

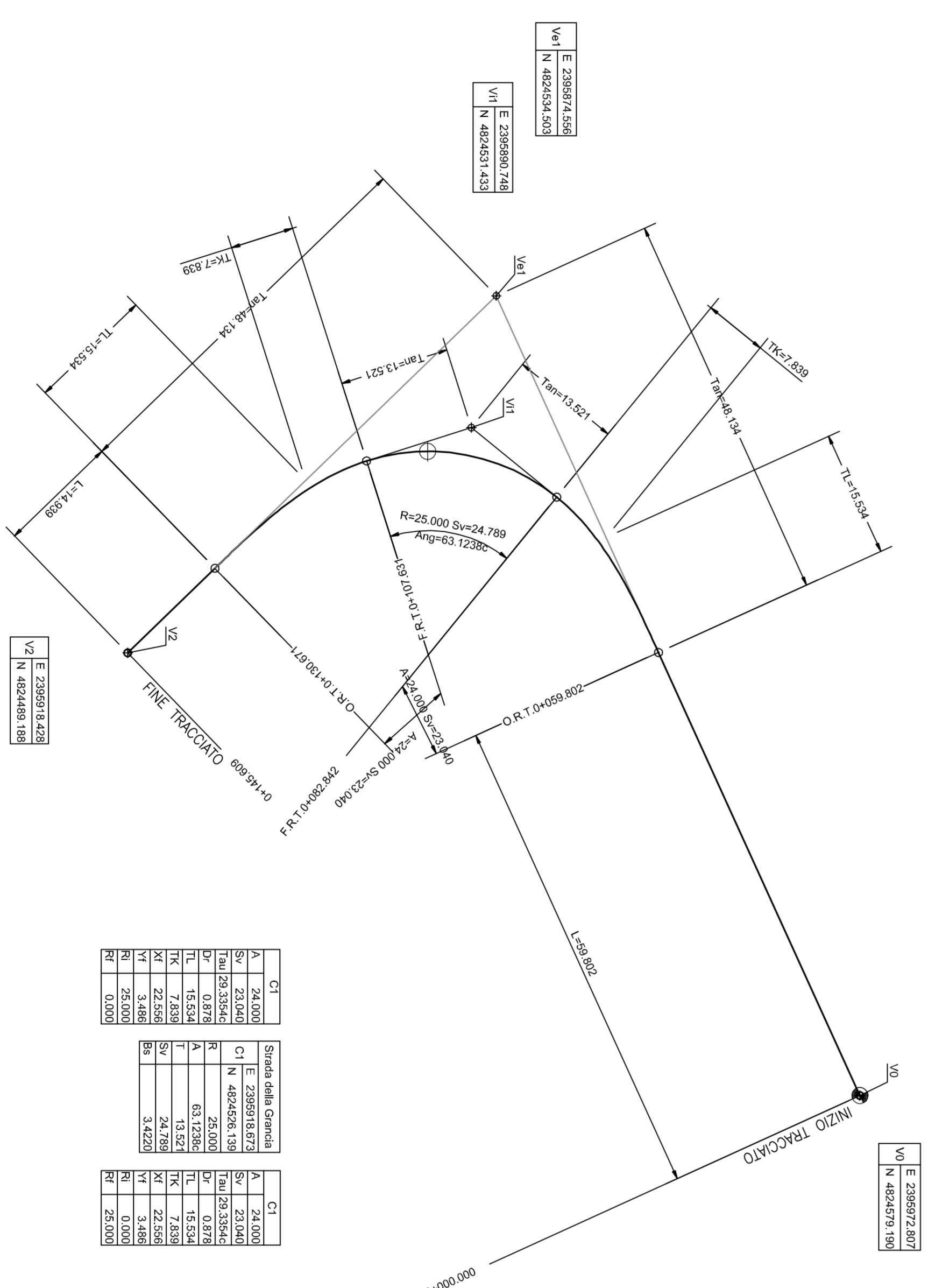
PLANIMETRIA STATO ATTUALE

Scala 1:1000

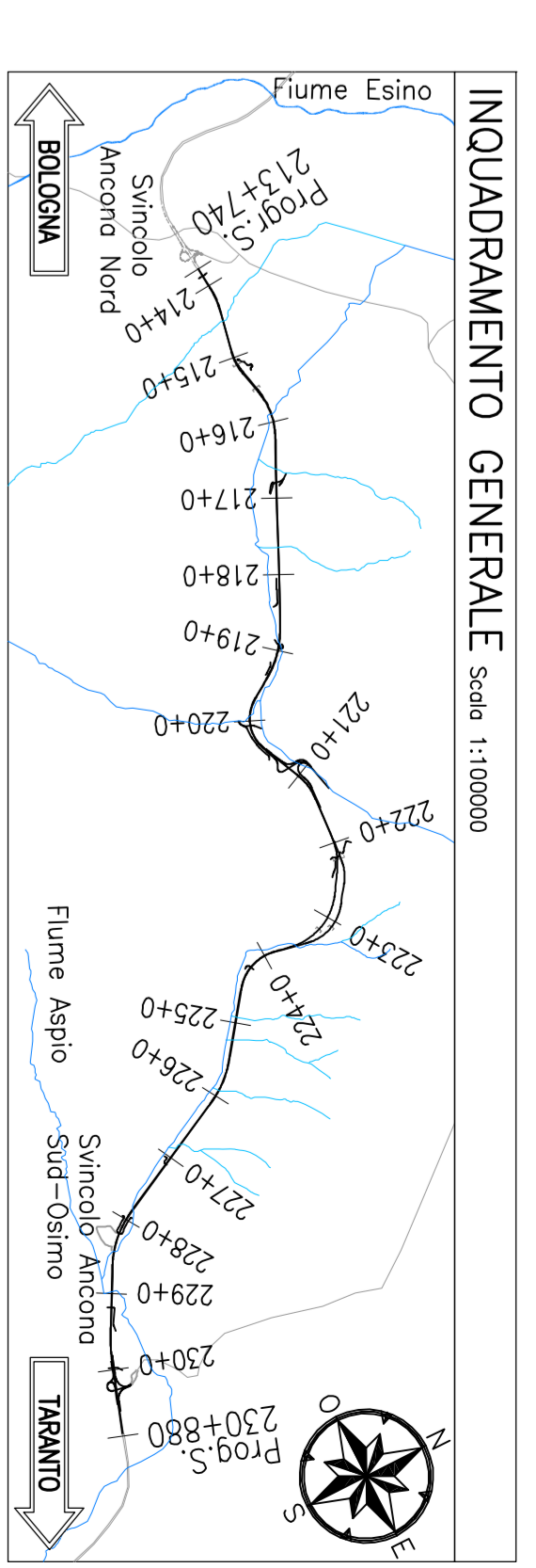


PLANIMETRIA DI TACCIAMENTO

Scala 1:500



STAZIONE	CH	CH+100	CH+200	CH+300	CH+400	CH+500	CH+600	CH+700	CH+800	CH+900	CH+1000
1+000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+100	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+200	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+300	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+400	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+500	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+600	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+700	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+800	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
1+900	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
2+000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000



autostrade // per l'Italia

AUTOSTRADA (A14) : BOLOGNA-BARI-TARANTO
 AMPLIAMENTO ALLA TERZA CORSA
 DEL TRATTO RIMINI NORD-PEDASO
 TRATTO: ANCONA NORD - ANCONA SUD
PROGETTO ESECUTIVO

VL - VABILITA' INTERFERITA

PARTI STRADALE - Strada comunale della Grancia (Ancona)
 prog km 224+237 - rampe convulsivo
 Planimetria stato attuale e tacciamiento

DIRETTORE GENERALE Ing. Luigi Pellegrini	DIRETTORE TECNICO Ing. Gianfranco Bernardi	INGEGNERE RESPONSABILE Ing. Paolo Mariani
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VISTO DELLA COMMITTEE Ing. Luigi Pellegrini	VISTO DELLA COMMITTEE Ing. Gianfranco Bernardi	VISTO DELLA COMMITTEE Ing. Paolo Mariani
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