

*ROAD BOOK*

*IV RETRORALLY*

*Memorial José Luis*

*Eguiluz*

*5 Febrero 2011*

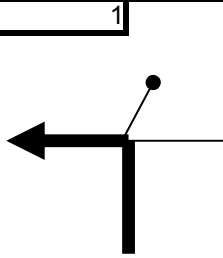
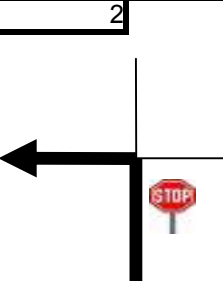
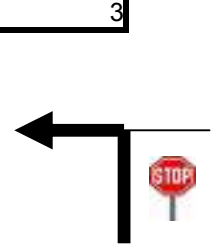
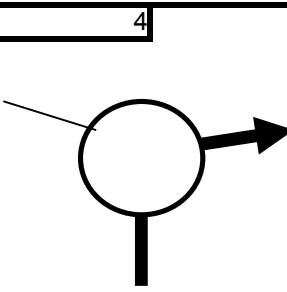
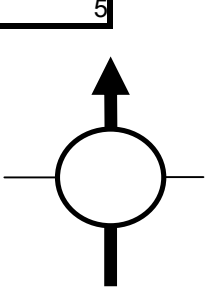
# *NOTAS*

SECCION X	
XXXX KM	TIEMPO

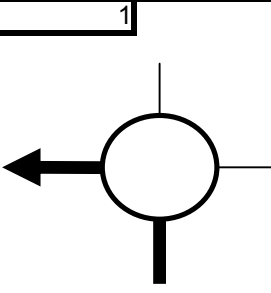
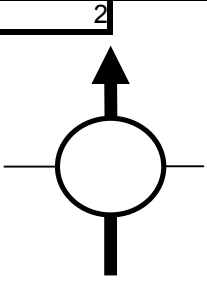
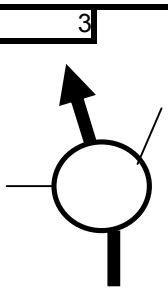
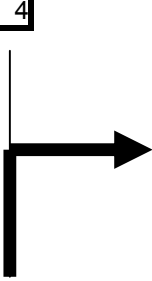
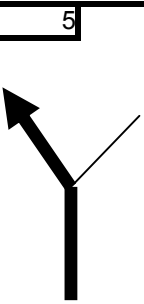
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
		1		
			<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">           TIEMPO INVERTIDO HASTA ESE PUNTO         </div>	
			<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">           DISTANCIA DEL CAMBIO DE MEDIA         </div>	
		2	<div style="display: flex; justify-content: space-around; align-items: center;"> <span>4,200</span> <span>V.M 45</span> <span>0:05:34,4</span> </div>	
		3	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">           NUEVA VELOCIDAD MEDIA         </div>	
		4		
		5		

# *PRIMERA SECCIÓN*


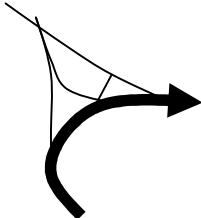
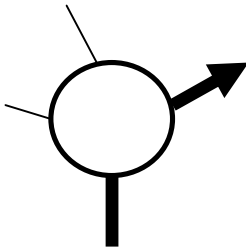


<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	1 		
0,090	0,090	2 		
0,200	0,110	3 		
0,370	0,170	4 		
0,690	0,320	5 		

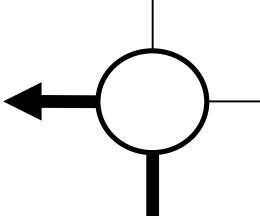
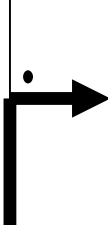
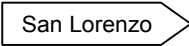
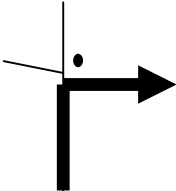
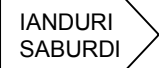
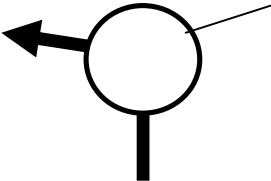


<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
1,080	0,390	1 		
1,610	0,530	2 		
1,880	0,270	3 		
2,210	0,330	4 		
2,880	0,670	5 		

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

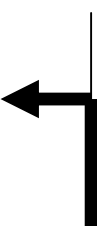
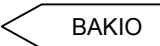
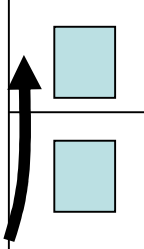
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
3,000	0,120	1 		
3,680	0,680	2 	<b>DIRECCIÓN LOIU</b>	
5,740	2,060	3 		
13,310	7,570	4 		
13,470	0,160	5 	<div style="border: 1px solid black; padding: 5px; display: inline-block;">           JATABE 2 MARURI         </div>	

SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
15,430	1,960	<p>1</p> 		
15,680	0,250	<p>2</p> 		
16,140	0,460	<p>3</p> 		
21,460	5,320	<p>4</p> 		
21,530	0,070	<p>5</p> 	 <p>INCORPORACIÓN A CARRETERA PRINCIPAL</p>	



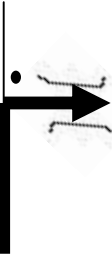

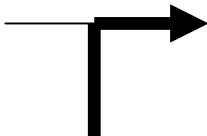


<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
23,919	2,389	<div style="border: 1px solid black; width: 20px; height: 10px; margin: 0 auto; text-align: center; line-height: 10px;">1</div> 	 BAKIO	
28,489	4,570	<div style="border: 1px solid black; width: 20px; height: 10px; margin: 0 auto; text-align: center; line-height: 10px;">1</div> 	<b>FIN ENLACE</b>	



<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
0,000	0,000	1 	<b>SALIDA TR1</b>  <b>V.M 49,9</b>		
					
0,830	0,830	4 			
			<b>0,830</b>	<b>V.M 30</b>	<b>0:01:00,6</b>
0,860	0,030	5 			

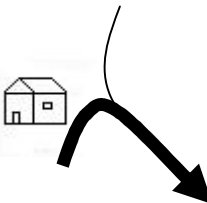


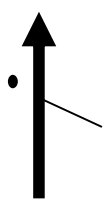

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
1,230	0,370	<p style="text-align: center;">1</p>	OJO ZONA ESTRECHA	
1,480	0,250	<p style="text-align: center;">2</p>		
3,880	2,400	<p style="text-align: center;">3</p>	1,500 V.M 42	0:02:19,8
			3,000 V.M 46	0:04:28,4
5,500	1,620	<p style="text-align: center;">4</p>		
5,770	0,270	<p style="text-align: center;">5</p>		

SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
6,440	0,670	<p>1</p>		
6,840	0,400	<p>2</p>		
7,690	0,850	<p>3</p>		
9,800	2,110	<p>4</p>	<p>7,700</p> <p>V.M 44</p>	0:10:36,2
10,830	1,030	<p>5</p>		

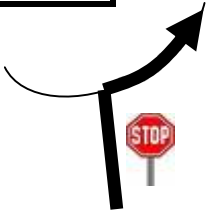
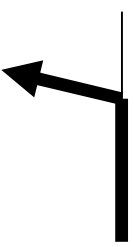

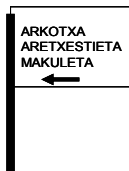
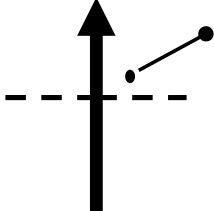

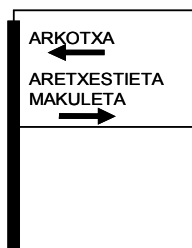
<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
11,590	0,760	<p style="text-align: center;">1</p> 		
12,260	0,670	<p style="text-align: center;">2</p> 		
13,530	1,270	<p style="text-align: center;">3</p> 		
14,090	0,560	<p style="text-align: center;">4</p> 	<del>LURKOI LURDEIA</del>	
15,300	1,210	<p style="text-align: center;">5</p> 	<b>15,800</b> <b>V.M 46</b> <del>ATXIRIKA</del>	<b>0:21:38,9</b>


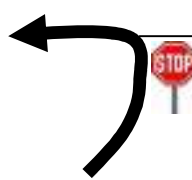
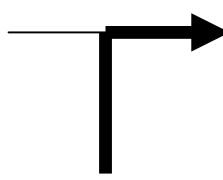

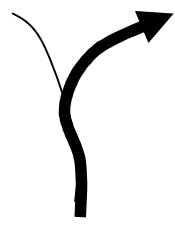
SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
17,780	2,480	<p>1</p>	17,500	V.M 30	0:23:52,0
18,100	0,320	<p>2</p>			
18,160	0,060	<p>3</p>			
18,230	0,070	<p>4</p>			
18,300	0,070	<p>5</p>			

SECCION 1	
204,16 KM	4H 15'

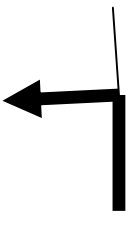
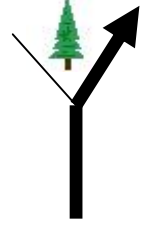
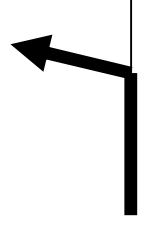
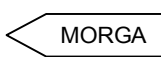


DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
18,390	0,090	<p>1</p> 	X BI-3123	
28,410	10,020	<p>2</p> 	<p>18,400</p> <p>V.M 49,9</p>	0:25:40,0
31,430	3,020	<p>3</p> 	<p>31,300</p> <p>V.M 36</p> <p>0:41:10,6</p> 	
31,820	0,390	<p>4</p> 	<p>COMIENZA PISTA DE TIERRA</p> <p>BACHES</p>	
32,290	0,470	<p>5</p> 		

SECCION 1	
204,16 KM	4H 15'

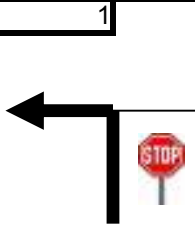




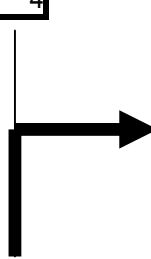
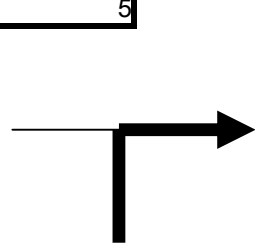
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
32,480	0,190	1 	32,400 BACHES 32,560 BACHES	
34,940	2,460	2 	32,800 V.M 25	0:43:40,6
			33,900 V.M 45	0:46:19,0
			32,980 BACHES	
35,920	0,980	3 	35,000 V.M 49	0:47:47,0
37,510	1,590	4 	6 GERNIKA <del>MUNGA 14</del>	
38,210	0,700	5 		



SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO	
TOTAL	PARCIAL					
38,520	0,310	1		38,300	V.M 36	0:51:49,5
38,560	0,040	2				
38,830	0,270	3				
40,750	1,920	4		40,000	V.M 45	0:54:39,5
41,570	0,820	5				

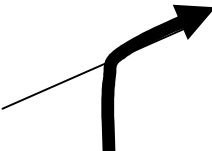
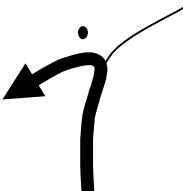
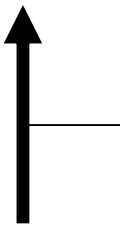
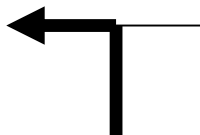
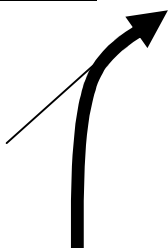
SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO	
TOTAL	PARCIAL				
41,810	0,240	1 			
41,860	0,050	2 	LARRABETZU 		
42,750	0,890	3 	41,900	V.M 49,9	0:57:11,5
			42,700	V.M 36	0:58:09,2
			IGERTU 		
44,580	1,830	4 	COMIENZA PISTA		
45,920	1,340	5 	44,200	V.M 44	1:00:39,2
			!!! INCORPORACIÓN A CARRETERA PRINCIPAL		

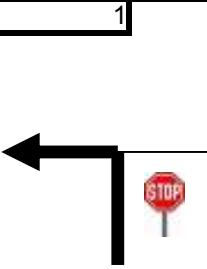
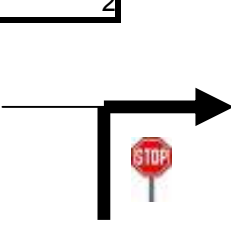

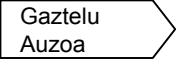


SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
47,700	1,780	1	46,000	V.M 49,9	1:03:06,5
			47,000	V.M 33	1:04:18,6
			47,600	V.M 40	1:05:24,1
			MEAKAUR		
48,280	0,580	2			
48,610	0,330	3			
50,510	1,900	4	48,700	V.M 49	1:07:03,1
			MEAKA		
51,770	1,260	5			
			MENIKE		

SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
53,340	1,570	1			
			51,800	V.M 42	1:10:50,8
			52,900	V.M 49,9	1:12:25,1
55,250	1,910	2	55,200	V.M 25	1:15:11,0
			<b>12t</b>		
55,380	0,130	3	BADENES		
					
56,160	0,780	4			
			55,700	V.M 43	1:16:23,0
56,970	0,810	5			
					

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>


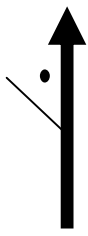


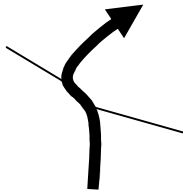
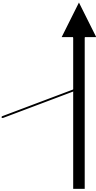
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
57,720	0,750	1 	<b>FIN TR 1</b>	
62,620	4,900	2 		
63,980	1,360	3 		
64,090	0,110	4 	<b>FIN ENLACE</b> POSTE CEMENTO	
		5 		

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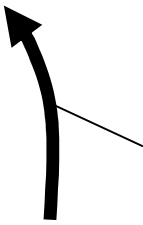
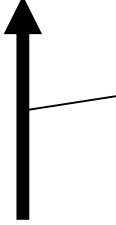

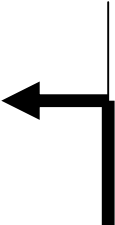

# *SALIDA TRAMO REGULADO 2*



SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO			
TOTAL	PARCIAL						
0,000	0,000	<p>1</p> 	<p><b>SALIDA TR2</b></p> <p><b>V.M 36</b></p>				
0,200	0,200	<p>2</p> 					
1,480	1,280	<p>3</p> 	<p><b>0,700 BADEN</b></p> <p><b>1,100 BADEN</b></p>				
1,670	0,190	<p>4</p> 					
2,880	1,210	<p>5</p> 	<table border="1"> <tr> <td><b>2,000</b></td> <td><b>V.M 42</b></td> <td><b>0:03:20,0</b></td> </tr> </table> <p><b>1,900</b> <b>CAMBIO CEMENTO</b> <b>ATENCIÓN!!!</b></p>	<b>2,000</b>	<b>V.M 42</b>	<b>0:03:20,0</b>	
<b>2,000</b>	<b>V.M 42</b>	<b>0:03:20,0</b>					

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>




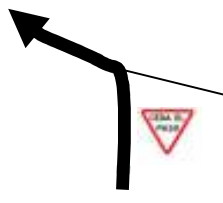
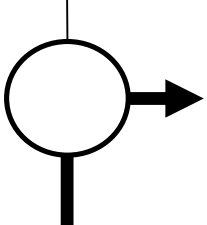

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
3,320	0,440	1			
					
4,710	1,390	2	4,500	V.M 35	0:06:54,3
					
4,910	0,200	3			
					
5,510	0,600	4			
					
5,610	0,100	5			
					



SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
6,270	0,660	<p>1</p>	6,200	V.M 43	0:09:49,1
6,400	0,130	<p>2</p>			
7,440	1,040	<p>3</p>	7,400	V.M 30	0:11:29,6
9,440	2,000	<p>4</p>	7,700	V.M 42	0:12:05,6
13,210	3,770	<p>5</p>	9,500	V.M 49,9	0:14:39,9
			FIN TR2		


<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
13,310	0,100	<p style="text-align: center;">1</p> 		
13,580	0,270	<p style="text-align: center;">2</p> 	 <b>DIRECCIÓN VITORIA-GASTEIZ</b>	
13,910	0,330	<p style="text-align: center;">3</p> 		
14,300	0,390	<p style="text-align: center;">4</p> 		
14,400	0,100	<p style="text-align: center;">5</p> 	<b>PEAJE DIRECCIÓN BILBAO A-8</b>	

SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
18,540	4,140	<p>1</p>		
19,120	0,580	<p>2</p>		
19,380	0,260	<p>3</p>		
23,500	4,120	<p>4</p>		
28,860	5,360	<p>5</p>		

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>


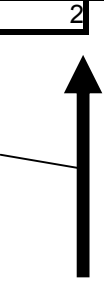


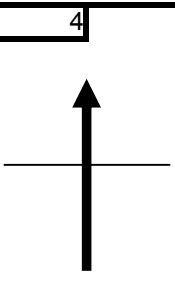
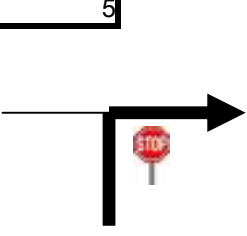
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
29,170	0,310	<div style="border: 1px solid black; width: 20px; margin: 0 auto; padding: 2px;">1</div> 	<b>FIN ENLACE</b>	
		<div style="border: 1px solid black; width: 20px; margin: 0 auto; padding: 2px;">2</div>		
		<div style="border: 1px solid black; width: 20px; margin: 0 auto; padding: 2px;">3</div>		
		<div style="border: 1px solid black; width: 20px; margin: 0 auto; padding: 2px;">4</div>		
		<div style="border: 1px solid black; width: 20px; margin: 0 auto; padding: 2px;">5</div>		

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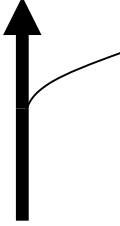
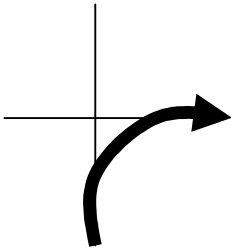
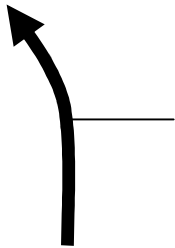
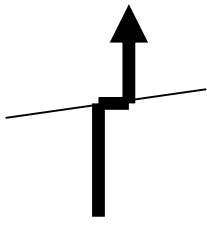

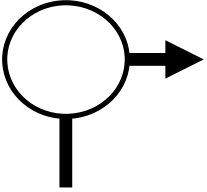
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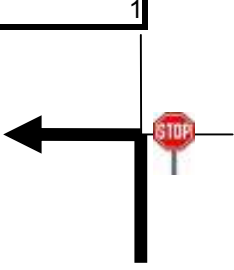
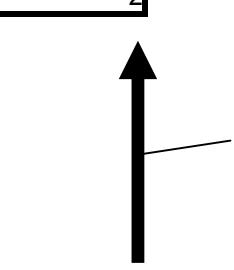
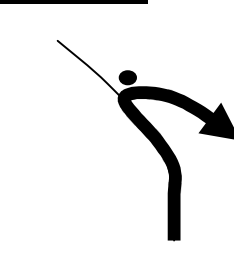

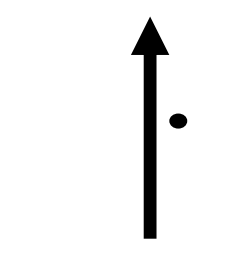

SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
0,000	0,000	<p>1</p> 	<p><b>SALIDA TR 3</b> POSTE MADERA</p> <p><b>V.M 49</b></p>		
2,450	2,450	<p>2</p> 			
3,180	0,730	<p>3</p> 	<p><b>3,000</b></p>	<p><b>V.M 28</b></p>	<p><b>0:03:40,4</b></p>
					
5,100	1,920	<p>4</p> 	<p><b>3,300</b></p>	<p><b>V.M 42</b></p>	<p><b>0:04:19,0</b></p>
			<p><b>4,800</b></p>	<p><b>V.M 30</b></p>	<p><b>0:06:27,6</b></p>
9,500	4,400	<p>5</p> 	<p><b>5,200</b></p>	<p><b>V.M 49,9</b></p>	<p><b>0:07:15,6</b></p>
			<p><b>FIN TR 3</b></p> <p>SEÑAL STOP</p>		

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
15,220	5,720	<p style="text-align: center;">1</p> 	<div style="border: 1px solid black; padding: 5px; text-align: center;">           LAUDIO AMURRIO Orduña BURGOS ↓         </div>	
36,470	21,250	<p style="text-align: center;">2</p> 	<div style="border: 1px solid black; padding: 5px; text-align: center;">           ORDUÑA centro         </div>	
36,670	0,200	<p style="text-align: center;">3</p> 		
36,880	0,210	<p style="text-align: center;">4</p> 		
37,030	0,150	<p style="text-align: center;">5</p> 		

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>


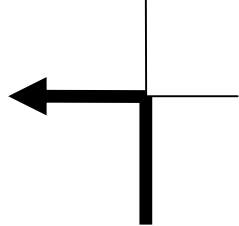



DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
37,190	0,160	1 		
37,470	0,280	2 		
37,790	0,320	3 		
38,030	0,240	4 	<b>FIN ENLACE</b> POSTE CEMENTO	
		5 		




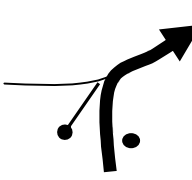

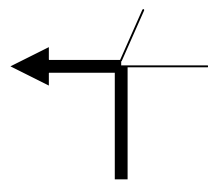

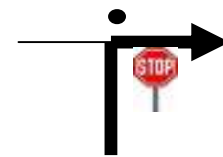
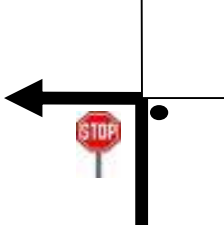

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*SALIDA TRAMO  
REGULADO 4*

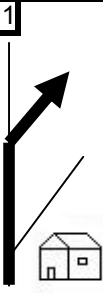
SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	<p>1</p> 	<p><b>SALIDA TR 4</b></p> <p><b>V.M 34</b></p>	
0,040	0,040	<p>2</p> 		
0,350	0,310	<p>3</p> 		
1,240	0,890	<p>4</p> 	<p><b>0,400</b>   <b>V.M 44</b></p>	<p><b>0:00:41,1</b></p>
2,310	1,070	<p>5</p> 	<p><b>1,300</b>   <b>V.M 49</b></p>	<p><b>0:01:54,8</b></p>

SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
4,910	2,600	<p>1</p> 	4,800	V.M 36	0:06:11,9
6,190	1,280	<p>2</p> 	5,200	V.M 47	0:06:51,9
			6,100	V.M 25	0:08:00,9
			 AUZOA POZA		
6,390	0,200	<p>3</p> 	 CRUCE PELIGROSO		
11,800	5,410	<p>4</p> 	6,400	V.M 49,9	0:08:44,1
			IZORIA LUYANDO  <b>FIN TR4</b>		
14,210	2,410	<p>5</p> 			

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
15,880	1,670	1 	<b>FIN ENLACE</b>	
		2		
		3		
		4		
		5		

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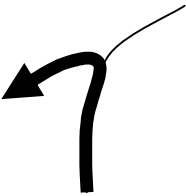
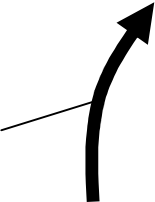
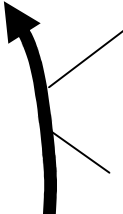


# *SALIDA TRAMO REGULADO 5*




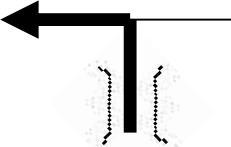
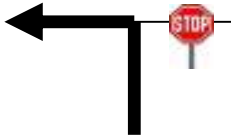

SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	<p>1</p>	<p><b>SALIDA TR 5</b> FIN BORDILLO DERECHO</p> <p><b>V.M 49,9</b></p>	
0,150	0,150	<p>2</p>		
0,400	0,250	<p>3</p>		
0,760	0,360	<p>4</p>	<p>A: </p>	
2,710	1,950	<p>5</p>		

<b>SECCION 1</b>	
<b>204,16 KM</b>	<b>4H 15'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO	
TOTAL	PARCIAL					
4,280	1,570	1		<b>4,200</b>	<b>V.M 30</b>	<b>0:05:03,0</b>
		<b>OJO POSIBLE MANIOBRA</b>				
4,330	0,050	2				
4,420	0,090	3				
4,480	0,060	4				
5,170	0,690	5		<b>4,800</b>	<b>V.M 45</b>	<b>0:06:15,0</b>

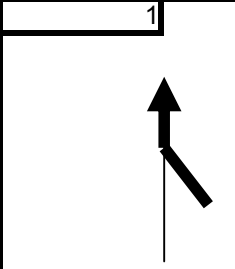
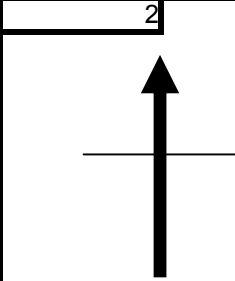
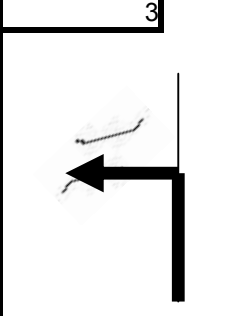
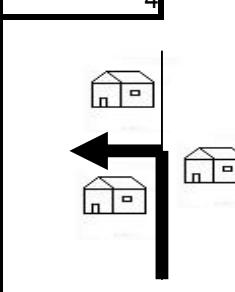
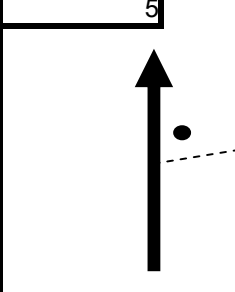
SECCION 1	
204,16 KM	4H 15'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO	
TOTAL	PARCIAL				
6,060	0,890	<p>1</p> 			
6,500	0,440	<p>2</p> 			
19,920	13,420	<p>3</p> 	7,000	V.M 49,9	0:09:11,0
			17,200	V.M 30	0,015
			17,800	V.M 49,9	
			<b>FIN TR5</b>		
28,530	8,610	<p>4</p> 	<p><b>FIN ENLACE</b></p> <p>ENTRADA REAGRUPAMIENTO GASOLINERA AVIA Repostar</p>		
		<p>5</p>			



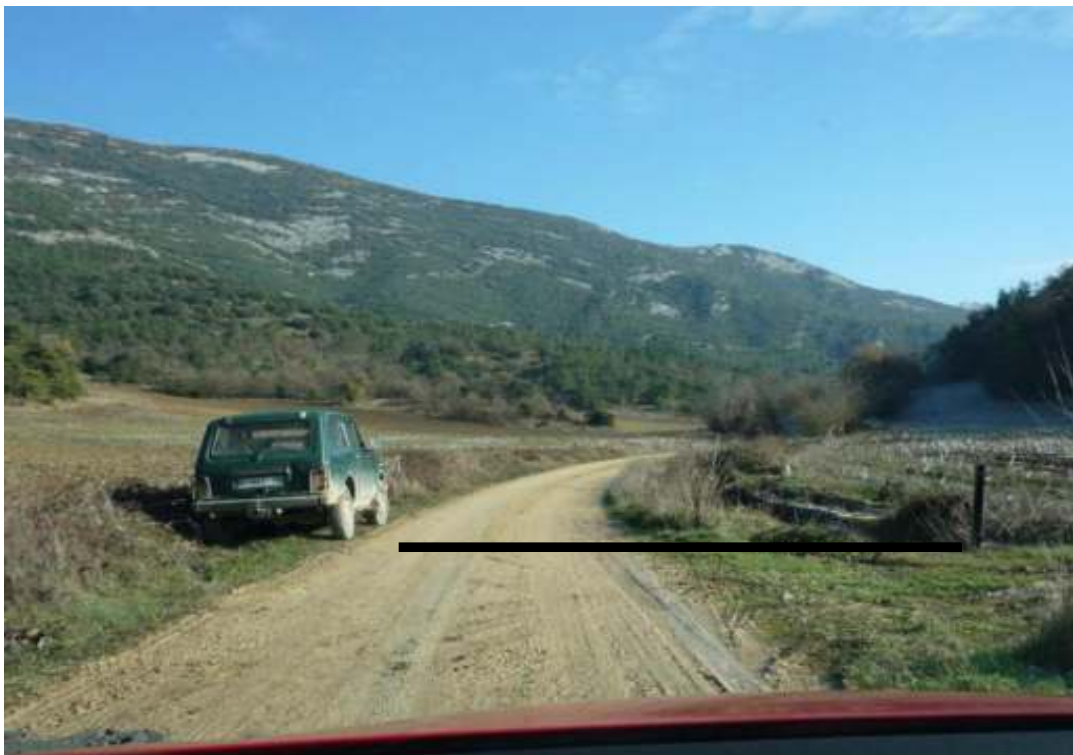
# *SEGUNDA SECCIÓN*

SECCION 2	
56,980 KM	1 H 0´


DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	<p>1</p> 	<b>SALIDA REAGRUPAMIENTO</b>	
0,200	0,200	<p>2</p> 		
15,260	15,060	<p>3</p> 		
15,550	0,290	<p>4</p> 		
15,790	0,240	<p>5</p> 	<b>FIN ENLACE</b>	

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# *SALIDA TRAMO REGULADO 6*



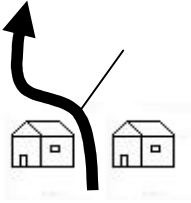
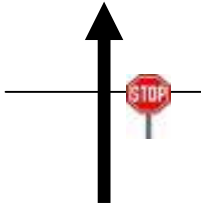
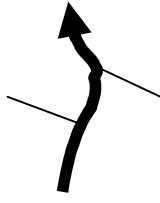

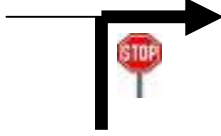
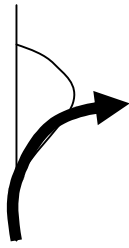
SECCION 2	
56,980 KM	1 H 0´

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	<p>1</p>	<p><b>SALIDA TR 6</b> Poste metal <b>V.M 47</b></p>	
3,080	3,080	<p>2</p>	<p>!!!</p> <p><b>0,900 BACHES</b> <b>3,080 CAMBIO ASFALTO</b></p>	
5,850	2,770	<p>3</p>	<p>3,100    V.M 49,9</p> <p><b>FIN TR6</b></p>	0:03:57,4
8,500	2,650	<p>4</p>	<p>7 TRESPADERNE BU-550</p>	
15,810	7,310	<p>5</p>	<p>A: </p> <p>MEDINA DE POMAR LAREDO SANTANDER</p>	

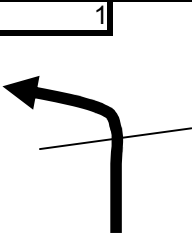
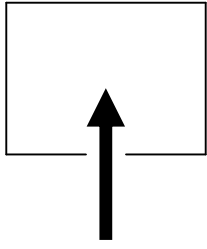



SECCION 2	
56,980 KM	1 H 0´

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
21,190	5,380	<p>1</p>		
24,150	2,960	<p>2</p>		
28,800	4,650	<p>3</p>		
30,500	1,700	<p>4</p>		
31,180	0,680	<p>5</p>		

SECCION 2	
56,980 KM	1 H 0´

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
33,100	1,920	<p>1</p> 		
33,530	0,430	<p>2</p> 		
36,550	3,020	<p>3</p> 	 <p>36, 400 Firme en mal estado (150 metros)</p>	
37,500	0,950	<p>4</p> 		
38,250	0,750	<p>5</p> 		

<b>SECCION 2</b>	
<b>56,980 KM</b>	<b>1 H 0´</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
38,330	0,080	1 		
38,480	0,150	2 	<b>FIN ENLACE</b>  CIRCUITO MASQUEKARTING	
		3 		
		4 		
		5 		


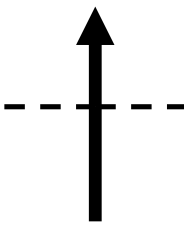
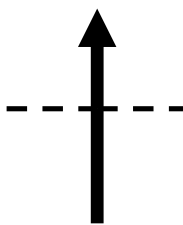
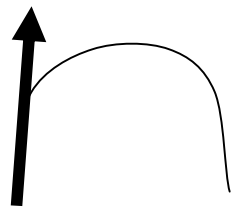
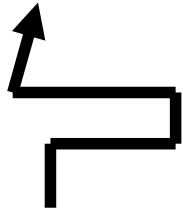
# *CIRCUITO*



# TRAZADO CIRCUITO



CIRCUITO	
2,79 KM	7'

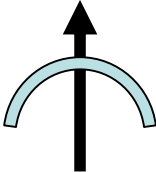
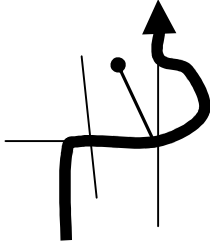

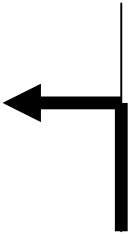
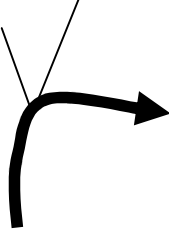
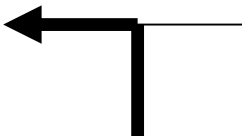
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	<p>1</p> 	<p><b>SALIDA TR 7</b>            Pasar 2 veces por línea de meta</p> <p><b>V.M 48</b></p>	
1,050	1,050	<p>2</p> 		
2,140	1,090	<p>3</p> 		
2,710	0,570	<p>4</p> 	<p><b>FIN TR 7</b></p>	
2,790	0,080	<p>5</p> 	<p>SEGUIR            INDICACIONES            COMISARIO</p>	

# *TERCERA SECCIÓN*

# *SALIDA TRAMO REGULADO 8*



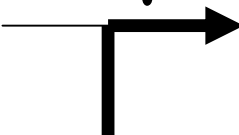
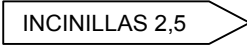
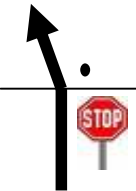



SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
0,000	0,000	<p>1</p> 	<p><b>SALIDA TR 8</b> Arco MASQUEKARTING</p> <p><b>V.M 49,9</b></p>		
0,100	0,100	<p>2</p> 			
0,930	0,830	<p>3</p> 			
1,860	0,930	<p>4</p> 	1,500	V.M 33	0:01:48,2
2,990	1,130	<p>5</p> 	1,900	V.M 46	0:02:31,9
			2,900	V.M 30	0:03:57,9

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
3,150	0,160	<p>1</p>		
5,140	1,990	<p>2</p>	<p>3,400</p> <p>V.M 46</p> <p>0:04:45,9</p> <p>3,900 BACHES</p>	
6,270	1,130	<p>3</p>	<p>6,100</p> <p>V.M 25</p> <p>0:08:17,2</p>	
6,310	0,040	<p>4</p>	A: Fuente	
6,410	0,100	<p>5</p>		

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
6,600	0,190	<p>1</p> 		
9,110	2,510	<p>2</p> 	<p>6,700</p> <p>V.M 49</p> <p>0:09:43,6</p>  <p><b>FIN TR 8</b> <b>Cruce Peligroso</b></p>	
16,930	7,820	<p>3</p> 	 <p><b>FIN ENLACE</b></p>	
		<p>4</p>		
		<p>5</p>		



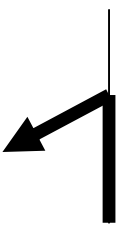

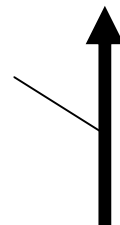
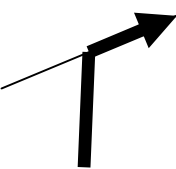
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# *SALIDA TRAMO REGULADO 9*





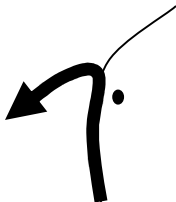

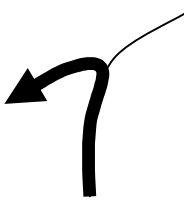
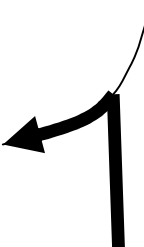

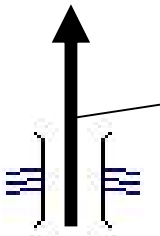
SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	<p>1</p> 	 <p>SALIDA TR 9 V.M 35</p>	
0,700	0,700	<p>2</p> 	POSIBLE MANIOBRA	
1,000	0,300	<p>3</p> 		
2,760	1,760	<p>4</p> 	1,100 V.M 49,9	0:01:53,1
			2,700 V.M 30	0:03:48,6
2,810	0,050	<p>5</p> 		

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
2,860	0,050	<p>1</p>			
2,900	0,040	<p>2</p>			
3,000	0,100	<p>3</p>	3,000	V.M 49,9	0:04:24,6
3,080	0,080	<p>4</p>			
4,330	1,250	<p>5</p>	4,200	V.M 20	0:05:51,1

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
4,400	0,070	<p>1</p> 		
4,460	0,060	<p>2</p> 		
4,570	0,110	<p>3</p> 		
4,680	0,110	<p>4</p> 		
5,870	1,190	<p>5</p> 	<p>4,700</p> <p>V.M 49,9</p>	<p>0:07:21,1</p>

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
15,640	9,770	<p>1</p>	<p><b>FIN TR 9</b></p>	
15,740	0,100	<p>2</p>		
16,570	0,830	<p>3</p>		
24,760	8,190	<p>4</p>		
24,890	0,130	<p>5</p>	<p><b>FIN ENLACE</b></p>	

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# *SALIDA TRAMO REGULADO 10*




SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	<p>1</p>	<p><b>SALIDA TR 10</b></p> <p><b>V.M 44</b></p>	
0,880	0,880	<p>2</p>	<b>CAMBIO A TIERRA</b>	
1,840	0,960	<p>3</p>	<p><b>1,390 BACHES</b>  <b>1,500 PASO CANADIENSE Y BACHES</b></p>	
4,420	2,580	<p>4</p>	<p><b>2,150 BACHES</b>  <b>4,100 BACHES</b>  <b>4,420 BACHES</b></p>	
8,240	3,820	<p>5</p>	<p><b>4,500</b>    <b>V.M 25</b>    <b>0:06:08,2</b></p>	
			<p><b>5,300</b>    <b>V.M 49,9</b>    <b>0:08:03,4</b></p>	

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
8,990	0,750	<p>1</p>		
12,380	3,390	<p>2</p>	<p>FIN TR 10</p>	
12,580	0,200	<p>3</p>		
12,770	0,190	<p>4</p>		
20,750	7,980	<p>5</p>		

<b>SECCION 3</b>	
<b>165,24 KM</b>	<b>3 H 40'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
21,030	0,280	1 	<b>FIN ENLACE</b> 3ª Farola	
		2		
		3		
		4		
		5		


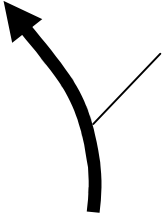

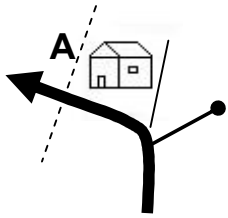



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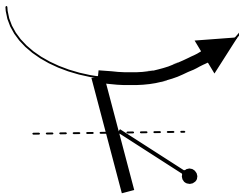
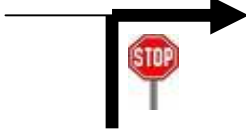


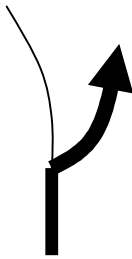
# *SALIDA TRAMO REGULADO 11*




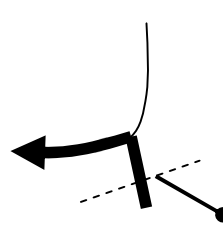

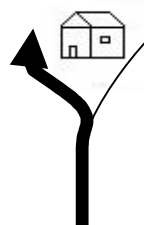
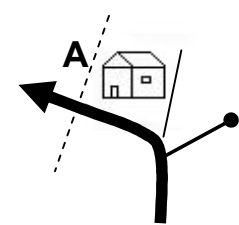
SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
0,000	0,000	<p>1</p> 	<p><b>SALIDA TR 11</b></p> <p><b>V.M 49,9</b></p>		
1,900	1,900	<p>2</p> 	1,400	V.M 30	0:01:41,0
			1,800	V.M 49,9	0:02:29,0
3,340	1,440	<p>3</p> 	3,100	V.M 25	0:04:02,8
3,410	0,070	<p>4</p> 	A: Inicio Tierra		
4,270	0,860	<p>5</p> 	3,500	38,0	0:05:00,4



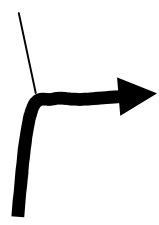
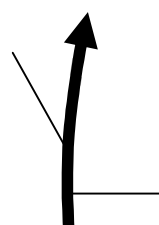
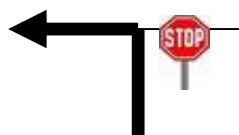
SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
4,830	0,560	<p>1</p> 	CAMBIO ASFALTO	
5,240	0,410	<p>2</p> 	<p>4,900</p> <p>V.M 49,9</p> <p>OJO ARQUETA EN INTERIOR</p>	0:07:13,0
6,220	0,980	<p>3</p> 		
6,930	0,710	<p>4</p> 	<p>6,500</p> <p>V.M 30</p>	0:09:08,5
7,070	0,140	<p>5</p> 	<p>7,000</p> <p>V.M 45</p>	0:10:08,5

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
7,310	0,240	1 		
8,620	1,310	2 	CAMBIO ASFALTO	
9,410	0,790	3 	8,700 V.M 49,9	0:12:21,5
10,740	1,330	4 	10,500 V.M 25	0:14:31,4
10,810	0,070	5 	A: Inicio Tierra	

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
11,670	0,860	<p>1</p> 	10,900	V.M 38	0:15:29,0
12,480	0,810	<p>2</p> 	11,600	V.M 47	0:16:35,3
13,250	0,770	<p>3</p> 			
14,150	0,900	<p>4</p> 			
14,230	0,080	<p>5</p> 			

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
15,120	0,890	<p>1</p>	14,300	V.M 49,9	0:20:02,1
18,770	3,650	<p>2</p>			
20,360	1,590	<p>3</p>		FIN TR 11	
21,310	0,950	<p>4</p>			
23,440	2,130	<p>5</p>			

SECCION 3	
165,24 KM	3 H 40'


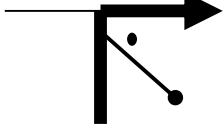

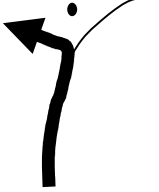
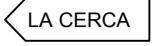


DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
23,510	0,070	<p>1</p>		
24,680	1,170	<p>2</p>		
24,740	0,060	<p>3</p>		
26,110	1,370	<p>4</p>		
26,960	0,850	<p>5</p>		

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
27,100	0,140	<p>1</p>		
28,420	1,320	<p>2</p>		
28,810	0,390	<p>3</p>	MANIOBRA	
29,410	0,600	<p>4</p>		
30,480	1,070	<p>5</p>		



SECCION 3	
165,24 KM	3 H 40'



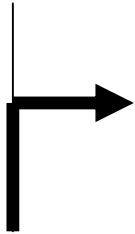
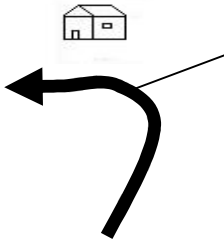
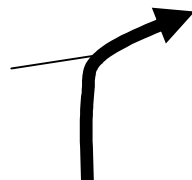

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
30,820	0,340	<p>1</p> 		
36,920	6,100	<p>2</p> 		
37,650	0,730	<p>3</p> 		
38,060	0,410	<p>4</p> 	 <p>FIN ENLACE</p>	
		<p>5</p>		

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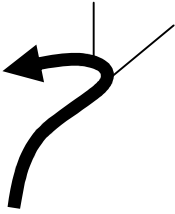



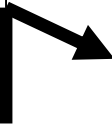
# *SALIDA TRAMO REGULADO 12*







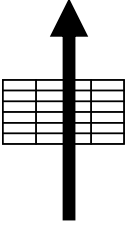
SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
0,000	0,000	<p>1</p> 	 <p><b>SALIDA TR 12</b></p> <p><b>V.M 49,9</b></p>		
0,100	0,100	<p>2</p> 			
5,130	5,030	<p>3</p> 	4,900	V.M 28	0:05:53,5
5,180	0,050	<p>4</p> 	OJO CUNETA EN INTERIOR		
6,890	1,710	<p>5</p> 	5,300	V.M 49,9	0:06:44,9


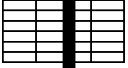
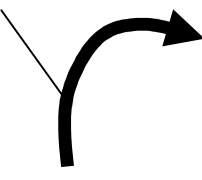
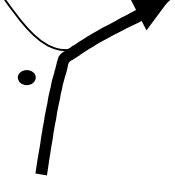


SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
9,500	2,610	1 		
12,920	3,420	2 		
16,370	3,450	3 		
17,520	1,150	4 	17,500   V.M 28	0:21:25,1
17,820	0,300	5 	<b>CRIALES</b>	

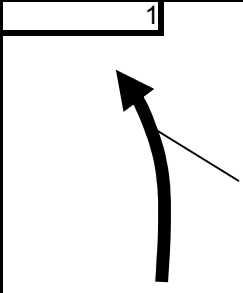
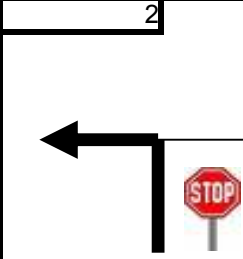
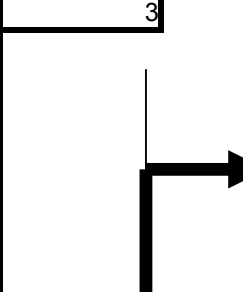
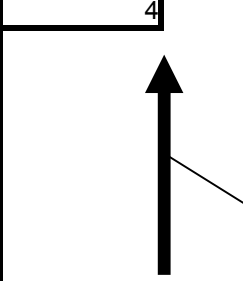
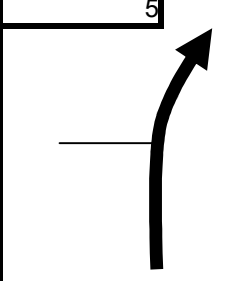
SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
17,910	0,090	<p>1</p> 		
17,990	0,080	<p>2</p> 		
18,060	0,070	<p>3</p> 	CAMBIO A PISTA	
18,240	0,180	<p>4</p> 	<p>18,100</p> <p>V.M 45</p>	0:22:42,2
19,700	1,460	<p>5</p> 	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <p>Paso Canadiense</p> </div>	

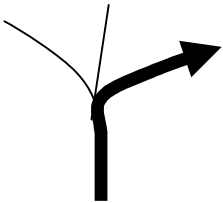

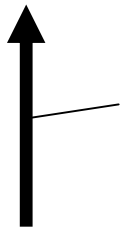
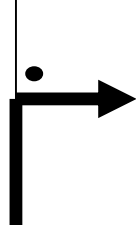
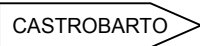

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
21,770	2,070	<p>1</p> 	19,850 BACHES EN CURVA IZQ	
22,010	0,240	<p>2</p> 	Paso Canadiense	
22,440	0,430	<p>3</p> 	22,250 BACHES	
24,860	2,420	<p>4</p> 	<p>22,500 V.M 48</p> <p>FIN TR 12 Mojon izquierda</p>	0:28:34,2
25,230	0,370	<p>5</p> 	 <p>OJO TRAMO EN MAL ESTADO HASTA LA SIGUIENTE VIÑETA</p>	

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
26,710	1,480	<p>1</p> 		
27,130	0,420	<p>2</p> 		
27,810	0,680	<p>3</p> 	CAMBIO TIERRA	
29,290	1,480	<p>4</p> 		
29,980	0,690	<p>5</p> 		

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
30,360	0,380	<p>1</p> 		
30,530	0,170	<p>2</p> 	CAMBIO A ASFALTO	
32,840	2,310	<p>3</p> 	X BU-551	
35,220	2,380	<p>4</p> 	CASTROBARTO 	
38,090	2,870	<p>5</p> 	<b>FIN ENLACE</b> Árboles derecha	


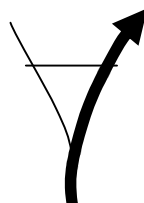
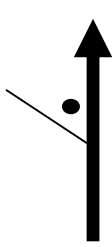
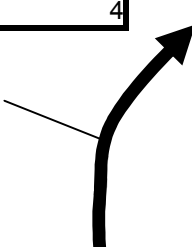
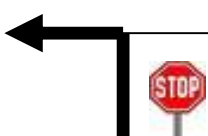


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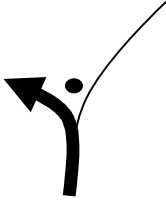


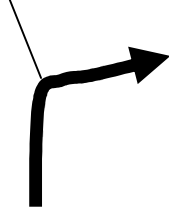
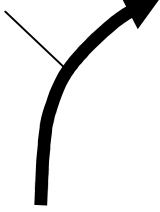
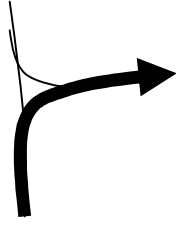
# *SALIDA TRAMO REGULADO 13*




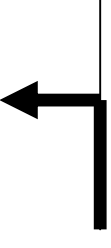

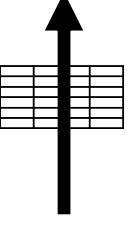
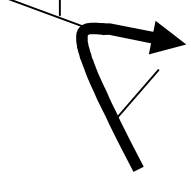
SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO						
TOTAL	PARCIAL									
0,000	0,000	<p>1</p> 	<p><b>SALIDA TR 13</b></p> <p><b>V.M 33</b></p>							
0,240	0,240	<p>2</p> 								
0,360	0,120	<p>3</p> 	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">Coto Privado De Caza</div>							
2,230	1,870	<p>4</p> 	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><b>0,400</b></td> <td style="text-align: center;"><b>V.M 48</b></td> <td style="text-align: center;"><b>0:00:43,6</b></td> </tr> <tr> <td colspan="3" style="text-align: center;"> <p>1,470 BACHES</p> <p>2,110 BACHES</p> </td> </tr> </table>	<b>0,400</b>	<b>V.M 48</b>	<b>0:00:43,6</b>	<p>1,470 BACHES</p> <p>2,110 BACHES</p>			
<b>0,400</b>	<b>V.M 48</b>	<b>0:00:43,6</b>								
<p>1,470 BACHES</p> <p>2,110 BACHES</p>										
3,090	0,860	<p>5</p> 								


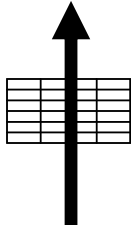

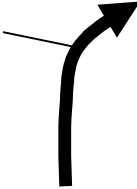
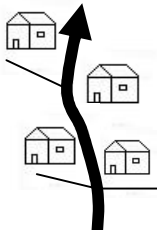
SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO	
TOTAL	PARCIAL					
5,930	2,840	1		3,100	V.M 49,9	0:04:06,1
						
6,590	0,660	2		6,400	V.M 30	0:08:04,2
6,660	0,070	3				
7,040	0,380	4		6,700	V.M 46	0:08:40,2
8,290	1,250	5		7,280 BACHES 7,970 BACHES 8,090 BACHES		

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
9,850	1,560	1 		
9,920	0,070	2 	9,900 V.M 49,9	0:12:50,6
11,450	1,530	3 	11,400 V.M 48	0:14:38,9
14,120	2,670	4 	<b>Paso Canadiense</b> 12,150 BACHES 12,600 BACHES	
15,070	0,950	5 	14,300 V.M 30	0:18:16,4
			OJO CERRADO FRENO DE MANO	

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
15,380	0,310	<p>1</p> 	<p>DE 14,300 A 16,600 FIRME EN MAL ESTADO</p> <p>NO HAY CONTROLES</p>	
16,600	1,220	<p>2</p> 	<p>16,600   V.M 42</p> <p>Paso Canadiense</p>	0:22:52,4
19,650	3,050	<p>3</p> 	<p>FIN TR 13</p> <p>Árbol en la derecha</p>	
20,210	0,560	<p>4</p> 		
20,260	0,050	<p>5</p> 		

SECCION 3	
165,24 KM	3 H 40'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
20,330	0,070	<p>1</p>		
20,430	0,100	<p>2</p>		
20,590	0,160	<p>3</p>		
20,800	0,210	<p>4</p>		
26,240	5,440	<p>5</p>	<p><b>FIN ENLACE</b></p> <p>Entrada en Gasolinera</p>	

# *CUARTA SECCIÓN*

<b>SECCION 4</b>	
<b>87,18 KM</b>	<b>1 H 50'</b>

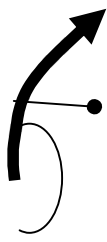
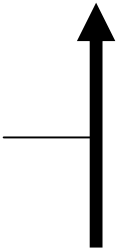
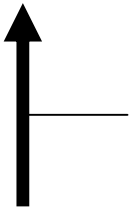
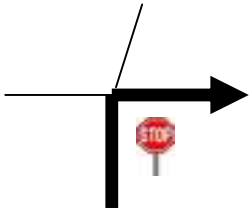
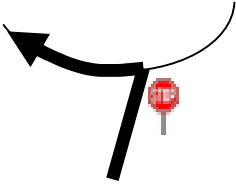
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
0,000	0,000	1 	<b>SALIDA GASOLINERA</b>	
11,160	11,160	2 	<div style="border: 1px solid black; padding: 2px; display: inline-block;">           Santa Olaja         </div>	
11,280	0,120	3 	<b>FIN ENLACE</b> Árbol derecha	
		4 		
		5 		



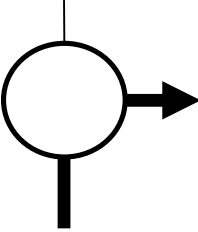
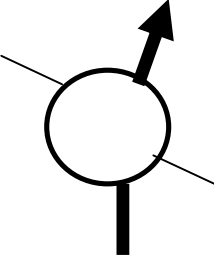
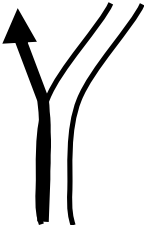

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*SALIDA TRAMO  
REGULADO 14*

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
0,000	0,000	1 	<b>SALIDA TR 14</b> <b>V.M 49,9</b>		
4,540	4,540	2 	2,400	V.M 20	0:02:53,1
			2,700	V.M 49,9	0:03:47,1
			4,300	V.M 25	0:05:42,6
5,110	0,570	3 	4,600	V.M 49,9	0:06:25,8
			5,000	V.M 30	0:06:54,6
6,170	1,060	4 	5,200	V.M 49,9	0:07:18,6
10,020	3,850	5 	<b>FIN TR 14</b>		

SECCION 4	
87,18 KM	1 H 50'





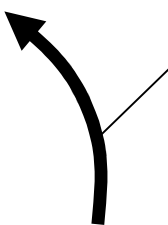
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
12,370	2,350	<p>1</p> 		
13,220	0,850	<p>2</p> 		
14,450	1,230	<p>3</p> 	<p>OJO CRUCE PELIGROSO</p> <p>Ir por el carril de la izquierda</p>	
14,520	0,070	<p>4</p> 	<p><b>FIN ENLACE</b></p>	
		<p>5</p>		

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# *SALIDA TRAMO REGULADO 15*



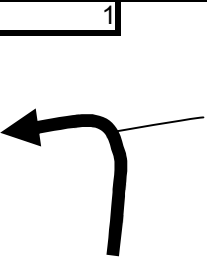

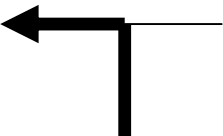
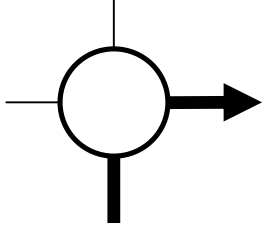

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
0,000	0,000	<p>1</p> 	<p><b>SALIDA TR 15</b></p> <p><b>V.M 33</b></p>		
0,780	0,780	<p>2</p> 			
1,140	0,360	<p>3</p> 			
1,360	0,220	<p>4</p> 			
2,100	0,740	<p>5</p> 	1,800	V.M 45	0:03:16,4

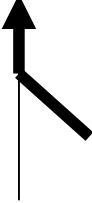
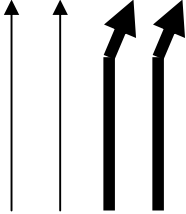
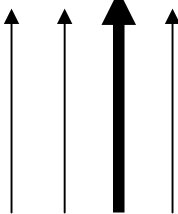
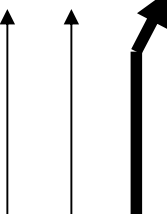
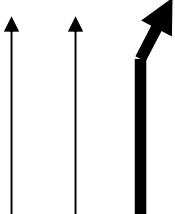
SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO						
TOTAL	PARCIAL									
2,780	0,680	<p>1</p>								
4,400	1,620	<p>2</p>	<table border="1"> <tr> <td>2,800</td> <td>V.M 48</td> <td>0:04:36,4</td> </tr> </table>	2,800	V.M 48	0:04:36,4				
2,800	V.M 48	0:04:36,4								
4,800	0,400	<p>3</p>	<table border="1"> <tr> <td>4,500</td> <td>V.M 30</td> <td>0:06:43,9</td> </tr> </table> <p style="text-align: center;"><b>Paso Canadiense</b></p>	4,500	V.M 30	0:06:43,9				
4,500	V.M 30	0:06:43,9								
5,990	1,190	<p>4</p>	<table border="1"> <tr> <td>4,900</td> <td>V.M 46</td> <td>0:07:31,9</td> </tr> <tr> <td>5,900</td> <td>V.M 30</td> <td>0:08:50,1</td> </tr> </table>	4,900	V.M 46	0:07:31,9	5,900	V.M 30	0:08:50,1	
4,900	V.M 46	0:07:31,9								
5,900	V.M 30	0:08:50,1								
6,070	0,080	<p>5</p>								

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
6,490	0,420	<p>1</p> 	6,200	V.M 44	0:09:26,1
8,750	2,260	<p>2</p> 	7,500	V.M 33	0:11:12,5
			7,800	V.M 44	0:11:45,2
			FIN TR 15		
		Poste izquierda			
8,800	0,050	<p>3</p> 			
21,030	12,230	<p>4</p> 			
32,610	11,580	<p>5</p> 	DIRECCIÓN AIREPORTUA SANTANDER		

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
33,720	1,110	1 		
34,980	1,260	2 	DIRECCIÓN BILBAO GETXO AIREPORTUA	
37,530	2,550	3 	DIRECCIÓN DONOSTIA - SAN SEBASTIAN ARTXANDA AIREPORTUA	
38,810	1,280	4 	DIRECCIÓN DONOSTIA - SAN SEBASTIAN ARTXANDA AIREPORTUA	
39,530	0,720	5 	DIRECCIÓN BI-604 BILBAO ENEKURI	



SECCION 4	
87,18 KM	1 H 50'



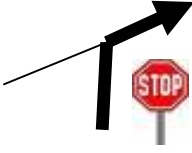
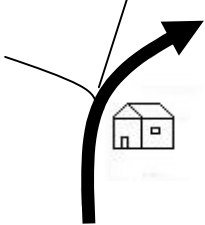

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
40,400	0,870	<div style="border: 1px solid black; width: 100px; height: 15px; margin-bottom: 5px;"></div>	DIRECCIÓN ENEKURI ARTXANDA	
40,780	0,380	<div style="border: 1px solid black; width: 100px; height: 15px; margin-bottom: 5px;"></div>		
41,010	0,230	<div style="border: 1px solid black; width: 100px; height: 15px; margin-bottom: 5px;"></div>		
41,160	0,150	<div style="border: 1px solid black; width: 100px; height: 15px; margin-bottom: 5px;"></div>		
42,100	0,940	<div style="border: 1px solid black; width: 100px; height: 15px; margin-bottom: 5px;"></div>	FIN ENLACE	

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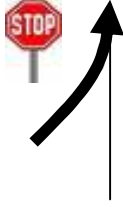
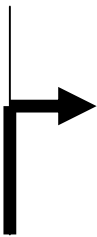
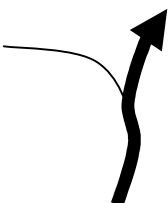

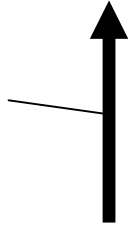
# *SALIDA TRAMO REGULADO 16*



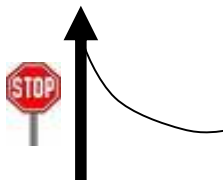
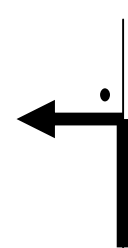
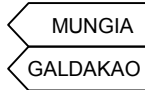
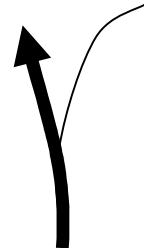
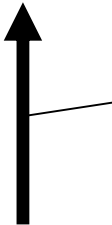
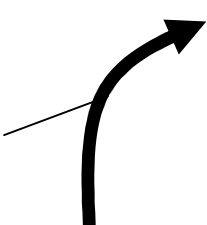
SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
0,000	0,000	<p>1</p> 	<p>INICIO TR 16</p> <p>V.M 49,9</p>		
1,110	1,110	<p>2</p> 	1,100	V,M 44	0:01:19,4
2,920	1,810	<p>3</p> 	2,700	V.M 30	0:03:30,3
2,960	0,040	<p>4</p> 			
4,230	1,270	<p>5</p> 	3,100	V.M 46	0:04:18,3

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO	
TOTAL	PARCIAL					
4,390	0,160	1		4,300	V.M 30	0:05:52,2
4,710	0,320	2				
7,160	2,450	3		5,000	V.M 49	0:07:16,2
		6,000		V.M 40	0:08:29,7	
		7,100		V.M 30	0:10:08,7	
7,640	0,480	4				
7,860	0,220	5				

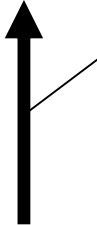
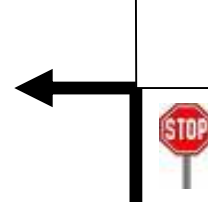
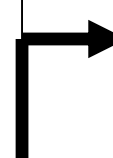
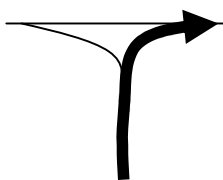

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
8,100	0,240	<p>1</p> 	8,000	V.M 49,9	0:11:56,7
8,500	0,400	<p>2</p> 			
10,130	1,630	<p>3</p> 	10,100	V.M 40	0:14:28,2
10,810	0,680	<p>4</p> 			
10,920	0,110	<p>5</p> 			

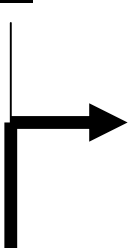
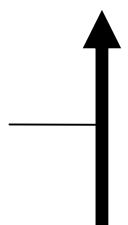
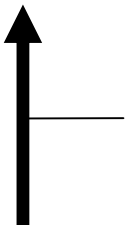
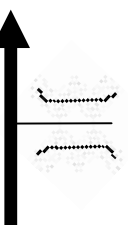

<b>SECCION 4</b>	
<b>87,18 KM</b>	<b>1 H 50'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
11,180	0,260	<div style="text-align: center;">1</div>		
11,620	0,440	<div style="text-align: center;">2</div>		
12,210	0,590	<div style="text-align: center;">3</div>		
12,460	0,250	<div style="text-align: center;">4</div>		
12,540	0,080	<div style="text-align: center;">5</div>		

SECCION 4	
87,18 KM	1 H 50'

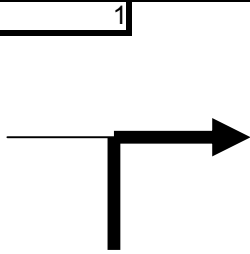
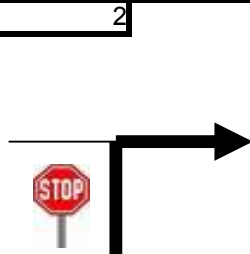
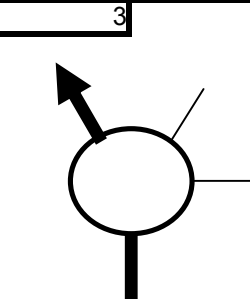
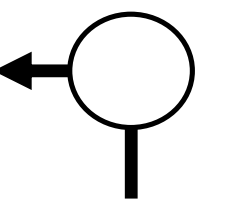
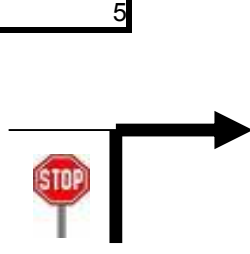
DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
12,830	0,290	<p>1</p> 	12,800	V.M 46	0:18:31,2
13,100	0,270	<p>2</p> 			
13,180	0,080	<p>3</p> 			
13,370	0,190	<p>4</p> 			
13,680	0,310	<p>5</p> 	13,600	V.M 30	0:19:33,8
			PARADA DE BUS		

SECCION 4	
87,18 KM	1 H 50'


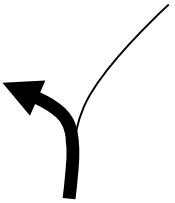
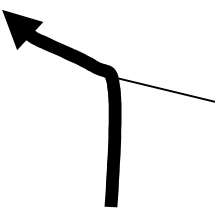
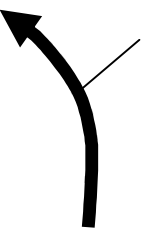
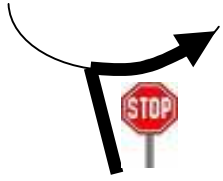
DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
14,180	0,500	<p>1</p> 		
14,450	0,270	<p>2</p> 	<p>14,300</p> <p>V.M 40</p>	0:20:57,8
14,510	0,060	<p>3</p> 		
14,570	0,060	<p>4</p> 		
14,690	0,120	<p>5</p> 		



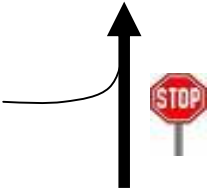

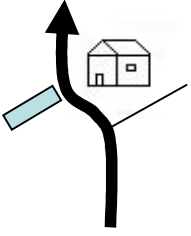
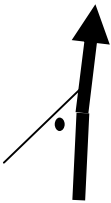
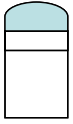

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
14,910	0,220	1 	14,900	V.M 25	0:21:51,8
15,150	0,240	2 			
15,500	0,350	3 	15,200	V.M 49,9	0:22:35,0
16,140	0,640	4 			
16,400	0,260	5 			

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO
TOTAL	PARCIAL				
16,470	0,070	1			
					
17,570	1,100	2			
					
18,010	0,440	3	17,600	V.M 25	0:25:28,1
					
18,110	0,100	4	18,100	V.M 46	0:26:40,1
					
19,130	1,020	5			
					

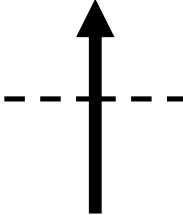
SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN		TIEMPO INVERTIDO	
TOTAL	PARCIAL					
19,890	0,760	1		19,200	V.M 49,9	0:28:06,2
20,310	0,420	2		20,300	V.M 30	0:29:25,6
20,380	0,070	3				
20,420	0,040	4				
20,480	0,060	5				

SECCION 4	
87,18 KM	1 H 50'

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
20,780	0,300	<p>1</p>		
20,890	0,110	<p>2</p>	<p>20,800</p> <p>V.M 40</p>	0:30:25,6
21,210	0,320	<p>3</p>	FIN TR 16	
21,840	0,630	<p>4</p>		
23,590	1,750	<p>5</p>		

<b>SECCION 4</b>	
<b>87,18 KM</b>	<b>1 H 50'</b>

DISTANCIA		DIRECCIÓN	INFORMACIÓN	TIEMPO INVERTIDO
TOTAL	PARCIAL			
23,780	0,190	<div style="border: 1px solid black; width: 100px; height: 15px; margin: 0 auto; position: relative;"> <span style="position: absolute; top: -5px; left: 50%; transform: translate(-50%, -50%); font-size: 8px;">1</span>  </div>	FIN RALLY	
		<div style="border: 1px solid black; width: 100px; height: 15px; margin: 0 auto; position: relative;"> <span style="position: absolute; top: -5px; left: 50%; transform: translate(-50%, -50%); font-size: 8px;">2</span> </div>		
		<div style="border: 1px solid black; width: 100px; height: 15px; margin: 0 auto; position: relative;"> <span style="position: absolute; top: -5px; left: 50%; transform: translate(-50%, -50%); font-size: 8px;">3</span> </div>		
		<div style="border: 1px solid black; width: 100px; height: 15px; margin: 0 auto; position: relative;"> <span style="position: absolute; top: -5px; left: 50%; transform: translate(-50%, -50%); font-size: 8px;">4</span> </div>		
		<div style="border: 1px solid black; width: 100px; height: 15px; margin: 0 auto; position: relative;"> <span style="position: absolute; top: -5px; left: 50%; transform: translate(-50%, -50%); font-size: 8px;">5</span> </div>		

<b>SECCION 1</b>	

DISTANCIA		DIRECCIÓN	INFORMACIÓN	
TOTAL	PARCIAL			
		1		
		2		
		3		
		4		
		5		