

Committente:



AUTOCAMIONALE DELLA CISA S.P.A.

Via Camboara 26/A - Frazione Ponte Taro - 43015 NOCETO (PR)

Impresa Esecutrice:



**AUTOSTRADA DELLA CISA A15
RACCORDO AUTOSTRADALE A15/A22
CORRIDOIO PLURIMODALE TIRRENO-BRENNERO
RACCORDO AUTOSTRADALE FRA L' AUTOSTRADA DELLA CISA-FONTEVIVO (PR)
E L' AUTOSTRADA DEL BRENNERO-NOGAROLE ROCCA (VR). I LOTTO.**

C.U.P. G61B04000060008

C.I.G. 307068161E

PROGETTO ESECUTIVO

AUTOCAMIONALE DELLA CISA S.p.A.

Il Direttore TIRE:

Il Responsabile del Procedimento:

Il Presidente:

IMPRESA PIZZAROTTI & C. S.p.A.

Il Direttore Tecnico:

IMPRESA PIZZAROTTI & C. S.p.A.
Il Responsabile di Progetto
Dott. Ing. Luca Bondanelli

Il Geologo:

NA

PROGETTAZIONE DI:



Il Progettista:

Ing. Fabio Nigrelli
Ordine degli Ingegneri della Provincia di Palermo n. 3581

A.T.I.: **idroesse** engineering MANDATARIA

ROKSOIL S.p.A. MANDANTE

VIA INGEGNERIA S.r.l. MANDANTE

Coordinatore per la Sicurezza in fase di Progettazione:

Ing. Giovanni Maria Cepparotti
Ordine degli Ingegneri della Provincia di Viterbo n. 392

Consulenza specialistica a cura di:

NA

Progettista Responsabile Integrazione Prestazioni Specialistiche:

Ing. **PIETRO MAZZOLI**
IMPRESA PIZZAROTTI
ISCRITTO ORDINE
INGEGNERI PARMA n. 821

Titolo Elaborato:

Asse principale
Variante alle viabilità maggiori e minori - viabilità interferita
Viabilità interferita - S.P.10 di Cremona (cavalcavia P2)
Deviazione provvisoria alternativa S.P.10 - Album Sezioni trasversali

Data Emissione Progetto:

18/03/2014

Scala:

1:200

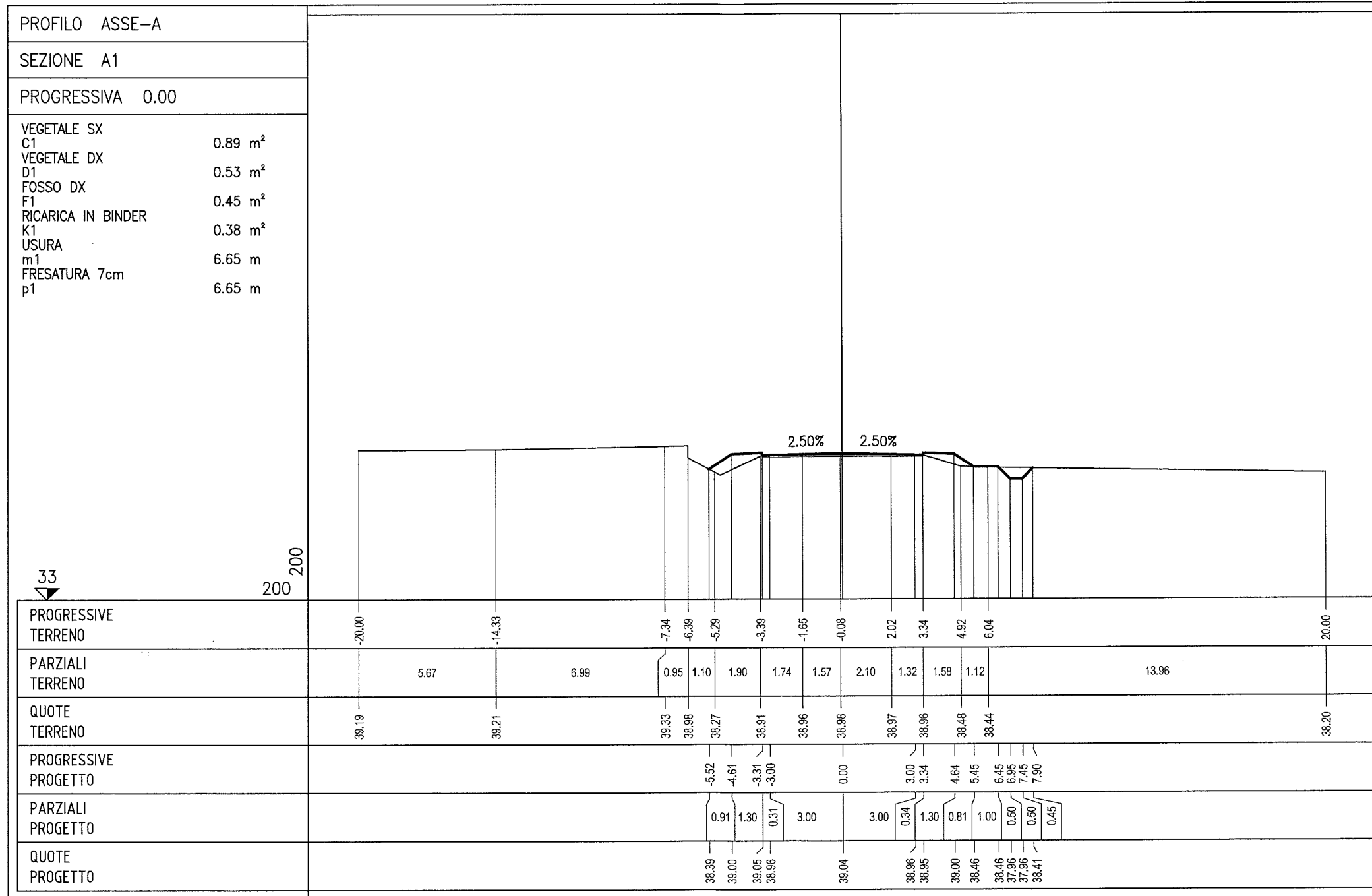
Identif. Elaborato:

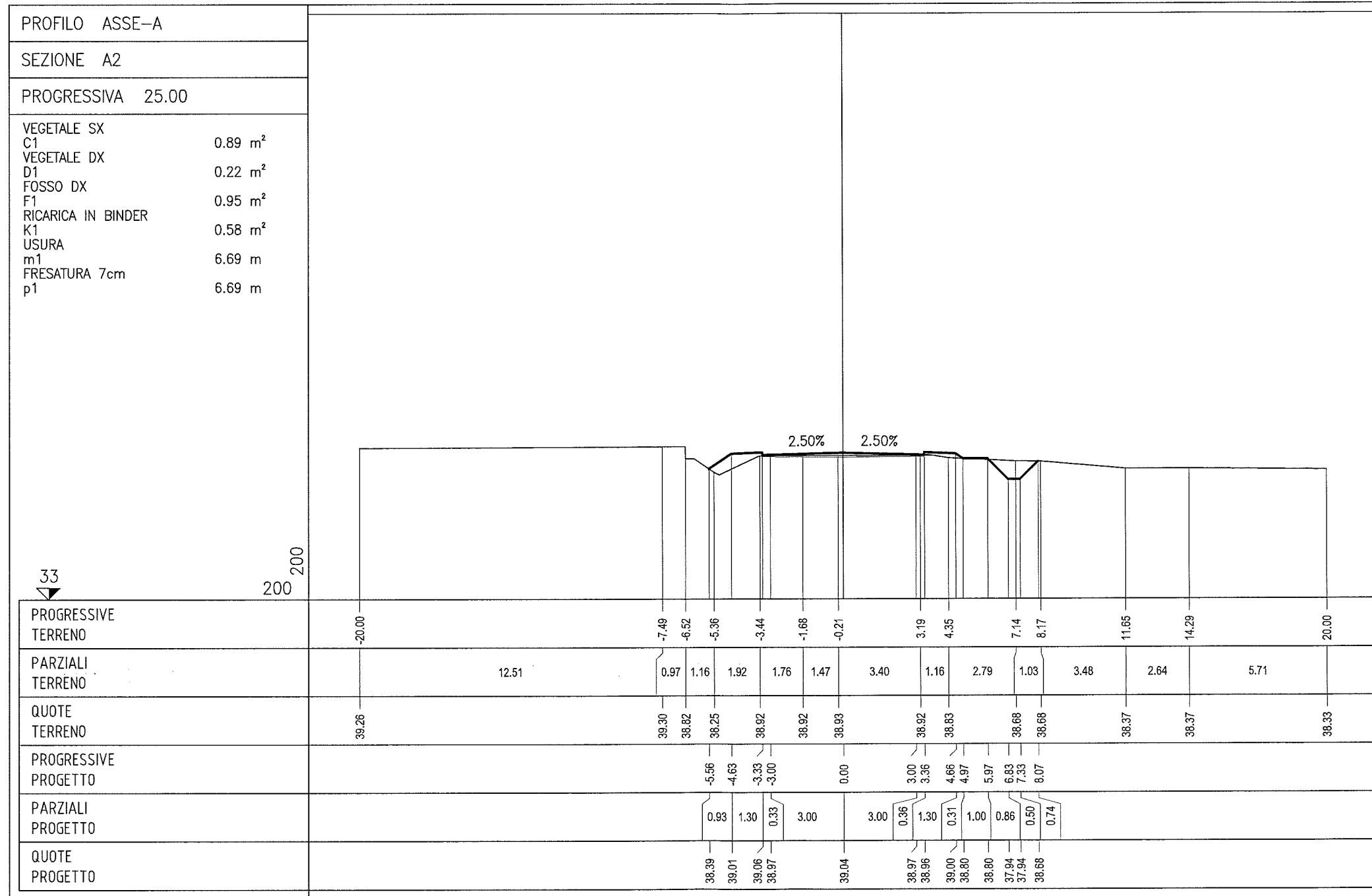
N.RO IDENTIFICATIVO	CODICE COMMESSA	LOTTO	FASE	ENTE	AMBITO	CAT. OPERA	N.RO OPERA	PARTE OPERA	TIPO DOC.	N.RO Progr. Doc.	REVISIONE
	RAAA	1	E	I	AP	VA	03	D	SZ	002	B
B	27/12/2015	Lettera Provincia di Parma (prot. n. 80210 del 16/12/2014)				VARANI	NIGRELLI	MAZZOLI			
A	02/10/2014	RIEMMISSIONE PROGETTO ESECUTIVO				VARANI	NIGRELLI	MAZZOLI			
Rev.	Data	DESCRIZIONE REVISIONE				Redatto	Controllato	Approvato			

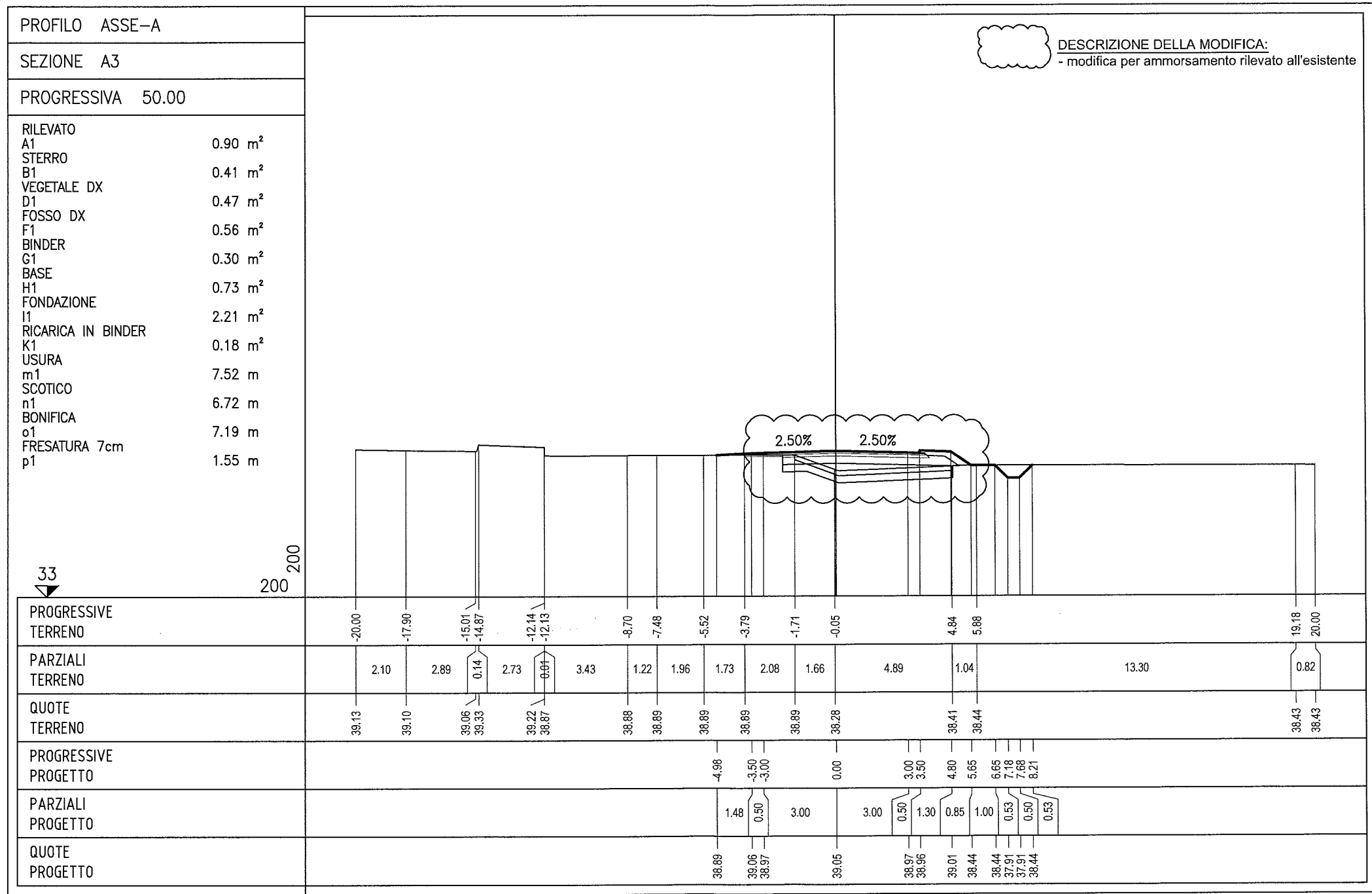
N.B.:

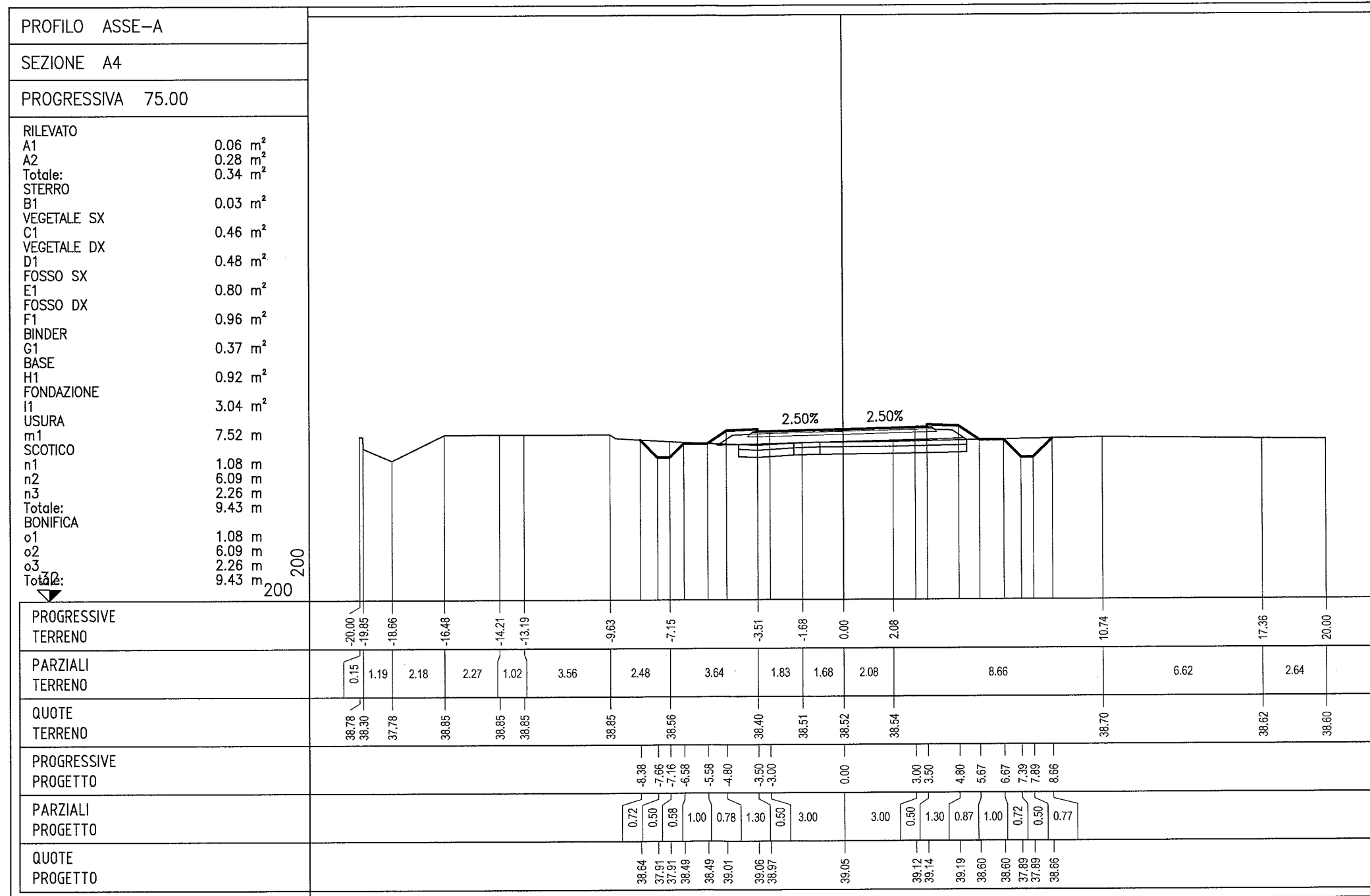
1) EMISSIONE A SEGUITO ISTRUTTORIA A15 PROT. n° 712 DEL 01/09/2014.

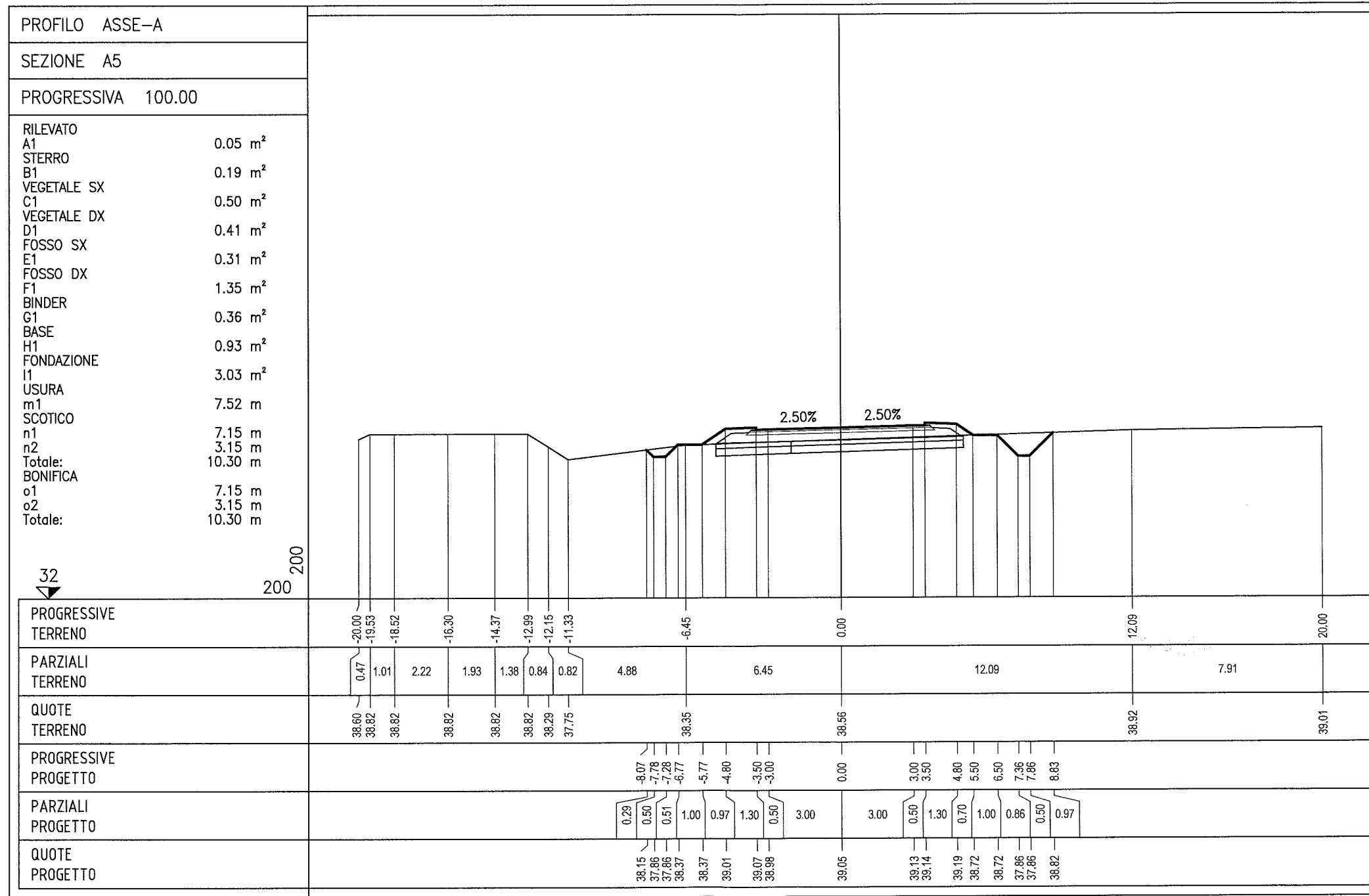
RAMO A
dalla pk 0+000 alla pk 0+563.54

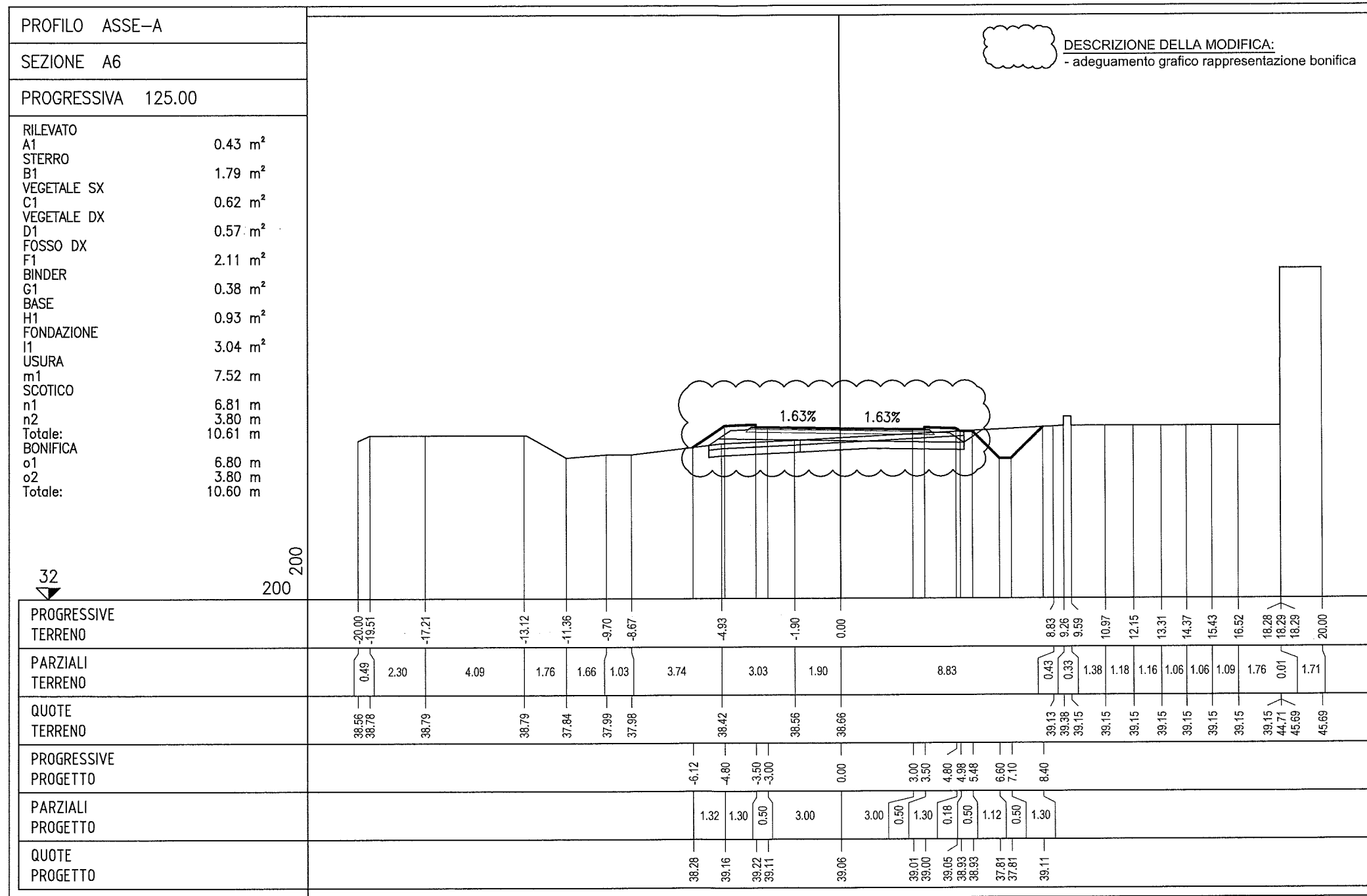


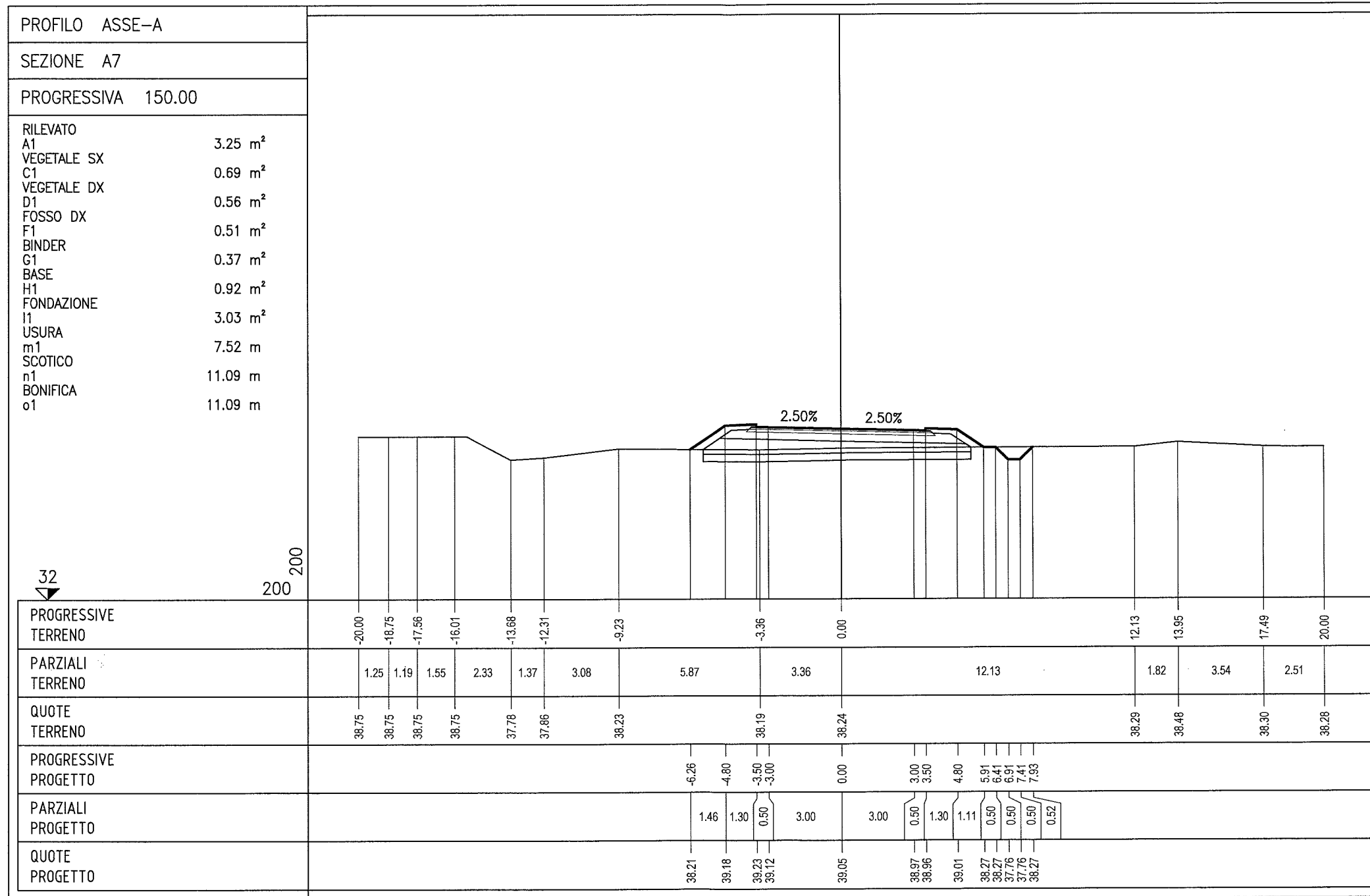


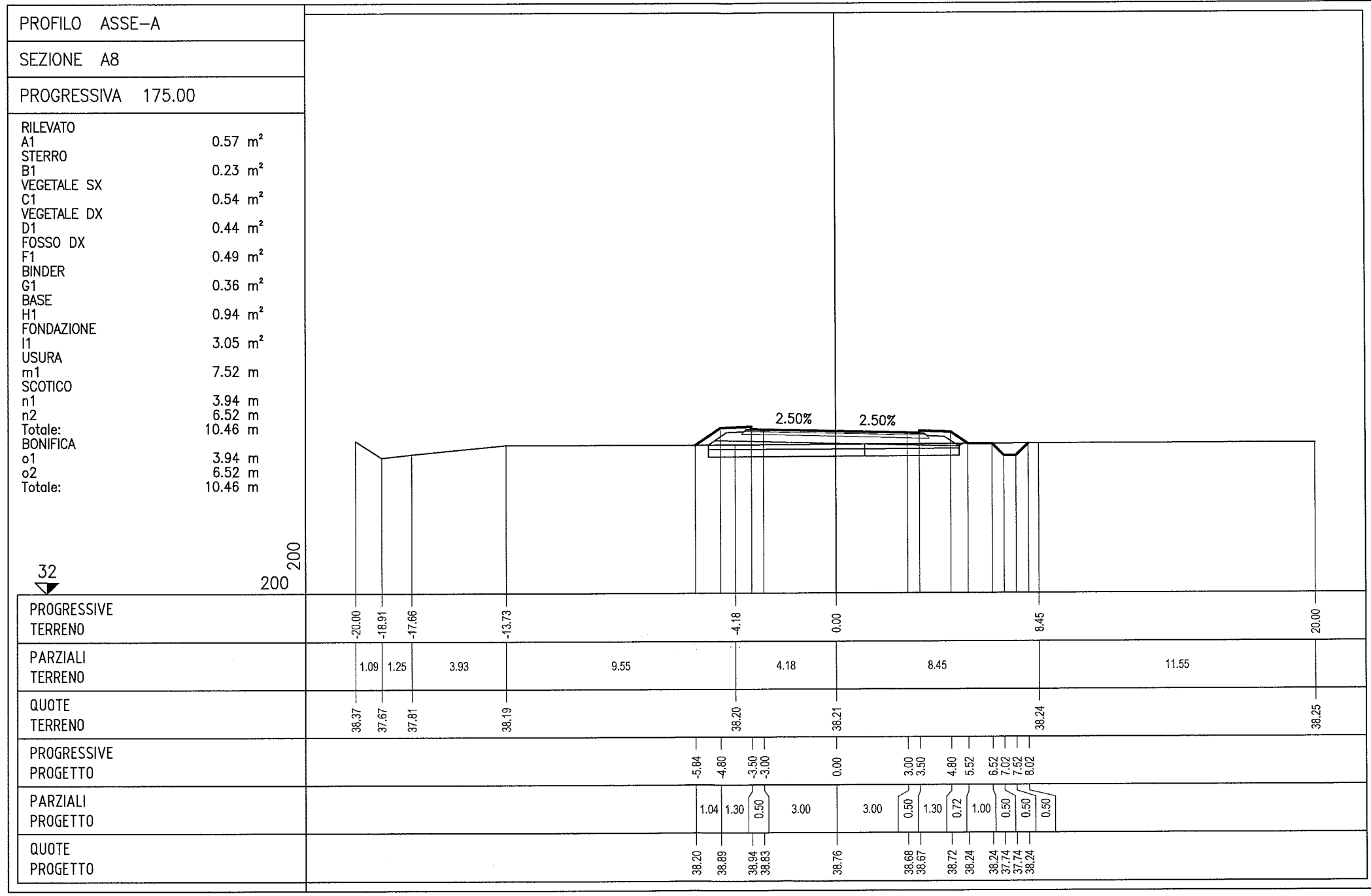


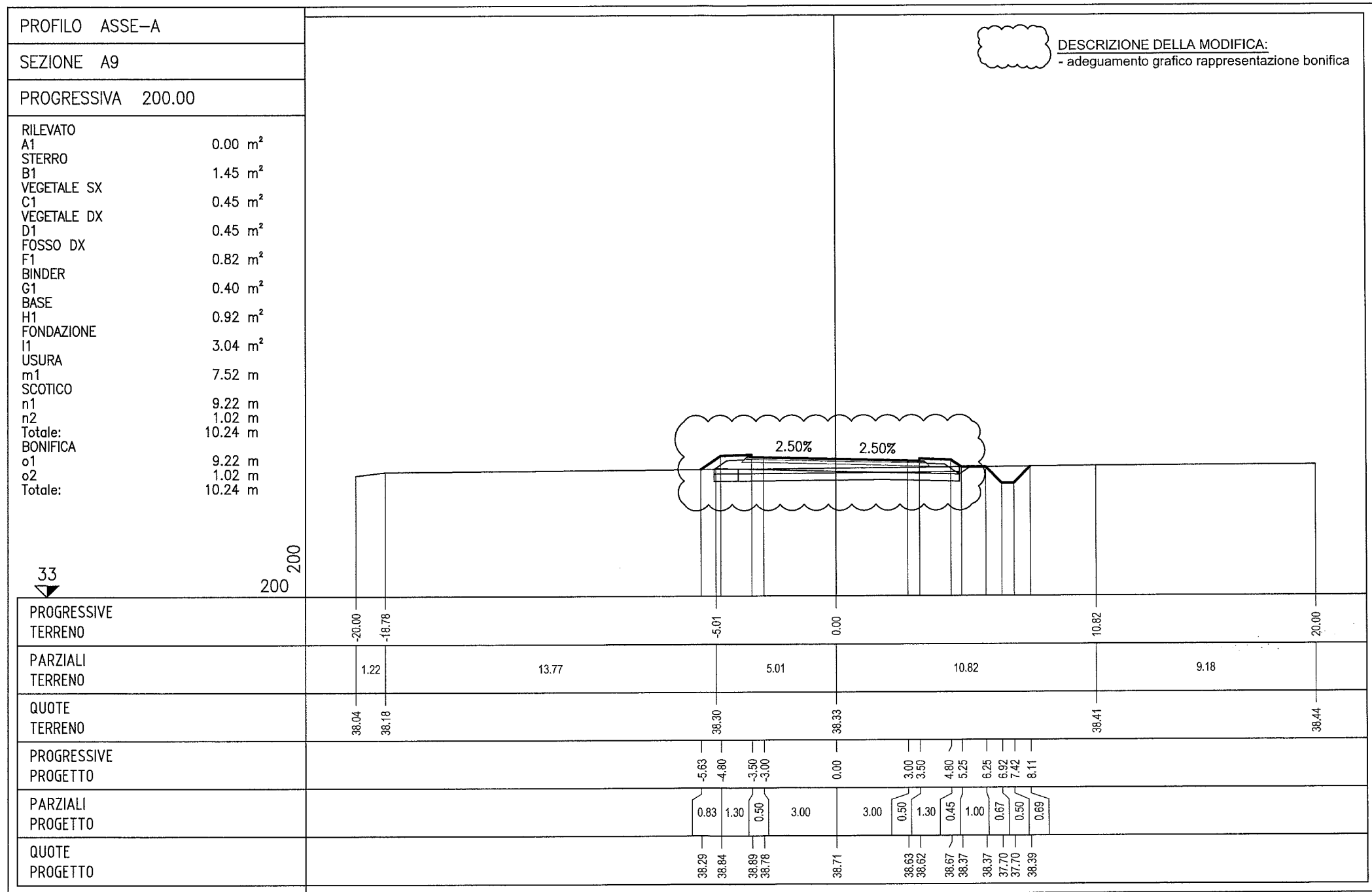


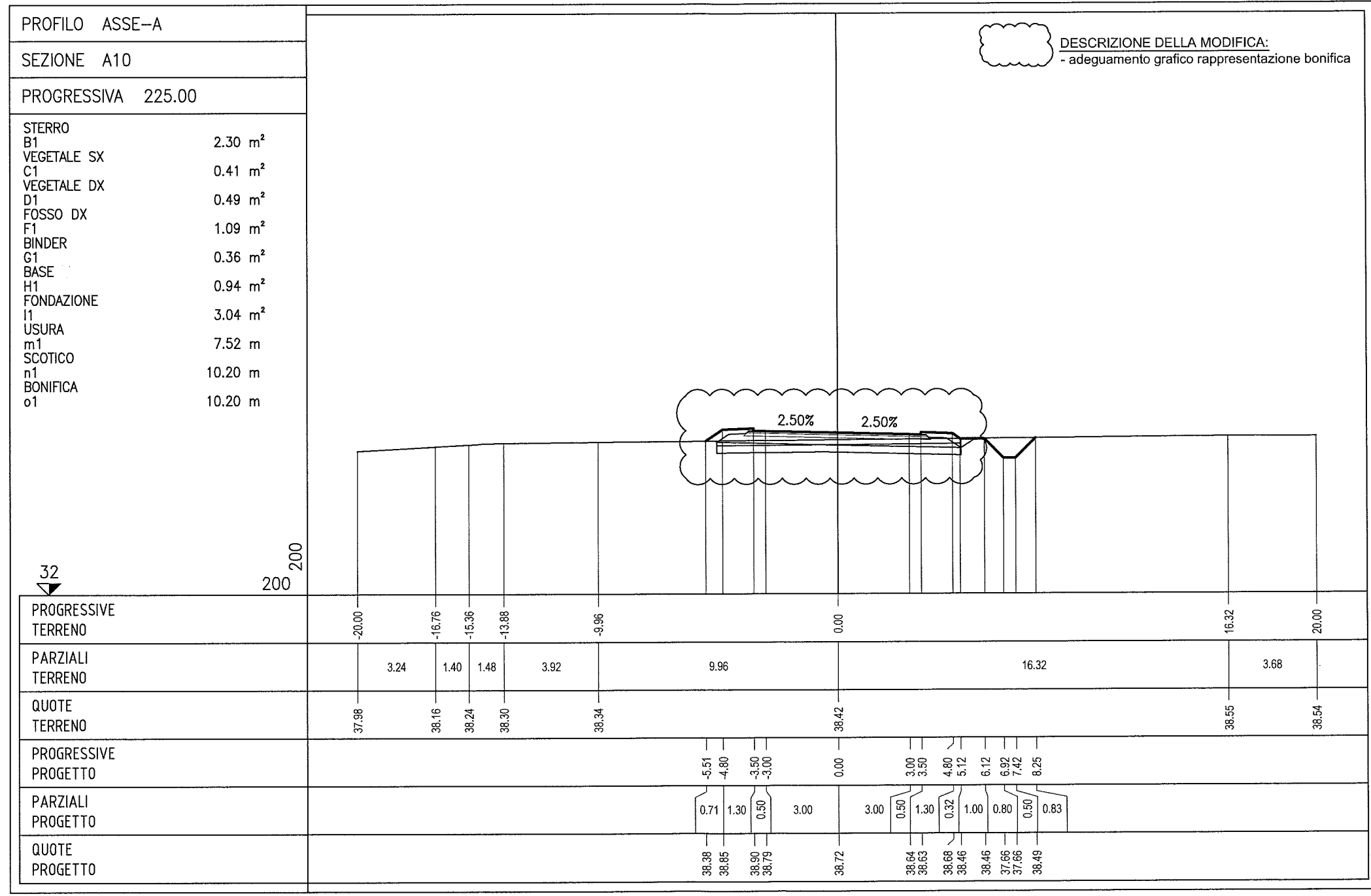


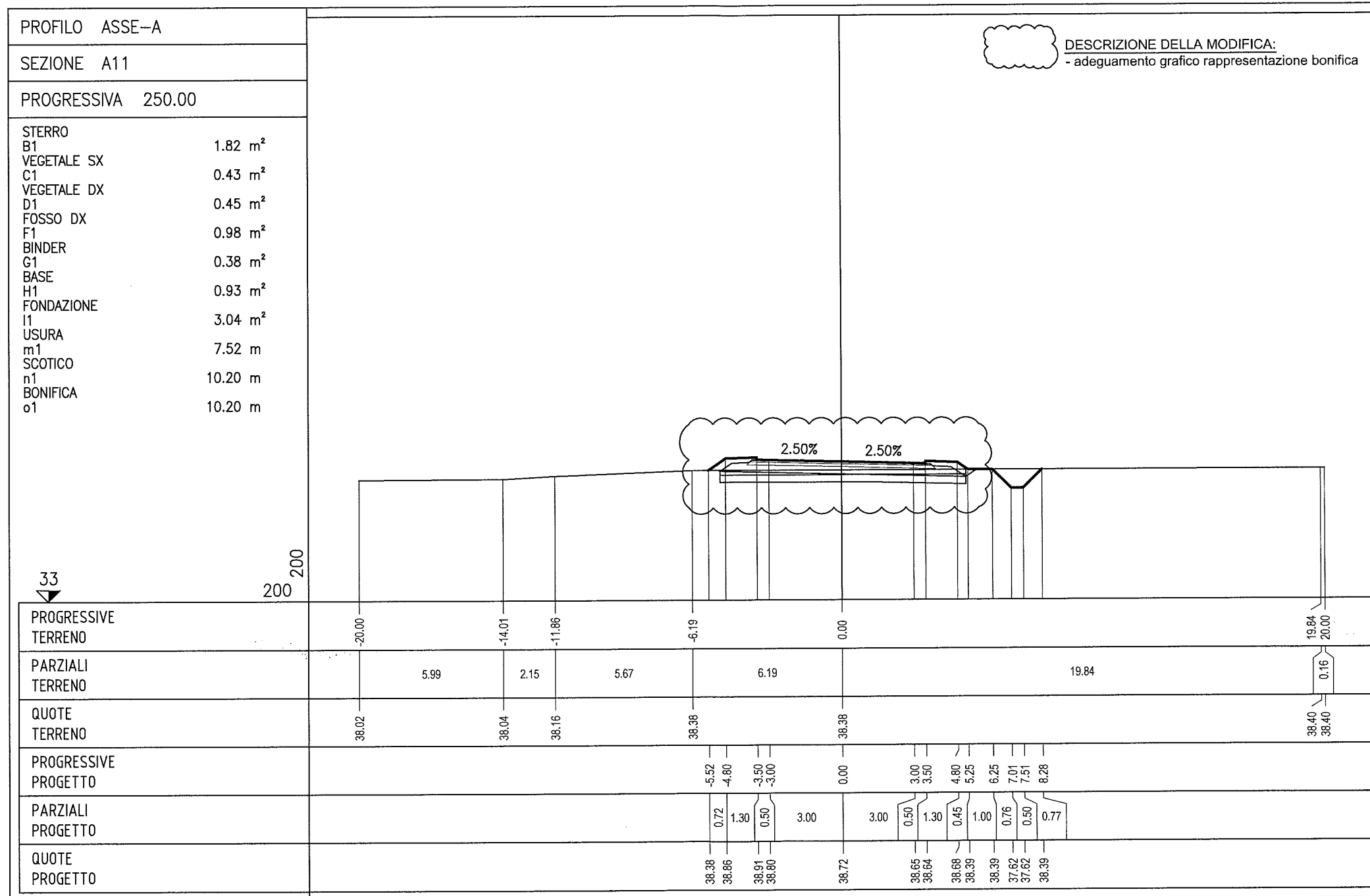




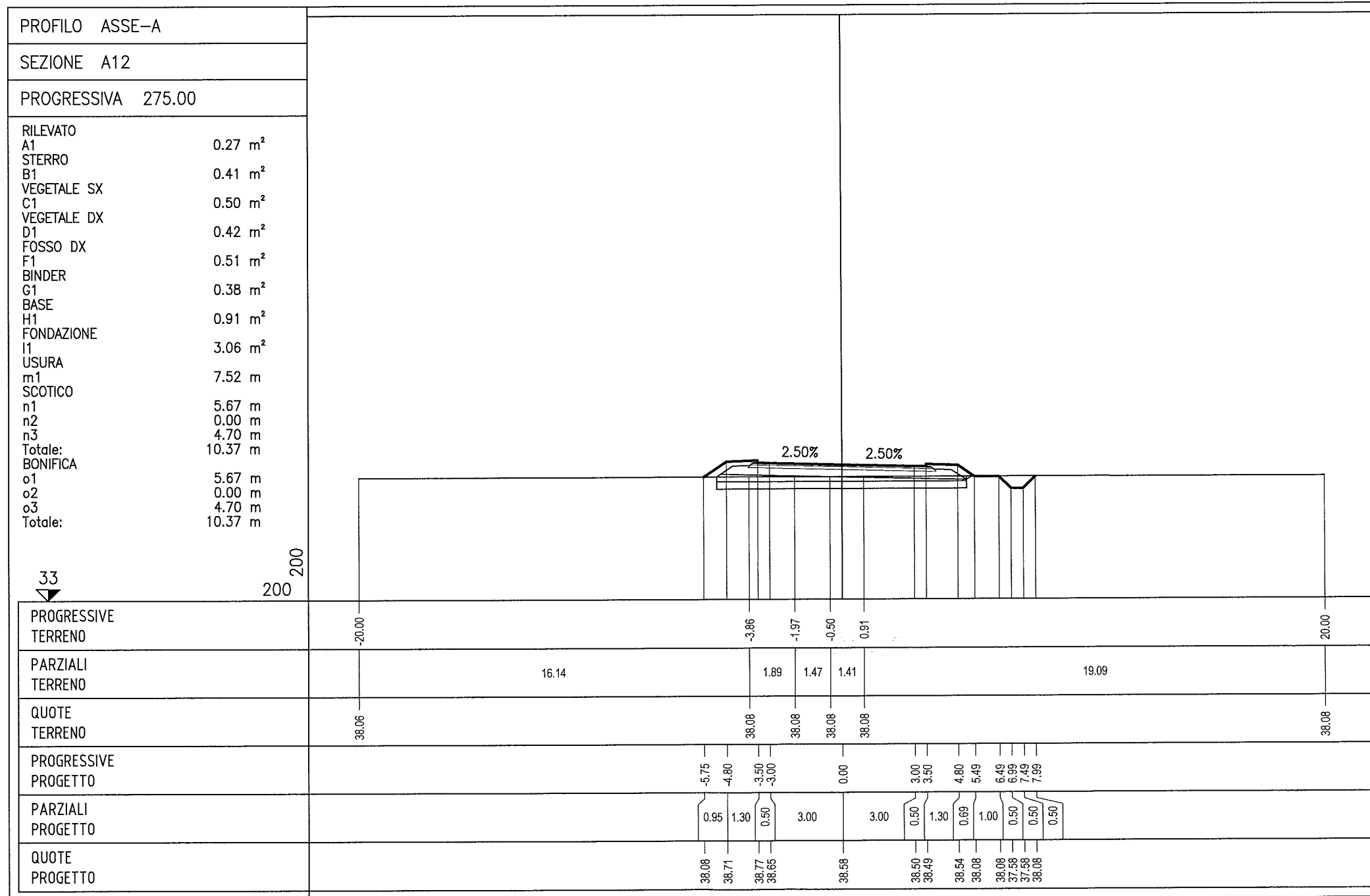


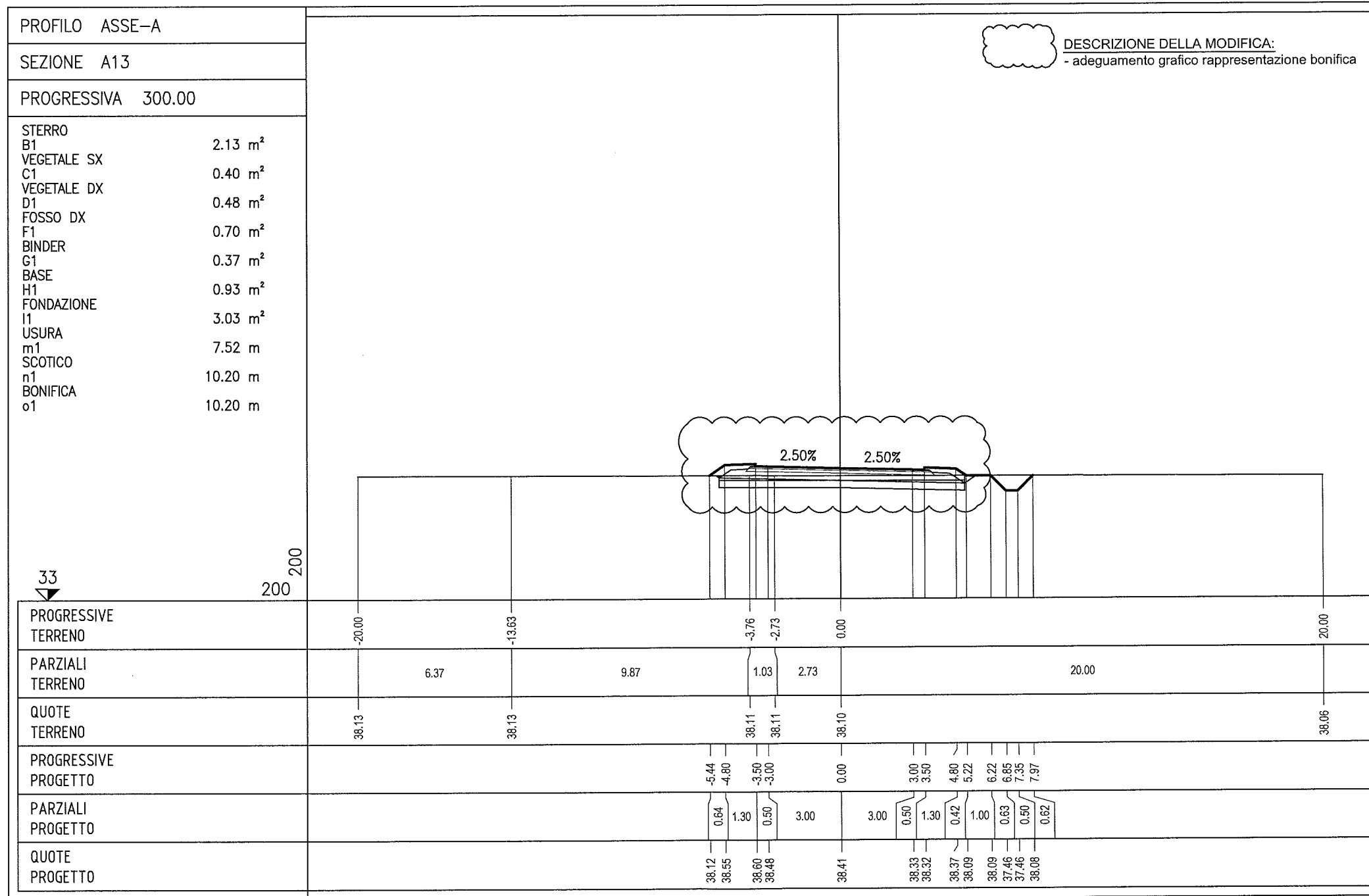


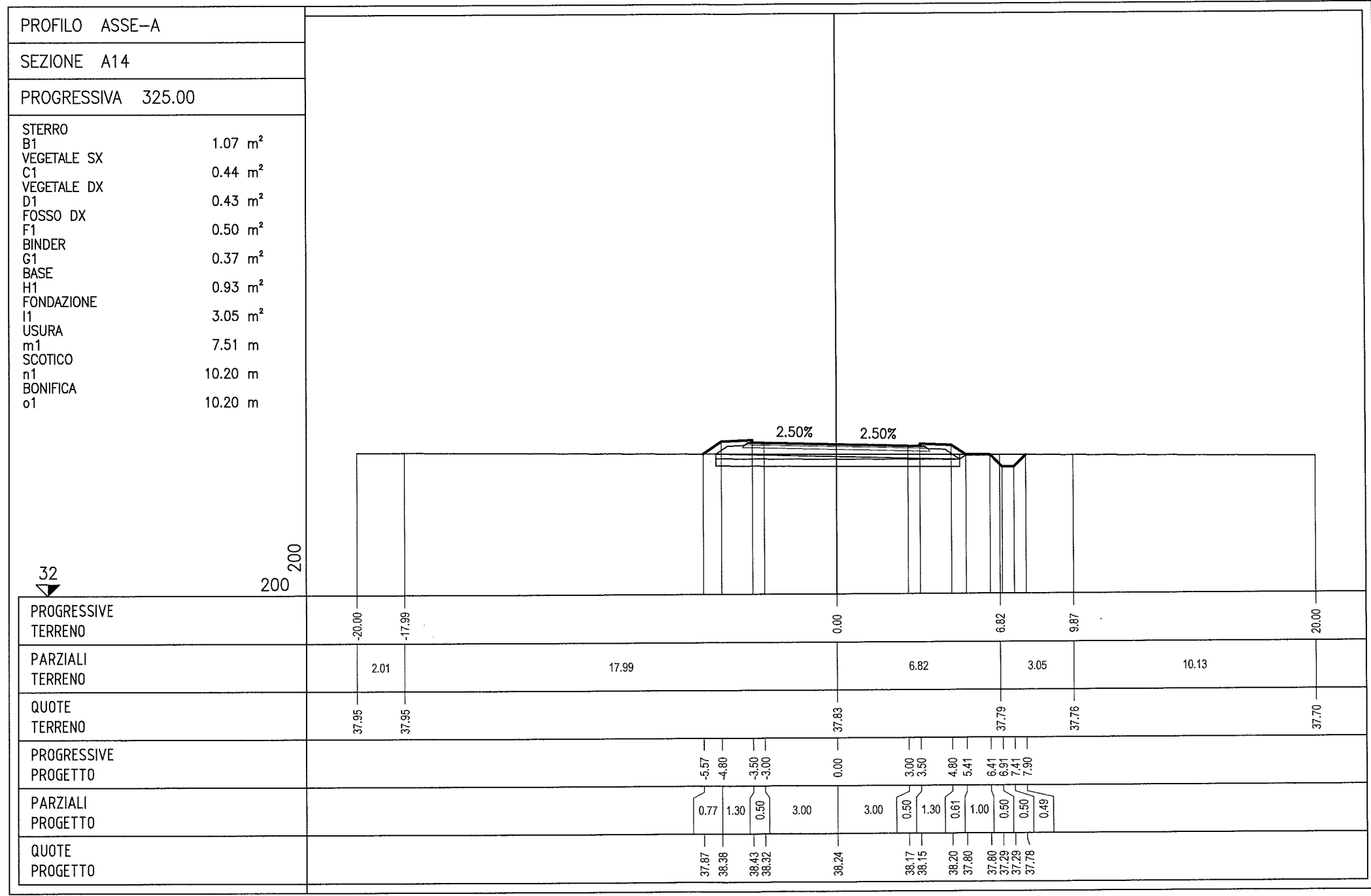


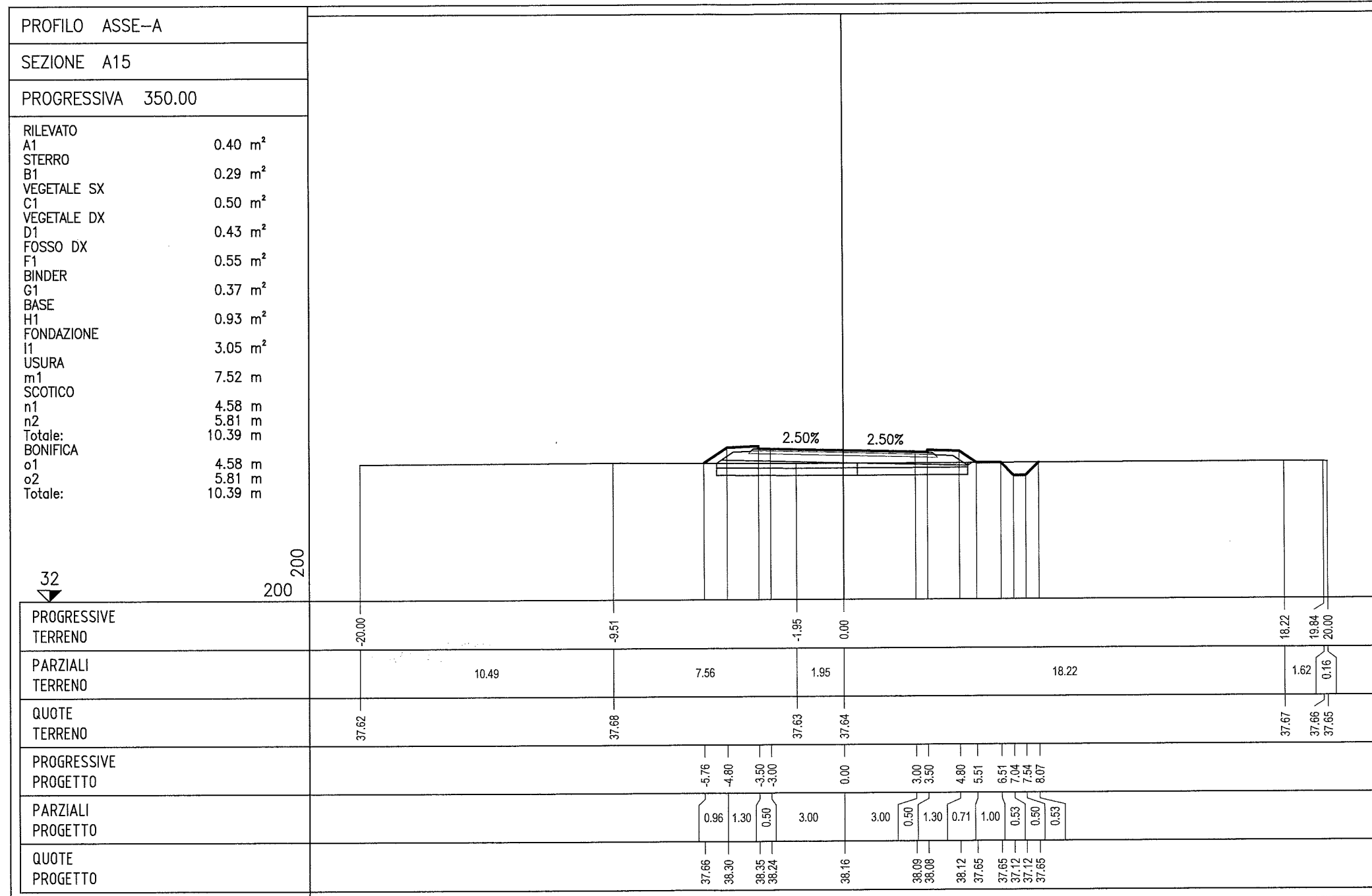


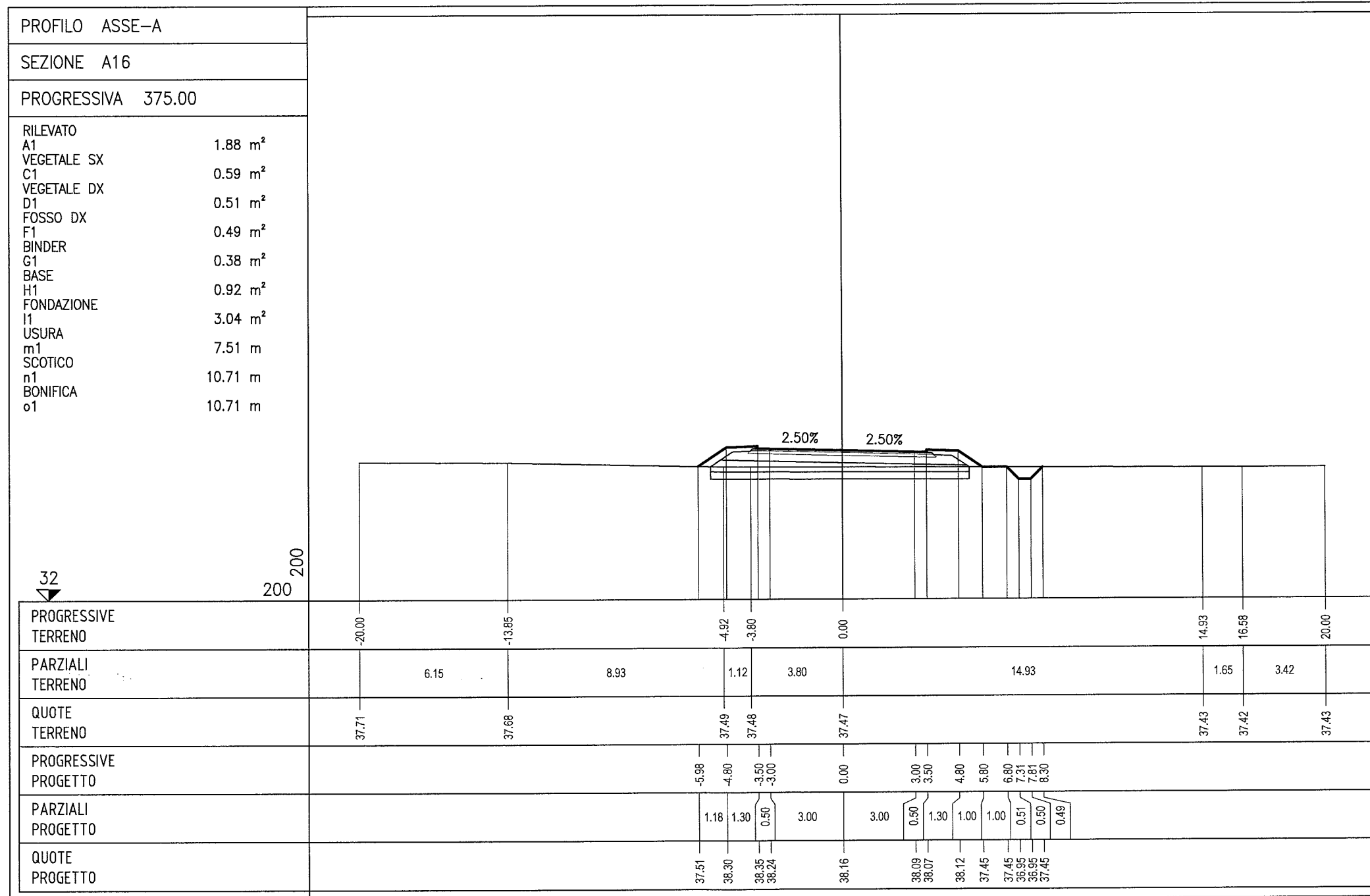
DESCRIZIONE DELLA MODIFICA:
- adeguamento grafico rappresentazione bonifica

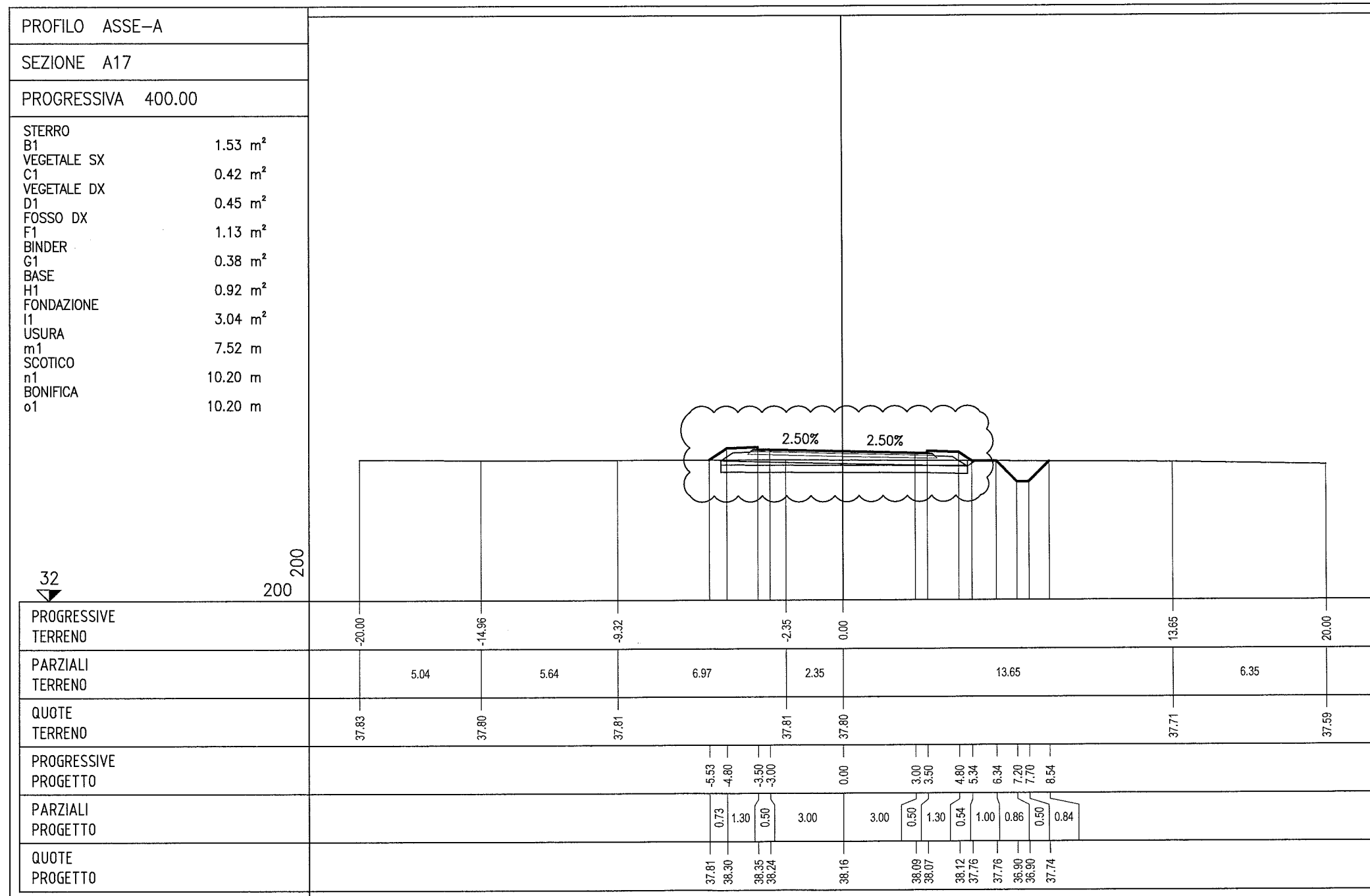




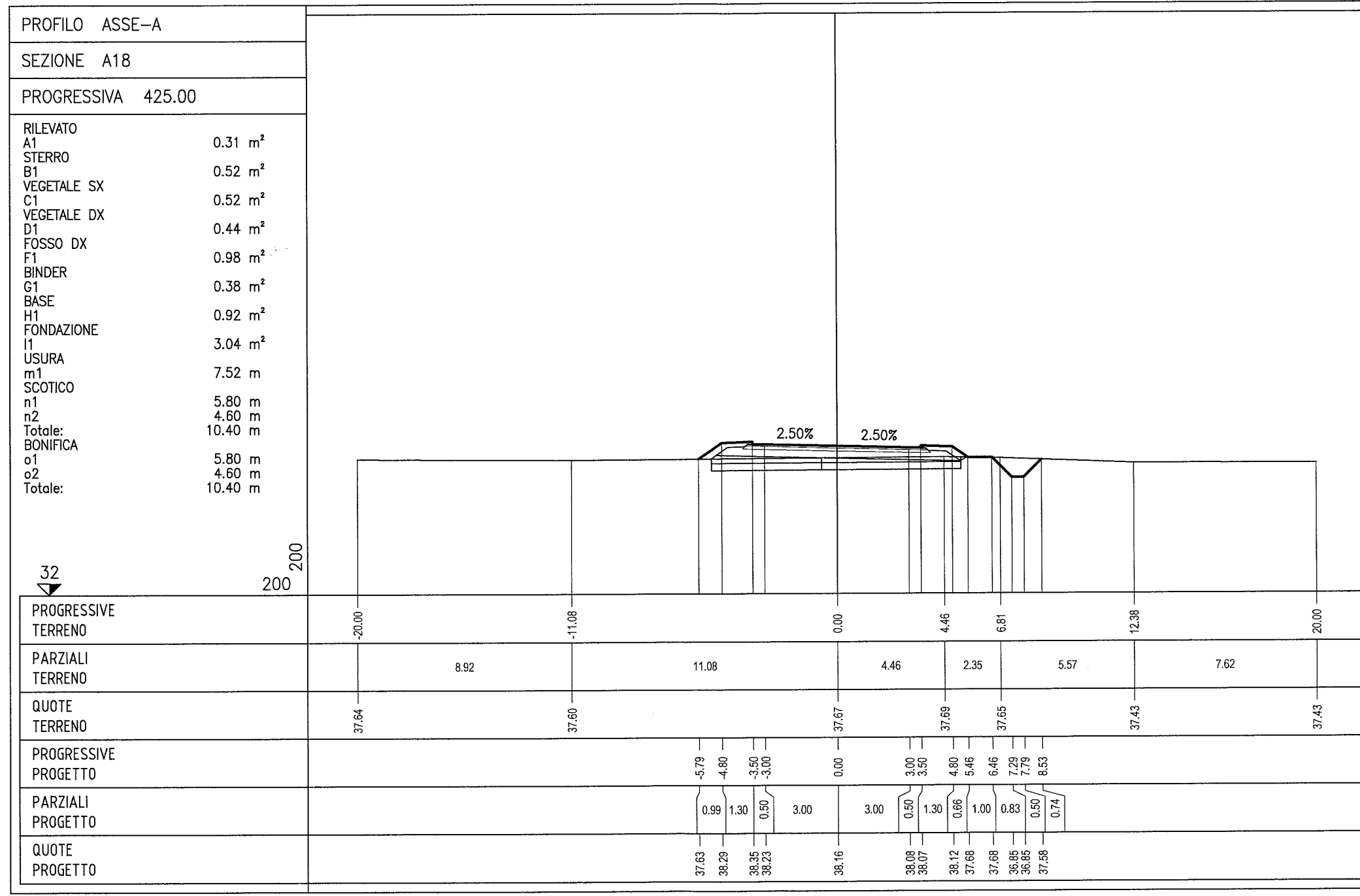


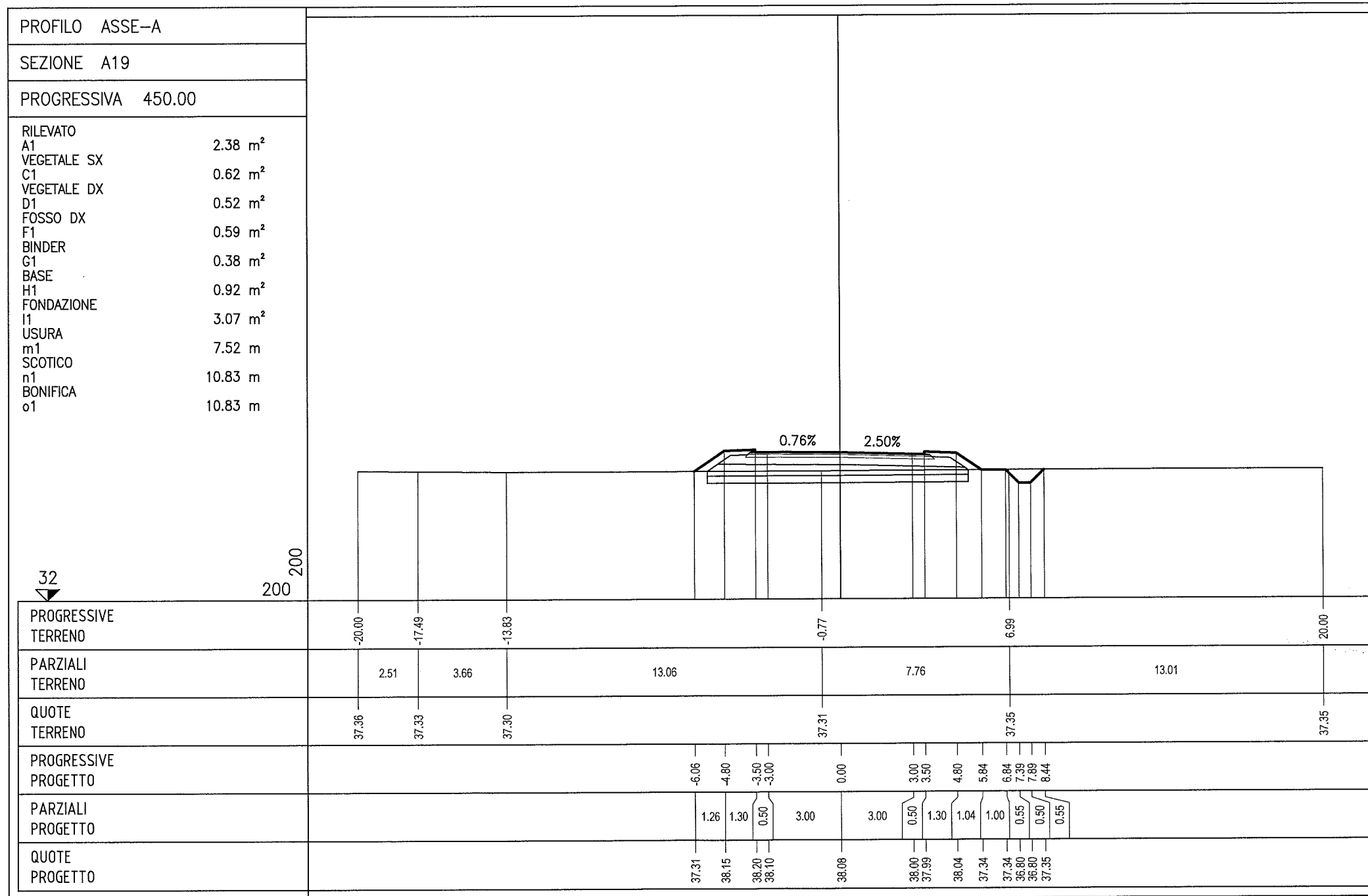


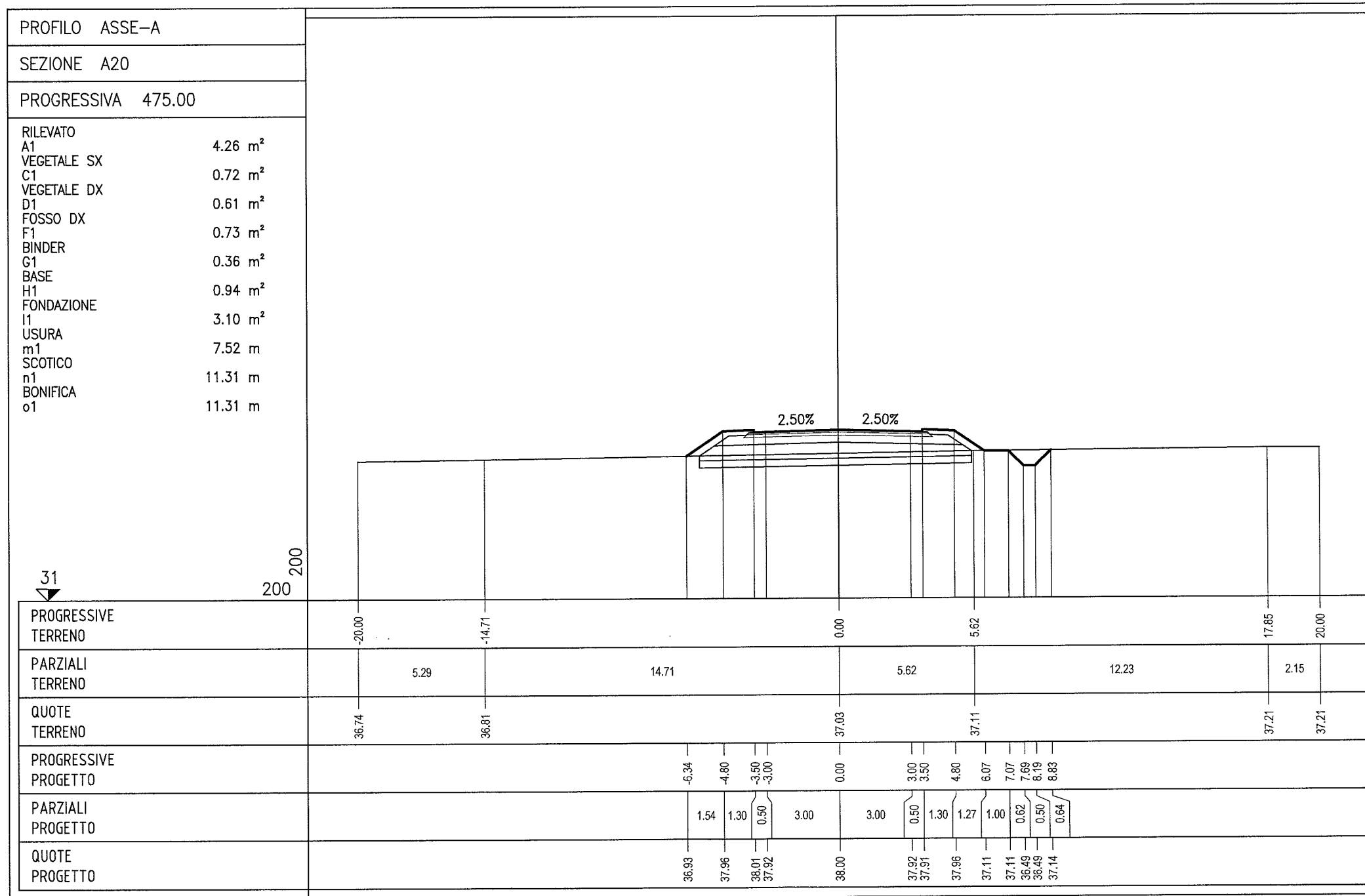


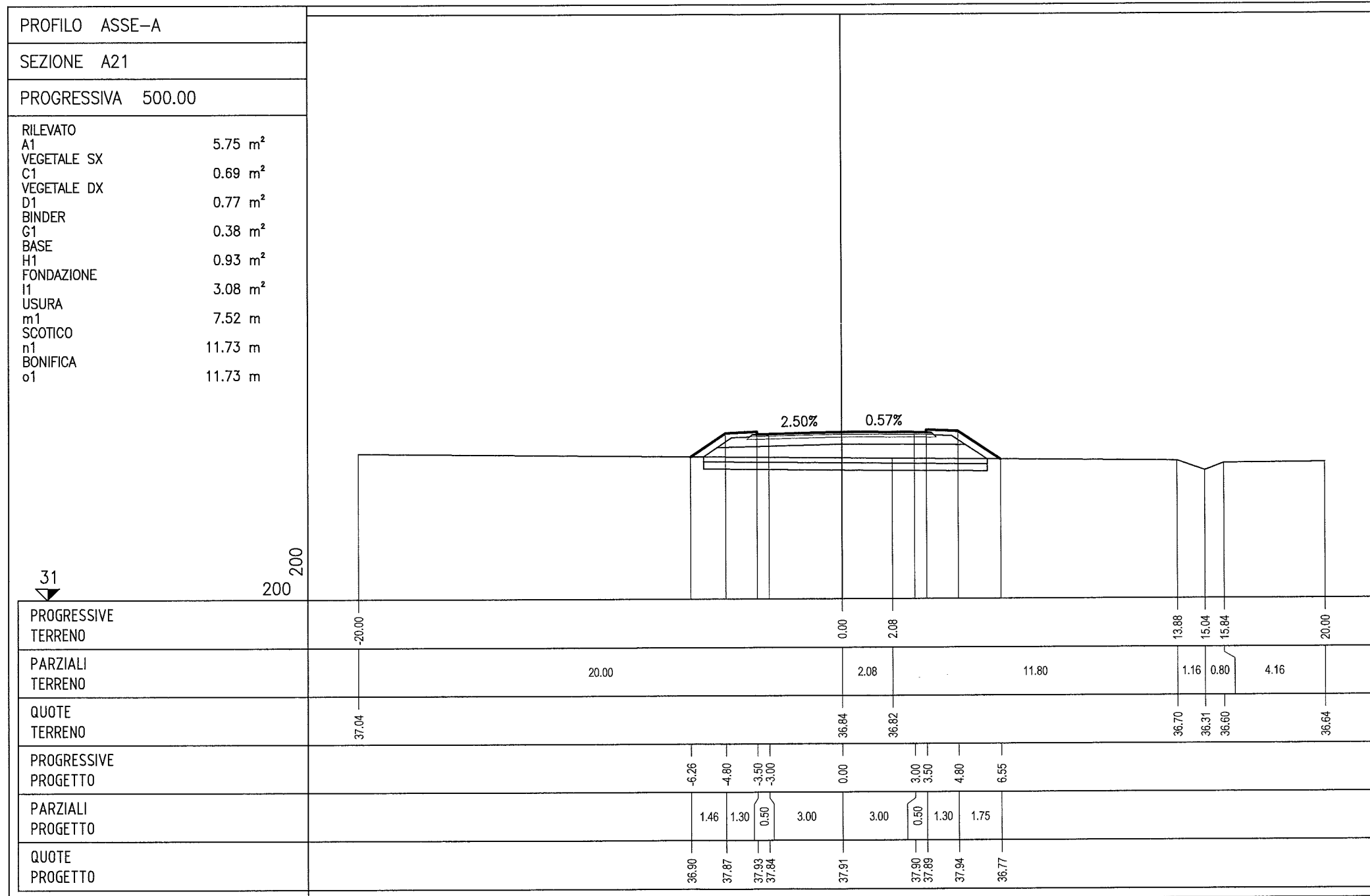


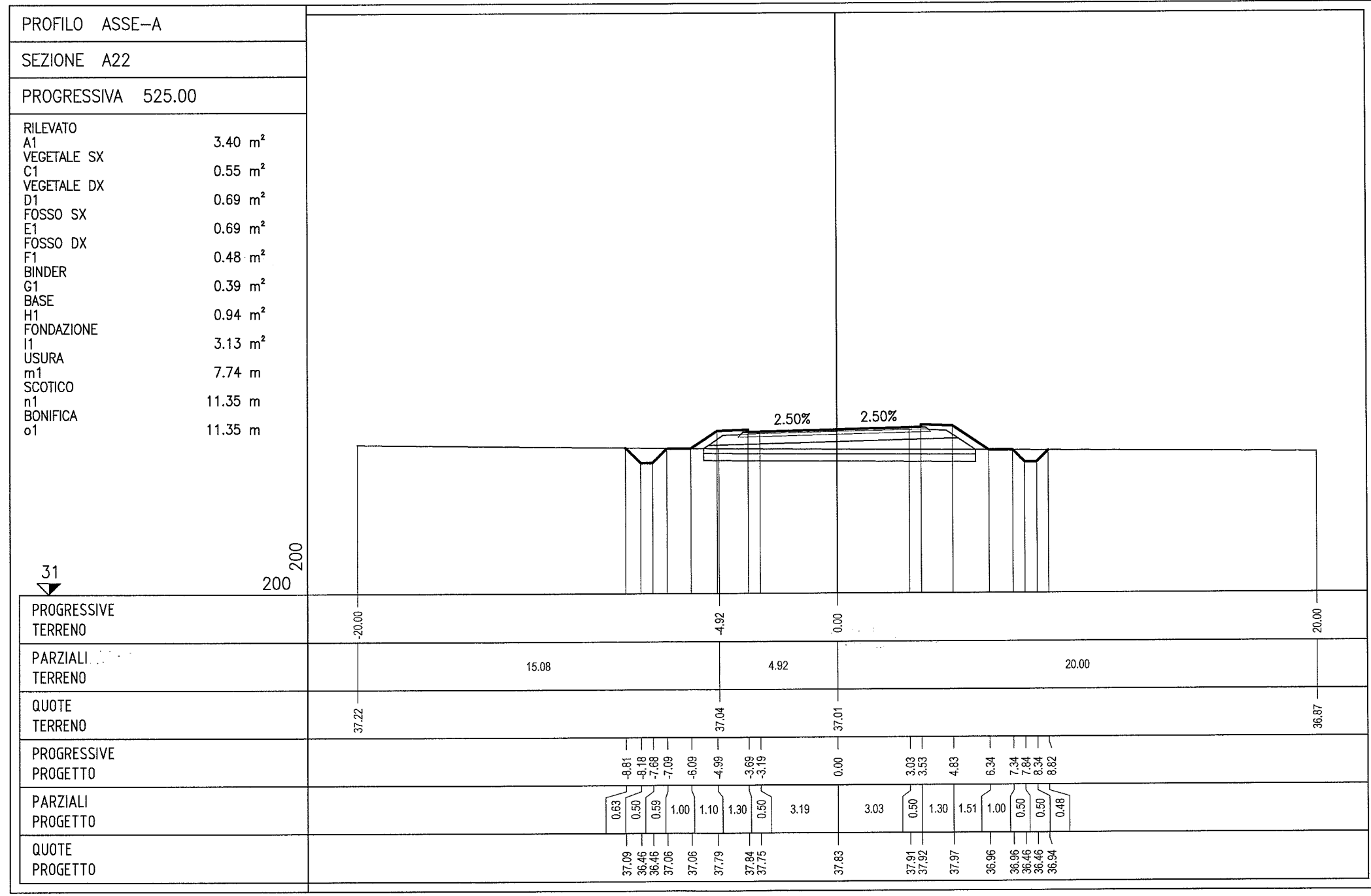
DESCRIZIONE DELLA MODIFICA:
 - adeguamento grafico rappresentazione bonifica

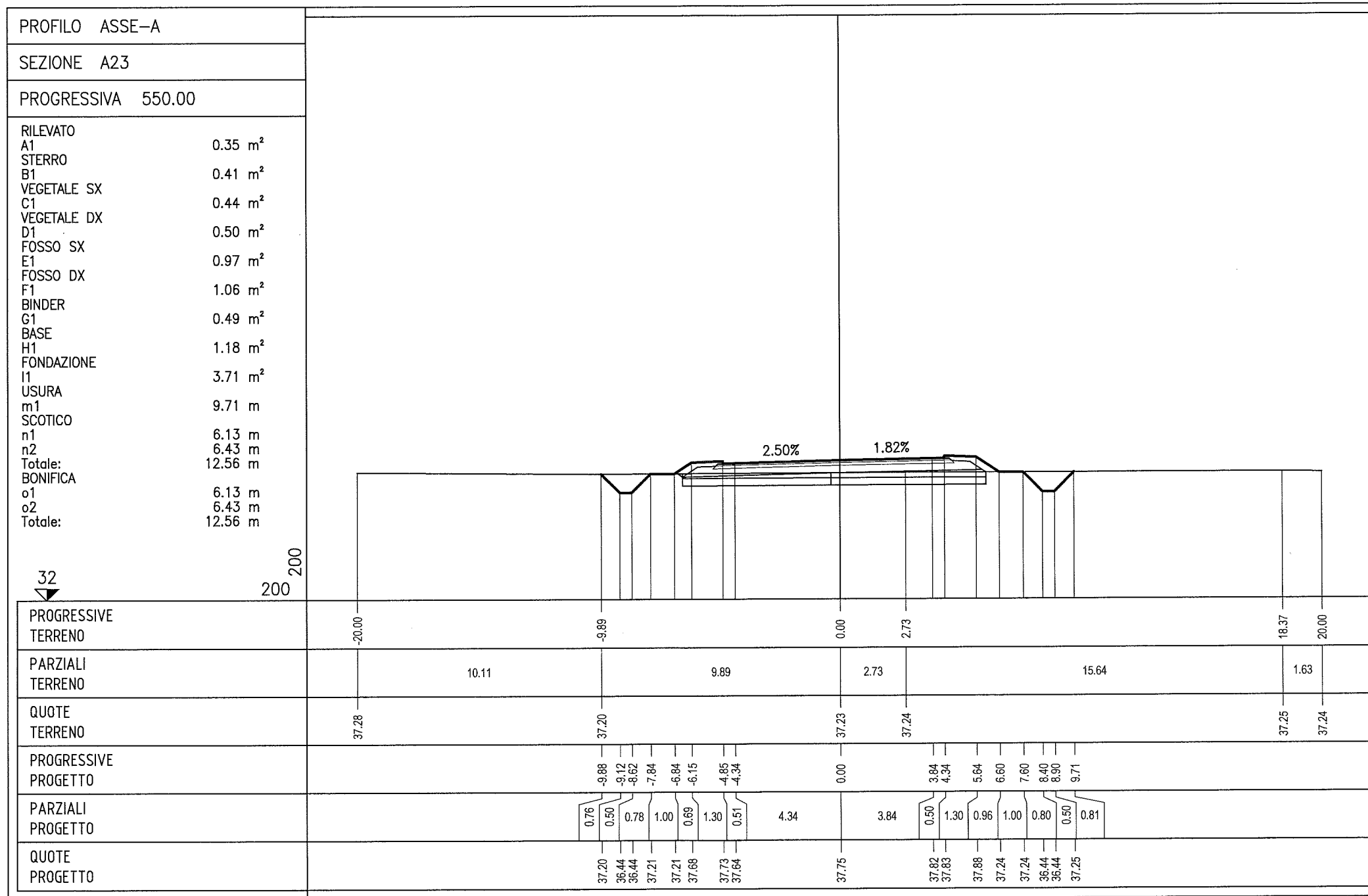










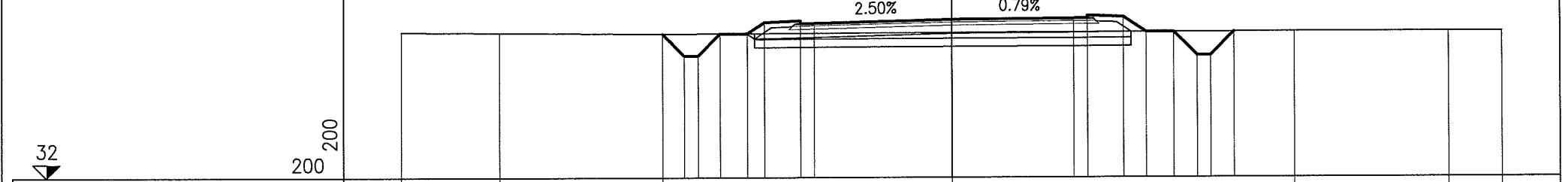


PROFILO ASSE-A

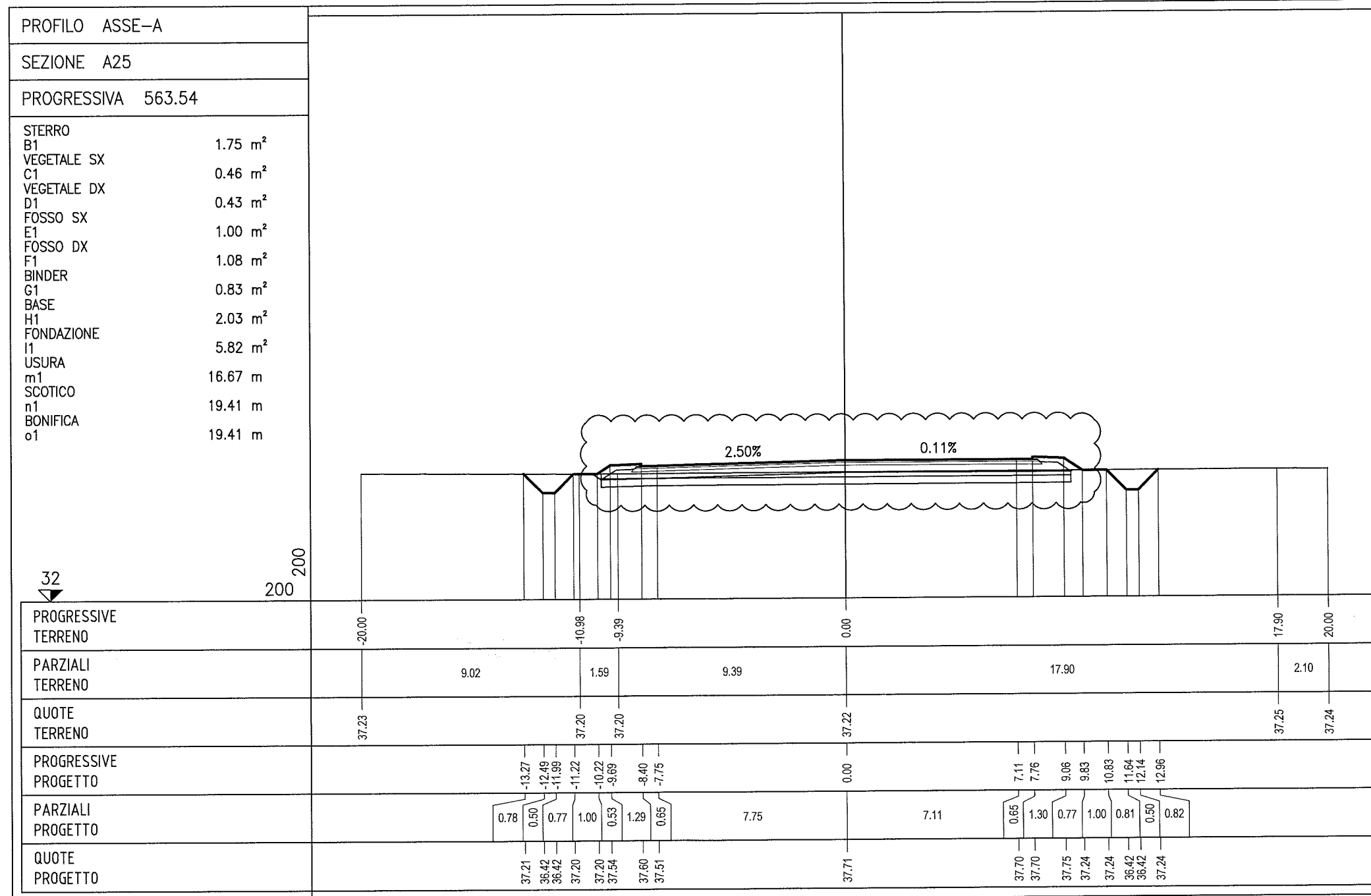
SEZIONE A24

PROGRESSIVA 557.21

VEGETALE SX	
C1	0.44 m ²
VEGETALE DX	
D1	0.45 m ²
FOSSO SX	
E1	1.02 m ²
FOSSO DX	
F1	1.13 m ²
BINDER	
G1	0.56 m ²
BASE	
H1	1.33 m ²
FONDAZIONE	
I1	4.08 m ²
USURA	
m1	10.97 m
SCOTICO	
n1	13.68 m
BONIFICA	
o1	13.68 m

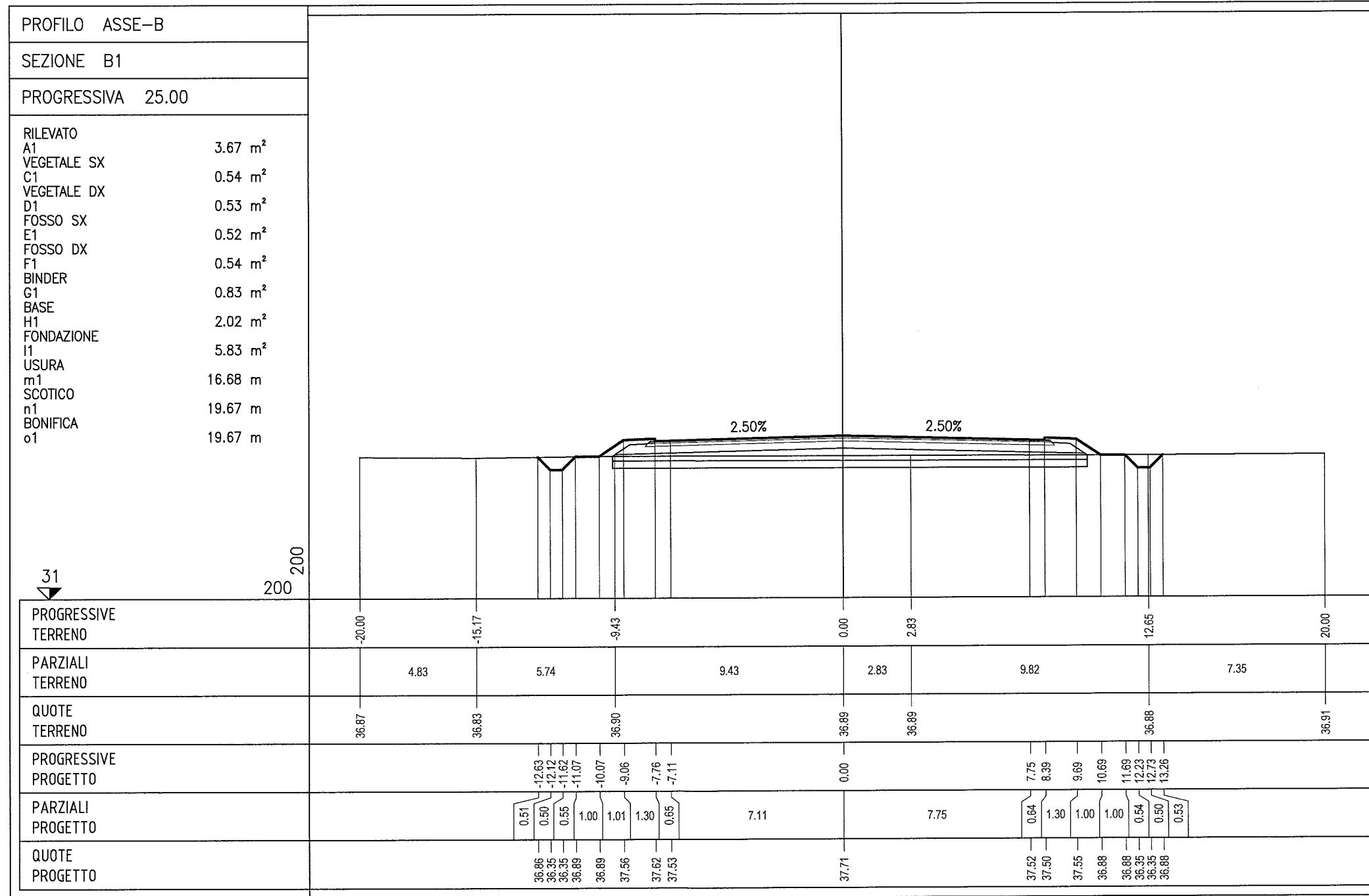


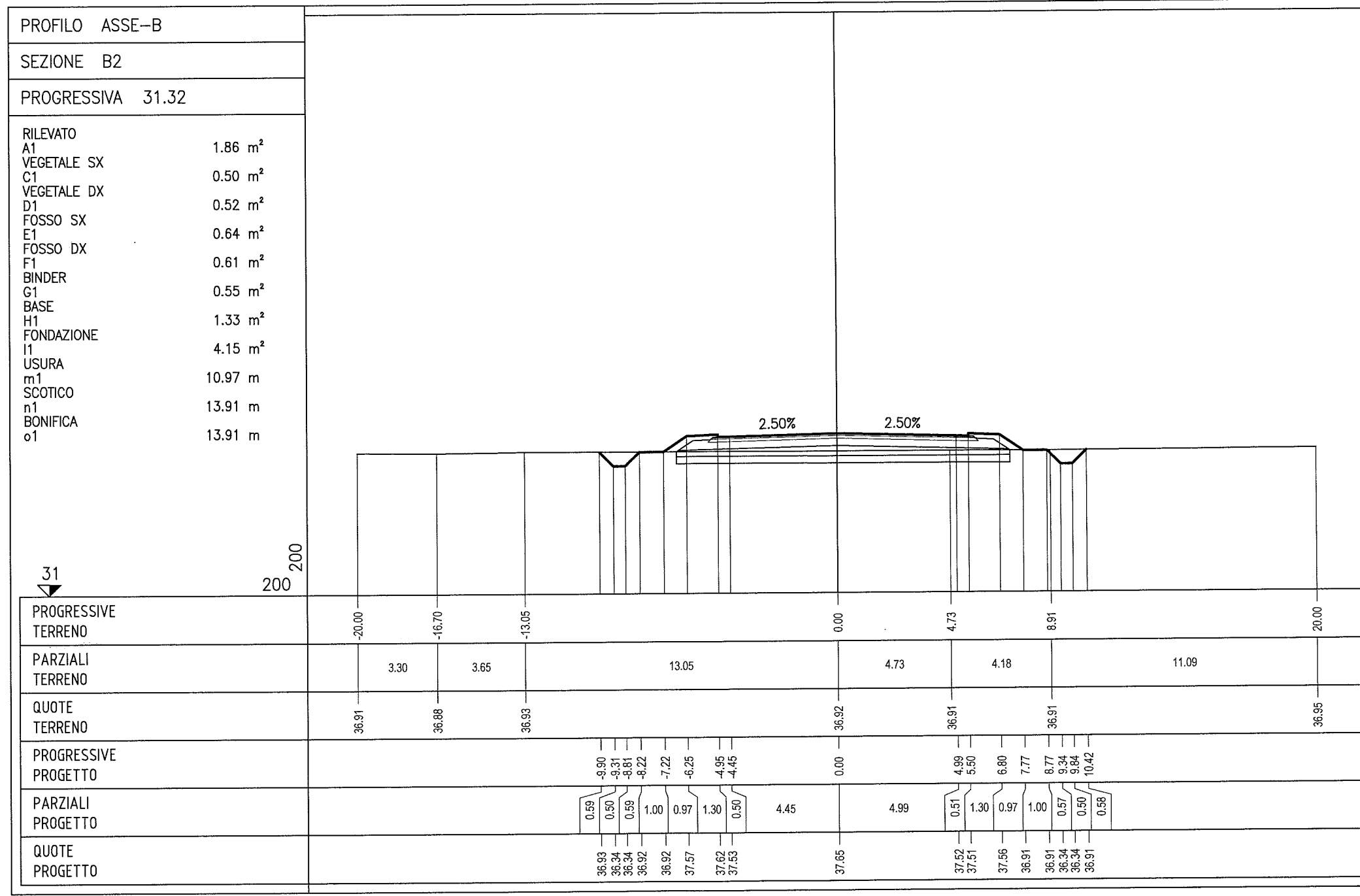
PROGRESSIVE TERRENO	-20.00	-16.42	-10.49		0.00		12.44	18.07	20.00										
PARZIALI TERRENO		3.58	5.93	10.49		12.44	5.63	1.93											
QUOTE TERRENO	37.28	37.26	37.22		37.25		37.29	37.29	37.28										
PROGRESSIVE PROGETTO			-10.50	-9.71	-9.21	-8.41	-7.41	-6.80	-5.50	-4.99	0.00	4.45	4.95	6.25	7.07	8.07	8.91	9.41	10.26
PARZIALI PROGETTO			0.79	0.50	0.80	1.00	0.61	1.30	0.51	4.99	4.45	0.50	1.30	0.82	1.00	0.84	0.50	0.85	
QUOTE PROGETTO			37.22	36.43	36.43	37.23	37.23	37.64	37.69	37.60	37.73	37.76	37.77	37.81	37.27	37.27	36.43	36.43	37.28

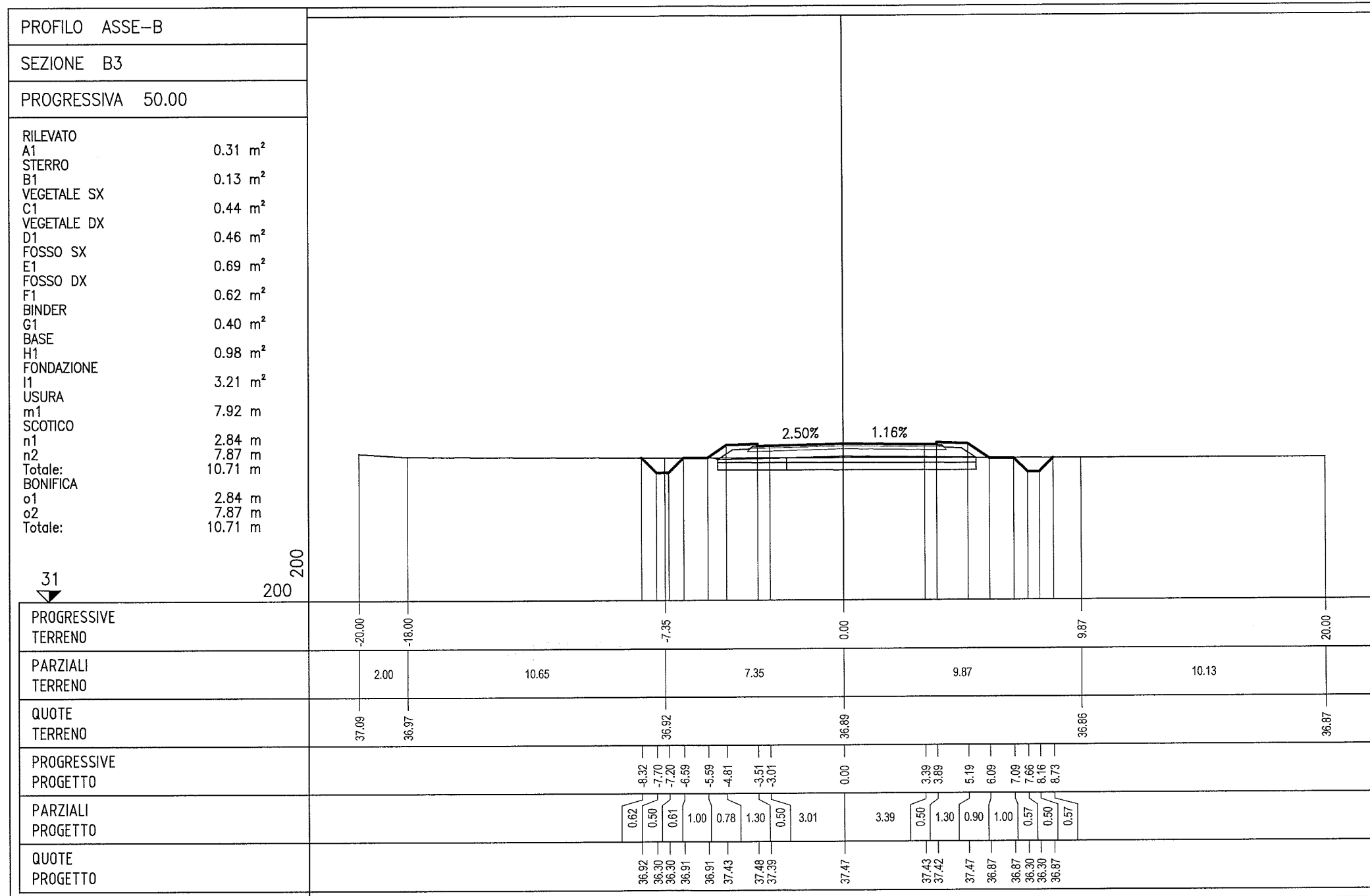


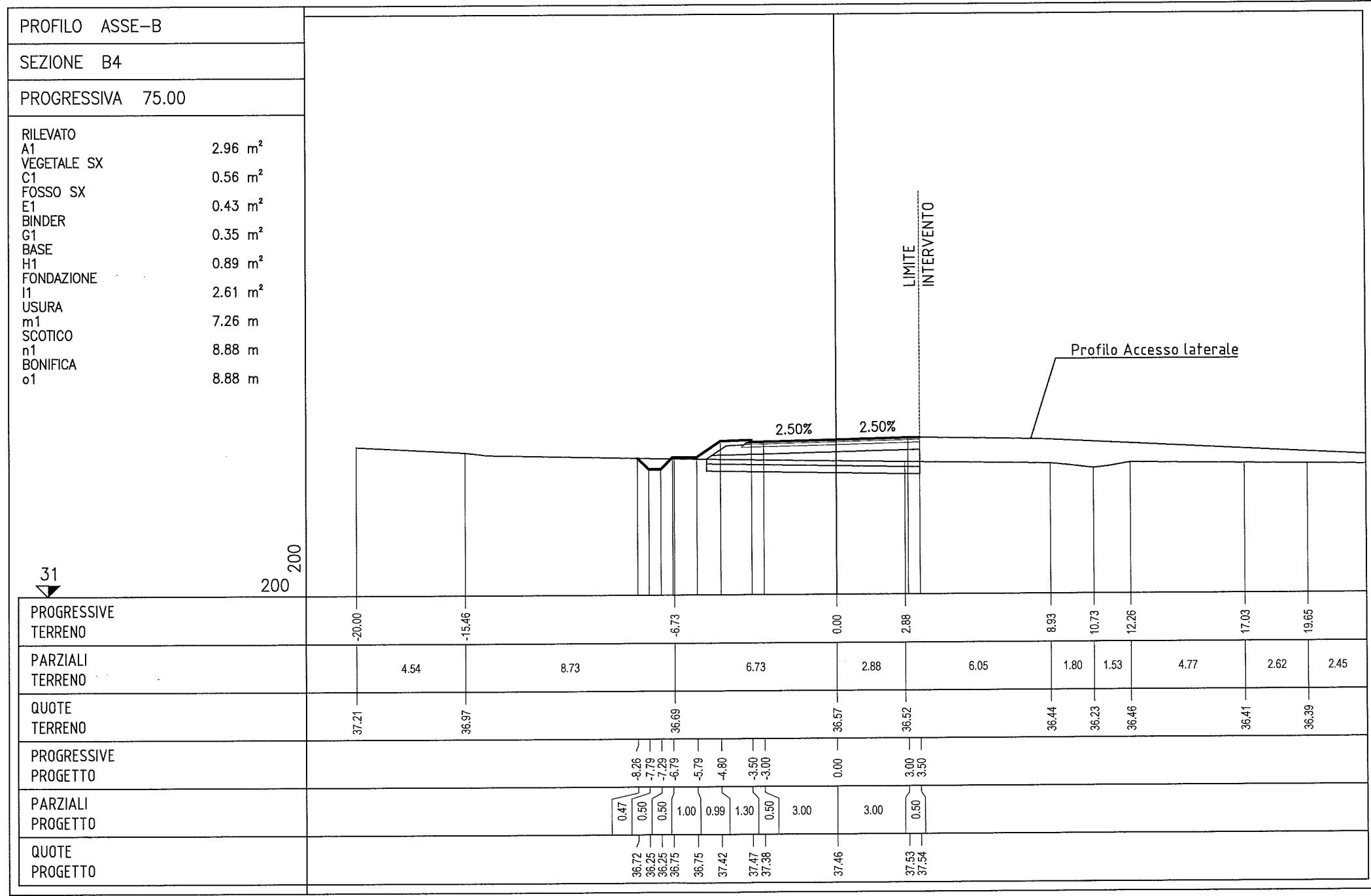
DESCRIZIONE DELLA MODIFICA:
 - adeguamento grafico rappresentazione bonifica

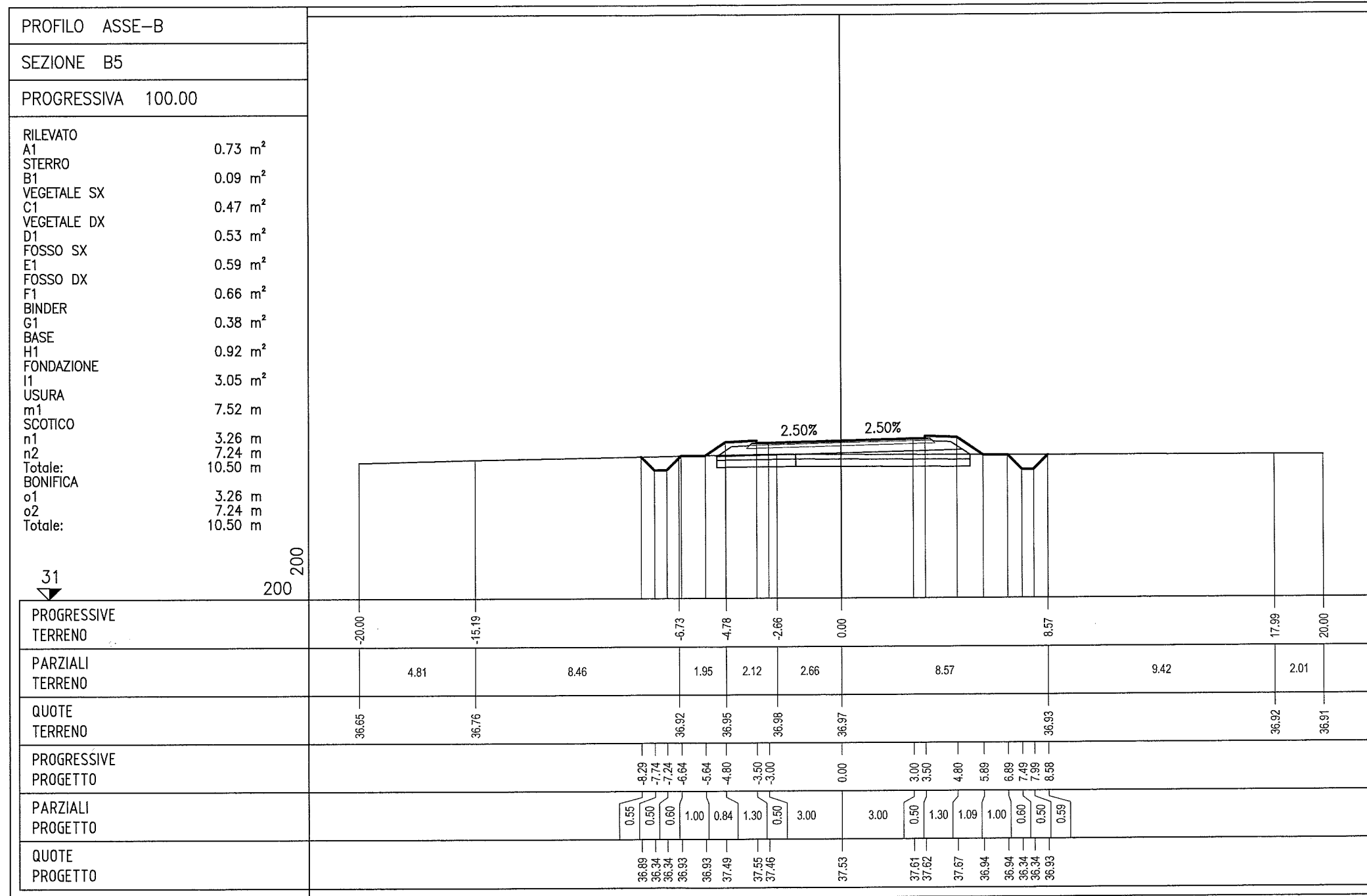
RAMO B
dalla pk 0+000 alla pk 0+279.01

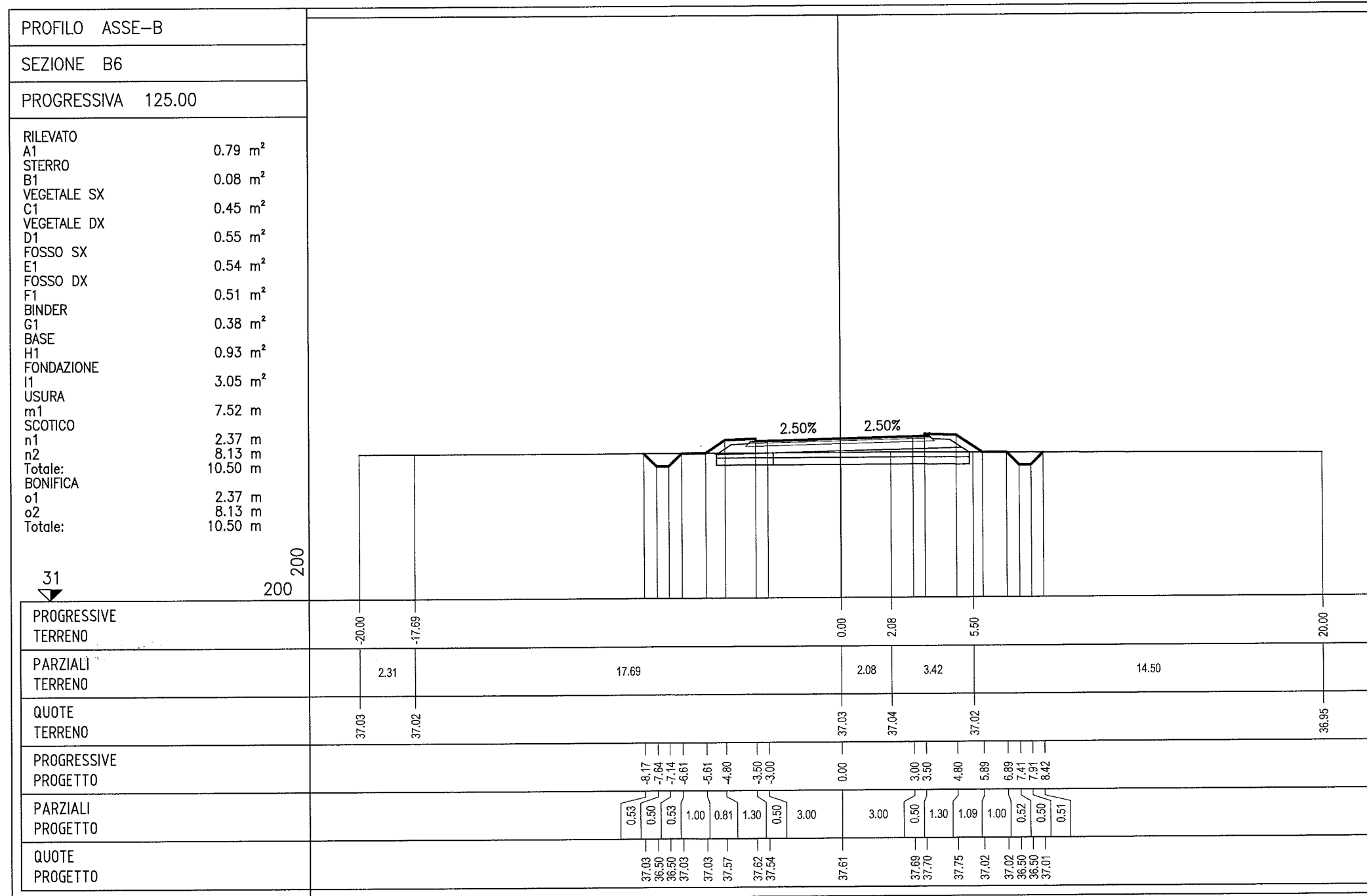


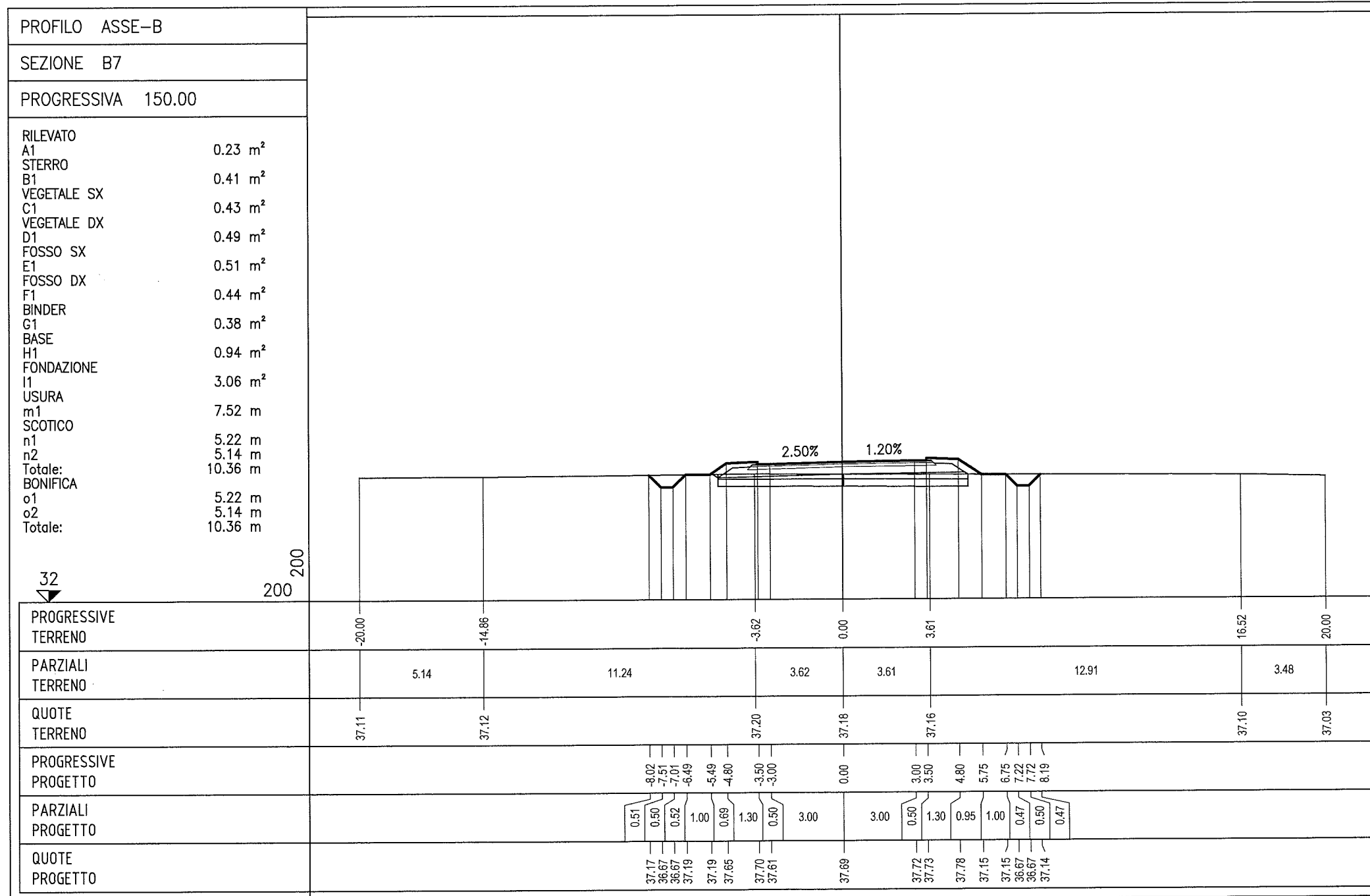


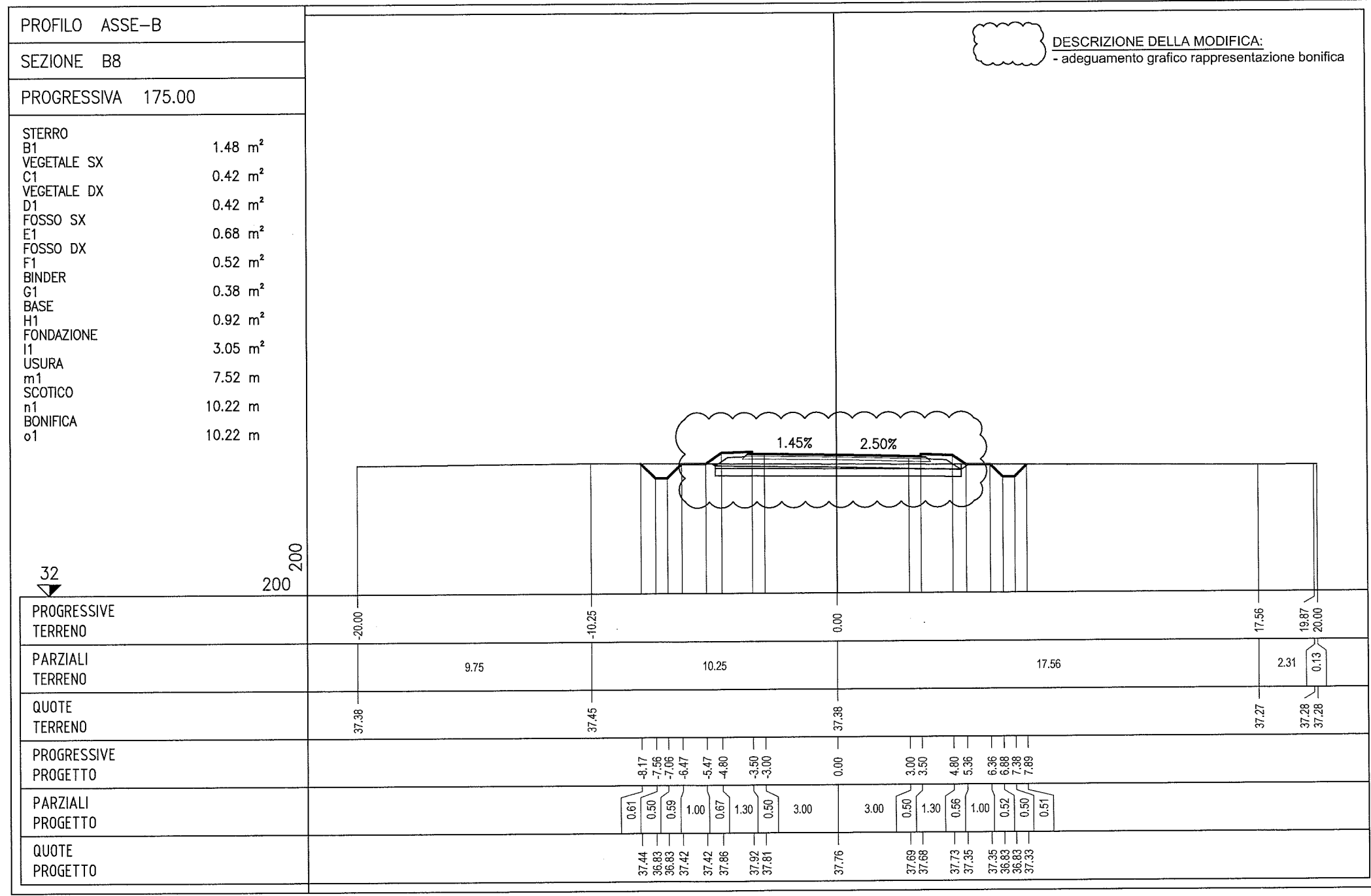


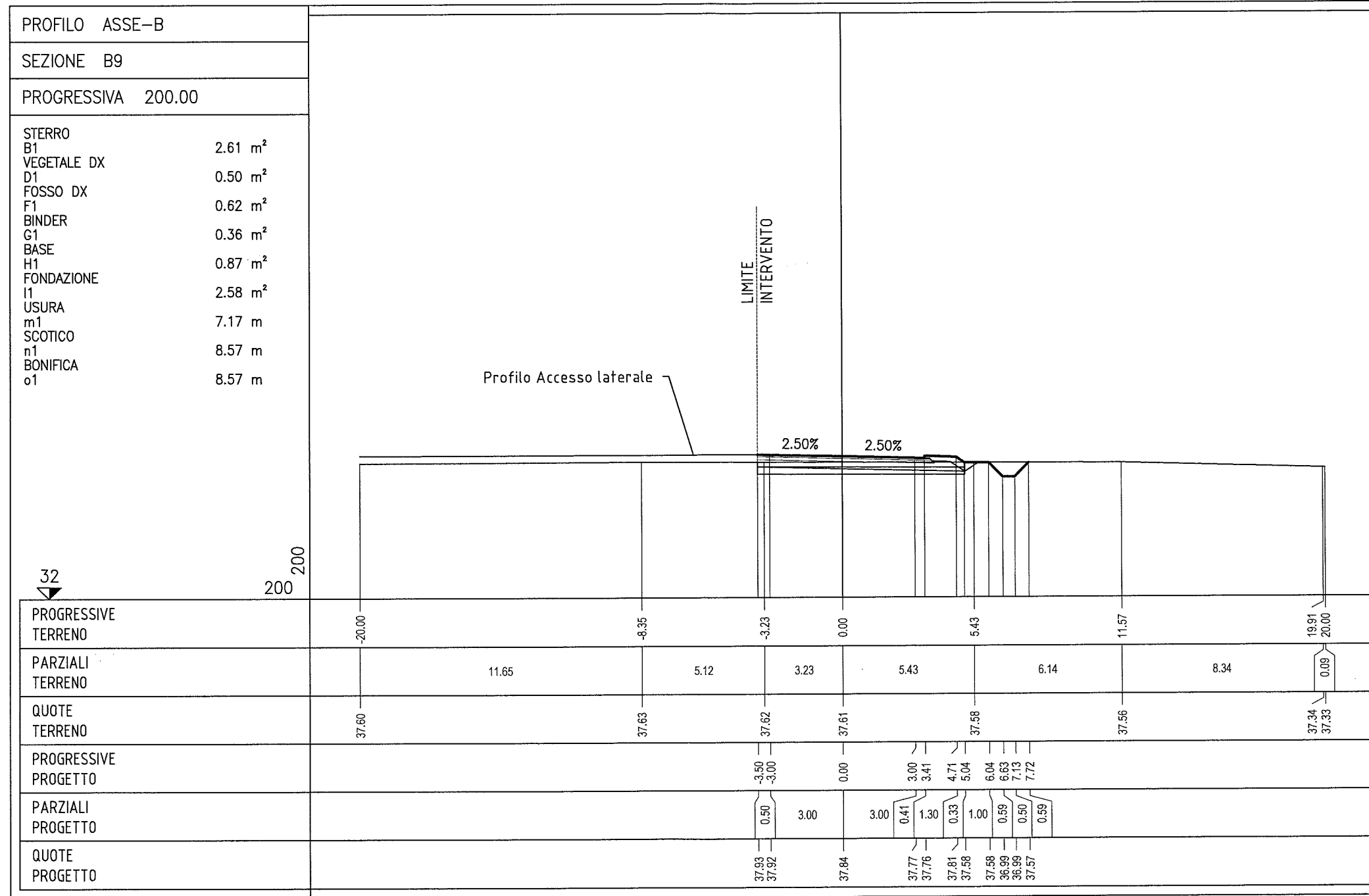


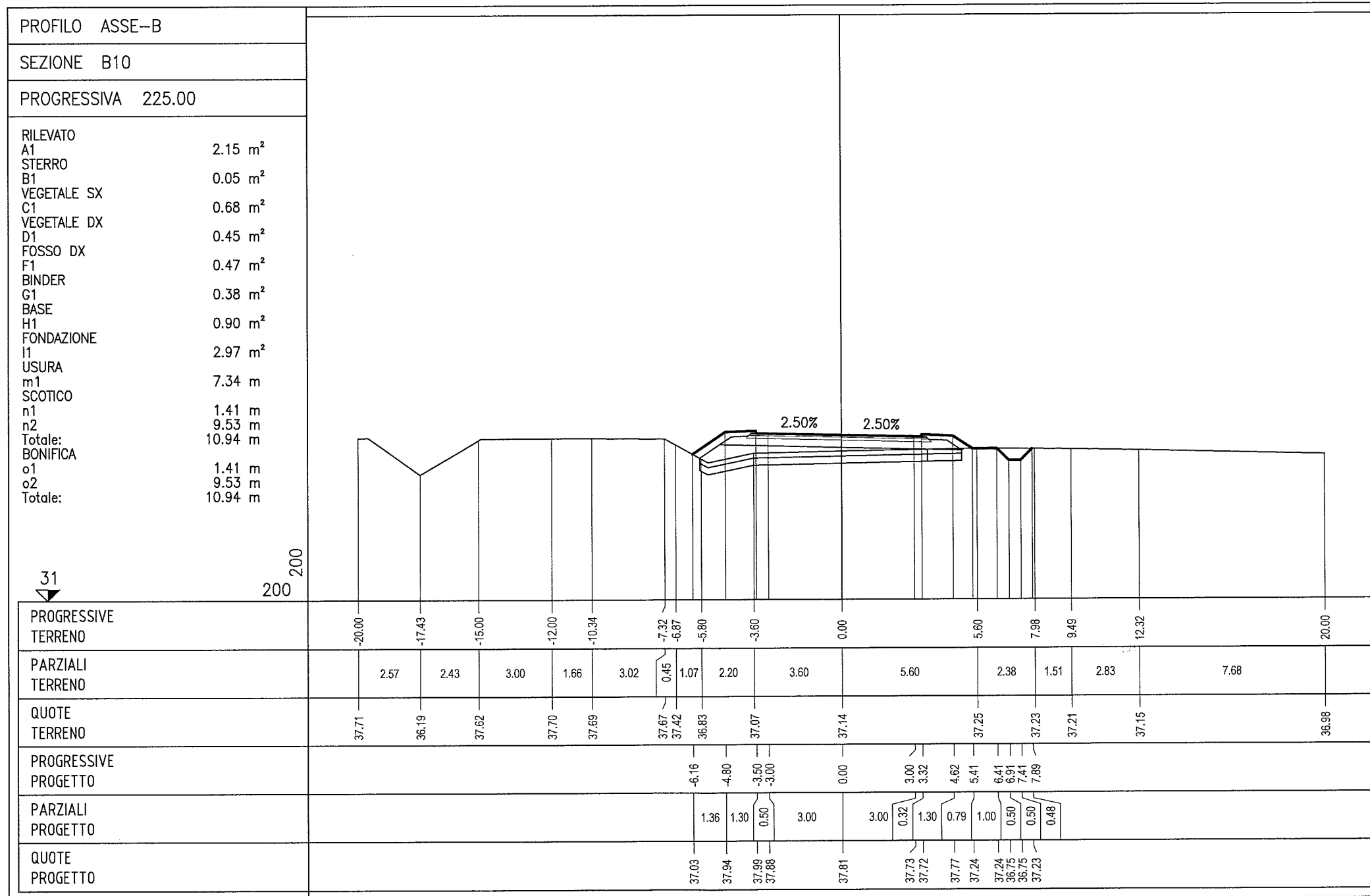


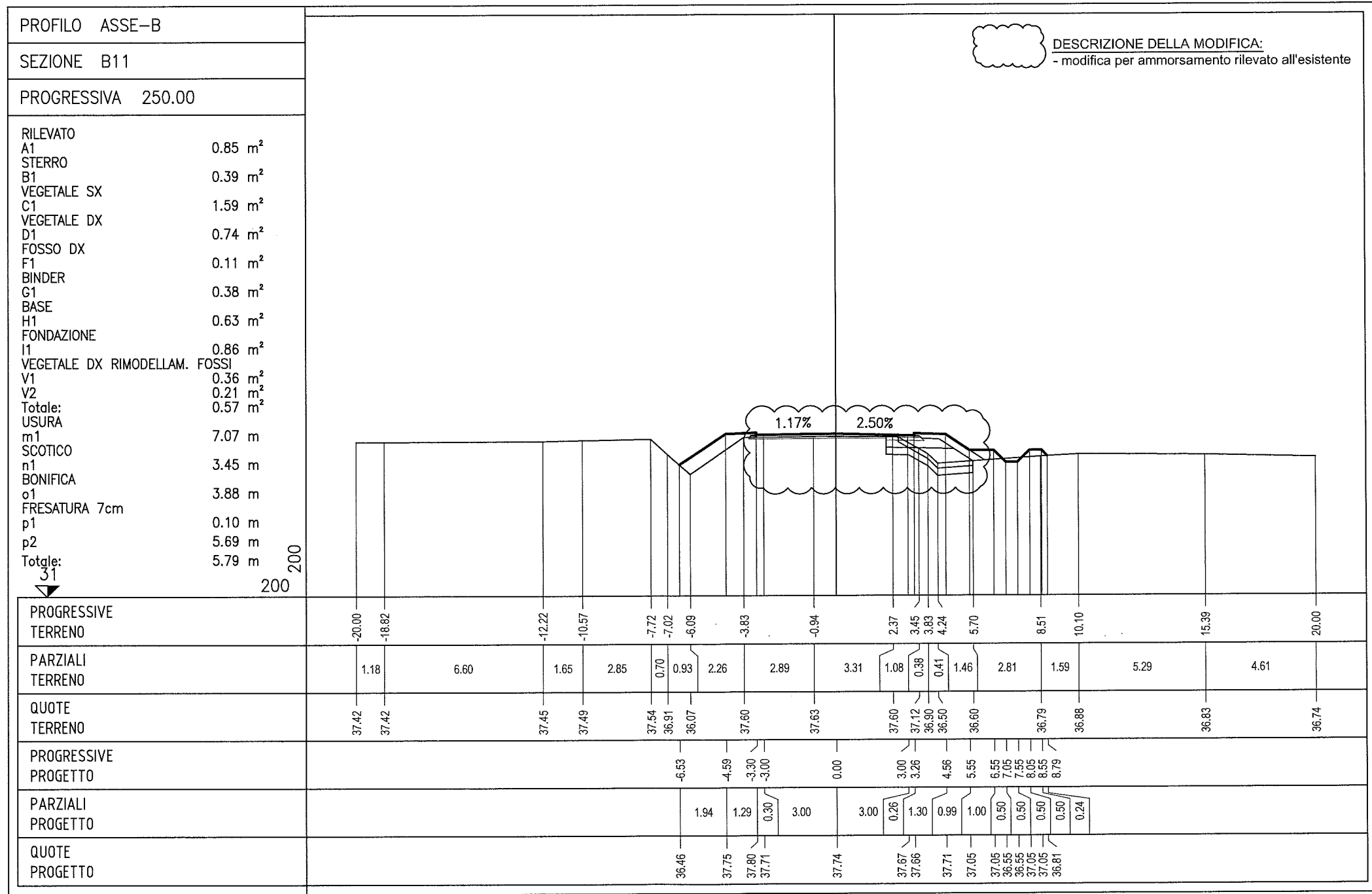


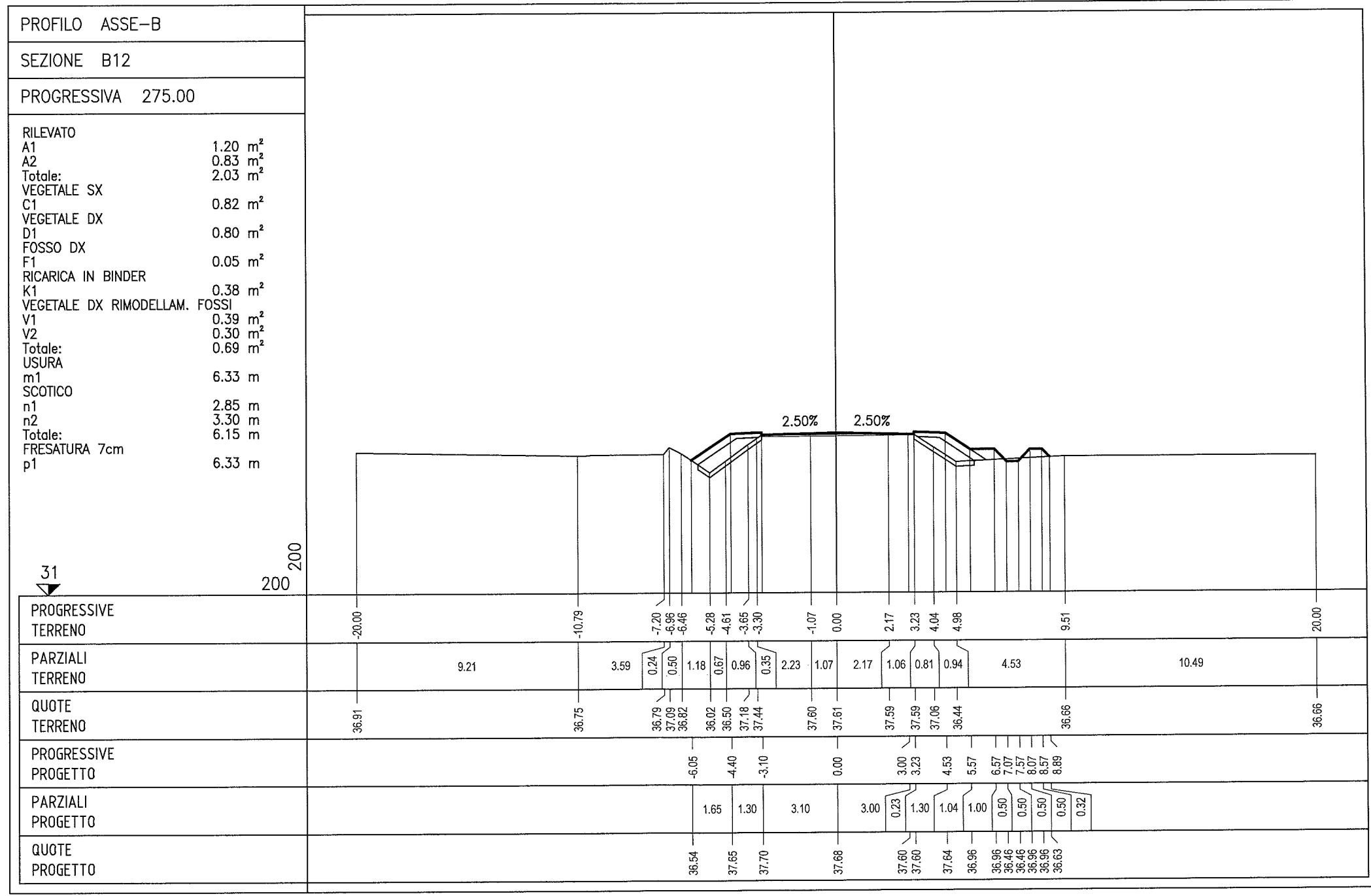


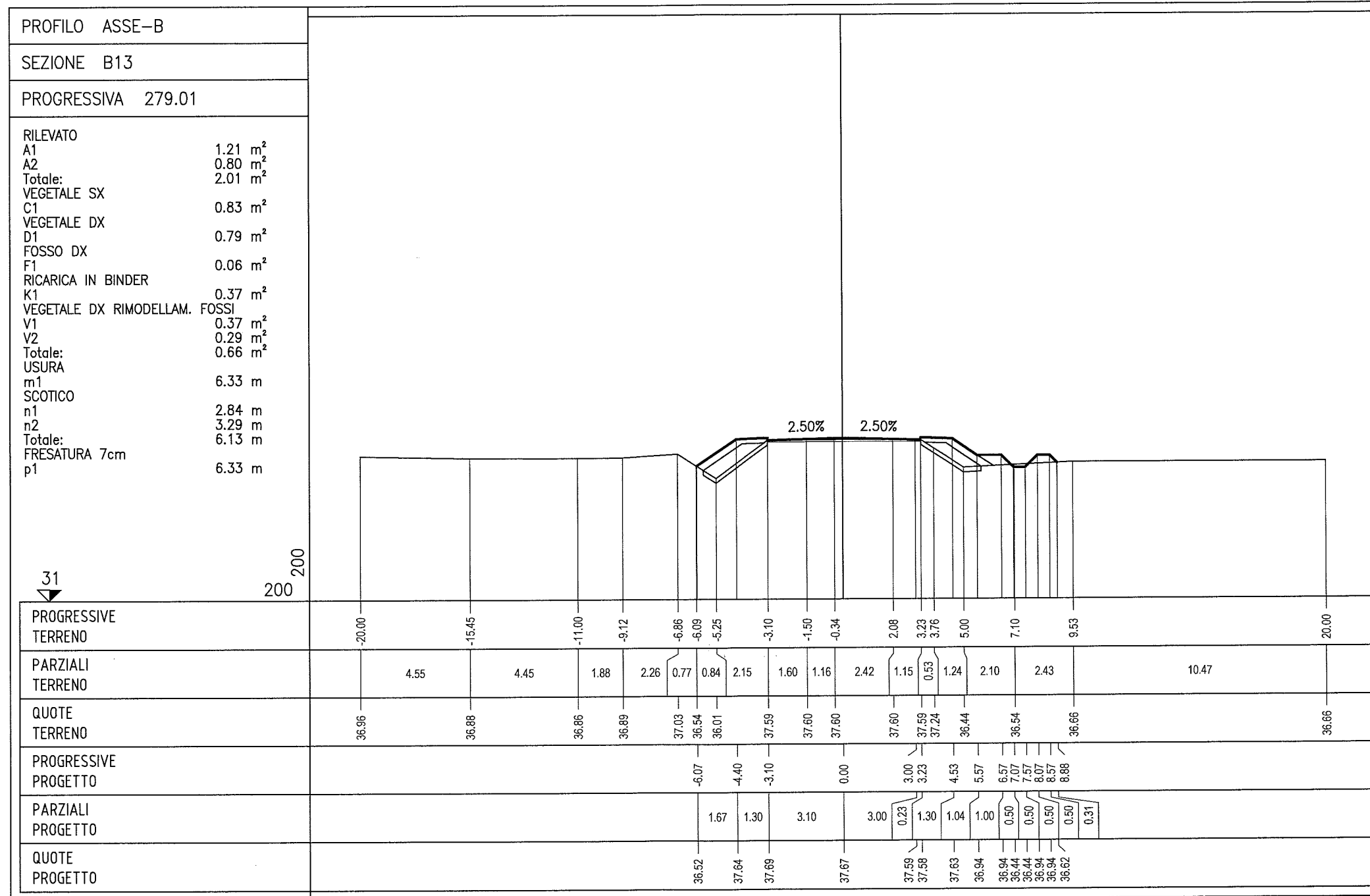




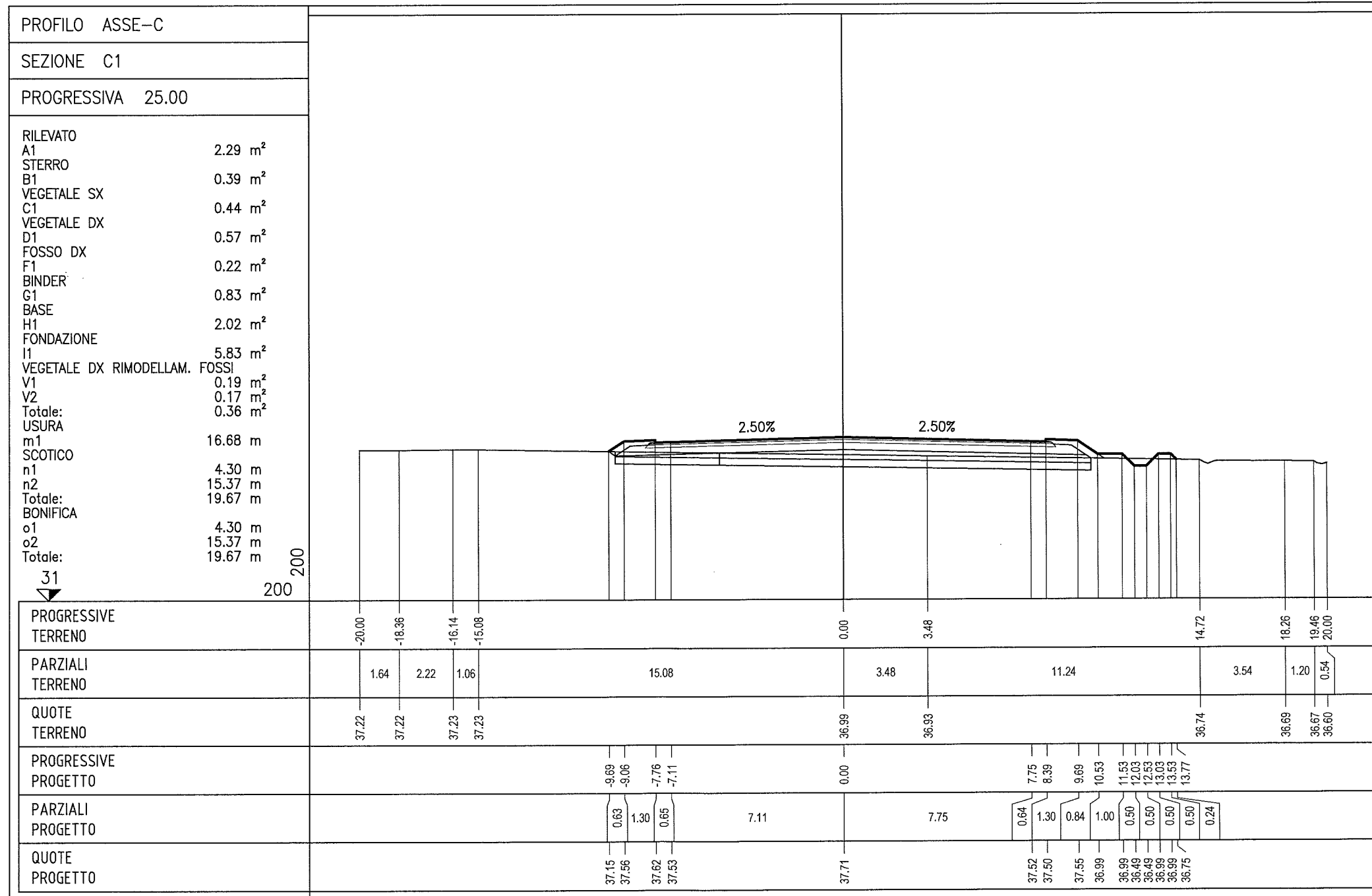


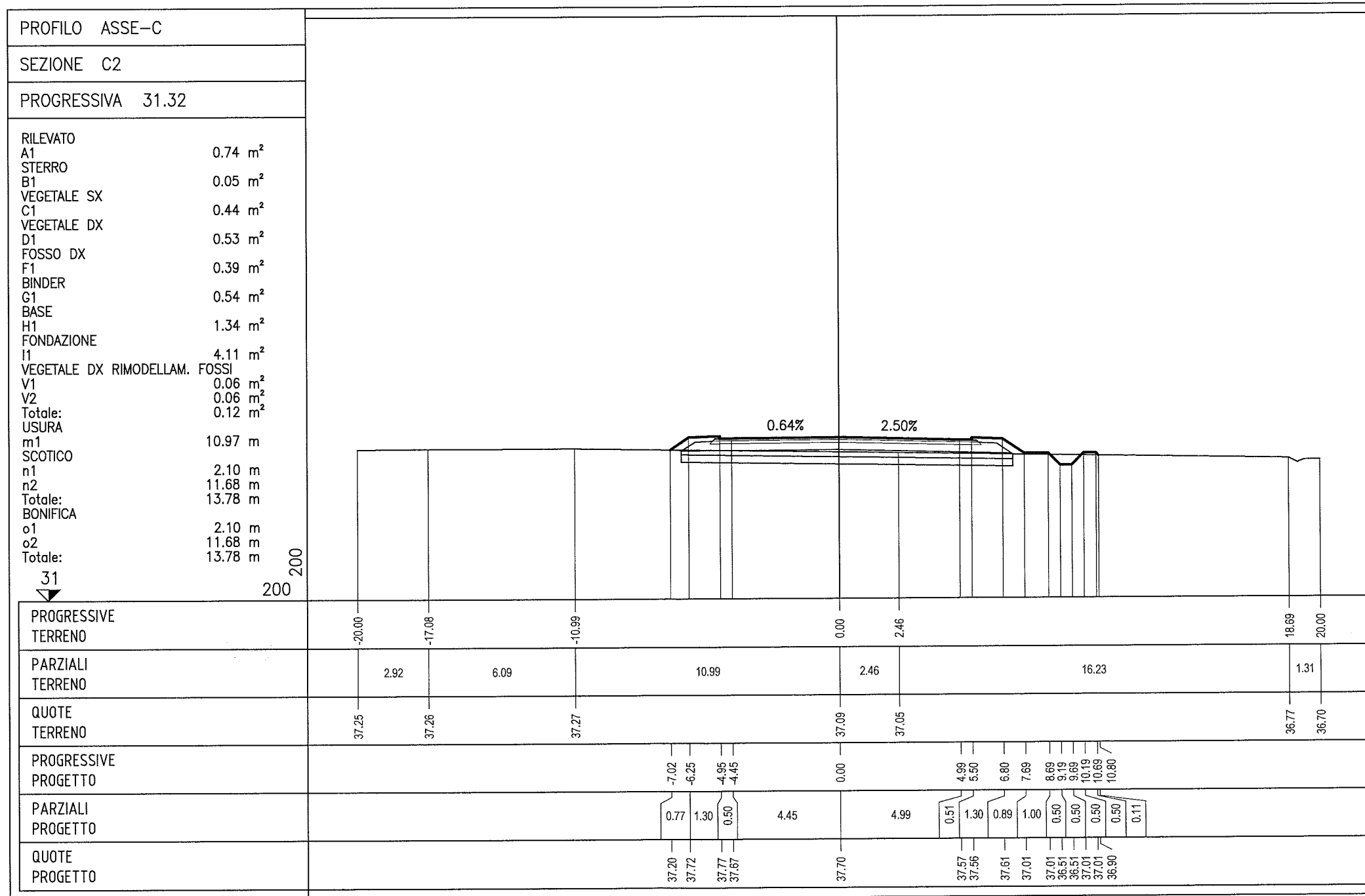


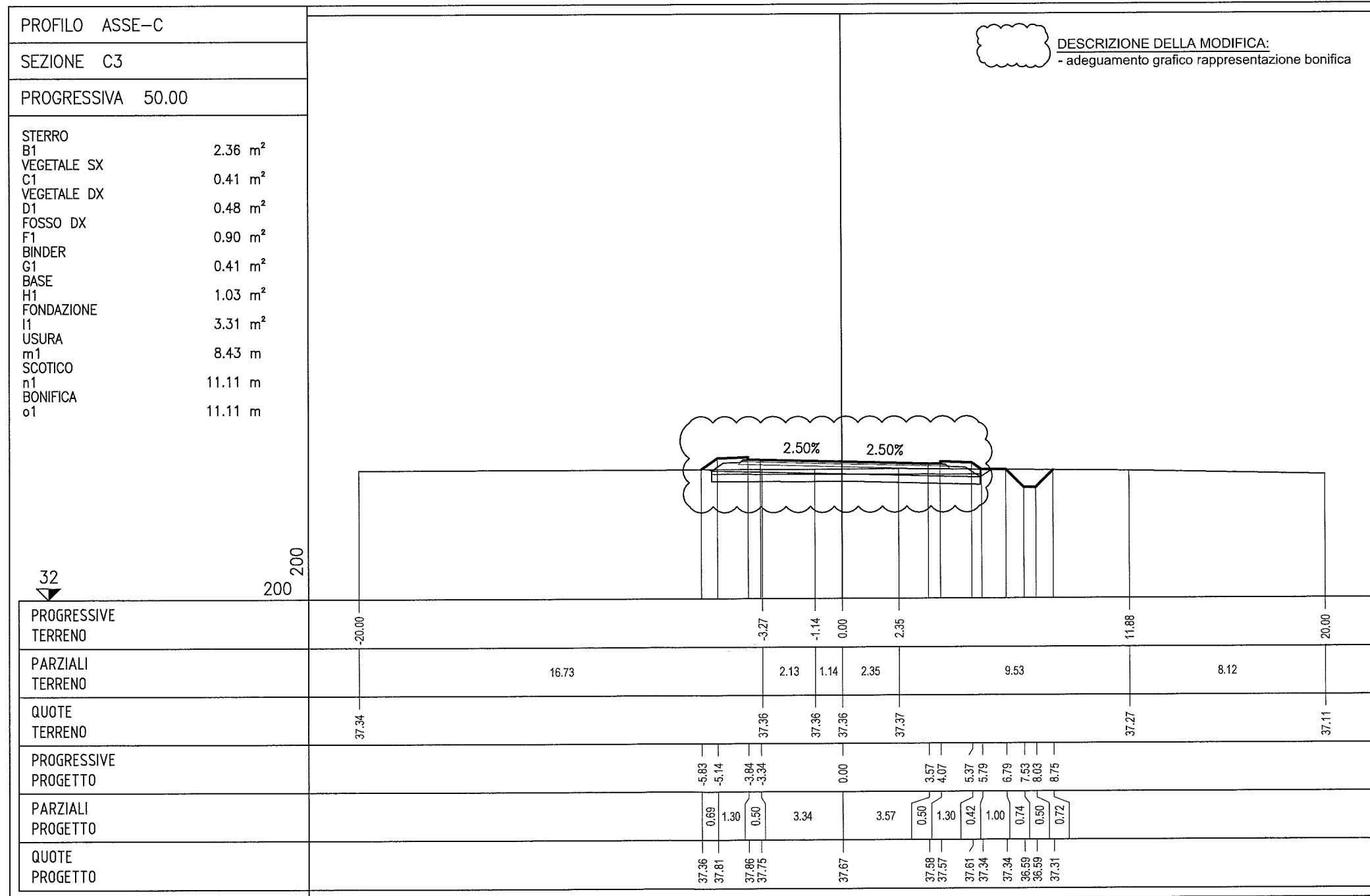


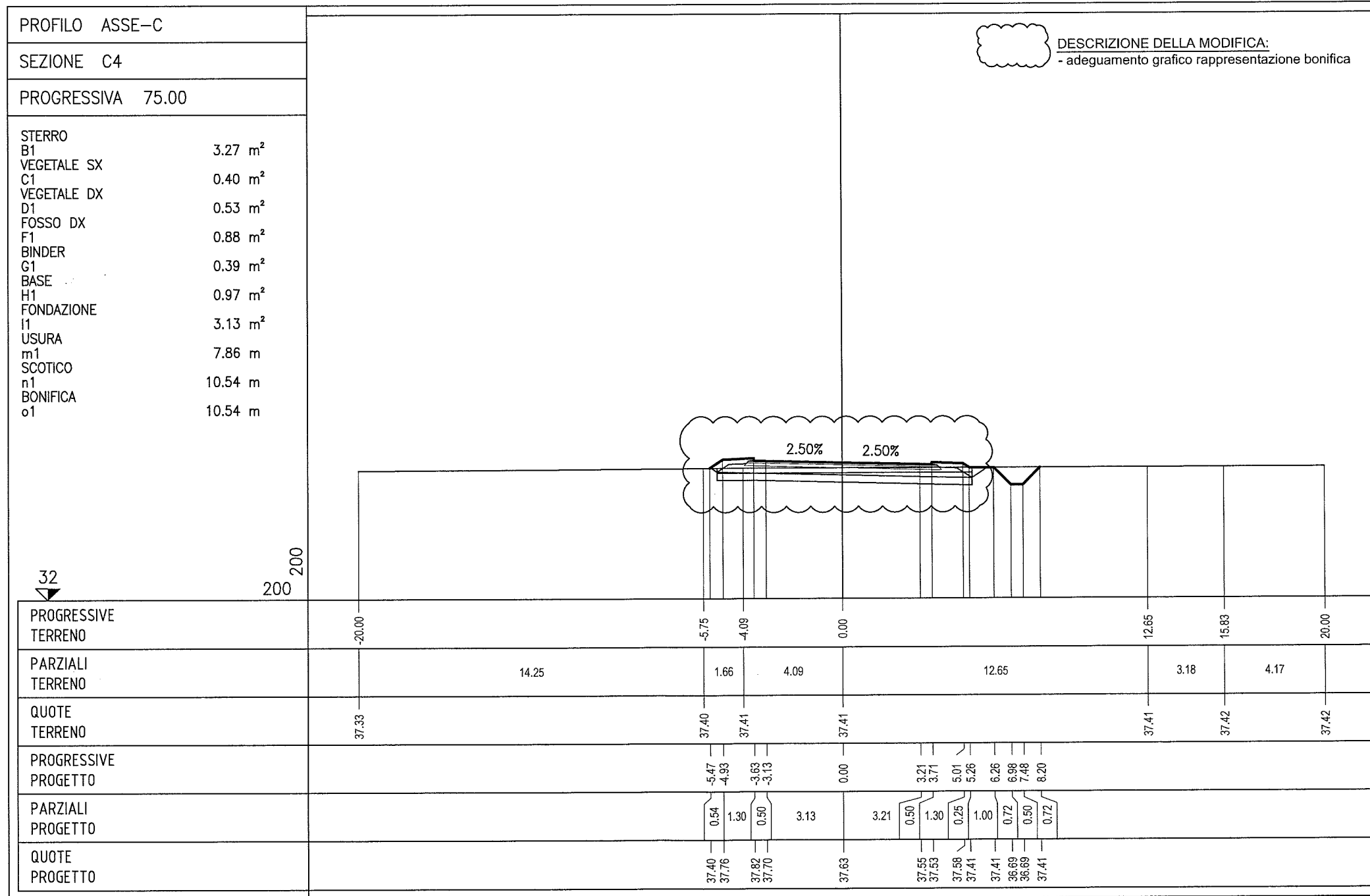


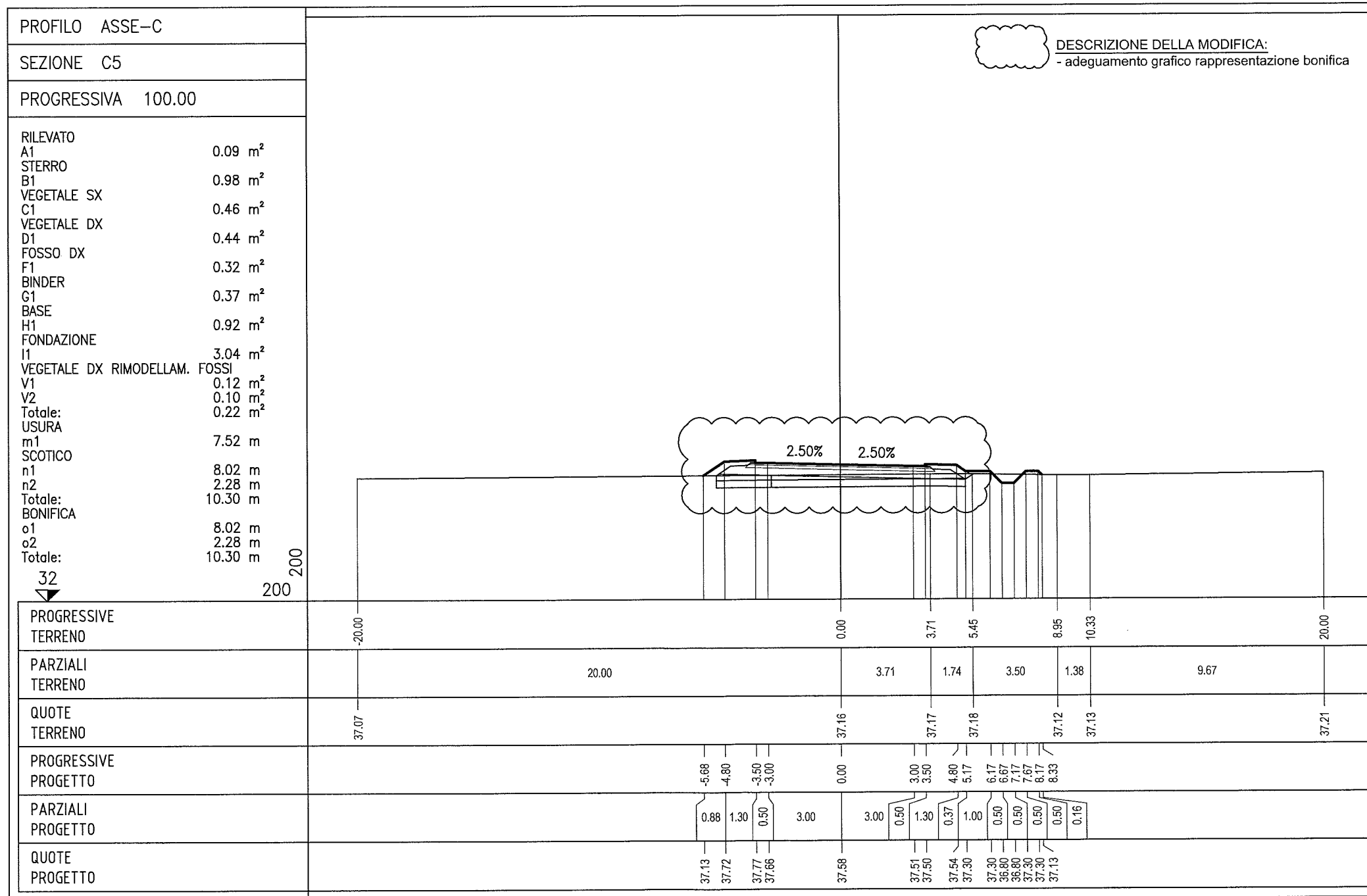
RAMO C
dalla pk 0+000 alla pk 0+149.24

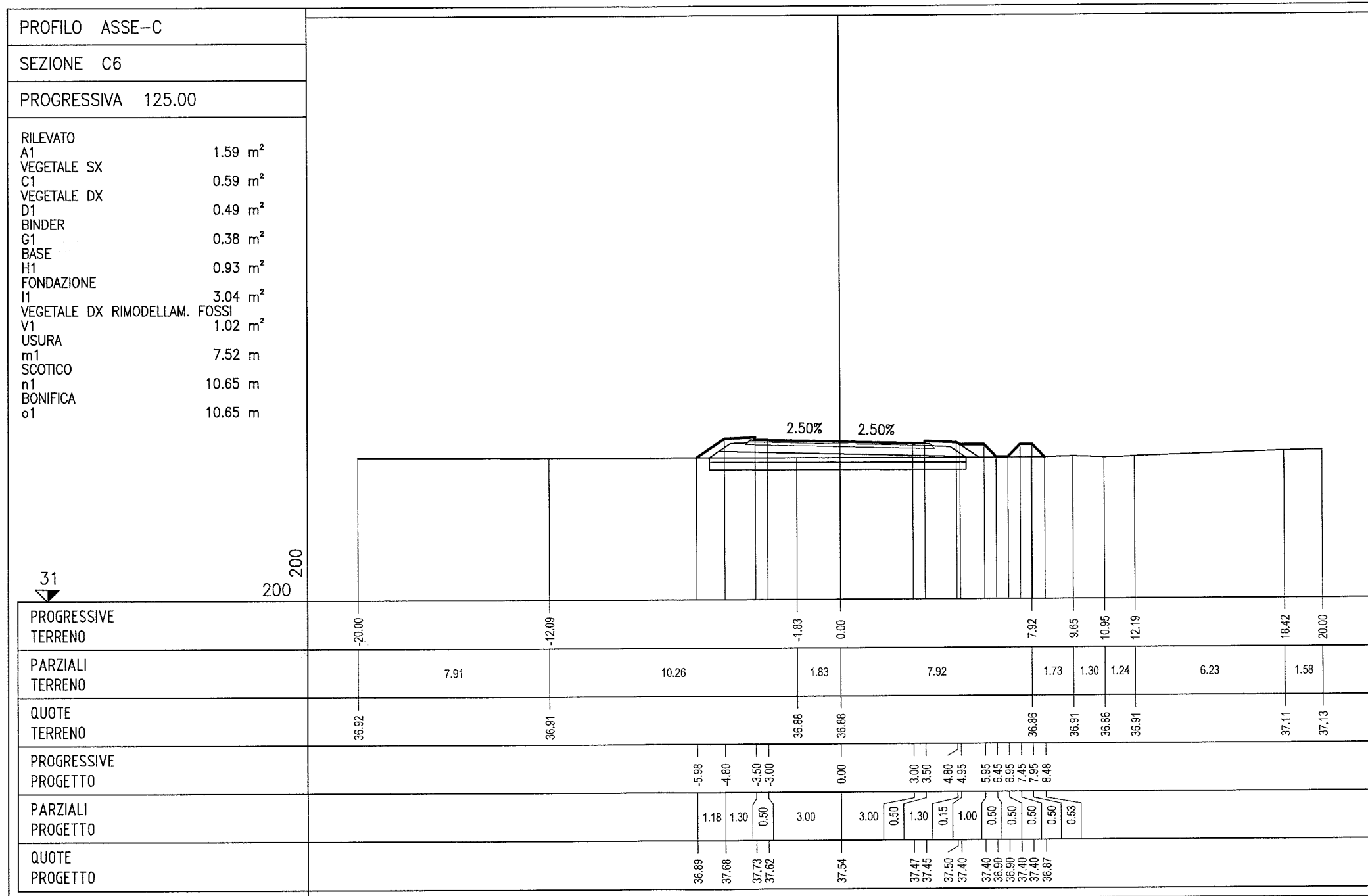


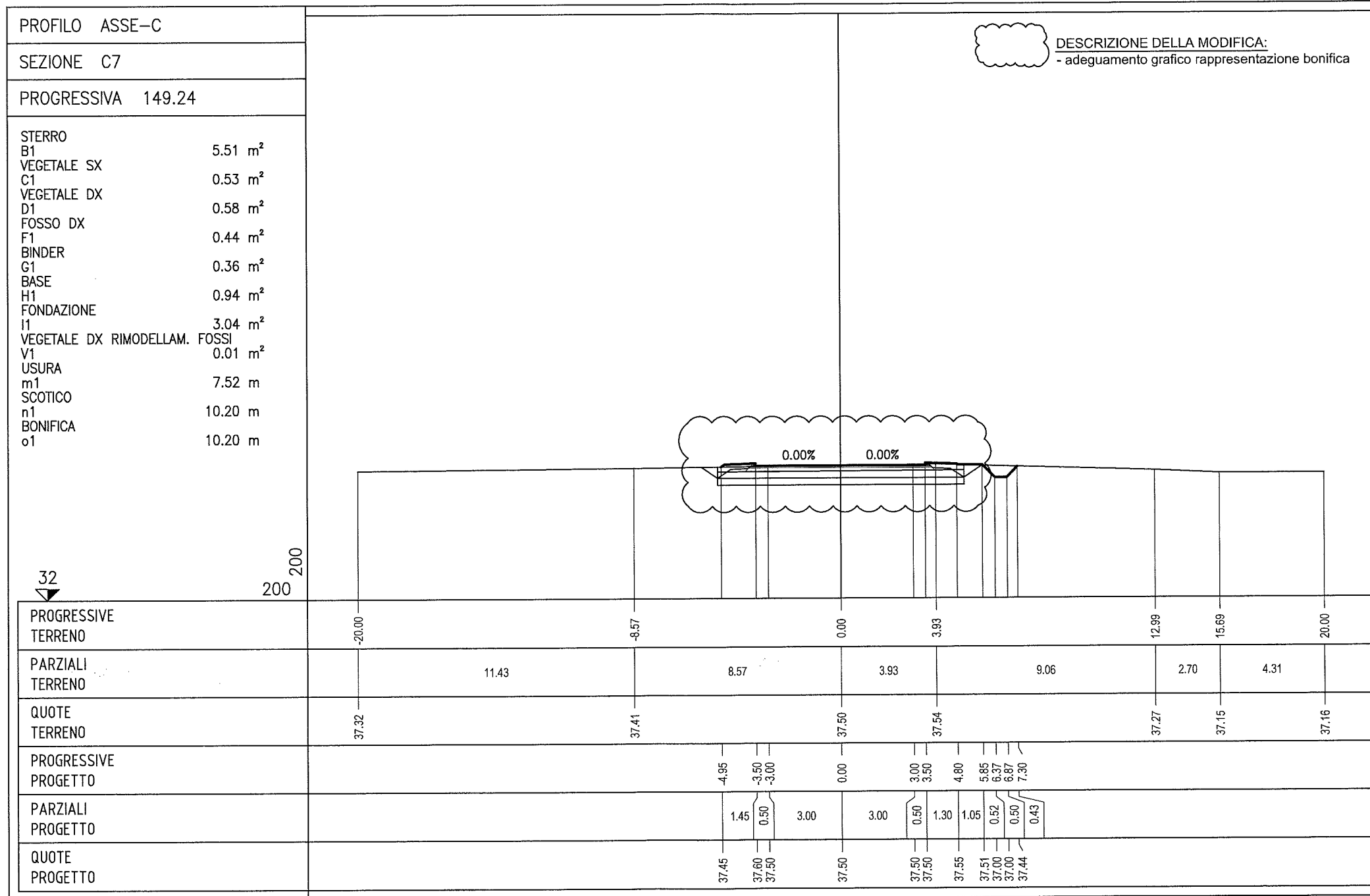






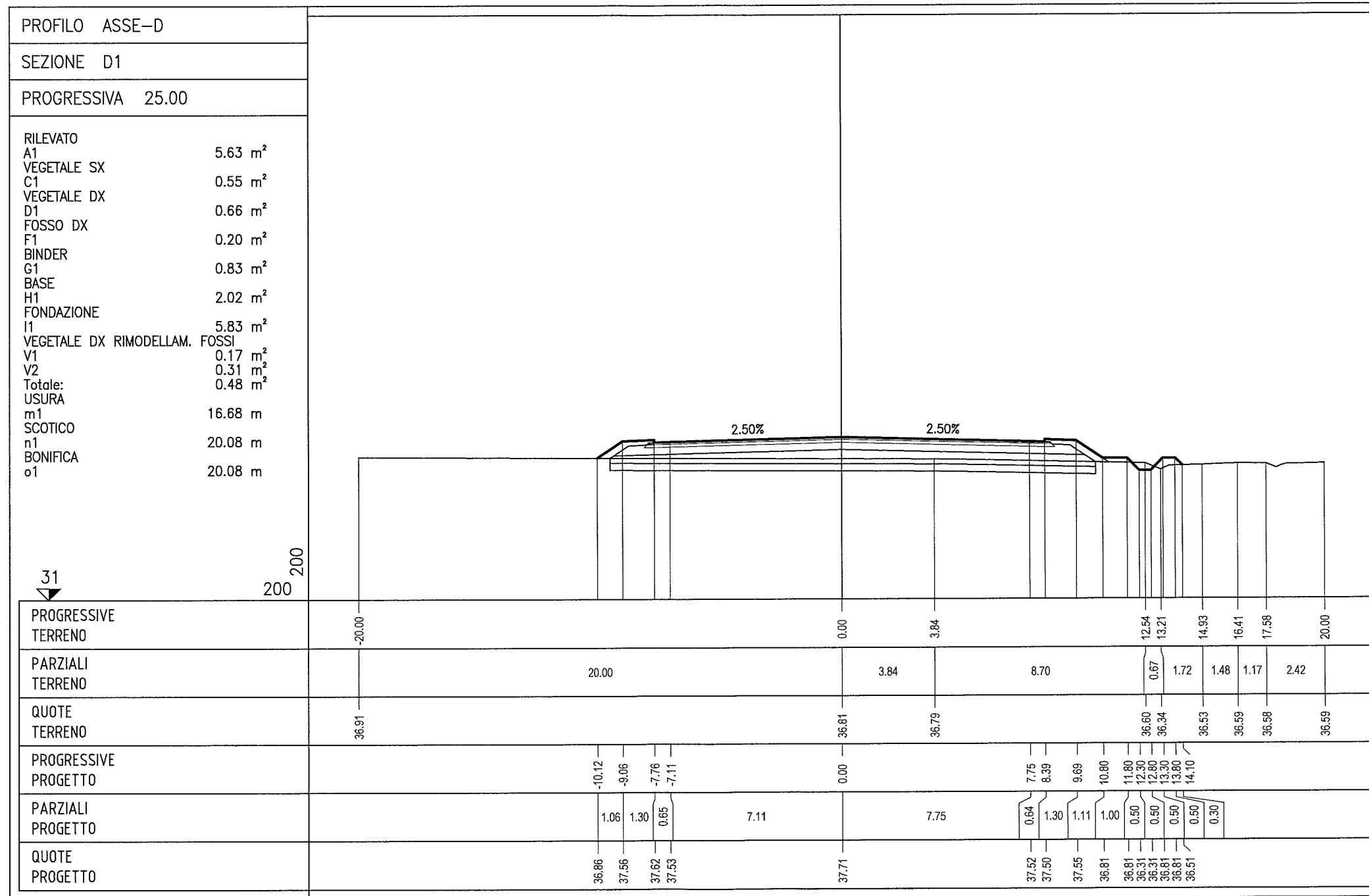


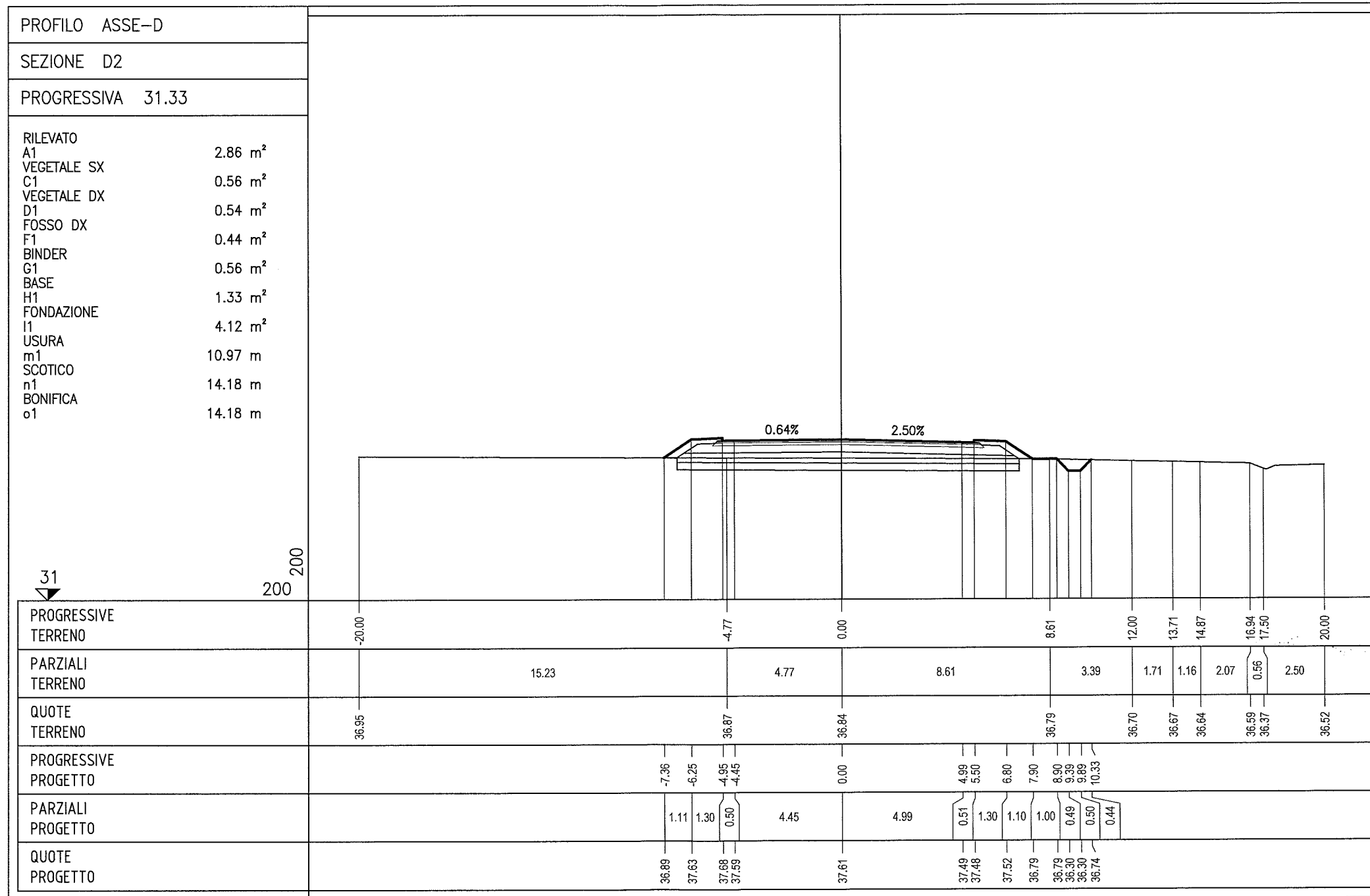


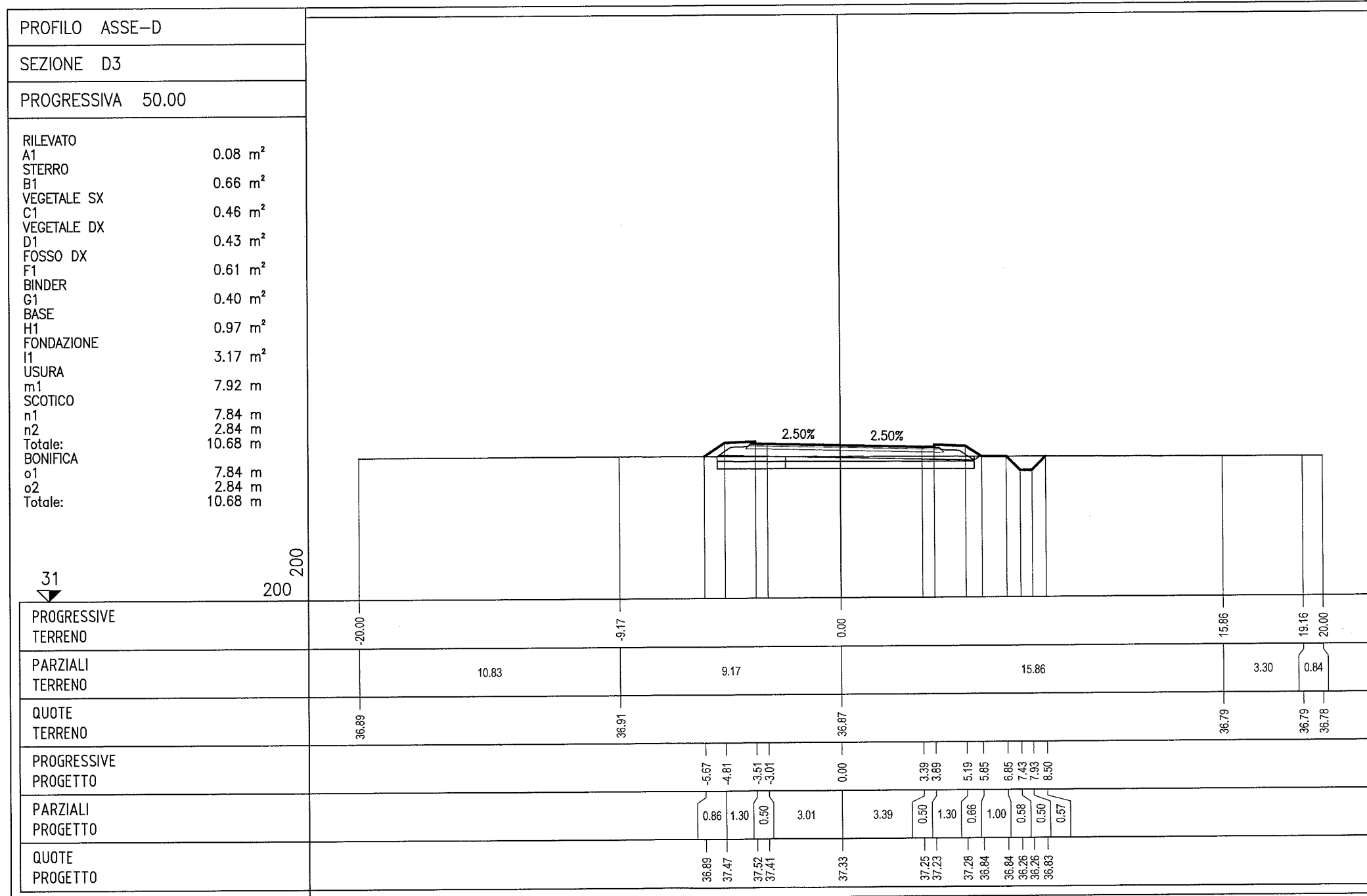


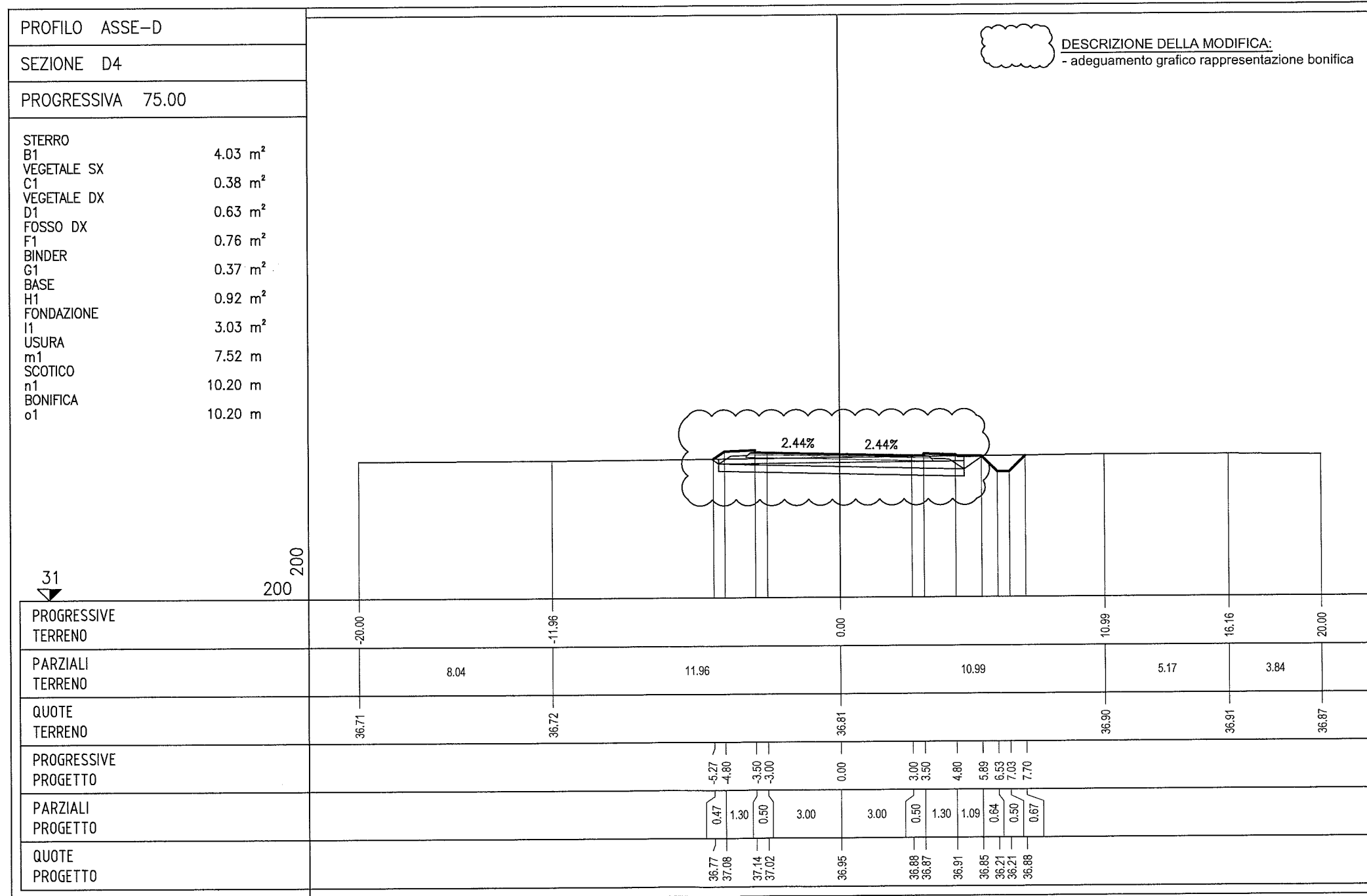
RAMO D

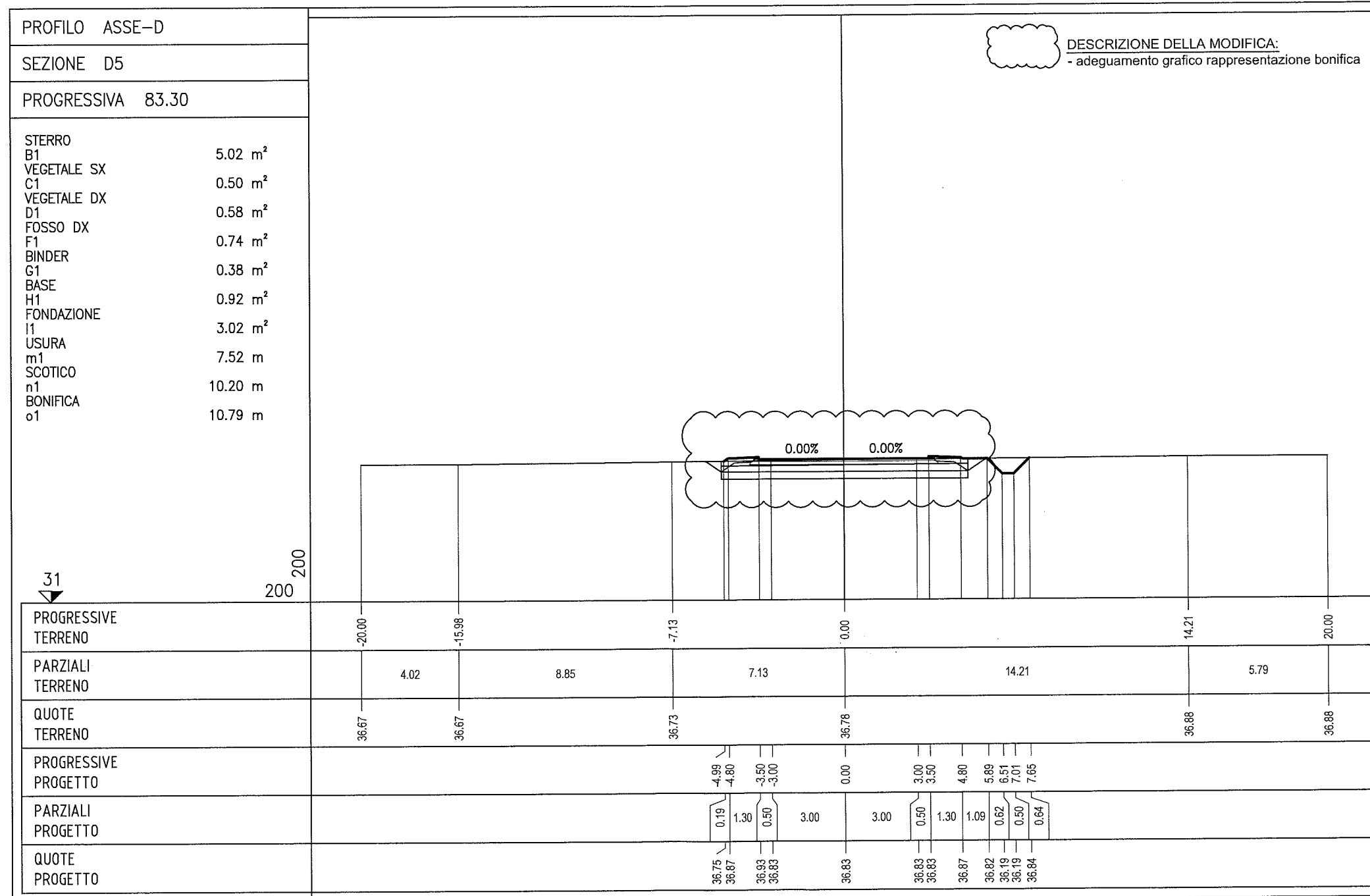
dalla pk 0+000 alla pk 0+083.30





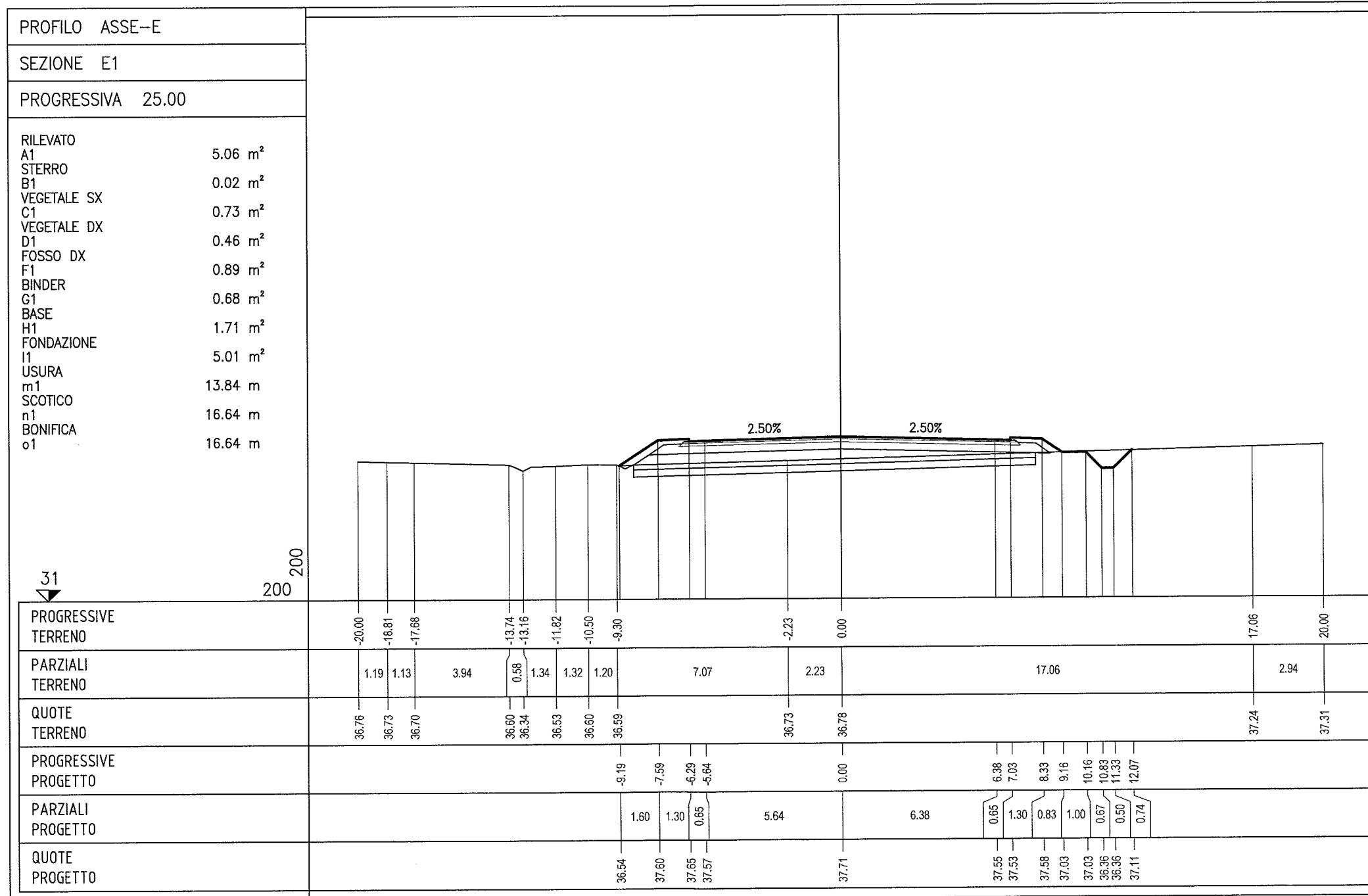


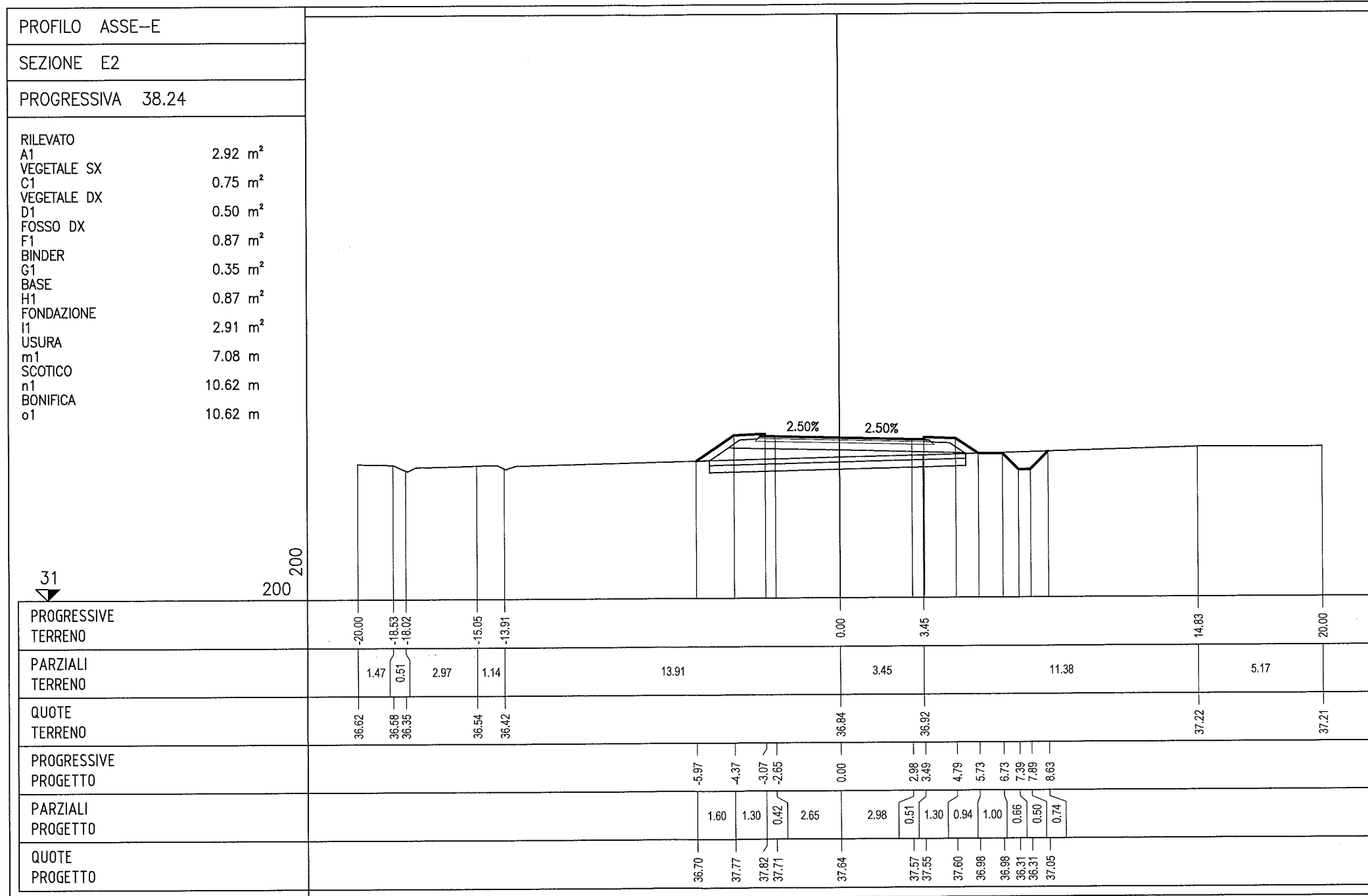


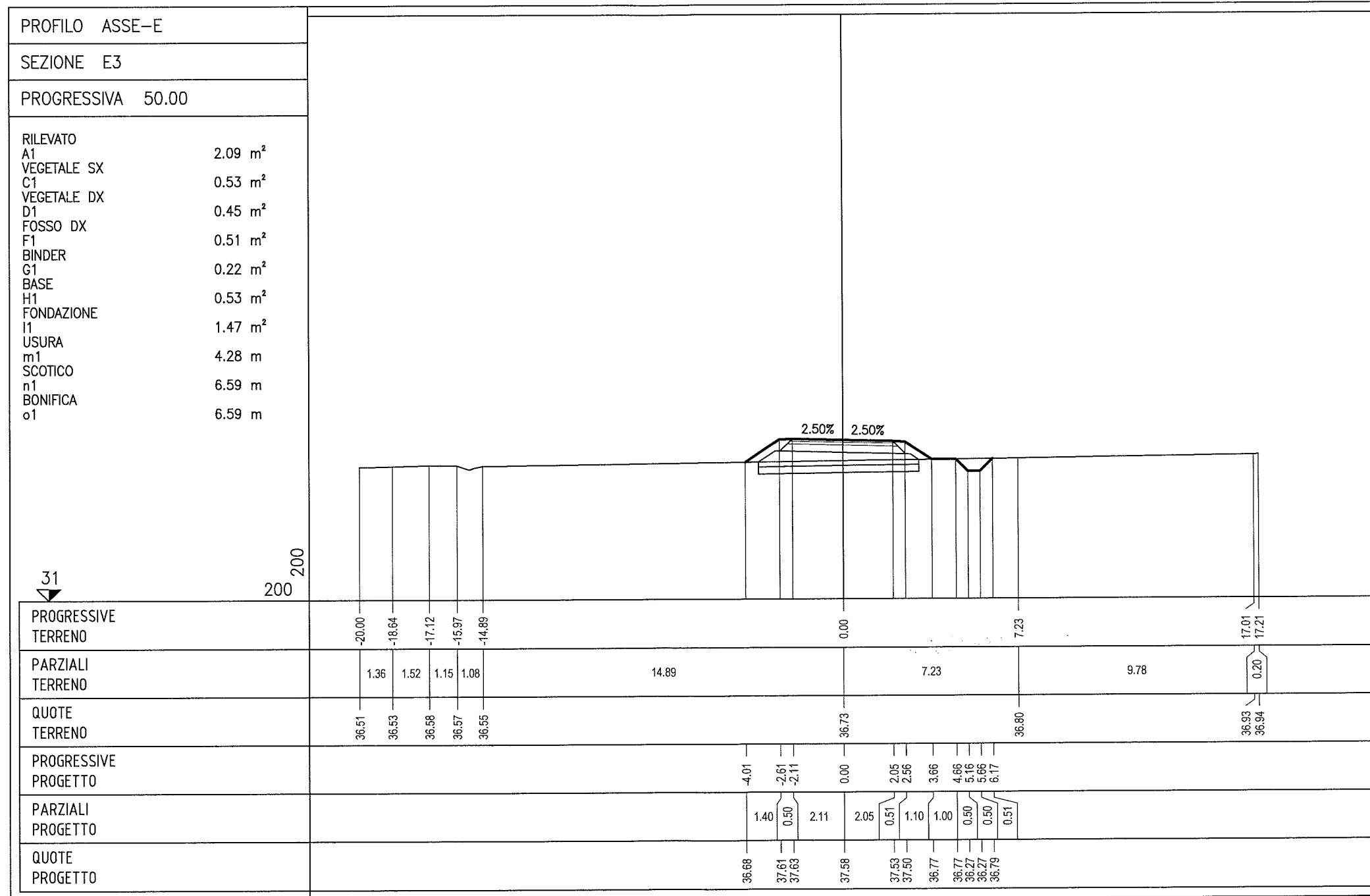


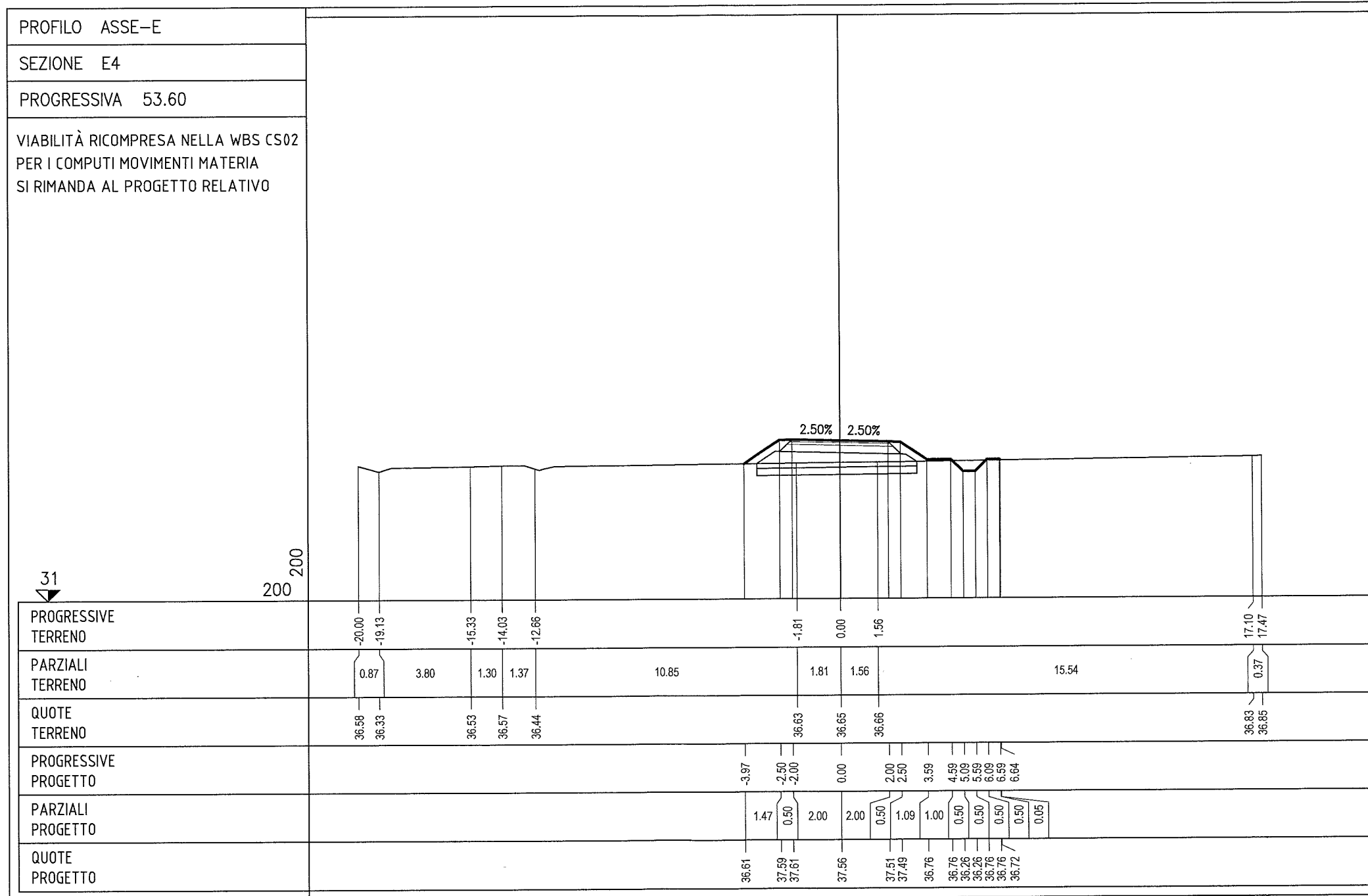
RAMO E

dalla pk 0+000 alla pk 0+053.60









ROTATORIA

dalla pk 0+000 alla pk 0+135.08

