

COMMITTENTE:



ALTA SORVEGLIANZA:



GENERAL CONTRACTOR:



**INFRASTRUTTURE FERROVIARIE STRATEGICHE DEFINITE DALLA
LEGGE OBIETTIVO N. 443/01**

PROGETTO DEFINITIVO

**LINEA AV/AC VERONA - PADOVA
SUB TRATTA VERONA – VICENZA
1° SUB LOTTO VERONA- MONTEBELLO VICENTINO**

SCHEDE

**VIBRAZIONI: MONITORAGGIO VIBRAZIONI-
MISURE DI CARATTERIZZAZIONE LINEA A.V.
SCHEDE LINEA AV: 03 GALLERIA**

| | | | |
|--|-------------------------------------|-----------------|--------|
| GENERAL CONTRACTOR | | ITALFERR S.p.A. | SCALA: |
| ATI bonifica Progettista integratore Franco Persio Bocchetto Dottore in Ingegneria Civile iscritto all'Ordine degli Ingegneri della Provincia di Roma al n° 8664 – Sez. A settore Civile ed Ambientale | Conorzio IRICAV DUE Il direttore | | - |

COMMESSA LOTTO FASE ENTE TIPO DOC. OPERA/DISCIPLINA PROGR. REV.

I N O D 0 0 D I 2 R H A R 0 0 0 3 0 0 3 A

| | | |
|---------------------|----------------------|-------------|
| ATI bonifica | VISTO ATI BONIFICA | |
| | Firma | Data |
| | Ing. F. P. Bocchetto | Maggio 2015 |

Programmazione

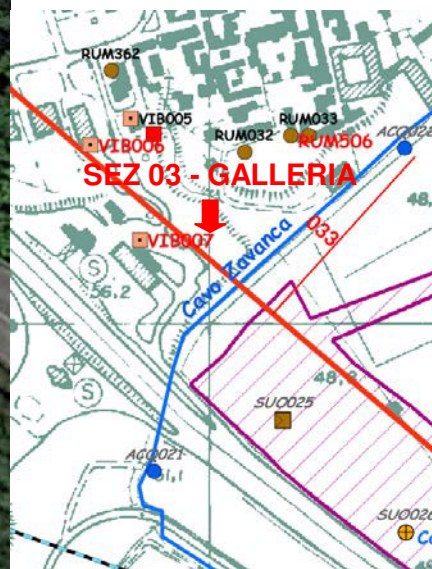
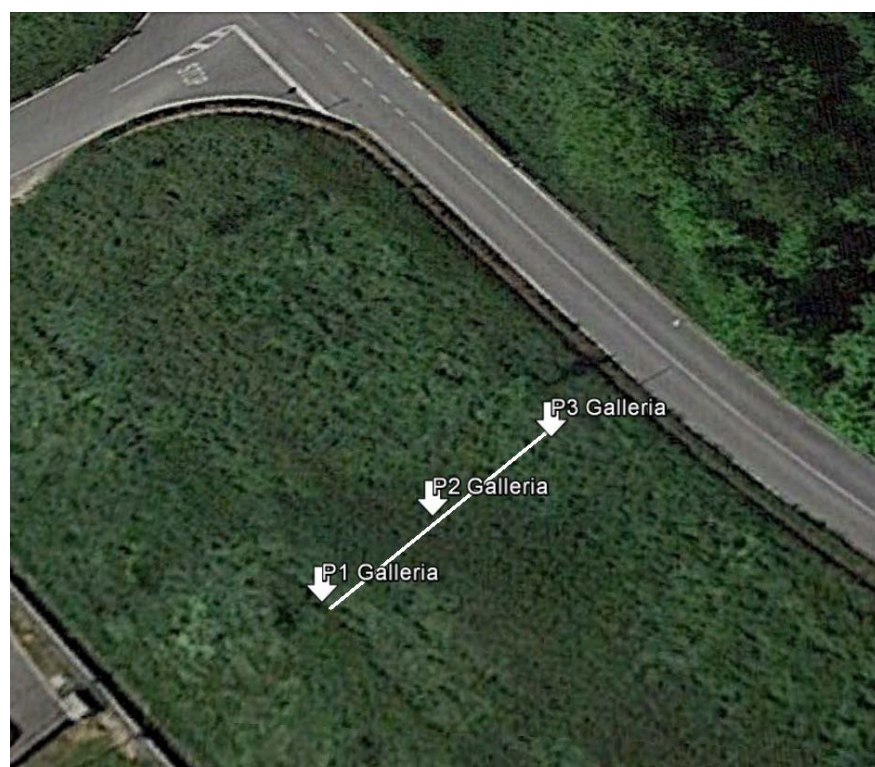
| Rev. | Descrizione | Redatto | Data | Verificato | Data | Approvato | Data | Autorizzato |
|------|-------------|--------------|----------|------------|----------|-----------|----------|------------------------------------|
| A | EMISSIONE | La Francesca | Mag 2015 | Serpi | Mag 2015 | Abrami | Mag 2015 | Ing. T. Bastianello Maggio 2015 |
| | | | | | | | | |
| | | | | | | | | |
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|---------------------------------|----------------------|-----------|
| File: INOD00DI2RHAR0003003A_01A | CUP: J41E91000000009 | n. Elab.: |
| | CIG: 3320049F17 | |

| | | | |
|----------------------------|--|---------------------------|---|
| Tipo rilievo: | Misura in ambiente esterno | Sezione di misura: | 03 - GALLERIA |
| Regione: | Lombardia | Provincia: | Lodi |
| Localizzazione: | km 32+900 Lina A.V./A.C. Milano - Bologna | Comune: | Somaglia |
| Descrizione: | I rilievi sono stati eseguiti in n. 3 postazioni: P1 in prossimità della recinzione, P2 a 10 m di distanza da postazione P1 | | |
| Strumentazione: | N. 2 analizzatori Realtime multicanale SoundBook Sinus 4 ch con terna monoassiale di accelerometri da 1000 mV/g PCB Piezotronic mod. 39303 e velocimetro triassiale Sinus 3D Seismometer da 30 V/g Makita mod. HR4000c | | |
| Data inizio misura: | 20.11.14 | Data fine misura: | 20.11.14 |
| Ora inizio misura: | 8:00:00 | Ora fine misura: | 14:00:00 |
| | | Responsabile | Ing. Tiziana Bastianelli Ord. Ingg. Rom a n. 16240 |



UBICAZIONE PUNTO DI MISURA



POSTAZIONE DI MISURA: P1

Sezione: 03 - GALLERIA

LOCALIZZAZIONE: km 32+200 Linea A.V./A.C. Milano - Bologna

DATA INIZIO: 20.11.2014 ORA INIZIO: 8:00:00

DATA INIZIO: 20.11.2014 ORA INIZIO: 10:00:00

DESCRIZIONE: Centro galleria

STRUMENTAZIONE: Analizzatore Real Time SoundBook Sinus 4 ch con velocimetro triassiale Sinus 3D Seismometer da 30 V/g Makita mod. HR4000c

NOTE: Ricopertura con terreno vegetale della struttura spessore 1-1,20 m circa. Rilievi effettuati in contemporanea con ma postazione P2 Misure da 1 a 18



TABELLA DI SINTESI ASSE COMBINATO

| PRG | DATA | ORA | DIR | TIPO | COMP. | Trazione | Lunghezza (m) | Velocità (Km/h) | Leq (dB) |
|-----|------------|--------------|------|---------------|-------|----------|---------------|-----------------|----------|
| 1 | 20/11/2014 | 08:16:44.600 | NORD | Freccia Rossa | 2+9 | E | 301,5 | 181,4 | 89,6 |
| 2 | 20/11/2014 | 08:17:50.600 | SUD | Freccia Rossa | 2+11 | E | 327,6 | 163,6 | 87,7 |
| 3 | 20/11/2014 | 08:22:41.240 | SUD | Italo | 2+9 | E | 200,0 | 183,4 | 81,5 |
| 4 | 20/11/2014 | 08:29:14.120 | NORD | Freccia Rossa | 2+11 | E | 327,6 | 175,1 | 81,5 |
| 5 | 20/11/2014 | 08:32:45.920 | NORD | Italo | 2+9 | E | 200,0 | 205,8 | 85,0 |
| 6 | 20/11/2014 | 08:33:01.880 | SUD | Freccia Rossa | 2+11 | E | 327,6 | 155,2 | 85,3 |
| 7 | 20/11/2014 | 08:43:35.840 | NORD | Freccia Rossa | 2+11 | E | 327,6 | 159,6 | 82,8 |
| 8 | 20/11/2014 | 08:44:00.200 | SUD | Freccia Rossa | 2+11 | E | 327,6 | 153,8 | 83,5 |
| 9 | 20/11/2014 | 09:03:15.440 | NORD | Freccia Rossa | 2+11 | E | 327,6 | 182,3 | 83,2 |
| 10 | 20/11/2014 | 09:08:38.240 | SUD | Italo | 2+9 | E | 200,0 | 197,2 | 81,3 |
| 11 | 20/11/2014 | 09:12:59.600 | NORD | Freccia Rossa | 2+11 | E | 327,6 | 208,0 | 82,2 |
| 12 | 20/11/2014 | 09:16:16.160 | NORD | Italo | 2+9 | E | 200,0 | 208,0 | 78,5 |
| 13 | 20/11/2014 | 09:29:27.320 | SUD | Freccia Rossa | 2+11 | E | 327,6 | 192,5 | 88,3 |
| 14 | 20/11/2014 | 09:36:29 | SUD | Freccia Rossa | 2+11 | E | 327,6 | 260,9 | 84,0 |
| 15 | 20/11/2014 | 09:41:52.520 | NORD | Italo | 2+9 | E | 200,0 | 188,7 | 79,5 |
| 16 | 20/11/2014 | 09:45:44.480 | NORD | Freccia Rossa | 2+11 | E | 327,6 | 204,4 | 87,0 |
| 17 | 20/11/2014 | 09:47:22.160 | SUD | Freccia Rossa | 2+11 | E | 327,6 | 163,1 | 91,0 |
| 18 | 20/11/2014 | 09:48:47.240 | NORD | Italo | 2+9 | E | 200,0 | 171,7 | 84,4 |

POSTAZIONE DI MISURA P1

SEZIONE 03 - GALLERIA

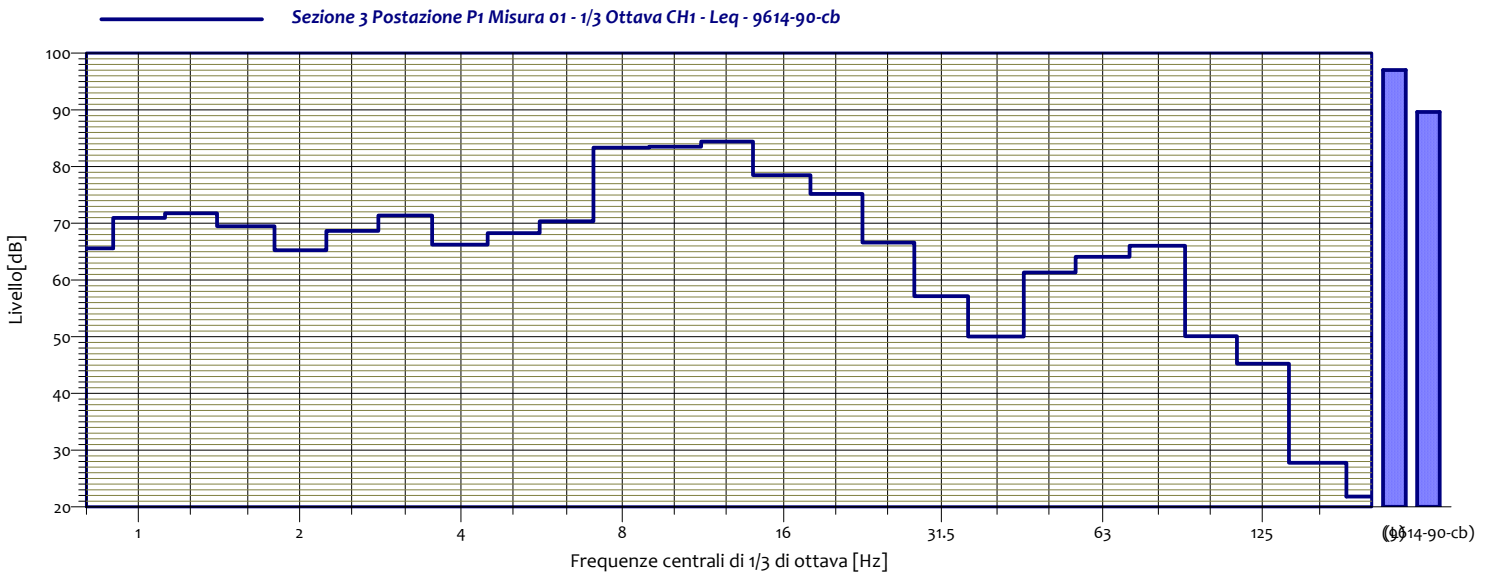
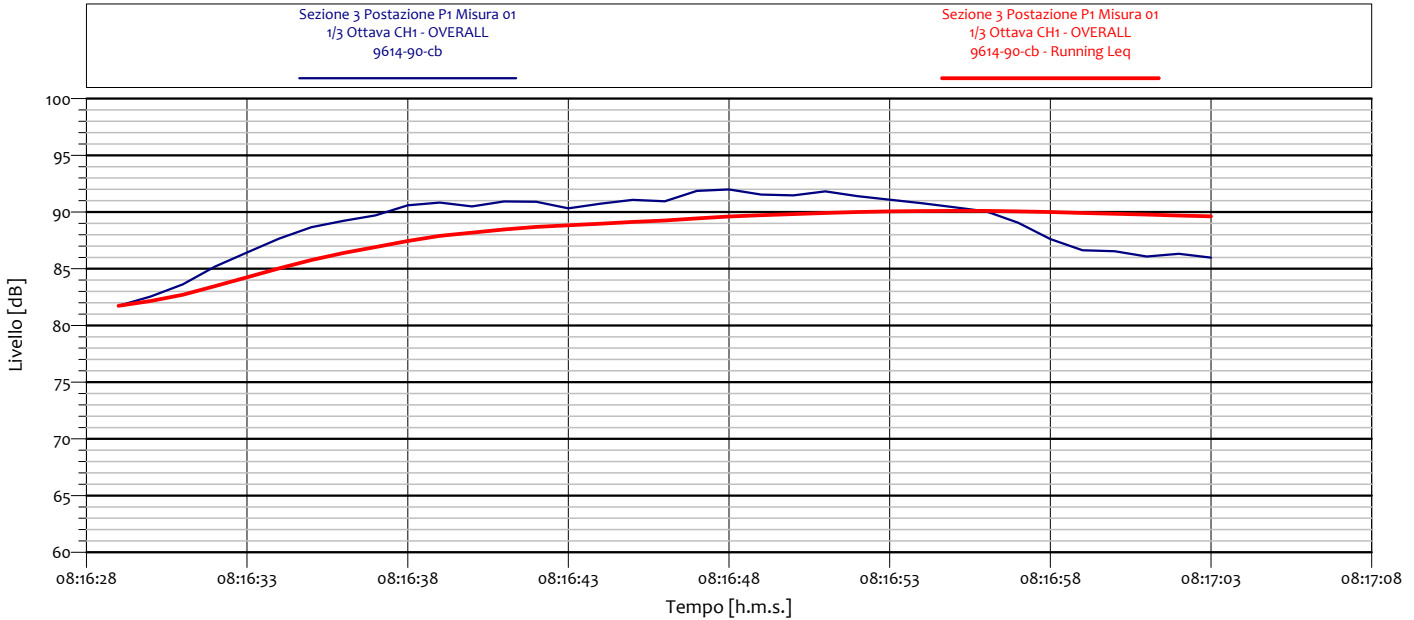
ASSE DI VALUTAZIONE COMBINATO

PESATURA: POSTURA NON NOTA O VARIABILE (UNI 9614)



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicco Verona Porta Vescovo - Montebello Vicentino



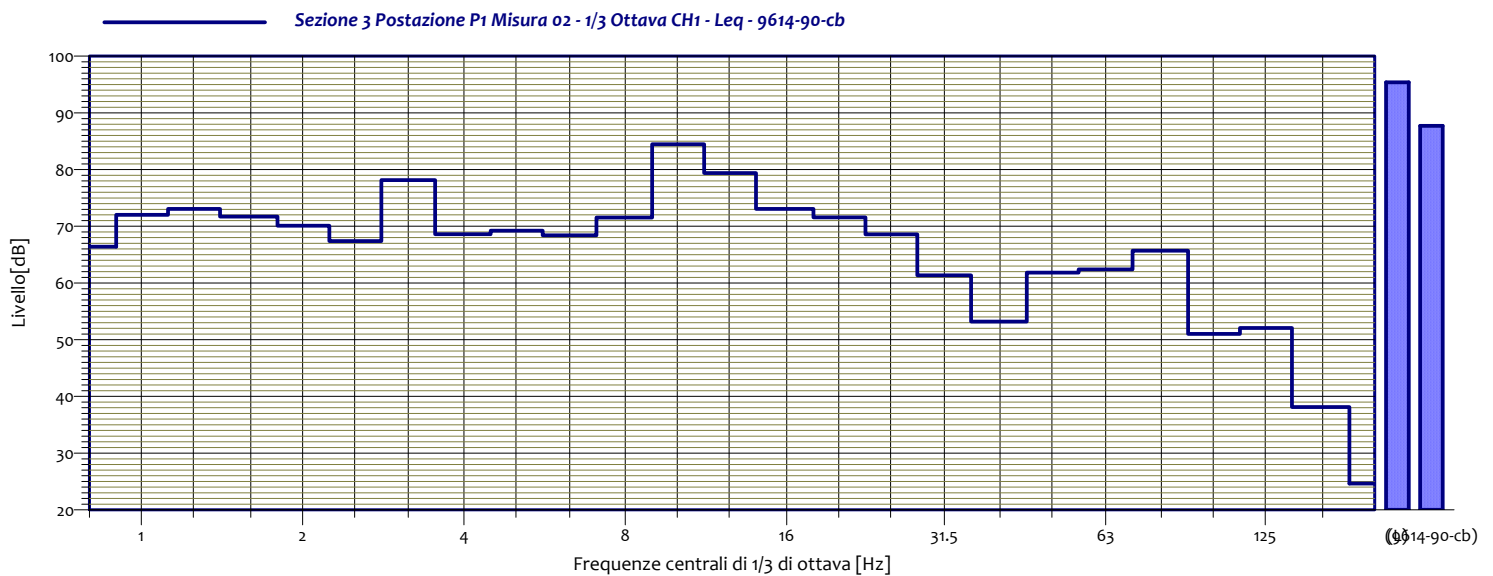
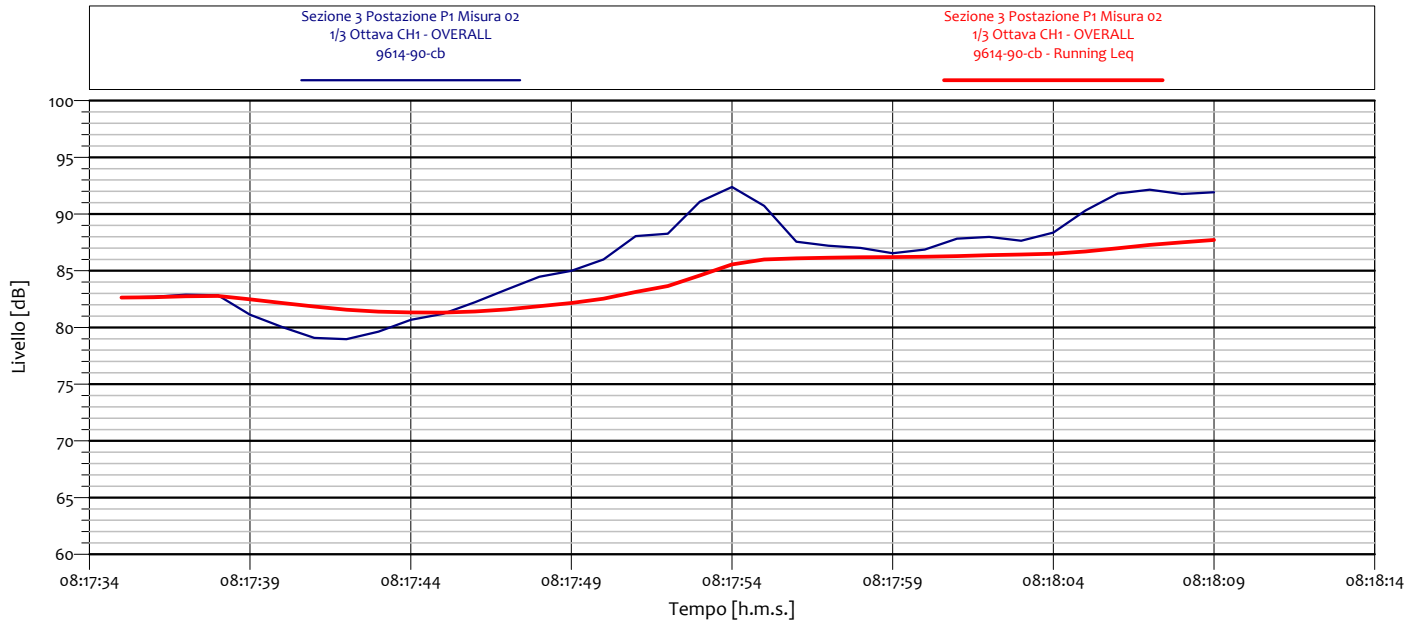
Sezione 3 Postazione P1 Misura 01
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 65.6 dB | 1 | 71.0 dB | 1.3 | 71.8 dB | 1.6 | 69.5 dB |
| 2 | 65.3 dB | 2.5 | 68.7 dB | 3.2 | 71.4 dB | 4 | 66.2 dB |
| 5 | 68.3 dB | 6.3 | 70.4 dB | 8 | 83.3 dB | 10 | 83.5 dB |
| 12.5 | 84.4 dB | 16 | 78.5 dB | 20 | 75.2 dB | 25 | 66.6 dB |
| 31.5 | 57.2 dB | 40 | 50.0 dB | 50 | 61.3 dB | 63 | 64.1 dB |
| 80 | 66.0 dB | 100 | 50.1 dB | 125 | 45.2 dB | 160 | 27.8 dB |
| 200 | 21.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

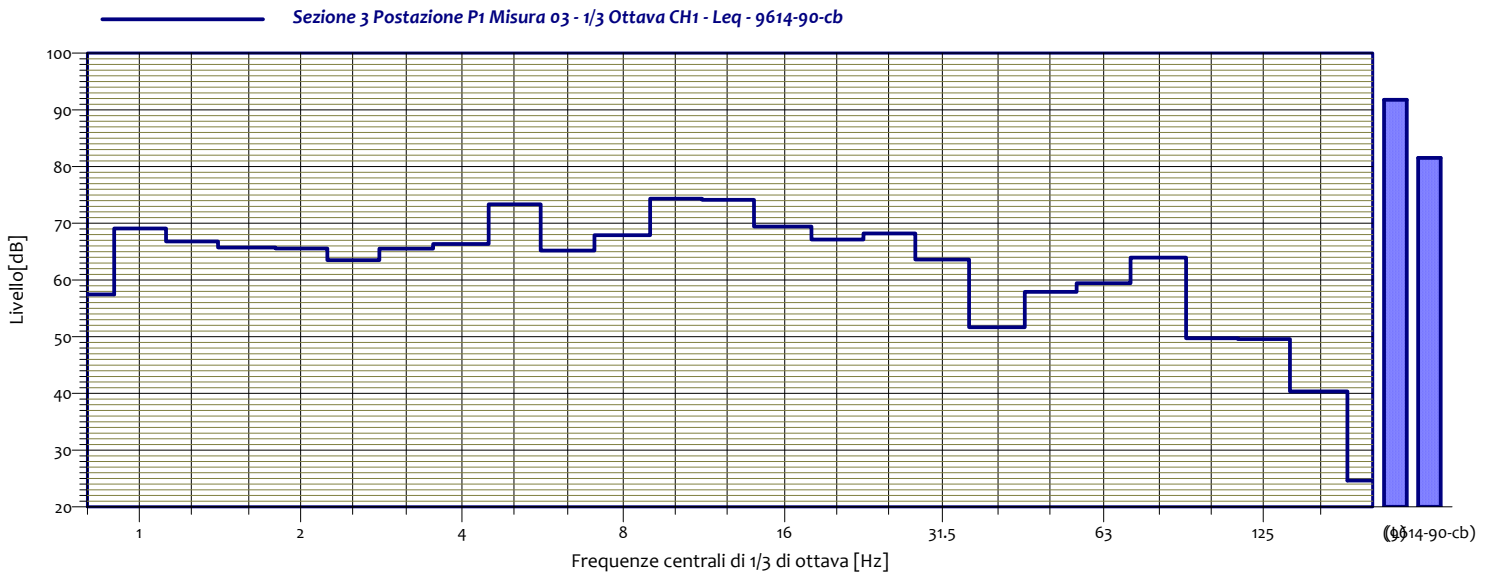
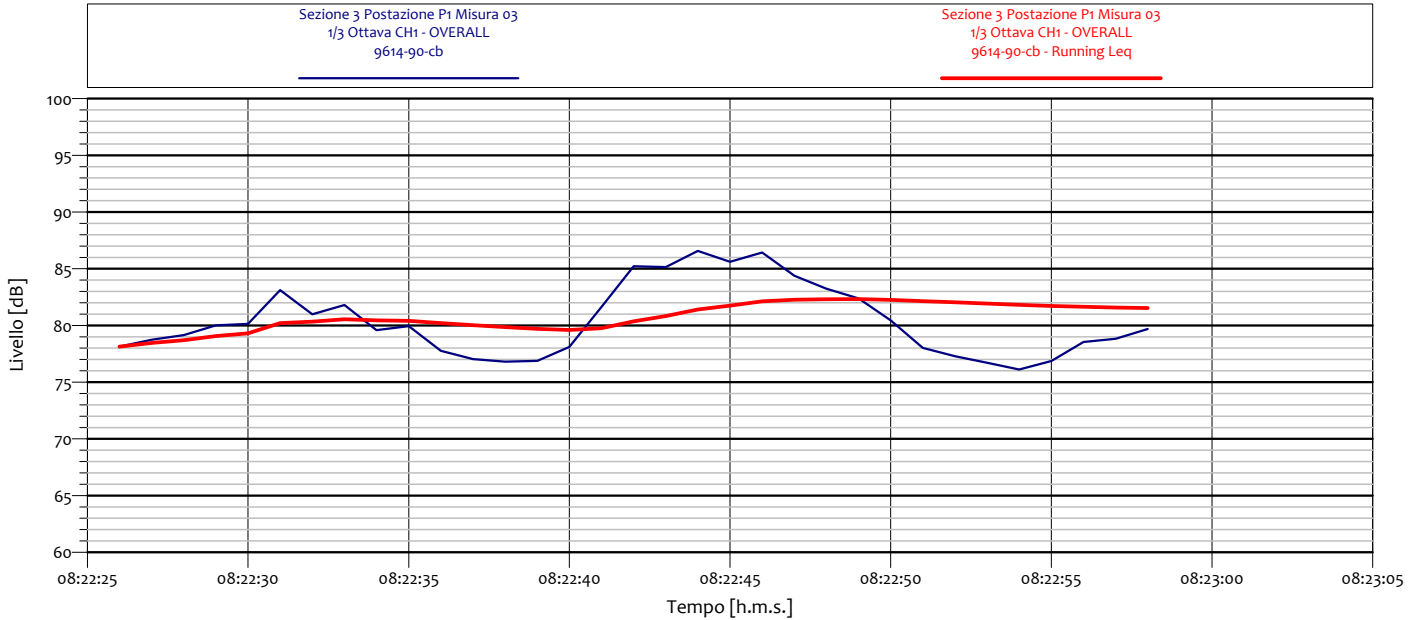


| Sezione 3 Postazione P1 Misura 02 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 66.4 dB | 1 | 72.0 dB | 1.3 | 73.1 dB | 1.6 | 71.7 dB |
| 2 | 70.1 dB | 2.5 | 67.4 dB | 3.2 | 78.1 dB | 4 | 68.6 dB |
| 5 | 69.2 dB | 6.3 | 68.4 dB | 8 | 71.6 dB | 10 | 84.5 dB |
| 12.5 | 79.4 dB | 16 | 73.1 dB | 20 | 71.6 dB | 25 | 68.6 dB |
| 31.5 | 61.4 dB | 40 | 53.2 dB | 50 | 61.8 dB | 63 | 62.4 dB |
| 80 | 65.7 dB | 100 | 51.0 dB | 125 | 52.1 dB | 160 | 38.1 dB |
| 200 | 24.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

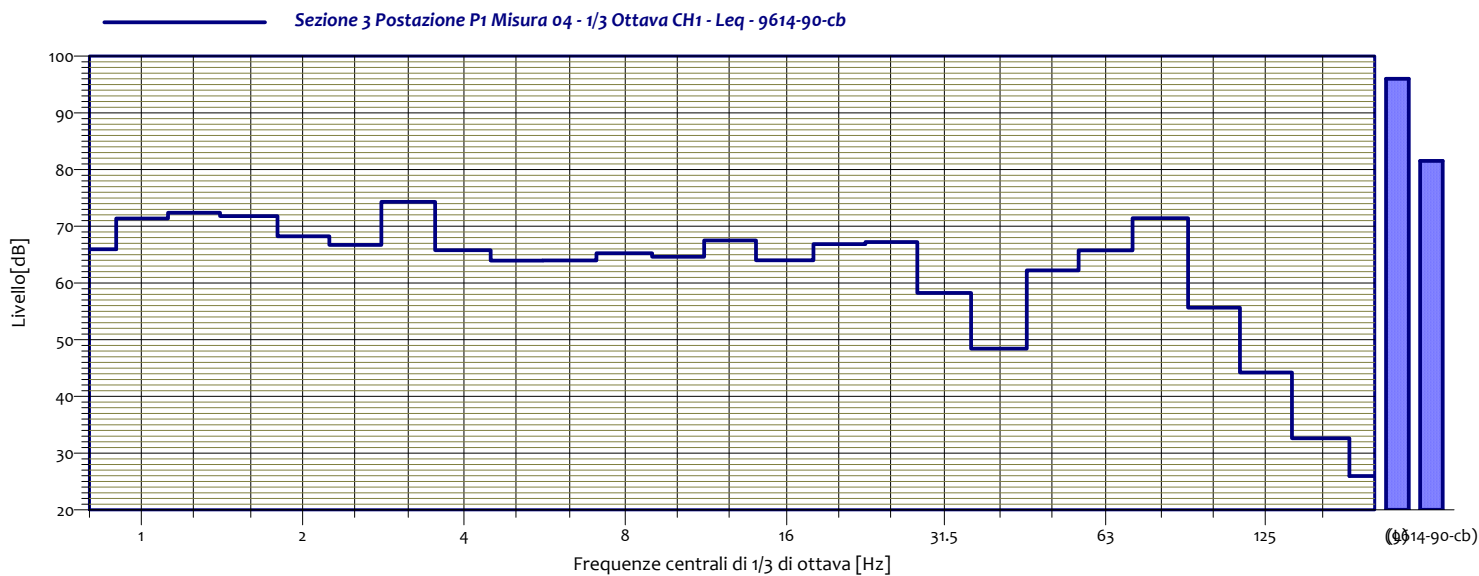
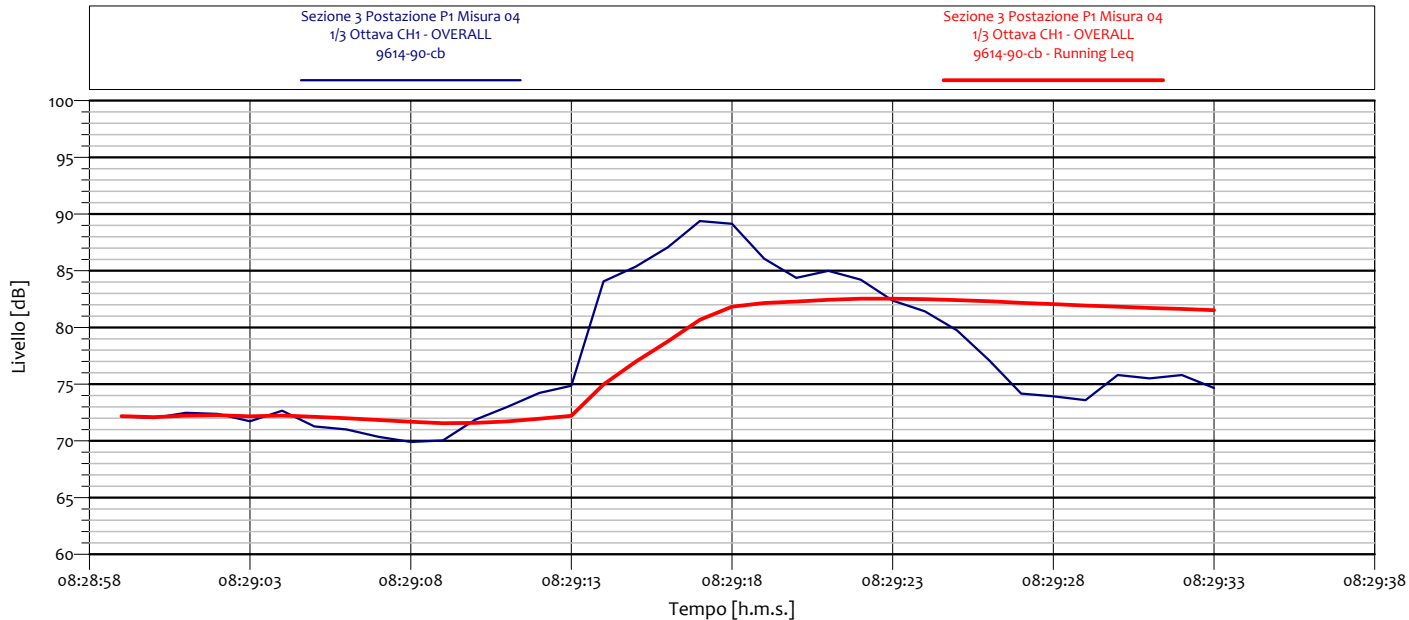


| Sezione 3 Postazione P1 Misura 03 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.5 dB | 1 | 69.1 dB | 1.3 | 66.8 dB | 1.6 | 65.8 dB |
| 2 | 65.6 dB | 2.5 | 63.5 dB | 3.2 | 65.5 dB | 4 | 66.4 dB |
| 5 | 73.3 dB | 6.3 | 65.2 dB | 8 | 67.9 dB | 10 | 74.3 dB |
| 12.5 | 74.2 dB | 16 | 69.4 dB | 20 | 67.1 dB | 25 | 68.2 dB |
| 31.5 | 63.6 dB | 40 | 51.7 dB | 50 | 57.9 dB | 63 | 59.4 dB |
| 80 | 64.0 dB | 100 | 49.7 dB | 125 | 49.6 dB | 160 | 40.4 dB |
| 200 | 24.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

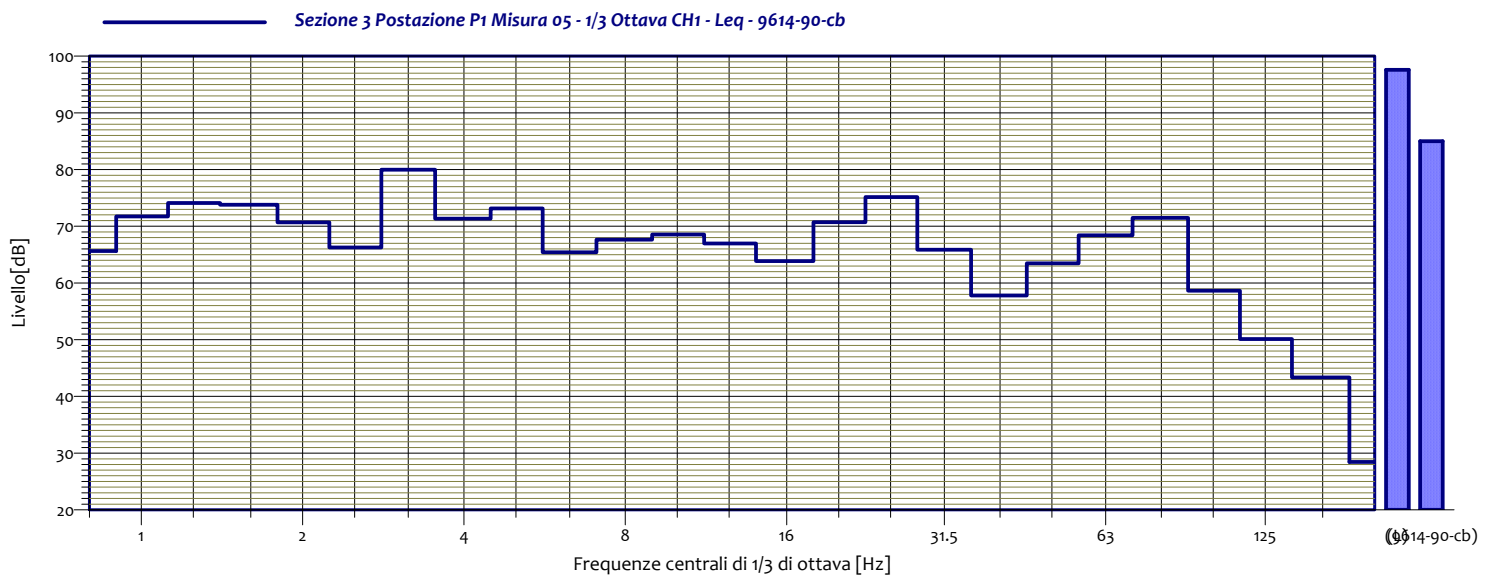
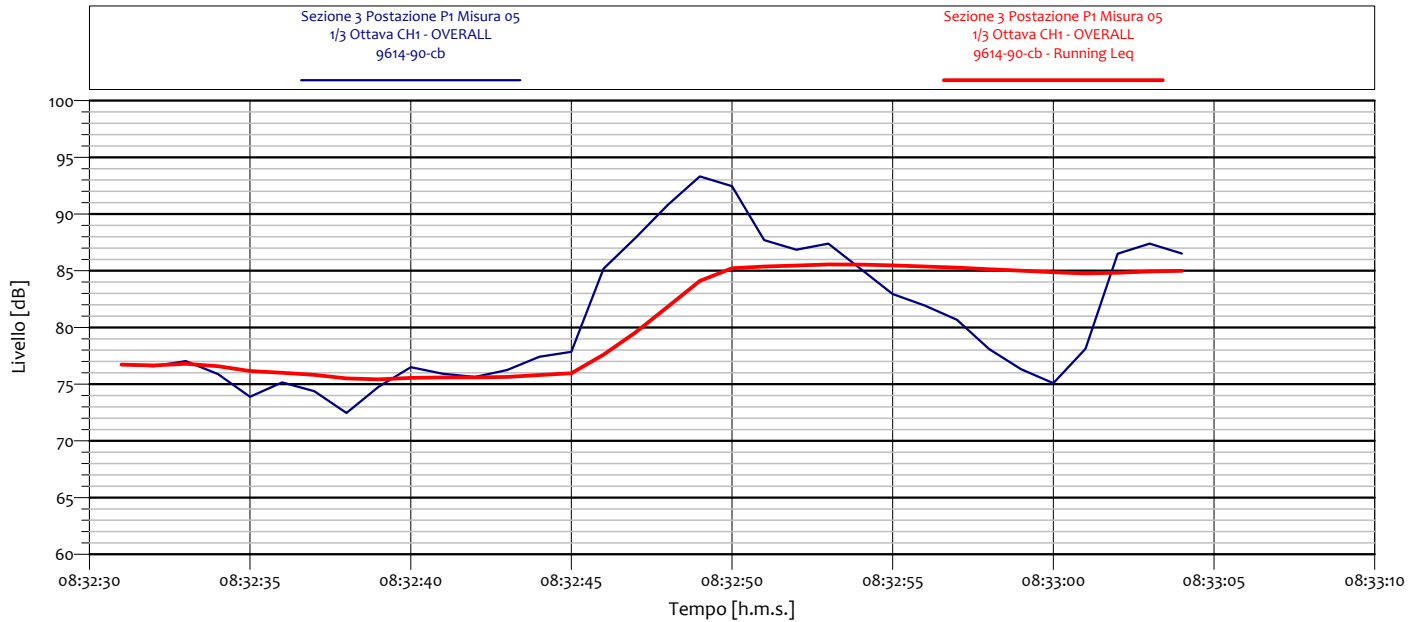


| Sezione 3 Postazione P1 Misura 04 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 66.0 dB | 1 | 71.4 dB | 1.3 | 72.4 dB | 1.6 | 71.8 dB |
| 2 | 68.2 dB | 2.5 | 66.7 dB | 3.2 | 74.3 dB | 4 | 65.8 dB |
| 5 | 64.0 dB | 6.3 | 64.0 dB | 8 | 65.3 dB | 10 | 64.6 dB |
| 12.5 | 67.5 dB | 16 | 64.0 dB | 20 | 66.9 dB | 25 | 67.2 dB |
| 31.5 | 58.3 dB | 40 | 48.4 dB | 50 | 62.2 dB | 63 | 65.8 dB |
| 80 | 71.4 dB | 100 | 55.7 dB | 125 | 44.2 dB | 160 | 32.6 dB |
| 200 | 26.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

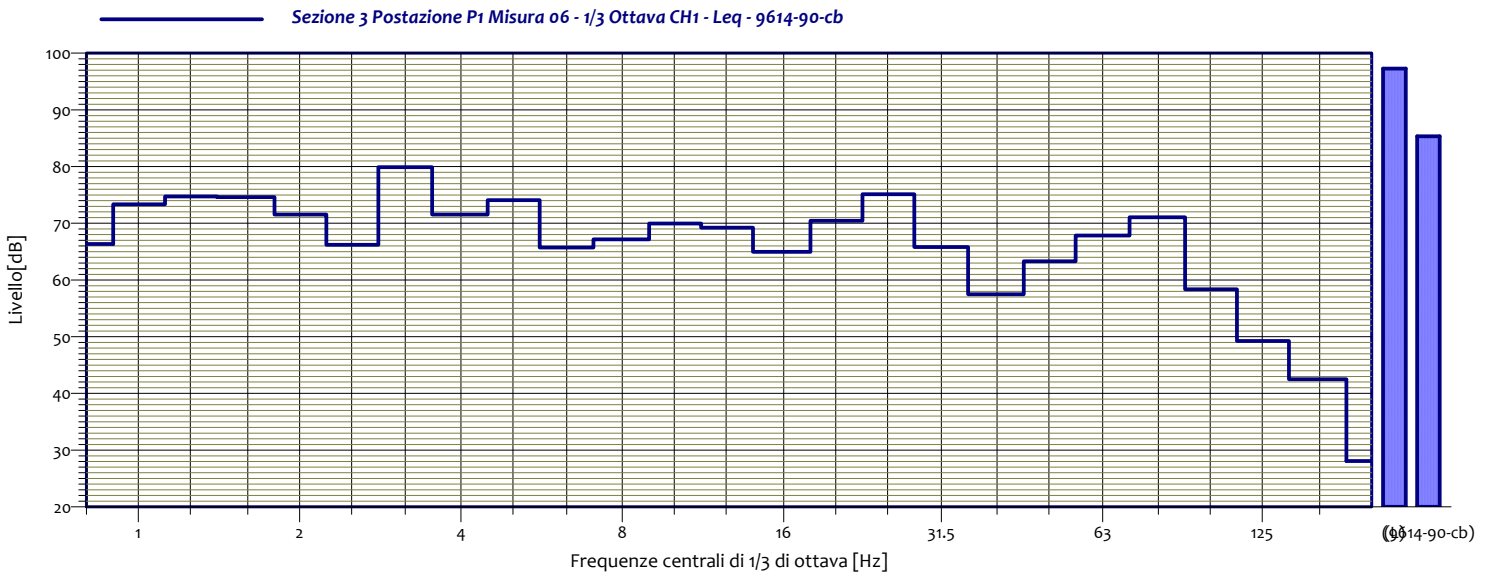
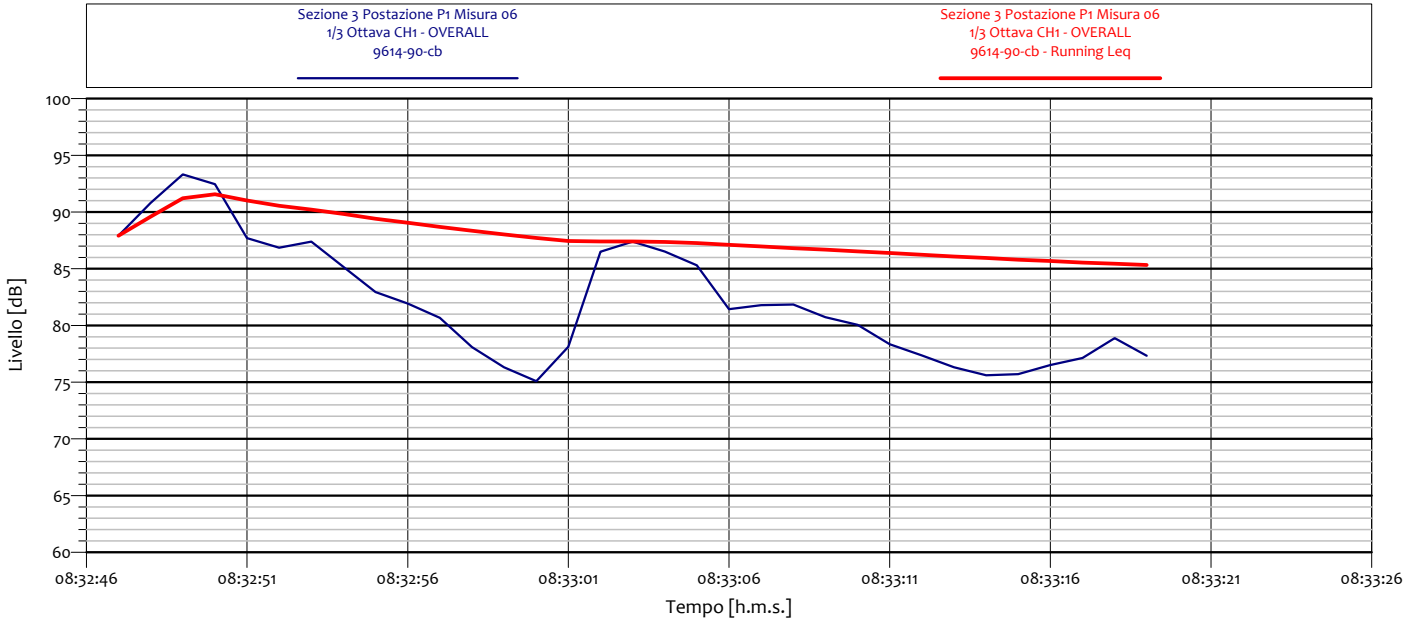


| Sezione 3 Postazione P1 Misura 05 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 65.6 dB | 1 | 71.7 dB | 1.3 | 74.1 dB | 1.6 | 73.8 dB |
| 2 | 70.7 dB | 2.5 | 66.3 dB | 3.2 | 80.0 dB | 4 | 71.3 dB |
| 5 | 73.2 dB | 6.3 | 65.4 dB | 8 | 67.7 dB | 10 | 68.5 dB |
| 12.5 | 67.0 dB | 16 | 63.9 dB | 20 | 70.7 dB | 25 | 75.2 dB |
| 31.5 | 65.9 dB | 40 | 57.8 dB | 50 | 63.5 dB | 63 | 68.4 dB |
| 80 | 71.5 dB | 100 | 58.7 dB | 125 | 50.1 dB | 160 | 43.4 dB |
| 200 | 28.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

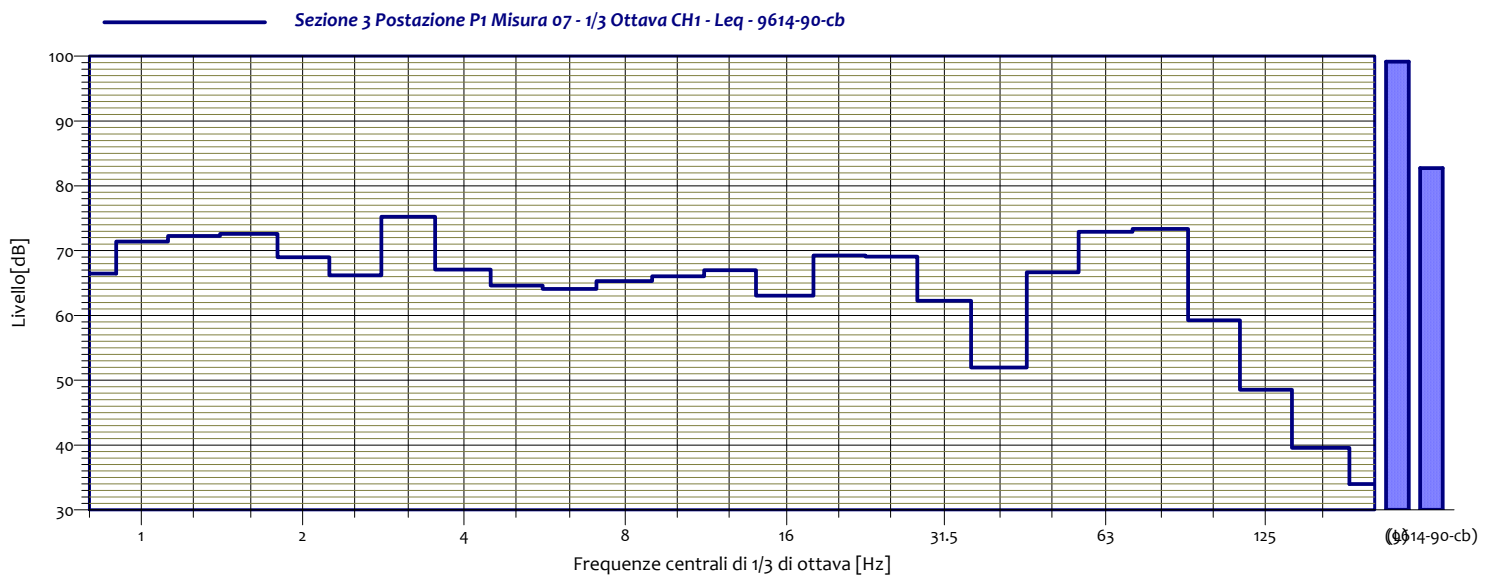
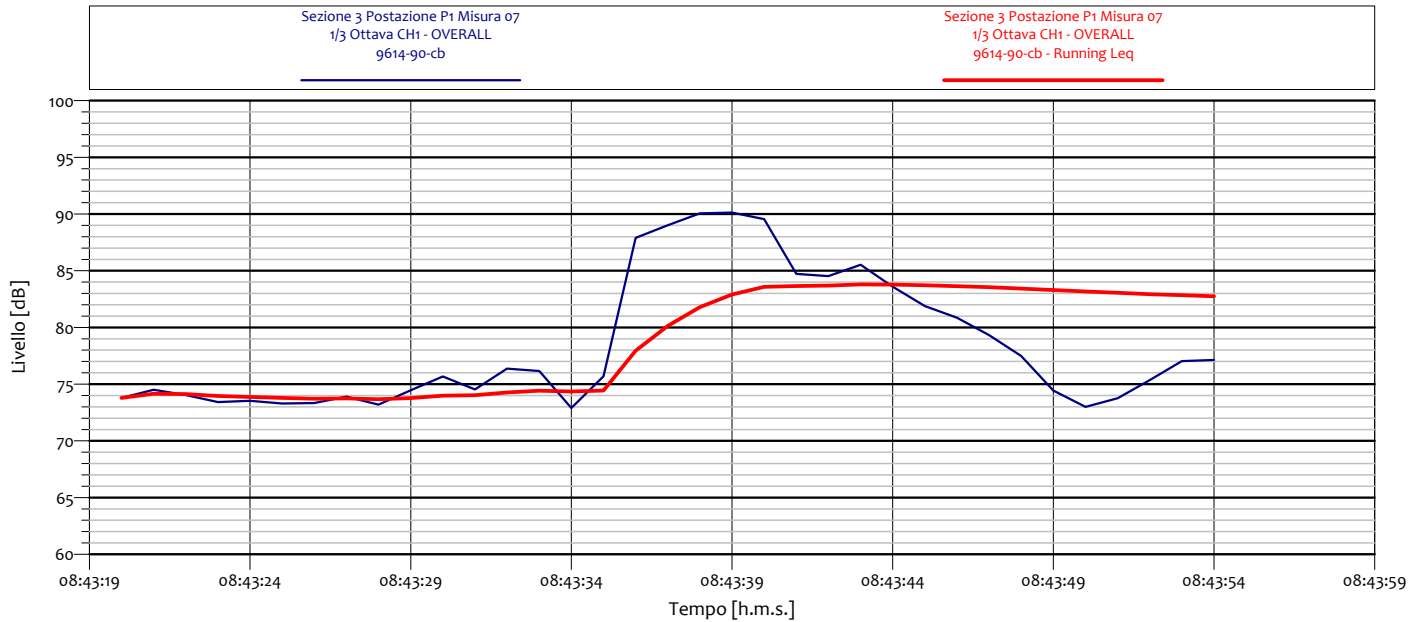


| Sezione 3 Postazione P1 Misura o6 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 66.4 dB | 1 | 73.4 dB | 1.3 | 74.7 dB | 1.6 | 74.6 dB |
| 2 | 71.6 dB | 2.5 | 66.2 dB | 3.2 | 79.9 dB | 4 | 71.6 dB |
| 5 | 74.1 dB | 6.3 | 65.7 dB | 8 | 67.2 dB | 10 | 70.0 dB |
| 12.5 | 69.2 dB | 16 | 65.0 dB | 20 | 70.4 dB | 25 | 75.1 dB |
| 31.5 | 65.8 dB | 40 | 57.5 dB | 50 | 63.3 dB | 63 | 67.9 dB |
| 80 | 71.1 dB | 100 | 58.4 dB | 125 | 49.2 dB | 160 | 42.5 dB |
| 200 | 28.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



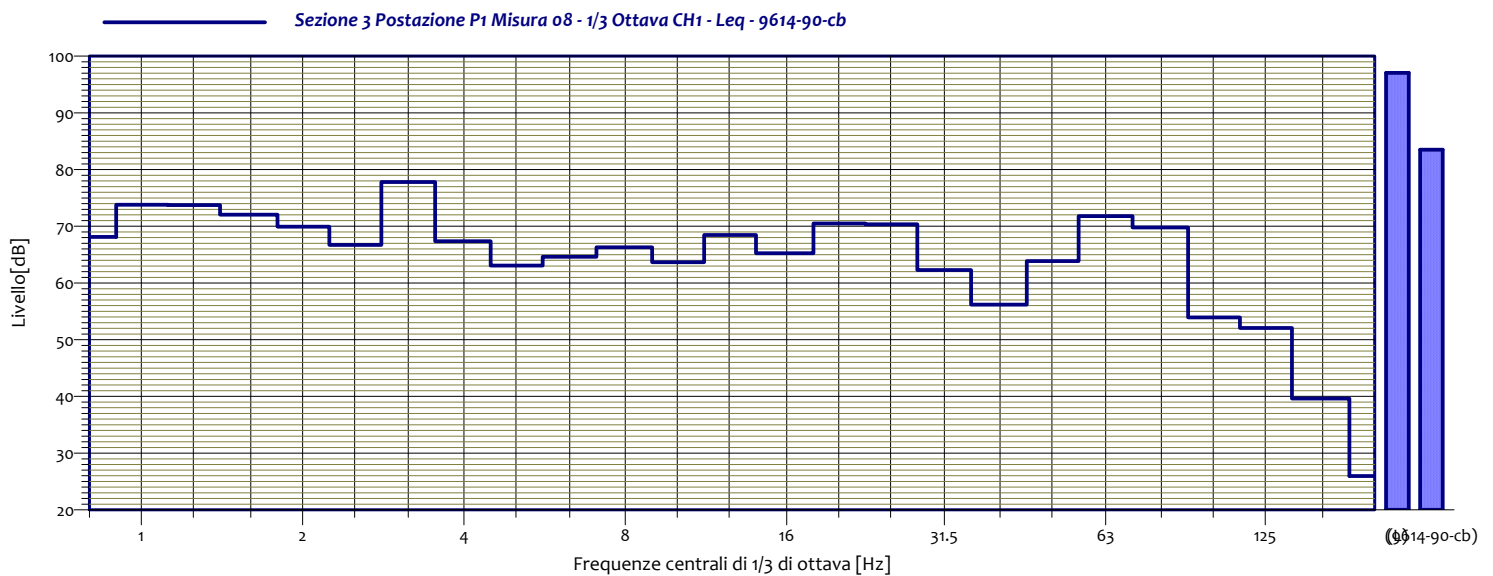
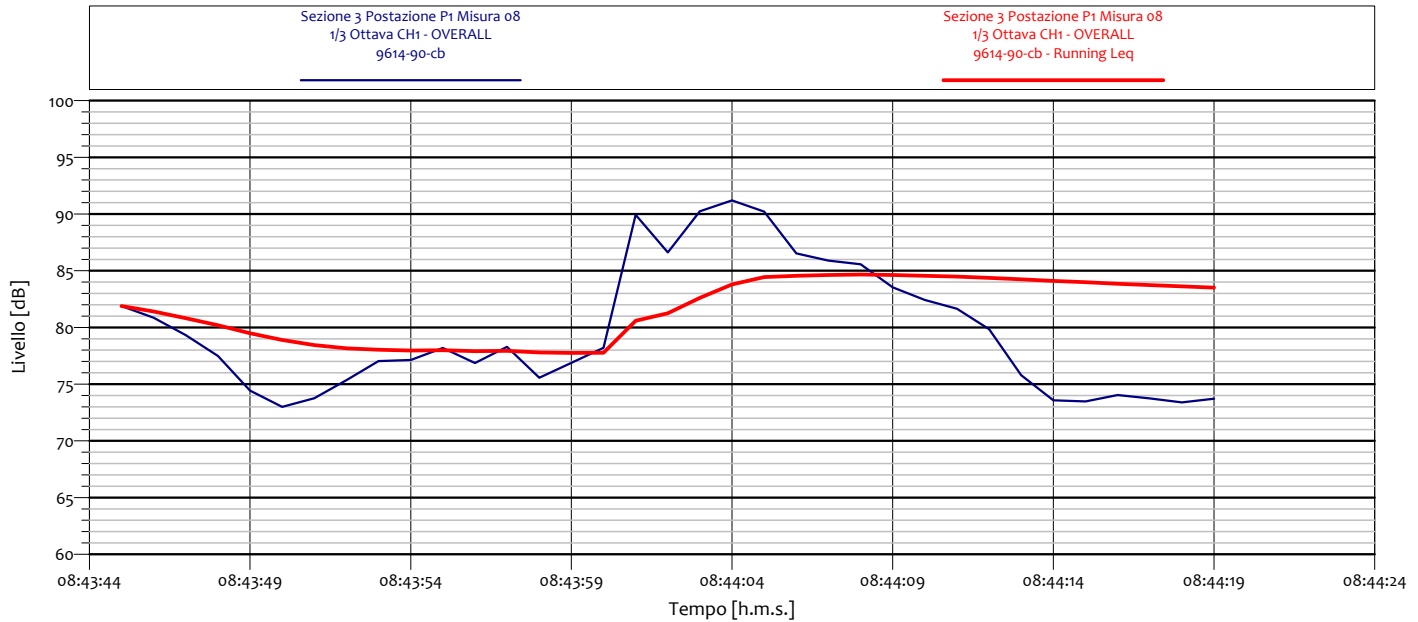
Sezione 3 Postazione P1 Misura 07
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 66.5 dB | 1 | 71.4 dB | 1.3 | 72.3 dB | 1.6 | 72.6 dB |
| 2 | 69.0 dB | 2.5 | 66.2 dB | 3.2 | 75.2 dB | 4 | 67.1 dB |
| 5 | 64.6 dB | 6.3 | 64.1 dB | 8 | 65.3 dB | 10 | 66.0 dB |
| 12.5 | 67.0 dB | 16 | 63.0 dB | 20 | 69.3 dB | 25 | 69.1 dB |
| 31.5 | 62.3 dB | 40 | 52.0 dB | 50 | 66.7 dB | 63 | 72.9 dB |
| 80 | 73.4 dB | 100 | 59.3 dB | 125 | 48.5 dB | 160 | 39.6 dB |
| 200 | 34.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



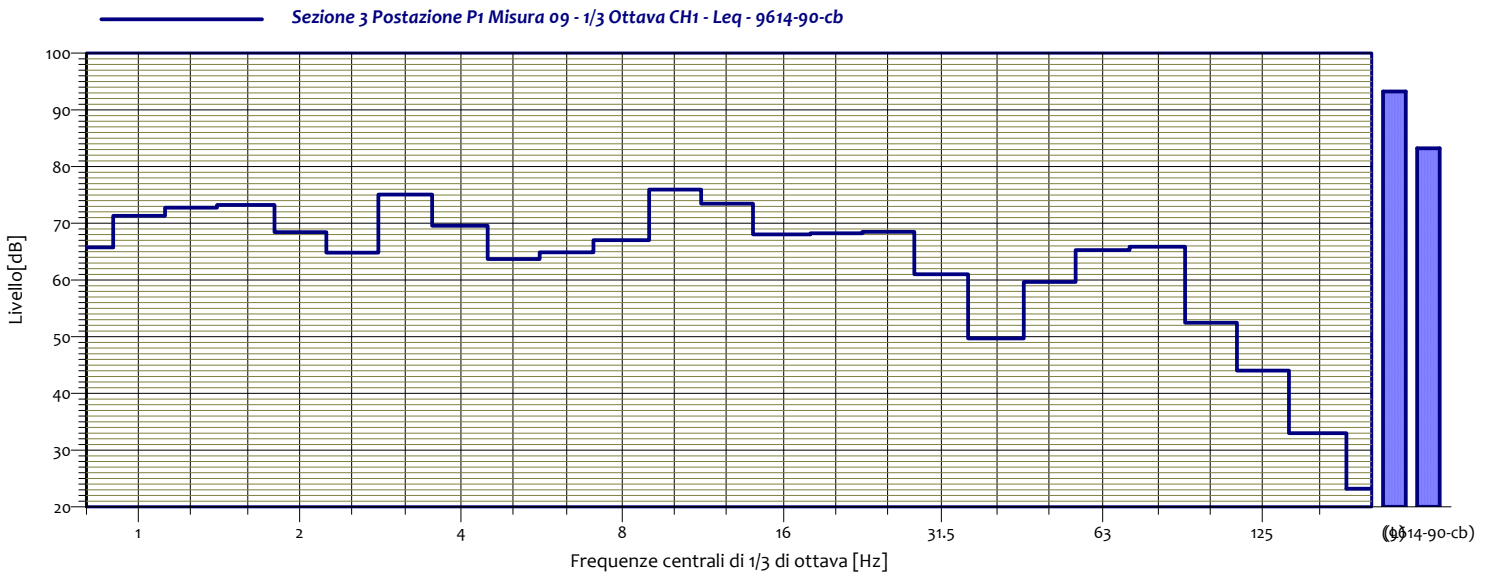
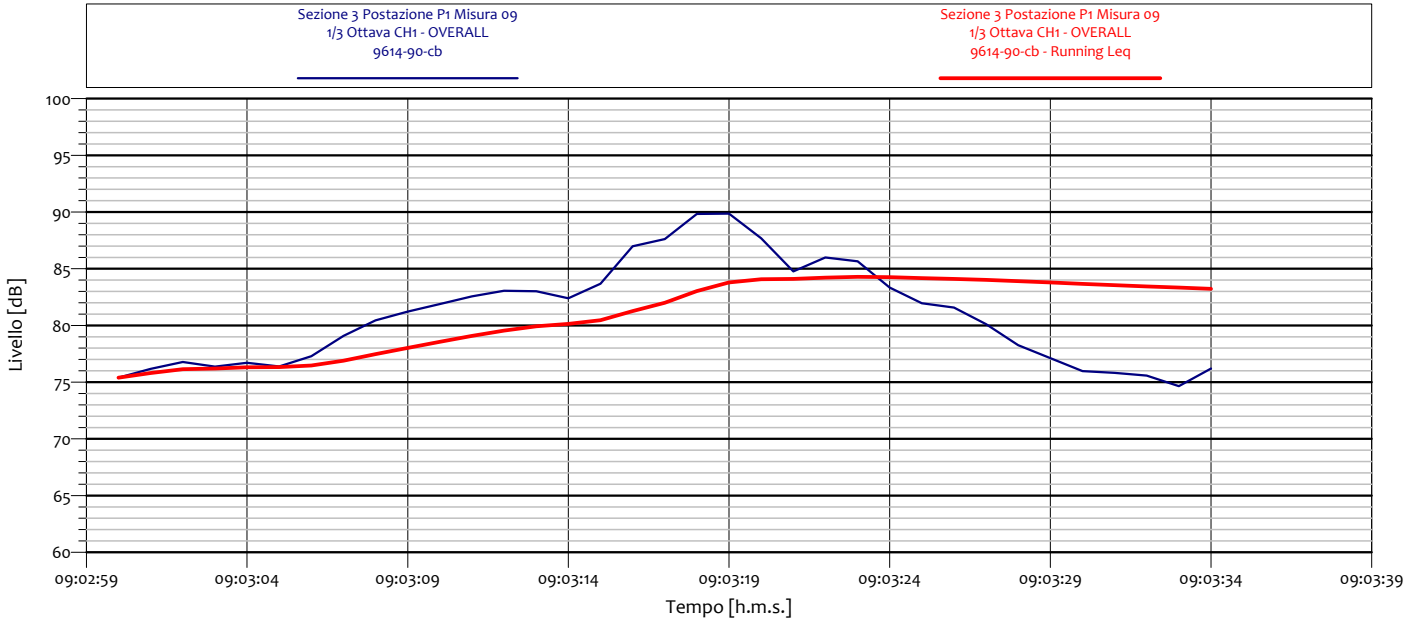
Sezione 3 Postazione P1 Misura o8
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 68.1 dB | 1 | 73.8 dB | 1.3 | 73.7 dB | 1.6 | 72.1 dB |
| 2 | 69.9 dB | 2.5 | 66.7 dB | 3.2 | 77.8 dB | 4 | 67.4 dB |
| 5 | 63.1 dB | 6.3 | 64.6 dB | 8 | 66.3 dB | 10 | 63.7 dB |
| 12.5 | 68.5 dB | 16 | 65.3 dB | 20 | 70.5 dB | 25 | 70.4 dB |
| 31.5 | 62.3 dB | 40 | 56.2 dB | 50 | 63.9 dB | 63 | 71.8 dB |
| 80 | 69.8 dB | 100 | 53.9 dB | 125 | 52.1 dB | 160 | 39.6 dB |
| 200 | 26.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



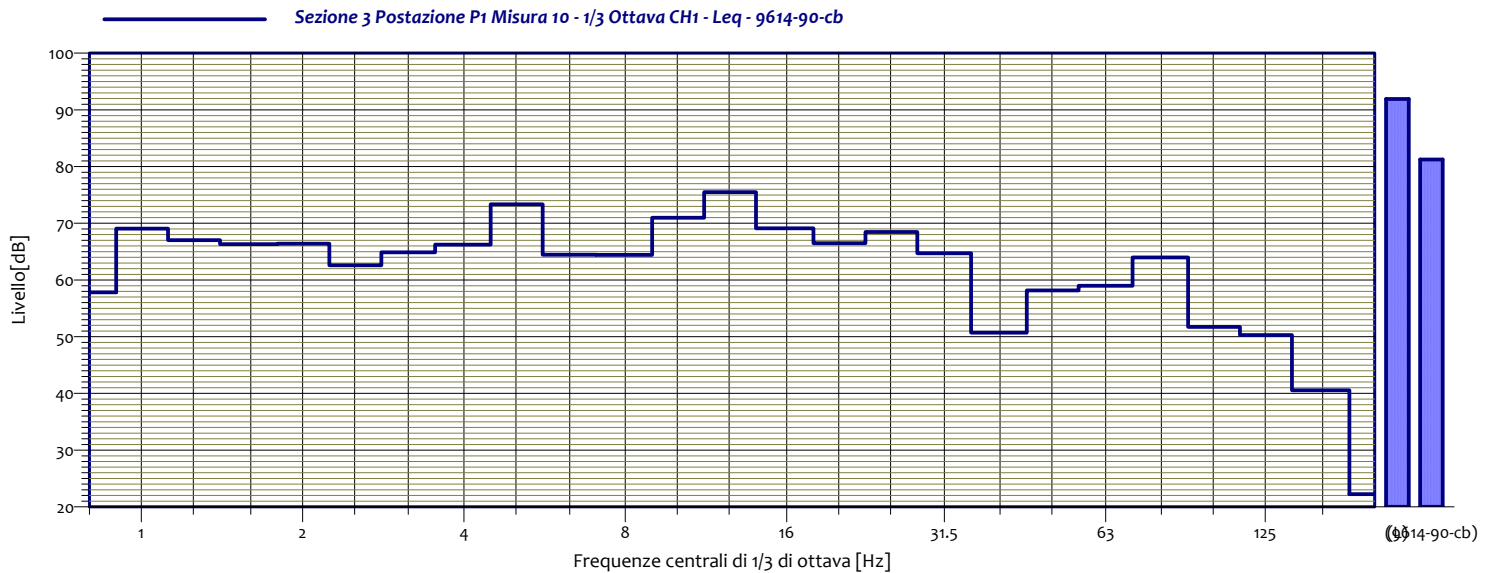
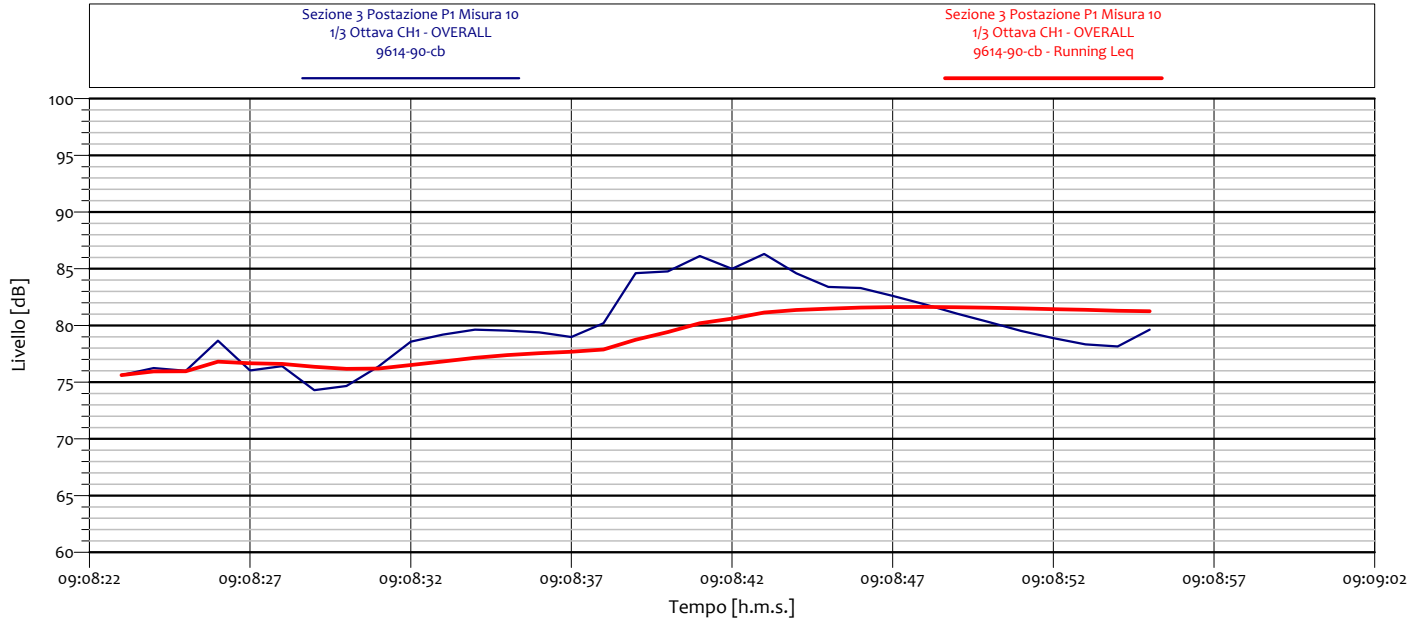
Sezione 3 Postazione P1 Misura 09
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 65.8 dB | 1 | 71.3 dB | 1.3 | 72.8 dB | 1.6 | 73.2 dB |
| 2 | 68.4 dB | 2.5 | 64.9 dB | 3.2 | 75.1 dB | 4 | 69.6 dB |
| 5 | 63.7 dB | 6.3 | 64.9 dB | 8 | 67.0 dB | 10 | 75.9 dB |
| 12.5 | 73.5 dB | 16 | 68.0 dB | 20 | 68.3 dB | 25 | 68.5 dB |
| 31.5 | 61.0 dB | 40 | 49.7 dB | 50 | 59.7 dB | 63 | 65.3 dB |
| 80 | 65.9 dB | 100 | 52.5 dB | 125 | 44.0 dB | 160 | 33.0 dB |
| 200 | 23.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



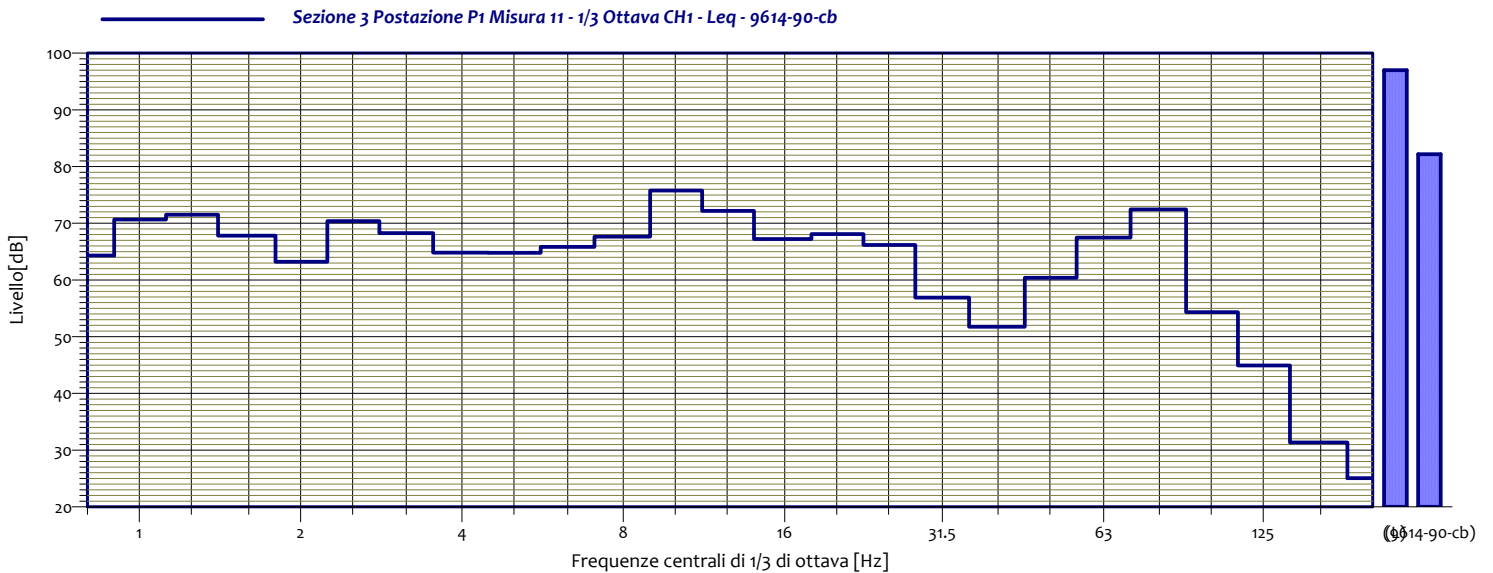
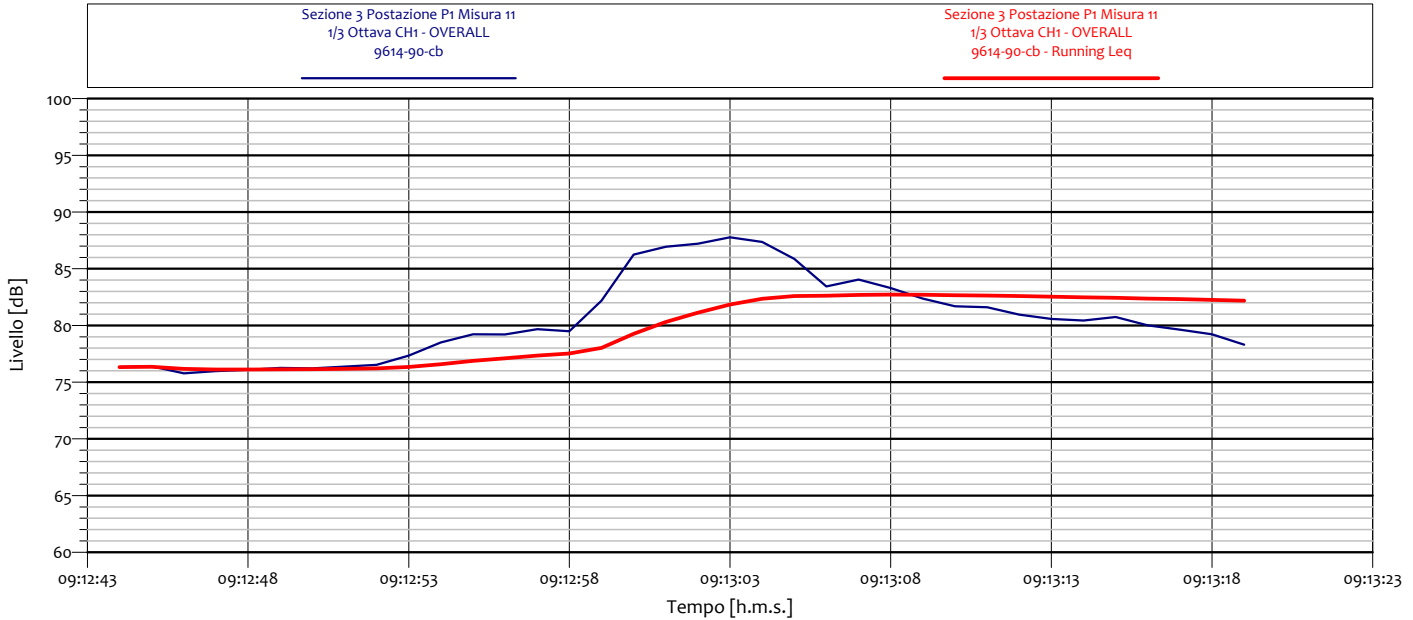
Sezione 3 Postazione P1 Misura 10
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.8 dB | 1 | 69.0 dB | 1.3 | 67.0 dB | 1.6 | 66.3 dB |
| 2 | 66.4 dB | 2.5 | 62.6 dB | 3.2 | 64.9 dB | 4 | 66.2 dB |
| 5 | 73.4 dB | 6.3 | 64.5 dB | 8 | 64.4 dB | 10 | 71.0 dB |
| 12.5 | 75.5 dB | 16 | 69.1 dB | 20 | 66.5 dB | 25 | 68.5 dB |
| 31.5 | 64.7 dB | 40 | 50.7 dB | 50 | 58.2 dB | 63 | 59.0 dB |
| 80 | 64.0 dB | 100 | 51.7 dB | 125 | 50.3 dB | 160 | 40.6 dB |
| 200 | 22.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

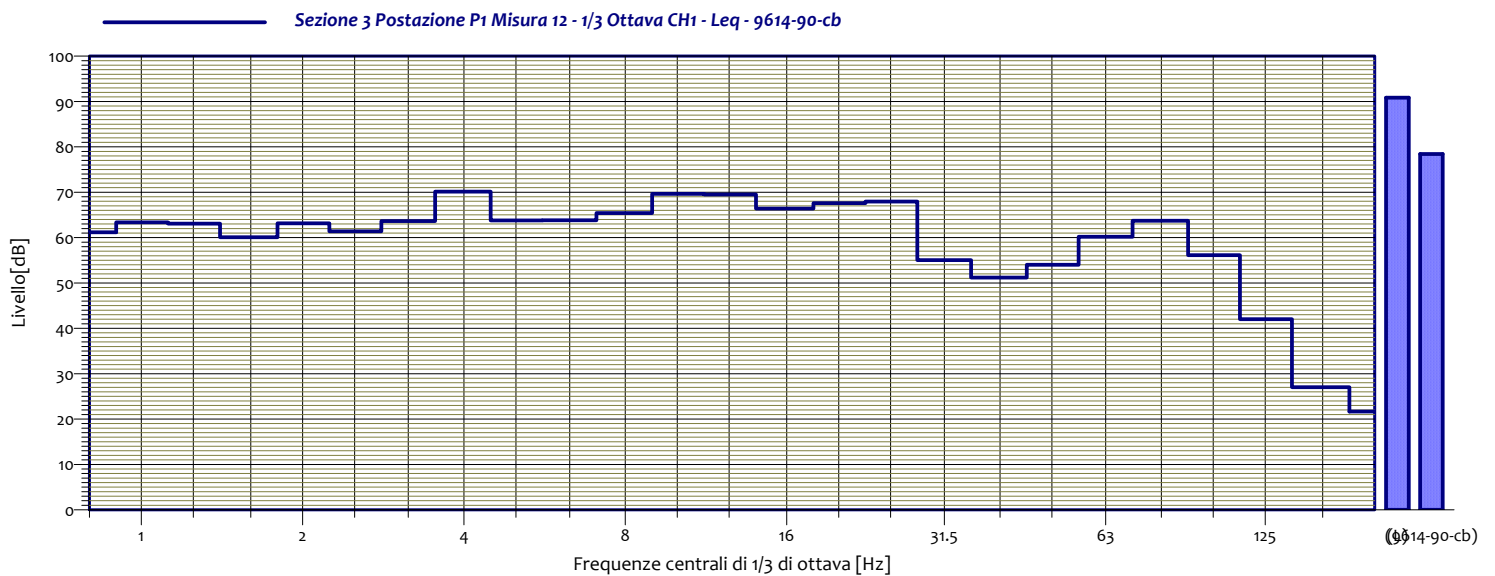
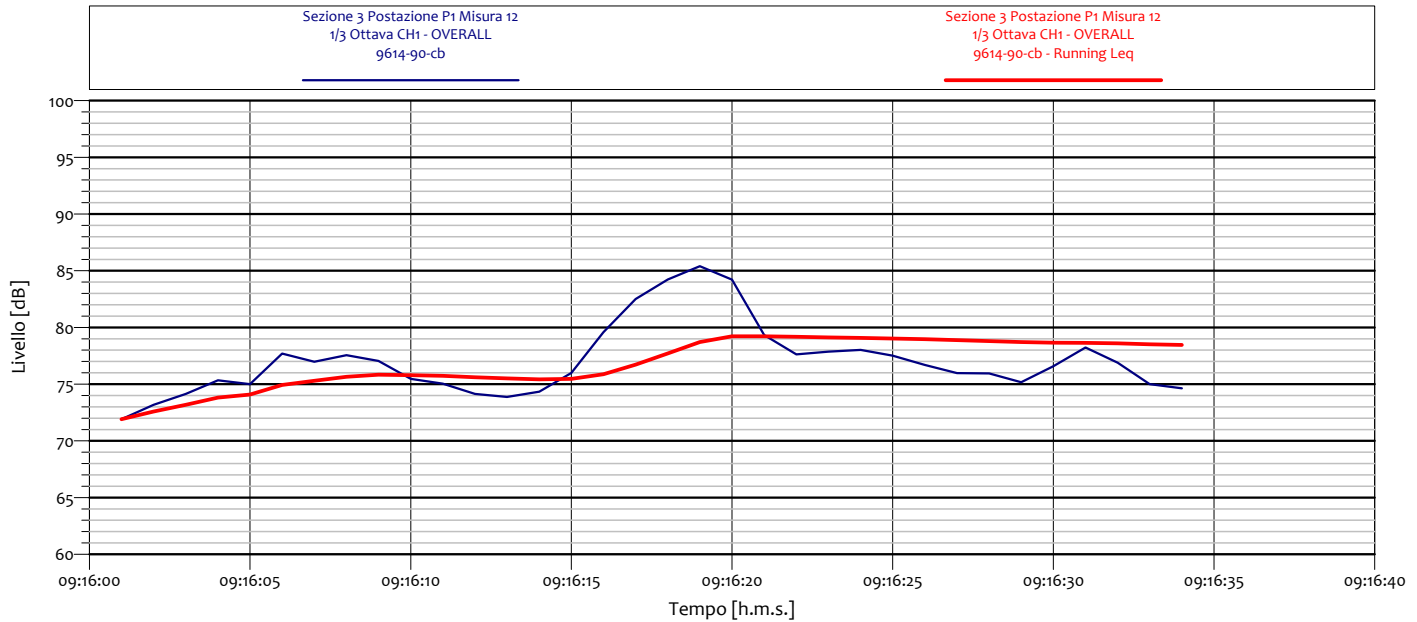


| Sezione 3 Postazione P1 Misura 11 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 64.3 dB | 1 | 70.7 dB | 1.3 | 71.5 dB | 1.6 | 67.8 dB |
| 2 | 63.2 dB | 2.5 | 70.4 dB | 3.2 | 68.3 dB | 4 | 64.8 dB |
| 5 | 64.8 dB | 6.3 | 65.9 dB | 8 | 67.6 dB | 10 | 75.8 dB |
| 12.5 | 72.2 dB | 16 | 67.2 dB | 20 | 68.1 dB | 25 | 66.2 dB |
| 31.5 | 56.9 dB | 40 | 51.8 dB | 50 | 60.4 dB | 63 | 67.5 dB |
| 80 | 72.4 dB | 100 | 54.3 dB | 125 | 45.0 dB | 160 | 31.4 dB |
| 200 | 25.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

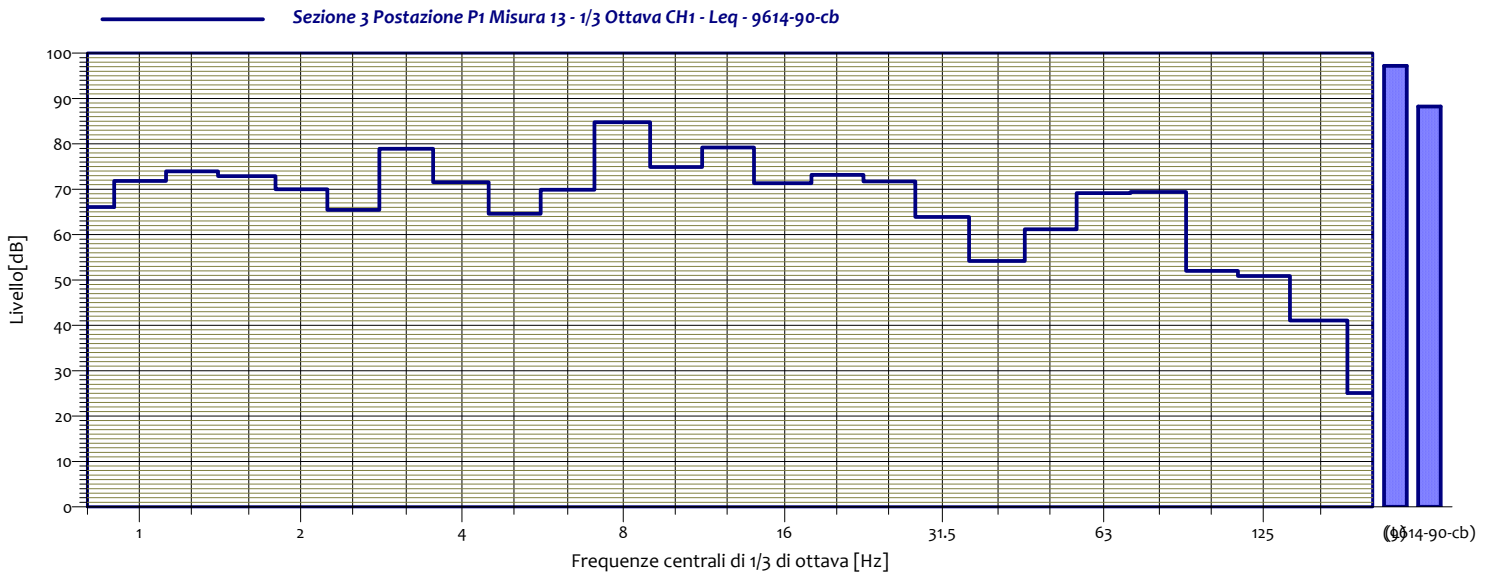
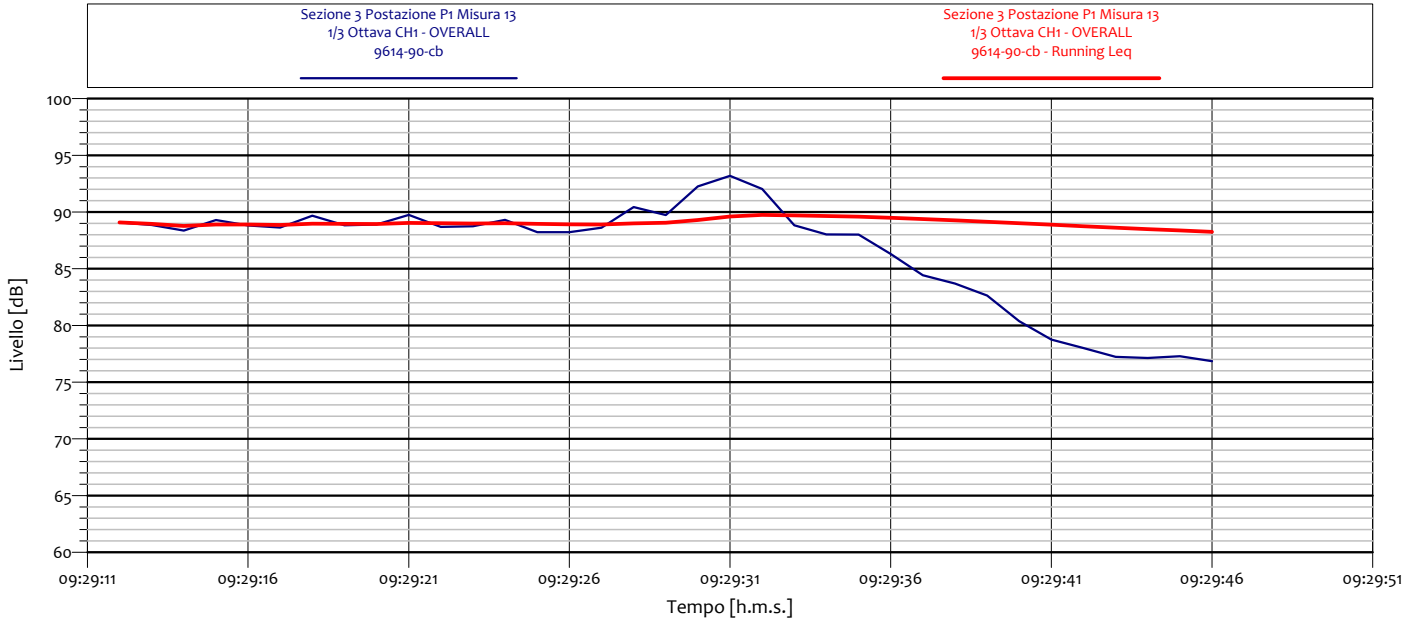


| Sezione 3 Postazione P1 Misura 12 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 61.2 dB | 1 | 63.4 dB | 1.3 | 63.1 dB | 1.6 | 60.1 dB |
| 2 | 63.2 dB | 2.5 | 61.4 dB | 3.2 | 63.6 dB | 4 | 70.2 dB |
| 5 | 63.8 dB | 6.3 | 63.8 dB | 8 | 65.4 dB | 10 | 69.7 dB |
| 12.5 | 69.5 dB | 16 | 66.4 dB | 20 | 67.6 dB | 25 | 67.9 dB |
| 31.5 | 55.1 dB | 40 | 51.2 dB | 50 | 54.0 dB | 63 | 60.2 dB |
| 80 | 63.7 dB | 100 | 56.1 dB | 125 | 42.0 dB | 160 | 27.0 dB |
| 200 | 21.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

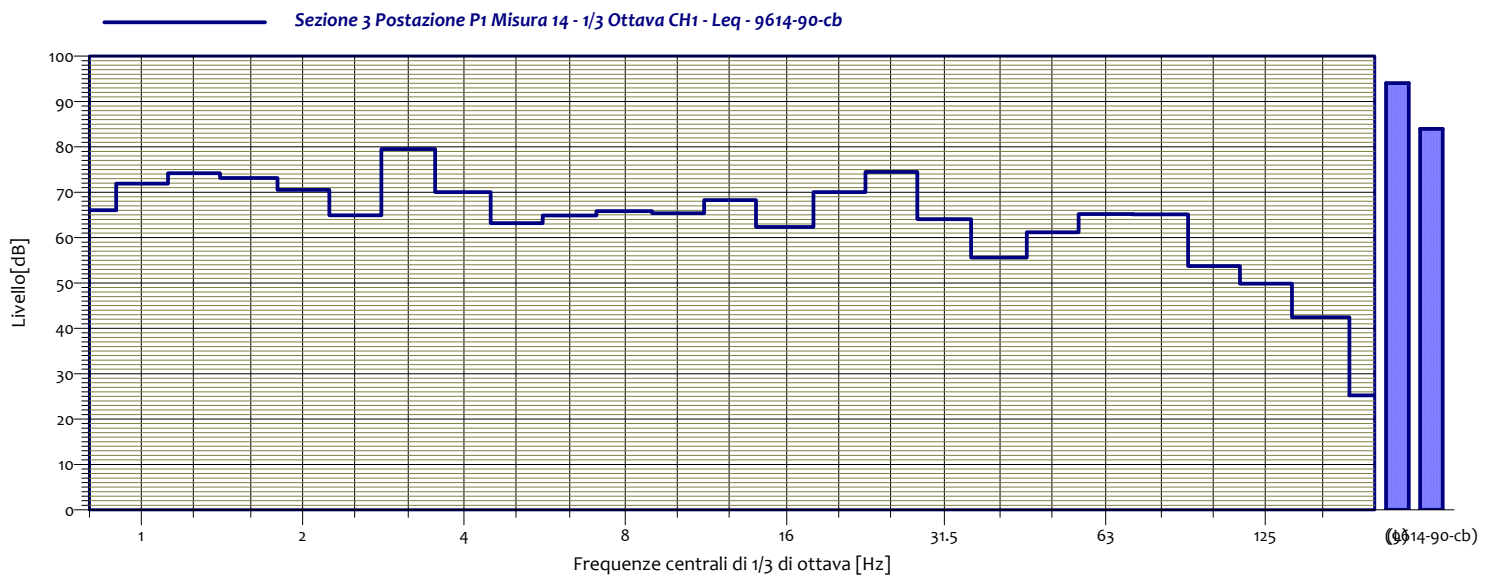
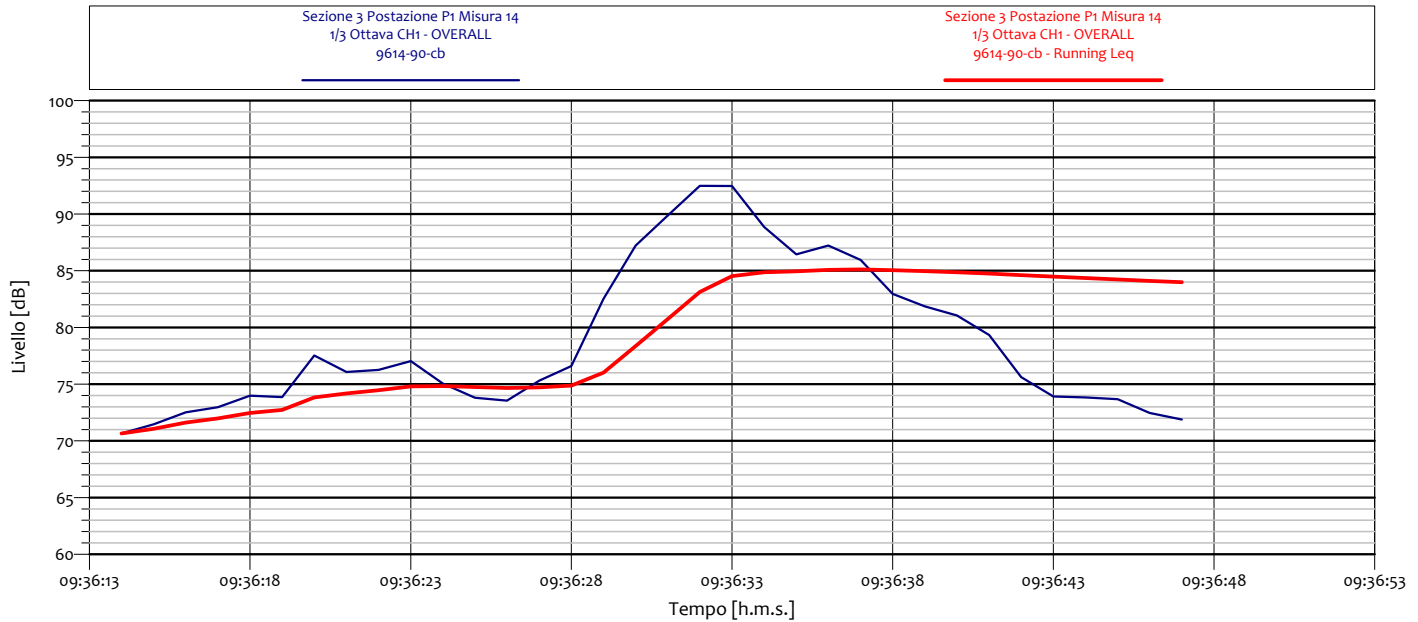


| Sezione 3 Postazione P1 Misura 13 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 66.1 dB | 1 | 71.9 dB | 1.3 | 73.9 dB | 1.6 | 72.9 dB |
| 2 | 70.0 dB | 2.5 | 65.5 dB | 3.2 | 79.0 dB | 4 | 71.6 dB |
| 5 | 64.6 dB | 6.3 | 69.9 dB | 8 | 84.8 dB | 10 | 74.9 dB |
| 12.5 | 79.2 dB | 16 | 71.4 dB | 20 | 73.2 dB | 25 | 71.7 dB |
| 31.5 | 63.9 dB | 40 | 54.2 dB | 50 | 61.2 dB | 63 | 69.1 dB |
| 80 | 69.4 dB | 100 | 52.0 dB | 125 | 50.9 dB | 160 | 41.1 dB |
| 200 | 25.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



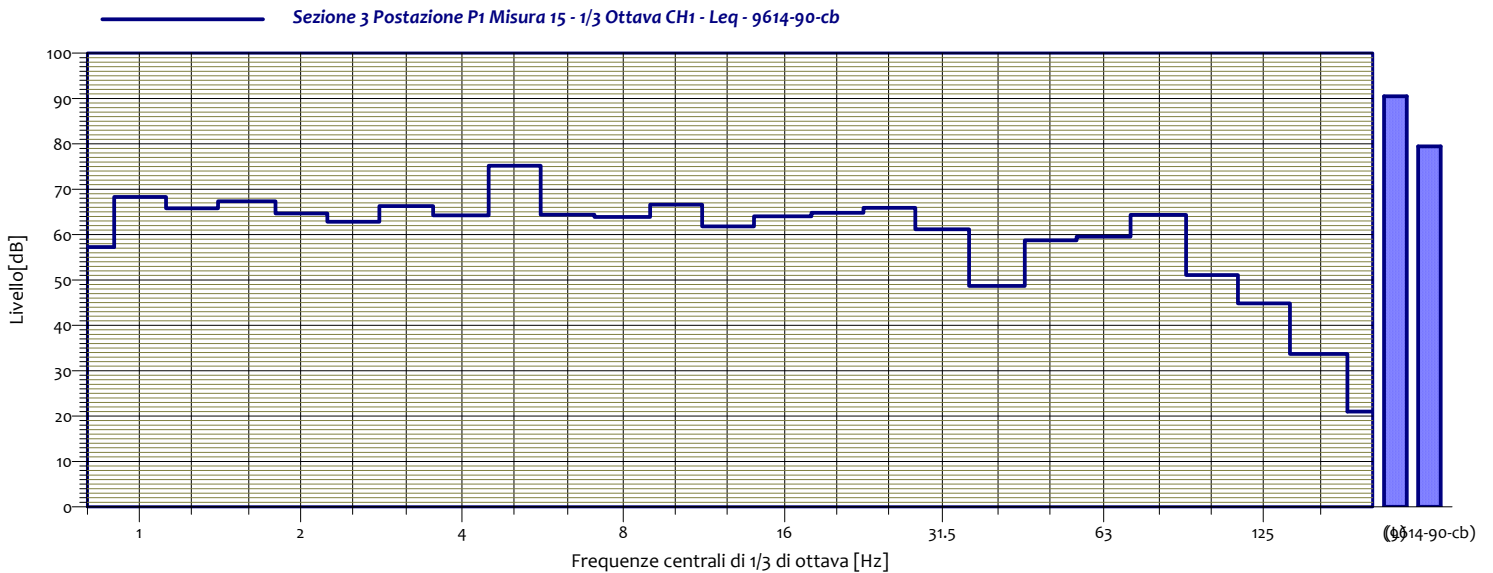
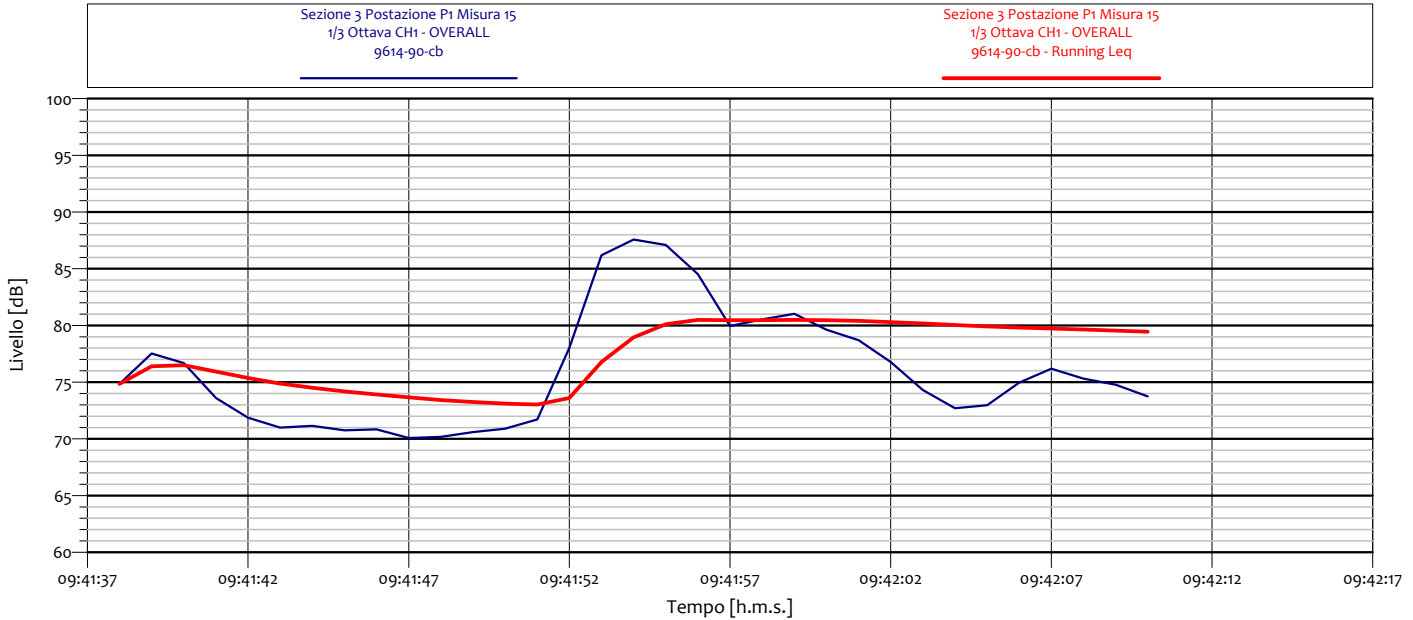
Sezione 3 Postazione P1 Misura 14
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 66.1 dB | 1 | 71.9 dB | 1.3 | 74.2 dB | 1.6 | 73.2 dB |
| 2 | 70.5 dB | 2.5 | 64.9 dB | 3.2 | 79.5 dB | 4 | 70.0 dB |
| 5 | 63.2 dB | 6.3 | 64.9 dB | 8 | 65.9 dB | 10 | 65.4 dB |
| 12.5 | 68.3 dB | 16 | 62.3 dB | 20 | 70.1 dB | 25 | 74.5 dB |
| 31.5 | 64.1 dB | 40 | 55.6 dB | 50 | 61.2 dB | 63 | 65.2 dB |
| 80 | 65.2 dB | 100 | 53.8 dB | 125 | 49.8 dB | 160 | 42.4 dB |
| 200 | 25.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



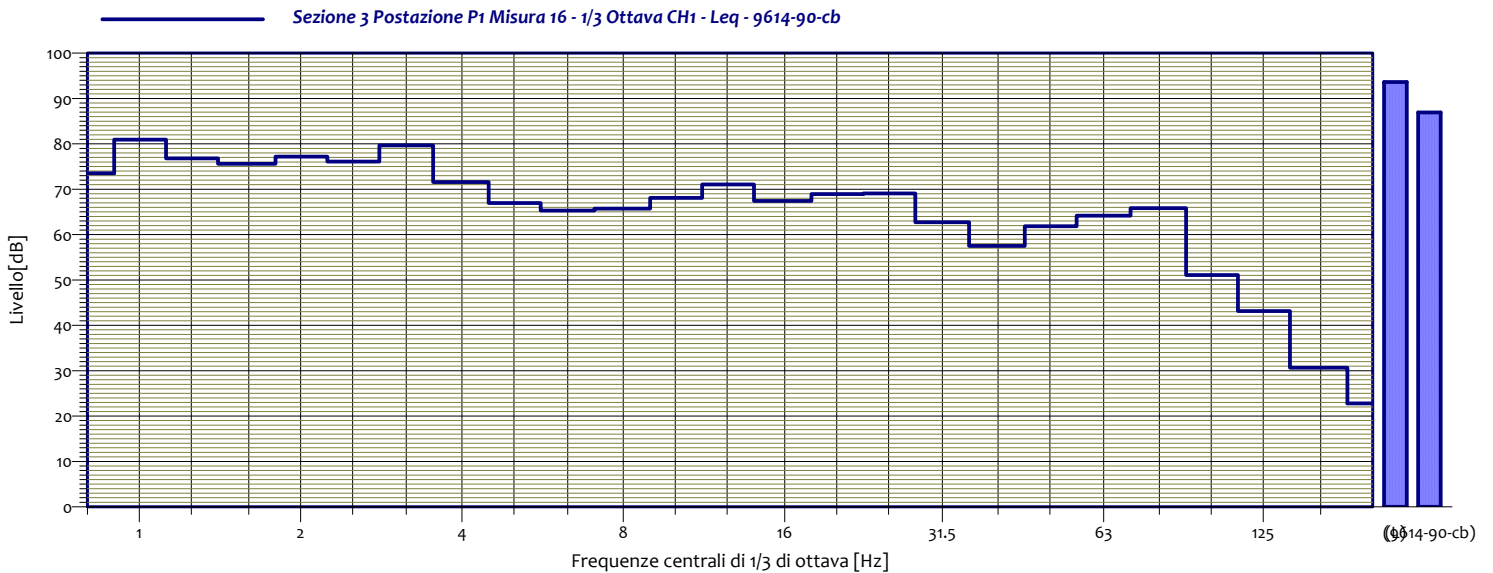
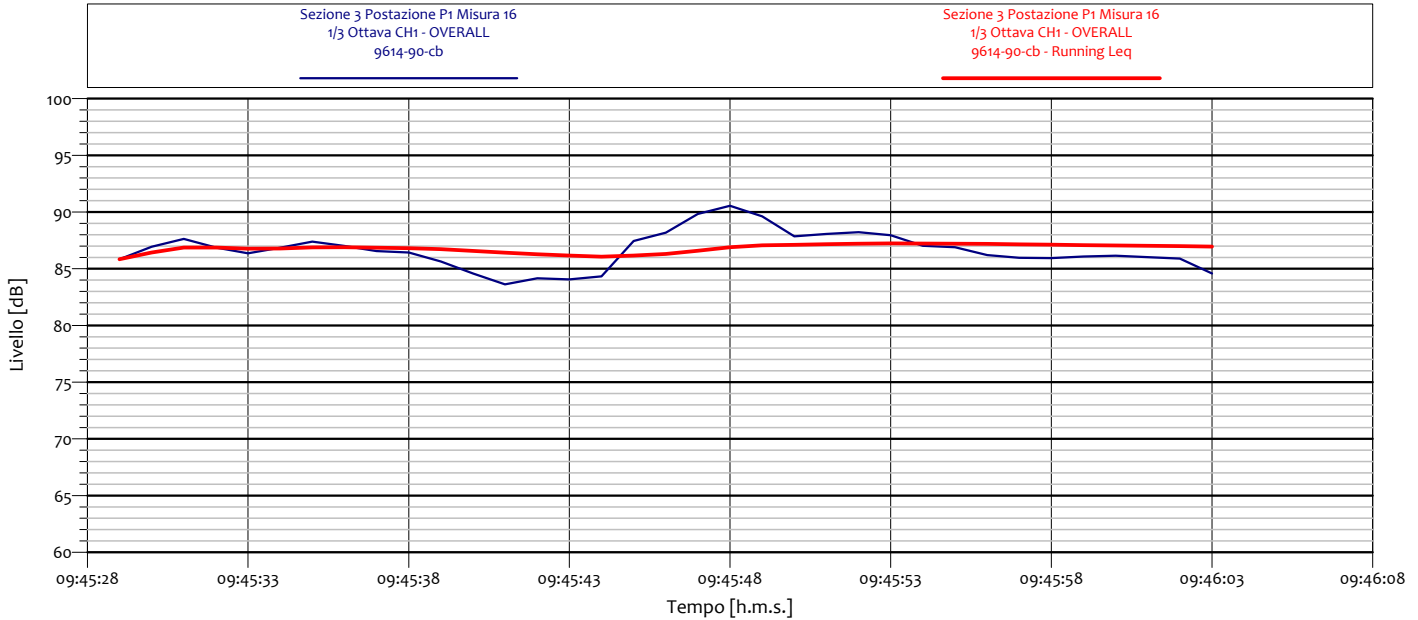
Sezione 3 Postazione P1 Misura 15
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.3 dB | 1 | 68.3 dB | 1.3 | 65.8 dB | 1.6 | 67.3 dB |
| 2 | 64.7 dB | 2.5 | 62.9 dB | 3.2 | 66.3 dB | 4 | 64.2 dB |
| 5 | 75.2 dB | 6.3 | 64.4 dB | 8 | 63.9 dB | 10 | 66.6 dB |
| 12.5 | 61.8 dB | 16 | 64.0 dB | 20 | 64.8 dB | 25 | 65.9 dB |
| 31.5 | 61.2 dB | 40 | 48.7 dB | 50 | 58.8 dB | 63 | 59.6 dB |
| 80 | 64.4 dB | 100 | 51.1 dB | 125 | 44.9 dB | 160 | 33.7 dB |
| 200 | 21.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

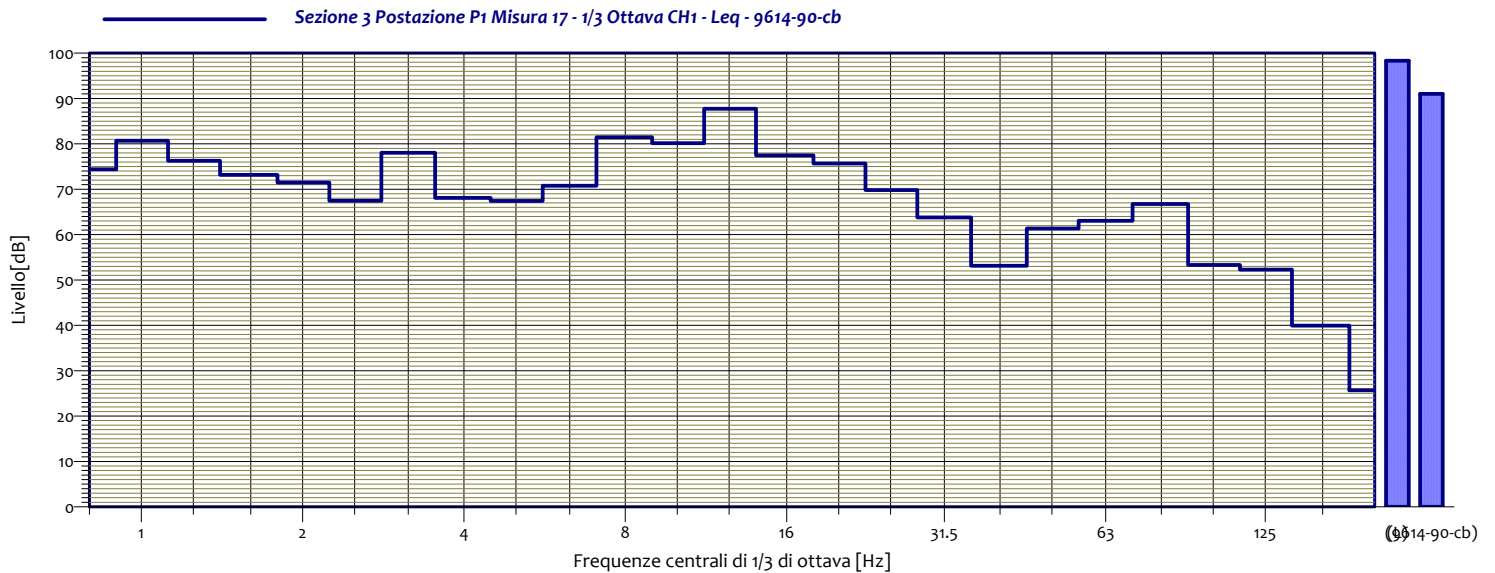
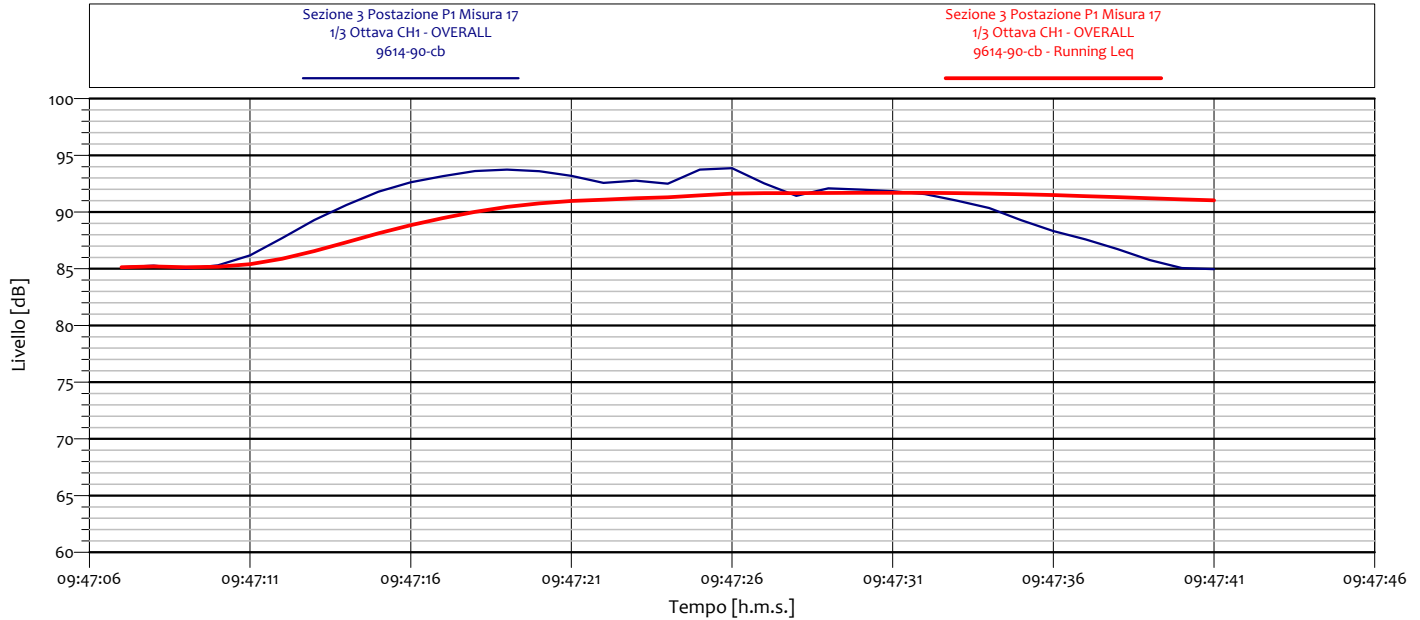


| Sezione 3 Postazione P1 Misura 16 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 73.6 dB | 1 | 81.0 dB | 1.3 | 76.8 dB | 1.6 | 75.6 dB |
| 2 | 77.2 dB | 2.5 | 76.1 dB | 3.2 | 79.7 dB | 4 | 71.6 dB |
| 5 | 67.0 dB | 6.3 | 65.3 dB | 8 | 65.8 dB | 10 | 68.1 dB |
| 12.5 | 71.1 dB | 16 | 67.4 dB | 20 | 69.0 dB | 25 | 69.1 dB |
| 31.5 | 62.8 dB | 40 | 57.5 dB | 50 | 61.9 dB | 63 | 64.2 dB |
| 80 | 65.8 dB | 100 | 51.1 dB | 125 | 43.1 dB | 160 | 30.7 dB |
| 200 | 22.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicco Verona Porta Vescovo - Montebello Vicentino

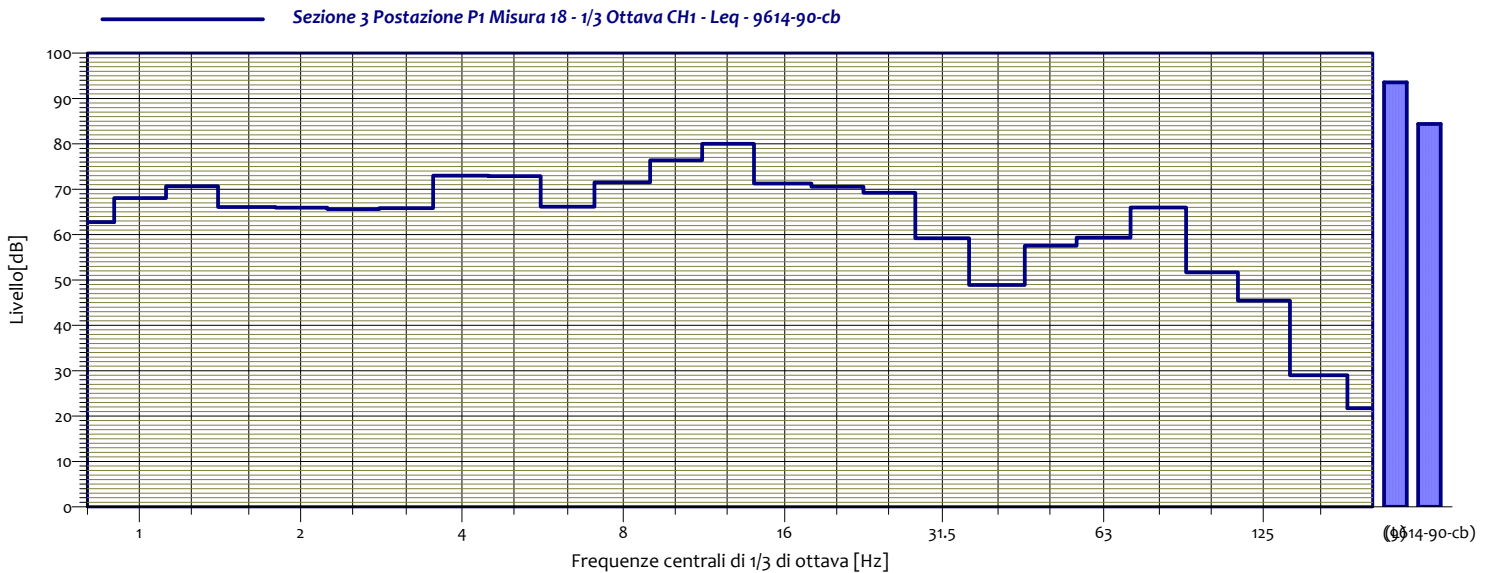
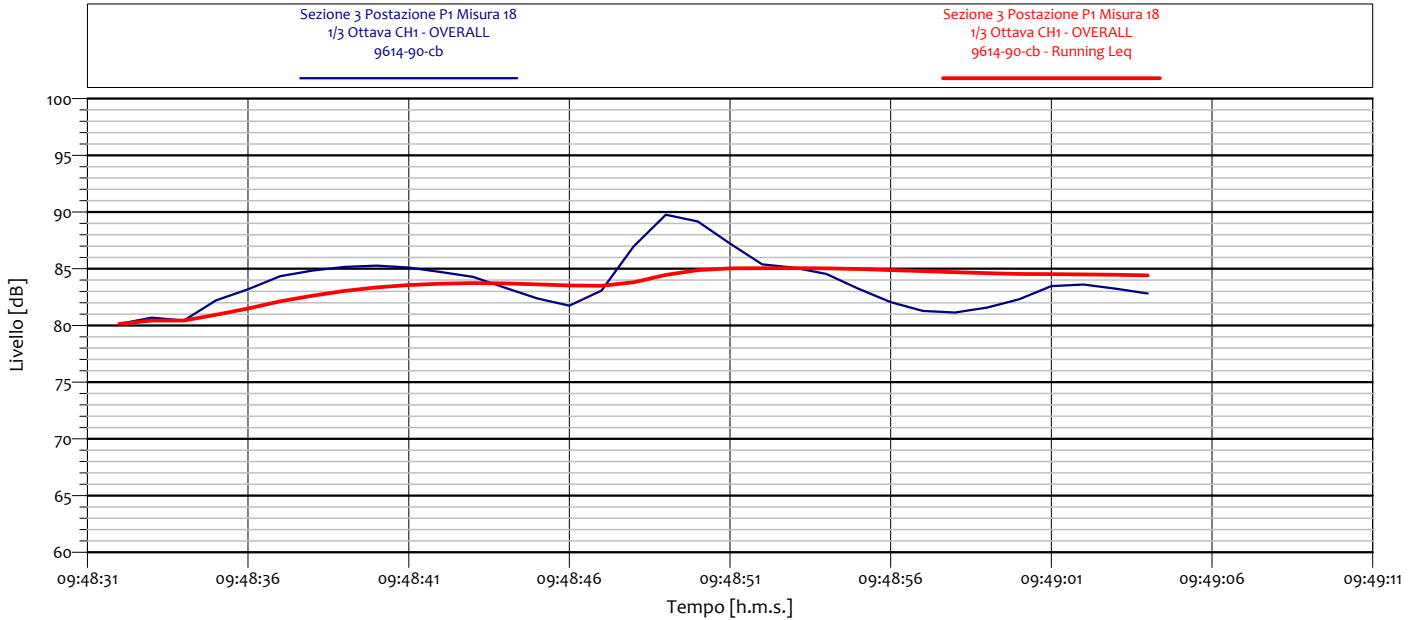


| Sezione 3 Postazione P1 Misura 17 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 74.4 dB | 1 | 80.7 dB | 1.3 | 76.3 dB | 1.6 | 73.2 dB |
| 2 | 71.5 dB | 2.5 | 67.5 dB | 3.2 | 78.1 dB | 4 | 68.1 dB |
| 5 | 67.4 dB | 6.3 | 70.8 dB | 8 | 81.5 dB | 10 | 80.2 dB |
| 12.5 | 87.8 dB | 16 | 77.5 dB | 20 | 75.7 dB | 25 | 69.8 dB |
| 31.5 | 63.8 dB | 40 | 53.2 dB | 50 | 61.4 dB | 63 | 63.0 dB |
| 80 | 66.8 dB | 100 | 53.3 dB | 125 | 52.3 dB | 160 | 39.9 dB |
| 200 | 25.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



| Sezione 3 Postazione P1 Misura 18 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 62.8 dB | 1 | 68.1 dB | 1.3 | 70.7 dB | 1.6 | 66.1 dB |
| 2 | 66.0 dB | 2.5 | 65.7 dB | 3.2 | 65.8 dB | 4 | 73.0 dB |
| 5 | 72.9 dB | 6.3 | 66.2 dB | 8 | 71.5 dB | 10 | 76.4 dB |
| 12.5 | 80.0 dB | 16 | 71.3 dB | 20 | 70.6 dB | 25 | 69.2 dB |
| 31.5 | 59.2 dB | 40 | 48.9 dB | 50 | 57.5 dB | 63 | 59.3 dB |
| 80 | 66.0 dB | 100 | 51.7 dB | 125 | 45.5 dB | 160 | 29.0 dB |
| 200 | 21.8 dB | | | | | | |

POSTAZIONE DI MISURA P1

SEZIONE 03 - GALLERIA

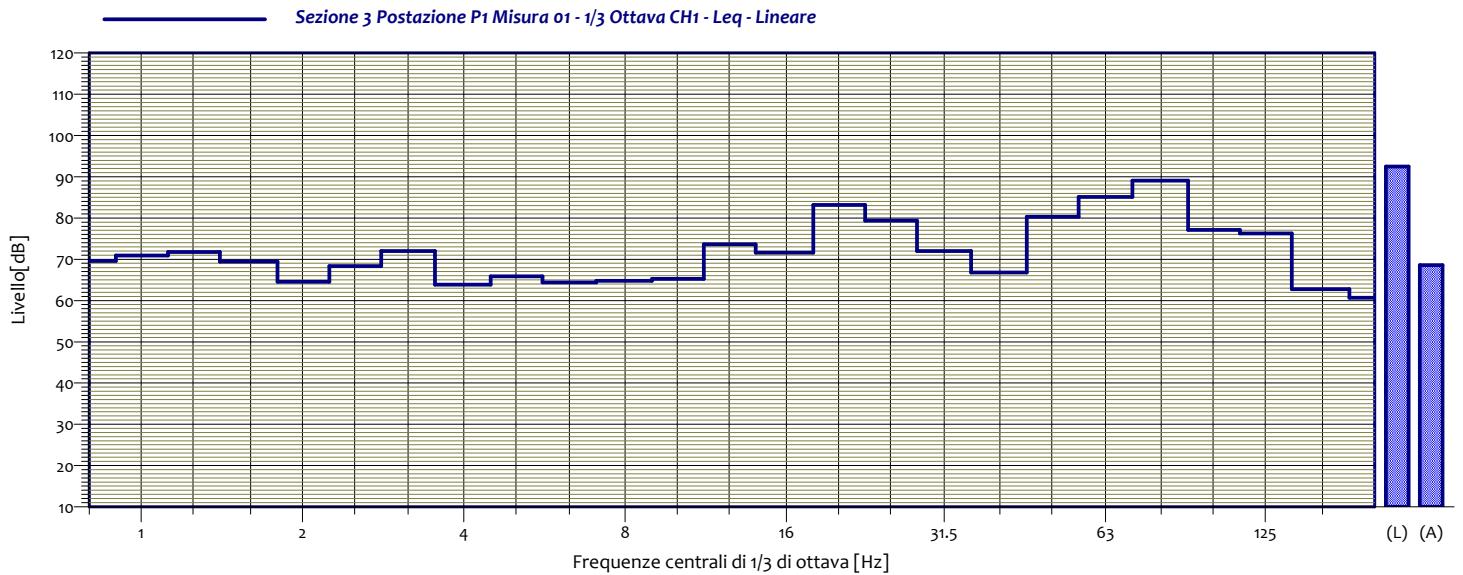
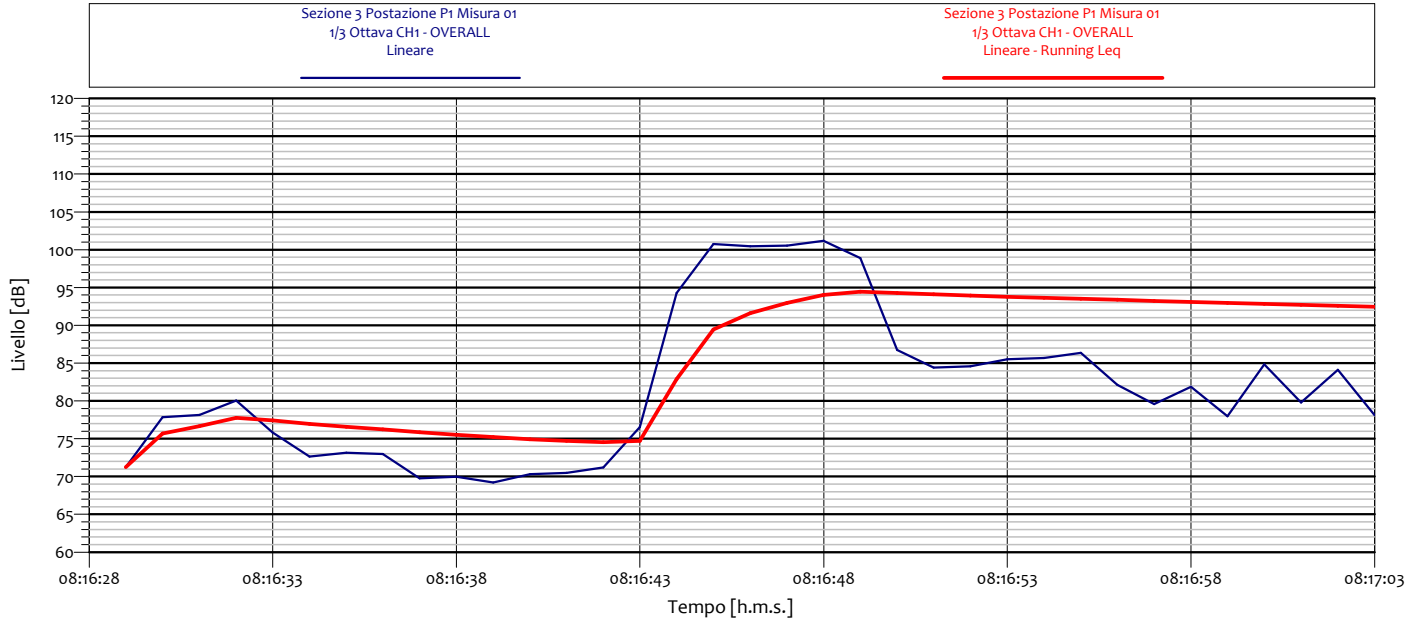
ASSE DI VALUTAZIONE X (parallelo al tracciato)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



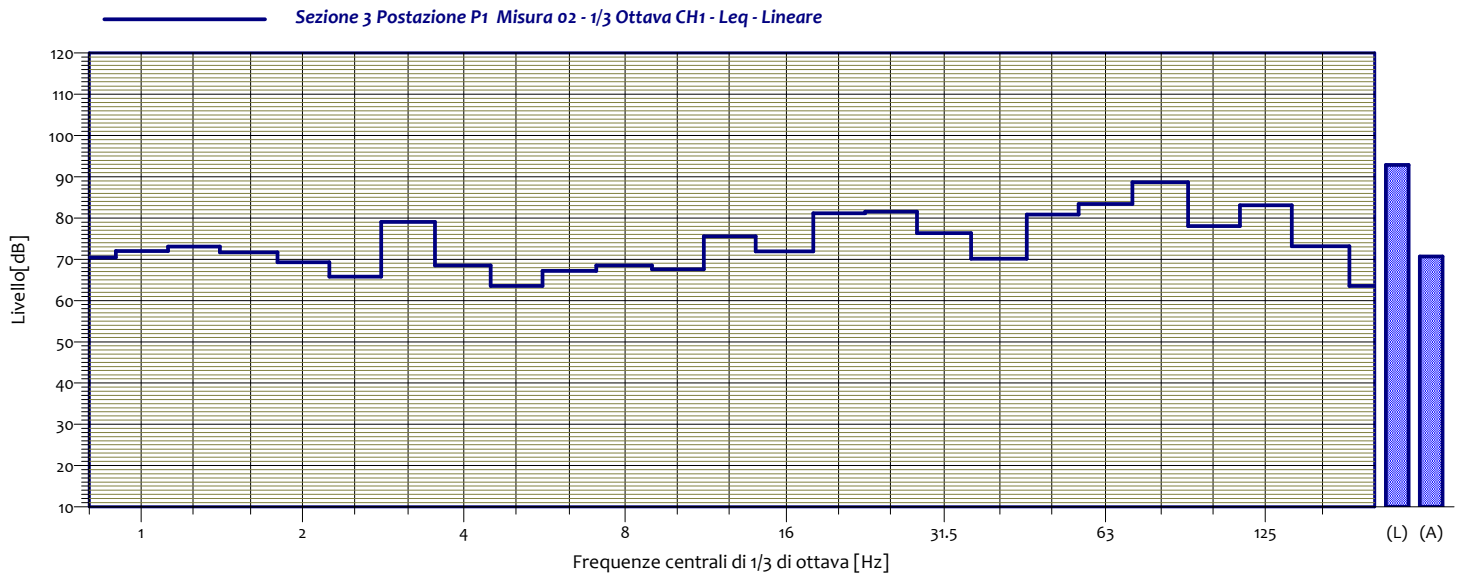
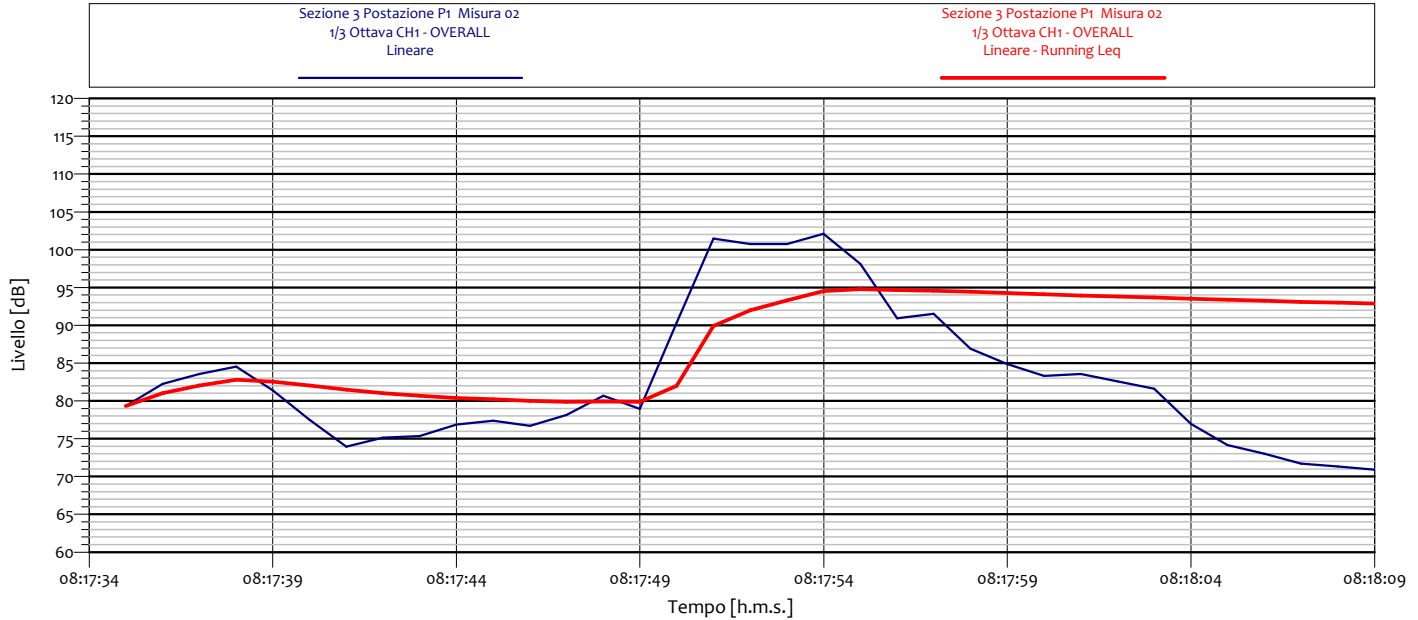
Sezione 3 Postazione P1 Misura 01
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.6 dB | 1 | 70.9 dB | 1.3 | 71.8 dB | 1.6 | 69.4 dB |
| 2 | 64.5 dB | 2.5 | 68.4 dB | 3.2 | 72.0 dB | 4 | 63.8 dB |
| 5 | 65.9 dB | 6.3 | 64.4 dB | 8 | 64.8 dB | 10 | 65.2 dB |
| 12.5 | 73.6 dB | 16 | 71.6 dB | 20 | 83.1 dB | 25 | 79.4 dB |
| 31.5 | 72.0 dB | 40 | 66.8 dB | 50 | 80.3 dB | 63 | 85.1 dB |
| 80 | 89.0 dB | 100 | 77.1 dB | 125 | 76.2 dB | 160 | 62.8 dB |
| 200 | 60.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



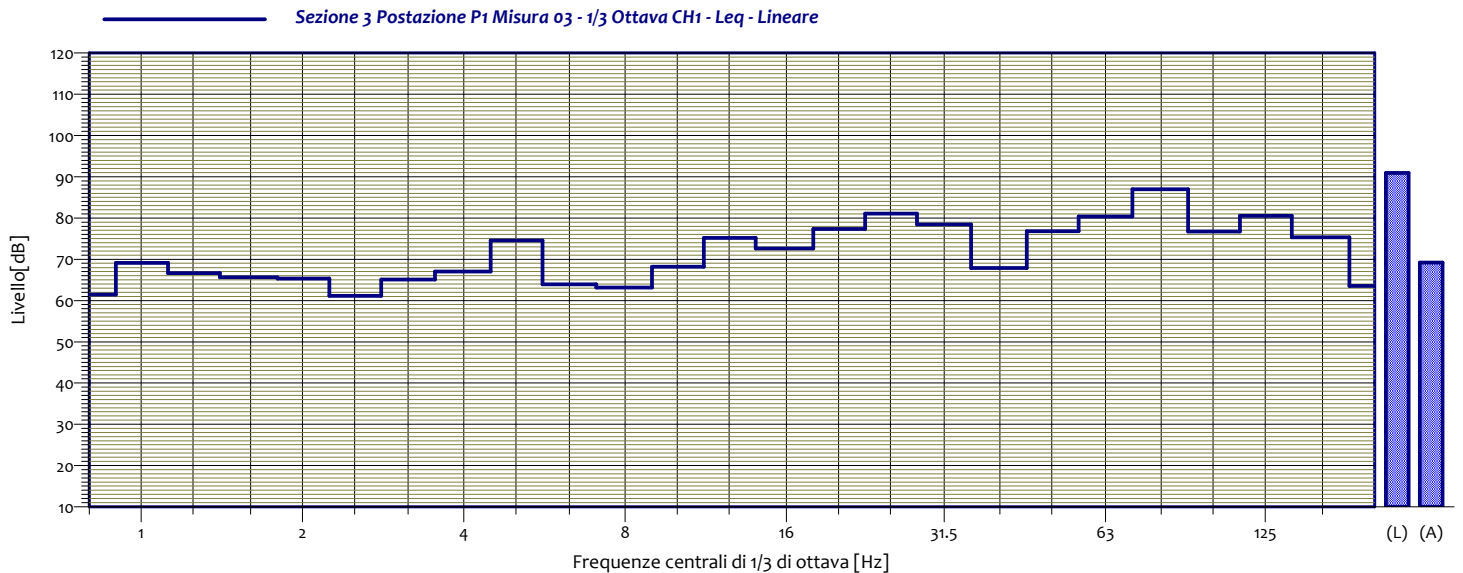
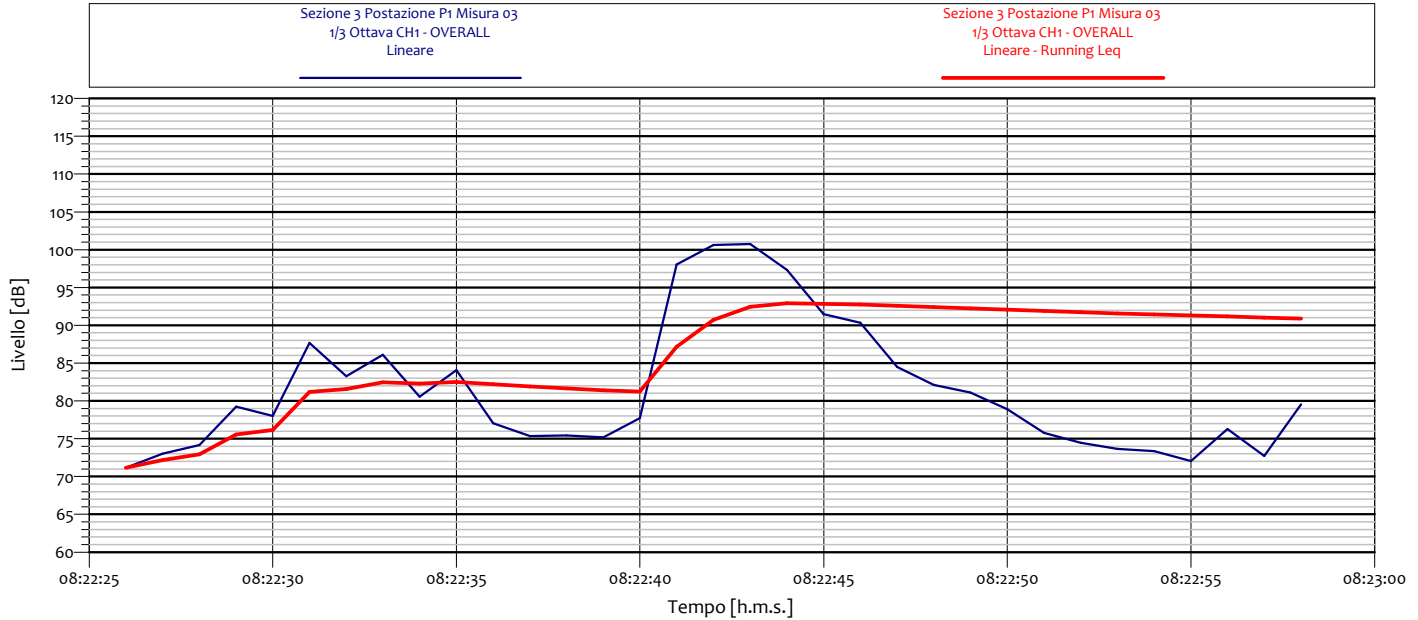
Sezione 3 Postazione P1 Misura 02
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 70.4 dB | 1 | 72.0 dB | 1.3 | 73.1 dB | 1.6 | 71.7 dB |
| 2 | 69.3 dB | 2.5 | 65.8 dB | 3.2 | 79.1 dB | 4 | 68.6 dB |
| 5 | 63.5 dB | 6.3 | 67.2 dB | 8 | 68.6 dB | 10 | 67.6 dB |
| 12.5 | 75.5 dB | 16 | 71.9 dB | 20 | 81.2 dB | 25 | 81.5 dB |
| 31.5 | 76.3 dB | 40 | 70.2 dB | 50 | 80.8 dB | 63 | 83.4 dB |
| 80 | 88.7 dB | 100 | 78.0 dB | 125 | 83.1 dB | 160 | 73.1 dB |
| 200 | 63.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sottotro Verona Porta Vescovo - Montebello Vicentino



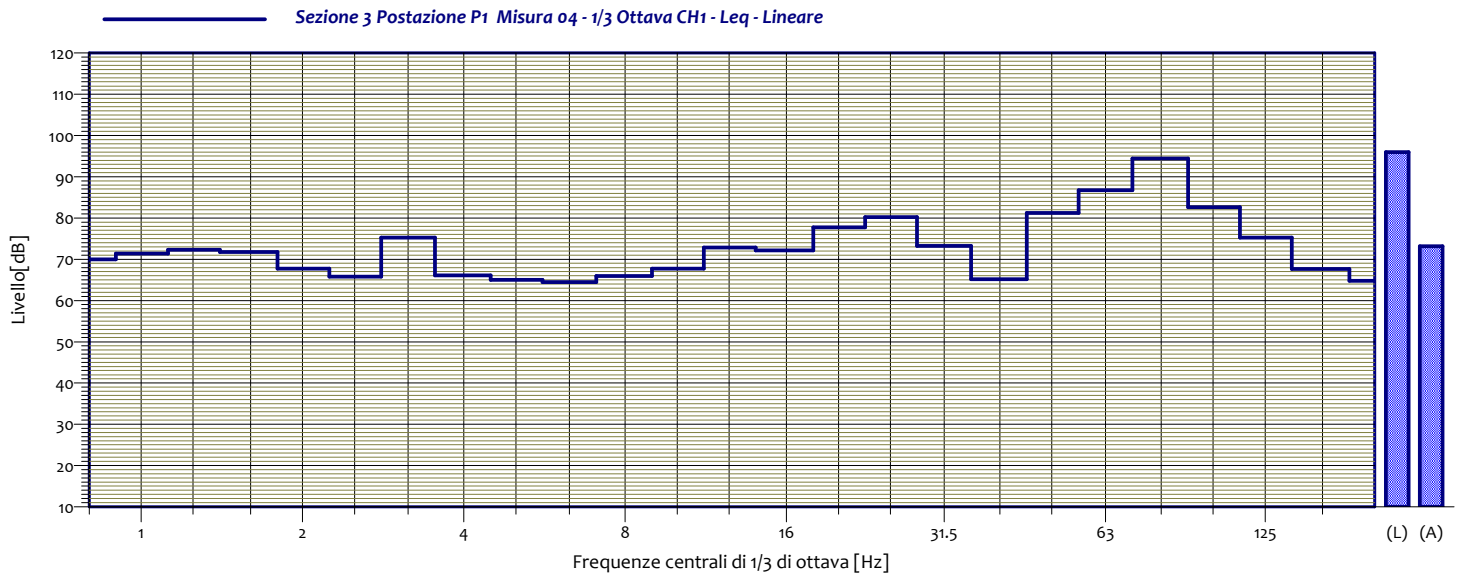
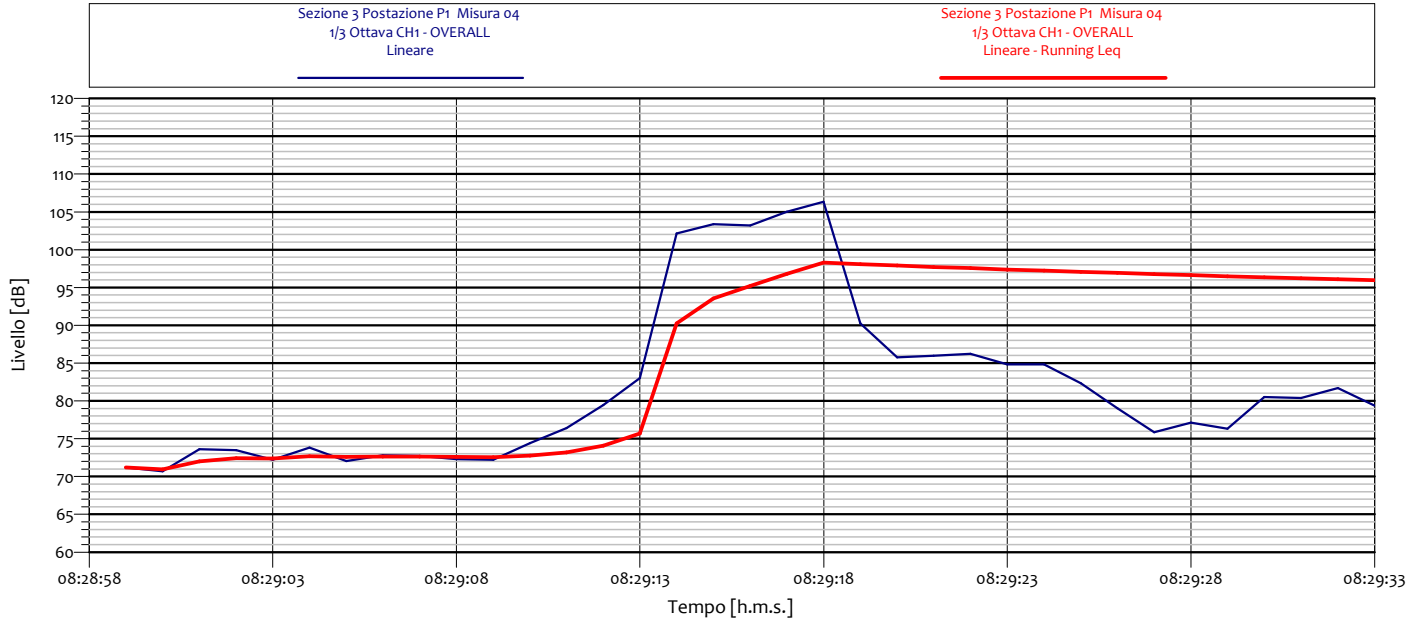
Sezione 3 Postazione P1 Misura 03
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 61.4 dB | 1 | 69.1 dB | 1.3 | 66.7 dB | 1.6 | 65.6 dB |
| 2 | 65.3 dB | 2.5 | 61.1 dB | 3.2 | 65.1 dB | 4 | 67.1 dB |
| 5 | 74.6 dB | 6.3 | 64.0 dB | 8 | 63.1 dB | 10 | 68.2 dB |
| 12.5 | 75.2 dB | 16 | 72.7 dB | 20 | 77.3 dB | 25 | 81.1 dB |
| 31.5 | 78.4 dB | 40 | 67.9 dB | 50 | 76.8 dB | 63 | 80.4 dB |
| 80 | 87.0 dB | 100 | 76.7 dB | 125 | 80.6 dB | 160 | 75.4 dB |
| 200 | 63.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



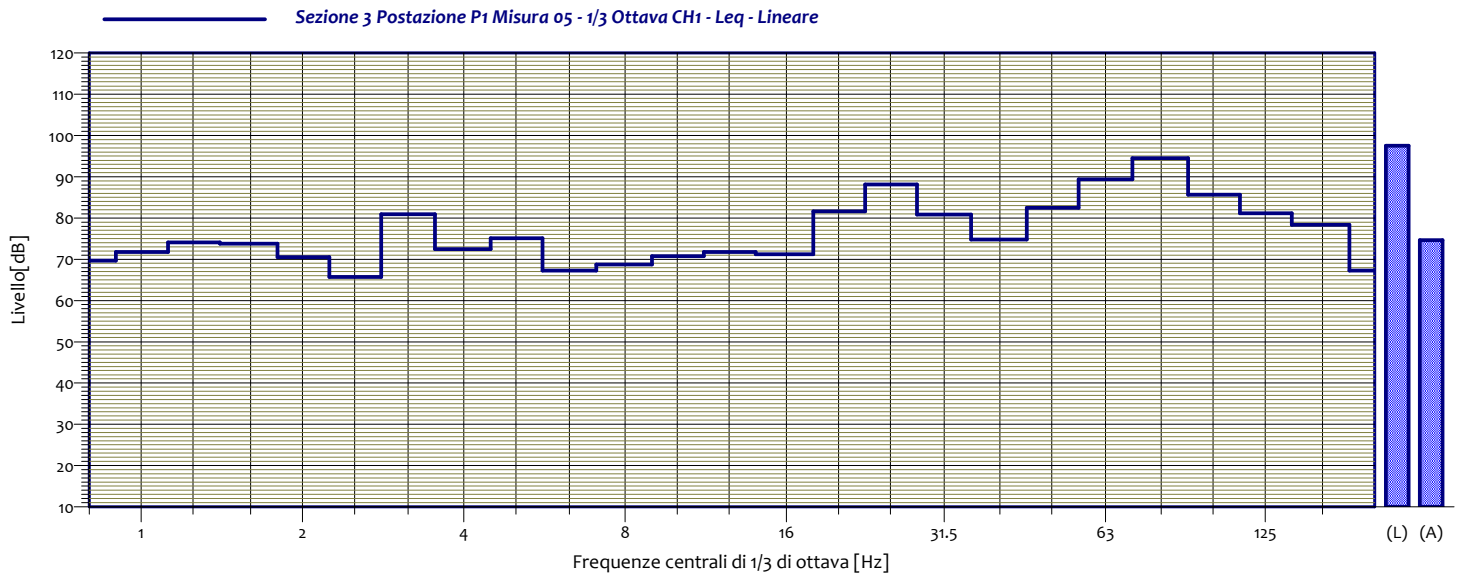
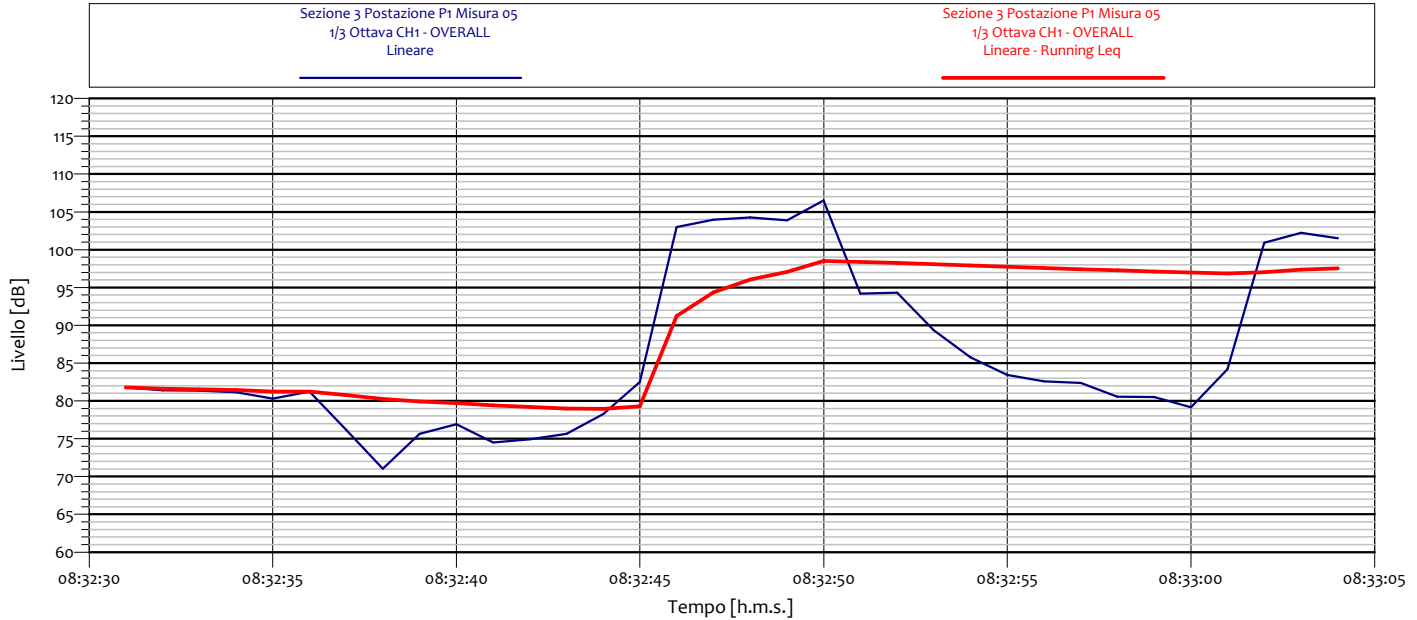
Sezione 3 Postazione P1 Misura 04
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 70.0 dB | 1 | 71.4 dB | 1.3 | 72.3 dB | 1.6 | 71.8 dB |
| 2 | 67.7 dB | 2.5 | 65.7 dB | 3.2 | 75.3 dB | 4 | 66.1 dB |
| 5 | 65.0 dB | 6.3 | 64.5 dB | 8 | 66.0 dB | 10 | 67.7 dB |
| 12.5 | 72.9 dB | 16 | 72.1 dB | 20 | 77.7 dB | 25 | 80.2 dB |
| 31.5 | 73.2 dB | 40 | 65.2 dB | 50 | 81.2 dB | 63 | 86.8 dB |
| 80 | 94.4 dB | 100 | 82.7 dB | 125 | 75.2 dB | 160 | 67.6 dB |
| 200 | 64.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

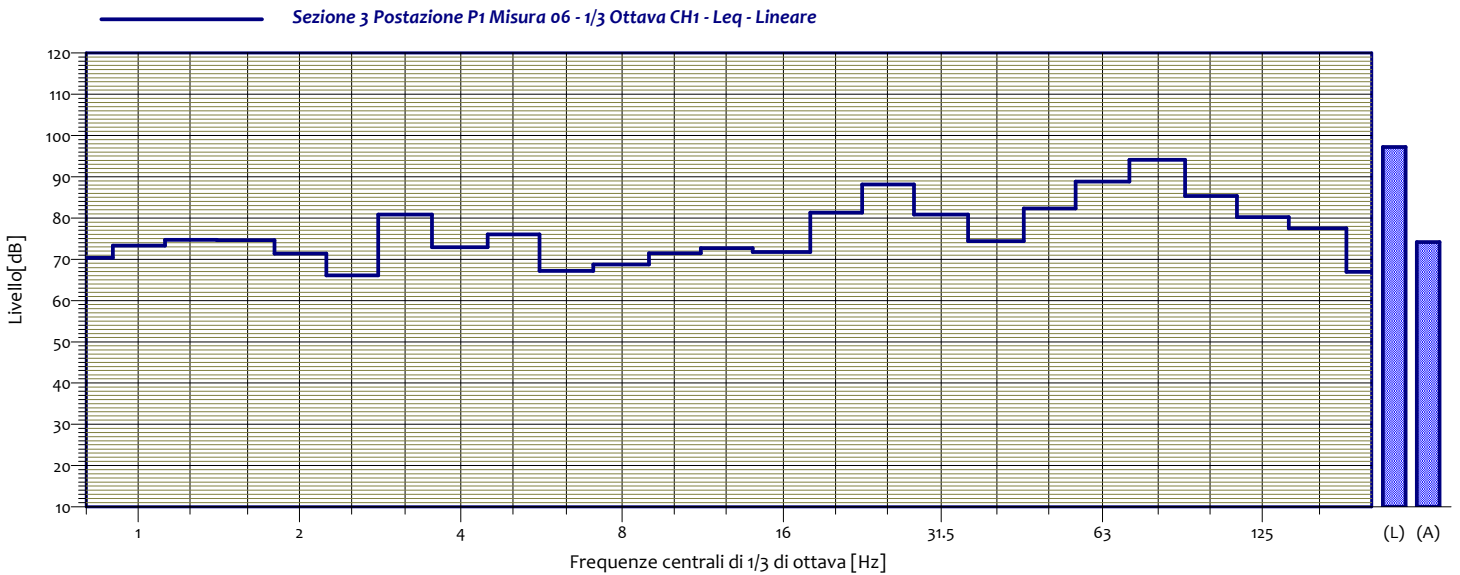
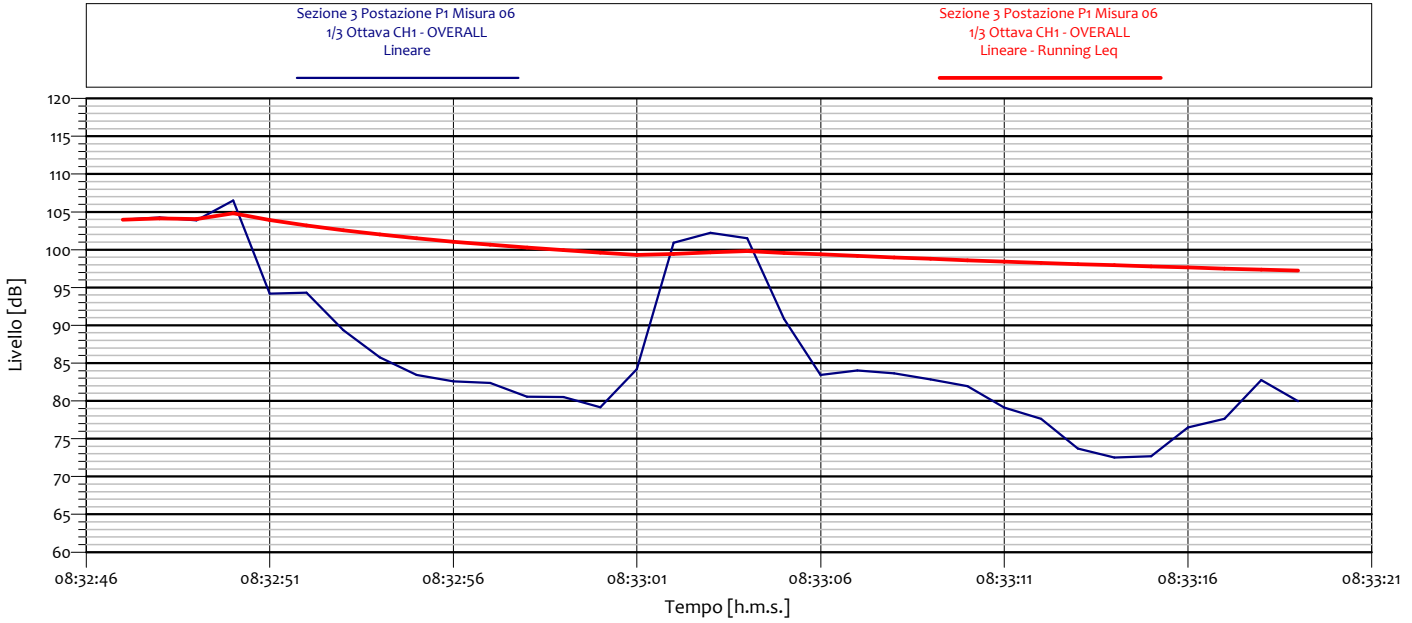


| Sezione 3 Postazione P1 Misura 05 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.6 dB | 1 | 71.7 dB | 1.3 | 74.1 dB | 1.6 | 73.8 dB |
| 2 | 70.5 dB | 2.5 | 65.7 dB | 3.2 | 80.9 dB | 4 | 72.5 dB |
| 5 | 75.1 dB | 6.3 | 67.3 dB | 8 | 68.7 dB | 10 | 70.7 dB |
| 12.5 | 71.7 dB | 16 | 71.2 dB | 20 | 81.6 dB | 25 | 88.2 dB |
| 31.5 | 80.9 dB | 40 | 74.8 dB | 50 | 82.5 dB | 63 | 89.4 dB |
| 80 | 94.5 dB | 100 | 85.7 dB | 125 | 81.1 dB | 160 | 78.4 dB |
| 200 | 67.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublico Verona Porta Vescovo - Montebello Vicentino



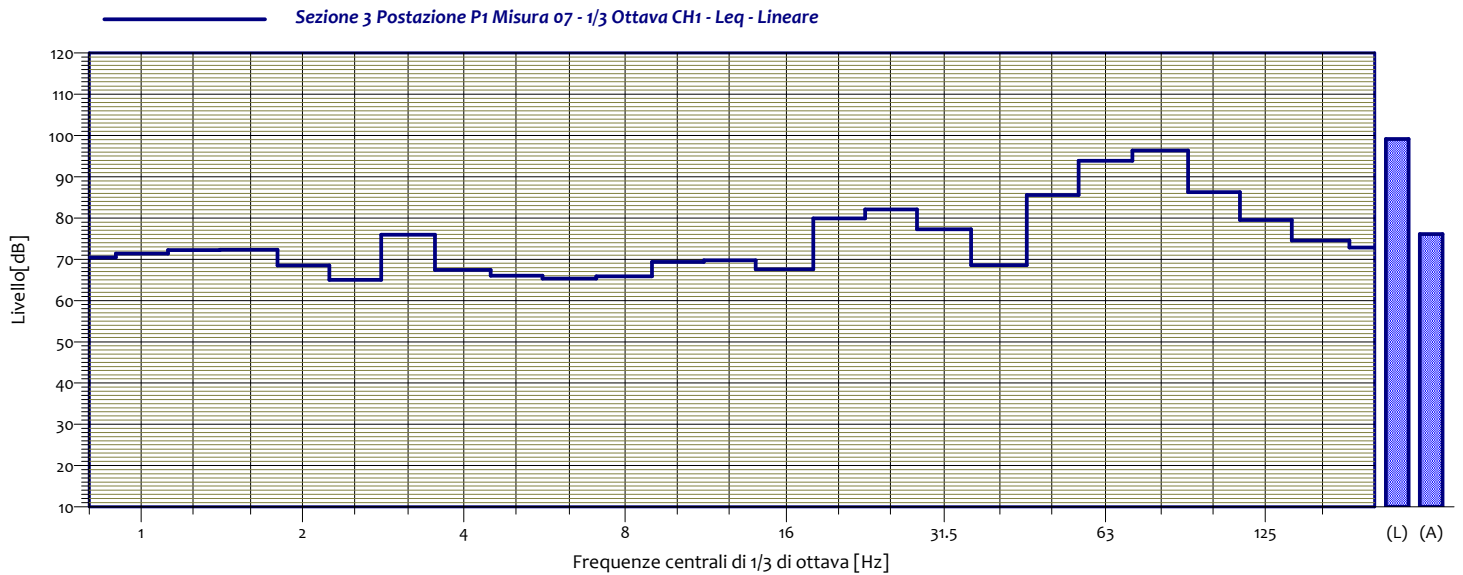
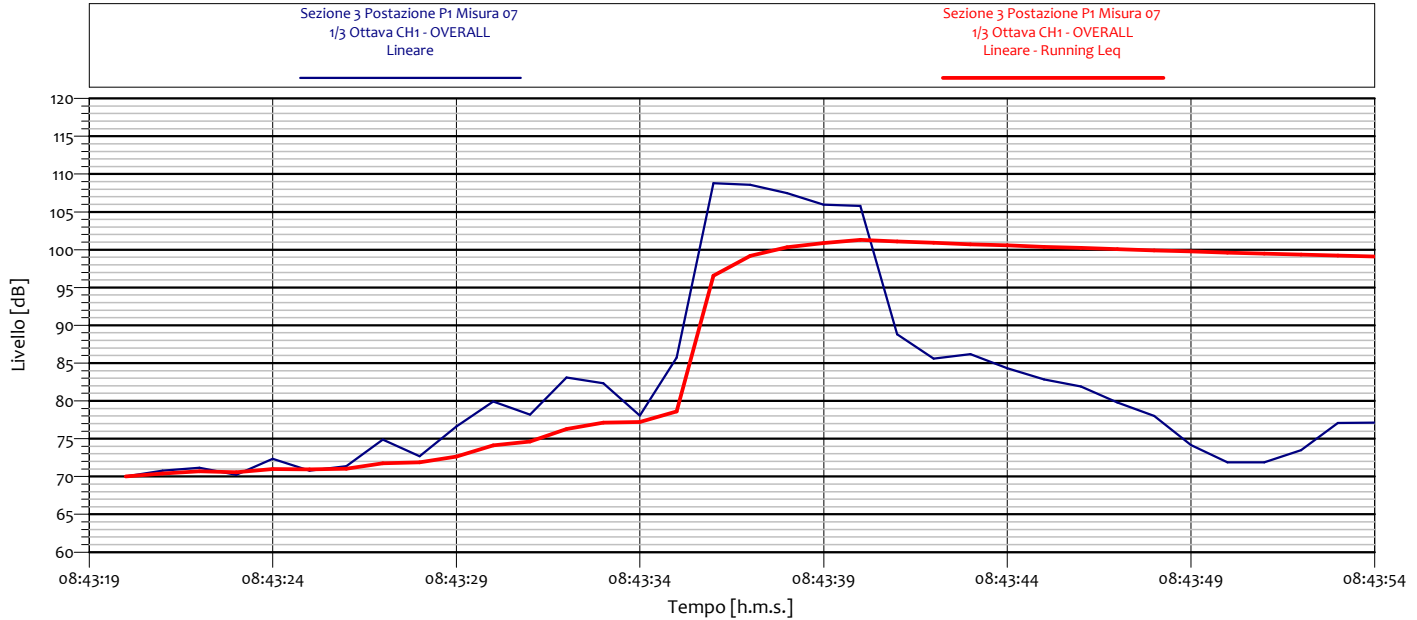
Sezione 3 Postazione P1 Misura o6
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 70.3 dB | 1 | 73.3 dB | 1.3 | 74.7 dB | 1.6 | 74.6 dB |
| 2 | 71.4 dB | 2.5 | 66.1 dB | 3.2 | 80.9 dB | 4 | 72.9 dB |
| 5 | 76.0 dB | 6.3 | 67.1 dB | 8 | 68.7 dB | 10 | 71.4 dB |
| 12.5 | 72.7 dB | 16 | 71.8 dB | 20 | 81.3 dB | 25 | 88.1 dB |
| 31.5 | 80.8 dB | 40 | 74.4 dB | 50 | 82.3 dB | 63 | 88.9 dB |
| 80 | 94.1 dB | 100 | 85.4 dB | 125 | 80.2 dB | 160 | 77.5 dB |
| 200 | 67.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

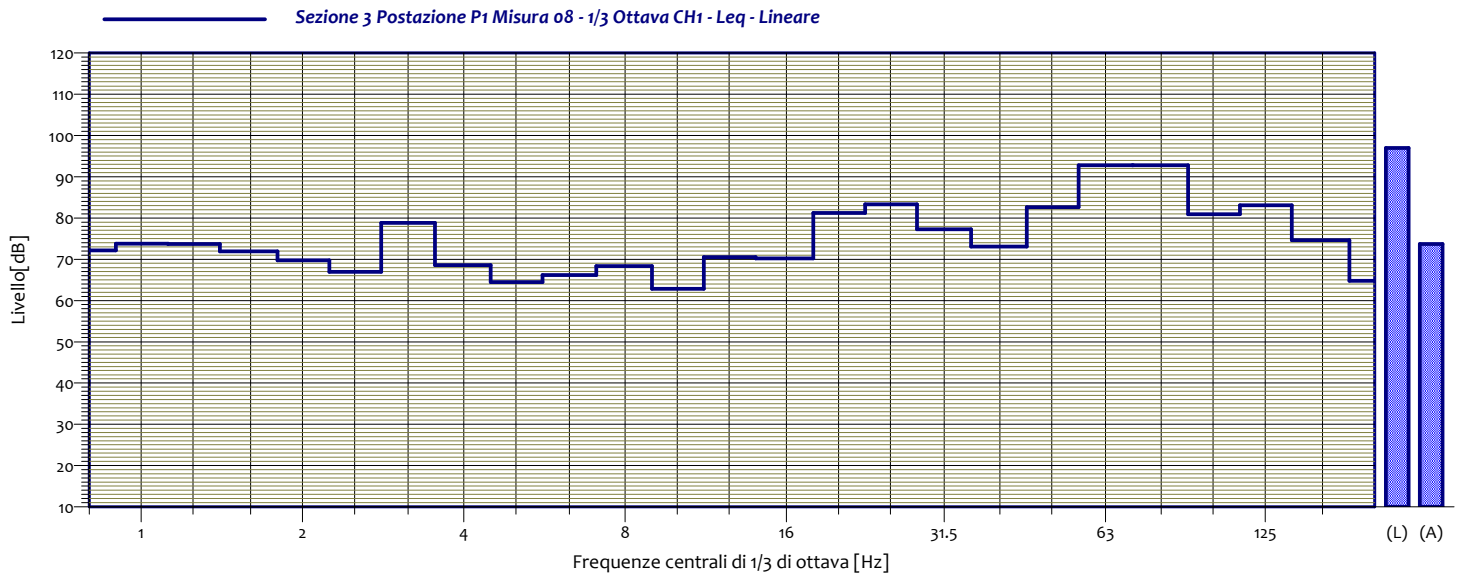
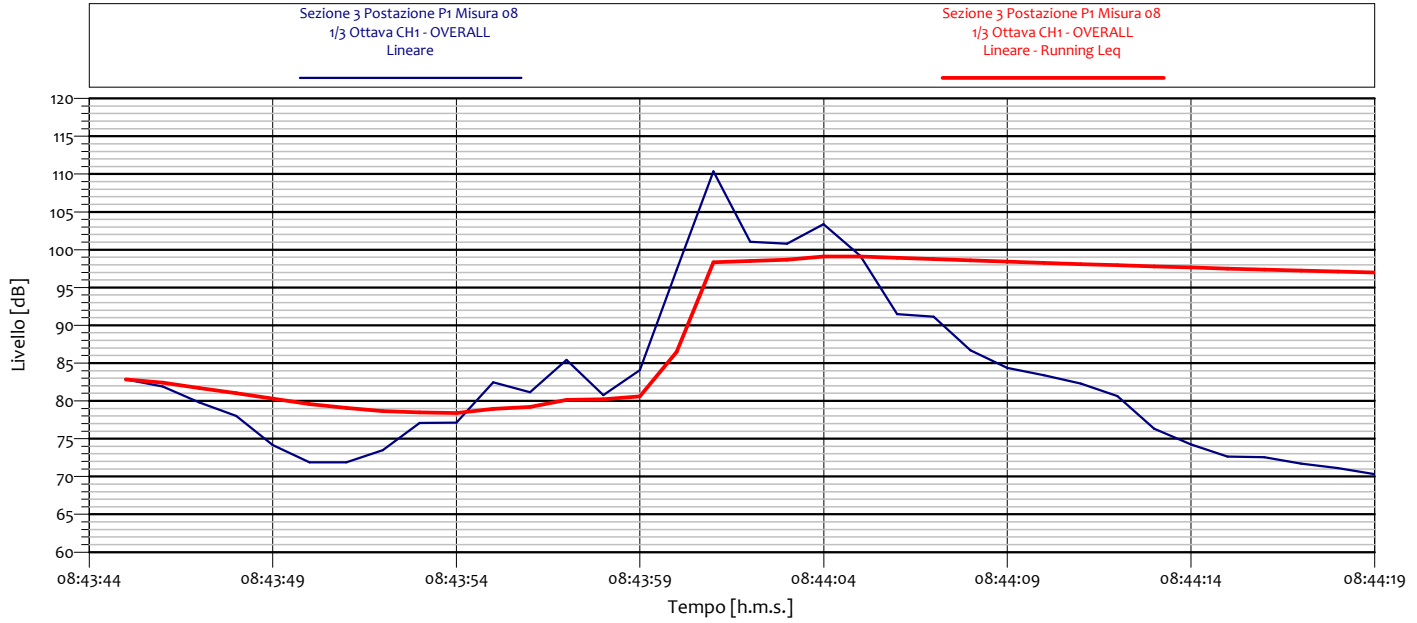


| Sezione 3 Postazione P1 Misura 07 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 70.4 dB | 1 | 71.4 dB | 1.3 | 72.2 dB | 1.6 | 72.3 dB |
| 2 | 68.5 dB | 2.5 | 65.0 dB | 3.2 | 76.0 dB | 4 | 67.4 dB |
| 5 | 66.0 dB | 6.3 | 65.3 dB | 8 | 65.9 dB | 10 | 69.4 dB |
| 12.5 | 69.7 dB | 16 | 67.6 dB | 20 | 79.9 dB | 25 | 82.1 dB |
| 31.5 | 77.2 dB | 40 | 68.6 dB | 50 | 85.6 dB | 63 | 93.9 dB |
| 80 | 96.4 dB | 100 | 86.3 dB | 125 | 79.5 dB | 160 | 74.6 dB |
| 200 | 72.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

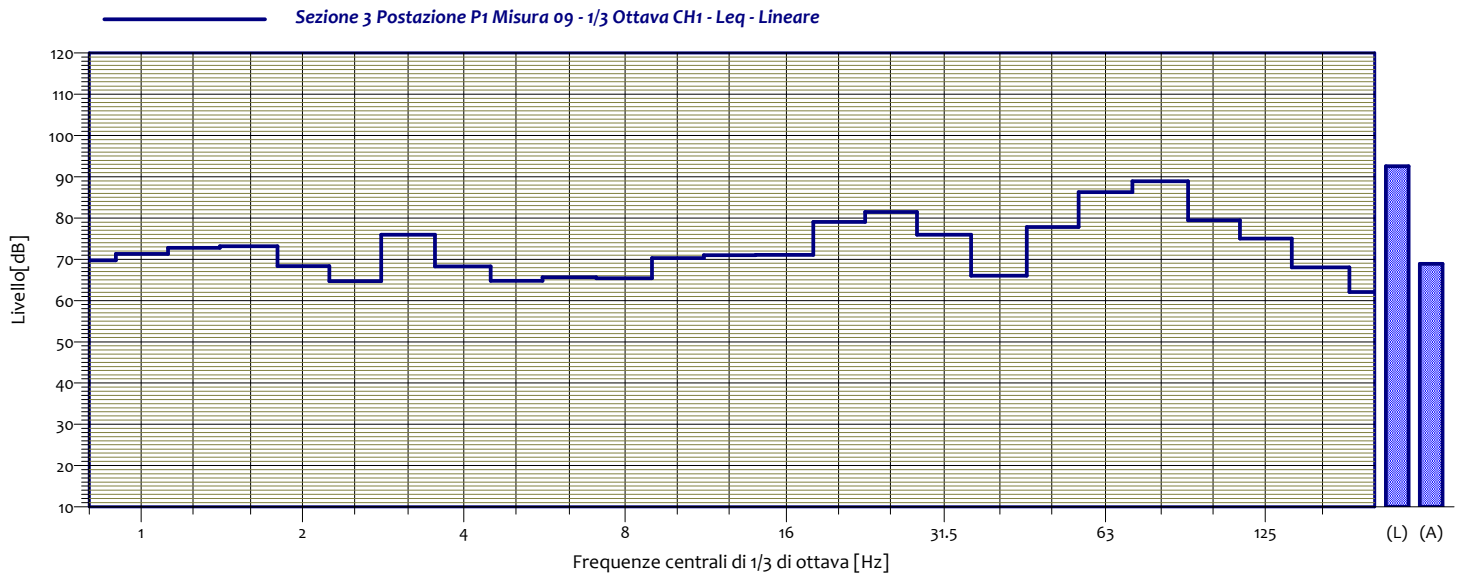
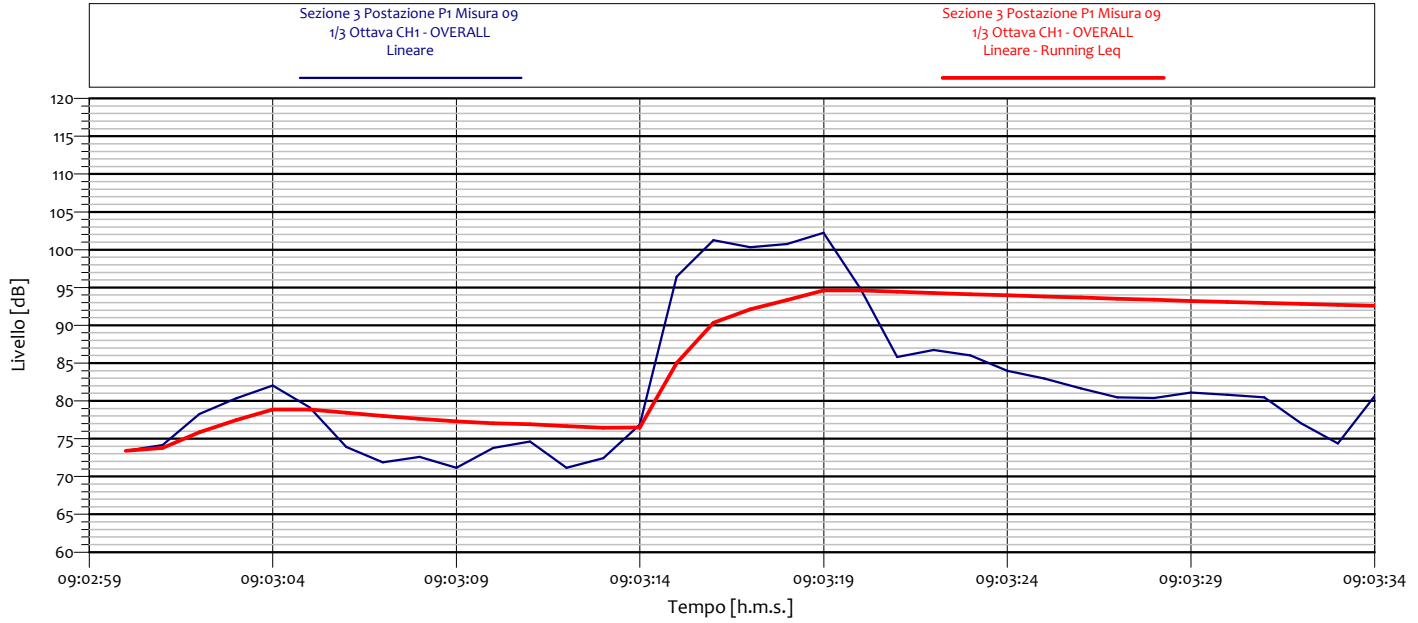


| Sezione 3 Postazione P1 Misura o8 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 72.1 dB | 1 | 73.8 dB | 1.3 | 73.7 dB | 1.6 | 71.9 dB |
| 2 | 69.8 dB | 2.5 | 67.0 dB | 3.2 | 78.8 dB | 4 | 68.6 dB |
| 5 | 64.5 dB | 6.3 | 66.2 dB | 8 | 68.3 dB | 10 | 62.8 dB |
| 12.5 | 70.5 dB | 16 | 70.2 dB | 20 | 81.2 dB | 25 | 83.3 dB |
| 31.5 | 77.3 dB | 40 | 73.0 dB | 50 | 82.7 dB | 63 | 92.8 dB |
| 80 | 92.8 dB | 100 | 80.9 dB | 125 | 83.1 dB | 160 | 74.6 dB |
| 200 | 64.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

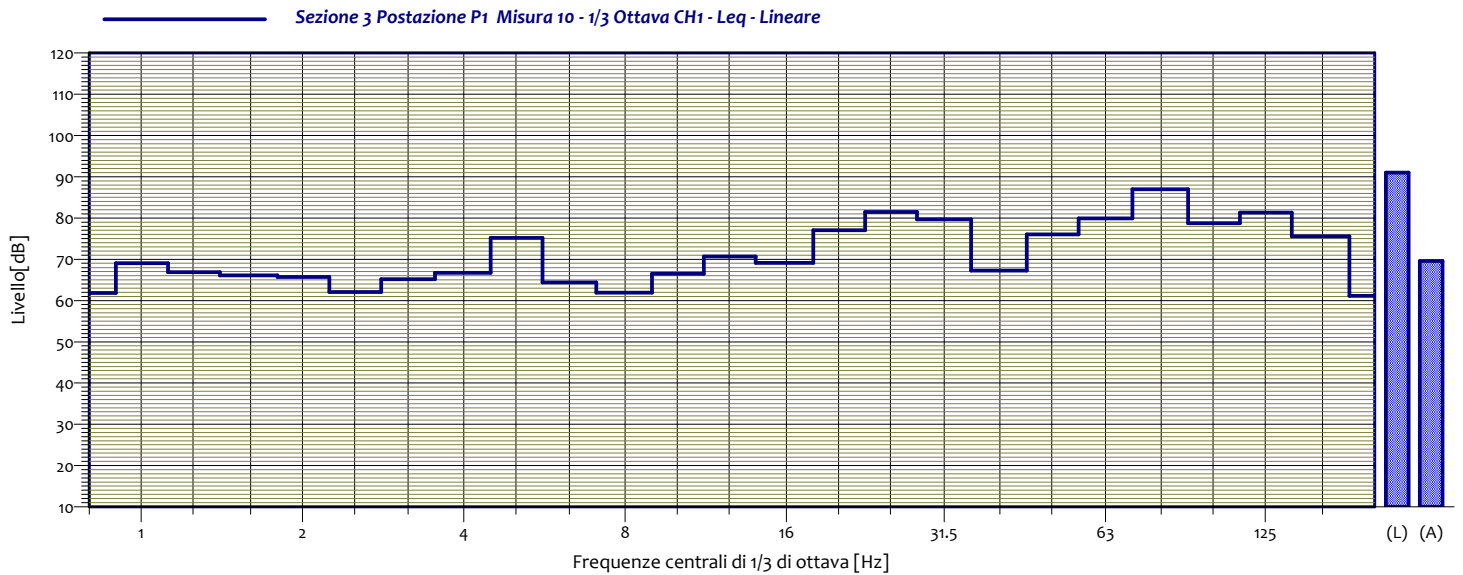
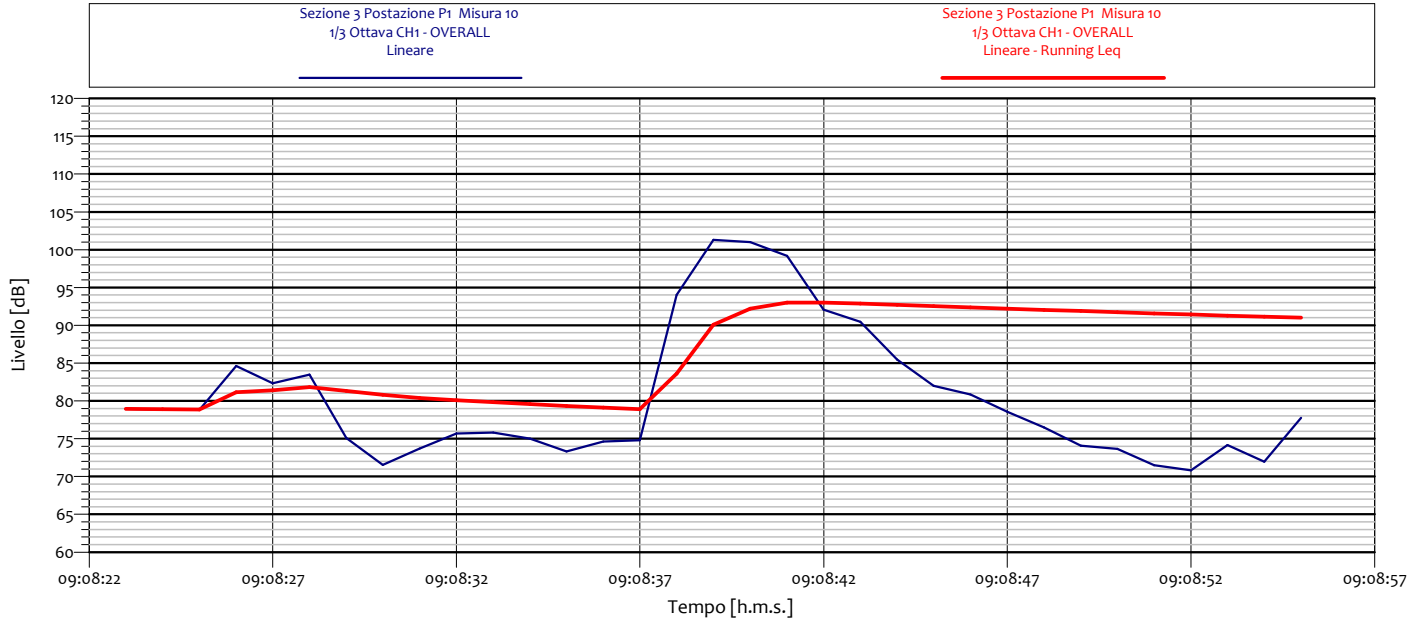


| Sezione 3 Postazione P1 Misura 09 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.8 dB | 1 | 71.3 dB | 1.3 | 72.8 dB | 1.6 | 73.2 dB |
| 2 | 68.3 dB | 2.5 | 64.7 dB | 3.2 | 76.0 dB | 4 | 68.3 dB |
| 5 | 64.8 dB | 6.3 | 65.7 dB | 8 | 65.4 dB | 10 | 70.3 dB |
| 12.5 | 71.0 dB | 16 | 71.0 dB | 20 | 79.0 dB | 25 | 81.5 dB |
| 31.5 | 76.0 dB | 40 | 66.0 dB | 50 | 77.9 dB | 63 | 86.3 dB |
| 80 | 88.9 dB | 100 | 79.5 dB | 125 | 75.0 dB | 160 | 68.0 dB |
| 200 | 62.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sottotro Verona Porta Vescovo - Montebello Vicentino

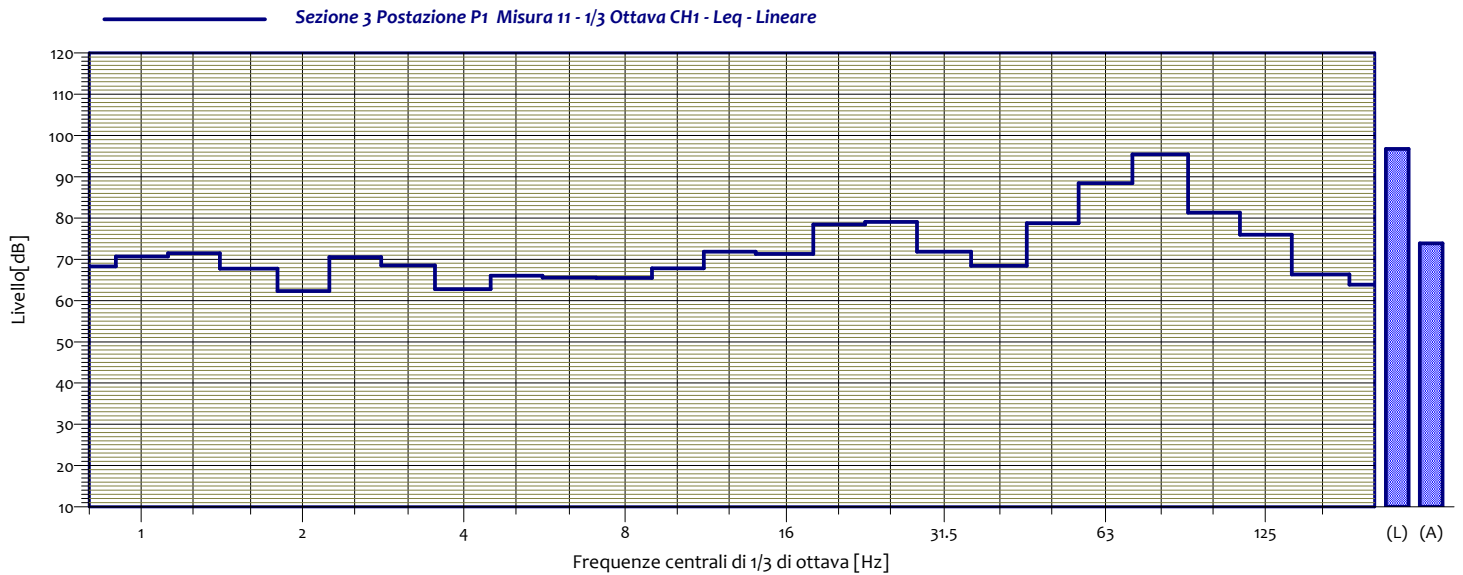
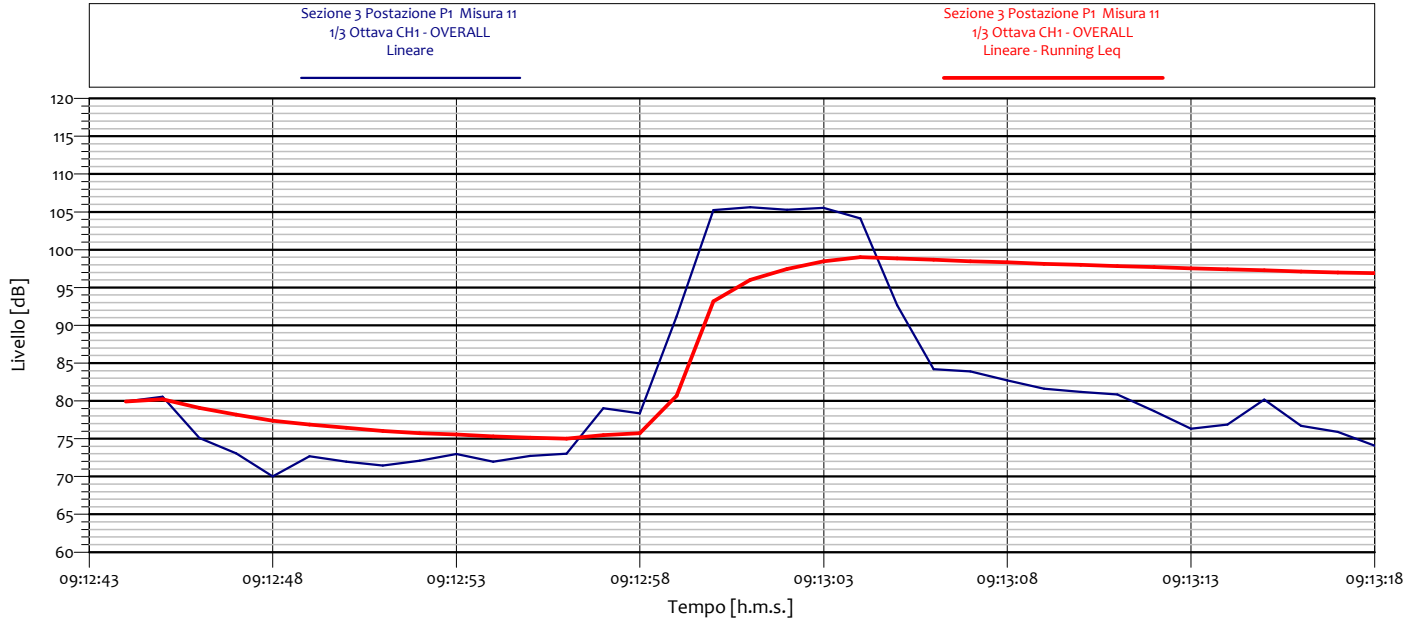


| Sezione 3 Postazione P1 Misura 10 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 61.8 dB | 1 | 69.0 dB | 1.3 | 66.9 dB | 1.6 | 66.1 dB |
| 2 | 65.7 dB | 2.5 | 62.1 dB | 3.2 | 65.1 dB | 4 | 66.8 dB |
| 5 | 75.1 dB | 6.3 | 64.4 dB | 8 | 61.9 dB | 10 | 66.5 dB |
| 12.5 | 70.7 dB | 16 | 69.1 dB | 20 | 77.1 dB | 25 | 81.5 dB |
| 31.5 | 79.7 dB | 40 | 67.3 dB | 50 | 76.0 dB | 63 | 79.9 dB |
| 80 | 87.0 dB | 100 | 78.7 dB | 125 | 81.3 dB | 160 | 75.6 dB |
| 200 | 61.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

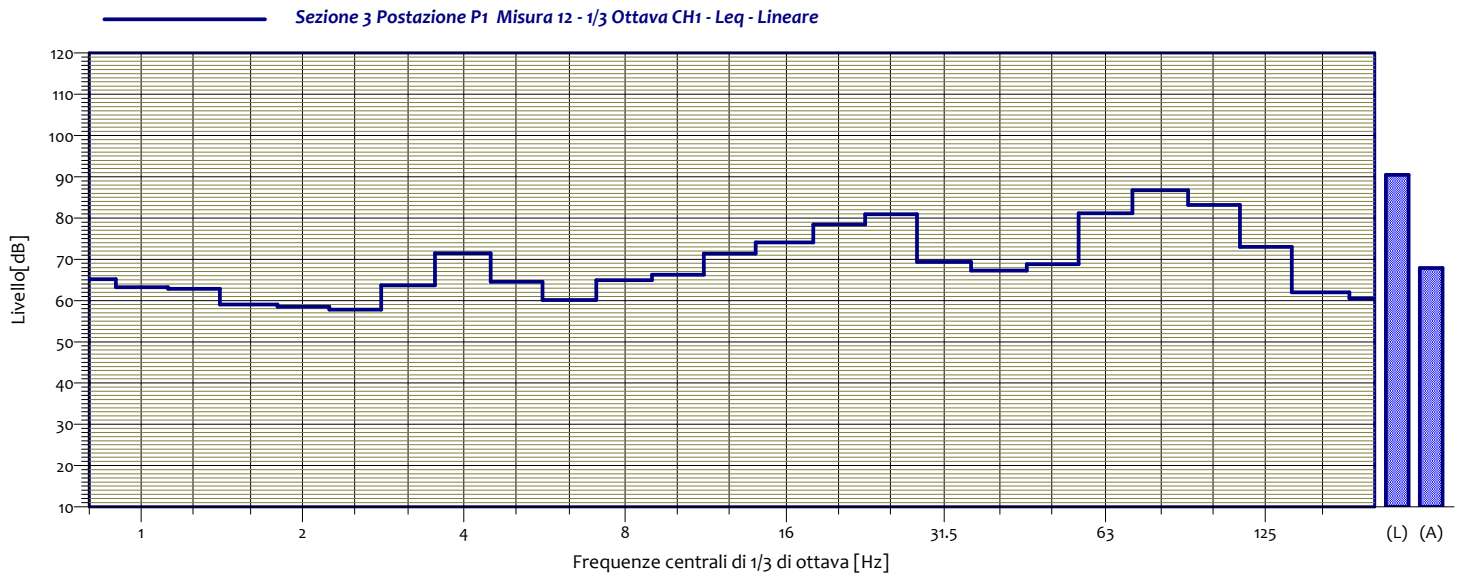
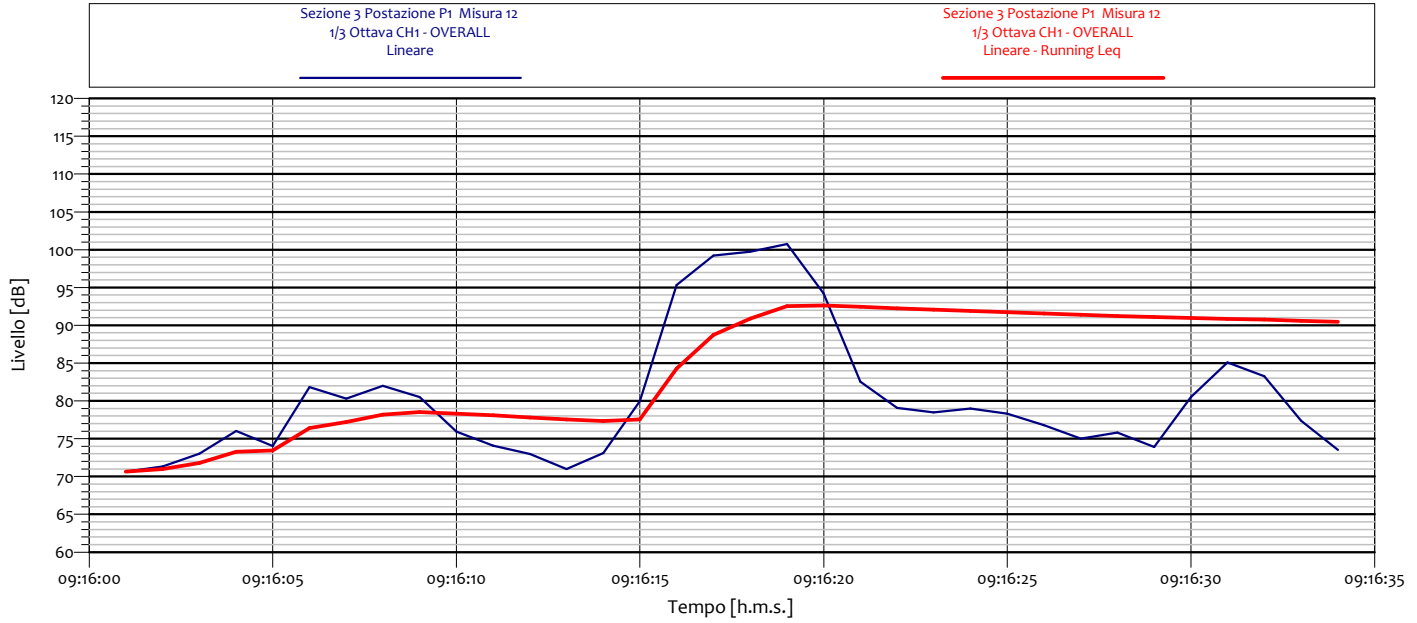


| Sezione 3 Postazione P1 Misura 11 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 68.3 dB | 1 | 70.7 dB | 1.3 | 71.5 dB | 1.6 | 67.7 dB |
| 2 | 62.3 dB | 2.5 | 70.5 dB | 3.2 | 68.5 dB | 4 | 62.8 dB |
| 5 | 66.0 dB | 6.3 | 65.5 dB | 8 | 65.5 dB | 10 | 67.8 dB |
| 12.5 | 71.9 dB | 16 | 71.3 dB | 20 | 78.4 dB | 25 | 79.1 dB |
| 31.5 | 71.8 dB | 40 | 68.4 dB | 50 | 78.7 dB | 63 | 88.5 dB |
| 80 | 95.4 dB | 100 | 81.3 dB | 125 | 76.0 dB | 160 | 66.4 dB |
| 200 | 63.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



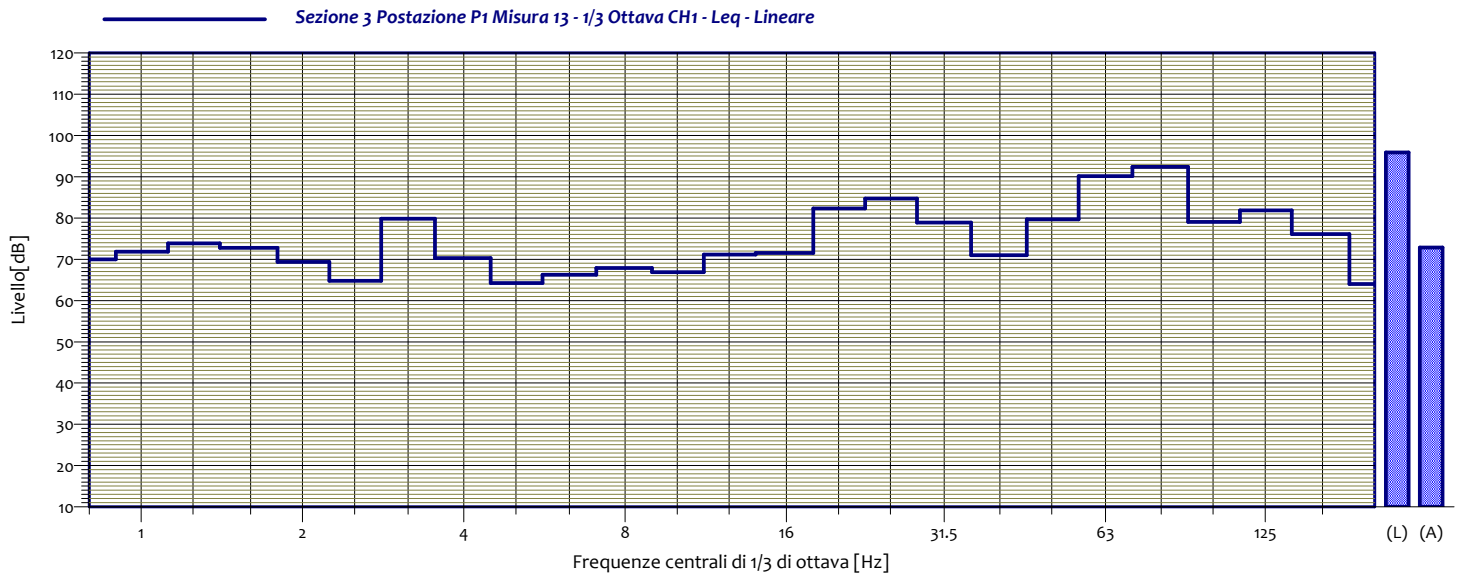
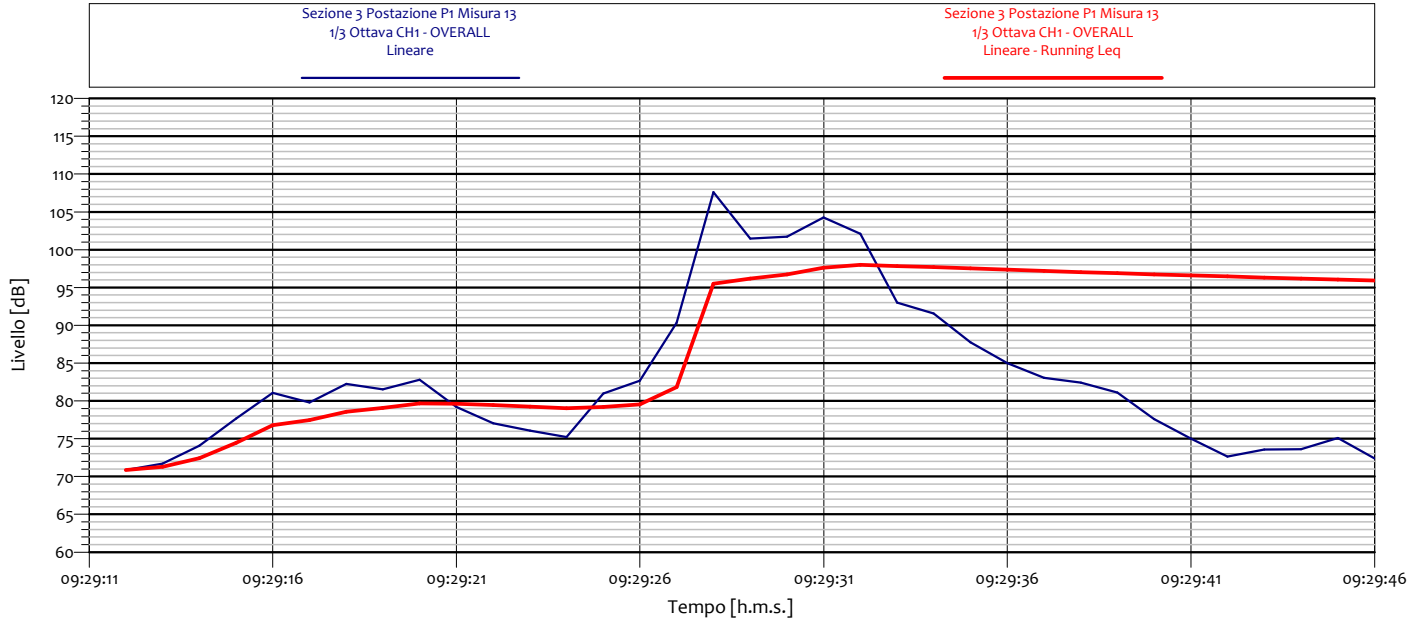
Sezione 3 Postazione P1 Misura 12
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 65.2 dB | 1 | 63.3 dB | 1.3 | 62.9 dB | 1.6 | 59.0 dB |
| 2 | 58.5 dB | 2.5 | 57.8 dB | 3.2 | 63.7 dB | 4 | 71.4 dB |
| 5 | 64.5 dB | 6.3 | 60.1 dB | 8 | 64.9 dB | 10 | 66.2 dB |
| 12.5 | 71.4 dB | 16 | 74.1 dB | 20 | 78.4 dB | 25 | 80.9 dB |
| 31.5 | 69.4 dB | 40 | 67.3 dB | 50 | 68.8 dB | 63 | 81.2 dB |
| 80 | 86.7 dB | 100 | 83.1 dB | 125 | 73.0 dB | 160 | 62.0 dB |
| 200 | 60.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



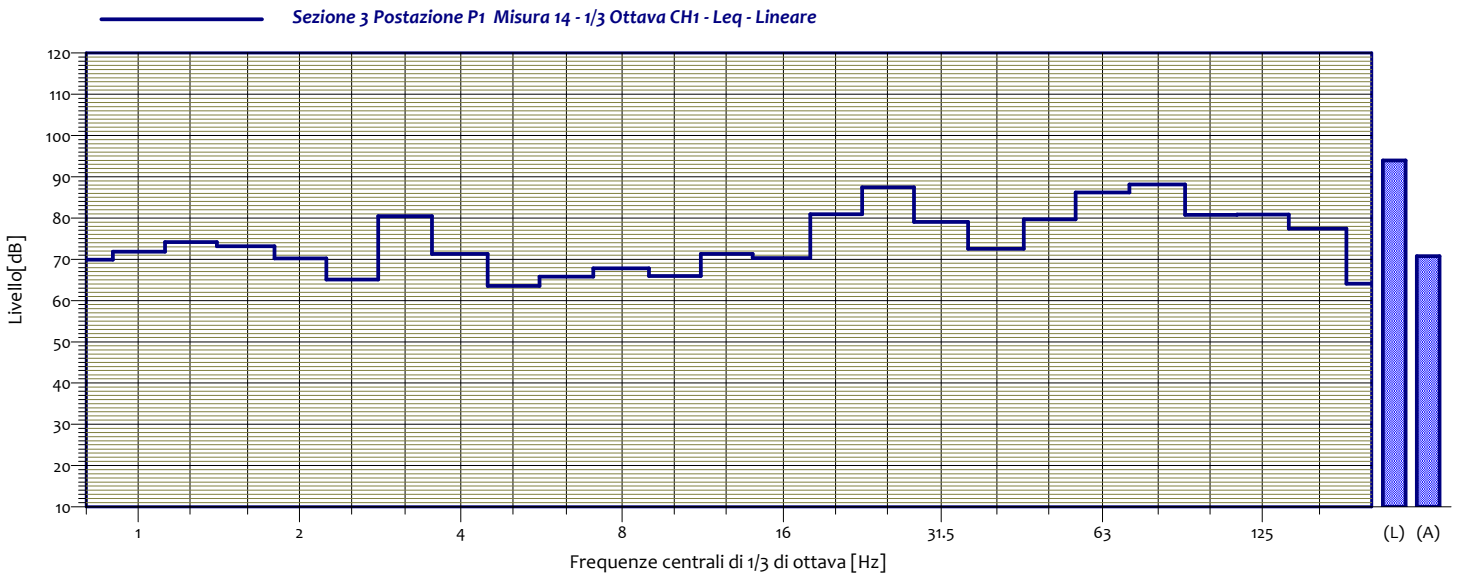
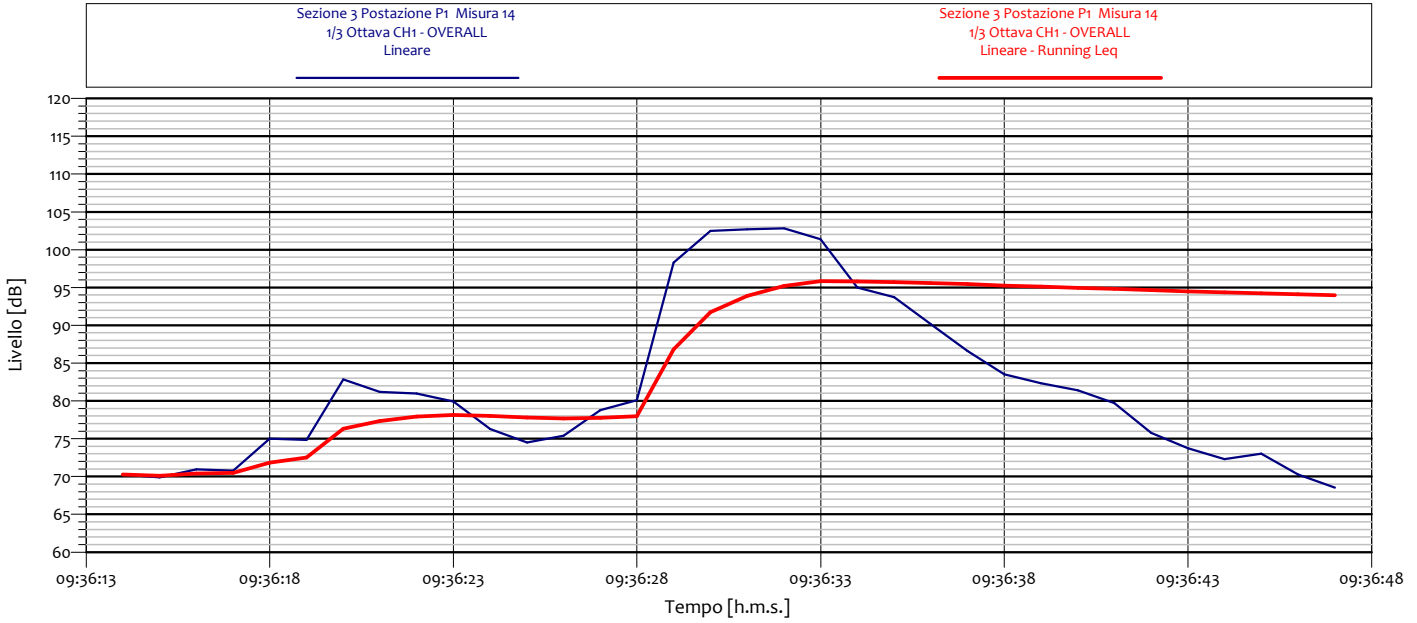
Sezione 3 Postazione P1 Misura 13
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 70.0 dB | 1 | 71.8 dB | 1.3 | 73.9 dB | 1.6 | 72.8 dB |
| 2 | 69.3 dB | 2.5 | 64.8 dB | 3.2 | 79.8 dB | 4 | 70.3 dB |
| 5 | 64.2 dB | 6.3 | 66.2 dB | 8 | 67.9 dB | 10 | 66.9 dB |
| 12.5 | 71.1 dB | 16 | 71.5 dB | 20 | 82.3 dB | 25 | 84.7 dB |
| 31.5 | 78.9 dB | 40 | 71.0 dB | 50 | 79.6 dB | 63 | 90.1 dB |
| 80 | 92.4 dB | 100 | 79.0 dB | 125 | 81.9 dB | 160 | 76.1 dB |
| 200 | 64.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



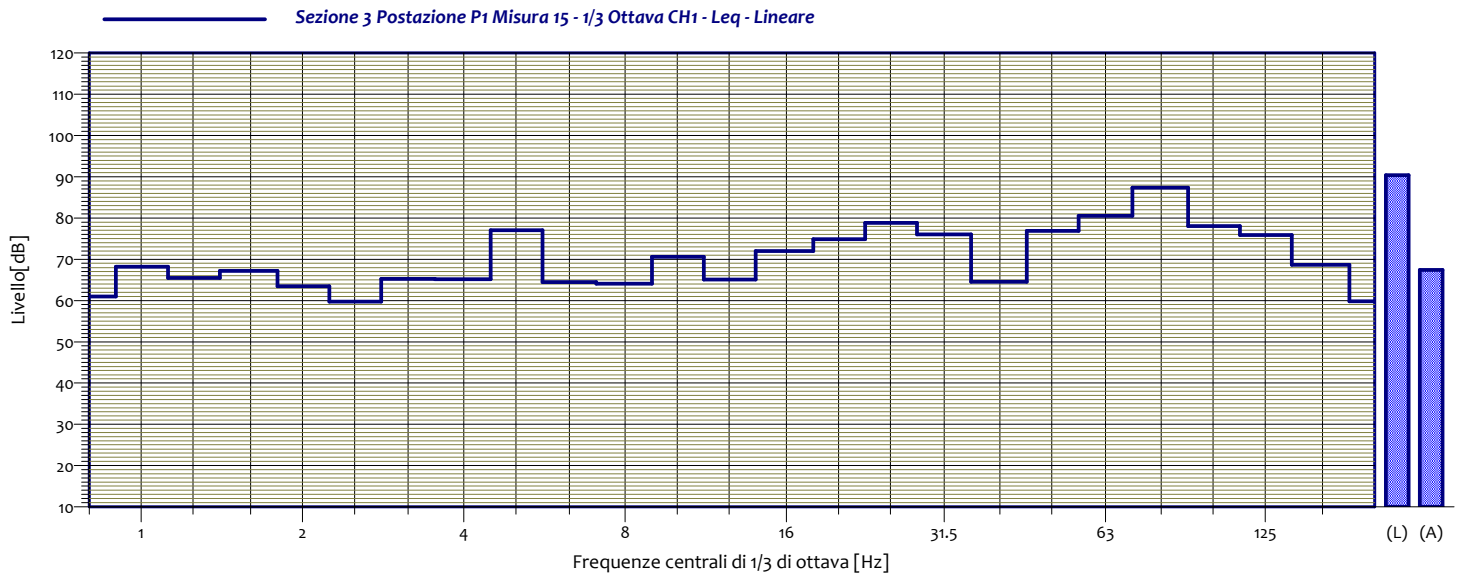
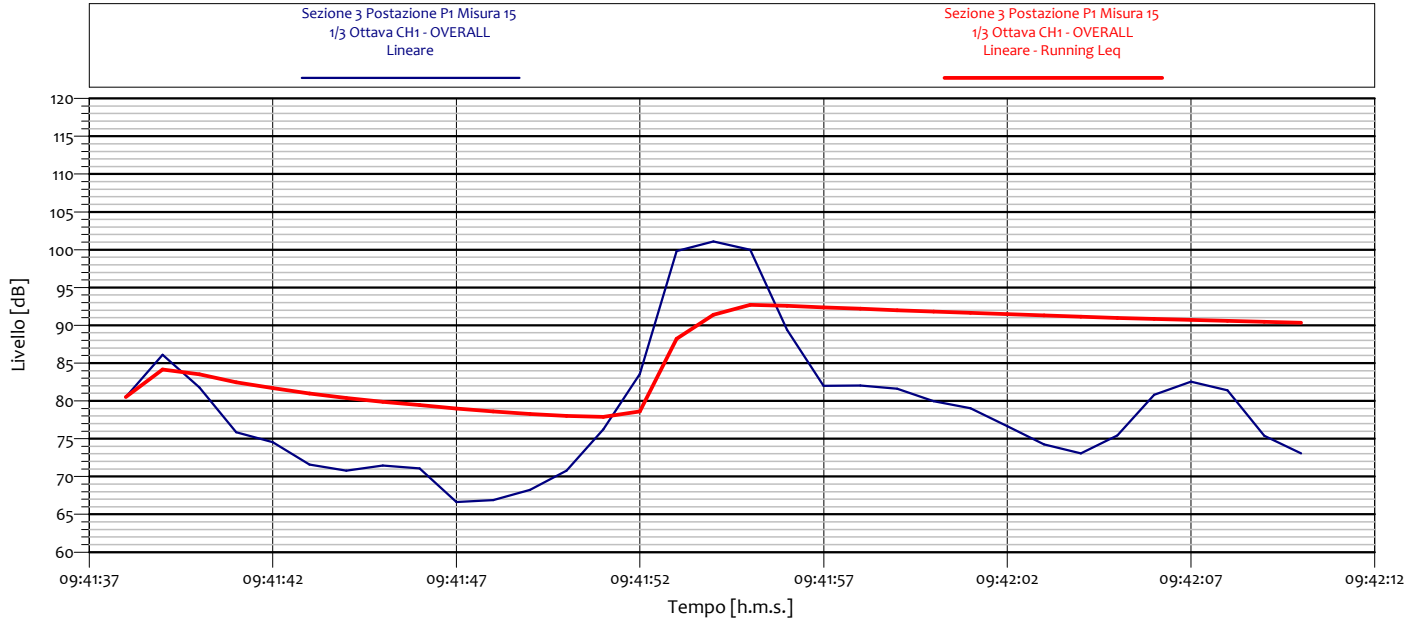
Sezione 3 Postazione P1 Misura 14
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.9 dB | 1 | 71.9 dB | 1.3 | 74.2 dB | 1.6 | 73.1 dB |
| 2 | 70.2 dB | 2.5 | 65.1 dB | 3.2 | 80.4 dB | 4 | 71.3 dB |
| 5 | 63.5 dB | 6.3 | 65.7 dB | 8 | 67.8 dB | 10 | 66.0 dB |
| 12.5 | 71.3 dB | 16 | 70.3 dB | 20 | 80.9 dB | 25 | 87.5 dB |
| 31.5 | 79.1 dB | 40 | 72.5 dB | 50 | 79.7 dB | 63 | 86.2 dB |
| 80 | 88.2 dB | 100 | 80.8 dB | 125 | 80.8 dB | 160 | 77.4 dB |
| 200 | 64.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublico Verona Porta Vescovo - Montebello Vicentino

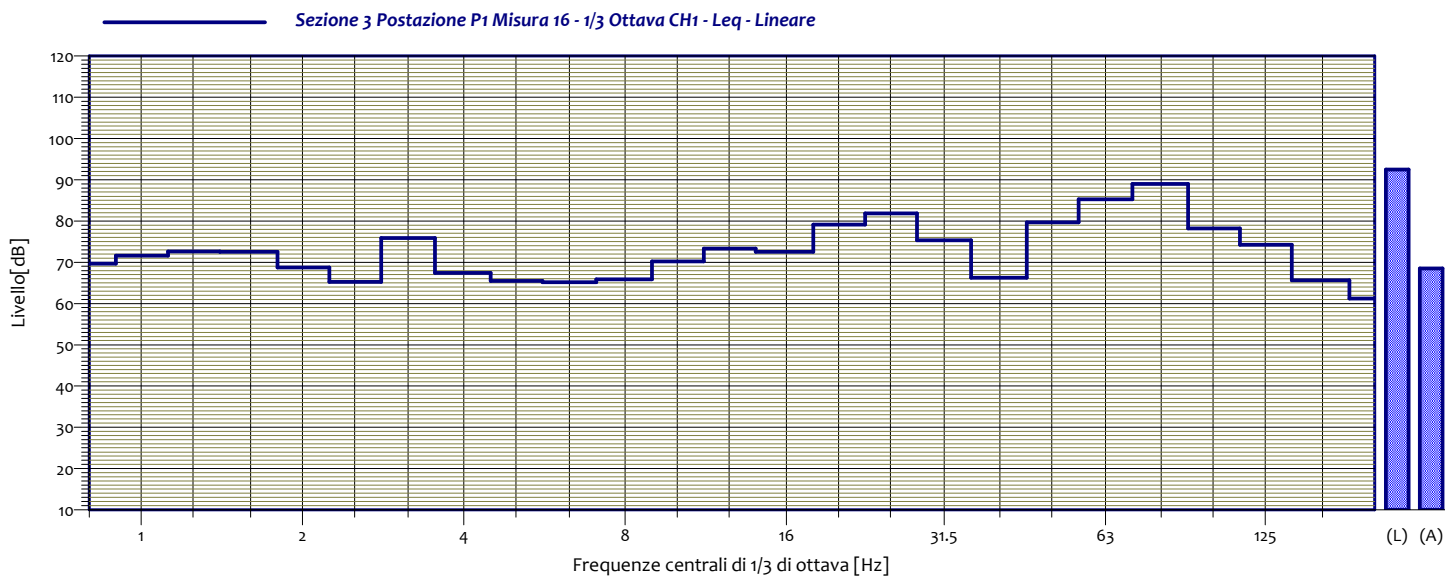
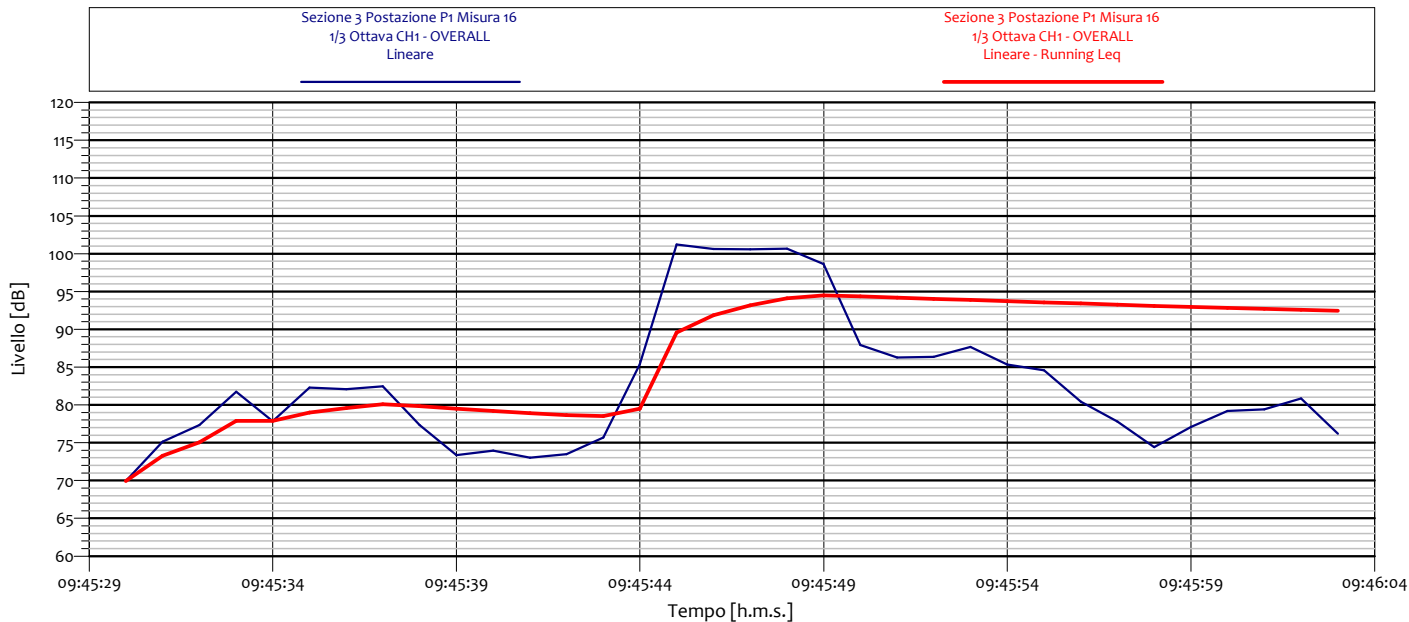


| Sezione 3 Postazione P1 Misura 15 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 61.0 dB | 1 | 68.2 dB | 1.3 | 65.4 dB | 1.6 | 67.2 dB |
| 2 | 63.4 dB | 2.5 | 59.7 dB | 3.2 | 65.3 dB | 4 | 65.1 dB |
| 5 | 77.1 dB | 6.3 | 64.4 dB | 8 | 64.1 dB | 10 | 70.6 dB |
| 12.5 | 65.1 dB | 16 | 72.0 dB | 20 | 74.9 dB | 25 | 78.9 dB |
| 31.5 | 76.1 dB | 40 | 64.5 dB | 50 | 76.9 dB | 63 | 80.6 dB |
| 80 | 87.4 dB | 100 | 78.1 dB | 125 | 75.9 dB | 160 | 68.7 dB |
| 200 | 59.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



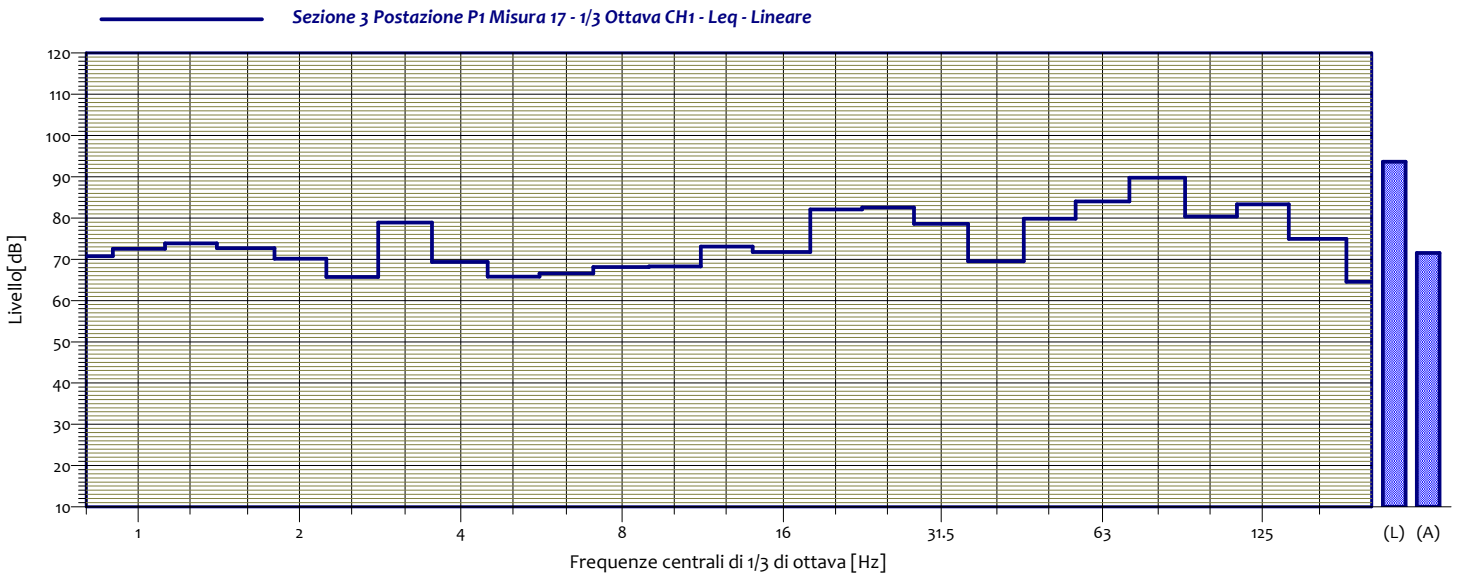
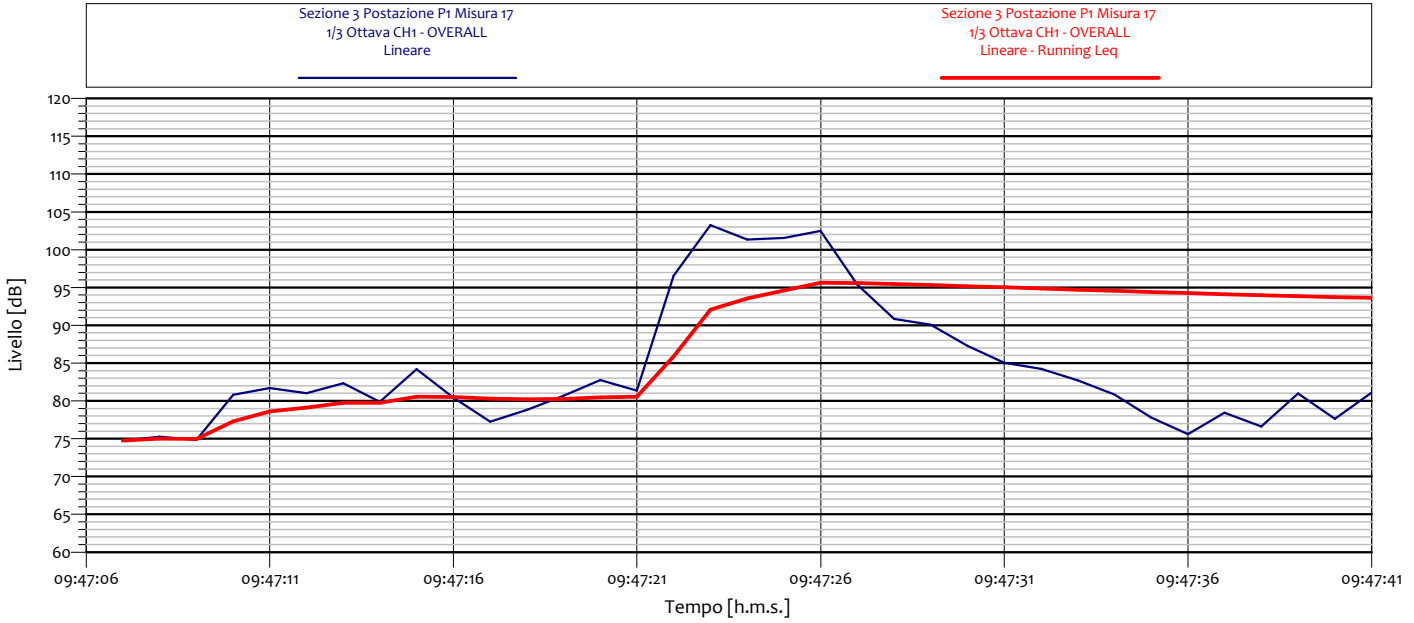
Sezione 3 Postazione P1 Misura 16
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.6 dB | 1 | 71.6 dB | 1.3 | 72.6 dB | 1.6 | 72.5 dB |
| 2 | 68.7 dB | 2.5 | 65.3 dB | 3.2 | 75.9 dB | 4 | 67.4 dB |
| 5 | 65.5 dB | 6.3 | 65.2 dB | 8 | 65.9 dB | 10 | 70.2 dB |
| 12.5 | 73.3 dB | 16 | 72.5 dB | 20 | 79.1 dB | 25 | 81.8 dB |
| 31.5 | 75.4 dB | 40 | 66.3 dB | 50 | 79.7 dB | 63 | 85.3 dB |
| 80 | 89.0 dB | 100 | 78.2 dB | 125 | 74.3 dB | 160 | 65.6 dB |
| 200 | 61.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



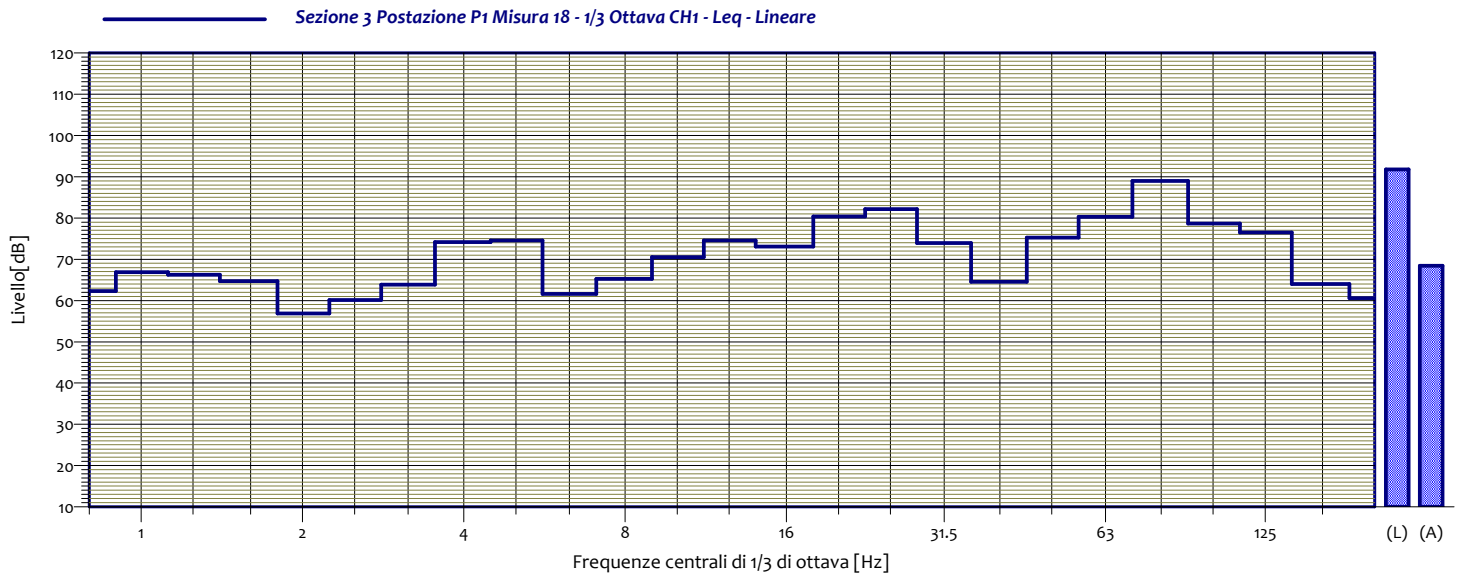
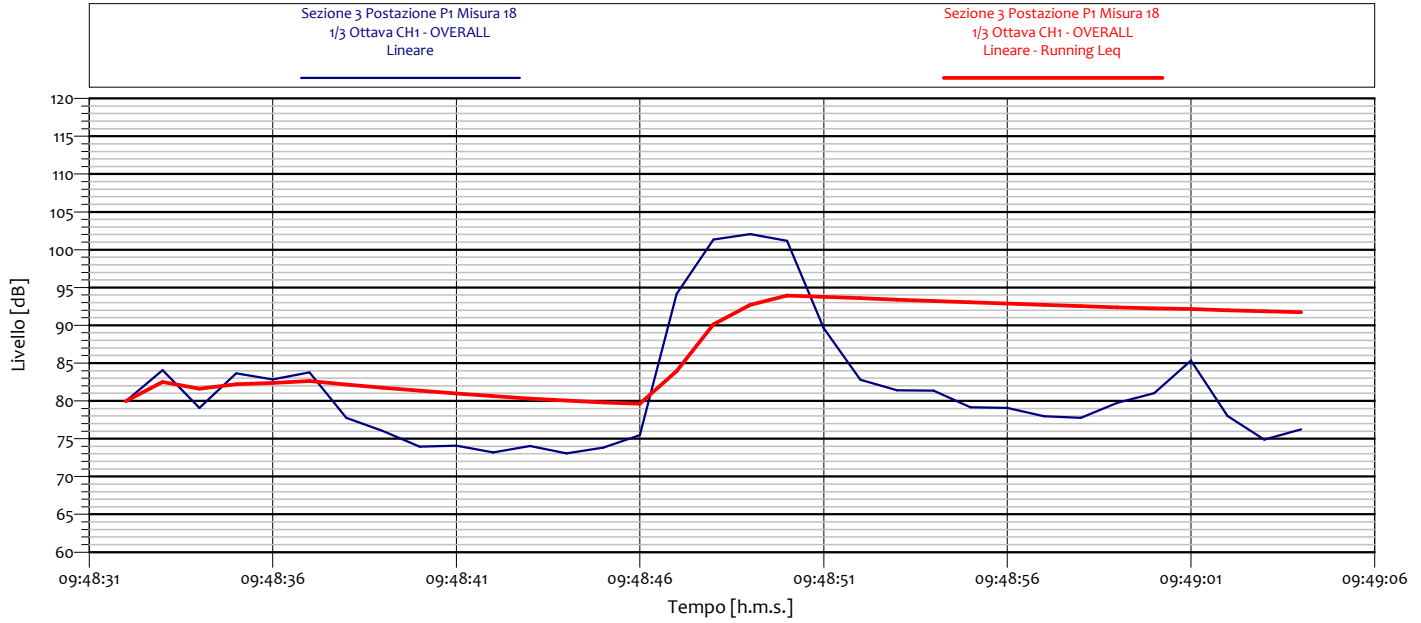
Sezione 3 Postazione P1 Misura 17
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 70.8 dB | 1 | 72.5 dB | 1.3 | 73.8 dB | 1.6 | 72.7 dB |
| 2 | 70.1 dB | 2.5 | 65.7 dB | 3.2 | 78.9 dB | 4 | 69.3 dB |
| 5 | 65.8 dB | 6.3 | 66.6 dB | 8 | 68.1 dB | 10 | 68.2 dB |
| 12.5 | 73.0 dB | 16 | 71.7 dB | 20 | 82.1 dB | 25 | 82.6 dB |
| 31.5 | 78.6 dB | 40 | 69.5 dB | 50 | 79.8 dB | 63 | 84.0 dB |
| 80 | 89.8 dB | 100 | 80.3 dB | 125 | 83.3 dB | 160 | 74.9 dB |
| 200 | 64.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublico Verona Porta Vescovo - Montebello Vicentino



Sezione 3 Postazione P1 Misura 18
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 62.3 dB | 1 | 66.8 dB | 1.3 | 66.3 dB | 1.6 | 64.7 dB |
| 2 | 56.9 dB | 2.5 | 60.2 dB | 3.2 | 63.9 dB | 4 | 74.1 dB |
| 5 | 74.6 dB | 6.3 | 61.6 dB | 8 | 65.2 dB | 10 | 70.5 dB |
| 12.5 | 74.6 dB | 16 | 73.1 dB | 20 | 80.4 dB | 25 | 82.2 dB |
| 31.5 | 73.9 dB | 40 | 64.5 dB | 50 | 75.2 dB | 63 | 80.3 dB |
| 80 | 89.0 dB | 100 | 78.7 dB | 125 | 76.5 dB | 160 | 64.0 dB |
| 200 | 60.6 dB | | | | | | |

POSTAZIONE DI MISURA P1

SEZIONE 03 - GALLERIA

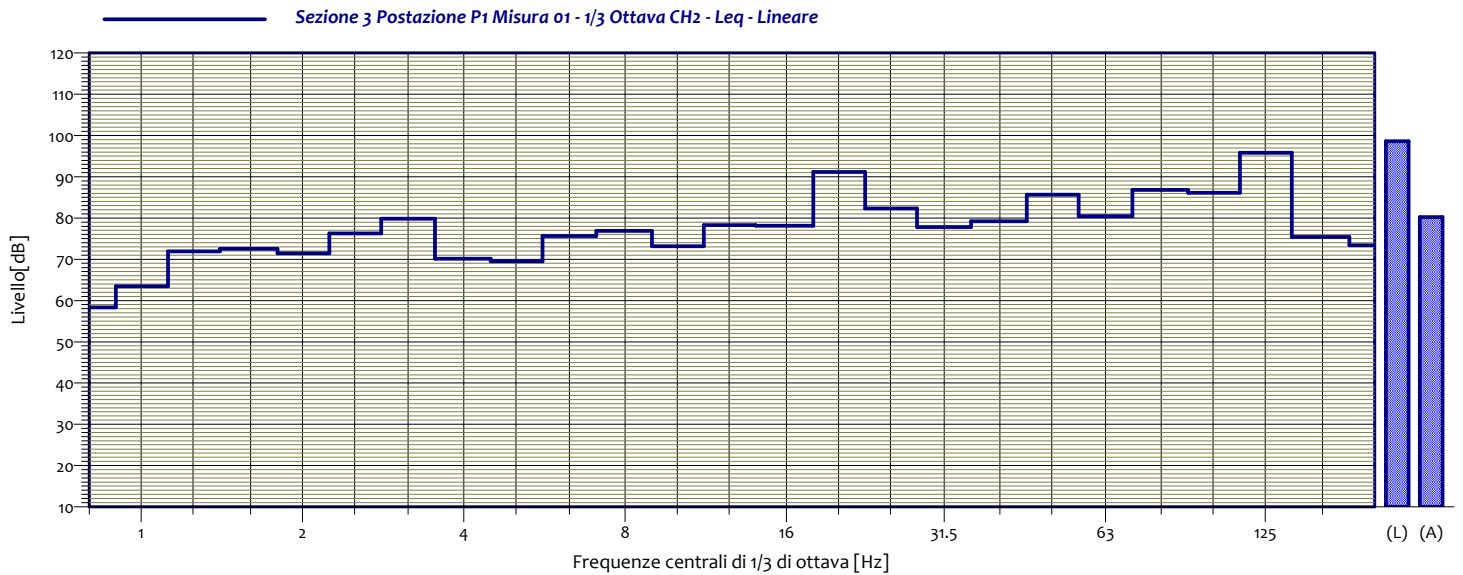
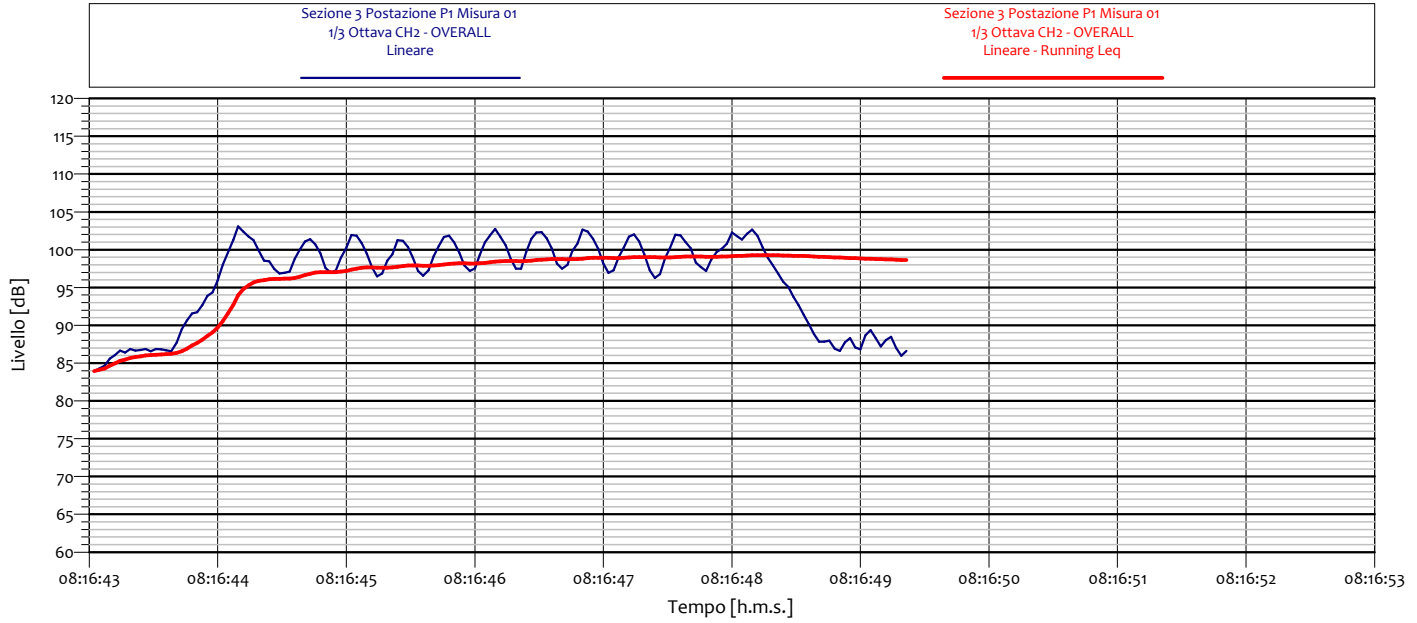
ASSE DI VALUTAZIONE Y (perpendicolare al tracciato)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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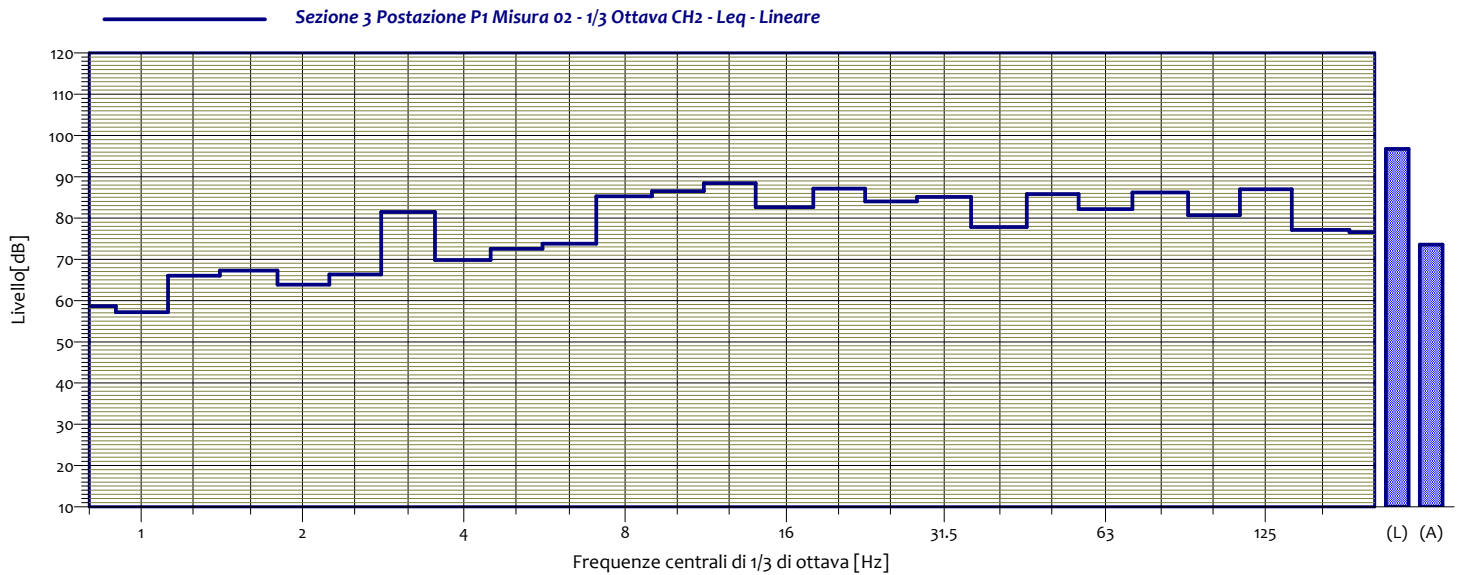
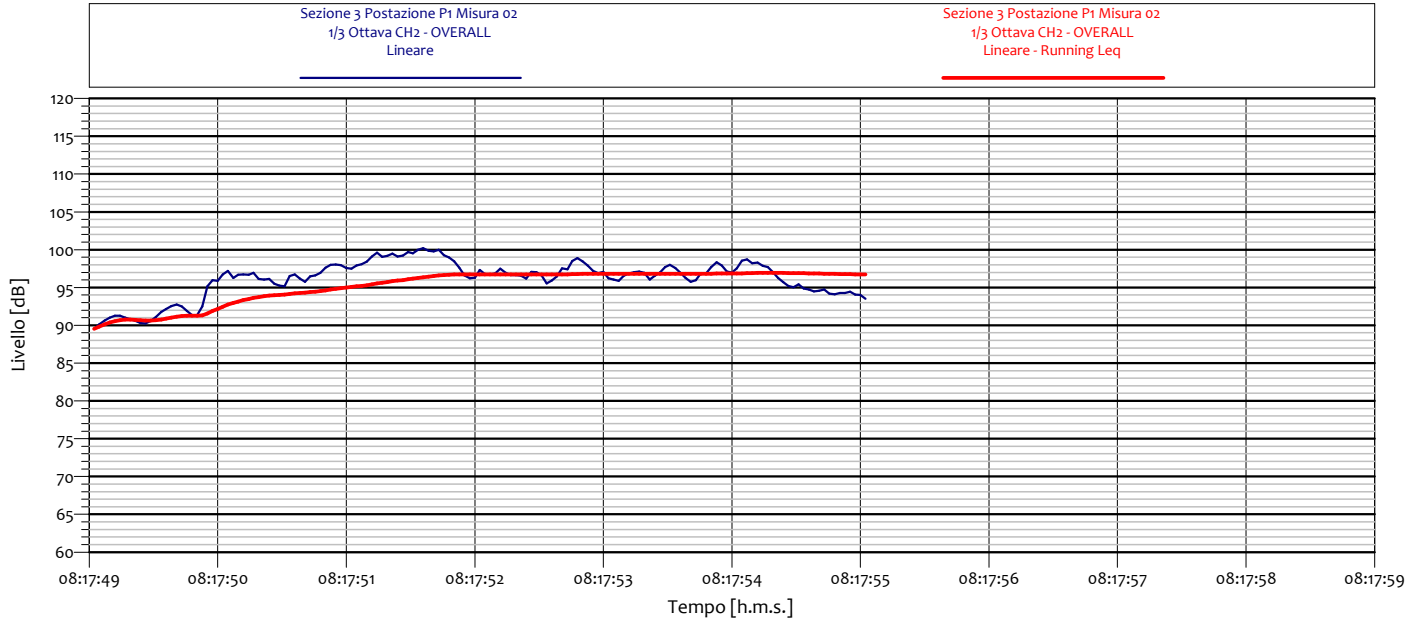
Sezione 3 Postazione P1 Misura 01
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 58.3 dB | 1 | 63.5 dB | 1.3 | 71.9 dB | 1.6 | 72.5 dB |
| 2 | 71.5 dB | 2.5 | 76.3 dB | 3.2 | 79.8 dB | 4 | 70.1 dB |
| 5 | 69.5 dB | 6.3 | 75.6 dB | 8 | 76.8 dB | 10 | 73.2 dB |
| 12.5 | 78.3 dB | 16 | 78.1 dB | 20 | 91.2 dB | 25 | 82.3 dB |
| 31.5 | 77.8 dB | 40 | 79.2 dB | 50 | 85.6 dB | 63 | 80.4 dB |
| 80 | 86.8 dB | 100 | 86.1 dB | 125 | 95.8 dB | 160 | 75.4 dB |
| 200 | 73.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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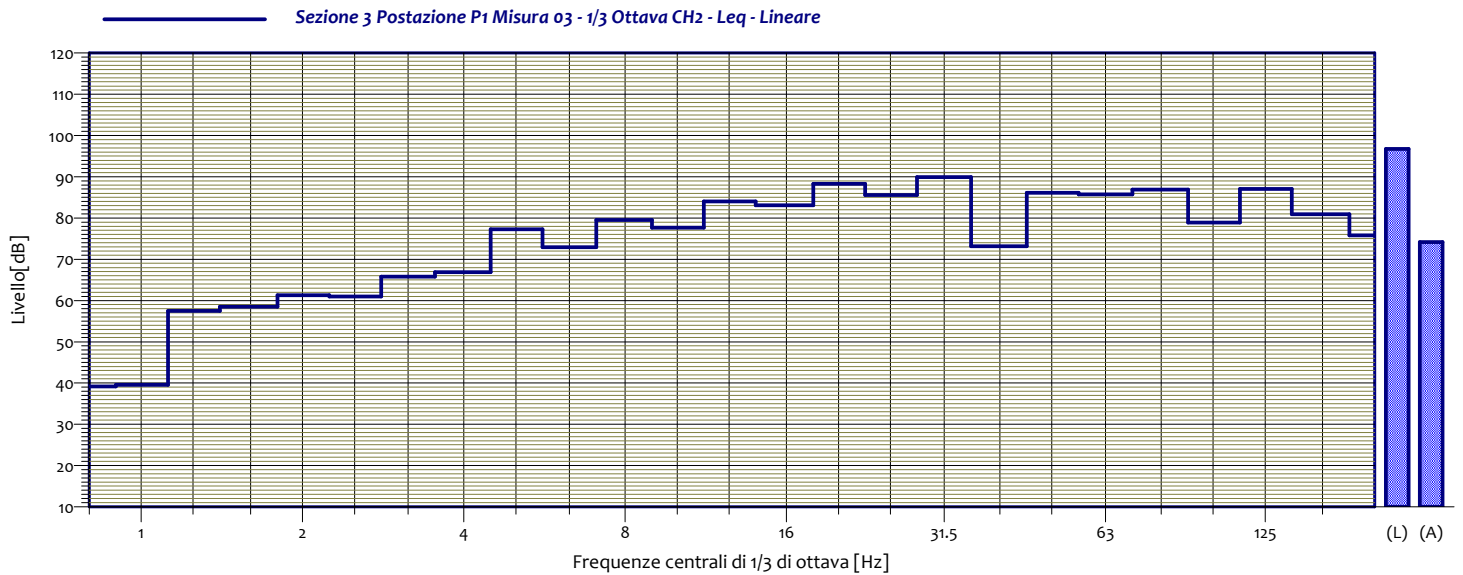
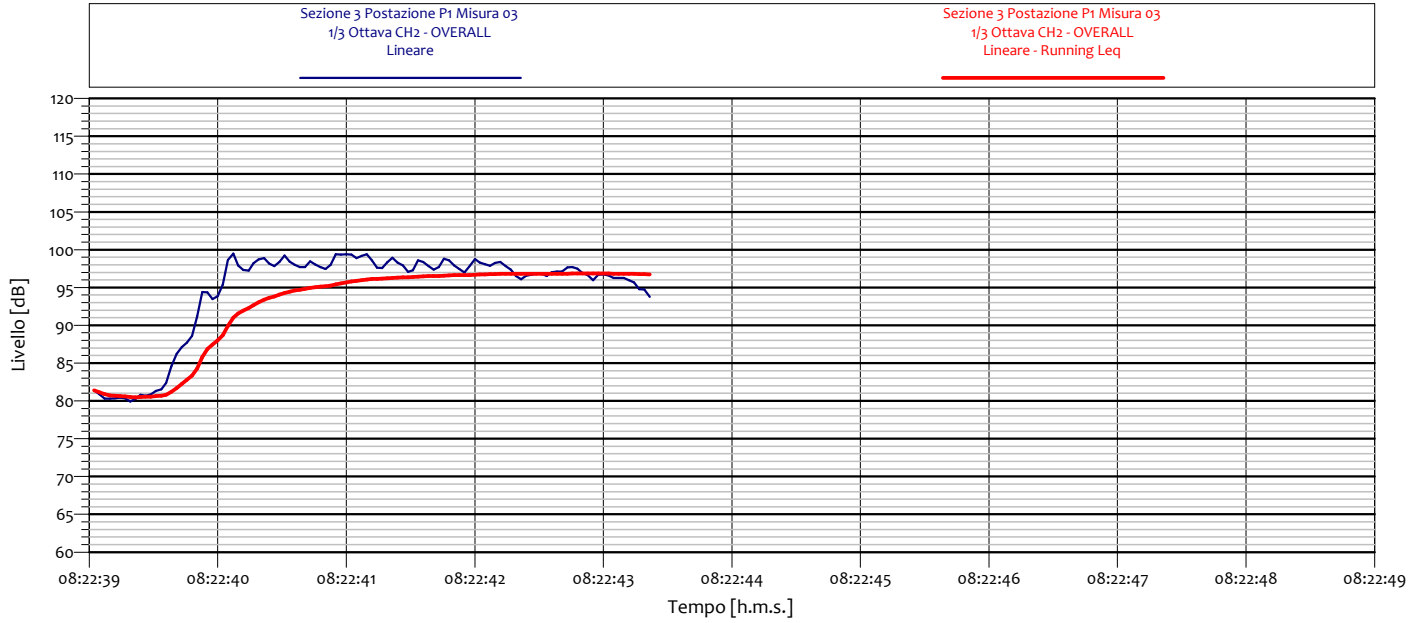


| Sezione 3 Postazione P1 Misura 02 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 58.7 dB | 1 | 57.1 dB | 1.3 | 66.0 dB | 1.6 | 67.3 dB |
| 2 | 63.8 dB | 2.5 | 66.4 dB | 3.2 | 81.5 dB | 4 | 69.9 dB |
| 5 | 72.6 dB | 6.3 | 73.8 dB | 8 | 85.3 dB | 10 | 86.5 dB |
| 12.5 | 88.5 dB | 16 | 82.6 dB | 20 | 87.1 dB | 25 | 84.0 dB |
| 31.5 | 85.1 dB | 40 | 77.8 dB | 50 | 85.8 dB | 63 | 82.1 dB |
| 80 | 86.2 dB | 100 | 80.7 dB | 125 | 86.9 dB | 160 | 77.1 dB |
| 200 | 76.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



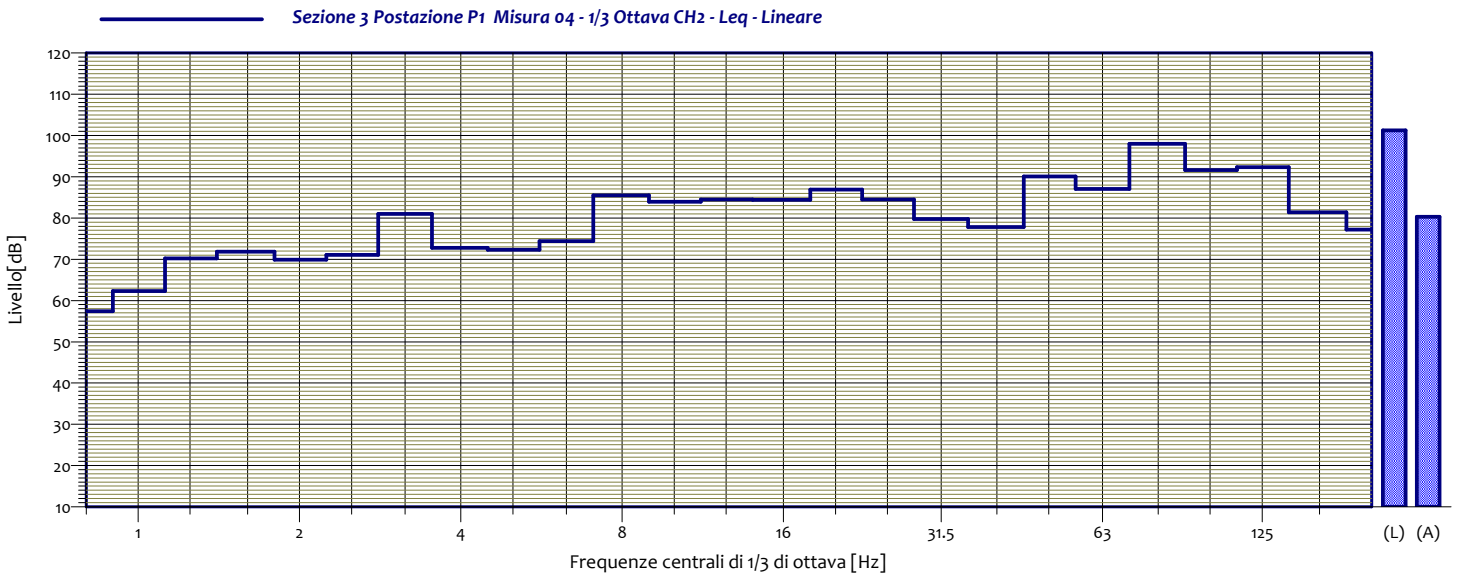
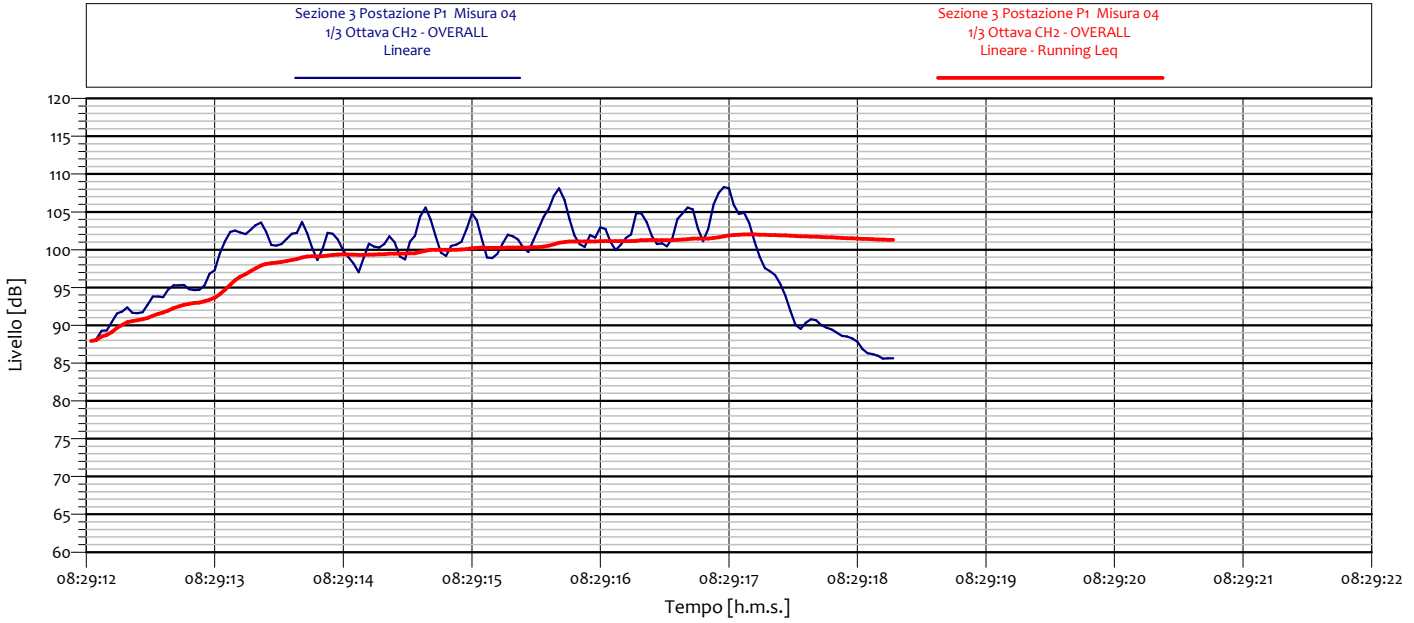
Sezione 3 Postazione P1 Misura 03
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 39.2 dB | 1 | 39.6 dB | 1.3 | 57.5 dB | 1.6 | 58.4 dB |
| 2 | 61.3 dB | 2.5 | 61.0 dB | 3.2 | 65.7 dB | 4 | 66.8 dB |
| 5 | 77.3 dB | 6.3 | 72.9 dB | 8 | 79.5 dB | 10 | 77.6 dB |
| 12.5 | 84.0 dB | 16 | 83.1 dB | 20 | 88.3 dB | 25 | 85.6 dB |
| 31.5 | 89.9 dB | 40 | 73.2 dB | 50 | 86.1 dB | 63 | 85.7 dB |
| 80 | 86.9 dB | 100 | 78.9 dB | 125 | 87.0 dB | 160 | 80.9 dB |
| 200 | 75.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

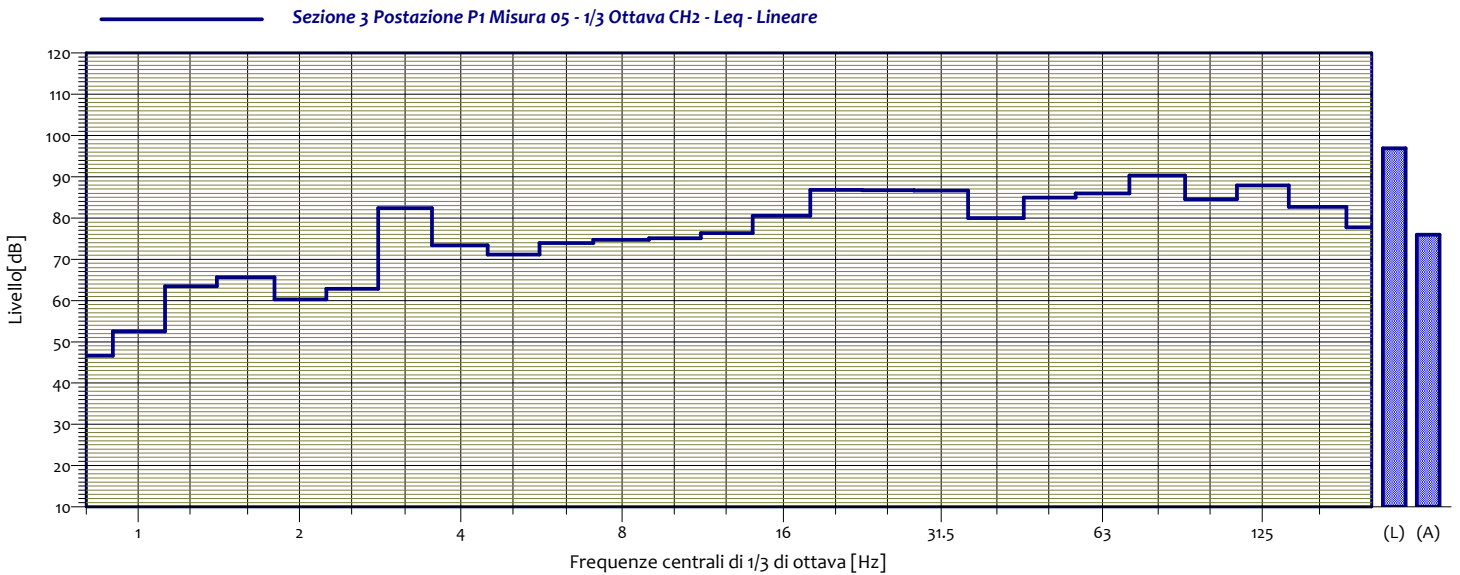
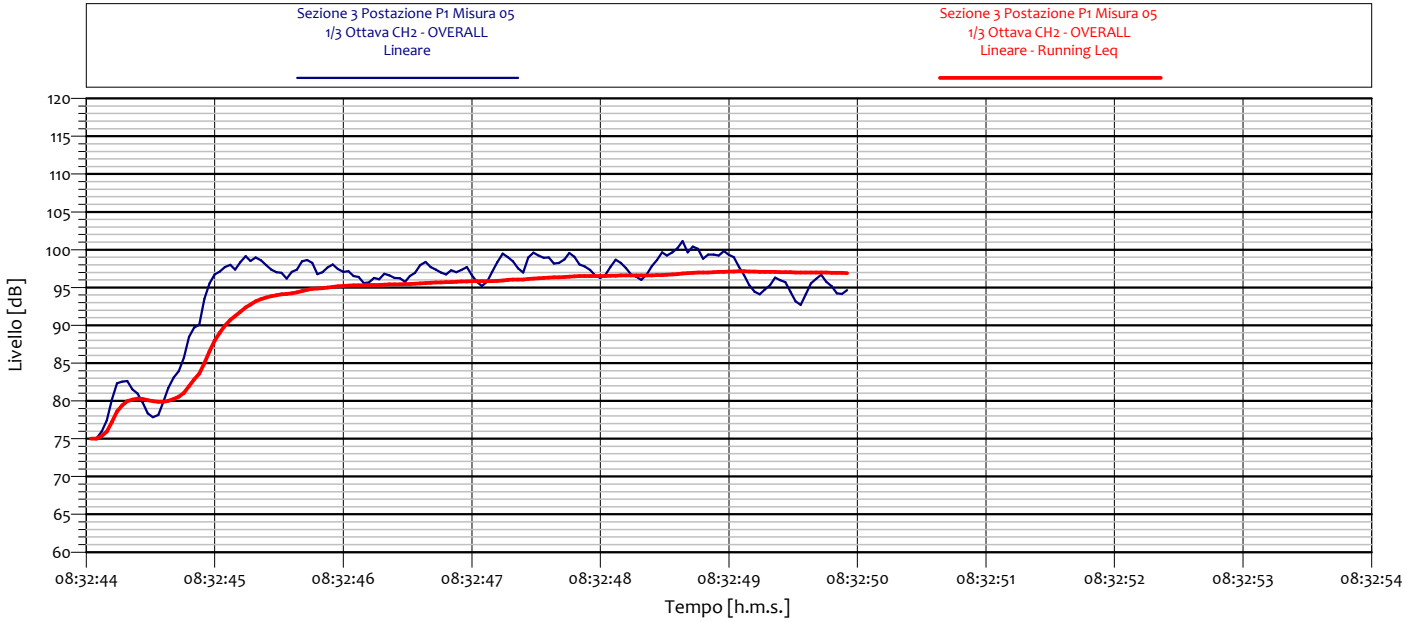


| Sezione 3 Postazione P1 Misura 04 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.4 dB | 1 | 62.3 dB | 1.3 | 70.2 dB | 1.6 | 71.8 dB |
| 2 | 69.9 dB | 2.5 | 71.0 dB | 3.2 | 81.0 dB | 4 | 72.8 dB |
| 5 | 72.3 dB | 6.3 | 74.4 dB | 8 | 85.5 dB | 10 | 84.0 dB |
| 12.5 | 84.5 dB | 16 | 84.4 dB | 20 | 86.9 dB | 25 | 84.5 dB |
| 31.5 | 79.8 dB | 40 | 77.8 dB | 50 | 90.1 dB | 63 | 87.1 dB |
| 80 | 98.0 dB | 100 | 91.6 dB | 125 | 92.3 dB | 160 | 81.4 dB |
| 200 | 77.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

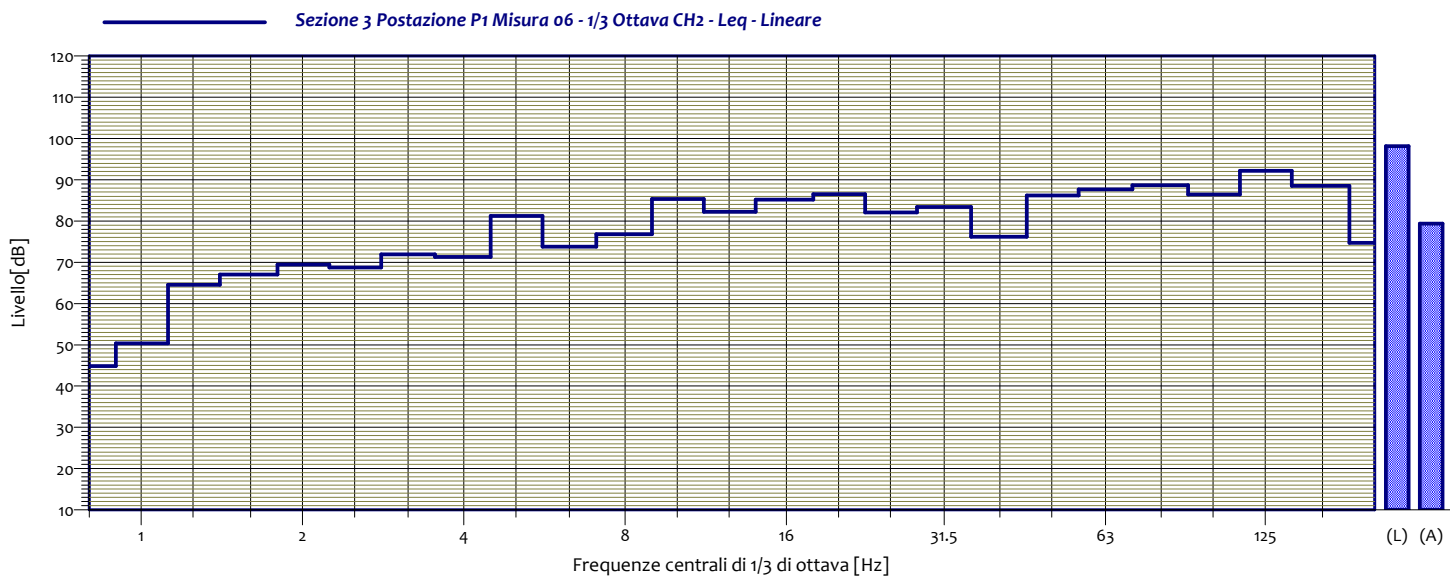
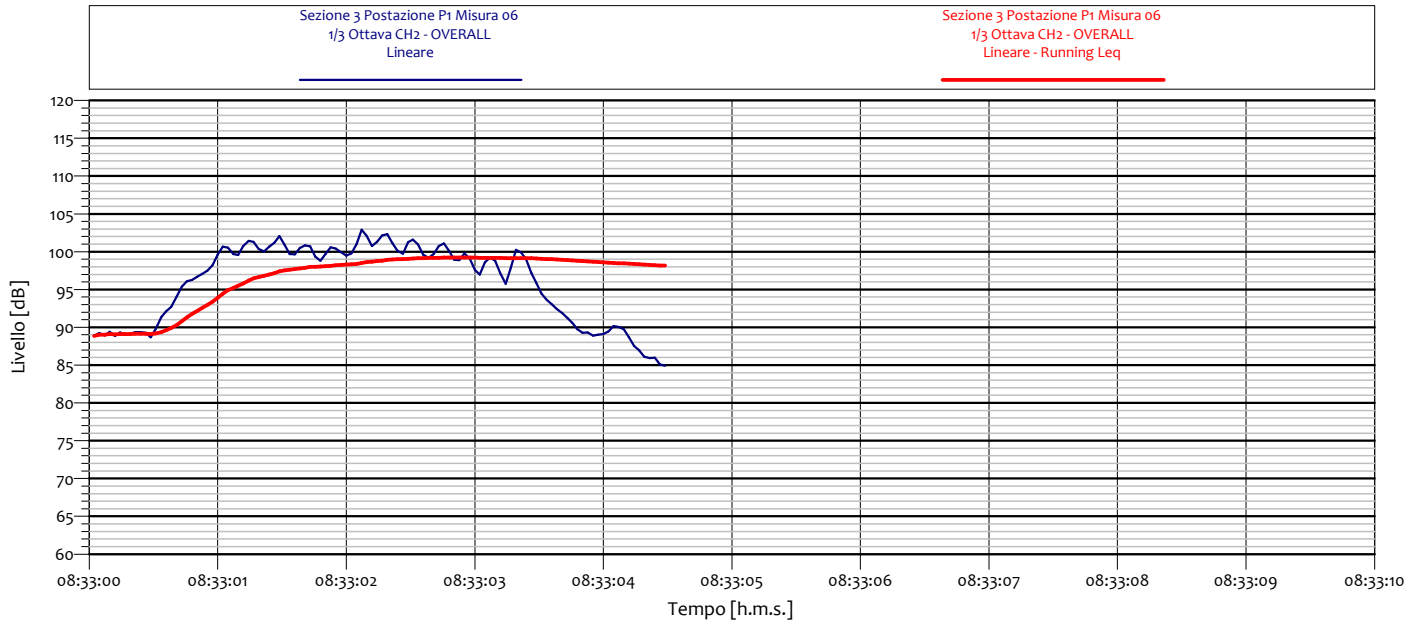


| Sezione 3 Postazione P1 Misura 05 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 46.6 dB | 1 | 52.5 dB | 1.3 | 63.5 dB | 1.6 | 65.6 dB |
| 2 | 60.3 dB | 2.5 | 62.8 dB | 3.2 | 82.4 dB | 4 | 73.4 dB |
| 5 | 71.1 dB | 6.3 | 73.9 dB | 8 | 74.8 dB | 10 | 75.1 dB |
| 12.5 | 76.3 dB | 16 | 80.5 dB | 20 | 86.8 dB | 25 | 86.8 dB |
| 31.5 | 86.7 dB | 40 | 80.0 dB | 50 | 85.0 dB | 63 | 85.9 dB |
| 80 | 90.3 dB | 100 | 84.6 dB | 125 | 87.9 dB | 160 | 82.7 dB |
| 200 | 77.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

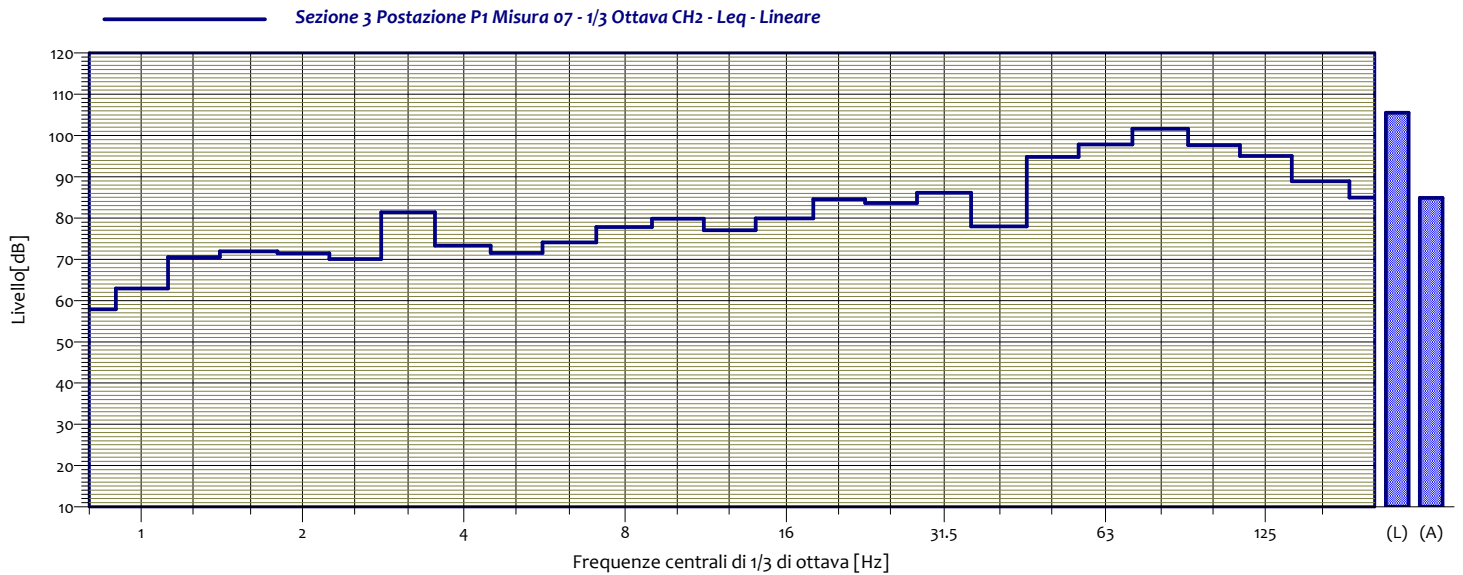
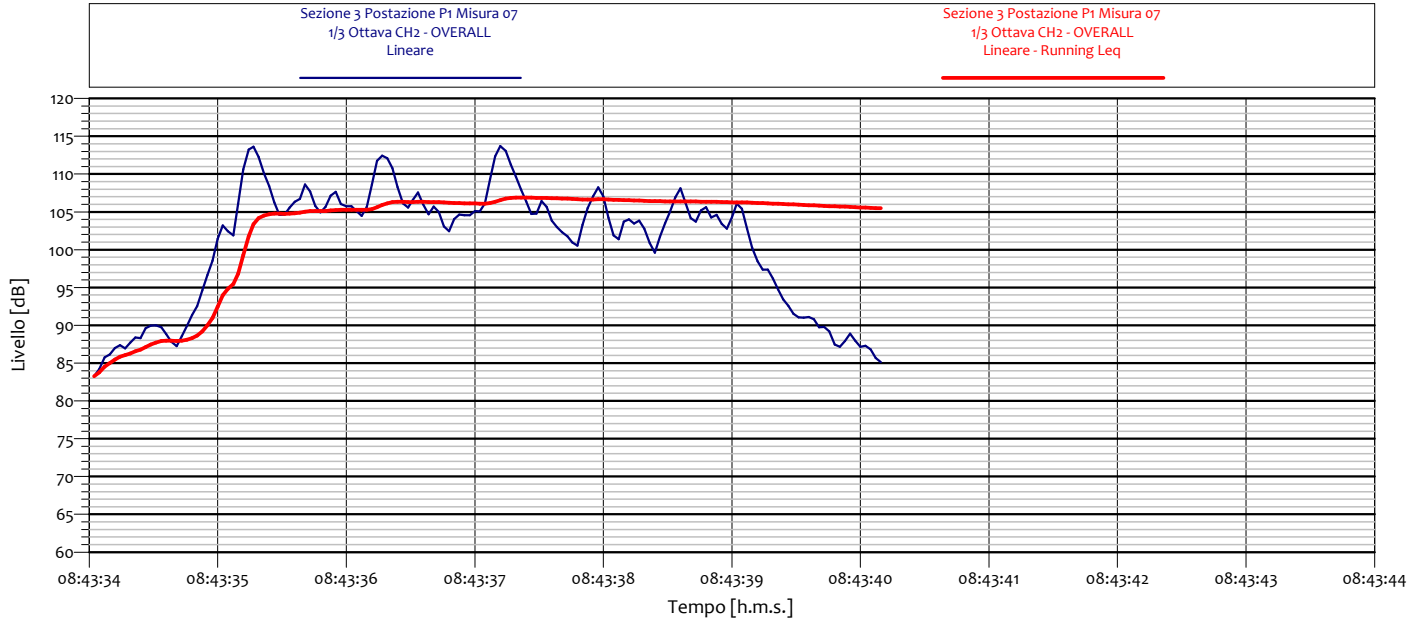


| Sezione 3 Postazione P1 Misura o6 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 44.8 dB | 1 | 50.3 dB | 1.3 | 64.6 dB | 1.6 | 67.0 dB |
| 2 | 69.4 dB | 2.5 | 68.7 dB | 3.2 | 72.0 dB | 4 | 71.3 dB |
| 5 | 81.3 dB | 6.3 | 73.8 dB | 8 | 76.8 dB | 10 | 85.4 dB |
| 12.5 | 82.3 dB | 16 | 85.1 dB | 20 | 86.5 dB | 25 | 82.1 dB |
| 31.5 | 83.4 dB | 40 | 76.2 dB | 50 | 86.2 dB | 63 | 87.6 dB |
| 80 | 88.7 dB | 100 | 86.4 dB | 125 | 92.2 dB | 160 | 88.5 dB |
| 200 | 74.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

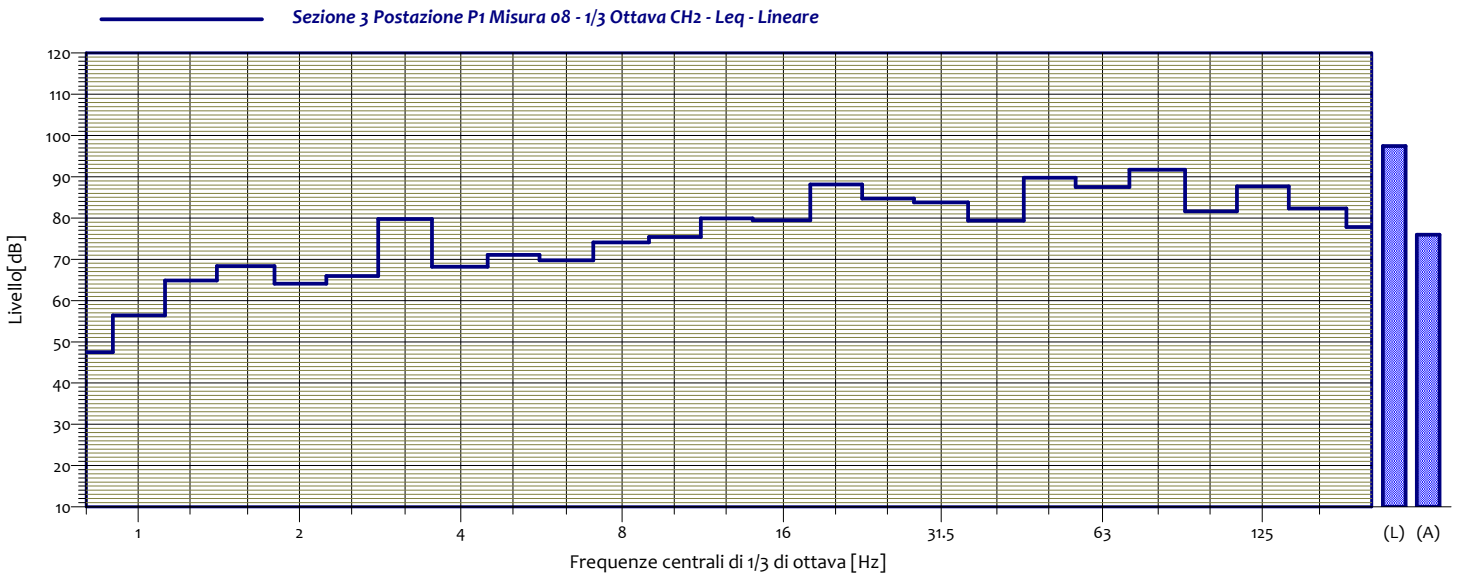
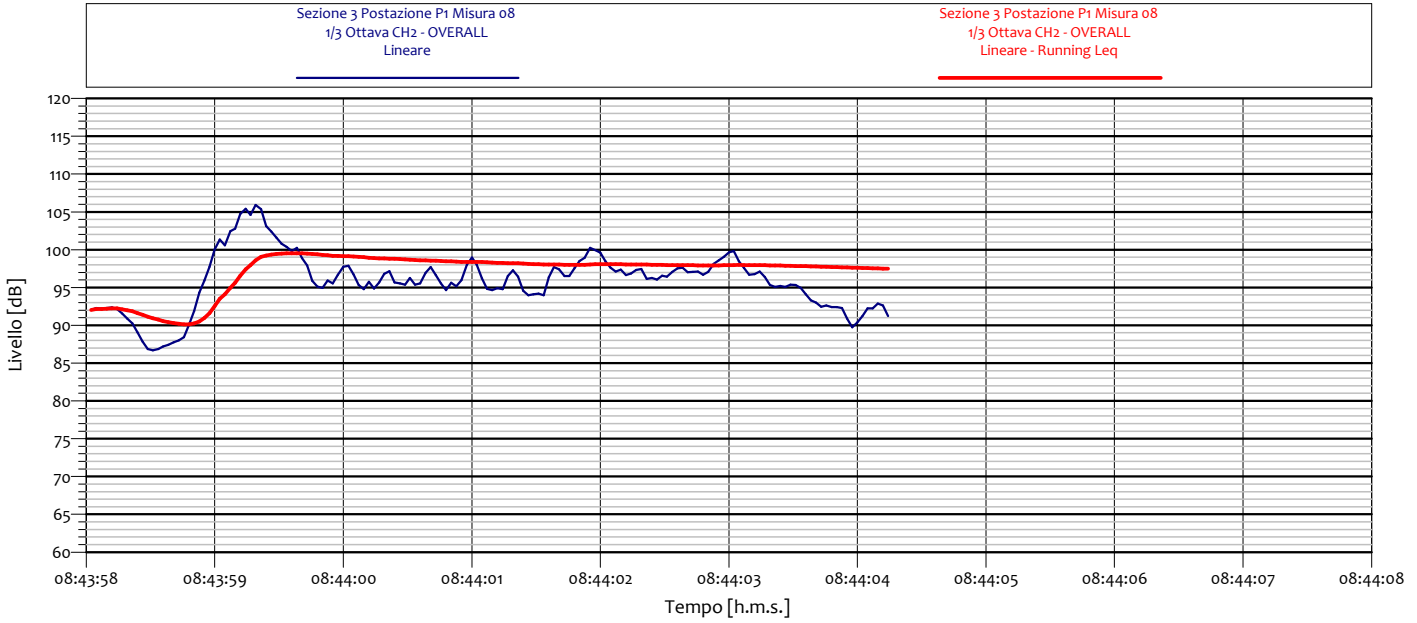


| Sezione 3 Postazione P1 Misura 07 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|----------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.9 dB | 1 | 62.9 dB | 1.3 | 70.5 dB | 1.6 | 71.9 dB |
| | 71.5 dB | 2.5 | 70.1 dB | 3.2 | 81.4 dB | 4 | 73.3 dB |
| 5 | 71.5 dB | 6.3 | 74.1 dB | 8 | 77.8 dB | 10 | 79.8 dB |
| 12.5 | 77.0 dB | 16 | 79.9 dB | 20 | 84.6 dB | 25 | 83.6 dB |
| 31.5 | 86.1 dB | 40 | 78.0 dB | 50 | 94.8 dB | 63 | 97.9 dB |
| 80 | 101.6 dB | 100 | 97.7 dB | 125 | 95.0 dB | 160 | 88.9 dB |
| 200 | 84.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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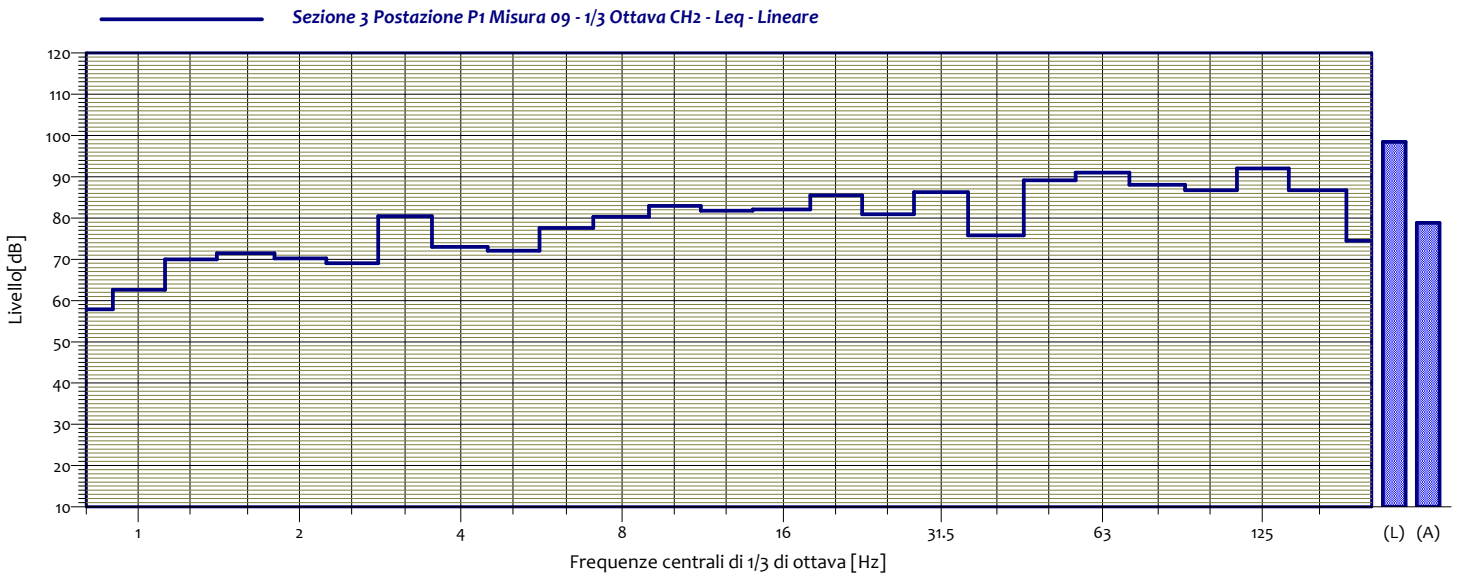
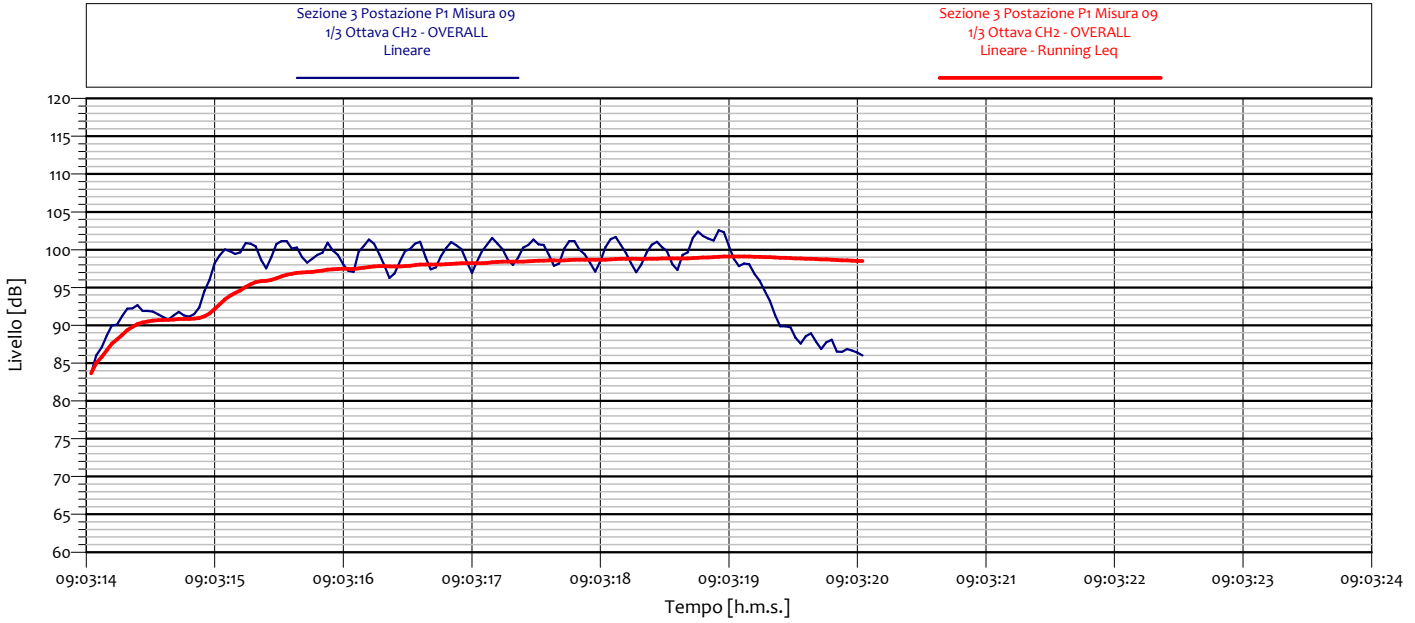
Sezione 3 Postazione P1 Misura o8
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 47.5 dB | 1 | 56.4 dB | 1.3 | 64.9 dB | 1.6 | 68.3 dB |
| 2 | 64.1 dB | 2.5 | 66.0 dB | 3.2 | 79.7 dB | 4 | 68.2 dB |
| 5 | 71.0 dB | 6.3 | 69.7 dB | 8 | 74.1 dB | 10 | 75.4 dB |
| 12.5 | 79.9 dB | 16 | 79.4 dB | 20 | 88.2 dB | 25 | 84.7 dB |
| 31.5 | 83.8 dB | 40 | 79.4 dB | 50 | 89.7 dB | 63 | 87.5 dB |
| 80 | 91.7 dB | 100 | 81.6 dB | 125 | 87.6 dB | 160 | 82.3 dB |
| 200 | 77.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

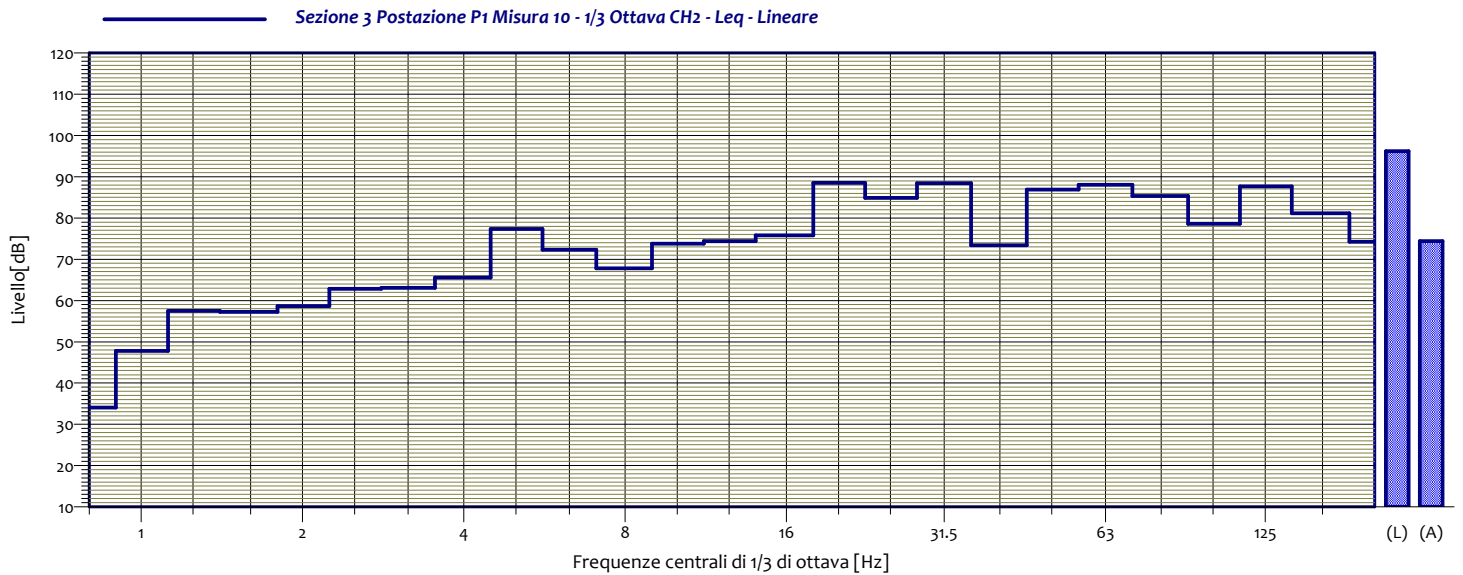
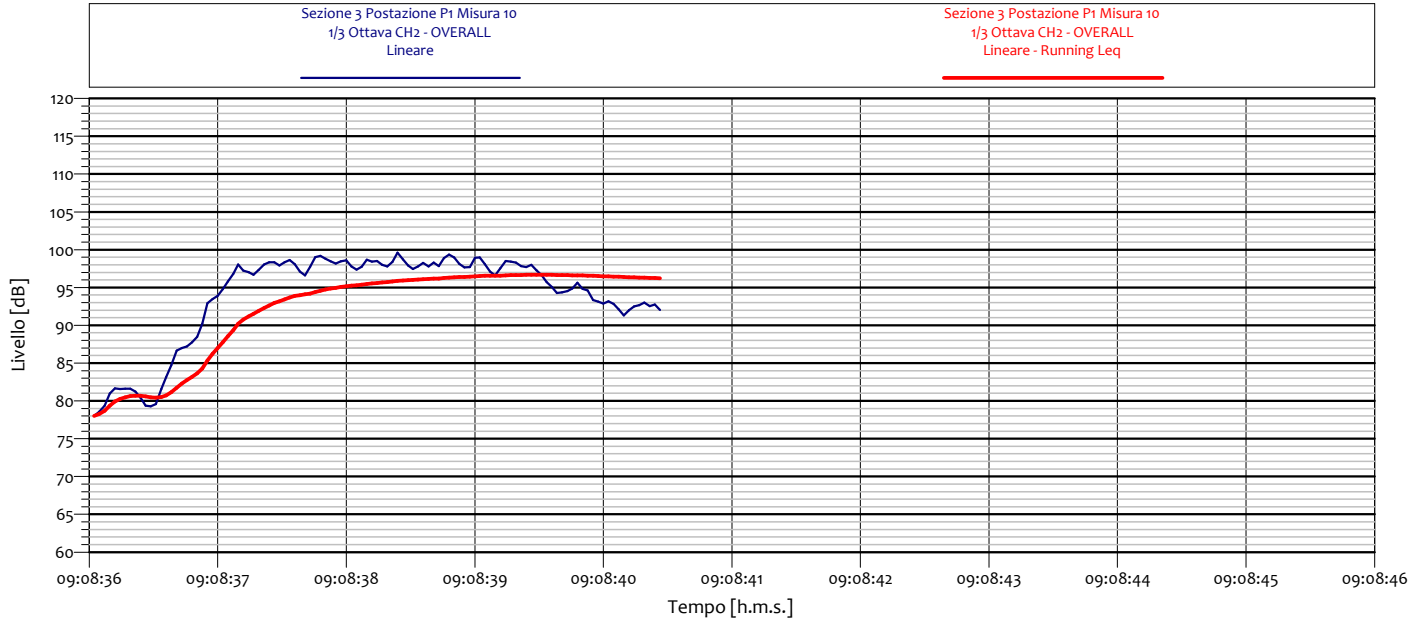


| Sezione 3 Postazione P1 Misura 09 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.9 dB | 1 | 62.6 dB | 1.3 | 70.0 dB | 1.6 | 71.5 dB |
| 2 | 70.2 dB | 2.5 | 69.0 dB | 3.2 | 80.4 dB | 4 | 73.0 dB |
| 5 | 72.1 dB | 6.3 | 77.6 dB | 8 | 80.3 dB | 10 | 82.9 dB |
| 12.5 | 81.7 dB | 16 | 82.1 dB | 20 | 85.5 dB | 25 | 80.9 dB |
| 31.5 | 86.3 dB | 40 | 75.8 dB | 50 | 89.2 dB | 63 | 91.0 dB |
| 80 | 88.0 dB | 100 | 86.8 dB | 125 | 92.0 dB | 160 | 86.8 dB |
| 200 | 74.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

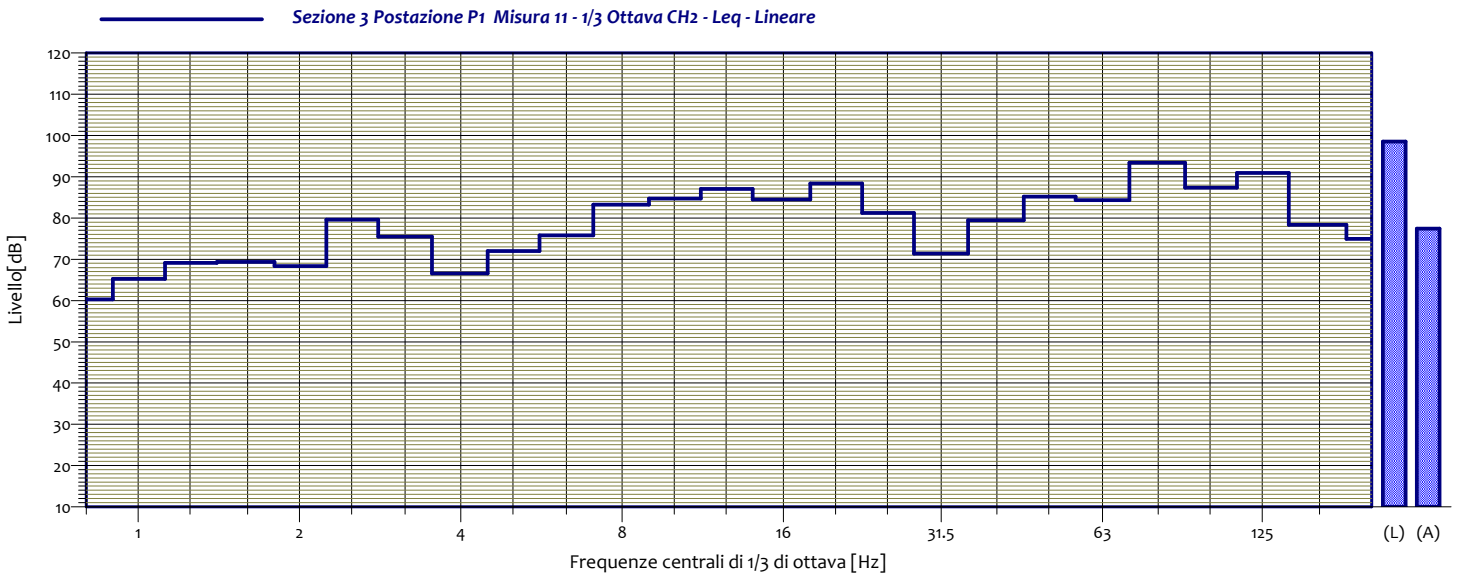
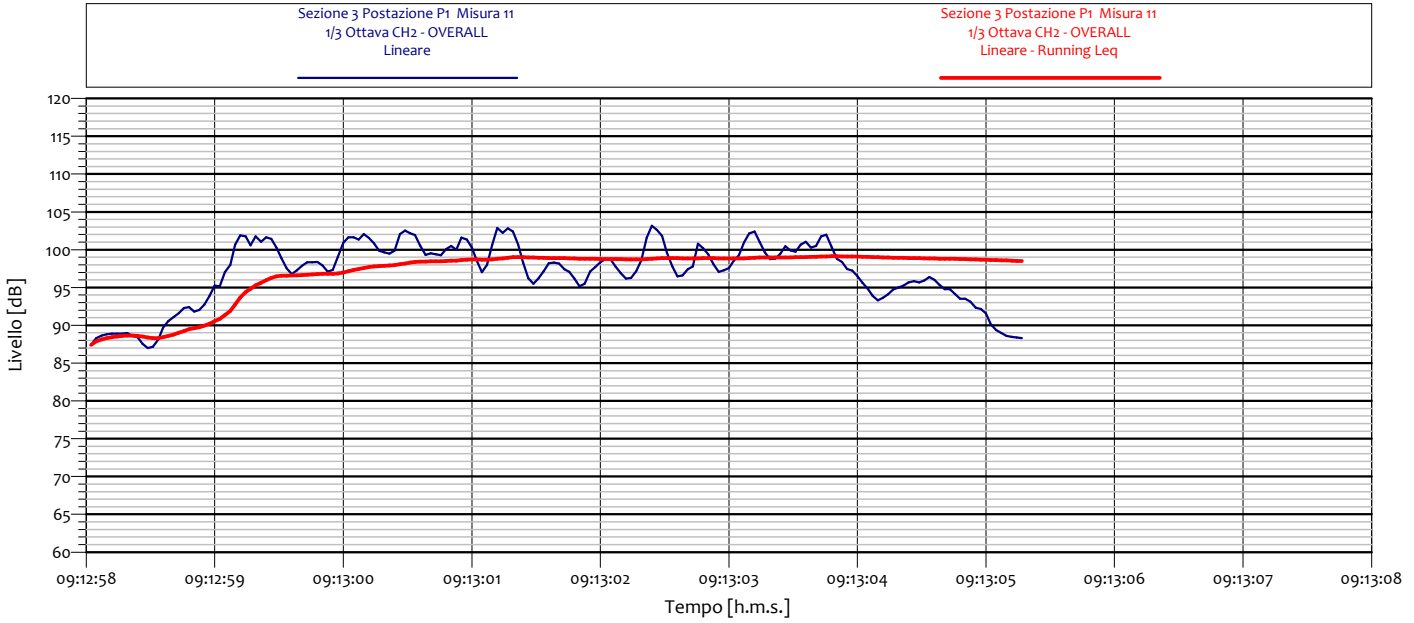


| Sezione 3 Postazione P1 Misura 10 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.0 dB | 1 | 47.7 dB | 1.3 | 57.4 dB | 1.6 | 57.2 dB |
| 2 | 58.6 dB | 2.5 | 62.8 dB | 3.2 | 63.0 dB | 4 | 65.6 dB |
| 5 | 77.3 dB | 6.3 | 72.3 dB | 8 | 67.8 dB | 10 | 73.8 dB |
| 12.5 | 74.4 dB | 16 | 75.8 dB | 20 | 88.6 dB | 25 | 84.9 dB |
| 31.5 | 88.5 dB | 40 | 73.4 dB | 50 | 86.9 dB | 63 | 88.0 dB |
| 80 | 85.3 dB | 100 | 78.6 dB | 125 | 87.7 dB | 160 | 81.2 dB |
| 200 | 74.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



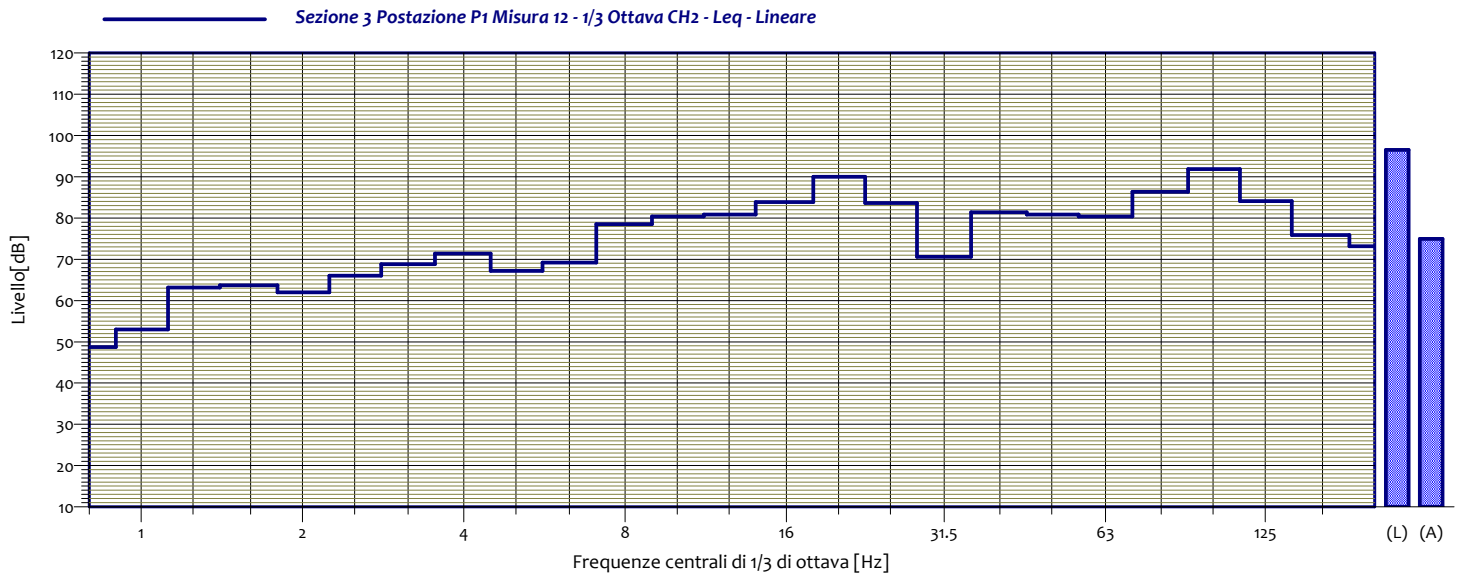
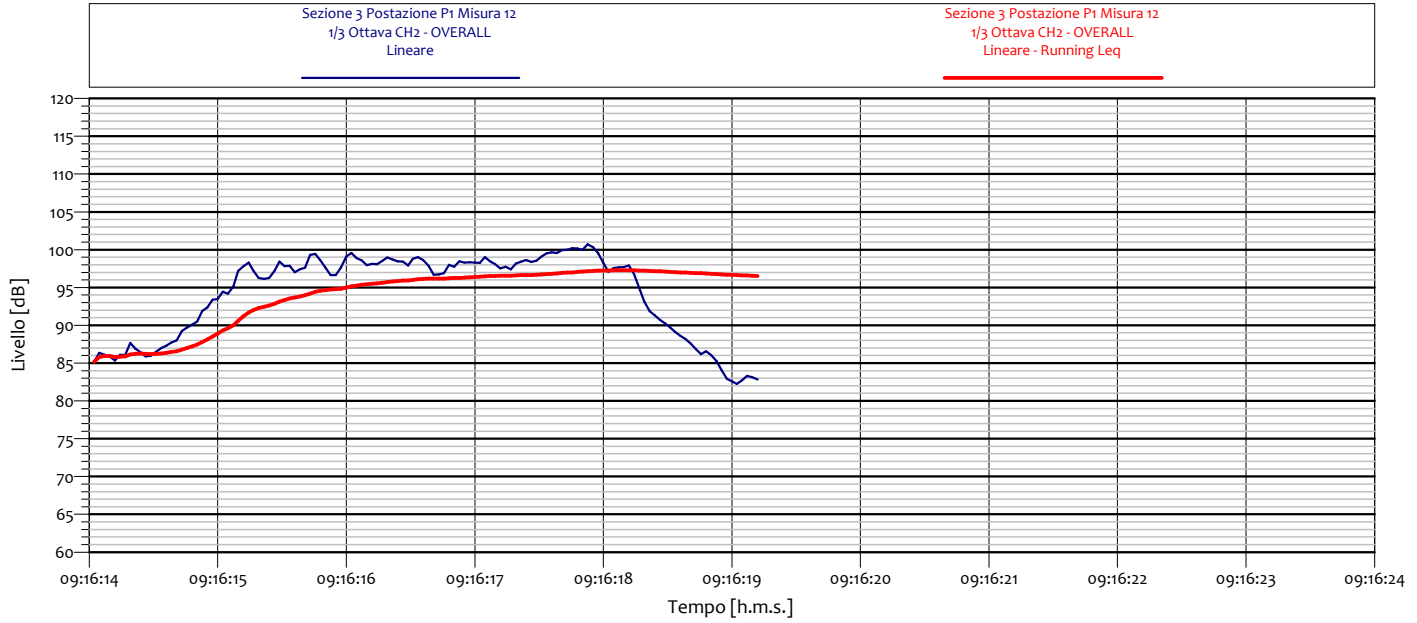
Sezione 3 Postazione P1 Misura 11
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 60.3 dB | 1 | 65.3 dB | 1.3 | 69.1 dB | 1.6 | 69.3 dB |
| 2 | 68.4 dB | 2.5 | 79.6 dB | 3.2 | 75.5 dB | 4 | 66.6 dB |
| 5 | 72.0 dB | 6.3 | 75.8 dB | 8 | 83.3 dB | 10 | 84.7 dB |
| 12.5 | 87.1 dB | 16 | 84.5 dB | 20 | 88.4 dB | 25 | 81.3 dB |
| 31.5 | 71.4 dB | 40 | 79.5 dB | 50 | 85.2 dB | 63 | 84.4 dB |
| 80 | 93.4 dB | 100 | 87.4 dB | 125 | 90.9 dB | 160 | 78.4 dB |
| 200 | 74.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

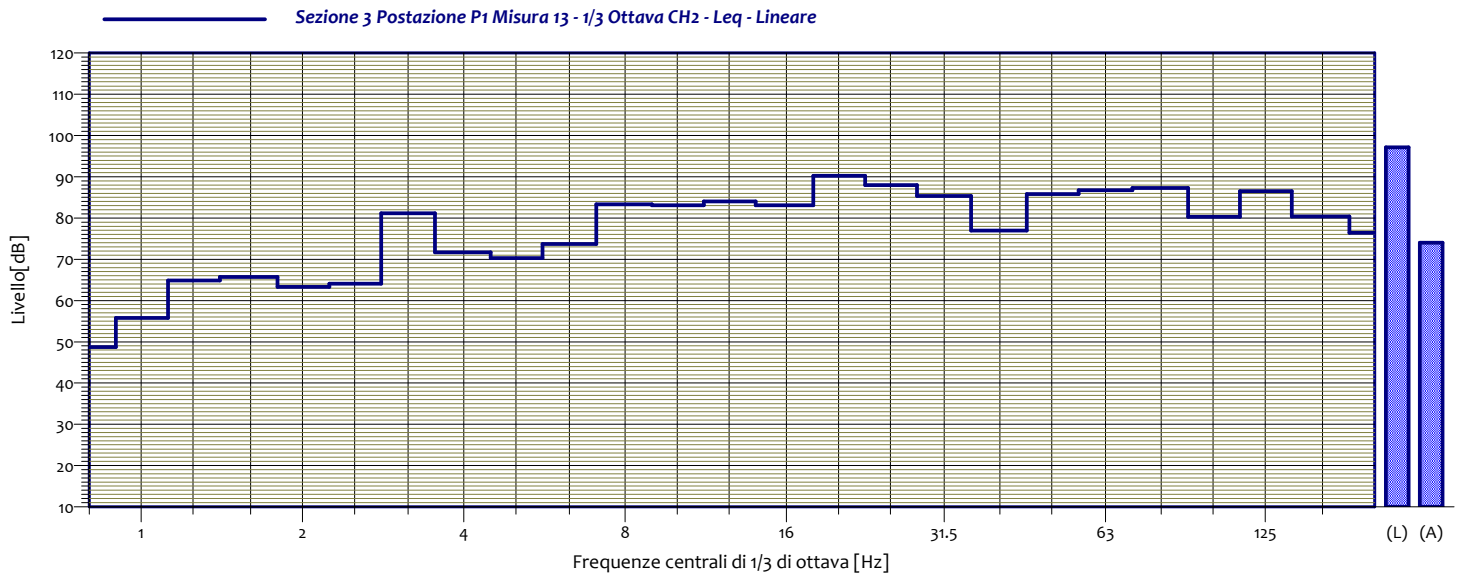
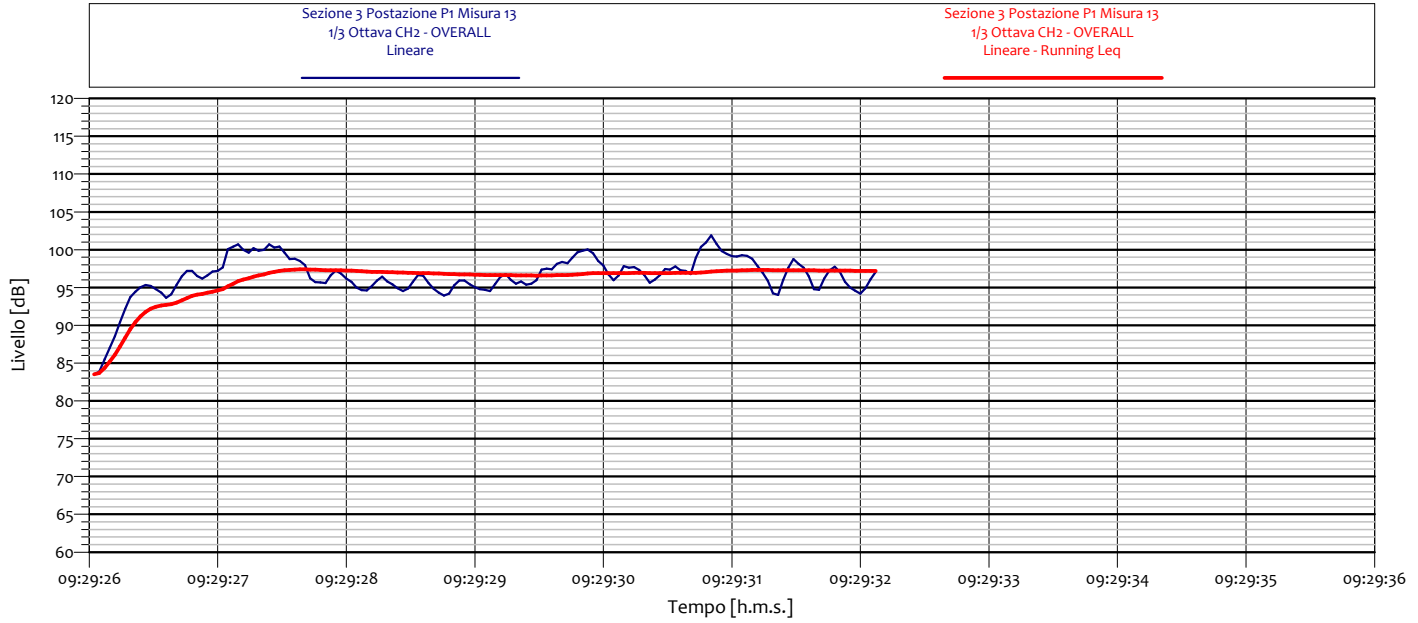


| Sezione 3 Postazione P1 Misura 12 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 48.7 dB | 1 | 53.0 dB | 1.3 | 63.2 dB | 1.6 | 63.7 dB |
| 2 | 62.0 dB | 2.5 | 66.1 dB | 3.2 | 68.8 dB | 4 | 71.4 dB |
| 5 | 67.1 dB | 6.3 | 69.2 dB | 8 | 78.5 dB | 10 | 80.4 dB |
| 12.5 | 80.9 dB | 16 | 83.9 dB | 20 | 90.0 dB | 25 | 83.6 dB |
| 31.5 | 70.6 dB | 40 | 81.4 dB | 50 | 80.8 dB | 63 | 80.3 dB |
| 80 | 86.3 dB | 100 | 91.9 dB | 125 | 84.1 dB | 160 | 75.8 dB |
| 200 | 73.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



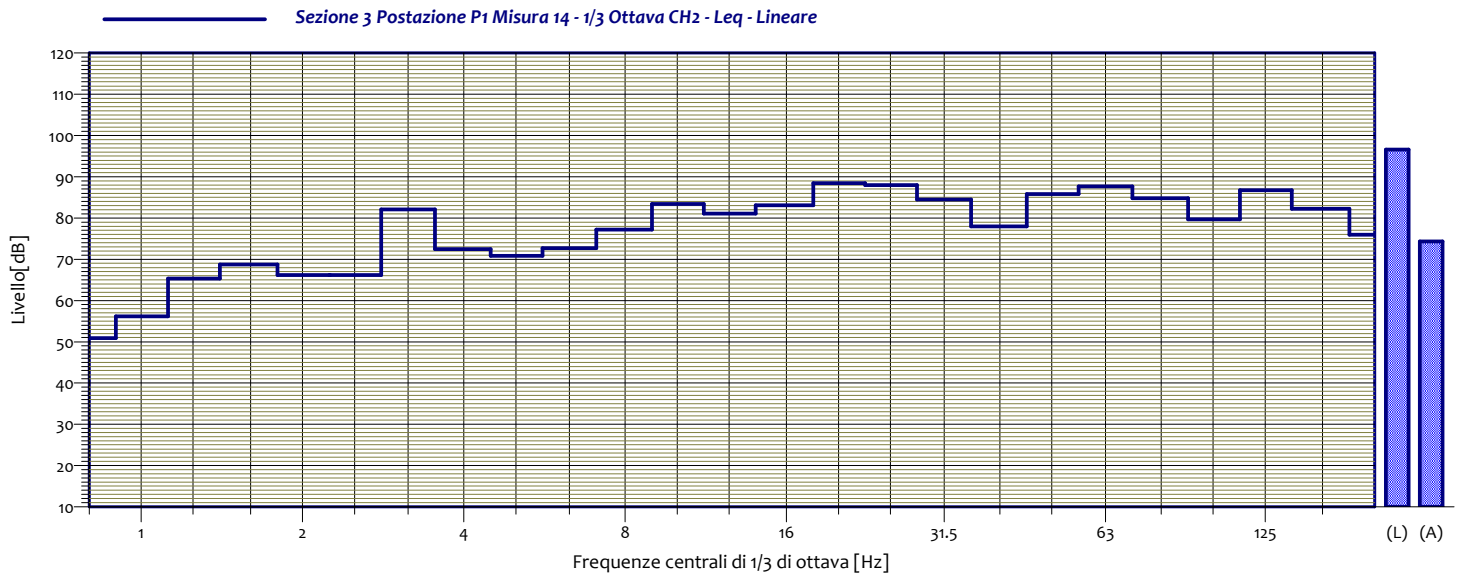
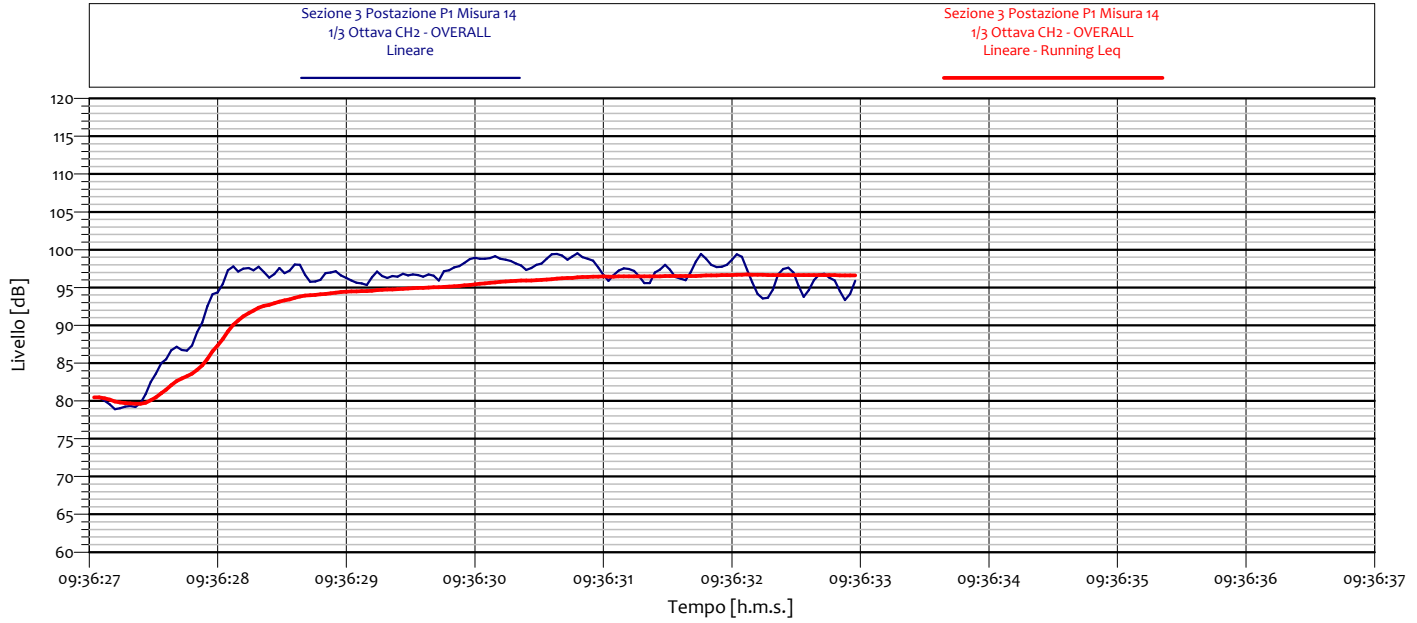
Sezione 3 Postazione P1 Misura 13
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 48.7 dB | 1 | 55.7 dB | 1.3 | 64.8 dB | 1.6 | 65.7 dB |
| 2 | 63.3 dB | 2.5 | 64.1 dB | 3.2 | 81.2 dB | 4 | 71.7 dB |
| 5 | 70.3 dB | 6.3 | 73.7 dB | 8 | 83.3 dB | 10 | 83.1 dB |
| 12.5 | 84.0 dB | 16 | 83.1 dB | 20 | 90.2 dB | 25 | 88.0 dB |
| 31.5 | 85.3 dB | 40 | 77.0 dB | 50 | 85.8 dB | 63 | 86.7 dB |
| 80 | 87.3 dB | 100 | 80.3 dB | 125 | 86.5 dB | 160 | 80.4 dB |
| 200 | 76.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



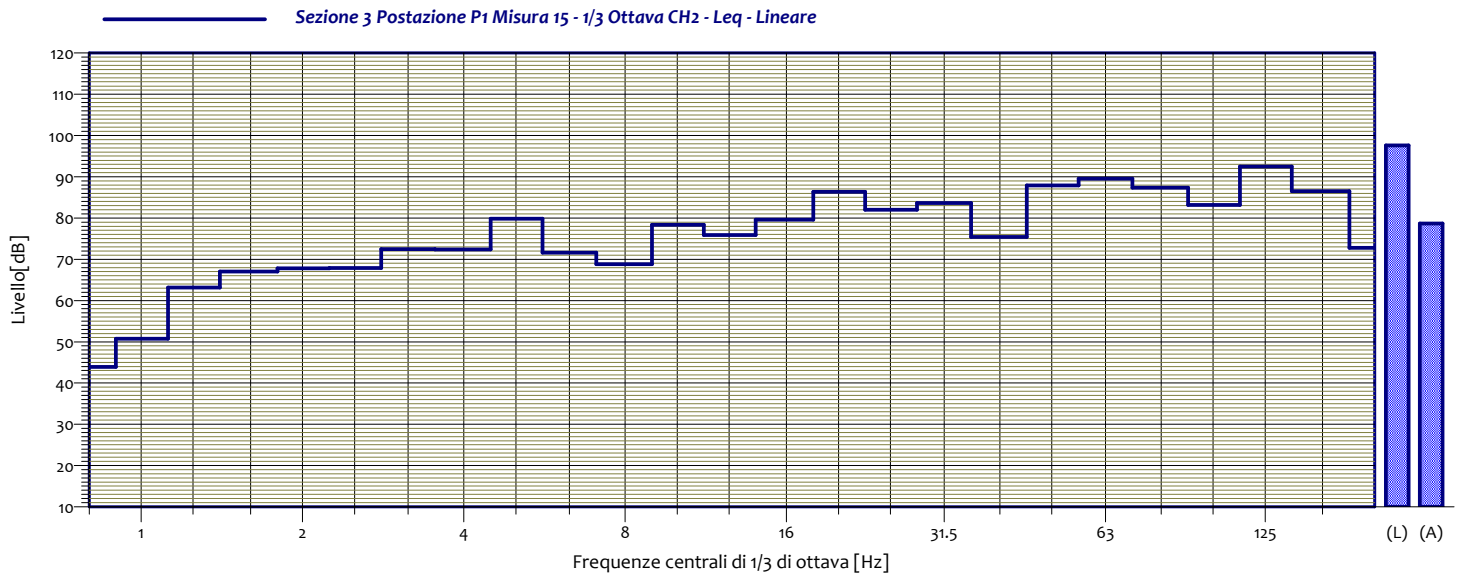
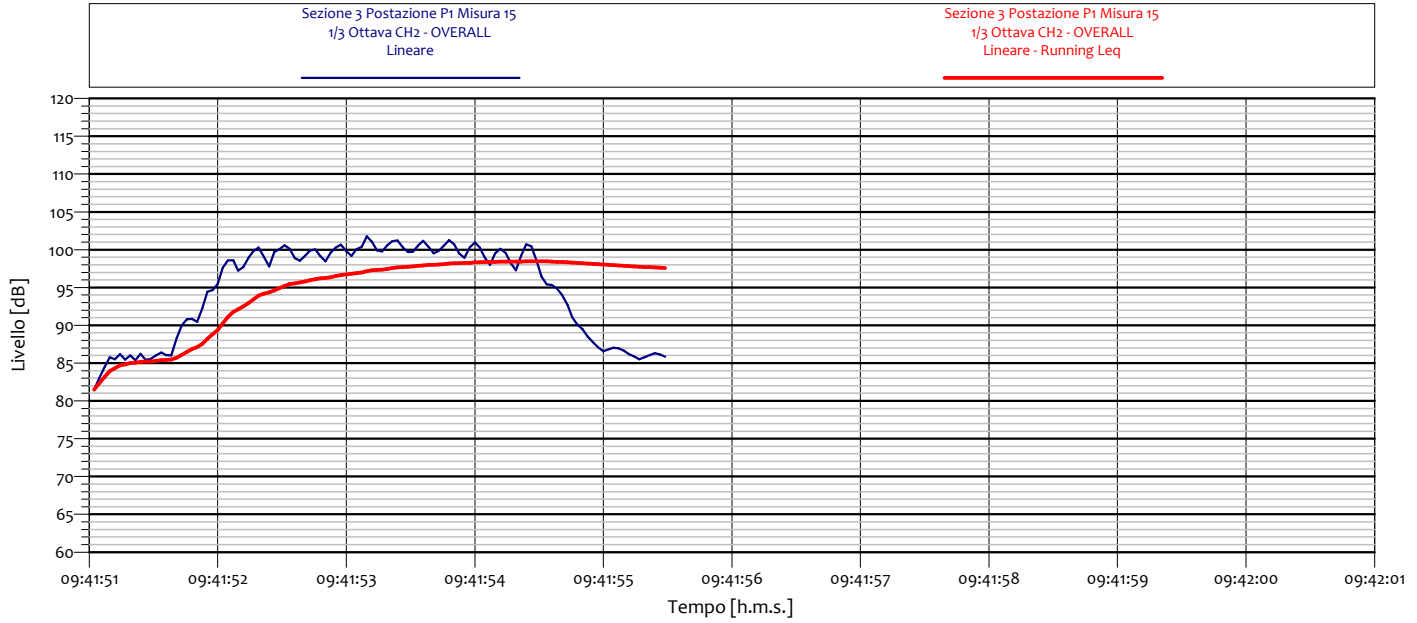
Sezione 3 Postazione P1 Misura 14
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 50.9 dB | 1 | 56.2 dB | 1.3 | 65.3 dB | 1.6 | 68.8 dB |
| 2 | 66.1 dB | 2.5 | 66.2 dB | 3.2 | 82.1 dB | 4 | 72.4 dB |
| 5 | 70.8 dB | 6.3 | 72.7 dB | 8 | 77.2 dB | 10 | 83.4 dB |
| 12.5 | 81.1 dB | 16 | 83.1 dB | 20 | 88.5 dB | 25 | 88.0 dB |
| 31.5 | 84.5 dB | 40 | 78.0 dB | 50 | 85.8 dB | 63 | 87.7 dB |
| 80 | 84.8 dB | 100 | 79.7 dB | 125 | 86.8 dB | 160 | 82.2 dB |
| 200 | 75.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



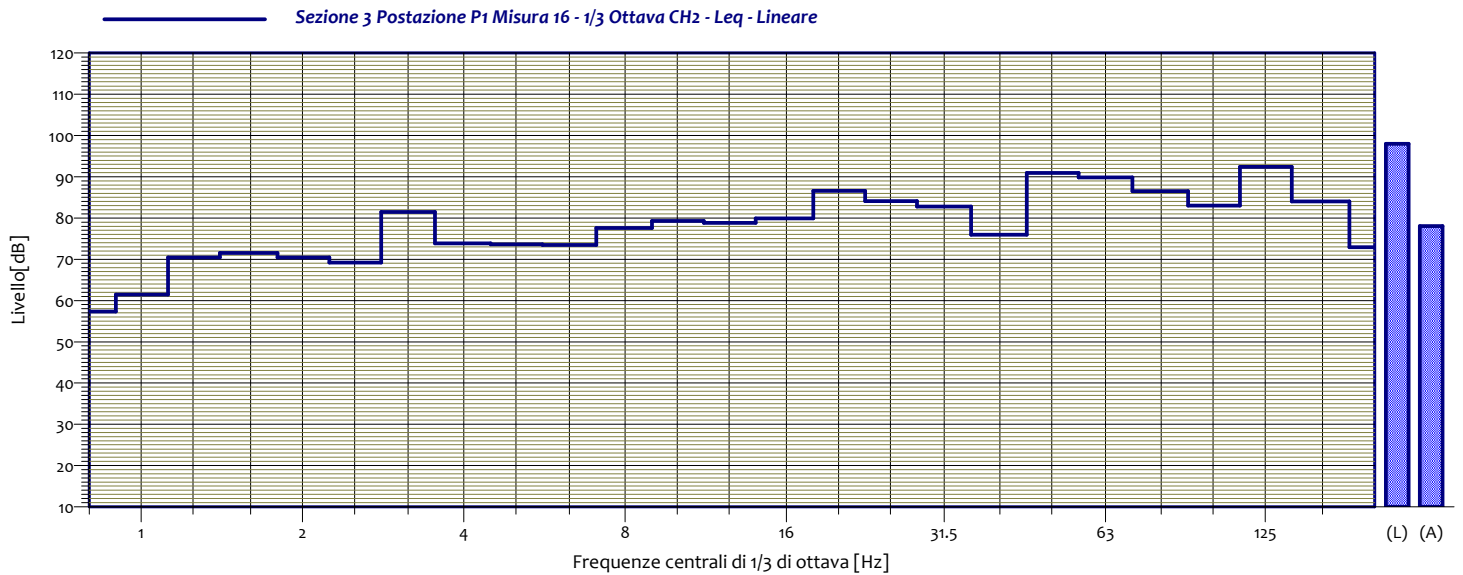
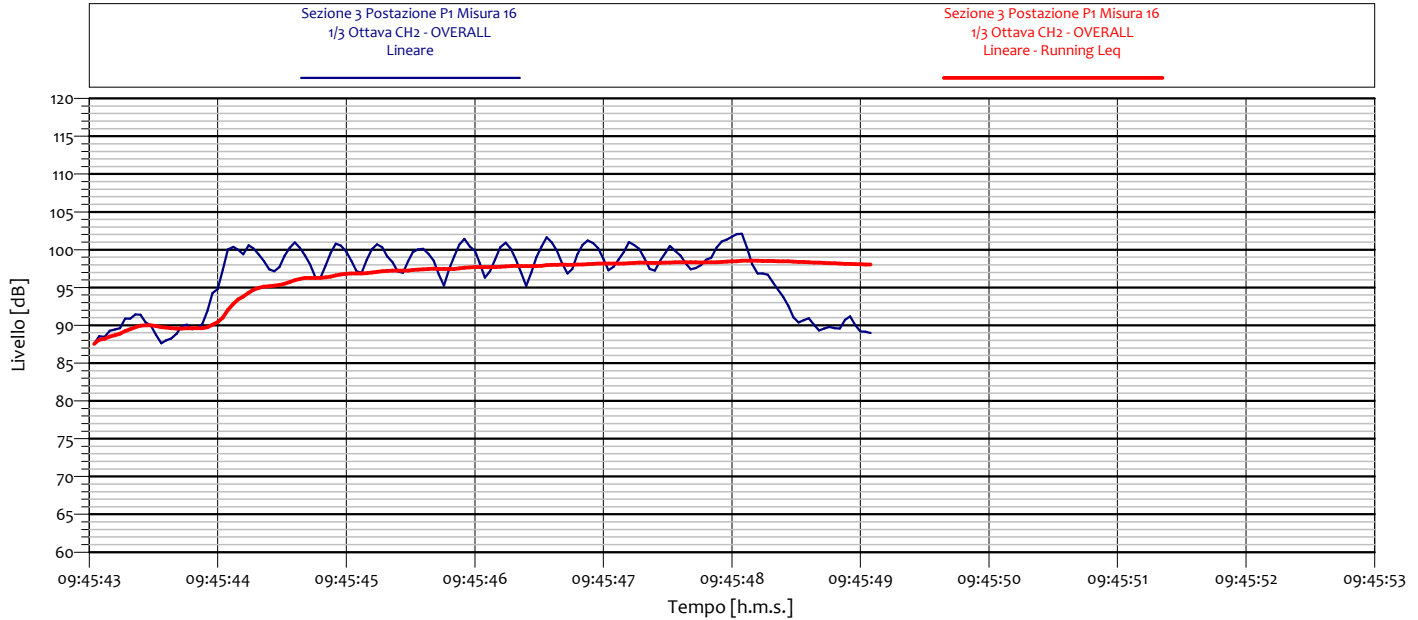
Sezione 3 Postazione P1 Misura 15
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 43.9 dB | 1 | 50.8 dB | 1.3 | 63.1 dB | 1.6 | 67.0 dB |
| 2 | 67.8 dB | 2.5 | 67.9 dB | 3.2 | 72.5 dB | 4 | 72.4 dB |
| 5 | 79.8 dB | 6.3 | 71.6 dB | 8 | 68.8 dB | 10 | 78.3 dB |
| 12.5 | 75.9 dB | 16 | 79.6 dB | 20 | 86.4 dB | 25 | 82.0 dB |
| 31.5 | 83.6 dB | 40 | 75.4 dB | 50 | 87.9 dB | 63 | 89.6 dB |
| 80 | 87.4 dB | 100 | 83.2 dB | 125 | 92.5 dB | 160 | 86.5 dB |
| 200 | 72.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

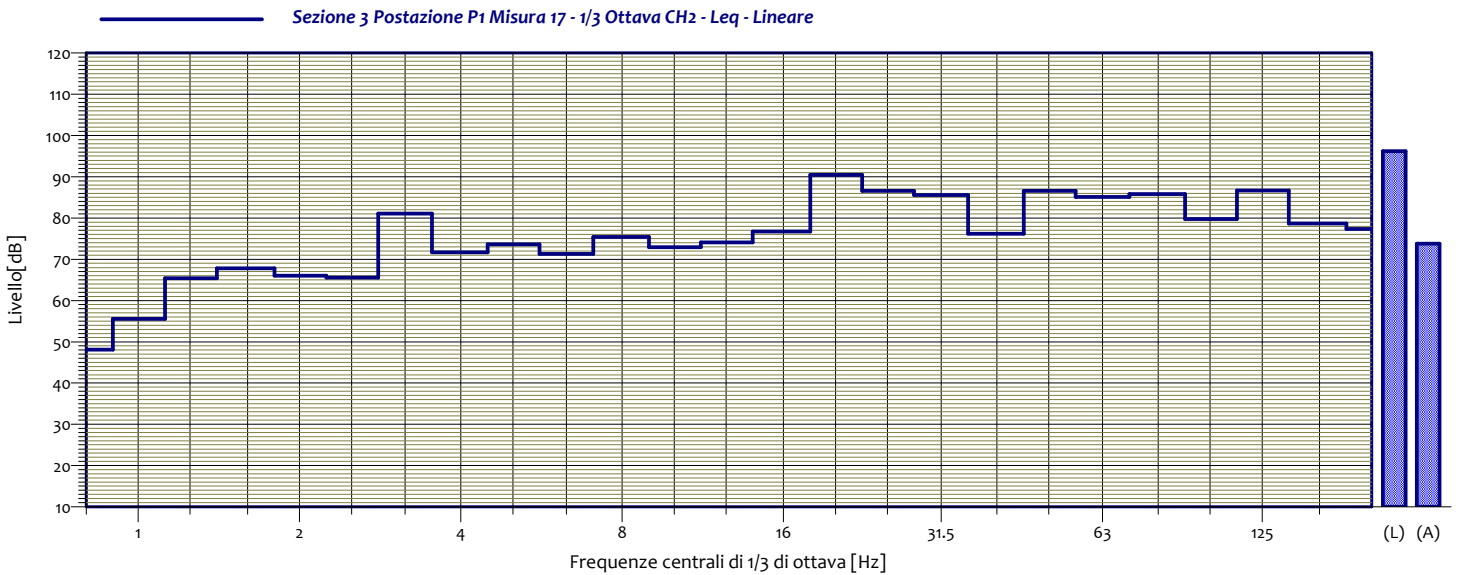
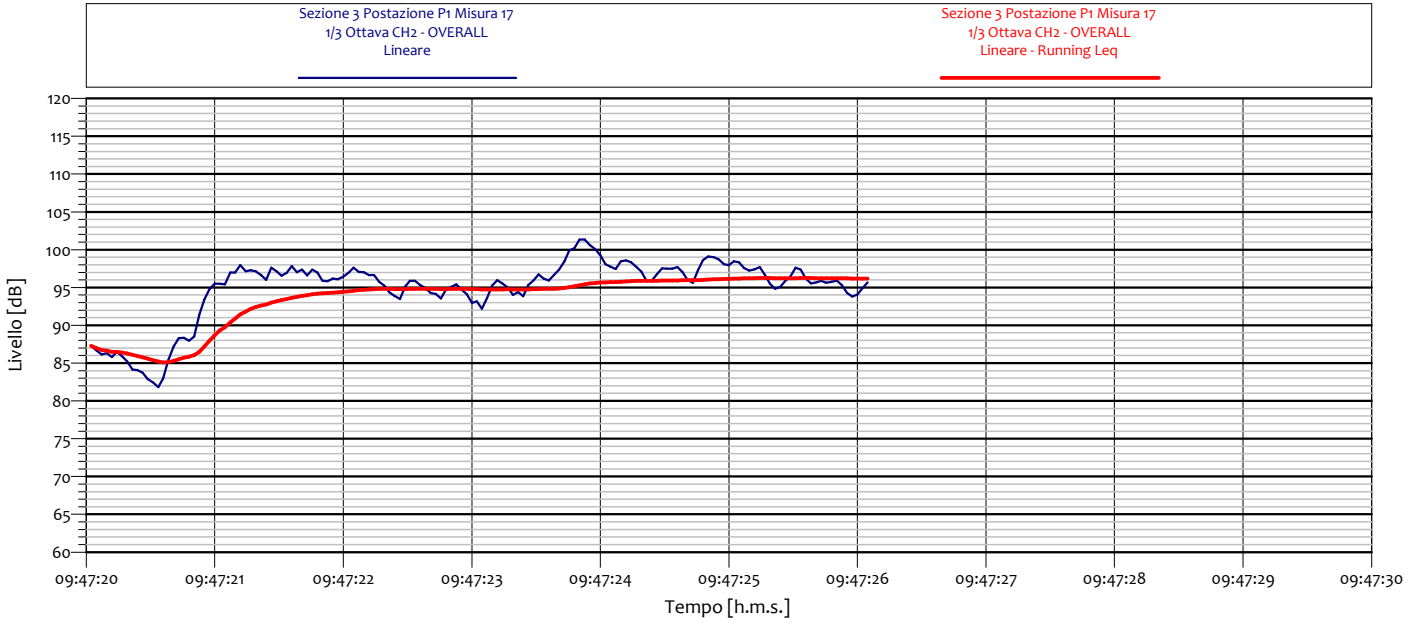


| Sezione 3 Postazione P1 Misura 16 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.3 dB | 1 | 61.4 dB | 1.3 | 70.4 dB | 1.6 | 71.5 dB |
| 2 | 70.5 dB | 2.5 | 69.2 dB | 3.2 | 81.5 dB | 4 | 73.9 dB |
| 5 | 73.6 dB | 6.3 | 73.4 dB | 8 | 77.6 dB | 10 | 79.3 dB |
| 12.5 | 78.8 dB | 16 | 79.9 dB | 20 | 86.6 dB | 25 | 84.1 dB |
| 31.5 | 82.8 dB | 40 | 76.0 dB | 50 | 90.9 dB | 63 | 89.8 dB |
| 80 | 86.5 dB | 100 | 83.0 dB | 125 | 92.4 dB | 160 | 84.0 dB |
| 200 | 72.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



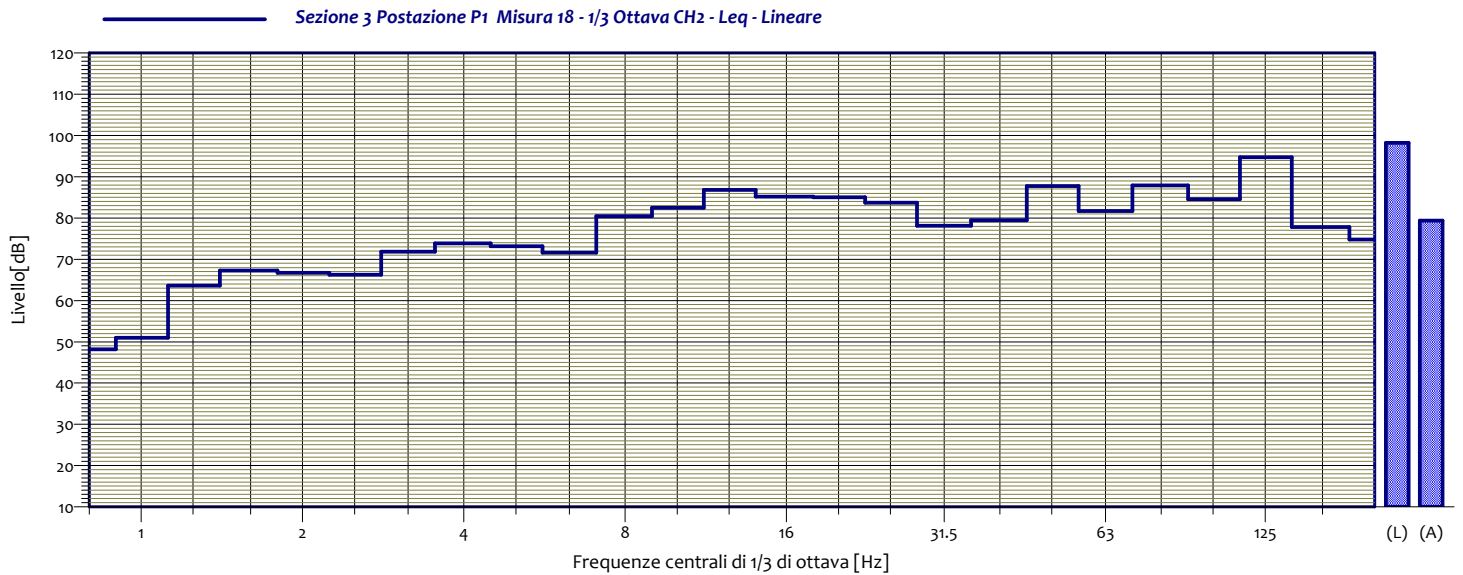
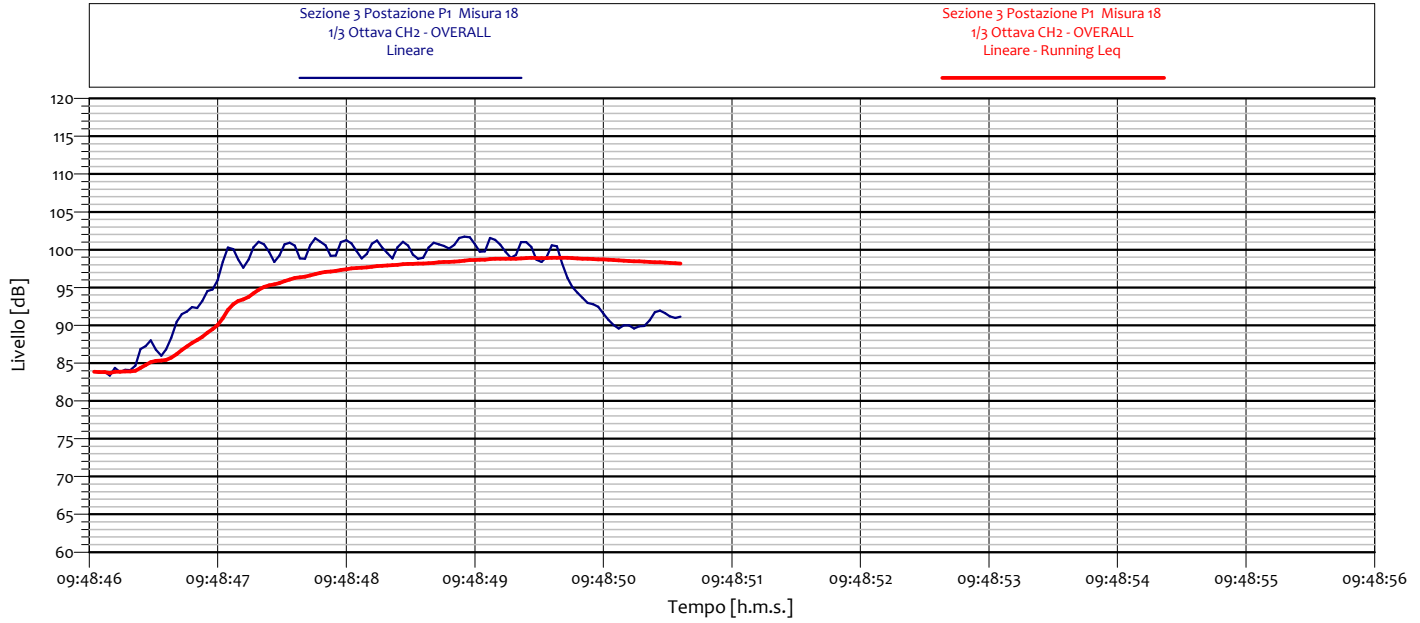
Sezione 3 Postazione P1 Misura 17
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 48.1 dB | 1 | 55.6 dB | 1.3 | 65.4 dB | 1.6 | 67.8 dB |
| 2 | 66.0 dB | 2.5 | 65.5 dB | 3.2 | 81.1 dB | 4 | 71.7 dB |
| 5 | 73.6 dB | 6.3 | 71.3 dB | 8 | 75.4 dB | 10 | 72.9 dB |
| 12.5 | 74.1 dB | 16 | 76.7 dB | 20 | 90.5 dB | 25 | 86.6 dB |
| 31.5 | 85.6 dB | 40 | 76.2 dB | 50 | 86.6 dB | 63 | 85.1 dB |
| 80 | 85.8 dB | 100 | 79.7 dB | 125 | 86.6 dB | 160 | 78.7 dB |
| 200 | 77.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



| Sezione 3 Postazione P1 Misura 18 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 48.2 dB | 1 | 50.9 dB | 1.3 | 63.6 dB | 1.6 | 67.3 dB |
| 2 | 66.7 dB | 2.5 | 66.2 dB | 3.2 | 71.9 dB | 4 | 73.9 dB |
| 5 | 73.1 dB | 6.3 | 71.6 dB | 8 | 80.4 dB | 10 | 82.5 dB |
| 12.5 | 86.8 dB | 16 | 85.1 dB | 20 | 85.0 dB | 25 | 83.7 dB |
| 31.5 | 78.1 dB | 40 | 79.5 dB | 50 | 87.7 dB | 63 | 81.7 dB |
| 80 | 87.9 dB | 100 | 84.6 dB | 125 | 94.7 dB | 160 | 77.8 dB |
| 200 | 74.8 dB | | | | | | |

POSTAZIONE DI MISURA P1

SEZIONE 03 - GALLERIA

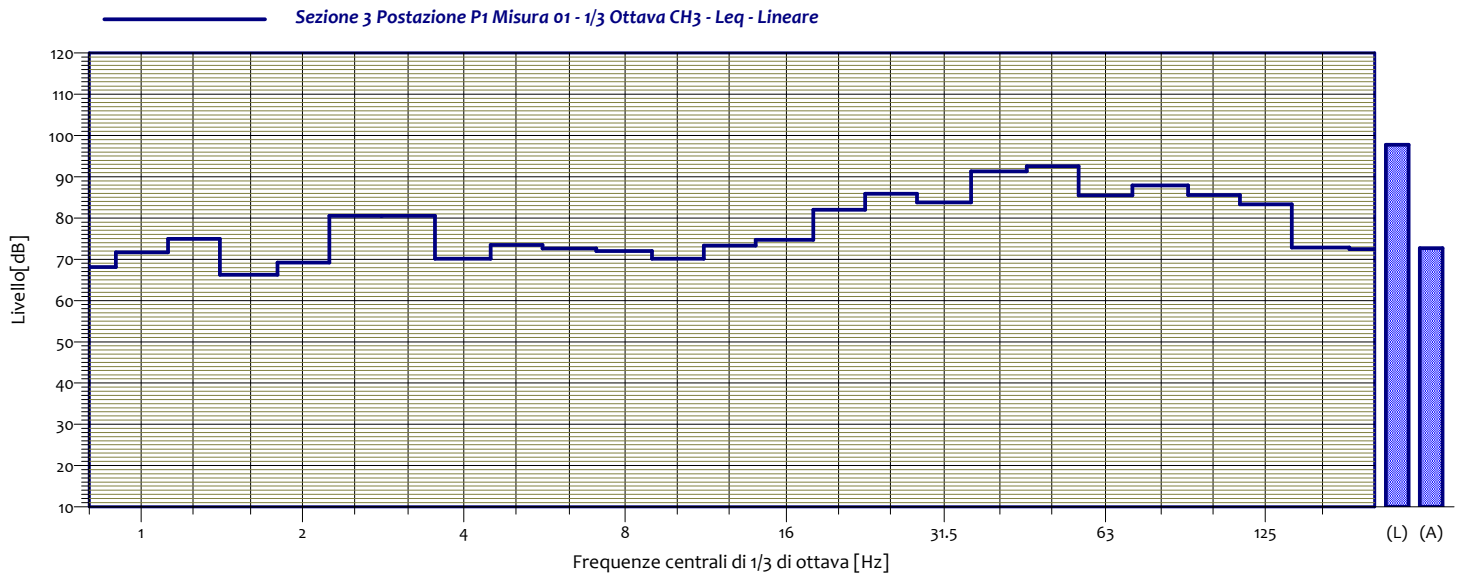
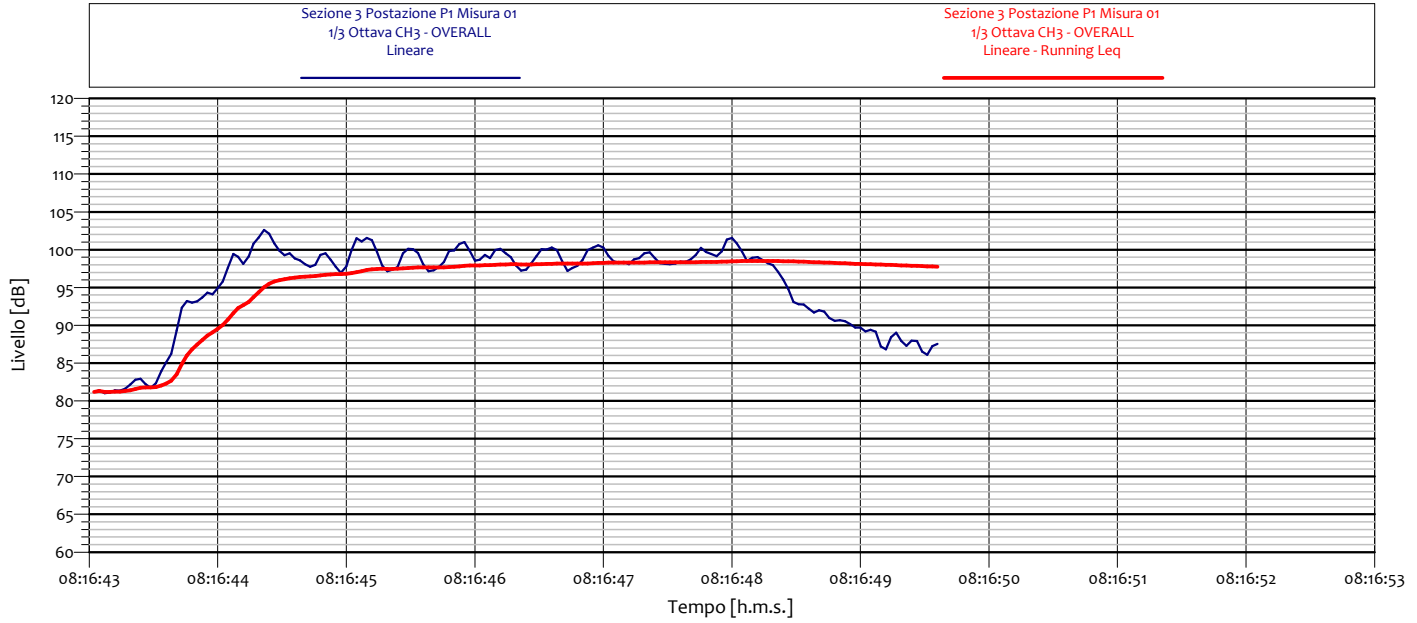
ASSE DI VALUTAZIONE Z (verticale)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

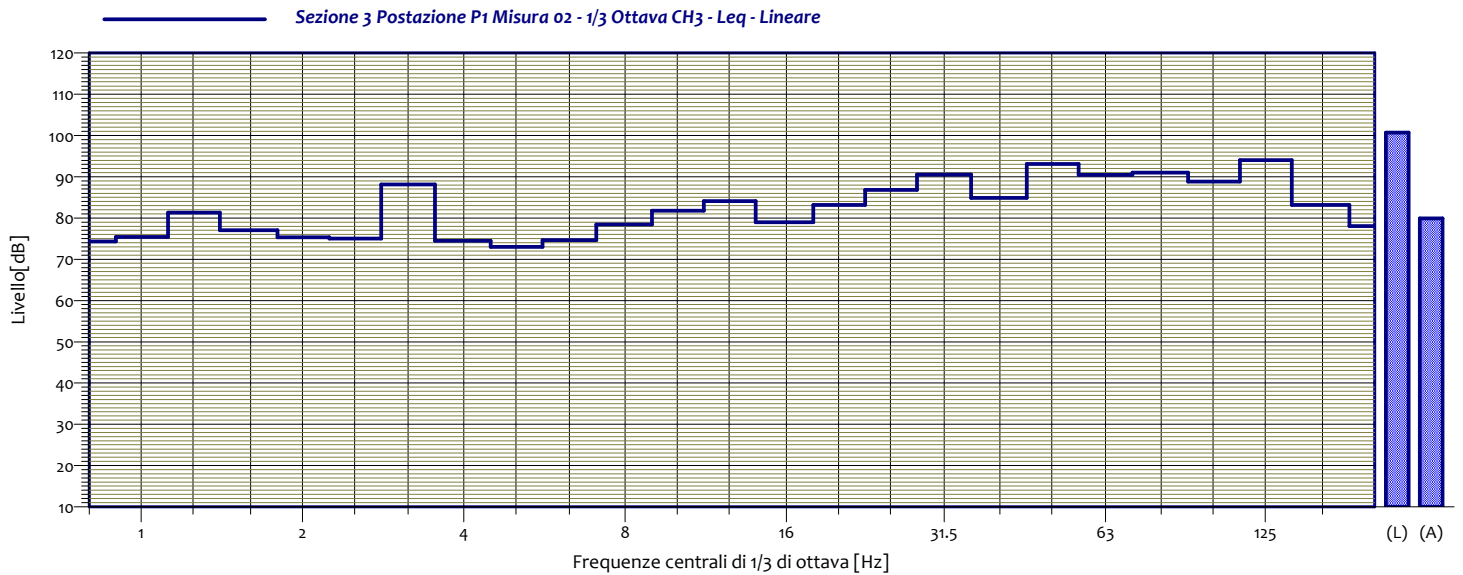
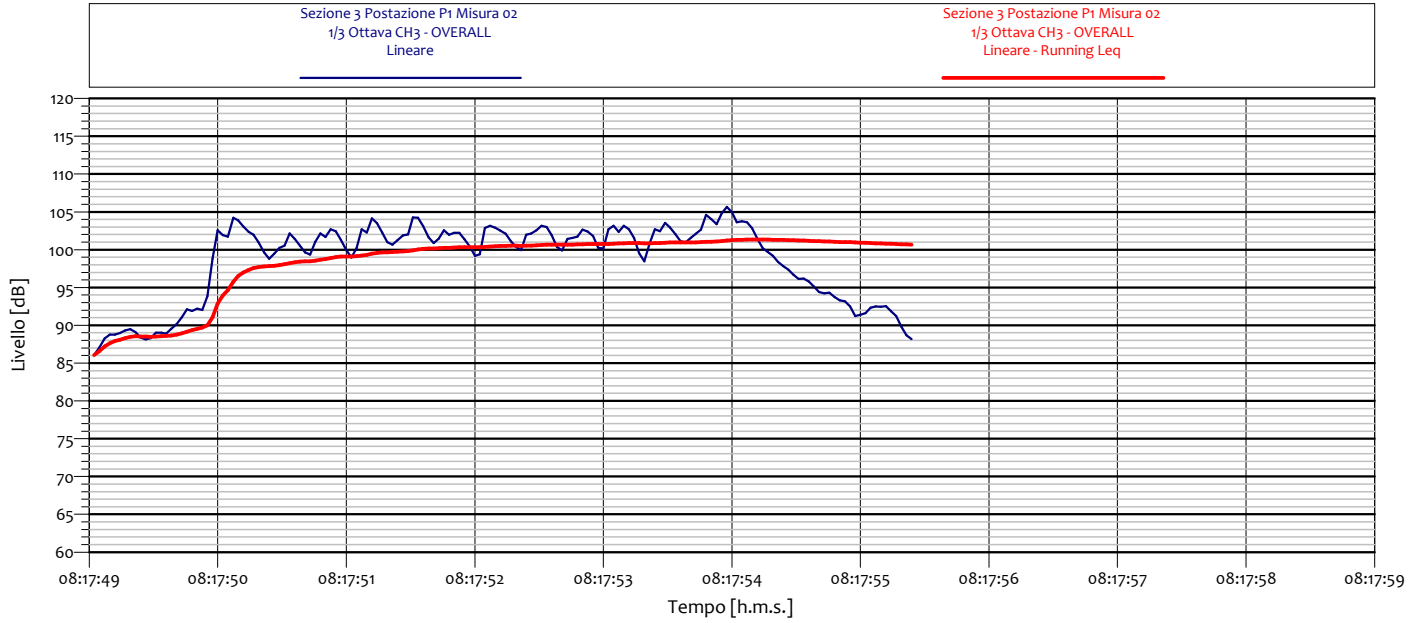


| Sezione 3 Postazione P1 Misura 01 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 68.1 dB | 1 | 71.6 dB | 1.3 | 75.0 dB | 1.6 | 66.3 dB |
| 2 | 69.2 dB | 2.5 | 80.5 dB | 3.2 | 80.5 dB | 4 | 70.1 dB |
| 5 | 73.5 dB | 6.3 | 72.6 dB | 8 | 72.0 dB | 10 | 70.1 dB |
| 12.5 | 73.3 dB | 16 | 74.7 dB | 20 | 82.0 dB | 25 | 85.9 dB |
| 31.5 | 83.8 dB | 40 | 91.4 dB | 50 | 92.6 dB | 63 | 85.5 dB |
| 80 | 87.9 dB | 100 | 85.5 dB | 125 | 83.4 dB | 160 | 72.8 dB |
| 200 | 72.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

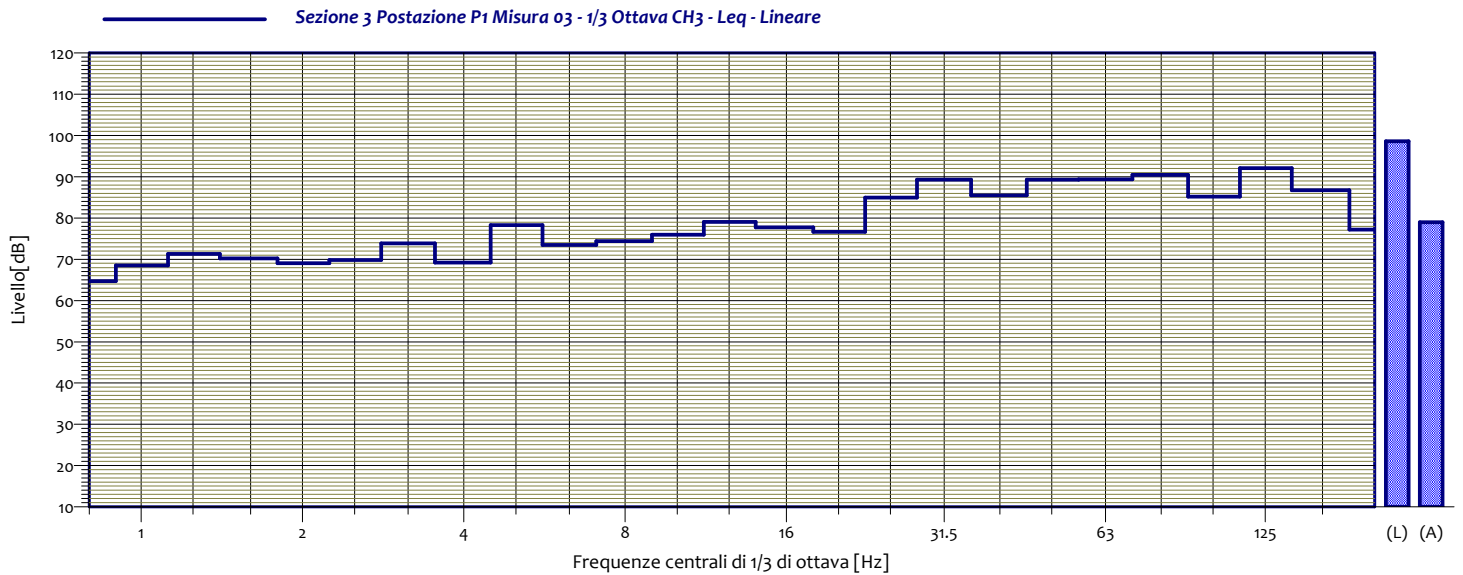
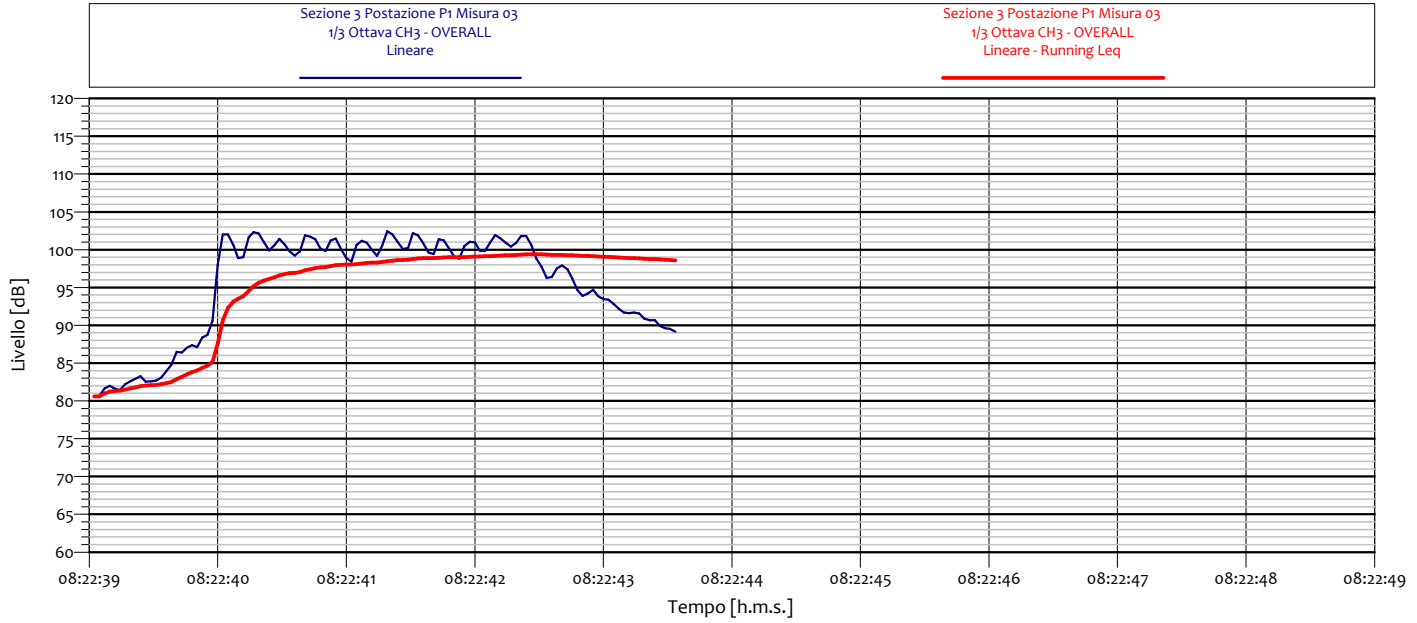


| Sezione 3 Postazione P1 Misura 02 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 74.3 dB | 1 | 75.4 dB | 1.3 | 81.3 dB | 1.6 | 77.0 dB |
| 2 | 75.4 dB | 2.5 | 75.0 dB | 3.2 | 88.1 dB | 4 | 74.5 dB |
| 5 | 73.0 dB | 6.3 | 74.7 dB | 8 | 78.4 dB | 10 | 81.7 dB |
| 12.5 | 84.1 dB | 16 | 79.0 dB | 20 | 83.1 dB | 25 | 86.8 dB |
| 31.5 | 90.5 dB | 40 | 84.9 dB | 50 | 93.1 dB | 63 | 90.5 dB |
| 80 | 91.0 dB | 100 | 88.8 dB | 125 | 94.1 dB | 160 | 83.2 dB |
| 200 | 78.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

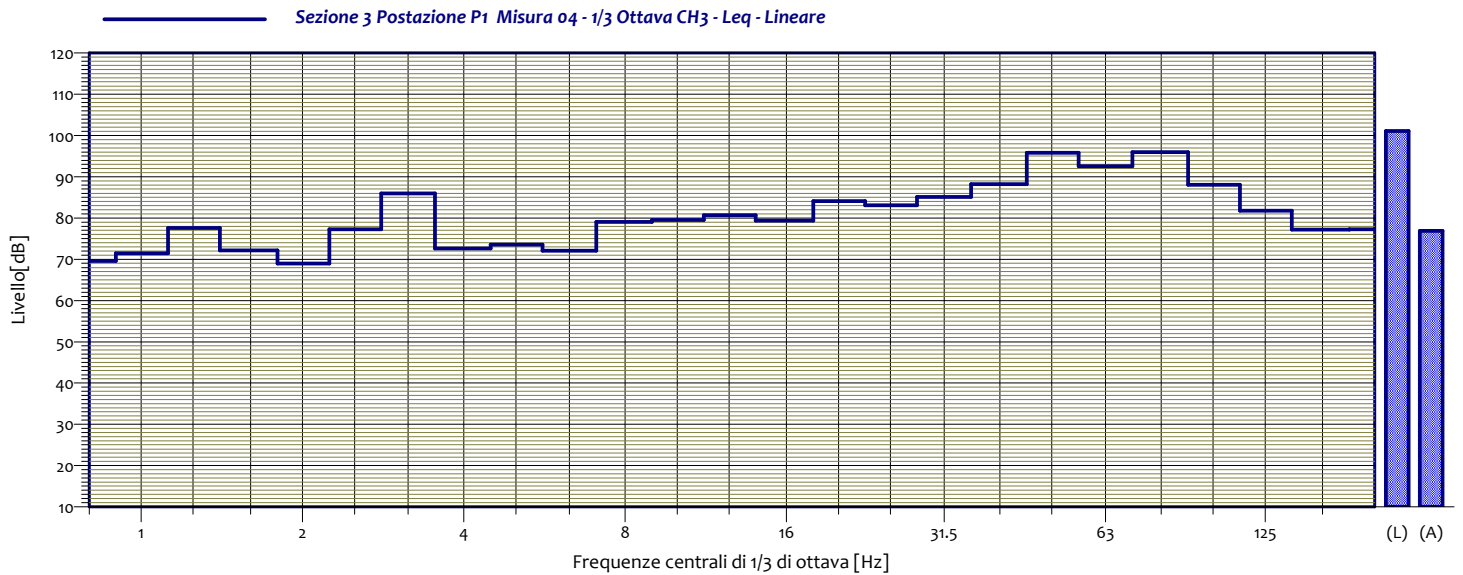
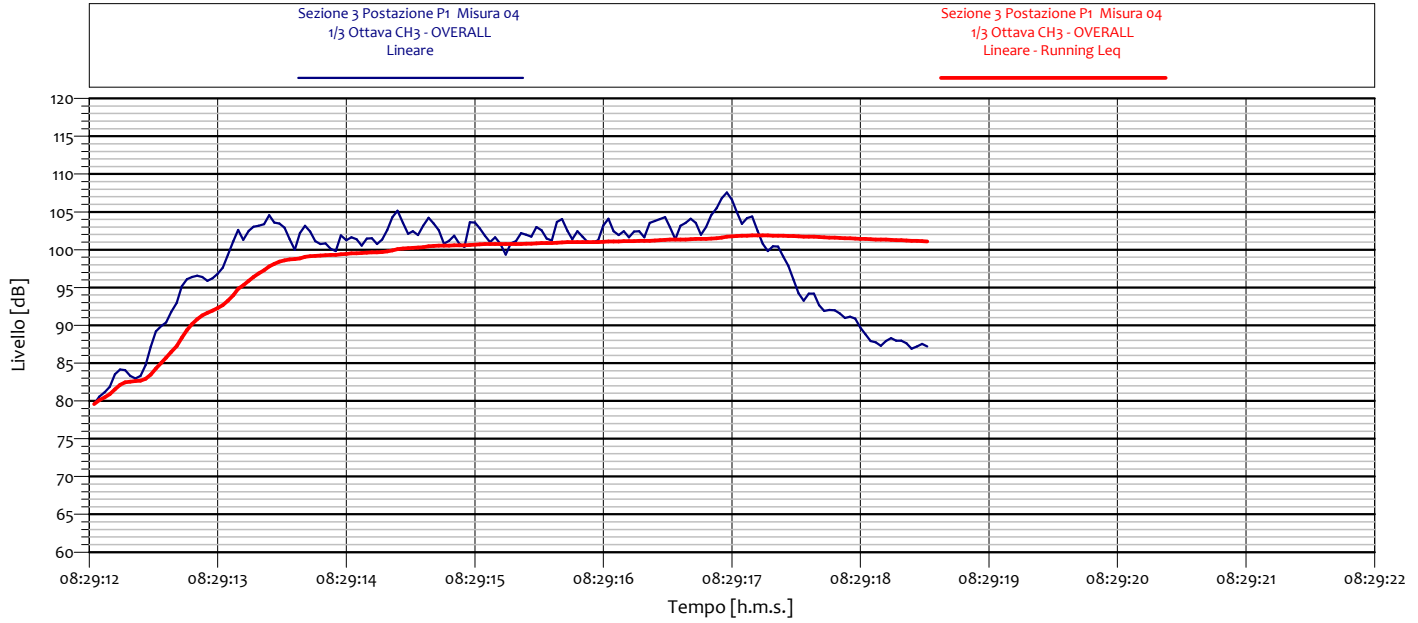


| Sezione 3 Postazione P1 Misura 03 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 64.7 dB | 1 | 68.5 dB | 1.3 | 71.3 dB | 1.6 | 70.2 dB |
| 2 | 69.0 dB | 2.5 | 69.8 dB | 3.2 | 73.8 dB | 4 | 69.3 dB |
| 5 | 78.3 dB | 6.3 | 73.4 dB | 8 | 74.4 dB | 10 | 75.9 dB |
| 12.5 | 79.1 dB | 16 | 77.8 dB | 20 | 76.7 dB | 25 | 85.0 dB |
| 31.5 | 89.3 dB | 40 | 85.5 dB | 50 | 89.3 dB | 63 | 89.4 dB |
| 80 | 90.4 dB | 100 | 85.1 dB | 125 | 92.1 dB | 160 | 86.8 dB |
| 200 | 77.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



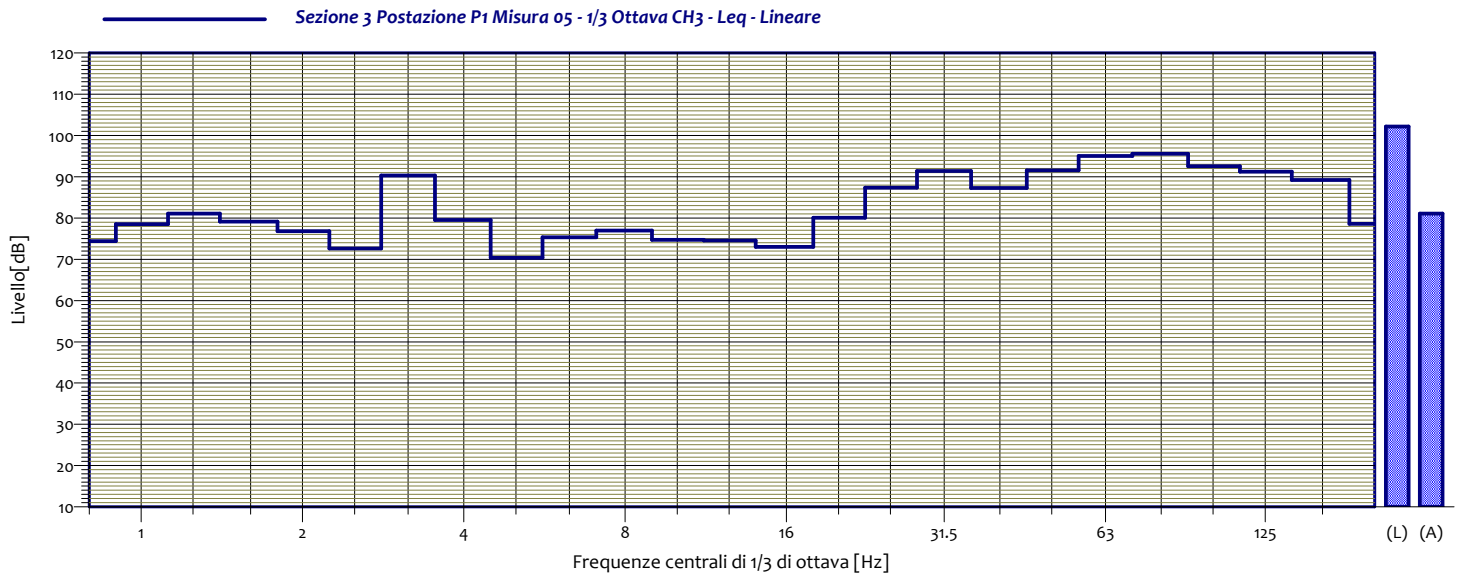
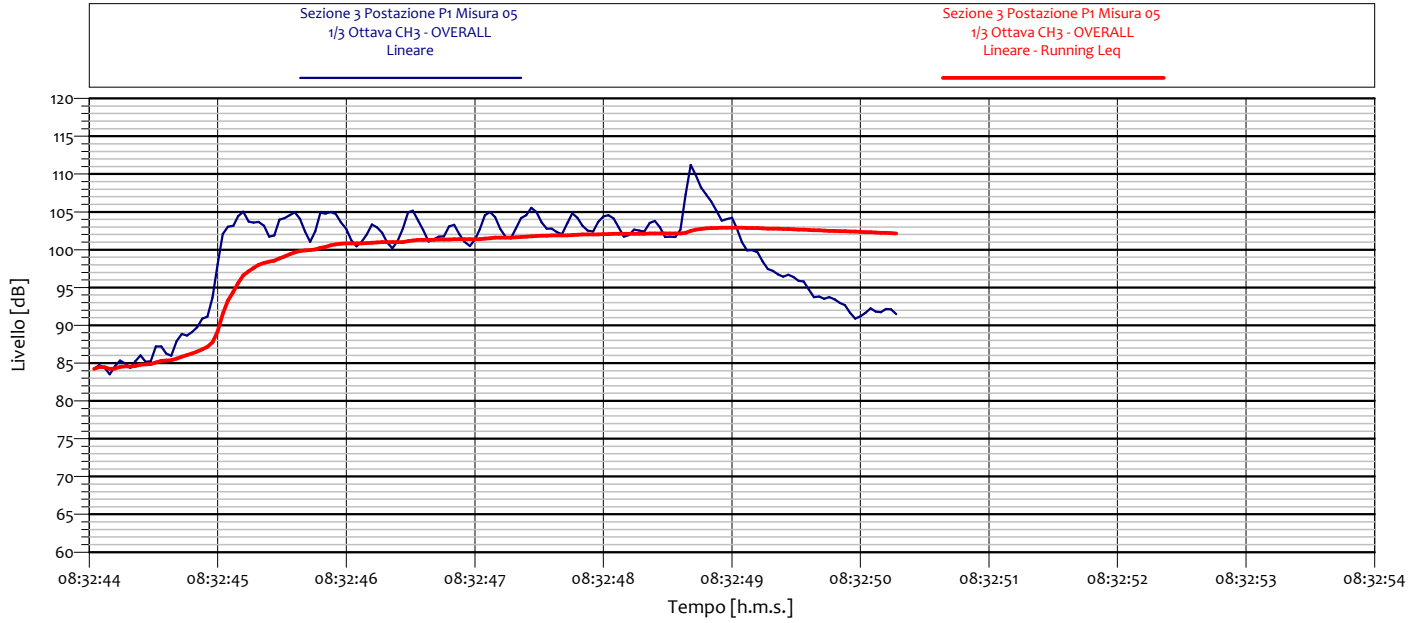
Sezione 3 Postazione P1 Misura 04
1/3 Ottava CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.6 dB | 1 | 71.5 dB | 1.3 | 77.5 dB | 1.6 | 72.2 dB |
| 2 | 69.0 dB | 2.5 | 77.3 dB | 3.2 | 86.0 dB | 4 | 72.6 dB |
| 5 | 73.6 dB | 6.3 | 72.1 dB | 8 | 79.0 dB | 10 | 79.5 dB |
| 12.5 | 80.7 dB | 16 | 79.4 dB | 20 | 84.1 dB | 25 | 83.1 dB |
| 31.5 | 85.1 dB | 40 | 88.2 dB | 50 | 95.9 dB | 63 | 92.6 dB |
| 80 | 96.0 dB | 100 | 88.1 dB | 125 | 81.8 dB | 160 | 77.2 dB |
| 200 | 77.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

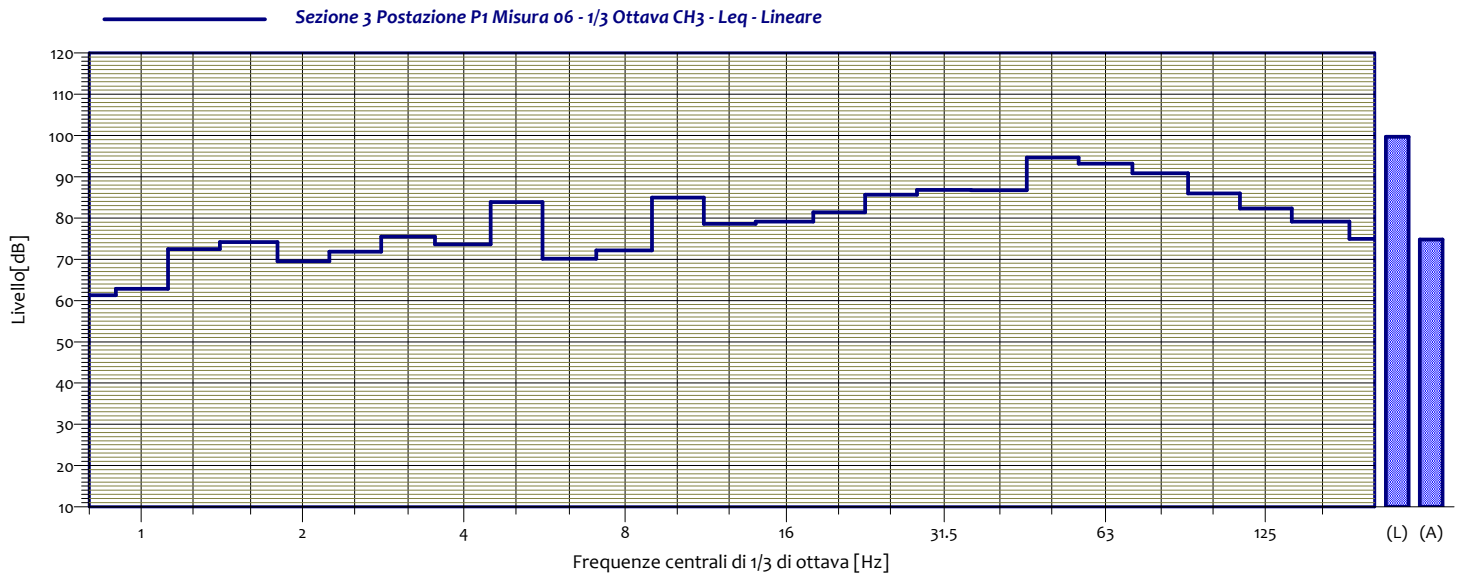
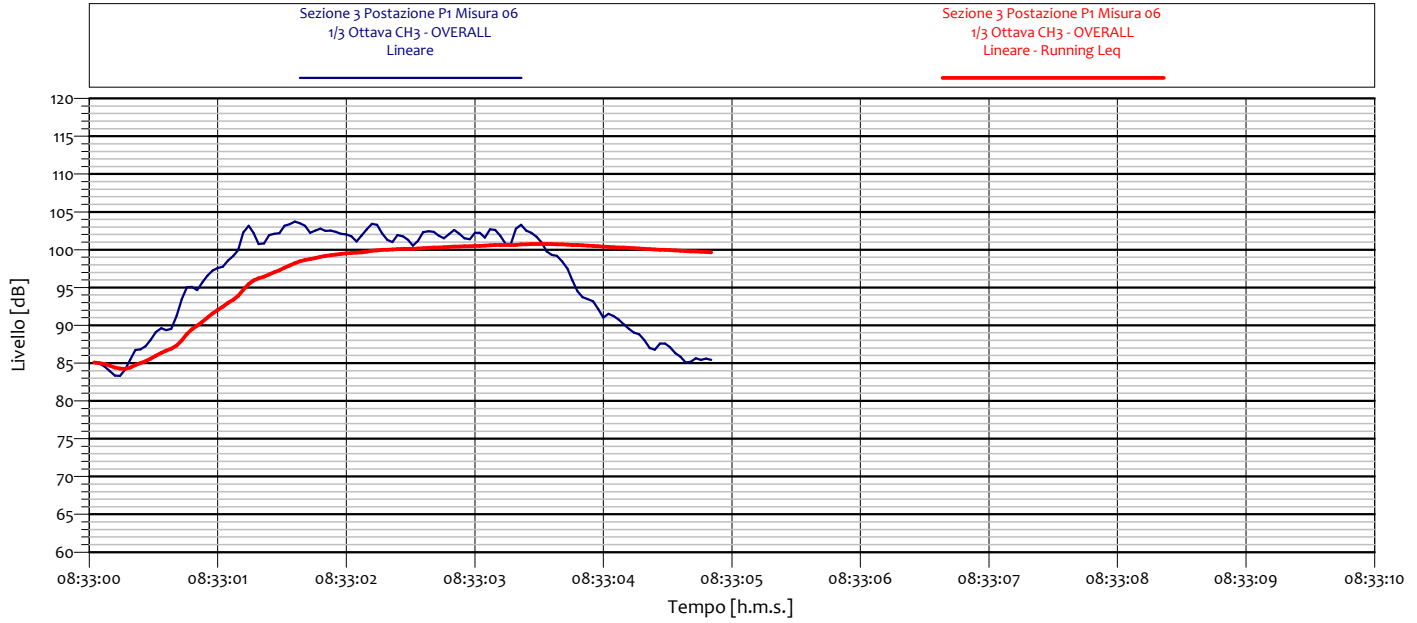


| Sezione 3 Postazione P1 Misura 05 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 74.4 dB | 1 | 78.5 dB | 1.3 | 81.1 dB | 1.6 | 79.2 dB |
| 2 | 76.8 dB | 2.5 | 72.7 dB | 3.2 | 90.3 dB | 4 | 79.5 dB |
| 5 | 70.4 dB | 6.3 | 75.4 dB | 8 | 77.0 dB | 10 | 74.7 dB |
| 12.5 | 74.5 dB | 16 | 73.0 dB | 20 | 80.1 dB | 25 | 87.4 dB |
| 31.5 | 91.4 dB | 40 | 87.3 dB | 50 | 91.5 dB | 63 | 95.0 dB |
| 80 | 95.6 dB | 100 | 92.6 dB | 125 | 91.3 dB | 160 | 89.2 dB |
| 200 | 78.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

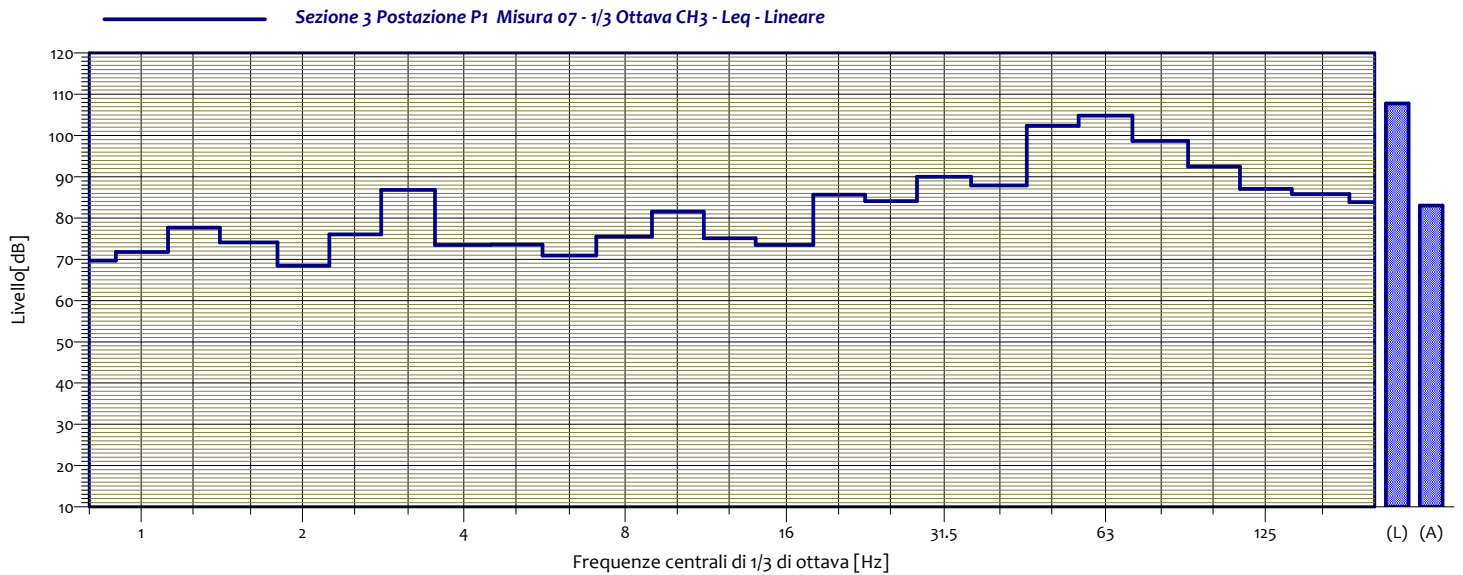
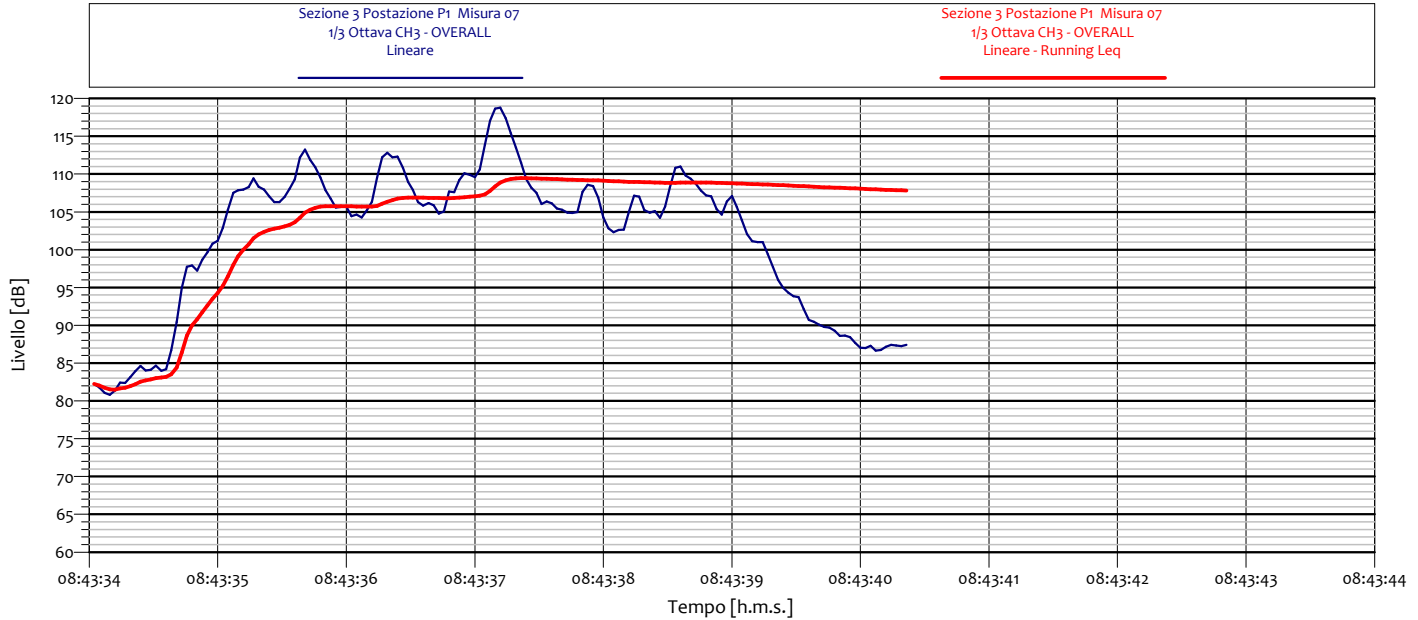


| Sezione 3 Postazione P1 Misura o6 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 61.3 dB | 1 | 62.8 dB | 1.3 | 72.5 dB | 1.6 | 74.1 dB |
| 2 | 69.5 dB | 2.5 | 71.8 dB | 3.2 | 75.5 dB | 4 | 73.6 dB |
| 5 | 83.9 dB | 6.3 | 70.1 dB | 8 | 72.2 dB | 10 | 84.9 dB |
| 12.5 | 78.6 dB | 16 | 79.2 dB | 20 | 81.4 dB | 25 | 85.6 dB |
| 31.5 | 86.8 dB | 40 | 86.8 dB | 50 | 94.7 dB | 63 | 93.2 dB |
| 80 | 90.9 dB | 100 | 86.0 dB | 125 | 82.3 dB | 160 | 79.1 dB |
| 200 | 74.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

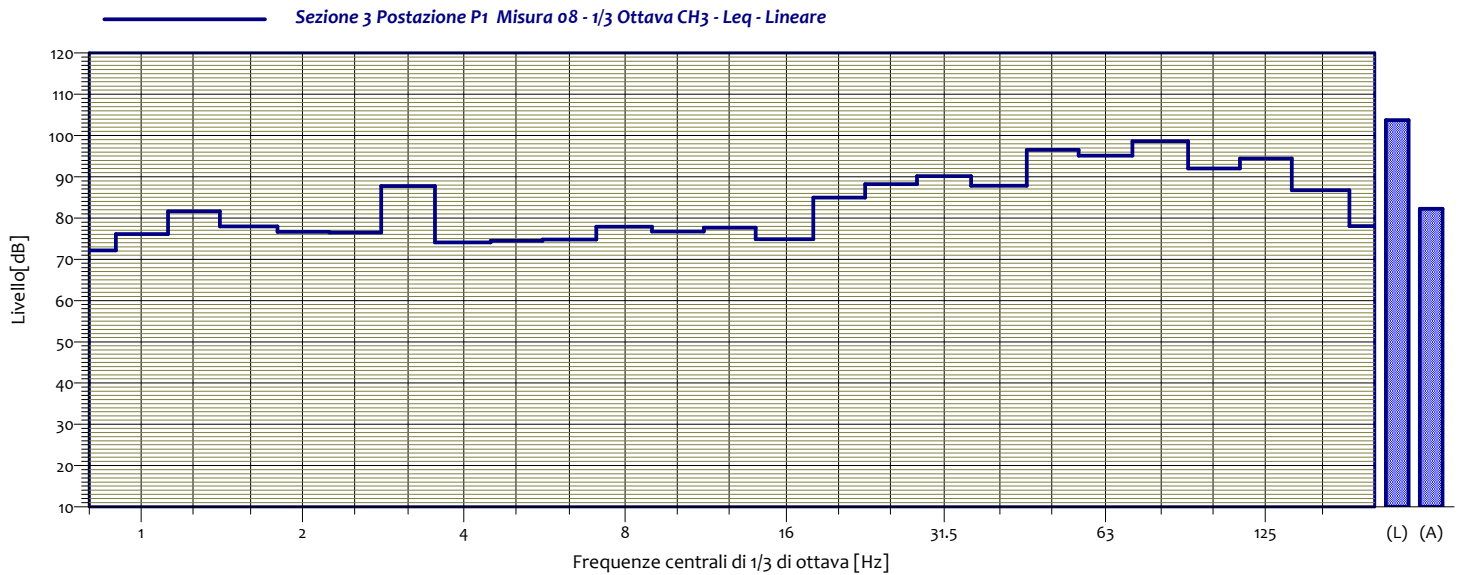
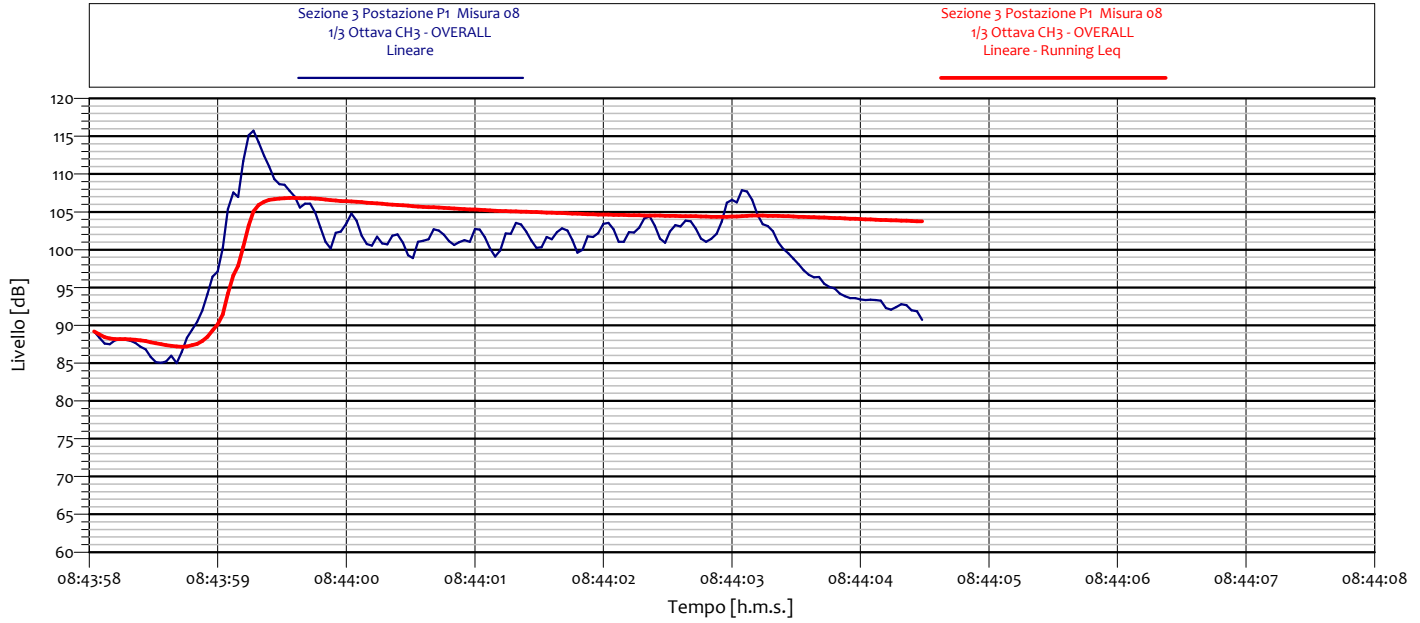


| Sezione 3 Postazione P1 Misura 07 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 69.7 dB | 1 | 71.8 dB | 1.3 | 77.7 dB | 1.6 | 74.1 dB |
| 2 | 68.4 dB | 2.5 | 76.0 dB | 3.2 | 86.8 dB | 4 | 73.5 dB |
| 5 | 73.6 dB | 6.3 | 70.9 dB | 8 | 75.5 dB | 10 | 81.5 dB |
| 12.5 | 75.1 dB | 16 | 73.5 dB | 20 | 85.6 dB | 25 | 84.1 dB |
| 31.5 | 90.0 dB | 40 | 88.0 dB | 50 | 102.3 dB | 63 | 104.8 dB |
| 80 | 98.7 dB | 100 | 92.5 dB | 125 | 87.0 dB | 160 | 85.8 dB |
| 200 | 83.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



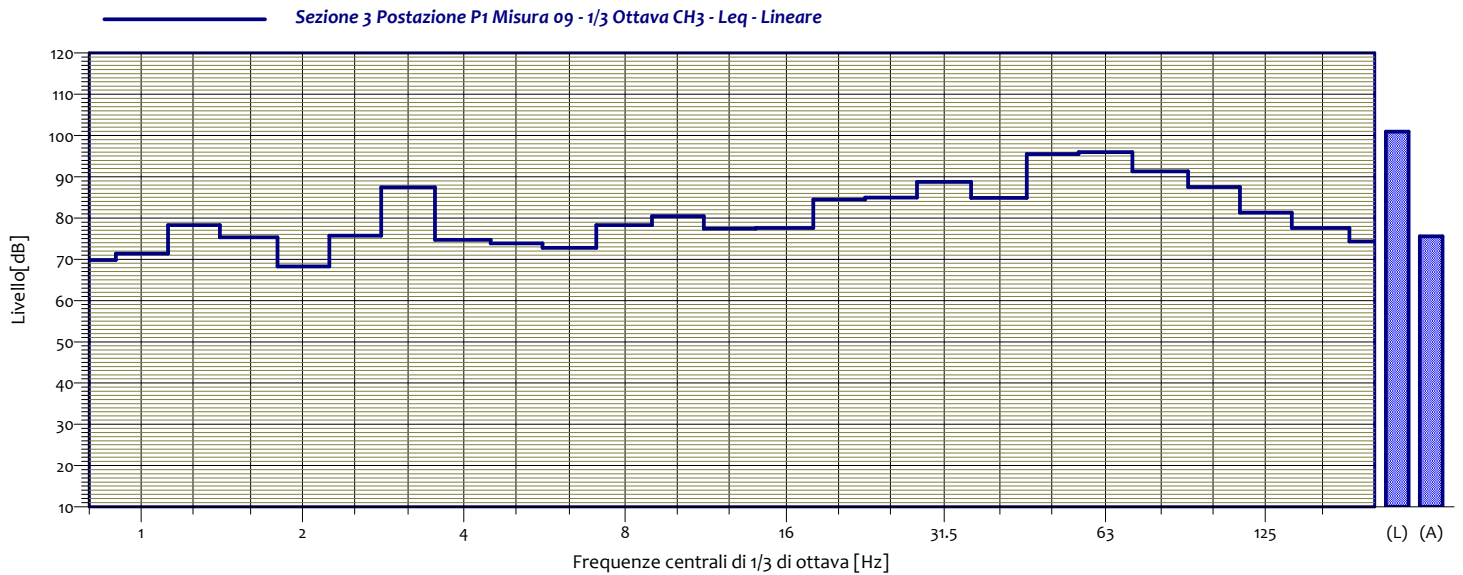
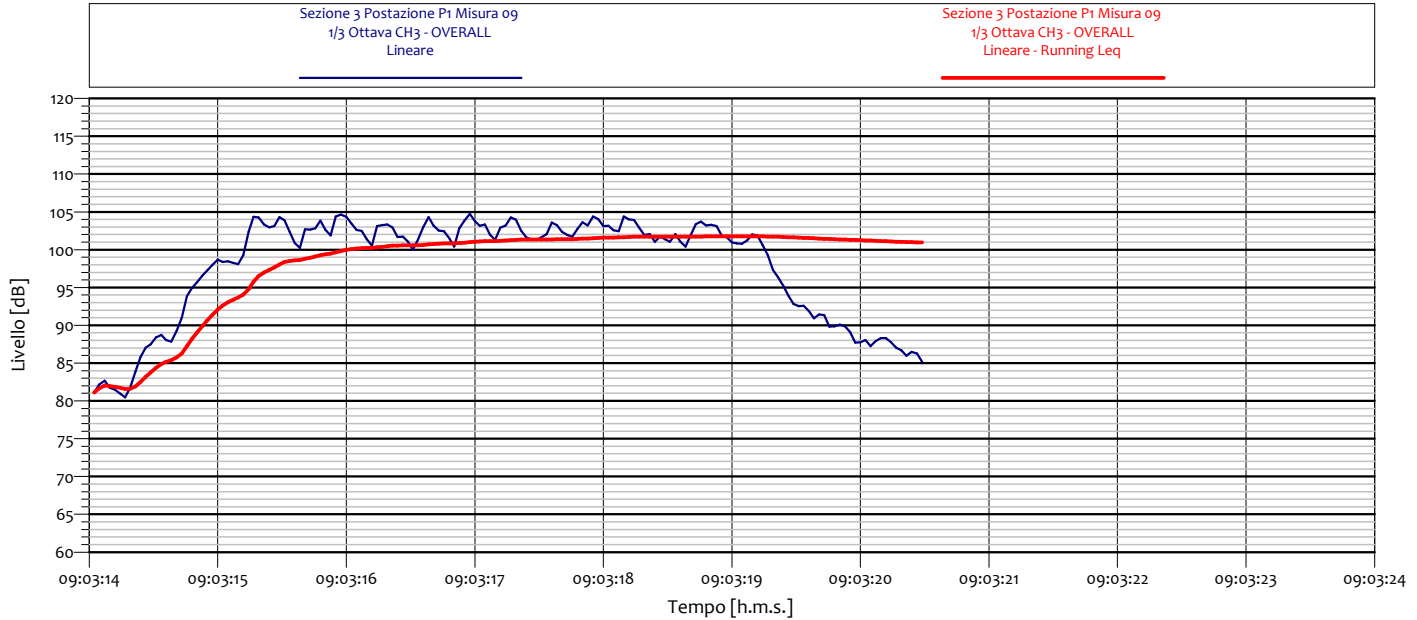
Sezione 3 Postazione P1 Misura o8
1/3 Ottava CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 72.2 dB | 1 | 76.1 dB | 1.3 | 81.6 dB | 1.6 | 77.9 dB |
| 2 | 76.7 dB | 2.5 | 76.5 dB | 3.2 | 87.7 dB | 4 | 74.1 dB |
| 5 | 74.5 dB | 6.3 | 74.8 dB | 8 | 77.9 dB | 10 | 76.7 dB |
| 12.5 | 77.6 dB | 16 | 74.8 dB | 20 | 85.0 dB | 25 | 88.2 dB |
| 31.5 | 90.1 dB | 40 | 87.8 dB | 50 | 96.5 dB | 63 | 95.1 dB |
| 80 | 98.6 dB | 100 | 92.0 dB | 125 | 94.4 dB | 160 | 86.8 dB |
| 200 | 78.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

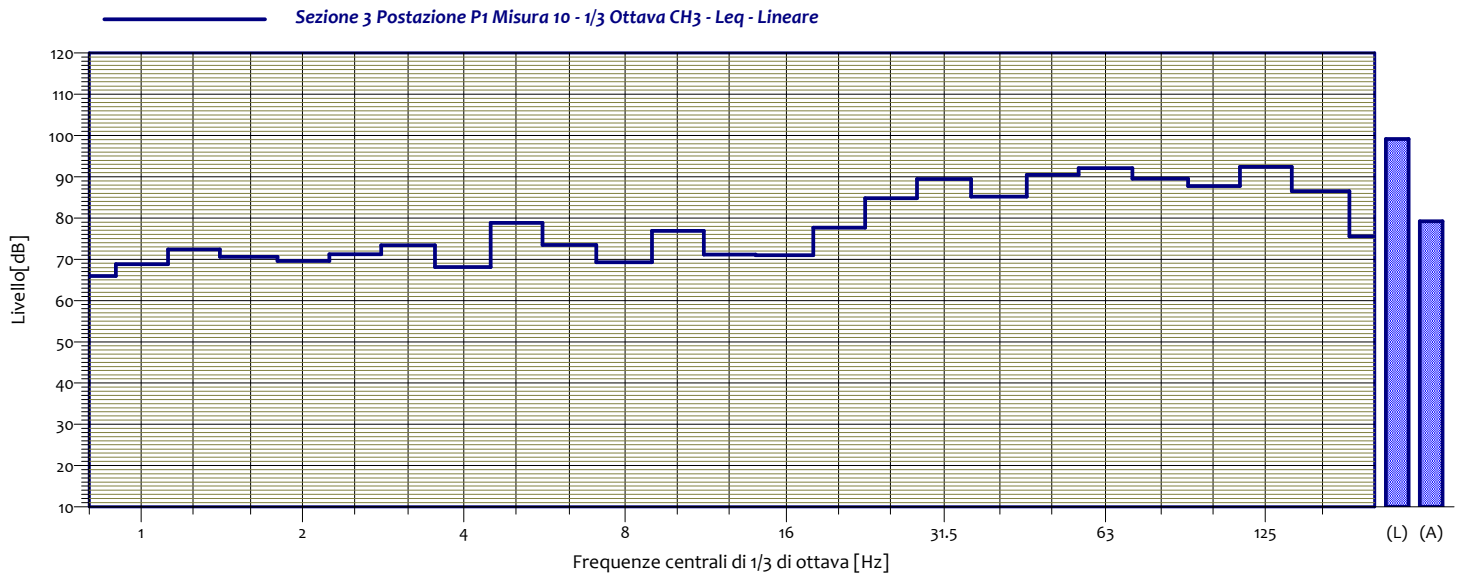
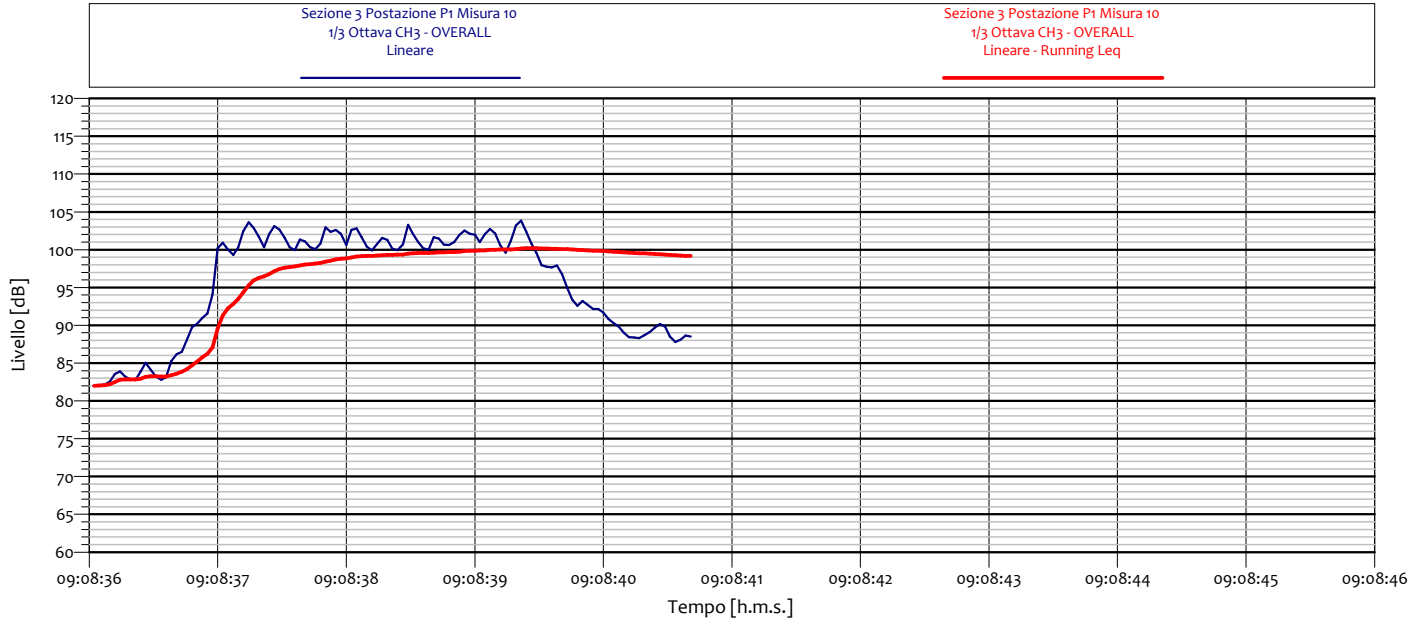


| Sezione 3 Postazione P1 Misura 09 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.8 dB | 1 | 71.4 dB | 1.3 | 78.2 dB | 1.6 | 75.4 dB |
| 2 | 68.3 dB | 2.5 | 75.7 dB | 3.2 | 87.4 dB | 4 | 74.7 dB |
| 5 | 73.8 dB | 6.3 | 72.8 dB | 8 | 78.3 dB | 10 | 80.5 dB |
| 12.5 | 77.4 dB | 16 | 77.6 dB | 20 | 84.5 dB | 25 | 85.0 dB |
| 31.5 | 88.8 dB | 40 | 84.9 dB | 50 | 95.5 dB | 63 | 96.0 dB |
| 80 | 91.3 dB | 100 | 87.5 dB | 125 | 81.3 dB | 160 | 77.6 dB |
| 200 | 74.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

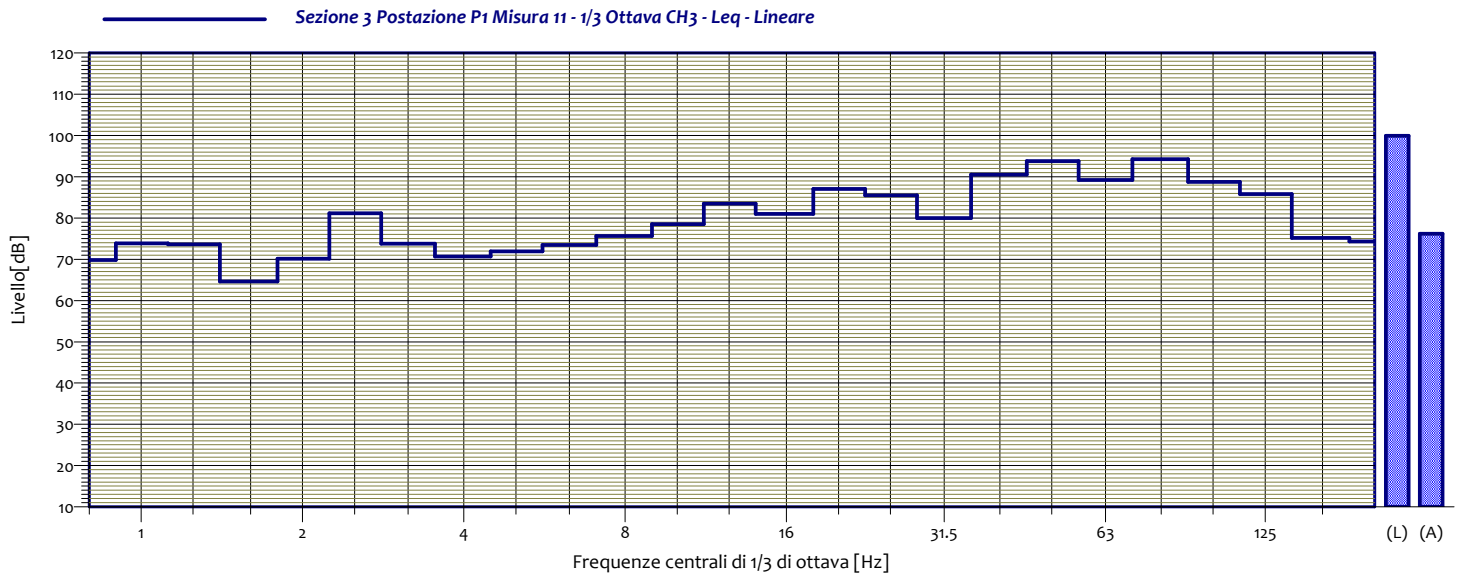
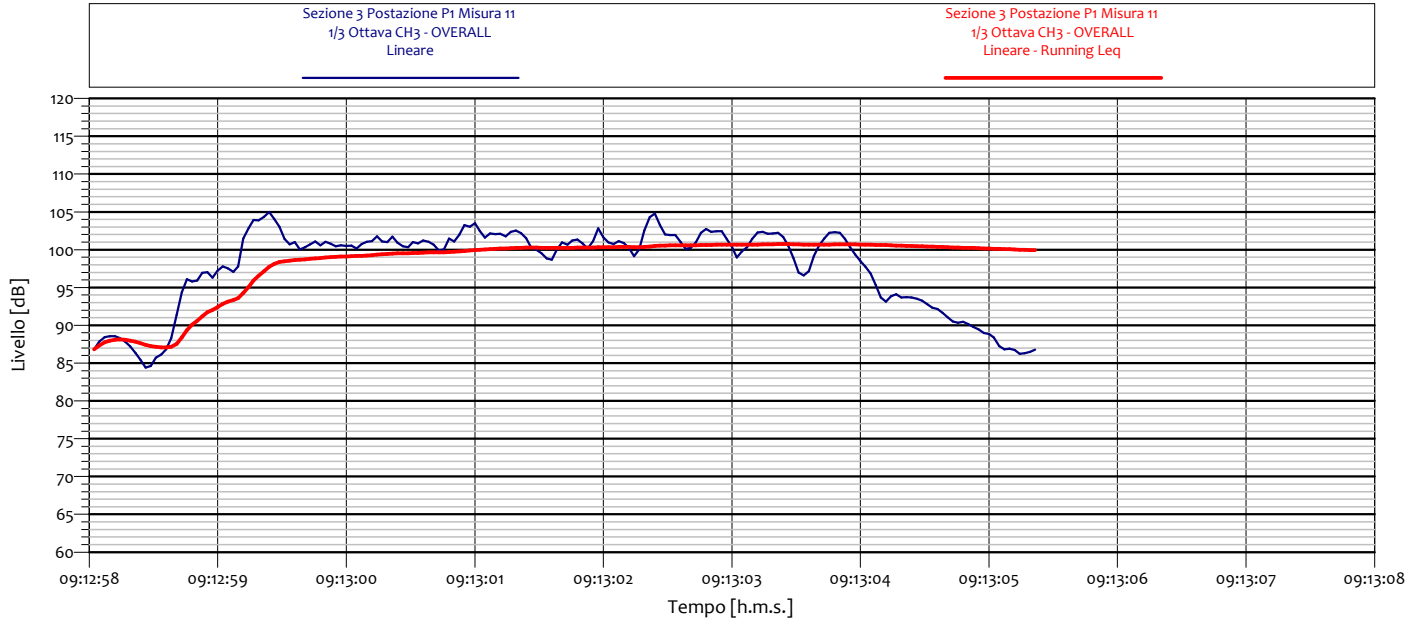


| Sezione 3 Postazione P1 Misura 10 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 66.0 dB | 1 | 68.8 dB | 1.3 | 72.4 dB | 1.6 | 70.6 dB |
| 2 | 69.6 dB | 2.5 | 71.2 dB | 3.2 | 73.4 dB | 4 | 68.1 dB |
| 5 | 78.8 dB | 6.3 | 73.4 dB | 8 | 69.3 dB | 10 | 76.8 dB |
| 12.5 | 71.1 dB | 16 | 71.0 dB | 20 | 77.6 dB | 25 | 84.8 dB |
| 31.5 | 89.4 dB | 40 | 85.2 dB | 50 | 90.5 dB | 63 | 92.1 dB |
| 80 | 89.5 dB | 100 | 87.7 dB | 125 | 92.4 dB | 160 | 86.5 dB |
| 200 | 75.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



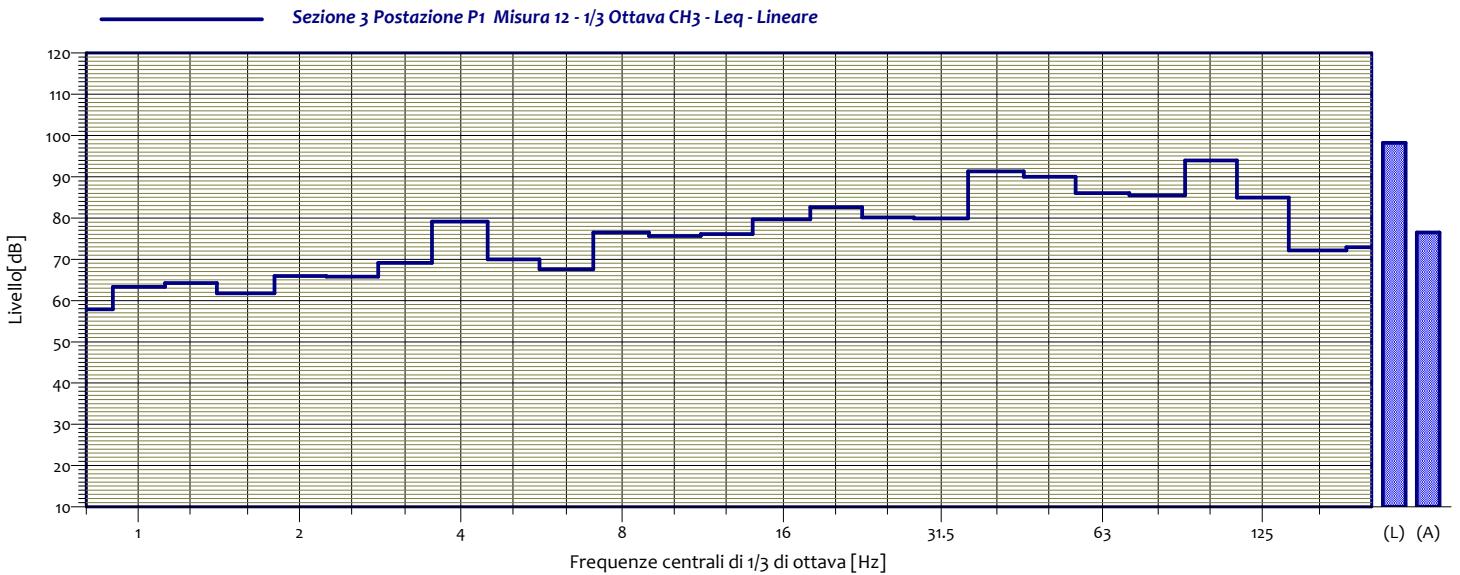
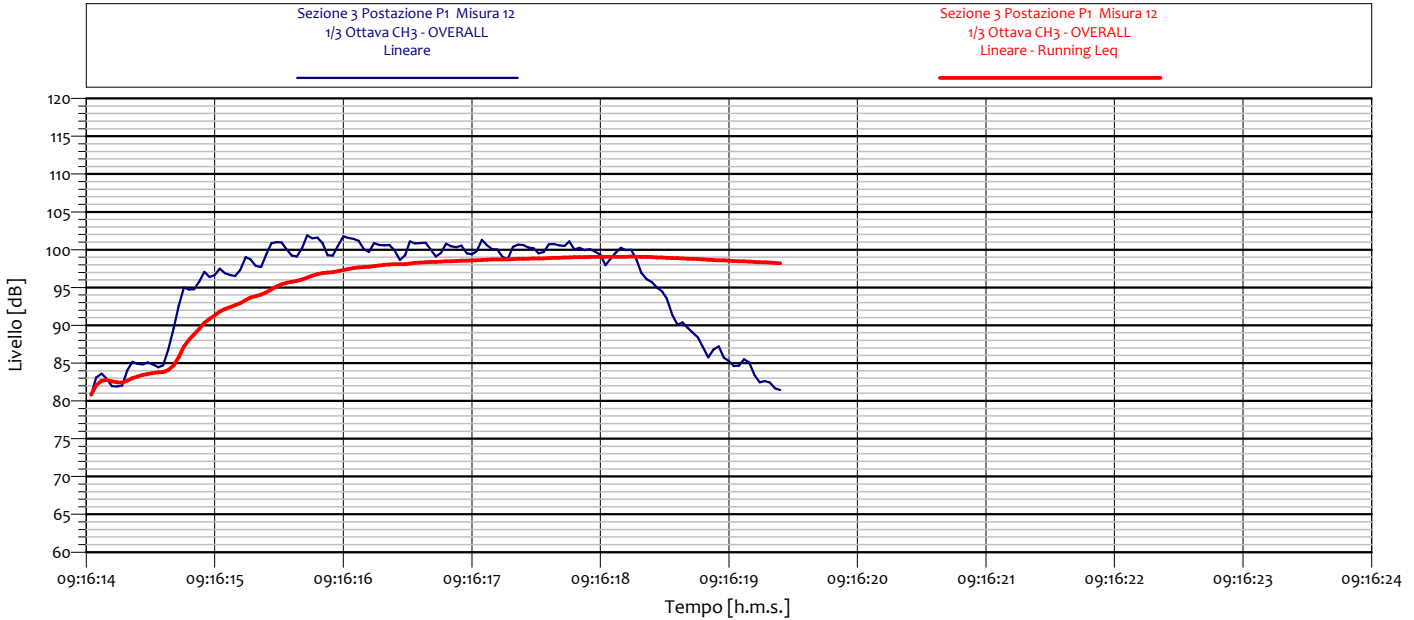
Sezione 3 Postazione P1 Misura 11
1/3 Ottava CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.8 dB | 1 | 73.9 dB | 1.3 | 73.6 dB | 1.6 | 64.7 dB |
| 2 | 70.2 dB | 2.5 | 81.1 dB | 3.2 | 73.7 dB | 4 | 70.7 dB |
| 5 | 71.9 dB | 6.3 | 73.5 dB | 8 | 75.6 dB | 10 | 78.5 dB |
| 12.5 | 83.5 dB | 16 | 81.0 dB | 20 | 87.1 dB | 25 | 85.5 dB |
| 31.5 | 80.0 dB | 40 | 90.6 dB | 50 | 93.8 dB | 63 | 89.2 dB |
| 80 | 94.2 dB | 100 | 88.8 dB | 125 | 85.8 dB | 160 | 75.2 dB |
| 200 | 74.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sottolito Verona Porta Vescovo - Montebello Vicentino



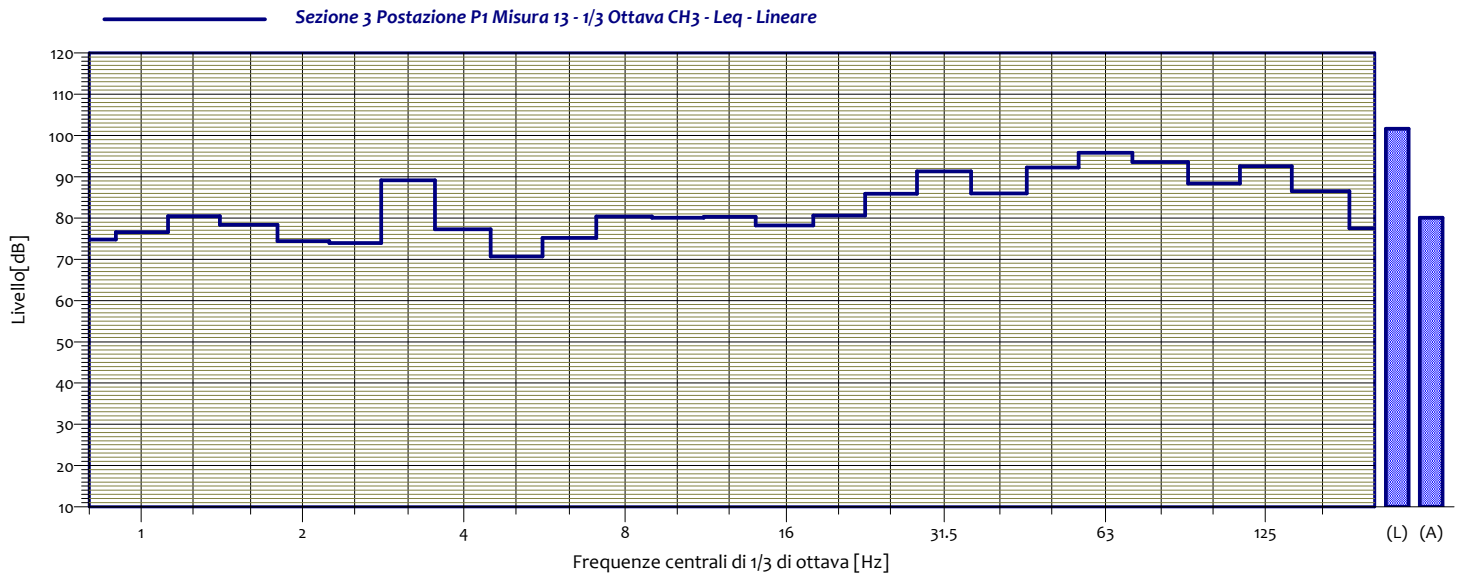
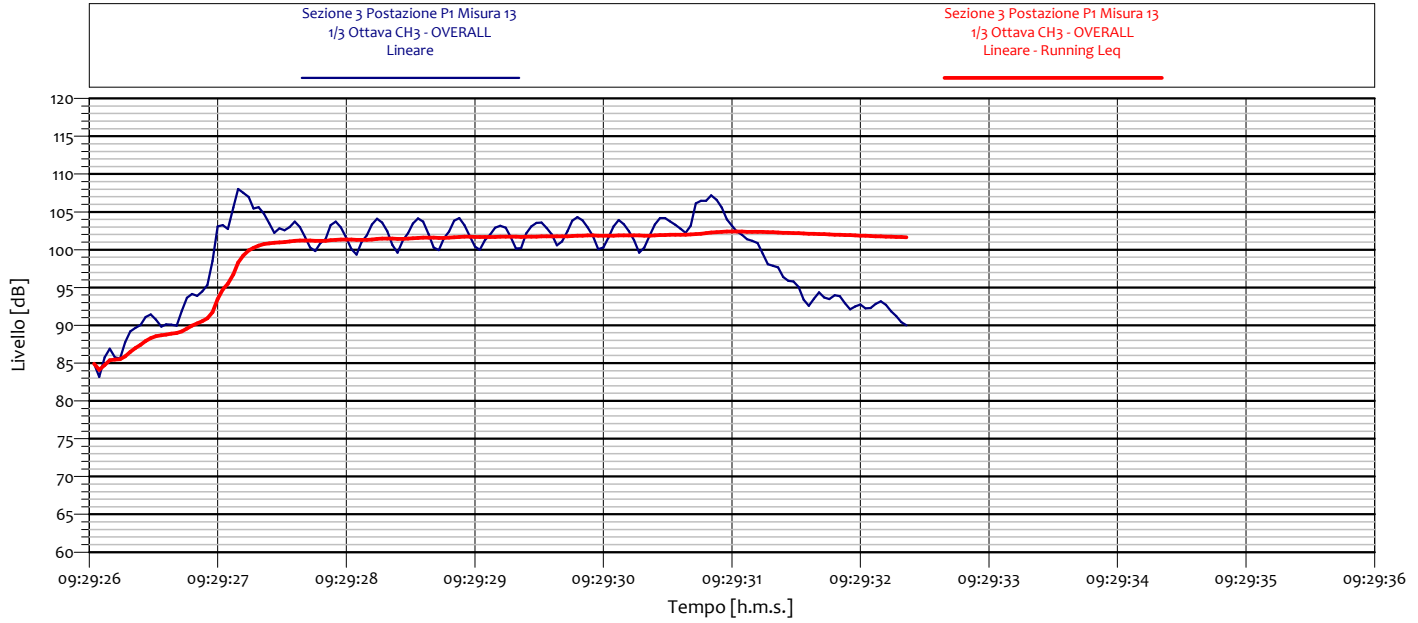
Sezione 3 Postazione P1 Misura 12
1/3 Ottava CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.8 dB | 1 | 63.3 dB | 1.3 | 64.2 dB | 1.6 | 61.7 dB |
| 2 | 66.0 dB | 2.5 | 65.8 dB | 3.2 | 69.1 dB | 4 | 79.1 dB |
| 5 | 70.0 dB | 6.3 | 67.5 dB | 8 | 76.5 dB | 10 | 75.6 dB |
| 12.5 | 76.1 dB | 16 | 79.6 dB | 20 | 82.6 dB | 25 | 80.2 dB |
| 31.5 | 79.9 dB | 40 | 91.3 dB | 50 | 90.0 dB | 63 | 86.0 dB |
| 80 | 85.5 dB | 100 | 93.9 dB | 125 | 85.0 dB | 160 | 72.1 dB |
| 200 | 72.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicco Verona Porta Vescovo - Montebello Vicentino

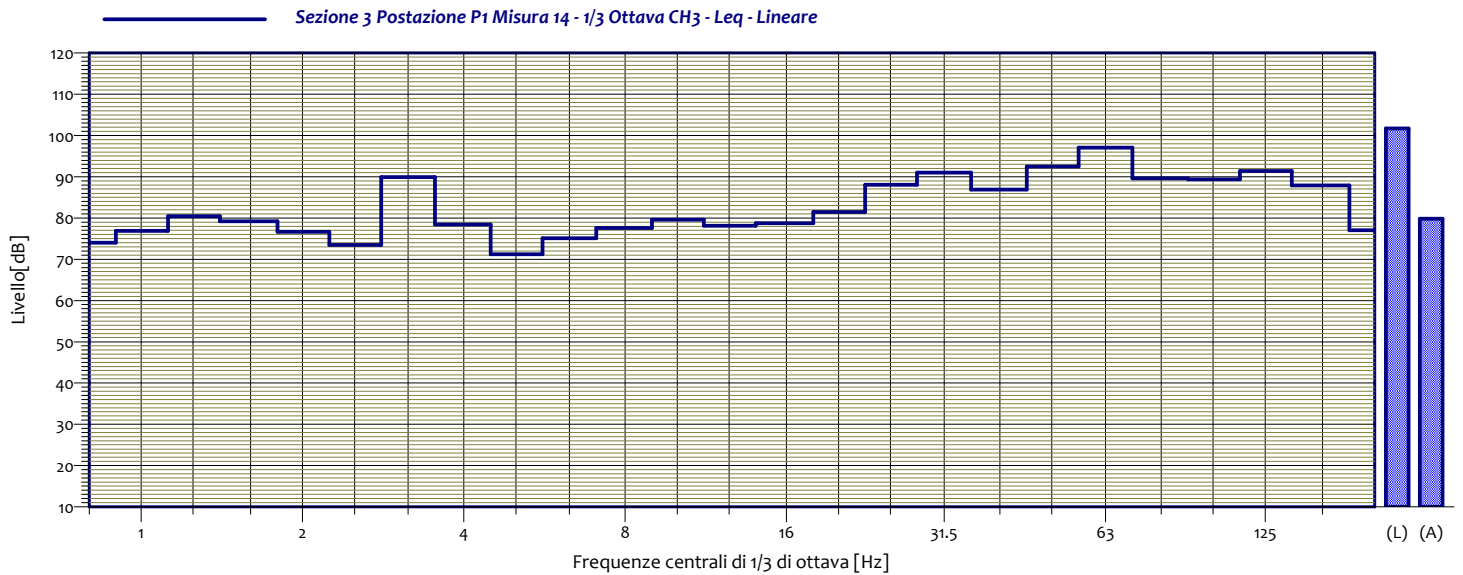
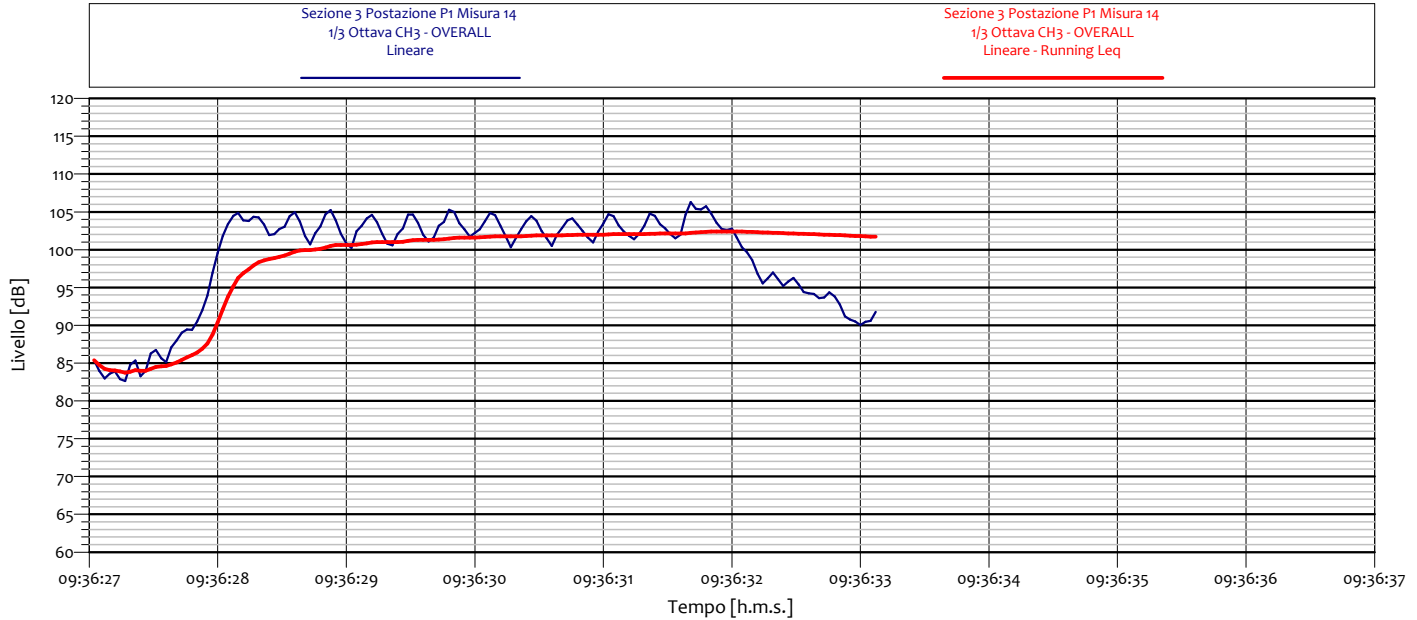


| Sezione 3 Postazione P1 Misura 13 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 74.8 dB | 1 | 76.6 dB | 1.3 | 80.5 dB | 1.6 | 78.3 dB |
| 2 | 74.4 dB | 2.5 | 73.9 dB | 3.2 | 89.1 dB | 4 | 77.3 dB |
| 5 | 70.7 dB | 6.3 | 75.2 dB | 8 | 80.4 dB | 10 | 80.0 dB |
| 12.5 | 80.3 dB | 16 | 78.2 dB | 20 | 80.6 dB | 25 | 85.9 dB |
| 31.5 | 91.3 dB | 40 | 86.0 dB | 50 | 92.2 dB | 63 | 95.8 dB |
| 80 | 93.6 dB | 100 | 88.4 dB | 125 | 92.6 dB | 160 | 86.5 dB |
| 200 | 77.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

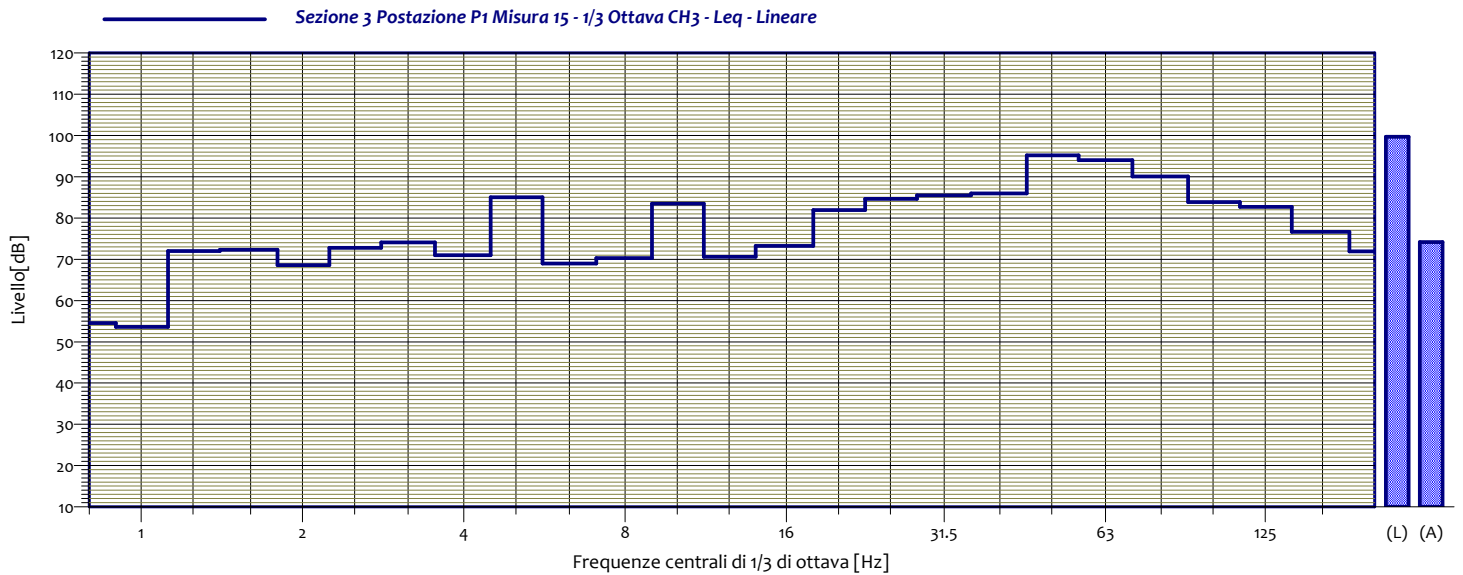
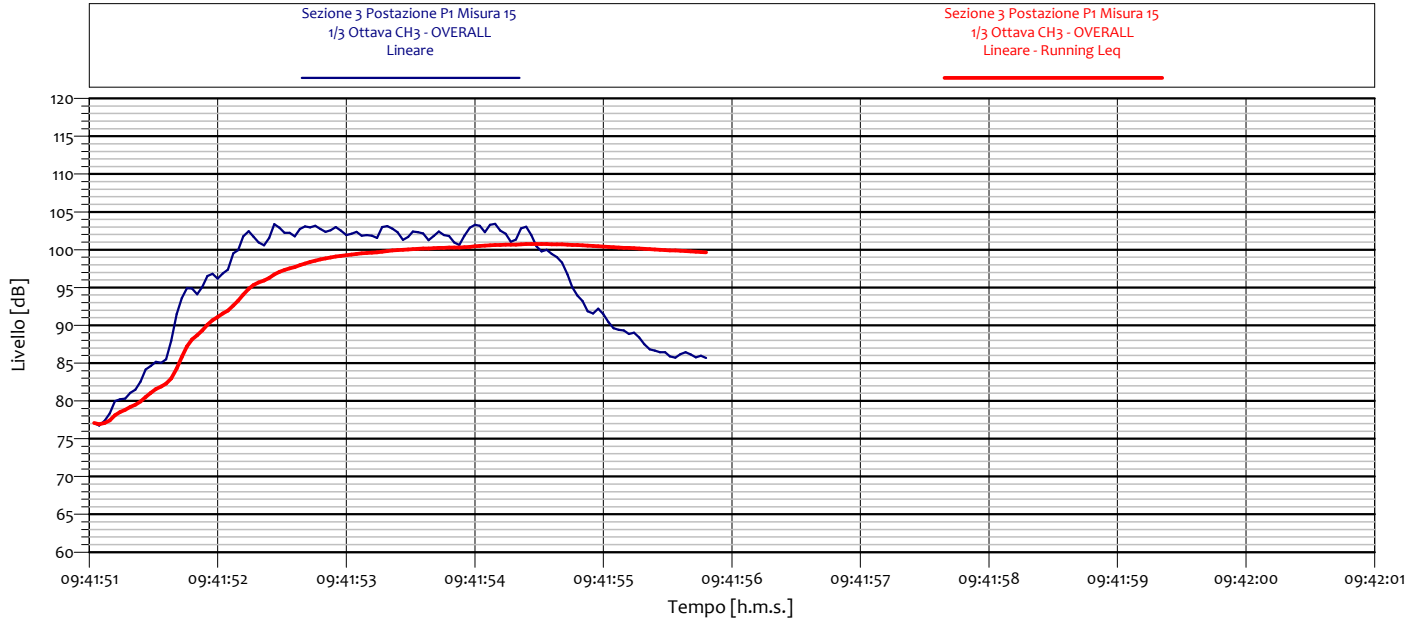


| Sezione 3 Postazione P1 Misura 14 1/3 Ottava CH3 - Leq - Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 74.0 dB | 1 | 76.8 dB | 1.3 | 80.5 dB | 1.6 | 79.2 dB |
| 2 | 76.7 dB | 2.5 | 73.5 dB | 3.2 | 89.9 dB | 4 | 78.4 dB |
| 5 | 71.2 dB | 6.3 | 75.1 dB | 8 | 77.6 dB | 10 | 79.6 dB |
| 12.5 | 78.2 dB | 16 | 78.8 dB | 20 | 81.5 dB | 25 | 88.1 dB |
| 31.5 | 91.0 dB | 40 | 86.9 dB | 50 | 92.4 dB | 63 | 97.0 dB |
| 80 | 89.6 dB | 100 | 89.4 dB | 125 | 91.4 dB | 160 | 87.9 dB |
| 200 | 77.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

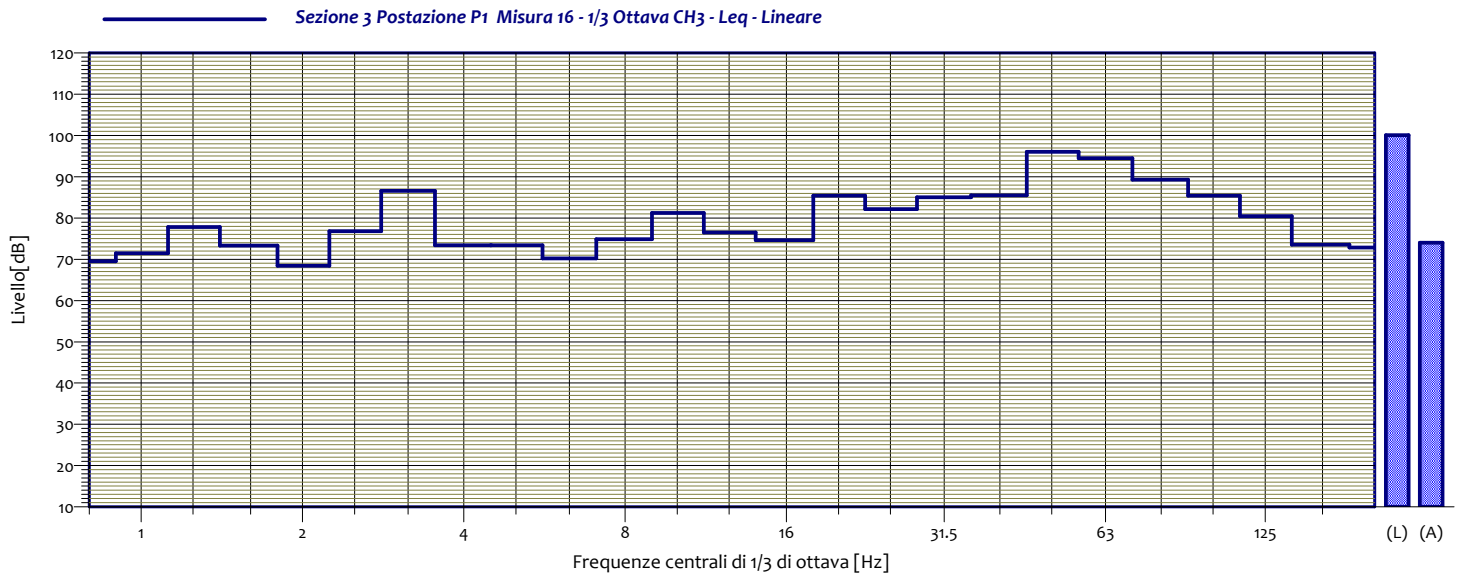
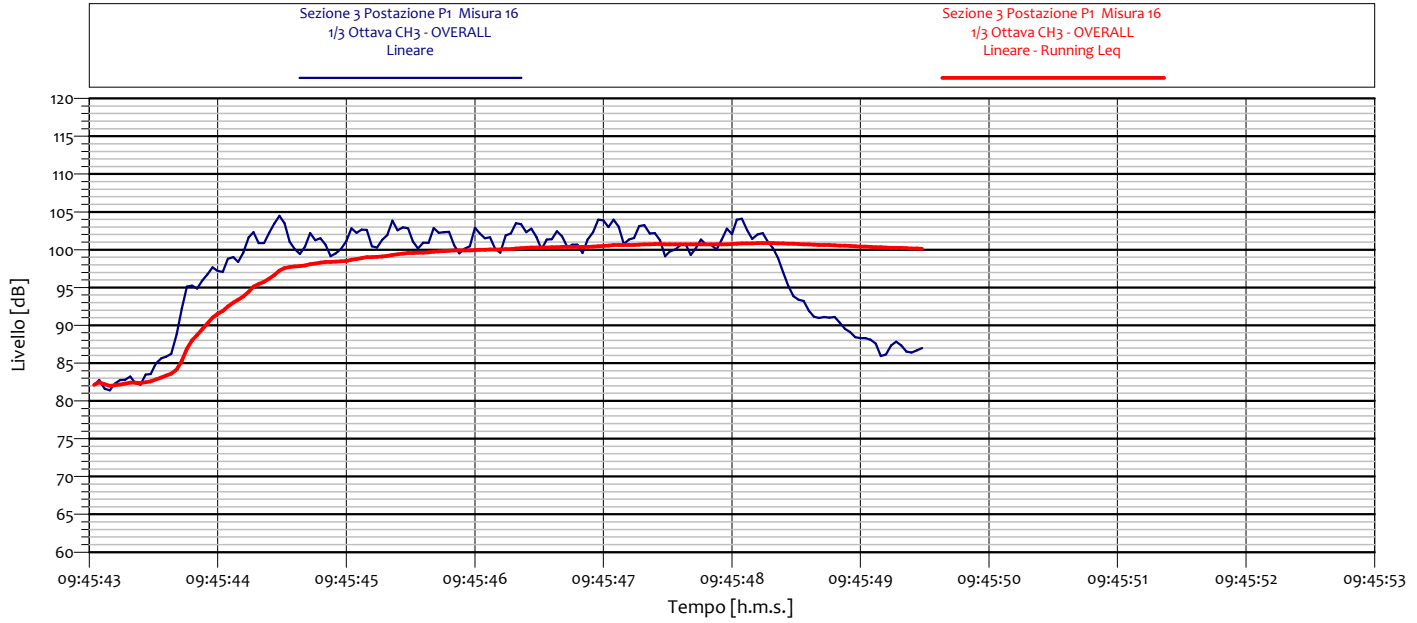


| Sezione 3 Postazione P1 Misura 15 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 54.6 dB | 1 | 53.6 dB | 1.3 | 72.0 dB | 1.6 | 72.3 dB |
| 2 | 68.6 dB | 2.5 | 72.8 dB | 3.2 | 74.1 dB | 4 | 71.0 dB |
| 5 | 85.1 dB | 6.3 | 69.0 dB | 8 | 70.2 dB | 10 | 83.5 dB |
| 12.5 | 70.6 dB | 16 | 73.3 dB | 20 | 82.0 dB | 25 | 84.6 dB |
| 31.5 | 85.5 dB | 40 | 86.0 dB | 50 | 95.2 dB | 63 | 94.1 dB |
| 80 | 90.1 dB | 100 | 83.9 dB | 125 | 82.7 dB | 160 | 76.7 dB |
| 200 | 71.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

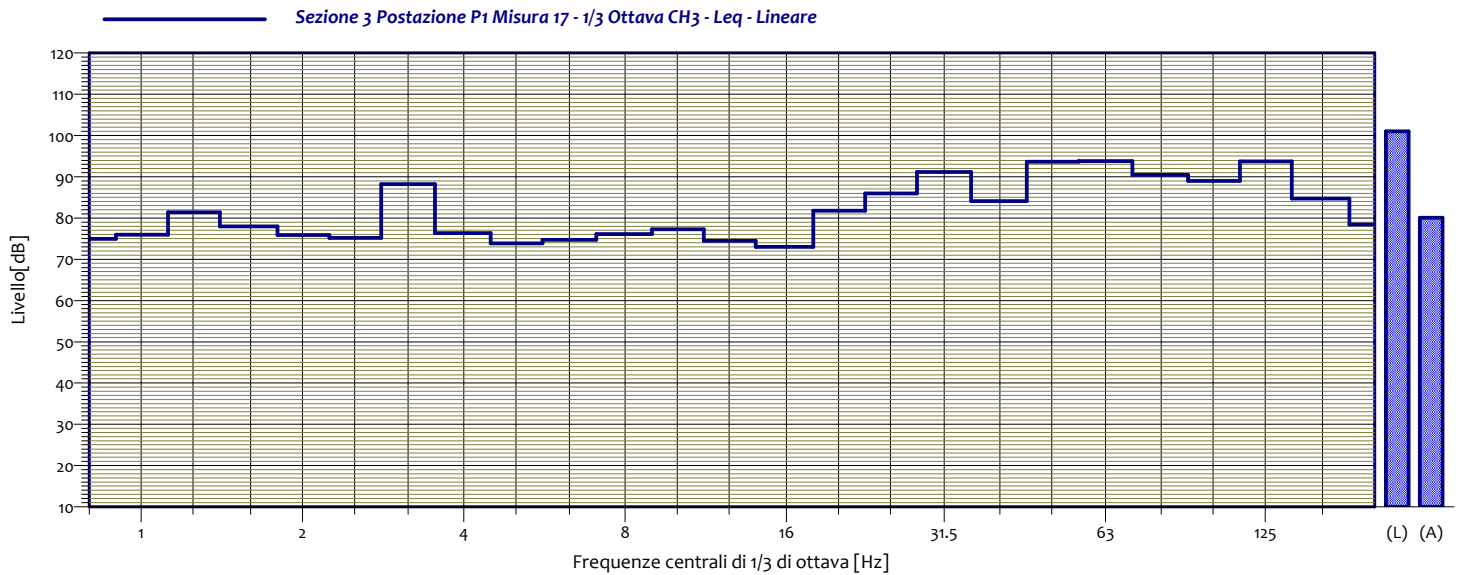
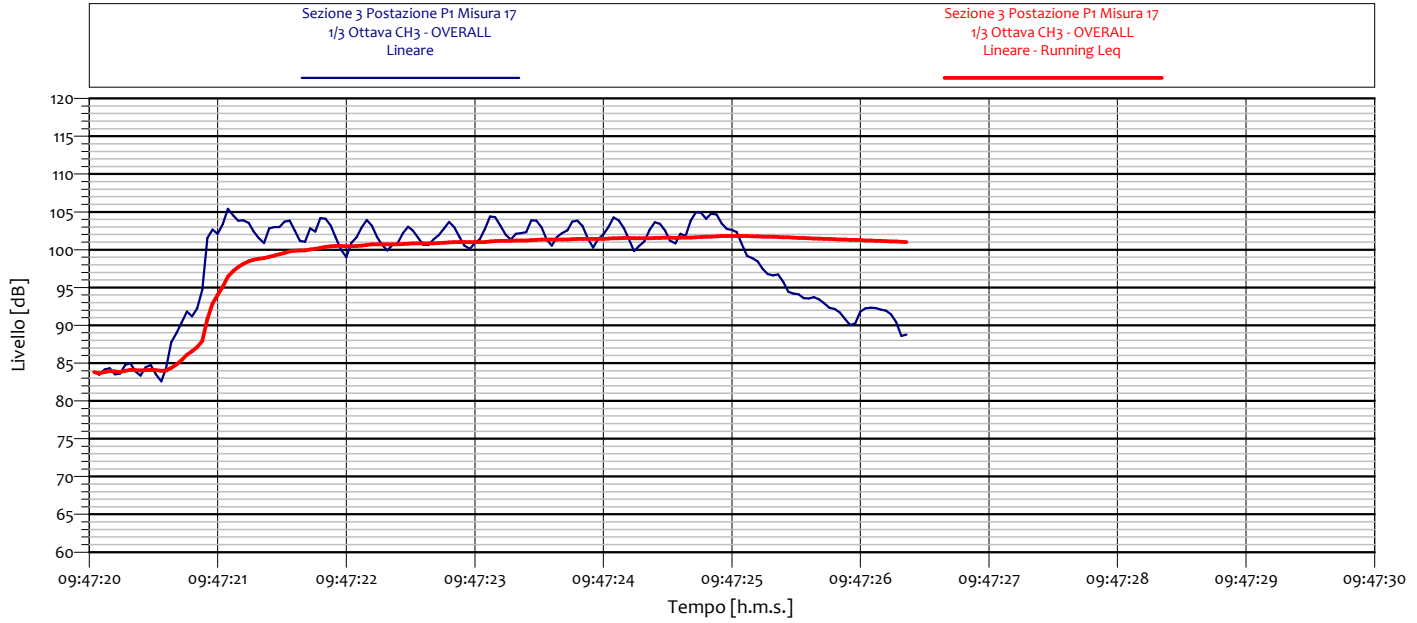


| Sezione 3 Postazione P1 Misura 16 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 69.5 dB | 1 | 71.4 dB | 1.3 | 77.8 dB | 1.6 | 73.3 dB |
| 2 | 68.4 dB | 2.5 | 76.8 dB | 3.2 | 86.6 dB | 4 | 73.4 dB |
| 5 | 73.4 dB | 6.3 | 70.2 dB | 8 | 74.9 dB | 10 | 81.3 dB |
| 12.5 | 76.5 dB | 16 | 74.7 dB | 20 | 85.4 dB | 25 | 82.2 dB |
| 31.5 | 85.0 dB | 40 | 85.5 dB | 50 | 96.0 dB | 63 | 94.5 dB |
| 80 | 89.3 dB | 100 | 85.4 dB | 125 | 80.4 dB | 160 | 73.5 dB |
| 200 | 72.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

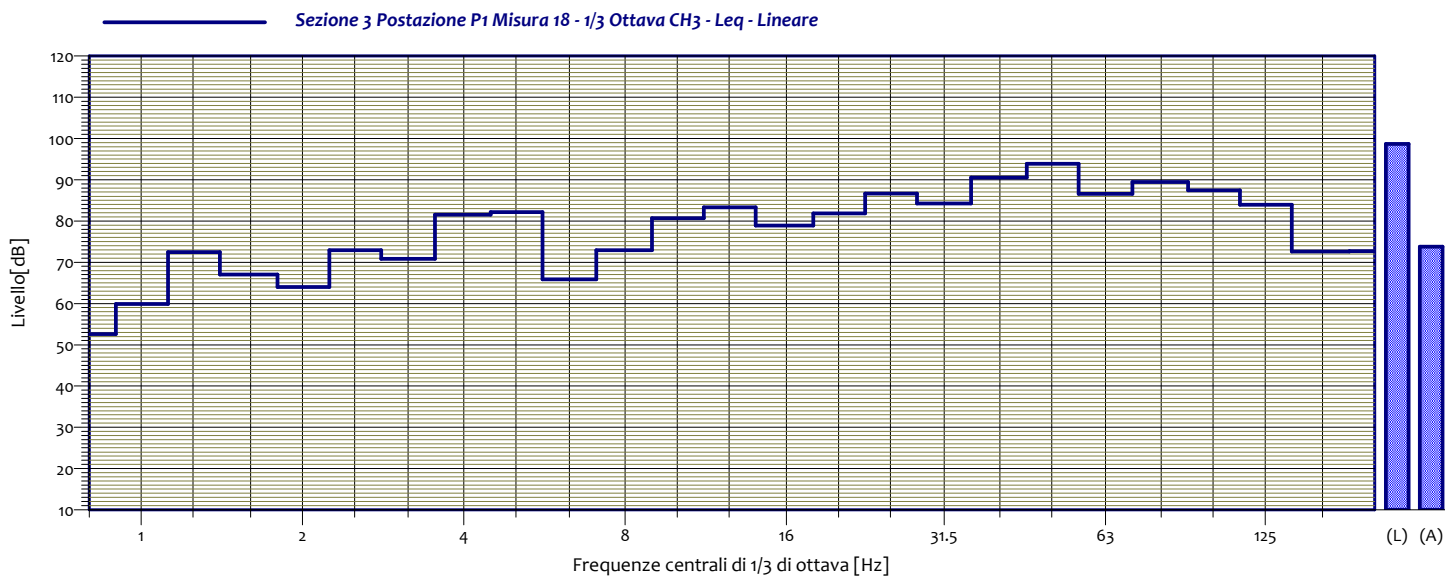
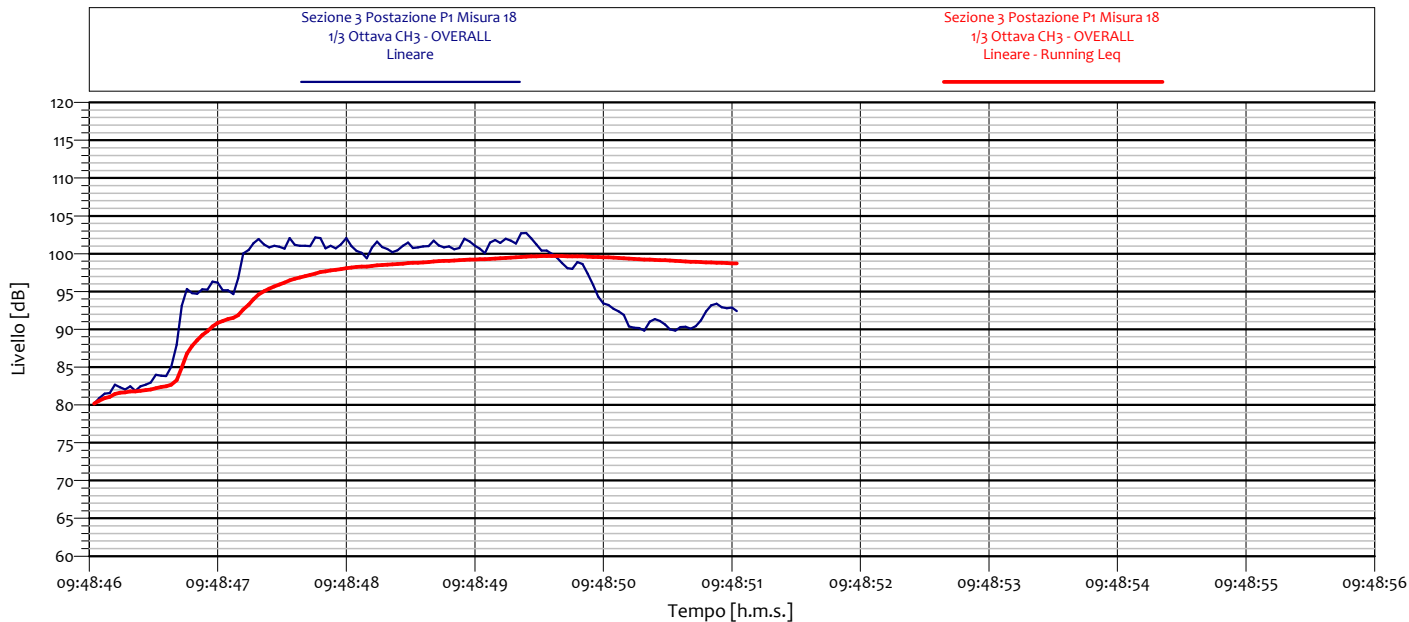


| Sezione 3 Postazione P1 Misura 17 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 74.9 dB | 1 | 76.0 dB | 1.3 | 81.4 dB | 1.6 | 78.0 dB |
| 2 | 75.8 dB | 2.5 | 75.2 dB | 3.2 | 88.2 dB | 4 | 76.3 dB |
| 5 | 73.9 dB | 6.3 | 74.7 dB | 8 | 76.1 dB | 10 | 77.3 dB |
| 12.5 | 74.5 dB | 16 | 73.0 dB | 20 | 81.7 dB | 25 | 86.0 dB |
| 31.5 | 91.2 dB | 40 | 84.1 dB | 50 | 93.7 dB | 63 | 93.8 dB |
| 80 | 90.4 dB | 100 | 89.0 dB | 125 | 93.7 dB | 160 | 84.7 dB |
| 200 | 78.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



| Sezione 3 Postazione P1 Misura 18 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 52.6 dB | 1 | 59.9 dB | 1.3 | 72.5 dB | 1.6 | 67.1 dB |
| 2 | 64.0 dB | 2.5 | 72.9 dB | 3.2 | 70.8 dB | 4 | 81.5 dB |
| 5 | 82.2 dB | 6.3 | 65.8 dB | 8 | 72.9 dB | 10 | 80.7 dB |
| 12.5 | 83.3 dB | 16 | 78.9 dB | 20 | 81.8 dB | 25 | 86.7 dB |
| 31.5 | 84.2 dB | 40 | 90.6 dB | 50 | 93.9 dB | 63 | 86.6 dB |
| 80 | 89.4 dB | 100 | 87.4 dB | 125 | 83.9 dB | 160 | 72.6 dB |
| 200 | 72.7 dB | | | | | | |

POSTAZIONE DI MISURA: P2 Sezione: 03 - GALLERIA

LOCALIZZAZIONE: km 32+200 Linea A.V./A.C. Milano - Bologna

DATA INIZIO: 20.11.2014 ORA INIZIO: 8:00:00

DATA INIZIO: 20.11.2014 ORA INIZIO: 14:00:00

DESCRIZIONE: In prossimità della parete della galleria (circa 1 m lato esterno)

STRUMENTAZIONE: Analizzatore Real Time SoundBook Sinus 4 ch con terna monoassiale di accelerometri da 1000 mV/g PCB Piezotronic mod. 39303

NOTE: Misure da 01-18 effettuate in contemporanea con la postazione P1. Misure da 19-36 effettuate in contemporanea con la postazione P3


TABELLA DI SINTESI ASSE COMBINATO

| N. | DATA | ORA | DIR | TIPO | COMP. | Trazione | Lunghezza (m) | Velocità (Km/h) | Leq (dB) |
|----|------------|--------------|-----|---------------|-------|----------|---------------|-----------------|----------|
| 1 | 20/11/2014 | 08:16:44.600 | N | FRECCIA ROSSA | 2+9 | E | 301,5 | 181,4 | 76,8 |
| 2 | 20/11/2014 | 08:17:50.600 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 163,6 | 89,6 |
| 3 | 20/11/2014 | 08:22:41.240 | S | ITALO | 2+9 | E | 200,0 | 183,4 | 84,6 |
| 4 | 20/11/2014 | 08:29:14.120 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 175,1 | 84,0 |
| 5 | 20/11/2014 | 08:32:45.920 | N | ITALO | 2+9 | E | 200,0 | 205,8 | 88,7 |
| 6 | 20/11/2014 | 08:33:01.880 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 155,2 | 77,7 |
| 7 | 20/11/2014 | 08:43:35.840 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 159,6 | 91,9 |
| 8 | 20/11/2014 | 08:44:00.200 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 153,8 | 90,5 |
| 9 | 20/11/2014 | 09:03:15.440 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 182,3 | 80,1 |
| 10 | 20/11/2014 | 09:08:38.240 | S | ITALO | 2+9 | E | 200,0 | 197,2 | 84,5 |
| 11 | 20/11/2014 | 09:12:59.600 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 208,0 | 75,9 |
| 12 | 20/11/2014 | 09:16:16.160 | N | ITALO | 2+9 | E | 200,0 | 208,0 | 72,3 |
| 13 | 20/11/2014 | 09:29:27.320 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 192,5 | 89,6 |
| 14 | 20/11/2014 | 09:36:29 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 260,9 | 89,3 |
| 15 | 20/11/2014 | 09:41:52.520 | N | ITALO | 2+9 | E | 200,0 | 188,7 | 76,3 |
| 16 | 20/11/2014 | 09:45:44.480 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 204,4 | 79,2 |
| 17 | 20/11/2014 | 09:47:22.160 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 163,1 | 89,6 |
| 18 | 20/11/2014 | 09:48:47.240 | N | ITALO | 2+9 | E | 200,0 | 171,7 | 77,6 |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE
DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ**

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

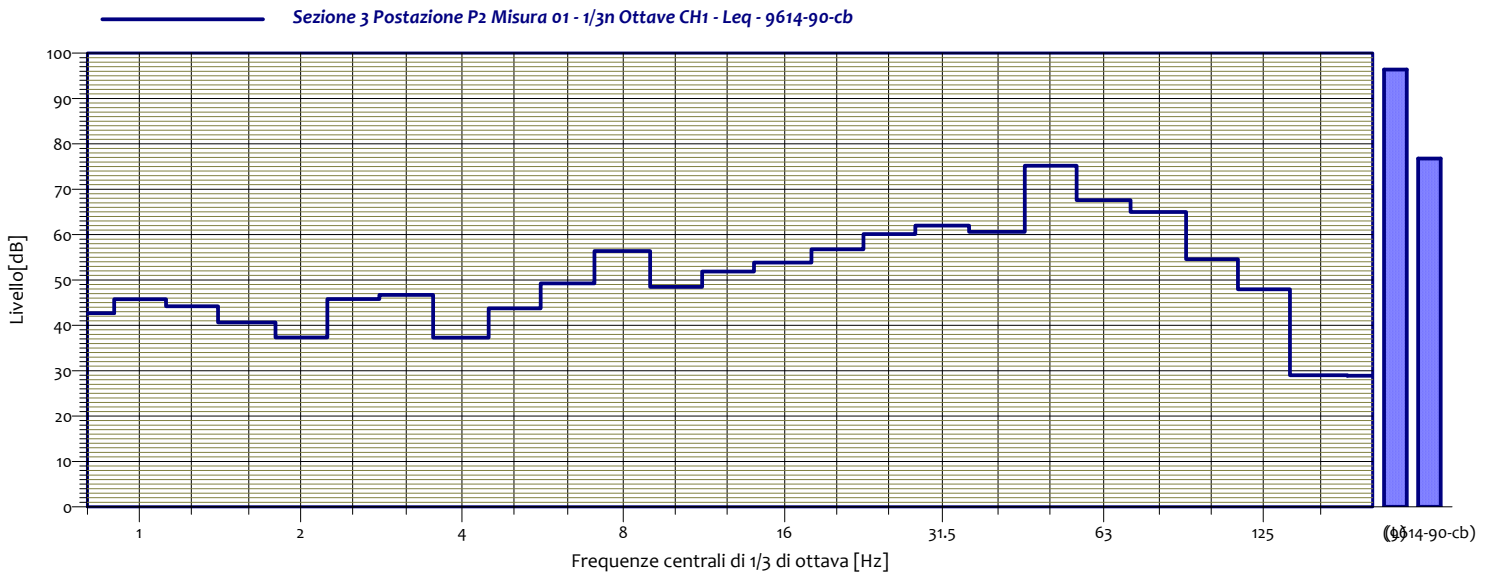
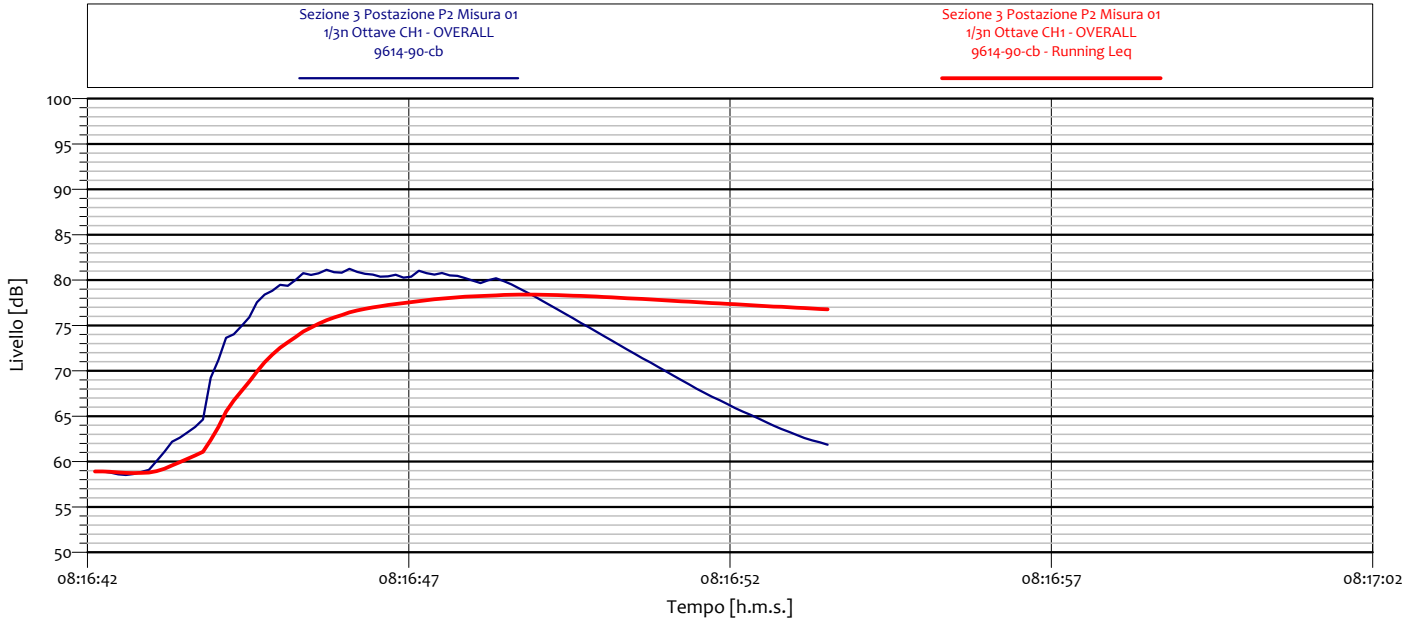
TABELLA DI SINTESI ASSE COMBINATO

| N. | DATA | ORA | DIR | TIPO | COMP. | Trazione | Lunghezza (m) | Velocità (Km/h) | Leq (dB) |
|----|------------|--------------|-----|---------------|-------|----------|---------------|-----------------|----------|
| 19 | 20/11/2014 | 10:18:45.560 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 213,6 | 77,5 |
| 20 | 20/11/2014 | 10:22:16.880 | S | FRECCIA ROSSA | 2+12 | E | 327,6 | 245,7 | 89,5 |
| 21 | 20/11/2014 | 10:33:23.360 | S | FRECCIA ROSSA | 2+13 | E | 327,6 | 239,7 | 90,1 |
| 22 | 20/11/2014 | 10:39:19.640 | N | FRECCIA ROSSA | 2+10 | E | 301,5 | 215,3 | 85,6 |
| 23 | 20/11/2014 | 10:44:36.920 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 209,1 | 76,3 |
| 24 | 20/11/2014 | 10:47:28.760 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 213,6 | 86,0 |
| 25 | 20/11/2014 | 10:52:39.680 | N | ITALO | 2+9 | E | 200,0 | 230,7 | 76,6 |
| 26 | 20/11/2014 | 11:01:58.520 | S | ITALO | 2+9 | E | 200,0 | 230,7 | 85,5 |
| 27 | 20/11/2014 | 11:18:56.480 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 82,7 |
| 28 | 20/11/2014 | 11:27:34.040 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 91,3 |
| 29 | 20/11/2014 | 11:31:46.040 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 89,9 |
| 30 | 20/11/2014 | 11:33:13.400 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 82,0 |
| 31 | 20/11/2014 | 11:41:37.400 | N | ITALO | 2+9 | E | 200,0 | 230,7 | 76,4 |
| 32 | 20/11/2014 | 12:13:48.320 | N | FRECCIA ROSSA | 2+10 | E | 301,5 | 226,1 | 83,6 |
| 33 | 20/11/2014 | 12:18:39.440 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 89,8 |
| 34 | 20/11/2014 | 12:24:31.400 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 234,0 | 85,0 |
| 35 | 20/11/2014 | 12:31:34.400 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 213,6 | 90,1 |
| 36 | 20/11/2014 | 12:39:59.479 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 213,8 | 77,5 |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

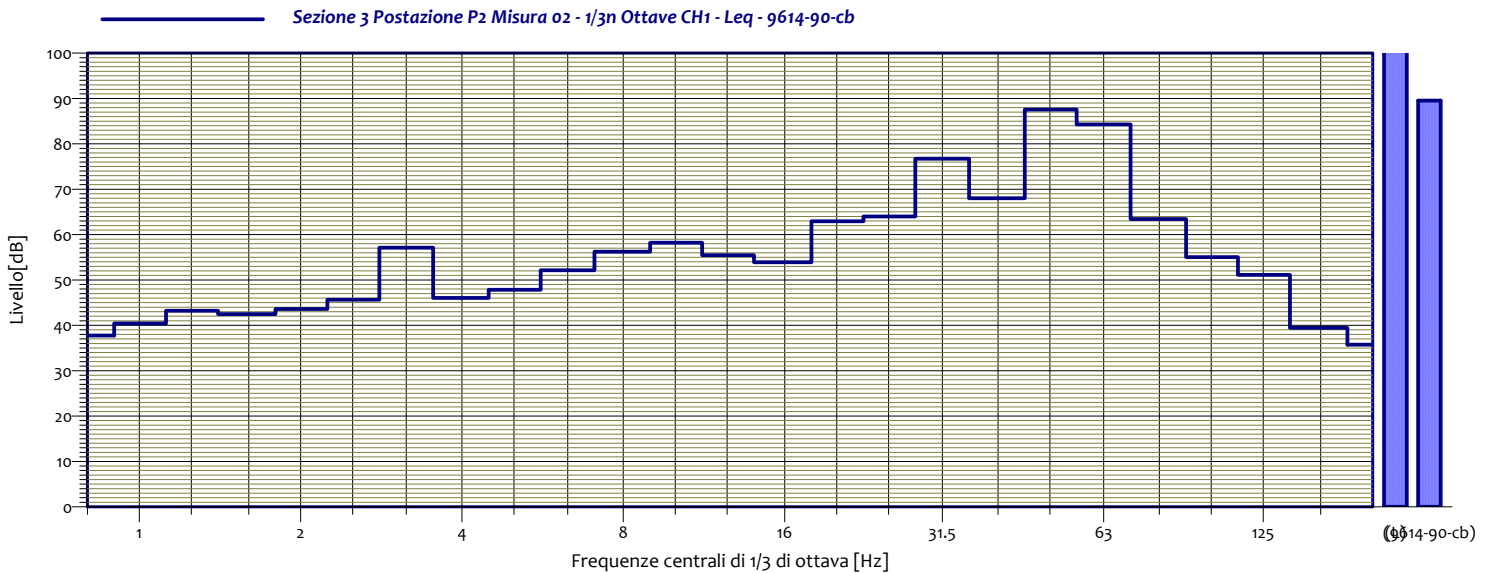
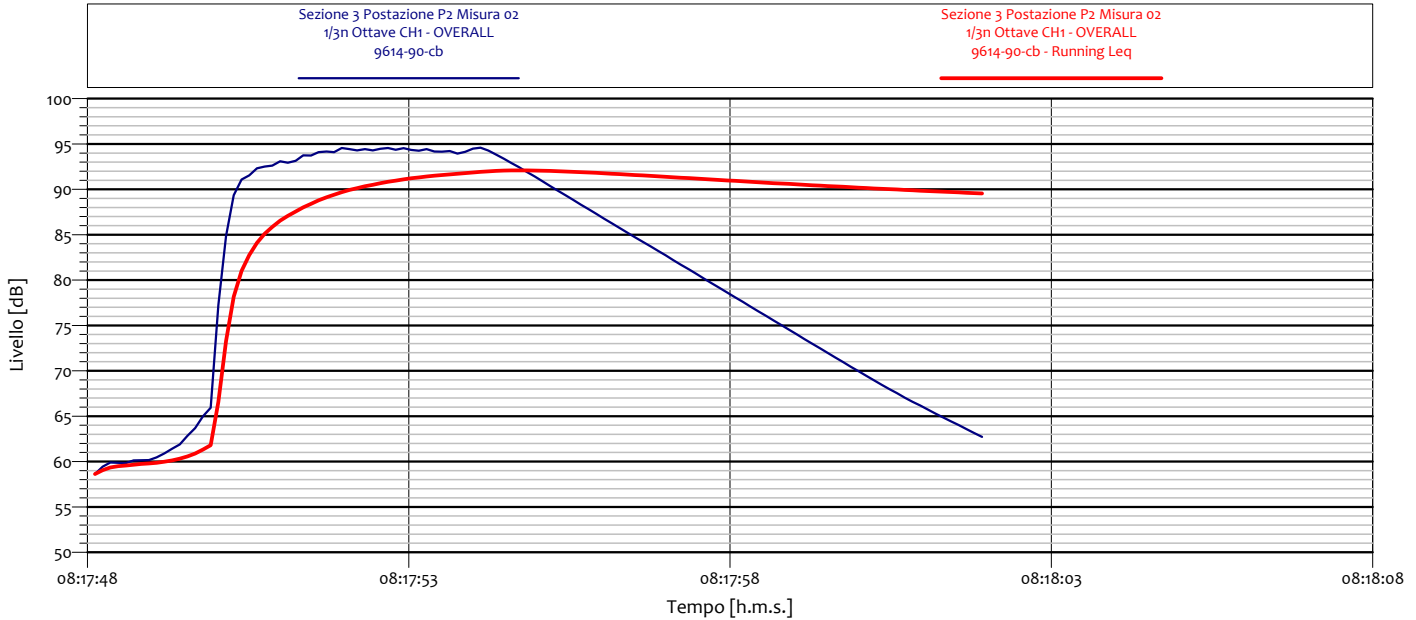


| Sezione 3 Postazione P2 Misura 01 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 42.7 dB | 1 | 45.8 dB | 1.3 | 44.2 dB | 1.6 | 40.6 dB |
| 2 | 37.3 dB | 2.5 | 45.8 dB | 3.2 | 46.7 dB | 4 | 37.3 dB |
| 5 | 43.7 dB | 6.3 | 49.2 dB | 8 | 56.4 dB | 10 | 48.5 dB |
| 12.5 | 51.9 dB | 16 | 53.8 dB | 20 | 56.8 dB | 25 | 60.1 dB |
| 31.5 | 62.0 dB | 40 | 60.6 dB | 50 | 75.2 dB | 63 | 67.6 dB |
| 80 | 65.0 dB | 100 | 54.6 dB | 125 | 47.9 dB | 160 | 29.0 dB |
| 200 | 28.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



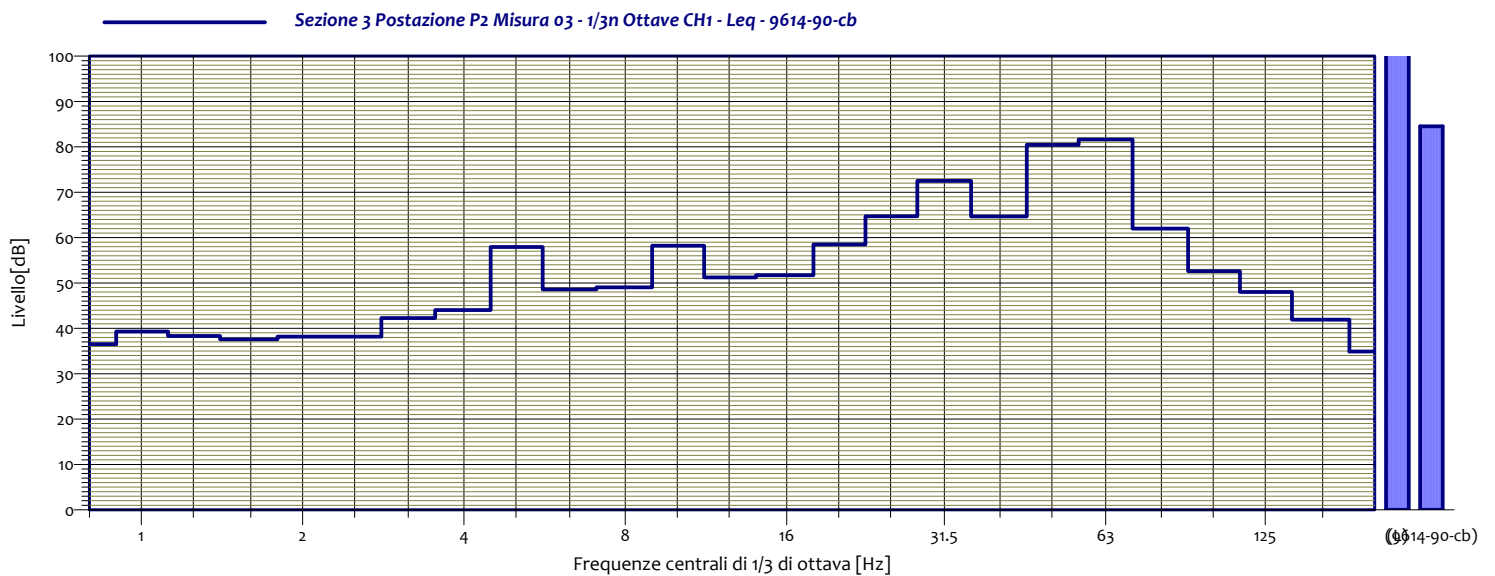
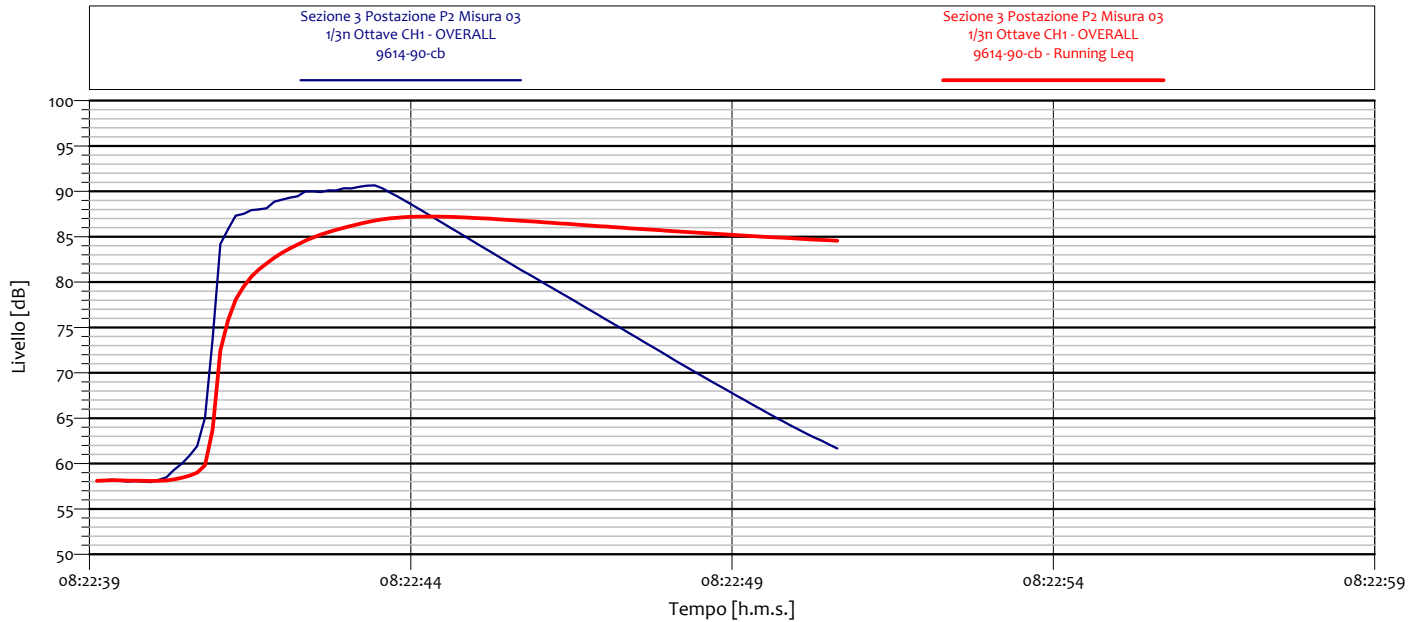
Sezione 3 Postazione P2 Misura 02
1/3n Ottave CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 37.8 dB | 1 | 40.4 dB | 1.3 | 43.2 dB | 1.6 | 42.5 dB |
| 2 | 43.6 dB | 2.5 | 45.7 dB | 3.2 | 57.1 dB | 4 | 46.0 dB |
| 5 | 47.9 dB | 6.3 | 52.2 dB | 8 | 56.2 dB | 10 | 58.2 dB |
| 12.5 | 55.5 dB | 16 | 53.9 dB | 20 | 63.0 dB | 25 | 64.0 dB |
| 31.5 | 76.7 dB | 40 | 68.0 dB | 50 | 87.6 dB | 63 | 84.3 dB |
| 80 | 63.5 dB | 100 | 55.0 dB | 125 | 51.1 dB | 160 | 39.5 dB |
| 200 | 35.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

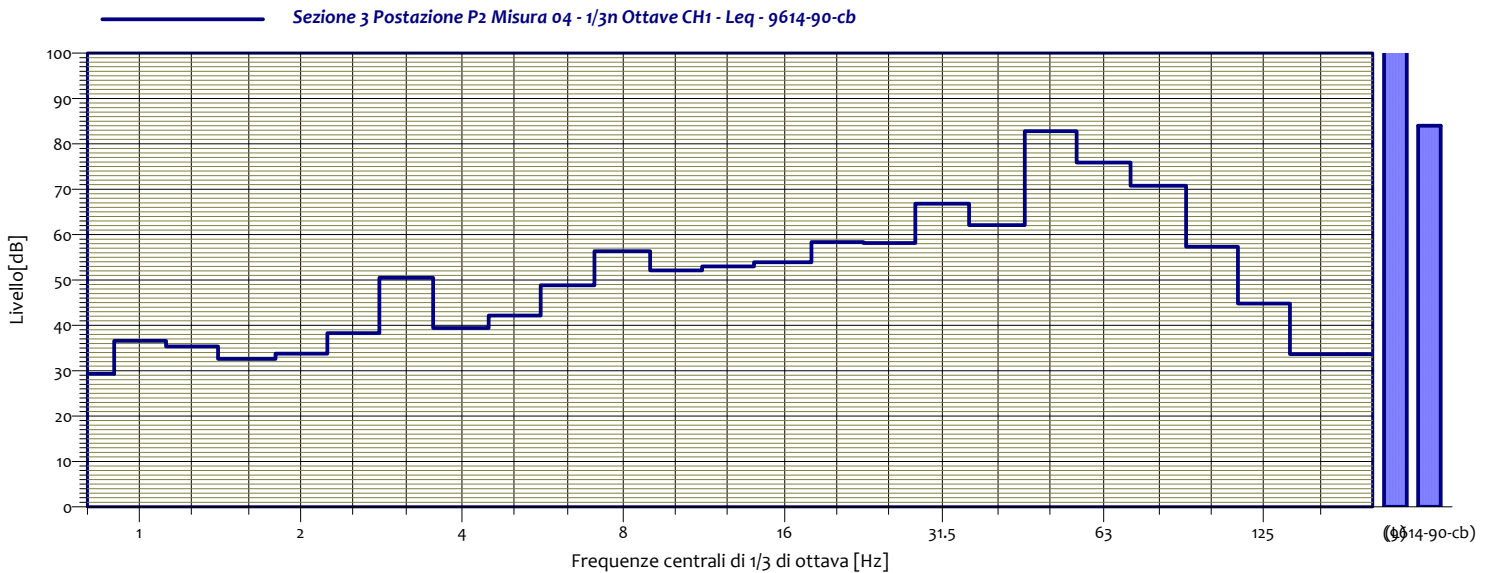
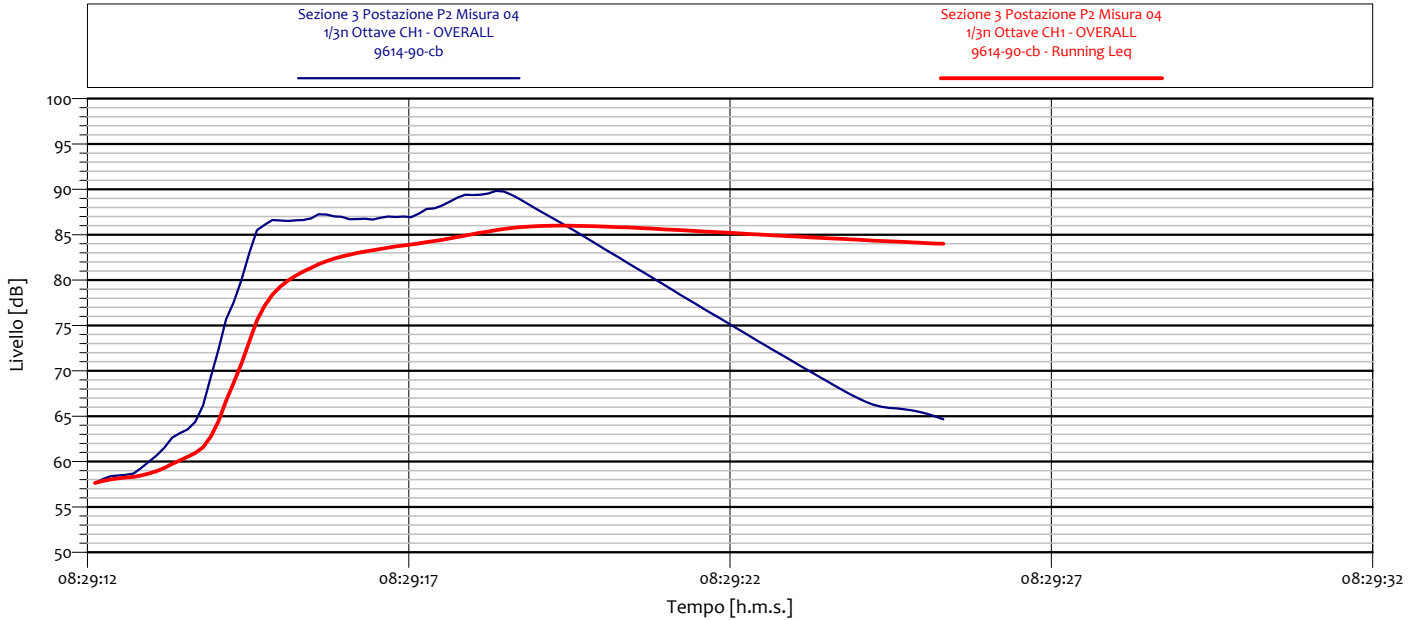


| Sezione 3 Postazione P2 Misura 03 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.5 dB | 1 | 39.3 dB | 1.3 | 38.3 dB | 1.6 | 37.6 dB |
| 2 | 38.2 dB | 2.5 | 38.2 dB | 3.2 | 42.3 dB | 4 | 44.1 dB |
| 5 | 58.0 dB | 6.3 | 48.6 dB | 8 | 49.1 dB | 10 | 58.2 dB |
| 12.5 | 51.3 dB | 16 | 51.7 dB | 20 | 58.5 dB | 25 | 64.7 dB |
| 31.5 | 72.5 dB | 40 | 64.7 dB | 50 | 80.5 dB | 63 | 81.7 dB |
| 80 | 62.0 dB | 100 | 52.6 dB | 125 | 48.0 dB | 160 | 41.9 dB |
| 200 | 34.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

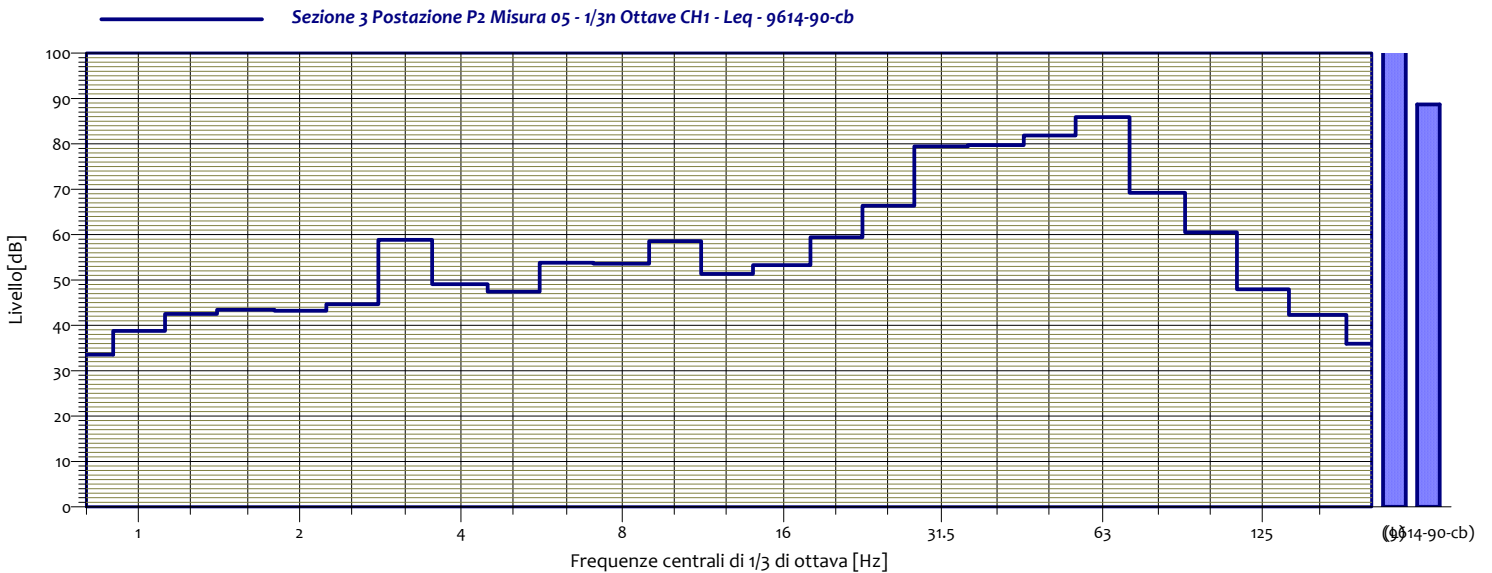
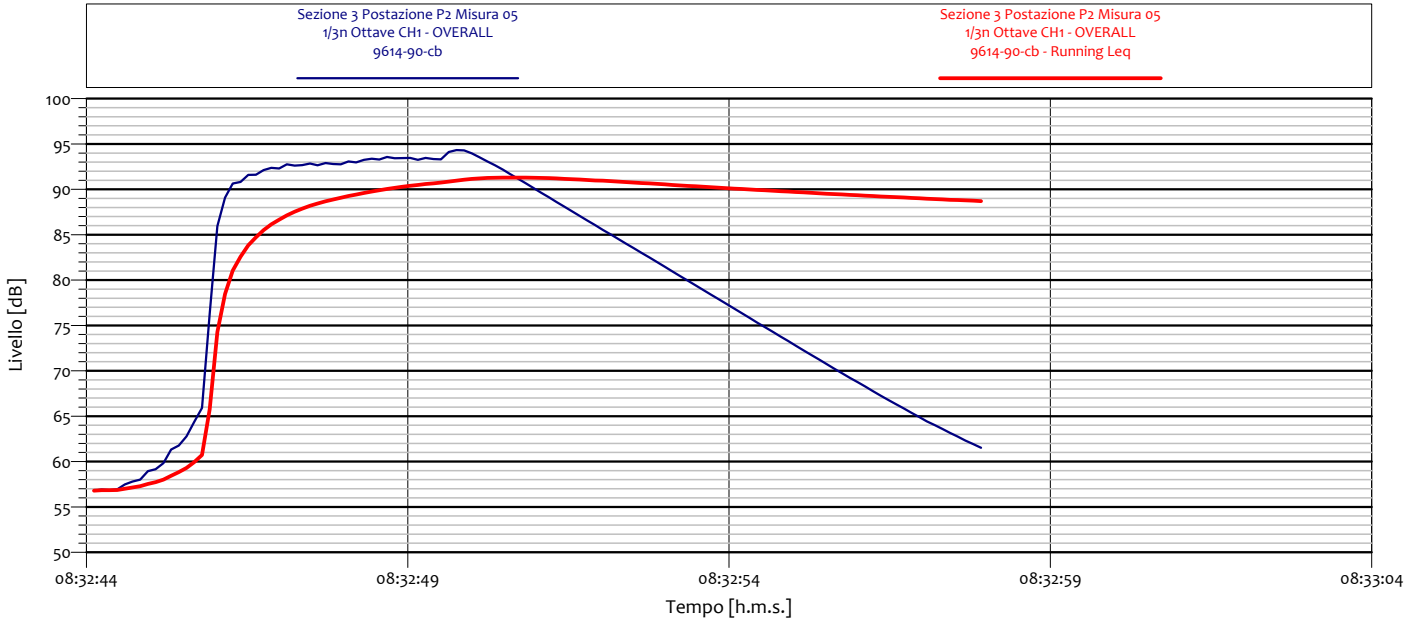


| Sezione 3 Postazione P2 Misura 04 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 29.4 dB | 1 | 36.6 dB | 1.3 | 35.3 dB | 1.6 | 32.6 dB |
| 2 | 33.8 dB | 2.5 | 38.3 dB | 3.2 | 50.5 dB | 4 | 39.4 dB |
| 5 | 42.2 dB | 6.3 | 48.8 dB | 8 | 56.3 dB | 10 | 52.1 dB |
| 12.5 | 53.0 dB | 16 | 53.9 dB | 20 | 58.4 dB | 25 | 58.1 dB |
| 31.5 | 66.8 dB | 40 | 62.1 dB | 50 | 82.8 dB | 63 | 75.9 dB |
| 80 | 70.8 dB | 100 | 57.4 dB | 125 | 44.8 dB | 160 | 33.7 dB |
| 200 | 33.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

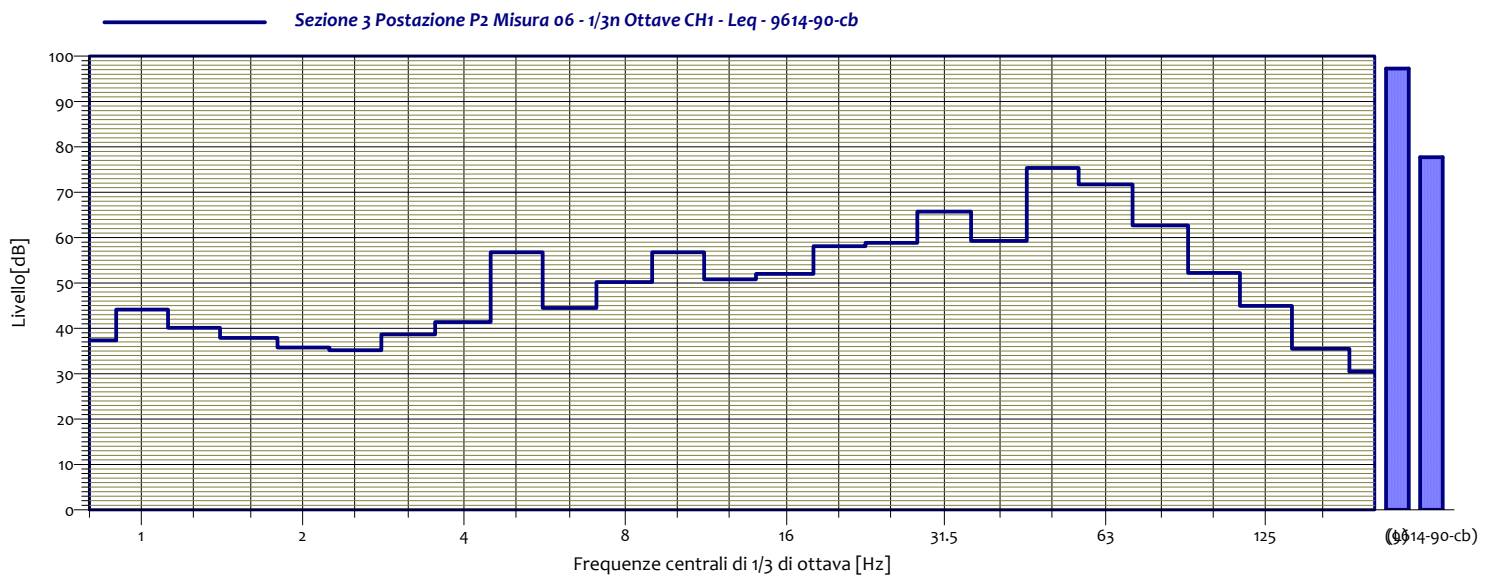
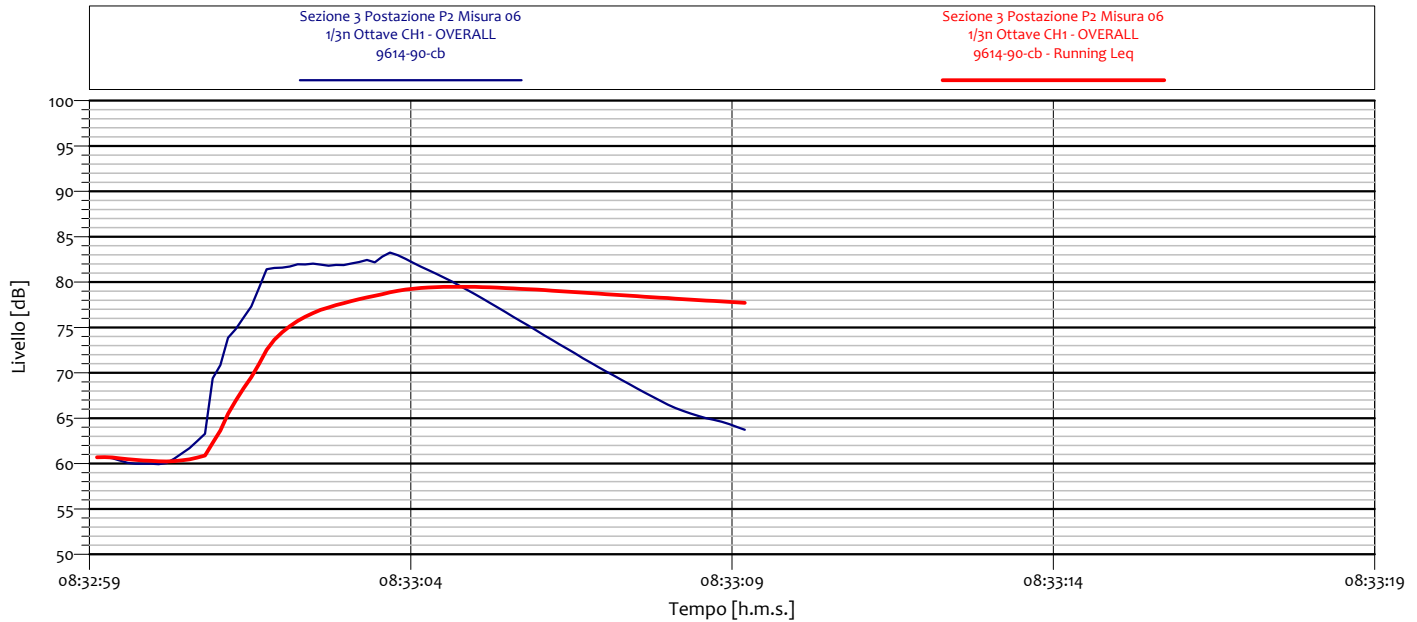


| Sezione 3 Postazione P2 Misura 05 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.6 dB | 1 | 38.8 dB | 1.3 | 42.5 dB | 1.6 | 43.4 dB |
| 2 | 43.2 dB | 2.5 | 44.7 dB | 3.2 | 58.9 dB | 4 | 49.1 dB |
| 5 | 47.4 dB | 6.3 | 53.8 dB | 8 | 53.6 dB | 10 | 58.6 dB |
| 12.5 | 51.3 dB | 16 | 53.3 dB | 20 | 59.4 dB | 25 | 66.4 dB |
| 31.5 | 79.5 dB | 40 | 79.7 dB | 50 | 81.8 dB | 63 | 85.9 dB |
| 80 | 69.2 dB | 100 | 60.5 dB | 125 | 47.9 dB | 160 | 42.3 dB |
| 200 | 36.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



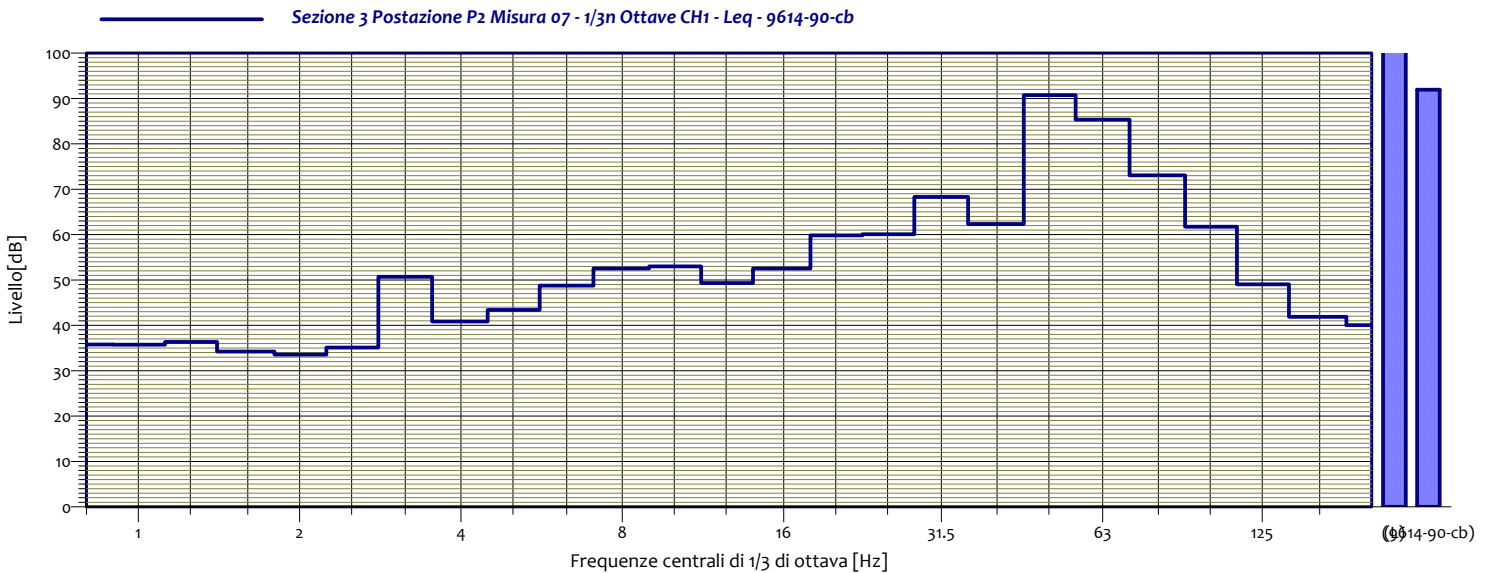
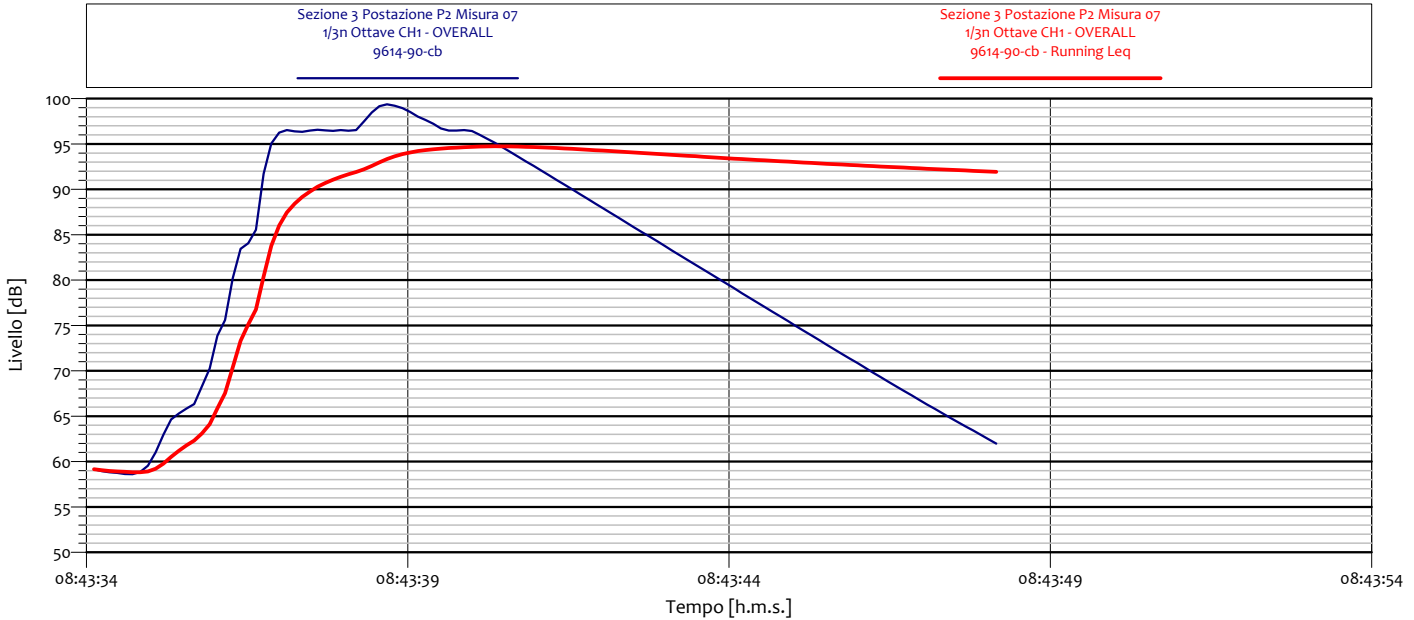
Sezione 3 Postazione P2 Misura o6
1/3n Ottave CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 37.4 dB | 1 | 44.1 dB | 1.3 | 40.1 dB | 1.6 | 37.9 dB |
| 2 | 35.8 dB | 2.5 | 35.2 dB | 3.2 | 38.7 dB | 4 | 41.4 dB |
| 5 | 56.8 dB | 6.3 | 44.5 dB | 8 | 50.2 dB | 10 | 56.8 dB |
| 12.5 | 50.8 dB | 16 | 52.0 dB | 20 | 58.1 dB | 25 | 58.9 dB |
| 31.5 | 65.8 dB | 40 | 59.3 dB | 50 | 75.4 dB | 63 | 71.7 dB |
| 80 | 62.7 dB | 100 | 52.2 dB | 125 | 44.9 dB | 160 | 35.5 dB |
| 200 | 30.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicco Verona Porta Vescovo - Montebello Vicentino

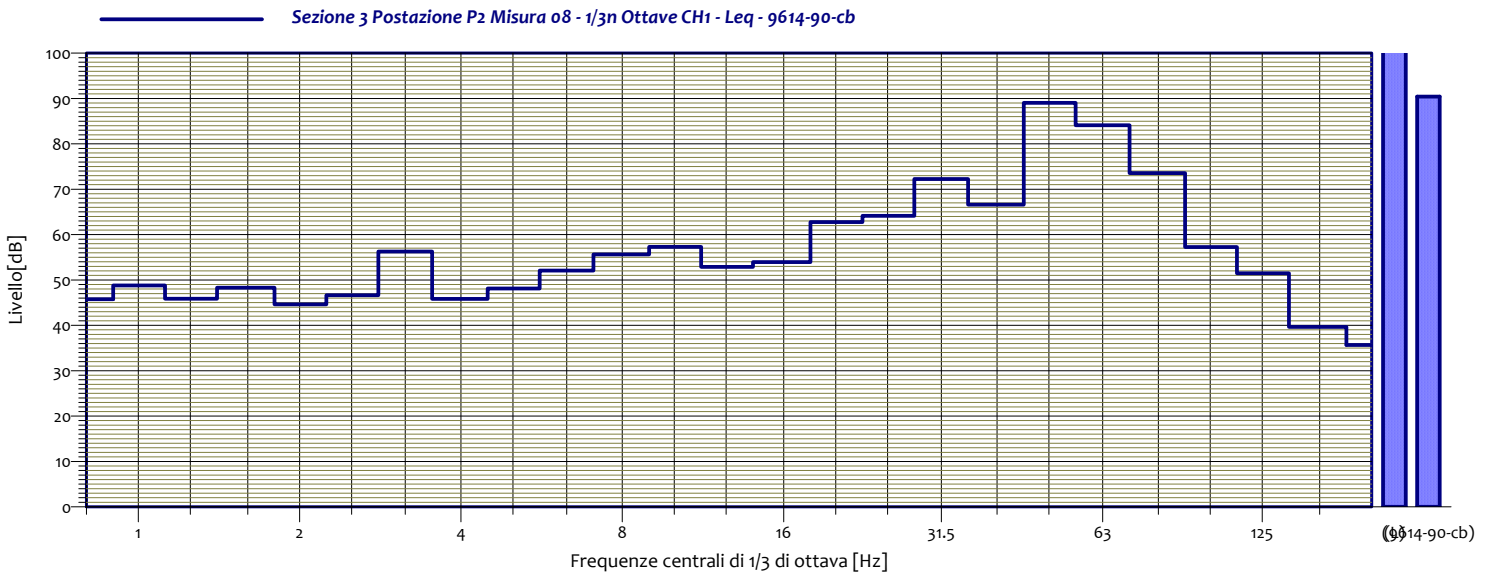
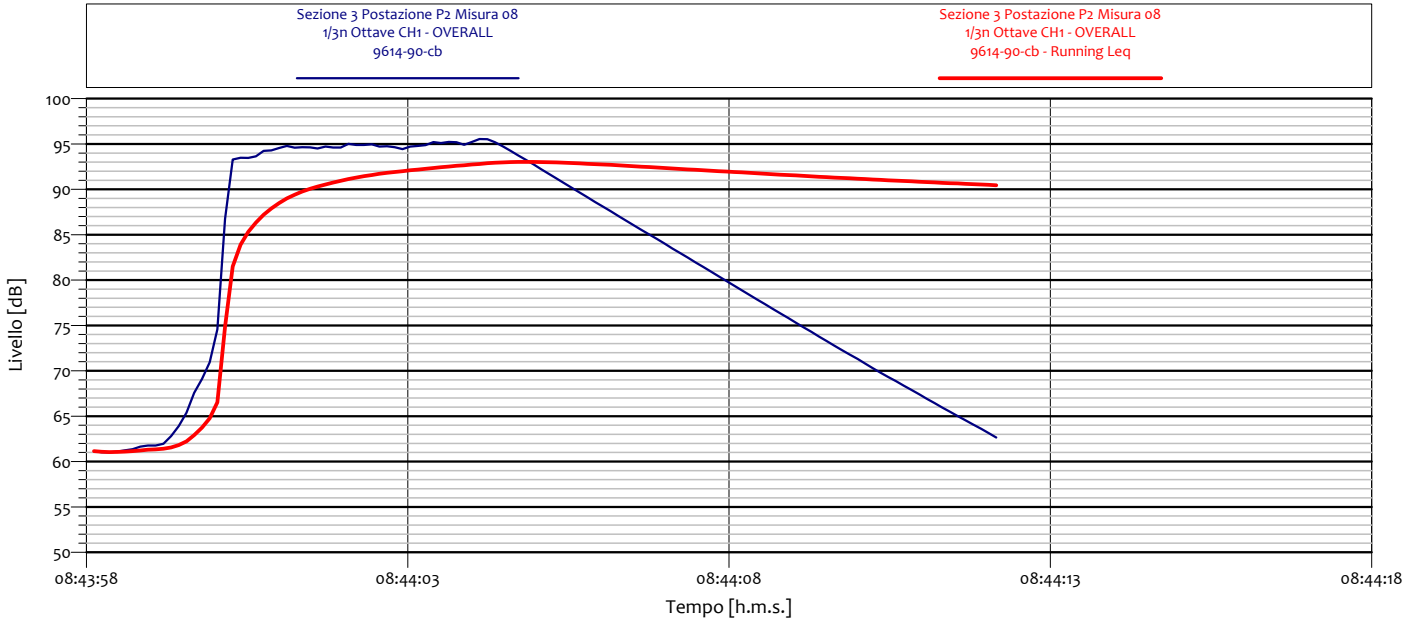


| Sezione 3 Postazione P2 Misura 07 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.8 dB | 1 | 35.8 dB | 1.3 | 36.4 dB | 1.6 | 34.2 dB |
| 2 | 33.6 dB | 2.5 | 35.1 dB | 3.2 | 50.7 dB | 4 | 40.9 dB |
| 5 | 43.4 dB | 6.3 | 48.8 dB | 8 | 52.6 dB | 10 | 53.0 dB |
| 12.5 | 49.3 dB | 16 | 52.5 dB | 20 | 59.8 dB | 25 | 60.1 dB |
| 31.5 | 68.3 dB | 40 | 62.4 dB | 50 | 90.7 dB | 63 | 85.4 dB |
| 80 | 73.1 dB | 100 | 61.8 dB | 125 | 49.1 dB | 160 | 41.9 dB |
| 200 | 40.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

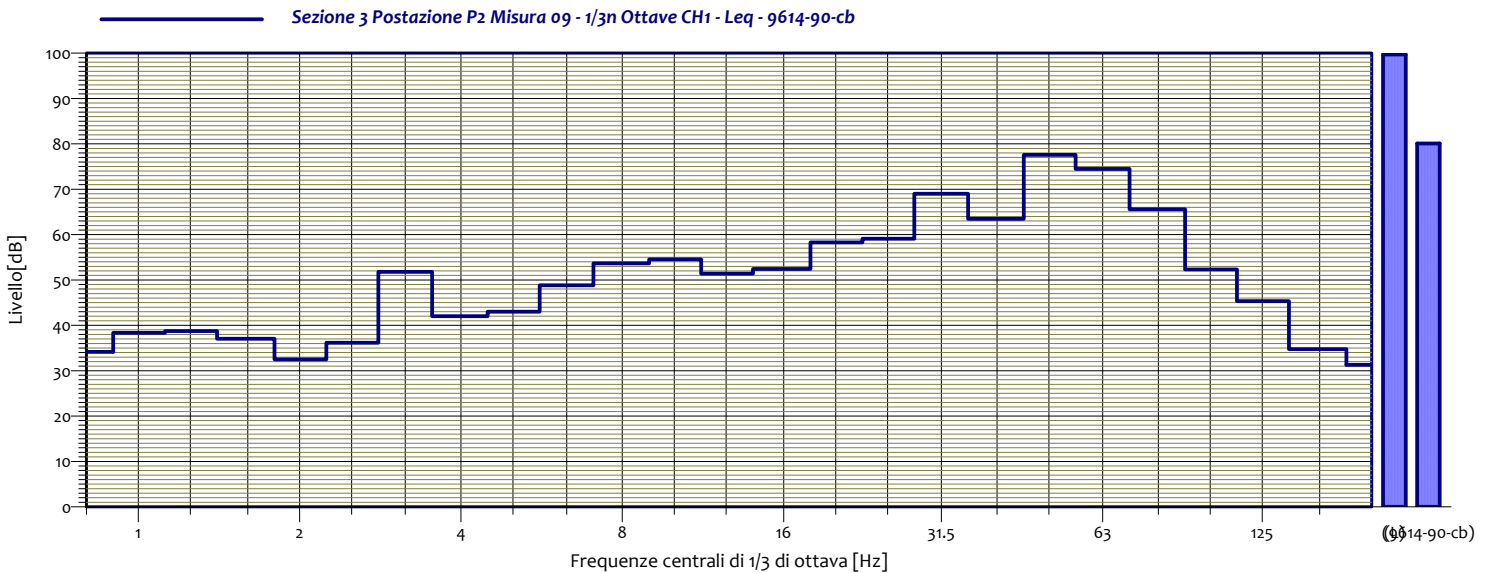
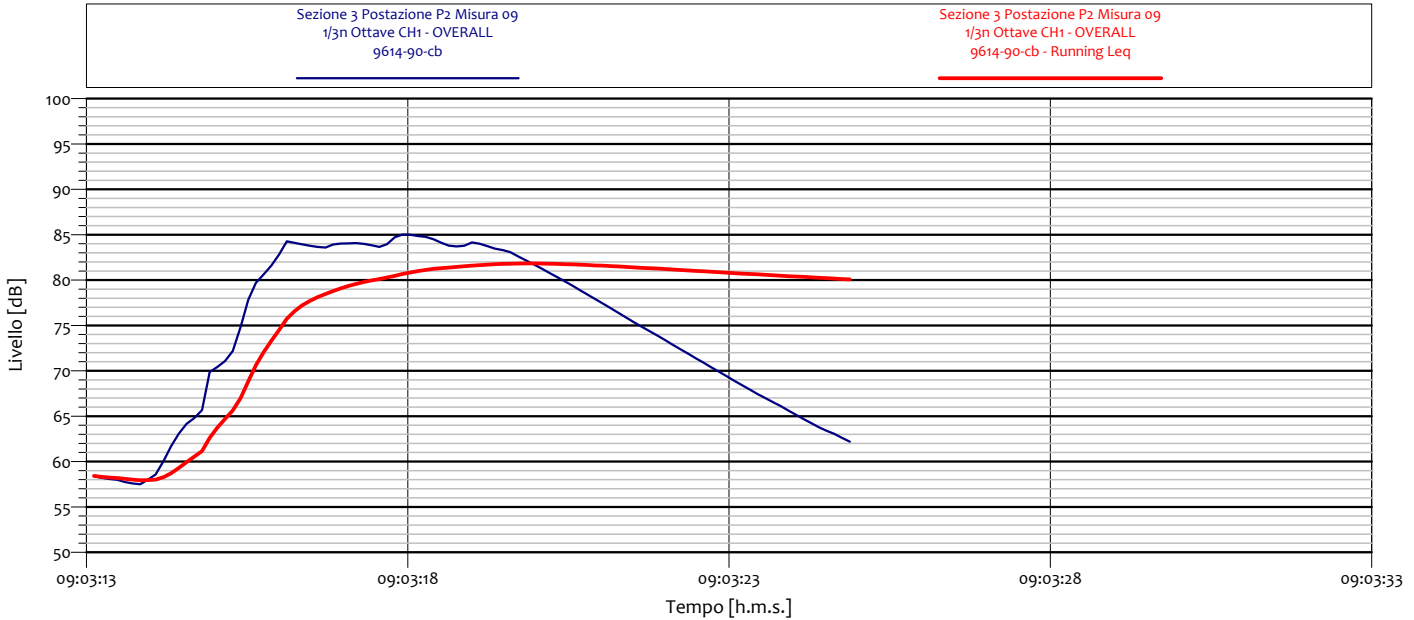


| Sezione 3 Postazione P2 Misura o8 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 45.8 dB | 1 | 48.8 dB | 1.3 | 45.9 dB | 1.6 | 48.3 dB |
| 2 | 44.7 dB | 2.5 | 46.7 dB | 3.2 | 56.3 dB | 4 | 45.9 dB |
| 5 | 48.2 dB | 6.3 | 52.1 dB | 8 | 55.7 dB | 10 | 57.3 dB |
| 12.5 | 52.9 dB | 16 | 54.0 dB | 20 | 62.8 dB | 25 | 64.1 dB |
| 31.5 | 72.2 dB | 40 | 66.6 dB | 50 | 89.0 dB | 63 | 84.1 dB |
| 80 | 73.6 dB | 100 | 57.3 dB | 125 | 51.5 dB | 160 | 39.7 dB |
| 200 | 35.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

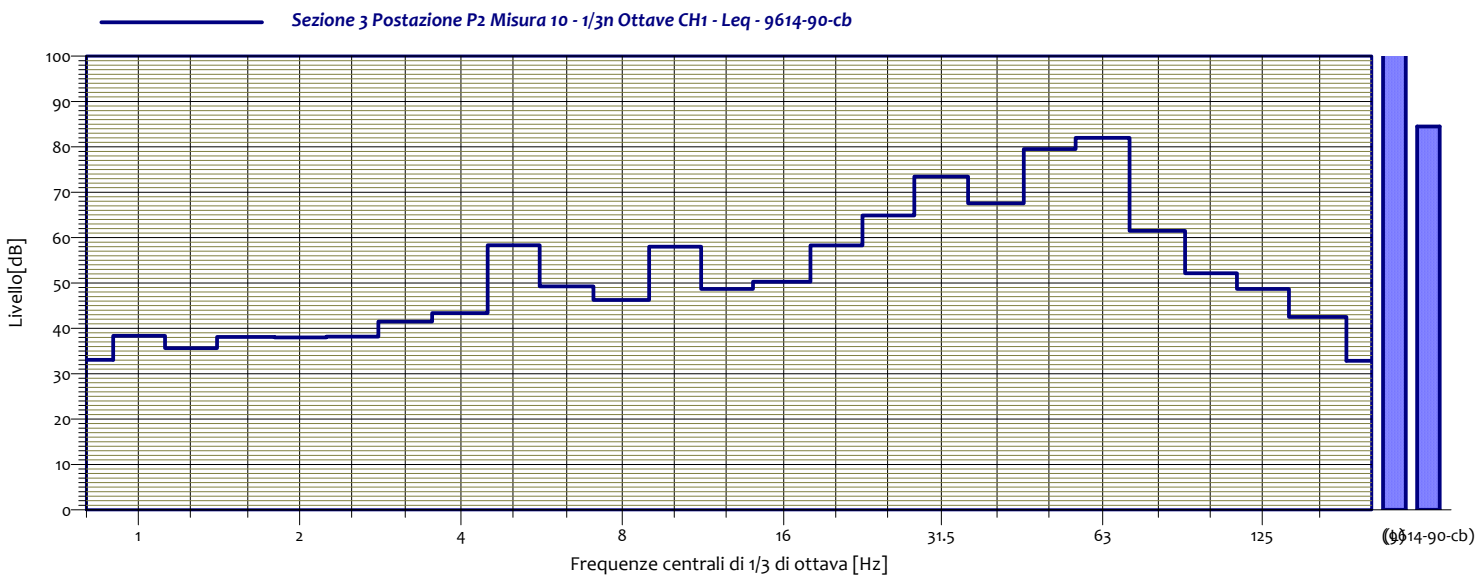
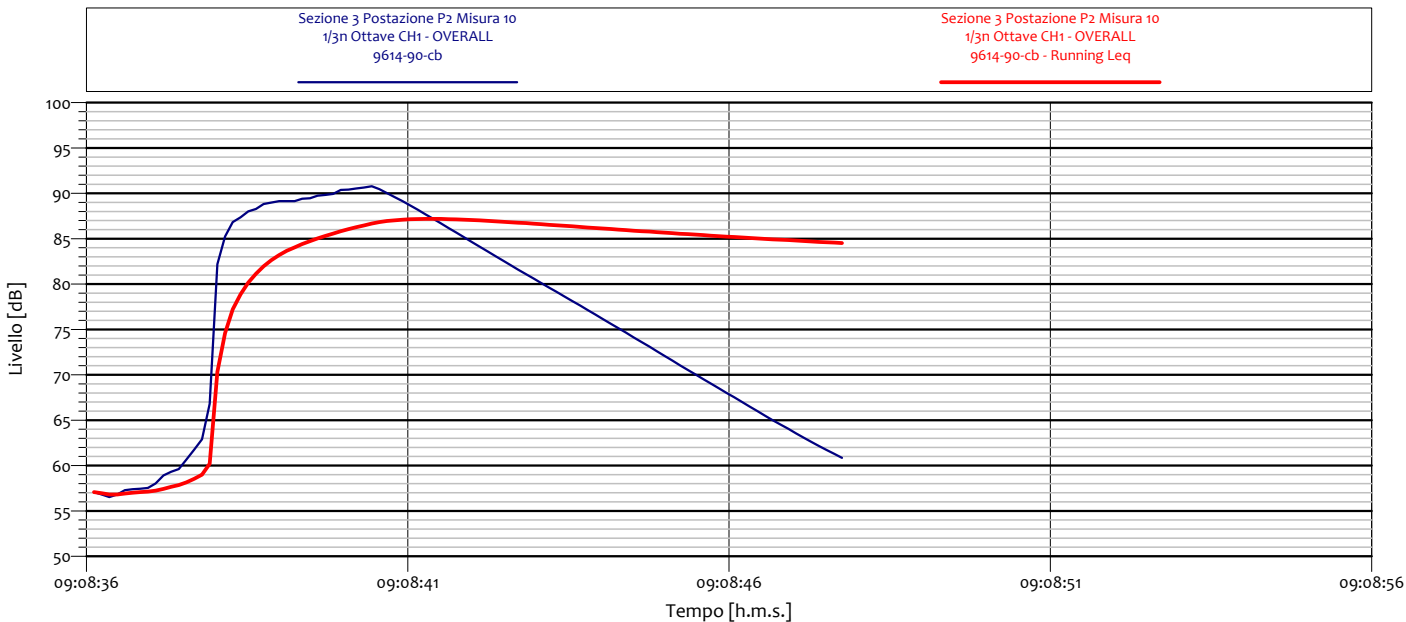


| Sezione 3 Postazione P2 Misura 09 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.1 dB | 1 | 38.3 dB | 1.3 | 38.8 dB | 1.6 | 37.0 dB |
| 2 | 32.5 dB | 2.5 | 36.2 dB | 3.2 | 51.8 dB | 4 | 42.0 dB |
| 5 | 43.0 dB | 6.3 | 48.9 dB | 8 | 53.7 dB | 10 | 54.5 dB |
| 12.5 | 51.4 dB | 16 | 52.4 dB | 20 | 58.3 dB | 25 | 59.1 dB |
| 31.5 | 69.0 dB | 40 | 63.5 dB | 50 | 77.6 dB | 63 | 74.5 dB |
| 80 | 65.6 dB | 100 | 52.4 dB | 125 | 45.4 dB | 160 | 34.8 dB |
| 200 | 31.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

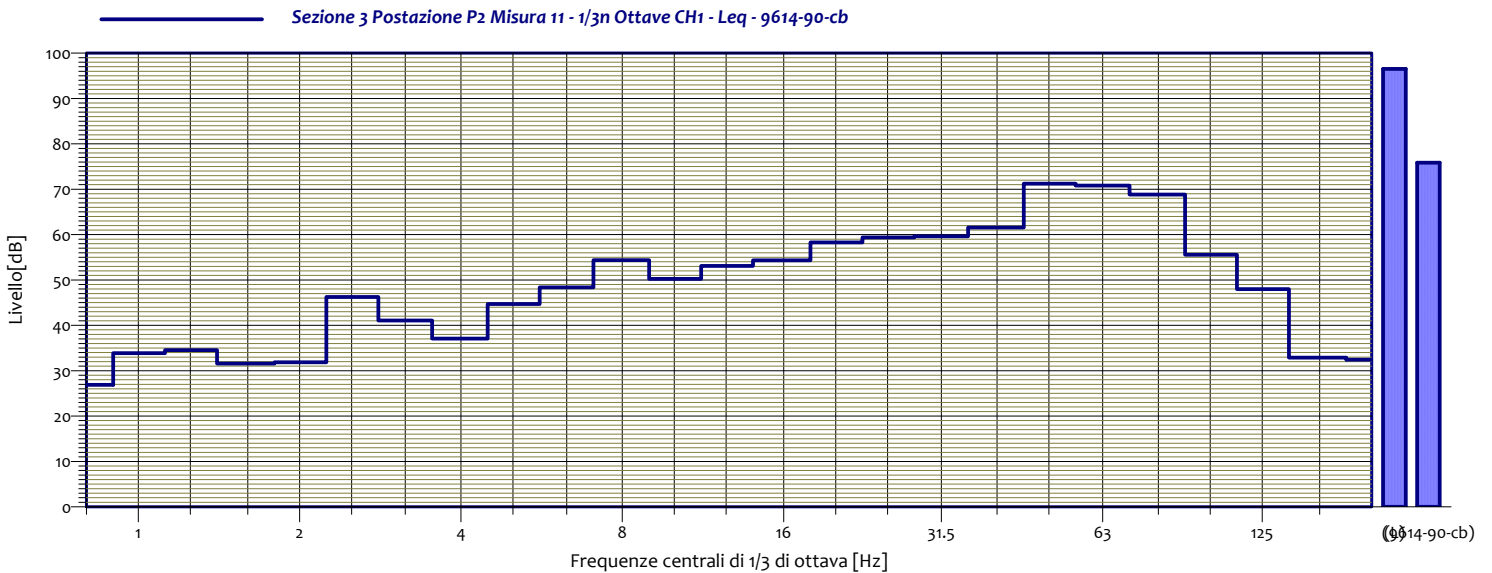
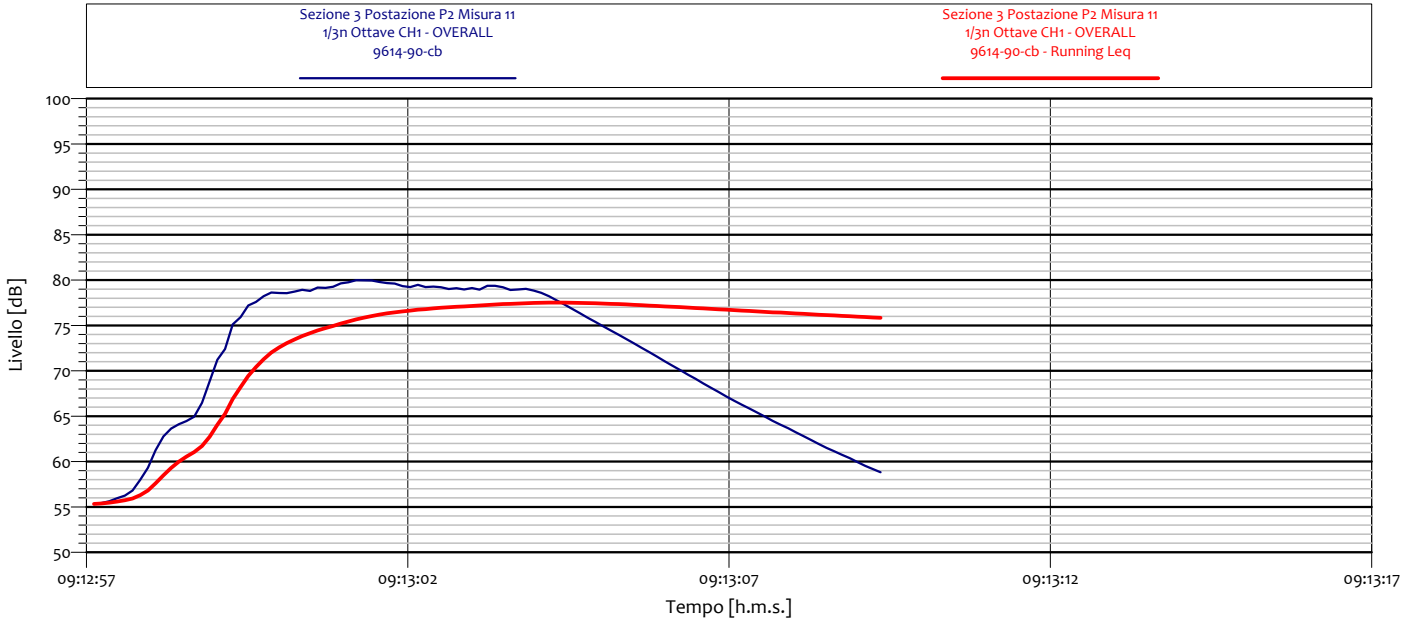


| Sezione 3 Postazione P2 Misura 10 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.1 dB | 1 | 38.4 dB | 1.3 | 35.6 dB | 1.6 | 38.1 dB |
| 2 | 38.0 dB | 2.5 | 38.2 dB | 3.2 | 41.5 dB | 4 | 43.4 dB |
| 5 | 58.3 dB | 6.3 | 49.3 dB | 8 | 46.2 dB | 10 | 58.0 dB |
| 12.5 | 48.7 dB | 16 | 50.3 dB | 20 | 58.3 dB | 25 | 64.9 dB |
| 31.5 | 73.5 dB | 40 | 67.6 dB | 50 | 79.5 dB | 63 | 82.0 dB |
| 80 | 61.5 dB | 100 | 52.2 dB | 125 | 48.7 dB | 160 | 42.5 dB |
| 200 | 32.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



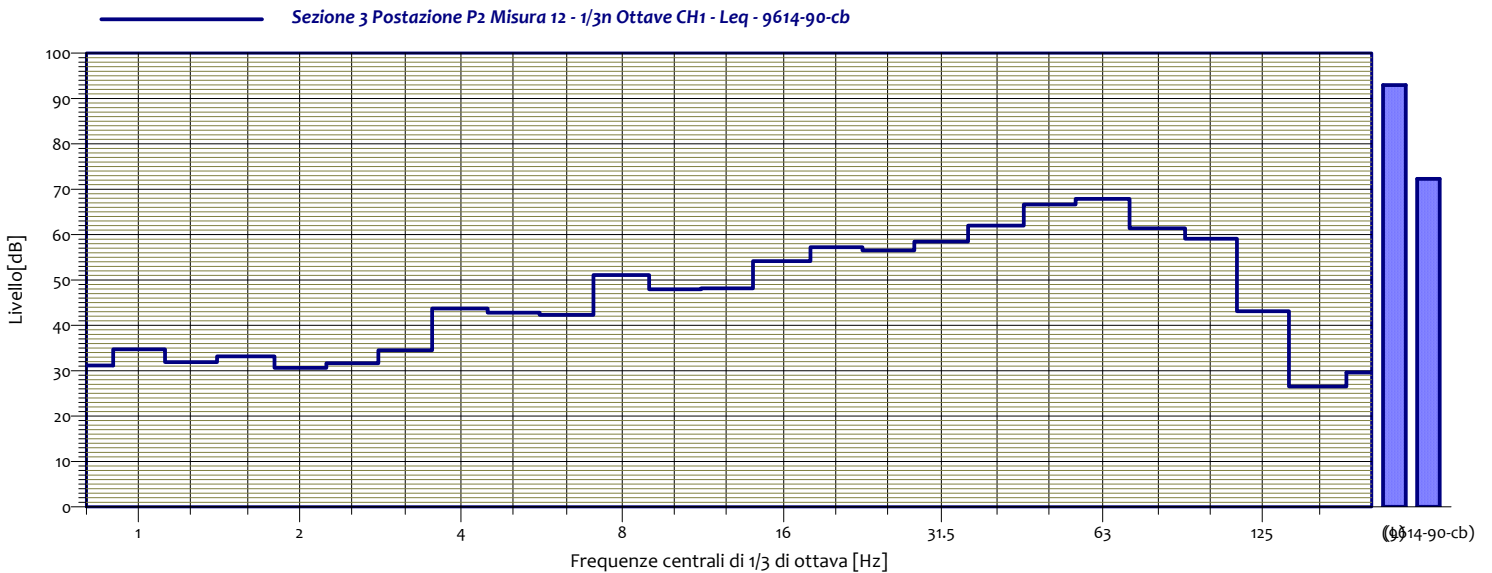
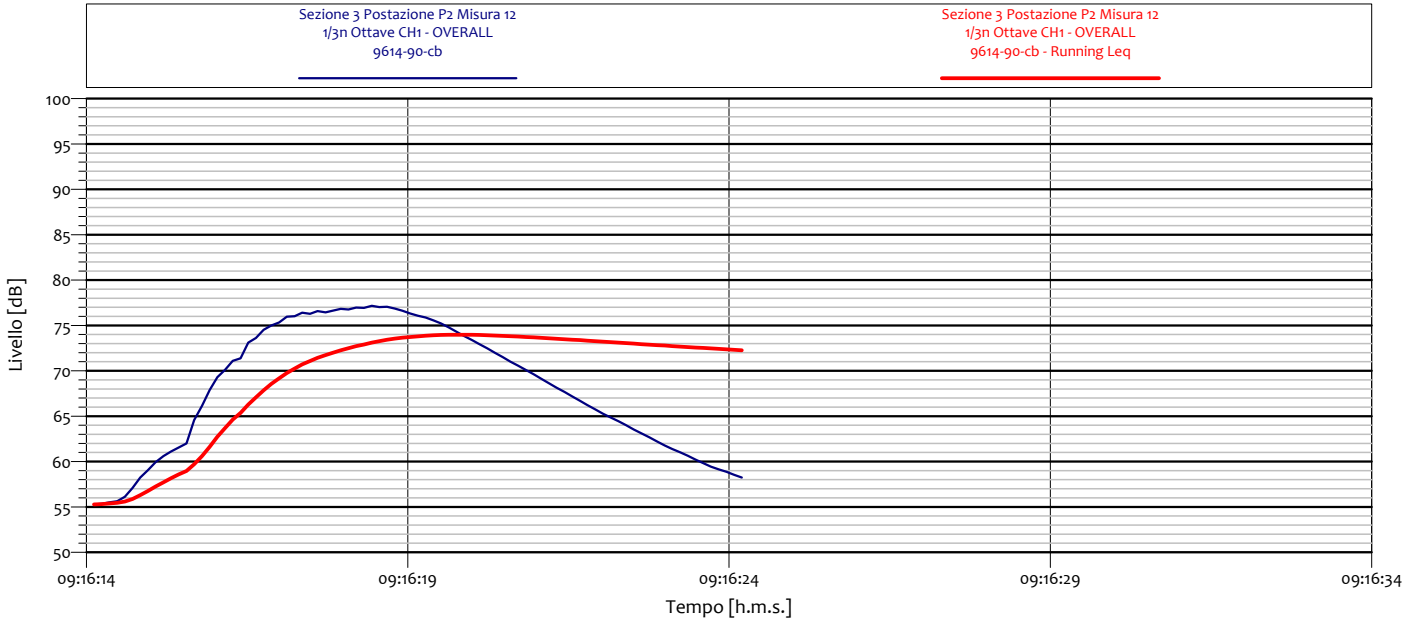
Sezione 3 Postazione P2 Misura 11
1/3n Ottave CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 26.9 dB | 1 | 33.9 dB | 1.3 | 34.6 dB | 1.6 | 31.6 dB |
| 2 | 31.9 dB | 2.5 | 46.3 dB | 3.2 | 41.1 dB | 4 | 37.1 dB |
| 5 | 44.7 dB | 6.3 | 48.4 dB | 8 | 54.4 dB | 10 | 50.3 dB |
| 12.5 | 53.1 dB | 16 | 54.3 dB | 20 | 58.3 dB | 25 | 59.4 dB |
| 31.5 | 59.7 dB | 40 | 61.6 dB | 50 | 71.2 dB | 63 | 70.8 dB |
| 80 | 68.9 dB | 100 | 55.6 dB | 125 | 48.0 dB | 160 | 32.9 dB |
| 200 | 32.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

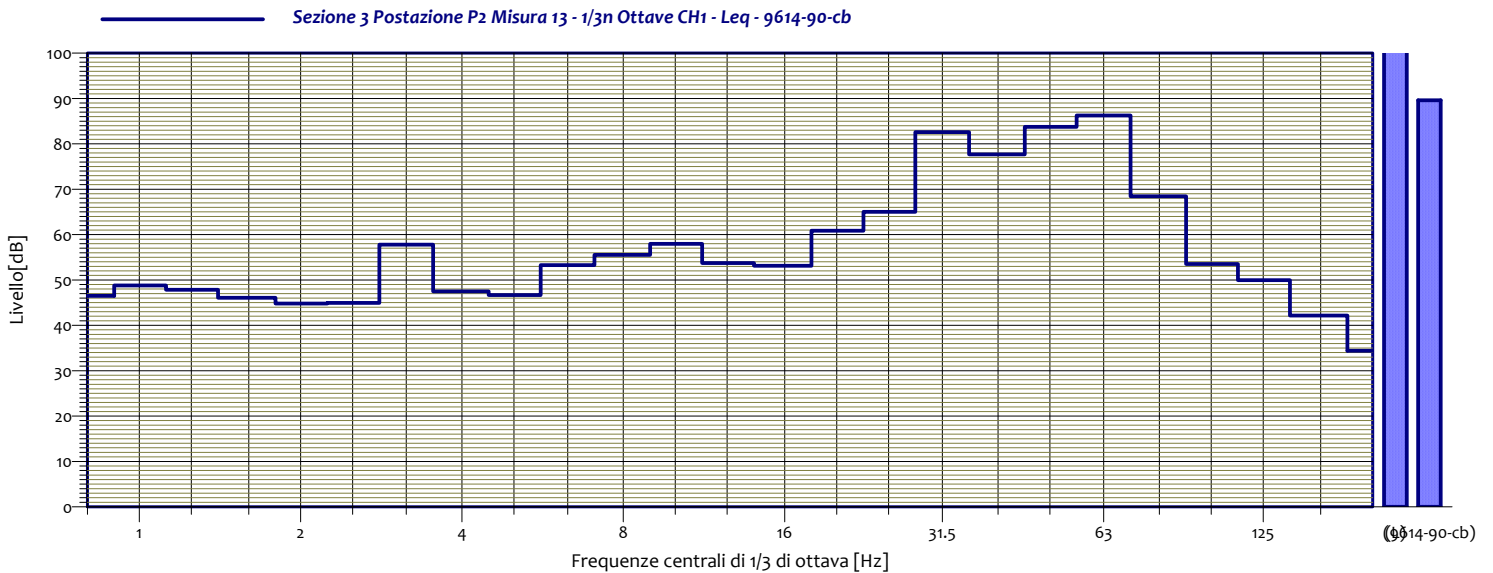
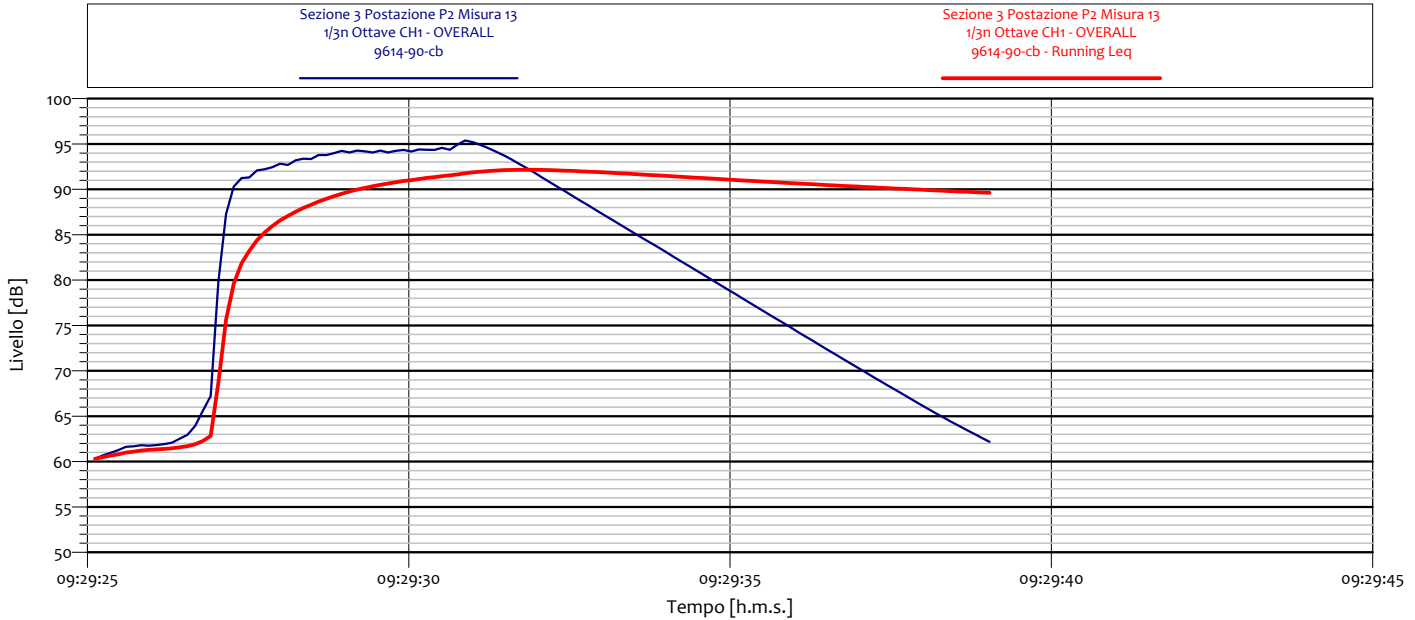


| Sezione 3 Postazione P2 Misura 12 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 31.2 dB | 1 | 34.7 dB | 1.3 | 31.9 dB | 1.6 | 33.2 dB |
| 2 | 30.7 dB | 2.5 | 31.7 dB | 3.2 | 34.5 dB | 4 | 43.7 dB |
| 5 | 42.8 dB | 6.3 | 42.3 dB | 8 | 51.1 dB | 10 | 48.0 dB |
| 12.5 | 48.2 dB | 16 | 54.2 dB | 20 | 57.2 dB | 25 | 56.5 dB |
| 31.5 | 58.5 dB | 40 | 62.0 dB | 50 | 66.7 dB | 63 | 67.9 dB |
| 80 | 61.4 dB | 100 | 59.1 dB | 125 | 43.1 dB | 160 | 26.5 dB |
| 200 | 29.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

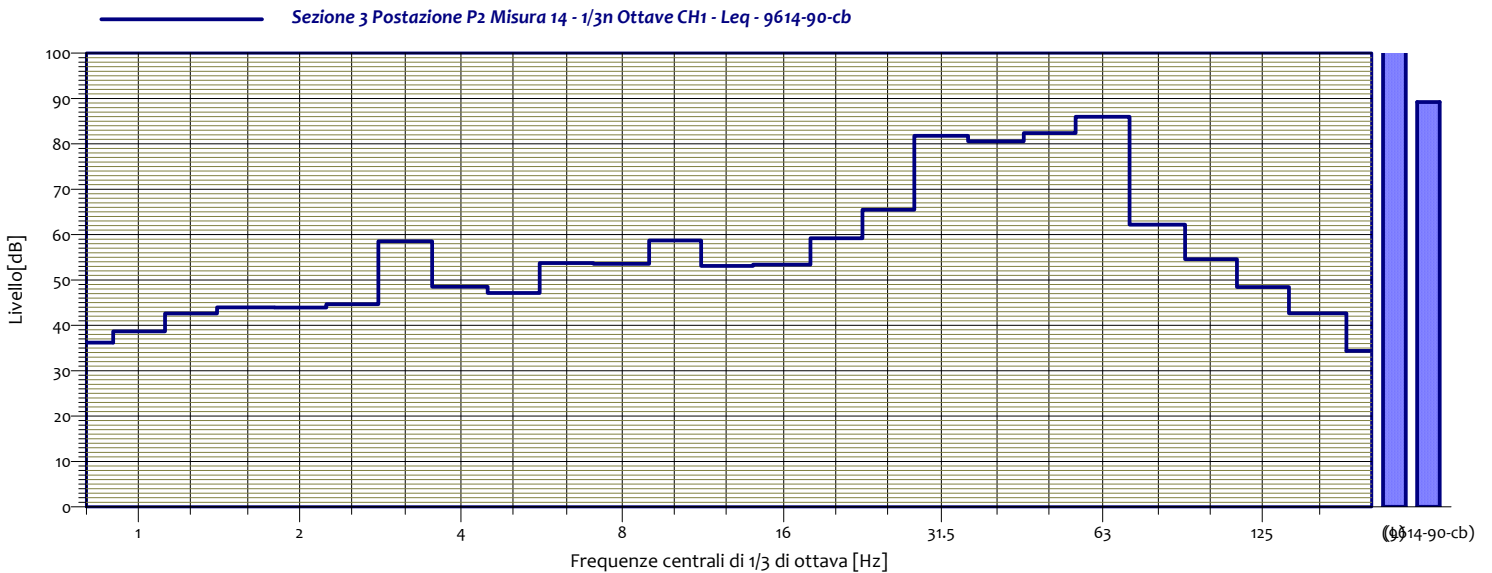
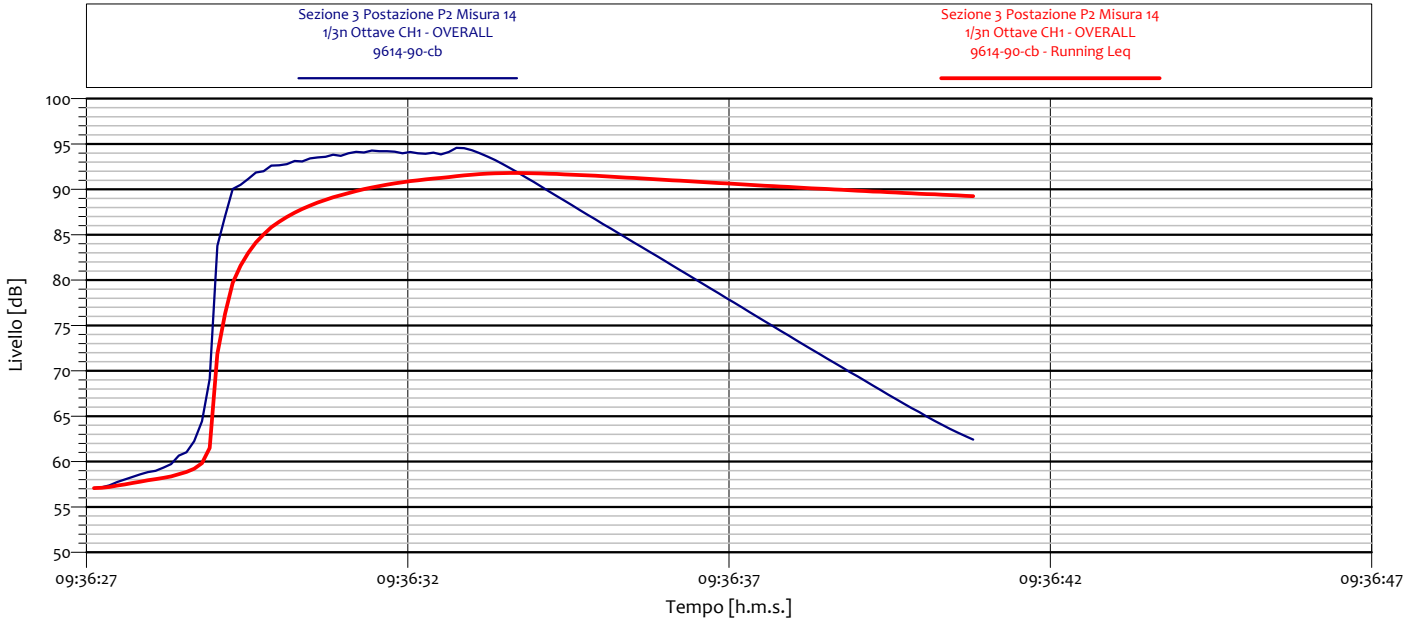


| Sezione 3 Postazione P2 Misura 13 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 46.5 dB | 1 | 48.8 dB | 1.3 | 47.9 dB | 1.6 | 46.1 dB |
| 2 | 44.8 dB | 2.5 | 45.0 dB | 3.2 | 57.8 dB | 4 | 47.5 dB |
| 5 | 46.7 dB | 6.3 | 53.3 dB | 8 | 55.6 dB | 10 | 58.0 dB |
| 12.5 | 53.7 dB | 16 | 53.1 dB | 20 | 60.9 dB | 25 | 65.0 dB |
| 31.5 | 82.6 dB | 40 | 77.7 dB | 50 | 83.8 dB | 63 | 86.3 dB |
| 80 | 68.5 dB | 100 | 53.5 dB | 125 | 50.0 dB | 160 | 42.2 dB |
| 200 | 34.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

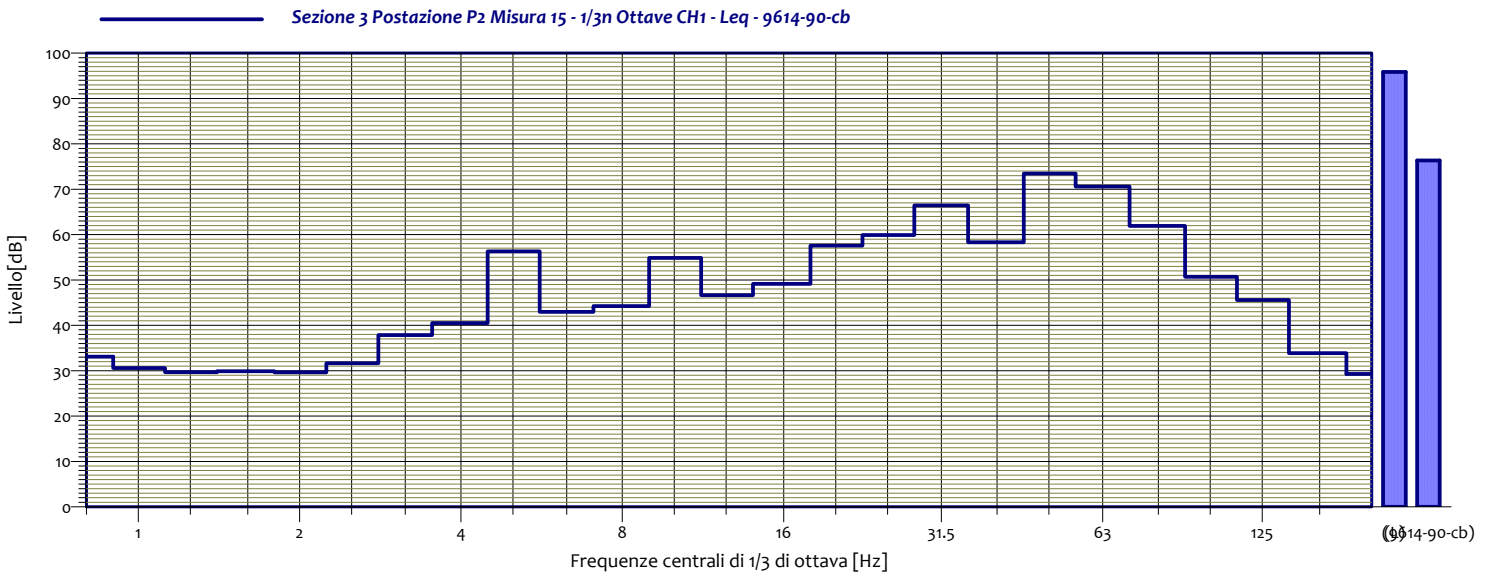
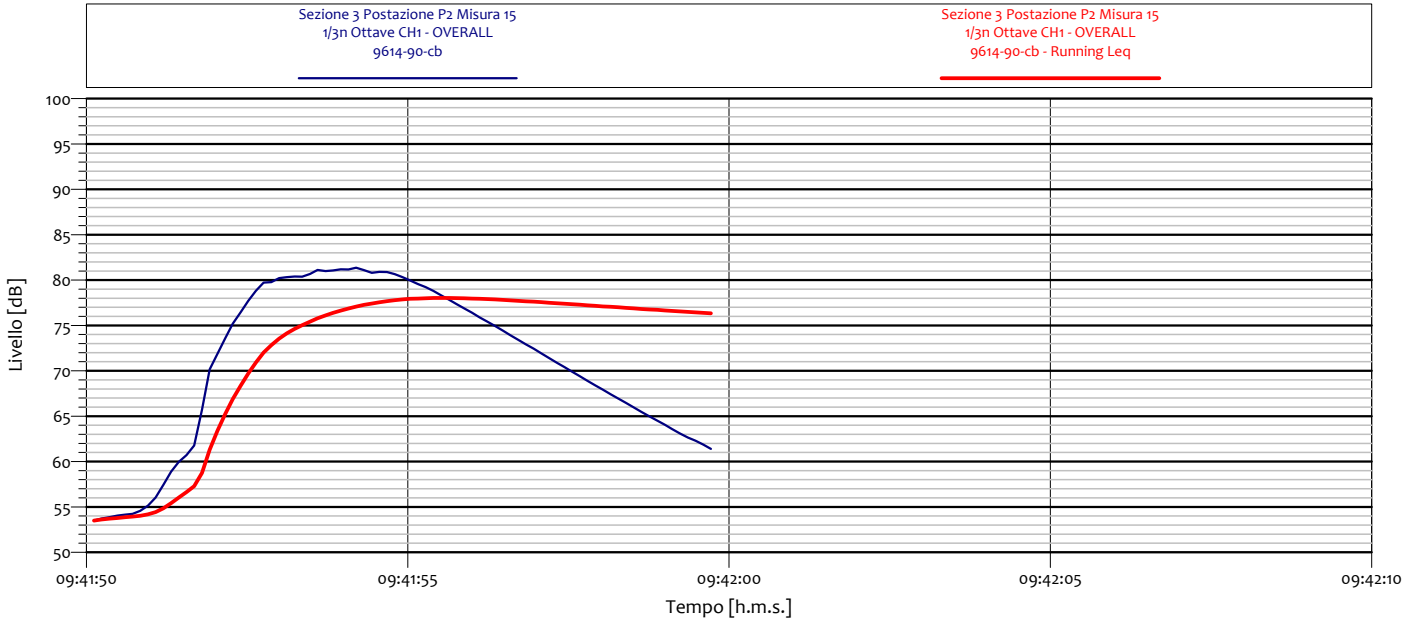


| Sezione 3 Postazione P2 Misura 14 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.2 dB | 1 | 38.7 dB | 1.3 | 42.7 dB | 1.6 | 44.0 dB |
| 2 | 43.9 dB | 2.5 | 44.7 dB | 3.2 | 58.6 dB | 4 | 48.5 dB |
| 5 | 47.1 dB | 6.3 | 53.7 dB | 8 | 53.6 dB | 10 | 58.7 dB |
| 12.5 | 53.1 dB | 16 | 53.4 dB | 20 | 59.2 dB | 25 | 65.5 dB |
| 31.5 | 81.8 dB | 40 | 80.6 dB | 50 | 82.4 dB | 63 | 86.0 dB |
| 80 | 62.2 dB | 100 | 54.6 dB | 125 | 48.5 dB | 160 | 42.7 dB |
| 200 | 34.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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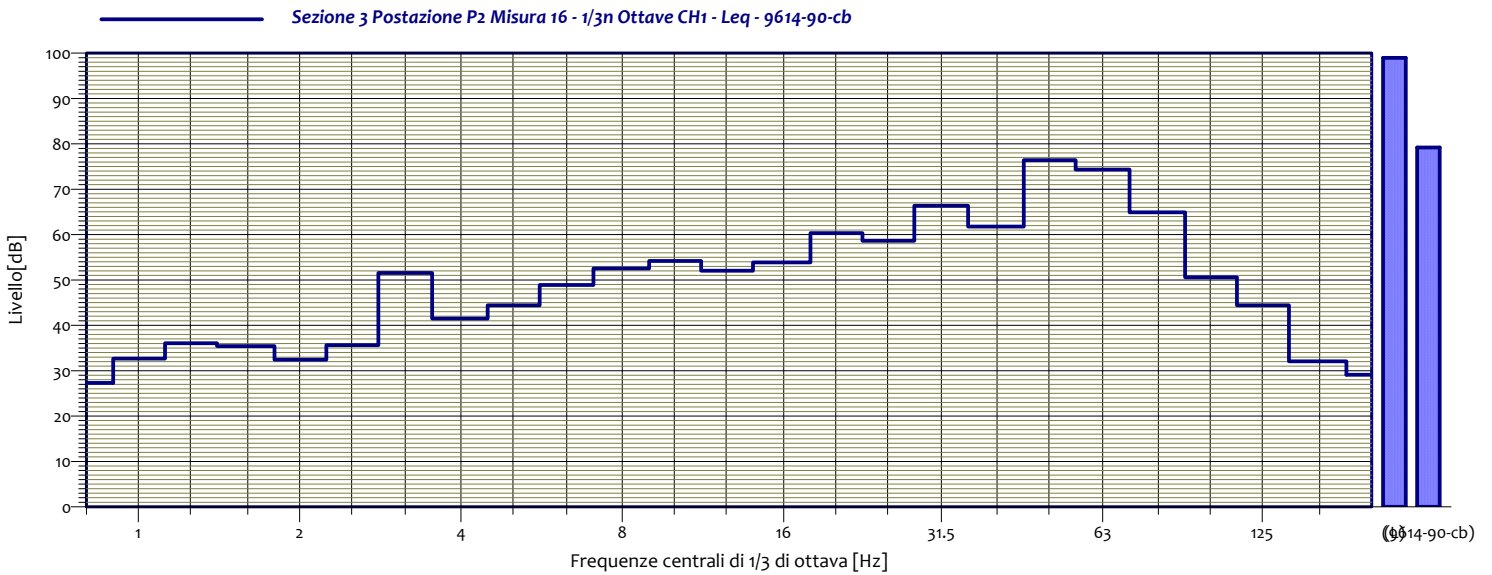
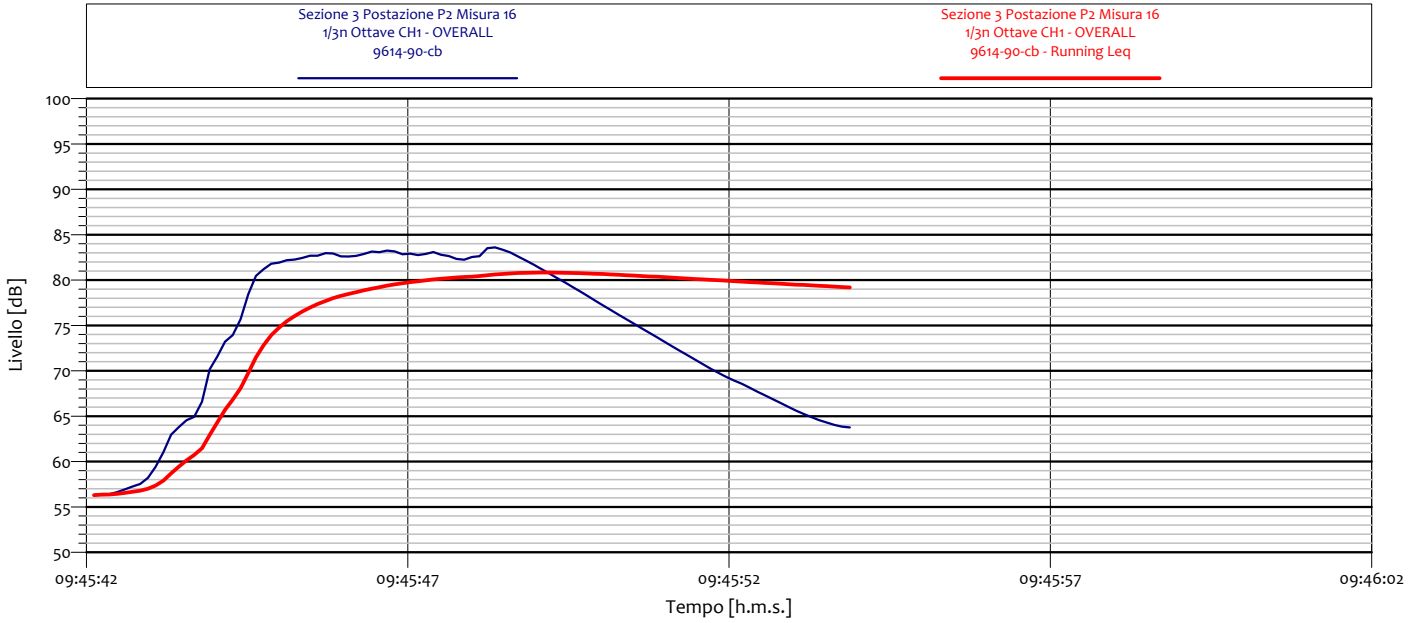


| Sezione 3 Postazione P2 Misura 15 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.1 dB | 1 | 30.6 dB | 1.3 | 29.7 dB | 1.6 | 29.9 dB |
| 2 | 29.6 dB | 2.5 | 31.7 dB | 3.2 | 37.9 dB | 4 | 40.5 dB |
| 5 | 56.3 dB | 6.3 | 43.0 dB | 8 | 44.3 dB | 10 | 54.9 dB |
| 12.5 | 46.7 dB | 16 | 49.1 dB | 20 | 57.6 dB | 25 | 59.9 dB |
| 31.5 | 66.5 dB | 40 | 58.3 dB | 50 | 73.5 dB | 63 | 70.6 dB |
| 80 | 61.9 dB | 100 | 50.7 dB | 125 | 45.6 dB | 160 | 33.9 dB |
| 200 | 29.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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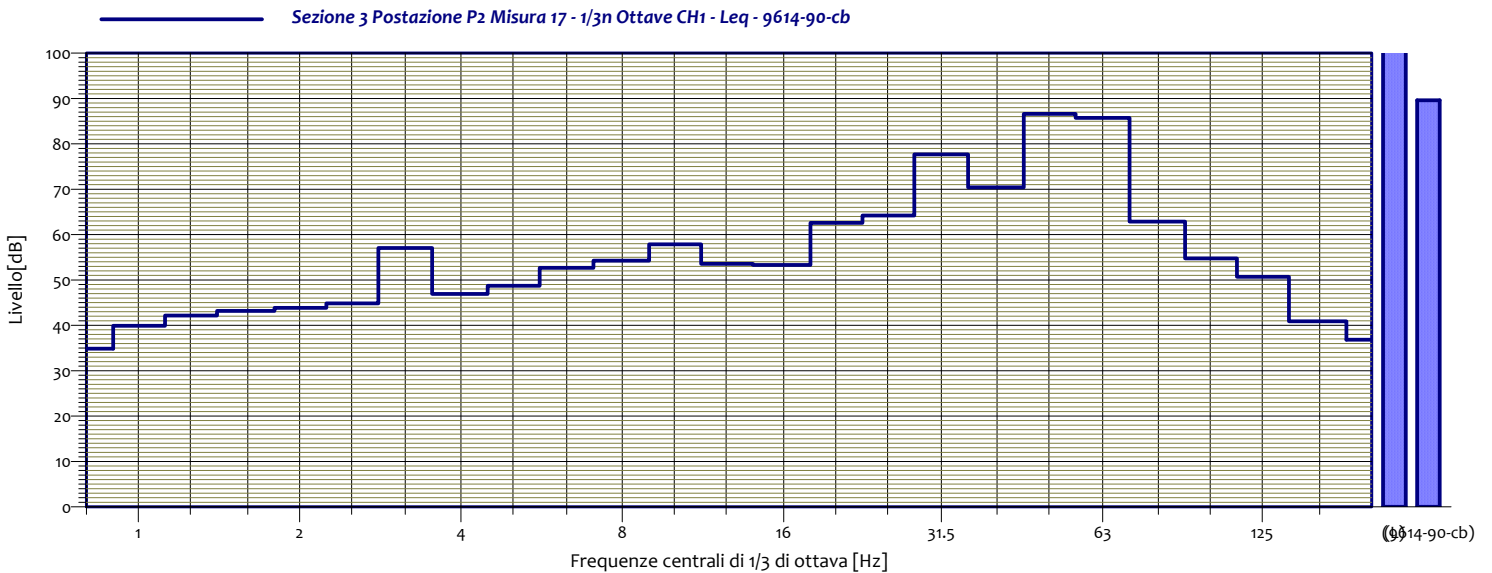
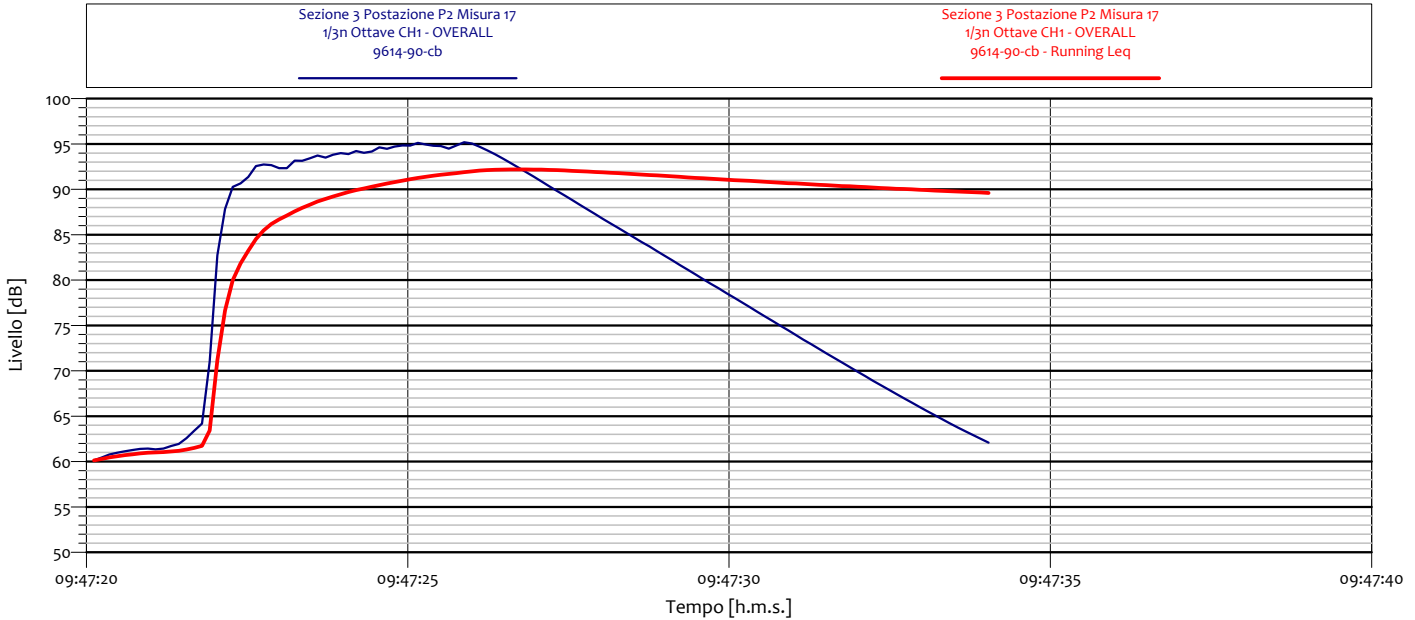


| Sezione 3 Postazione P2 Misura 16 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 27.3 dB | 1 | 32.7 dB | 1.3 | 36.1 dB | 1.6 | 35.5 dB |
| 2 | 32.5 dB | 2.5 | 35.7 dB | 3.2 | 51.6 dB | 4 | 41.5 dB |
| 5 | 44.4 dB | 6.3 | 48.9 dB | 8 | 52.6 dB | 10 | 54.2 dB |
| 12.5 | 52.1 dB | 16 | 53.9 dB | 20 | 60.3 dB | 25 | 58.6 dB |
| 31.5 | 66.4 dB | 40 | 61.8 dB | 50 | 76.4 dB | 63 | 74.4 dB |
| 80 | 64.9 dB | 100 | 50.6 dB | 125 | 44.4 dB | 160 | 32.1 dB |
| 200 | 29.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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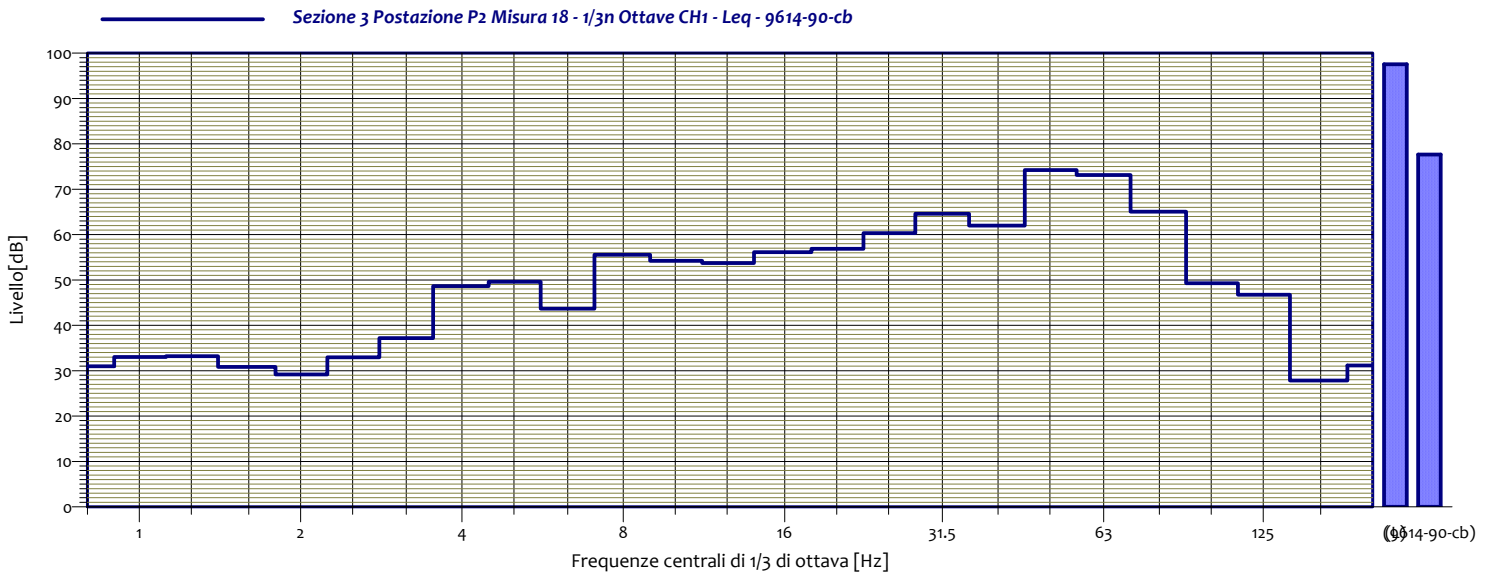
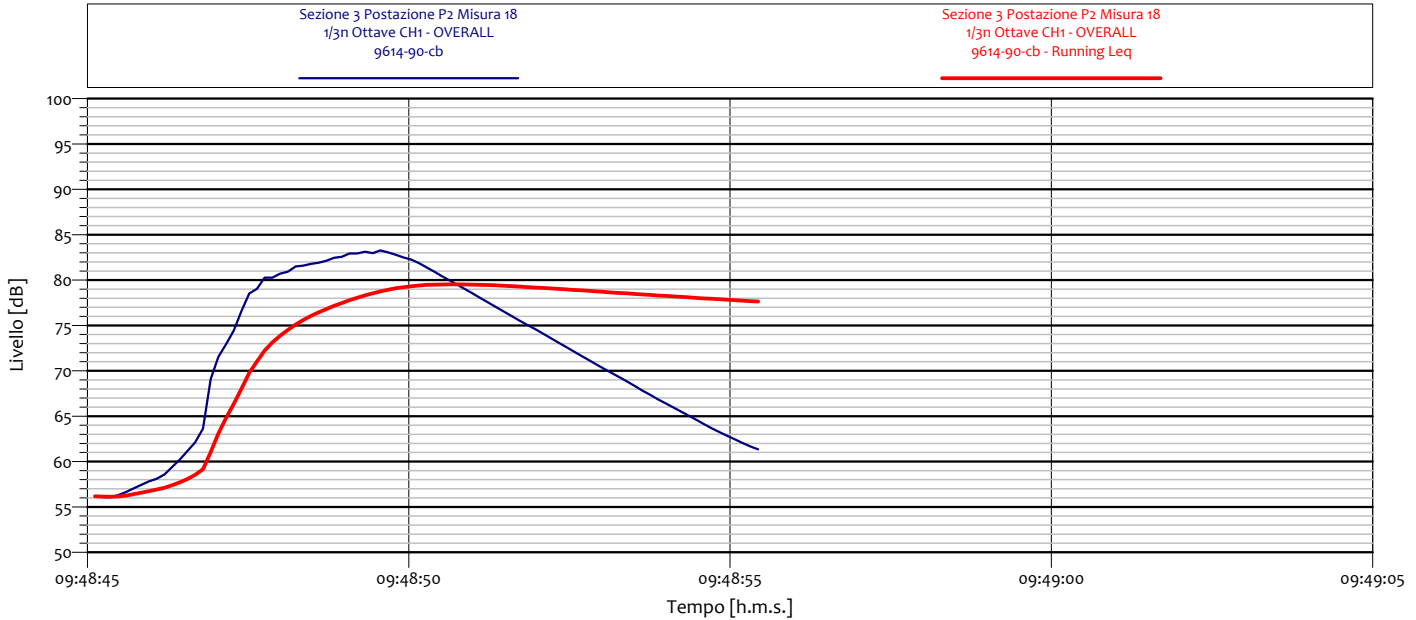


| Sezione 3 Postazione P2 Misura 17 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.9 dB | 1 | 39.9 dB | 1.3 | 42.2 dB | 1.6 | 43.2 dB |
| 2 | 43.9 dB | 2.5 | 44.8 dB | 3.2 | 57.1 dB | 4 | 47.0 dB |
| 5 | 48.8 dB | 6.3 | 52.7 dB | 8 | 54.3 dB | 10 | 57.9 dB |
| 12.5 | 53.6 dB | 16 | 53.3 dB | 20 | 62.6 dB | 25 | 64.2 dB |
| 31.5 | 77.7 dB | 40 | 70.4 dB | 50 | 86.6 dB | 63 | 85.8 dB |
| 80 | 62.9 dB | 100 | 54.8 dB | 125 | 50.7 dB | 160 | 40.9 dB |
| 200 | 36.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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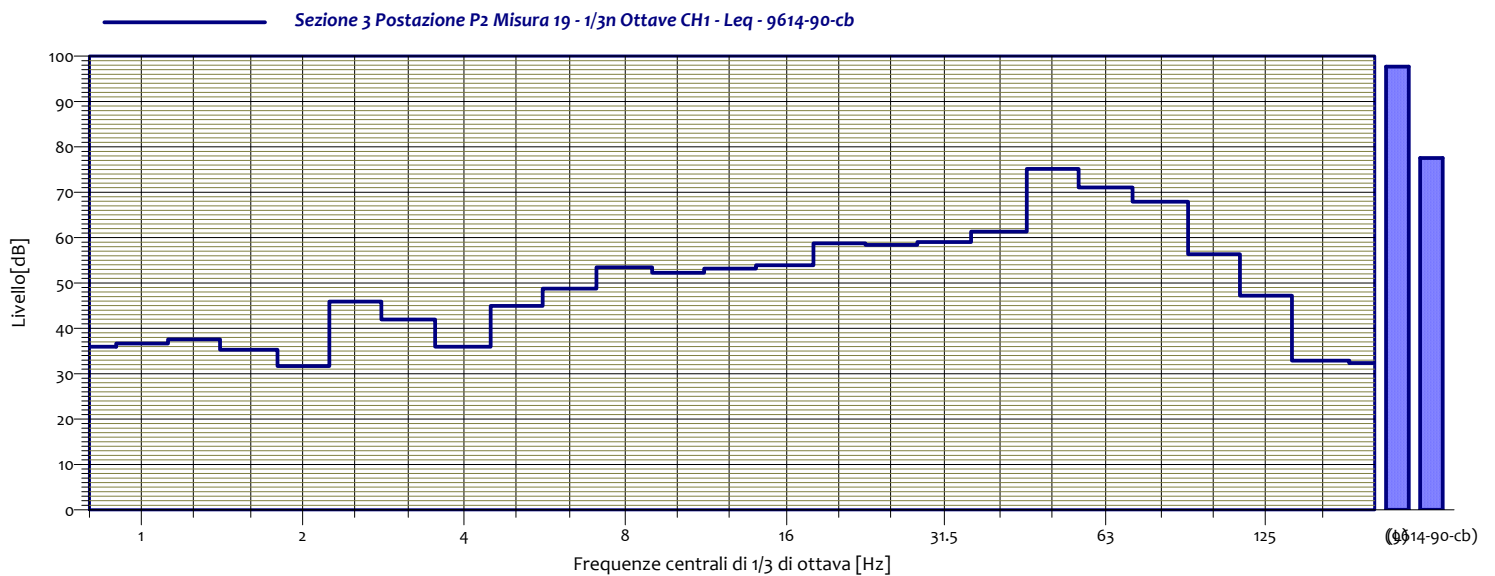
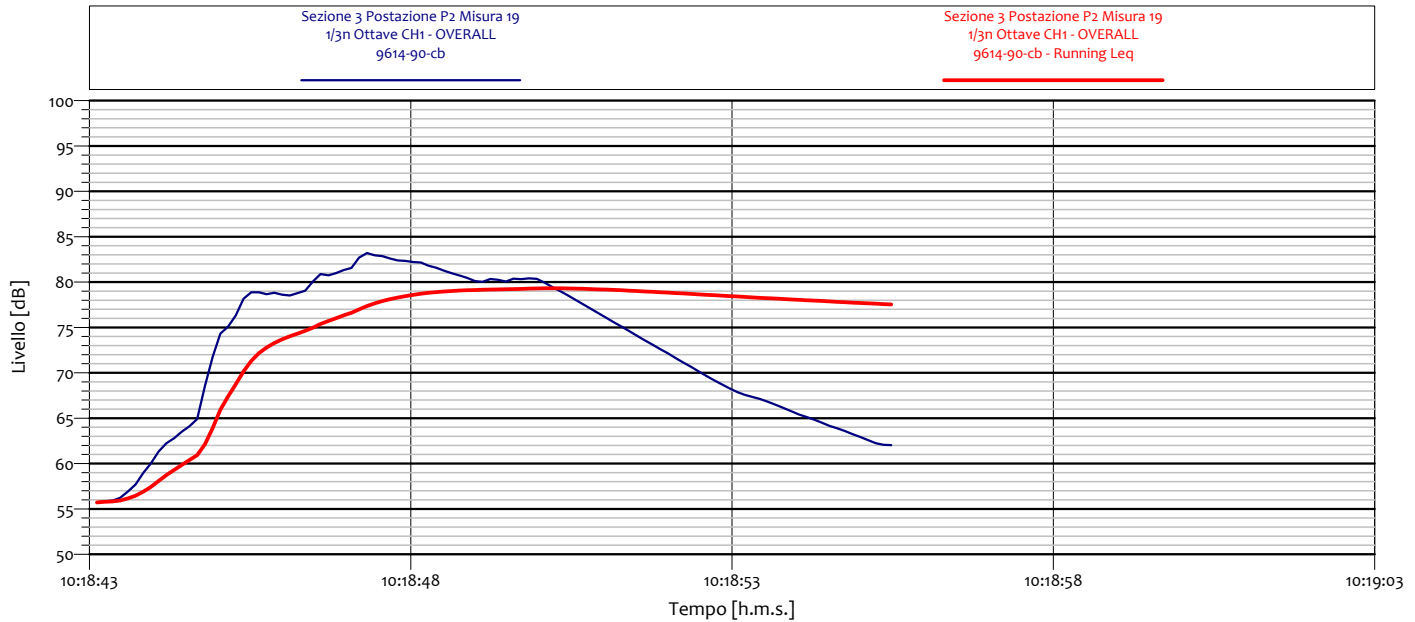


| Sezione 3 Postazione P2 Misura 18 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 31.0 dB | 1 | 33.1 dB | 1.3 | 33.2 dB | 1.6 | 30.8 dB |
| 2 | 29.2 dB | 2.5 | 33.0 dB | 3.2 | 37.2 dB | 4 | 48.6 dB |
| 5 | 49.6 dB | 6.3 | 43.7 dB | 8 | 55.6 dB | 10 | 54.3 dB |
| 12.5 | 53.8 dB | 16 | 56.1 dB | 20 | 56.9 dB | 25 | 60.4 dB |
| 31.5 | 64.6 dB | 40 | 62.0 dB | 50 | 74.3 dB | 63 | 73.1 dB |
| 80 | 65.1 dB | 100 | 49.3 dB | 125 | 46.8 dB | 160 | 27.8 dB |
| 200 | 31.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

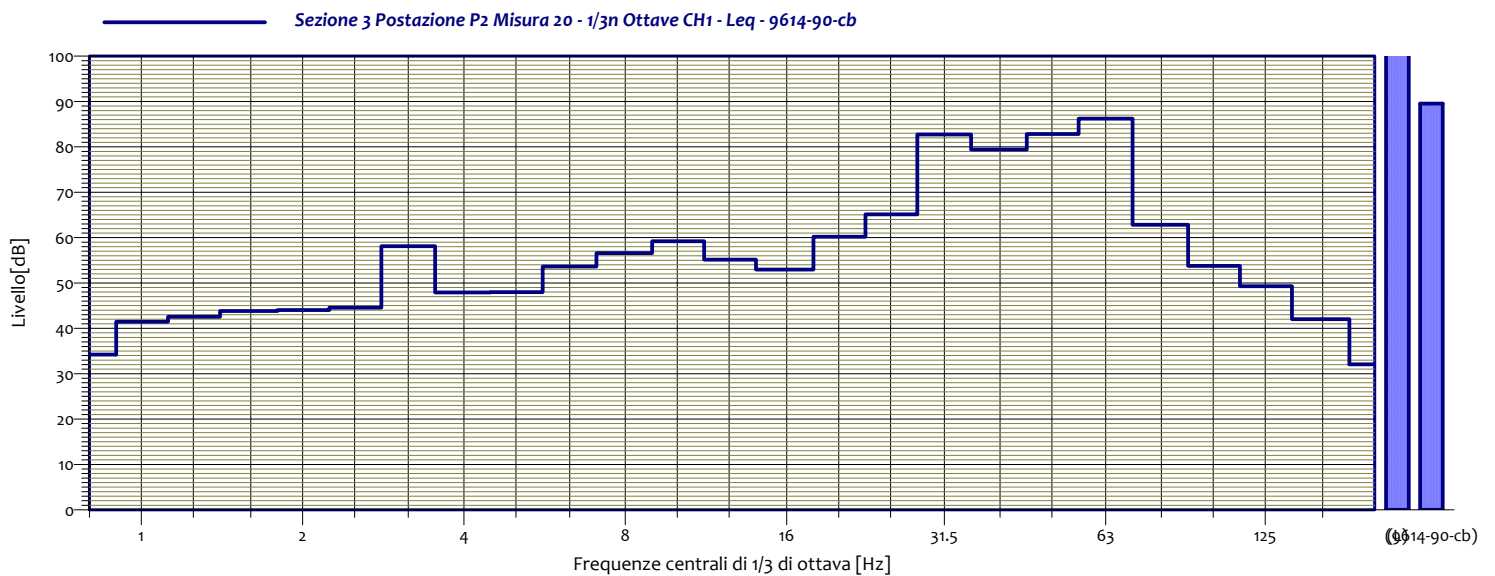
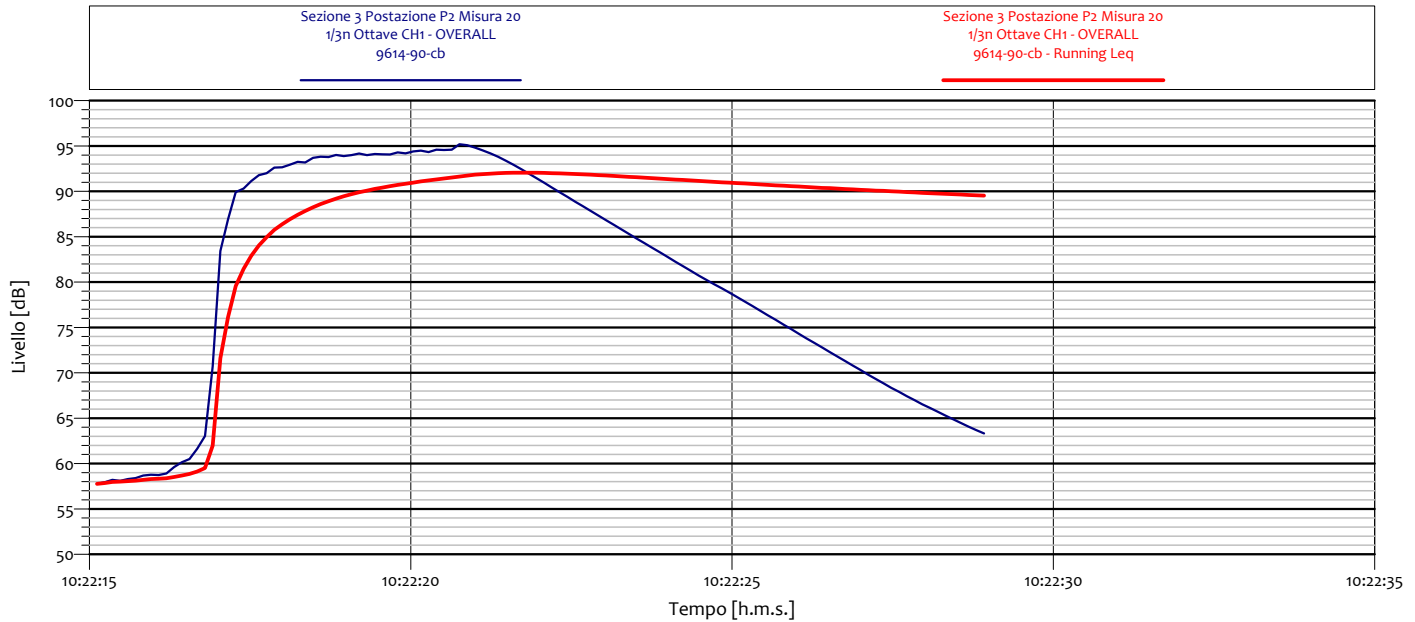


| Sezione 3 Postazione P2 Misura 19 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.0 dB | 1 | 36.7 dB | 1.3 | 37.6 dB | 1.6 | 35.3 dB |
| 2 | 31.7 dB | 2.5 | 45.9 dB | 3.2 | 42.0 dB | 4 | 36.0 dB |
| 5 | 44.9 dB | 6.3 | 48.8 dB | 8 | 53.5 dB | 10 | 52.2 dB |
| 12.5 | 53.2 dB | 16 | 53.9 dB | 20 | 58.8 dB | 25 | 58.4 dB |
| 31.5 | 59.0 dB | 40 | 61.3 dB | 50 | 75.1 dB | 63 | 71.0 dB |
| 80 | 67.9 dB | 100 | 56.4 dB | 125 | 47.2 dB | 160 | 32.9 dB |
| 200 | 32.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



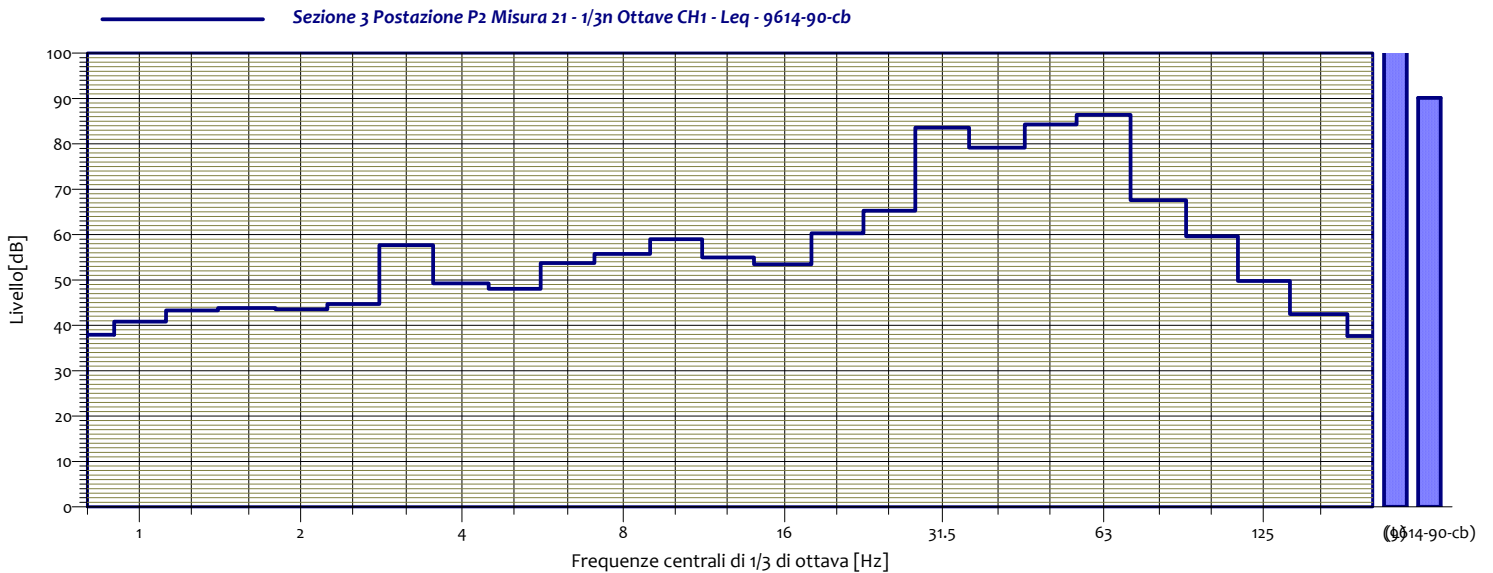
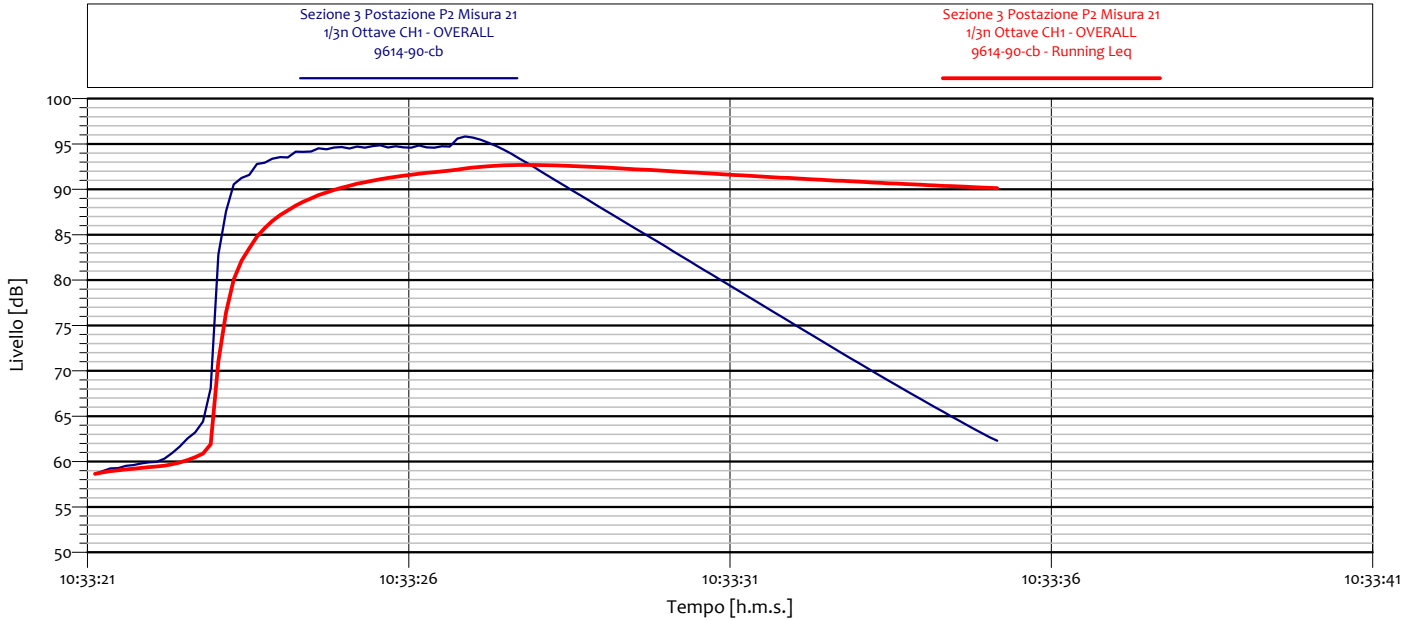
Sezione 3 Postazione P2 Misura 20
1/3n Ottave CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.2 dB | 1 | 41.5 dB | 1.3 | 42.5 dB | 1.6 | 43.8 dB |
| 2 | 44.0 dB | 2.5 | 44.6 dB | 3.2 | 58.1 dB | 4 | 47.9 dB |
| 5 | 48.0 dB | 6.3 | 53.7 dB | 8 | 56.6 dB | 10 | 59.2 dB |
| 12.5 | 55.1 dB | 16 | 53.0 dB | 20 | 60.2 dB | 25 | 65.2 dB |
| 31.5 | 82.8 dB | 40 | 79.4 dB | 50 | 82.8 dB | 63 | 86.2 dB |
| 80 | 62.8 dB | 100 | 53.8 dB | 125 | 49.3 dB | 160 | 42.1 dB |
| 200 | 32.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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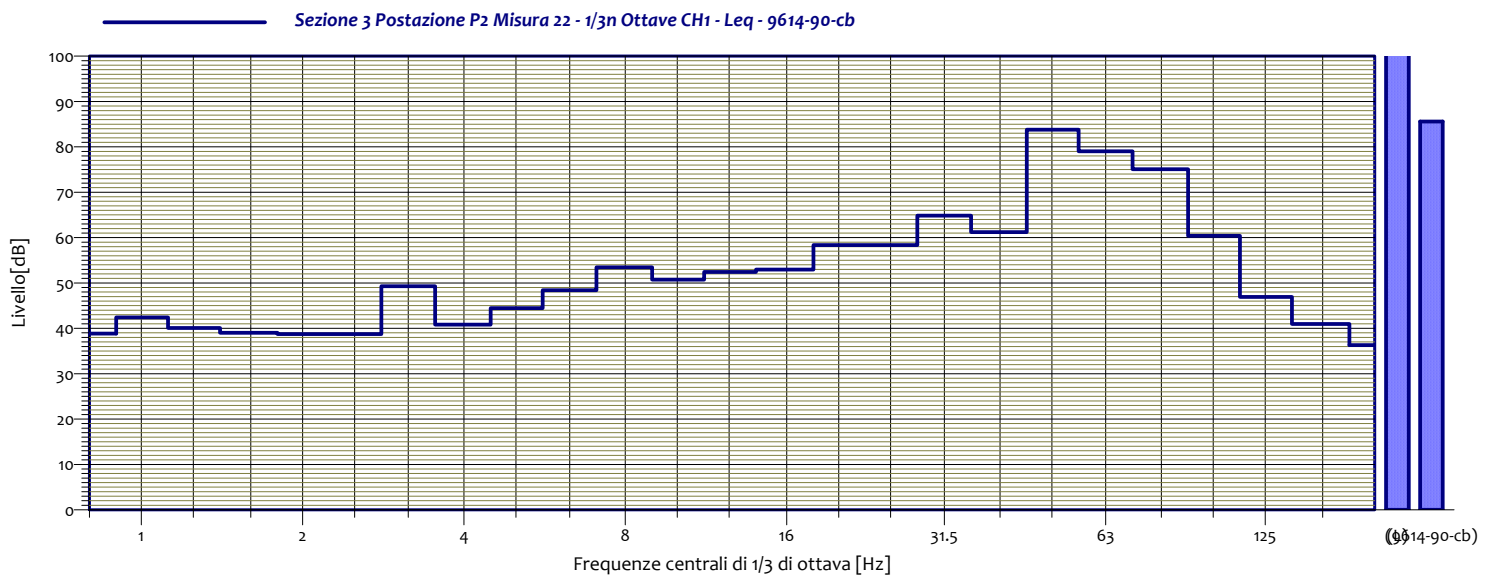
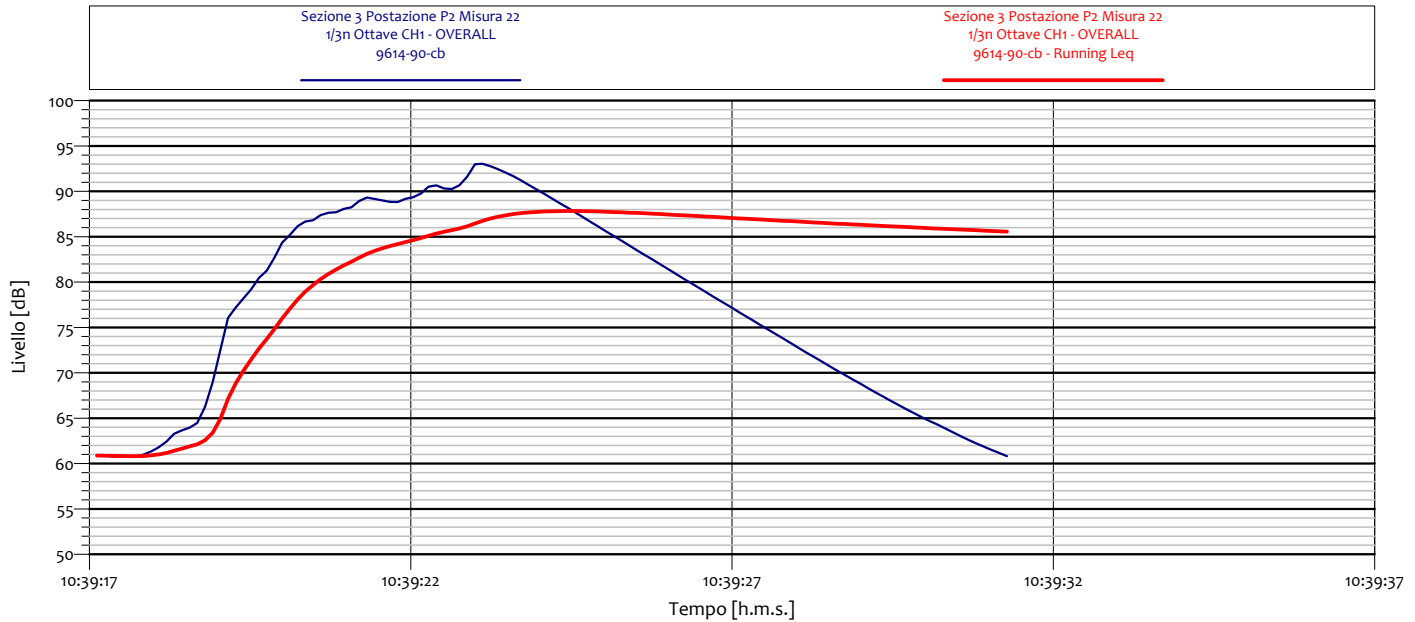


| Sezione 3 Postazione P2 Misura 21 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 37.9 dB | 1 | 40.8 dB | 1.3 | 43.3 dB | 1.6 | 43.8 dB |
| 2 | 43.6 dB | 2.5 | 44.7 dB | 3.2 | 57.7 dB | 4 | 49.2 dB |
| 5 | 48.1 dB | 6.3 | 53.8 dB | 8 | 55.8 dB | 10 | 59.0 dB |
| 12.5 | 55.0 dB | 16 | 53.5 dB | 20 | 60.3 dB | 25 | 65.3 dB |
| 31.5 | 83.6 dB | 40 | 79.2 dB | 50 | 84.3 dB | 63 | 86.4 dB |
| 80 | 67.6 dB | 100 | 59.6 dB | 125 | 49.8 dB | 160 | 42.5 dB |
| 200 | 37.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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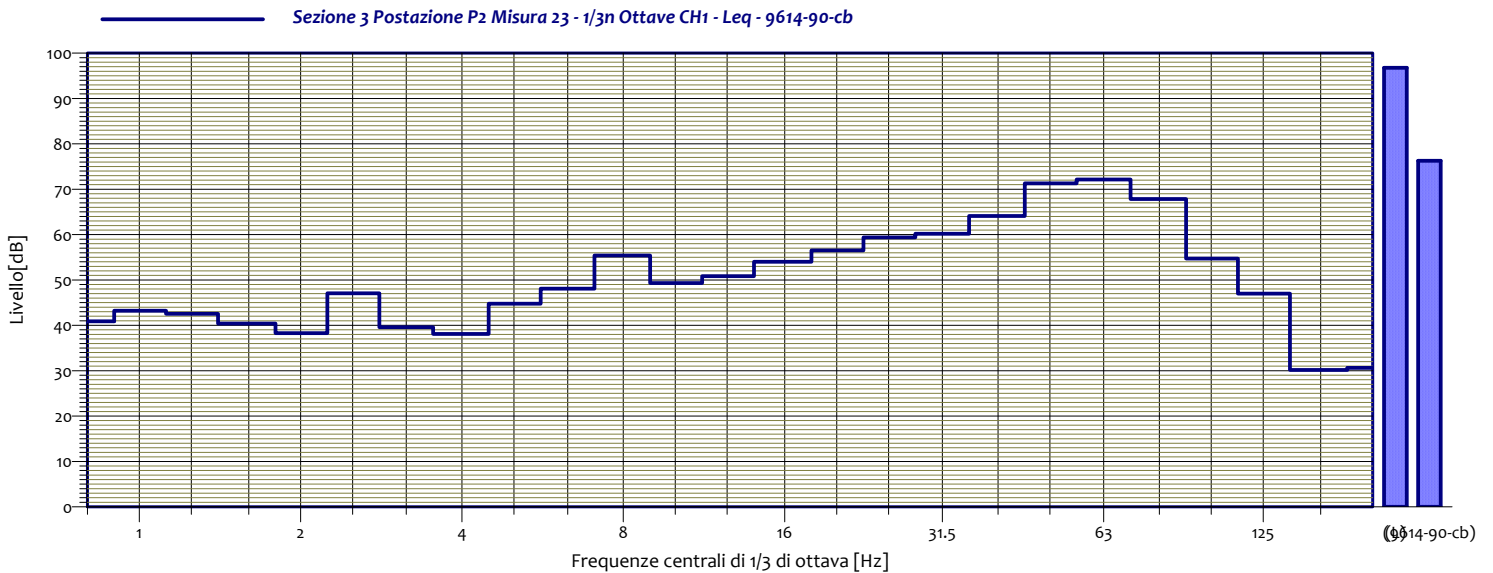
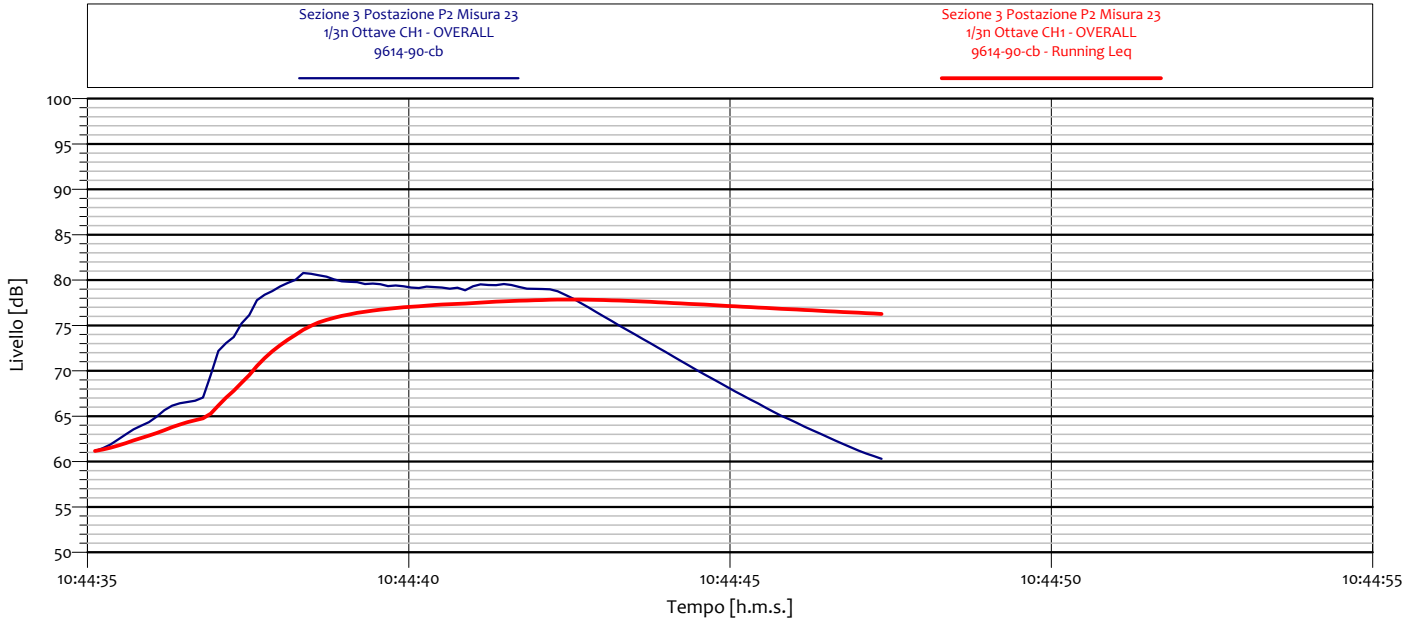


| Sezione 3 Postazione P2 Misura 22 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 38.8 dB | 1 | 42.4 dB | 1.3 | 40.1 dB | 1.6 | 39.0 dB |
| 2 | 38.8 dB | 2.5 | 38.8 dB | 3.2 | 49.3 dB | 4 | 40.8 dB |
| 5 | 44.5 dB | 6.3 | 48.4 dB | 8 | 53.4 dB | 10 | 50.7 dB |
| 12.5 | 52.4 dB | 16 | 53.0 dB | 20 | 58.4 dB | 25 | 58.3 dB |
| 31.5 | 64.9 dB | 40 | 61.2 dB | 50 | 83.8 dB | 63 | 79.0 dB |
| 80 | 75.1 dB | 100 | 60.4 dB | 125 | 46.9 dB | 160 | 41.0 dB |
| 200 | 36.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

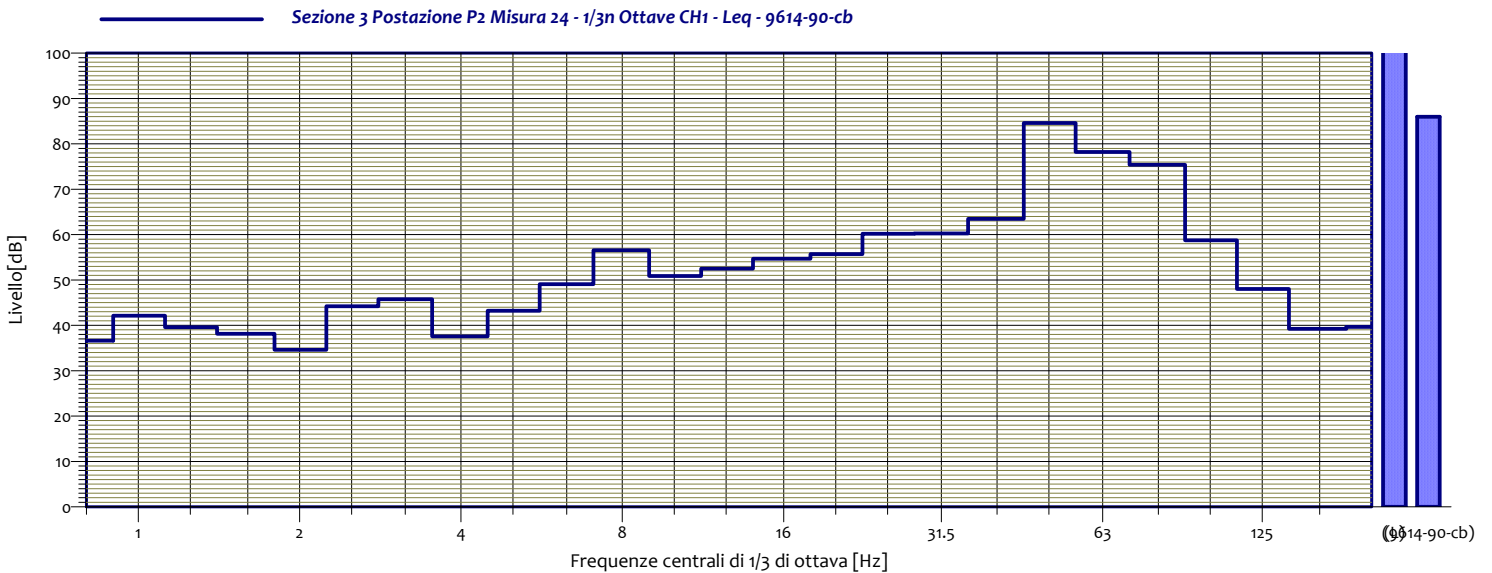
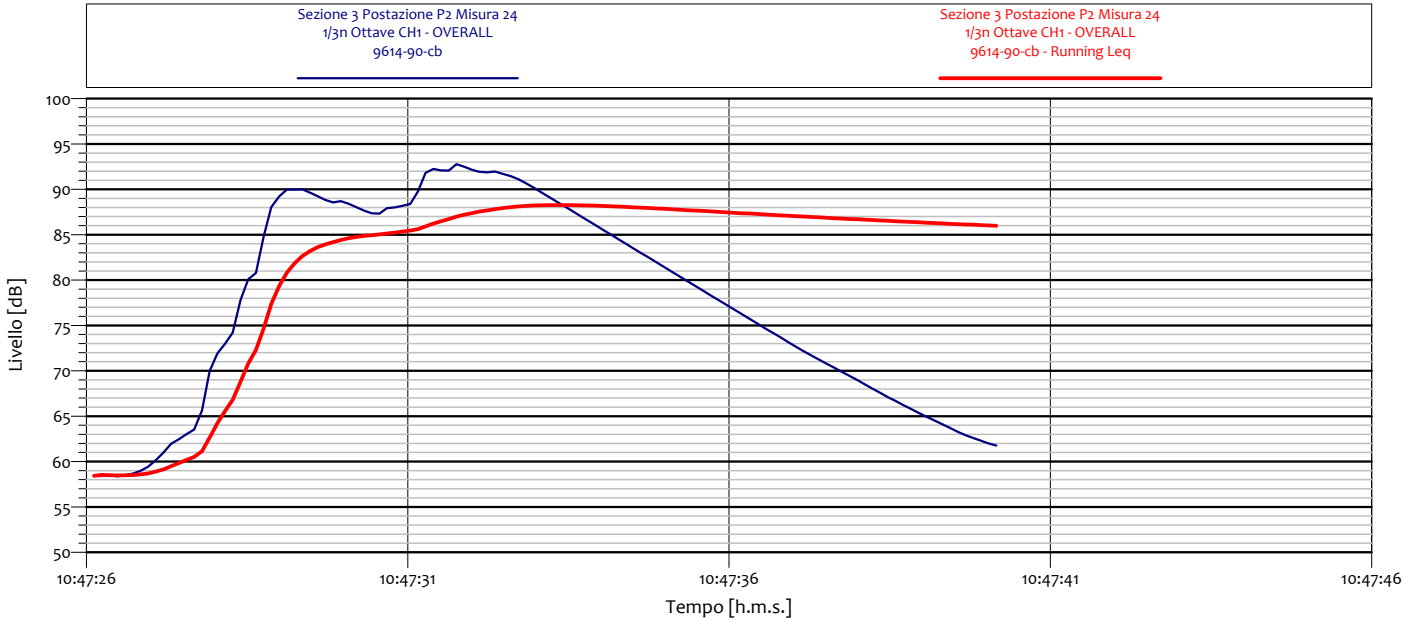


| Sezione 3 Postazione P2 Misura 23 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 40.9 dB | 1 | 43.2 dB | 1.3 | 42.5 dB | 1.6 | 40.4 dB |
| 2 | 38.3 dB | 2.5 | 47.1 dB | 3.2 | 39.6 dB | 4 | 38.1 dB |
| 5 | 44.8 dB | 6.3 | 48.1 dB | 8 | 55.4 dB | 10 | 49.3 dB |
| 12.5 | 50.9 dB | 16 | 54.0 dB | 20 | 56.5 dB | 25 | 59.4 dB |
| 31.5 | 60.2 dB | 40 | 64.1 dB | 50 | 71.3 dB | 63 | 72.2 dB |
| 80 | 67.9 dB | 100 | 54.7 dB | 125 | 47.0 dB | 160 | 30.2 dB |
| 200 | 30.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

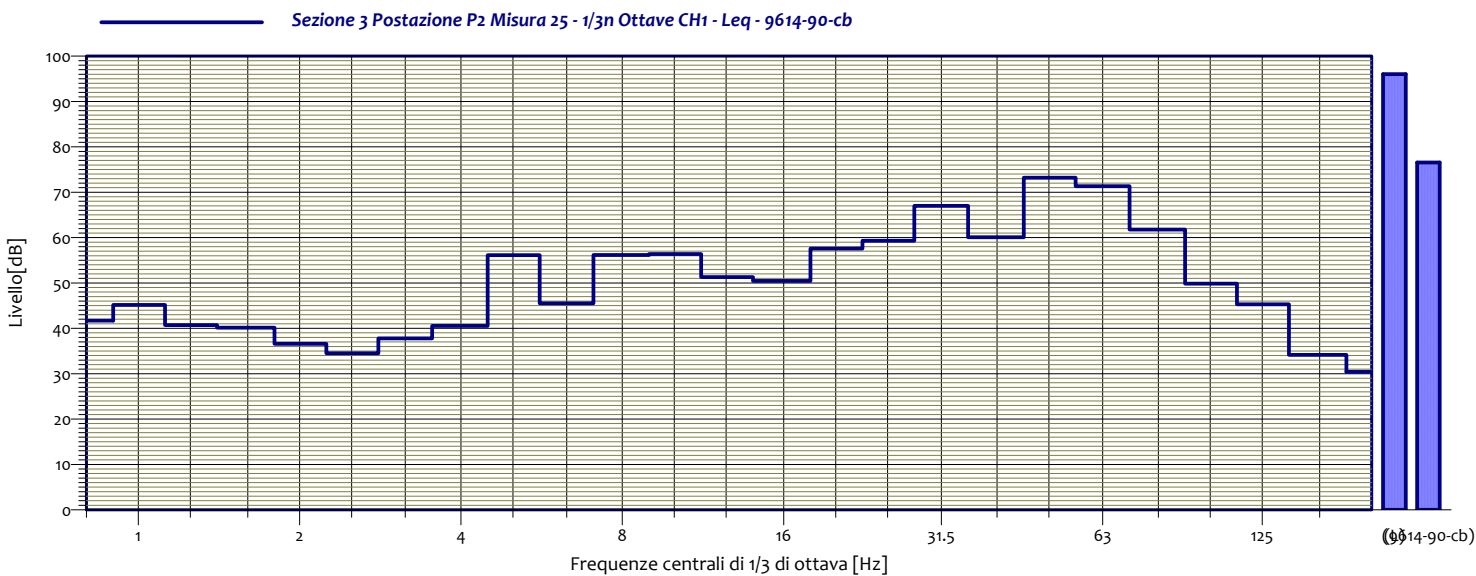
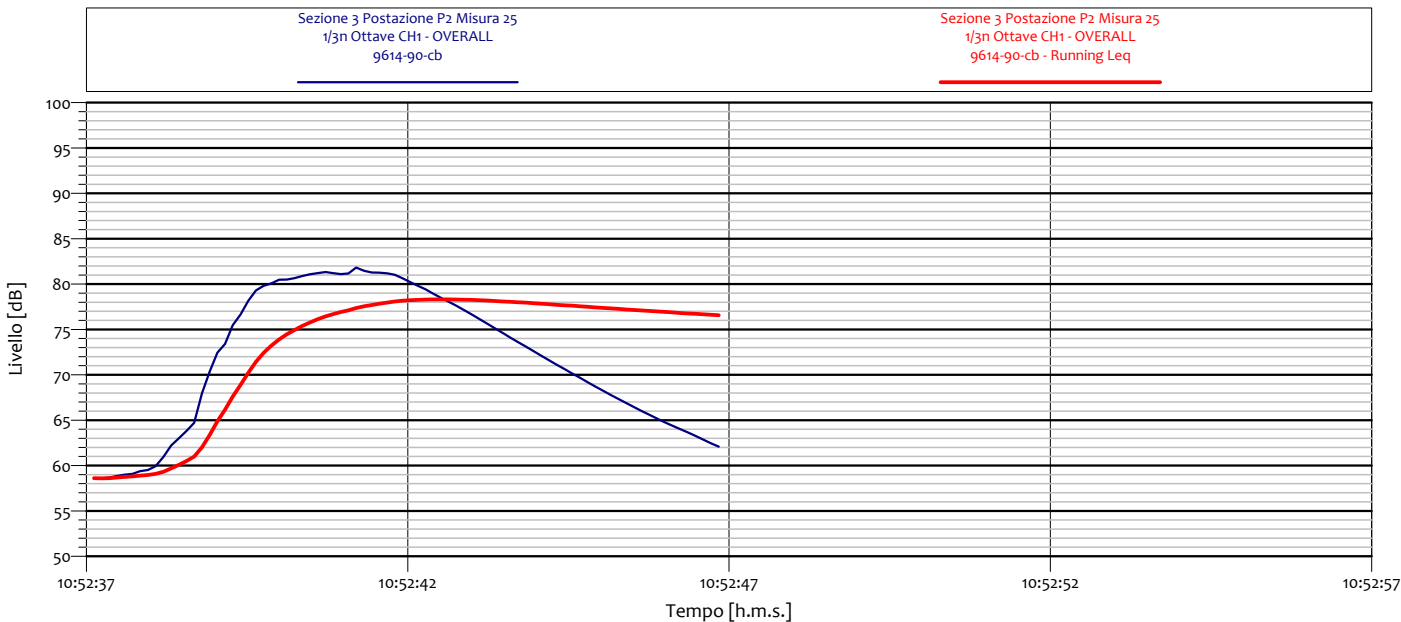


| Sezione 3 Postazione P2 Misura 24 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.6 dB | 1 | 42.2 dB | 1.3 | 39.6 dB | 1.6 | 38.2 dB |
| 2 | 34.6 dB | 2.5 | 44.2 dB | 3.2 | 45.8 dB | 4 | 37.6 dB |
| 5 | 43.2 dB | 6.3 | 49.1 dB | 8 | 56.6 dB | 10 | 50.9 dB |
| 12.5 | 52.5 dB | 16 | 54.7 dB | 20 | 55.7 dB | 25 | 60.2 dB |
| 31.5 | 60.3 dB | 40 | 63.5 dB | 50 | 84.6 dB | 63 | 78.2 dB |
| 80 | 75.4 dB | 100 | 58.7 dB | 125 | 48.0 dB | 160 | 39.3 dB |
| 200 | 39.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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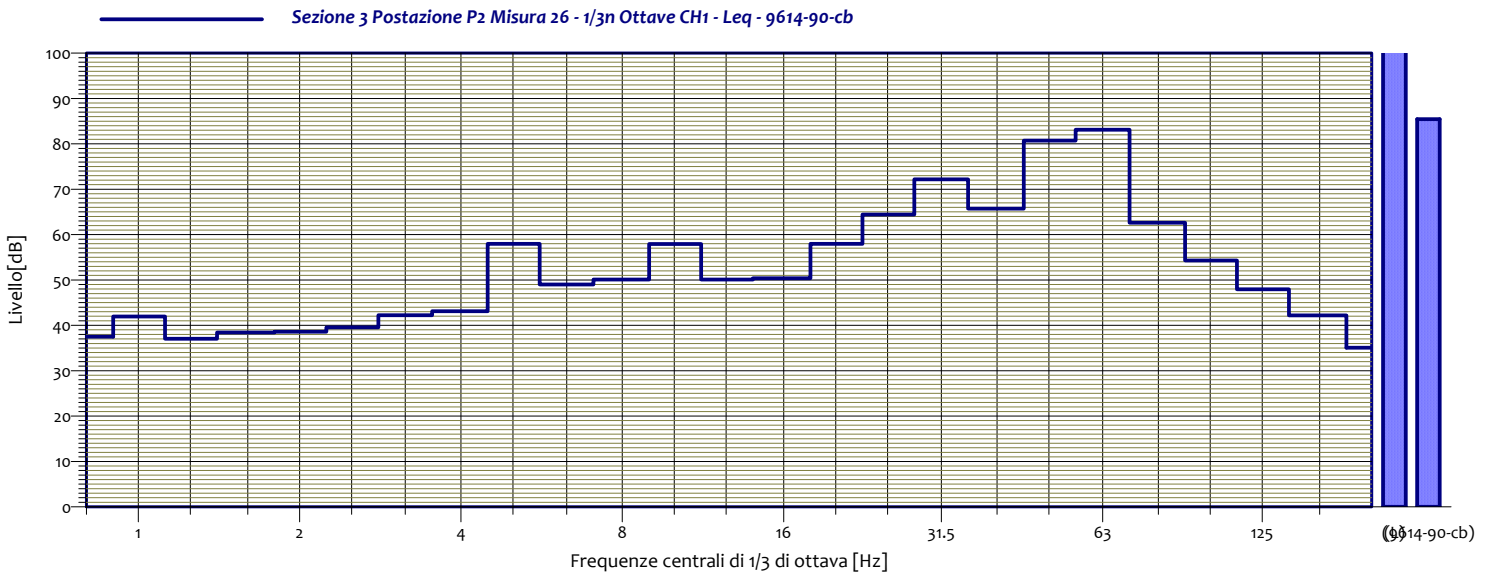
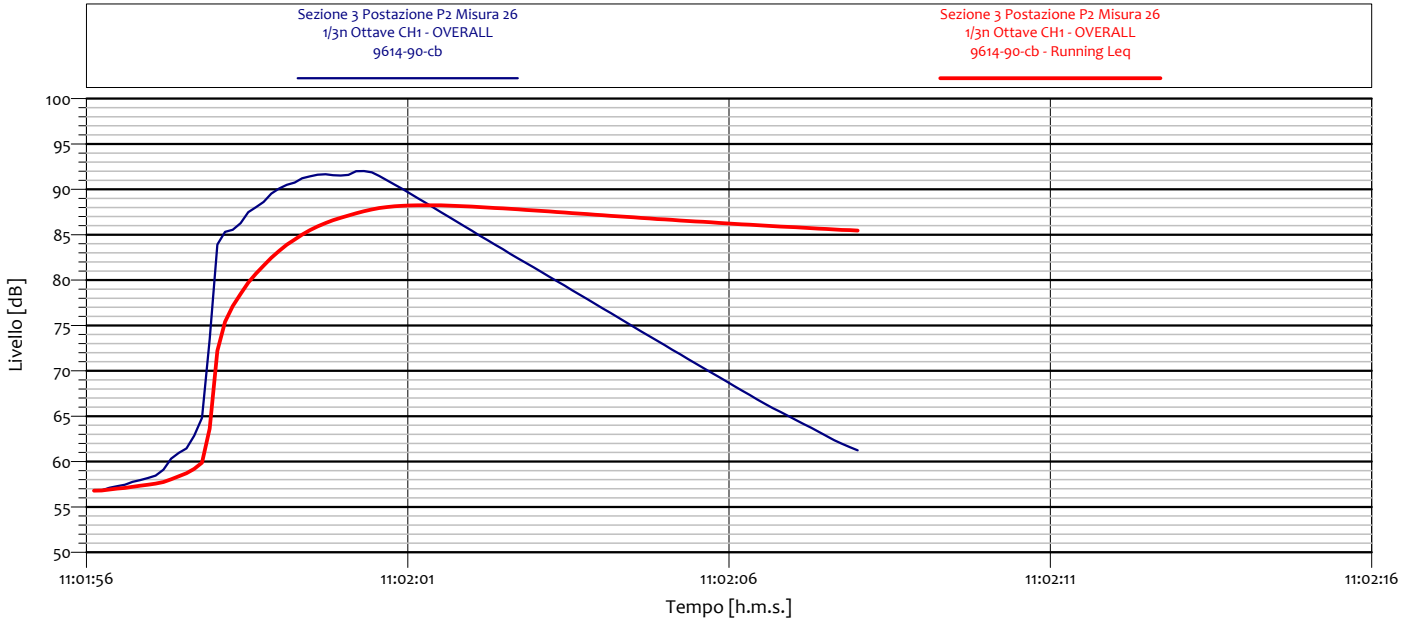


| Sezione 3 Postazione P2 Misura 25 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 41.7 dB | 1 | 45.2 dB | 1.3 | 40.7 dB | 1.6 | 40.2 dB |
| 2 | 36.6 dB | 2.5 | 34.5 dB | 3.2 | 37.8 dB | 4 | 40.6 dB |
| 5 | 56.1 dB | 6.3 | 45.5 dB | 8 | 56.2 dB | 10 | 56.4 dB |
| 12.5 | 51.3 dB | 16 | 50.5 dB | 20 | 57.6 dB | 25 | 59.3 dB |
| 31.5 | 67.0 dB | 40 | 60.1 dB | 50 | 73.2 dB | 63 | 71.4 dB |
| 80 | 61.8 dB | 100 | 49.9 dB | 125 | 45.3 dB | 160 | 34.2 dB |
| 200 | 30.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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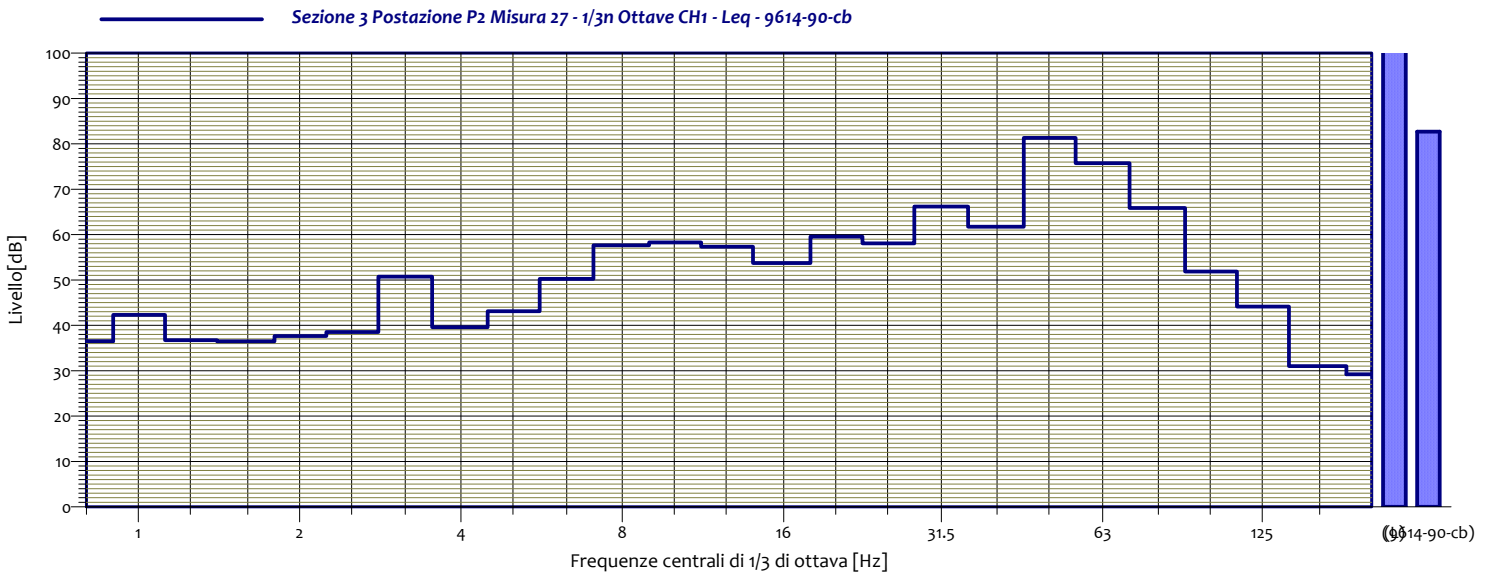
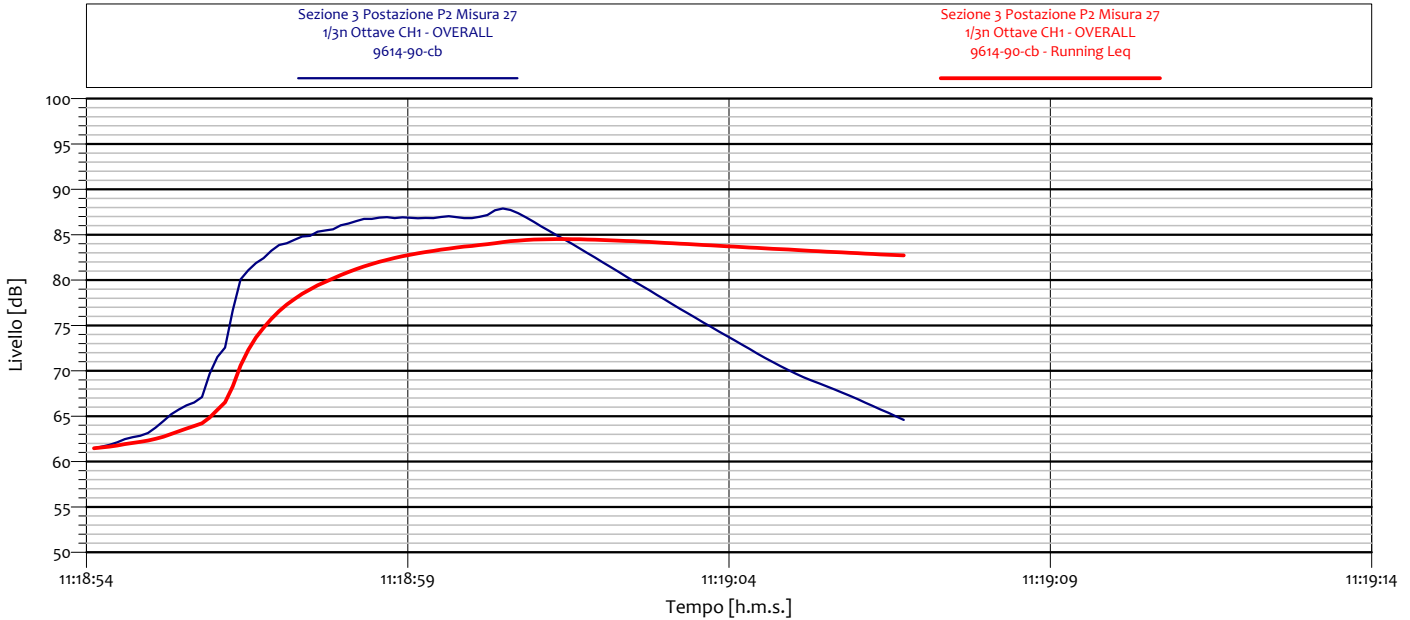


| Sezione 3 Postazione P2 Misura 26 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 37.5 dB | 1 | 41.9 dB | 1.3 | 37.0 dB | 1.6 | 38.5 dB |
| 2 | 38.6 dB | 2.5 | 39.6 dB | 3.2 | 42.3 dB | 4 | 43.1 dB |
| 5 | 58.0 dB | 6.3 | 49.0 dB | 8 | 50.1 dB | 10 | 57.9 dB |
| 12.5 | 50.1 dB | 16 | 50.4 dB | 20 | 58.0 dB | 25 | 64.4 dB |
| 31.5 | 72.2 dB | 40 | 65.7 dB | 50 | 80.7 dB | 63 | 83.1 dB |
| 80 | 62.6 dB | 100 | 54.3 dB | 125 | 48.0 dB | 160 | 42.2 dB |
| 200 | 35.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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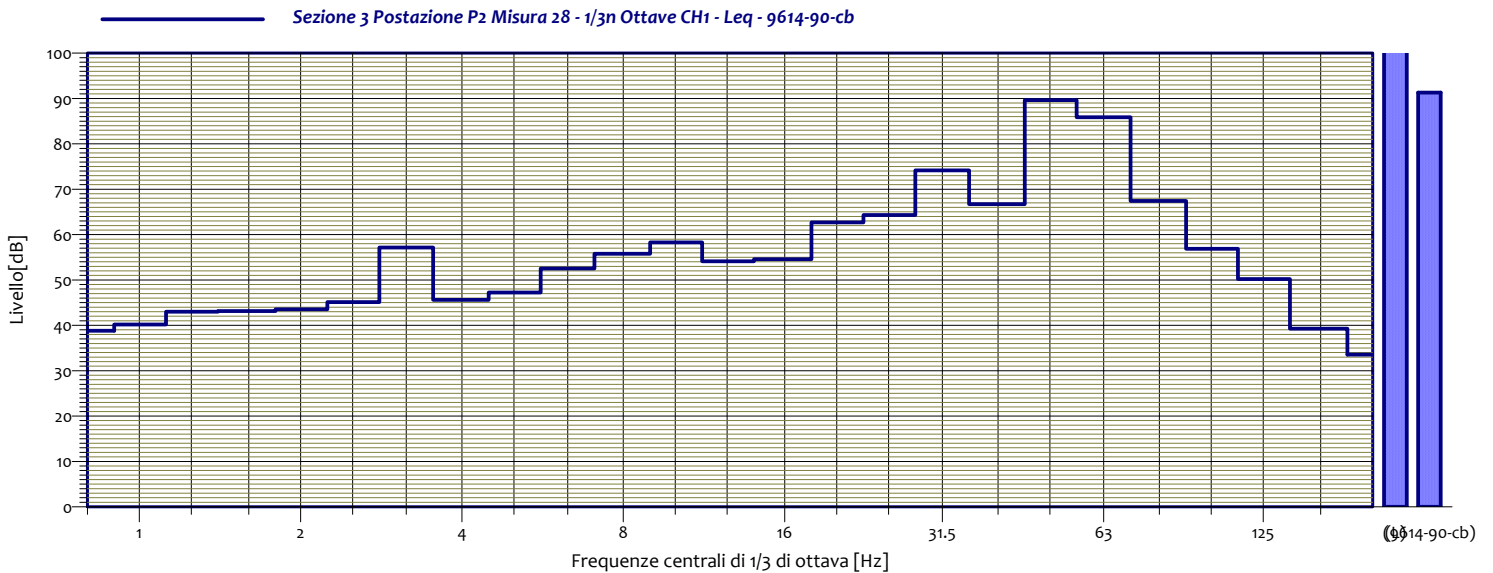
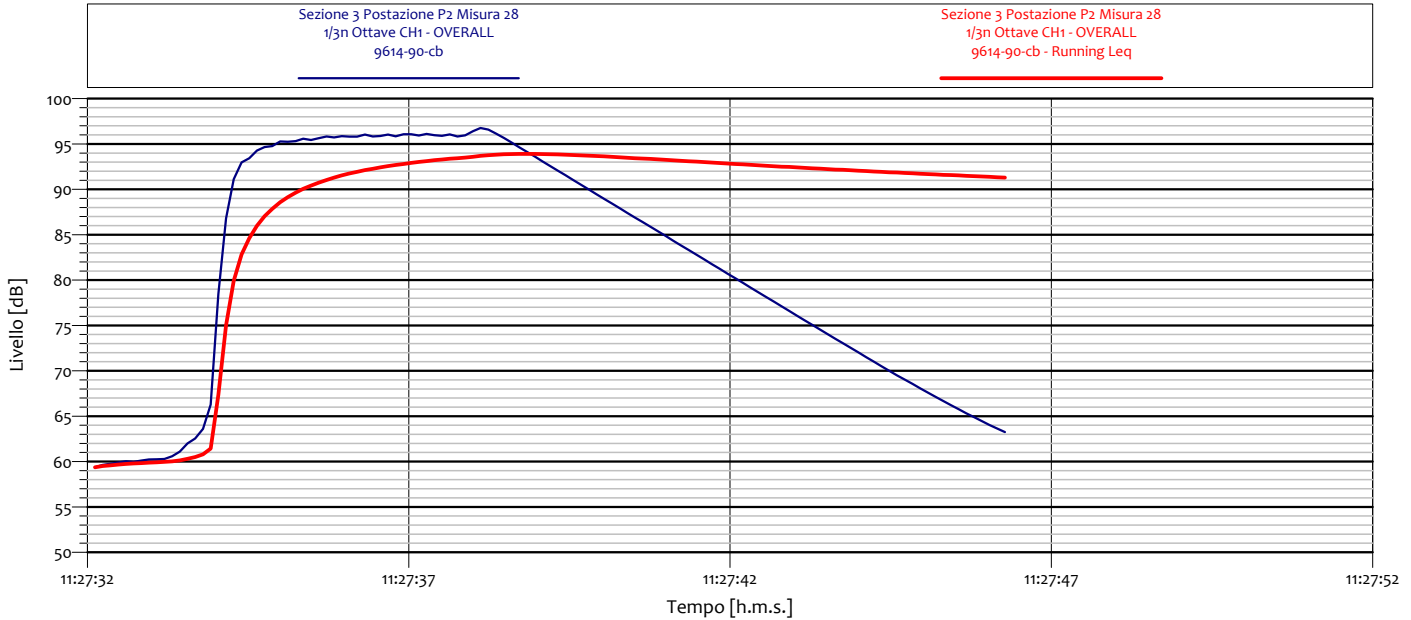


| Sezione 3 Postazione P2 Misura 27 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.5 dB | 1 | 42.3 dB | 1.3 | 36.8 dB | 1.6 | 36.5 dB |
| 2 | 37.7 dB | 2.5 | 38.5 dB | 3.2 | 50.7 dB | 4 | 39.6 dB |
| 5 | 43.1 dB | 6.3 | 50.2 dB | 8 | 57.6 dB | 10 | 58.3 dB |
| 12.5 | 57.3 dB | 16 | 53.7 dB | 20 | 59.6 dB | 25 | 58.1 dB |
| 31.5 | 66.2 dB | 40 | 61.8 dB | 50 | 81.3 dB | 63 | 75.8 dB |
| 80 | 65.9 dB | 100 | 51.9 dB | 125 | 44.1 dB | 160 | 31.0 dB |
| 200 | 29.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



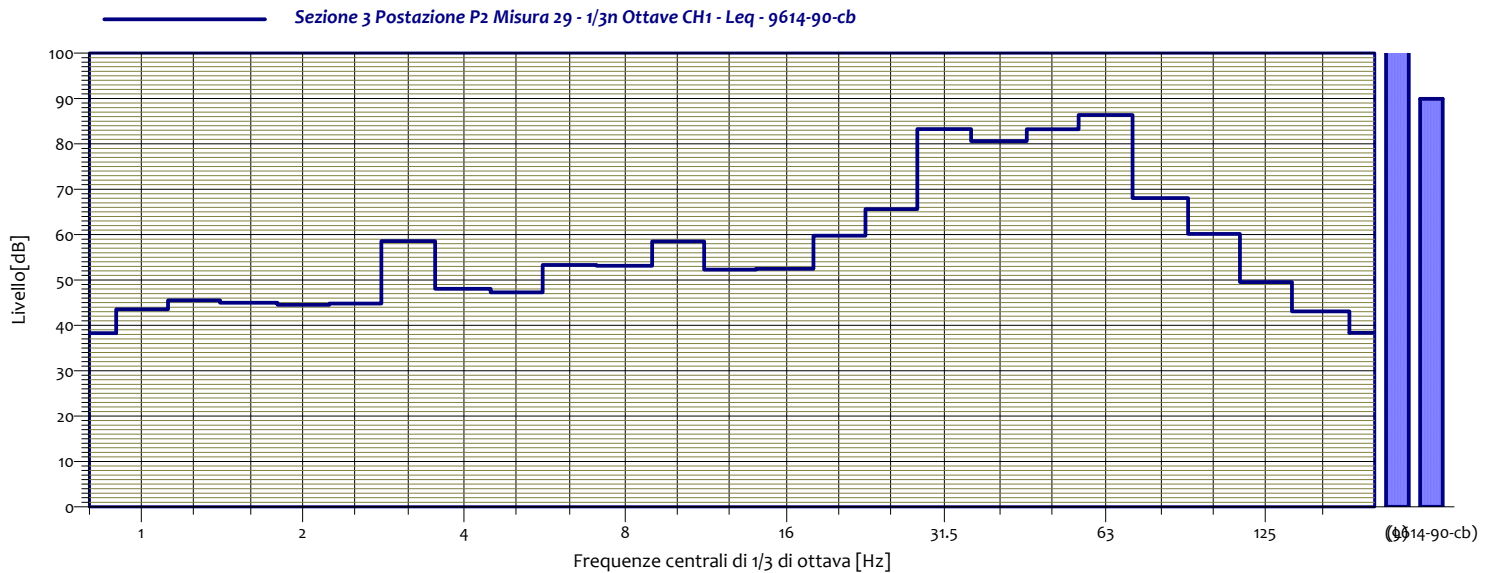
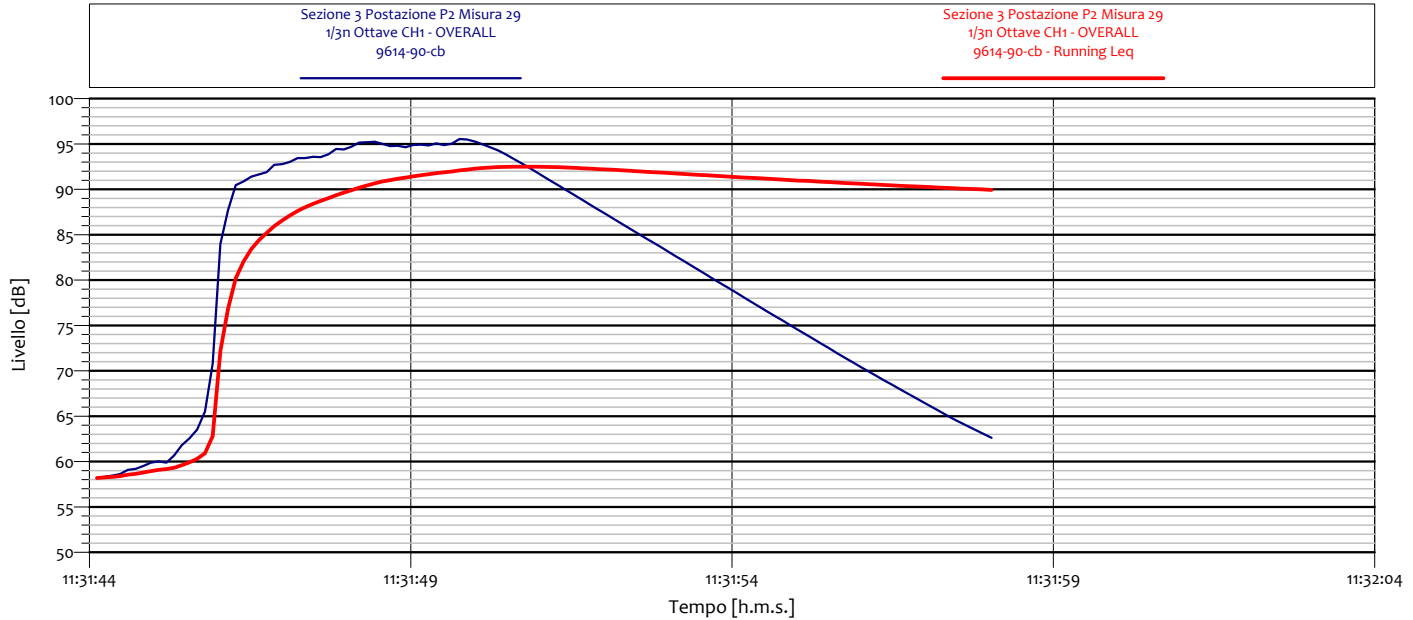
Sezione 3 Postazione P2 Misura 28
1/3n Ottave CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 38.8 dB | 1 | 40.2 dB | 1.3 | 43.0 dB | 1.6 | 43.2 dB |
| 2 | 43.6 dB | 2.5 | 45.2 dB | 3.2 | 57.2 dB | 4 | 45.6 dB |
| 5 | 47.3 dB | 6.3 | 52.6 dB | 8 | 55.8 dB | 10 | 58.3 dB |
| 12.5 | 54.2 dB | 16 | 54.6 dB | 20 | 62.7 dB | 25 | 64.3 dB |
| 31.5 | 74.2 dB | 40 | 66.7 dB | 50 | 89.6 dB | 63 | 85.9 dB |
| 80 | 67.5 dB | 100 | 56.9 dB | 125 | 50.2 dB | 160 | 39.3 dB |
| 200 | 33.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

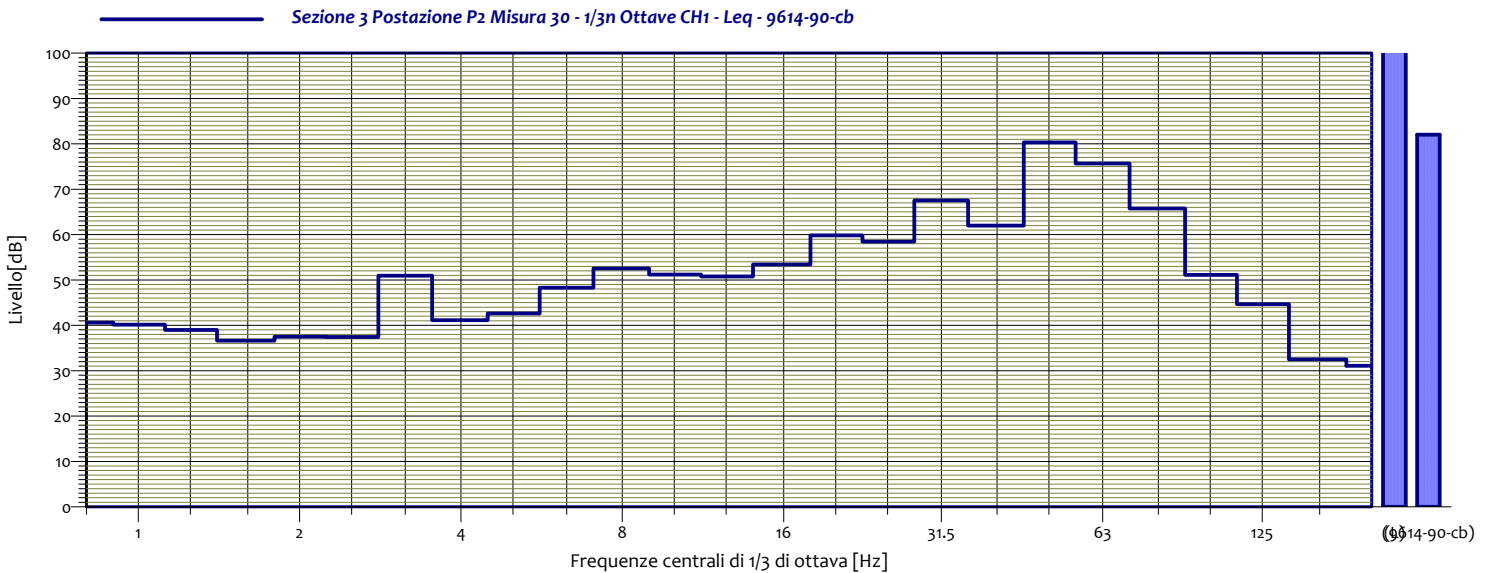
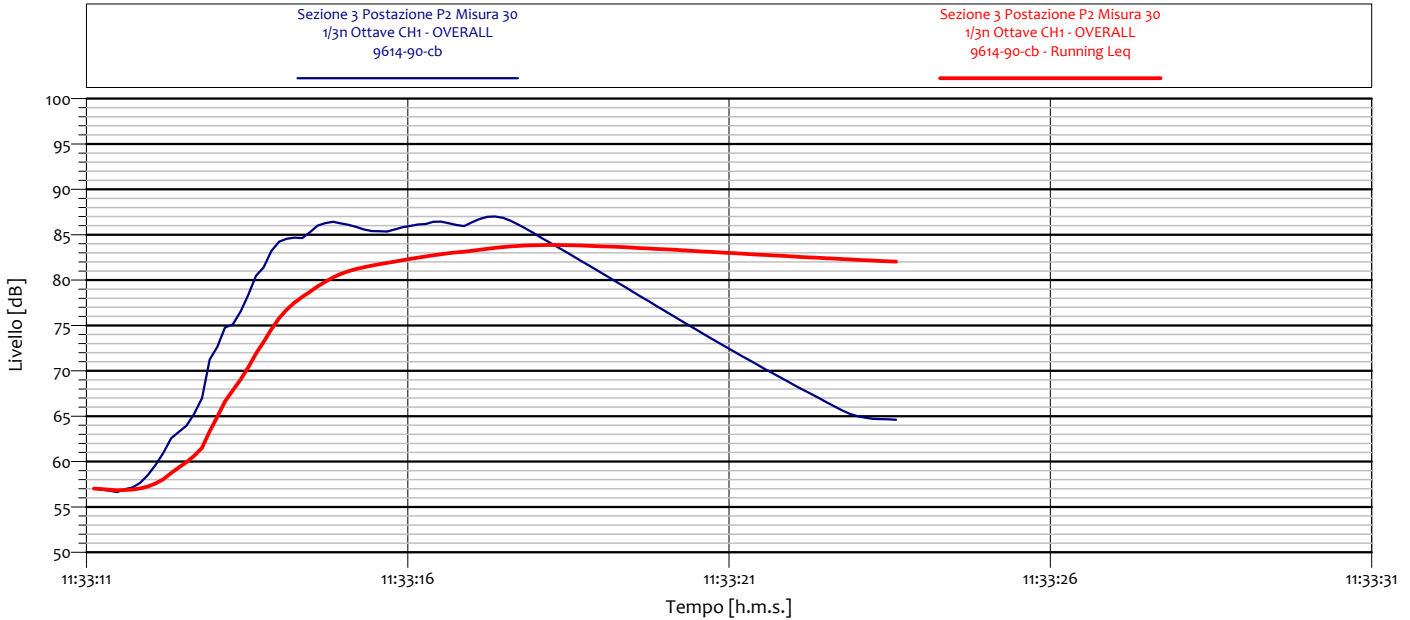


| Sezione 3 Postazione P2 Misura 29 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 38.3 dB | 1 | 43.6 dB | 1.3 | 45.5 dB | 1.6 | 45.0 dB |
| 2 | 44.5 dB | 2.5 | 44.8 dB | 3.2 | 58.6 dB | 4 | 48.1 dB |
| 5 | 47.3 dB | 6.3 | 53.3 dB | 8 | 53.2 dB | 10 | 58.5 dB |
| 12.5 | 52.3 dB | 16 | 52.5 dB | 20 | 59.8 dB | 25 | 65.6 dB |
| 31.5 | 83.3 dB | 40 | 80.6 dB | 50 | 83.2 dB | 63 | 86.4 dB |
| 80 | 68.1 dB | 100 | 60.2 dB | 125 | 49.5 dB | 160 | 43.1 dB |
| 200 | 38.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

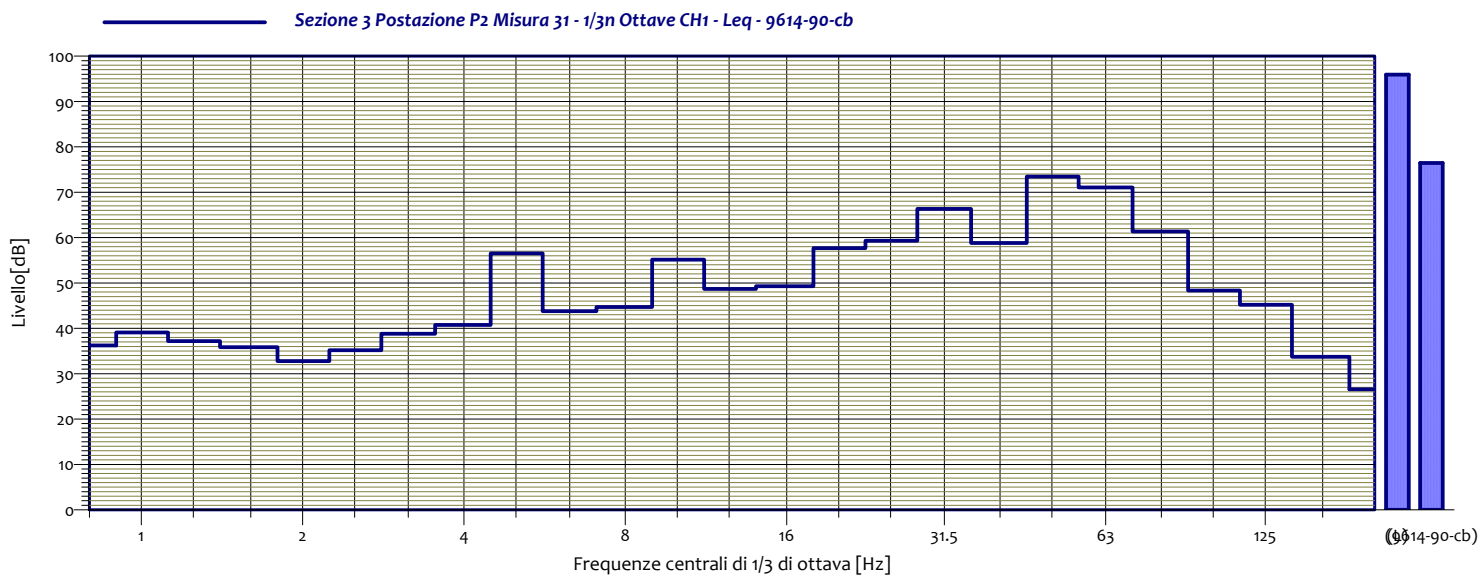
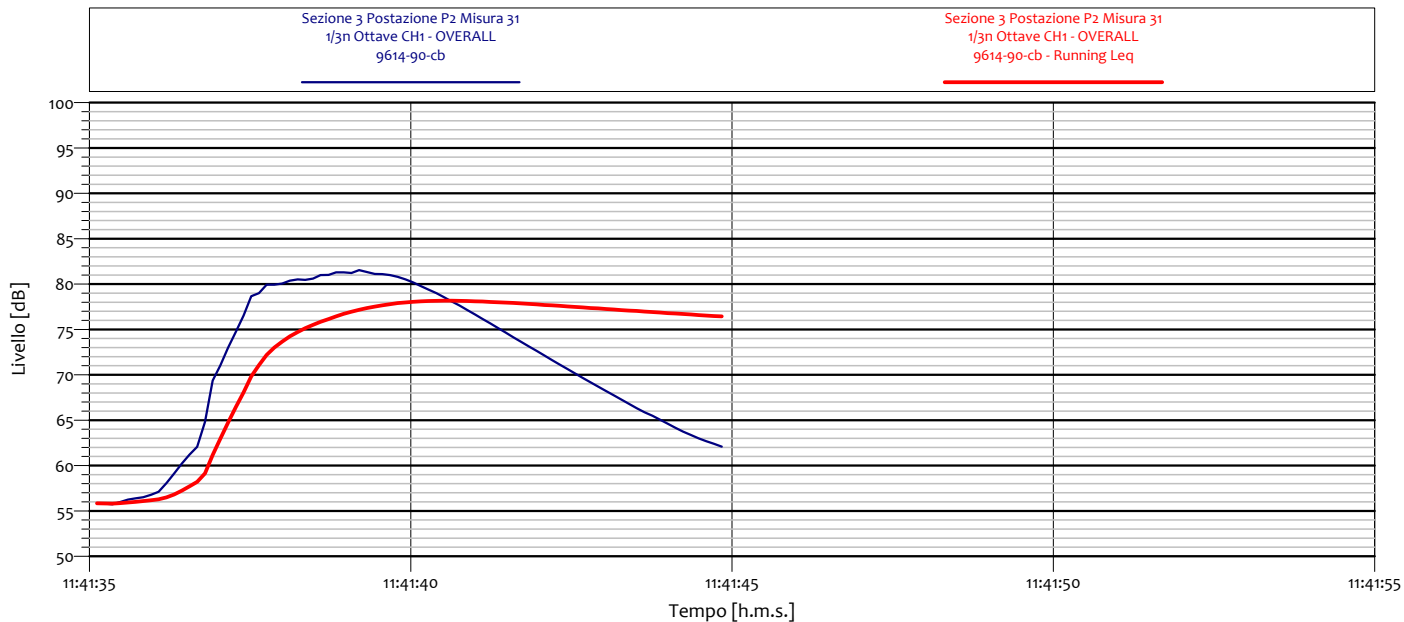


| Sezione 3 Postazione P2 Misura 30 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 40.6 dB | 1 | 40.1 dB | 1.3 | 39.0 dB | 1.6 | 36.7 dB |
| 2 | 37.5 dB | 2.5 | 37.4 dB | 3.2 | 51.0 dB | 4 | 41.2 dB |
| 5 | 42.6 dB | 6.3 | 48.3 dB | 8 | 52.5 dB | 10 | 51.2 dB |
| 12.5 | 50.8 dB | 16 | 53.4 dB | 20 | 59.8 dB | 25 | 58.5 dB |
| 31.5 | 67.5 dB | 40 | 62.0 dB | 50 | 80.4 dB | 63 | 75.7 dB |
| 80 | 65.8 dB | 100 | 51.1 dB | 125 | 44.7 dB | 160 | 32.5 dB |
| 200 | 31.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

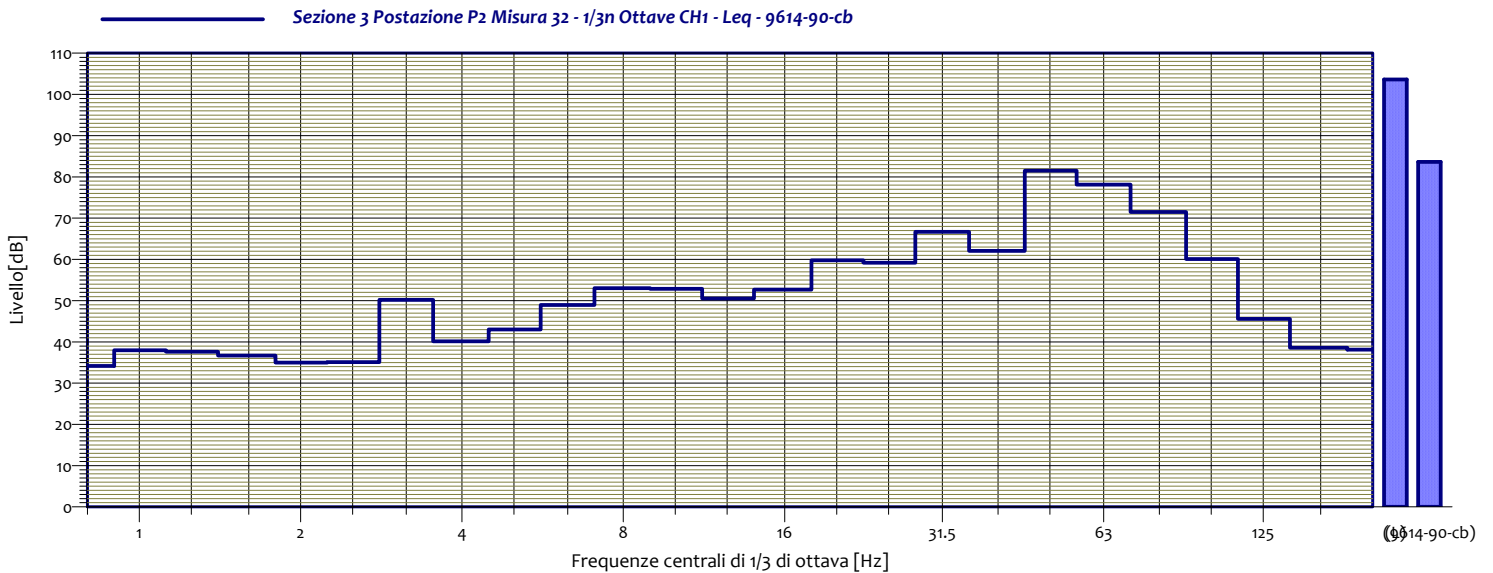
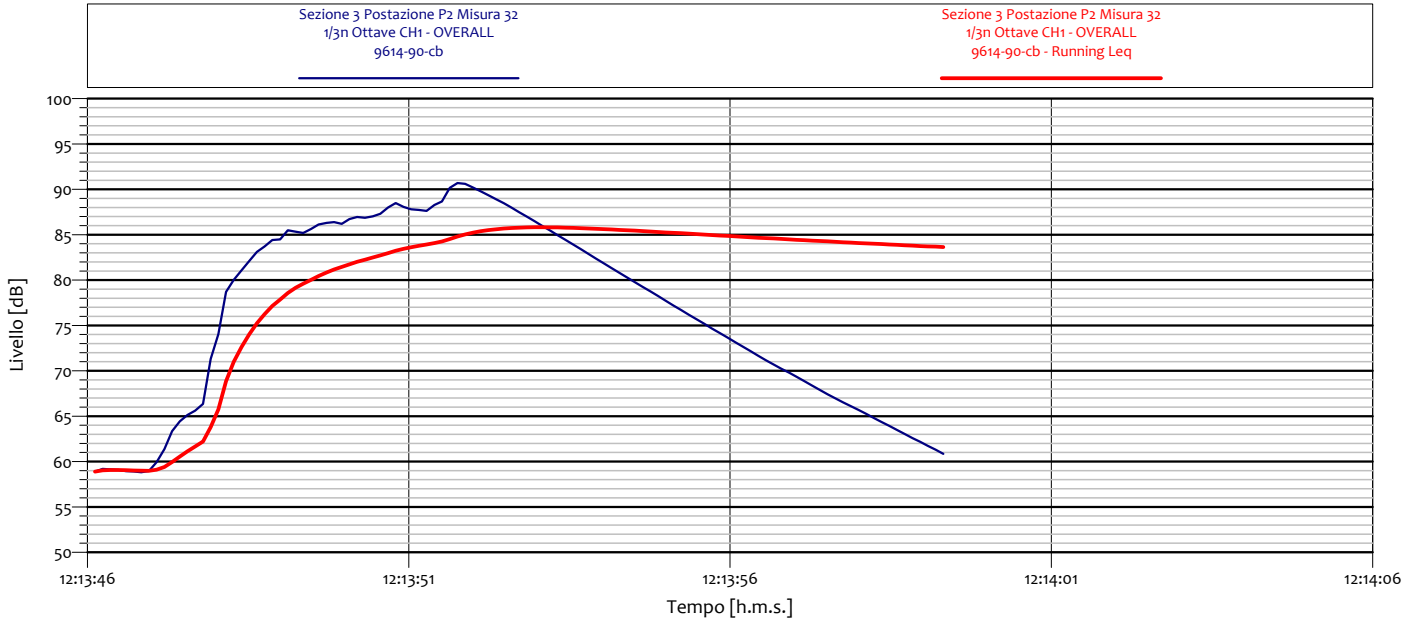


| Sezione 3 Postazione P2 Misura 31 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.2 dB | 1 | 39.1 dB | 1.3 | 37.2 dB | 1.6 | 35.8 dB |
| 2 | 32.8 dB | 2.5 | 35.2 dB | 3.2 | 38.8 dB | 4 | 40.7 dB |
| 5 | 56.6 dB | 6.3 | 43.8 dB | 8 | 44.7 dB | 10 | 55.1 dB |
| 12.5 | 48.7 dB | 16 | 49.3 dB | 20 | 57.7 dB | 25 | 59.3 dB |
| 31.5 | 66.4 dB | 40 | 58.8 dB | 50 | 73.5 dB | 63 | 71.1 dB |
| 80 | 61.4 dB | 100 | 48.3 dB | 125 | 45.2 dB | 160 | 33.8 dB |
| 200 | 26.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

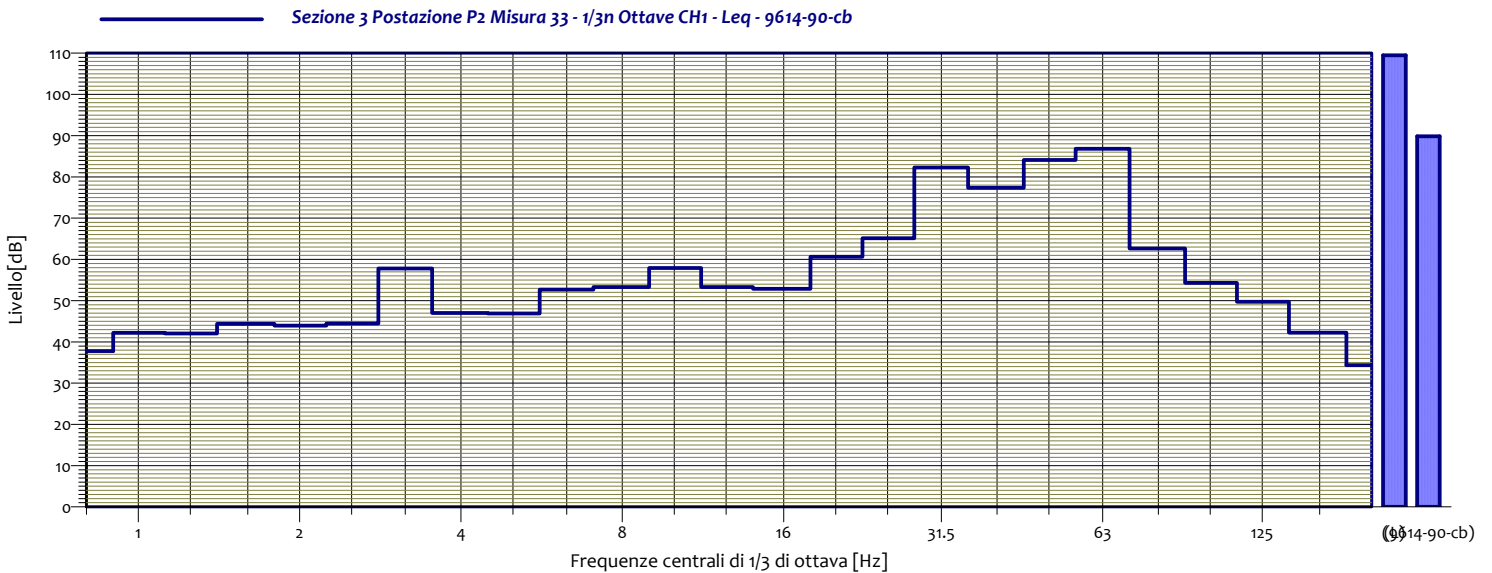
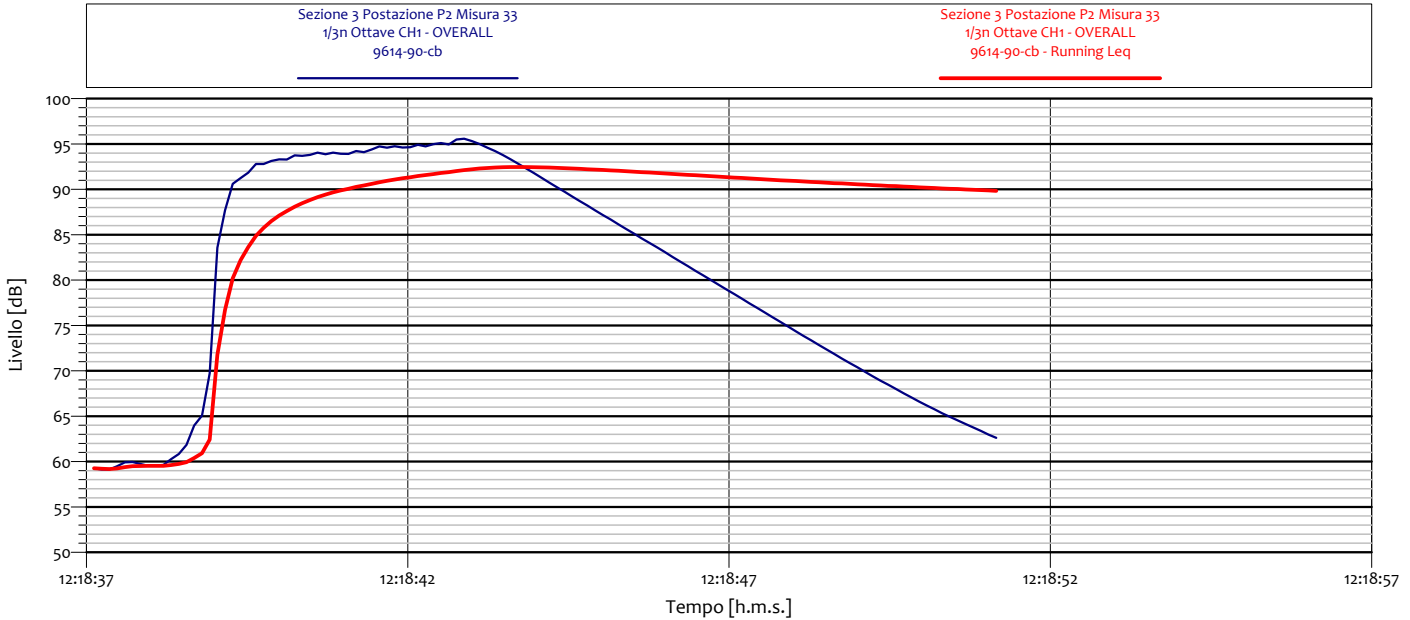


| Sezione 3 Postazione P2 Misura 32 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.1 dB | 1 | 38.0 dB | 1.3 | 37.6 dB | 1.6 | 36.7 dB |
| 2 | 35.0 dB | 2.5 | 35.1 dB | 3.2 | 50.2 dB | 4 | 40.1 dB |
| 5 | 43.0 dB | 6.3 | 49.0 dB | 8 | 53.0 dB | 10 | 52.8 dB |
| 12.5 | 50.5 dB | 16 | 52.7 dB | 20 | 59.8 dB | 25 | 59.2 dB |
| 31.5 | 66.7 dB | 40 | 62.0 dB | 50 | 81.5 dB | 63 | 78.1 dB |
| 80 | 71.5 dB | 100 | 60.1 dB | 125 | 45.5 dB | 160 | 38.6 dB |
| 200 | 38.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicotto Verona Porta Vescovo - Montebello Vicentino

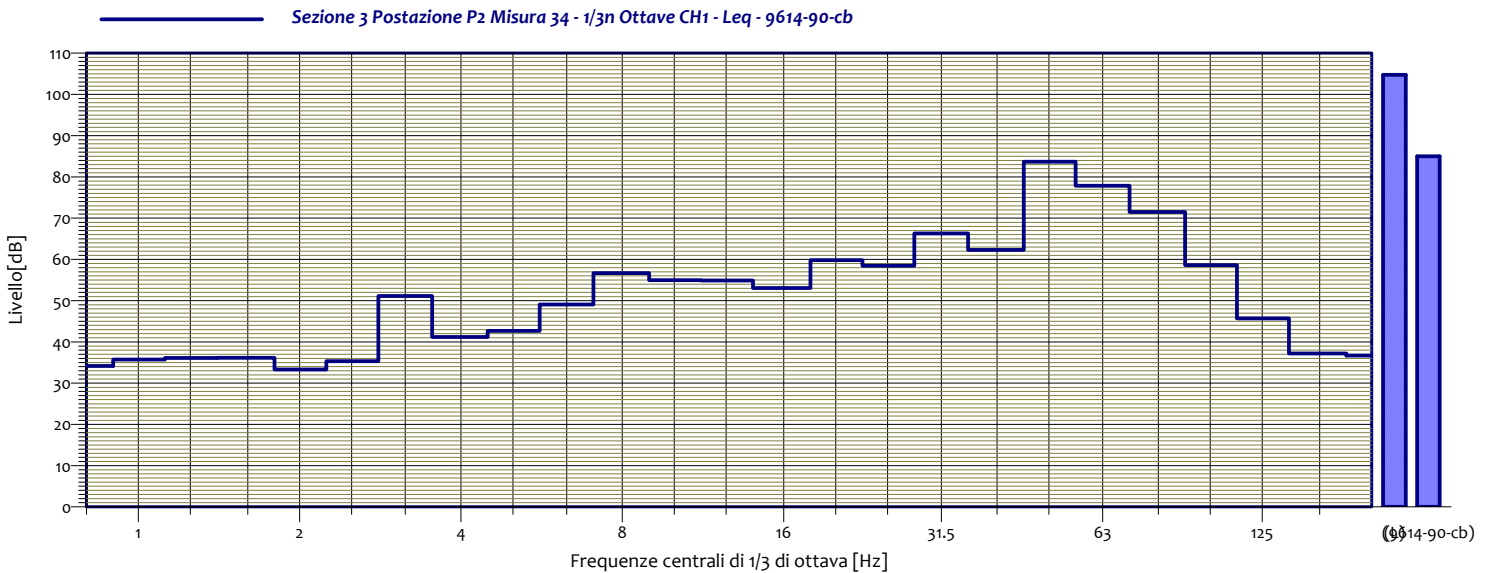
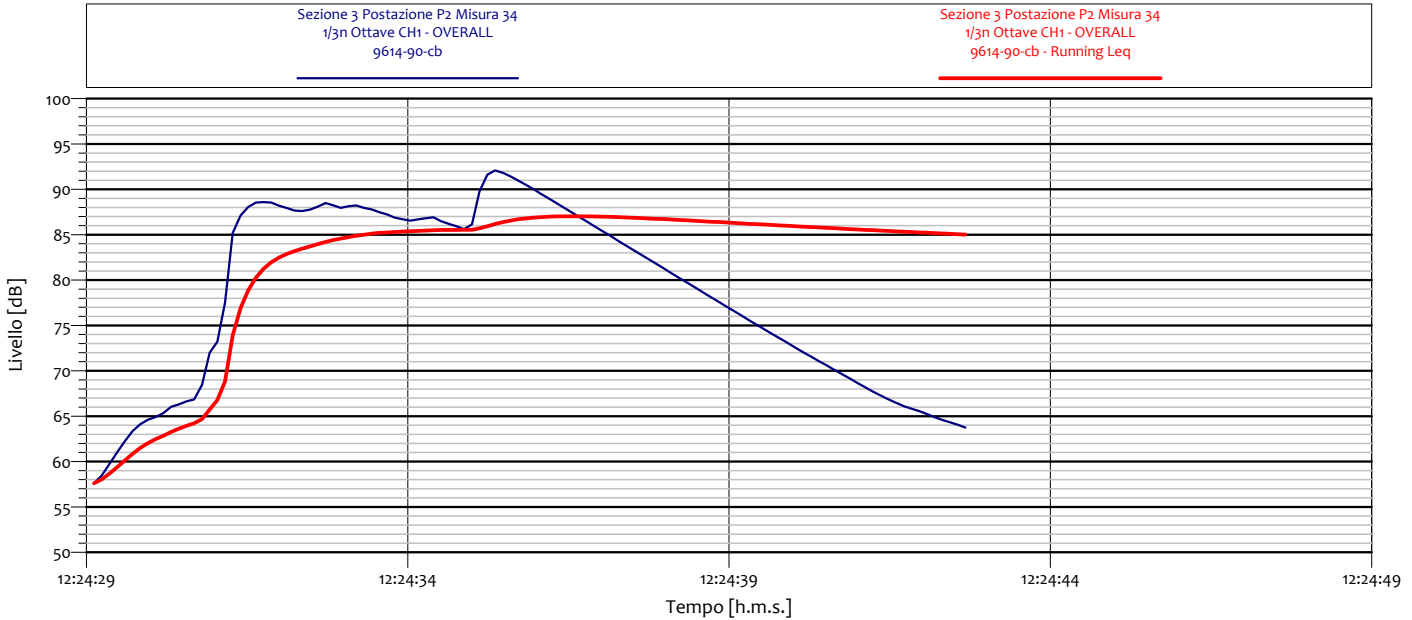


| Sezione 3 Postazione P2 Misura 33 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 37.8 dB | 1 | 42.2 dB | 1.3 | 42.1 dB | 1.6 | 44.4 dB |
| 2 | 43.9 dB | 2.5 | 44.5 dB | 3.2 | 57.8 dB | 4 | 47.0 dB |
| 5 | 46.9 dB | 6.3 | 52.7 dB | 8 | 53.3 dB | 10 | 57.9 dB |
| 12.5 | 53.3 dB | 16 | 52.9 dB | 20 | 60.6 dB | 25 | 65.1 dB |
| 31.5 | 82.3 dB | 40 | 77.3 dB | 50 | 84.1 dB | 63 | 86.8 dB |
| 80 | 62.6 dB | 100 | 54.3 dB | 125 | 49.7 dB | 160 | 42.2 dB |
| 200 | 34.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



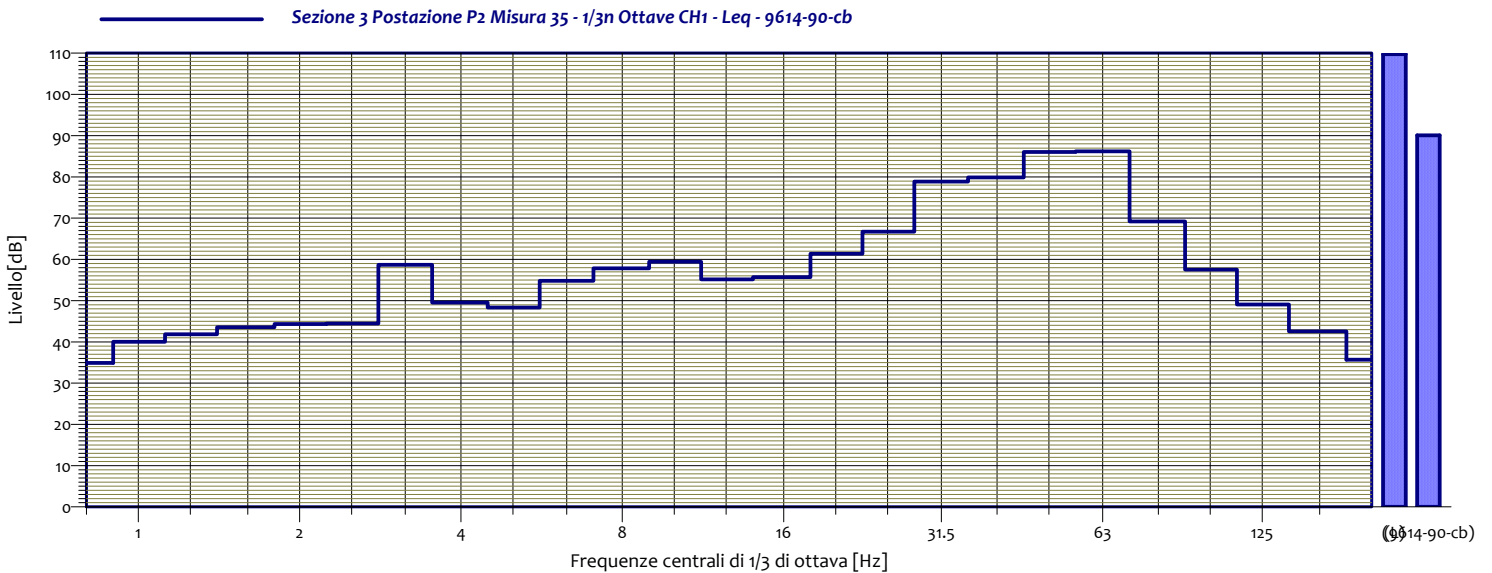
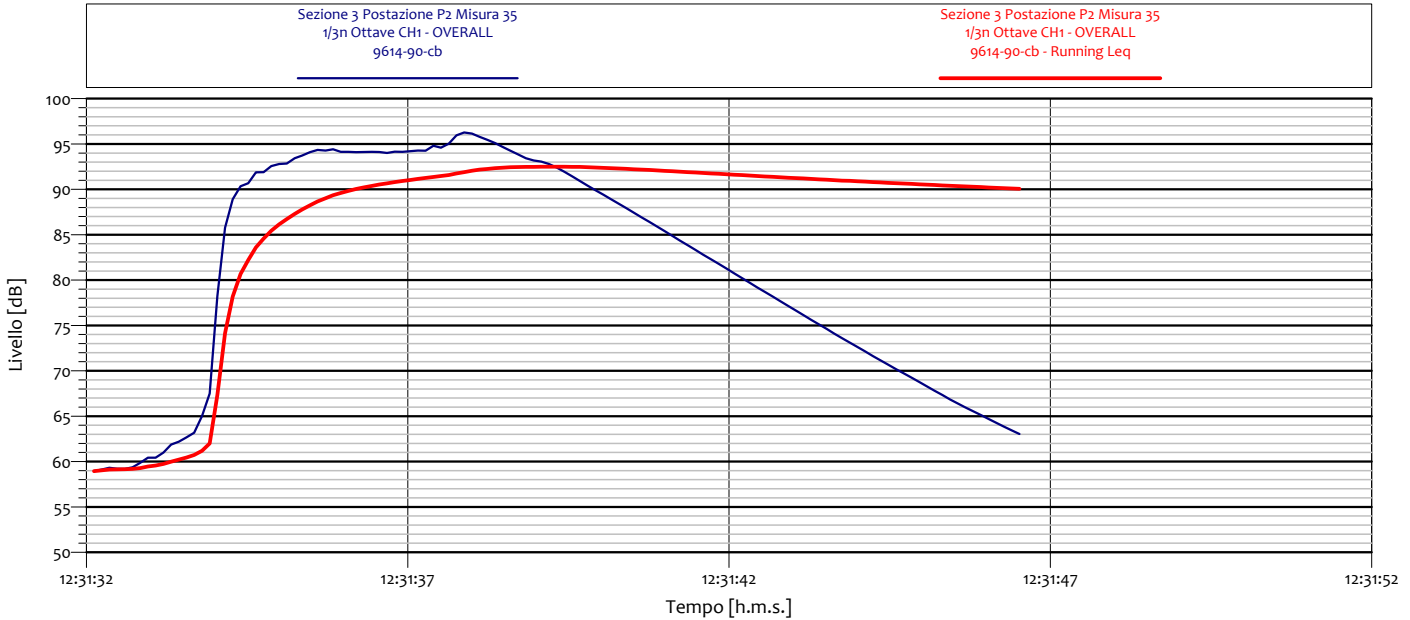
Sezione 3 Postazione P2 Misura 34
1/3n Ottave CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.2 dB | 1 | 35.7 dB | 1.3 | 36.1 dB | 1.6 | 36.2 dB |
| 2 | 33.3 dB | 2.5 | 35.3 dB | 3.2 | 51.1 dB | 4 | 41.2 dB |
| 5 | 42.7 dB | 6.3 | 49.1 dB | 8 | 56.7 dB | 10 | 55.0 dB |
| 12.5 | 54.9 dB | 16 | 53.1 dB | 20 | 59.8 dB | 25 | 58.5 dB |
| 31.5 | 66.3 dB | 40 | 62.3 dB | 50 | 83.7 dB | 63 | 77.9 dB |
| 80 | 71.5 dB | 100 | 58.6 dB | 125 | 45.7 dB | 160 | 37.2 dB |
| 200 | 36.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

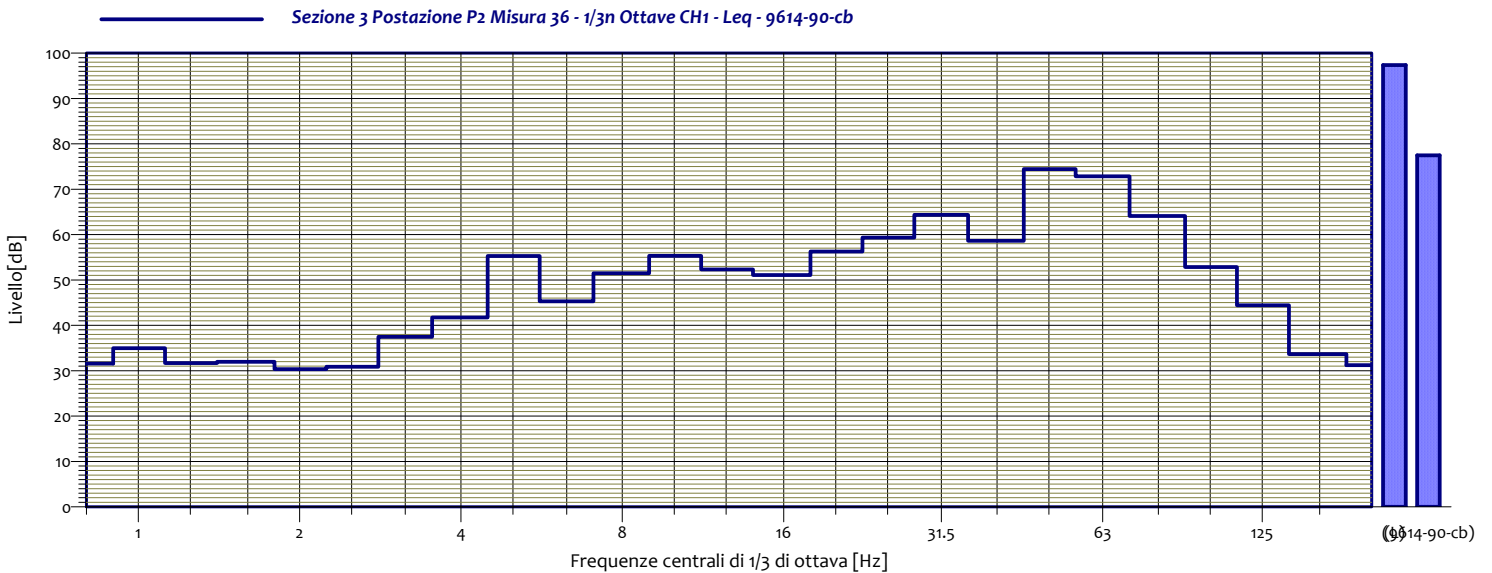
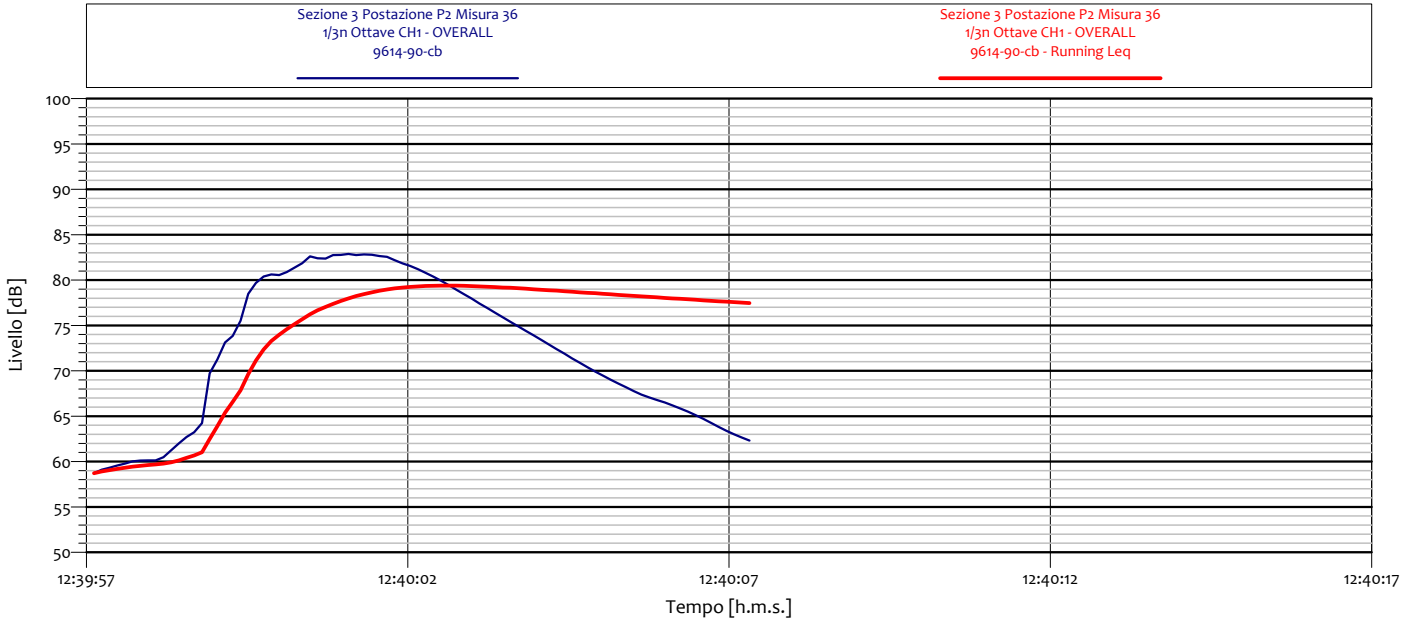


| Sezione 3 Postazione P2 Misura 35 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.9 dB | 1 | 40.0 dB | 1.3 | 41.9 dB | 1.6 | 43.6 dB |
| 2 | 44.3 dB | 2.5 | 44.4 dB | 3.2 | 58.7 dB | 4 | 49.5 dB |
| 5 | 48.3 dB | 6.3 | 54.8 dB | 8 | 57.8 dB | 10 | 59.4 dB |
| 12.5 | 55.2 dB | 16 | 55.7 dB | 20 | 61.3 dB | 25 | 66.7 dB |
| 31.5 | 78.9 dB | 40 | 79.9 dB | 50 | 86.0 dB | 63 | 86.2 dB |
| 80 | 69.2 dB | 100 | 57.5 dB | 125 | 49.1 dB | 160 | 42.6 dB |
| 200 | 35.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



| Sezione 3 Postazione P2 Misura 36 1/3n Ottave CH1 - Leq 9614-90-cb | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 31.6 dB | 1 | 35.0 dB | 1.3 | 31.7 dB | 1.6 | 32.0 dB |
| 2 | 30.3 dB | 2.5 | 30.9 dB | 3.2 | 37.5 dB | 4 | 41.7 dB |
| 5 | 55.3 dB | 6.3 | 45.3 dB | 8 | 51.5 dB | 10 | 55.3 dB |
| 12.5 | 52.3 dB | 16 | 51.1 dB | 20 | 56.3 dB | 25 | 59.4 dB |
| 31.5 | 64.3 dB | 40 | 58.6 dB | 50 | 74.4 dB | 63 | 72.9 dB |
| 80 | 64.1 dB | 100 | 52.8 dB | 125 | 44.5 dB | 160 | 33.7 dB |
| 200 | 31.2 dB | | | | | | |

POSTAZIONE DI MISURA P2

SEZIONE 03 - GALLERIA

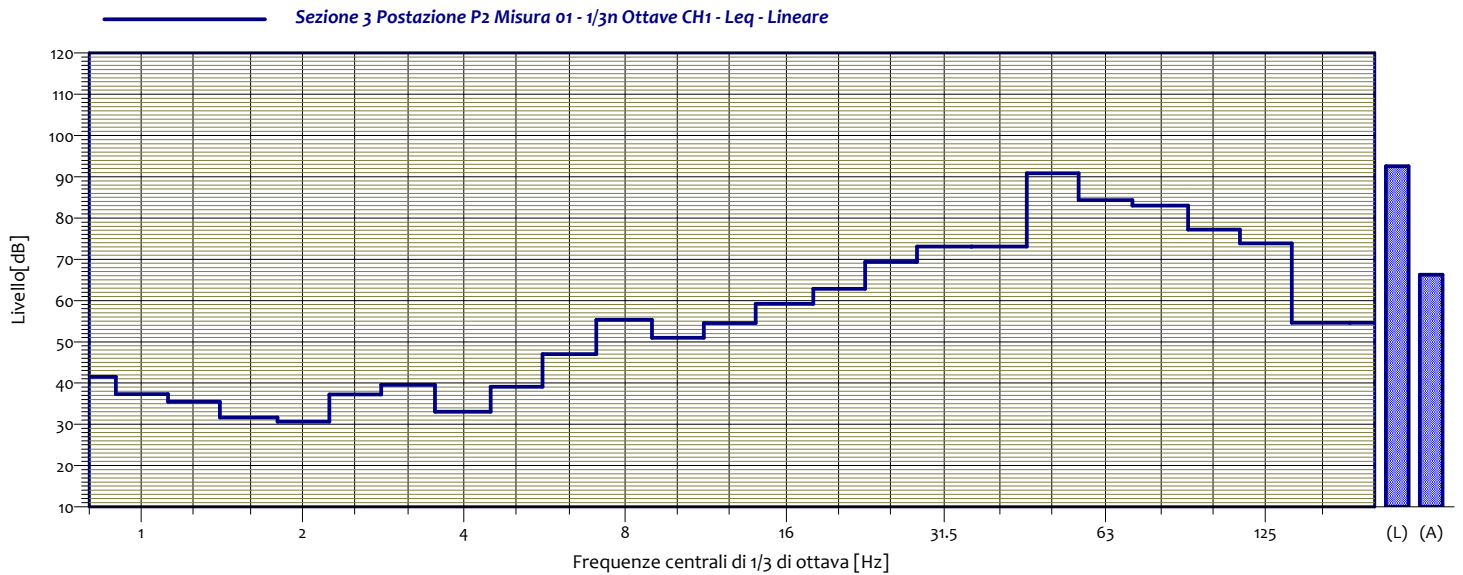
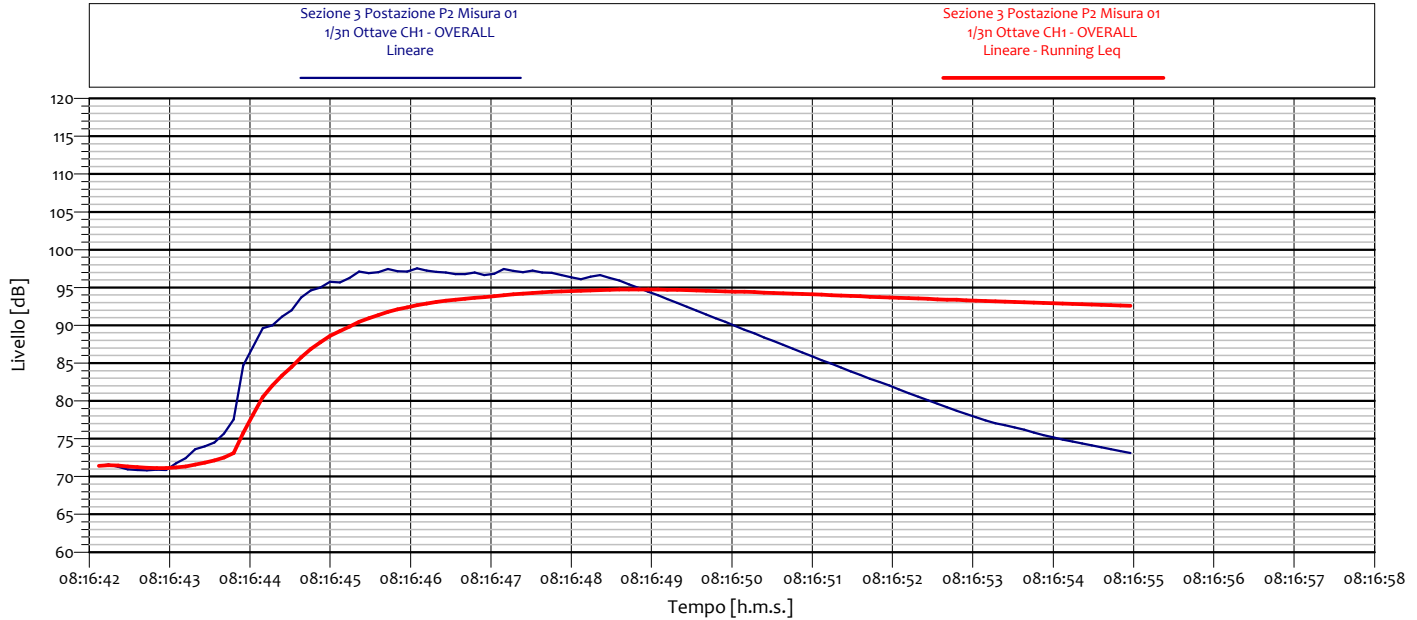
ASSE DI VALUTAZIONE X (parallelo al tracciato)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



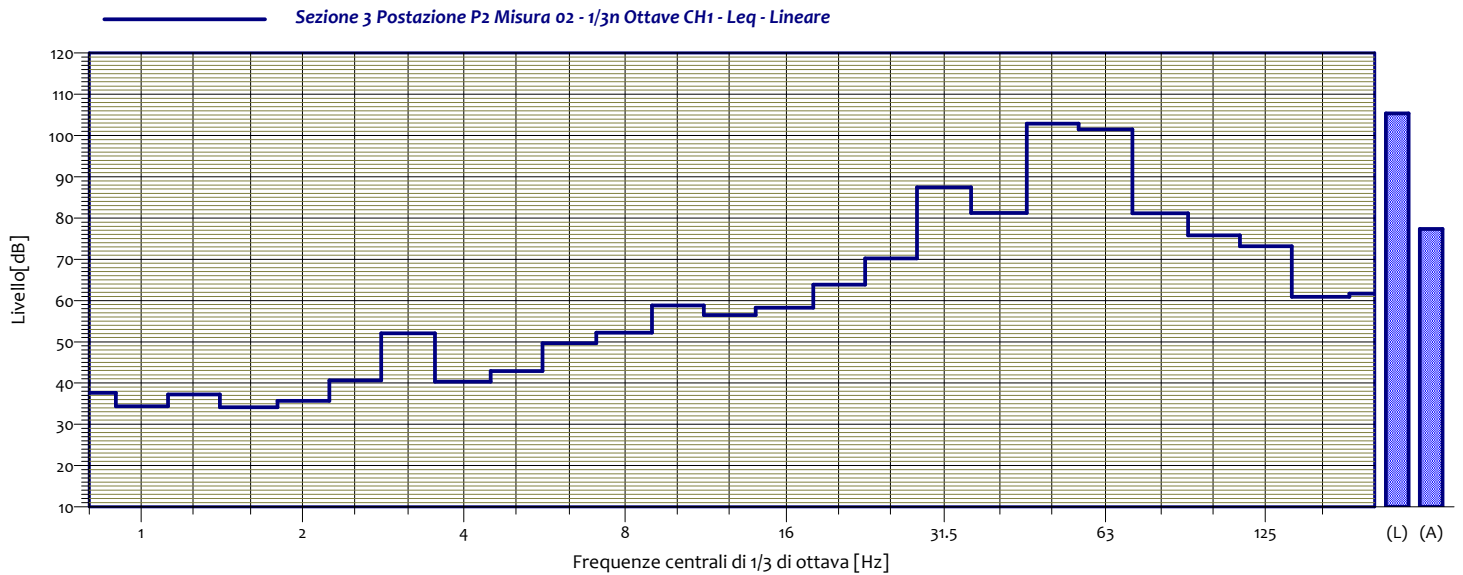
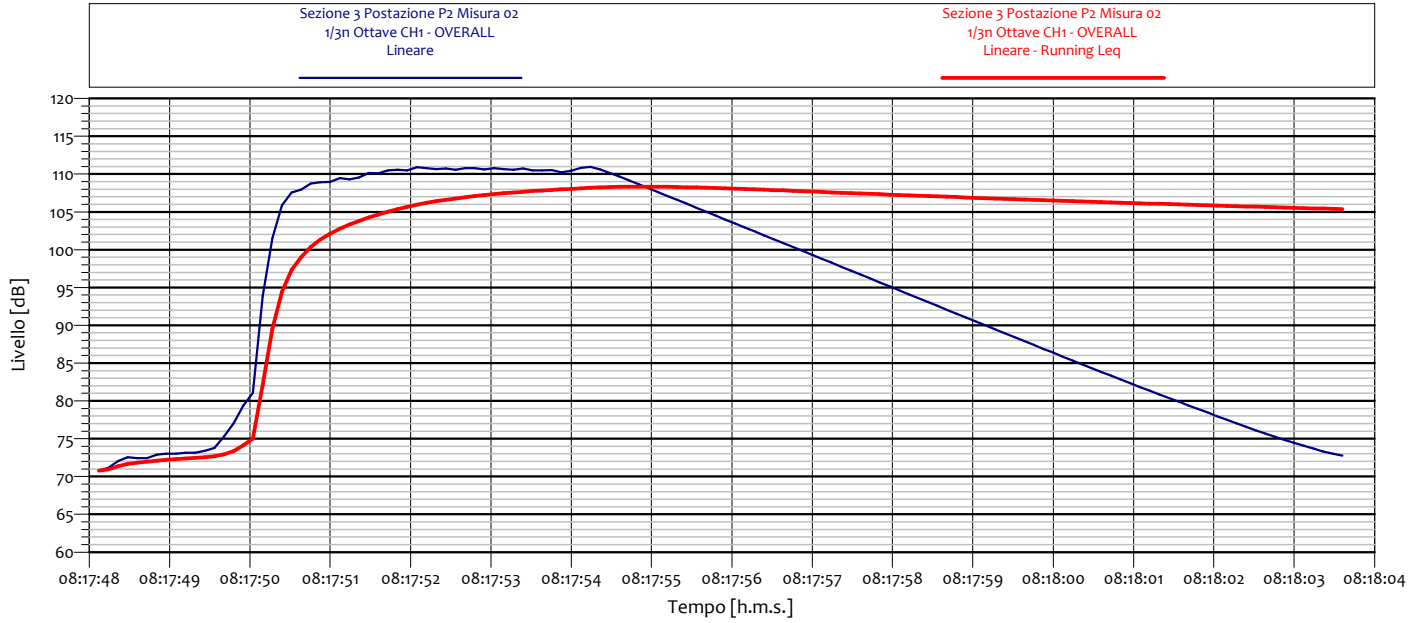
Sezione 3 Postazione P2 Misura 01
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 41.5 dB | 1 | 37.3 dB | 1.3 | 35.5 dB | 1.6 | 31.6 dB |
| 2 | 30.7 dB | 2.5 | 37.2 dB | 3.2 | 39.6 dB | 4 | 33.0 dB |
| 5 | 39.1 dB | 6.3 | 47.0 dB | 8 | 55.4 dB | 10 | 51.0 dB |
| 12.5 | 54.5 dB | 16 | 59.2 dB | 20 | 62.8 dB | 25 | 69.4 dB |
| 31.5 | 73.1 dB | 40 | 73.1 dB | 50 | 90.8 dB | 63 | 84.3 dB |
| 80 | 83.0 dB | 100 | 77.2 dB | 125 | 73.9 dB | 160 | 54.6 dB |
| 200 | 54.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



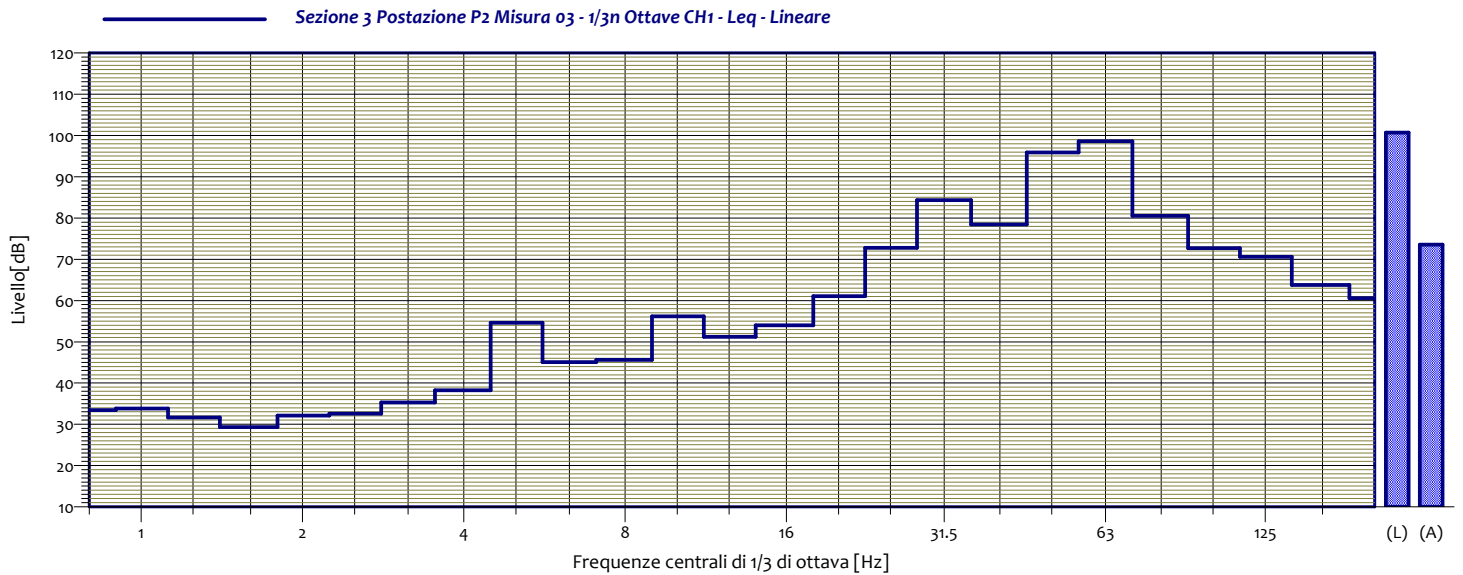
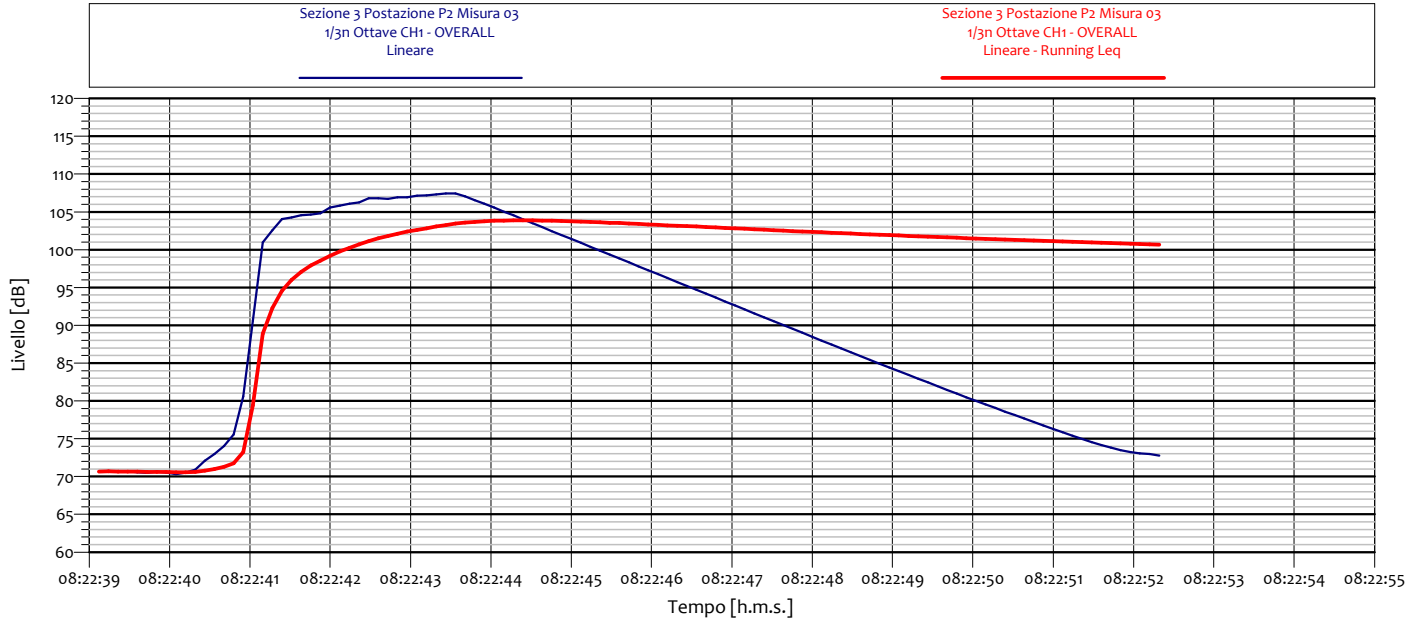
Sezione 3 Postazione P2 Misura 02
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 37.6 dB | 1 | 34.3 dB | 1.3 | 37.2 dB | 1.6 | 34.1 dB |
| 2 | 35.6 dB | 2.5 | 40.7 dB | 3.2 | 52.1 dB | 4 | 40.3 dB |
| 5 | 42.9 dB | 6.3 | 49.7 dB | 8 | 52.2 dB | 10 | 58.8 dB |
| 12.5 | 56.5 dB | 16 | 58.2 dB | 20 | 63.9 dB | 25 | 70.2 dB |
| 31.5 | 87.4 dB | 40 | 81.2 dB | 50 | 102.9 dB | 63 | 101.5 dB |
| 80 | 81.1 dB | 100 | 75.8 dB | 125 | 73.1 dB | 160 | 60.9 dB |
| 200 | 61.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

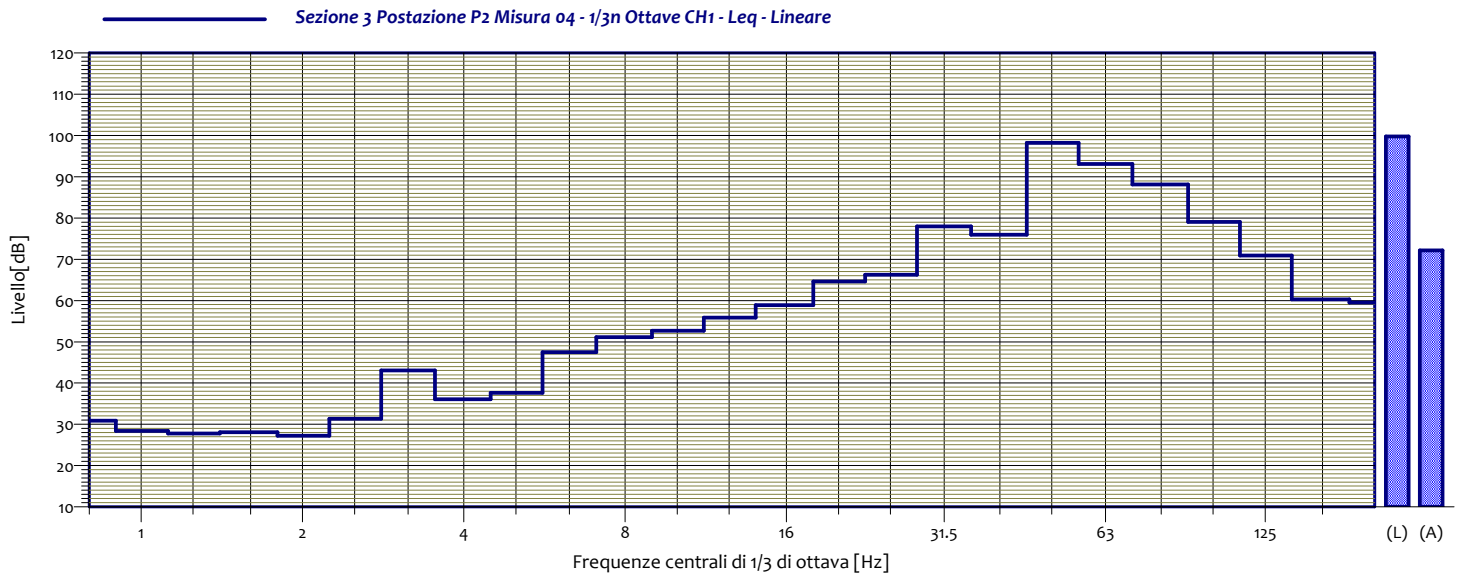
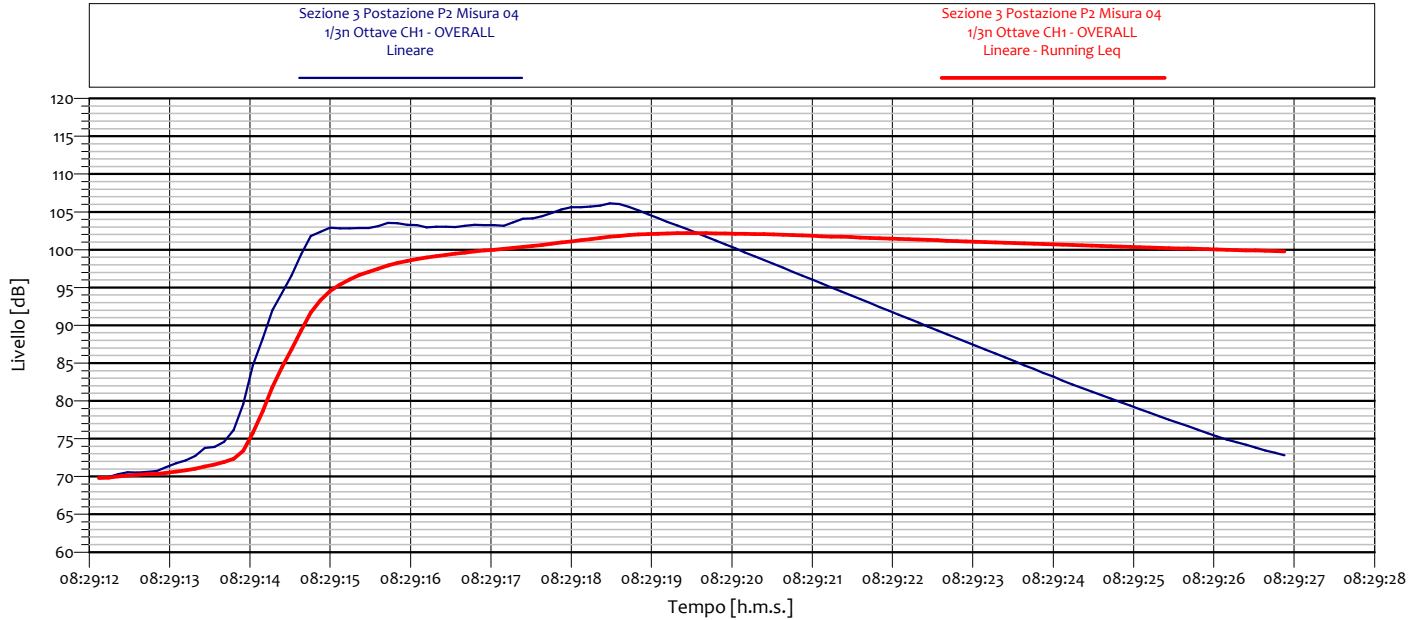


| Sezione 3 Postazione P2 Misura 03 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.5 dB | 1 | 33.8 dB | 1.3 | 31.6 dB | 1.6 | 29.3 dB |
| 2 | 32.1 dB | 2.5 | 32.5 dB | 3.2 | 35.3 dB | 4 | 38.3 dB |
| 5 | 54.6 dB | 6.3 | 45.0 dB | 8 | 45.6 dB | 10 | 56.2 dB |
| 12.5 | 51.2 dB | 16 | 54.0 dB | 20 | 61.0 dB | 25 | 72.8 dB |
| 31.5 | 84.3 dB | 40 | 78.4 dB | 50 | 95.9 dB | 63 | 98.6 dB |
| 80 | 80.5 dB | 100 | 72.7 dB | 125 | 70.6 dB | 160 | 63.8 dB |
| 200 | 60.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

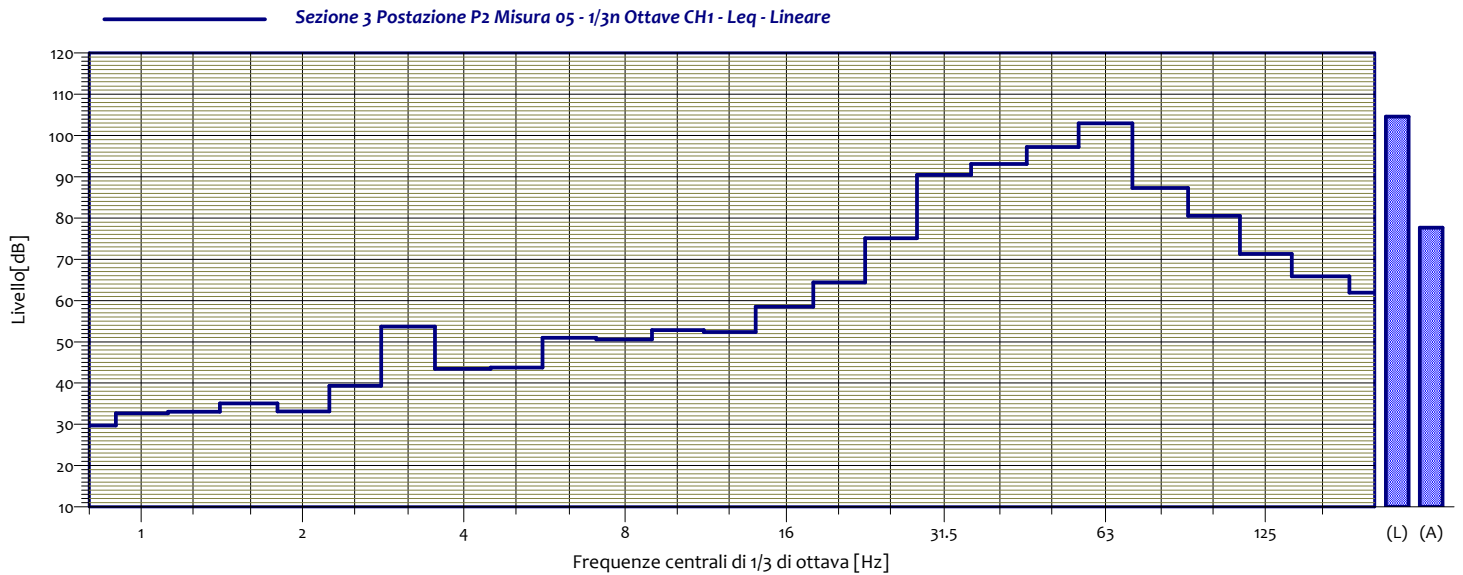
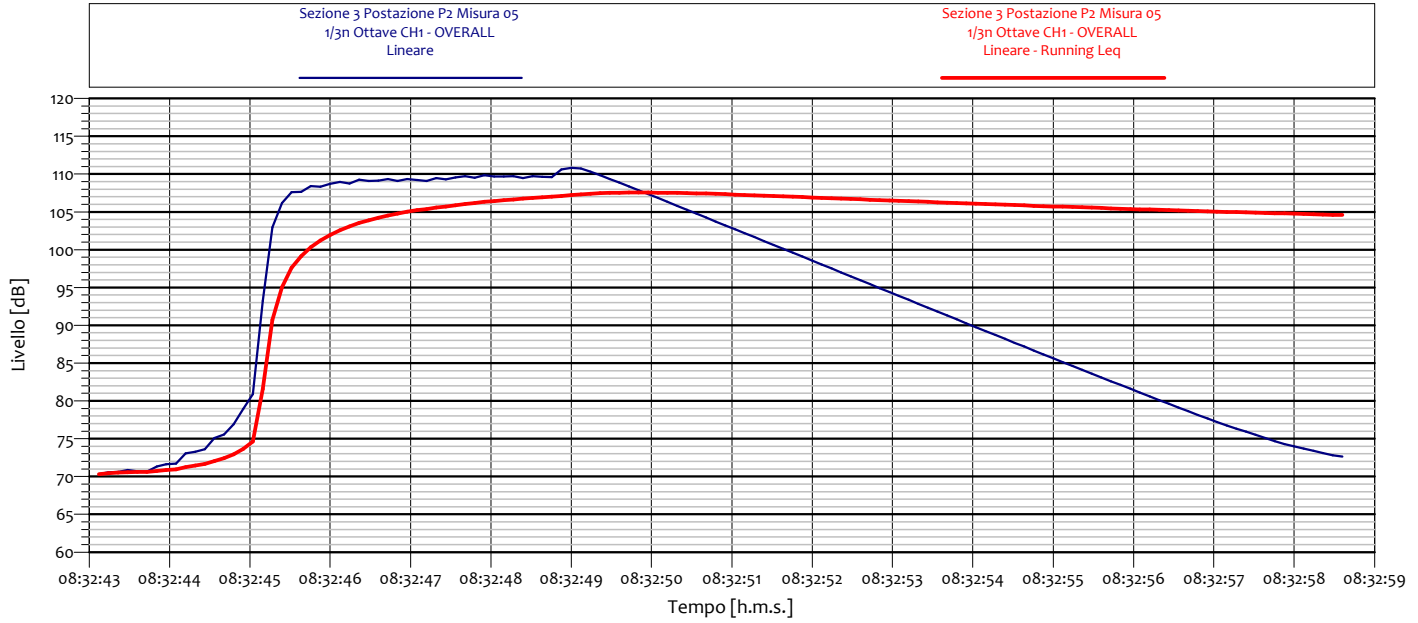


| Sezione 3 Postazione P2 Misura 04 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 30.8 dB | 1 | 28.4 dB | 1.3 | 27.8 dB | 1.6 | 28.1 dB |
| 2 | 27.2 dB | 2.5 | 31.3 dB | 3.2 | 43.0 dB | 4 | 36.1 dB |
| 5 | 37.6 dB | 6.3 | 47.5 dB | 8 | 51.1 dB | 10 | 52.7 dB |
| 12.5 | 55.8 dB | 16 | 58.9 dB | 20 | 64.6 dB | 25 | 66.3 dB |
| 31.5 | 78.0 dB | 40 | 75.9 dB | 50 | 98.2 dB | 63 | 93.1 dB |
| 80 | 88.1 dB | 100 | 79.1 dB | 125 | 70.9 dB | 160 | 60.3 dB |
| 200 | 59.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



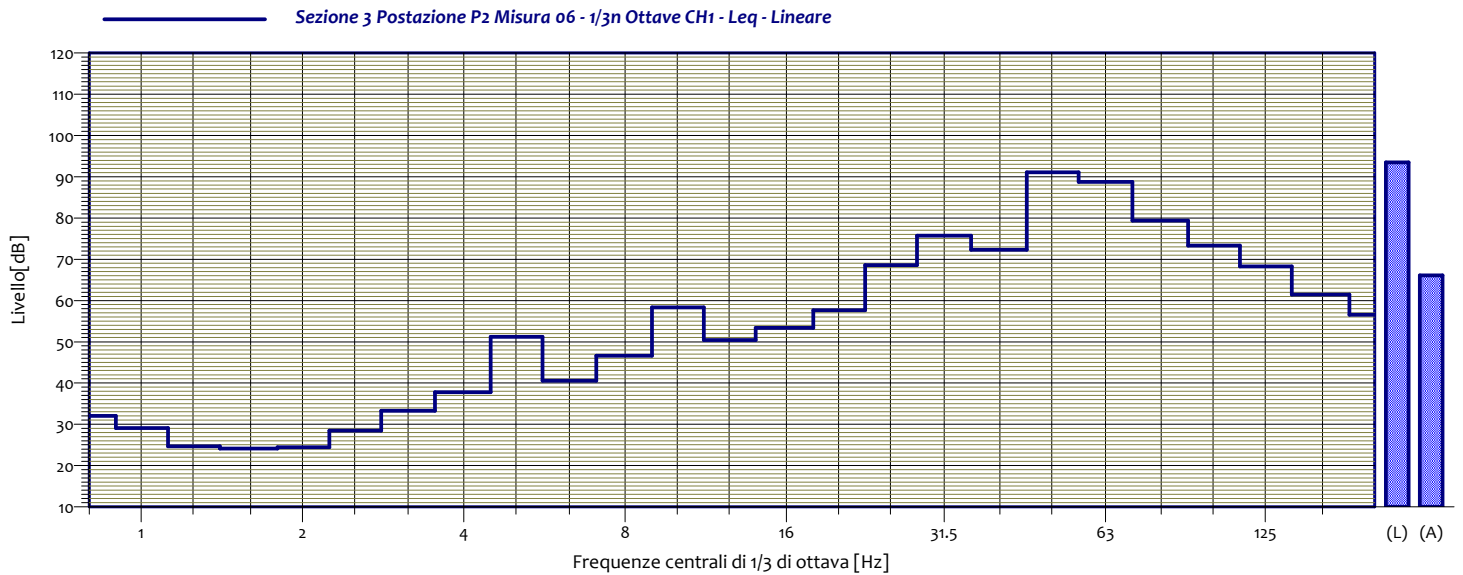
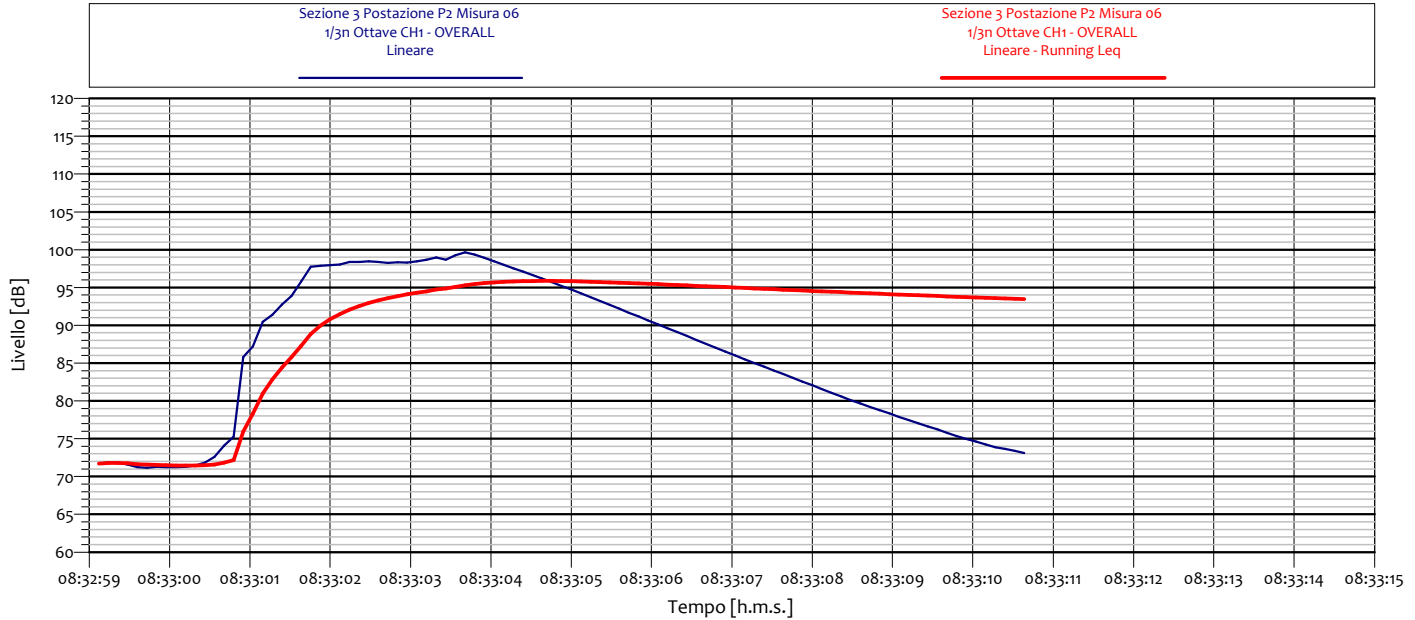
Sezione 3 Postazione P2 Misura 05
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 29.7 dB | 1 | 32.7 dB | 1.3 | 33.1 dB | 1.6 | 35.0 dB |
| 2 | 33.1 dB | 2.5 | 39.3 dB | 3.2 | 53.7 dB | 4 | 43.4 dB |
| 5 | 43.7 dB | 6.3 | 50.9 dB | 8 | 50.6 dB | 10 | 52.8 dB |
| 12.5 | 52.4 dB | 16 | 58.4 dB | 20 | 64.4 dB | 25 | 75.1 dB |
| 31.5 | 90.4 dB | 40 | 93.2 dB | 50 | 97.2 dB | 63 | 102.9 dB |
| 80 | 87.3 dB | 100 | 80.5 dB | 125 | 71.3 dB | 160 | 65.9 dB |
| 200 | 61.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



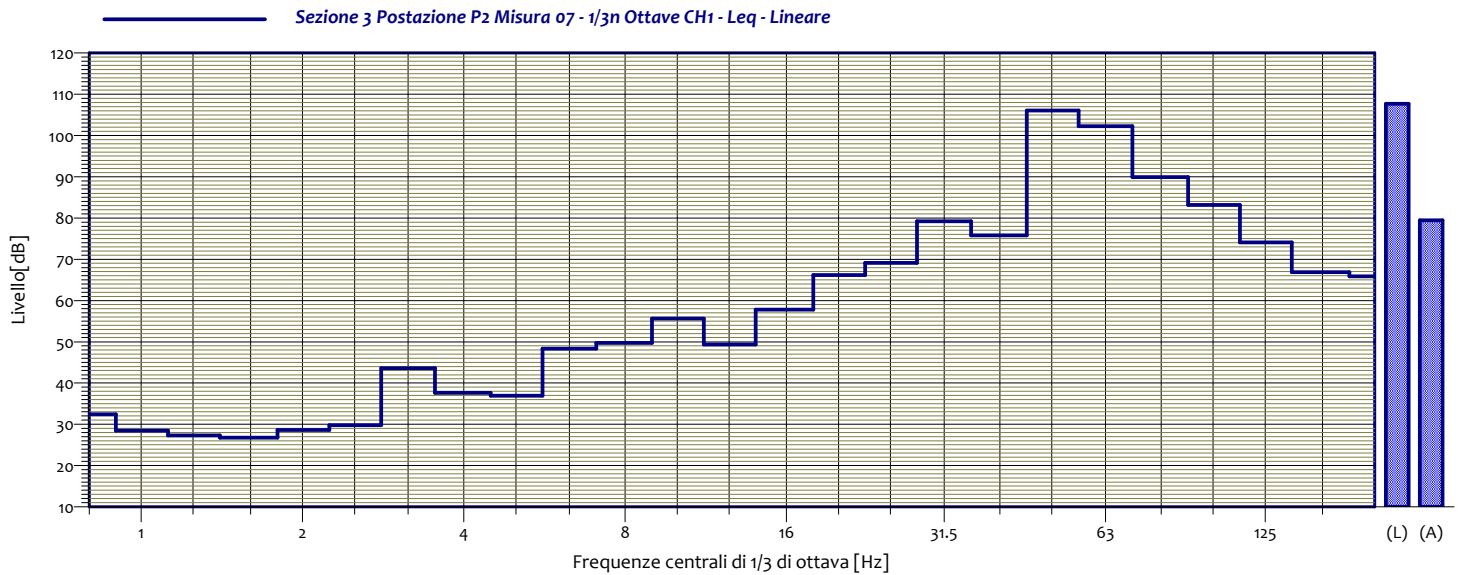
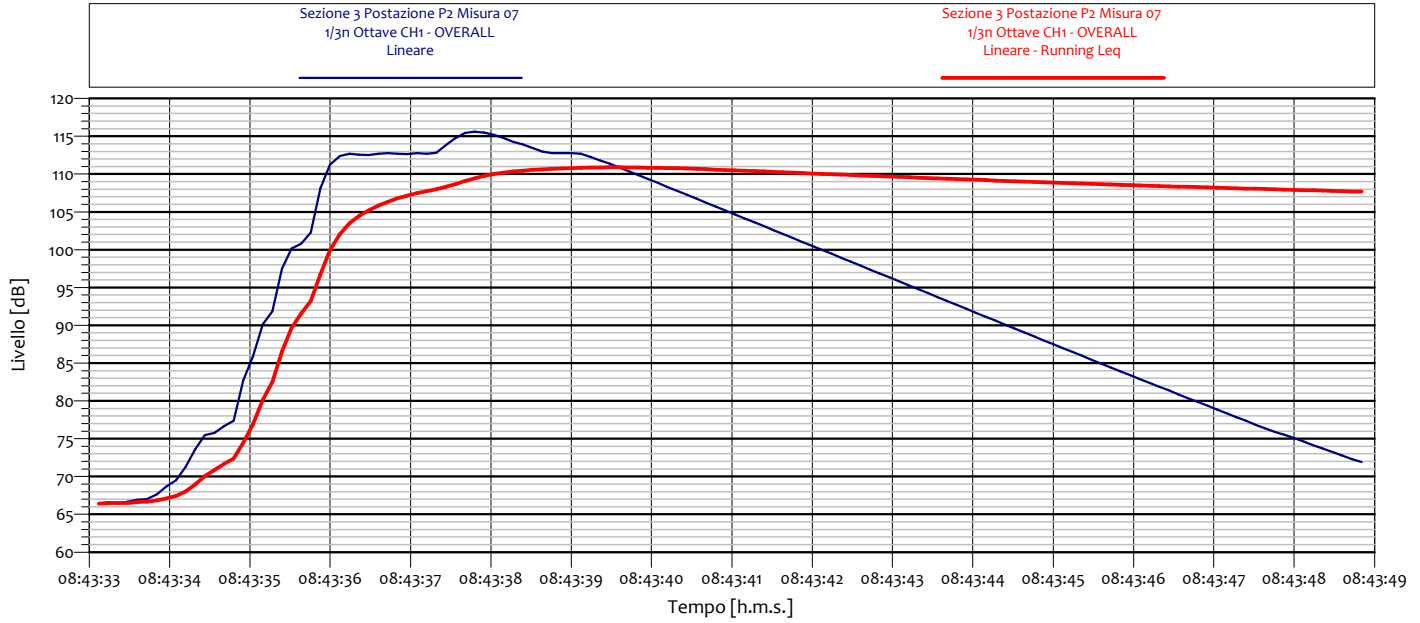
Sezione 3 Postazione P2 Misura 06
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 32.0 dB | 1 | 29.1 dB | 1.3 | 24.6 dB | 1.6 | 24.1 dB |
| 2 | 24.4 dB | 2.5 | 28.5 dB | 3.2 | 33.2 dB | 4 | 37.8 dB |
| 5 | 51.2 dB | 6.3 | 40.5 dB | 8 | 46.6 dB | 10 | 58.4 dB |
| 12.5 | 50.4 dB | 16 | 53.3 dB | 20 | 57.6 dB | 25 | 68.6 dB |
| 31.5 | 75.7 dB | 40 | 72.3 dB | 50 | 91.1 dB | 63 | 88.8 dB |
| 80 | 79.4 dB | 100 | 73.3 dB | 125 | 68.3 dB | 160 | 61.4 dB |
| 200 | 56.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

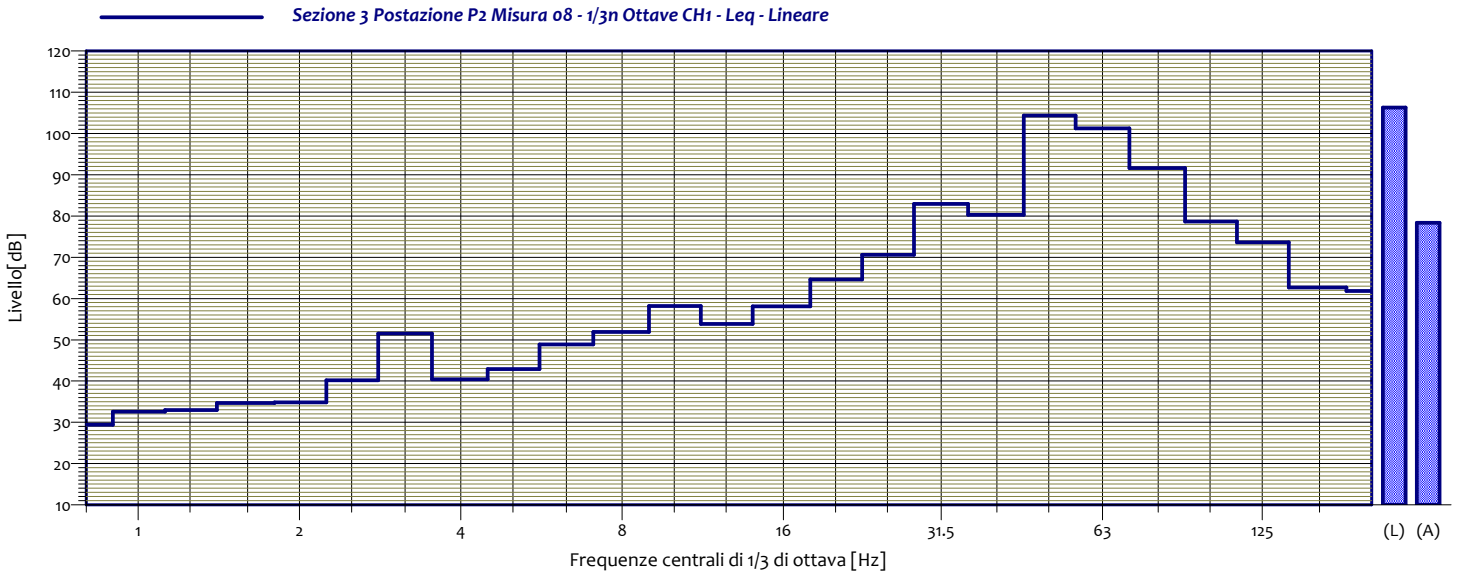
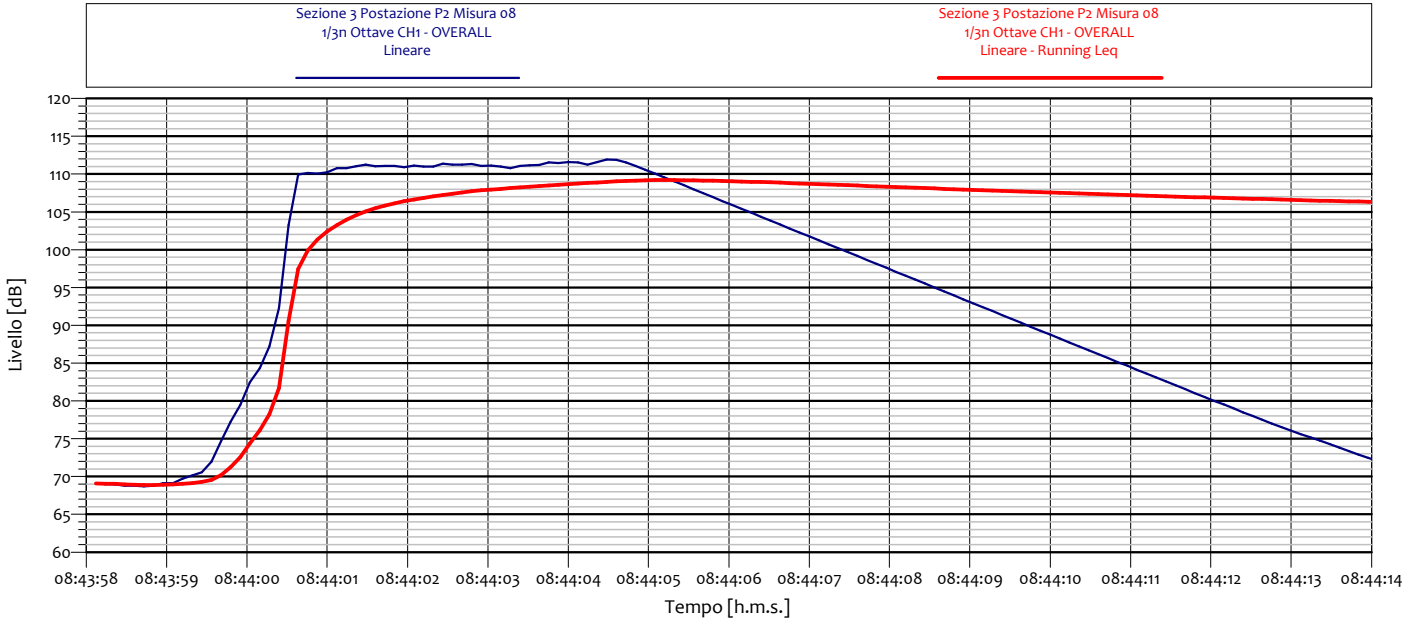


| Sezione 3 Postazione P2 Misura 07 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 32.4 dB | 1 | 28.4 dB | 1.3 | 27.3 dB | 1.6 | 26.8 dB |
| 2 | 28.6 dB | 2.5 | 29.7 dB | 3.2 | 43.6 dB | 4 | 37.6 dB |
| 5 | 36.9 dB | 6.3 | 48.3 dB | 8 | 49.7 dB | 10 | 55.6 dB |
| 12.5 | 49.3 dB | 16 | 57.8 dB | 20 | 66.2 dB | 25 | 69.1 dB |
| 31.5 | 79.2 dB | 40 | 75.8 dB | 50 | 106.1 dB | 63 | 102.2 dB |
| 80 | 89.9 dB | 100 | 83.2 dB | 125 | 74.1 dB | 160 | 66.9 dB |
| 200 | 65.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

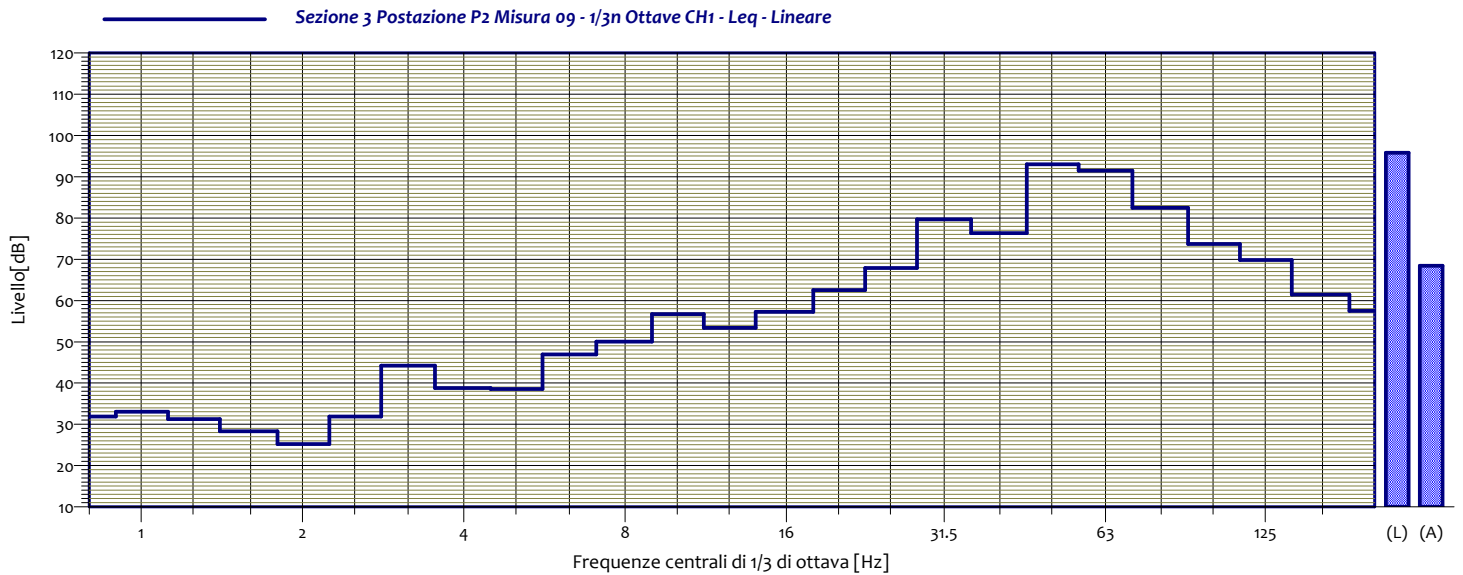
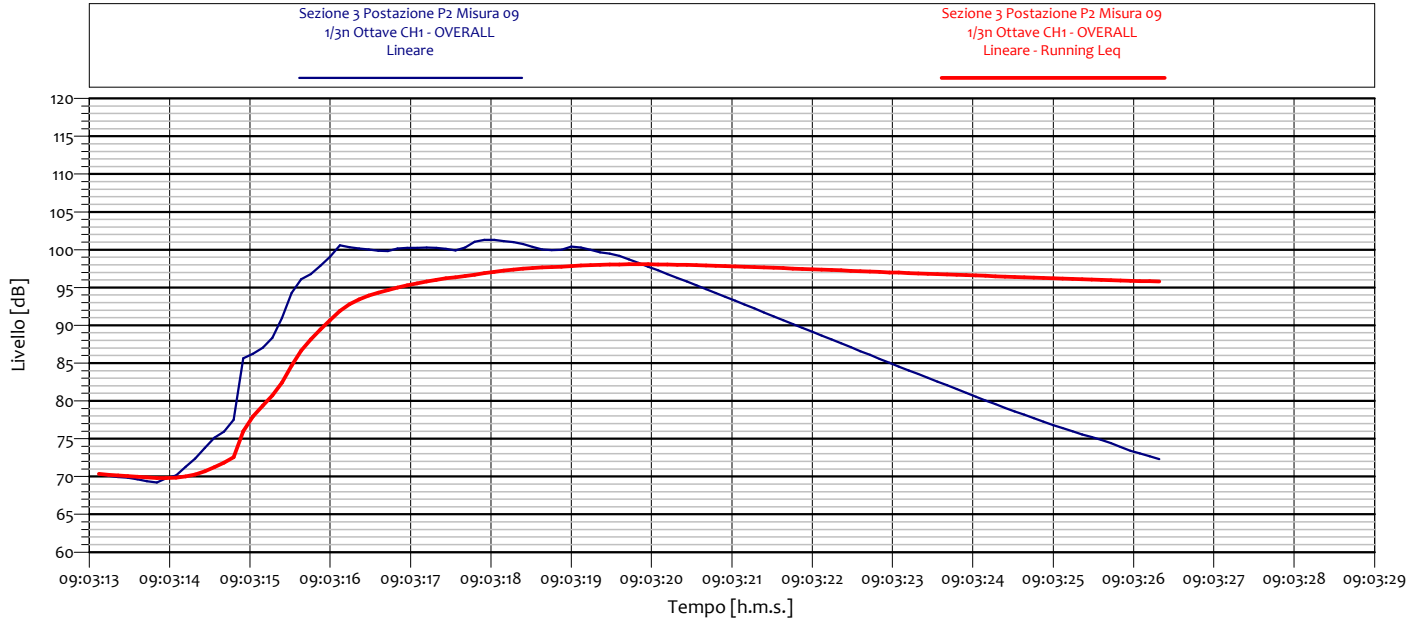


| Sezione 3 Postazione P2 Misura o8 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 29.4 dB | 1 | 32.5 dB | 1.3 | 33.0 dB | 1.6 | 34.7 dB |
| 2 | 34.8 dB | 2.5 | 40.2 dB | 3.2 | 51.5 dB | 4 | 40.4 dB |
| 5 | 42.9 dB | 6.3 | 48.9 dB | 8 | 51.9 dB | 10 | 58.2 dB |
| 12.5 | 53.8 dB | 16 | 58.1 dB | 20 | 64.6 dB | 25 | 70.6 dB |
| 31.5 | 82.9 dB | 40 | 80.3 dB | 50 | 104.4 dB | 63 | 101.3 dB |
| 80 | 91.6 dB | 100 | 78.7 dB | 125 | 73.6 dB | 160 | 62.7 dB |
| 200 | 61.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

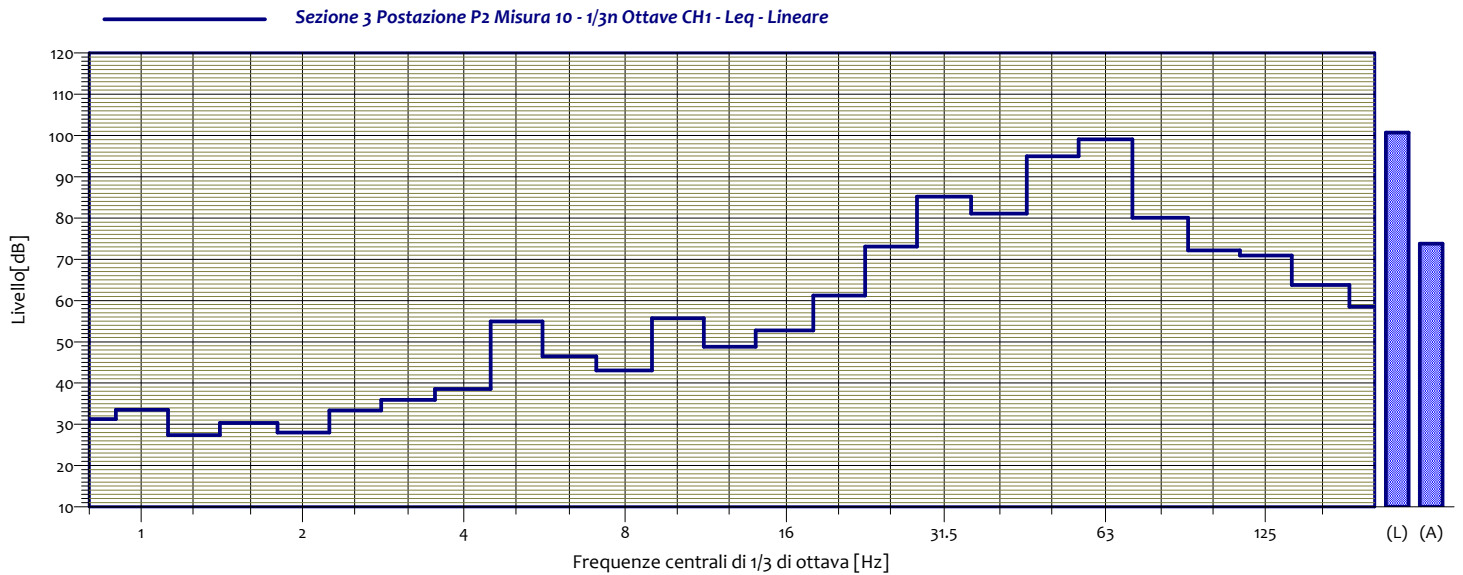
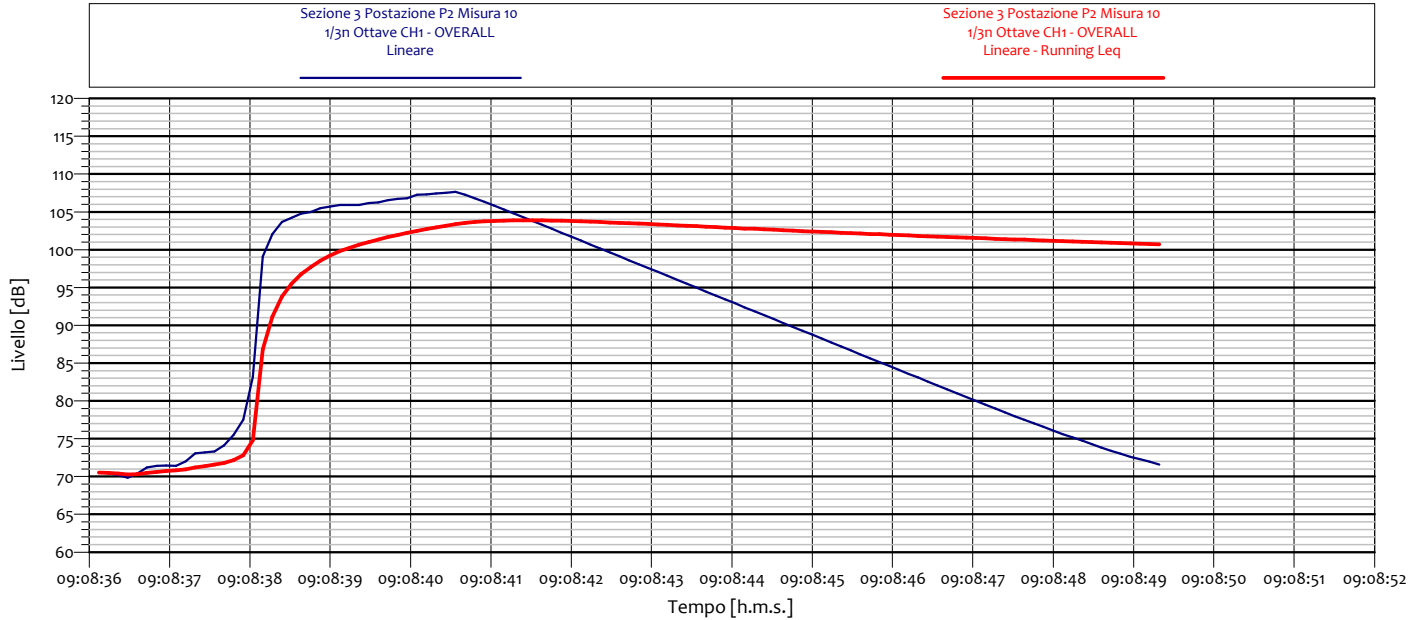


| Sezione 3 Postazione P2 Misura 09 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 31.8 dB | 1 | 33.1 dB | 1.3 | 31.3 dB | 1.6 | 28.3 dB |
| 2 | 25.2 dB | 2.5 | 31.8 dB | 3.2 | 44.2 dB | 4 | 38.8 dB |
| 5 | 38.5 dB | 6.3 | 47.0 dB | 8 | 50.0 dB | 10 | 56.7 dB |
| 12.5 | 53.4 dB | 16 | 57.2 dB | 20 | 62.5 dB | 25 | 67.9 dB |
| 31.5 | 79.7 dB | 40 | 76.3 dB | 50 | 93.0 dB | 63 | 91.5 dB |
| 80 | 82.4 dB | 100 | 73.7 dB | 125 | 69.8 dB | 160 | 61.4 dB |
| 200 | 57.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

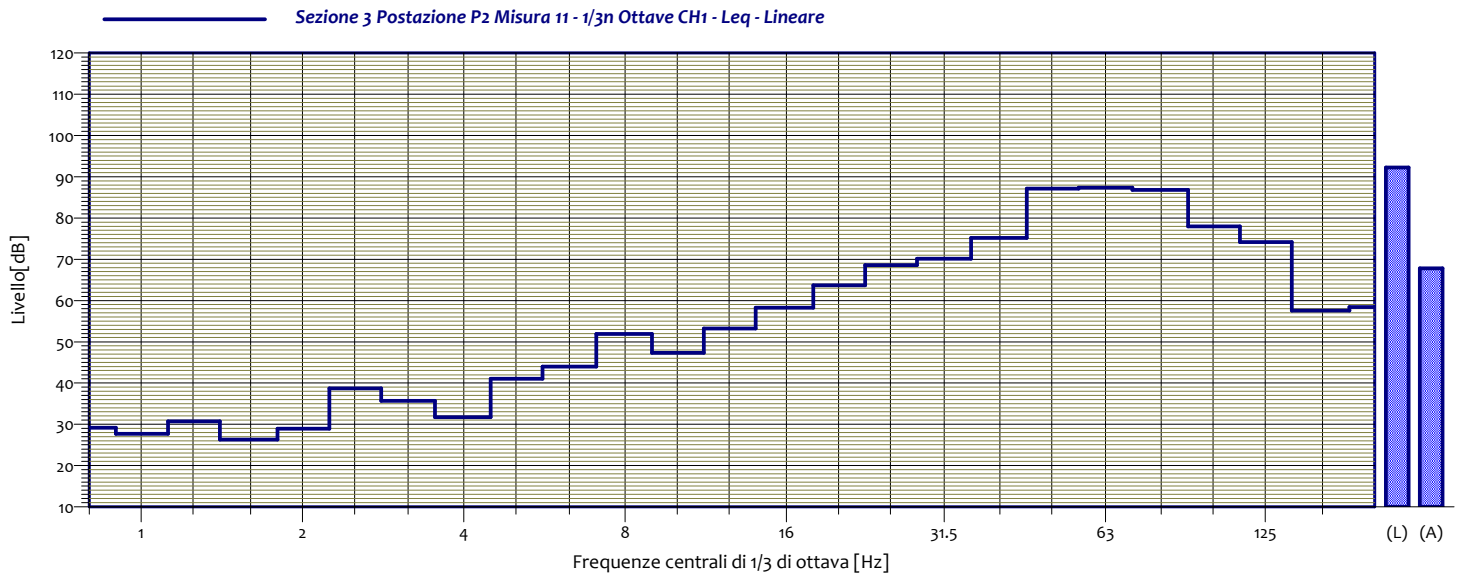
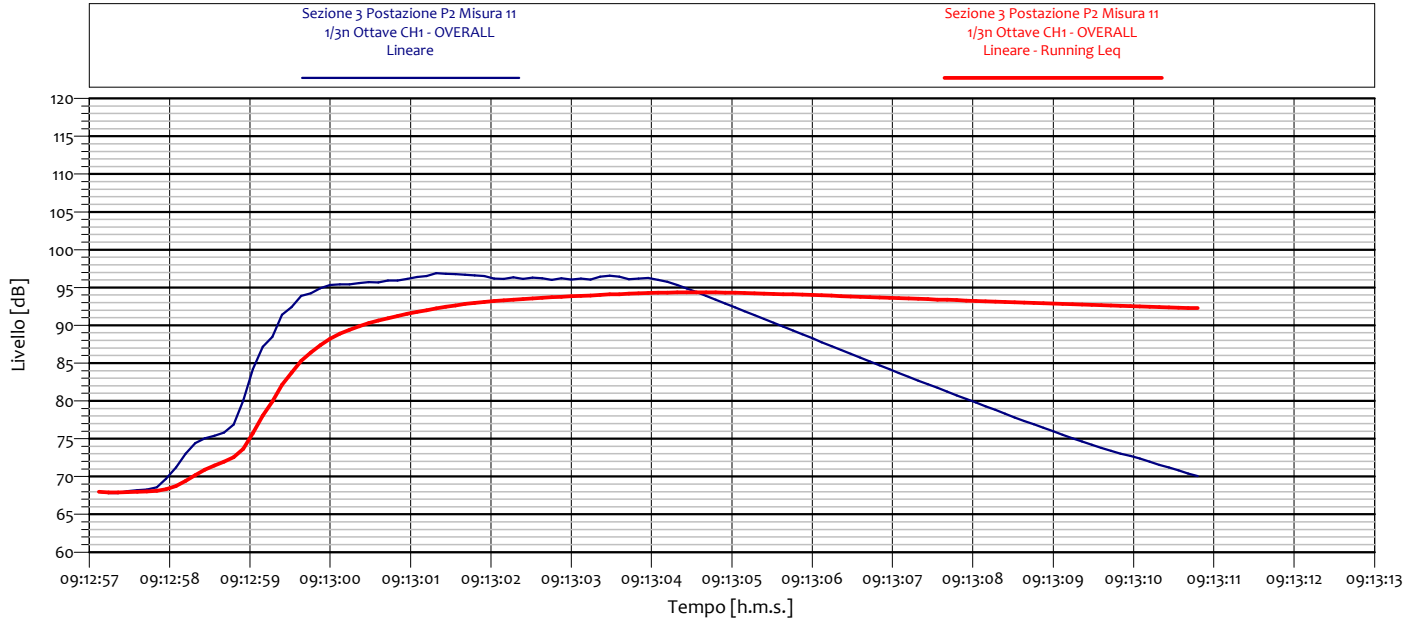


| Sezione 3 Postazione P2 Misura 10 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 31.2 dB | 1 | 33.5 dB | 1.3 | 27.3 dB | 1.6 | 30.3 dB |
| 2 | 28.0 dB | 2.5 | 33.4 dB | 3.2 | 35.9 dB | 4 | 38.6 dB |
| 5 | 54.9 dB | 6.3 | 46.5 dB | 8 | 43.0 dB | 10 | 55.7 dB |
| 12.5 | 48.8 dB | 16 | 52.8 dB | 20 | 61.2 dB | 25 | 73.1 dB |
| 31.5 | 85.2 dB | 40 | 81.1 dB | 50 | 95.0 dB | 63 | 99.1 dB |
| 80 | 80.1 dB | 100 | 72.1 dB | 125 | 70.9 dB | 160 | 63.8 dB |
| 200 | 58.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

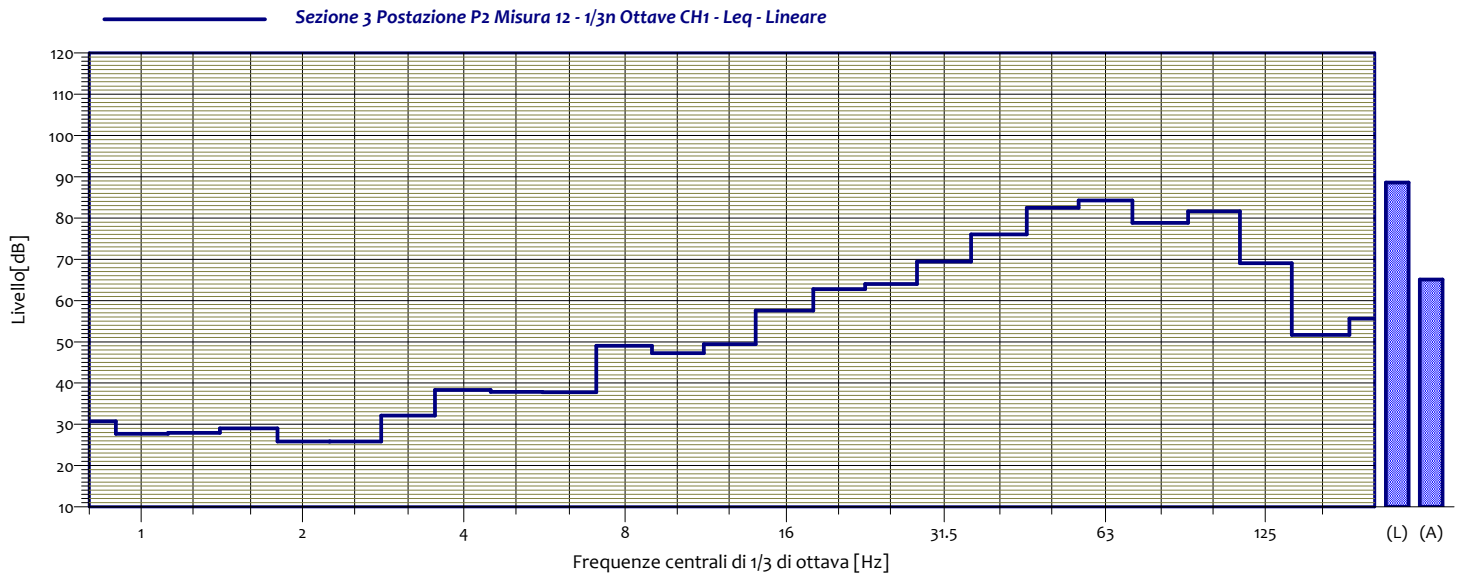
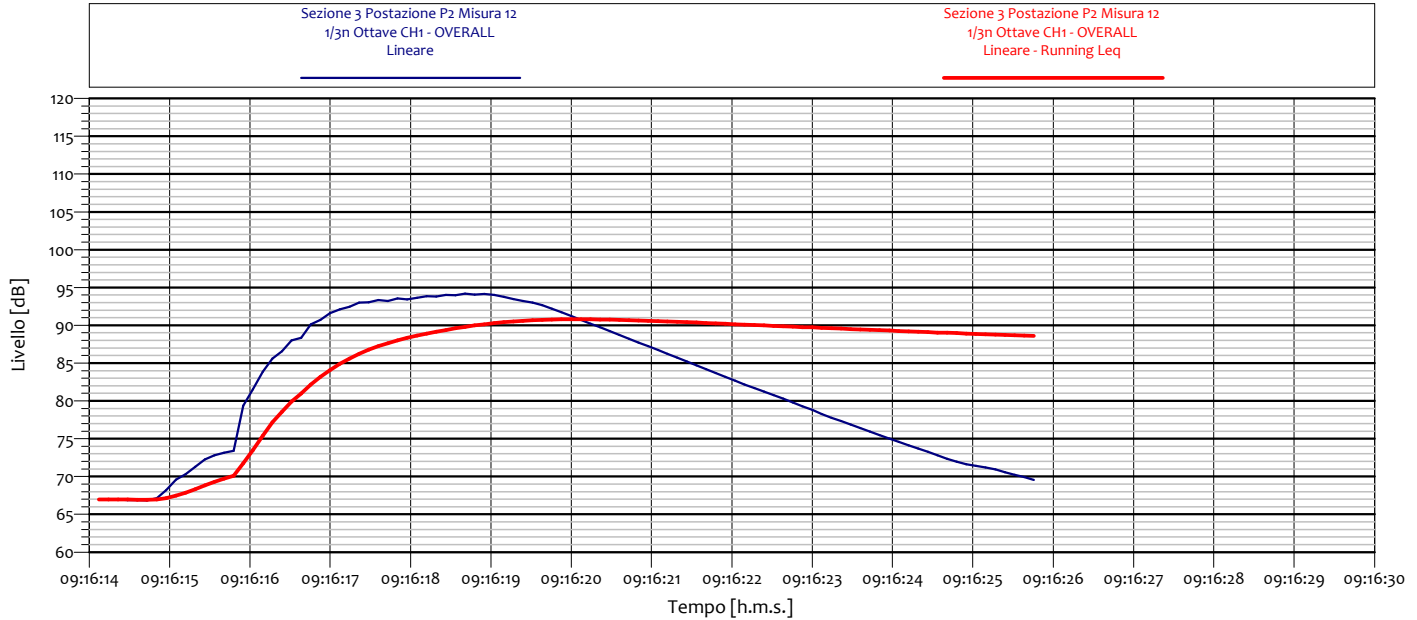


| Sezione 3 Postazione P2 Misura 11 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 29.1 dB | 1 | 27.7 dB | 1.3 | 30.7 dB | 1.6 | 26.3 dB |
| 2 | 28.9 dB | 2.5 | 38.7 dB | 3.2 | 35.7 dB | 4 | 31.7 dB |
| 5 | 41.0 dB | 6.3 | 44.0 dB | 8 | 51.9 dB | 10 | 47.3 dB |
| 12.5 | 53.2 dB | 16 | 58.2 dB | 20 | 63.7 dB | 25 | 68.6 dB |
| 31.5 | 70.1 dB | 40 | 75.2 dB | 50 | 87.2 dB | 63 | 87.4 dB |
| 80 | 86.8 dB | 100 | 78.0 dB | 125 | 74.2 dB | 160 | 57.5 dB |
| 200 | 58.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

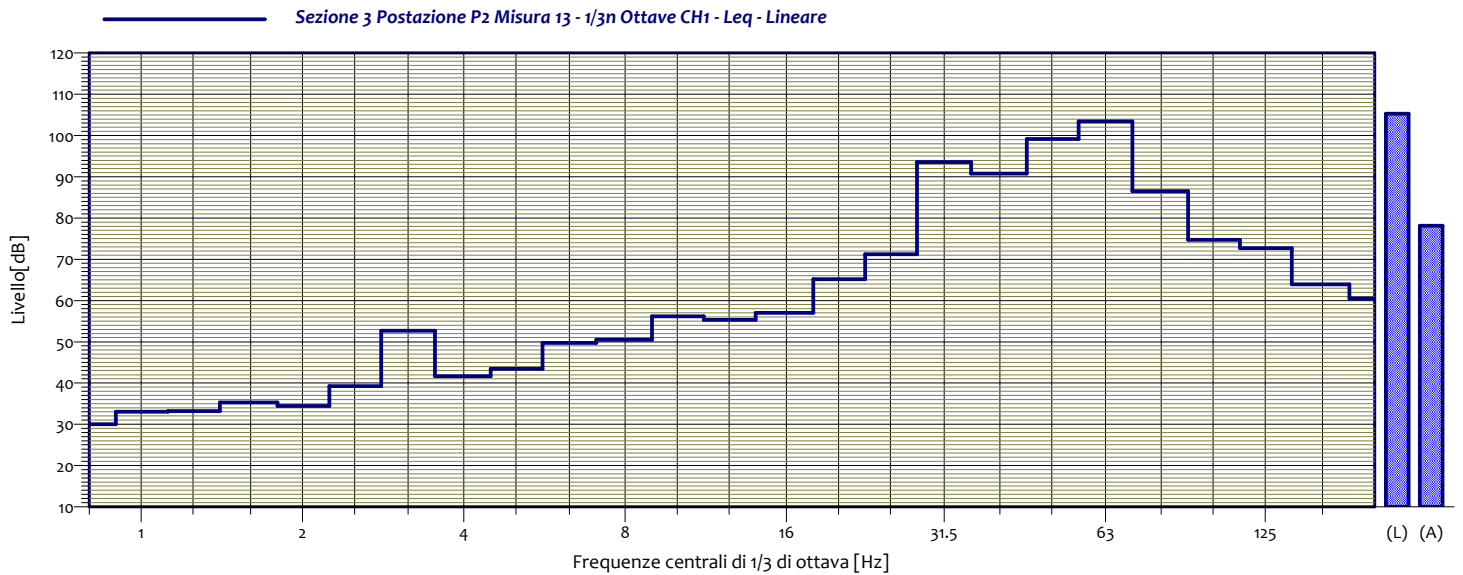
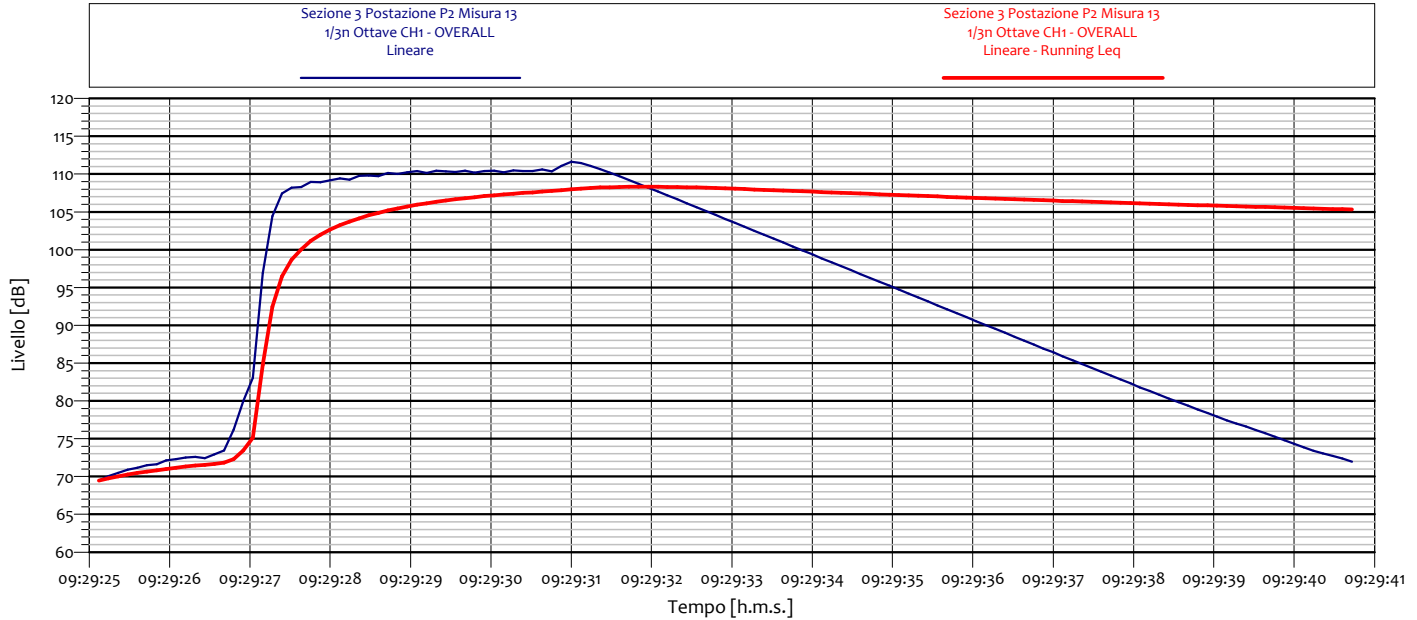


| Sezione 3 Postazione P2 Misura 12 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 30.7 dB | 1 | 27.7 dB | 1.3 | 27.9 dB | 1.6 | 29.0 dB |
| 2 | 25.8 dB | 2.5 | 25.8 dB | 3.2 | 32.1 dB | 4 | 38.3 dB |
| 5 | 37.9 dB | 6.3 | 37.7 dB | 8 | 49.0 dB | 10 | 47.2 dB |
| 12.5 | 49.4 dB | 16 | 57.6 dB | 20 | 62.7 dB | 25 | 64.0 dB |
| 31.5 | 69.5 dB | 40 | 76.1 dB | 50 | 82.4 dB | 63 | 84.2 dB |
| 80 | 78.9 dB | 100 | 81.6 dB | 125 | 69.1 dB | 160 | 51.6 dB |
| 200 | 55.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

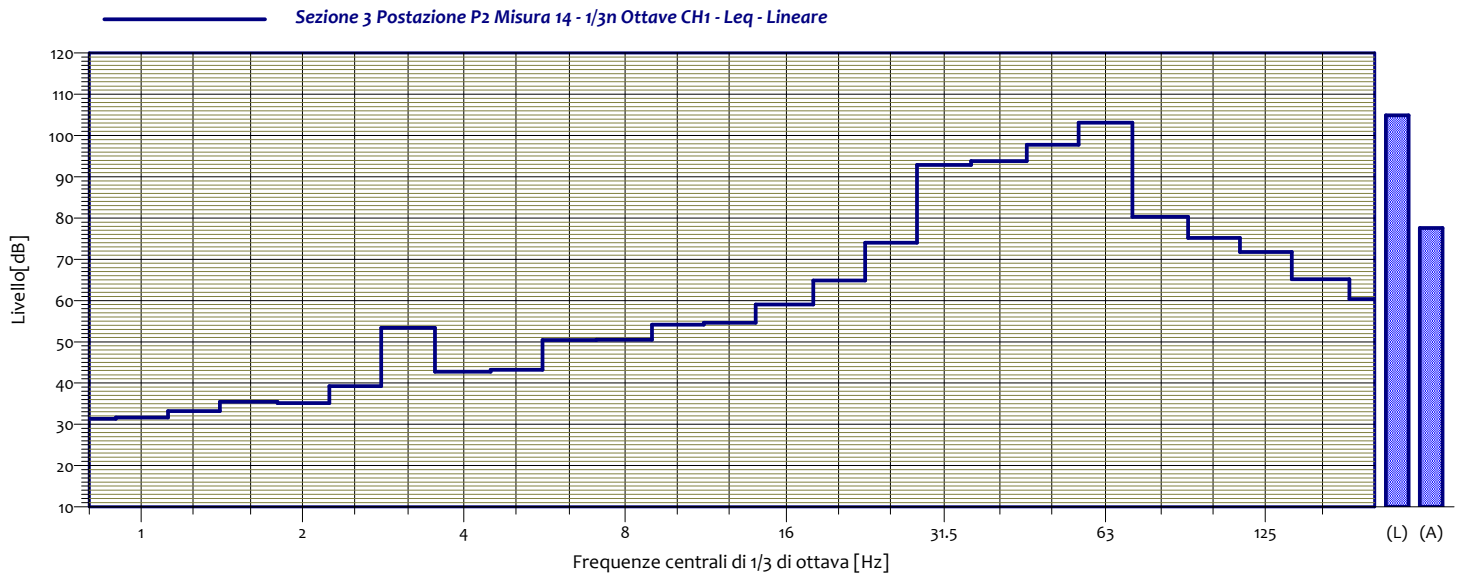
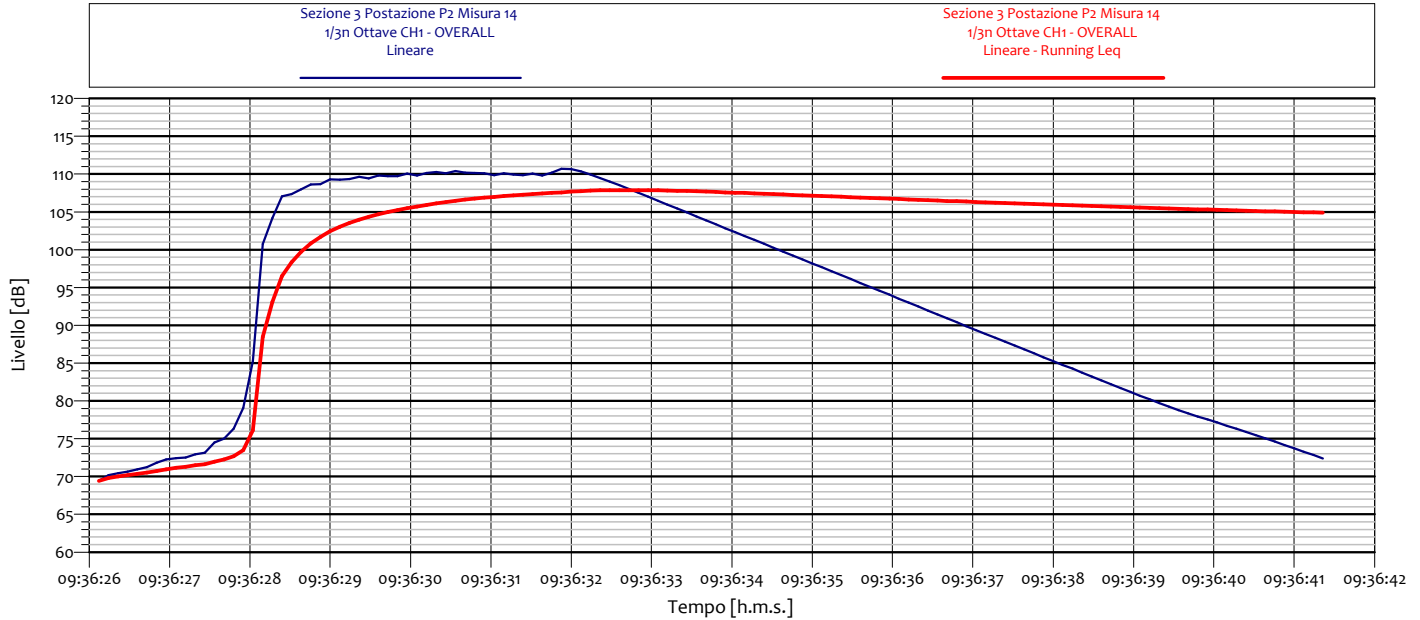


| Sezione 3 Postazione P2 Misura 13 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 30.0 dB | 1 | 33.0 dB | 1.3 | 33.1 dB | 1.6 | 35.3 dB |
| 2 | 34.4 dB | 2.5 | 39.2 dB | 3.2 | 52.7 dB | 4 | 41.6 dB |
| 5 | 43.5 dB | 6.3 | 49.7 dB | 8 | 50.5 dB | 10 | 56.1 dB |
| 12.5 | 55.3 dB | 16 | 57.0 dB | 20 | 65.2 dB | 25 | 71.3 dB |
| 31.5 | 93.5 dB | 40 | 90.8 dB | 50 | 99.1 dB | 63 | 103.4 dB |
| 80 | 86.6 dB | 100 | 74.7 dB | 125 | 72.7 dB | 160 | 63.9 dB |
| 200 | 60.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

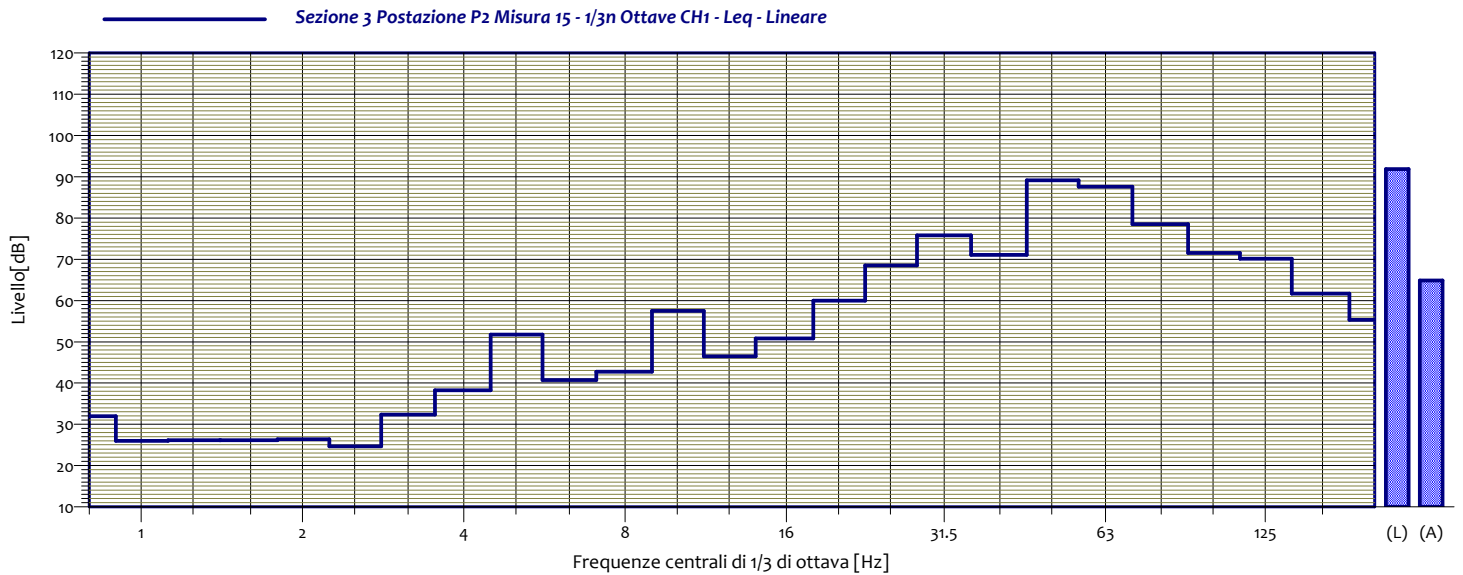
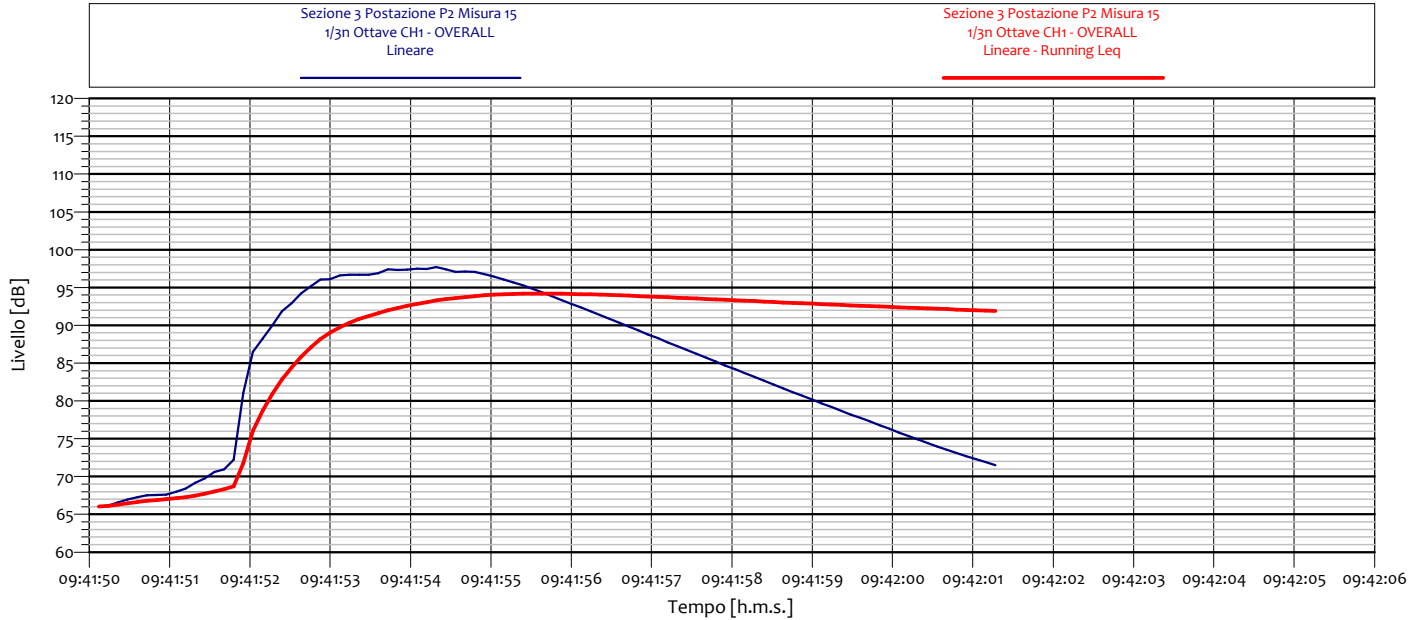


| Sezione 3 Postazione P2 Misura 14 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 31.3 dB | 1 | 31.6 dB | 1.3 | 33.2 dB | 1.6 | 35.5 dB |
| 2 | 35.1 dB | 2.5 | 39.2 dB | 3.2 | 53.4 dB | 4 | 42.7 dB |
| 5 | 43.2 dB | 6.3 | 50.4 dB | 8 | 50.5 dB | 10 | 54.2 dB |
| 12.5 | 54.6 dB | 16 | 59.0 dB | 20 | 64.9 dB | 25 | 74.0 dB |
| 31.5 | 92.9 dB | 40 | 93.8 dB | 50 | 97.8 dB | 63 | 103.1 dB |
| 80 | 80.3 dB | 100 | 75.2 dB | 125 | 71.7 dB | 160 | 65.2 dB |
| 200 | 60.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



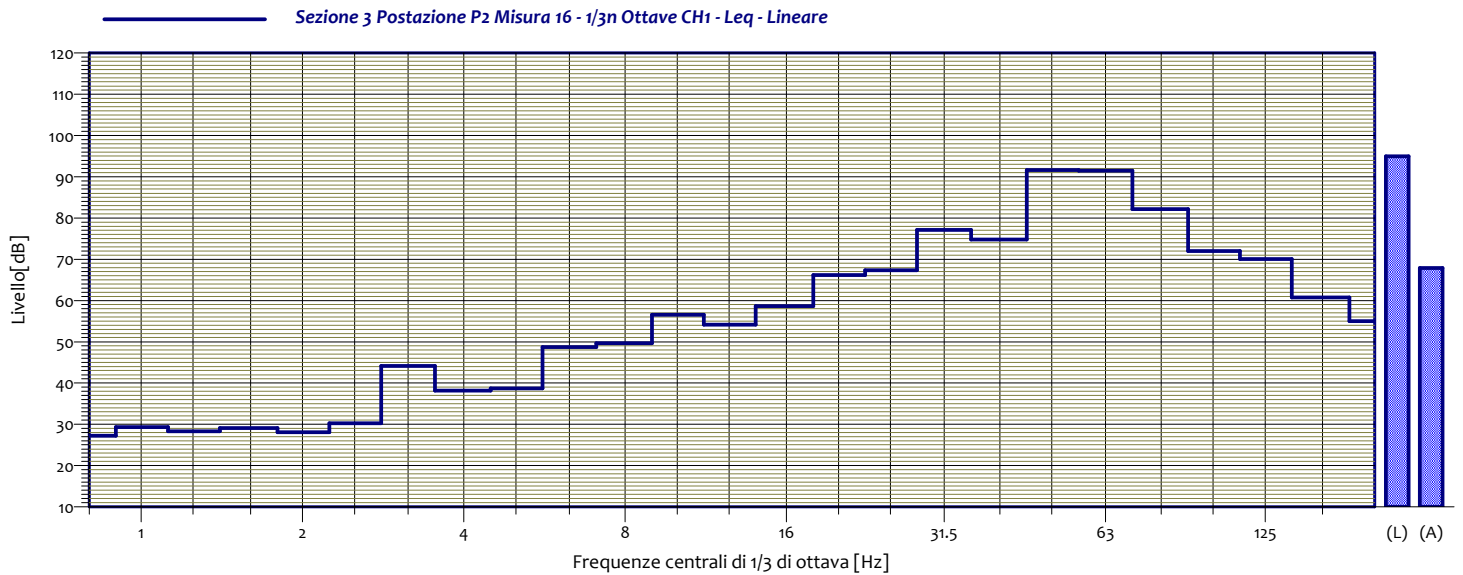
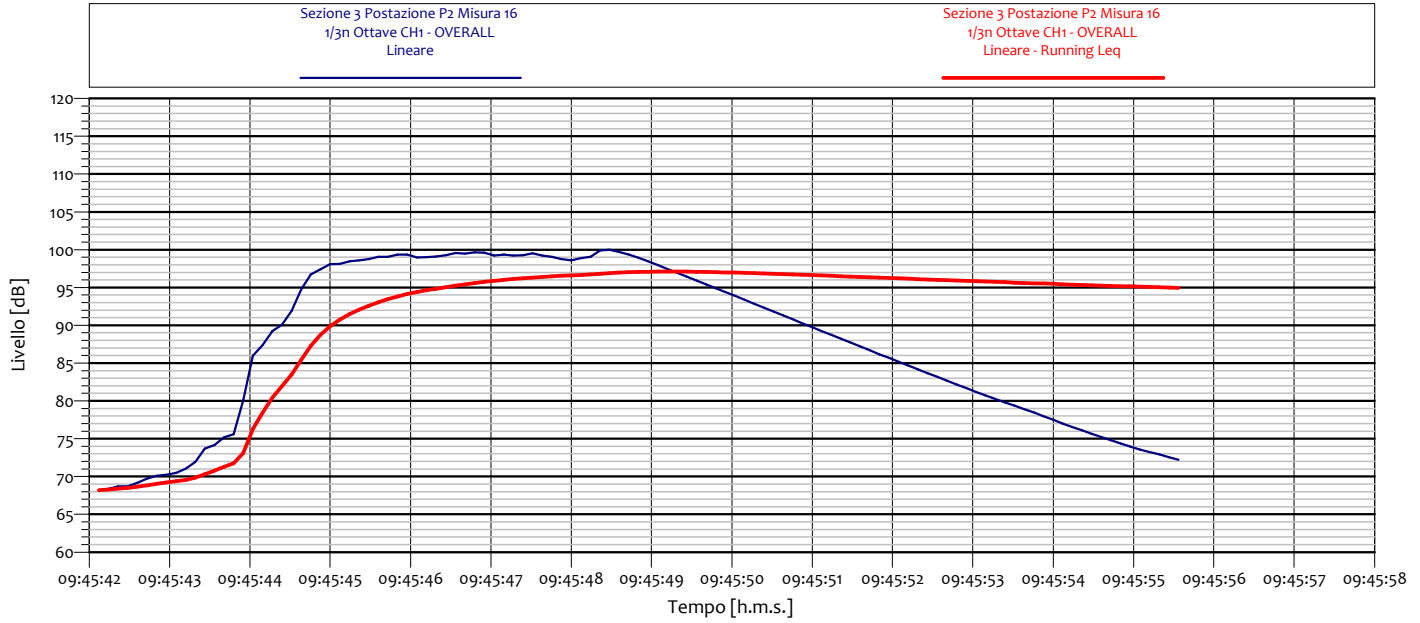
Sezione 3 Postazione P2 Misura 15
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 31.9 dB | 1 | 26.0 dB | 1.3 | 26.1 dB | 1.6 | 26.1 dB |
| 2 | 26.3 dB | 2.5 | 24.6 dB | 3.2 | 32.3 dB | 4 | 38.3 dB |
| 5 | 51.7 dB | 6.3 | 40.7 dB | 8 | 42.8 dB | 10 | 57.5 dB |
| 12.5 | 46.5 dB | 16 | 50.8 dB | 20 | 60.0 dB | 25 | 68.5 dB |
| 31.5 | 75.8 dB | 40 | 71.1 dB | 50 | 89.2 dB | 63 | 87.6 dB |
| 80 | 78.5 dB | 100 | 71.5 dB | 125 | 70.2 dB | 160 | 61.7 dB |
| 200 | 55.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



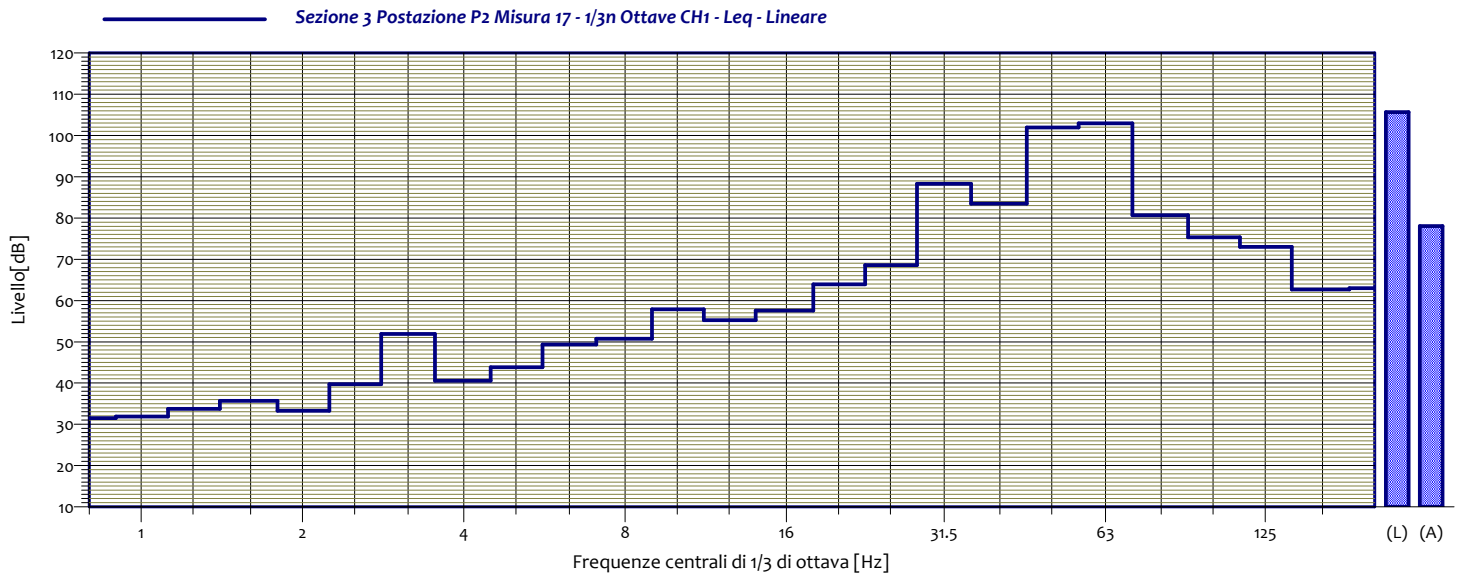
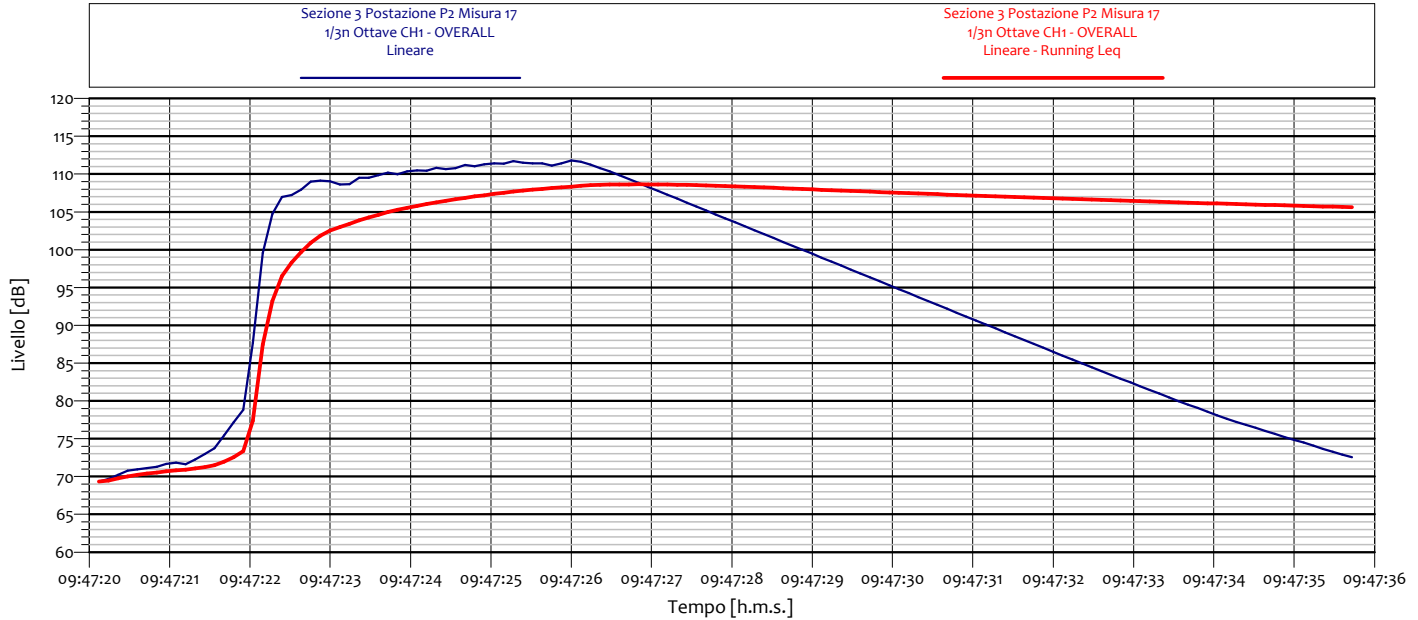
Sezione 3 Postazione P2 Misura 16
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 27.2 dB | 1 | 29.3 dB | 1.3 | 28.3 dB | 1.6 | 29.1 dB |
| 2 | 28.1 dB | 2.5 | 30.3 dB | 3.2 | 44.2 dB | 4 | 38.2 dB |
| 5 | 38.7 dB | 6.3 | 48.7 dB | 8 | 49.7 dB | 10 | 56.5 dB |
| 12.5 | 54.1 dB | 16 | 58.6 dB | 20 | 66.2 dB | 25 | 67.3 dB |
| 31.5 | 77.1 dB | 40 | 74.8 dB | 50 | 91.6 dB | 63 | 91.5 dB |
| 80 | 82.1 dB | 100 | 72.0 dB | 125 | 70.1 dB | 160 | 60.8 dB |
| 200 | 55.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

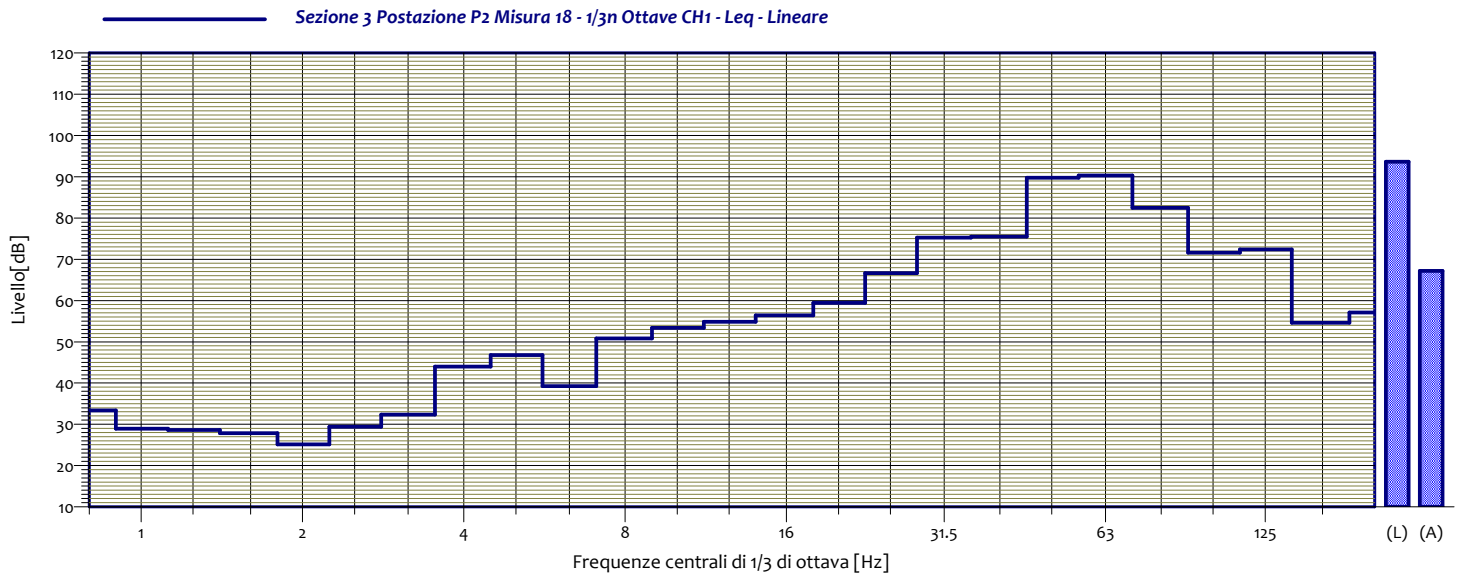
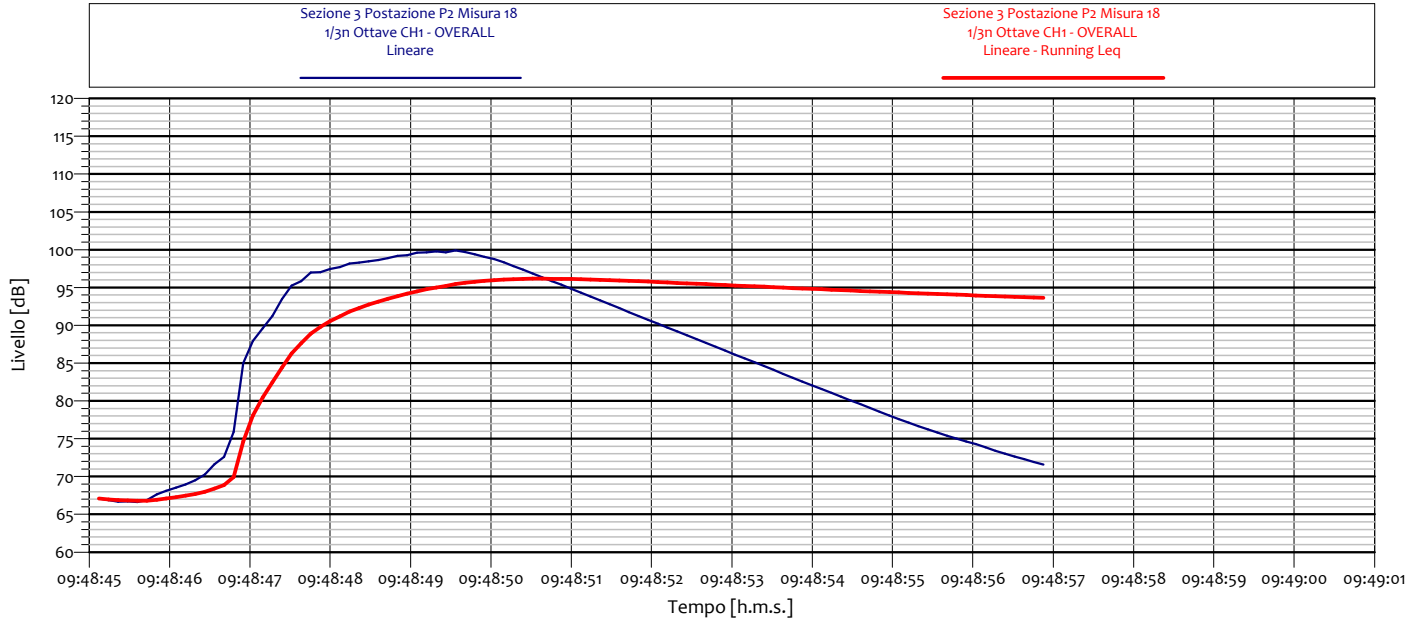


| Sezione 3 Postazione P2 Misura 17 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 31.5 dB | 1 | 31.9 dB | 1.3 | 33.7 dB | 1.6 | 35.6 dB |
| 2 | 33.3 dB | 2.5 | 39.7 dB | 3.2 | 51.9 dB | 4 | 40.6 dB |
| 5 | 43.8 dB | 6.3 | 49.3 dB | 8 | 50.7 dB | 10 | 57.8 dB |
| 12.5 | 55.2 dB | 16 | 57.5 dB | 20 | 63.9 dB | 25 | 68.6 dB |
| 31.5 | 88.3 dB | 40 | 83.5 dB | 50 | 102.0 dB | 63 | 103.0 dB |
| 80 | 80.7 dB | 100 | 75.3 dB | 125 | 73.0 dB | 160 | 62.7 dB |
| 200 | 63.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

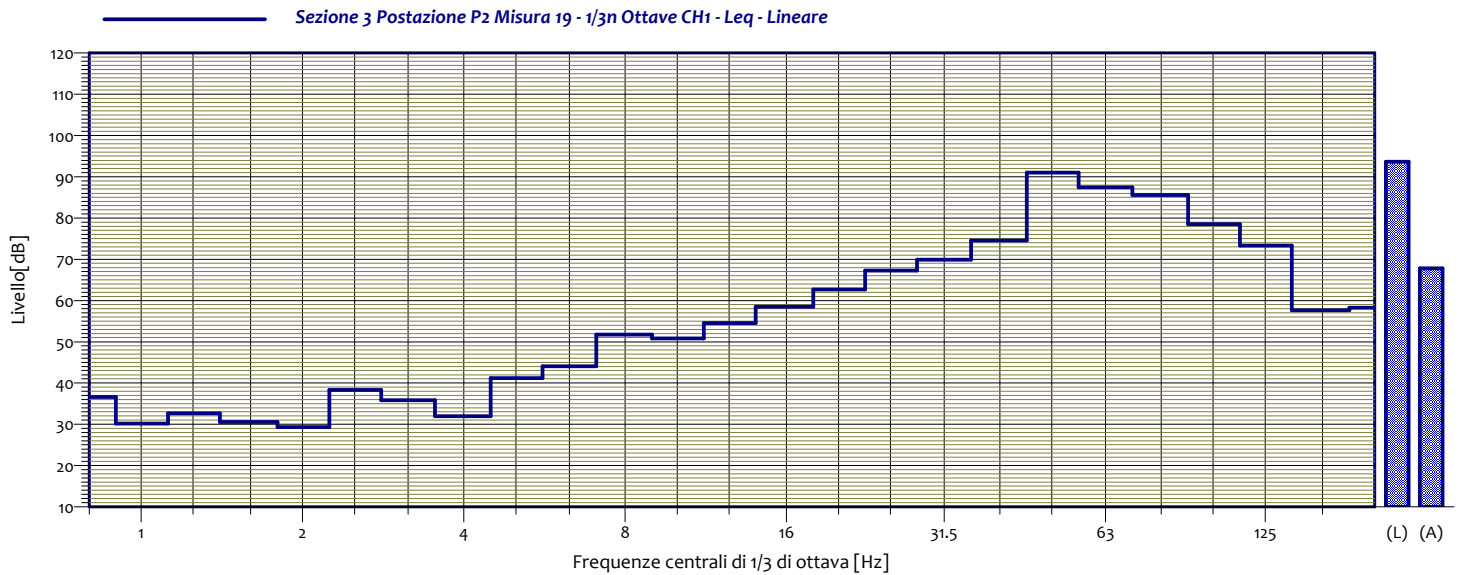
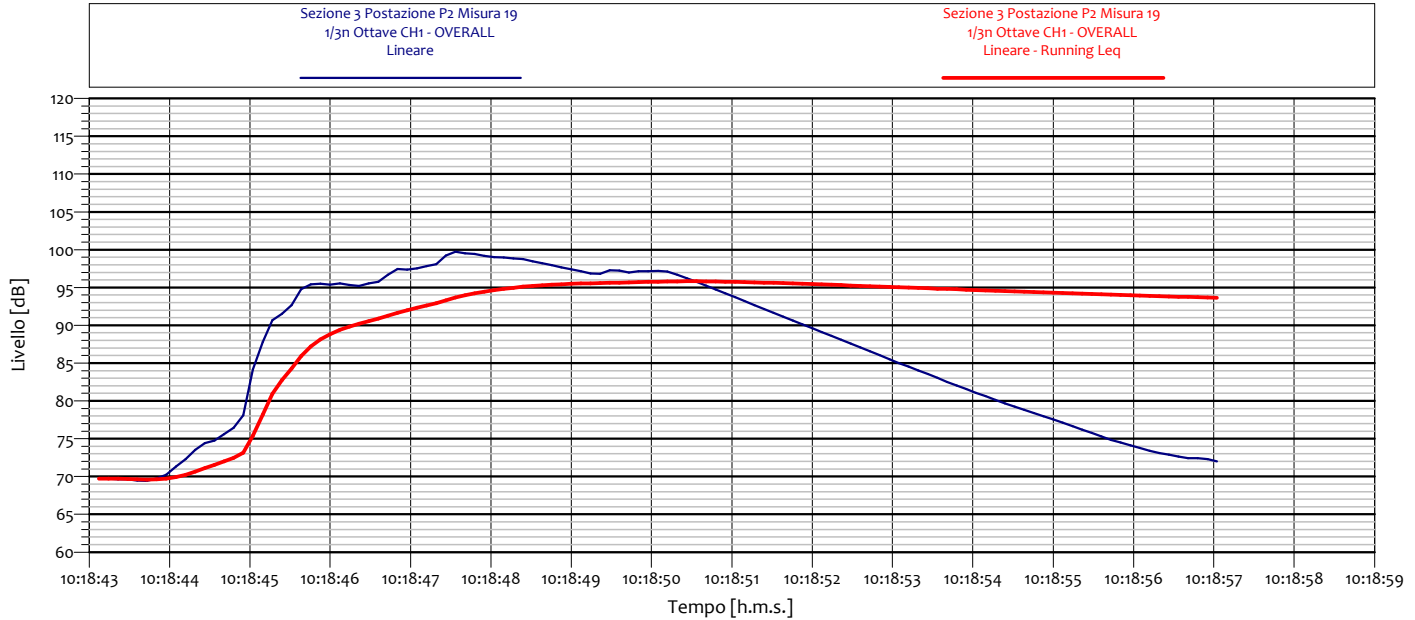


| Sezione 3 Postazione P2 Misura 18 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.3 dB | 1 | 28.9 dB | 1.3 | 28.6 dB | 1.6 | 27.8 dB |
| 2 | 25.1 dB | 2.5 | 29.4 dB | 3.2 | 32.3 dB | 4 | 44.0 dB |
| 5 | 46.8 dB | 6.3 | 39.3 dB | 8 | 50.8 dB | 10 | 53.4 dB |
| 12.5 | 54.8 dB | 16 | 56.4 dB | 20 | 59.4 dB | 25 | 66.7 dB |
| 31.5 | 75.3 dB | 40 | 75.5 dB | 50 | 89.8 dB | 63 | 90.3 dB |
| 80 | 82.5 dB | 100 | 71.6 dB | 125 | 72.3 dB | 160 | 54.6 dB |
| 200 | 57.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

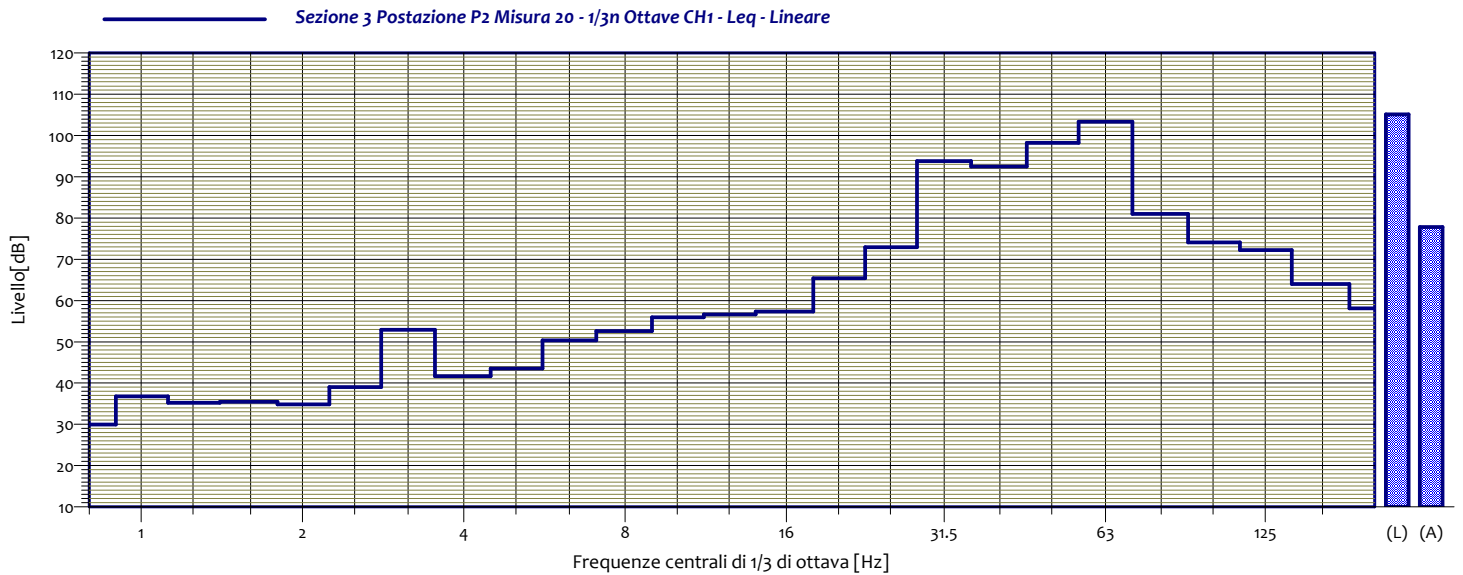
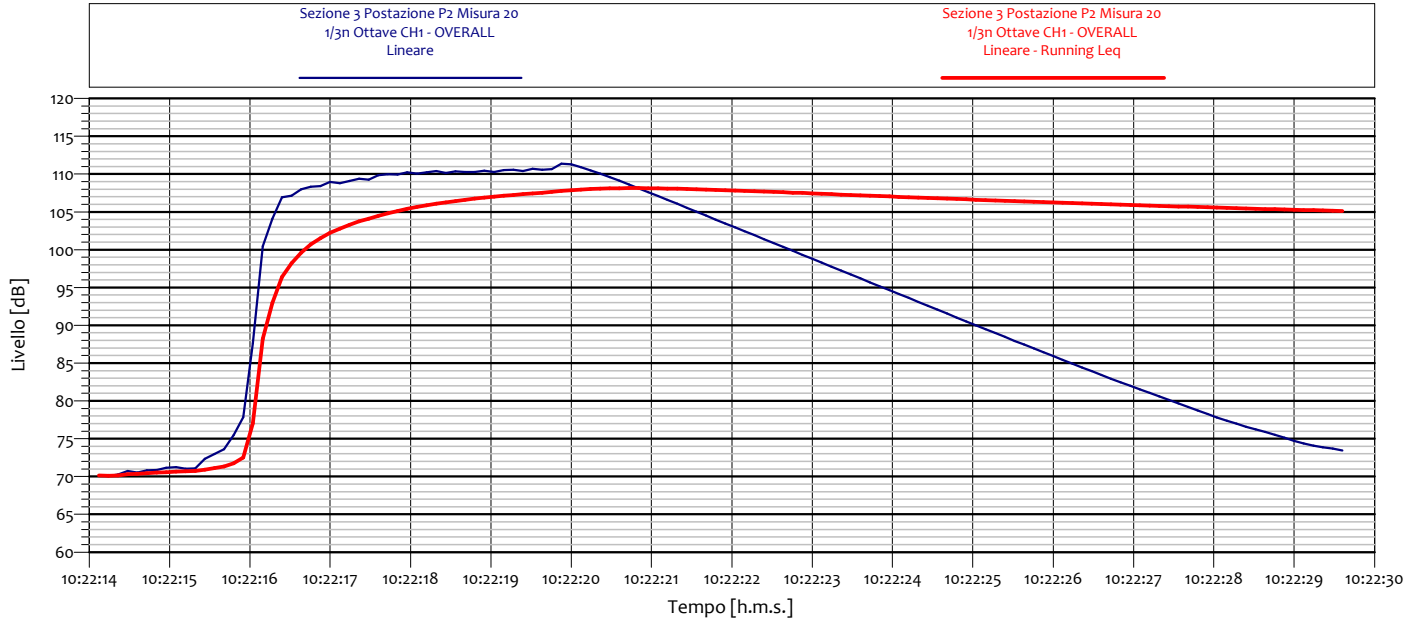


| Sezione 3 Postazione P2 Misura 19 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.6 dB | 1 | 30.2 dB | 1.3 | 32.6 dB | 1.6 | 30.5 dB |
| 2 | 29.3 dB | 2.5 | 38.3 dB | 3.2 | 35.8 dB | 4 | 32.0 dB |
| 5 | 41.2 dB | 6.3 | 44.0 dB | 8 | 51.7 dB | 10 | 50.8 dB |
| 12.5 | 54.5 dB | 16 | 58.5 dB | 20 | 62.7 dB | 25 | 67.3 dB |
| 31.5 | 69.9 dB | 40 | 74.6 dB | 50 | 91.0 dB | 63 | 87.5 dB |
| 80 | 85.5 dB | 100 | 78.5 dB | 125 | 73.4 dB | 160 | 57.6 dB |
| 200 | 58.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

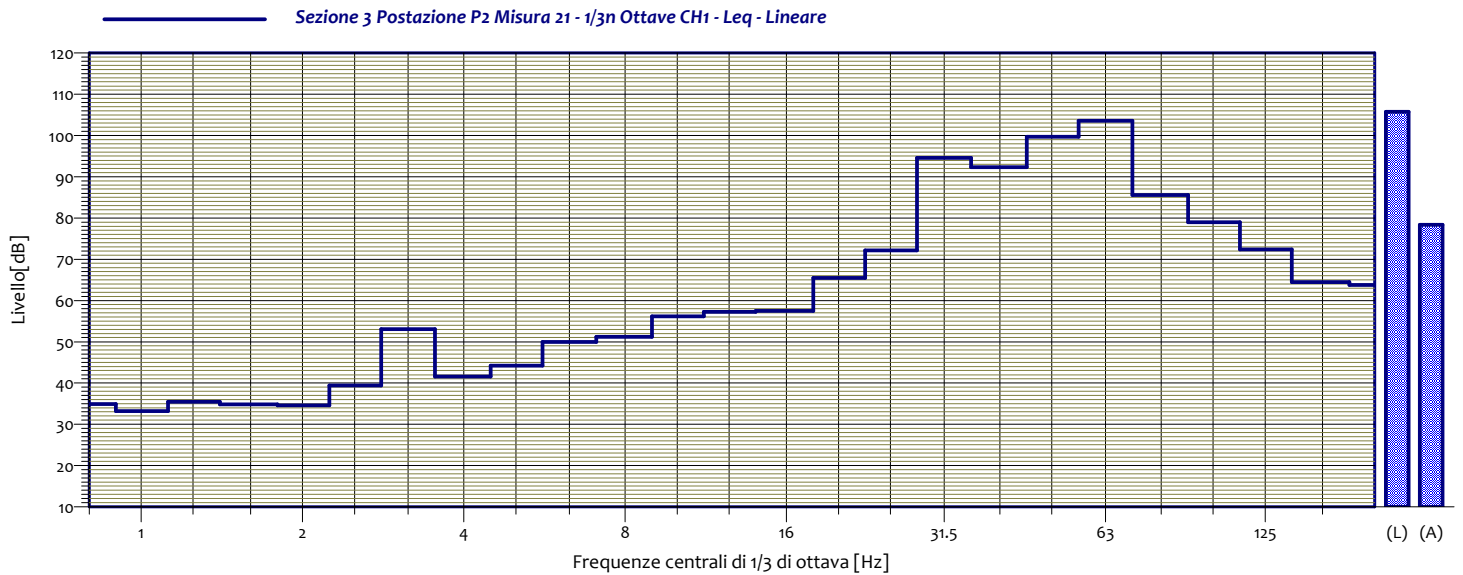
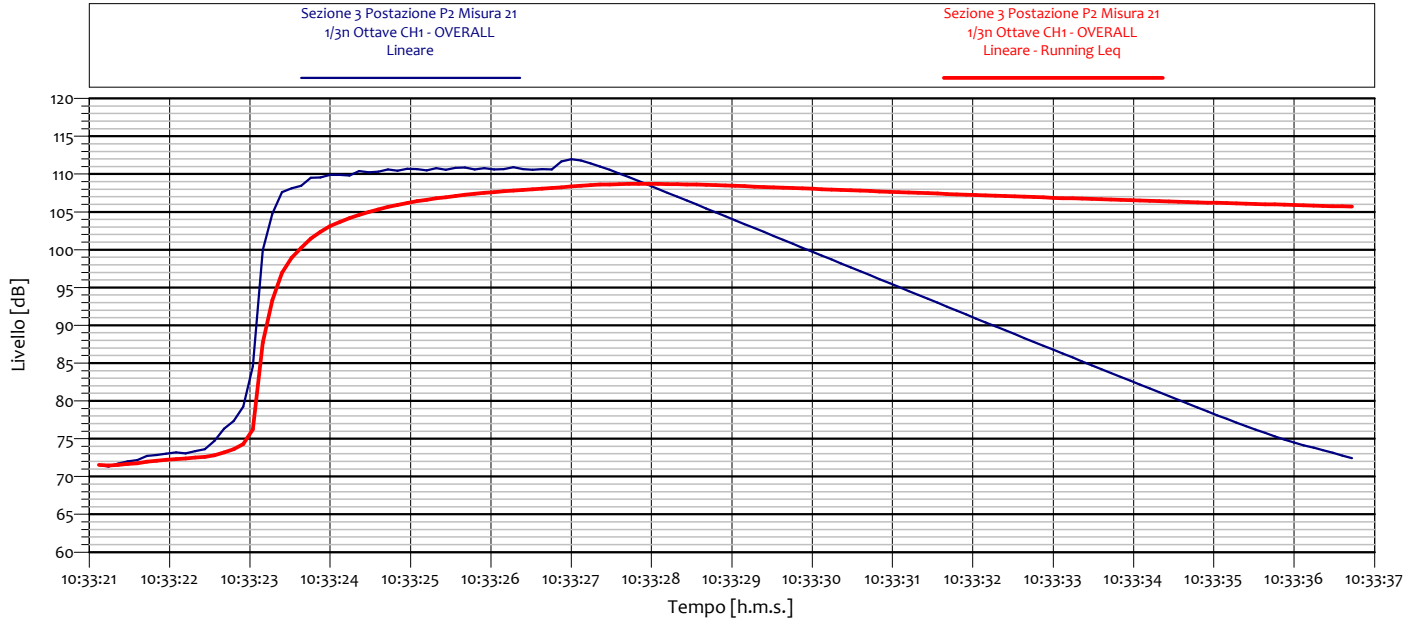


| Sezione 3 Postazione P2 Misura 20 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 30.0 dB | 1 | 36.7 dB | 1.3 | 35.2 dB | 1.6 | 35.5 dB |
| 2 | 34.9 dB | 2.5 | 39.0 dB | 3.2 | 52.9 dB | 4 | 41.6 dB |
| 5 | 43.5 dB | 6.3 | 50.3 dB | 8 | 52.6 dB | 10 | 55.9 dB |
| 12.5 | 56.6 dB | 16 | 57.3 dB | 20 | 65.4 dB | 25 | 72.9 dB |
| 31.5 | 93.8 dB | 40 | 92.5 dB | 50 | 98.2 dB | 63 | 103.3 dB |
| 80 | 81.0 dB | 100 | 74.1 dB | 125 | 72.2 dB | 160 | 64.0 dB |
| 200 | 58.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



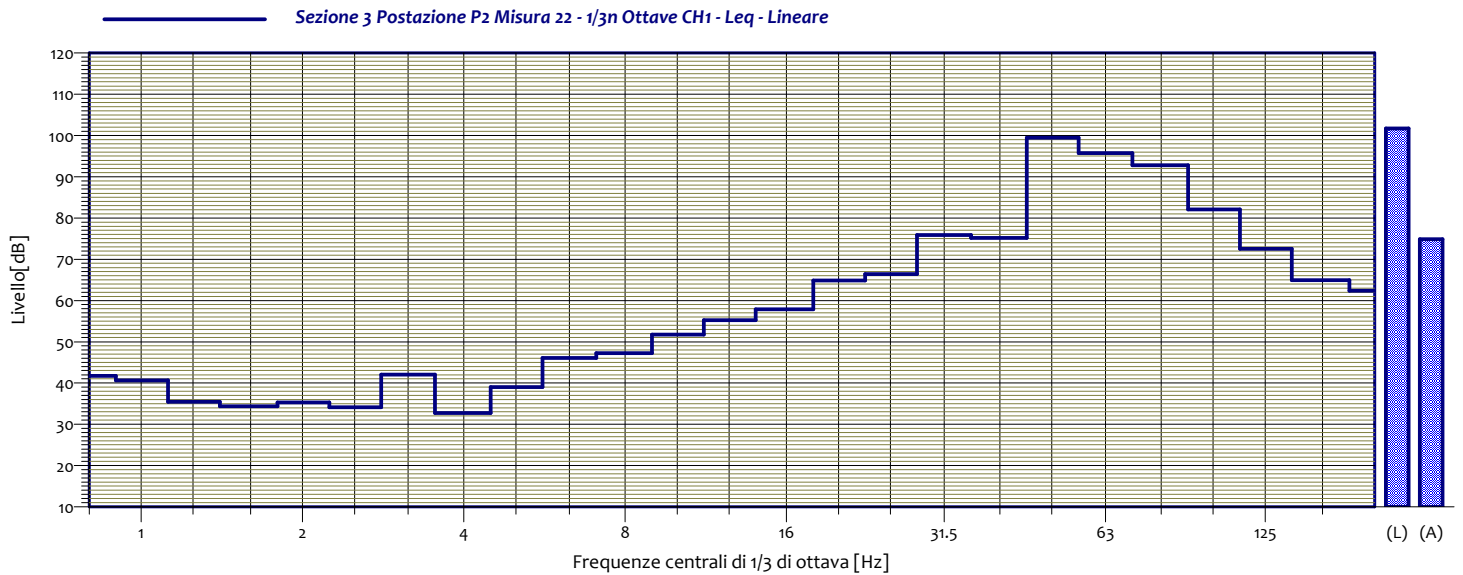
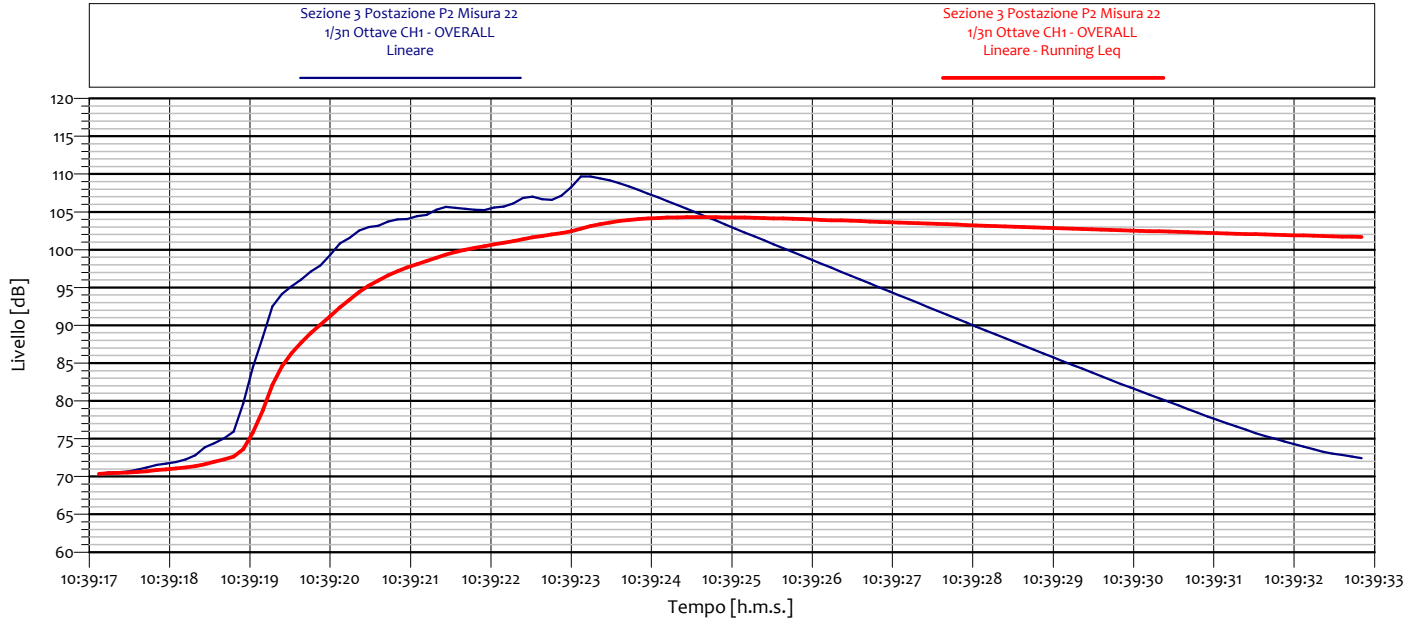
Sezione 3 Postazione P2 Misura 21
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 34.9 dB | 1 | 33.2 dB | 1.3 | 35.5 dB | 1.6 | 34.8 dB |
| 2 | 34.6 dB | 2.5 | 39.4 dB | 3.2 | 53.0 dB | 4 | 41.5 dB |
| 5 | 44.2 dB | 6.3 | 50.0 dB | 8 | 51.1 dB | 10 | 56.2 dB |
| 12.5 | 57.2 dB | 16 | 57.5 dB | 20 | 65.5 dB | 25 | 72.1 dB |
| 31.5 | 94.6 dB | 40 | 92.3 dB | 50 | 99.7 dB | 63 | 103.6 dB |
| 80 | 85.6 dB | 100 | 78.9 dB | 125 | 72.3 dB | 160 | 64.4 dB |
| 200 | 63.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



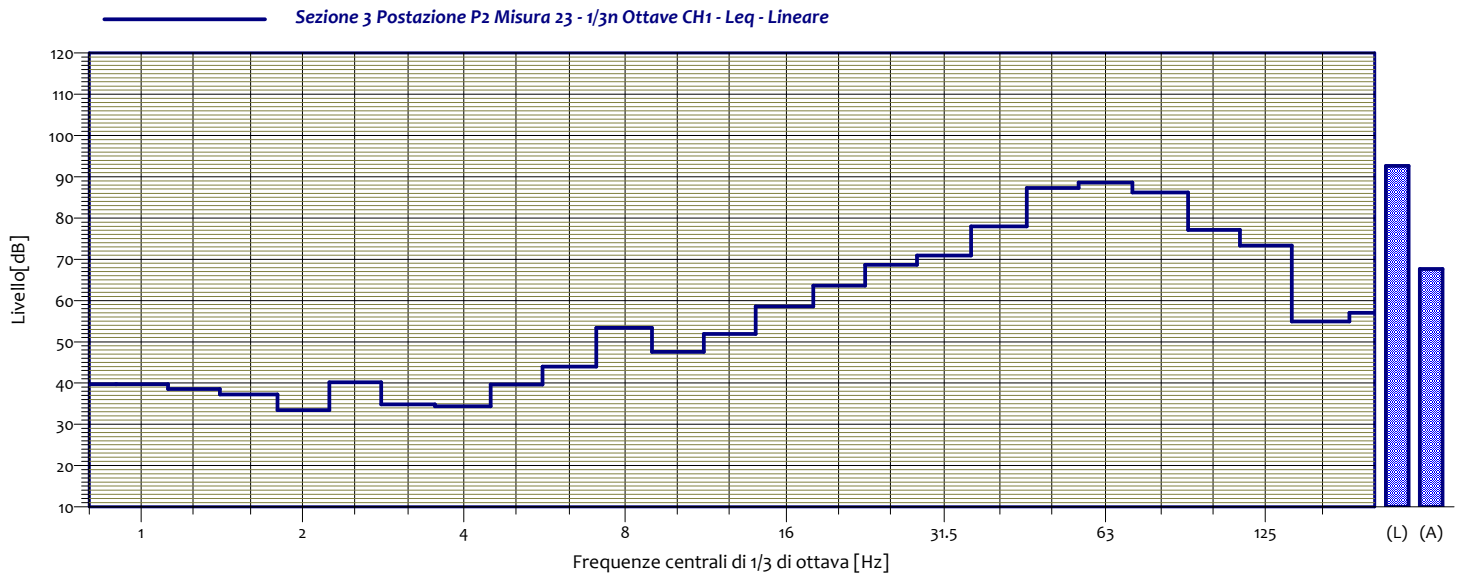
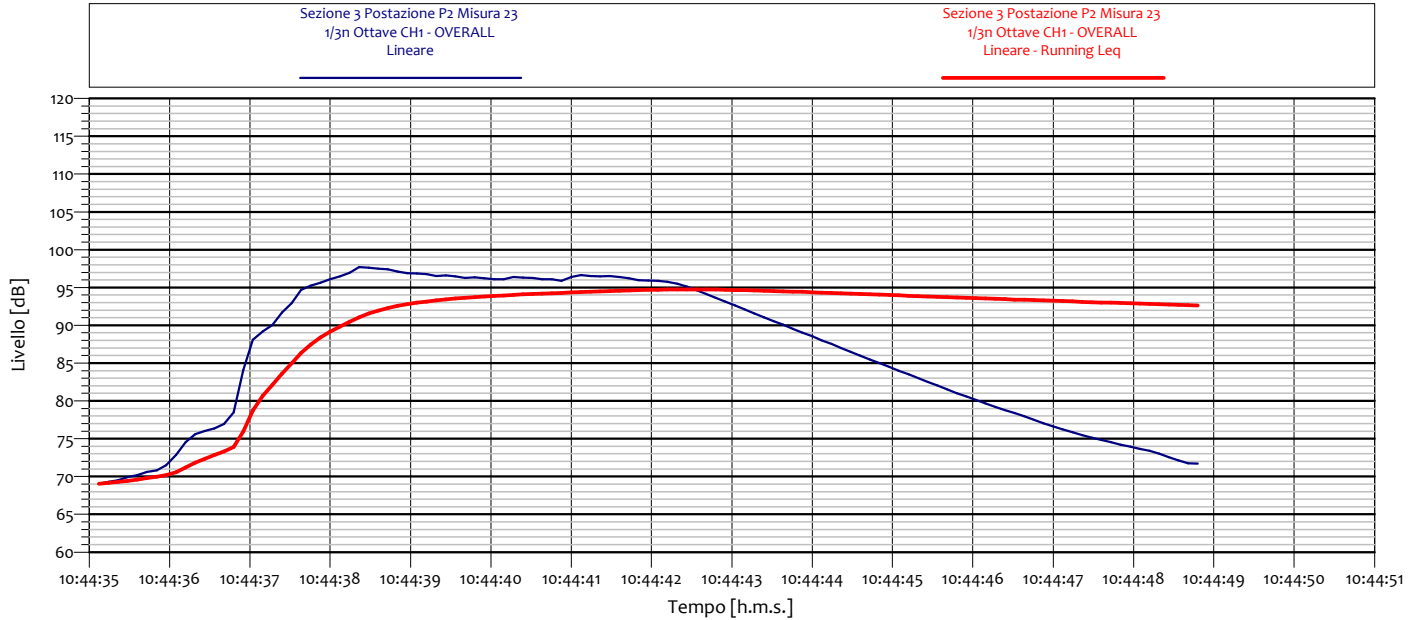
Sezione 3 Postazione P2 Misura 22
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 41.7 dB | 1 | 40.7 dB | 1.3 | 35.4 dB | 1.6 | 34.3 dB |
| 2 | 35.2 dB | 2.5 | 34.1 dB | 3.2 | 42.0 dB | 4 | 32.7 dB |
| 5 | 39.0 dB | 6.3 | 46.1 dB | 8 | 47.2 dB | 10 | 51.7 dB |
| 12.5 | 55.2 dB | 16 | 57.8 dB | 20 | 64.9 dB | 25 | 66.4 dB |
| 31.5 | 75.9 dB | 40 | 75.2 dB | 50 | 99.5 dB | 63 | 95.7 dB |
| 80 | 92.8 dB | 100 | 82.1 dB | 125 | 72.5 dB | 160 | 64.9 dB |
| 200 | 62.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

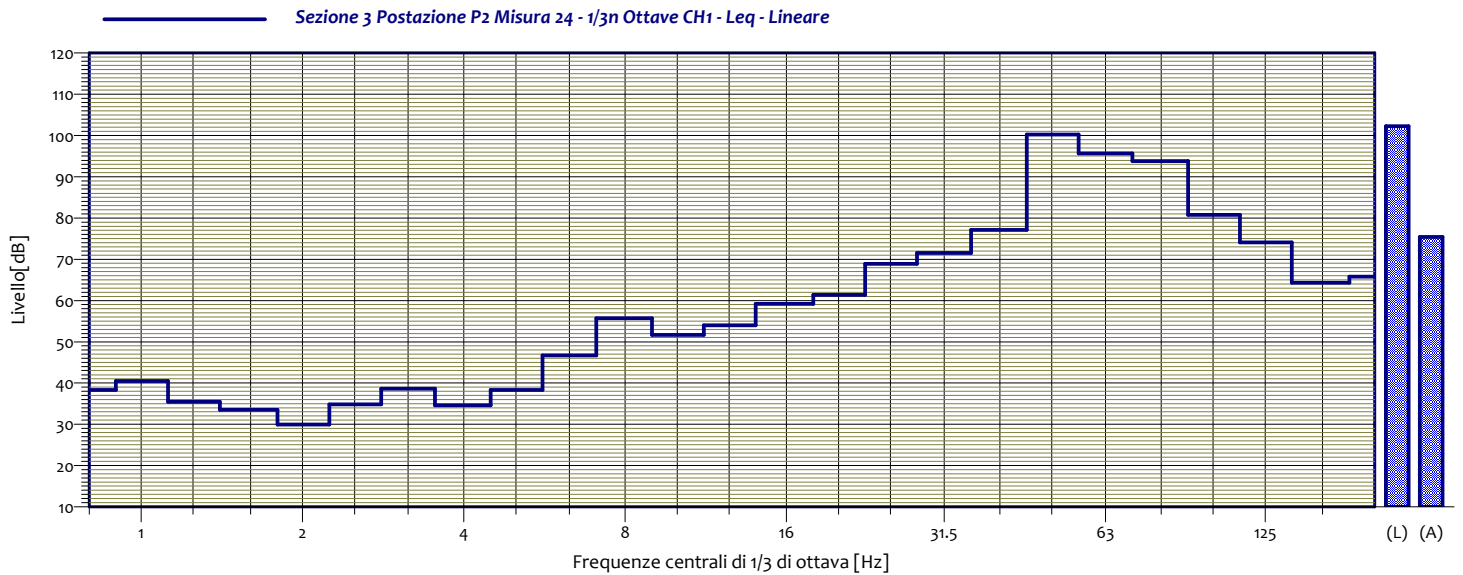
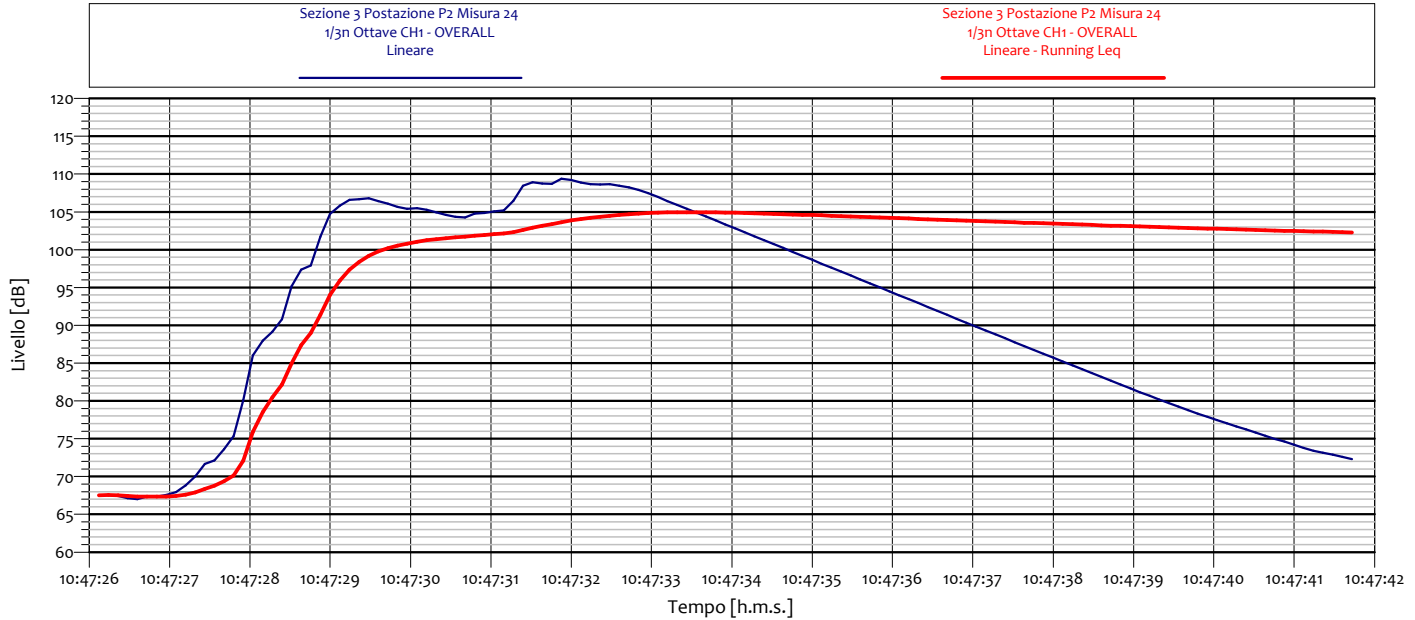


| Sezione 3 Postazione P2 Misura 23 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 39.7 dB | 1 | 39.7 dB | 1.3 | 38.5 dB | 1.6 | 37.3 dB |
| 2 | 33.4 dB | 2.5 | 40.2 dB | 3.2 | 34.8 dB | 4 | 34.3 dB |
| 5 | 39.6 dB | 6.3 | 44.0 dB | 8 | 53.3 dB | 10 | 47.6 dB |
| 12.5 | 51.9 dB | 16 | 58.6 dB | 20 | 63.6 dB | 25 | 68.7 dB |
| 31.5 | 70.9 dB | 40 | 78.0 dB | 50 | 87.3 dB | 63 | 88.6 dB |
| 80 | 86.2 dB | 100 | 77.1 dB | 125 | 73.3 dB | 160 | 54.9 dB |
| 200 | 57.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

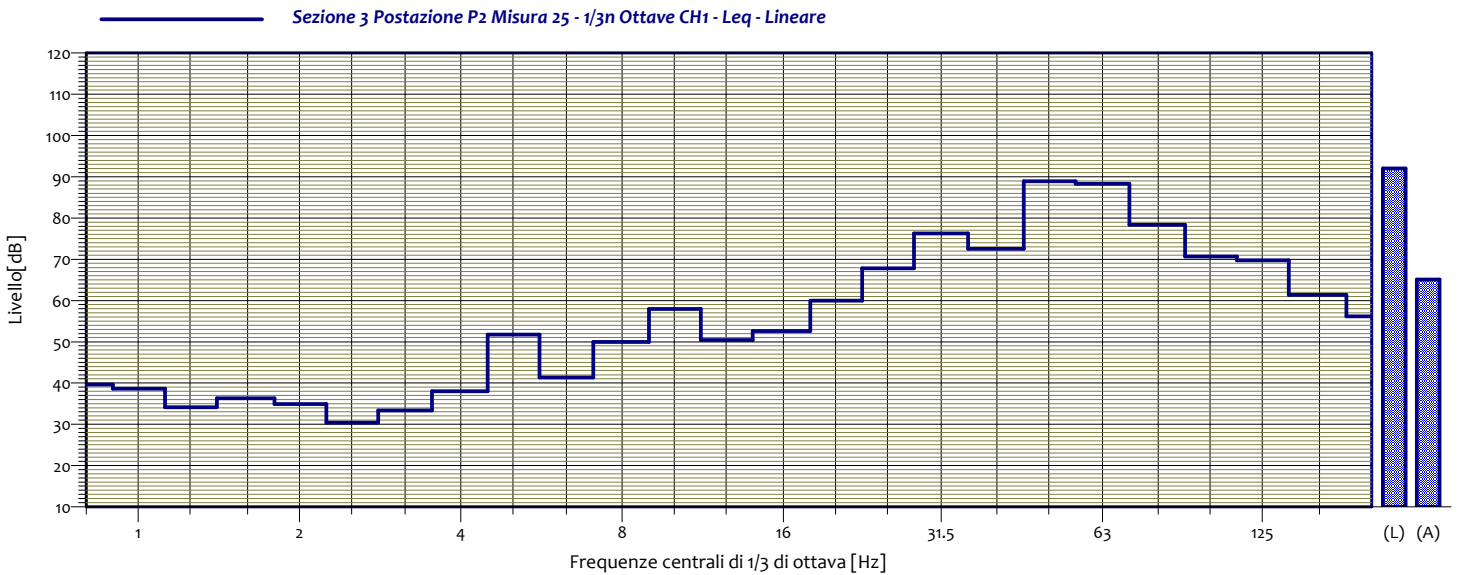
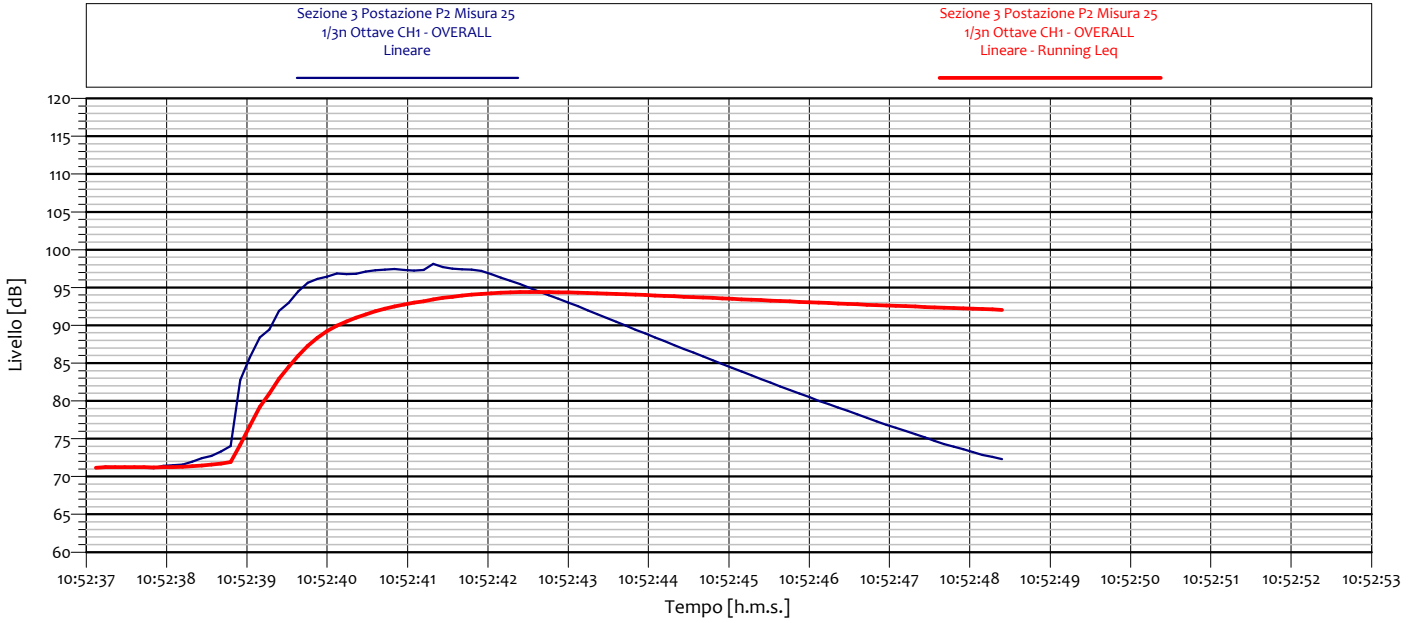


| Sezione 3 Postazione P2 Misura 24 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|---------|
| 0.8 | 38.3 dB | 1 | 40.5 dB | 1.3 | 35.4 dB | 1.6 | 33.5 dB |
| 2 | 30.0 dB | 2.5 | 34.8 dB | 3.2 | 38.6 dB | 4 | 34.6 dB |
| 5 | 38.3 dB | 6.3 | 46.7 dB | 8 | 55.7 dB | 10 | 51.7 dB |
| 12.5 | 54.0 dB | 16 | 59.2 dB | 20 | 61.4 dB | 25 | 68.9 dB |
| 31.5 | 71.5 dB | 40 | 77.1 dB | 50 | 100.3 dB | 63 | 95.6 dB |
| 80 | 93.8 dB | 100 | 80.8 dB | 125 | 74.1 dB | 160 | 64.3 dB |
| 200 | 65.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

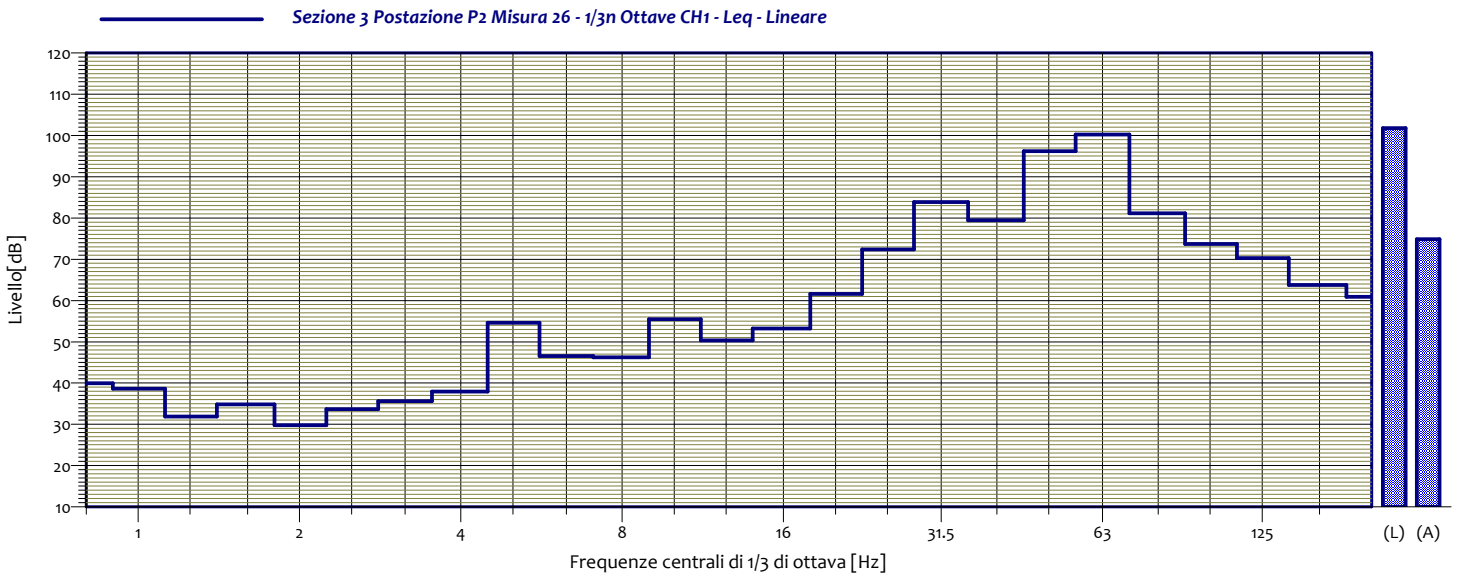
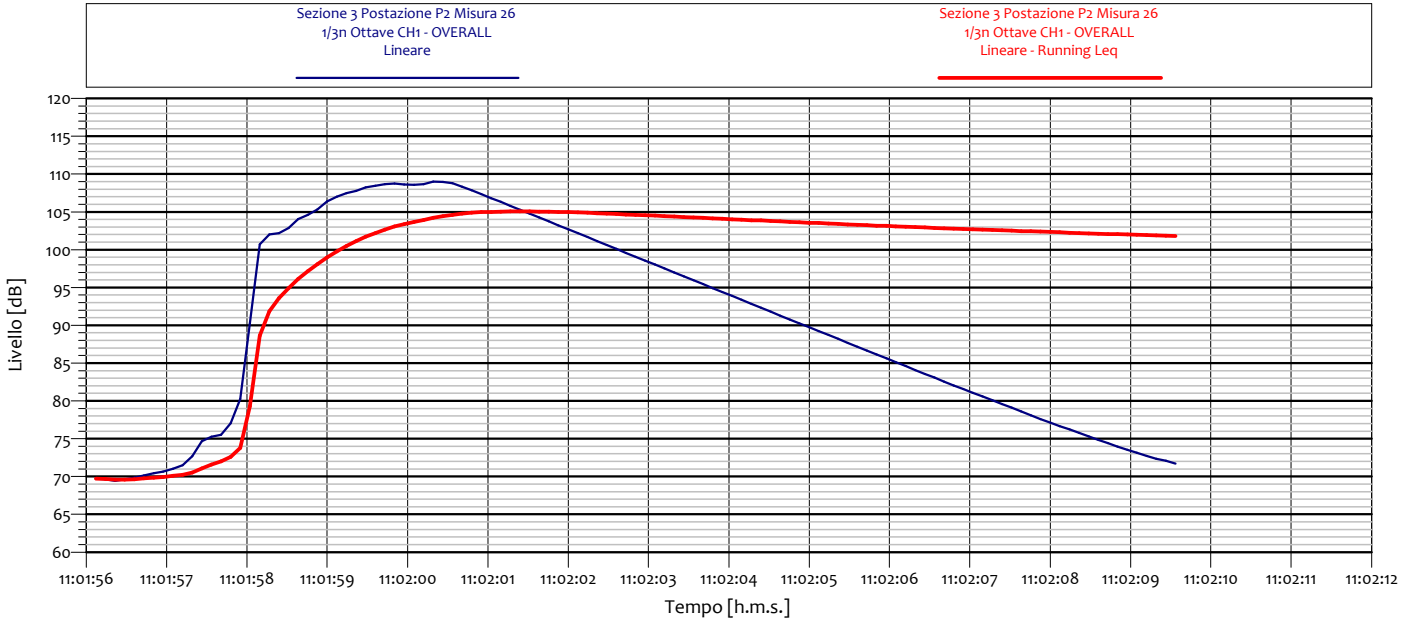


| Sezione 3 Postazione P2 Misura 25 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 39.6 dB | 1 | 38.6 dB | 1.3 | 34.1 dB | 1.6 | 36.3 dB |
| | 34.9 dB | 2.5 | 30.4 dB | 3.2 | 33.4 dB | 4 | 38.0 dB |
| 5 | 51.7 dB | 6.3 | 41.3 dB | 8 | 50.0 dB | 10 | 58.0 dB |
| 12.5 | 50.4 dB | 16 | 52.6 dB | 20 | 60.0 dB | 25 | 67.8 dB |
| 31.5 | 76.2 dB | 40 | 72.5 dB | 50 | 88.9 dB | 63 | 88.3 dB |
| 80 | 78.3 dB | 100 | 70.7 dB | 125 | 69.7 dB | 160 | 61.4 dB |
| 200 | 56.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



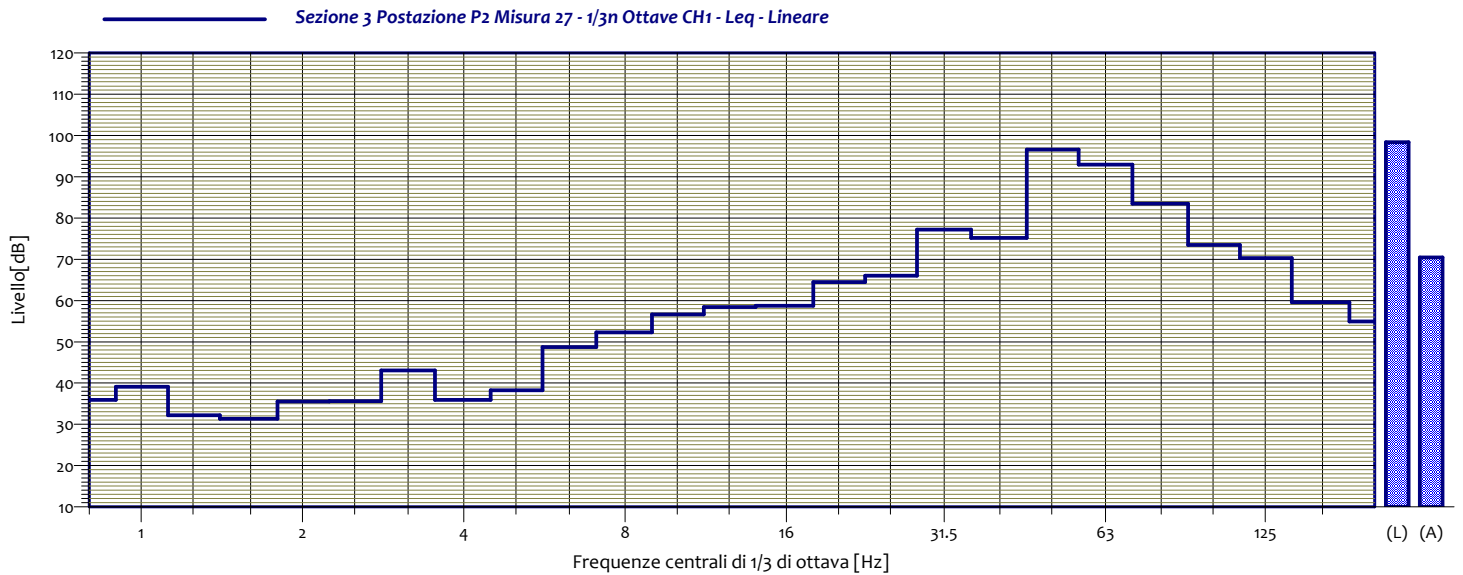
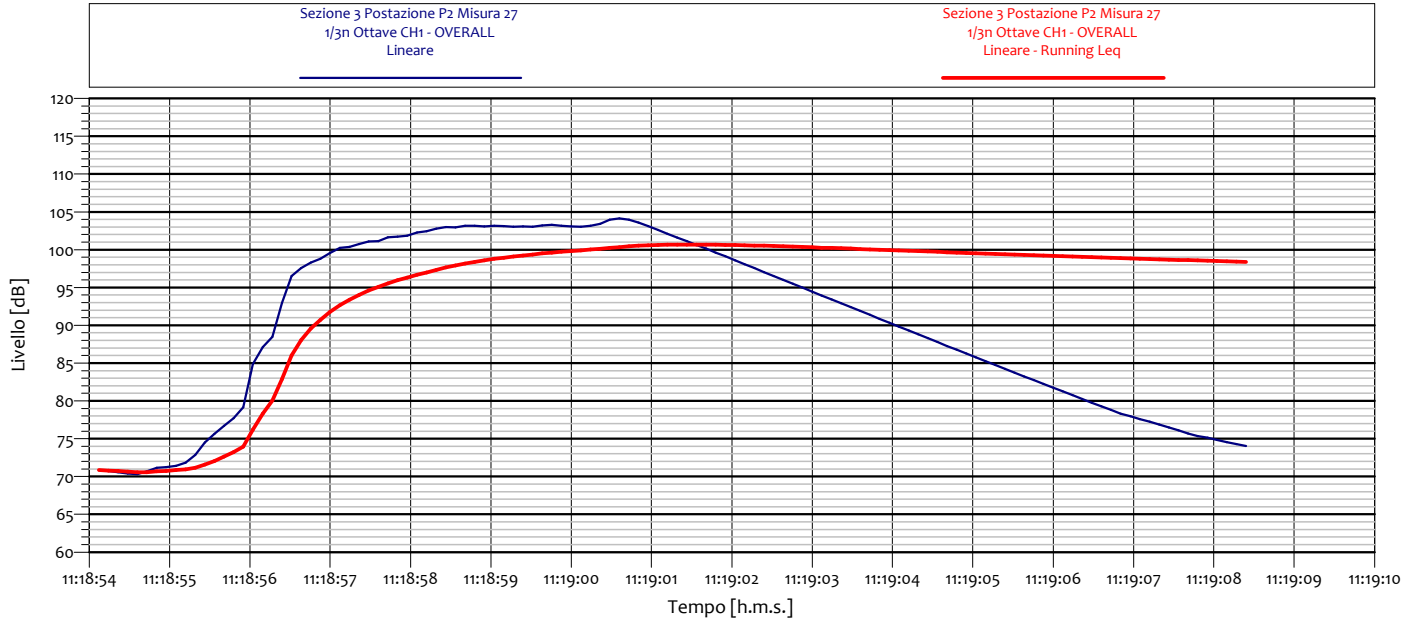
Sezione 3 Postazione P2 Misura 26
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 39.9 dB | 1 | 38.6 dB | 1.3 | 31.9 dB | 1.6 | 34.8 dB |
| 2 | 29.8 dB | 2.5 | 33.7 dB | 3.2 | 35.6 dB | 4 | 37.9 dB |
| 5 | 54.6 dB | 6.3 | 46.6 dB | 8 | 46.2 dB | 10 | 55.5 dB |
| 12.5 | 50.3 dB | 16 | 53.3 dB | 20 | 61.6 dB | 25 | 72.4 dB |
| 31.5 | 83.9 dB | 40 | 79.4 dB | 50 | 96.2 dB | 63 | 100.2 dB |
| 80 | 81.2 dB | 100 | 73.7 dB | 125 | 70.3 dB | 160 | 63.8 dB |
| 200 | 60.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

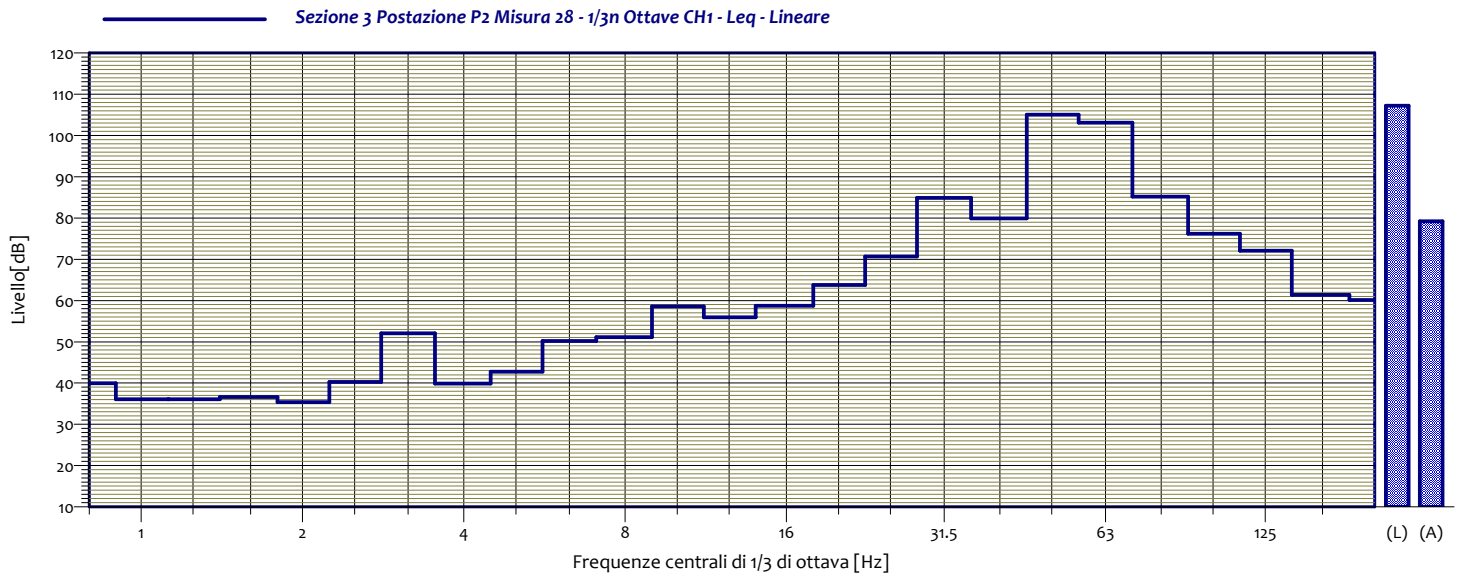
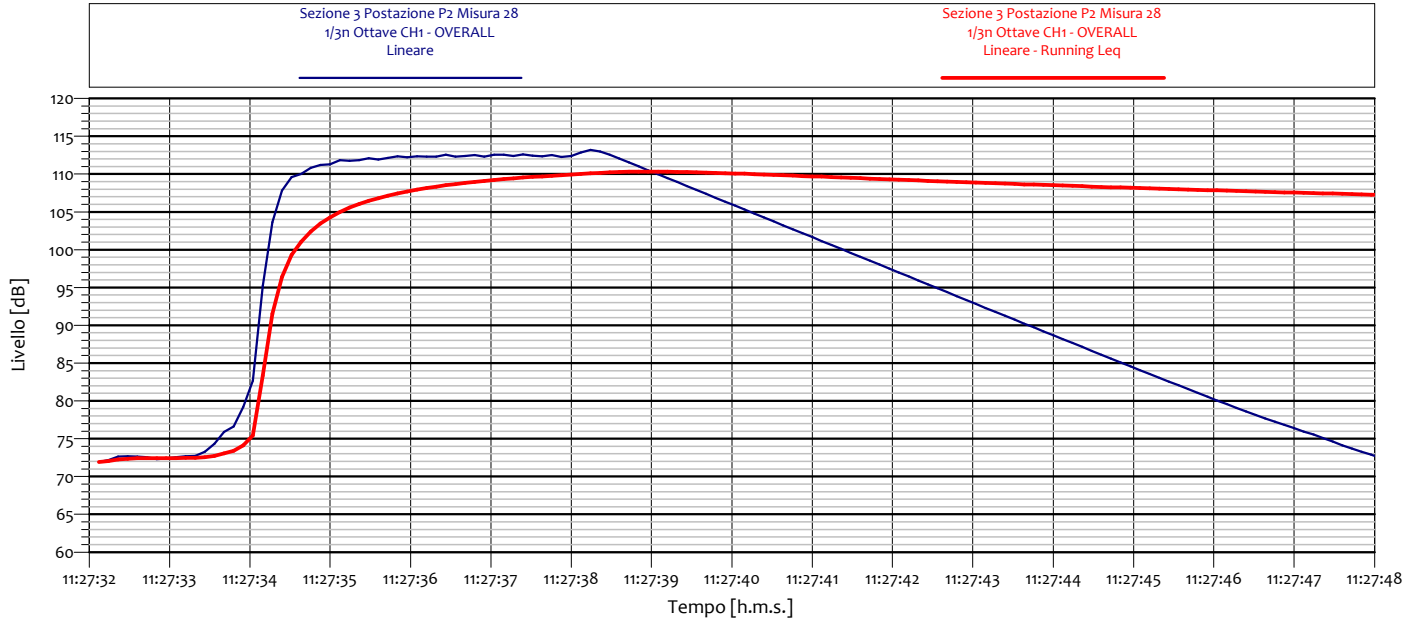


| Sezione 3 Postazione P2 Misura 27 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.9 dB | 1 | 39.1 dB | 1.3 | 32.2 dB | 1.6 | 31.3 dB |
| 2 | 35.5 dB | 2.5 | 35.6 dB | 3.2 | 43.0 dB | 4 | 35.9 dB |
| 5 | 38.2 dB | 6.3 | 48.7 dB | 8 | 52.3 dB | 10 | 56.6 dB |
| 12.5 | 58.4 dB | 16 | 58.8 dB | 20 | 64.4 dB | 25 | 66.0 dB |
| 31.5 | 77.2 dB | 40 | 75.2 dB | 50 | 96.6 dB | 63 | 93.0 dB |
| 80 | 83.5 dB | 100 | 73.4 dB | 125 | 70.3 dB | 160 | 59.6 dB |
| 200 | 54.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

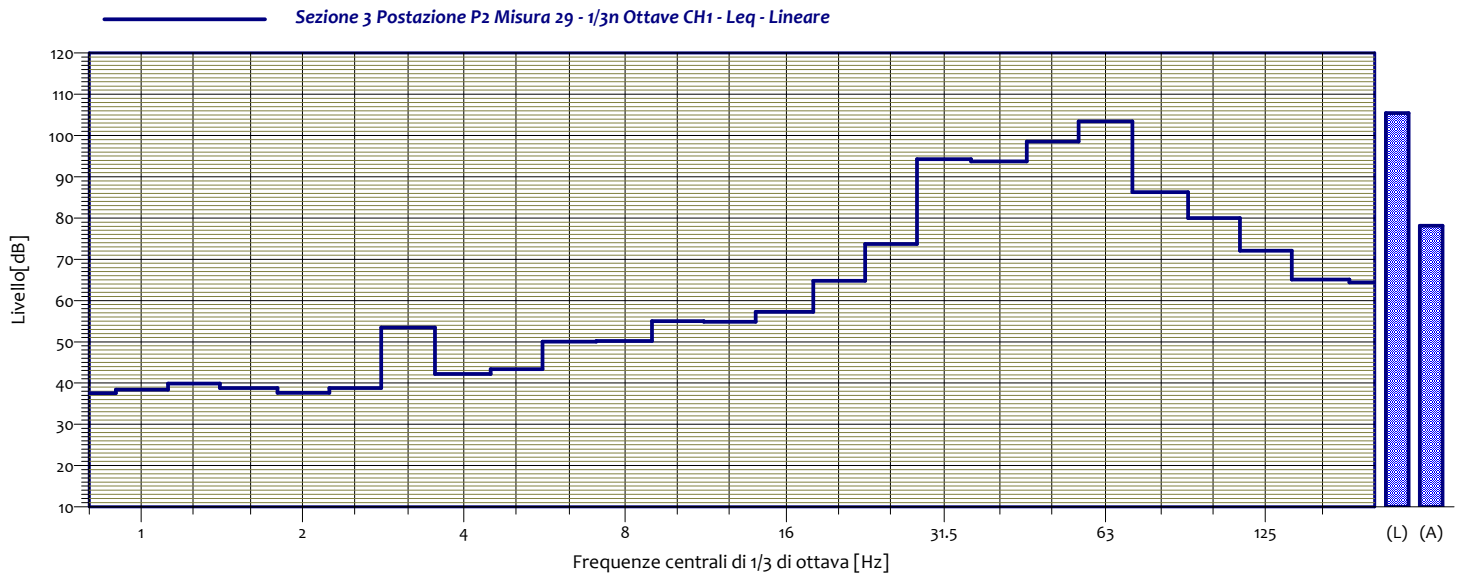
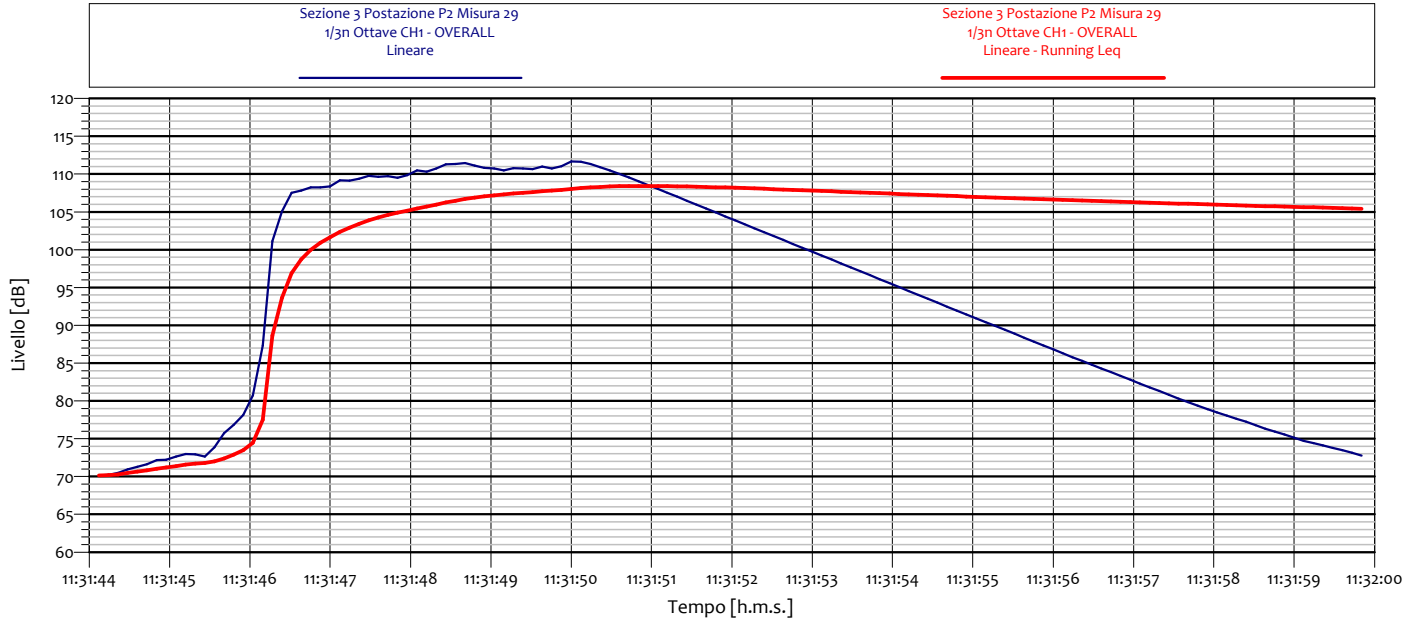


| Sezione 3 Postazione P2 Misura 28 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 40.0 dB | 1 | 36.1 dB | 1.3 | 36.1 dB | 1.6 | 36.6 dB |
| 2 | 35.4 dB | 2.5 | 40.3 dB | 3.2 | 52.1 dB | 4 | 39.9 dB |
| 5 | 42.8 dB | 6.3 | 50.2 dB | 8 | 51.1 dB | 10 | 58.6 dB |
| 12.5 | 55.9 dB | 16 | 58.7 dB | 20 | 63.8 dB | 25 | 70.6 dB |
| 31.5 | 84.9 dB | 40 | 80.0 dB | 50 | 105.0 dB | 63 | 103.2 dB |
| 80 | 85.1 dB | 100 | 76.2 dB | 125 | 72.1 dB | 160 | 61.4 dB |
| 200 | 60.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



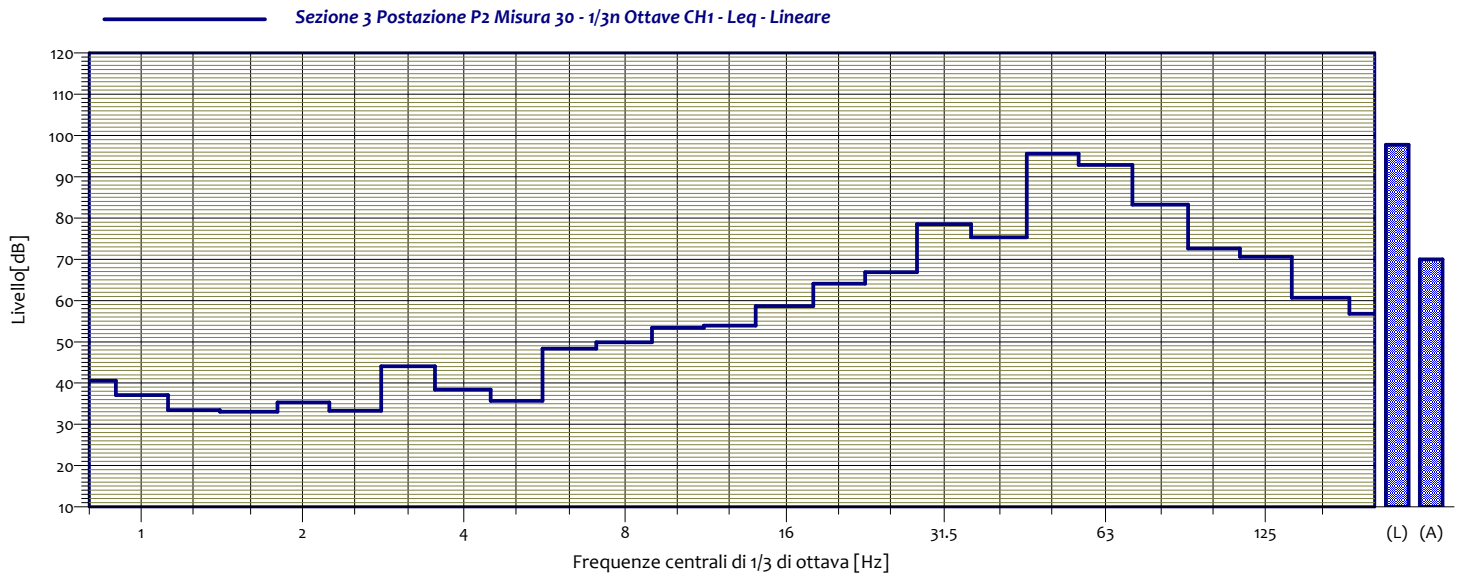
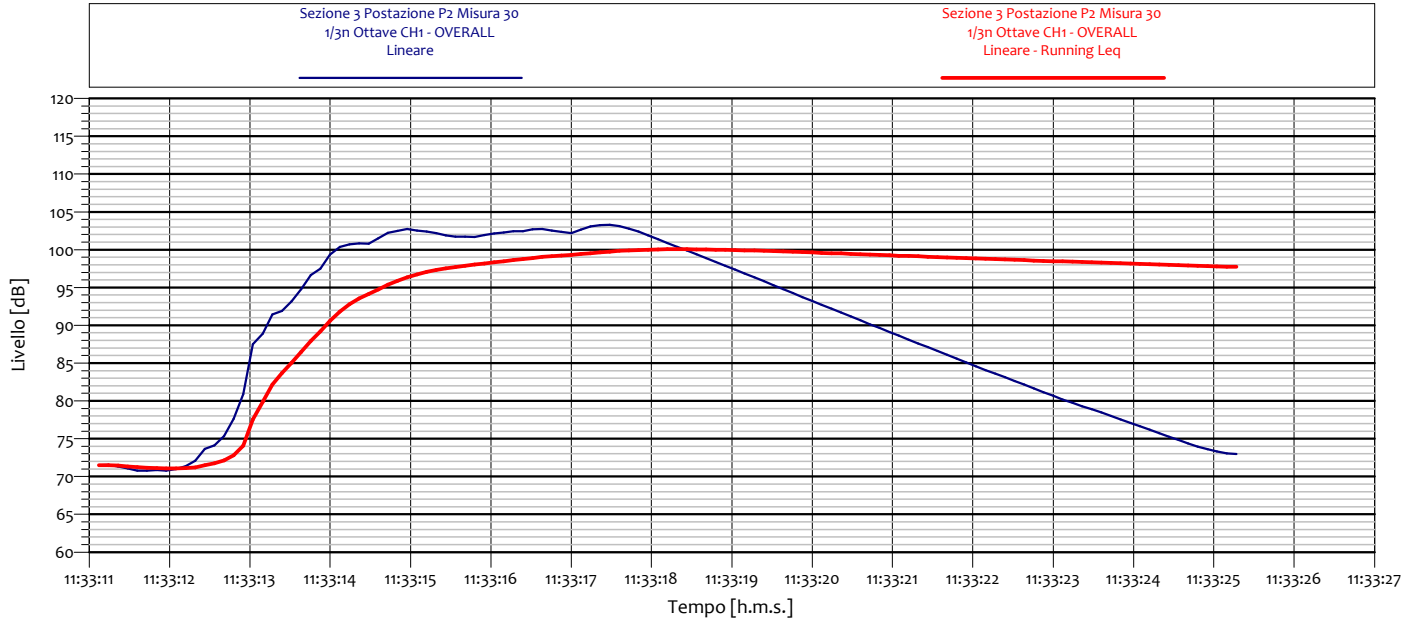
Sezione 3 Postazione P2 Misura 29
1/3n Ottave CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 37.6 dB | 1 | 38.3 dB | 1.3 | 39.9 dB | 1.6 | 38.8 dB |
| 2 | 37.6 dB | 2.5 | 38.8 dB | 3.2 | 53.4 dB | 4 | 42.2 dB |
| 5 | 43.4 dB | 6.3 | 50.1 dB | 8 | 50.2 dB | 10 | 55.0 dB |
| 12.5 | 54.8 dB | 16 | 57.3 dB | 20 | 64.8 dB | 25 | 73.7 dB |
| 31.5 | 94.3 dB | 40 | 93.7 dB | 50 | 98.6 dB | 63 | 103.5 dB |
| 80 | 86.2 dB | 100 | 80.0 dB | 125 | 72.1 dB | 160 | 65.1 dB |
| 200 | 64.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

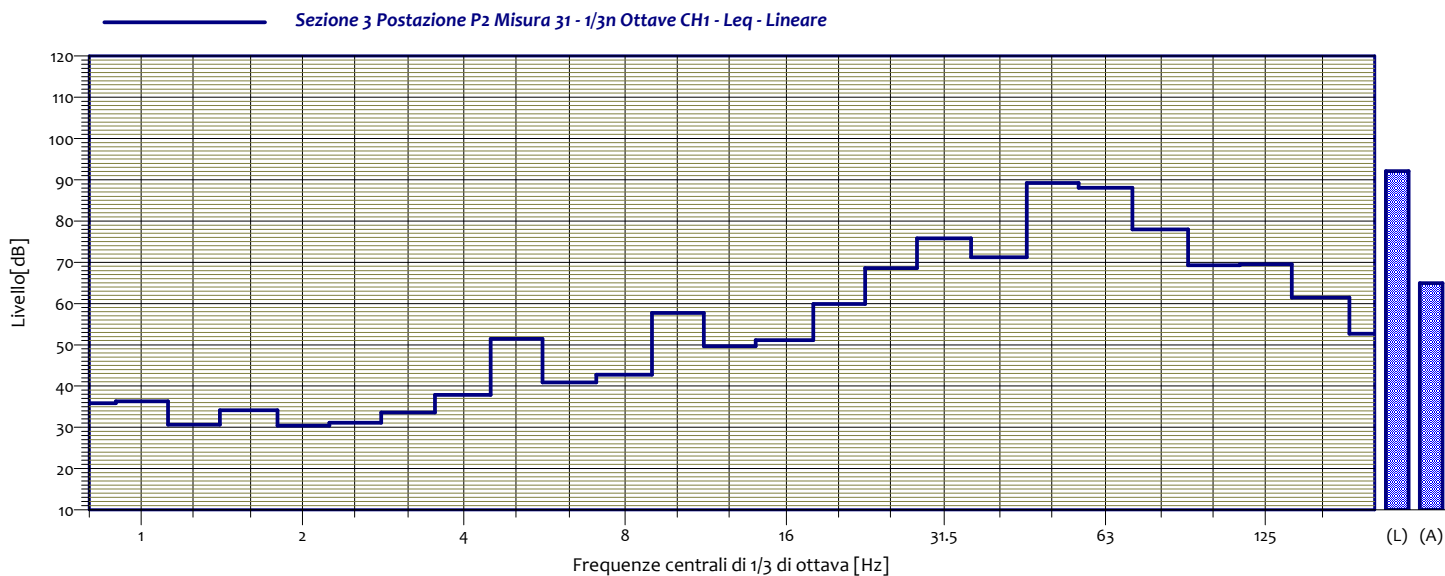
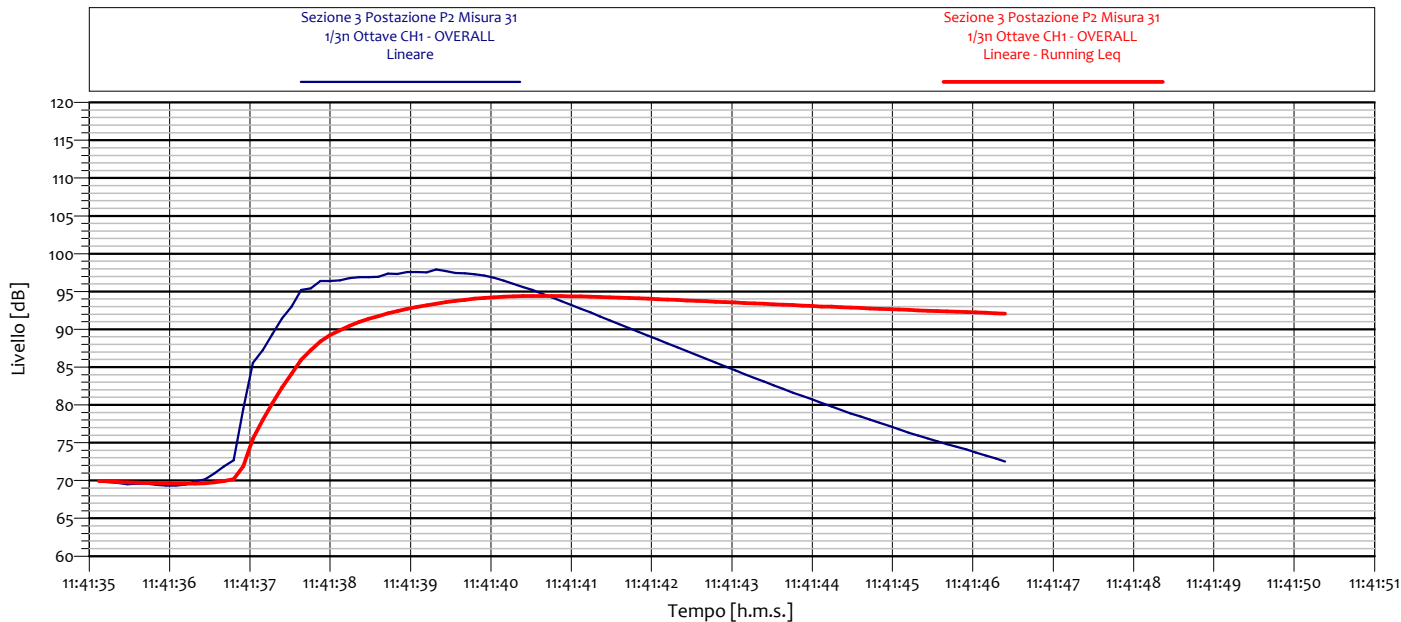


| Sezione 3 Postazione P2 Misura 30 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 40.5 dB | 1 | 37.1 dB | 1.3 | 33.4 dB | 1.6 | 33.0 dB |
| 2 | 35.2 dB | 2.5 | 33.2 dB | 3.2 | 44.1 dB | 4 | 38.4 dB |
| 5 | 35.6 dB | 6.3 | 48.3 dB | 8 | 49.9 dB | 10 | 53.3 dB |
| 12.5 | 53.9 dB | 16 | 58.7 dB | 20 | 64.1 dB | 25 | 66.9 dB |
| 31.5 | 78.5 dB | 40 | 75.3 dB | 50 | 95.6 dB | 63 | 92.9 dB |
| 80 | 83.3 dB | 100 | 72.6 dB | 125 | 70.6 dB | 160 | 60.6 dB |
| 200 | 56.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

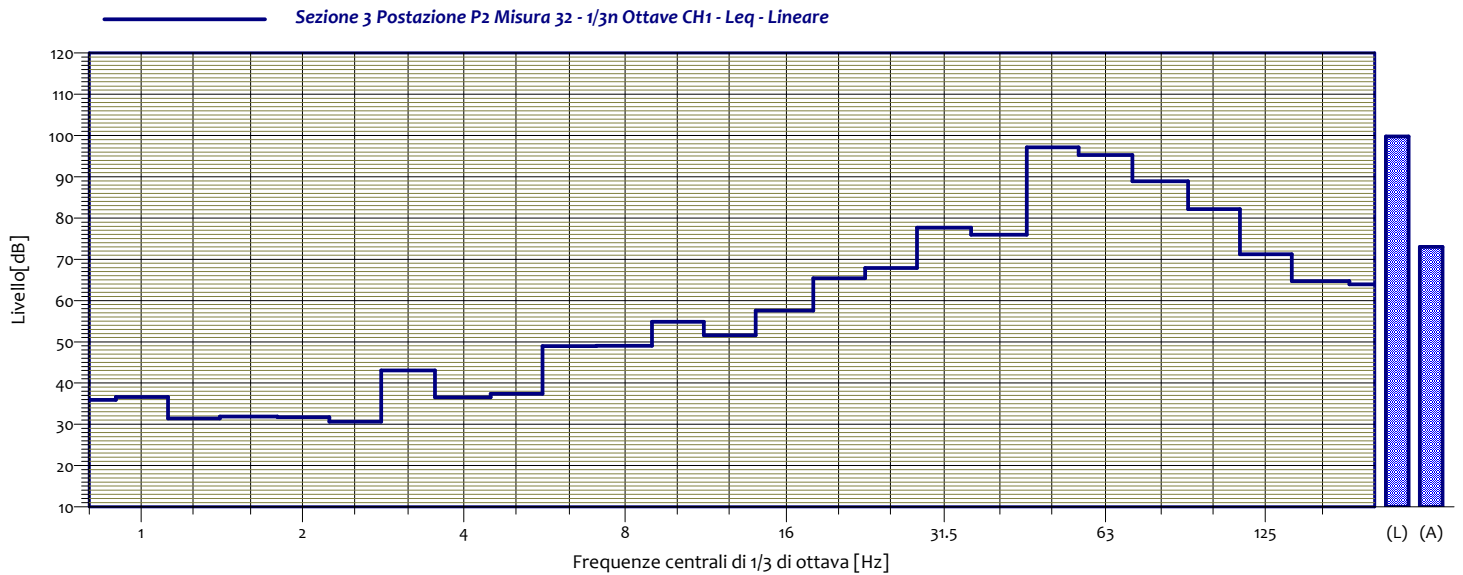
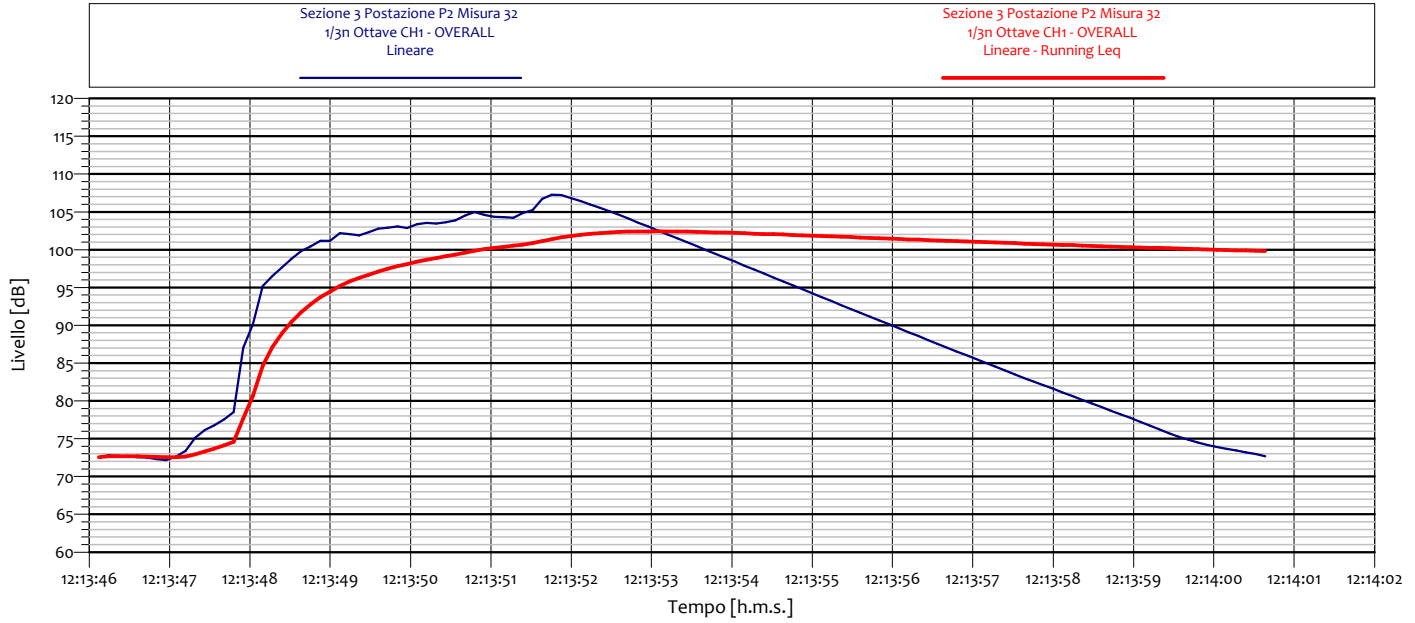


| Sezione 3 Postazione P2 Misura 31 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.8 dB | 1 | 36.3 dB | 1.3 | 30.6 dB | 1.6 | 34.1 dB |
| 2 | 30.4 dB | 2.5 | 31.1 dB | 3.2 | 33.5 dB | 4 | 37.9 dB |
| 5 | 51.4 dB | 6.3 | 40.9 dB | 8 | 42.7 dB | 10 | 57.7 dB |
| 12.5 | 49.7 dB | 16 | 51.1 dB | 20 | 59.9 dB | 25 | 68.6 dB |
| 31.5 | 75.7 dB | 40 | 71.2 dB | 50 | 89.2 dB | 63 | 88.1 dB |
| 80 | 78.0 dB | 100 | 69.3 dB | 125 | 69.5 dB | 160 | 61.5 dB |
| 200 | 52.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

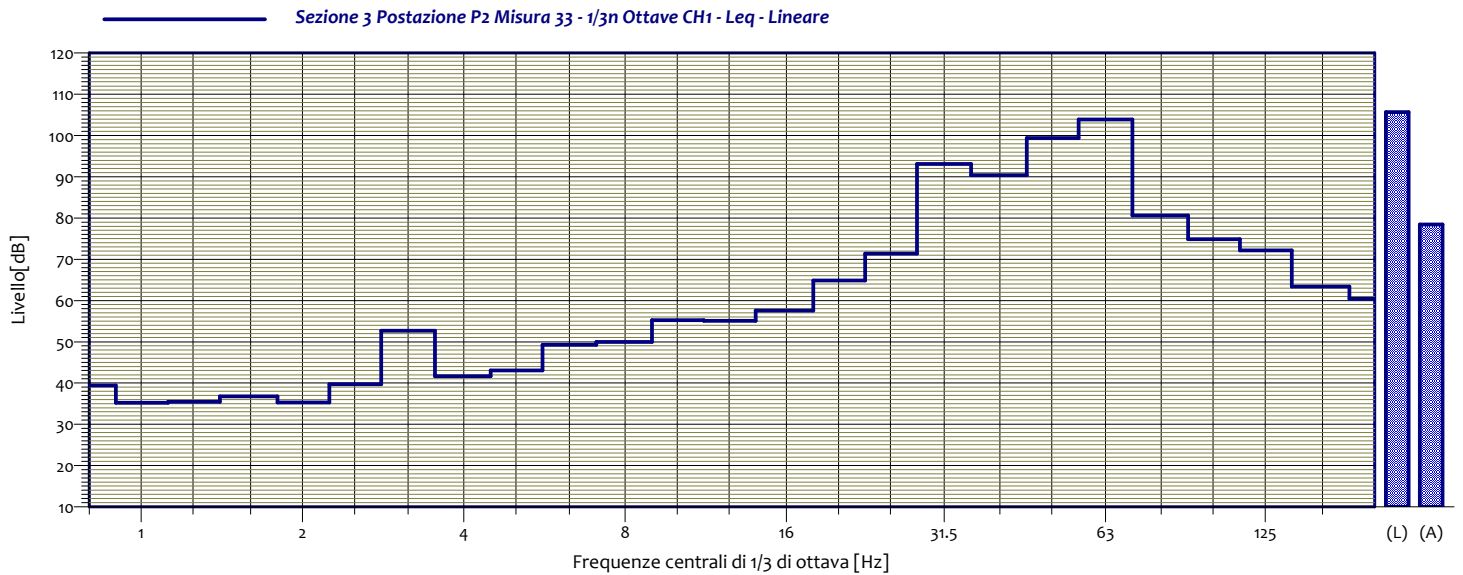
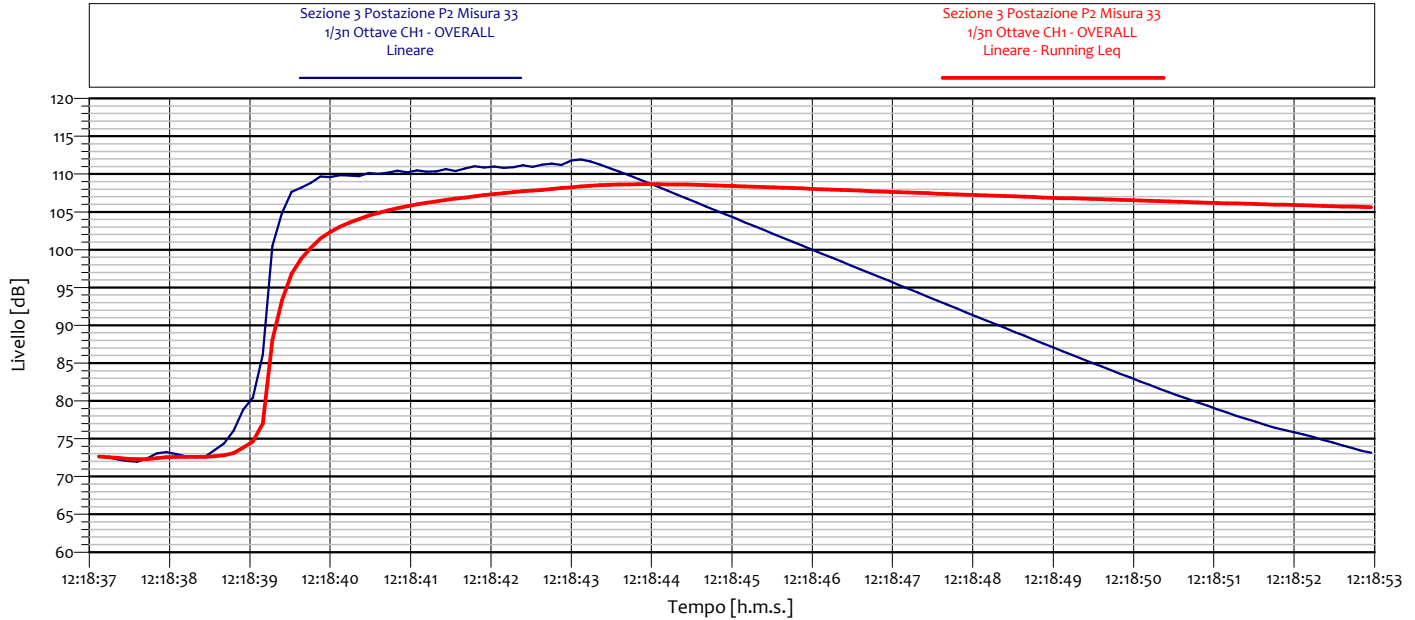


| Sezione 3 Postazione P2 Misura 32 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.9 dB | 1 | 36.6 dB | 1.3 | 31.4 dB | 1.6 | 31.8 dB |
| | 31.7 dB | 2.5 | 30.7 dB | 3.2 | 43.1 dB | 4 | 36.5 dB |
| 5 | 37.4 dB | 6.3 | 48.9 dB | 8 | 49.0 dB | 10 | 54.9 dB |
| 12.5 | 51.6 dB | 16 | 57.5 dB | 20 | 65.4 dB | 25 | 67.9 dB |
| 31.5 | 77.7 dB | 40 | 75.9 dB | 50 | 97.1 dB | 63 | 95.3 dB |
| 80 | 88.9 dB | 100 | 82.1 dB | 125 | 71.2 dB | 160 | 64.7 dB |
| 200 | 64.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

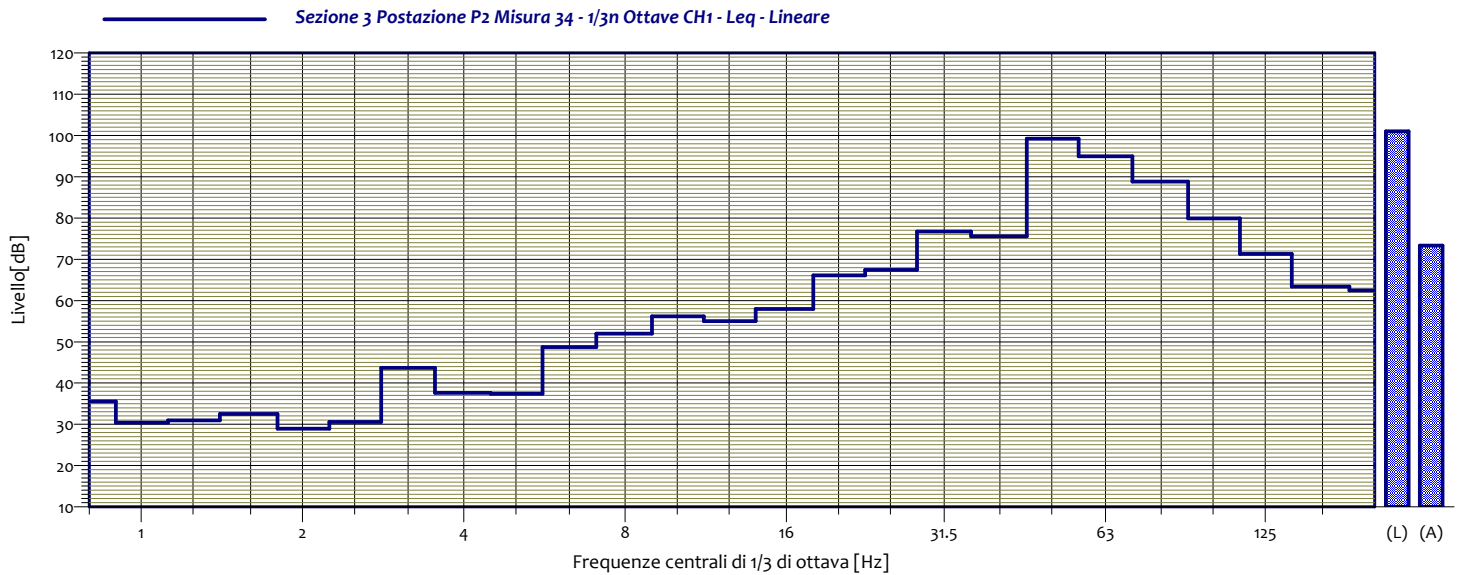
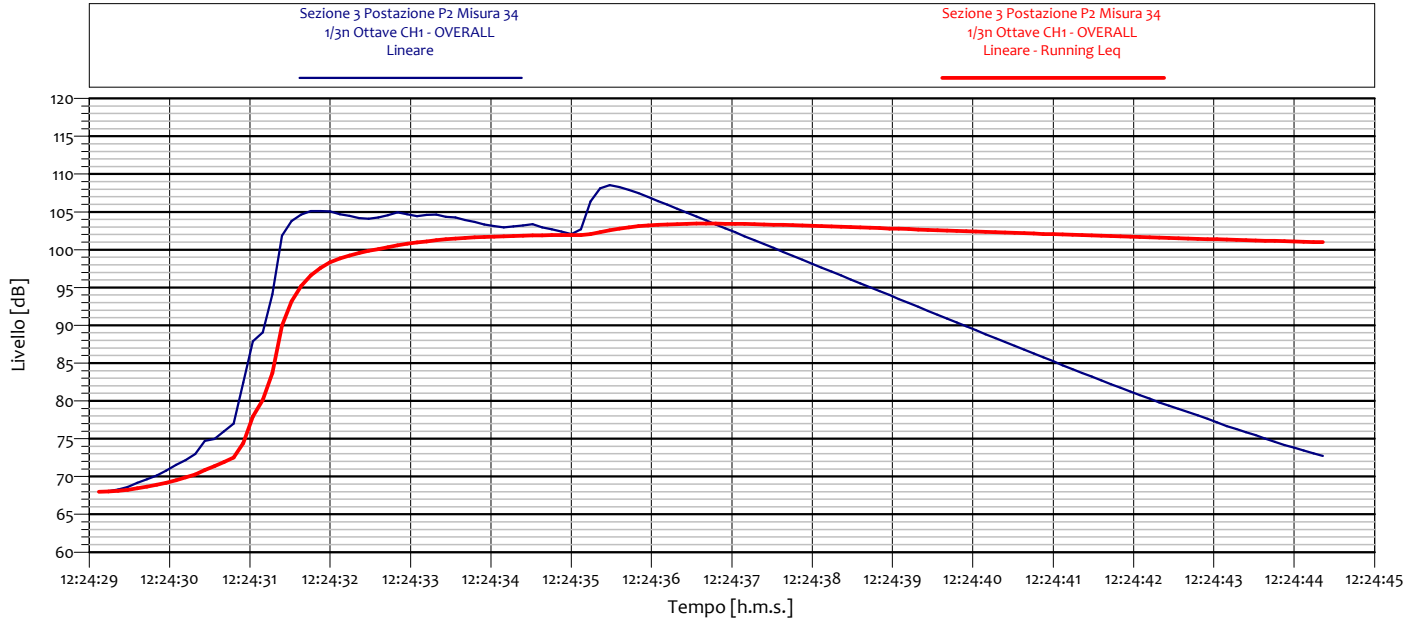


| Sezione 3 Postazione P2 Misura 33 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 39.4 dB | 1 | 35.2 dB | 1.3 | 35.5 dB | 1.6 | 36.7 dB |
| 2 | 35.3 dB | 2.5 | 39.7 dB | 3.2 | 52.7 dB | 4 | 41.6 dB |
| 5 | 43.0 dB | 6.3 | 49.2 dB | 8 | 49.9 dB | 10 | 55.3 dB |
| 12.5 | 55.1 dB | 16 | 57.5 dB | 20 | 64.8 dB | 25 | 71.3 dB |
| 31.5 | 93.1 dB | 40 | 90.4 dB | 50 | 99.4 dB | 63 | 103.9 dB |
| 80 | 80.6 dB | 100 | 74.9 dB | 125 | 72.2 dB | 160 | 63.4 dB |
| 200 | 60.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

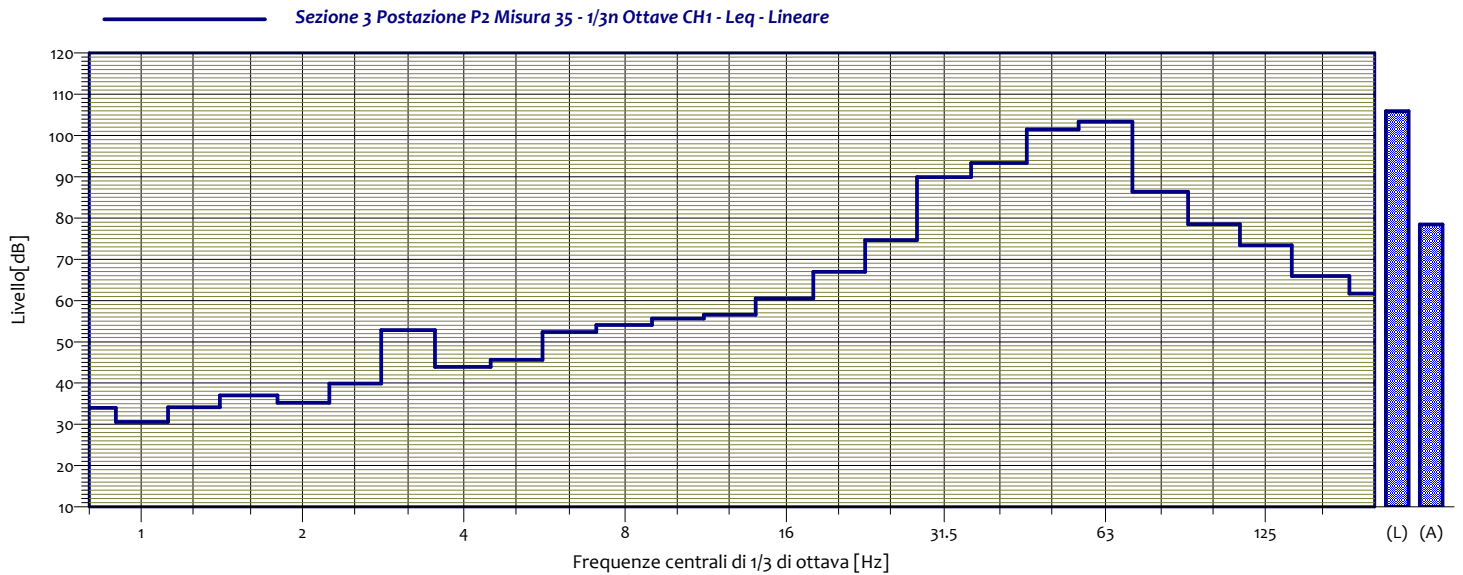
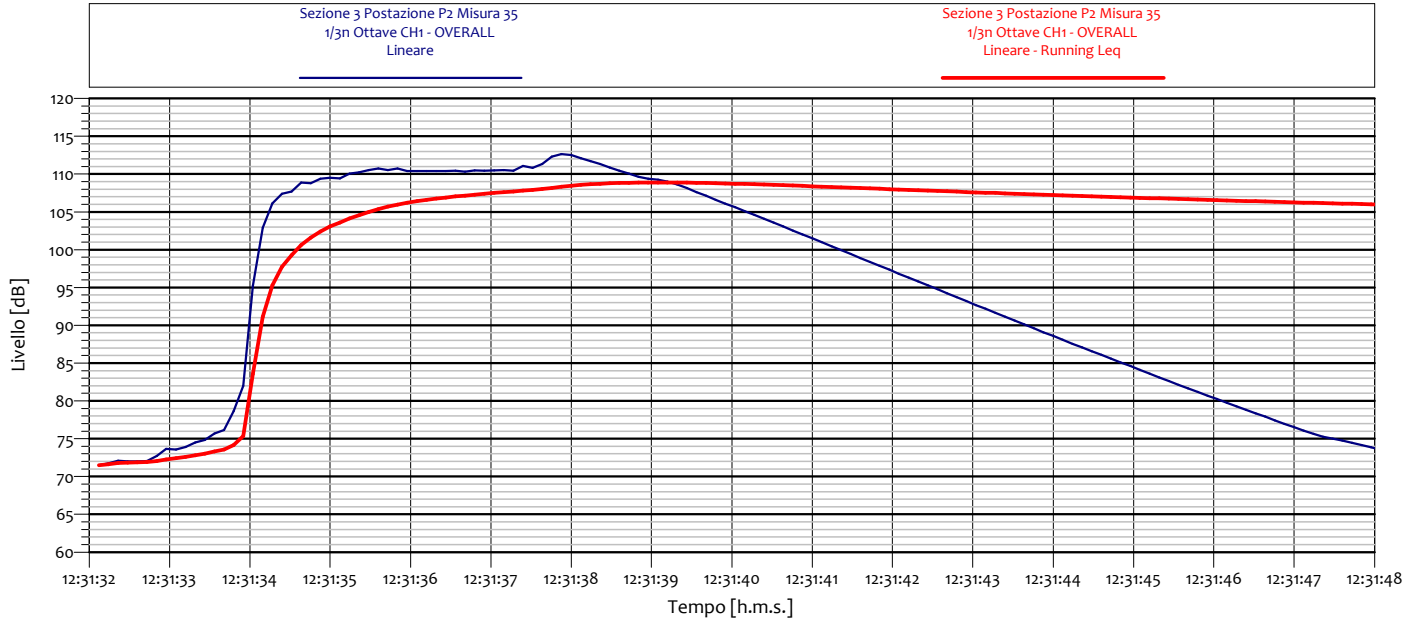


| Sezione 3 Postazione P2 Misura 34 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.5 dB | 1 | 30.4 dB | 1.3 | 30.9 dB | 1.6 | 32.5 dB |
| 2 | 28.9 dB | 2.5 | 30.5 dB | 3.2 | 43.6 dB | 4 | 37.6 dB |
| 5 | 37.4 dB | 6.3 | 48.7 dB | 8 | 52.0 dB | 10 | 56.1 dB |
| 12.5 | 55.0 dB | 16 | 57.9 dB | 20 | 66.1 dB | 25 | 67.4 dB |
| 31.5 | 76.8 dB | 40 | 75.5 dB | 50 | 99.3 dB | 63 | 95.0 dB |
| 80 | 88.8 dB | 100 | 79.9 dB | 125 | 71.3 dB | 160 | 63.4 dB |
| 200 | 62.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

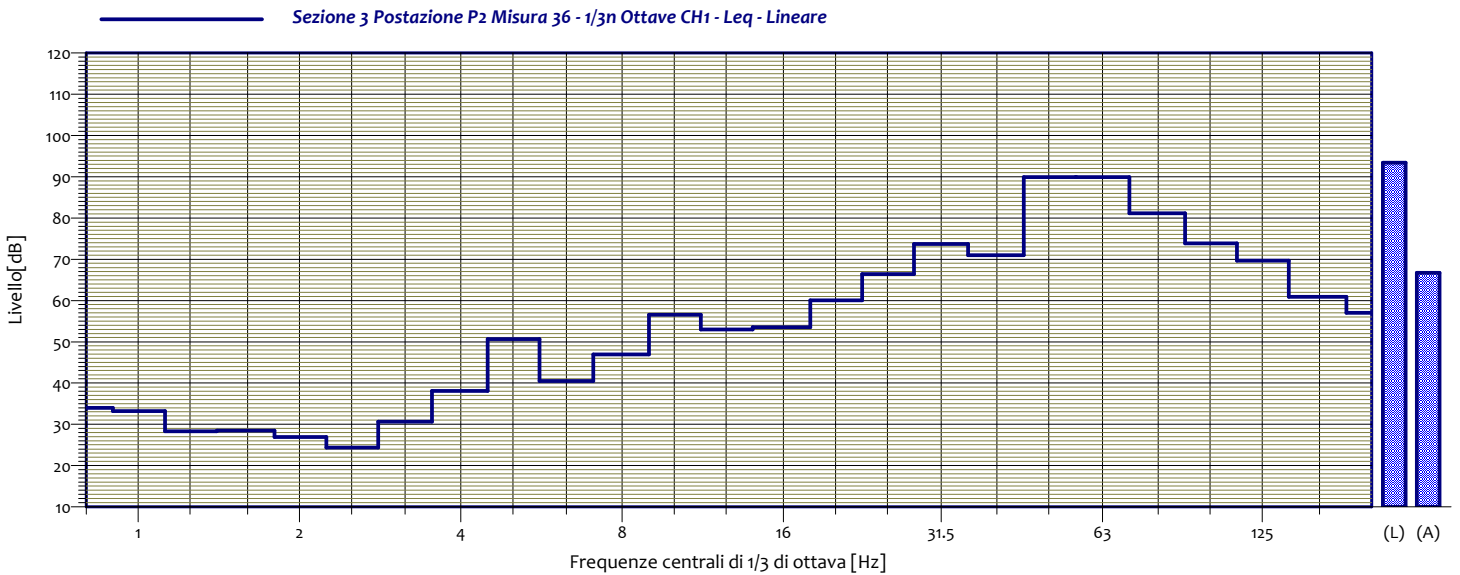
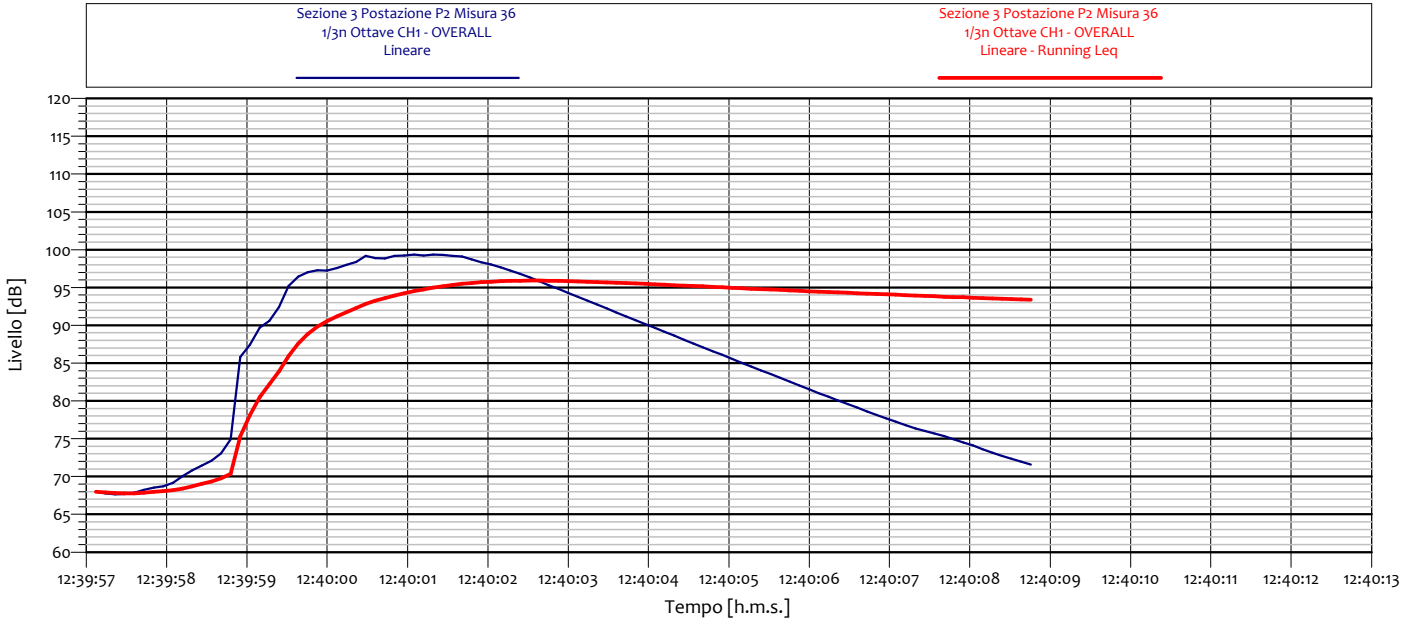


| Sezione 3 Postazione P2 Misura 35 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 34.0 dB | 1 | 30.6 dB | 1.3 | 34.1 dB | 1.6 | 37.0 dB |
| 2 | 35.2 dB | 2.5 | 39.9 dB | 3.2 | 52.8 dB | 4 | 43.9 dB |
| 5 | 45.6 dB | 6.3 | 52.3 dB | 8 | 54.1 dB | 10 | 55.6 dB |
| 12.5 | 56.6 dB | 16 | 60.5 dB | 20 | 67.0 dB | 25 | 74.6 dB |
| 31.5 | 89.9 dB | 40 | 93.3 dB | 50 | 101.5 dB | 63 | 103.3 dB |
| 80 | 86.3 dB | 100 | 78.6 dB | 125 | 73.4 dB | 160 | 66.0 dB |
| 200 | 61.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



| Sezione 3 Postazione P2 Misura 36 1/3n Ottave CH1 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.0 dB | 1 | 33.2 dB | 1.3 | 28.3 dB | 1.6 | 28.4 dB |
| 2 | 26.9 dB | 2.5 | 24.3 dB | 3.2 | 30.7 dB | 4 | 38.1 dB |
| 5 | 50.7 dB | 6.3 | 40.5 dB | 8 | 46.9 dB | 10 | 56.6 dB |
| 12.5 | 53.0 dB | 16 | 53.5 dB | 20 | 60.1 dB | 25 | 66.4 dB |
| 31.5 | 73.7 dB | 40 | 71.0 dB | 50 | 89.9 dB | 63 | 89.9 dB |
| 80 | 81.2 dB | 100 | 73.8 dB | 125 | 69.7 dB | 160 | 60.9 dB |
| 200 | 57.0 dB | | | | | | |

POSTAZIONE DI MISURA P2

SEZIONE 03 - GALLERIA

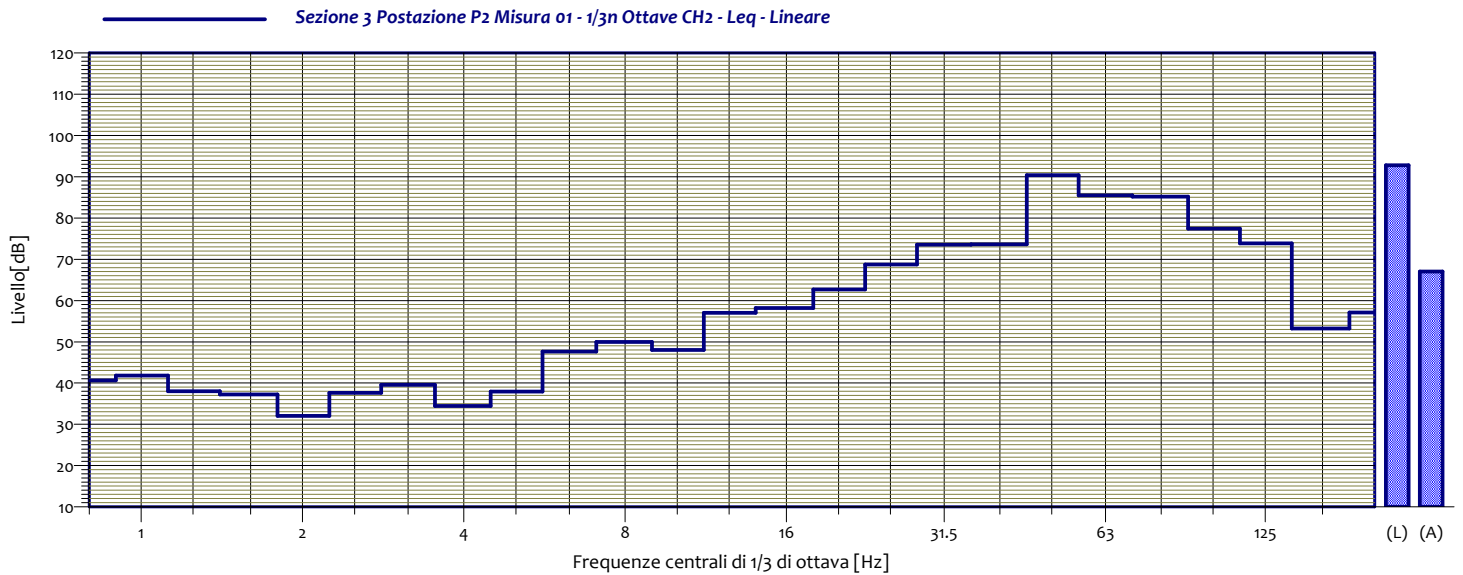
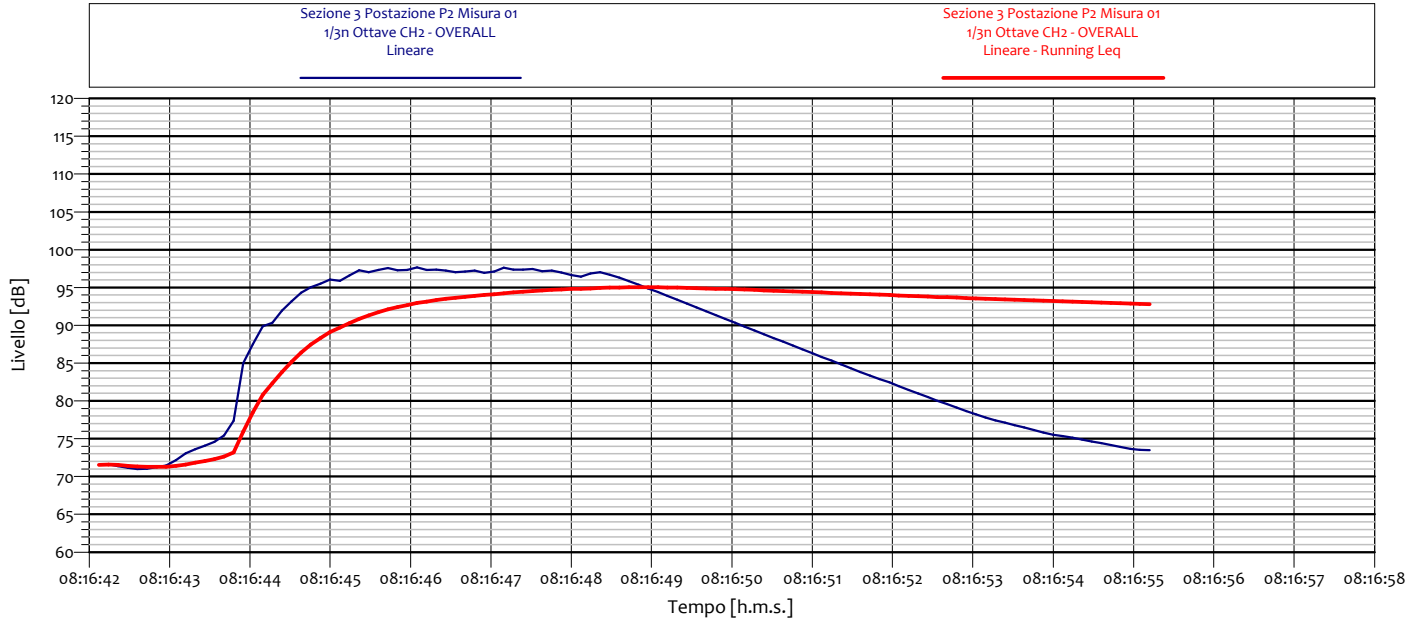
ASSE DI VALUTAZIONE Y (perpendicolare al tracciato)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



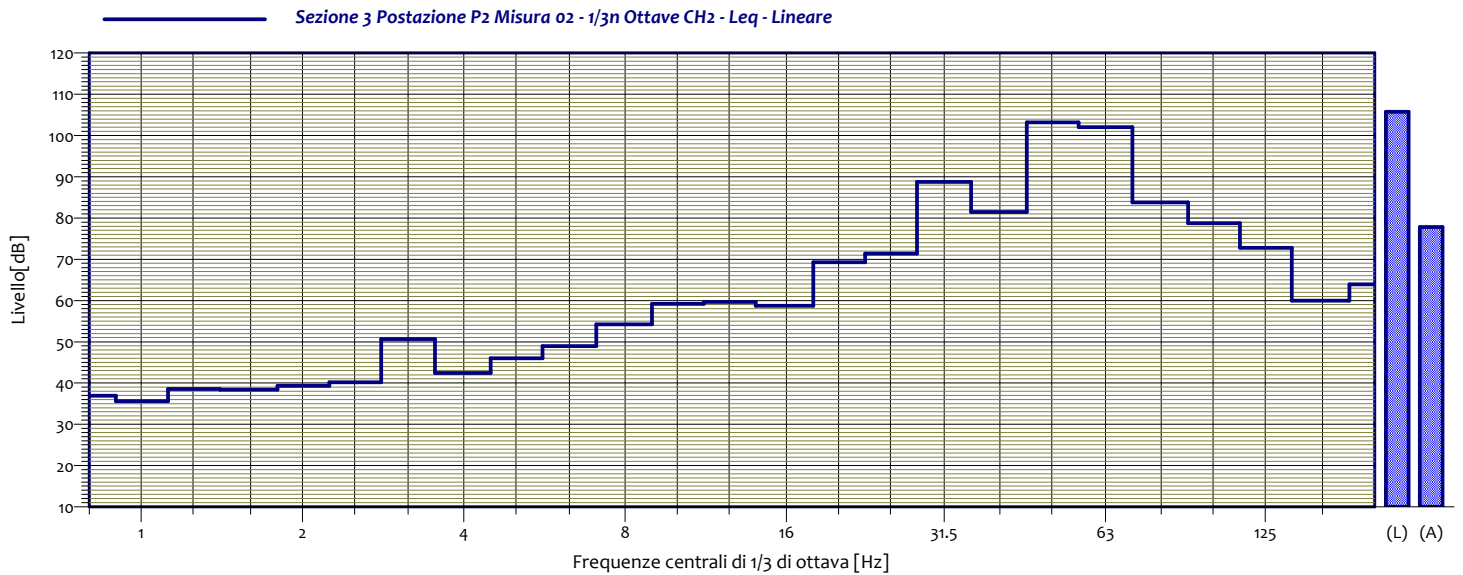
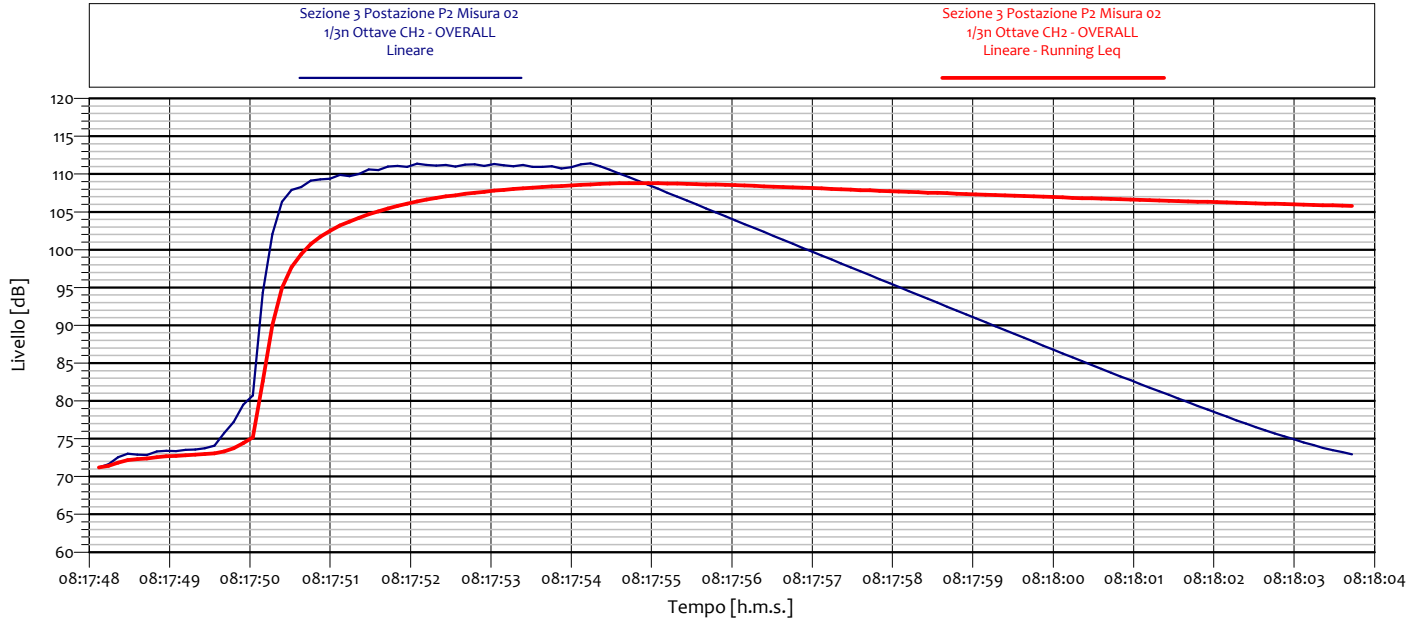
Sezione 3 Postazione P2 Misura 01
1/3n Ottave CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 40.7 dB | 1 | 41.8 dB | 1.3 | 38.0 dB | 1.6 | 37.2 dB |
| 2 | 32.0 dB | 2.5 | 37.6 dB | 3.2 | 39.5 dB | 4 | 34.4 dB |
| 5 | 38.0 dB | 6.3 | 47.6 dB | 8 | 50.0 dB | 10 | 48.0 dB |
| 12.5 | 57.0 dB | 16 | 58.2 dB | 20 | 62.7 dB | 25 | 68.7 dB |
| 31.5 | 73.6 dB | 40 | 73.6 dB | 50 | 90.4 dB | 63 | 85.5 dB |
| 80 | 85.2 dB | 100 | 77.4 dB | 125 | 73.8 dB | 160 | 53.3 dB |
| 200 | 57.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



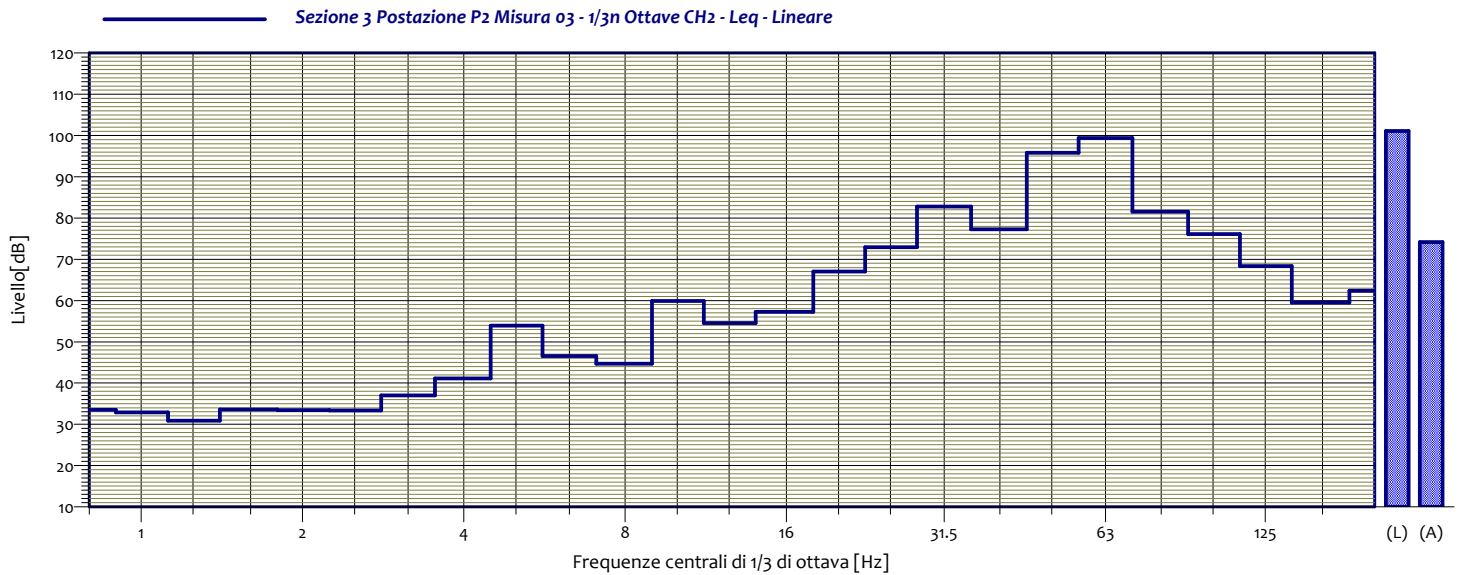
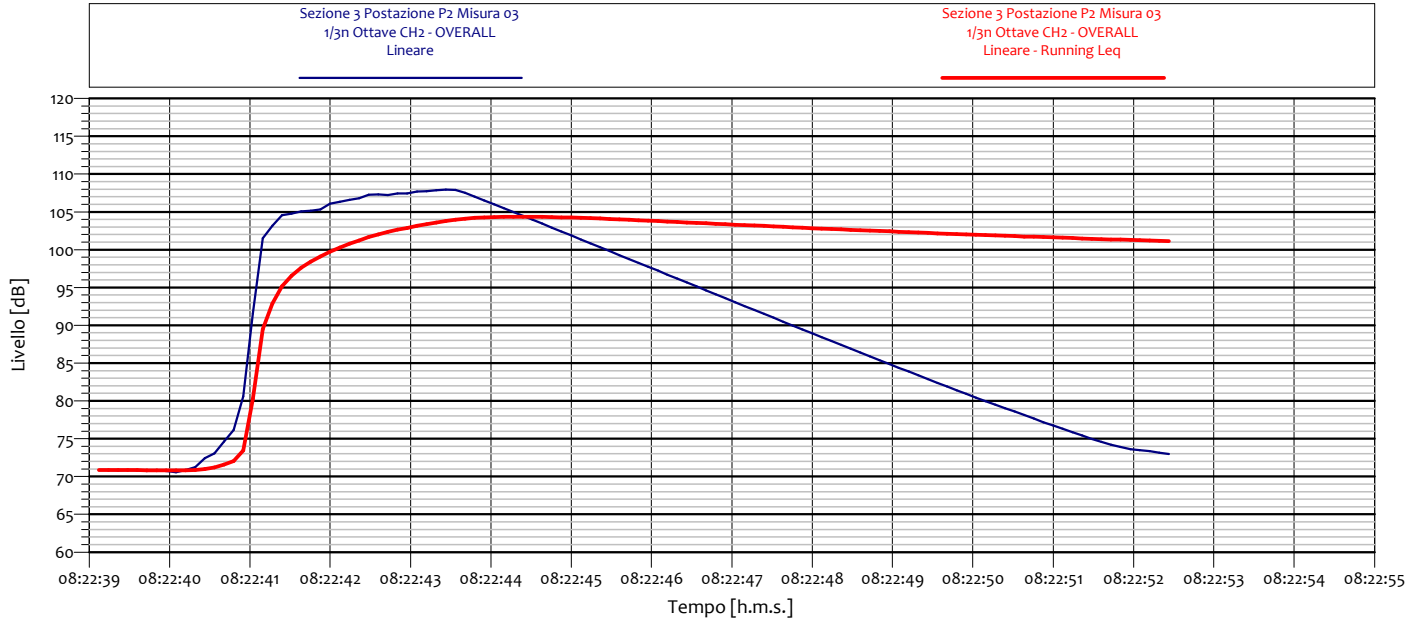
Sezione 3 Postazione P2 Misura 02
1/3n Ottave CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 36.9 dB | 1 | 35.6 dB | 1.3 | 38.5 dB | 1.6 | 38.4 dB |
| 2 | 39.4 dB | 2.5 | 40.2 dB | 3.2 | 50.7 dB | 4 | 42.4 dB |
| 5 | 46.0 dB | 6.3 | 48.9 dB | 8 | 54.2 dB | 10 | 59.2 dB |
| 12.5 | 59.7 dB | 16 | 58.7 dB | 20 | 69.3 dB | 25 | 71.4 dB |
| 31.5 | 88.7 dB | 40 | 81.4 dB | 50 | 103.2 dB | 63 | 102.0 dB |
| 80 | 83.8 dB | 100 | 78.8 dB | 125 | 72.7 dB | 160 | 59.9 dB |
| 200 | 63.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

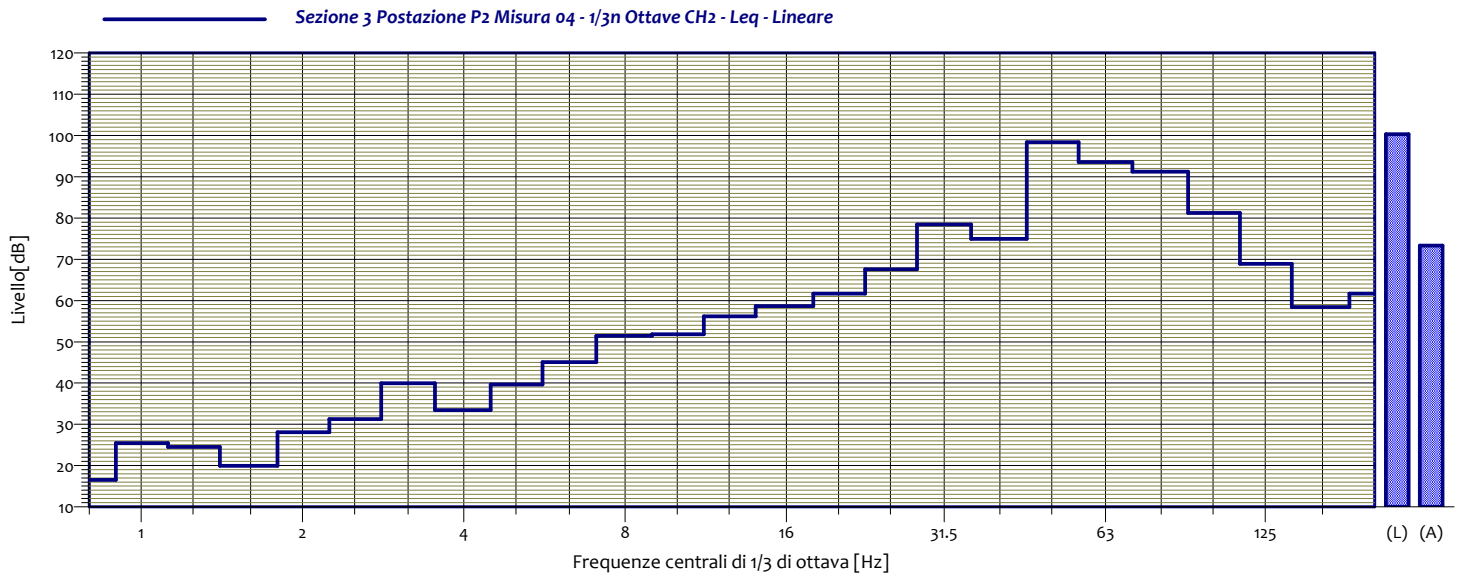
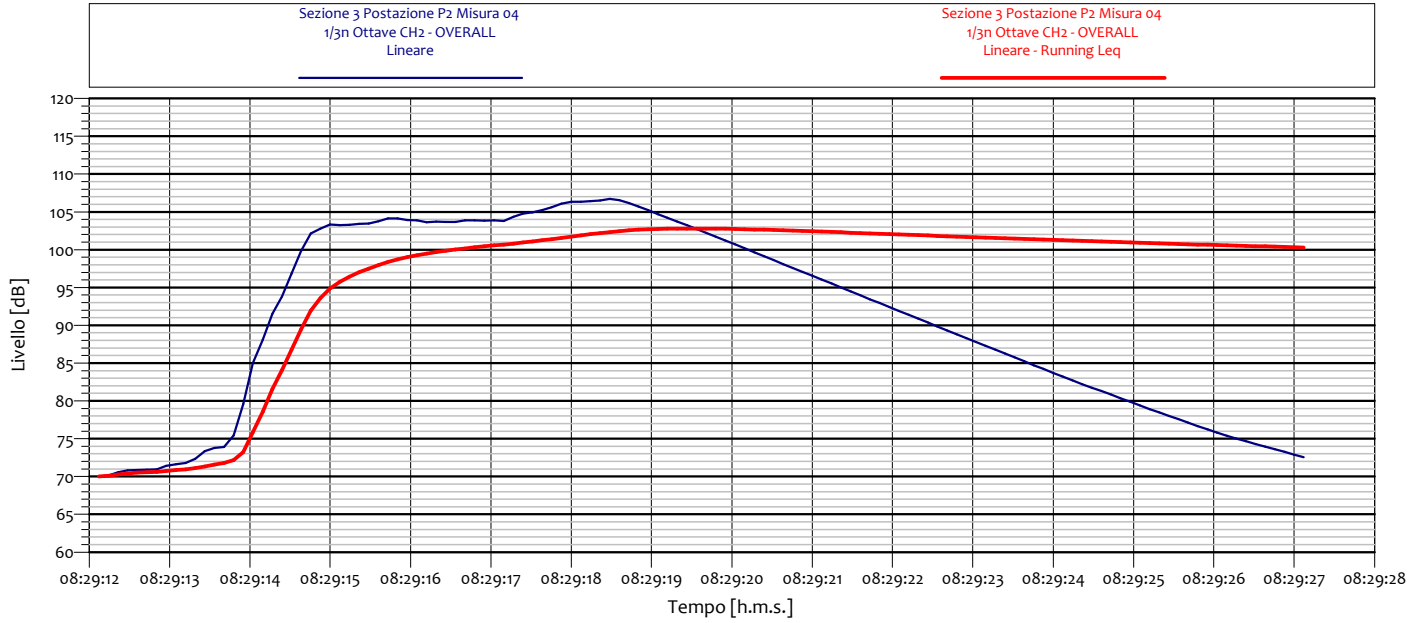


| Sezione 3 Postazione P2 Misura 03 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.5 dB | 1 | 32.9 dB | 1.3 | 30.9 dB | 1.6 | 33.6 dB |
| 2 | 33.4 dB | 2.5 | 33.4 dB | 3.2 | 37.0 dB | 4 | 41.1 dB |
| 5 | 53.9 dB | 6.3 | 46.5 dB | 8 | 44.7 dB | 10 | 59.9 dB |
| 12.5 | 54.6 dB | 16 | 57.2 dB | 20 | 67.0 dB | 25 | 72.9 dB |
| 31.5 | 82.8 dB | 40 | 77.3 dB | 50 | 95.8 dB | 63 | 99.4 dB |
| 80 | 81.5 dB | 100 | 76.1 dB | 125 | 68.3 dB | 160 | 59.5 dB |
| 200 | 62.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

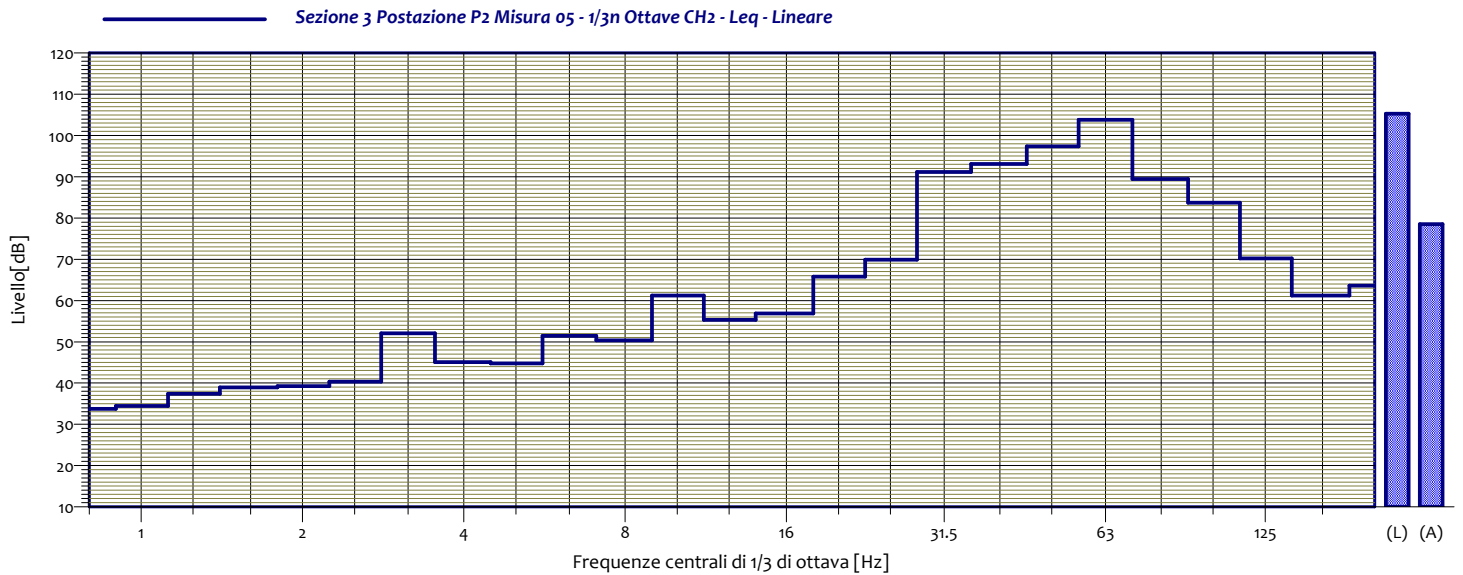
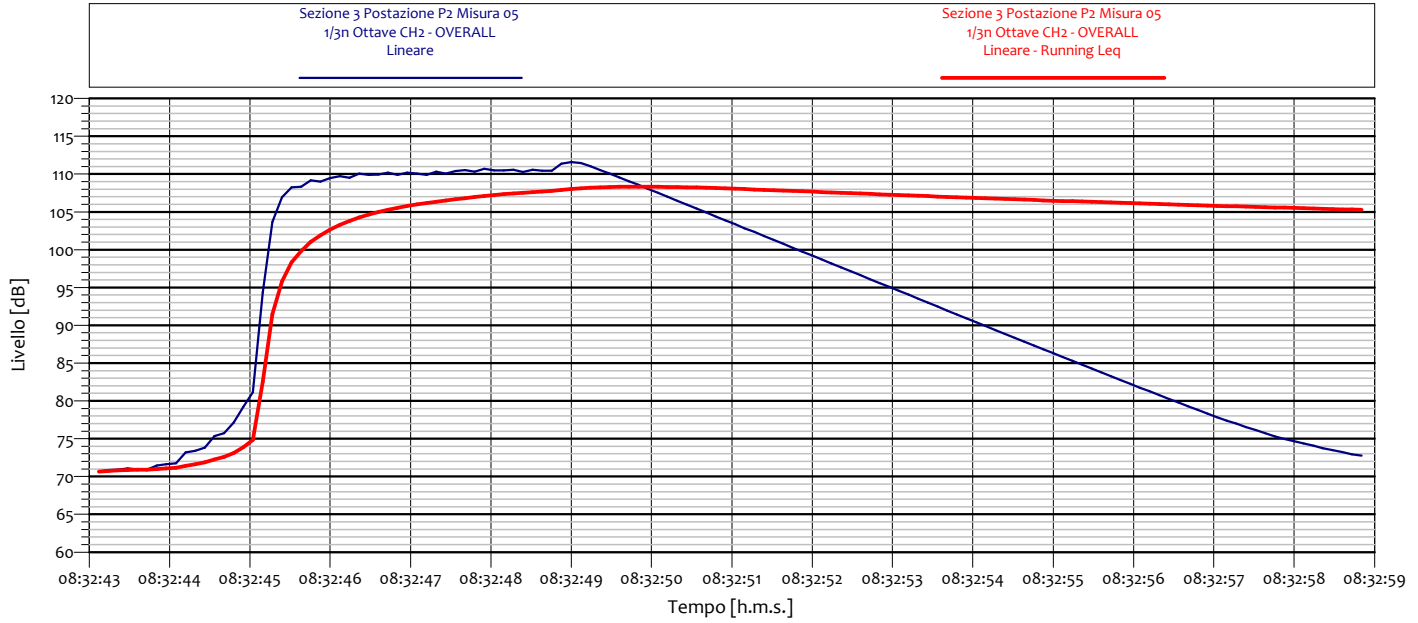


| Sezione 3 Postazione P2 Misura 04 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 16.5 dB | 1 | 25.4 dB | 1.3 | 24.5 dB | 1.6 | 19.9 dB |
| 2 | 28.1 dB | 2.5 | 31.2 dB | 3.2 | 39.9 dB | 4 | 33.4 dB |
| 5 | 39.6 dB | 6.3 | 45.0 dB | 8 | 51.4 dB | 10 | 51.8 dB |
| 12.5 | 56.1 dB | 16 | 58.7 dB | 20 | 61.7 dB | 25 | 67.6 dB |
| 31.5 | 78.4 dB | 40 | 74.9 dB | 50 | 98.4 dB | 63 | 93.6 dB |
| 80 | 91.2 dB | 100 | 81.2 dB | 125 | 68.9 dB | 160 | 58.4 dB |
| 200 | 61.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

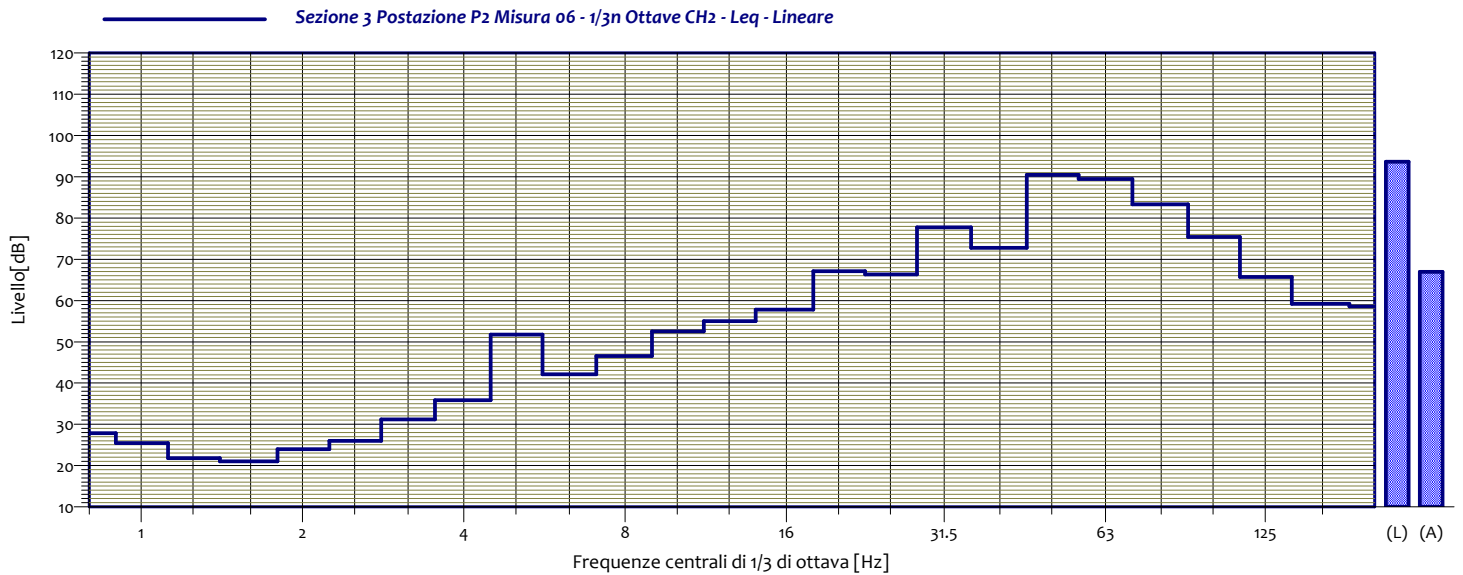
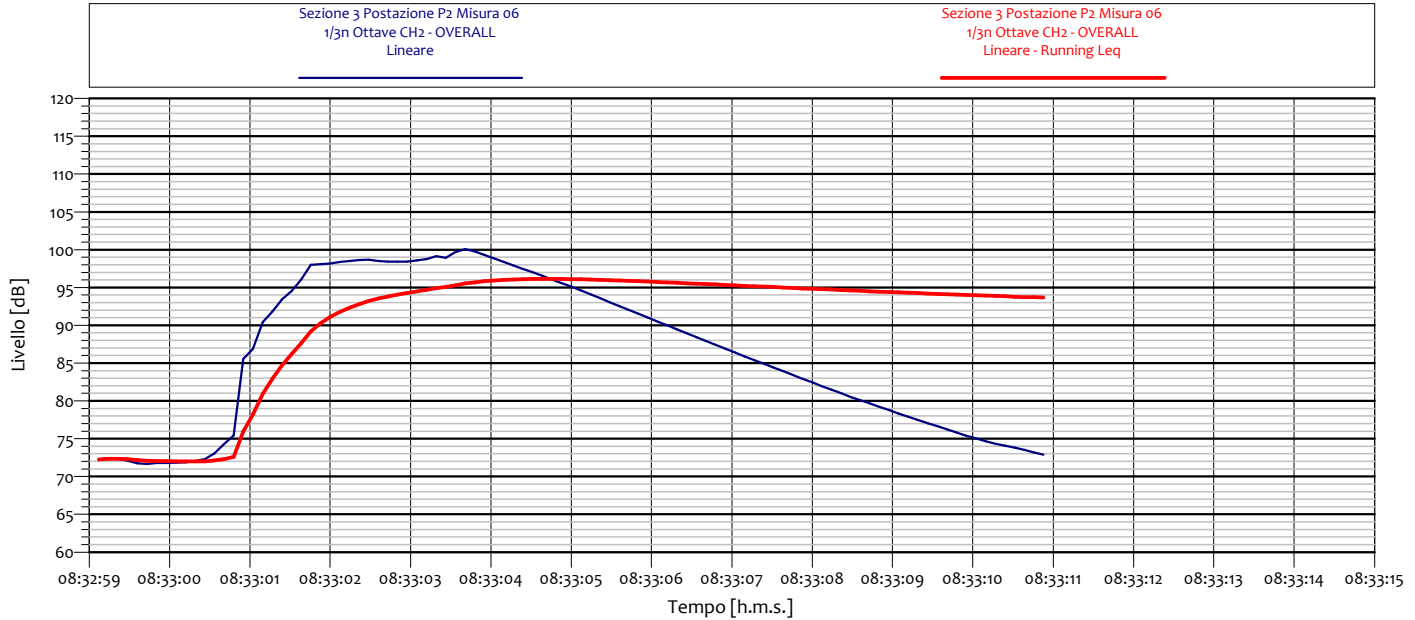


| Sezione 3 Postazione P2 Misura 05 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 33.7 dB | 1 | 34.4 dB | 1.3 | 37.4 dB | 1.6 | 38.9 dB |
| 2 | 39.2 dB | 2.5 | 40.4 dB | 3.2 | 52.1 dB | 4 | 45.1 dB |
| 5 | 44.8 dB | 6.3 | 51.5 dB | 8 | 50.4 dB | 10 | 61.2 dB |
| 12.5 | 55.3 dB | 16 | 56.9 dB | 20 | 65.8 dB | 25 | 69.9 dB |
| 31.5 | 91.2 dB | 40 | 93.1 dB | 50 | 97.4 dB | 63 | 103.8 dB |
| 80 | 89.4 dB | 100 | 83.7 dB | 125 | 70.2 dB | 160 | 61.2 dB |
| 200 | 63.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



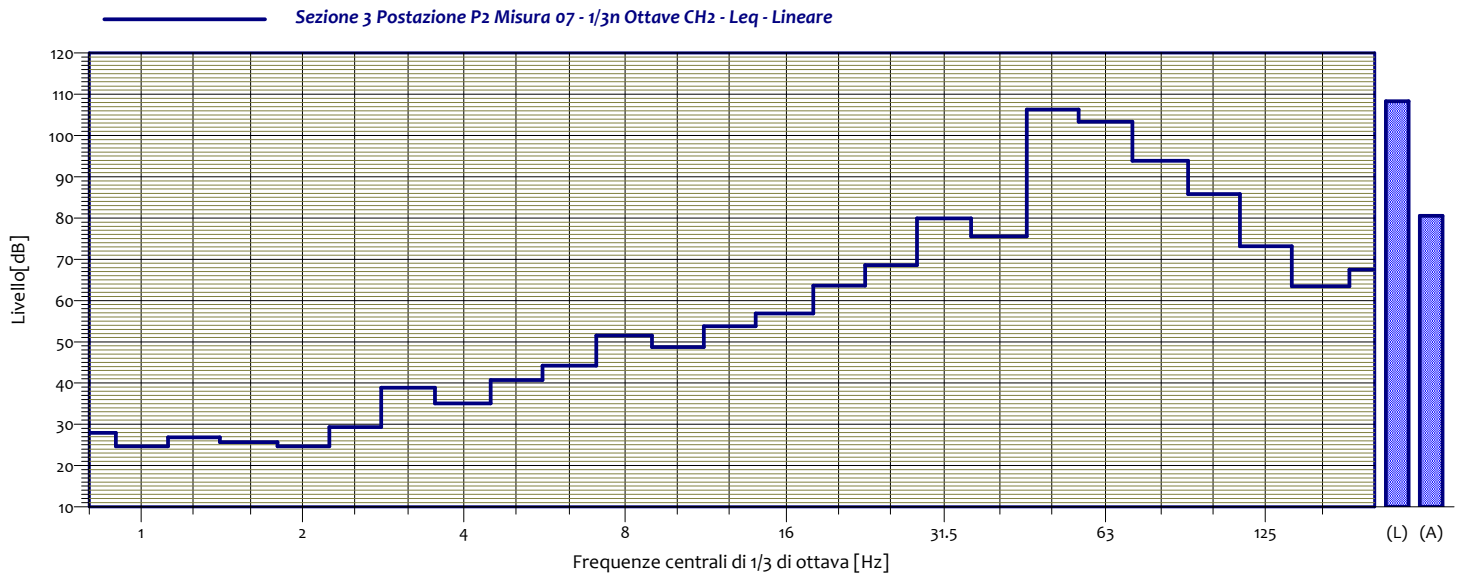
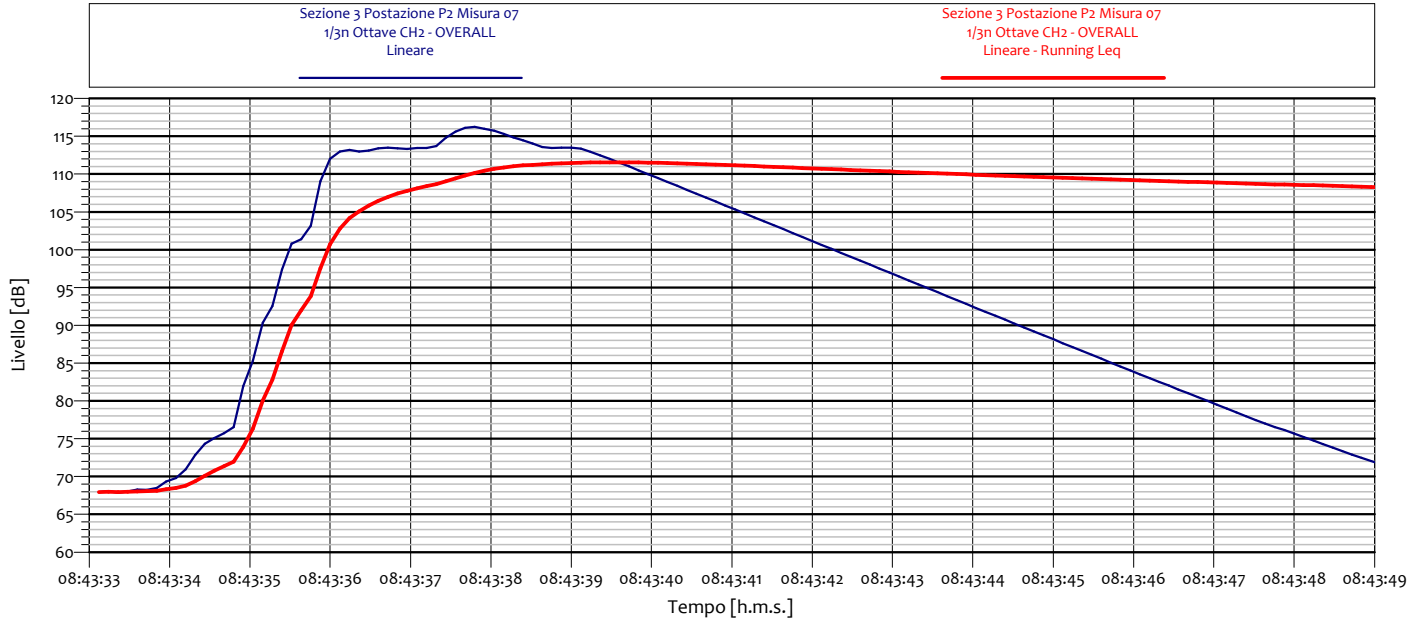
Sezione 3 Postazione P2 Misura 06
1/3n Ottave CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 27.8 dB | 1 | 25.4 dB | 1.3 | 21.8 dB | 1.6 | 21.0 dB |
| 2 | 23.9 dB | 2.5 | 26.0 dB | 3.2 | 31.2 dB | 4 | 35.8 dB |
| 5 | 51.7 dB | 6.3 | 42.1 dB | 8 | 46.6 dB | 10 | 52.5 dB |
| 12.5 | 55.0 dB | 16 | 57.8 dB | 20 | 67.1 dB | 25 | 66.3 dB |
| 31.5 | 77.8 dB | 40 | 72.8 dB | 50 | 90.4 dB | 63 | 89.4 dB |
| 80 | 83.3 dB | 100 | 75.4 dB | 125 | 65.7 dB | 160 | 59.1 dB |
| 200 | 58.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

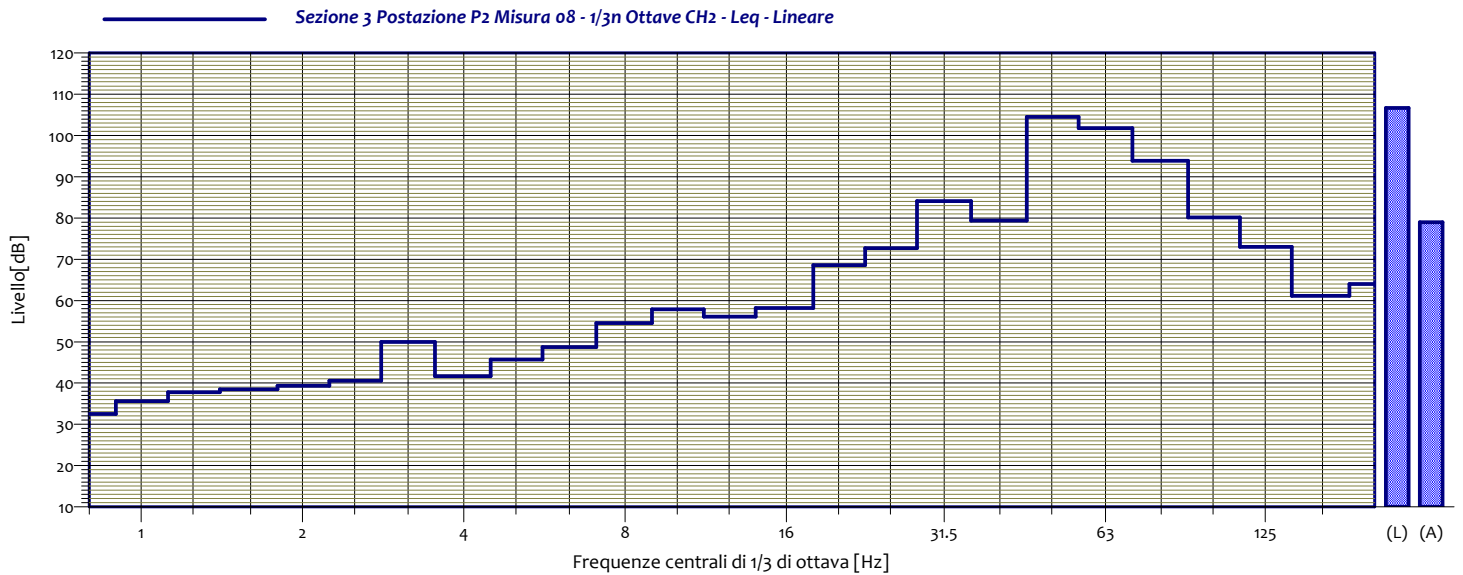
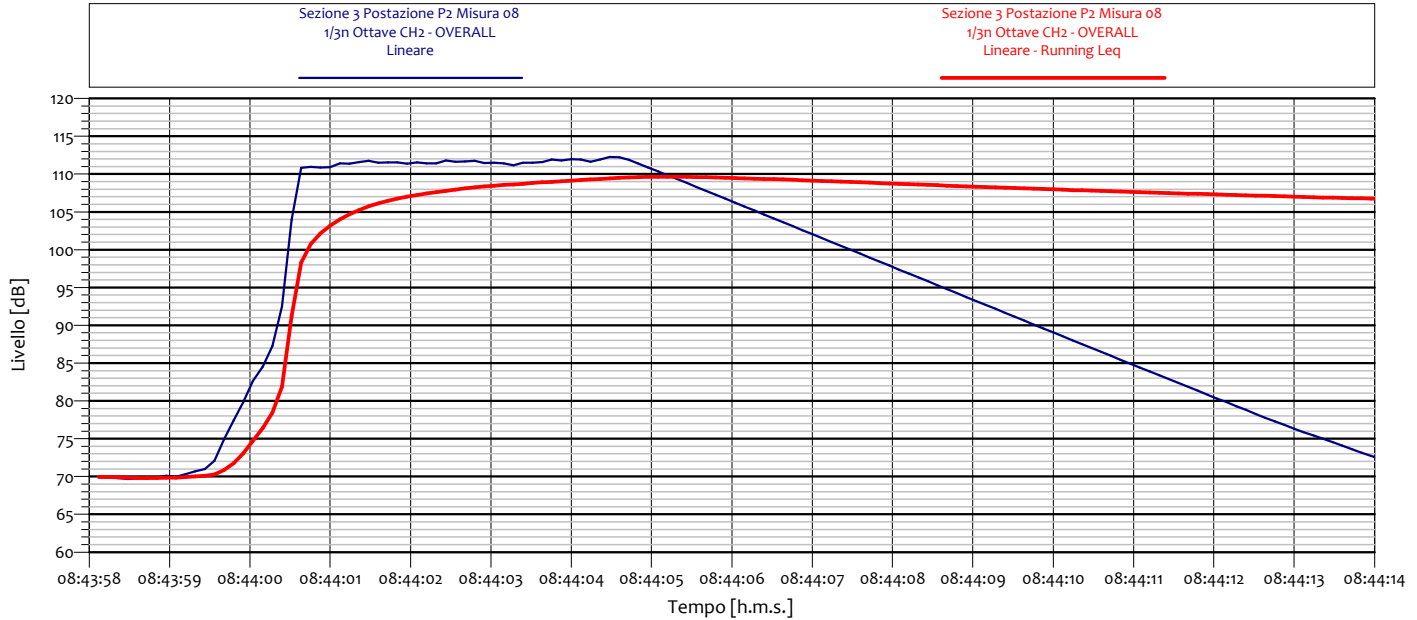


| Sezione 3 Postazione P2 Misura 07 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 27.9 dB | 1 | 24.7 dB | 1.3 | 26.8 dB | 1.6 | 25.6 dB |
| 2 | 24.7 dB | 2.5 | 29.3 dB | 3.2 | 38.9 dB | 4 | 35.1 dB |
| 5 | 40.8 dB | 6.3 | 44.2 dB | 8 | 51.5 dB | 10 | 48.7 dB |
| 12.5 | 53.7 dB | 16 | 56.9 dB | 20 | 63.6 dB | 25 | 68.6 dB |
| 31.5 | 79.9 dB | 40 | 75.6 dB | 50 | 106.3 dB | 63 | 103.3 dB |
| 80 | 93.9 dB | 100 | 85.8 dB | 125 | 73.2 dB | 160 | 63.4 dB |
| 200 | 67.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

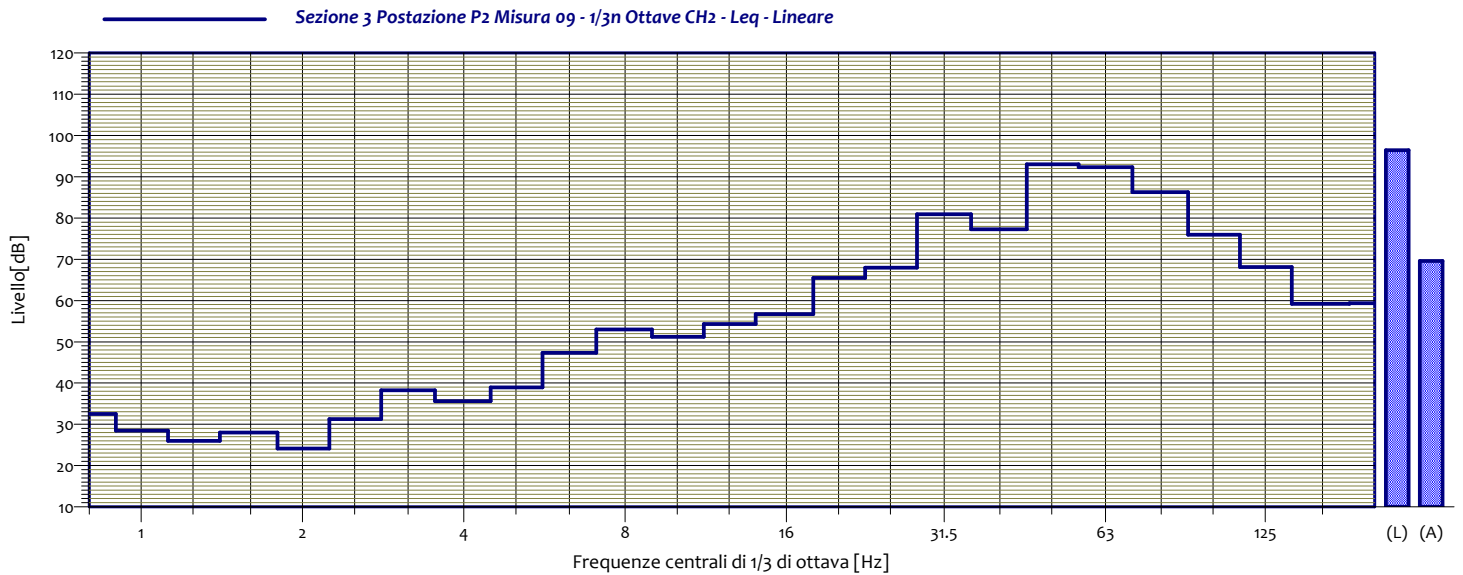
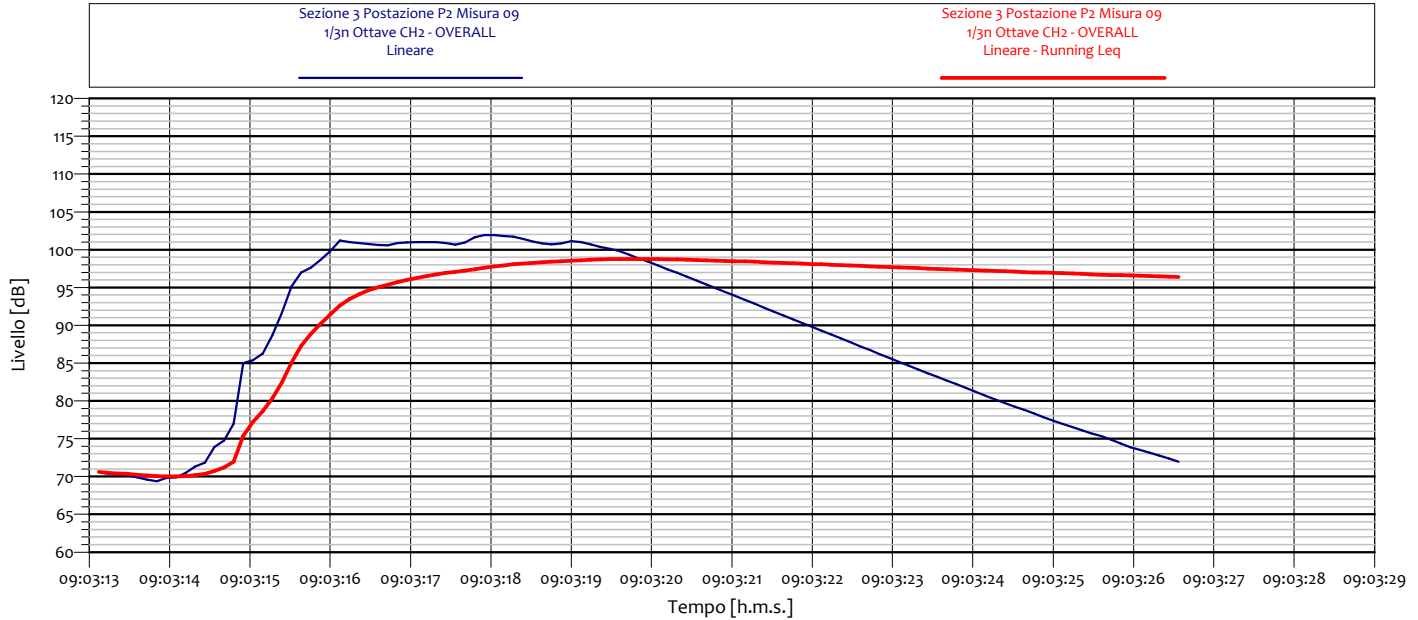


| Sezione 3 Postazione P2 Misura o8 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 32.5 dB | 1 | 35.6 dB | 1.3 | 37.8 dB | 1.6 | 38.5 dB |
| 2 | 39.3 dB | 2.5 | 40.6 dB | 3.2 | 50.0 dB | 4 | 41.6 dB |
| 5 | 45.7 dB | 6.3 | 48.7 dB | 8 | 54.6 dB | 10 | 57.9 dB |
| 12.5 | 56.1 dB | 16 | 58.2 dB | 20 | 68.6 dB | 25 | 72.7 dB |
| 31.5 | 84.1 dB | 40 | 79.4 dB | 50 | 104.6 dB | 63 | 101.8 dB |
| 80 | 93.9 dB | 100 | 80.2 dB | 125 | 73.0 dB | 160 | 61.1 dB |
| 200 | 64.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

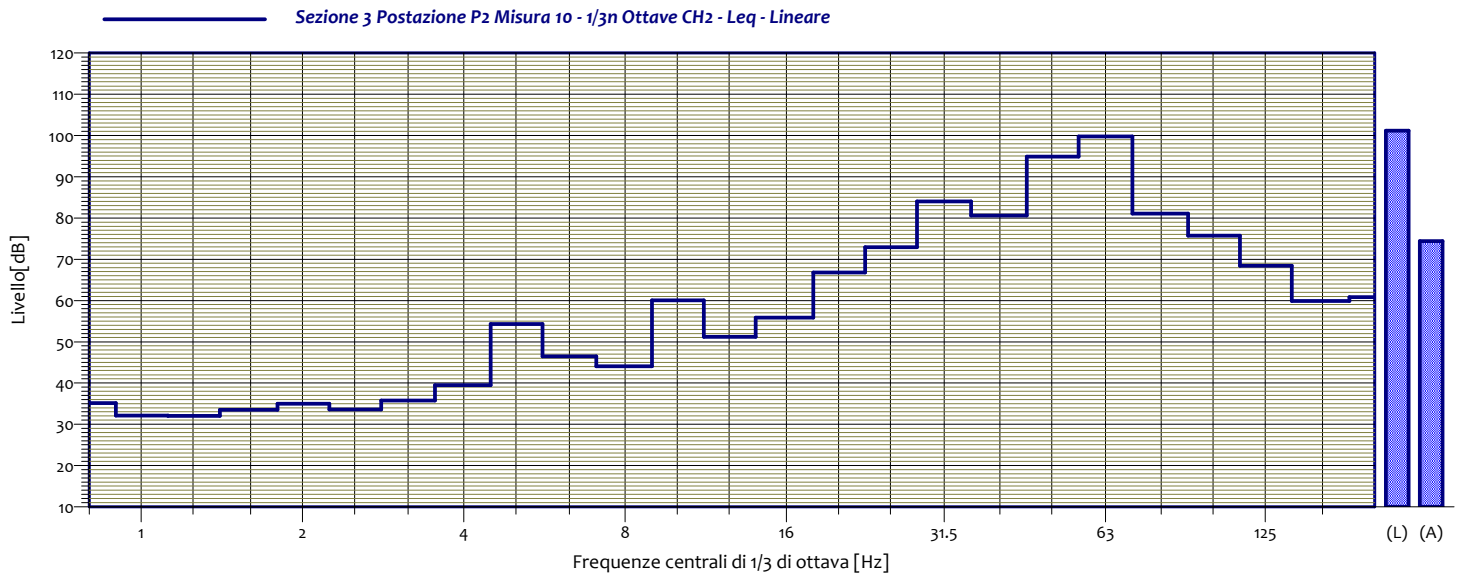
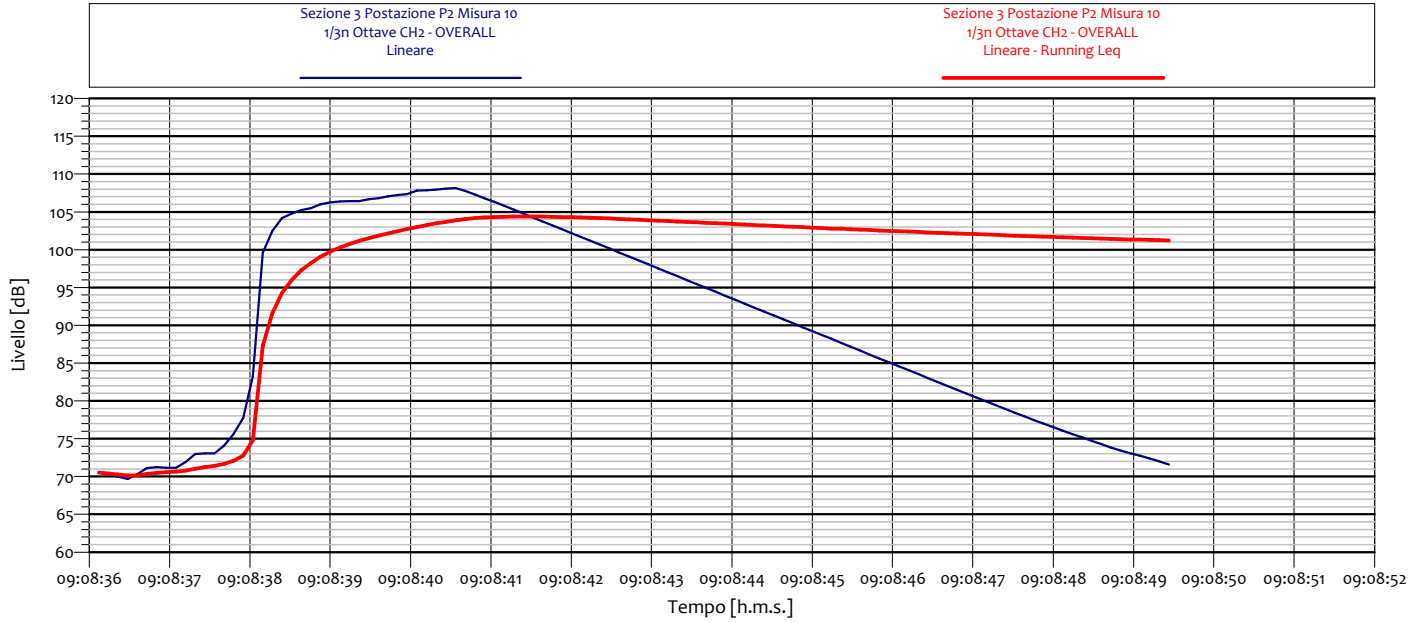


| Sezione 3 Postazione P2 Misura 09 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 32.5 dB | 1 | 28.4 dB | 1.3 | 26.0 dB | 1.6 | 28.0 dB |
| 2 | 24.1 dB | 2.5 | 31.3 dB | 3.2 | 38.2 dB | 4 | 35.6 dB |
| 5 | 39.0 dB | 6.3 | 47.3 dB | 8 | 53.0 dB | 10 | 51.2 dB |
| 12.5 | 54.3 dB | 16 | 56.7 dB | 20 | 65.5 dB | 25 | 67.9 dB |
| 31.5 | 80.9 dB | 40 | 77.3 dB | 50 | 93.0 dB | 63 | 92.3 dB |
| 80 | 86.2 dB | 100 | 76.0 dB | 125 | 68.1 dB | 160 | 59.1 dB |
| 200 | 59.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



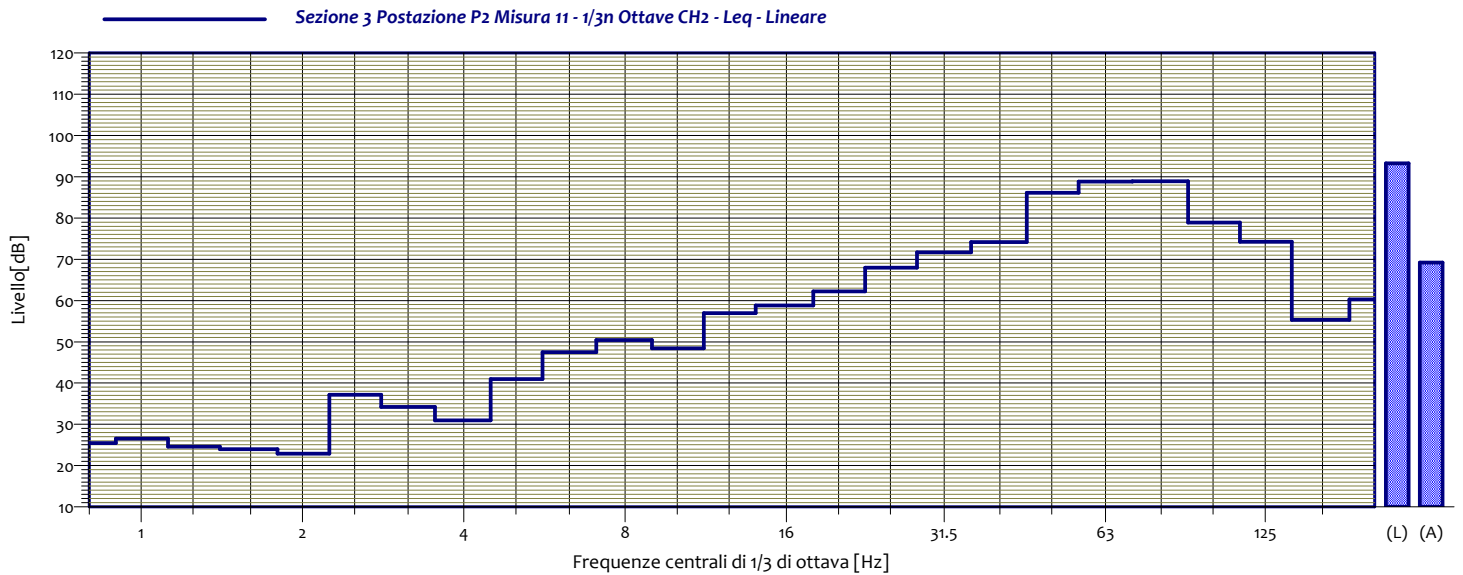
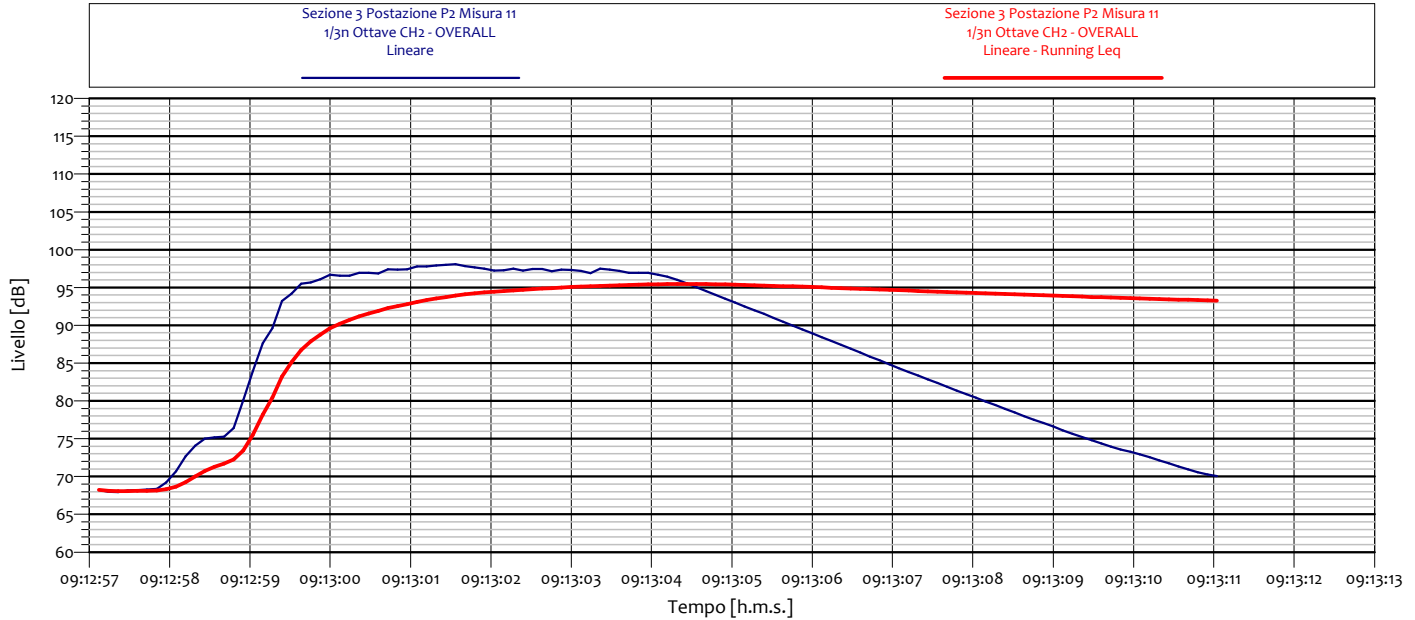
Sezione 3 Postazione P2 Misura 10
1/3n Ottave CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.1 dB | 1 | 32.1 dB | 1.3 | 32.0 dB | 1.6 | 33.5 dB |
| 2 | 34.9 dB | 2.5 | 33.6 dB | 3.2 | 35.8 dB | 4 | 39.4 dB |
| 5 | 54.3 dB | 6.3 | 46.5 dB | 8 | 44.0 dB | 10 | 60.0 dB |
| 12.5 | 51.2 dB | 16 | 55.9 dB | 20 | 66.8 dB | 25 | 72.9 dB |
| 31.5 | 84.0 dB | 40 | 80.6 dB | 50 | 94.9 dB | 63 | 99.8 dB |
| 80 | 81.0 dB | 100 | 75.7 dB | 125 | 68.4 dB | 160 | 59.9 dB |
| 200 | 60.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

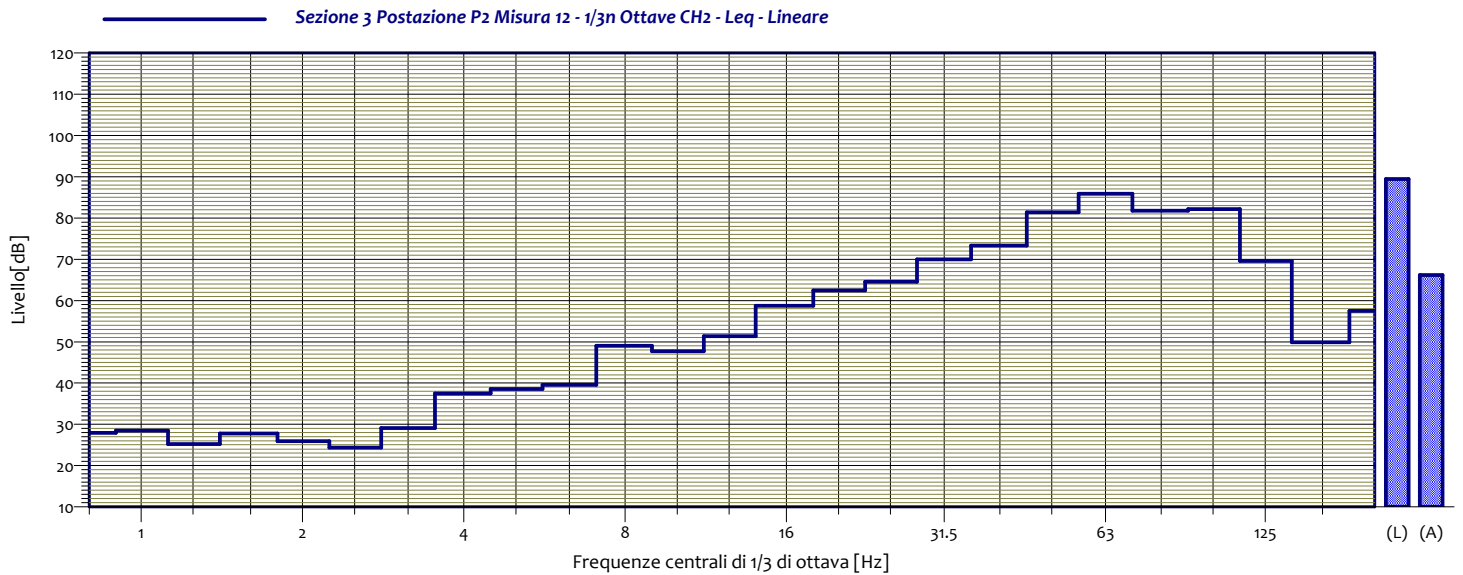
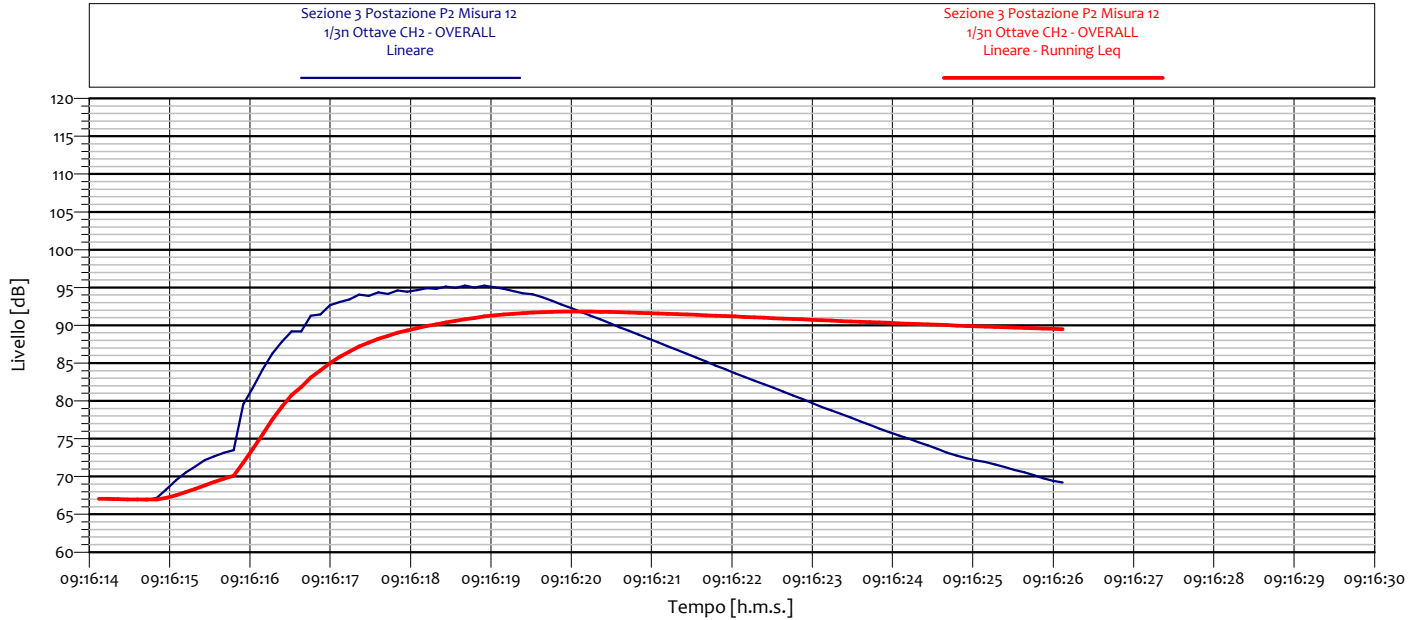


| Sezione 3 Postazione P2 Misura 11 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 25.4 dB | 1 | 26.5 dB | 1.3 | 24.5 dB | 1.6 | 23.9 dB |
| 2 | 22.9 dB | 2.5 | 37.1 dB | 3.2 | 34.2 dB | 4 | 31.0 dB |
| 5 | 40.9 dB | 6.3 | 47.5 dB | 8 | 50.4 dB | 10 | 48.4 dB |
| 12.5 | 56.9 dB | 16 | 58.8 dB | 20 | 62.2 dB | 25 | 68.0 dB |
| 31.5 | 71.7 dB | 40 | 74.1 dB | 50 | 86.1 dB | 63 | 88.8 dB |
| 80 | 88.9 dB | 100 | 78.9 dB | 125 | 74.3 dB | 160 | 55.3 dB |
| 200 | 60.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

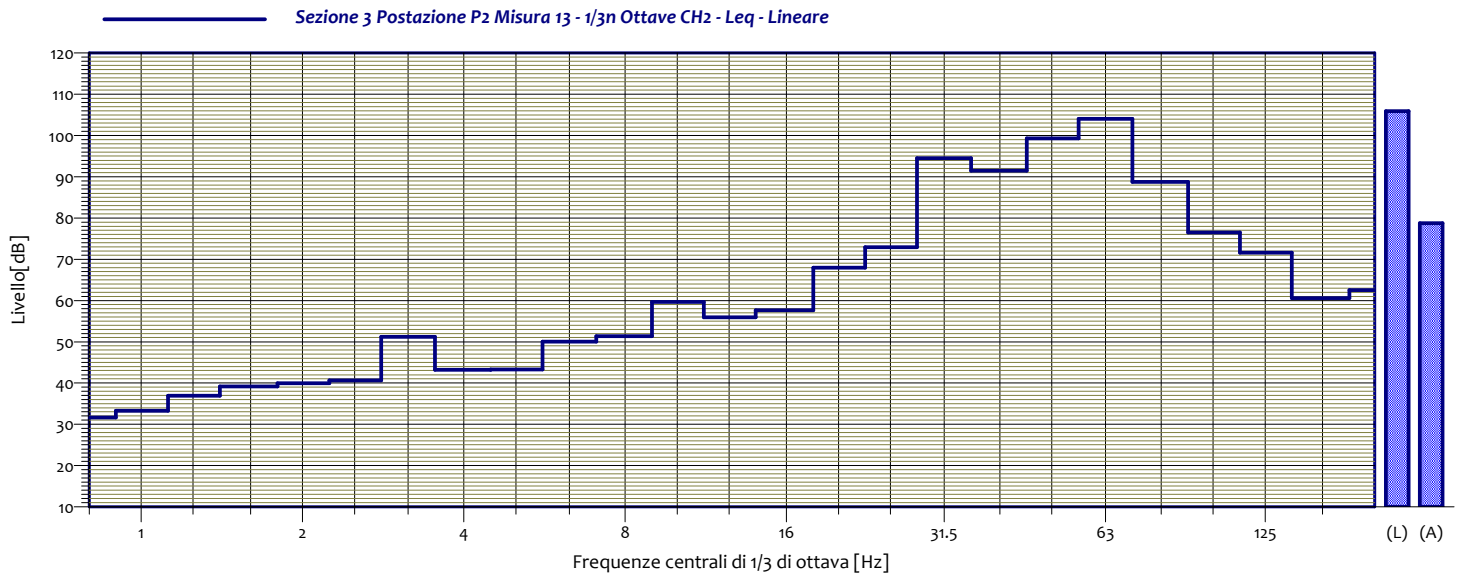
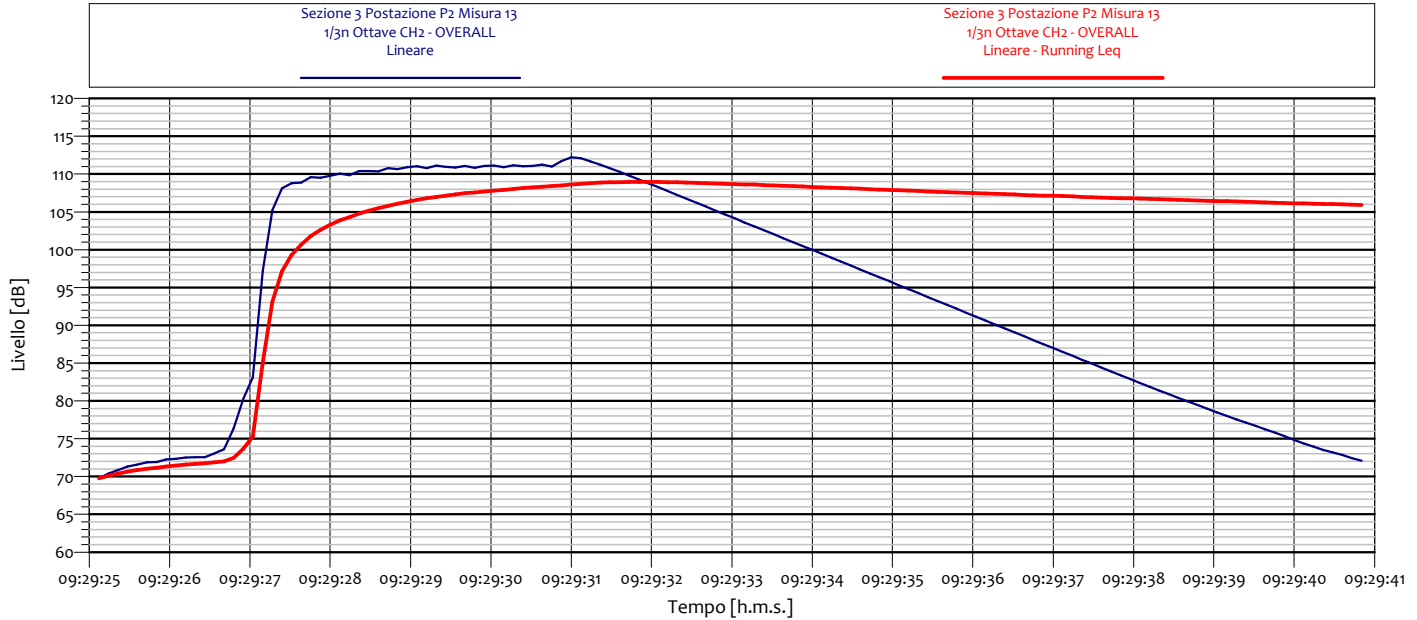


| Sezione 3 Postazione P2 Misura 12 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 27.9 dB | 1 | 28.5 dB | 1.3 | 25.2 dB | 1.6 | 27.7 dB |
| 2 | 25.9 dB | 2.5 | 24.3 dB | 3.2 | 29.1 dB | 4 | 37.5 dB |
| 5 | 38.5 dB | 6.3 | 39.5 dB | 8 | 49.0 dB | 10 | 47.7 dB |
| 12.5 | 51.3 dB | 16 | 58.7 dB | 20 | 62.4 dB | 25 | 64.5 dB |
| 31.5 | 70.0 dB | 40 | 73.4 dB | 50 | 81.4 dB | 63 | 85.9 dB |
| 80 | 81.7 dB | 100 | 82.2 dB | 125 | 69.6 dB | 160 | 49.8 dB |
| 200 | 57.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

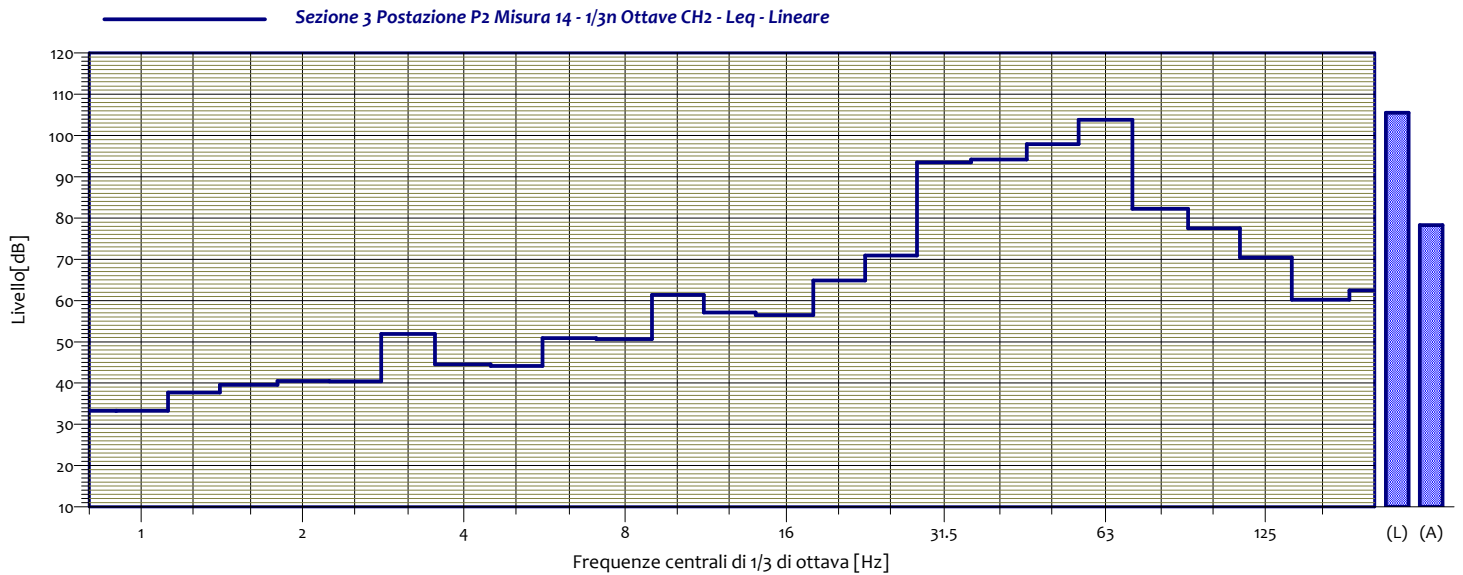
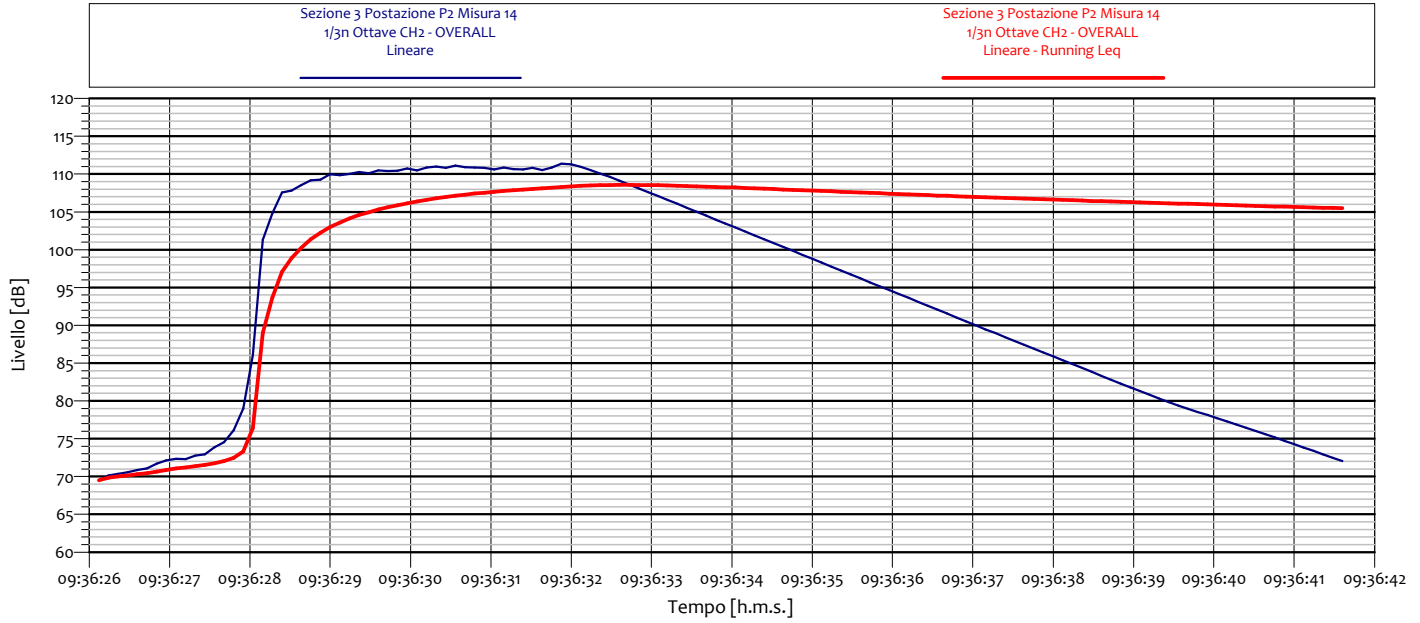


| Sezione 3 Postazione P2 Misura 13 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 31.6 dB | 1 | 33.3 dB | 1.3 | 36.9 dB | 1.6 | 39.2 dB |
| 2 | 39.9 dB | 2.5 | 40.6 dB | 3.2 | 51.2 dB | 4 | 43.1 dB |
| 5 | 43.3 dB | 6.3 | 50.0 dB | 8 | 51.3 dB | 10 | 59.7 dB |
| 12.5 | 55.9 dB | 16 | 57.6 dB | 20 | 67.9 dB | 25 | 72.9 dB |
| 31.5 | 94.5 dB | 40 | 91.5 dB | 50 | 99.3 dB | 63 | 104.1 dB |
| 80 | 88.7 dB | 100 | 76.5 dB | 125 | 71.6 dB | 160 | 60.6 dB |
| 200 | 62.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

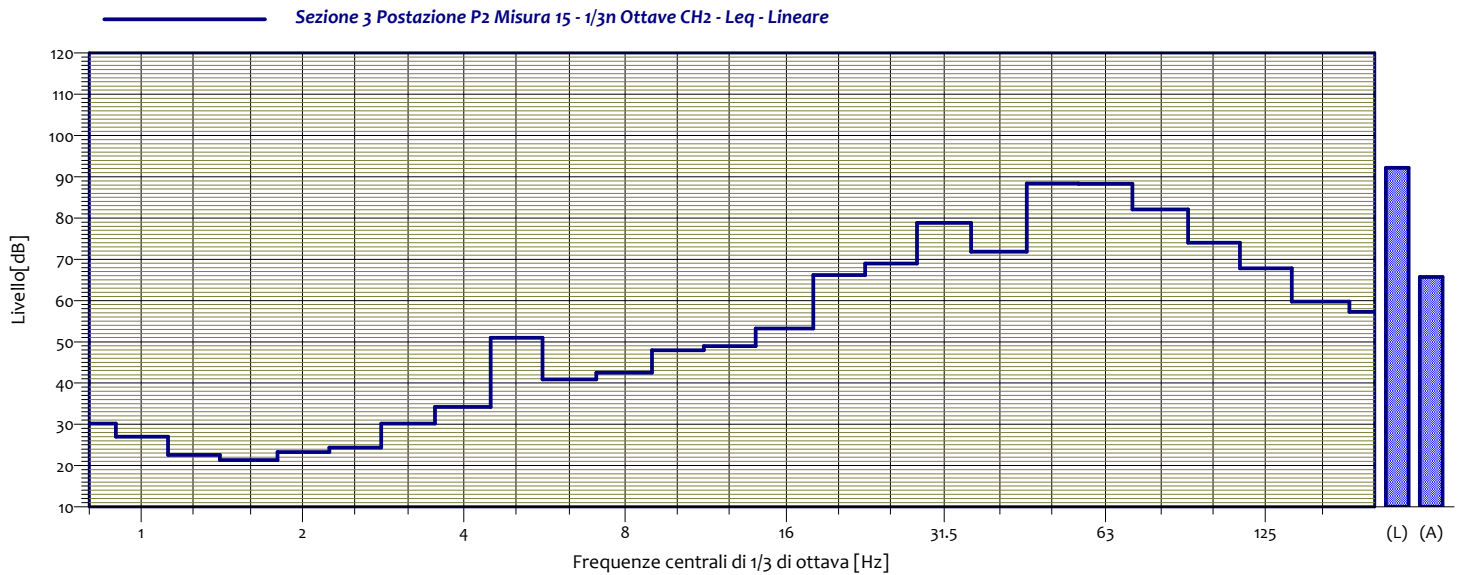
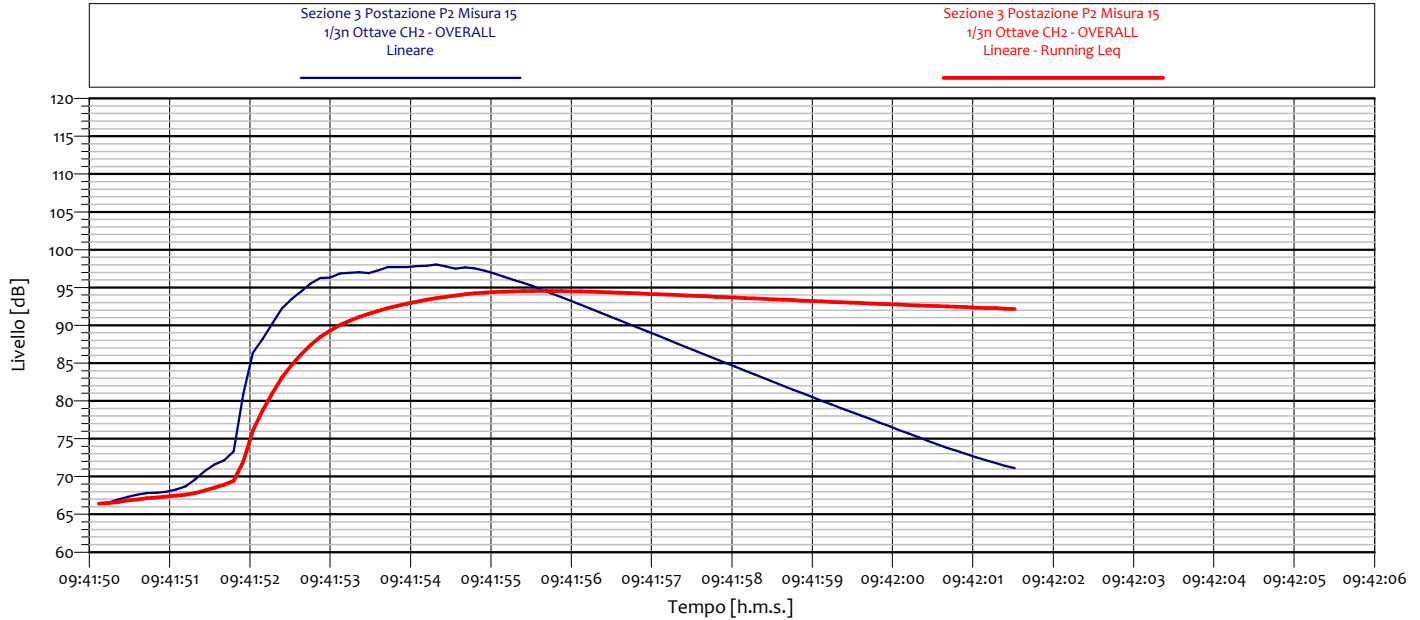


| Sezione 3 Postazione P2 Misura 14 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 33.2 dB | 1 | 33.3 dB | 1.3 | 37.7 dB | 1.6 | 39.6 dB |
| 2 | 40.5 dB | 2.5 | 40.4 dB | 3.2 | 51.9 dB | 4 | 44.5 dB |
| 5 | 44.1 dB | 6.3 | 50.9 dB | 8 | 50.7 dB | 10 | 61.4 dB |
| 12.5 | 57.1 dB | 16 | 56.4 dB | 20 | 64.9 dB | 25 | 70.9 dB |
| 31.5 | 93.5 dB | 40 | 94.2 dB | 50 | 97.9 dB | 63 | 103.8 dB |
| 80 | 82.2 dB | 100 | 77.5 dB | 125 | 70.4 dB | 160 | 60.2 dB |
| 200 | 62.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

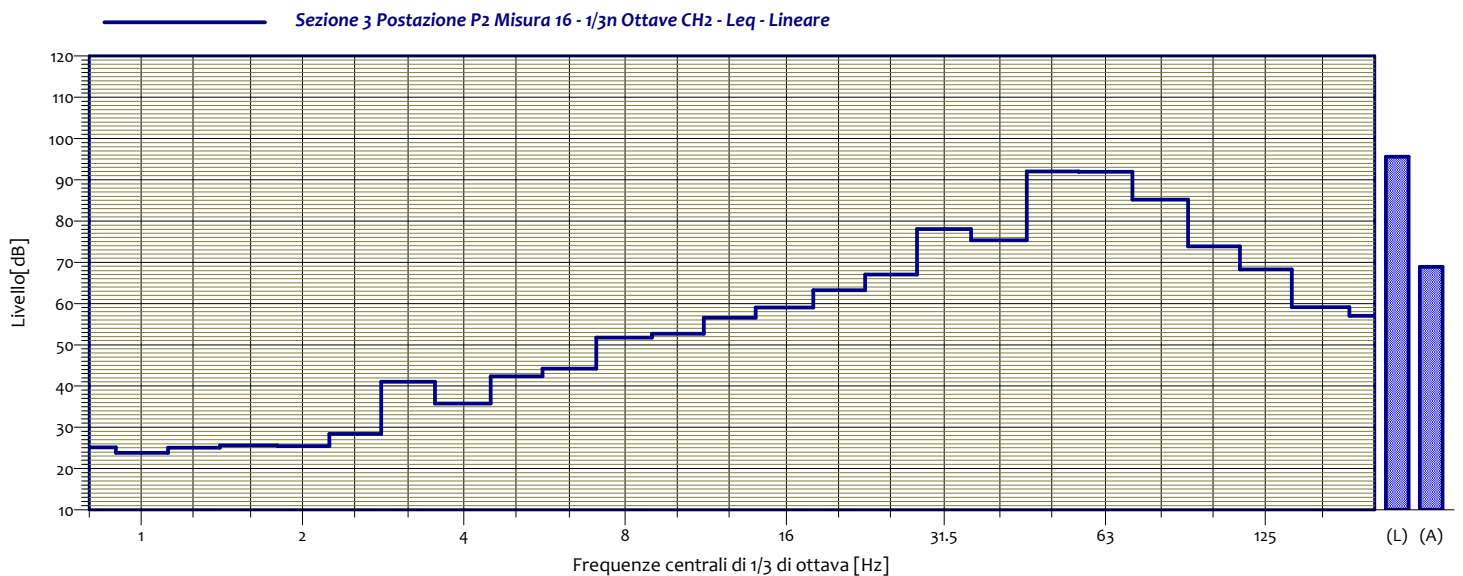
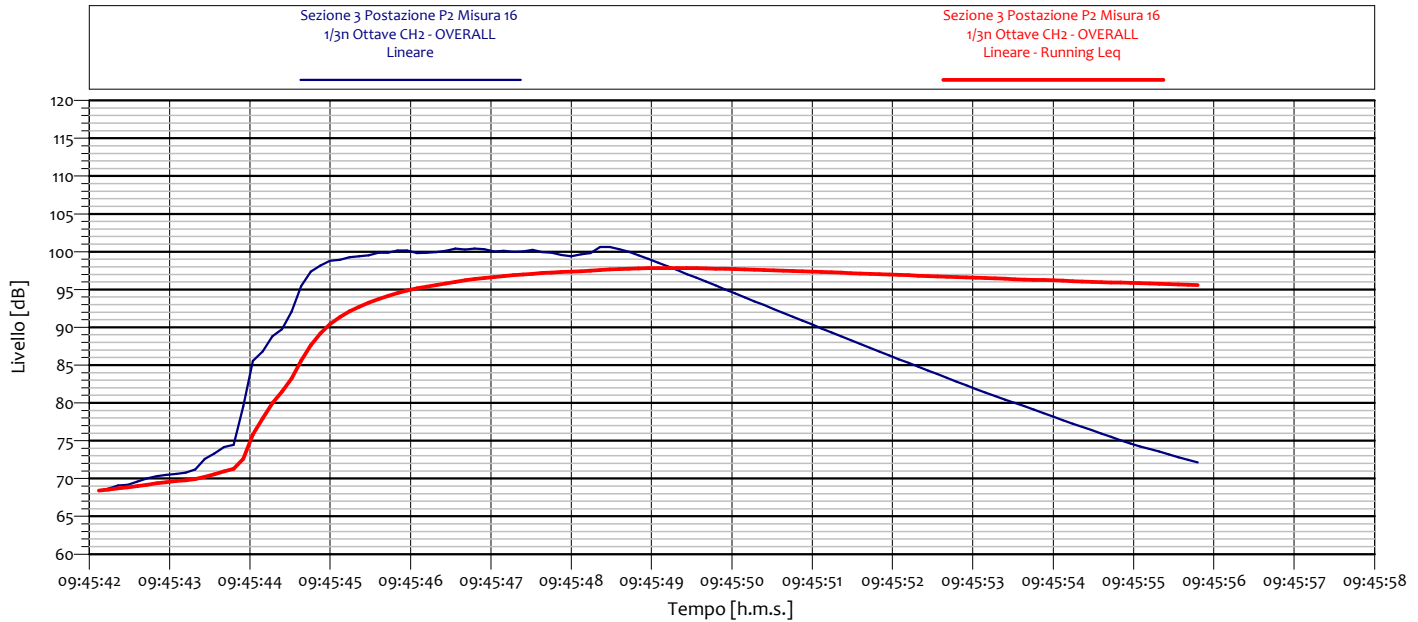


| Sezione 3 Postazione P2 Misura 15 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 30.2 dB | 1 | 27.0 dB | 1.3 | 22.6 dB | 1.6 | 21.3 dB |
| 2 | 23.3 dB | 2.5 | 24.3 dB | 3.2 | 30.1 dB | 4 | 34.2 dB |
| 5 | 51.0 dB | 6.3 | 40.9 dB | 8 | 42.5 dB | 10 | 47.9 dB |
| 12.5 | 48.9 dB | 16 | 53.2 dB | 20 | 66.2 dB | 25 | 68.9 dB |
| 31.5 | 78.8 dB | 40 | 71.8 dB | 50 | 88.3 dB | 63 | 88.3 dB |
| 80 | 82.1 dB | 100 | 74.0 dB | 125 | 67.8 dB | 160 | 59.7 dB |
| 200 | 57.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

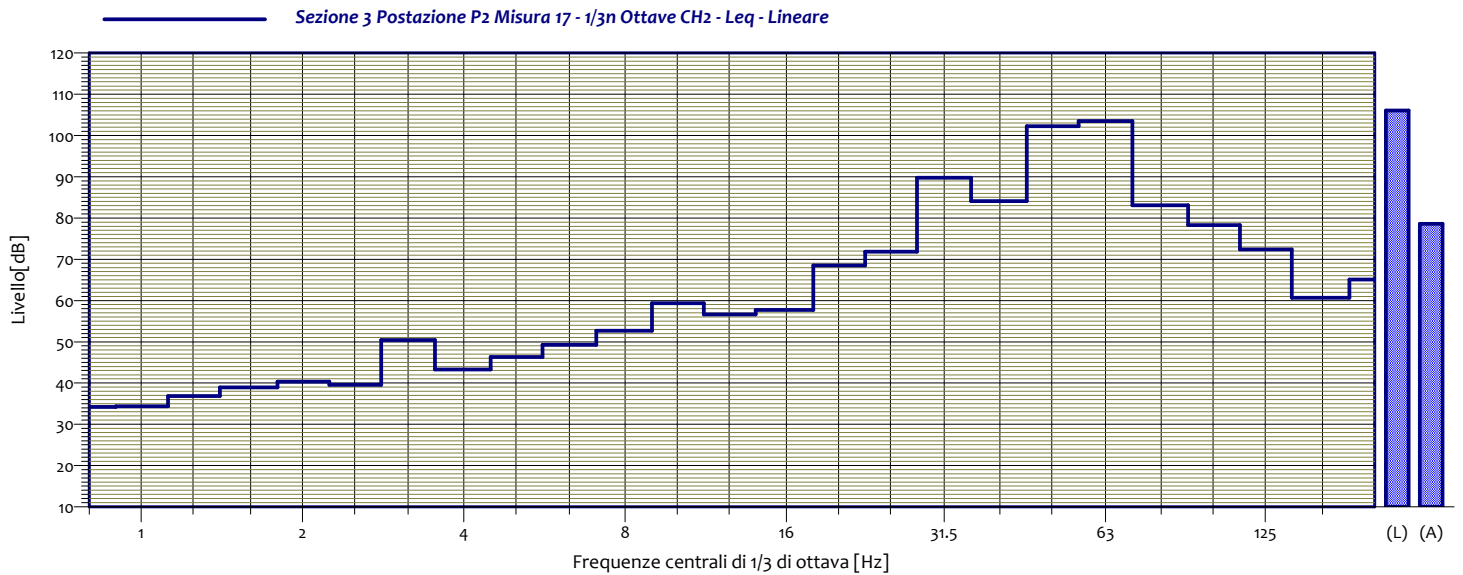
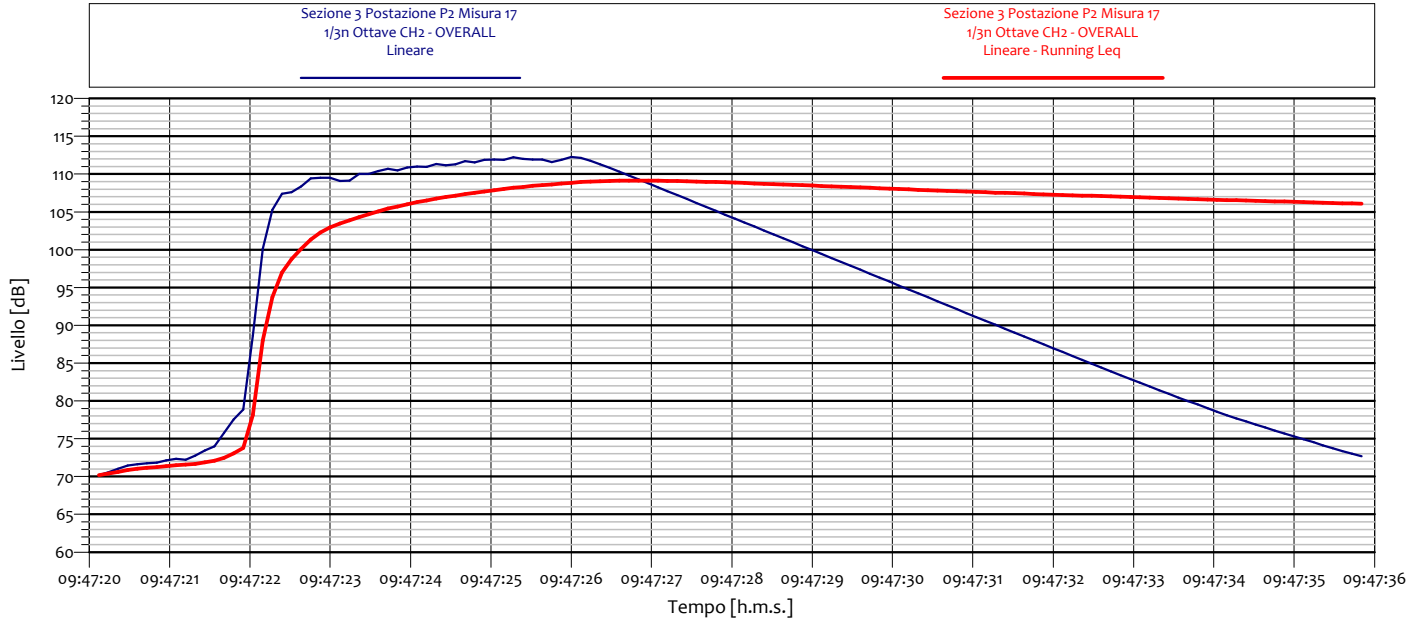


| Sezione 3 Postazione P2 Misura 16 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 25.1 dB | 1 | 23.8 dB | 1.3 | 25.0 dB | 1.6 | 25.6 dB |
| 2 | 25.4 dB | 2.5 | 28.4 dB | 3.2 | 41.0 dB | 4 | 35.7 dB |
| 5 | 42.3 dB | 6.3 | 44.2 dB | 8 | 51.7 dB | 10 | 52.7 dB |
| 12.5 | 56.5 dB | 16 | 59.0 dB | 20 | 63.2 dB | 25 | 67.0 dB |
| 31.5 | 78.0 dB | 40 | 75.3 dB | 50 | 92.0 dB | 63 | 92.0 dB |
| 80 | 85.1 dB | 100 | 73.8 dB | 125 | 68.2 dB | 160 | 59.1 dB |
| 200 | 57.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

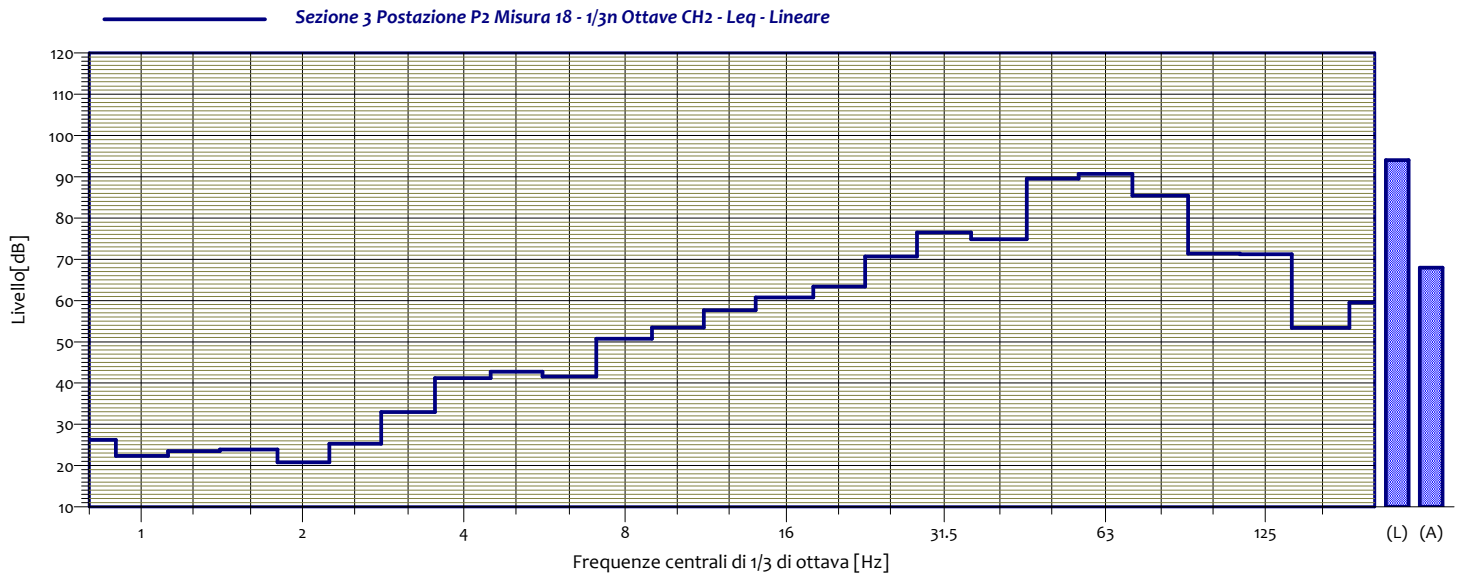
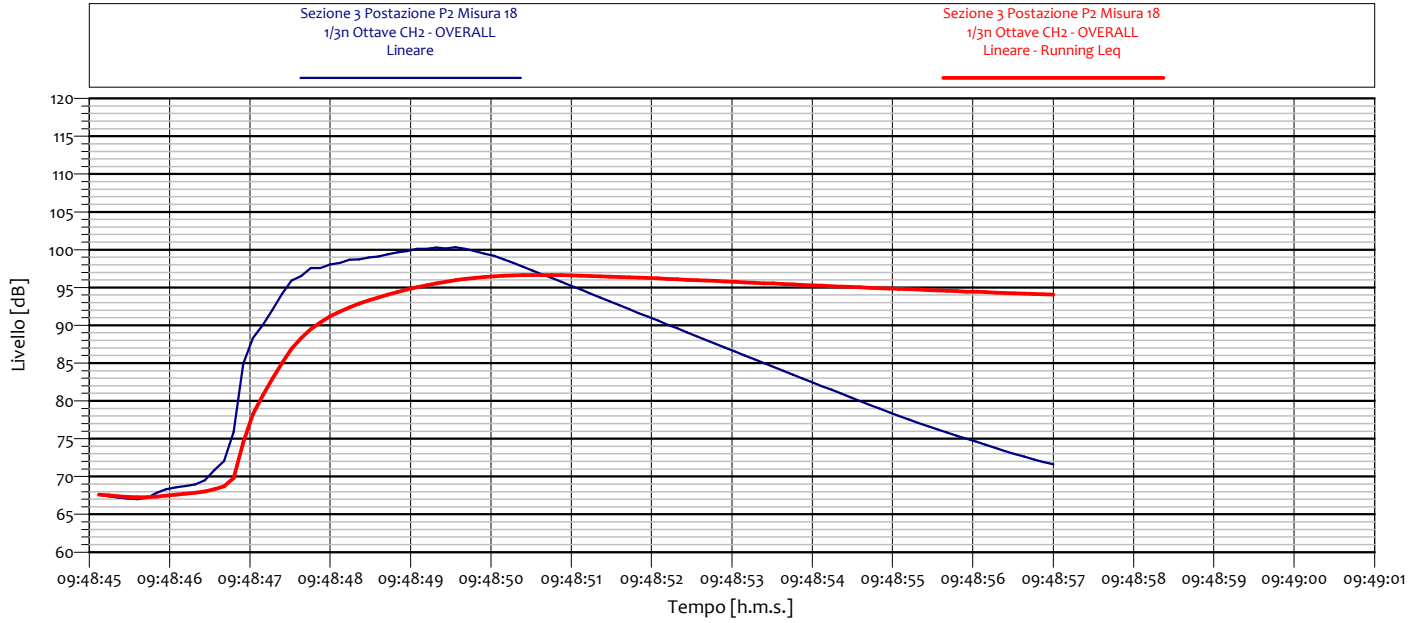


| Sezione 3 Postazione P2 Misura 17 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 34.2 dB | 1 | 34.3 dB | 1.3 | 36.8 dB | 1.6 | 38.9 dB |
| 2 | 40.3 dB | 2.5 | 39.5 dB | 3.2 | 50.4 dB | 4 | 43.2 dB |
| 5 | 46.3 dB | 6.3 | 49.3 dB | 8 | 52.7 dB | 10 | 59.4 dB |
| 12.5 | 56.7 dB | 16 | 57.7 dB | 20 | 68.5 dB | 25 | 71.8 dB |
| 31.5 | 89.8 dB | 40 | 84.1 dB | 50 | 102.2 dB | 63 | 103.5 dB |
| 80 | 83.1 dB | 100 | 78.3 dB | 125 | 72.4 dB | 160 | 60.7 dB |
| 200 | 65.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

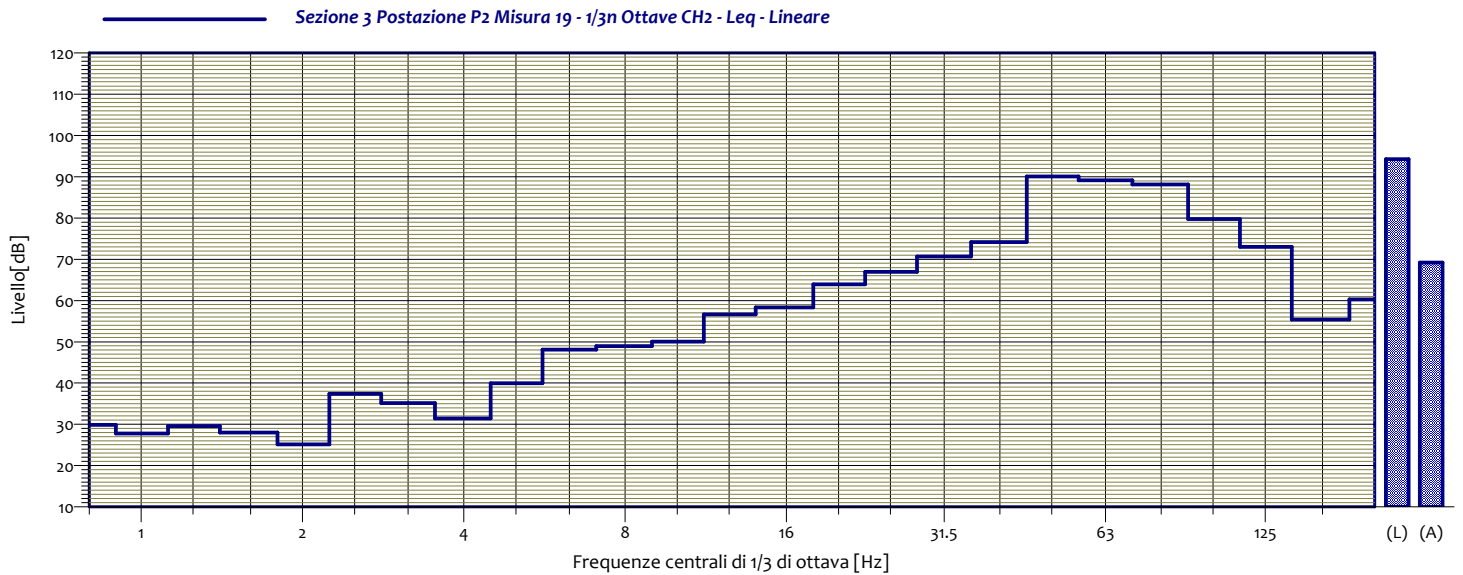
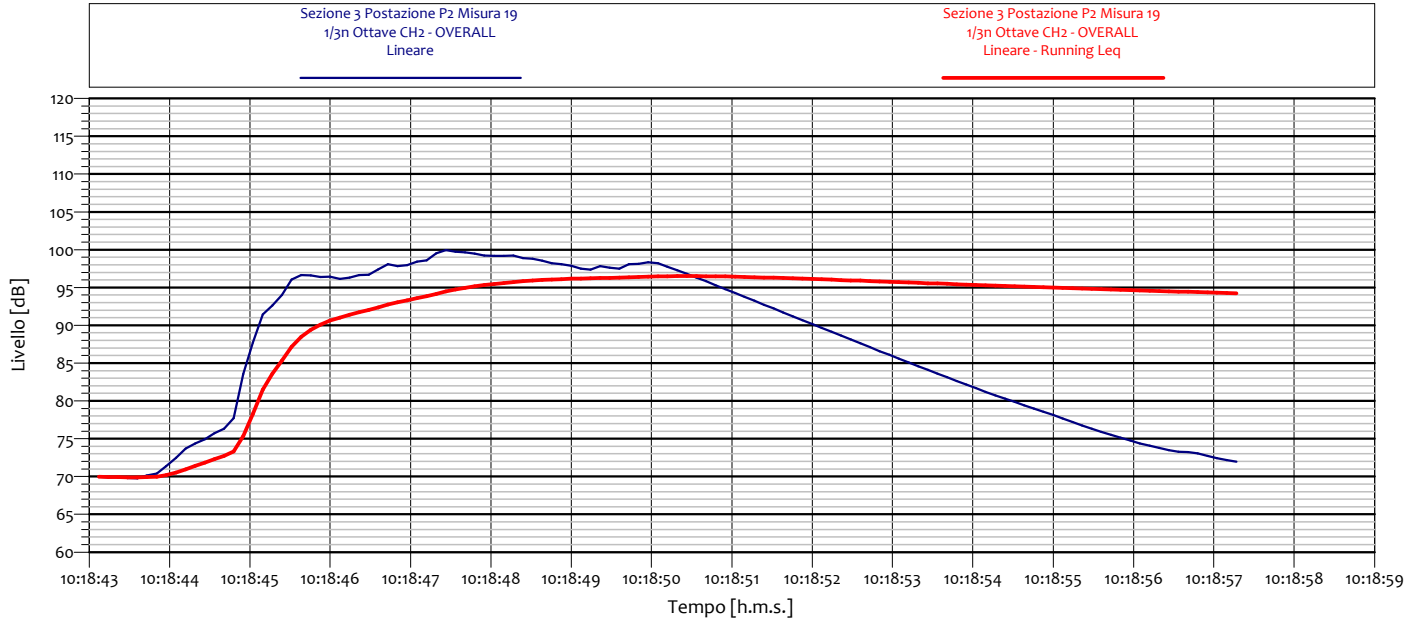


| Sezione 3 Postazione P2 Misura 18 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 26.2 dB | 1 | 22.3 dB | 1.3 | 23.5 dB | 1.6 | 23.9 dB |
| 2 | 20.8 dB | 2.5 | 25.3 dB | 3.2 | 32.9 dB | 4 | 41.2 dB |
| 5 | 42.7 dB | 6.3 | 41.6 dB | 8 | 50.8 dB | 10 | 53.4 dB |
| 12.5 | 57.6 dB | 16 | 60.8 dB | 20 | 63.4 dB | 25 | 70.7 dB |
| 31.5 | 76.5 dB | 40 | 74.9 dB | 50 | 89.5 dB | 63 | 90.7 dB |
| 80 | 85.5 dB | 100 | 71.4 dB | 125 | 71.2 dB | 160 | 53.3 dB |
| 200 | 59.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

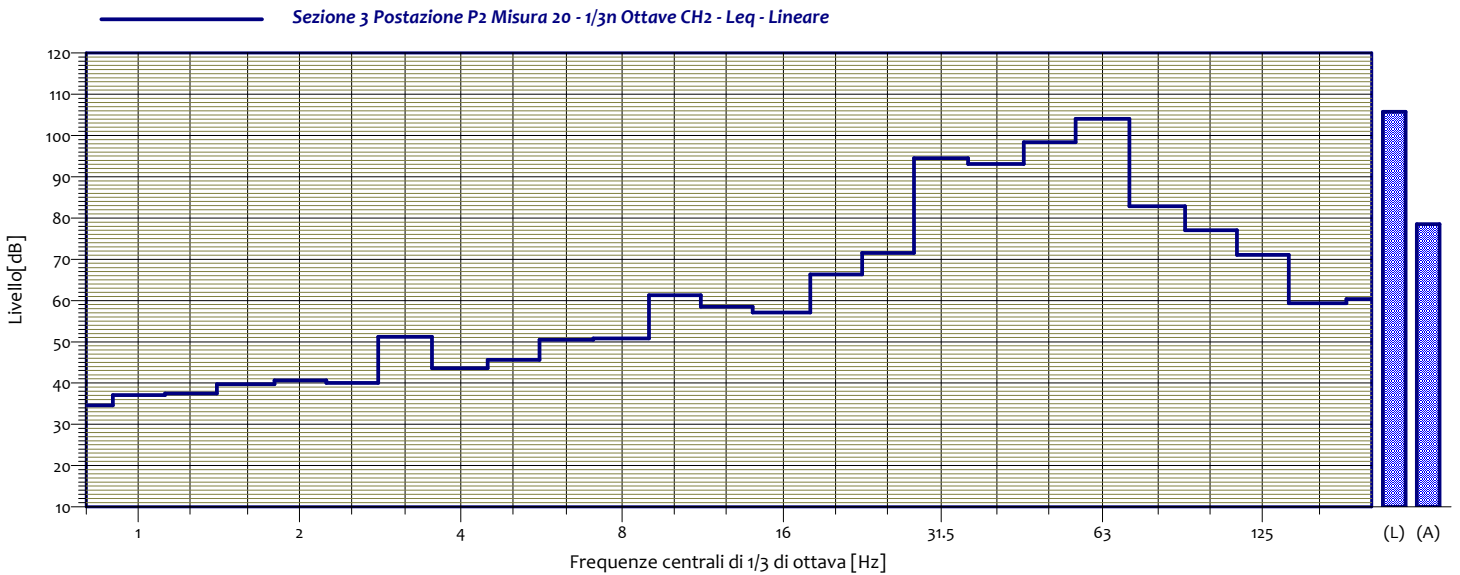
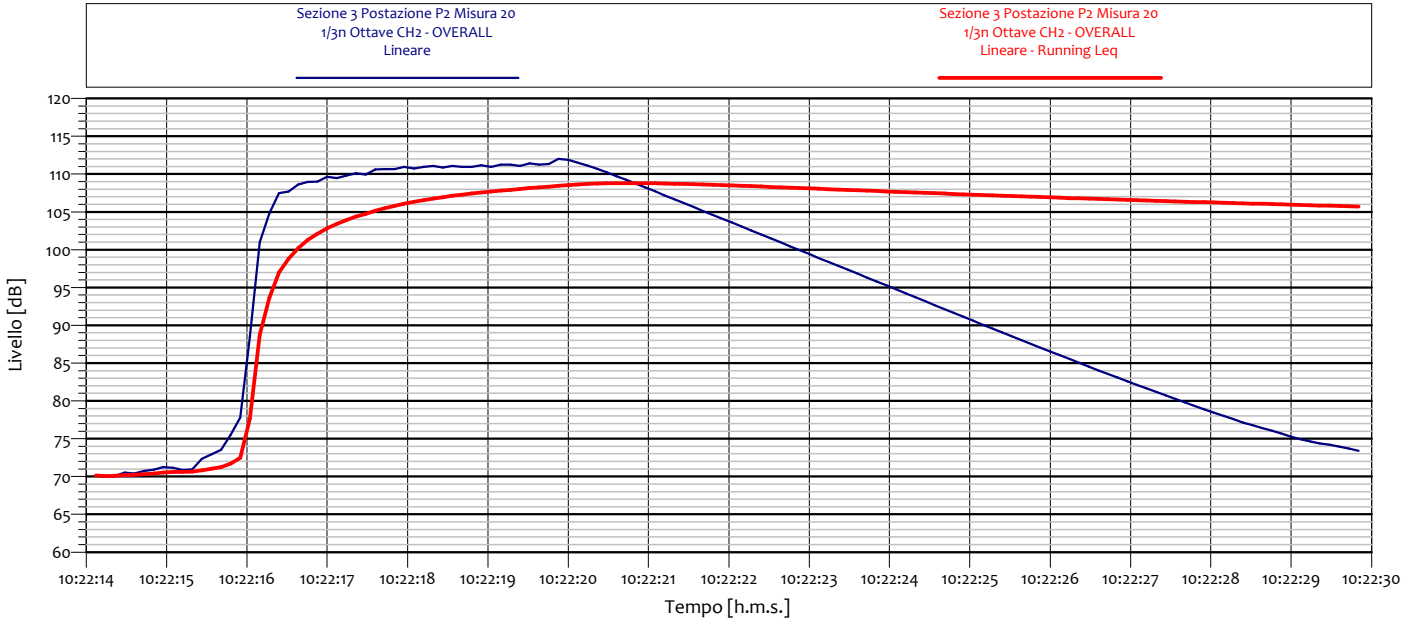


| Sezione 3 Postazione P2 Misura 19 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 29.8 dB | 1 | 27.8 dB | 1.3 | 29.5 dB | 1.6 | 28.0 dB |
| 2 | 25.1 dB | 2.5 | 37.4 dB | 3.2 | 35.1 dB | 4 | 31.4 dB |
| 5 | 39.9 dB | 6.3 | 48.1 dB | 8 | 48.9 dB | 10 | 50.0 dB |
| 12.5 | 56.6 dB | 16 | 58.3 dB | 20 | 64.0 dB | 25 | 66.9 dB |
| 31.5 | 70.7 dB | 40 | 74.1 dB | 50 | 90.1 dB | 63 | 89.2 dB |
| 80 | 88.1 dB | 100 | 79.7 dB | 125 | 73.0 dB | 160 | 55.4 dB |
| 200 | 60.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

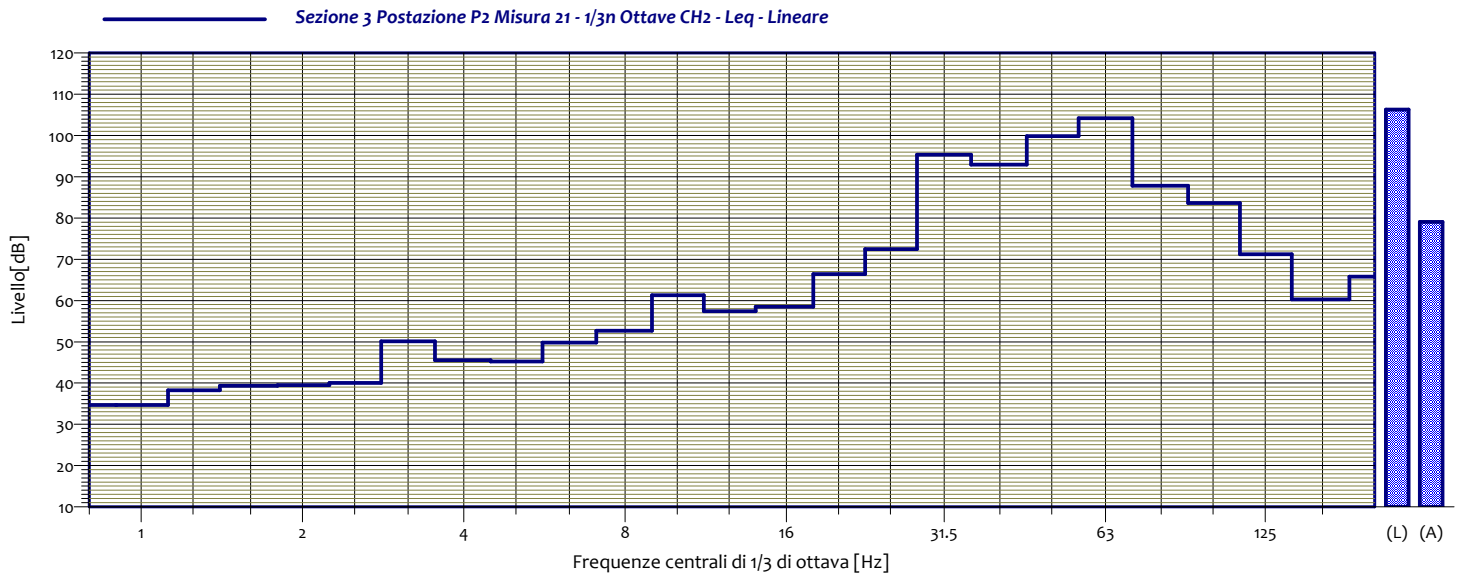
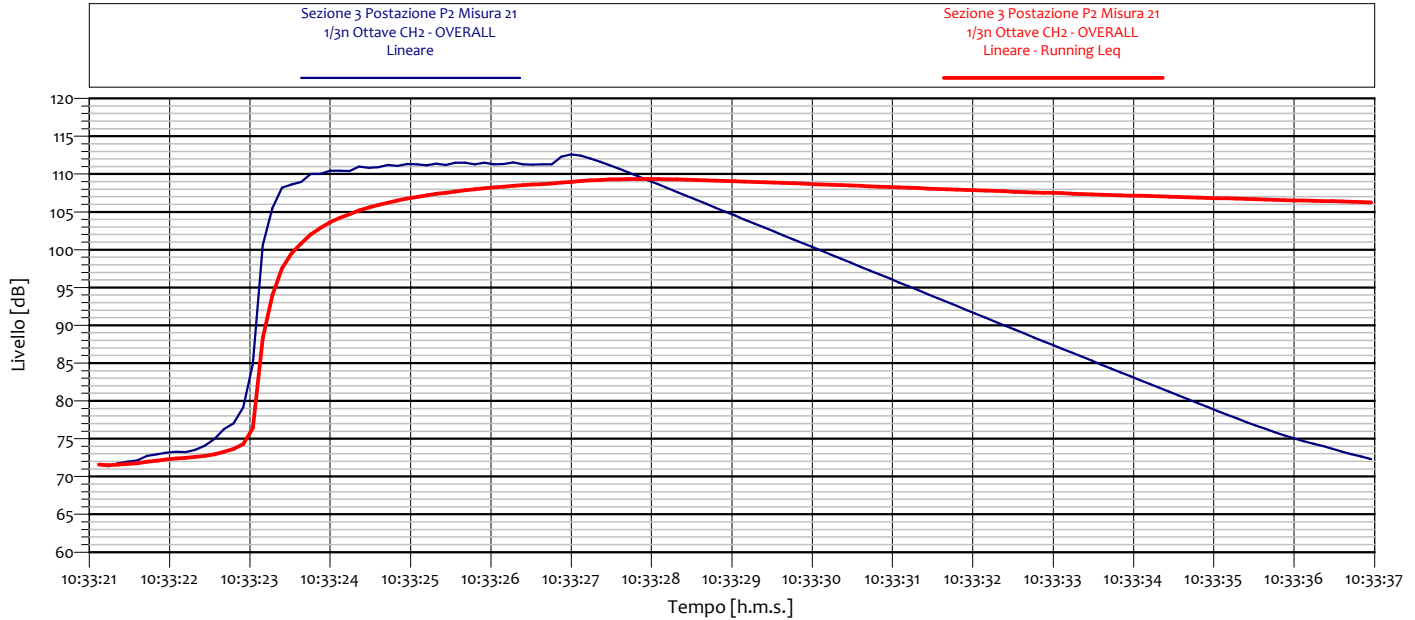


| Sezione 3 Postazione P2 Misura 20 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 34.6 dB | 1 | 37.0 dB | 1.3 | 37.5 dB | 1.6 | 39.7 dB |
| 2 | 40.7 dB | 2.5 | 40.0 dB | 3.2 | 51.2 dB | 4 | 43.6 dB |
| 5 | 45.6 dB | 6.3 | 50.5 dB | 8 | 50.8 dB | 10 | 61.3 dB |
| 12.5 | 58.5 dB | 16 | 57.1 dB | 20 | 66.3 dB | 25 | 71.5 dB |
| 31.5 | 94.5 dB | 40 | 93.1 dB | 50 | 98.4 dB | 63 | 104.0 dB |
| 80 | 82.8 dB | 100 | 77.0 dB | 125 | 71.1 dB | 160 | 59.3 dB |
| 200 | 60.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

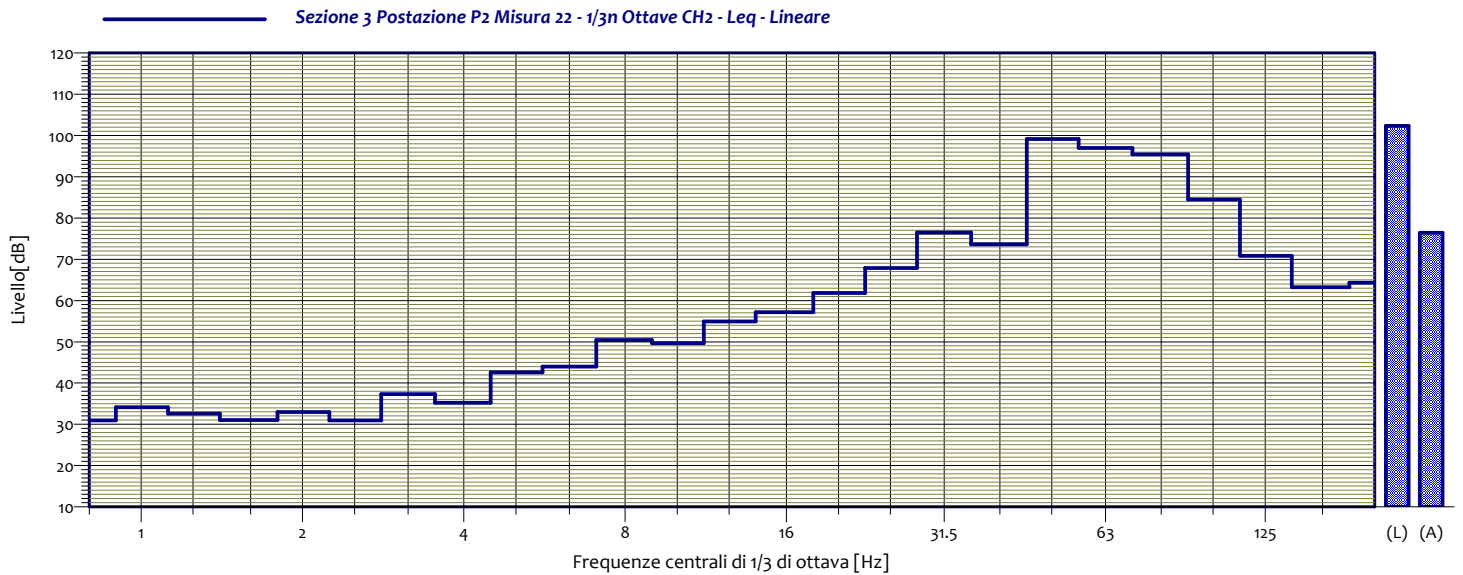
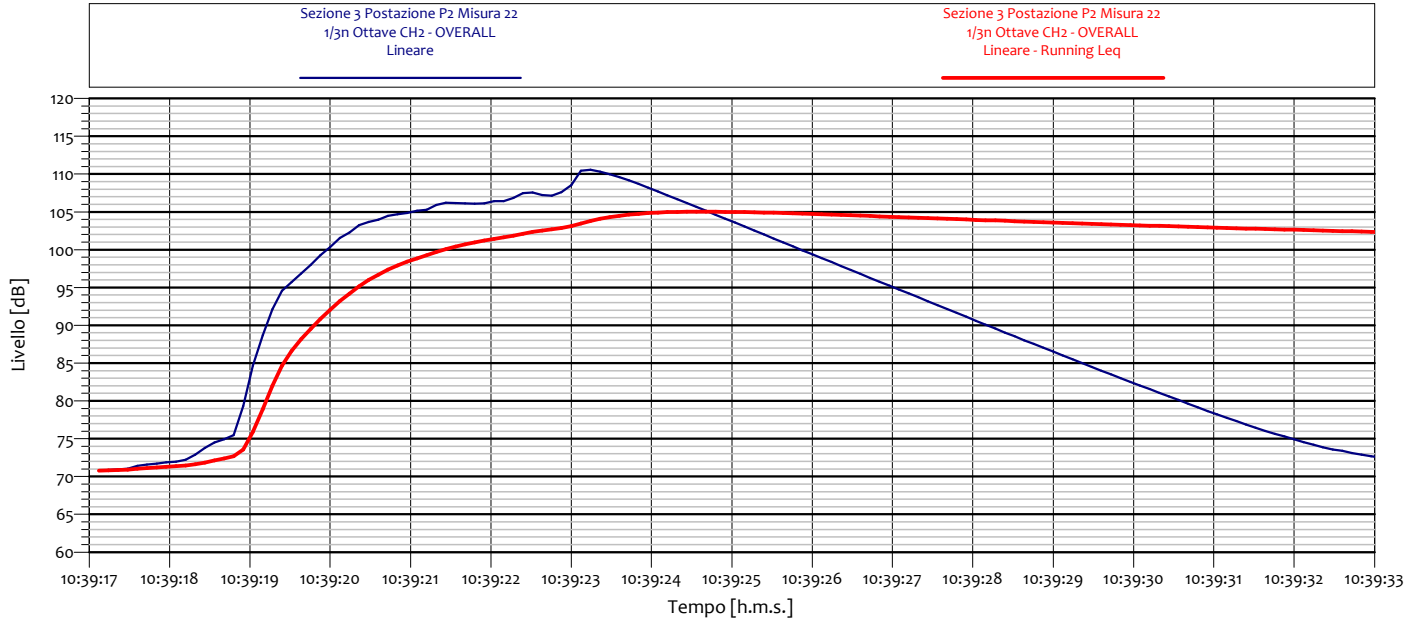


| Sezione 3 Postazione P2 Misura 21 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 34.7 dB | 1 | 34.7 dB | 1.3 | 38.2 dB | 1.6 | 39.3 dB |
| 2 | 39.5 dB | 2.5 | 40.0 dB | 3.2 | 50.1 dB | 4 | 45.5 dB |
| 5 | 45.3 dB | 6.3 | 49.8 dB | 8 | 52.7 dB | 10 | 61.3 dB |
| 12.5 | 57.4 dB | 16 | 58.5 dB | 20 | 66.4 dB | 25 | 72.4 dB |
| 31.5 | 95.4 dB | 40 | 92.9 dB | 50 | 99.9 dB | 63 | 104.2 dB |
| 80 | 87.8 dB | 100 | 83.7 dB | 125 | 71.2 dB | 160 | 60.3 dB |
| 200 | 65.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

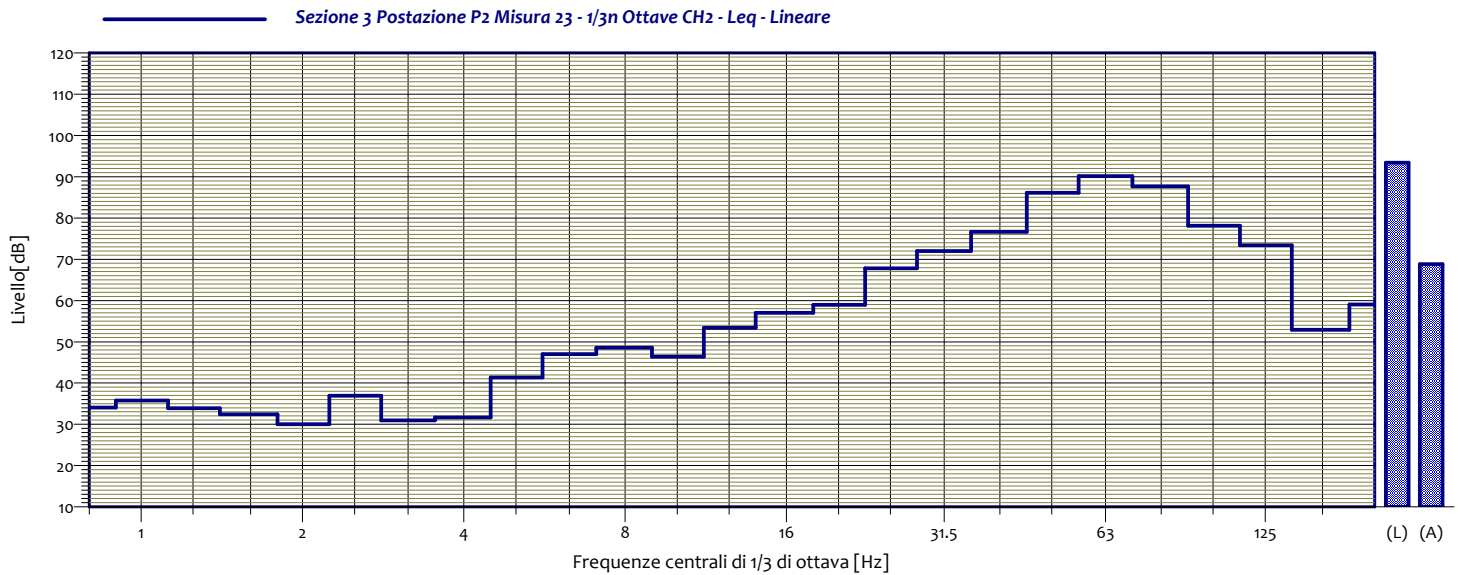
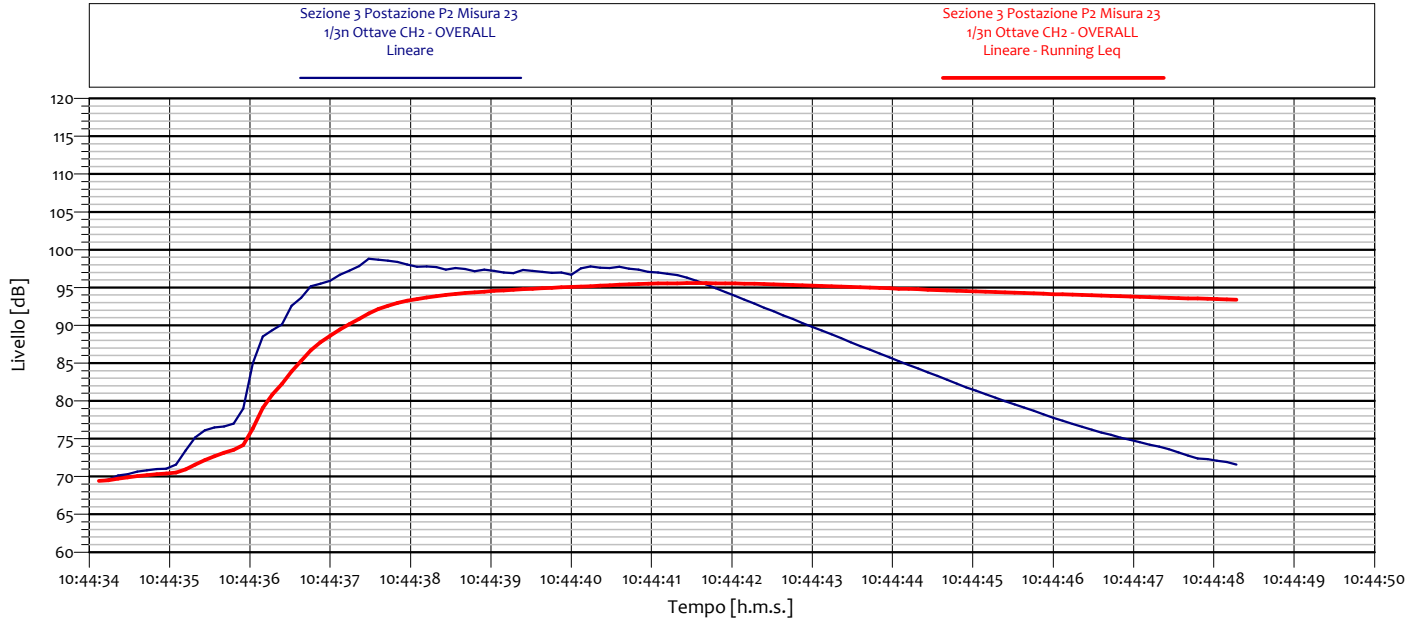


| Sezione 3 Postazione P2 Misura 22 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 30.9 dB | 1 | 34.1 dB | 1.3 | 32.6 dB | 1.6 | 31.0 dB |
| 2 | 33.0 dB | 2.5 | 31.0 dB | 3.2 | 37.3 dB | 4 | 35.2 dB |
| 5 | 42.6 dB | 6.3 | 44.0 dB | 8 | 50.4 dB | 10 | 49.7 dB |
| 12.5 | 54.9 dB | 16 | 57.2 dB | 20 | 61.8 dB | 25 | 67.9 dB |
| 31.5 | 76.5 dB | 40 | 73.6 dB | 50 | 99.1 dB | 63 | 96.9 dB |
| 80 | 95.4 dB | 100 | 84.5 dB | 125 | 70.8 dB | 160 | 63.3 dB |
| 200 | 64.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

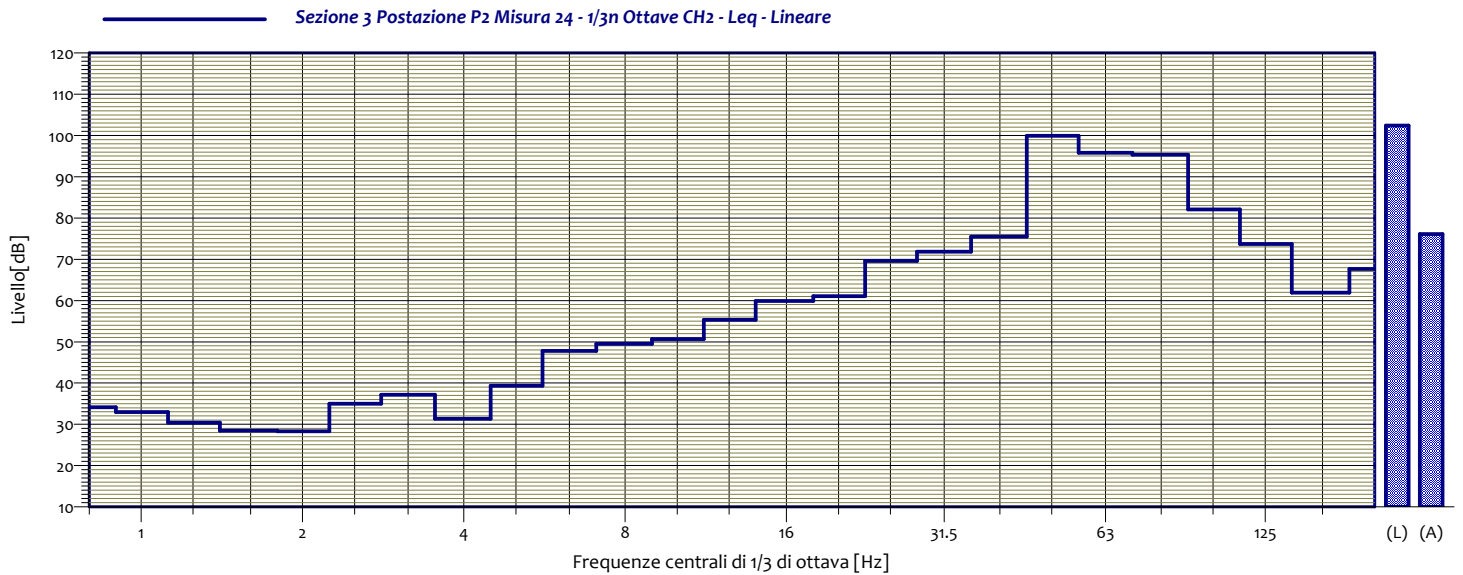
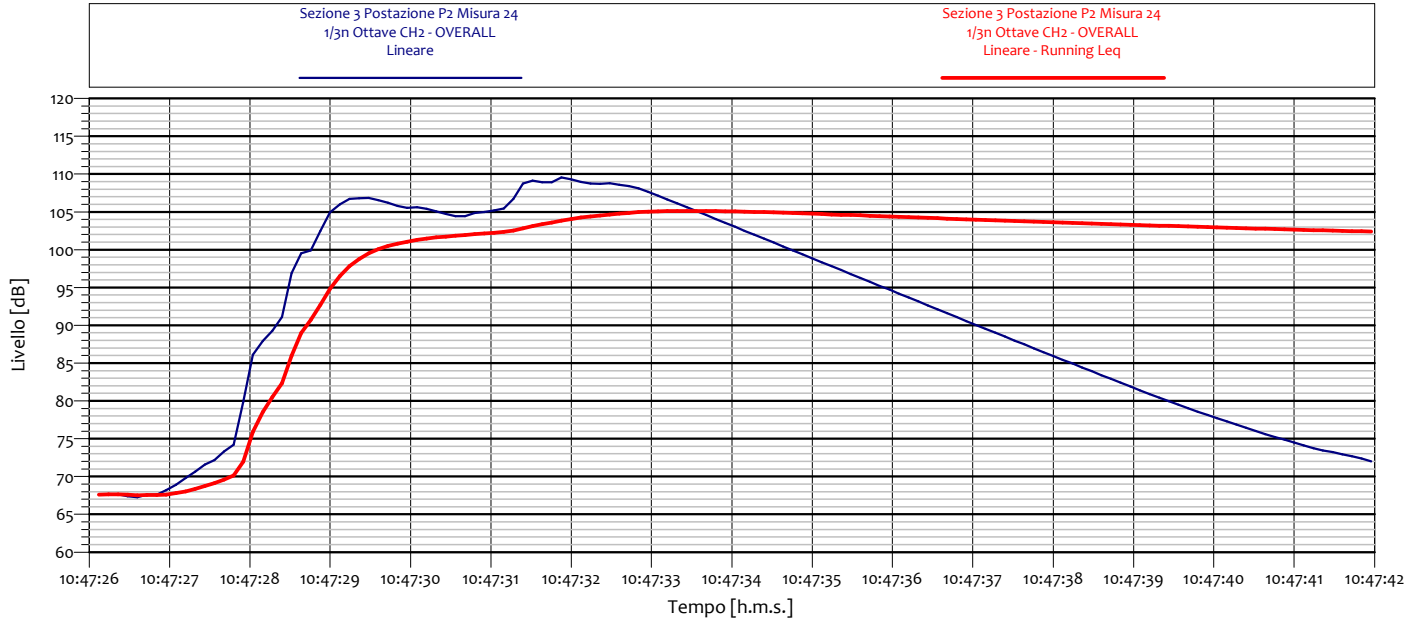


| Sezione 3 Postazione P2 Misura 23 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.1 dB | 1 | 35.8 dB | 1.3 | 33.9 dB | 1.6 | 32.4 dB |
| 2 | 30.0 dB | 2.5 | 36.9 dB | 3.2 | 31.0 dB | 4 | 31.7 dB |
| 5 | 41.4 dB | 6.3 | 47.0 dB | 8 | 48.5 dB | 10 | 46.4 dB |
| 12.5 | 53.4 dB | 16 | 57.0 dB | 20 | 58.9 dB | 25 | 67.8 dB |
| 31.5 | 72.0 dB | 40 | 76.7 dB | 50 | 86.1 dB | 63 | 90.2 dB |
| 80 | 87.6 dB | 100 | 78.1 dB | 125 | 73.4 dB | 160 | 52.9 dB |
| 200 | 59.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

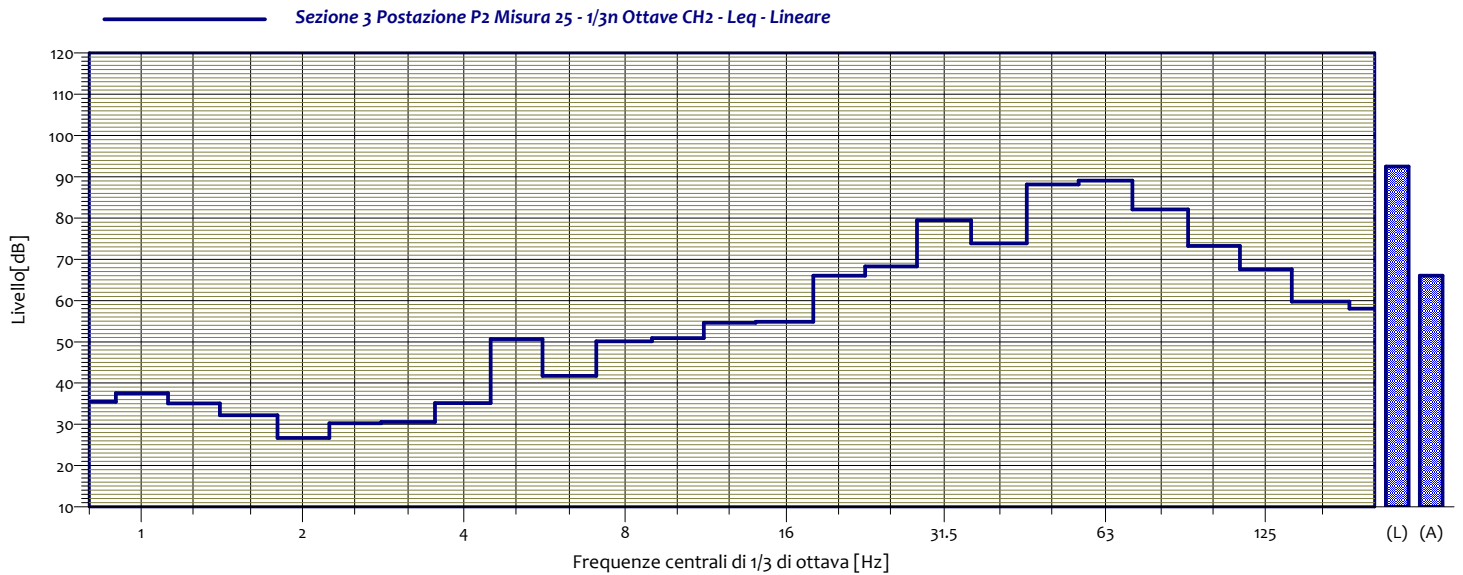
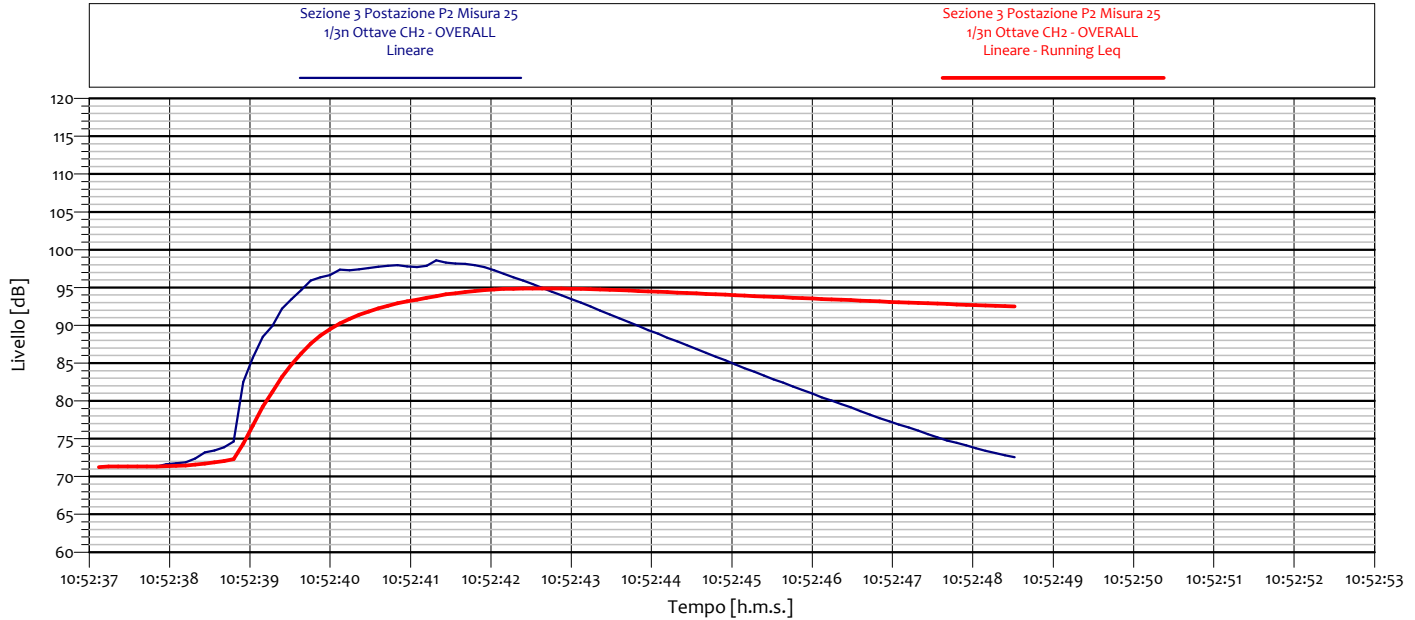


| Sezione 3 Postazione P2 Misura 24 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.1 dB | 1 | 33.0 dB | 1.3 | 30.4 dB | 1.6 | 28.4 dB |
| 2 | 28.3 dB | 2.5 | 35.0 dB | 3.2 | 37.1 dB | 4 | 31.4 dB |
| 5 | 39.3 dB | 6.3 | 47.7 dB | 8 | 49.5 dB | 10 | 50.7 dB |
| 12.5 | 55.3 dB | 16 | 59.8 dB | 20 | 61.1 dB | 25 | 69.6 dB |
| 31.5 | 71.8 dB | 40 | 75.5 dB | 50 | 99.9 dB | 63 | 95.8 dB |
| 80 | 95.4 dB | 100 | 82.1 dB | 125 | 73.7 dB | 160 | 61.9 dB |
| 200 | 67.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

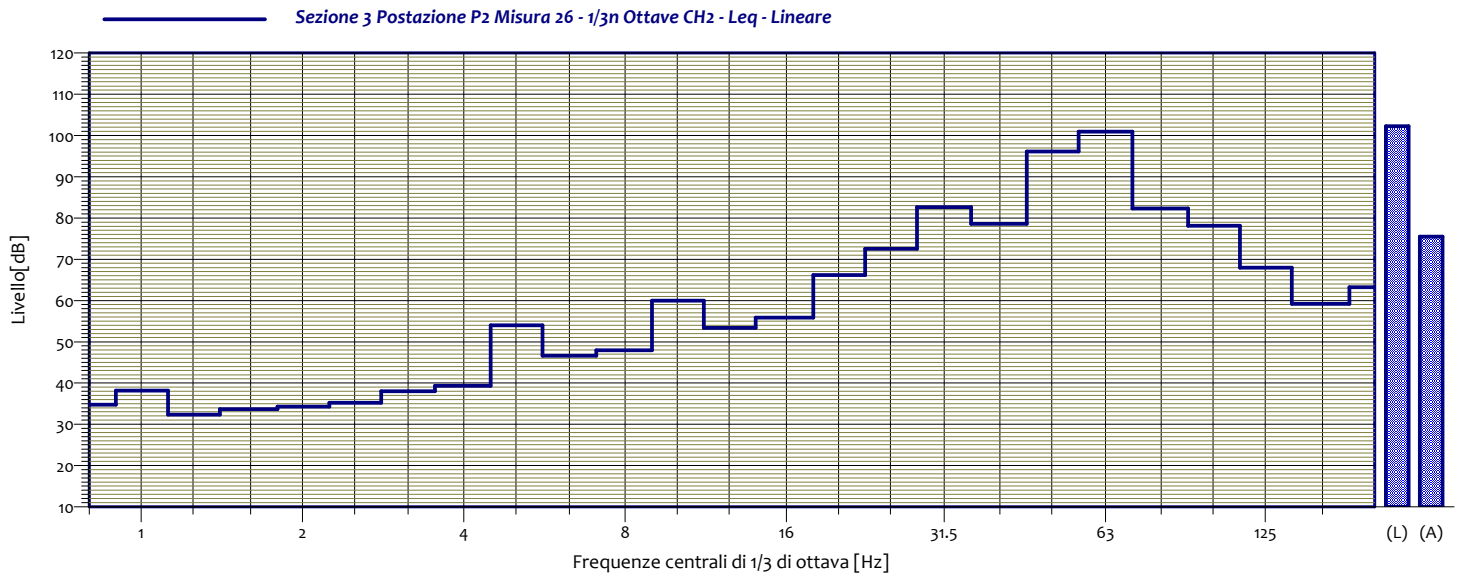
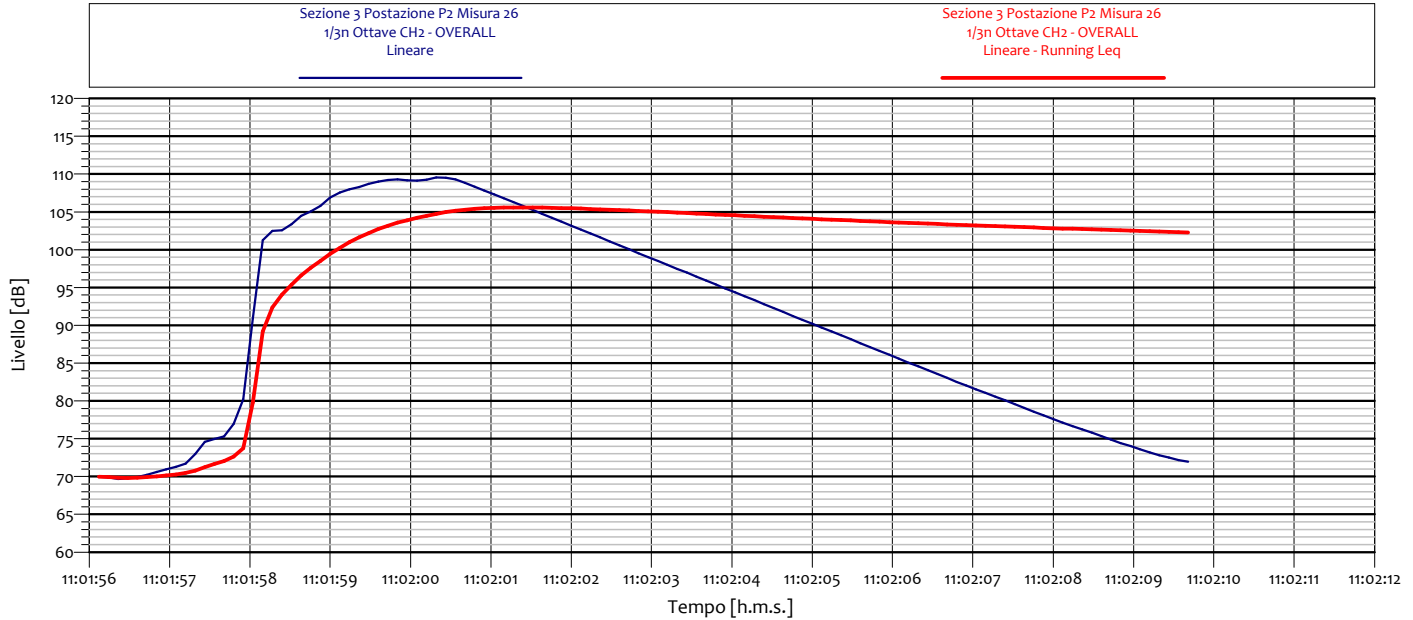


| Sezione 3 Postazione P2 Misura 25 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.5 dB | 1 | 37.6 dB | 1.3 | 35.0 dB | 1.6 | 32.2 dB |
| 2 | 26.7 dB | 2.5 | 30.3 dB | 3.2 | 30.5 dB | 4 | 35.1 dB |
| 5 | 50.6 dB | 6.3 | 41.7 dB | 8 | 50.1 dB | 10 | 50.9 dB |
| 12.5 | 54.6 dB | 16 | 54.8 dB | 20 | 66.0 dB | 25 | 68.3 dB |
| 31.5 | 79.4 dB | 40 | 73.8 dB | 50 | 88.2 dB | 63 | 89.1 dB |
| 80 | 82.1 dB | 100 | 73.2 dB | 125 | 67.6 dB | 160 | 59.7 dB |
| 200 | 58.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

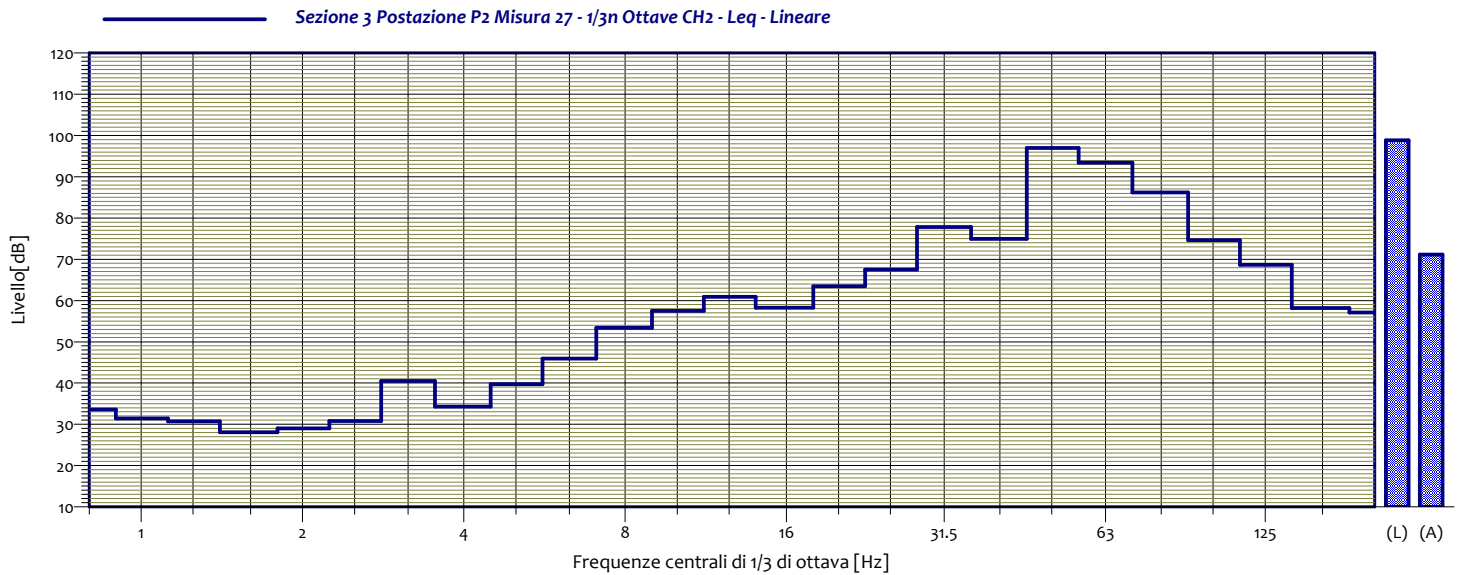
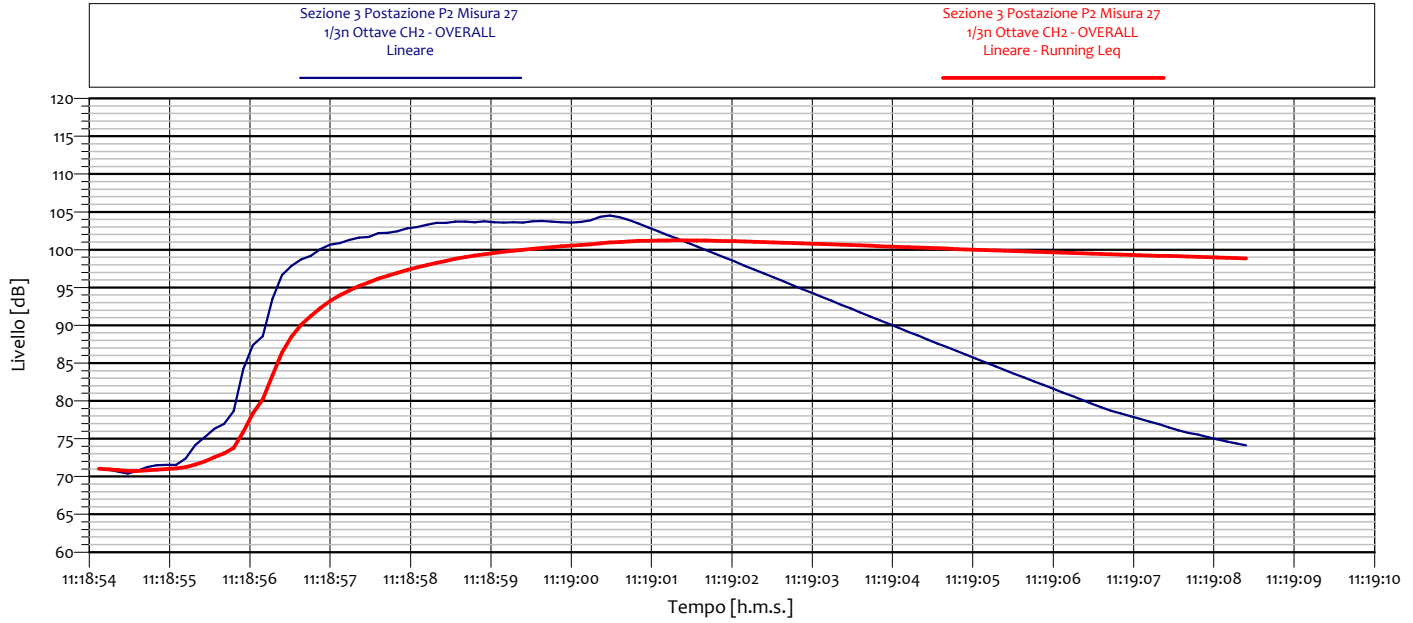


| Sezione 3 Postazione P2 Misura 26 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 34.7 dB | 1 | 38.1 dB | 1.3 | 32.4 dB | 1.6 | 33.6 dB |
| 2 | 34.3 dB | 2.5 | 35.2 dB | 3.2 | 38.0 dB | 4 | 39.4 dB |
| 5 | 54.0 dB | 6.3 | 46.6 dB | 8 | 47.9 dB | 10 | 60.0 dB |
| 12.5 | 53.4 dB | 16 | 55.9 dB | 20 | 66.2 dB | 25 | 72.6 dB |
| 31.5 | 82.6 dB | 40 | 78.6 dB | 50 | 96.1 dB | 63 | 100.9 dB |
| 80 | 82.3 dB | 100 | 78.1 dB | 125 | 68.0 dB | 160 | 59.2 dB |
| 200 | 63.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

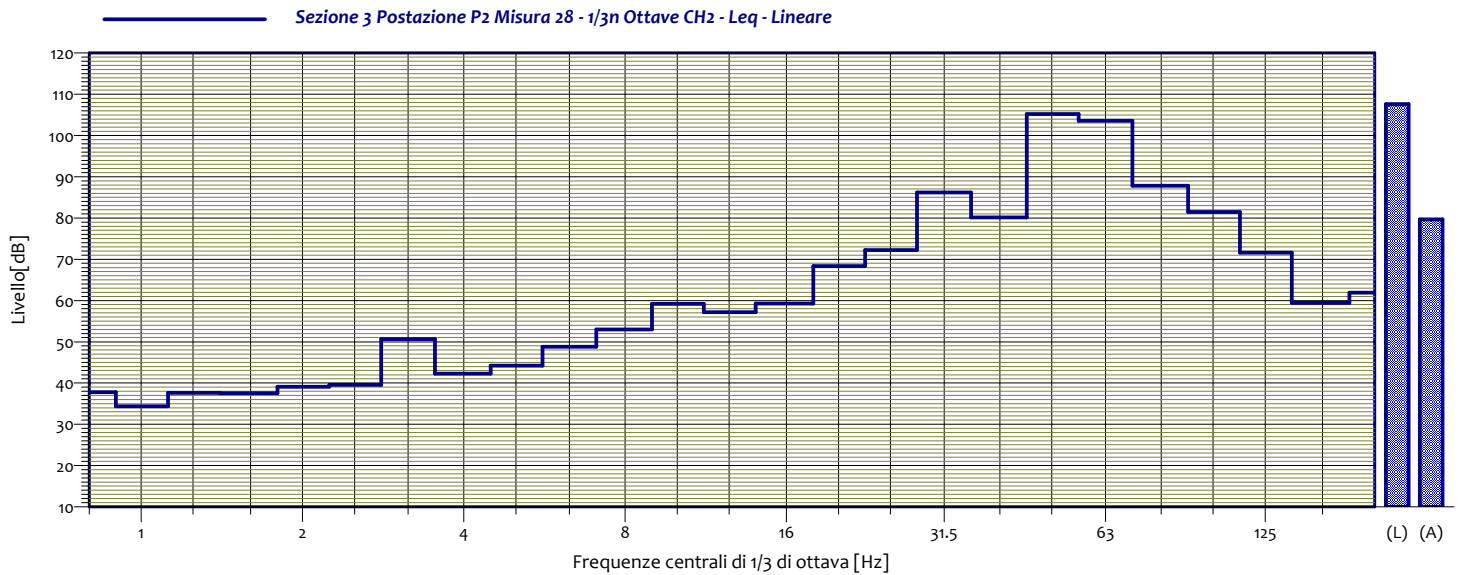
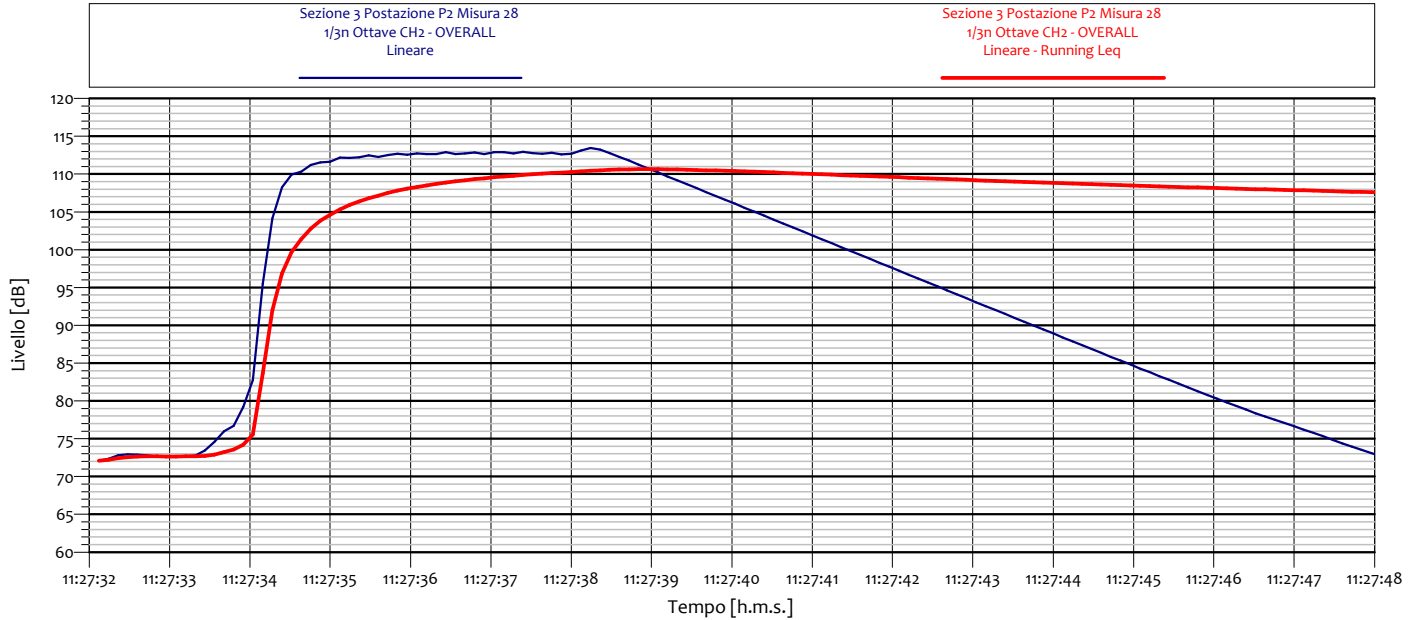


| Sezione 3 Postazione P2 Misura 27 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.6 dB | 1 | 31.4 dB | 1.3 | 30.7 dB | 1.6 | 28.0 dB |
| 2 | 29.0 dB | 2.5 | 30.8 dB | 3.2 | 40.5 dB | 4 | 34.3 dB |
| 5 | 39.7 dB | 6.3 | 45.9 dB | 8 | 53.4 dB | 10 | 57.5 dB |
| 12.5 | 60.9 dB | 16 | 58.3 dB | 20 | 63.4 dB | 25 | 67.5 dB |
| 31.5 | 77.8 dB | 40 | 74.9 dB | 50 | 96.9 dB | 63 | 93.4 dB |
| 80 | 86.2 dB | 100 | 74.6 dB | 125 | 68.6 dB | 160 | 58.1 dB |
| 200 | 57.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



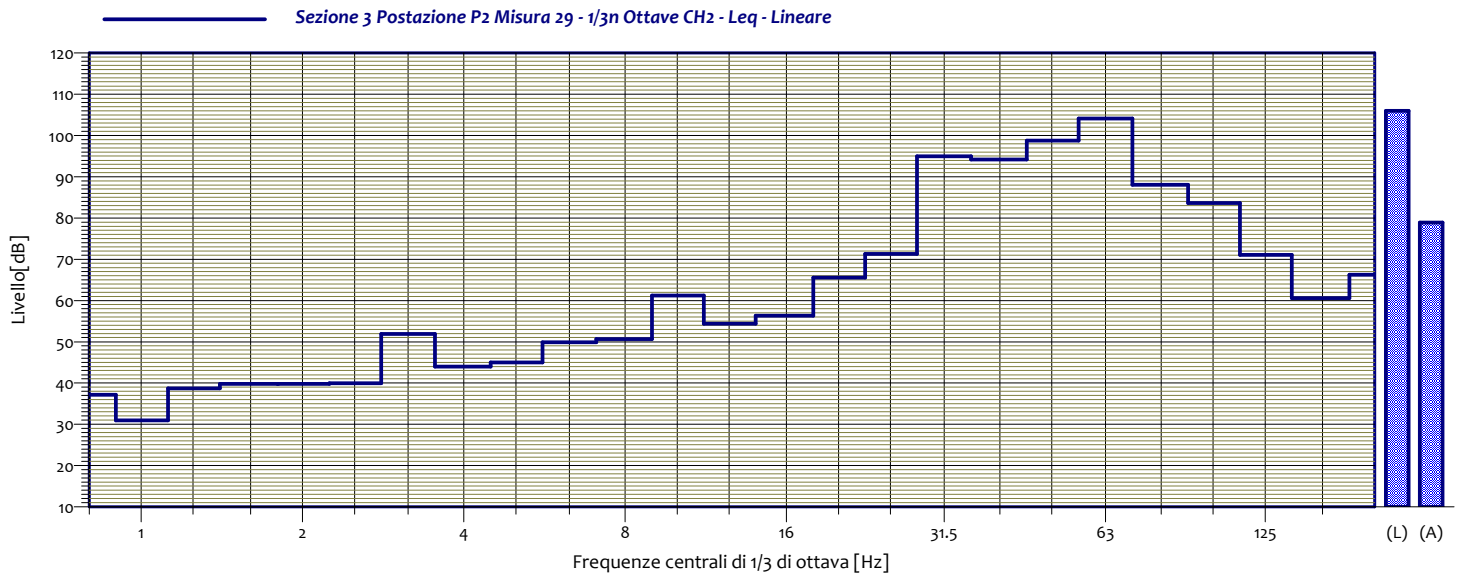
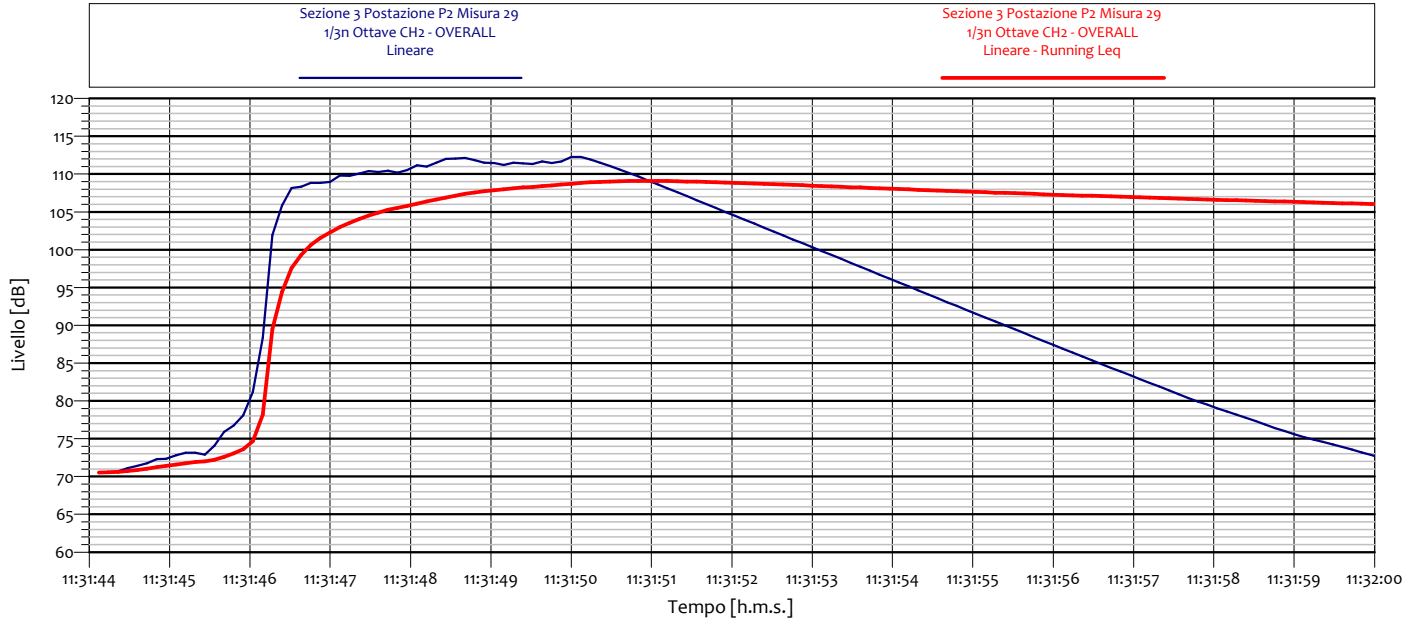
Sezione 3 Postazione P2 Misura 28
1/3n Ottave CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 37.8 dB | 1 | 34.3 dB | 1.3 | 37.6 dB | 1.6 | 37.5 dB |
| 2 | 39.1 dB | 2.5 | 39.5 dB | 3.2 | 50.6 dB | 4 | 42.3 dB |
| 5 | 44.2 dB | 6.3 | 48.8 dB | 8 | 53.0 dB | 10 | 59.2 dB |
| 12.5 | 57.2 dB | 16 | 59.3 dB | 20 | 68.3 dB | 25 | 72.2 dB |
| 31.5 | 86.2 dB | 40 | 80.2 dB | 50 | 105.2 dB | 63 | 103.6 dB |
| 80 | 87.8 dB | 100 | 81.5 dB | 125 | 71.6 dB | 160 | 59.4 dB |
| 200 | 61.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

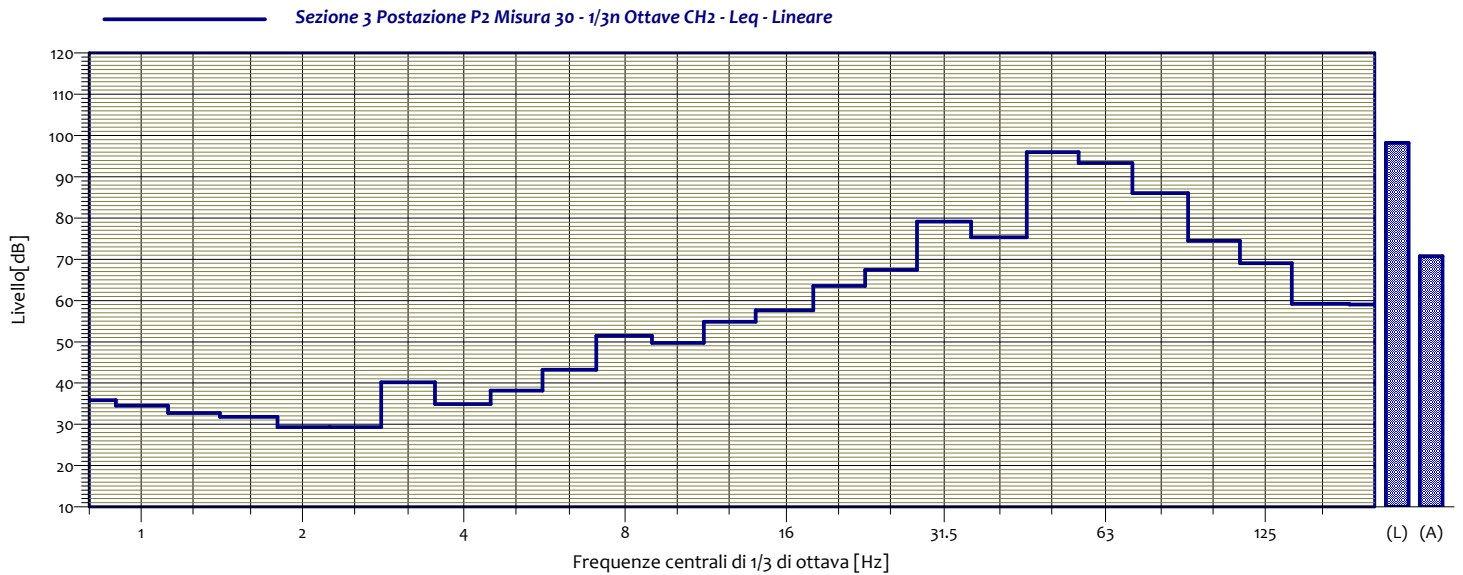
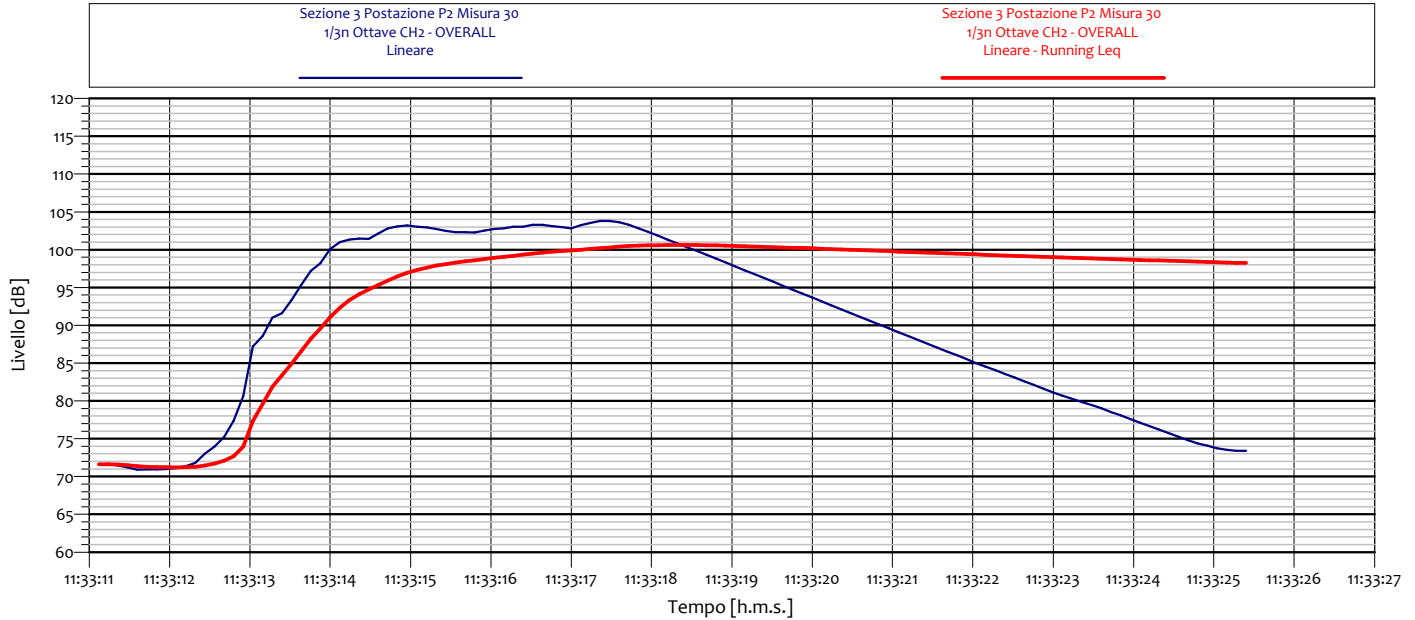


| Sezione 3 Postazione P2 Misura 29 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 37.1 dB | 1 | 31.0 dB | 1.3 | 38.7 dB | 1.6 | 39.8 dB |
| 2 | 39.8 dB | 2.5 | 39.9 dB | 3.2 | 51.8 dB | 4 | 44.0 dB |
| 5 | 45.0 dB | 6.3 | 49.9 dB | 8 | 50.7 dB | 10 | 61.2 dB |
| 12.5 | 54.3 dB | 16 | 56.3 dB | 20 | 65.6 dB | 25 | 71.3 dB |
| 31.5 | 95.0 dB | 40 | 94.2 dB | 50 | 98.8 dB | 63 | 104.1 dB |
| 80 | 88.1 dB | 100 | 83.7 dB | 125 | 71.1 dB | 160 | 60.6 dB |
| 200 | 66.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

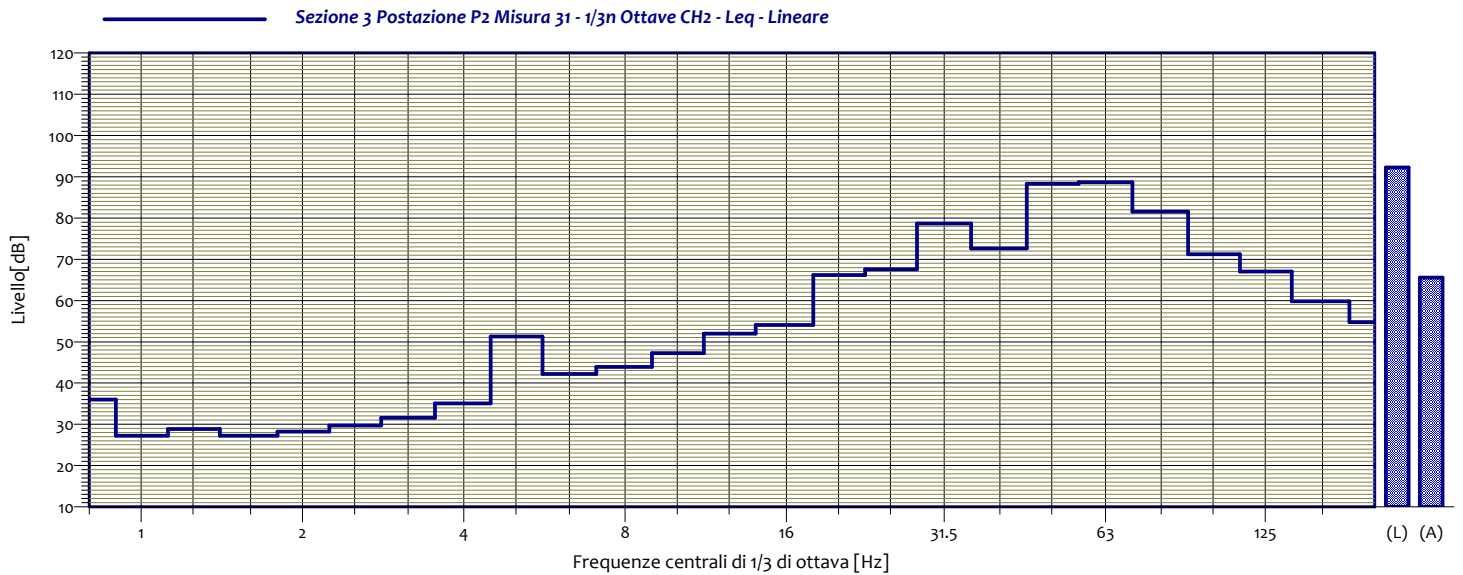
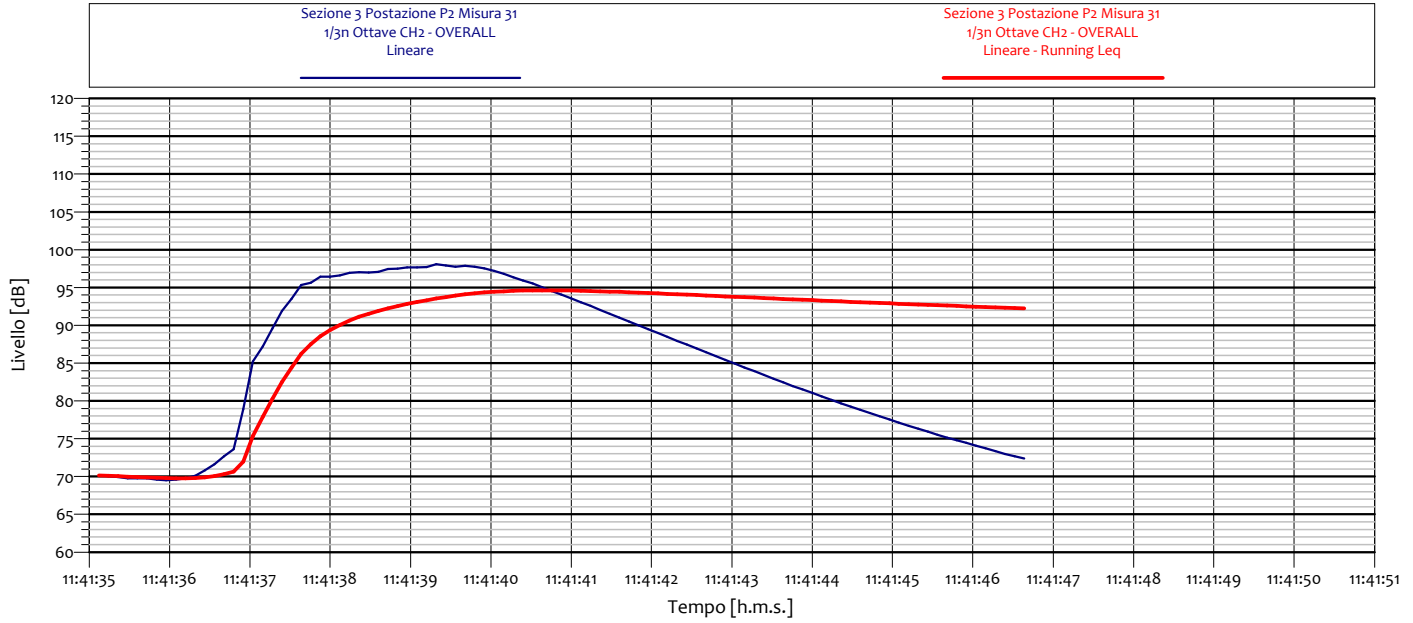


| Sezione 3 Postazione P2 Misura 30 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.8 dB | 1 | 34.5 dB | 1.3 | 32.7 dB | 1.6 | 31.7 dB |
| 2 | 29.3 dB | 2.5 | 29.3 dB | 3.2 | 40.2 dB | 4 | 34.9 dB |
| 5 | 38.1 dB | 6.3 | 43.2 dB | 8 | 51.4 dB | 10 | 49.7 dB |
| 12.5 | 54.9 dB | 16 | 57.6 dB | 20 | 63.5 dB | 25 | 67.4 dB |
| 31.5 | 79.1 dB | 40 | 75.4 dB | 50 | 96.0 dB | 63 | 93.3 dB |
| 80 | 86.1 dB | 100 | 74.5 dB | 125 | 69.1 dB | 160 | 59.2 dB |
| 200 | 59.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

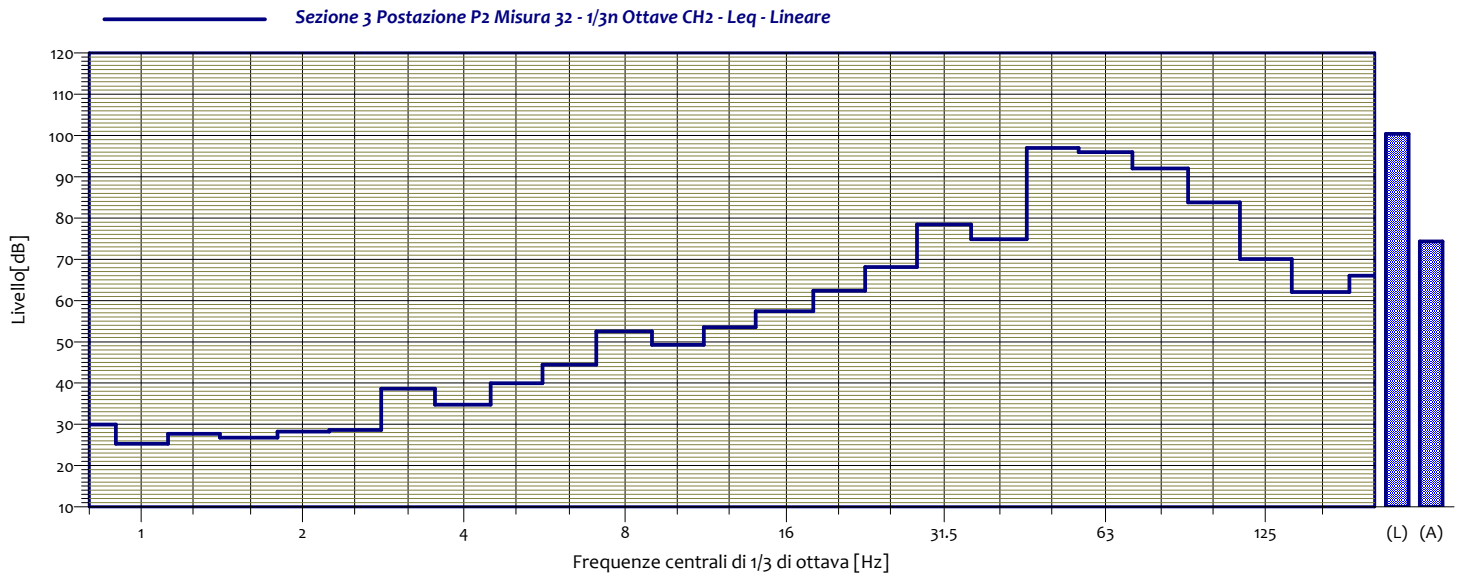
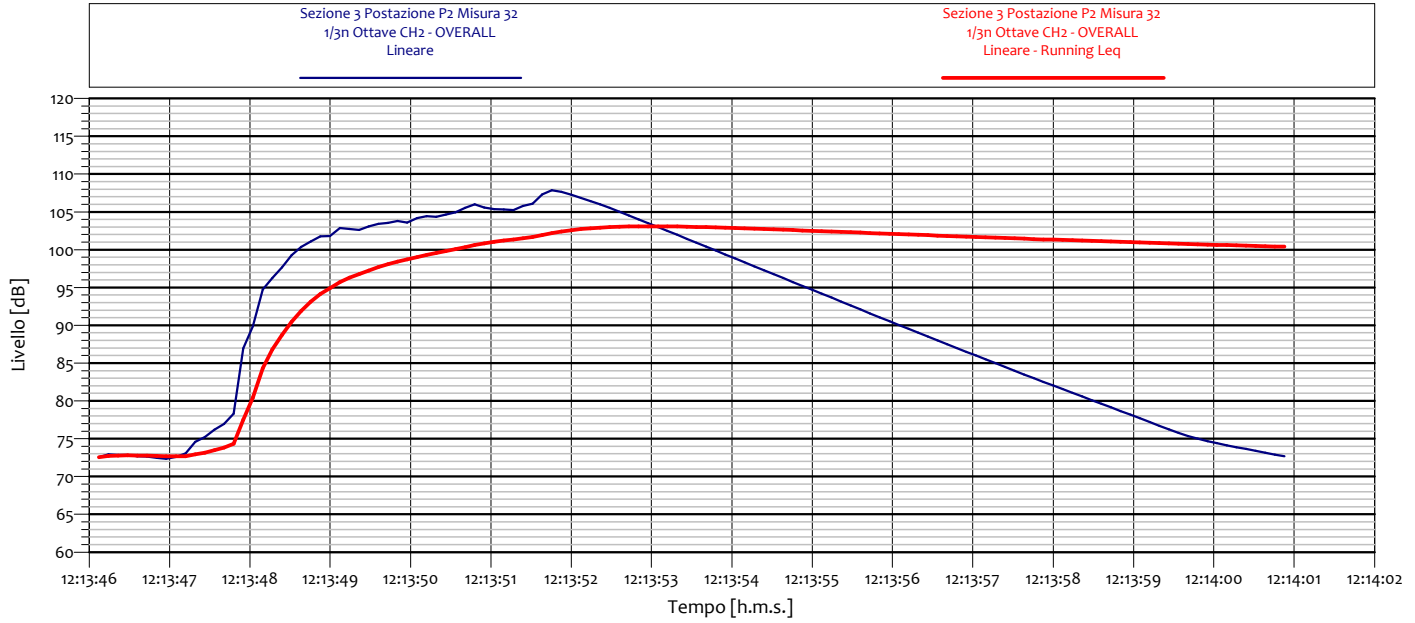


| Sezione 3 Postazione P2 Misura 31 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.0 dB | 1 | 27.2 dB | 1.3 | 28.9 dB | 1.6 | 27.2 dB |
| 2 | 28.3 dB | 2.5 | 29.7 dB | 3.2 | 31.6 dB | 4 | 35.1 dB |
| 5 | 51.3 dB | 6.3 | 42.2 dB | 8 | 43.8 dB | 10 | 47.2 dB |
| 12.5 | 52.0 dB | 16 | 54.0 dB | 20 | 66.2 dB | 25 | 67.6 dB |
| 31.5 | 78.6 dB | 40 | 72.6 dB | 50 | 88.3 dB | 63 | 88.7 dB |
| 80 | 81.6 dB | 100 | 71.3 dB | 125 | 67.0 dB | 160 | 59.8 dB |
| 200 | 54.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



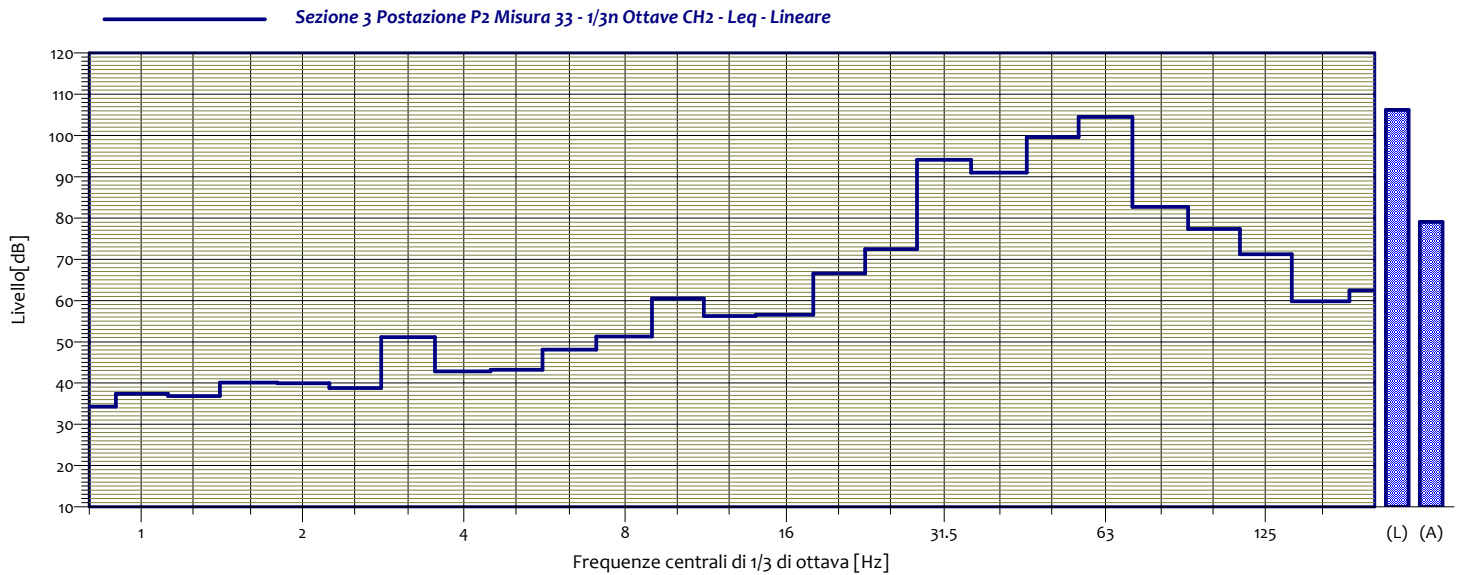
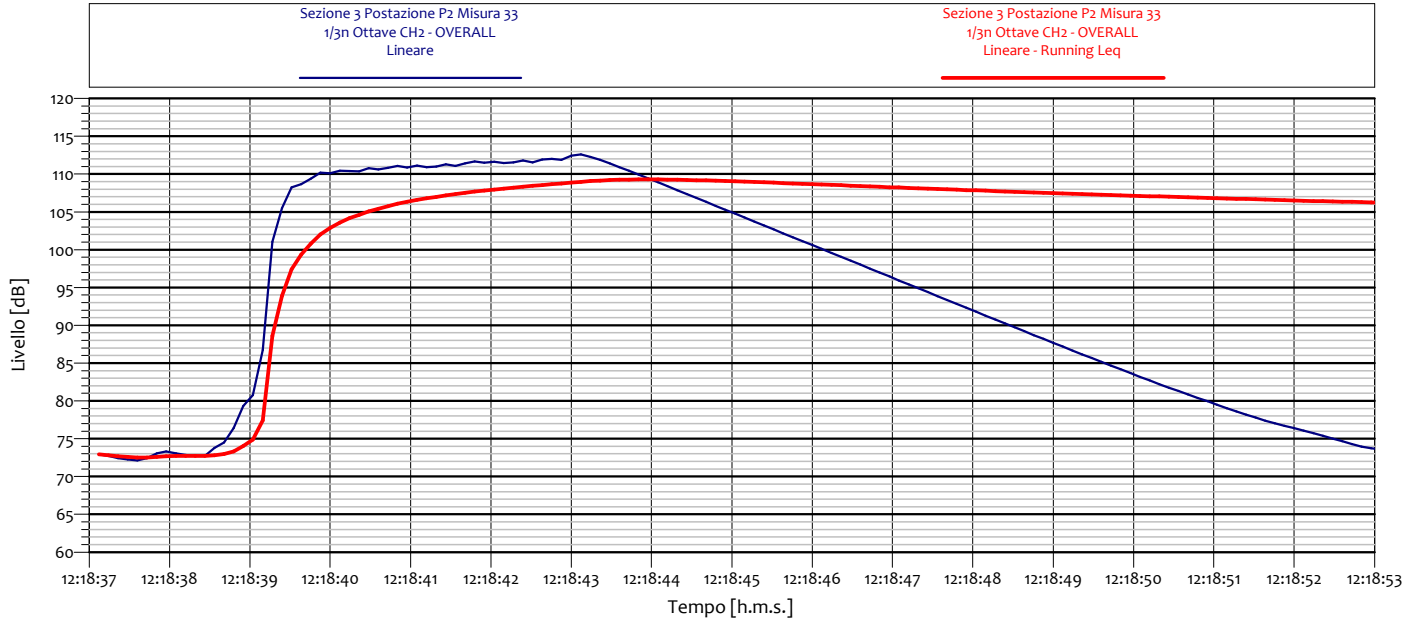
Sezione 3 Postazione P2 Misura 32
1/3n Ottave CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 30.0 dB | 1 | 25.2 dB | 1.3 | 27.7 dB | 1.6 | 26.7 dB |
| 2 | 28.2 dB | 2.5 | 28.6 dB | 3.2 | 38.6 dB | 4 | 34.7 dB |
| 5 | 40.0 dB | 6.3 | 44.4 dB | 8 | 52.5 dB | 10 | 49.3 dB |
| 12.5 | 53.5 dB | 16 | 57.4 dB | 20 | 62.4 dB | 25 | 68.1 dB |
| 31.5 | 78.4 dB | 40 | 74.8 dB | 50 | 97.0 dB | 63 | 96.0 dB |
| 80 | 92.1 dB | 100 | 83.8 dB | 125 | 70.1 dB | 160 | 62.1 dB |
| 200 | 66.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

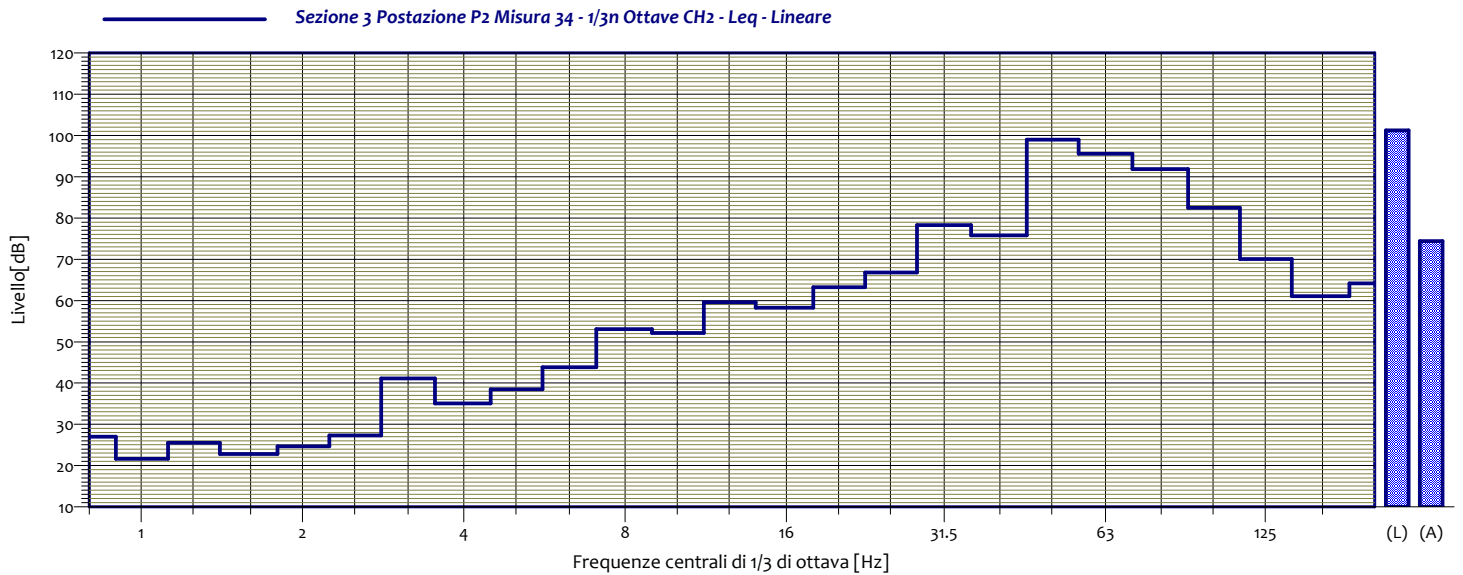
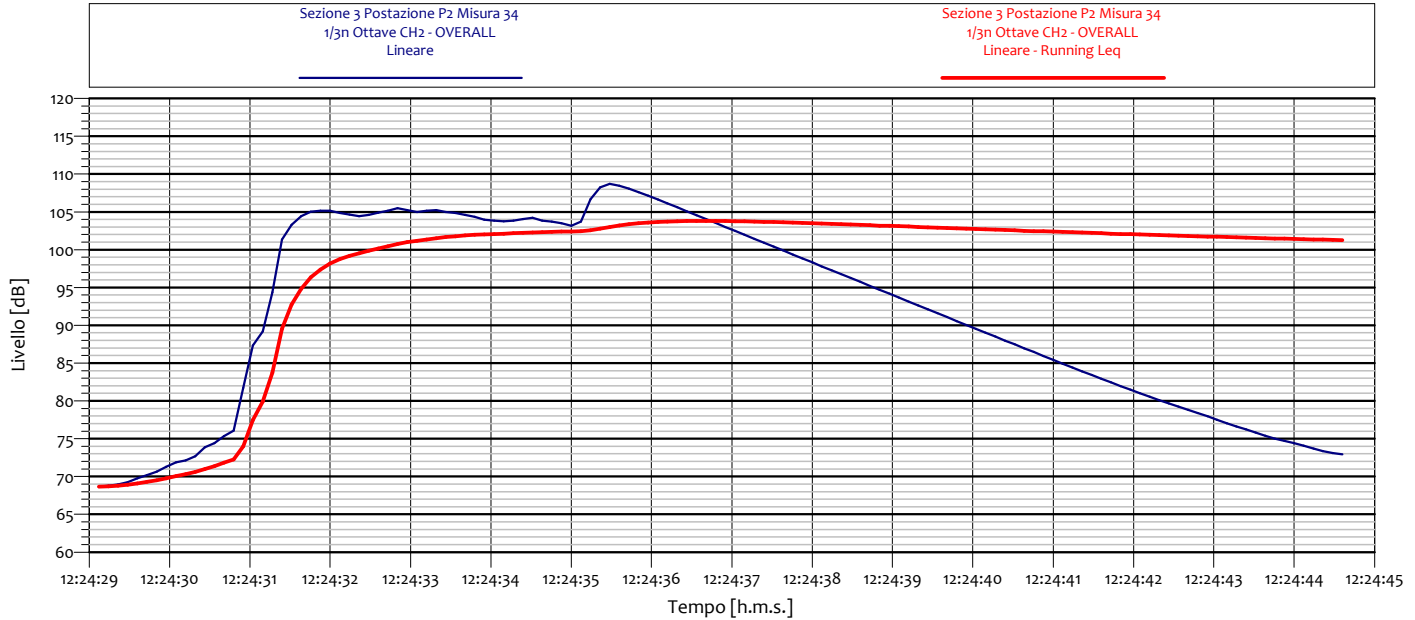


| Sezione 3 Postazione P2 Misura 33 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 34.3 dB | 1 | 37.4 dB | 1.3 | 36.8 dB | 1.6 | 40.1 dB |
| 2 | 40.0 dB | 2.5 | 38.8 dB | 3.2 | 51.1 dB | 4 | 42.8 dB |
| 5 | 43.2 dB | 6.3 | 48.1 dB | 8 | 51.3 dB | 10 | 60.5 dB |
| 12.5 | 56.2 dB | 16 | 56.5 dB | 20 | 66.5 dB | 25 | 72.4 dB |
| 31.5 | 94.1 dB | 40 | 91.0 dB | 50 | 99.6 dB | 63 | 104.5 dB |
| 80 | 82.7 dB | 100 | 77.4 dB | 125 | 71.2 dB | 160 | 59.8 dB |
| 200 | 62.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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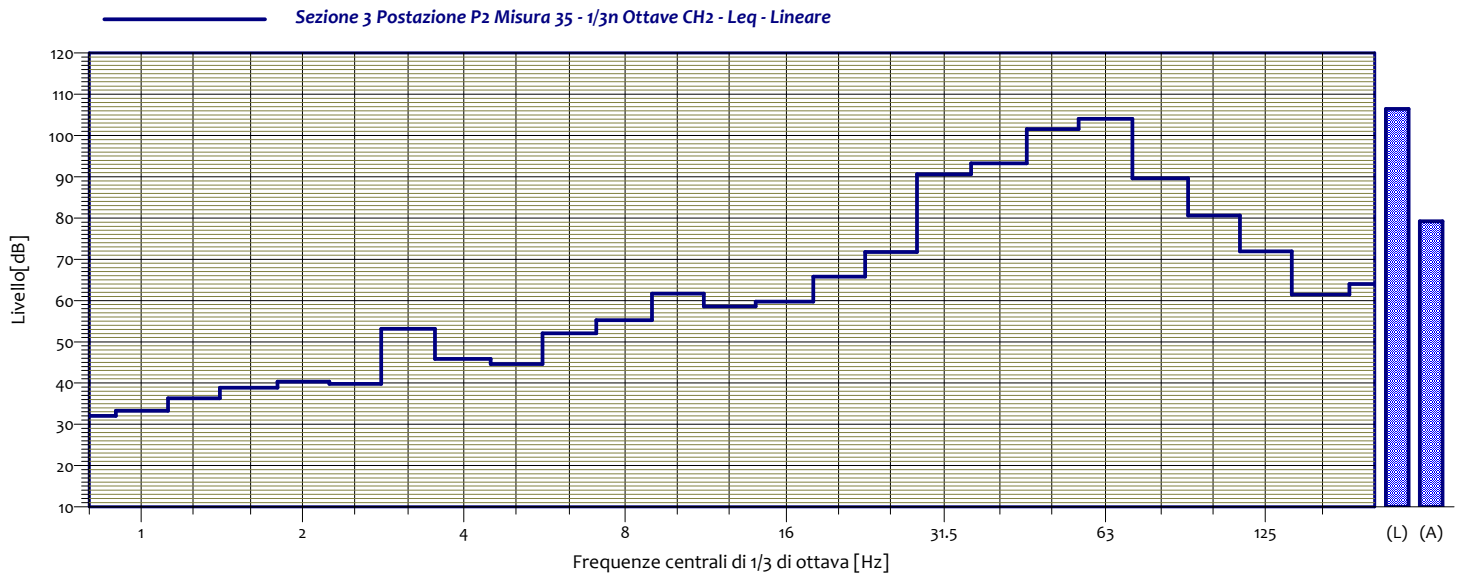
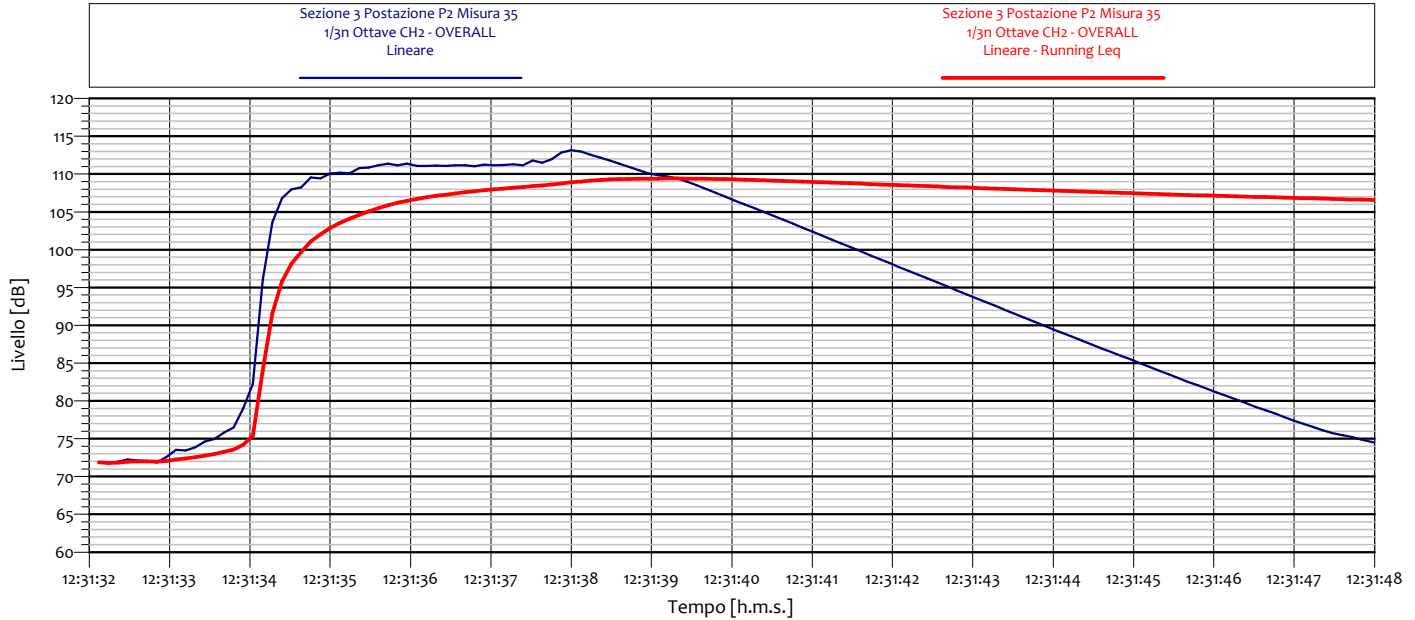


| Sezione 3 Postazione P2 Misura 34 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 27.0 dB | 1 | 21.6 dB | 1.3 | 25.5 dB | 1.6 | 22.8 dB |
| 2 | 24.7 dB | 2.5 | 27.3 dB | 3.2 | 41.1 dB | 4 | 35.0 dB |
| 5 | 38.5 dB | 6.3 | 43.8 dB | 8 | 53.0 dB | 10 | 52.1 dB |
| 12.5 | 59.6 dB | 16 | 58.3 dB | 20 | 63.2 dB | 25 | 66.8 dB |
| 31.5 | 78.3 dB | 40 | 75.8 dB | 50 | 99.0 dB | 63 | 95.6 dB |
| 80 | 91.9 dB | 100 | 82.5 dB | 125 | 70.1 dB | 160 | 61.1 dB |
| 200 | 64.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

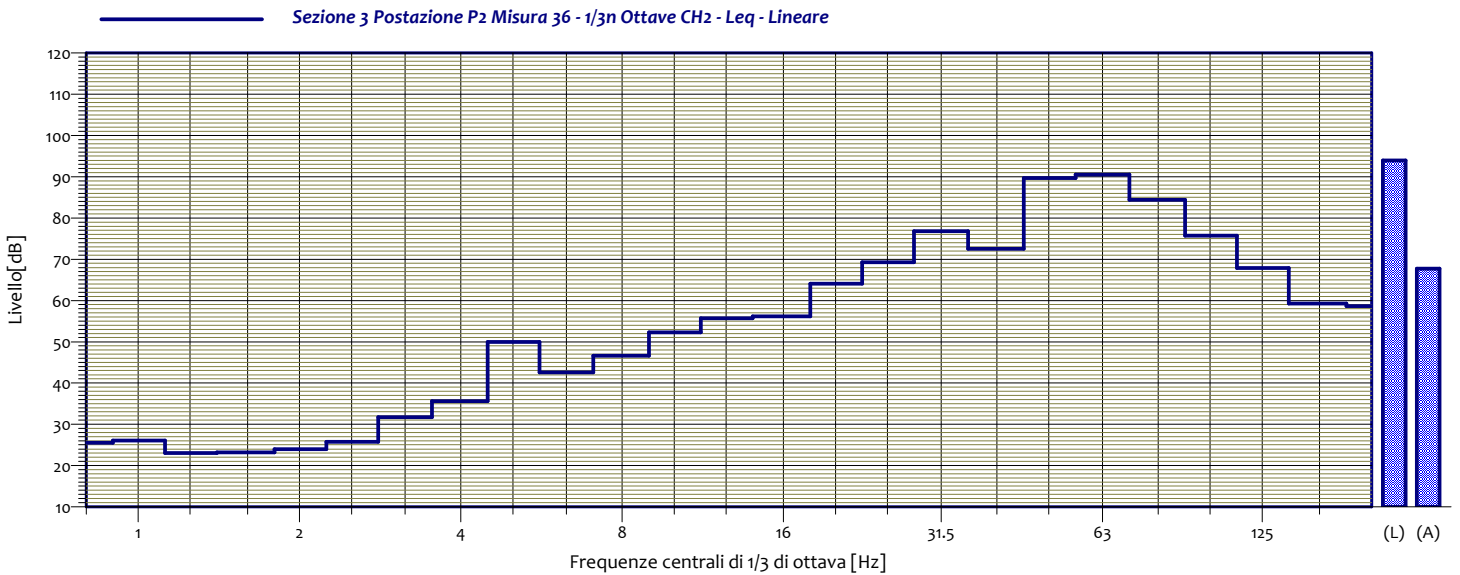
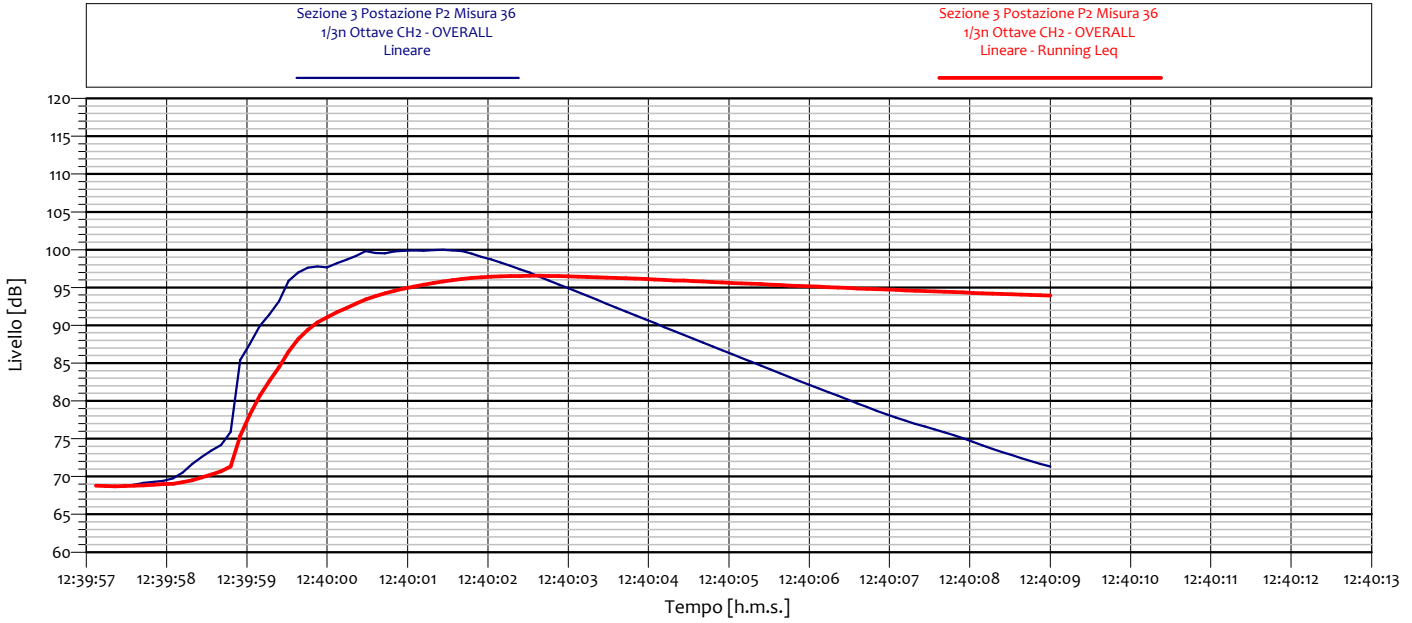


| Sezione 3 Postazione P2 Misura 35 1/3n Ottave CH2 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|----------|-----|----------|
| 0.8 | 32.0 dB | 1 | 33.2 dB | 1.3 | 36.3 dB | 1.6 | 38.8 dB |
| 2 | 40.3 dB | 2.5 | 39.8 dB | 3.2 | 53.1 dB | 4 | 45.9 dB |
| 5 | 44.6 dB | 6.3 | 52.0 dB | 8 | 55.3 dB | 10 | 61.7 dB |
| 12.5 | 58.6 dB | 16 | 59.7 dB | 20 | 65.7 dB | 25 | 71.8 dB |
| 31.5 | 90.6 dB | 40 | 93.3 dB | 50 | 101.6 dB | 63 | 104.1 dB |
| 80 | 89.6 dB | 100 | 80.7 dB | 125 | 72.0 dB | 160 | 61.5 dB |
| 200 | 64.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



Sezione 3 Postazione P2 Misura 36
1/3n Ottave CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 25.5 dB | 1 | 26.1 dB | 1.3 | 23.0 dB | 1.6 | 23.1 dB |
| 2 | 24.0 dB | 2.5 | 25.7 dB | 3.2 | 31.7 dB | 4 | 35.6 dB |
| 5 | 50.0 dB | 6.3 | 42.6 dB | 8 | 46.7 dB | 10 | 52.2 dB |
| 12.5 | 55.7 dB | 16 | 56.1 dB | 20 | 64.1 dB | 25 | 69.3 dB |
| 31.5 | 76.8 dB | 40 | 72.6 dB | 50 | 89.7 dB | 63 | 90.6 dB |
| 80 | 84.4 dB | 100 | 75.7 dB | 125 | 67.9 dB | 160 | 59.2 dB |
| 200 | 58.7 dB | | | | | | |

POSTAZIONE DI MISURA P2

SEZIONE 03 - GALLERIA

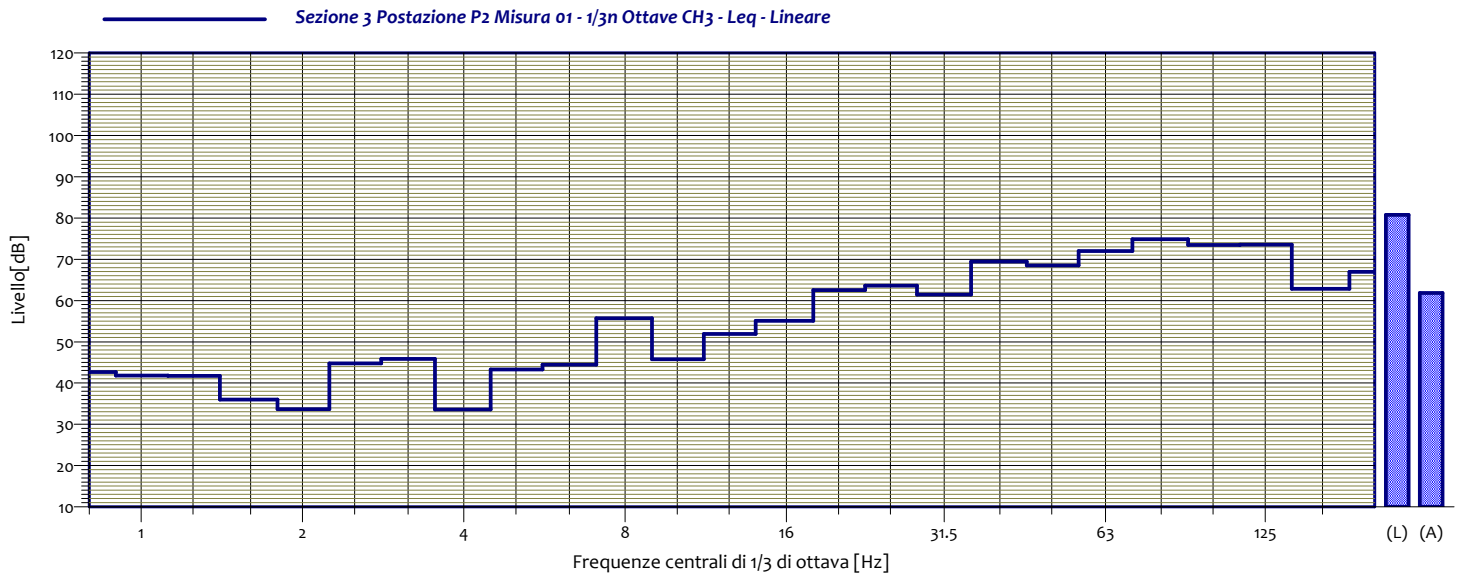
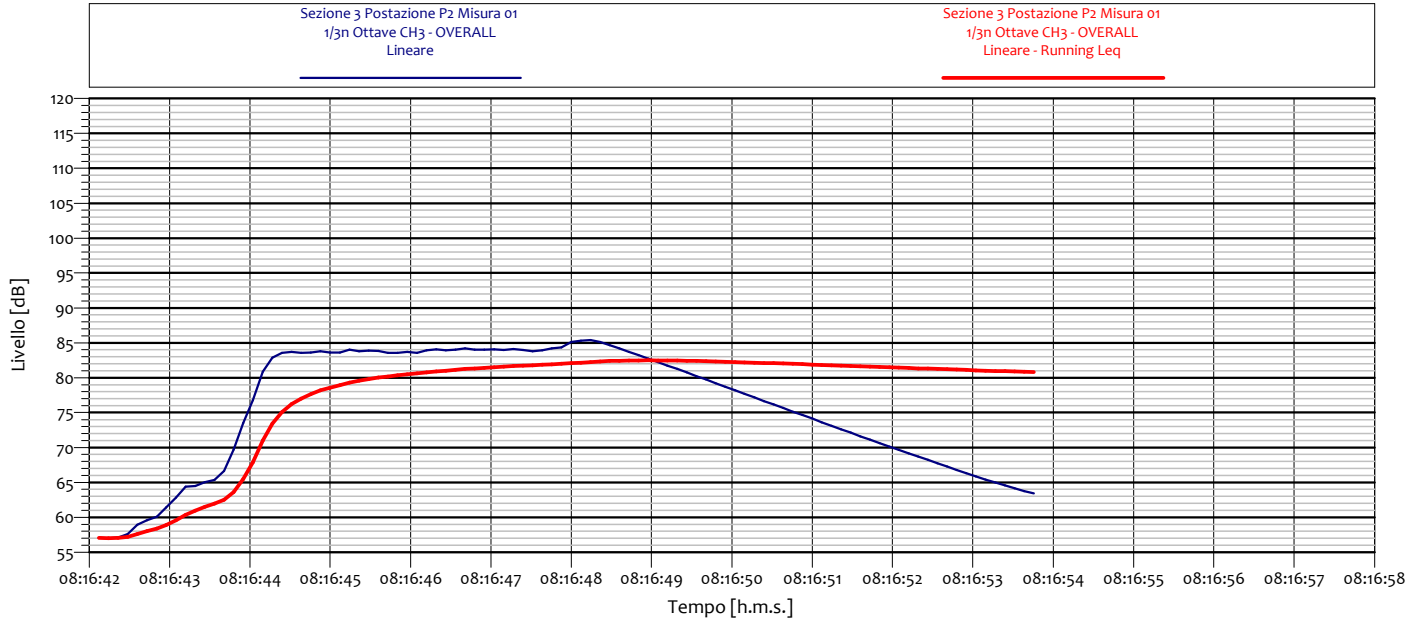
ASSE DI VALUTAZIONE Z (verticale)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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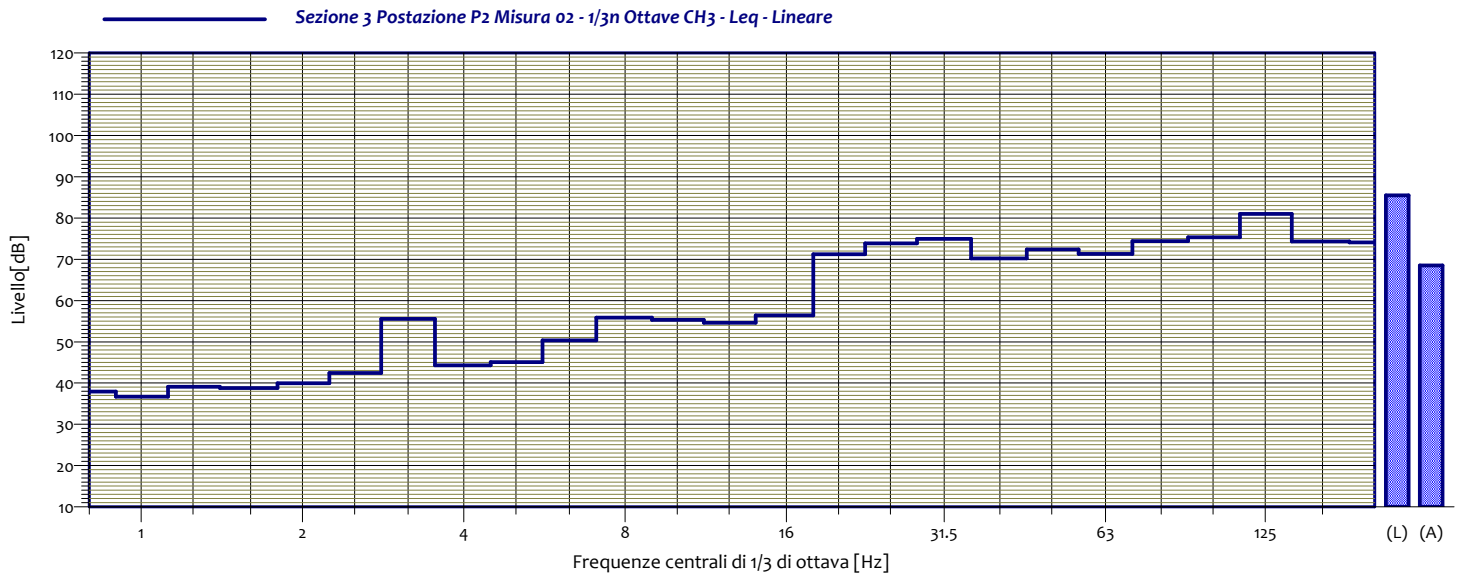
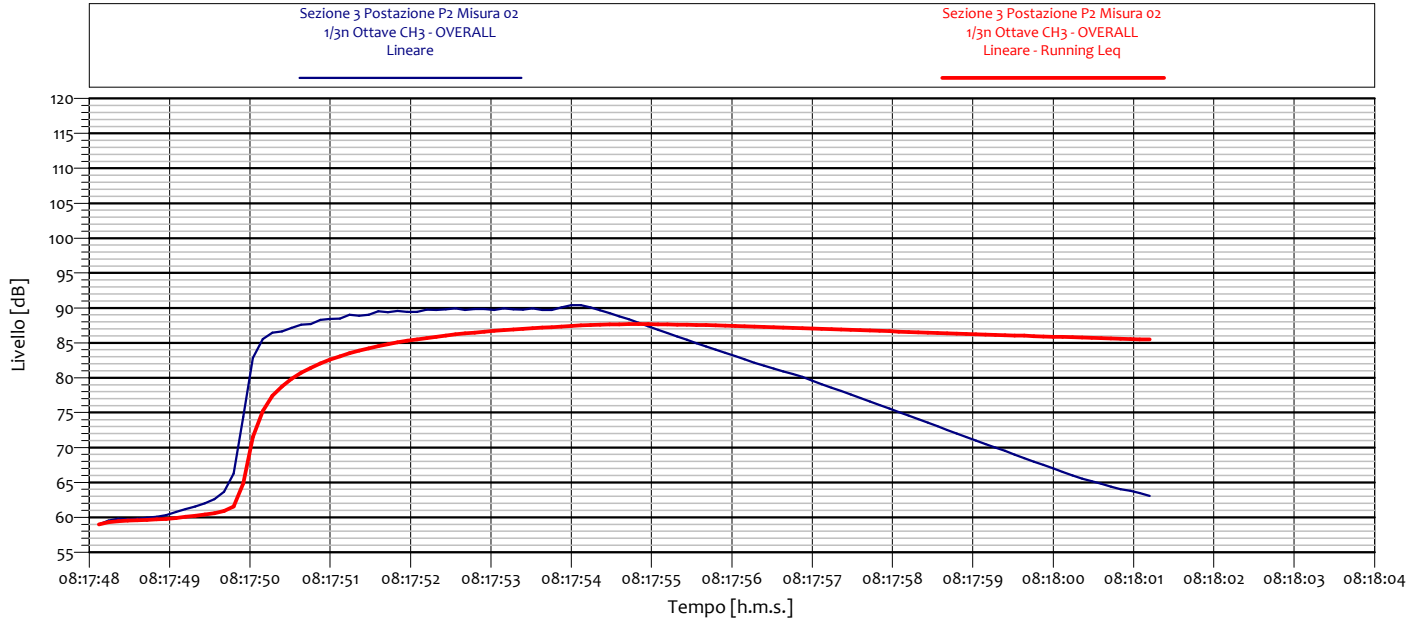
Sezione 3 Postazione P2 Misura 01
1/3n Ottave CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 42.7 dB | 1 | 41.8 dB | 1.3 | 41.7 dB | 1.6 | 36.0 dB |
| 2 | 33.7 dB | 2.5 | 44.8 dB | 3.2 | 45.8 dB | 4 | 33.6 dB |
| 5 | 43.3 dB | 6.3 | 44.4 dB | 8 | 55.7 dB | 10 | 45.7 dB |
| 12.5 | 51.9 dB | 16 | 55.1 dB | 20 | 62.6 dB | 25 | 63.6 dB |
| 31.5 | 61.4 dB | 40 | 69.4 dB | 50 | 68.5 dB | 63 | 72.0 dB |
| 80 | 74.8 dB | 100 | 73.4 dB | 125 | 73.5 dB | 160 | 62.8 dB |
| 200 | 67.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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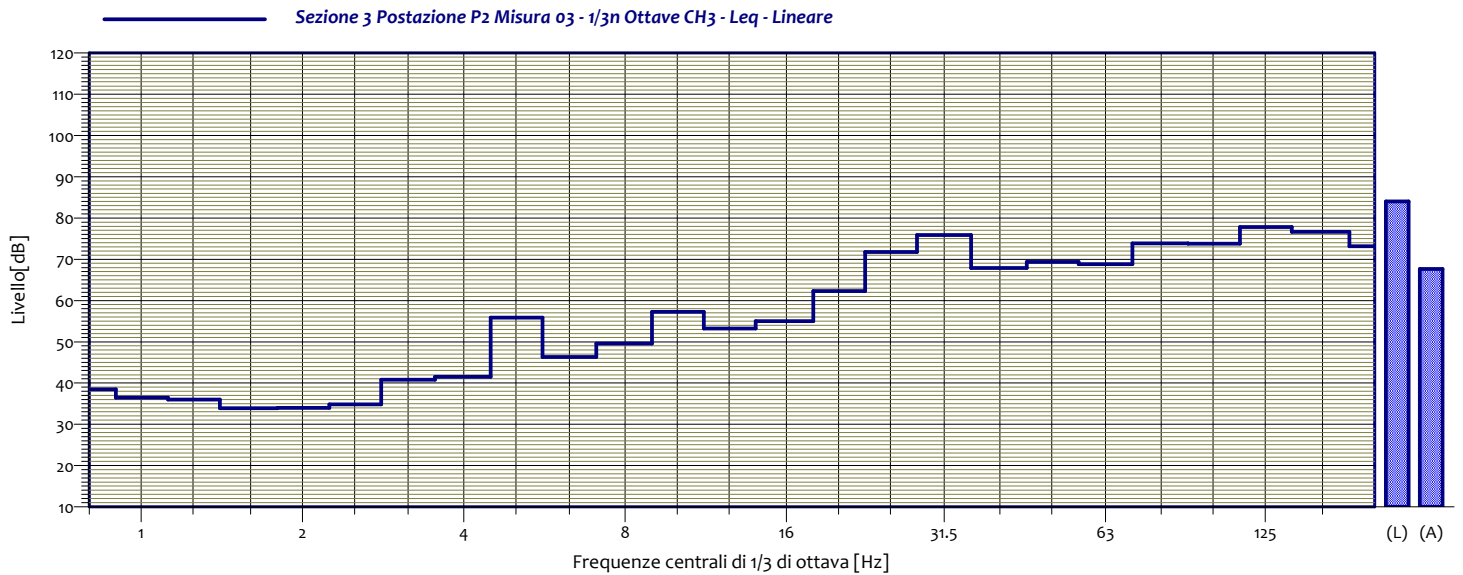
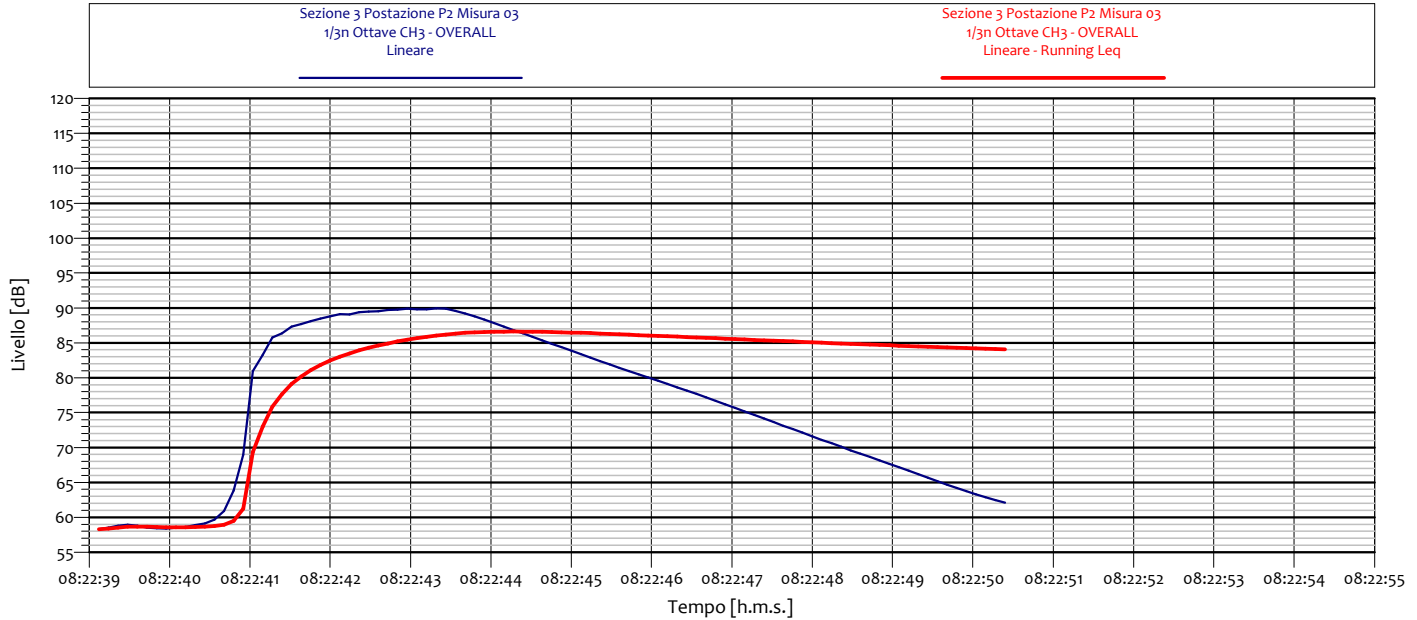


| Sezione 3 Postazione P2 Misura 02 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 37.9 dB | 1 | 36.7 dB | 1.3 | 39.0 dB | 1.6 | 38.8 dB |
| | 39.9 dB | 2.5 | 42.4 dB | 3.2 | 55.5 dB | 4 | 44.3 dB |
| | 45.0 dB | 6.3 | 50.3 dB | 8 | 55.9 dB | 10 | 55.3 dB |
| | 54.6 dB | 16 | 56.4 dB | 20 | 71.3 dB | 25 | 73.8 dB |
| | 74.9 dB | 40 | 70.2 dB | 50 | 72.4 dB | 63 | 71.3 dB |
| | 74.4 dB | 100 | 75.4 dB | 125 | 81.0 dB | 160 | 74.3 dB |
| 200 | 74.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



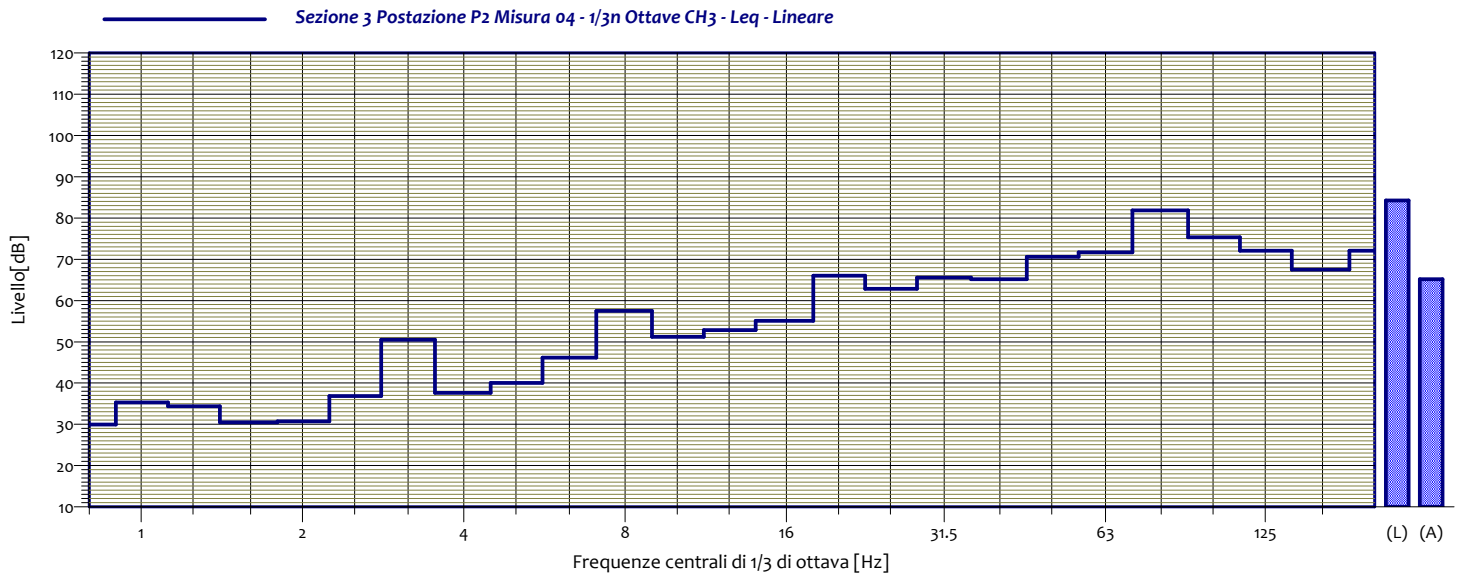
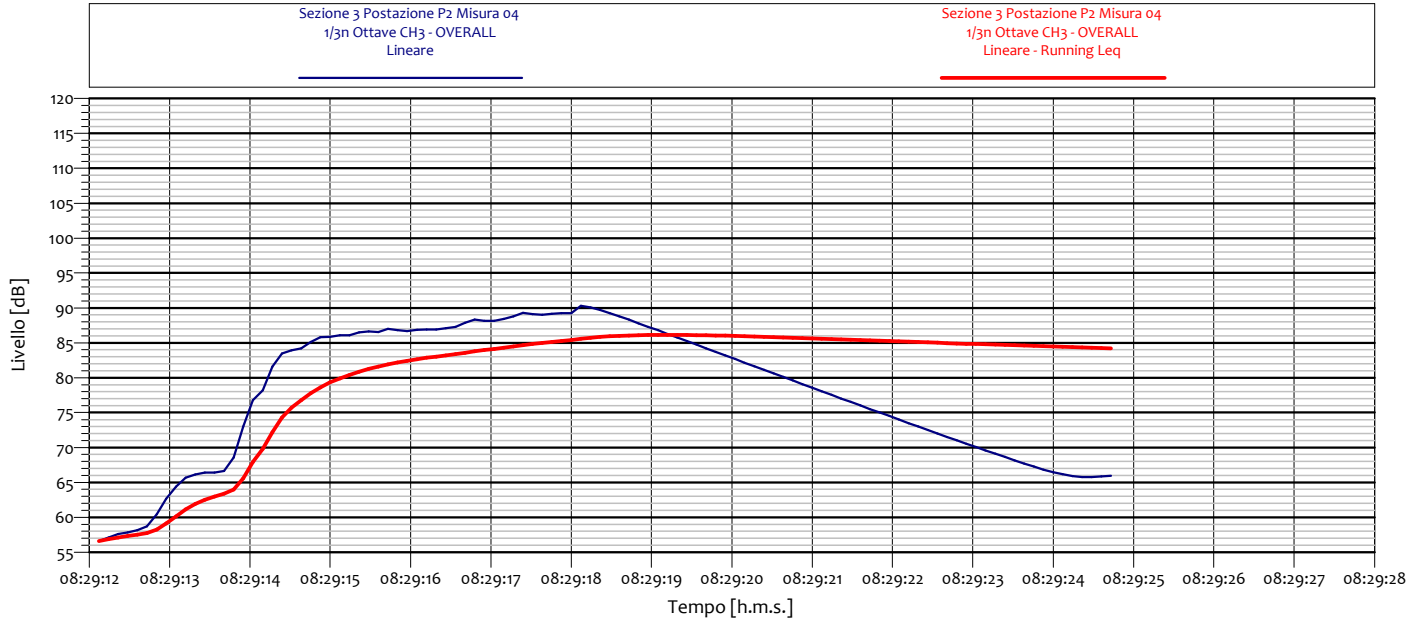
Sezione 3 Postazione P2 Misura 03
1/3n Ottave CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 38.4 dB | 1 | 36.4 dB | 1.3 | 36.0 dB | 1.6 | 33.8 dB |
| 2 | 34.0 dB | 2.5 | 34.8 dB | 3.2 | 40.8 dB | 4 | 41.5 dB |
| 5 | 55.9 dB | 6.3 | 46.3 dB | 8 | 49.5 dB | 10 | 57.2 dB |
| 12.5 | 53.2 dB | 16 | 55.0 dB | 20 | 62.3 dB | 25 | 71.8 dB |
| 31.5 | 75.8 dB | 40 | 67.9 dB | 50 | 69.3 dB | 63 | 68.8 dB |
| 80 | 73.8 dB | 100 | 73.8 dB | 125 | 77.8 dB | 160 | 76.7 dB |
| 200 | 73.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

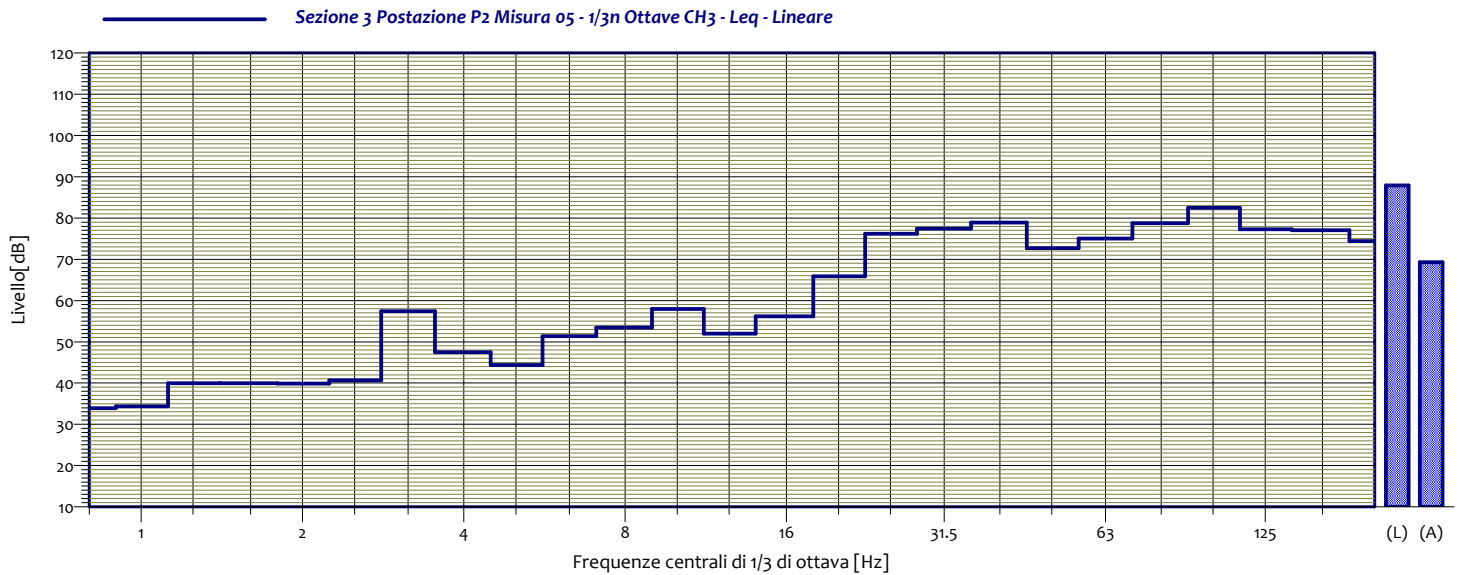
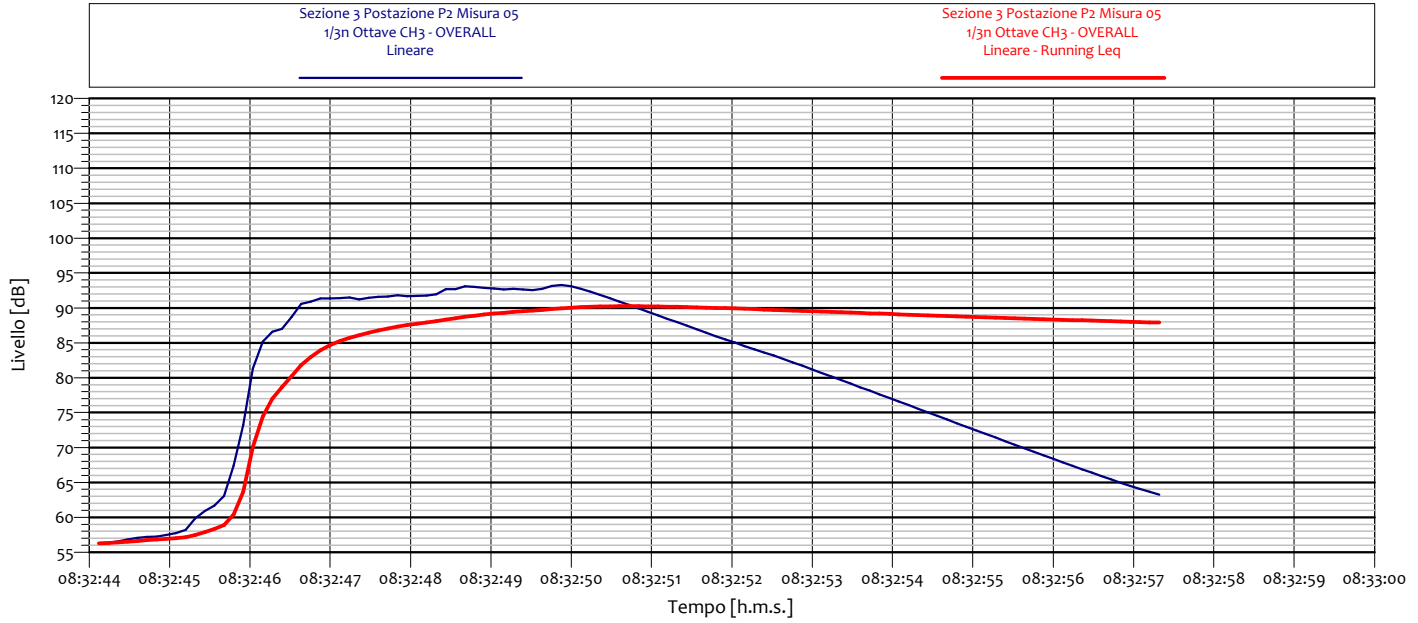


| Sezione 3 Postazione P2 Misura 04 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 29.9 dB | 1 | 35.2 dB | 1.3 | 34.4 dB | 1.6 | 30.4 dB |
| 2 | 30.7 dB | 2.5 | 36.8 dB | 3.2 | 50.5 dB | 4 | 37.6 dB |
| 5 | 40.0 dB | 6.3 | 46.1 dB | 8 | 57.5 dB | 10 | 51.2 dB |
| 12.5 | 52.8 dB | 16 | 55.1 dB | 20 | 66.0 dB | 25 | 62.8 dB |
| 31.5 | 65.6 dB | 40 | 65.2 dB | 50 | 70.6 dB | 63 | 71.7 dB |
| 80 | 81.8 dB | 100 | 75.4 dB | 125 | 72.1 dB | 160 | 67.5 dB |
| 200 | 72.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

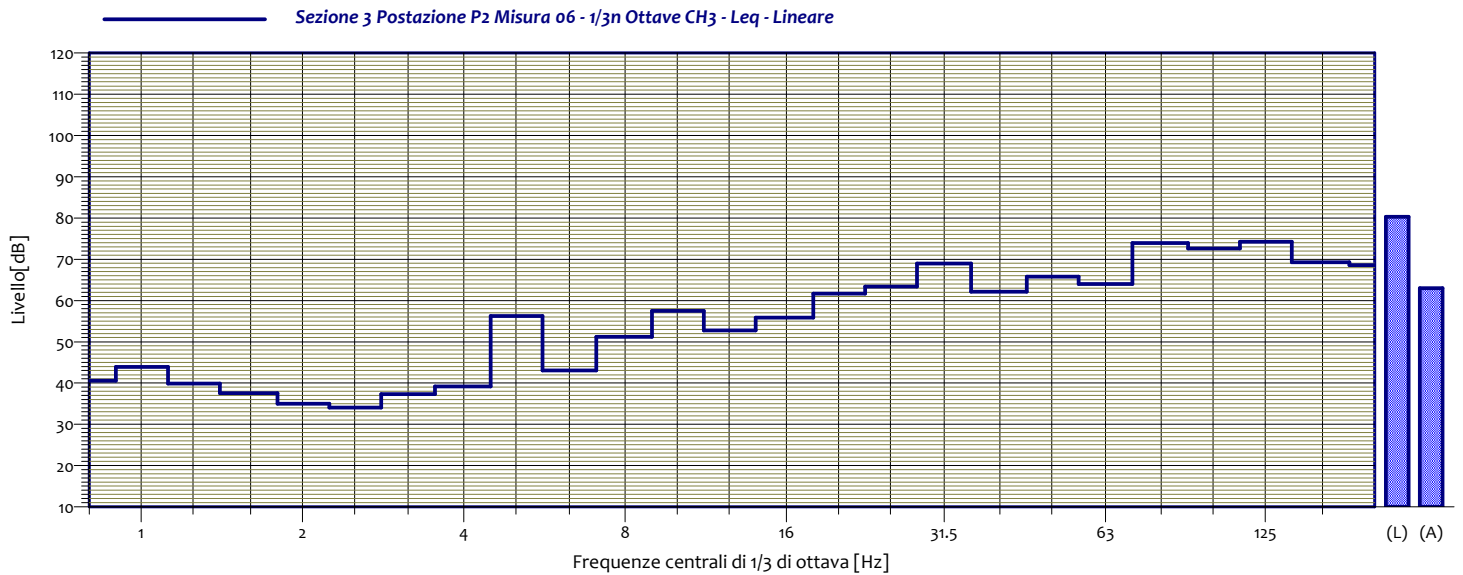
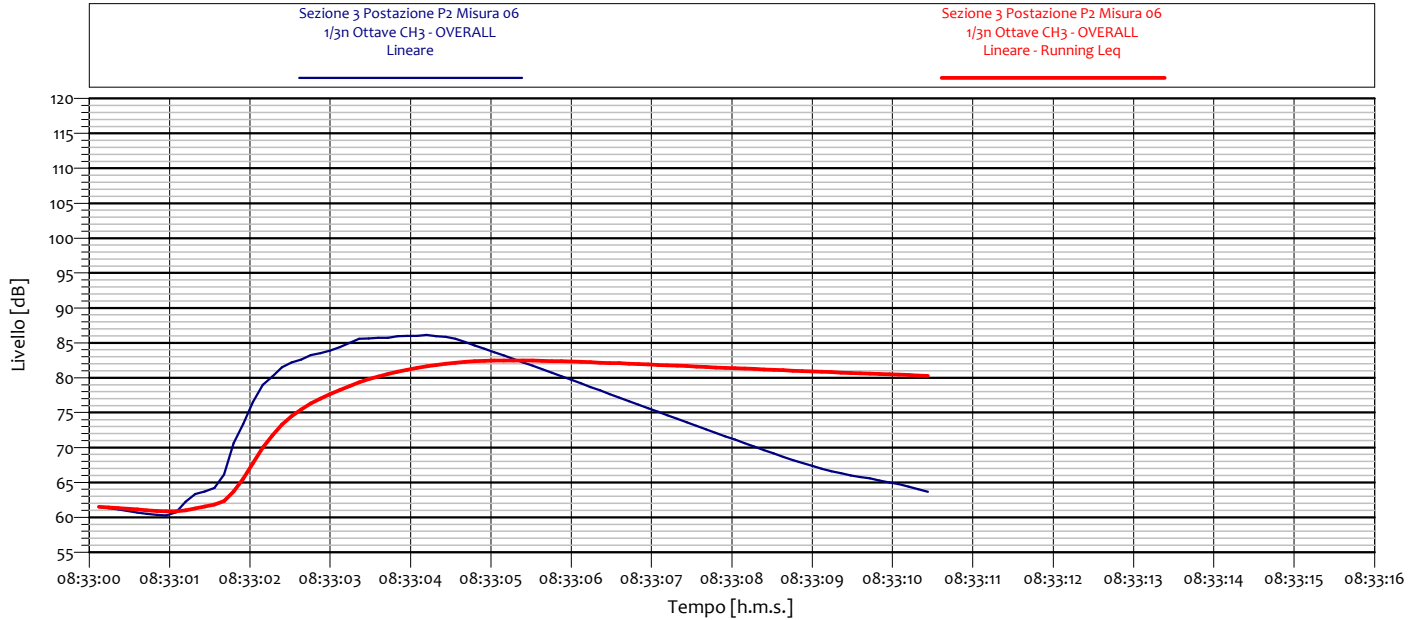


| Sezione 3 Postazione P2 Misura 05 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.8 dB | 1 | 34.3 dB | 1.3 | 39.9 dB | 1.6 | 40.0 dB |
| | 39.8 dB | 2.5 | 40.6 dB | 3.2 | 57.4 dB | 4 | 47.5 dB |
| 5 | 44.4 dB | 6.3 | 51.4 dB | 8 | 53.5 dB | 10 | 58.0 dB |
| 12.5 | 52.0 dB | 16 | 56.2 dB | 20 | 65.8 dB | 25 | 76.2 dB |
| 31.5 | 77.5 dB | 40 | 78.9 dB | 50 | 72.7 dB | 63 | 75.0 dB |
| 80 | 78.7 dB | 100 | 82.5 dB | 125 | 77.3 dB | 160 | 77.0 dB |
| 200 | 74.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

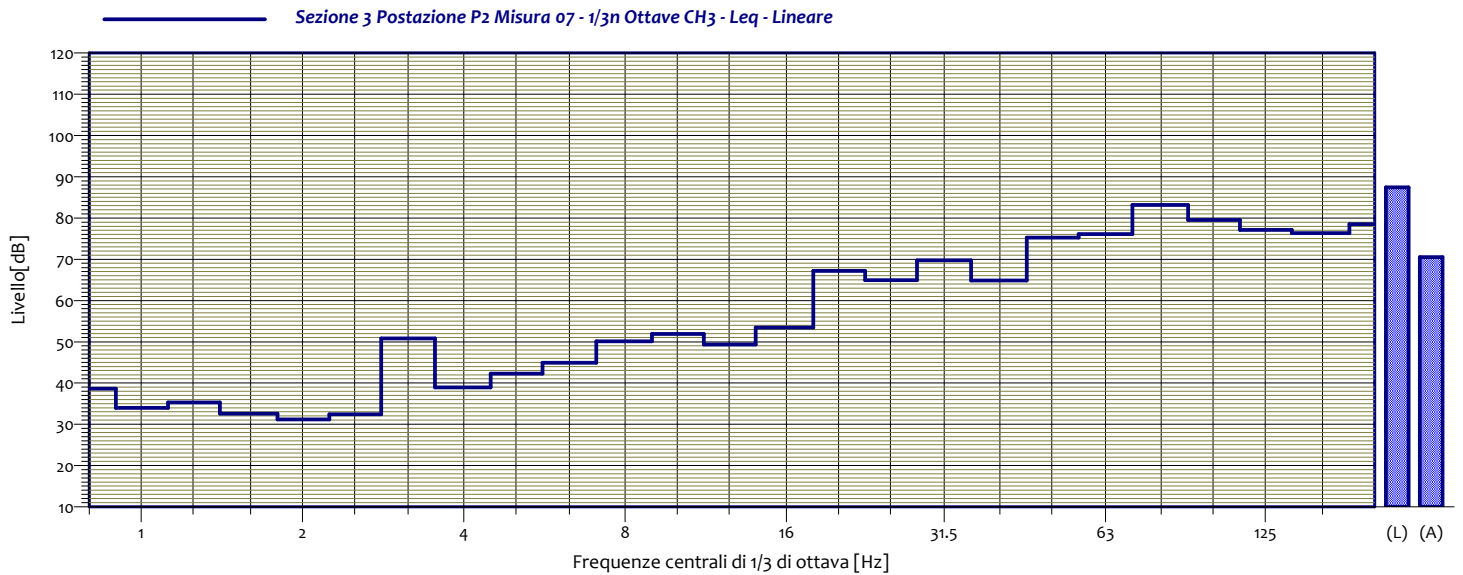
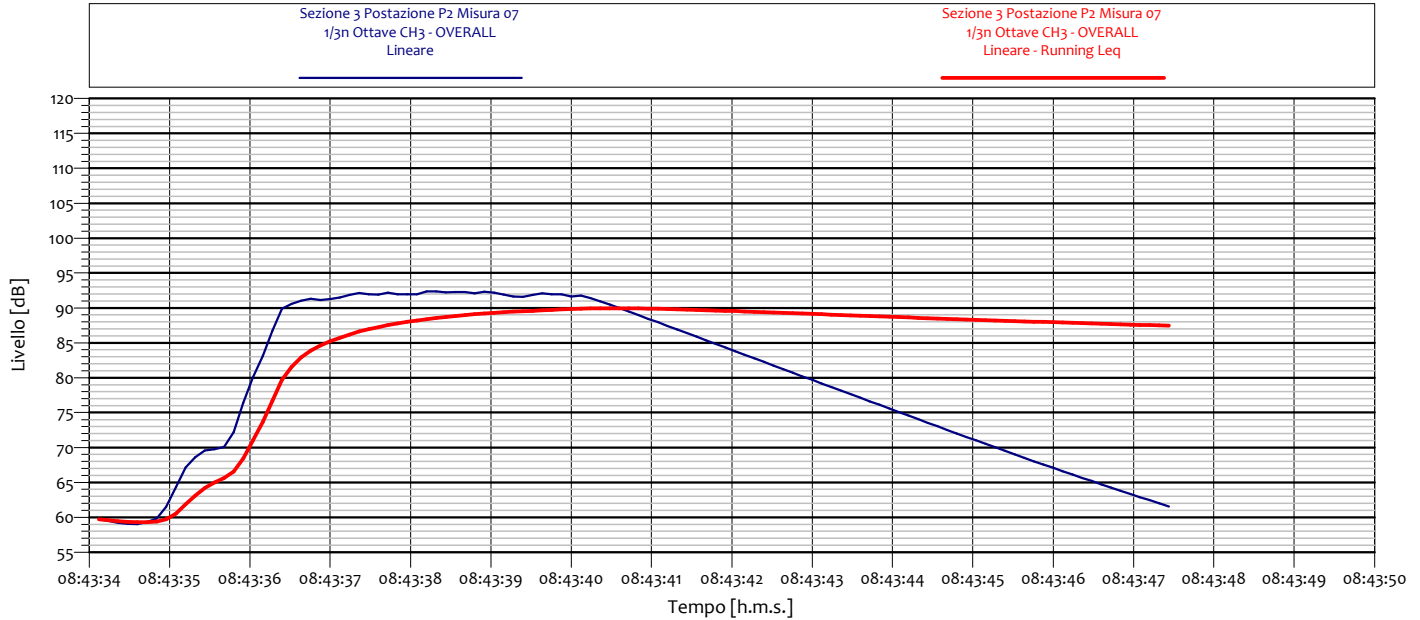


| Sezione 3 Postazione P2 Misura 06 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 40.6 dB | 1 | 43.9 dB | 1.3 | 39.8 dB | 1.6 | 37.6 dB |
| 2 | 35.0 dB | 2.5 | 34.0 dB | 3.2 | 37.3 dB | 4 | 39.2 dB |
| 5 | 56.3 dB | 6.3 | 43.0 dB | 8 | 51.2 dB | 10 | 57.4 dB |
| 12.5 | 52.8 dB | 16 | 55.9 dB | 20 | 61.7 dB | 25 | 63.4 dB |
| 31.5 | 69.0 dB | 40 | 62.2 dB | 50 | 65.8 dB | 63 | 64.0 dB |
| 80 | 73.9 dB | 100 | 72.6 dB | 125 | 74.3 dB | 160 | 69.3 dB |
| 200 | 68.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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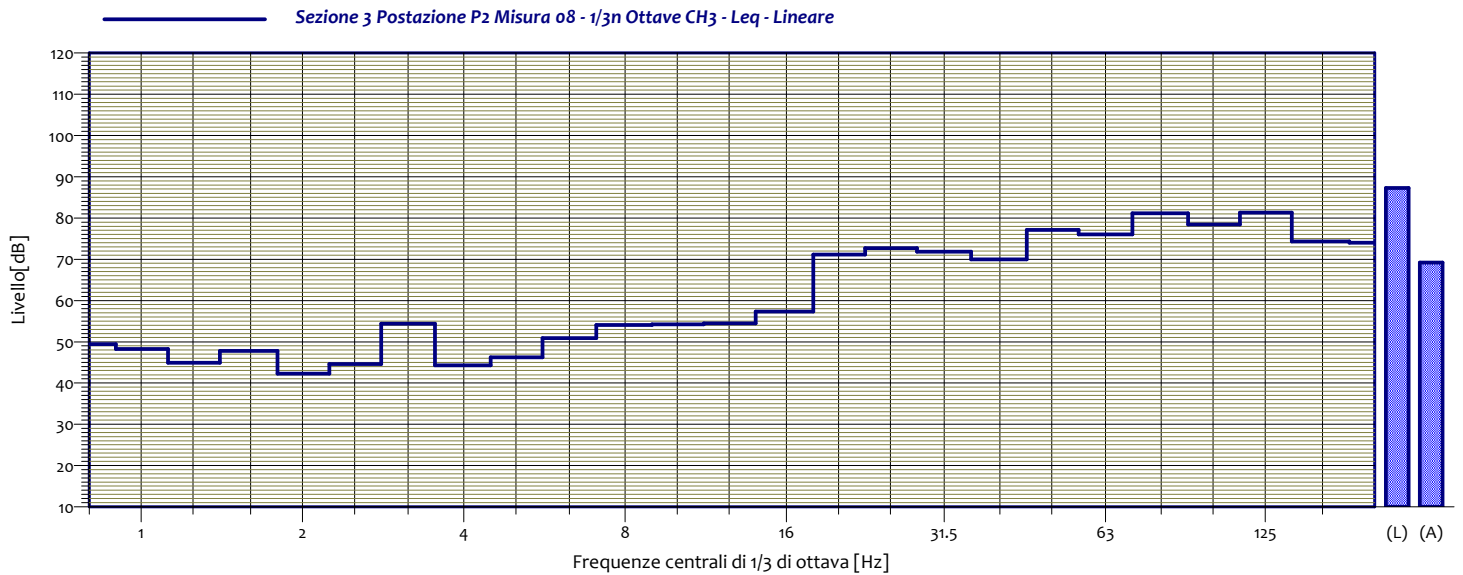
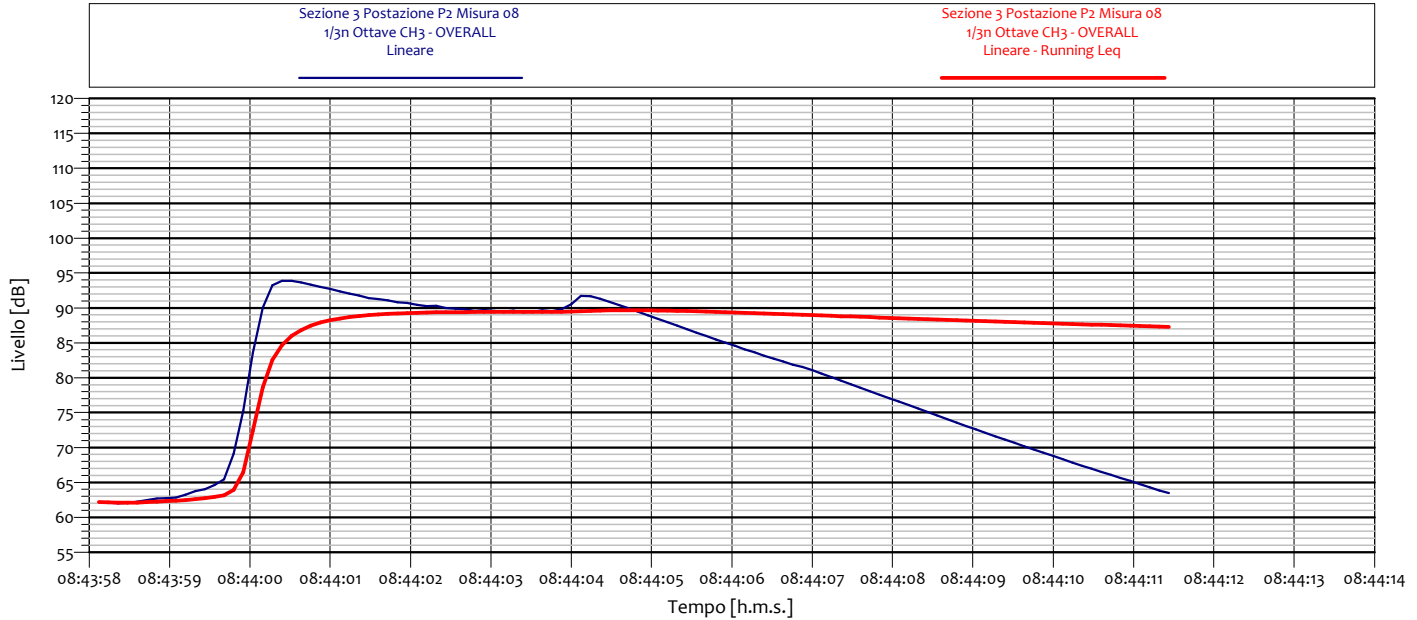


| Sezione 3 Postazione P2 Misura 07 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 38.7 dB | 1 | 34.0 dB | 1.3 | 35.3 dB | 1.6 | 32.6 dB |
| 2 | 31.1 dB | 2.5 | 32.4 dB | 3.2 | 50.8 dB | 4 | 39.0 dB |
| 5 | 42.3 dB | 6.3 | 44.9 dB | 8 | 50.1 dB | 10 | 51.9 dB |
| 12.5 | 49.3 dB | 16 | 53.5 dB | 20 | 67.2 dB | 25 | 65.0 dB |
| 31.5 | 69.7 dB | 40 | 64.9 dB | 50 | 75.2 dB | 63 | 76.1 dB |
| 80 | 83.1 dB | 100 | 79.5 dB | 125 | 77.1 dB | 160 | 76.3 dB |
| 200 | 78.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

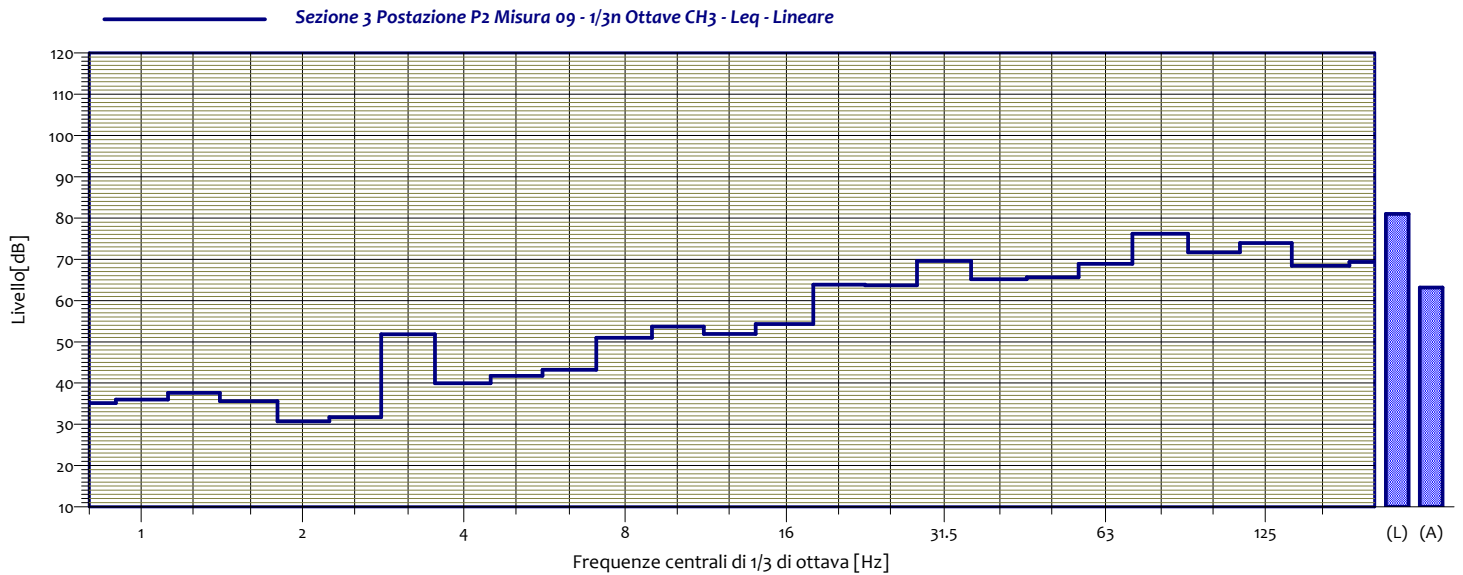
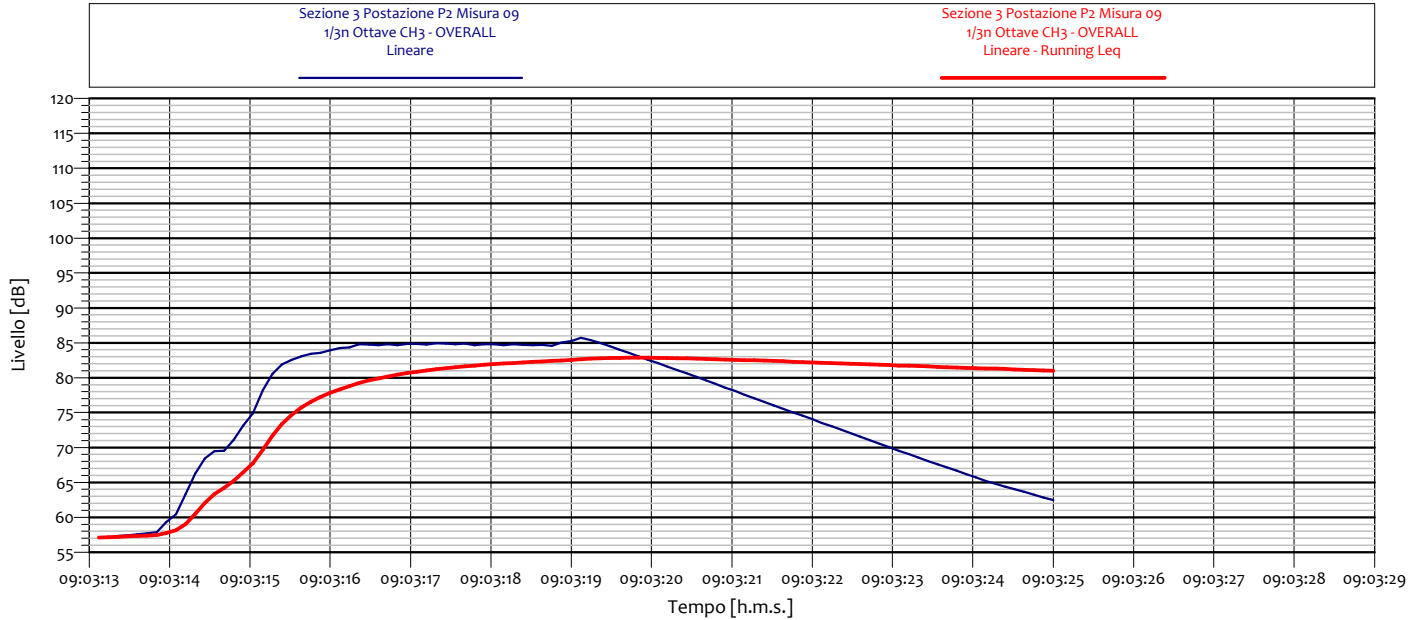


| Sezione 3 Postazione P2 Misura o8 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 49.4 dB | 1 | 48.3 dB | 1.3 | 44.9 dB | 1.6 | 47.7 dB |
| 2 | 42.3 dB | 2.5 | 44.5 dB | 3.2 | 54.4 dB | 4 | 44.3 dB |
| 5 | 46.2 dB | 6.3 | 50.9 dB | 8 | 54.1 dB | 10 | 54.2 dB |
| 12.5 | 54.5 dB | 16 | 57.3 dB | 20 | 71.1 dB | 25 | 72.7 dB |
| 31.5 | 71.8 dB | 40 | 70.0 dB | 50 | 77.1 dB | 63 | 76.1 dB |
| 80 | 81.1 dB | 100 | 78.4 dB | 125 | 81.3 dB | 160 | 74.3 dB |
| 200 | 74.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

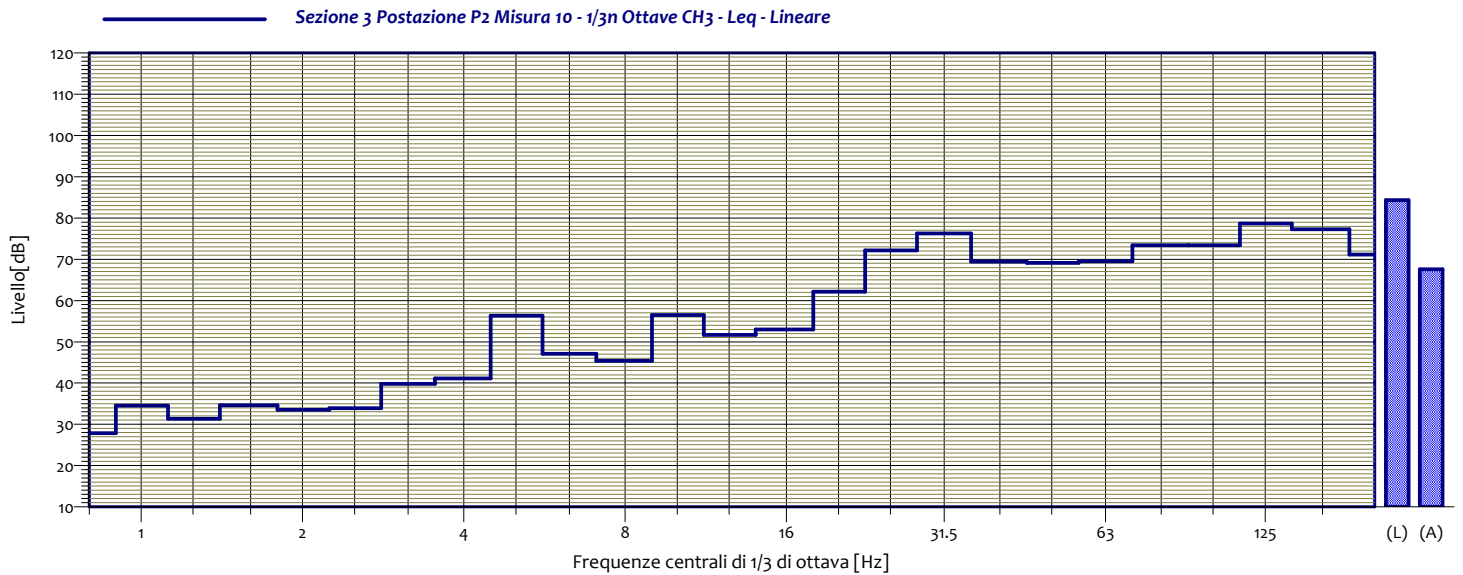
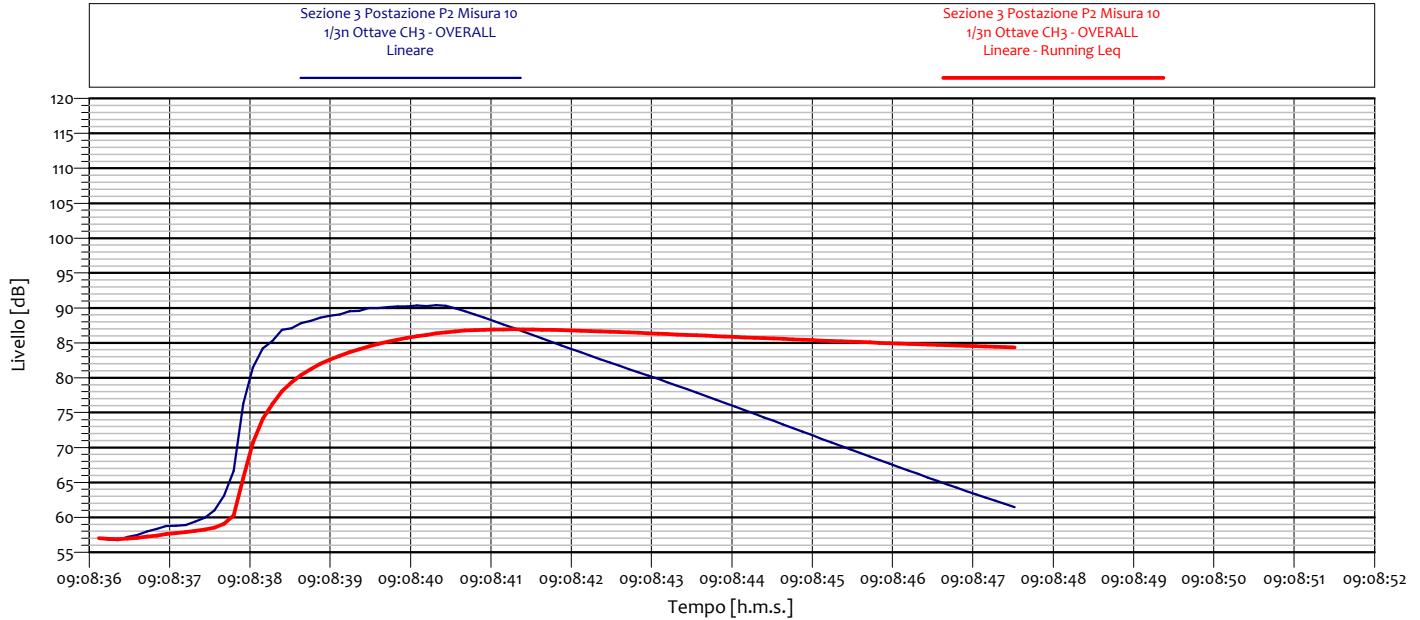


| Sezione 3 Postazione P2 Misura 09 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.1 dB | 1 | 36.0 dB | 1.3 | 37.6 dB | 1.6 | 35.6 dB |
| 2 | 30.7 dB | 2.5 | 31.7 dB | 3.2 | 51.8 dB | 4 | 40.0 dB |
| 5 | 41.7 dB | 6.3 | 43.2 dB | 8 | 51.0 dB | 10 | 53.7 dB |
| 12.5 | 51.9 dB | 16 | 54.3 dB | 20 | 63.9 dB | 25 | 63.7 dB |
| 31.5 | 69.6 dB | 40 | 65.1 dB | 50 | 65.6 dB | 63 | 68.9 dB |
| 80 | 76.2 dB | 100 | 71.7 dB | 125 | 74.0 dB | 160 | 68.4 dB |
| 200 | 69.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



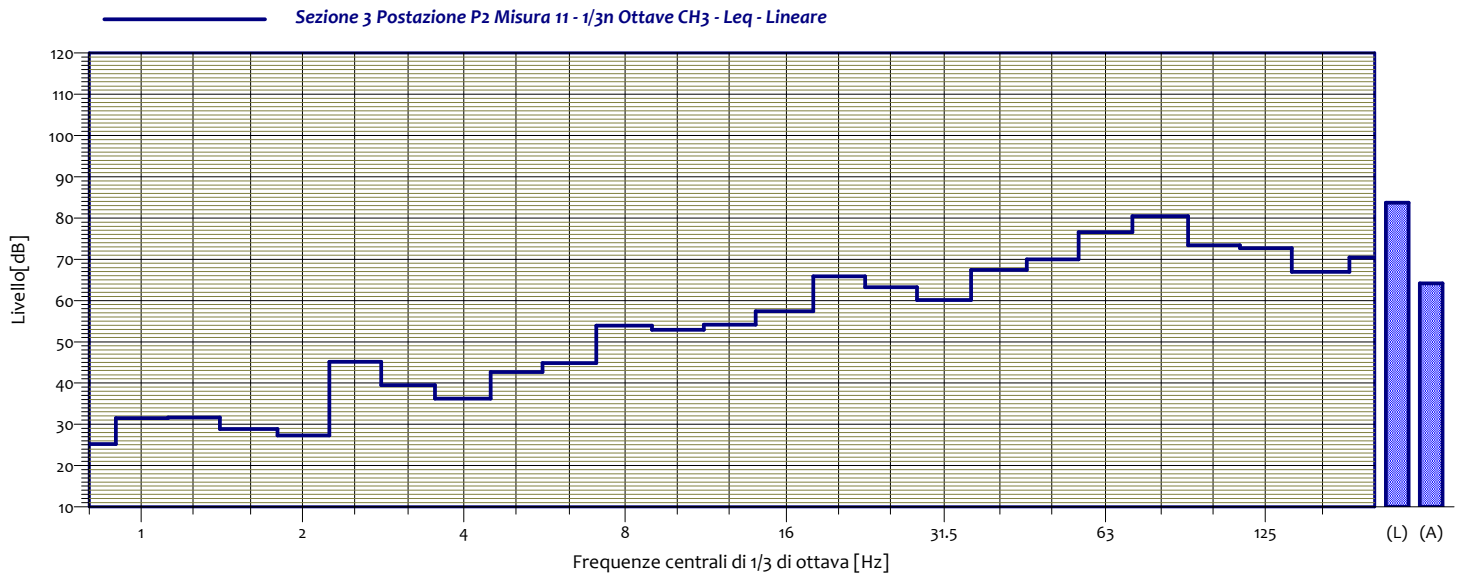
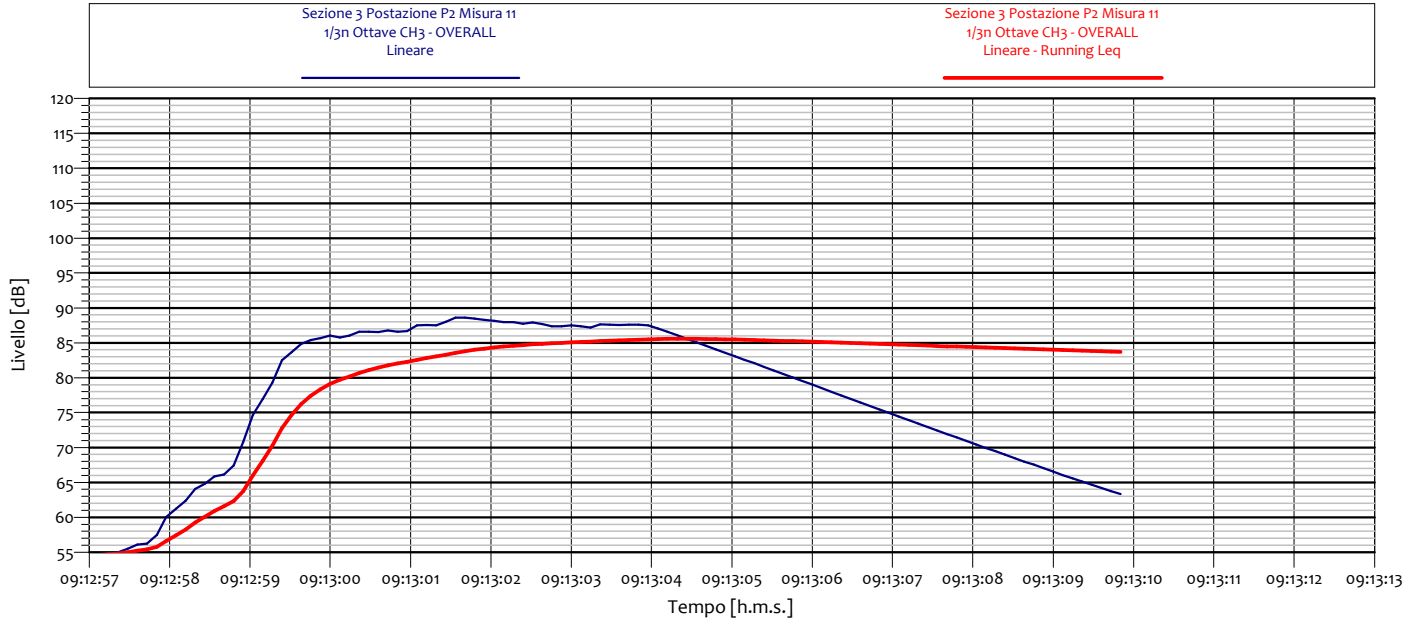
Sezione 3 Postazione P2 Misura 10
1/3n Ottave CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 27.8 dB | 1 | 34.5 dB | 1.3 | 31.3 dB | 1.6 | 34.6 dB |
| 2 | 33.5 dB | 2.5 | 33.9 dB | 3.2 | 39.7 dB | 4 | 41.1 dB |
| 5 | 56.3 dB | 6.3 | 47.1 dB | 8 | 45.4 dB | 10 | 56.4 dB |
| 12.5 | 51.7 dB | 16 | 53.0 dB | 20 | 62.1 dB | 25 | 72.1 dB |
| 31.5 | 76.3 dB | 40 | 69.4 dB | 50 | 69.1 dB | 63 | 69.5 dB |
| 80 | 73.4 dB | 100 | 73.4 dB | 125 | 78.7 dB | 160 | 77.3 dB |
| 200 | 71.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

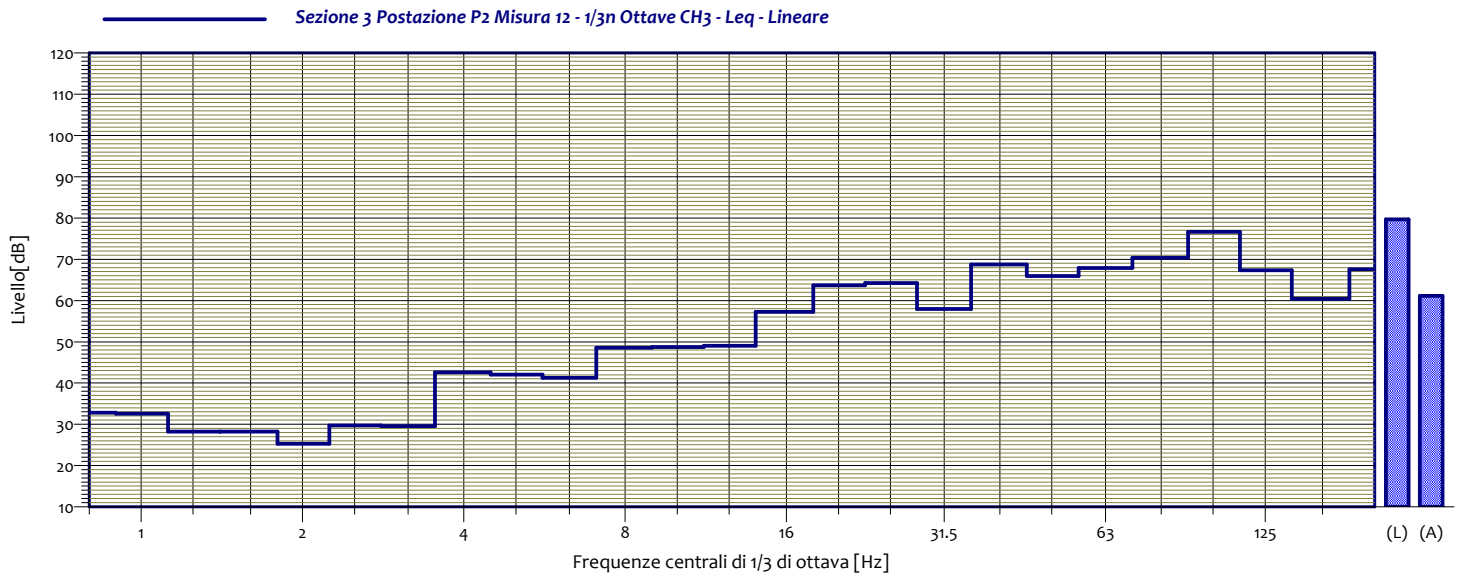
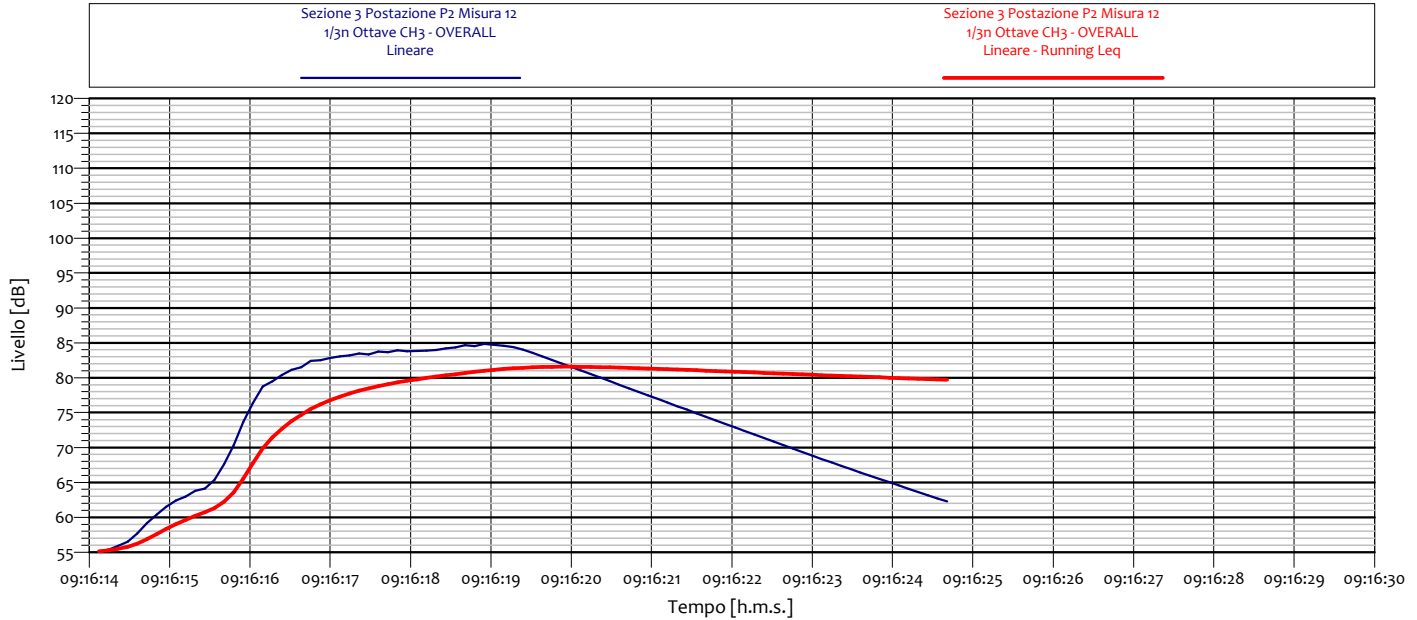


| Sezione 3 Postazione P2 Misura 11 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 25.1 dB | 1 | 31.5 dB | 1.3 | 31.7 dB | 1.6 | 28.9 dB |
| 2 | 27.3 dB | 2.5 | 45.1 dB | 3.2 | 39.5 dB | 4 | 36.2 dB |
| 5 | 42.7 dB | 6.3 | 44.9 dB | 8 | 53.9 dB | 10 | 52.9 dB |
| 12.5 | 54.1 dB | 16 | 57.4 dB | 20 | 65.9 dB | 25 | 63.2 dB |
| 31.5 | 60.1 dB | 40 | 67.4 dB | 50 | 70.0 dB | 63 | 76.6 dB |
| 80 | 80.4 dB | 100 | 73.4 dB | 125 | 72.7 dB | 160 | 66.9 dB |
| 200 | 70.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

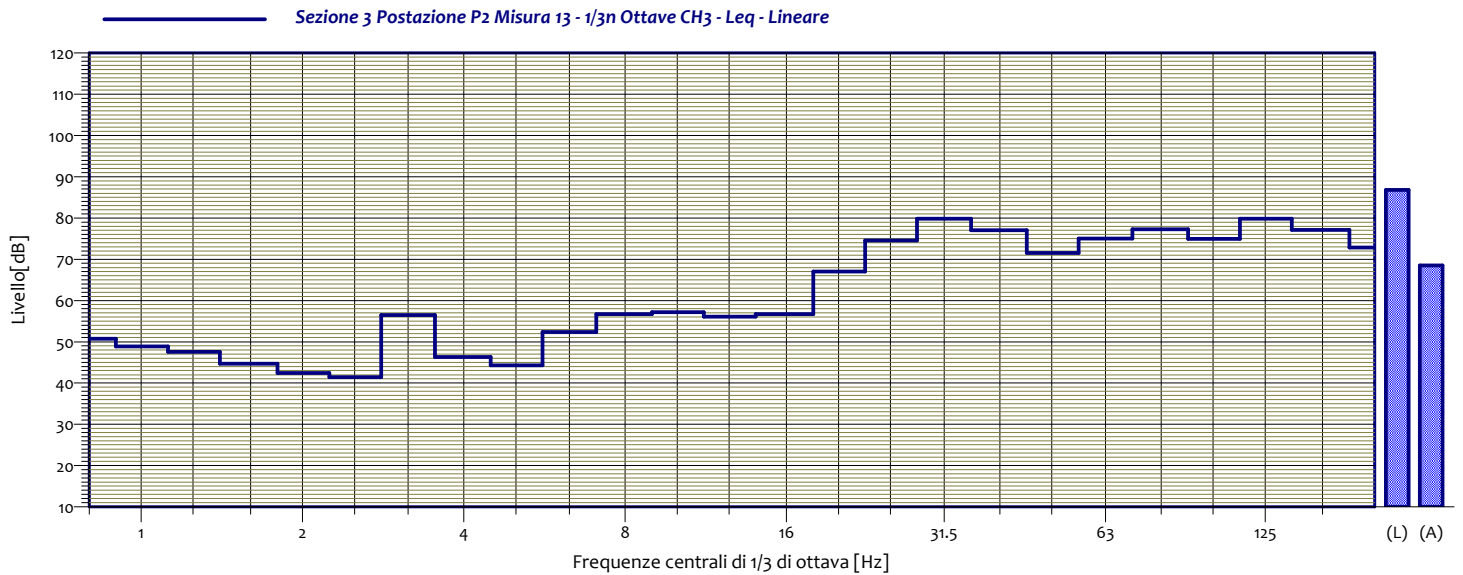
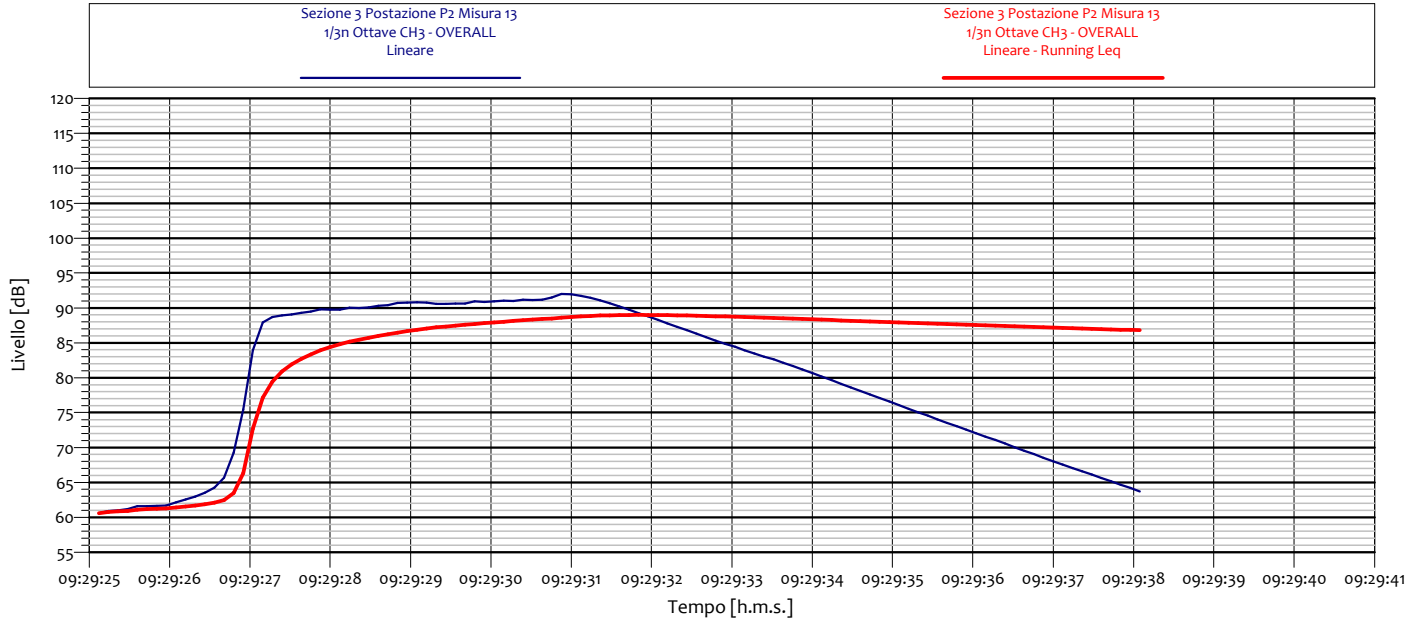


| Sezione 3 Postazione P2 Misura 12 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 32.8 dB | 1 | 32.5 dB | 1.3 | 28.2 dB | 1.6 | 28.2 dB |
| 2 | 25.2 dB | 2.5 | 29.7 dB | 3.2 | 29.5 dB | 4 | 42.6 dB |
| 5 | 42.1 dB | 6.3 | 41.3 dB | 8 | 48.6 dB | 10 | 48.7 dB |
| 12.5 | 49.0 dB | 16 | 57.3 dB | 20 | 63.7 dB | 25 | 64.2 dB |
| 31.5 | 58.0 dB | 40 | 68.8 dB | 50 | 65.9 dB | 63 | 67.8 dB |
| 80 | 70.3 dB | 100 | 76.7 dB | 125 | 67.4 dB | 160 | 60.4 dB |
| 200 | 67.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



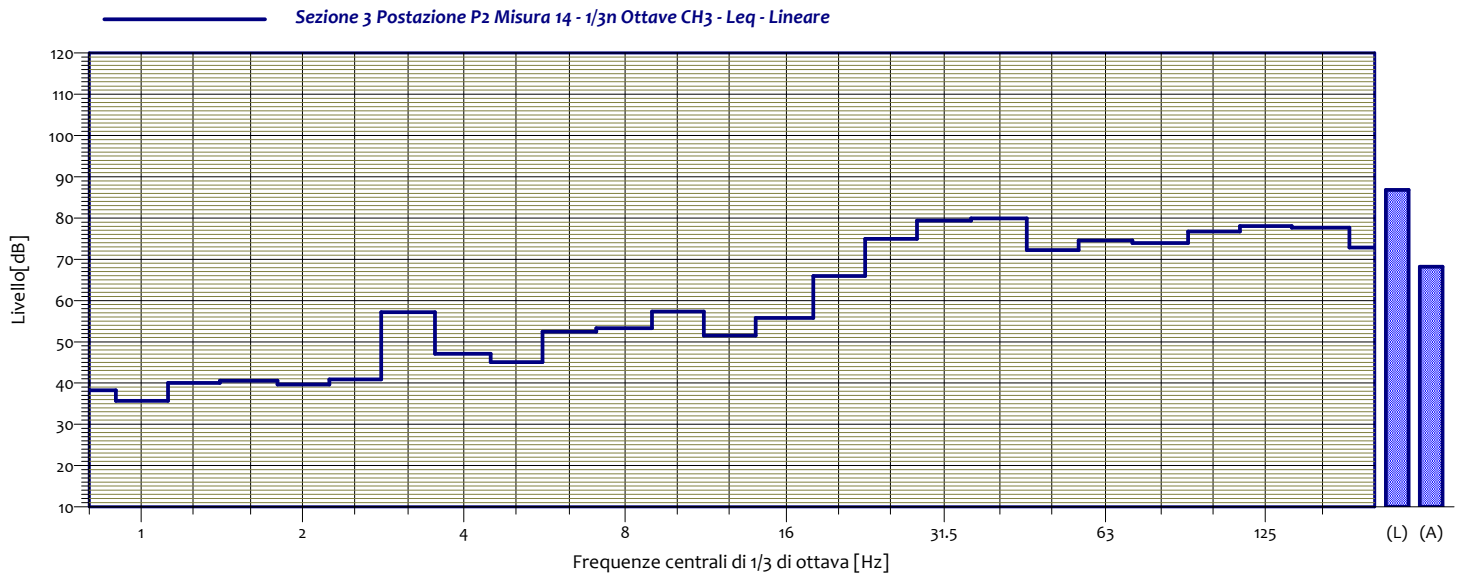
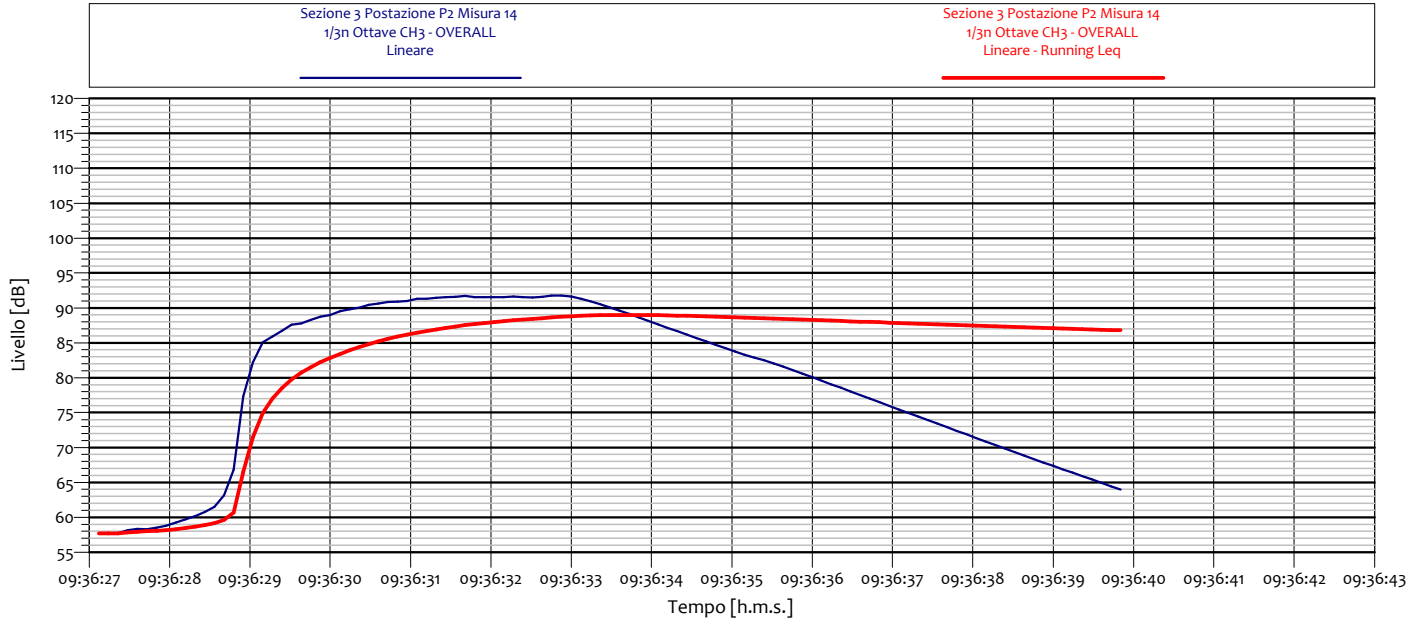
Sezione 3 Postazione P2 Misura 13
1/3n Ottave CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 50.7 dB | 1 | 48.9 dB | 1.3 | 47.6 dB | 1.6 | 44.7 dB |
| 2 | 42.4 dB | 2.5 | 41.4 dB | 3.2 | 56.4 dB | 4 | 46.3 dB |
| 5 | 44.3 dB | 6.3 | 52.4 dB | 8 | 56.7 dB | 10 | 57.1 dB |
| 12.5 | 56.1 dB | 16 | 56.7 dB | 20 | 67.0 dB | 25 | 74.6 dB |
| 31.5 | 79.9 dB | 40 | 77.0 dB | 50 | 71.5 dB | 63 | 75.0 dB |
| 80 | 77.3 dB | 100 | 75.0 dB | 125 | 79.8 dB | 160 | 77.1 dB |
| 200 | 72.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



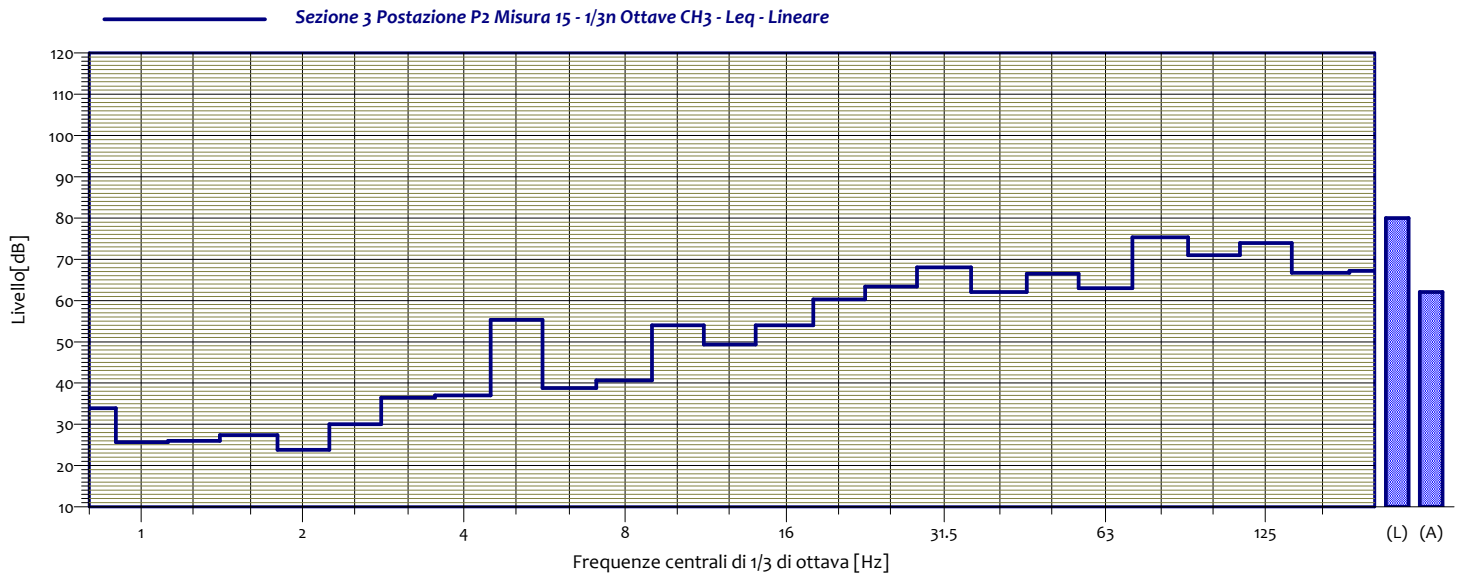
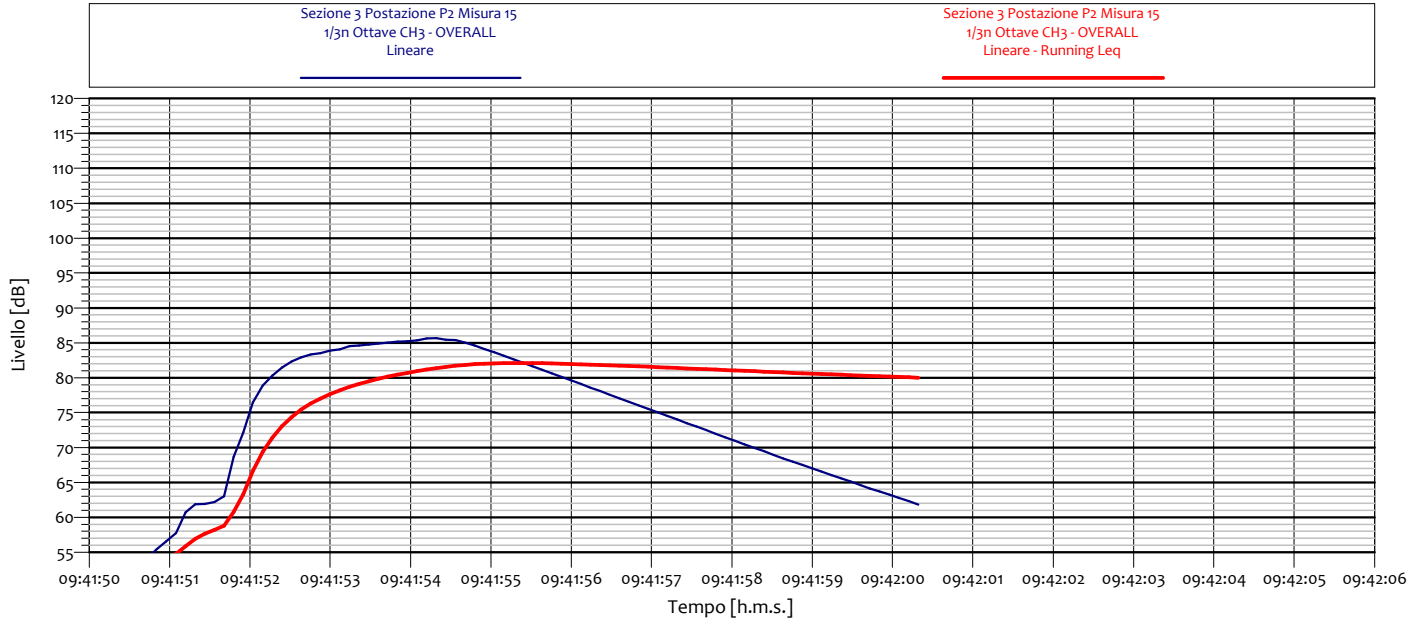
Sezione 3 Postazione P2 Misura 14
1/3n Ottave CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 38.2 dB | 1 | 35.7 dB | 1.3 | 40.0 dB | 1.6 | 40.6 dB |
| 2 | 39.6 dB | 2.5 | 40.9 dB | 3.2 | 57.2 dB | 4 | 47.1 dB |
| 5 | 45.0 dB | 6.3 | 52.4 dB | 8 | 53.3 dB | 10 | 57.4 dB |
| 12.5 | 51.5 dB | 16 | 55.8 dB | 20 | 65.9 dB | 25 | 74.9 dB |
| 31.5 | 79.3 dB | 40 | 80.0 dB | 50 | 72.2 dB | 63 | 74.5 dB |
| 80 | 73.9 dB | 100 | 76.7 dB | 125 | 78.0 dB | 160 | 77.6 dB |
| 200 | 72.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

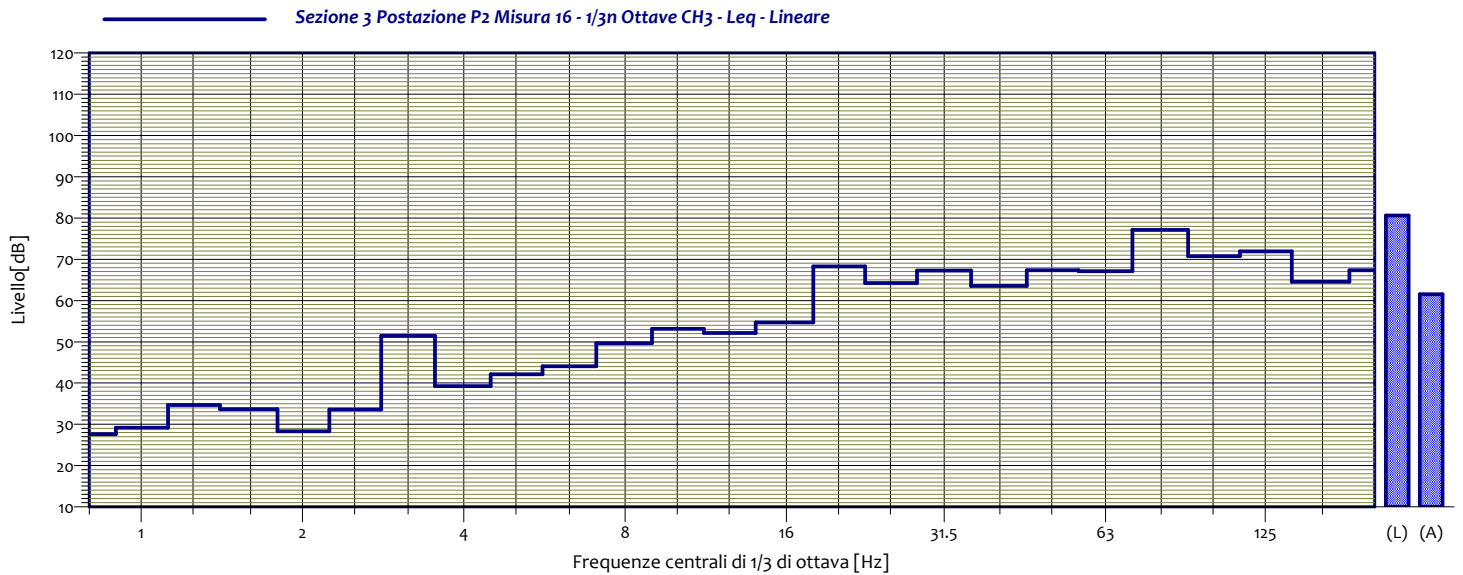
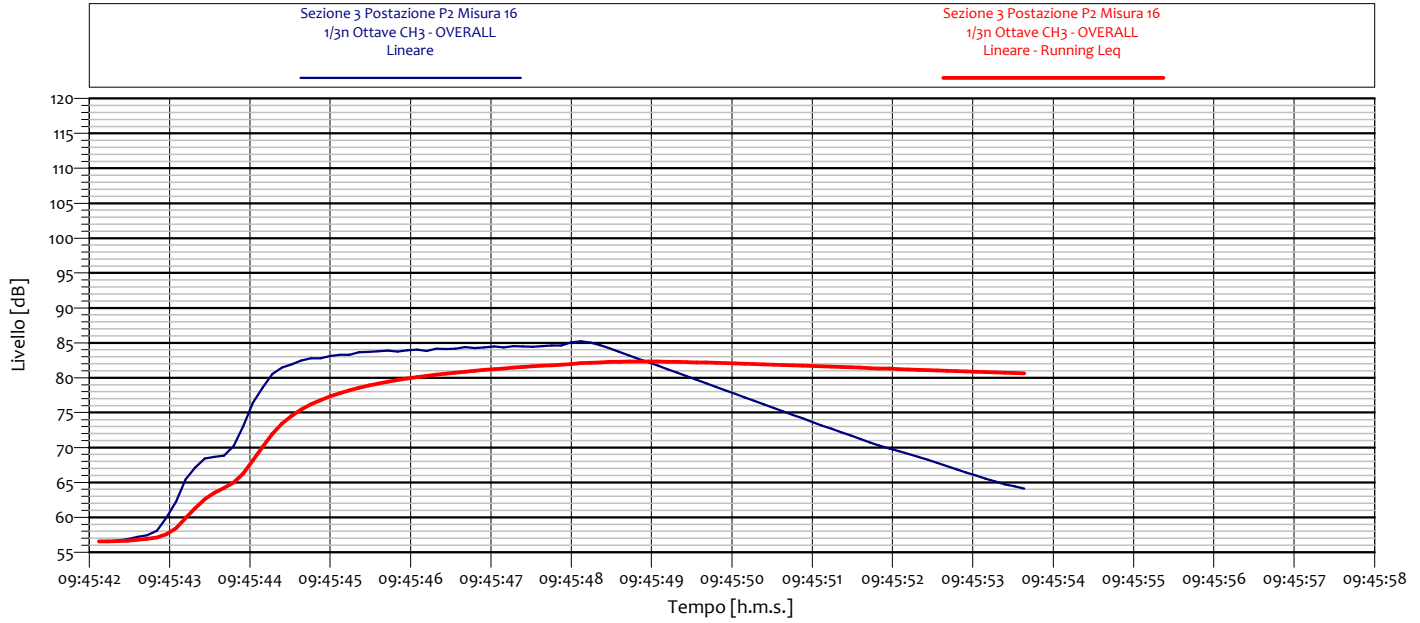


| Sezione 3 Postazione P2 Misura 15 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.9 dB | 1 | 25.7 dB | 1.3 | 26.0 dB | 1.6 | 27.4 dB |
| 2 | 23.8 dB | 2.5 | 30.0 dB | 3.2 | 36.5 dB | 4 | 37.0 dB |
| 5 | 55.3 dB | 6.3 | 38.8 dB | 8 | 40.6 dB | 10 | 54.0 dB |
| 12.5 | 49.4 dB | 16 | 54.0 dB | 20 | 60.3 dB | 25 | 63.4 dB |
| 31.5 | 68.1 dB | 40 | 62.1 dB | 50 | 66.5 dB | 63 | 63.0 dB |
| 80 | 75.3 dB | 100 | 70.9 dB | 125 | 74.0 dB | 160 | 66.7 dB |
| 200 | 67.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

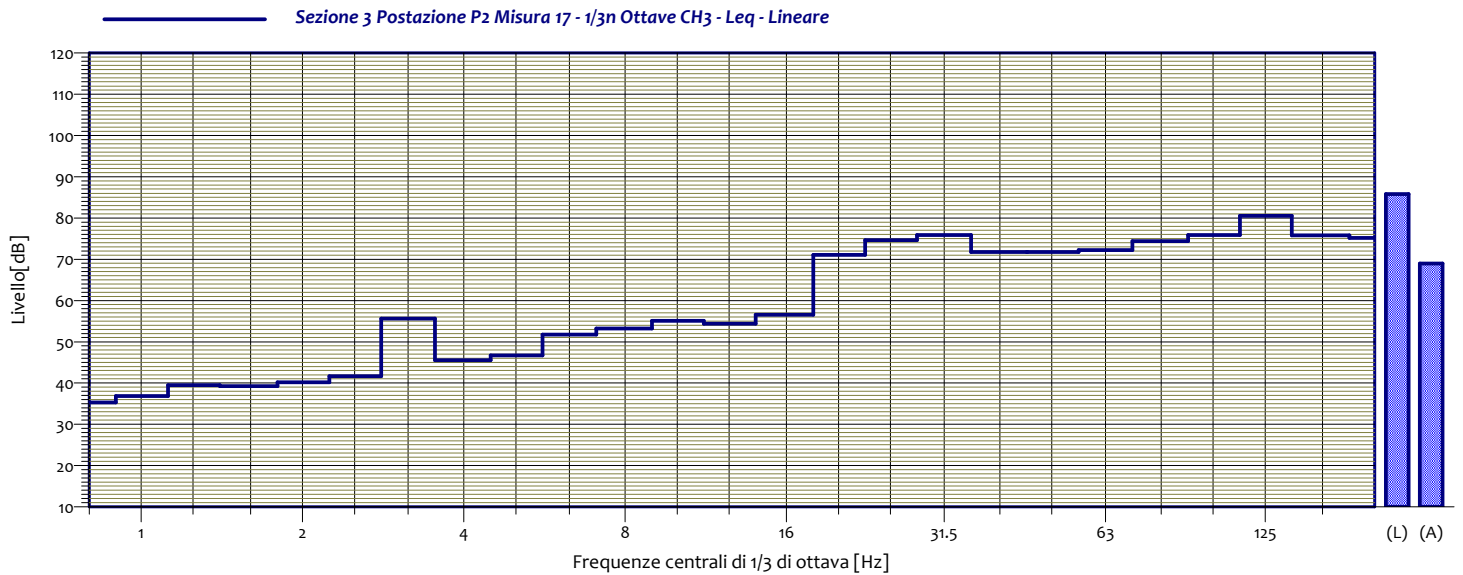
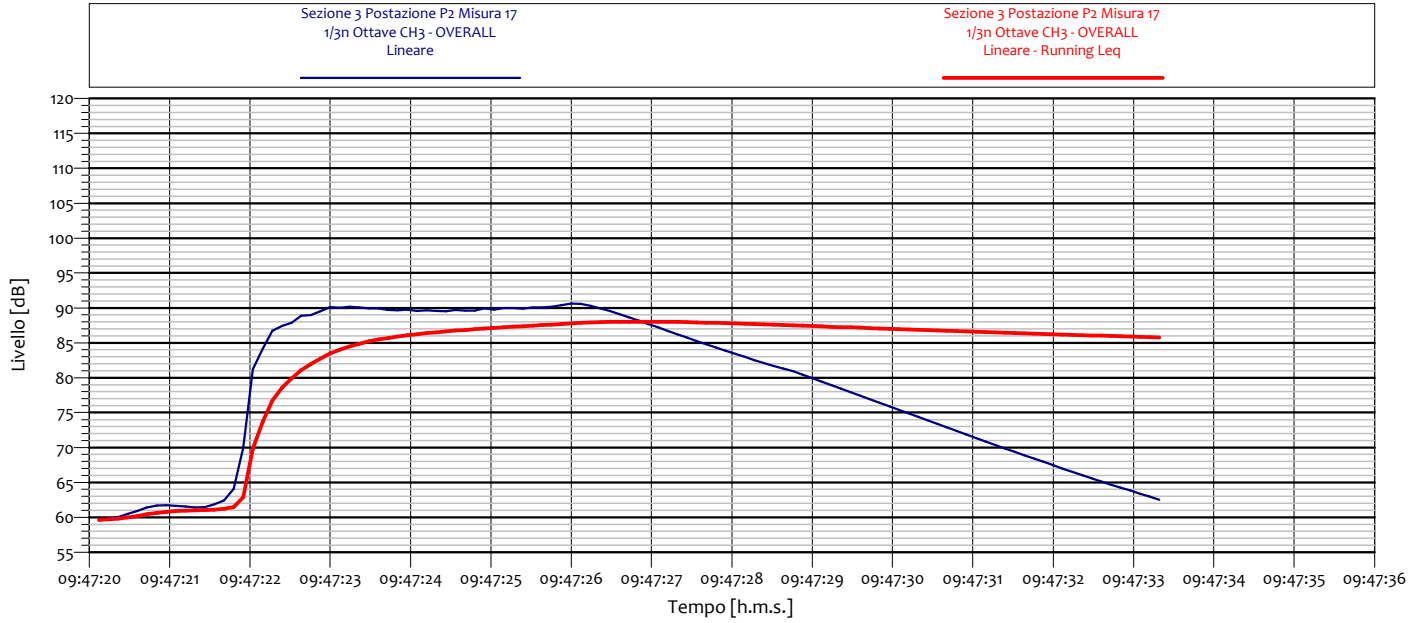


| Sezione 3 Postazione P2 Misura 16 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 27.6 dB | 1 | 29.2 dB | 1.3 | 34.7 dB | 1.6 | 33.6 dB |
| 2 | 28.3 dB | 2.5 | 33.5 dB | 3.2 | 51.4 dB | 4 | 39.3 dB |
| 5 | 42.1 dB | 6.3 | 44.1 dB | 8 | 49.6 dB | 10 | 53.1 dB |
| 12.5 | 52.1 dB | 16 | 54.7 dB | 20 | 68.2 dB | 25 | 64.2 dB |
| 31.5 | 67.3 dB | 40 | 63.6 dB | 50 | 67.3 dB | 63 | 67.1 dB |
| 80 | 77.1 dB | 100 | 70.7 dB | 125 | 71.9 dB | 160 | 64.6 dB |
| 200 | 67.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sottotro Verona Porta Vescovo - Montebello Vicentino

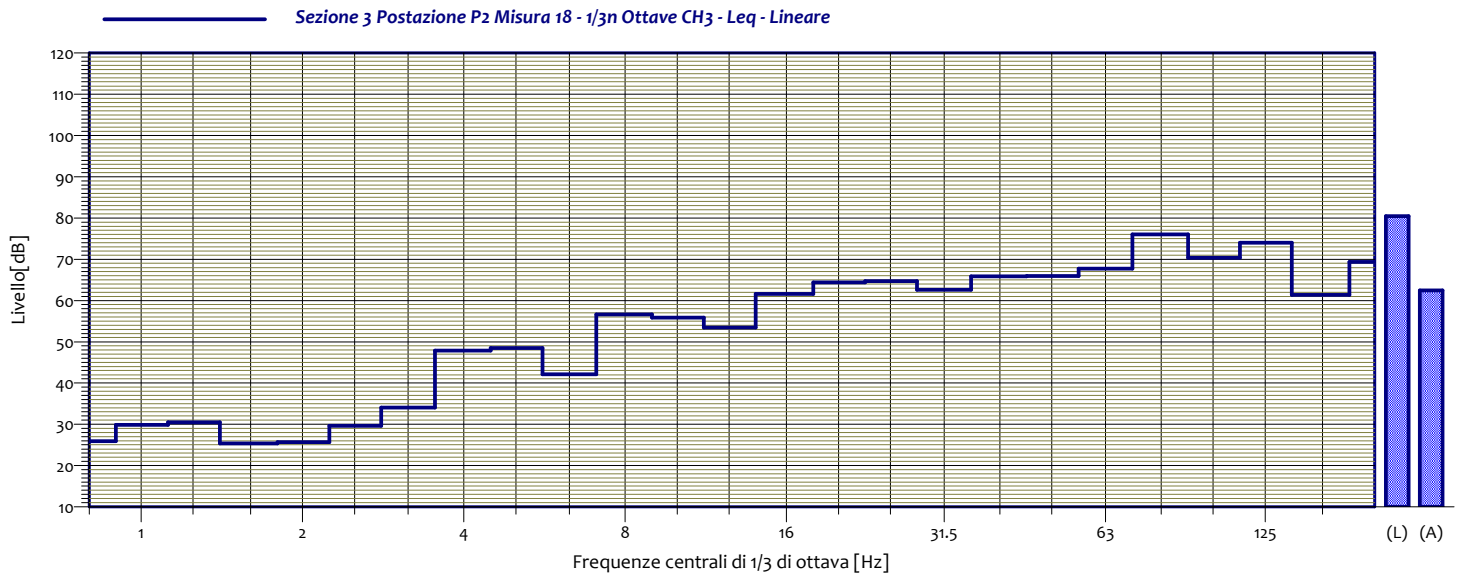
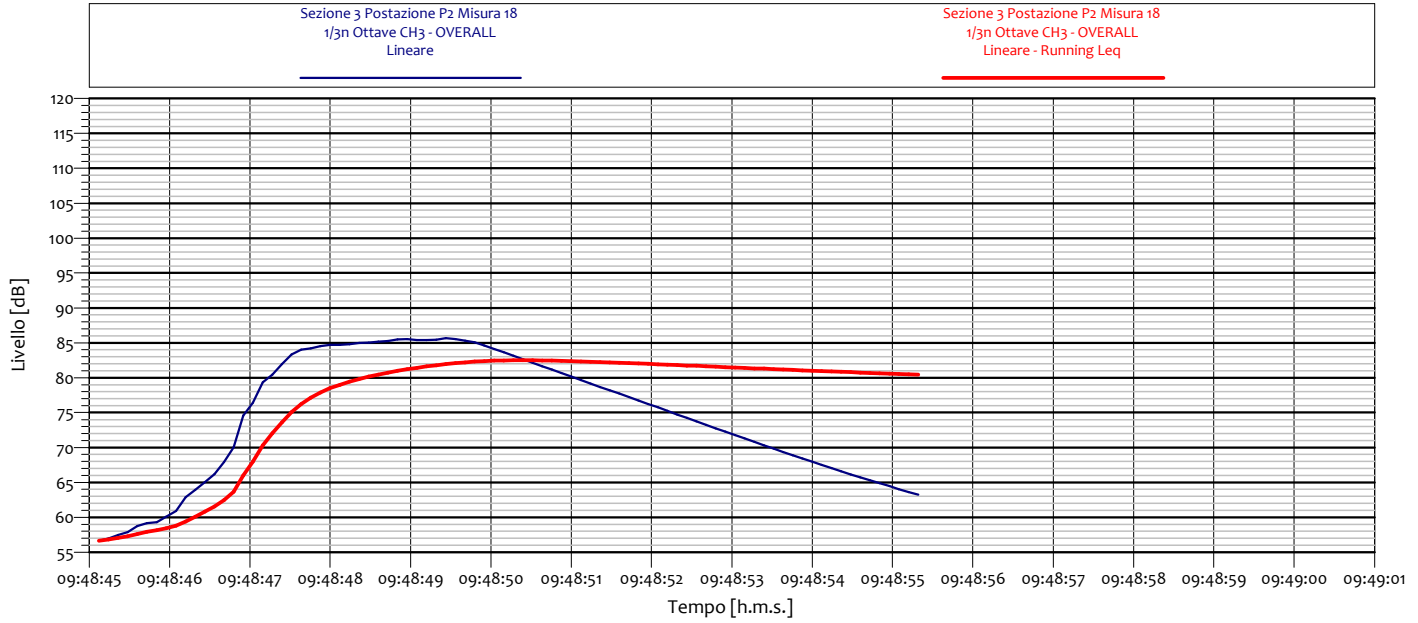


| Sezione 3 Postazione P2 Misura 17 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.3 dB | 1 | 36.8 dB | 1.3 | 39.4 dB | 1.6 | 39.2 dB |
| 2 | 40.2 dB | 2.5 | 41.6 dB | 3.2 | 55.6 dB | 4 | 45.5 dB |
| 5 | 46.7 dB | 6.3 | 51.7 dB | 8 | 53.2 dB | 10 | 55.0 dB |
| 12.5 | 54.4 dB | 16 | 56.6 dB | 20 | 71.1 dB | 25 | 74.6 dB |
| 31.5 | 75.9 dB | 40 | 71.7 dB | 50 | 71.8 dB | 63 | 72.3 dB |
| 80 | 74.4 dB | 100 | 75.9 dB | 125 | 80.5 dB | 160 | 75.8 dB |
| 200 | 75.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

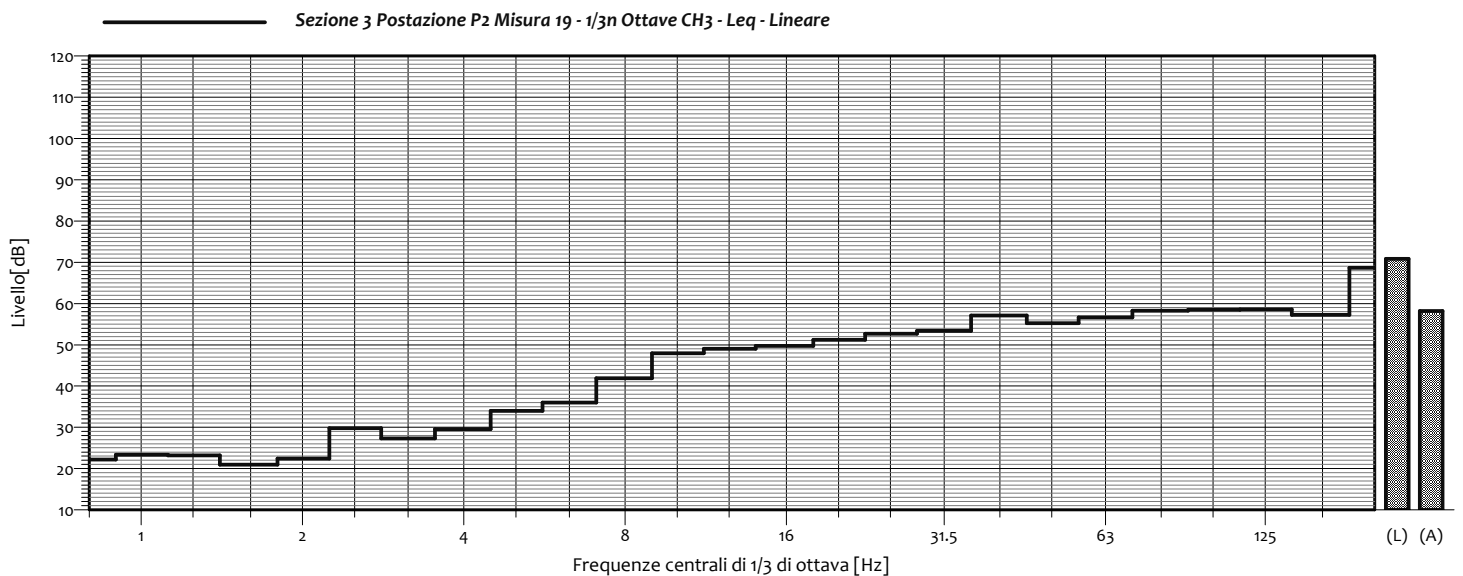
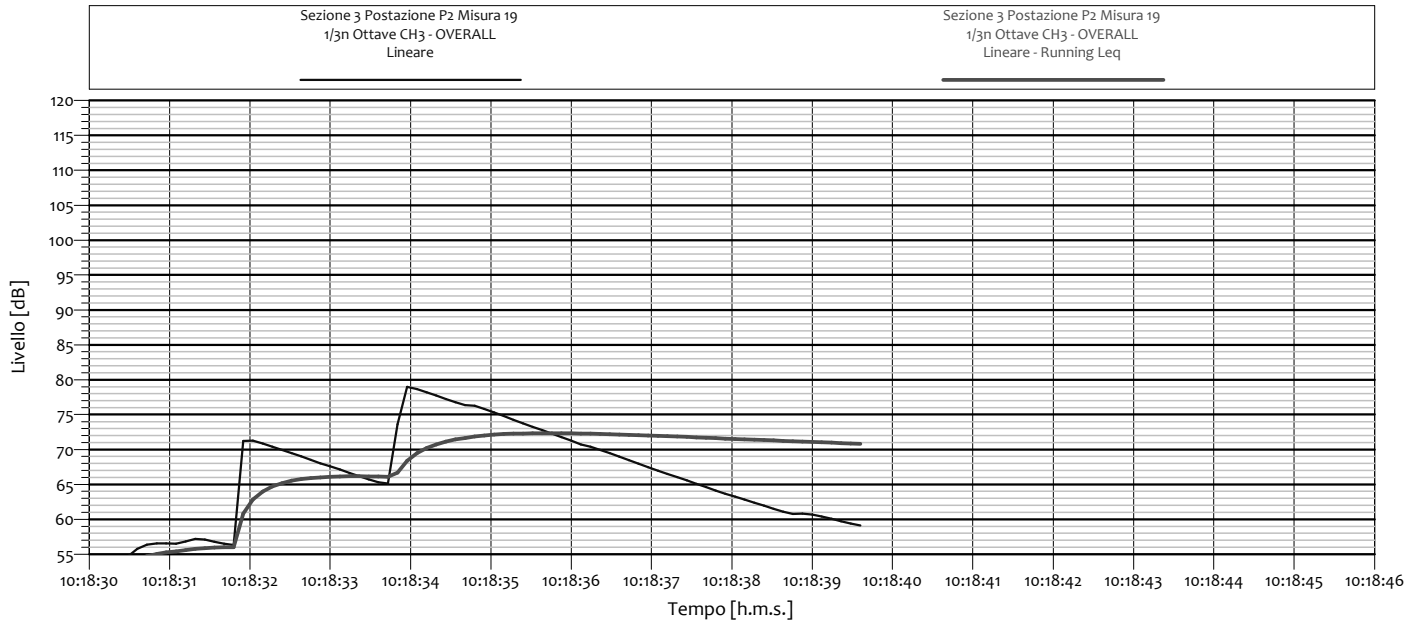


| Sezione 3 Postazione P2 Misura 18 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 25.9 dB | 1 | 29.9 dB | 1.3 | 30.4 dB | 1.6 | 25.4 dB |
| 2 | 25.6 dB | 2.5 | 29.6 dB | 3.2 | 34.1 dB | 4 | 47.8 dB |
| 5 | 48.5 dB | 6.3 | 42.1 dB | 8 | 56.6 dB | 10 | 55.8 dB |
| 12.5 | 53.5 dB | 16 | 61.6 dB | 20 | 64.4 dB | 25 | 64.7 dB |
| 31.5 | 62.6 dB | 40 | 65.9 dB | 50 | 65.9 dB | 63 | 67.7 dB |
| 80 | 76.1 dB | 100 | 70.3 dB | 125 | 74.0 dB | 160 | 61.4 dB |
| 200 | 69.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

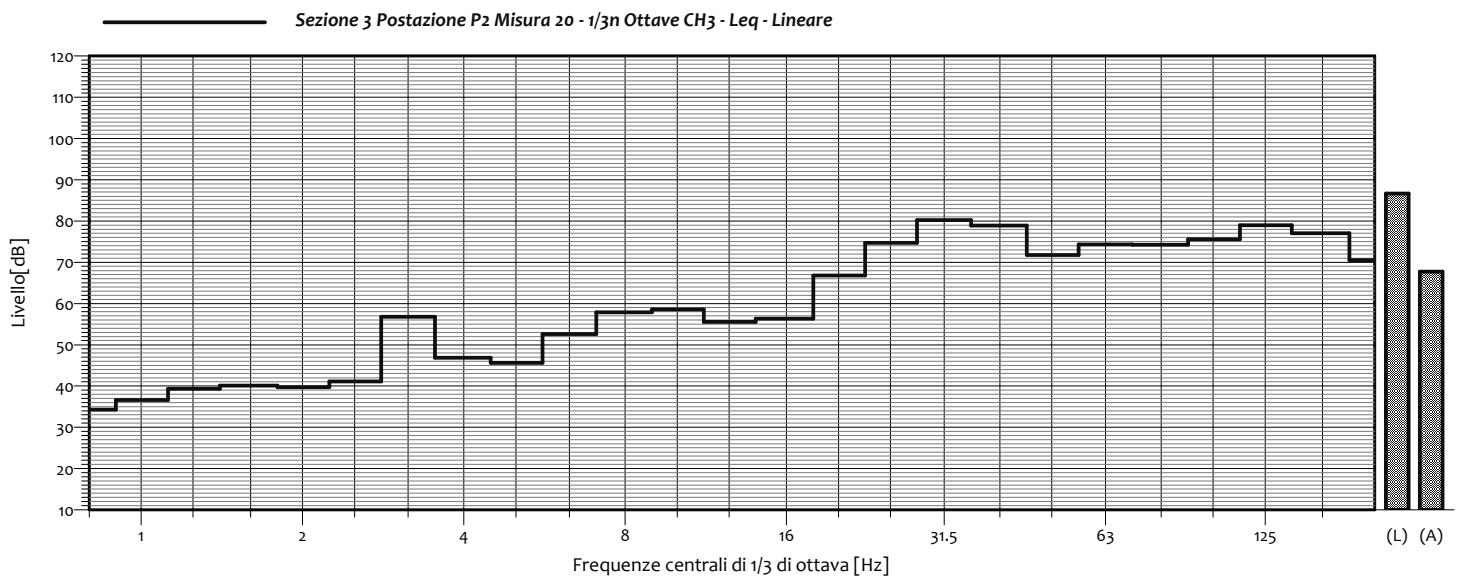
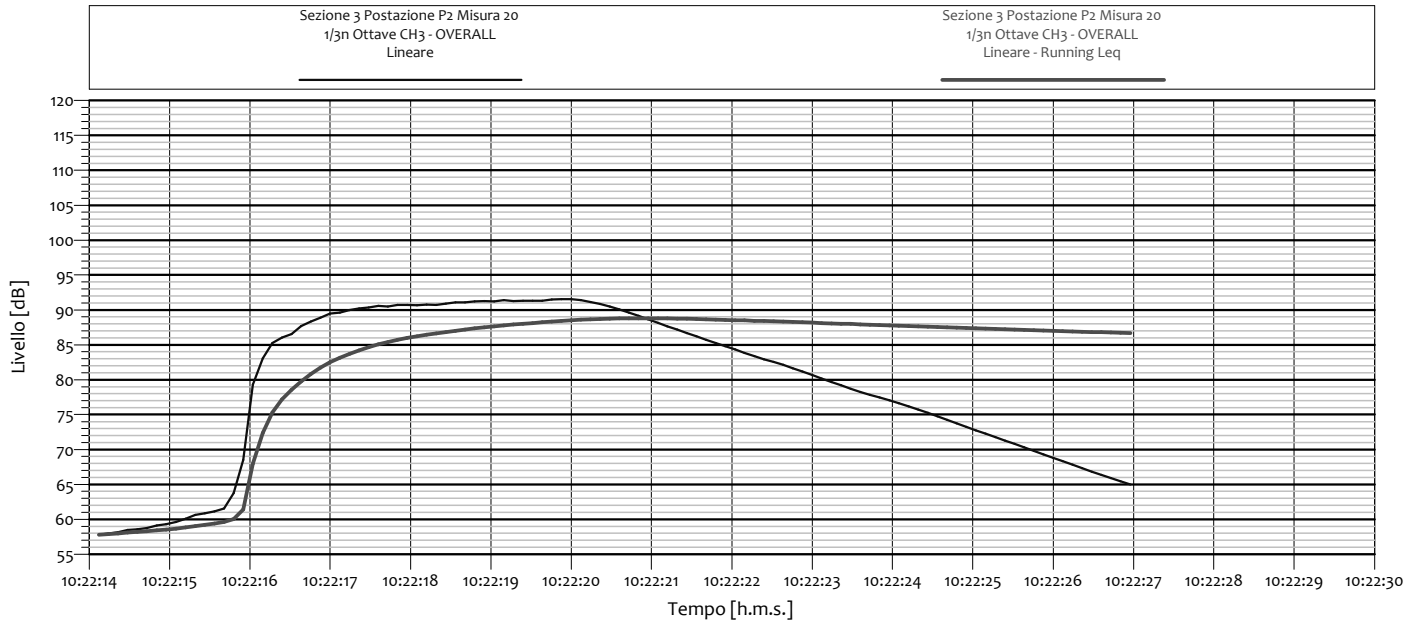


| Sezione 3 Postazione P2 Misura 19 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 22.2 dB | 1 | 23.3 dB | 1.3 | 23.2 dB | 1.6 | 20.9 dB |
| 2 | 22.4 dB | 2.5 | 29.8 dB | 3.2 | 27.3 dB | 4 | 29.5 dB |
| 5 | 34.0 dB | 6.3 | 36.0 dB | 8 | 41.9 dB | 10 | 48.0 dB |
| 12.5 | 49.0 dB | 16 | 49.7 dB | 20 | 51.2 dB | 25 | 52.7 dB |
| 31.5 | 53.3 dB | 40 | 57.1 dB | 50 | 55.3 dB | 63 | 56.6 dB |
| 80 | 58.3 dB | 100 | 58.5 dB | 125 | 58.6 dB | 160 | 57.2 dB |
| 200 | 68.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

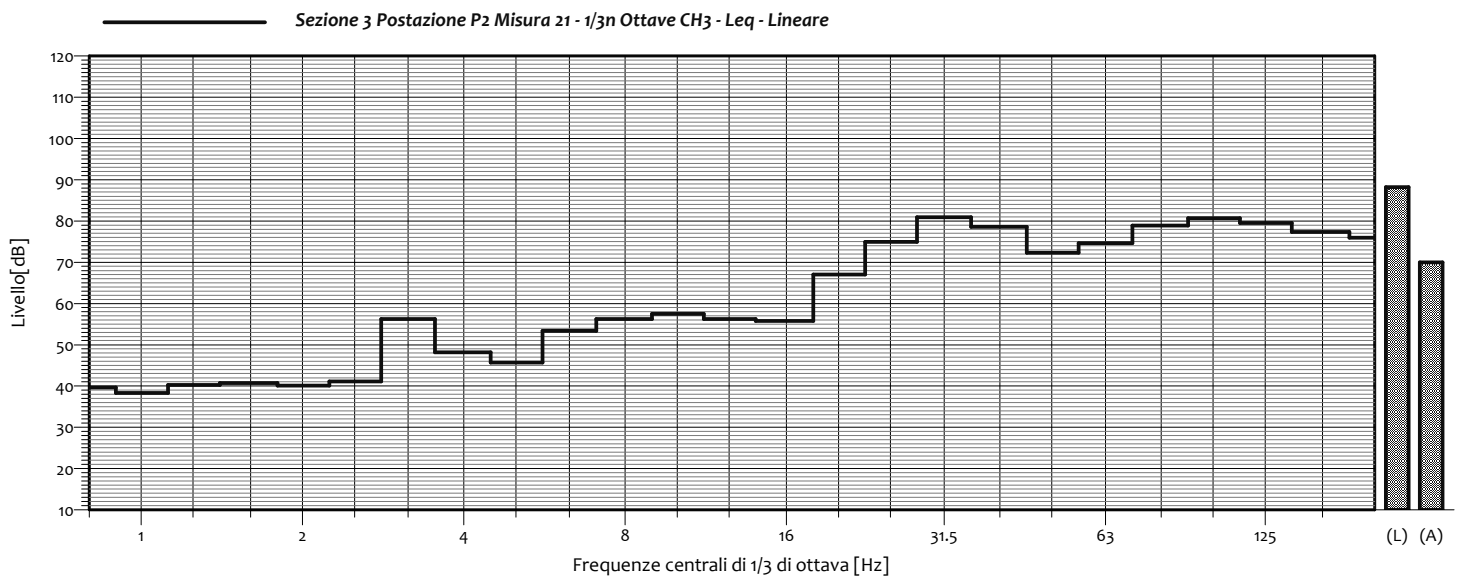
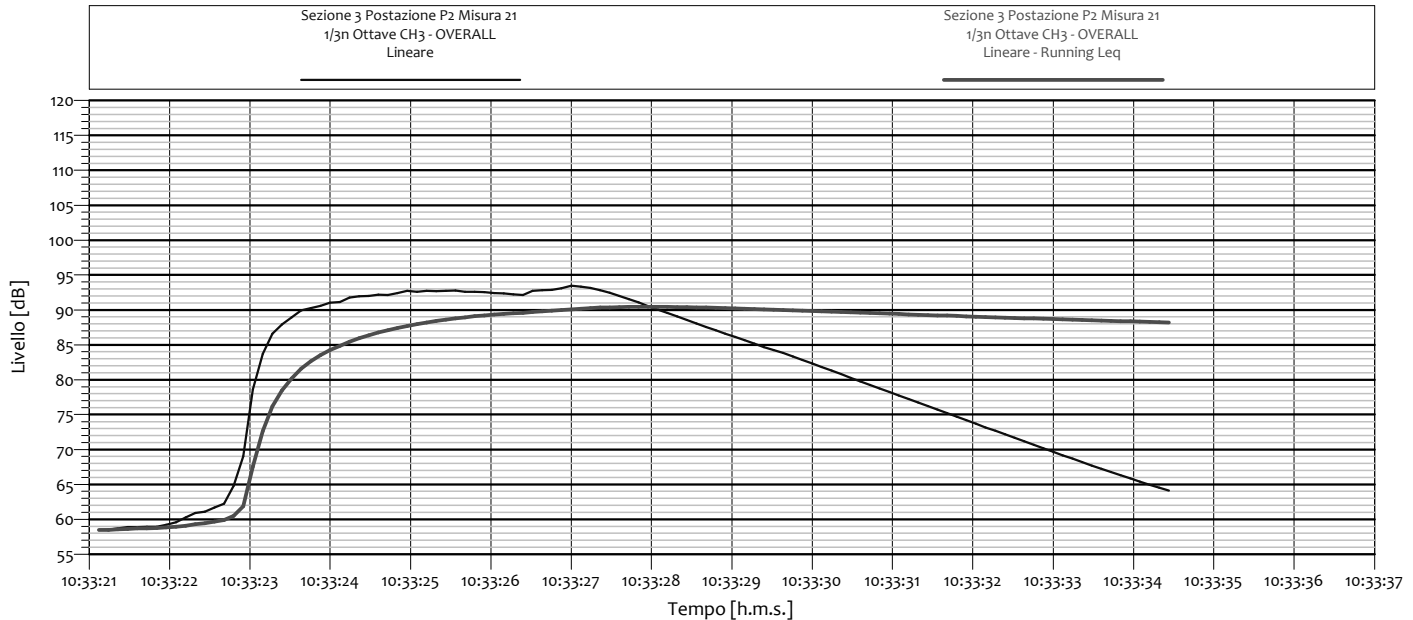


| Sezione 3 Postazione P2 Misura 20 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.3 dB | 1 | 36.5 dB | 1.3 | 39.3 dB | 1.6 | 40.1 dB |
| 2 | 39.7 dB | 2.5 | 41.1 dB | 3.2 | 56.8 dB | 4 | 46.8 dB |
| 5 | 45.6 dB | 6.3 | 52.6 dB | 8 | 57.9 dB | 10 | 58.6 dB |
| 12.5 | 55.6 dB | 16 | 56.3 dB | 20 | 66.8 dB | 25 | 74.7 dB |
| 31.5 | 80.2 dB | 40 | 78.9 dB | 50 | 71.7 dB | 63 | 74.3 dB |
| 80 | 74.2 dB | 100 | 75.6 dB | 125 | 79.0 dB | 160 | 77.0 dB |
| 200 | 70.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

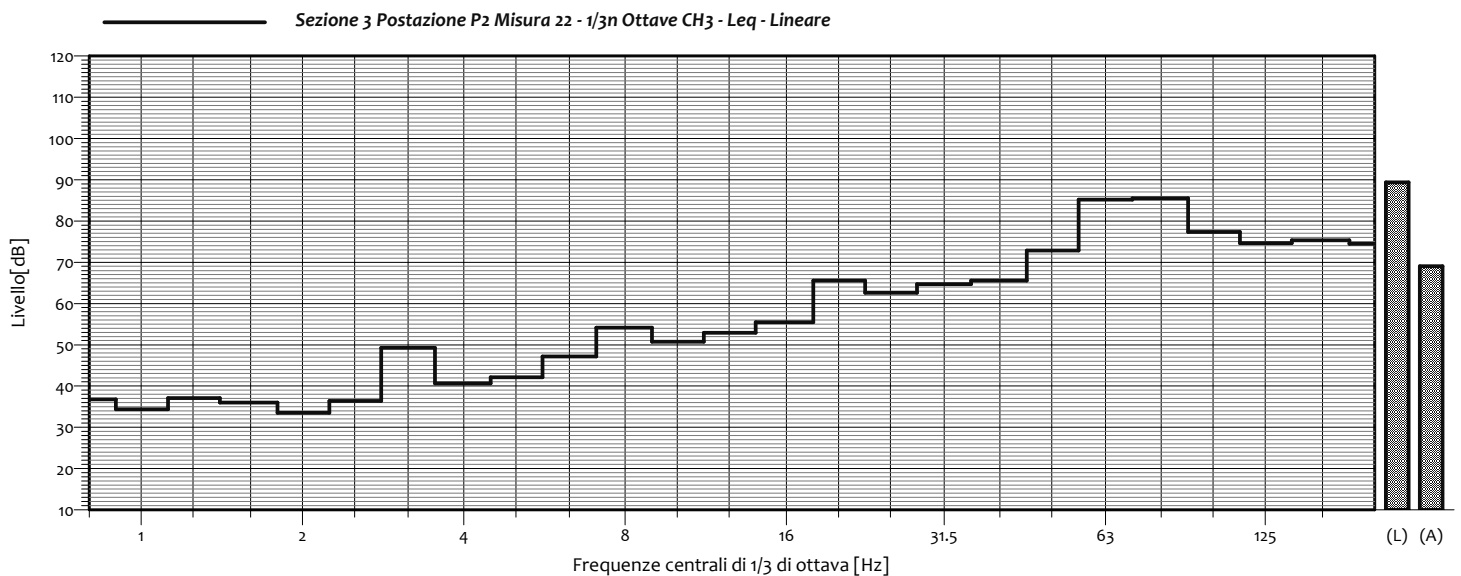
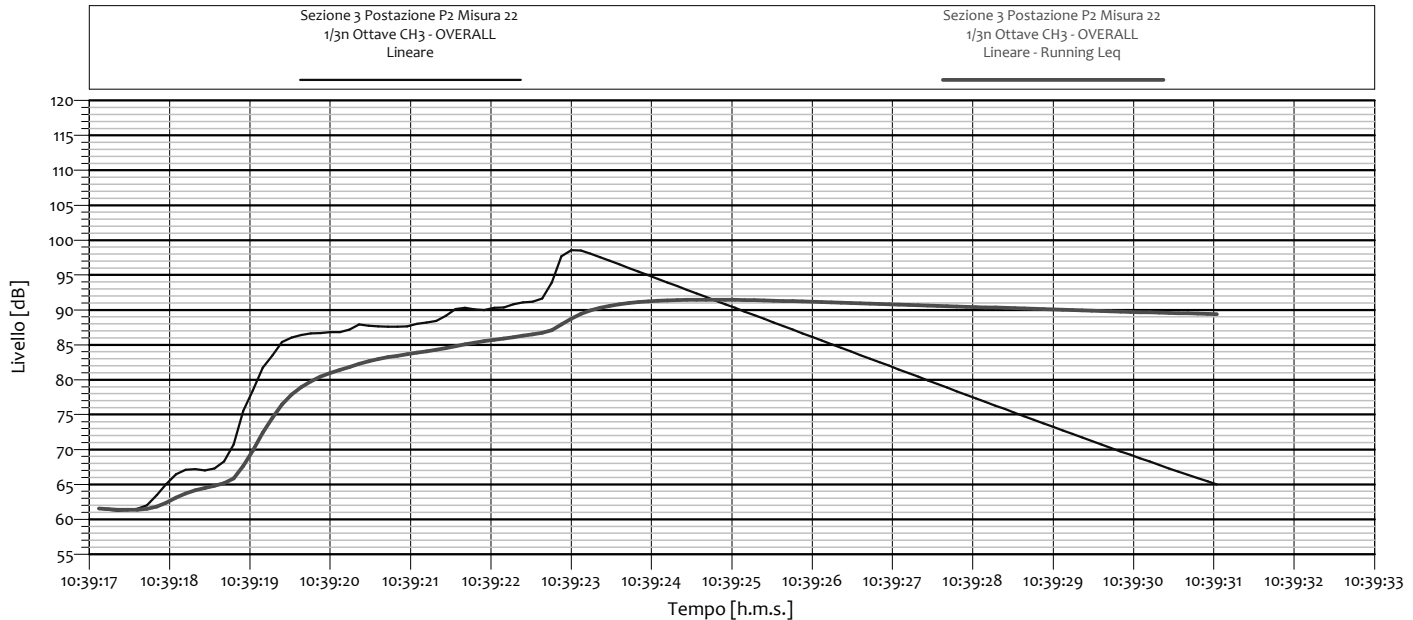


| Sezione 3 Postazione P2 Misura 21 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 39.6 dB | 1 | 38.3 dB | 1.3 | 40.3 dB | 1.6 | 40.8 dB |
| 2 | 40.1 dB | 2.5 | 41.1 dB | 3.2 | 56.2 dB | 4 | 48.2 dB |
| 5 | 45.7 dB | 6.3 | 53.4 dB | 8 | 56.3 dB | 10 | 57.5 dB |
| 12.5 | 56.2 dB | 16 | 55.7 dB | 20 | 67.0 dB | 25 | 75.0 dB |
| 31.5 | 80.9 dB | 40 | 78.6 dB | 50 | 72.3 dB | 63 | 74.6 dB |
| 80 | 78.9 dB | 100 | 80.7 dB | 125 | 79.5 dB | 160 | 77.4 dB |
| 200 | 76.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

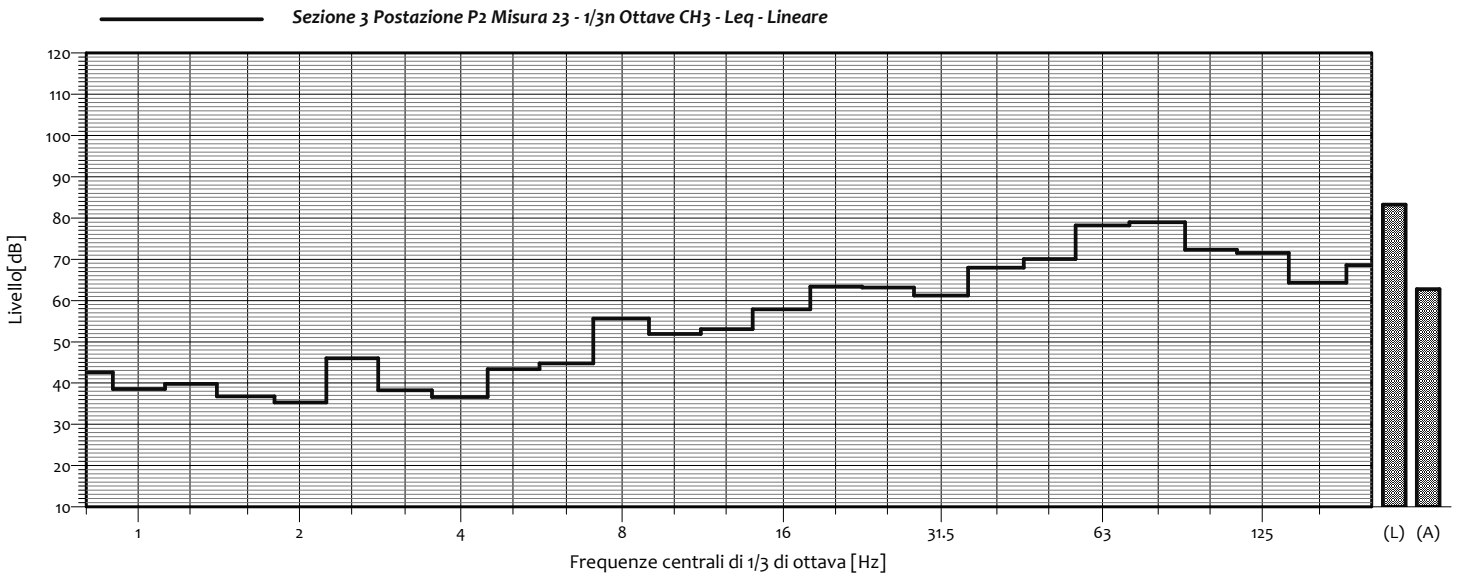
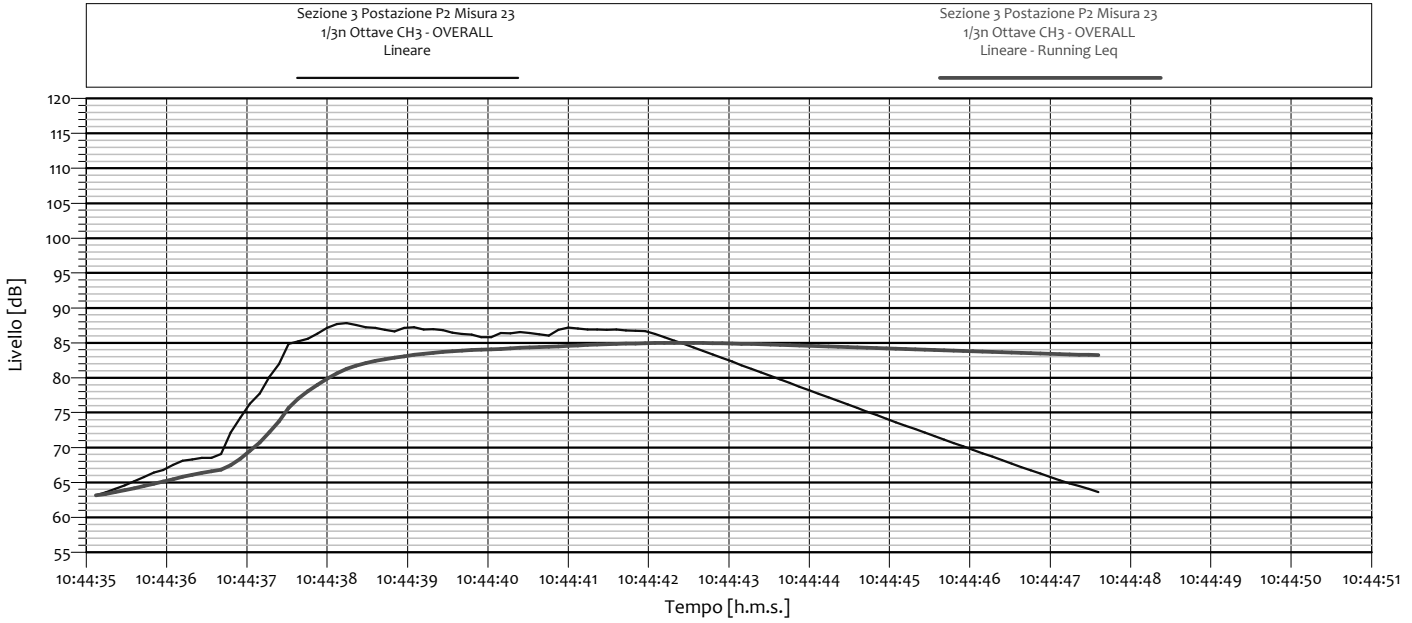


| Sezione 3 Postazione P2 Misura 22 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.7 dB | 1 | 34.4 dB | 1.3 | 37.1 dB | 1.6 | 36.0 dB |
| 2 | 33.5 dB | 2.5 | 36.4 dB | 3.2 | 49.3 dB | 4 | 40.7 dB |
| 5 | 42.1 dB | 6.3 | 47.1 dB | 8 | 54.2 dB | 10 | 50.7 dB |
| 12.5 | 52.9 dB | 16 | 55.4 dB | 20 | 65.5 dB | 25 | 62.6 dB |
| 31.5 | 64.7 dB | 40 | 65.6 dB | 50 | 72.9 dB | 63 | 85.2 dB |
| 80 | 85.5 dB | 100 | 77.4 dB | 125 | 74.7 dB | 160 | 75.3 dB |
| 200 | 74.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

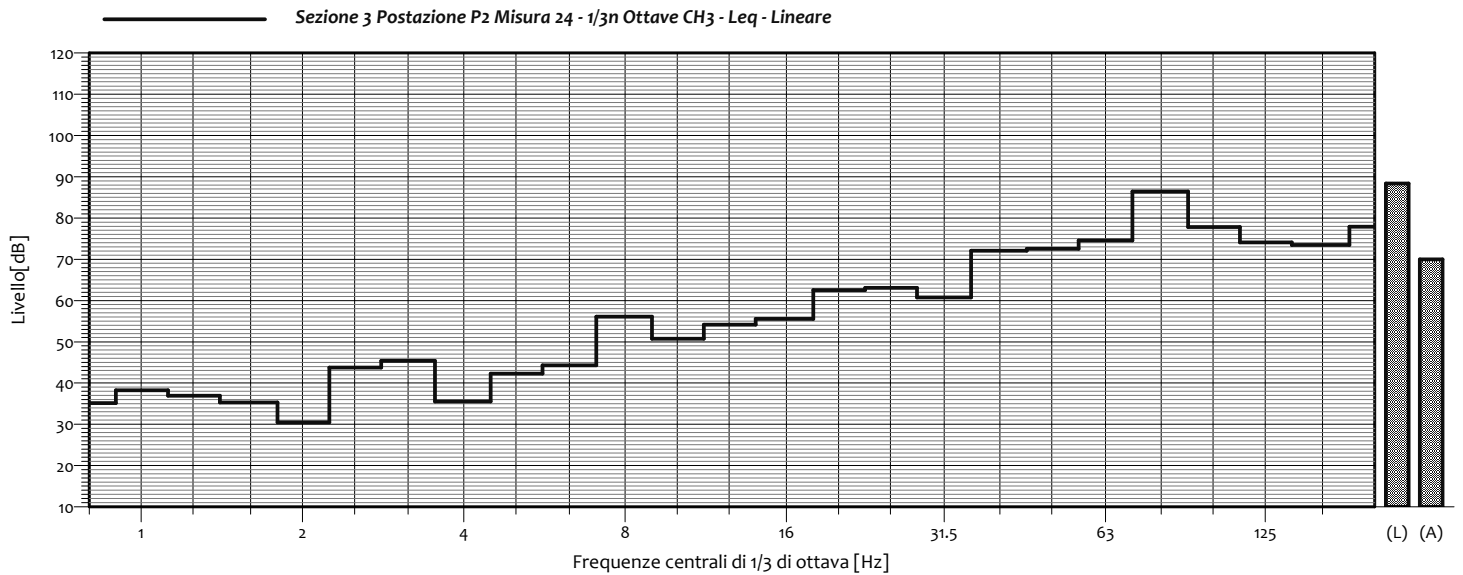
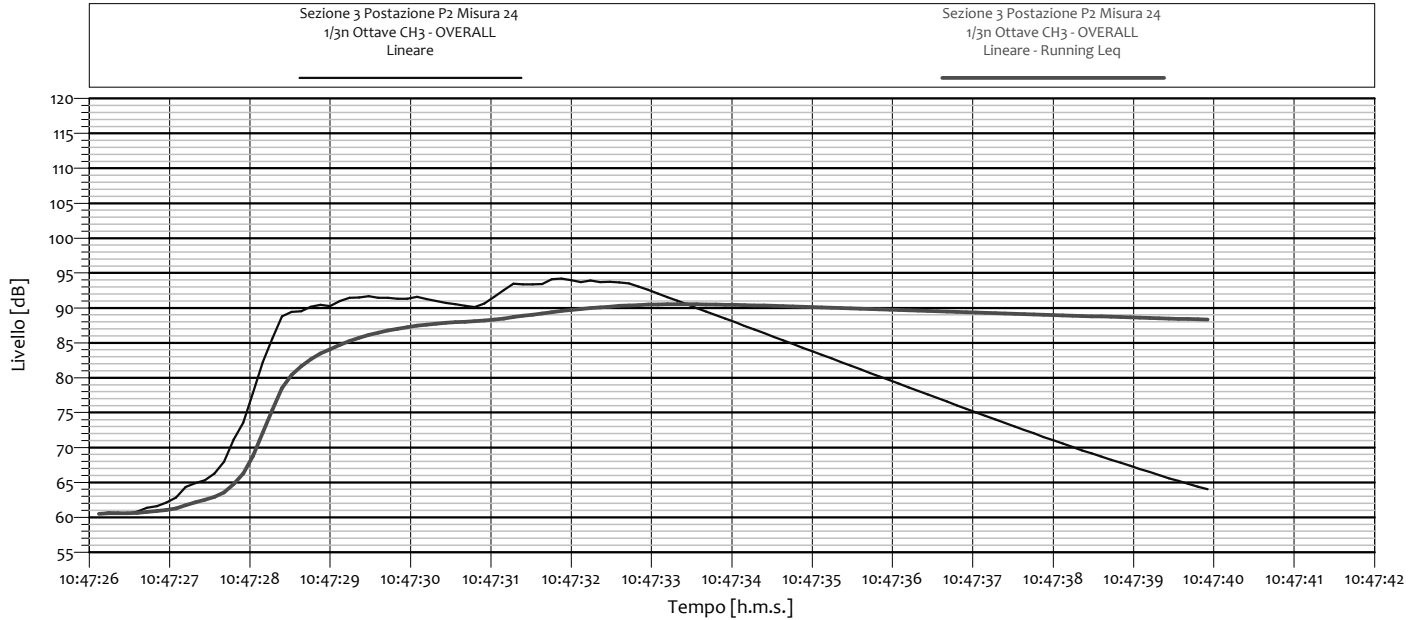


| Sezione 3 Postazione P2 Misura 23 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 42.6 dB | 1 | 38.5 dB | 1.3 | 39.8 dB | 1.6 | 36.8 dB |
| 2 | 35.3 dB | 2.5 | 46.0 dB | 3.2 | 38.3 dB | 4 | 36.6 dB |
| 5 | 43.4 dB | 6.3 | 44.7 dB | 8 | 55.6 dB | 10 | 51.9 dB |
| 12.5 | 53.1 dB | 16 | 57.9 dB | 20 | 63.4 dB | 25 | 63.2 dB |
| 31.5 | 61.2 dB | 40 | 68.0 dB | 50 | 70.1 dB | 63 | 78.2 dB |
| 80 | 79.0 dB | 100 | 72.3 dB | 125 | 71.5 dB | 160 | 64.3 dB |
| 200 | 68.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

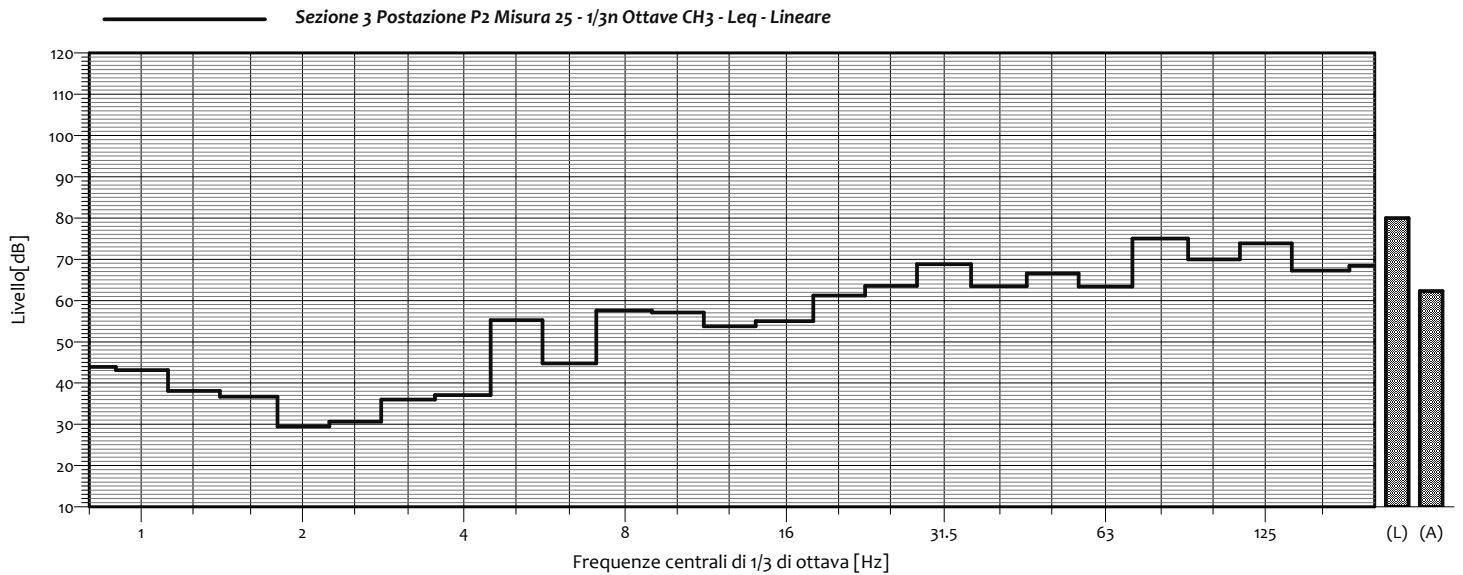
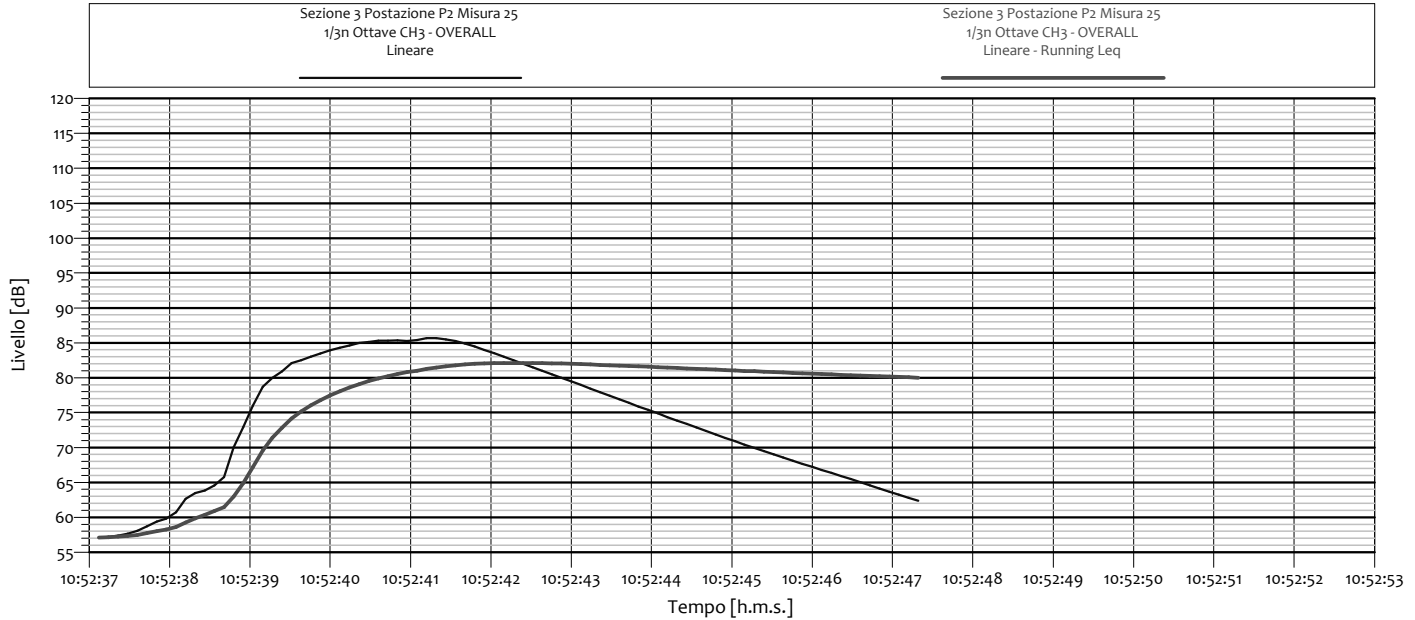


| Sezione 3 Postazione P2 Misura 24 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.1 dB | 1 | 38.2 dB | 1.3 | 36.9 dB | 1.6 | 35.3 dB |
| 2 | 30.5 dB | 2.5 | 43.7 dB | 3.2 | 45.3 dB | 4 | 35.5 dB |
| 5 | 42.3 dB | 6.3 | 44.3 dB | 8 | 56.1 dB | 10 | 50.7 dB |
| 12.5 | 54.2 dB | 16 | 55.5 dB | 20 | 62.5 dB | 25 | 63.0 dB |
| 31.5 | 60.7 dB | 40 | 72.1 dB | 50 | 72.6 dB | 63 | 74.6 dB |
| 80 | 86.4 dB | 100 | 77.9 dB | 125 | 74.1 dB | 160 | 73.5 dB |
| 200 | 77.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

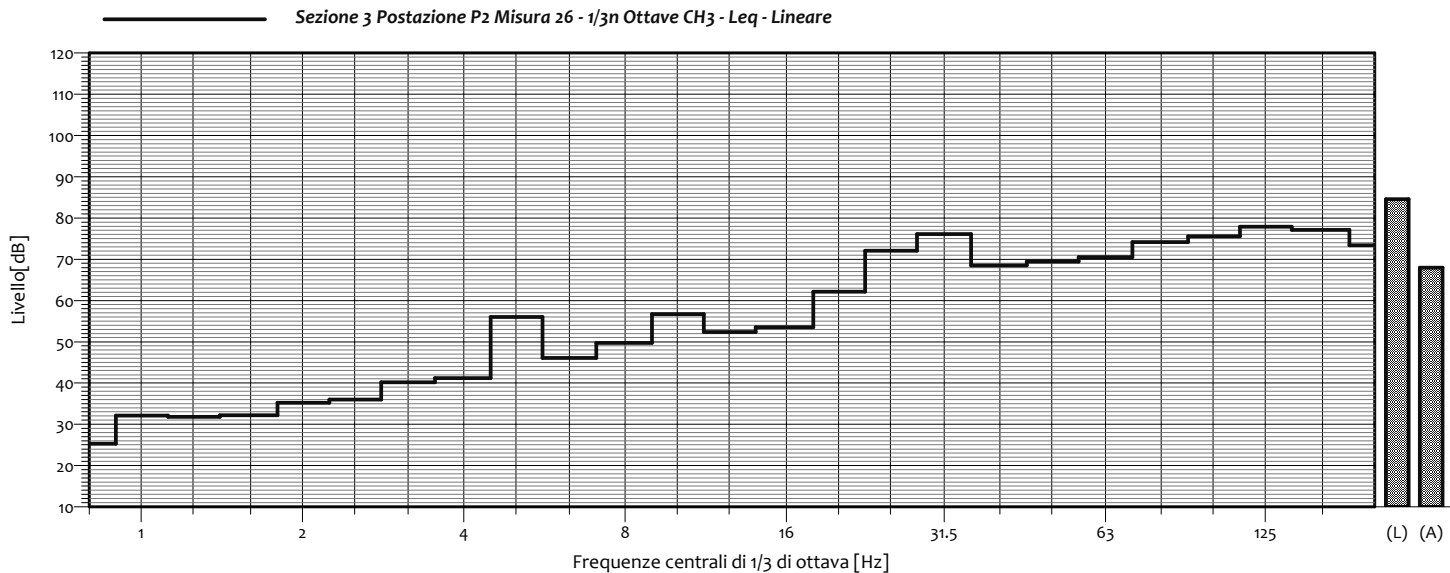
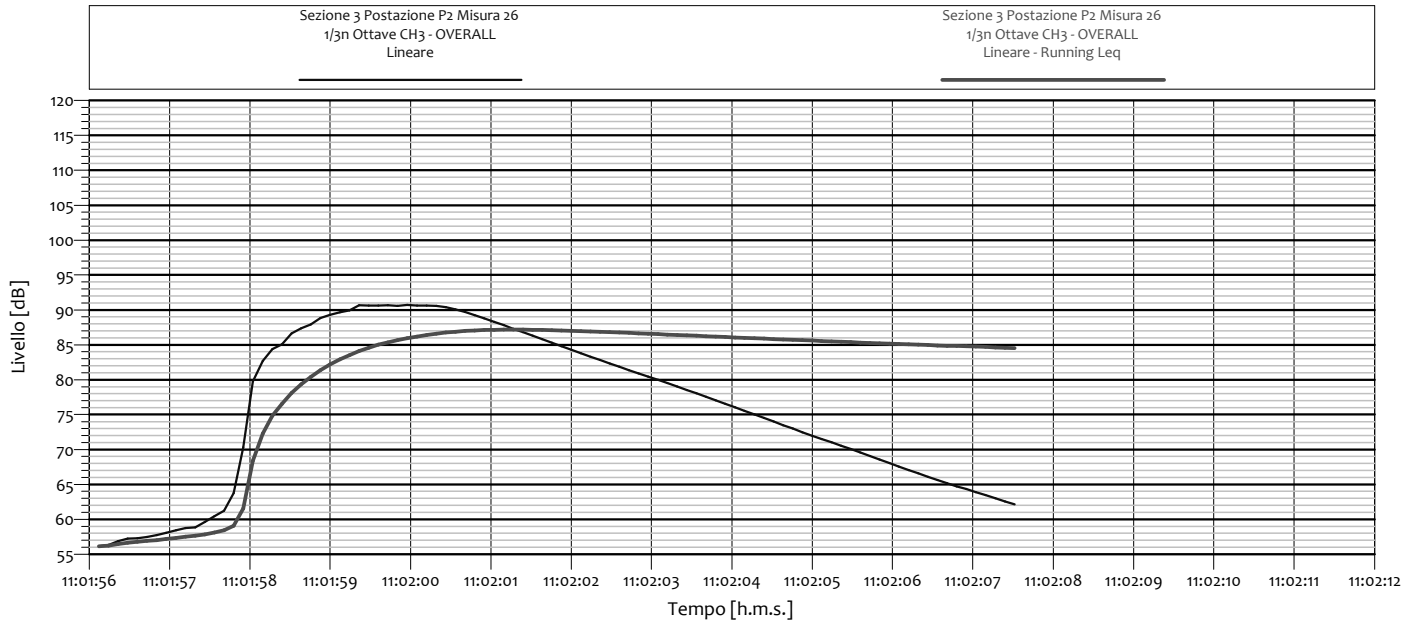


| Sezione 3 Postazione P2 Misura 25 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 43.9 dB | 1 | 43.1 dB | 1.3 | 38.1 dB | 1.6 | 36.7 dB |
| 2 | 29.5 dB | 2.5 | 30.6 dB | 3.2 | 36.0 dB | 4 | 37.0 dB |
| 5 | 55.2 dB | 6.3 | 44.8 dB | 8 | 57.6 dB | 10 | 57.1 dB |
| 12.5 | 53.8 dB | 16 | 55.0 dB | 20 | 61.2 dB | 25 | 63.5 dB |
| 31.5 | 68.8 dB | 40 | 63.5 dB | 50 | 66.6 dB | 63 | 63.4 dB |
| 80 | 75.0 dB | 100 | 70.0 dB | 125 | 73.8 dB | 160 | 67.3 dB |
| 200 | 68.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

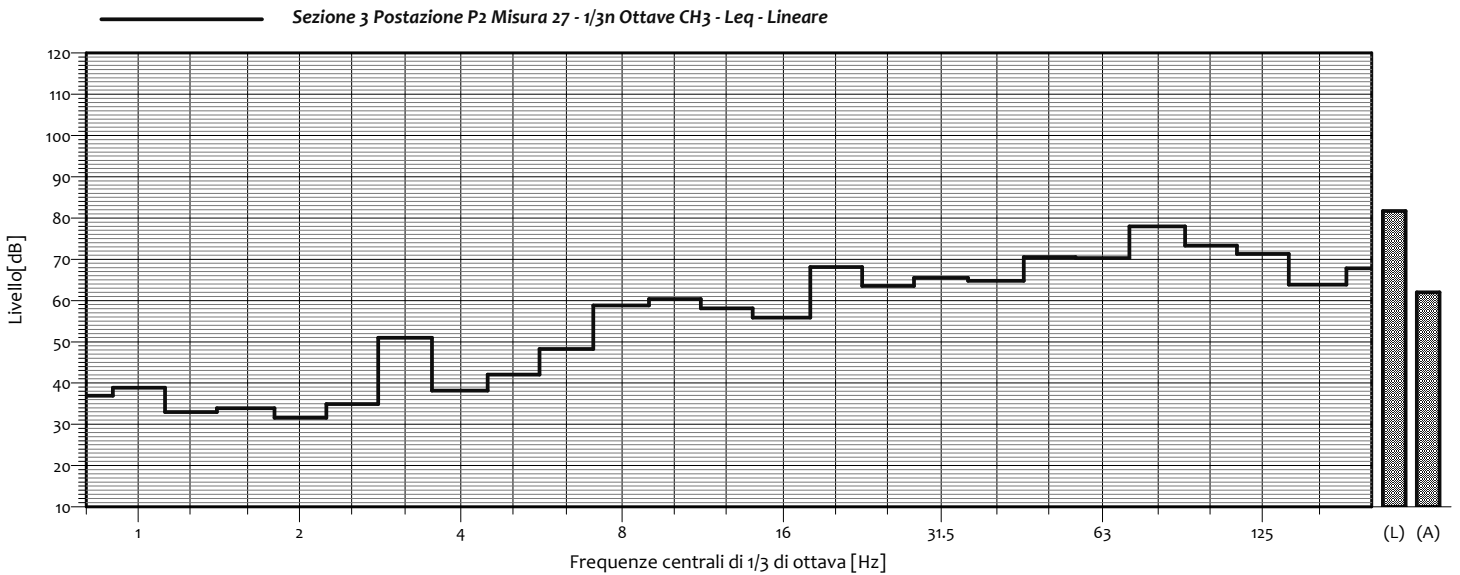
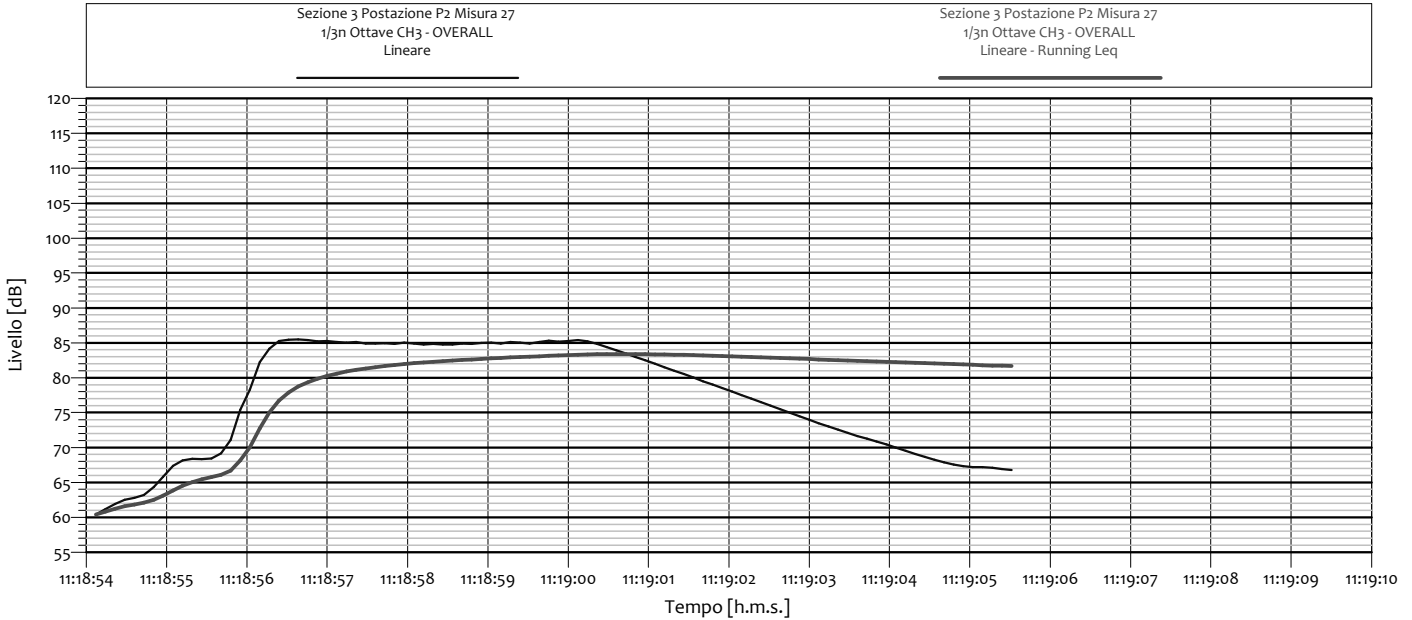


| Sezione 3 Postazione P2 Misura 26 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 25.3 dB | 1 | 32.1 dB | 1.3 | 31.8 dB | 1.6 | 32.2 dB |
| 2 | 35.2 dB | 2.5 | 36.0 dB | 3.2 | 40.2 dB | 4 | 41.2 dB |
| 5 | 56.0 dB | 6.3 | 46.1 dB | 8 | 49.7 dB | 10 | 56.7 dB |
| 12.5 | 52.4 dB | 16 | 53.5 dB | 20 | 62.1 dB | 25 | 72.1 dB |
| 31.5 | 76.1 dB | 40 | 68.5 dB | 50 | 69.5 dB | 63 | 70.5 dB |
| 80 | 74.2 dB | 100 | 75.6 dB | 125 | 77.9 dB | 160 | 77.1 dB |
| 200 | 73.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

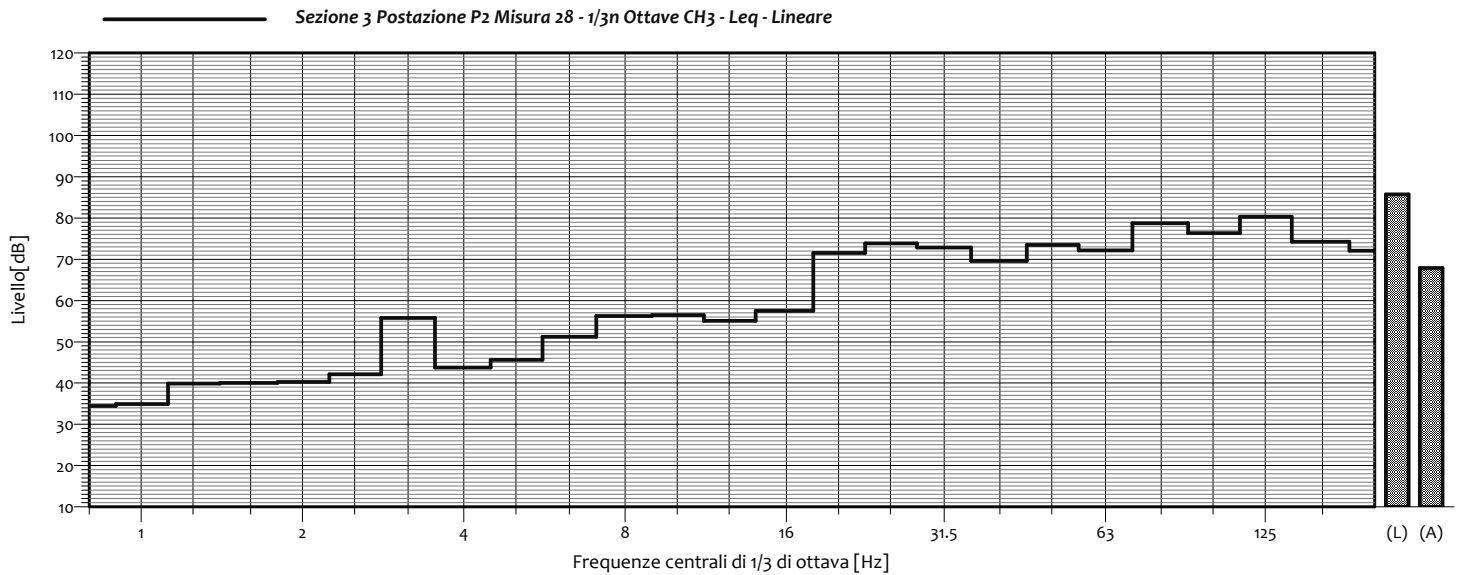
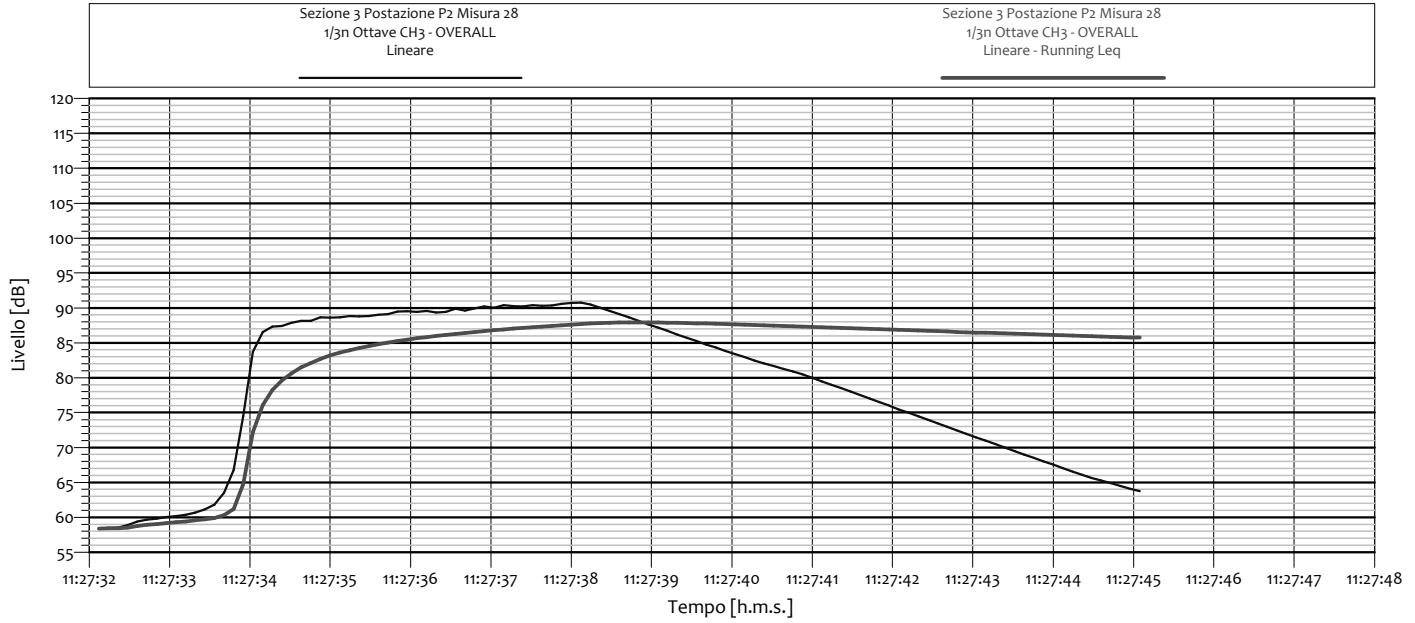


| Sezione 3 Postazione P2 Misura 27 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.9 dB | 1 | 38.8 dB | 1.3 | 32.9 dB | 1.6 | 33.9 dB |
| 2 | 31.5 dB | 2.5 | 34.9 dB | 3.2 | 51.0 dB | 4 | 38.1 dB |
| 5 | 42.1 dB | 6.3 | 48.2 dB | 8 | 58.8 dB | 10 | 60.3 dB |
| 12.5 | 58.1 dB | 16 | 55.8 dB | 20 | 68.1 dB | 25 | 63.5 dB |
| 31.5 | 65.5 dB | 40 | 64.8 dB | 50 | 70.5 dB | 63 | 70.3 dB |
| 80 | 78.0 dB | 100 | 73.3 dB | 125 | 71.3 dB | 160 | 63.9 dB |
| 200 | 67.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

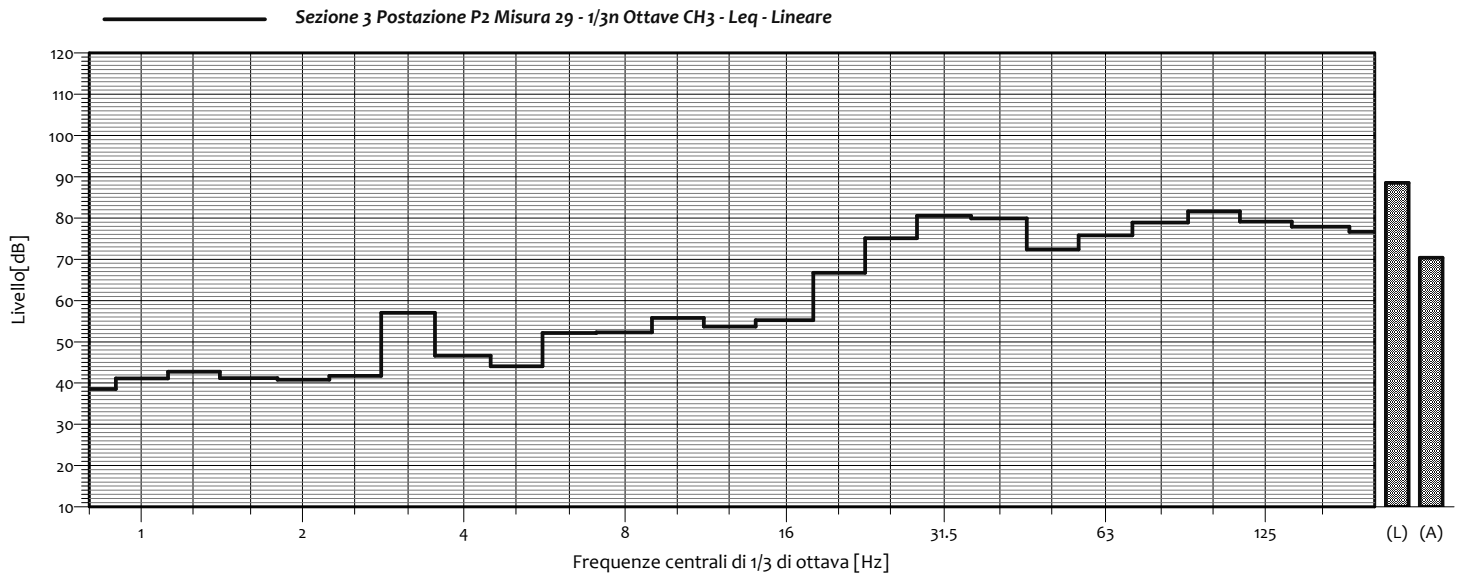
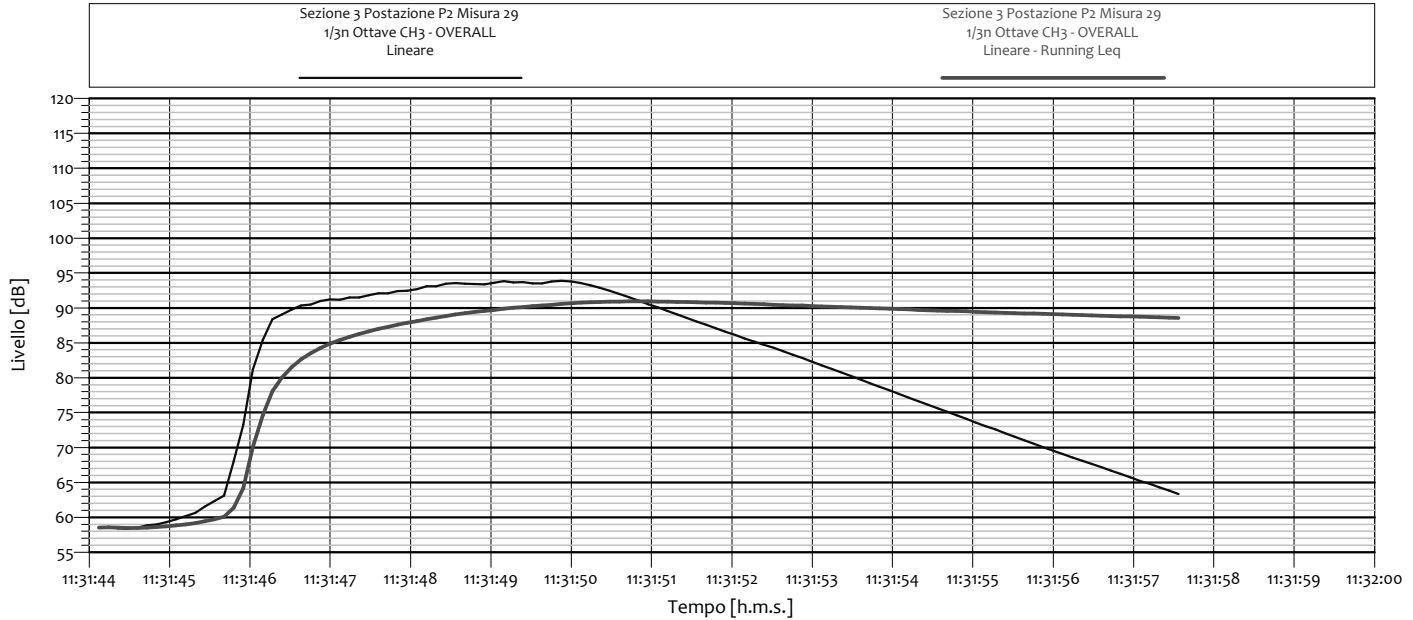


| Sezione 3 Postazione P2 Misura 28 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 34.4 dB | 1 | 34.9 dB | 1.3 | 39.9 dB | 1.6 | 40.0 dB |
| 2 | 40.2 dB | 2.5 | 42.1 dB | 3.2 | 55.8 dB | 4 | 43.8 dB |
| 5 | 45.6 dB | 6.3 | 51.2 dB | 8 | 56.3 dB | 10 | 56.5 dB |
| 12.5 | 55.1 dB | 16 | 57.5 dB | 20 | 71.6 dB | 25 | 73.8 dB |
| 31.5 | 72.9 dB | 40 | 69.6 dB | 50 | 73.5 dB | 63 | 72.1 dB |
| 80 | 78.8 dB | 100 | 76.3 dB | 125 | 80.3 dB | 160 | 74.2 dB |
| 200 | 72.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

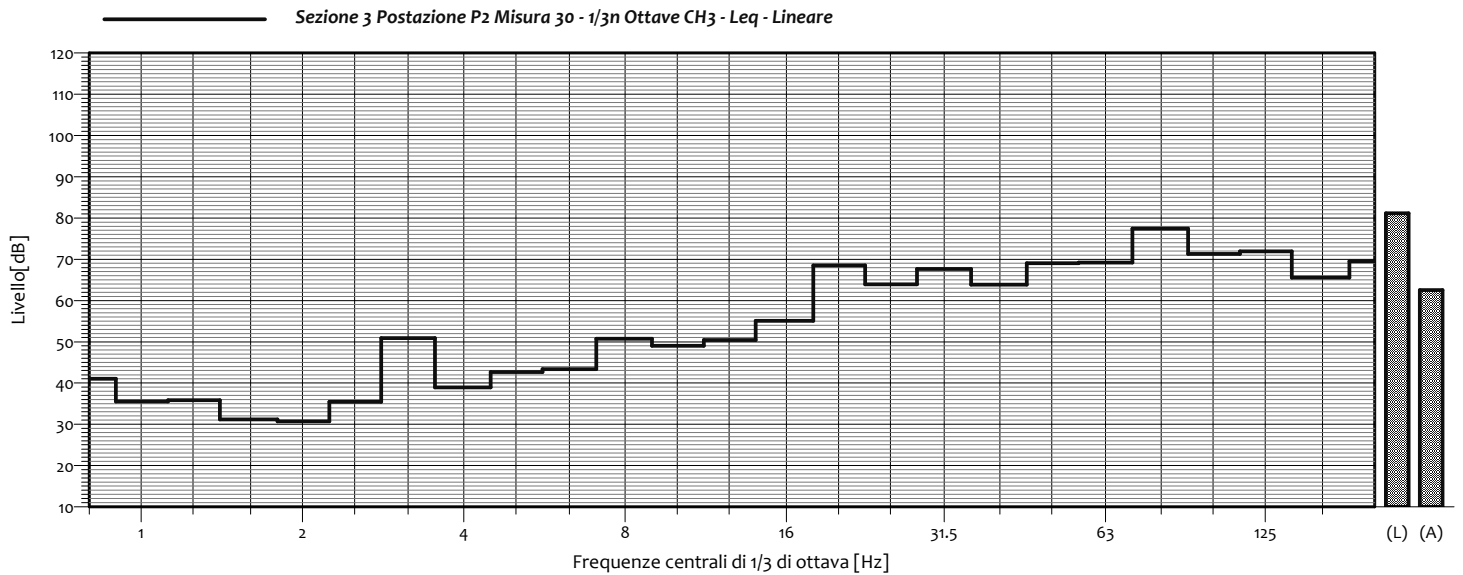
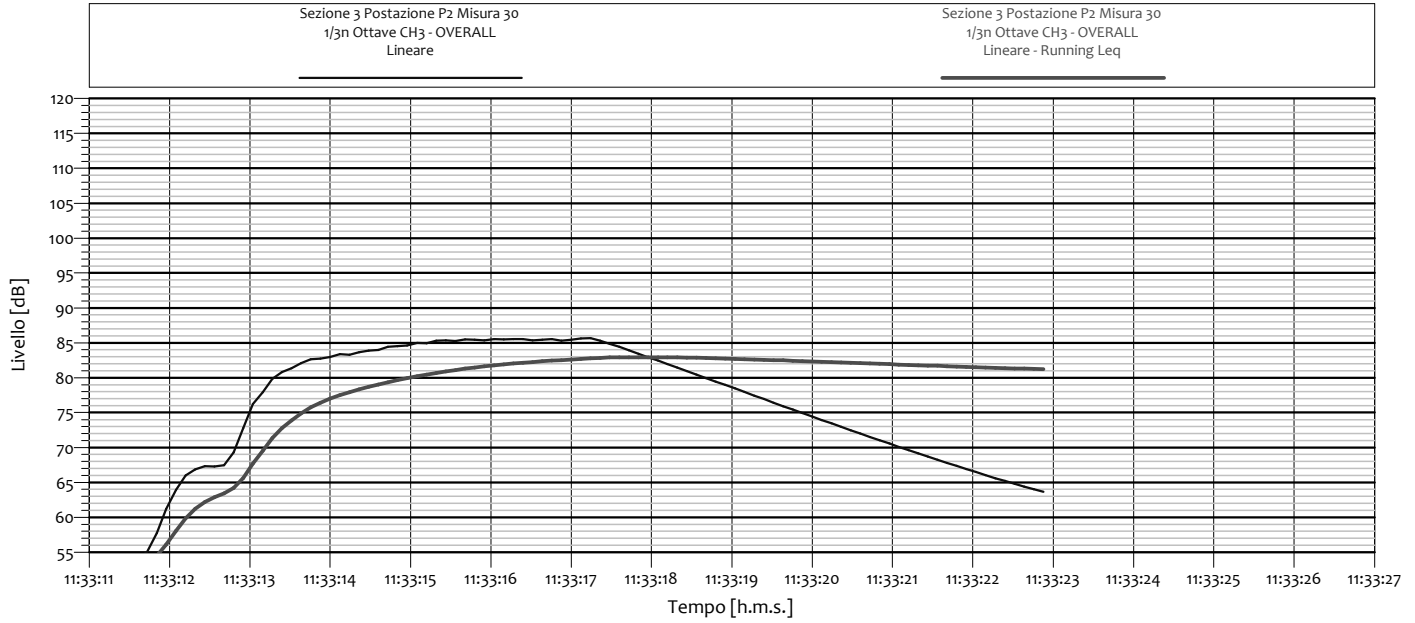


| Sezione 3 Postazione P2 Misura 29 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 38.6 dB | 1 | 41.1 dB | 1.3 | 42.7 dB | 1.6 | 41.1 dB |
| 2 | 40.8 dB | 2.5 | 41.7 dB | 3.2 | 57.0 dB | 4 | 46.6 dB |
| 5 | 44.1 dB | 6.3 | 52.1 dB | 8 | 52.3 dB | 10 | 55.8 dB |
| 12.5 | 53.7 dB | 16 | 55.3 dB | 20 | 66.7 dB | 25 | 75.1 dB |
| 31.5 | 80.5 dB | 40 | 79.9 dB | 50 | 72.4 dB | 63 | 75.8 dB |
| 80 | 78.9 dB | 100 | 81.6 dB | 125 | 79.2 dB | 160 | 77.9 dB |
| 200 | 76.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

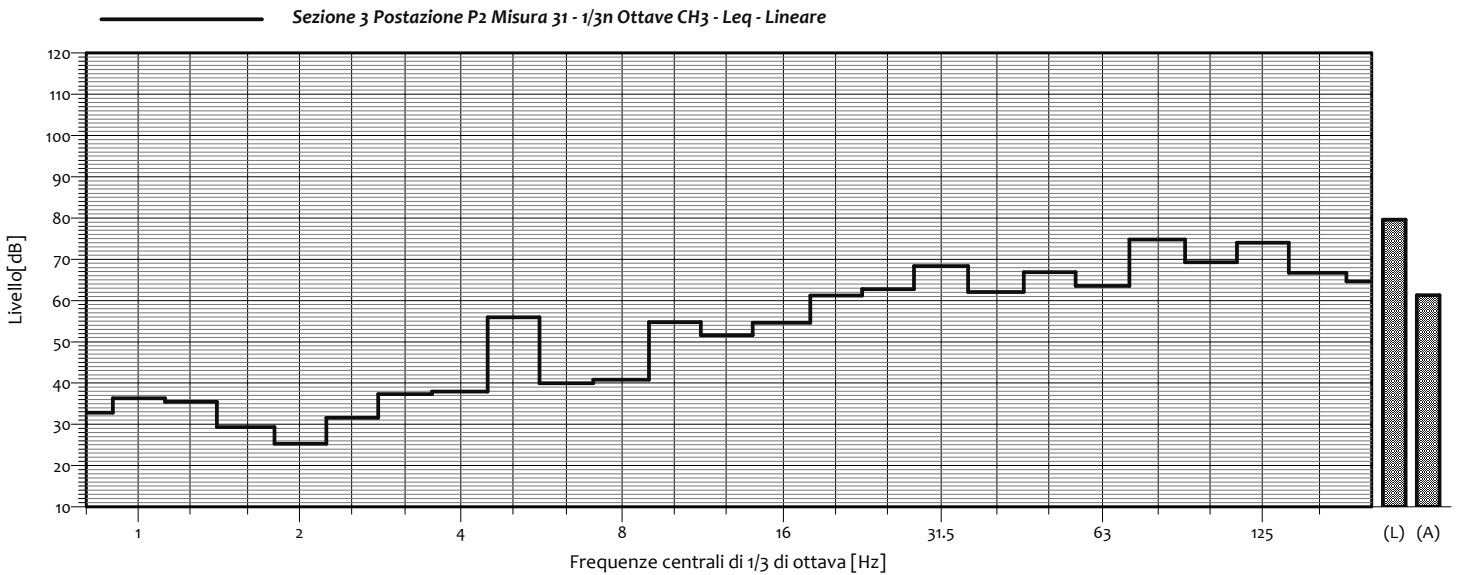
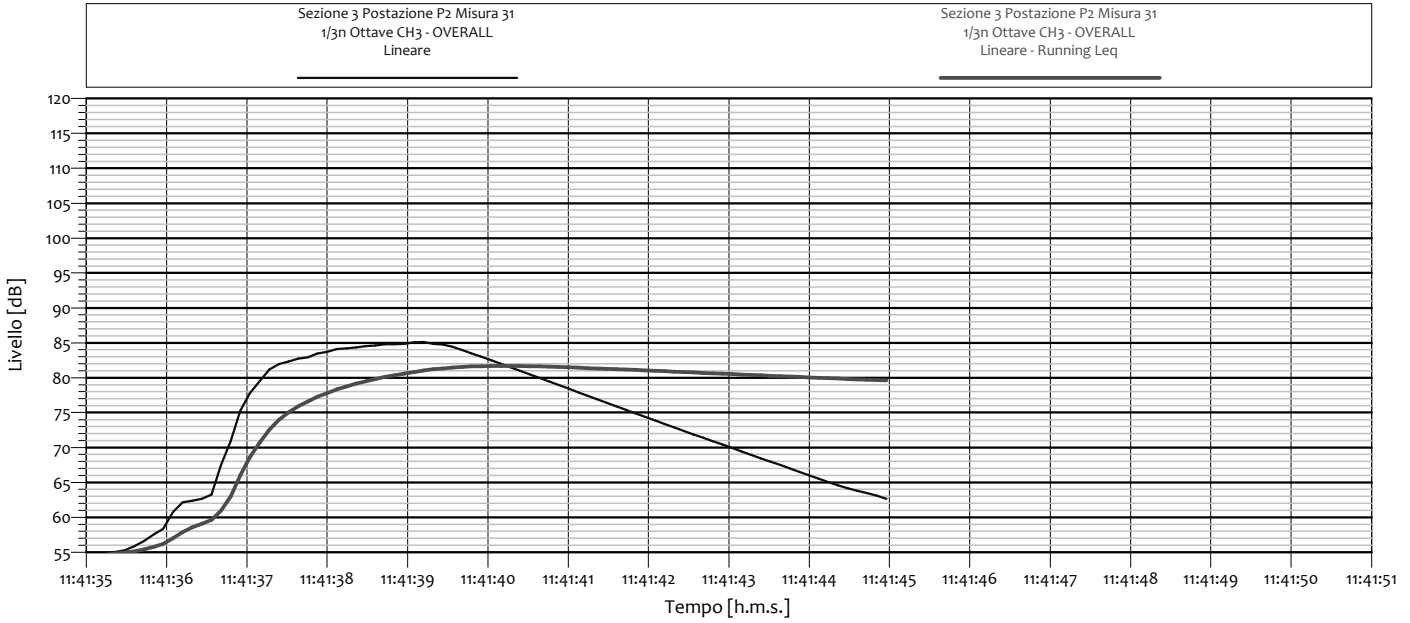


| Sezione 3 Postazione P2 Misura 30 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 41.0 dB | 1 | 35.5 dB | 1.3 | 35.8 dB | 1.6 | 31.2 dB |
| 2 | 30.7 dB | 2.5 | 35.5 dB | 3.2 | 50.9 dB | 4 | 38.9 dB |
| 5 | 42.7 dB | 6.3 | 43.4 dB | 8 | 50.7 dB | 10 | 49.0 dB |
| 12.5 | 50.4 dB | 16 | 55.1 dB | 20 | 68.5 dB | 25 | 63.9 dB |
| 31.5 | 67.6 dB | 40 | 63.8 dB | 50 | 69.0 dB | 63 | 69.2 dB |
| 80 | 77.4 dB | 100 | 71.3 dB | 125 | 71.9 dB | 160 | 65.6 dB |
| 200 | 69.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

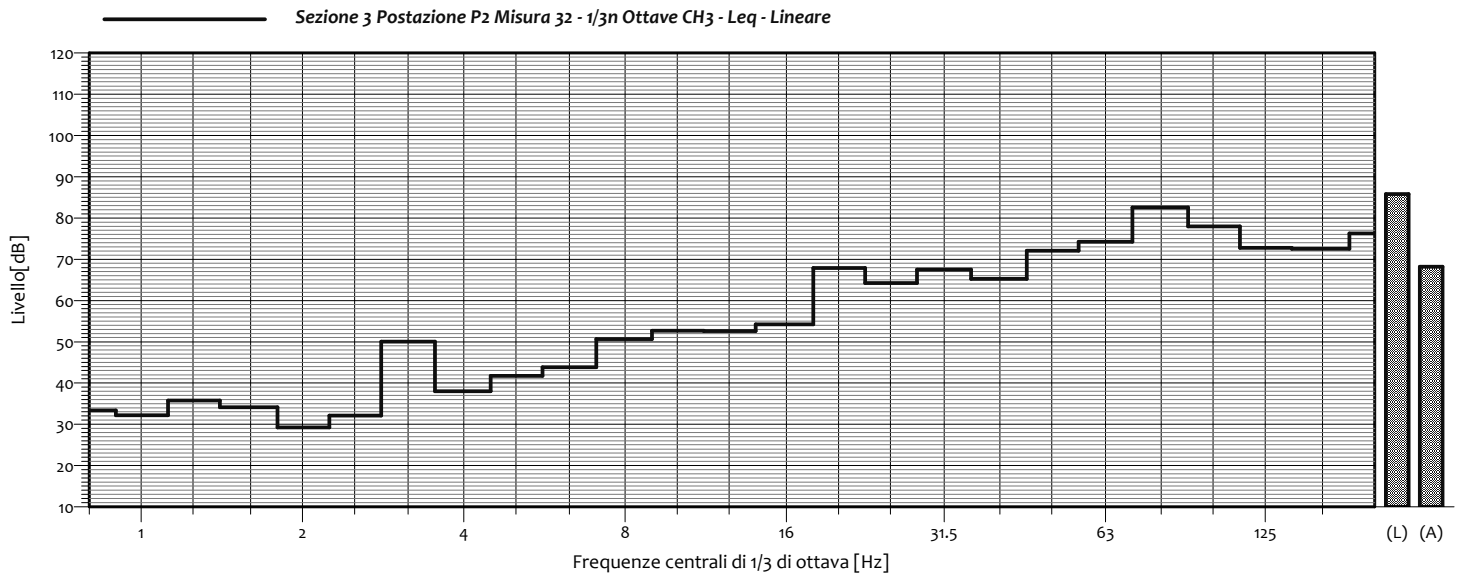
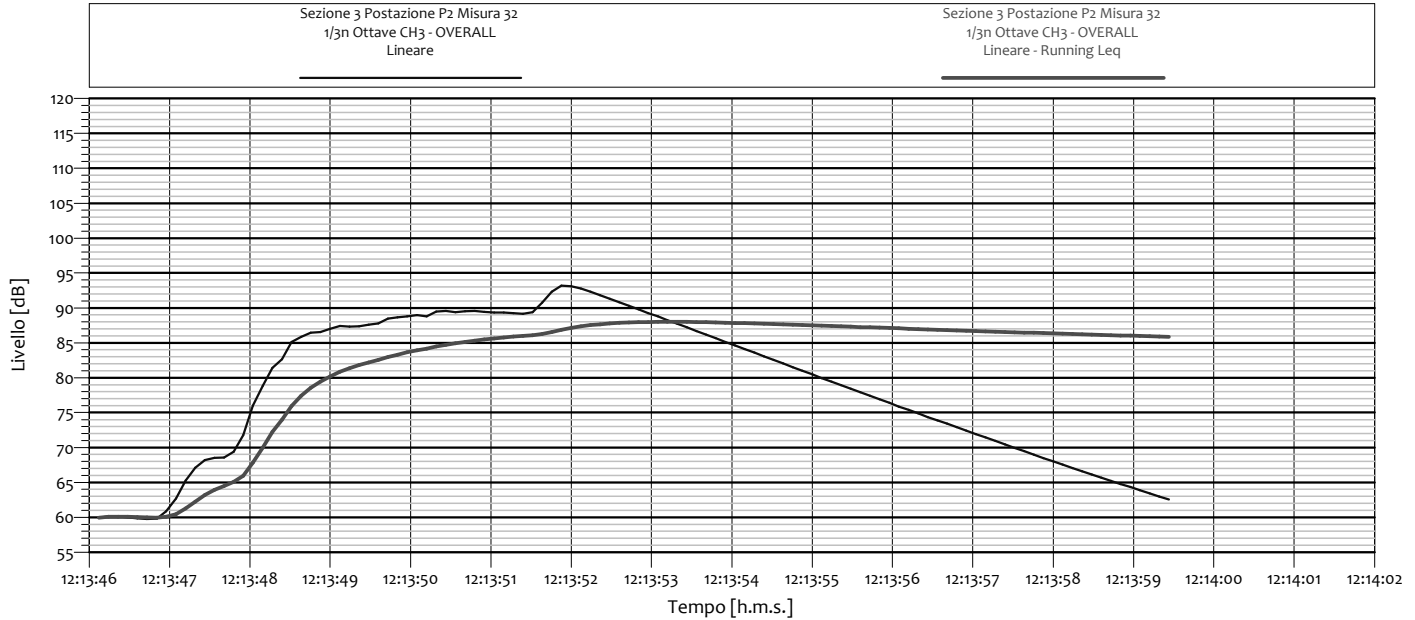


| Sezione 3 Postazione P2 Misura 31 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 32.8 dB | 1 | 36.3 dB | 1.3 | 35.4 dB | 1.6 | 29.3 dB |
| 2 | 25.2 dB | 2.5 | 31.5 dB | 3.2 | 37.3 dB | 4 | 37.9 dB |
| 5 | 56.0 dB | 6.3 | 39.9 dB | 8 | 40.8 dB | 10 | 54.8 dB |
| 12.5 | 51.6 dB | 16 | 54.6 dB | 20 | 61.2 dB | 25 | 62.8 dB |
| 31.5 | 68.3 dB | 40 | 62.1 dB | 50 | 66.8 dB | 63 | 63.5 dB |
| 80 | 74.8 dB | 100 | 69.3 dB | 125 | 74.0 dB | 160 | 66.7 dB |
| 200 | 64.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

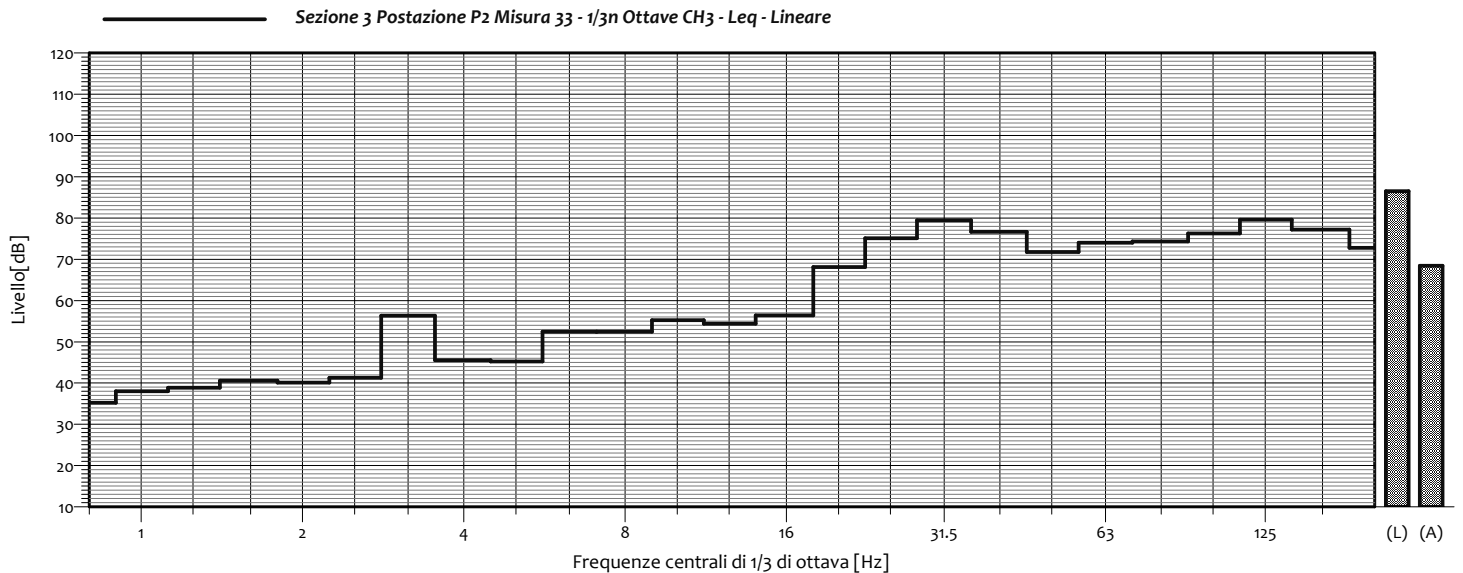
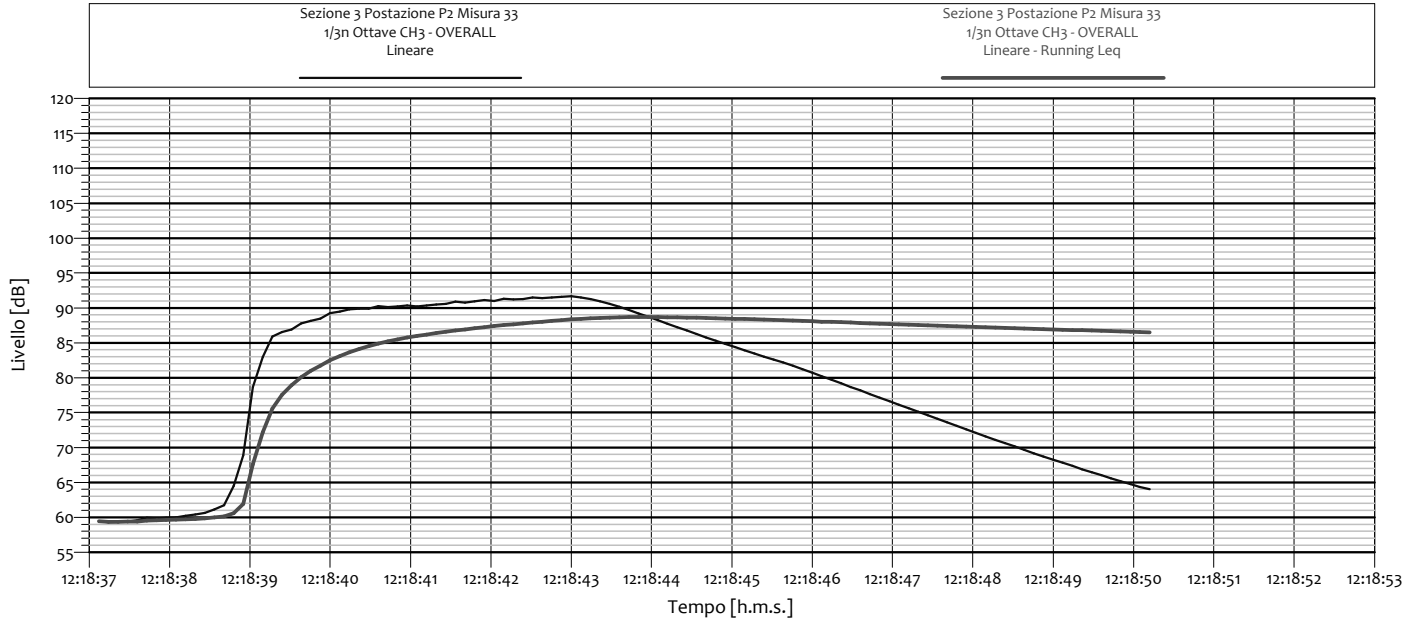


| Sezione 3 Postazione P2 Misura 32 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.3 dB | 1 | 32.2 dB | 1.3 | 35.8 dB | 1.6 | 34.1 dB |
| 2 | 29.2 dB | 2.5 | 32.1 dB | 3.2 | 50.0 dB | 4 | 38.0 dB |
| 5 | 41.7 dB | 6.3 | 43.8 dB | 8 | 50.6 dB | 10 | 52.7 dB |
| 12.5 | 52.6 dB | 16 | 54.2 dB | 20 | 67.9 dB | 25 | 64.2 dB |
| 31.5 | 67.5 dB | 40 | 65.3 dB | 50 | 72.1 dB | 63 | 74.3 dB |
| 80 | 82.6 dB | 100 | 78.0 dB | 125 | 72.8 dB | 160 | 72.5 dB |
| 200 | 76.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

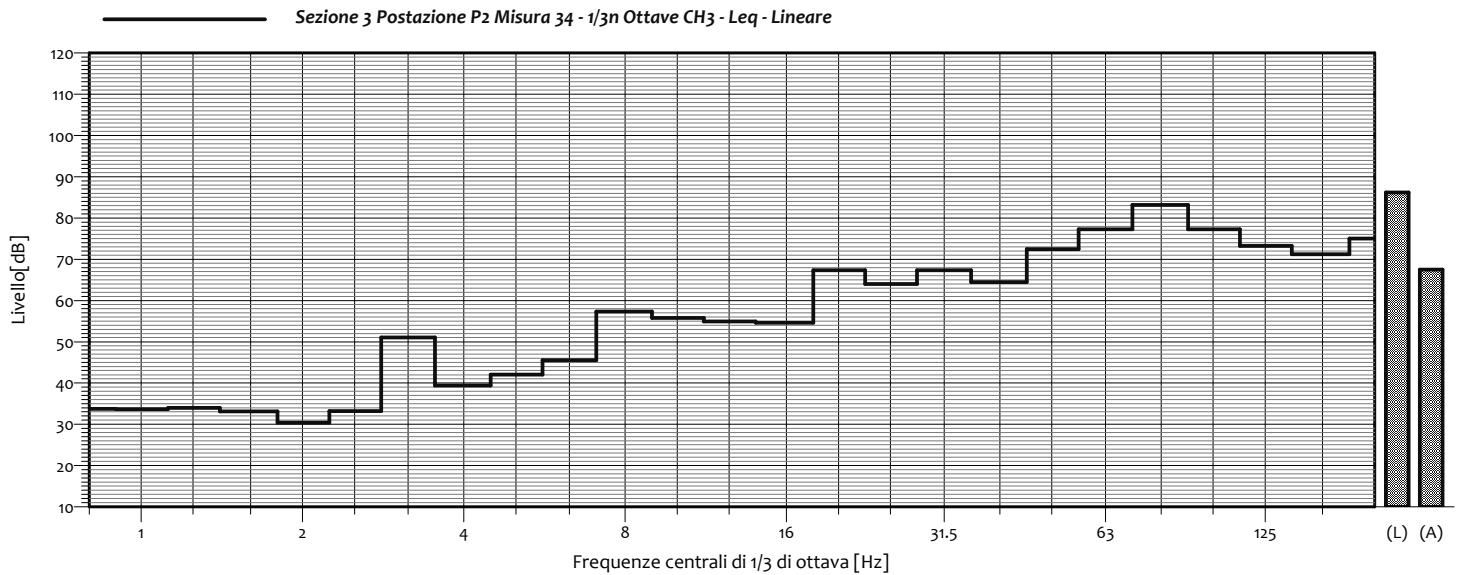
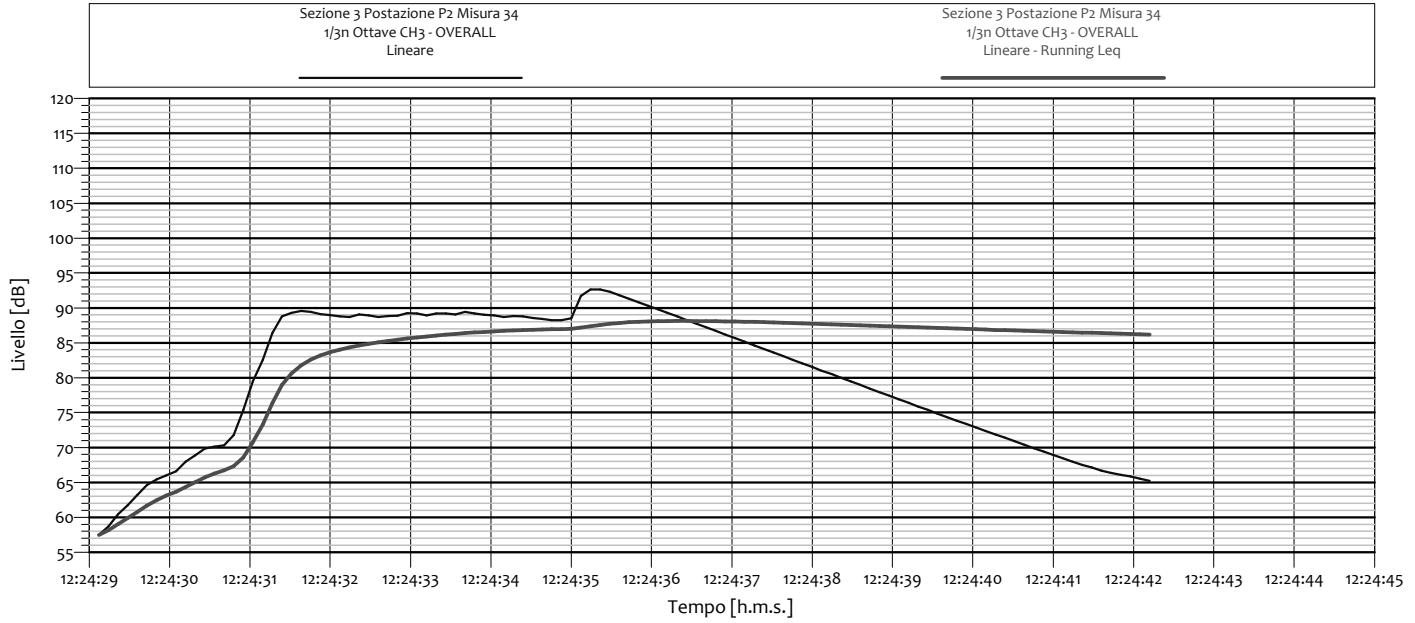


| Sezione 3 Postazione P2 Misura 33 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 35.2 dB | 1 | 38.0 dB | 1.3 | 38.8 dB | 1.6 | 40.6 dB |
| 2 | 40.1 dB | 2.5 | 41.3 dB | 3.2 | 56.3 dB | 4 | 45.5 dB |
| 5 | 45.2 dB | 6.3 | 52.4 dB | 8 | 52.4 dB | 10 | 55.2 dB |
| 12.5 | 54.4 dB | 16 | 56.4 dB | 20 | 68.1 dB | 25 | 75.1 dB |
| 31.5 | 79.5 dB | 40 | 76.6 dB | 50 | 71.7 dB | 63 | 74.1 dB |
| 80 | 74.3 dB | 100 | 76.2 dB | 125 | 79.6 dB | 160 | 77.2 dB |
| 200 | 72.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

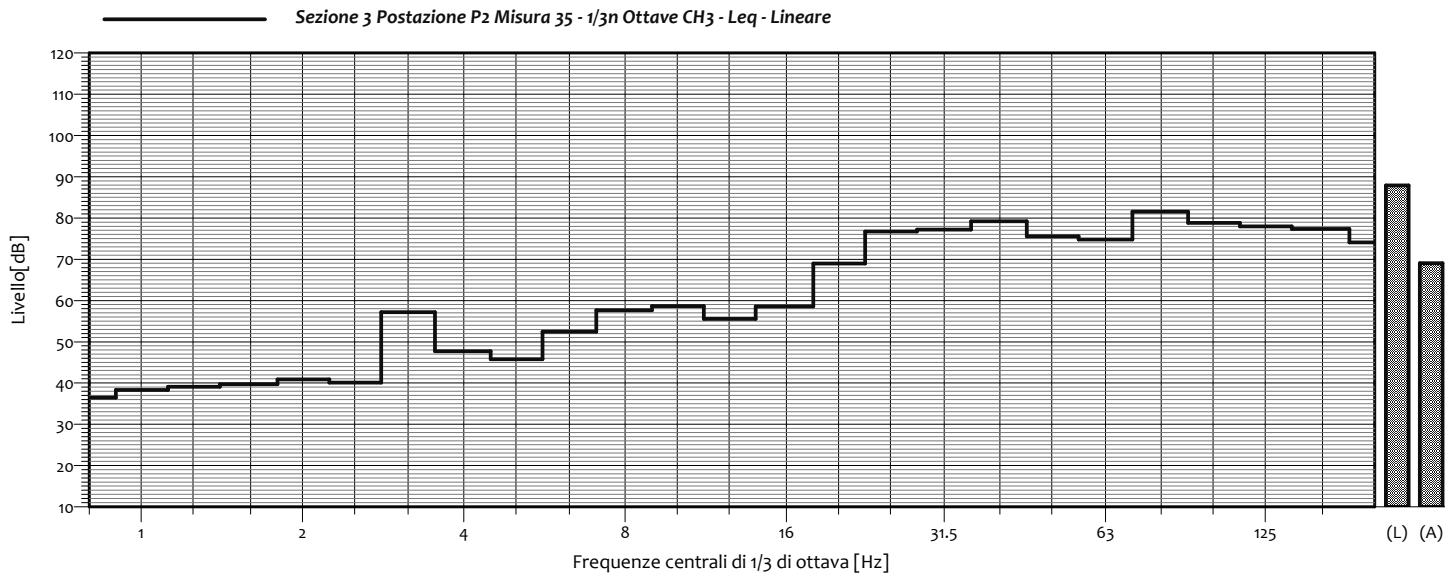
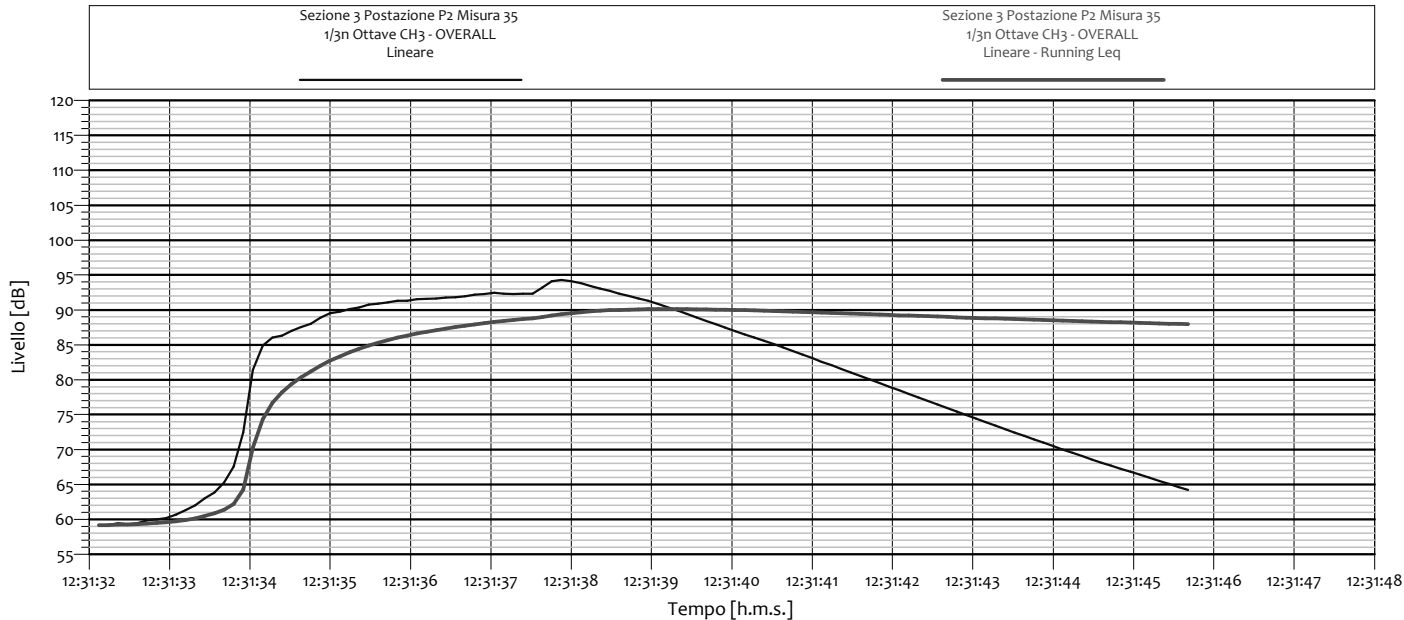


| Sezione 3 Postazione P2 Misura 34 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 33.7 dB | 1 | 33.6 dB | 1.3 | 33.9 dB | 1.6 | 33.1 dB |
| 2 | 30.4 dB | 2.5 | 33.2 dB | 3.2 | 51.1 dB | 4 | 39.4 dB |
| 5 | 42.0 dB | 6.3 | 45.6 dB | 8 | 57.3 dB | 10 | 55.7 dB |
| 12.5 | 54.9 dB | 16 | 54.7 dB | 20 | 67.3 dB | 25 | 64.0 dB |
| 31.5 | 67.3 dB | 40 | 64.5 dB | 50 | 72.4 dB | 63 | 77.3 dB |
| 80 | 83.1 dB | 100 | 77.3 dB | 125 | 73.2 dB | 160 | 71.2 dB |
| 200 | 75.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

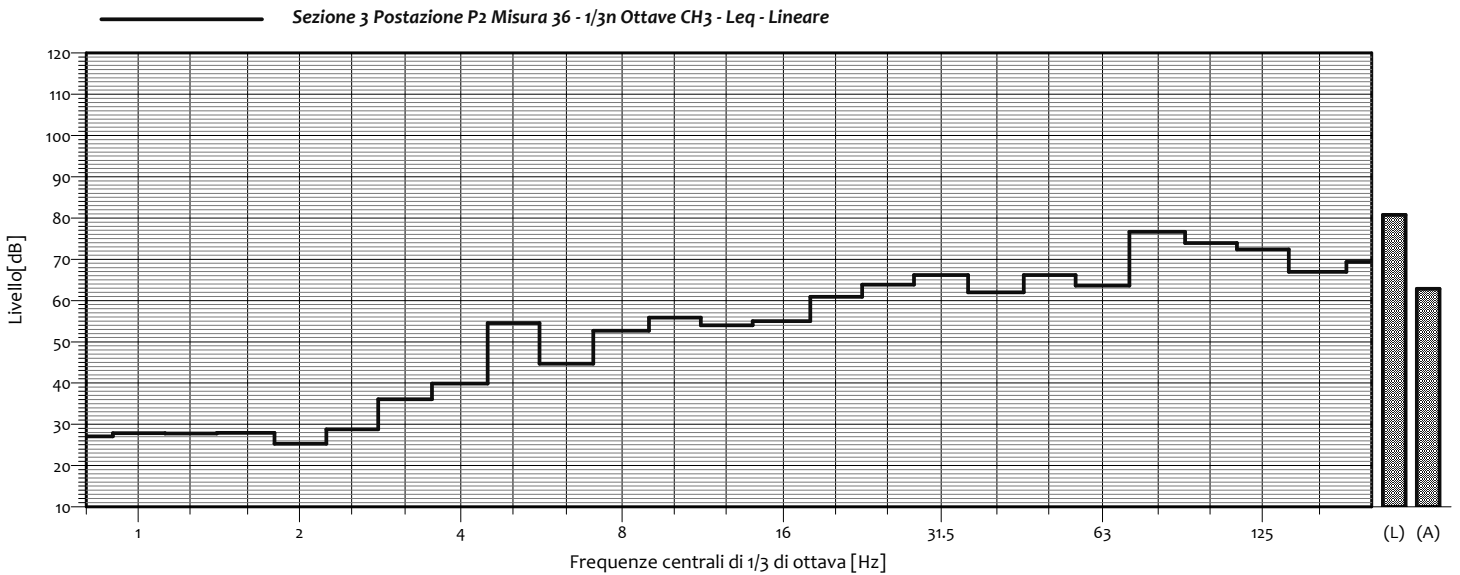
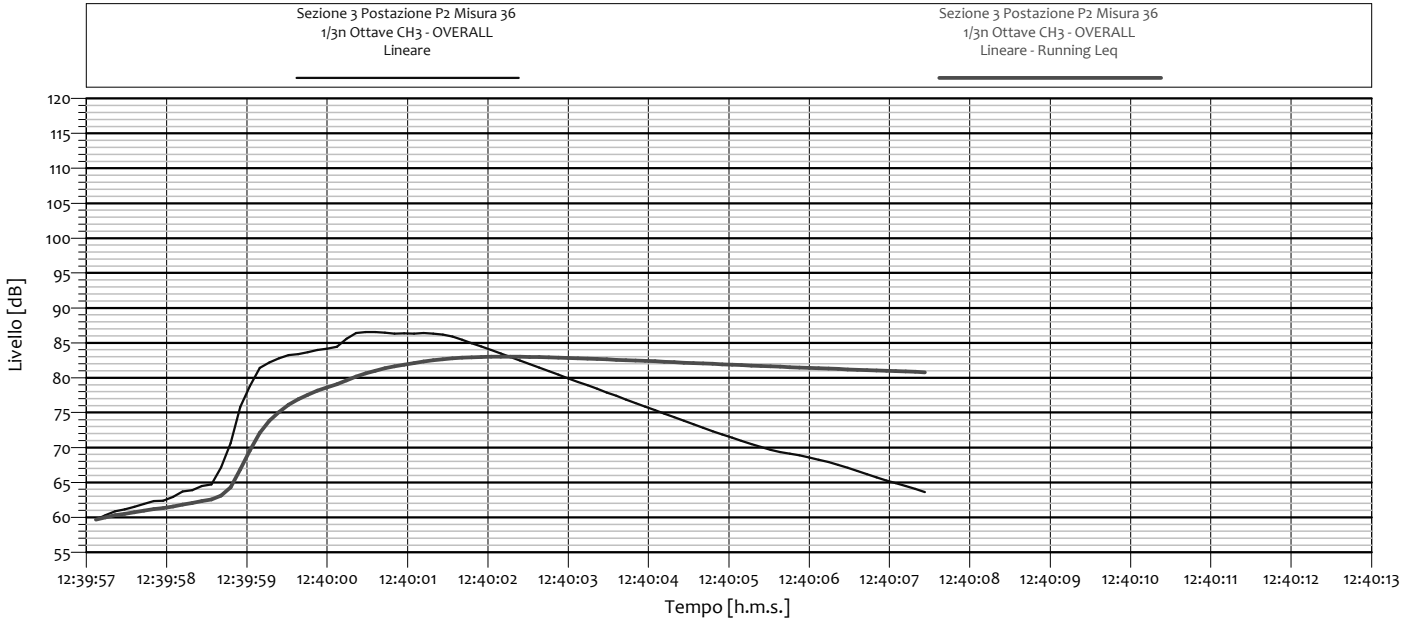


| Sezione 3 Postazione P2 Misura 35 1/3n Ottave CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.4 dB | 1 | 38.3 dB | 1.3 | 39.1 dB | 1.6 | 39.7 dB |
| 2 | 40.9 dB | 2.5 | 40.1 dB | 3.2 | 57.1 dB | 4 | 47.7 dB |
| 5 | 45.8 dB | 6.3 | 52.4 dB | 8 | 57.6 dB | 10 | 58.7 dB |
| 12.5 | 55.6 dB | 16 | 58.6 dB | 20 | 68.9 dB | 25 | 76.7 dB |
| 31.5 | 77.2 dB | 40 | 79.2 dB | 50 | 75.6 dB | 63 | 74.8 dB |
| 80 | 81.5 dB | 100 | 78.8 dB | 125 | 78.0 dB | 160 | 77.3 dB |
| 200 | 74.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



| Sezione 3 Postazione P2 Misura 36 1/3n Ottave CH ₃ - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 27.1 dB | 1 | 27.8 dB | 1.3 | 27.8 dB | 1.6 | 28.0 dB |
| 2 | 25.3 dB | 2.5 | 28.8 dB | 3.2 | 36.1 dB | 4 | 39.8 dB |
| 5 | 54.5 dB | 6.3 | 44.7 dB | 8 | 52.7 dB | 10 | 55.8 dB |
| 12.5 | 54.0 dB | 16 | 55.0 dB | 20 | 60.9 dB | 25 | 63.8 dB |
| 31.5 | 66.1 dB | 40 | 62.0 dB | 50 | 66.2 dB | 63 | 63.6 dB |
| 80 | 76.7 dB | 100 | 74.0 dB | 125 | 72.4 dB | 160 | 67.0 dB |
| 200 | 69.4 dB | | | | | | |

POSTAZIONE DI MISURA: P3 Sezione: 03 - GALLERIA

LOCALIZZAZIONE: km 32+200 Linea A.V./A.C. Milano - Bologna

DATA INIZIO: 20.11.2014 ORA INIZIO: 10:00:00

DATA INIZIO: 20.11.2014 ORA INIZIO: 14:00:00

DESCRIZIONE: A 10 m dalla postazione P2 (11 m circa dalla parete galleria)

STRUMENTAZIONE: Analizzatore Real Time SoundBook Sinus 4 ch con velocimetro triassiale Sinus 3D Seismometer da 30 V/g Makita mod. HR4000c

NOTE: Rilievi effettuati in contemporanea con la postazione P2 Misure da 19 a 36.


TABELLA DI SINTESI ASSE COMBINATO

| PRG | DATA | ORA | DIR | TIPO | COMP. | Trazione | Lunghezza (m) | Velocità (Km/h) | Leq (dB) |
|-----|------------|--------------|-----|---------------|-------|----------|---------------|-----------------|----------|
| 1 | 20/11/2014 | 10:18:45.560 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 213,6 | 94,4 |
| 2 | 20/11/2014 | 10:22:16.880 | S | FRECCIA ROSSA | 2+12 | E | 327,6 | 245,7 | 83,3 |
| 3 | 20/11/2014 | 10:33:23.360 | S | FRECCIA ROSSA | 2+13 | E | 327,6 | 239,7 | 84,0 |
| 4 | 20/11/2014 | 10:39:19.640 | N | FRECCIA ROSSA | 2+10 | E | 301,5 | 215,3 | 82,2 |
| 5 | 20/11/2014 | 10:44:36.920 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 209,1 | 80,8 |
| 6 | 20/11/2014 | 10:47:28.760 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 213,6 | 81,0 |
| 7 | 20/11/2014 | 10:52:39.680 | N | ITALO | 2+9 | E | 200,0 | 230,7 | 81,7 |
| 8 | 20/11/2014 | 11:01:58.520 | S | ITALO | 2+9 | E | 200,0 | 230,7 | 82,0 |
| 9 | 20/11/2014 | 11:18:56.480 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 81,9 |
| 10 | 20/11/2014 | 11:27:34.040 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 83,7 |
| 11 | 20/11/2014 | 11:31:46.040 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 84,9 |
| 12 | 20/11/2014 | 11:33:13.400 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 81,9 |
| 13 | 20/11/2014 | 11:41:37.400 | N | ITALO | 2+9 | E | 200,0 | 230,7 | 82,1 |
| 14 | 20/11/2014 | 12:13:48.320 | N | FRECCIA ROSSA | 2+10 | E | 301,5 | 226,1 | 83,0 |
| 15 | 20/11/2014 | 12:18:39.440 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 245,7 | 86,3 |
| 16 | 20/11/2014 | 12:24:31.400 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 234,0 | 83,8 |
| 17 | 20/11/2014 | 12:31:34.400 | N | FRECCIA ROSSA | 2+11 | E | 327,6 | 213,6 | 85,2 |
| 18 | 20/11/2014 | 12:39:59.470 | S | FRECCIA ROSSA | 2+11 | E | 327,6 | 213,8 | 83,9 |

POSTAZIONE DI MISURA P3

SEZIONE 03 - GALLERIA

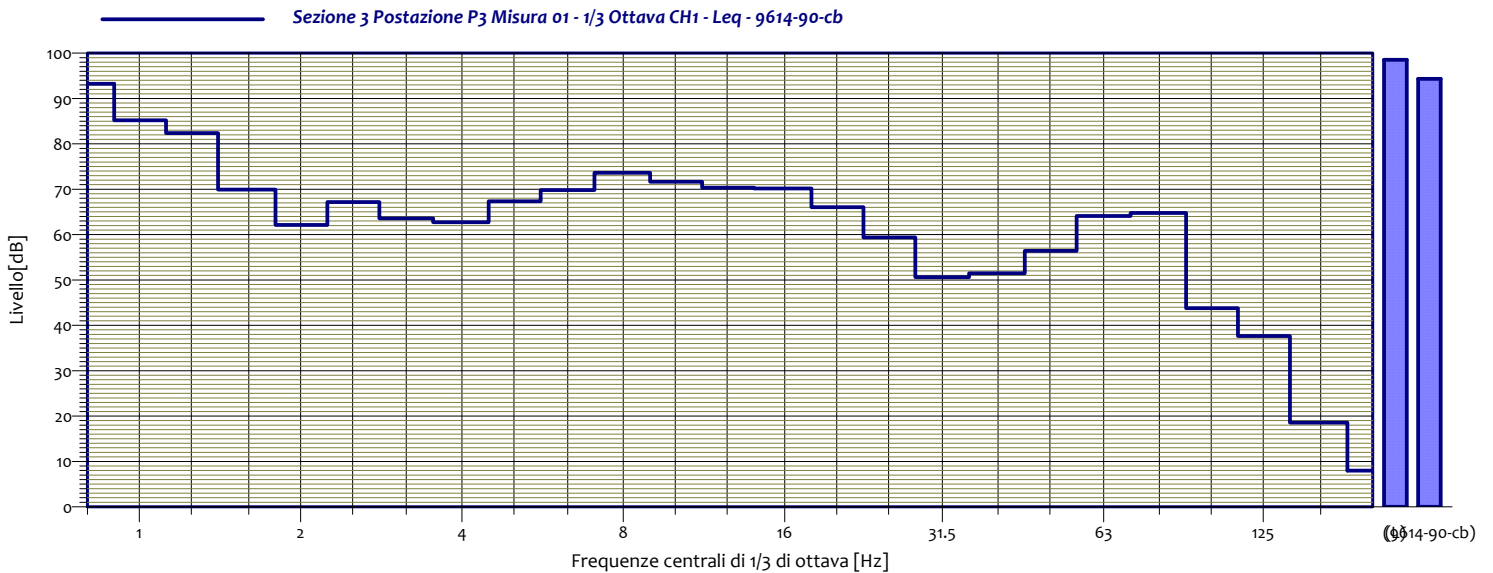
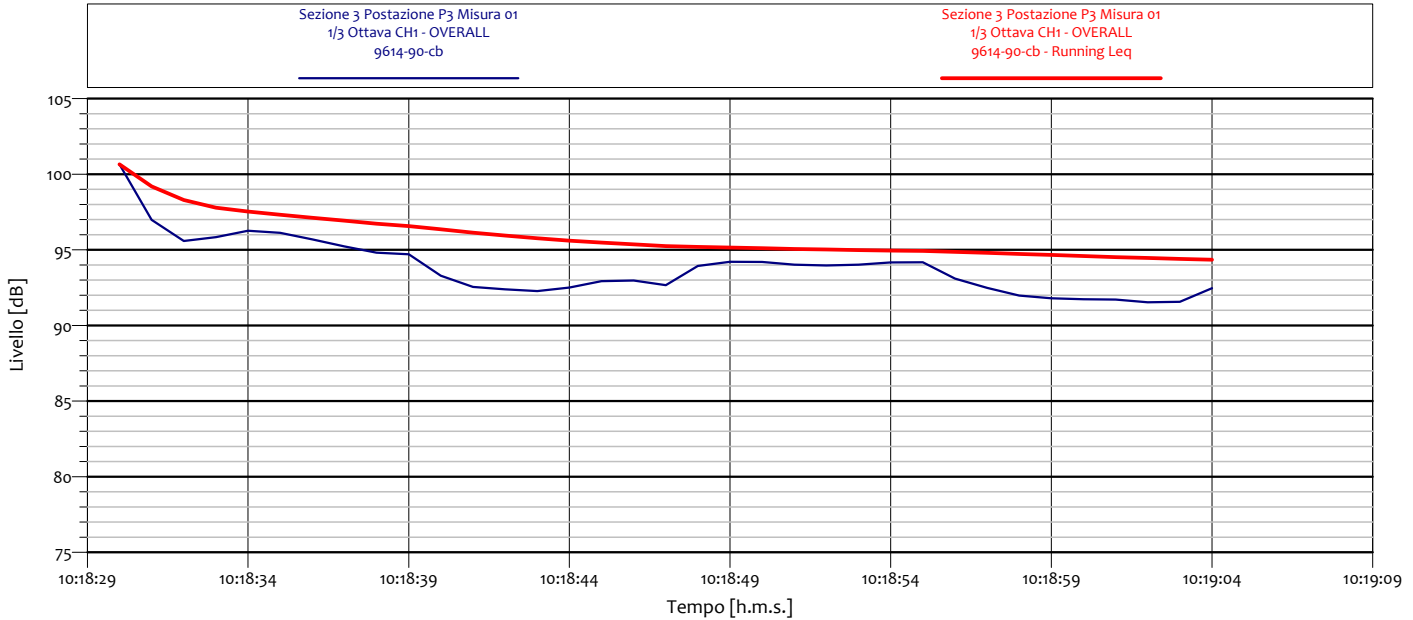
ASSE DI VALUTAZIONE COMBINATO

PESATURA: POSTURA NON NOTA O VARIABILE (UNI 9614)



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

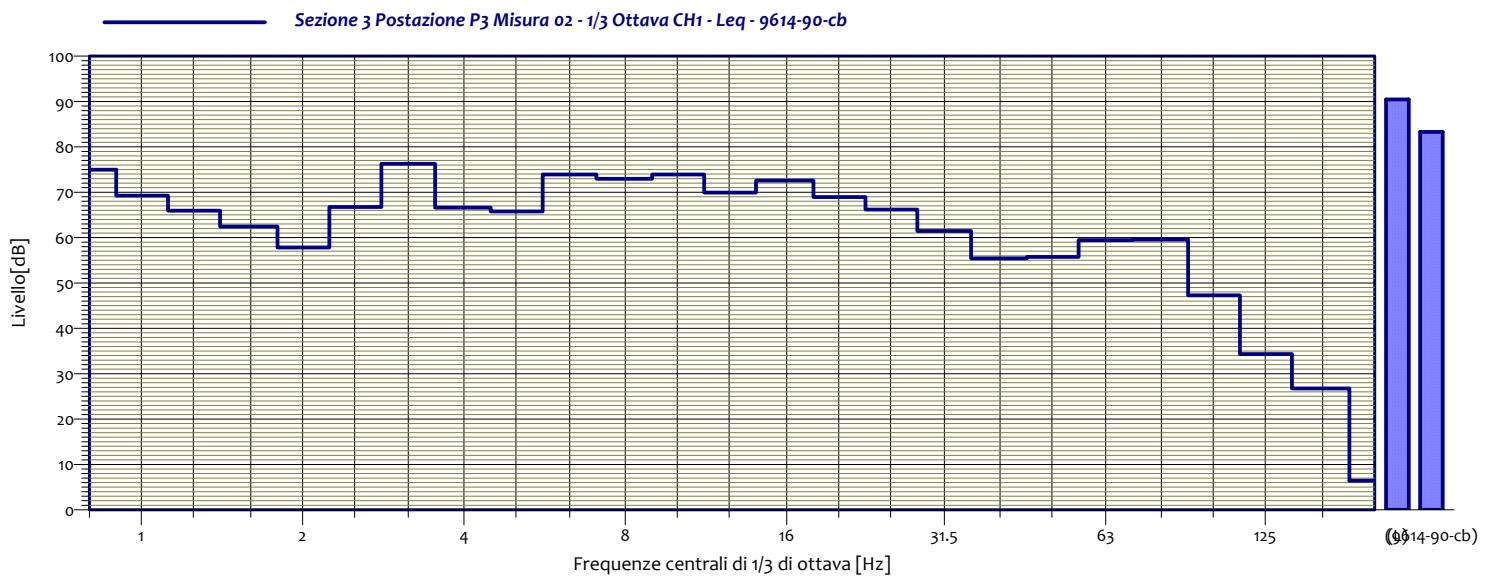
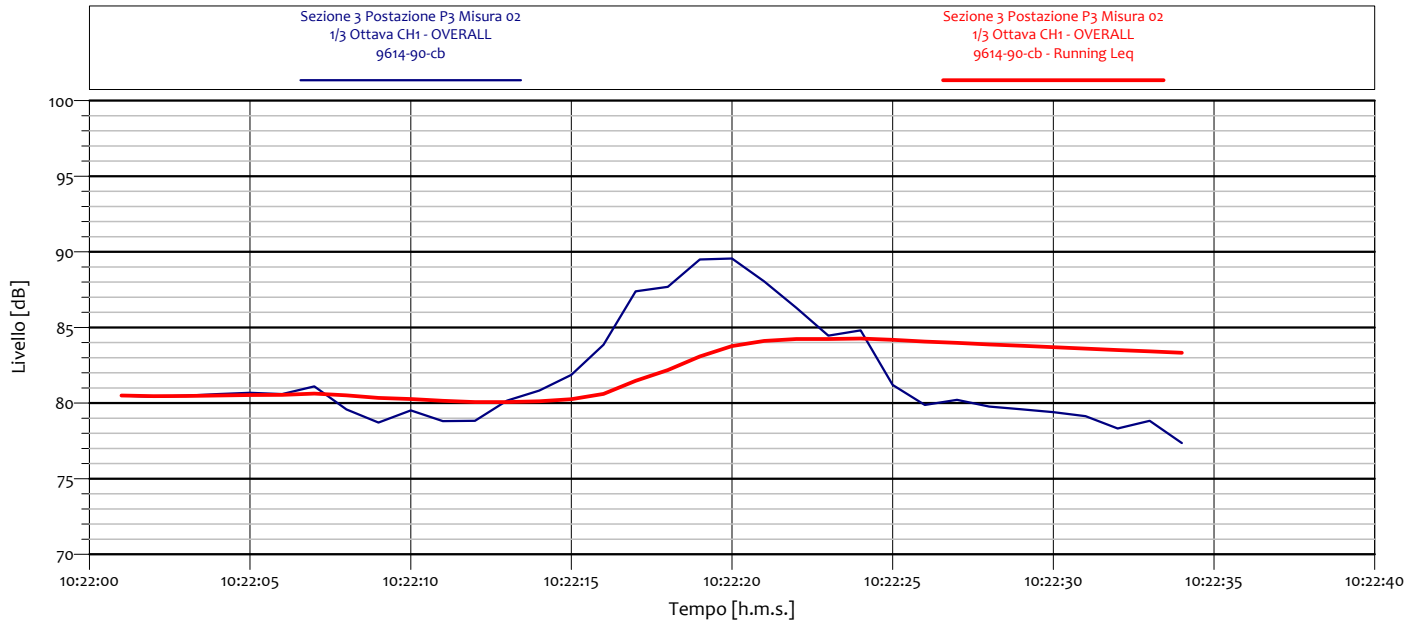


| Sezione 3 Postazione P3 Misura 01 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 93.3 dB | 1 | 85.2 dB | 1.3 | 82.4 dB | 1.6 | 69.9 dB |
| 2 | 62.1 dB | 2.5 | 67.2 dB | 3.2 | 63.6 dB | 4 | 62.8 dB |
| 5 | 67.4 dB | 6.3 | 69.9 dB | 8 | 73.6 dB | 10 | 71.7 dB |
| 12.5 | 70.3 dB | 16 | 70.2 dB | 20 | 66.1 dB | 25 | 59.4 dB |
| 31.5 | 50.6 dB | 40 | 51.5 dB | 50 | 56.4 dB | 63 | 64.1 dB |
| 80 | 64.8 dB | 100 | 43.8 dB | 125 | 37.7 dB | 160 | 18.6 dB |
| 200 | 8.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

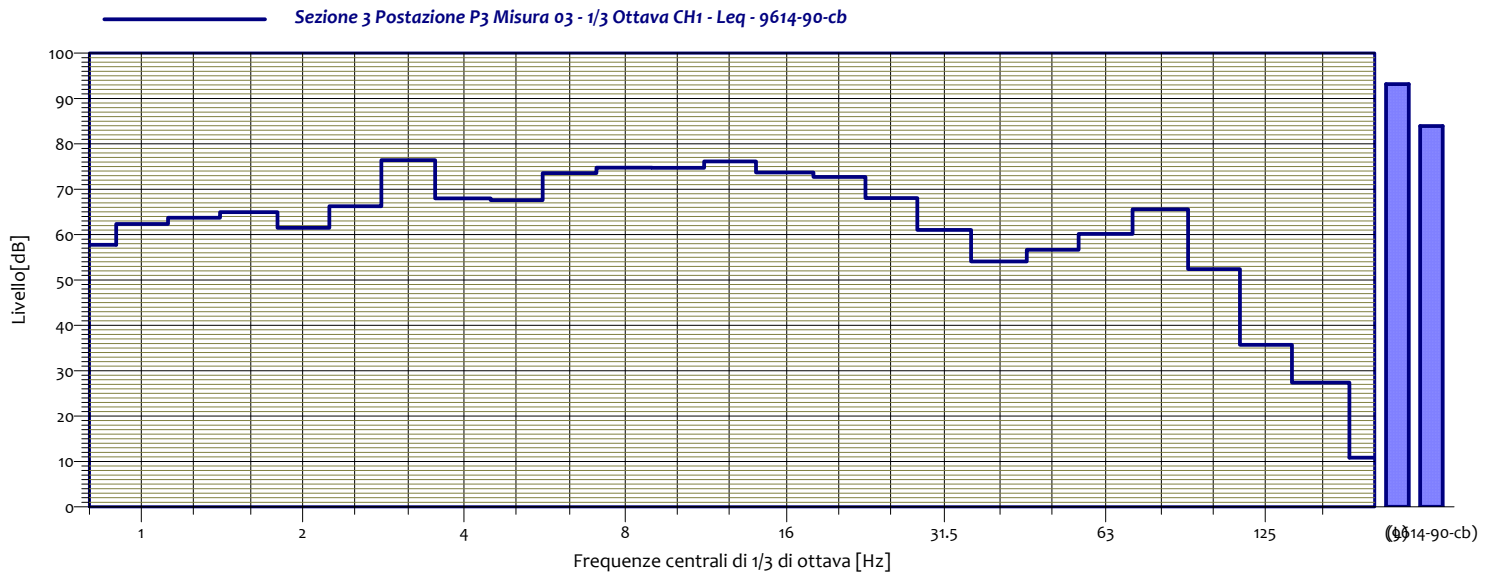
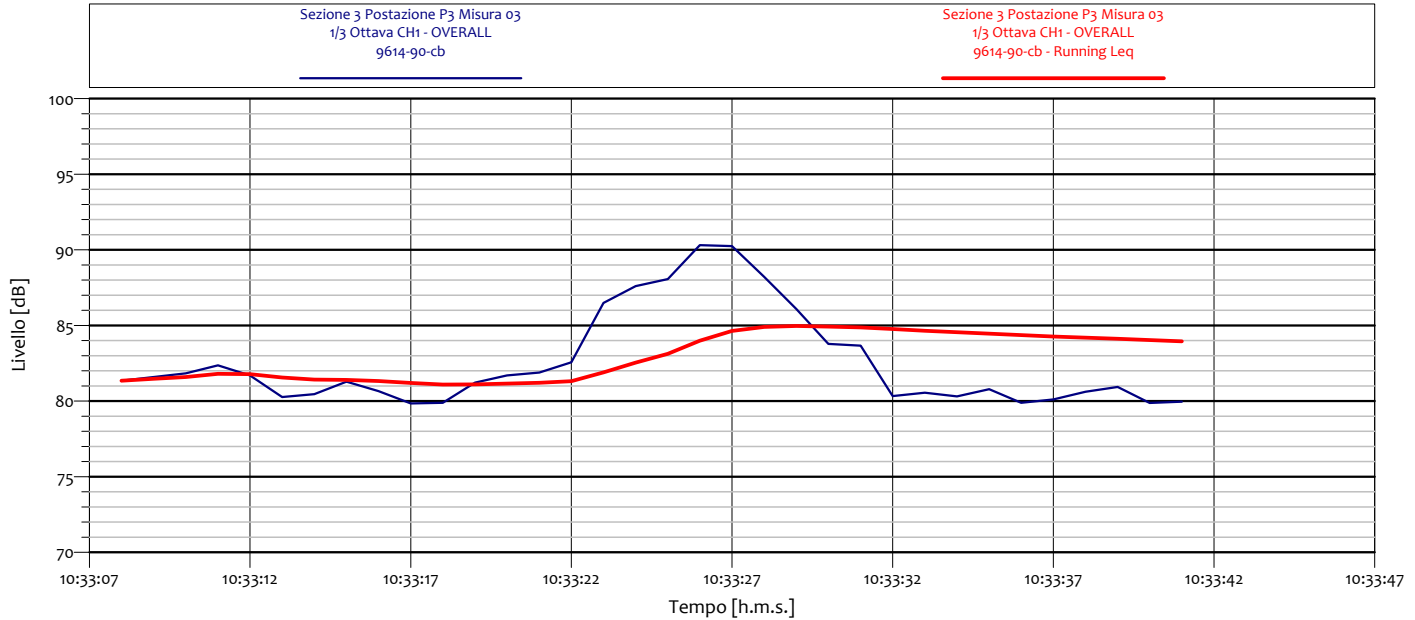


| Sezione 3 Postazione P3 Misura 02 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 75.0 dB | 1 | 69.3 dB | 1.3 | 66.0 dB | 1.6 | 62.4 dB |
| 2 | 57.9 dB | 2.5 | 66.8 dB | 3.2 | 76.3 dB | 4 | 66.6 dB |
| 5 | 65.8 dB | 6.3 | 73.9 dB | 8 | 73.0 dB | 10 | 73.9 dB |
| 12.5 | 69.9 dB | 16 | 72.6 dB | 20 | 69.0 dB | 25 | 66.2 dB |
| 31.5 | 61.5 dB | 40 | 55.5 dB | 50 | 55.7 dB | 63 | 59.5 dB |
| 80 | 59.5 dB | 100 | 47.3 dB | 125 | 34.4 dB | 160 | 26.7 dB |
| 200 | 6.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

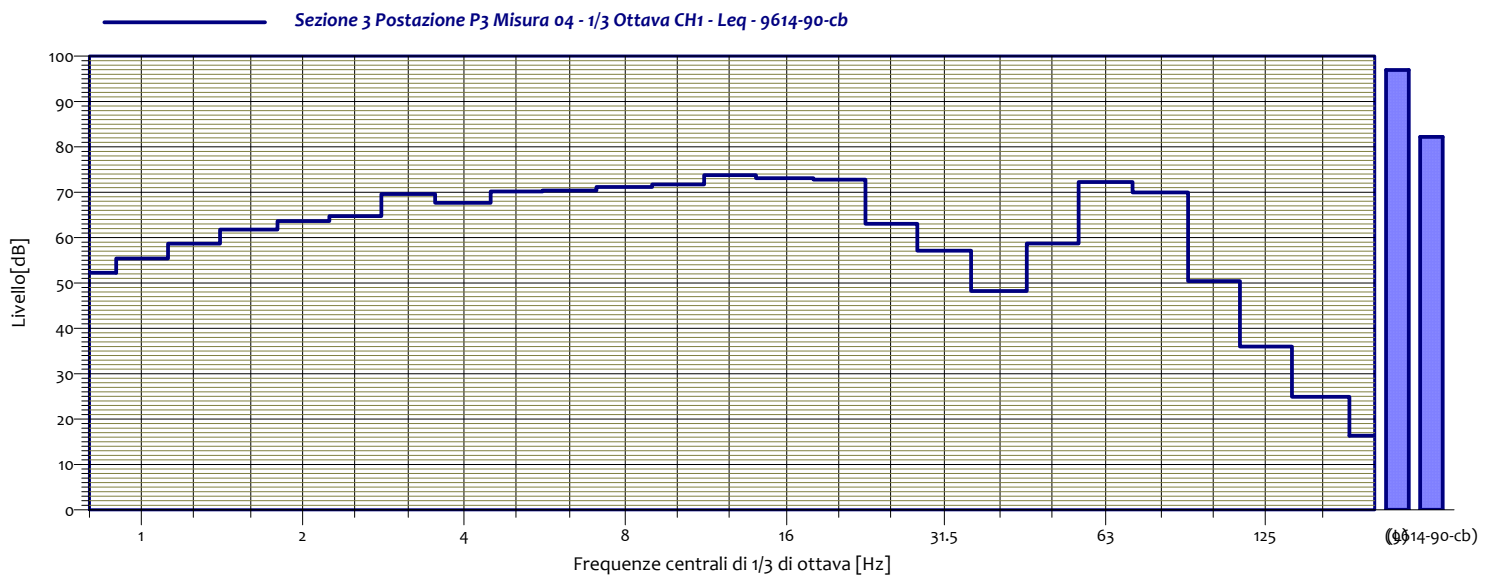
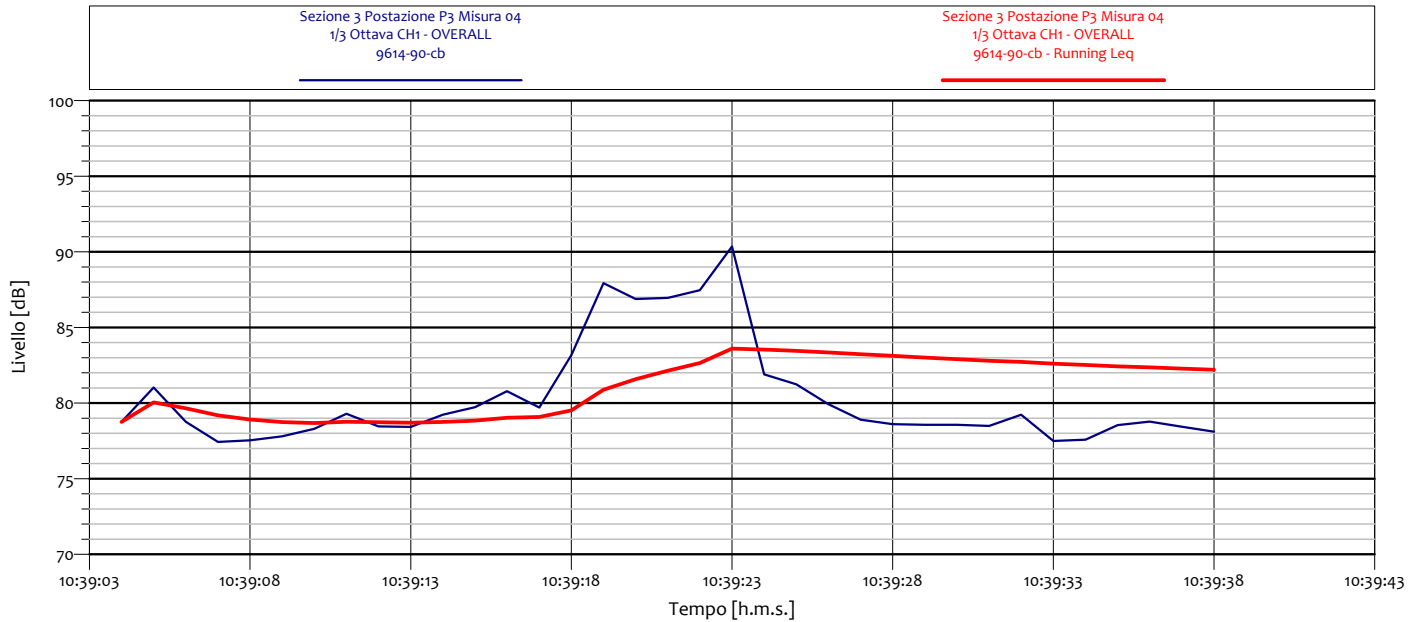


| Sezione 3 Postazione P3 Misura 03 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.8 dB | 1 | 62.4 dB | 1.3 | 63.7 dB | 1.6 | 64.9 dB |
| 2 | 61.5 dB | 2.5 | 66.3 dB | 3.2 | 76.4 dB | 4 | 68.0 dB |
| 5 | 67.6 dB | 6.3 | 73.6 dB | 8 | 74.8 dB | 10 | 74.7 dB |
| 12.5 | 76.2 dB | 16 | 73.7 dB | 20 | 72.7 dB | 25 | 68.1 dB |
| 31.5 | 61.1 dB | 40 | 54.1 dB | 50 | 56.7 dB | 63 | 60.2 dB |
| 80 | 65.6 dB | 100 | 52.4 dB | 125 | 35.7 dB | 160 | 27.4 dB |
| 200 | 10.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

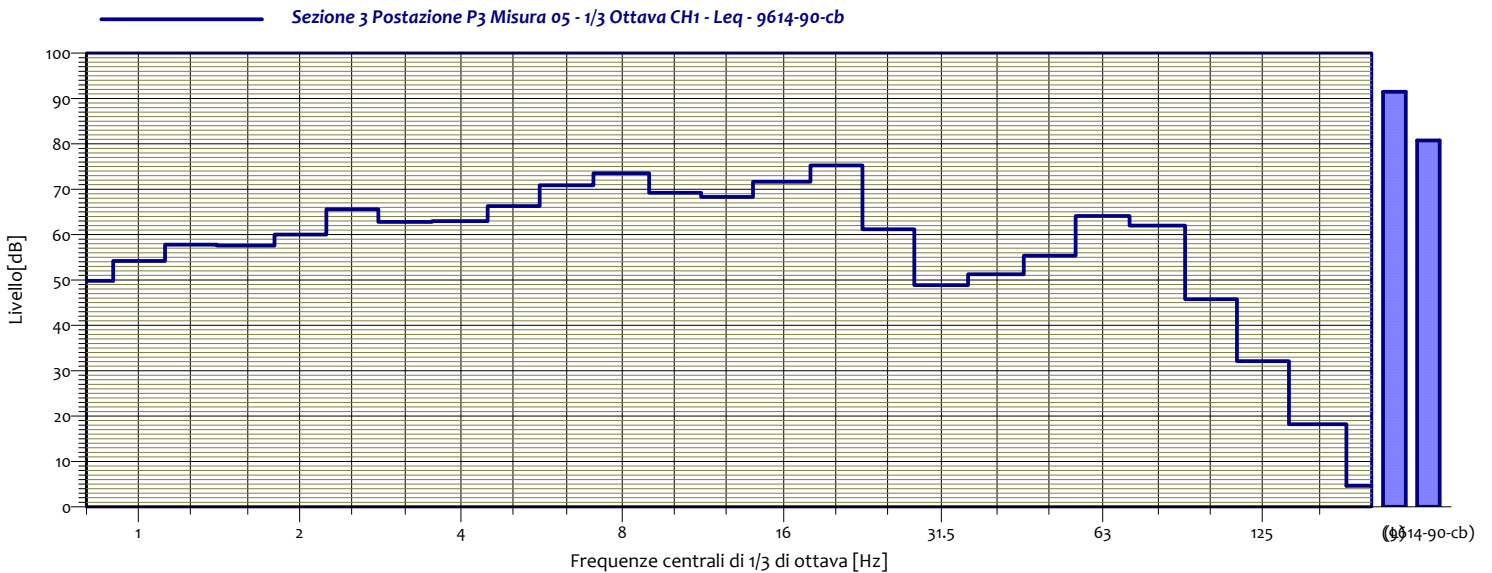
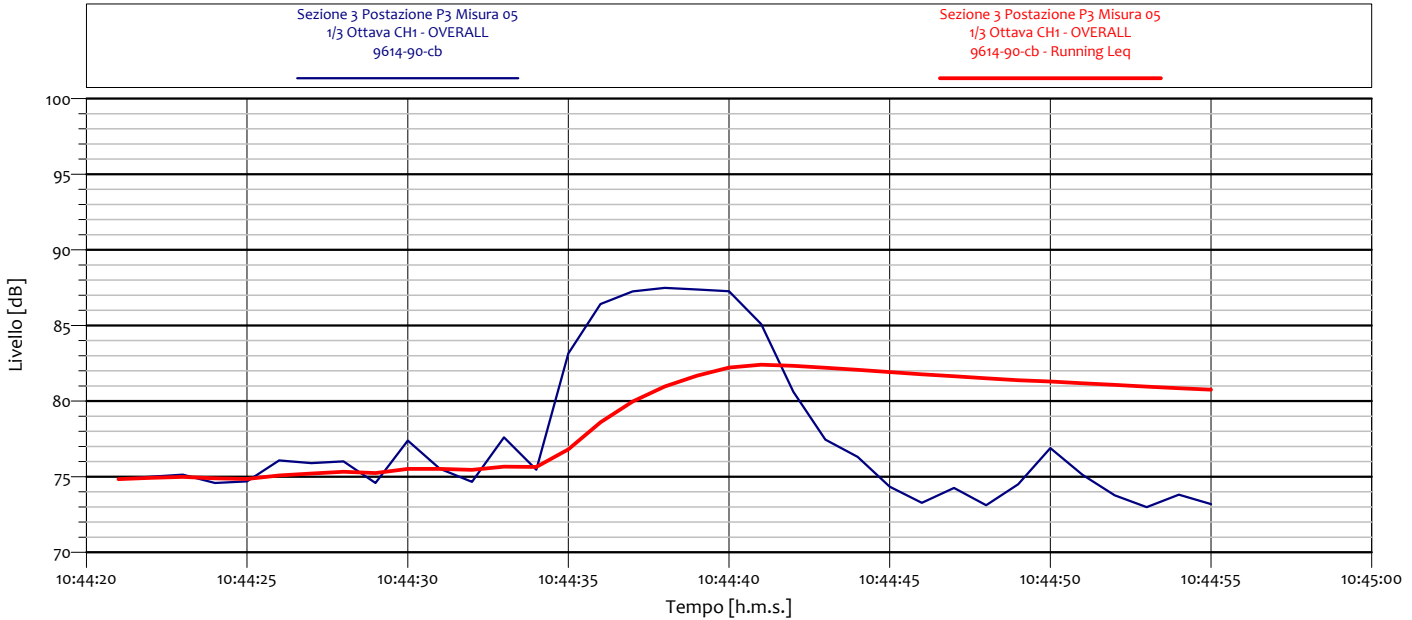


| Sezione 3 Postazione P3 Misura 04 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 52.2 dB | 1 | 55.4 dB | 1.3 | 58.7 dB | 1.6 | 61.8 dB |
| 2 | 63.6 dB | 2.5 | 64.7 dB | 3.2 | 69.6 dB | 4 | 67.7 dB |
| 5 | 70.2 dB | 6.3 | 70.4 dB | 8 | 71.2 dB | 10 | 71.8 dB |
| 12.5 | 73.8 dB | 16 | 73.1 dB | 20 | 72.8 dB | 25 | 63.1 dB |
| 31.5 | 57.1 dB | 40 | 48.3 dB | 50 | 58.7 dB | 63 | 72.3 dB |
| 80 | 70.0 dB | 100 | 50.4 dB | 125 | 36.0 dB | 160 | 24.9 dB |
| 200 | 16.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



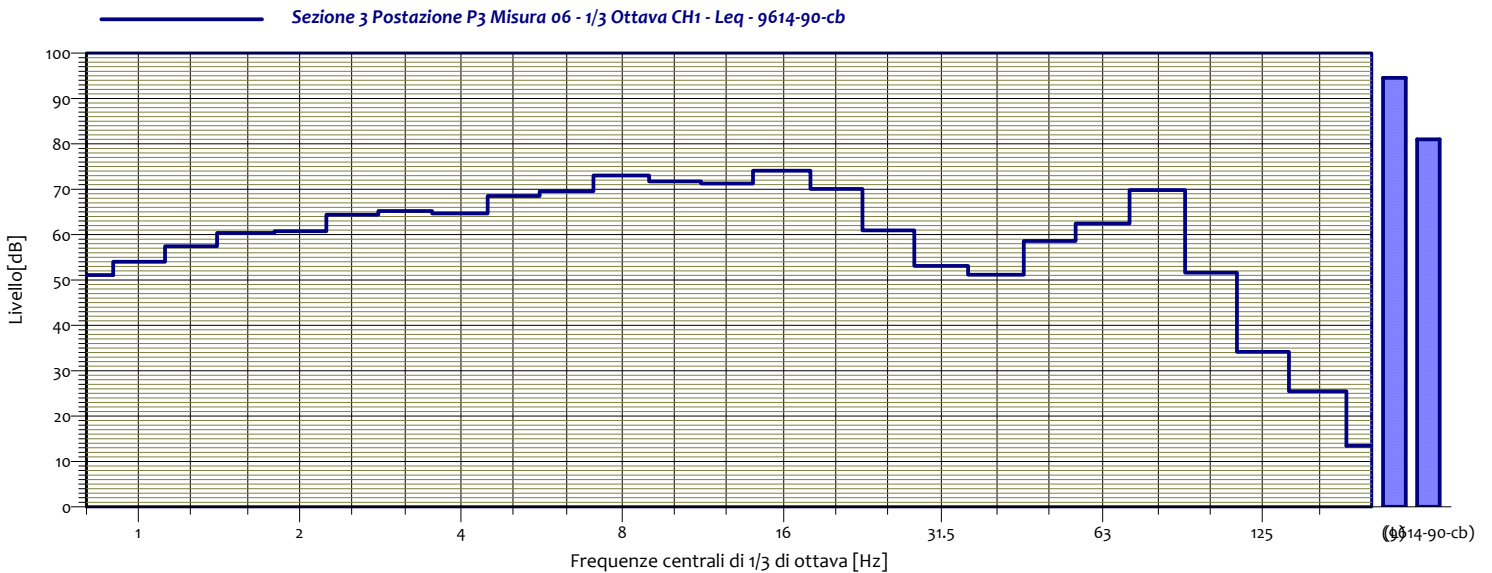
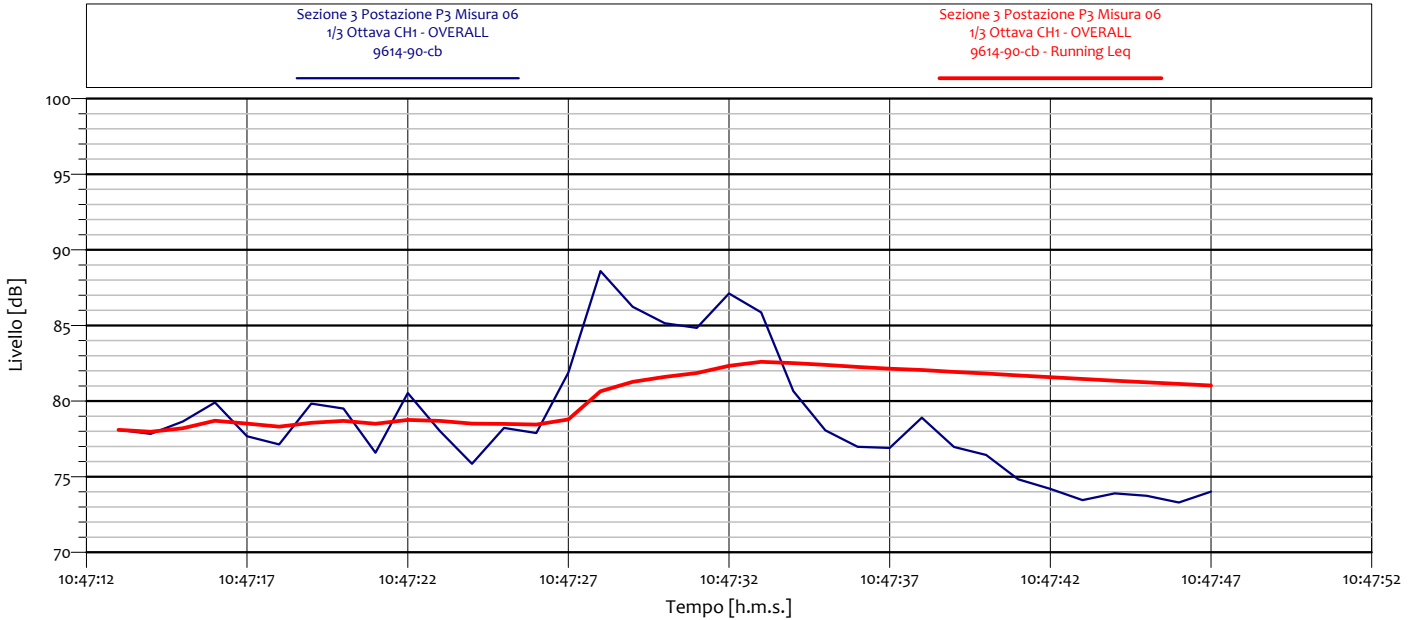
Sezione 3 Postazione P3 Misura 05
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 49.8 dB | 1 | 54.2 dB | 1.3 | 57.8 dB | 1.6 | 57.6 dB |
| 2 | 60.0 dB | 2.5 | 65.6 dB | 3.2 | 62.8 dB | 4 | 63.0 dB |
| 5 | 66.3 dB | 6.3 | 70.9 dB | 8 | 73.6 dB | 10 | 69.2 dB |
| 12.5 | 68.3 dB | 16 | 71.7 dB | 20 | 75.3 dB | 25 | 61.2 dB |
| 31.5 | 48.9 dB | 40 | 51.3 dB | 50 | 55.4 dB | 63 | 64.1 dB |
| 80 | 62.0 dB | 100 | 45.8 dB | 125 | 32.1 dB | 160 | 18.2 dB |
| 200 | 4.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

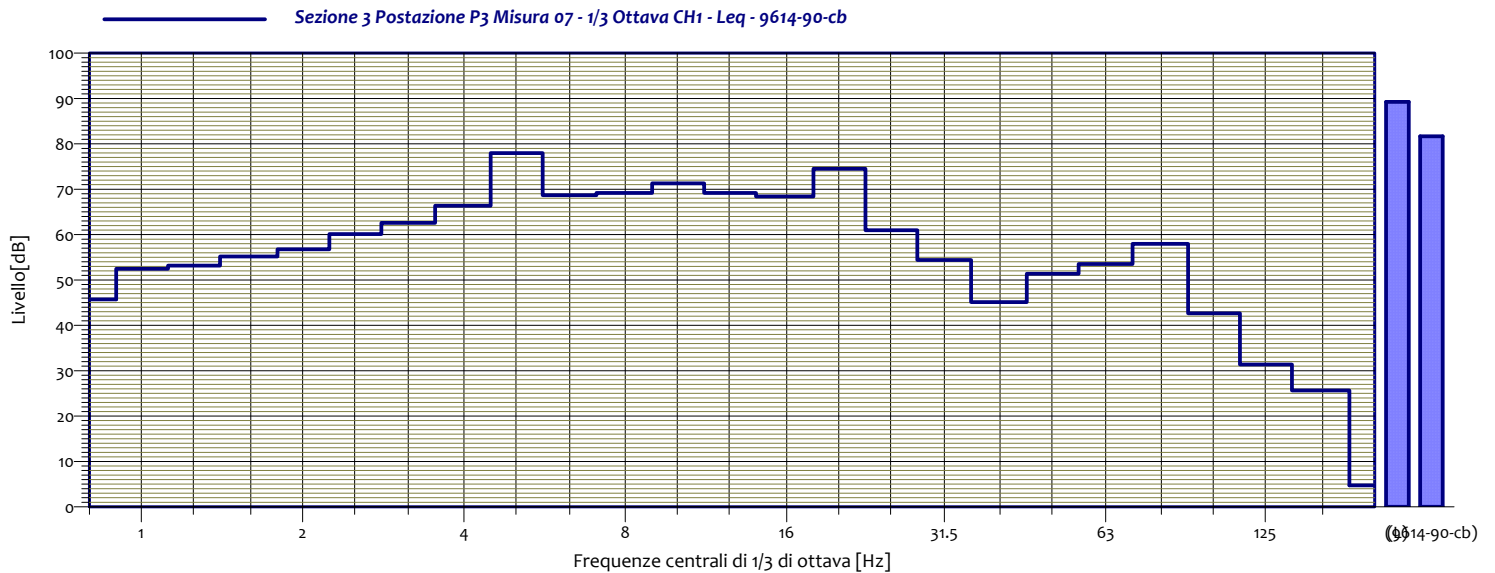
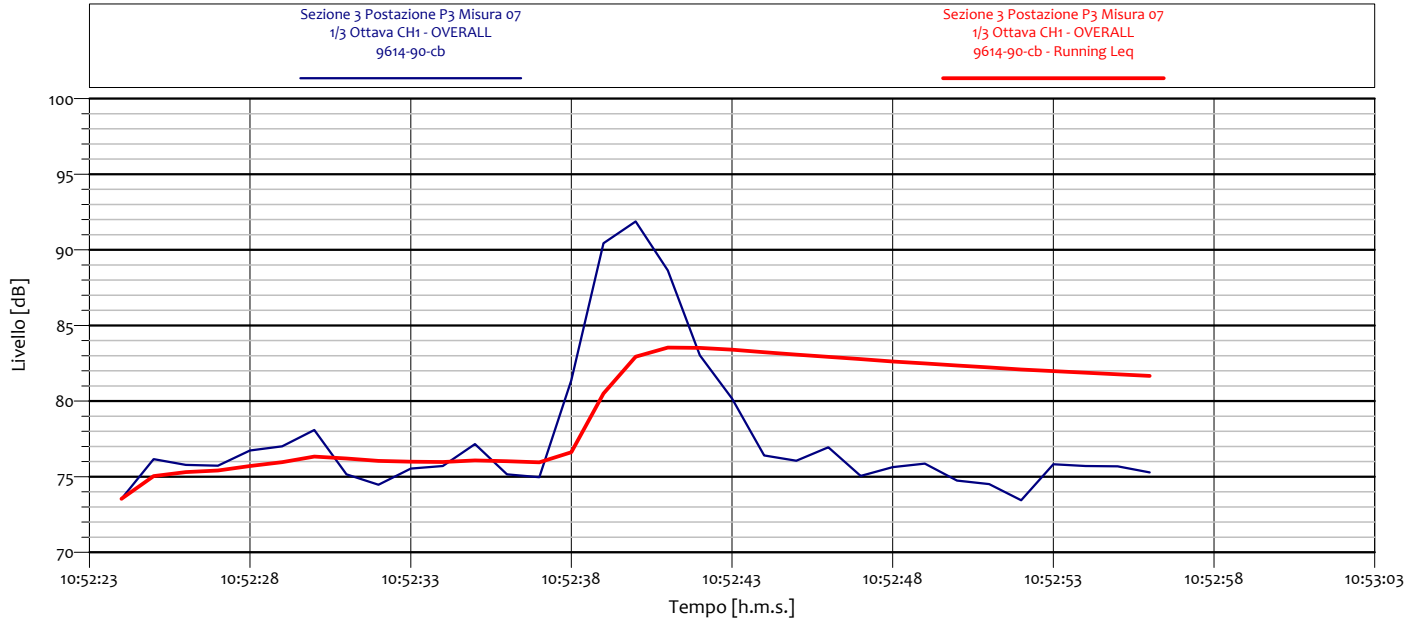


| Sezione 3 Postazione P3 Misura o6 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 51.1 dB | 1 | 54.0 dB | 1.3 | 57.5 dB | 1.6 | 60.4 dB |
| 2 | 60.8 dB | 2.5 | 64.4 dB | 3.2 | 65.2 dB | 4 | 64.7 dB |
| 5 | 68.5 dB | 6.3 | 69.6 dB | 8 | 73.1 dB | 10 | 71.8 dB |
| 12.5 | 71.3 dB | 16 | 74.1 dB | 20 | 70.1 dB | 25 | 60.9 dB |
| 31.5 | 53.1 dB | 40 | 51.2 dB | 50 | 58.6 dB | 63 | 62.5 dB |
| 80 | 69.8 dB | 100 | 51.6 dB | 125 | 34.2 dB | 160 | 25.5 dB |
| 200 | 13.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

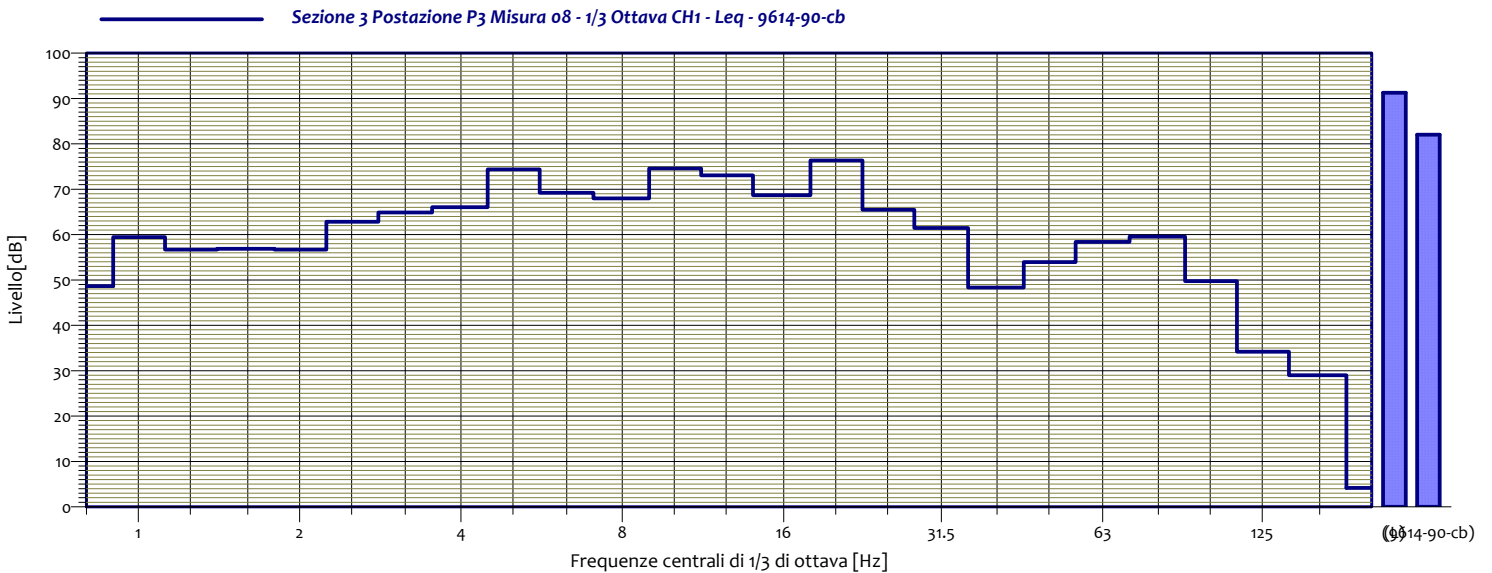
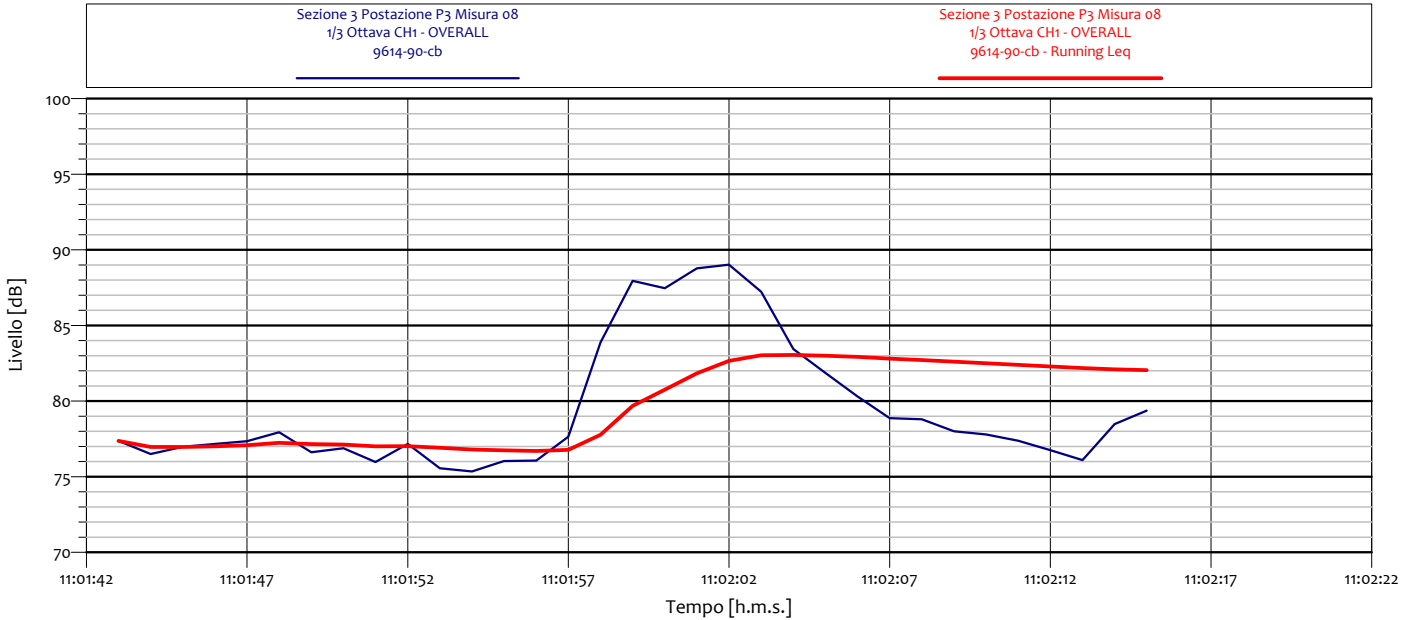


| Sezione 3 Postazione P3 Misura 07 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 45.7 dB | 1 | 52.5 dB | 1.3 | 53.2 dB | 1.6 | 55.2 dB |
| 2 | 56.8 dB | 2.5 | 60.1 dB | 3.2 | 62.6 dB | 4 | 66.4 dB |
| 5 | 78.0 dB | 6.3 | 68.7 dB | 8 | 69.2 dB | 10 | 71.3 dB |
| 12.5 | 69.2 dB | 16 | 68.4 dB | 20 | 74.5 dB | 25 | 61.0 dB |
| 31.5 | 54.4 dB | 40 | 45.1 dB | 50 | 51.4 dB | 63 | 53.5 dB |
| 80 | 58.0 dB | 100 | 42.7 dB | 125 | 31.4 dB | 160 | 25.6 dB |
| 200 | 4.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

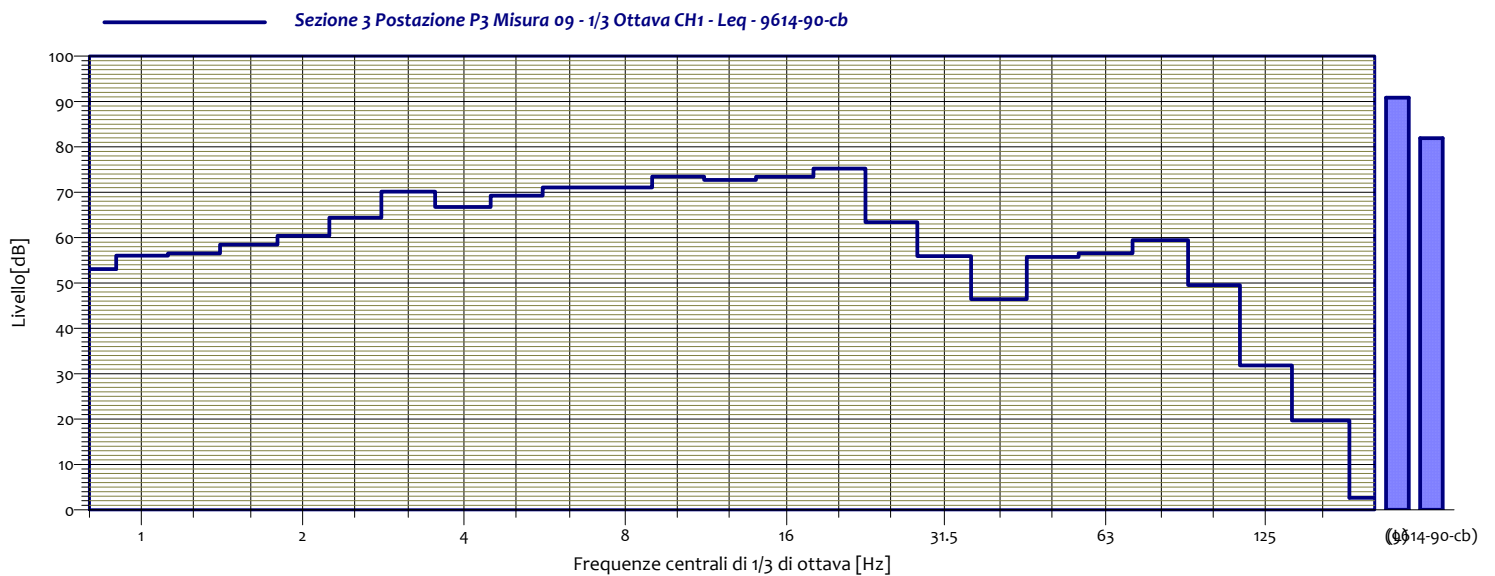
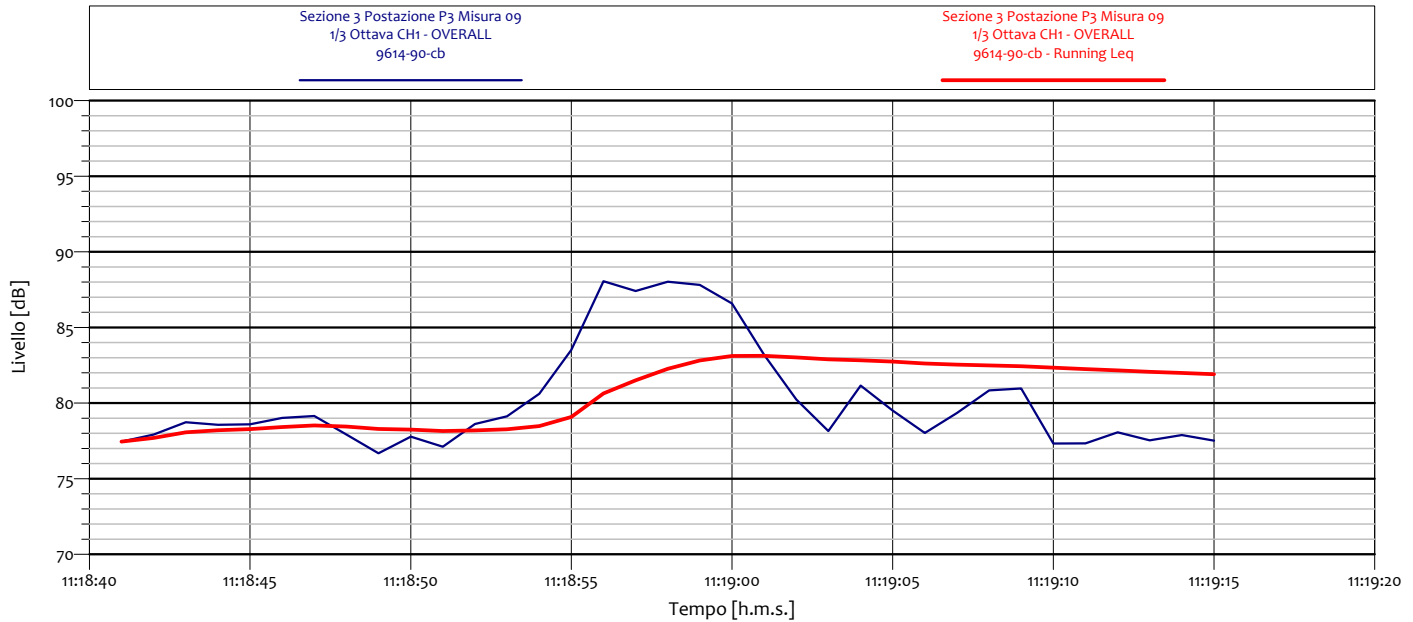


| Sezione 3 Postazione P3 Misura o8 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 48.7 dB | 1 | 59.5 dB | 1.3 | 56.7 dB | 1.6 | 56.9 dB |
| 2 | 56.7 dB | 2.5 | 62.8 dB | 3.2 | 64.9 dB | 4 | 66.0 dB |
| 5 | 74.4 dB | 6.3 | 69.2 dB | 8 | 68.0 dB | 10 | 74.6 dB |
| 12.5 | 73.1 dB | 16 | 68.7 dB | 20 | 76.3 dB | 25 | 65.5 dB |
| 31.5 | 61.5 dB | 40 | 48.4 dB | 50 | 53.9 dB | 63 | 58.4 dB |
| 80 | 59.6 dB | 100 | 49.7 dB | 125 | 34.2 dB | 160 | 29.0 dB |
| 200 | 4.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

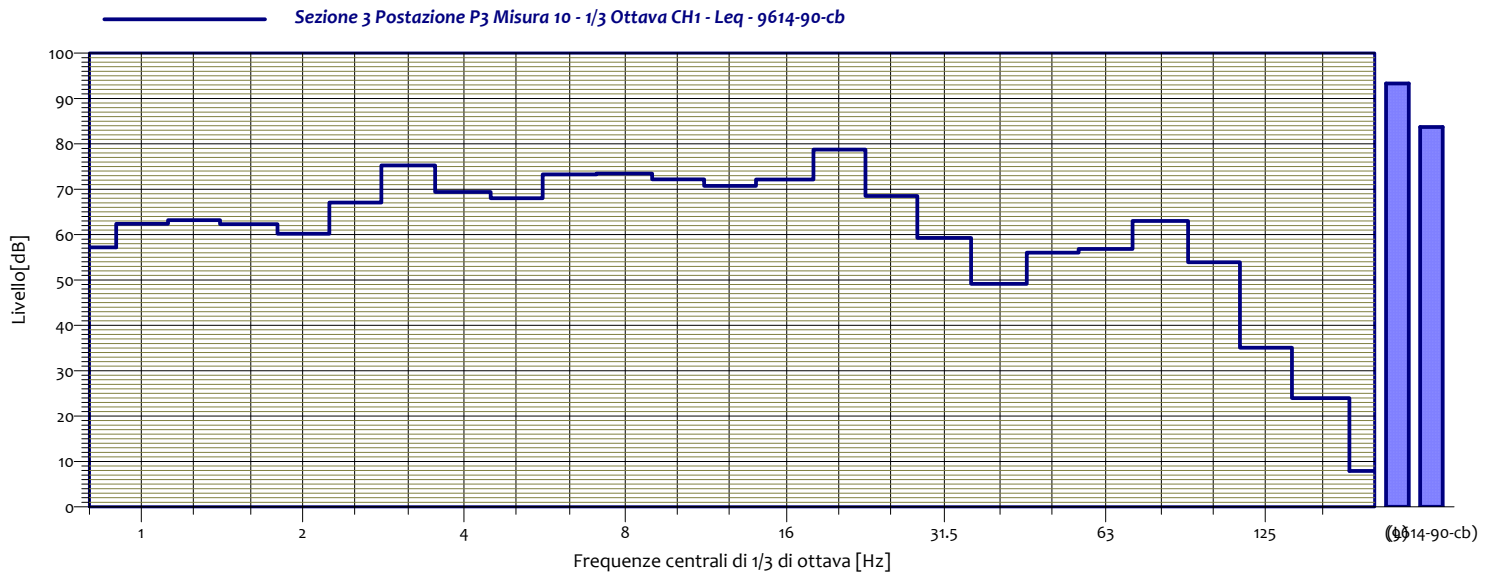
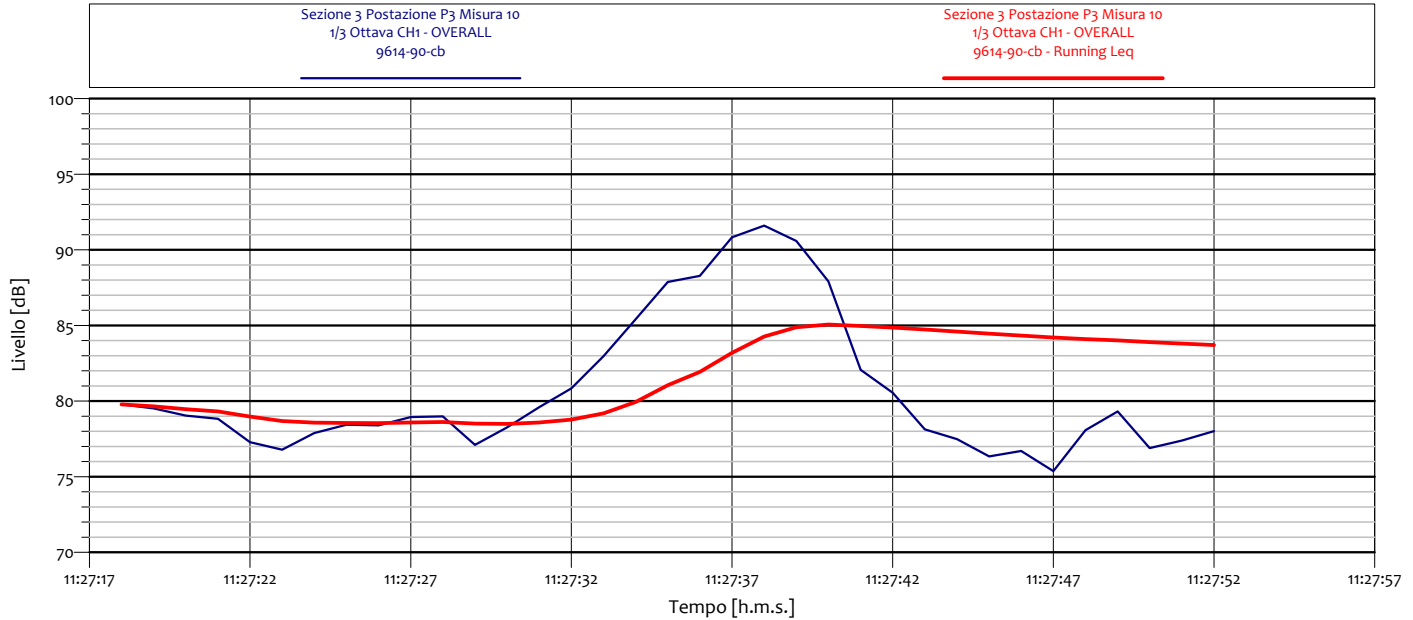


| Sezione 3 Postazione P3 Misura 09 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 53.1 dB | 1 | 56.1 dB | 1.3 | 56.5 dB | 1.6 | 58.5 dB |
| 2 | 60.4 dB | 2.5 | 64.4 dB | 3.2 | 70.2 dB | 4 | 66.8 dB |
| 5 | 69.3 dB | 6.3 | 71.0 dB | 8 | 71.1 dB | 10 | 73.5 dB |
| 12.5 | 72.7 dB | 16 | 73.4 dB | 20 | 75.2 dB | 25 | 63.4 dB |
| 31.5 | 55.9 dB | 40 | 46.5 dB | 50 | 55.8 dB | 63 | 56.6 dB |
| 80 | 59.5 dB | 100 | 49.6 dB | 125 | 31.9 dB | 160 | 19.7 dB |
| 200 | 2.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

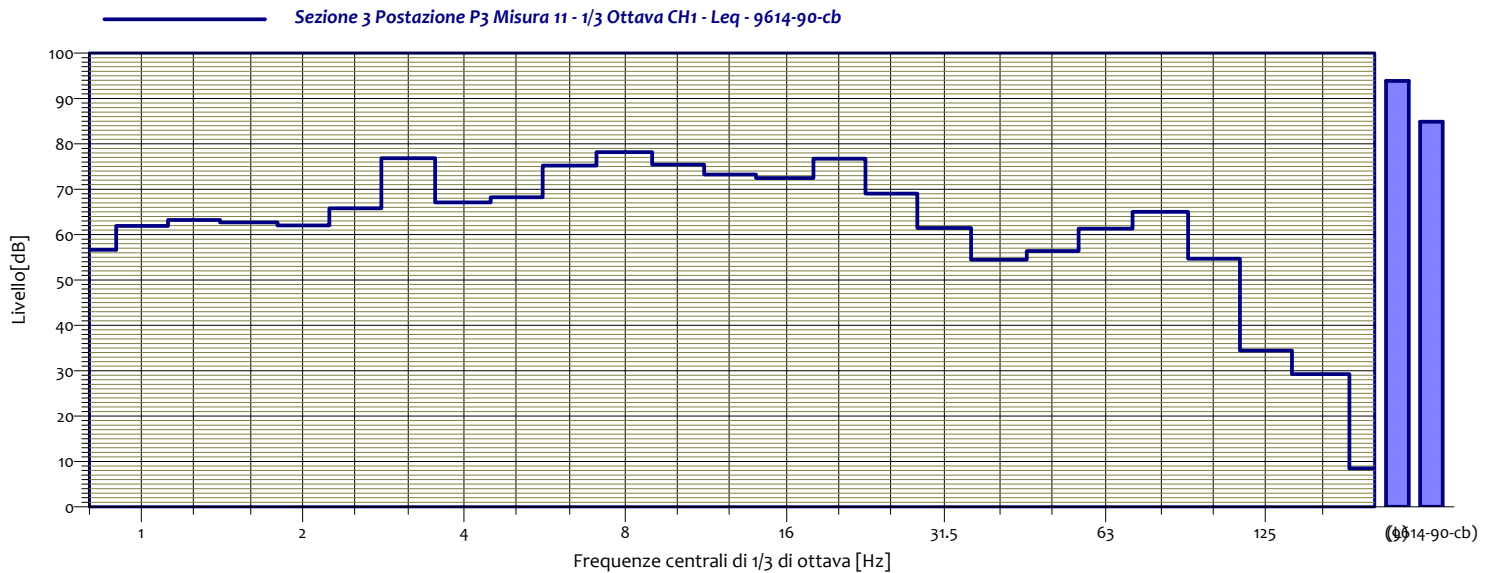
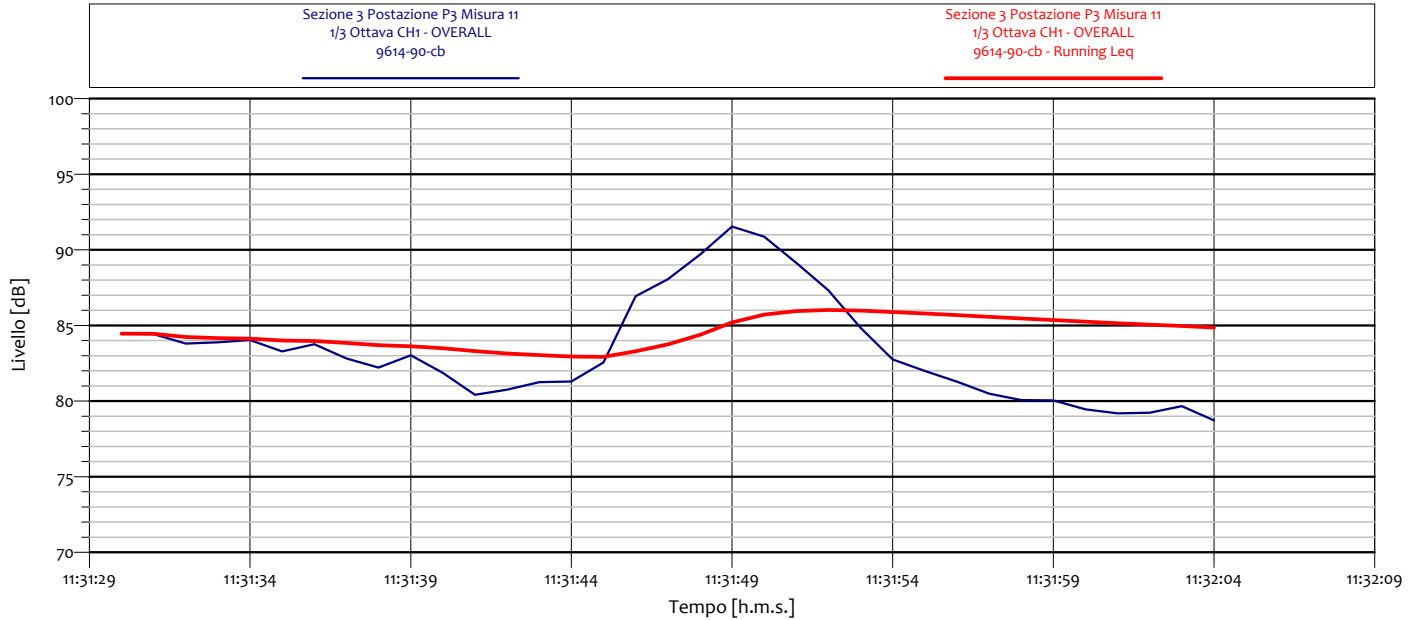


| Sezione 3 Postazione P3 Misura 10 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.2 dB | 1 | 62.4 dB | 1.3 | 63.2 dB | 1.6 | 62.3 dB |
| 2 | 60.2 dB | 2.5 | 67.1 dB | 3.2 | 75.3 dB | 4 | 69.4 dB |
| 5 | 68.0 dB | 6.3 | 73.3 dB | 8 | 73.4 dB | 10 | 72.2 dB |
| 12.5 | 70.7 dB | 16 | 72.2 dB | 20 | 78.7 dB | 25 | 68.5 dB |
| 31.5 | 59.3 dB | 40 | 49.1 dB | 50 | 56.1 dB | 63 | 56.8 dB |
| 80 | 63.0 dB | 100 | 53.9 dB | 125 | 35.1 dB | 160 | 24.0 dB |
| 200 | 7.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



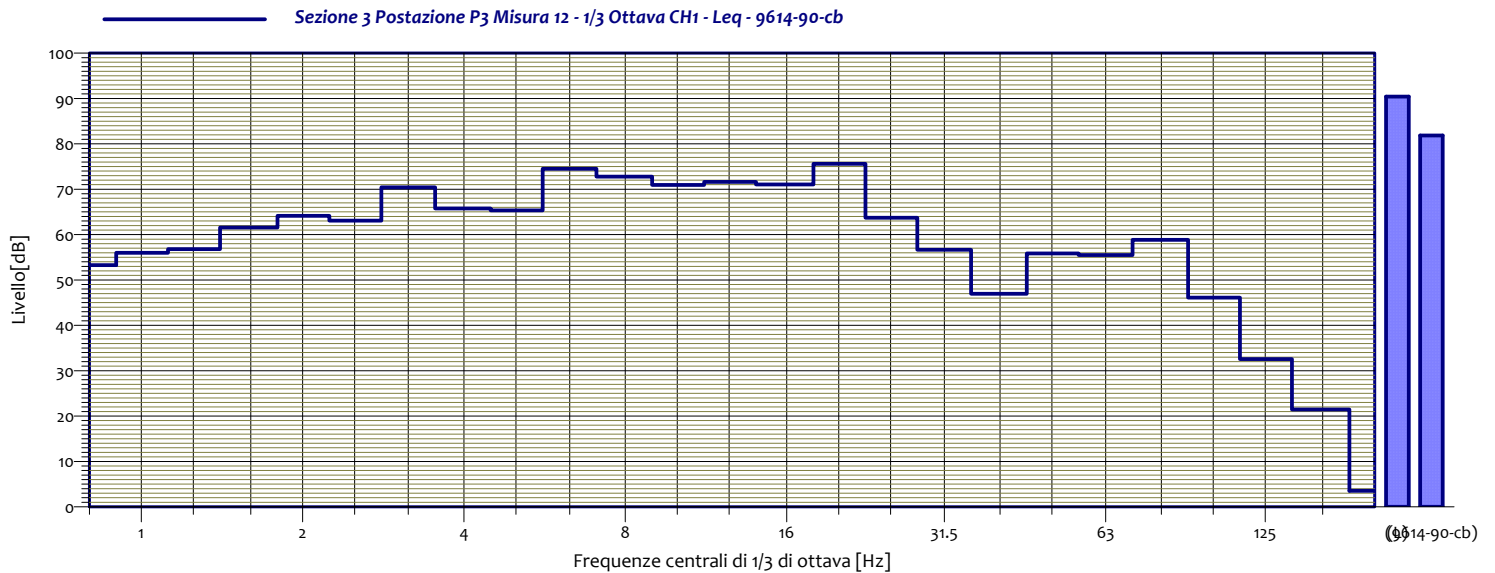
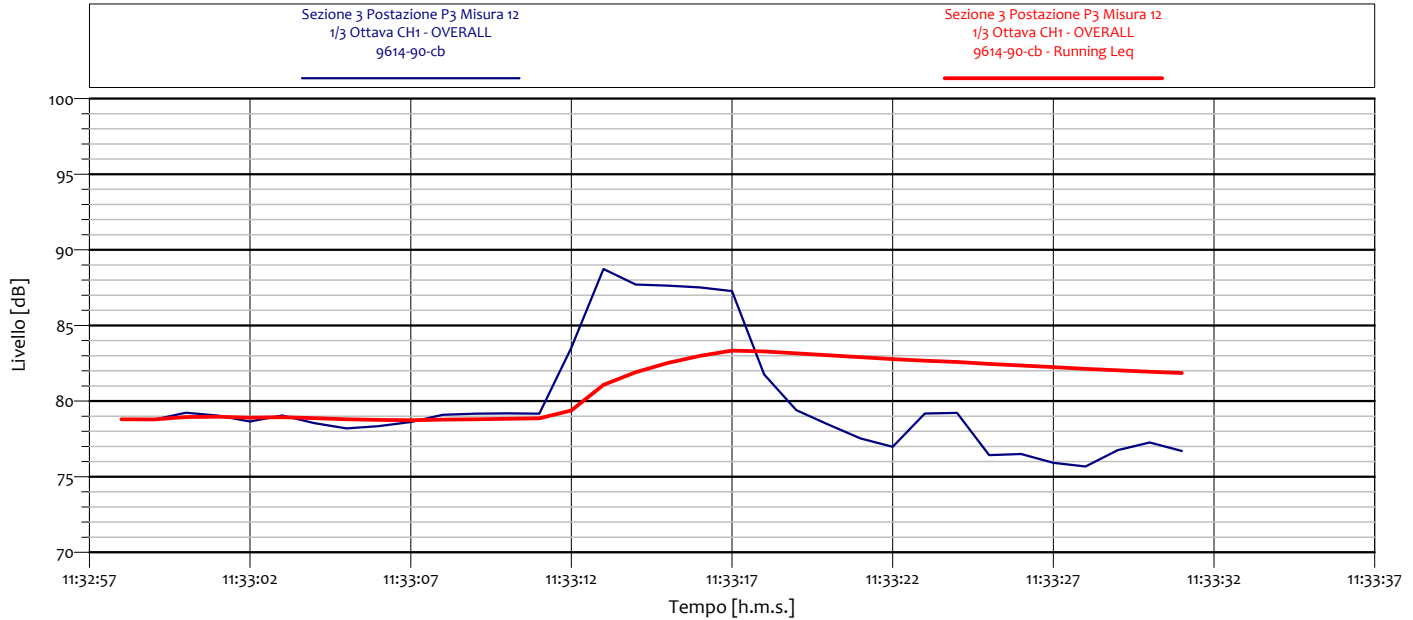
Sezione 3 Postazione P3 Misura 11
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 56.7 dB | 1 | 61.9 dB | 1.3 | 63.3 dB | 1.6 | 62.7 dB |
| 2 | 62.0 dB | 2.5 | 65.8 dB | 3.2 | 76.8 dB | 4 | 67.1 dB |
| 5 | 68.3 dB | 6.3 | 75.2 dB | 8 | 78.2 dB | 10 | 75.4 dB |
| 12.5 | 73.2 dB | 16 | 72.5 dB | 20 | 76.7 dB | 25 | 69.0 dB |
| 31.5 | 61.5 dB | 40 | 54.5 dB | 50 | 56.4 dB | 63 | 61.3 dB |
| 80 | 65.0 dB | 100 | 54.7 dB | 125 | 34.4 dB | 160 | 29.2 dB |
| 200 | 8.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

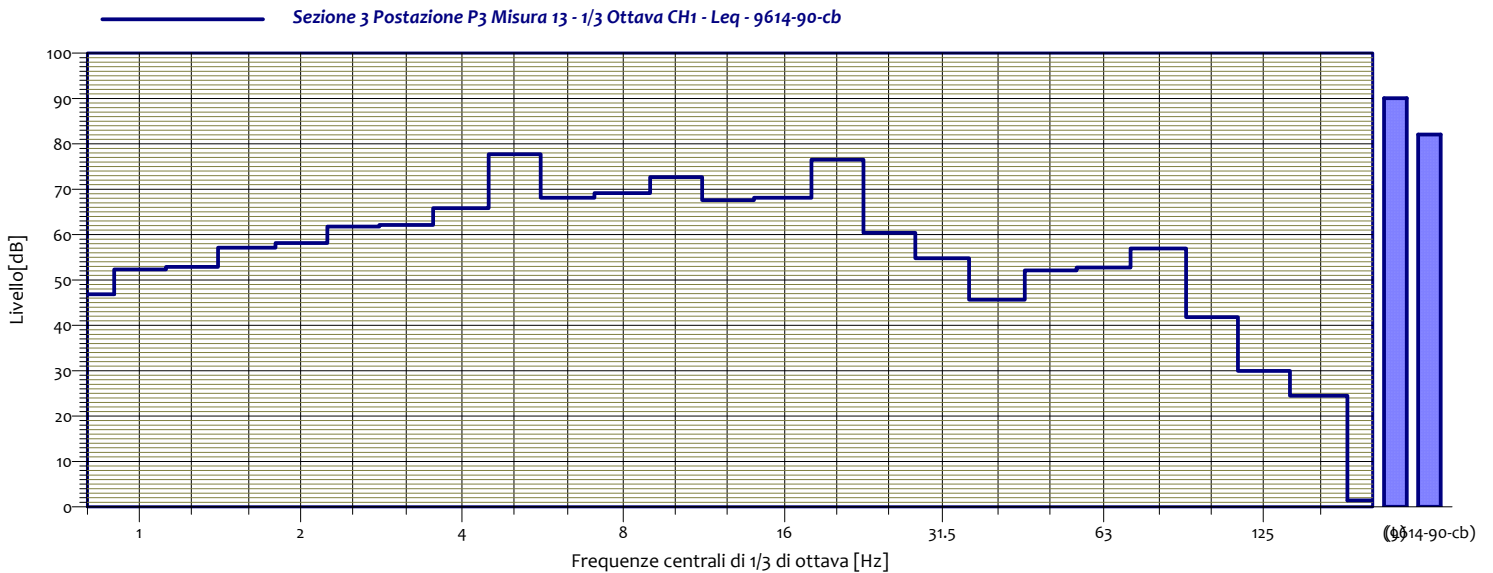
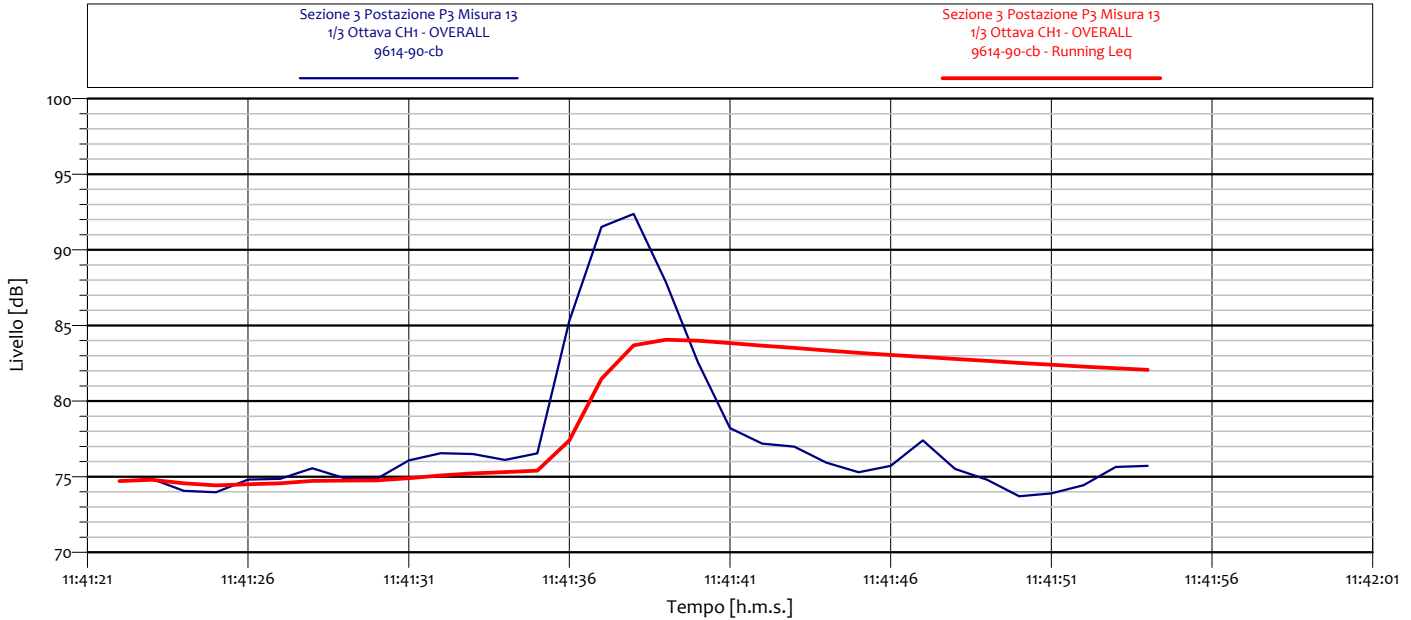


| Sezione 3 Postazione P3 Misura 12 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 53.3 dB | 1 | 56.0 dB | 1.3 | 56.8 dB | 1.6 | 61.6 dB |
| 2 | 64.2 dB | 2.5 | 63.1 dB | 3.2 | 70.4 dB | 4 | 65.8 dB |
| 5 | 65.4 dB | 6.3 | 74.5 dB | 8 | 72.8 dB | 10 | 70.9 dB |
| 12.5 | 71.6 dB | 16 | 71.1 dB | 20 | 75.6 dB | 25 | 63.7 dB |
| 31.5 | 56.7 dB | 40 | 47.0 dB | 50 | 55.9 dB | 63 | 55.5 dB |
| 80 | 58.9 dB | 100 | 46.1 dB | 125 | 32.6 dB | 160 | 21.4 dB |
| 200 | 3.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicotto Verona Porta Vescovo - Montebello Vicentino

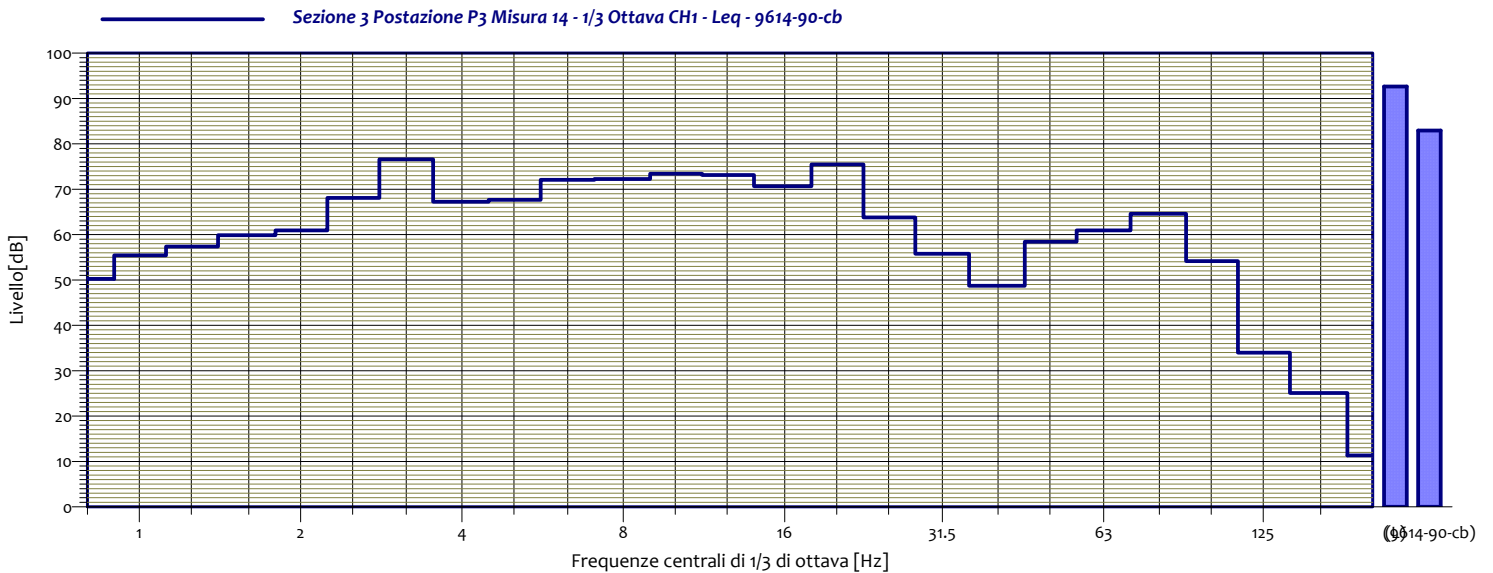
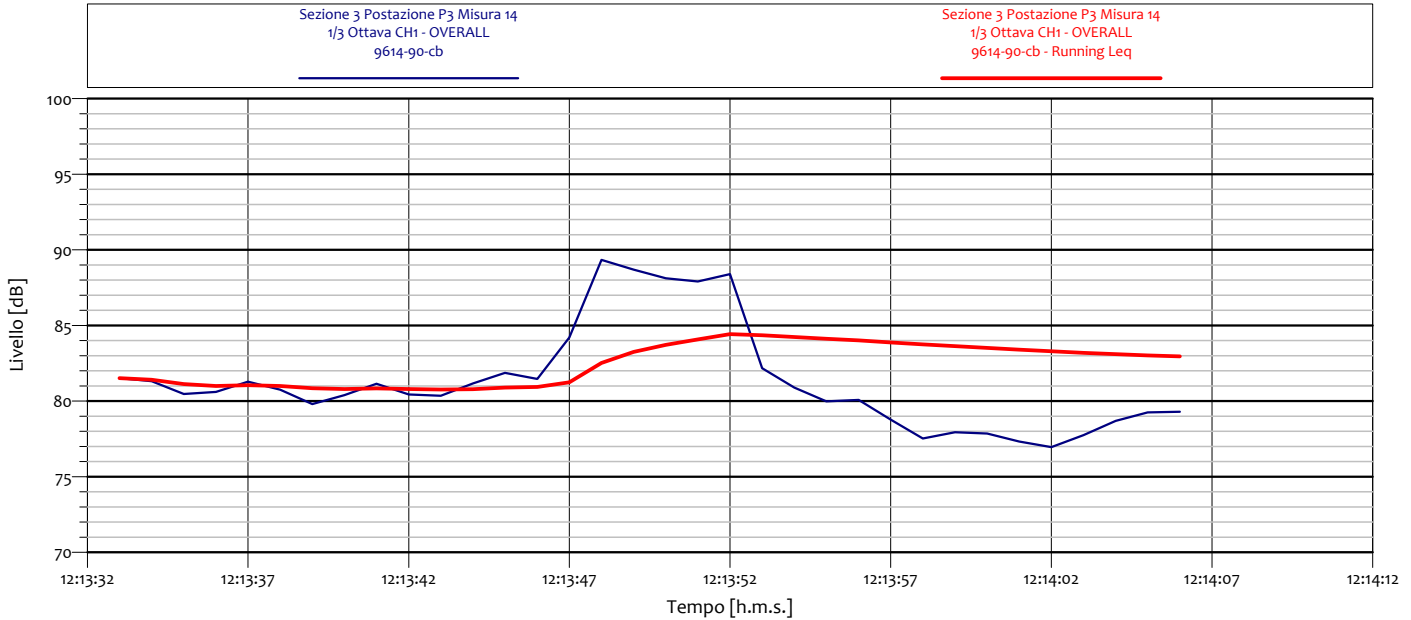


| Sezione 3 Postazione P3 Misura 13 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 46.8 dB | 1 | 52.4 dB | 1.3 | 52.9 dB | 1.6 | 57.1 dB |
| 2 | 58.2 dB | 2.5 | 61.8 dB | 3.2 | 62.2 dB | 4 | 65.9 dB |
| 5 | 77.7 dB | 6.3 | 68.2 dB | 8 | 69.2 dB | 10 | 72.7 dB |
| 12.5 | 67.6 dB | 16 | 68.2 dB | 20 | 76.6 dB | 25 | 60.4 dB |
| 31.5 | 54.8 dB | 40 | 45.7 dB | 50 | 52.1 dB | 63 | 52.7 dB |
| 80 | 57.0 dB | 100 | 41.8 dB | 125 | 30.0 dB | 160 | 24.5 dB |
| 200 | 1.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



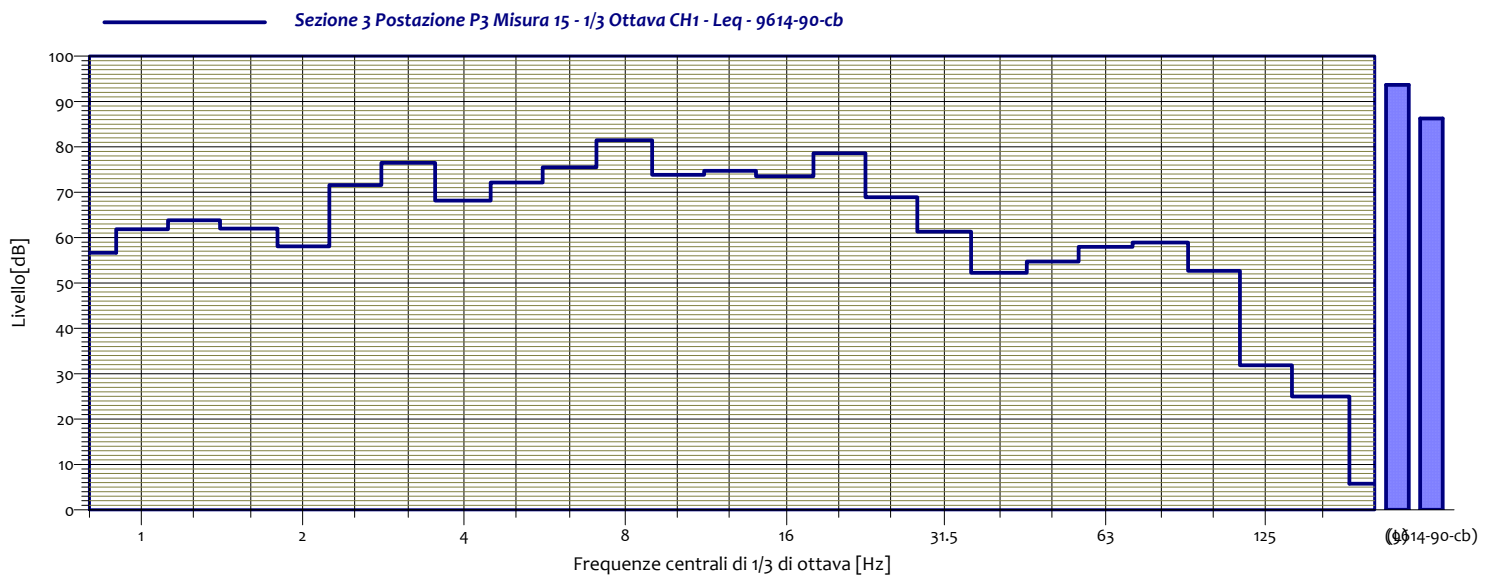
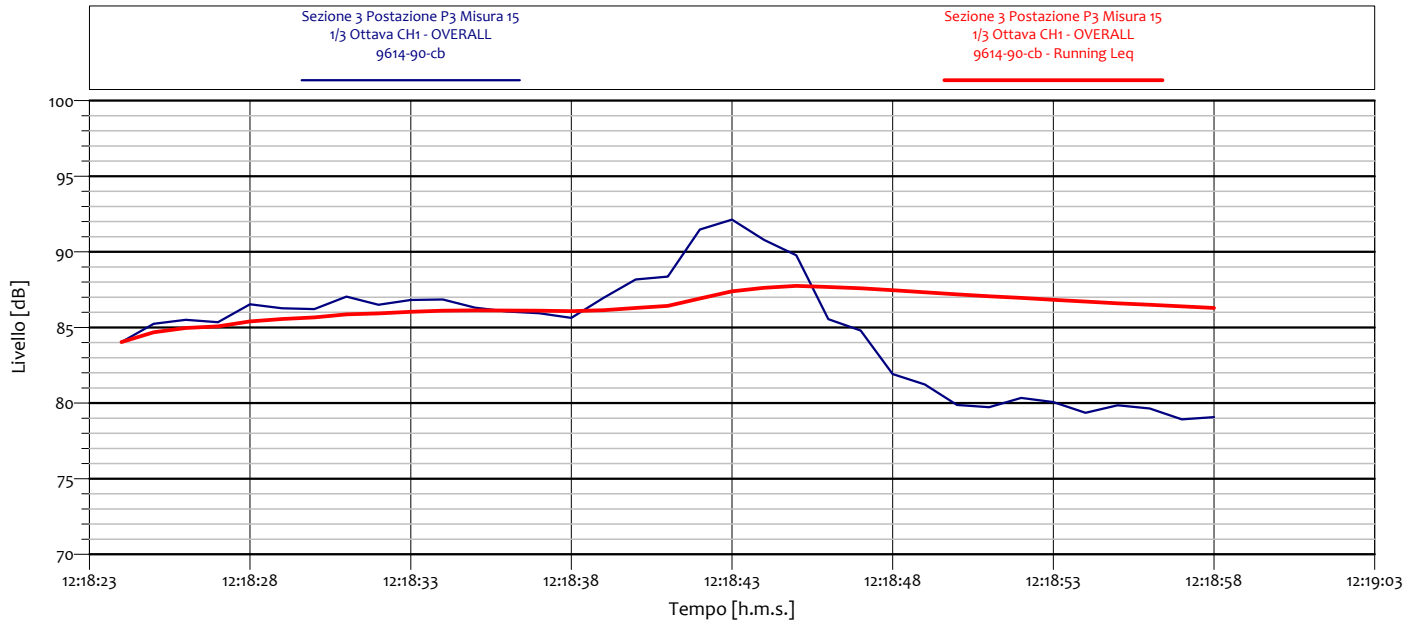
Sezione 3 Postazione P3 Misura 14
1/3 Ottava CH1 - Leq
9614-90-cb

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 50.3 dB | 1 | 55.5 dB | 1.3 | 57.4 dB | 1.6 | 59.9 dB |
| 2 | 60.9 dB | 2.5 | 68.1 dB | 3.2 | 76.6 dB | 4 | 67.3 dB |
| 5 | 67.7 dB | 6.3 | 72.1 dB | 8 | 72.2 dB | 10 | 73.4 dB |
| 12.5 | 73.1 dB | 16 | 70.7 dB | 20 | 75.5 dB | 25 | 63.8 dB |
| 31.5 | 55.8 dB | 40 | 48.7 dB | 50 | 58.4 dB | 63 | 60.9 dB |
| 80 | 64.6 dB | 100 | 54.2 dB | 125 | 34.0 dB | 160 | 25.1 dB |
| 200 | 11.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicco Verona Porta Vescovo - Montebello Vicentino

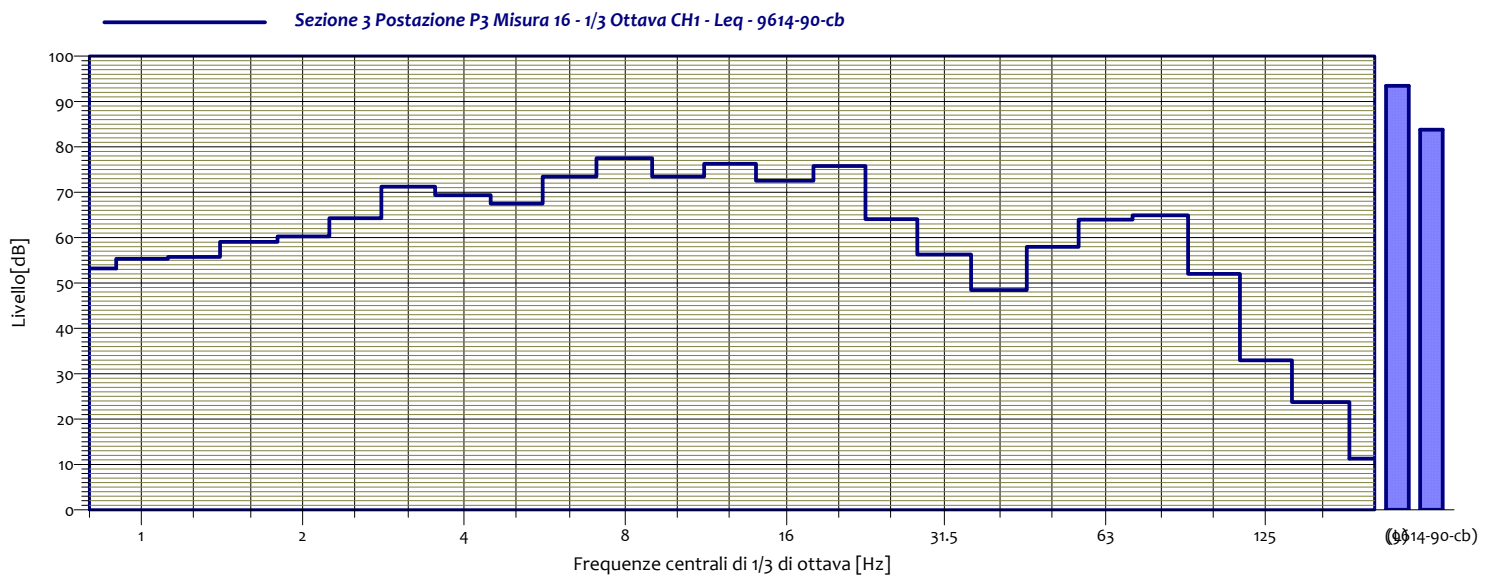
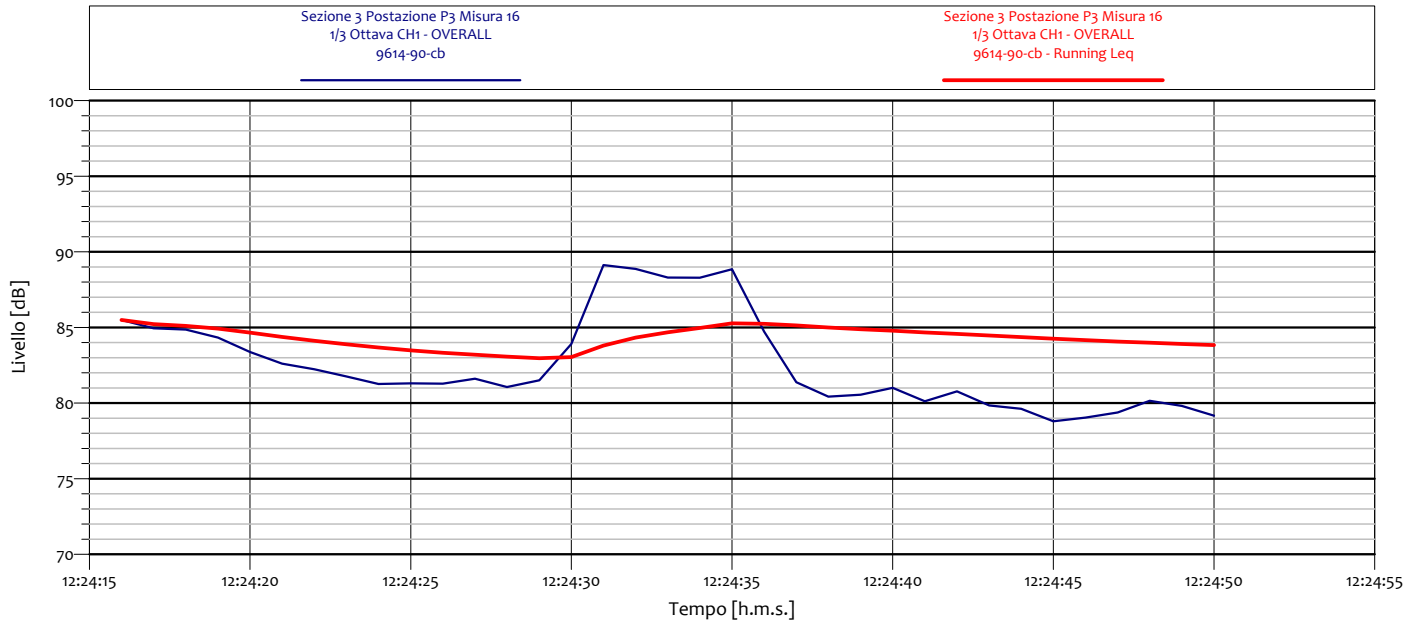


| Sezione 3 Postazione P3 Misura 15 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 56.7 dB | 1 | 61.9 dB | 1.3 | 63.8 dB | 1.6 | 62.0 dB |
| 2 | 58.1 dB | 2.5 | 71.6 dB | 3.2 | 76.5 dB | 4 | 68.2 dB |
| 5 | 72.1 dB | 6.3 | 75.5 dB | 8 | 81.5 dB | 10 | 73.8 dB |
| 12.5 | 74.8 dB | 16 | 73.5 dB | 20 | 78.6 dB | 25 | 68.9 dB |
| 31.5 | 61.3 dB | 40 | 52.2 dB | 50 | 54.7 dB | 63 | 58.0 dB |
| 80 | 58.9 dB | 100 | 52.7 dB | 125 | 31.9 dB | 160 | 25.0 dB |
| 200 | 5.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

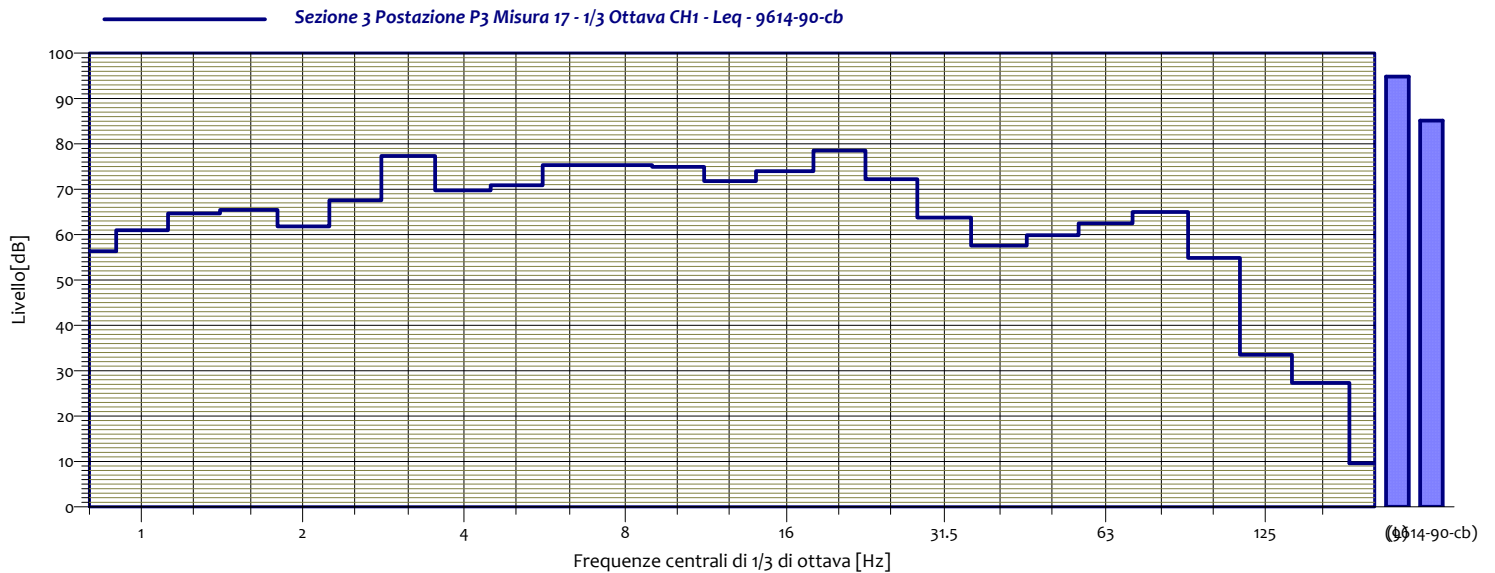
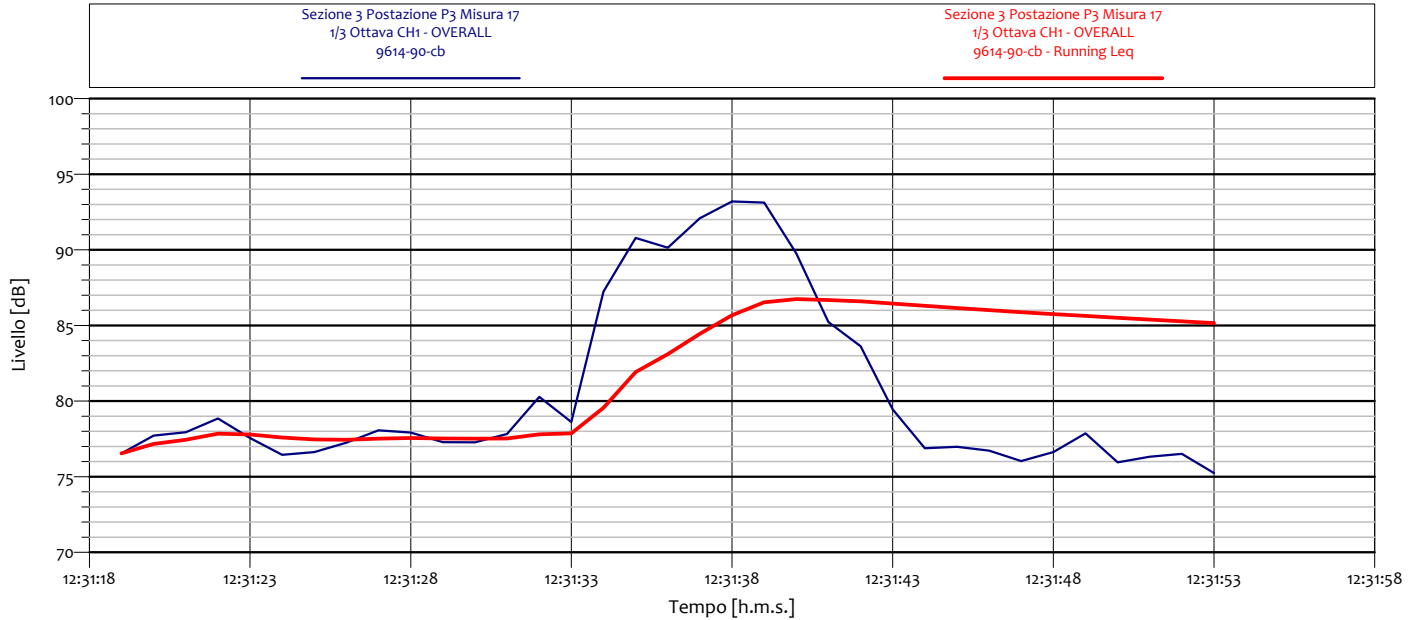


| Sezione 3 Postazione P3 Misura 16 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 53.2 dB | 1 | 55.4 dB | 1.3 | 55.7 dB | 1.6 | 59.1 dB |
| 2 | 60.3 dB | 2.5 | 64.3 dB | 3.2 | 71.3 dB | 4 | 69.4 dB |
| 5 | 67.5 dB | 6.3 | 73.5 dB | 8 | 77.5 dB | 10 | 73.4 dB |
| 12.5 | 76.3 dB | 16 | 72.6 dB | 20 | 75.8 dB | 25 | 64.1 dB |
| 31.5 | 56.3 dB | 40 | 48.5 dB | 50 | 58.0 dB | 63 | 64.0 dB |
| 80 | 64.9 dB | 100 | 52.0 dB | 125 | 33.0 dB | 160 | 23.7 dB |
| 200 | 11.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicotto Verona Porta Vescovo - Montebello Vicentino

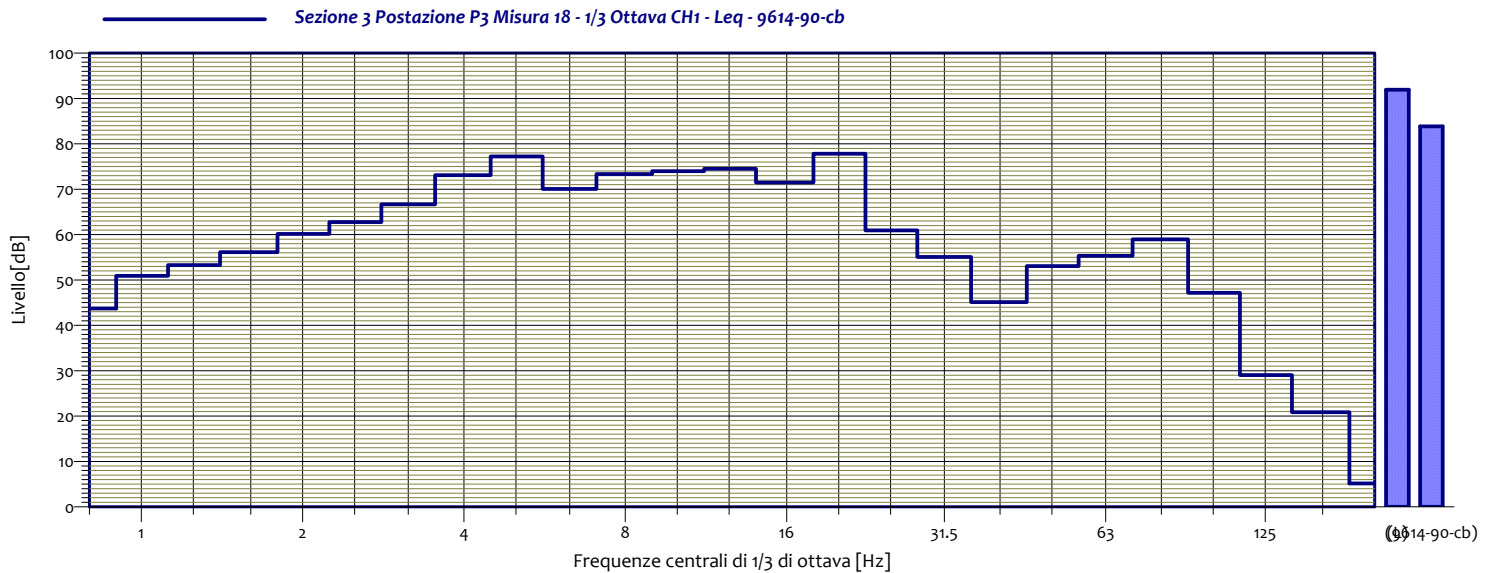
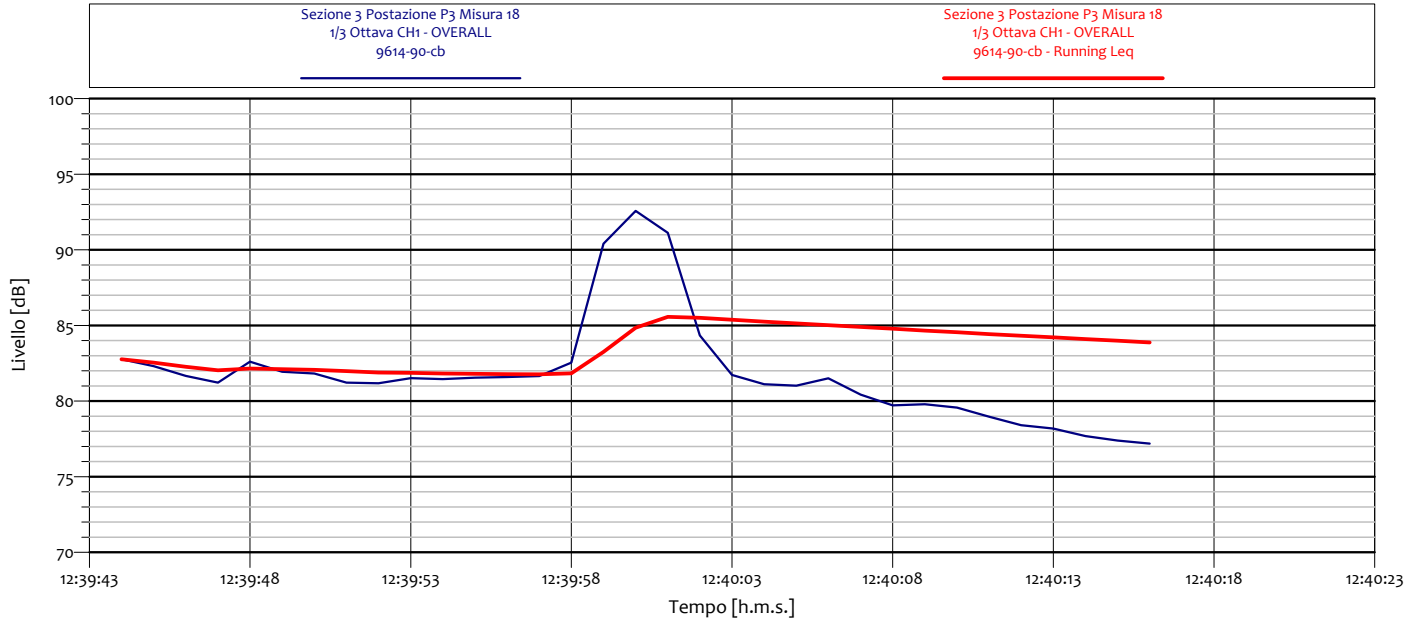


| Sezione 3 Postazione P3 Misura 17 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 56.3 dB | 1 | 61.0 dB | 1.3 | 64.7 dB | 1.6 | 65.5 dB |
| 2 | 61.8 dB | 2.5 | 67.6 dB | 3.2 | 77.4 dB | 4 | 69.8 dB |
| 5 | 70.9 dB | 6.3 | 75.3 dB | 8 | 75.3 dB | 10 | 74.9 dB |
| 12.5 | 71.8 dB | 16 | 74.0 dB | 20 | 78.5 dB | 25 | 72.2 dB |
| 31.5 | 63.7 dB | 40 | 57.6 dB | 50 | 59.9 dB | 63 | 62.5 dB |
| 80 | 65.0 dB | 100 | 54.9 dB | 125 | 33.5 dB | 160 | 27.3 dB |
| 200 | 9.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



| Sezione 3 Postazione P3 Misura 18 1/3 Ottava CH1 - Leq 9614-90-cb | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 43.7 dB | 1 | 50.9 dB | 1.3 | 53.3 dB | 1.6 | 56.1 dB |
| 2 | 60.1 dB | 2.5 | 62.8 dB | 3.2 | 66.7 dB | 4 | 73.1 dB |
| 5 | 77.3 dB | 6.3 | 70.1 dB | 8 | 73.4 dB | 10 | 74.0 dB |
| 12.5 | 74.5 dB | 16 | 71.5 dB | 20 | 77.8 dB | 25 | 61.0 dB |
| 31.5 | 55.1 dB | 40 | 45.2 dB | 50 | 53.1 dB | 63 | 55.3 dB |
| 80 | 59.0 dB | 100 | 47.2 dB | 125 | 29.1 dB | 160 | 20.8 dB |
| 200 | 5.2 dB | | | | | | |

POSTAZIONE DI MISURA P3

SEZIONE 03 - GALLERIA

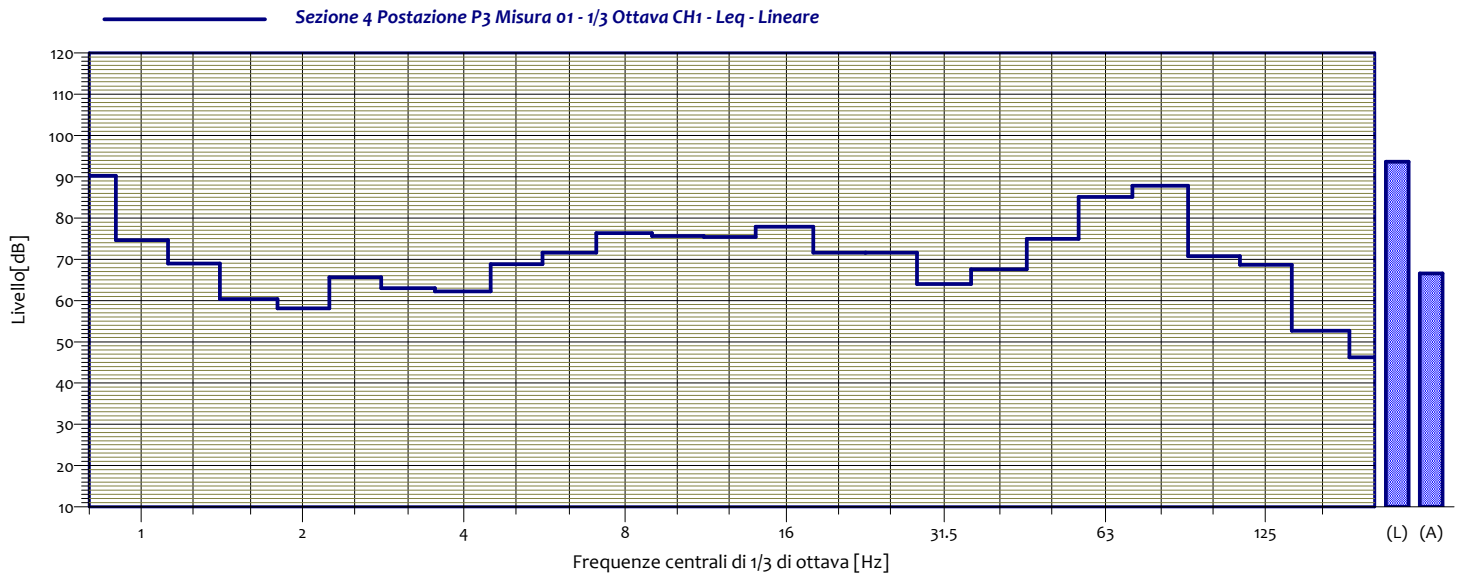
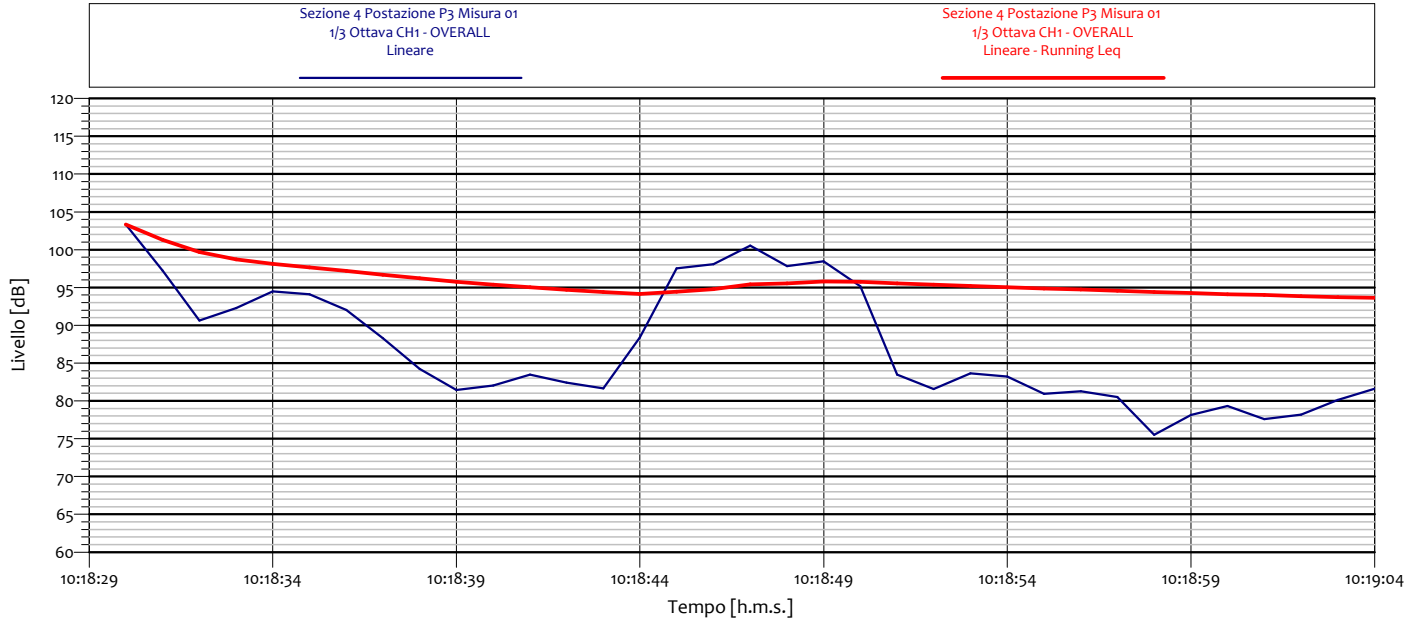
ASSE DI VALUTAZIONE X (parallelo al tracciato)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



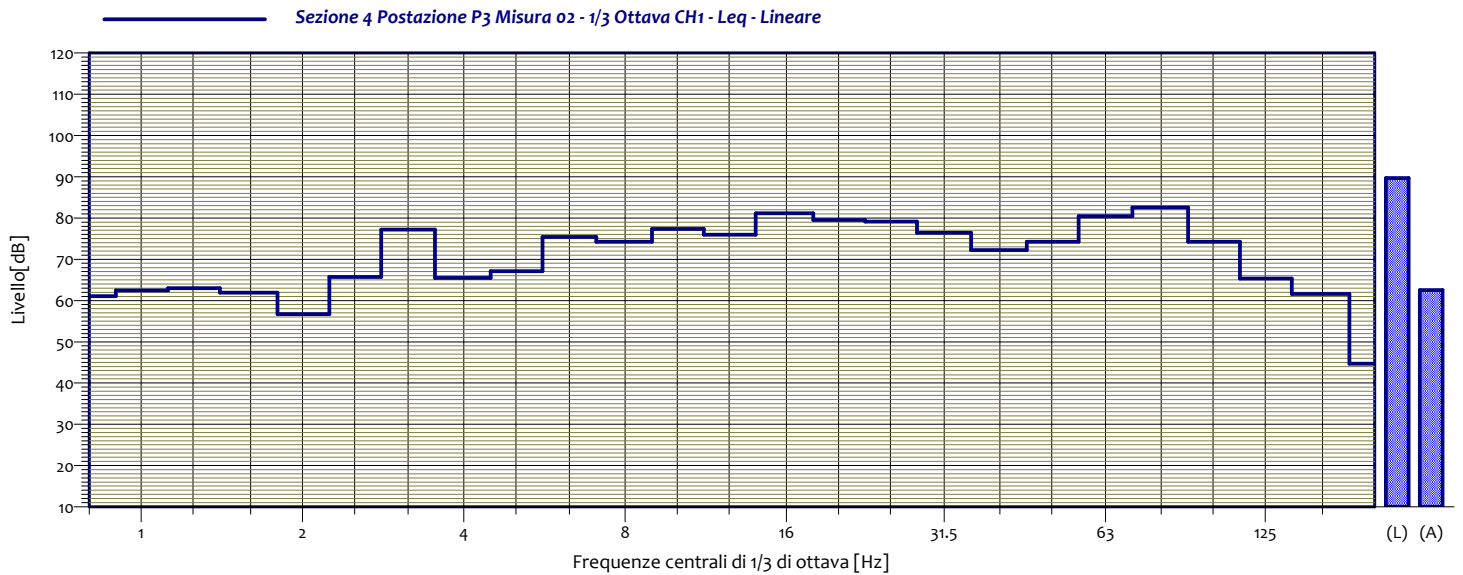
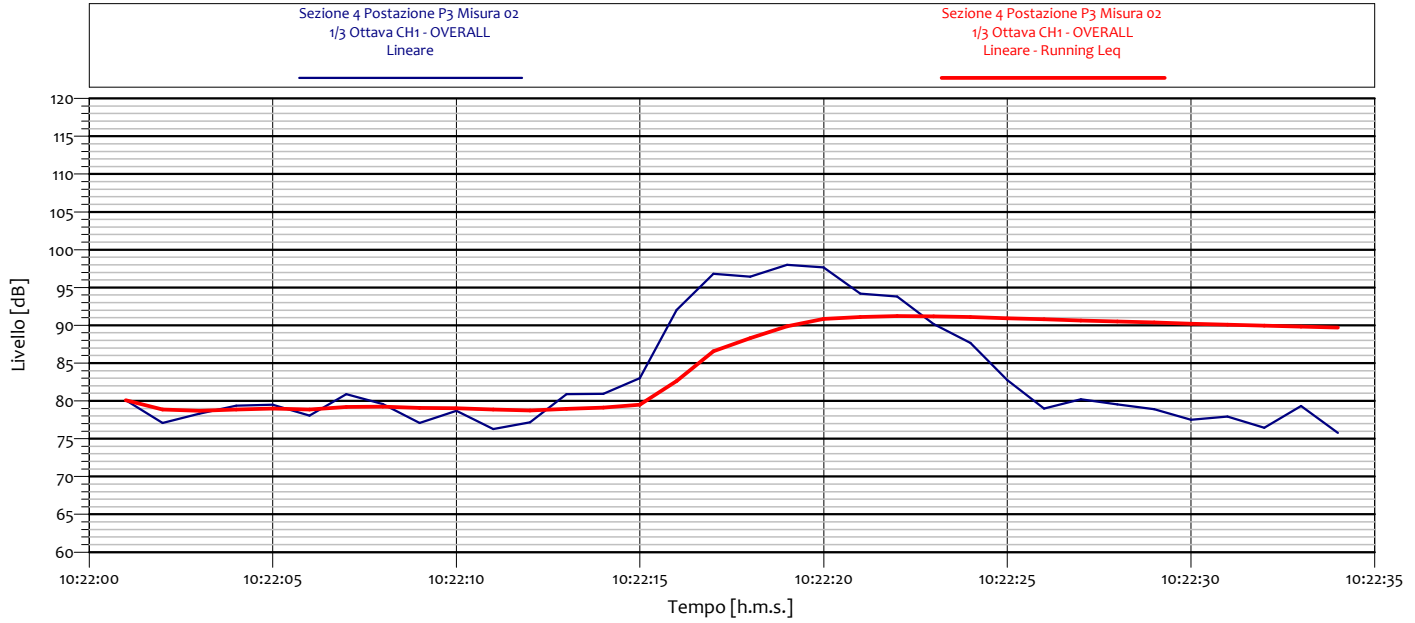
Sezione 4 Postazione P3 Misura 01
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 90.2 dB | 1 | 74.7 dB | 1.3 | 68.9 dB | 1.6 | 60.4 dB |
| 2 | 58.1 dB | 2.5 | 65.6 dB | 3.2 | 63.0 dB | 4 | 62.2 dB |
| 5 | 68.8 dB | 6.3 | 71.6 dB | 8 | 76.3 dB | 10 | 75.6 dB |
| 12.5 | 75.4 dB | 16 | 77.9 dB | 20 | 71.6 dB | 25 | 71.6 dB |
| 31.5 | 64.0 dB | 40 | 67.5 dB | 50 | 75.0 dB | 63 | 85.1 dB |
| 80 | 87.8 dB | 100 | 70.8 dB | 125 | 68.6 dB | 160 | 52.7 dB |
| 200 | 46.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



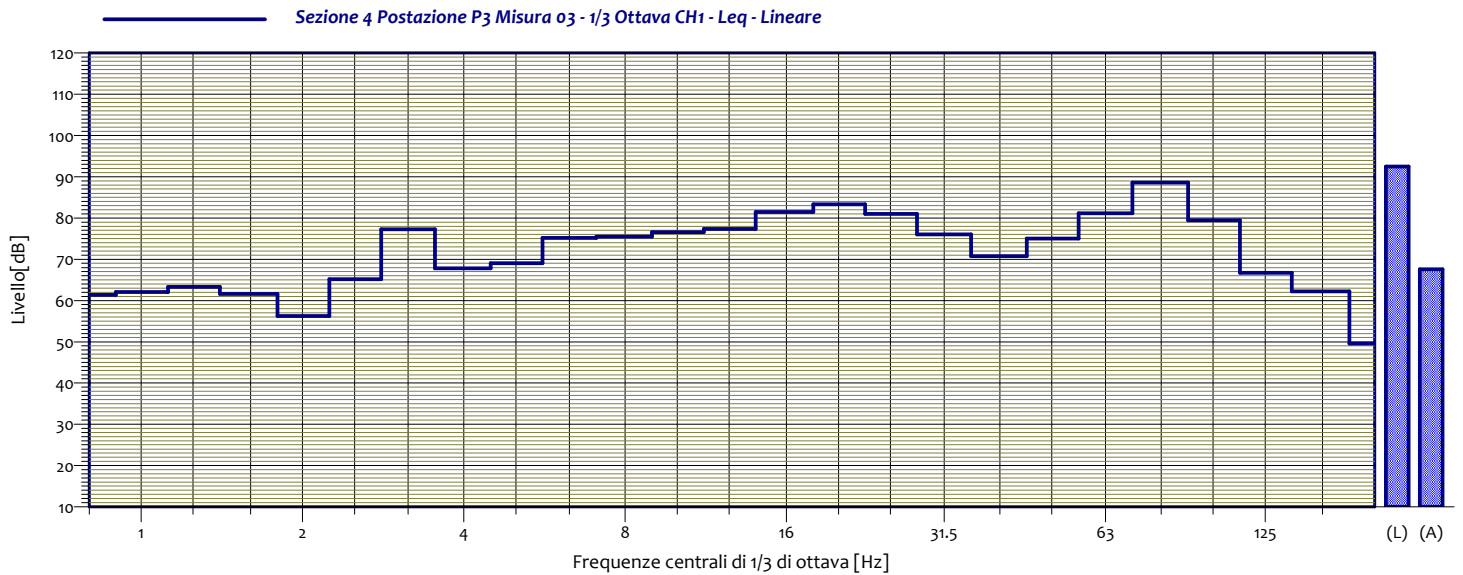
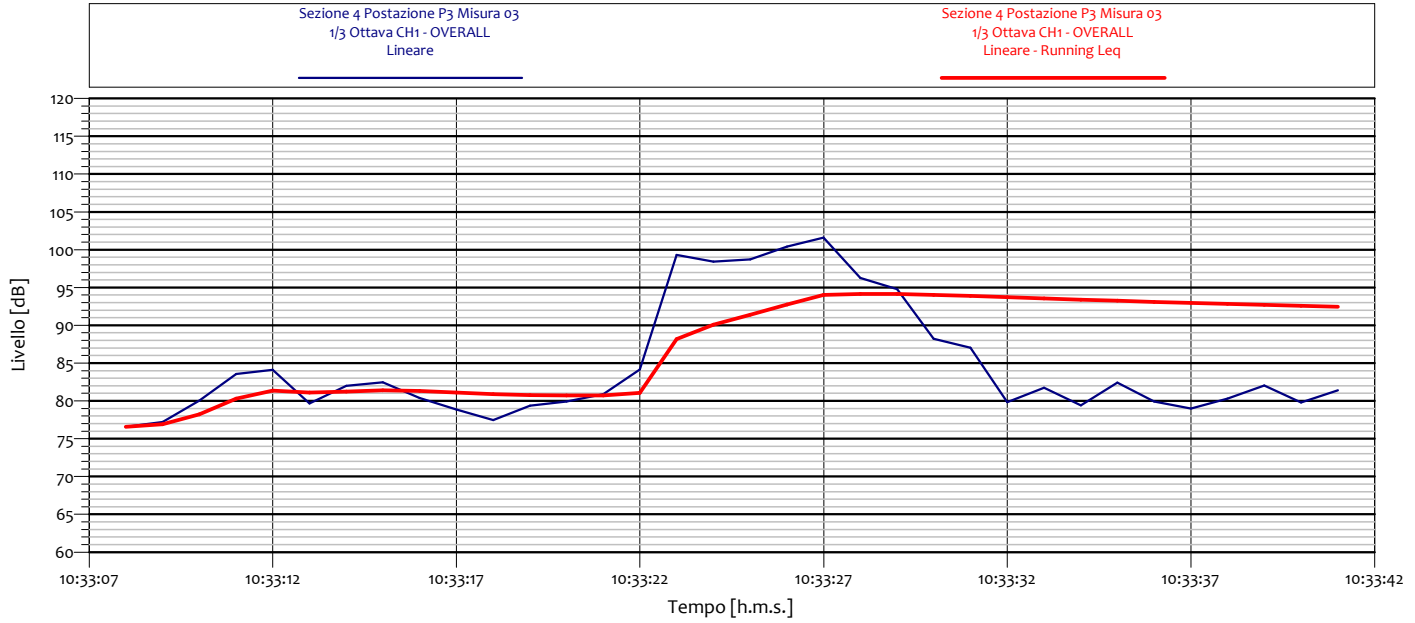
Sezione 4 Postazione P3 Misura 02
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 61.1 dB | 1 | 62.4 dB | 1.3 | 63.0 dB | 1.6 | 61.9 dB |
| 2 | 56.7 dB | 2.5 | 65.7 dB | 3.2 | 77.2 dB | 4 | 65.5 dB |
| 5 | 67.1 dB | 6.3 | 75.4 dB | 8 | 74.2 dB | 10 | 77.3 dB |
| 12.5 | 76.0 dB | 16 | 81.2 dB | 20 | 79.5 dB | 25 | 79.1 dB |
| 31.5 | 76.4 dB | 40 | 72.2 dB | 50 | 74.2 dB | 63 | 80.4 dB |
| 80 | 82.5 dB | 100 | 74.3 dB | 125 | 65.3 dB | 160 | 61.6 dB |
| 200 | 44.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sottotro Verona Porta Vescovo - Montebello Vicentino



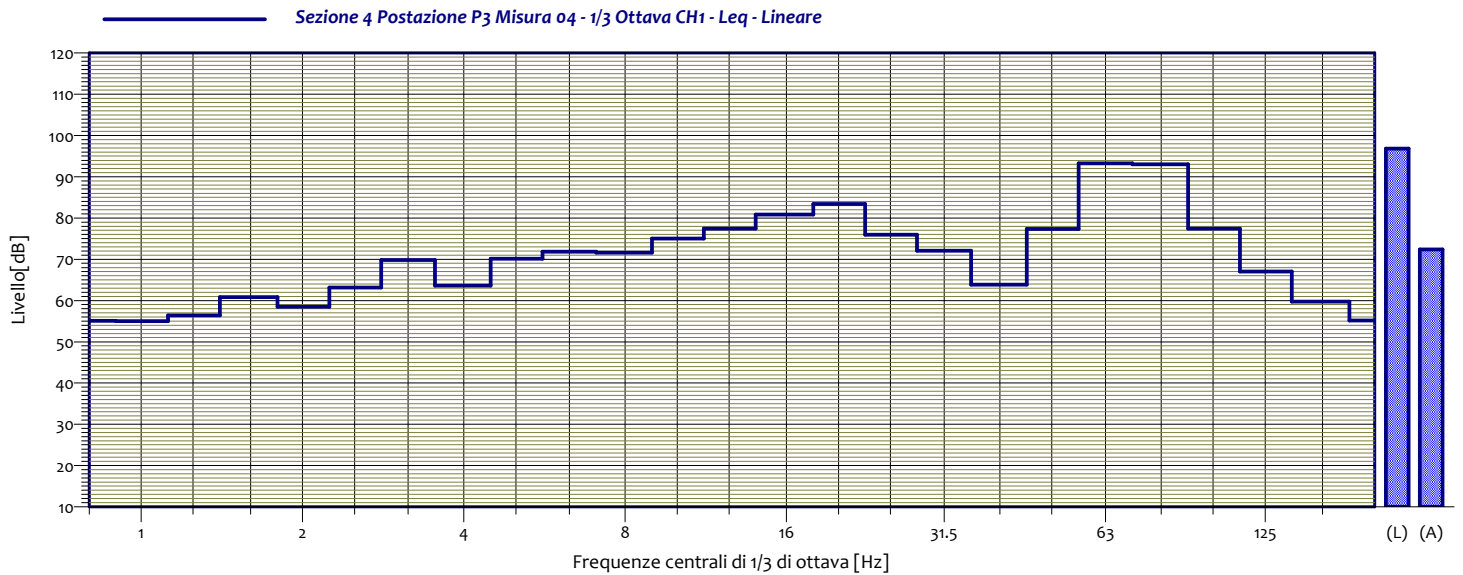
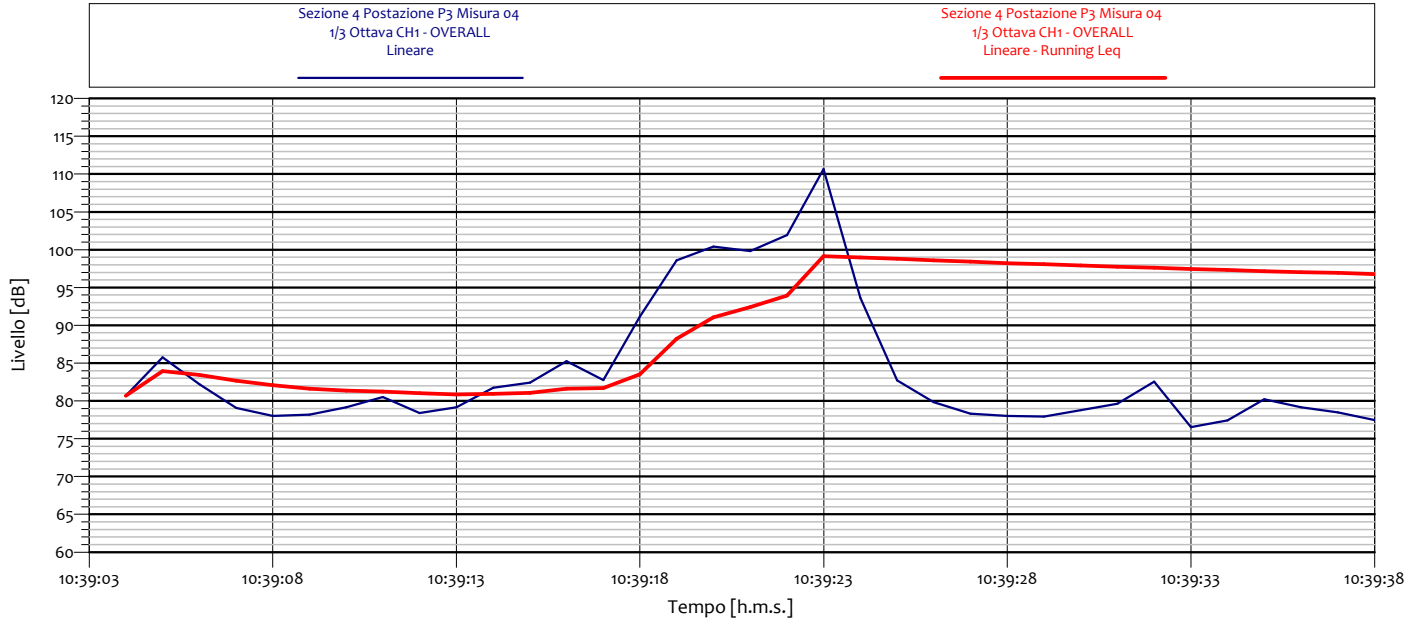
Sezione 4 Postazione P3 Misura 03
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 61.4 dB | 1 | 62.1 dB | 1.3 | 63.3 dB | 1.6 | 61.6 dB |
| 2 | 56.3 dB | 2.5 | 65.2 dB | 3.2 | 77.3 dB | 4 | 67.8 dB |
| 5 | 69.0 dB | 6.3 | 75.1 dB | 8 | 75.5 dB | 10 | 76.6 dB |
| 12.5 | 77.3 dB | 16 | 81.5 dB | 20 | 83.3 dB | 25 | 81.0 dB |
| 31.5 | 76.0 dB | 40 | 70.8 dB | 50 | 75.0 dB | 63 | 81.1 dB |
| 80 | 88.6 dB | 100 | 79.4 dB | 125 | 66.7 dB | 160 | 62.2 dB |
| 200 | 49.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



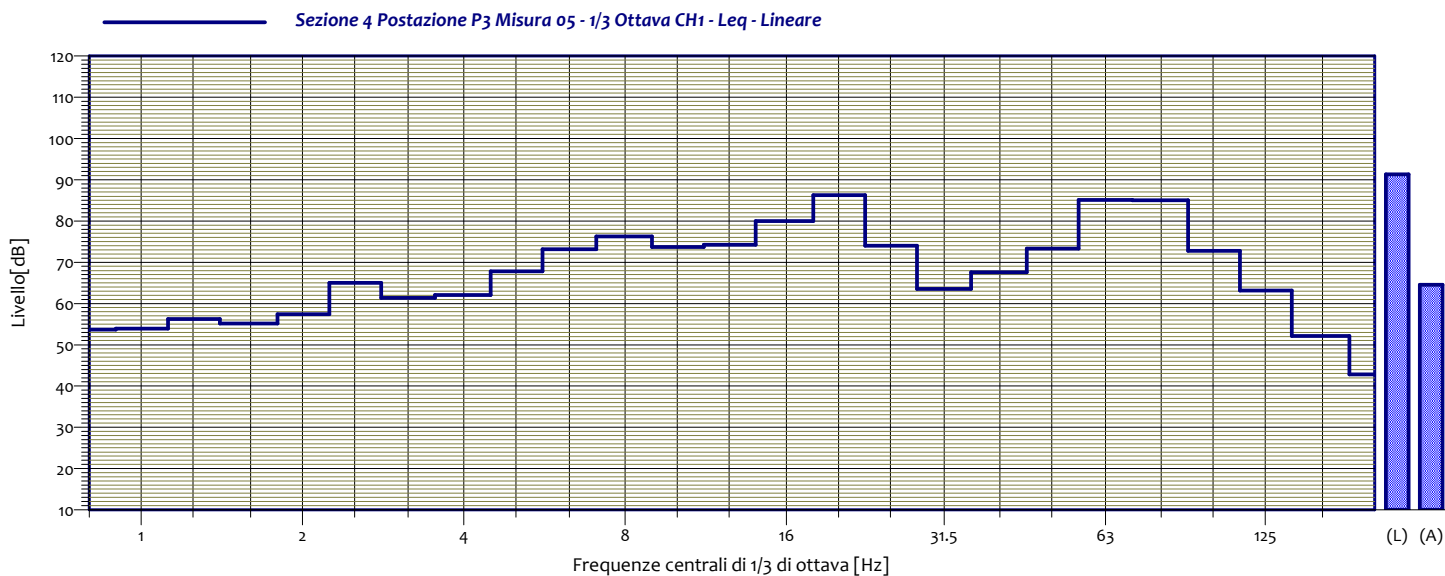
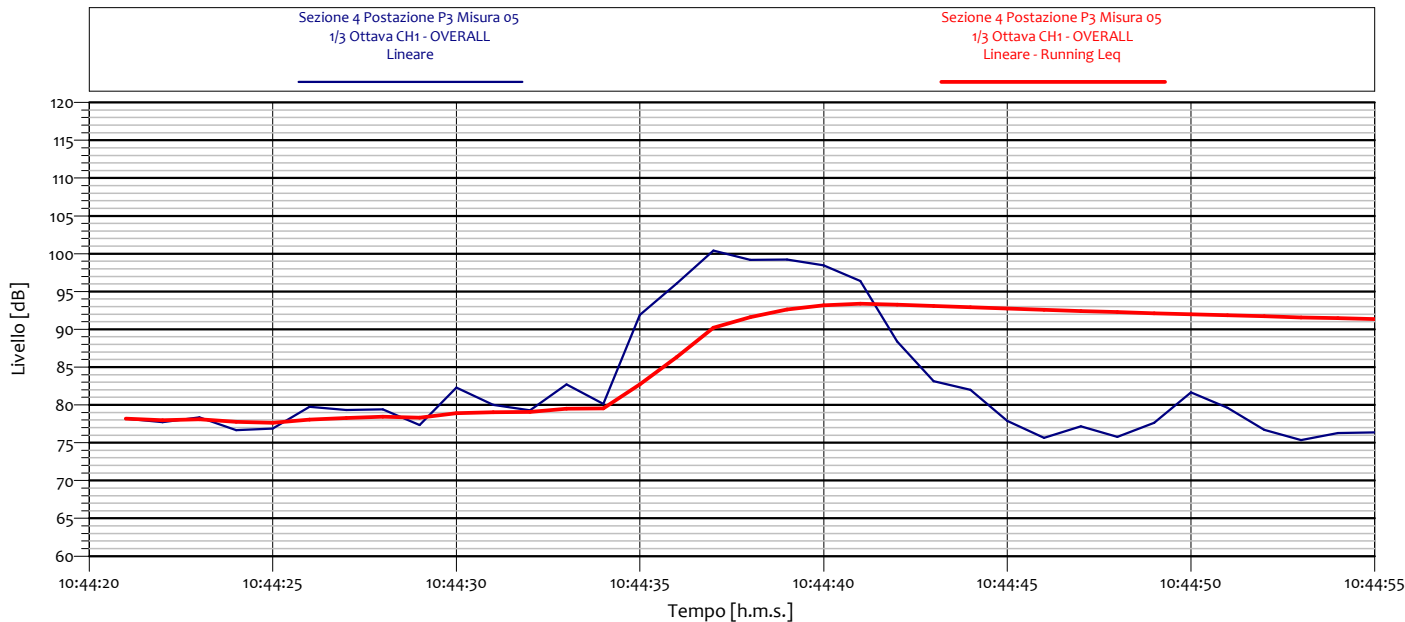
Sezione 4 Postazione P3 Misura 04
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 55.1 dB | 1 | 55.0 dB | 1.3 | 56.4 dB | 1.6 | 60.8 dB |
| 2 | 58.5 dB | 2.5 | 63.2 dB | 3.2 | 69.8 dB | 4 | 63.6 dB |
| 5 | 70.1 dB | 6.3 | 71.9 dB | 8 | 71.6 dB | 10 | 75.0 dB |
| 12.5 | 77.4 dB | 16 | 80.8 dB | 20 | 83.4 dB | 25 | 75.9 dB |
| 31.5 | 72.1 dB | 40 | 63.8 dB | 50 | 77.3 dB | 63 | 93.3 dB |
| 80 | 93.0 dB | 100 | 77.4 dB | 125 | 67.0 dB | 160 | 59.7 dB |
| 200 | 55.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sottotro Verona Porta Vescovo - Montebello Vicentino



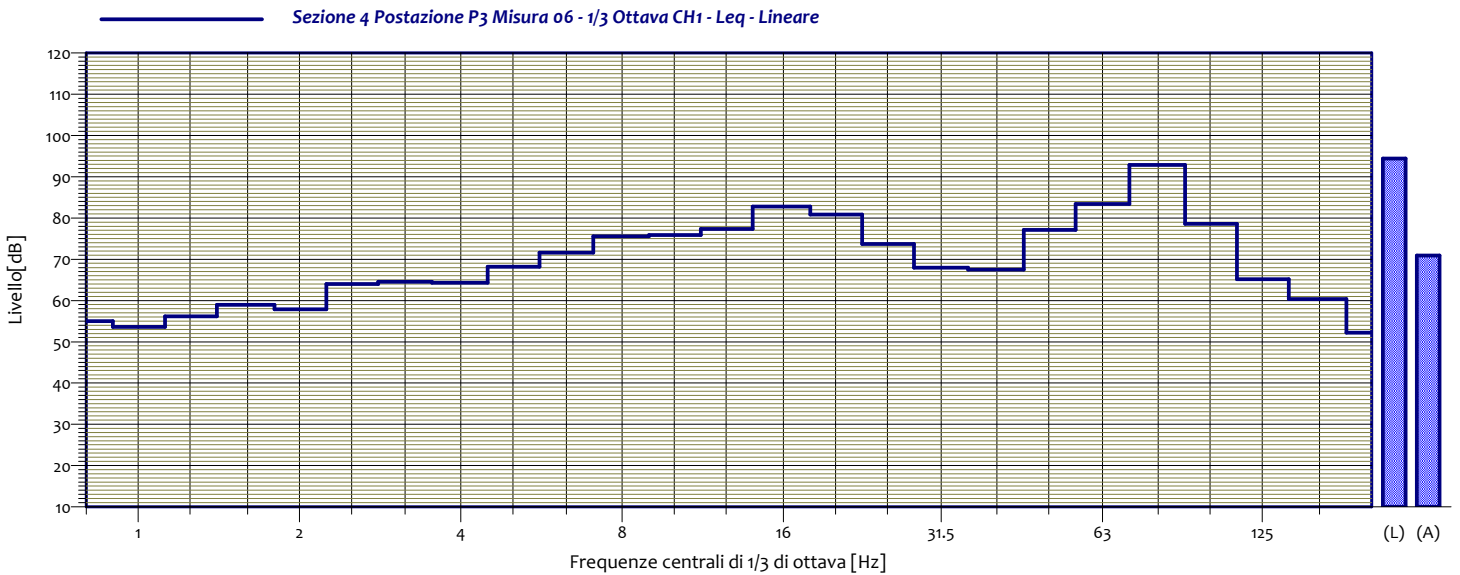
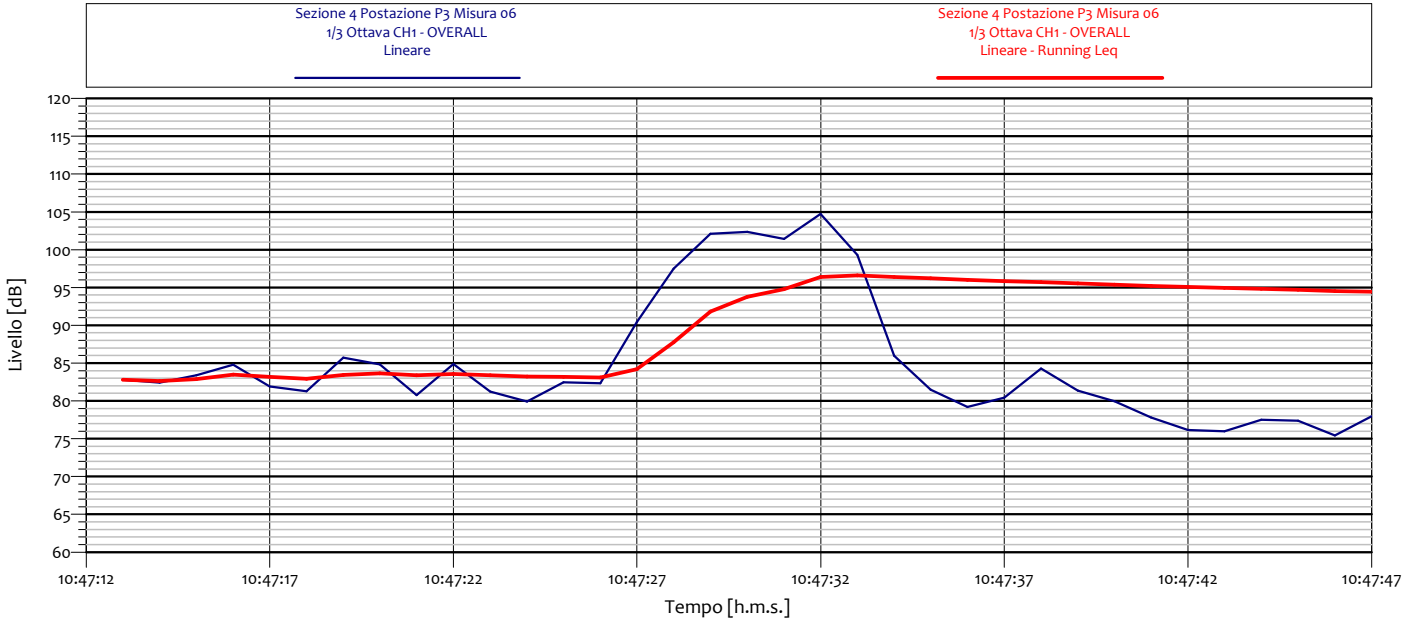
Sezione 4 Postazione P3 Misura 05
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 53.7 dB | 1 | 53.9 dB | 1.3 | 56.3 dB | 1.6 | 55.2 dB |
| 2 | 57.4 dB | 2.5 | 65.0 dB | 3.2 | 61.4 dB | 4 | 62.1 dB |
| 5 | 67.8 dB | 6.3 | 73.1 dB | 8 | 76.3 dB | 10 | 73.7 dB |
| 12.5 | 74.3 dB | 16 | 80.0 dB | 20 | 86.2 dB | 25 | 74.0 dB |
| 31.5 | 63.5 dB | 40 | 67.6 dB | 50 | 73.3 dB | 63 | 85.1 dB |
| 80 | 85.0 dB | 100 | 72.8 dB | 125 | 63.1 dB | 160 | 52.1 dB |
| 200 | 42.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



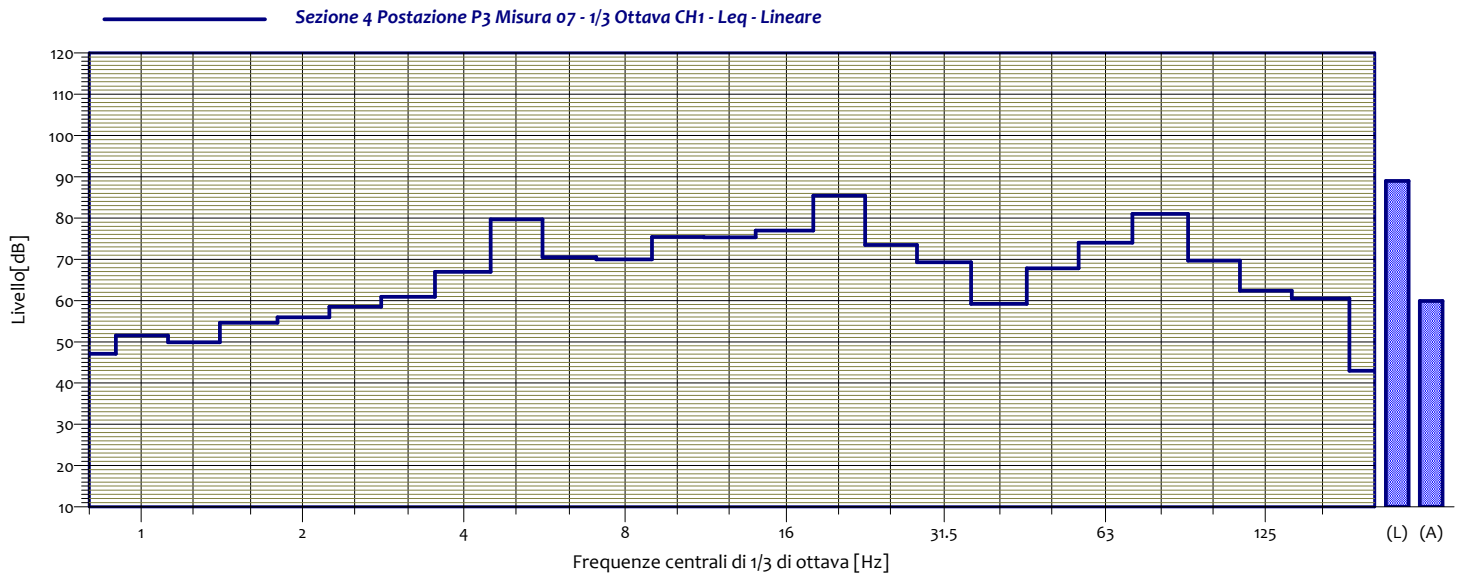
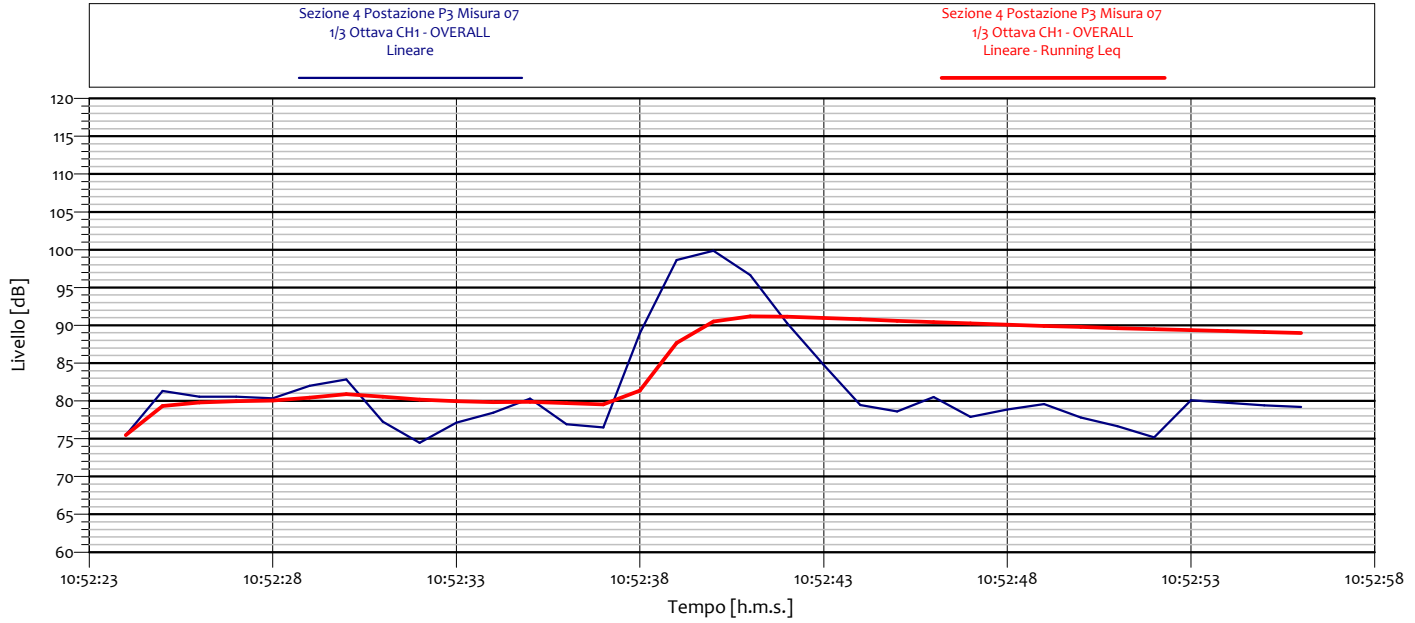
Sezione 4 Postazione P3 Misura 06
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 55.0 dB | 1 | 53.6 dB | 1.3 | 56.2 dB | 1.6 | 59.0 dB |
| 2 | 57.8 dB | 2.5 | 64.0 dB | 3.2 | 64.6 dB | 4 | 64.3 dB |
| 5 | 68.2 dB | 6.3 | 71.6 dB | 8 | 75.6 dB | 10 | 75.9 dB |
| 12.5 | 77.4 dB | 16 | 82.7 dB | 20 | 80.8 dB | 25 | 73.7 dB |
| 31.5 | 68.0 dB | 40 | 67.5 dB | 50 | 77.1 dB | 63 | 83.4 dB |
| 80 | 92.8 dB | 100 | 78.6 dB | 125 | 65.2 dB | 160 | 60.3 dB |
| 200 | 52.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



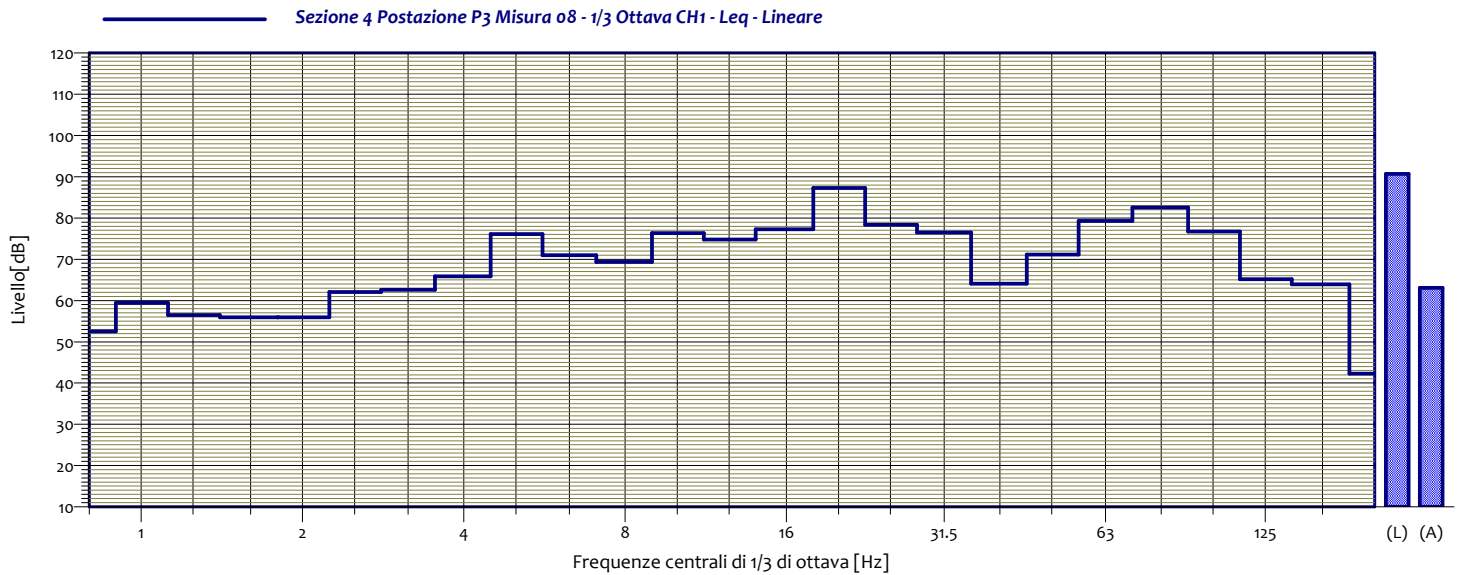
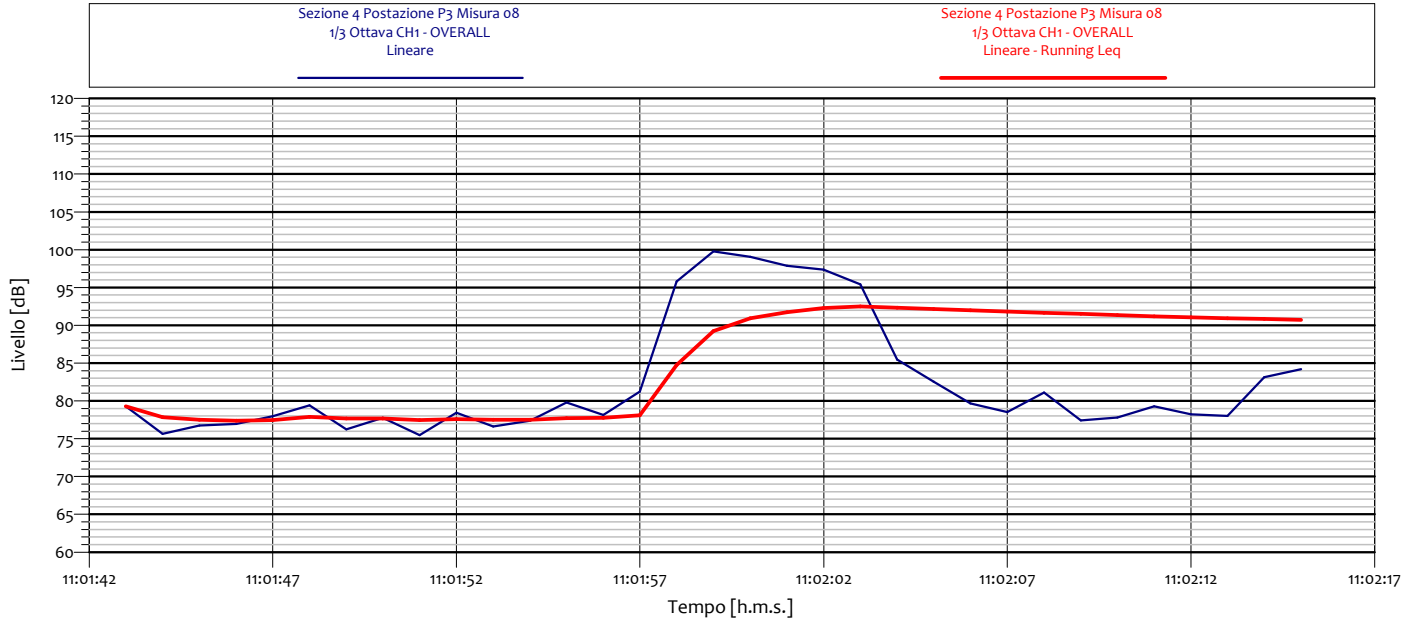
Sezione 4 Postazione P3 Misura 07
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 47.1 dB | 1 | 51.5 dB | 1.3 | 49.9 dB | 1.6 | 54.6 dB |
| 2 | 55.9 dB | 2.5 | 58.5 dB | 3.2 | 60.9 dB | 4 | 66.9 dB |
| 5 | 79.7 dB | 6.3 | 70.5 dB | 8 | 70.0 dB | 10 | 75.4 dB |
| 12.5 | 75.3 dB | 16 | 77.0 dB | 20 | 85.4 dB | 25 | 73.5 dB |
| 31.5 | 69.3 dB | 40 | 59.2 dB | 50 | 67.8 dB | 63 | 74.1 dB |
| 80 | 81.0 dB | 100 | 69.7 dB | 125 | 62.4 dB | 160 | 60.5 dB |
| 200 | 43.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicco Verona Porta Vescovo - Montebello Vicentino



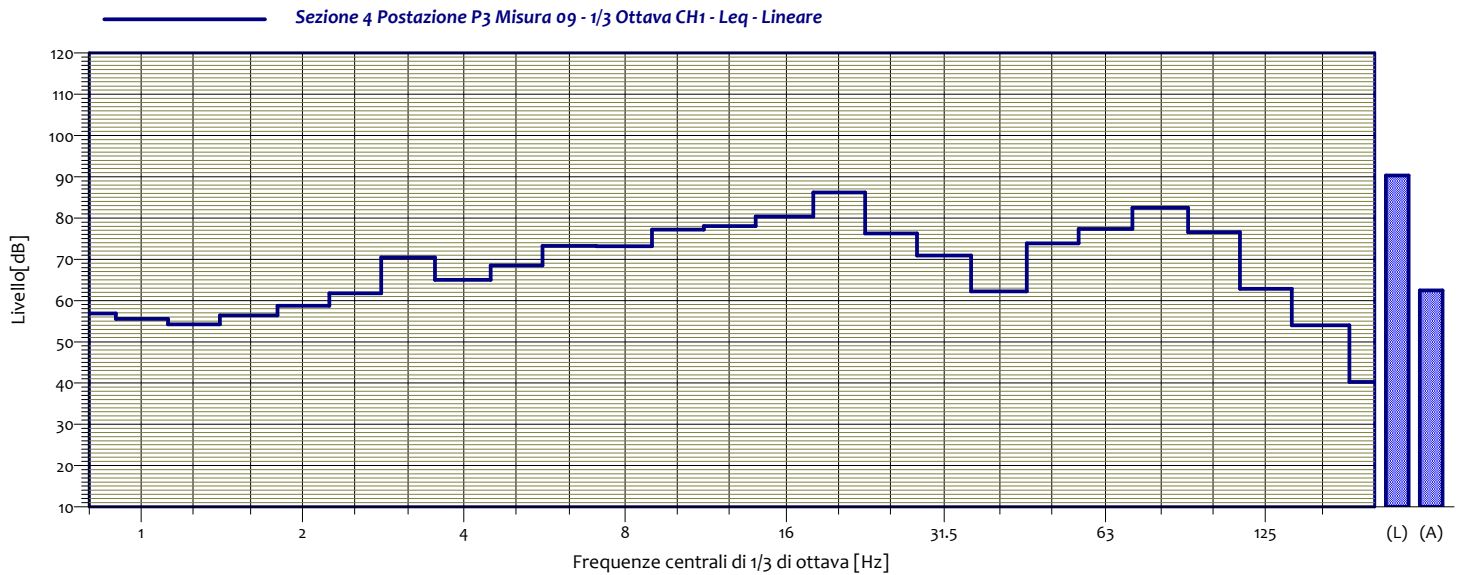
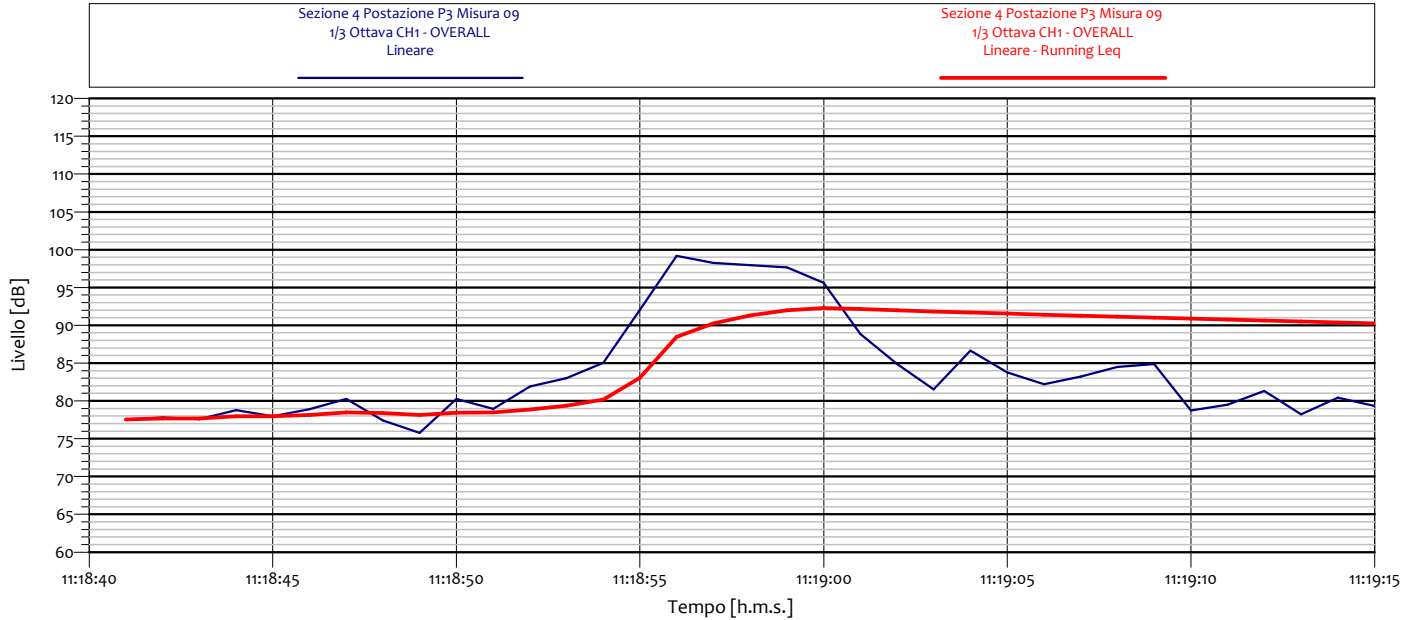
Sezione 4 Postazione P3 Misura o8
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 52.5 dB | 1 | 59.4 dB | 1.3 | 56.4 dB | 1.6 | 56.0 dB |
| 2 | 55.9 dB | 2.5 | 62.1 dB | 3.2 | 62.6 dB | 4 | 65.9 dB |
| 5 | 76.1 dB | 6.3 | 71.0 dB | 8 | 69.4 dB | 10 | 76.3 dB |
| 12.5 | 74.8 dB | 16 | 77.3 dB | 20 | 87.3 dB | 25 | 78.3 dB |
| 31.5 | 76.5 dB | 40 | 64.1 dB | 50 | 71.1 dB | 63 | 79.3 dB |
| 80 | 82.6 dB | 100 | 76.7 dB | 125 | 65.2 dB | 160 | 63.9 dB |
| 200 | 42.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicco Verona Porta Vescovo - Montebello Vicentino



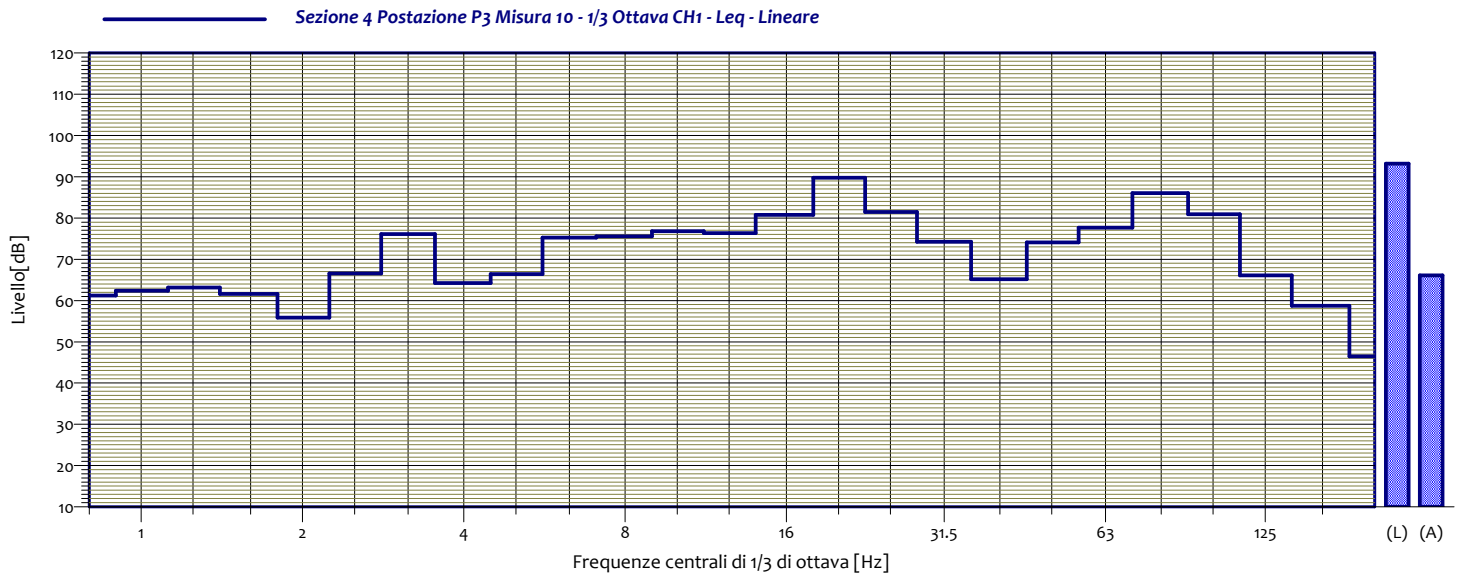
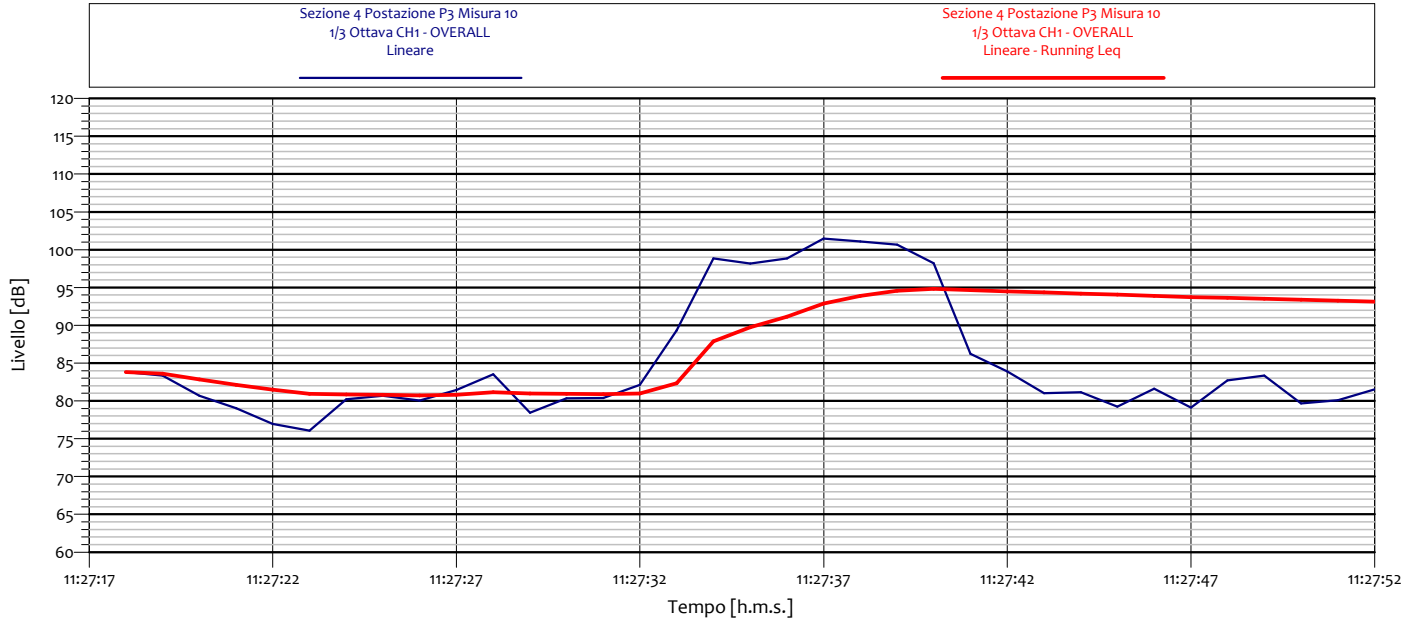
Sezione 4 Postazione P3 Misura 09
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 56.9 dB | 1 | 55.5 dB | 1.3 | 54.2 dB | 1.6 | 56.4 dB |
| 2 | 58.7 dB | 2.5 | 61.7 dB | 3.2 | 70.4 dB | 4 | 65.0 dB |
| 5 | 68.6 dB | 6.3 | 73.2 dB | 8 | 73.2 dB | 10 | 77.2 dB |
| 12.5 | 78.1 dB | 16 | 80.4 dB | 20 | 86.2 dB | 25 | 76.3 dB |
| 31.5 | 70.9 dB | 40 | 62.2 dB | 50 | 73.9 dB | 63 | 77.4 dB |
| 80 | 82.5 dB | 100 | 76.6 dB | 125 | 62.8 dB | 160 | 54.0 dB |
| 200 | 40.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



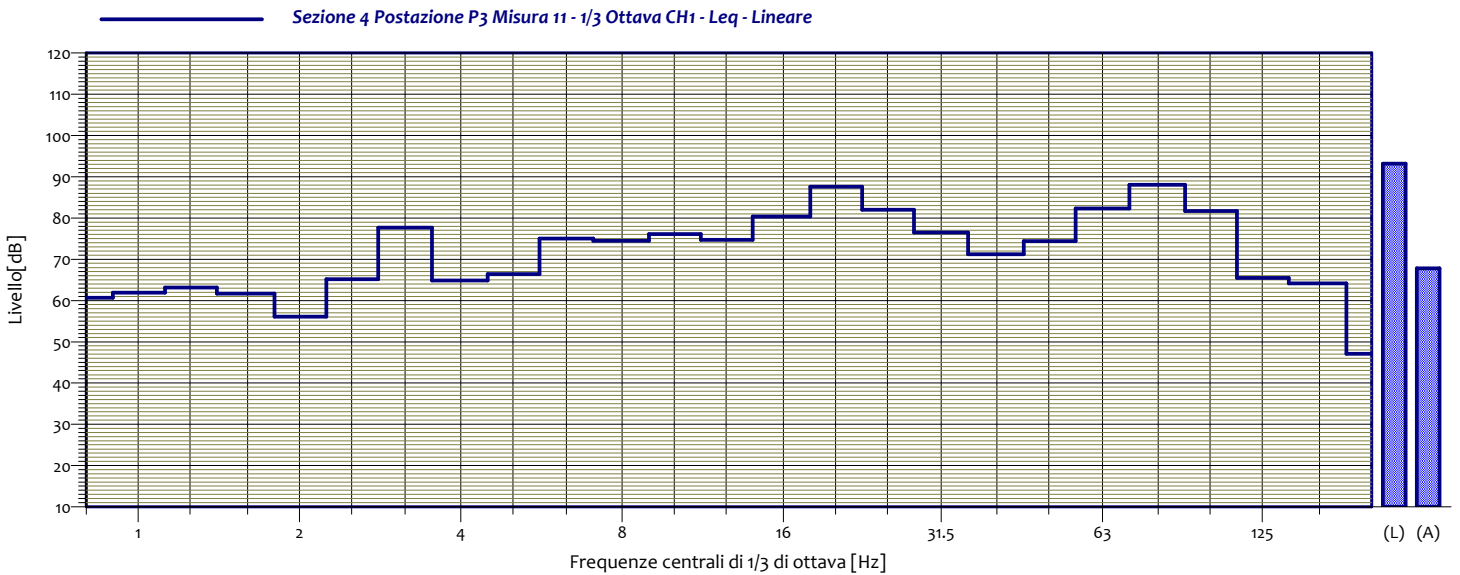
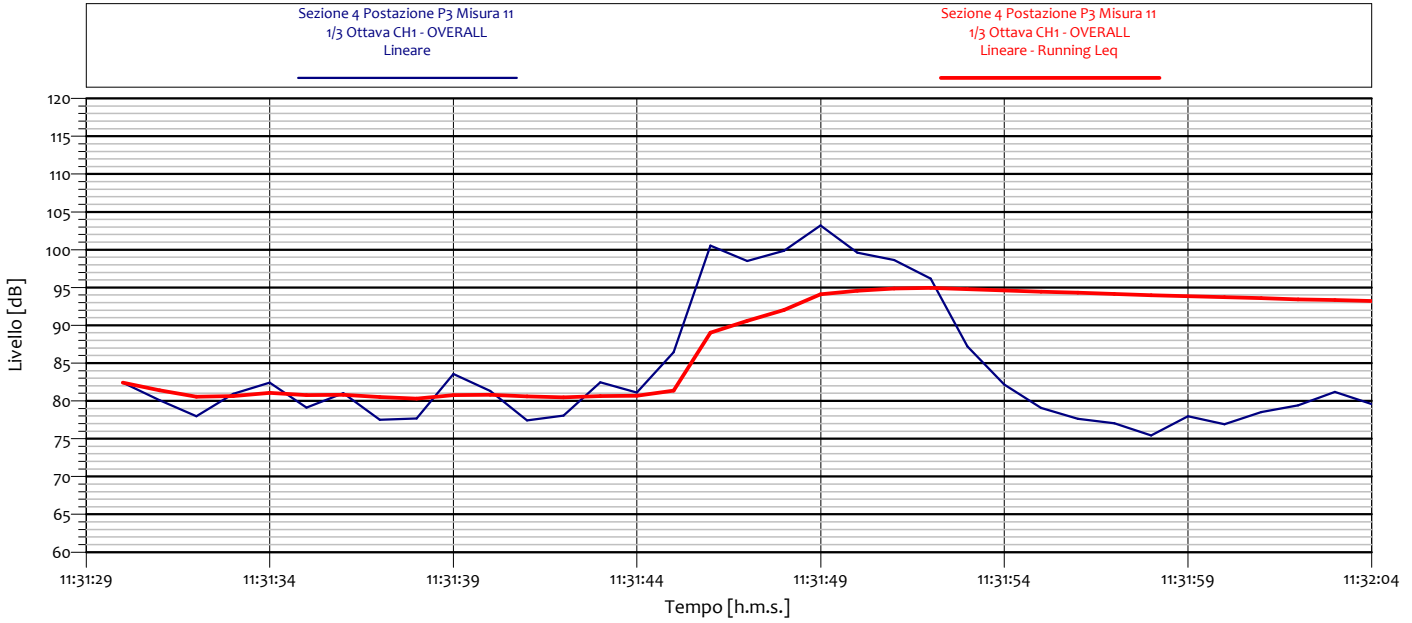
Sezione 4 Postazione P3 Misura 10
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 61.2 dB | 1 | 62.3 dB | 1.3 | 63.2 dB | 1.6 | 61.6 dB |
| 2 | 55.8 dB | 2.5 | 66.5 dB | 3.2 | 76.1 dB | 4 | 64.2 dB |
| 5 | 66.4 dB | 6.3 | 75.3 dB | 8 | 75.6 dB | 10 | 76.8 dB |
| 12.5 | 76.3 dB | 16 | 80.8 dB | 20 | 89.7 dB | 25 | 81.5 dB |
| 31.5 | 74.3 dB | 40 | 65.1 dB | 50 | 74.1 dB | 63 | 77.7 dB |
| 80 | 86.0 dB | 100 | 80.9 dB | 125 | 66.1 dB | 160 | 58.7 dB |
| 200 | 46.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



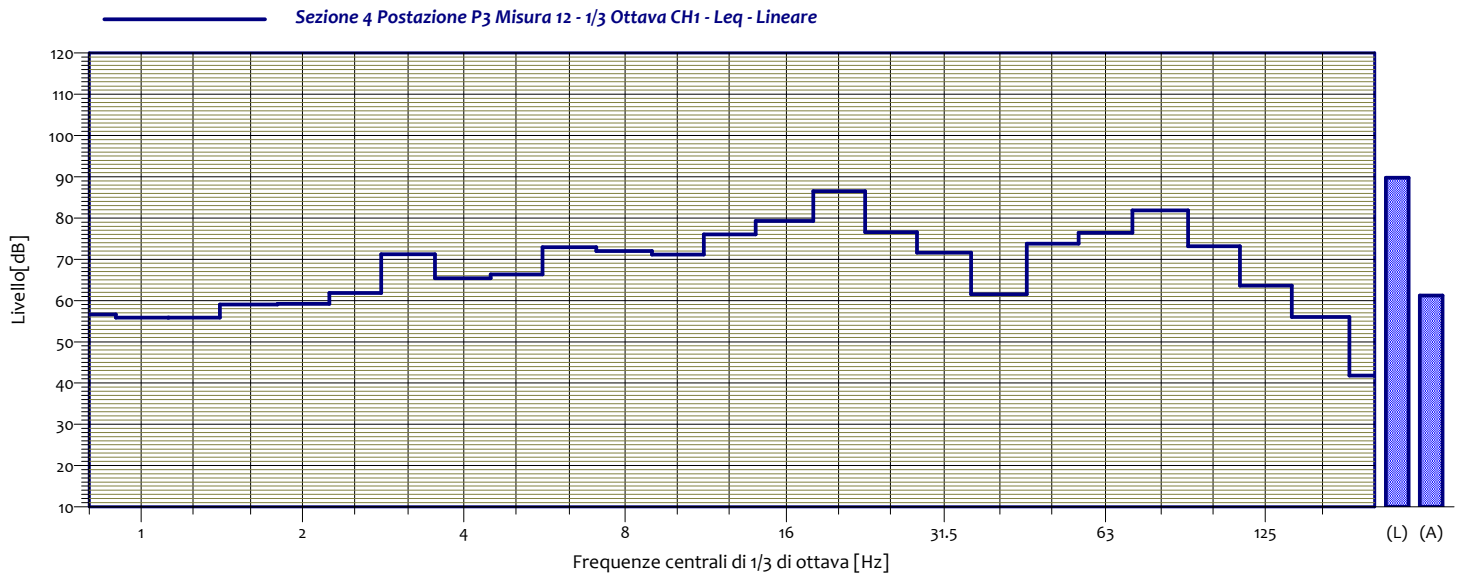
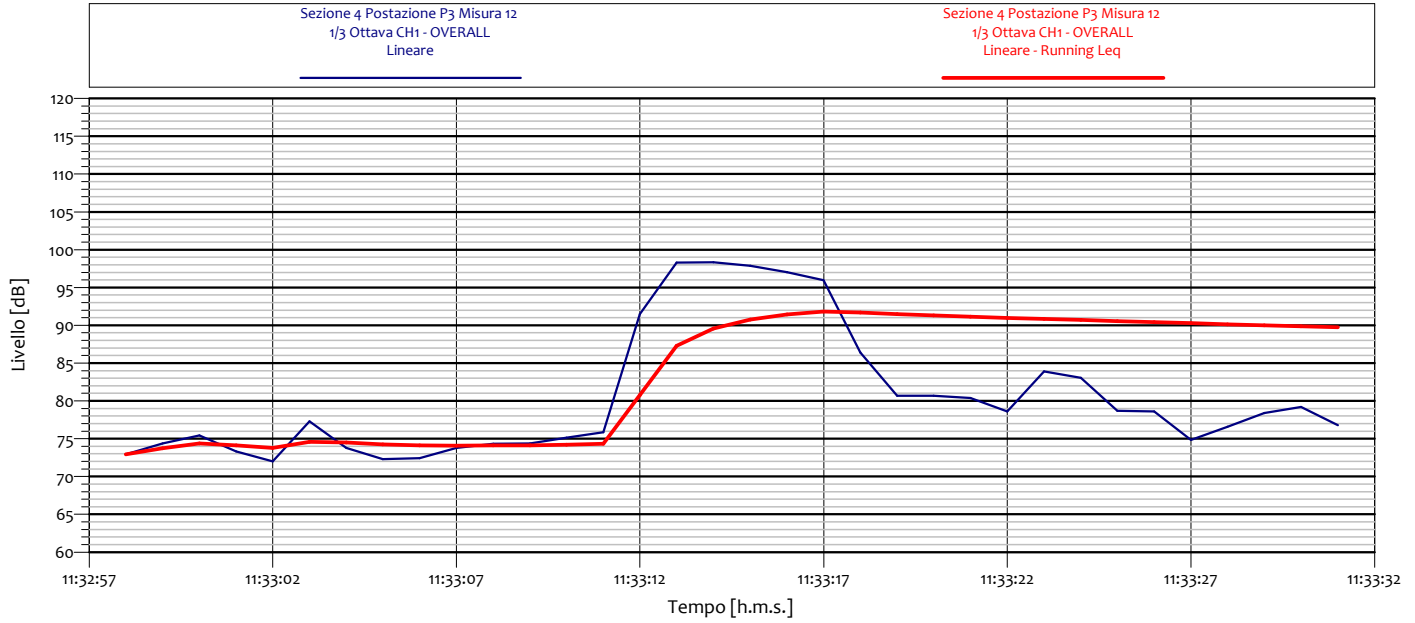
Sezione 4 Postazione P3 Misura 11
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 60.7 dB | 1 | 61.9 dB | 1.3 | 63.2 dB | 1.6 | 61.7 dB |
| 2 | 56.1 dB | 2.5 | 65.2 dB | 3.2 | 77.7 dB | 4 | 64.9 dB |
| 5 | 66.4 dB | 6.3 | 75.0 dB | 8 | 74.5 dB | 10 | 76.1 dB |
| 12.5 | 74.7 dB | 16 | 80.4 dB | 20 | 87.6 dB | 25 | 82.0 dB |
| 31.5 | 76.4 dB | 40 | 71.2 dB | 50 | 74.4 dB | 63 | 82.3 dB |
| 80 | 88.0 dB | 100 | 81.7 dB | 125 | 65.4 dB | 160 | 64.2 dB |
| 200 | 47.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

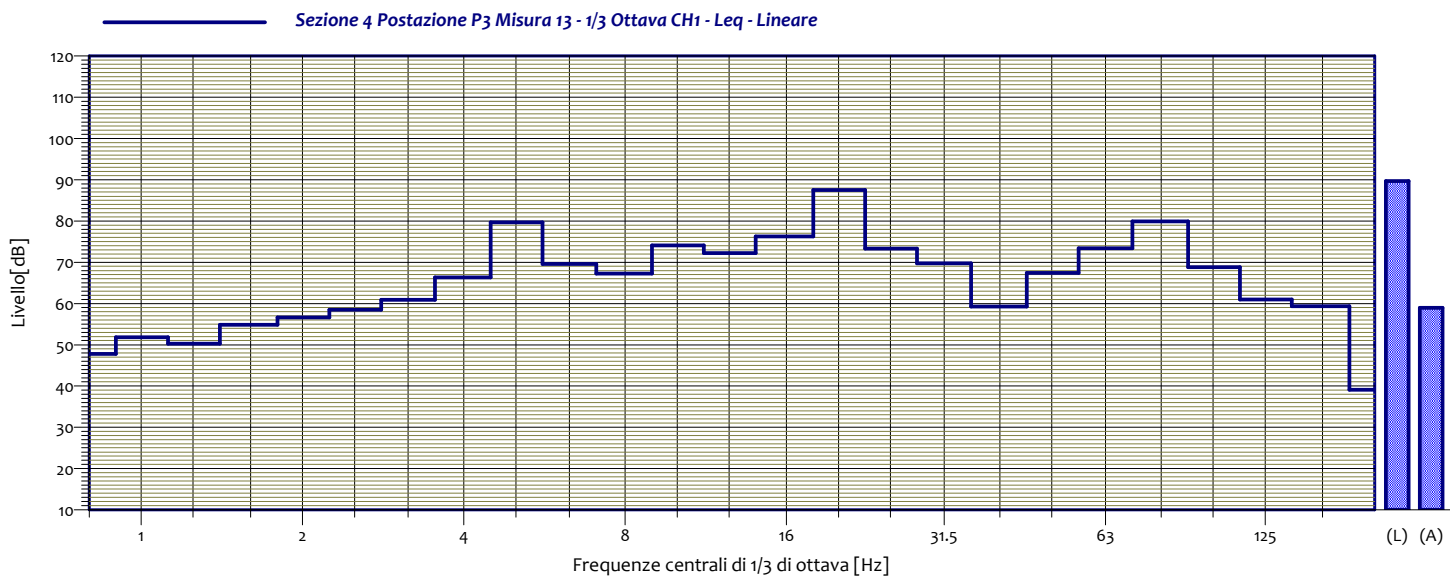
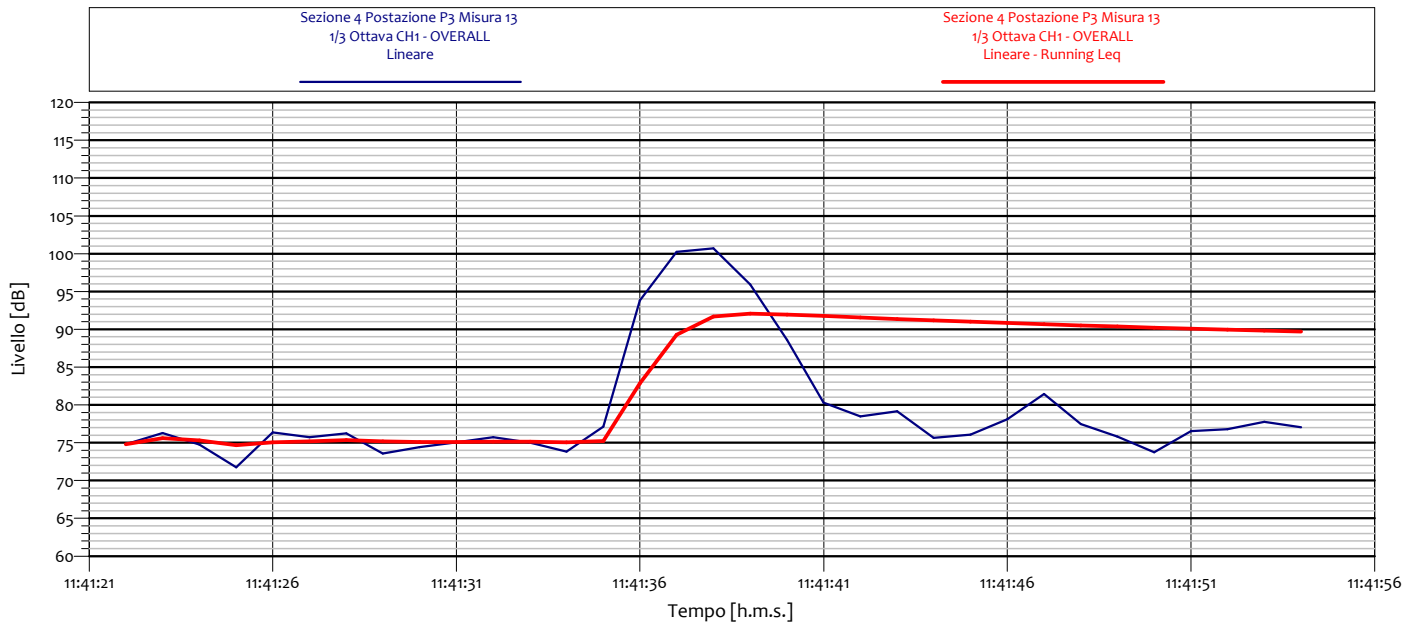


| Sezione 4 Postazione P3 Misura 12 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 56.7 dB | 1 | 55.9 dB | 1.3 | 55.9 dB | 1.6 | 59.0 dB |
| 2 | 59.1 dB | 2.5 | 61.8 dB | 3.2 | 71.2 dB | 4 | 65.4 dB |
| 5 | 66.3 dB | 6.3 | 72.9 dB | 8 | 72.0 dB | 10 | 71.1 dB |
| 12.5 | 76.0 dB | 16 | 79.3 dB | 20 | 86.5 dB | 25 | 76.6 dB |
| 31.5 | 71.6 dB | 40 | 61.5 dB | 50 | 73.8 dB | 63 | 76.4 dB |
| 80 | 81.9 dB | 100 | 73.1 dB | 125 | 63.6 dB | 160 | 56.0 dB |
| 200 | 41.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

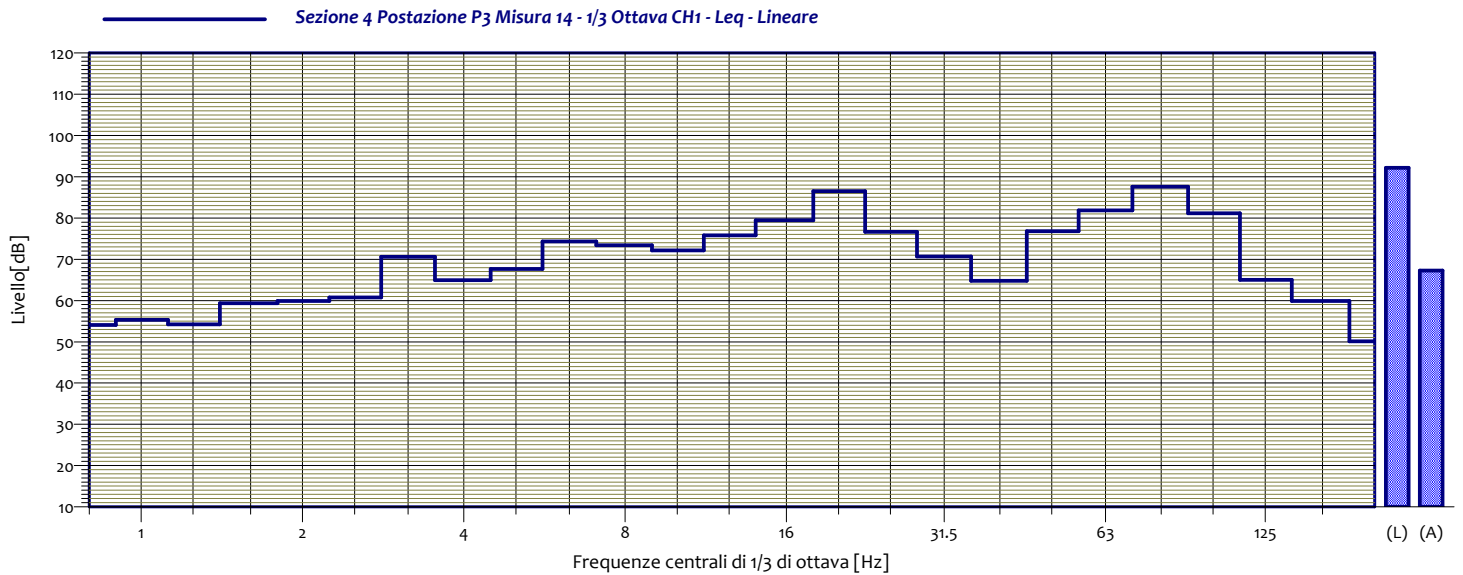
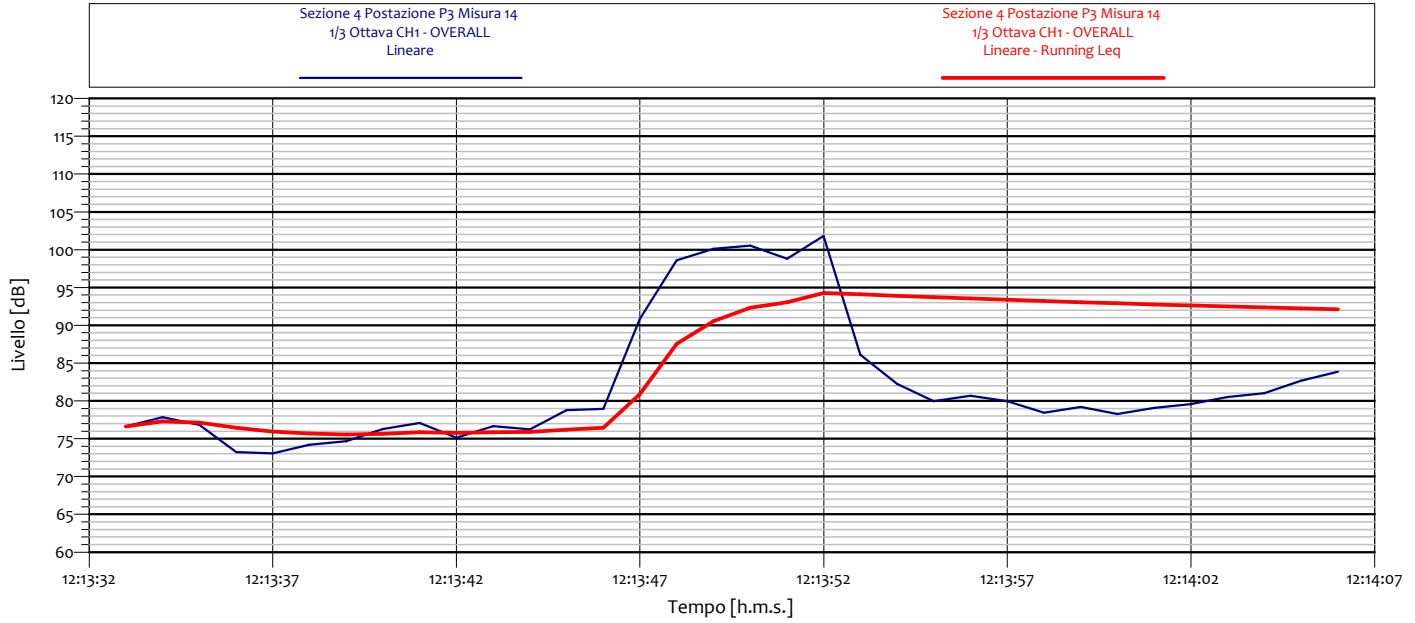


| Sezione 4 Postazione P3 Misura 13 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 47.8 dB | 1 | 51.8 dB | 1.3 | 50.3 dB | 1.6 | 54.8 dB |
| 2 | 56.6 dB | 2.5 | 58.5 dB | 3.2 | 60.9 dB | 4 | 66.3 dB |
| 5 | 79.7 dB | 6.3 | 69.5 dB | 8 | 67.3 dB | 10 | 74.1 dB |
| 12.5 | 72.3 dB | 16 | 76.2 dB | 20 | 87.5 dB | 25 | 73.3 dB |
| 31.5 | 69.7 dB | 40 | 59.3 dB | 50 | 67.4 dB | 63 | 73.4 dB |
| 80 | 80.0 dB | 100 | 68.8 dB | 125 | 61.0 dB | 160 | 59.3 dB |
| 200 | 39.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

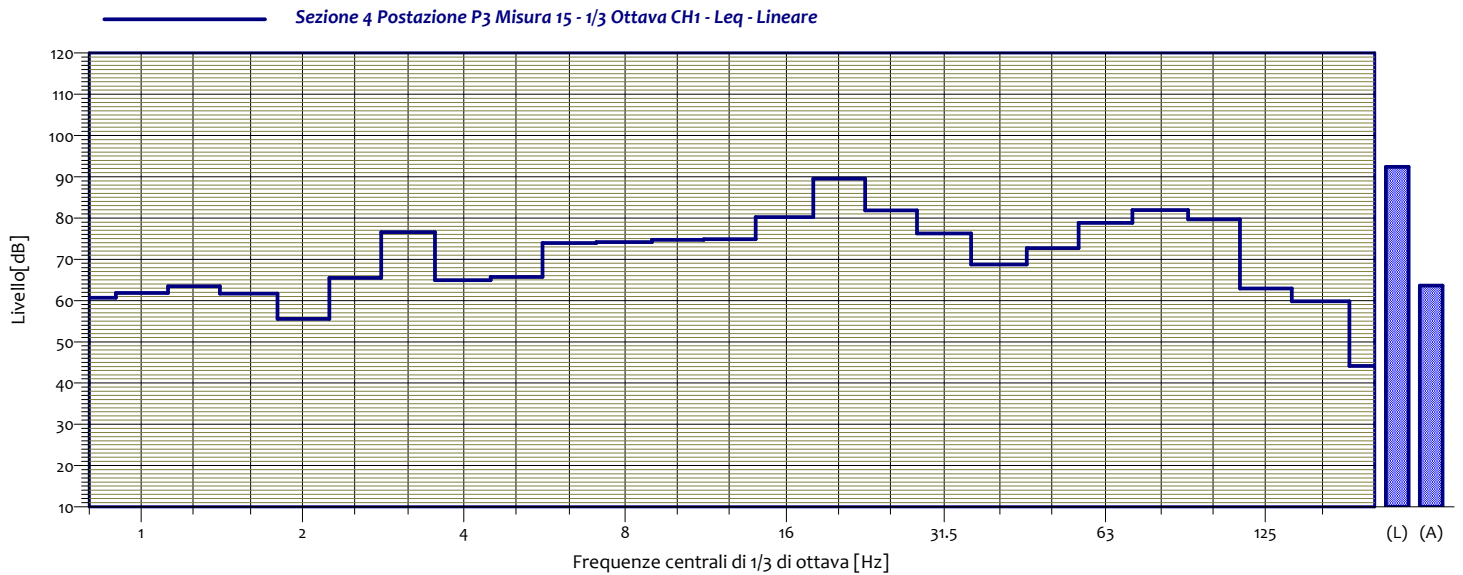
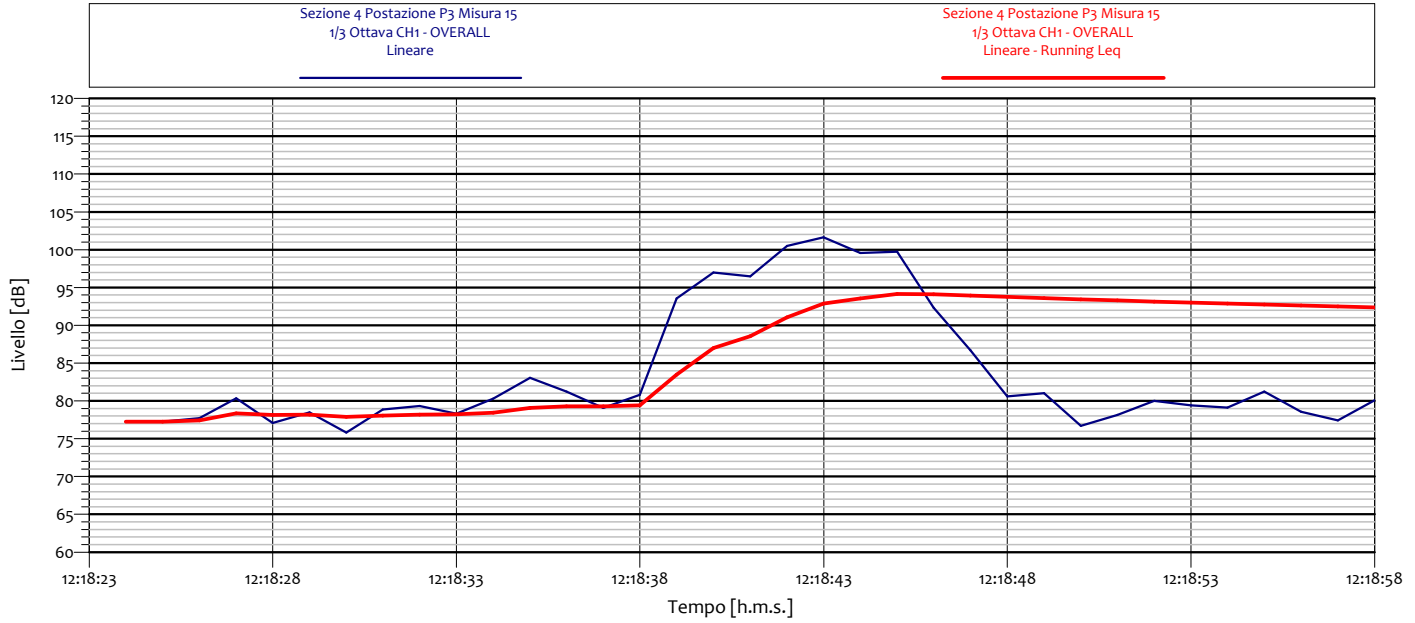


| Sezione 4 Postazione P3 Misura 14 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 54.0 dB | 1 | 55.3 dB | 1.3 | 54.2 dB | 1.6 | 59.4 dB |
| 2 | 59.9 dB | 2.5 | 60.8 dB | 3.2 | 70.6 dB | 4 | 64.9 dB |
| 5 | 67.7 dB | 6.3 | 74.3 dB | 8 | 73.4 dB | 10 | 72.2 dB |
| 12.5 | 75.8 dB | 16 | 79.4 dB | 20 | 86.5 dB | 25 | 76.7 dB |
| 31.5 | 70.7 dB | 40 | 64.7 dB | 50 | 76.8 dB | 63 | 81.9 dB |
| 80 | 87.6 dB | 100 | 81.2 dB | 125 | 65.0 dB | 160 | 59.9 dB |
| 200 | 50.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



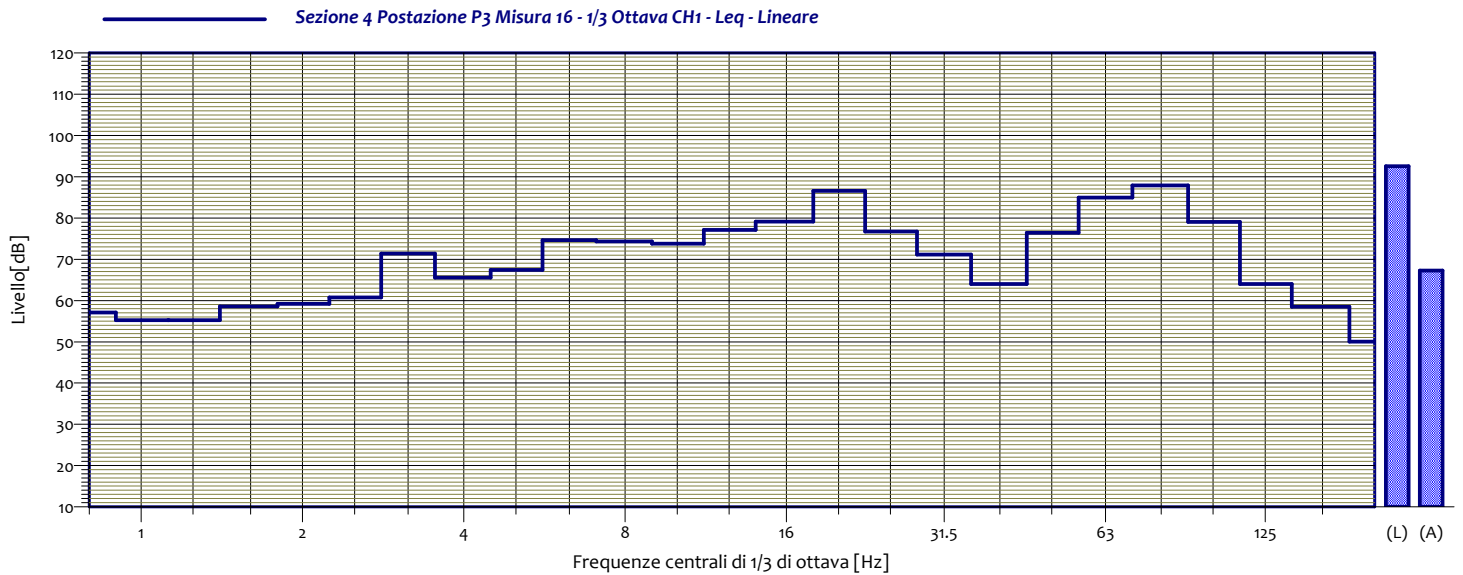
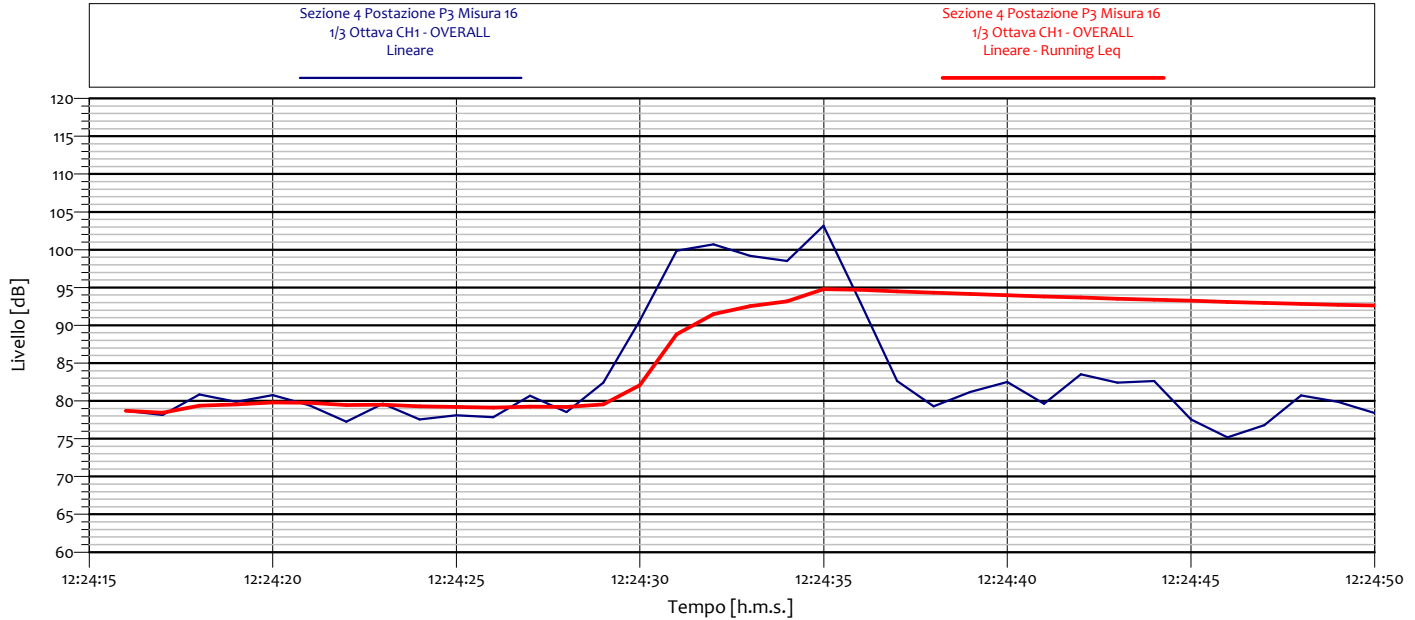
Sezione 4 Postazione P3 Misura 15
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 60.6 dB | 1 | 61.8 dB | 1.3 | 63.4 dB | 1.6 | 61.7 dB |
| 2 | 55.6 dB | 2.5 | 65.5 dB | 3.2 | 76.6 dB | 4 | 64.9 dB |
| 5 | 65.7 dB | 6.3 | 74.0 dB | 8 | 74.2 dB | 10 | 74.7 dB |
| 12.5 | 74.9 dB | 16 | 80.2 dB | 20 | 89.5 dB | 25 | 81.8 dB |
| 31.5 | 76.3 dB | 40 | 68.7 dB | 50 | 72.7 dB | 63 | 78.9 dB |
| 80 | 81.9 dB | 100 | 79.7 dB | 125 | 62.9 dB | 160 | 59.8 dB |
| 200 | 44.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

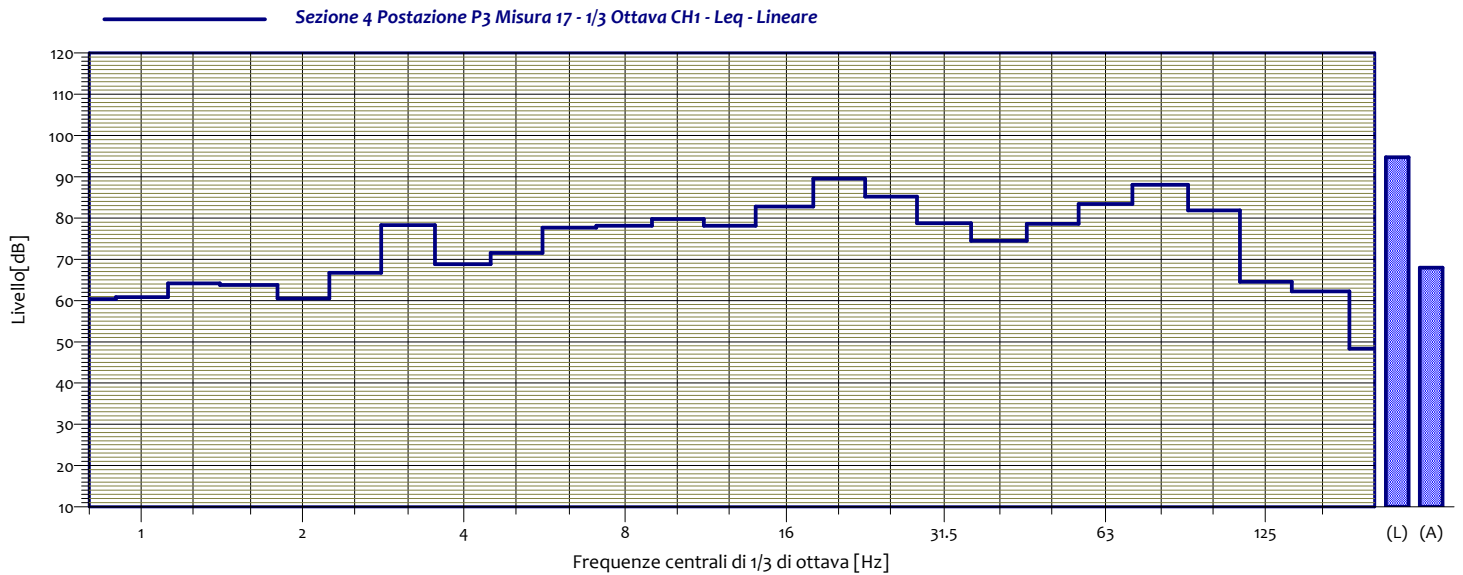
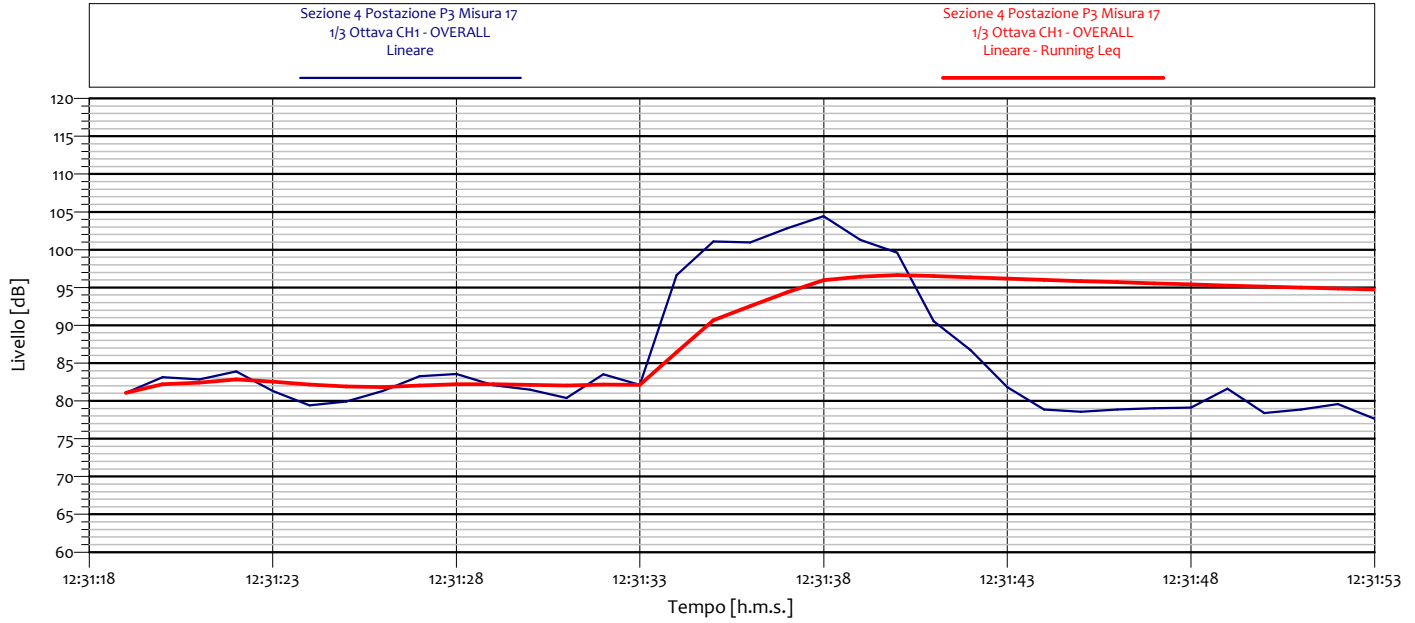


| Sezione 4 Postazione P3 Misura 16 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.1 dB | 1 | 55.2 dB | 1.3 | 55.3 dB | 1.6 | 58.6 dB |
| 2 | 59.1 dB | 2.5 | 60.7 dB | 3.2 | 71.4 dB | 4 | 65.6 dB |
| 5 | 67.5 dB | 6.3 | 74.6 dB | 8 | 74.3 dB | 10 | 73.8 dB |
| 12.5 | 77.1 dB | 16 | 79.1 dB | 20 | 86.6 dB | 25 | 76.7 dB |
| 31.5 | 71.2 dB | 40 | 64.0 dB | 50 | 76.4 dB | 63 | 84.9 dB |
| 80 | 87.9 dB | 100 | 79.0 dB | 125 | 64.0 dB | 160 | 58.5 dB |
| 200 | 50.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



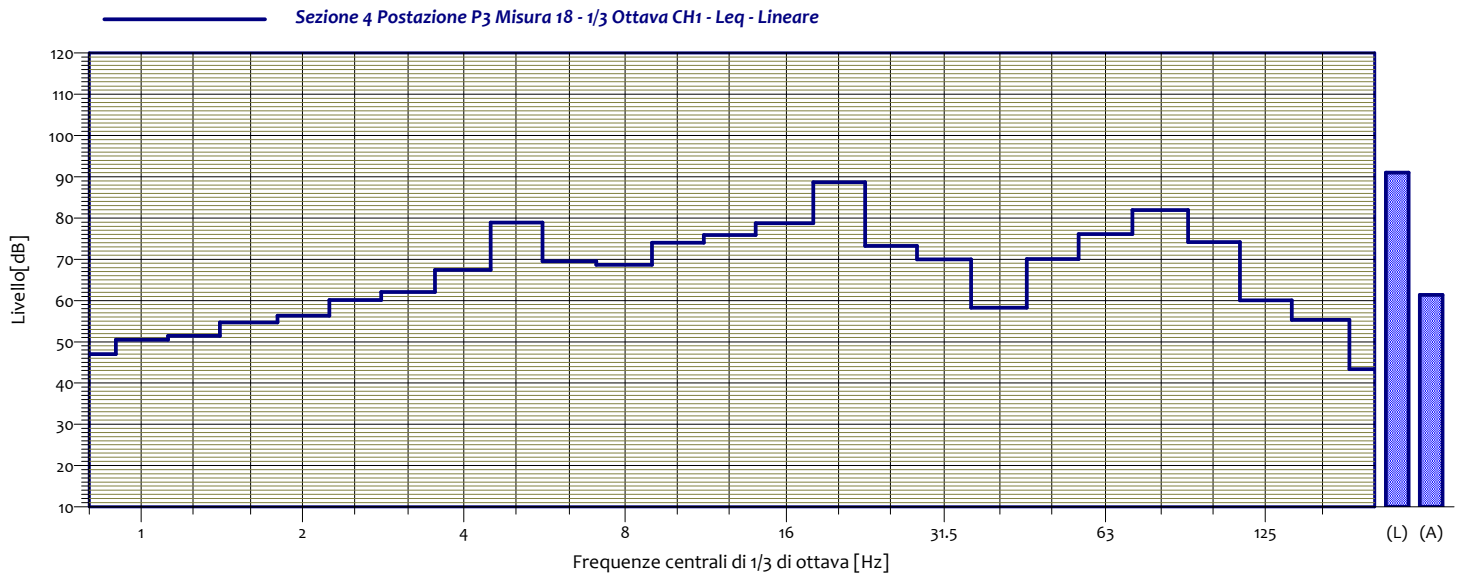
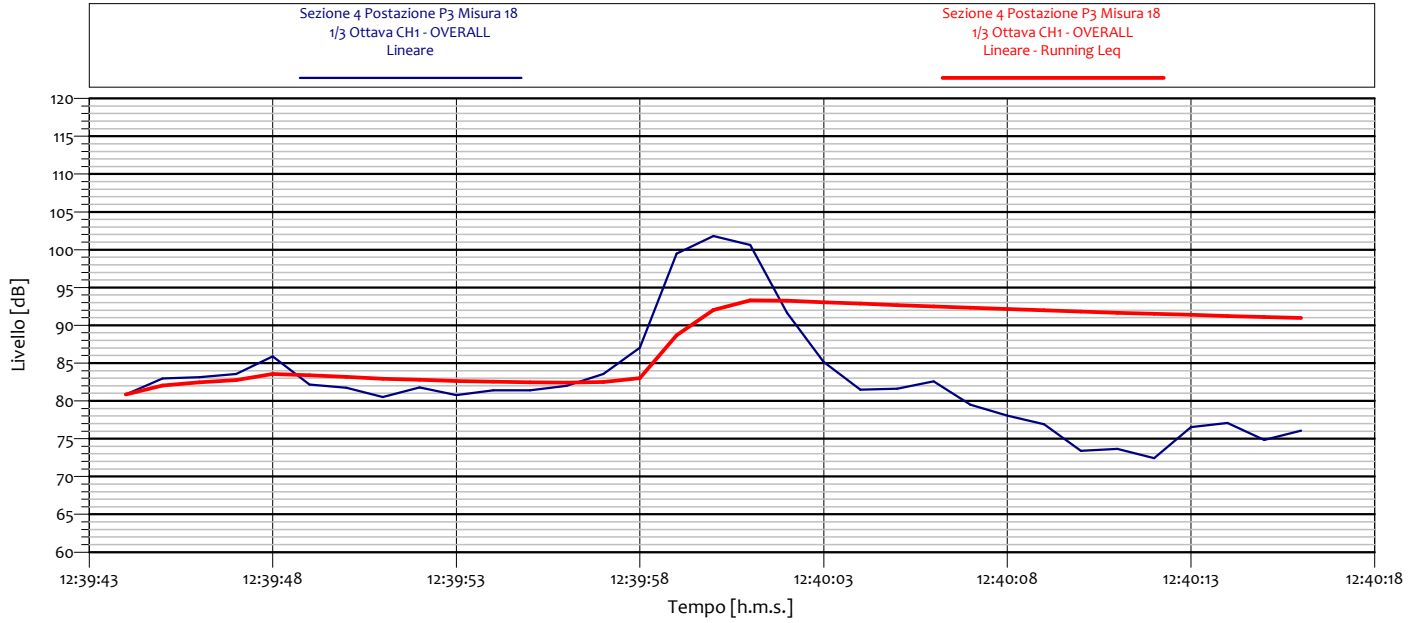
Sezione 4 Postazione P3 Misura 17
1/3 Ottava CH1 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 60.3 dB | 1 | 60.8 dB | 1.3 | 64.1 dB | 1.6 | 63.8 dB |
| 2 | 60.5 dB | 2.5 | 66.7 dB | 3.2 | 78.3 dB | 4 | 68.8 dB |
| 5 | 71.5 dB | 6.3 | 77.6 dB | 8 | 78.1 dB | 10 | 79.8 dB |
| 12.5 | 78.1 dB | 16 | 82.8 dB | 20 | 89.5 dB | 25 | 85.2 dB |
| 31.5 | 78.7 dB | 40 | 74.5 dB | 50 | 78.6 dB | 63 | 83.4 dB |
| 80 | 88.0 dB | 100 | 81.9 dB | 125 | 64.5 dB | 160 | 62.2 dB |
| 200 | 48.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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| Sezione 4 Postazione P3 Misura 18 1/3 Ottava CH1 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 47.0 dB | 1 | 50.5 dB | 1.3 | 51.4 dB | 1.6 | 54.7 dB |
| 2 | 56.3 dB | 2.5 | 60.1 dB | 3.2 | 62.1 dB | 4 | 67.4 dB |
| 5 | 78.9 dB | 6.3 | 69.5 dB | 8 | 68.6 dB | 10 | 74.0 dB |
| 12.5 | 75.9 dB | 16 | 78.8 dB | 20 | 88.7 dB | 25 | 73.2 dB |
| 31.5 | 70.0 dB | 40 | 58.3 dB | 50 | 70.0 dB | 63 | 76.1 dB |
| 80 | 82.0 dB | 100 | 74.2 dB | 125 | 60.0 dB | 160 | 55.3 dB |
| 200 | 43.4 dB | | | | | | |

POSTAZIONE DI MISURA P3

SEZIONE 03 - GALLERIA

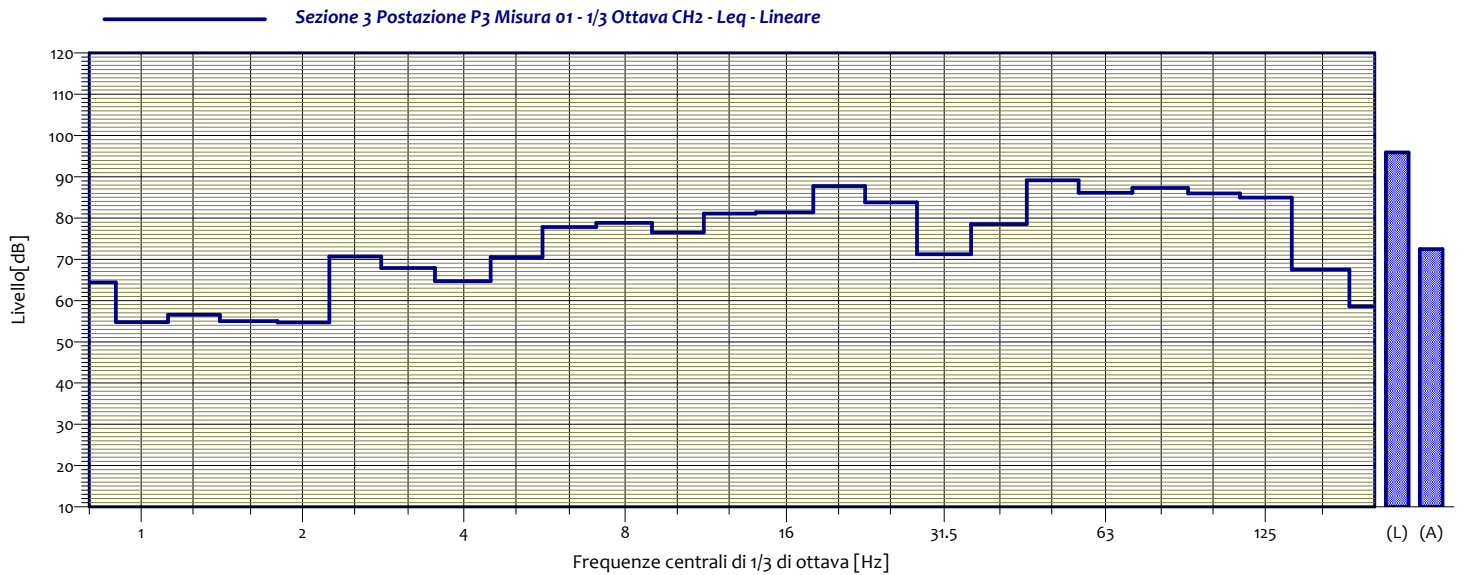
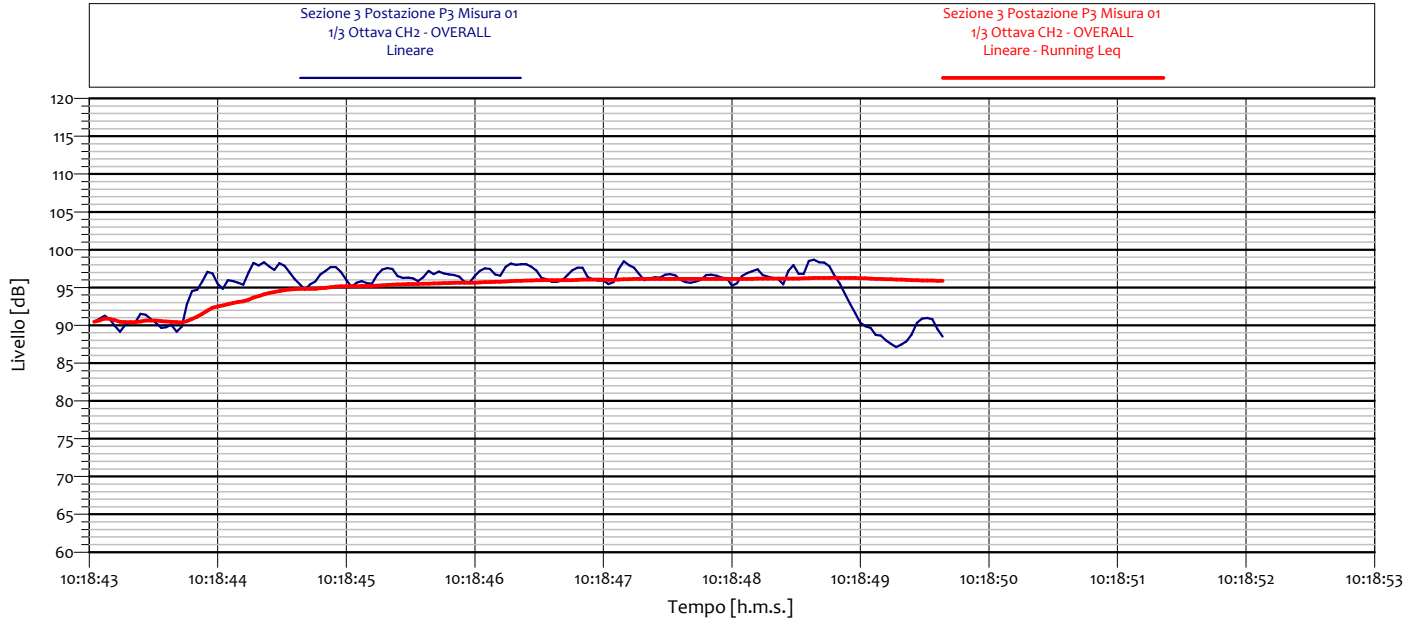
ASSE DI VALUTAZIONE Y (perpendicolare al tracciato)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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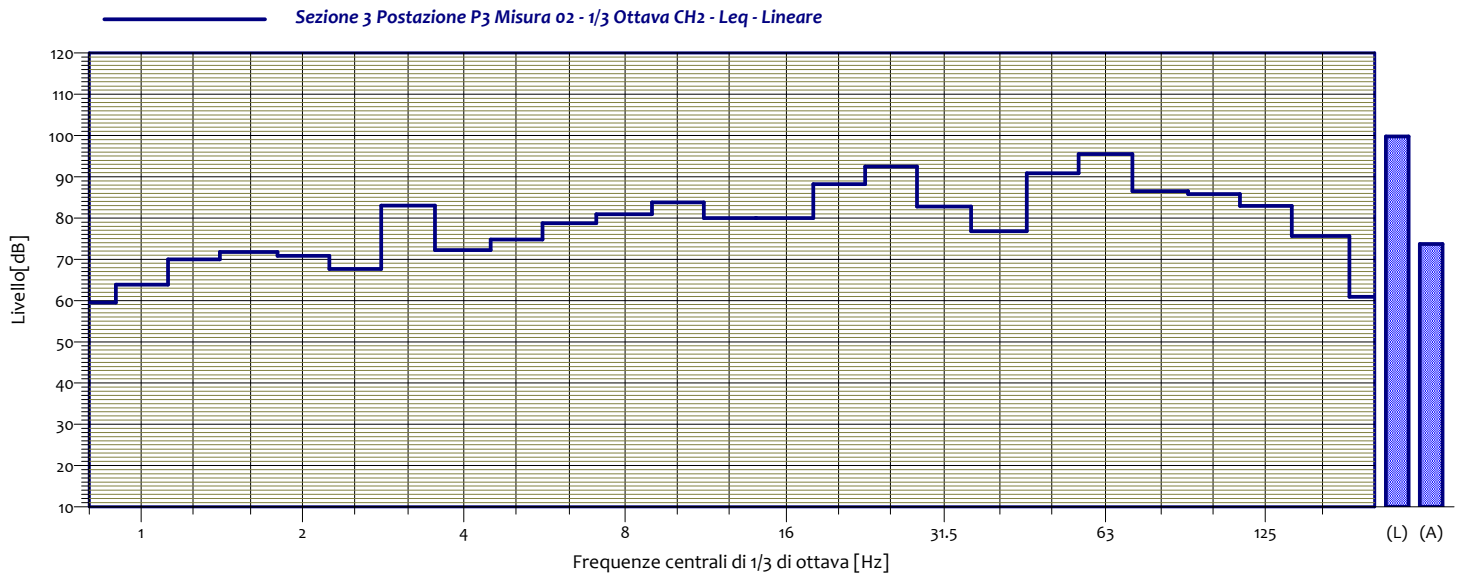
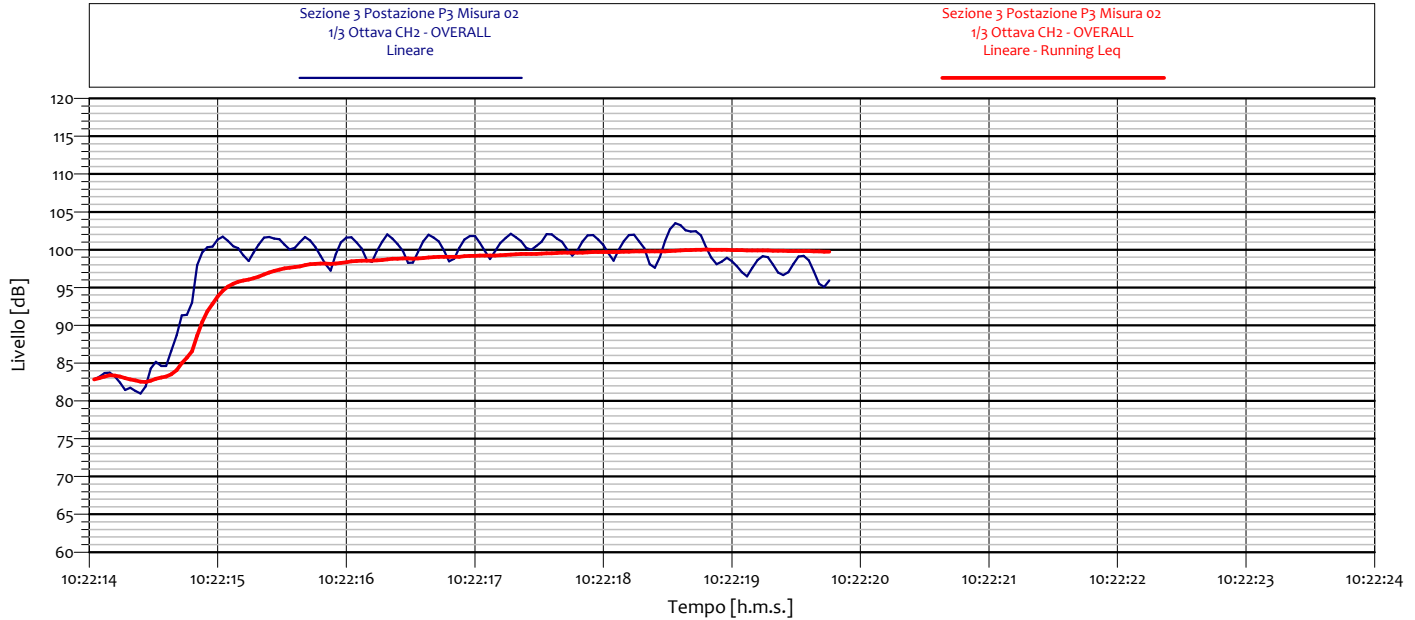


| Sezione 3 Postazione P3 Misura 01 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 64.4 dB | 1 | 54.8 dB | 1.3 | 56.5 dB | 1.6 | 55.0 dB |
| 2 | 54.7 dB | 2.5 | 70.7 dB | 3.2 | 67.8 dB | 4 | 64.7 dB |
| 5 | 70.5 dB | 6.3 | 77.8 dB | 8 | 78.9 dB | 10 | 76.5 dB |
| 12.5 | 81.0 dB | 16 | 81.4 dB | 20 | 87.7 dB | 25 | 83.7 dB |
| 31.5 | 71.2 dB | 40 | 78.5 dB | 50 | 89.1 dB | 63 | 86.1 dB |
| 80 | 87.3 dB | 100 | 86.0 dB | 125 | 85.0 dB | 160 | 67.5 dB |
| 200 | 58.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



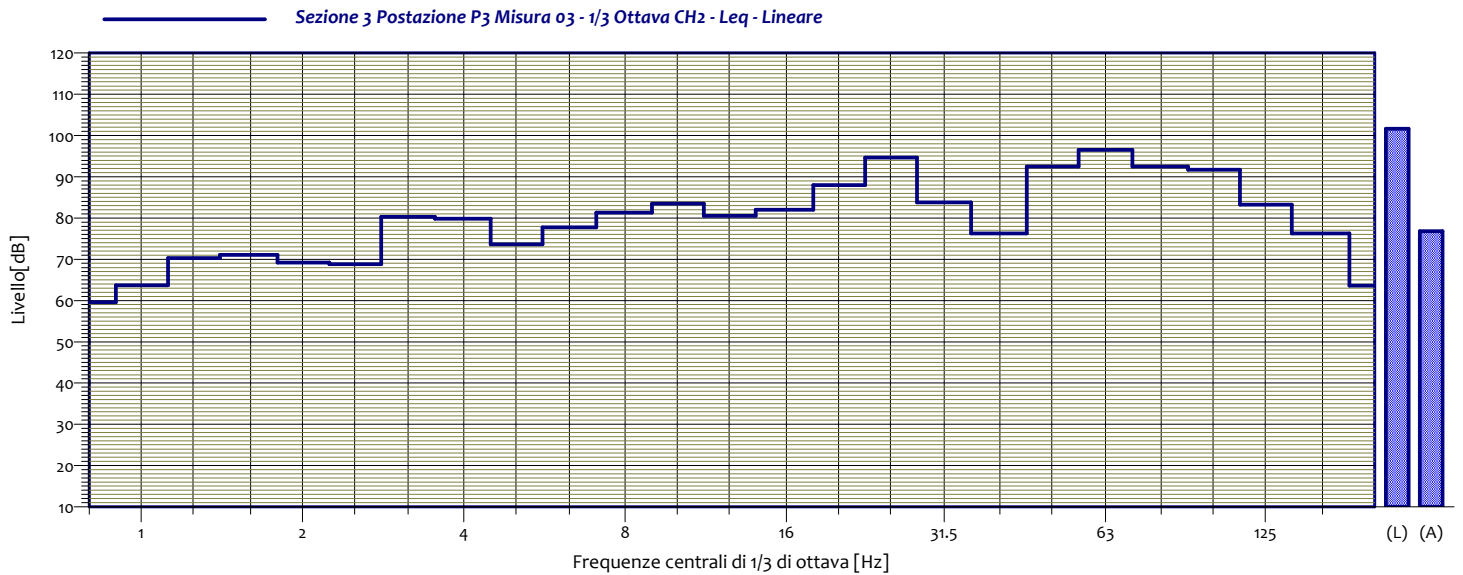
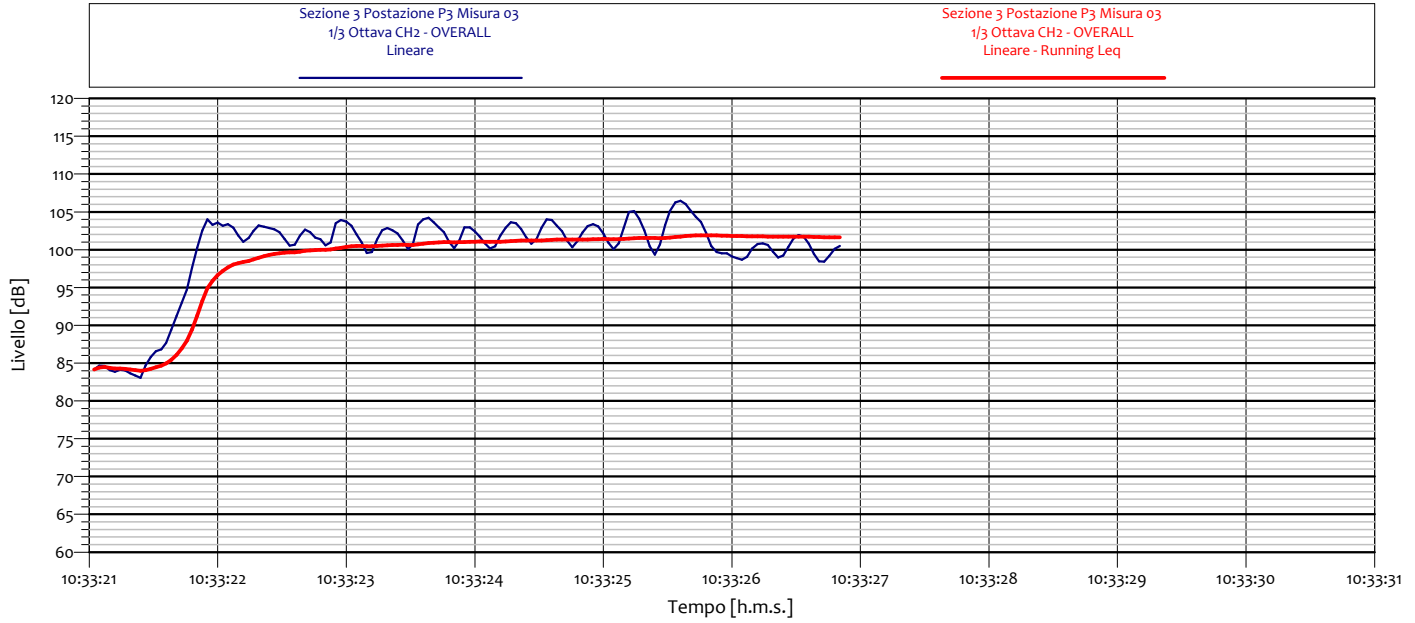
Sezione 3 Postazione P3 Misura 02
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 59.5 dB | 1 | 63.8 dB | 1.3 | 70.0 dB | 1.6 | 71.7 dB |
| 2 | 70.8 dB | 2.5 | 67.6 dB | 3.2 | 83.0 dB | 4 | 72.2 dB |
| 5 | 74.8 dB | 6.3 | 78.7 dB | 8 | 80.9 dB | 10 | 83.8 dB |
| 12.5 | 80.0 dB | 16 | 80.0 dB | 20 | 88.2 dB | 25 | 92.4 dB |
| 31.5 | 82.8 dB | 40 | 76.8 dB | 50 | 90.8 dB | 63 | 95.5 dB |
| 80 | 86.5 dB | 100 | 85.8 dB | 125 | 83.0 dB | 160 | 75.6 dB |
| 200 | 60.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



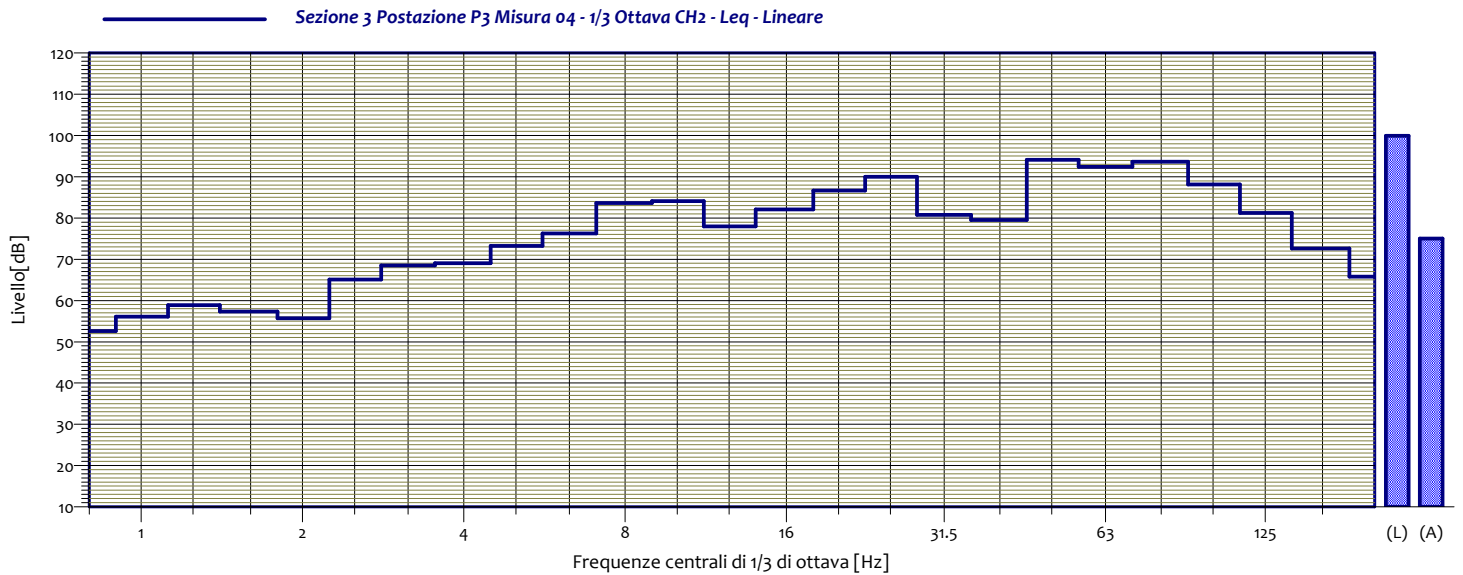
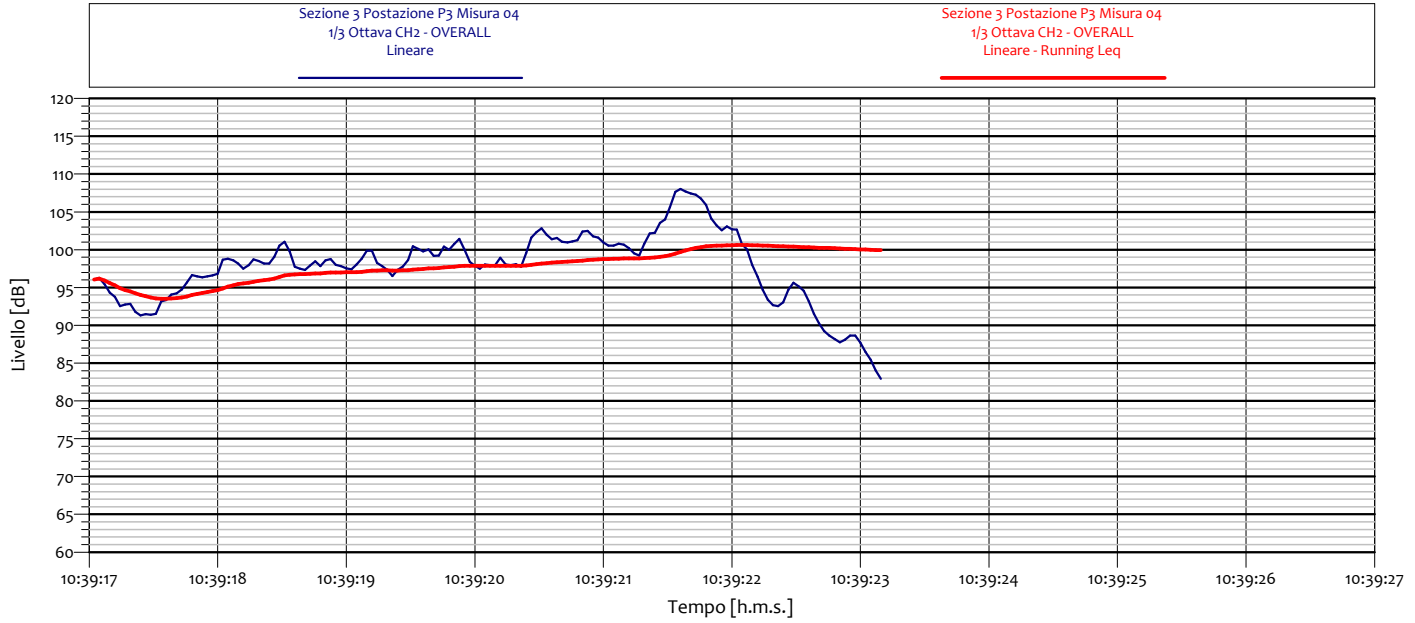
Sezione 3 Postazione P3 Misura 03
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 59.6 dB | 1 | 63.7 dB | 1.3 | 70.2 dB | 1.6 | 71.1 dB |
| 2 | 69.2 dB | 2.5 | 68.8 dB | 3.2 | 80.3 dB | 4 | 79.9 dB |
| 5 | 73.6 dB | 6.3 | 77.7 dB | 8 | 81.3 dB | 10 | 83.5 dB |
| 12.5 | 80.5 dB | 16 | 82.0 dB | 20 | 88.0 dB | 25 | 94.6 dB |
| 31.5 | 83.8 dB | 40 | 76.3 dB | 50 | 92.5 dB | 63 | 96.5 dB |
| 80 | 92.5 dB | 100 | 91.7 dB | 125 | 83.2 dB | 160 | 76.2 dB |
| 200 | 63.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicotto Verona Porta Vescovo - Montebello Vicentino

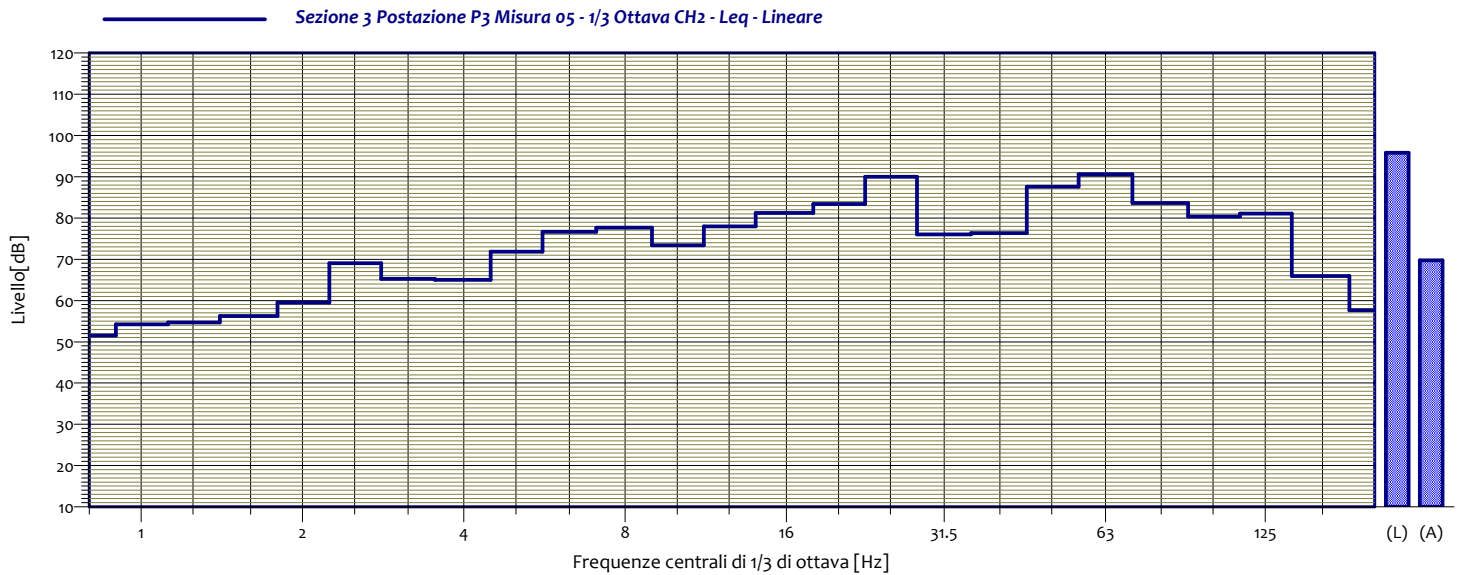
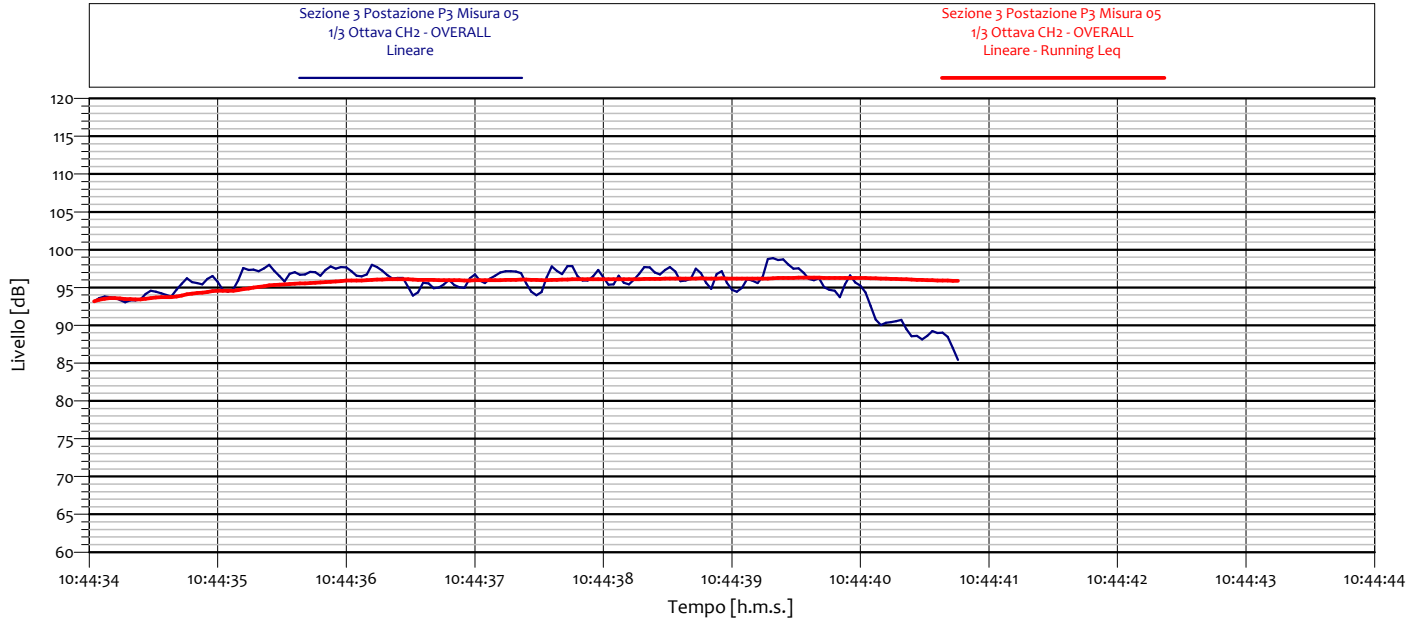


| Sezione 3 Postazione P3 Misura 04 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 52.6 dB | 1 | 56.1 dB | 1.3 | 58.9 dB | 1.6 | 57.4 dB |
| 2 | 55.7 dB | 2.5 | 65.1 dB | 3.2 | 68.5 dB | 4 | 69.0 dB |
| 5 | 73.2 dB | 6.3 | 76.3 dB | 8 | 83.6 dB | 10 | 84.1 dB |
| 12.5 | 78.0 dB | 16 | 82.1 dB | 20 | 86.7 dB | 25 | 90.0 dB |
| 31.5 | 80.7 dB | 40 | 79.5 dB | 50 | 94.1 dB | 63 | 92.4 dB |
| 80 | 93.6 dB | 100 | 88.1 dB | 125 | 81.3 dB | 160 | 72.6 dB |
| 200 | 65.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

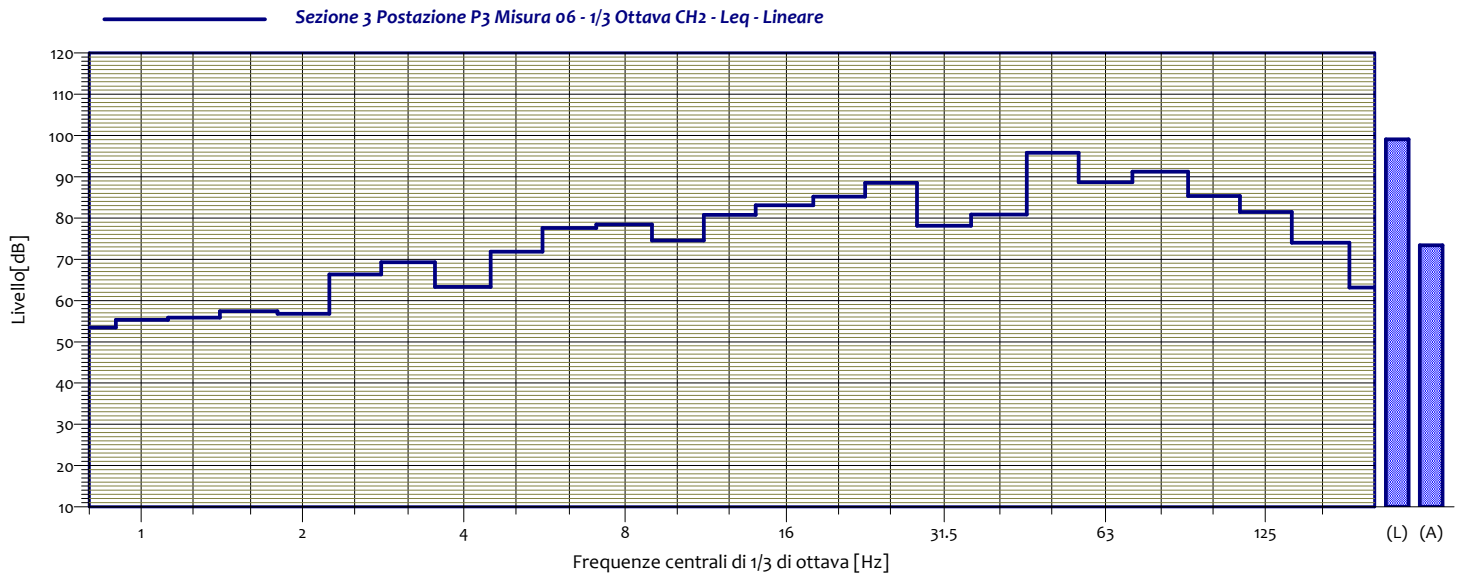
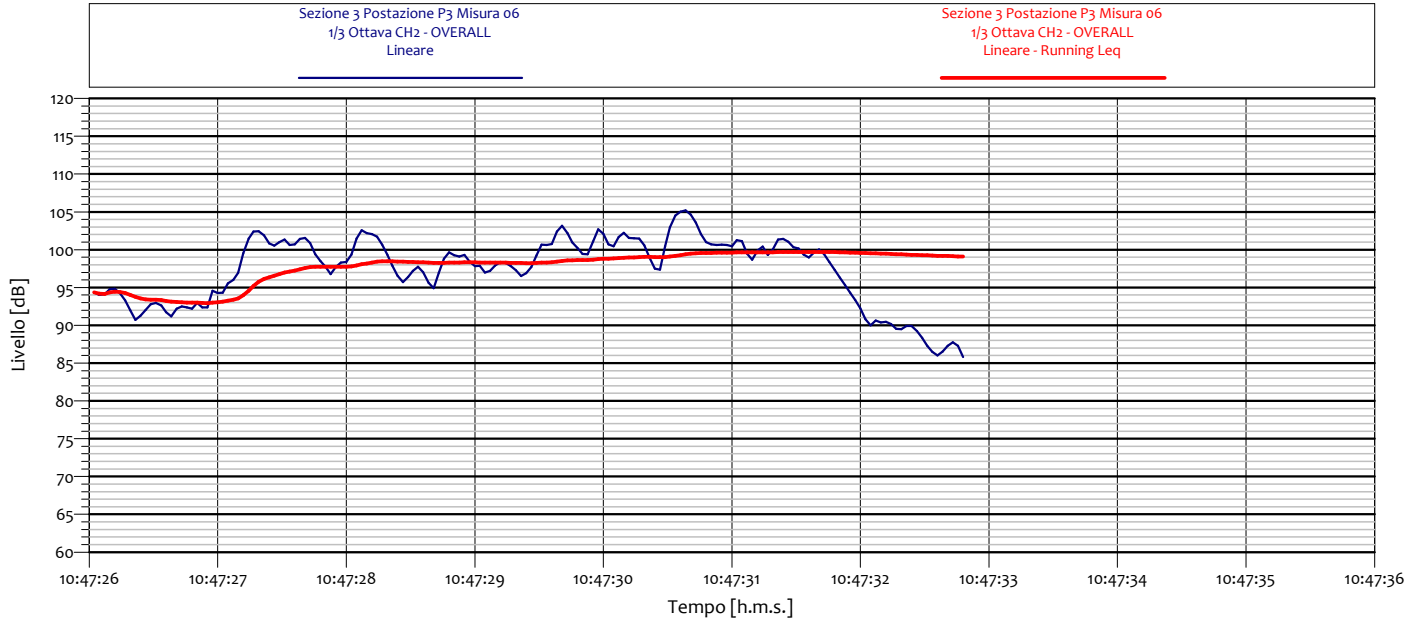


| Sezione 3 Postazione P3 Misura 05 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 51.5 dB | 1 | 54.2 dB | 1.3 | 54.7 dB | 1.6 | 56.2 dB |
| 2 | 59.5 dB | 2.5 | 69.1 dB | 3.2 | 65.2 dB | 4 | 65.0 dB |
| 5 | 71.9 dB | 6.3 | 76.7 dB | 8 | 77.6 dB | 10 | 73.4 dB |
| 12.5 | 78.0 dB | 16 | 81.3 dB | 20 | 83.4 dB | 25 | 90.0 dB |
| 31.5 | 76.0 dB | 40 | 76.4 dB | 50 | 87.6 dB | 63 | 90.6 dB |
| 80 | 83.6 dB | 100 | 80.4 dB | 125 | 81.0 dB | 160 | 66.0 dB |
| 200 | 57.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino



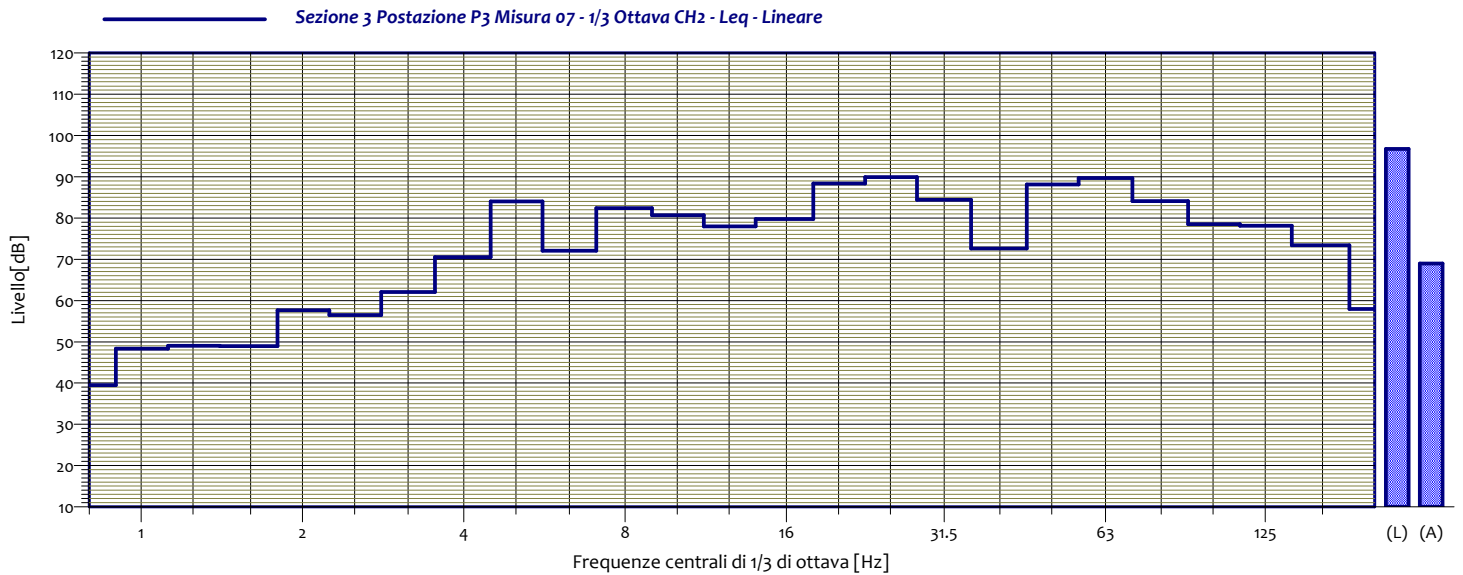
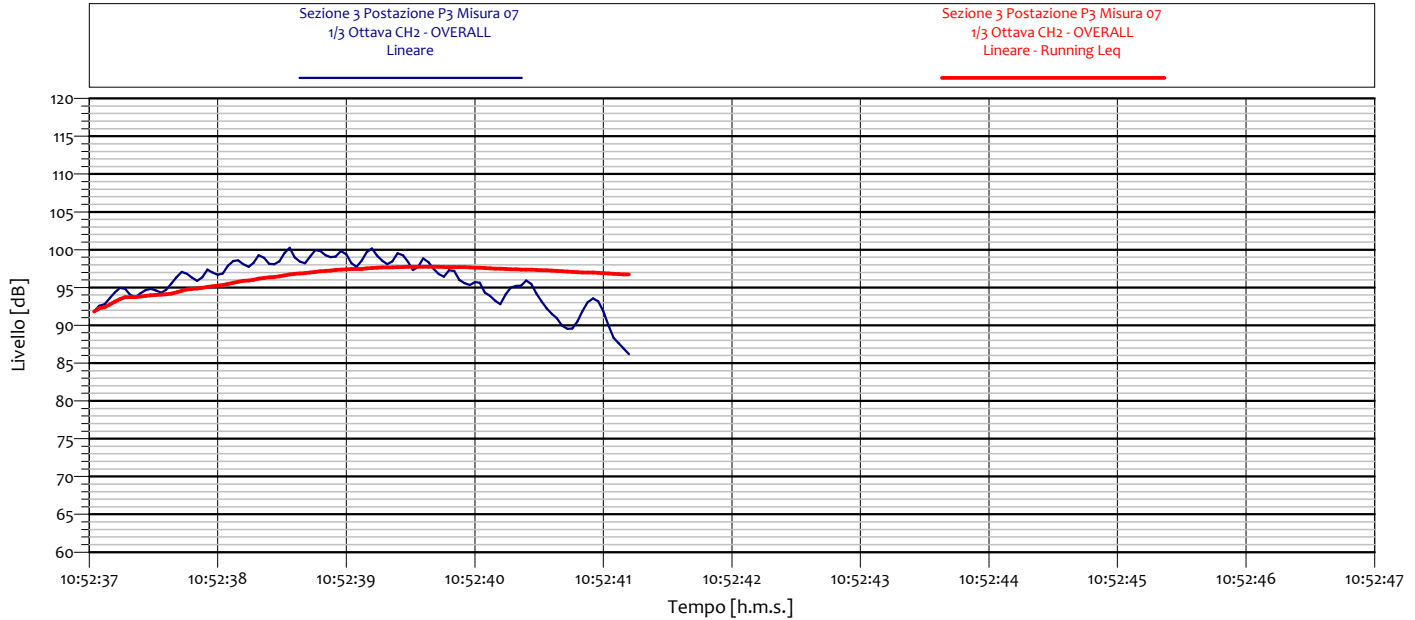
Sezione 3 Postazione P3 Misura o6
1/3 Ottava CH2 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 53.4 dB | 1 | 55.3 dB | 1.3 | 55.8 dB | 1.6 | 57.4 dB |
| 2 | 56.8 dB | 2.5 | 66.3 dB | 3.2 | 69.3 dB | 4 | 63.3 dB |
| 5 | 71.9 dB | 6.3 | 77.6 dB | 8 | 78.4 dB | 10 | 74.6 dB |
| 12.5 | 80.8 dB | 16 | 83.1 dB | 20 | 85.2 dB | 25 | 88.5 dB |
| 31.5 | 78.2 dB | 40 | 80.9 dB | 50 | 95.8 dB | 63 | 88.7 dB |
| 80 | 91.2 dB | 100 | 85.4 dB | 125 | 81.4 dB | 160 | 74.0 dB |
| 200 | 63.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

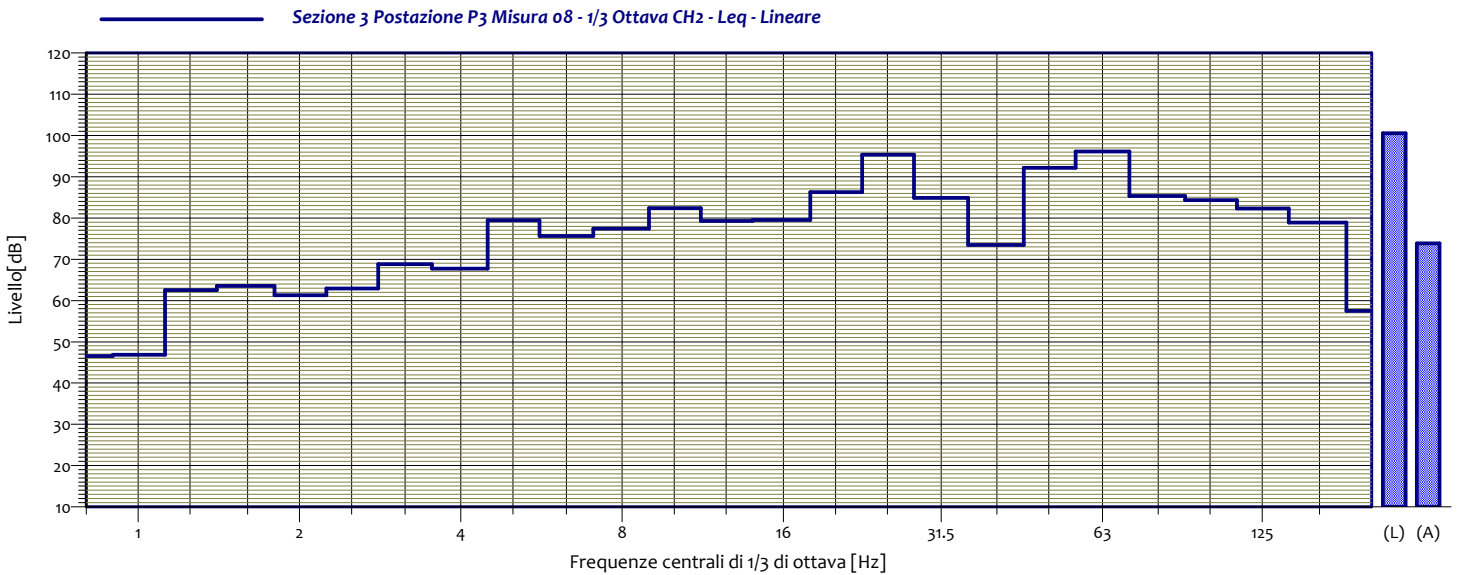
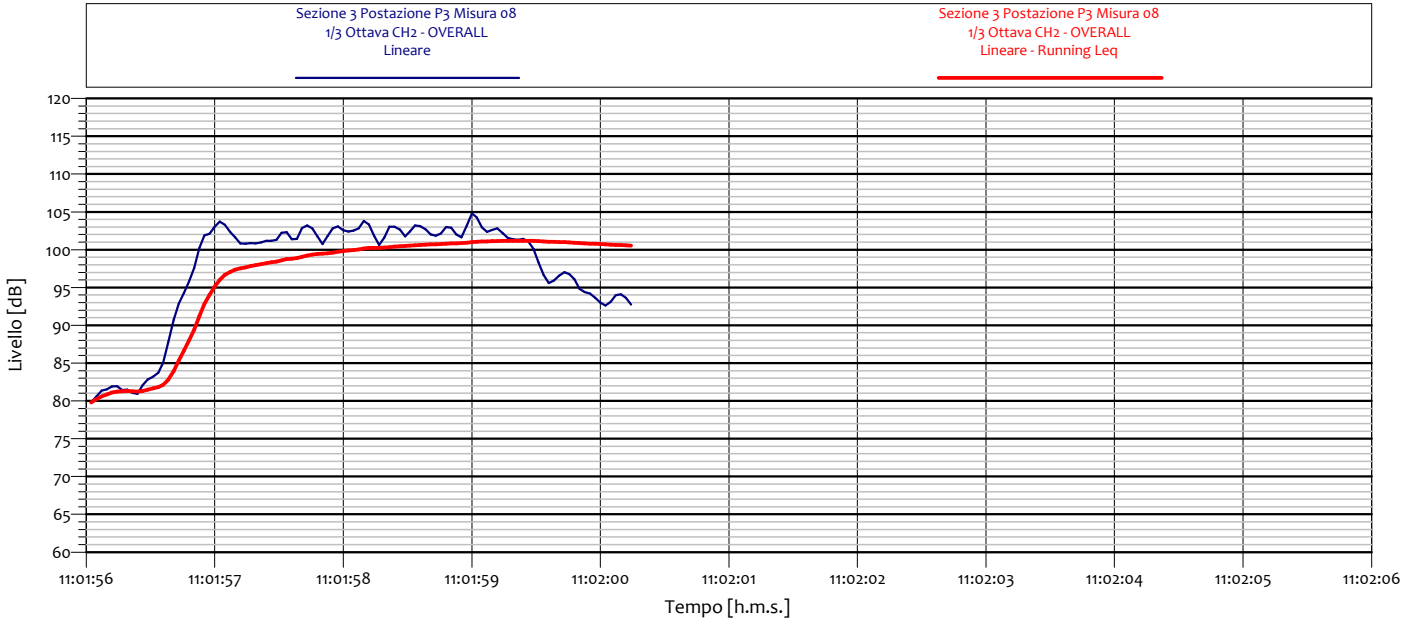


| Sezione 3 Postazione P3 Misura 07 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 39.5 dB | 1 | 48.3 dB | 1.3 | 49.0 dB | 1.6 | 48.9 dB |
| 2 | 57.7 dB | 2.5 | 56.5 dB | 3.2 | 62.1 dB | 4 | 70.5 dB |
| 5 | 84.0 dB | 6.3 | 72.1 dB | 8 | 82.4 dB | 10 | 80.7 dB |
| 12.5 | 78.0 dB | 16 | 79.7 dB | 20 | 88.4 dB | 25 | 90.0 dB |
| 31.5 | 84.4 dB | 40 | 72.6 dB | 50 | 88.2 dB | 63 | 89.7 dB |
| 80 | 84.1 dB | 100 | 78.5 dB | 125 | 78.1 dB | 160 | 73.4 dB |
| 200 | 58.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

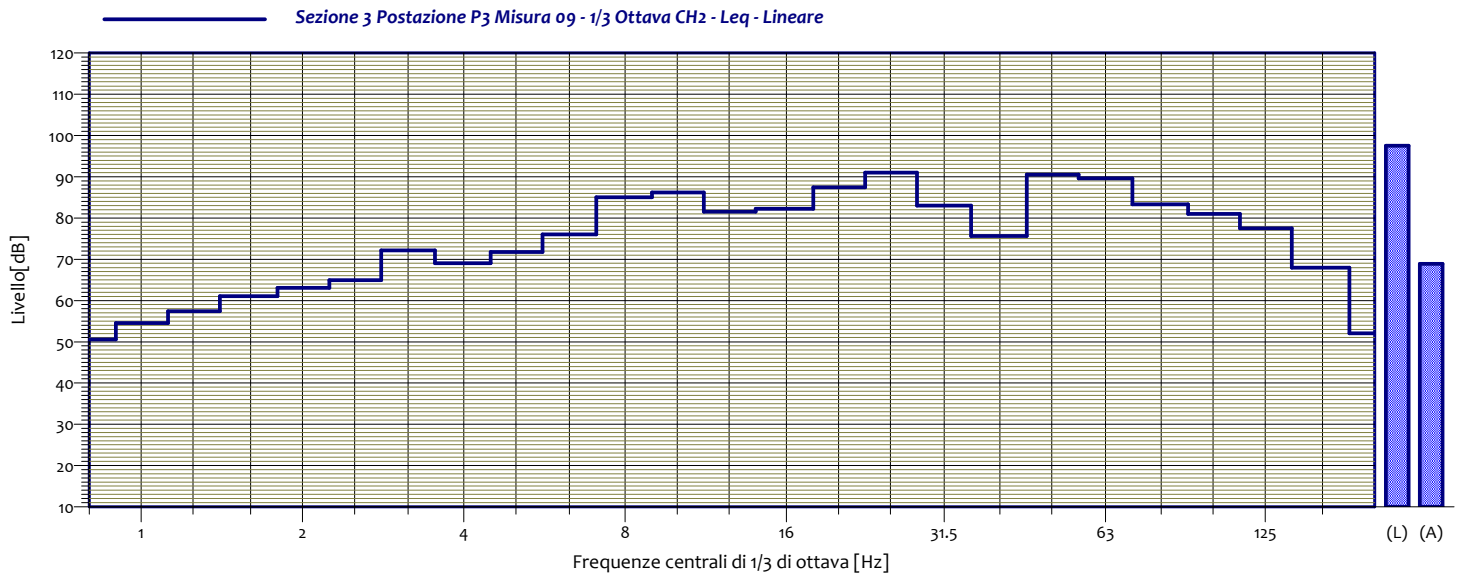
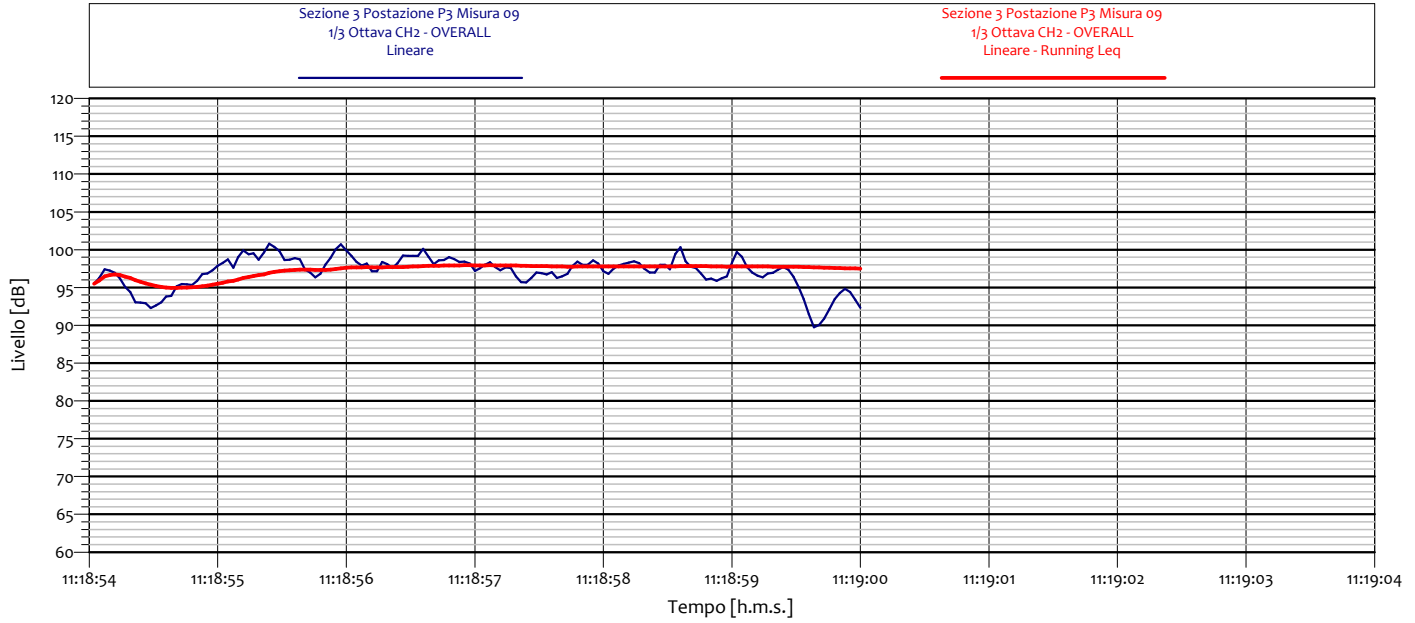


| Sezione 3 Postazione P3 Misura o8 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 46.6 dB | 1 | 46.9 dB | 1.3 | 62.5 dB | 1.6 | 63.5 dB |
| 2 | 61.3 dB | 2.5 | 62.9 dB | 3.2 | 68.8 dB | 4 | 67.7 dB |
| 5 | 79.4 dB | 6.3 | 75.6 dB | 8 | 77.4 dB | 10 | 82.4 dB |
| 12.5 | 79.3 dB | 16 | 79.5 dB | 20 | 86.3 dB | 25 | 95.3 dB |
| 31.5 | 84.9 dB | 40 | 73.4 dB | 50 | 92.2 dB | 63 | 96.1 dB |
| 80 | 85.4 dB | 100 | 84.3 dB | 125 | 82.3 dB | 160 | 78.9 dB |
| 200 | 57.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

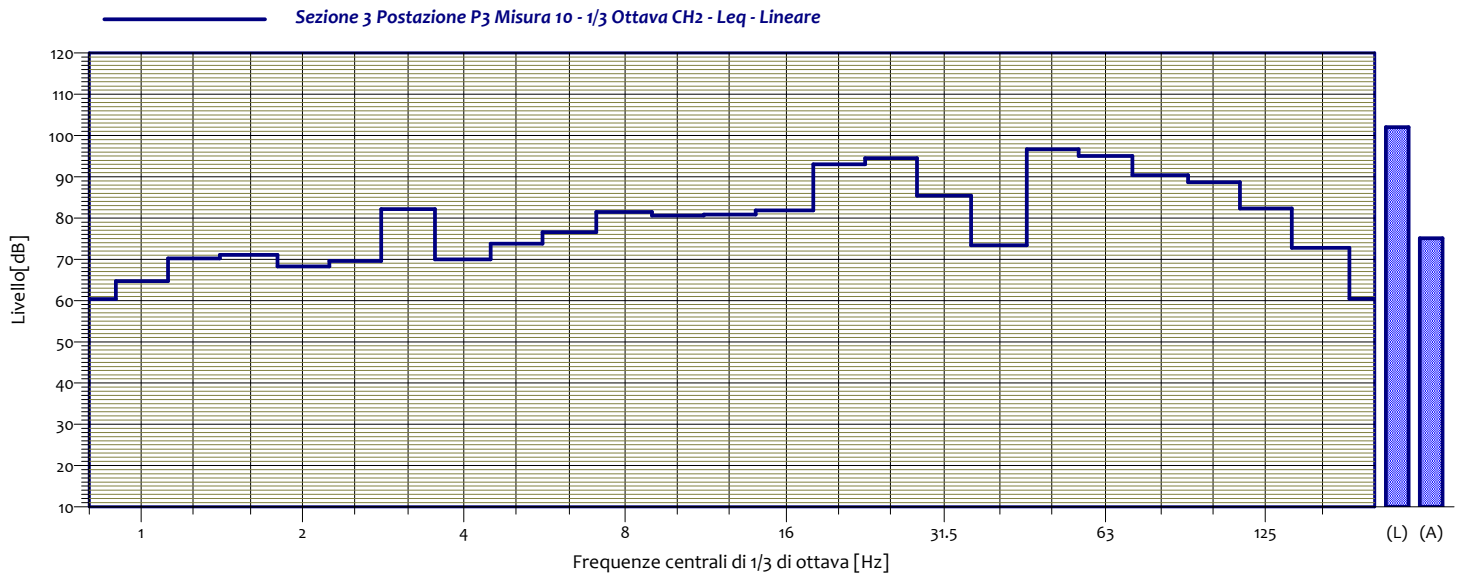
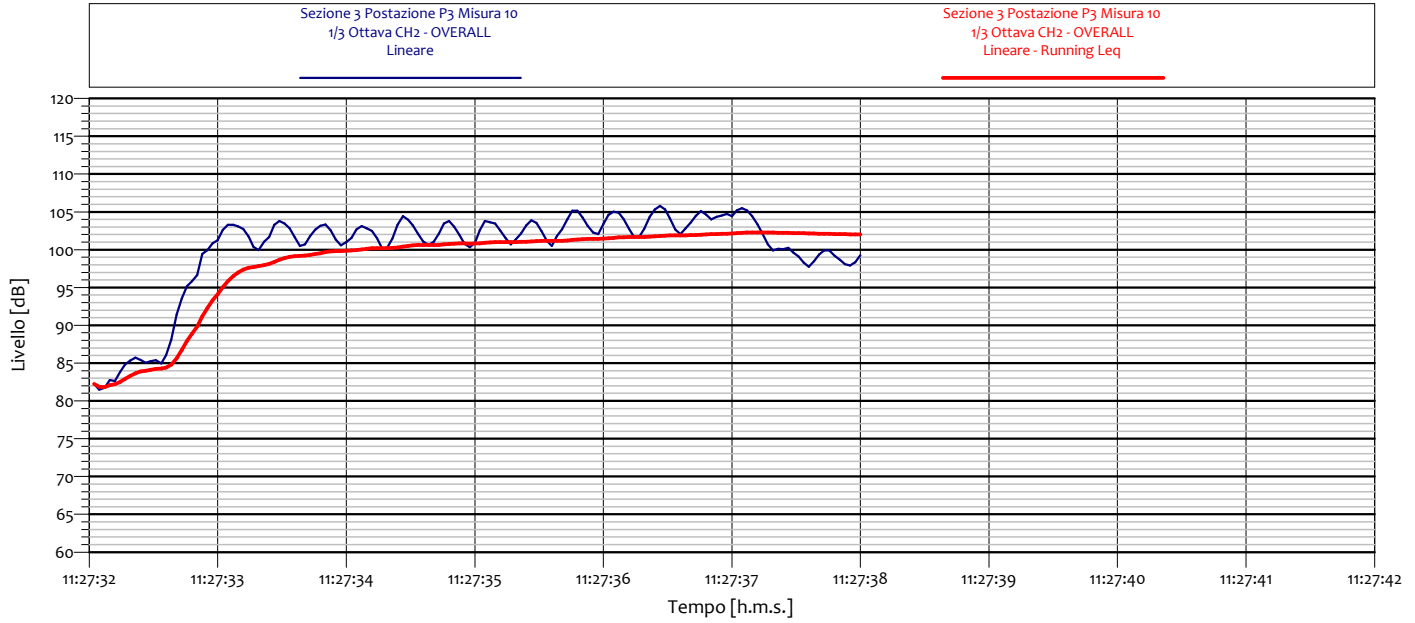


| Sezione 3 Postazione P3 Misura 09 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 50.5 dB | 1 | 54.5 dB | 1.3 | 57.4 dB | 1.6 | 61.1 dB |
| 2 | 63.0 dB | 2.5 | 64.9 dB | 3.2 | 72.1 dB | 4 | 69.0 dB |
| 5 | 71.8 dB | 6.3 | 76.0 dB | 8 | 85.0 dB | 10 | 86.2 dB |
| 12.5 | 81.6 dB | 16 | 82.2 dB | 20 | 87.4 dB | 25 | 91.0 dB |
| 31.5 | 83.0 dB | 40 | 75.6 dB | 50 | 90.6 dB | 63 | 89.6 dB |
| 80 | 83.4 dB | 100 | 81.0 dB | 125 | 77.5 dB | 160 | 67.9 dB |
| 200 | 52.0 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

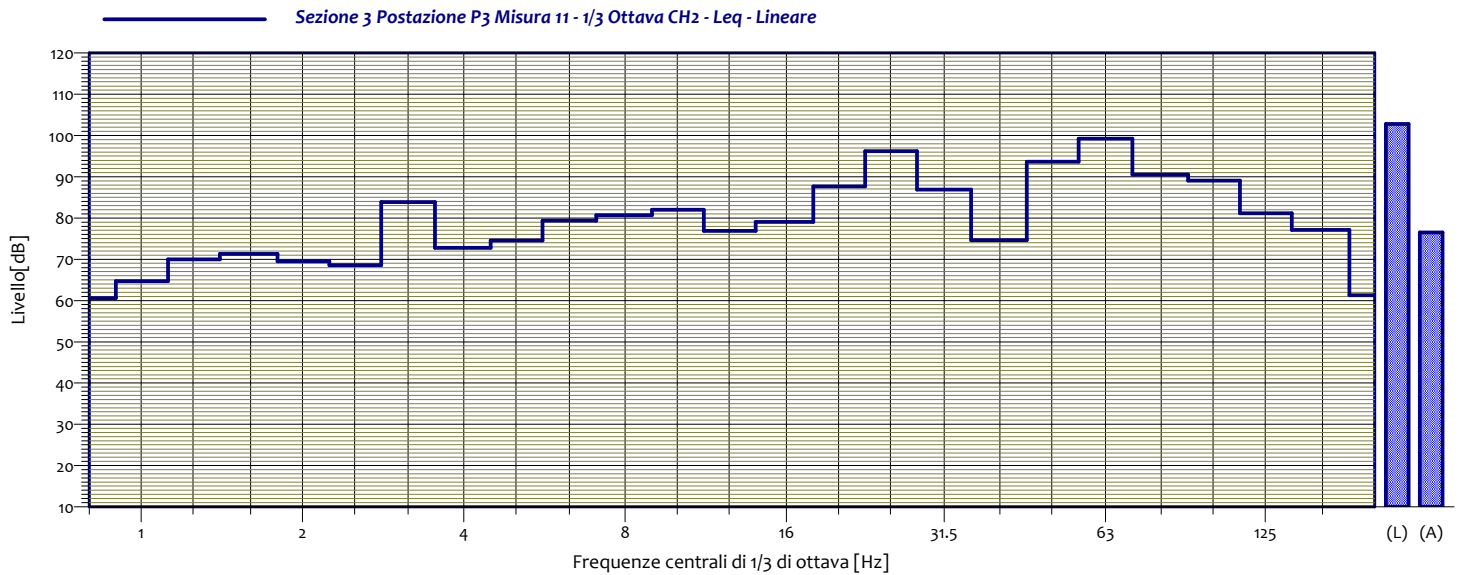
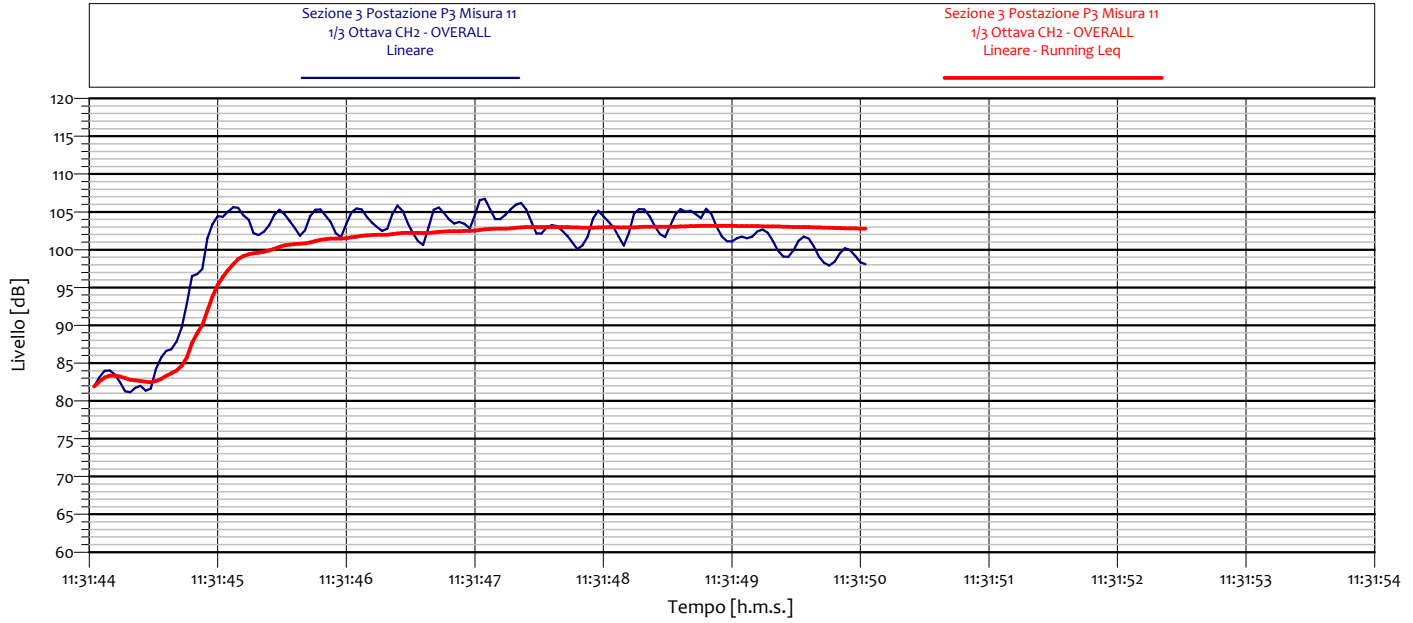


| Sezione 3 Postazione P3 Misura 10 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 60.4 dB | 1 | 64.7 dB | 1.3 | 70.2 dB | 1.6 | 71.0 dB |
| 2 | 68.3 dB | 2.5 | 69.6 dB | 3.2 | 82.2 dB | 4 | 70.0 dB |
| 5 | 73.7 dB | 6.3 | 76.6 dB | 8 | 81.5 dB | 10 | 80.6 dB |
| 12.5 | 80.8 dB | 16 | 81.9 dB | 20 | 93.0 dB | 25 | 94.5 dB |
| 31.5 | 85.4 dB | 40 | 73.4 dB | 50 | 96.7 dB | 63 | 95.0 dB |
| 80 | 90.4 dB | 100 | 88.7 dB | 125 | 82.3 dB | 160 | 72.7 dB |
| 200 | 60.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

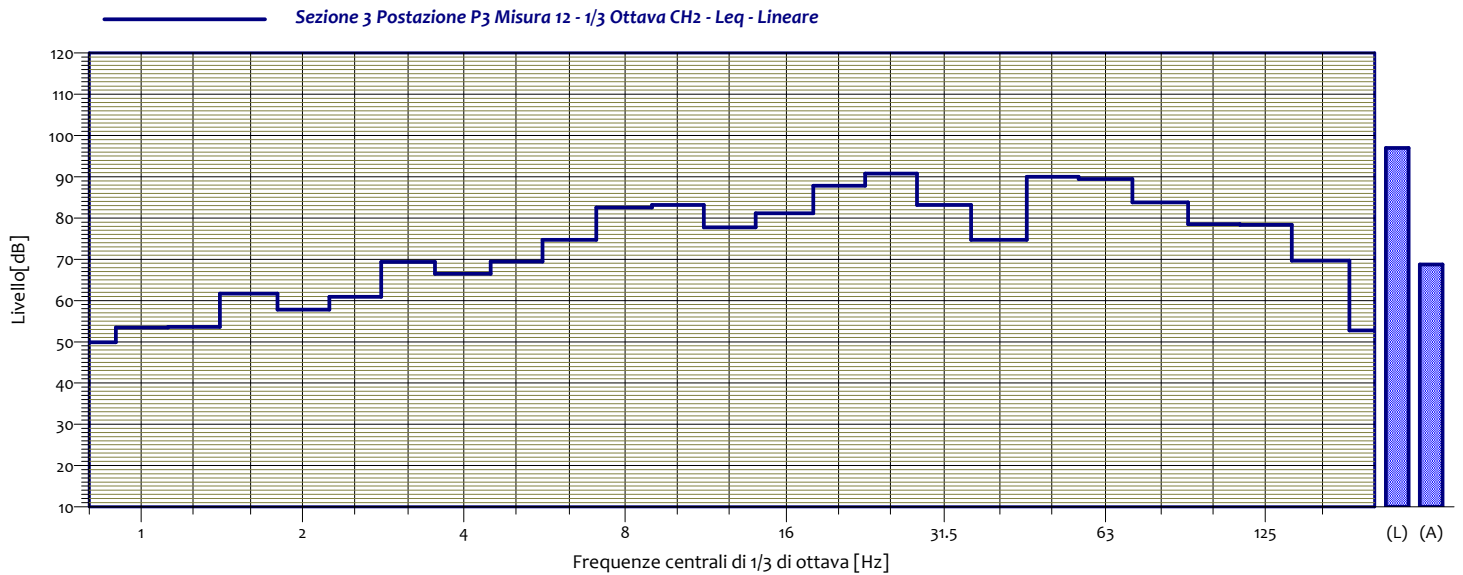
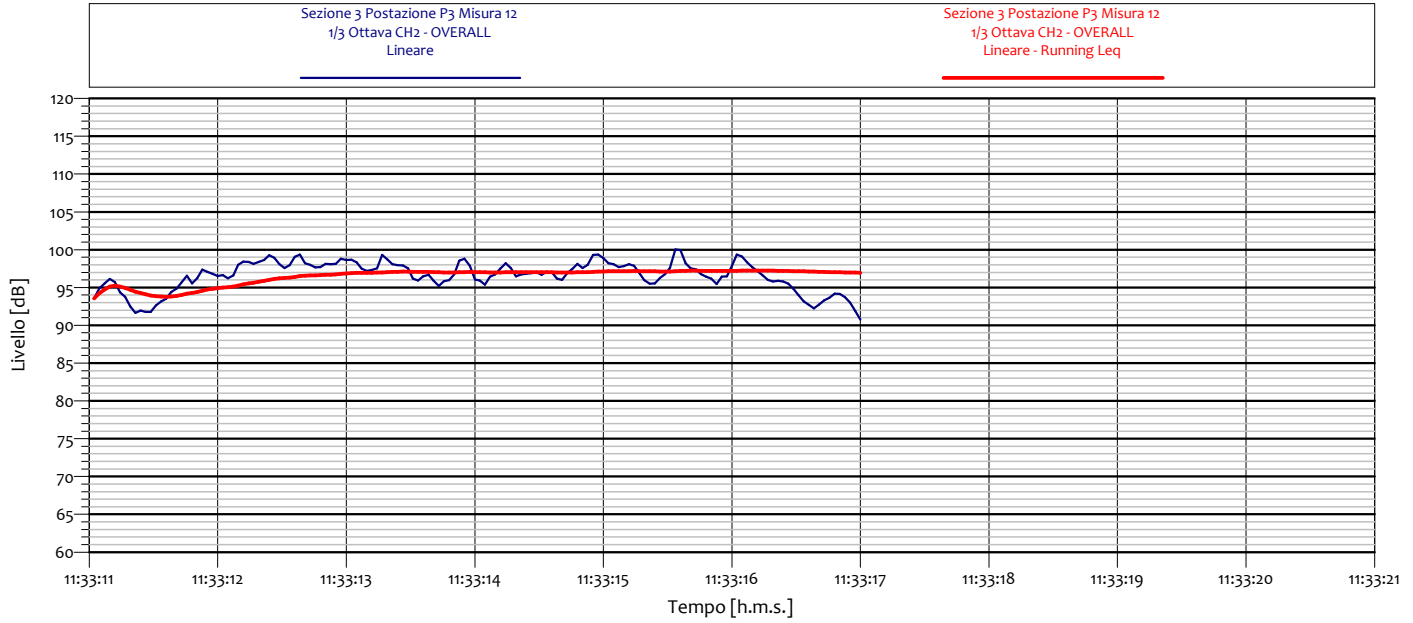


| Sezione 3 Postazione P3 Misura 11 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 60.6 dB | 1 | 64.7 dB | 1.3 | 70.0 dB | 1.6 | 71.3 dB |
| 2 | 69.5 dB | 2.5 | 68.6 dB | 3.2 | 83.9 dB | 4 | 72.7 dB |
| 5 | 74.6 dB | 6.3 | 79.4 dB | 8 | 80.7 dB | 10 | 82.0 dB |
| 12.5 | 76.9 dB | 16 | 79.0 dB | 20 | 87.6 dB | 25 | 96.2 dB |
| 31.5 | 86.9 dB | 40 | 74.7 dB | 50 | 93.6 dB | 63 | 99.3 dB |
| 80 | 90.5 dB | 100 | 89.1 dB | 125 | 81.1 dB | 160 | 77.1 dB |
| 200 | 61.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

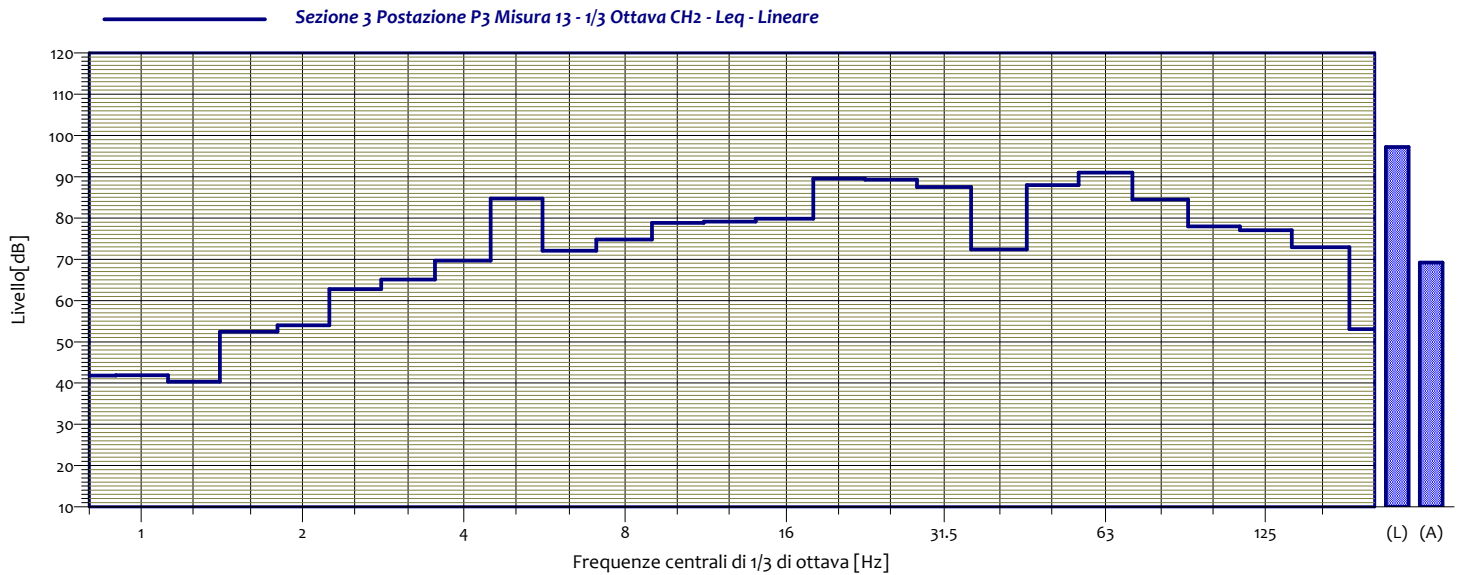
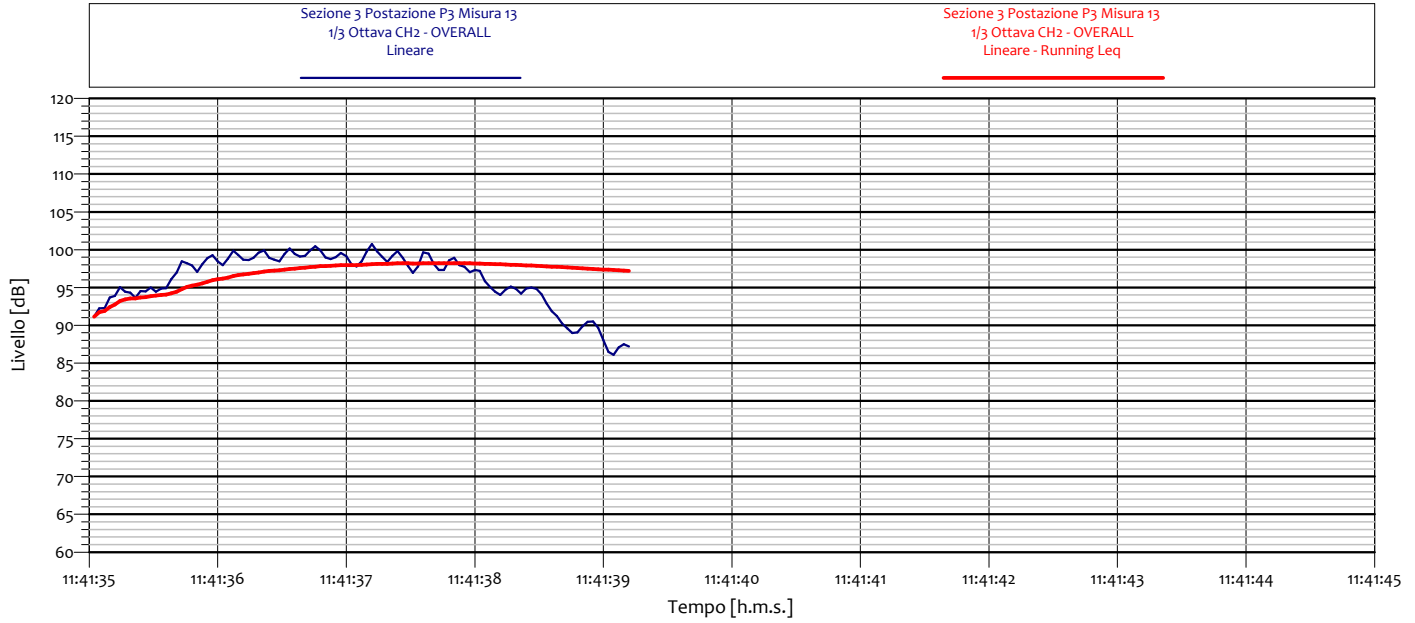


| Sezione 3 Postazione P3 Misura 12 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 49.9 dB | 1 | 53.5 dB | 1.3 | 53.6 dB | 1.6 | 61.7 dB |
| 2 | 57.8 dB | 2.5 | 60.9 dB | 3.2 | 69.3 dB | 4 | 66.5 dB |
| 5 | 69.4 dB | 6.3 | 74.7 dB | 8 | 82.6 dB | 10 | 83.2 dB |
| 12.5 | 77.7 dB | 16 | 81.1 dB | 20 | 87.8 dB | 25 | 90.8 dB |
| 31.5 | 83.2 dB | 40 | 74.7 dB | 50 | 90.0 dB | 63 | 89.5 dB |
| 80 | 83.8 dB | 100 | 78.5 dB | 125 | 78.3 dB | 160 | 69.7 dB |
| 200 | 52.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

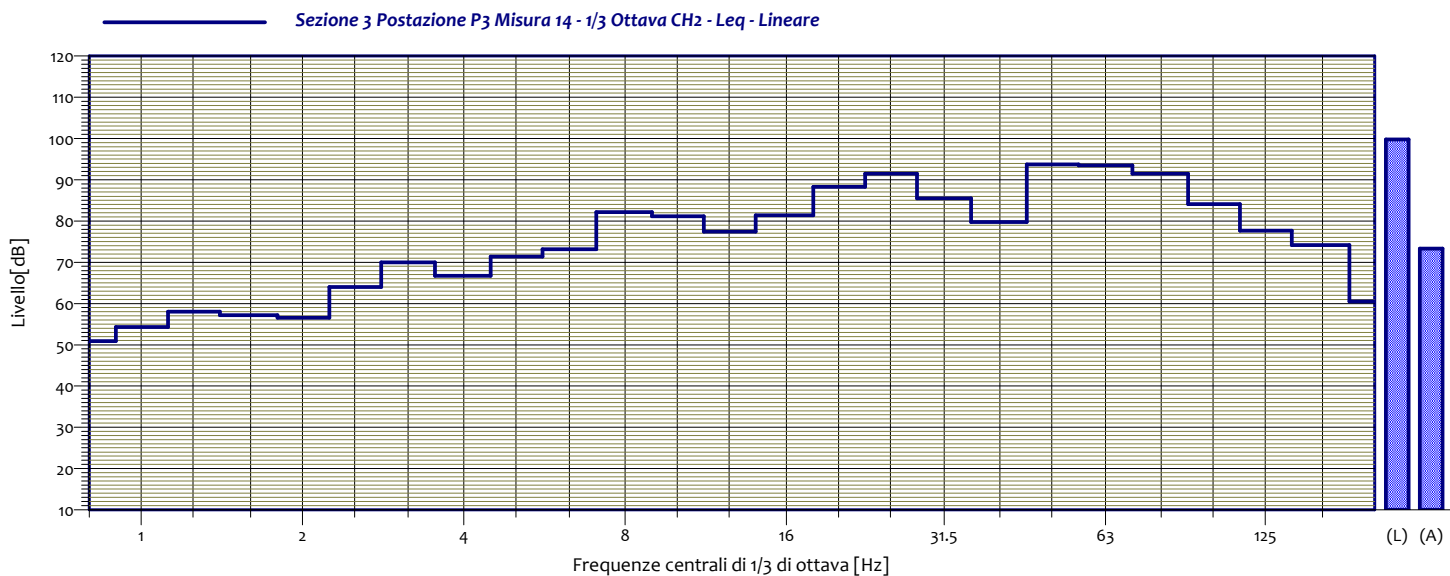
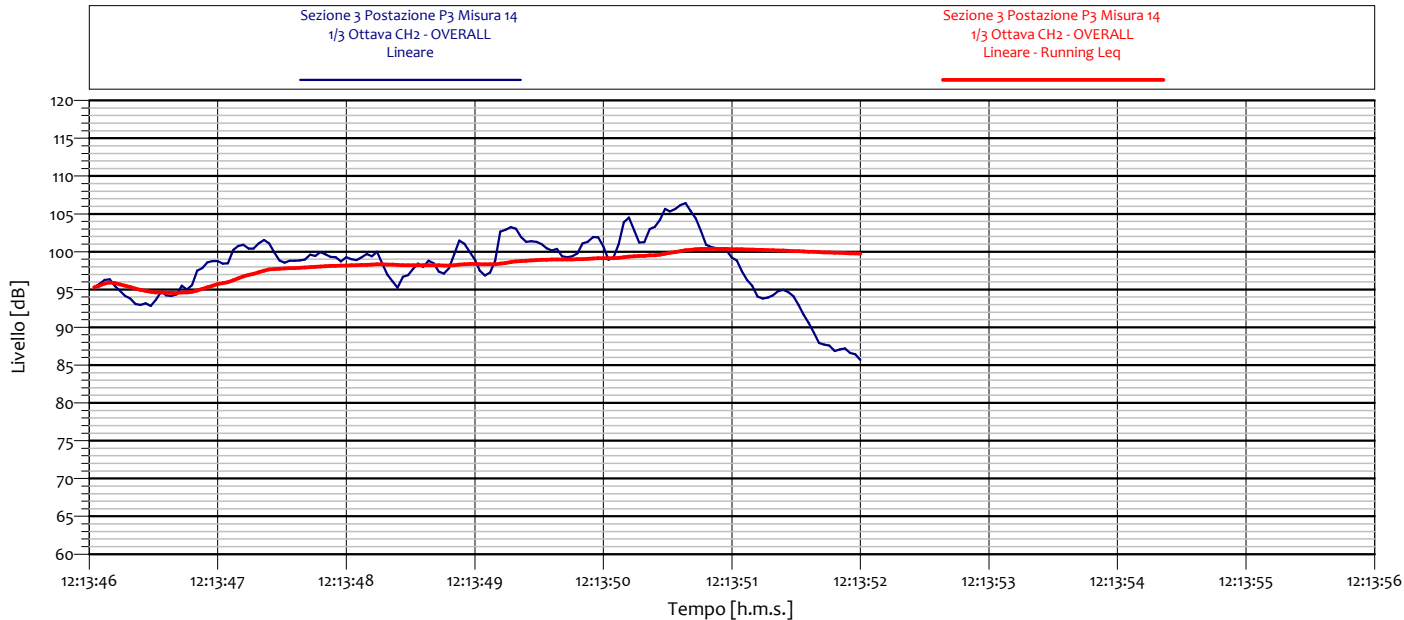


| Sezione 3 Postazione P3 Misura 13 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 41.8 dB | 1 | 41.9 dB | 1.3 | 40.4 dB | 1.6 | 52.4 dB |
| 2 | 54.0 dB | 2.5 | 62.8 dB | 3.2 | 65.1 dB | 4 | 69.6 dB |
| 5 | 84.7 dB | 6.3 | 72.0 dB | 8 | 74.8 dB | 10 | 78.8 dB |
| 12.5 | 79.2 dB | 16 | 79.9 dB | 20 | 89.5 dB | 25 | 89.3 dB |
| 31.5 | 87.5 dB | 40 | 72.3 dB | 50 | 88.0 dB | 63 | 91.0 dB |
| 80 | 84.5 dB | 100 | 78.0 dB | 125 | 77.0 dB | 160 | 72.9 dB |
| 200 | 53.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

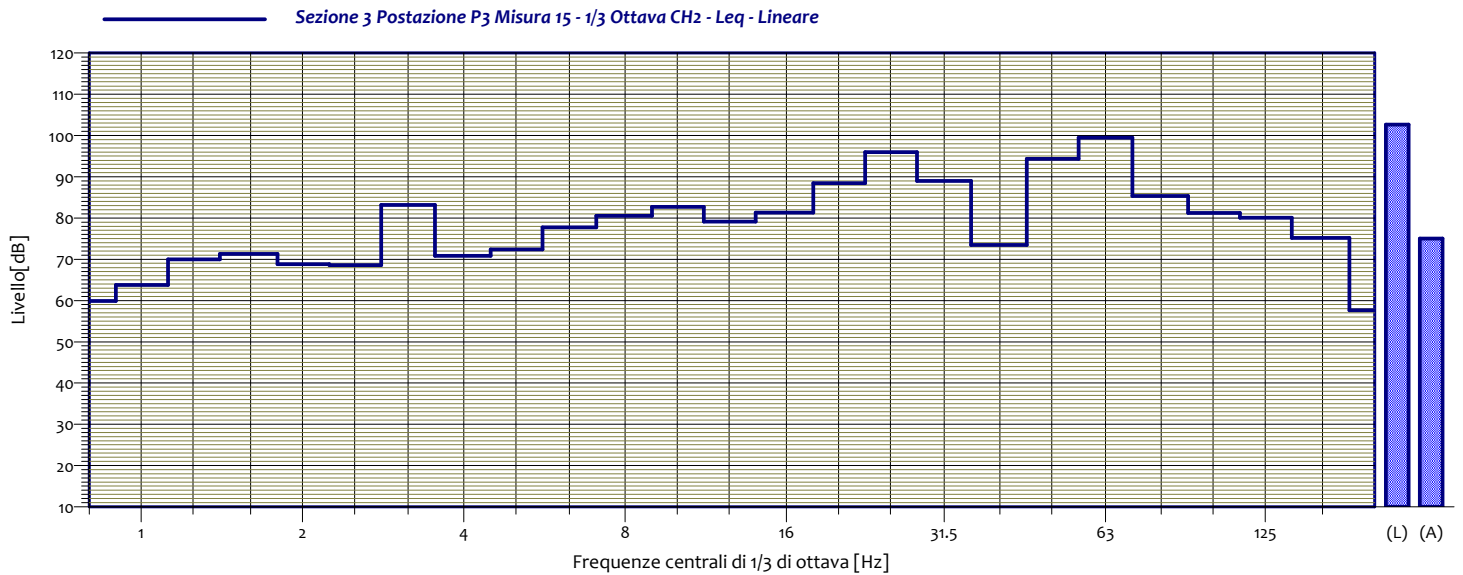
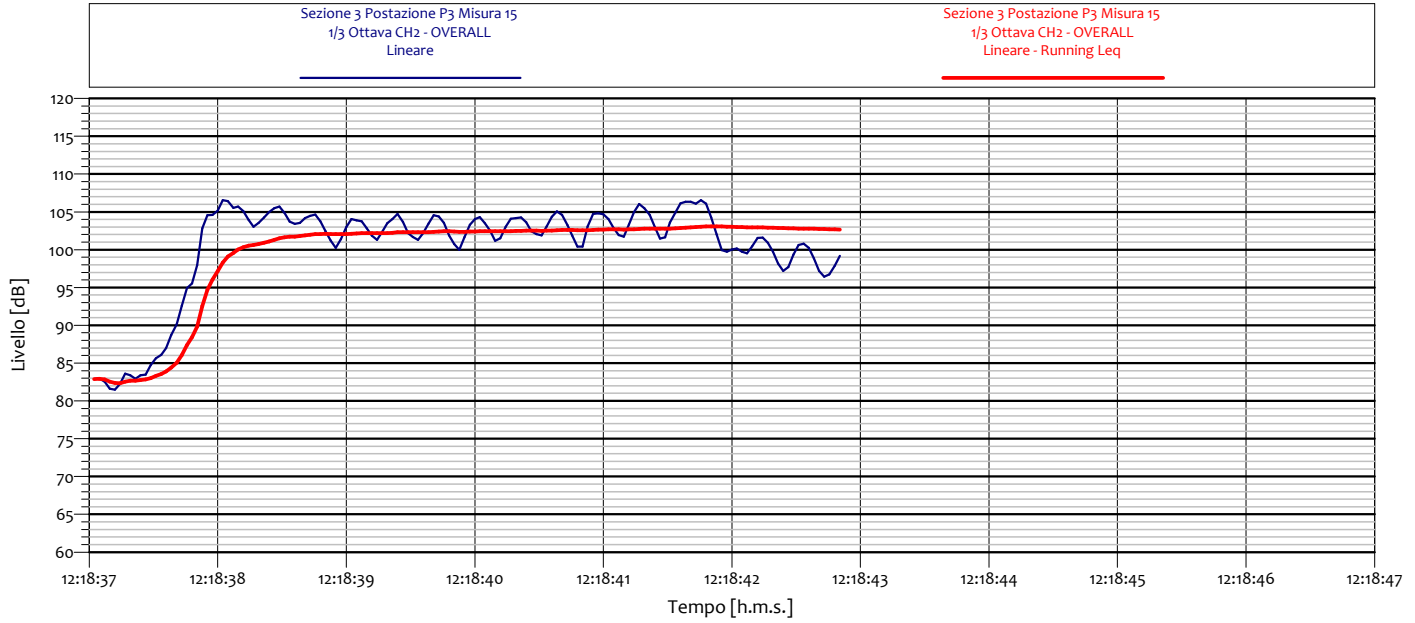


| Sezione 3 Postazione P3 Misura 14 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 50.9 dB | 1 | 54.3 dB | 1.3 | 58.0 dB | 1.6 | 57.2 dB |
| 2 | 56.5 dB | 2.5 | 64.0 dB | 3.2 | 70.0 dB | 4 | 66.8 dB |
| 5 | 71.4 dB | 6.3 | 73.2 dB | 8 | 82.2 dB | 10 | 81.1 dB |
| 12.5 | 77.4 dB | 16 | 81.4 dB | 20 | 88.3 dB | 25 | 91.5 dB |
| 31.5 | 85.5 dB | 40 | 79.7 dB | 50 | 93.7 dB | 63 | 93.5 dB |
| 80 | 91.5 dB | 100 | 84.1 dB | 125 | 77.7 dB | 160 | 74.2 dB |
| 200 | 60.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

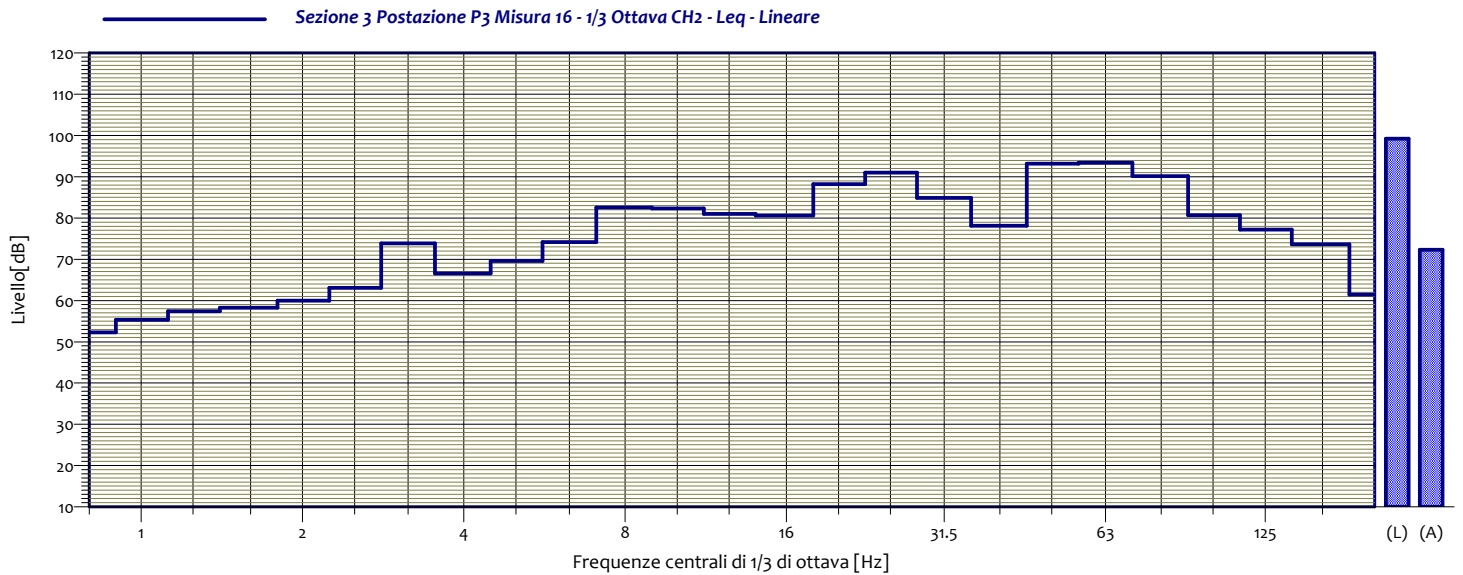
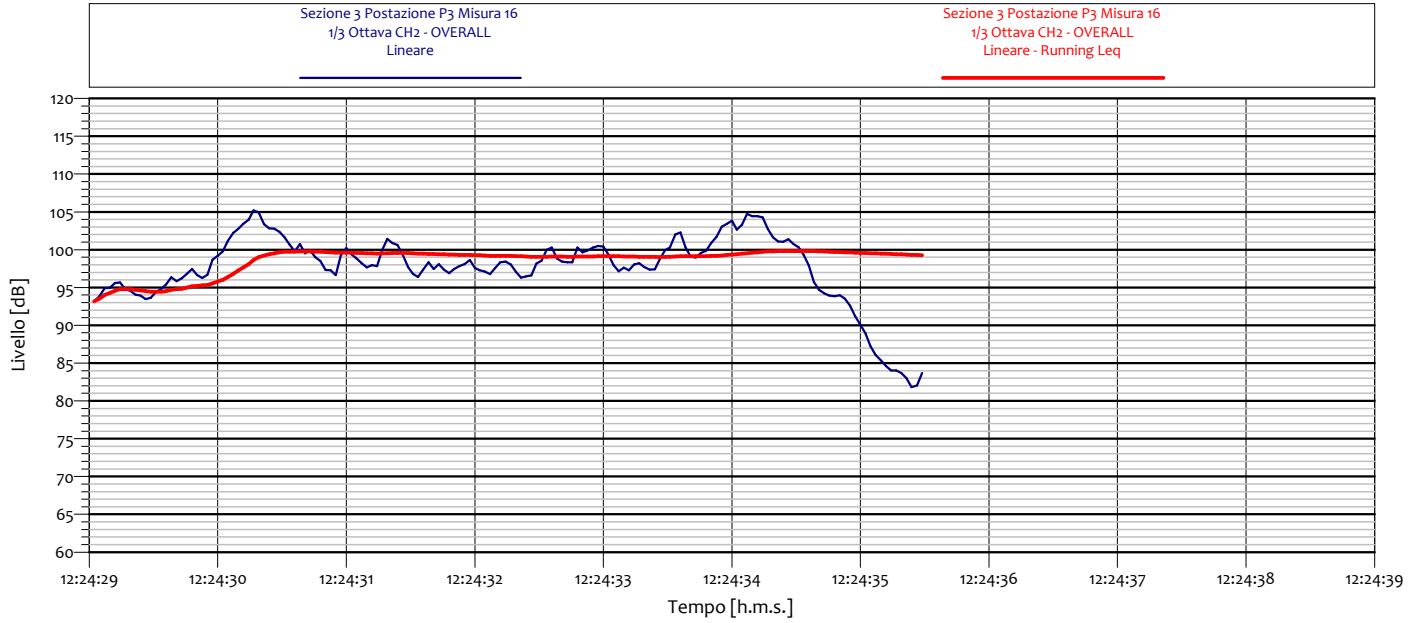


| Sezione 3 Postazione P3 Misura 15 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 59.9 dB | 1 | 63.8 dB | 1.3 | 70.0 dB | 1.6 | 71.3 dB |
| 2 | 68.8 dB | 2.5 | 68.6 dB | 3.2 | 83.1 dB | 4 | 70.8 dB |
| 5 | 72.4 dB | 6.3 | 77.7 dB | 8 | 80.6 dB | 10 | 82.7 dB |
| 12.5 | 79.2 dB | 16 | 81.3 dB | 20 | 88.5 dB | 25 | 96.0 dB |
| 31.5 | 89.0 dB | 40 | 73.5 dB | 50 | 94.3 dB | 63 | 99.5 dB |
| 80 | 85.4 dB | 100 | 81.3 dB | 125 | 80.0 dB | 160 | 75.2 dB |
| 200 | 57.7 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

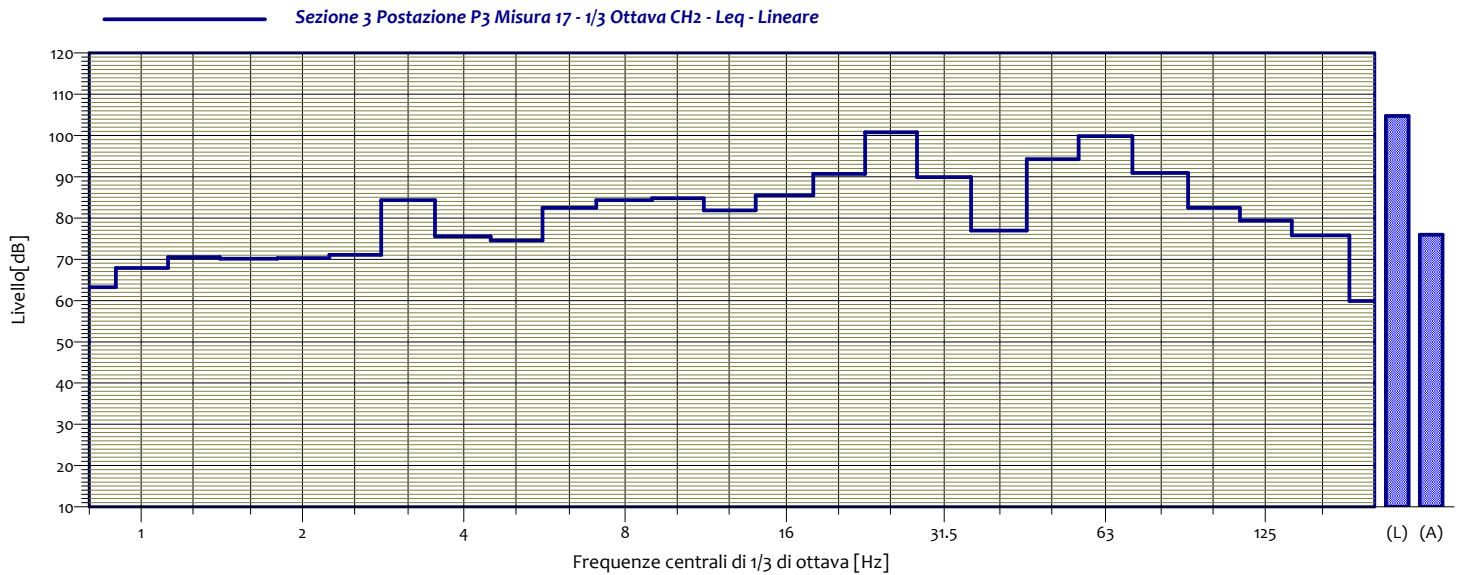
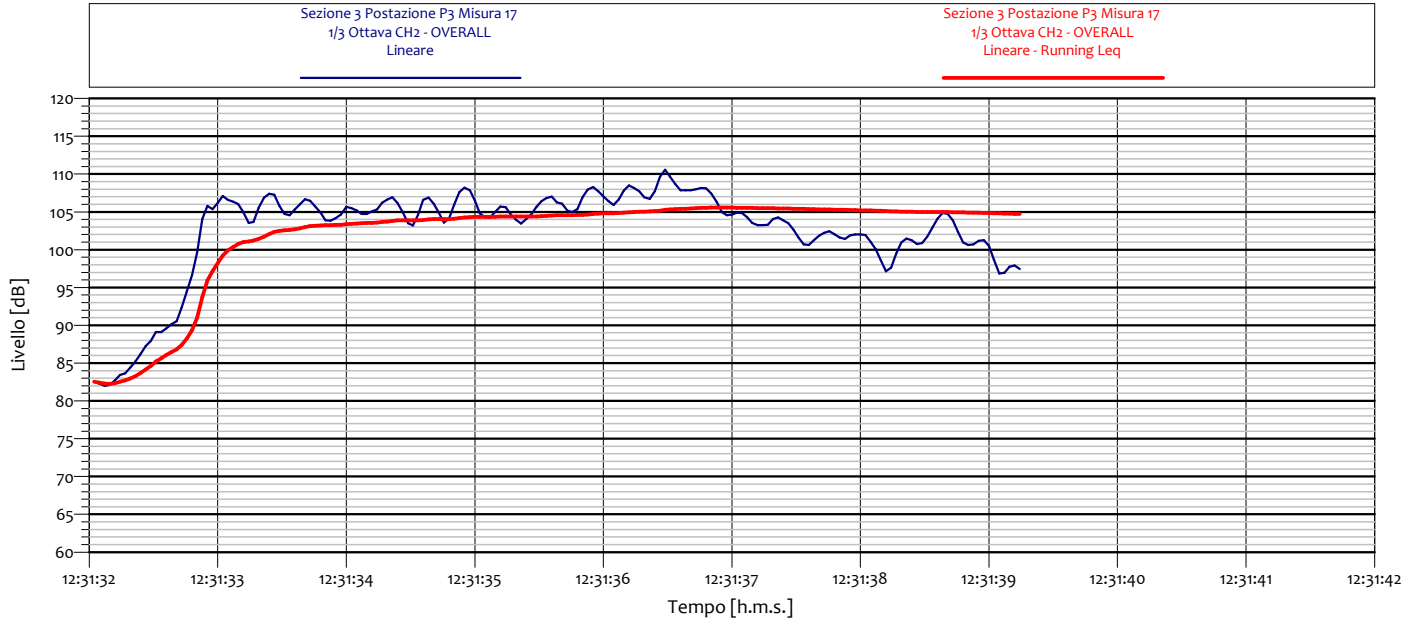


| Sezione 3 Postazione P3 Misura 16 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 52.3 dB | 1 | 55.3 dB | 1.3 | 57.4 dB | 1.6 | 58.3 dB |
| 2 | 60.0 dB | 2.5 | 63.1 dB | 3.2 | 73.8 dB | 4 | 66.6 dB |
| 5 | 69.6 dB | 6.3 | 74.2 dB | 8 | 82.6 dB | 10 | 82.3 dB |
| 12.5 | 81.0 dB | 16 | 80.6 dB | 20 | 88.2 dB | 25 | 91.0 dB |
| 31.5 | 84.9 dB | 40 | 78.2 dB | 50 | 93.2 dB | 63 | 93.4 dB |
| 80 | 90.1 dB | 100 | 80.7 dB | 125 | 77.2 dB | 160 | 73.6 dB |
| 200 | 61.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

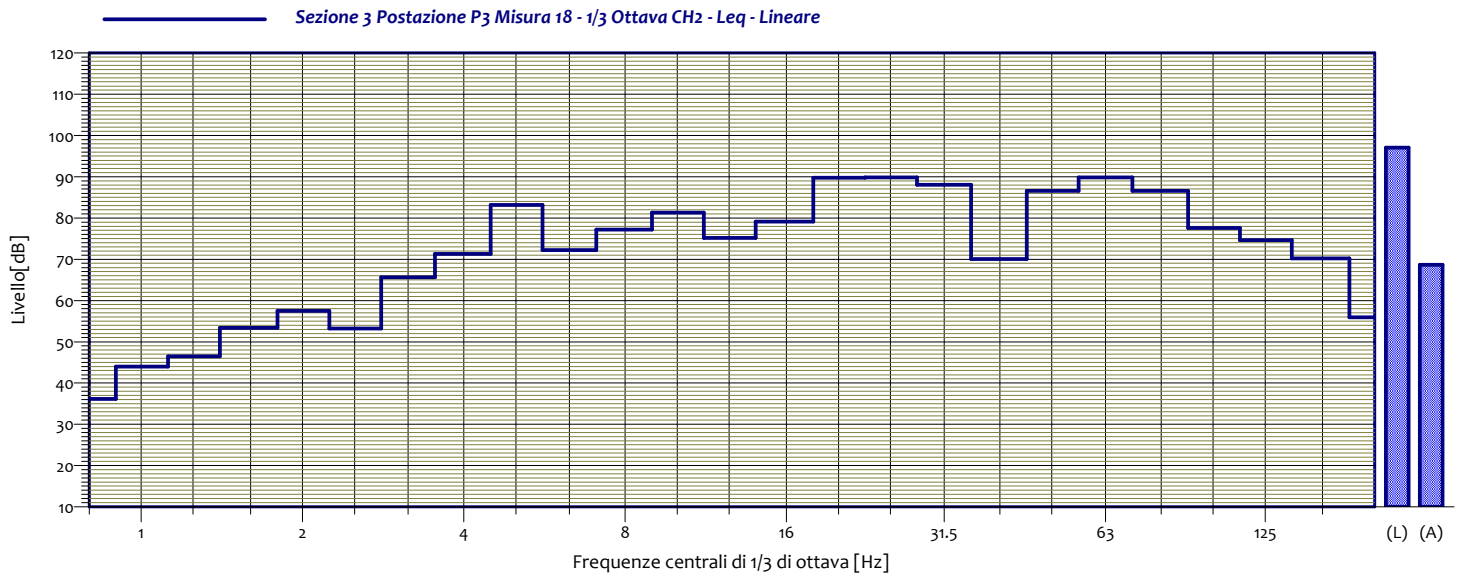
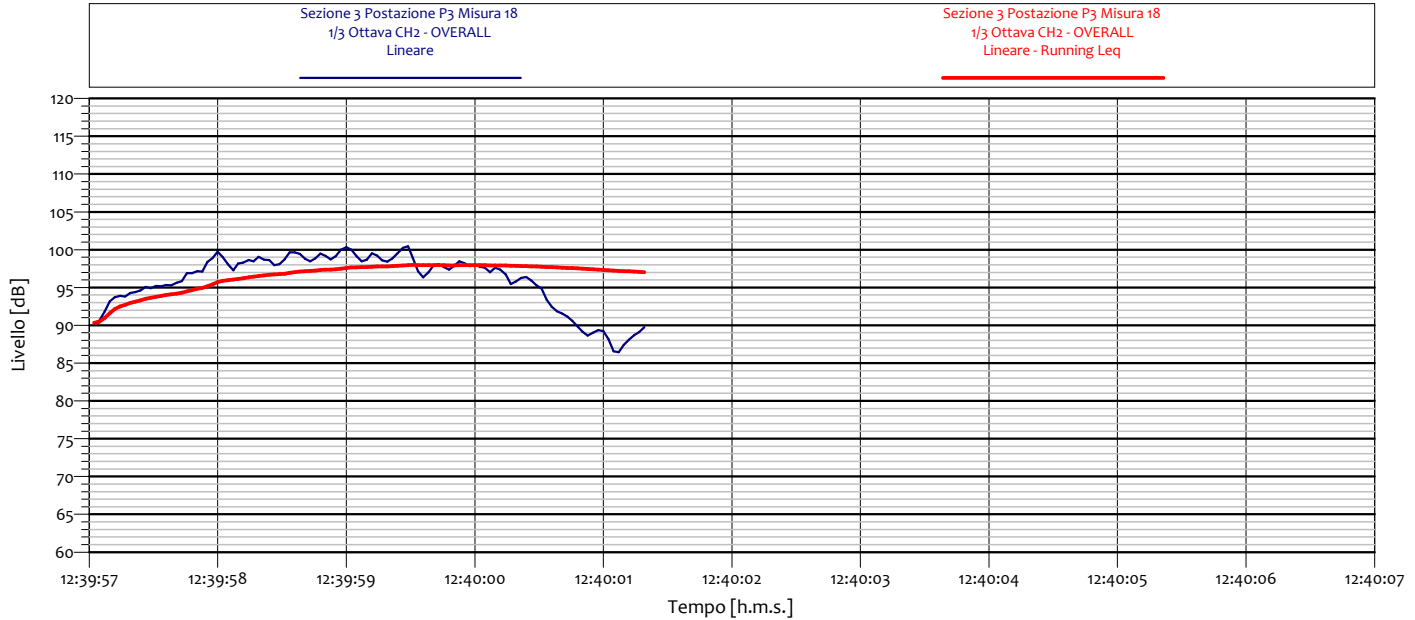


| Sezione 3 Postazione P3 Misura 17 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|----------|
| 0.8 | 63.2 dB | 1 | 67.9 dB | 1.3 | 70.5 dB | 1.6 | 70.2 dB |
| 2 | 70.2 dB | 2.5 | 71.0 dB | 3.2 | 84.3 dB | 4 | 75.6 dB |
| 5 | 74.6 dB | 6.3 | 82.4 dB | 8 | 84.3 dB | 10 | 84.8 dB |
| 12.5 | 81.9 dB | 16 | 85.5 dB | 20 | 90.7 dB | 25 | 100.8 dB |
| 31.5 | 90.0 dB | 40 | 76.9 dB | 50 | 94.2 dB | 63 | 99.9 dB |
| 80 | 90.9 dB | 100 | 82.5 dB | 125 | 79.4 dB | 160 | 75.8 dB |
| 200 | 59.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino



| Sezione 3 Postazione P3 Misura 18 1/3 Ottava CH2 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 36.2 dB | 1 | 44.0 dB | 1.3 | 46.4 dB | 1.6 | 53.3 dB |
| 2 | 57.5 dB | 2.5 | 53.2 dB | 3.2 | 65.7 dB | 4 | 71.3 dB |
| 5 | 83.1 dB | 6.3 | 72.2 dB | 8 | 77.2 dB | 10 | 81.3 dB |
| 12.5 | 75.2 dB | 16 | 79.1 dB | 20 | 89.7 dB | 25 | 89.8 dB |
| 31.5 | 88.1 dB | 40 | 70.0 dB | 50 | 86.6 dB | 63 | 89.8 dB |
| 80 | 86.6 dB | 100 | 77.6 dB | 125 | 74.6 dB | 160 | 70.2 dB |
| 200 | 55.9 dB | | | | | | |

POSTAZIONE DI MISURA P3

SEZIONE 03 - GALLERIA

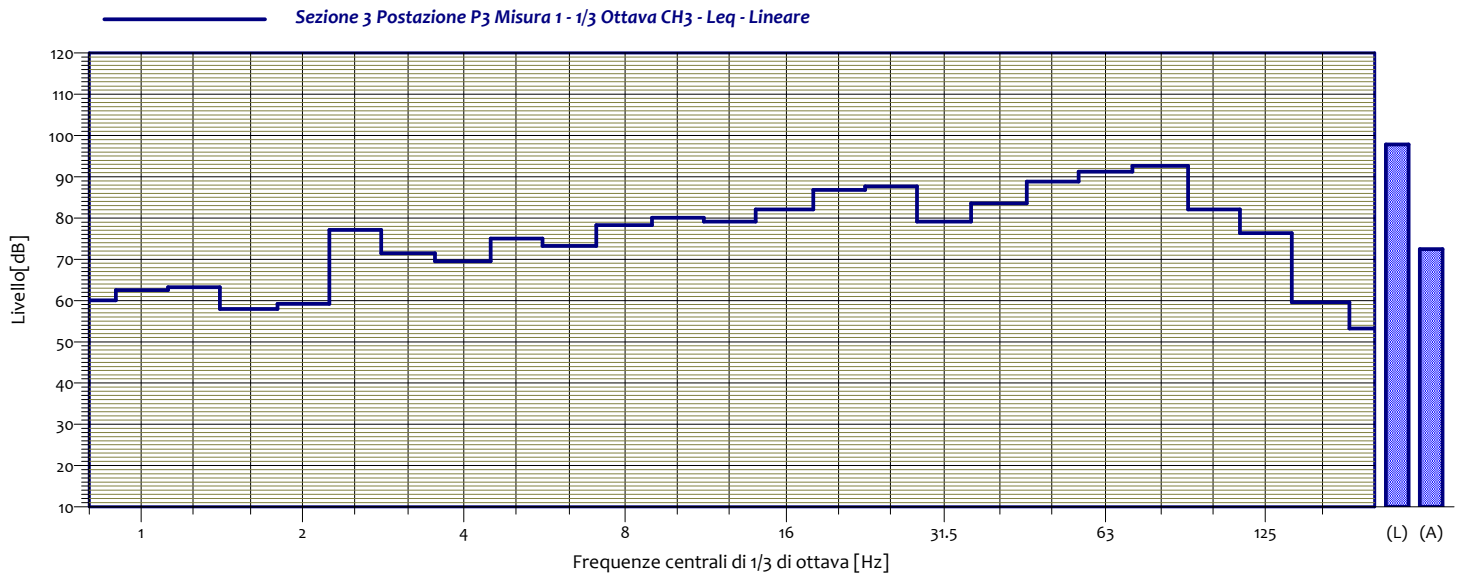
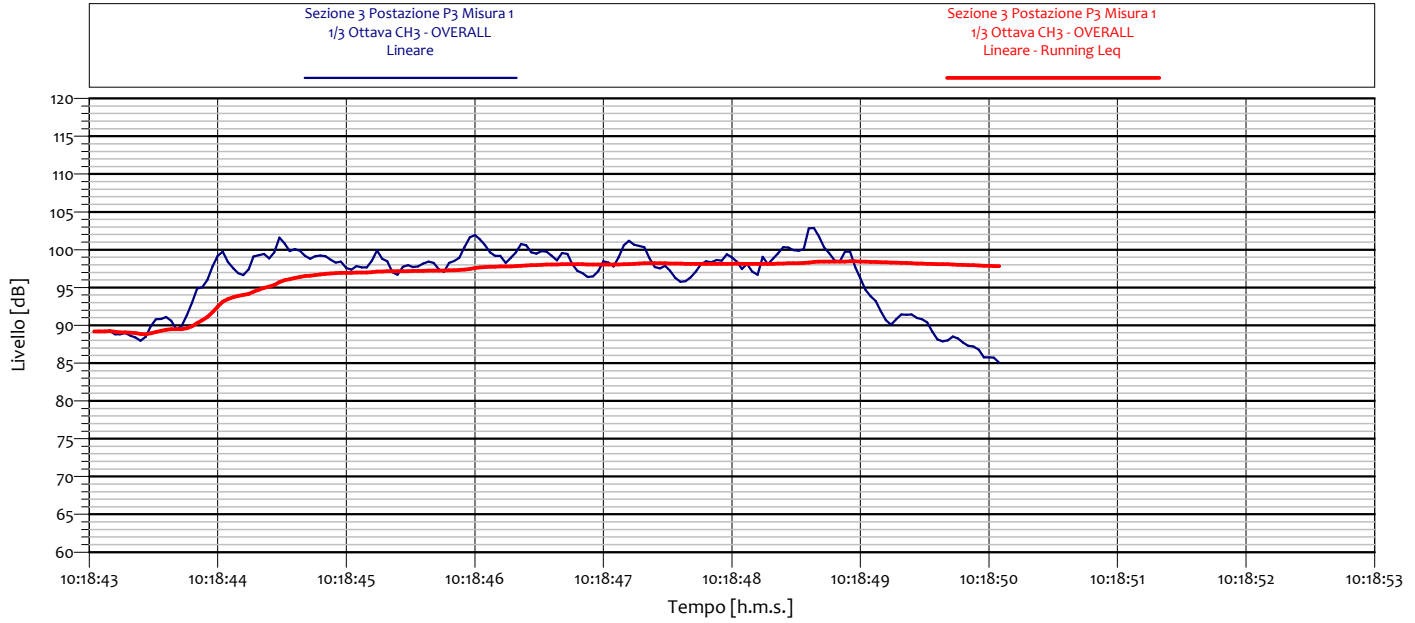
ASSE DI VALUTAZIONE Z (verticale)

PESATURA: LINEARE



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

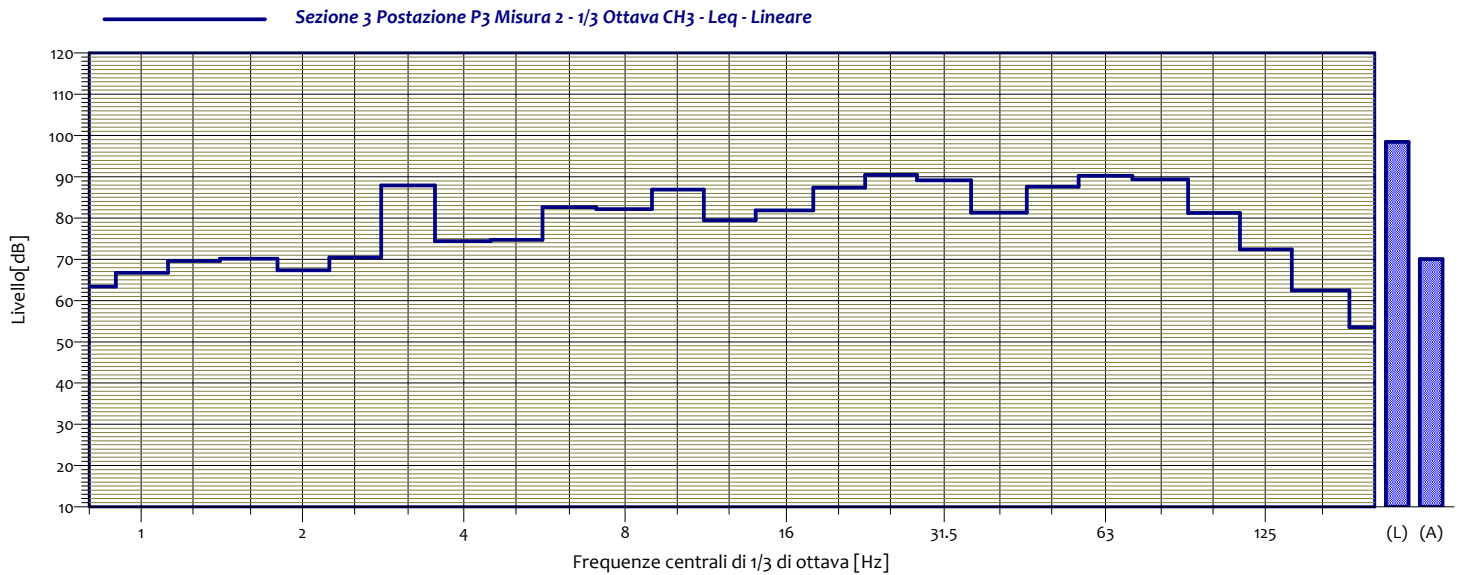
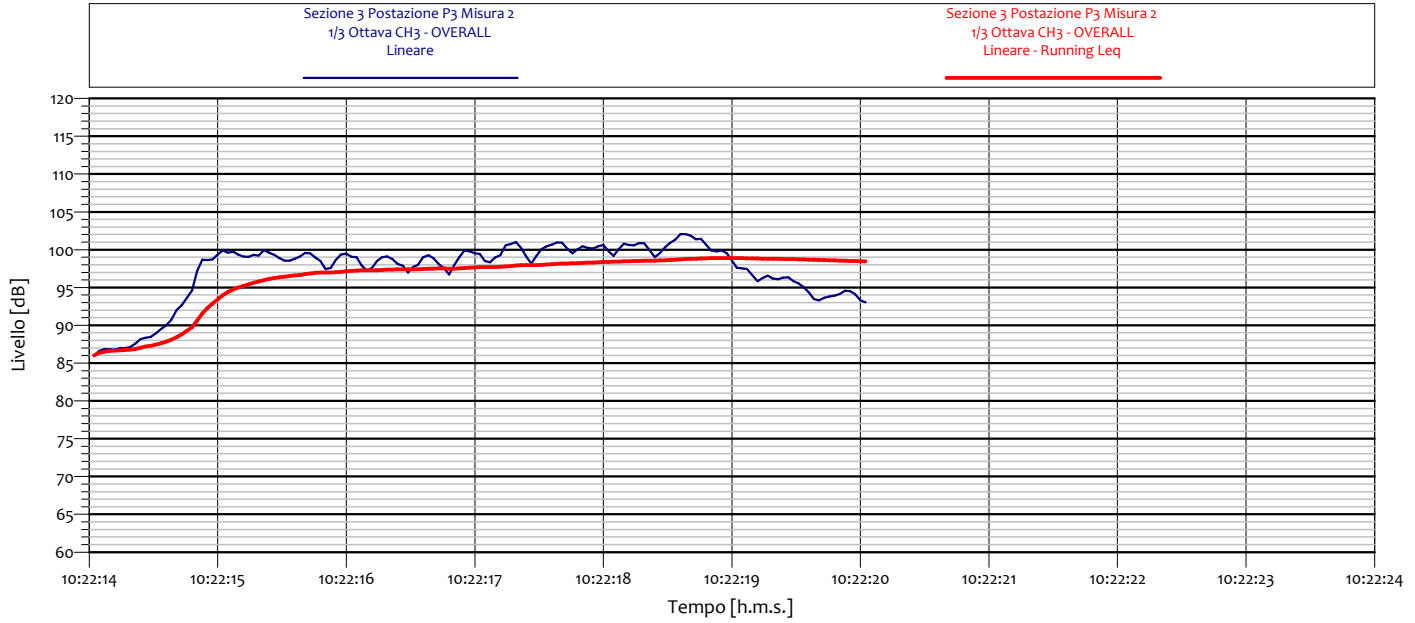


| Sezione 3 Postazione P3 Misura 1 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 60.0 dB | 1 | 62.6 dB | 1.3 | 63.2 dB | 1.6 | 58.0 dB |
| 2 | 59.2 dB | 2.5 | 77.1 dB | 3.2 | 71.5 dB | 4 | 69.5 dB |
| 5 | 75.0 dB | 6.3 | 73.3 dB | 8 | 78.2 dB | 10 | 80.0 dB |
| 12.5 | 79.1 dB | 16 | 82.1 dB | 20 | 86.8 dB | 25 | 87.7 dB |
| 31.5 | 79.1 dB | 40 | 83.6 dB | 50 | 88.8 dB | 63 | 91.2 dB |
| 80 | 92.6 dB | 100 | 82.1 dB | 125 | 76.3 dB | 160 | 59.6 dB |
| 200 | 53.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

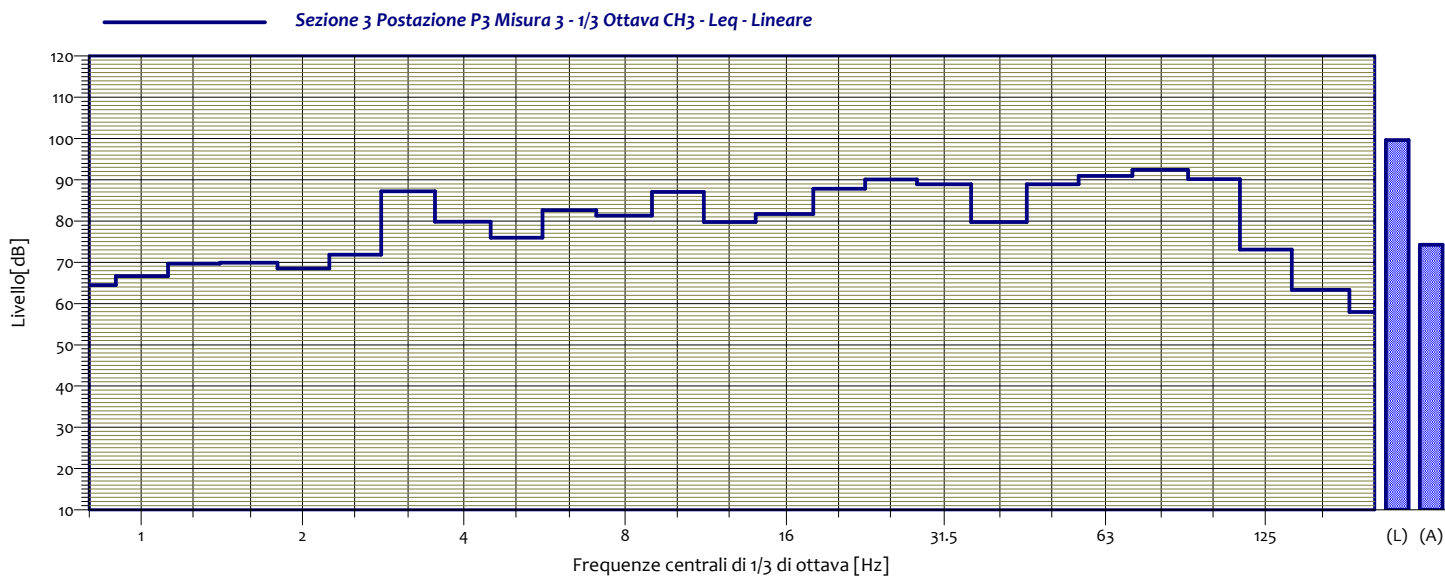
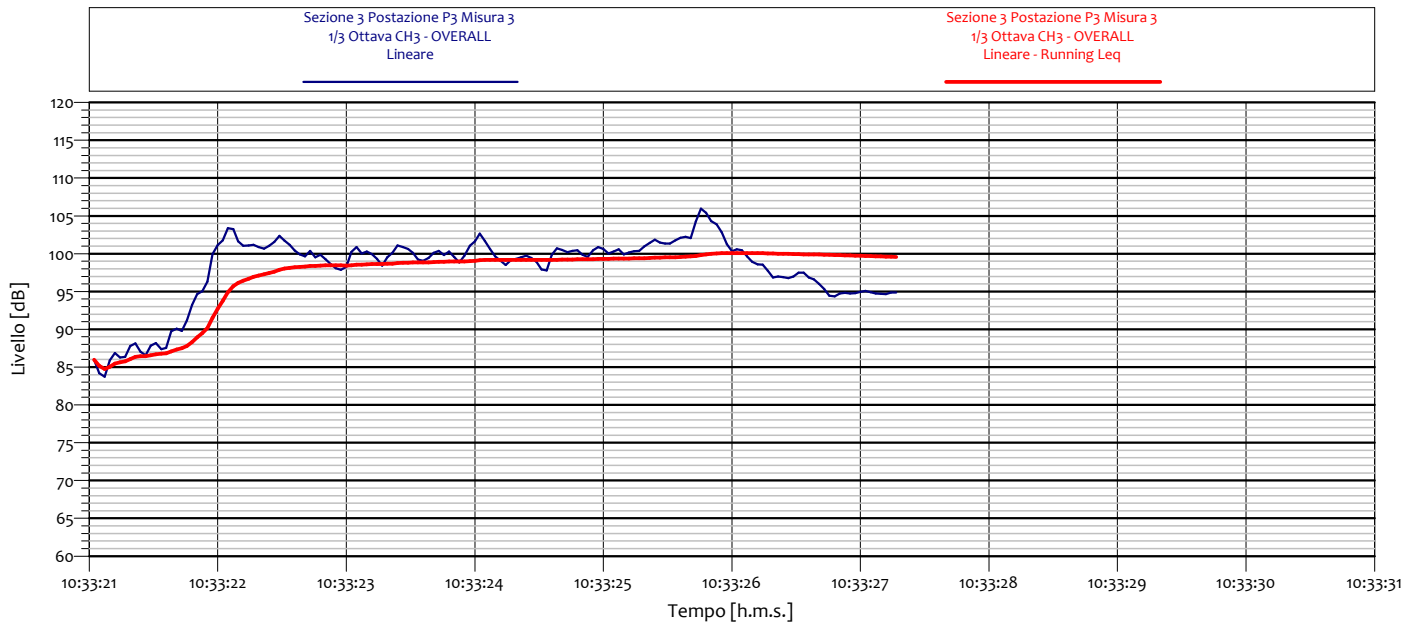


| Sezione 3 Postazione P3 Misura 2 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 63.4 dB | 1 | 66.7 dB | 1.3 | 69.6 dB | 1.6 | 70.1 dB |
| 2 | 67.4 dB | 2.5 | 70.4 dB | 3.2 | 87.9 dB | 4 | 74.4 dB |
| 5 | 74.7 dB | 6.3 | 82.6 dB | 8 | 82.2 dB | 10 | 86.9 dB |
| 12.5 | 79.5 dB | 16 | 81.8 dB | 20 | 87.4 dB | 25 | 90.4 dB |
| 31.5 | 89.1 dB | 40 | 81.3 dB | 50 | 87.6 dB | 63 | 90.2 dB |
| 80 | 89.4 dB | 100 | 81.2 dB | 125 | 72.4 dB | 160 | 62.4 dB |
| 200 | 53.5 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

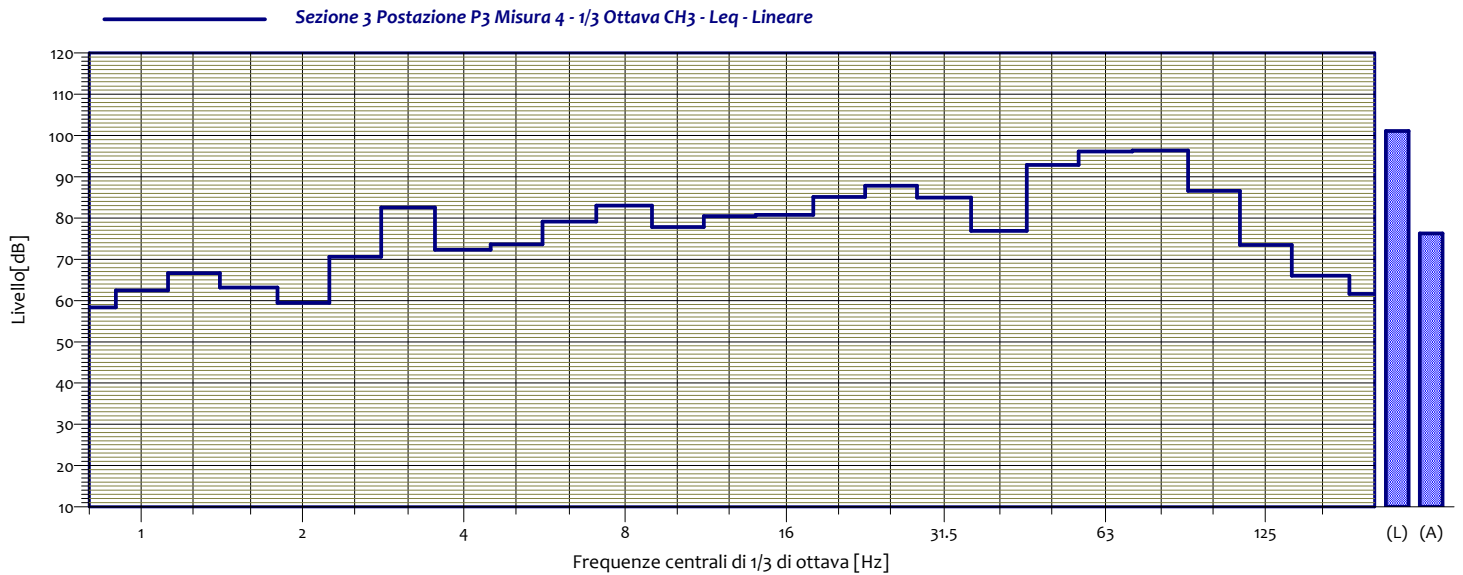
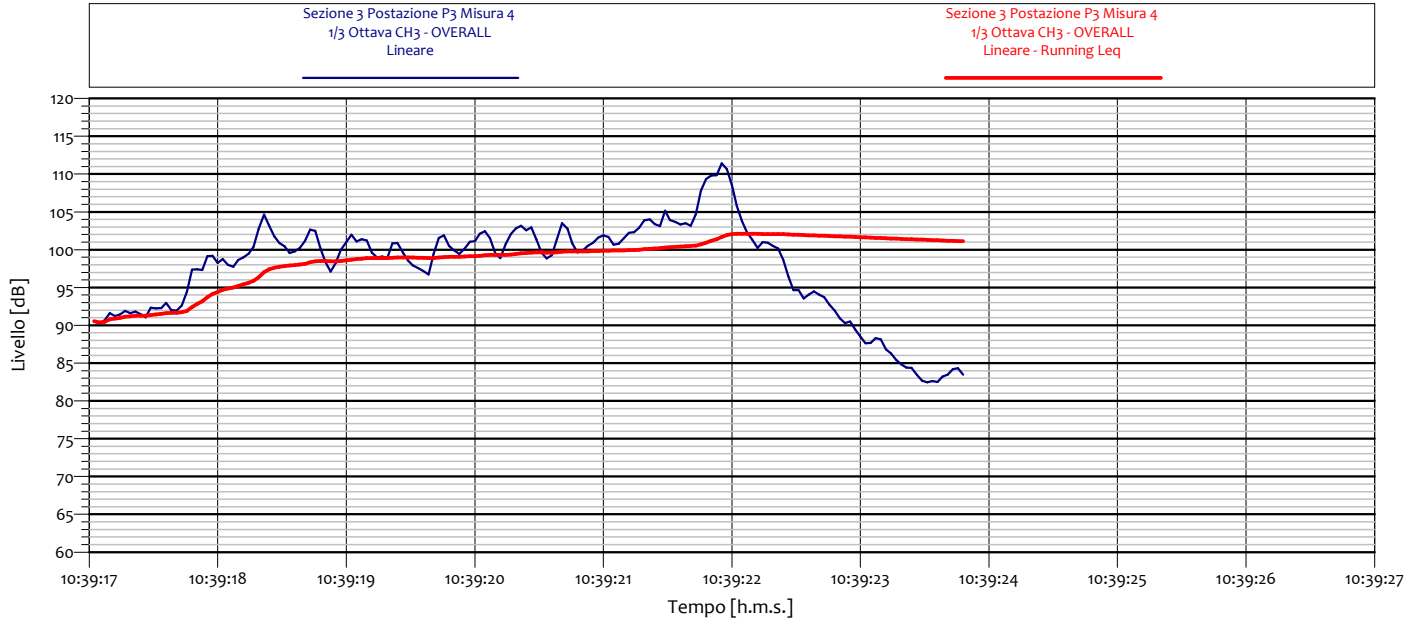


| Sezione 3 Postazione P3 Misura 3 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 64.5 dB | 1 | 66.7 dB | 1.3 | 69.7 dB | 1.6 | 69.9 dB |
| 2 | 68.5 dB | 2.5 | 71.9 dB | 3.2 | 87.3 dB | 4 | 79.9 dB |
| 5 | 75.9 dB | 6.3 | 82.6 dB | 8 | 81.3 dB | 10 | 87.0 dB |
| 12.5 | 79.7 dB | 16 | 81.7 dB | 20 | 87.9 dB | 25 | 90.1 dB |
| 31.5 | 88.9 dB | 40 | 79.7 dB | 50 | 88.9 dB | 63 | 90.9 dB |
| 80 | 92.4 dB | 100 | 90.2 dB | 125 | 73.1 dB | 160 | 63.3 dB |
| 200 | 57.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicotto Verona Porta Vescovo - Montebello Vicentino



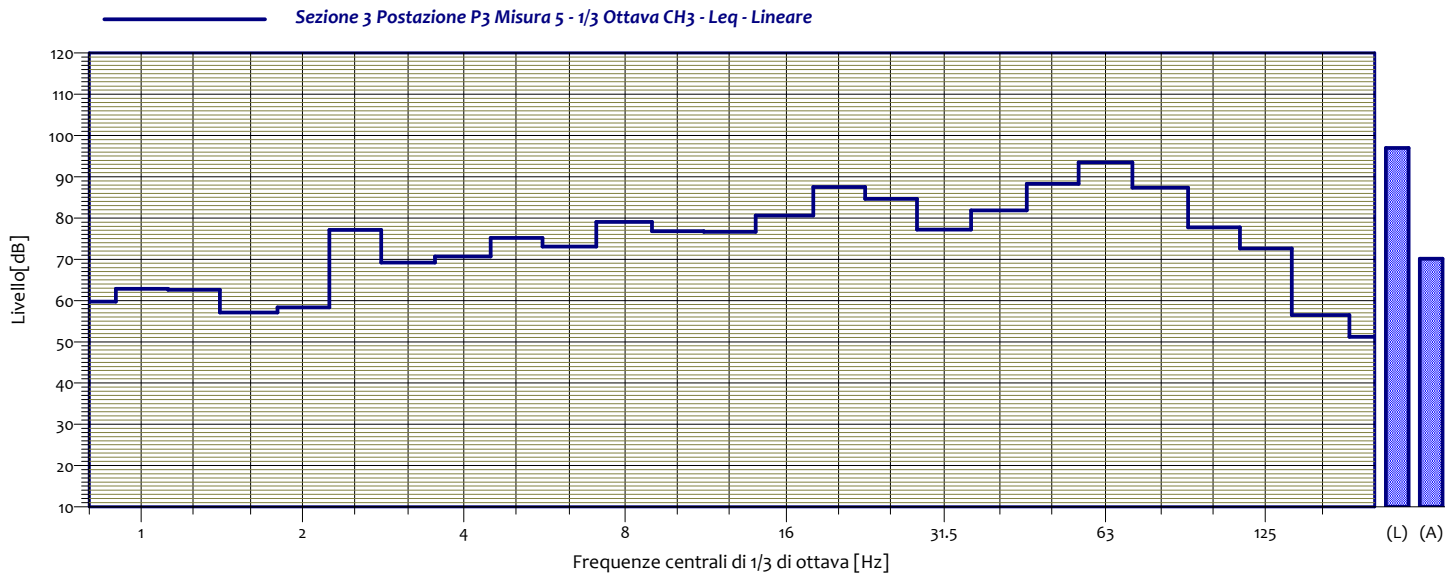
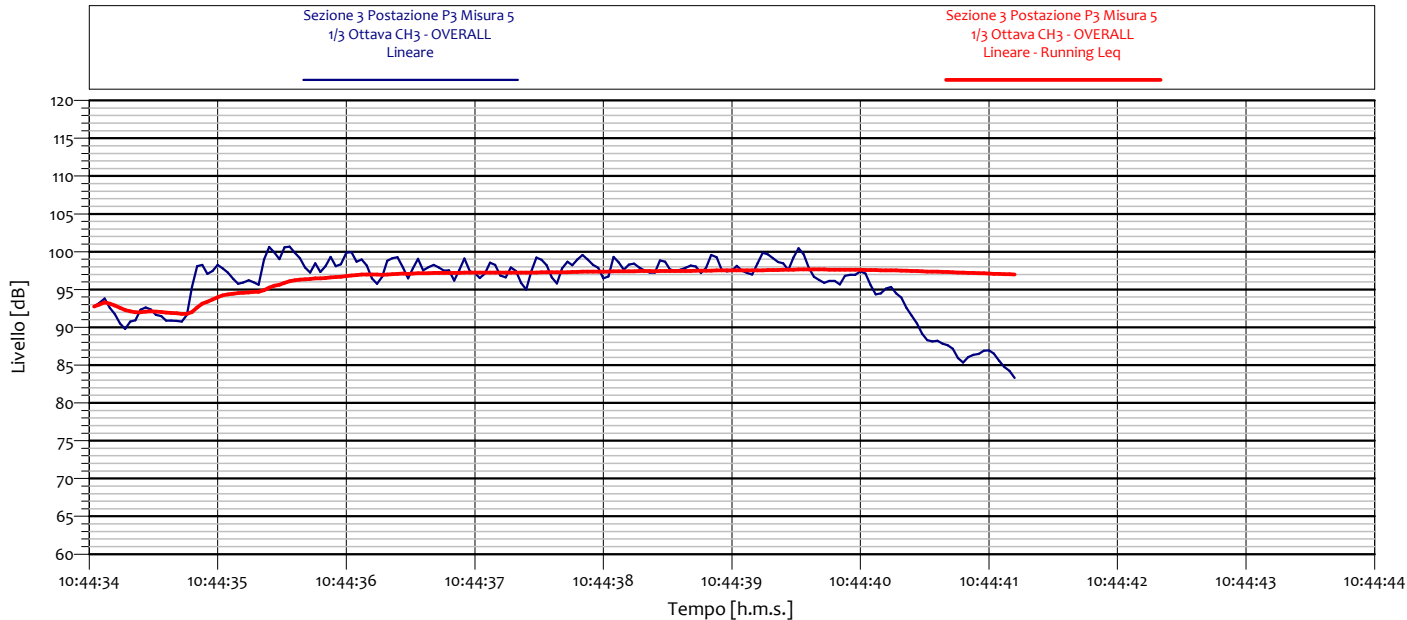
Sezione 3 Postazione P3 Misura 4
1/3 Ottava CH3 - Leq
Lineare

| | | | | | | | |
|------|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 58.4 dB | 1 | 62.5 dB | 1.3 | 66.7 dB | 1.6 | 63.1 dB |
| 2 | 59.4 dB | 2.5 | 70.6 dB | 3.2 | 82.6 dB | 4 | 72.3 dB |
| 5 | 73.6 dB | 6.3 | 79.1 dB | 8 | 83.0 dB | 10 | 77.8 dB |
| 12.5 | 80.5 dB | 16 | 80.7 dB | 20 | 85.1 dB | 25 | 87.9 dB |
| 31.5 | 85.0 dB | 40 | 76.8 dB | 50 | 92.9 dB | 63 | 96.1 dB |
| 80 | 96.4 dB | 100 | 86.6 dB | 125 | 73.5 dB | 160 | 66.0 dB |
| 200 | 61.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

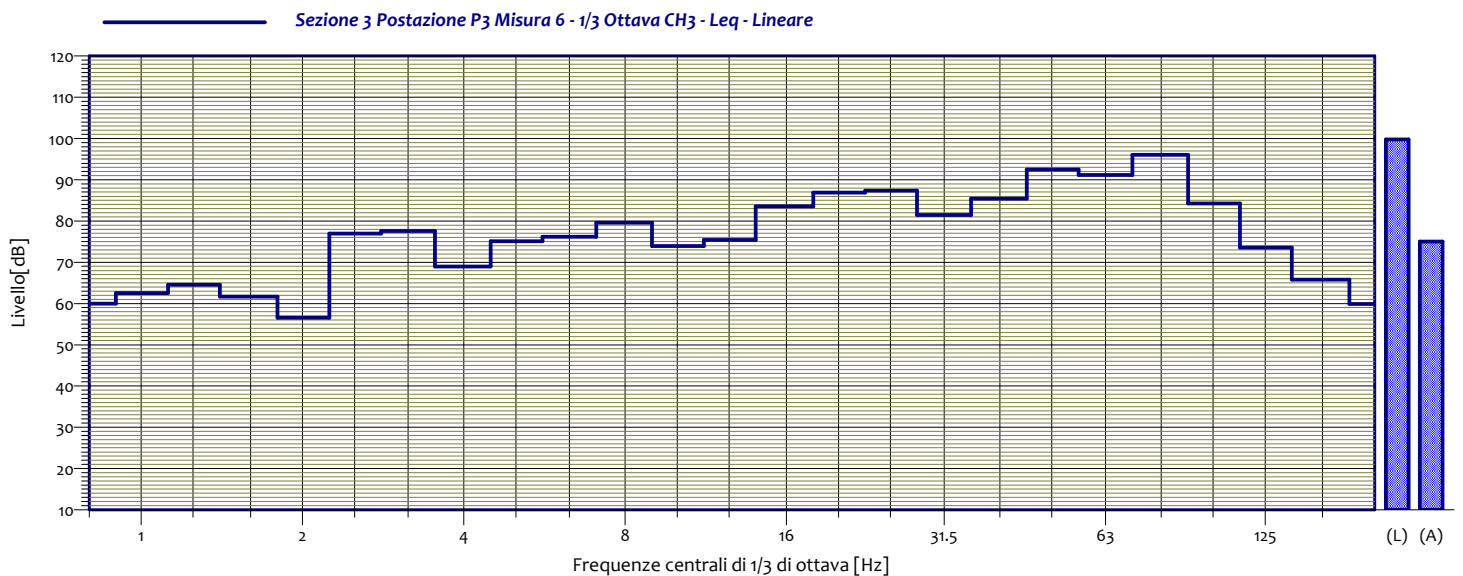
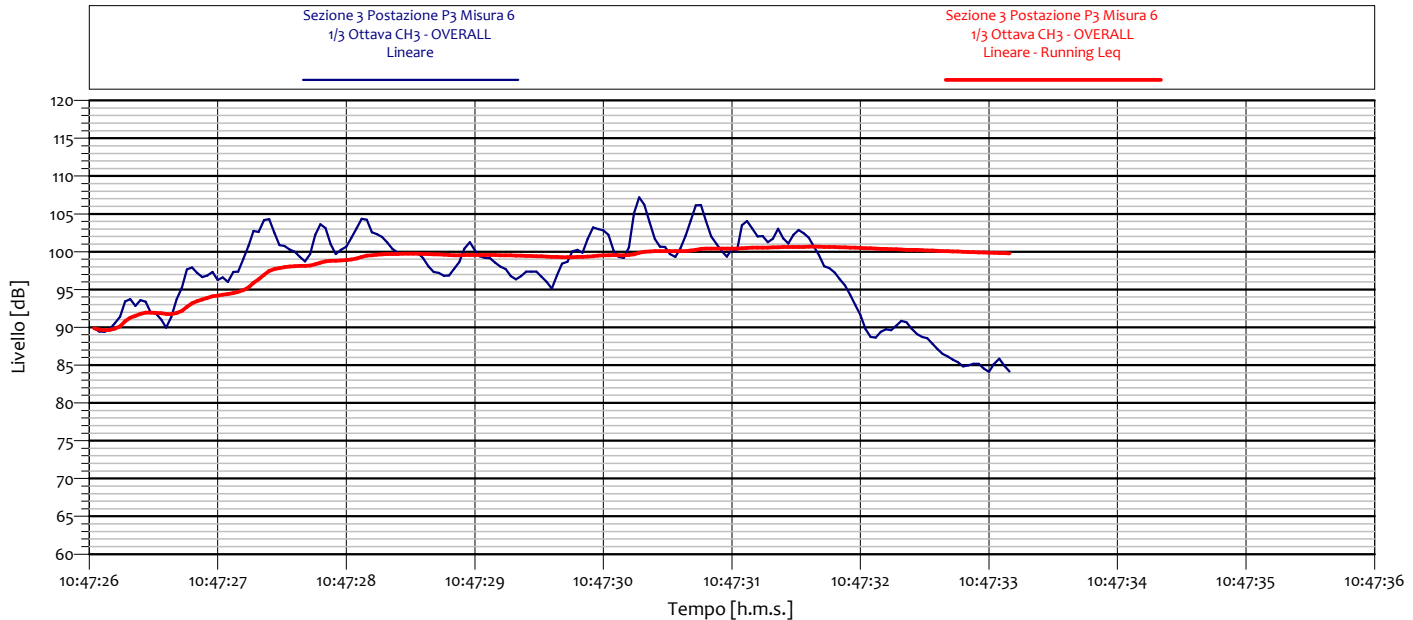


| Sezione 3 Postazione P3 Misura 5 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 59.7 dB | 1 | 62.9 dB | 1.3 | 62.6 dB | 1.6 | 57.1 dB |
| 2 | 58.3 dB | 2.5 | 77.1 dB | 3.2 | 69.2 dB | 4 | 70.7 dB |
| 5 | 75.1 dB | 6.3 | 73.1 dB | 8 | 79.0 dB | 10 | 76.8 dB |
| 12.5 | 76.7 dB | 16 | 80.6 dB | 20 | 87.5 dB | 25 | 84.6 dB |
| 31.5 | 77.2 dB | 40 | 81.8 dB | 50 | 88.2 dB | 63 | 93.5 dB |
| 80 | 87.4 dB | 100 | 77.7 dB | 125 | 72.6 dB | 160 | 56.5 dB |
| 200 | 51.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

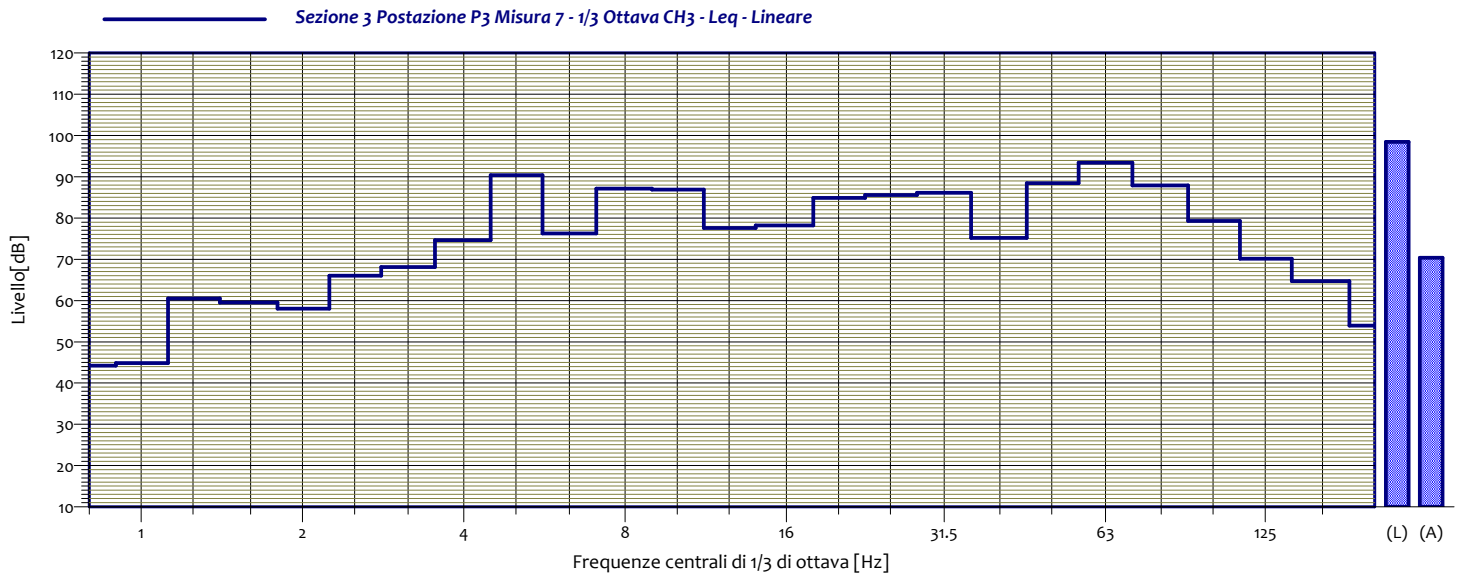
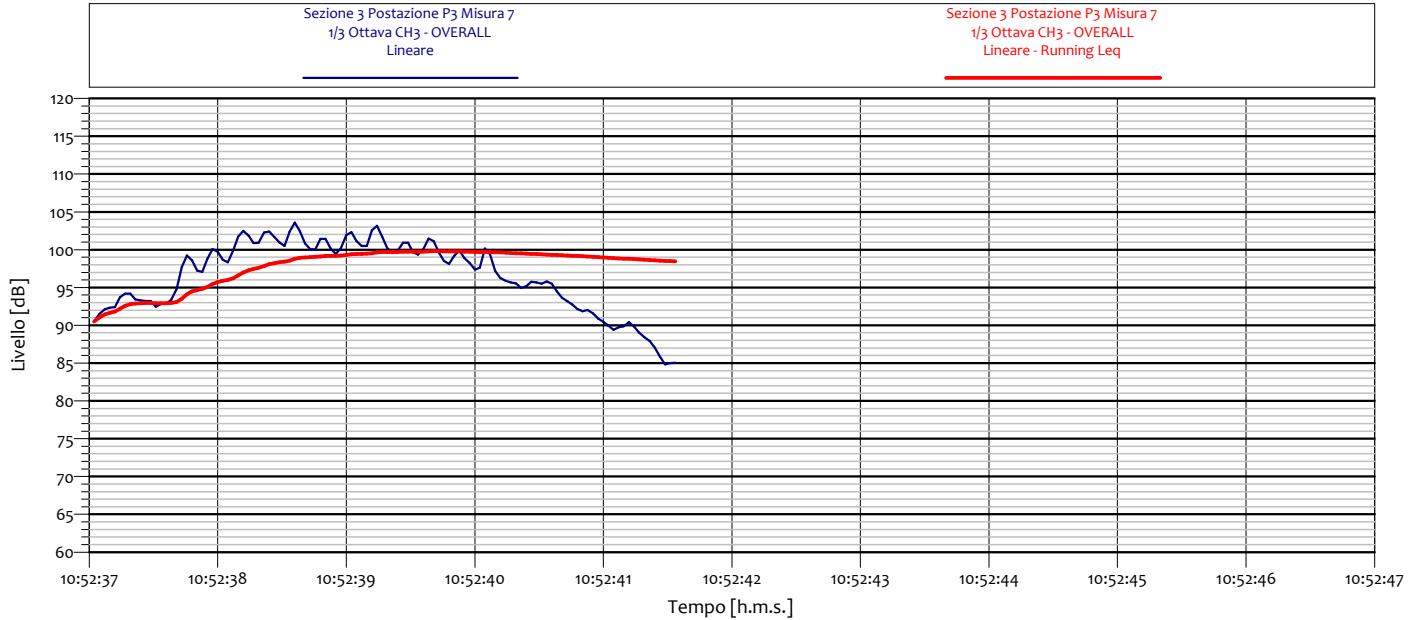


| Sezione 3 Postazione P3 Misura 6 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 60.0 dB | 1 | 62.6 dB | 1.3 | 64.6 dB | 1.6 | 61.7 dB |
| 2 | 56.5 dB | 2.5 | 76.9 dB | 3.2 | 77.6 dB | 4 | 68.9 dB |
| 5 | 75.1 dB | 6.3 | 76.2 dB | 8 | 79.6 dB | 10 | 73.9 dB |
| 12.5 | 75.4 dB | 16 | 83.5 dB | 20 | 86.9 dB | 25 | 87.4 dB |
| 31.5 | 81.5 dB | 40 | 85.4 dB | 50 | 92.5 dB | 63 | 91.2 dB |
| 80 | 96.0 dB | 100 | 84.2 dB | 125 | 73.5 dB | 160 | 65.8 dB |
| 200 | 59.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

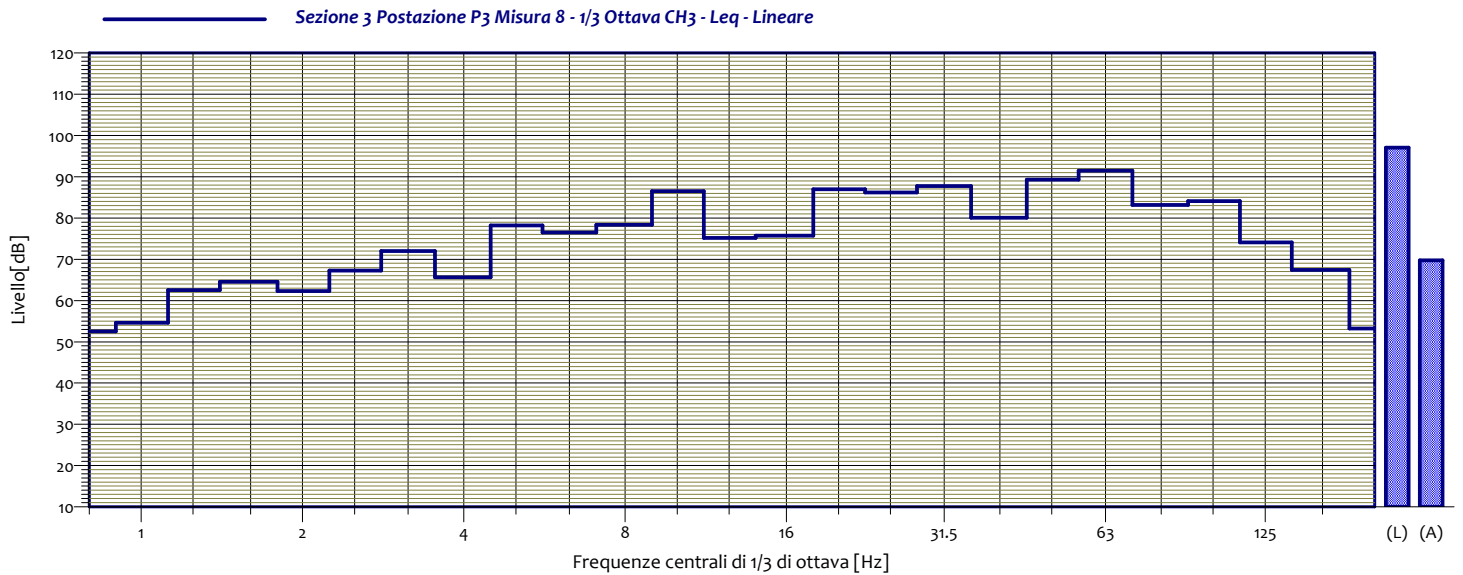
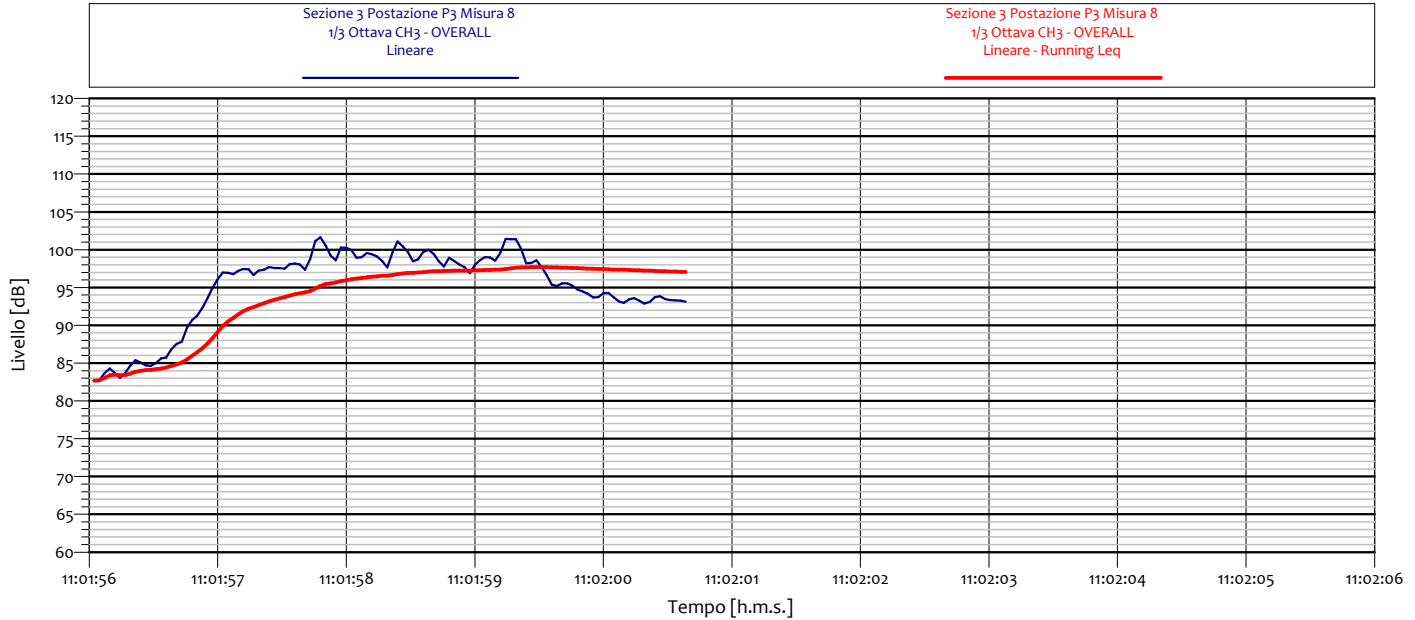


| Sezione 3 Postazione P3 Misura 7 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 44.2 dB | 1 | 44.8 dB | 1.3 | 60.6 dB | 1.6 | 59.5 dB |
| 2 | 58.0 dB | 2.5 | 66.1 dB | 3.2 | 68.1 dB | 4 | 74.6 dB |
| 5 | 90.4 dB | 6.3 | 76.2 dB | 8 | 87.1 dB | 10 | 86.9 dB |
| 12.5 | 77.6 dB | 16 | 78.2 dB | 20 | 84.9 dB | 25 | 85.6 dB |
| 31.5 | 86.1 dB | 40 | 75.1 dB | 50 | 88.5 dB | 63 | 93.4 dB |
| 80 | 87.9 dB | 100 | 79.3 dB | 125 | 70.2 dB | 160 | 64.7 dB |
| 200 | 53.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

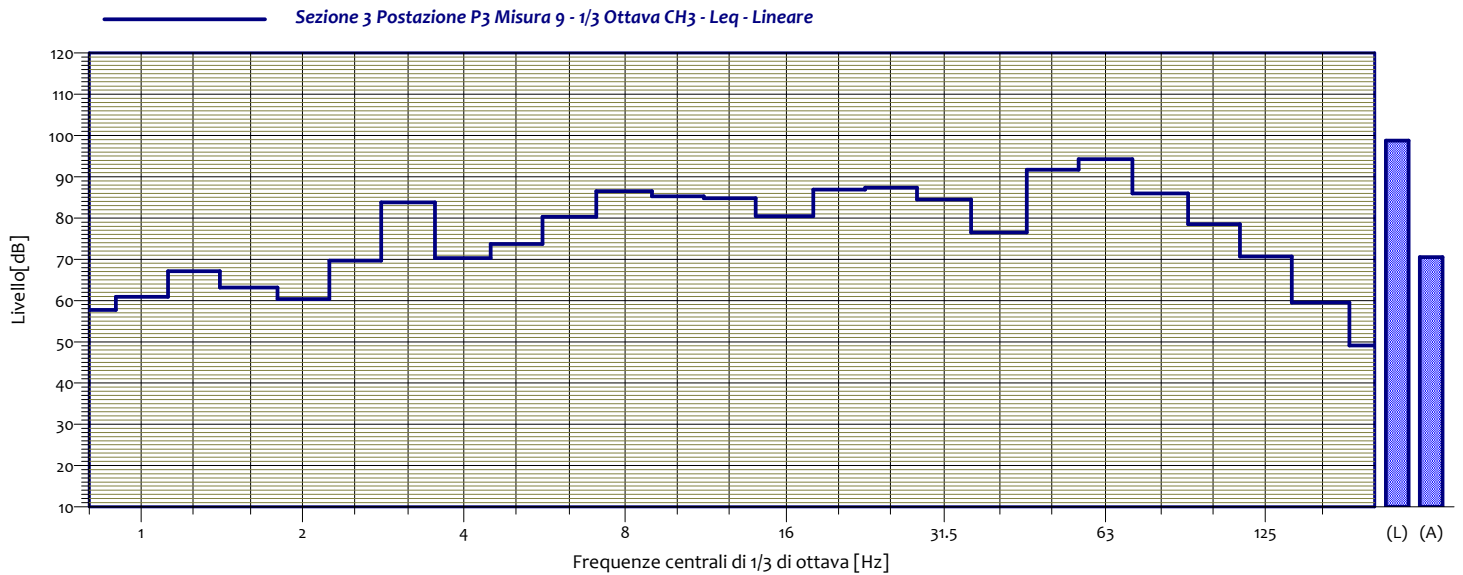
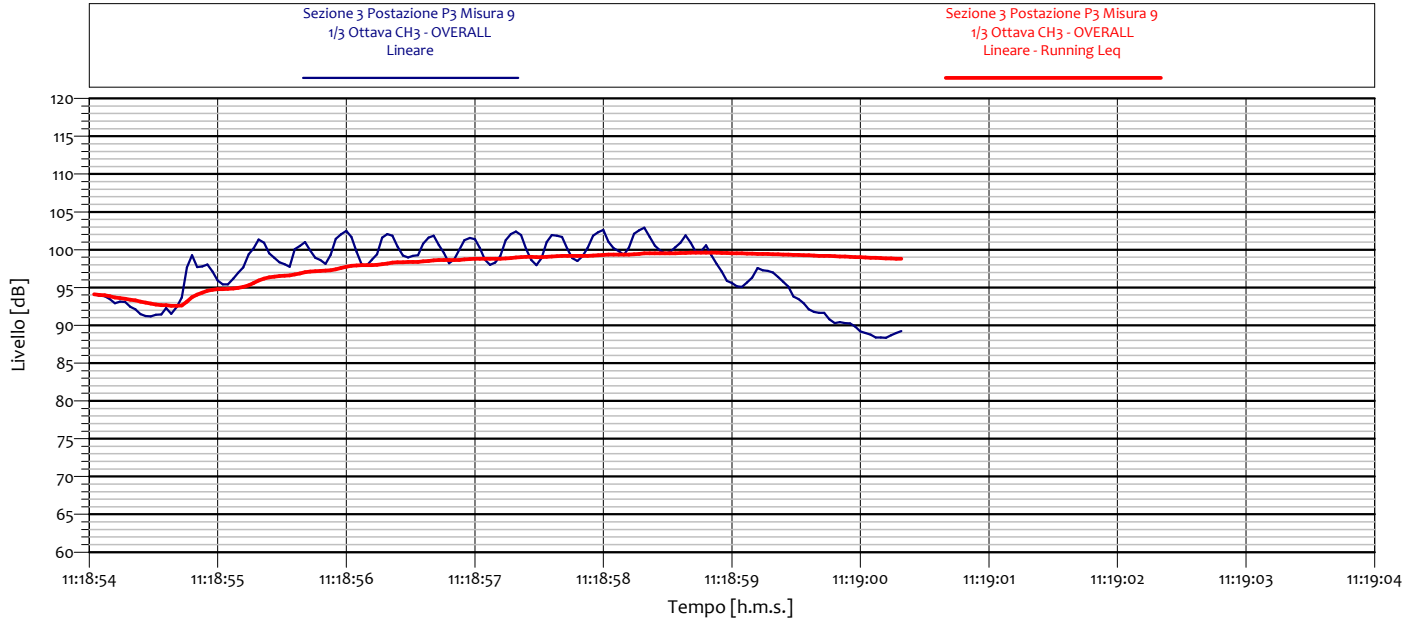


| Sezione 3 Postazione P3 Misura 8 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 52.5 dB | 1 | 54.6 dB | 1.3 | 62.6 dB | 1.6 | 64.5 dB |
| 2 | 62.3 dB | 2.5 | 67.3 dB | 3.2 | 72.0 dB | 4 | 65.6 dB |
| 5 | 78.2 dB | 6.3 | 76.5 dB | 8 | 78.3 dB | 10 | 86.5 dB |
| 12.5 | 75.1 dB | 16 | 75.7 dB | 20 | 86.9 dB | 25 | 86.2 dB |
| 31.5 | 87.7 dB | 40 | 80.1 dB | 50 | 89.3 dB | 63 | 91.5 dB |
| 80 | 83.1 dB | 100 | 84.1 dB | 125 | 74.1 dB | 160 | 67.4 dB |
| 200 | 53.2 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

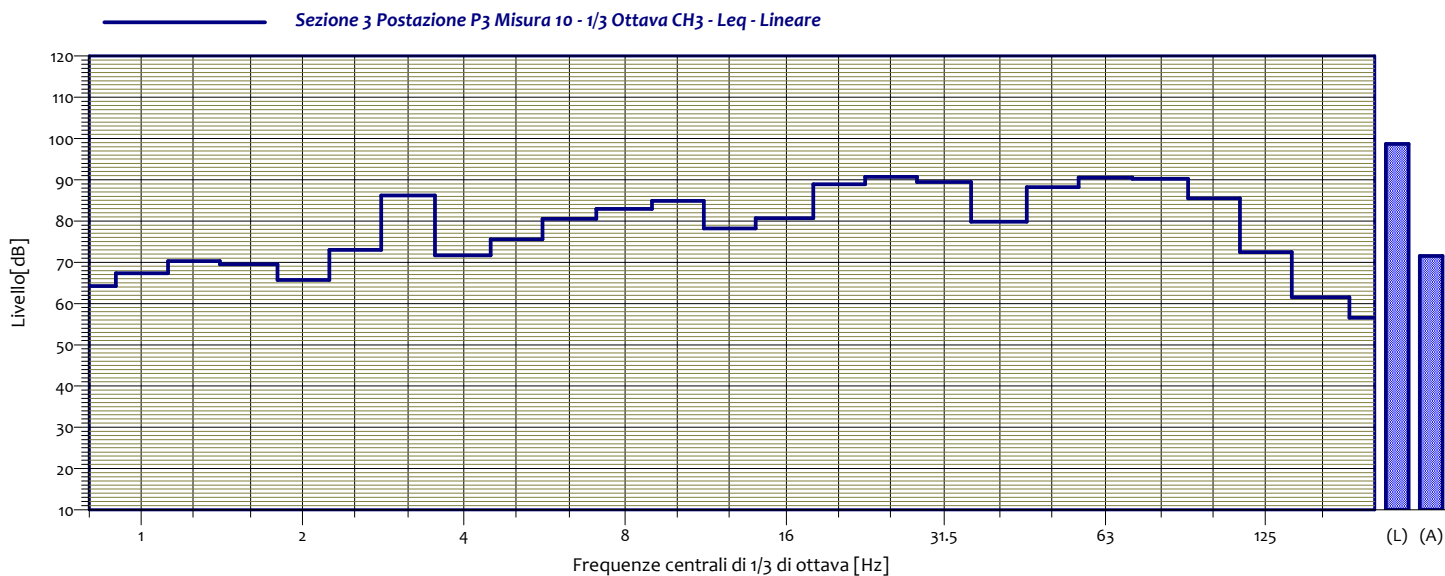
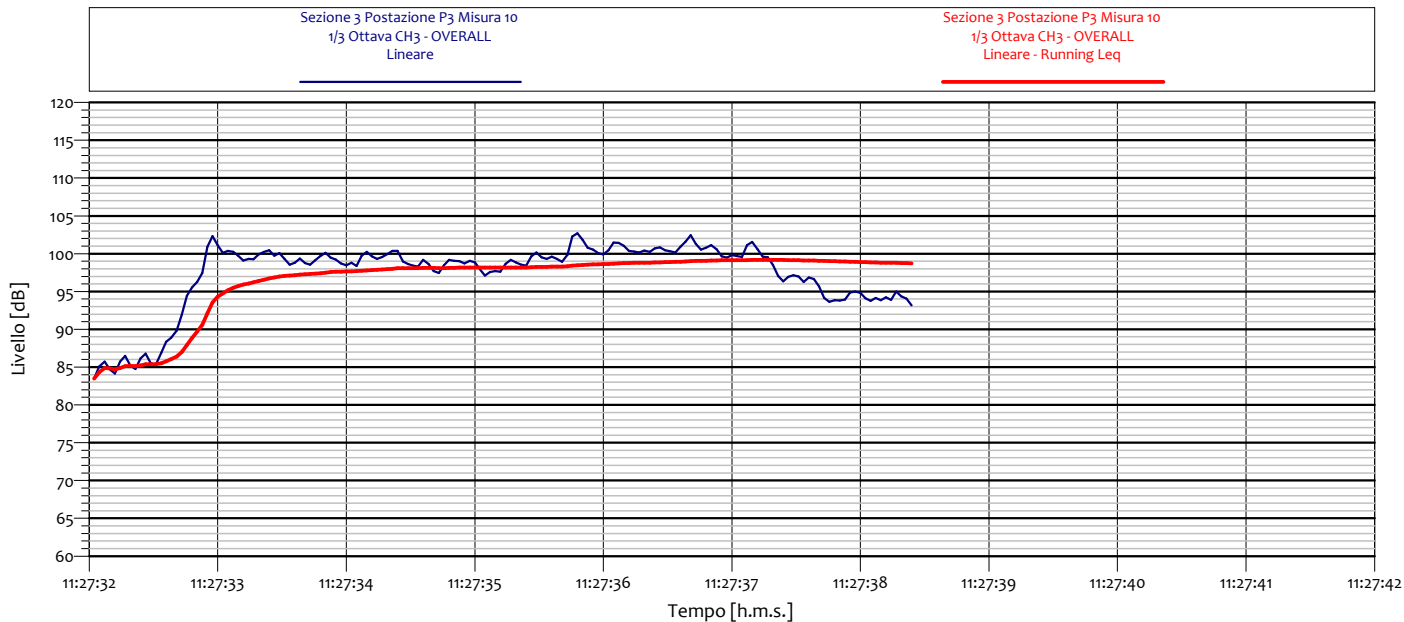


| Sezione 3 Postazione P3 Misura 9 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|---|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.7 dB | 1 | 60.9 dB | 1.3 | 67.1 dB | 1.6 | 63.2 dB |
| 2 | 60.4 dB | 2.5 | 69.6 dB | 3.2 | 83.8 dB | 4 | 70.3 dB |
| 5 | 73.7 dB | 6.3 | 80.3 dB | 8 | 86.5 dB | 10 | 85.3 dB |
| 12.5 | 84.8 dB | 16 | 80.4 dB | 20 | 86.9 dB | 25 | 87.3 dB |
| 31.5 | 84.5 dB | 40 | 76.5 dB | 50 | 91.7 dB | 63 | 94.3 dB |
| 80 | 85.9 dB | 100 | 78.5 dB | 125 | 70.7 dB | 160 | 59.5 dB |
| 200 | 49.1 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

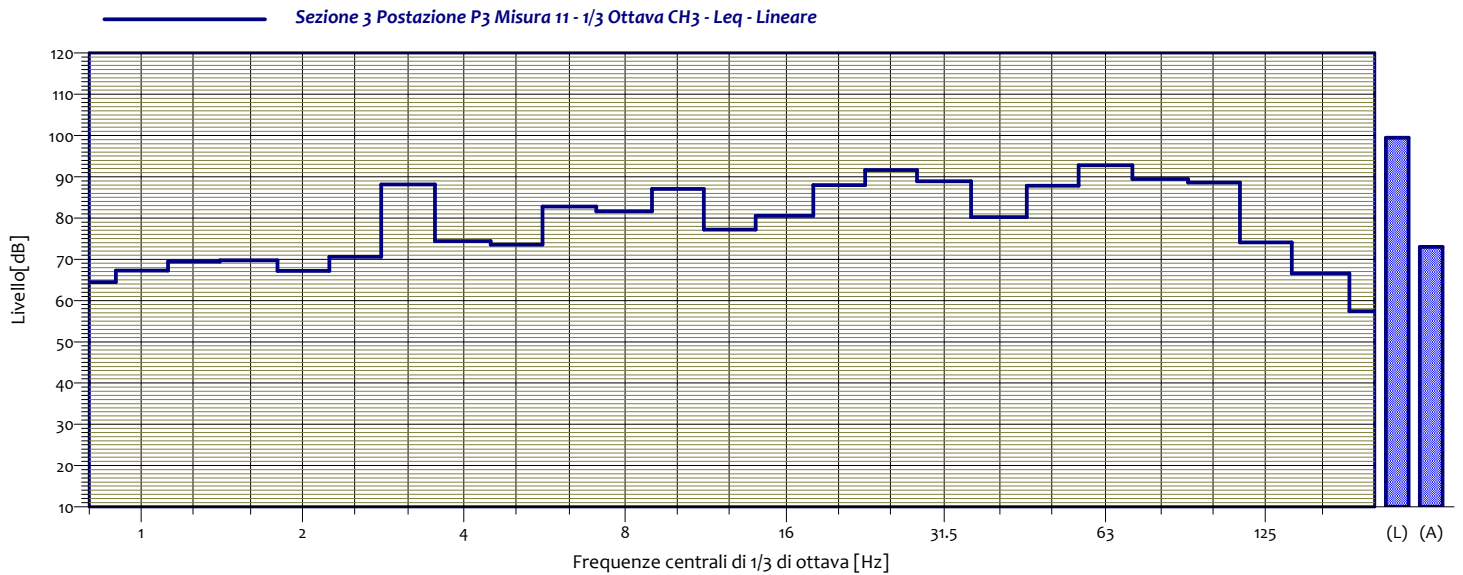
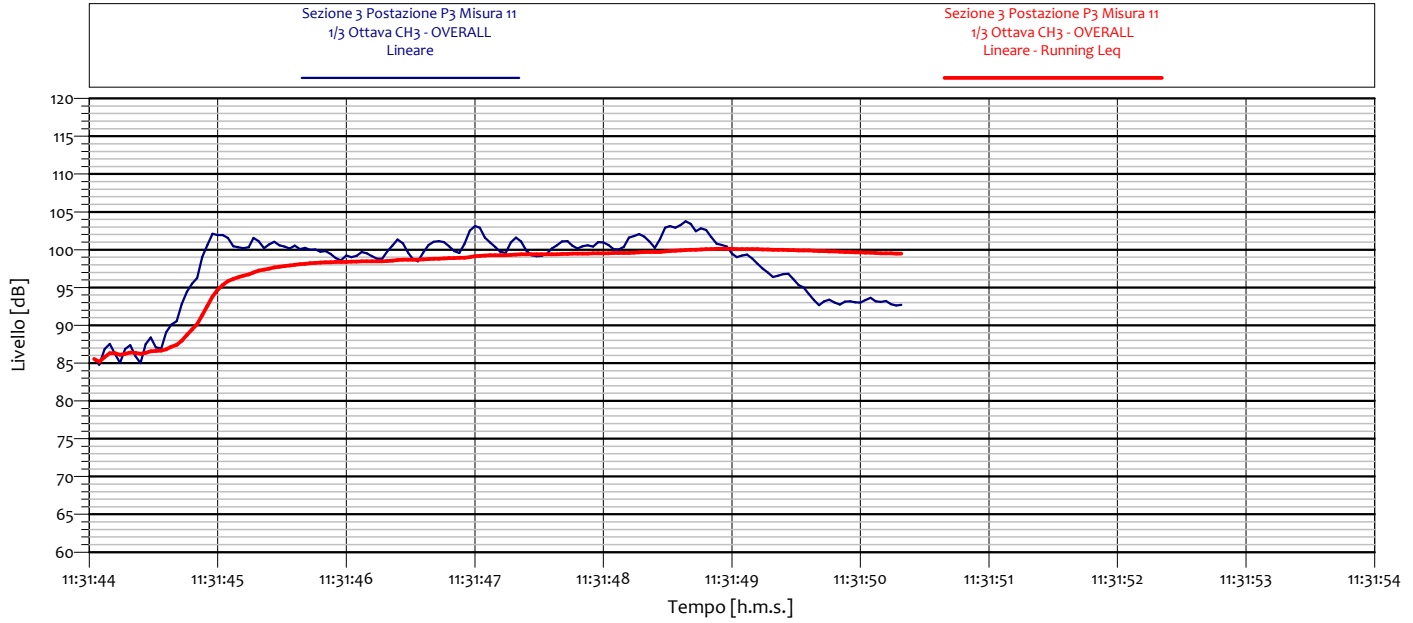


| Sezione 3 Postazione P3 Misura 10 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 64.2 dB | 1 | 67.3 dB | 1.3 | 70.3 dB | 1.6 | 69.5 dB |
| 2 | 65.7 dB | 2.5 | 73.0 dB | 3.2 | 86.2 dB | 4 | 71.6 dB |
| 5 | 75.5 dB | 6.3 | 80.6 dB | 8 | 82.9 dB | 10 | 84.9 dB |
| 12.5 | 78.2 dB | 16 | 80.7 dB | 20 | 88.9 dB | 25 | 90.7 dB |
| 31.5 | 89.4 dB | 40 | 79.8 dB | 50 | 88.2 dB | 63 | 90.6 dB |
| 80 | 90.2 dB | 100 | 85.5 dB | 125 | 72.5 dB | 160 | 61.5 dB |
| 200 | 56.6 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

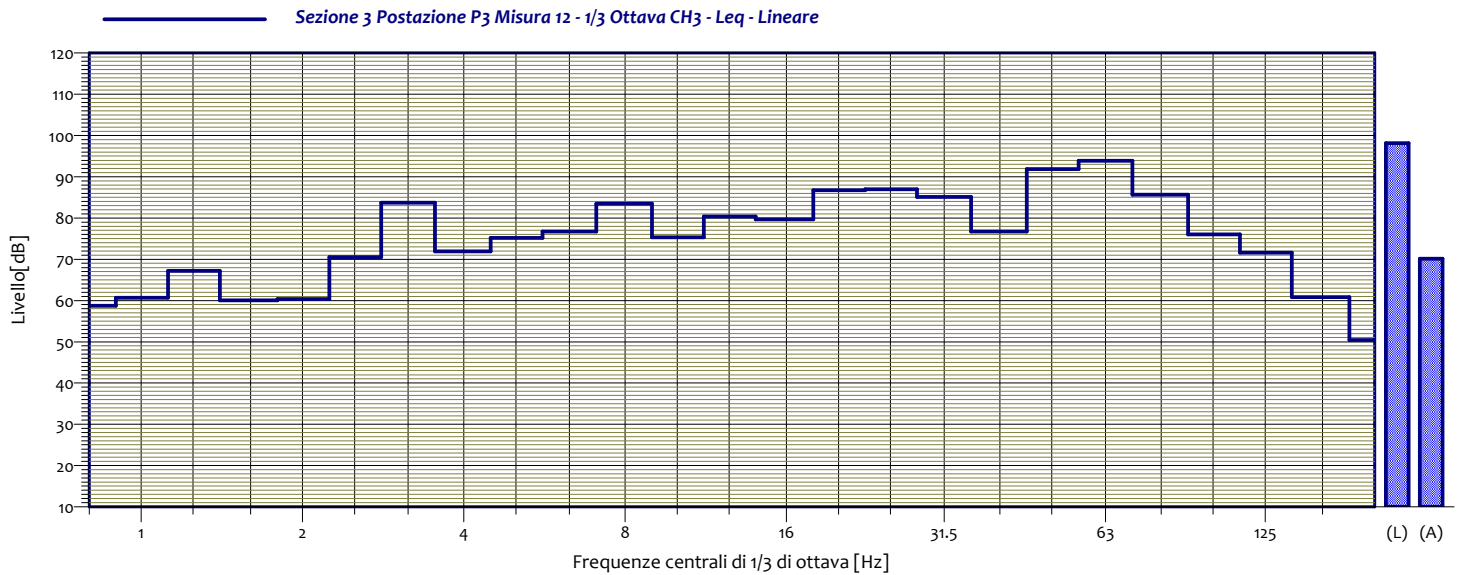
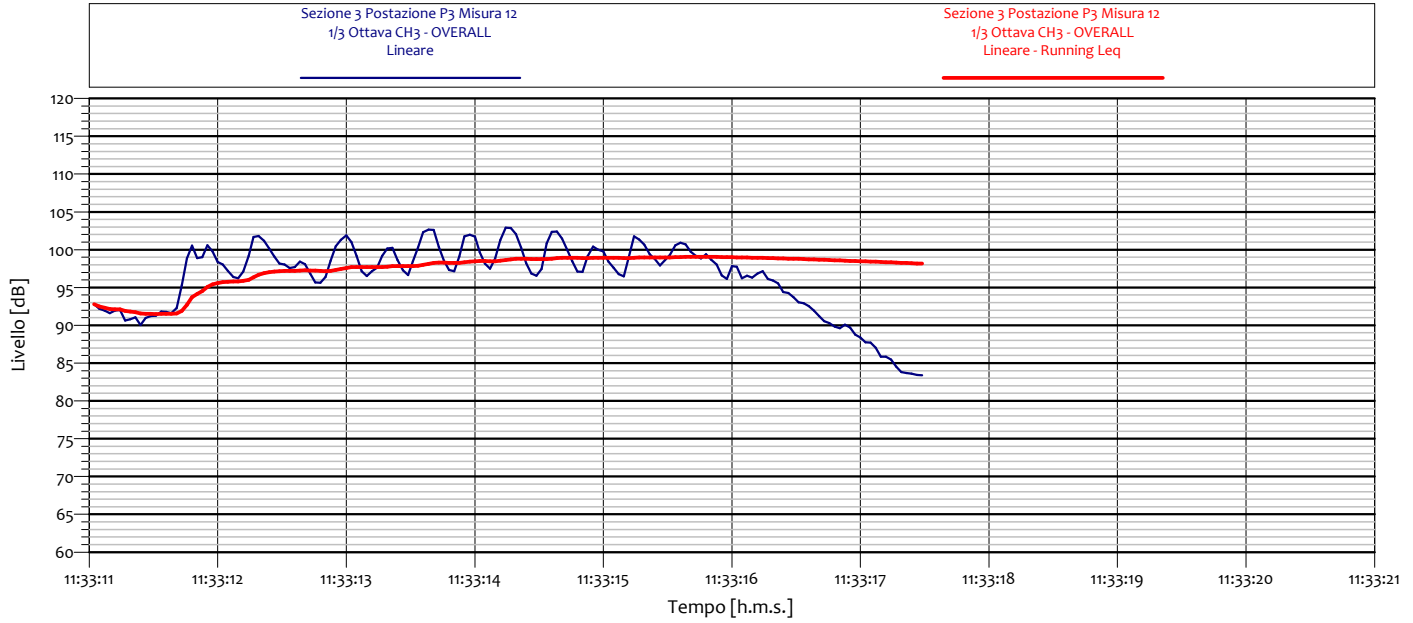


| Sezione 3 Postazione P3 Misura 11 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 64.4 dB | 1 | 67.3 dB | 1.3 | 69.5 dB | 1.6 | 69.7 dB |
| 2 | 67.1 dB | 2.5 | 70.6 dB | 3.2 | 88.1 dB | 4 | 74.4 dB |
| 5 | 73.6 dB | 6.3 | 82.8 dB | 8 | 81.6 dB | 10 | 87.1 dB |
| 12.5 | 77.2 dB | 16 | 80.5 dB | 20 | 88.0 dB | 25 | 91.6 dB |
| 31.5 | 88.9 dB | 40 | 80.2 dB | 50 | 87.8 dB | 63 | 92.8 dB |
| 80 | 89.4 dB | 100 | 88.6 dB | 125 | 74.1 dB | 160 | 66.6 dB |
| 200 | 57.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublicto Verona Porta Vescovo - Montebello Vicentino

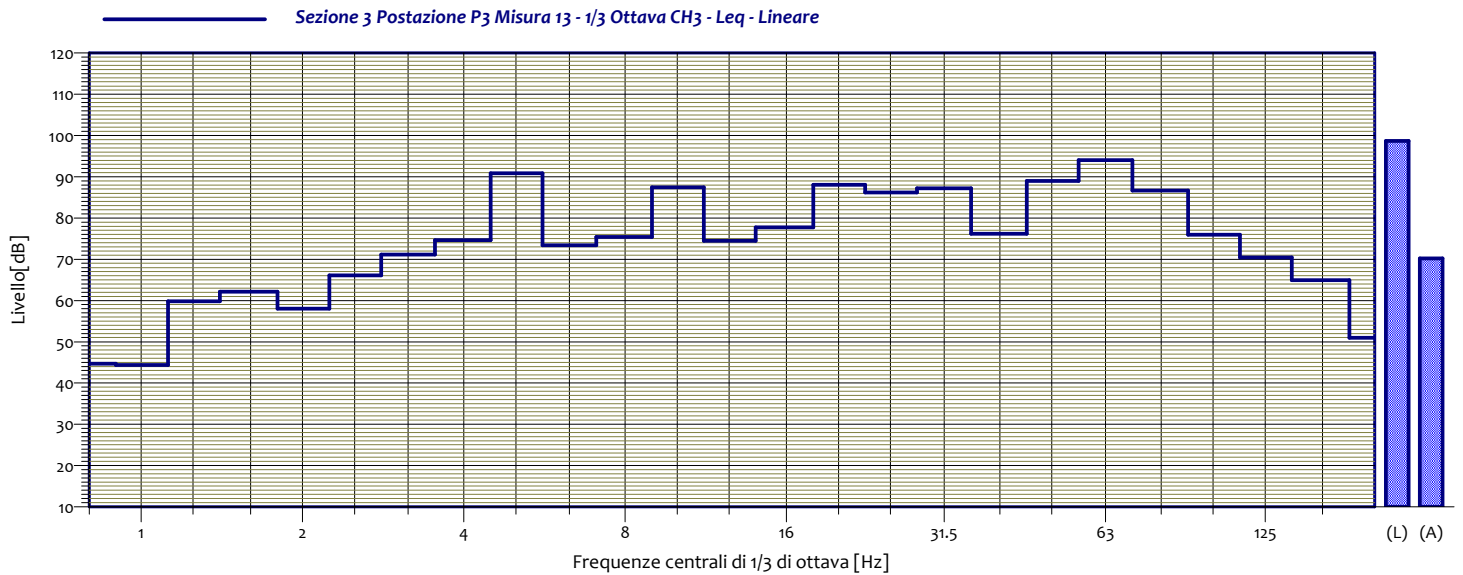
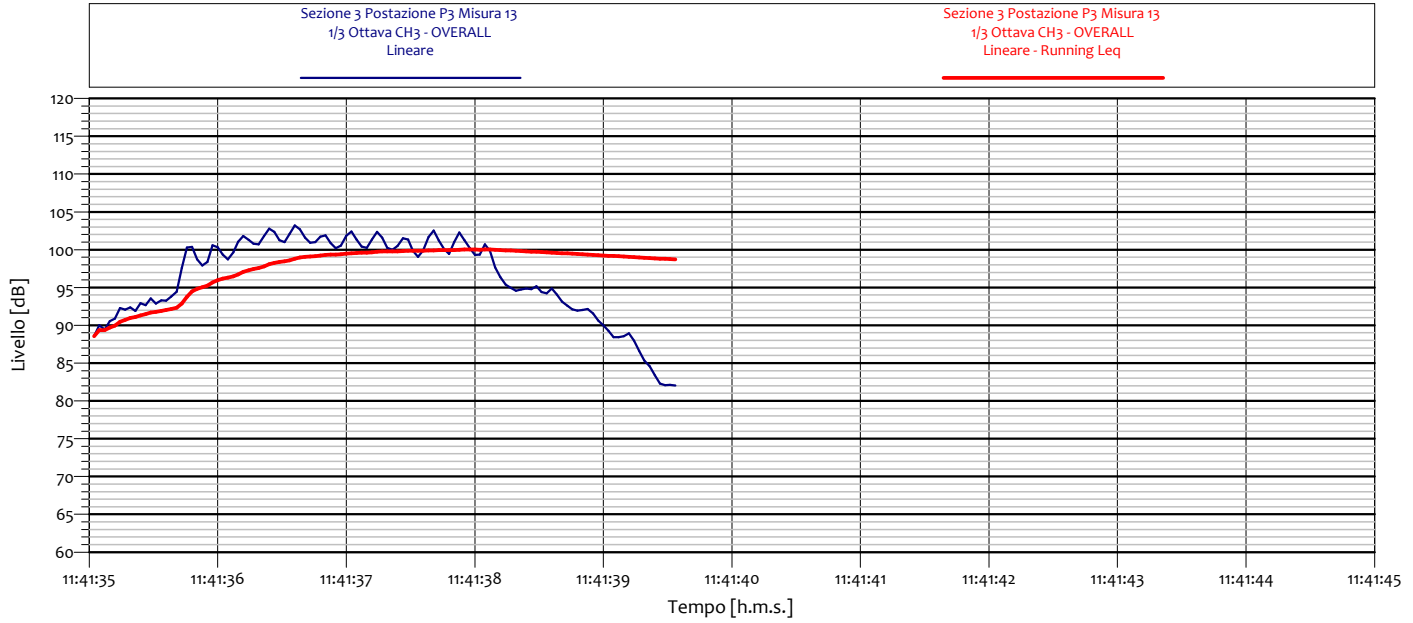


| Sezione 3 Postazione P3 Misura 12 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 58.8 dB | 1 | 60.7 dB | 1.3 | 67.2 dB | 1.6 | 60.0 dB |
| 2 | 60.3 dB | 2.5 | 70.5 dB | 3.2 | 83.7 dB | 4 | 72.0 dB |
| 5 | 75.2 dB | 6.3 | 76.7 dB | 8 | 83.5 dB | 10 | 75.3 dB |
| 12.5 | 80.4 dB | 16 | 79.7 dB | 20 | 86.7 dB | 25 | 87.0 dB |
| 31.5 | 85.1 dB | 40 | 76.7 dB | 50 | 91.9 dB | 63 | 93.9 dB |
| 80 | 85.6 dB | 100 | 76.0 dB | 125 | 71.6 dB | 160 | 60.8 dB |
| 200 | 50.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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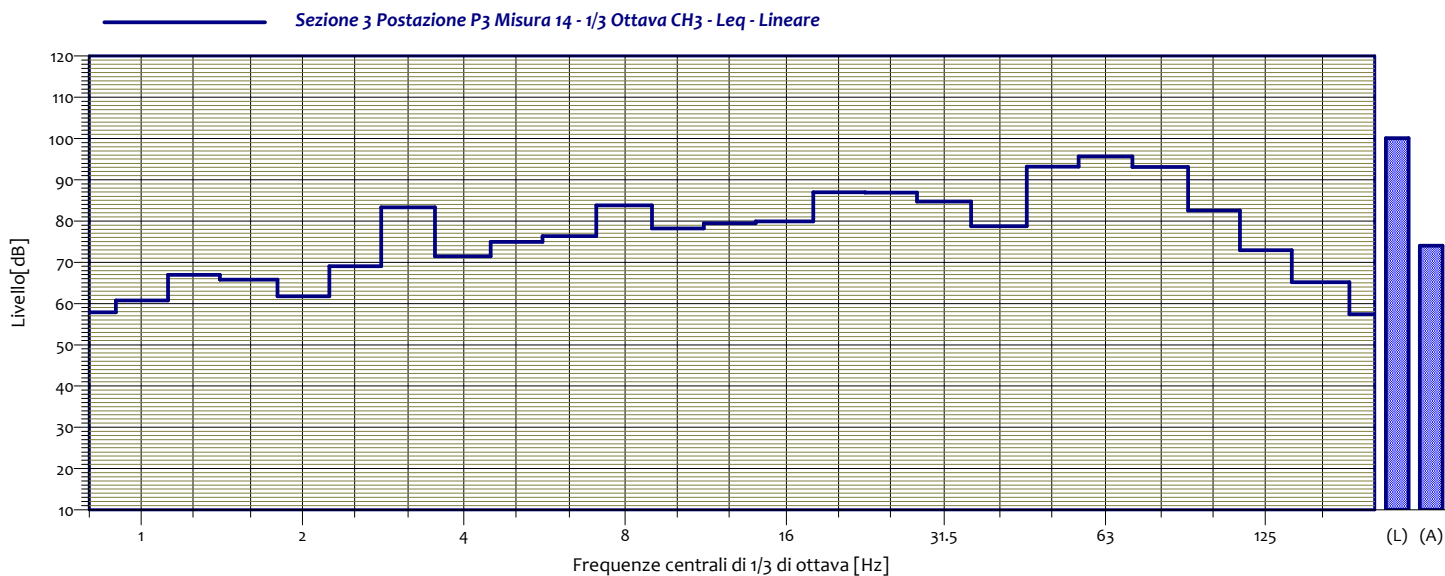
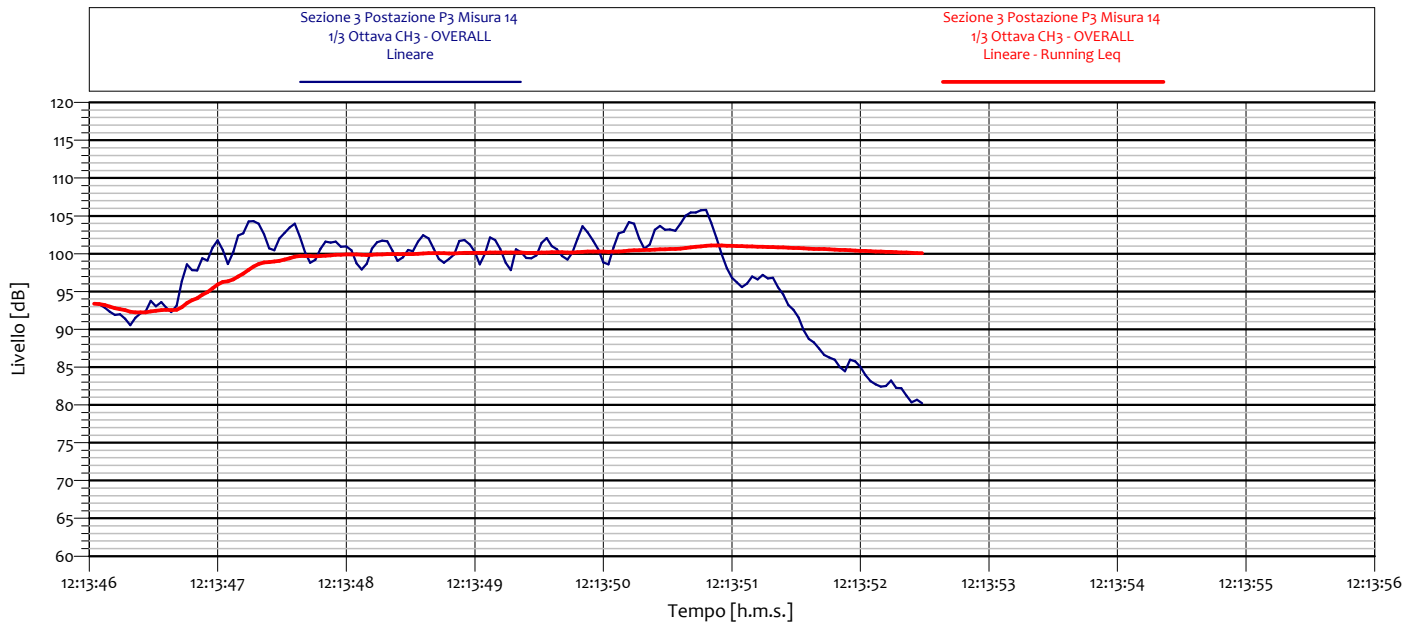


| Sezione 3 Postazione P3 Misura 13 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 44.7 dB | 1 | 44.3 dB | 1.3 | 59.8 dB | 1.6 | 62.1 dB |
| 2 | 58.0 dB | 2.5 | 66.1 dB | 3.2 | 71.1 dB | 4 | 74.6 dB |
| 5 | 90.9 dB | 6.3 | 73.4 dB | 8 | 75.4 dB | 10 | 87.5 dB |
| 12.5 | 74.4 dB | 16 | 77.7 dB | 20 | 88.1 dB | 25 | 86.2 dB |
| 31.5 | 87.2 dB | 40 | 76.2 dB | 50 | 89.0 dB | 63 | 94.0 dB |
| 80 | 86.7 dB | 100 | 76.0 dB | 125 | 70.4 dB | 160 | 64.9 dB |
| 200 | 50.9 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

Linea A.V./A.C. Verona – Padova - Sublotto Verona Porta Vescovo - Montebello Vicentino

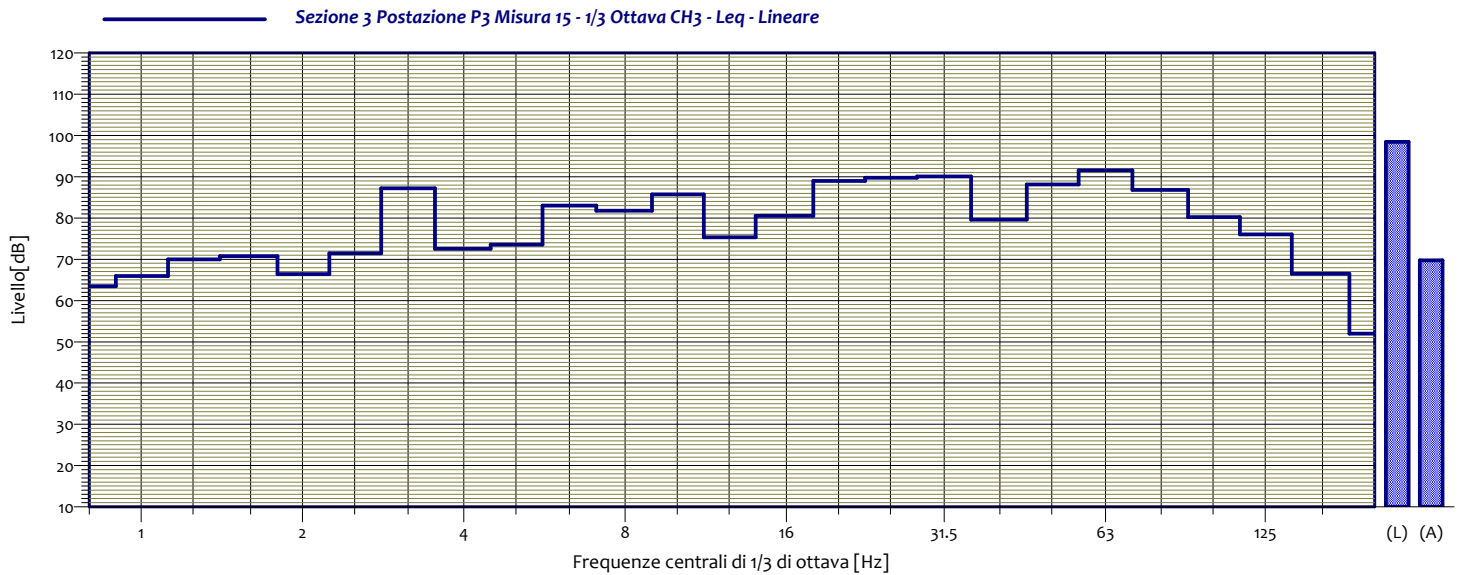
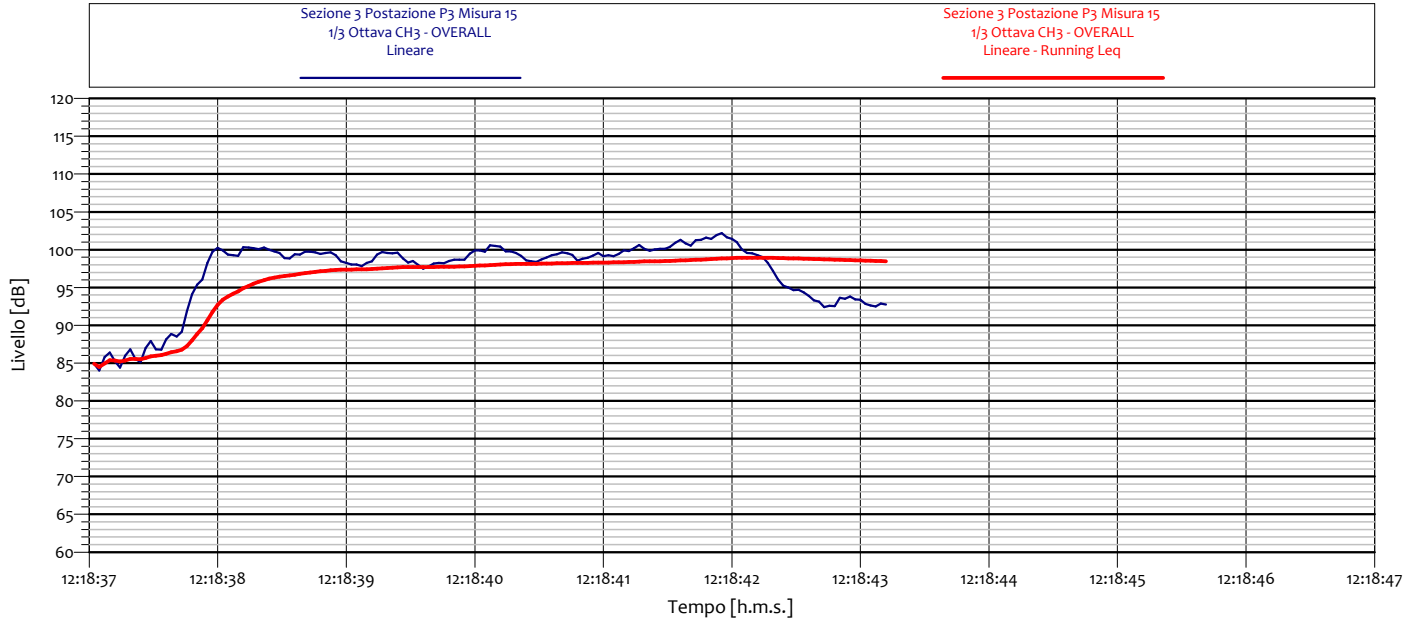


| Sezione 3 Postazione P3 Misura 14 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 57.9 dB | 1 | 60.7 dB | 1.3 | 67.0 dB | 1.6 | 65.8 dB |
| 2 | 61.7 dB | 2.5 | 69.0 dB | 3.2 | 83.4 dB | 4 | 71.4 dB |
| 5 | 75.0 dB | 6.3 | 76.3 dB | 8 | 83.7 dB | 10 | 78.2 dB |
| 12.5 | 79.5 dB | 16 | 79.9 dB | 20 | 87.0 dB | 25 | 86.9 dB |
| 31.5 | 84.8 dB | 40 | 78.7 dB | 50 | 93.2 dB | 63 | 95.7 dB |
| 80 | 93.1 dB | 100 | 82.6 dB | 125 | 72.9 dB | 160 | 65.2 dB |
| 200 | 57.4 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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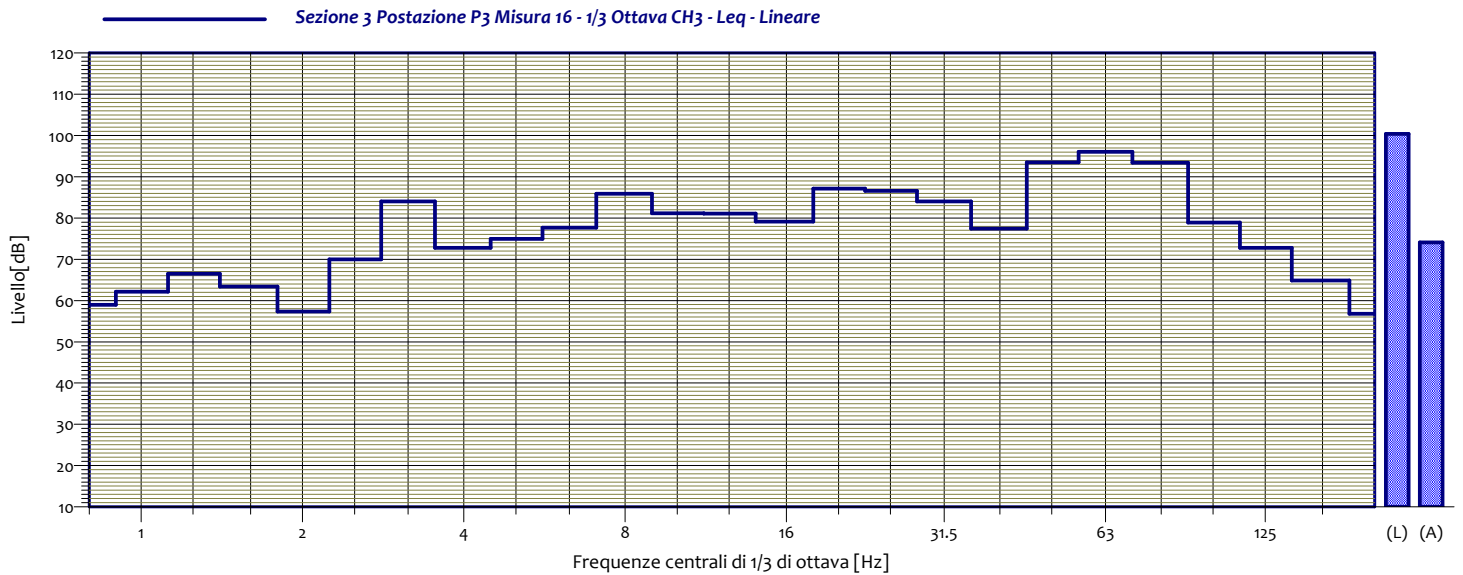
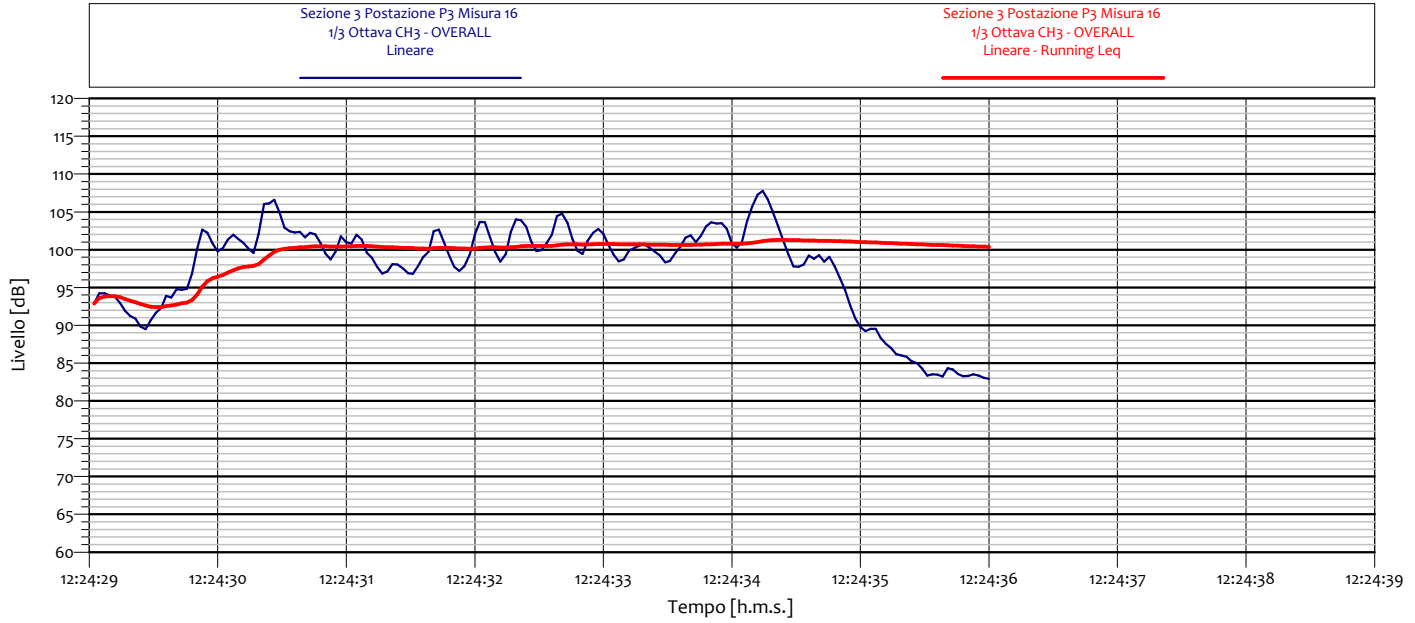


| Sezione 3 Postazione P3 Misura 15 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 63.5 dB | 1 | 66.0 dB | 1.3 | 70.0 dB | 1.6 | 70.8 dB |
| 2 | 66.4 dB | 2.5 | 71.5 dB | 3.2 | 87.2 dB | 4 | 72.6 dB |
| 5 | 73.6 dB | 6.3 | 83.0 dB | 8 | 81.8 dB | 10 | 85.7 dB |
| 12.5 | 75.4 dB | 16 | 80.6 dB | 20 | 89.0 dB | 25 | 89.7 dB |
| 31.5 | 90.1 dB | 40 | 79.6 dB | 50 | 88.1 dB | 63 | 91.6 dB |
| 80 | 86.8 dB | 100 | 80.2 dB | 125 | 76.0 dB | 160 | 66.5 dB |
| 200 | 52.0 dB | | | | | | |



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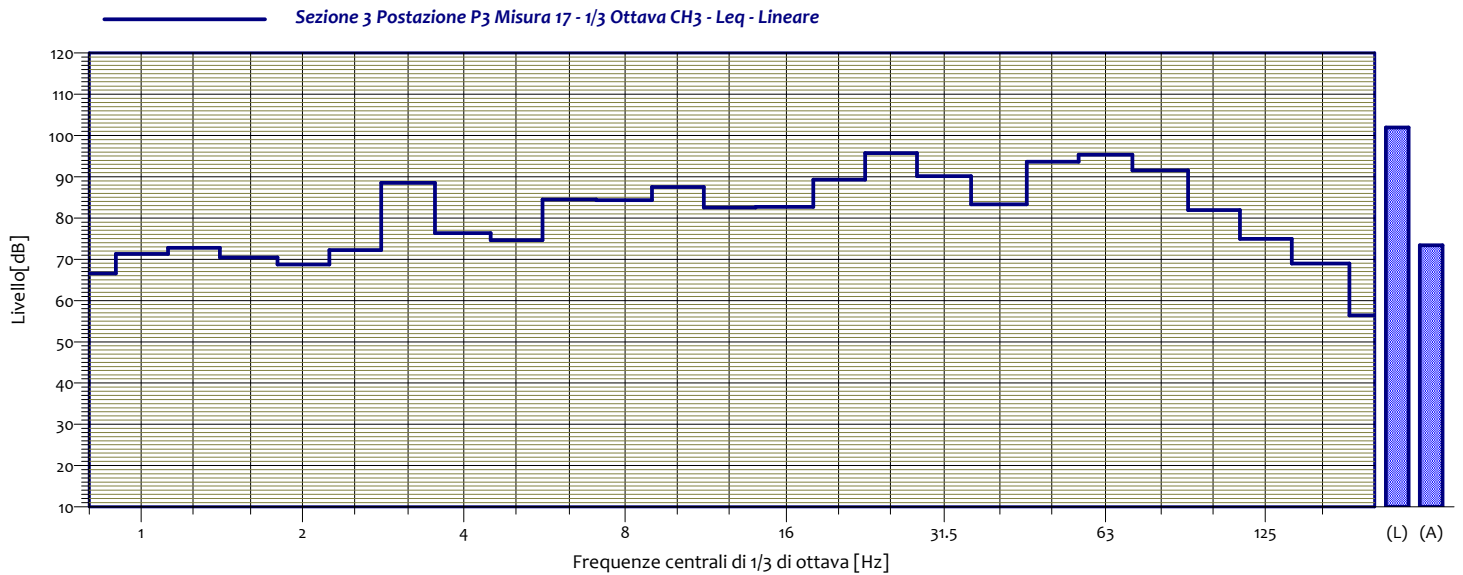
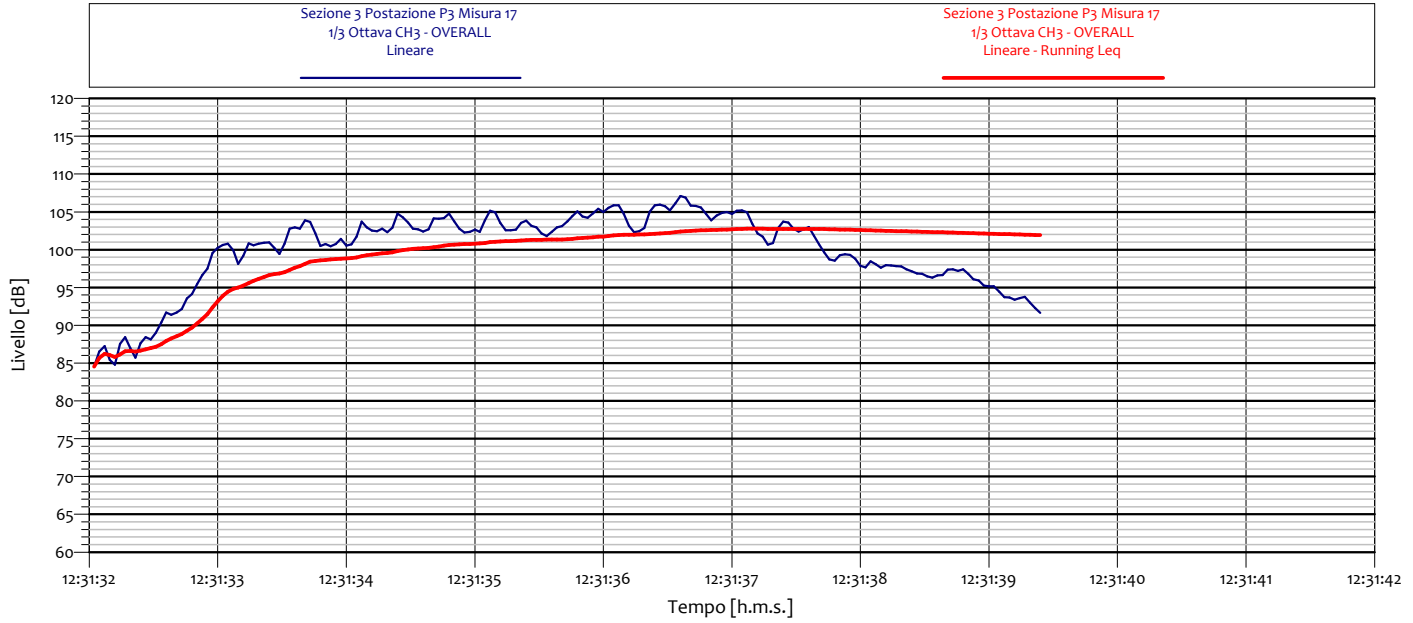


| Sezione 3 Postazione P3 Misura 16 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 58.9 dB | 1 | 62.1 dB | 1.3 | 66.4 dB | 1.6 | 63.4 dB |
| 2 | 57.4 dB | 2.5 | 70.0 dB | 3.2 | 84.0 dB | 4 | 72.8 dB |
| 5 | 74.9 dB | 6.3 | 77.7 dB | 8 | 85.9 dB | 10 | 81.2 dB |
| 12.5 | 81.1 dB | 16 | 79.2 dB | 20 | 87.1 dB | 25 | 86.6 dB |
| 31.5 | 84.0 dB | 40 | 77.4 dB | 50 | 93.5 dB | 63 | 96.0 dB |
| 80 | 93.4 dB | 100 | 78.9 dB | 125 | 72.8 dB | 160 | 64.9 dB |
| 200 | 56.8 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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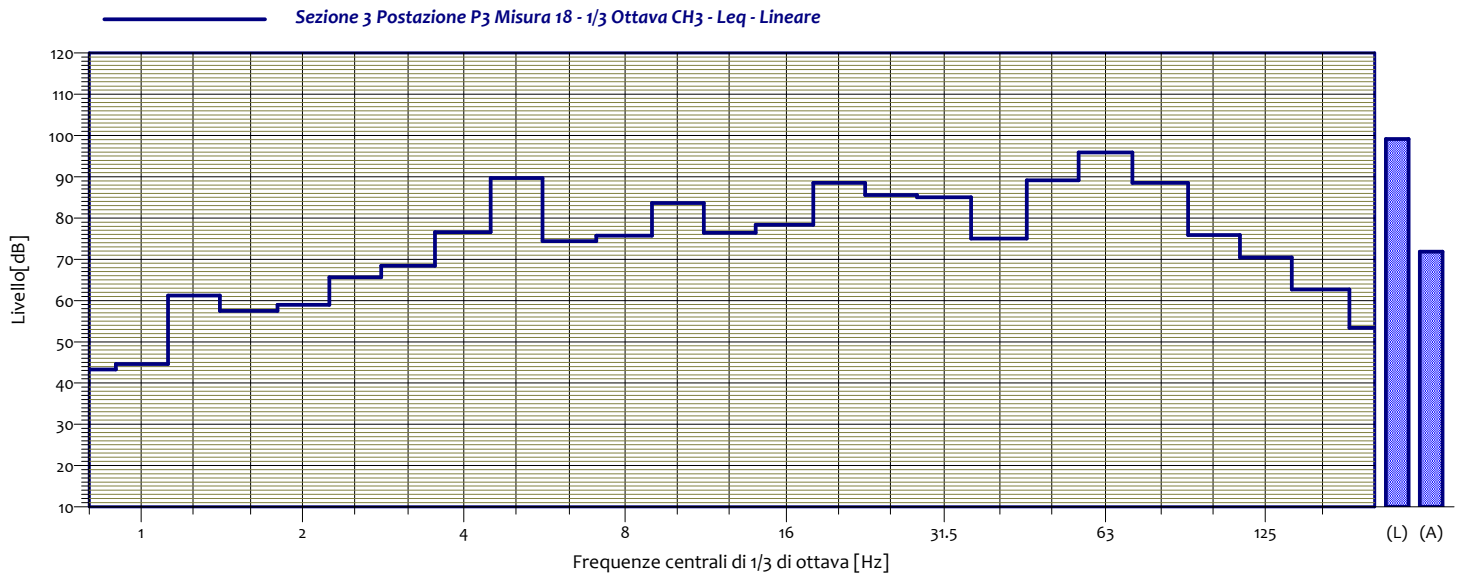
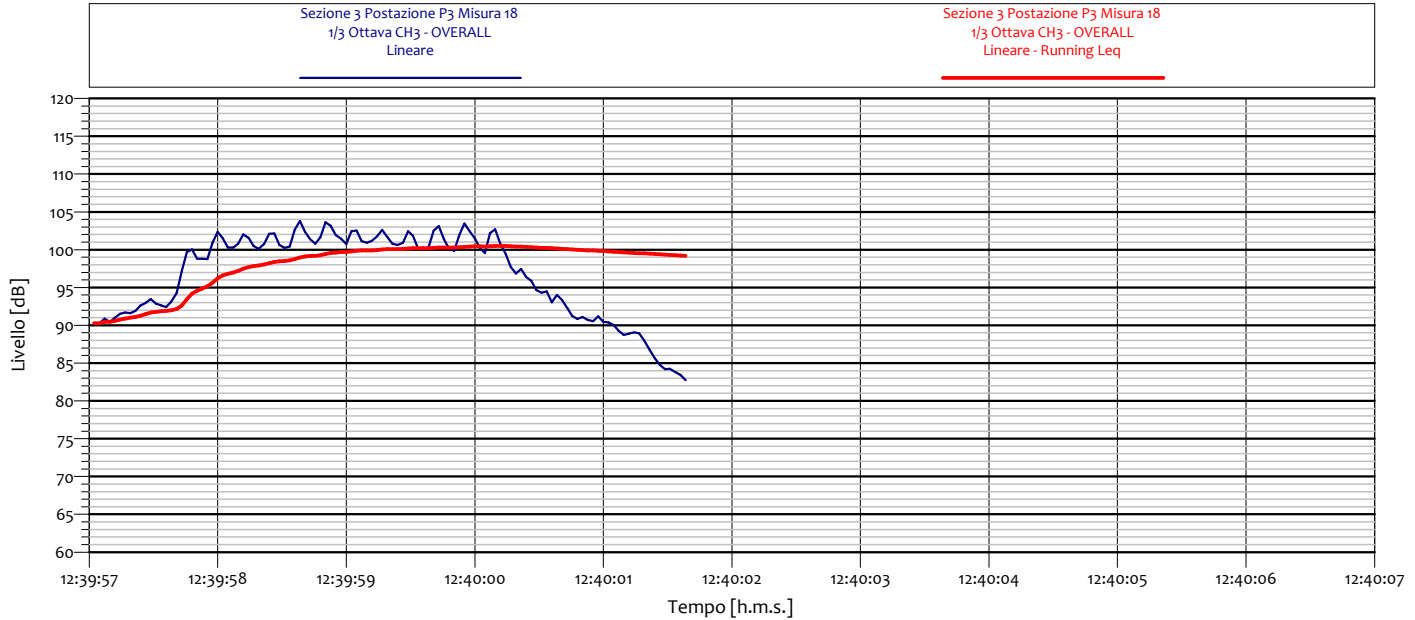


| Sezione 3 Postazione P3 Misura 17 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 66.5 dB | 1 | 71.3 dB | 1.3 | 72.8 dB | 1.6 | 70.4 dB |
| 2 | 68.8 dB | 2.5 | 72.2 dB | 3.2 | 88.5 dB | 4 | 76.3 dB |
| 5 | 74.6 dB | 6.3 | 84.5 dB | 8 | 84.3 dB | 10 | 87.5 dB |
| 12.5 | 82.6 dB | 16 | 82.7 dB | 20 | 89.3 dB | 25 | 95.7 dB |
| 31.5 | 90.2 dB | 40 | 83.4 dB | 50 | 93.7 dB | 63 | 95.4 dB |
| 80 | 91.5 dB | 100 | 82.0 dB | 125 | 74.9 dB | 160 | 68.9 dB |
| 200 | 56.3 dB | | | | | | |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI CONVOGLI SULLE LINEE ALTA VELOCITÀ

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| Sezione 3 Postazione P3 Misura 18 1/3 Ottava CH3 - Leq Lineare | | | | | | | |
|--|---------|-----|---------|-----|---------|-----|---------|
| 0.8 | 43.3 dB | 1 | 44.5 dB | 1.3 | 61.2 dB | 1.6 | 57.5 dB |
| 2 | 58.9 dB | 2.5 | 65.7 dB | 3.2 | 68.4 dB | 4 | 76.6 dB |
| 5 | 89.7 dB | 6.3 | 74.4 dB | 8 | 75.7 dB | 10 | 83.6 dB |
| 12.5 | 76.4 dB | 16 | 78.3 dB | 20 | 88.5 dB | 25 | 85.6 dB |
| 31.5 | 85.0 dB | 40 | 75.0 dB | 50 | 89.2 dB | 63 | 95.9 dB |
| 80 | 88.5 dB | 100 | 75.8 dB | 125 | 70.5 dB | 160 | 62.7 dB |
| 200 | 53.4 dB | | | | | | |