

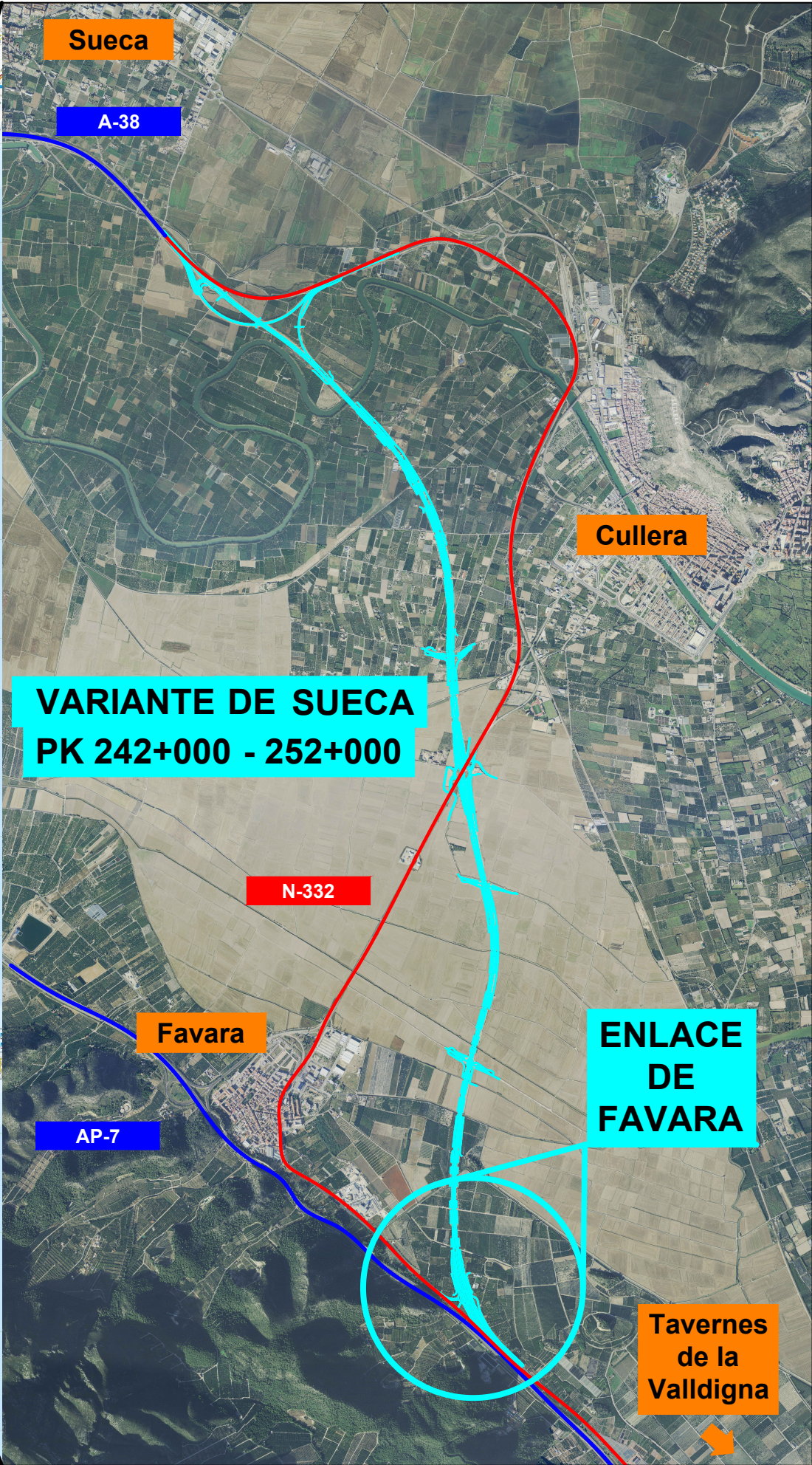
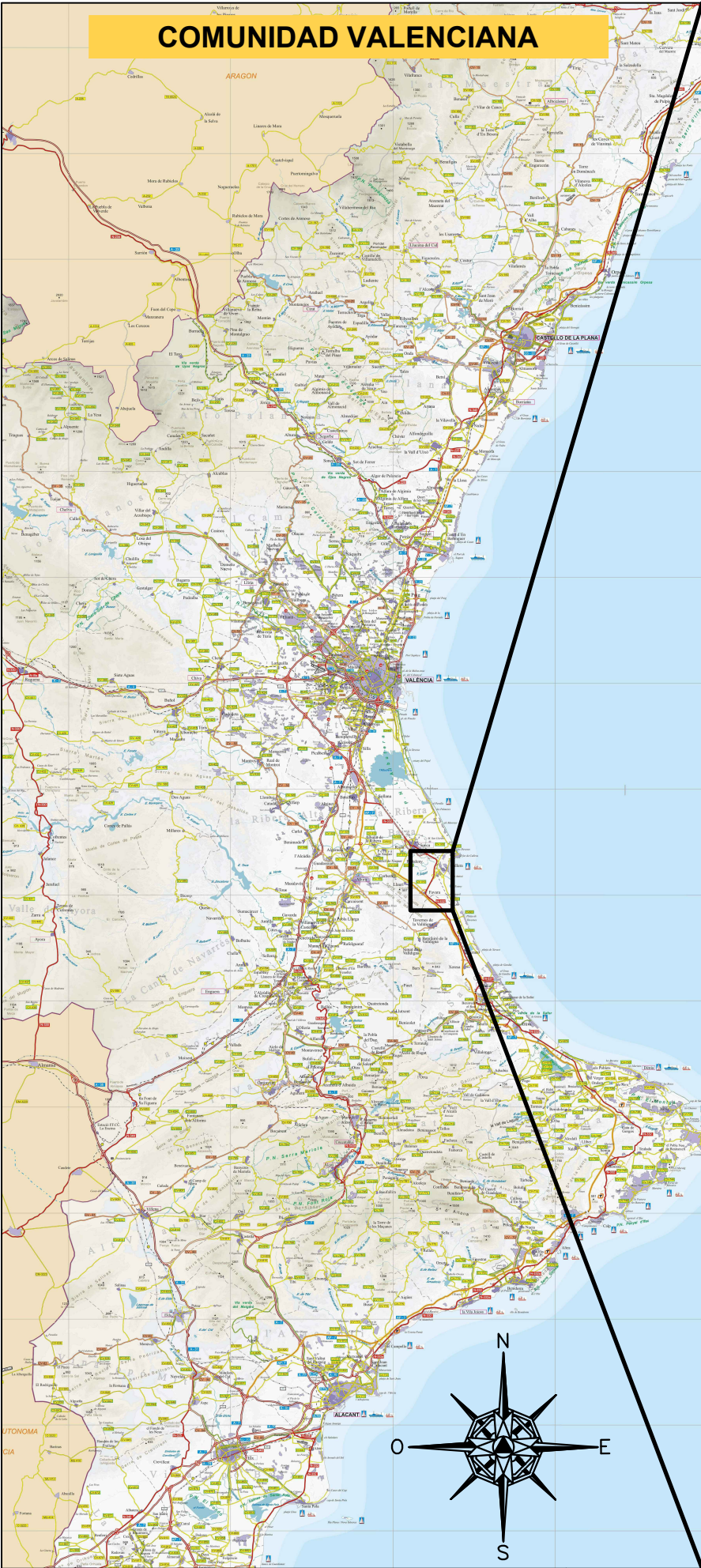


Estudio de soluciones para el enlace de Favara en la carretera N-332. P.K. 242+000 al 252+000. Variante de Sueca (Valencia).

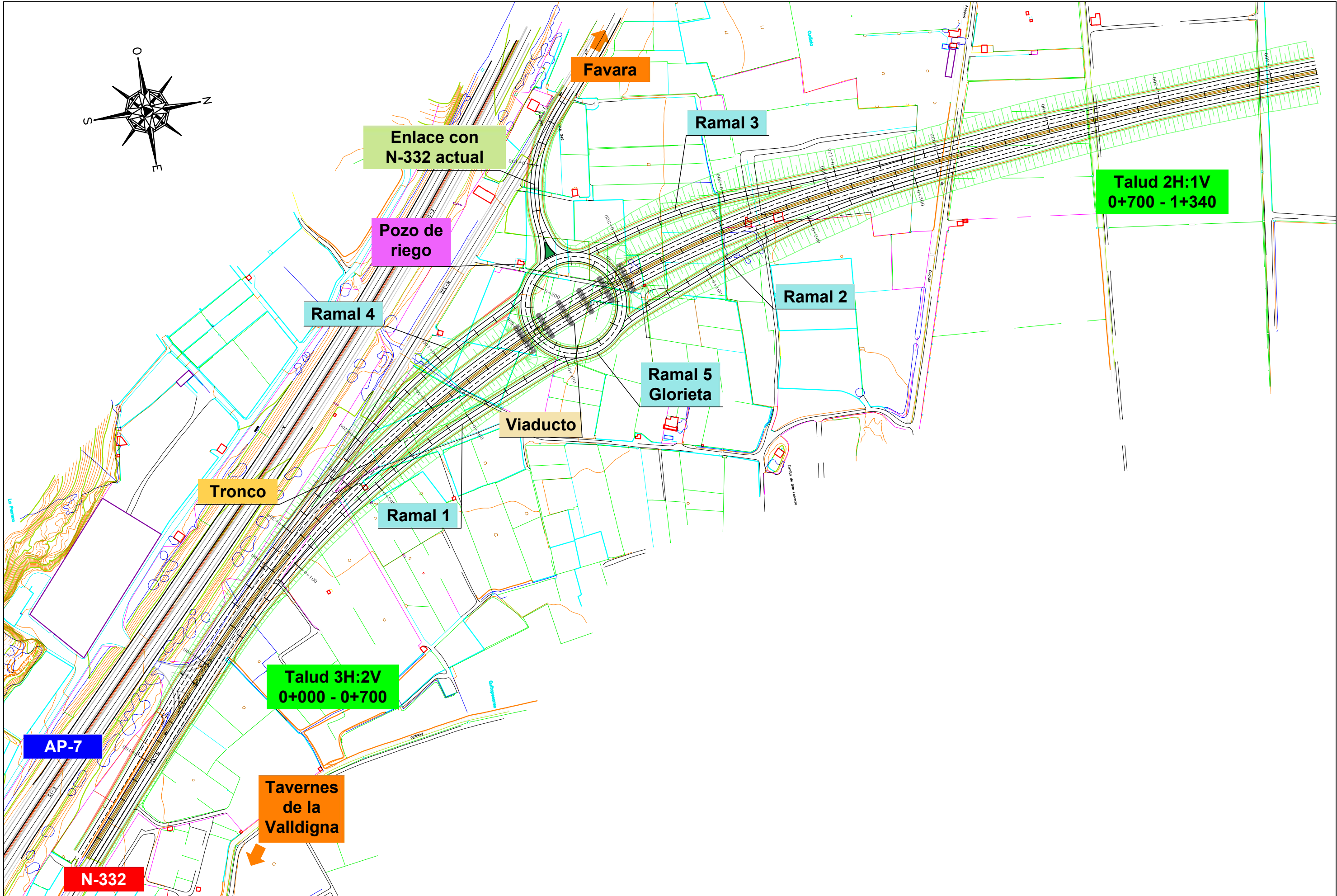


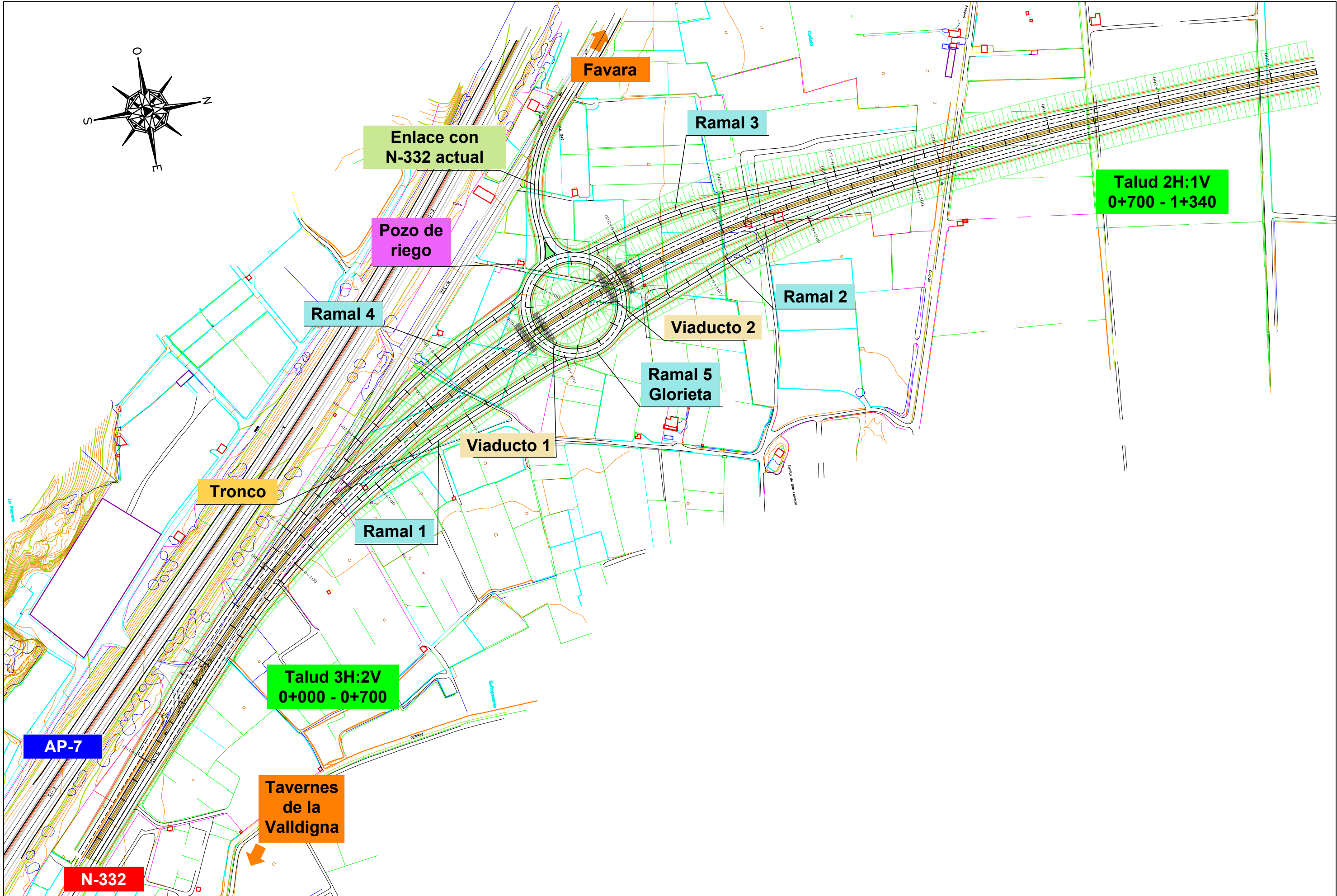
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DE VALÈNCIA

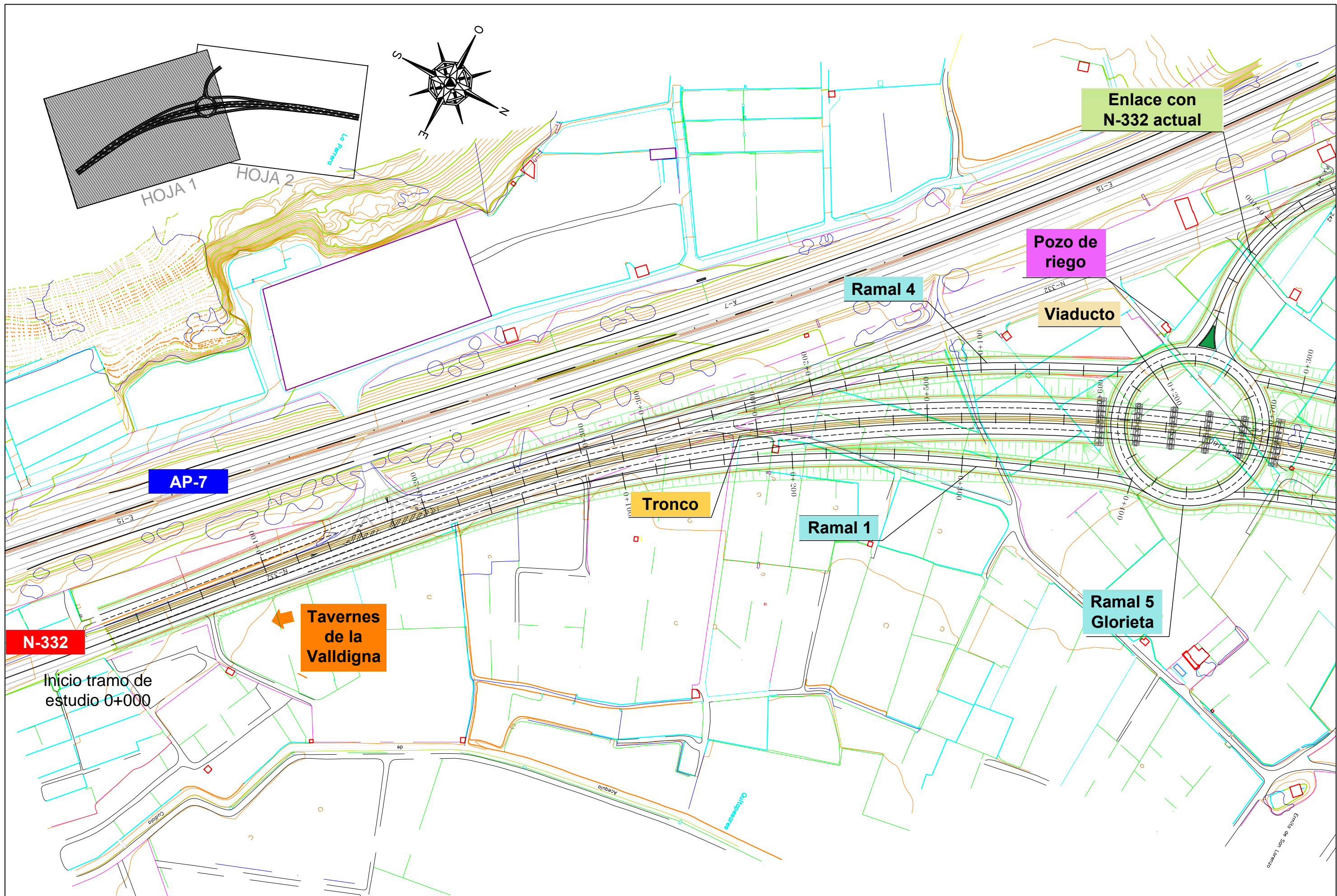
PLANOS

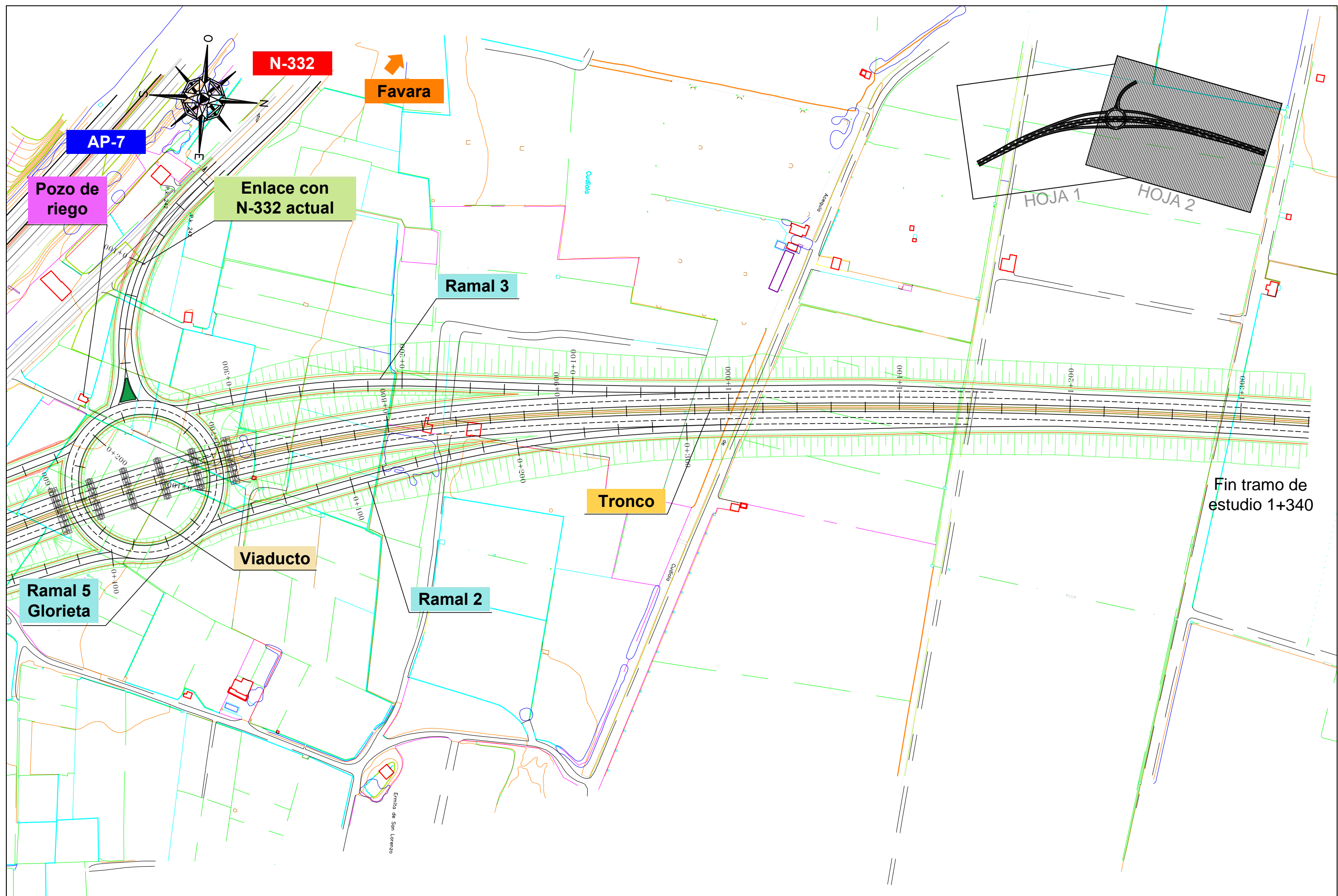


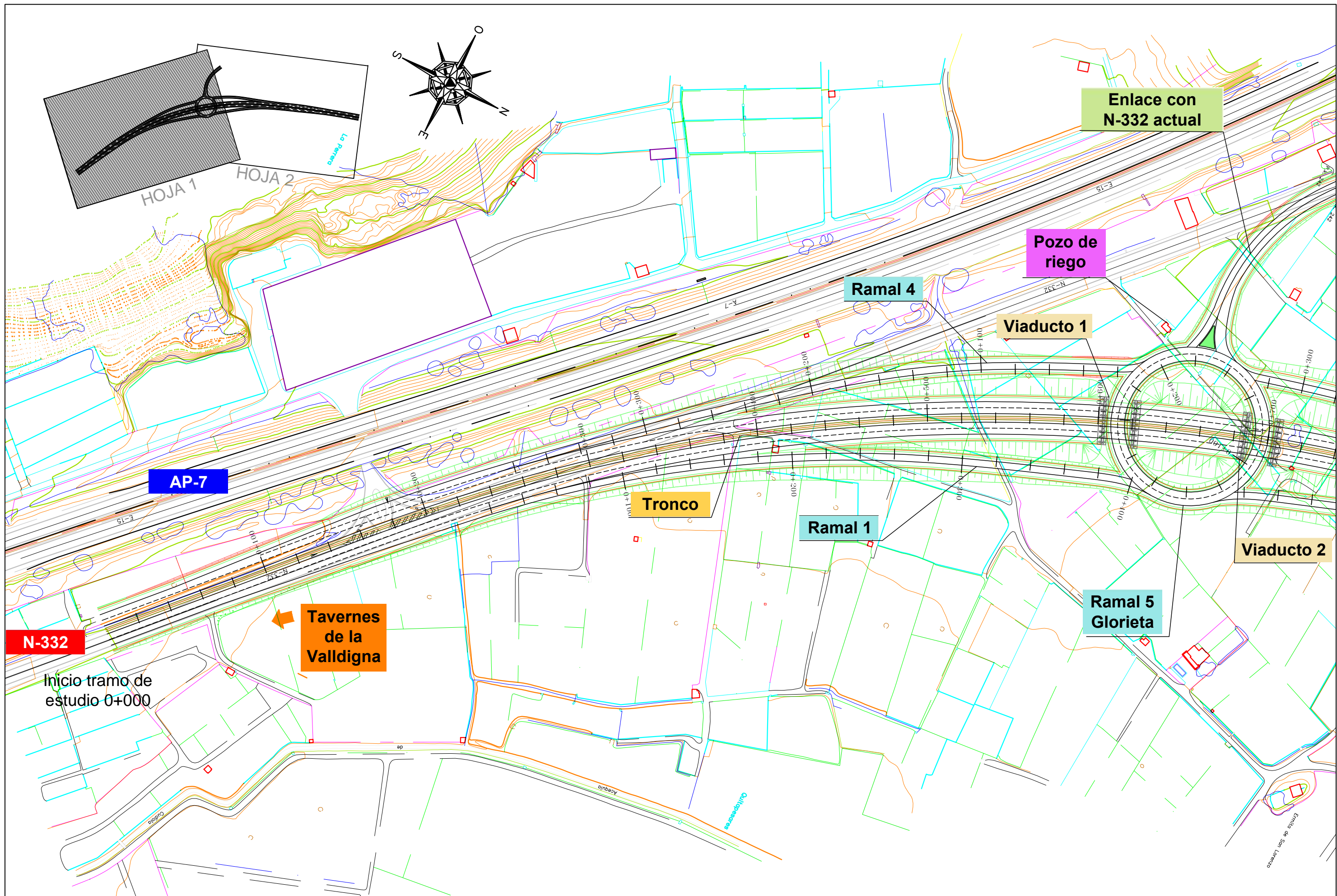
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2. Trazado soluciones de enlace	4.1. Sección tipo tronco
2.1. Solución 1 y 1b	4.2. Sección tipo glorieta y ramales
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2.3.1.Plano general	6.1.1.Solución 1
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3.3.2.Ramales	

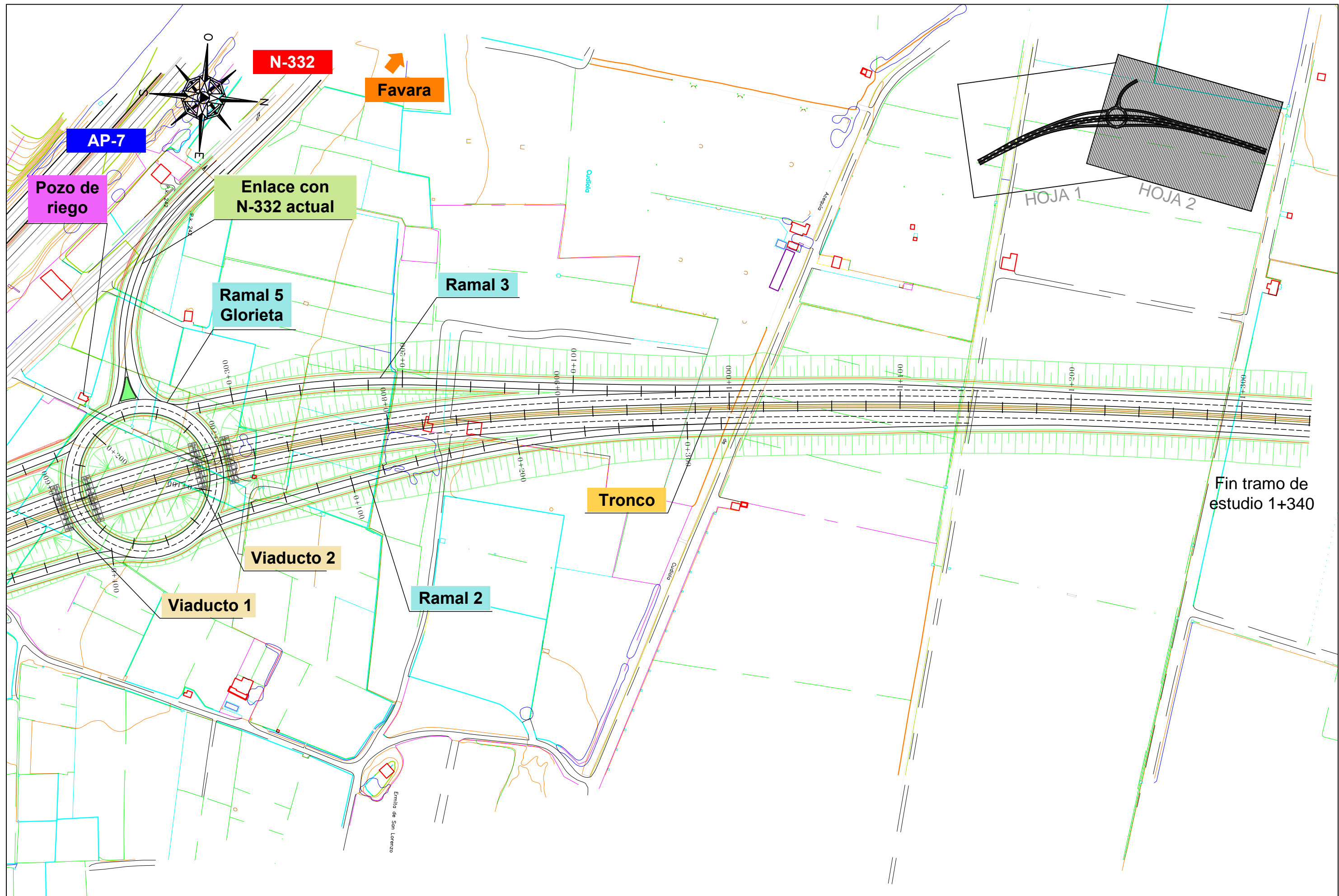






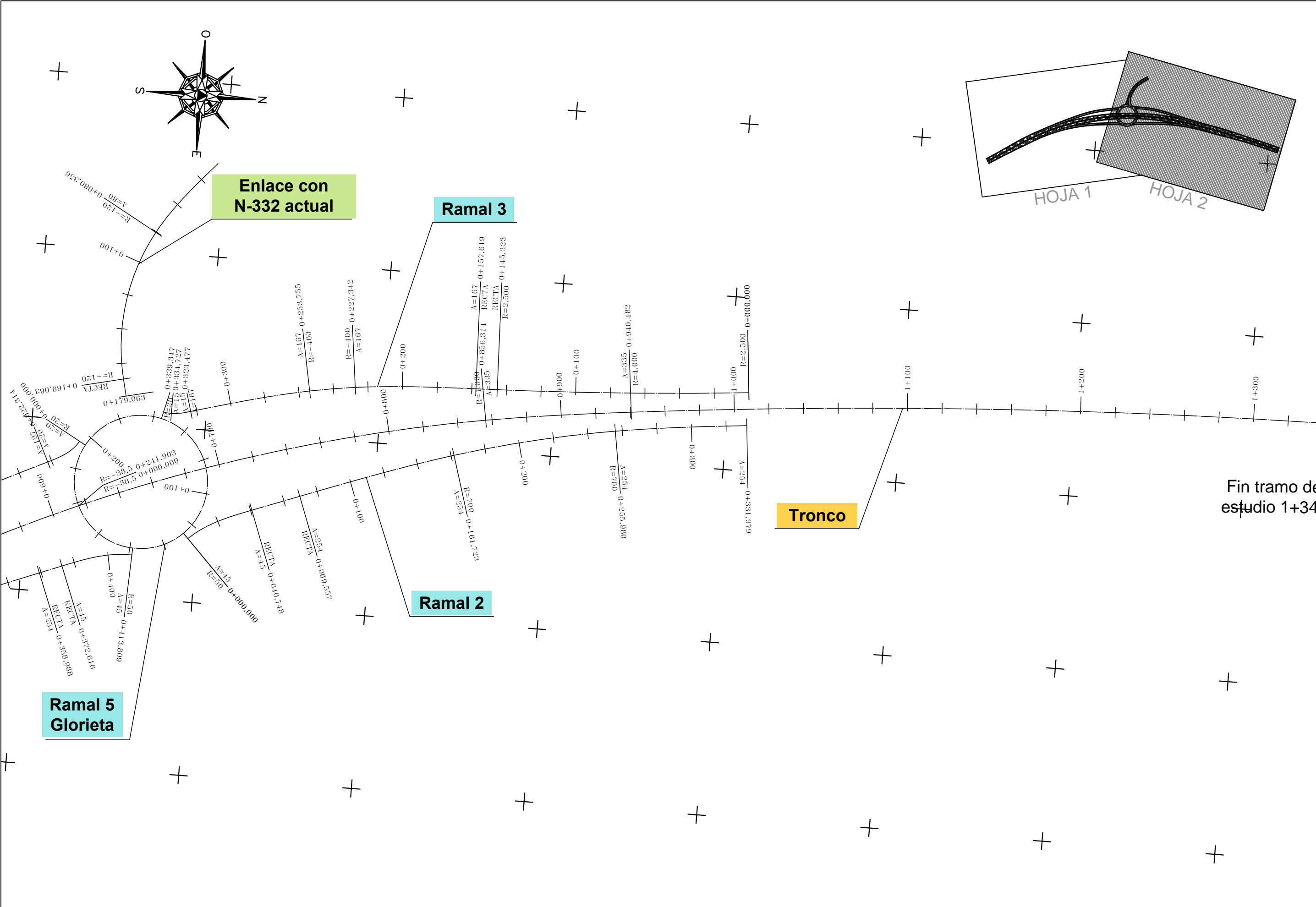


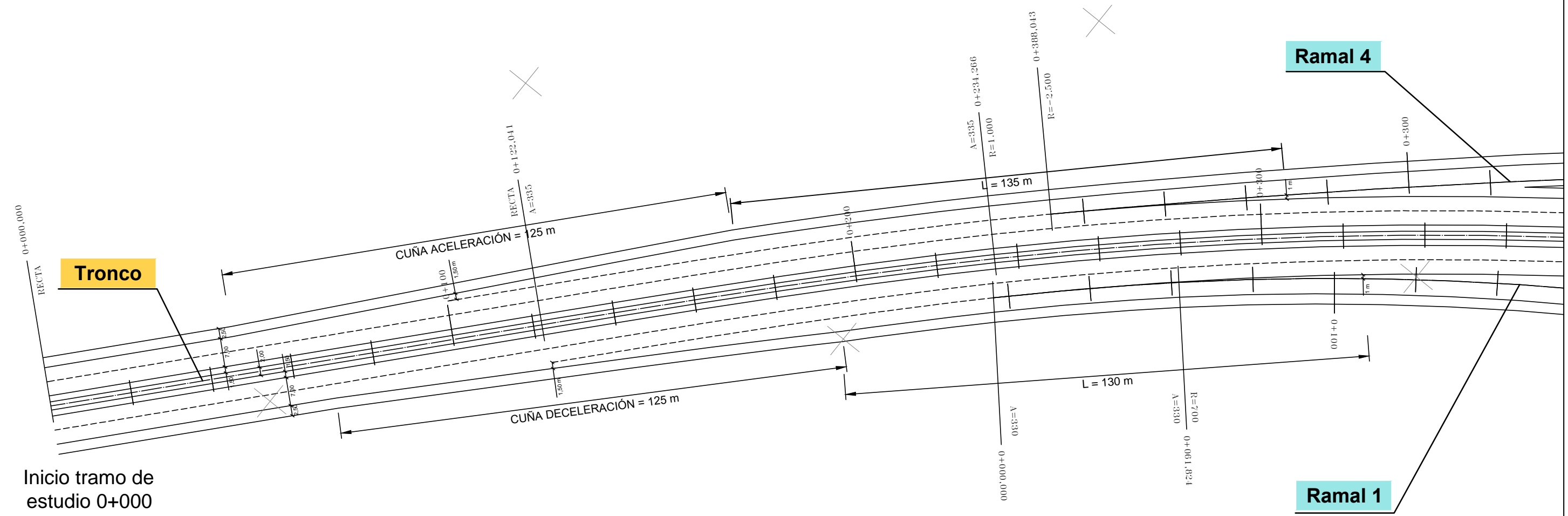
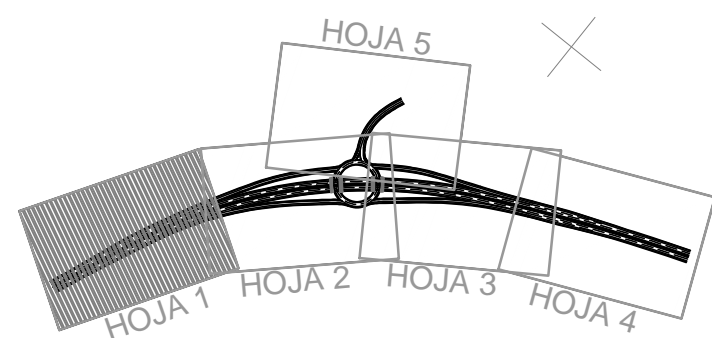
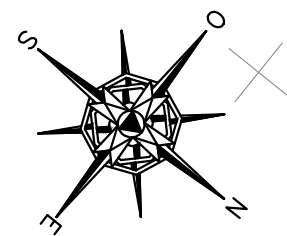




Fin tramo de estudio 1+340



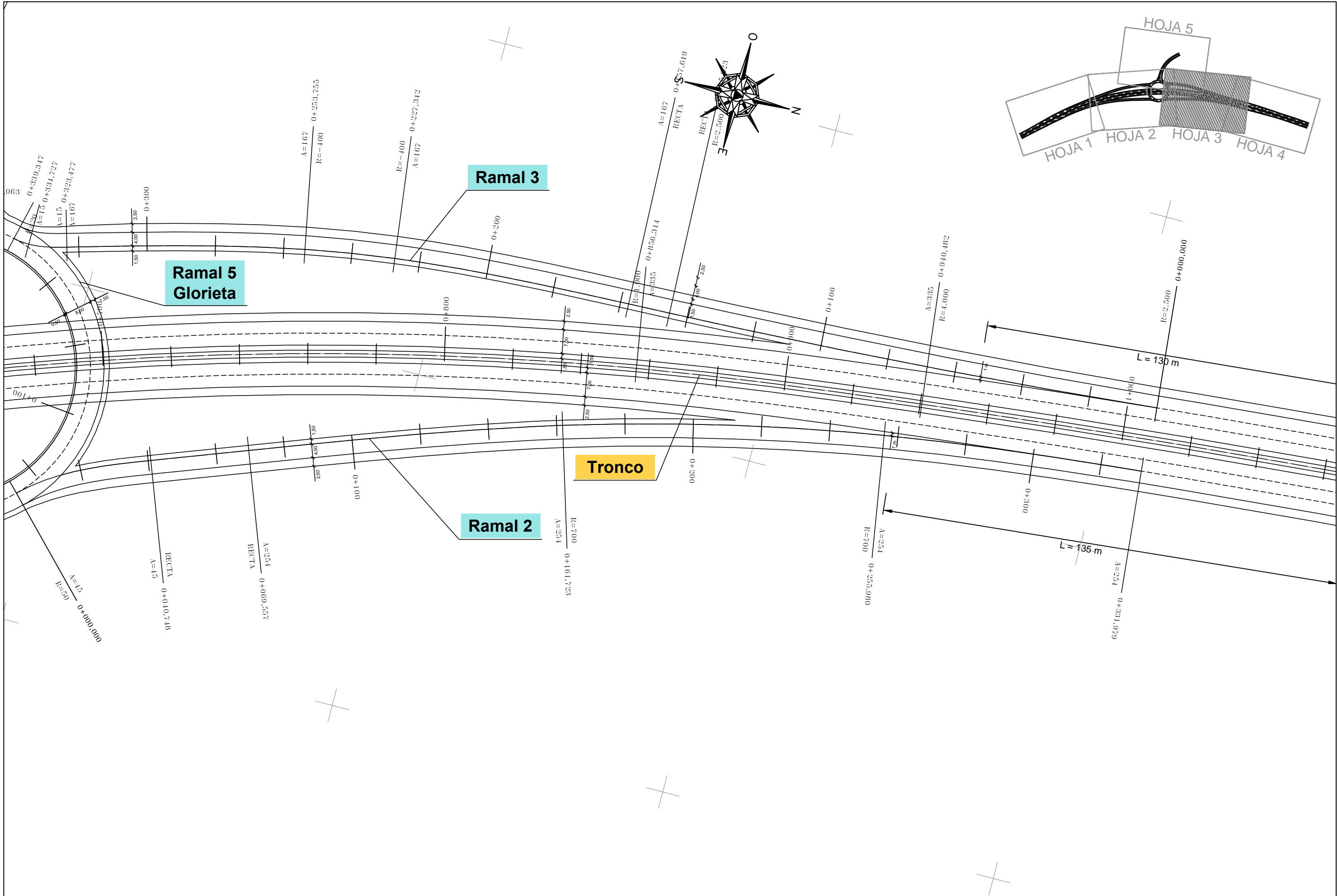


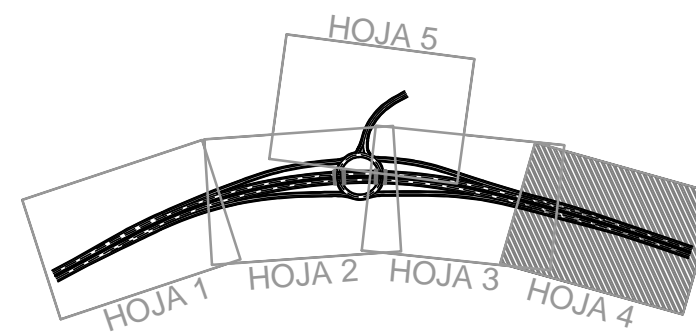
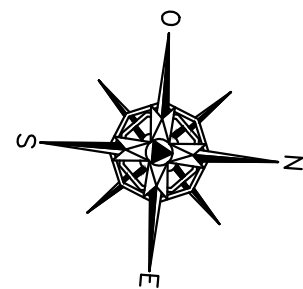


Inicio tramo de estudio 0+000

Tavernes de la Valldigna







Ramal 3

0+000,000
R=2,500

L = 130 m

CUÑA DECELERACIÓN = 125 m

1+000,0
2,50
3,50

1+100

1,50 m

1+200

1+300

1+340,482
R=4,000

L = 135 m

CUÑA ACCELERACIÓN = 125 m

Δ=25,4

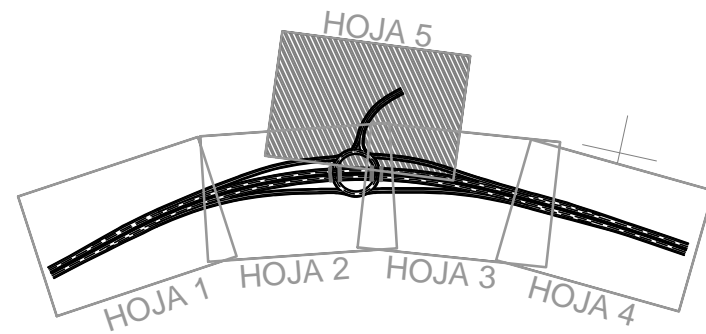
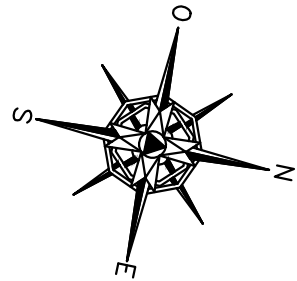
0+331,972
62,6

Ramal 2

Tronco

Fin tramo de estudio 1+340

Valencia



Enlace con
N-332 actual

Favara

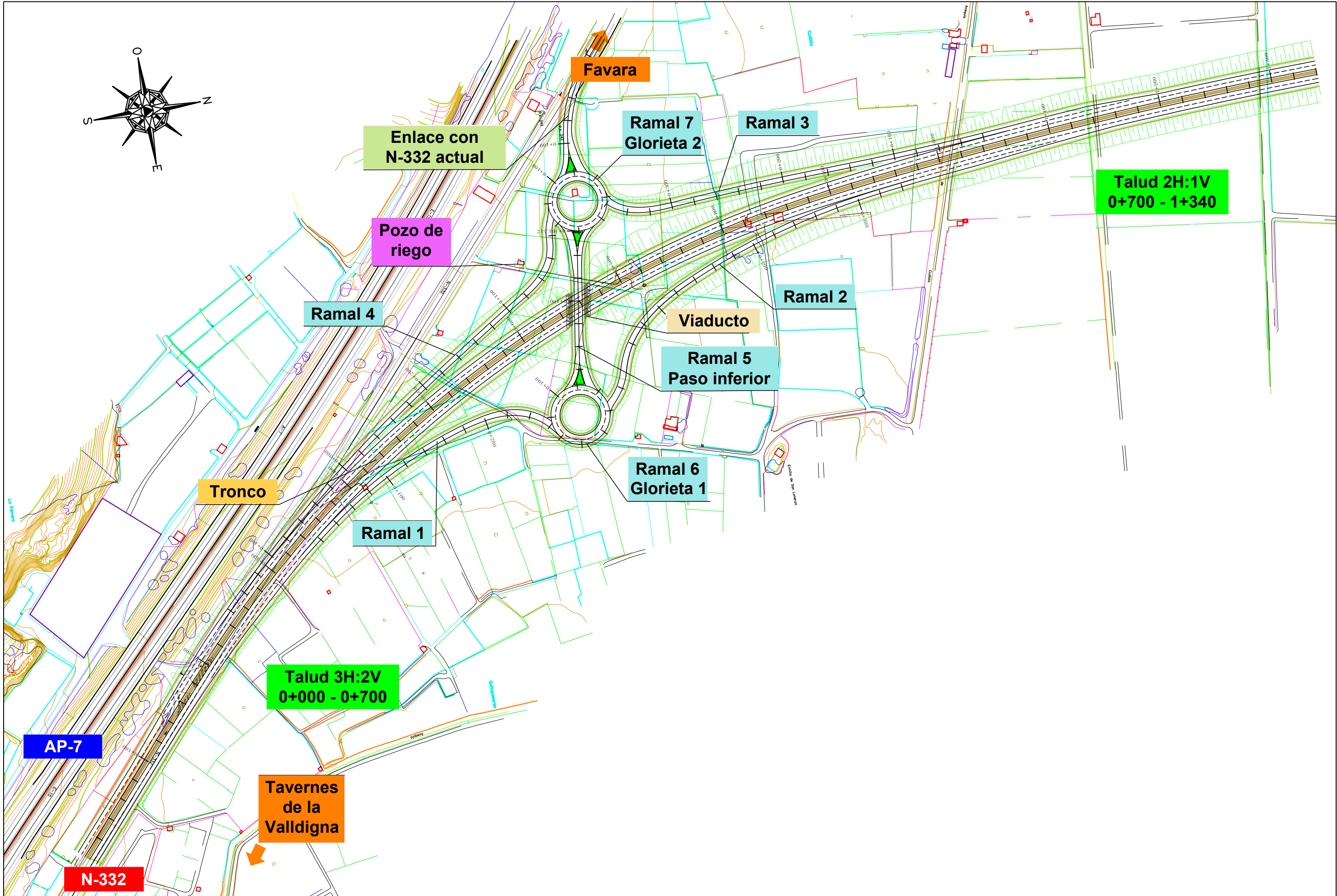
Ramal 5
Glorieta

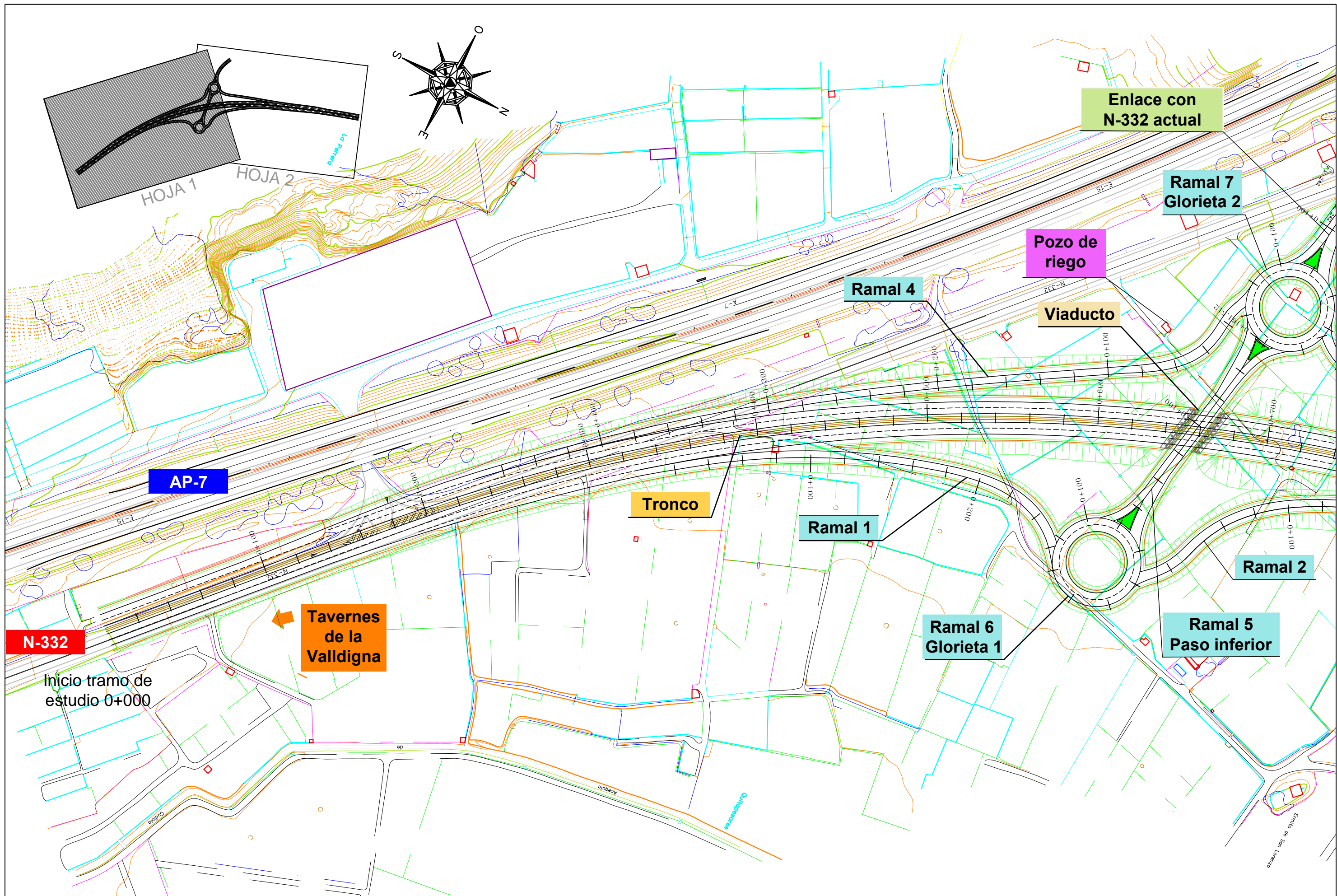
Ramal 4

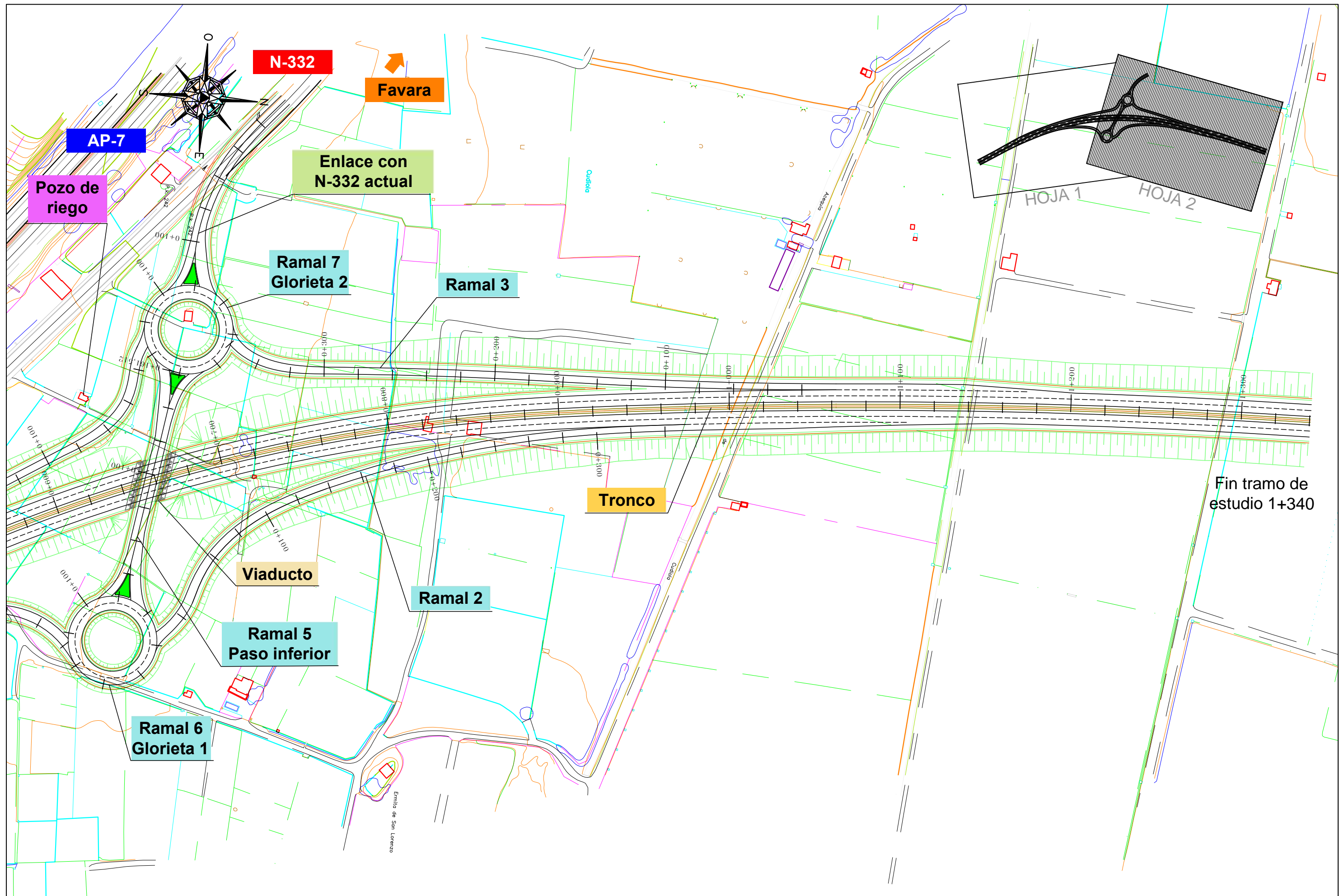
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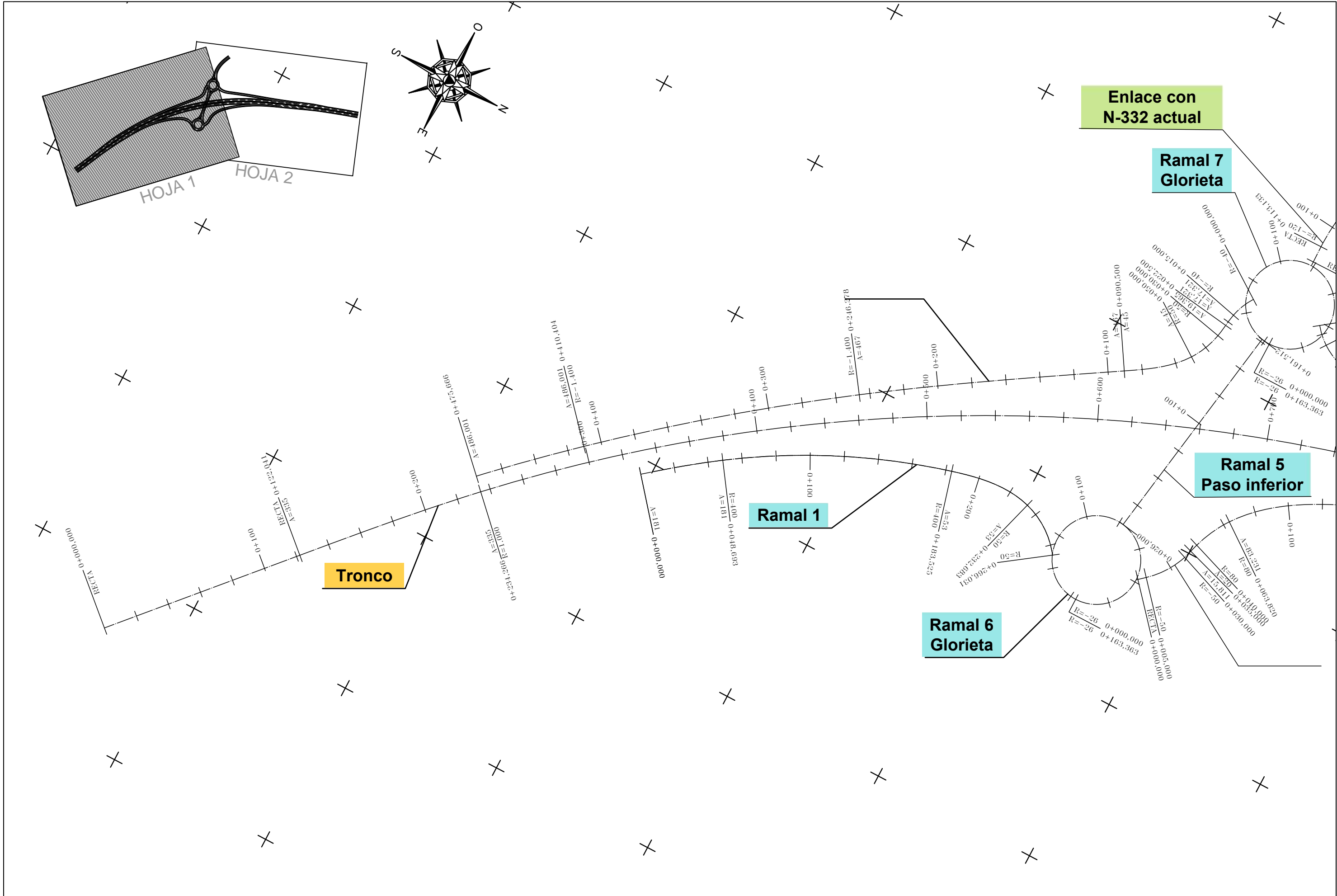
Tronco

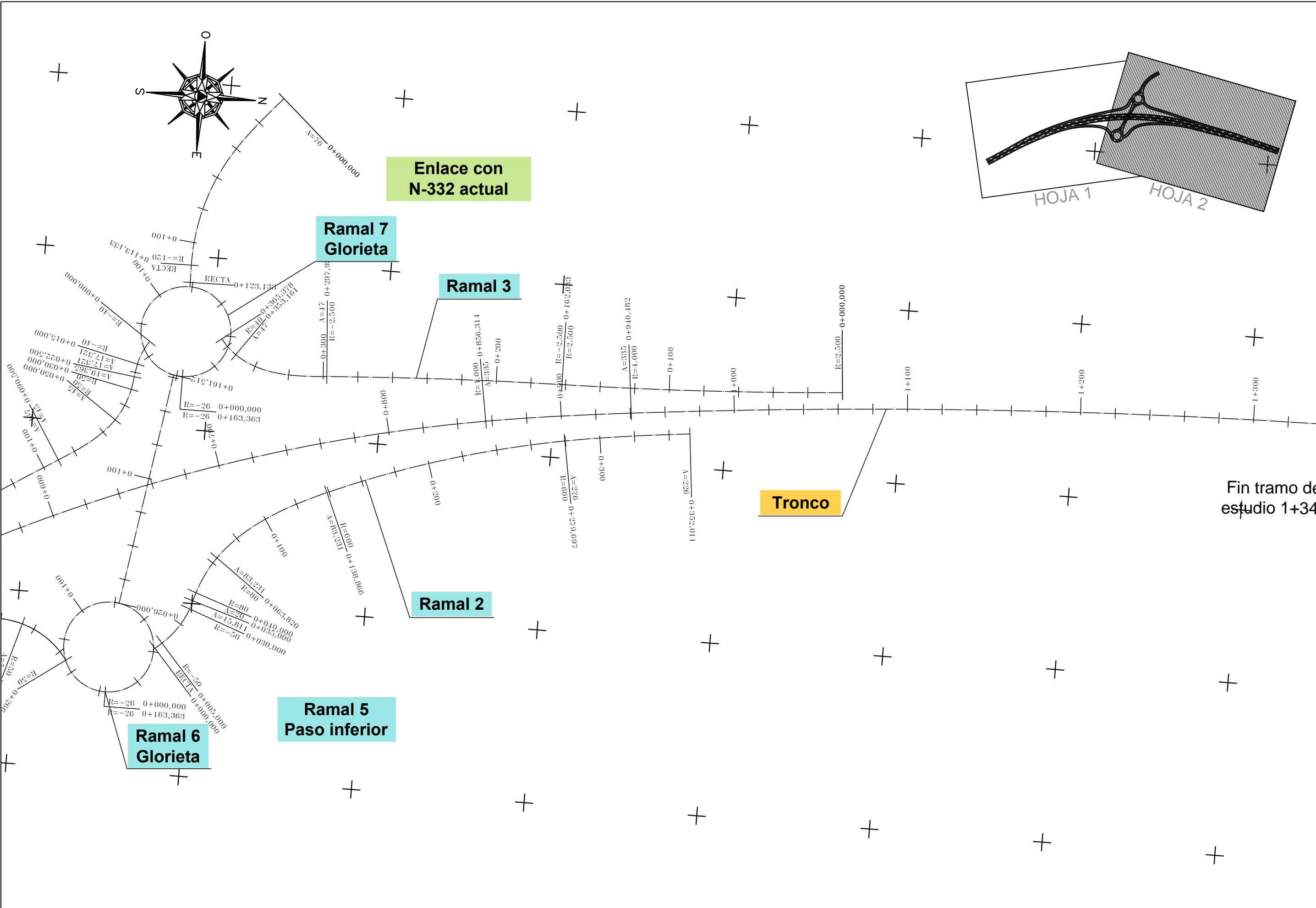


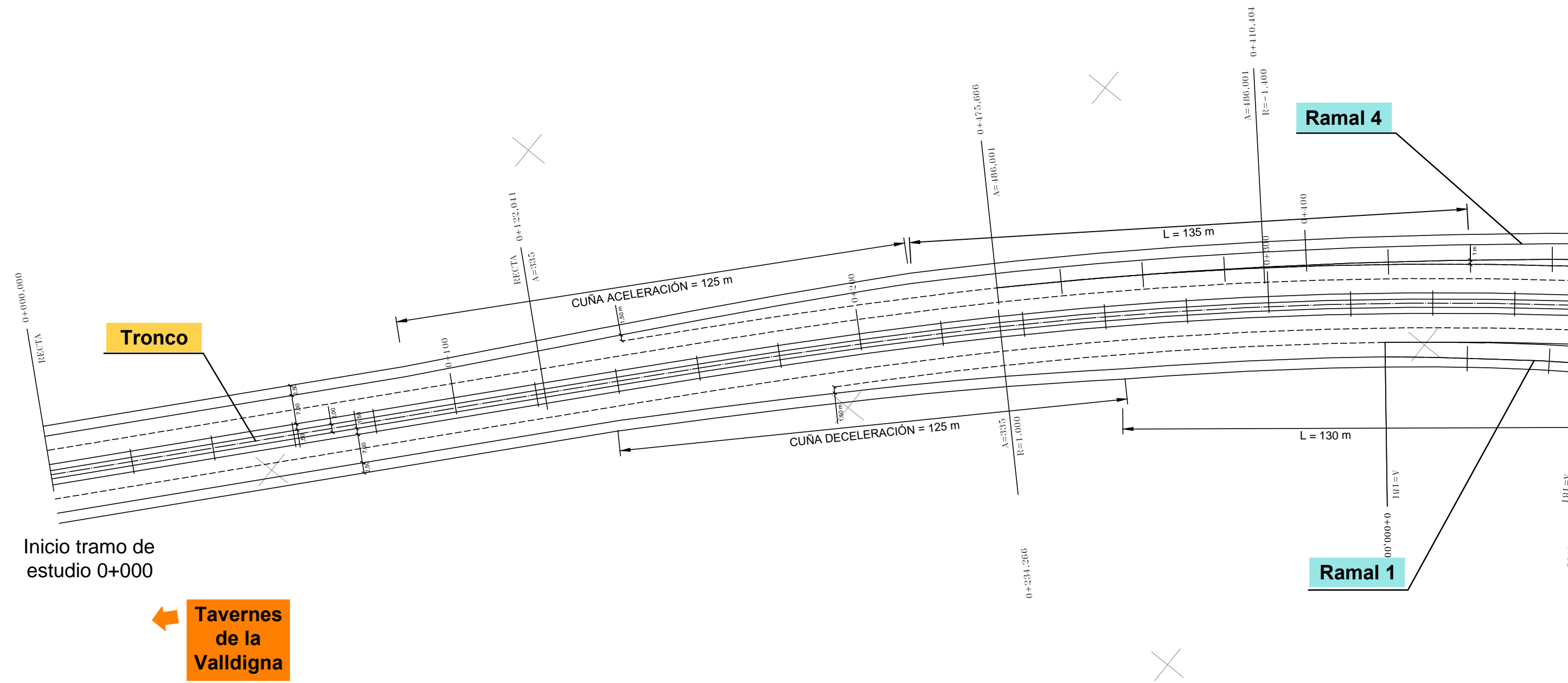
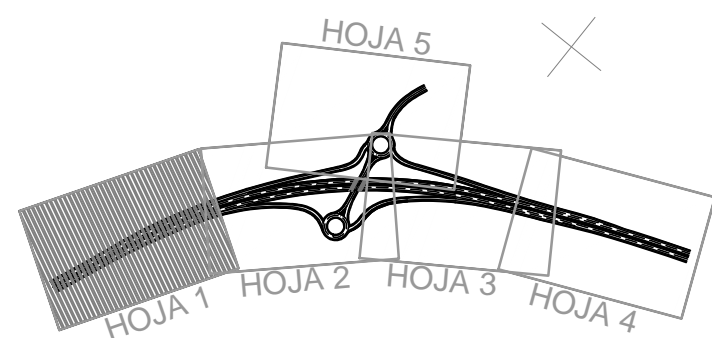
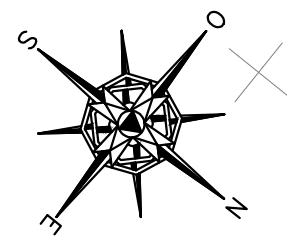


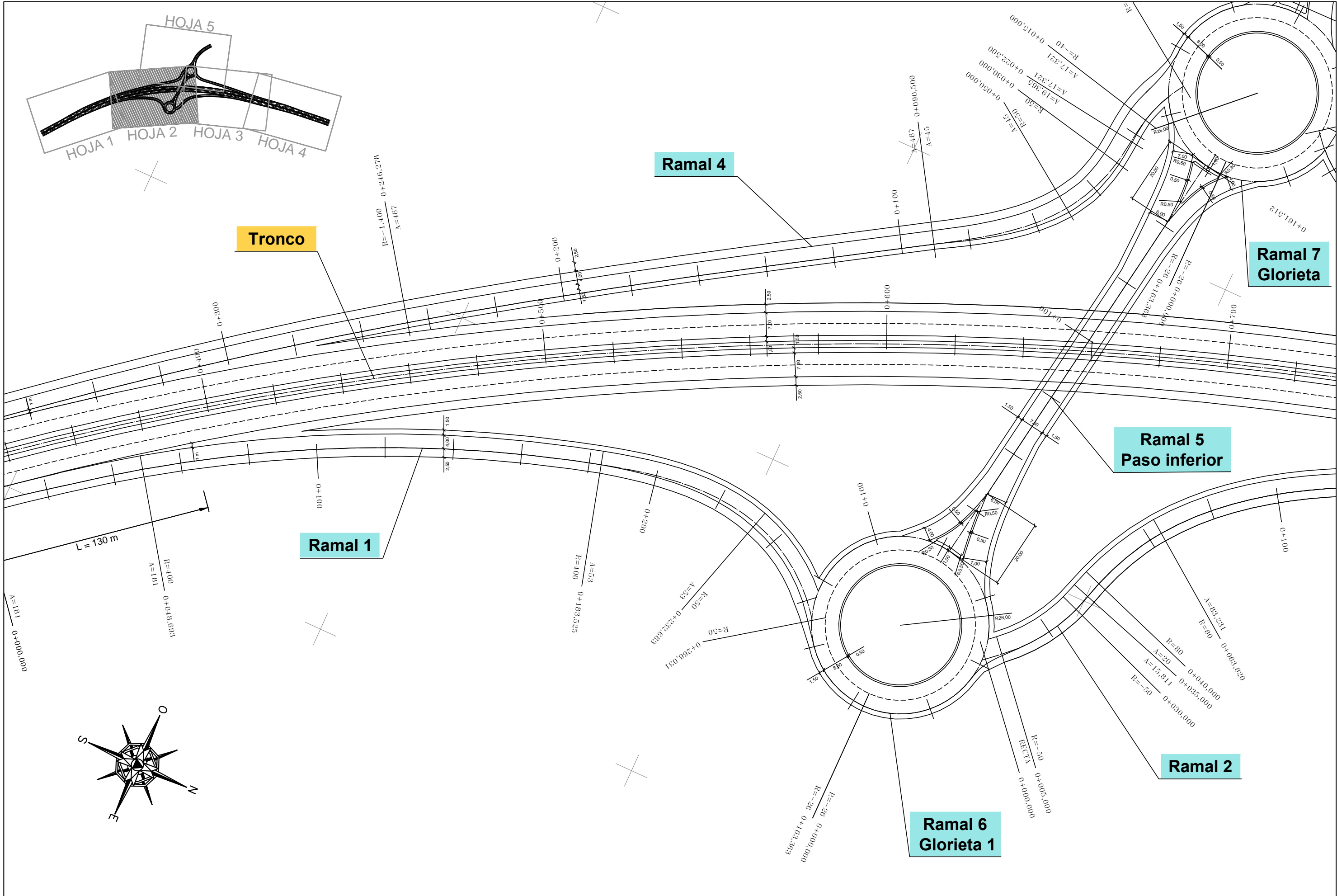


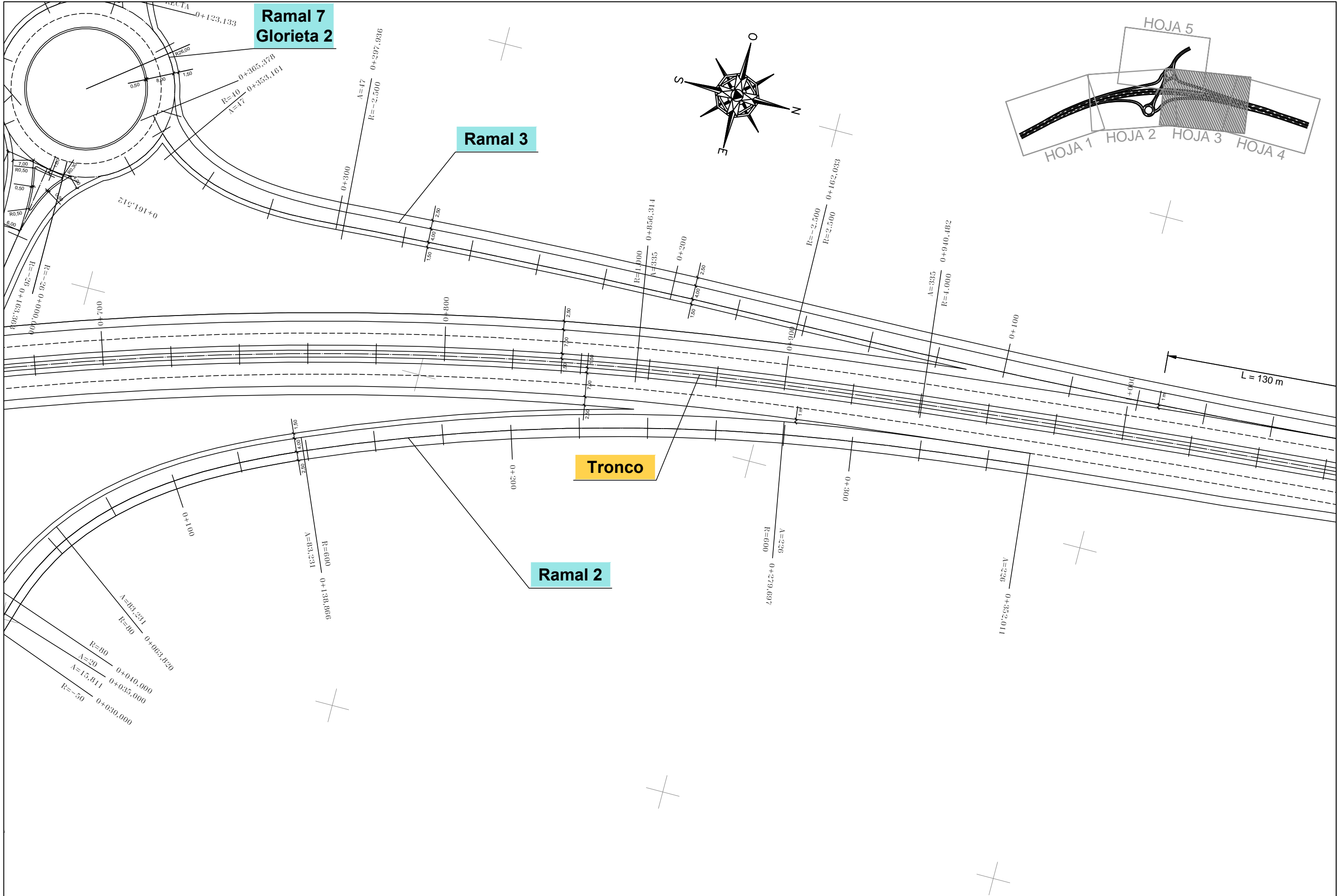


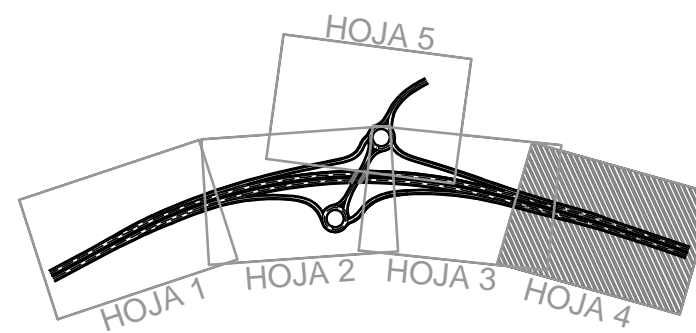
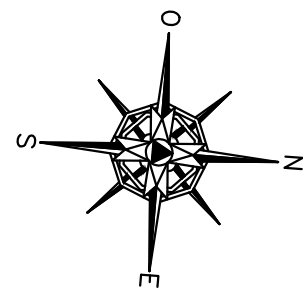












Ramal 3

0+000,000
R=2.500

L = 130 m

CUÑA DECELERACIÓN = 125 m

CUÑA ACCELERACIÓN = 125 m

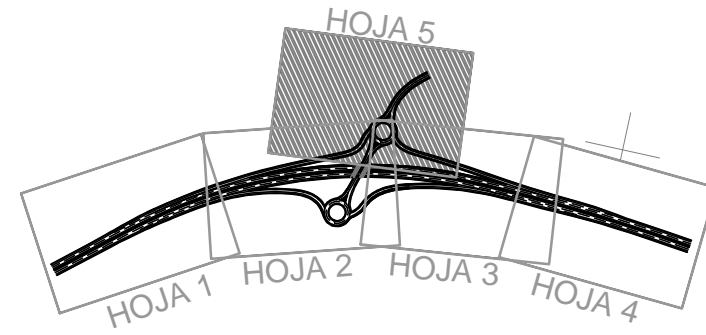
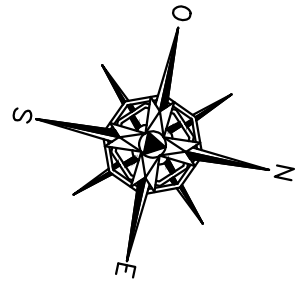
L = 135 m

Ramal 2

Tronco

Fin tramo de estudio 1+340

Valencia



Enlace con
N-332 actual

Favara

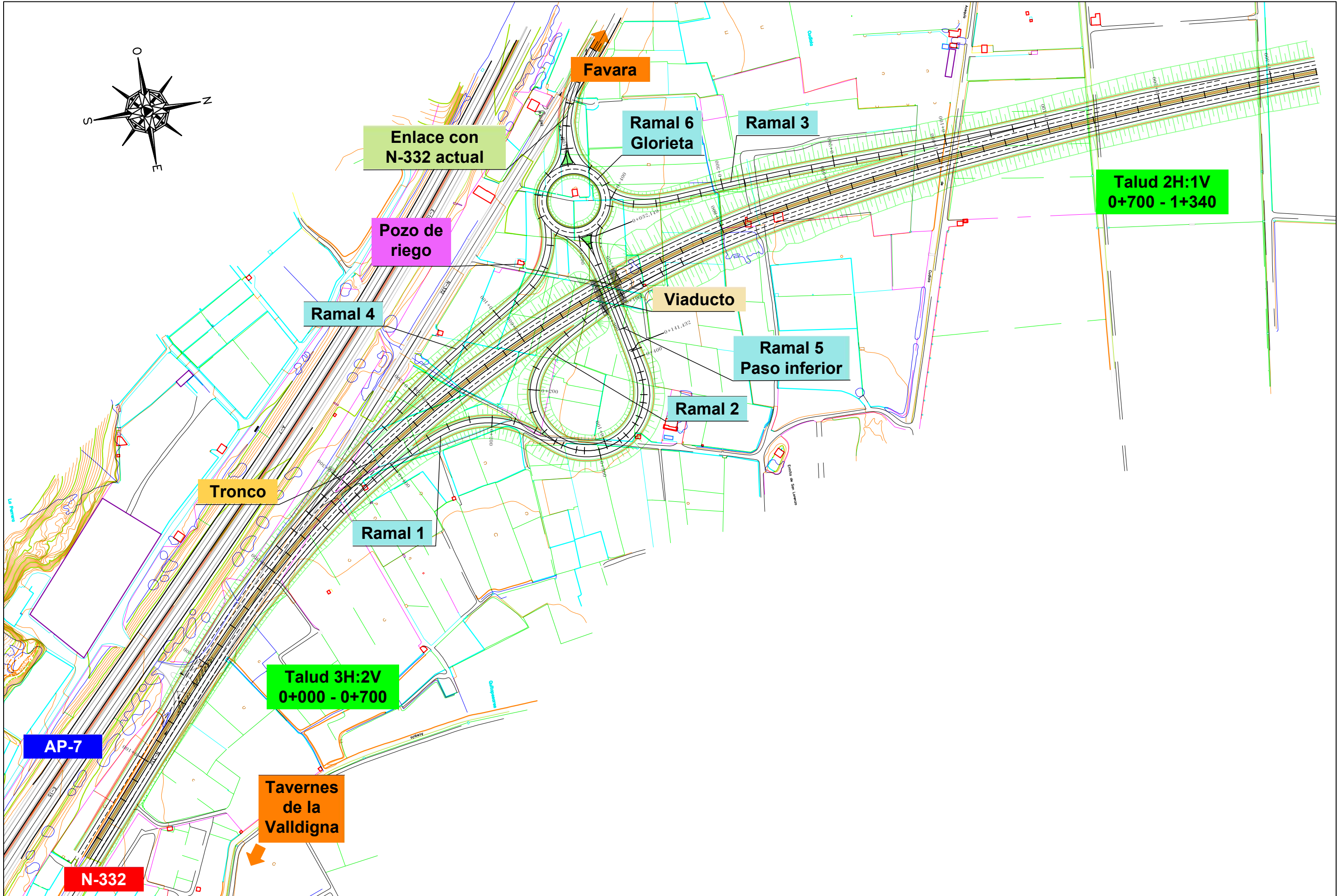
Ramal 7
Glorieta

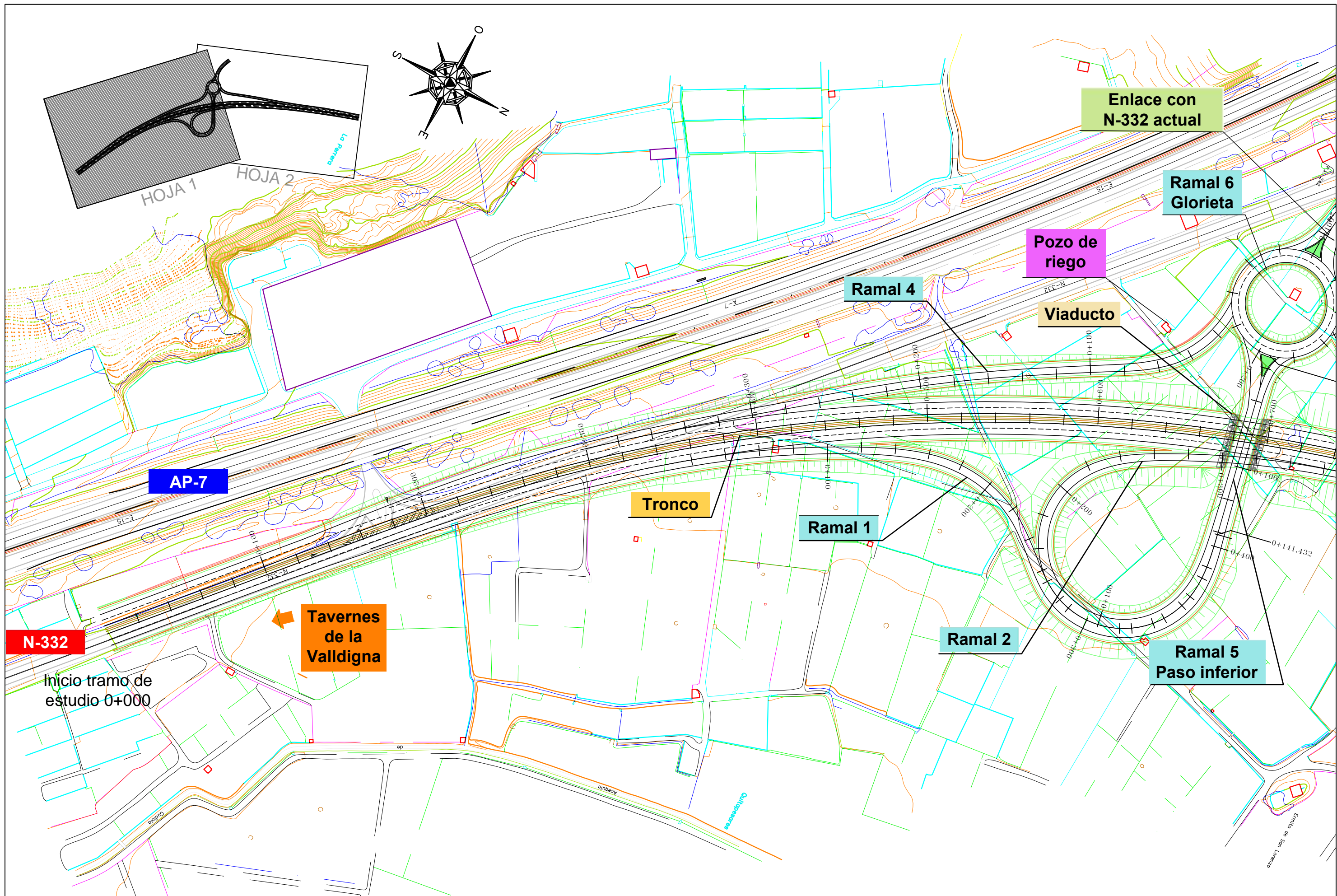
Ramal 3

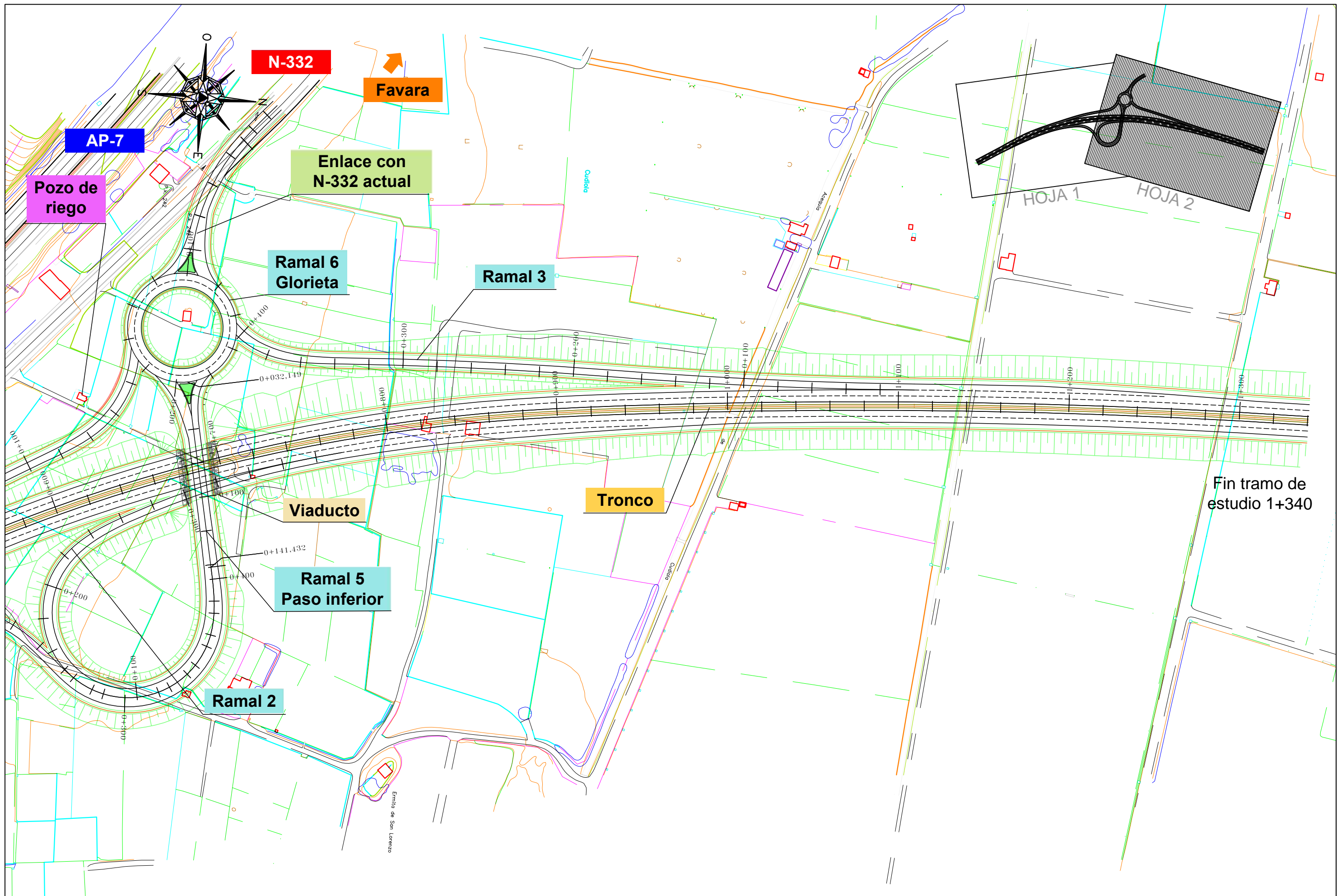
Ramal 4

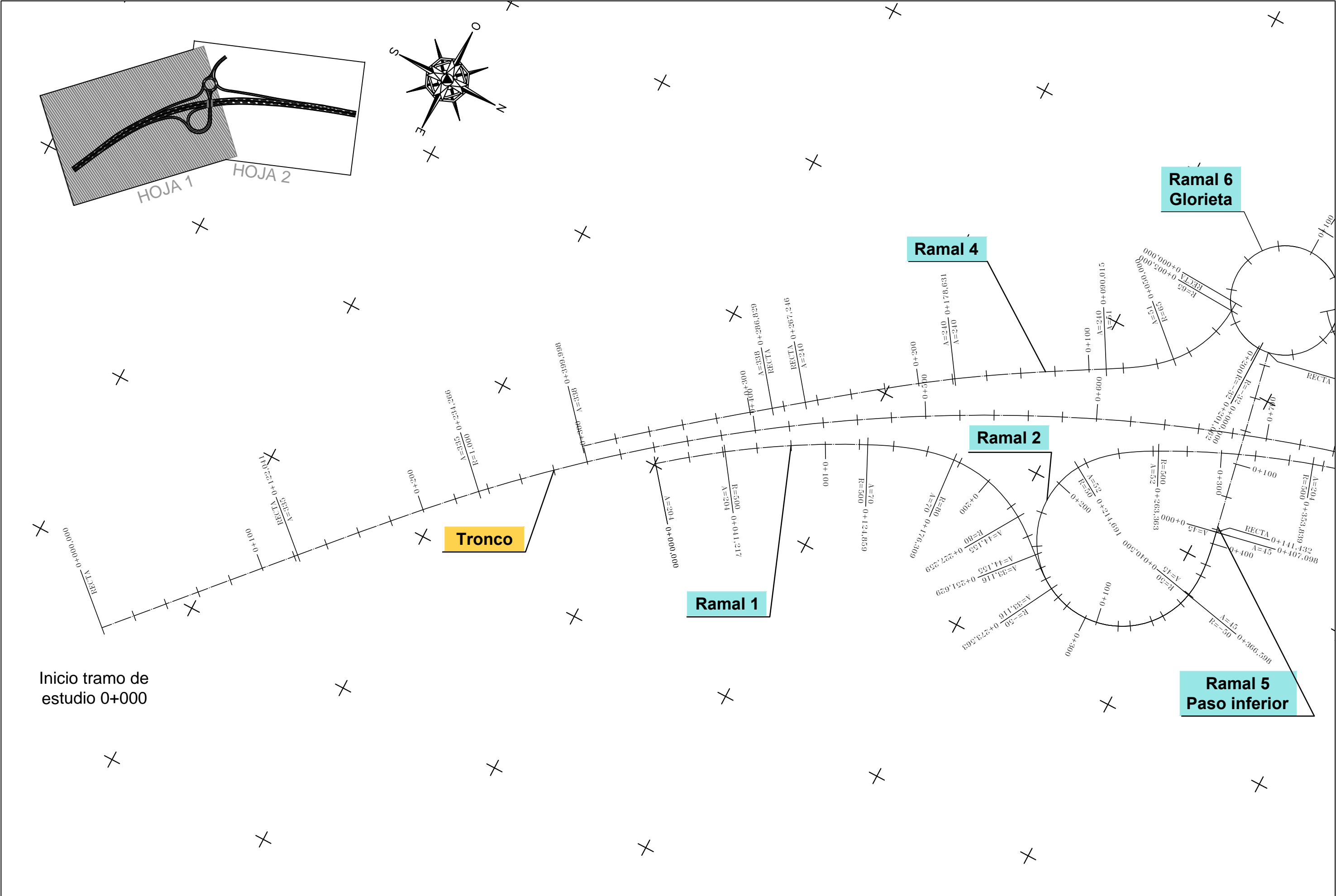
Ramal 5
Paso inferior

Tronco

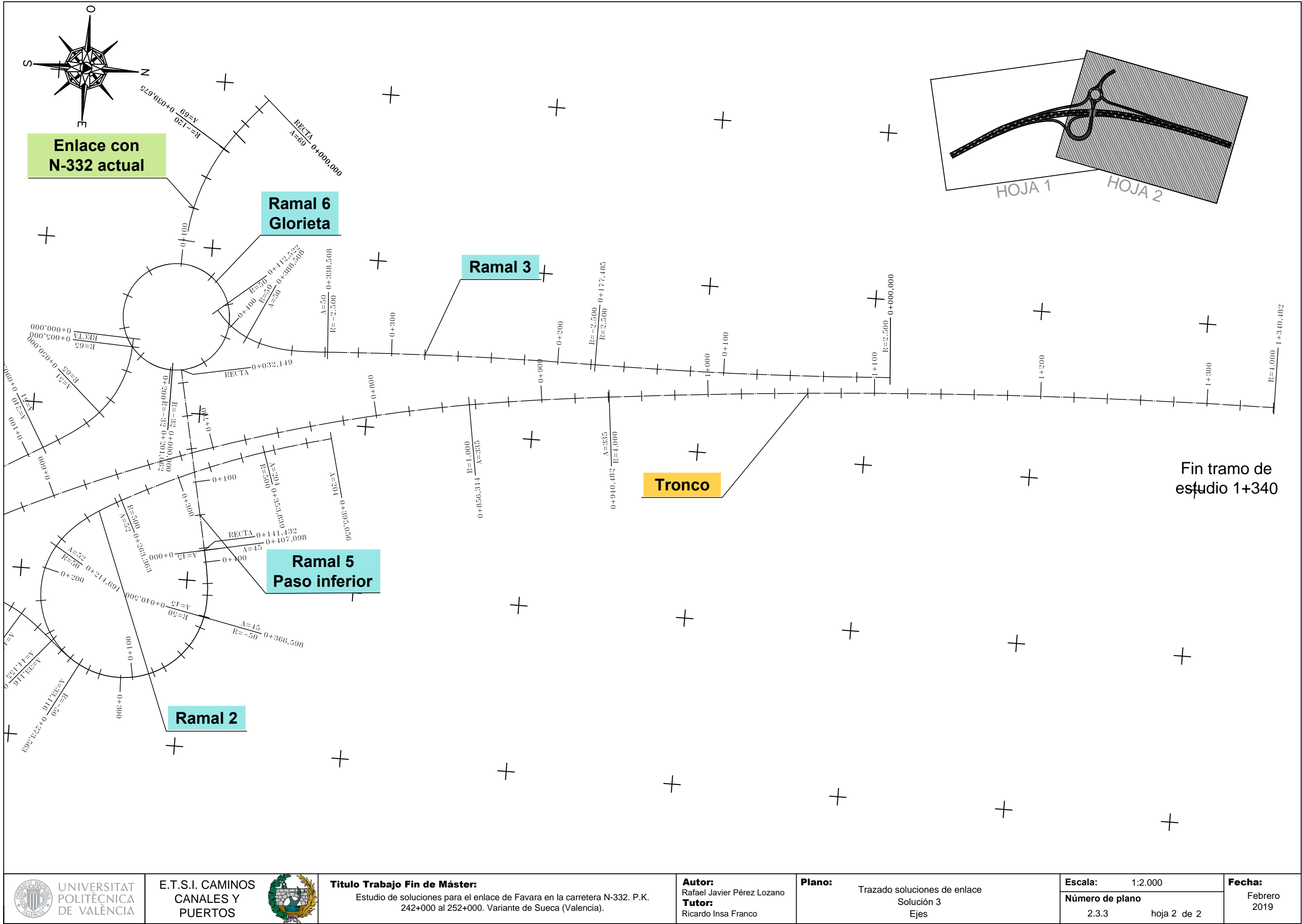


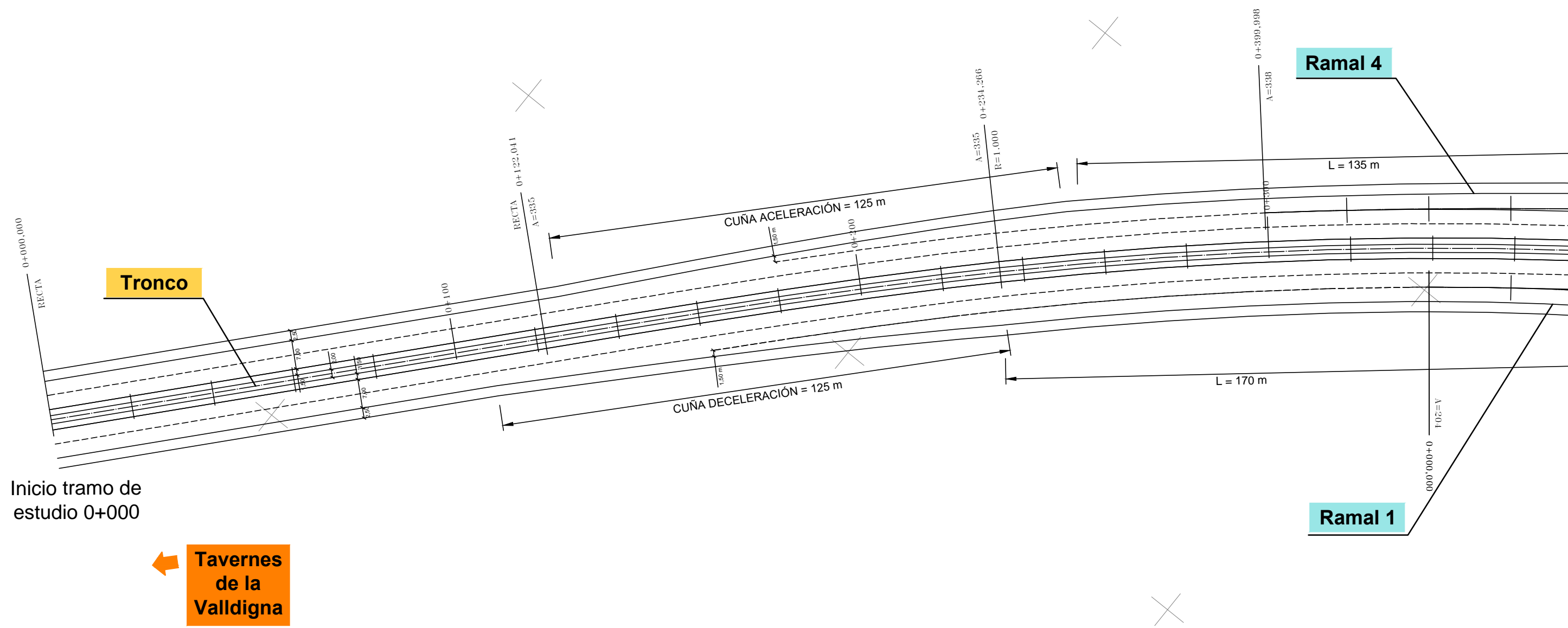
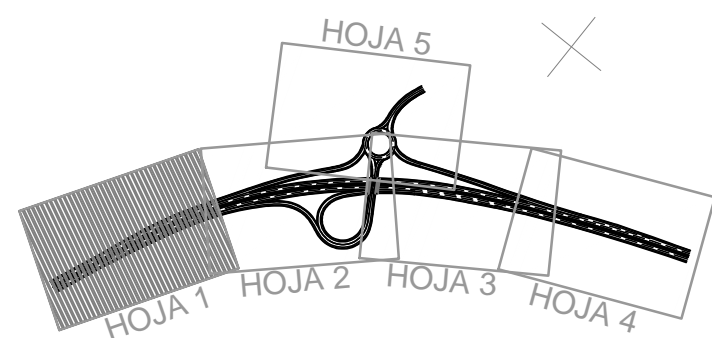
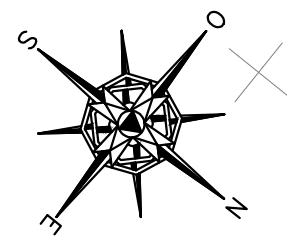






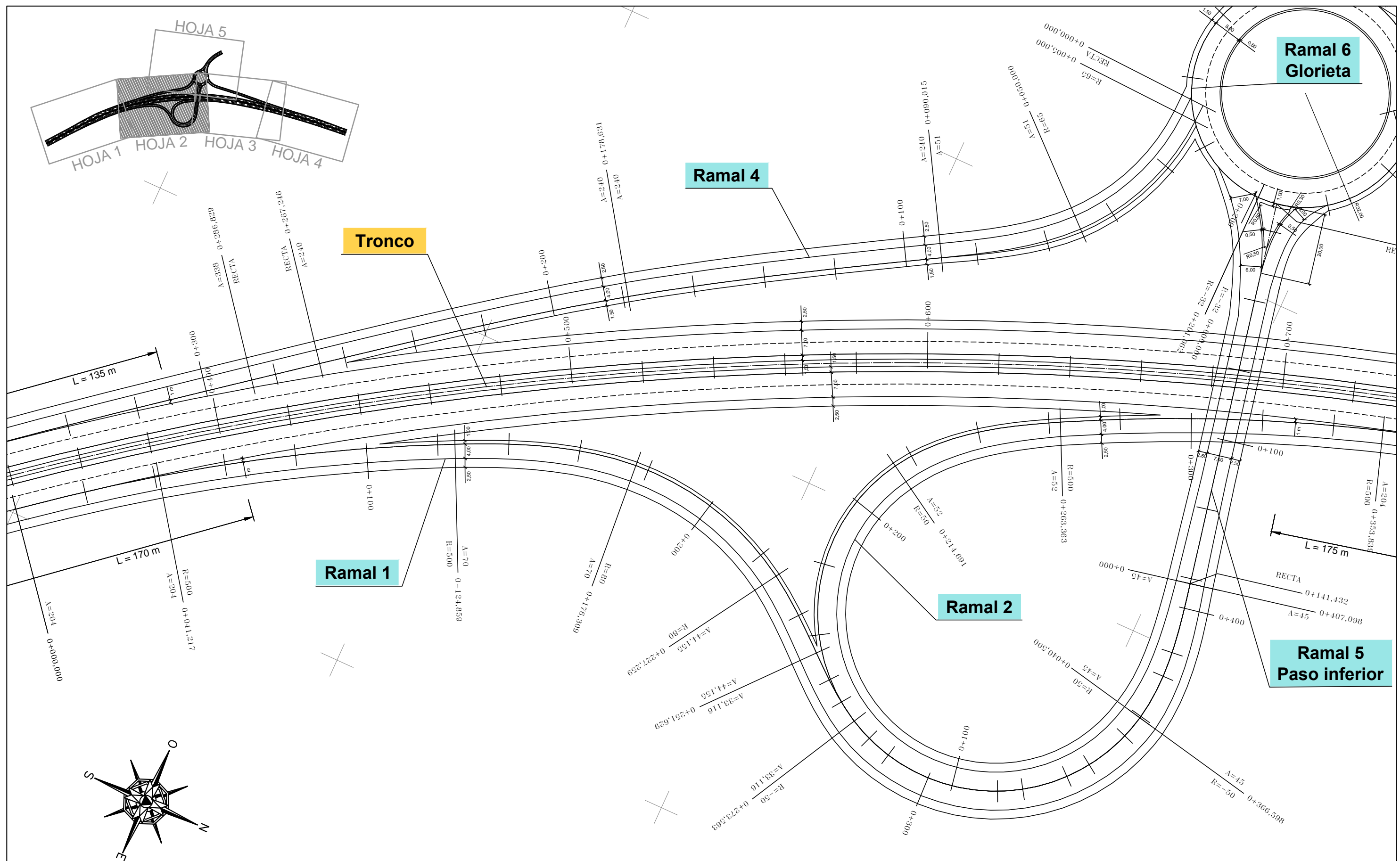
Inicio tramo de estudio 0+000

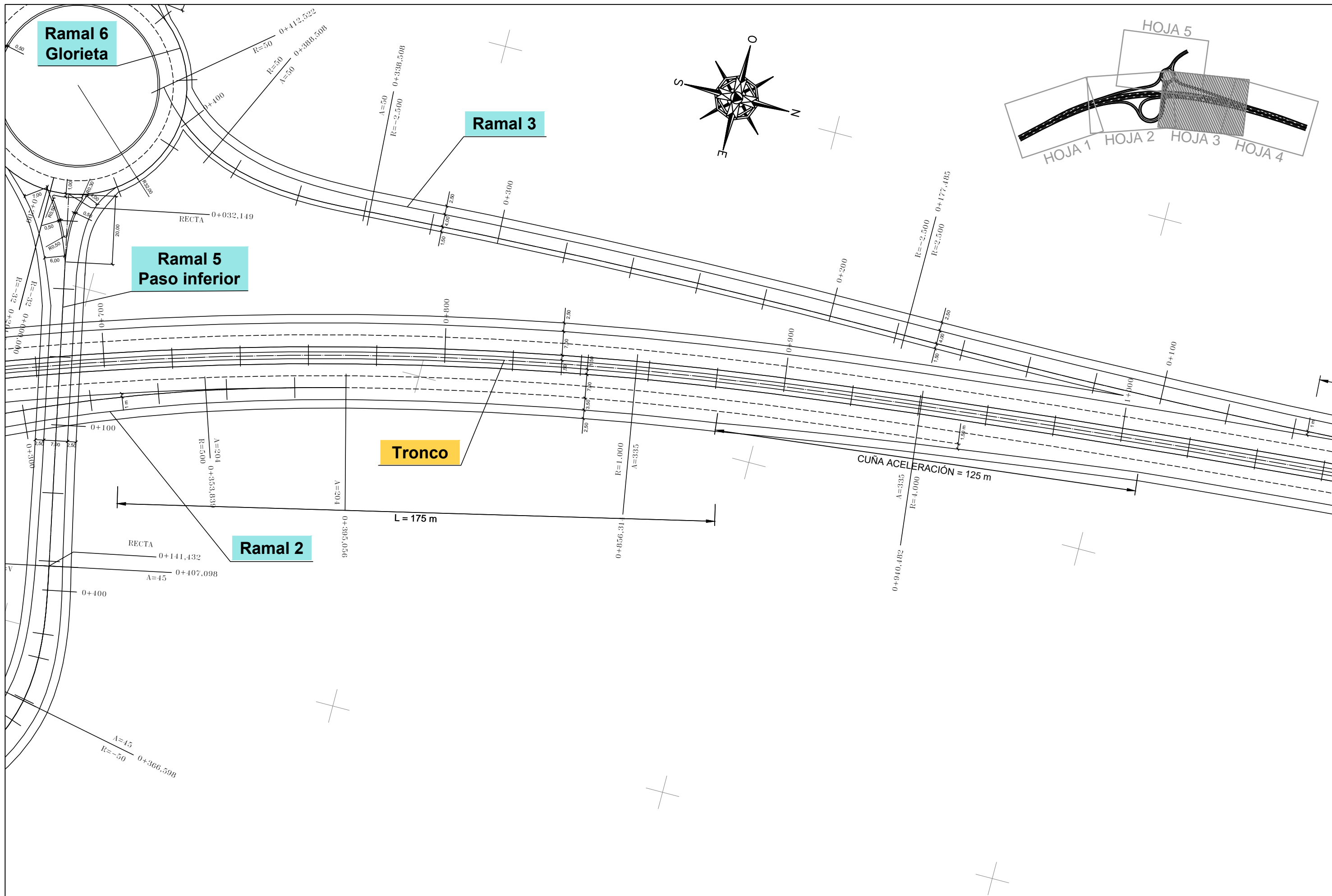


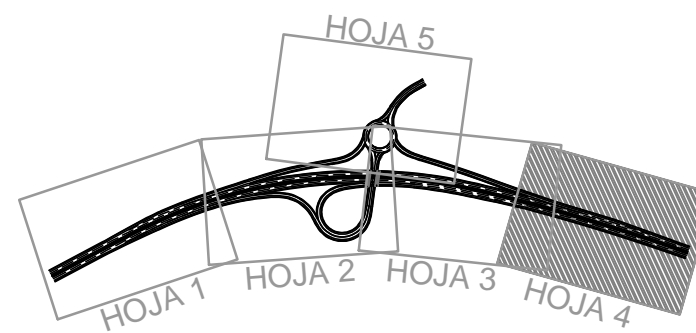
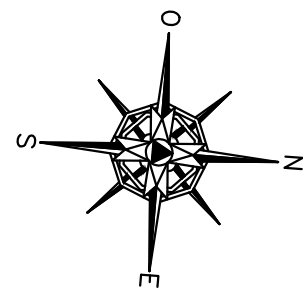


Inicio tramo de estudio 0+000

← Tavernes de la Valldigna







Ramal 3

0+000,000
R=2,500

L = 130 m

CUÑA DECELERACIÓN = 125 m

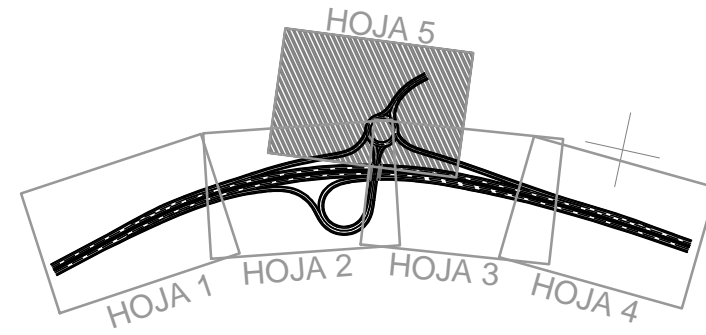
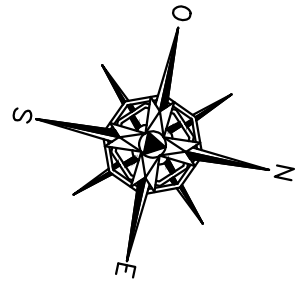
1+340,482
R=4,000

Tronco

Fin tramo de estudio 1+340

Valencia





Enlace con
N-332 actual

Favara

Ramal 6
Glorieta

Ramal 3

Ramal 4

Ramal 5
Paso inferior

Tronco



E.T.S.I. CAMINOS
CANALES Y
PUERTOS



Título Trabajo Fin de Máster:

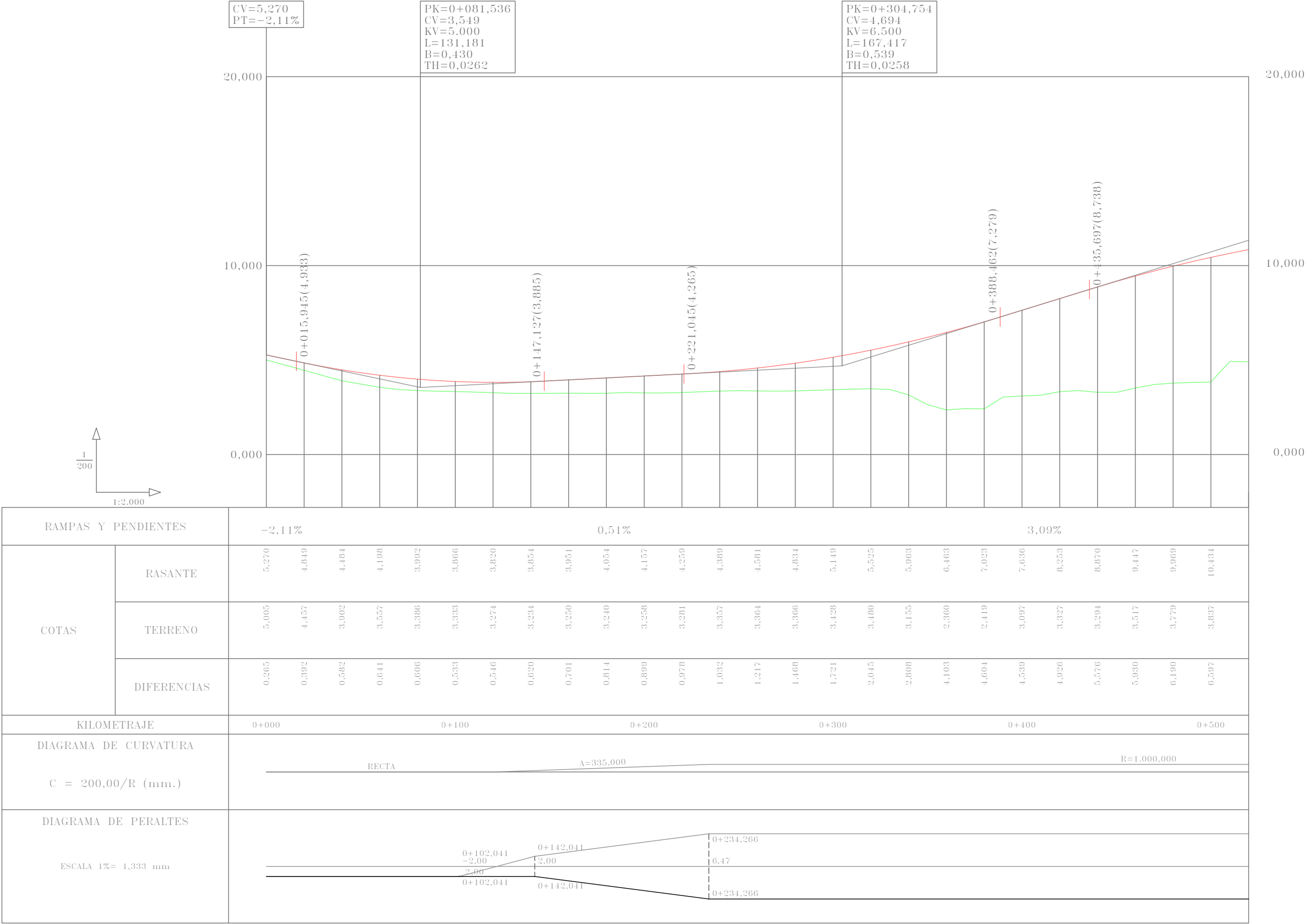
Estudio de soluciones para el enlace de Favara en la carretera N-332. P.K.
242+000 al 252+000. Variante de Sueca (Valencia).

Autor:
Rafael Javier Pérez Lozano
Tutor:
Ricardo Insa Franco

Plano:
Trazado soluciones de enlace
Solución 3
Definición gemétrica

Escala: 1:1.000
Número de plano: 2.3.4 hoja 5 de 5

Fecha:
Febrero
2019



E.T.S.I. CAMINOS
CANALES Y
PUERTOS



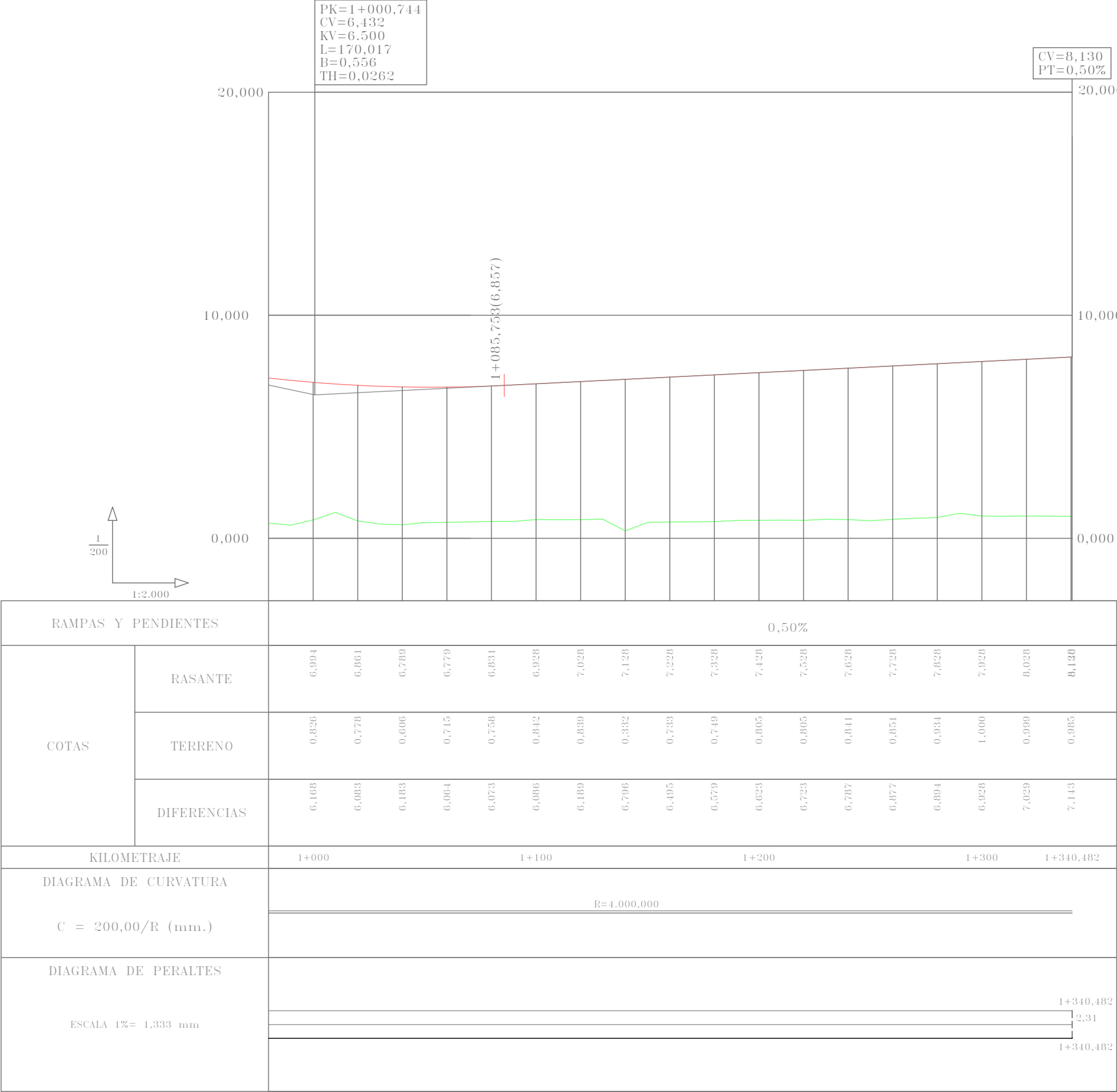
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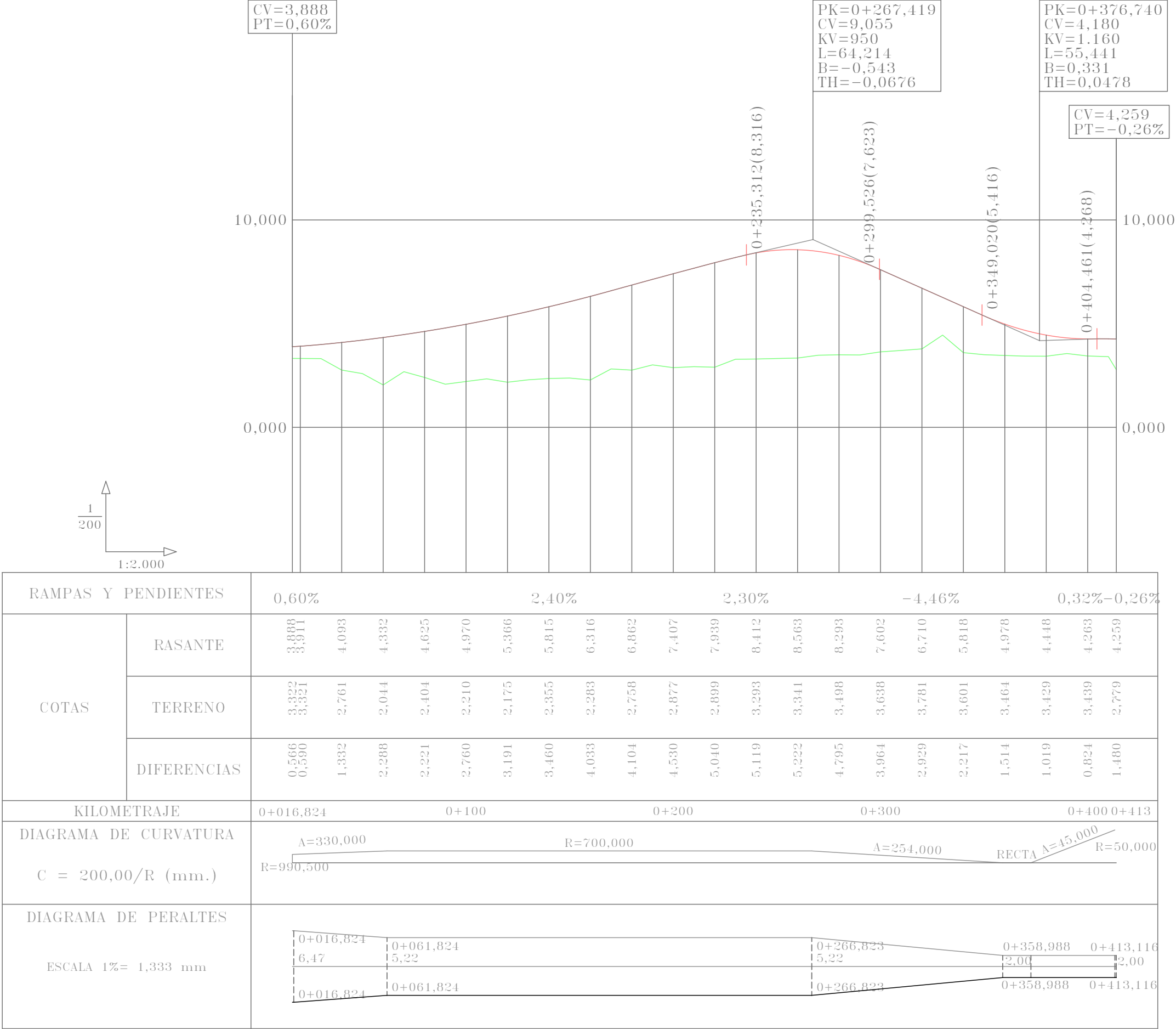
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Rafael Javier Pérez Lozano
Tutor:
Ricardo Insa Franco

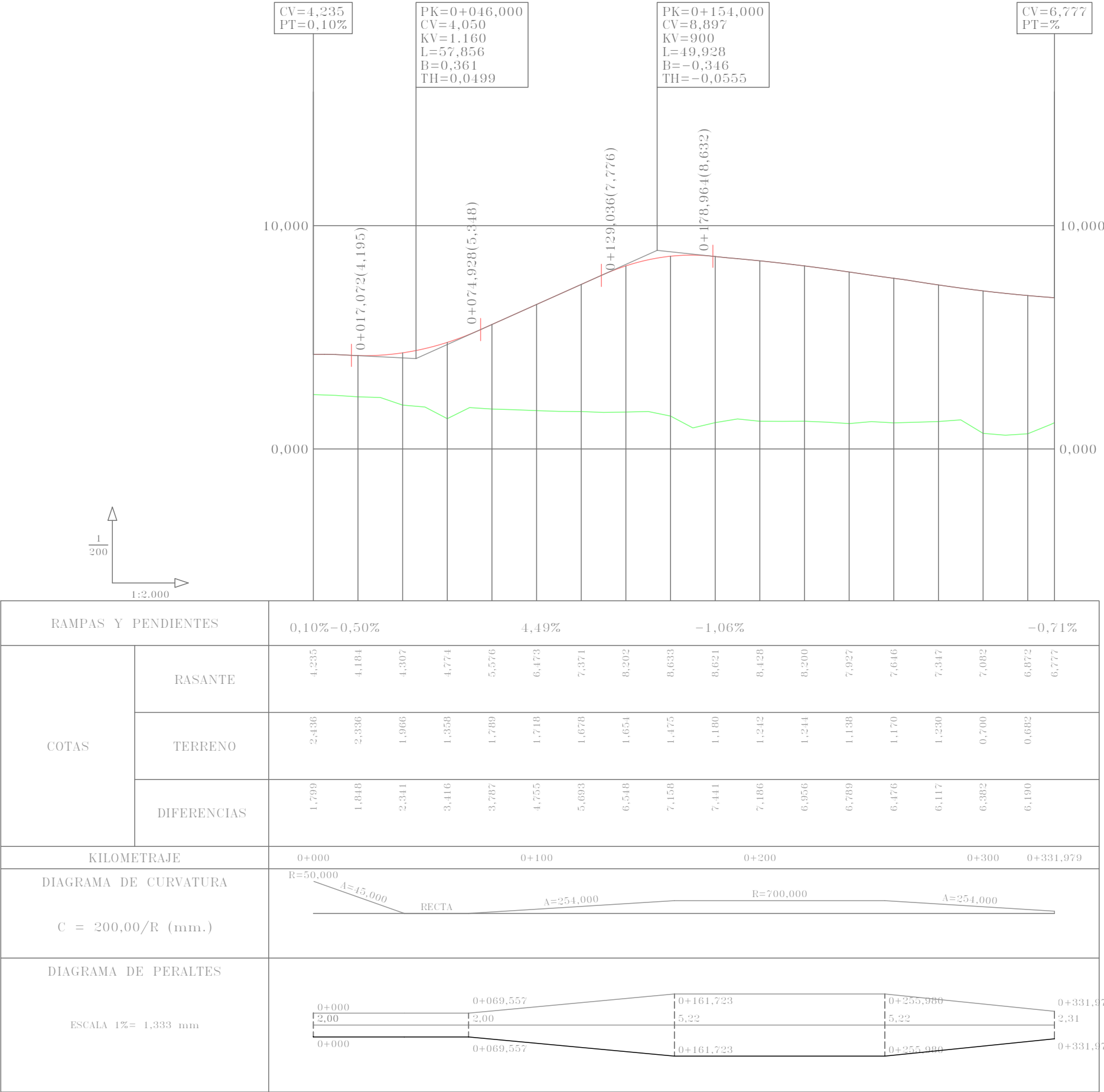
Plano:
Perfiles longitudinales
Solución 1 y 1b
Tronco

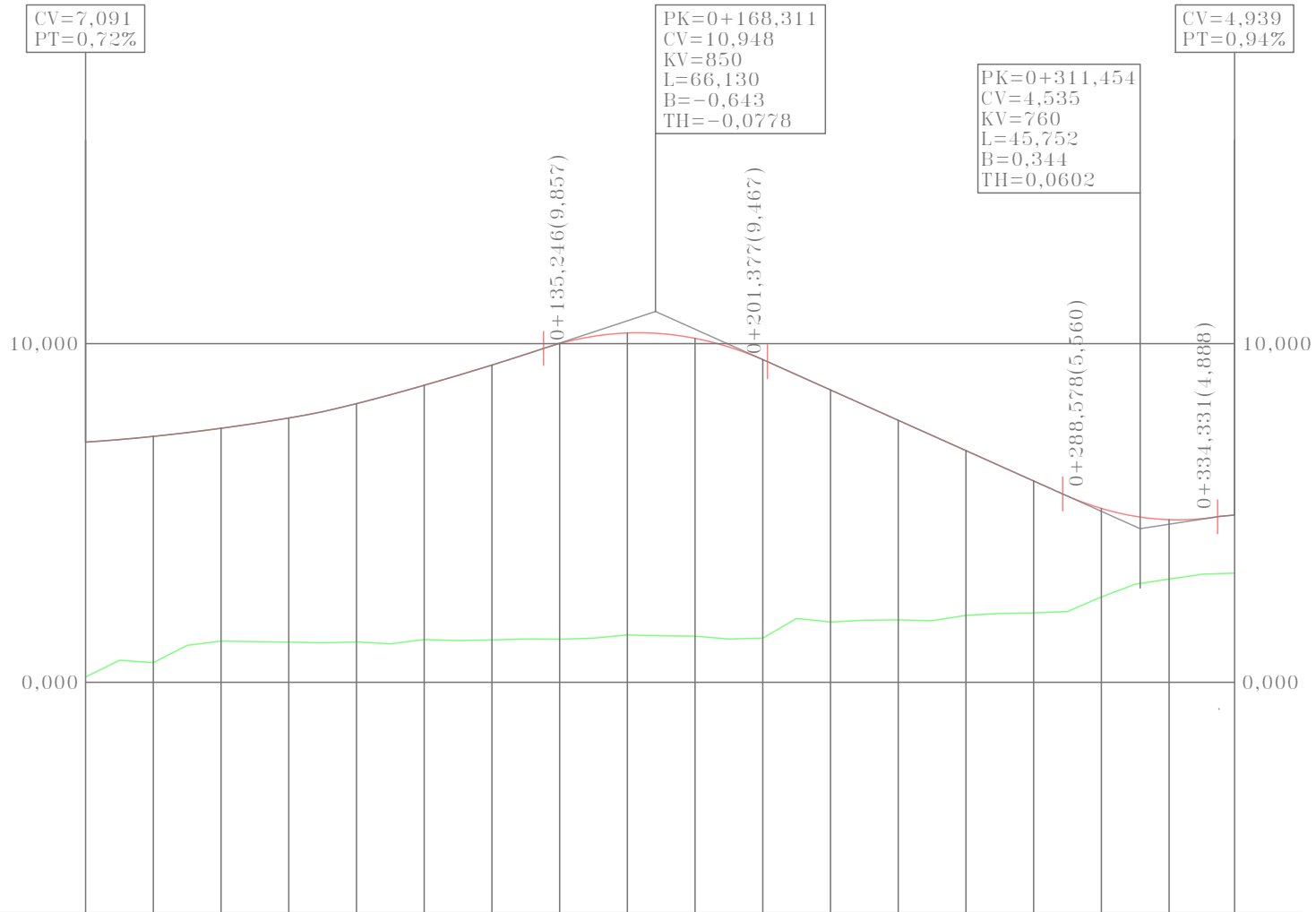
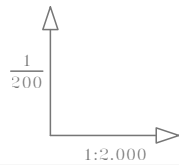
Escala: V: 1:200 H: 1:2.000
Número de plano
3.1.1 hoja 1 de 3

Fecha:
Febrero
2019









RAMPAS Y PENDIENTES		0,72%		3,30%								-4,48%						0,94%	
COTAS	RASANTE	7,091	7,261	7,500	7,805	8,228	8,771	9,366	10,001	10,314	10,156	9,527	8,633	7,737	6,841	5,945	5,134	4,802	4,939
	TERRENO	0,157	0,581	1,217	1,187	1,191	1,262	1,249	1,273	1,397	1,363	1,304	1,779	1,843	1,975	2,048	2,519	3,047	3,222
	DIFERENCIAS	6,934	6,680	6,283	6,618	7,037	7,509	8,117	8,728	8,917	8,793	8,223	6,854	5,894	4,866	3,897	2,615	1,755	1,717
KILOMETRAJE		0+000		0+100				0+200				0+300				0+339,346			
DIAGRAMA DE CURVATURA																			
DIAGRAMA DE PERALTES																			



E.T.S.I. CAMINOS
CANALES Y
PUERTOS



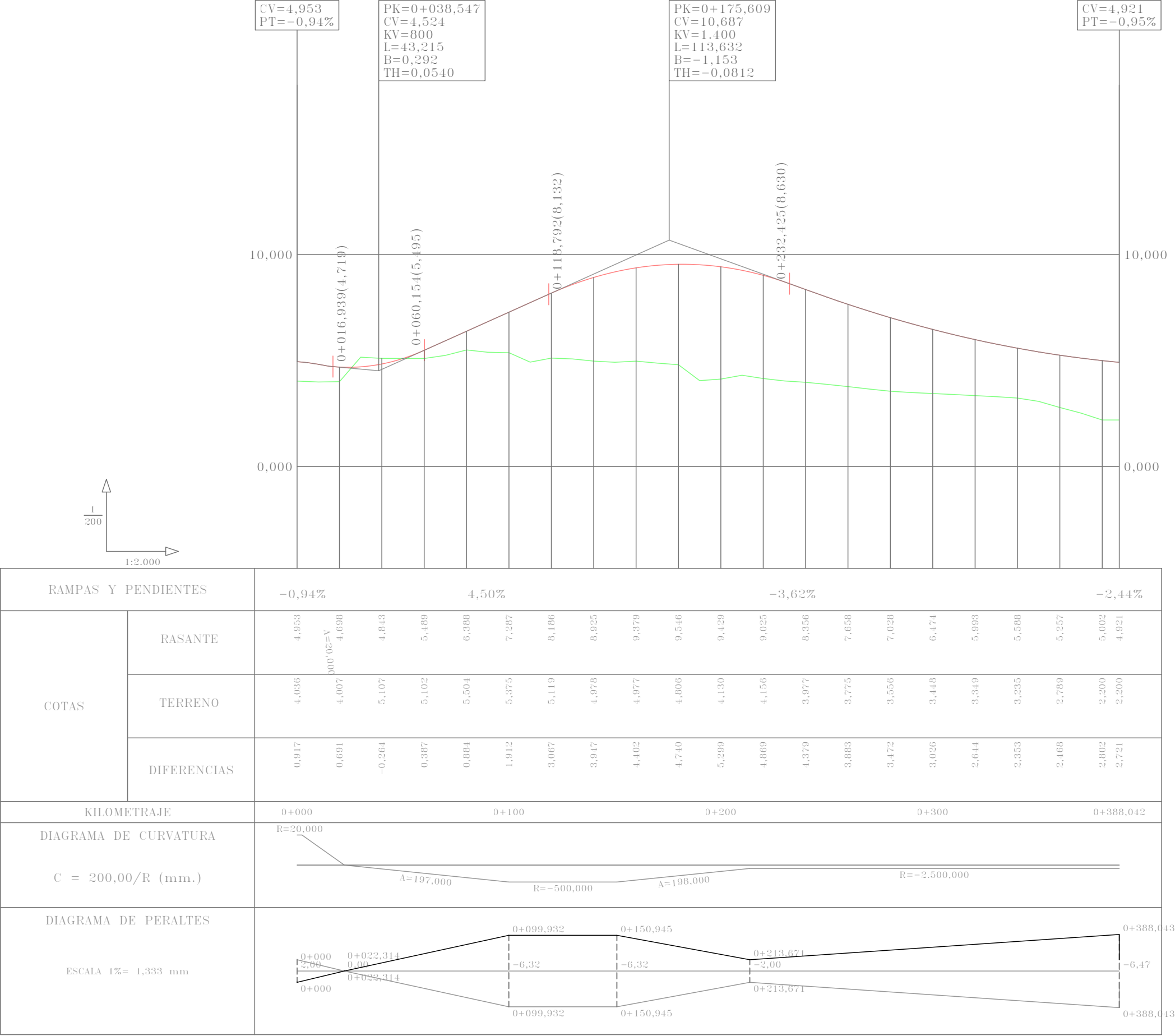
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242+000 al 252+000. Variante de Sueca (Valencia).

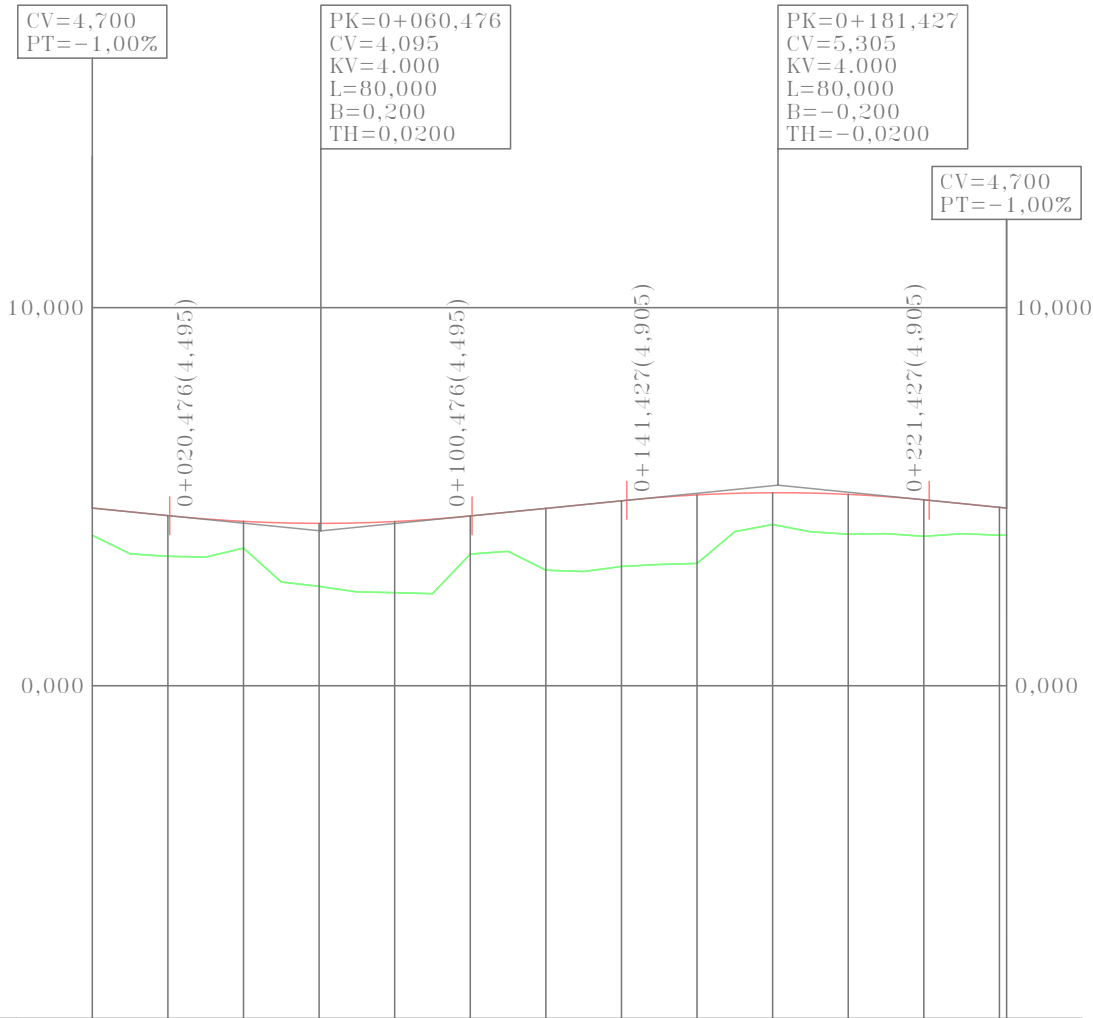
Autor:
Rafael Javier Pérez Lozano
Tutor:
Ricardo Insa Franco

Plano:
Perfiles longitudinales
Solución 1 y 1b
Ramal 3

Escala: V: 1:200 H: 1:2.000
Número de plano
3.1.2.3 hoja 1 de 1

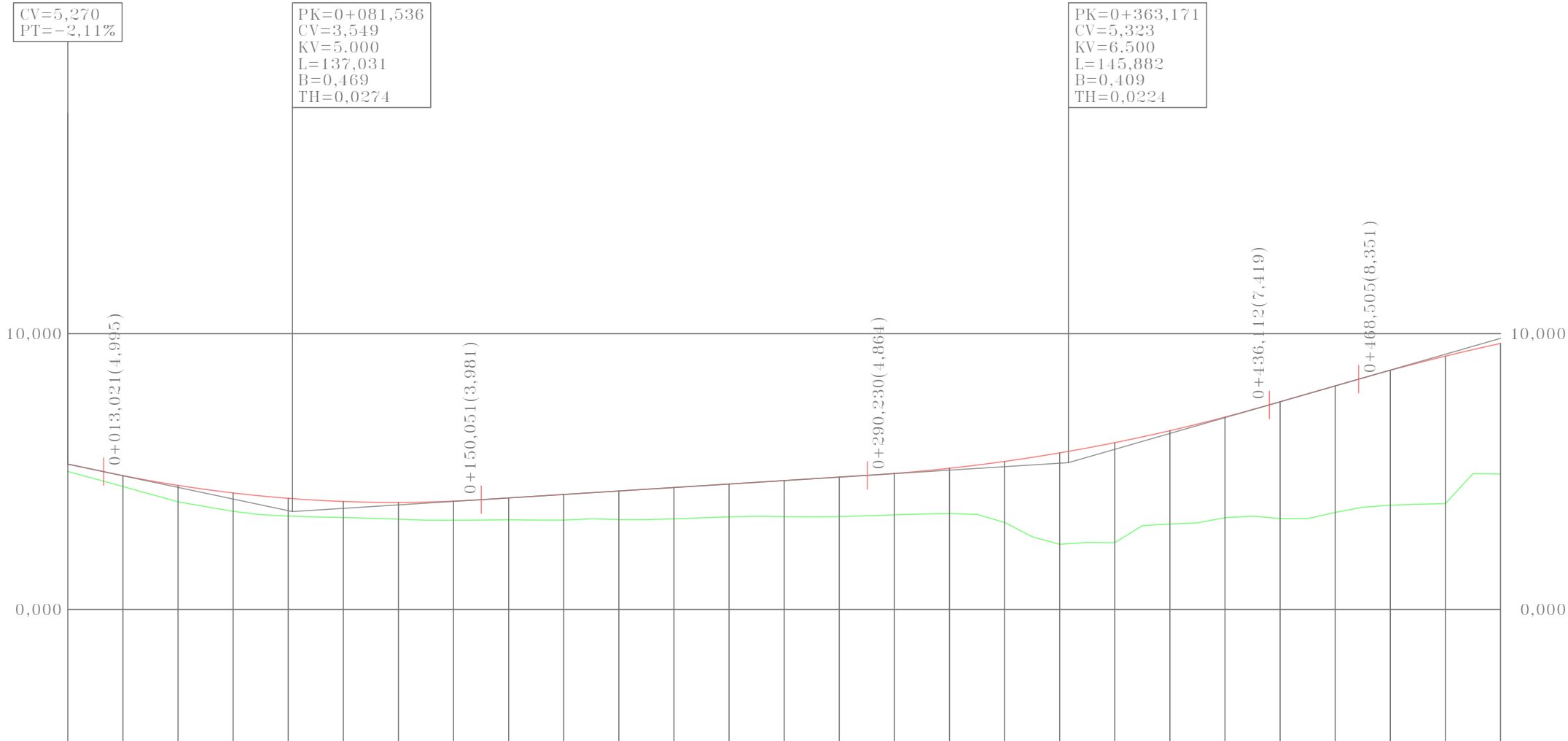
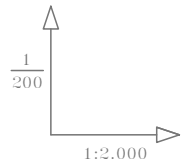
Fecha:
Febrero
2019





RAMPAS Y PENDIENTES		- 1,00%				1,00%				- 1,00%					
COTAS	RASANTE	4,700	4,500	4,348	4,295	4,343	4,491	4,690	4,890	5,047	5,105	5,062	4,919	4,768	
	TERRENO	3,979	3,422	3,640	2,628	2,460	3,483	3,056	3,155	3,235	4,265	4,007	3,952	3,899	
	DIFERENCIAS	0,721	1,078	0,708	1,667	1,883	1,008	1,634	1,735	1,812	0,840	1,055	0,967	0,731	
KILOMETRAJE		0+000				0+100				0+200				0+241,902	
DIAGRAMA DE CURVATURA															
C = 200,00/R (mm.)		<div><div></div><div>R=-38,500</div><div>R=-38,500</div></div>													
DIAGRAMA DE PERALTES															
ESCALA 1%= 1,333 mm		<div><div></div><div></div><div>2,00</div></div>													





RAMPAS Y PENDIENTES		-2,11%																									0,63%																									2,87%																																																																																																			
COTAS	RASANTE	5,270	4,853	4,498	4,224	4,030	3,916	3,882	3,927	4,013	4,169	4,295	4,421	4,547	4,673	4,799	4,932	5,119	5,368	5,677	6,049	6,482	6,976	7,531	8,106	8,672	9,186																																																																																																																												
	TERRENO	5,005	4,457	3,902	3,557	3,386	3,333	3,274	3,234	3,250	3,240	3,258	3,281	3,357	3,364	3,366	3,428	3,480	3,155	2,360	2,419	3,097	3,327	3,294	3,517	3,779	3,837																																																																																																																												
	DIFERENCIAS	0,265	0,396	0,596	0,667	0,644	0,583	0,608	0,693	0,793	0,929	1,037	1,140	1,190	1,309	1,433	1,504	1,639	2,213	3,317	3,630	3,385	3,649	4,237	4,589	4,893	5,349																																																																																																																												
KILOMETRAJE		0+000																									0+100																									0+200																									0+300																									0+400																									0+500																								
DIAGRAMA DE CURVATURA		<div><div>RECTA</div><div>A=335,000</div><div>R=1.000,000</div></div>																																																																																																																																																					
DIAGRAMA DE PERALTES		<div><div><div>ESCALA 1%= 1,333 mm</div><div><div><div>0+103,568</div><div>0+140,514</div><div>0+234,266</div></div><div><div>-2,00</div><div>-2,00</div><div>2,00</div></div><div><div>2,00</div><div>2,00</div><div>6,47</div></div></div></div></div>																																																																																																																																																					



E.T.S.I. CAMINOS
CANALES Y
PUERTOS



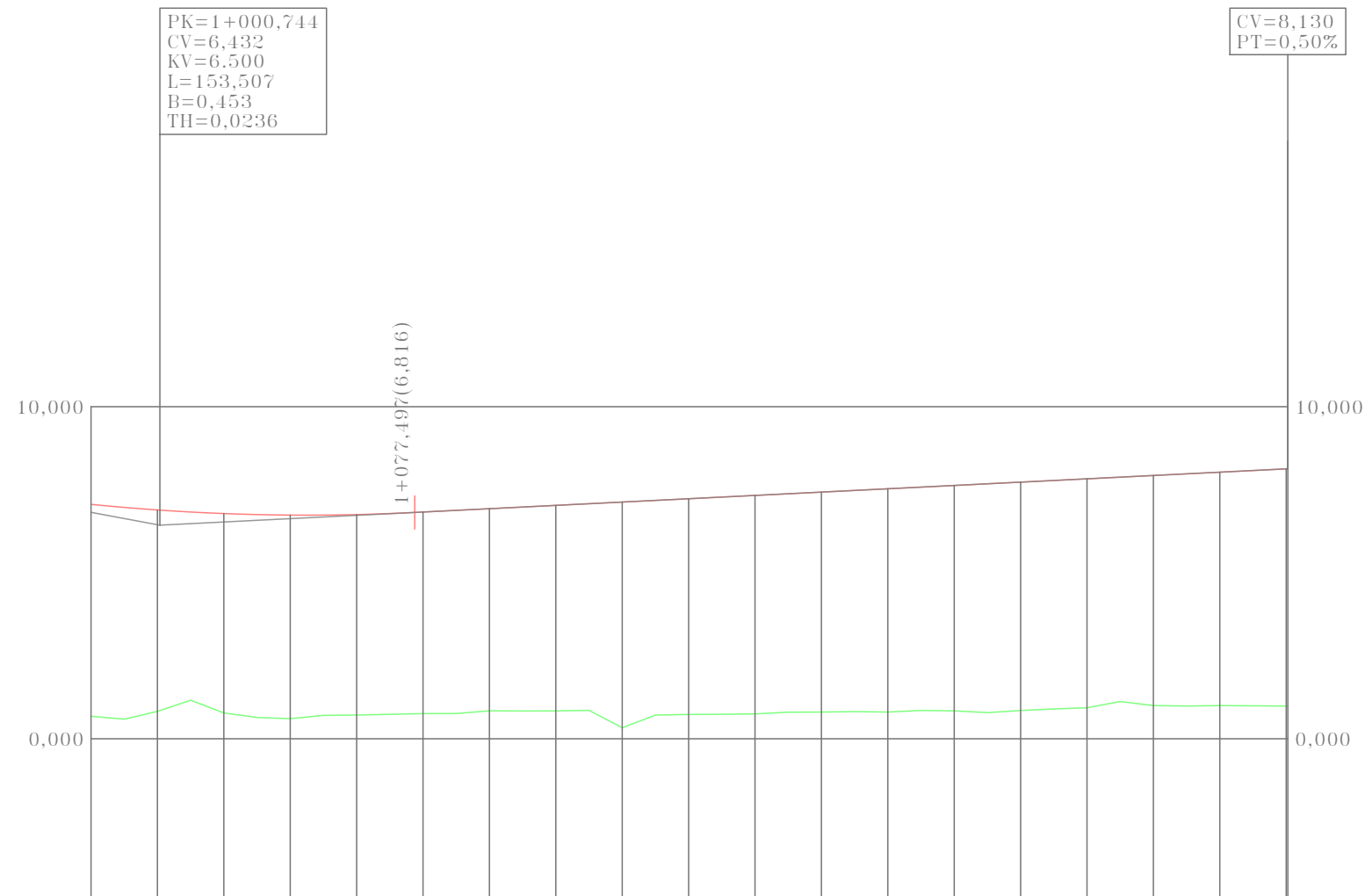
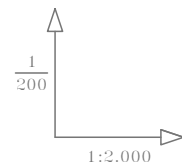
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Autor:
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Tutor:
Ricardo Insa Franco

Plano:
Perfiles longitudinales
Solución 2
Tronco

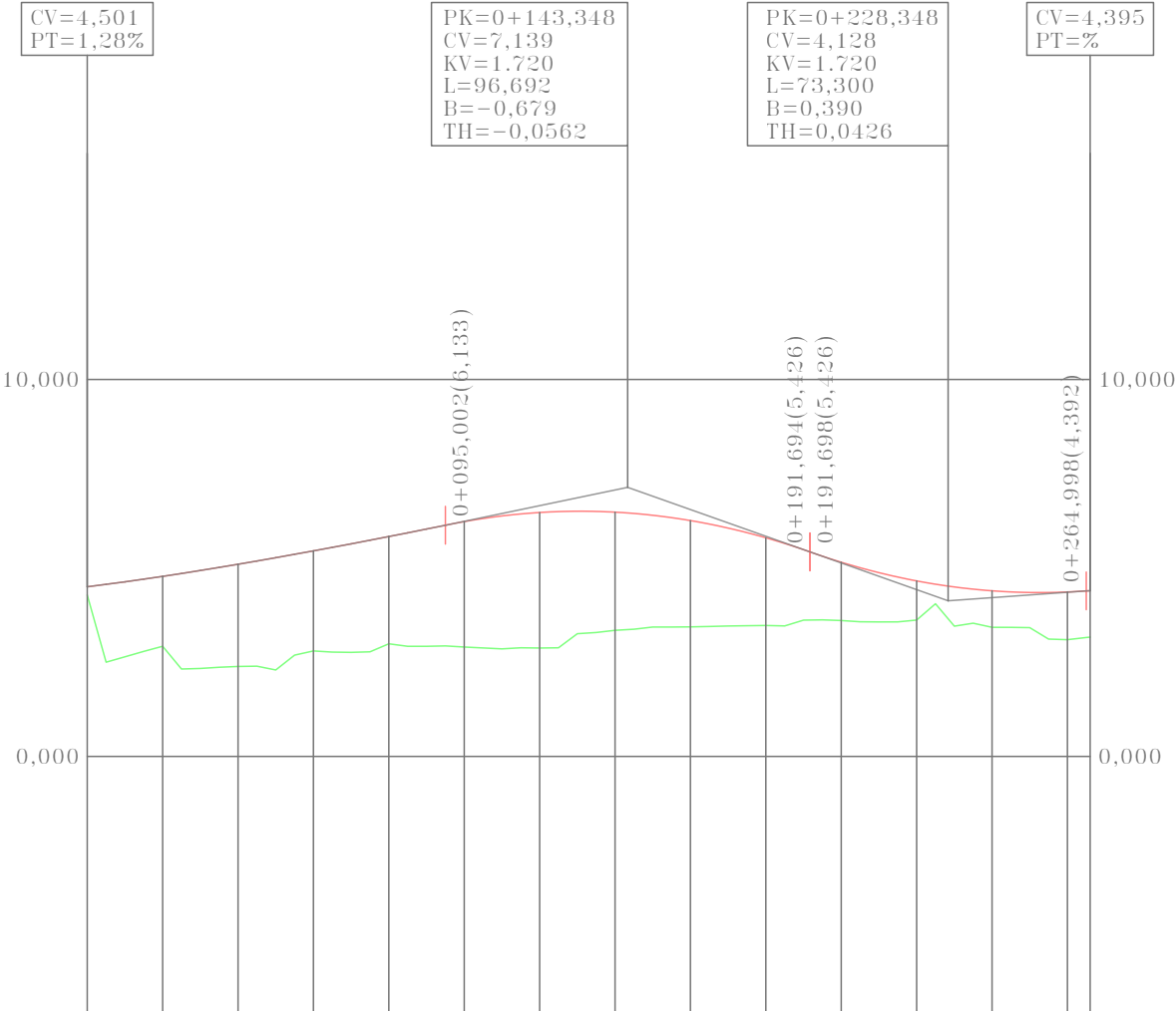
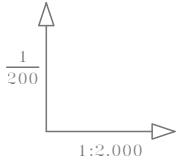
Escala: V: 1:200 H: 1:2.000
Número de plano
3.2.1 hoja 1 de 3

Fecha:
Febrero
2019



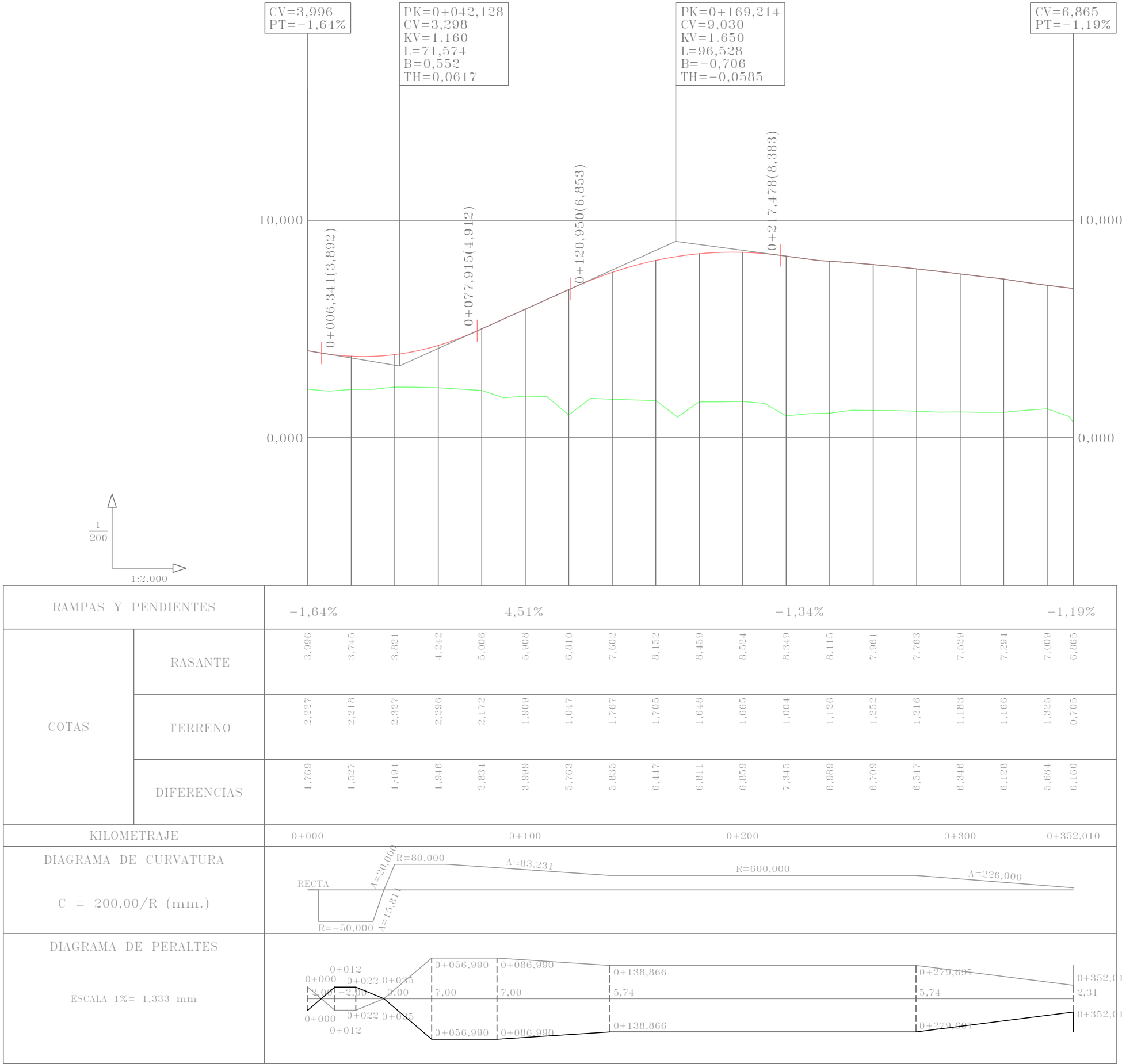
RAMPAS Y PENDIENTES		0,50%																	
COTAS	RASANTE	6,890	6,783	6,736	6,752	6,828	6,928	7,028	7,128	7,228	7,328	7,428	7,528	7,628	7,728	7,828	7,928	8,028	8,128
	TERRENO	0,826	0,778	0,606	0,715	0,758	0,842	0,839	0,332	0,733	0,749	0,805	0,805	0,841	0,851	0,934	1,000	0,999	0,985
	DIFERENCIAS	6,064	6,005	6,130	6,037	6,070	6,086	6,189	6,796	6,495	6,579	6,623	6,723	6,787	6,877	6,894	6,928	7,029	7,143
KILOMETRAJE		1+000	1+100					1+200					1+300					1+340,482	
DIAGRAMA DE CURVATURA		R=4.000,000																	
C = 200,00/R (mm.)																			
DIAGRAMA DE PERALTES		<div><div></div><div></div><div></div></div>																	
ESCALA 1%= 1,333 mm																			

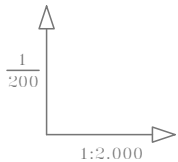




RAMPAS Y PENDIENTES		1,28%		2,08%				-3,54%				0,29%			
COTAS	PROYECTADA	4,501	4,776	5,099	5,452	5,833	6,230	6,471	6,480	6,257	5,801	5,152	4,657	4,394	4,363
	ACTUAL	4,283	2,922	2,386	2,798	2,987	2,902	2,875	3,345	3,436	3,473	3,605	3,617	3,425	3,097
	DIFERENCIAS	0,218	1,854	2,713	2,654	2,846	3,328	3,596	3,135	2,821	2,328	1,547	1,040	0,969	1,266
KILOMETRAJE		0+000		0+100				0+200				0+266,031			
DIAGRAMA DE CURVATURA		<div><div><div>R=986,500</div><div>A=181,000</div></div><div><div>R=400,000</div></div><div><div>A=53,000</div></div><div><div>R=50,000</div></div></div> <div>C = 200,00/R (mm.)</div>													
DIAGRAMA DE PERALTES		<div><div><div>0+000</div><div>0+048,693</div><div>0+183,525</div><div>0+232,683</div><div>0+266,031</div></div><div><div>6,47</div><div>6,87</div><div>6,87</div><div>7,00</div><div>2,00</div></div><div><div>0+000</div><div>0+048,693</div><div>0+183,525</div><div>0+232,683</div><div>0+266,031</div></div></div> <div>ESCALA 1%= 1,333 mm</div>													







RAMPAS Y PENDIENTES		-0,24%					2,86%					-4,41%					1,59%									
COTAS	RASANTE	6,920	6,898	6,946	7,061	7,242	7,490	7,805	8,300	8,836	9,112	9,080	8,741	8,093	7,222	6,340	5,459	4,647	4,280	4,412	4,493					
	TERRENO	0,736	0,722	0,807	0,693	0,668	1,197	1,173	1,143	1,252	1,206	1,265	1,364	1,347	1,929	1,788	1,883	1,984	2,018	2,510	2,542					
	DIFERENCIAS	6,184	6,176	6,139	6,368	6,574	6,293	6,632	7,157	7,584	7,906	7,795	7,377	6,746	5,293	4,552	3,576	2,663	2,262	1,902	1,951					
KILOMETRAJE		0+000					0+100					0+200					0+300					0+365,377				
DIAGRAMA DE CURVATURA																										
C = 200,00/R (mm.)																										
DIAGRAMA DE PERALTES																										
ESCALA 1%= 1,333 mm																										



E.T.S.I. CAMINOS
CANALES Y
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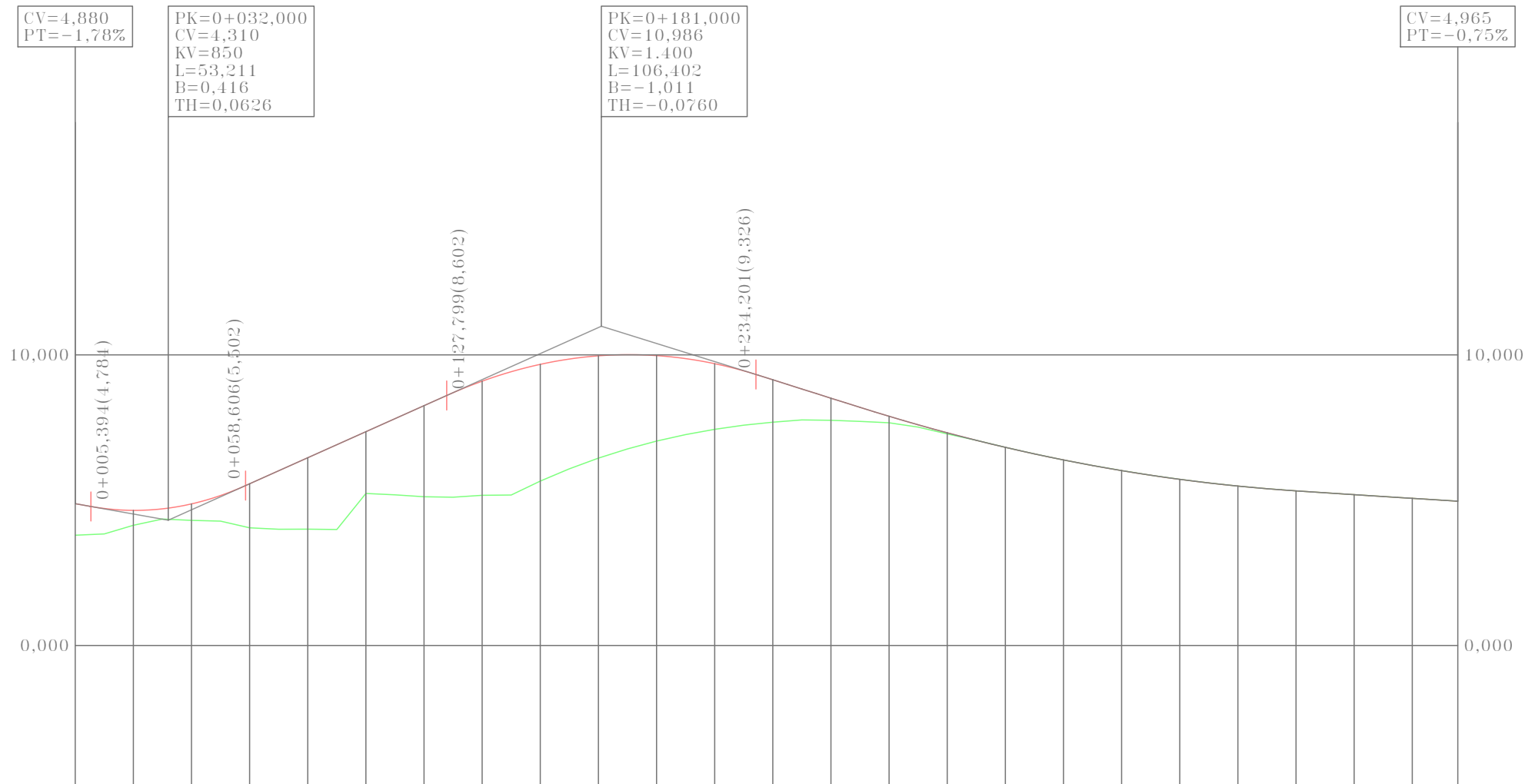
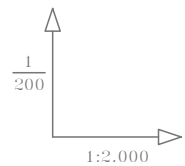
Título Trabajo Fin de Máster:
Estudio de soluciones para el enlace de Favara en la carretera N-332. P.K.
242+000 al 252+000. Variante de Sueca (Valencia).

Autor:
Rafael Javier Pérez Lozano
Tutor:
Ricardo Insa Franco

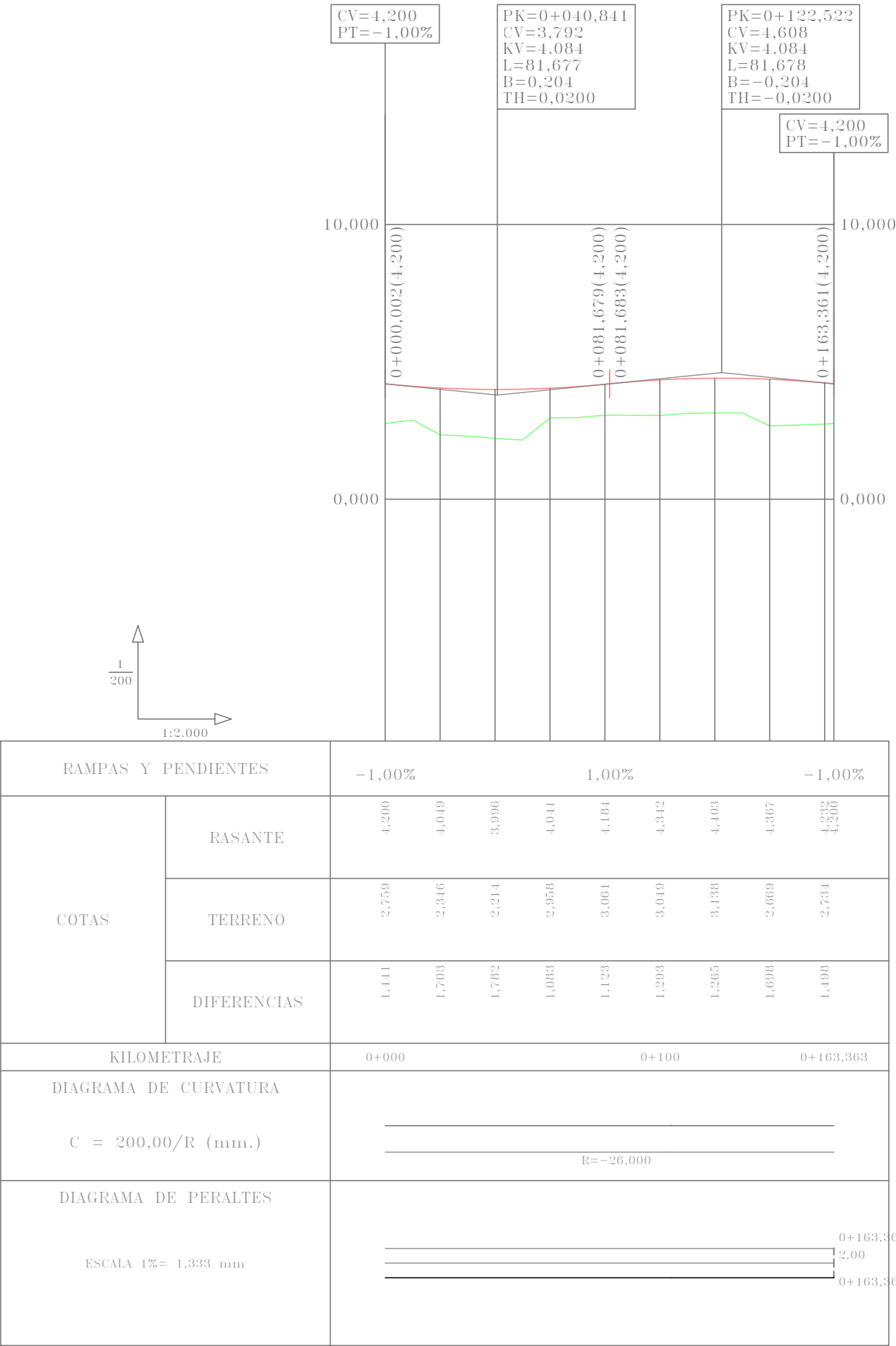
Plano:
Perfiles longitudinales
Solución 2
Ramal 3

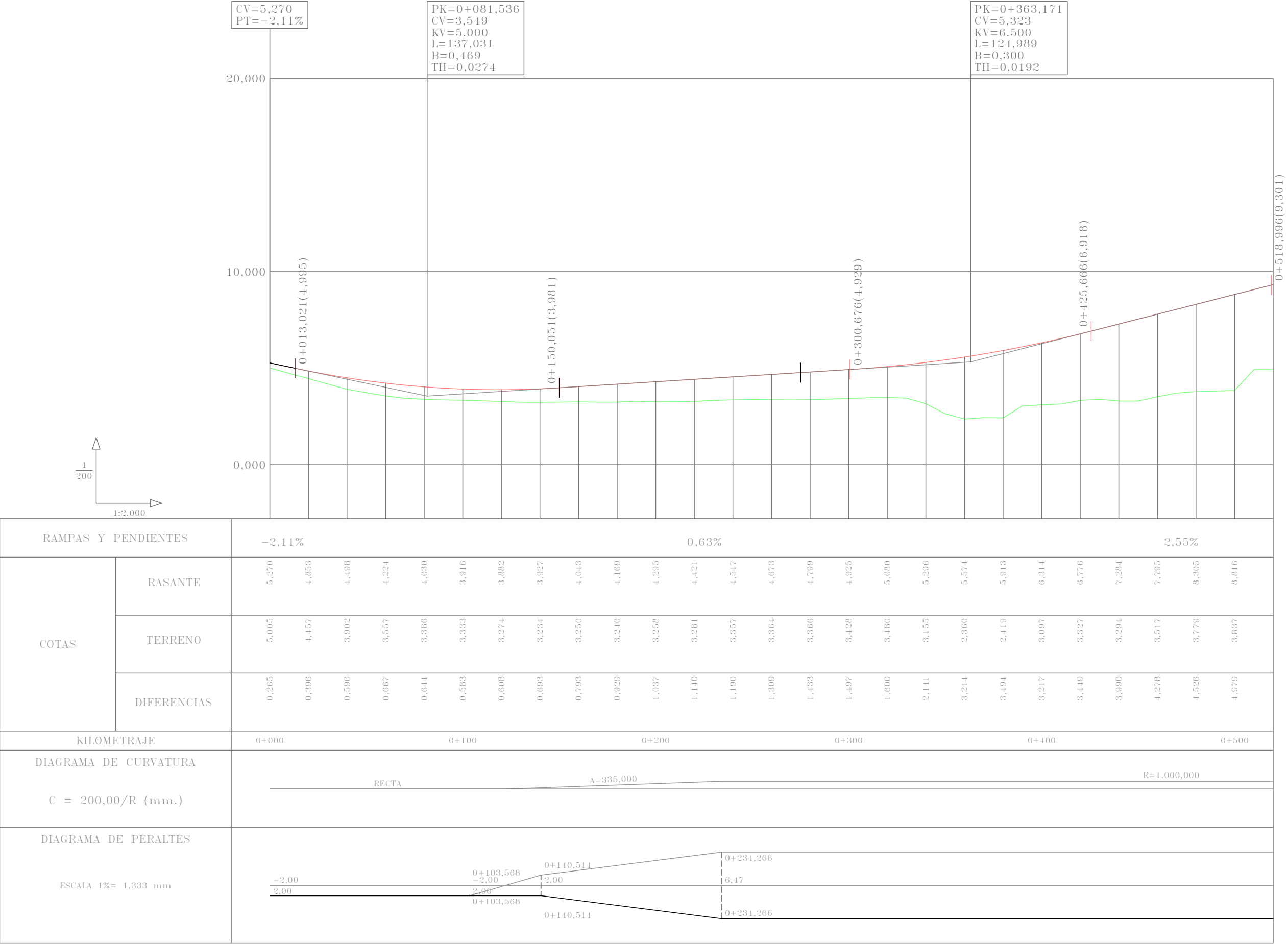
Escala: V: 1:200 H: 1:2.000
Número de plano
3.2.2.3 hoja 1 de 1

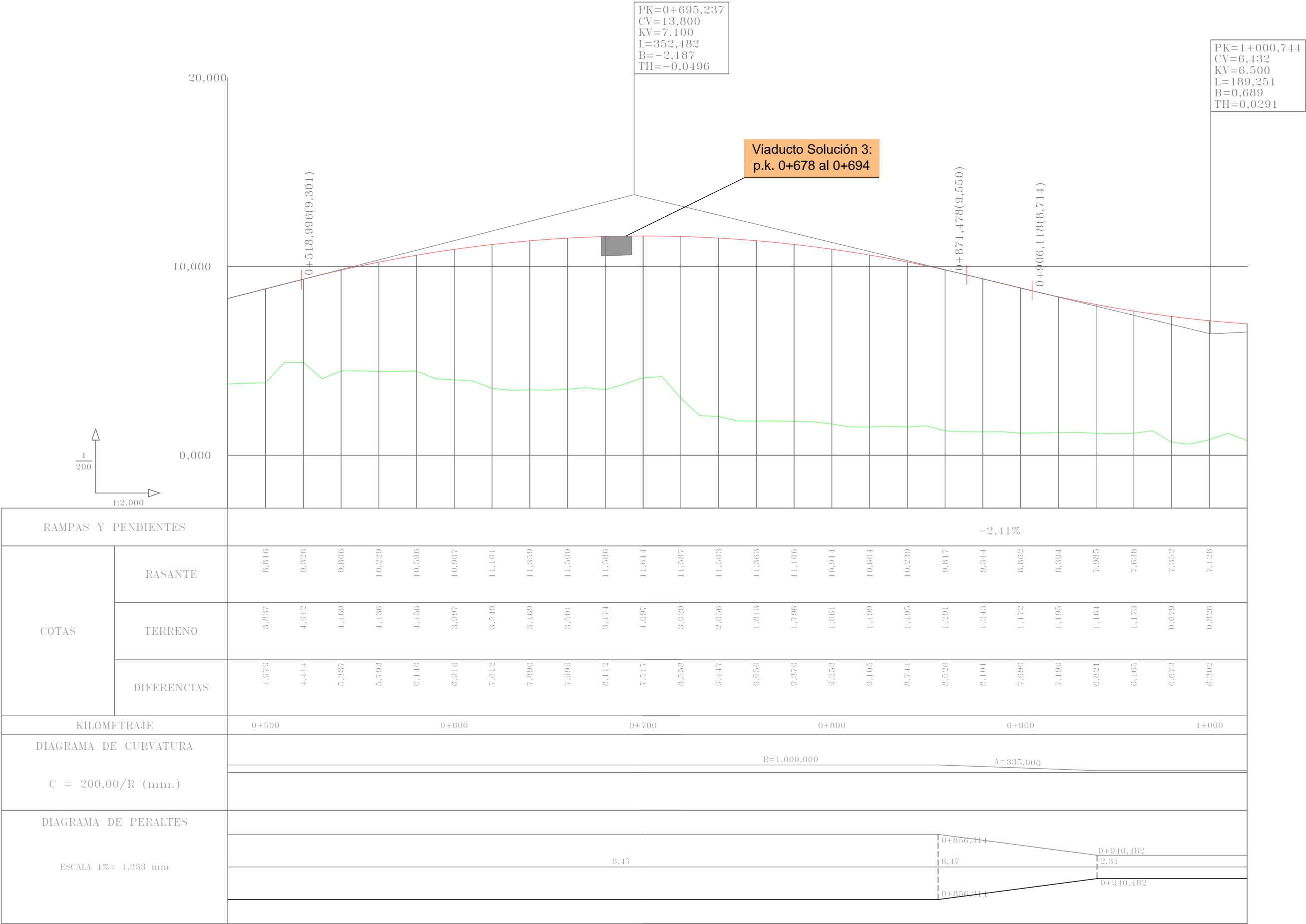
Fecha:
Febrero
2019

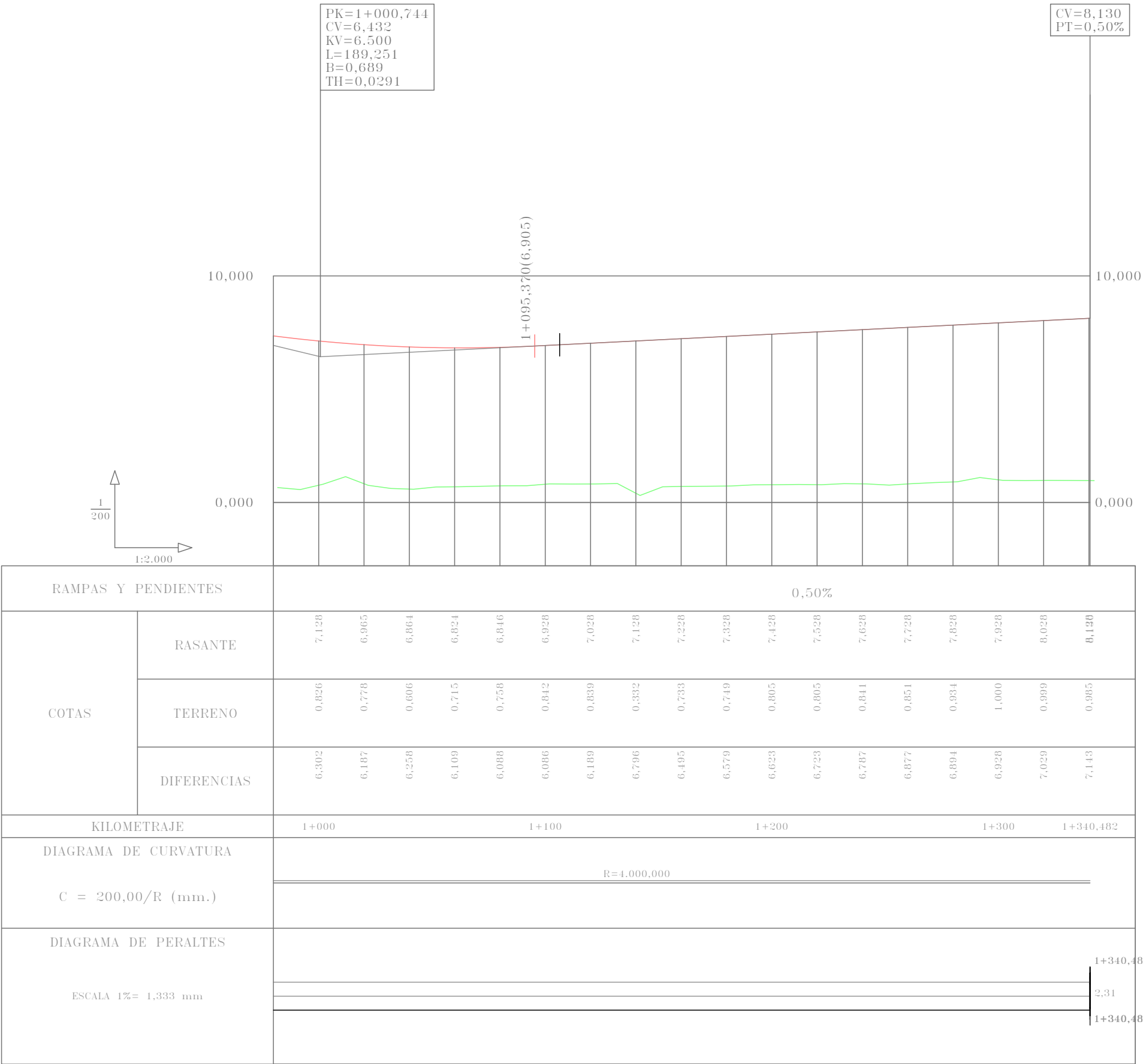


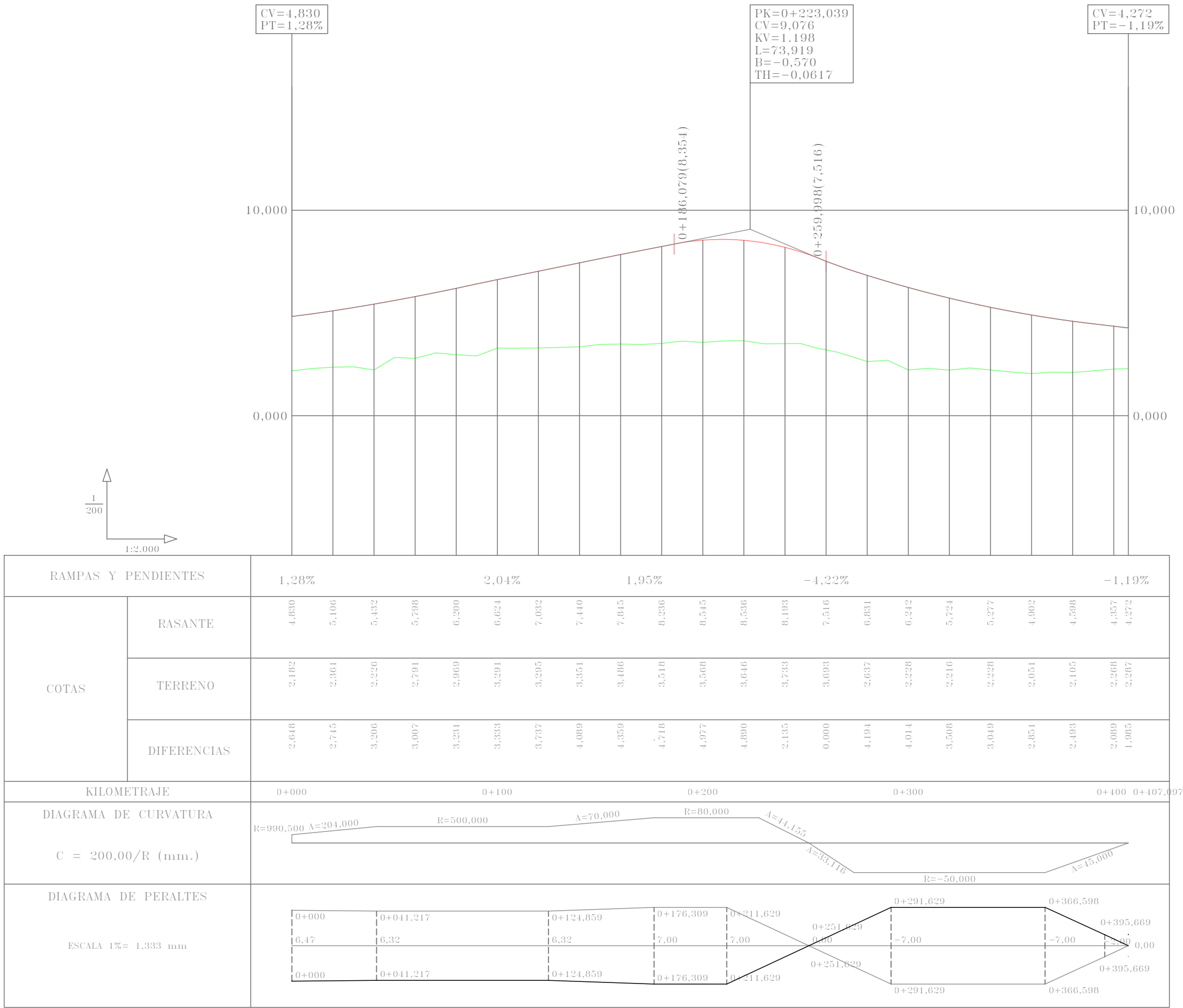
RAMPAS Y PENDIENTES		-1,78%		4,48%										-3,12%										-0,75%																			
COTAS	RASANTE	4,880	4,649	4,872	5,565	6,461	7,357	8,253	9,096	9,675	9,968	9,975	9,697	9,144	8,509	7,887	7,319	6,819	6,385	6,017	5,718	5,485	5,320	5,190	5,063	4,965																	
	TERRENO	3,794	4,136	4,305	4,049	4,002	5,231	5,118	5,168	5,656	6,447	7,033	7,438	7,683	7,749	7,663	7,280	6,818	6,384	6,018	5,718	5,485	5,320	5,190	5,063	4,965																	
	DIFERENCIAS	1,086	0,513	0,567	1,516	2,459	2,126	3,135	3,928	4,019	3,521	2,942	2,259	1,461	0,760	0,224	0,039	0,001	0,001	-0,001	0,000	0,000	0,000	0,000	0,000	0,000																	
KILOMETRAJE		0+000		0+100										0+200										0+300										0+400					0+475,665				
DIAGRAMA DE CURVATURA																																											
DIAGRAMA DE PERALTES																																											

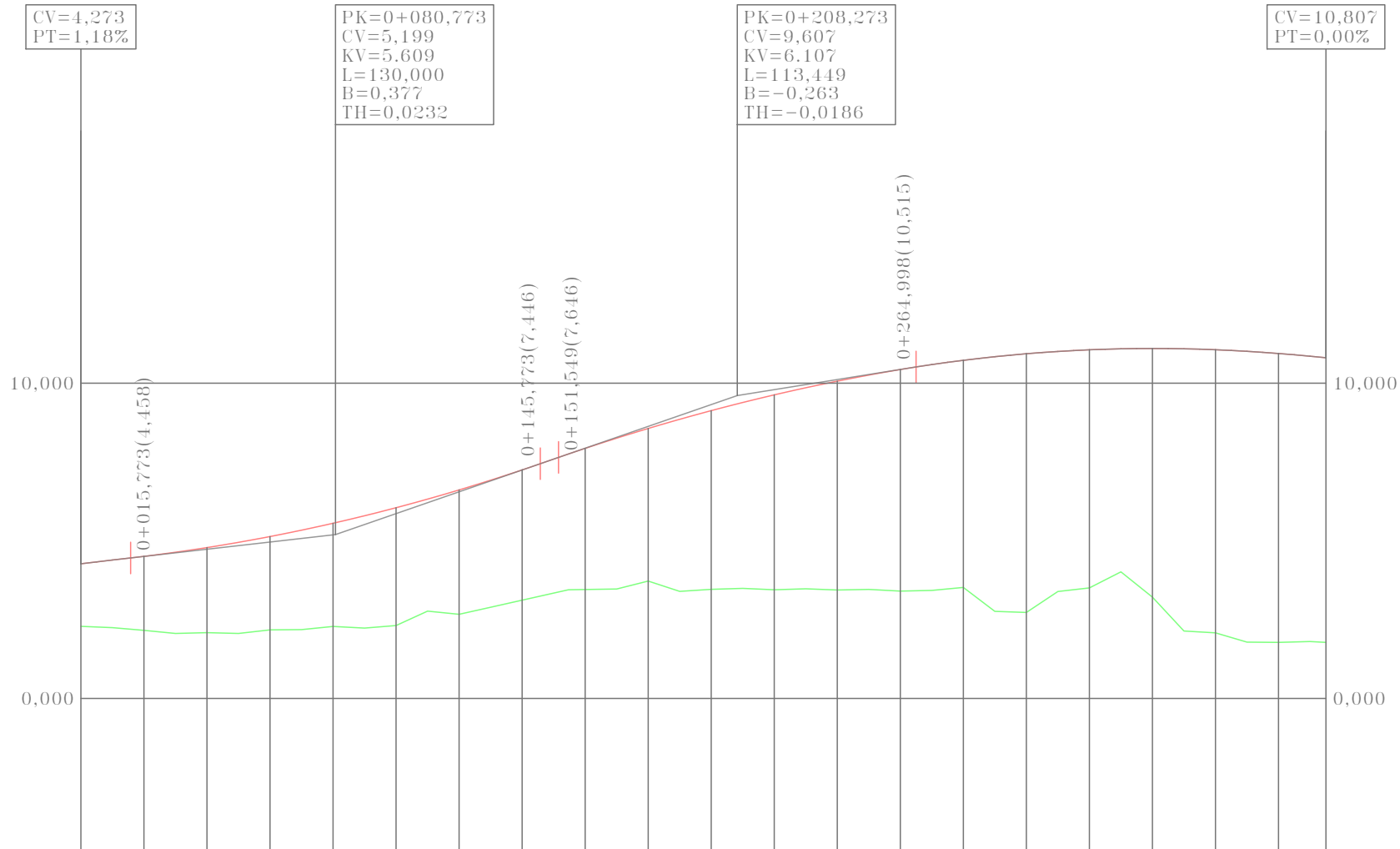
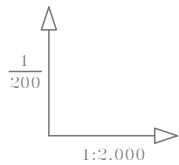












RAMPAS Y PENDIENTES		1,18%				3,46%				1,60%				-0,98%									
COTAS	RASANTE	4.273	4.508	4.786	5.136	5.558	6.050	6.614	7.250	7.932	8.563	9.129	9.629	10.064	10.433	10.726	10.934	11.059	11.101	11.061	10.941	10.807	
	TERRENO	2.288	2.161	2.088	2.175	2.284	2.313	2.670	3.242	3.450	3.724	3.461	3.447	3.440	3.405	3.522	2.728	3.507	3.214	2.081	1.778	1.779	
	DIFERENCIAS	1.985	2.347	2.698	2.961	3.274	3.737	3.944	-0.006	0.375	4.839	5.668	6.182	6.624	7.028	7.204	8.206	7.552	7.887	8.980	9.163	9.028	
KILOMETRAJE		0+000				0+100				0+200				0+300				0+395,056					
DIAGRAMA DE CURVATURA																							
C = 200,00/R (mm.)																							
DIAGRAMA DE PERALTES																							
ESCALA 1%= 1,333 mm																							



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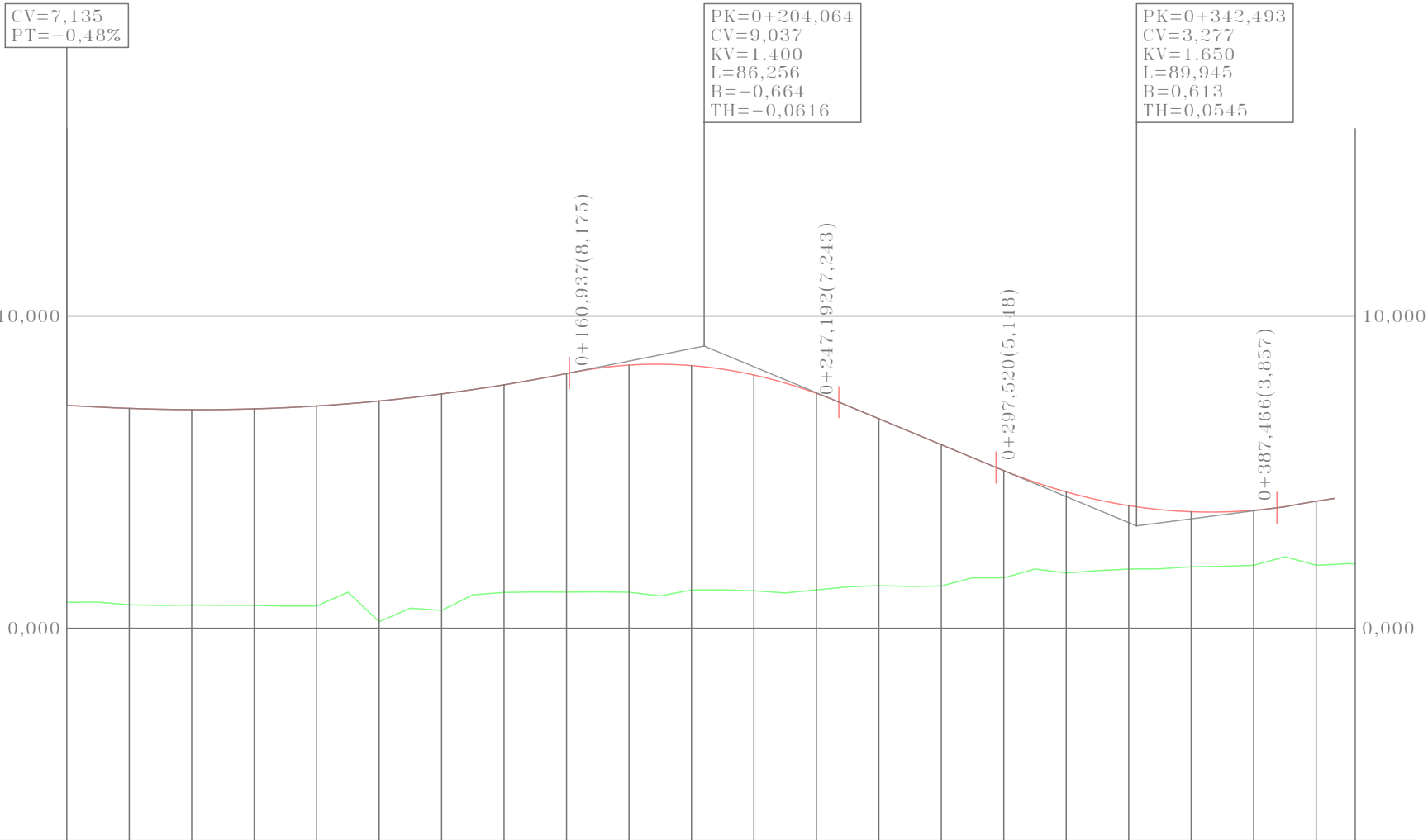
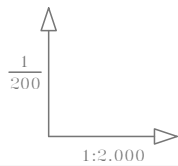
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242+000 al 252+000. Variante de Sueca (Valencia).

Autor:
Rafael Javier Pérez Lozano
Tutor:
Ricardo Insa Franco

Plano:
Perfiles longitudinales
Solución 3
Ramal 2

Escala: V: 1:200 H: 1:2.000
Número de plano
3.3.2.2 hoja 1 de 1

Fecha:
Febrero
2019



RAMPAS Y PENDIENTES		-0,48%2,00%-4,16%1,29%1,40%																					
COTAS	RASANTE	7,135	7,042	7,000	7,026	7,118	7,278	7,505	7,797	8,156	8,426	8,411	8,110	7,523	6,710	5,878	5,047	4,366	3,928	3,732	3,778	4,068	
	TERRENO	0,830	0,751	0,742	0,733	0,712	0,207	0,571	1,147	1,158	1,153	1,223	1,200	1,228	1,365	1,353	1,614	1,769	1,894	1,968	2,015	2,018	2,059
	DIFERENCIAS	6,305	6,291	6,258	6,293	6,406	7,071	6,934	6,650	6,998	7,273	7,188	6,910	6,295	5,345	4,525	3,433	2,597	2,034	1,764	1,763	2,050	
KILOMETRAJE		0+0000+1000+2000+3000+4000+412,521																					
DIAGRAMA DE CURVATURA C = 200,00/R (mm.)																							
DIAGRAMA DE PERALTES ESCALA 1%= 1,333 mm																							



E.T.S.I. CAMINOS
CANALES Y
PUERTOS



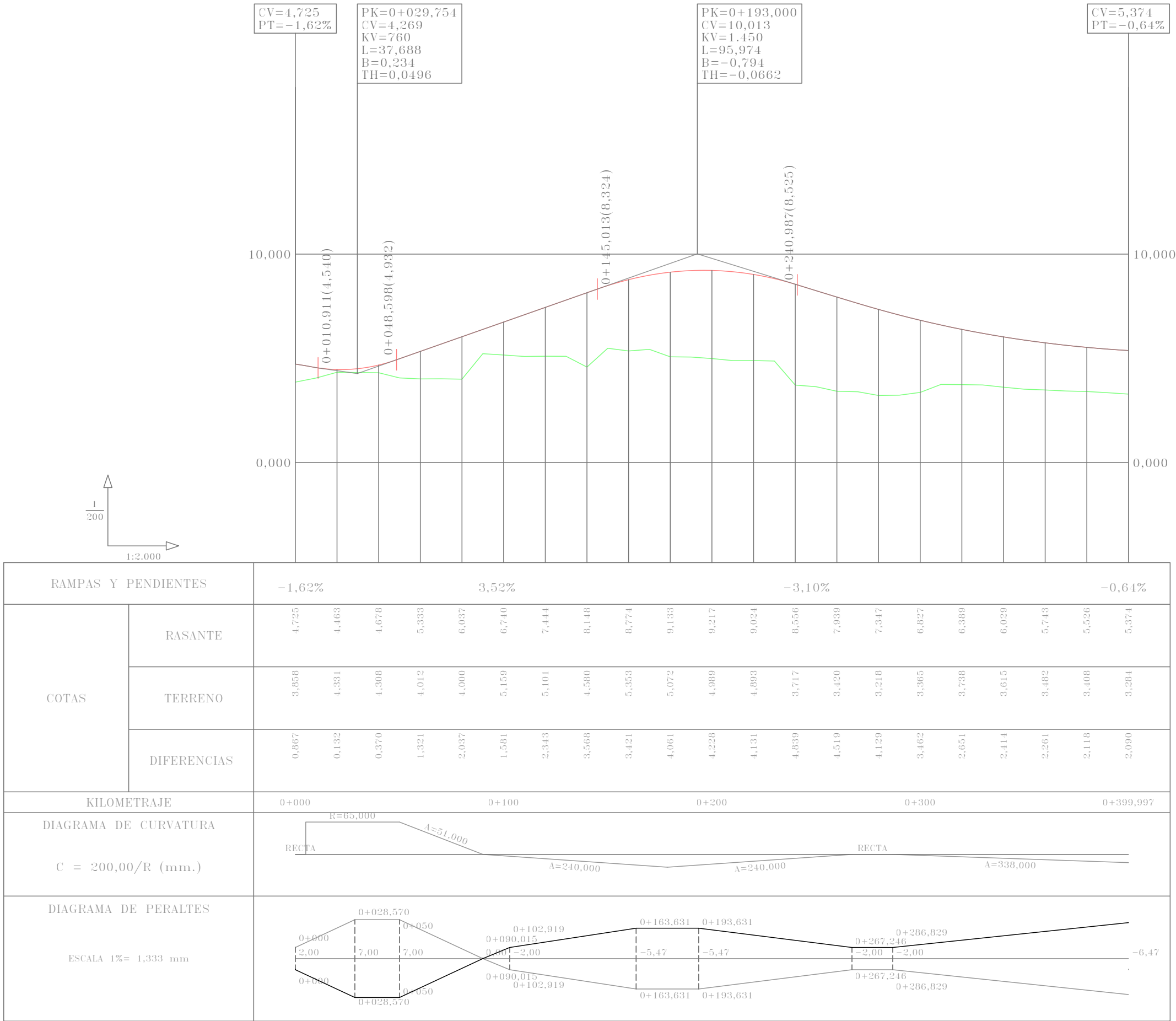
Título Trabajo Fin de Máster:
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242+000 al 252+000. Variante de Sueca (Valencia).

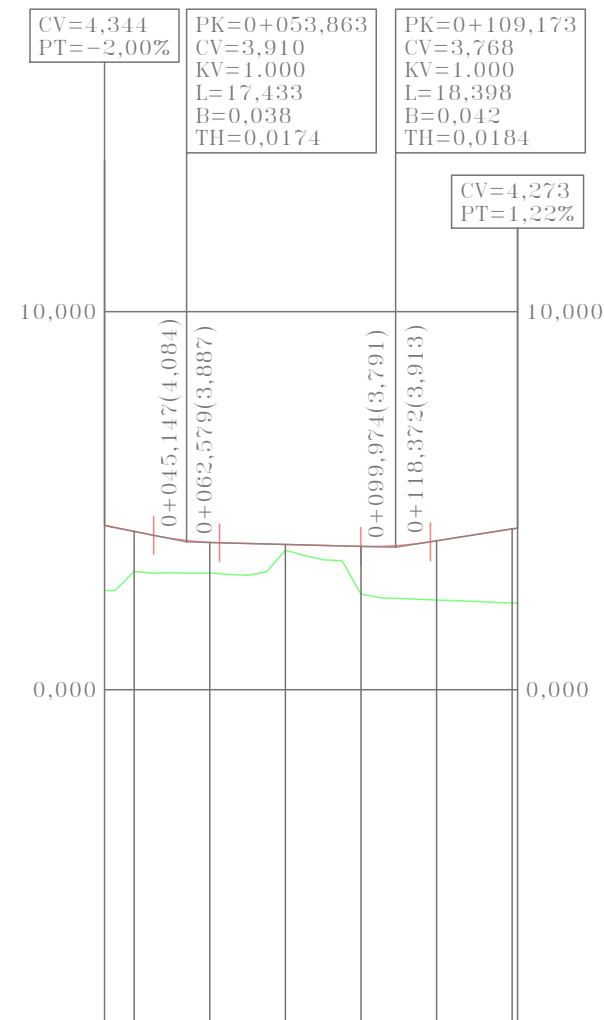
Autor:
Rafael Javier Pérez Lozano
Tutor:
Ricardo Insa Franco

Plano:
Perfiles longitudinales
Solución 3
Ramal 3

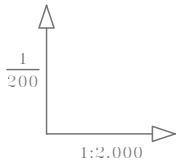
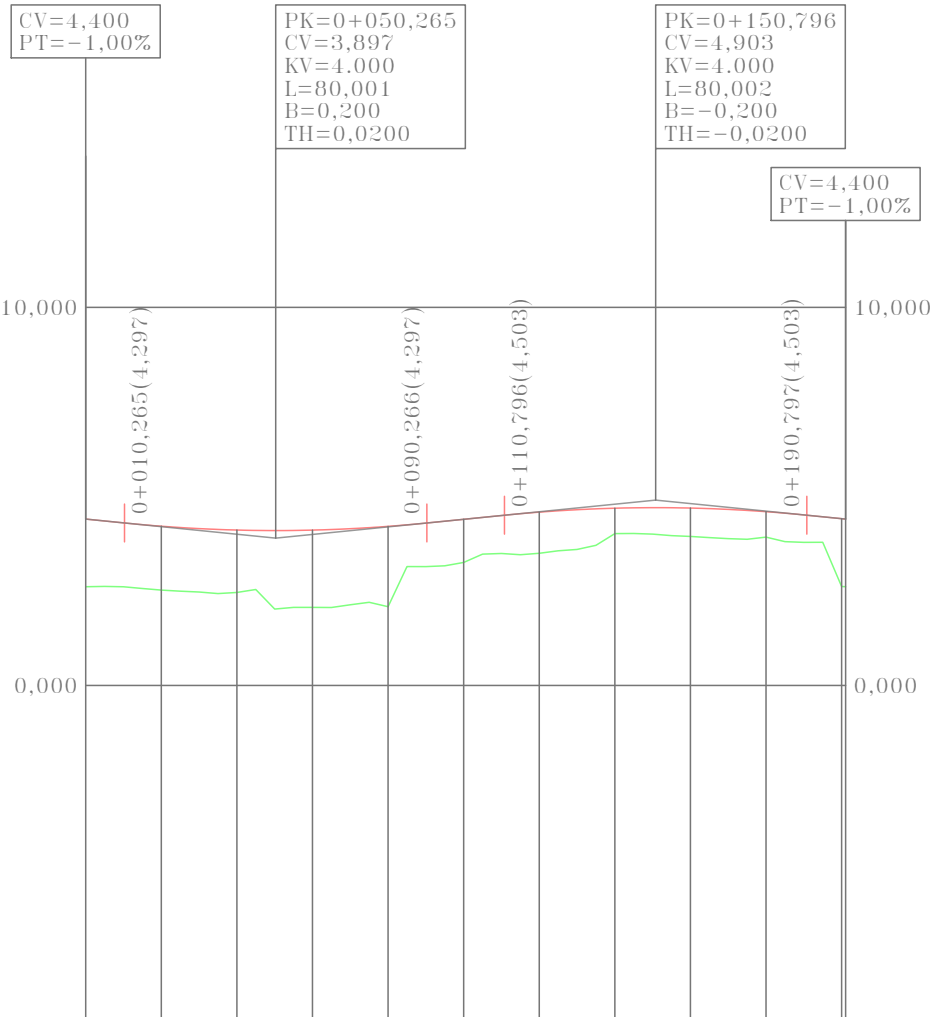
Escala: V: 1:200 H: 1:2.000
Número de plano
3.3.2.3 hoja 1 de 1

Fecha:
Febrero
2019





RAMPAS Y PENDIENTES		-2,00%	-0,26%	1,58%	1,22%
COTAS	RASANTE	4,344 4,187	3,897 3,843	3,791 3,939	4,256 4,273
	TERRENO	2,621 3,129	3,089 3,690	2,532 2,371	2,294 2,288
	DIFERENCIAS	1,723 1,058	0,808 0,153	1,259 1,568	1,962 1,985
KILOMETRAJE		0+032,149	0+100	0+141,432	
DIAGRAMA DE CURVATURA		<div style="text-align: center;"> <div style="border-bottom: 1px solid black; width: 100%;"></div> RECTA </div>			
C = 200,00/R (mm.)					
DIAGRAMA DE PERALTES		<div style="text-align: center;"> <div style="border-bottom: 1px solid black; width: 100%;"></div> </div>			
ESCALA 1% = 1,333 mm		0+032,149 -2,00 2,00	0+130,004 -2,00 0,00		
		0+032,149	0+130,004		



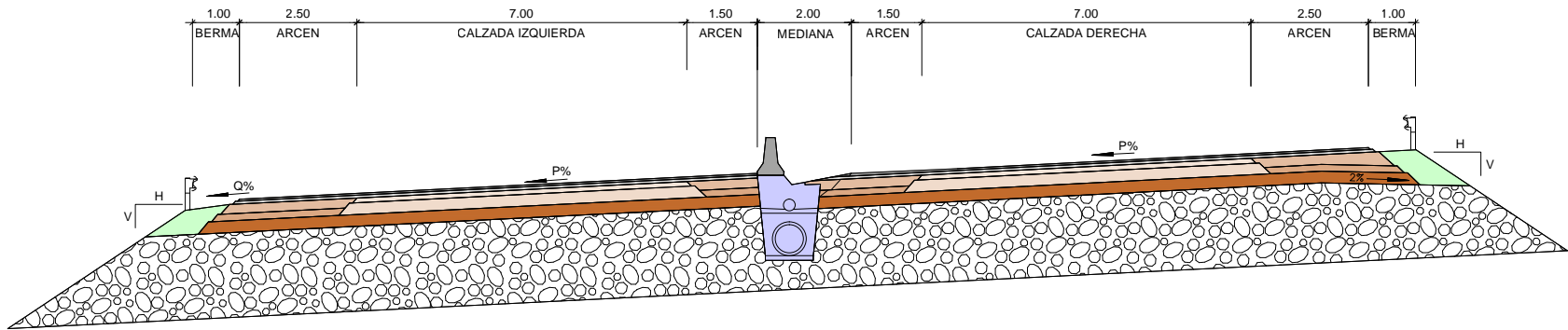
RAMPAS Y PENDIENTES		-1,00%		1,00%						-1,00%		
COTAS	RASANTE	4,400	4,212	4,111	4,109	4,208	4,395	4,584	4,688	4,692	4,596	4,400
	TERRENO	2,611	2,522	2,459	2,064	2,083	3,253	3,495	4,016	3,941	3,923	2,617
	DIFERENCIAS	1,789	1,690	1,652	2,045	2,125	1,142	1,089	0,672	0,751	0,673	1,789
KILOMETRAJE		0+000		0+100						0+200+201,061		
DIAGRAMA DE CURVATURA		<div>C = 200,00/R (mm.)</div> <div><div></div><div>R=-32,000</div></div>										
DIAGRAMA DE PERALTES		<div>ESCALA 1%= 1,333 mm</div> <div><div>0+000</div><div>2,00</div><div>0+000</div><div>2,00</div></div>										



SECCIÓN TIPO EN TRONCO DE AUTOVÍA CON DOS CARRILES POR CALZADA

ESCALA 1:150

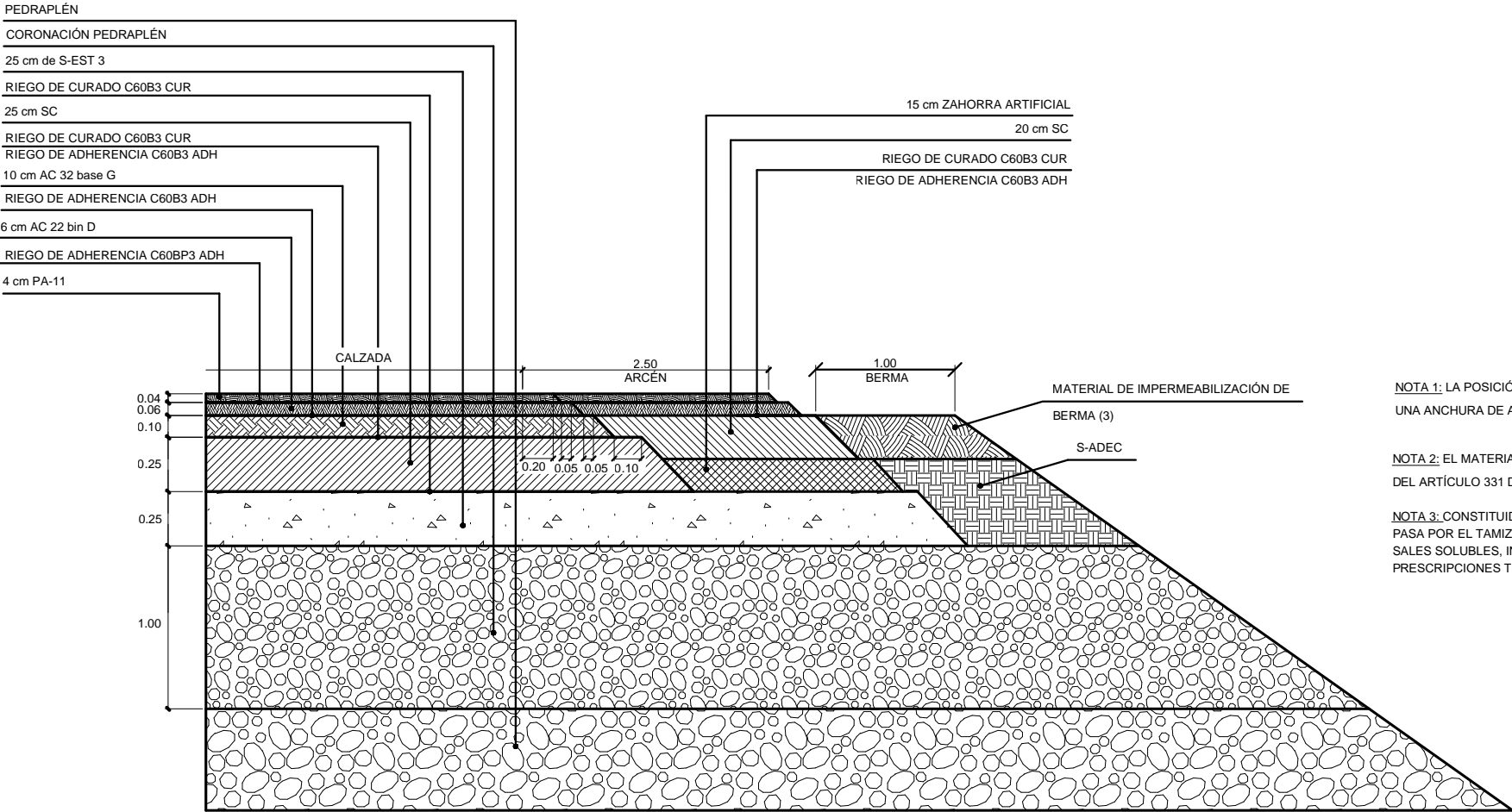
TALUD TERRAPLÉN		
PKi	PKf	TALUD
0+000	0+700	3H:2V
0+700	1+340	2H:1V



NOTA:	
Si P>4%	P=Q
Si P<4%	Q=4%

TRONCO FIRME 032

ESCALA 1:30
COTAS EN m

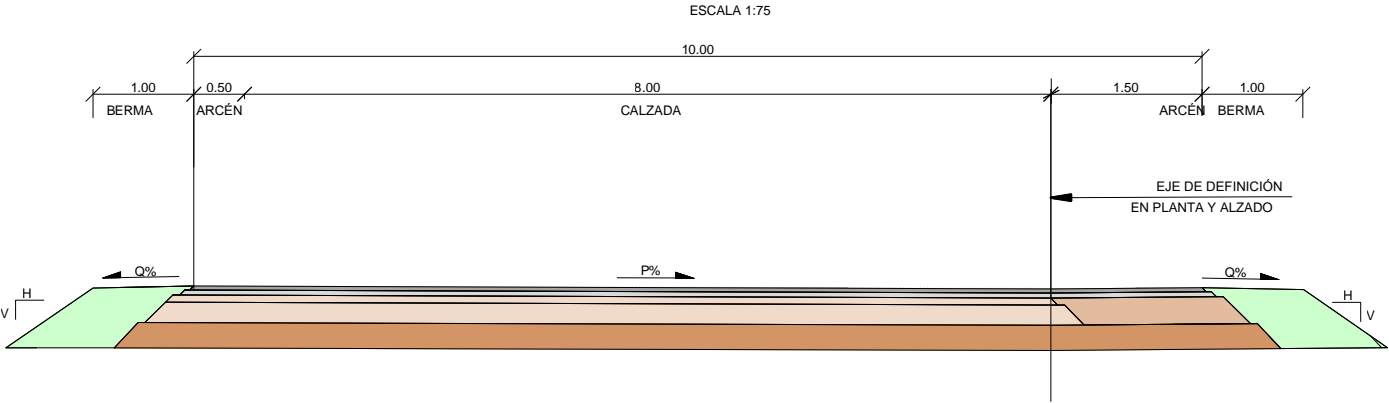


NOTA 1: LA POSICIÓN DE LAS CAPAS DE FIRME EN EL ARCÉN INTERIOR ES ANÁLOGA, CON UNA ANCHURA DE ARCÉN DE 1,5 m.

NOTA 2: EL MATERIAL EN " CORONACIÓN DE PEDRAPLÉN" CUMPLIRÁ LAS ESPECIFICACIONES DEL ARTÍCULO 331 DEL DOC. Nº 3-PLIEGO DE PRESCRIPCIONES TÉCNICAS PARTICULARES.

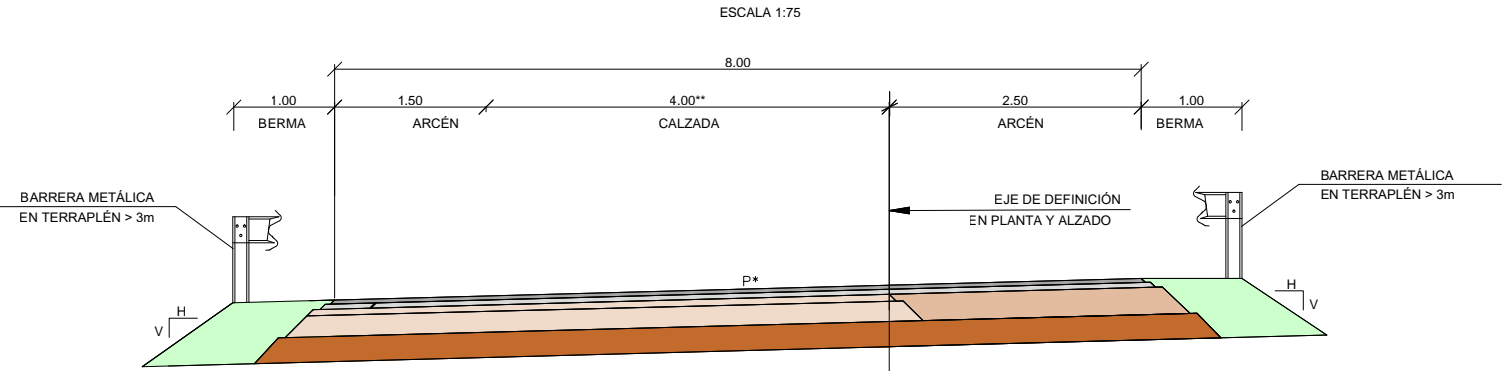
NOTA 3: CONSTITUIDO POR 20 cm. DE SUELO ADECUADO CUYO CERNIDO, O MATERIAL QUE PASA POR EL TAMIZ 0.080 UNE, SEA SUPERIOR AL 25% EN PESO Y CON UN CONTENIDO DE SALES SOLUBLES, INCLUIDO EL YESO, INFERIOR A 0.2% (ART.330, PLIEGO DE PRESCRIPCIONES TÉCNICAS PARTICULARES)

SECCIÓN TIPO EN GLORIETA

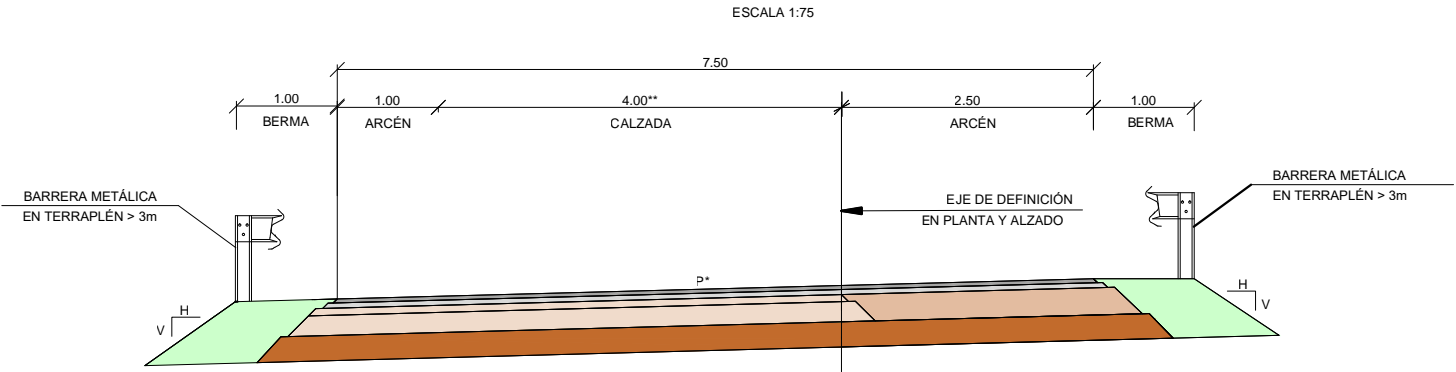


NOTA:
Si $P > 4\%$ \Rightarrow $P=Q$
Si $P < 4\%$ \Rightarrow $Q=4\%$

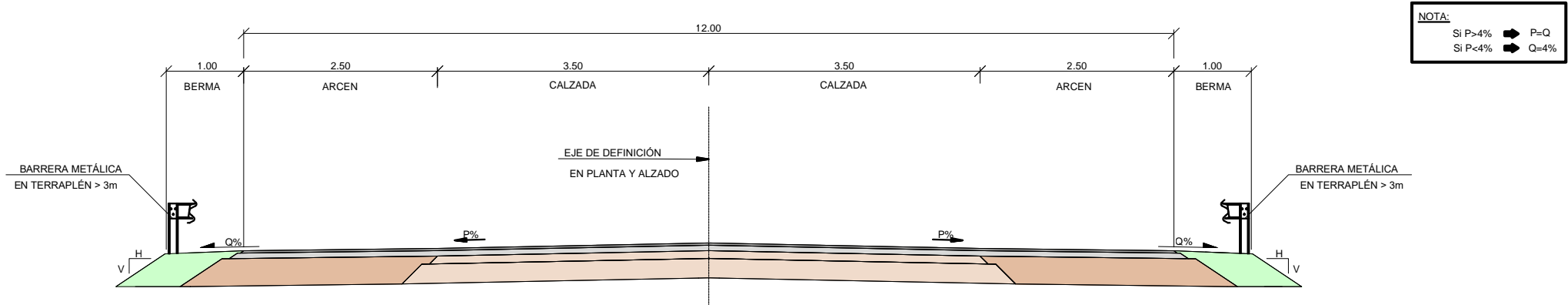
SECCIÓN TIPO RAMALES UNIDIRECCIONALES $V_p = 60 \text{ km/h}$



SECCIÓN TIPO RAMALES UNIDIRECCIONALES $V_p = 40 \text{ km/h}$

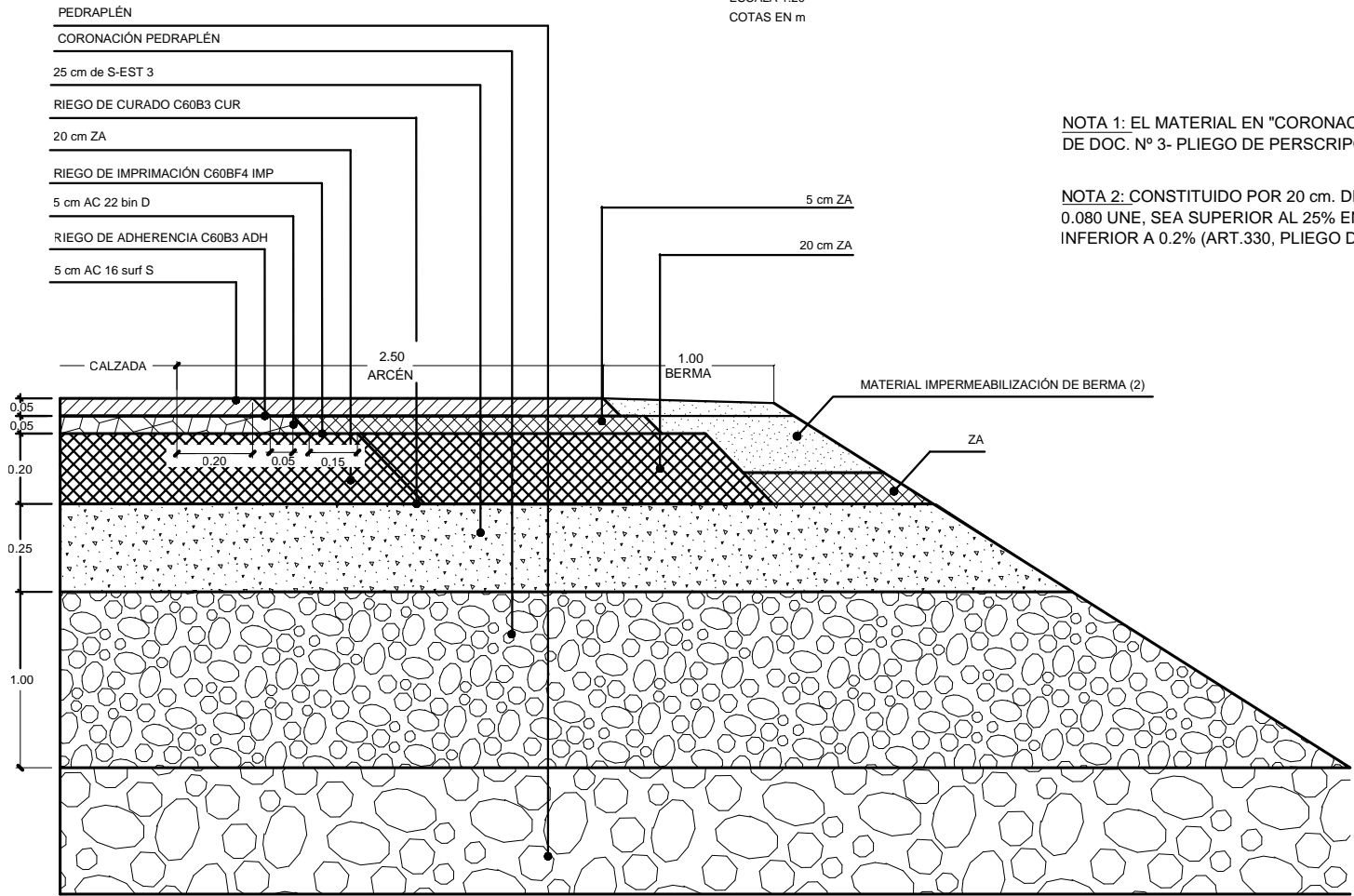


SECCIÓN RAMALES BIDIRECCIONALES
ESCALA 1:75



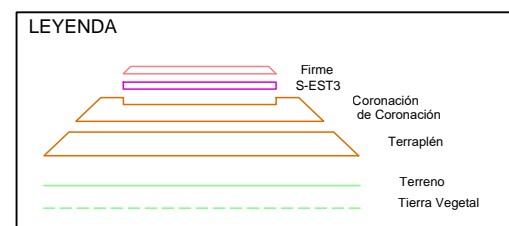
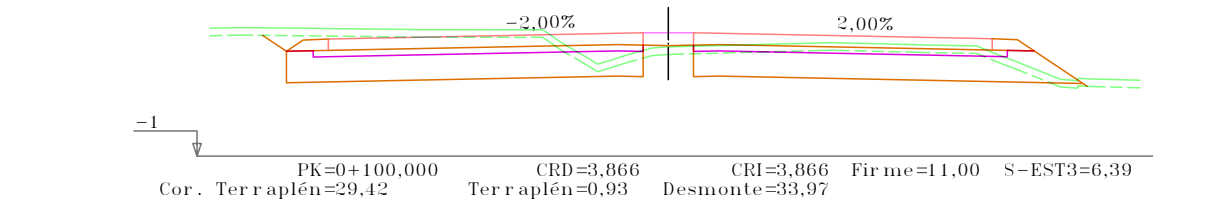
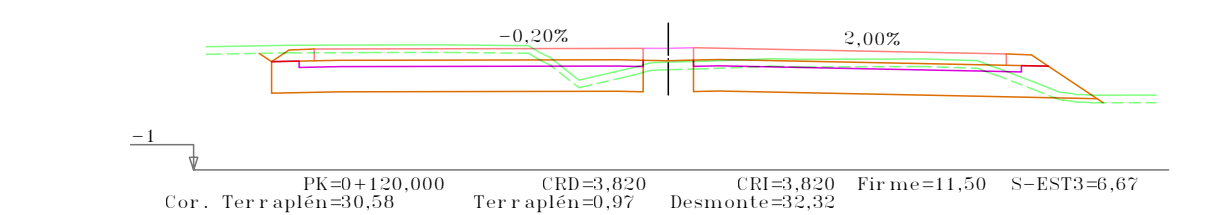
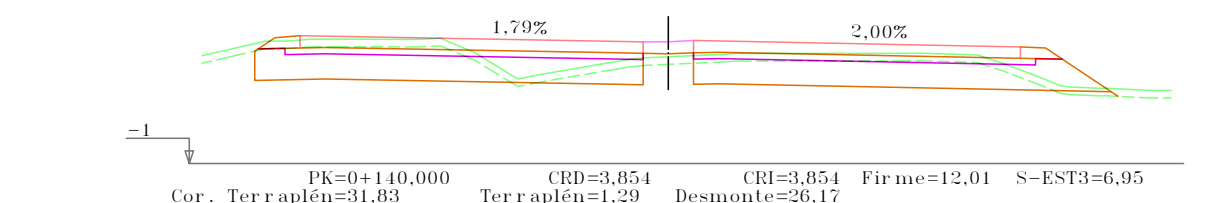
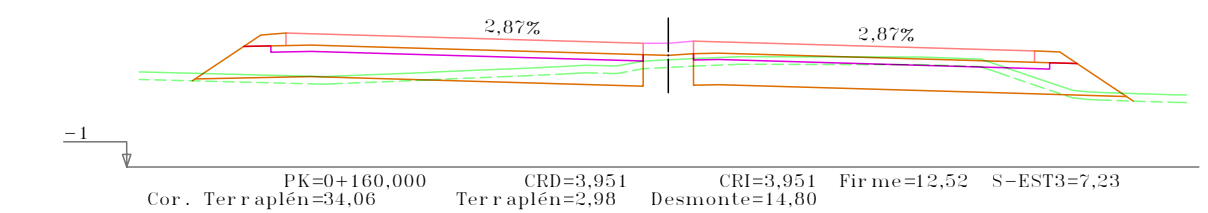
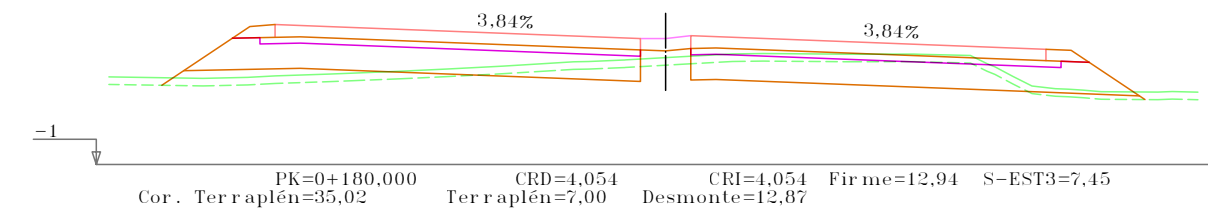
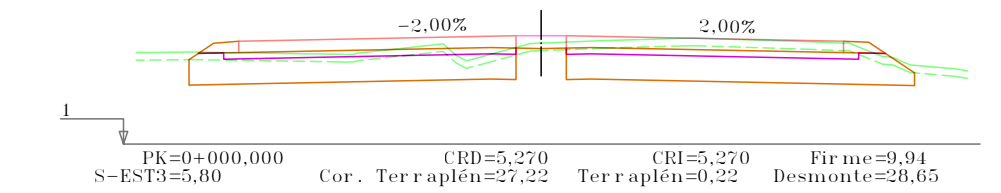
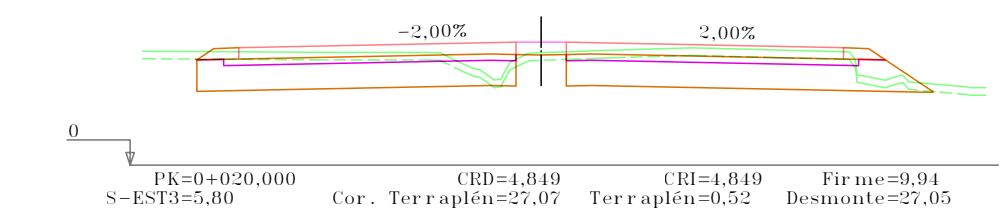
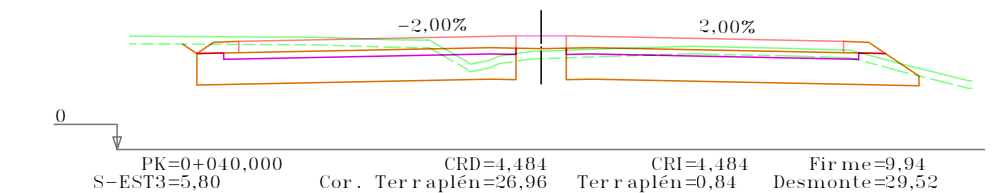
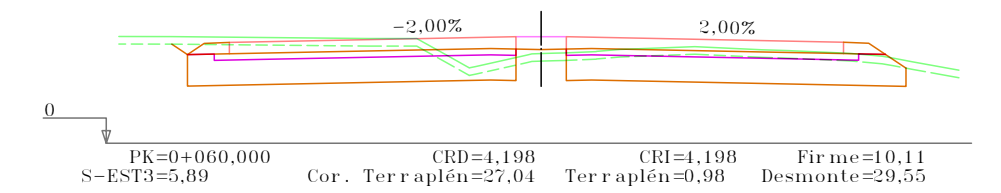
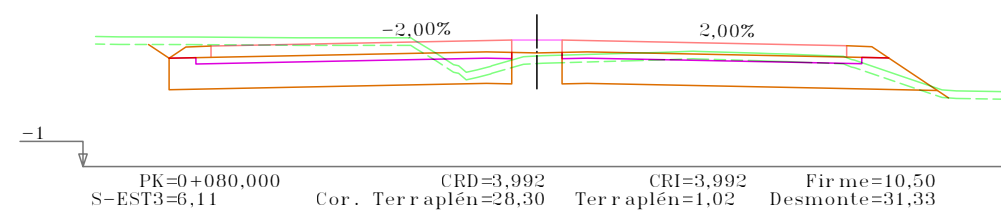
ENLACE FAVARA

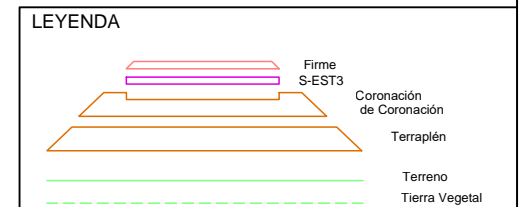
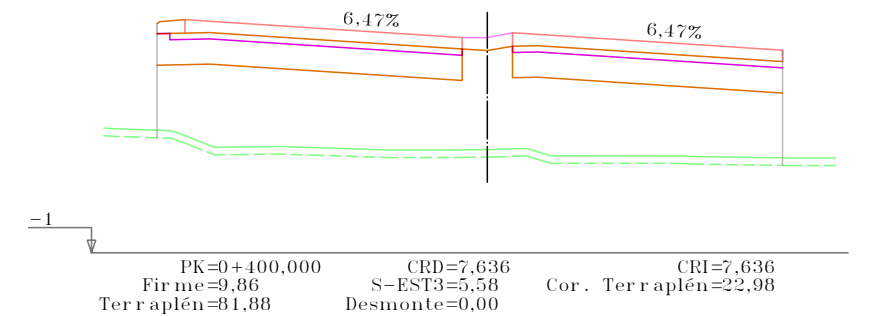
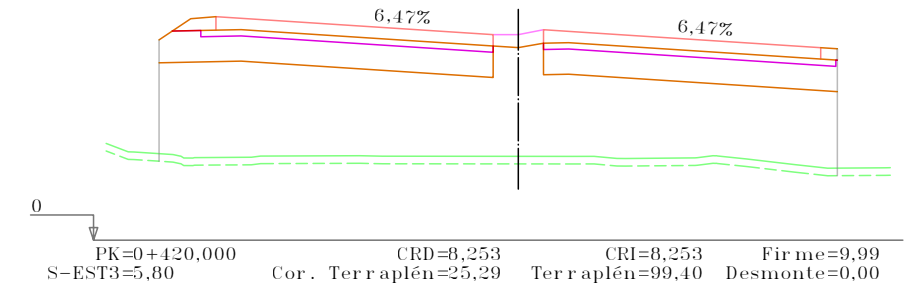
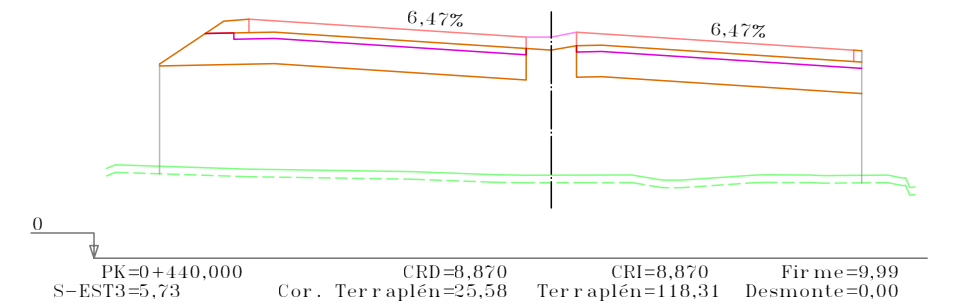
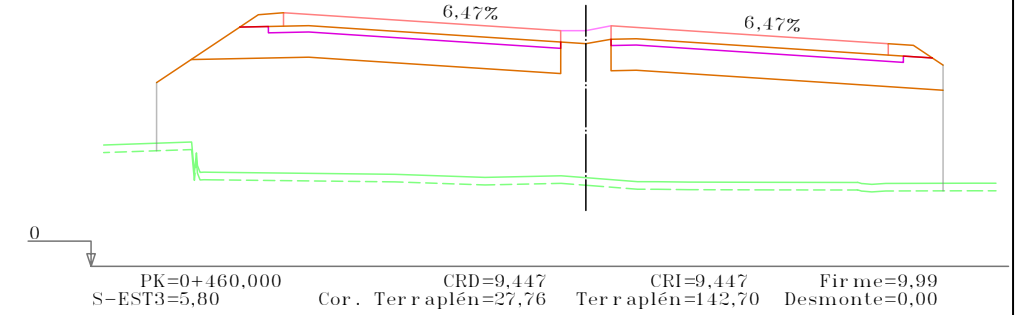
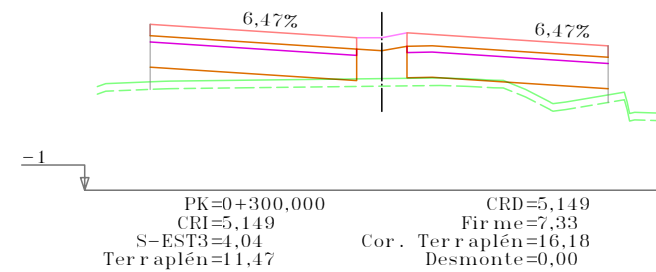
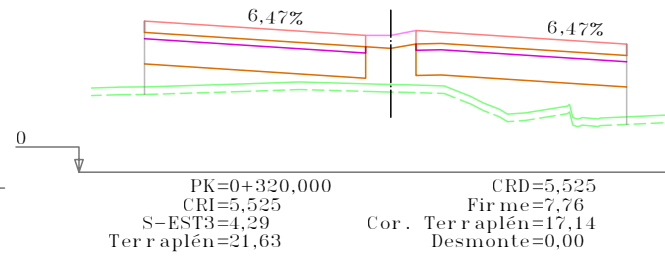
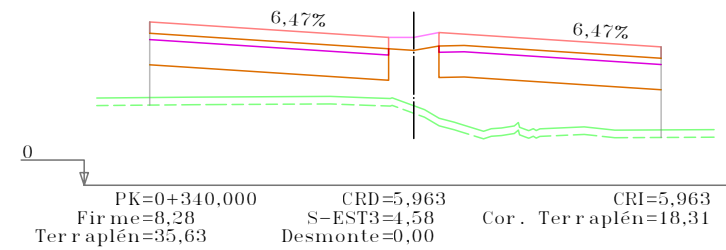
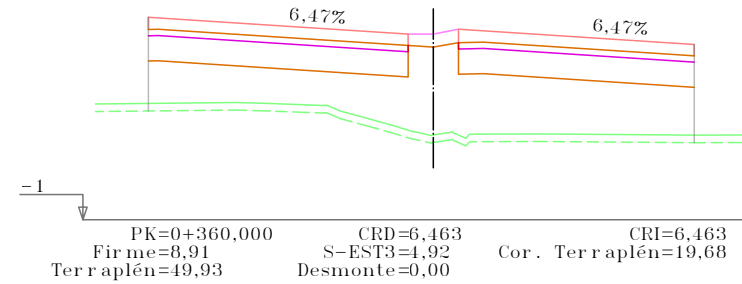
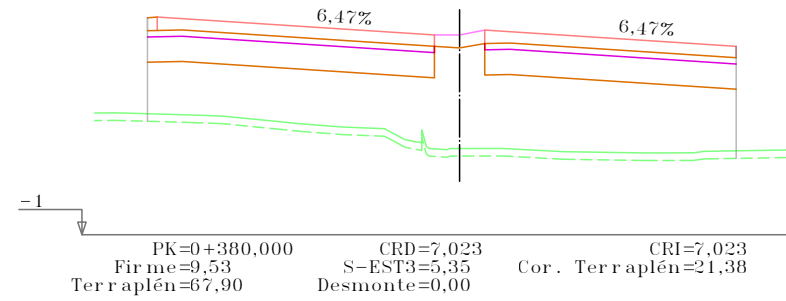
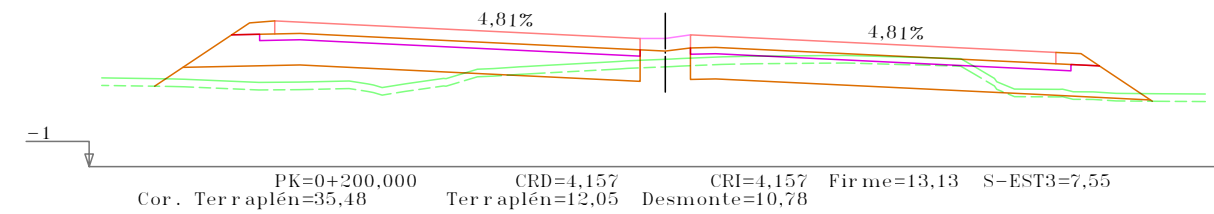
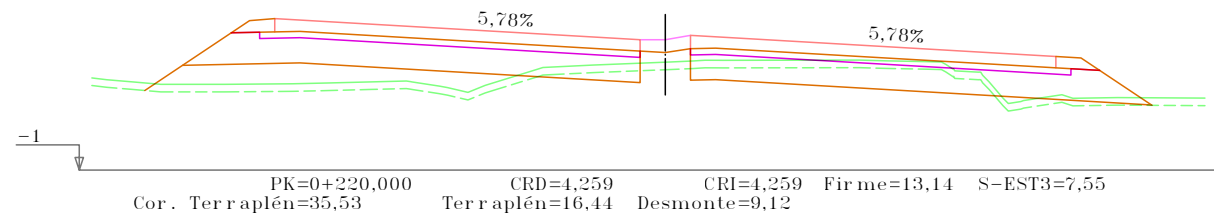
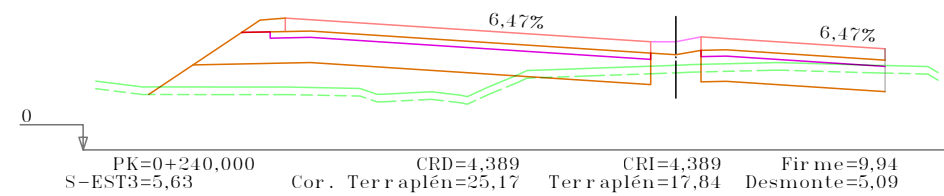
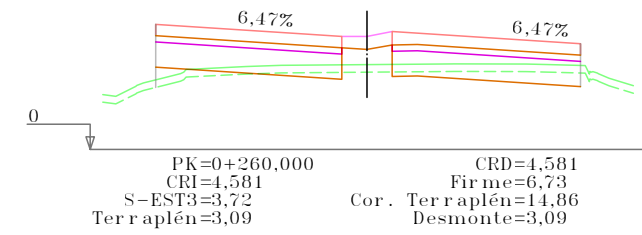
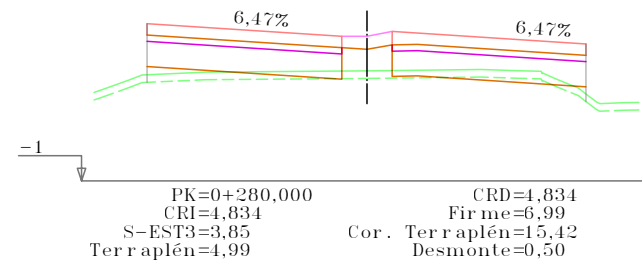
FIRME 4131
ESCALA 1:20
COTAS EN m

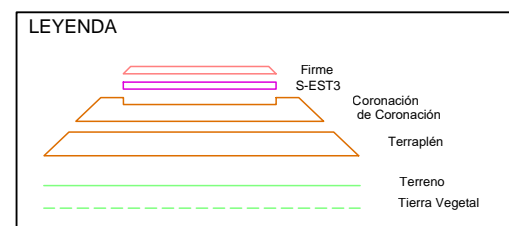
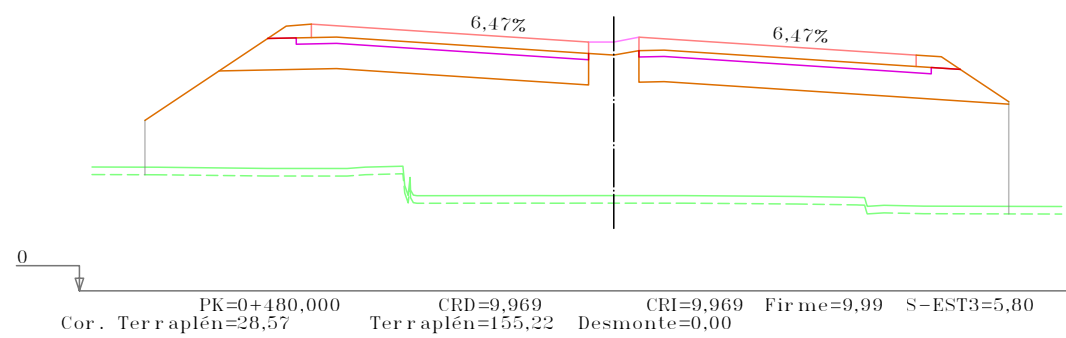
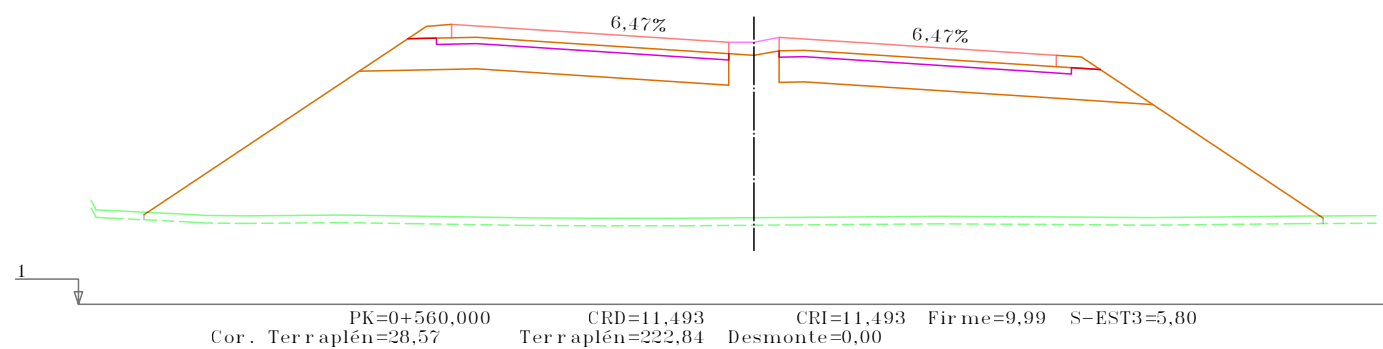
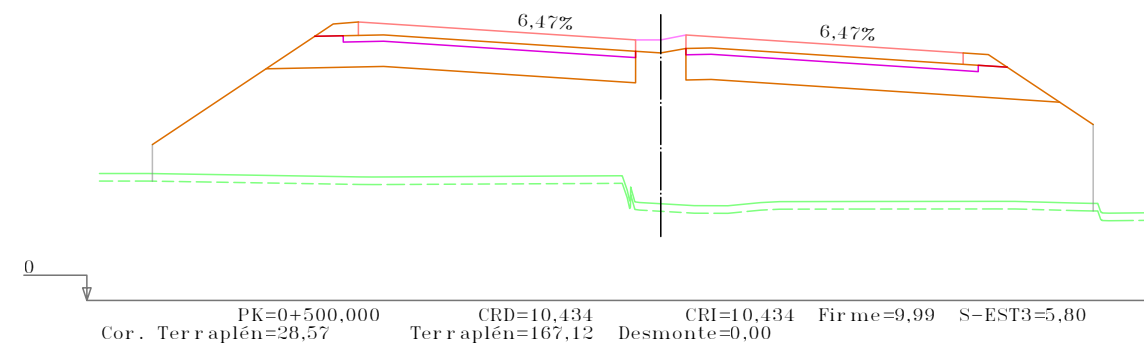
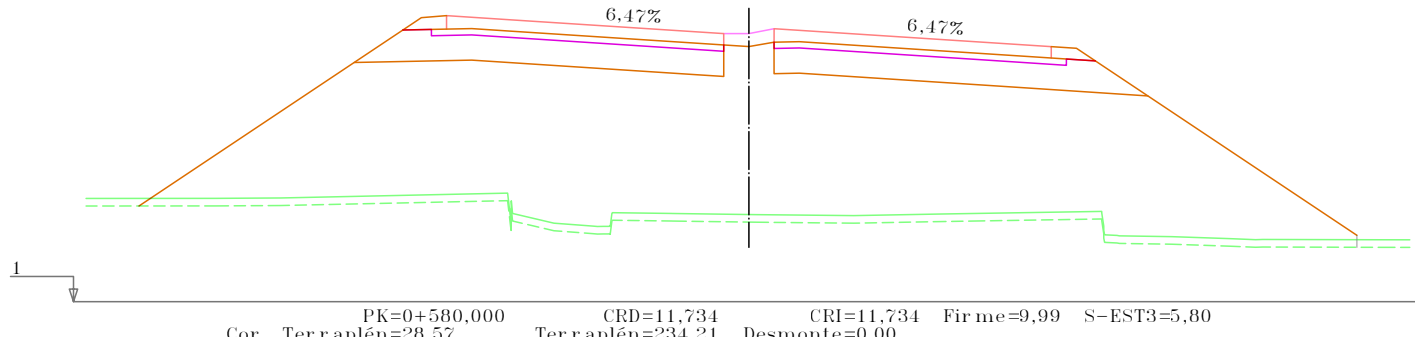
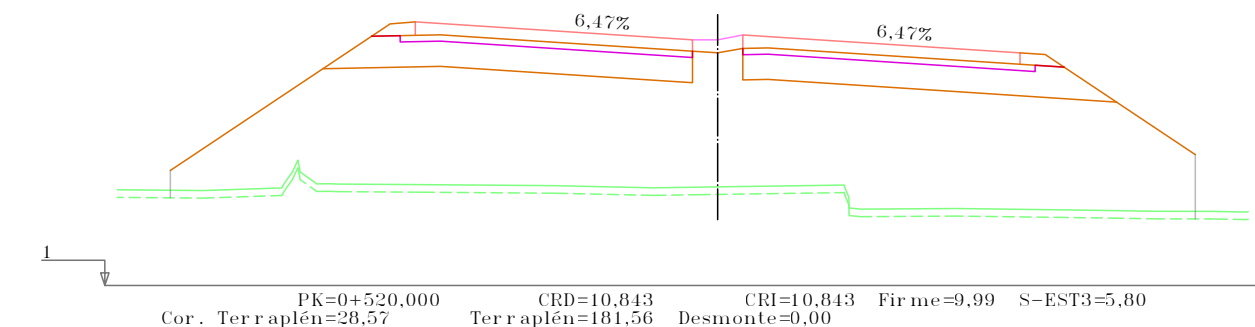
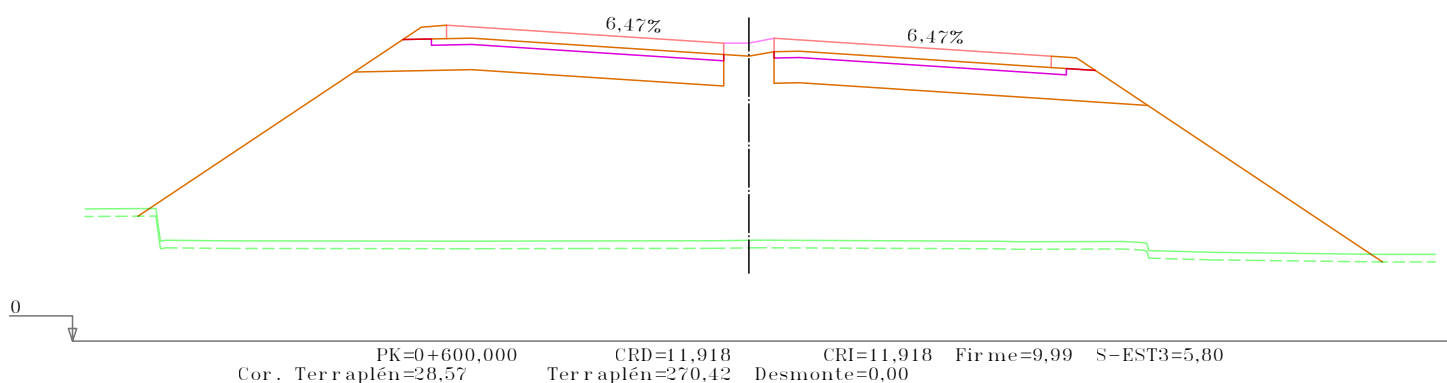
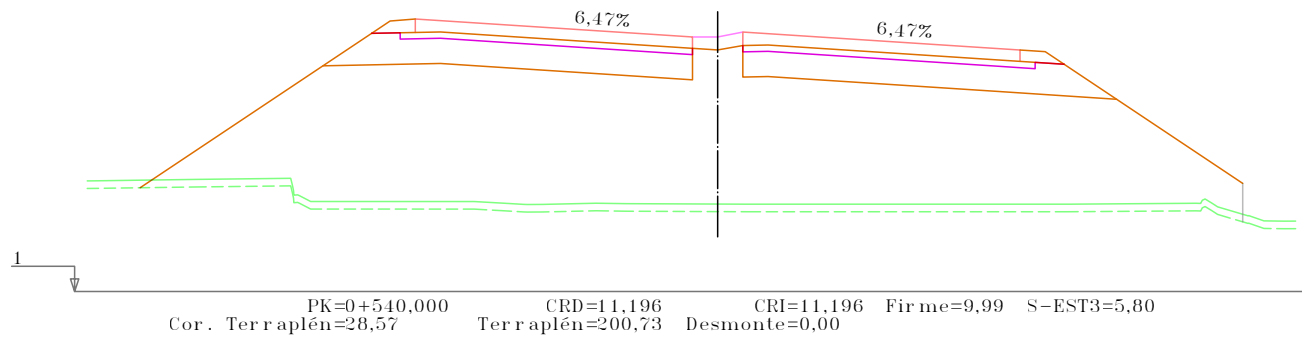


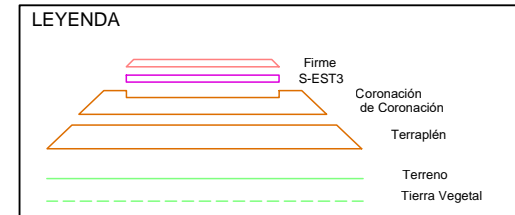
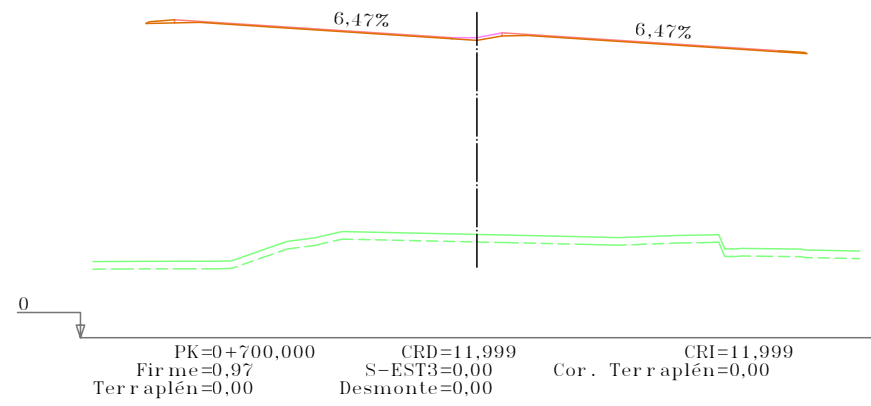
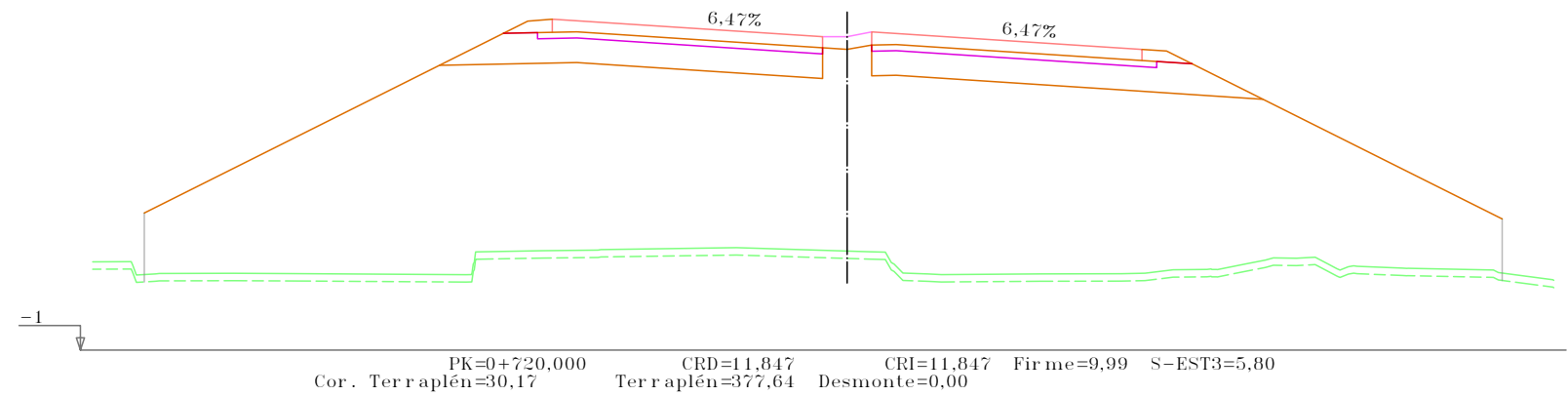
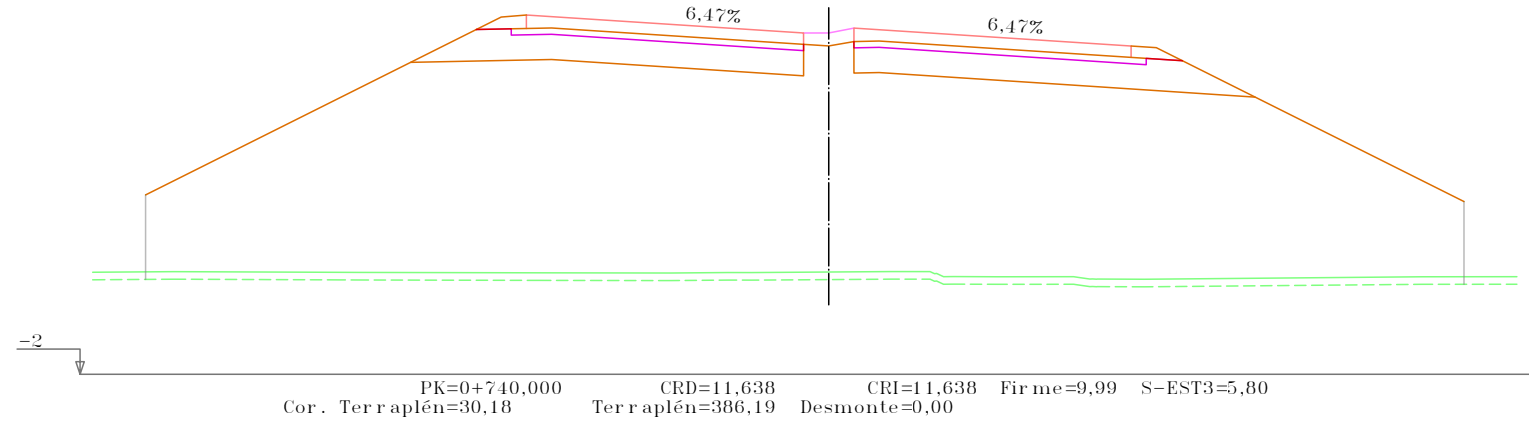
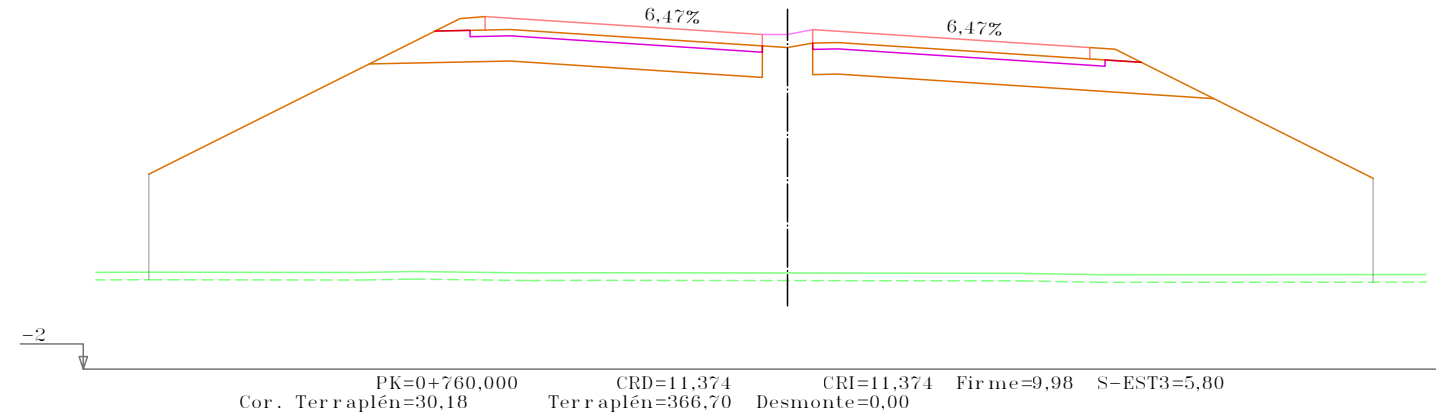
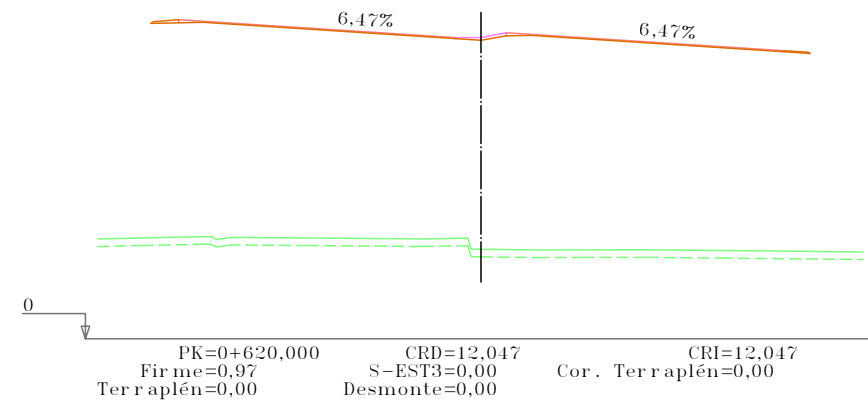
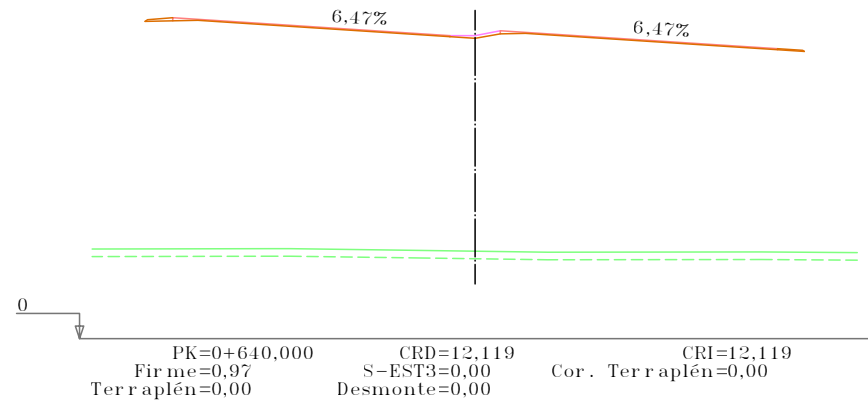
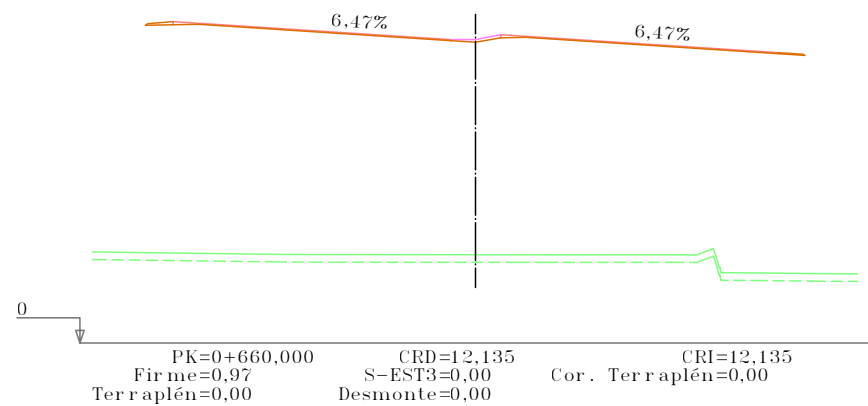
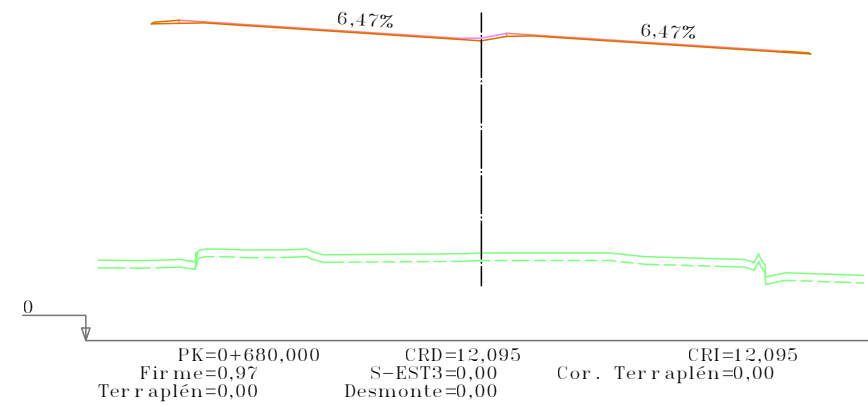
NOTA 1: EL MATERIAL EN "CORONACIÓN DE PEDRAPLEN" CUMPLIRÁ LAS ESPECIFICACIONES DEL ARTÍCULO 331 DE DOC. Nº 3- PLIEGO DE PERSCRIPCIONES TÉCNICAS PARTICULARES.

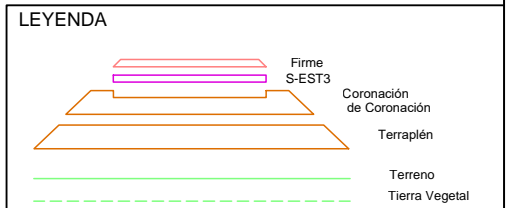
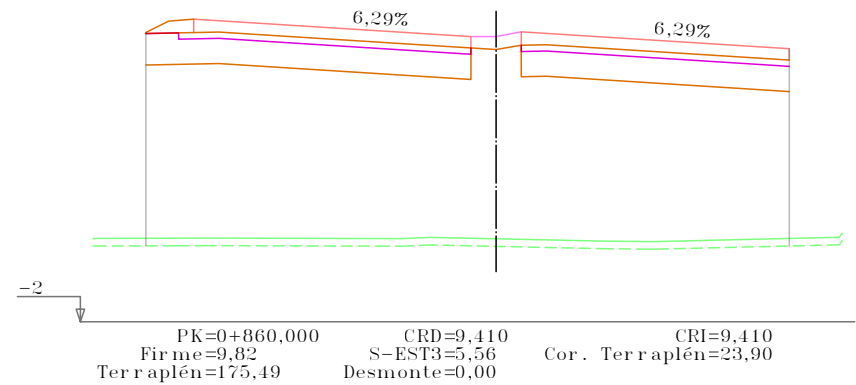
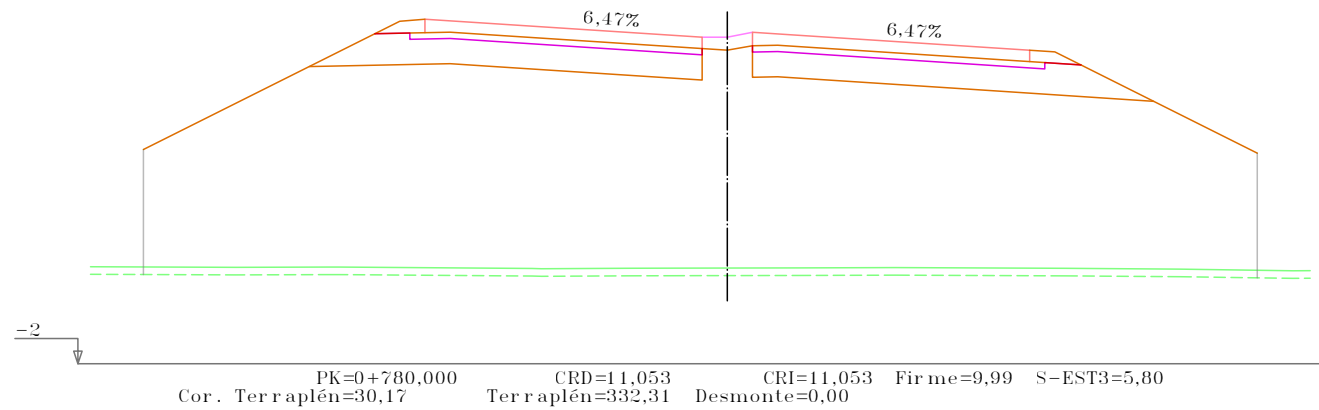
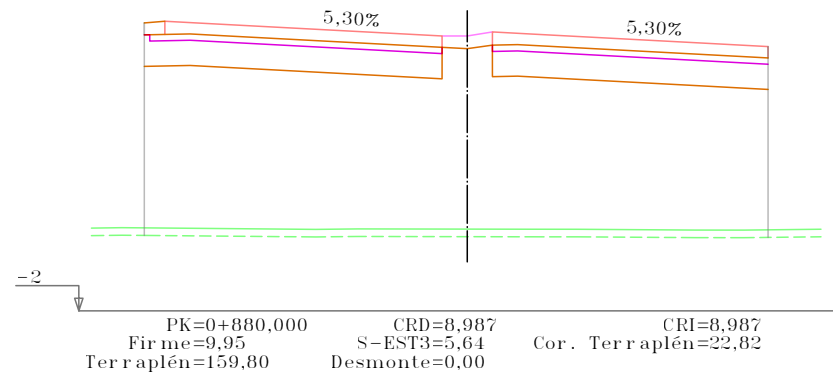
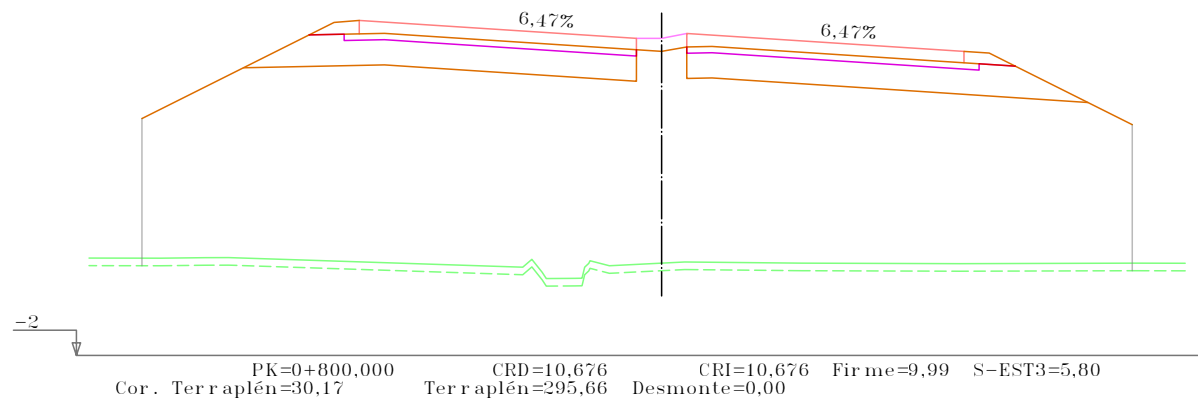
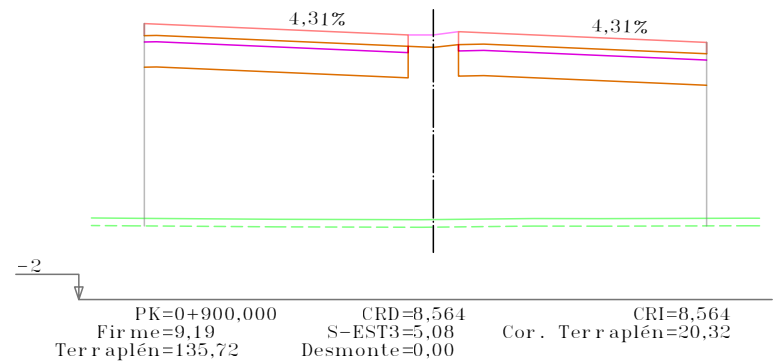
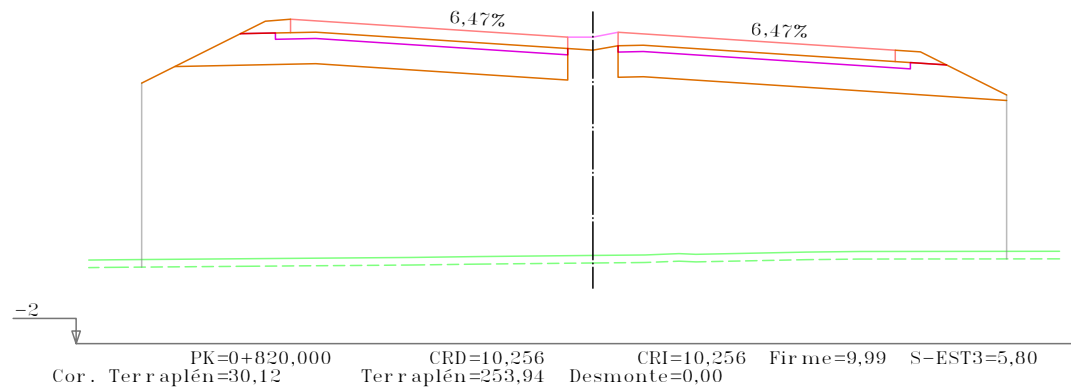
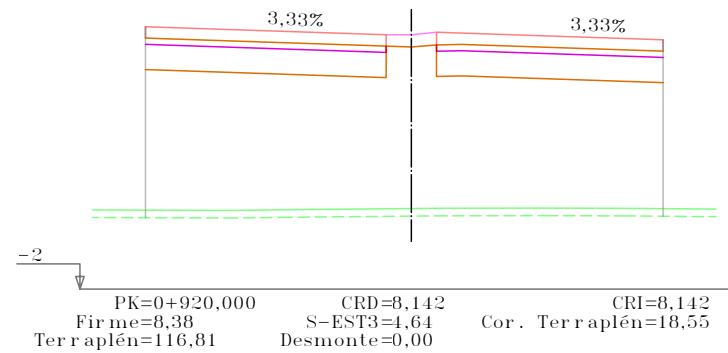
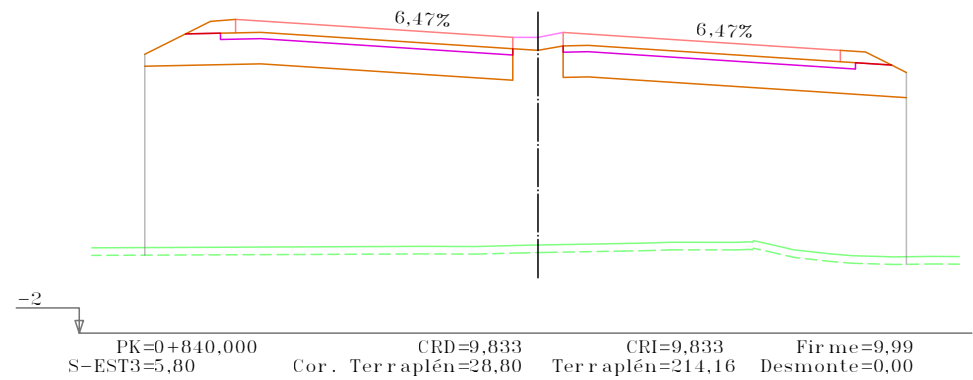
NOTA 2: CONSTITUIDO POR 20 cm. DE SUELO ADECUADO CUYO CERNIDO, O MATERIAL QUE PASA POR EL TAMIZ 0.080 UNE, SEA SUPERIOR AL 25% EN PESO Y CON UN CONTENIDO DE SALES SOLUBLES, INCLUIDO EL YESO, INFERIOR A 0.2% (ART.330, PLIEGO DE PRESCRIPCIONES TÉCNICAS PARTICULARES)

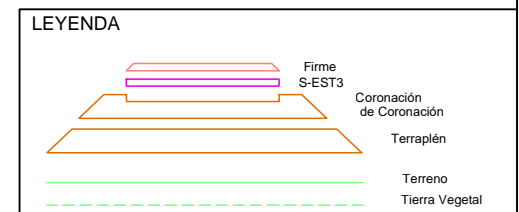
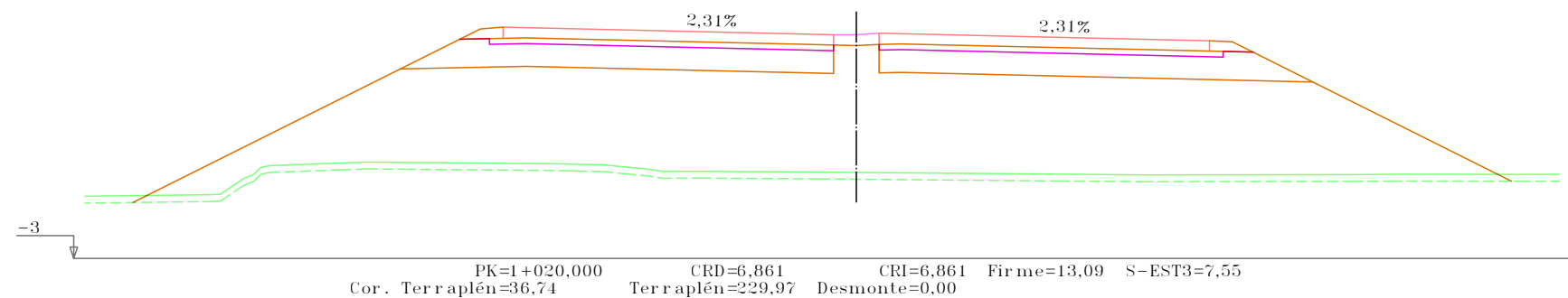
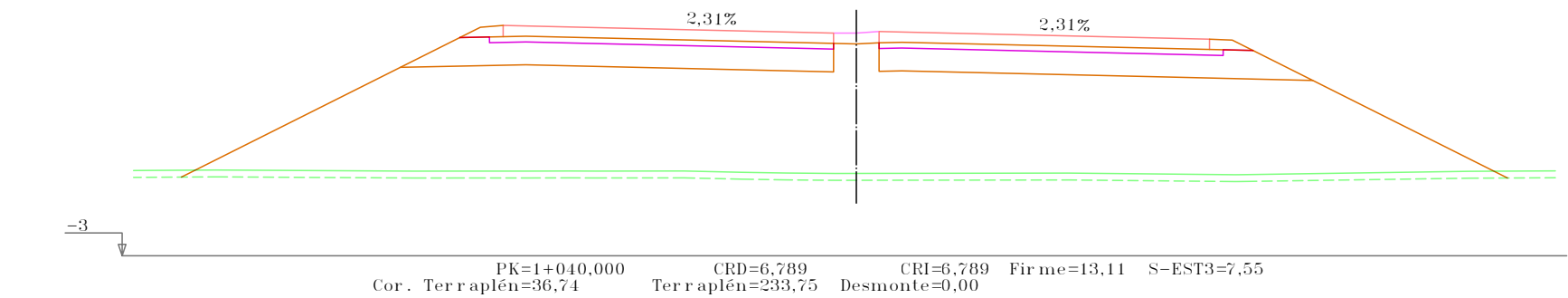
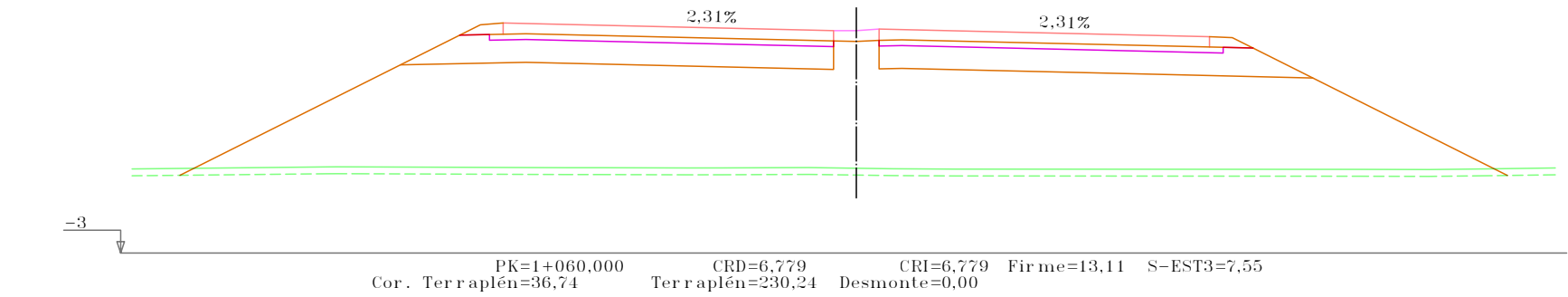
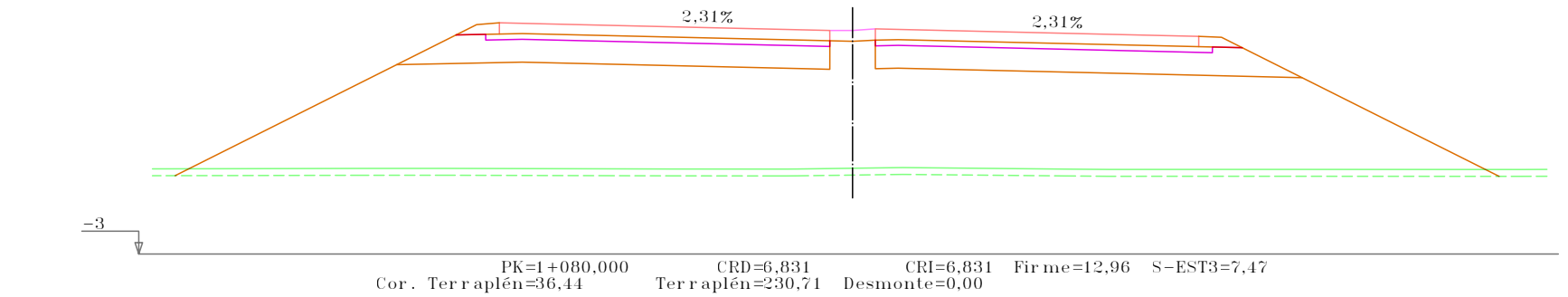
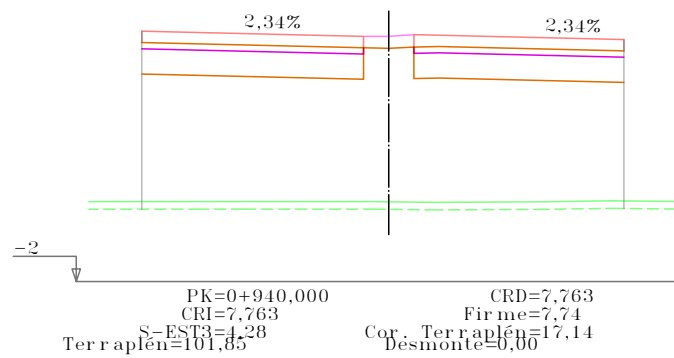
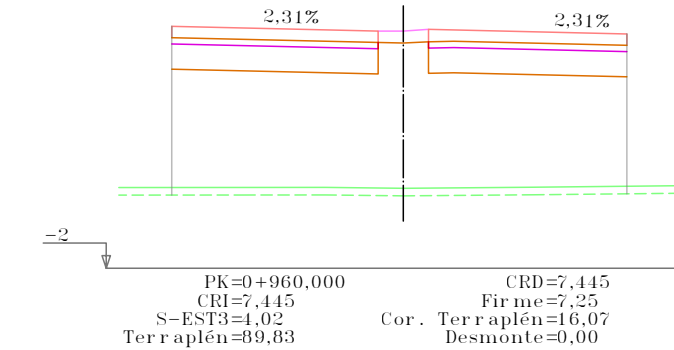
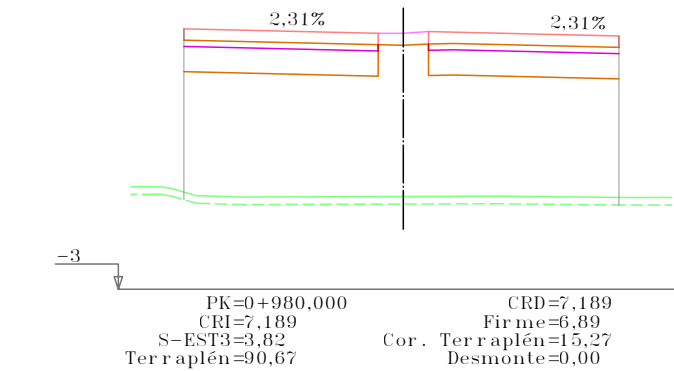
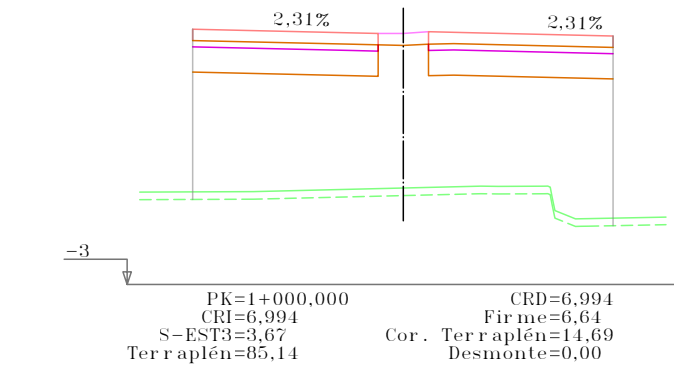


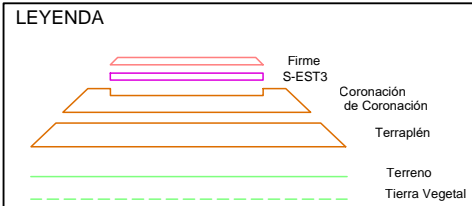
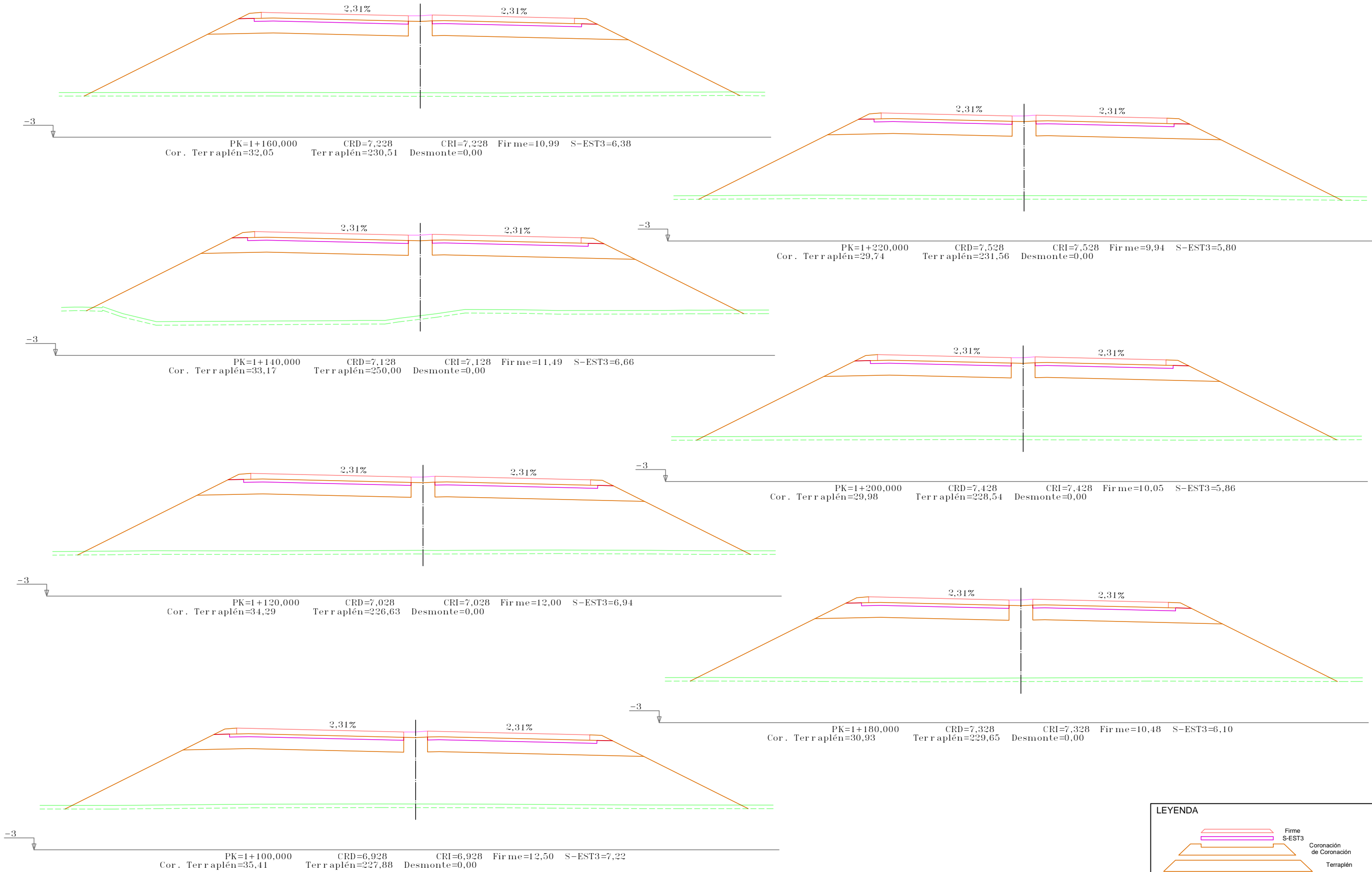












E.T.S.I. CAMINOS
CANALES Y
PUERTOS



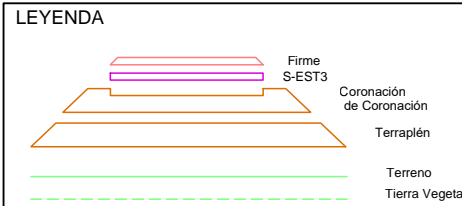
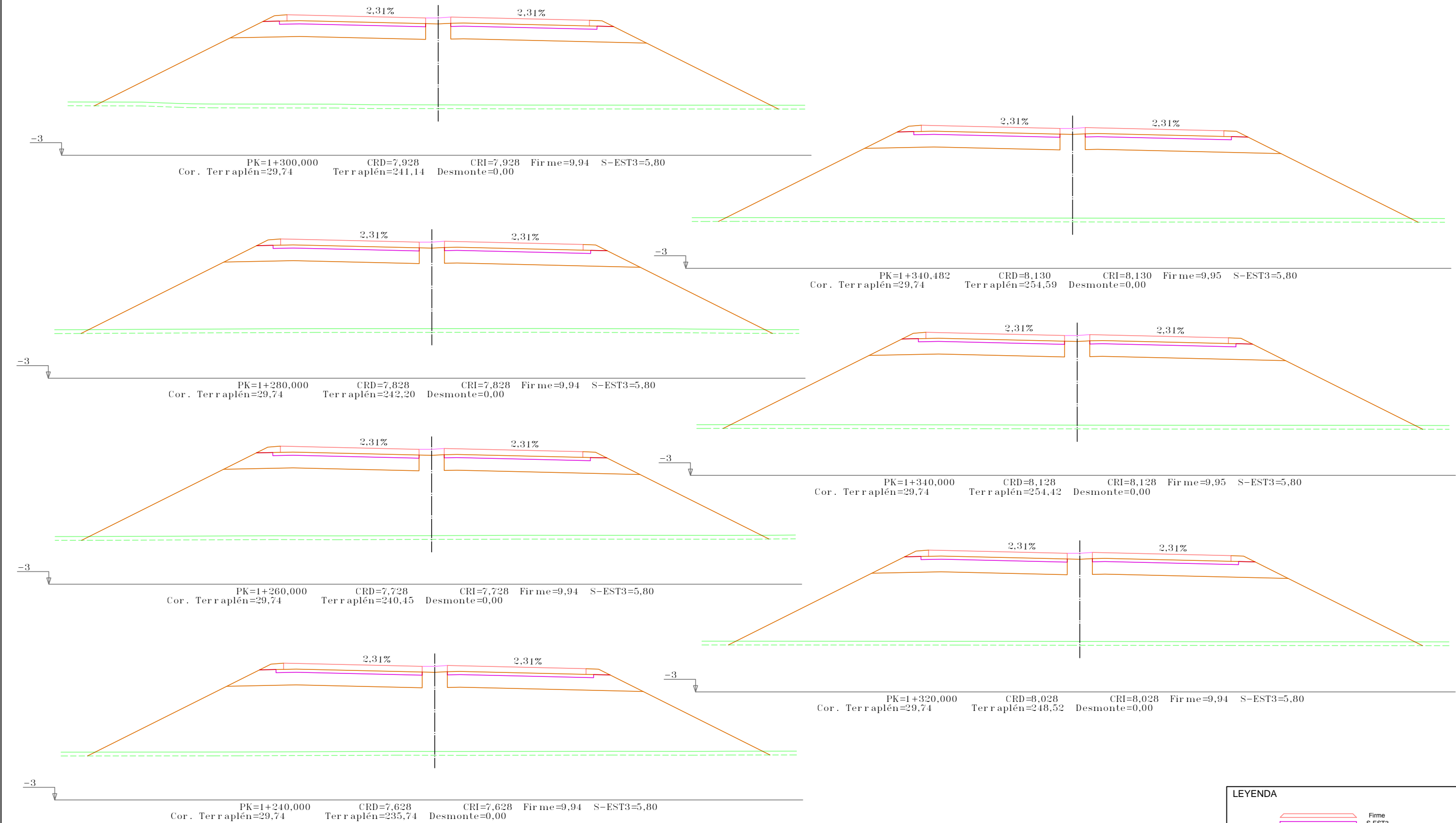
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Estudio de soluciones para el enlace de Favara en la carretera N-332. P.K.
242+000 al 252+000. Variante de Sueca (Valencia).

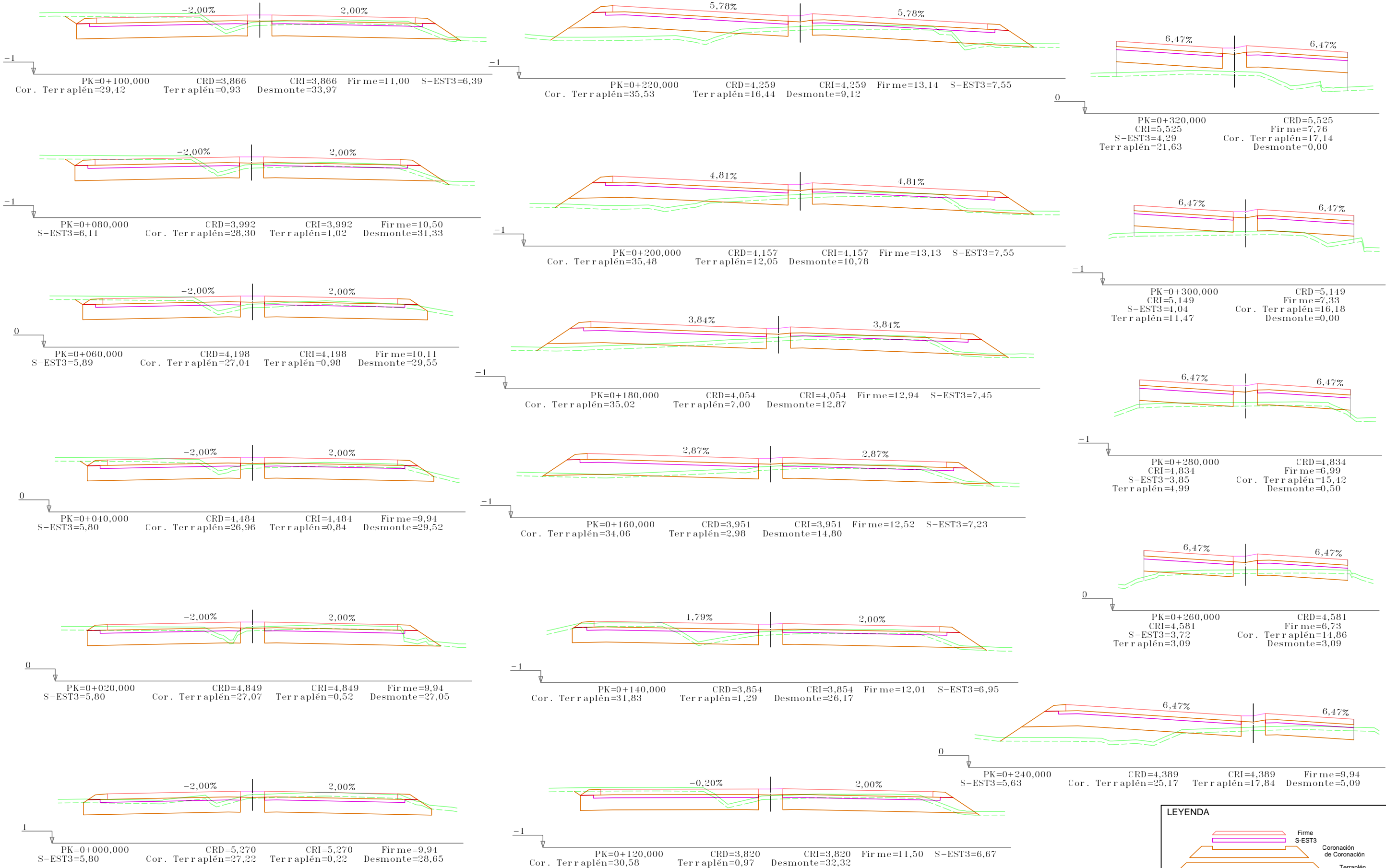
Autor:
Rafael Javier Pérez Lozano
Tutor:
Ricardo Insa Franco

Plano:
Perfiles transversales
Solución 1 y 1b
Tronco Solución 1

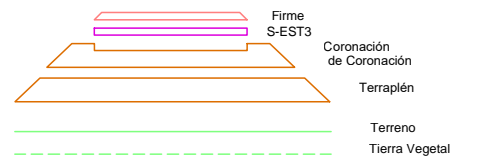
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Número de plano
5.1.1.1 hoja 7 de 8

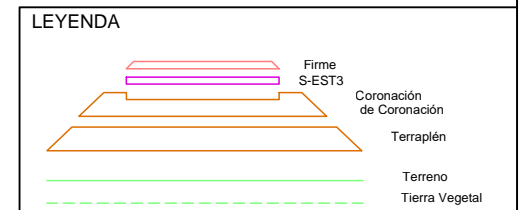
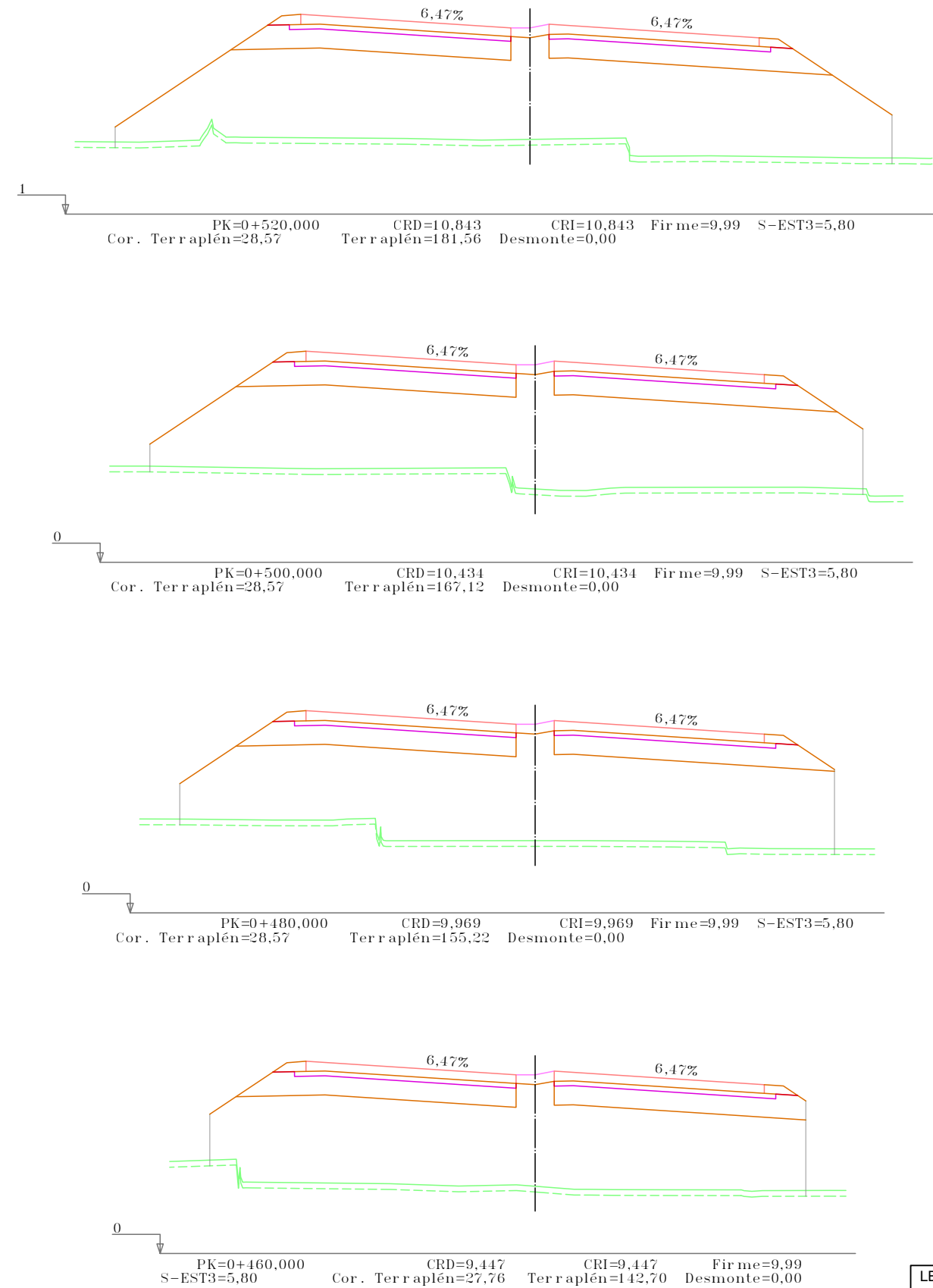
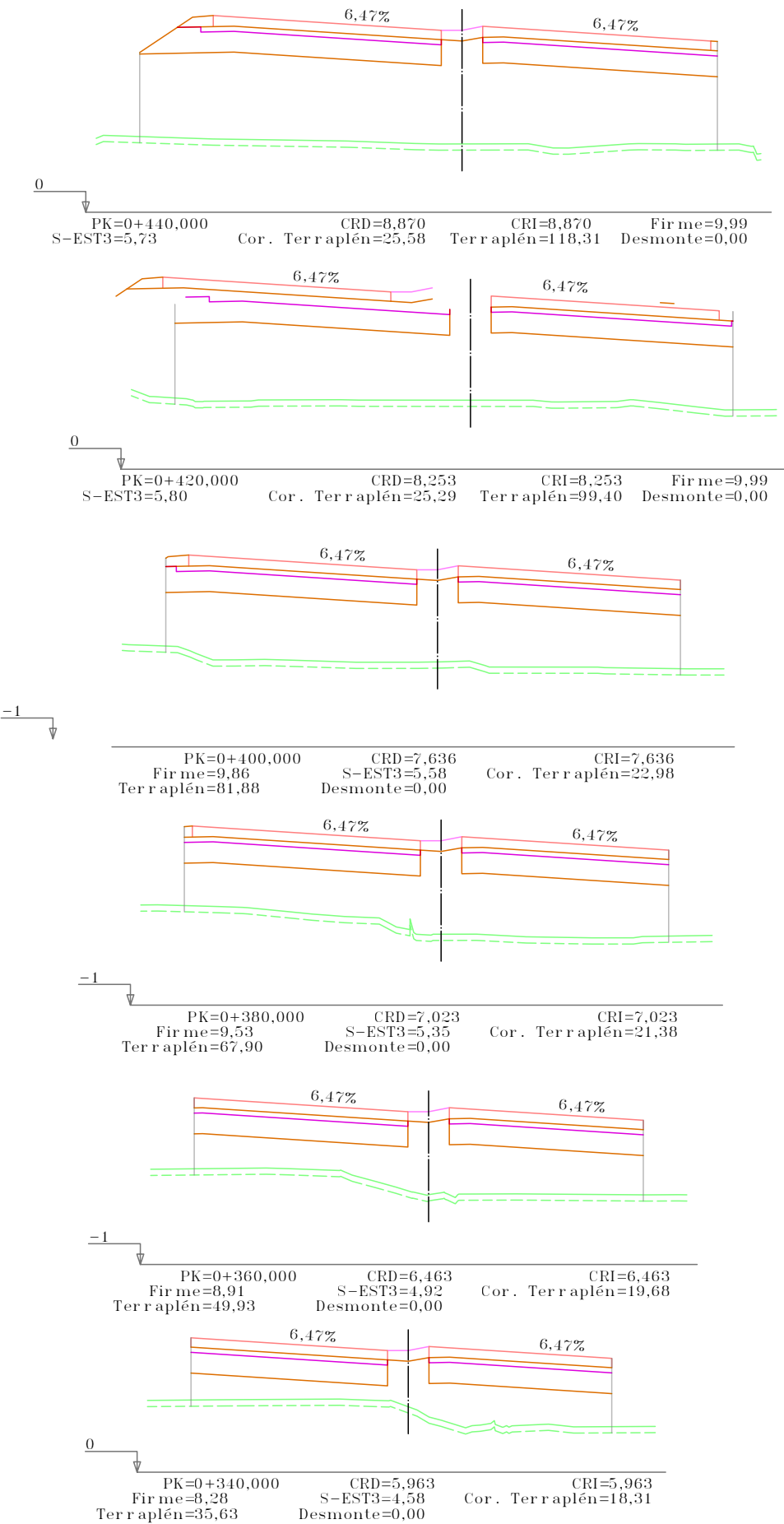
Fecha:
Febrero
2019

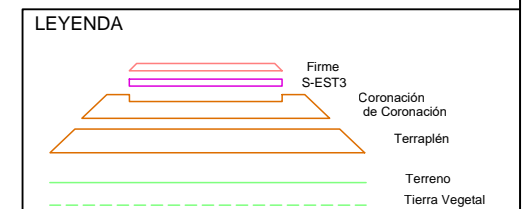
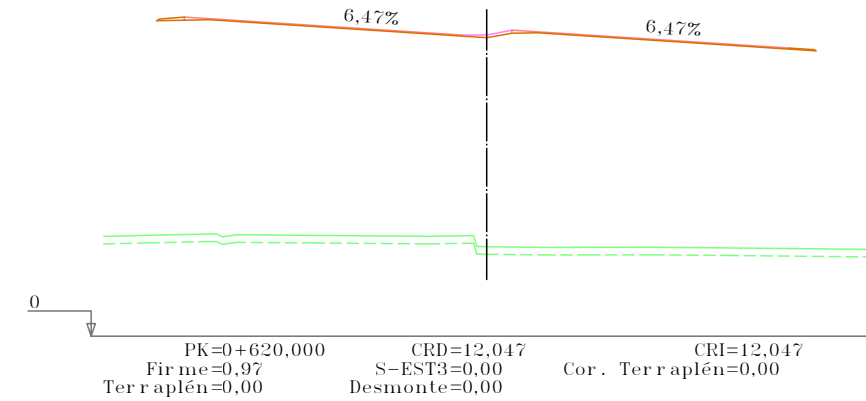
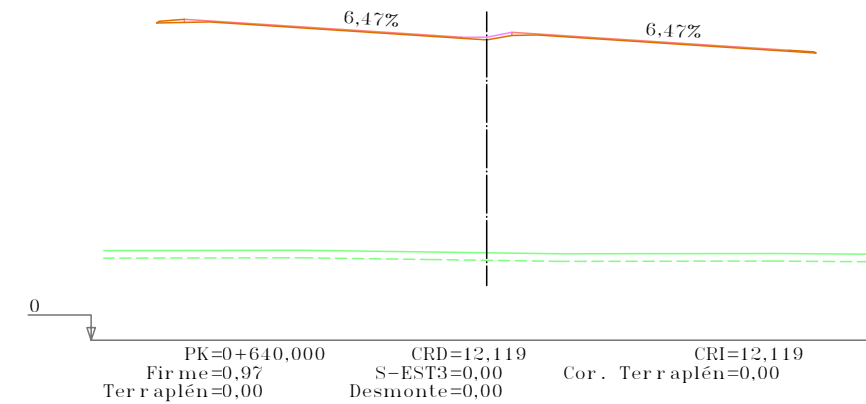
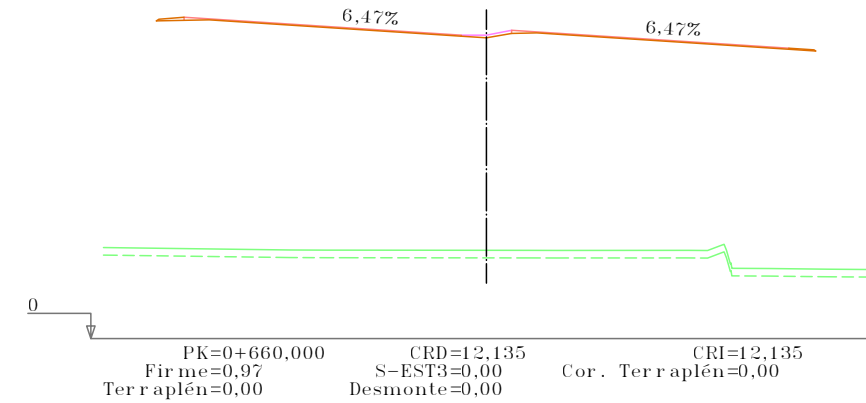
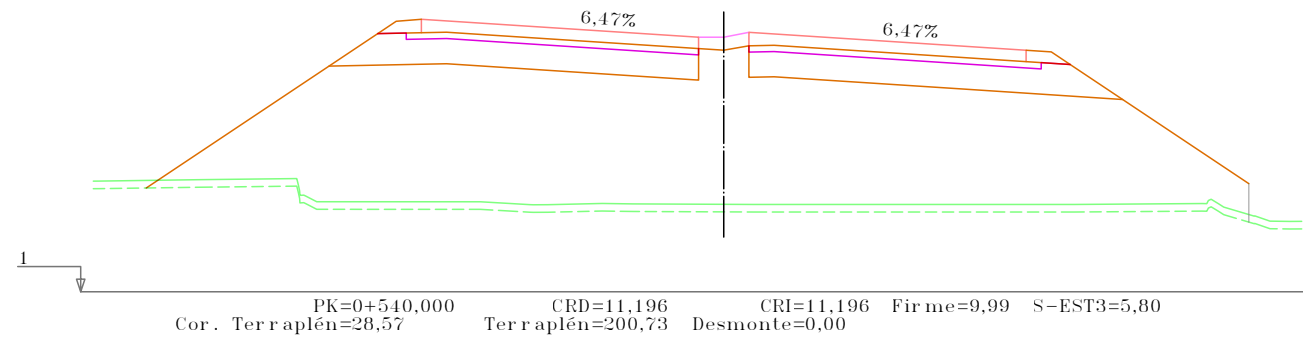
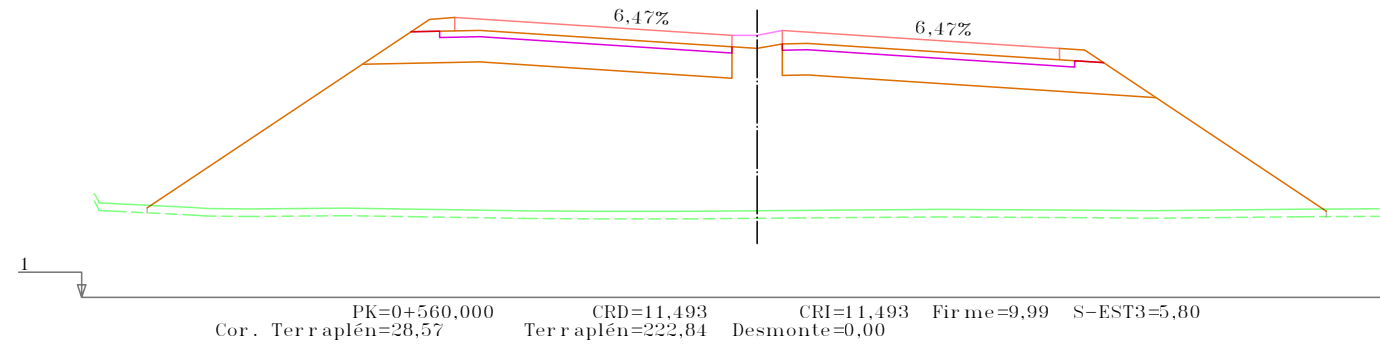
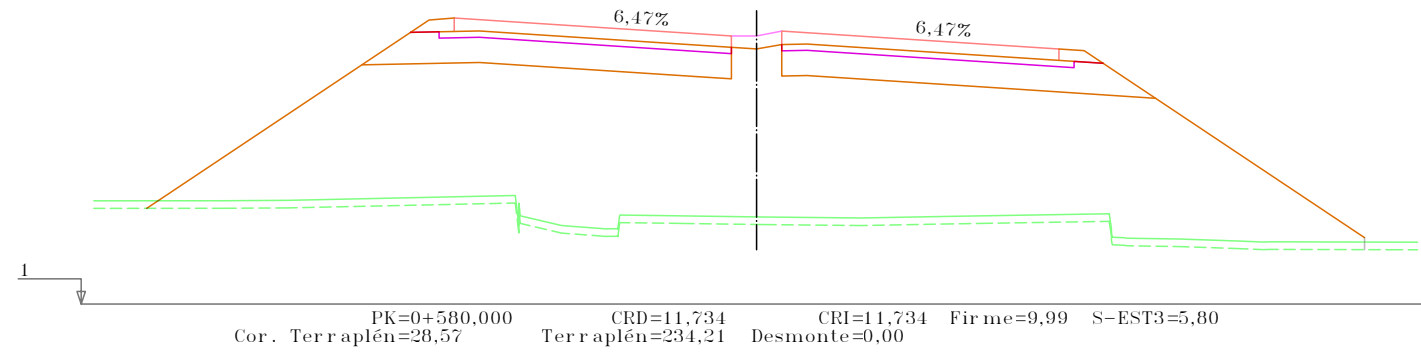
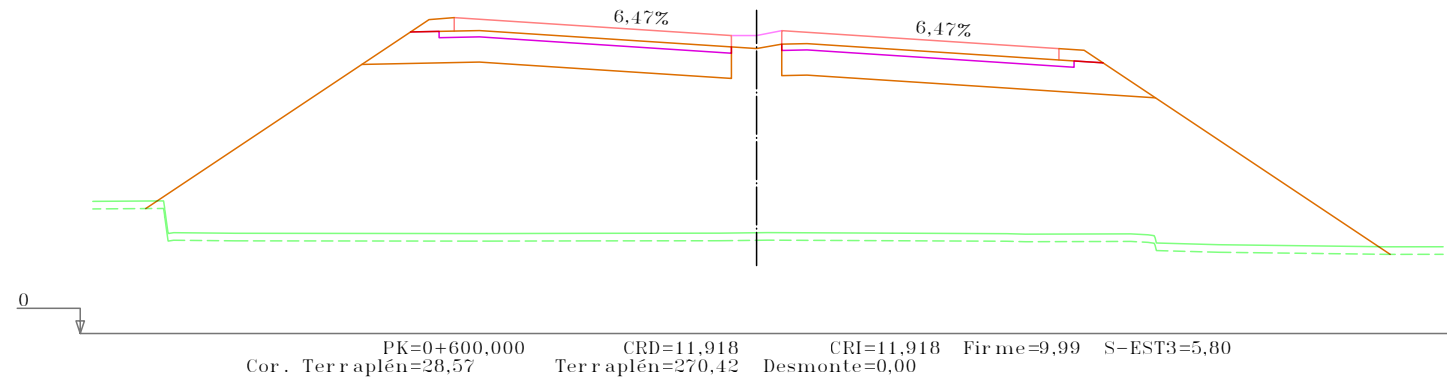


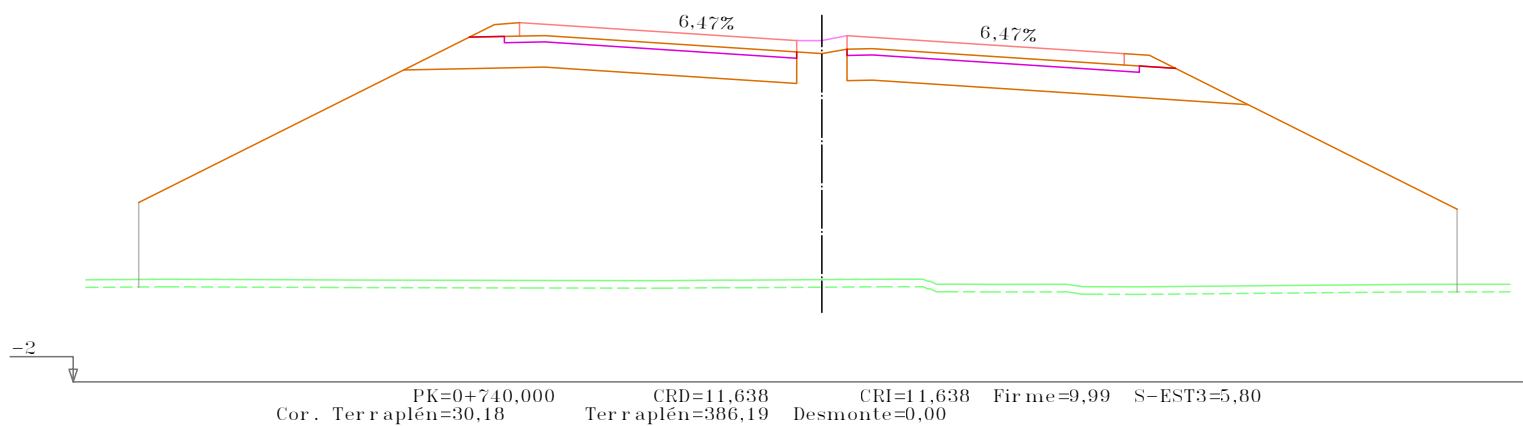
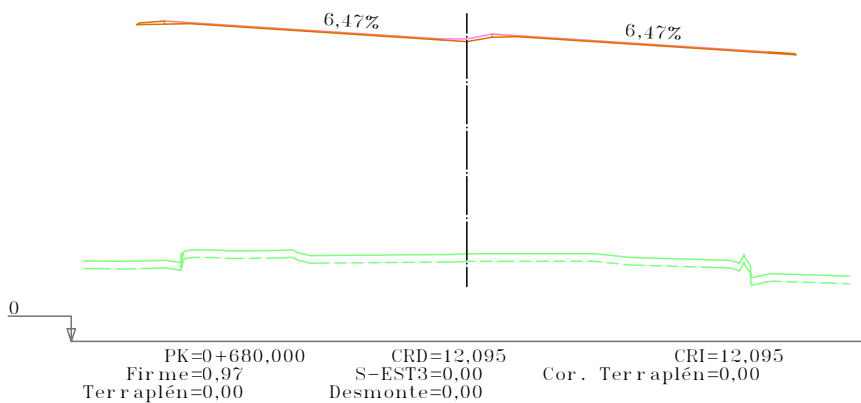
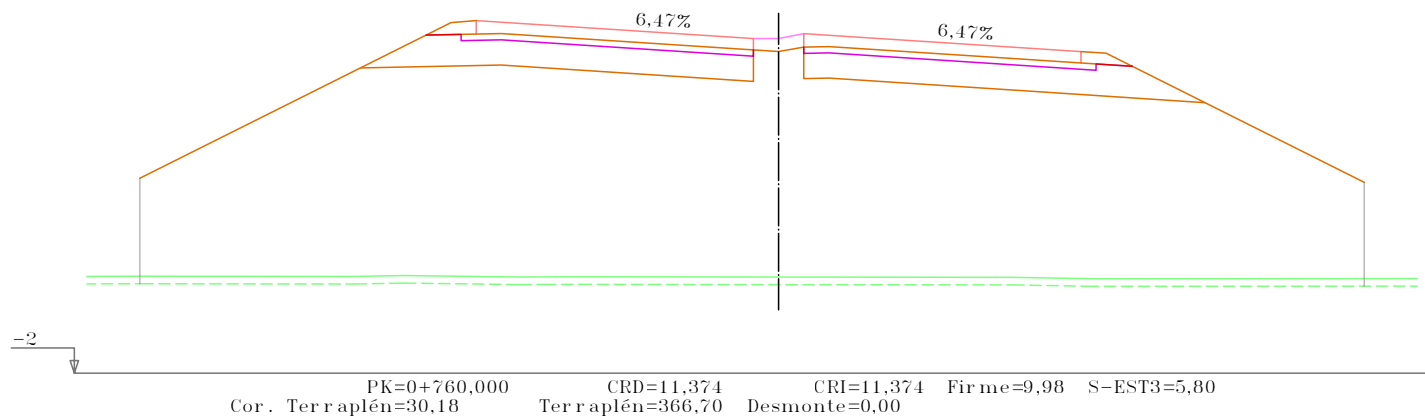
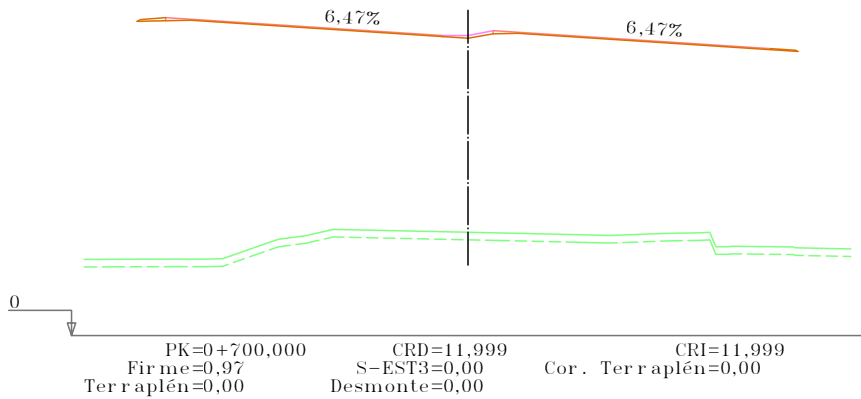
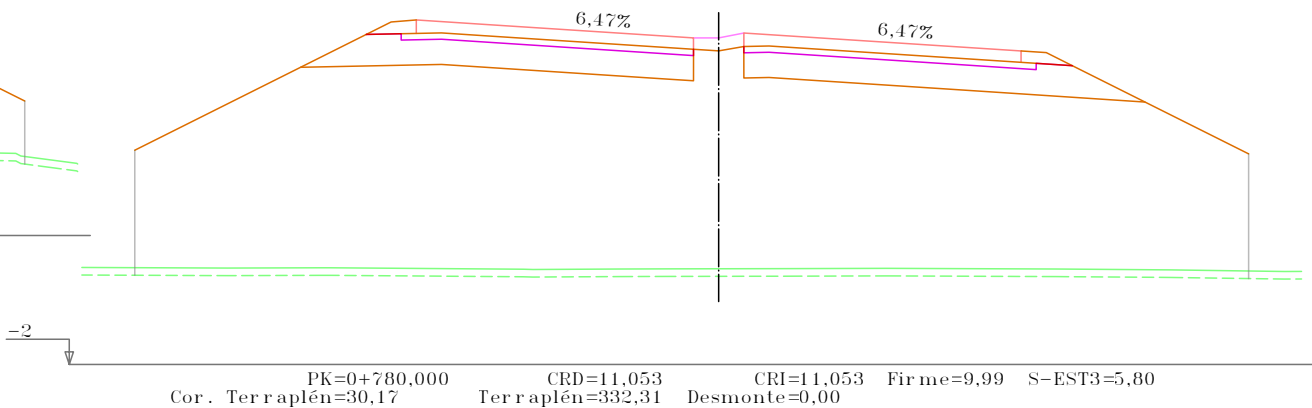
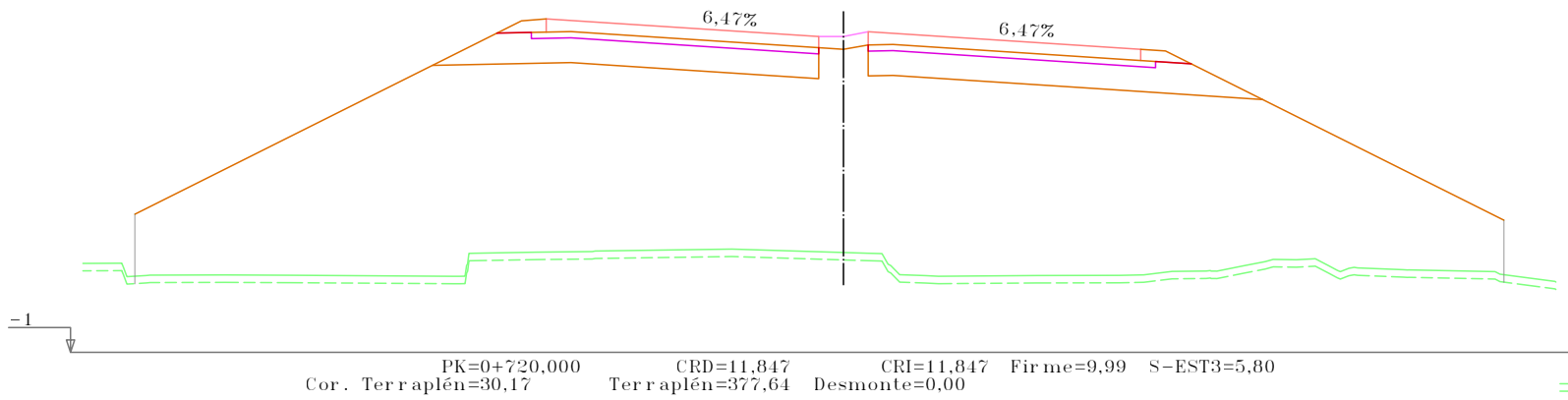


LEYENDA

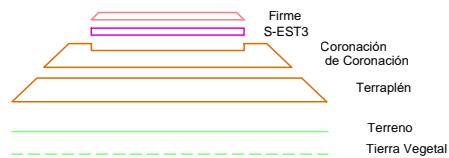


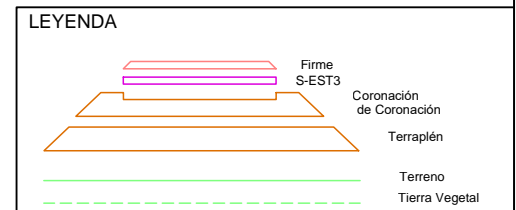
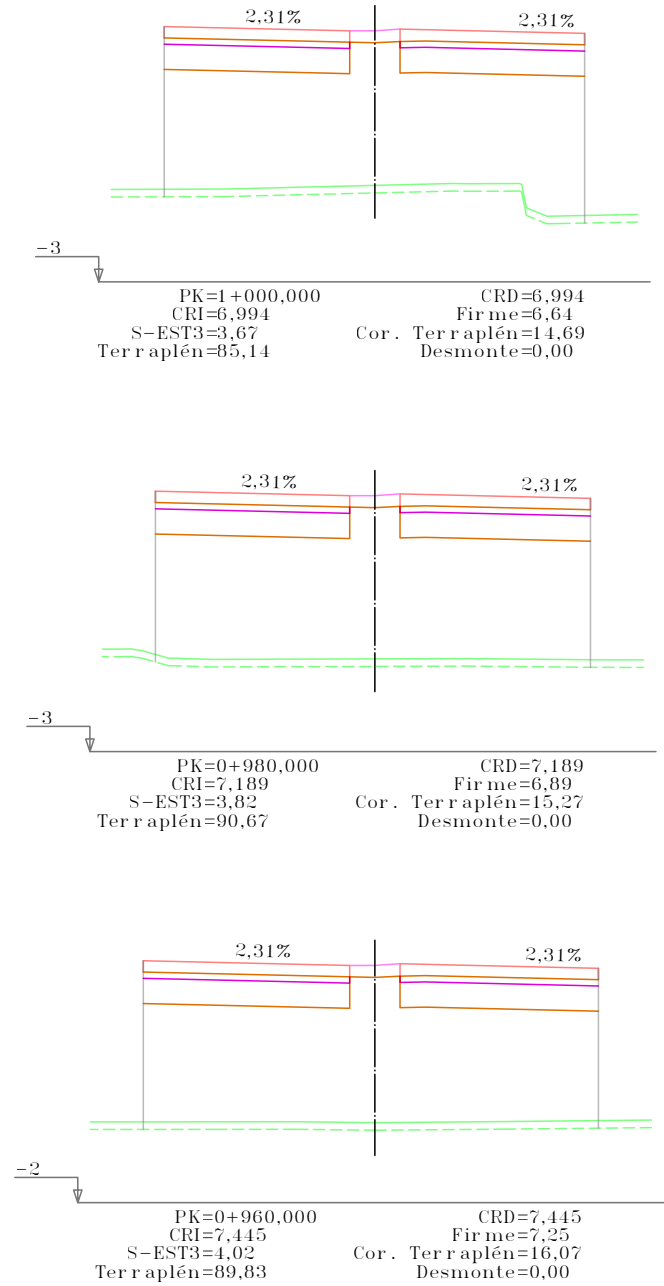
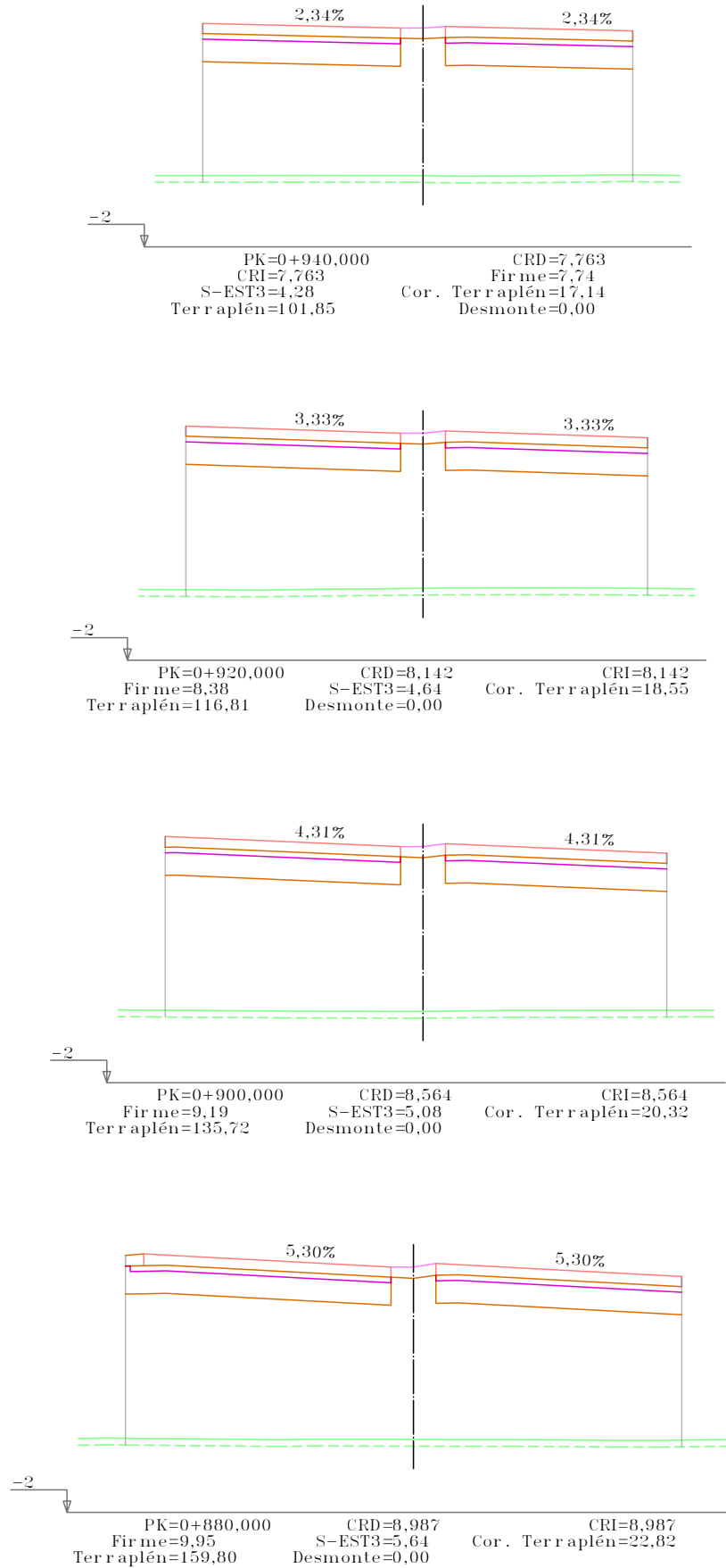
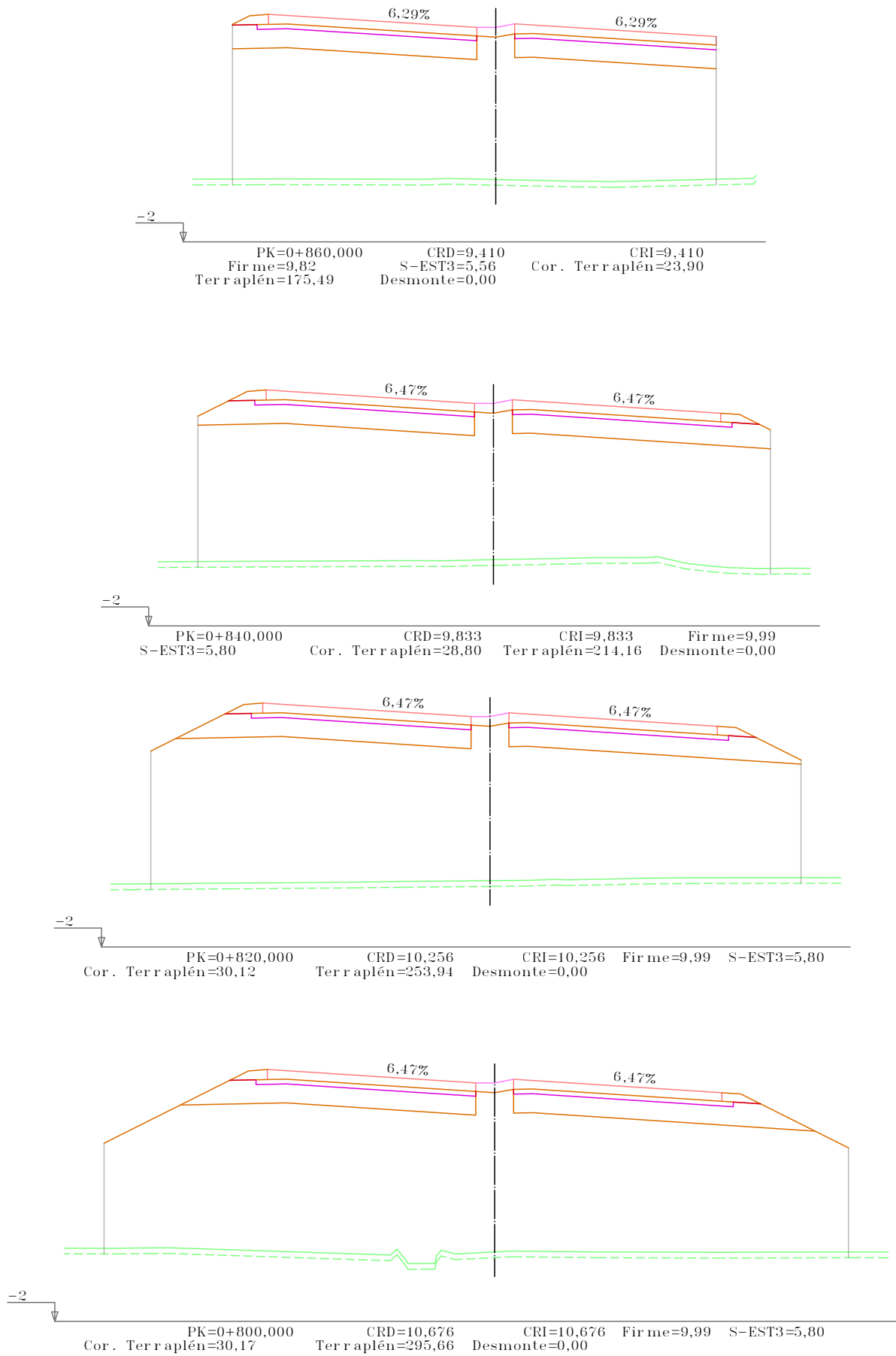


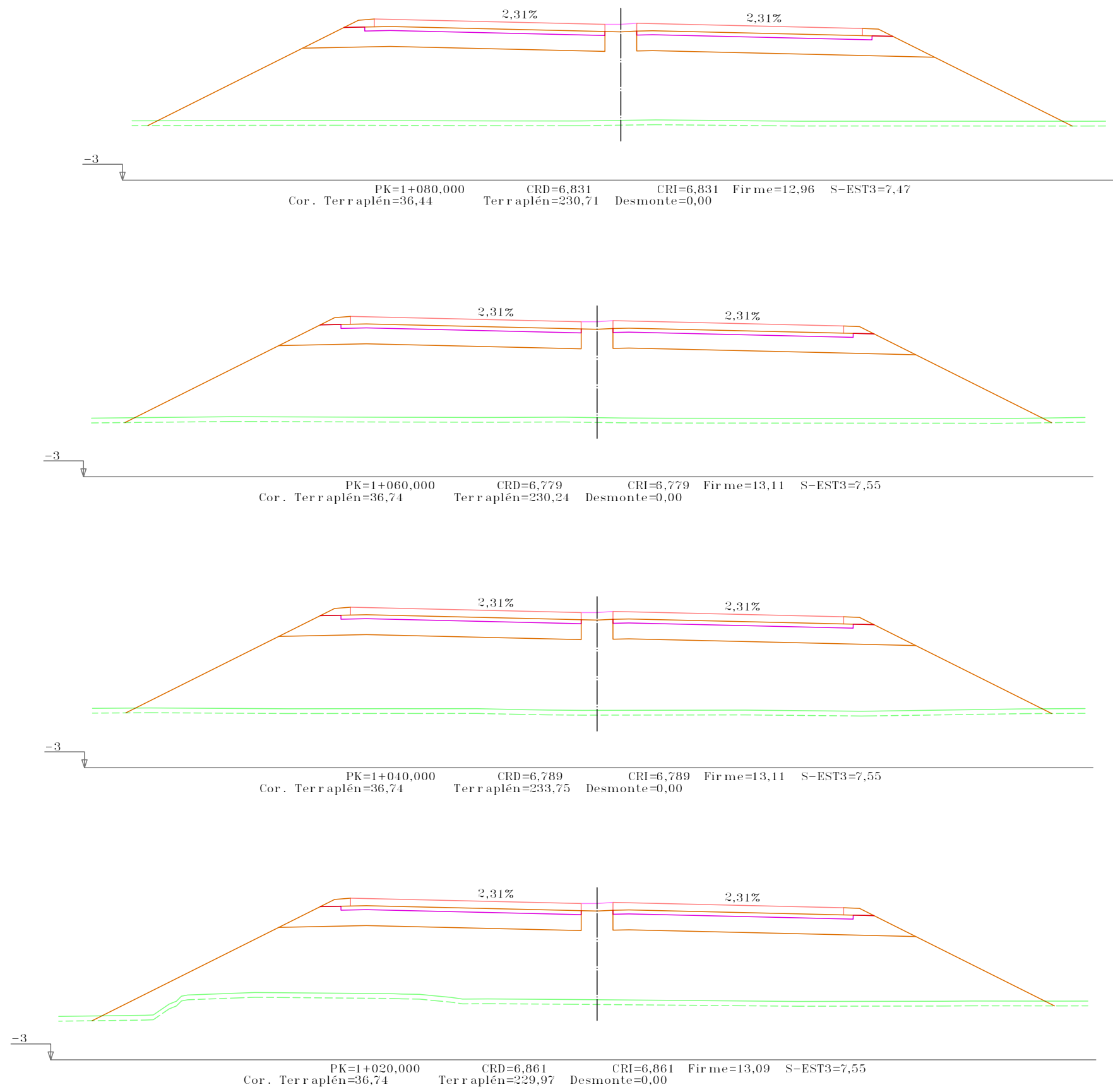




LEYENDA







LEYENDA

Firme

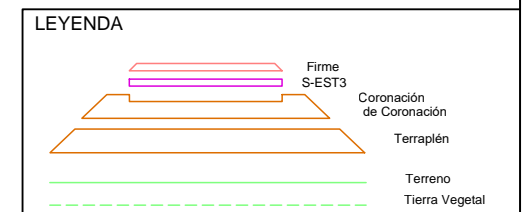
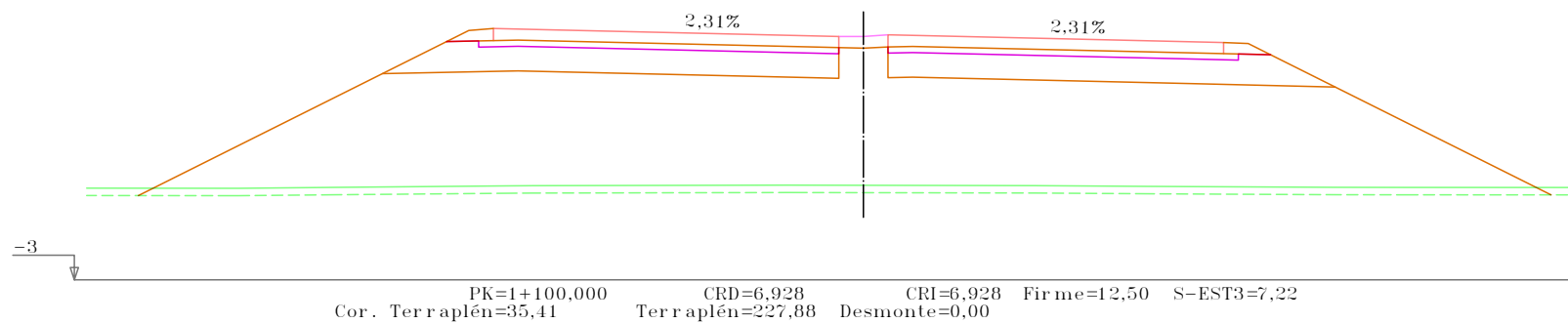
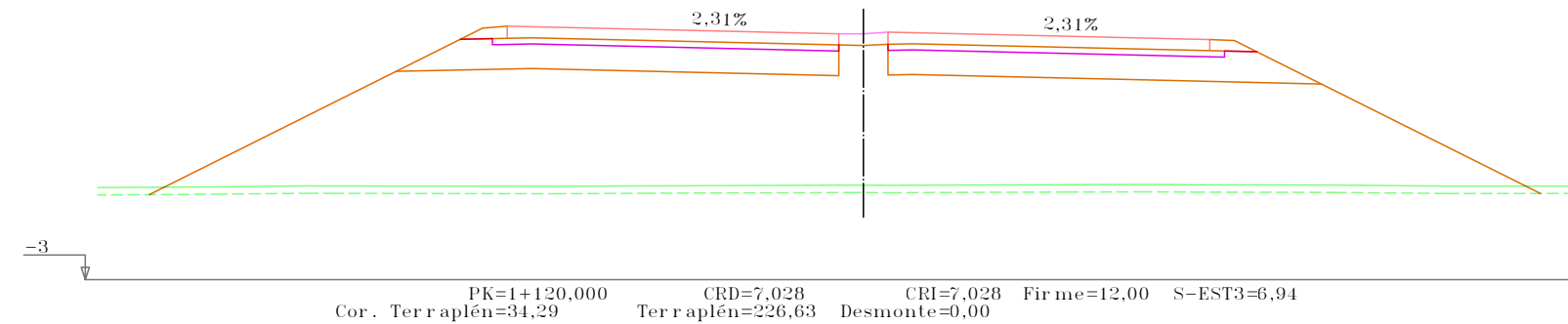
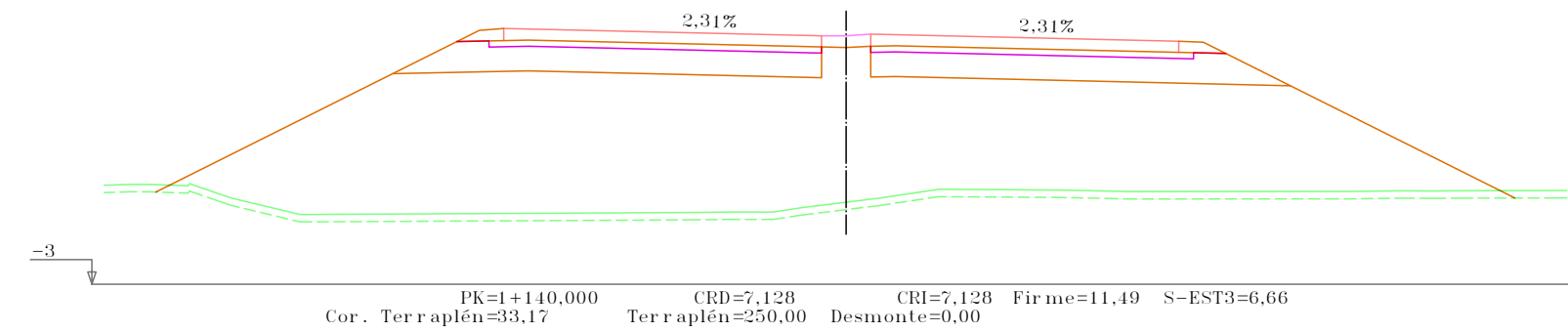
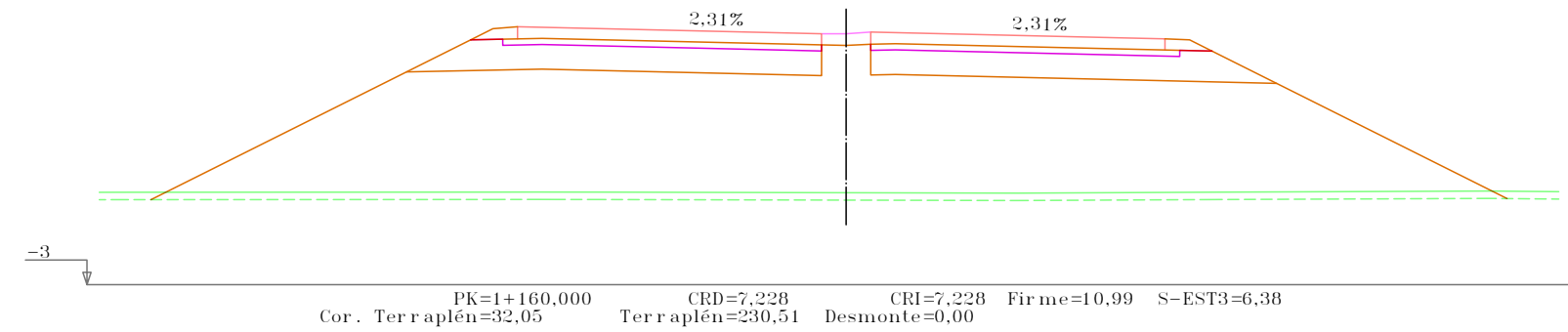
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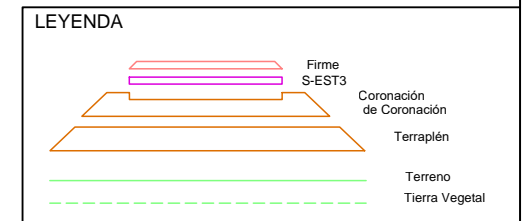
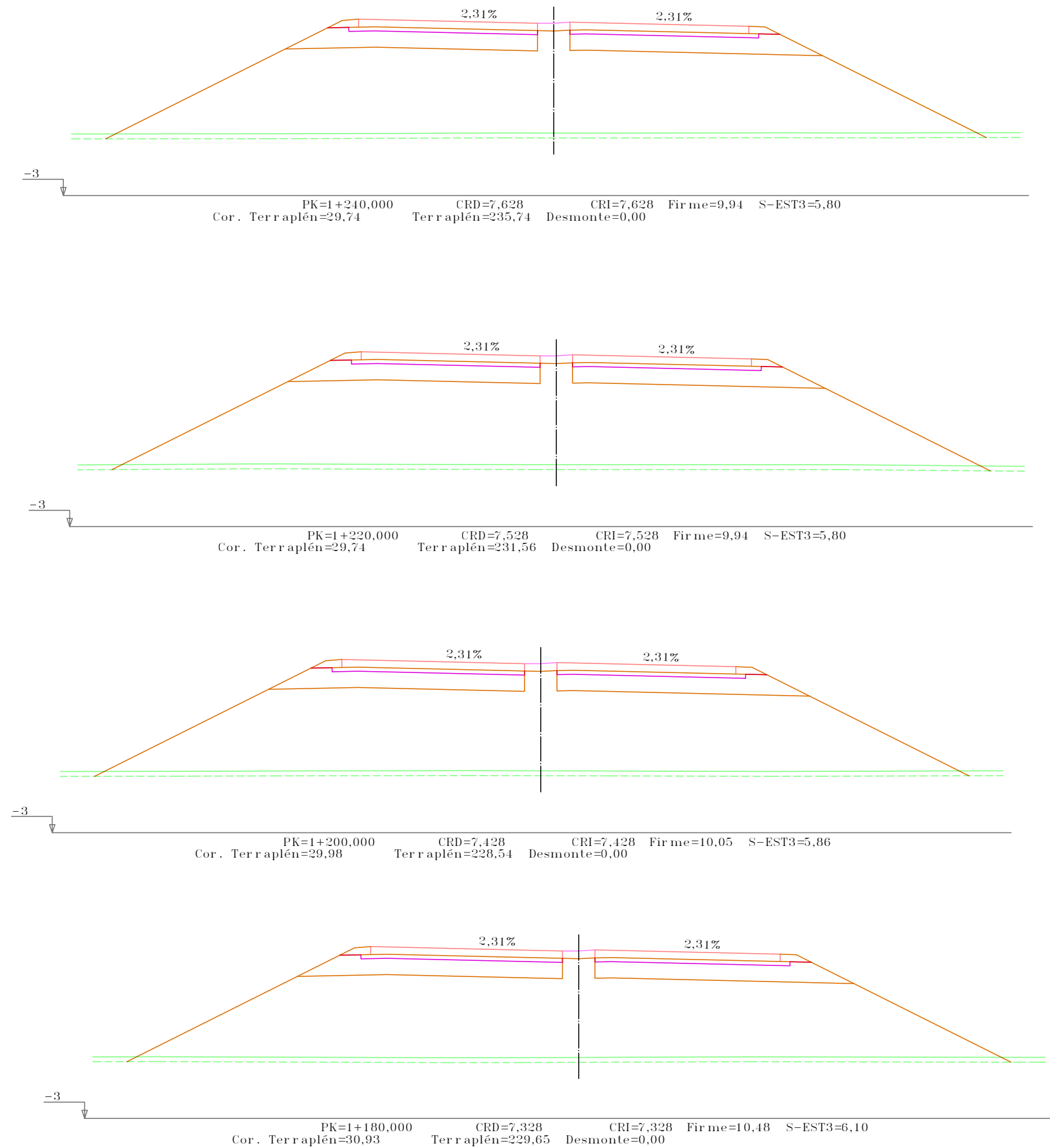
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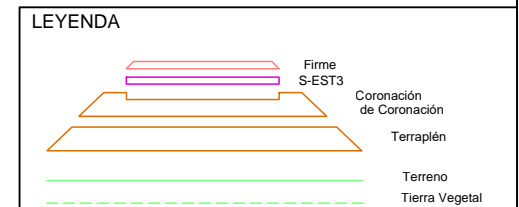
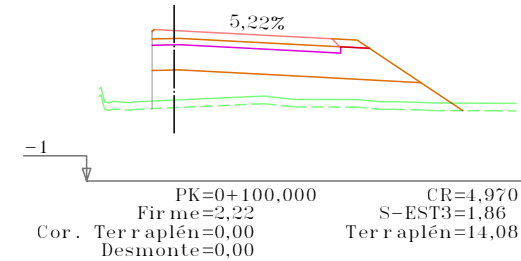
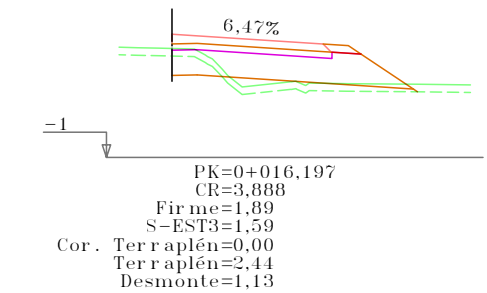
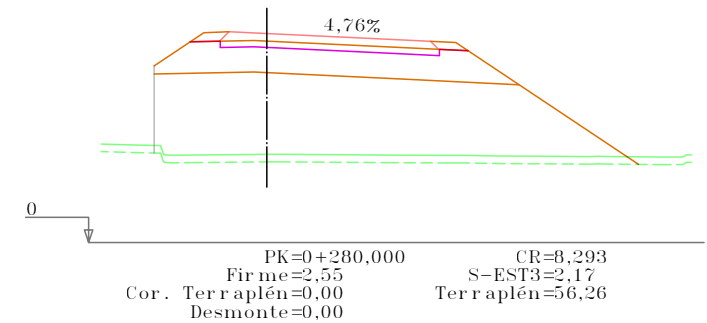
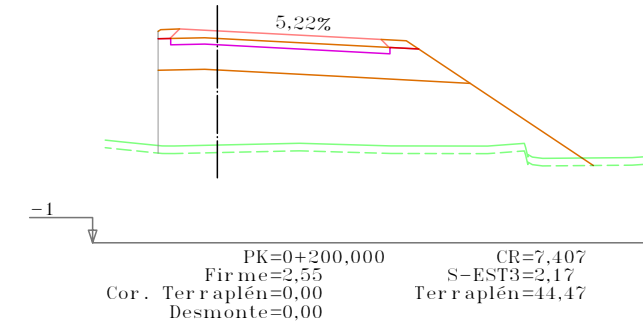
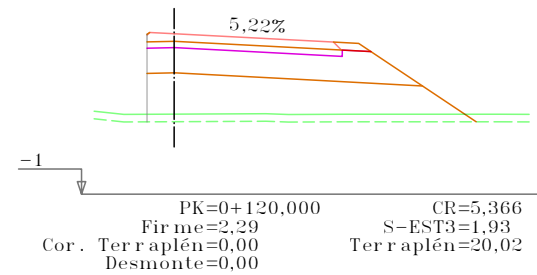
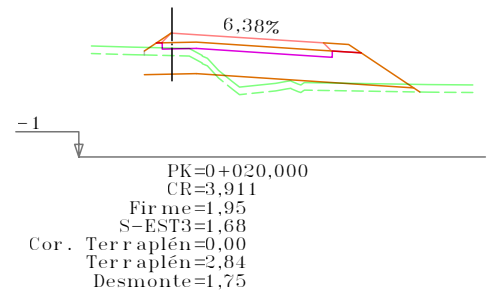
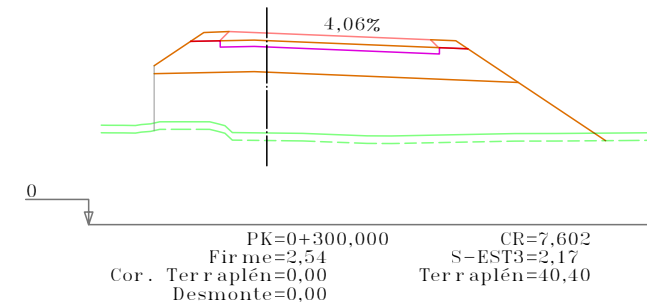
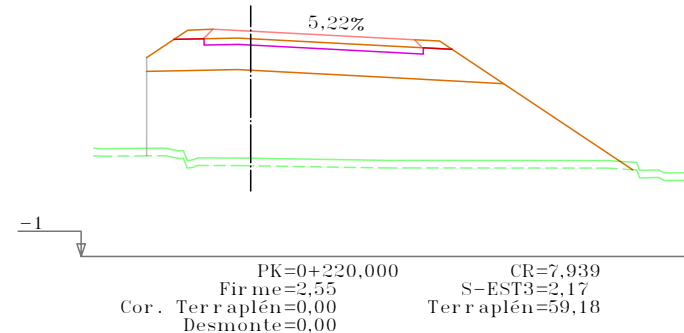
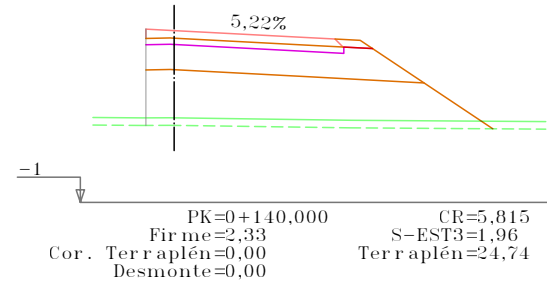
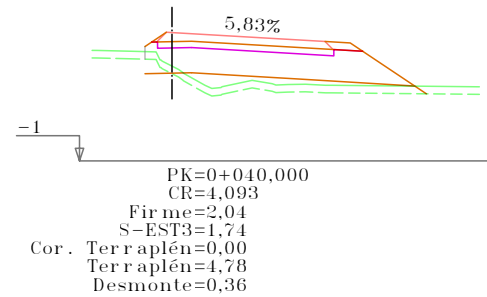
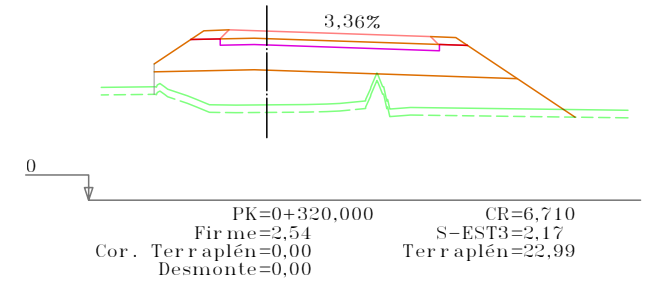
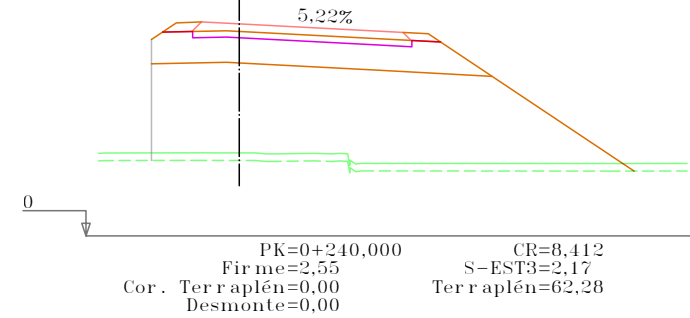
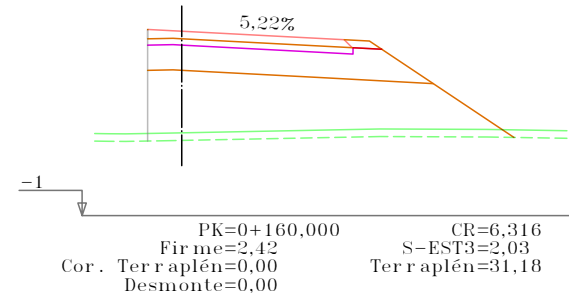
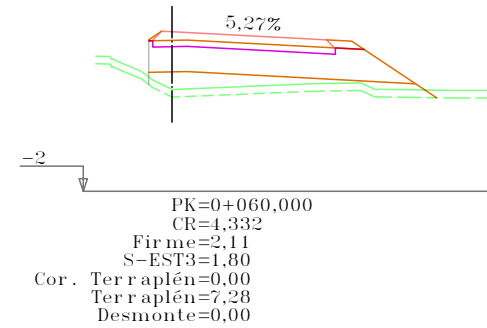
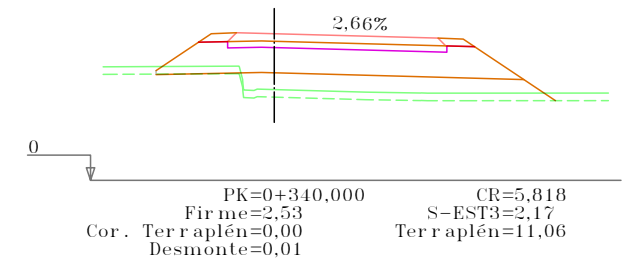
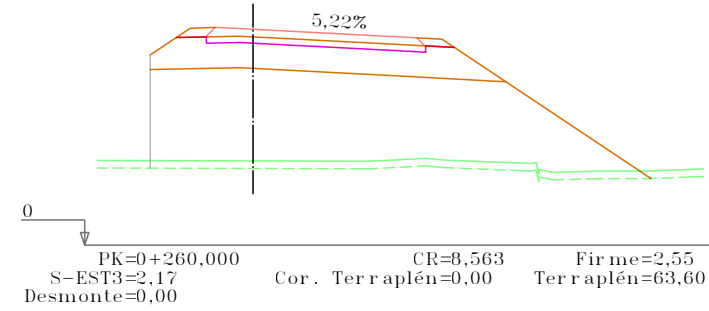
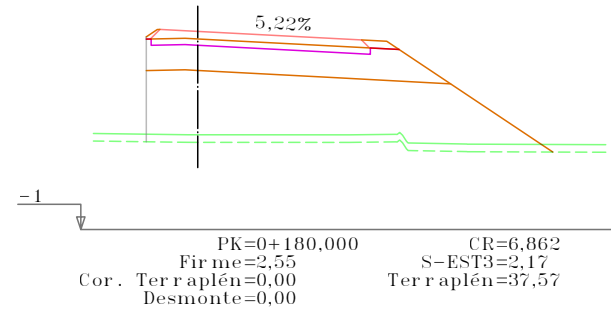
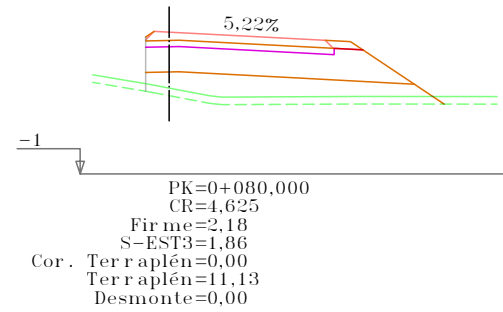
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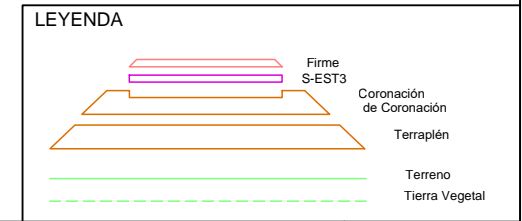
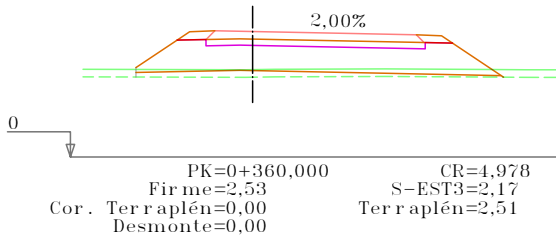
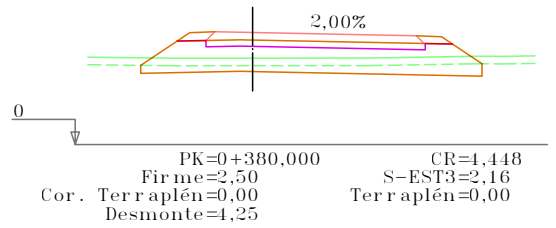
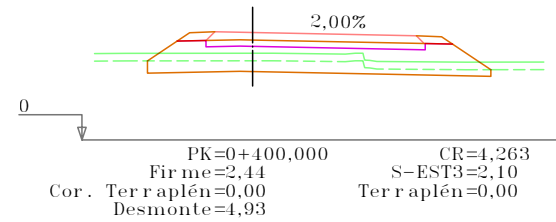
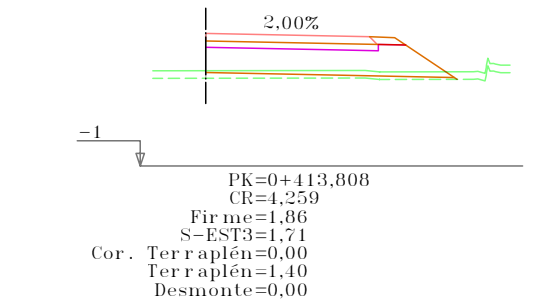
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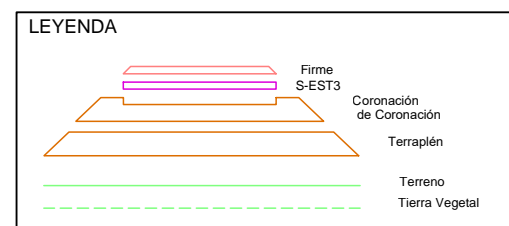
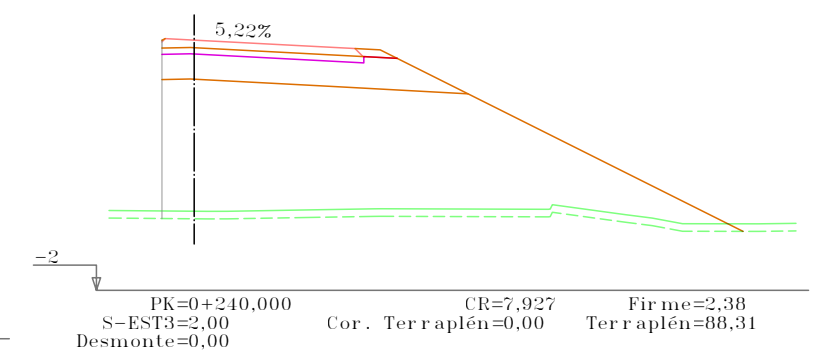
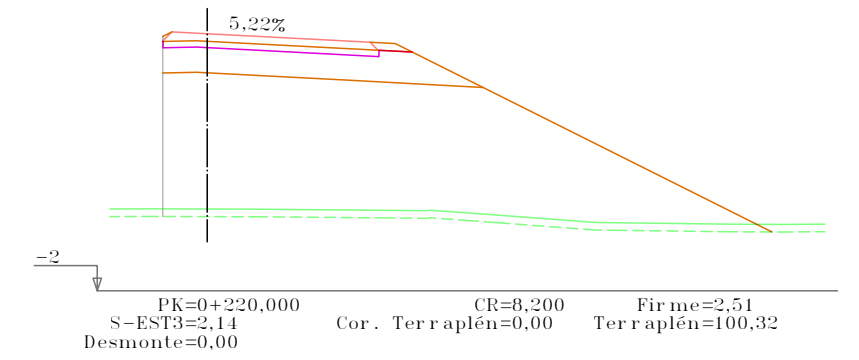
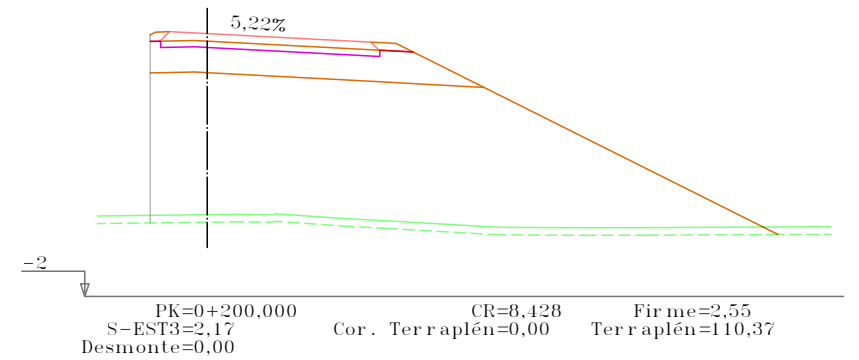
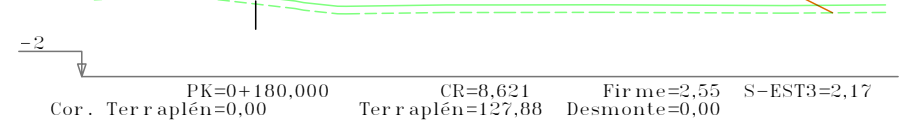
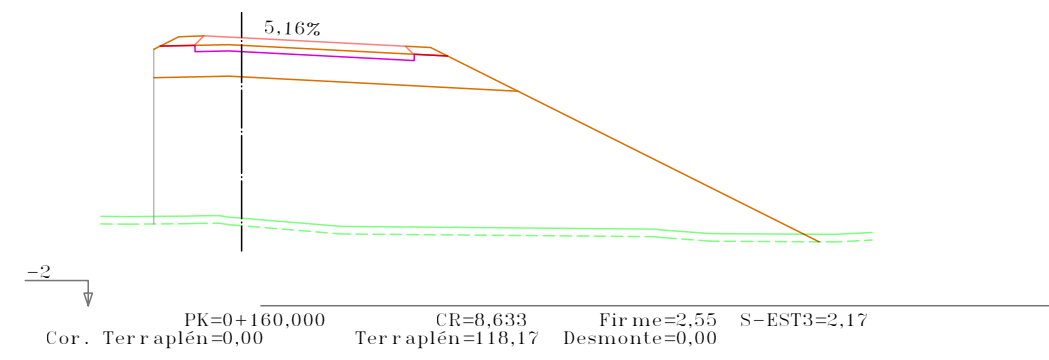
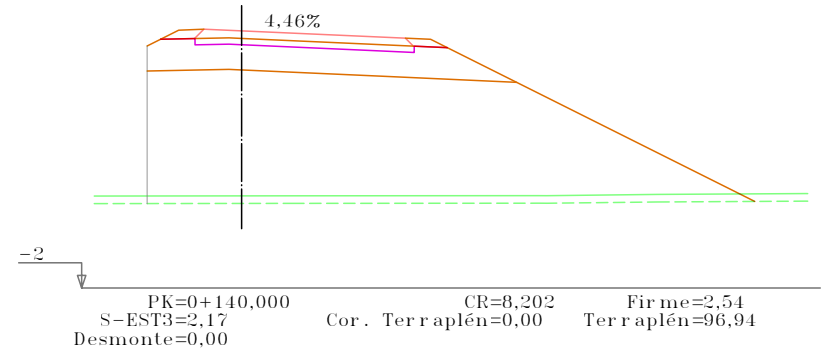
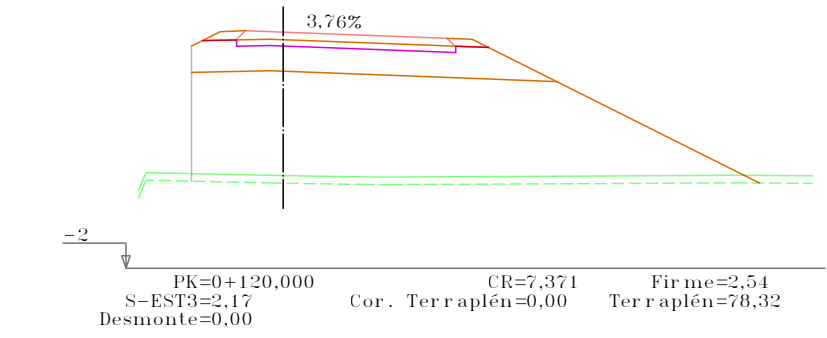
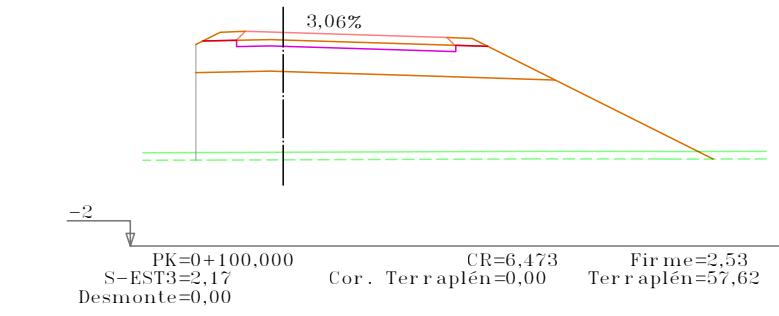
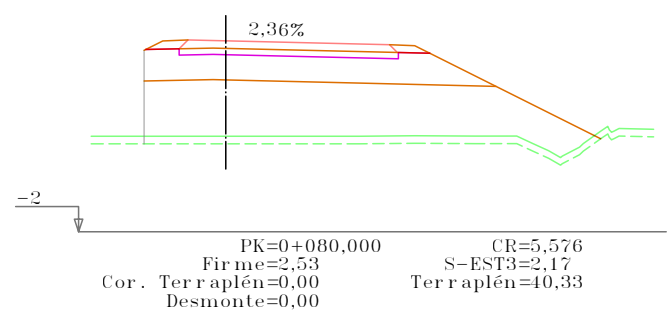
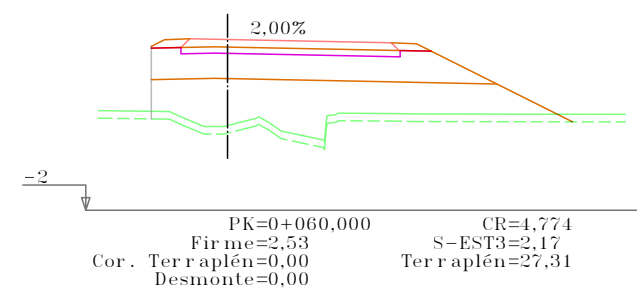
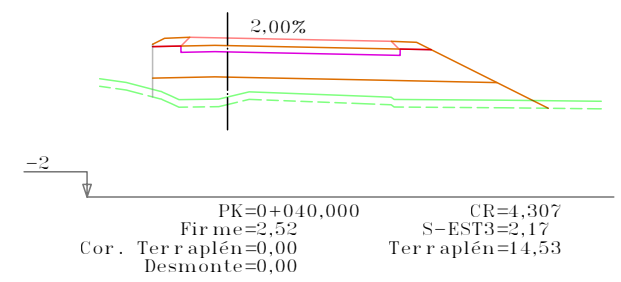
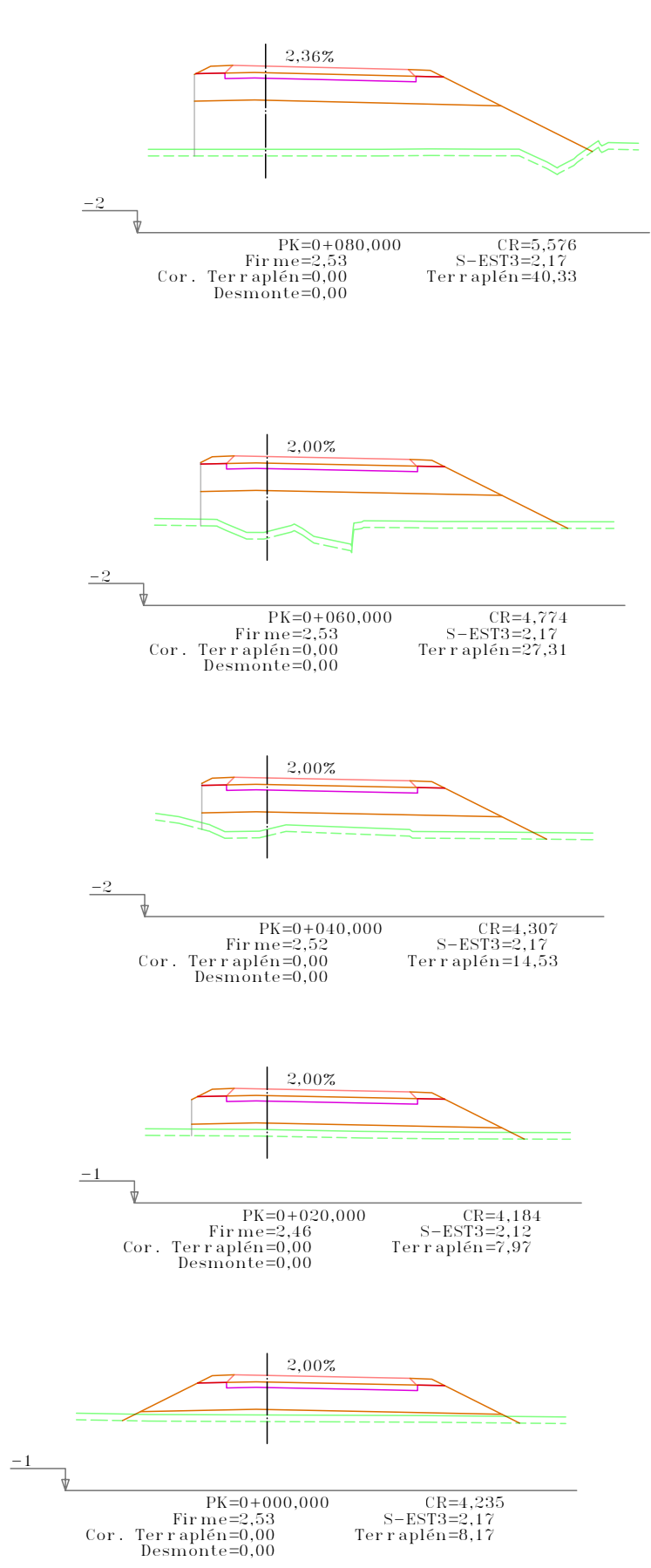
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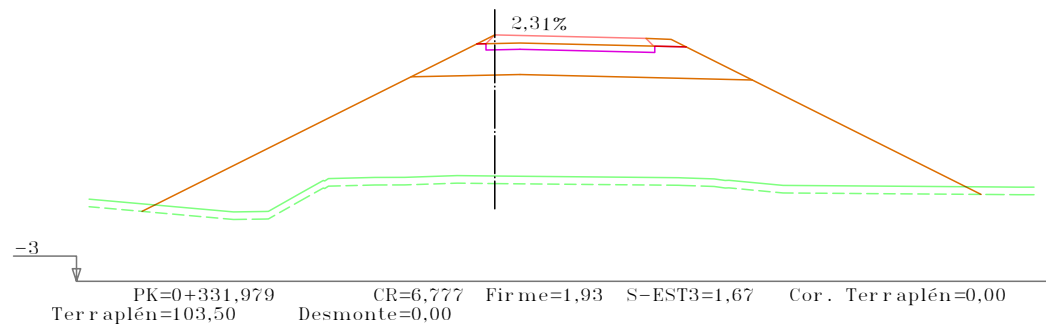
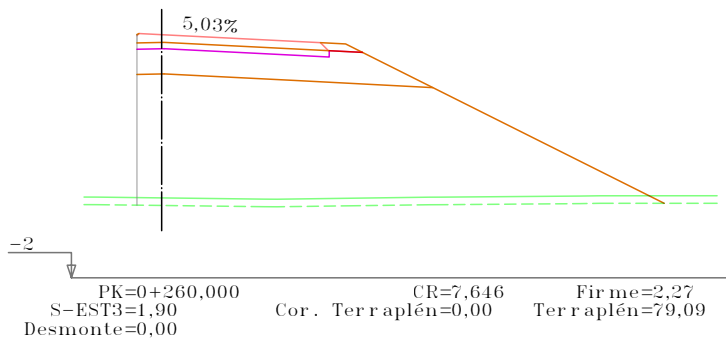
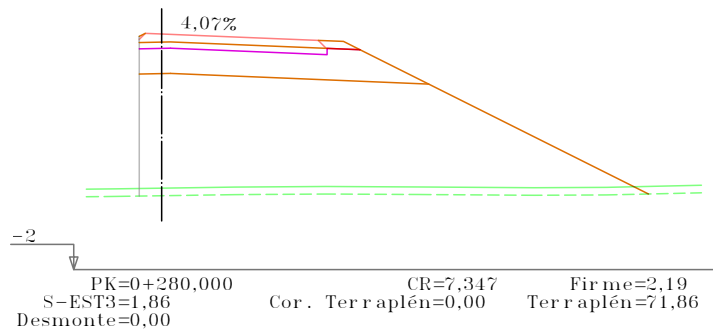
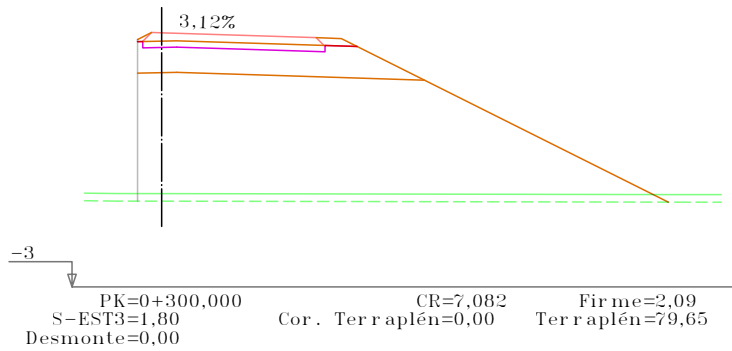
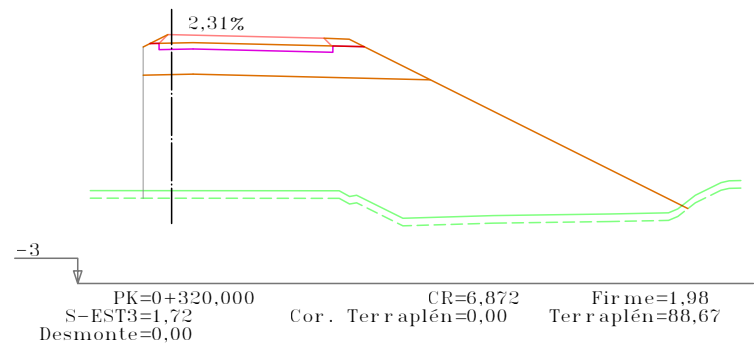




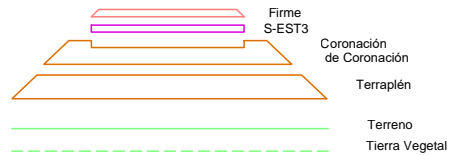


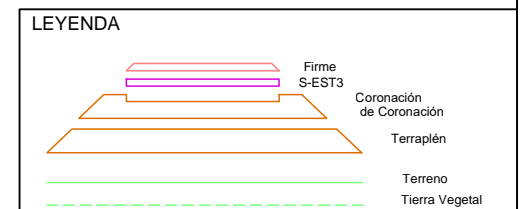
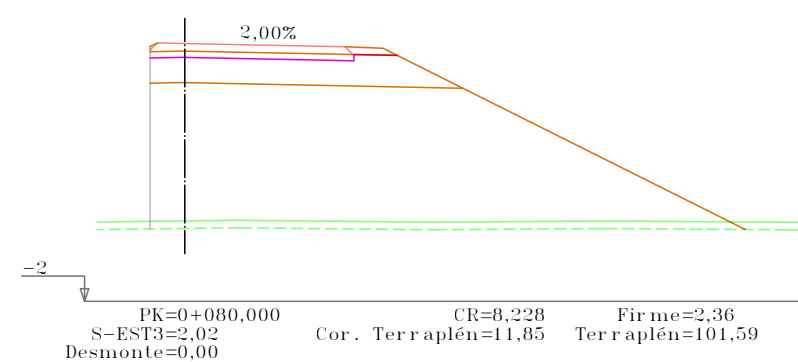
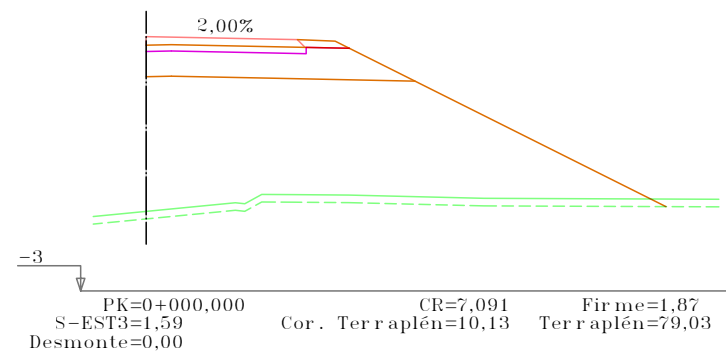
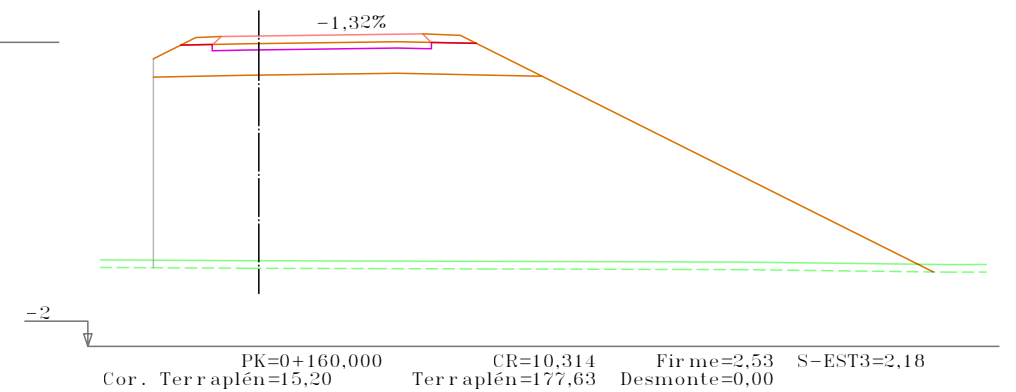
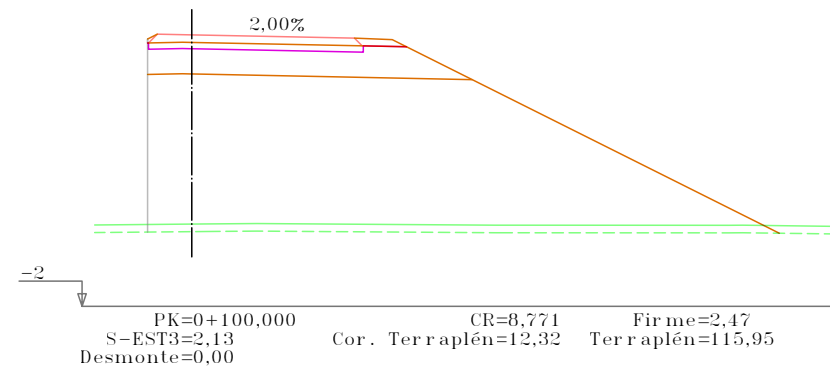
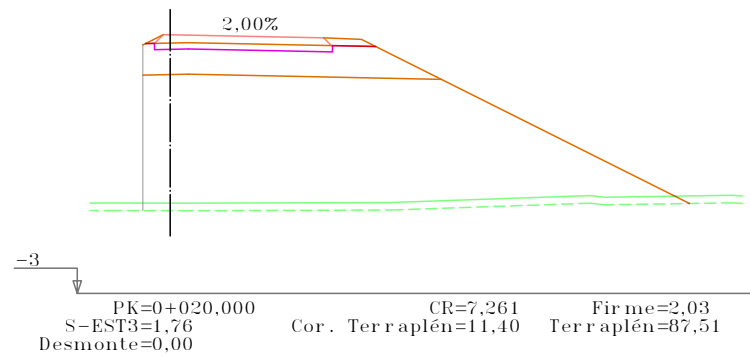
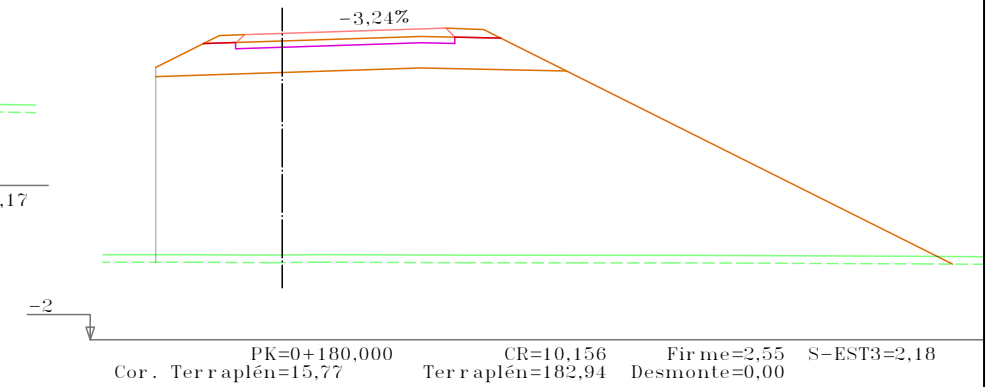
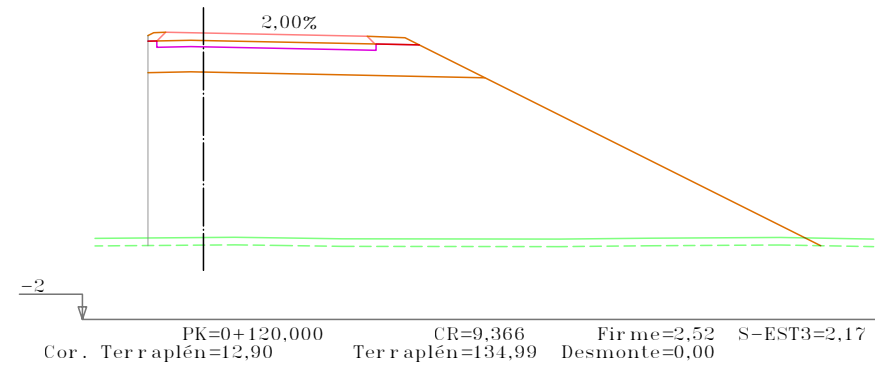
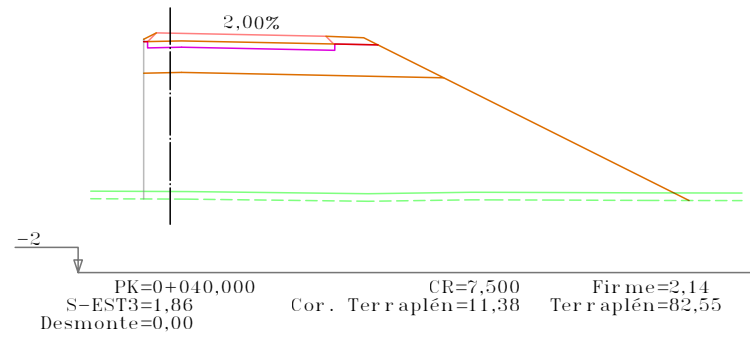
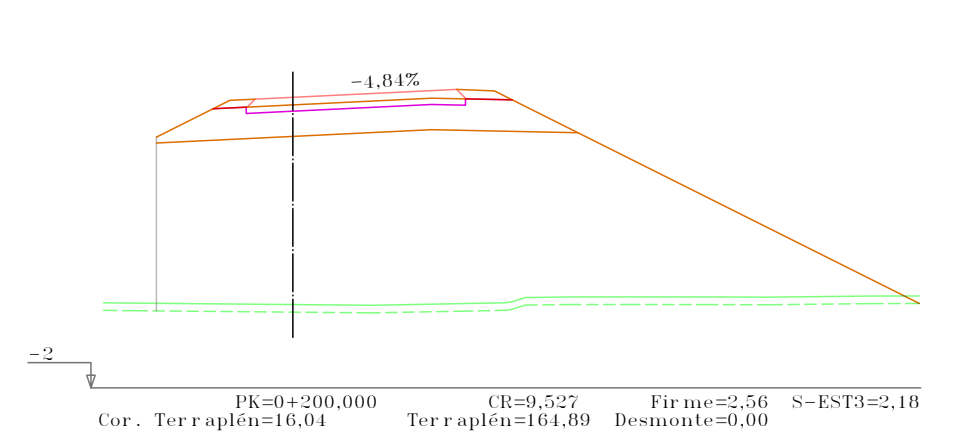
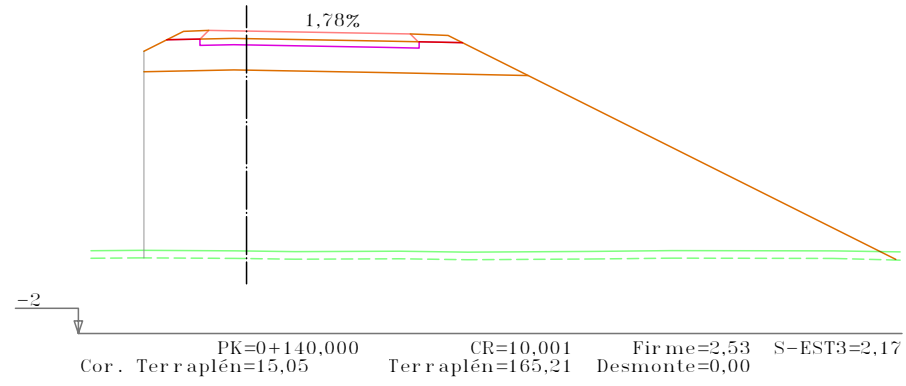
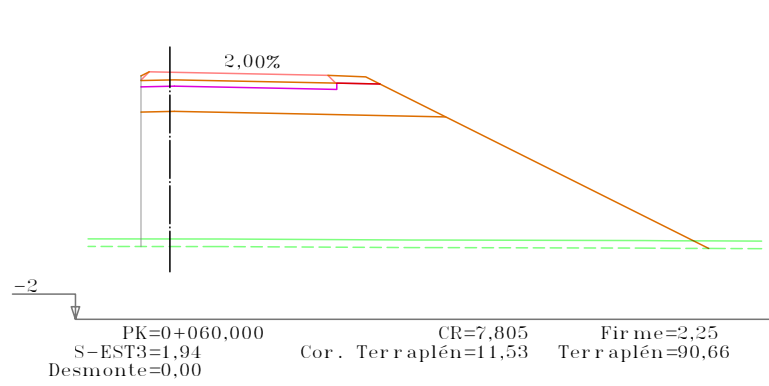


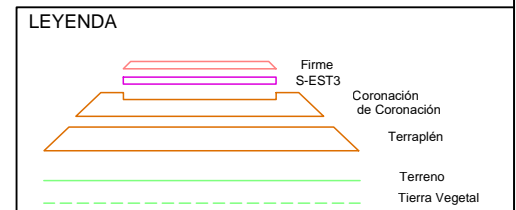
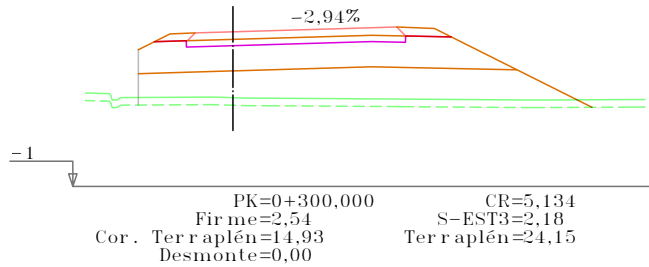
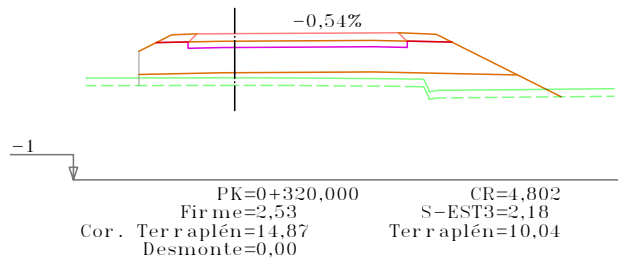
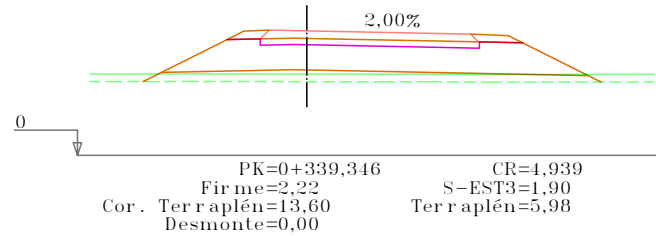
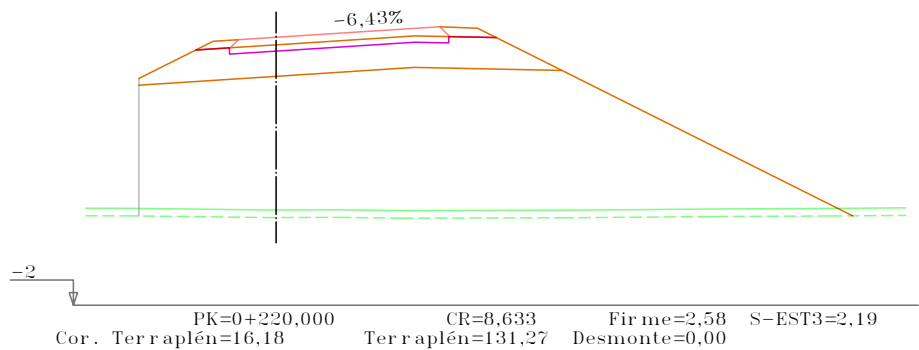
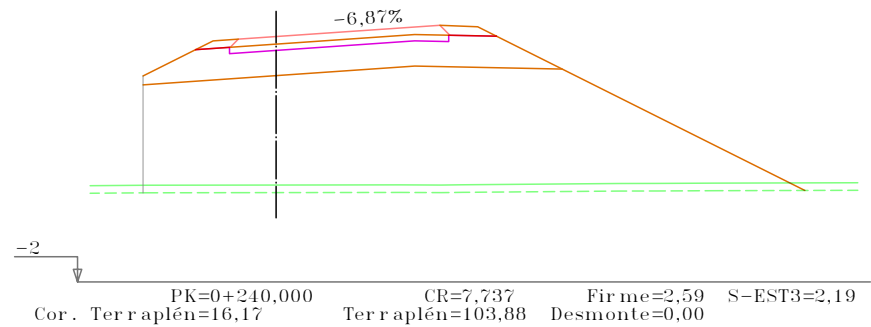
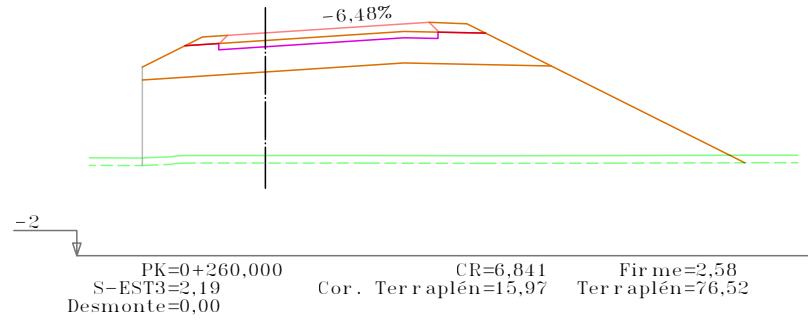
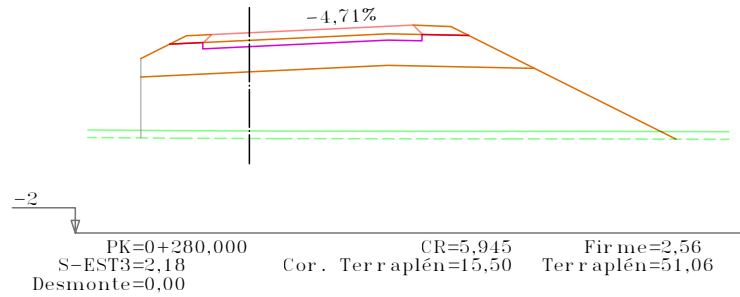


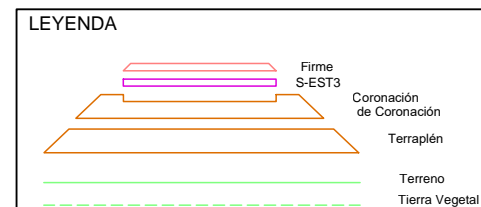
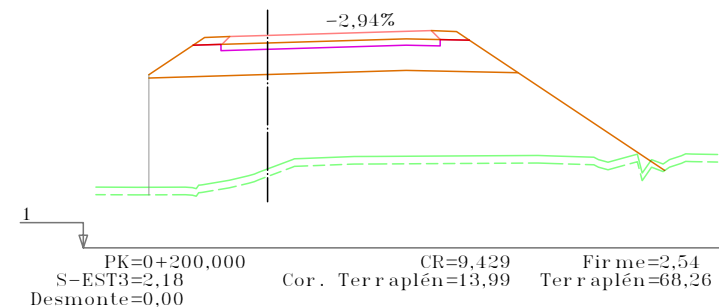
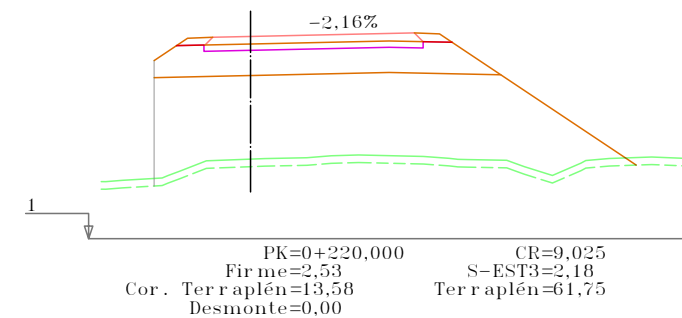
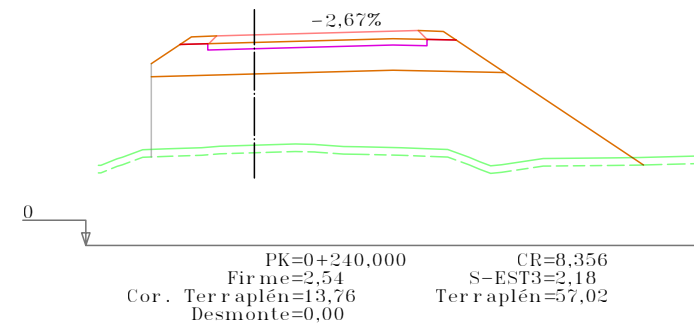
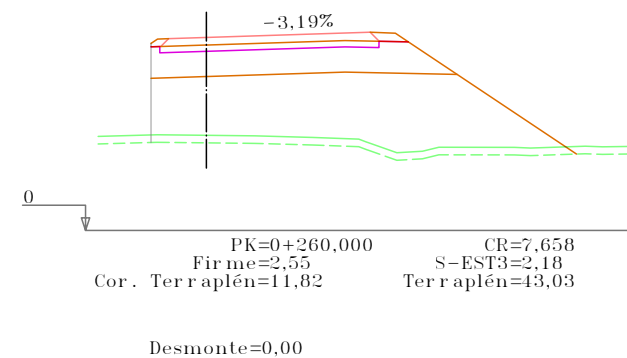
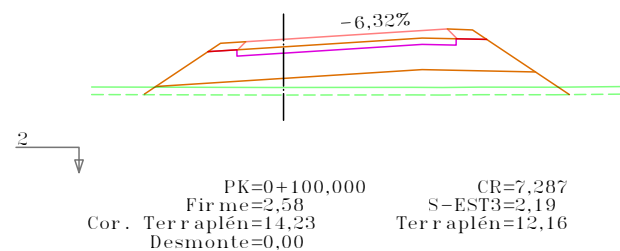
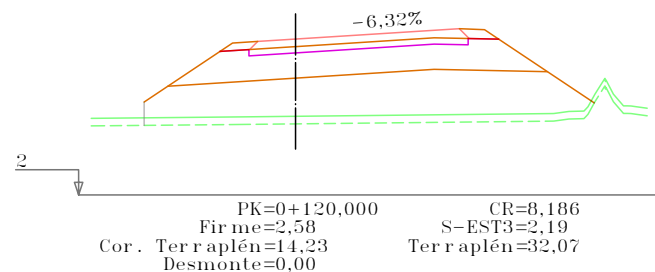
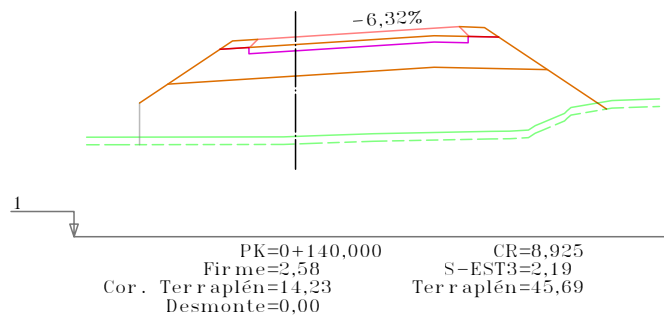
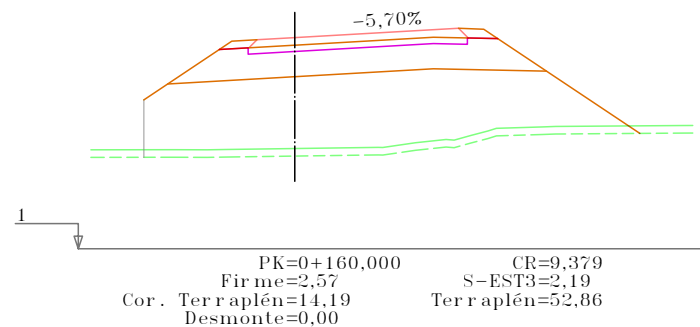
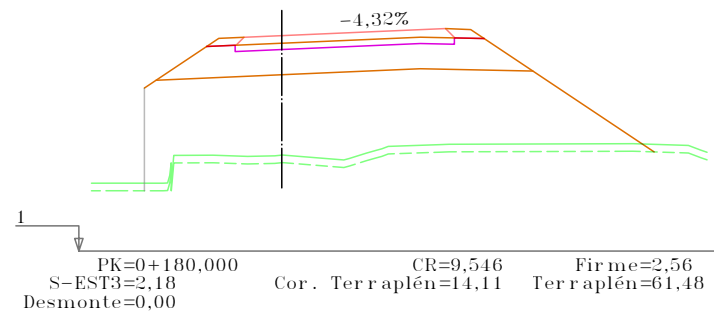
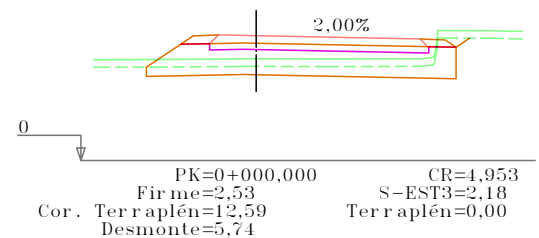
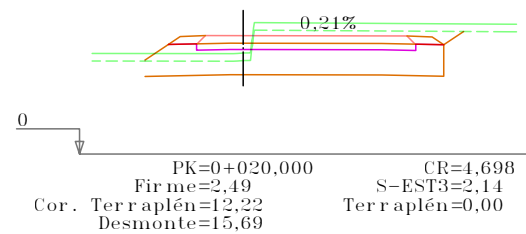
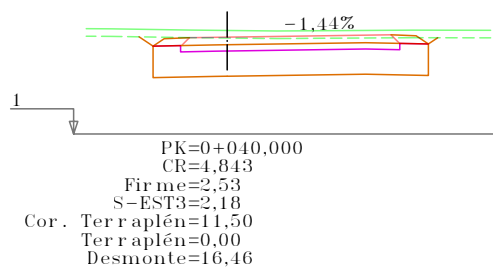
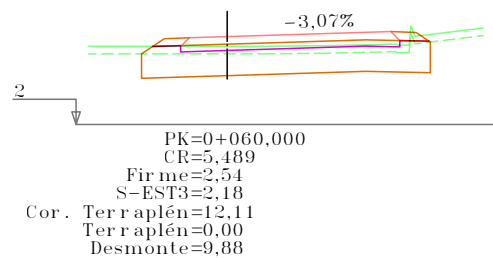
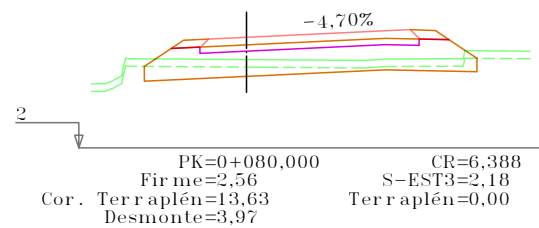


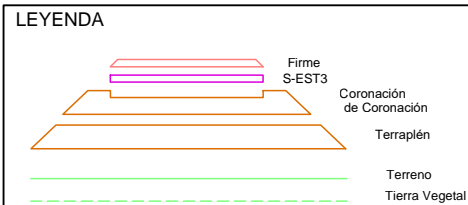
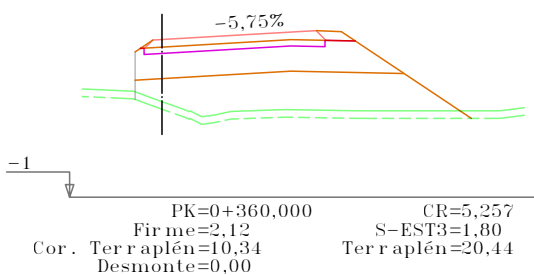
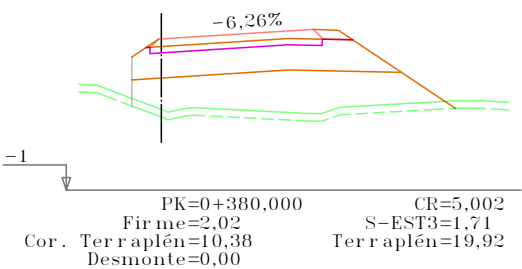
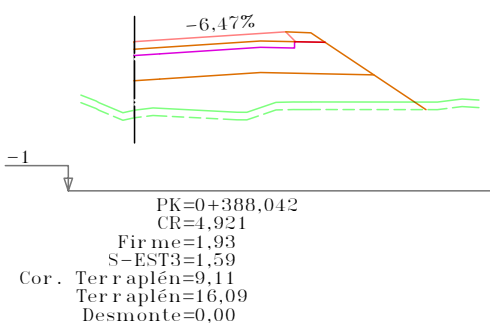
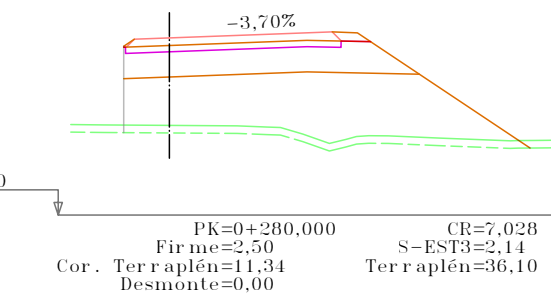
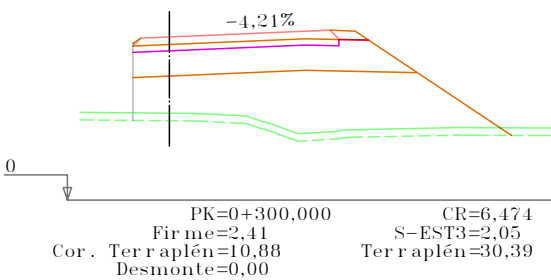
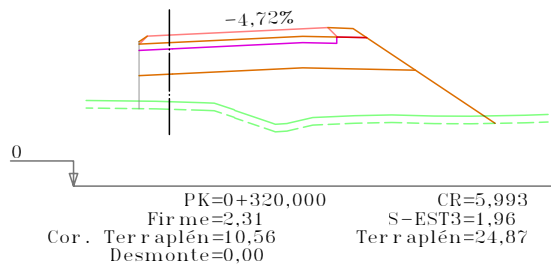
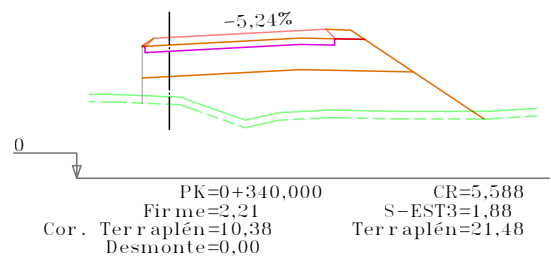
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E.T.S.I. CAMINOS
CANALES Y
PUERTOS



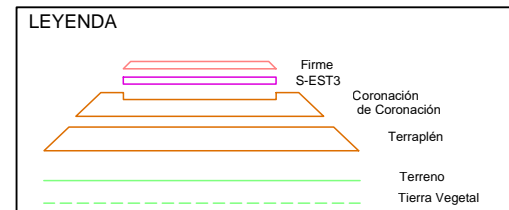
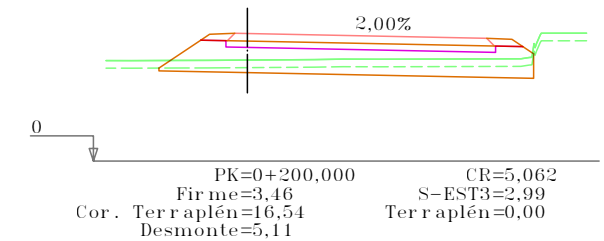
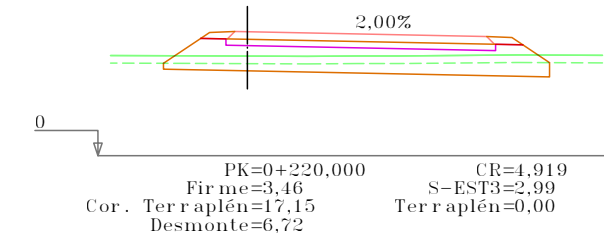
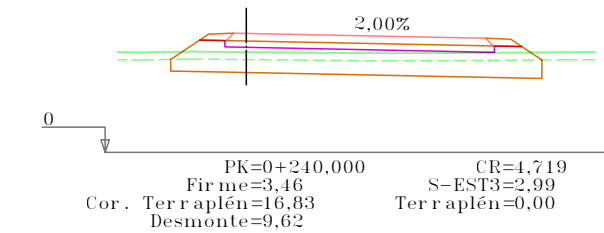
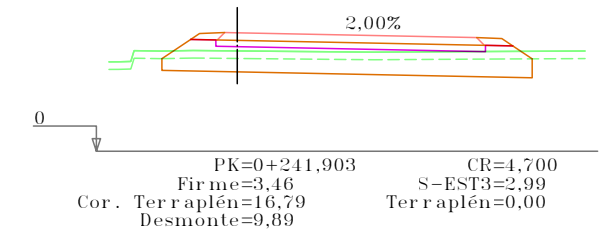
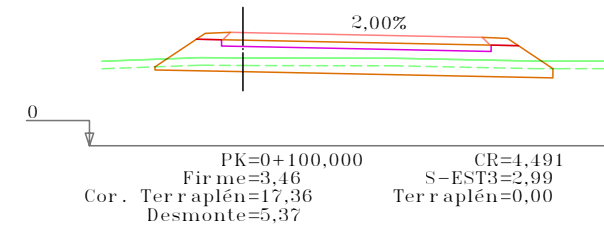
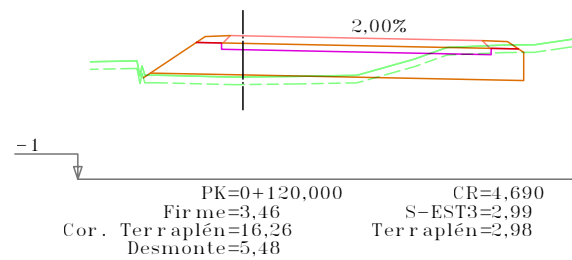
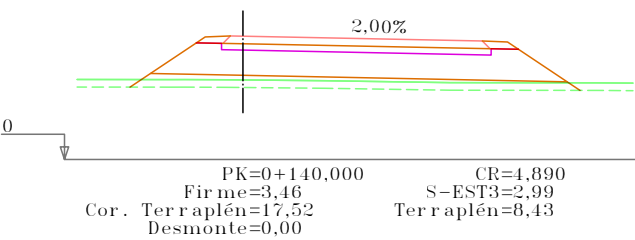
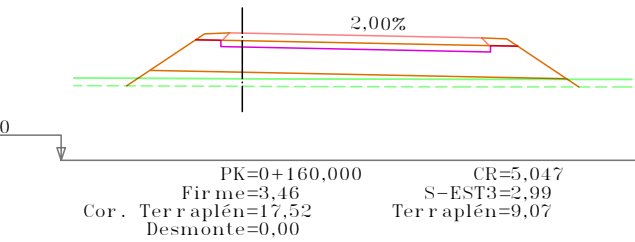
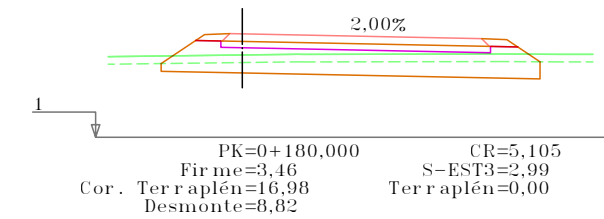
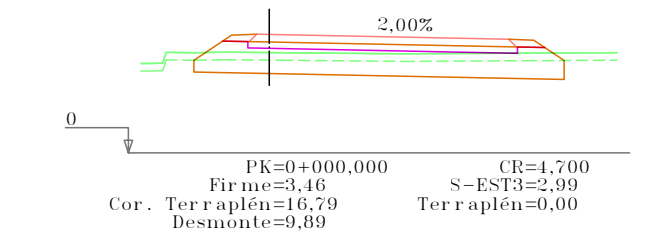
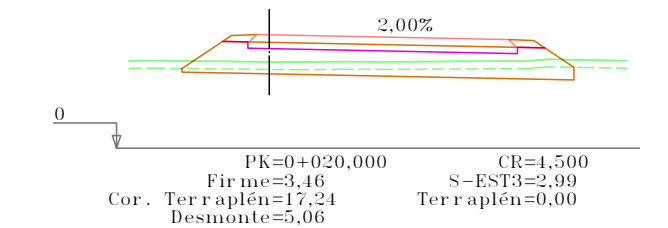
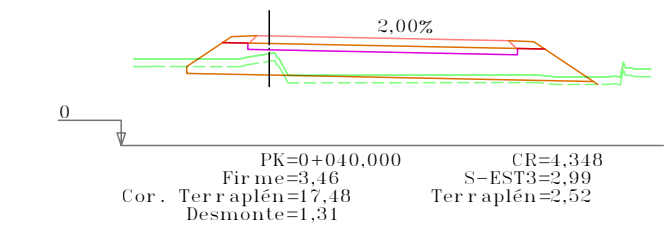
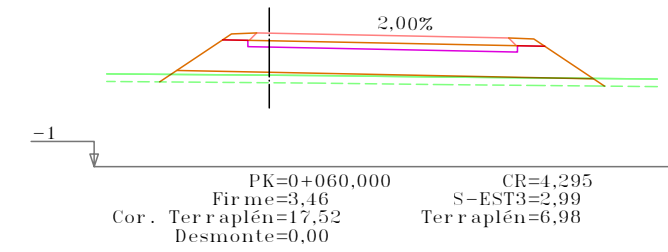
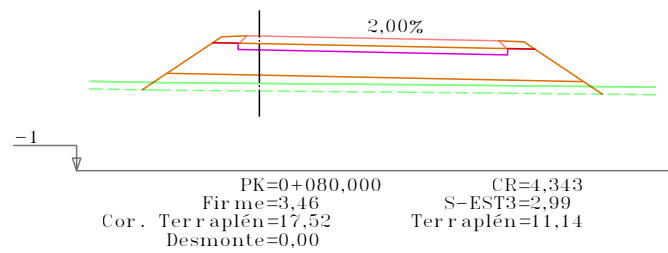
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Estudio de soluciones para el enlace de Favara en la carretera N-332. P.K.
242+000 al 252+000. Variante de Sueca (Valencia).

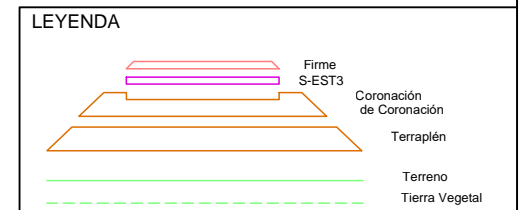
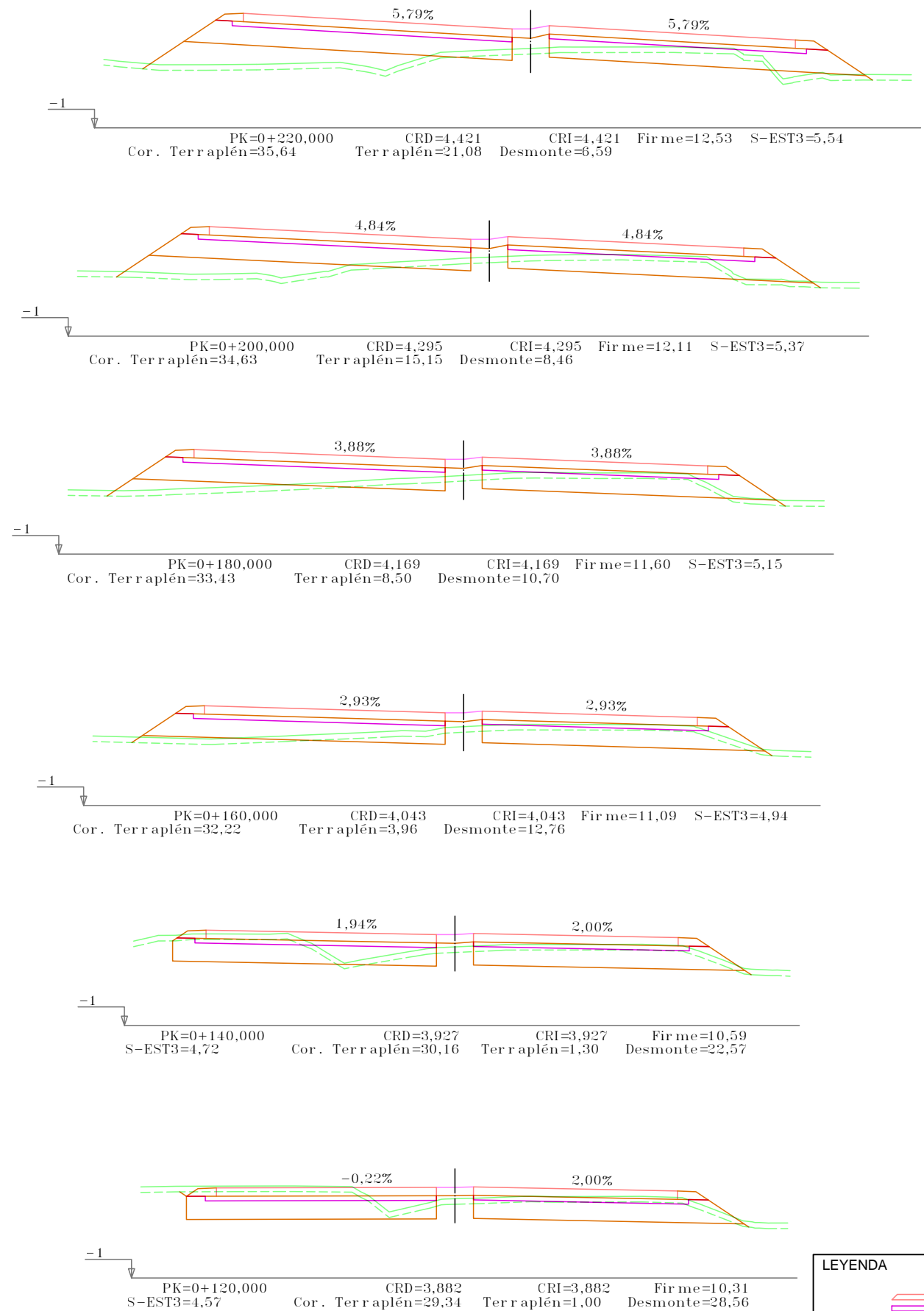
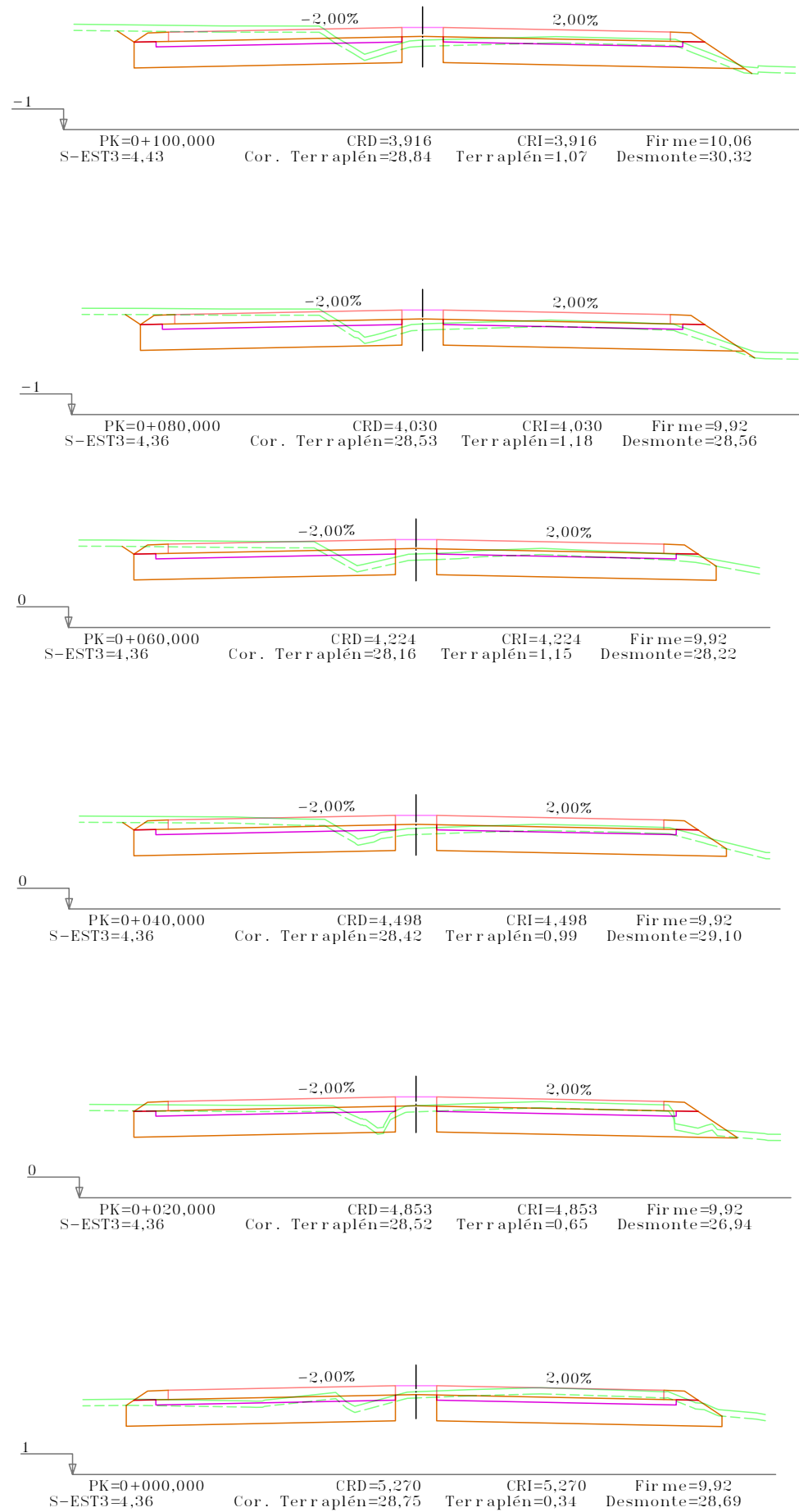
Autor:
Rafael Javier Pérez Lozano
Tutor:
Ricardo Insa Franco

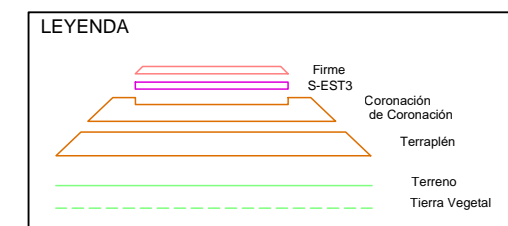
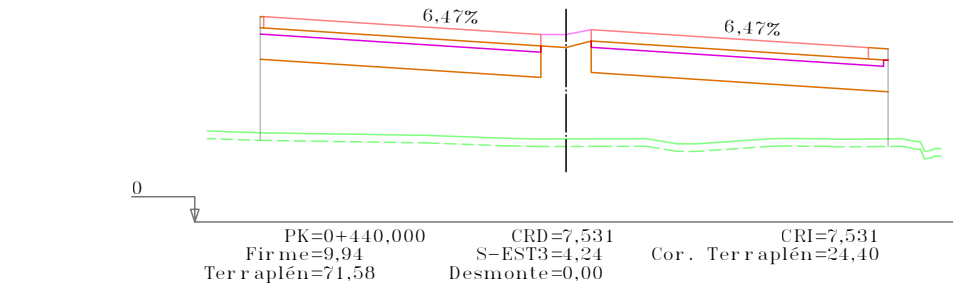
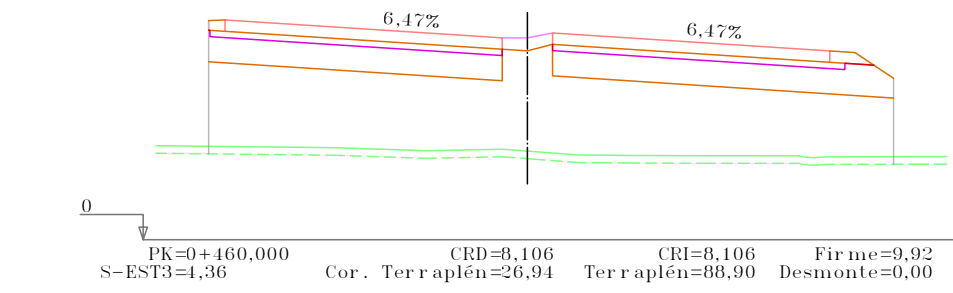
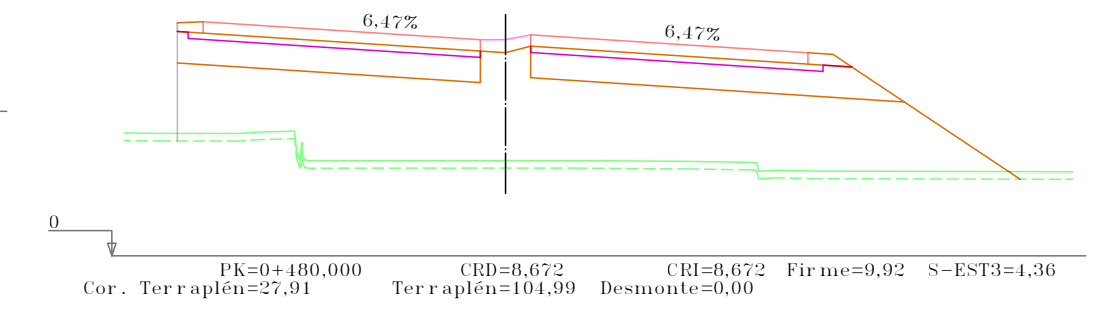
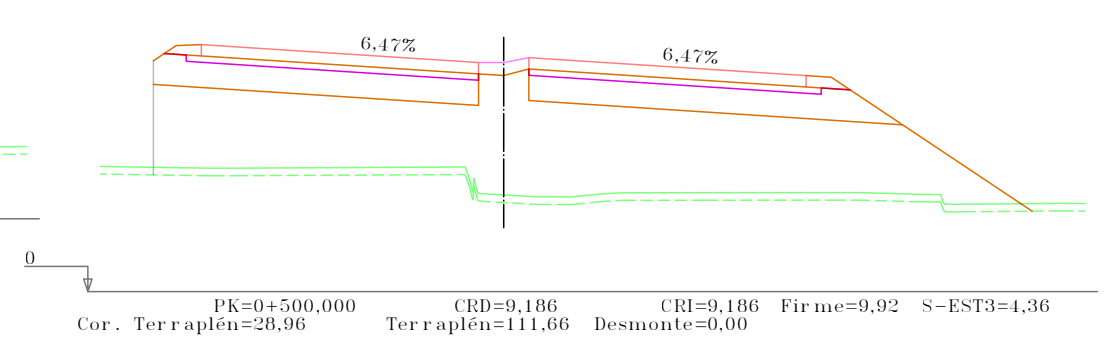
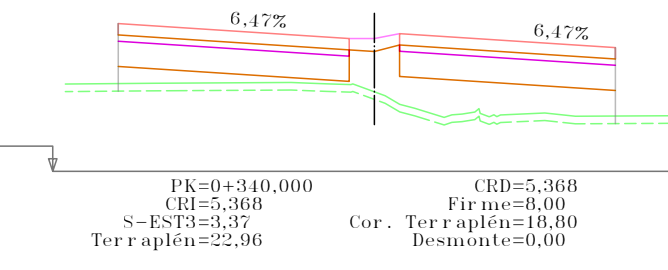
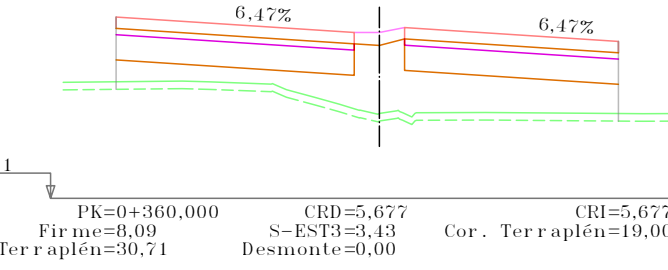
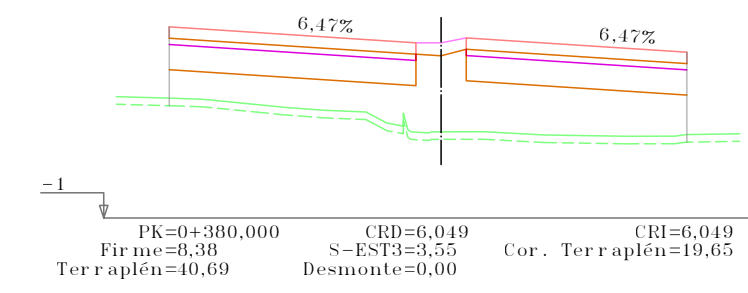
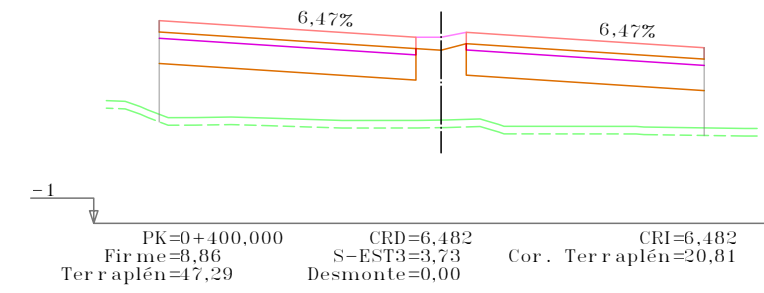
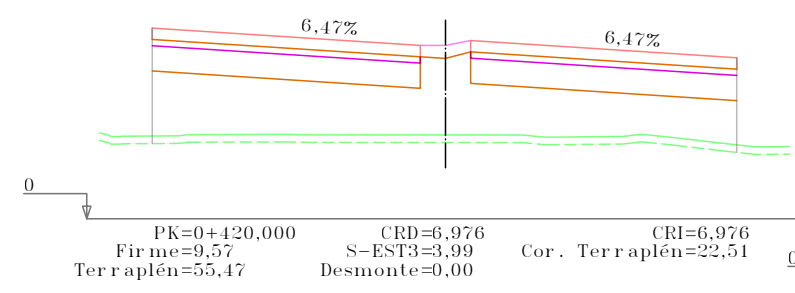
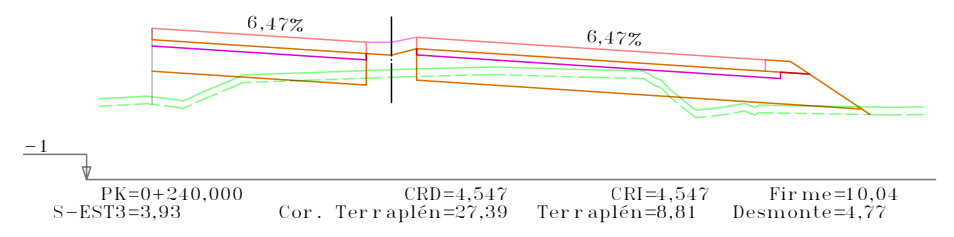
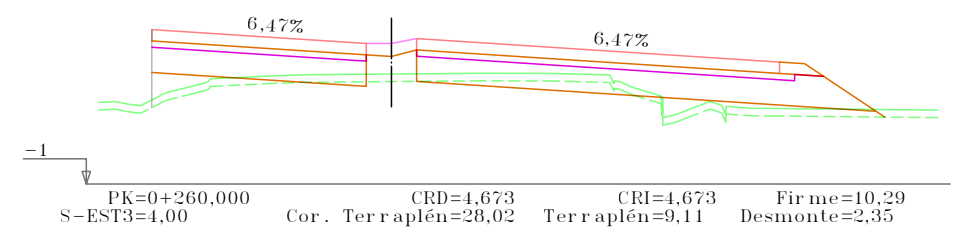
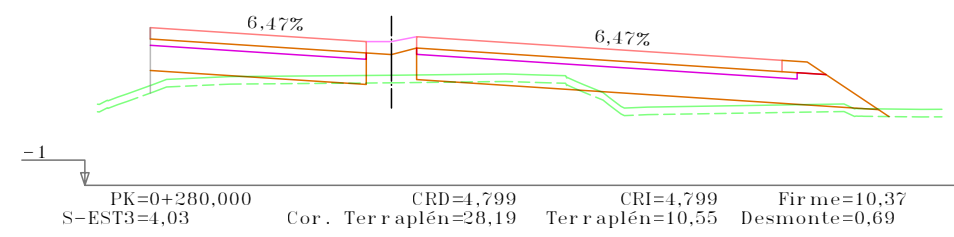
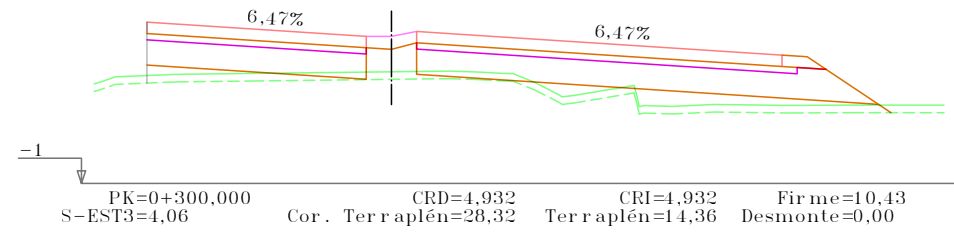
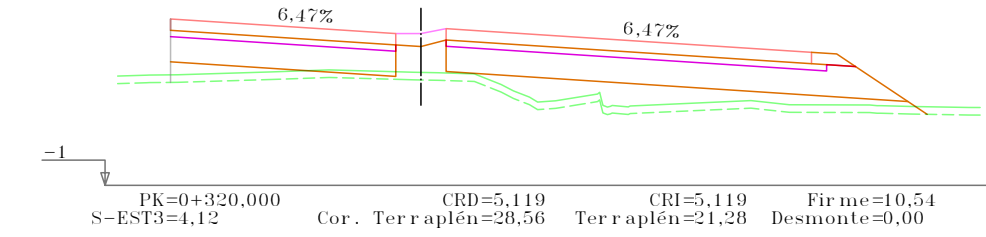
Plano:
Perfiles transversales
Solución 1 y 1b
Ramal 4

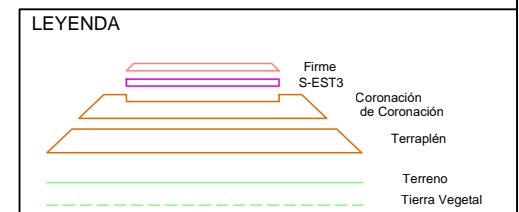
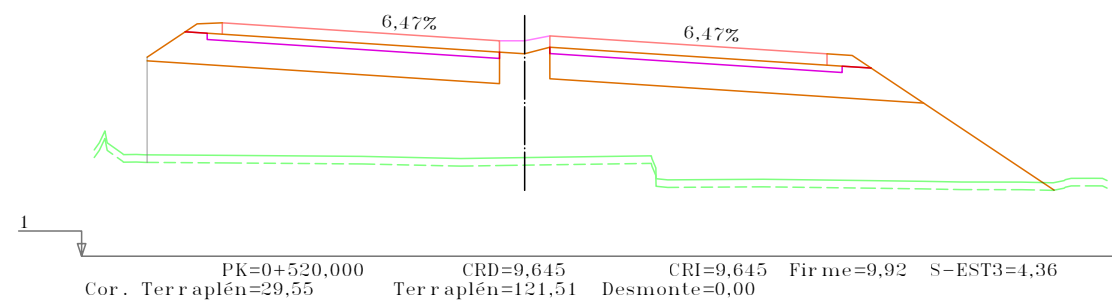
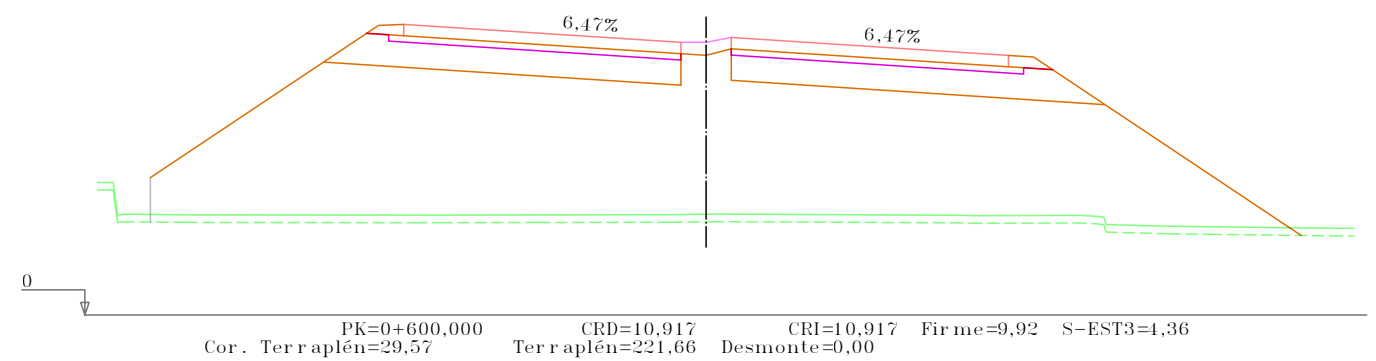
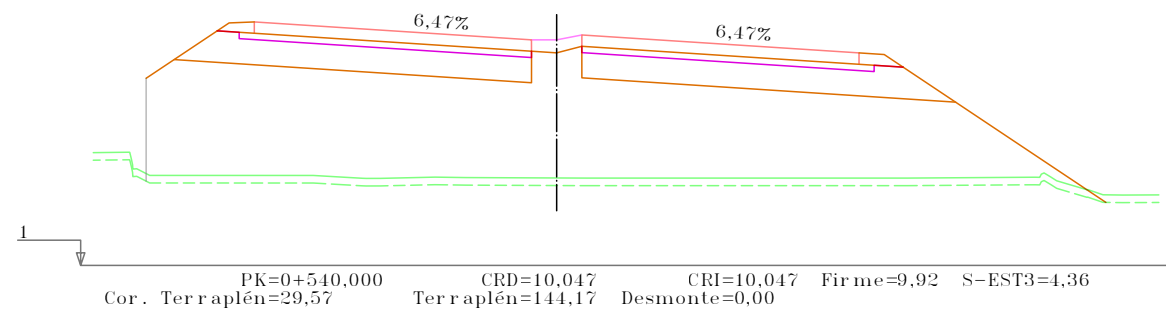
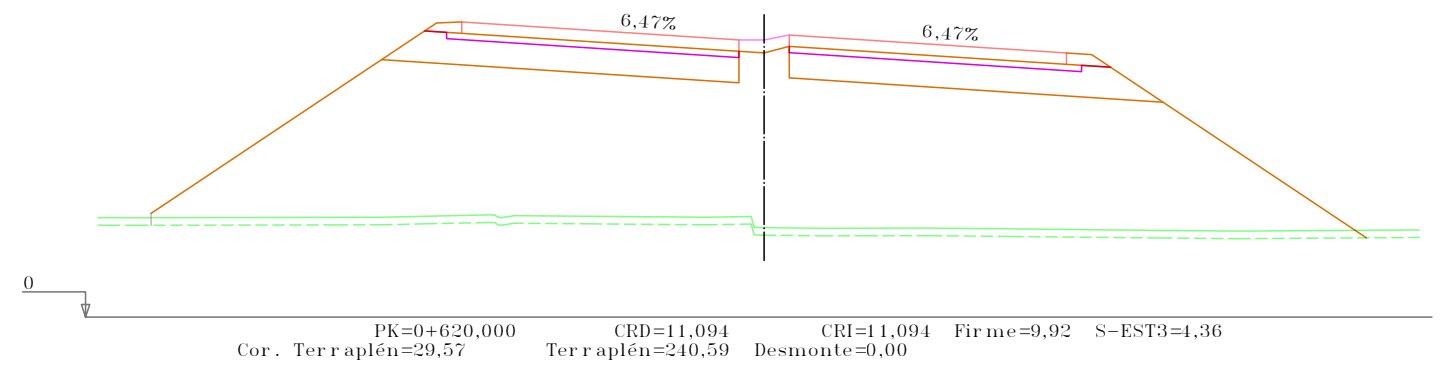
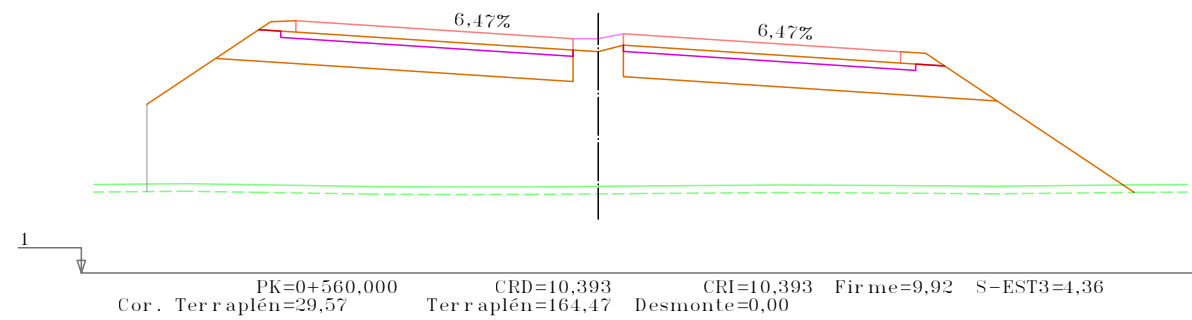
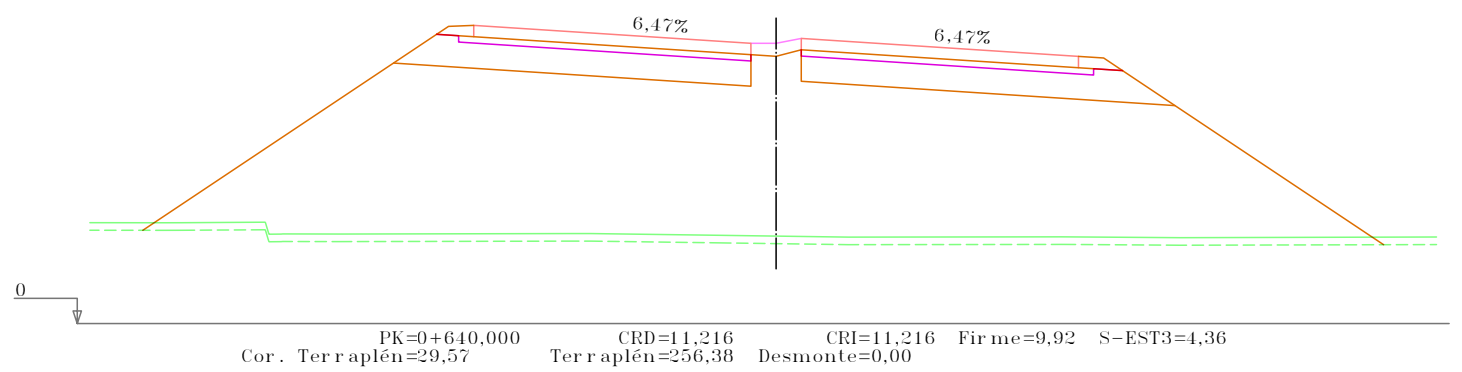
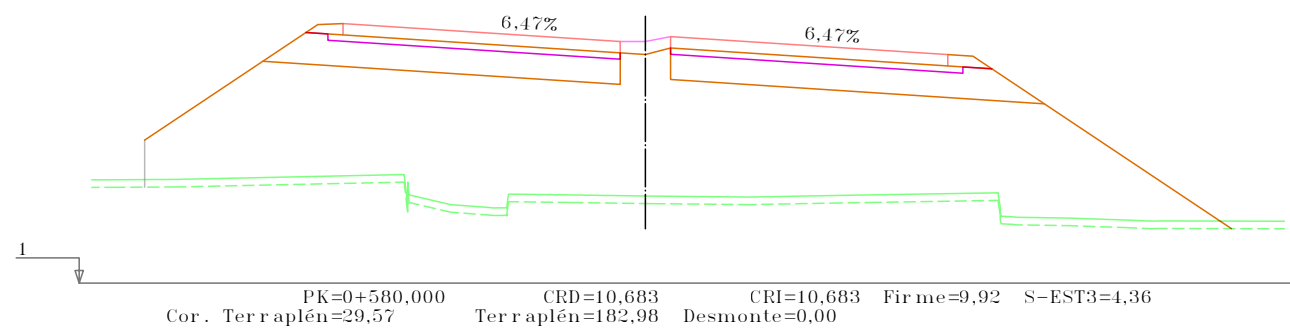
Escala: 1:300
Número de plano
5.1.2.4 hoja 2 de 2

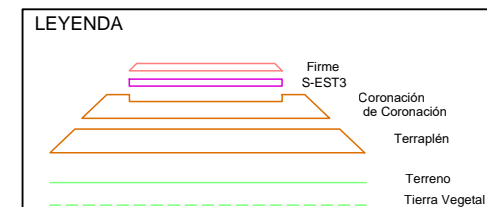
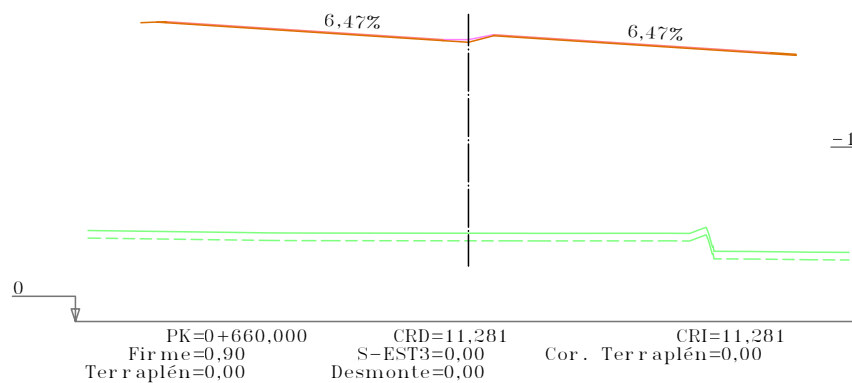
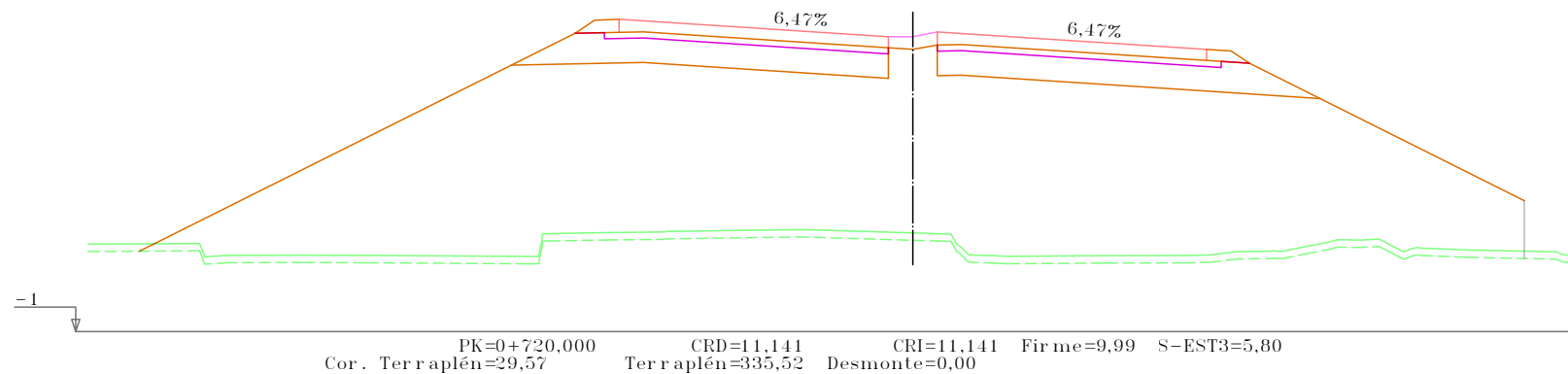
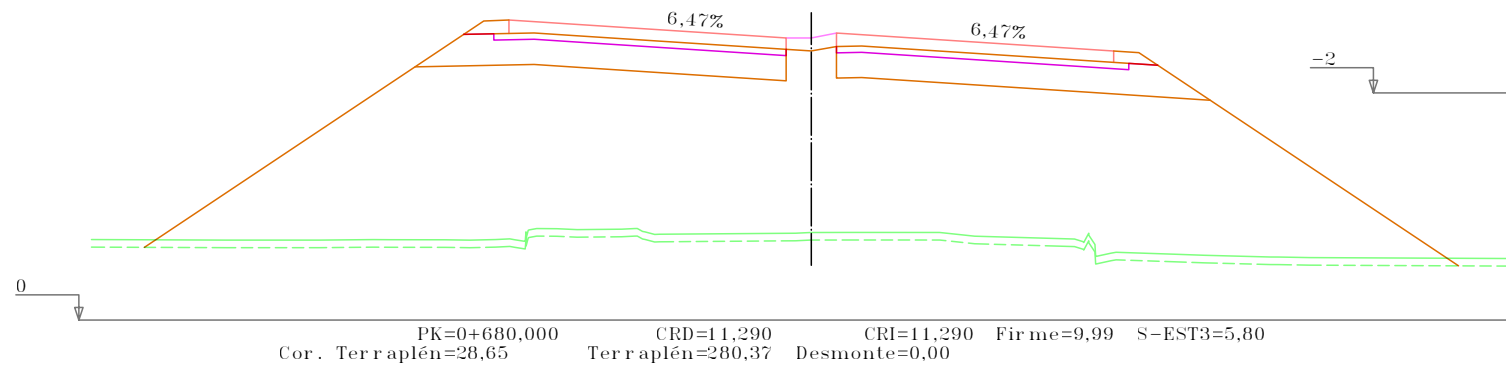
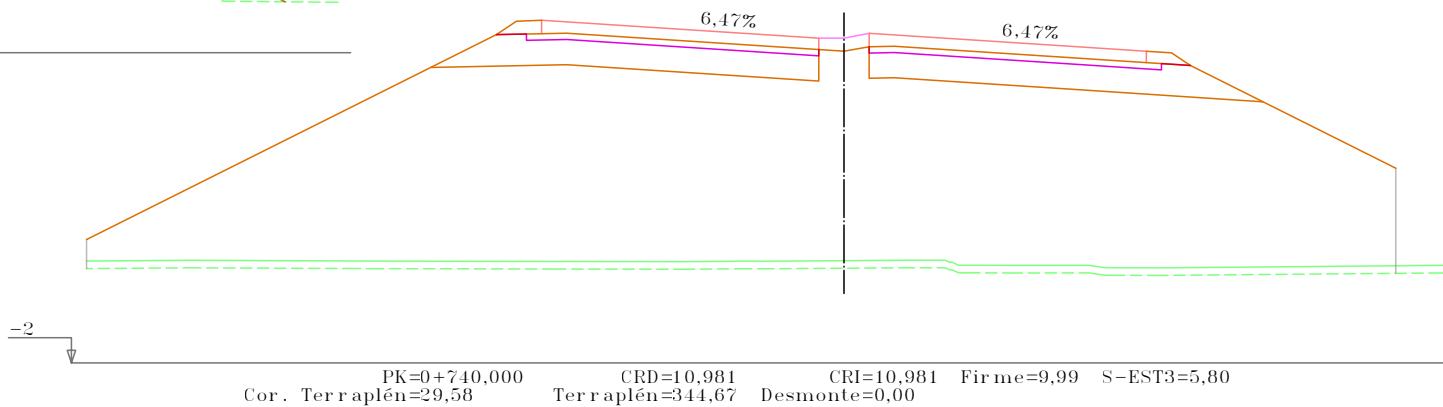
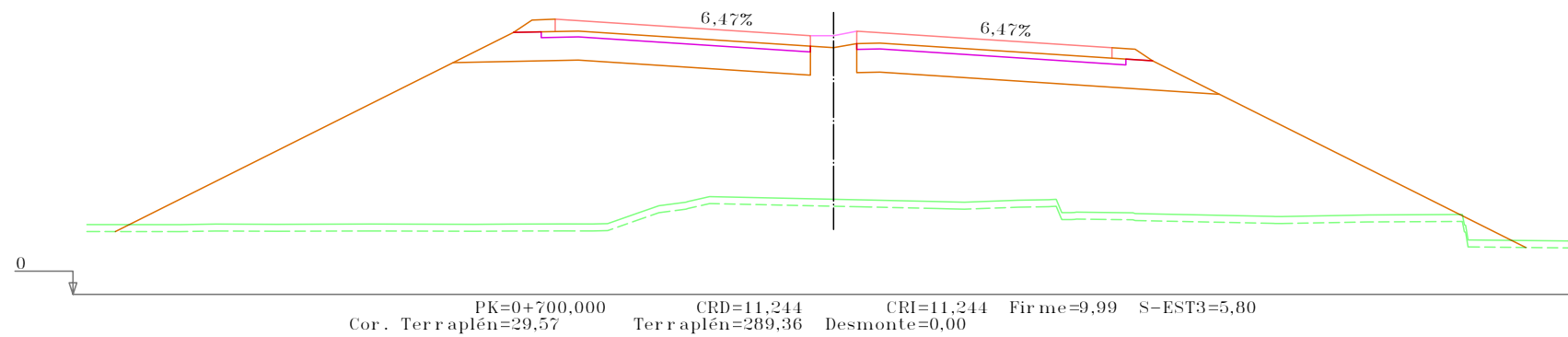
Fecha:
Febrero
2019

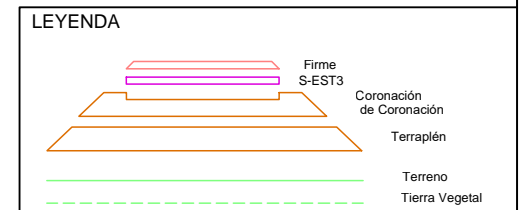
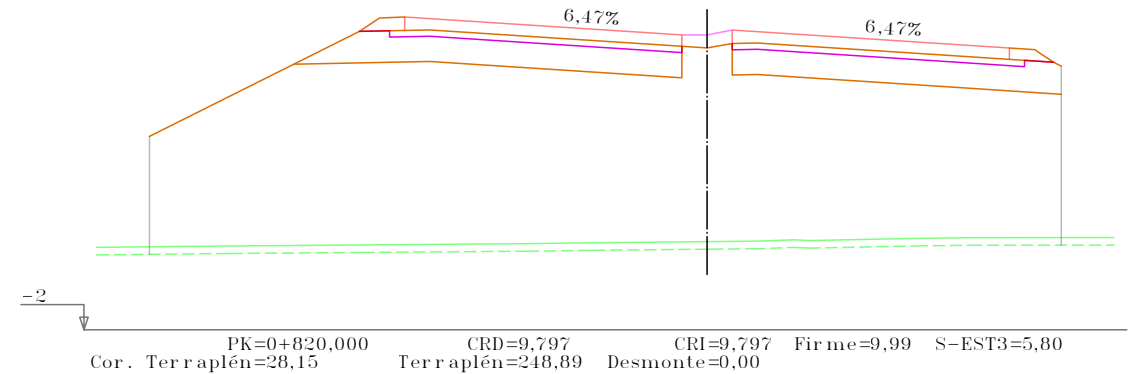
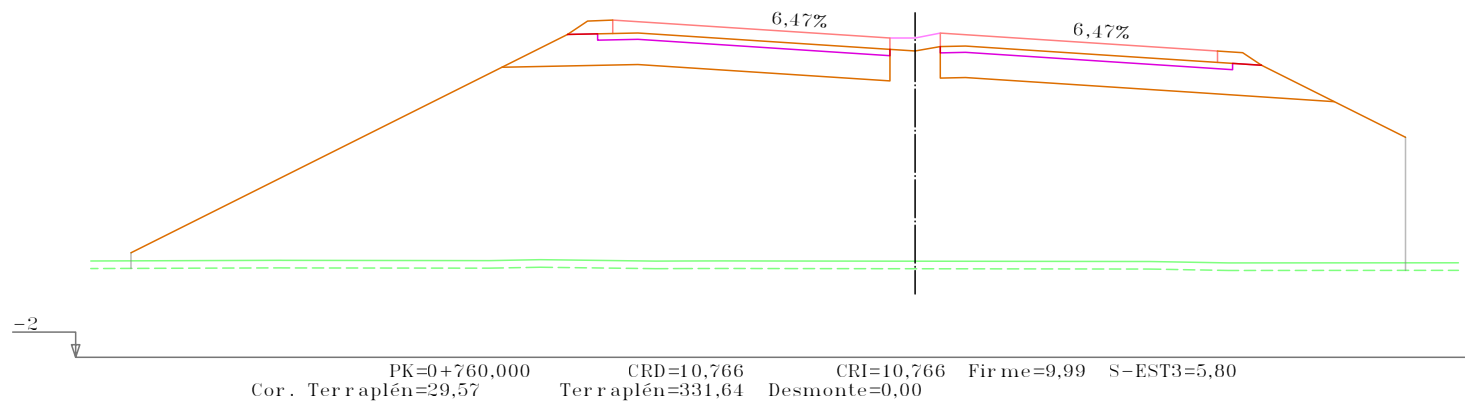
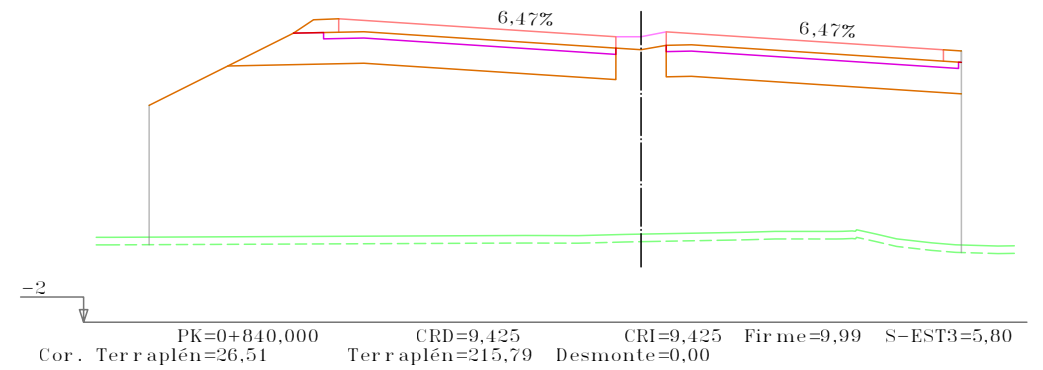
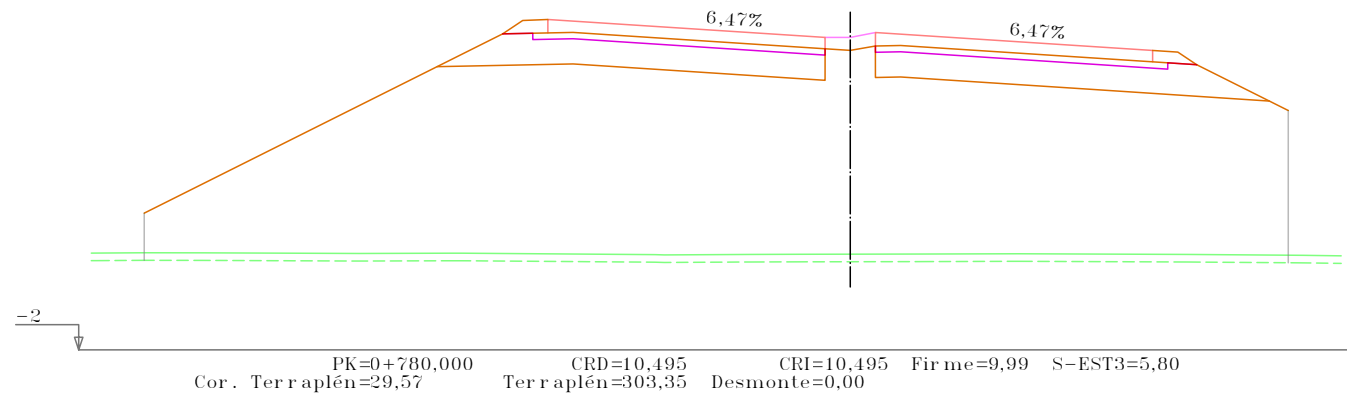
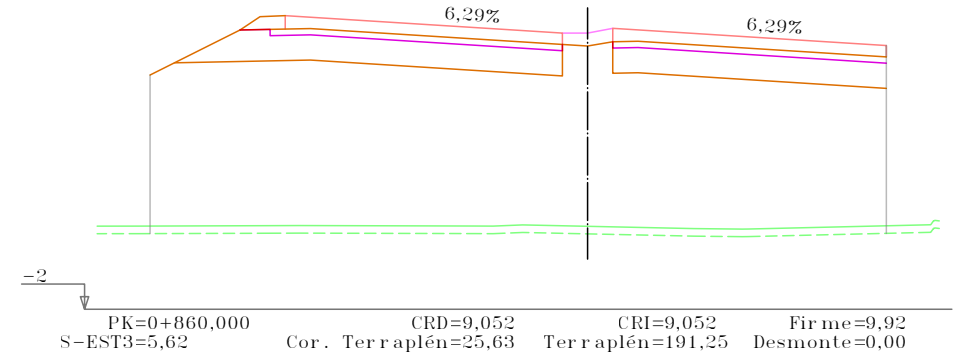
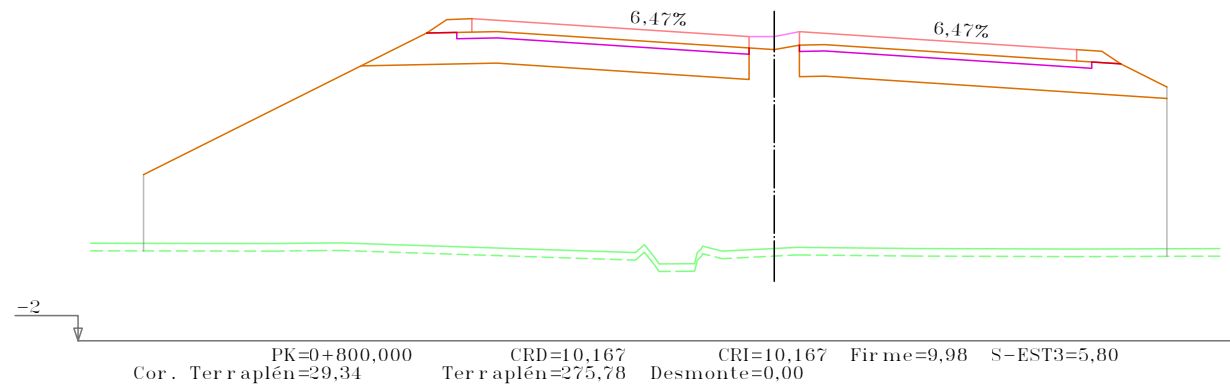


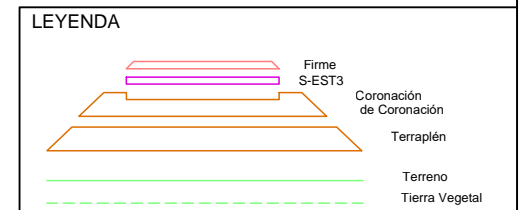
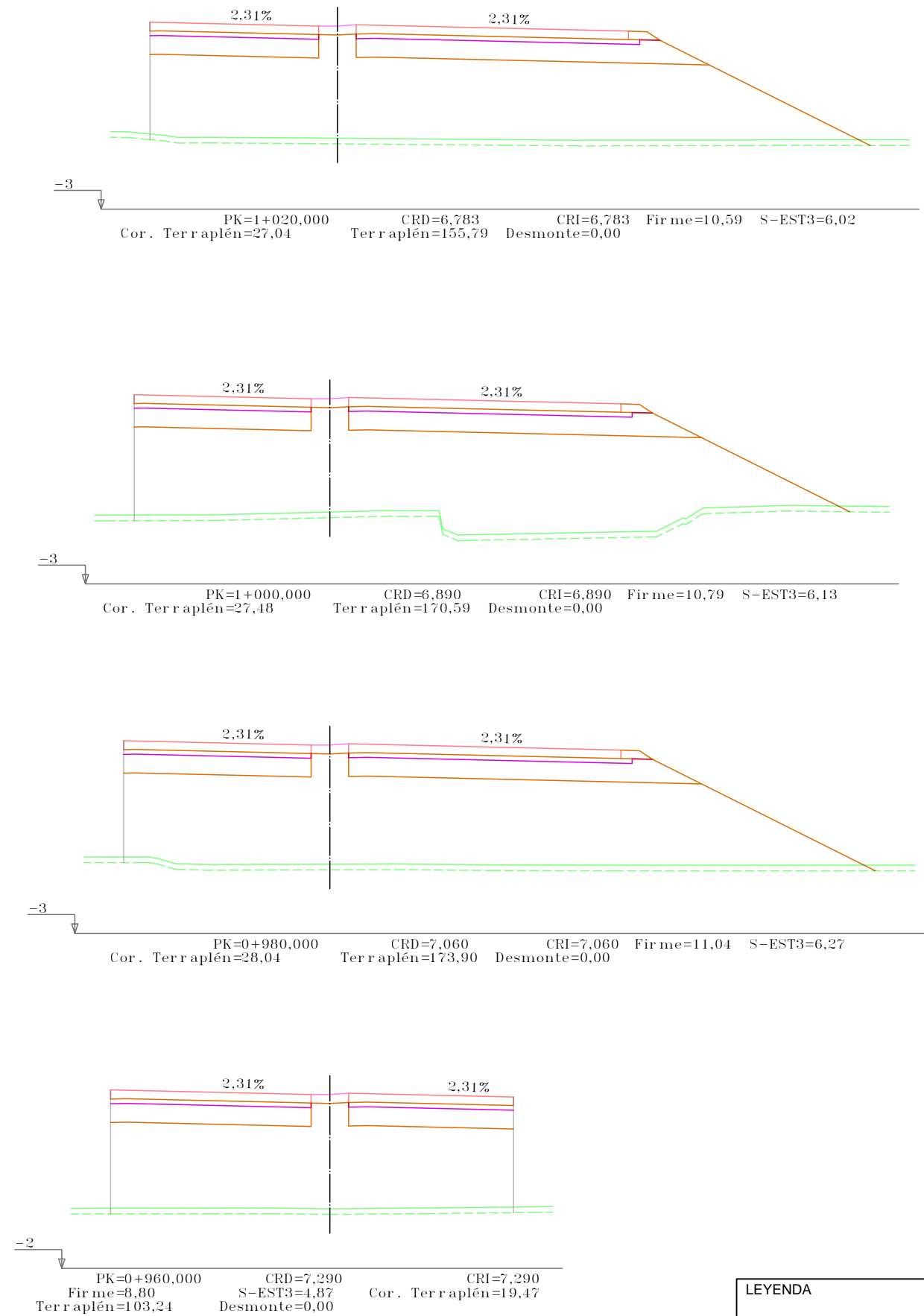
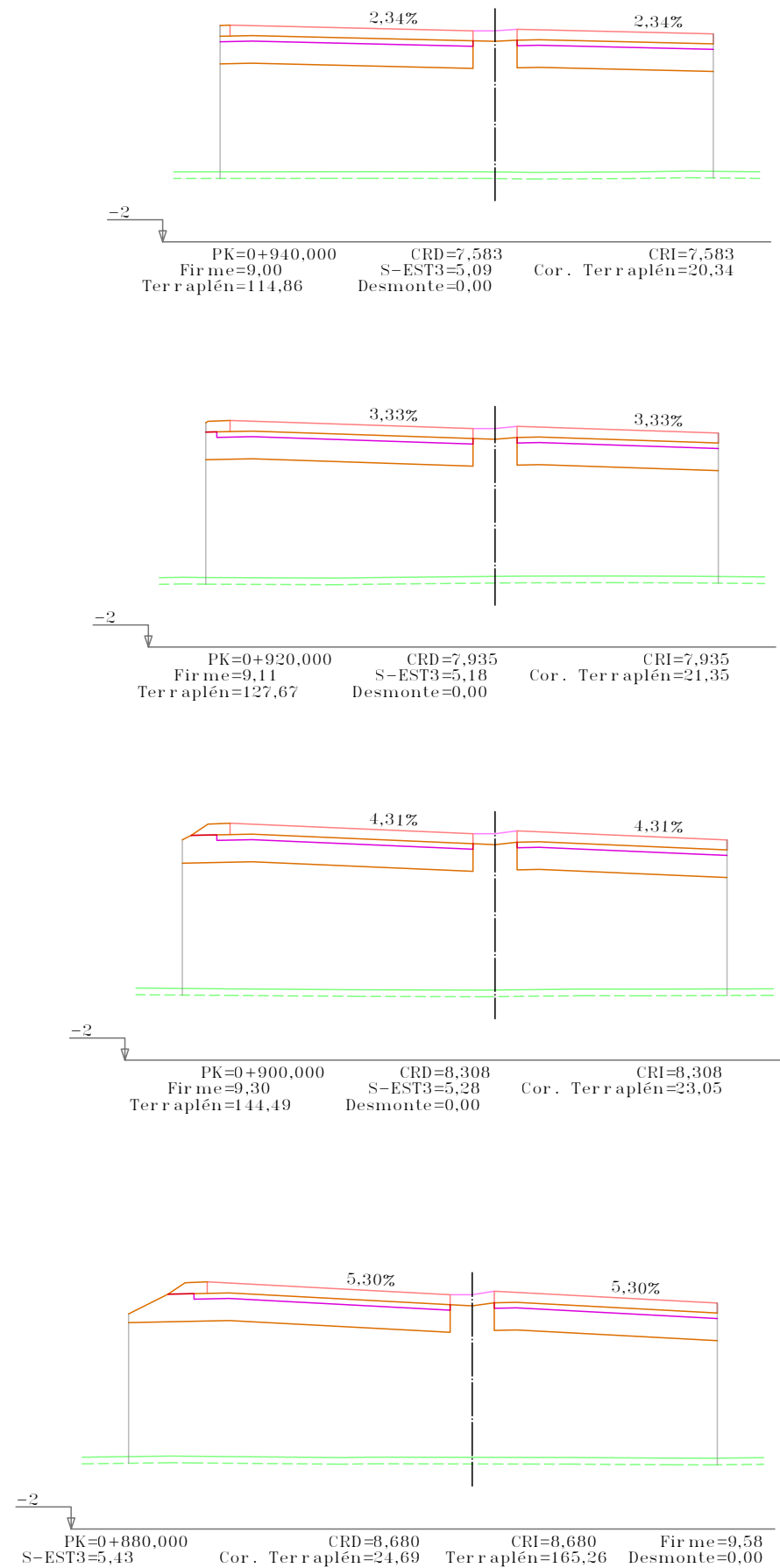


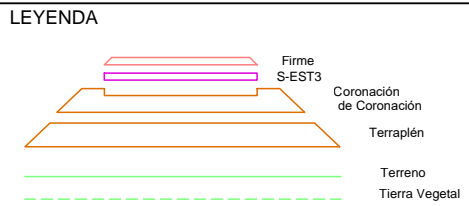
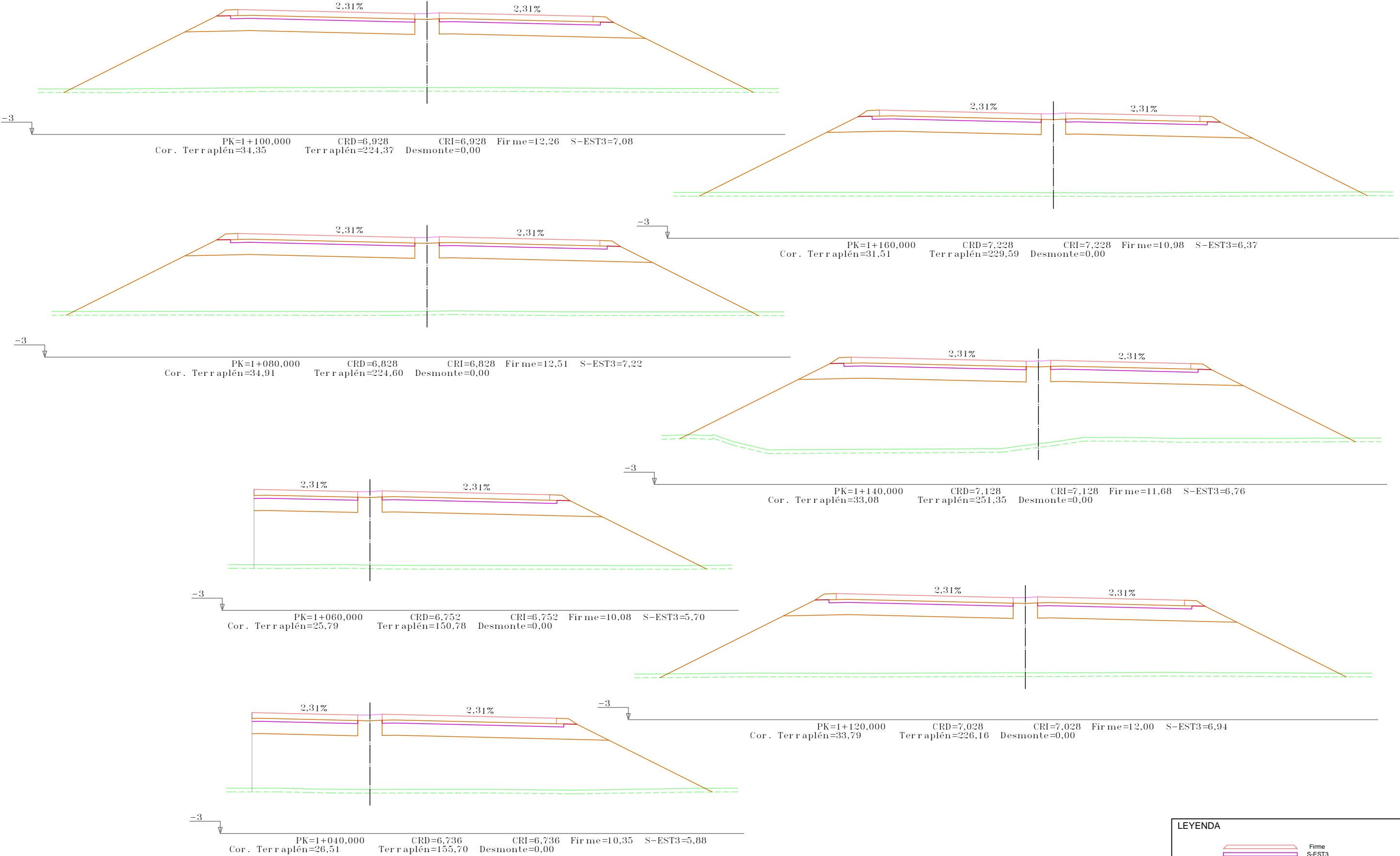


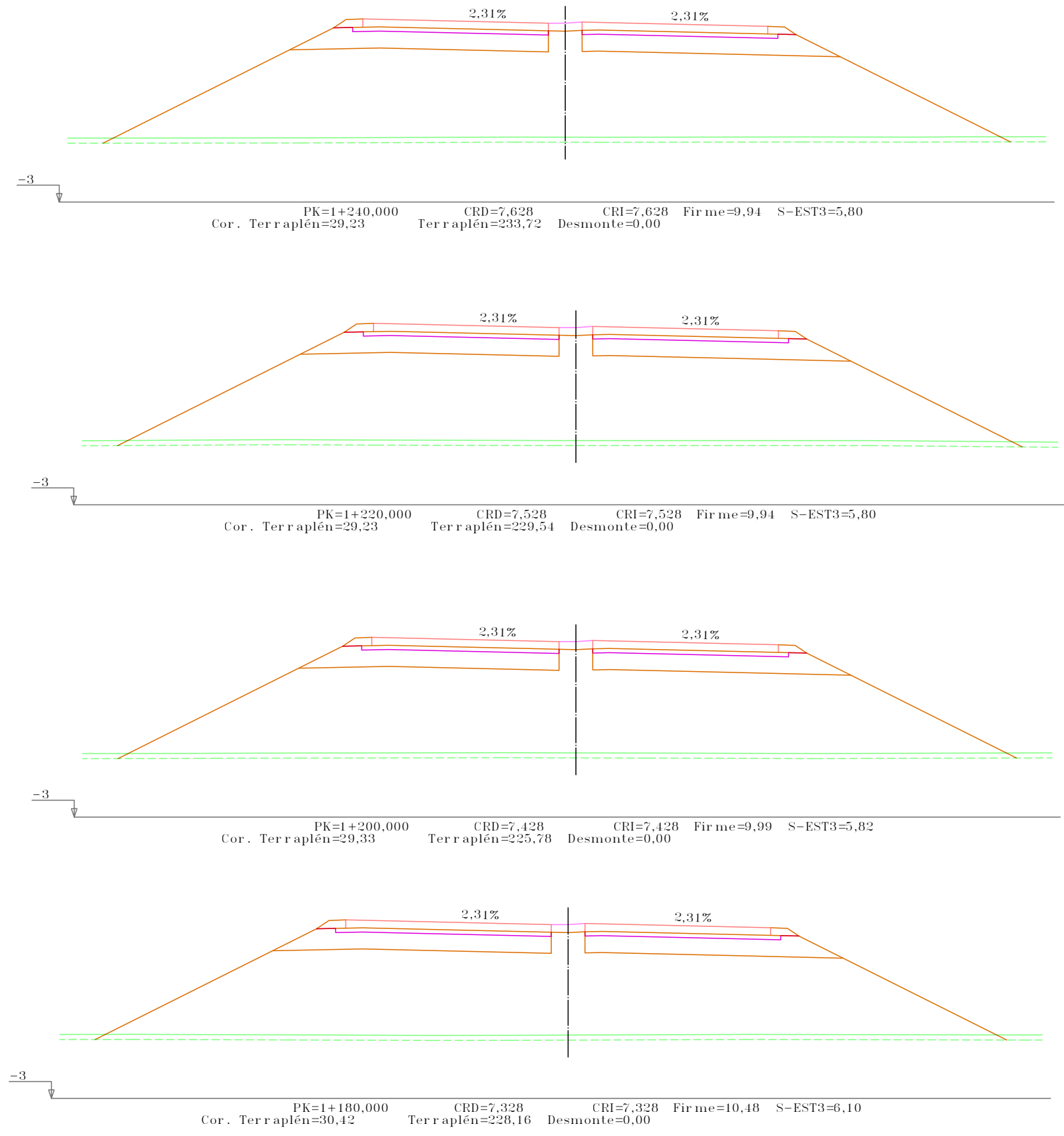












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Firme



S-EST3

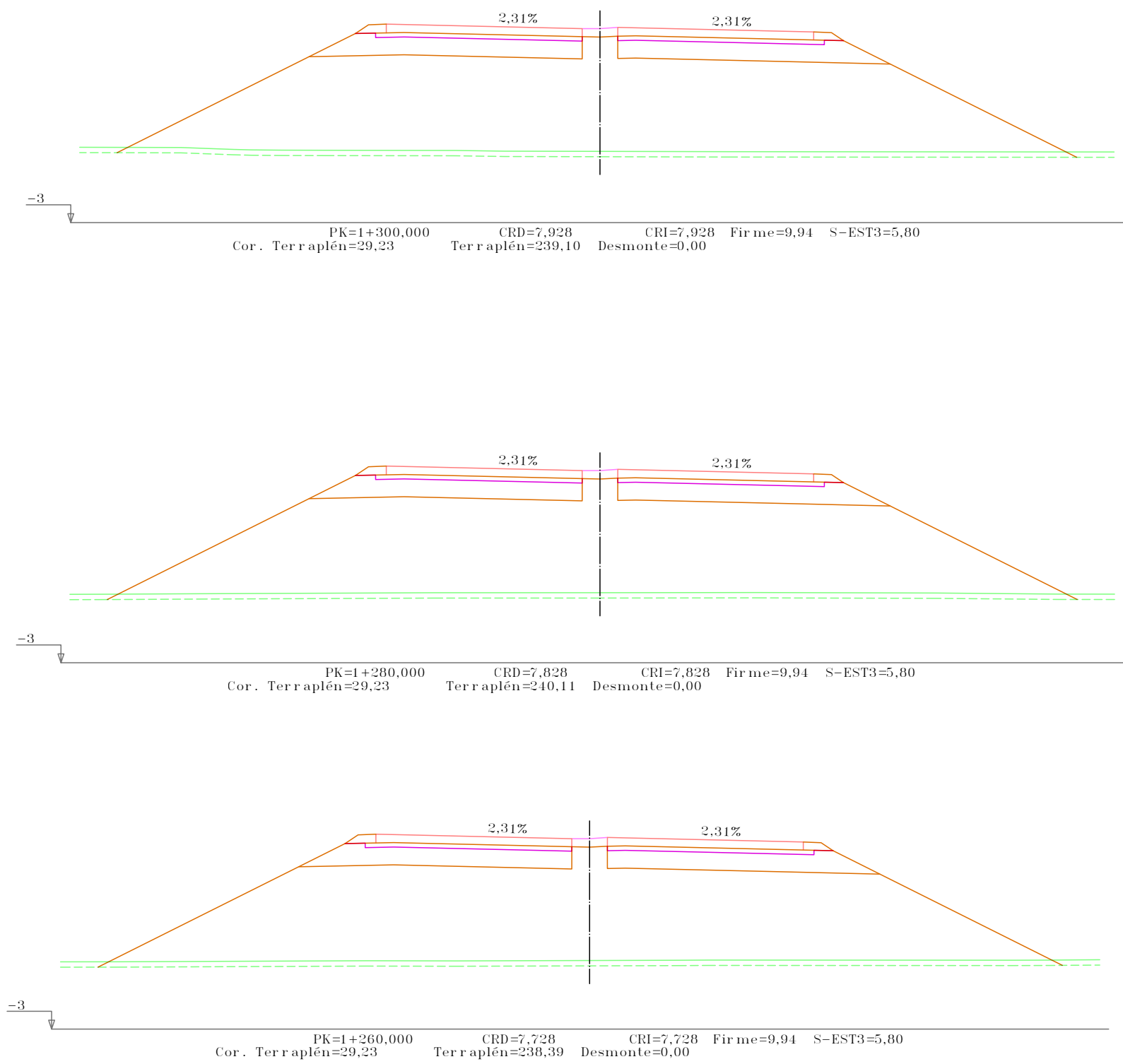
Coronación de Coronación

Terraplén

Tiempo

Tiempo Vegetal

 UNIVERSITAT POLITÈCNICA DE VALÈNCIA	E.T.S.I. CAMINOS CANALES Y PUERTOS		Título Trabajo Fin de Máster: Estudio de soluciones para el enlace de Favara en la carretera N-332. P.K. 242+000 al 252+000. Variante de Sueca (Valencia).	Autor: Rafael Javier Pérez Lozano Tutor: Ricardo Insa Franco	Plano: Perfiles transversales Solución 2 Tronco	Escala: 1:300	Fecha: Febrero 2019
						Número de plano 5.2.1 hoja 8 de 10	



LEYENDA

Firme

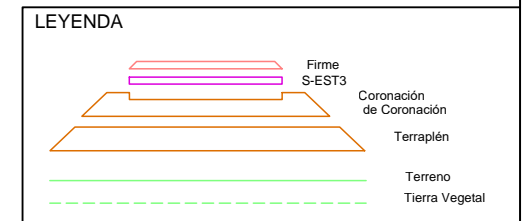
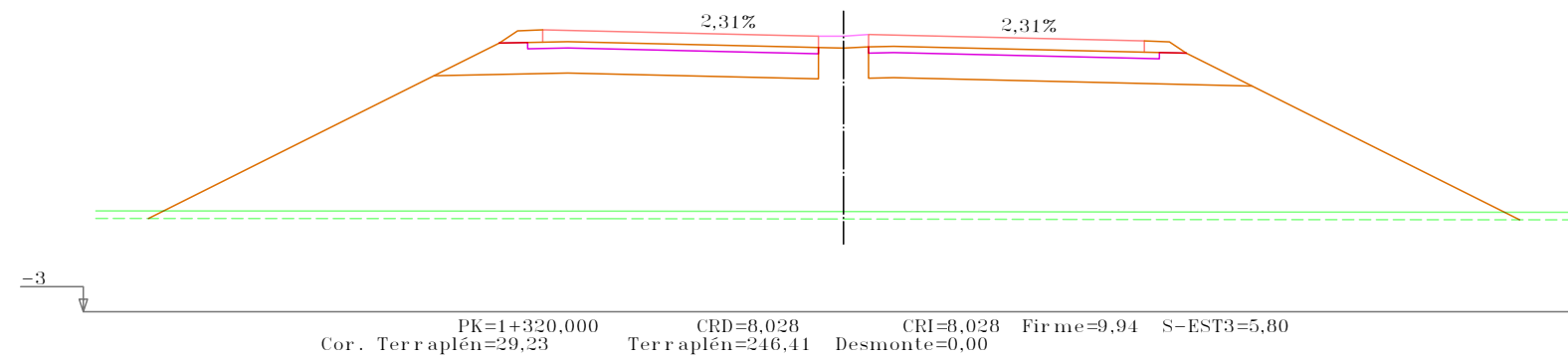
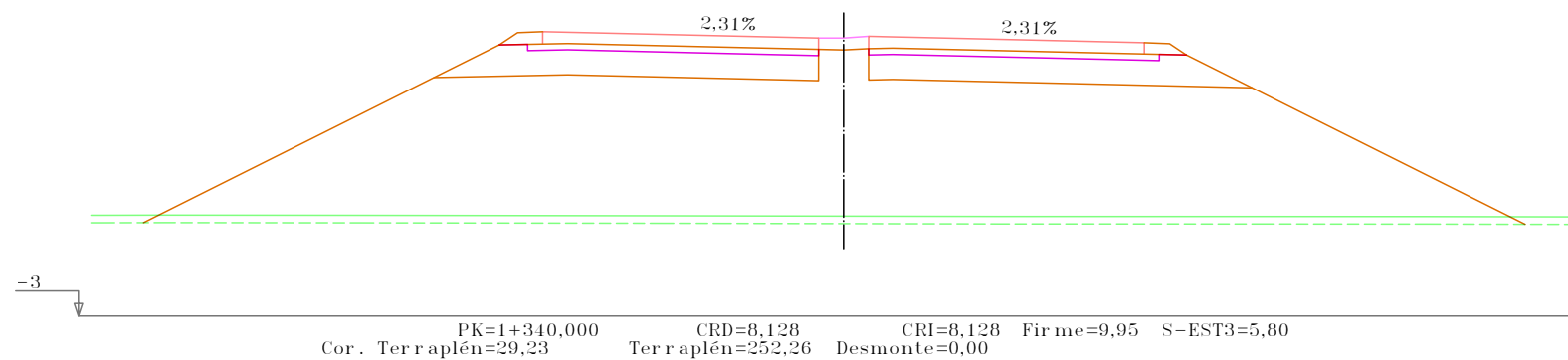
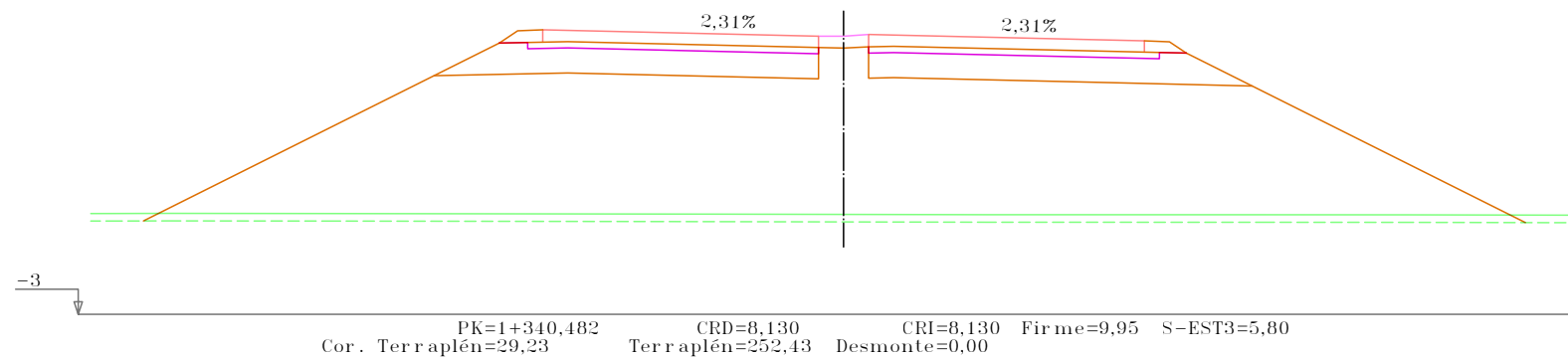
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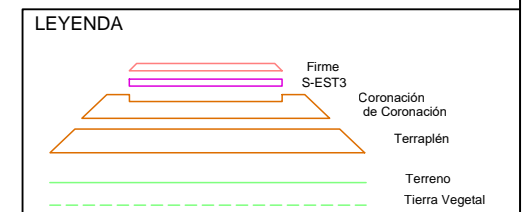
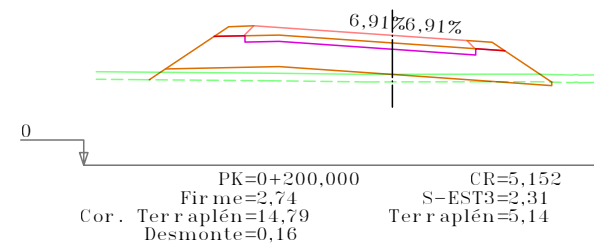
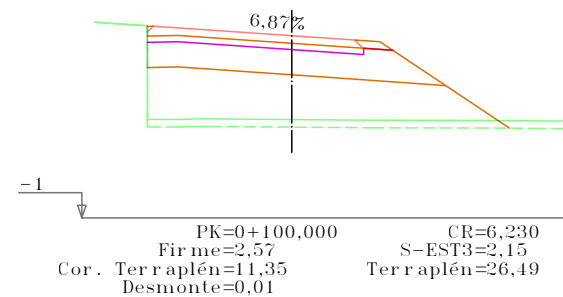
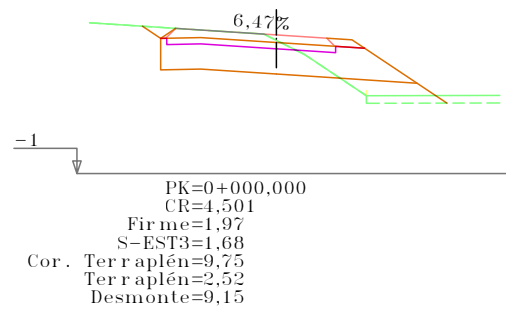
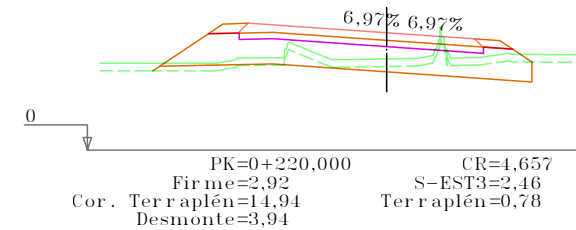
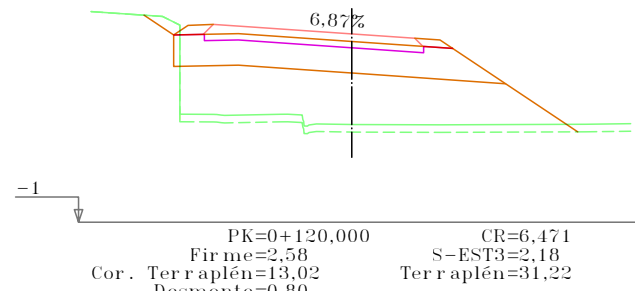
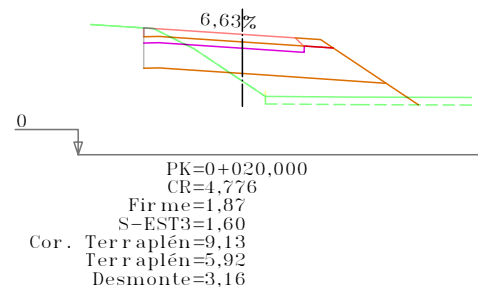
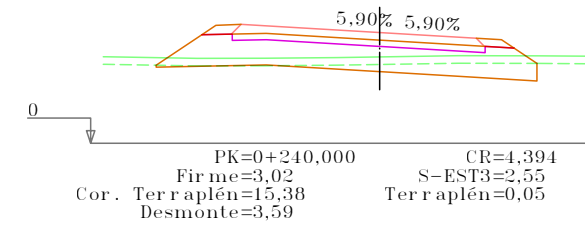
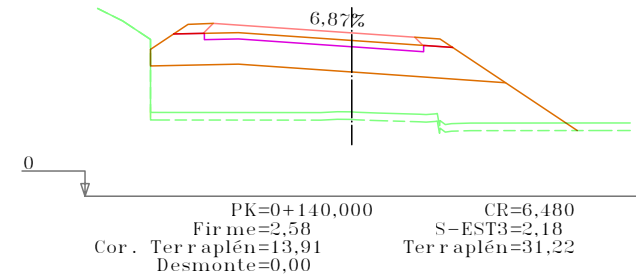
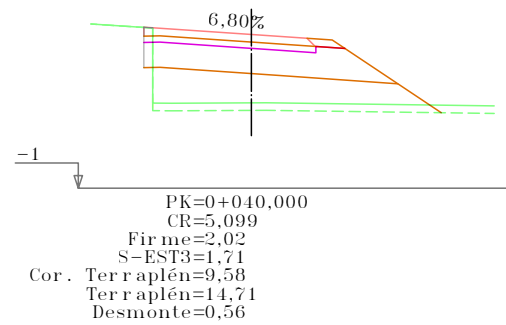
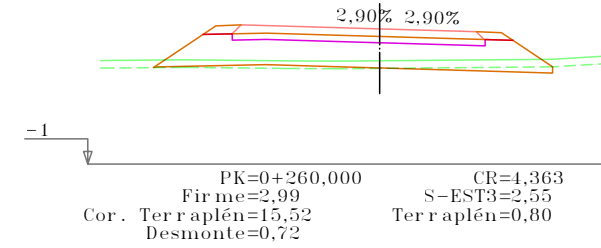
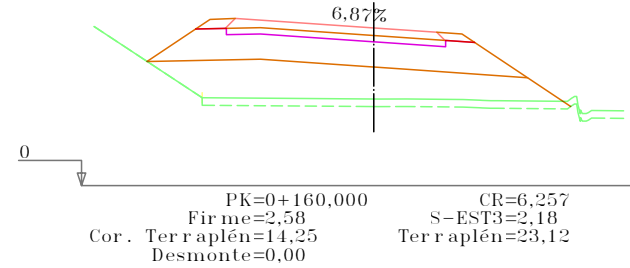
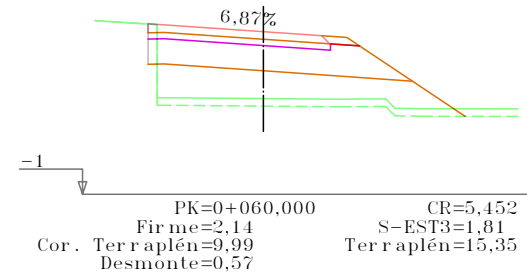
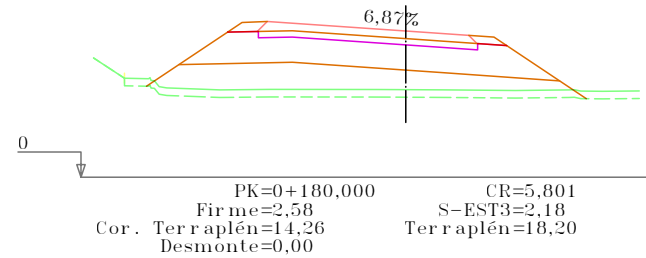
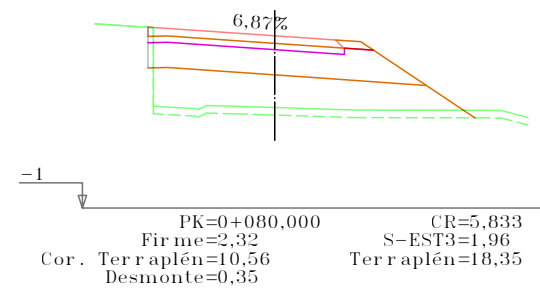
Coronación de Coronación

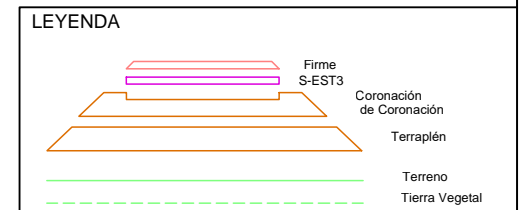
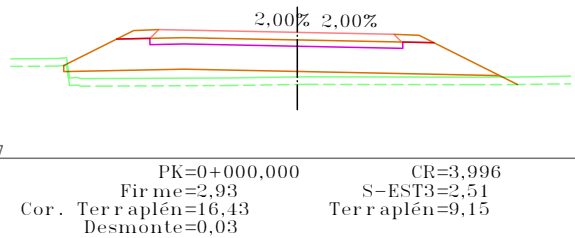
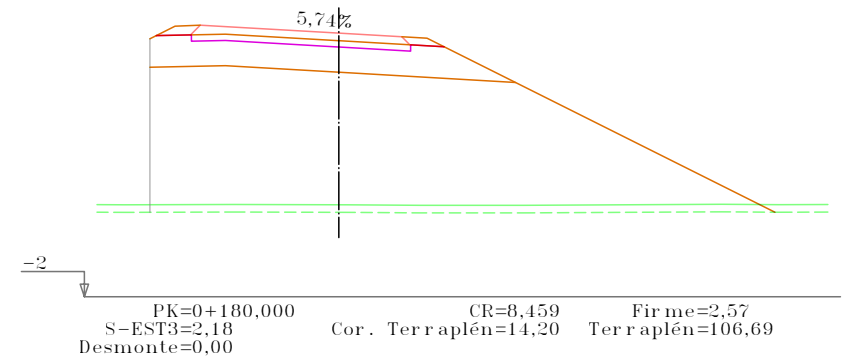
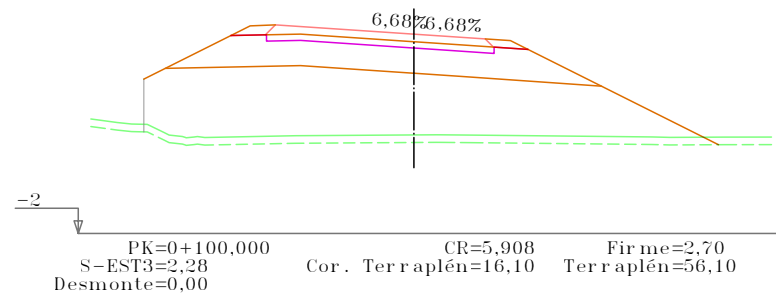
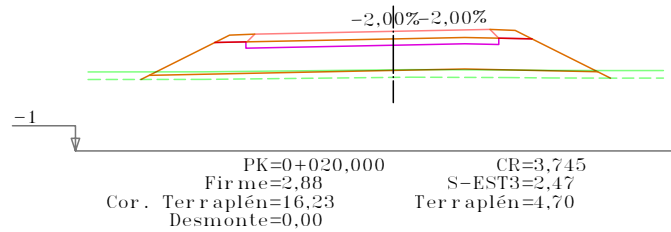
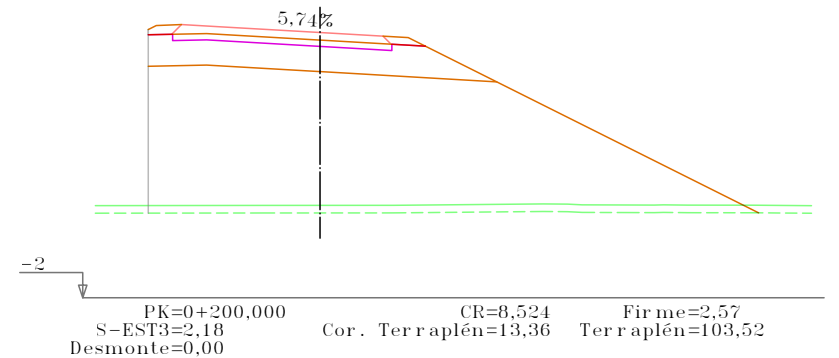
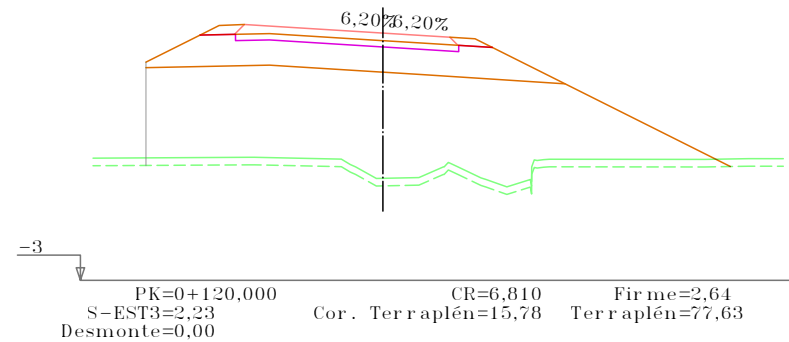
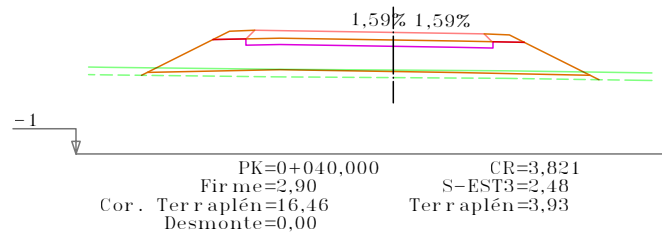
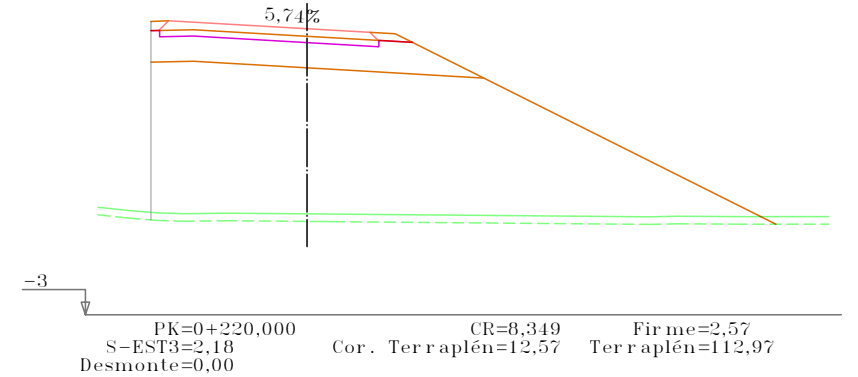
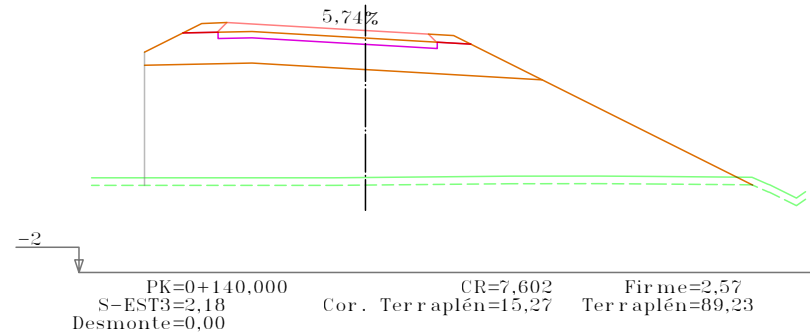
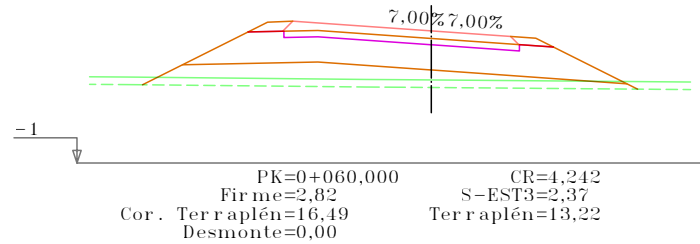
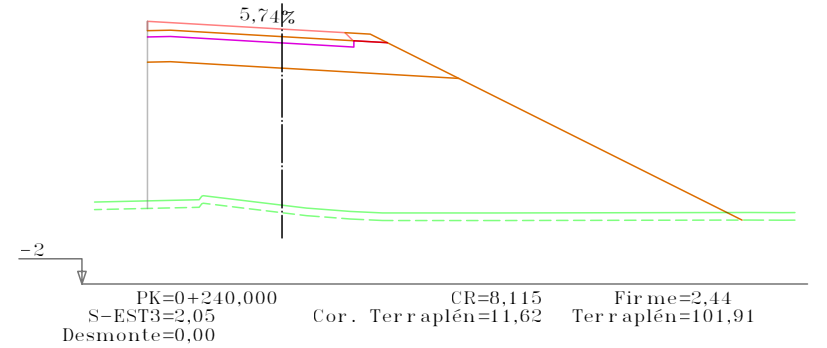
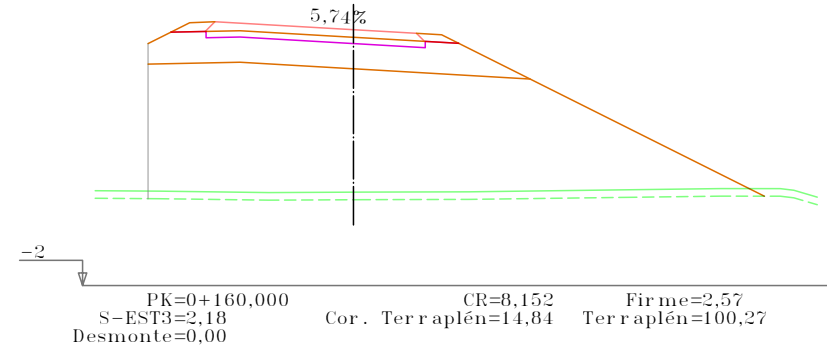
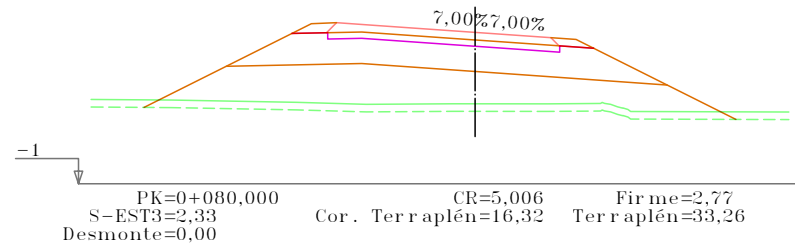
Terraplén

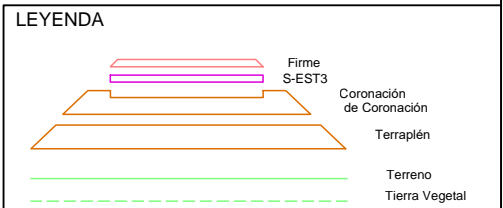
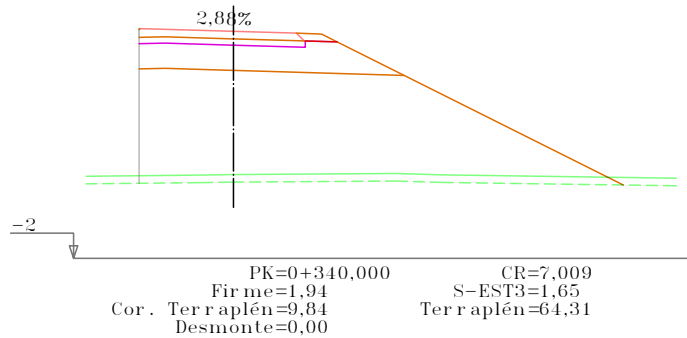
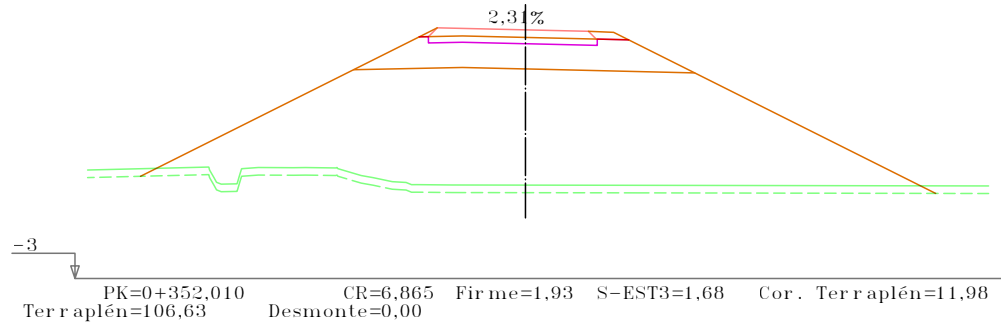
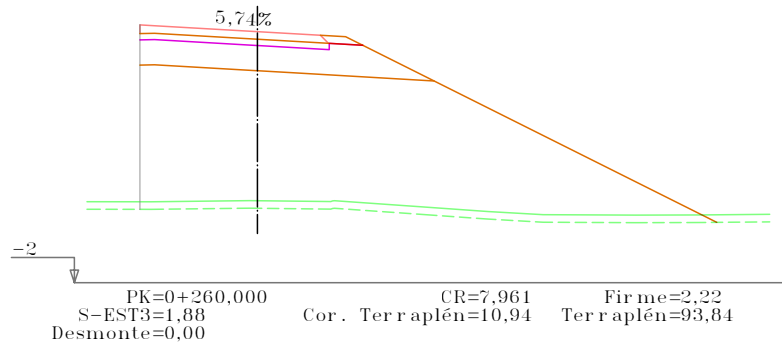
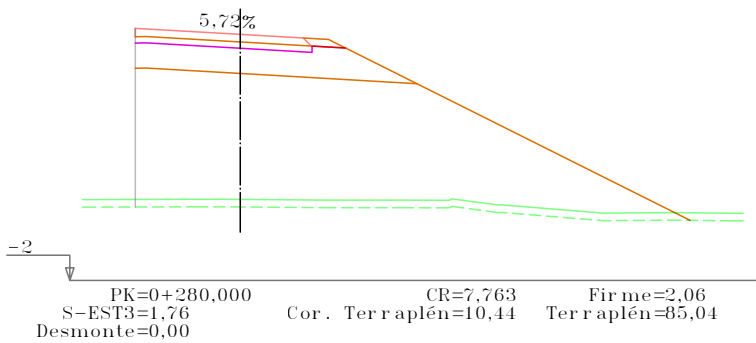
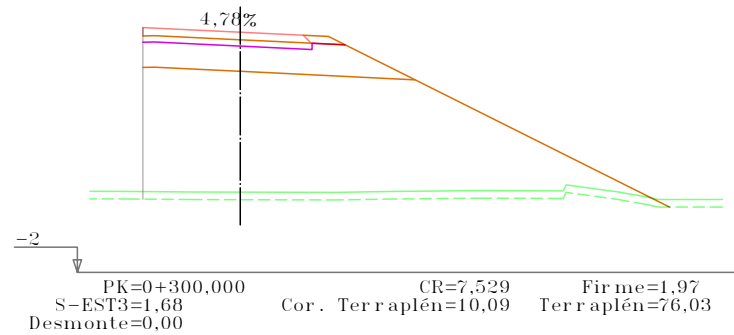
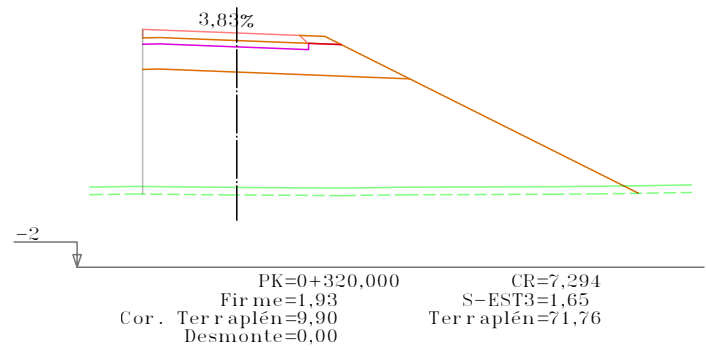
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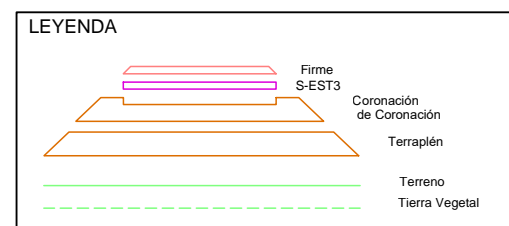
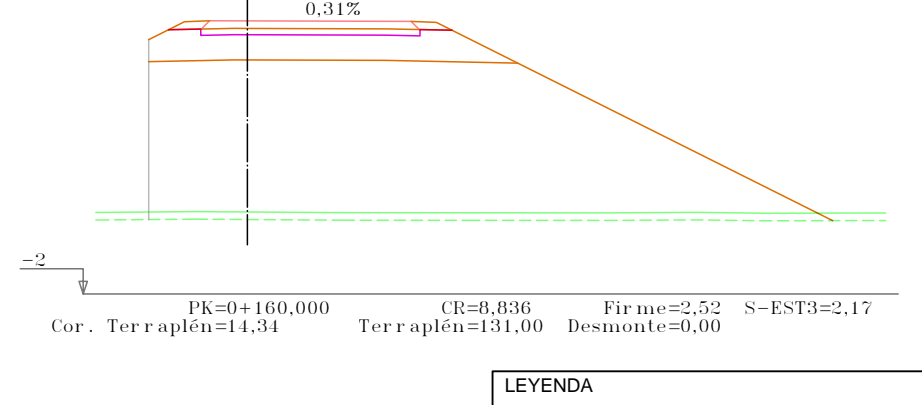
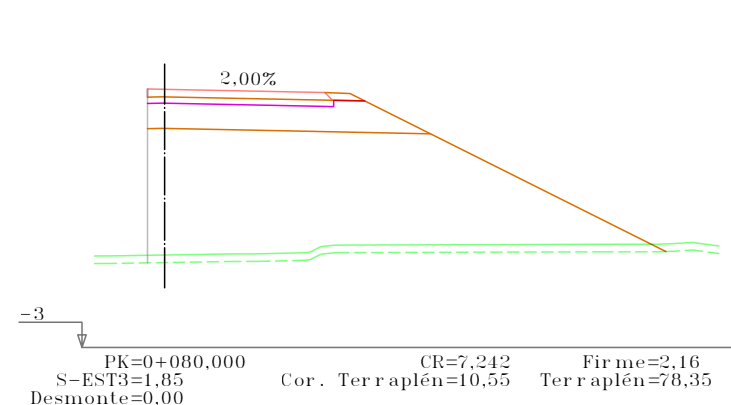
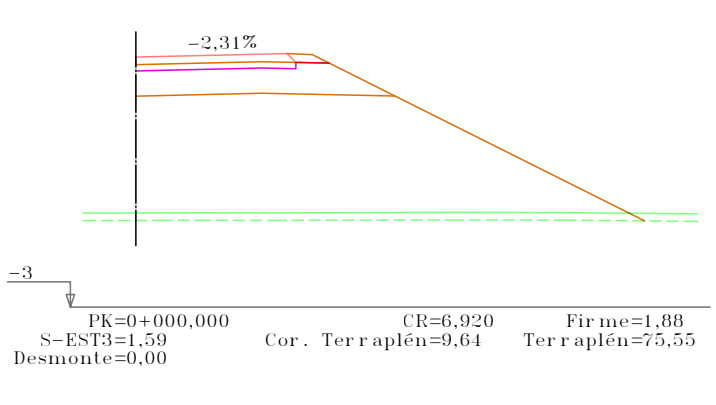
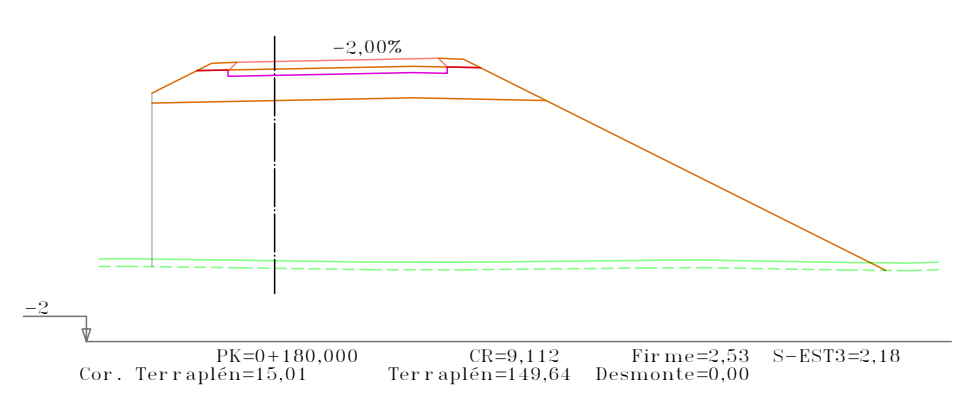
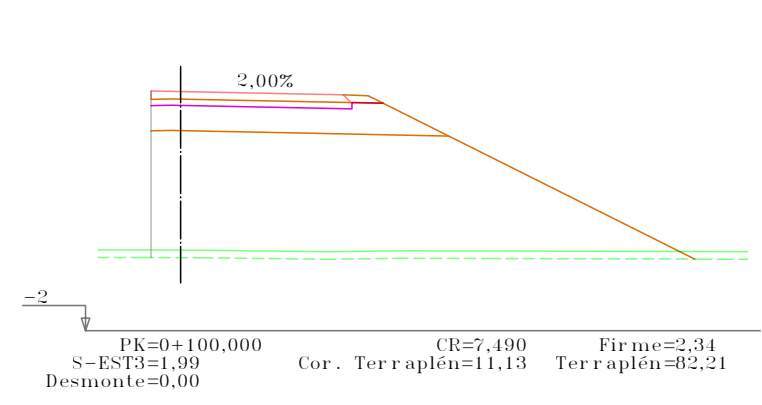
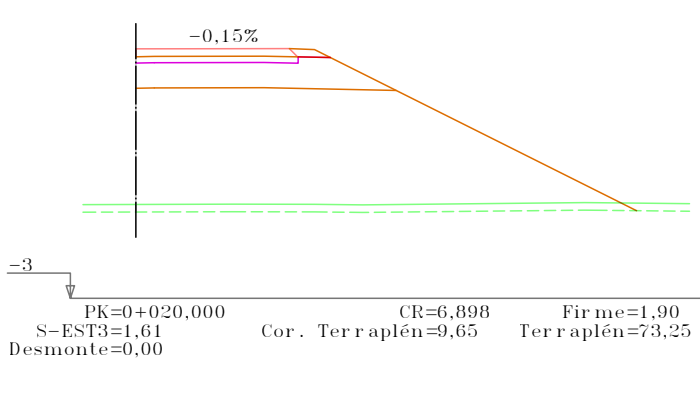
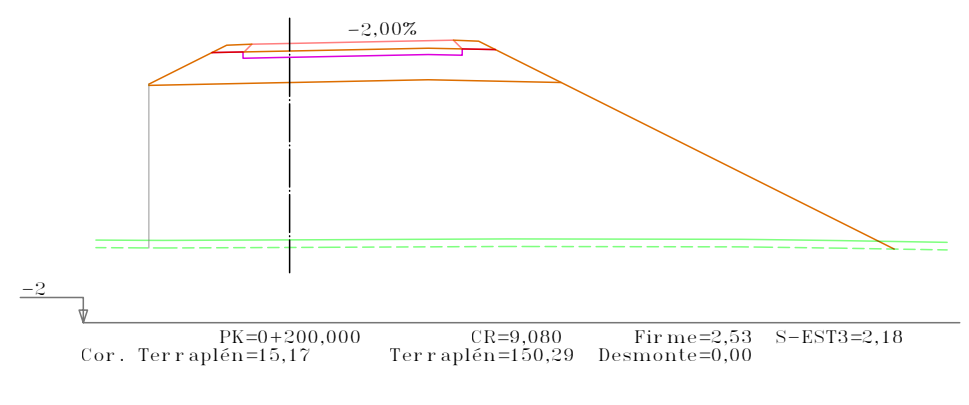
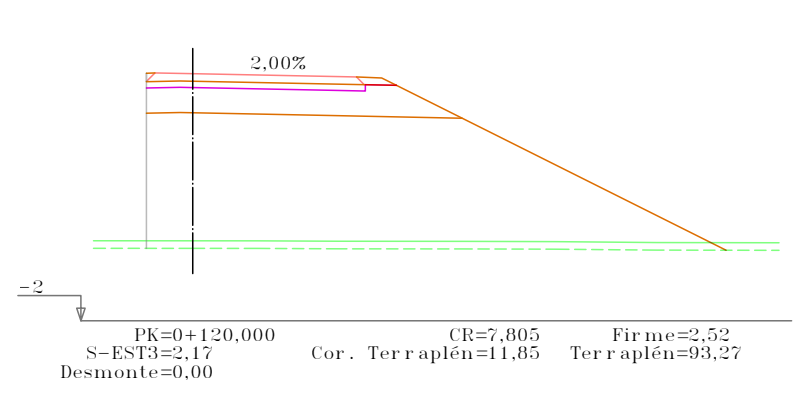
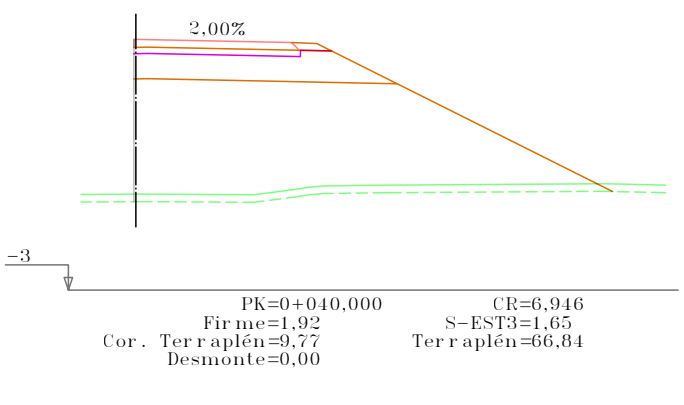
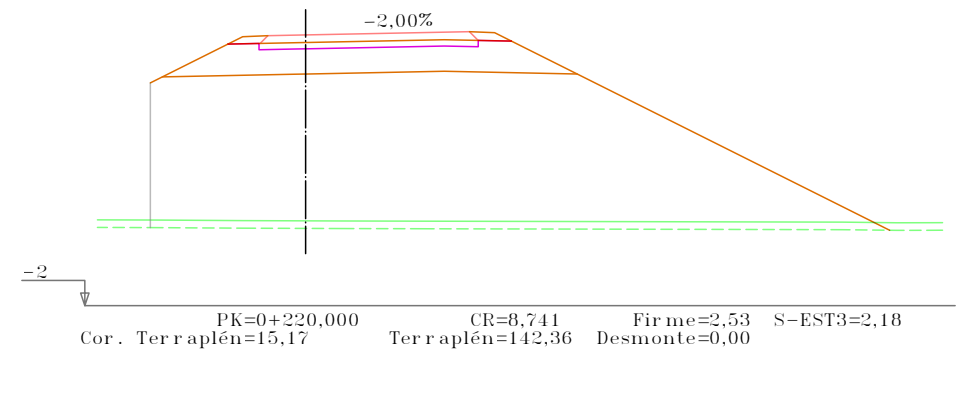
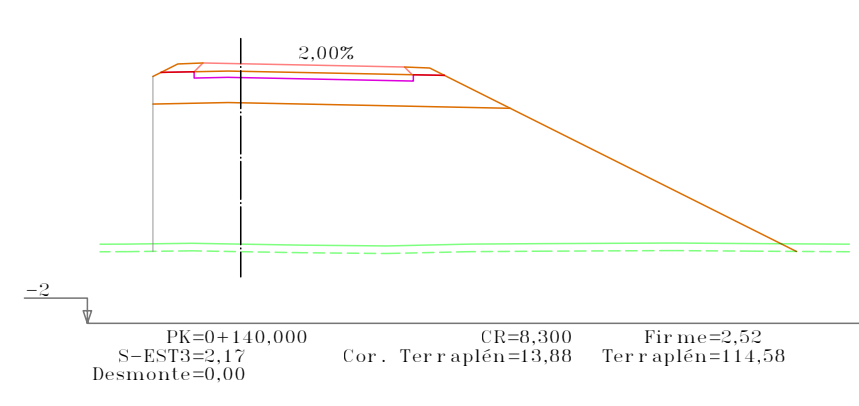
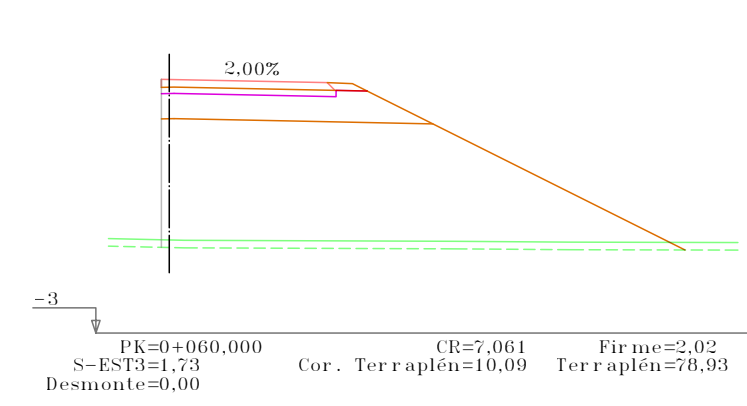
Tierra Vegetal

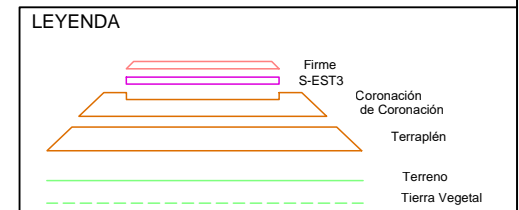
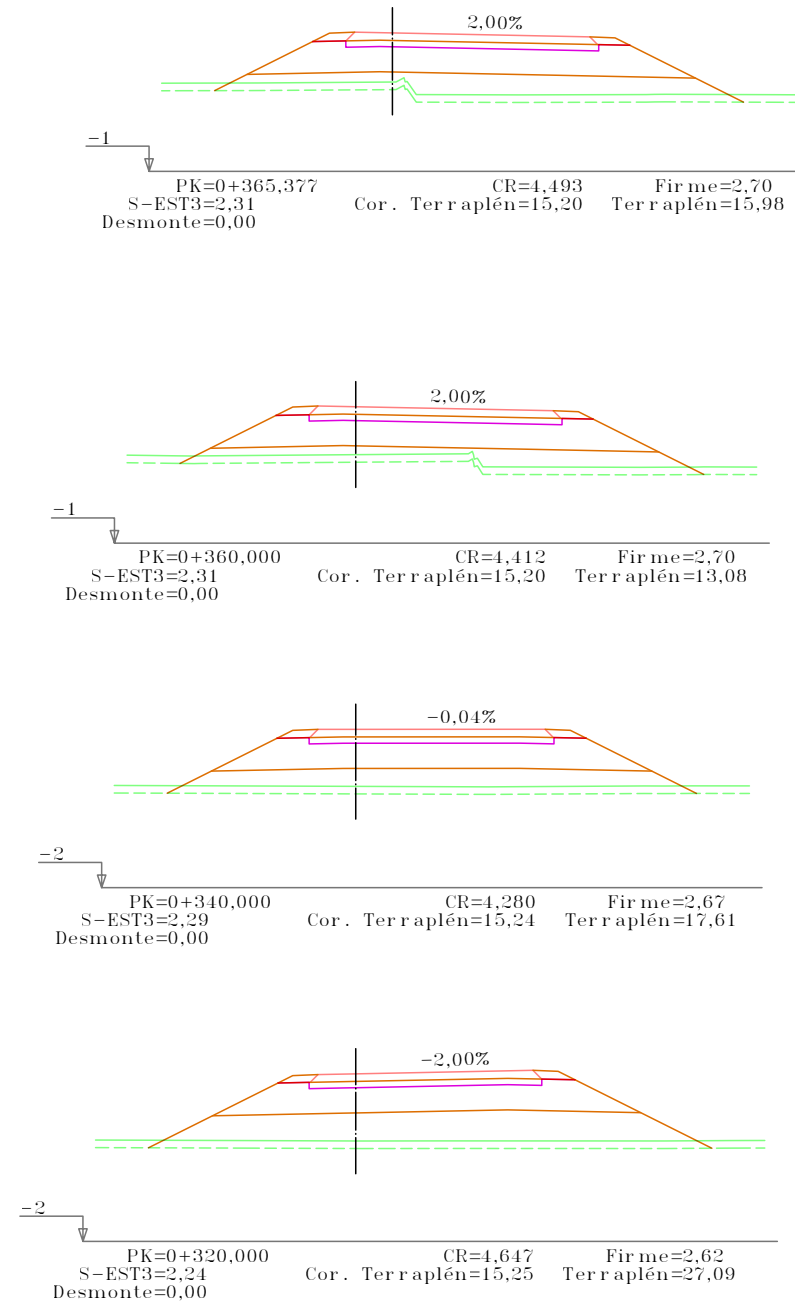
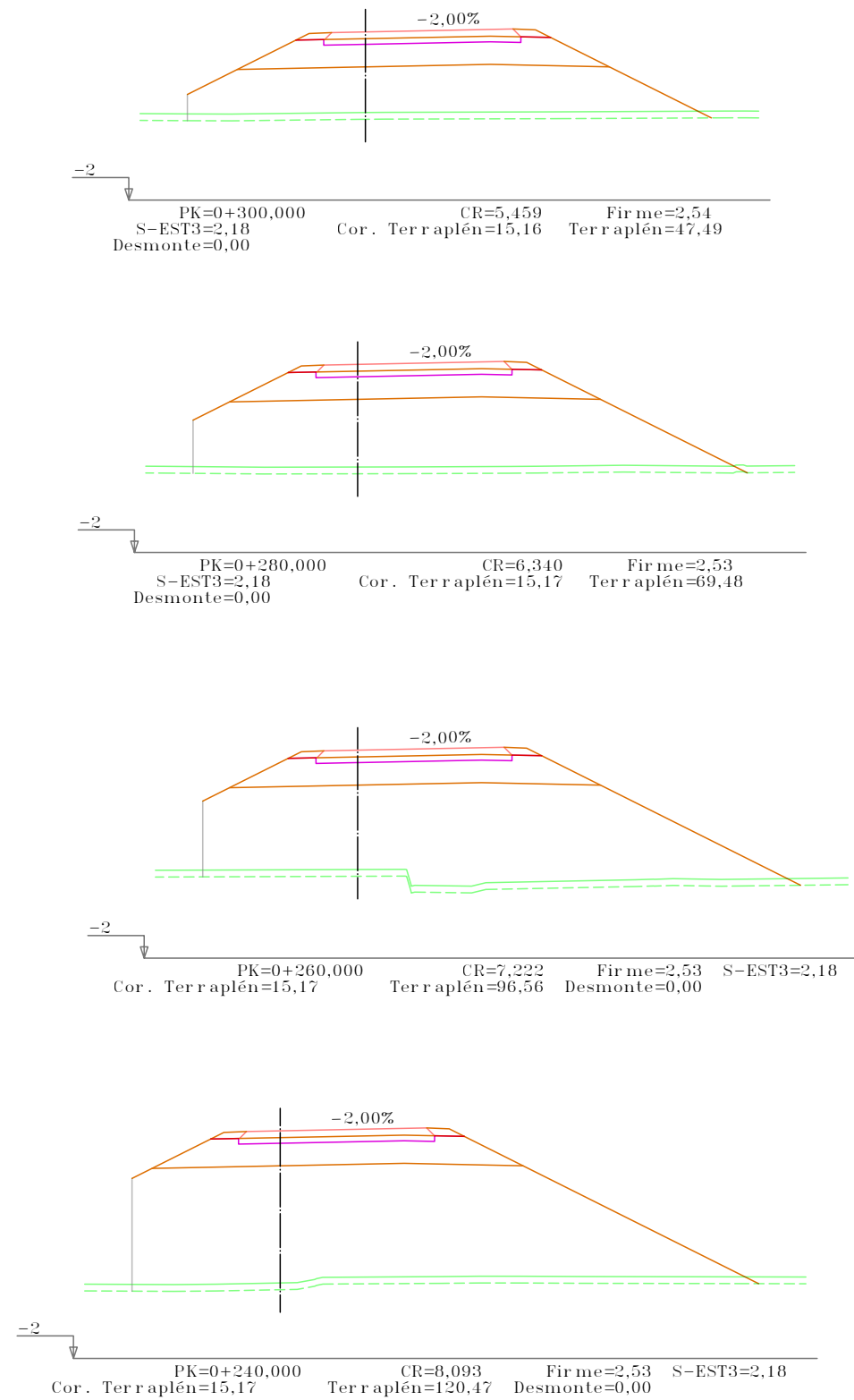


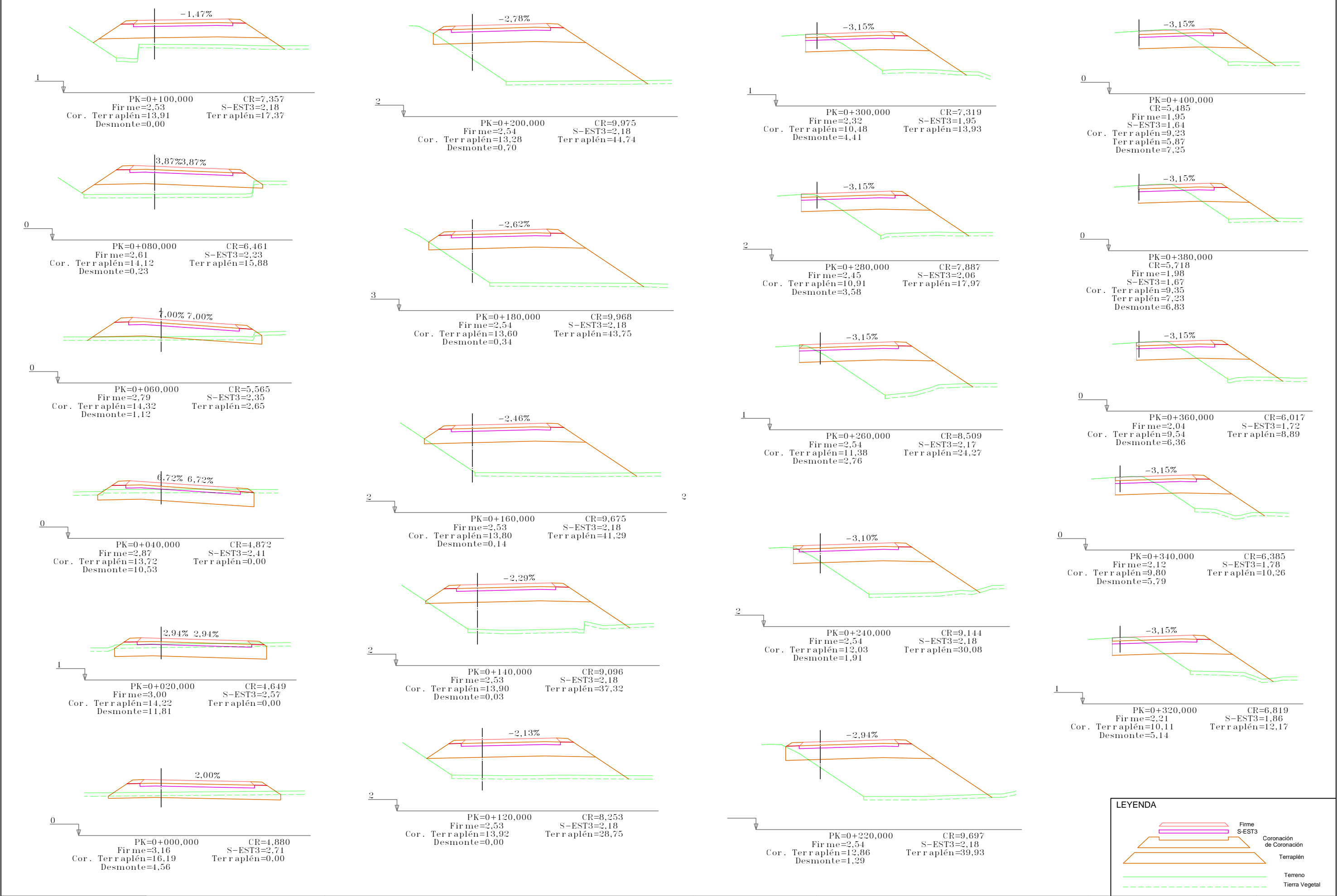


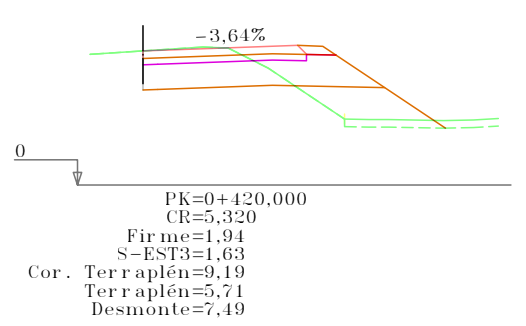
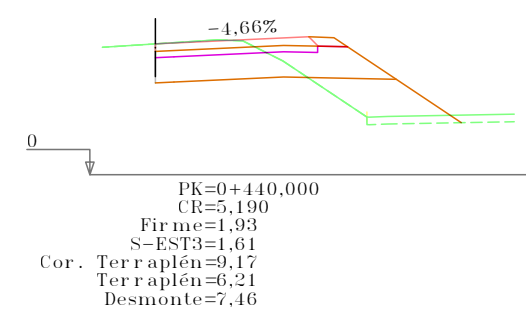
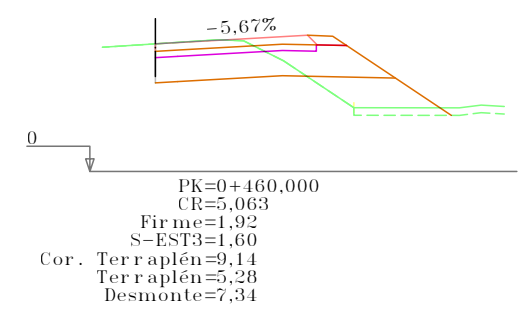
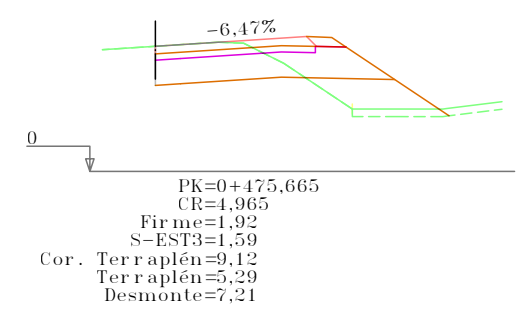












LEYENDA

Firme

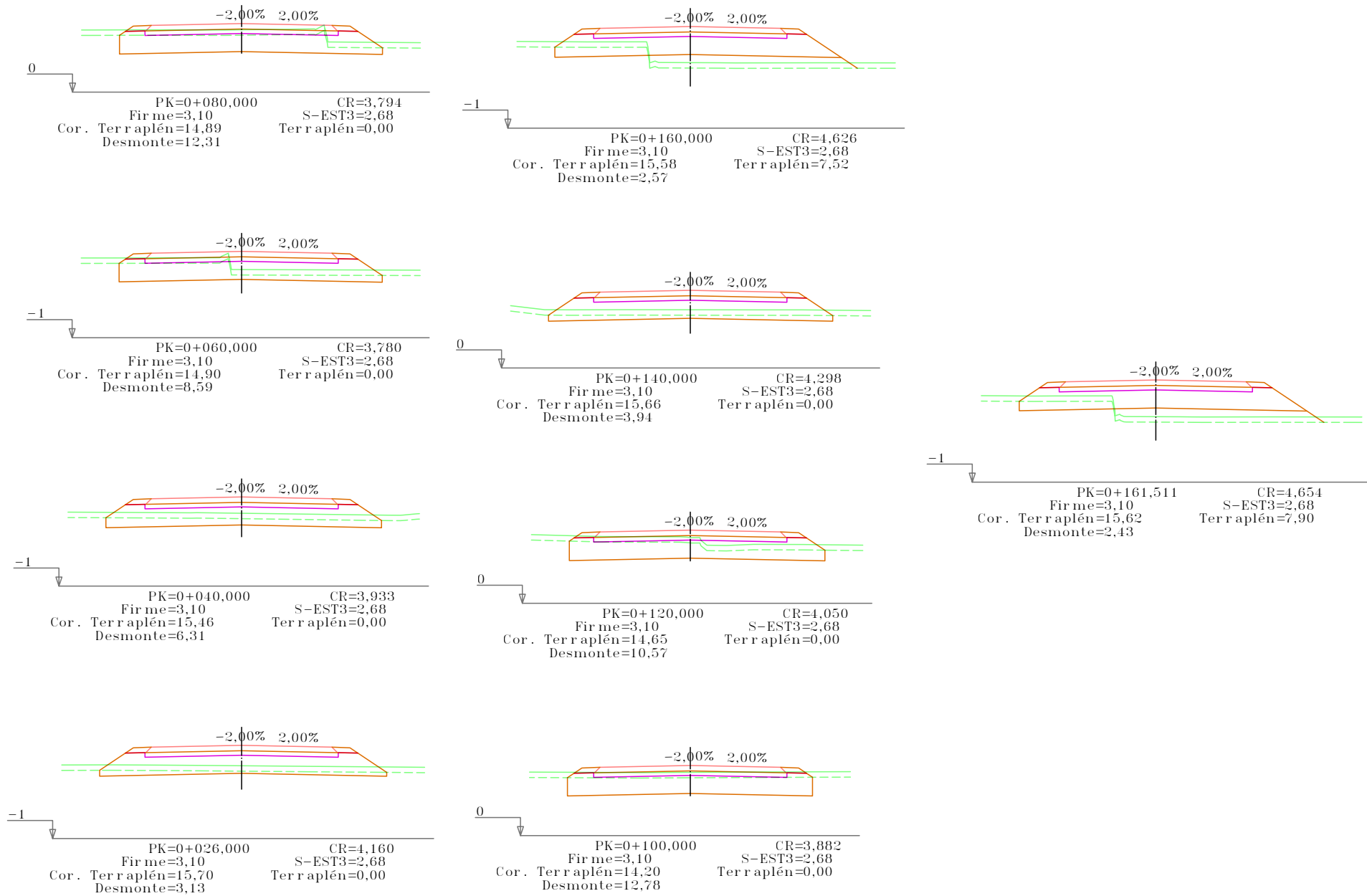
S-EST3

Coronación de Coronación

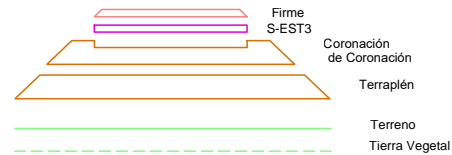
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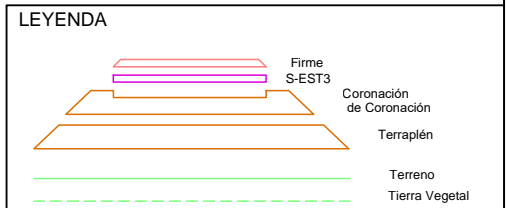
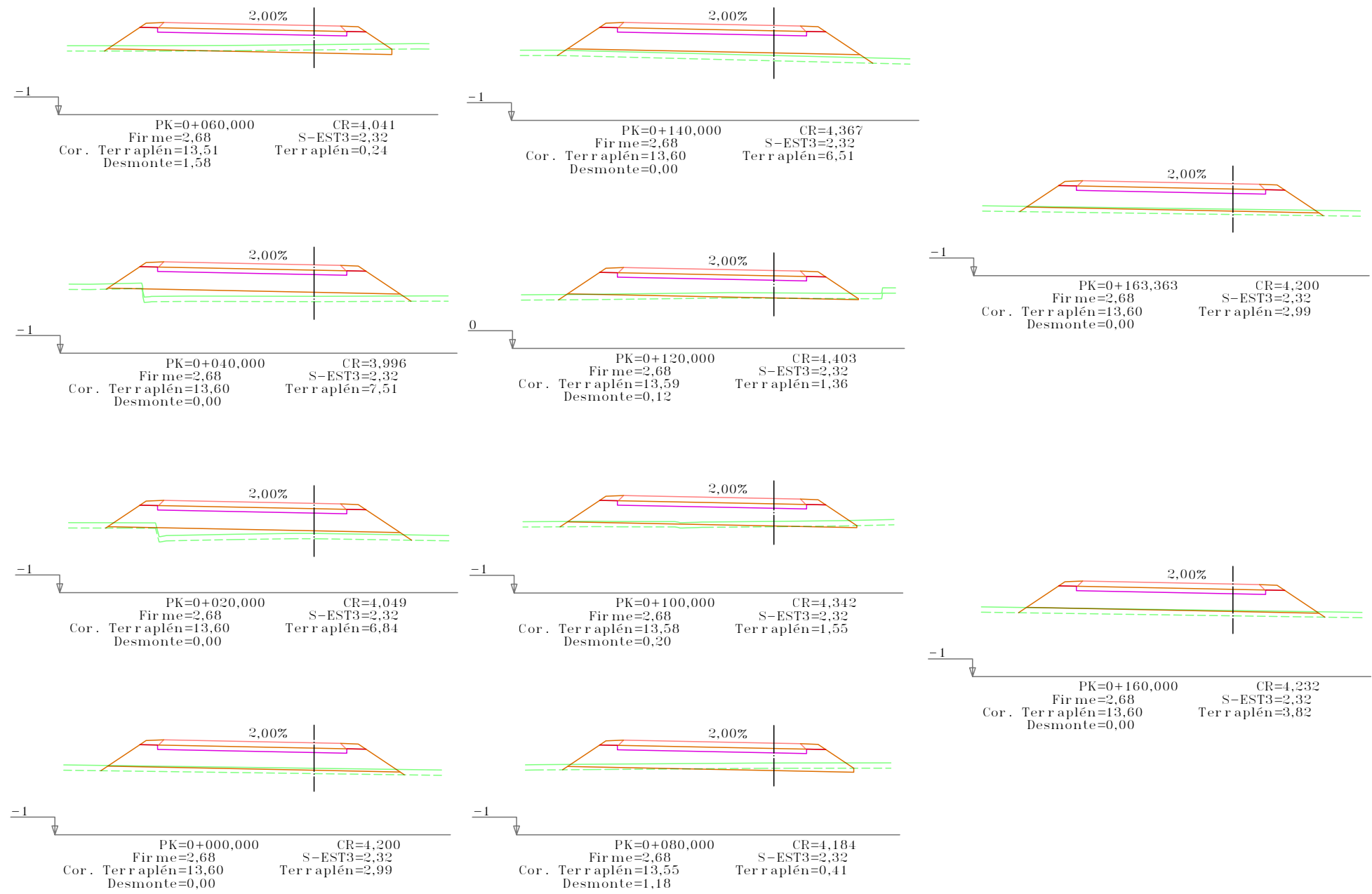
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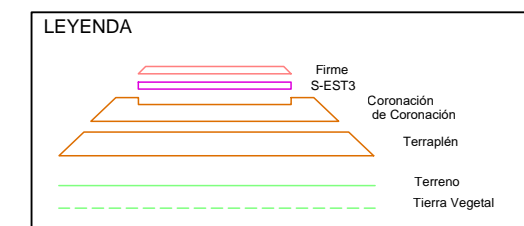
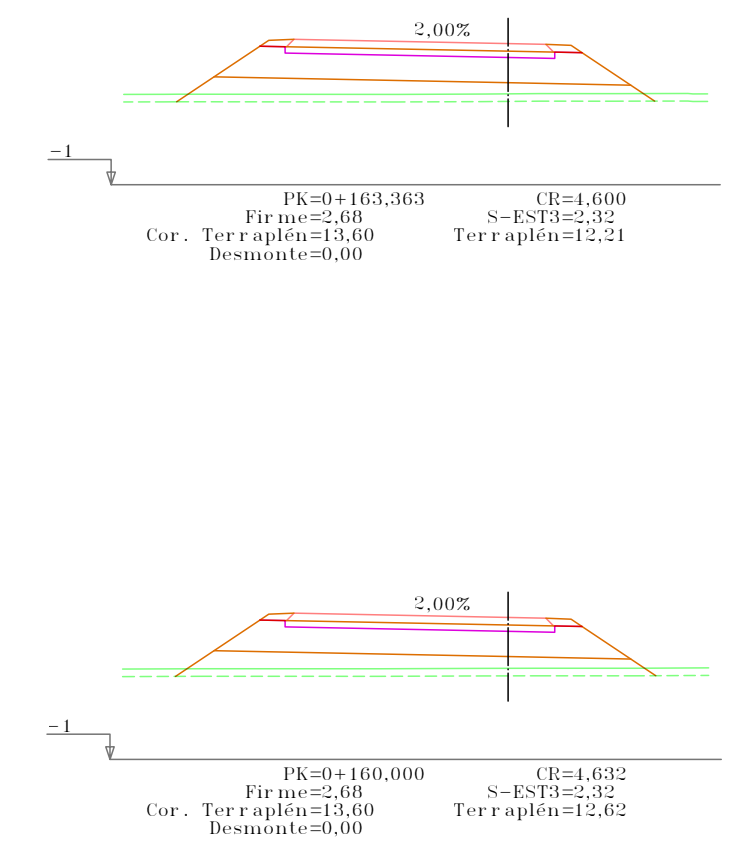
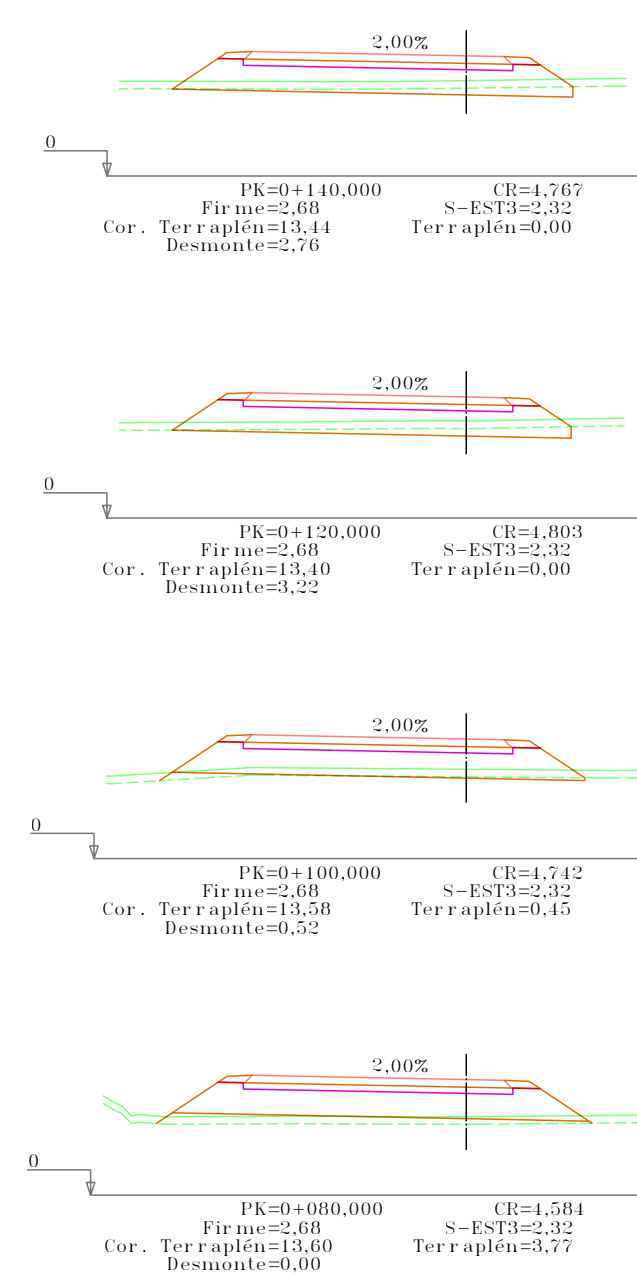
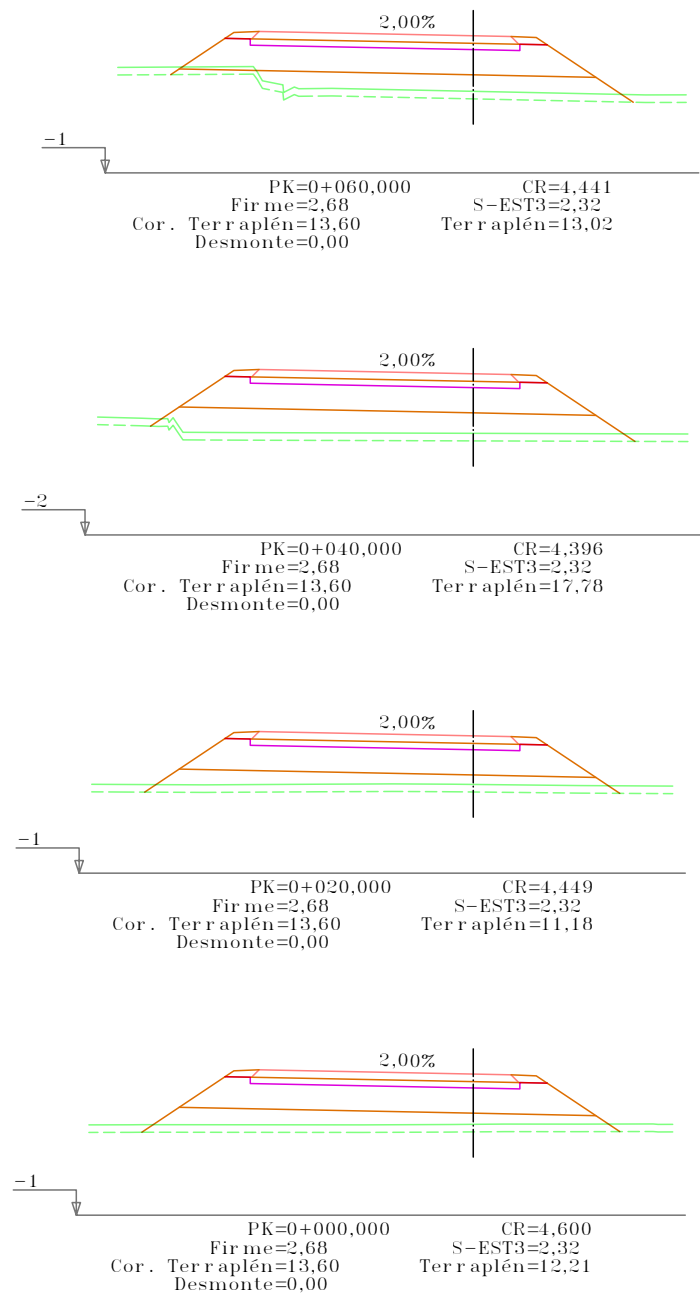
Tierra Vegetal

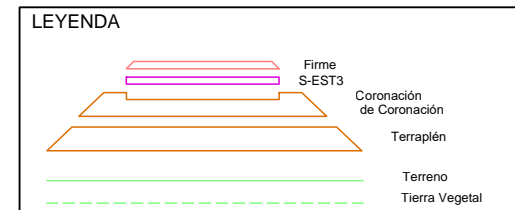
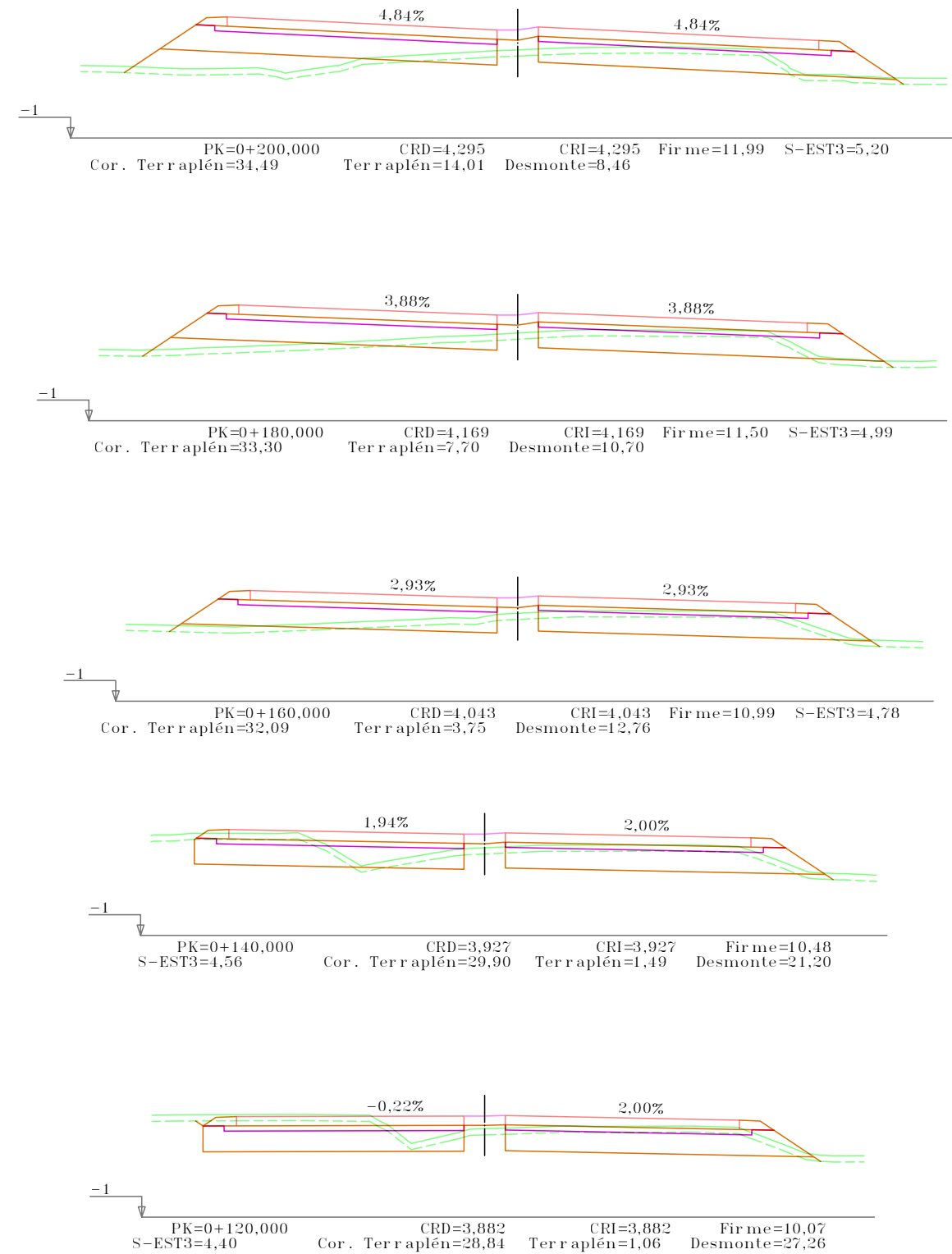
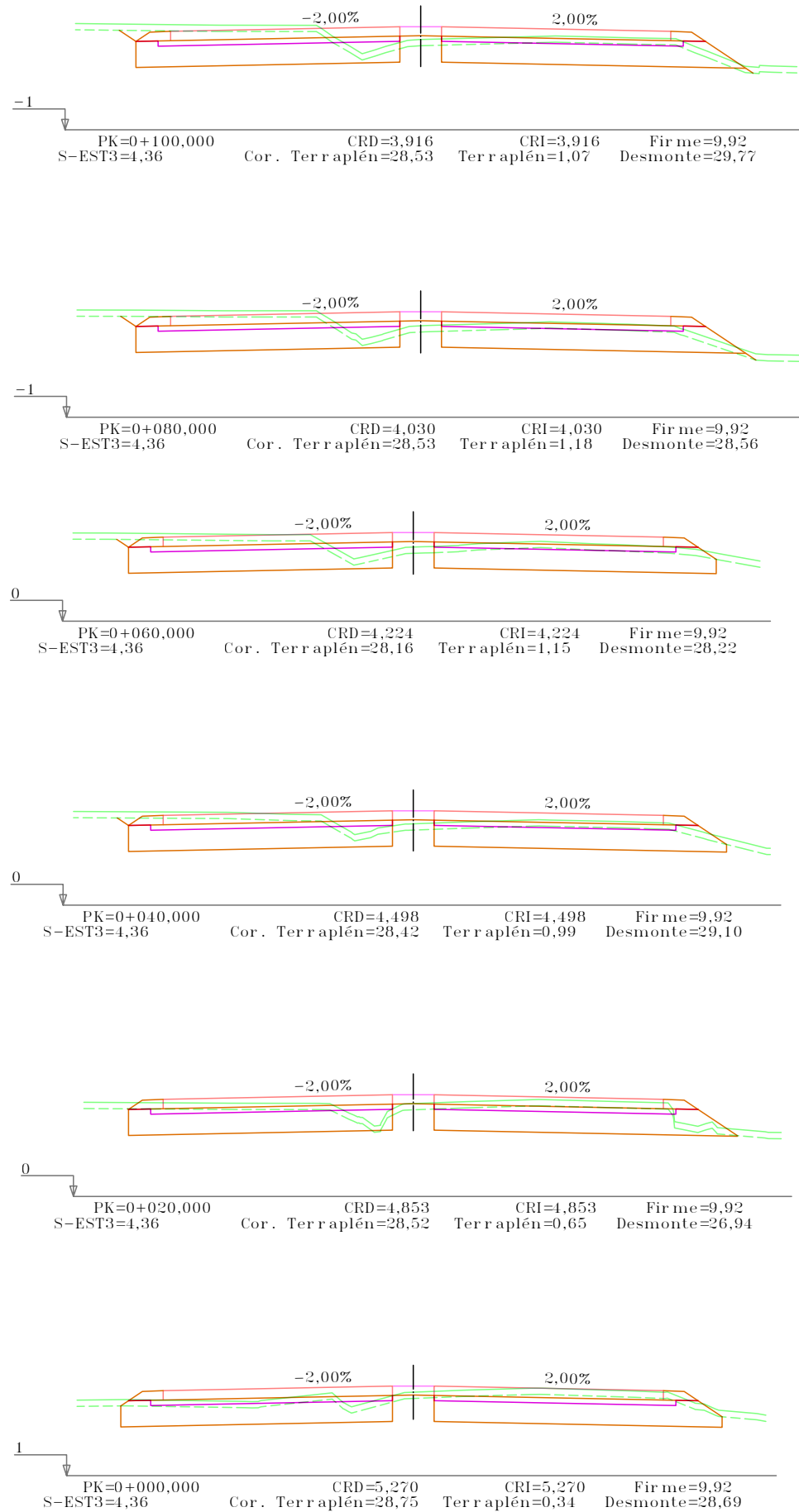


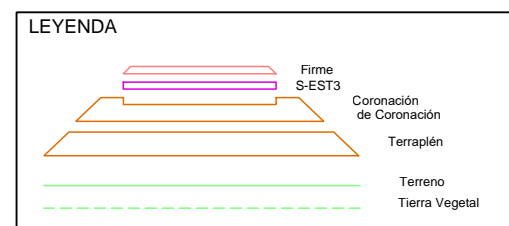
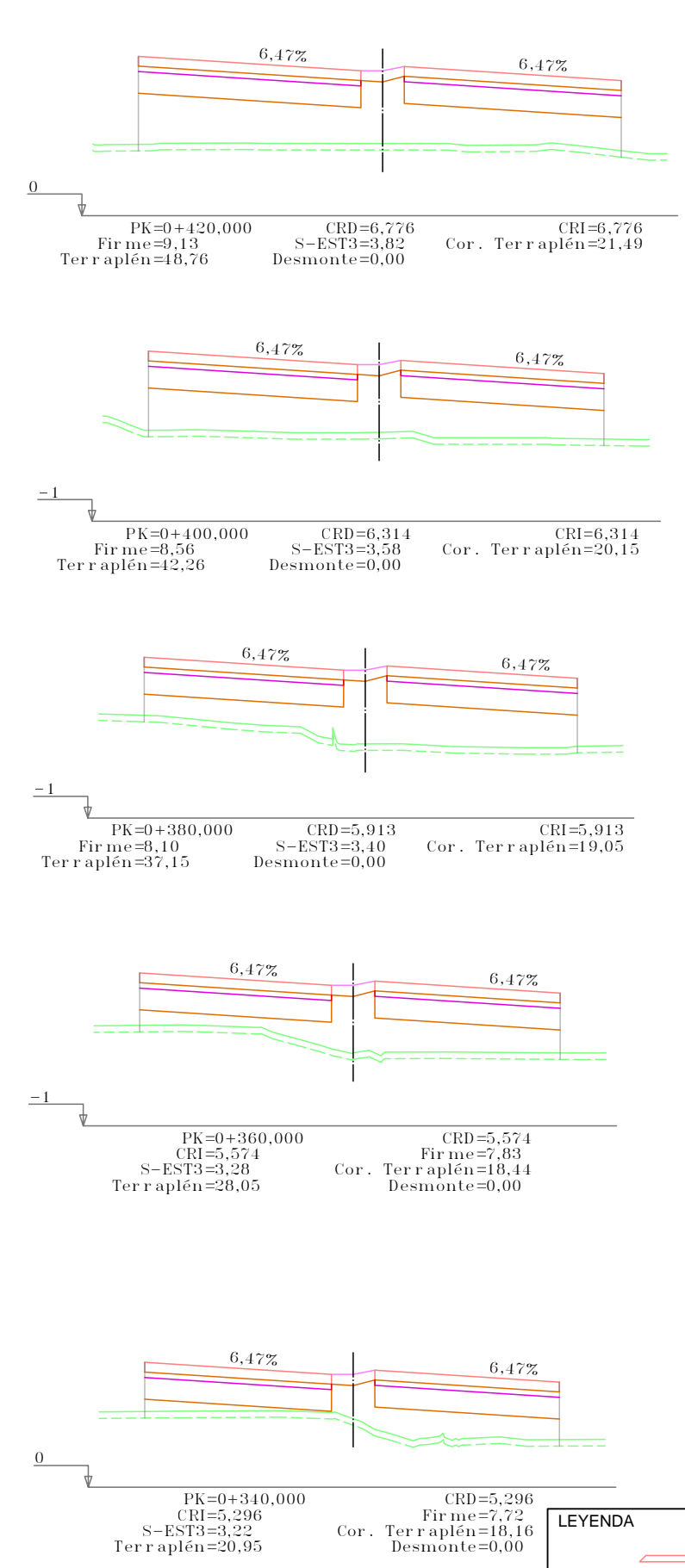
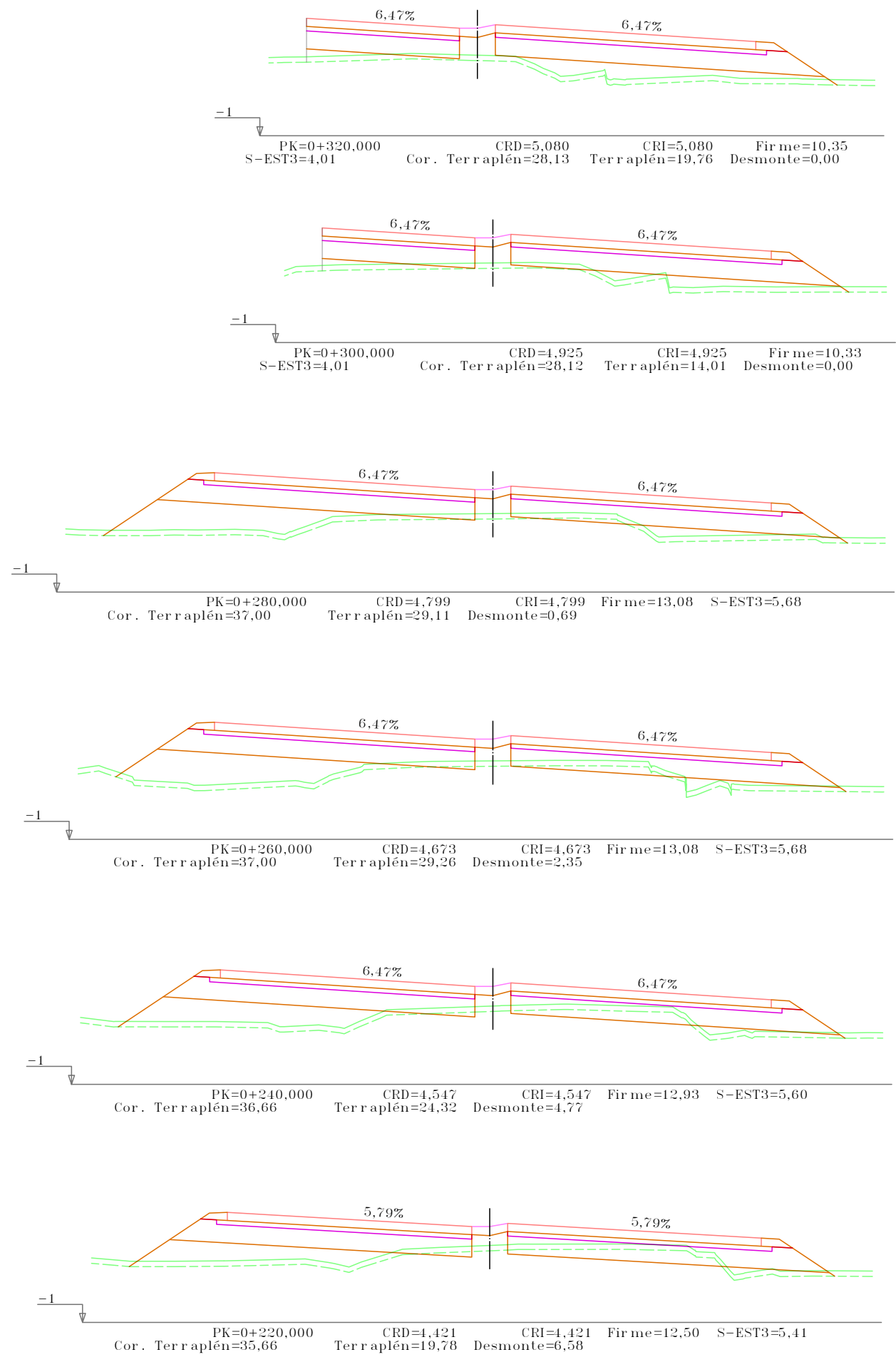
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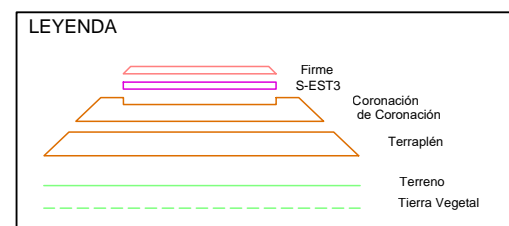
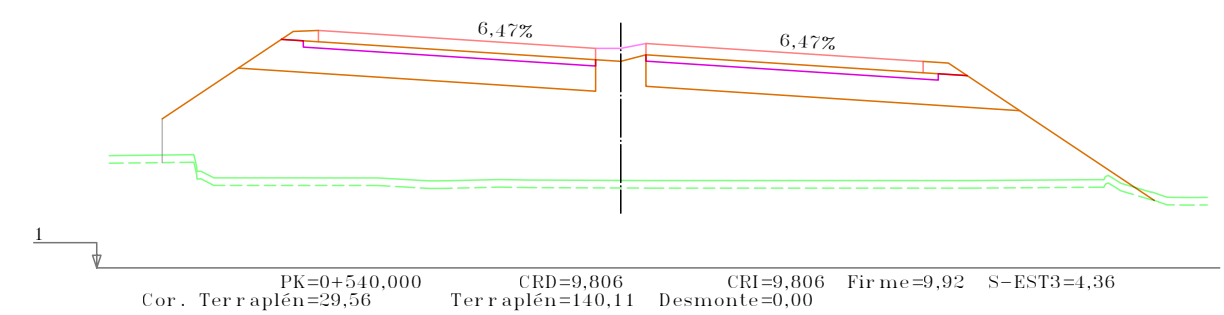
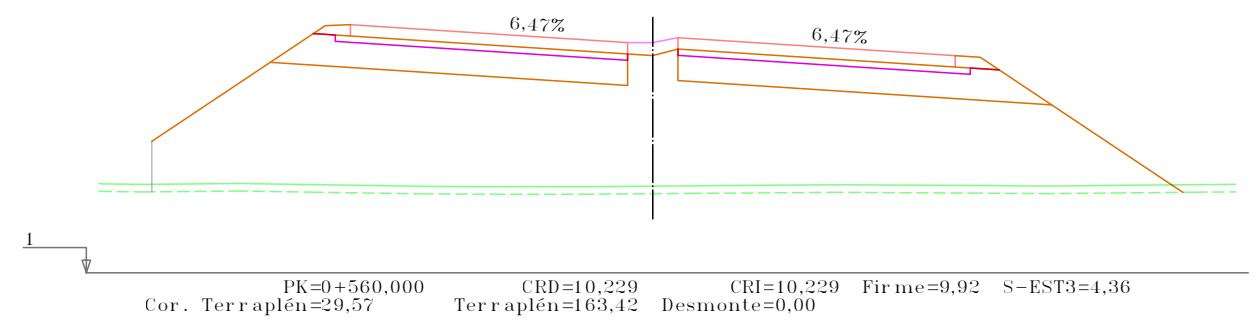
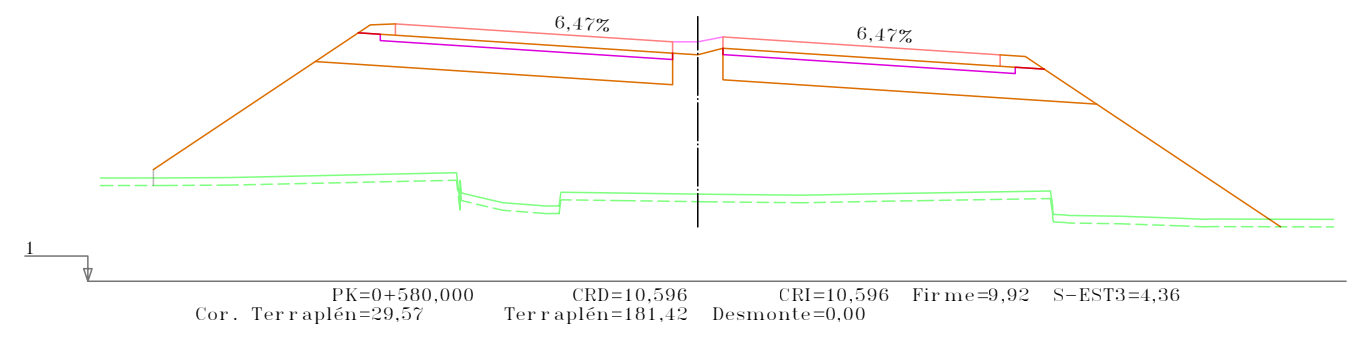
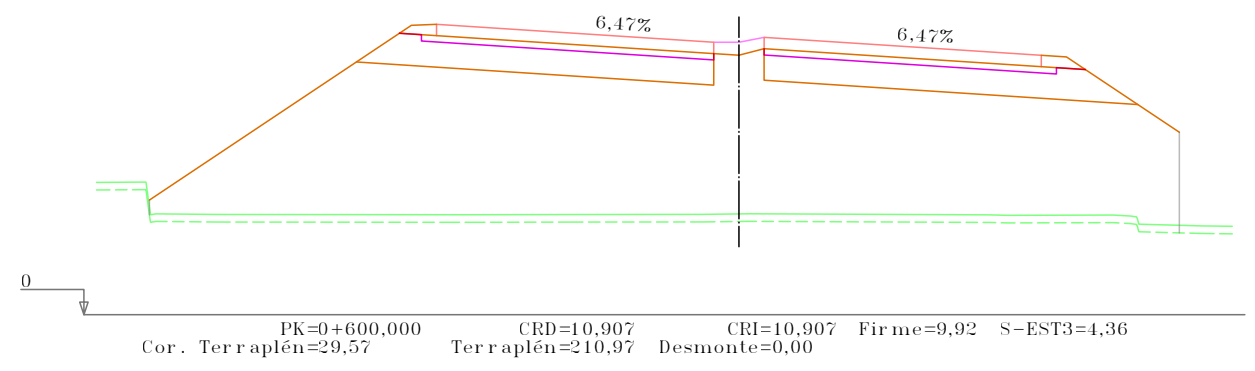
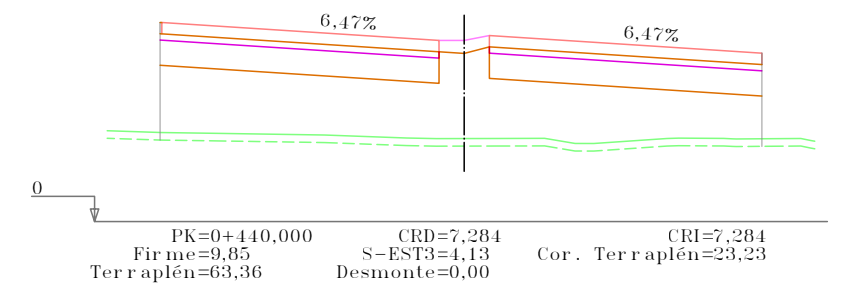
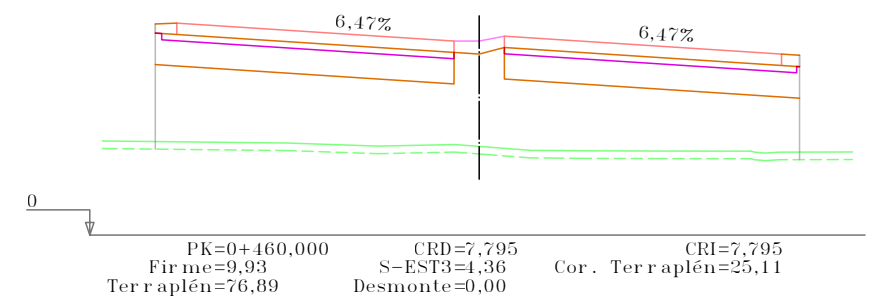
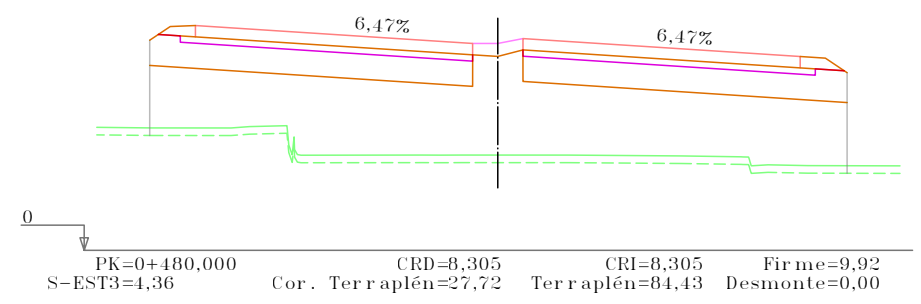
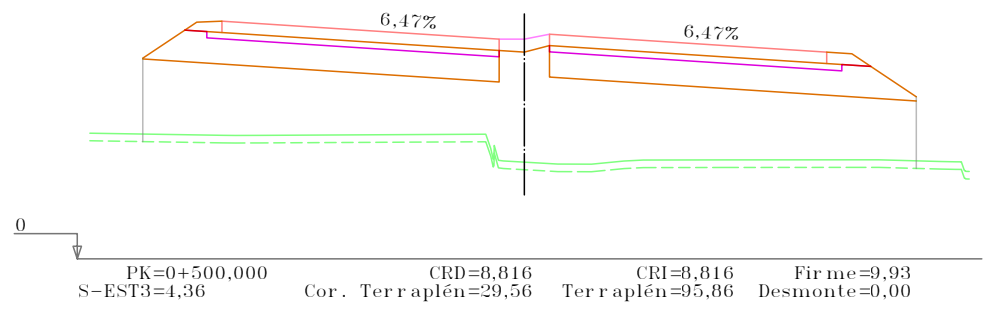
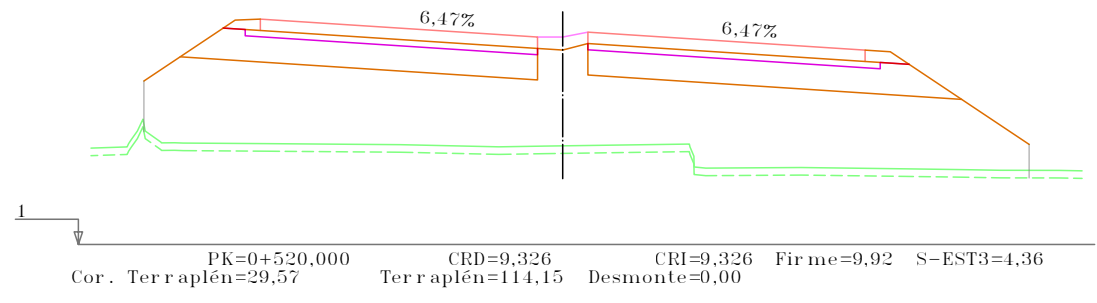


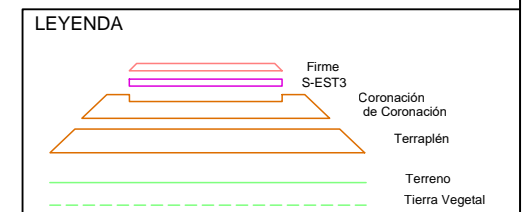
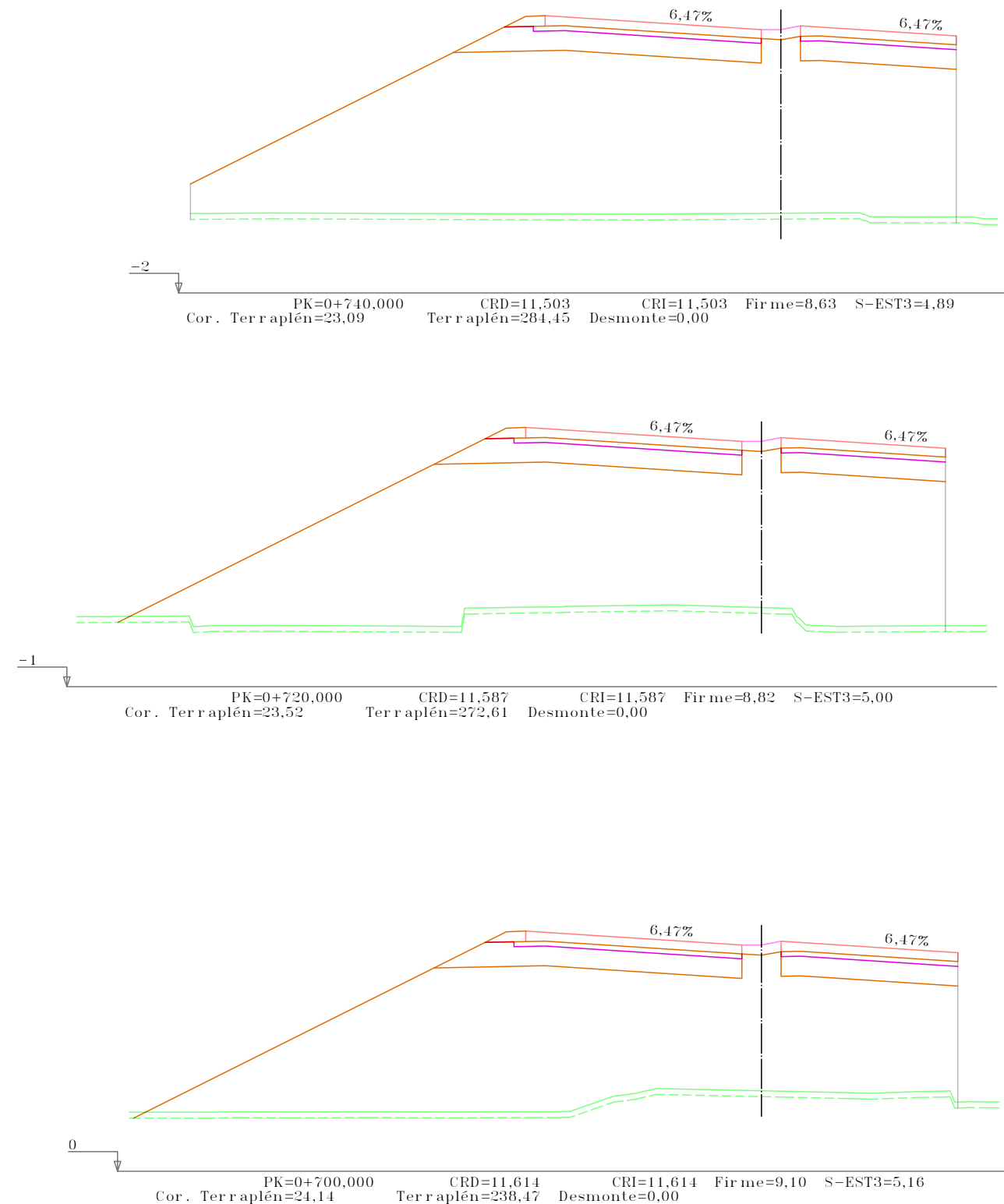
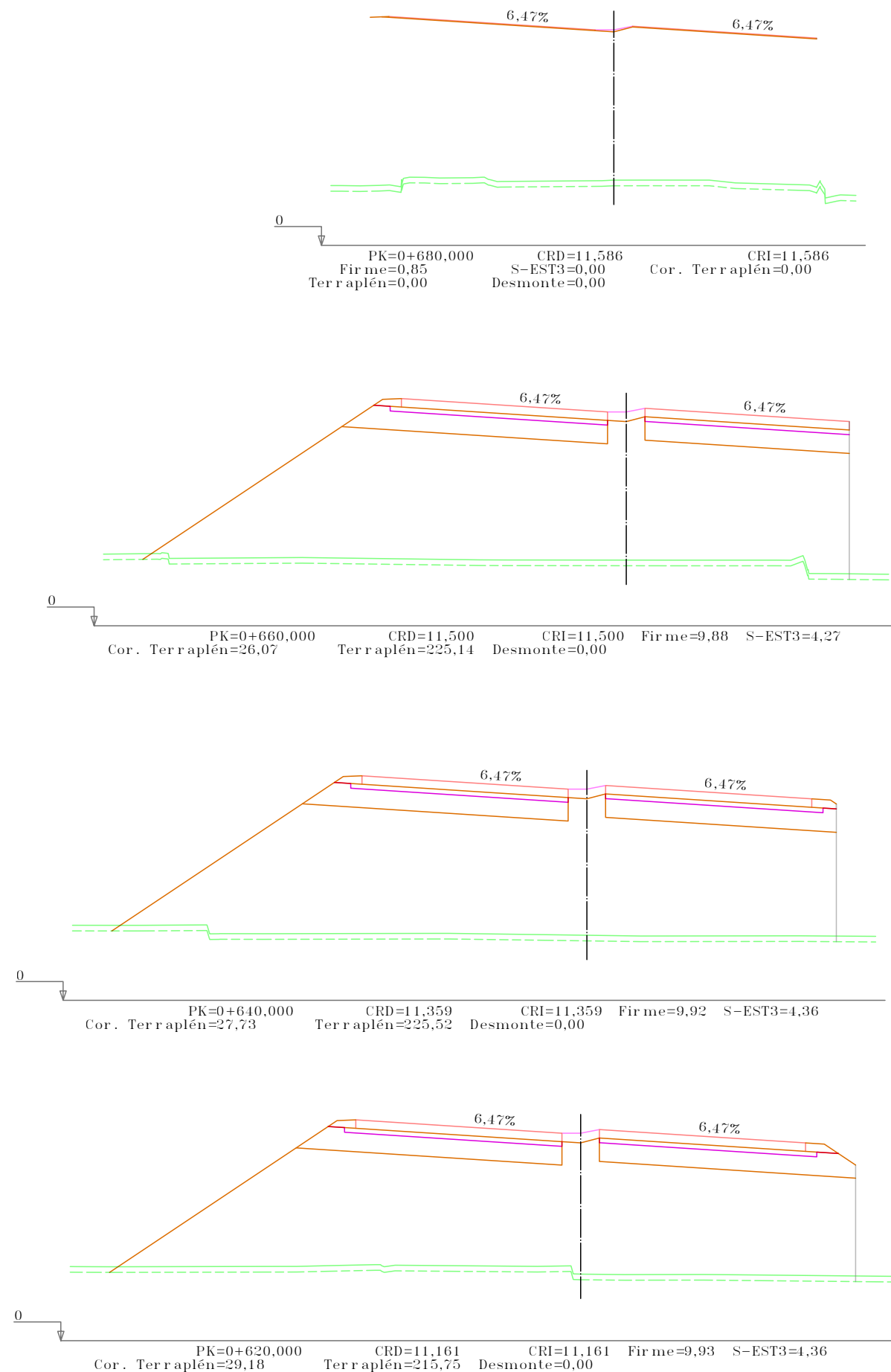


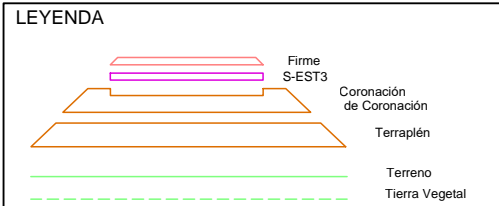
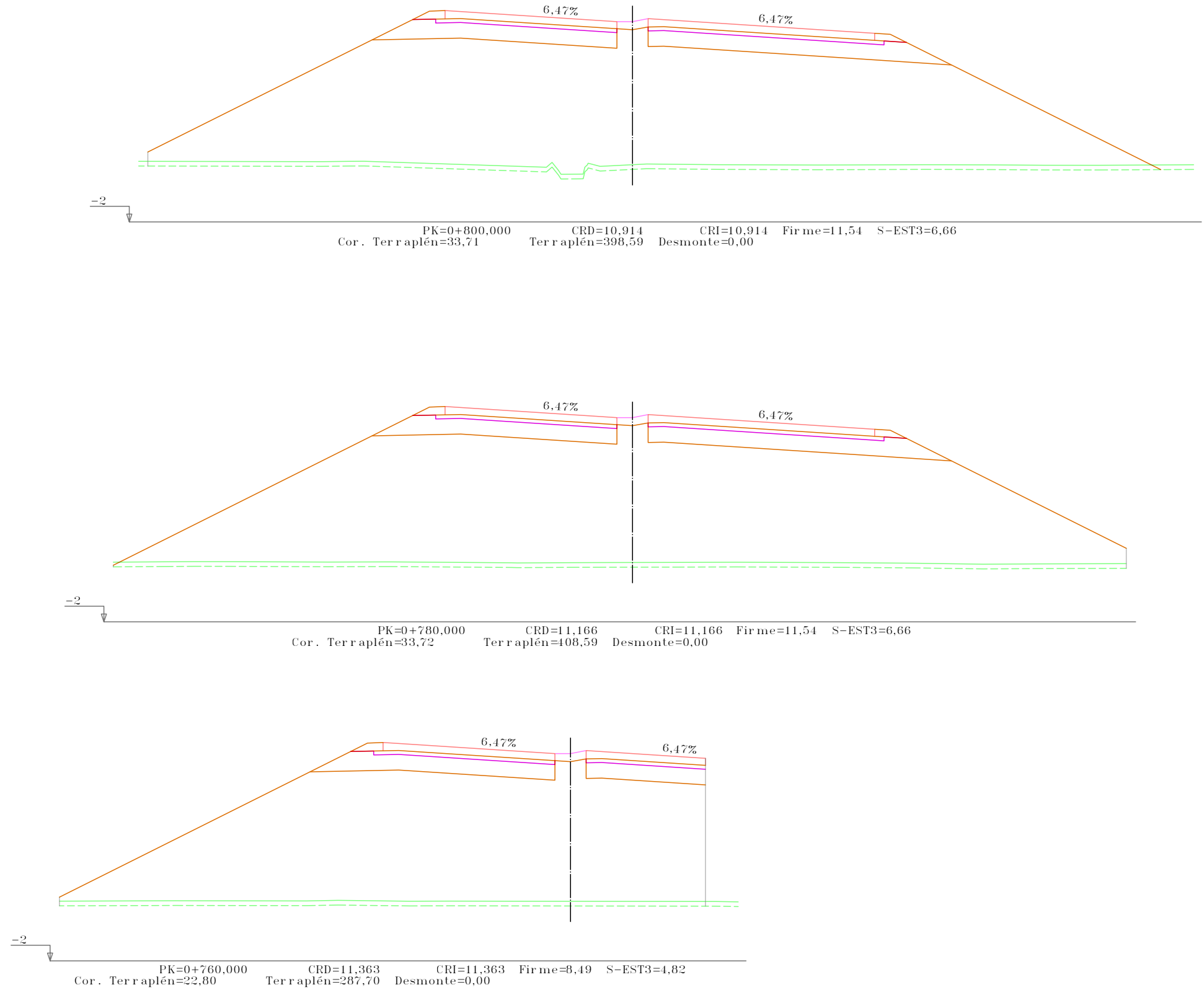


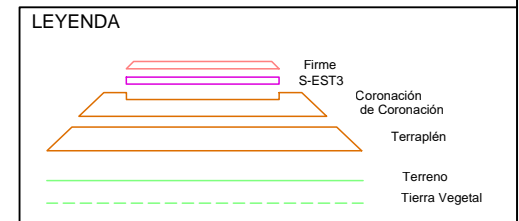
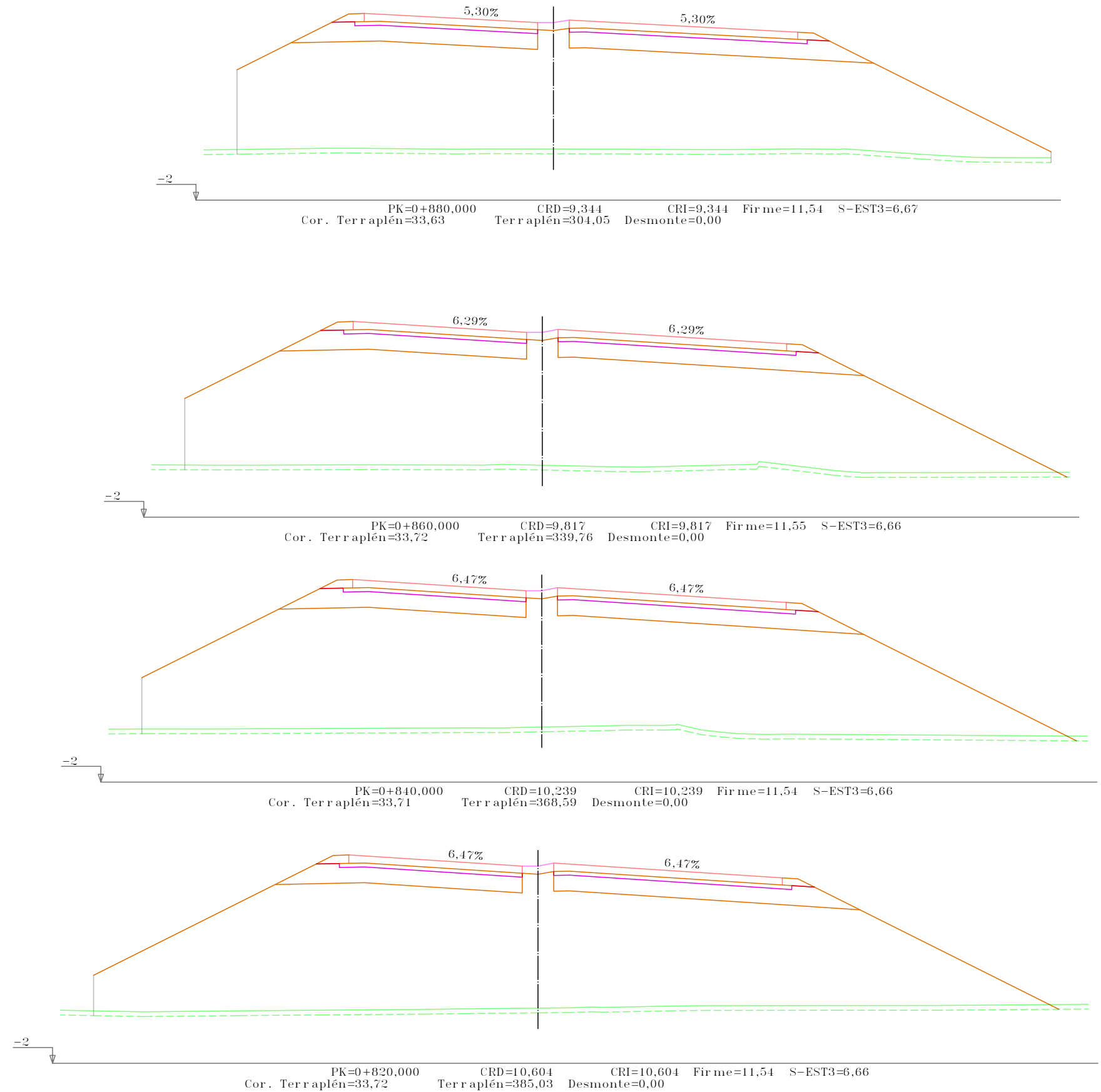


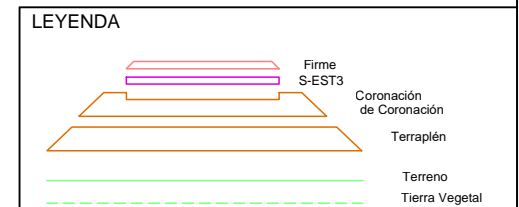
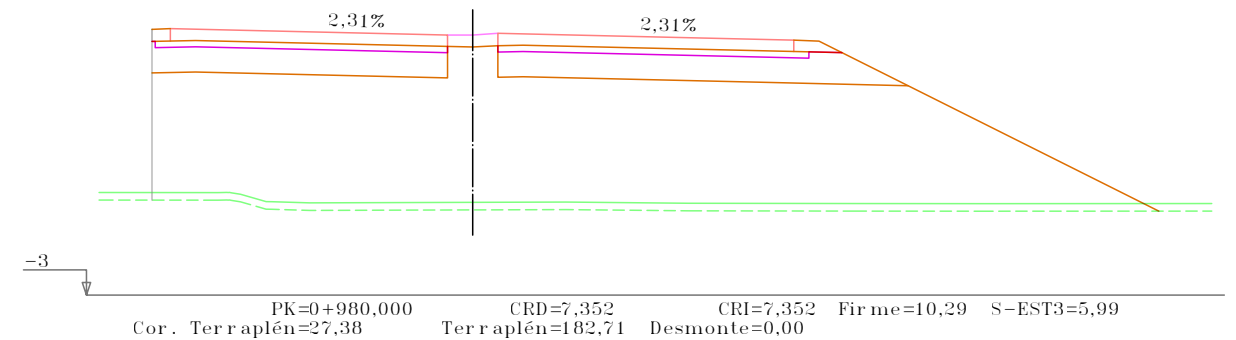
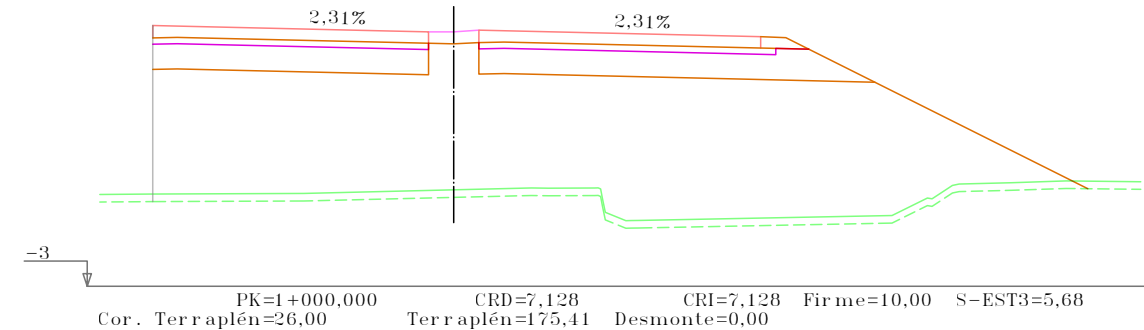
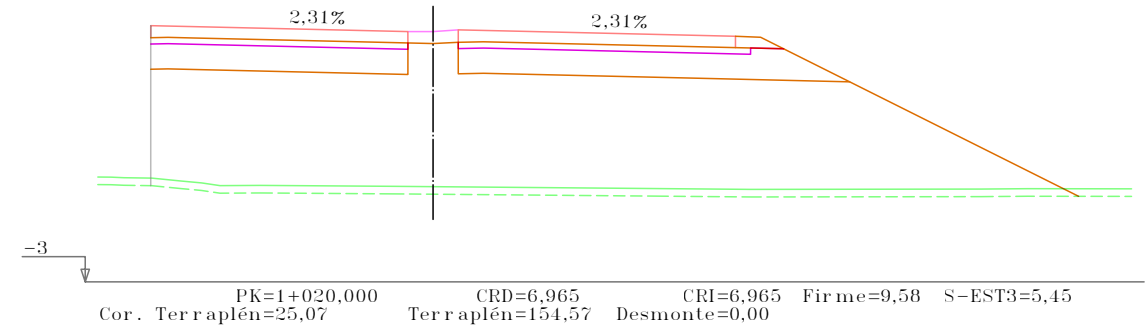
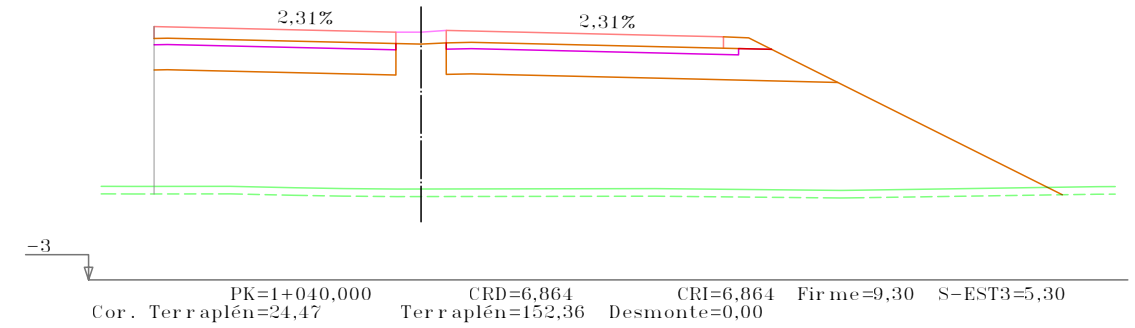
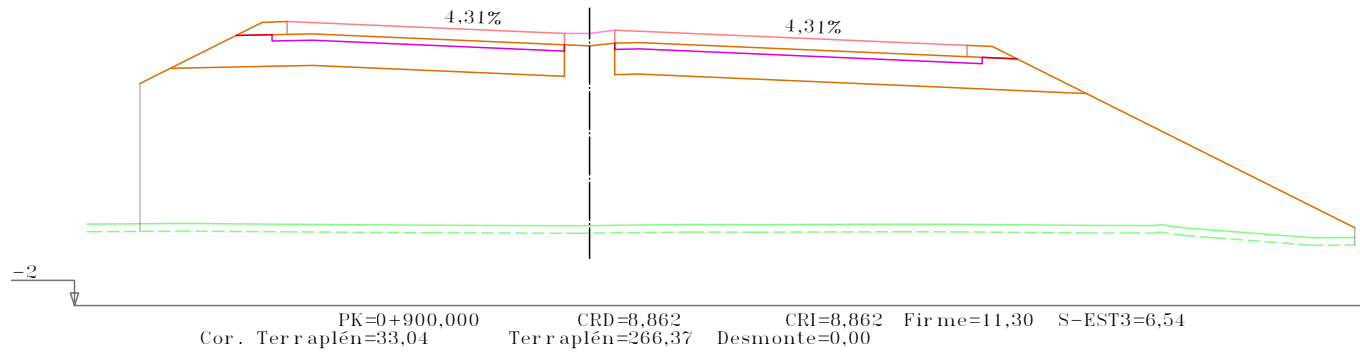
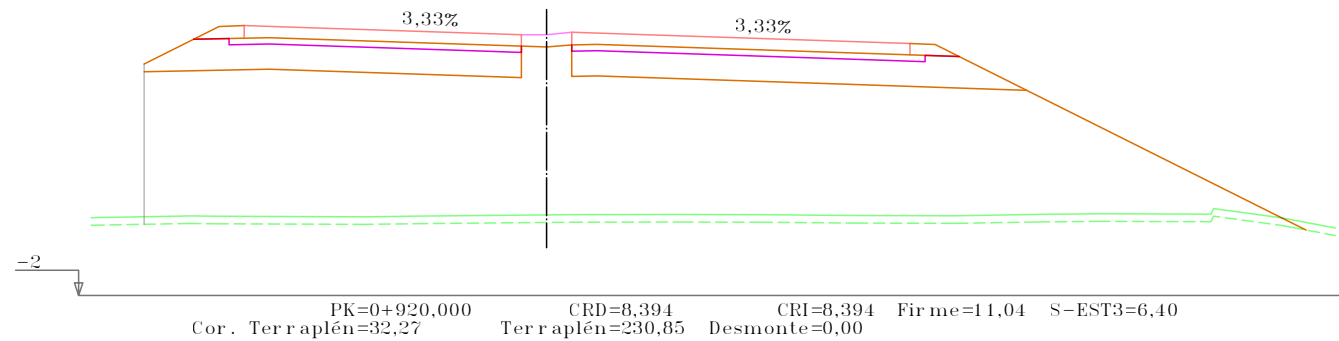
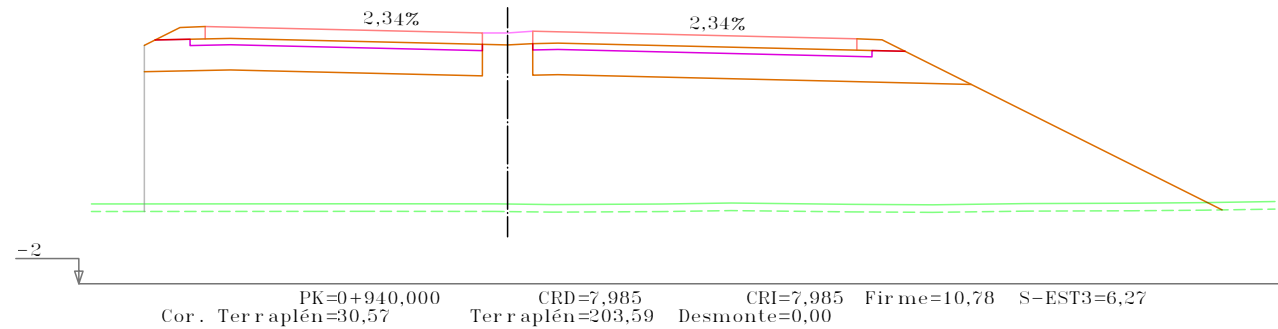
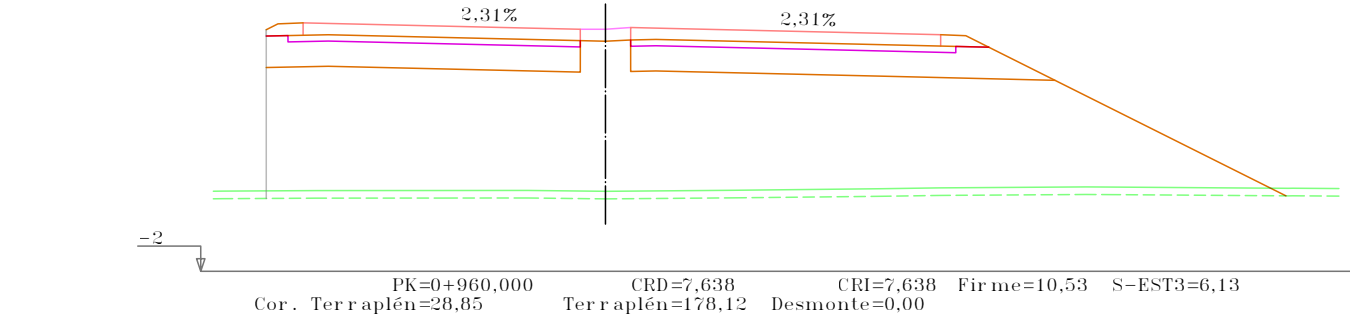


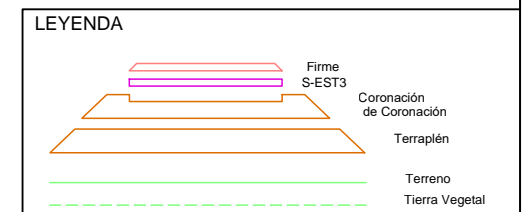
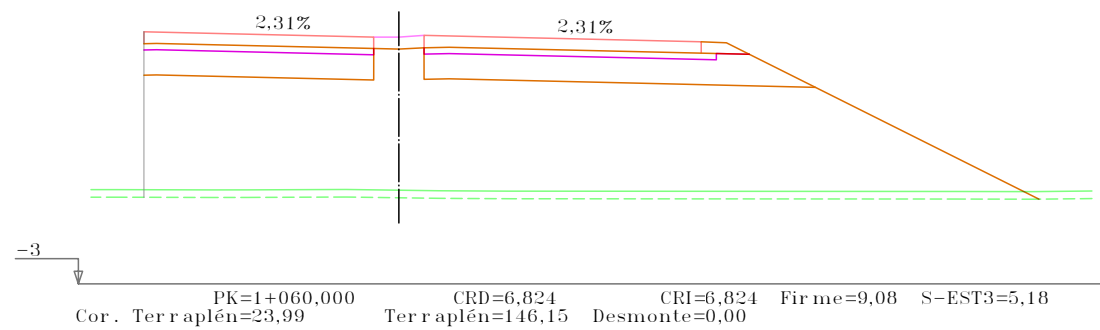
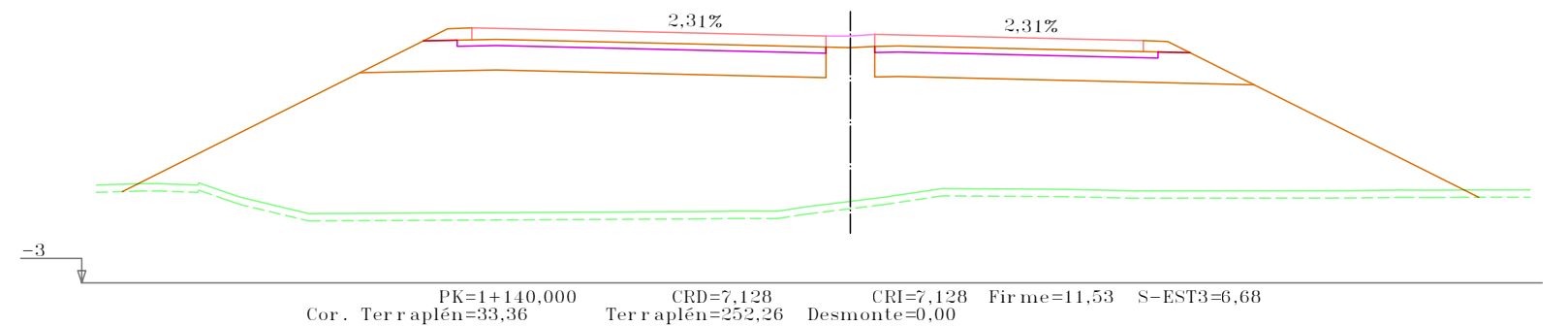
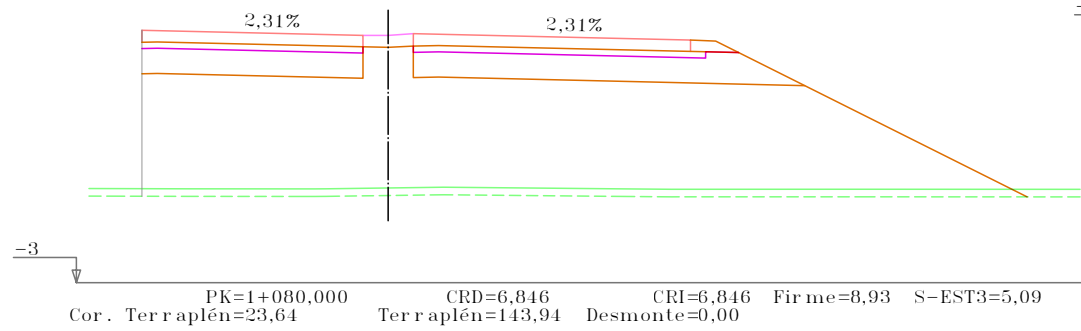
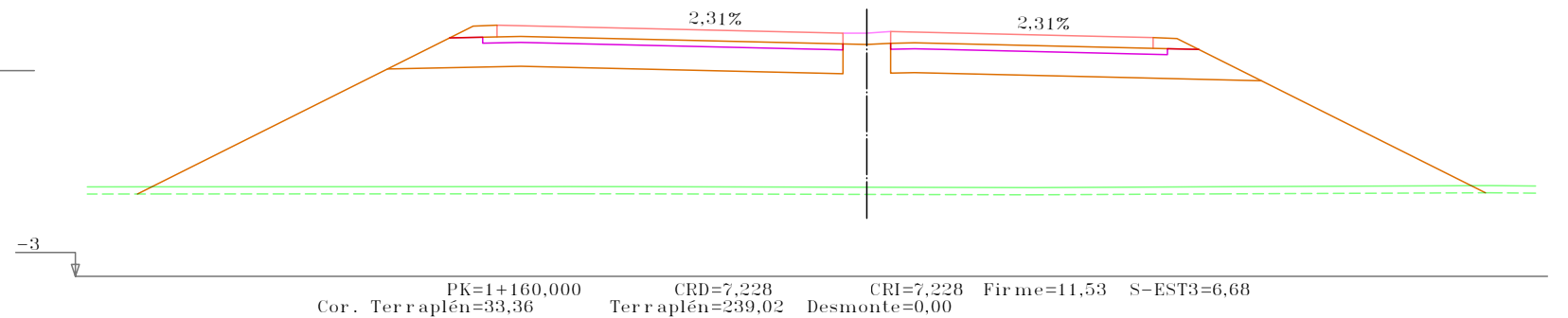
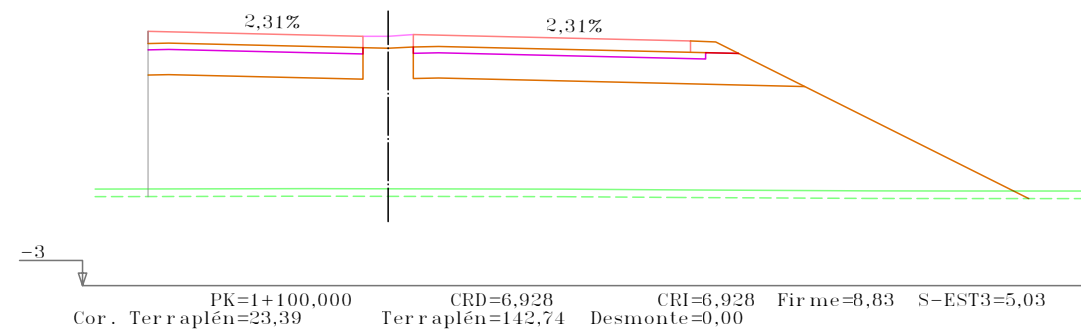
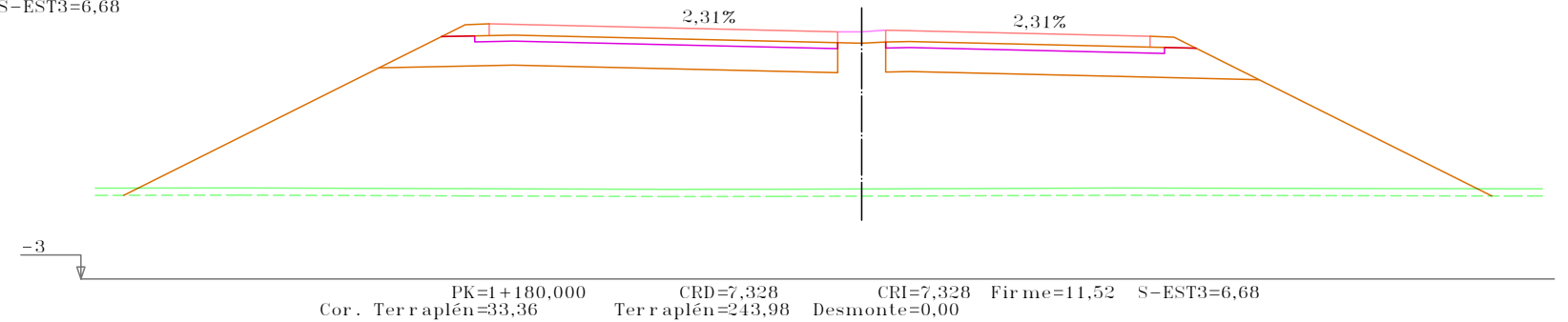
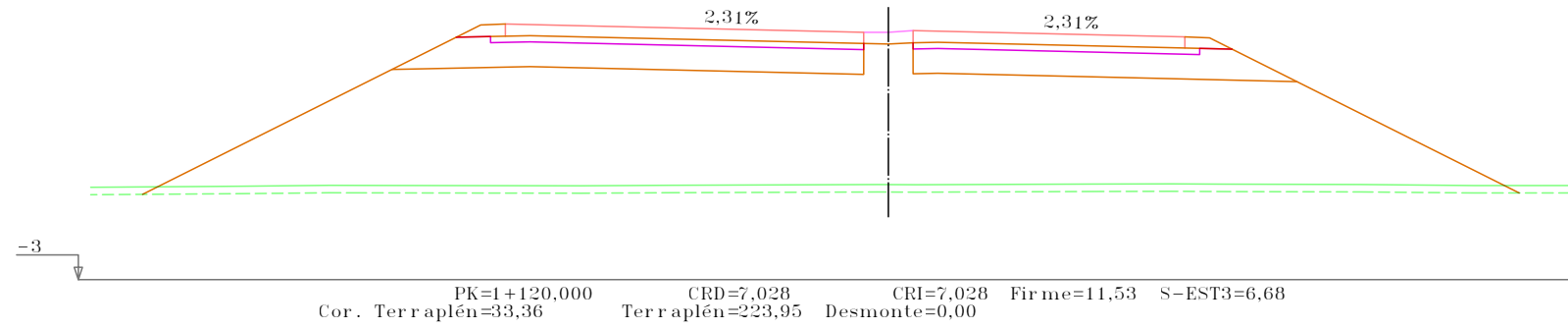


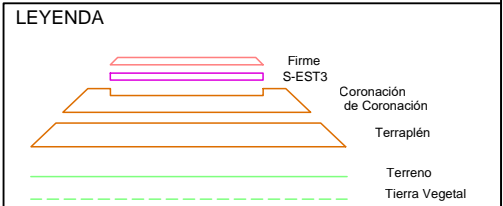
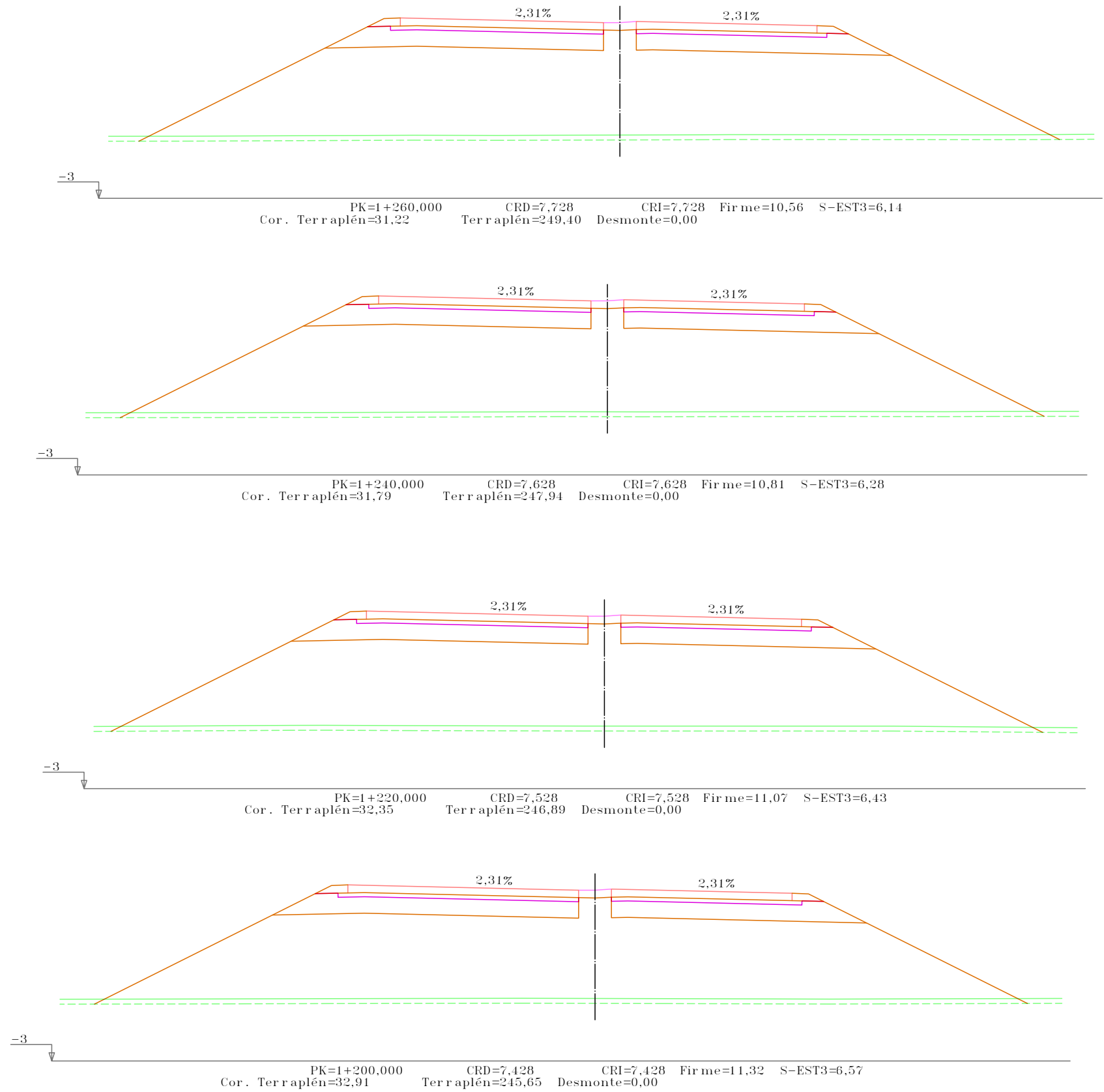


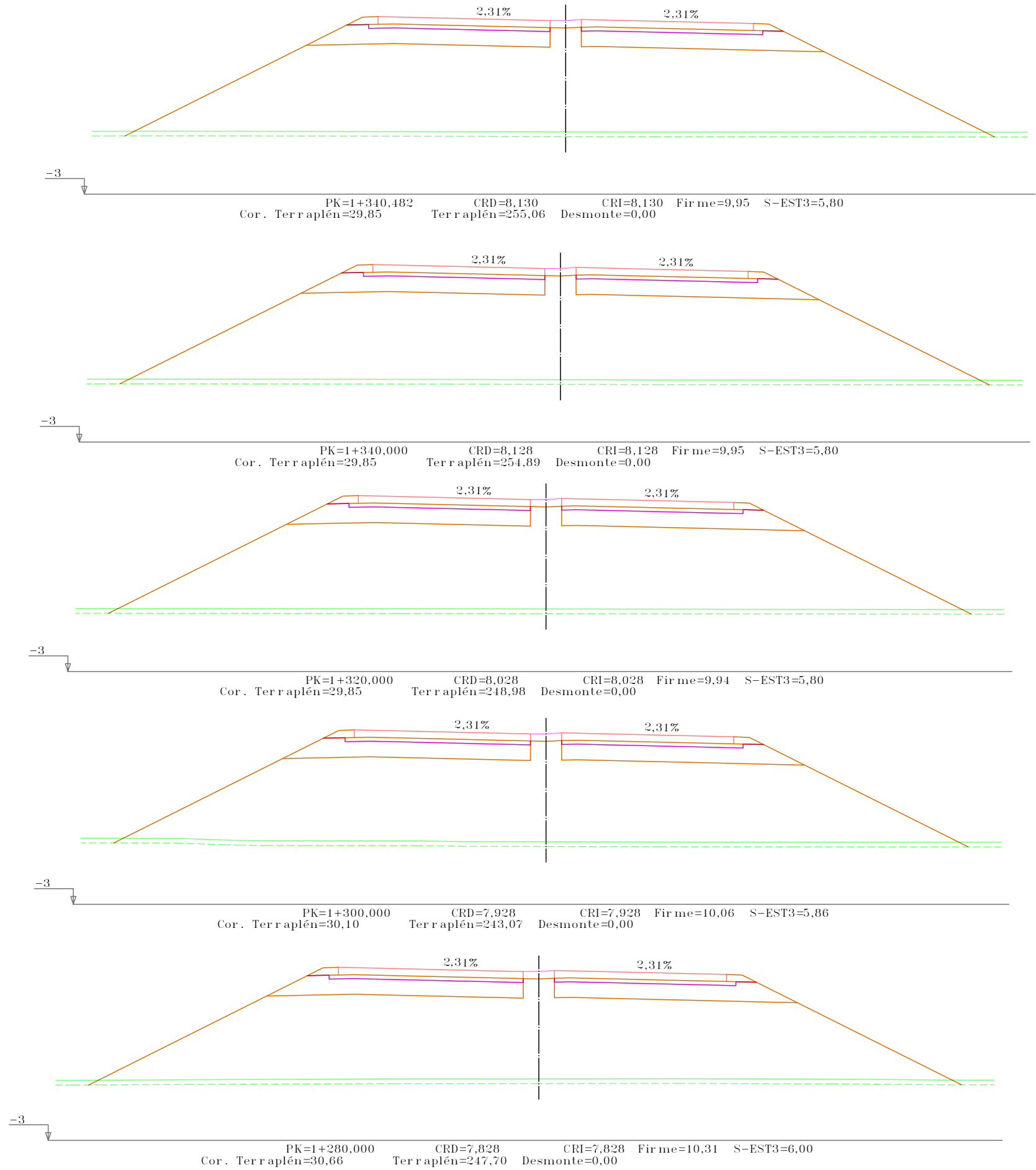












LEYENDA

Firme



S-EST3

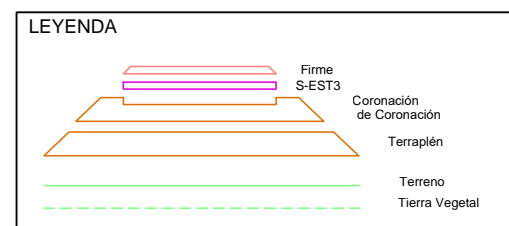
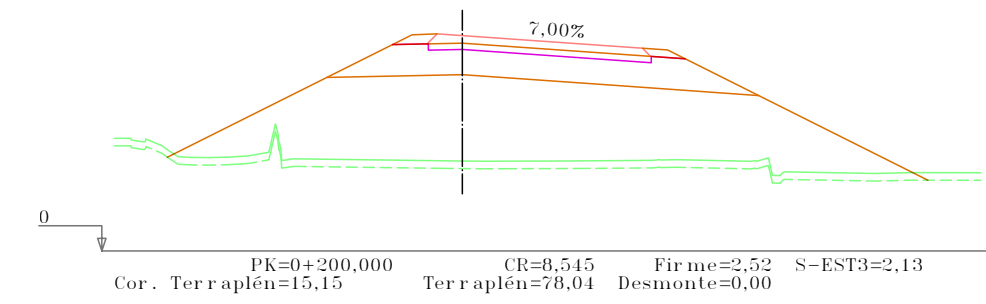
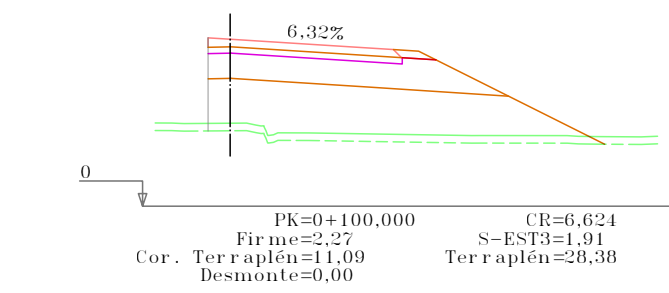
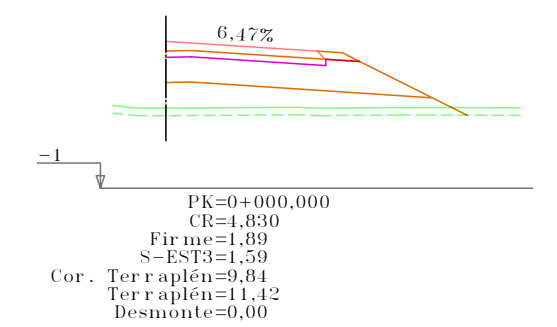
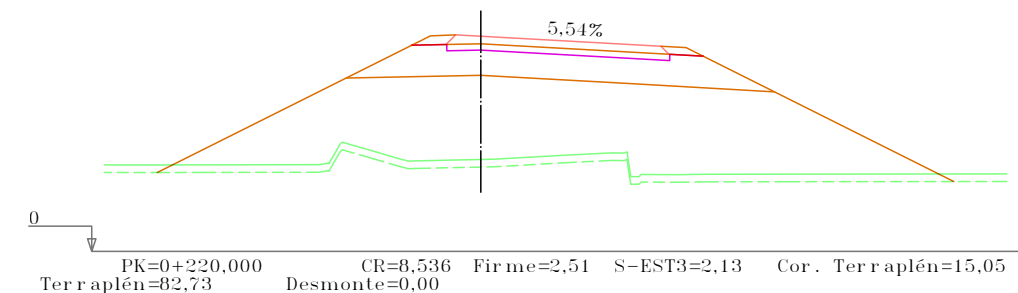
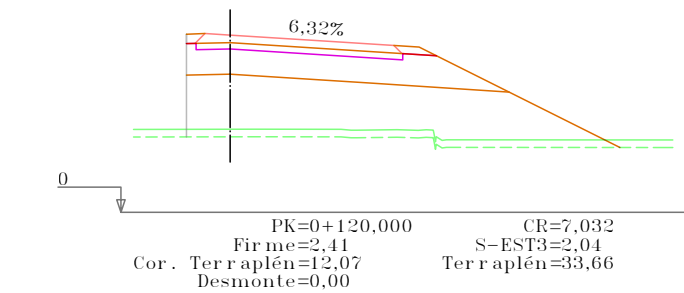
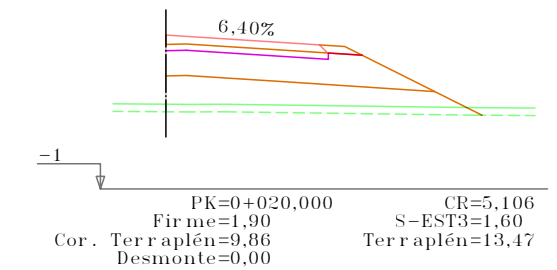
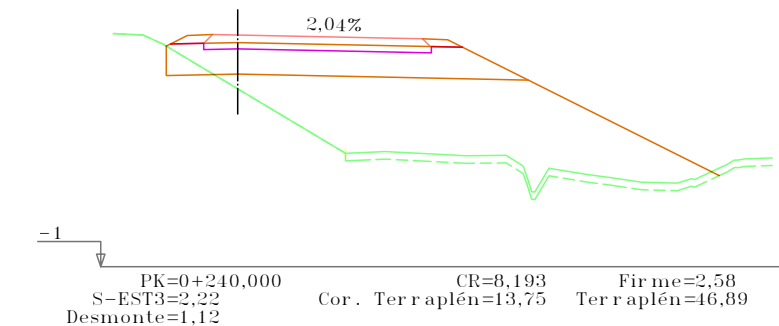
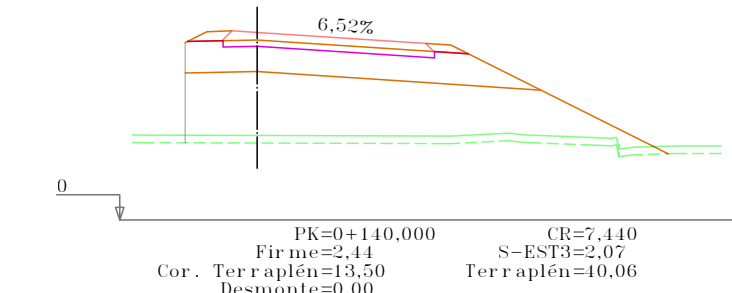
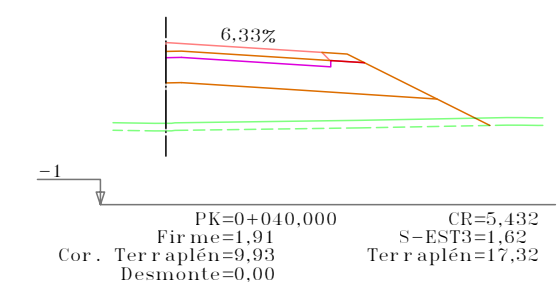
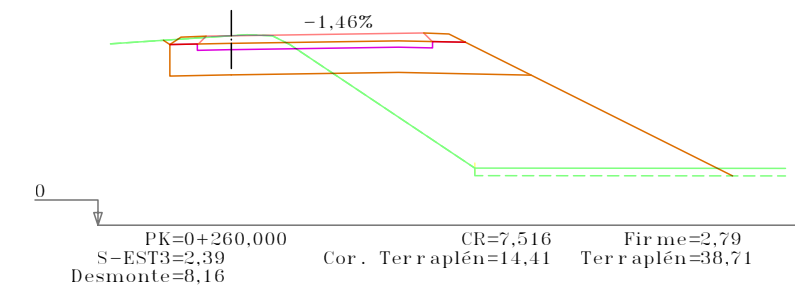
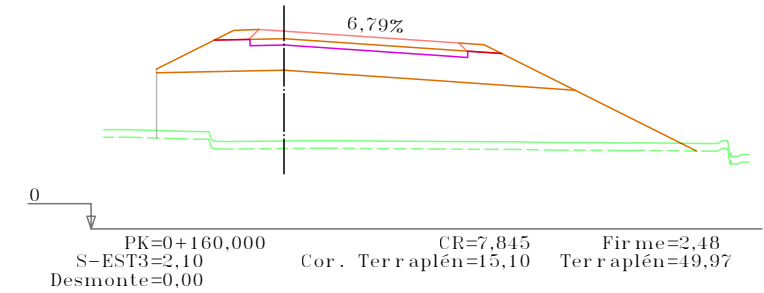
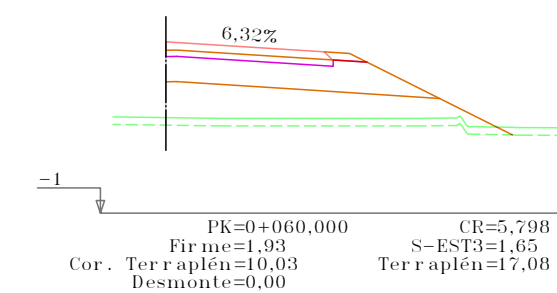
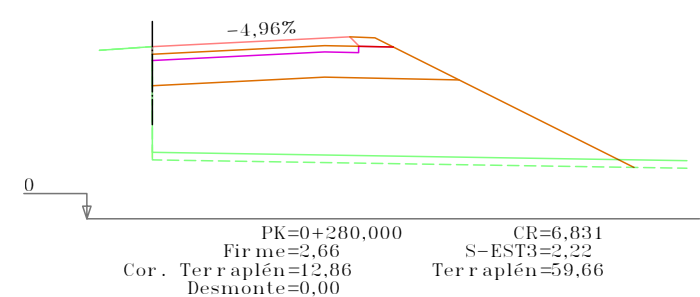
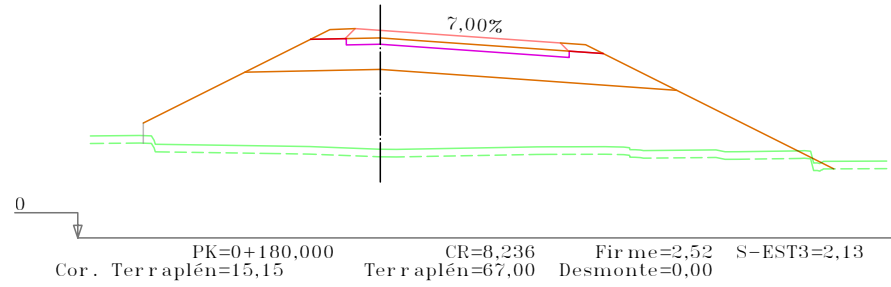
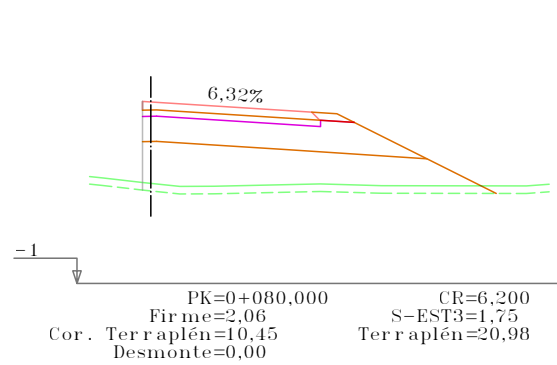
Coronación de Coronación

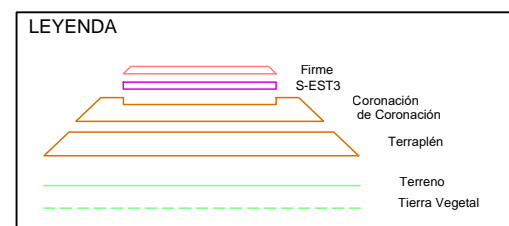
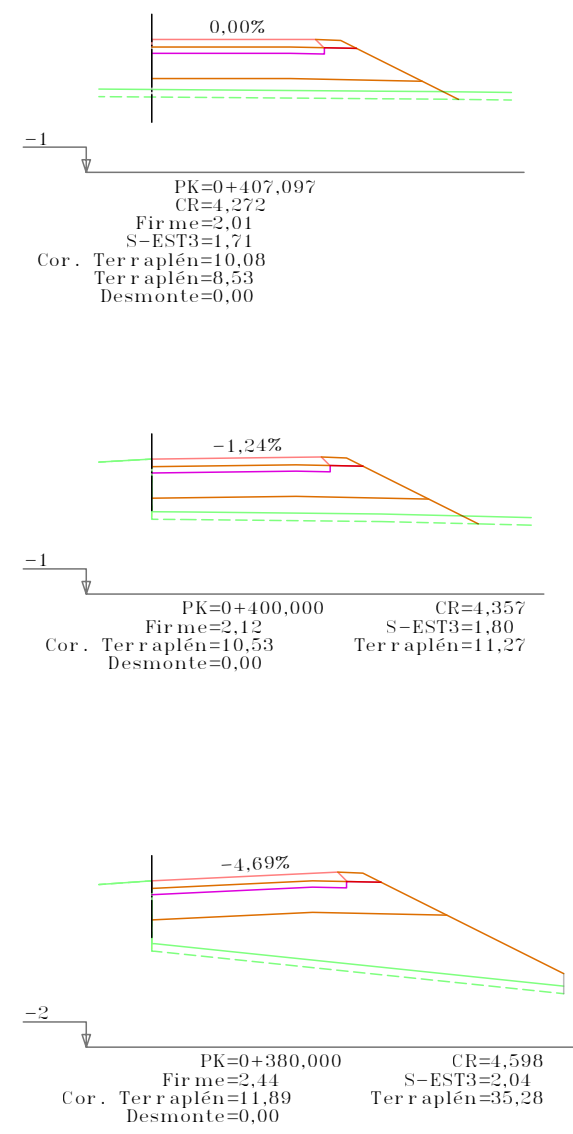
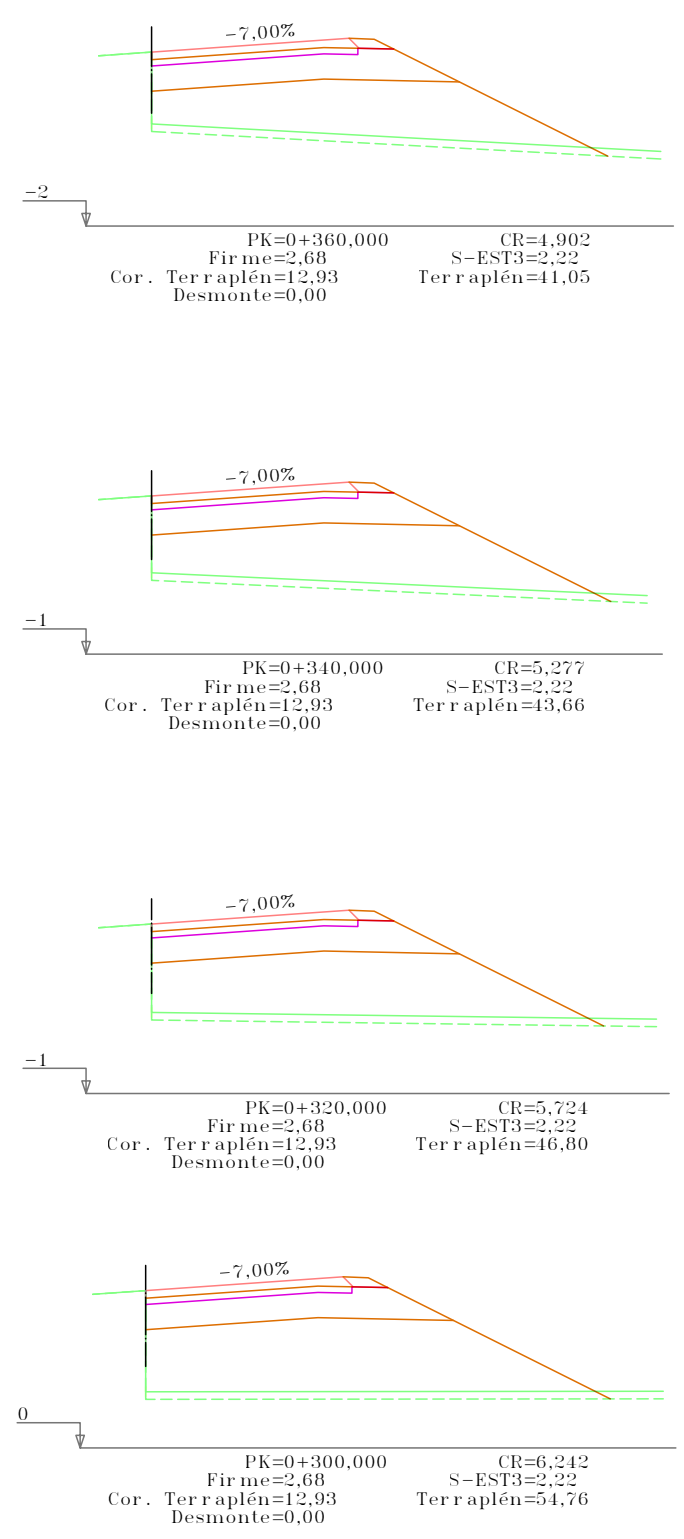
Terraplén

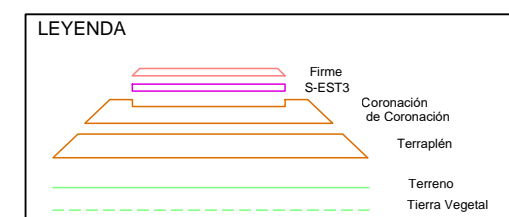
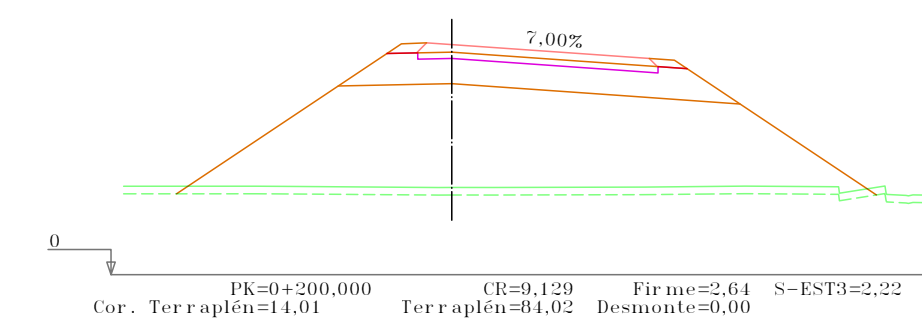
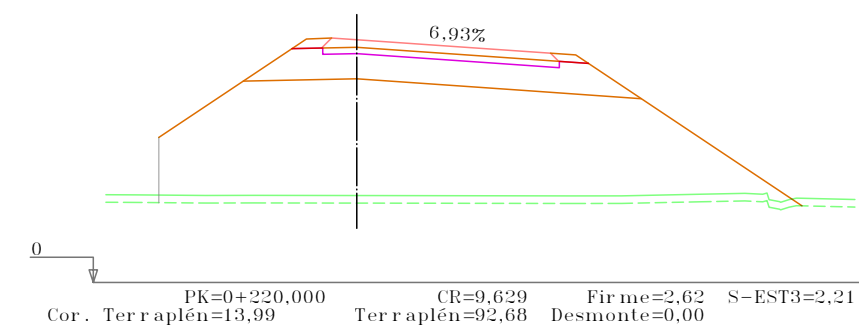
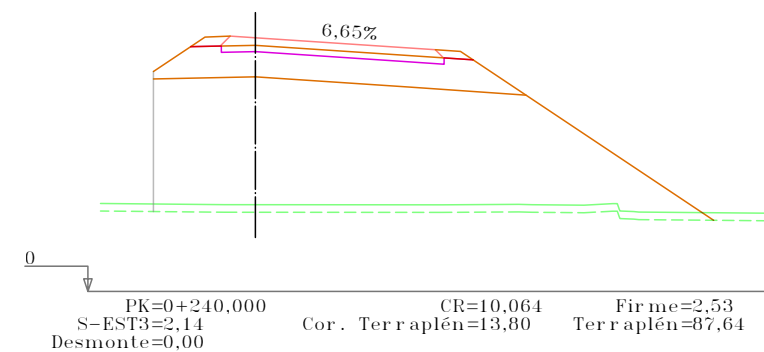
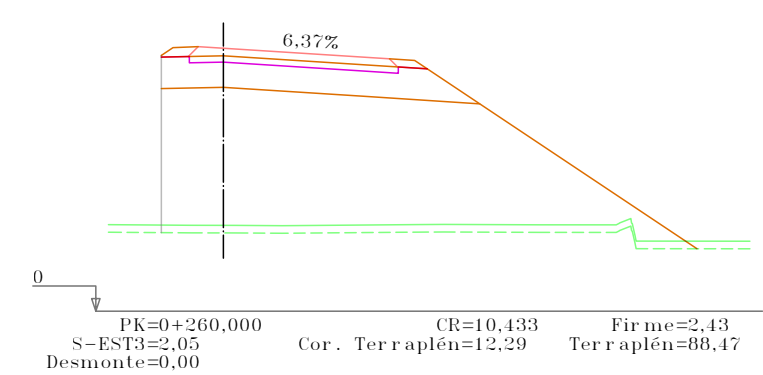
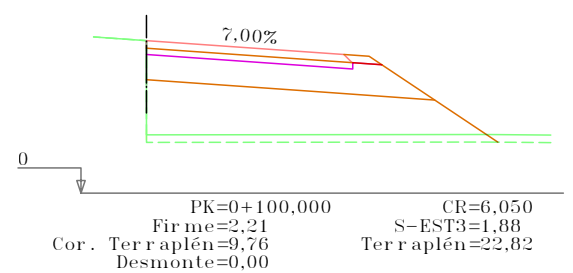
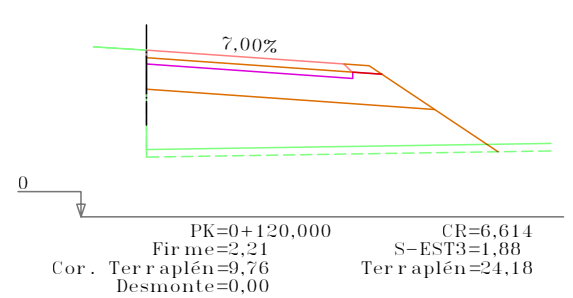
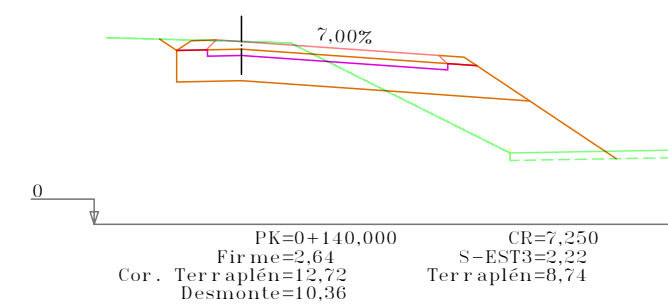
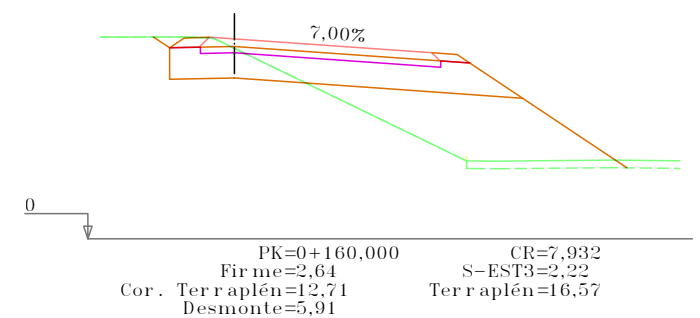
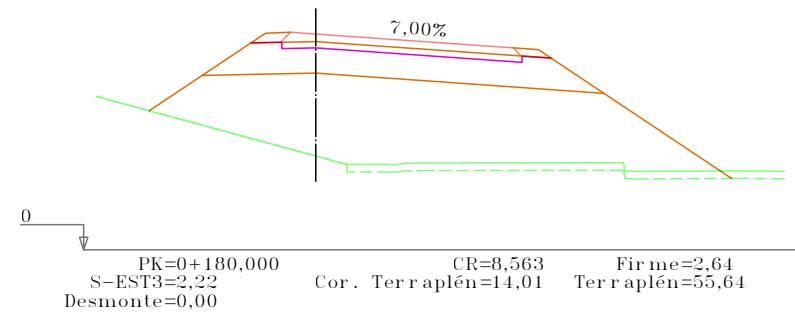
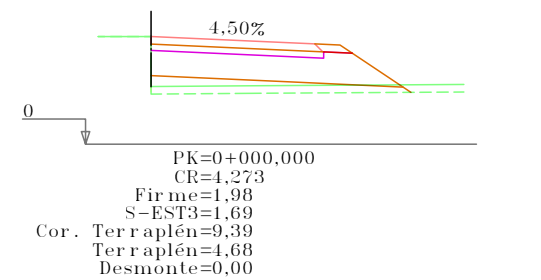
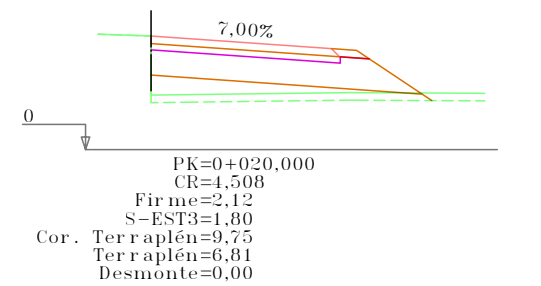
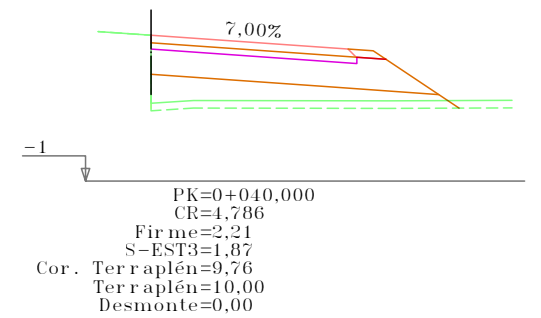
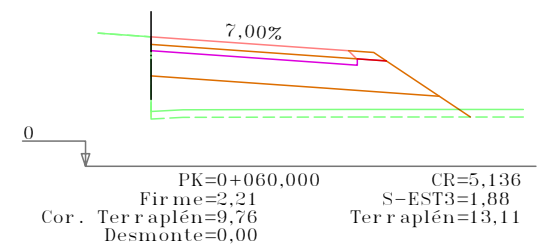
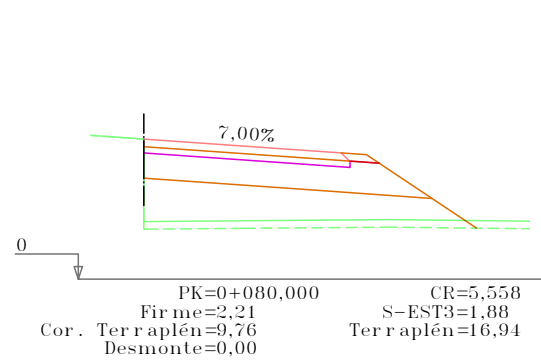
Tiempo

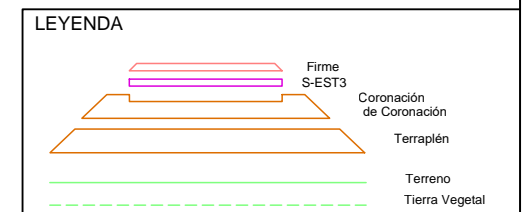
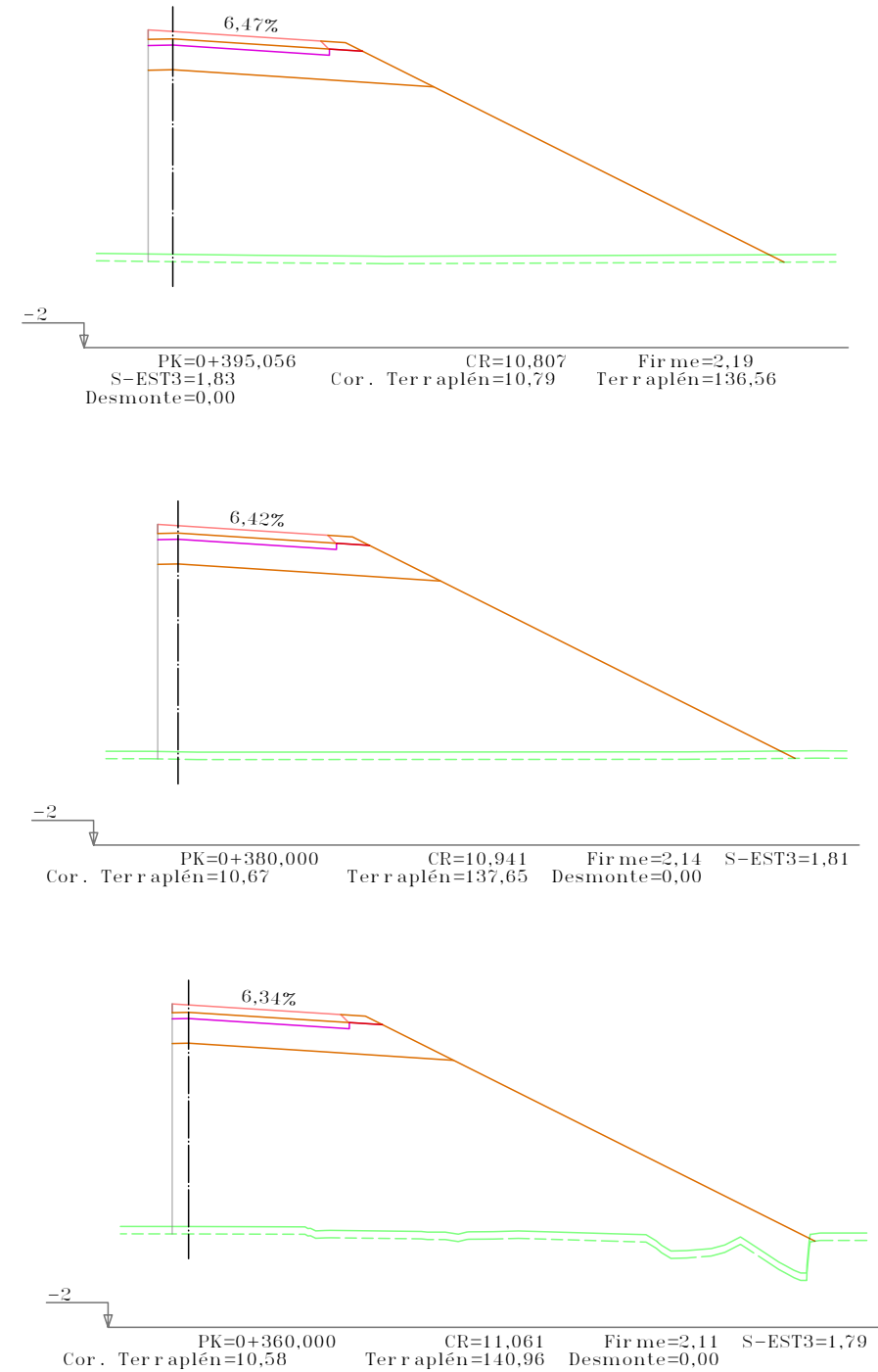
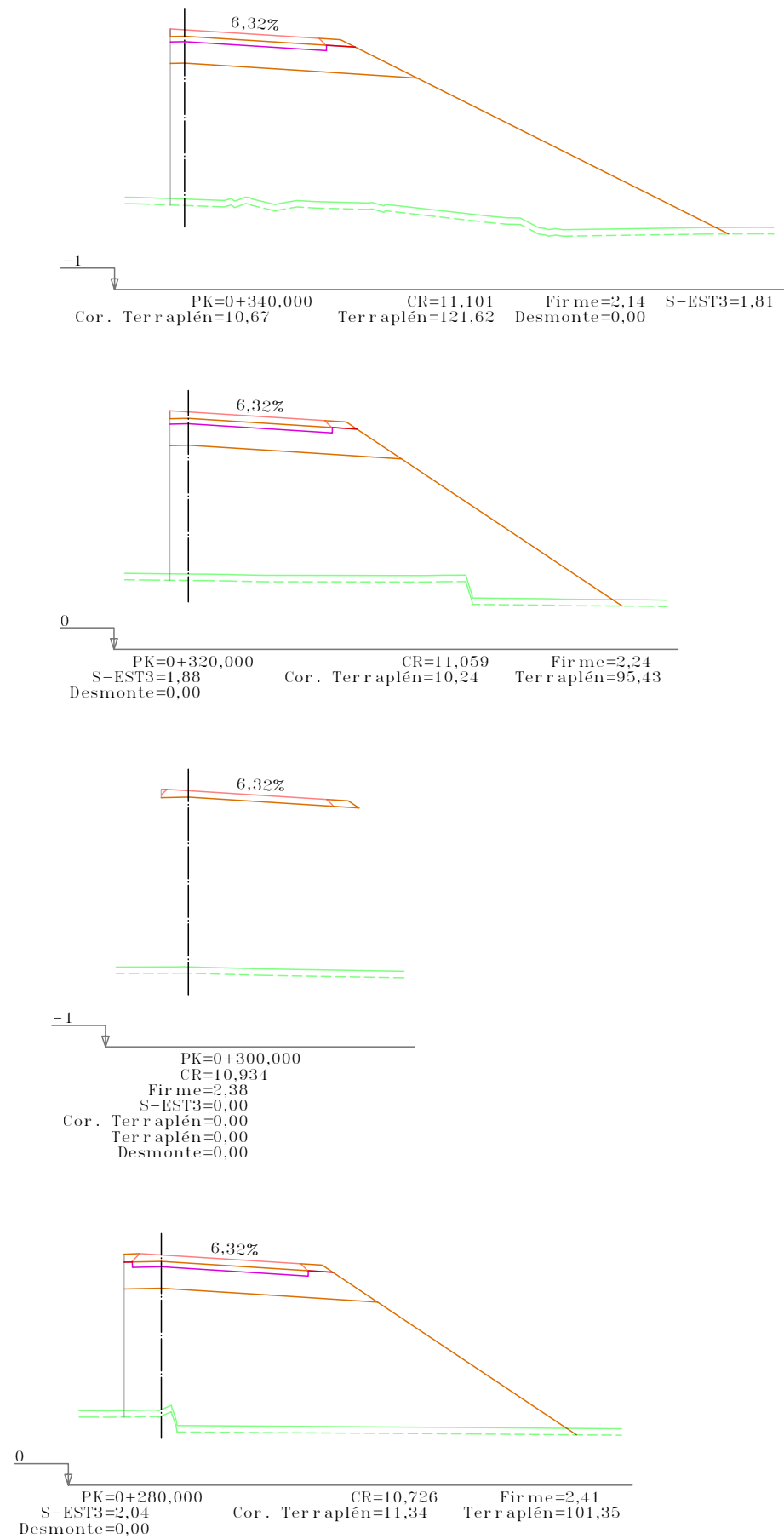
Tiempo Vegetal

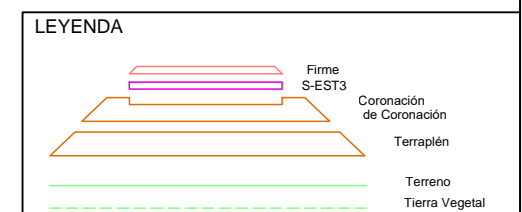
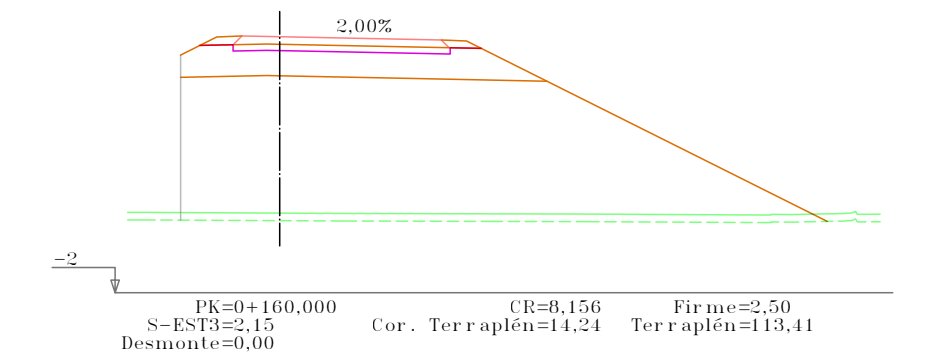
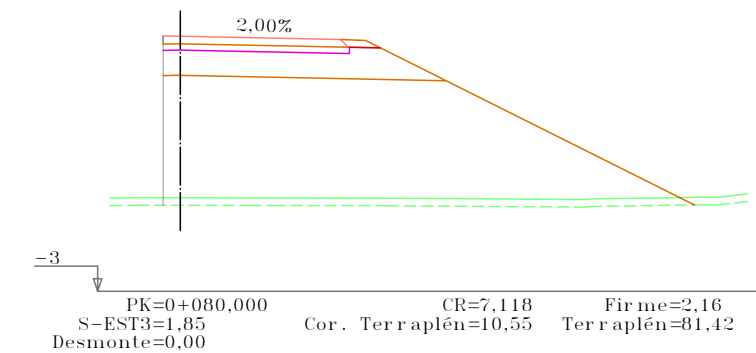
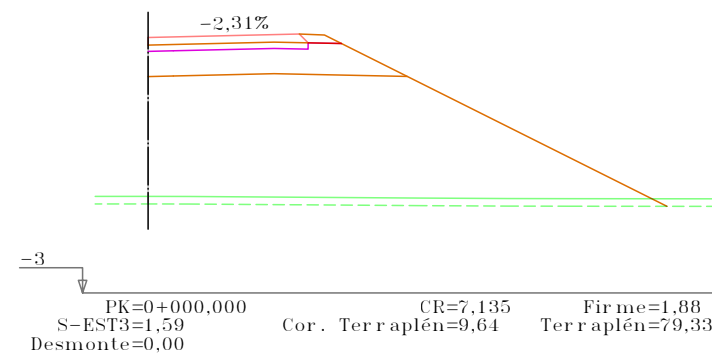
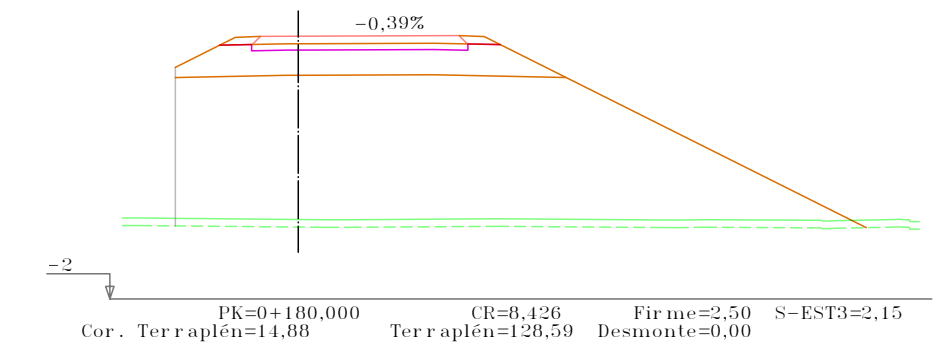
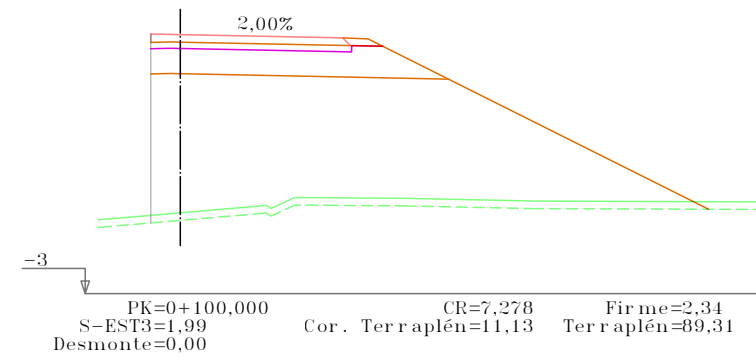
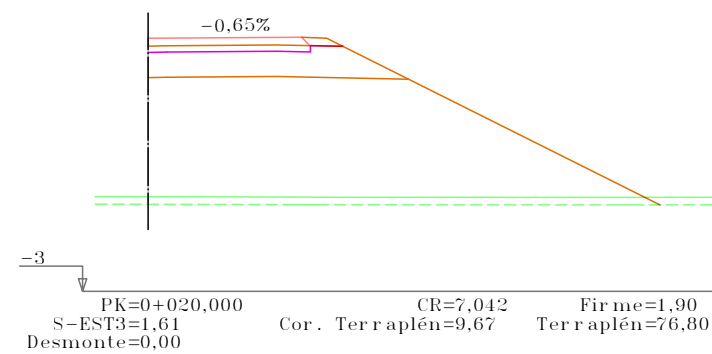
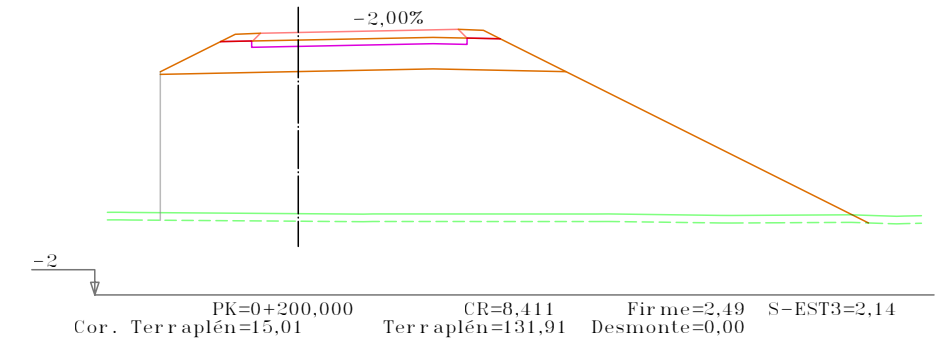
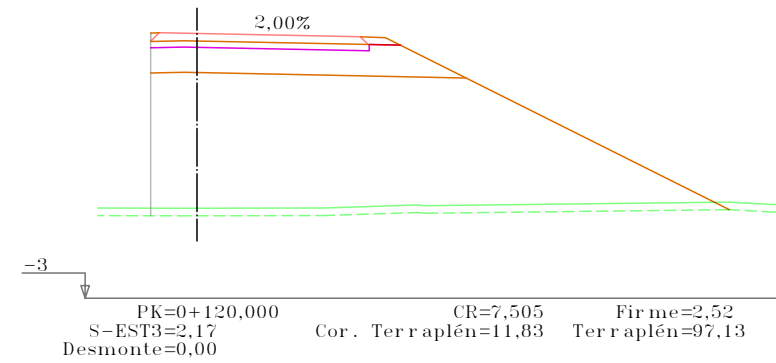
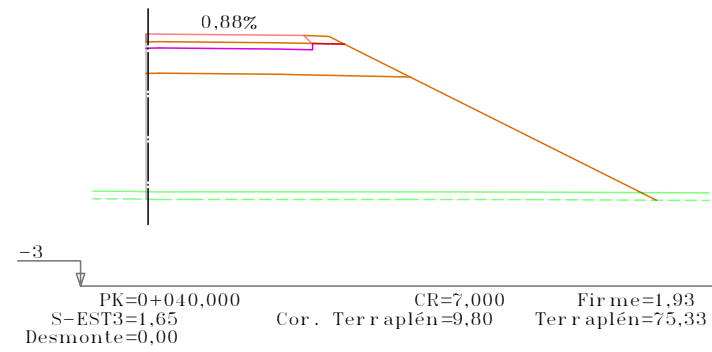
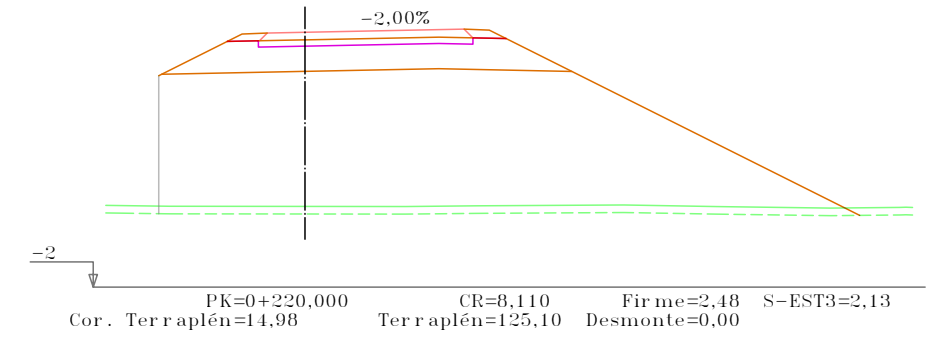
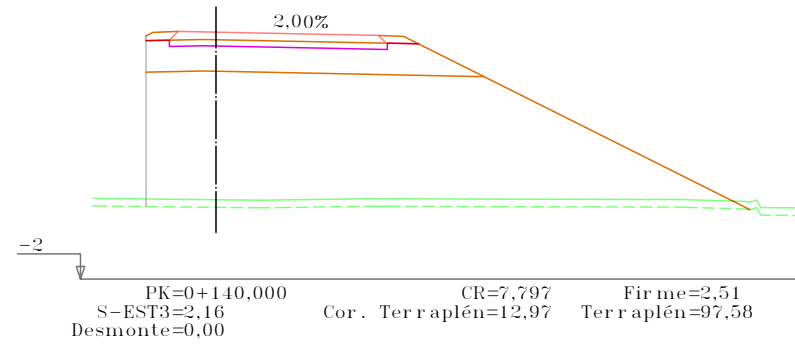
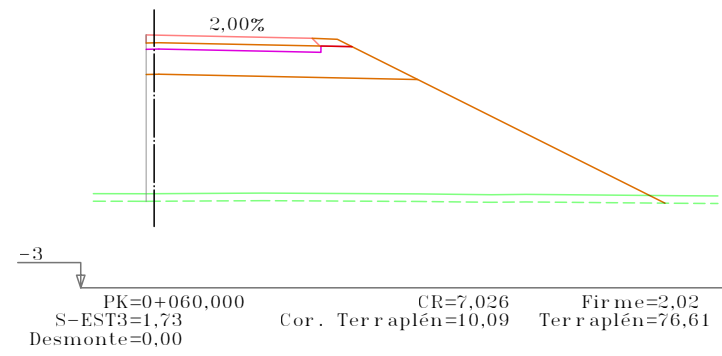
 UNIVERSITAT POLITÈCNICA DE VALÈNCIA	E.T.S.I. CAMINOS CANALES Y PUERTOS		Título Trabajo Fin de Máster: Estudio de soluciones para el enlace de Favara en la carretera N-332. P.K. 242+000 al 252+000. Variante de Sueca (Valencia).	Autor: Rafael Javier Pérez Lozano Tutor: Ricardo Insa Franco	Plano: Perfiles transversales Solución 3 Tronco	Escala: 1:300	Fecha: Febrero 2019
						Número de plano 5.3.1 hoja10 de10	

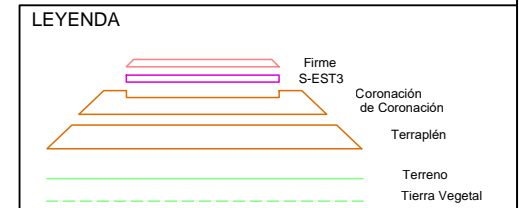
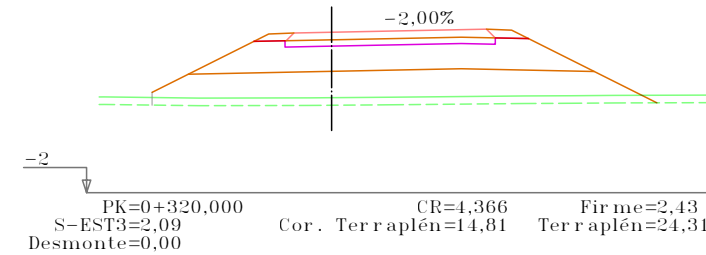
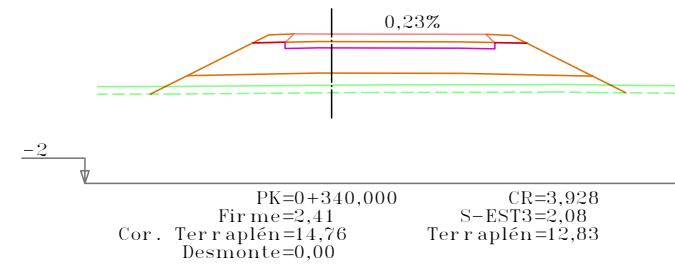
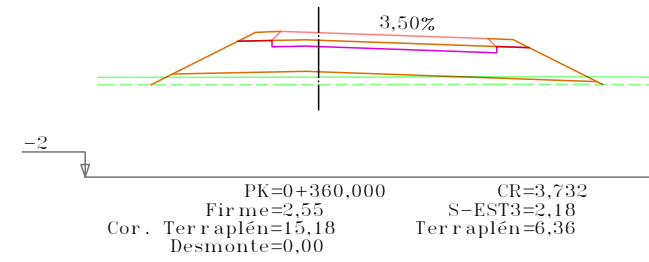
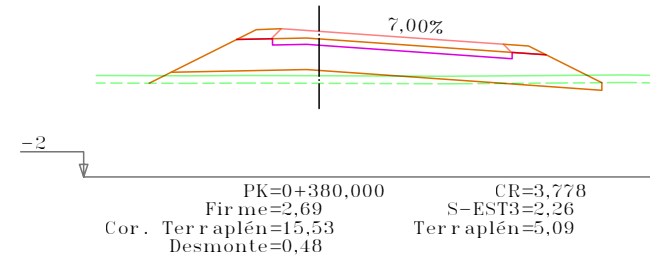
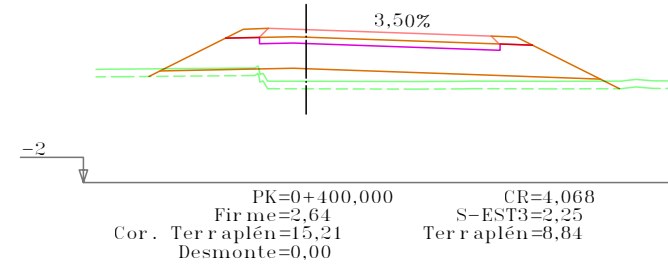
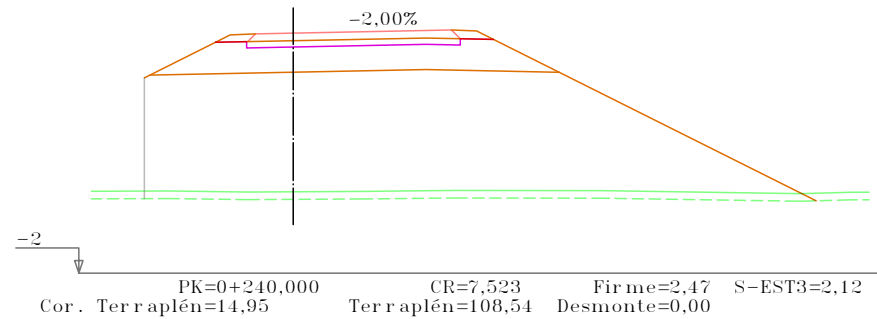
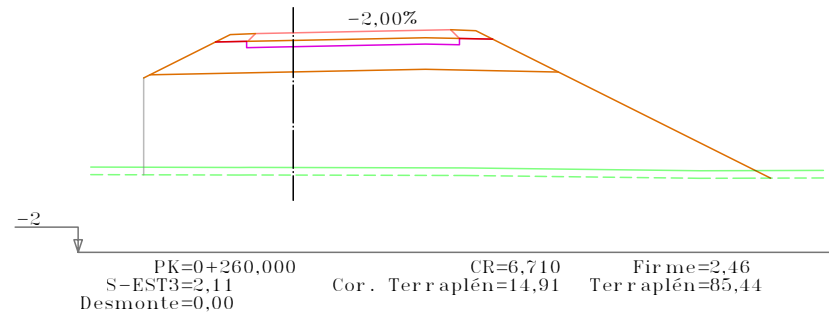
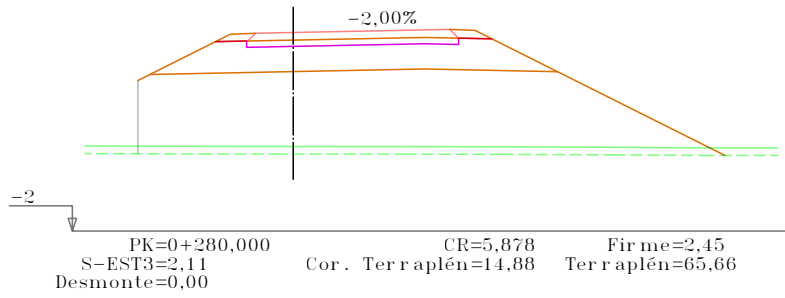
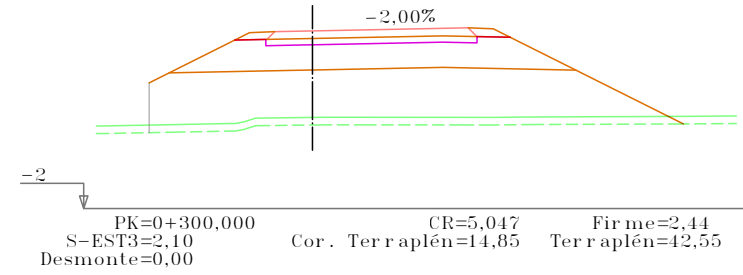


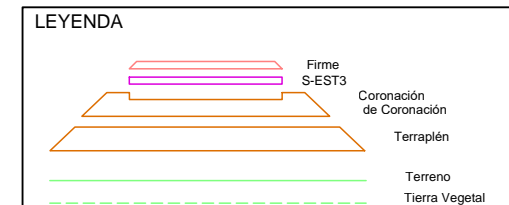
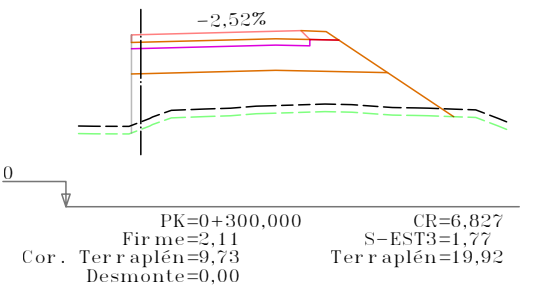
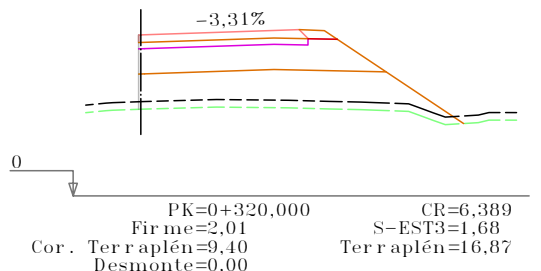
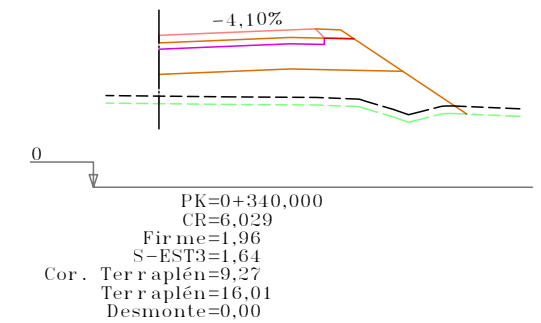
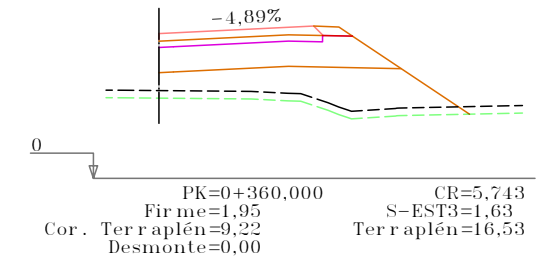
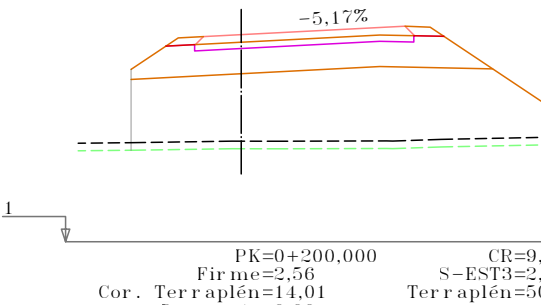
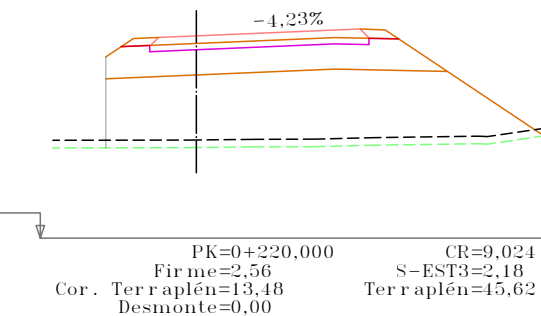
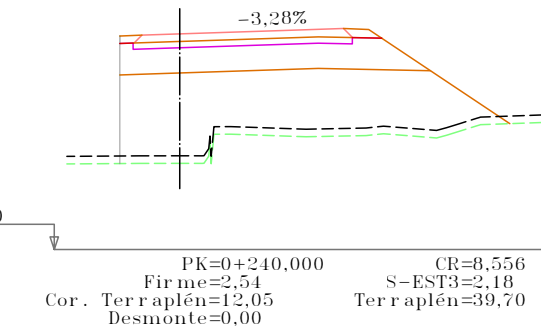
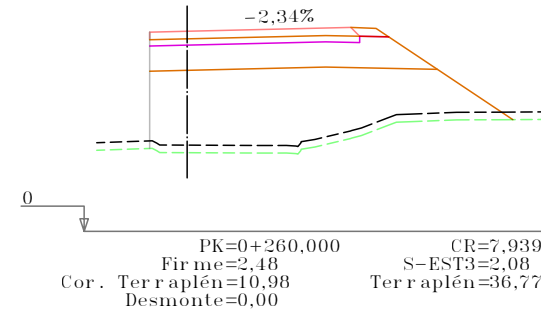
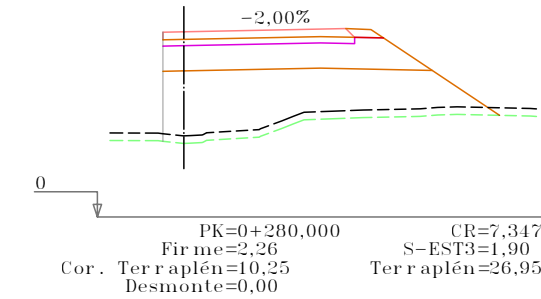
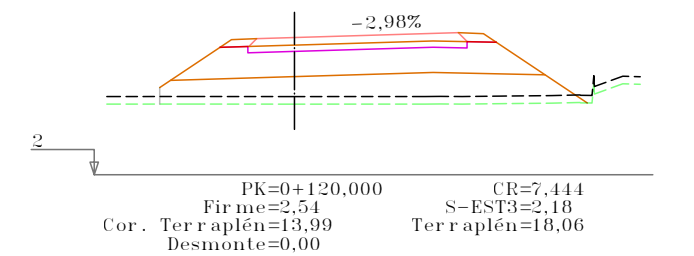
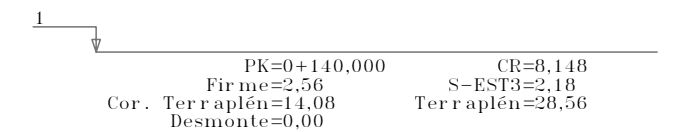
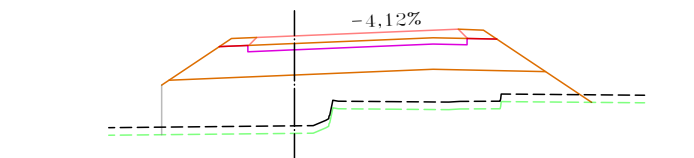
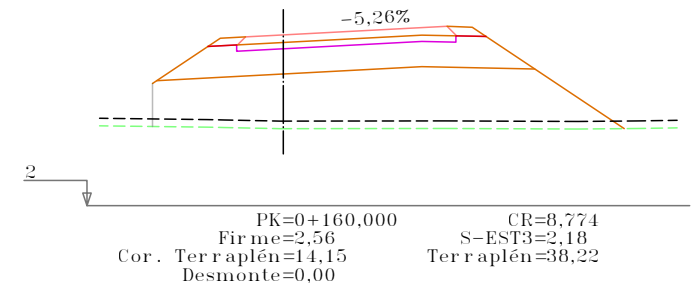
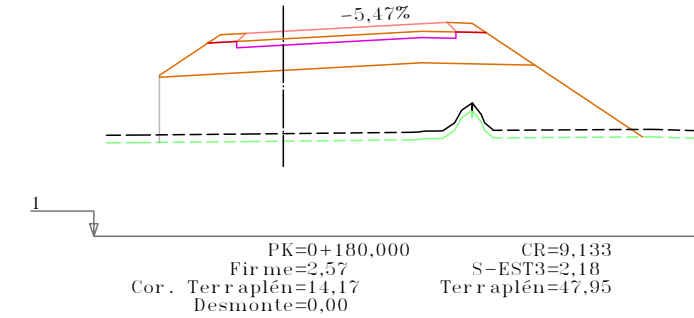
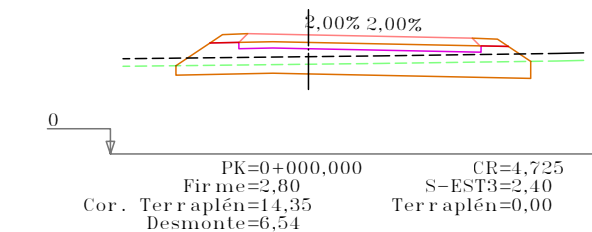
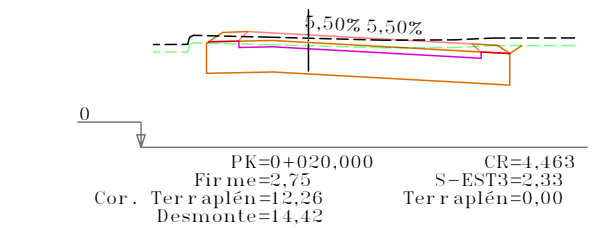
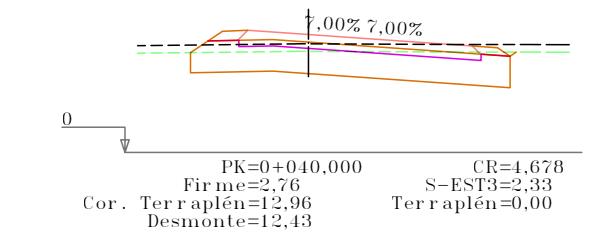
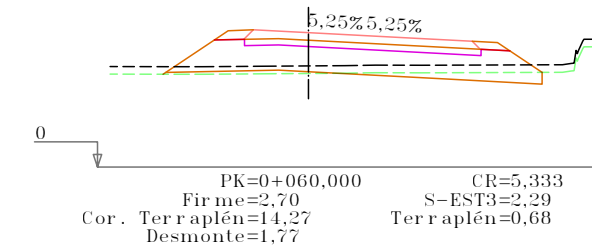
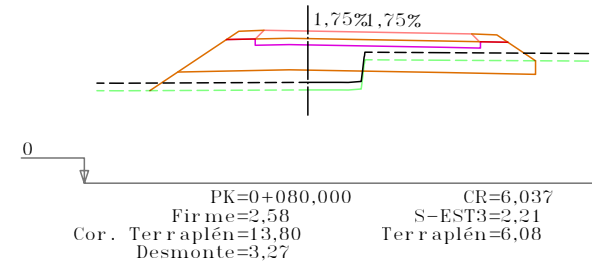


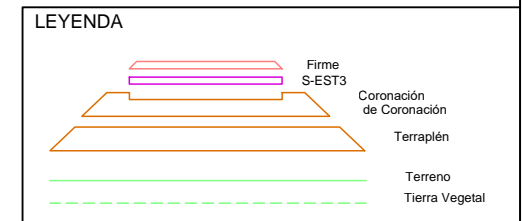
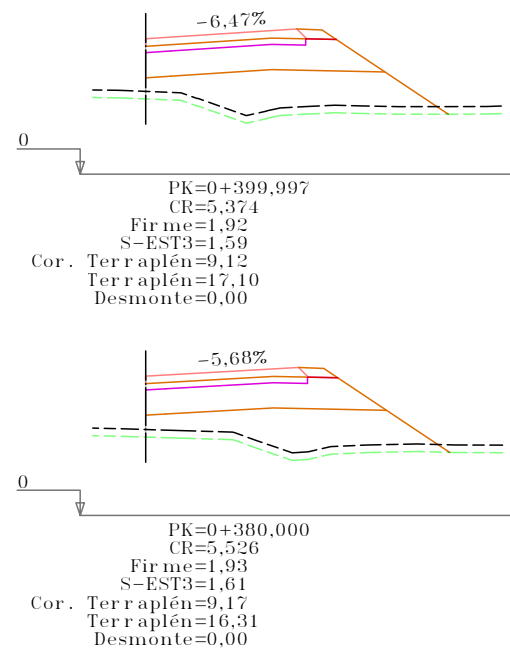


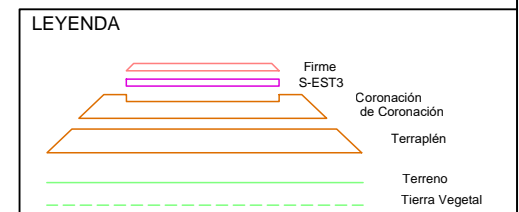
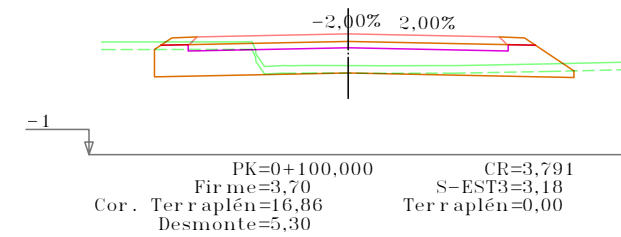
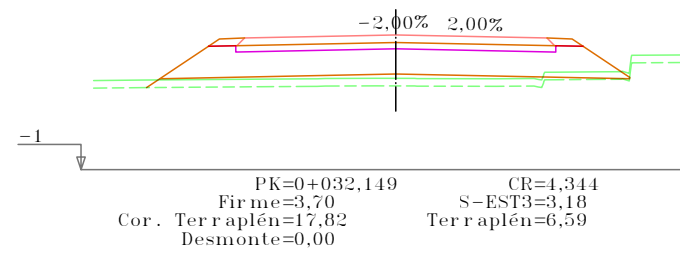
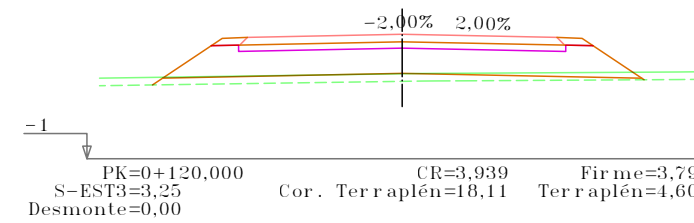
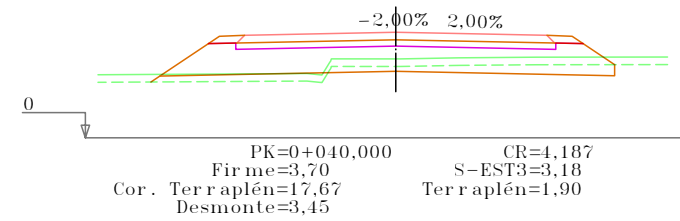
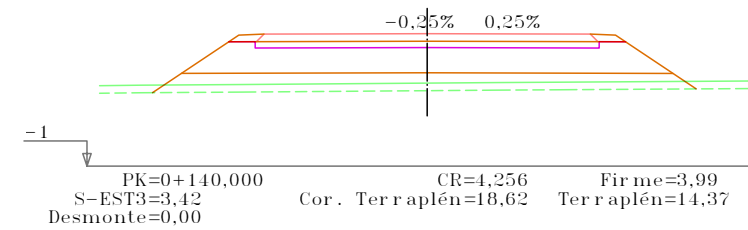
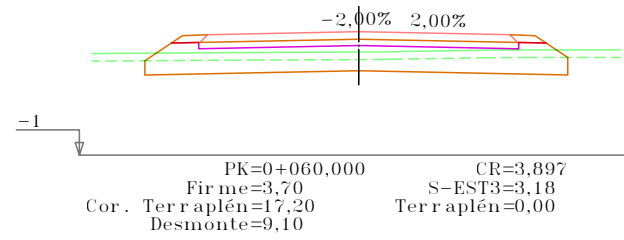
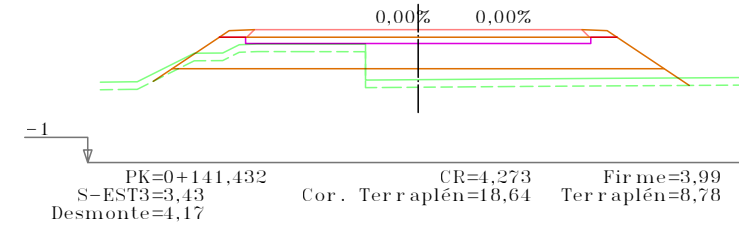
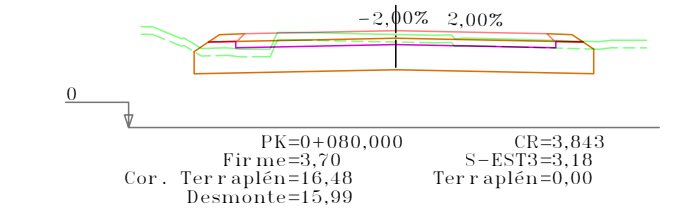


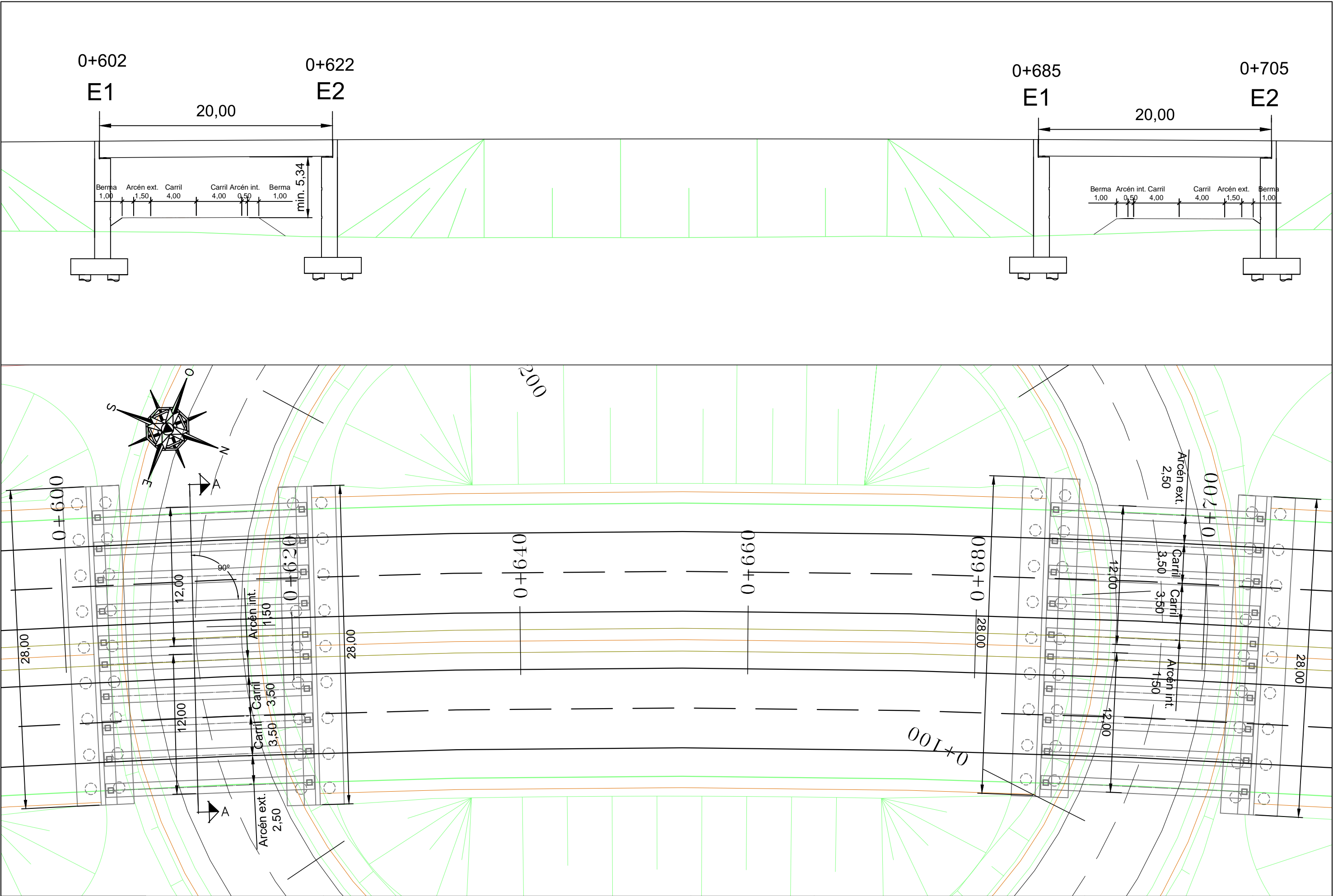


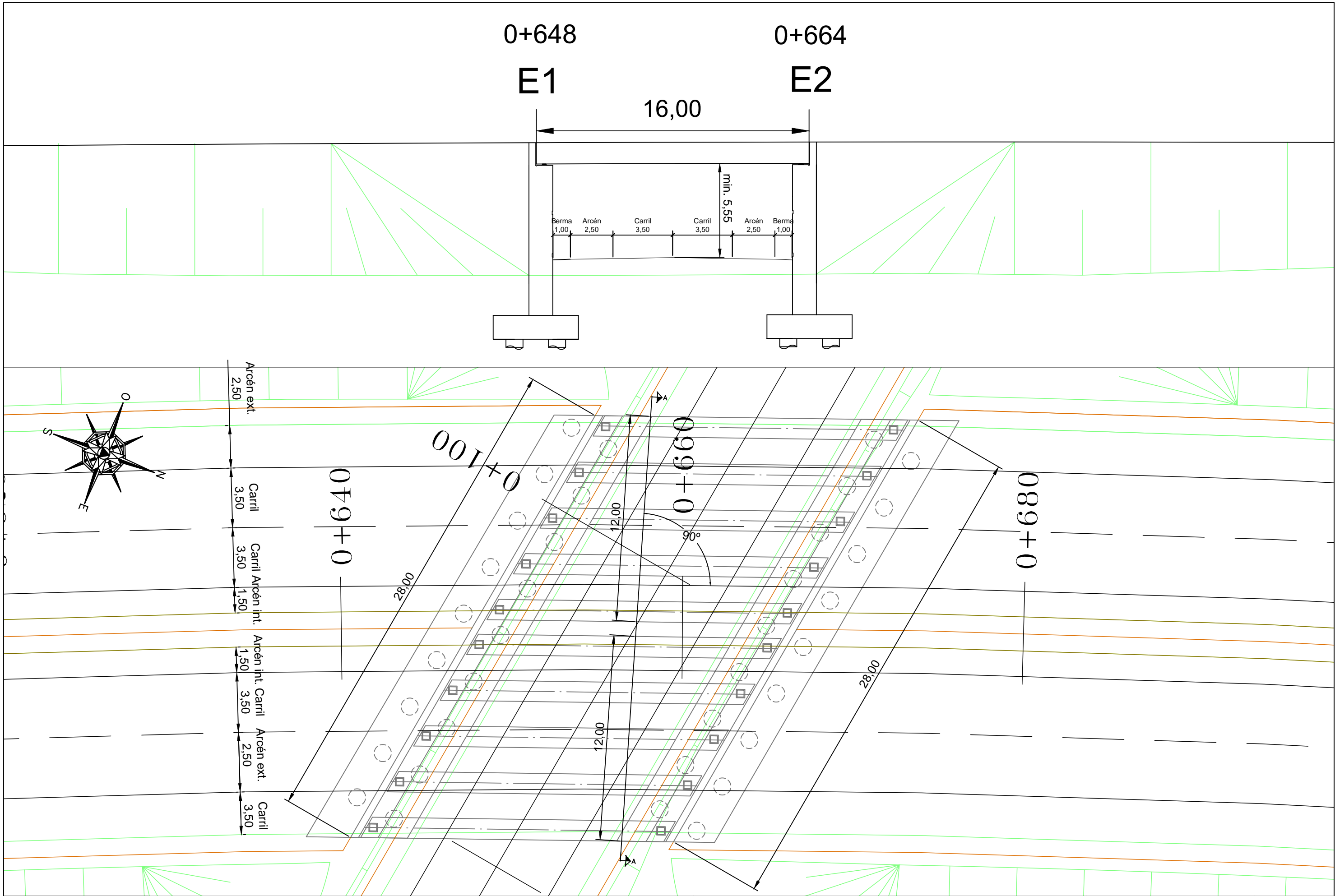


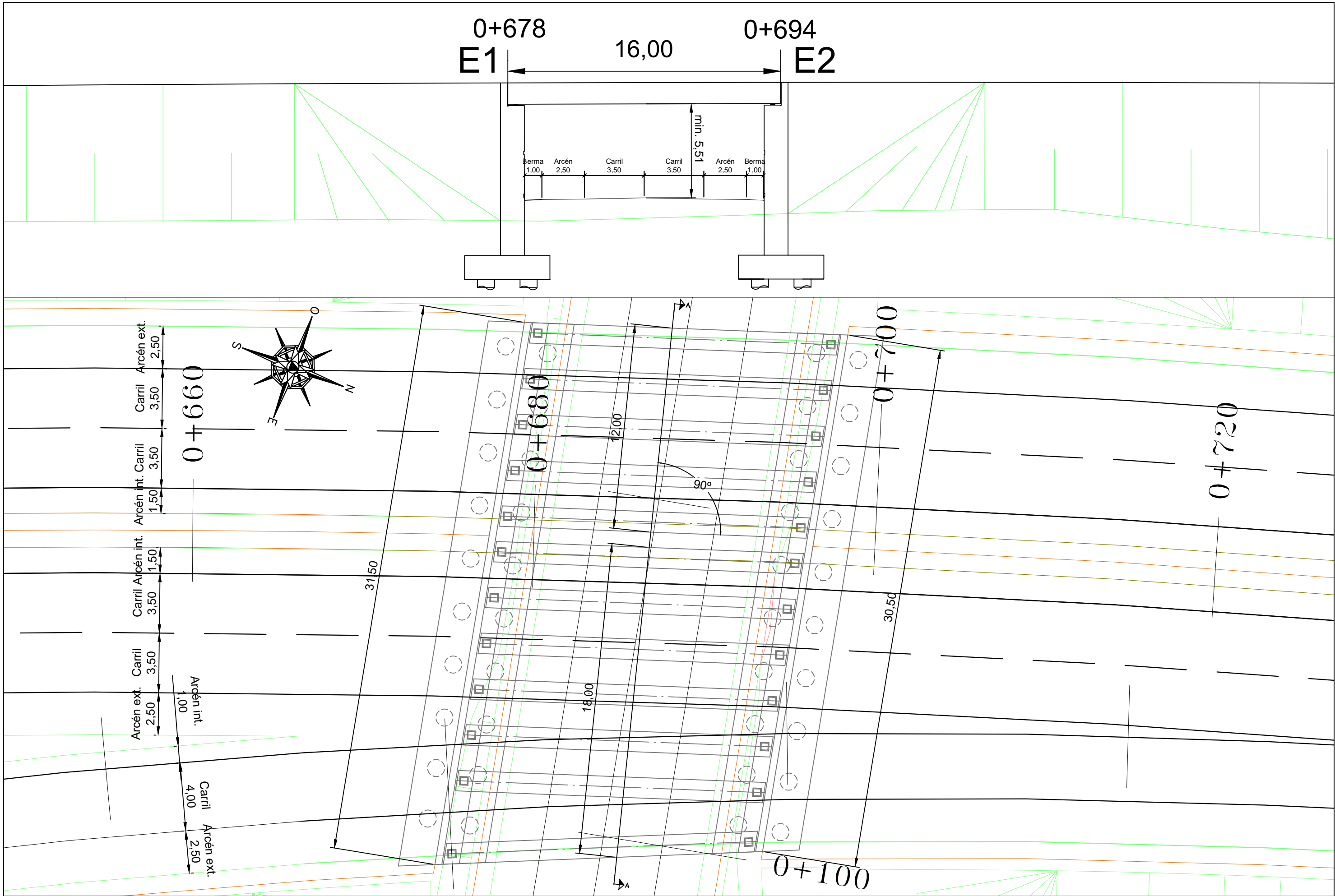


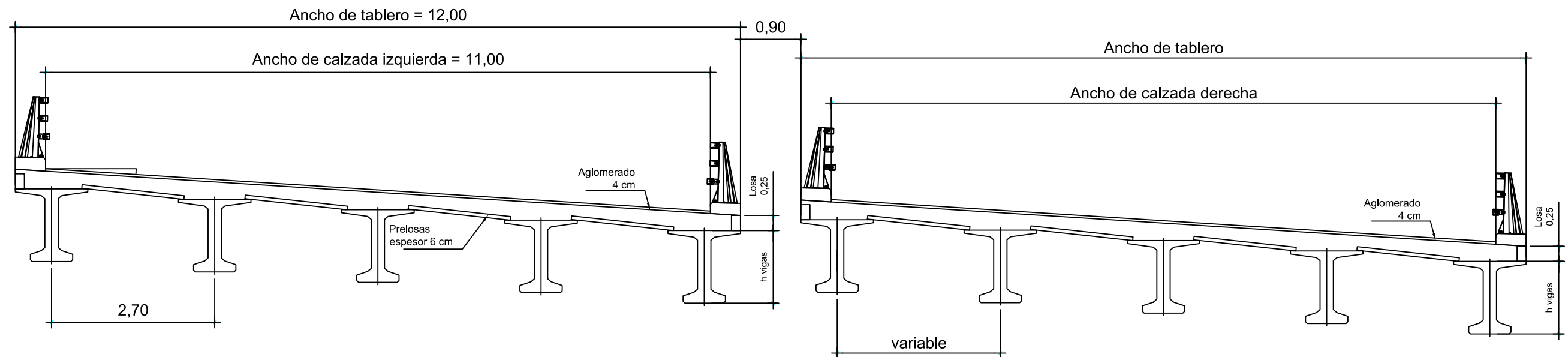












SECCIÓN TRANSVERSAL POR A-A (EN PLANTA)

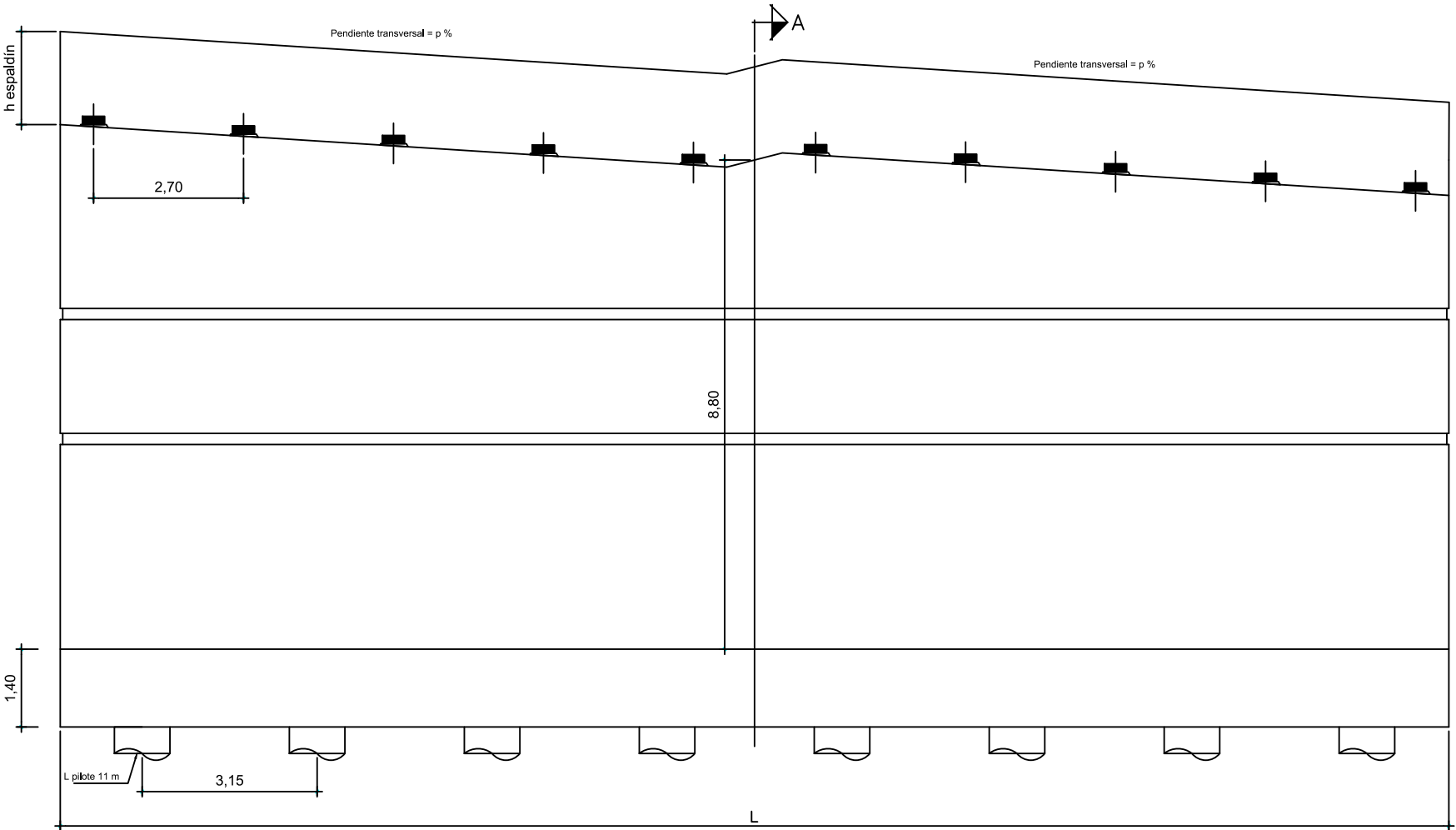
(NOTA: TODAS LAS COTAS ESTÁN EN METROS)

CARACTERÍSTICAS DE CADA SOLUCIÓN

	Solución 1	Solución 1b	Solución 2	Solución 3
nº vigas calzada izquierda	5	5	5	5
nº vigas calzada derecha	5	5	5	7
Ancho calzada izquierda	12	12	12	12
Ancho calzada derecha	12	12	12	17,50 - 18,50
h vigas	1,20	1,20	1,00	1,00

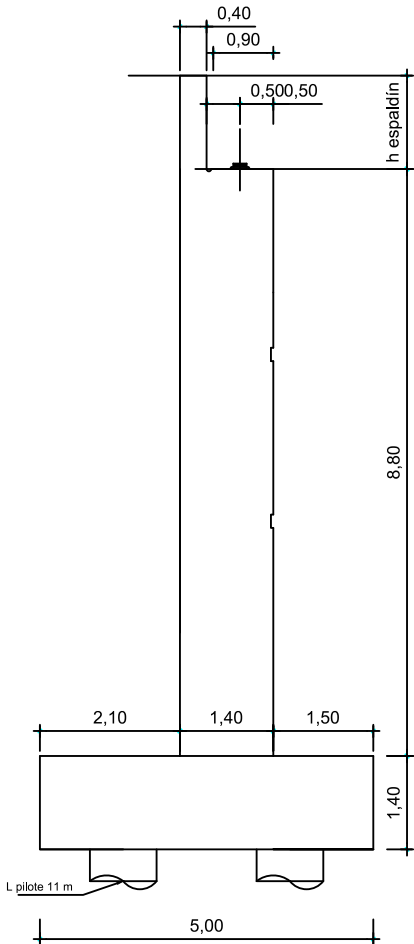
CUADRO DE MATERIALES

ELEMENTOS	LOCALIZACIÓN	ESPECIFICACIONES
HORMIGON	PILOTES IN-SITU	HA-30
	ENCEPADOS	HA-30
	ALZADO DE PILAS Y ESTRIBOS	HA-30
	LOSA DE TABLERO	HA-30
	VIGAS PREFABRICADAS	HP-45
ACERO PARA ARMAR	TODA LA OBRA	B 500 SD



ALZADO

(NOTA: TODAS LAS COTAS ESTÁN EN METROS)



SECCION A-A

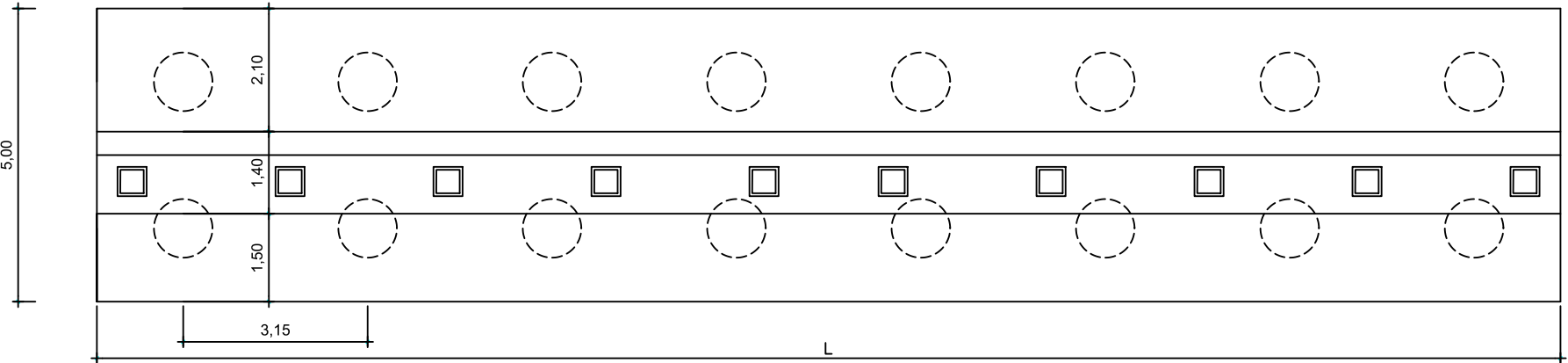
(NOTA: TODAS LAS COTAS ESTÁN EN METROS)

CARACTERÍSTICAS DE CADA SOLUCIÓN

	Solución 1	Solución 1b	Solución 2	Solución 3
nº pilotes en cada estribo	16	16	18	20
nº vigas calzada izquierda	5	5	5	5
nº vigas calzada derecha	5	5	5	7
L estribo	25	25	28	31
h espaldín	1,40	1,40	1,20	1,20
h vigas	1,20	1,20	1,00	1,00

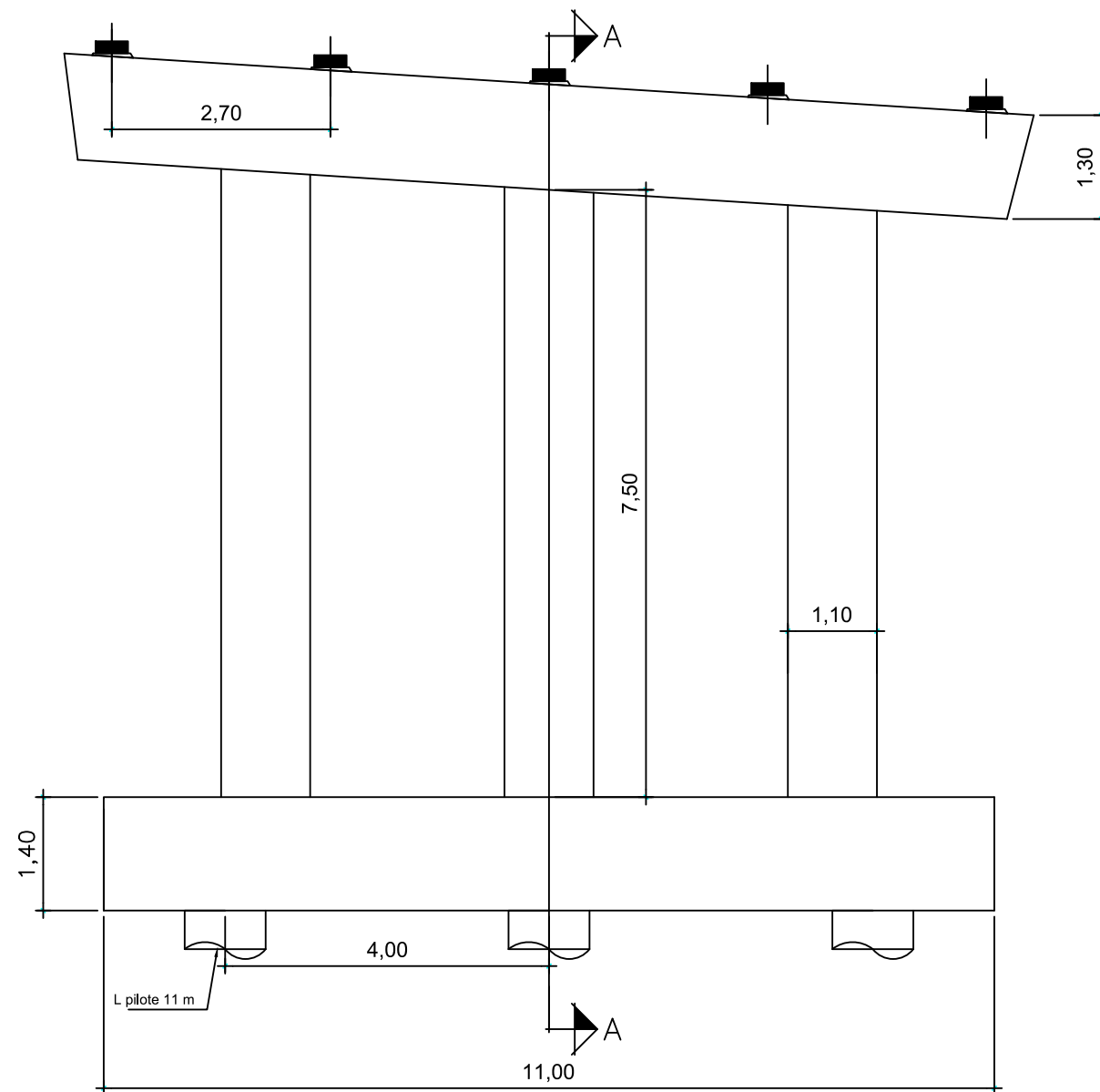
CUADRO DE MATERIALES

ELEMENTOS	LOCALIZACIÓN	ESPECIFICACIONES
HORMIGON	PILOTES IN-SITU	HA-30
	ENCEPADOS	HA-30
	ALZADO DE PILAS Y ESTRIBOS	HA-30
	LOSA DE TABLERO	HA-30
	VIGAS PREFABRICADAS	HP-45
ACERO PARA ARMAR	TODA LA OBRA	B 500 SD



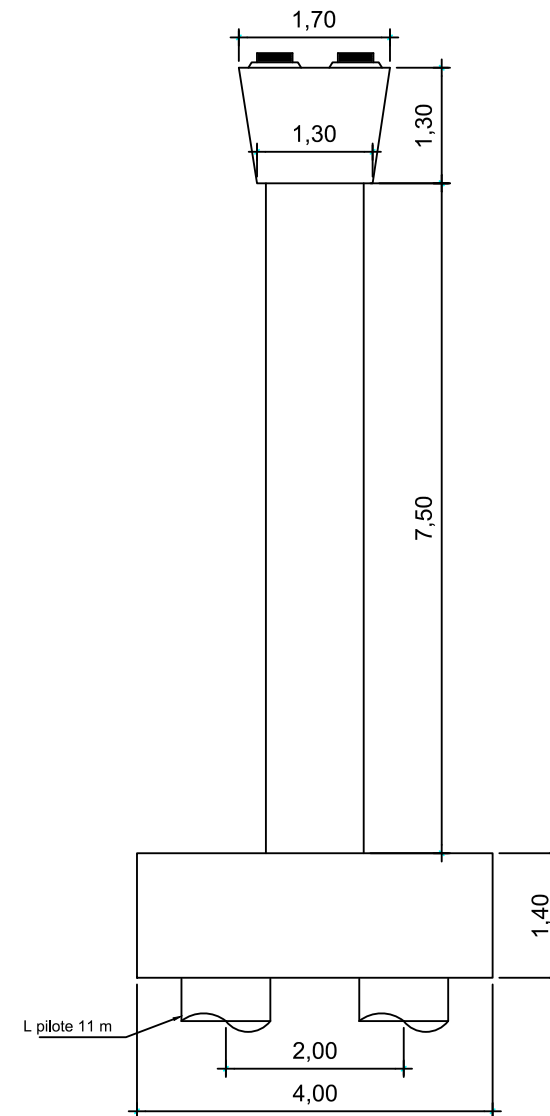
PLANTA

(NOTA: TODAS LAS COTAS ESTÁN EN METROS)



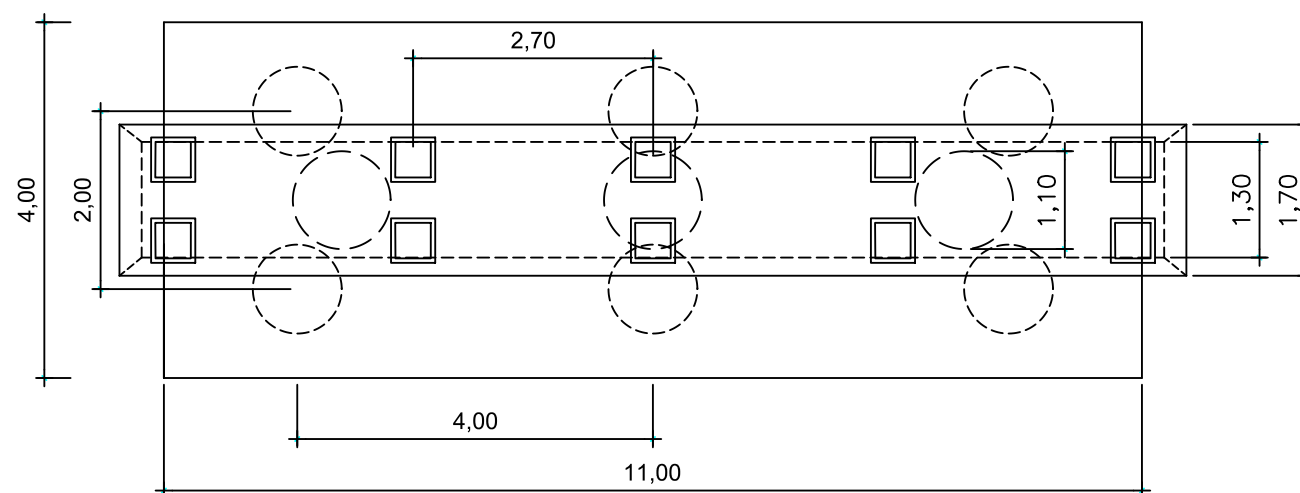
ALZADO

(NOTA: TODAS LAS COTAS ESTÁN EN METROS)



SECCION A-A

(NOTA: TODAS LAS COTAS ESTÁN EN METROS)



PLANTA

(NOTA: TODAS LAS COTAS ESTÁN EN METROS)

CUADRO DE MATERIALES

ELEMENTOS	LOCALIZACIÓN	ESPECIFICACIONES
HORMIGON	PILOTES IN-SITU	HA-30
	ENCEPADOS	HA-30
	ALZADO DE PILAS Y ESTRIBOS	HA-30
	LOSA DE TABLERO	HA-30
	VIGAS PREFABRICADAS	HP-45
ACERO PARA ARMAR	TODA LA OBRA	B 500 SD