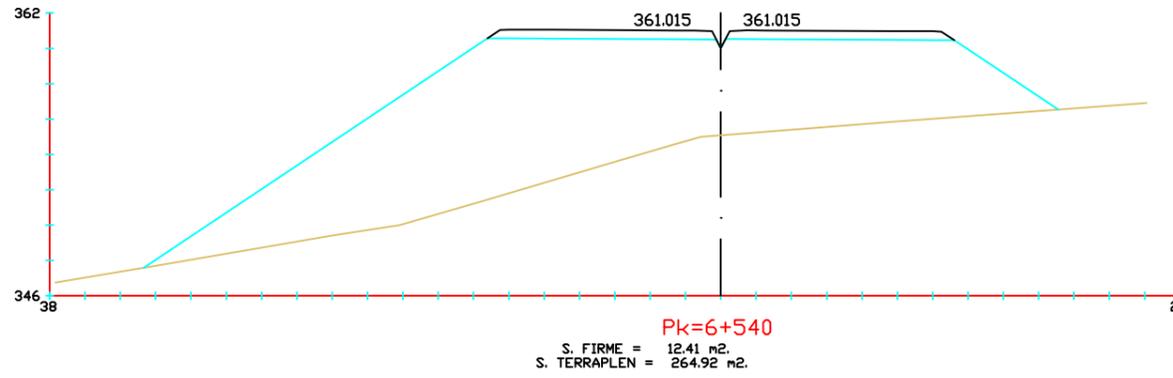
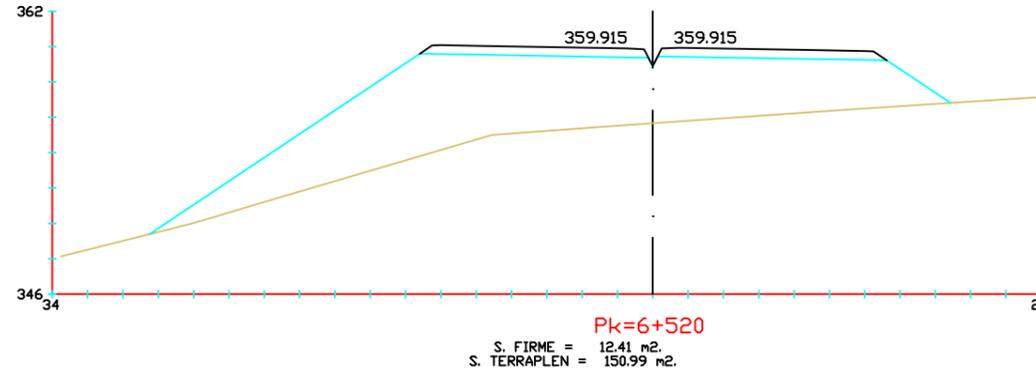


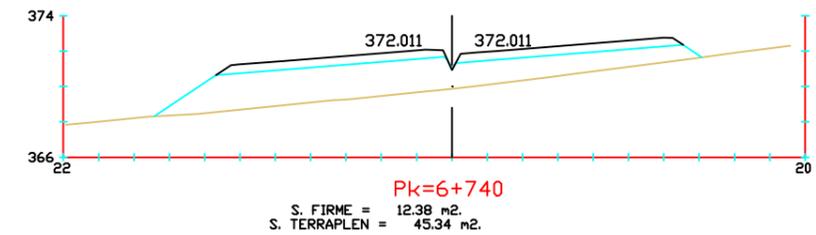
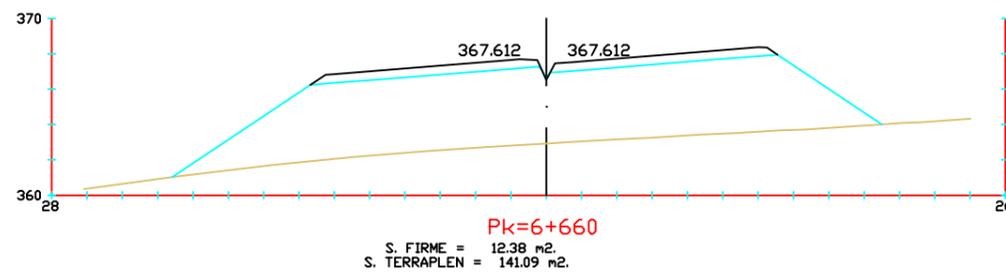
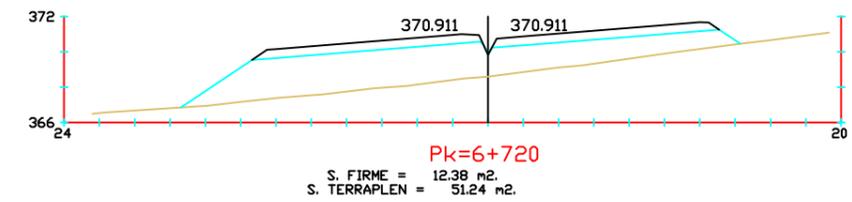
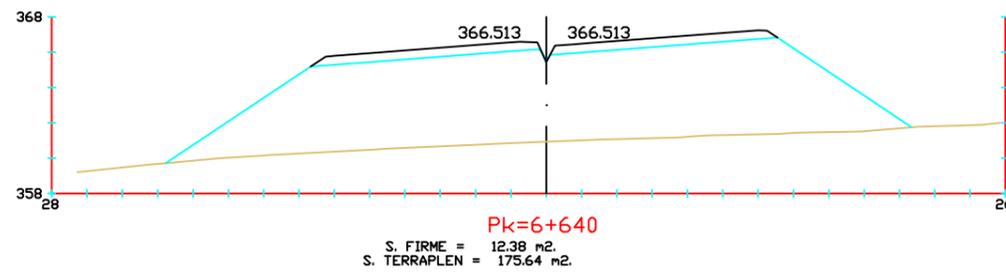
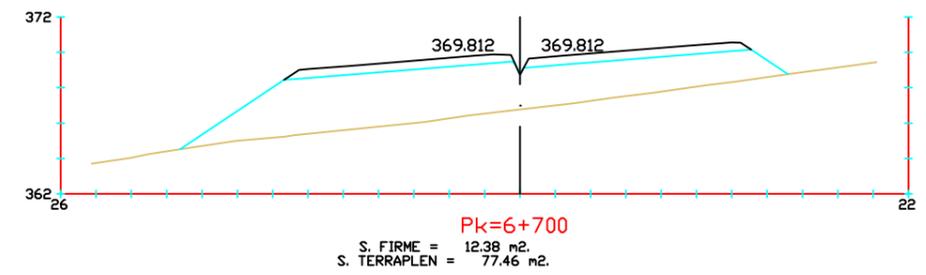
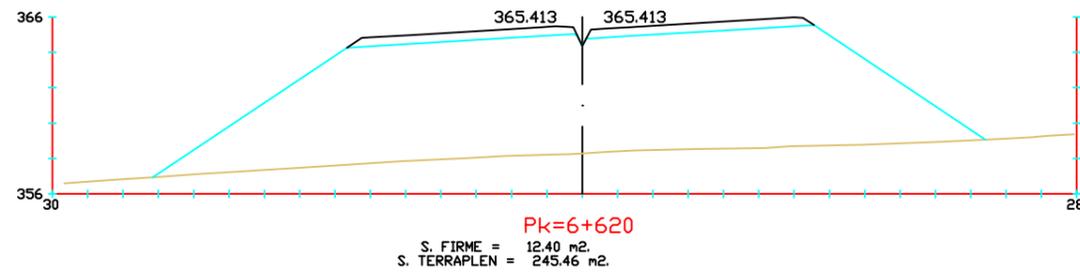
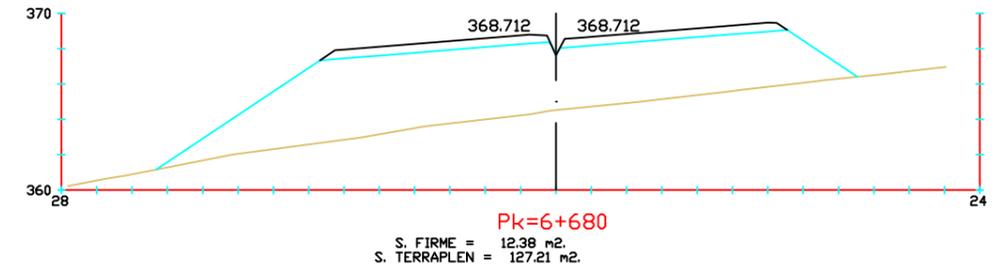
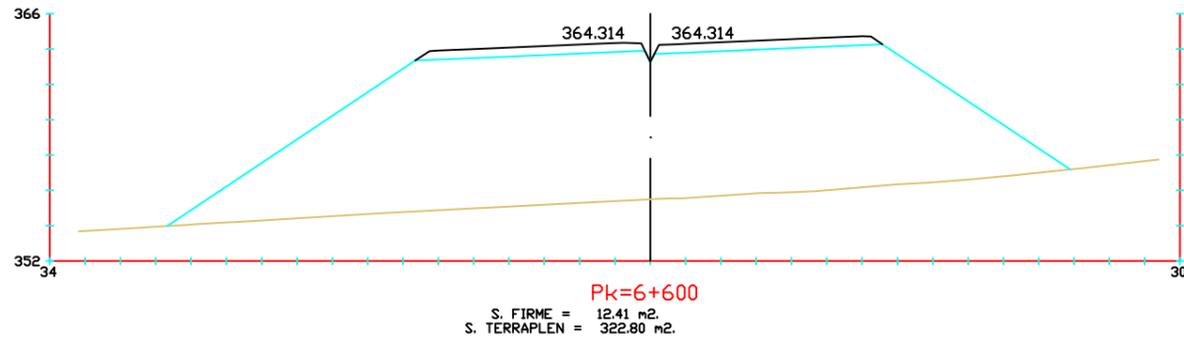


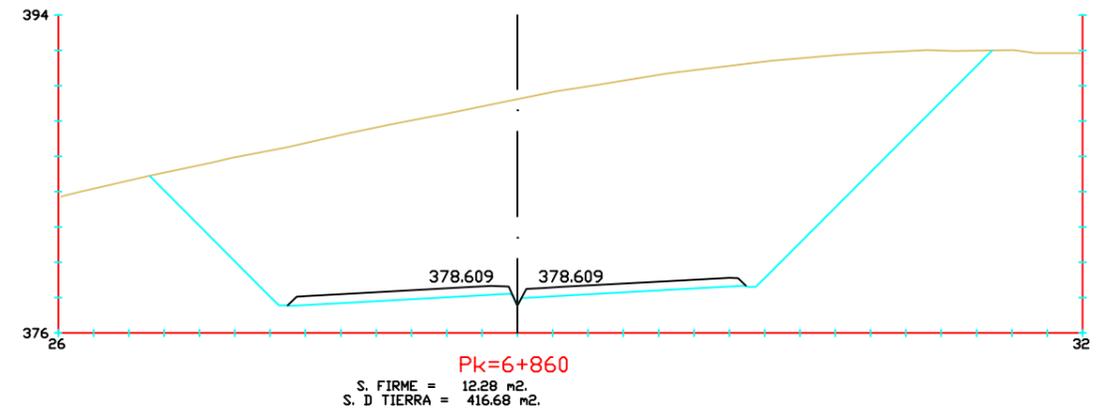
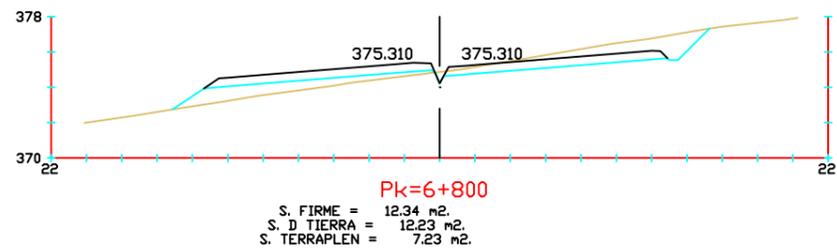
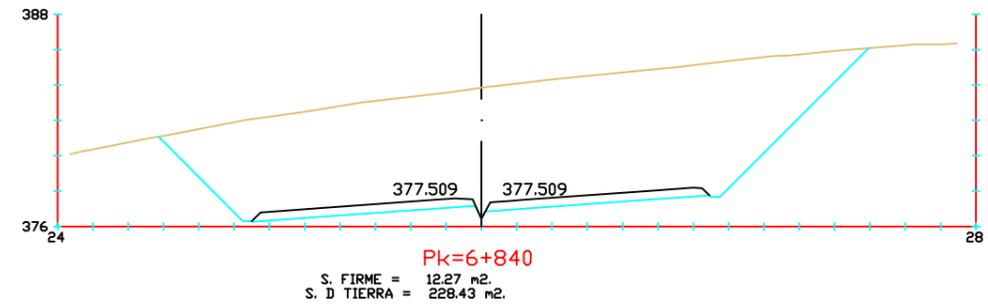
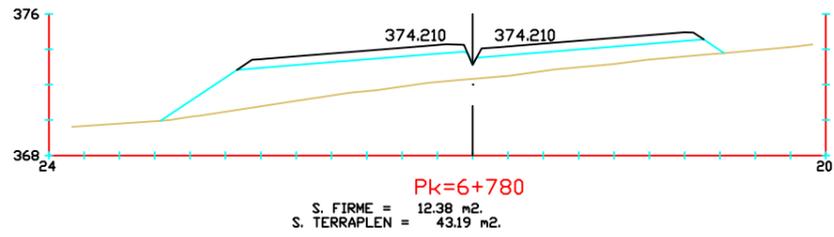
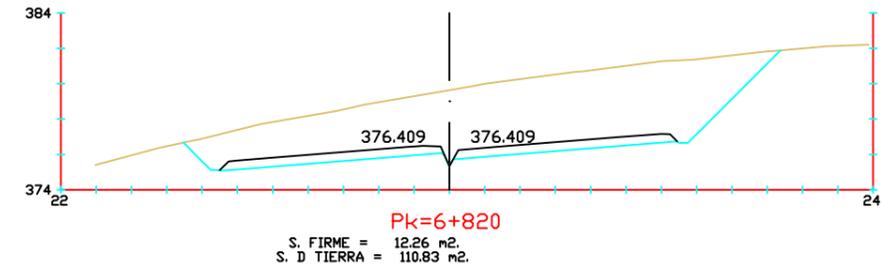
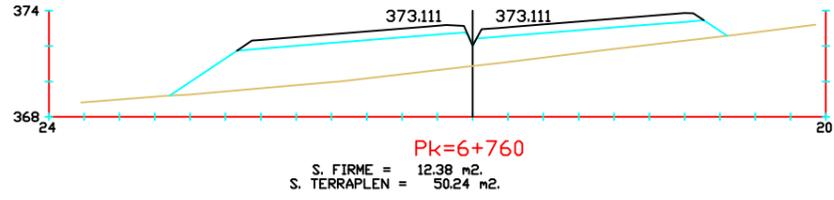


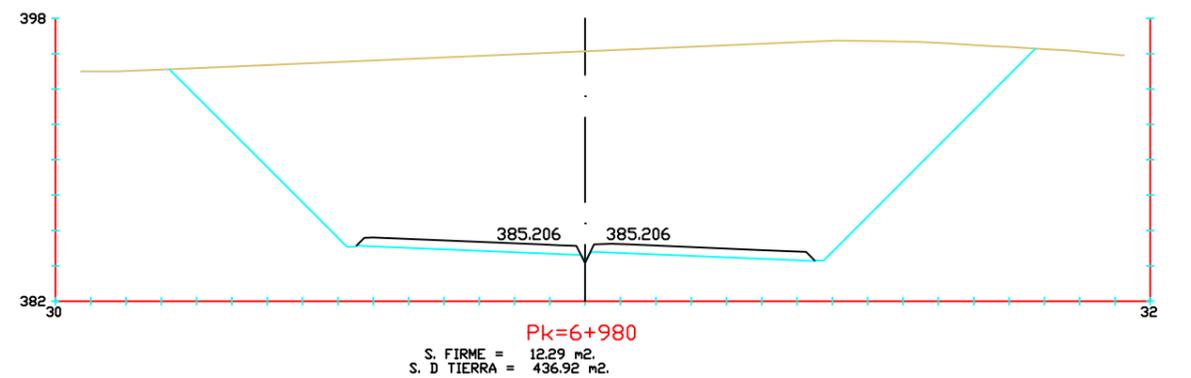
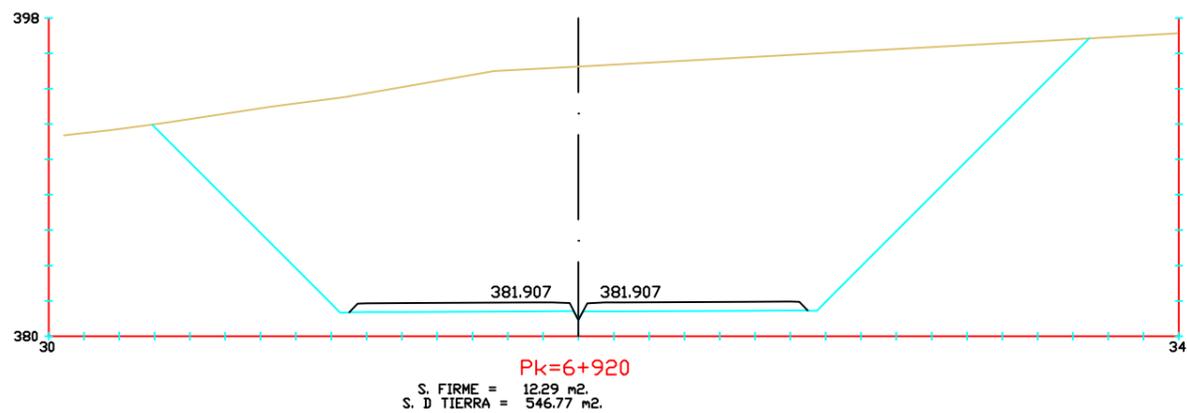
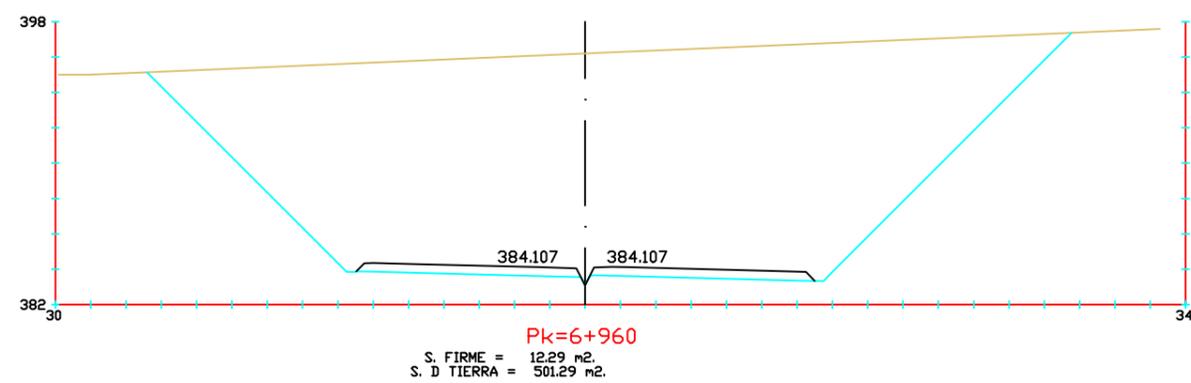
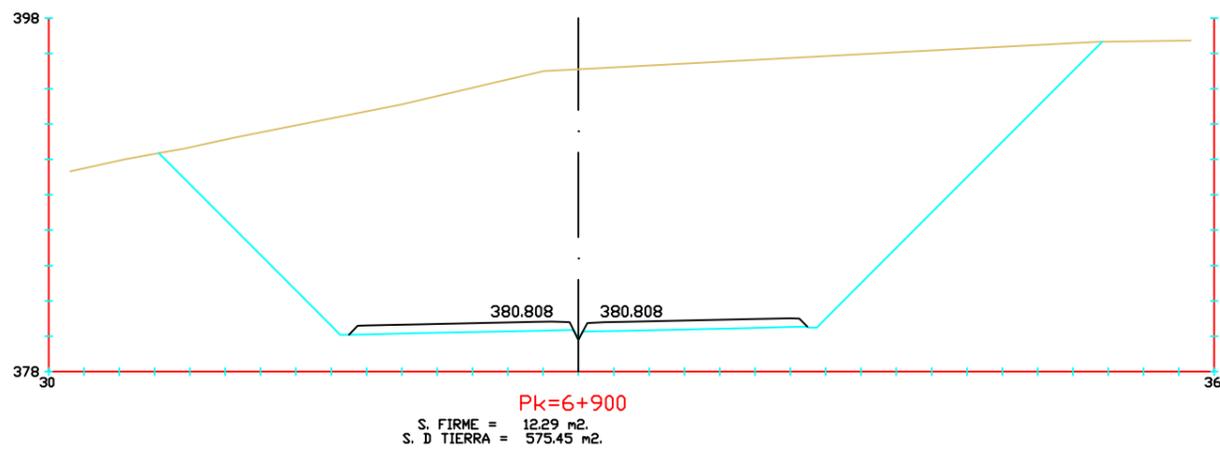
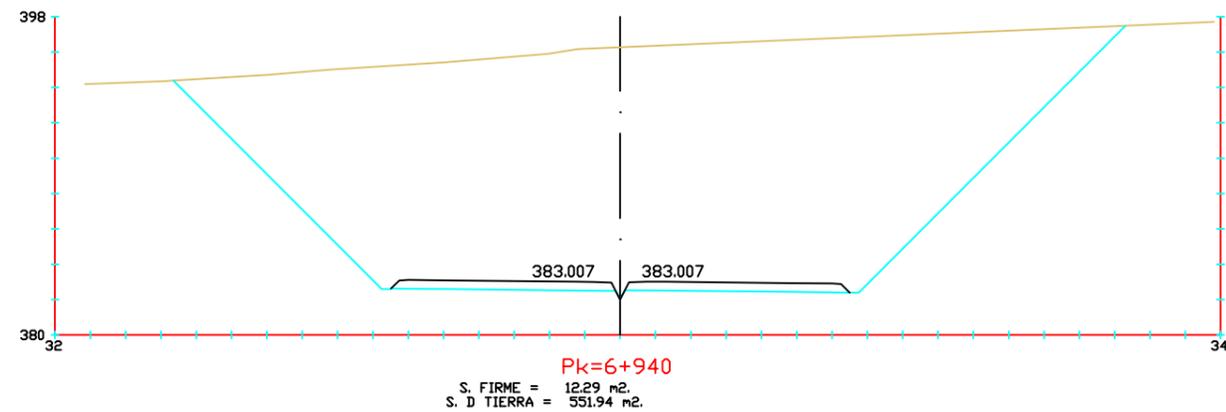
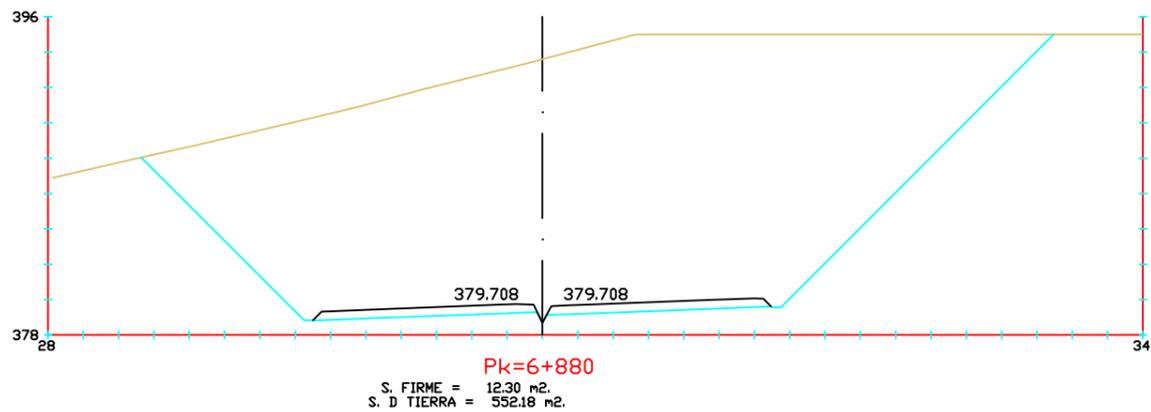


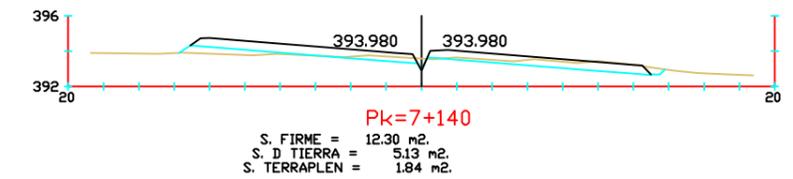
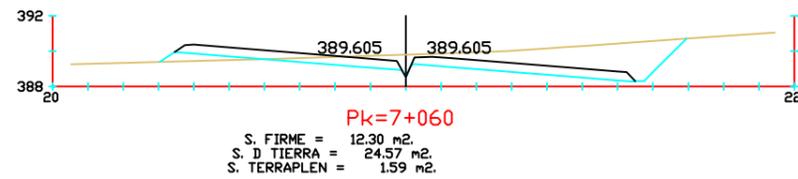
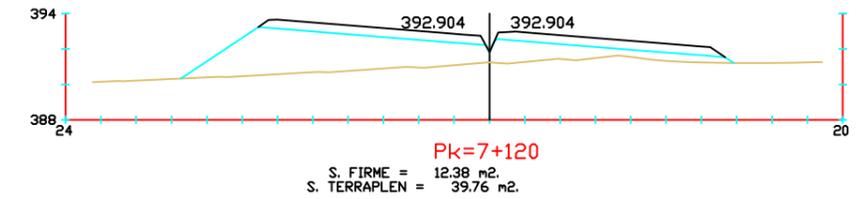
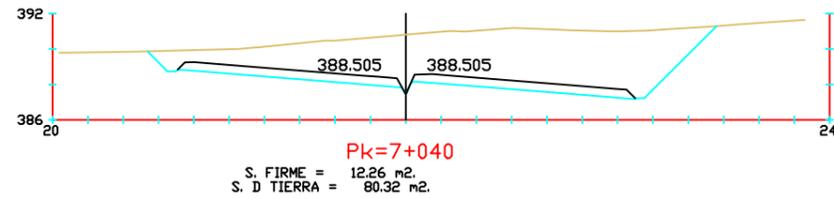
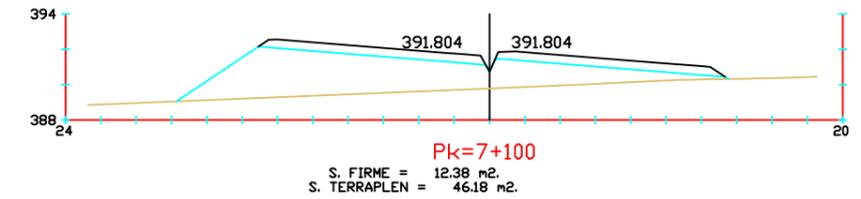
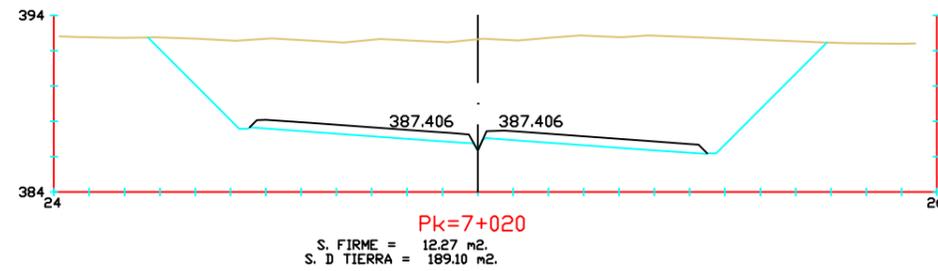
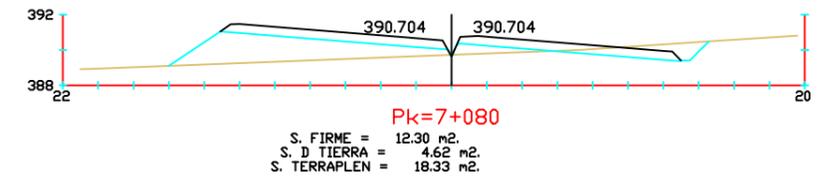
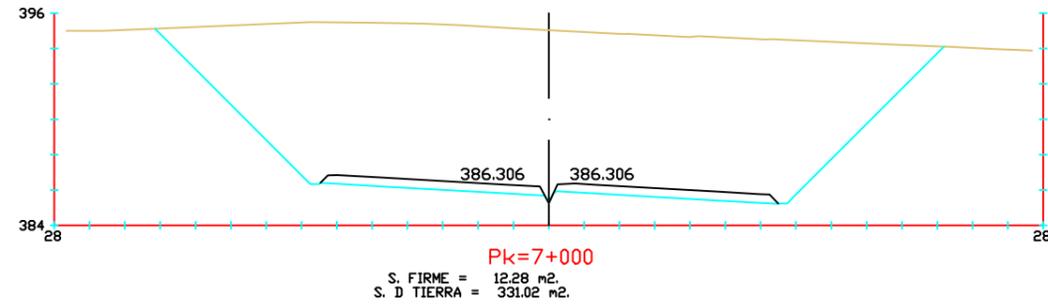


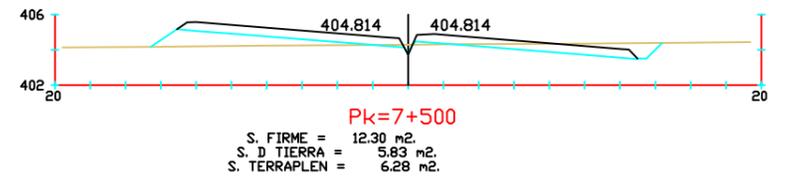
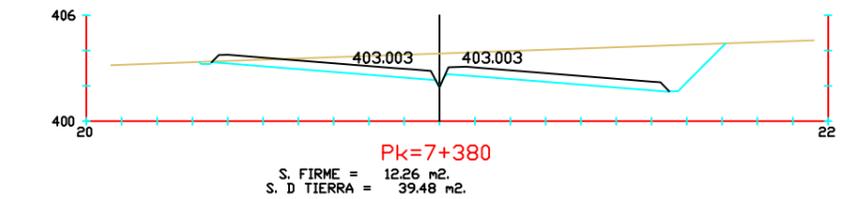
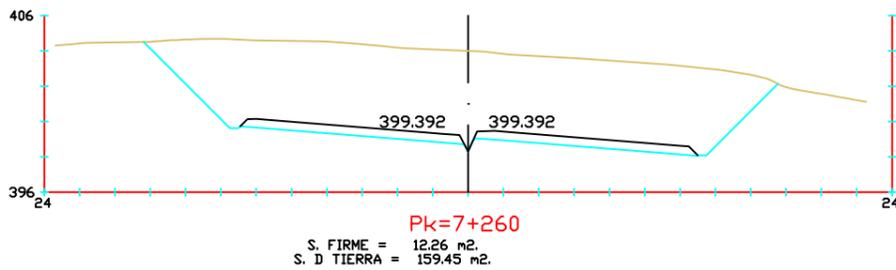
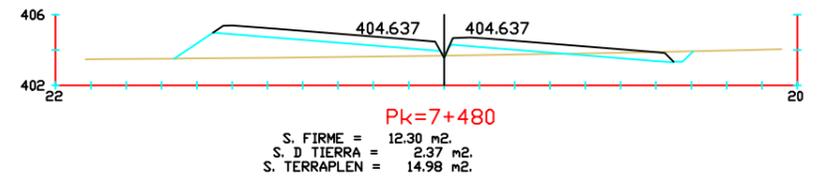
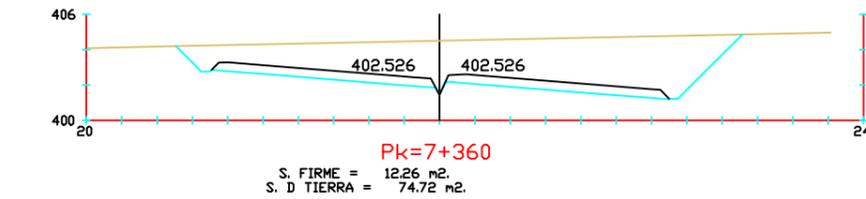
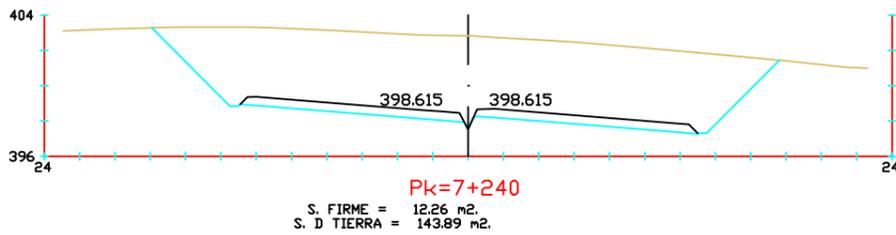
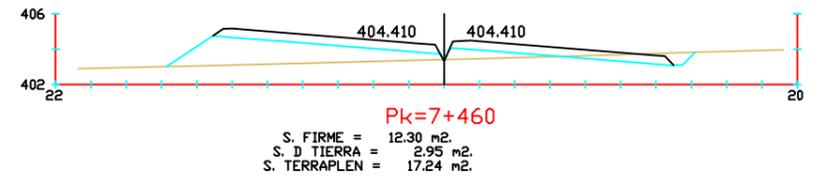
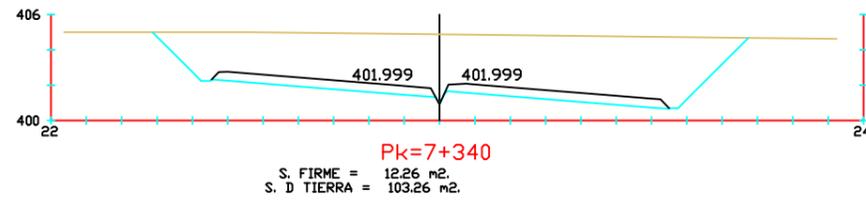
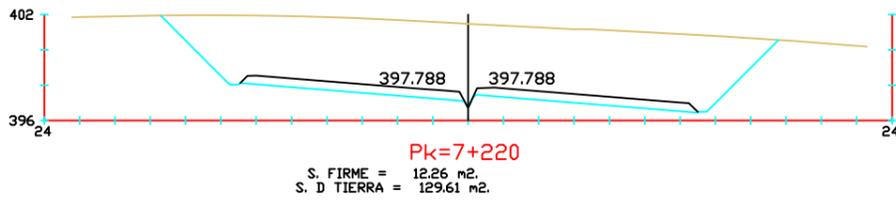
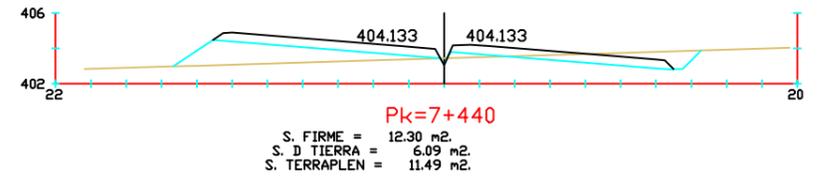
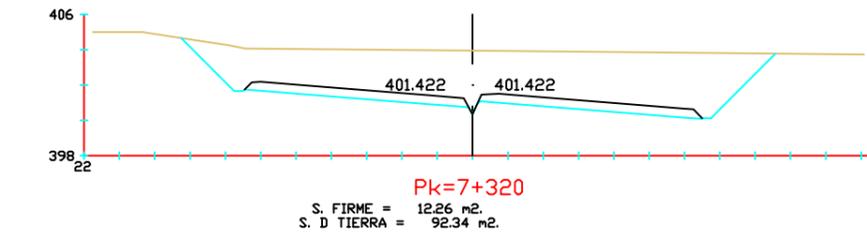
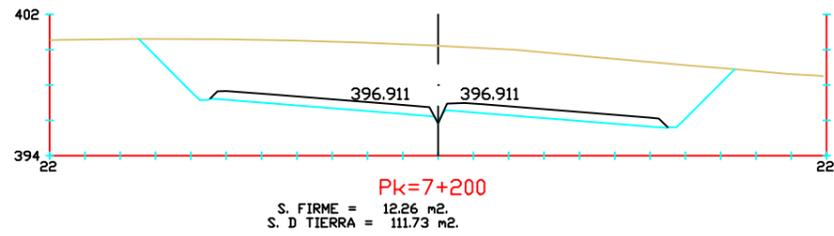
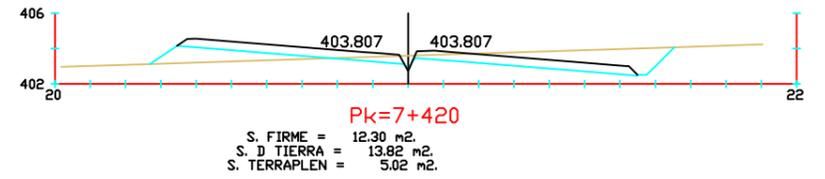
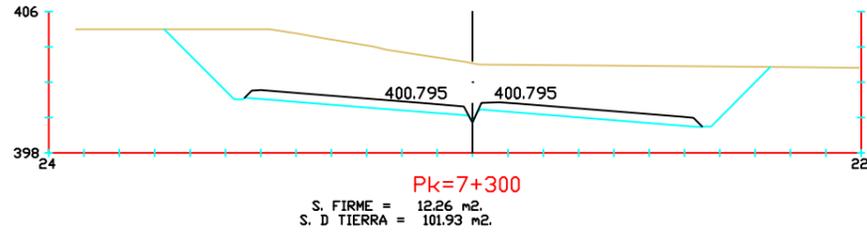
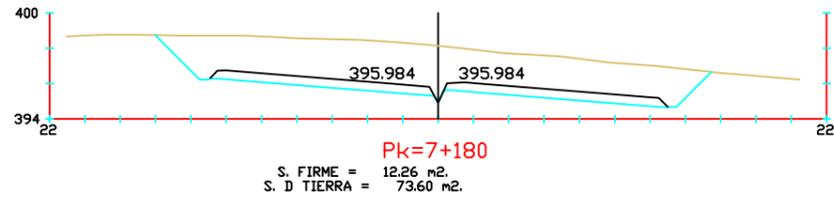
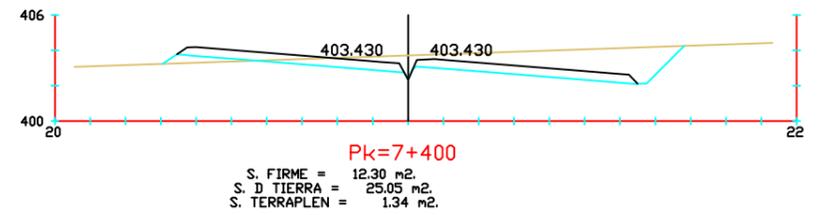
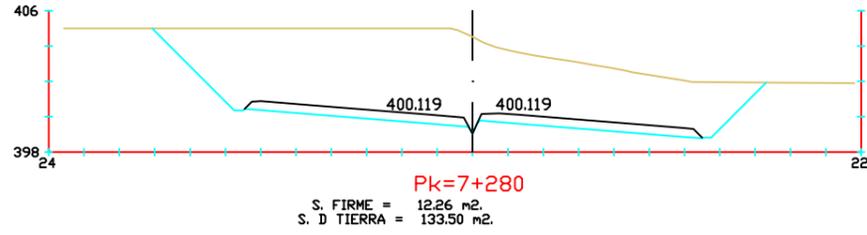
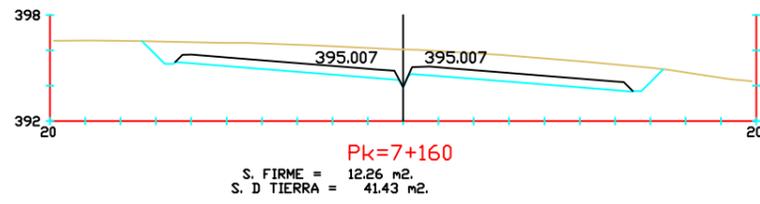


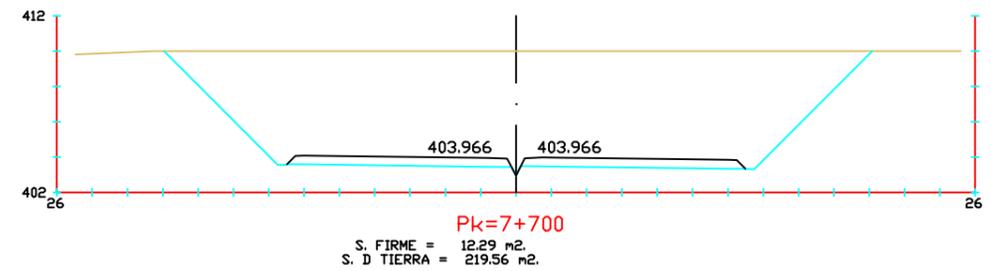
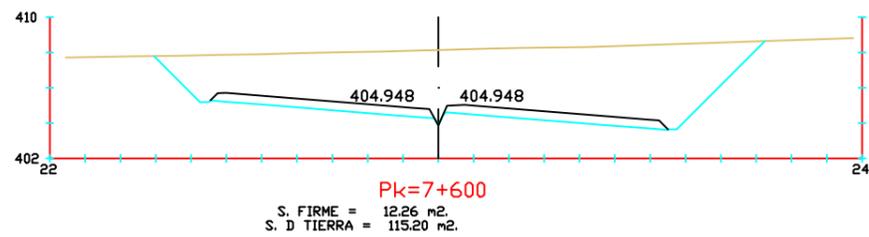
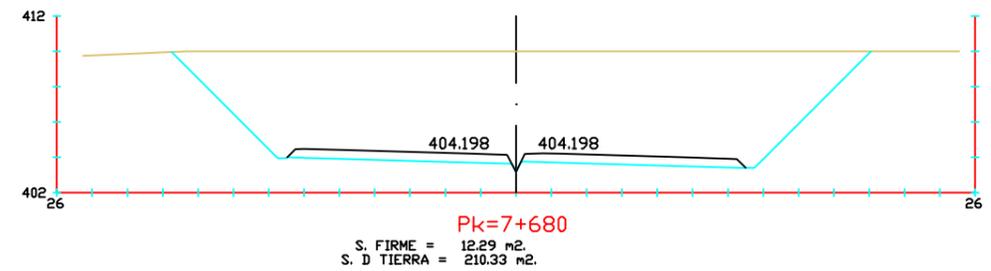
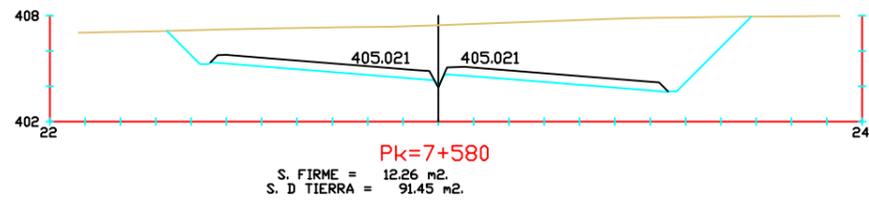
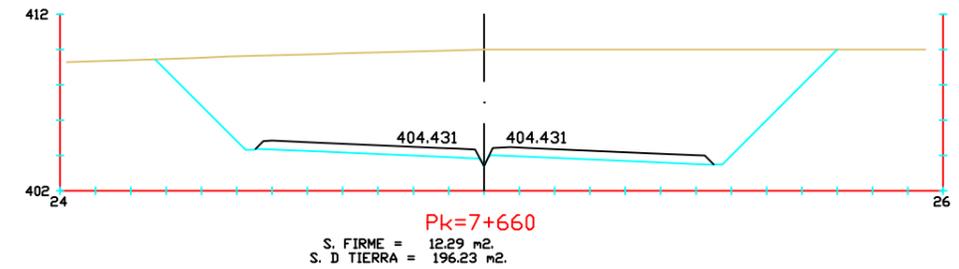
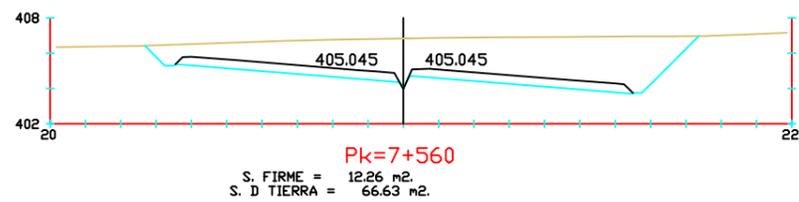
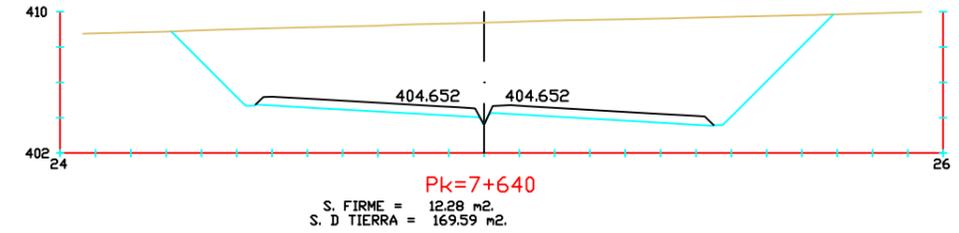
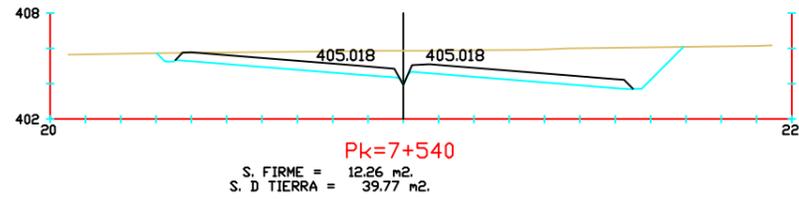
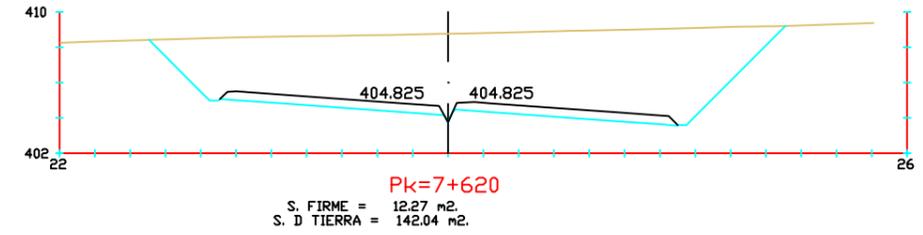
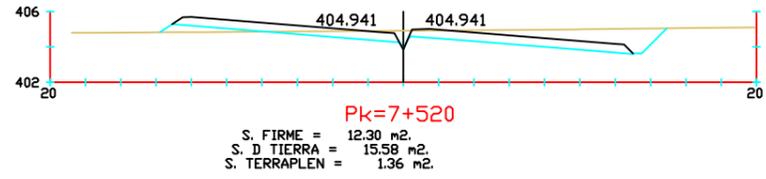


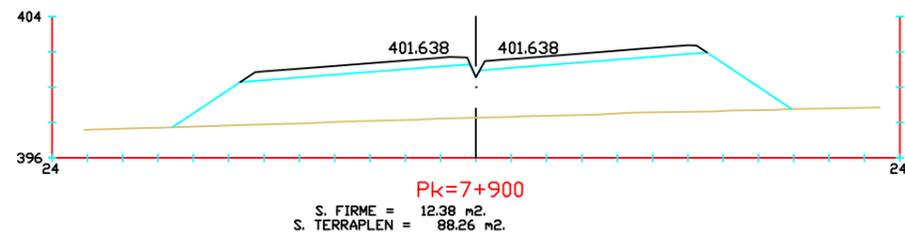
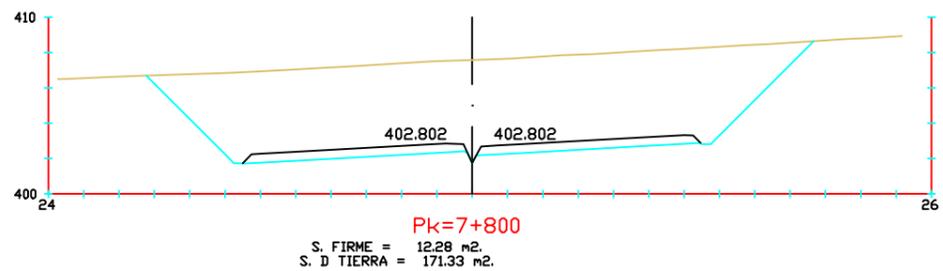
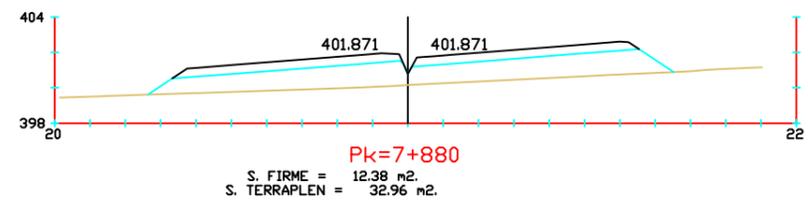
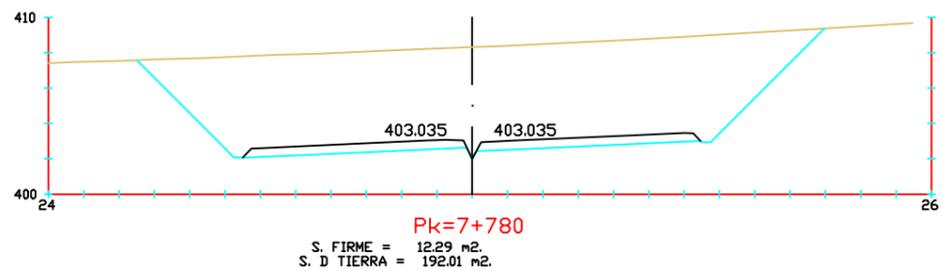
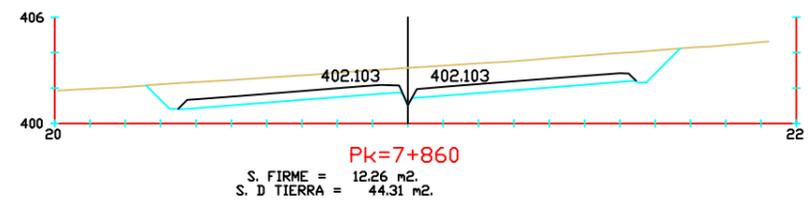
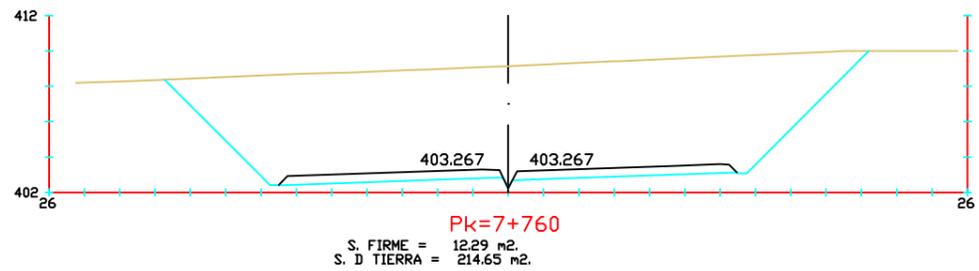
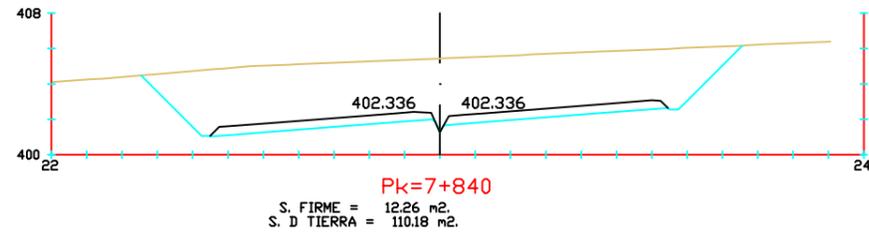
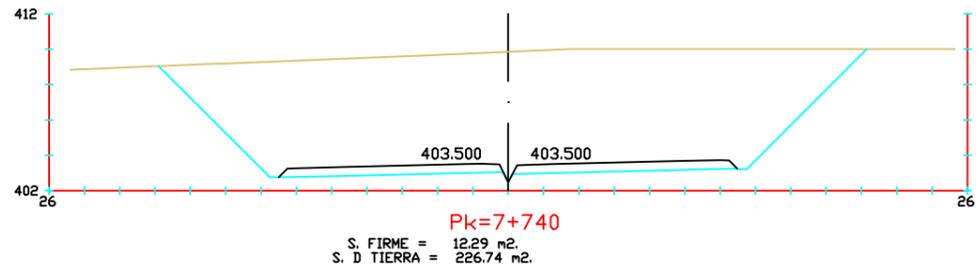
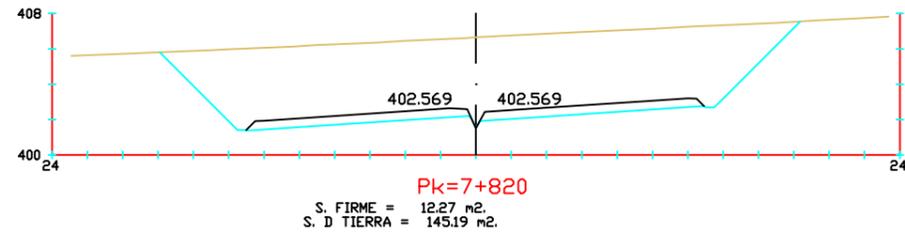
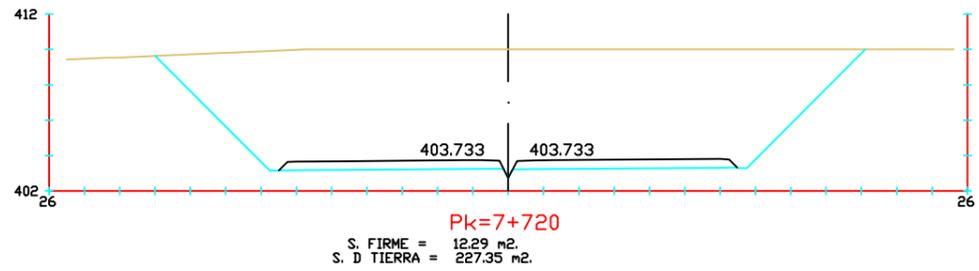


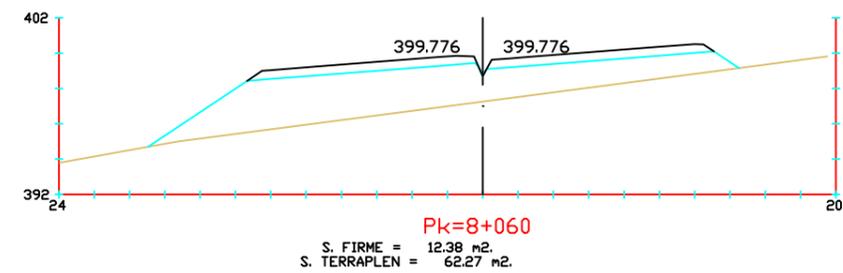
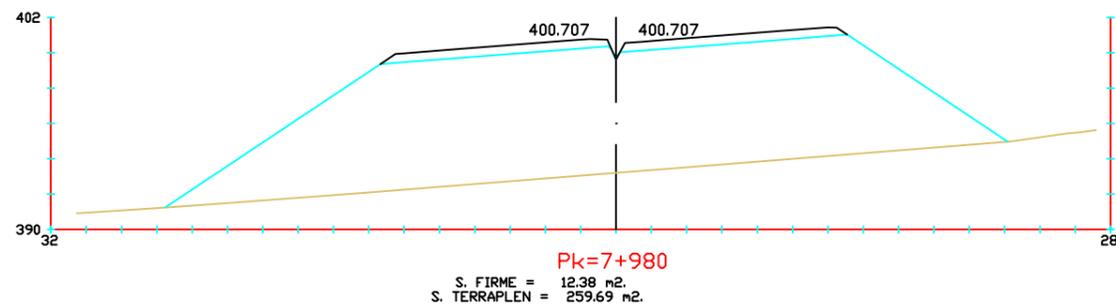
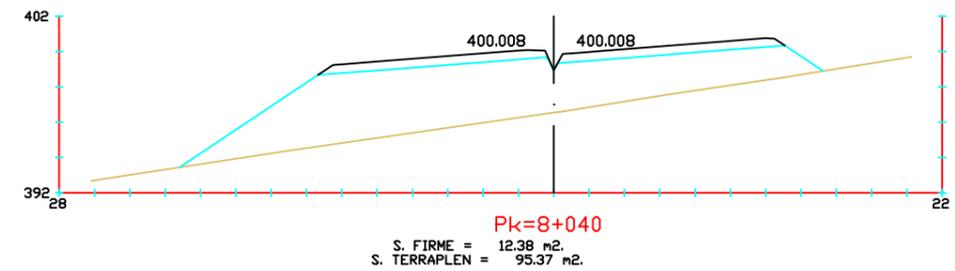
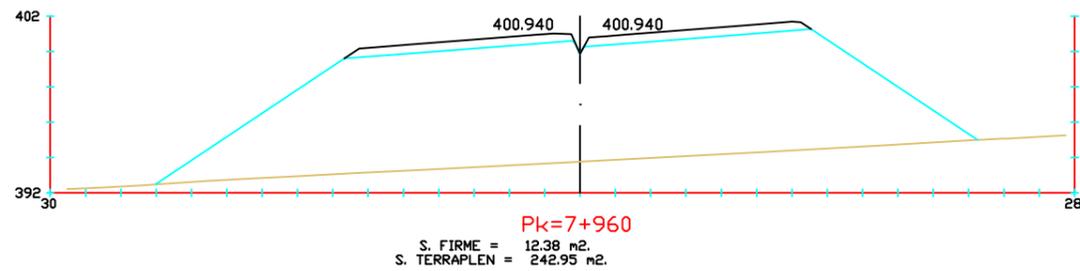
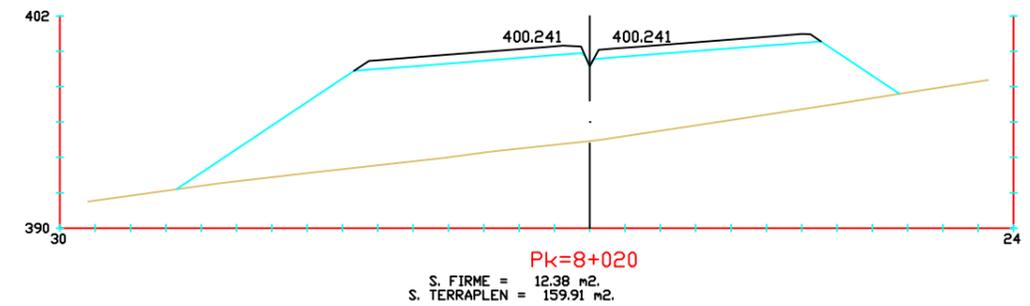
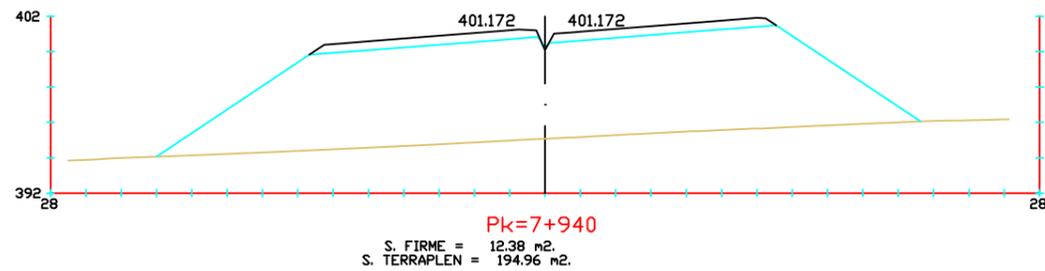
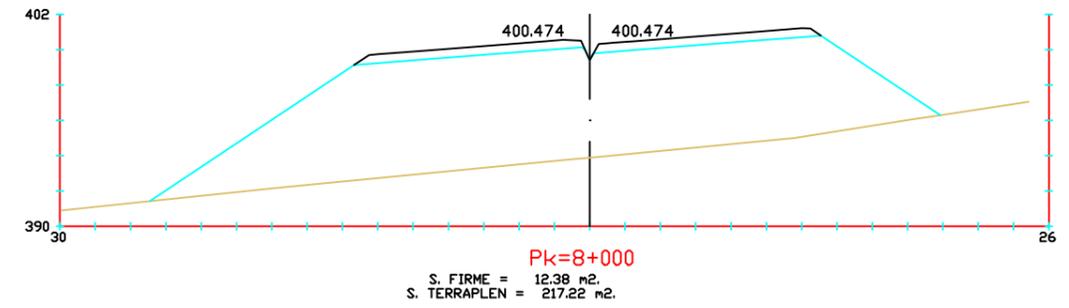
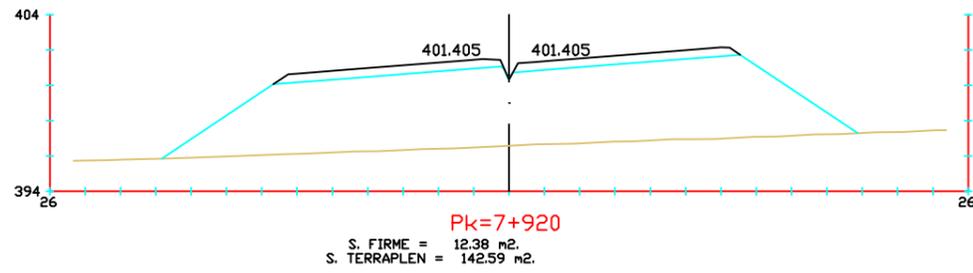


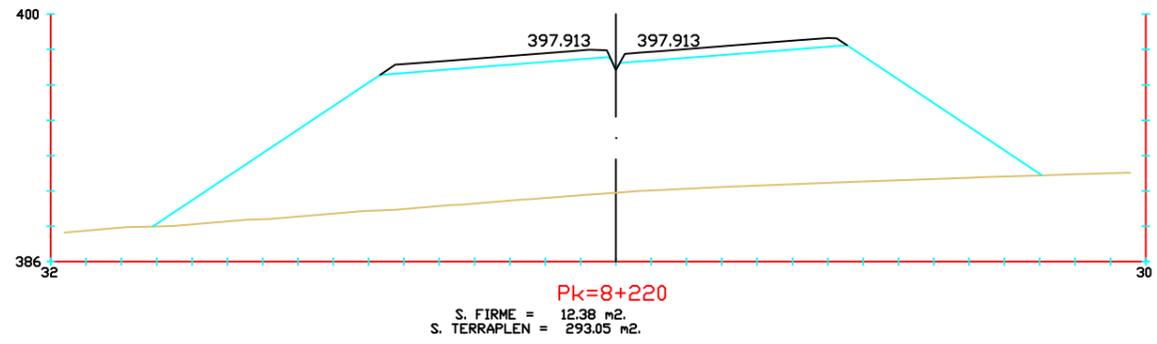
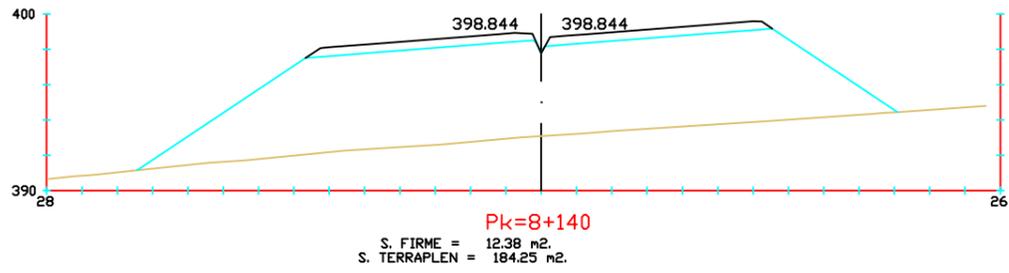
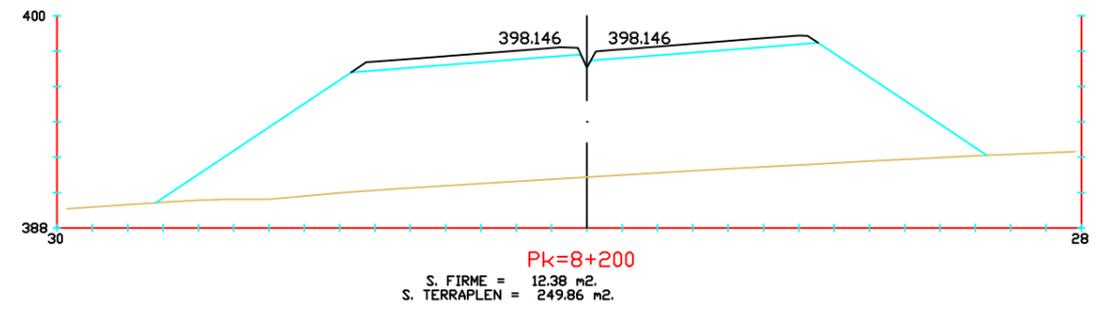
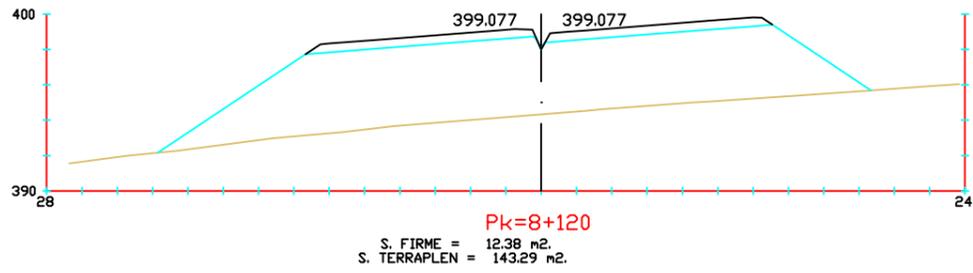
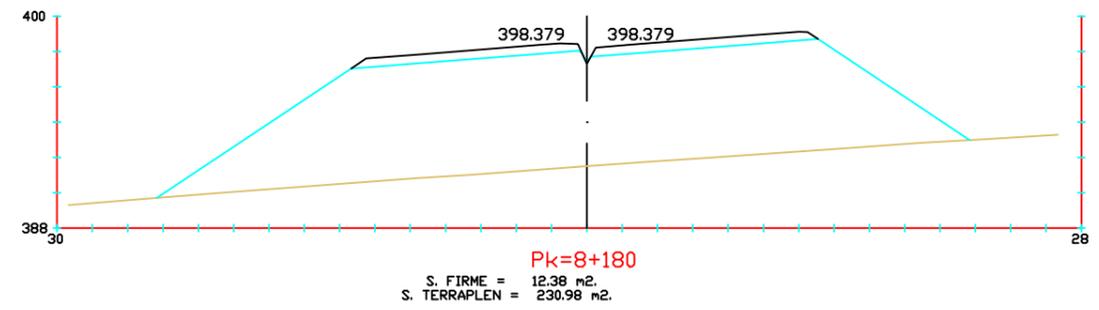
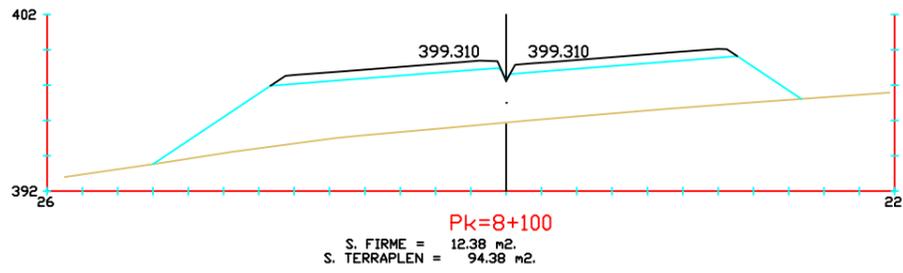
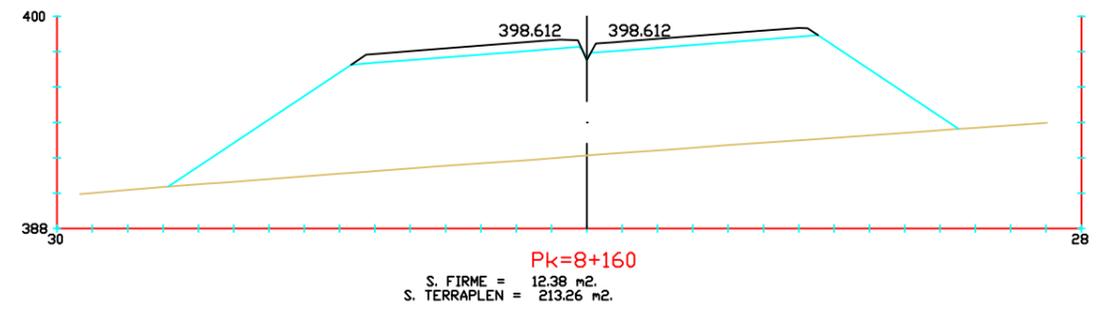
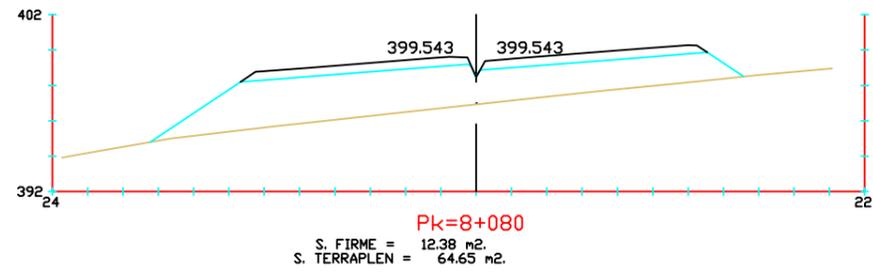


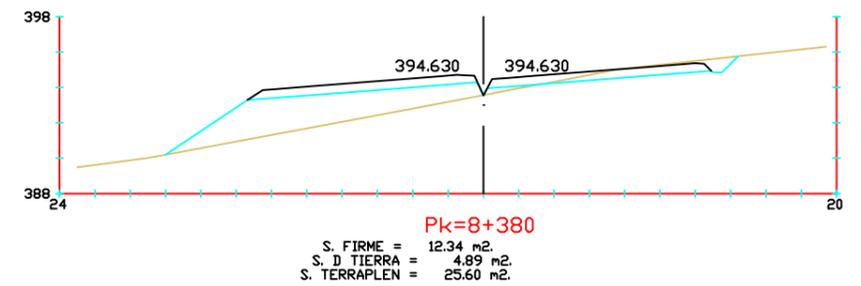
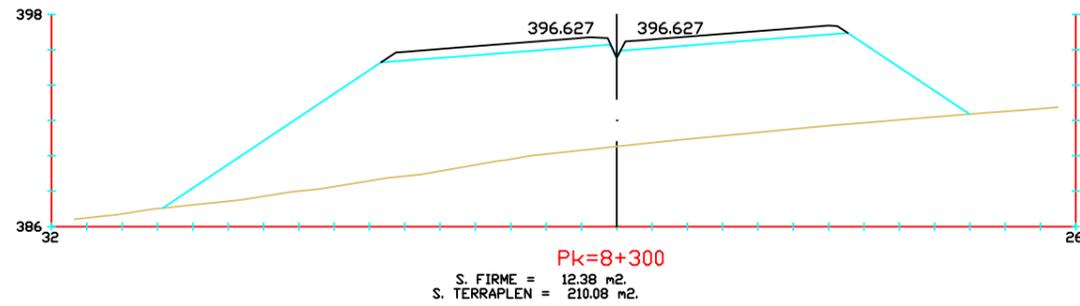
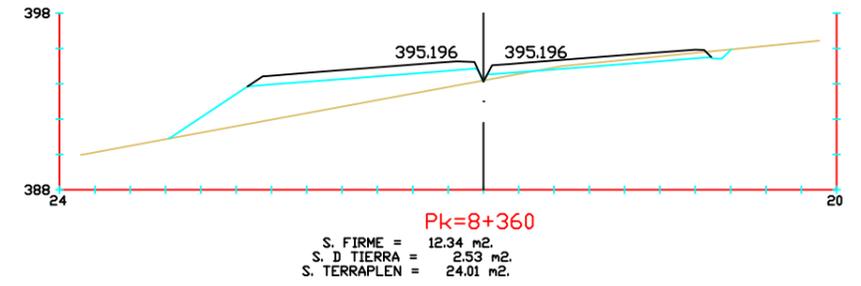
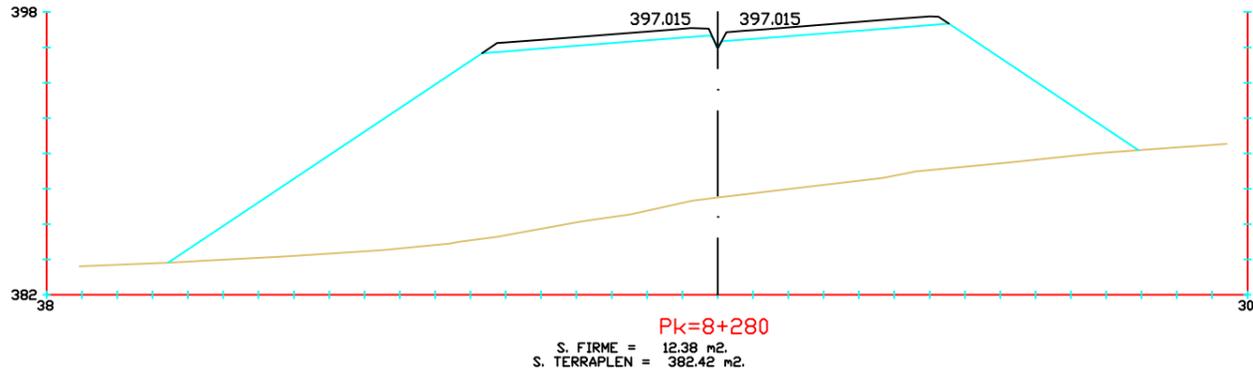
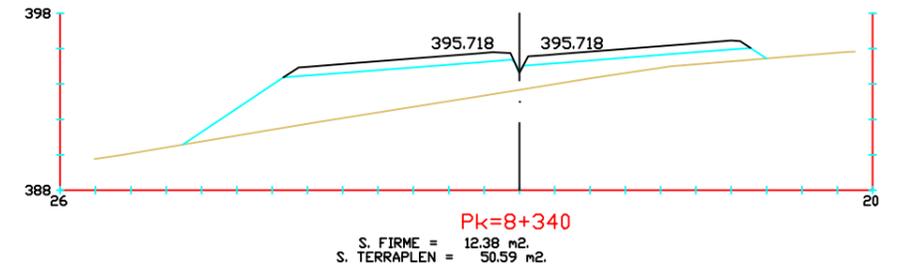
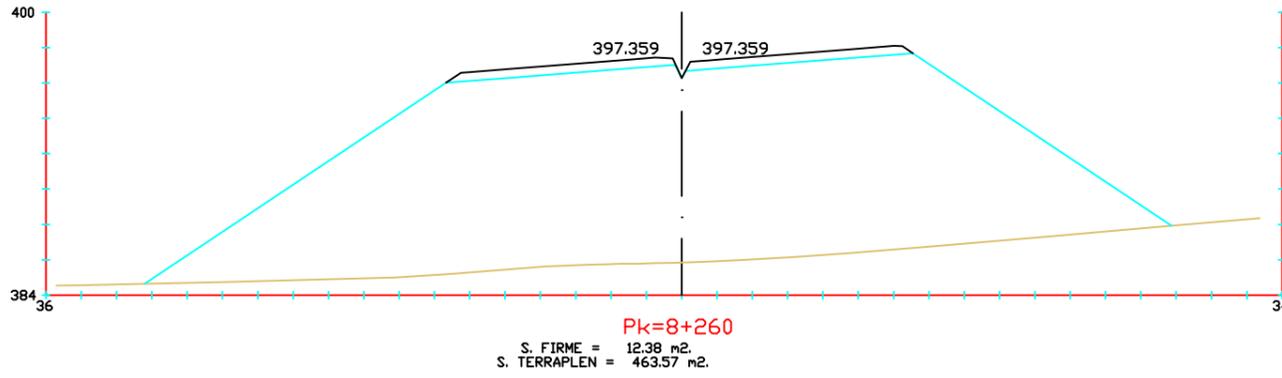
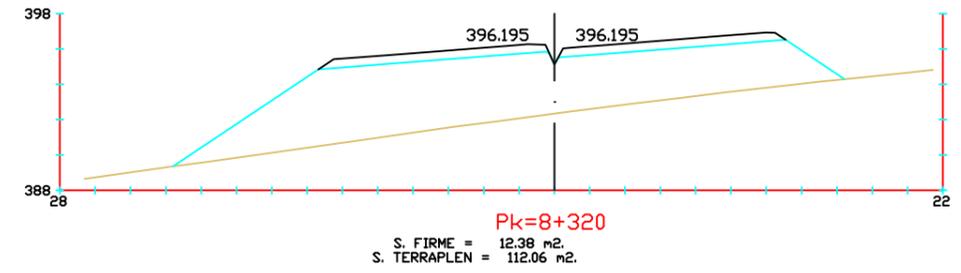
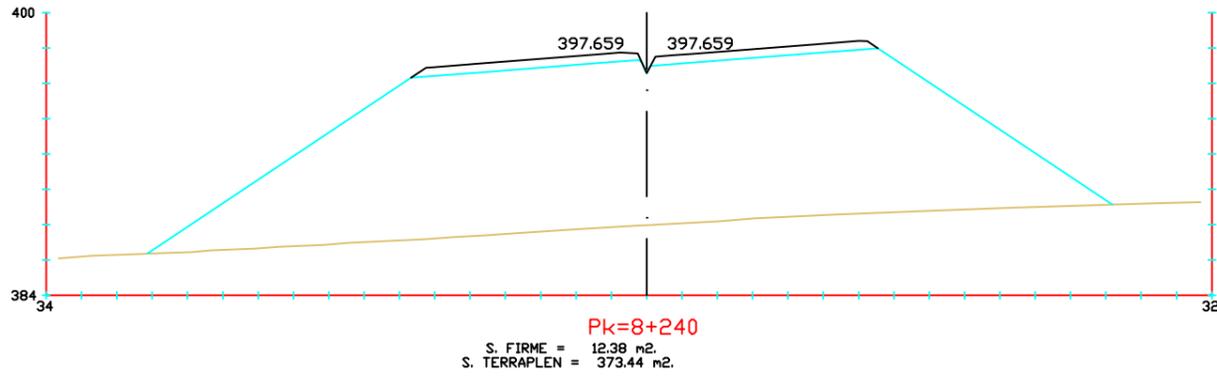


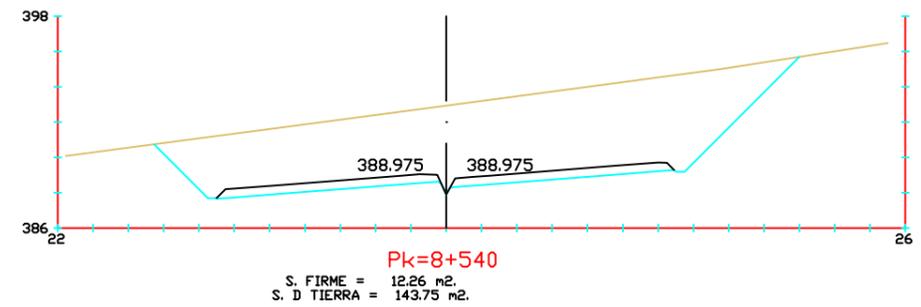
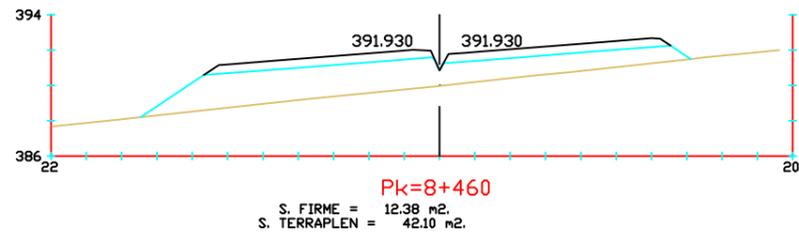
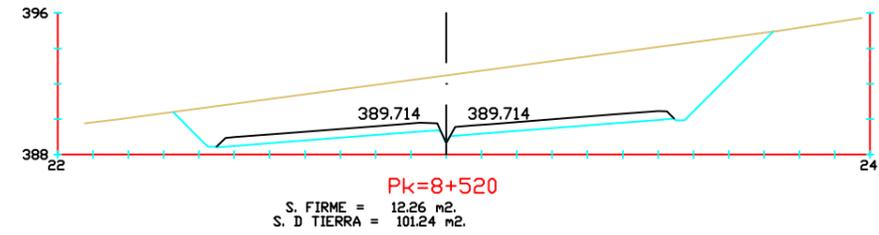
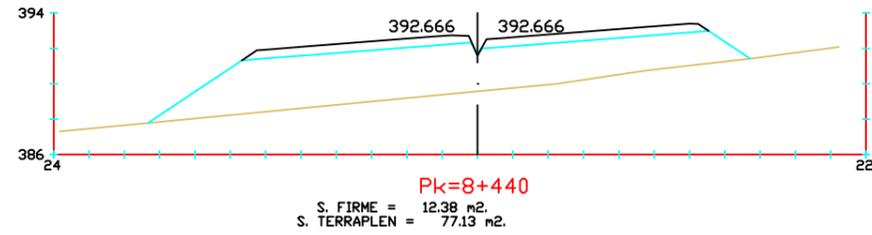
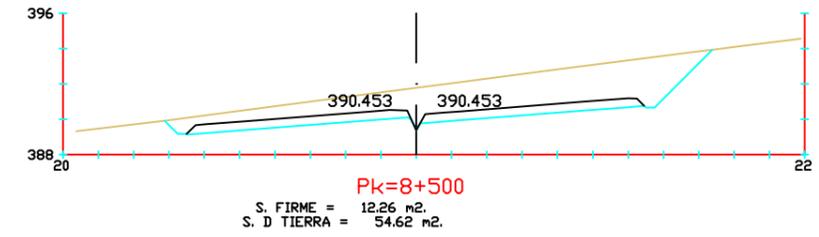
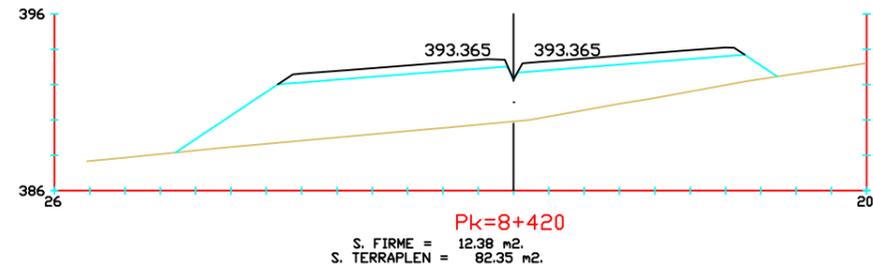
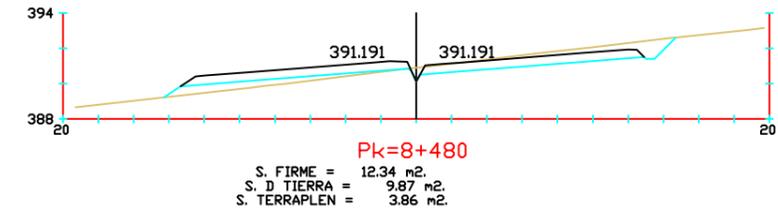
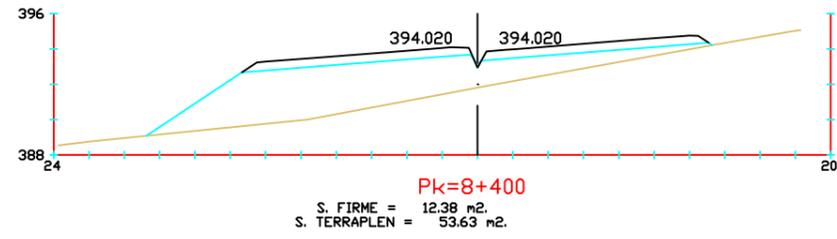


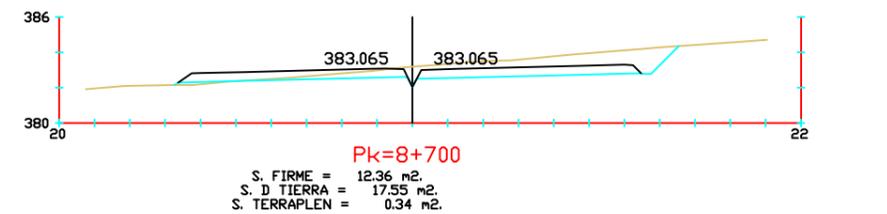
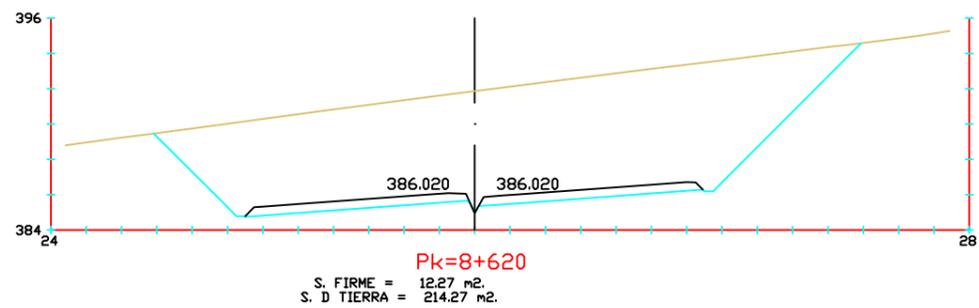
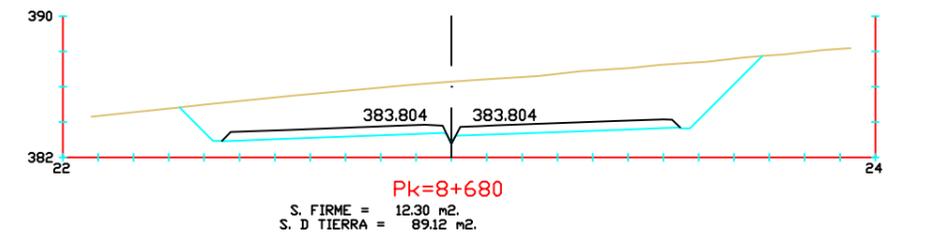
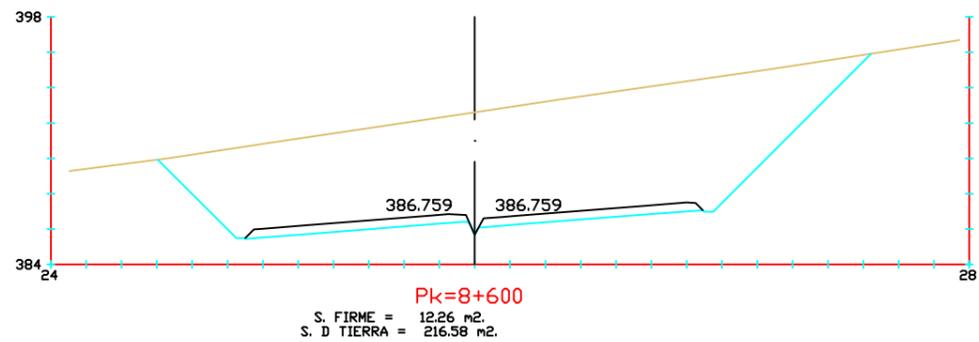
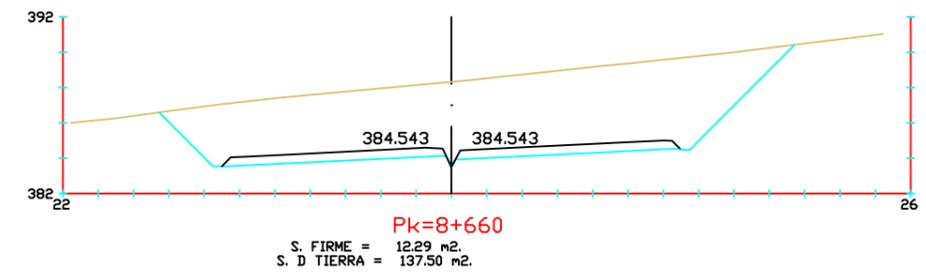
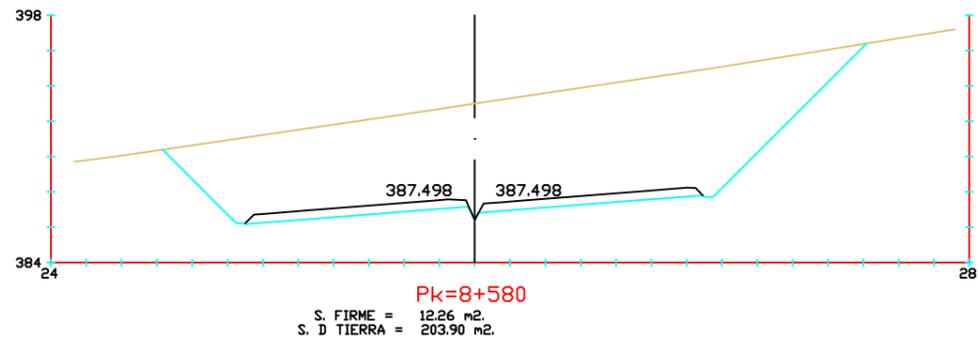
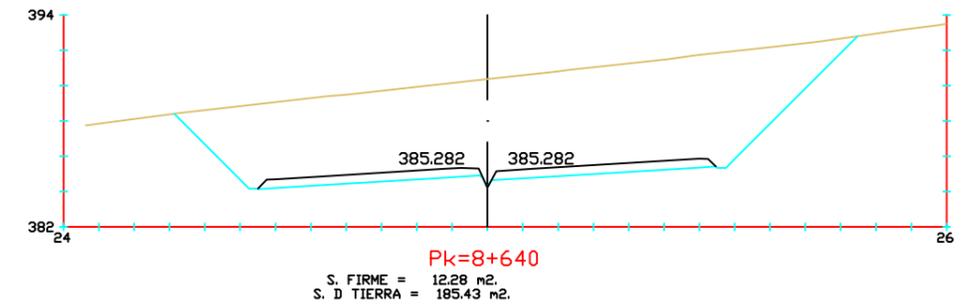
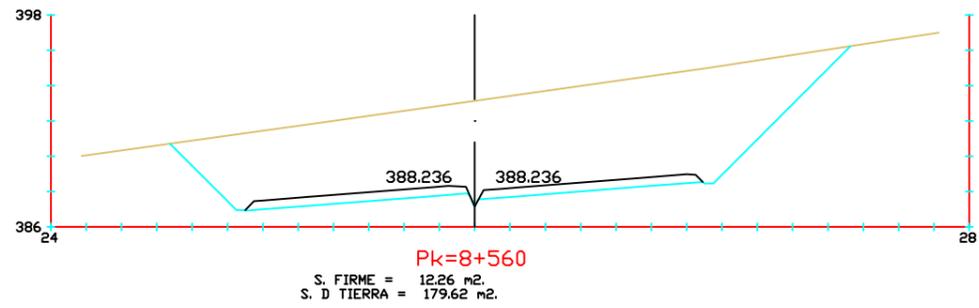


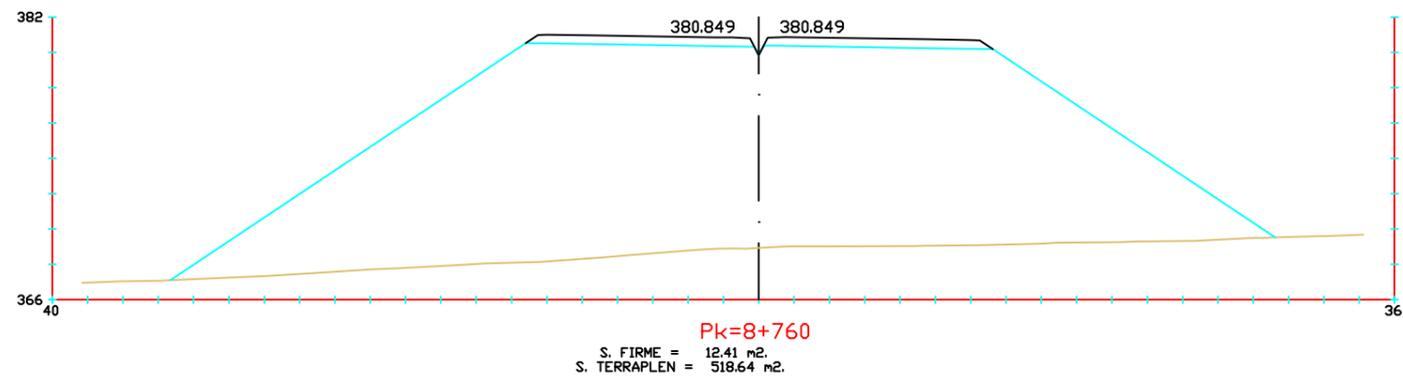
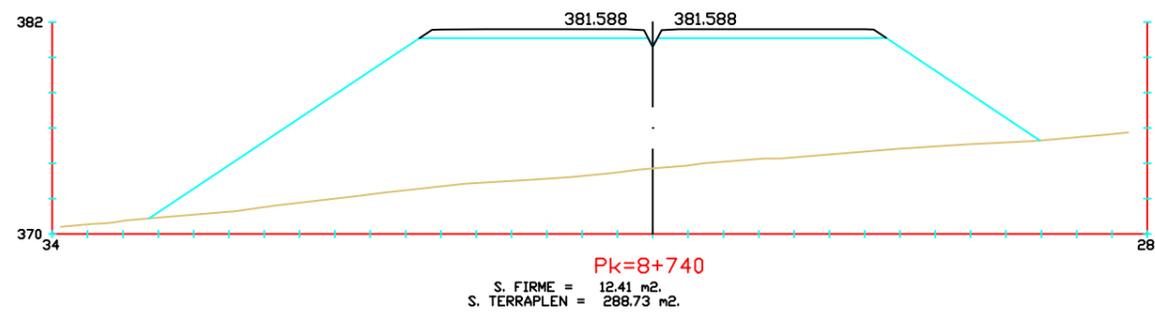
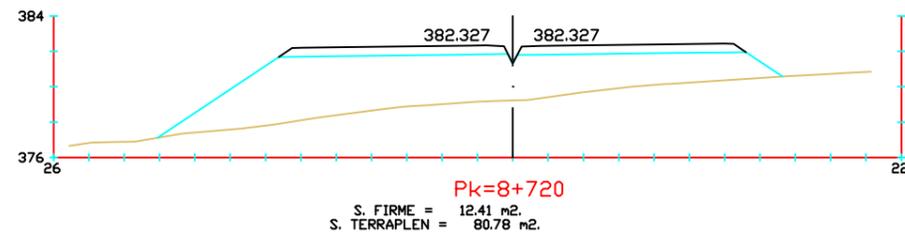


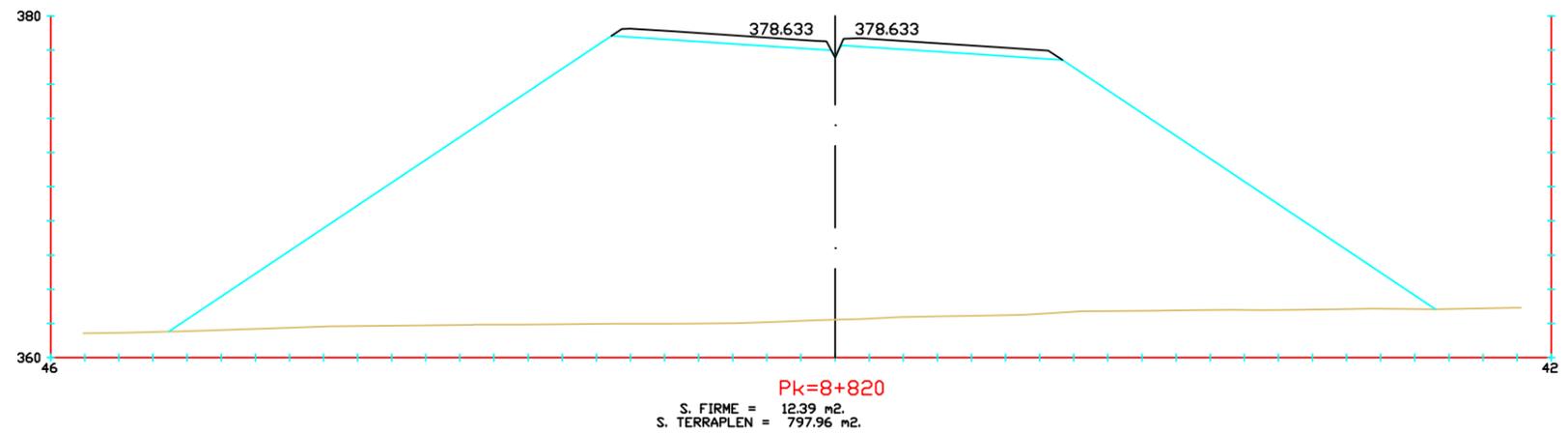
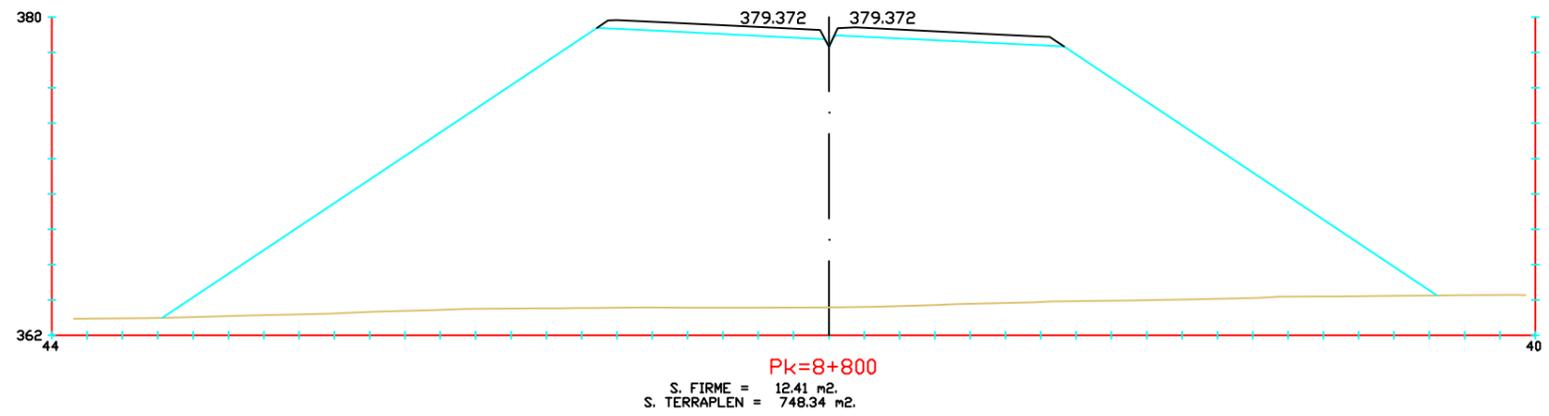
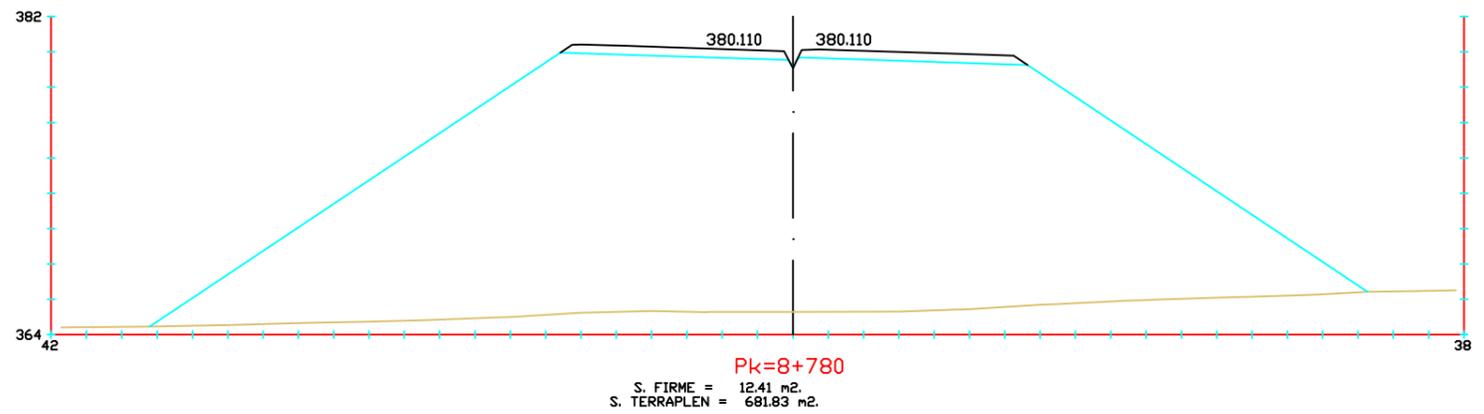


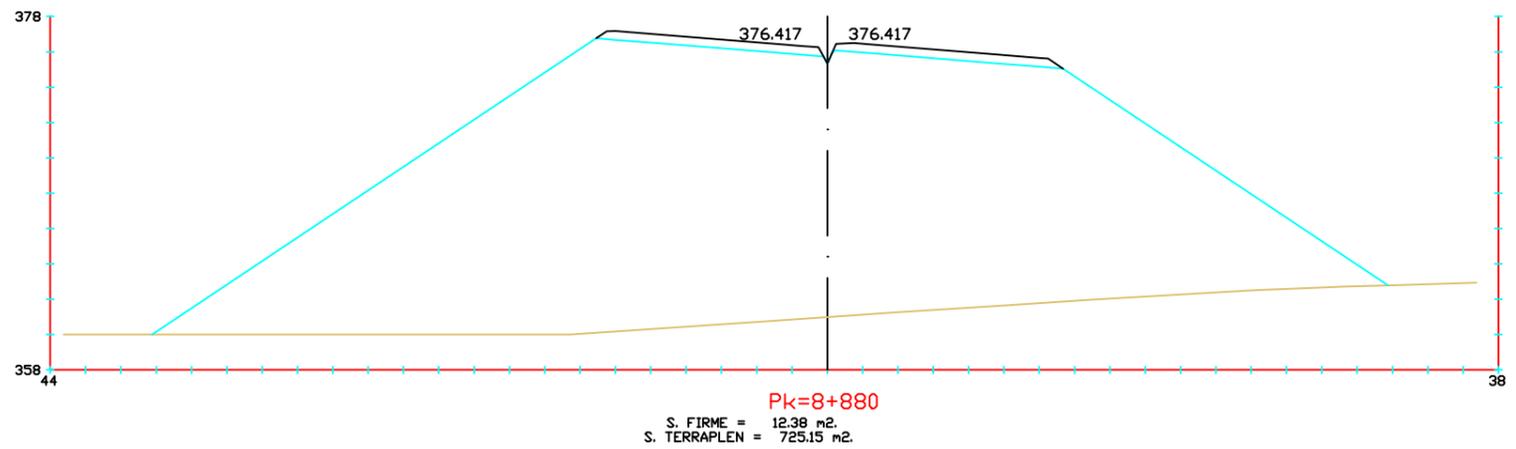
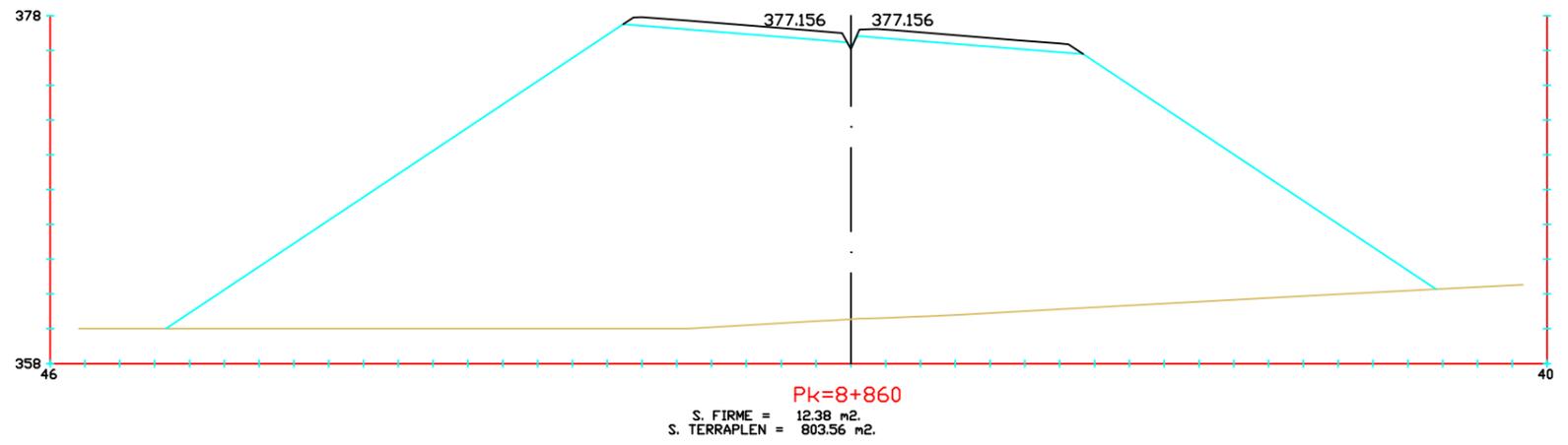
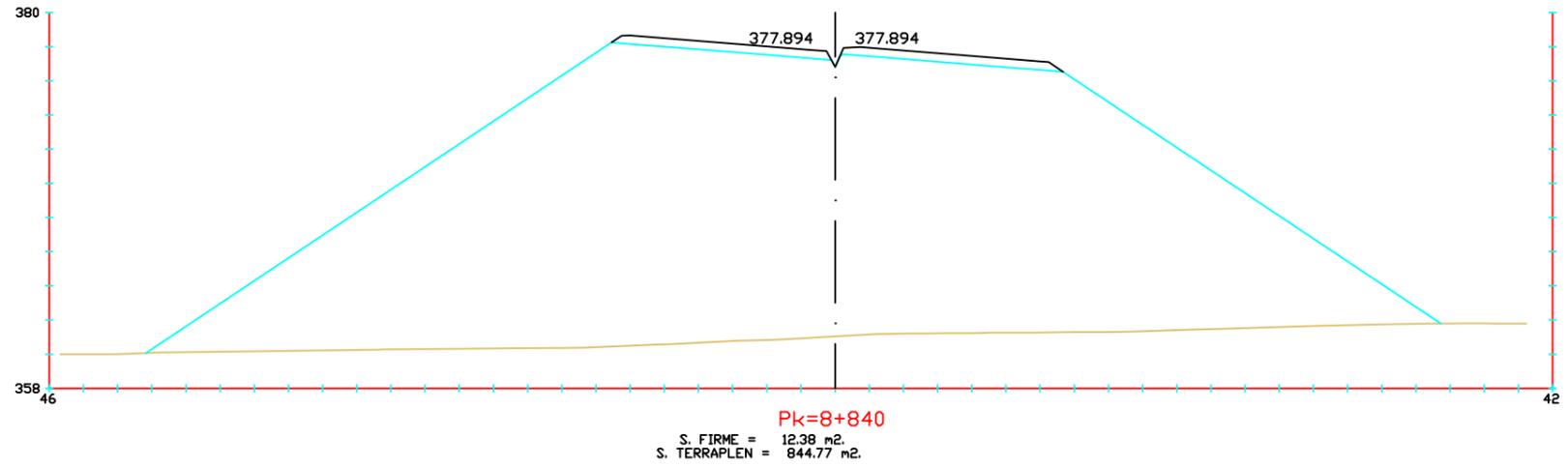


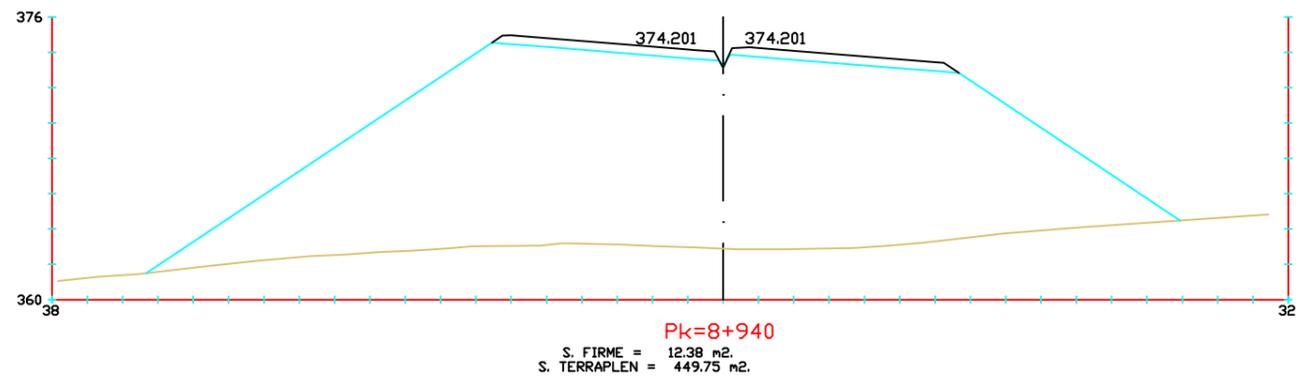
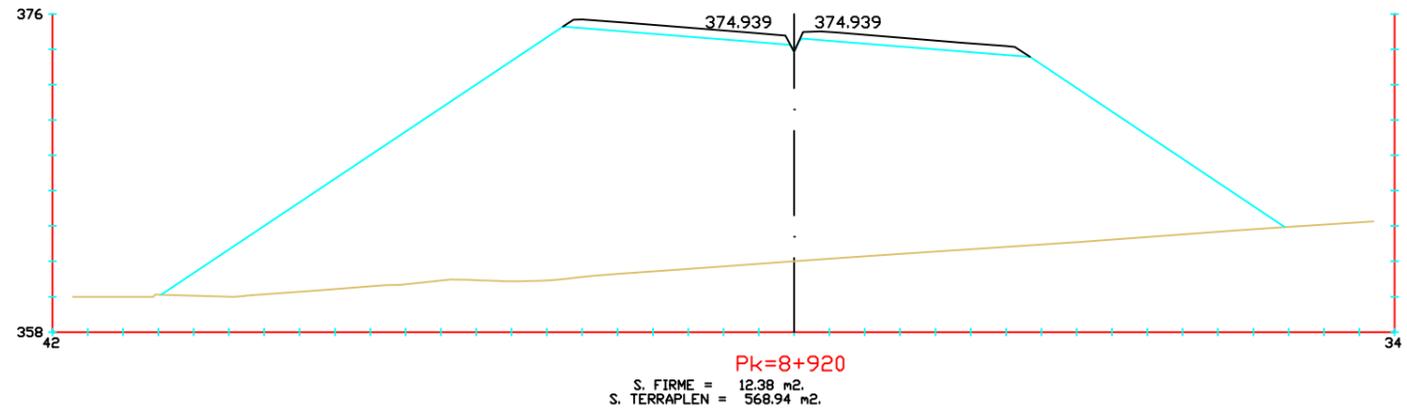
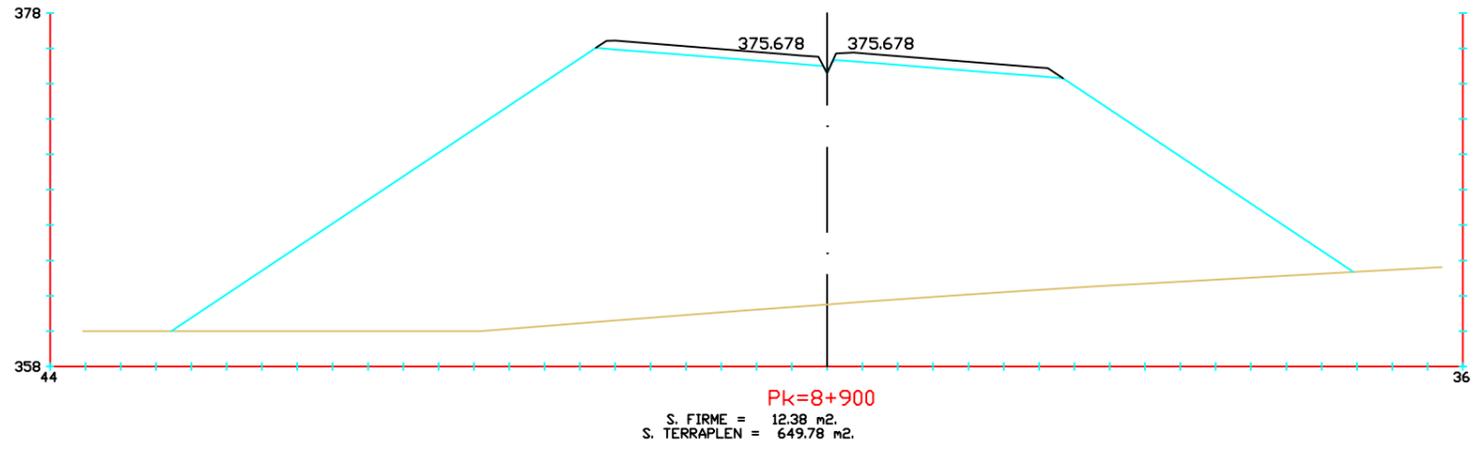


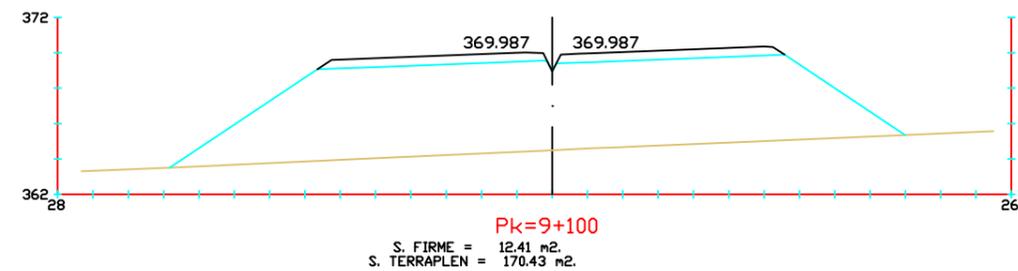
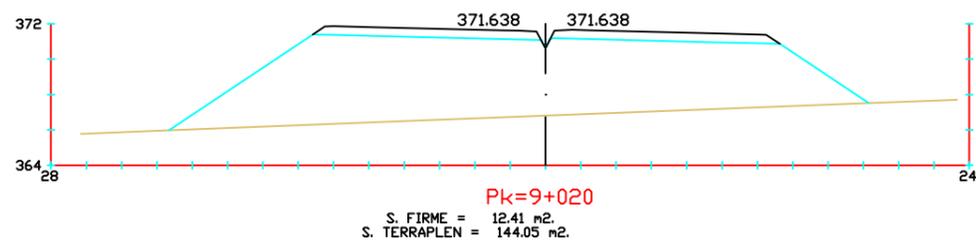
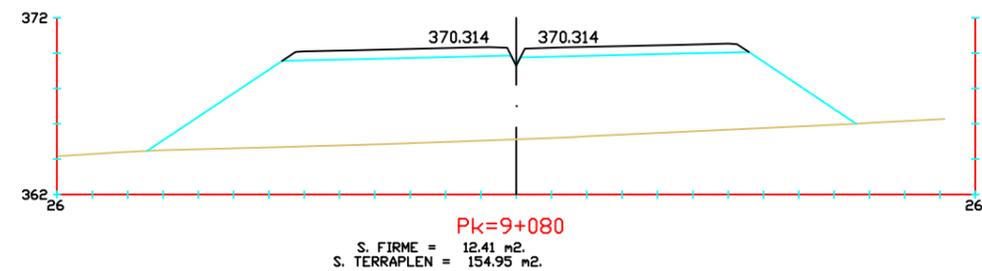
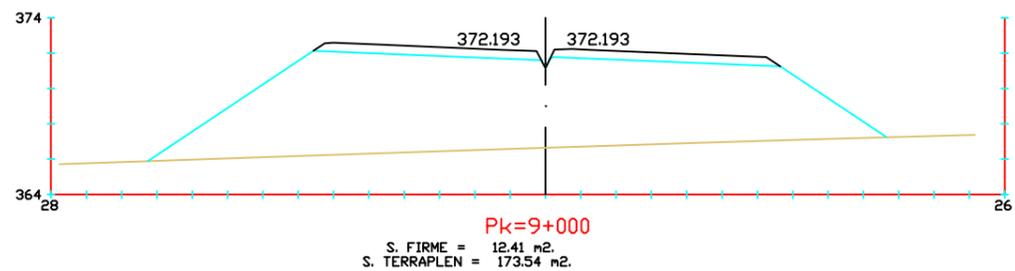
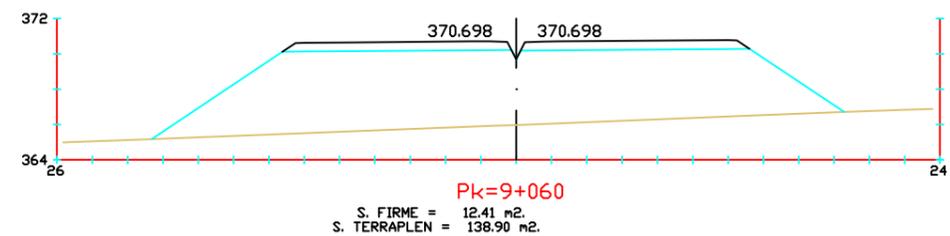
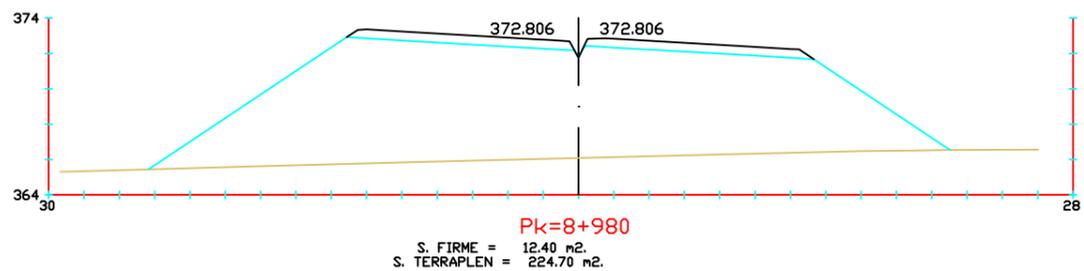
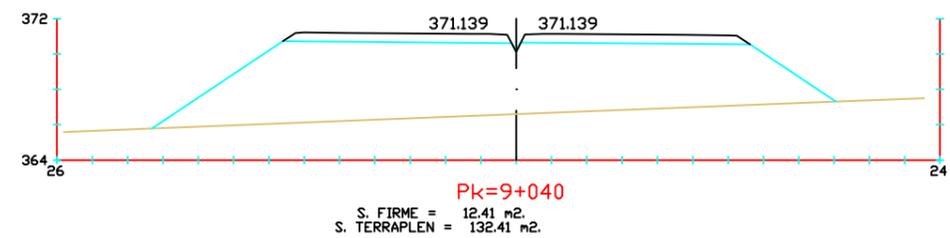
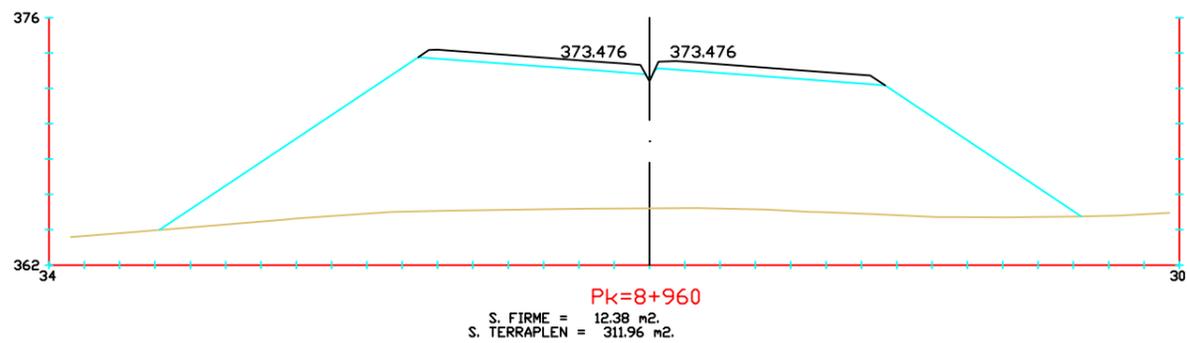


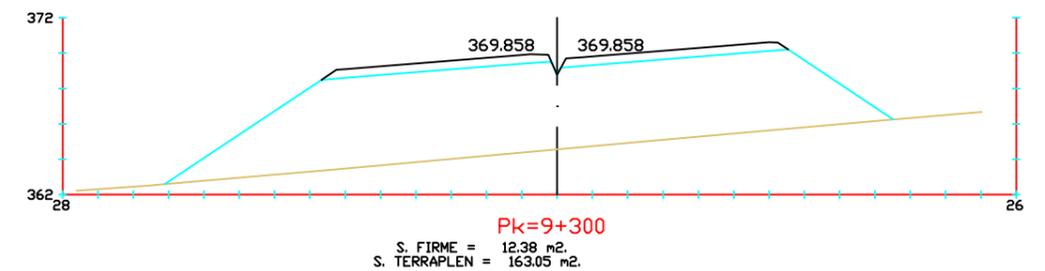
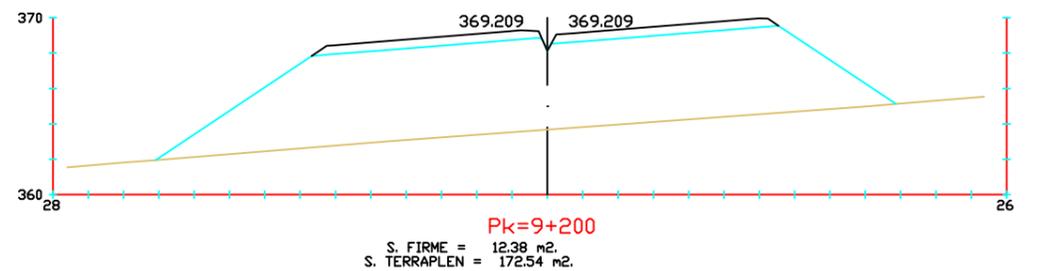
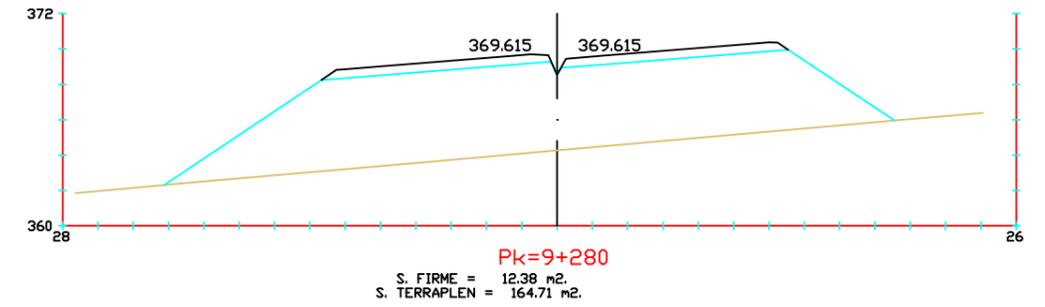
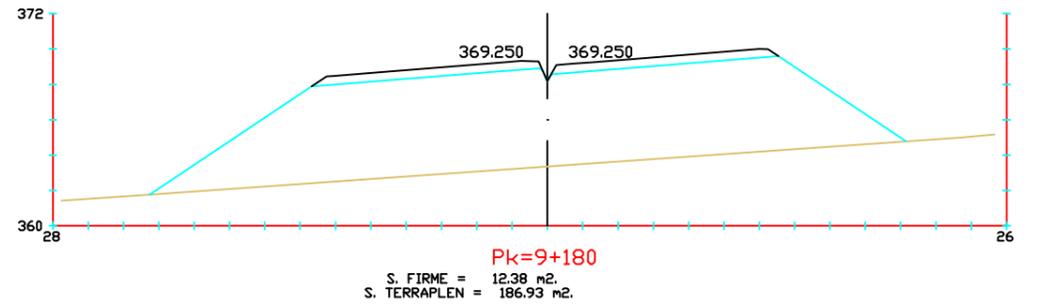
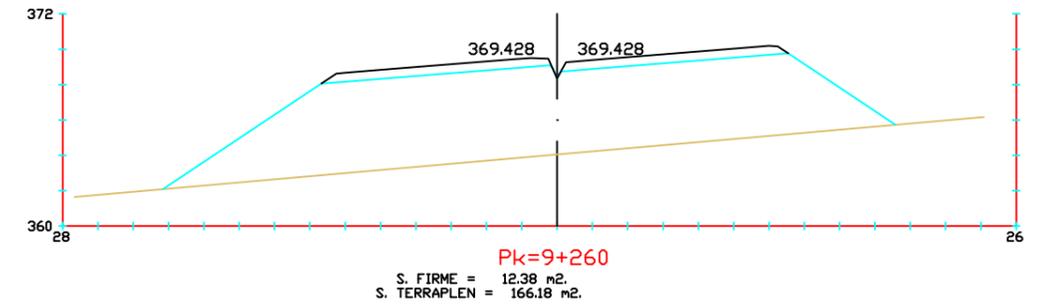
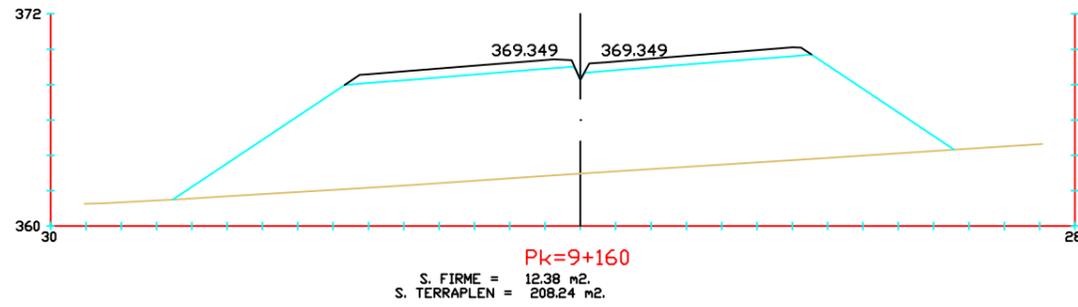
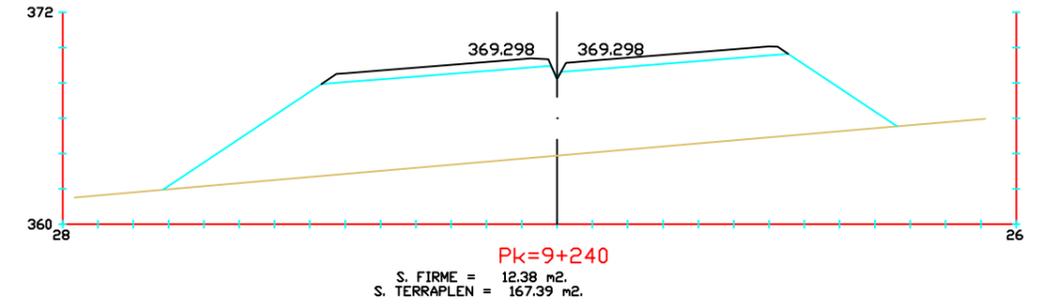
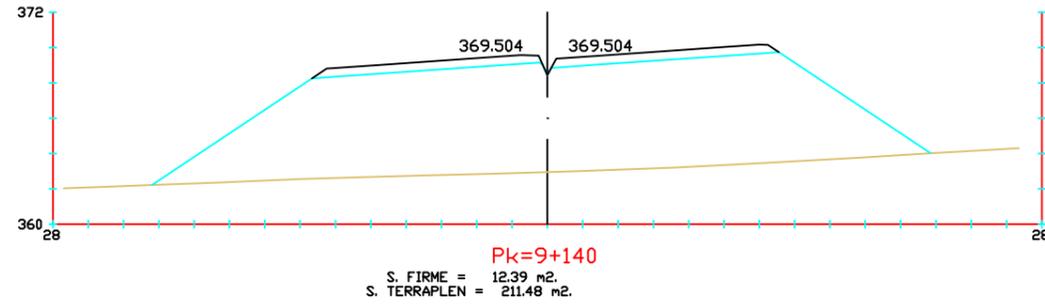
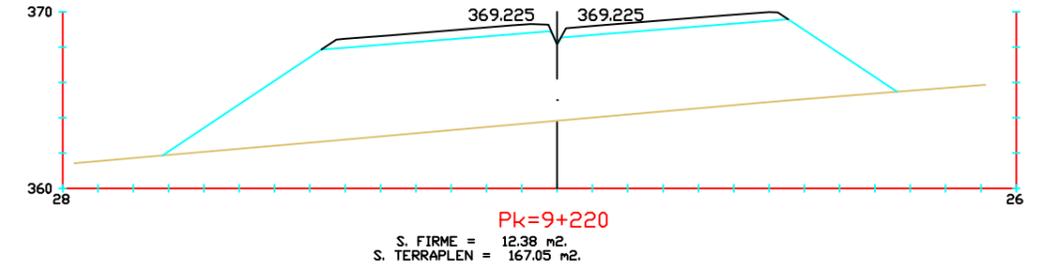
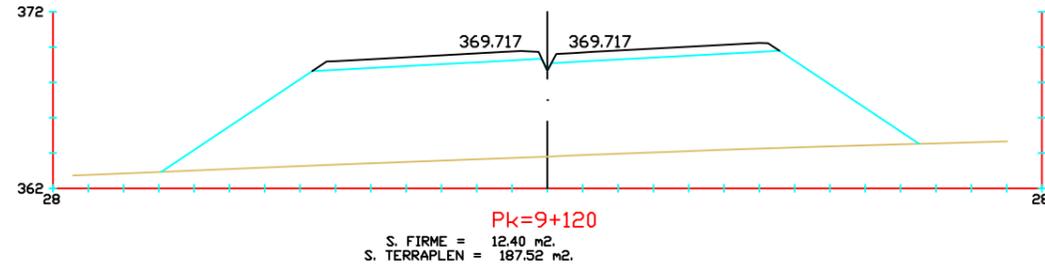


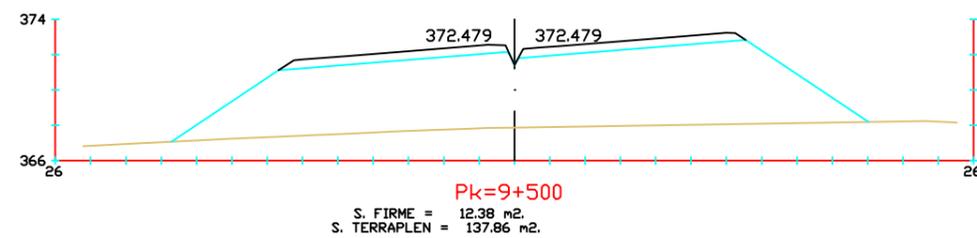
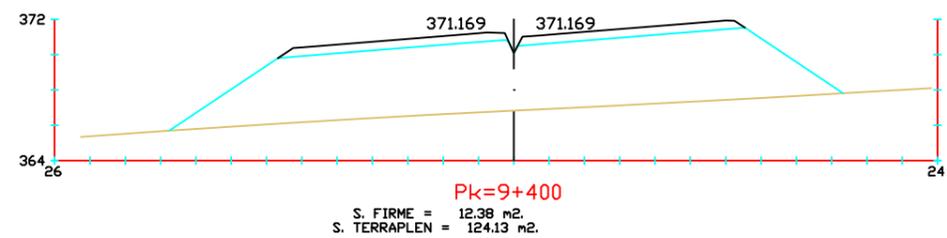
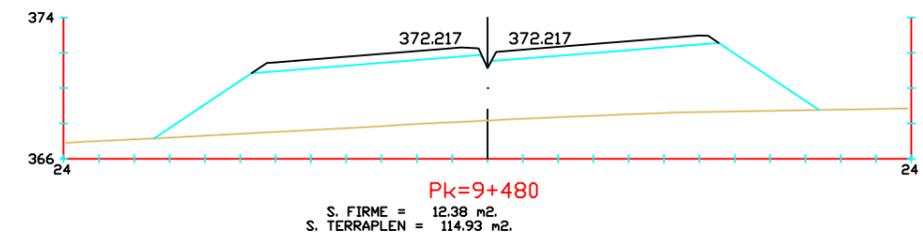
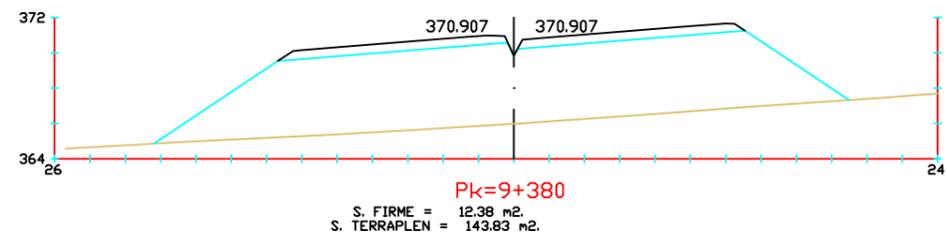
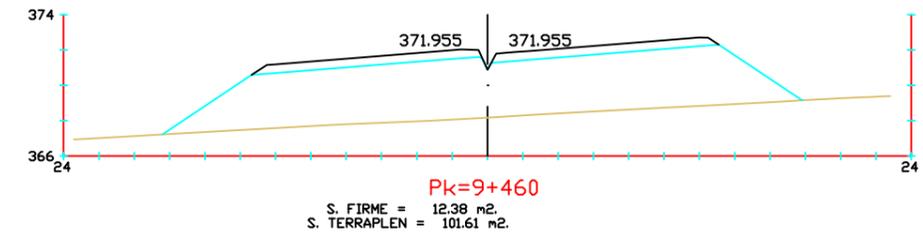
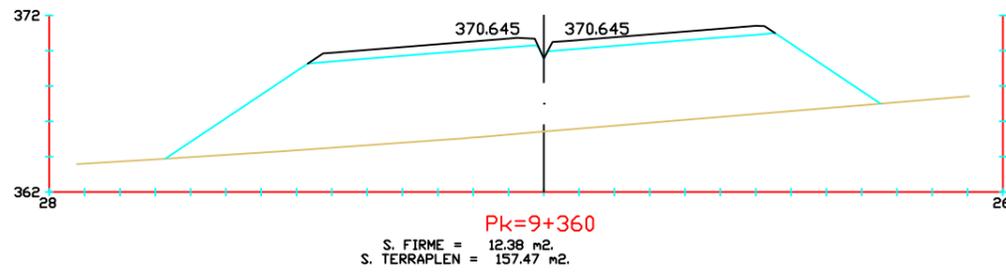
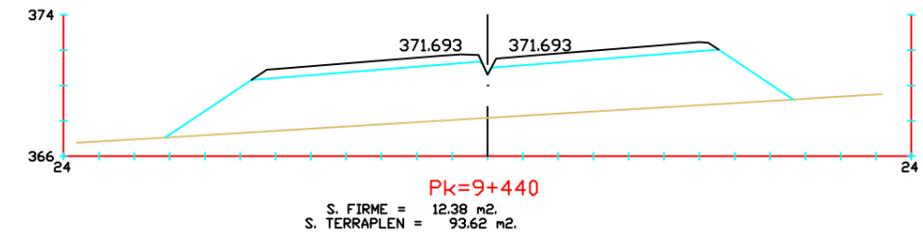
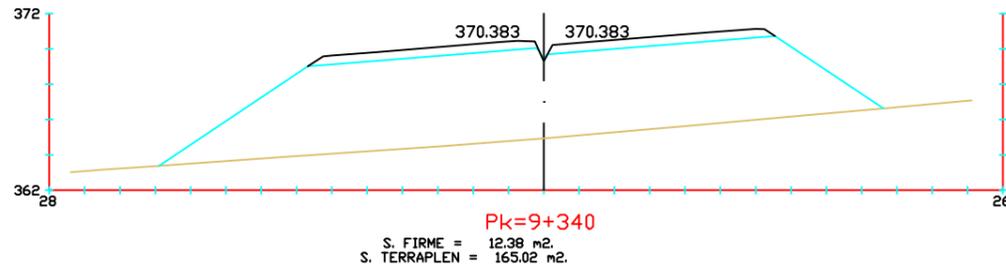
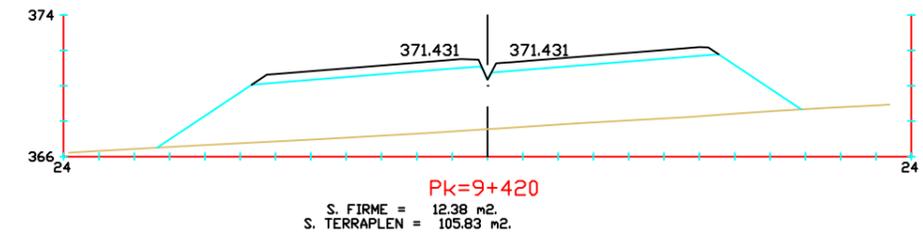
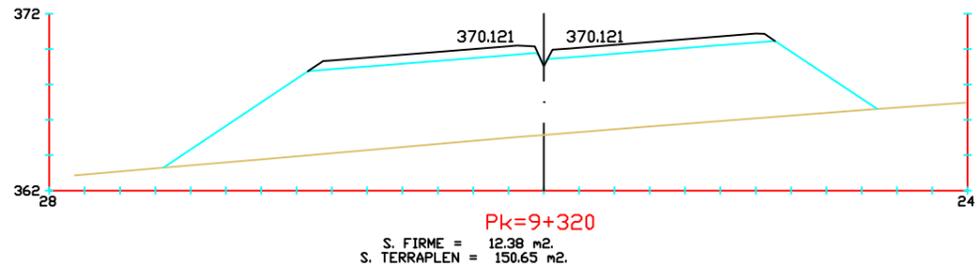


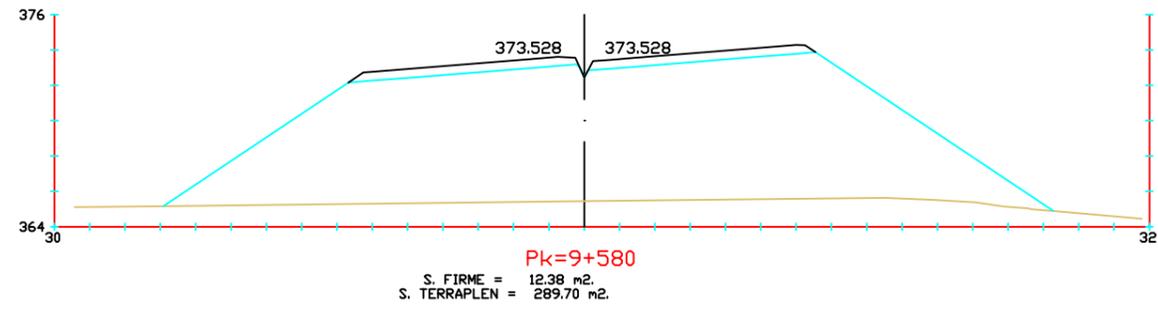
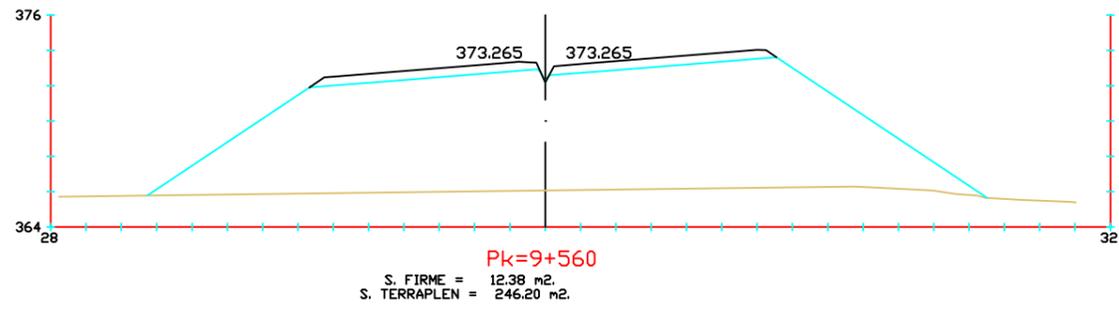
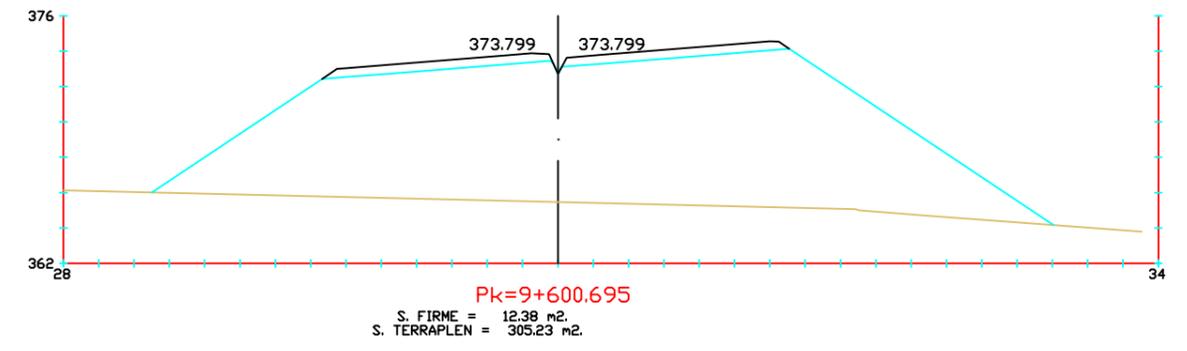
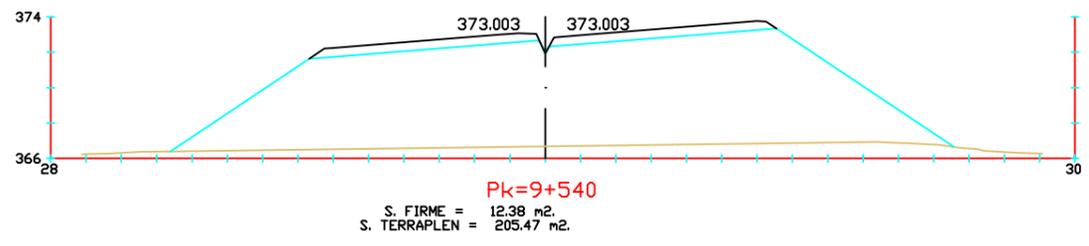
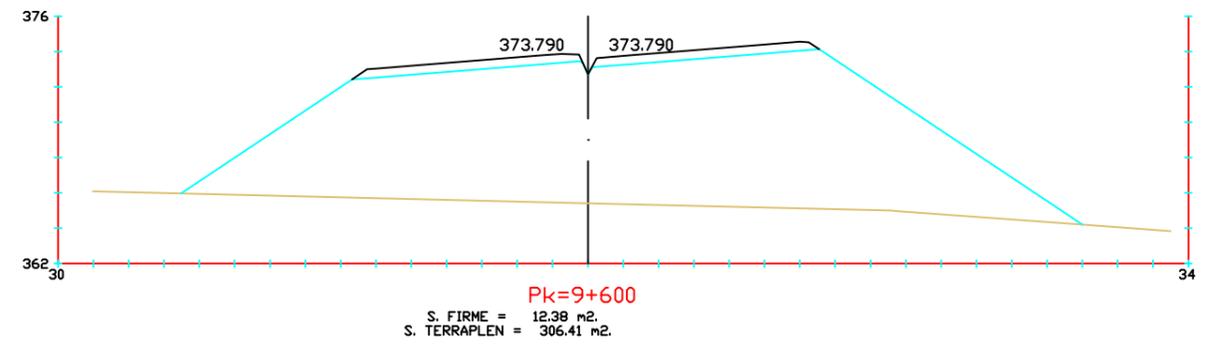
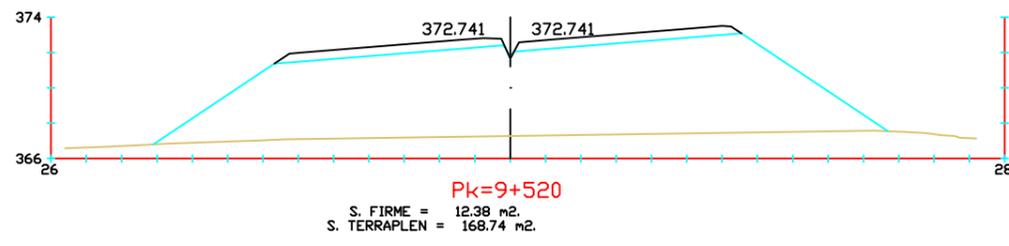




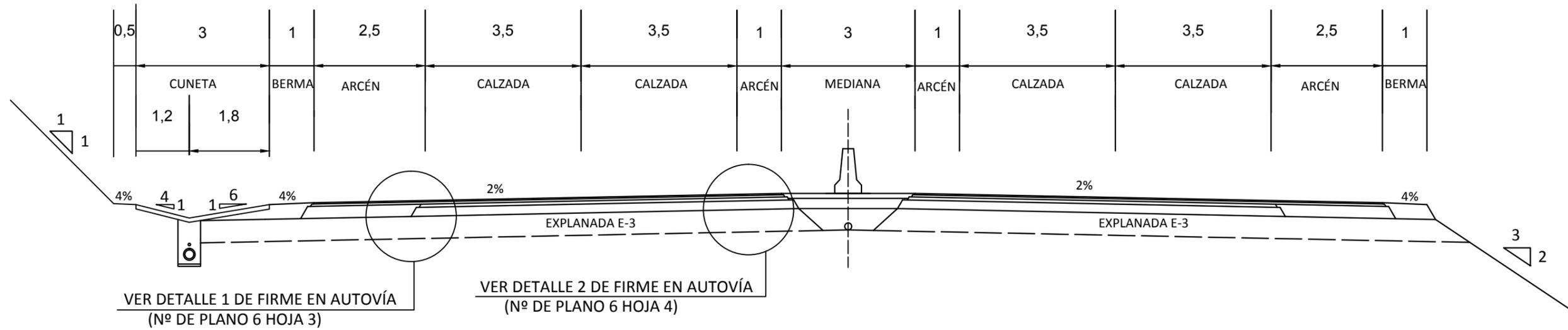




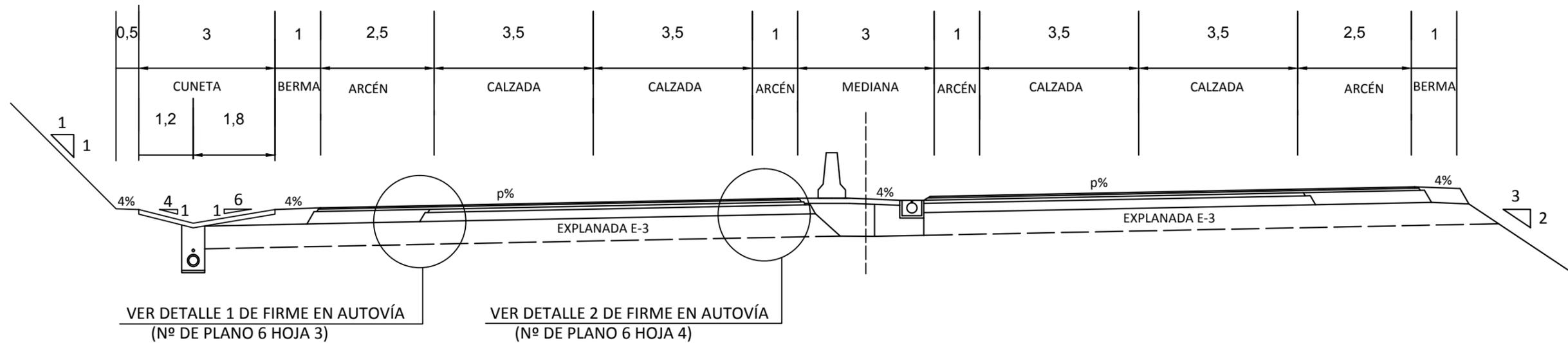




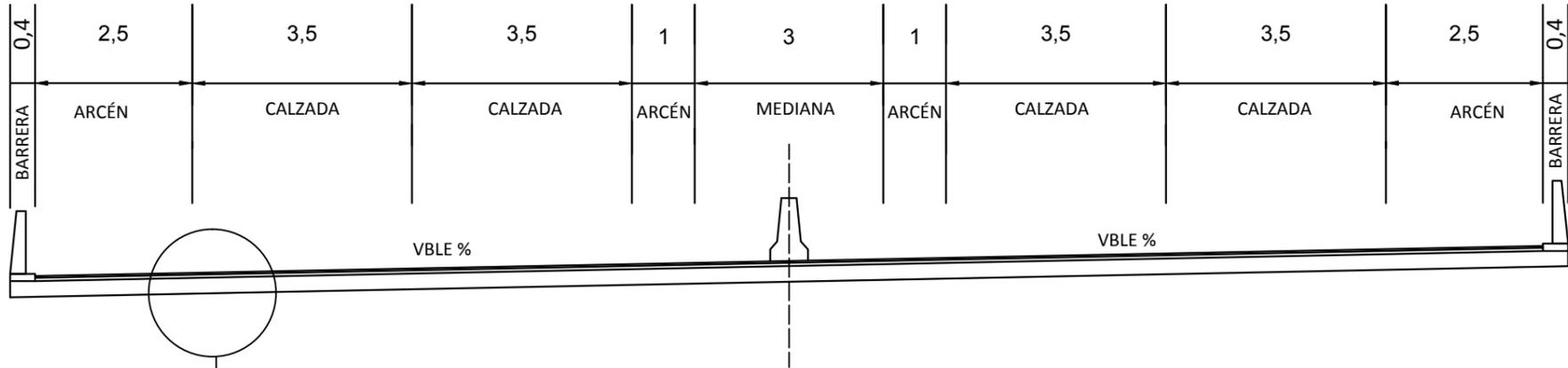
TRONCO DE AUTOVÍA EN RECTA



TRONCO DE AUTOVÍA EN CURVA



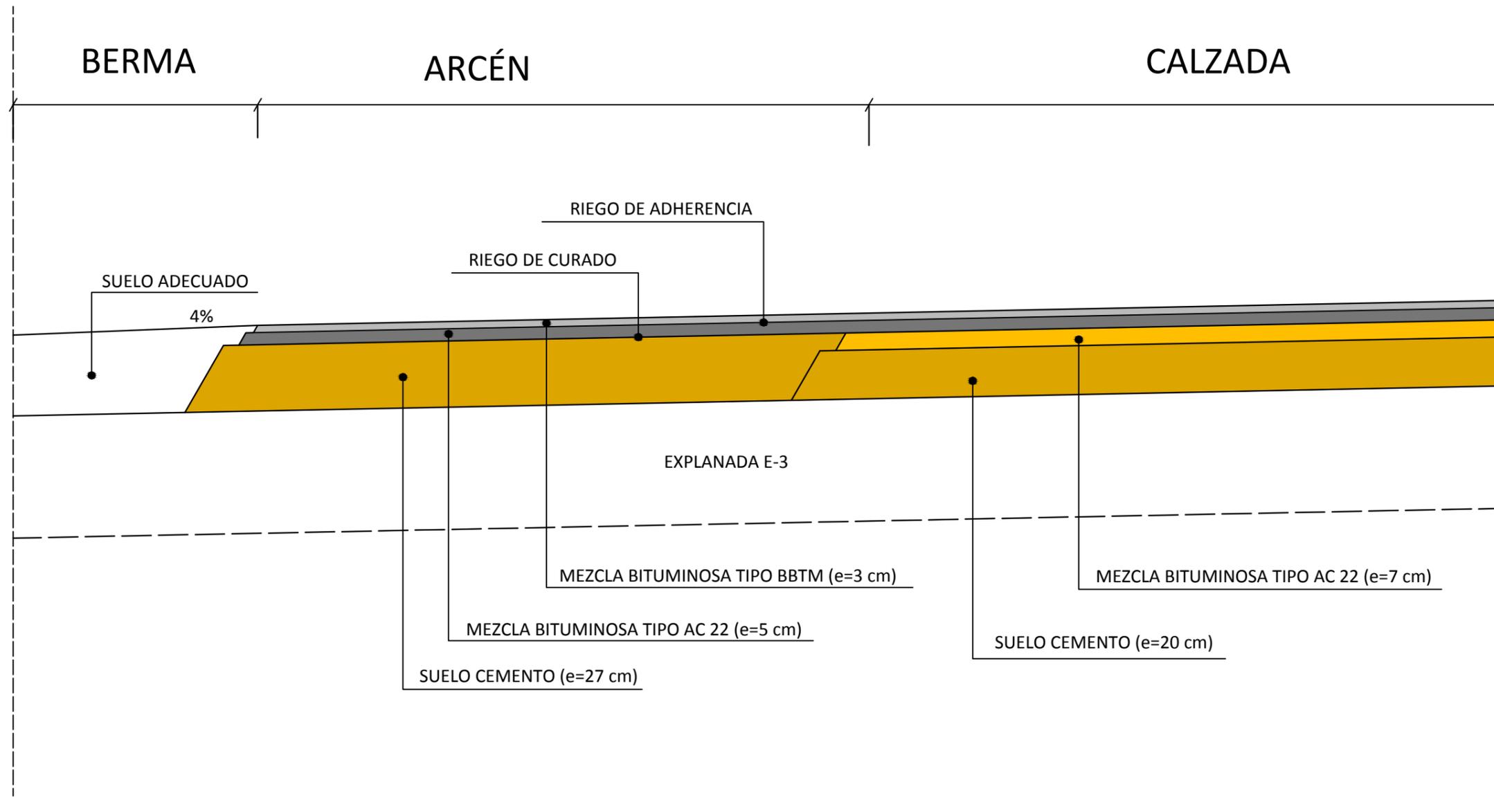
TRONCO DE AUTOVÍA EN VIADUCTO



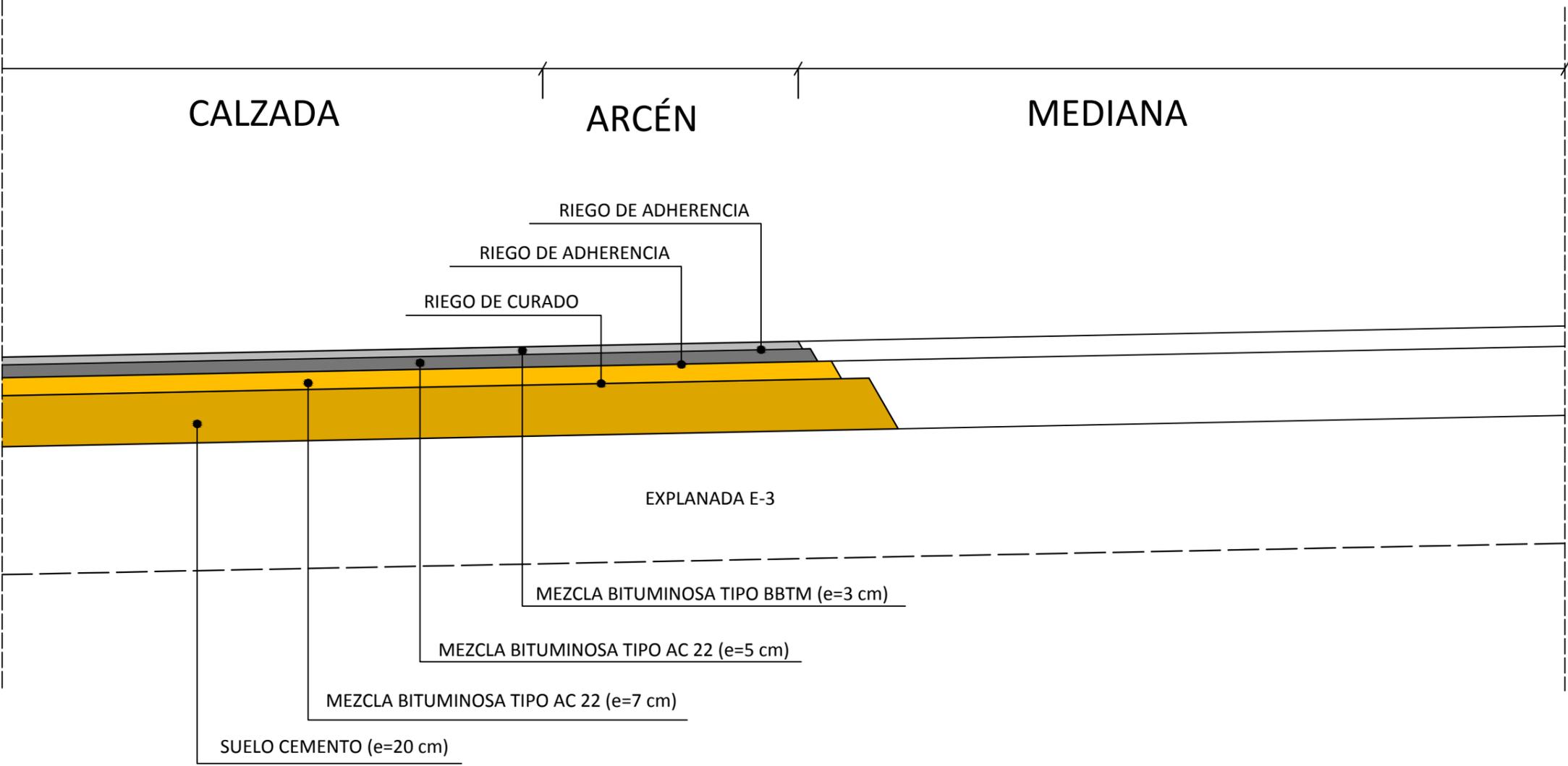
VER DETALLE 3 DE FIRME EN AUTOVÍA
(Nº DE PLANO 6 HOJA 5)



DETALLE 1 DE FIRME EN AUTOVÍA: BERMA, ARCÉN EXTERIOR Y CALZADA (SECCIÓN 232)



DETALLE 2 DE FIRME EN AUTOVÍA: CALZADA, ARCÉN INTERIOR Y MEDIANA (SECCIÓN 232)



DETALLE 3 DE FIRME EN AUTOVÍA: FIRME EN VIADUCTO

