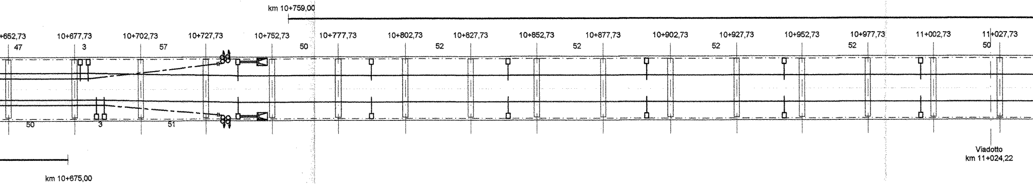
Pezzatura 19-19 L=976m

Pezzatura 20-20 L=976m

10+739,90

3700	4700	3700	3700	3700	3700	3700	3700
T(25)	C(5)	T	T	T	T	T	T
N(773/666)	FS(773/913)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
+2	+2	+3	+2	+2	+2	+2	+2
2,25	2,25	2,25	-	-	-	-	-
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
AGGR.V	AGGR.V	AGGR.V/TTA	AGGR.V	AGGR.V	AGGR.V	AGGR.V	AGGR.V
LSU16a	LSU18a	LSU22a/TT	LSU18a	LSU18a	LSU18a	LSU18a	LSU18a
365	367	369	371	373	375	377	379


km 10+759,00
+652,73
10+677,73
10+702,73
10+727,73
10+752,73
10+777,73
10+802,73
10+827,73
10+852,73
10+877,73
10+902,73
10+927,73
10+952,73
10+977,73
11+002,73
11+027,73
47
3
57
50
52
52
52
52
50
50
3
51
Viadotto
km 11+024,22
km 10+675,00

366	368	370	372	374	376	378	380
LSU16a	LSU18a	LSU20a/TT	LSU16a	LSU16a	LSU16a	LSU16a	LSU16a
AGGR.V	AGGR.V	AGGR.V/TTA	AGGR.V	AGGR.V	AGGR.V	AGGR.V	AGGR.V
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
-1	-1	+1	-1	-1	-1	-1	-1
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
N(773/666)	FS(773/909)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)
C(25)	C(5)	C	C	C	C	C	C
3700	3700	3700	3700	3700	3700	3700	3700

10+739,90

SV = 145 m

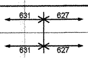
km 10+953,20

700

800

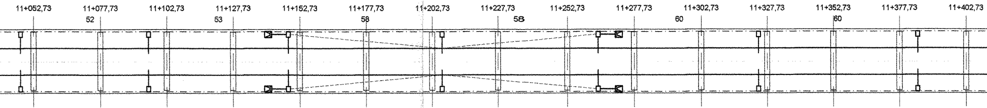
900

km 11+000


631
627
631
627

3700	3700	4200	3200	4200	3200	4200
T	T	C	T	C	T	C
N(773/666)	N(773/666)	N(773/669)	N(773/788)	N(773/669)	N(773/788)	N(773/669)
5,20	5,20	5,20	5,20	5,20	5,20	5,20
+2	+2	+2	+1	+2	+2	+2
-	-	2,25	2,25	2,25	2,25	2,25
⏚	⏚	⏚	⏚	⏚	⏚	⏚
AGGR.V	AGGR.V	AGGR.V/TTC	AGGR.V	AGGR.V/TTC	AGGR.V	AGGR.V
LSU16a	LSU16a	LSU16a/TT	LSU16a	LSU16a/TT	LSU16a	LSU16a
381	383	385	387	389	391	393

Barriera Antirumore
TIPO H4


11+052,73
11+077,73
52
11+102,73
11+127,73
53
11+152,73
11+177,73
58
11+202,73
11+227,73
58
11+252,73
11+277,73
60
11+302,73
11+327,73
11+352,73
60
11+377,73
11+402,73

382	384	386	388	390	392	394
LSU16a	LSU16a	LSU16a/TT	LSU16a	LSU16a/TT	LSU16a	LSU16a
AGGR.V	AGGR.V	AGGR.V/TTC	AGGR.V	AGGR.V/TTC	AGGR.V	AGGR.V
⏚	⏚	⏚	⏚	⏚	⏚	⏚
2,25	2,25	2,25	2,25	2,25	2,25	2,25
-1	-1	+2	+1	+2	+2	+2
5,20	5,20	5,20	5,20	5,20	5,20	5,20
N(773/666)	N(773/666)	N(773/788)	N(773/669)	N(773/788)	N(773/669)	N(773/788)
C	C	T	C	T	C	T
3700	3700	3200	4200	3200	4200	3200

SV = 476,91 m

km 11+098,20

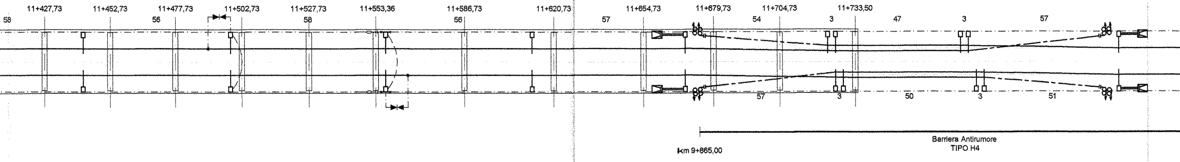
100 200 300 400

Pezzatura 23-23 L=1302m
Pezzatura 24-24 L=1302m
Pezzatura 21-21 L=1257m
Pezzatura 22-22 L=1257m

CT5 L=2967m
CT6 L=2967m
CT7 L=3026m
CT8 L=3026m

11+669,00
11+833,00

3200	4200	3200	3700	3700	3700	3700	3700	3700	3700
T	C	T	C(15)	C(15)	C(25)	C(5)	C(25)	C(5)	C(15)
N(773/788)	N(773/669)	N(773/788)	N(773/666)	N(773/666)	FS(773/911)	N(773/630)	N(773/666)	FS(773/909)	N(773/666)
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
+2	+2	+2	-1	+1	-2	-1	-1	-2	+1
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
AGGR.V	AGGR.V	AGGR.V	AGGR.V	AGGR.V/TTA	AGGR.V	AGGR.V	R0	R1	R3/TTA
LSU16a	LSU16b	LSU16b	LSU16a	LSU20a/TT	LSU16a	LSU16a	LSU16a	LSU16a	LSU20a/TT
395	397	399	401	403	405	407	409	411	413


11+427,73
11+452,73
11+477,73
11+502,73
11+527,73
11+553,36
11+586,73
11+620,73
11+654,73
11+679,73
11+704,73
11+733,50
58
56
58
56
57
54
3
47
3
57
57
3
50
3
51
Barriera Antirumore
TIPO H4
km 9+865,00

396	398	400	402	404	406	408	410	412	414
LSU16a	LSU16b	LSU16b	LSU18a	LSU22a/TT	LSU16a	LSU18a	LSU18a	LSU16a	LSU22a/TT
AGGR.V	AGGR.V	AGGR.V	AGGR.V	AGGR.V/TTA	AGGR.V	AGGR.V	R1	R0	R4/TTA
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
+2	+2	+2	+2	+3	+1	+2	+2	+1	+3
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
N(773/669)	N(773/788)	N(773/669)	N(773/666)	N(773/666)	FS(773/701)	N(773/630)	N(773/666)	FS(773/913)	N(773/666)
C	T	C	T(15)	T(15)	C(25)	T(5)	T(25)	C(5)	T(15)
4200	3200	4200	3700	3700	4700	3700	3700	4700	3700

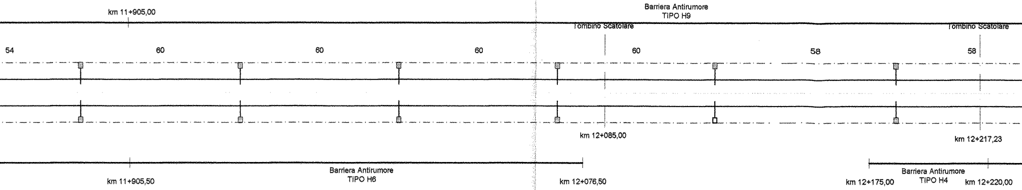
11+669,00
11+833,00

SV = 120 m
C - R = 2000m - SV = 211,79m

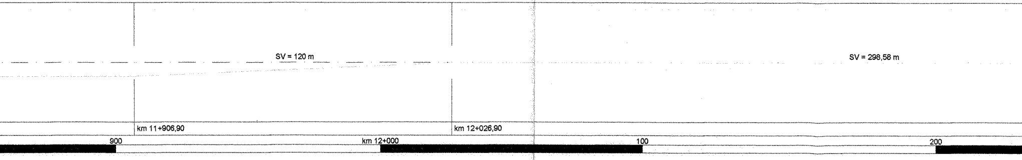
km 11+575,11
km 11+695,11

500
600
700
800

3700	3700	3700	3200	4200	3200
C(15)	C(15)	C(15)	T	C	T
N(773/666)	N(773/666)	N(773/666)	N(773/788)	N(773/669)	N(773/788)
5,20	5,20	5,20	5,20	5,20	5,20
-	-	-	-	-	-
-	-	-	-	-	-
⏚	⏚	⏚	⏚	⏚	⏚
-	-	-	-	-	-
H10-TE	H10-TE	H10-TE	H10-TE	H10-TE	H10-TE
415	417	419	421	423	425

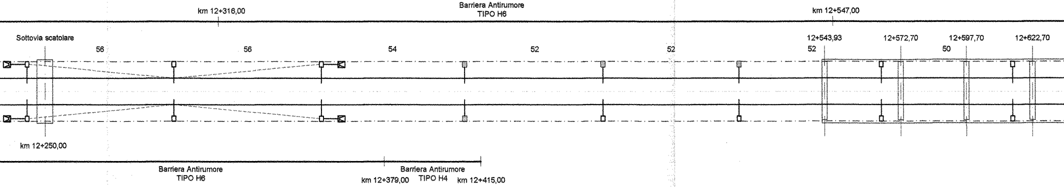

km 11+905,00
Barriera Antirumore
TIPO H9
Tombino Scatolare
Tombino Scatolare
54
60
60
60
60
58
58
km 12+085,00
km 12+217,23
Barriera Antirumore
TIPO H6
km 11+905,50
km 12+076,50
km 12+175,00
Barriera Antirumore
TIPO H4
km 12+220,00

416	418	420	422	424	426
H10-TE	H10-TE	H10-TE	H10-TE	LSU16a	H10-TE
-	-	-	-	R0	-
⏚	⏚	⏚	⏚	⏚	⏚
-	-	-	-	2,25	-
-	-	-	-	+2	-
5,20	5,20	5,20	5,20	5,20	5,20
N(773/666)	N(773/666)	N(773/666)	N(773/669)	N(773/788)	N(773/669)
T(15)	T(15)	T(15)	C	T	C
3700	3700	3700	4200	3200	4200

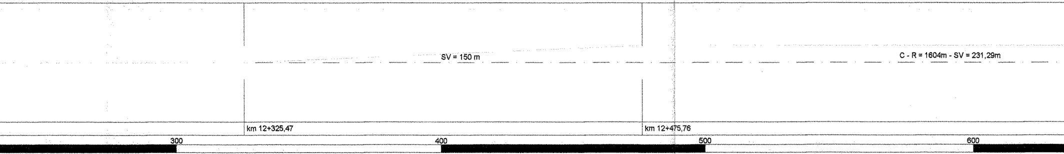

SV = 120 m
SV = 298,58 m
km 11+906,90
km 12+026,90
900
km 12+000
100
200

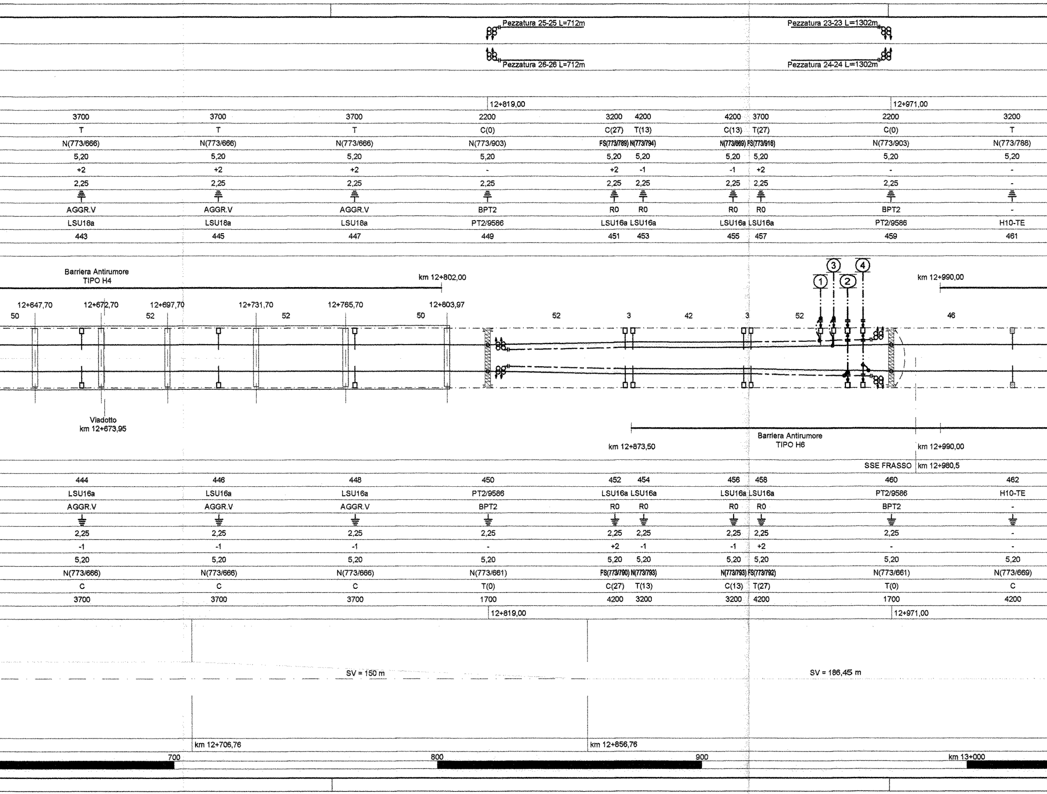
630
672
630
672

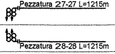
4200	3200	3700	3700	3700	3700	3700	3700
C	T	T	T	T	T	T	T
N(773/669)	N(773/788)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
+2	+1	+2	-	-	-	+2	+2
2,25	2,25	2,25	-	-	-	2,25	2,25
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
R1/TTC	R0	R1/TTC	-	-	-	AGGR.V	AGGR.V
LSU16a/TT	LSU16a	LSU16a/TT	H10-TE	H10-TE	H10-TE	LSU18a	LSU18a
427	429	431	433	435	437	439	441


km 12+316,00
Barriera Antirumore
TIPO H6
km 12+547,00
Sottovia scatolare
12+543,93
12+572,70
12+597,70
12+622,70
56
56
54
52
52
52
50
km 12+250,00
Barriera Antirumore
TIPO H6
Barriera Antirumore
km 12+379,00
TIPO H4
km 12+415,00

428	430	432	434	436	438	440	442
LSU16a/TT	LSU16a	LSU16a/TT	H10-TE	LSU16a	LSU16a	LSU16a	LSU16a
R1/TTC	R0	R1/TTC	-	R0	R0	AGGR.V	AGGR.V
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
2,25	2,25	2,25	-	2,25	2,25	2,25	2,25
+2	+1	+2	-	-1	-1	-1	-1
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
N(773/788)	N(773/669)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)
T	C	C	C	C	C	C	C
3200	4200	3700	3700	3700	3700	3700	3700

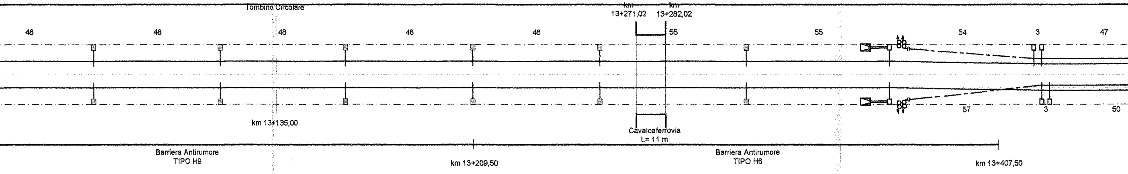

SV = 150 m
C - R = 1604m - SV = 231,29m
km 12+325,47
km 12+475,76
300
400
500
600


Pezzatura 25-25 L=712m
Pezzatura 26-26 L=712m
Pezzatura 23-23 L=1302m
Pezzatura 24-24 L=1302m
12+819,00
12+971,00
3700 3700 3700 2200 3200 4200 4200 3700 2200 3200
T T T C(0) C(27) T(13) C(13) T(27) C(0) T
N(773/666) N(773/666) N(773/666) N(773/903) FS(773/789) N(773/794) N(773/869) FS(773/916) N(773/903) N(773/788)
5,20 5,20 5,20 5,20 5,20 5,20 5,20 5,20 5,20 5,20
+2 +2 +2 - +2 -1 -1 +2 - -
2,25 2,25 2,25 2,25 2,25 2,25 2,25 2,25 2,25 -
AGGR.V AGGR.V AGGR.V BPT2 R0 R0 R0 R0 BPT2 -
LSU18a LSU18a LSU18a PT2/9586 LSU16a LSU16a LSU16a LSU16a PT2/9586 H10-TE
443 445 447 449 451 453 455 457 459 461
Barriera Antirumore
TIPO H4
km 12+802,00
km 12+990,00
①
②
③
④
12+647,70
12+672,70
12+697,70
12+731,70
12+765,70
12+803,97
50 52 52 50 52 3 42 3 52 46
Viadotto
km 12+673,95
Barriera Antirumore
TIPO H6
km 12+873,50
km 12+990,00
SSE FRASSO
km 12+980,5
444 446 448 450 452 454 456 458 460 462
LSU16a LSU16a LSU16a PT2/9586 LSU16a LSU16a LSU16a LSU16a PT2/9586 H10-TE
AGGR.V AGGR.V AGGR.V BPT2 R0 R0 R0 R0 BPT2 -
2,25 2,25 2,25 2,25 2,25 2,25 2,25 2,25 2,25 -
-1 -1 -1 - +2 -1 -1 +2 - -
5,20 5,20 5,20 5,20 5,20 5,20 5,20 5,20 5,20 5,20
N(773/666) N(773/666) N(773/666) N(773/661) FS(773/790) N(773/793) N(773/793) FS(773/792) N(773/661) N(773/669)
C C C T(0) C(27) T(13) C(13) T(27) T(0) C
3700 3700 3700 1700 4200 3200 3200 4200 1700 4200
12+819,00
12+971,00
SV = 150 m
SV = 186,45 m
km 12+706,76
km 12+856,76
700
800
900
km 13+000


Pezzatura 27-27 L=1215m
Pezzatura 28-28 L=1215m

13+367,00

3700	3700	3700	3700	3700	3700	3700	3700	3700
C	C	C	C	C	C	C	C(25)	C(5)
N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	FS(773/911)	N(773/630)
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
-	-	-	-	-	-	+1	-2	-1
-	-	-	-	-	-	2,25	2,25	2,25
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
-	-	-	-	-	-	R3/TTA	R1	R0
H10-TE	H10-TE	H10-TE	H10-TE	H10-TE	H10-TE	LSU20a/TT	LSU16a	LSU16a
463	465	467	469	471	473	475	477	479


Tombino Circolare
km 13+271,02
km 13+282,02
48
48
48
48
48
55
55
54
3
47
57
3
50
km 13+135,00
Cavalcaferrovia
L= 11 m
Barriera Antirumore
TIPO H9
km 13+209,50
Barriera Antirumore
TIPO H6
km 13+407,50

464	466	468	470	472	474	476	478	480
H10-TE	H10-TE	H10-TE	H10-TE	H10-TE	H10-TE	LSU22a/TT	LSU16a	LSU18a
-	-	-	-	-	-	R4/TTA	R0	R1
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
-	-	-	-	-	-	2,25	2,25	2,25
-	-	-	-	-	-	+3	+1	+2
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	FS(773/701)	N(773/630)
T	T	T	T	T	T	T	C(25)	T(5)
3700	3700	3700	3700	3700	3700	3700	4700	3700

13+367,00

SV = 150 m

km 13+043,22

km 13+193,22

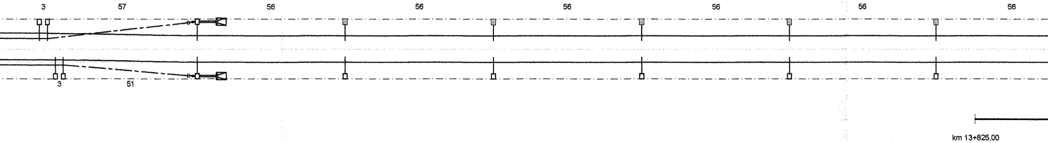
100
200
300
400

Pezzatura 25-25 L=712m

Pezzatura 26-26 L=712m

		13+531,00					
3700	3700	3700	3700	3700	3700	3700	3700
C(25)	C(5)	C	C	C	C	C	C
N(773/666)	FS(773/909)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
-1	-2	+1	-	-	-	-	-
2,25	2,25	2,25	-	-	-	-	-
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
R0	R1	R3/TTA	-	-	-	-	-
LSU16a	LSU16a	LSU20a/TT	H10-TE	H10-TE	H10-TE	H10-TE	H10-TE
481	483	485	487	489	491	493	495

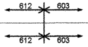
Barriera Antirumore
TIPO H6


3
57
56
56
56
56
56
56
3
51
km 13+825,00

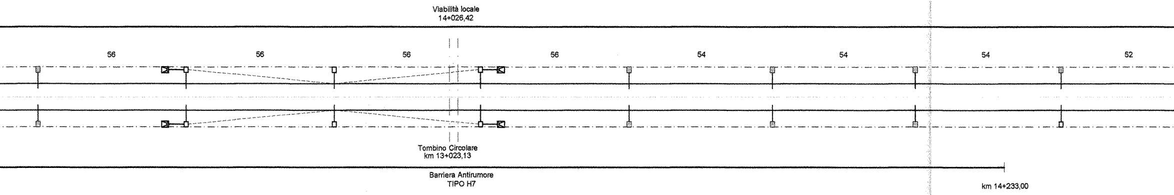
482	484	486	488	490	492	494	496
LSU18a	LSU16a	LSU22a/TT	LSU18a	LSU18a	LSU18a	LSU18a	LSU18a
R1	R0	R4/TTA	R1	R1	R1	R1	R1
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
+2	+1	+3	+2	+2	+2	+2	+2
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
N(773/666)	FS(773/913)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)
T(25)	C(5)	T	T	T	T	T	T
3700	4700	3700	3700	3700	3700	3700	3700
		13+539,40					

C - R = 1600m - SV = 1068,16m

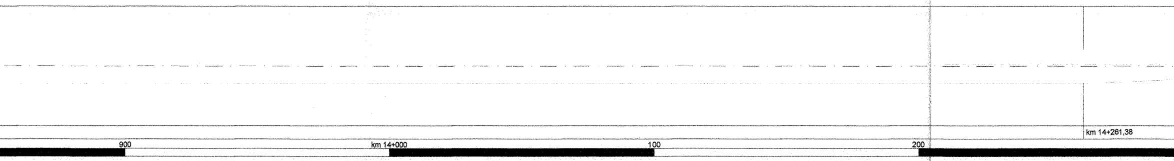
500
600
700
800

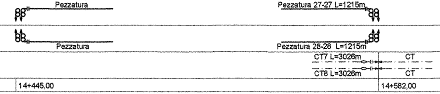

612
603
612
603

3700	3700	3700	3700	3200	3200	3200	3200
C	C	C	C	C	C	C	C
N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
-	-1	-2	-1	-	-	-	-
-	2,25	2,25	2,25	-	-	-	-
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
-	R1/TTC	R1	R1/TTC	-	-	-	-
H10-TE	LSU16a/TT	LSU16a	LSU16a/TT	H10-TE	H10-TE	H10-TE	H10-TE
497	499	501	503	505	507	509	511


Viabilità locale
14+026,42
56
56
56
56
54
54
54
52
Tombino Circolare
km 13+023,13
Barriera Antirumore
TIPO H7
km 14+233,00

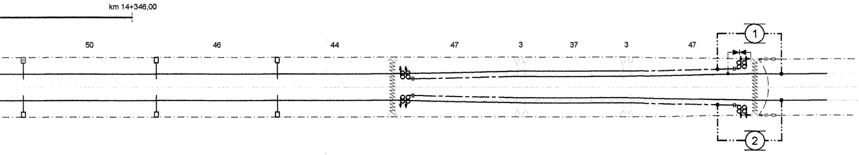
498	500	502	504	506	508	510	512
H10-TE	LSU18a/TT	LSU18a	LSU18a/TT	H10-TE	H10-TE	H10-TE	LSU18a
-	R2/TTC	R2	R2/TTC	-	-	-	R1
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
-	2,25	2,25	2,25	-	-	-	2,25
-	+2	+2	+2	-	-	-	+2
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)	N(773/666)
T	T	T	T	T	T	T	T
3700	3700	3700	3700	3700	3700	3700	3700


km 14+261,38
900
km 14+000
100
200


Pezzatura
Pezzatura
Pezzatura 27-27 L=1215m
Pezzatura 28-28 L=1215m
CT7 L=3026m
CT8 L=3026m
CT
CT

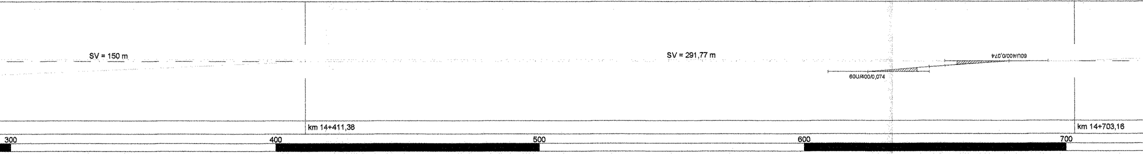
14+445,00 | 14+582,00

3200	3200	3200	1700	3200	4200	4200	3700	2200
C	C	C	T(0)	C(27)	T(13)	C(13)	T(27)	C(0)
N(773/666)	N(773/666)	N(773/666)	N(773/661)	FS(773/789)	N(773/794)	N(773/800)	FS(773/816)	N(773/903)
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
-	-1	-1	-	+2	-1	-1	+2	0
-	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
-	R0	R0	BPT2	P0	P0	P0	P0	BPT2
H10-TE	LSU16a	LSU16a	PT2/9586	LSU16a	LSU16a	LSU16a	LSU16a	PT2/9586
513	515	517	1	3	5	7	9	11


km 14+346,00
50
46
44
47
3
37
3
47
1
2

514	516	518	2	4	6	8	10	12
LSU18a	LSU18a	LSU18a	PT2/9586	LSU16a	LSU16a	LSU16a	LSU16a	PT2/9586
R1	R1	R1	BPT2	P0	P0	P0	P0	BPT2
⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚	⏚
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
+2	+2	+2	-	+2	-1	-1	+2	-
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
N(773/666)	N(773/666)	N(773/666)	N(773/903)	FS(773/790)	N(773/793)	N(773/783)	FS(773/792)	N(773/661)
T	T	T	C(0)	C(27)	T(13)	C(13)	T(27)	T(0)
3700	3700	3700	2200	4200	3200	3200	4200	1700

14+445,00 | 14+582,00


SV = 150 m
SV = 291,77 m
60U/400/0,074
60U/400/0,074
km 14+411,38
km 14+703,16
300
400
500
600
700

LUNGHEZZA TESATE LDC B.D. (m)
B.P. (m)
LUNGHEZZA TESATE CDT (m)
PROGRESSIVE ORMEGGI (km)
LUNGHEZZA MENSOLA (mm)
CONFIGURAZIONE SOSPENSIONE
TIPO SOSPENSIONE
ALTEZZA FILO DI CONTATTO (m)
VALORE E VERSO STRAPIOMBO (cm)
DISTANZA PALO - ROTAIA (m)
DISPERSORE DI TERRA
TIPO DI ANCORAGGIO O FONDAZIONE
TIPO DI SOSTEGNO/TIRANTE A TERRA
NUMERO DI SOSTEGNO
BANCHINA TIPO (km)

PEZZATURE CdT
n°2 conduttori TACSR Ø15,82mm

N°	ORMEGGI da sost.	a sost.	LUNGHEZZA (m)	NOTE
1	N	137	2x2956	-
2	N	138	2x2956	-
3	137	275	2x3039	-
4	138	276	2x3039	-
5	275	399	2x2967	-
6	276	400	2x2967	-
7	399	11	2x3026	-
8	400	12	2x3026	-

ATTRAVERSAMENTI AEREI CdT
n°2 corde Cu 120mmq

N°	da sost.	a sost.	LUNGHEZZA (m)	NOTE
1	P.O.	P.O.	2x15	-
2	213	214	2x15	-
3	273	274	2x15	-
4	275	276	2x15	-
5	345	346	2x15	-
6	397	398	2x15	-
7	399	400	2x15	-
8	459	460	2x15	-
9	11	12	2x15	-

Dugenta

SOSTEGNI

TIPO	N°
H10-TE	85
LSU16a	112
LSU16b	13
LSU18a	69
LSU18b	3
LSU20a	13
LSU22a	11
LSU22c	6
PT2	4
MEC C20	1

FONDAZIONI E AGGRAPPATURE

TIPO	N°
BPT2	8
R0	56
R1	47
R2	13
R3	9
R4	9
P5	6
AGGR.V	87
AGGR.TTA	6
AGGR.TTC	9
TTA	22
TTC	13

SOSPENSIONI

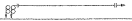
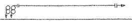
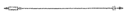
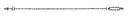
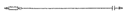
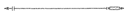
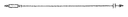
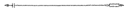
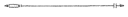
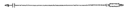
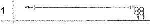
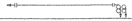
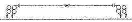
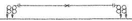
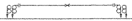
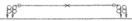
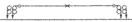
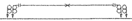
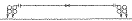
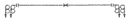
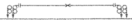
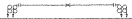
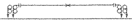
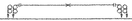
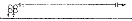
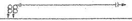
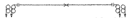
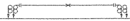
TIPO	N°
773/701	6
773/789	2
773/790	1
773/792	2
773/908	1
773/909	6
773/911	6
773/913	6
773/916	2
773/630	12
773/632	2
773/661	4
773/666	214
773/669	20
773/788	19
773/793	2
773/794	1
773/903	4
SG OMNIA	202
SG DD_MA	6

BANCHINA TIPO (km)
NUMERO DI SOSTEGNO
TIPO DI SOSTEGNO/TIRANTE A TERRA
TIPO DI ANCORAGGIO O FONDAZIONE
DISPERSORE DI TERRA
DISTANZA PALO - ROTAIA (m)
VALORE E VERSO STRAPIOMBO (cm)
ALTEZZA FILO DI CONTATTO (m)
TIPO SOSPENSIONE
CONFIGURAZIONE SOSPENSIONE
LUNGHEZZA MENSOLA (mm)
PROGRESSIVE ORMEGGI (km)

ANDAMENTO PLANIMETRICO

PROGRESSIVE TRACCIATO (km)
ETTOMETRICHE

PEZZATURE LdC

N°	SCHEMA TESATURA	ORMEGGI da sost.	ORMEGGI a sost.	LUNGHEZZA (m)	SEZIONE (mmq)	NOTE
1-1		N	OF 35/3 OC 35/1	892 FC 877 CP	540	
2-2		N	OF 36/2 OC 36/4	895 FC 880 CP	540	
3-3		OF 27/1 OC 27/3	OF 73/3 OC 73/1	893 FC 864 CP	540	
4-4		OF 28/2 OC 28/4	OF 74/4 OC 74/2	895 FC 863 CP	540	
5-5		OF 65/1 OC 65/3	OF 111/3 OC 111/1	868 FC 839 CP	540	
6-6		OF 66/2 OC 66/4	OF 112/4 OC 112/2	868 FC 838 CP	540	
7-7		OF 103/1 OC 103/3	OF 149/3 OC 149/1	859 FC 830 CP	540	
8-8		OF 104/2 OC 104/4	OF 150/4 OC 150/2	859 FC 829 CP	540	
9-9		OF 141/1 OC 141/3	OF 1853 OC 185/1	857 FC 828 CP	540	
10-10		OF 104/2 OC 104/4	OF 186/4 OC 186/2	857FC 827 CP	540	
11-11		OF 177/1 OC 177/3	223	852 FC 838 CP	540	
12-12		OF 178/2 OC 178/4	224	849 FC 834 CP	540	
13-13		213	263	1156	540	
14-14		214	264	1156	540	
15-15		253	299	1039	540	
16-16		254	300	1039	540	
17-17		289	333	974	540	
18-18		290	334	974	540	
19-19		323	369	976	540	
20-20		324	370	976	540	
21-21		359	413	1257	540	
22-22		360	414	1257	540	
23-23		403	459	1302	540	
24-24		404	460	1302	540	
25-25		449	485	712	540	
26-26		450	486	712	540	
27-27		475	11	1215	540	
28-28		476	12	1215	540	

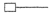
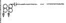
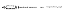
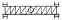
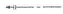
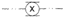
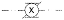
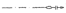
CARATTERISTICHE DELLA LINEA DI CONTATTO

Binari di corsa - Catenaria 540mmq:
-) n°2 Corde Portanti Cu 120mmq - Tiro 2x1500daN con regolazione automatica
-) n°2 Fili di contatto Cu-Ag 150mmq - Tiro 2x1875daN con regolazione automatica

Binari secondari - Catenaria 270mmq:
-) n°1 Corda Portante Cu 120mmq - Tiro 1125daN con regolazione automatica
-) n°1 Filo di contatto Cu-Ag 150mmq - Tiro 1125daN con regolazione automatica

Circuito di messa a terra e protezione TE
-) n°2 corde nude TACSR Ø15,82mm (170mmq) - Tiro (a 15°C) 2x350daN fisso

LEGENDA SIMBOLI L.d.C.

———	Conduttura attiva		Palo LSU con sospensione su mensola in profilato di alluminio
— — —	Conduttura inattiva		Supporto pendulo da galleria con sospensione su mensola in profilato di alluminio
	Ormeggio cond. TE con n°2 C.P. e n°2 F.C. con regolazione automatica del tiro con sistema a taglie e contrappesi		Carpenteria predisposta per aggrappatura a barriera antirumore di sospensione su mensola in profilato di alluminio
	Ormeggio F.C. / C.P. con regolazione automatica del tiro con sistema di tensionatura a molla		Portale di ormeggio tralicciato (dis. E65018)
	Ormeggio F.C. / C.P. senza regolazione automatica del tiro	— · — · —	Circuito di terra in doppio conduttore nudo TACSR Ø15,82mm
— · — · —	Collegamento di alimentazione costituito da n°4 corde Cu 155mmq	— — —	Attravers. aereo circuito di terra in doppia corda Cu 120mmq
	Sezionatore aereo, motorizzato e telecomandato, normalmente chiuso		Dispersore di terra
	Sezionatore aereo, motorizzato e telecomandato, normalmente aperto		Dispersore di terra profondo
- - - - - - -	Stralло di Punto Fisso		Limitatore di tensione bidirezionale - Collegamento alla rotaia in doppio cavo TACSR Ø19,62mm
	Tirante a terra singolo		Ormeggio isolato circuito di terra
	Tirante a terra doppio		

NOTE:
1) Le caratteristiche tecniche degli impianti TE sono conformi a quanto riportato nel documento:
RFI DTC STS ENE SP IFS TE 210 A - CAPITOLATO TECNICO T.E. ED. 2014
e negli elaborati in esso richiamati, dei quali di seguito si riportano i principali:

- E64850a - SCHEMI TIPOLOGICI DI R.A. PER CATENARIE 440mm² E 540mm² RETTIFILO-CURVA R>250m;
- E64851a - SCHEMI TIPOLOGICI DI T.S. RETTIFILO - CURVA R>250m;
- E64864b - TABELLA DI IMPIEGO PALI LSU E DEI BLOCCHI DI FONDAZIONE DI PIENA LINEA;
- E64865c - BLOCCHI DI FONDAZIONE E RELATIVE ARMATURE PER SOSTEGNI TIPO "LSU" DI PIENA LINEA;
- E64881b - BLOCCHI DI FONDAZIONE E RELATIVE ARMATURE PER TIRANTI A TERRA TIPO "TTA", "TTB" E "TTC";
- E65020a - FONDAZIONI PER PORTALI DI ORMEGGIO;
- E66013 - SOSTEGNI TIPO LSU.

COMMITTENTE:

RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

PROGETTAZIONE:

ITALFERR
GRUPPO FERROVIE DELLO STATO ITALIANE

DIREZIONE TECNICA
U.O. ENERGIA E IMPIANTI DI TRAZIONE ELETTRICA

PROGETTO DEFINITIVO

ITINERARIO NAPOLI - BARI
RADDOPPIO TRATTA CANCELLO - BENEVENTO
I LOTTO FUNZIONALE CANCELLO - FRASSO TELESINO E VARIANTE ALLA LINEA ROMA NAPOLI VIA CASSINO NEL COMUNE DI MADDALONI

TRATTA CANCELLO-FRASSO TEL./DUGENTA
PIANO DI ELETTRIFICAZIONE E CDT E PROTEZIONE DI PIENA LINEA
TRATTA DAL KM 10+700 A P.M. DUGENTA

SCALA :
1:1000

COMMESSA	LOTTO	FASE	ENTE	TIPO DOC.	OPERA/DISCIPLINA	PROGR.	REV.
IF0F	01	D	18	P7	LC0100	005	A

Revis.	Descrizione	Redatto	Data	Verificato	Data	Approvato	Data	Autorizzato Data
A	Emissione Esecutiva	G.Trezza GTrezza	07.2015	S.Rivoli Rivoli S.	07.2015	F.Cerrone	07.2015	G.Guidi Buffarini 07.2015 ITALFERR S.p.A. U.O. Energia ed Impianti Ing. Guido Guidi Buffarini Ordine Ingegneri Provincia di Roma n° 17812

File: IF0F01D18P7LC0100005A PDE B_MADDALONI-DUGENTA 3_3.DWG

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