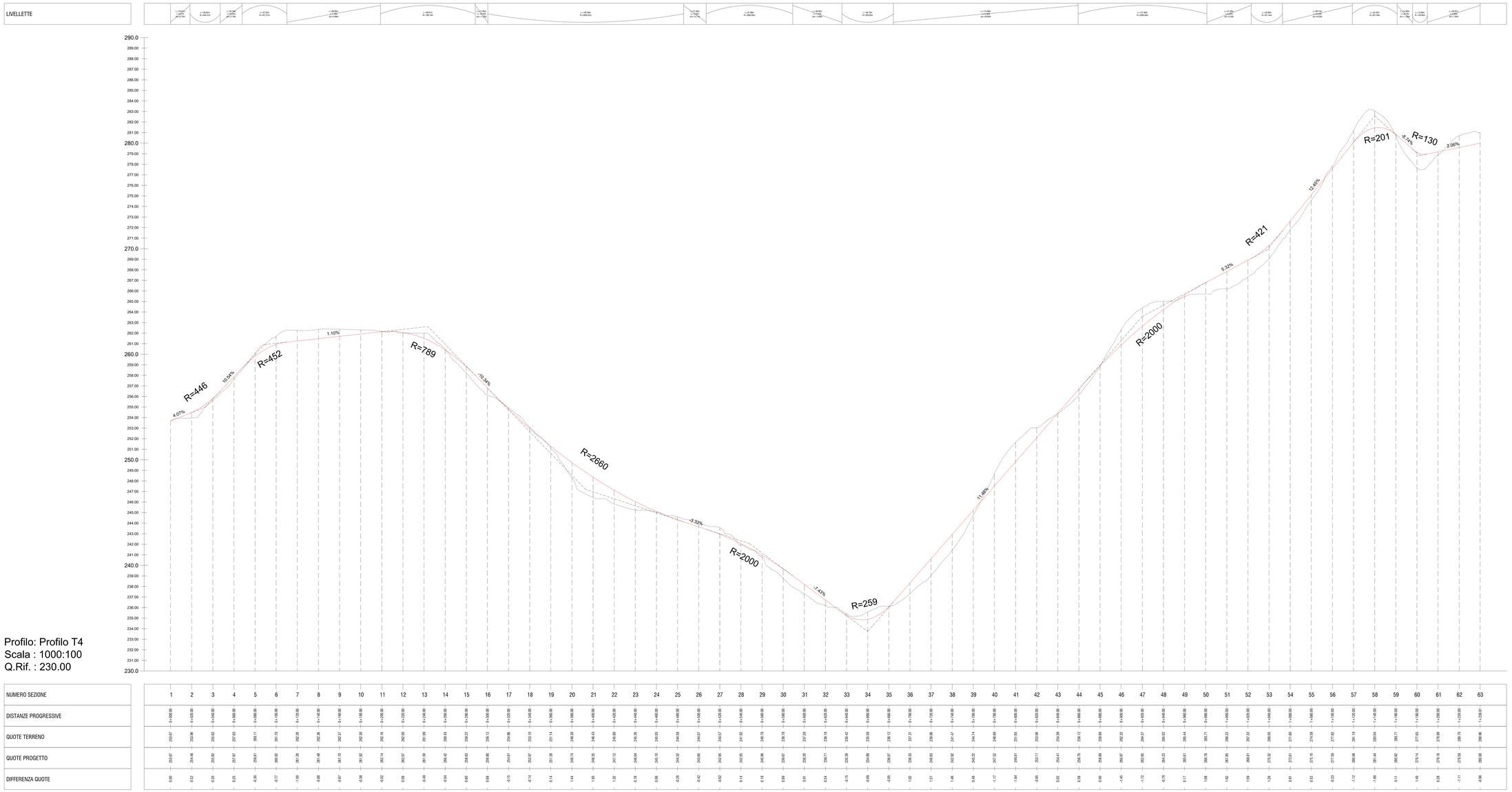
# Profilo tracciato stradale tratto T4



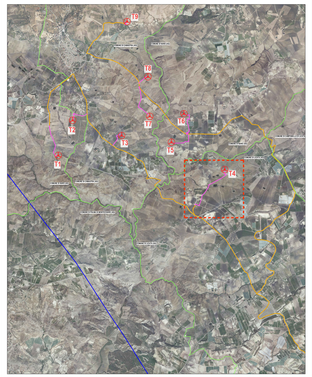

Profilo: Profilo T4
Scala : 1000:100
Q.Rif. : 230.00

| NUMERO SEZIONE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DISTANZE PROGRESSIVE | 0+000.00 | 0+020.00 | 0+040.00 | 0+060.00 | 0+080.00 | 0+100.00 | 0+120.00 | 0+140.00 | 0+160.00 | 0+180.00 | 0+200.00 | 0+220.00 | 0+240.00 | 0+260.00 | 0+280.00 | 0+300.00 | 0+320.00 | 0+340.00 | 0+360.00 | 0+380.00 | 0+400.00 | 0+420.00 | 0+440.00 | 0+460.00 | 0+480.00 | 0+500.00 | 0+520.00 | 0+540.00 | 0+560.00 | 0+580.00 | 0+600.00 | 0+620.00 | 0+640.00 | 0+660.00 | 0+680.00 | 0+700.00 | 0+720.00 | 0+740.00 | 0+760.00 | 0+780.00 | 0+800.00 | 0+820.00 | 0+840.00 | 0+860.00 | 0+880.00 | 0+900.00 | 0+920.00 | 0+940.00 | 0+960.00 | 0+980.00 | 1+000.00 | 1+020.00 | 1+040.00 | 1+060.00 | 1+080.00 | 1+100.00 | 1+120.00 | 1+140.00 | 1+160.00 | 1+180.00 | 1+200.00 | 1+220.00 | 1+238.81 |
| QUOTE TERRENO | 253.67 | 253.96 | 254.62 | 257.63 | 260.11 | 261.79 | 262.26 | 262.38 | 262.37 | 262.30 | 262.16 | 262.00 | 261.99 | 260.43 | 258.22 | 256.12 | 254.96 | 253.10 | 251.14 | 248.30 | 246.43 | 245.80 | 245.26 | 245.05 | 244.58 | 244.07 | 243.57 | 243.02 | 242.78 | 239.79 | 237.29 | 236.18 | 235.42 | 235.58 | 236.12 | 237.31 | 239.06 | 241.47 | 244.74 | 247.32 | 248.69 | 251.65 | 253.06 | 254.39 | 256.12 | 258.89 | 260.82 | 262.37 | 263.02 | 263.44 | 263.71 | 263.71 | 263.58 | 263.04 | 262.71 | 262.82 | 263.14 | 263.90 | 263.79 | 263.96 |
| QUOTE PROGETTO | 253.67 | 254.48 | 255.82 | 257.87 | 259.81 | 260.32 | 261.26 | 261.48 | 261.70 | 261.92 | 262.14 | 262.47 | 261.30 | 260.42 | 258.83 | 256.80 | 254.81 | 253.07 | 251.28 | 248.74 | 246.35 | 247.12 | 246.64 | 245.10 | 244.32 | 243.65 | 242.96 | 242.05 | 241.92 | 240.96 | 239.67 | 238.20 | 235.71 | 235.26 | 234.89 | 236.07 | 238.33 | 240.83 | 242.02 | 243.22 | 244.69 | 247.32 | 249.81 | 252.11 | 254.41 | 256.79 | 258.89 | 260.87 | 262.65 | 264.23 | 265.61 | 266.78 | 267.80 | 268.61 | 269.05 | 269.32 | 269.61 | 269.44 | 269.18 | 268.79 | 268.79 | 268.96 |
| DIFFERENZA QUOTE | 0.00 | 0.52 | 1.20 | 0.25 | -0.30 | -0.72 | -1.00 | -0.89 | -0.67 | -0.38 | -0.02 | 0.08 | -0.68 | -0.04 | 0.60 | 0.68 | -0.15 | -0.14 | 0.14 | 1.44 | 1.93 | 1.32 | 0.78 | 0.06 | -0.26 | -0.42 | -0.62 | 0.14 | 0.18 | 0.89 | 0.91 | 0.54 | -0.15 | -0.69 | -0.65 | 0.02 | 1.02 | 1.57 | 1.48 | 0.48 | -1.17 | -1.64 | -3.05 | 0.02 | 0.58 | 0.00 | -1.45 | -1.73 | -0.79 | 0.17 | 1.08 | 1.62 | 1.59 | 1.26 | 0.81 | 0.52 | -0.23 | -1.12 | -1.60 | 0.11 | 1.48 | 0.28 | -1.11 | -0.94 |

## Riferimento tavola

VIABILITA' DI PROGETTO - ADEGUAMENTO - NUOVO CAVIDOTTO INTERRATO 36 kV

VIABILITA' ESISTENTE - NUOVO CAVIDOTTO INTERRATO 36 kV





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**ESE SALADINO S.R.L.**
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Numero di commessa laap: 383

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**antonino palazzolo**
Data e ora: Data firmare:
16/08/2024 12:54:30

ORDINE DEGLI ARCHITETTI PIANIFICATORI PAESAGGISTI E CONSERVATORI DELLA PROVINCIA DI TRAPANI
ANTONINO PALAZZOLO
Agronomo Junior
N° 1427/1/A


| N° COMMESSA | |
|---|---|
| 1570 | PARCO EOLICO SALADINO<br>POTENZA EOLICA 64,8 MW + 41,6 MW SISTEMA DI ACCUMULO<br>LIBERO CONSORZIO COMUNALE DI AGRIGENTO<br>IMPIANTO E OPERE DI CONNESSIONE COMUNI DI NARO (AG), CAMASTRA (AG) E LICATA (AG) |

PROGETTO DEFINITIVO

| ELABORATO | | CODICE ELABORATO |
|---|---|---|
| | CARTA DEI PROFILI LONGITUDINALI DEL PROGETTO<br>STRADALE: VIABILITA' T4 | **PD.34.D** |

NOME FILE: 1570_CART_elaborato_400.dwg

| REV | DATA | DESCRIZIONE REVISIONE | REDATTO | VERIFICA | APPROVAZIONE |
|---|---|---|---|---|---|
| 0 | 21/05/2024 | PRIMA EMISSIONE | LAAP ARCHITECTS | Arch. Sandro Di Gangi | Arch. e Agr. Antonino Palazzolo |

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