

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 STORICA
SCHEDE LINEA STORICA : SEZIONE 01**

| | | | |
|--|-------------------------------------|-----------------|--------|
| 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 | 0 | D | 0 | 0 | D | I | 2 | R | H | A | R | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 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 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

| | | |
|---------------------------------|----------------------|-----------|
| File: IN0D00DI2RHAR0003005A_01A | CUP: J41E91000000009 | n. Elab.: |
| | CIG: 3320049F17 | |

POSTAZIONE DI MISURA: P1
SEZIONE 01

LOCALIZZAZIONE: Via A. Salieri, 319 - 37132 - VERONA

DATA INIZIO: 18.02.2015 ORA INIZIO: 11:00:00 DATA FINE: 18.02.2015 ORA FINE: 16:00:00

DESCRIZIONE: Esterno abitazione a 2.00 m circa dall'asse del binario

STRUMENTAZIONE: n. 2 analizzatori Real Time SoundBook Sinus 4 ch, con n. 1 terna monoassiale di accelerometri da 1000 mV/g PCB Piezotronic mod. 39303 e n. 1 accelerometro triassiale da 1000 mV/g PCB Piezotronic mod. 359B18, n. 2 analizzatori DEWETRON Dewe-43 8 ch, con n. 2 terne monoassiali di

NOTE:


TABELLA DI SINTESI ASSE COMBINATO

| N. | DATA | ORA | DIR | TIPO | COMP. | Trazione | Lunghezza (m) | Velocità (Km/h) | Leq (dB) |
|----|------------|--------------|-------|----------------|-------|----------|---------------|-----------------|----------|
| 1 | 18/02/2015 | 11:48:02.200 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 114,8 | 78,5 |
| 2 | 18/02/2015 | 12:29:52.240 | OVEST | FRECCIA BIANCA | 2+10 | E | 301,5 | 88,7 | 76,0 |
| 3 | 18/02/2015 | 12:33:30.880 | OVEST | REGIONALE | 2+7 | E | 22,3 | 8,1 | 74,6 |
| 4 | 18/02/2015 | 12:51:22.240 | EST | MINUETTO | 2+4 | E | 51,9 | 44,5 | 76,8 |
| 5 | 18/02/2015 | 12:53:01.600 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 90,8 | 78,4 |
| 6 | 18/02/2015 | 13:02:30.640 | OVEST | MINUETTO | 2+2 | E | 51,9 | 22,2 | 69,6 |
| 7 | 18/02/2015 | 13:05:08.200 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 147,5 | 83,0 |
| 8 | 18/02/2015 | 13:05:29.800 | OVEST | MERCI | 2+6 | E | 160,3 | 52,8 | 77,2 |
| 9 | 18/02/2015 | 13:09:52.120 | EST | MERCI | 1+17 | E | 360,3 | 117,5 | 75,5 |
| 10 | 18/02/2015 | 13:22:13 | OVEST | REGIONALE | 2+5 | E | 171,0 | 50,3 | 73,7 |
| 11 | 18/02/2015 | 13:28:47.319 | EST | REGIONALE | 2+6 | E | 197,1 | 88,3 | 76,6 |
| 12 | 18/02/2015 | 13:50:44.319 | EST | MINUETTO | 2+3 | E | 51,9 | 24,3 | 71,7 |
| 13 | 18/02/2015 | 13:59:48.640 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 78,7 | 77,6 |
| 14 | 18/02/2015 | 14:05:52.960 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 95,0 | 76,5 |
| 15 | 18/02/2015 | 14:11:21.040 | OVEST | MINUETTO | 2+4 | E | 51,9 | 39,9 | 76,2 |
| 16 | 18/02/2015 | 14:14:33.160 | OVEST | MERCI | 1+21 | E | 440,3 | 102,4 | 75,4 |
| 17 | 18/02/2015 | 14:22:31.600 | OVEST | REGIONALE | 2+6 | E | 197,1 | 70,4 | 75,2 |
| 18 | 18/02/2015 | 14:29:03.760 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 75,1 | 76,5 |
| 19 | 18/02/2015 | 14:30:50.800 | EST | REGIONALE | 2+7 | E | 223,2 | 87,0 | 73,6 |
| 20 | 18/02/2015 | 14:34:10.239 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 98,4 | 77,1 |
| 21 | 18/02/2015 | 14:39:53.680 | EST | MERCI | 1+21 | E | 440,3 | 80,1 | 77,0 |
| 22 | 18/02/2015 | 14:45:06.399 | EST | MERCI | 1+30 | E | 620,3 | 121,1 | 76,5 |
| 23 | 18/02/2015 | 14:52:36.880 | EST | MINUETTO | 2+4 | E | 51,9 | 39,9 | 78,6 |
| 24 | 18/02/2015 | 14:56:21.279 | EST | MERCI | 1+14 | E | 300,3 | 79,0 | 76,3 |
| 25 | 18/02/2015 | 15:20:52.479 | OVEST | MINUETTO | 2+3 | E | 51,9 | 26,8 | 72,9 |
| 26 | 18/02/2015 | 15:28:18.279 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 73,8 | 75,1 |
| 27 | 18/02/2015 | 15:38:08.920 | EST | MERCI | 1+28 | E | 580,3 | 121,7 | 76,3 |
| 28 | 18/02/2015 | 15:44:11.320 | OVEST | MERCI | 1+22 | E | 460,3 | 71,9 | 75,3 |
| 29 | 18/02/2015 | 15:47:49.359 | OVEST | MERCI | 1+21 | E | 440,3 | 85,2 | 73,1 |
| 30 | 18/02/2015 | 15:51:33.160 | EST | MINUETTO | 2+2 | E | 51,9 | 33,9 | 76,0 |
| 31 | 18/02/2015 | 15:53:56.803 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 79,4 | 76,9 |

POSTAZIONE DI MISURA P1

SEZIONE 01 - RASO/RILEVATO

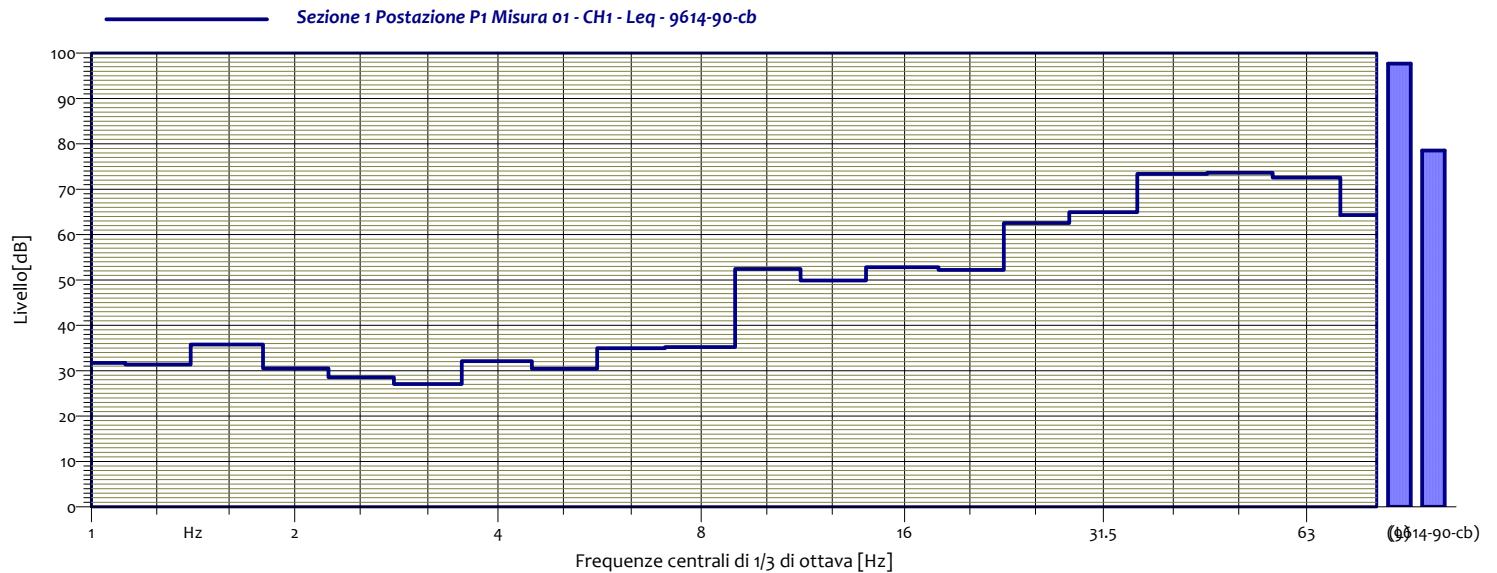
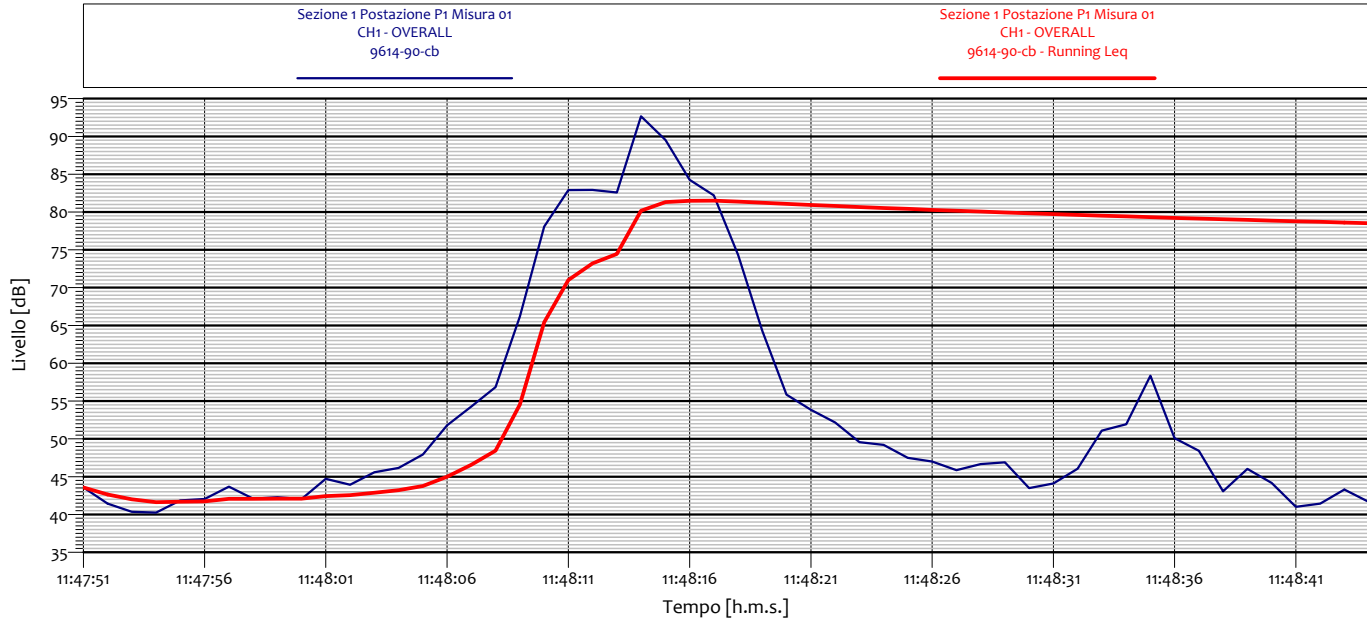
ASSE DI VALUTAZIONE COMBINATO

PESATURA: POSTURA NON NOTA O VARIABILE (UNI 9614)



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

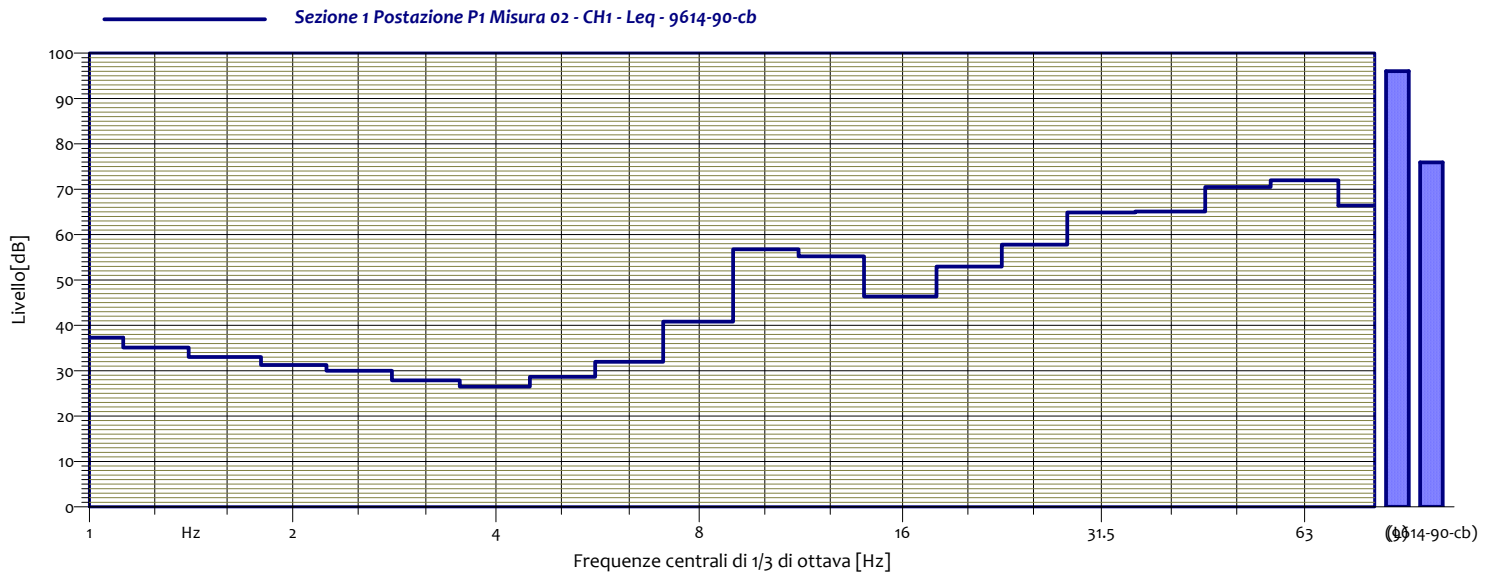
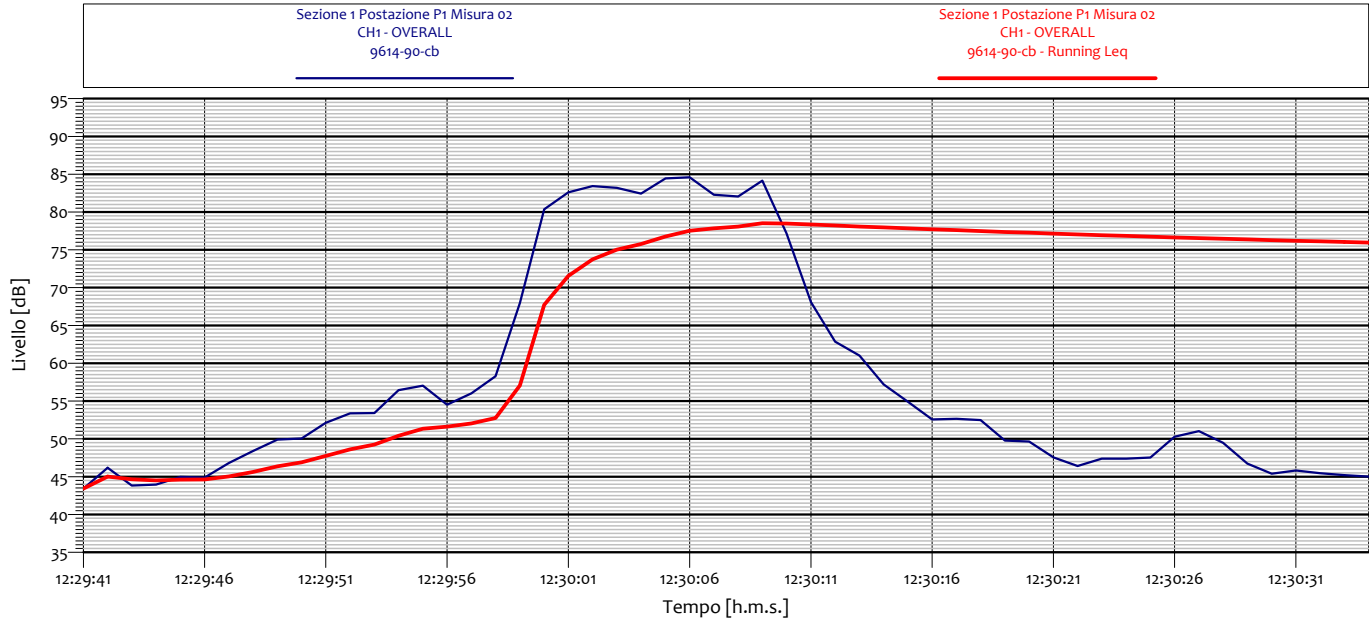


| Sezione 1 Postazione P1 Misura 01 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.8 dB | 1.25 Hz | 31.4 dB |
| 1.6 Hz | 35.8 dB | 2 Hz | 30.6 dB |
| 2.5 Hz | 28.5 dB | 3.15 Hz | 27.1 dB |
| 4 Hz | 32.1 dB | 5 Hz | 30.4 dB |
| 6.3 Hz | 35.0 dB | 8 Hz | 35.2 dB |
| 10 Hz | 52.4 dB | 12.5 Hz | 49.9 dB |
| 16 Hz | 52.8 dB | 20 Hz | 52.2 dB |
| 25 Hz | 62.5 dB | 31.5 Hz | 64.9 dB |
| 40 Hz | 73.4 dB | 50 Hz | 73.7 dB |
| 63 Hz | 72.6 dB | 80 Hz | 64.3 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

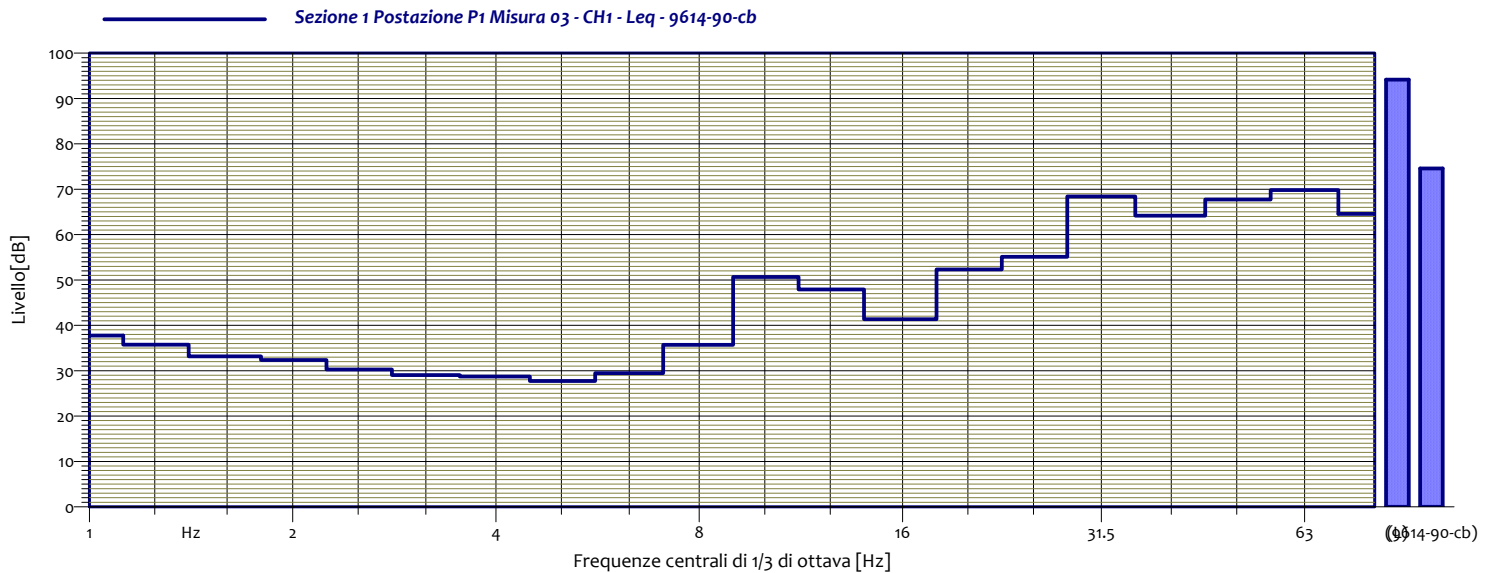
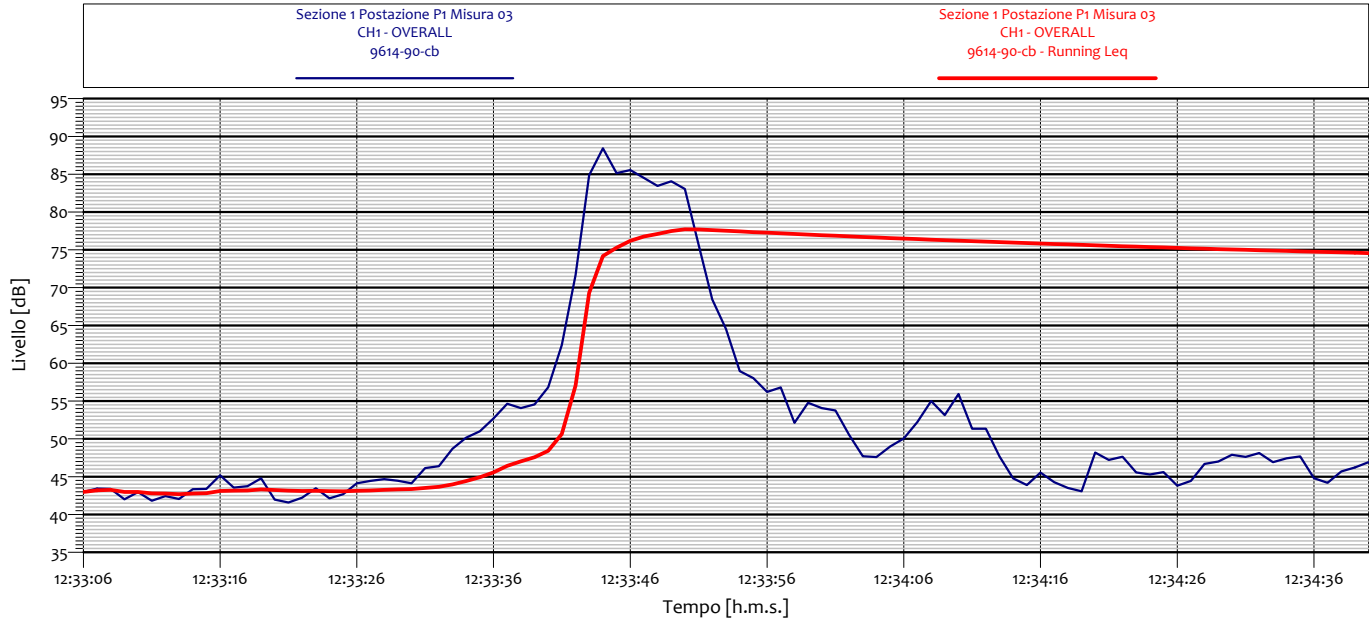


| Sezione 1 Postazione P1 Misura 02 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 37.3 dB | 1.25 Hz | 35.1 dB |
| 1.6 Hz | 33.0 dB | 2 Hz | 31.3 dB |
| 2.5 Hz | 30.0 dB | 3.15 Hz | 27.9 dB |
| 4 Hz | 26.5 dB | 5 Hz | 28.7 dB |
| 6.3 Hz | 32.0 dB | 8 Hz | 40.8 dB |
| 10 Hz | 56.8 dB | 12.5 Hz | 55.2 dB |
| 16 Hz | 46.4 dB | 20 Hz | 53.0 dB |
| 25 Hz | 57.8 dB | 31.5 Hz | 64.9 dB |
| 40 Hz | 65.1 dB | 50 Hz | 70.5 dB |
| 63 Hz | 72.0 dB | 80 Hz | 66.4 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

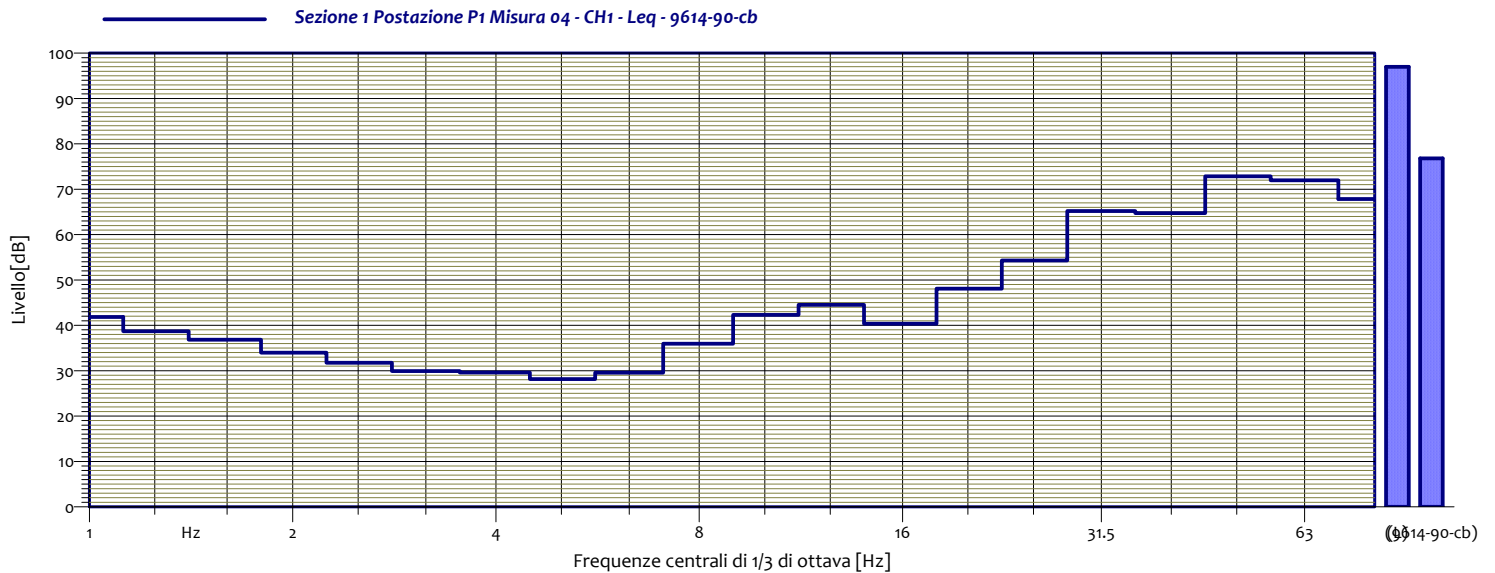
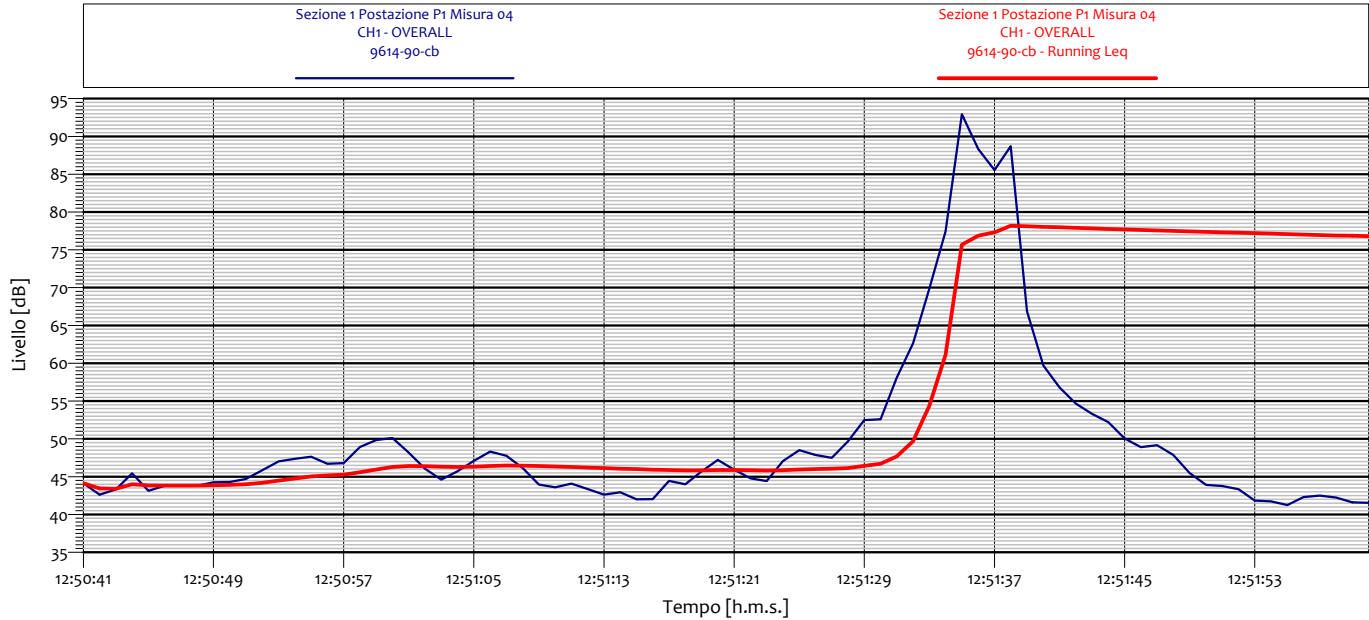


| Sezione 1 Postazione P1 Misura 03 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 37.7 dB | 1.25 Hz | 35.8 dB |
| 1.6 Hz | 33.2 dB | 2 Hz | 32.4 dB |
| 2.5 Hz | 30.3 dB | 3.15 Hz | 29.1 dB |
| 4 Hz | 28.7 dB | 5 Hz | 27.8 dB |
| 6.3 Hz | 29.5 dB | 8 Hz | 35.7 dB |
| 10 Hz | 50.7 dB | 12.5 Hz | 47.9 dB |
| 16 Hz | 41.4 dB | 20 Hz | 52.4 dB |
| 25 Hz | 55.1 dB | 31.5 Hz | 68.4 dB |
| 40 Hz | 64.2 dB | 50 Hz | 67.8 dB |
| 63 Hz | 69.8 dB | 80 Hz | 64.6 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

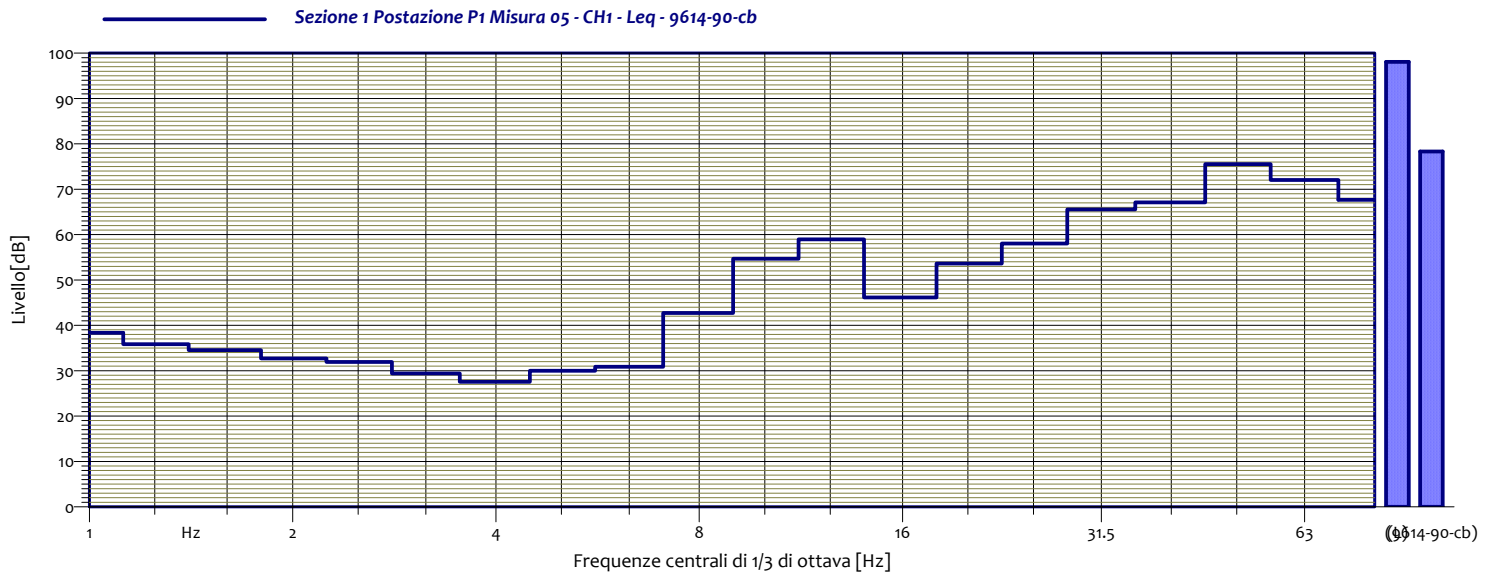
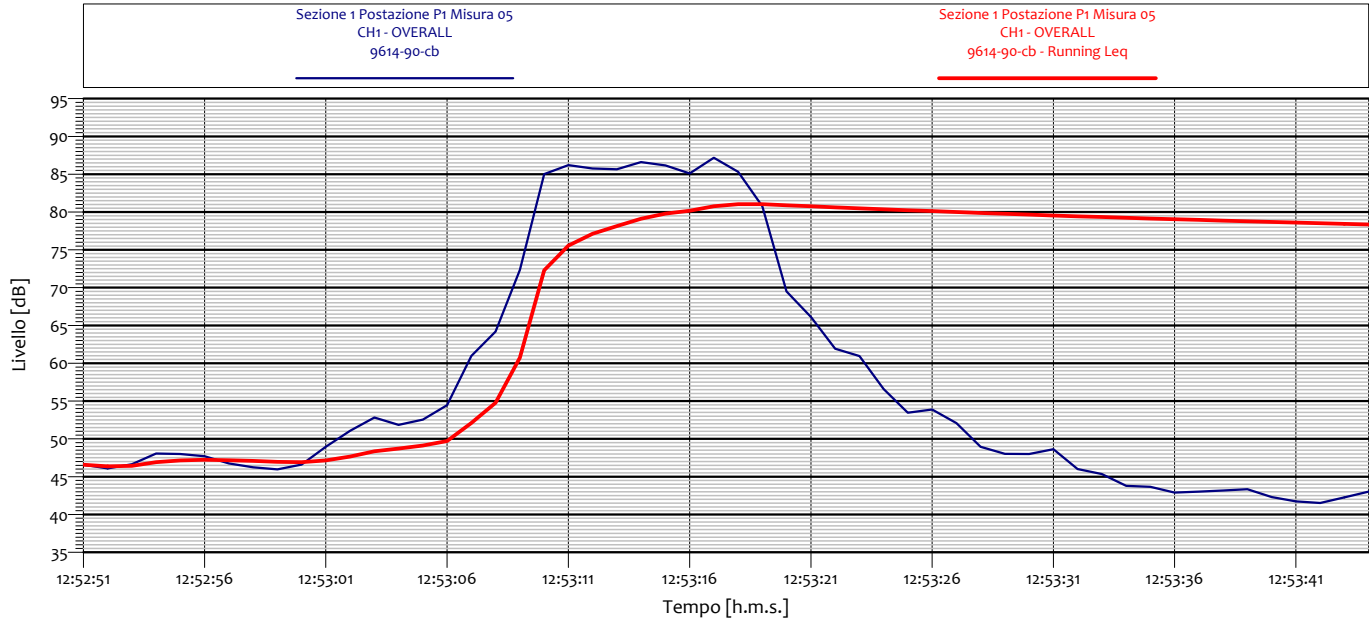


| Sezione 1 Postazione P1 Misura 04 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.9 dB | 1.25 Hz | 38.7 dB |
| 1.6 Hz | 36.8 dB | 2 Hz | 34.0 dB |
| 2.5 Hz | 31.8 dB | 3.15 Hz | 29.9 dB |
| 4 Hz | 29.6 dB | 5 Hz | 28.2 dB |
| 6.3 Hz | 29.6 dB | 8 Hz | 36.0 dB |
| 10 Hz | 42.3 dB | 12.5 Hz | 44.5 dB |
| 16 Hz | 40.4 dB | 20 Hz | 48.1 dB |
| 25 Hz | 54.3 dB | 31.5 Hz | 65.2 dB |
| 40 Hz | 64.8 dB | 50 Hz | 72.9 dB |
| 63 Hz | 72.0 dB | 80 Hz | 67.9 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

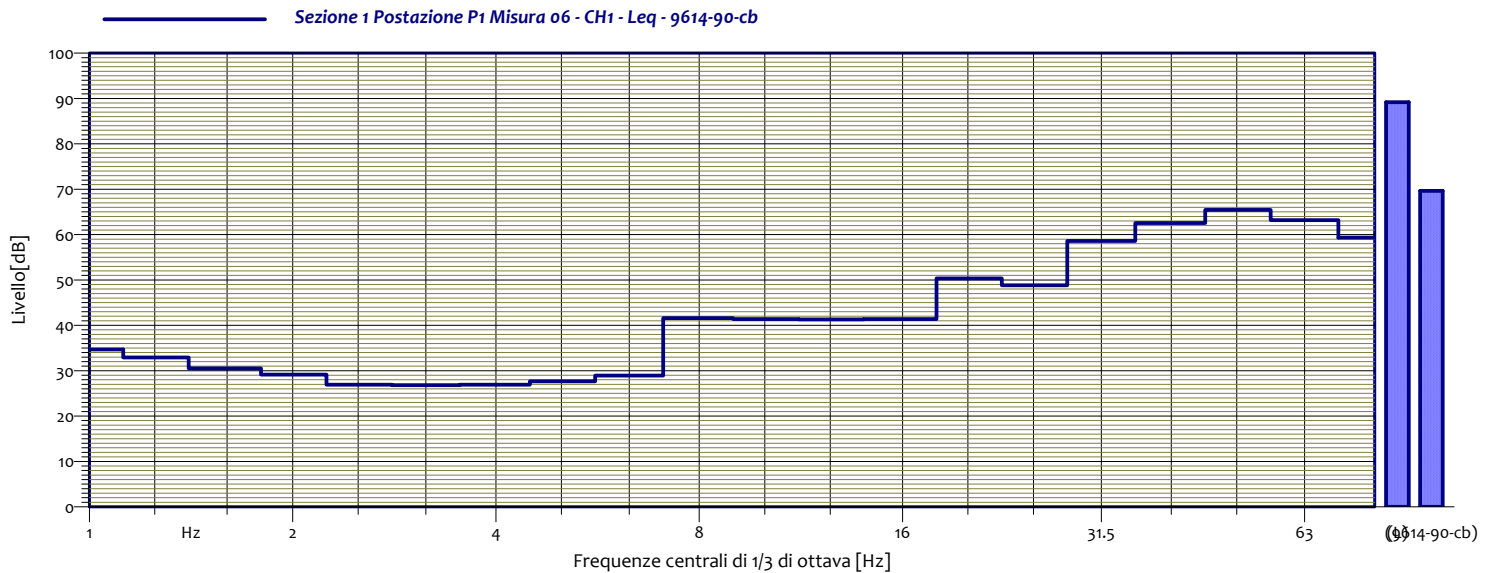
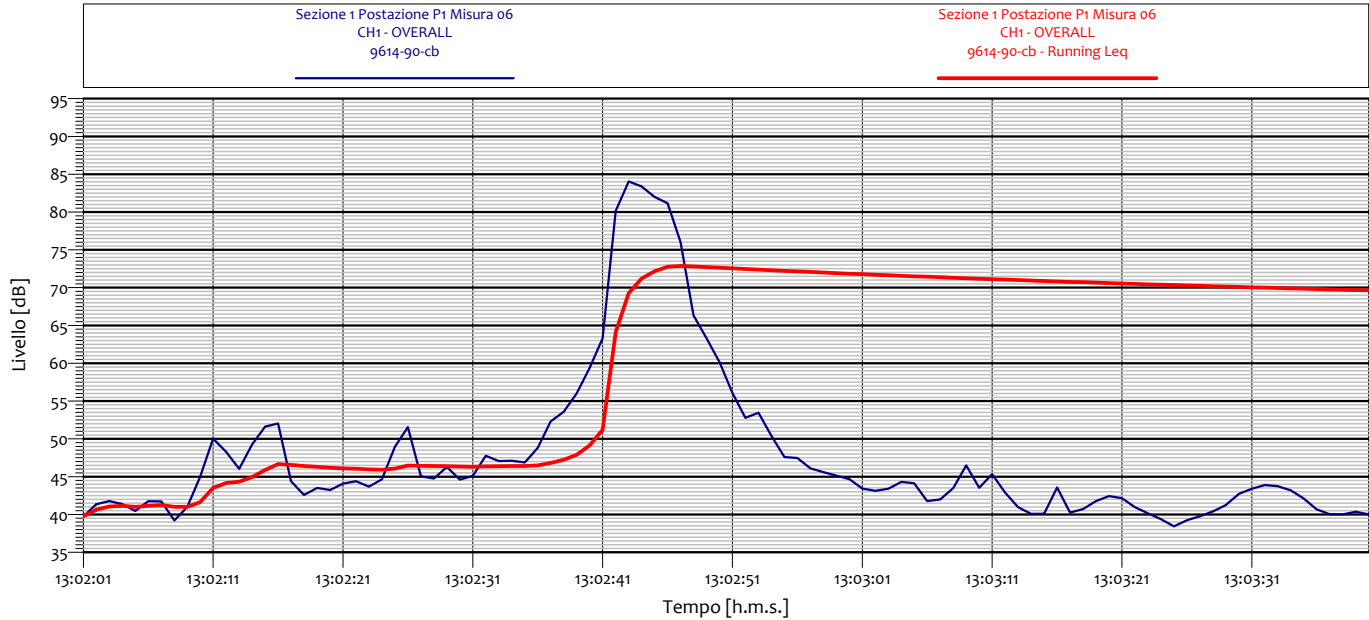


| Sezione 1 Postazione P1 Misura 05 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 38.4 dB | 1.25 Hz | 35.9 dB |
| 1.6 Hz | 34.5 dB | 2 Hz | 32.7 dB |
| 2.5 Hz | 31.9 dB | 3.15 Hz | 29.4 dB |
| 4 Hz | 27.6 dB | 5 Hz | 30.0 dB |
| 6.3 Hz | 30.9 dB | 8 Hz | 42.8 dB |
| 10 Hz | 54.7 dB | 12.5 Hz | 59.0 dB |
| 16 Hz | 46.2 dB | 20 Hz | 53.7 dB |
| 25 Hz | 58.0 dB | 31.5 Hz | 65.6 dB |
| 40 Hz | 67.1 dB | 50 Hz | 75.5 dB |
| 63 Hz | 72.1 dB | 80 Hz | 67.7 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



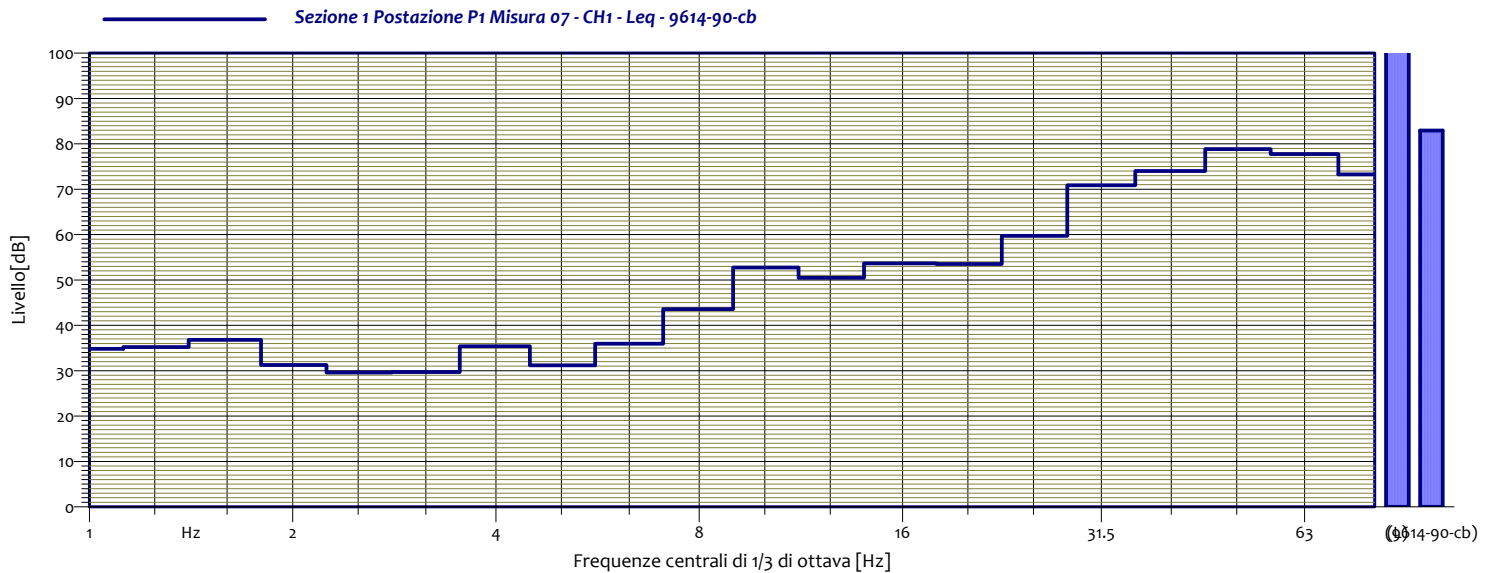
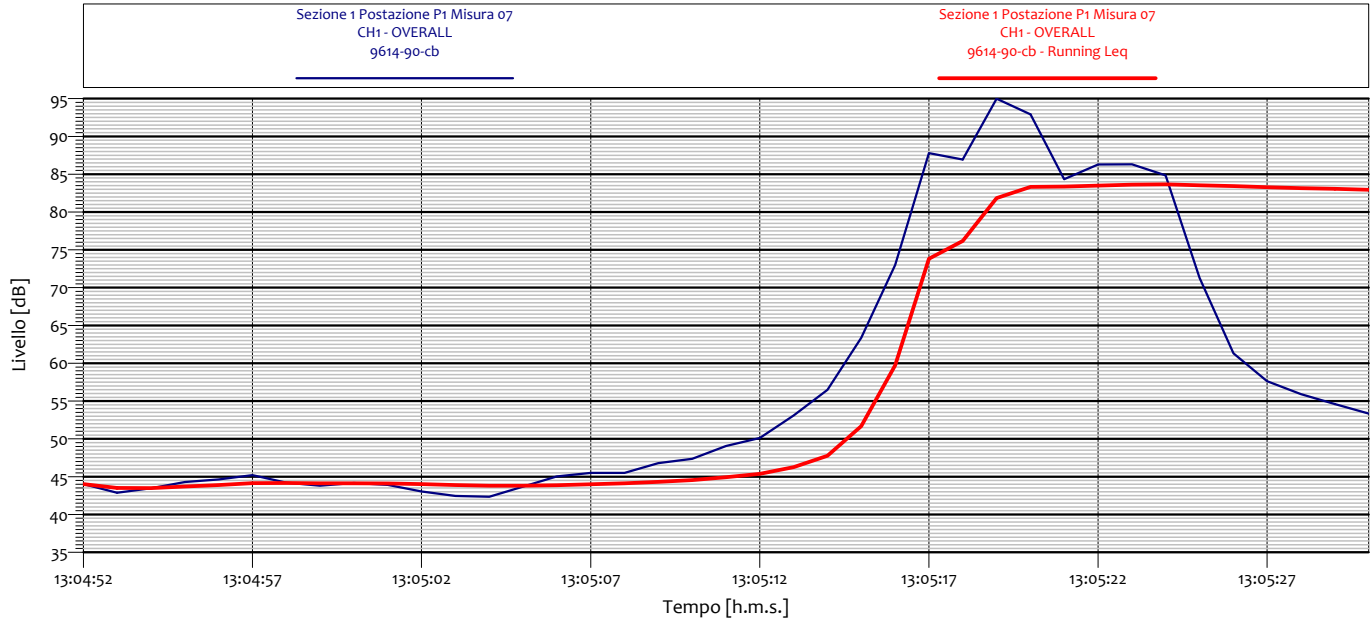
Sezione 1 Postazione P1 Misura 06
CH1 - Leq
9614-90-cb

| Hz | | Hz | |
|--------|---------|---------|---------|
| 1 Hz | 34.7 dB | 1.25 Hz | 32.9 dB |
| 1.6 Hz | 30.5 dB | 2 Hz | 29.2 dB |
| 2.5 Hz | 27.0 dB | 3.15 Hz | 26.8 dB |
| 4 Hz | 27.0 dB | 5 Hz | 27.7 dB |
| 6.3 Hz | 29.0 dB | 8 Hz | 41.6 dB |
| 10 Hz | 41.4 dB | 12.5 Hz | 41.3 dB |
| 16 Hz | 41.4 dB | 20 Hz | 50.3 dB |
| 25 Hz | 48.9 dB | 31.5 Hz | 58.6 dB |
| 40 Hz | 62.6 dB | 50 Hz | 65.4 dB |
| 63 Hz | 63.2 dB | 80 Hz | 59.3 dB |

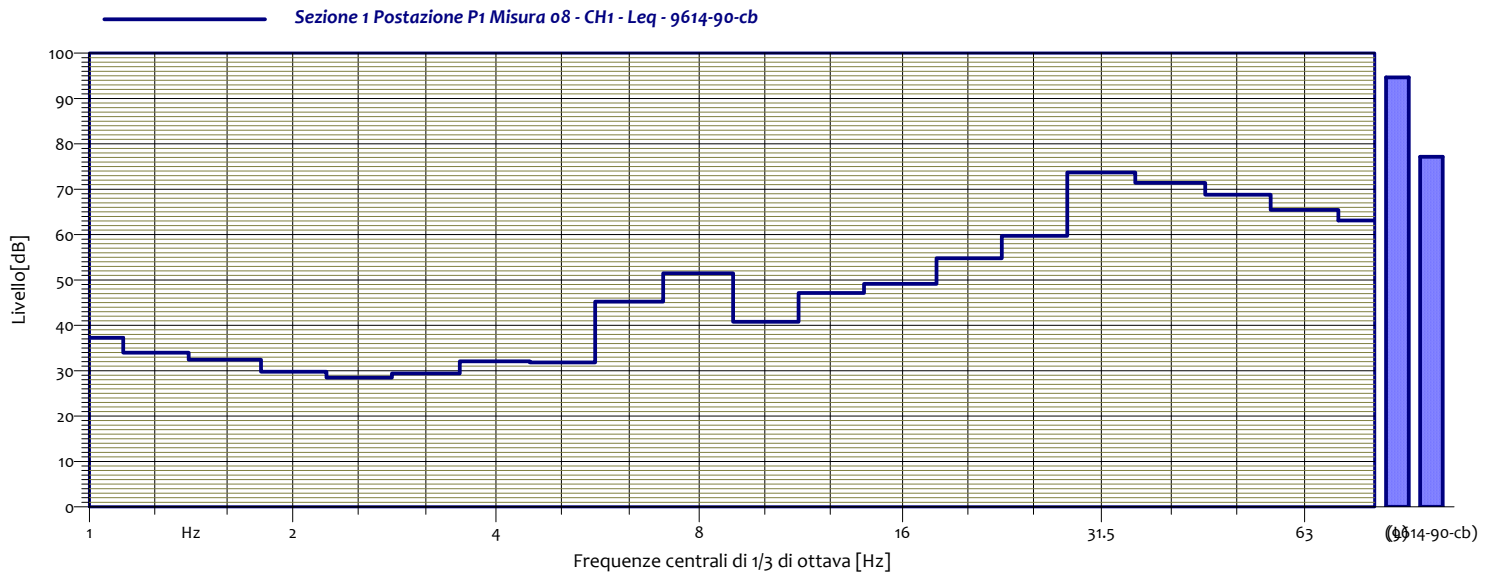
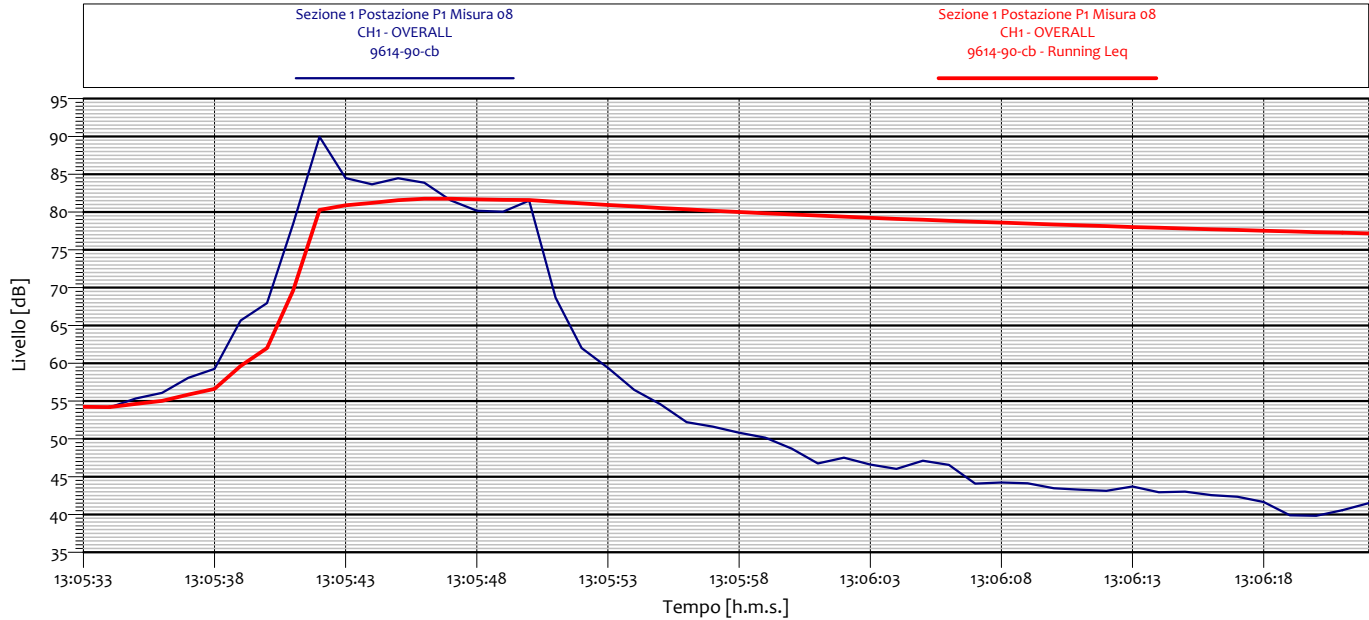


**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P1 Misura 07 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 34.8 dB | 1.25 Hz | 35.2 dB |
| 1.6 Hz | 36.8 dB | 2 Hz | 31.3 dB |
| 2.5 Hz | 29.6 dB | 3.15 Hz | 29.7 dB |
| 4 Hz | 35.4 dB | 5 Hz | 31.2 dB |
| 6.3 Hz | 36.0 dB | 8 Hz | 43.6 dB |
| 10 Hz | 52.7 dB | 12.5 Hz | 50.5 dB |
| 16 Hz | 53.7 dB | 20 Hz | 53.5 dB |
| 25 Hz | 59.7 dB | 31.5 Hz | 70.9 dB |
| 40 Hz | 74.0 dB | 50 Hz | 78.8 dB |
| 63 Hz | 77.8 dB | 80 Hz | 73.3 dB |

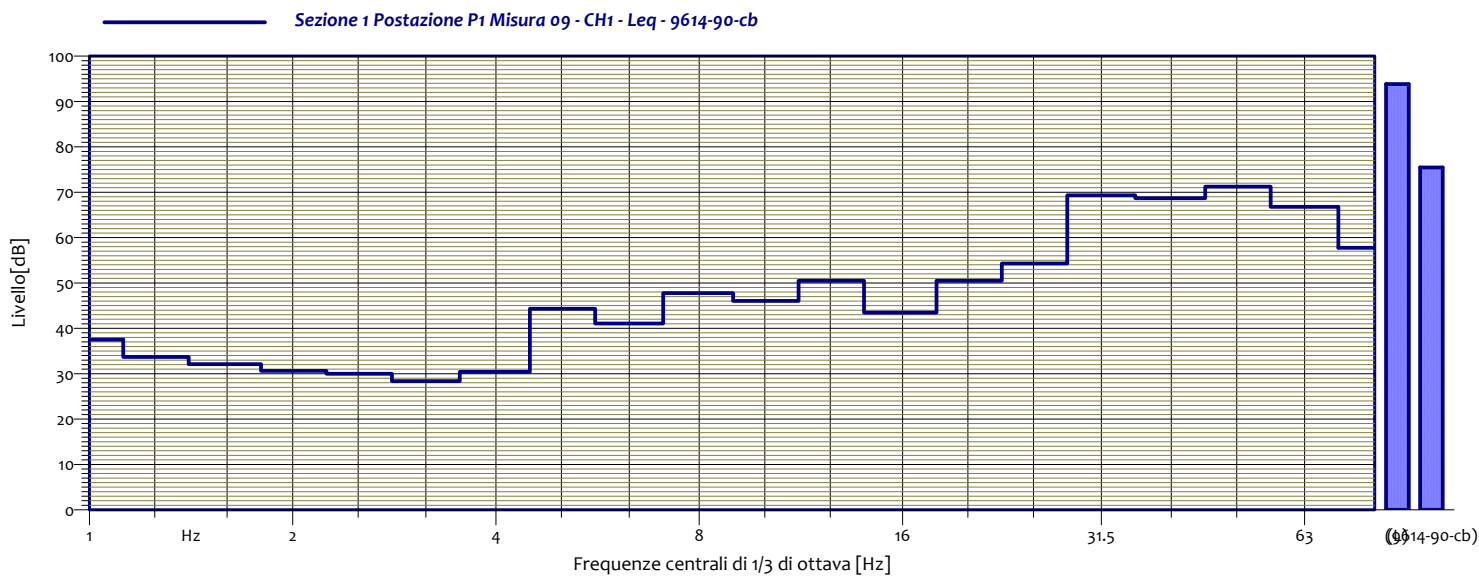
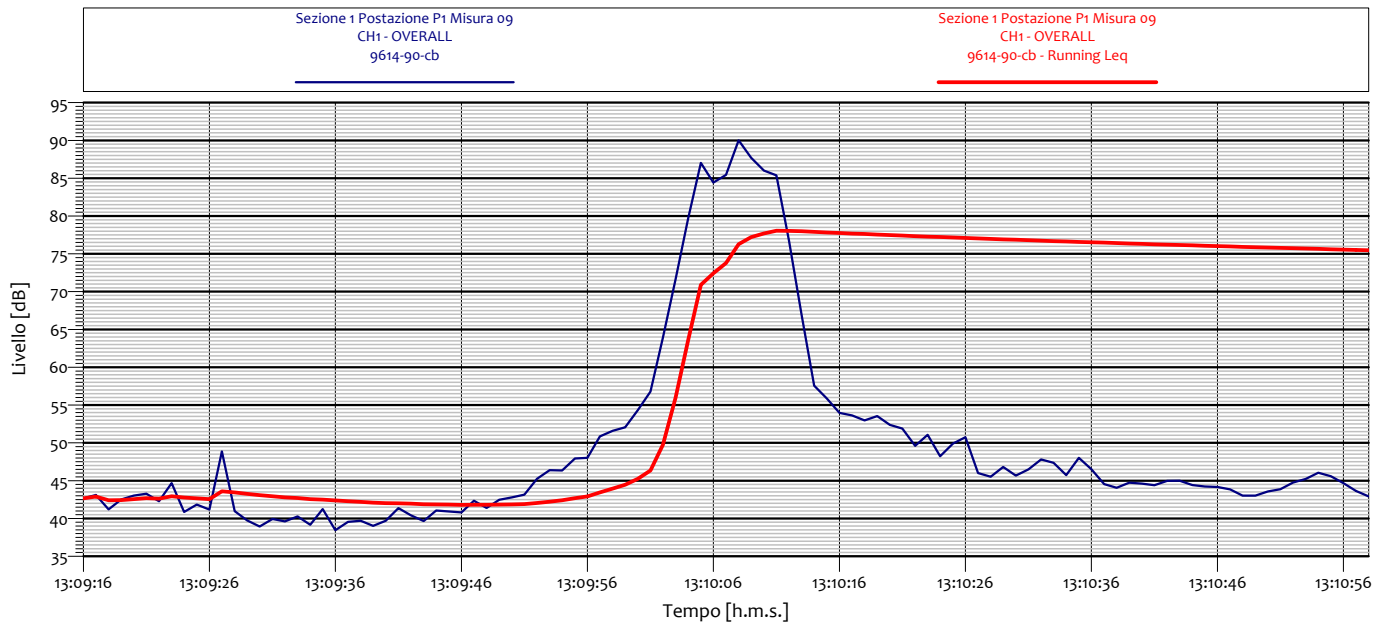


| Sezione 1 Postazione P1 Misura o8 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 37.3 dB | 1.25 Hz | 34.0 dB |
| 1.6 Hz | 32.4 dB | 2 Hz | 29.8 dB |
| 2.5 Hz | 28.5 dB | 3.15 Hz | 29.4 dB |
| 4 Hz | 32.1 dB | 5 Hz | 31.8 dB |
| 6.3 Hz | 45.3 dB | 8 Hz | 51.5 dB |
| 10 Hz | 40.8 dB | 12.5 Hz | 47.2 dB |
| 16 Hz | 49.2 dB | 20 Hz | 54.8 dB |
| 25 Hz | 59.7 dB | 31.5 Hz | 73.7 dB |
| 40 Hz | 71.4 dB | 50 Hz | 68.8 dB |
| 63 Hz | 65.5 dB | 80 Hz | 63.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

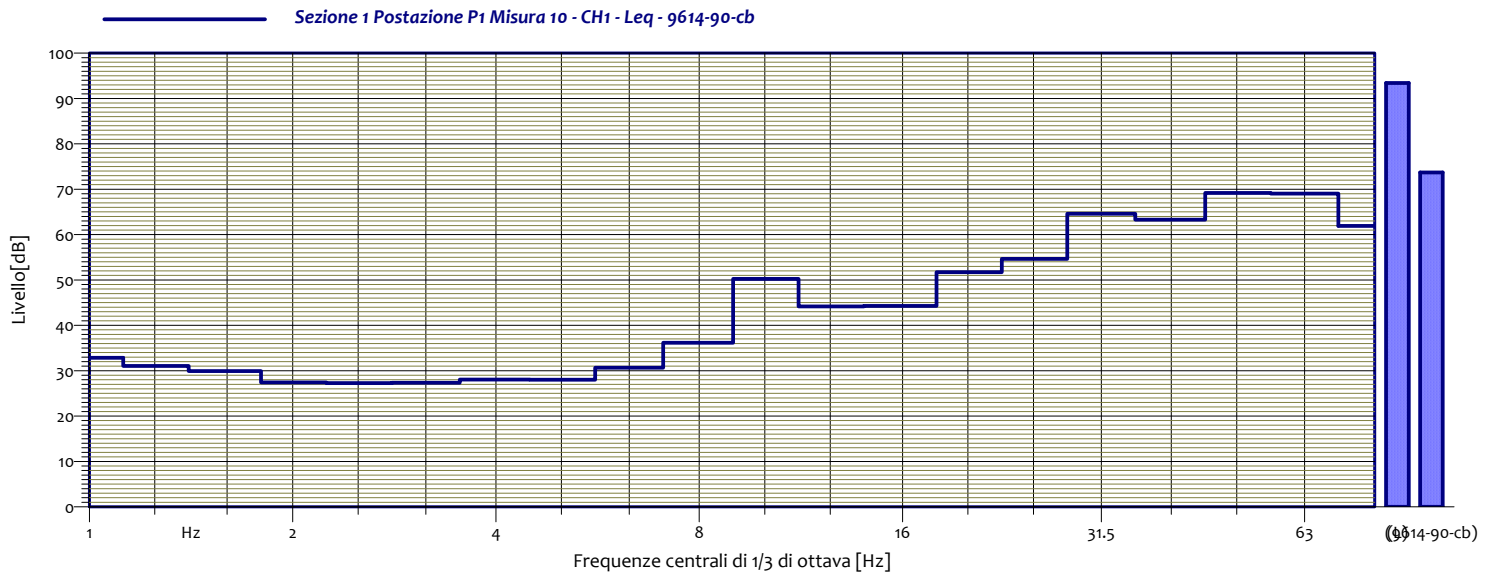
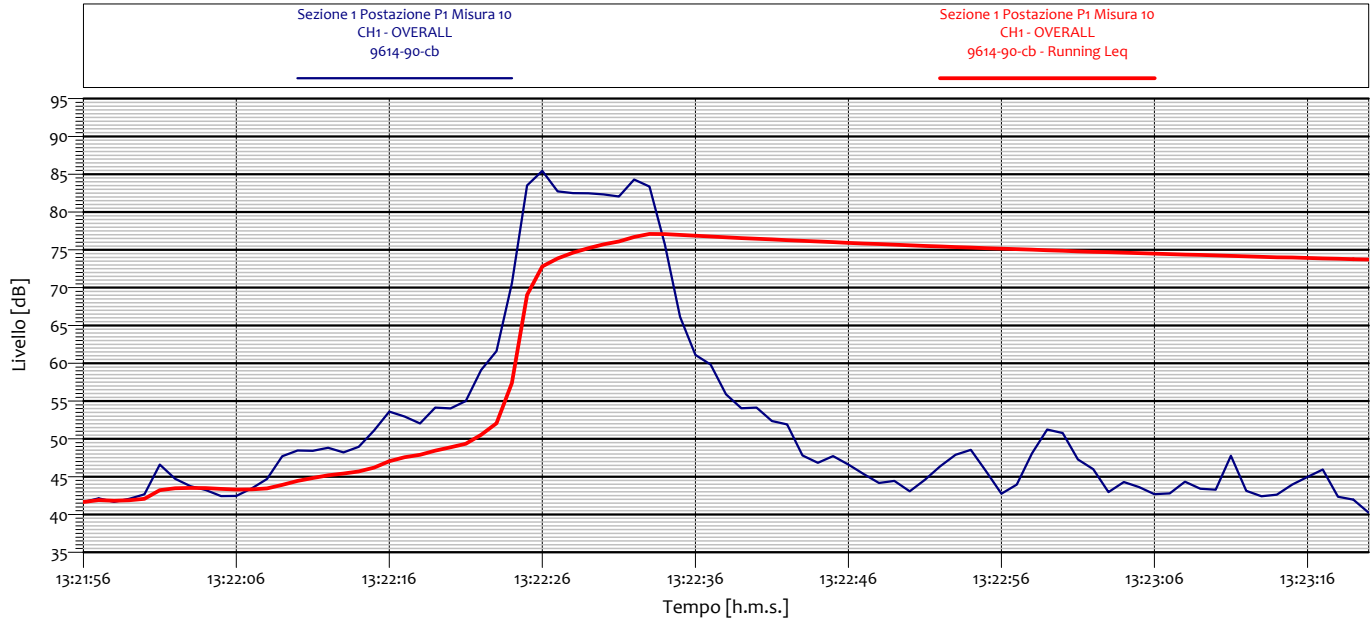


| Sezione 1 Postazione P1 Misura 09 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 37.5 dB | 1.25 Hz | 33.7 dB |
| 1.6 Hz | 32.1 dB | 2 Hz | 30.7 dB |
| 2.5 Hz | 30.0 dB | 3.15 Hz | 28.4 dB |
| 4 Hz | 30.4 dB | 5 Hz | 44.3 dB |
| 6.3 Hz | 41.1 dB | 8 Hz | 47.8 dB |
| 10 Hz | 46.0 dB | 12.5 Hz | 50.5 dB |
| 16 Hz | 43.5 dB | 20 Hz | 50.5 dB |
| 25 Hz | 54.3 dB | 31.5 Hz | 69.3 dB |
| 40 Hz | 68.7 dB | 50 Hz | 71.3 dB |
| 63 Hz | 66.8 dB | 80 Hz | 57.7 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

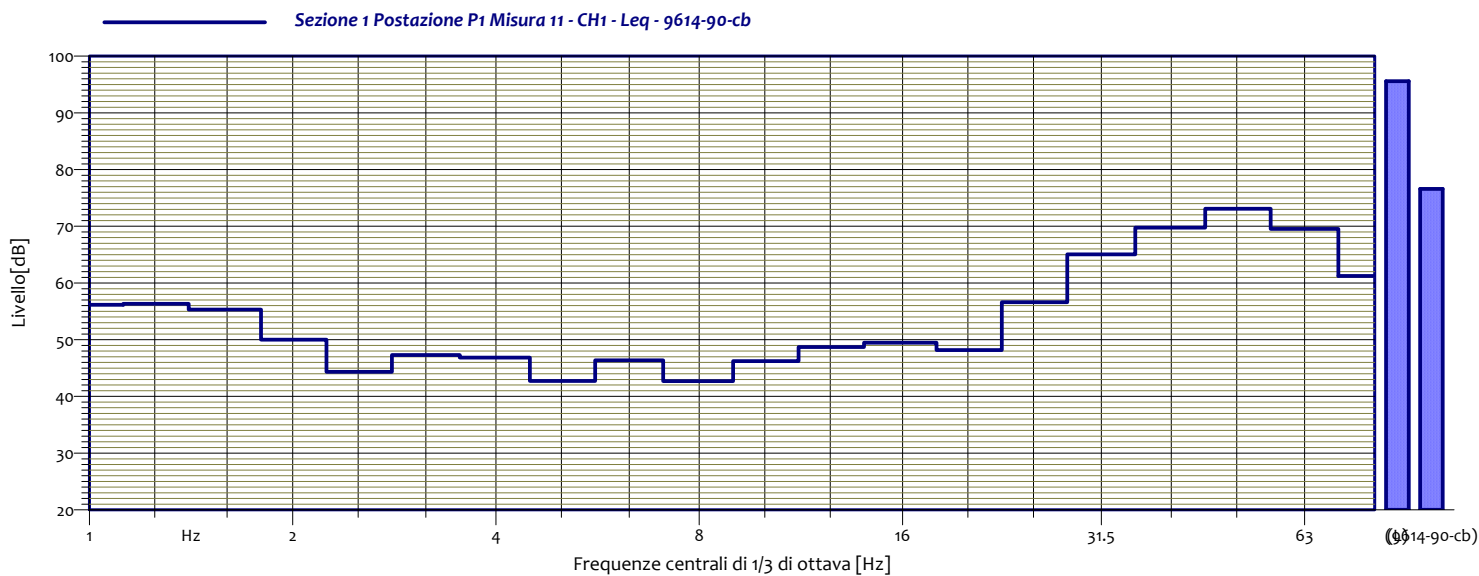
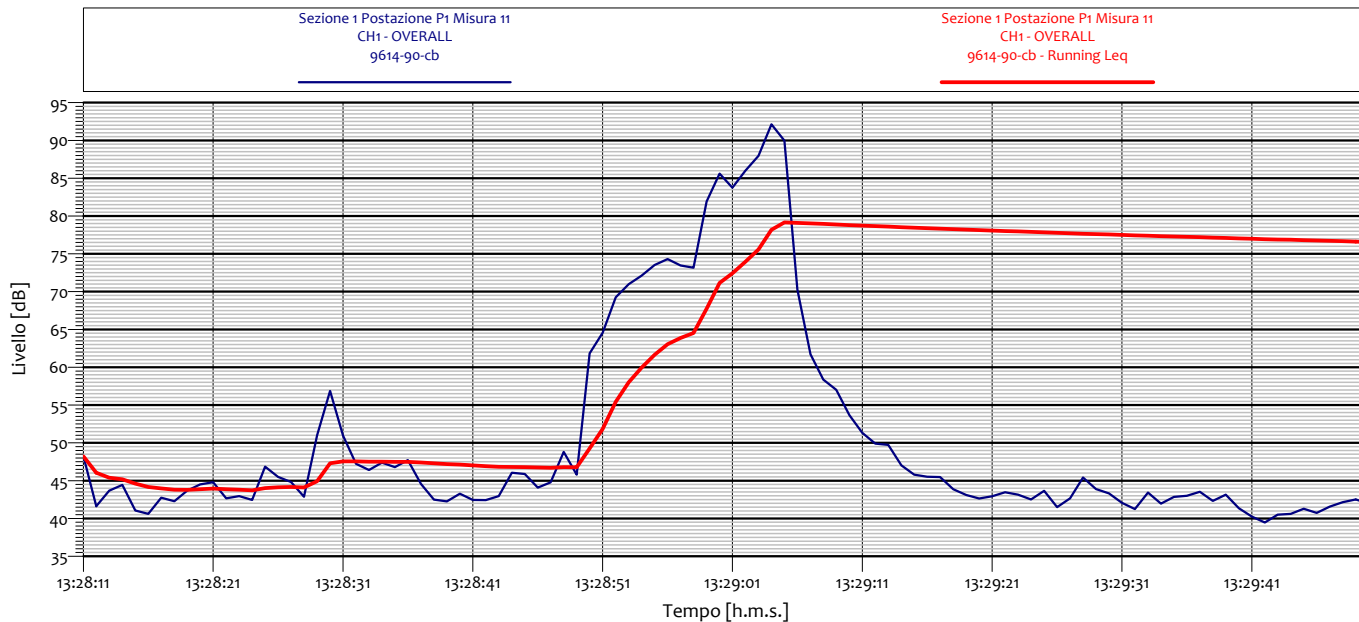


| Sezione 1 Postazione P1 Misura 10 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 32.8 dB | 1.25 Hz | 31.0 dB |
| 1.6 Hz | 29.9 dB | 2 Hz | 27.4 dB |
| 2.5 Hz | 27.3 dB | 3.15 Hz | 27.3 dB |
| 4 Hz | 28.0 dB | 5 Hz | 28.0 dB |
| 6.3 Hz | 30.7 dB | 8 Hz | 36.2 dB |
| 10 Hz | 50.3 dB | 12.5 Hz | 44.2 dB |
| 16 Hz | 44.3 dB | 20 Hz | 51.7 dB |
| 25 Hz | 54.7 dB | 31.5 Hz | 64.6 dB |
| 40 Hz | 63.3 dB | 50 Hz | 69.2 dB |
| 63 Hz | 69.1 dB | 80 Hz | 61.9 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



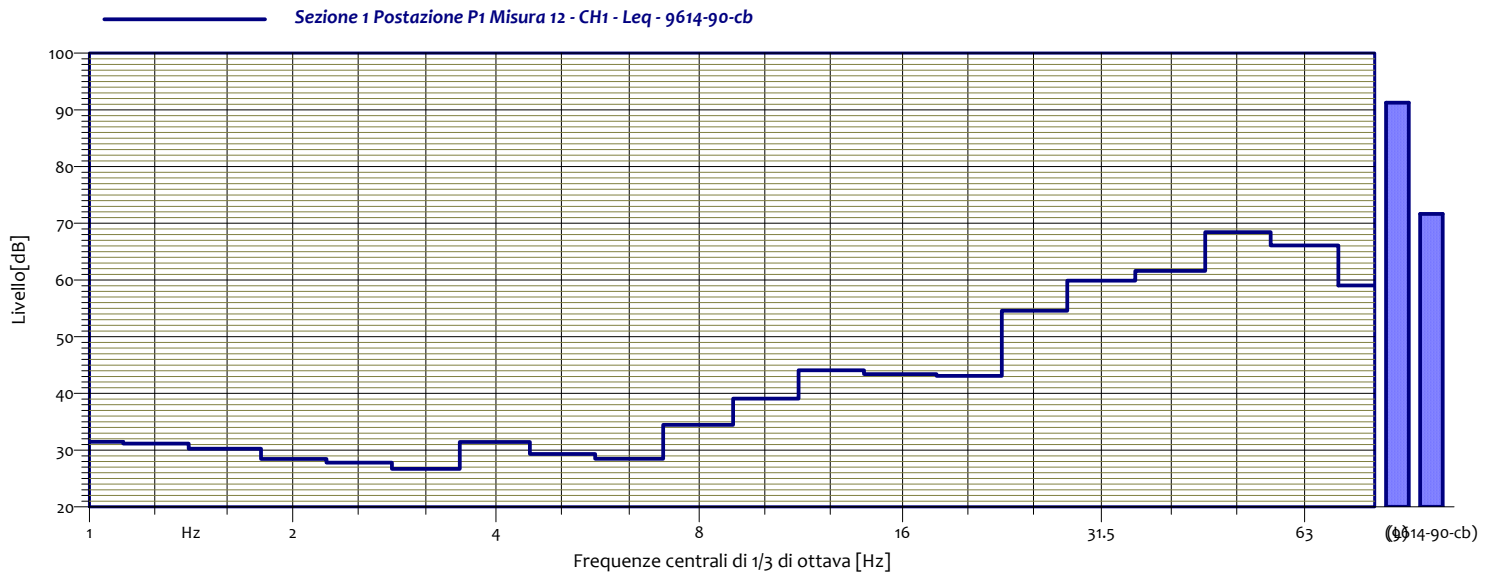
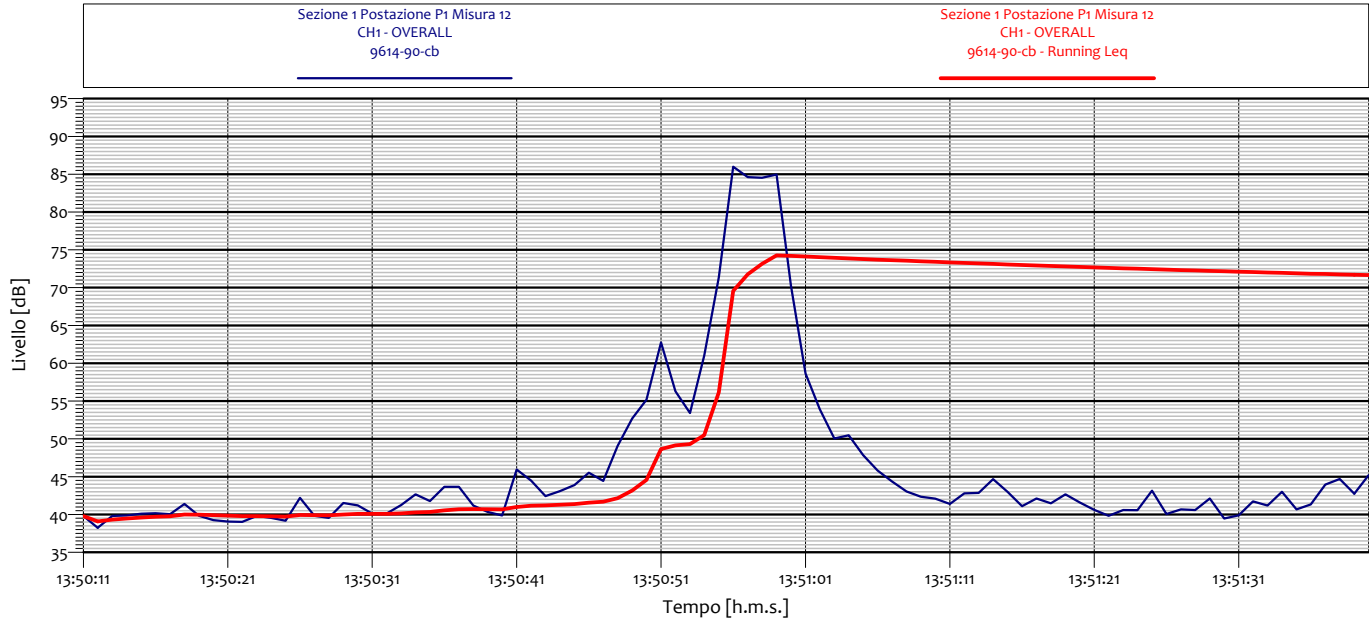
Sezione 1 Postazione P1 Misura 11
CH1 - Leq
9614-90-cb

| Hz | dB | Hz | dB |
|--------|---------|---------|---------|
| 1 Hz | 56.2 dB | 1.25 Hz | 56.3 dB |
| 1.6 Hz | 55.3 dB | 2 Hz | 50.0 dB |
| 2.5 Hz | 44.3 dB | 3.15 Hz | 47.3 dB |
| 4 Hz | 46.9 dB | 5 Hz | 42.7 dB |
| 6.3 Hz | 46.4 dB | 8 Hz | 42.7 dB |
| 10 Hz | 46.2 dB | 12.5 Hz | 48.7 dB |
| 16 Hz | 49.5 dB | 20 Hz | 48.2 dB |
| 25 Hz | 56.6 dB | 31.5 Hz | 65.1 dB |
| 40 Hz | 69.8 dB | 50 Hz | 73.1 dB |
| 63 Hz | 69.5 dB | 80 Hz | 61.2 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

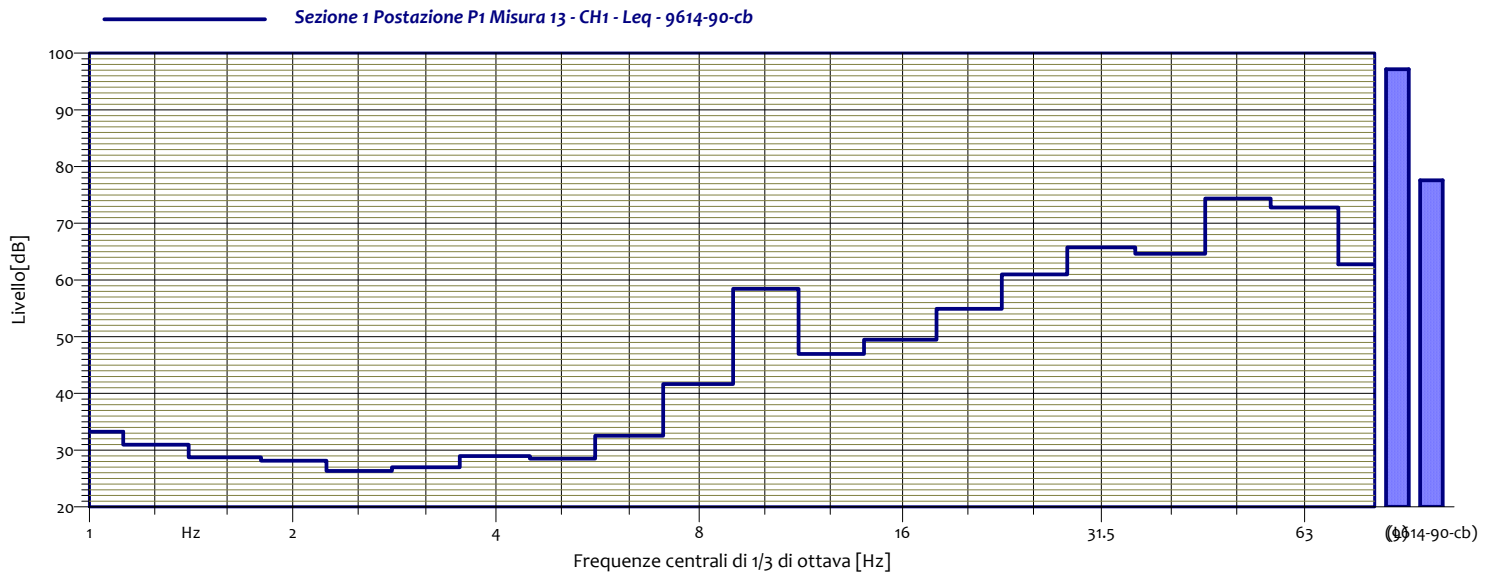
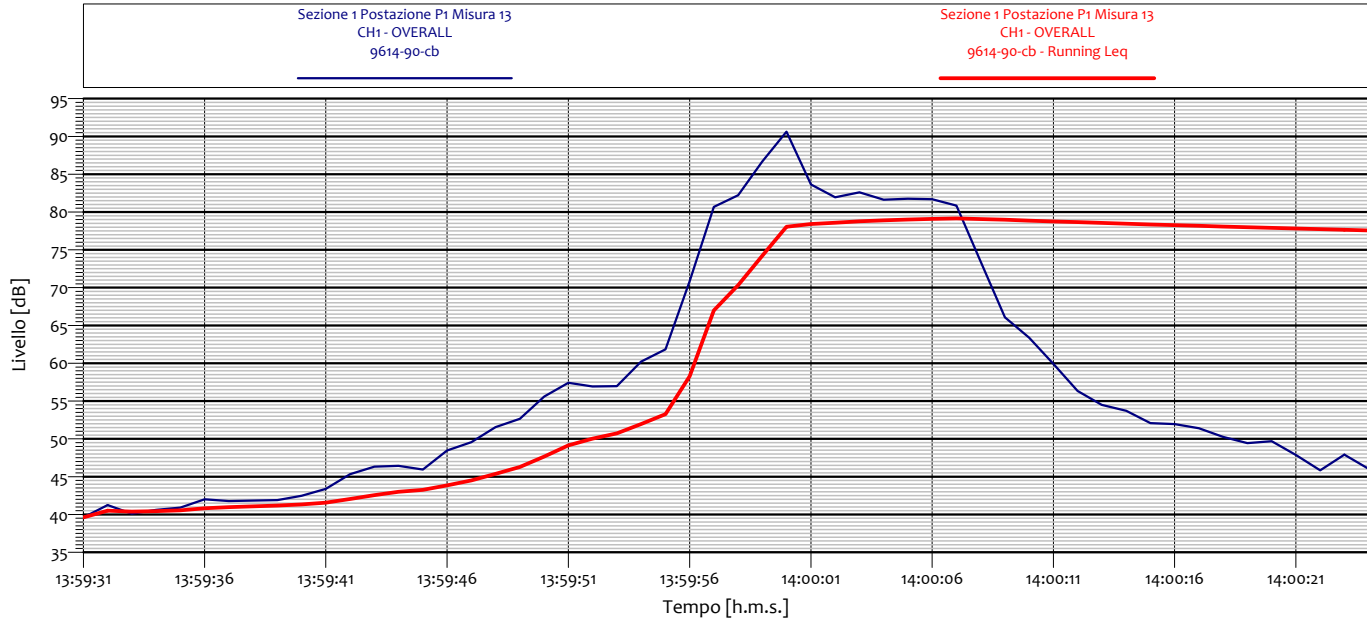


| Sezione 1 Postazione P1 Misura 12 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.5 dB | 1.25 Hz | 31.2 dB |
| 1.6 Hz | 30.3 dB | 2 Hz | 28.5 dB |
| 2.5 Hz | 27.8 dB | 3.15 Hz | 26.7 dB |
| 4 Hz | 31.5 dB | 5 Hz | 29.3 dB |
| 6.3 Hz | 28.5 dB | 8 Hz | 34.5 dB |
| 10 Hz | 39.1 dB | 12.5 Hz | 44.1 dB |
| 16 Hz | 43.4 dB | 20 Hz | 43.1 dB |
| 25 Hz | 54.6 dB | 31.5 Hz | 59.9 dB |
| 40 Hz | 61.6 dB | 50 Hz | 68.4 dB |
| 63 Hz | 66.1 dB | 80 Hz | 59.0 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



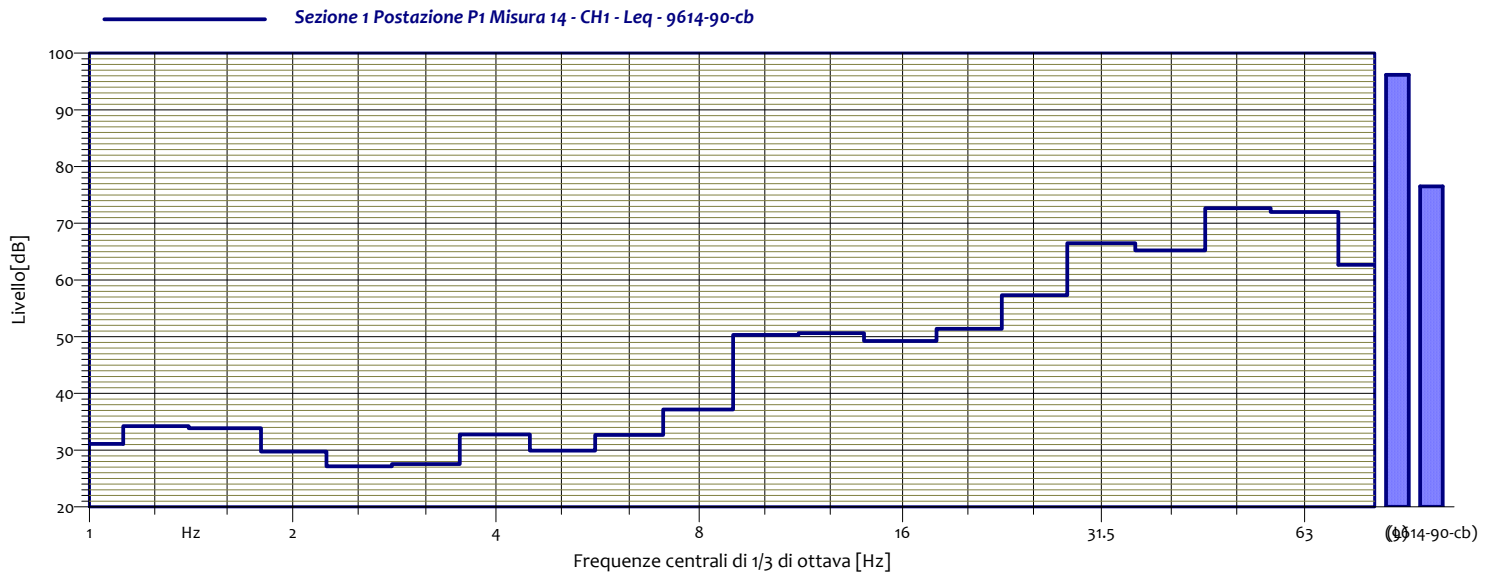
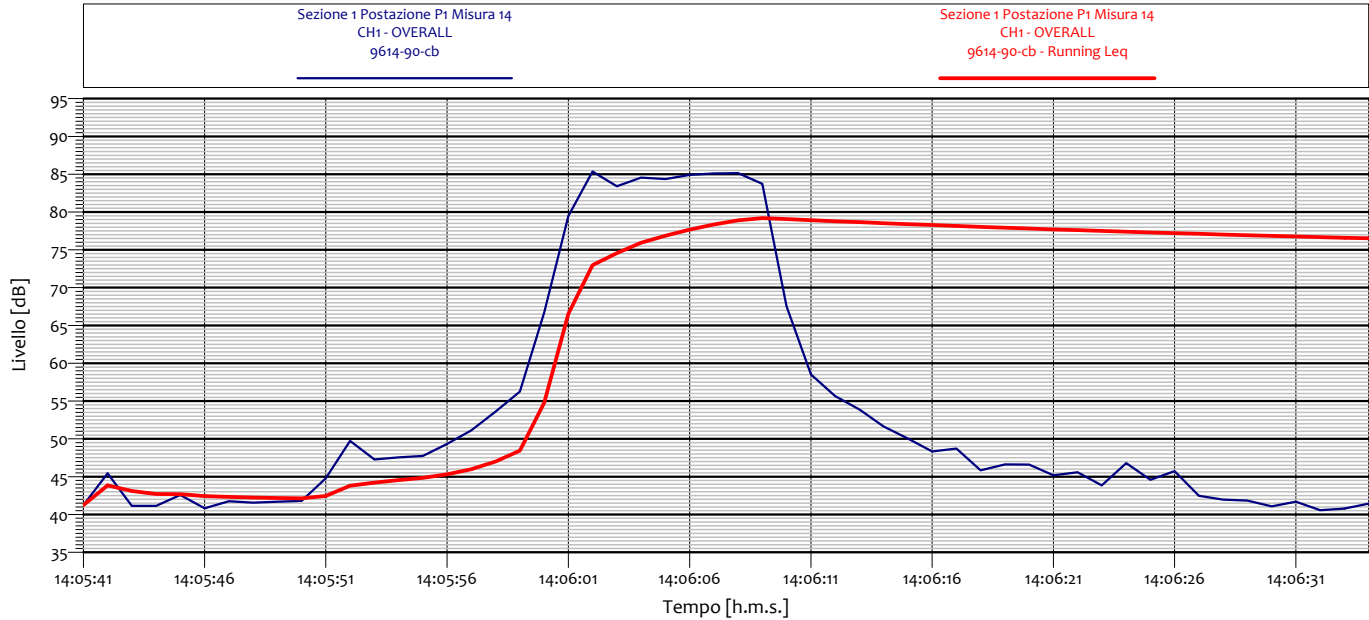
Sezione 1 Postazione P1 Misura 13
CH1 - Leq
9614-90-cb

| Hz | dB | Hz | dB |
|--------|---------|---------|---------|
| 1 Hz | 33.2 dB | 1.25 Hz | 31.0 dB |
| 1.6 Hz | 28.7 dB | 2 Hz | 28.1 dB |
| 2.5 Hz | 26.3 dB | 3.15 Hz | 27.0 dB |
| 4 Hz | 29.0 dB | 5 Hz | 28.5 dB |
| 6.3 Hz | 32.5 dB | 8 Hz | 41.7 dB |
| 10 Hz | 58.5 dB | 12.5 Hz | 47.0 dB |
| 16 Hz | 49.5 dB | 20 Hz | 54.9 dB |
| 25 Hz | 61.0 dB | 31.5 Hz | 65.8 dB |
| 40 Hz | 64.6 dB | 50 Hz | 74.4 dB |
| 63 Hz | 72.8 dB | 80 Hz | 62.8 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

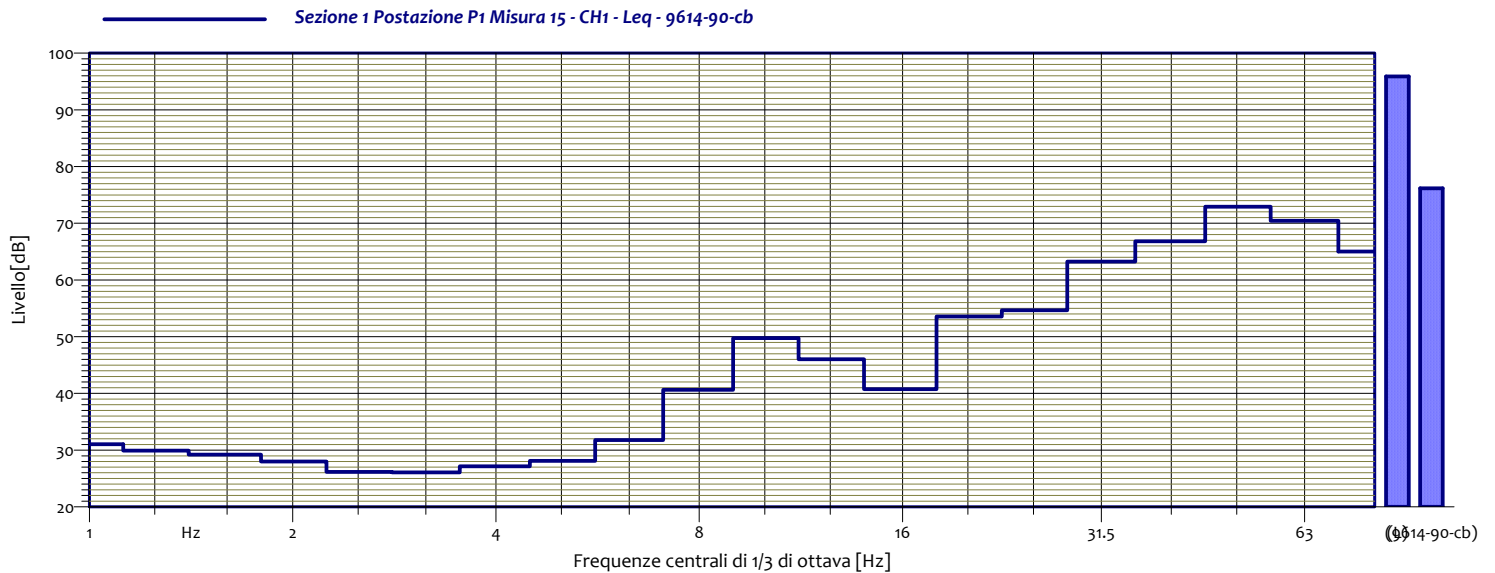
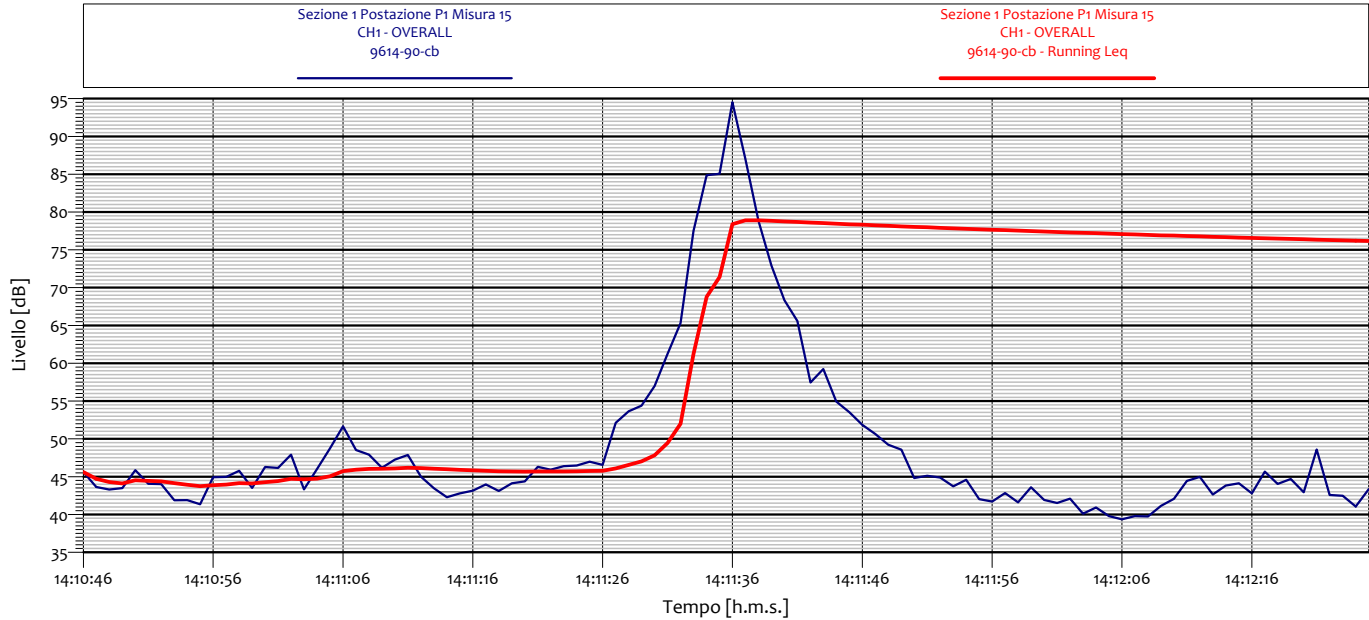


| Sezione 1 Postazione P1 Misura 14 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.1 dB | 1.25 Hz | 34.2 dB |
| 1.6 Hz | 33.9 dB | 2 Hz | 29.8 dB |
| 2.5 Hz | 27.2 dB | 3.15 Hz | 27.6 dB |
| 4 Hz | 32.8 dB | 5 Hz | 29.9 dB |
| 6.3 Hz | 32.7 dB | 8 Hz | 37.2 dB |
| 10 Hz | 50.3 dB | 12.5 Hz | 50.6 dB |
| 16 Hz | 49.2 dB | 20 Hz | 51.4 dB |
| 25 Hz | 57.3 dB | 31.5 Hz | 66.5 dB |
| 40 Hz | 65.2 dB | 50 Hz | 72.7 dB |
| 63 Hz | 72.0 dB | 80 Hz | 62.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

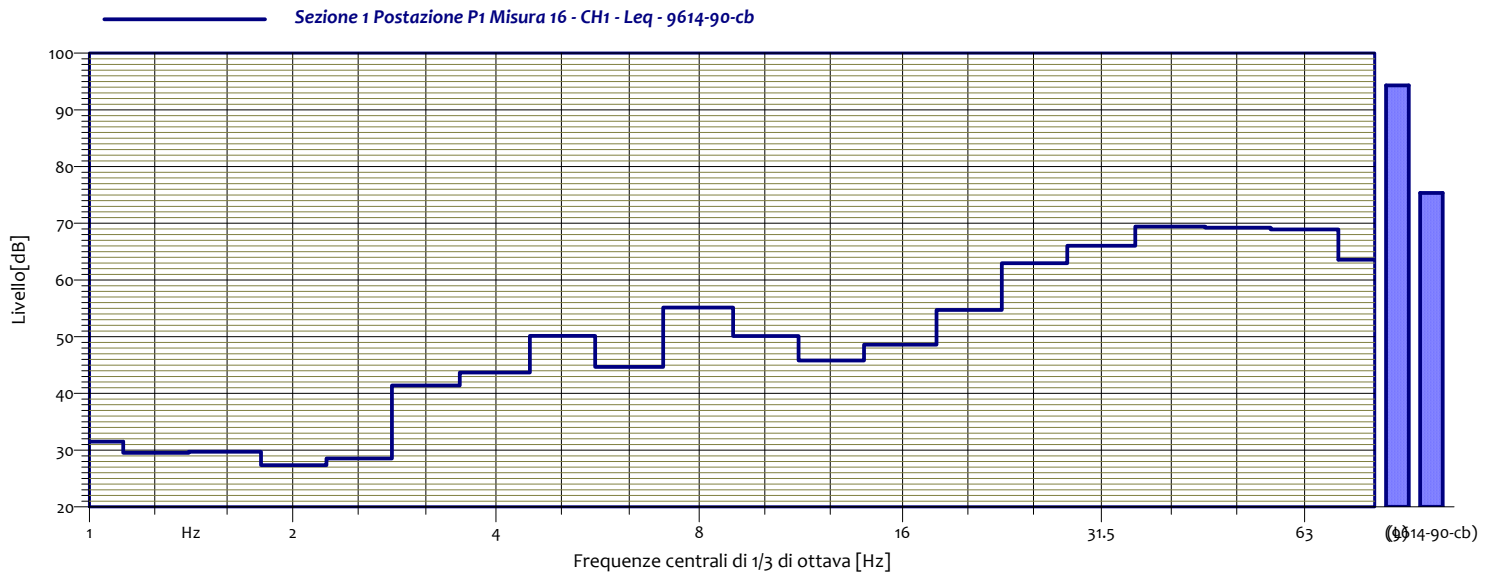
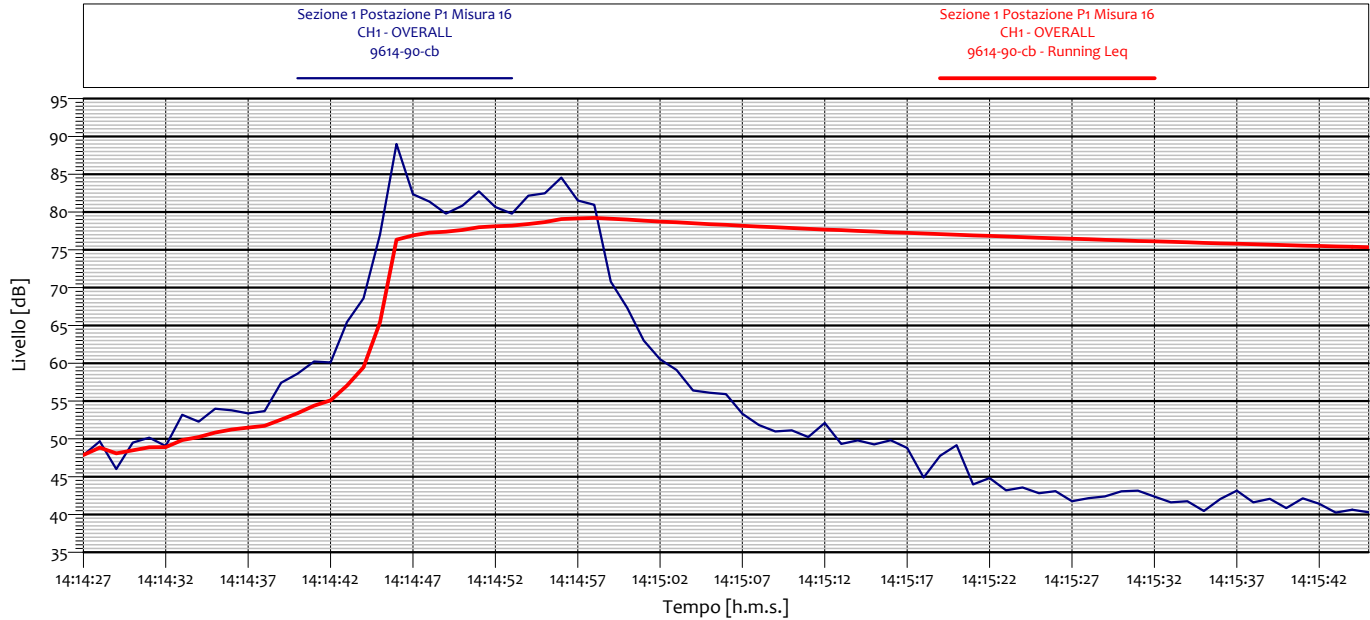


| Sezione 1 Postazione P1 Misura 15 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.1 dB | 1.25 Hz | 29.9 dB |
| 1.6 Hz | 29.2 dB | 2 Hz | 28.0 dB |
| 2.5 Hz | 26.2 dB | 3.15 Hz | 26.1 dB |
| 4 Hz | 27.2 dB | 5 Hz | 28.1 dB |
| 6.3 Hz | 31.8 dB | 8 Hz | 40.6 dB |
| 10 Hz | 49.8 dB | 12.5 Hz | 46.0 dB |
| 16 Hz | 40.8 dB | 20 Hz | 53.6 dB |
| 25 Hz | 54.7 dB | 31.5 Hz | 63.3 dB |
| 40 Hz | 66.8 dB | 50 Hz | 72.9 dB |
| 63 Hz | 70.4 dB | 80 Hz | 65.0 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

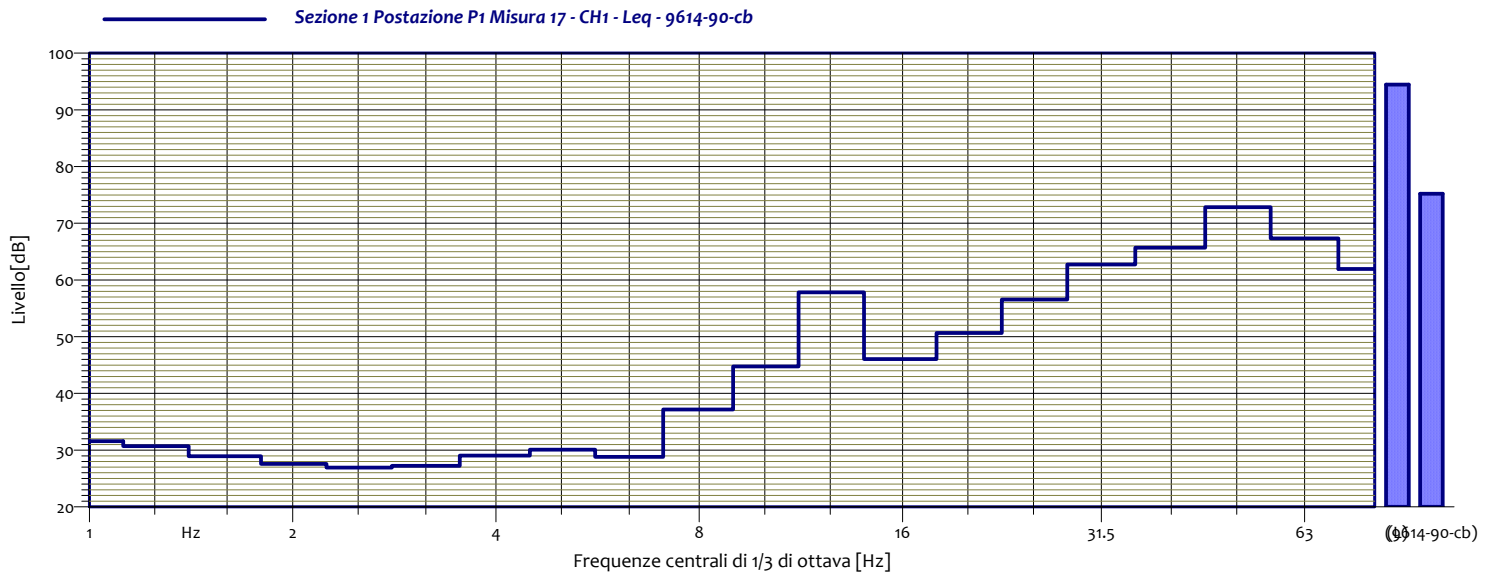
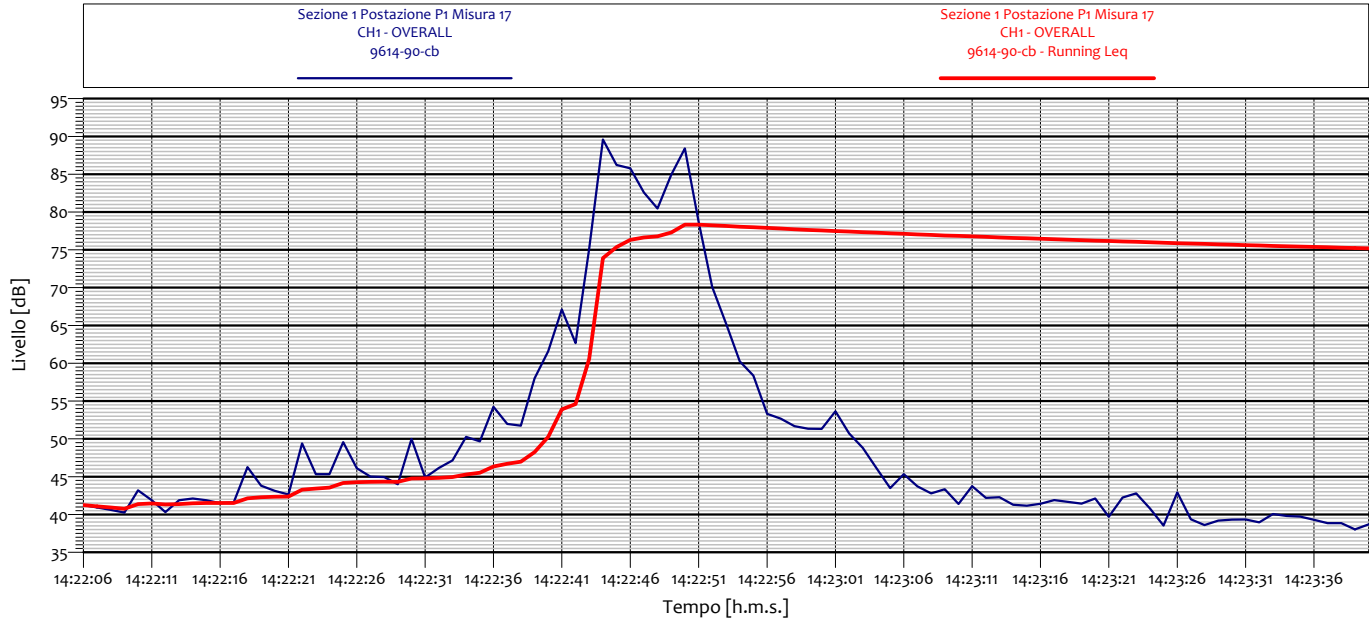


| Sezione 1 Postazione P1 Misura 16 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.5 dB | 1.25 Hz | 29.5 dB |
| 1.6 Hz | 29.7 dB | 2 Hz | 27.3 dB |
| 2.5 Hz | 28.5 dB | 3.15 Hz | 41.4 dB |
| 4 Hz | 43.7 dB | 5 Hz | 50.1 dB |
| 6.3 Hz | 44.7 dB | 8 Hz | 55.2 dB |
| 10 Hz | 50.1 dB | 12.5 Hz | 45.8 dB |
| 16 Hz | 48.6 dB | 20 Hz | 54.7 dB |
| 25 Hz | 63.0 dB | 31.5 Hz | 66.0 dB |
| 40 Hz | 69.4 dB | 50 Hz | 69.3 dB |
| 63 Hz | 68.9 dB | 80 Hz | 63.6 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

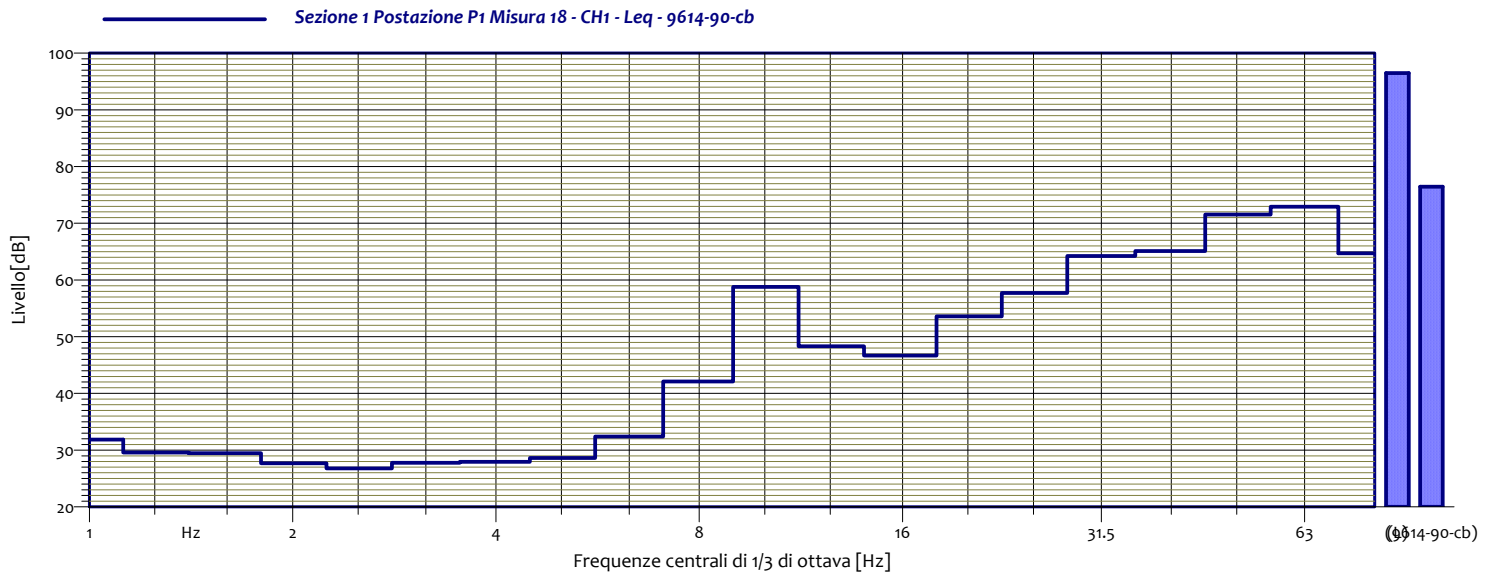
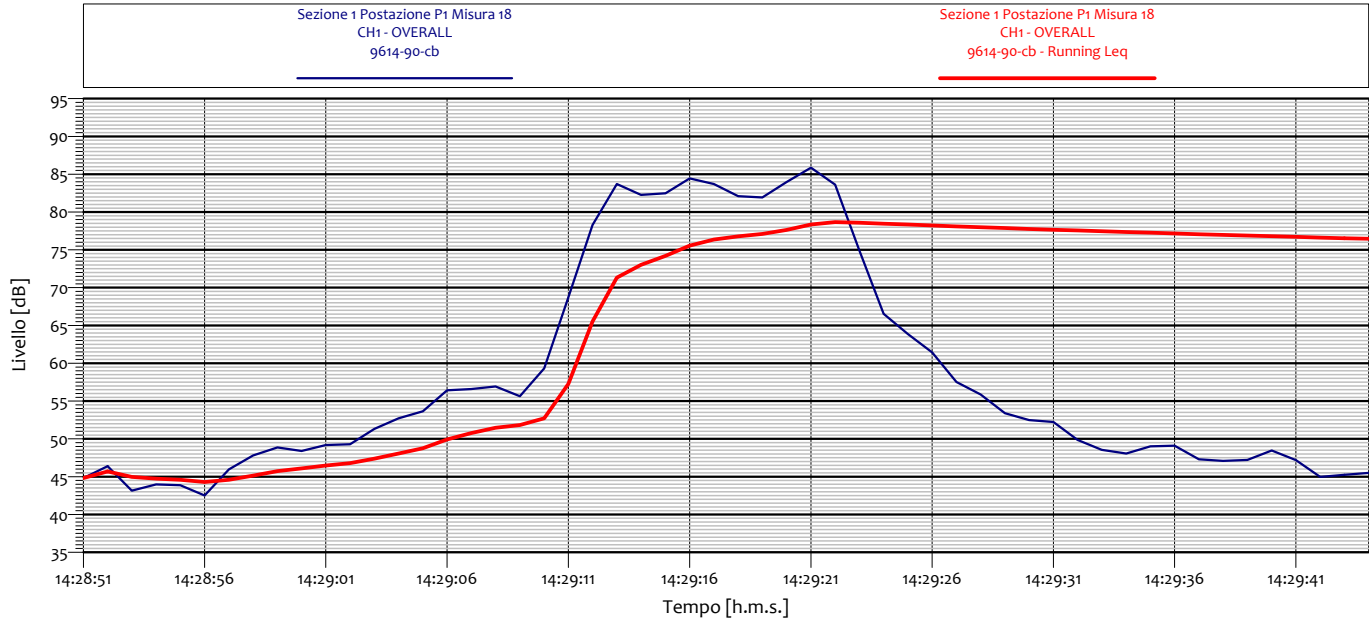


| Sezione 1 Postazione P1 Misura 17 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.6 dB | 1.25 Hz | 30.7 dB |
| 1.6 Hz | 28.9 dB | 2 Hz | 27.6 dB |
| 2.5 Hz | 26.9 dB | 3.15 Hz | 27.2 dB |
| 4 Hz | 29.1 dB | 5 Hz | 30.1 dB |
| 6.3 Hz | 28.8 dB | 8 Hz | 37.2 dB |
| 10 Hz | 44.8 dB | 12.5 Hz | 57.8 dB |
| 16 Hz | 46.1 dB | 20 Hz | 50.7 dB |
| 25 Hz | 56.6 dB | 31.5 Hz | 62.7 dB |
| 40 Hz | 65.7 dB | 50 Hz | 72.9 dB |
| 63 Hz | 67.4 dB | 80 Hz | 62.0 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

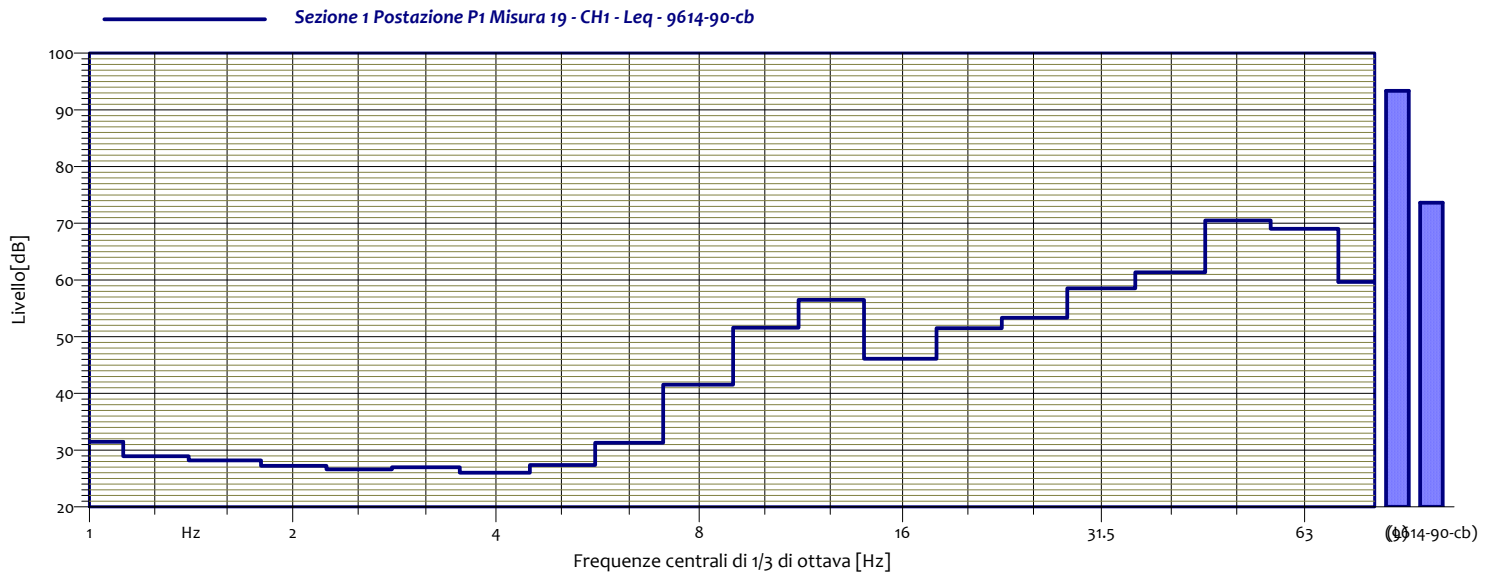
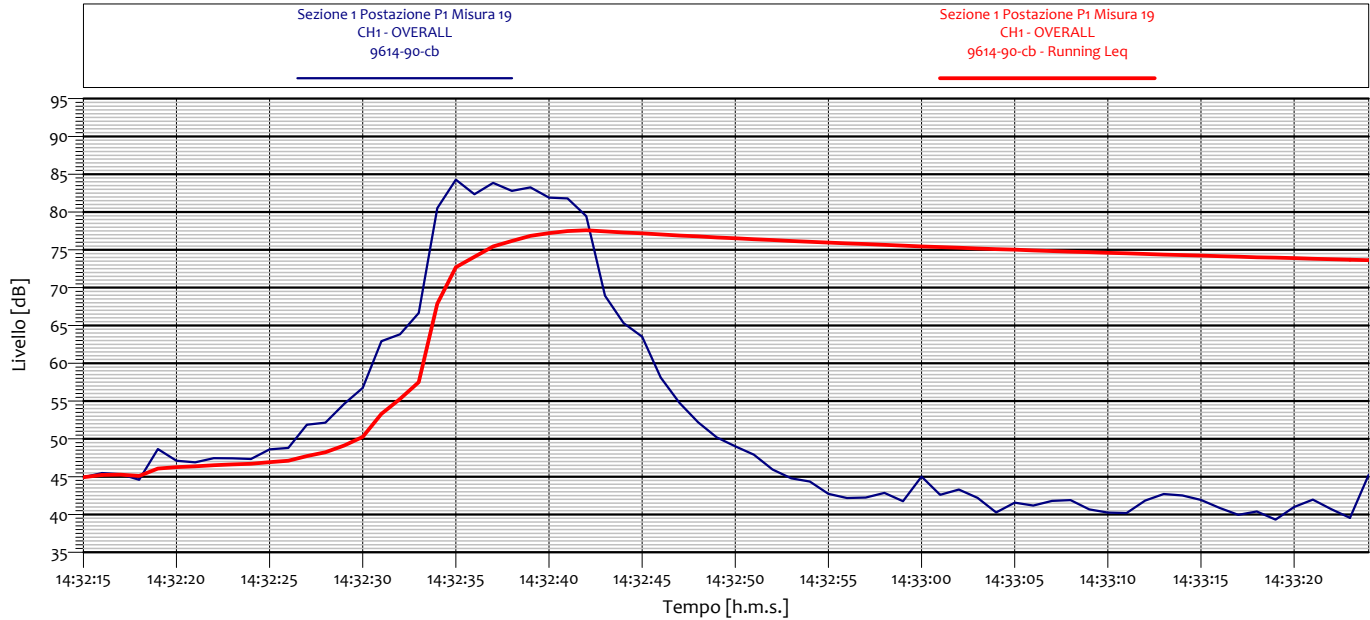


| Sezione 1 Postazione P1 Misura 18 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.9 dB | 1.25 Hz | 29.6 dB |
| 1.6 Hz | 29.5 dB | 2 Hz | 27.7 dB |
| 2.5 Hz | 26.8 dB | 3.15 Hz | 27.8 dB |
| 4 Hz | 27.9 dB | 5 Hz | 28.6 dB |
| 6.3 Hz | 32.4 dB | 8 Hz | 42.1 dB |
| 10 Hz | 58.8 dB | 12.5 Hz | 48.3 dB |
| 16 Hz | 46.7 dB | 20 Hz | 53.6 dB |
| 25 Hz | 57.7 dB | 31.5 Hz | 64.2 dB |
| 40 Hz | 65.1 dB | 50 Hz | 71.6 dB |
| 63 Hz | 72.9 dB | 80 Hz | 64.7 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

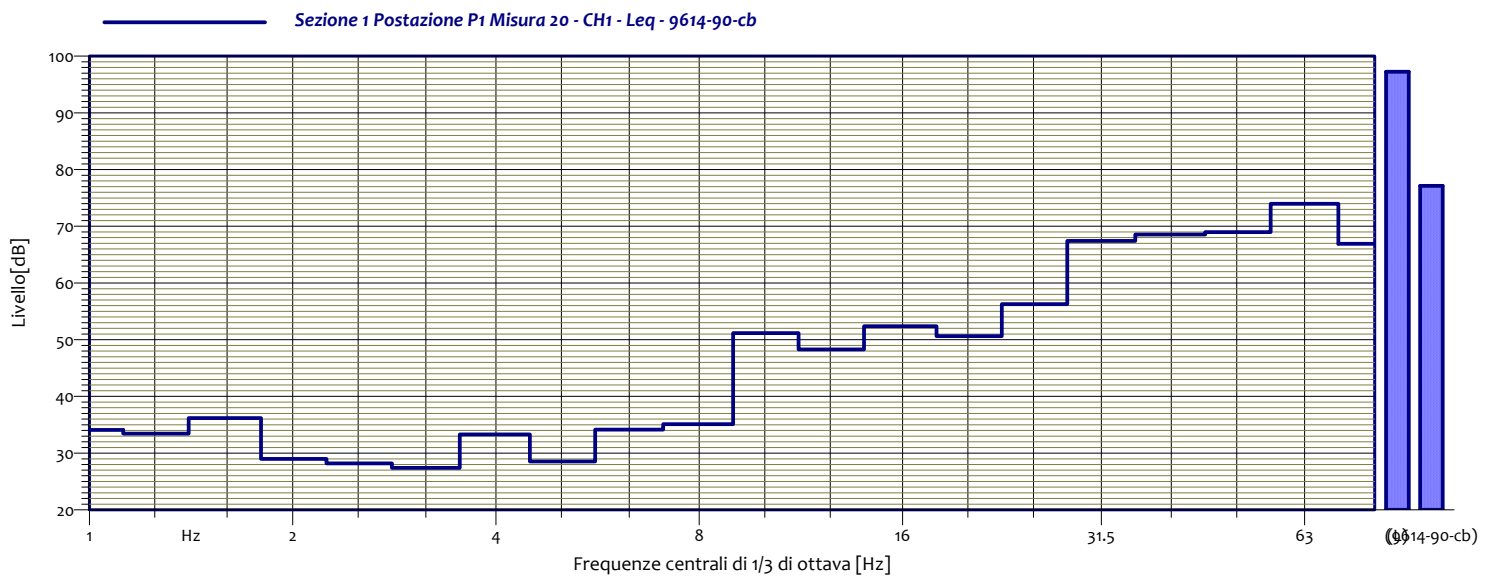
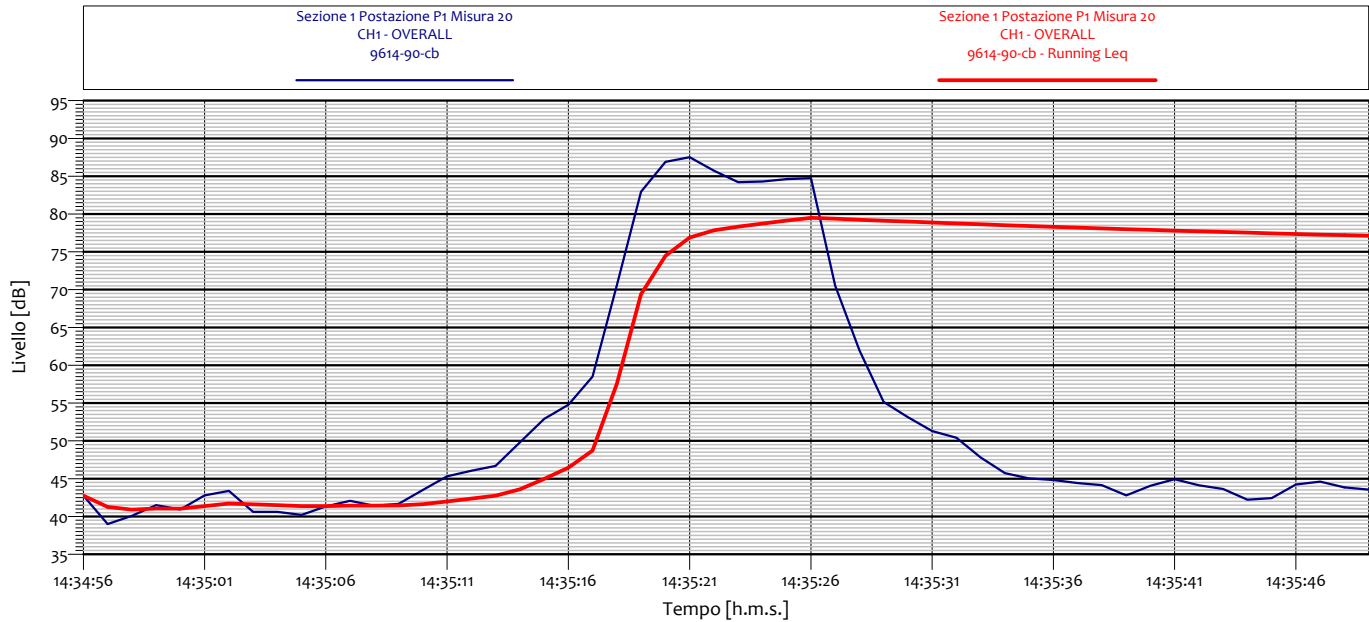


| Sezione 1 Postazione P1 Misura 19 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.5 dB | 1.25 Hz | 28.9 dB |
| 1.6 Hz | 28.2 dB | 2 Hz | 27.3 dB |
| 2.5 Hz | 26.6 dB | 3.15 Hz | 27.0 dB |
| 4 Hz | 26.0 dB | 5 Hz | 27.4 dB |
| 6.3 Hz | 31.3 dB | 8 Hz | 41.6 dB |
| 10 Hz | 51.6 dB | 12.5 Hz | 56.5 dB |
| 16 Hz | 46.1 dB | 20 Hz | 51.5 dB |
| 25 Hz | 53.3 dB | 31.5 Hz | 58.5 dB |
| 40 Hz | 61.3 dB | 50 Hz | 70.5 dB |
| 63 Hz | 69.0 dB | 80 Hz | 59.7 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

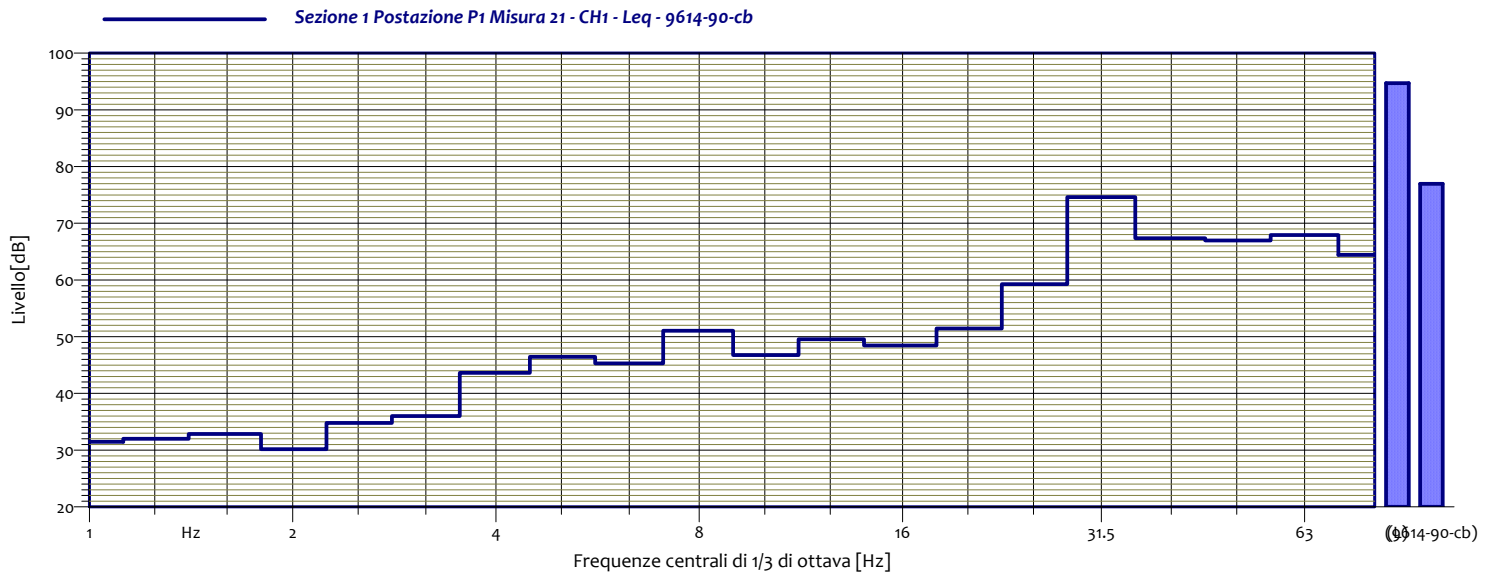
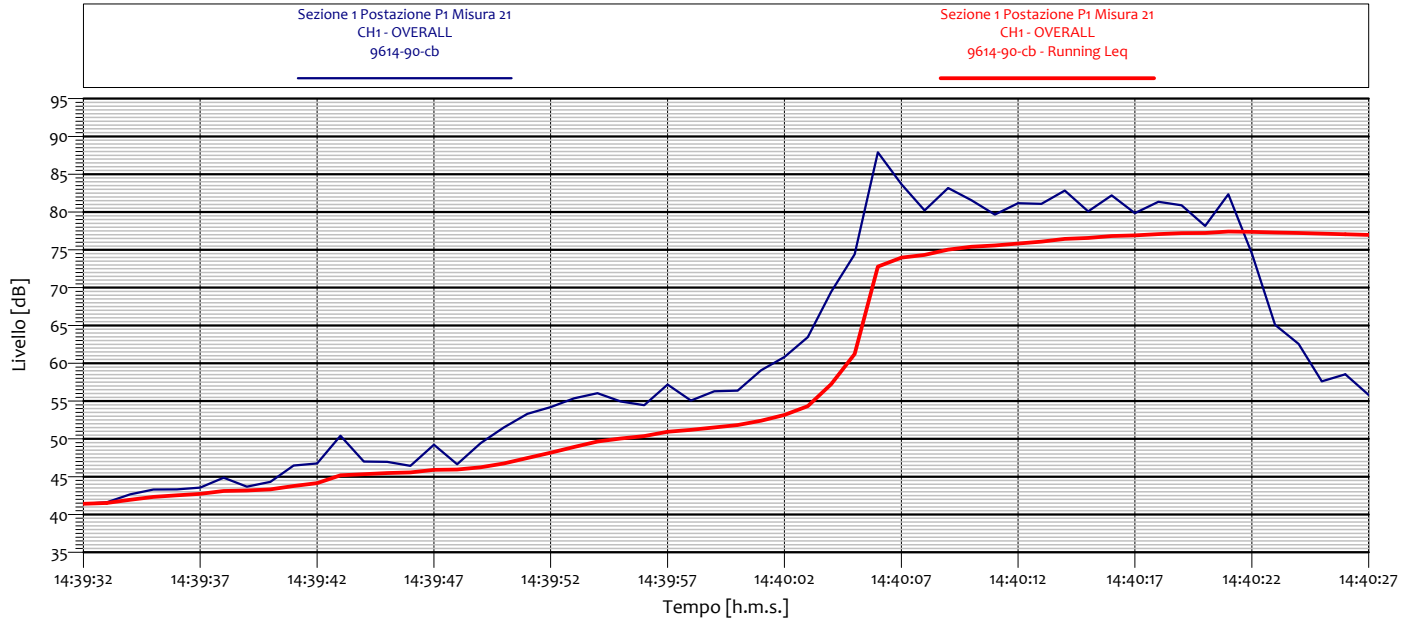


| Sezione 1 Postazione P1 Misura 20 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 34.1 dB | 1.25 Hz | 33.5 dB |
| 1.6 Hz | 36.2 dB | 2 Hz | 29.0 dB |
| 2.5 Hz | 28.2 dB | 3.15 Hz | 27.4 dB |
| 4 Hz | 33.3 dB | 5 Hz | 28.6 dB |
| 6.3 Hz | 34.2 dB | 8 Hz | 35.1 dB |
| 10 Hz | 51.2 dB | 12.5 Hz | 48.3 dB |
| 16 Hz | 52.4 dB | 20 Hz | 50.6 dB |
| 25 Hz | 56.3 dB | 31.5 Hz | 67.4 dB |
| 40 Hz | 68.5 dB | 50 Hz | 69.0 dB |
| 63 Hz | 74.0 dB | 80 Hz | 66.9 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

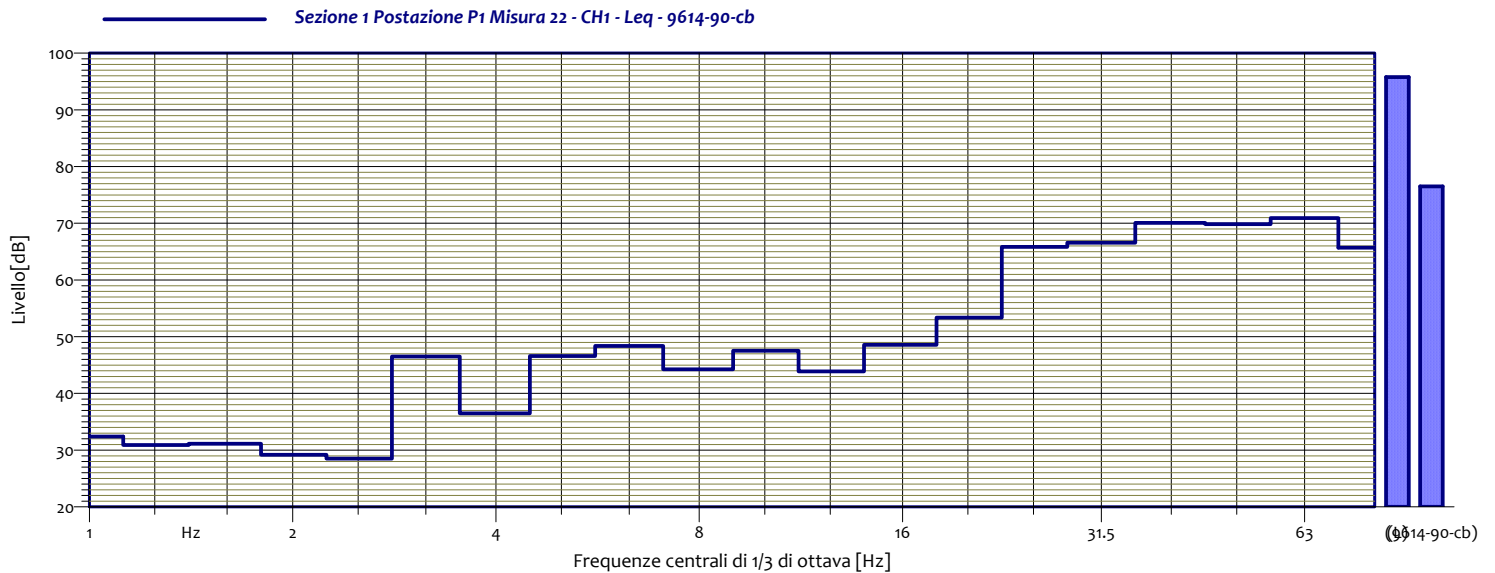
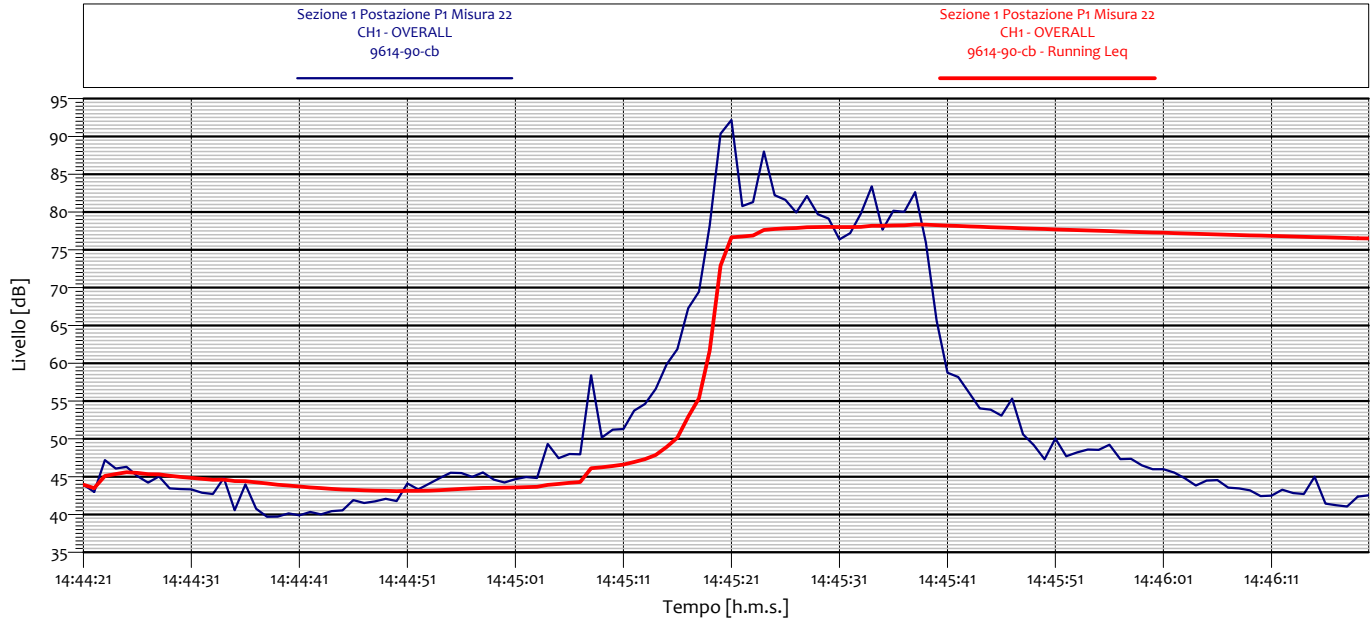


| Sezione 1 Postazione P1 Misura 21 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.5 dB | 1.25 Hz | 32.0 dB |
| 1.6 Hz | 32.9 dB | 2 Hz | 30.2 dB |
| 2.5 Hz | 34.8 dB | 3.15 Hz | 36.0 dB |
| 4 Hz | 43.6 dB | 5 Hz | 46.5 dB |
| 6.3 Hz | 45.3 dB | 8 Hz | 51.1 dB |
| 10 Hz | 46.8 dB | 12.5 Hz | 49.6 dB |
| 16 Hz | 48.5 dB | 20 Hz | 51.5 dB |
| 25 Hz | 59.3 dB | 31.5 Hz | 74.6 dB |
| 40 Hz | 67.4 dB | 50 Hz | 67.0 dB |
| 63 Hz | 67.9 dB | 80 Hz | 64.4 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

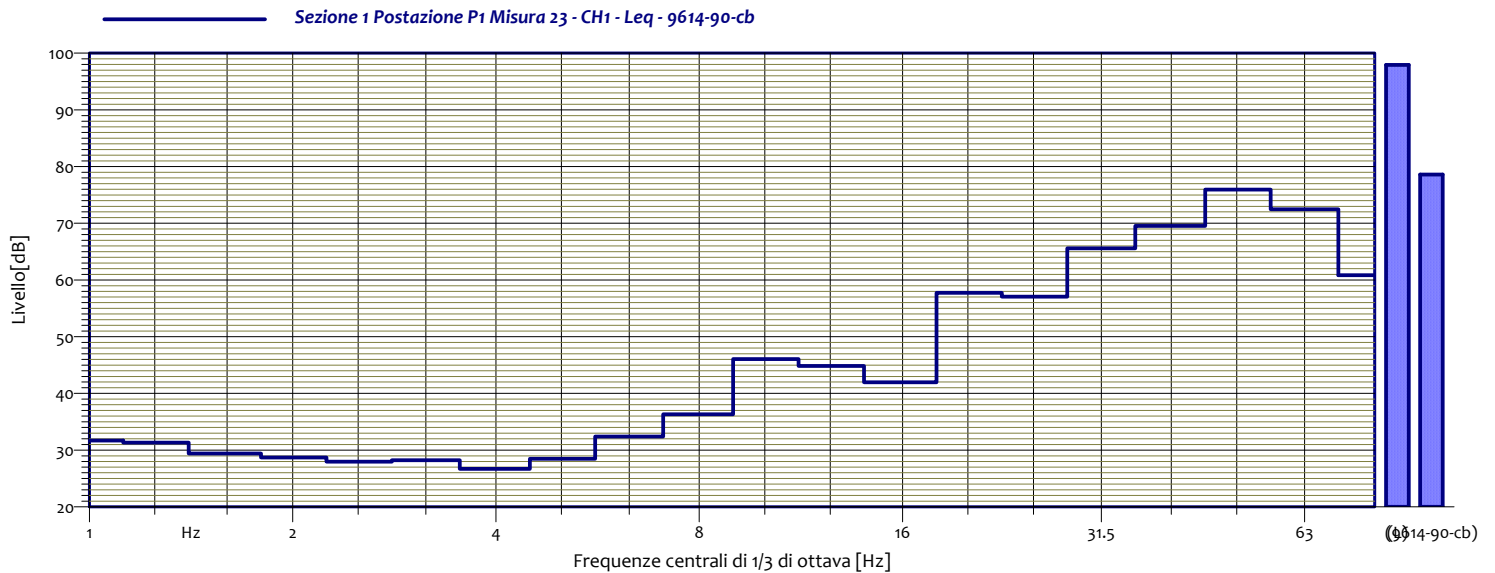
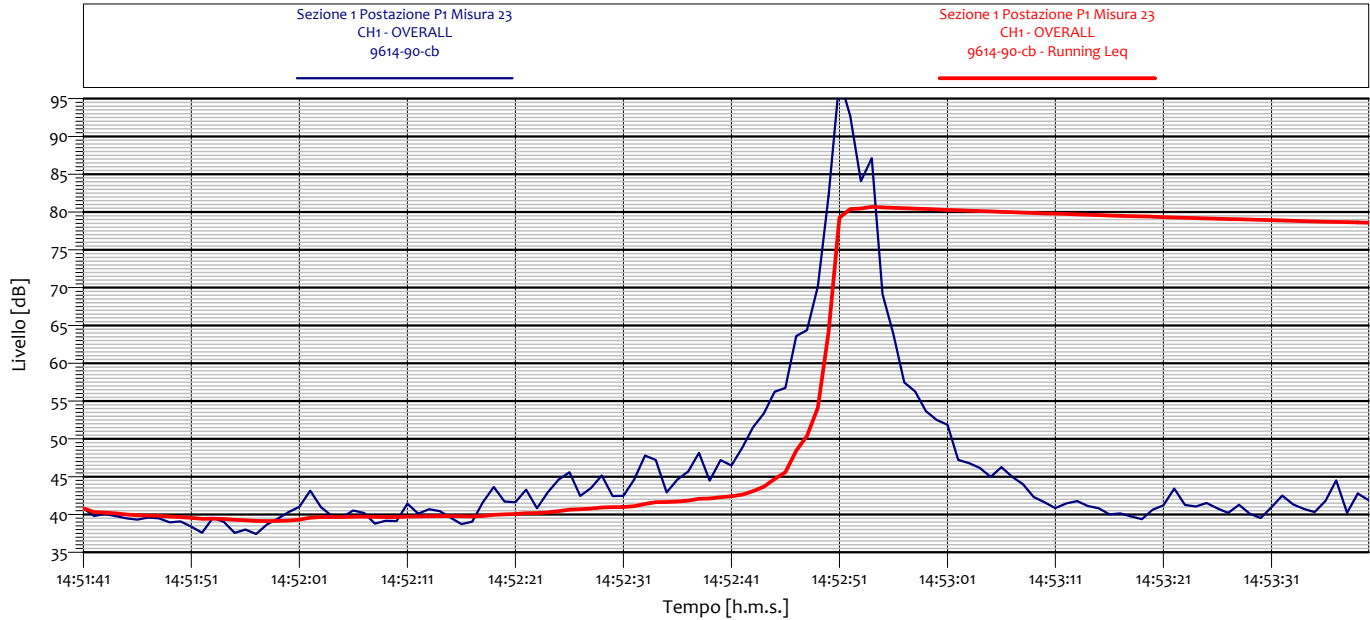


| Sezione 1 Postazione P1 Misura 22 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 32.4 dB | 1.25 Hz | 30.9 dB |
| 1.6 Hz | 31.1 dB | 2 Hz | 29.2 dB |
| 2.5 Hz | 28.5 dB | 3.15 Hz | 46.5 dB |
| 4 Hz | 36.5 dB | 5 Hz | 46.6 dB |
| 6.3 Hz | 48.4 dB | 8 Hz | 44.2 dB |
| 10 Hz | 47.5 dB | 12.5 Hz | 43.9 dB |
| 16 Hz | 48.6 dB | 20 Hz | 53.4 dB |
| 25 Hz | 65.9 dB | 31.5 Hz | 66.6 dB |
| 40 Hz | 70.1 dB | 50 Hz | 69.8 dB |
| 63 Hz | 70.9 dB | 80 Hz | 65.7 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

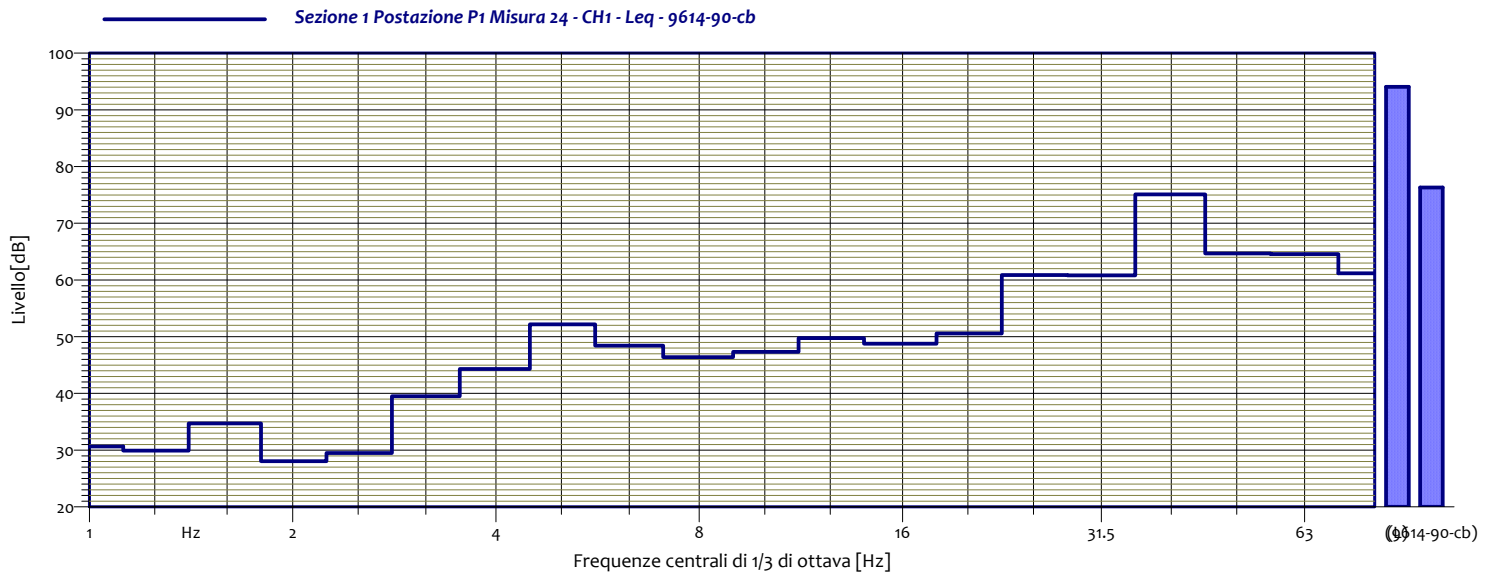
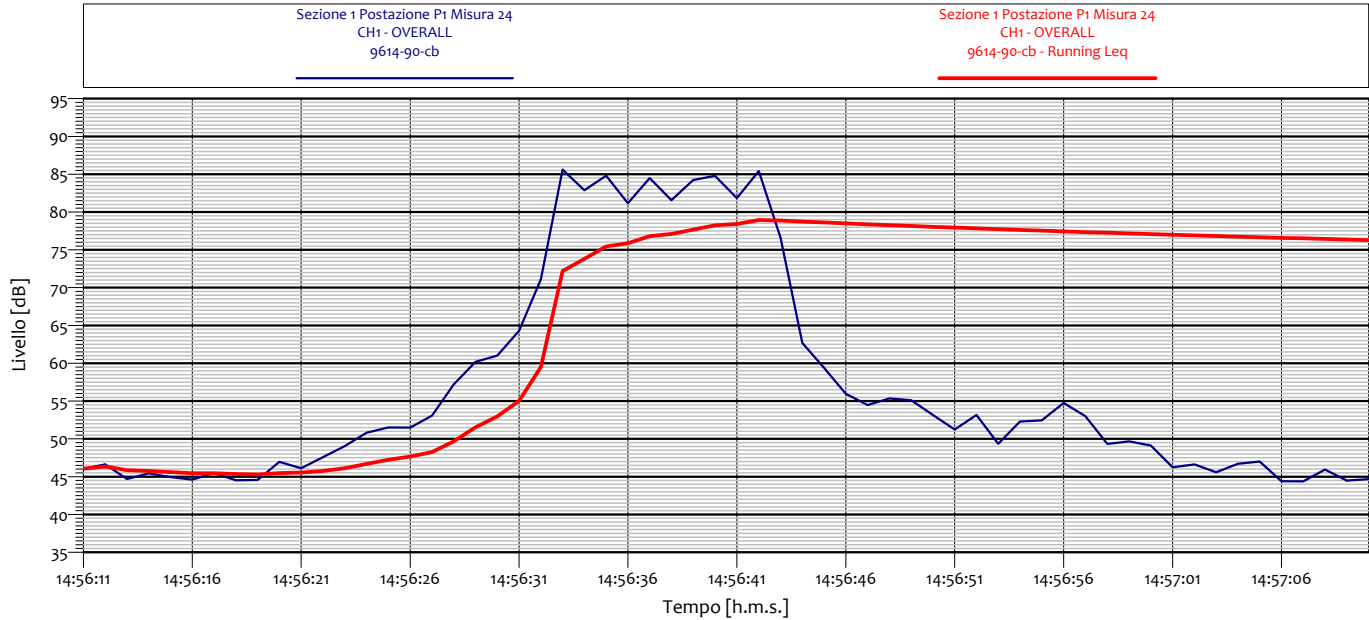


| Sezione 1 Postazione P1 Misura 23 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.7 dB | 1.25 Hz | 31.3 dB |
| 1.6 Hz | 29.4 dB | 2 Hz | 28.7 dB |
| 2.5 Hz | 28.0 dB | 3.15 Hz | 28.2 dB |
| 4 Hz | 26.7 dB | 5 Hz | 28.5 dB |
| 6.3 Hz | 32.4 dB | 8 Hz | 36.3 dB |
| 10 Hz | 46.1 dB | 12.5 Hz | 44.8 dB |
| 16 Hz | 42.0 dB | 20 Hz | 57.7 dB |
| 25 Hz | 57.1 dB | 31.5 Hz | 65.6 dB |
| 40 Hz | 69.5 dB | 50 Hz | 76.0 dB |
| 63 Hz | 72.5 dB | 80 Hz | 60.8 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

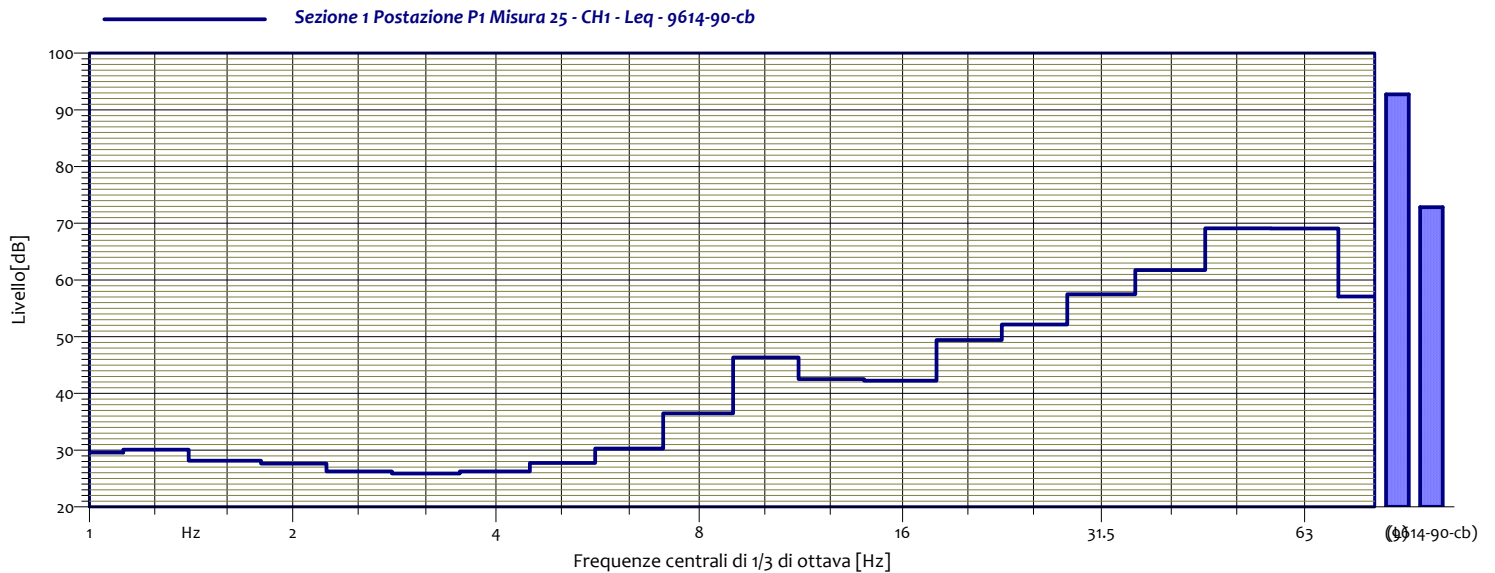
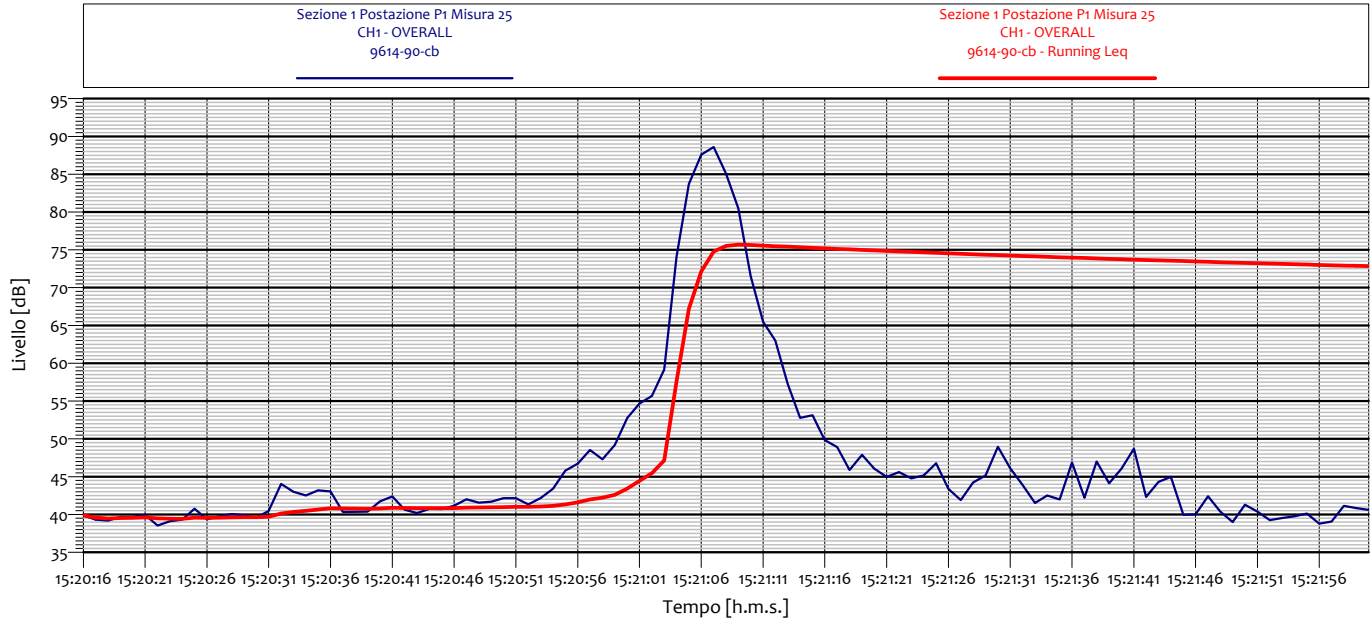


| Sezione 1 Postazione P1 Misura 24 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 30.7 dB | 1.25 Hz | 29.9 dB |
| 1.6 Hz | 34.7 dB | 2 Hz | 28.1 dB |
| 2.5 Hz | 29.5 dB | 3.15 Hz | 39.5 dB |
| 4 Hz | 44.3 dB | 5 Hz | 52.2 dB |
| 6.3 Hz | 48.4 dB | 8 Hz | 46.4 dB |
| 10 Hz | 47.4 dB | 12.5 Hz | 49.8 dB |
| 16 Hz | 48.8 dB | 20 Hz | 50.6 dB |
| 25 Hz | 60.9 dB | 31.5 Hz | 60.8 dB |
| 40 Hz | 75.1 dB | 50 Hz | 64.7 dB |
| 63 Hz | 64.6 dB | 80 Hz | 61.2 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



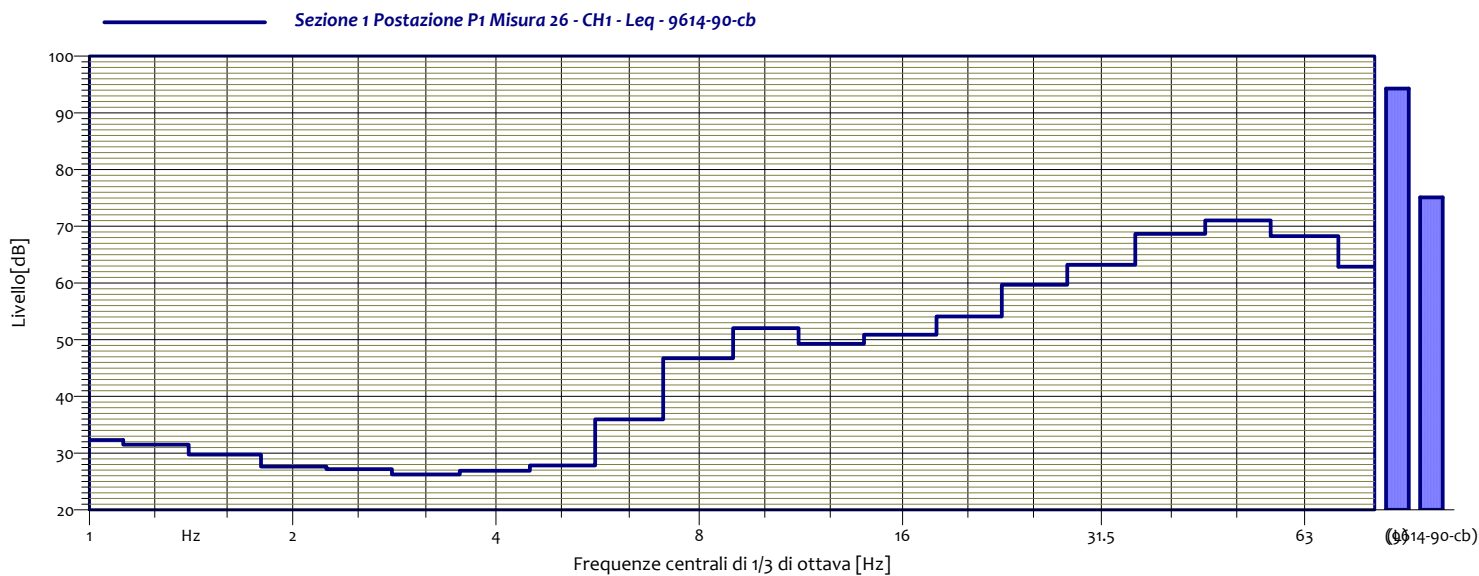
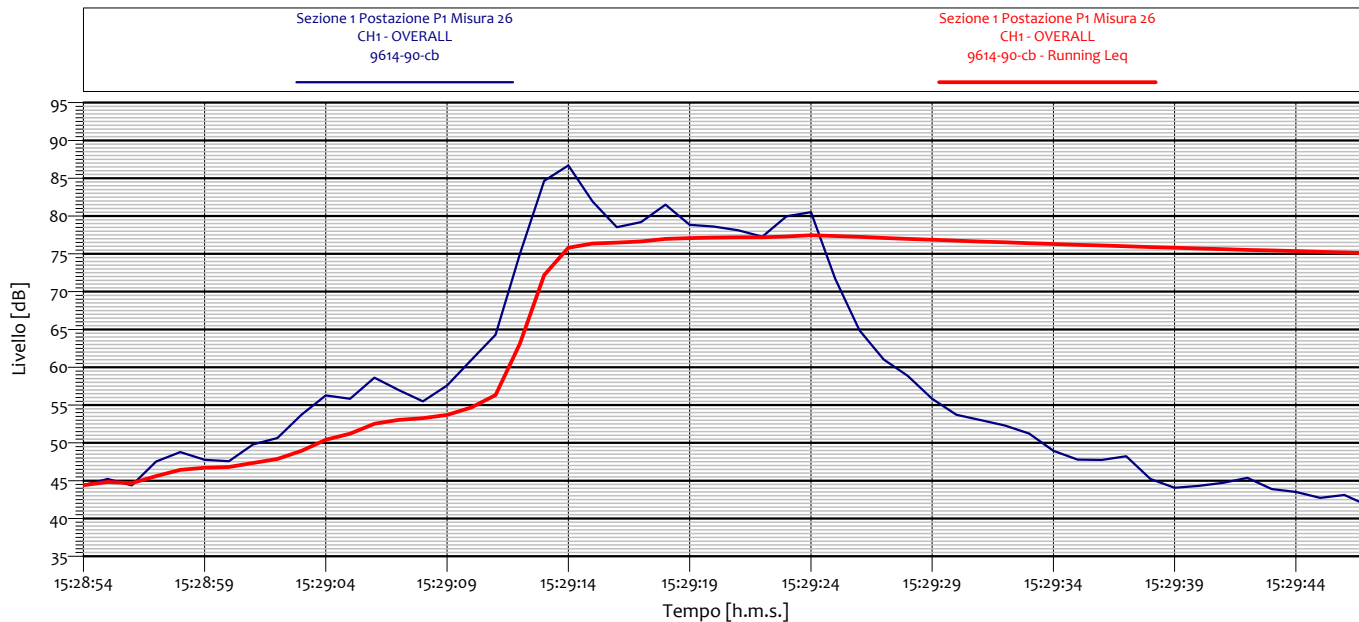
Sezione 1 Postazione P1 Misura 25
CH1 - Leq
9614-90-cb

| Hz | dB | Hz | dB |
|--------|---------|---------|---------|
| 1 Hz | 29.6 dB | 1.25 Hz | 30.1 dB |
| 1.6 Hz | 28.2 dB | 2 Hz | 27.6 dB |
| 2.5 Hz | 26.2 dB | 3.15 Hz | 25.9 dB |
| 4 Hz | 26.3 dB | 5 Hz | 27.8 dB |
| 6.3 Hz | 30.3 dB | 8 Hz | 36.5 dB |
| 10 Hz | 46.3 dB | 12.5 Hz | 42.6 dB |
| 16 Hz | 42.3 dB | 20 Hz | 49.4 dB |
| 25 Hz | 52.2 dB | 31.5 Hz | 57.5 dB |
| 40 Hz | 61.7 dB | 50 Hz | 69.1 dB |
| 63 Hz | 69.1 dB | 80 Hz | 57.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

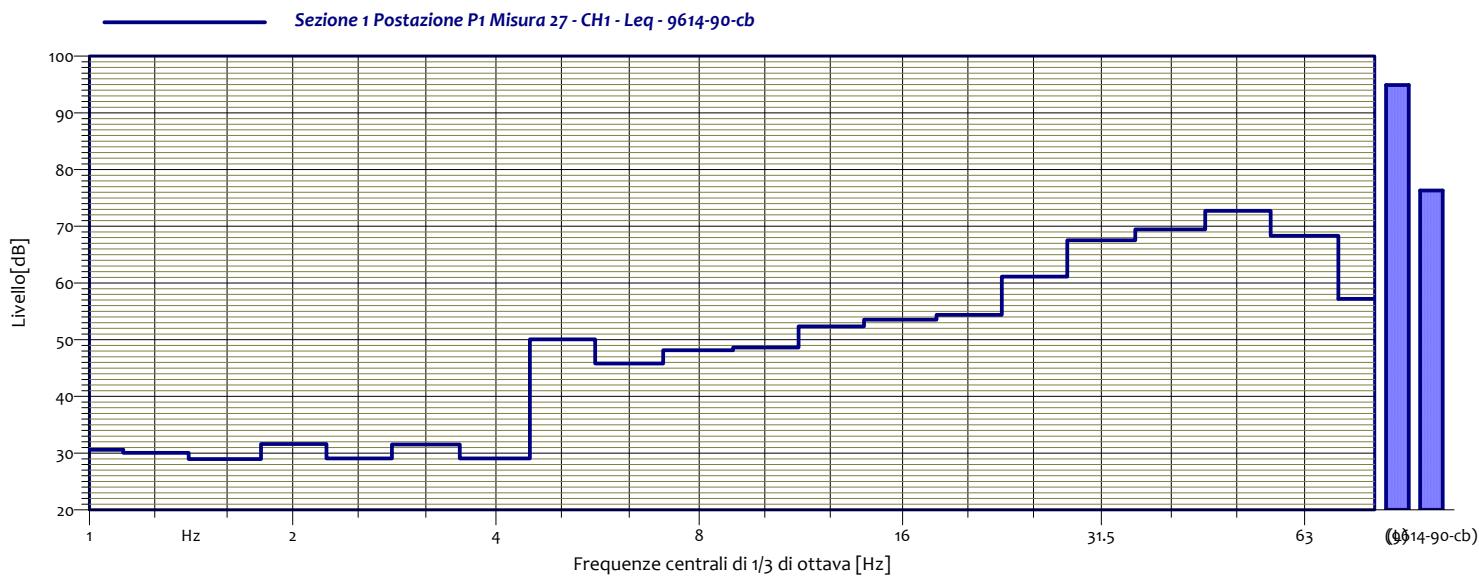
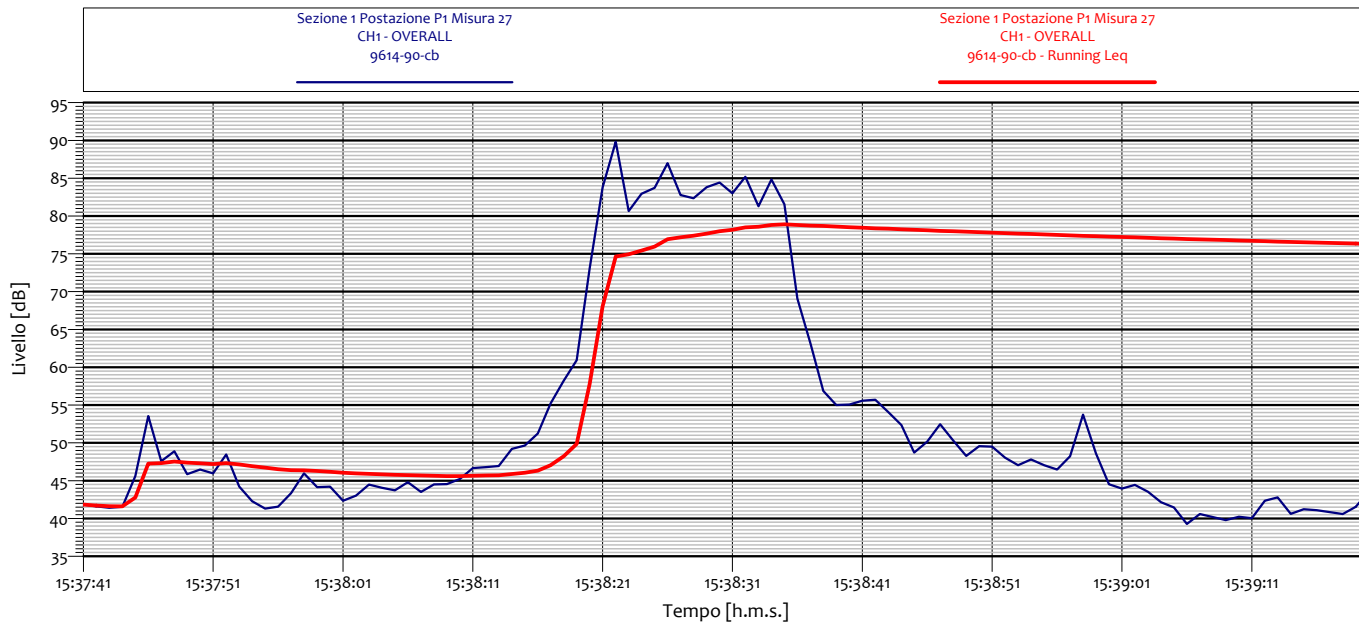


| Sezione 1 Postazione P1 Misura 26 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 32.3 dB | 1.25 Hz | 31.5 dB |
| 1.6 Hz | 29.7 dB | 2 Hz | 27.6 dB |
| 2.5 Hz | 27.2 dB | 3.15 Hz | 26.3 dB |
| 4 Hz | 26.9 dB | 5 Hz | 27.8 dB |
| 6.3 Hz | 36.0 dB | 8 Hz | 46.7 dB |
| 10 Hz | 52.0 dB | 12.5 Hz | 49.3 dB |
| 16 Hz | 50.9 dB | 20 Hz | 54.1 dB |
| 25 Hz | 59.7 dB | 31.5 Hz | 63.2 dB |
| 40 Hz | 68.7 dB | 50 Hz | 71.0 dB |
| 63 Hz | 68.3 dB | 80 Hz | 62.9 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

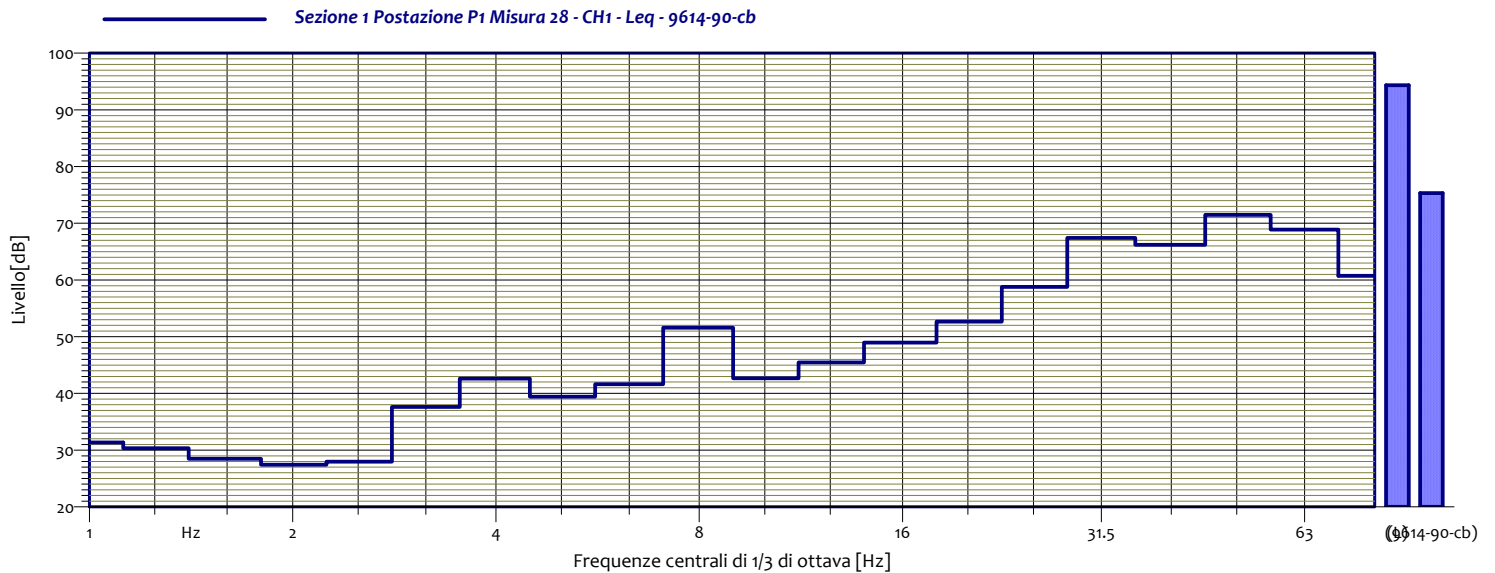
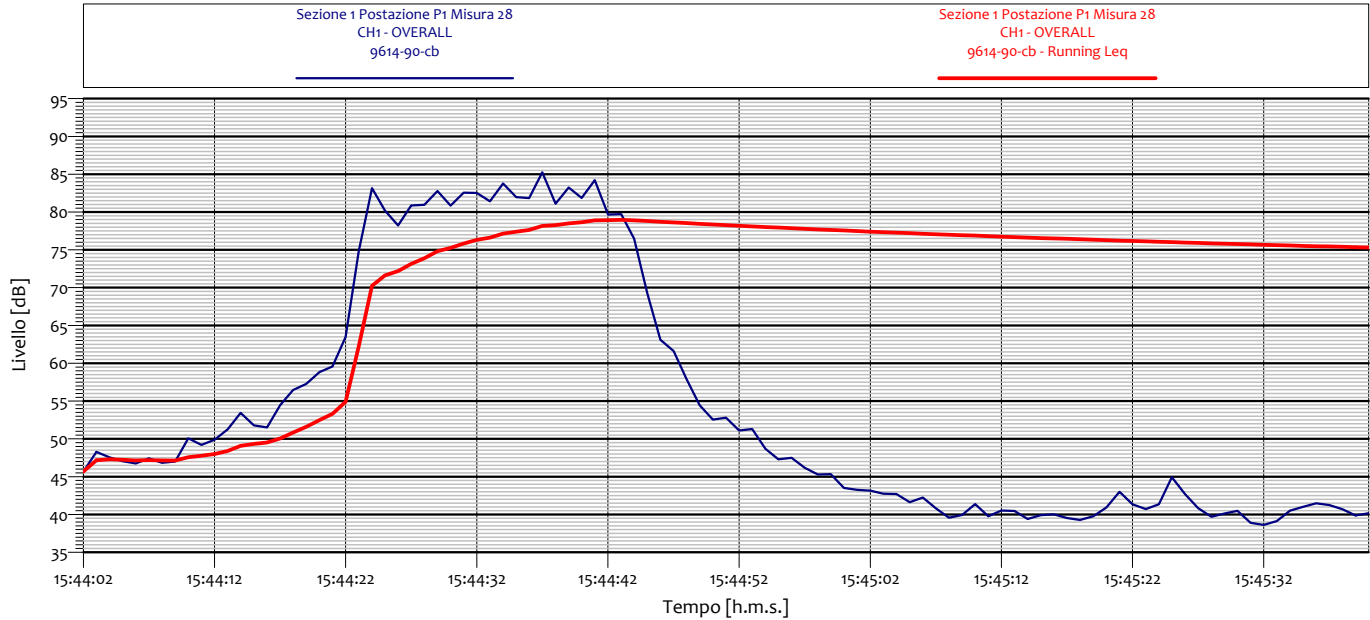


| Sezione 1 Postazione P1 Misura 27 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 30.6 dB | 1.25 Hz | 30.1 dB |
| 1.6 Hz | 29.0 dB | 2 Hz | 31.6 dB |
| 2.5 Hz | 29.1 dB | 3.15 Hz | 31.5 dB |
| 4 Hz | 29.1 dB | 5 Hz | 50.1 dB |
| 6.3 Hz | 45.8 dB | 8 Hz | 48.1 dB |
| 10 Hz | 48.6 dB | 12.5 Hz | 52.4 dB |
| 16 Hz | 53.5 dB | 20 Hz | 54.4 dB |
| 25 Hz | 61.1 dB | 31.5 Hz | 67.5 dB |
| 40 Hz | 69.5 dB | 50 Hz | 72.7 dB |
| 63 Hz | 68.3 dB | 80 Hz | 57.2 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

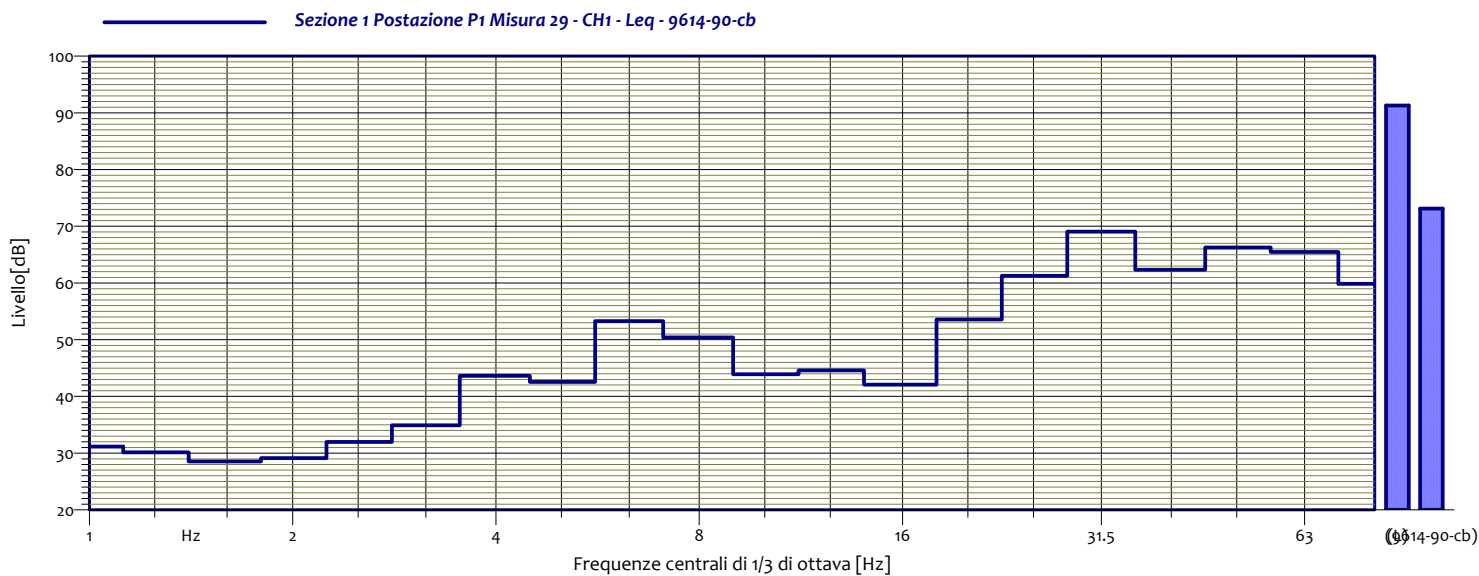
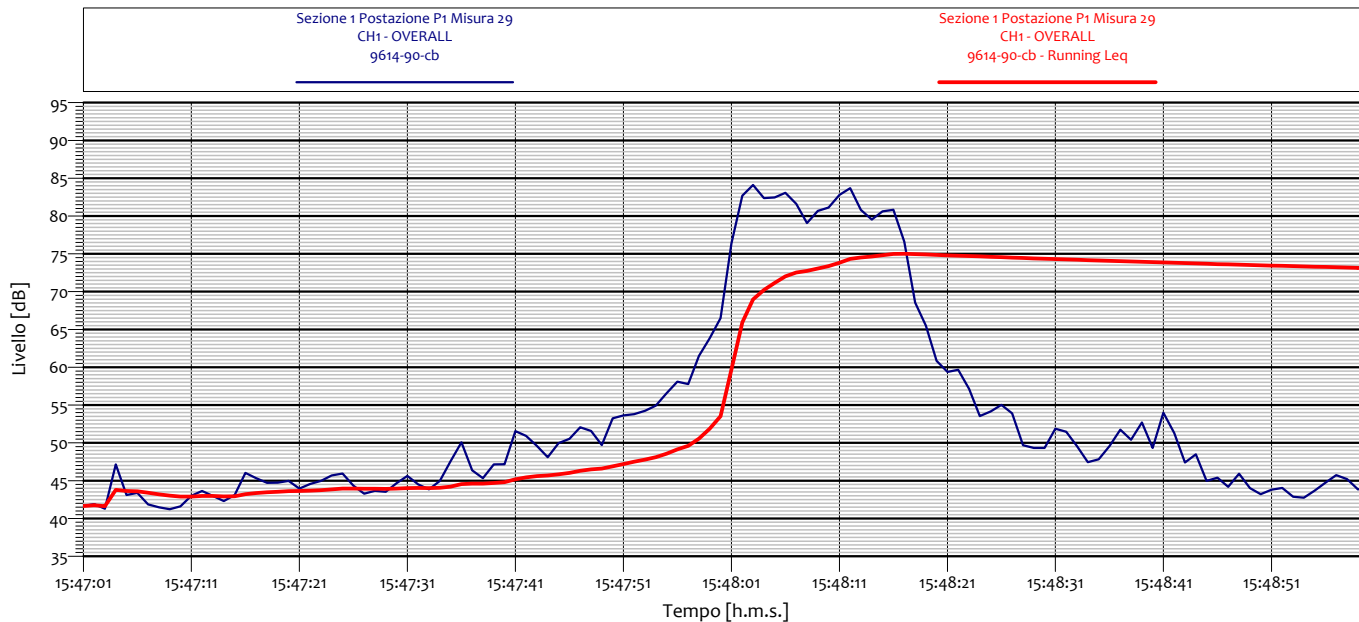


| Sezione 1 Postazione P1 Misura 28 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.4 dB | 1.25 Hz | 30.3 dB |
| 1.6 Hz | 28.5 dB | 2 Hz | 27.4 dB |
| 2.5 Hz | 28.0 dB | 3.15 Hz | 37.6 dB |
| 4 Hz | 42.6 dB | 5 Hz | 39.4 dB |
| 6.3 Hz | 41.6 dB | 8 Hz | 51.6 dB |
| 10 Hz | 42.7 dB | 12.5 Hz | 45.5 dB |
| 16 Hz | 49.0 dB | 20 Hz | 52.7 dB |
| 25 Hz | 58.8 dB | 31.5 Hz | 67.4 dB |
| 40 Hz | 66.2 dB | 50 Hz | 71.5 dB |
| 63 Hz | 68.9 dB | 80 Hz | 60.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

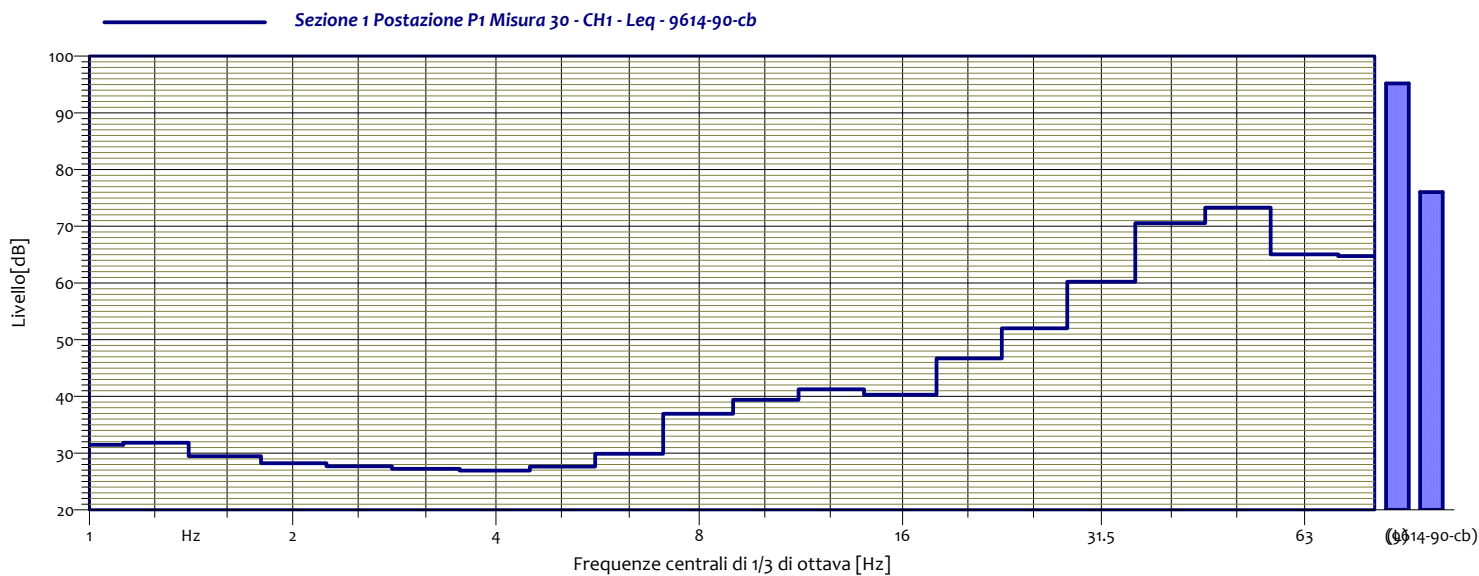
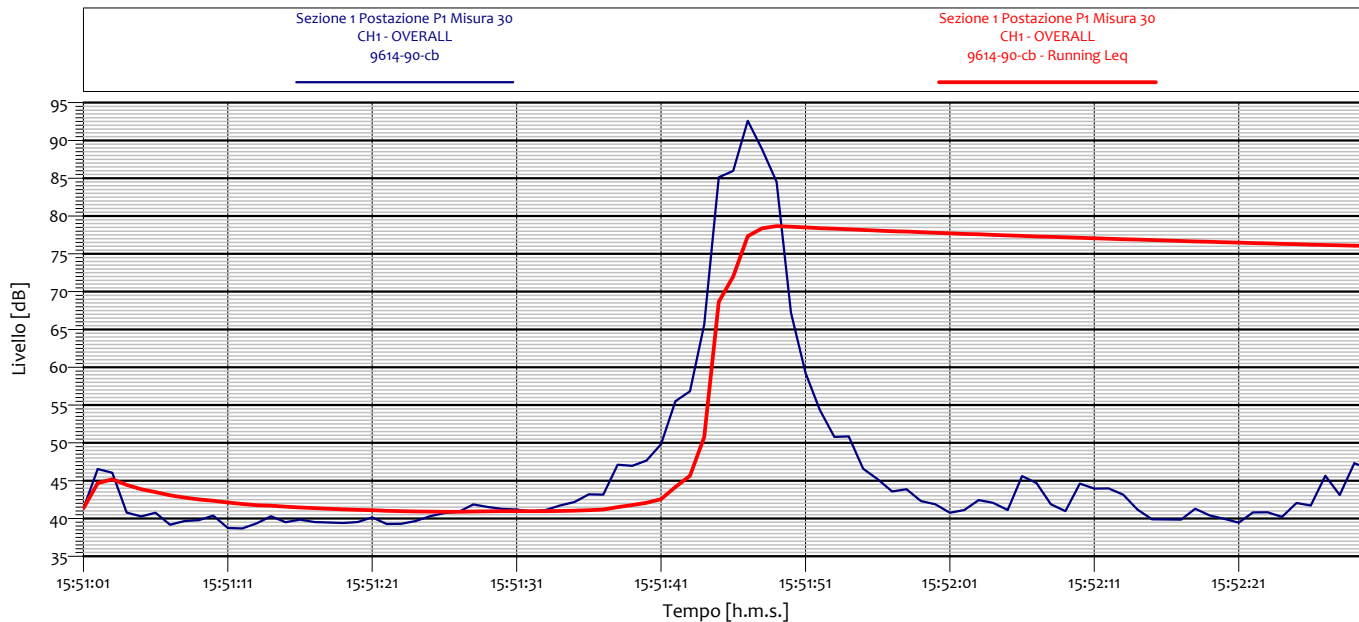


| Sezione 1 Postazione P1 Misura 29 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.2 dB | 1.25 Hz | 30.1 dB |
| 1.6 Hz | 28.5 dB | 2 Hz | 29.1 dB |
| 2.5 Hz | 32.0 dB | 3.15 Hz | 34.9 dB |
| 4 Hz | 43.6 dB | 5 Hz | 42.6 dB |
| 6.3 Hz | 53.3 dB | 8 Hz | 50.4 dB |
| 10 Hz | 43.9 dB | 12.5 Hz | 44.6 dB |
| 16 Hz | 42.1 dB | 20 Hz | 53.6 dB |
| 25 Hz | 61.3 dB | 31.5 Hz | 69.1 dB |
| 40 Hz | 62.4 dB | 50 Hz | 66.3 dB |
| 63 Hz | 65.5 dB | 80 Hz | 59.9 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



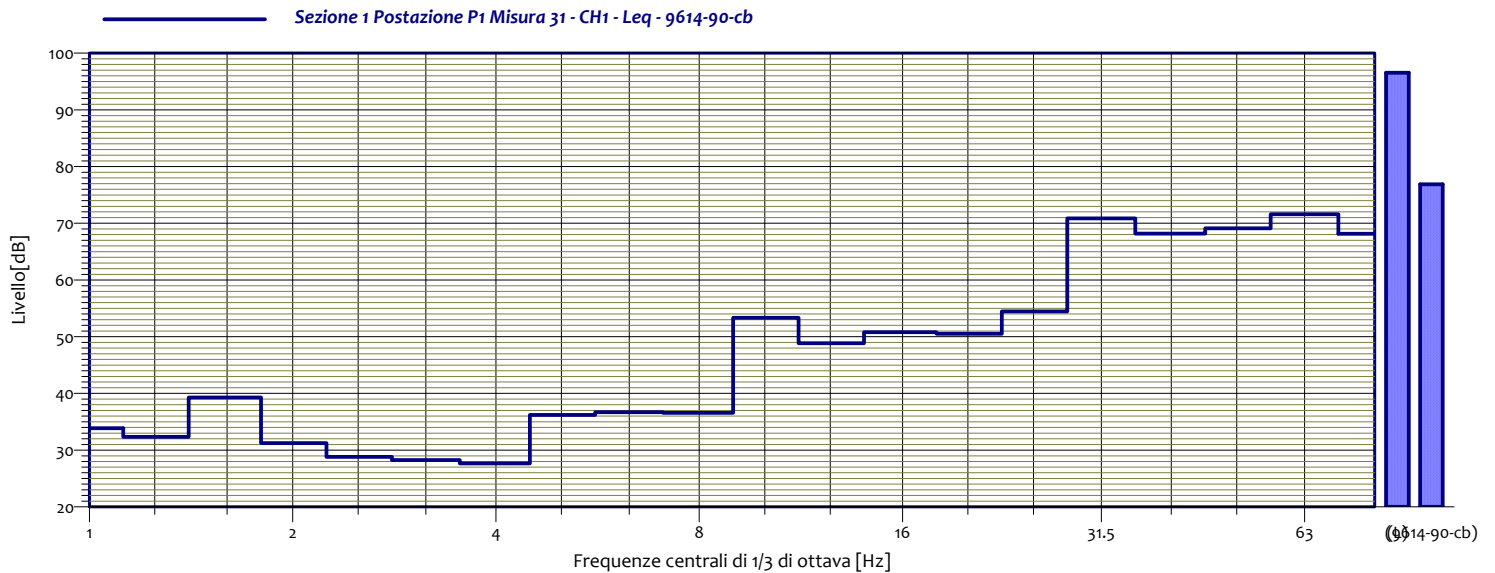
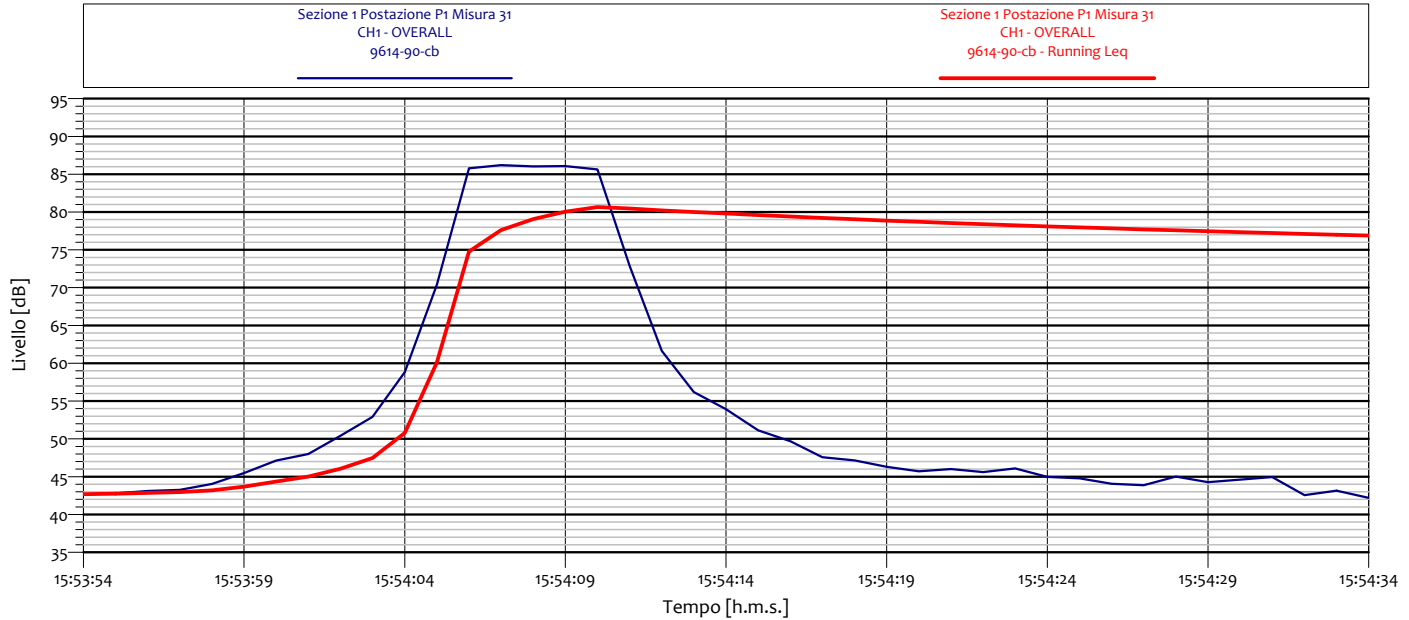
Sezione 1 Postazione P1 Misura 30
CH1 - Leq
9614-90-cb

| Hz | dB | Hz | dB |
|--------|---------|---------|---------|
| 1 Hz | 31.5 dB | 1.25 Hz | 31.8 dB |
| 1.6 Hz | 29.5 dB | 2 Hz | 28.2 dB |
| 2.5 Hz | 27.7 dB | 3.15 Hz | 27.2 dB |
| 4 Hz | 26.9 dB | 5 Hz | 27.6 dB |
| 6.3 Hz | 29.9 dB | 8 Hz | 37.0 dB |
| 10 Hz | 39.4 dB | 12.5 Hz | 41.3 dB |
| 16 Hz | 40.3 dB | 20 Hz | 46.7 dB |
| 25 Hz | 52.0 dB | 31.5 Hz | 60.2 dB |
| 40 Hz | 70.5 dB | 50 Hz | 73.3 dB |
| 63 Hz | 65.0 dB | 80 Hz | 64.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P1 Misura 31 CH1 - Leq 9614-90-cb | | | |
|--|---------|------|---------|
| 1 | 33.9 dB | 1.3 | 32.3 dB |
| 1.6 | 39.3 dB | 2 | 31.2 dB |
| 2.5 | 28.8 dB | 3.2 | 28.3 dB |
| 4 | 27.7 dB | 5 | 36.2 dB |
| 6.3 | 36.7 dB | 8 | 36.6 dB |
| 10 | 53.3 dB | 12.5 | 48.9 dB |
| 16 | 50.8 dB | 20 | 50.5 dB |
| 25 | 54.5 dB | 31.5 | 70.9 dB |
| 40 | 68.2 dB | 50 | 69.1 dB |
| 63 | 71.6 dB | 80 | 68.2 dB |

POSTAZIONE DI MISURA: P2
SEZIONE 01

LOCALIZZAZIONE: Via A. Salieri, 319 - 37132 - VERONA

DATA INIZIO: 18.02.2015 ORA INIZIO: 11:00:00

DATA FINE: 18.02.2015 ORA FINE: 16:00:00

DESCRIZIONE: Esterno abitazione a 09.00 m dalla facciata dell'edificio e 10.00 m circa dall'asse del binario

STRUMENTAZIONE: n. 2 analizzatori Real Time SoundBook Sinus 4 ch, con n. 1 terna monoassiale di accelerometri da 1000 mV/g PCB Piezotronic mod. 39303 e n. 1 accelerometro triassiale da 1000 mV/g PCB Piezotronic mod. 359B18, n. 2 analizzatori DEWETRON Dewe-43 8 ch, con n. 2 terne monoassiali di

NOTE:


TABELLA DI SINTESI ASSE COMBINATO

| N. | DATA | ORA | DIR | TIPO | COMP. | Trazione | Lunghezza (m) | Velocità (Km/h) | Leq (dB) |
|----|------------|--------------|-------|----------------|-------|----------|---------------|-----------------|----------|
| 1 | 18/02/2015 | 11:48:02.200 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 114,8 | 63,5 |
| 2 | 18/02/2015 | 12:29:52.240 | OVEST | FRECCIA BIANCA | 2+10 | E | 301,5 | 88,7 | 63,5 |
| 3 | 18/02/2015 | 12:33:30.880 | OVEST | REGIONALE | 2+7 | E | 22,3 | 8,1 | 65,4 |
| 4 | 18/02/2015 | 12:51:22.240 | EST | MINUETTO | 2+4 | E | 51,9 | 44,5 | 63,0 |
| 5 | 18/02/2015 | 12:53:01.600 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 90,8 | 64,1 |
| 6 | 18/02/2015 | 13:02:30.640 | OVEST | MINUETTO | 2+2 | E | 51,9 | 22,2 | 58,1 |
| 7 | 18/02/2015 | 13:05:08.200 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 147,5 | 62,4 |
| 8 | 18/02/2015 | 13:05:29.800 | OVEST | MERCI | 2+6 | E | 160,3 | 52,8 | 63,7 |
| 9 | 18/02/2015 | 13:09:52.120 | EST | MERCI | 1+17 | E | 360,3 | 117,5 | 62,0 |
| 10 | 18/02/2015 | 13:22:13 | OVEST | REGIONALE | 2+5 | E | 171,0 | 50,3 | 61,3 |
| 11 | 18/02/2015 | 13:28:47.319 | EST | REGIONALE | 2+6 | E | 197,1 | 88,3 | 62,1 |
| 12 | 18/02/2015 | 13:50:44.319 | EST | MINUETTO | 2+3 | E | 51,9 | 24,3 | 59,1 |
| 13 | 18/02/2015 | 13:59:48.640 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 78,7 | 64,4 |
| 14 | 18/02/2015 | 14:05:52.960 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 95,0 | 61,8 |
| 15 | 18/02/2015 | 14:11:21.040 | OVEST | MINUETTO | 2+4 | E | 51,9 | 39,9 | 68,7 |
| 16 | 18/02/2015 | 14:14:33.160 | OVEST | MERCI | 1+21 | E | 440,3 | 102,4 | 66,4 |
| 17 | 18/02/2015 | 14:22:31.600 | OVEST | REGIONALE | 2+6 | E | 197,1 | 70,4 | 64,7 |
| 18 | 18/02/2015 | 14:29:03.760 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 75,1 | 63,5 |
| 19 | 18/02/2015 | 14:30:50.800 | EST | REGIONALE | 2+7 | E | 223,2 | 87,0 | 64,8 |
| 20 | 18/02/2015 | 14:34:10.239 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 98,4 | 64,1 |
| 21 | 18/02/2015 | 14:39:53.680 | EST | MERCI | 1+21 | E | 440,3 | 80,1 | 66,8 |
| 22 | 18/02/2015 | 14:45:06.399 | EST | MERCI | 1+30 | E | 620,3 | 121,1 | 67,0 |
| 23 | 18/02/2015 | 14:52:36.880 | EST | MINUETTO | 2+4 | E | 51,9 | 39,9 | 67,3 |
| 24 | 18/02/2015 | 14:56:21.279 | EST | MERCI | 1+14 | E | 300,3 | 79,0 | 59,7 |
| 25 | 18/02/2015 | 15:20:52.479 | OVEST | MINUETTO | 2+3 | E | 51,9 | 26,8 | 59,4 |
| 26 | 18/02/2015 | 15:28:18.279 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 73,8 | 63,2 |
| 27 | 18/02/2015 | 15:38:08.920 | EST | MERCI | 1+28 | E | 580,3 | 121,7 | 63,8 |
| 28 | 18/02/2015 | 15:44:11.320 | OVEST | MERCI | 1+22 | E | 460,3 | 71,9 | 61,7 |
| 29 | 18/02/2015 | 15:47:49.359 | OVEST | MERCI | 1+21 | E | 440,3 | 85,2 | 62,8 |
| 30 | 18/02/2015 | 15:51:33.160 | EST | MINUETTO | 2+2 | E | 51,9 | 33,9 | 59,0 |
| 31 | 18/02/2015 | 15:53:56.803 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 79,4 | 64,2 |

POSTAZIONE DI MISURA P2

SEZIONE 01 - RASO/RILEVATO

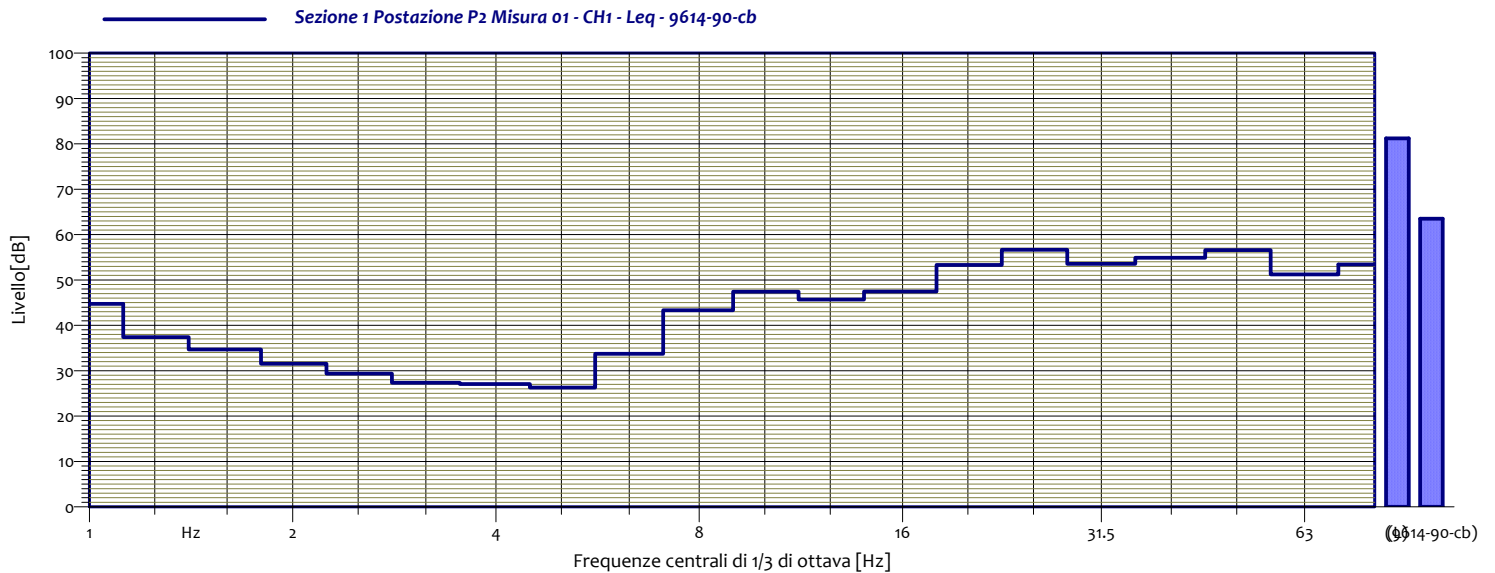
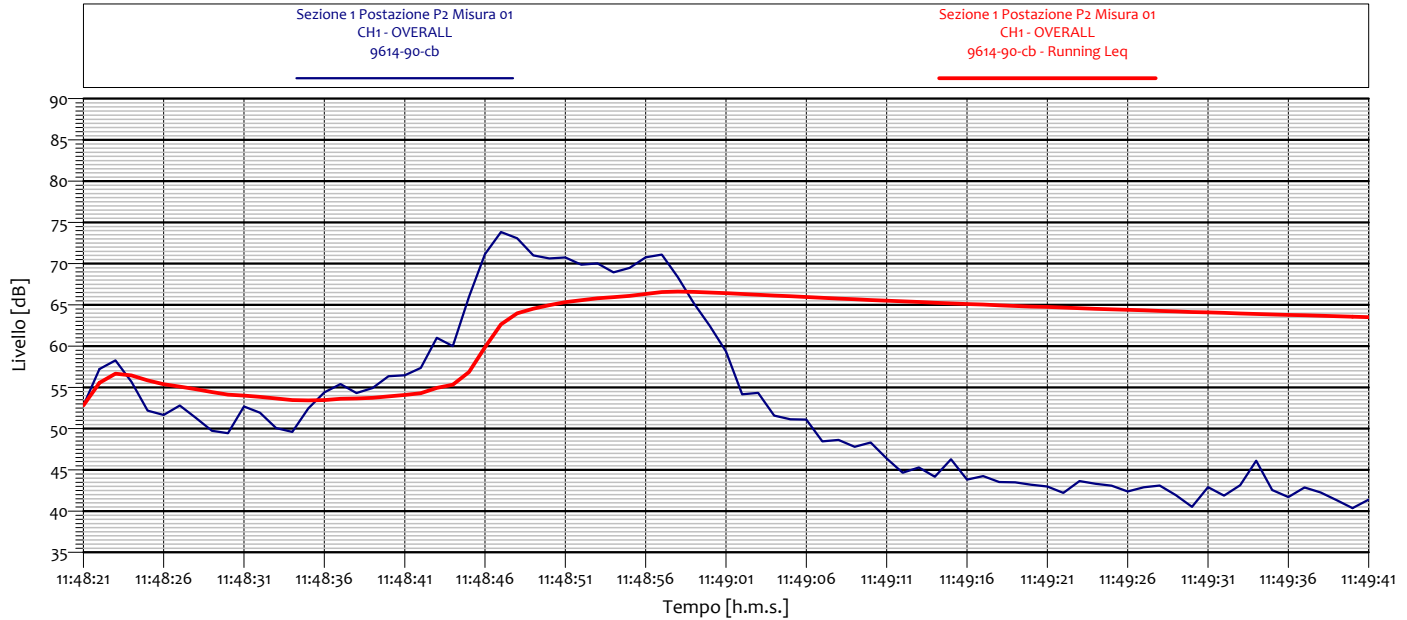
ASSE DI VALUTAZIONE COMBINATO

PESATURA: POSTURA NON NOTA O VARIABILE (UNI 9614)



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

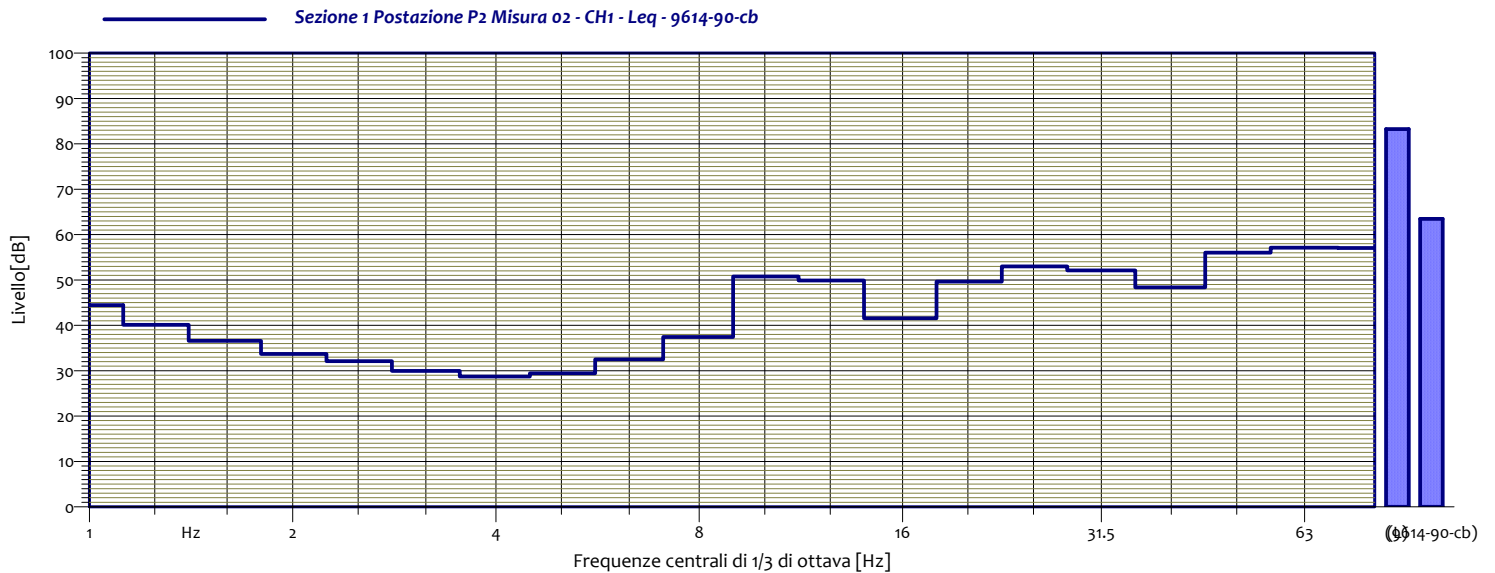
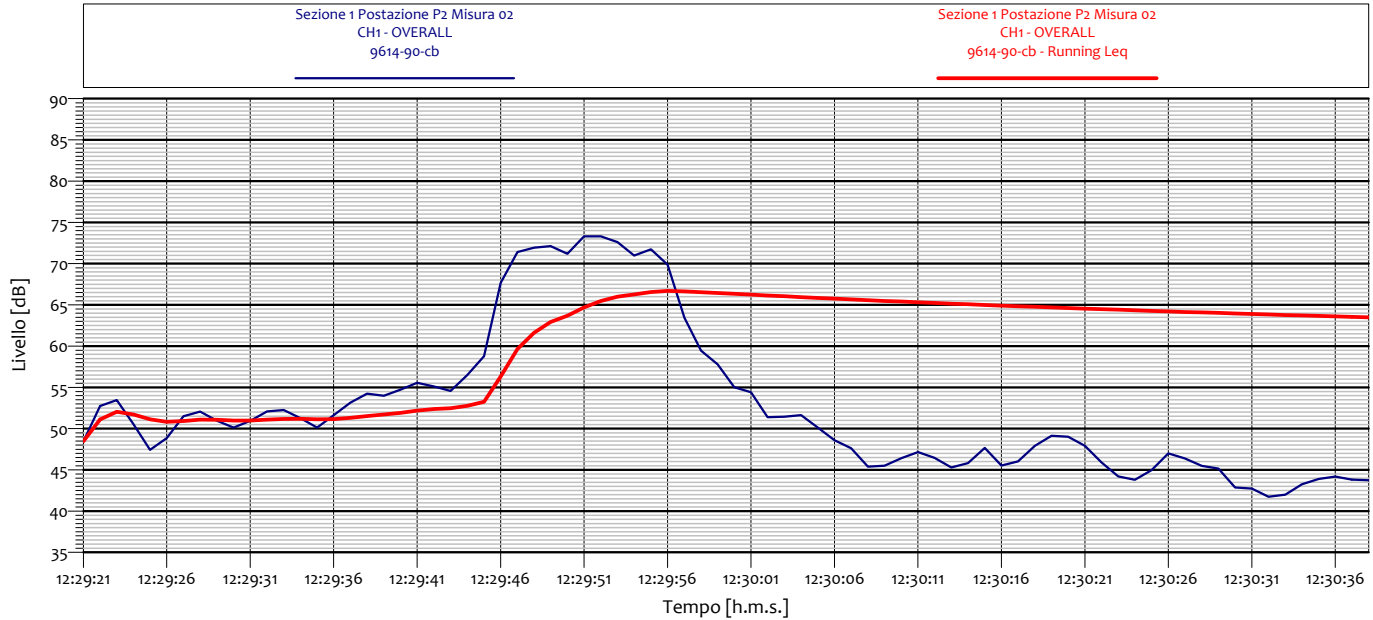


| Sezione 1 Postazione P2 Misura 01 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 44.8 dB | 1.25 Hz | 37.4 dB |
| 1.6 Hz | 34.7 dB | 2 Hz | 31.5 dB |
| 2.5 Hz | 29.4 dB | 3.15 Hz | 27.4 dB |
| 4 Hz | 27.1 dB | 5 Hz | 26.3 dB |
| 6.3 Hz | 33.7 dB | 8 Hz | 43.4 dB |
| 10 Hz | 47.4 dB | 12.5 Hz | 45.7 dB |
| 16 Hz | 47.5 dB | 20 Hz | 53.3 dB |
| 25 Hz | 56.7 dB | 31.5 Hz | 53.6 dB |
| 40 Hz | 54.9 dB | 50 Hz | 56.6 dB |
| 63 Hz | 51.2 dB | 80 Hz | 53.4 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

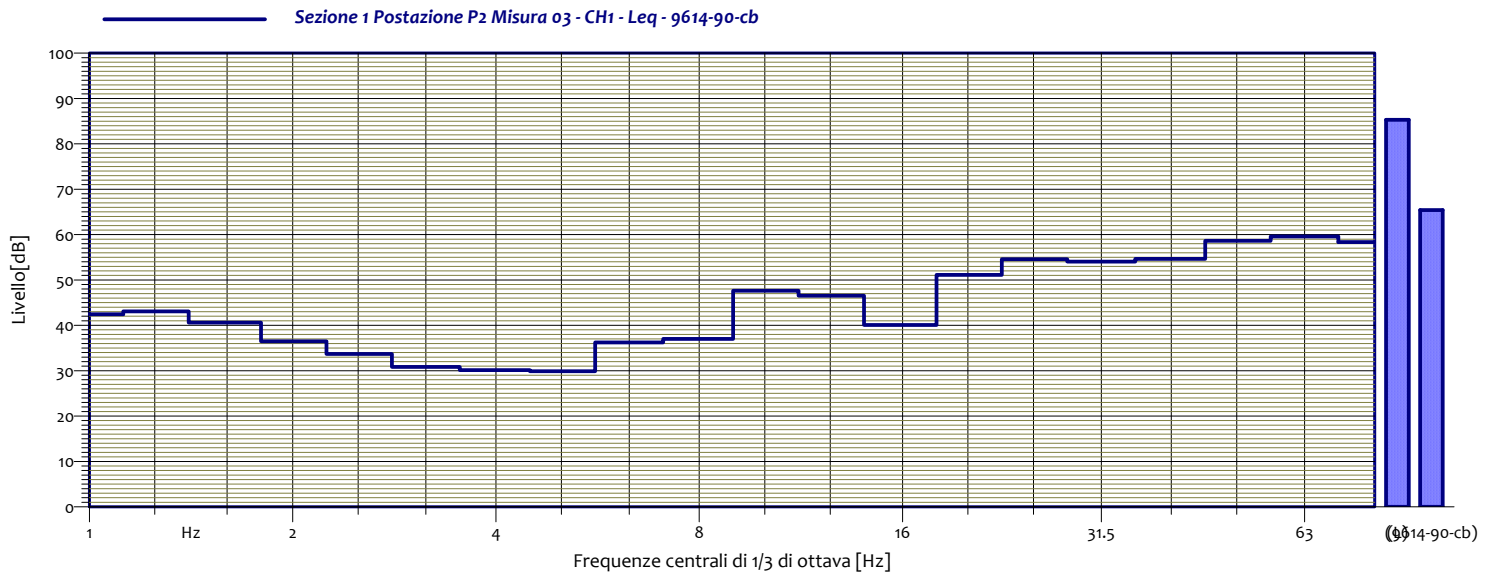
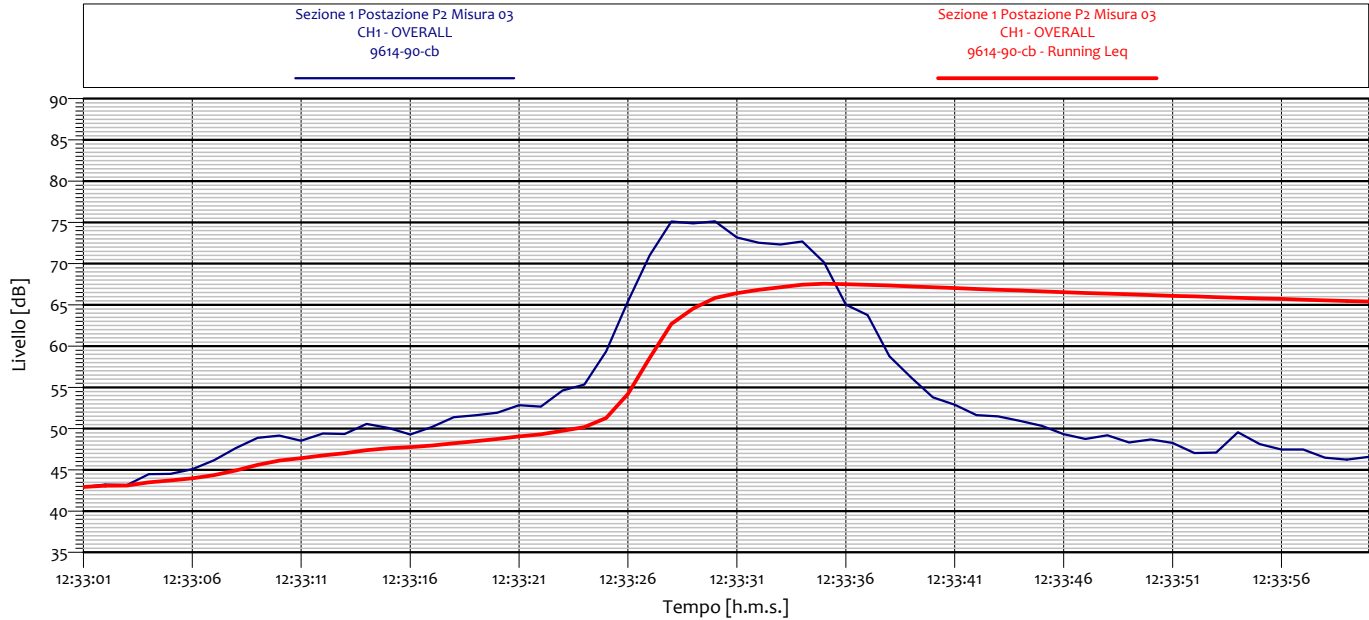


| Sezione 1 Postazione P2 Misura 02 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 44.5 dB | 1.25 Hz | 40.1 dB |
| 1.6 Hz | 36.6 dB | 2 Hz | 33.7 dB |
| 2.5 Hz | 32.1 dB | 3.15 Hz | 30.0 dB |
| 4 Hz | 28.7 dB | 5 Hz | 29.4 dB |
| 6.3 Hz | 32.5 dB | 8 Hz | 37.4 dB |
| 10 Hz | 50.8 dB | 12.5 Hz | 49.9 dB |
| 16 Hz | 41.6 dB | 20 Hz | 49.7 dB |
| 25 Hz | 53.0 dB | 31.5 Hz | 52.1 dB |
| 40 Hz | 48.4 dB | 50 Hz | 56.0 dB |
| 63 Hz | 57.1 dB | 80 Hz | 57.0 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

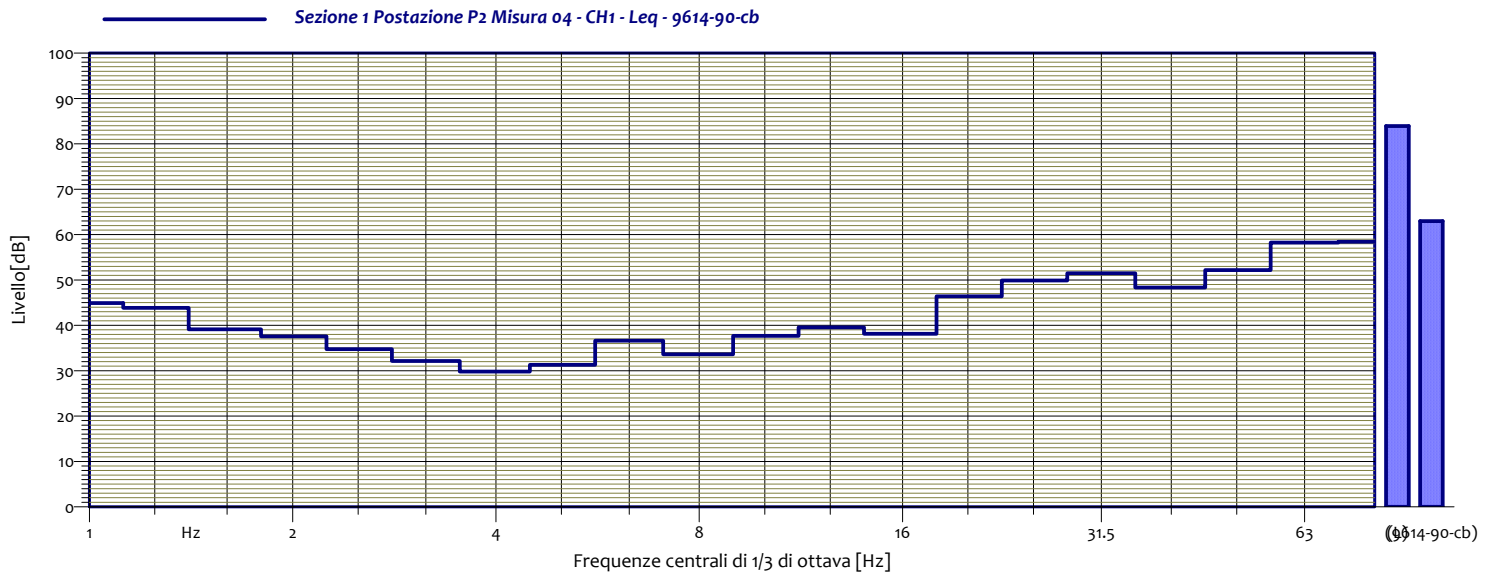
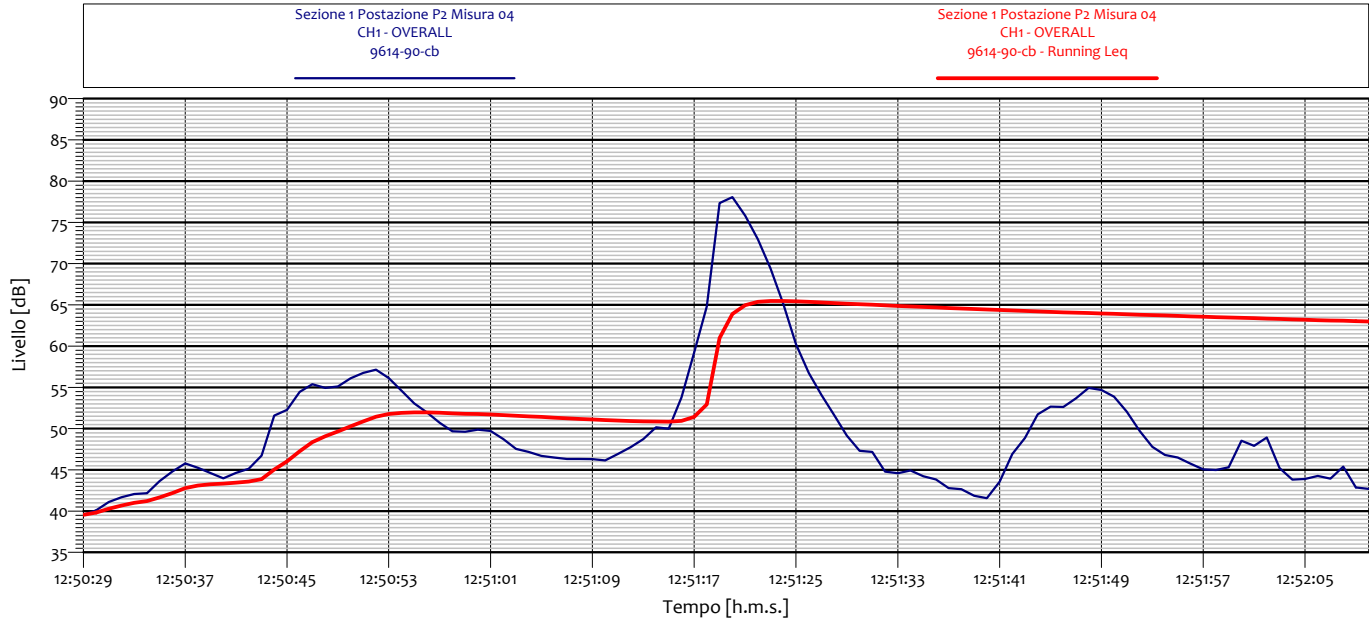


| Sezione 1 Postazione P2 Misura 03 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.4 dB | 1.25 Hz | 43.1 dB |
| 1.6 Hz | 40.6 dB | 2 Hz | 36.5 dB |
| 2.5 Hz | 33.7 dB | 3.15 Hz | 30.9 dB |
| 4 Hz | 30.1 dB | 5 Hz | 29.9 dB |
| 6.3 Hz | 36.2 dB | 8 Hz | 37.0 dB |
| 10 Hz | 47.6 dB | 12.5 Hz | 46.5 dB |
| 16 Hz | 40.1 dB | 20 Hz | 51.1 dB |
| 25 Hz | 54.6 dB | 31.5 Hz | 54.1 dB |
| 40 Hz | 54.6 dB | 50 Hz | 58.7 dB |
| 63 Hz | 59.6 dB | 80 Hz | 58.3 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



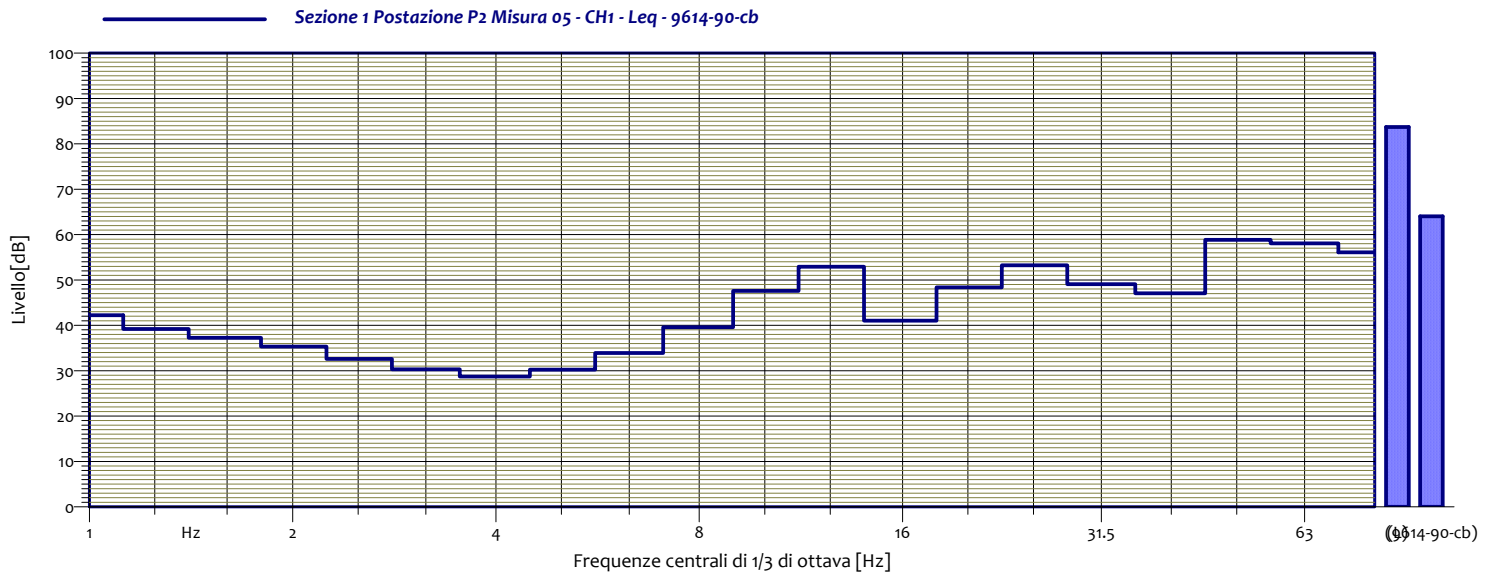
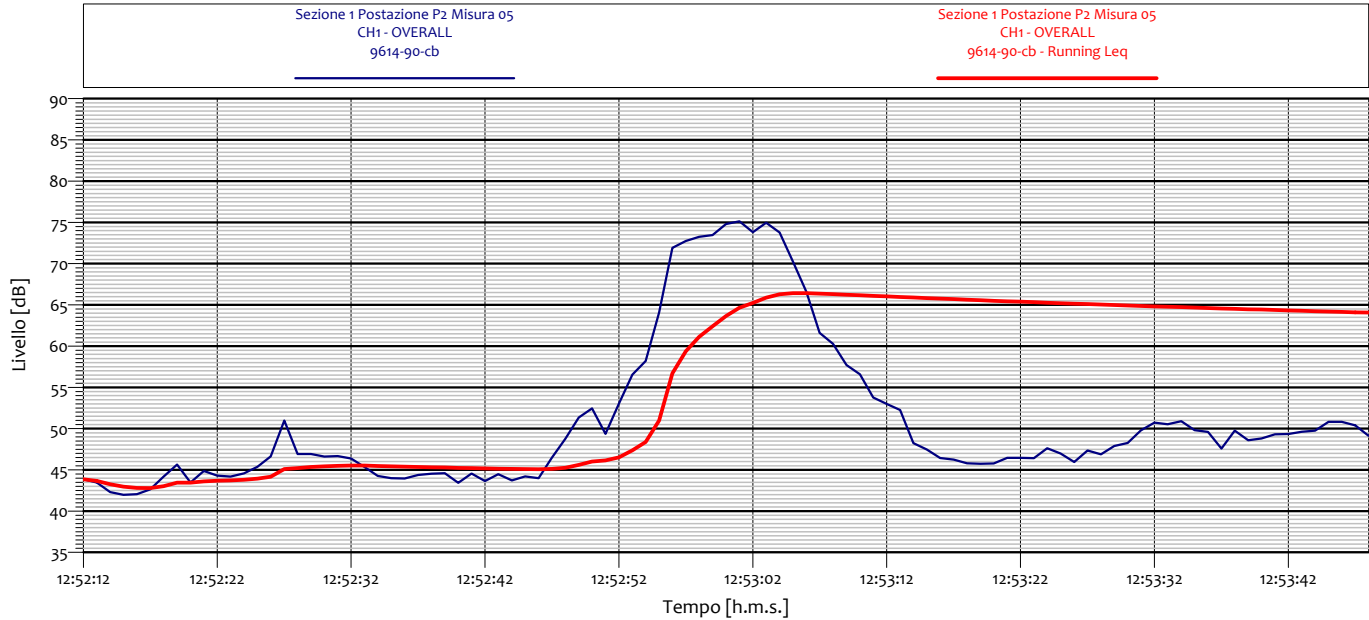
Sezione 1 Postazione P2 Misura 04
CH1 - Leq
9614-90-cb

| Hz | dB | Hz | dB |
|--------|---------|---------|---------|
| 1 Hz | 44.9 dB | 1.25 Hz | 43.9 dB |
| 1.6 Hz | 39.1 dB | 2 Hz | 37.6 dB |
| 2.5 Hz | 34.8 dB | 3.15 Hz | 32.2 dB |
| 4 Hz | 29.8 dB | 5 Hz | 31.3 dB |
| 6.3 Hz | 36.6 dB | 8 Hz | 33.6 dB |
| 10 Hz | 37.7 dB | 12.5 Hz | 39.6 dB |
| 16 Hz | 38.2 dB | 20 Hz | 46.4 dB |
| 25 Hz | 49.9 dB | 31.5 Hz | 51.5 dB |
| 40 Hz | 48.3 dB | 50 Hz | 52.2 dB |
| 63 Hz | 58.3 dB | 80 Hz | 58.4 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

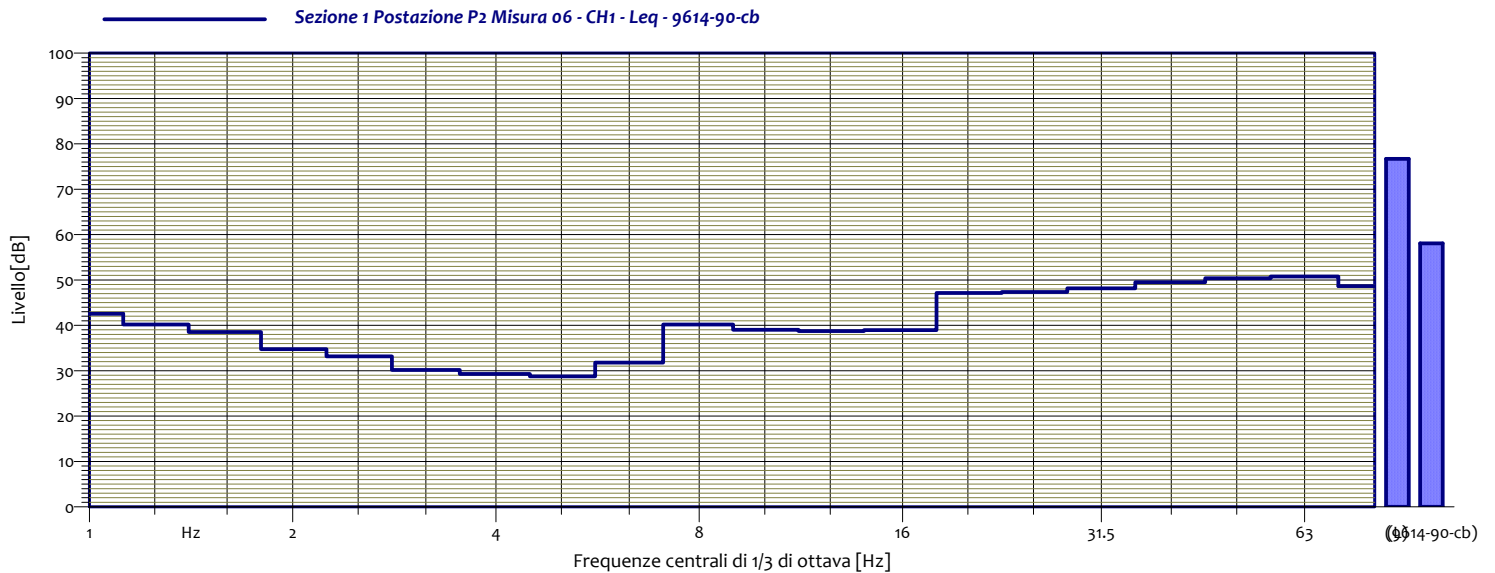
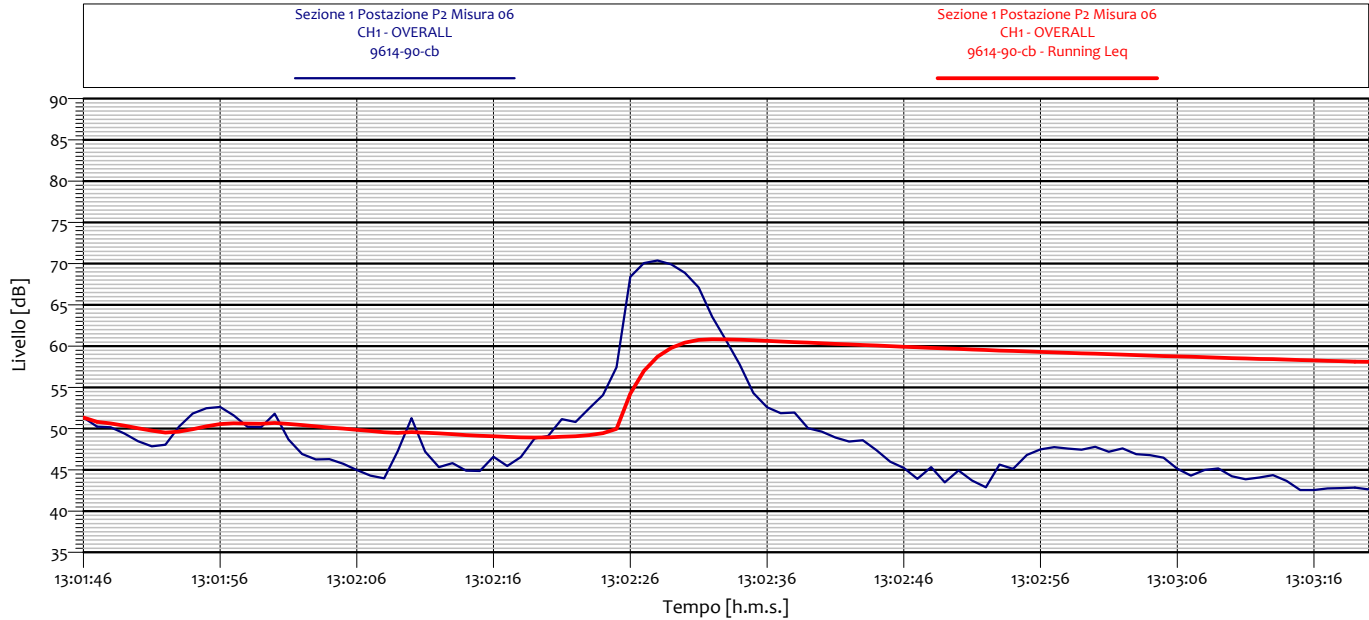


| Sezione 1 Postazione P2 Misura 05 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.3 dB | 1.25 Hz | 39.2 dB |
| 1.6 Hz | 37.3 dB | 2 Hz | 35.3 dB |
| 2.5 Hz | 32.6 dB | 3.15 Hz | 30.3 dB |
| 4 Hz | 28.8 dB | 5 Hz | 30.3 dB |
| 6.3 Hz | 33.9 dB | 8 Hz | 39.6 dB |
| 10 Hz | 47.6 dB | 12.5 Hz | 53.0 dB |
| 16 Hz | 41.0 dB | 20 Hz | 48.4 dB |
| 25 Hz | 53.3 dB | 31.5 Hz | 49.1 dB |
| 40 Hz | 47.1 dB | 50 Hz | 58.8 dB |
| 63 Hz | 58.1 dB | 80 Hz | 56.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

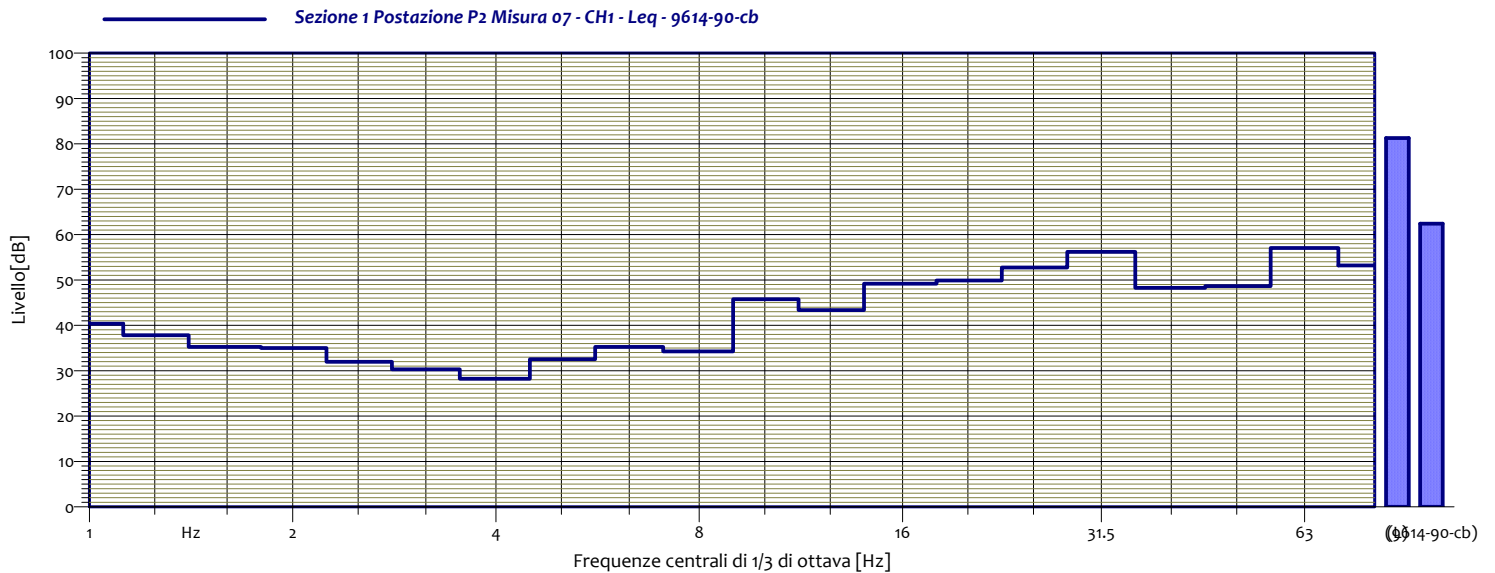
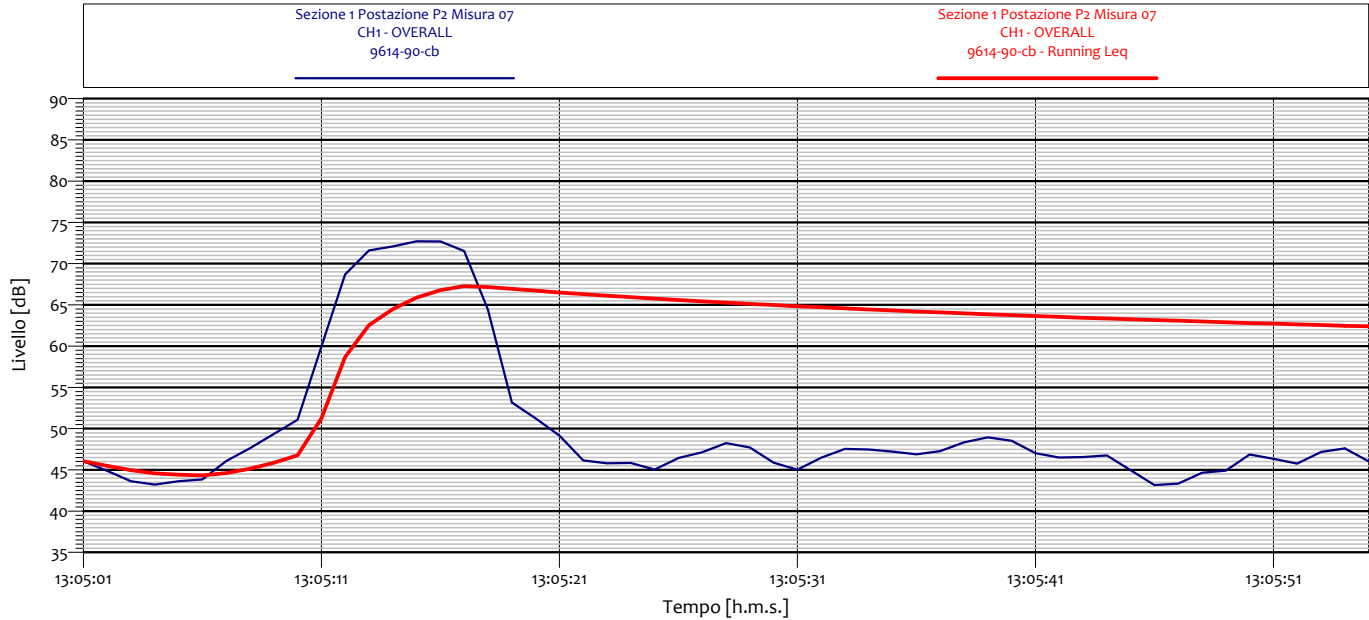


| Sezione 1 Postazione P2 Misura o6 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.6 dB | 1.25 Hz | 40.2 dB |
| 1.6 Hz | 38.6 dB | 2 Hz | 34.8 dB |
| 2.5 Hz | 33.2 dB | 3.15 Hz | 30.2 dB |
| 4 Hz | 29.3 dB | 5 Hz | 28.8 dB |
| 6.3 Hz | 31.8 dB | 8 Hz | 40.2 dB |
| 10 Hz | 39.0 dB | 12.5 Hz | 38.8 dB |
| 16 Hz | 39.0 dB | 20 Hz | 47.2 dB |
| 25 Hz | 47.4 dB | 31.5 Hz | 48.2 dB |
| 40 Hz | 49.5 dB | 50 Hz | 50.4 dB |
| 63 Hz | 50.8 dB | 80 Hz | 48.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

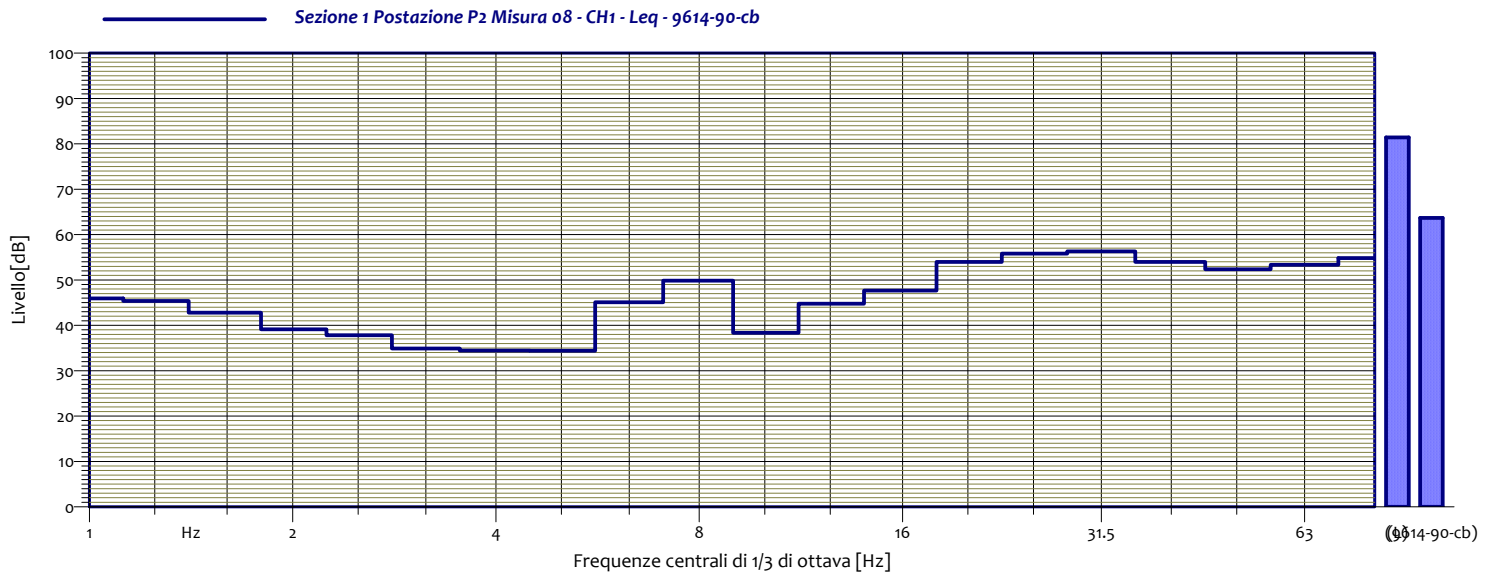
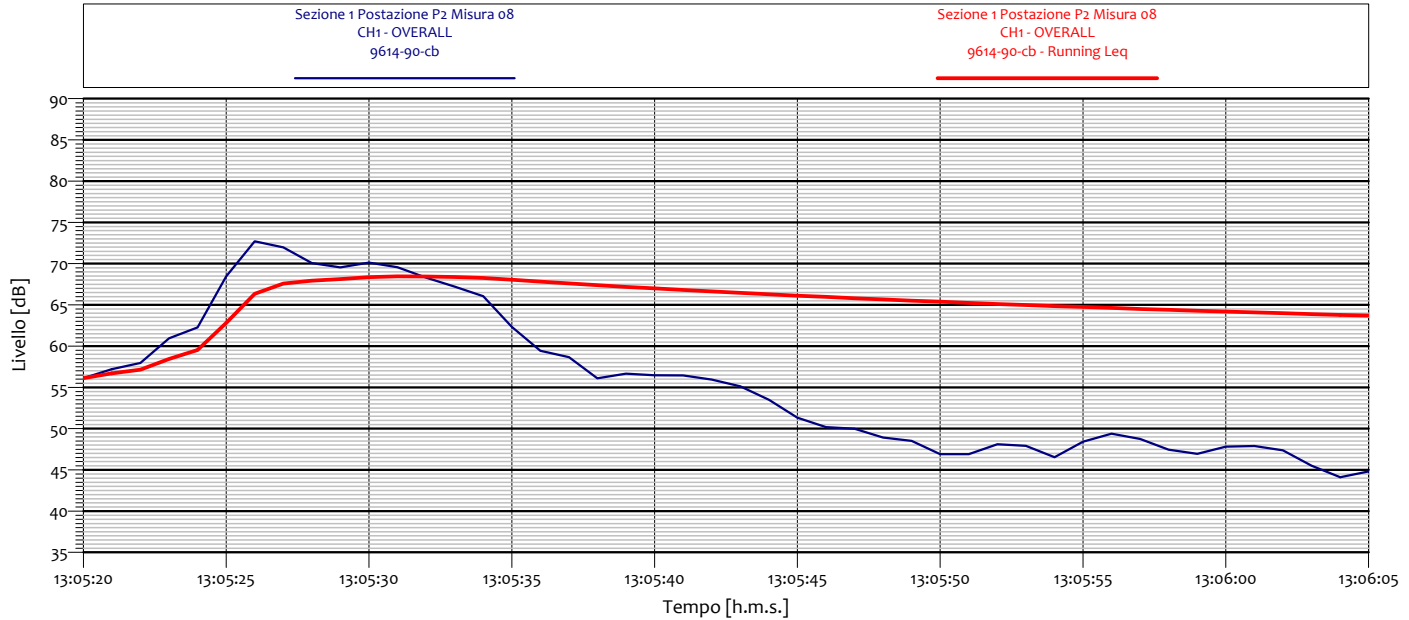


| Sezione 1 Postazione P2 Misura 07 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 40.4 dB | 1.25 Hz | 37.8 dB |
| 1.6 Hz | 35.3 dB | 2 Hz | 35.0 dB |
| 2.5 Hz | 32.0 dB | 3.15 Hz | 30.3 dB |
| 4 Hz | 28.3 dB | 5 Hz | 32.6 dB |
| 6.3 Hz | 35.3 dB | 8 Hz | 34.3 dB |
| 10 Hz | 45.8 dB | 12.5 Hz | 43.4 dB |
| 16 Hz | 49.2 dB | 20 Hz | 49.9 dB |
| 25 Hz | 52.8 dB | 31.5 Hz | 56.2 dB |
| 40 Hz | 48.3 dB | 50 Hz | 48.6 dB |
| 63 Hz | 57.0 dB | 80 Hz | 53.2 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



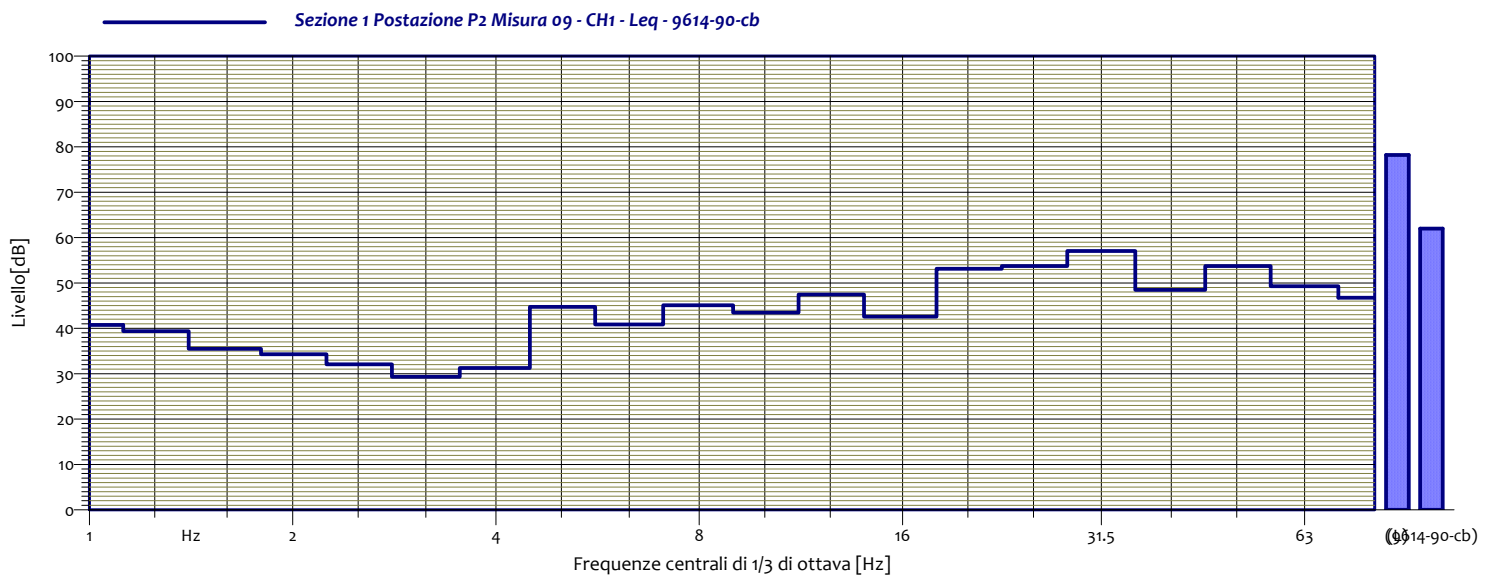
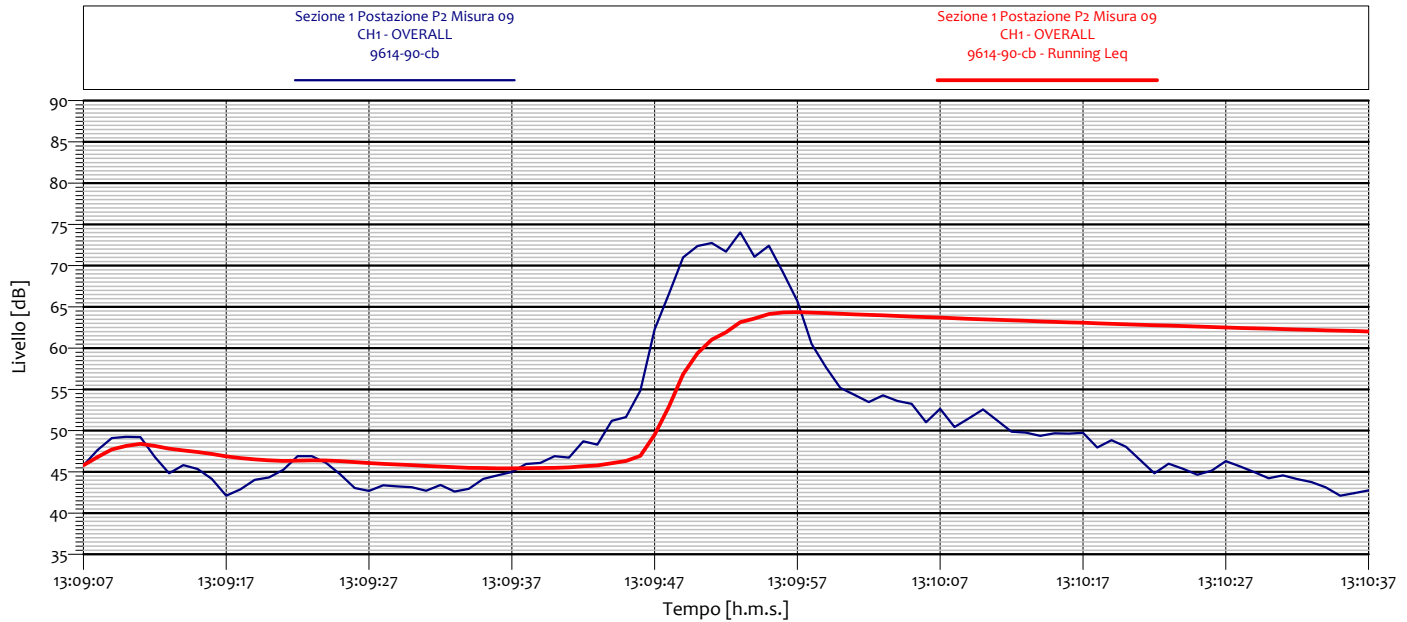
Sezione 1 Postazione P2 Misura o8
CH1 - Leq
9614-90-cb

| Hz | | Hz | |
|--------|---------|---------|---------|
| 1 Hz | 46.0 dB | 1.25 Hz | 45.4 dB |
| 1.6 Hz | 42.8 dB | 2 Hz | 39.1 dB |
| 2.5 Hz | 37.8 dB | 3.15 Hz | 34.9 dB |
| 4 Hz | 34.4 dB | 5 Hz | 34.4 dB |
| 6.3 Hz | 45.1 dB | 8 Hz | 49.9 dB |
| 10 Hz | 38.4 dB | 12.5 Hz | 44.8 dB |
| 16 Hz | 47.7 dB | 20 Hz | 54.0 dB |
| 25 Hz | 55.8 dB | 31.5 Hz | 56.3 dB |
| 40 Hz | 54.0 dB | 50 Hz | 52.4 dB |
| 63 Hz | 53.3 dB | 80 Hz | 54.8 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

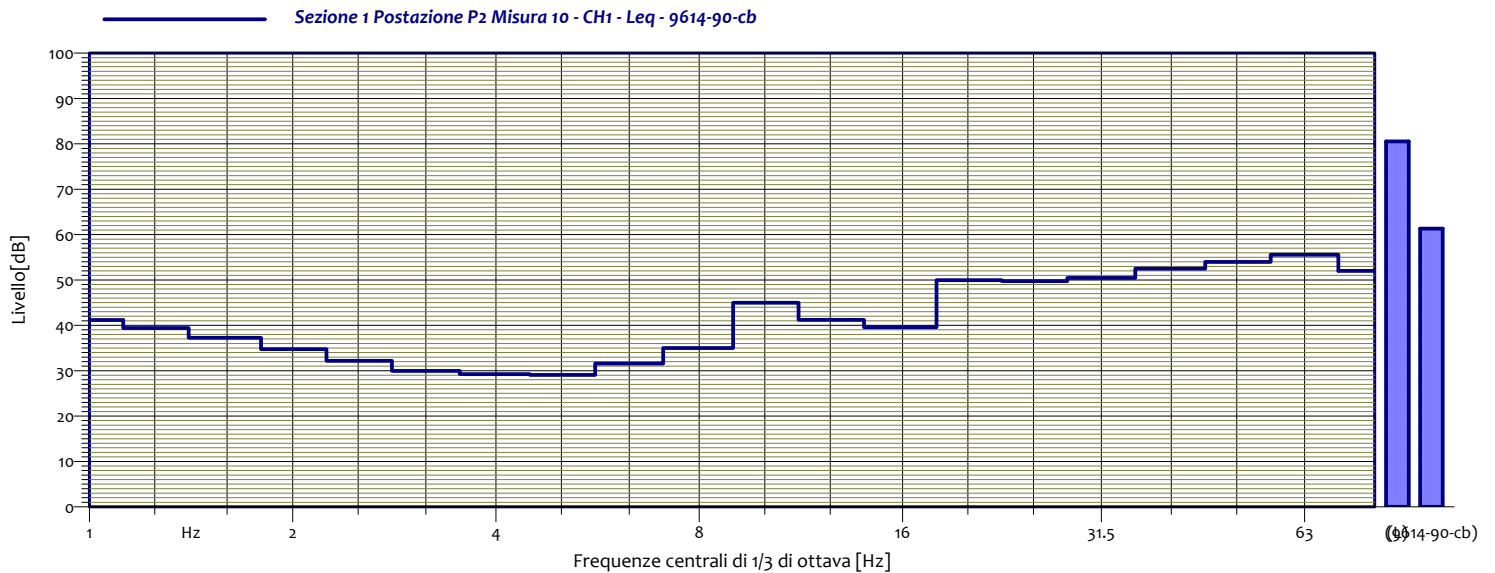
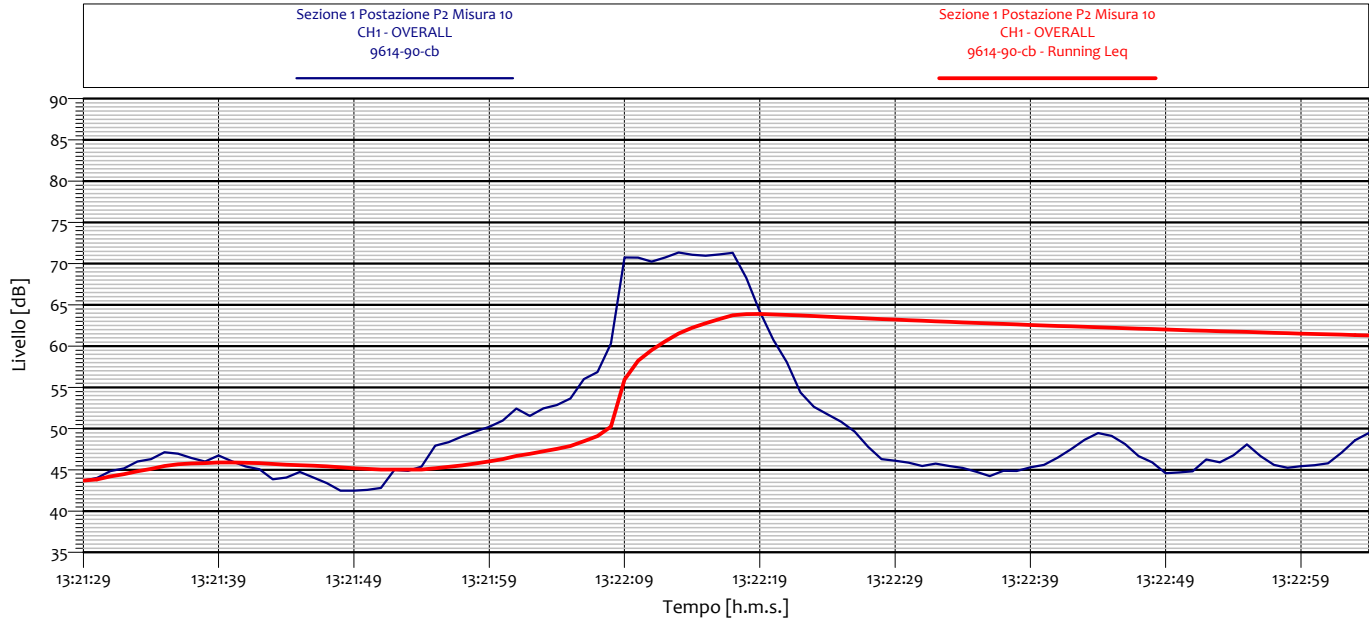


| Sezione 1 Postazione P2 Misura 09 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 40.7 dB | 1.25 Hz | 39.4 dB |
| 1.6 Hz | 35.5 dB | 2 Hz | 34.3 dB |
| 2.5 Hz | 32.1 dB | 3.15 Hz | 29.3 dB |
| 4 Hz | 31.3 dB | 5 Hz | 44.8 dB |
| 6.3 Hz | 40.9 dB | 8 Hz | 45.1 dB |
| 10 Hz | 43.5 dB | 12.5 Hz | 47.5 dB |
| 16 Hz | 42.6 dB | 20 Hz | 53.2 dB |
| 25 Hz | 53.7 dB | 31.5 Hz | 57.0 dB |
| 40 Hz | 48.5 dB | 50 Hz | 53.7 dB |
| 63 Hz | 49.3 dB | 80 Hz | 46.7 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

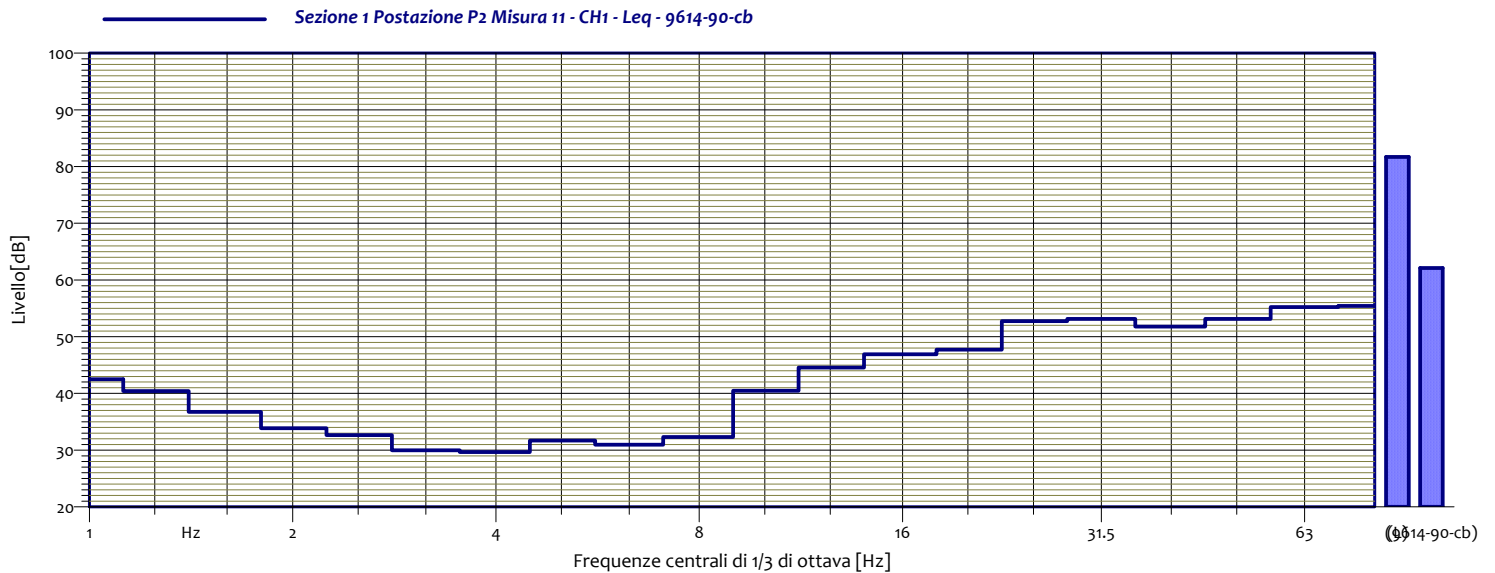
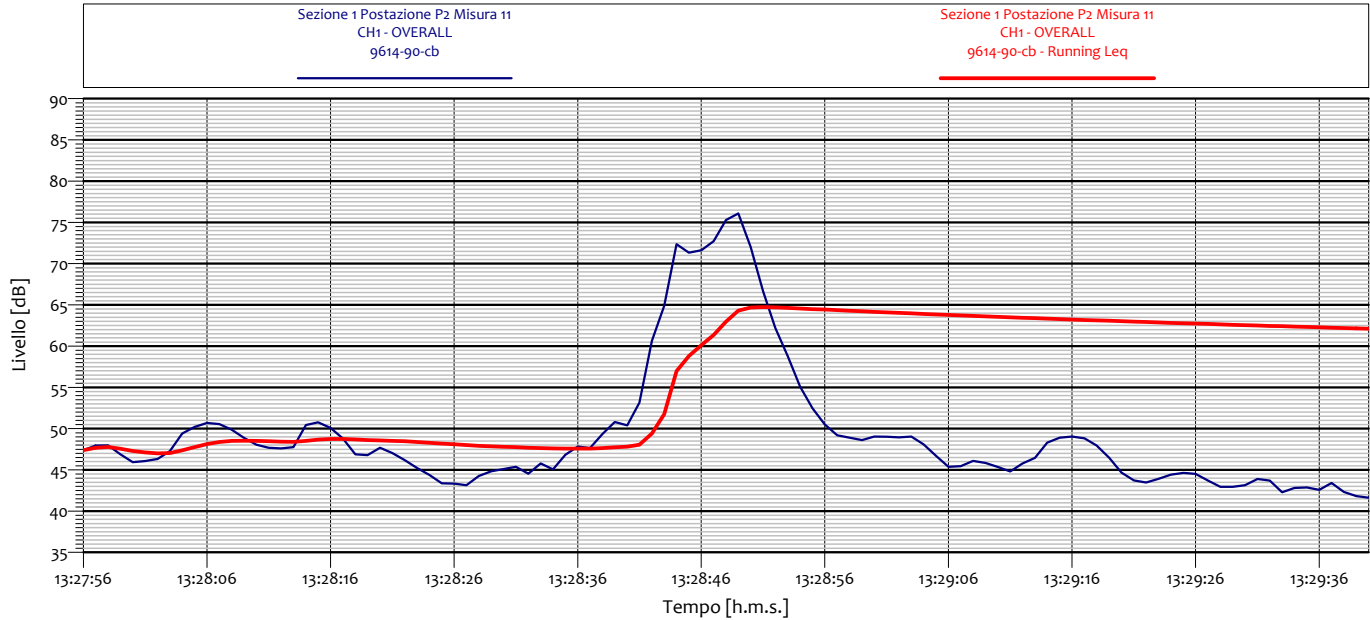


| Sezione 1 Postazione P2 Misura 10 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.2 dB | 1.25 Hz | 39.4 dB |
| 1.6 Hz | 37.3 dB | 2 Hz | 34.8 dB |
| 2.5 Hz | 32.2 dB | 3.15 Hz | 30.0 dB |
| 4 Hz | 29.3 dB | 5 Hz | 29.1 dB |
| 6.3 Hz | 31.6 dB | 8 Hz | 35.0 dB |
| 10 Hz | 45.0 dB | 12.5 Hz | 41.2 dB |
| 16 Hz | 39.6 dB | 20 Hz | 50.0 dB |
| 25 Hz | 49.8 dB | 31.5 Hz | 50.4 dB |
| 40 Hz | 52.5 dB | 50 Hz | 54.0 dB |
| 63 Hz | 55.6 dB | 80 Hz | 52.0 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

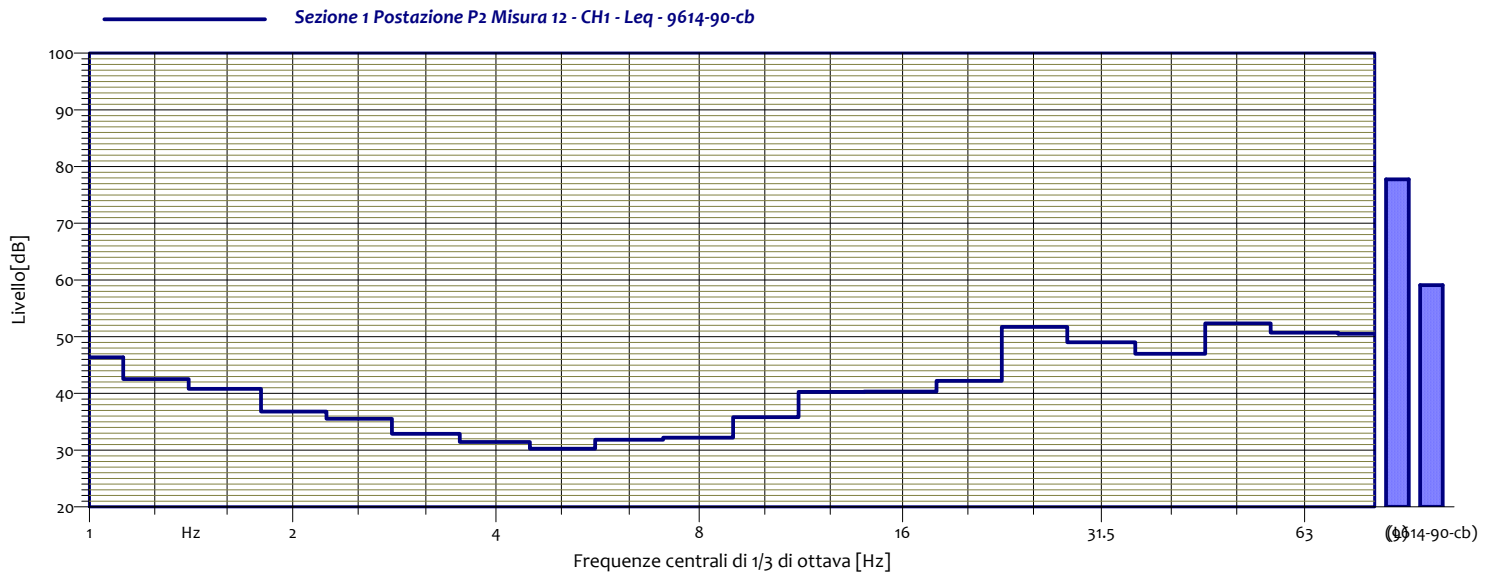
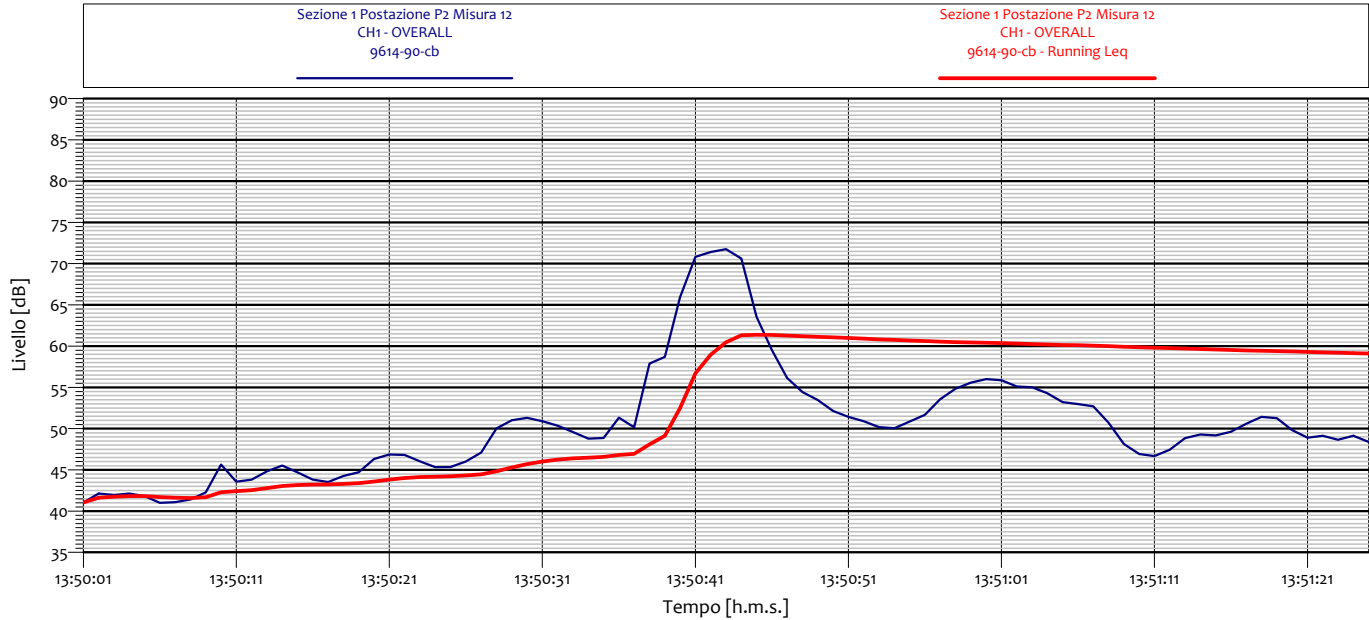


| Sezione 1 Postazione P2 Misura 11 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.5 dB | 1.25 Hz | 40.4 dB |
| 1.6 Hz | 36.7 dB | 2 Hz | 33.9 dB |
| 2.5 Hz | 32.6 dB | 3.15 Hz | 30.0 dB |
| 4 Hz | 29.7 dB | 5 Hz | 31.7 dB |
| 6.3 Hz | 31.0 dB | 8 Hz | 32.3 dB |
| 10 Hz | 40.5 dB | 12.5 Hz | 44.6 dB |
| 16 Hz | 46.9 dB | 20 Hz | 47.7 dB |
| 25 Hz | 52.8 dB | 31.5 Hz | 53.2 dB |
| 40 Hz | 51.8 dB | 50 Hz | 53.1 dB |
| 63 Hz | 55.2 dB | 80 Hz | 55.4 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

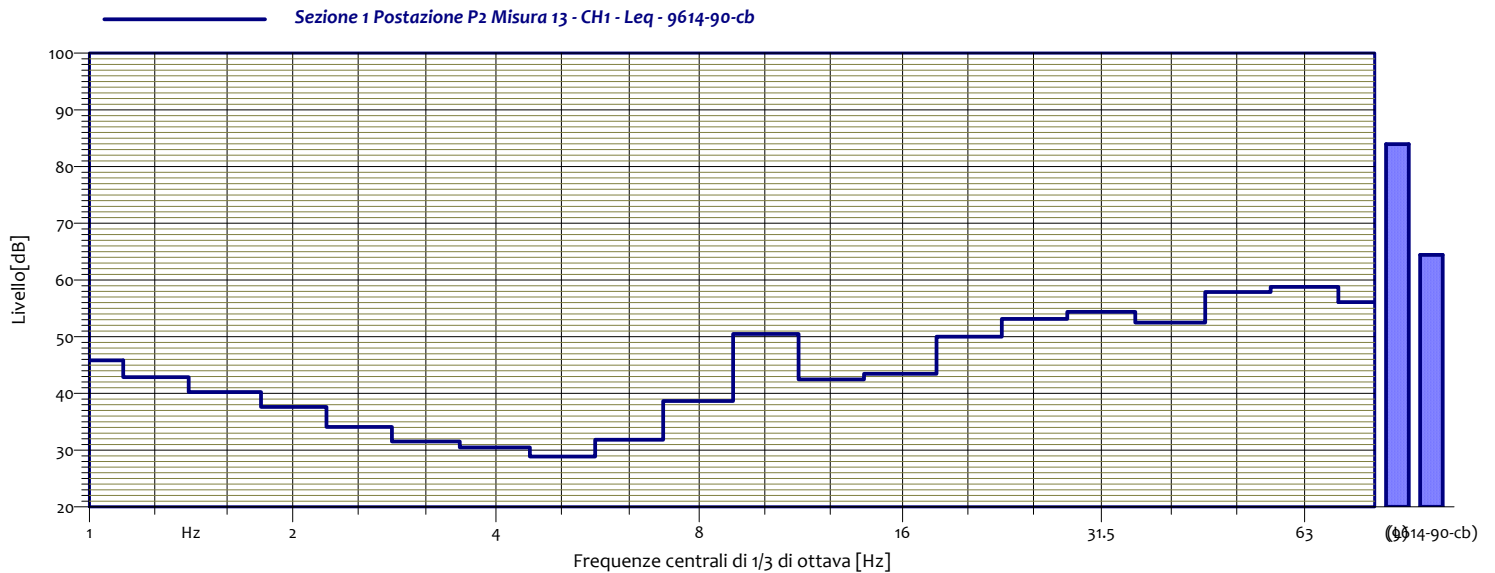
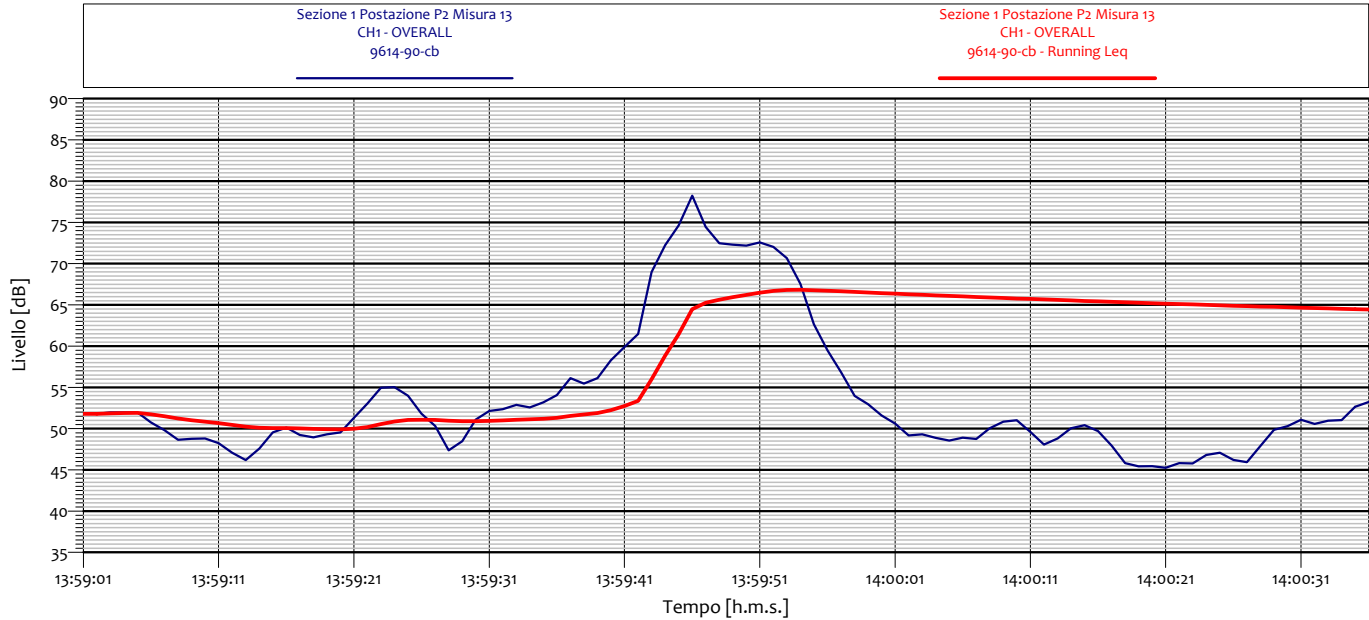


| Sezione 1 Postazione P2 Misura 12 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 46.4 dB | 1.25 Hz | 42.6 dB |
| 1.6 Hz | 40.8 dB | 2 Hz | 36.8 dB |
| 2.5 Hz | 35.5 dB | 3.15 Hz | 32.9 dB |
| 4 Hz | 31.4 dB | 5 Hz | 30.3 dB |
| 6.3 Hz | 31.8 dB | 8 Hz | 32.2 dB |
| 10 Hz | 35.8 dB | 12.5 Hz | 40.3 dB |
| 16 Hz | 40.3 dB | 20 Hz | 42.2 dB |
| 25 Hz | 51.8 dB | 31.5 Hz | 49.0 dB |
| 40 Hz | 47.0 dB | 50 Hz | 52.4 dB |
| 63 Hz | 50.7 dB | 80 Hz | 50.5 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

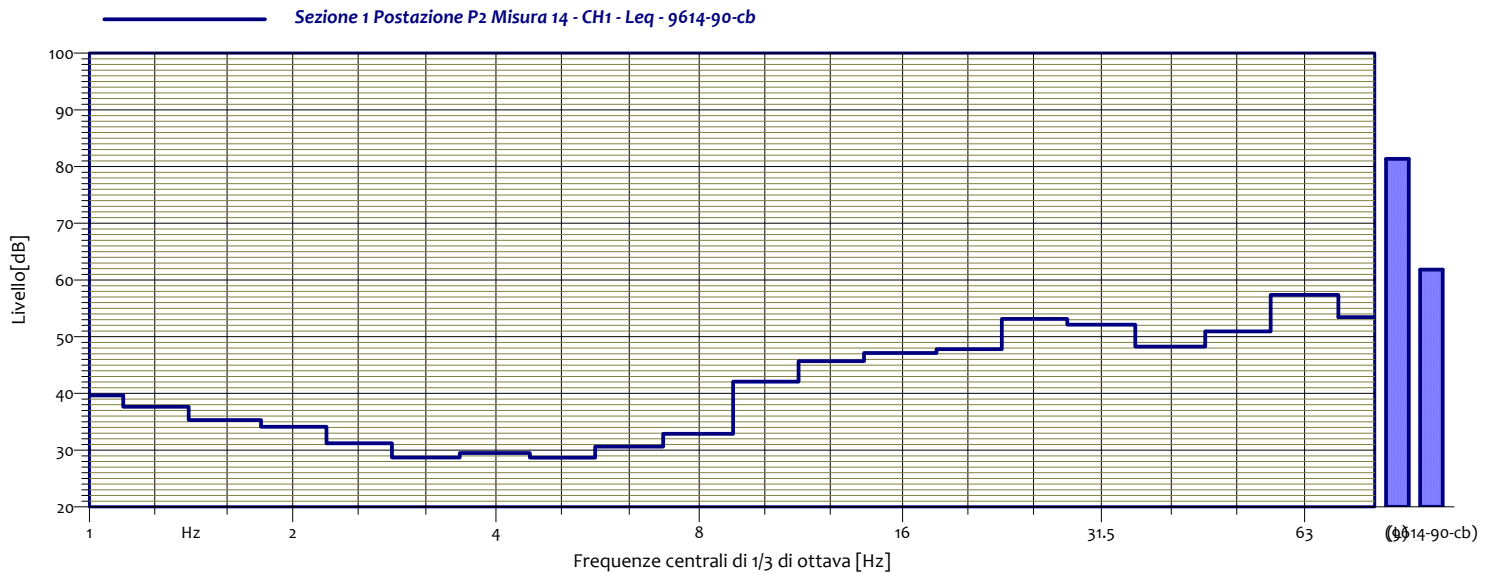
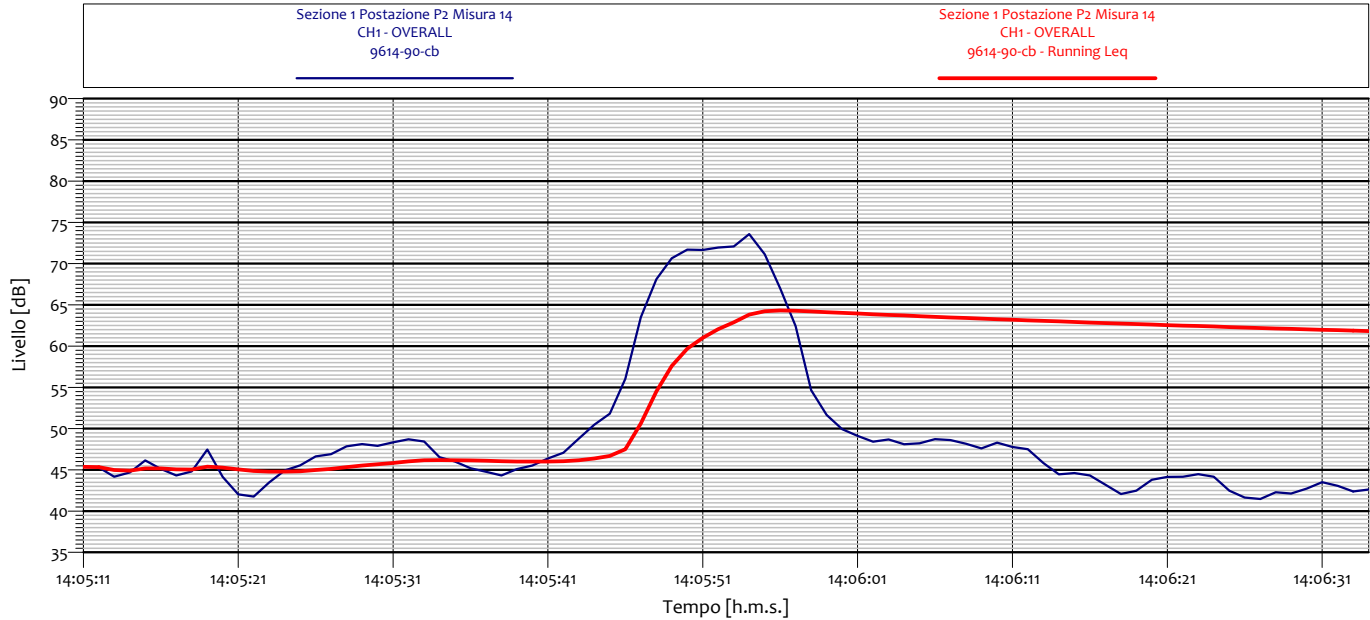


| Sezione 1 Postazione P2 Misura 13 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 45.8 dB | 1.25 Hz | 42.9 dB |
| 1.6 Hz | 40.3 dB | 2 Hz | 37.6 dB |
| 2.5 Hz | 34.1 dB | 3.15 Hz | 31.5 dB |
| 4 Hz | 30.5 dB | 5 Hz | 28.9 dB |
| 6.3 Hz | 31.8 dB | 8 Hz | 38.7 dB |
| 10 Hz | 50.5 dB | 12.5 Hz | 42.5 dB |
| 16 Hz | 43.5 dB | 20 Hz | 50.0 dB |
| 25 Hz | 53.2 dB | 31.5 Hz | 54.4 dB |
| 40 Hz | 52.5 dB | 50 Hz | 57.9 dB |
| 63 Hz | 58.8 dB | 80 Hz | 56.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

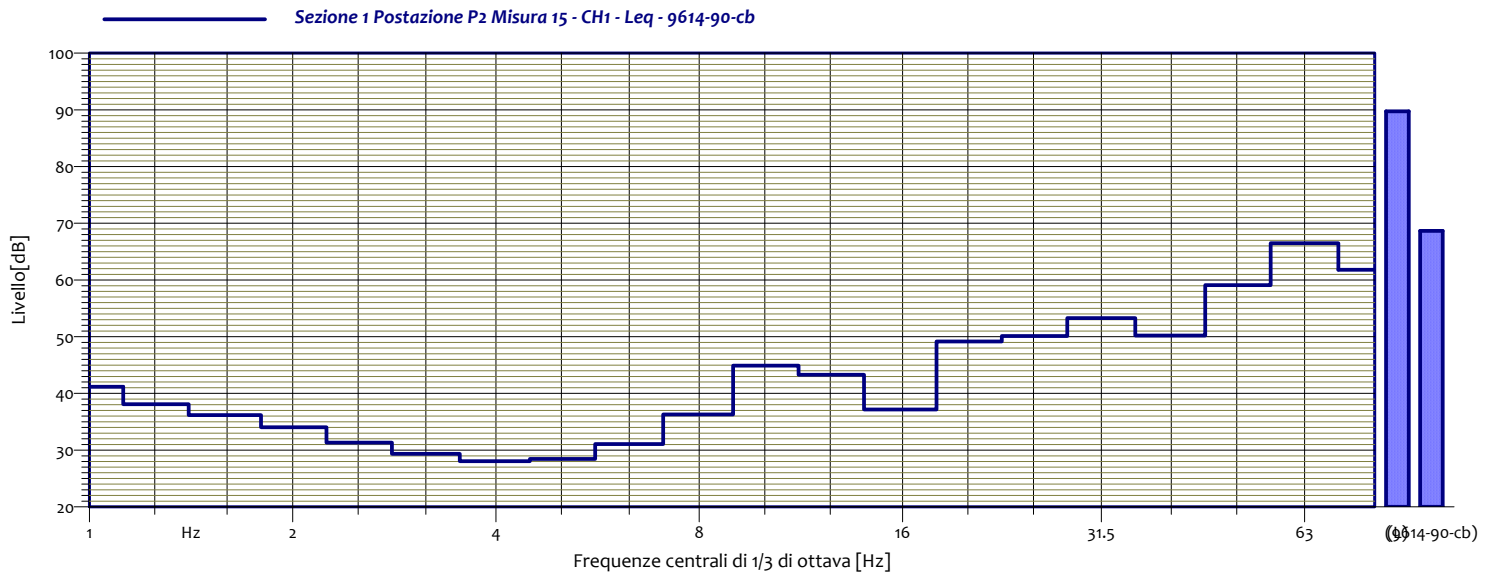
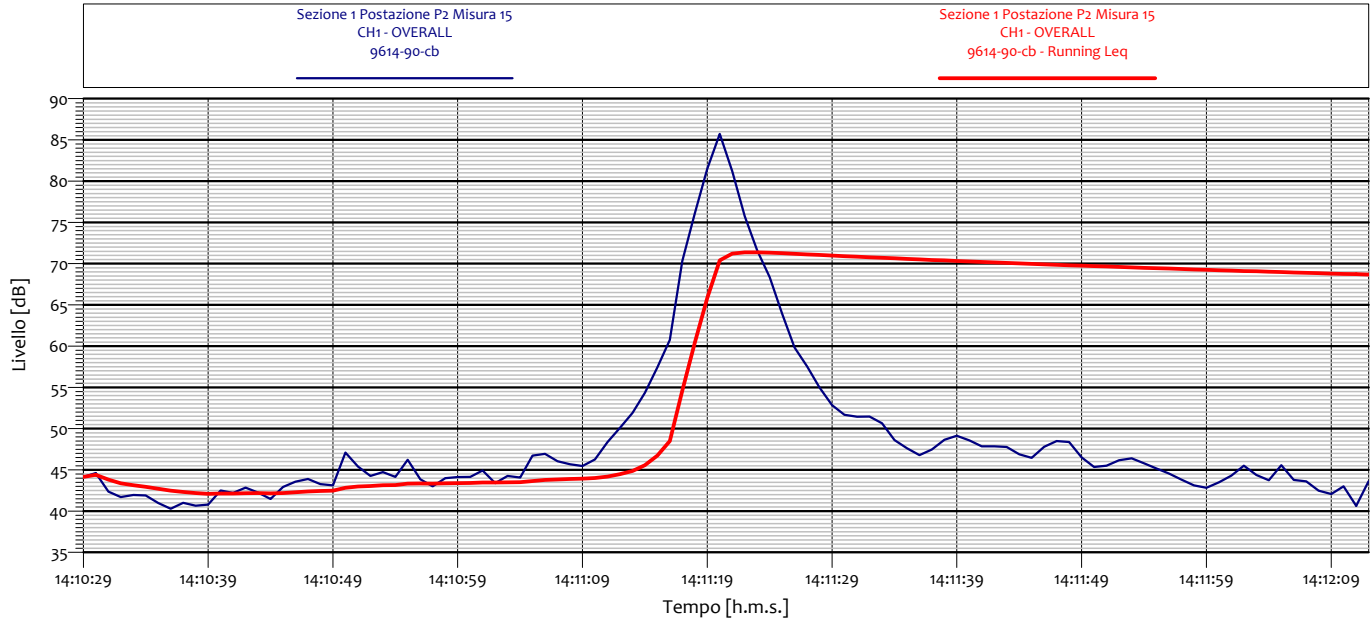


| Sezione 1 Postazione P2 Misura 14 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 39.7 dB | 1.25 Hz | 37.7 dB |
| 1.6 Hz | 35.3 dB | 2 Hz | 34.1 dB |
| 2.5 Hz | 31.2 dB | 3.15 Hz | 28.7 dB |
| 4 Hz | 29.5 dB | 5 Hz | 28.7 dB |
| 6.3 Hz | 30.6 dB | 8 Hz | 32.9 dB |
| 10 Hz | 42.1 dB | 12.5 Hz | 45.7 dB |
| 16 Hz | 47.1 dB | 20 Hz | 47.8 dB |
| 25 Hz | 53.2 dB | 31.5 Hz | 52.1 dB |
| 40 Hz | 48.3 dB | 50 Hz | 50.9 dB |
| 63 Hz | 57.4 dB | 80 Hz | 53.5 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

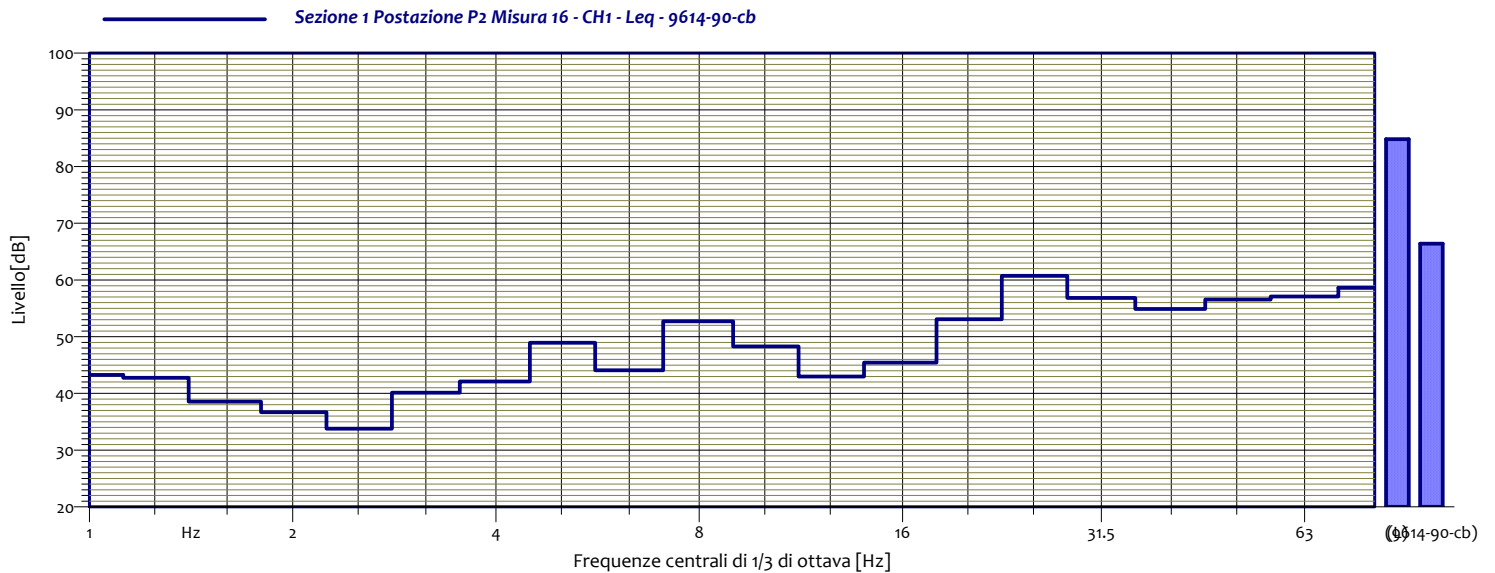
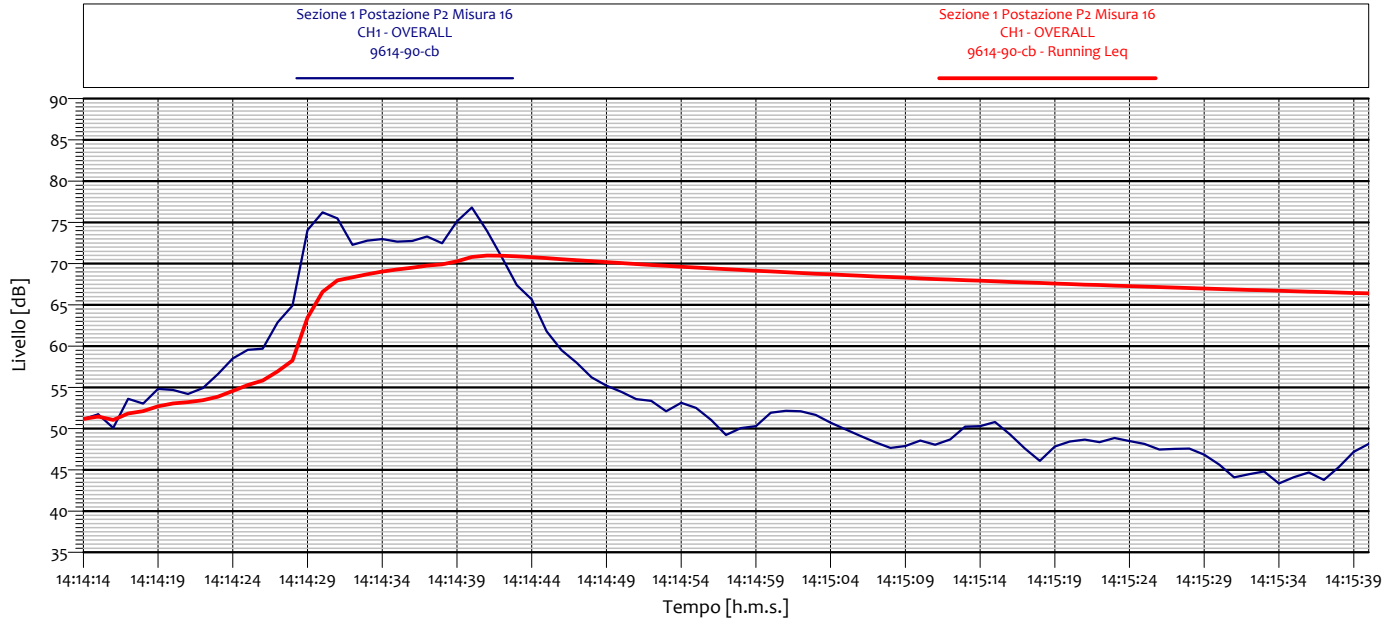


| Sezione 1 Postazione P2 Misura 15 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.2 dB | 1.25 Hz | 38.1 dB |
| 1.6 Hz | 36.2 dB | 2 Hz | 34.0 dB |
| 2.5 Hz | 31.3 dB | 3.15 Hz | 29.4 dB |
| 4 Hz | 28.1 dB | 5 Hz | 28.4 dB |
| 6.3 Hz | 31.1 dB | 8 Hz | 36.3 dB |
| 10 Hz | 44.9 dB | 12.5 Hz | 43.3 dB |
| 16 Hz | 37.2 dB | 20 Hz | 49.1 dB |
| 25 Hz | 50.1 dB | 31.5 Hz | 53.3 dB |
| 40 Hz | 50.2 dB | 50 Hz | 59.1 dB |
| 63 Hz | 66.5 dB | 80 Hz | 61.8 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

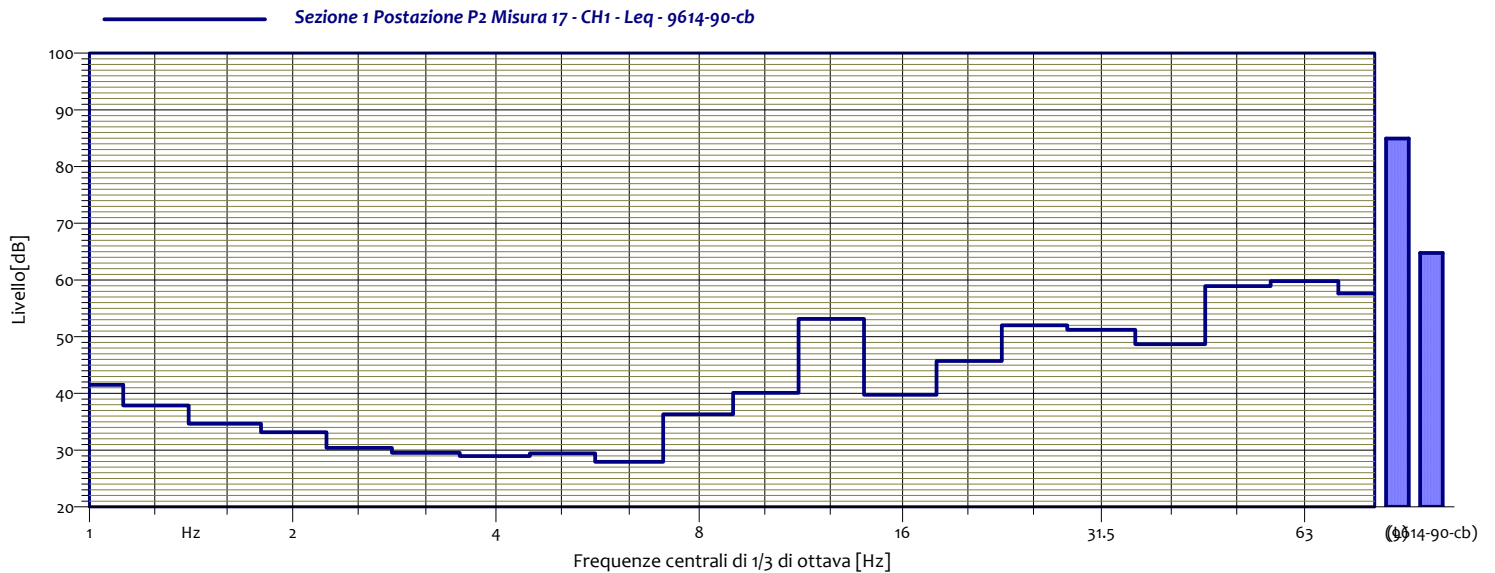
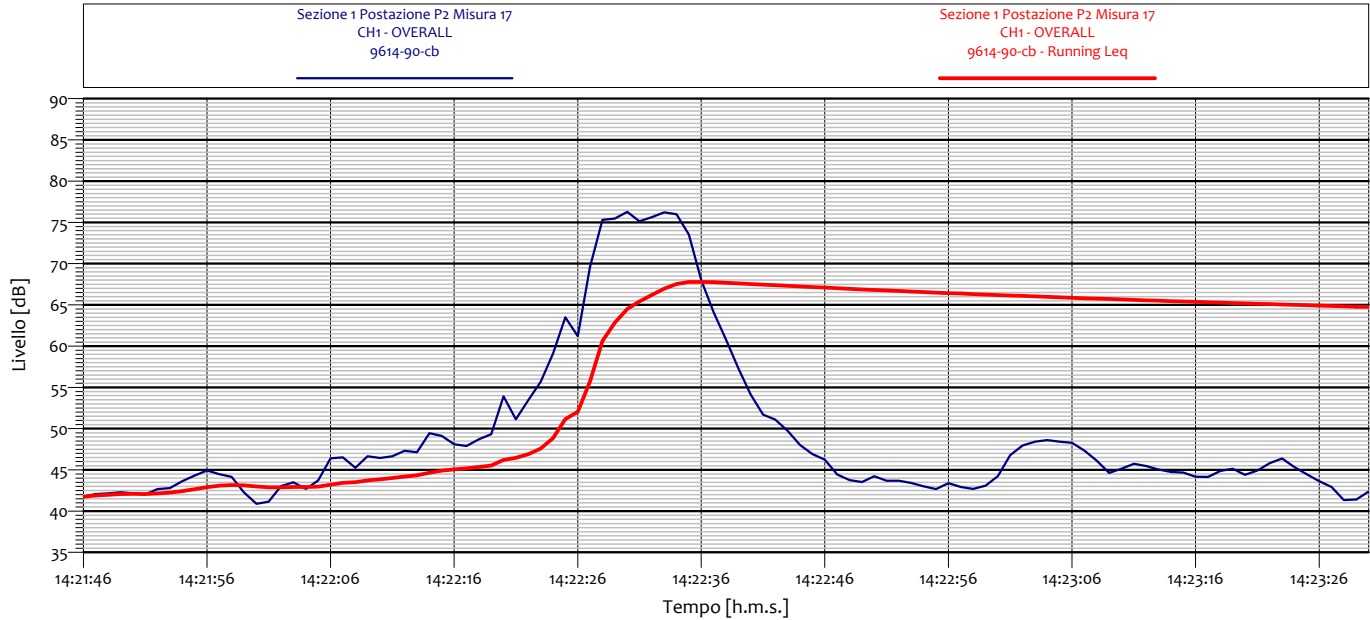


| Sezione 1 Postazione P2 Misura 16 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 43.3 dB | 1.25 Hz | 42.7 dB |
| 1.6 Hz | 38.5 dB | 2 Hz | 36.7 dB |
| 2.5 Hz | 33.8 dB | 3.15 Hz | 40.1 dB |
| 4 Hz | 42.1 dB | 5 Hz | 48.9 dB |
| 6.3 Hz | 44.1 dB | 8 Hz | 52.7 dB |
| 10 Hz | 48.3 dB | 12.5 Hz | 43.0 dB |
| 16 Hz | 45.5 dB | 20 Hz | 53.1 dB |
| 25 Hz | 60.7 dB | 31.5 Hz | 56.8 dB |
| 40 Hz | 54.9 dB | 50 Hz | 56.6 dB |
| 63 Hz | 57.1 dB | 80 Hz | 58.6 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

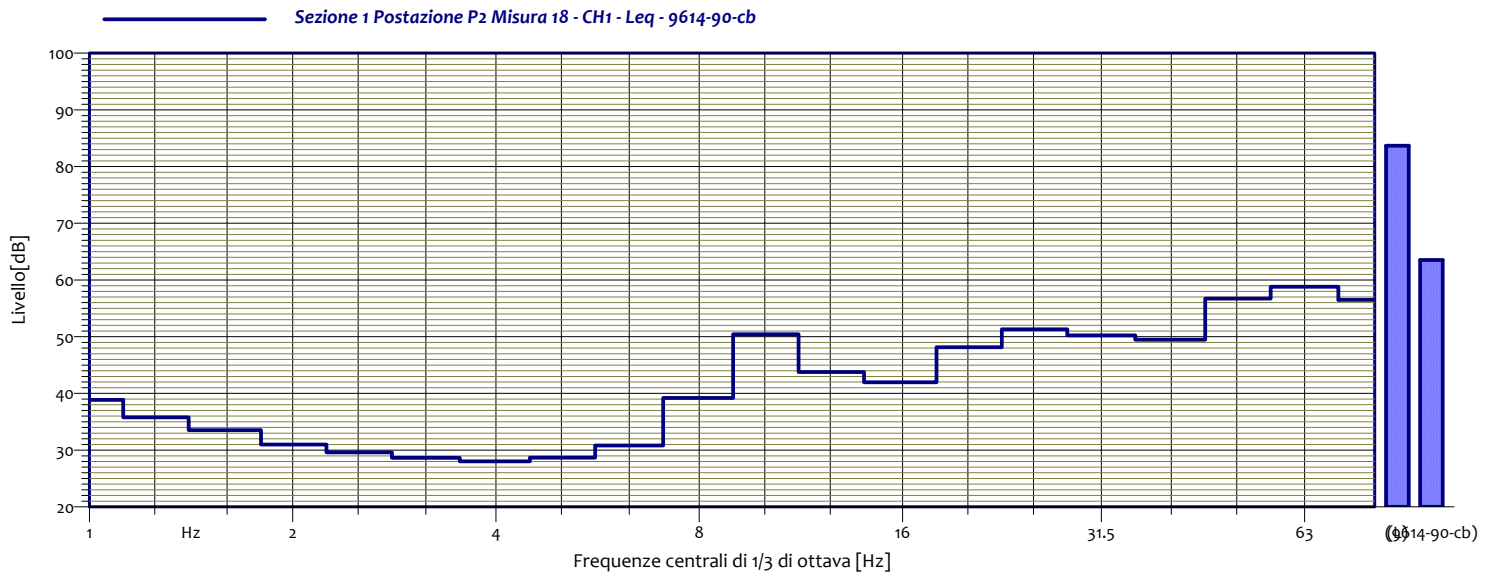
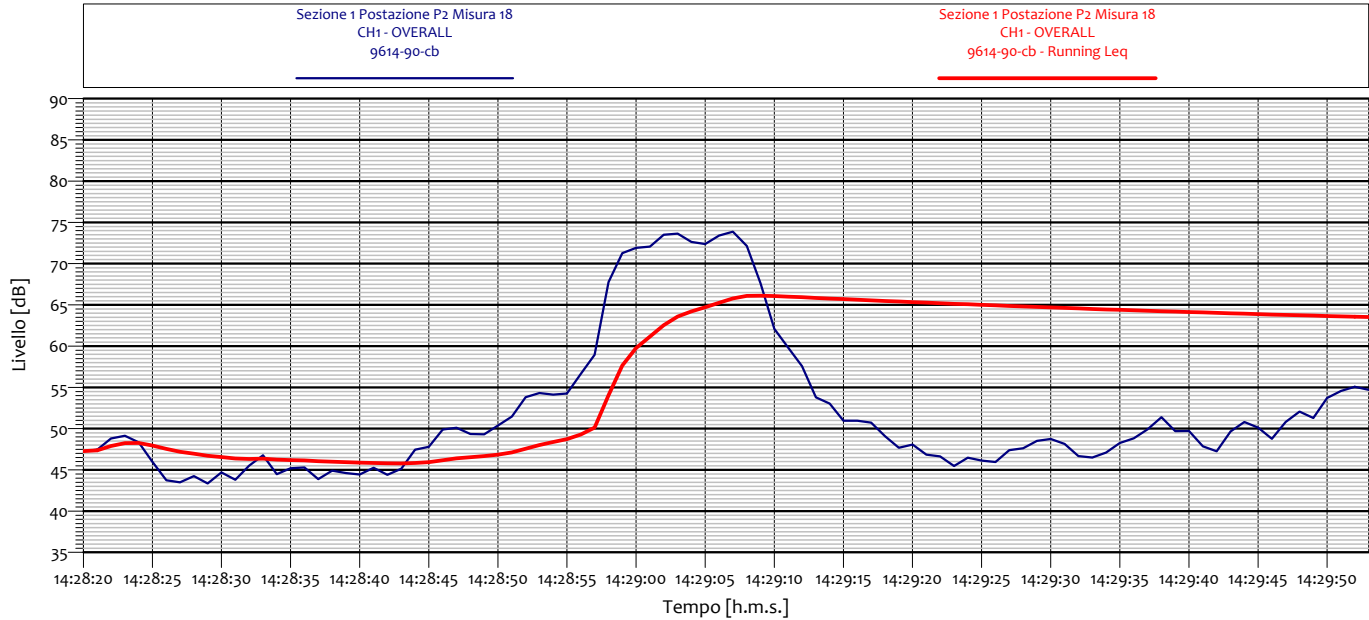


| Sezione 1 Postazione P2 Misura 17 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.5 dB | 1.25 Hz | 37.9 dB |
| 1.6 Hz | 34.7 dB | 2 Hz | 33.2 dB |
| 2.5 Hz | 30.4 dB | 3.15 Hz | 29.5 dB |
| 4 Hz | 29.0 dB | 5 Hz | 29.4 dB |
| 6.3 Hz | 27.9 dB | 8 Hz | 36.3 dB |
| 10 Hz | 40.1 dB | 12.5 Hz | 53.1 dB |
| 16 Hz | 39.8 dB | 20 Hz | 45.7 dB |
| 25 Hz | 52.0 dB | 31.5 Hz | 51.2 dB |
| 40 Hz | 48.7 dB | 50 Hz | 58.9 dB |
| 63 Hz | 59.8 dB | 80 Hz | 57.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

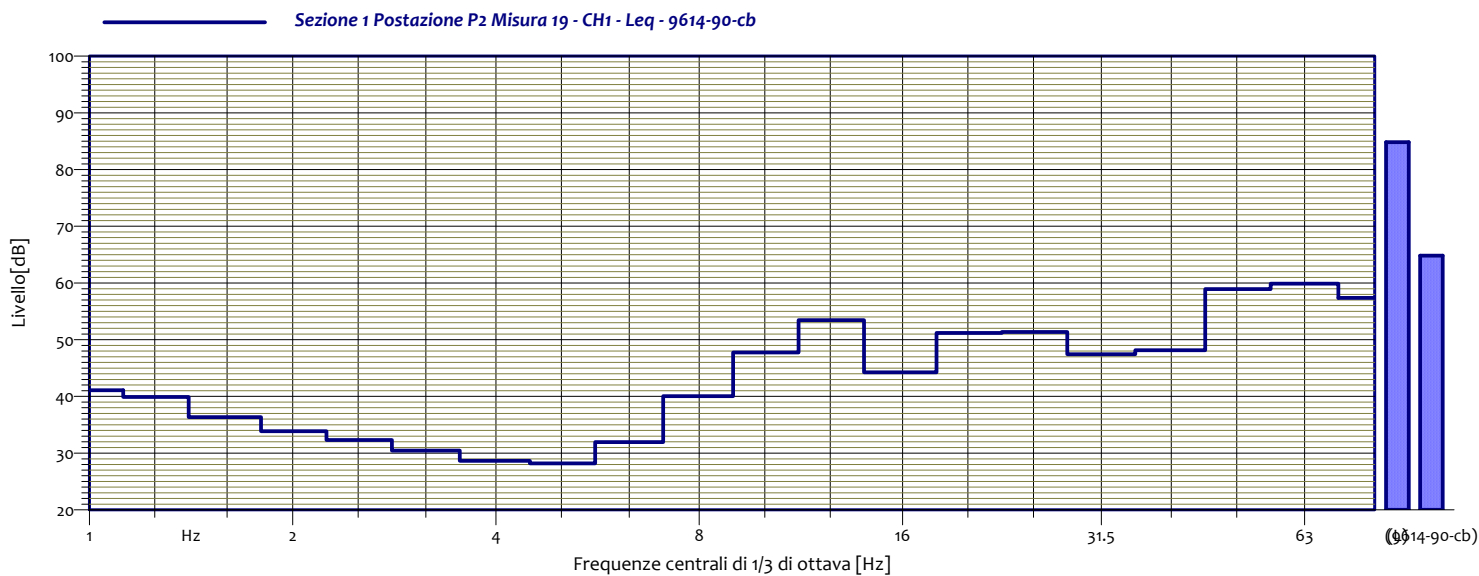
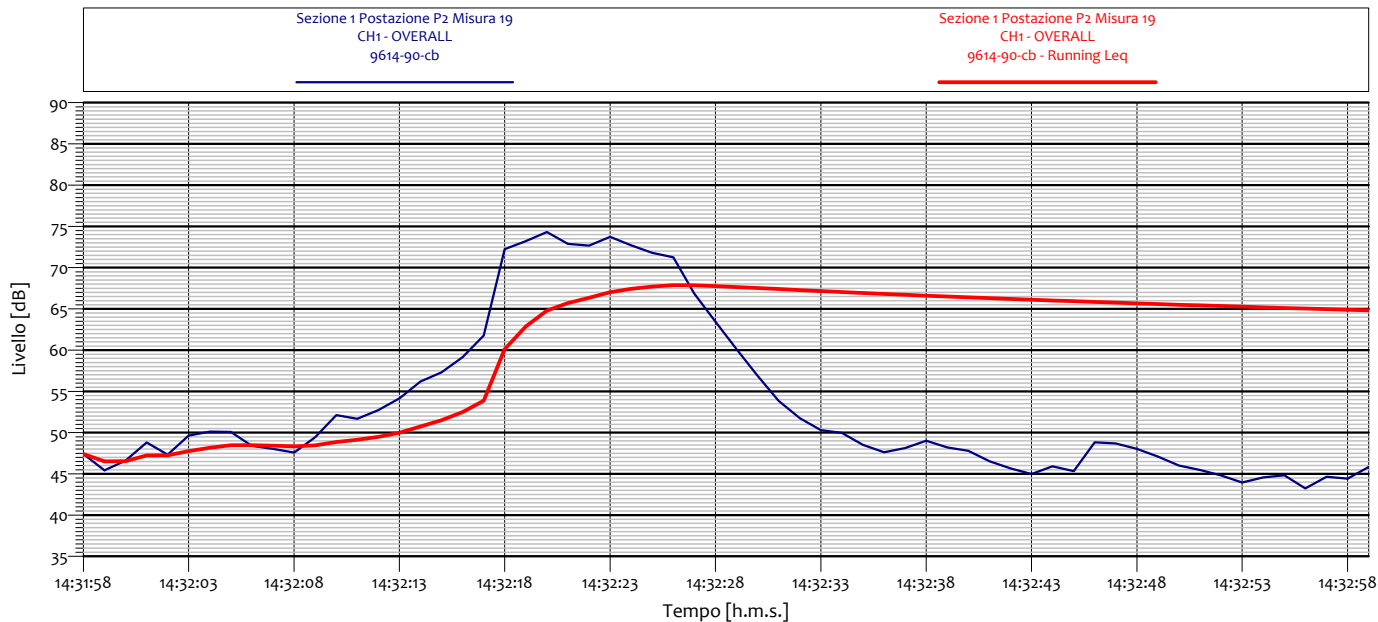


| Sezione 1 Postazione P2 Misura 18 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 38.9 dB | 1.25 Hz | 35.8 dB |
| 1.6 Hz | 33.5 dB | 2 Hz | 31.0 dB |
| 2.5 Hz | 29.6 dB | 3.15 Hz | 28.6 dB |
| 4 Hz | 28.1 dB | 5 Hz | 28.7 dB |
| 6.3 Hz | 30.8 dB | 8 Hz | 39.2 dB |
| 10 Hz | 50.4 dB | 12.5 Hz | 43.8 dB |
| 16 Hz | 42.0 dB | 20 Hz | 48.1 dB |
| 25 Hz | 51.3 dB | 31.5 Hz | 50.3 dB |
| 40 Hz | 49.5 dB | 50 Hz | 56.7 dB |
| 63 Hz | 58.8 dB | 80 Hz | 56.5 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

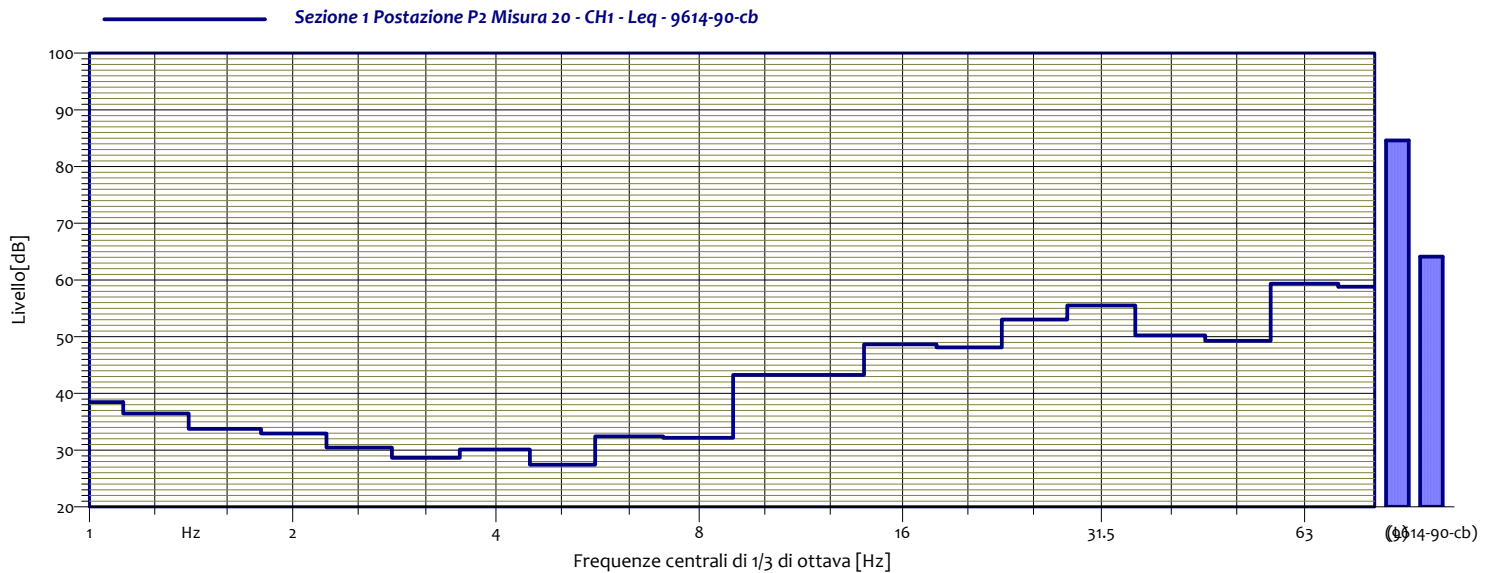
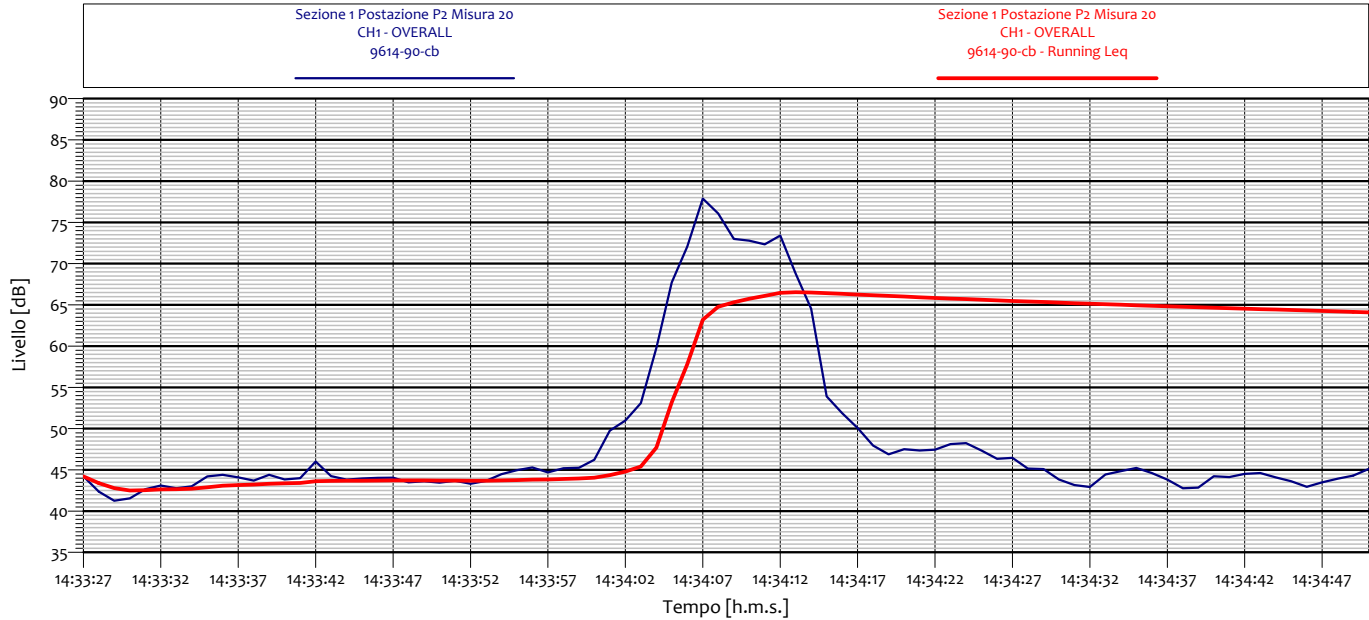


| Sezione 1 Postazione P2 Misura 19 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.1 dB | 1.25 Hz | 39.9 dB |
| 1.6 Hz | 36.4 dB | 2 Hz | 33.9 dB |
| 2.5 Hz | 32.3 dB | 3.15 Hz | 30.5 dB |
| 4 Hz | 28.6 dB | 5 Hz | 28.2 dB |
| 6.3 Hz | 31.9 dB | 8 Hz | 40.0 dB |
| 10 Hz | 47.7 dB | 12.5 Hz | 53.5 dB |
| 16 Hz | 44.3 dB | 20 Hz | 51.2 dB |
| 25 Hz | 51.4 dB | 31.5 Hz | 47.5 dB |
| 40 Hz | 48.2 dB | 50 Hz | 58.9 dB |
| 63 Hz | 59.9 dB | 80 Hz | 57.4 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

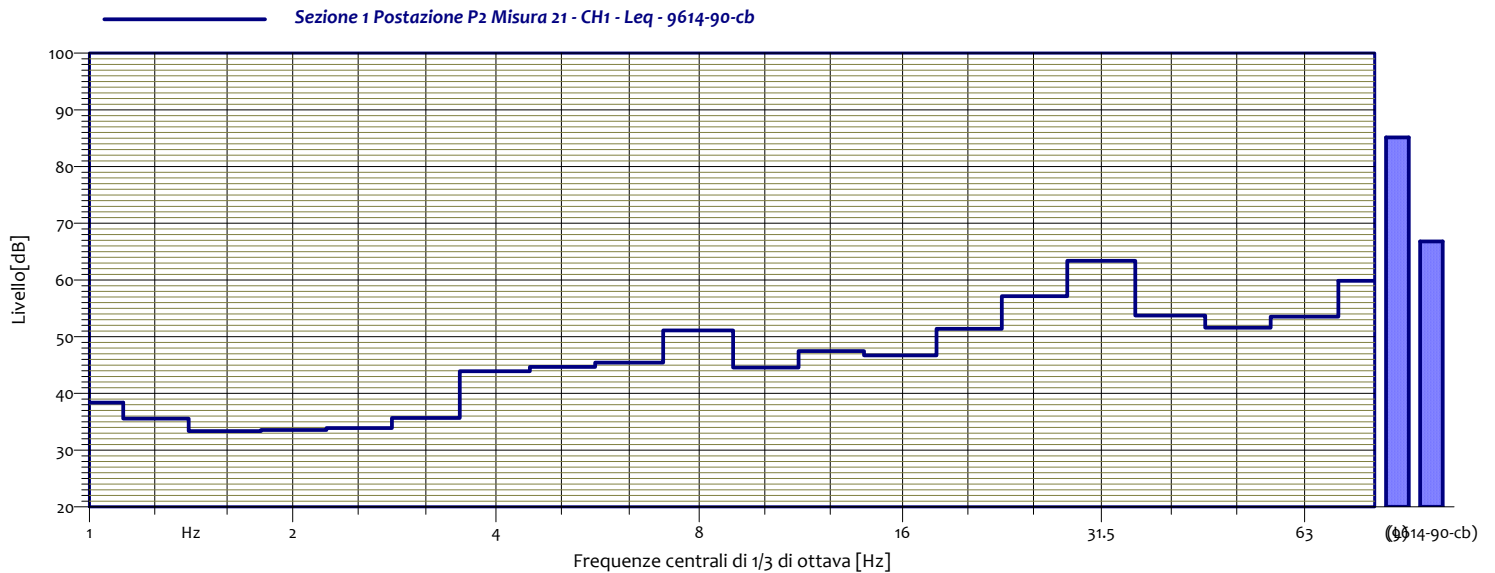
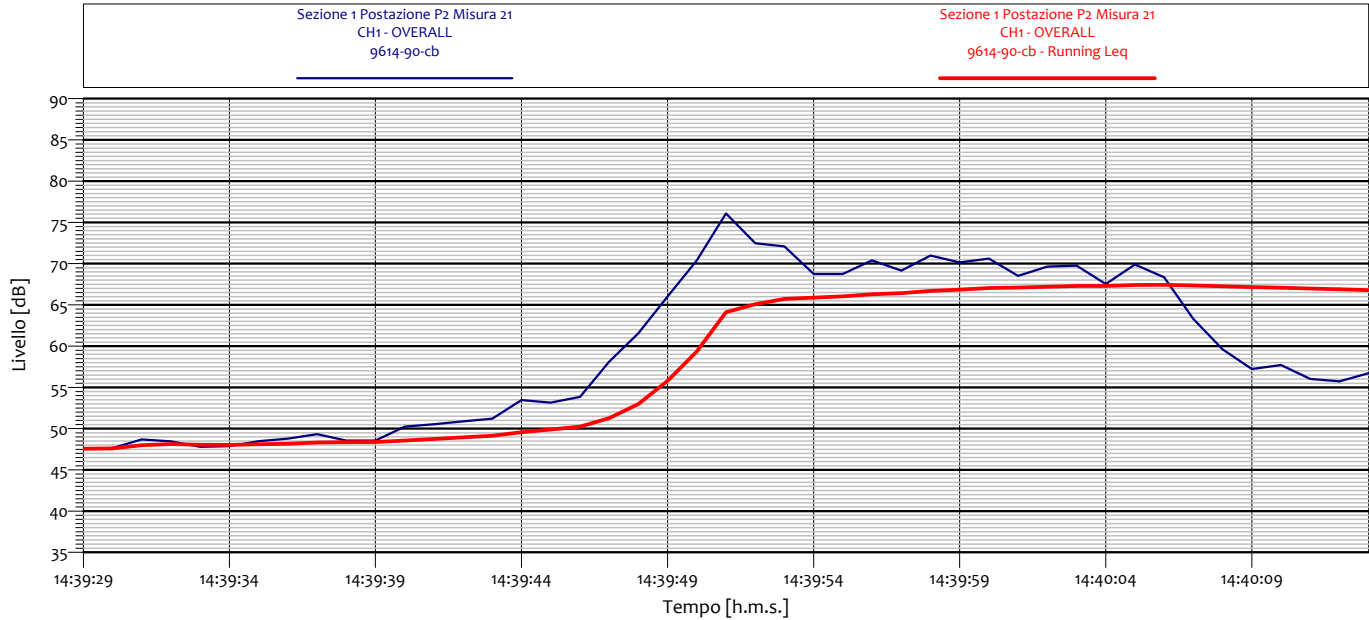


| Sezione 1 Postazione P2 Misura 20 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 38.5 dB | 1.25 Hz | 36.5 dB |
| 1.6 Hz | 33.8 dB | 2 Hz | 32.9 dB |
| 2.5 Hz | 30.5 dB | 3.15 Hz | 28.7 dB |
| 4 Hz | 30.1 dB | 5 Hz | 27.4 dB |
| 6.3 Hz | 32.4 dB | 8 Hz | 32.2 dB |
| 10 Hz | 43.3 dB | 12.5 Hz | 43.3 dB |
| 16 Hz | 48.6 dB | 20 Hz | 48.1 dB |
| 25 Hz | 53.0 dB | 31.5 Hz | 55.5 dB |
| 40 Hz | 50.2 dB | 50 Hz | 49.3 dB |
| 63 Hz | 59.4 dB | 80 Hz | 58.8 dB |

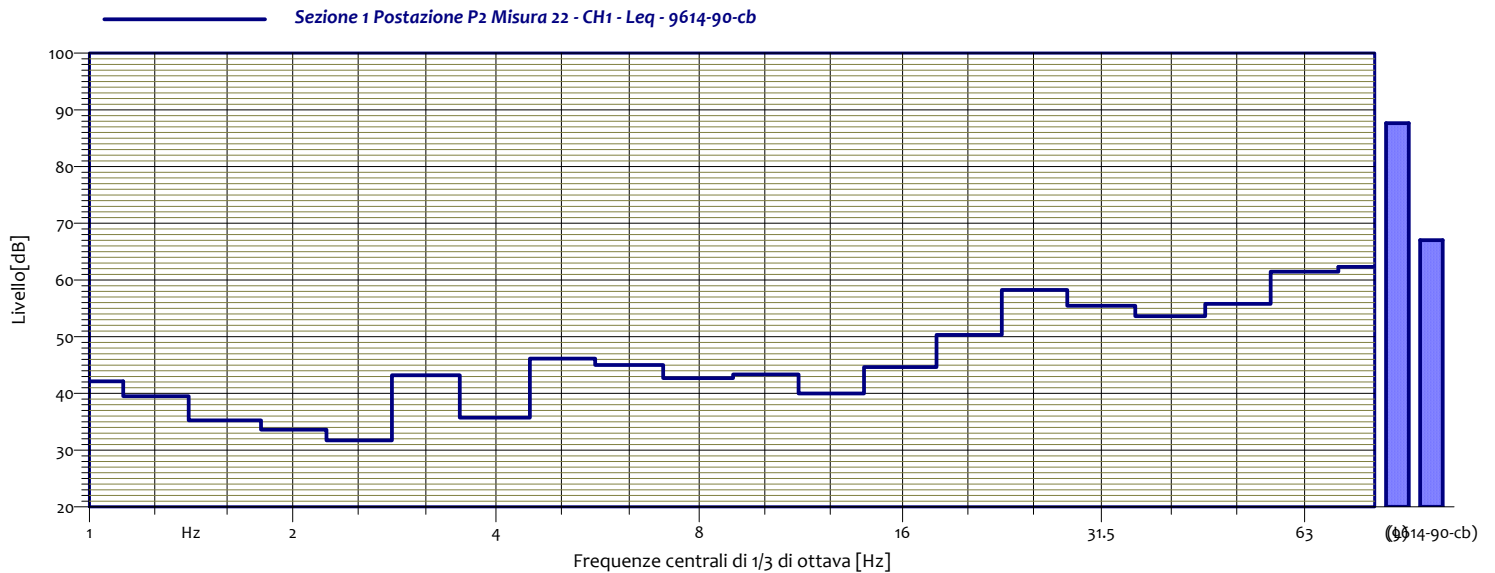
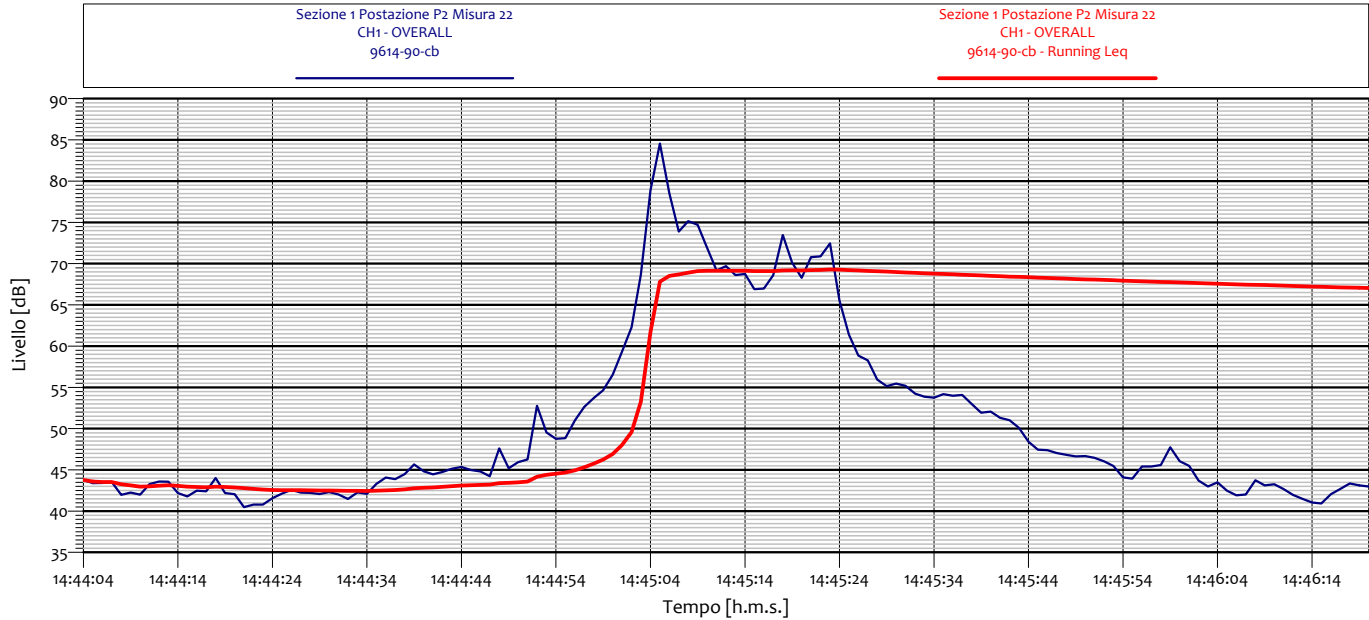


**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P2 Misura 21 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 38.4 dB | 1.25 Hz | 35.6 dB |
| 1.6 Hz | 33.4 dB | 2 Hz | 33.6 dB |
| 2.5 Hz | 33.9 dB | 3.15 Hz | 35.7 dB |
| 4 Hz | 43.9 dB | 5 Hz | 44.7 dB |
| 6.3 Hz | 45.5 dB | 8 Hz | 51.1 dB |
| 10 Hz | 44.6 dB | 12.5 Hz | 47.5 dB |
| 16 Hz | 46.7 dB | 20 Hz | 51.4 dB |
| 25 Hz | 57.2 dB | 31.5 Hz | 63.4 dB |
| 40 Hz | 53.8 dB | 50 Hz | 51.6 dB |
| 63 Hz | 53.5 dB | 80 Hz | 59.9 dB |

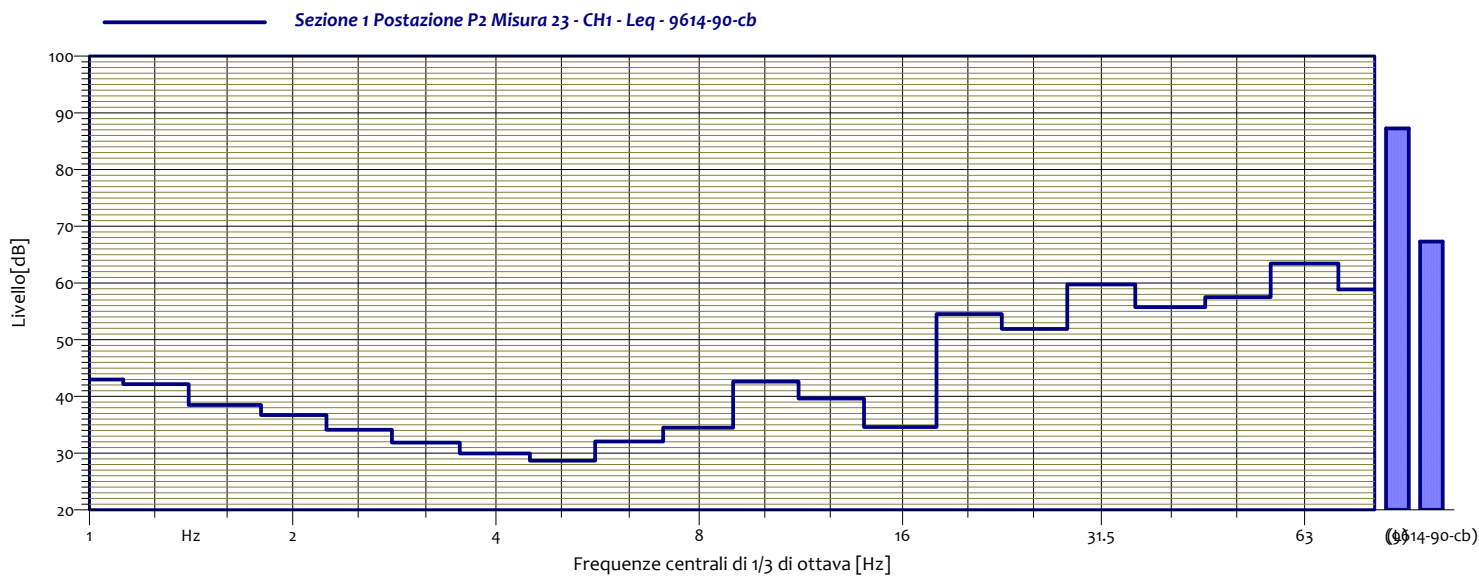
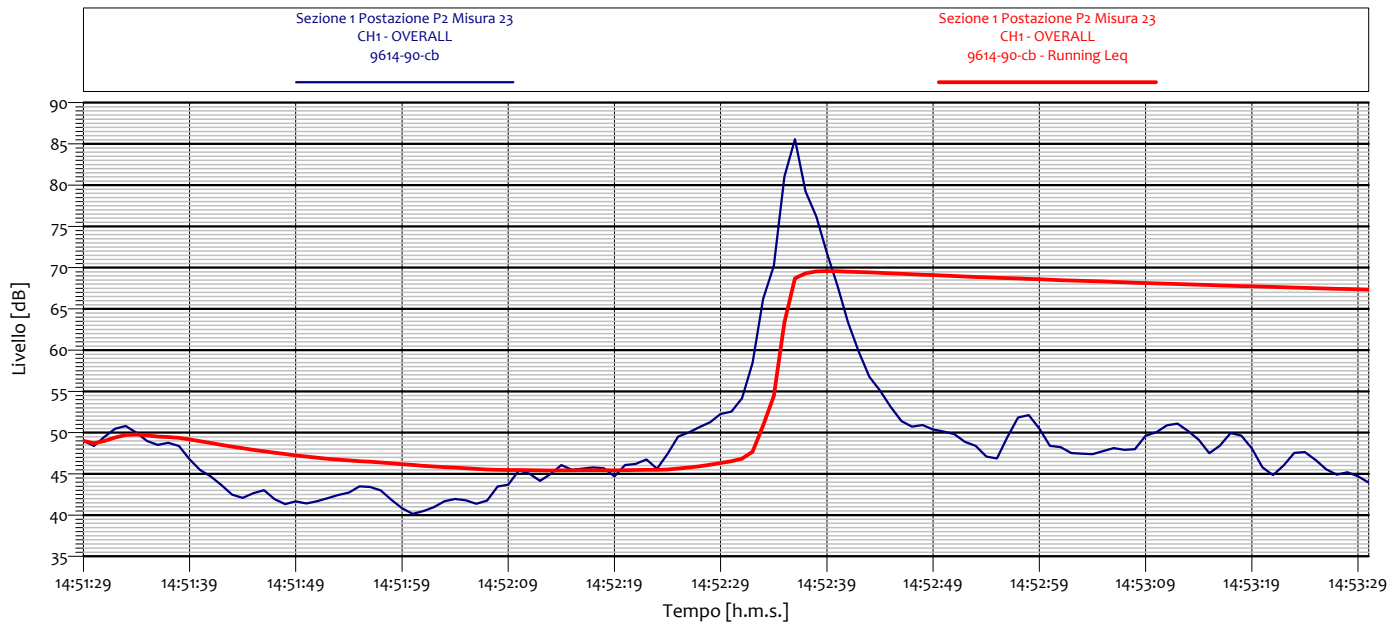


| Sezione 1 Postazione P2 Misura 22 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.1 dB | 1.25 Hz | 39.5 dB |
| 1.6 Hz | 35.3 dB | 2 Hz | 33.6 dB |
| 2.5 Hz | 31.7 dB | 3.15 Hz | 43.2 dB |
| 4 Hz | 35.8 dB | 5 Hz | 46.1 dB |
| 6.3 Hz | 45.0 dB | 8 Hz | 42.7 dB |
| 10 Hz | 43.3 dB | 12.5 Hz | 40.0 dB |
| 16 Hz | 44.6 dB | 20 Hz | 50.3 dB |
| 25 Hz | 58.3 dB | 31.5 Hz | 55.4 dB |
| 40 Hz | 53.6 dB | 50 Hz | 55.8 dB |
| 63 Hz | 61.5 dB | 80 Hz | 62.3 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

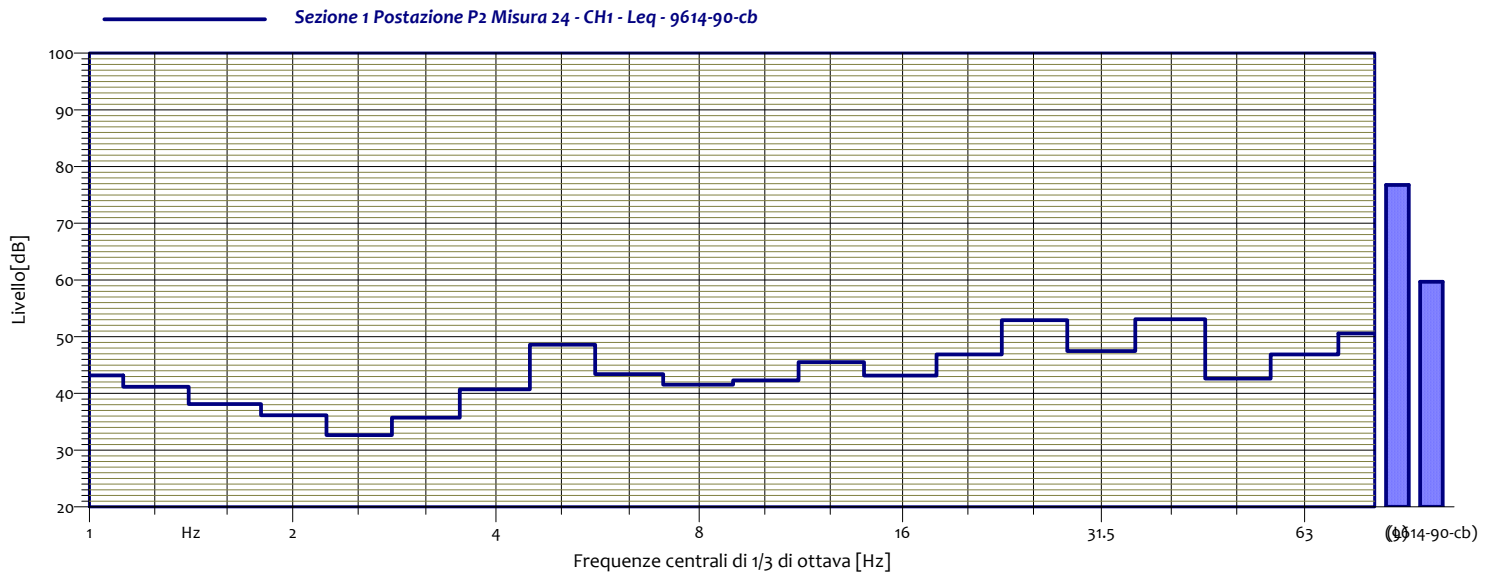
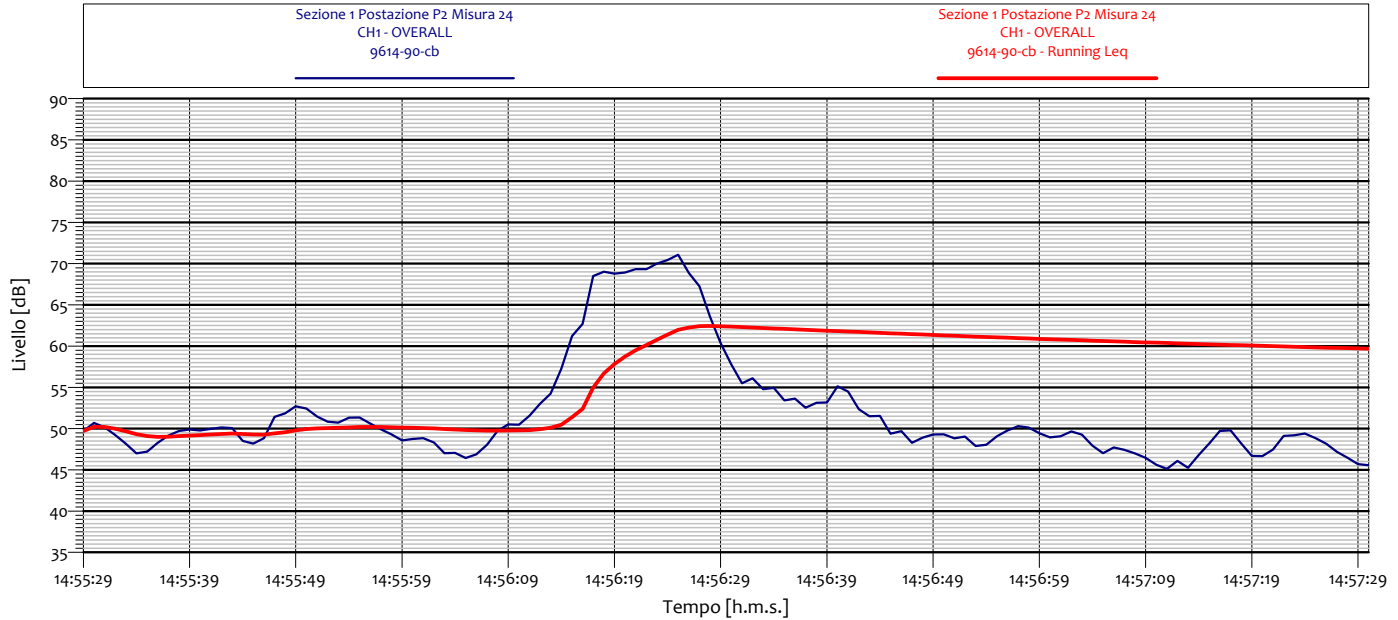


| Sezione 1 Postazione P2 Misura 23 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 43.0 dB | 1.25 Hz | 42.2 dB |
| 1.6 Hz | 38.5 dB | 2 Hz | 36.7 dB |
| 2.5 Hz | 34.1 dB | 3.15 Hz | 31.9 dB |
| 4 Hz | 30.0 dB | 5 Hz | 28.7 dB |
| 6.3 Hz | 32.1 dB | 8 Hz | 34.5 dB |
| 10 Hz | 42.6 dB | 12.5 Hz | 39.7 dB |
| 16 Hz | 34.6 dB | 20 Hz | 54.5 dB |
| 25 Hz | 51.9 dB | 31.5 Hz | 59.7 dB |
| 40 Hz | 55.7 dB | 50 Hz | 57.5 dB |
| 63 Hz | 63.5 dB | 80 Hz | 58.9 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



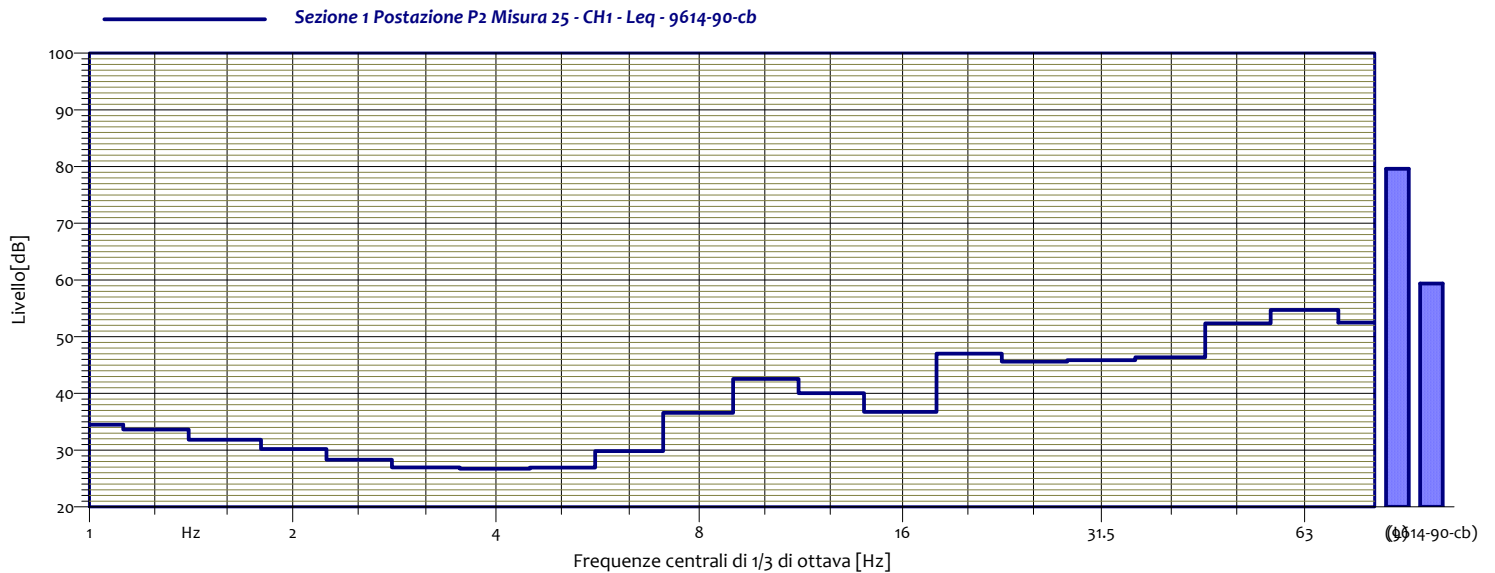
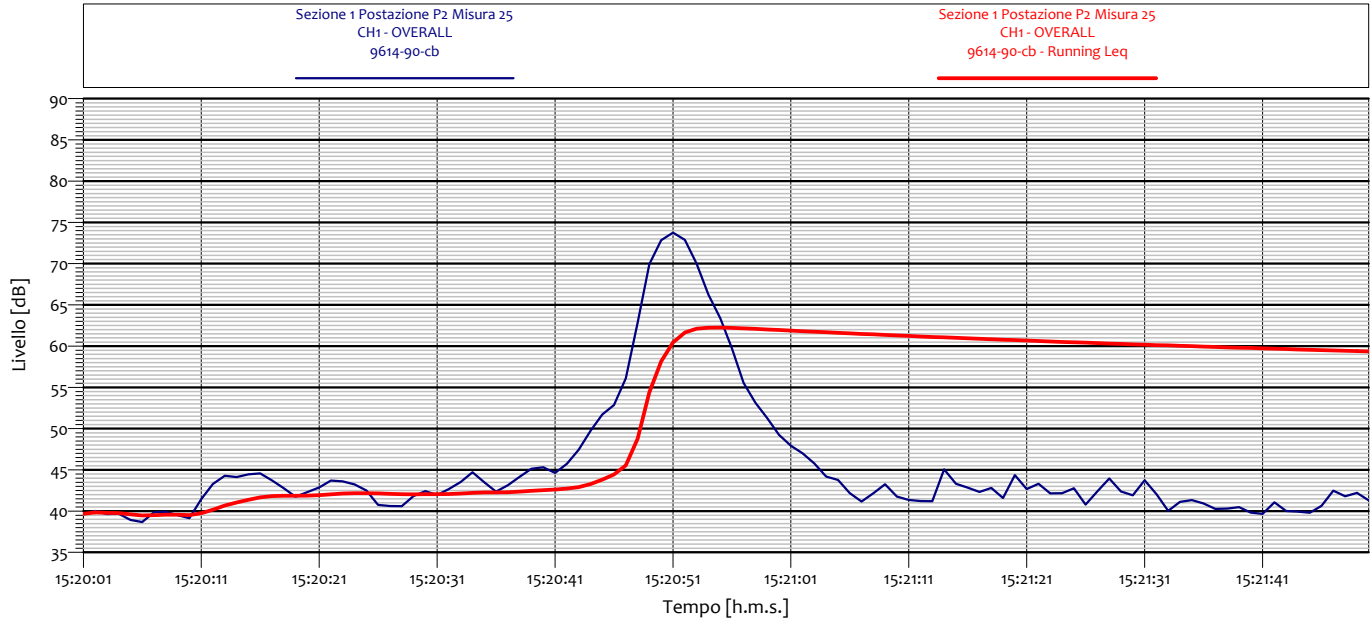
Sezione 1 Postazione P2 Misura 24
CH1 - Leq
9614-90-cb

| Hz | | Hz | |
|--------|---------|---------|---------|
| 1 Hz | 43.2 dB | 1.25 Hz | 41.2 dB |
| 1.6 Hz | 38.2 dB | 2 Hz | 36.2 dB |
| 2.5 Hz | 32.6 dB | 3.15 Hz | 35.7 dB |
| 4 Hz | 40.7 dB | 5 Hz | 48.6 dB |
| 6.3 Hz | 43.4 dB | 8 Hz | 41.6 dB |
| 10 Hz | 42.3 dB | 12.5 Hz | 45.5 dB |
| 16 Hz | 43.2 dB | 20 Hz | 46.9 dB |
| 25 Hz | 52.9 dB | 31.5 Hz | 47.5 dB |
| 40 Hz | 53.1 dB | 50 Hz | 42.6 dB |
| 63 Hz | 46.9 dB | 80 Hz | 50.6 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

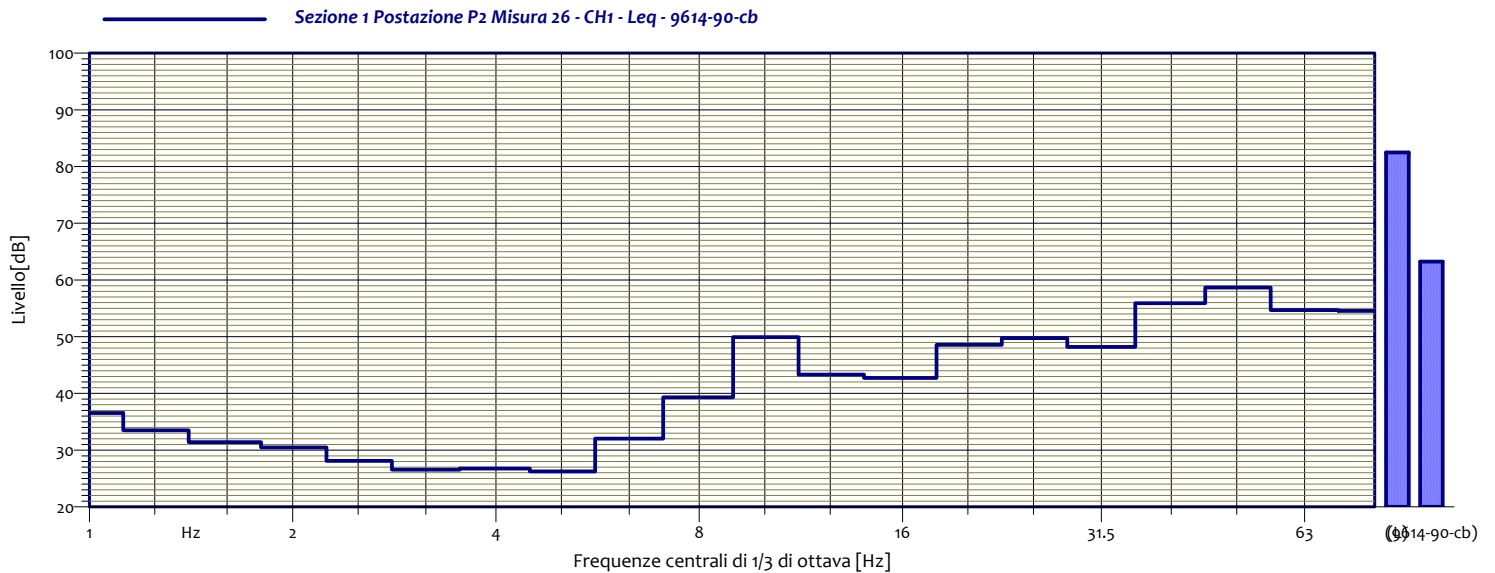
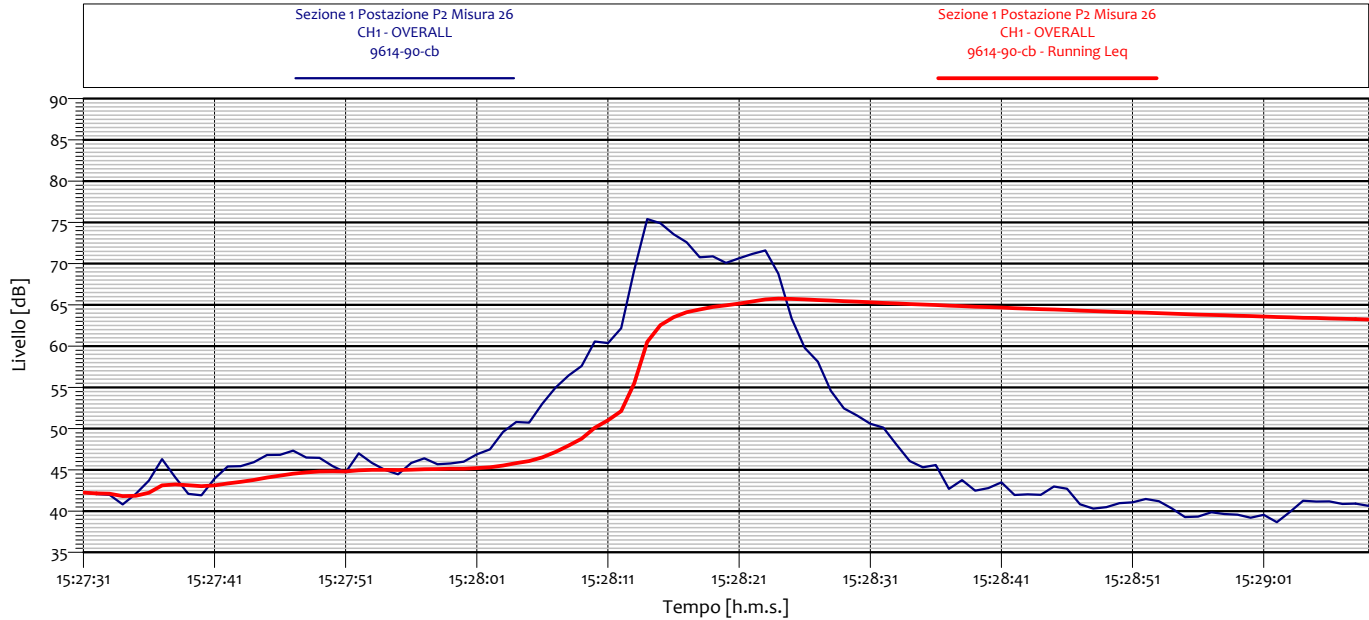


| Sezione 1 Postazione P2 Misura 25 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 34.5 dB | 1.25 Hz | 33.6 dB |
| 1.6 Hz | 31.9 dB | 2 Hz | 30.2 dB |
| 2.5 Hz | 28.3 dB | 3.15 Hz | 26.9 dB |
| 4 Hz | 26.7 dB | 5 Hz | 26.9 dB |
| 6.3 Hz | 29.8 dB | 8 Hz | 36.6 dB |
| 10 Hz | 42.6 dB | 12.5 Hz | 40.0 dB |
| 16 Hz | 36.8 dB | 20 Hz | 47.0 dB |
| 25 Hz | 45.6 dB | 31.5 Hz | 45.9 dB |
| 40 Hz | 46.4 dB | 50 Hz | 52.3 dB |
| 63 Hz | 54.7 dB | 80 Hz | 52.5 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

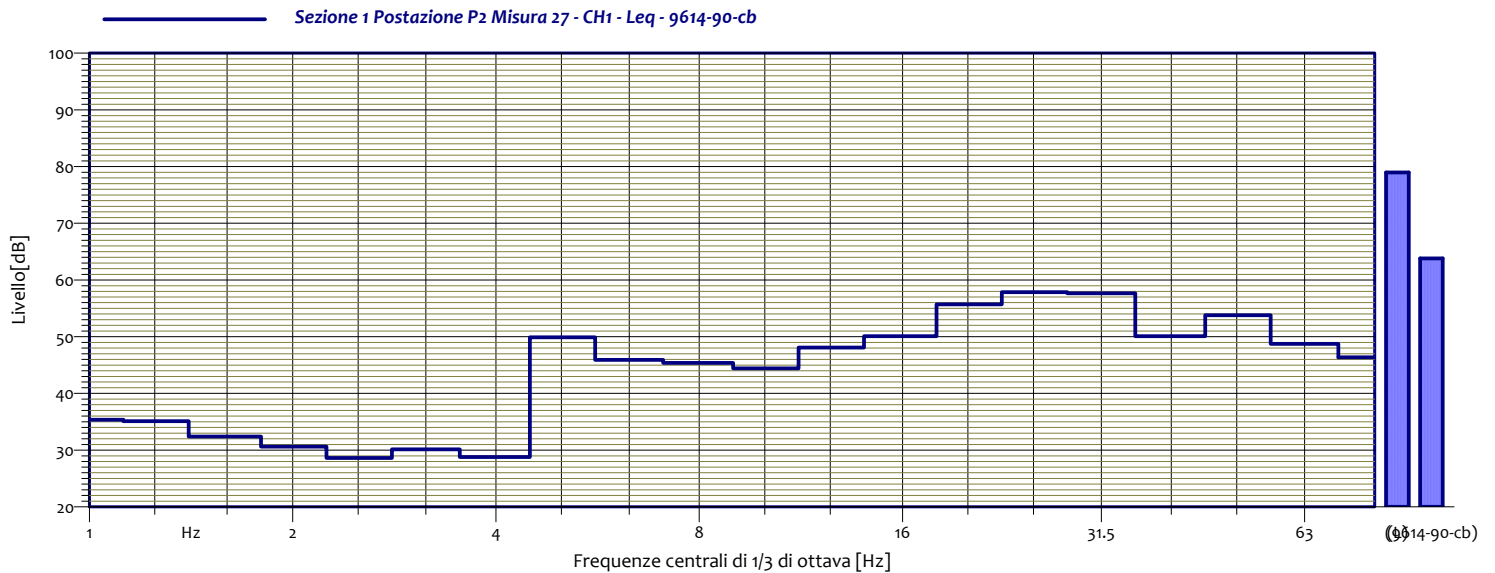
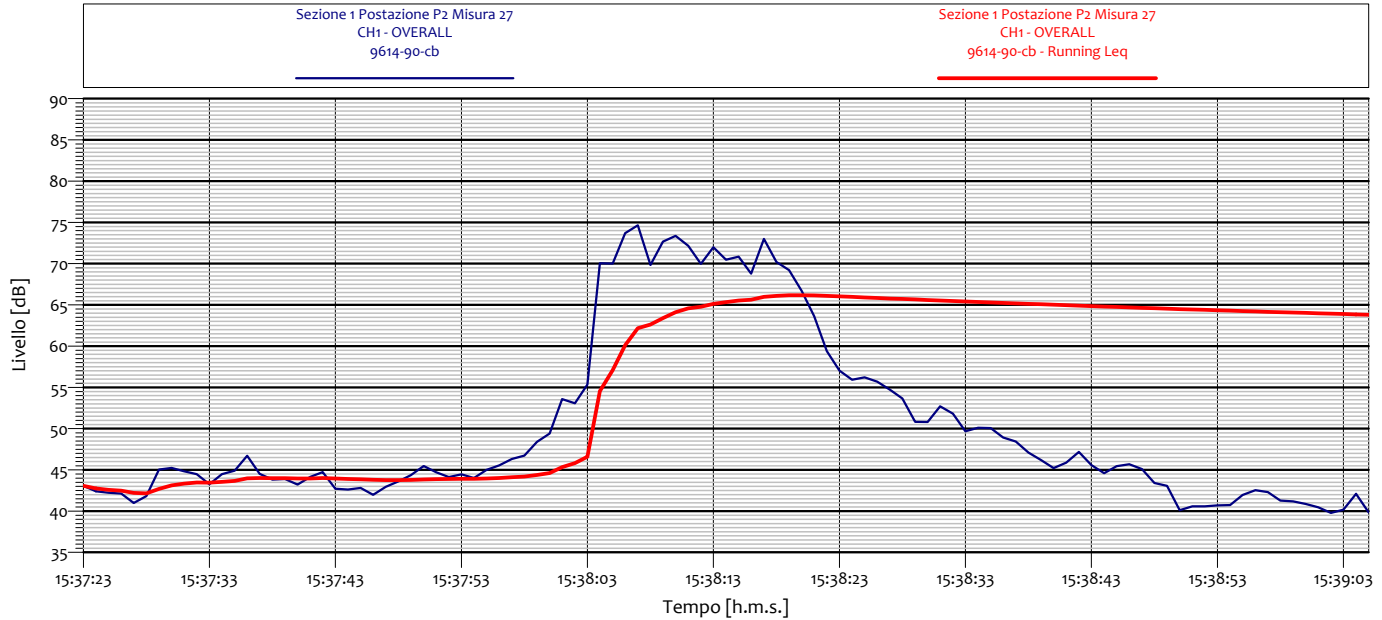


| Sezione 1 Postazione P2 Misura 26 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 36.6 dB | 1.25 Hz | 33.5 dB |
| 1.6 Hz | 31.4 dB | 2 Hz | 30.5 dB |
| 2.5 Hz | 28.1 dB | 3.15 Hz | 26.6 dB |
| 4 Hz | 26.8 dB | 5 Hz | 26.3 dB |
| 6.3 Hz | 32.1 dB | 8 Hz | 39.3 dB |
| 10 Hz | 49.9 dB | 12.5 Hz | 43.3 dB |
| 16 Hz | 42.7 dB | 20 Hz | 48.6 dB |
| 25 Hz | 49.8 dB | 31.5 Hz | 48.2 dB |
| 40 Hz | 55.9 dB | 50 Hz | 58.7 dB |
| 63 Hz | 54.7 dB | 80 Hz | 54.5 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

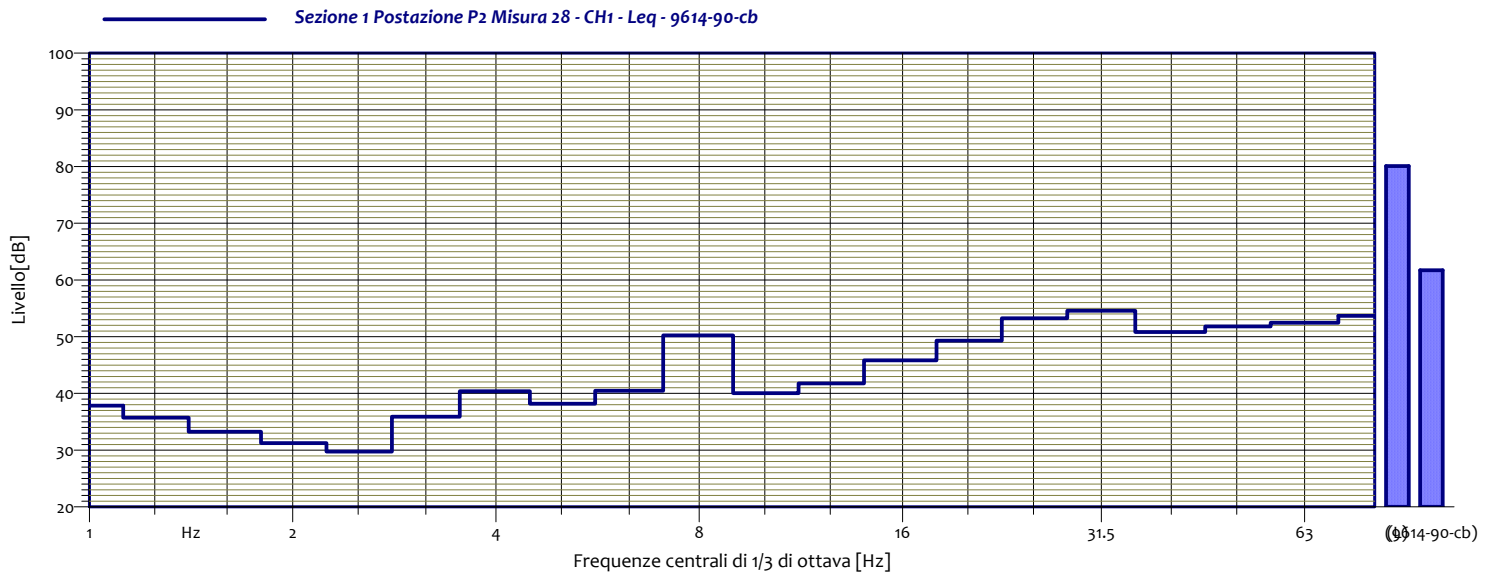
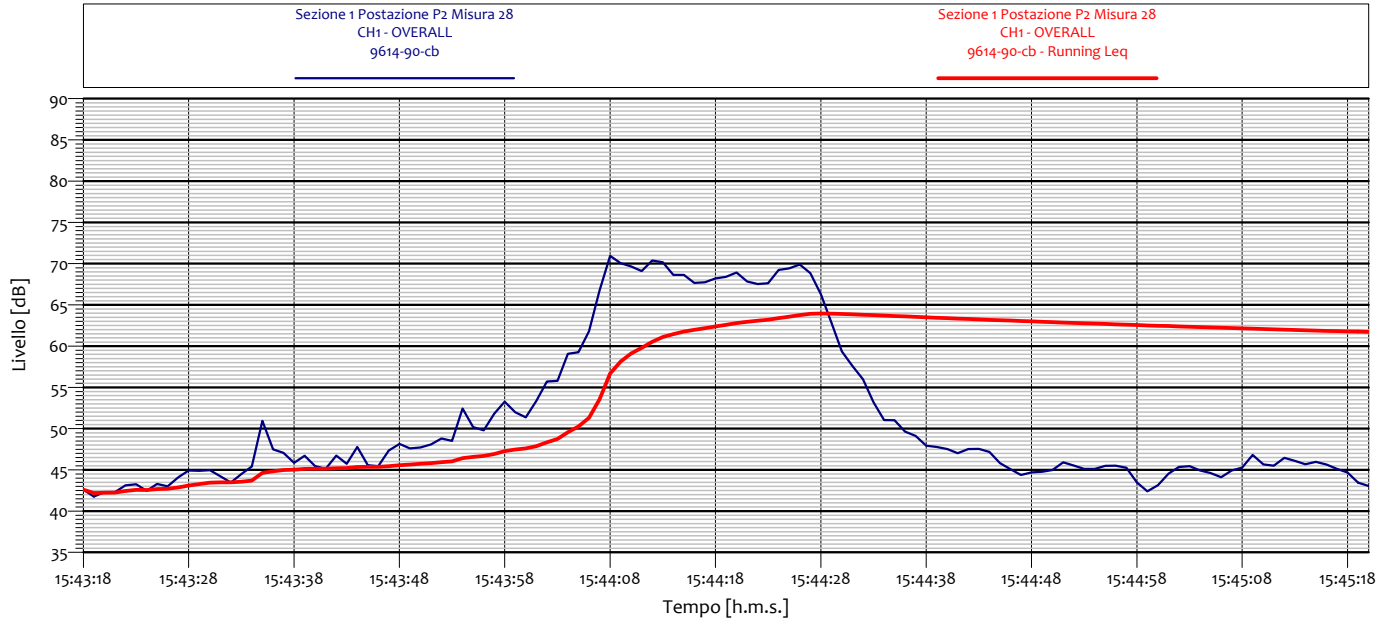


| Sezione 1 Postazione P2 Misura 27 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 35.4 dB | 1.25 Hz | 35.1 dB |
| 1.6 Hz | 32.4 dB | 2 Hz | 30.6 dB |
| 2.5 Hz | 28.6 dB | 3.15 Hz | 30.1 dB |
| 4 Hz | 28.8 dB | 5 Hz | 49.9 dB |
| 6.3 Hz | 45.9 dB | 8 Hz | 45.4 dB |
| 10 Hz | 44.4 dB | 12.5 Hz | 48.1 dB |
| 16 Hz | 50.1 dB | 20 Hz | 55.7 dB |
| 25 Hz | 57.8 dB | 31.5 Hz | 57.7 dB |
| 40 Hz | 50.1 dB | 50 Hz | 53.8 dB |
| 63 Hz | 48.7 dB | 80 Hz | 46.4 dB |

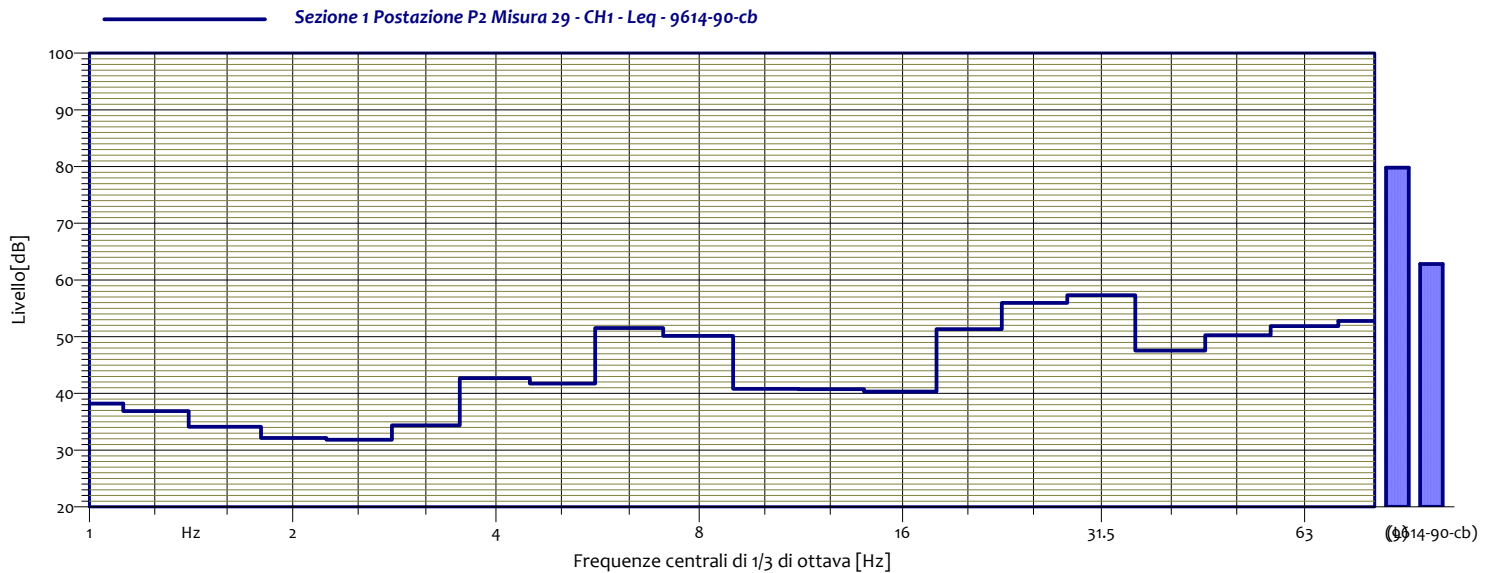
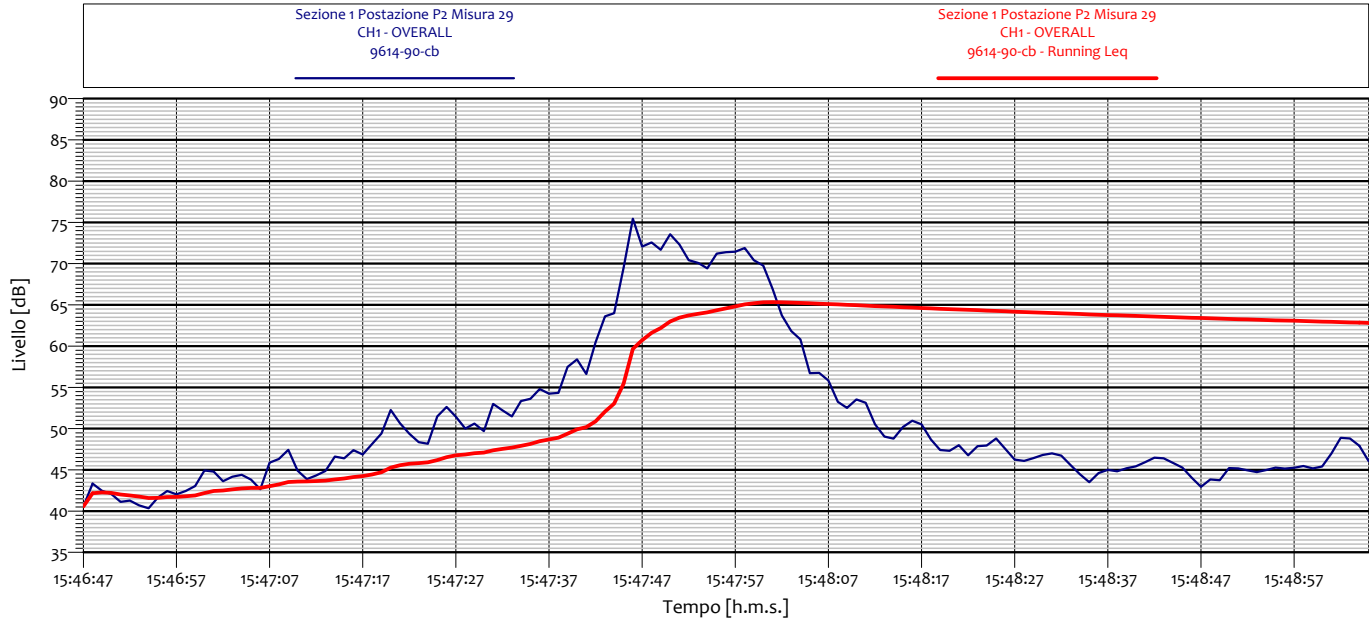


**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P2 Misura 28 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 37.8 dB | 1.25 Hz | 35.8 dB |
| 1.6 Hz | 33.3 dB | 2 Hz | 31.2 dB |
| 2.5 Hz | 29.7 dB | 3.15 Hz | 35.9 dB |
| 4 Hz | 40.4 dB | 5 Hz | 38.2 dB |
| 6.3 Hz | 40.5 dB | 8 Hz | 50.3 dB |
| 10 Hz | 40.0 dB | 12.5 Hz | 41.8 dB |
| 16 Hz | 45.8 dB | 20 Hz | 49.3 dB |
| 25 Hz | 53.3 dB | 31.5 Hz | 54.6 dB |
| 40 Hz | 50.9 dB | 50 Hz | 51.8 dB |
| 63 Hz | 52.5 dB | 80 Hz | 53.7 dB |

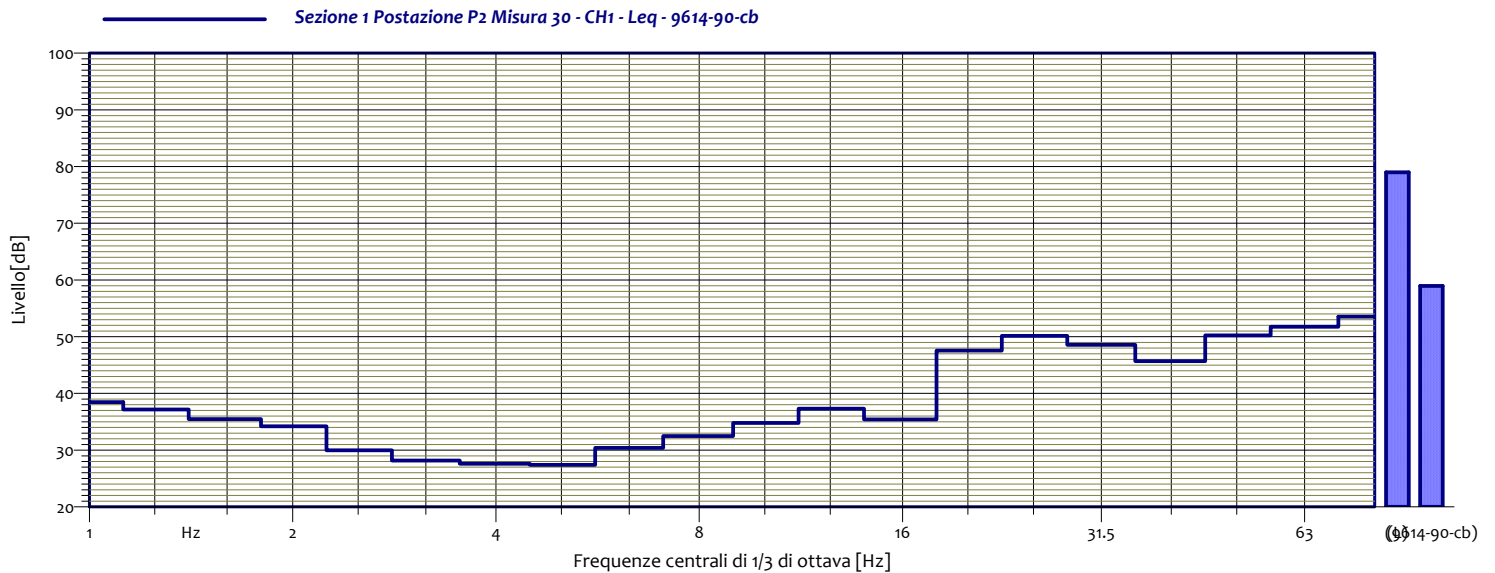
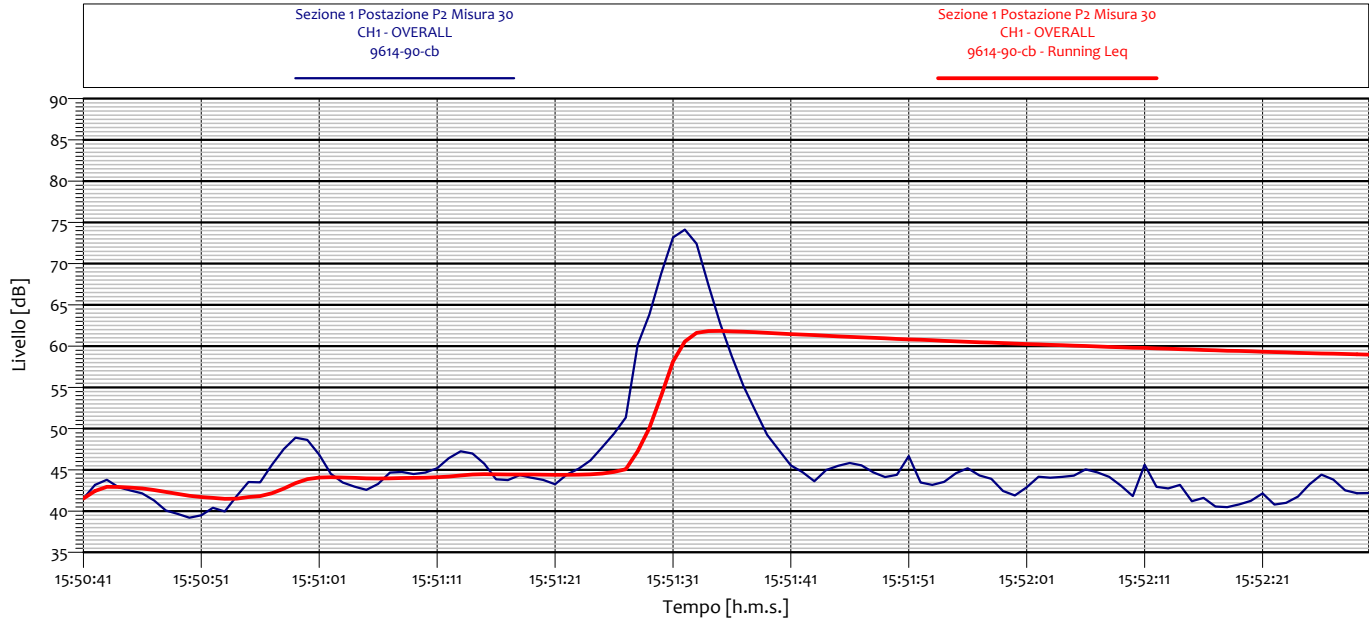


| Sezione 1 Postazione P2 Misura 29 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 38.2 dB | 1.25 Hz | 36.9 dB |
| 1.6 Hz | 34.1 dB | 2 Hz | 32.2 dB |
| 2.5 Hz | 31.8 dB | 3.15 Hz | 34.4 dB |
| 4 Hz | 42.7 dB | 5 Hz | 41.7 dB |
| 6.3 Hz | 51.5 dB | 8 Hz | 50.1 dB |
| 10 Hz | 40.8 dB | 12.5 Hz | 40.8 dB |
| 16 Hz | 40.3 dB | 20 Hz | 51.4 dB |
| 25 Hz | 56.0 dB | 31.5 Hz | 57.3 dB |
| 40 Hz | 47.6 dB | 50 Hz | 50.3 dB |
| 63 Hz | 51.9 dB | 80 Hz | 52.8 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

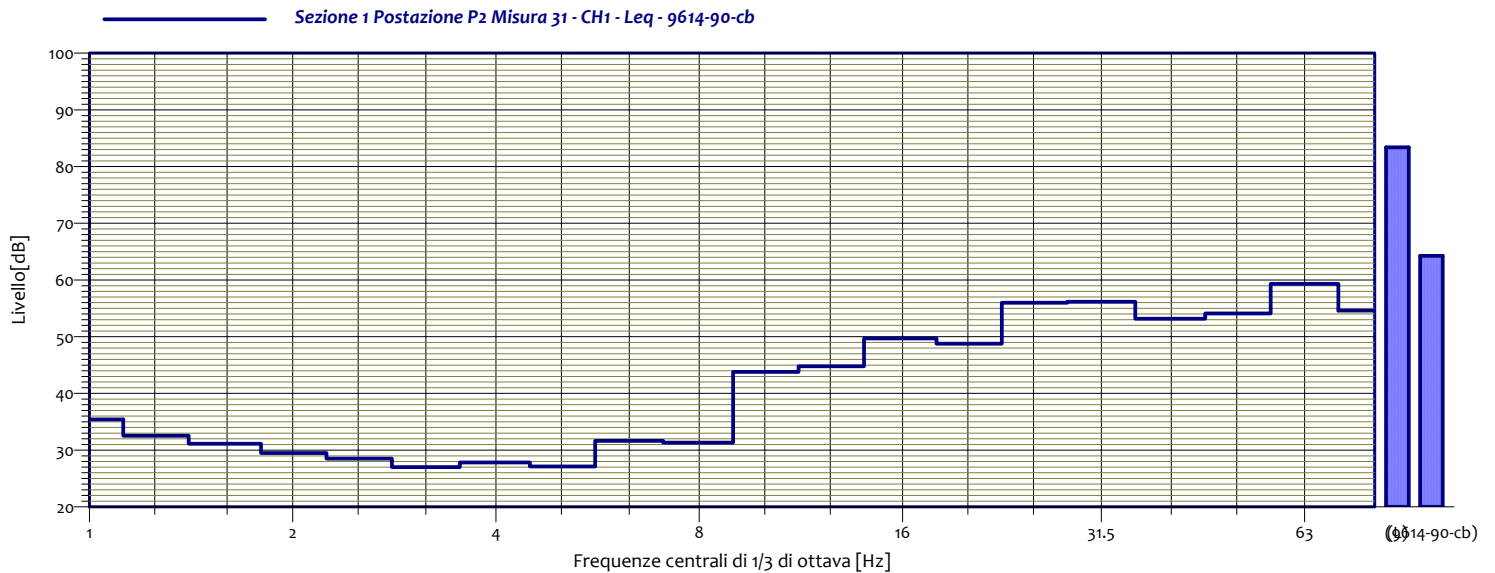
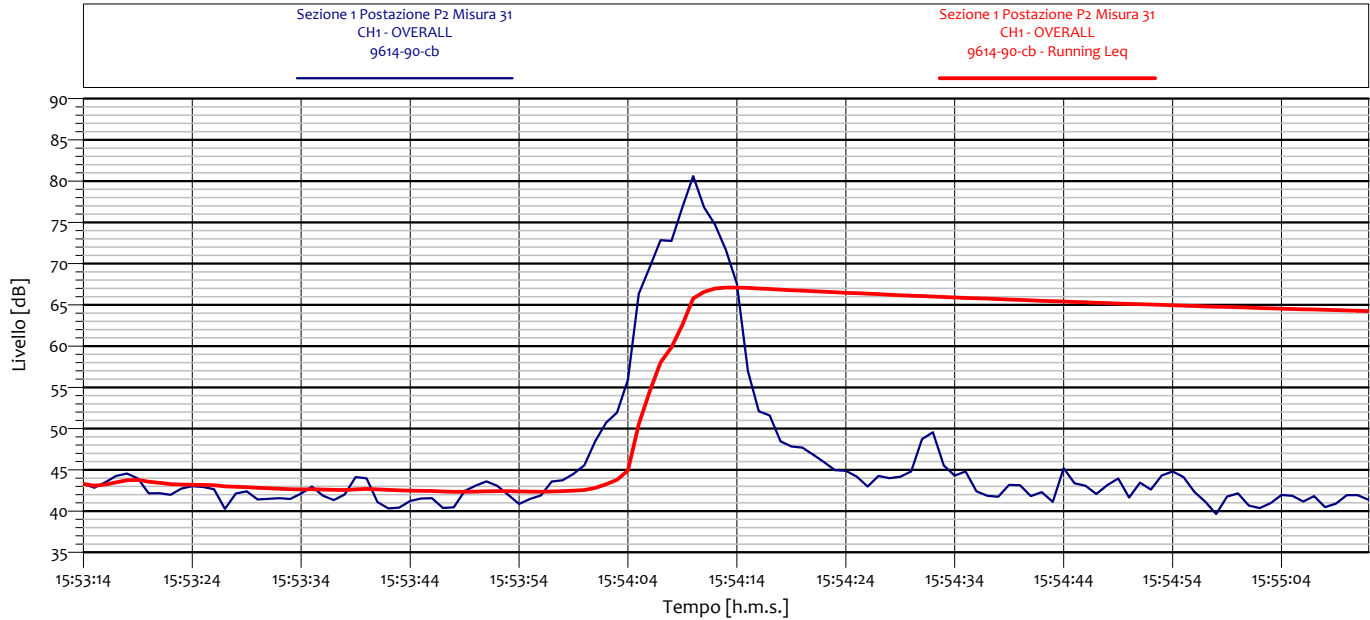


| Sezione 1 Postazione P2 Misura 30 CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 38.5 dB | 1.25 Hz | 37.2 dB |
| 1.6 Hz | 35.5 dB | 2 Hz | 34.2 dB |
| 2.5 Hz | 30.0 dB | 3.15 Hz | 28.2 dB |
| 4 Hz | 27.6 dB | 5 Hz | 27.4 dB |
| 6.3 Hz | 30.4 dB | 8 Hz | 32.5 dB |
| 10 Hz | 34.8 dB | 12.5 Hz | 37.3 dB |
| 16 Hz | 35.4 dB | 20 Hz | 47.6 dB |
| 25 Hz | 50.2 dB | 31.5 Hz | 48.6 dB |
| 40 Hz | 45.7 dB | 50 Hz | 50.3 dB |
| 63 Hz | 51.8 dB | 80 Hz | 53.5 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P2 Misura 31 CH1 - Leq 9614-90-cb | | | |
|--|---------|------|---------|
| 1 | 35.4 dB | 1.3 | 32.5 dB |
| 1.6 | 31.1 dB | 2 | 29.5 dB |
| 2.5 | 28.5 dB | 3.2 | 27.0 dB |
| 4 | 27.8 dB | 5 | 27.1 dB |
| 6.3 | 31.6 dB | 8 | 31.3 dB |
| 10 | 43.8 dB | 12.5 | 44.8 dB |
| 16 | 49.7 dB | 20 | 48.8 dB |
| 25 | 56.0 dB | 31.5 | 56.2 dB |
| 40 | 53.2 dB | 50 | 54.1 dB |
| 63 | 59.3 dB | 80 | 54.6 dB |

POSTAZIONE DI MISURA: P3
SEZIONE 01

LOCALIZZAZIONE: Via A. Salieri, 319 - 37132 - VERONA

DATA INIZIO: 18.02.2015 ORA INIZIO: 11:00:00

DATA FINE: 18.02.2015 ORA FINE: 16:00:00

DESCRIZIONE: Interno abitazione piano terra centro corridoio a 21.80 m circa dall'asse del binario

STRUMENTAZIONE: n. 2 analizzatori Real Time SoundBook Sinus 4 ch, con n. 1 terna monoassiale di accelerometri da 1000 mV/g PCB Piezotronic mod. 39303 e n. 1 accelerometro triassiale da 1000 mV/g PCB Piezotronic mod. 359B18, n. 2 analizzatori DEWETRON Dewe-43 8 ch, con n. 2 terne monoassiali di

NOTE:


TABELLA DI SINTESI ASSE COMBINATO

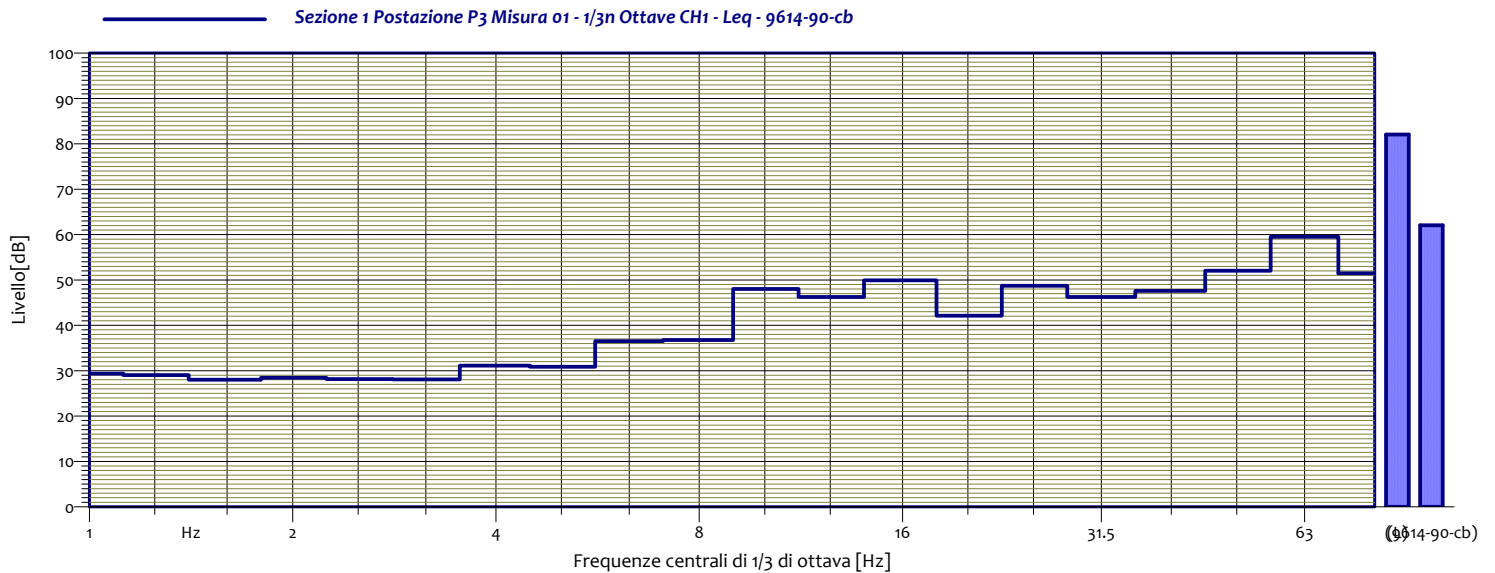
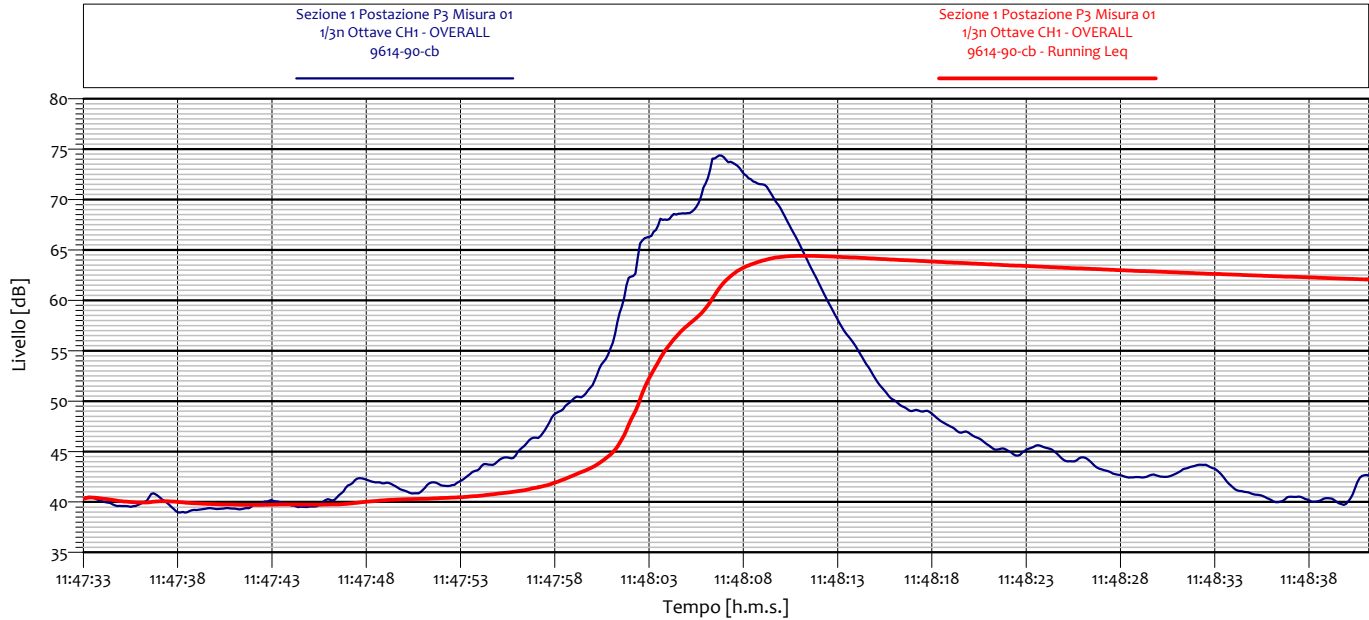
| N. | DATA | ORA | DIR | TIPO | COMP. | Trazione | Lunghezza (m) | Velocità (Km/h) | Leq (dB) |
|----|------------|--------------|-------|----------------|-------|----------|---------------|-----------------|----------|
| 1 | 18/02/2015 | 11:48:02.200 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 114,8 | 62,1 |
| 2 | 18/02/2015 | 12:29:52.240 | OVEST | FRECCIA BIANCA | 2+10 | E | 301,5 | 88,7 | 61,6 |
| 3 | 18/02/2015 | 12:33:30.880 | OVEST | REGIONALE | 2+7 | E | 22,3 | 8,1 | 60,8 |
| 4 | 18/02/2015 | 12:51:22.240 | EST | MINUETTO | 2+4 | E | 51,9 | 44,5 | 59,6 |
| 5 | 18/02/2015 | 12:53:01.600 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 90,8 | 61,2 |
| 6 | 18/02/2015 | 13:02:30.640 | OVEST | MINUETTO | 2+2 | E | 51,9 | 22,2 | 56,2 |
| 7 | 18/02/2015 | 13:05:08.200 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 147,5 | 66,7 |
| 8 | 18/02/2015 | 13:05:29.800 | OVEST | MERCI | 2+6 | E | 160,3 | 52,8 | 60,6 |
| 9 | 18/02/2015 | 13:09:52.120 | EST | MERCI | 1+17 | E | 360,3 | 117,5 | 58,5 |
| 10 | 18/02/2015 | 13:22:13 | OVEST | REGIONALE | 2+5 | E | 171,0 | 50,3 | 58,4 |
| 11 | 18/02/2015 | 13:28:47.319 | EST | REGIONALE | 2+6 | E | 197,1 | 88,3 | 59,3 |
| 12 | 18/02/2015 | 13:50:44.319 | EST | MINUETTO | 2+3 | E | 51,9 | 24,3 | 53,7 |
| 13 | 18/02/2015 | 13:59:48.640 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 78,7 | 61,4 |
| 14 | 18/02/2015 | 14:05:52.960 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 95,0 | 58,5 |
| 15 | 18/02/2015 | 14:11:21.040 | OVEST | MINUETTO | 2+4 | E | 51,9 | 39,9 | 62,6 |
| 16 | 18/02/2015 | 14:14:33.160 | OVEST | MERCI | 1+21 | E | 440,3 | 102,4 | 62,9 |
| 17 | 18/02/2015 | 14:22:31.600 | OVEST | REGIONALE | 2+6 | E | 197,1 | 70,4 | 60,6 |
| 18 | 18/02/2015 | 14:29:03.760 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 75,1 | 61,4 |
| 19 | 18/02/2015 | 14:30:50.800 | EST | REGIONALE | 2+7 | E | 223,2 | 87,0 | 61,4 |
| 20 | 18/02/2015 | 14:34:10.239 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 98,4 | 59,2 |
| 21 | 18/02/2015 | 14:39:53.680 | EST | MERCI | 1+21 | E | 440,3 | 80,1 | 60,1 |
| 22 | 18/02/2015 | 14:45:06.399 | EST | MERCI | 1+30 | E | 620,3 | 121,1 | 63,6 |
| 23 | 18/02/2015 | 14:52:36.880 | EST | MINUETTO | 2+4 | E | 51,9 | 39,9 | 63,7 |
| 24 | 18/02/2015 | 14:56:21.279 | EST | MERCI | 1+14 | E | 300,3 | 79,0 | 59,1 |
| 25 | 18/02/2015 | 15:20:52.479 | OVEST | MINUETTO | 2+3 | E | 51,9 | 26,8 | 57,5 |
| 26 | 18/02/2015 | 15:28:18.279 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 73,8 | 61,2 |
| 27 | 18/02/2015 | 15:38:08.920 | EST | MERCI | 1+28 | E | 580,3 | 121,7 | 61,1 |
| 28 | 18/02/2015 | 15:44:11.320 | OVEST | MERCI | 1+22 | E | 460,3 | 71,9 | 60,1 |
| 29 | 18/02/2015 | 15:47:49.359 | OVEST | MERCI | 1+21 | E | 440,3 | 85,2 | 62,5 |
| 30 | 18/02/2015 | 15:51:33.160 | EST | MINUETTO | 2+2 | E | 51,9 | 33,9 | 56,1 |
| 31 | 18/02/2015 | 15:53:56.803 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 79,4 | 61,3 |

POSTAZIONE DI MISURA P3

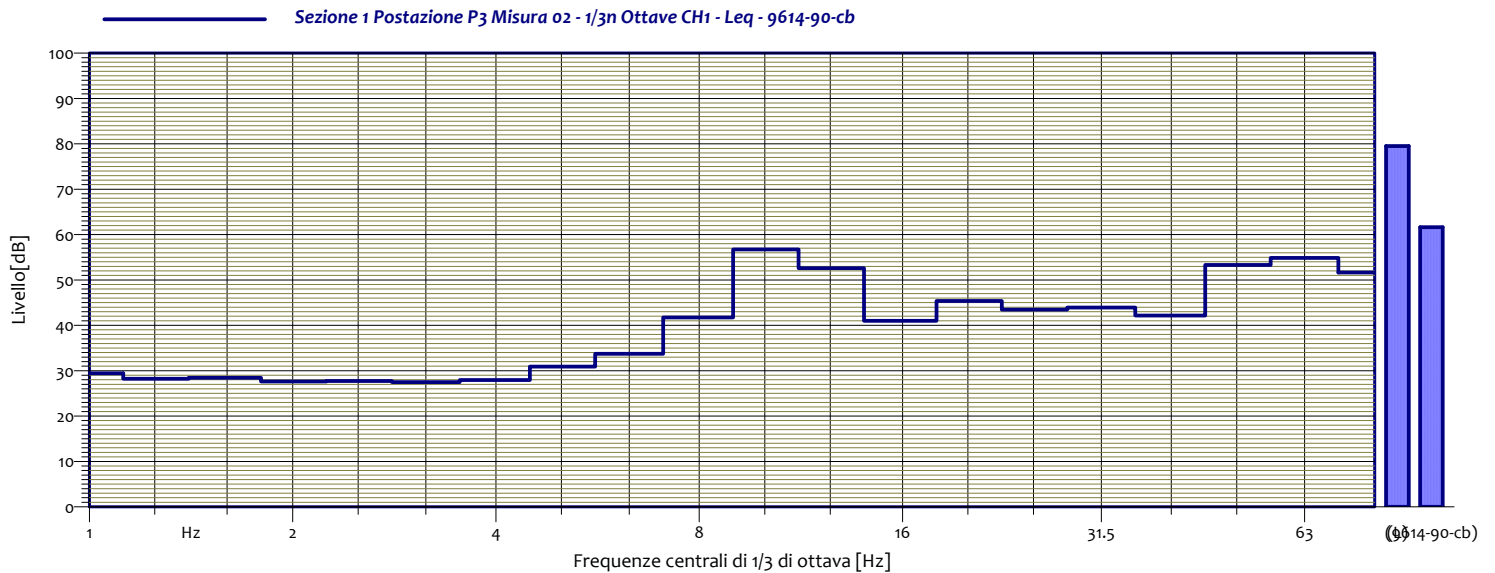
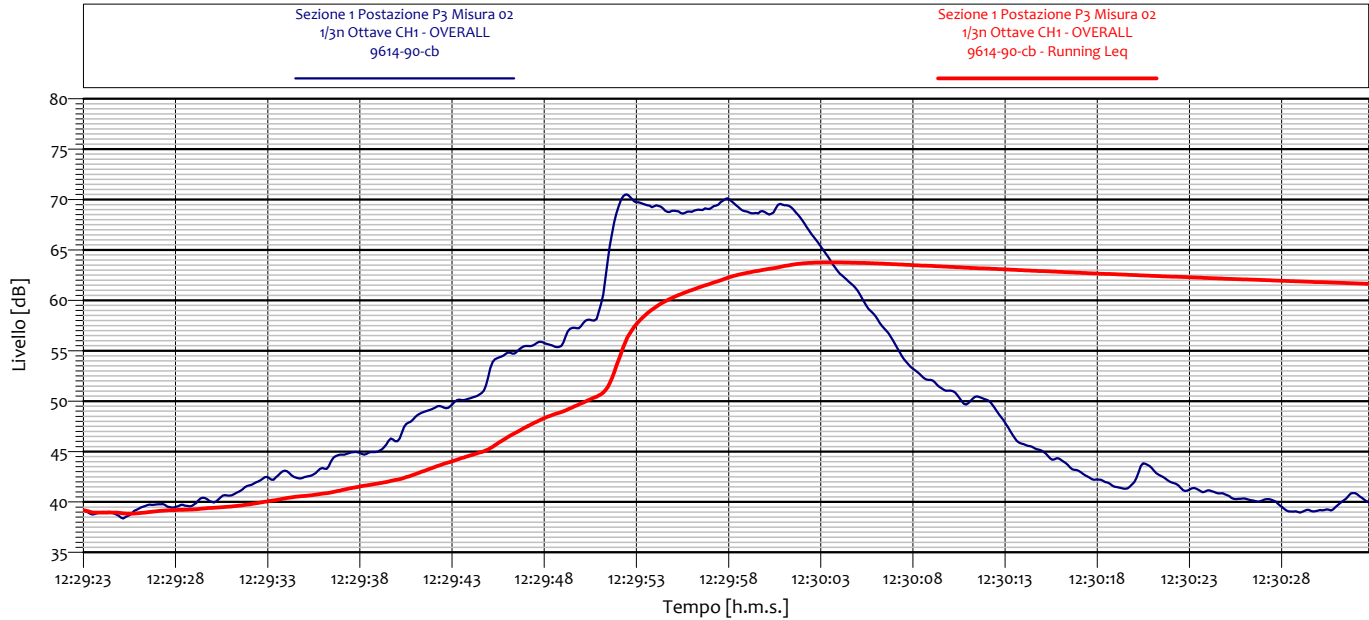
SEZIONE 01 - RASO/RILEVATO

ASSE DI VALUTAZIONE COMBINATO

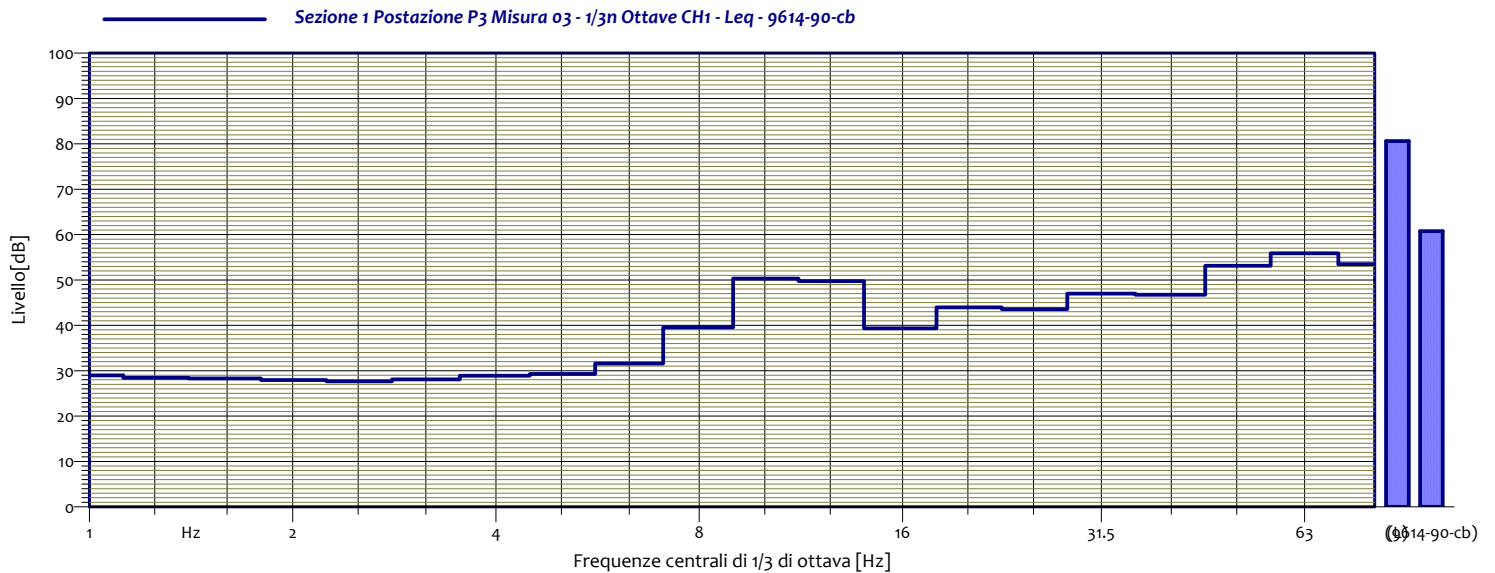
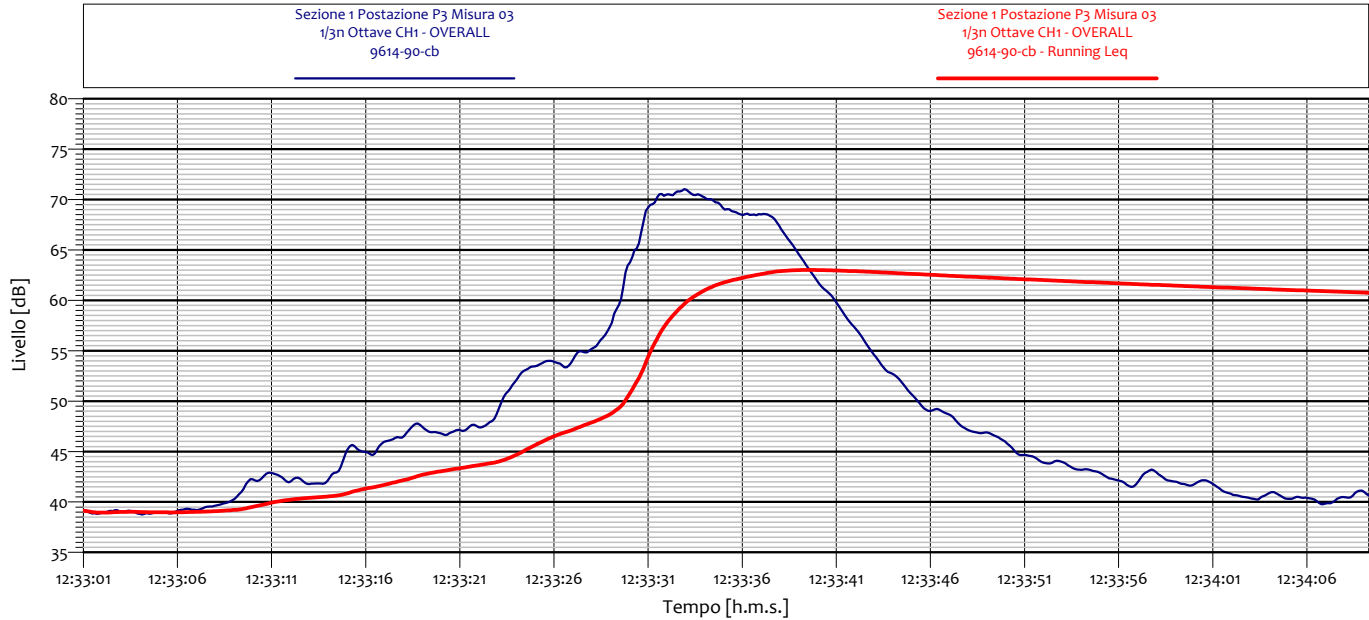
PESATURA: POSTURA NON NOTA O VARIABILE (UNI 9614)



| Sezione 1 Postazione P3 Misura 01 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 29.4 dB | 1.25 Hz | 29.1 dB |
| 1.6 Hz | 28.0 dB | 2 Hz | 28.4 dB |
| 2.5 Hz | 28.2 dB | 3.15 Hz | 28.1 dB |
| 4 Hz | 31.2 dB | 5 Hz | 30.9 dB |
| 6.3 Hz | 36.5 dB | 8 Hz | 36.8 dB |
| 10 Hz | 48.0 dB | 12.5 Hz | 46.2 dB |
| 16 Hz | 50.0 dB | 20 Hz | 42.2 dB |
| 25 Hz | 48.8 dB | 31.5 Hz | 46.2 dB |
| 40 Hz | 47.6 dB | 50 Hz | 52.1 dB |
| 63 Hz | 59.5 dB | 80 Hz | 51.5 dB |



| Sezione 1 Postazione P3 Misura 02 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 29.5 dB | 1.25 Hz | 28.2 dB |
| 1.6 Hz | 28.4 dB | 2 Hz | 27.7 dB |
| 2.5 Hz | 27.7 dB | 3.15 Hz | 27.5 dB |
| 4 Hz | 27.9 dB | 5 Hz | 30.9 dB |
| 6.3 Hz | 33.7 dB | 8 Hz | 41.8 dB |
| 10 Hz | 56.7 dB | 12.5 Hz | 52.6 dB |
| 16 Hz | 41.0 dB | 20 Hz | 45.4 dB |
| 25 Hz | 43.5 dB | 31.5 Hz | 43.9 dB |
| 40 Hz | 42.2 dB | 50 Hz | 53.3 dB |
| 63 Hz | 54.9 dB | 80 Hz | 51.6 dB |

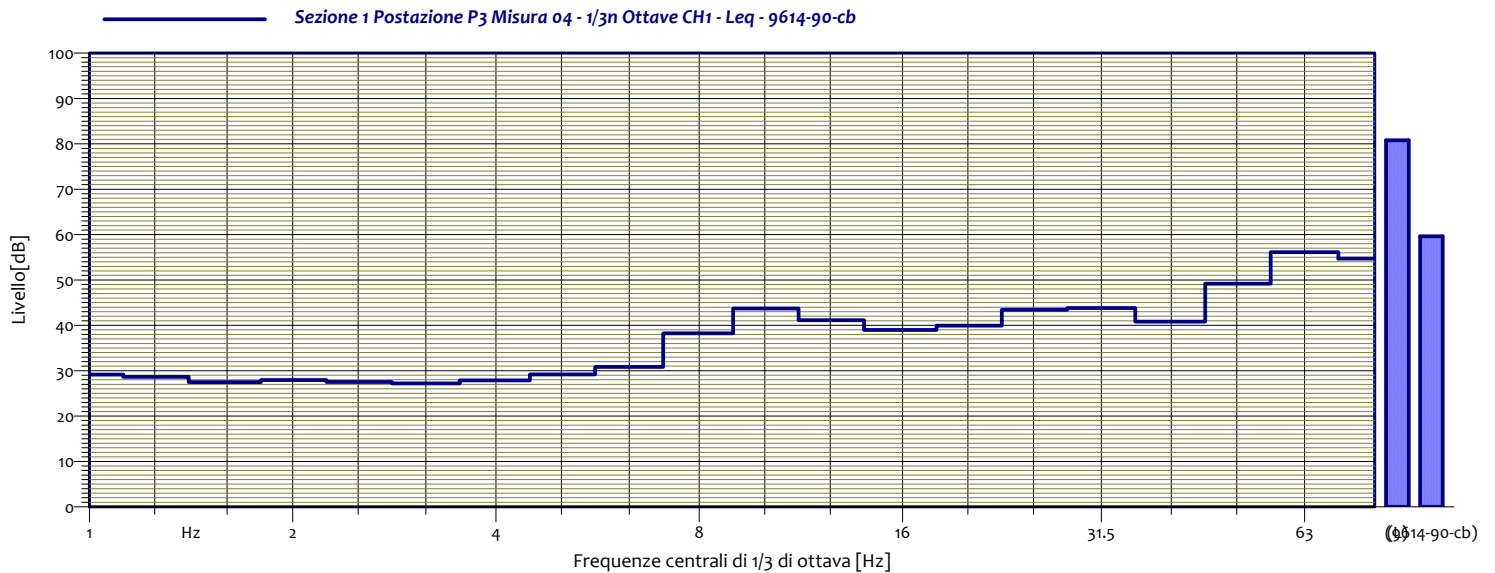
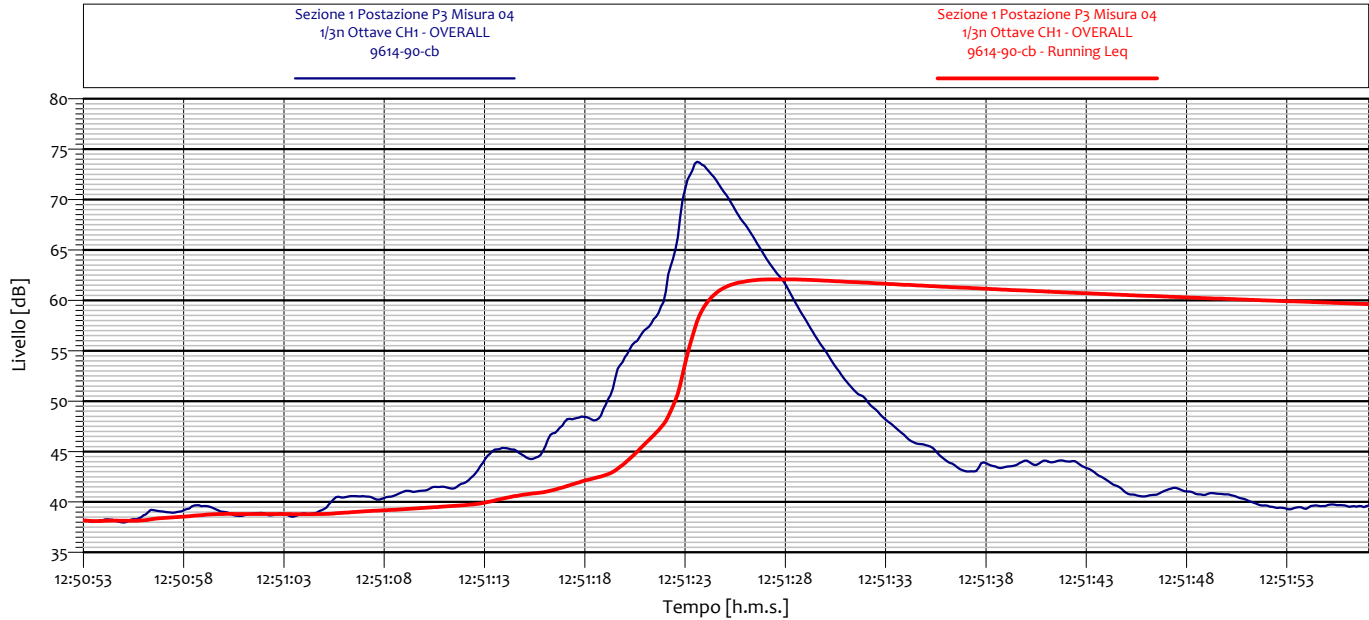


| Sezione 1 Postazione P3 Misura 03 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 29.0 dB | 1.25 Hz | 28.4 dB |
| 1.6 Hz | 28.3 dB | 2 Hz | 28.0 dB |
| 2.5 Hz | 27.7 dB | 3.15 Hz | 28.1 dB |
| 4 Hz | 28.9 dB | 5 Hz | 29.3 dB |
| 6.3 Hz | 31.6 dB | 8 Hz | 39.6 dB |
| 10 Hz | 50.3 dB | 12.5 Hz | 49.7 dB |
| 16 Hz | 39.3 dB | 20 Hz | 44.0 dB |
| 25 Hz | 43.6 dB | 31.5 Hz | 47.0 dB |
| 40 Hz | 46.8 dB | 50 Hz | 53.2 dB |
| 63 Hz | 55.9 dB | 80 Hz | 53.5 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



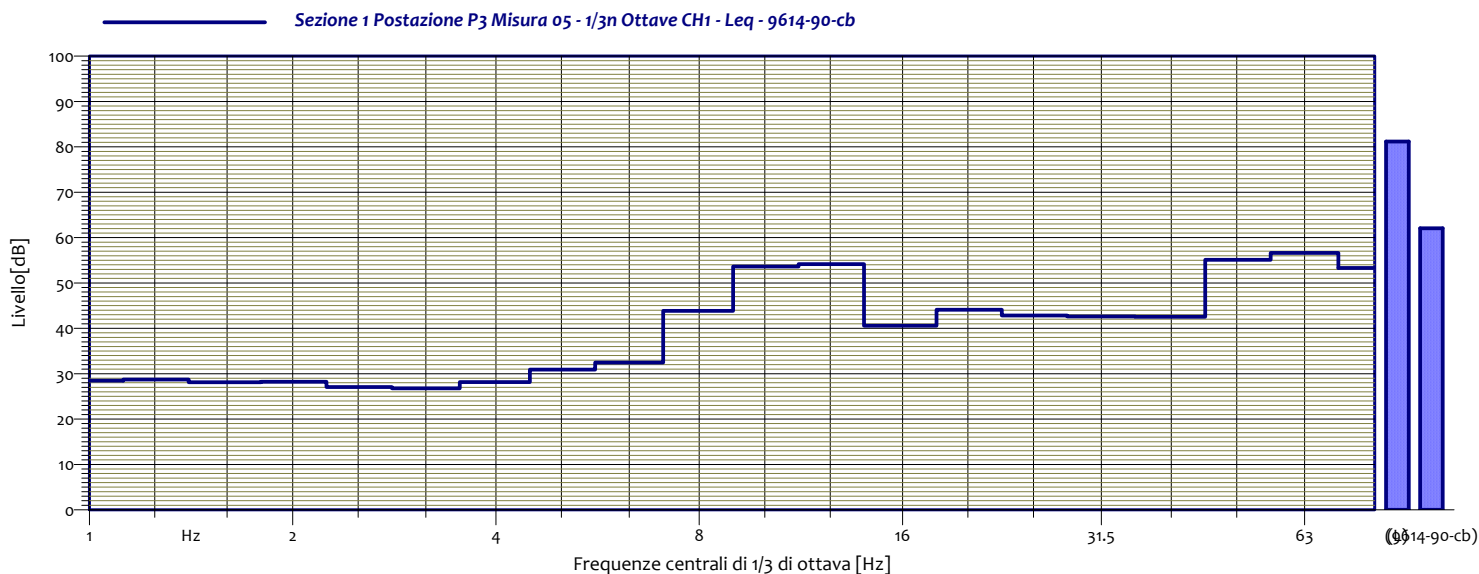
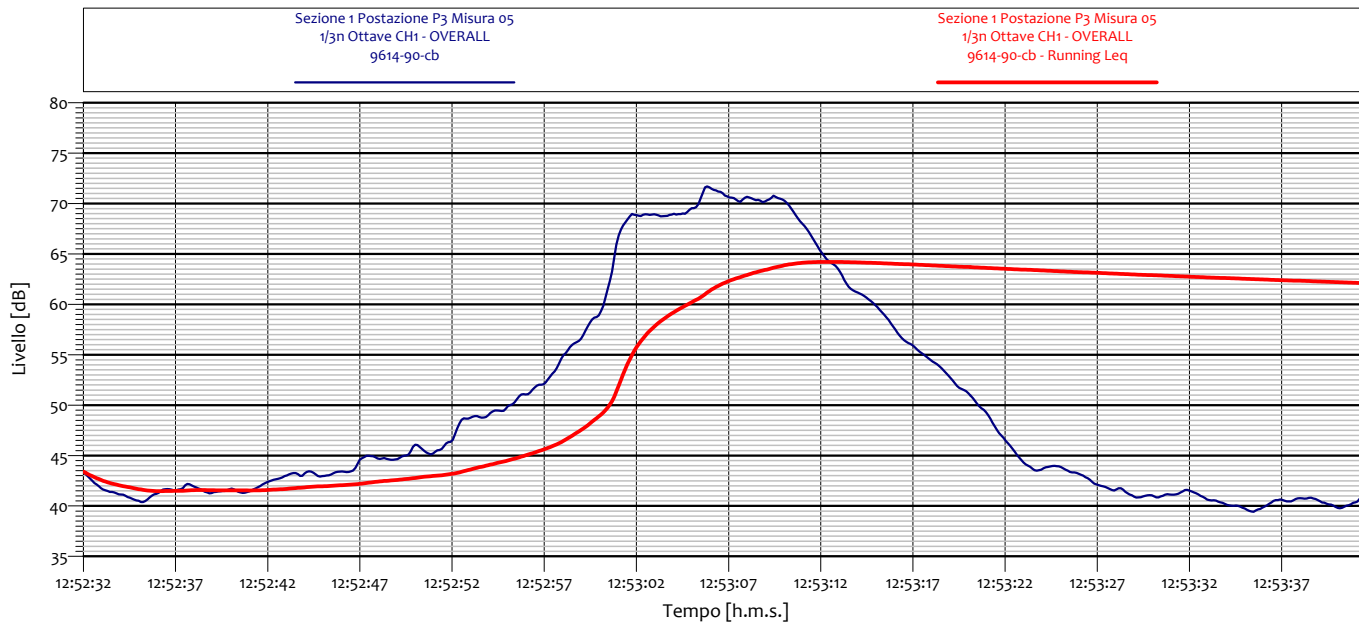
Sezione 1 Postazione P3 Misura 04
1/3n Ottave CH1 - Leq
9614-90-cb

| Hz | | Hz | |
|--------|---------|---------|---------|
| 1 Hz | 29.1 dB | 1.25 Hz | 28.7 dB |
| 1.6 Hz | 27.5 dB | 2 Hz | 28.0 dB |
| 2.5 Hz | 27.5 dB | 3.15 Hz | 27.2 dB |
| 4 Hz | 27.9 dB | 5 Hz | 29.2 dB |
| 6.3 Hz | 30.9 dB | 8 Hz | 38.3 dB |
| 10 Hz | 43.7 dB | 12.5 Hz | 41.2 dB |
| 16 Hz | 39.0 dB | 20 Hz | 40.0 dB |
| 25 Hz | 43.5 dB | 31.5 Hz | 43.8 dB |
| 40 Hz | 40.8 dB | 50 Hz | 49.2 dB |
| 63 Hz | 56.1 dB | 80 Hz | 54.8 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



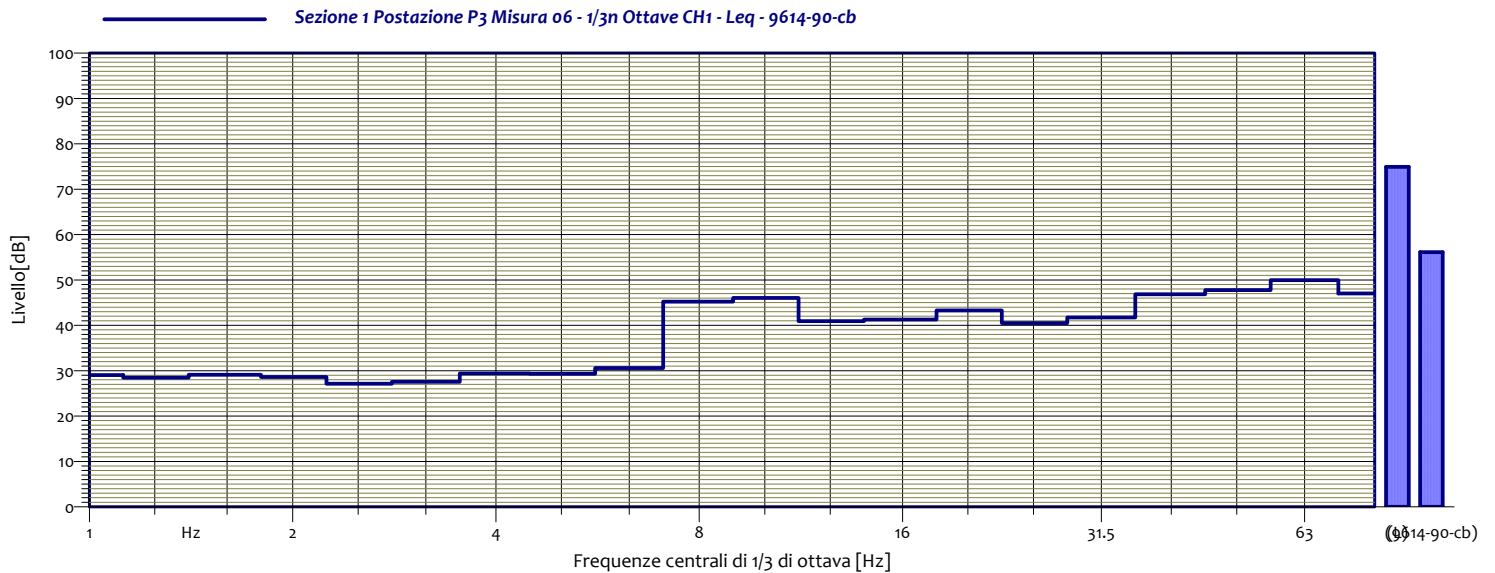
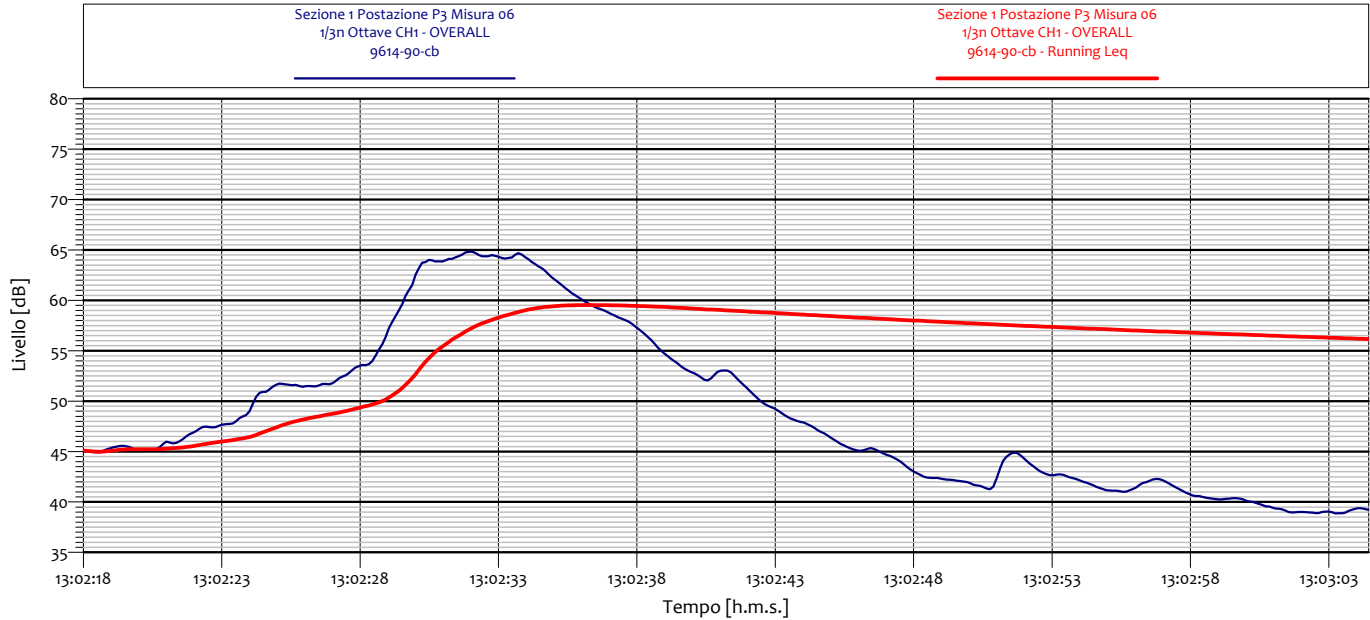
Sezione 1 Postazione P3 Misura 05
1/3n Ottave CH1 - Leq
9614-90-cb

| Hz | dB | Hz | dB |
|--------|---------|---------|---------|
| 1 Hz | 28.5 dB | 1.25 Hz | 28.7 dB |
| 1.6 Hz | 28.1 dB | 2 Hz | 28.2 dB |
| 2.5 Hz | 27.1 dB | 3.15 Hz | 26.8 dB |
| 4 Hz | 28.2 dB | 5 Hz | 30.9 dB |
| 6.3 Hz | 32.5 dB | 8 Hz | 43.9 dB |
| 10 Hz | 53.7 dB | 12.5 Hz | 54.2 dB |
| 16 Hz | 40.6 dB | 20 Hz | 44.1 dB |
| 25 Hz | 42.8 dB | 31.5 Hz | 42.7 dB |
| 40 Hz | 42.5 dB | 50 Hz | 55.1 dB |
| 63 Hz | 56.6 dB | 80 Hz | 53.3 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

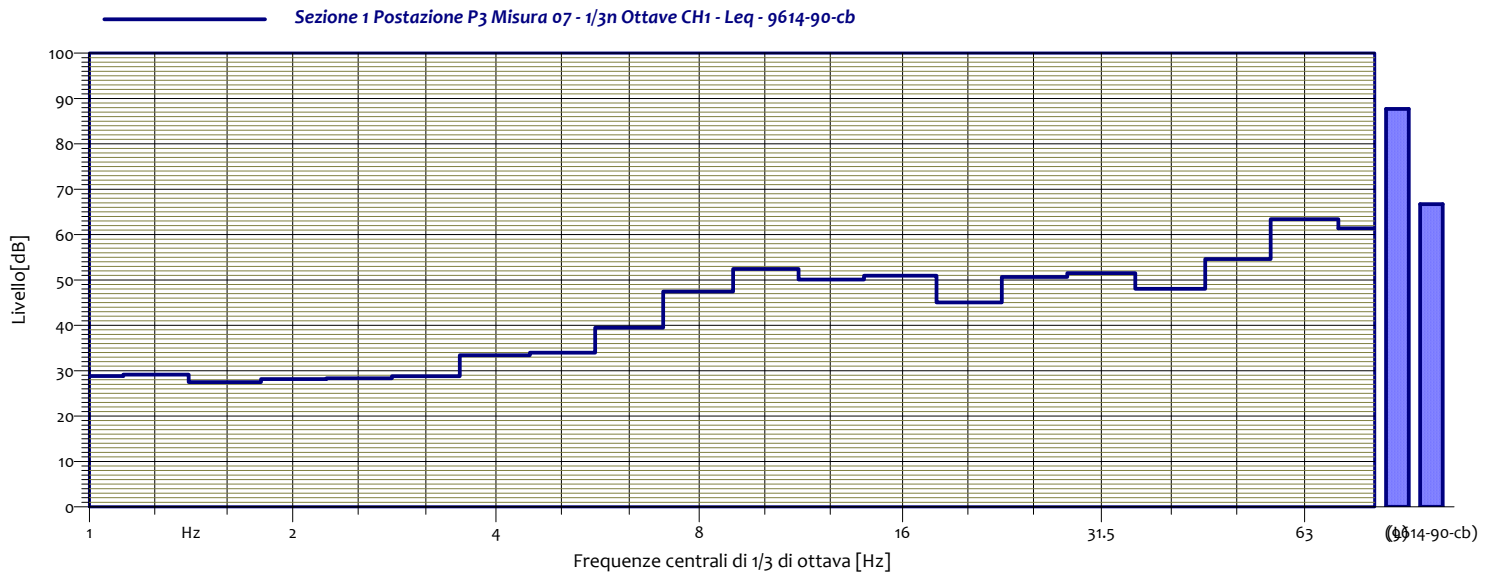
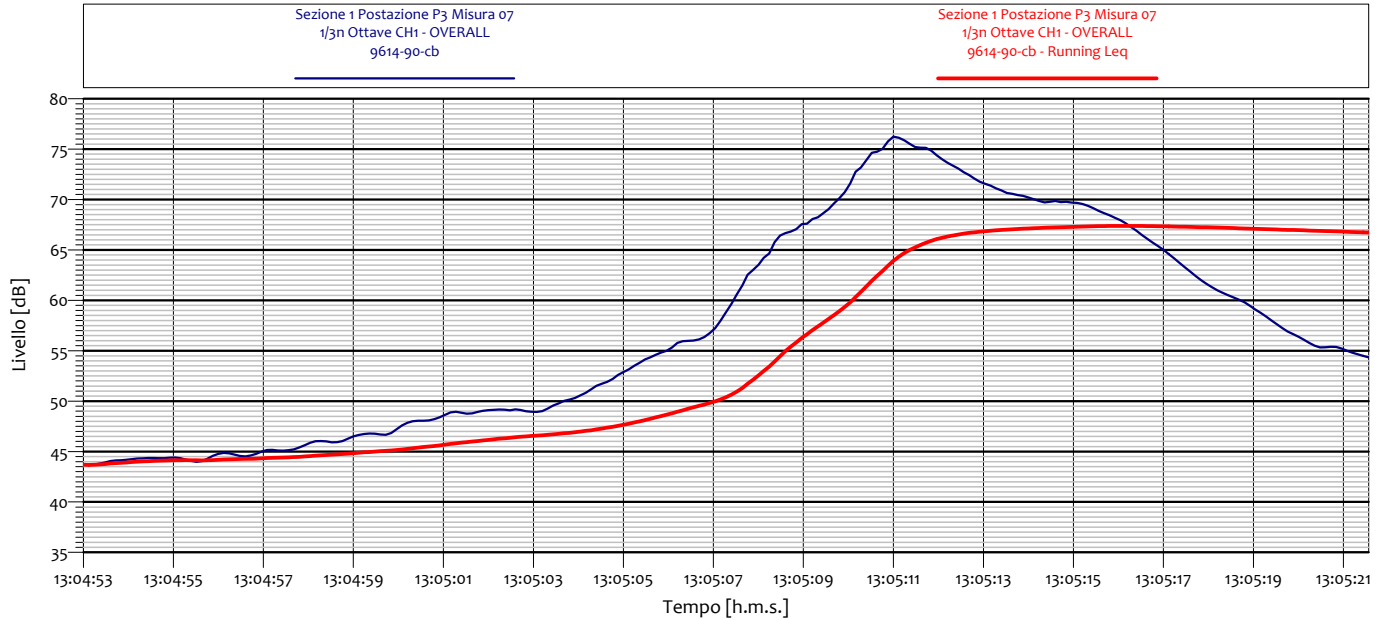


| Sezione 1 Postazione P3 Misura o6 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 29.1 dB | 1.25 Hz | 28.5 dB |
| 1.6 Hz | 29.1 dB | 2 Hz | 28.6 dB |
| 2.5 Hz | 27.1 dB | 3.15 Hz | 27.6 dB |
| 4 Hz | 29.4 dB | 5 Hz | 29.3 dB |
| 6.3 Hz | 30.6 dB | 8 Hz | 45.3 dB |
| 10 Hz | 46.0 dB | 12.5 Hz | 41.0 dB |
| 16 Hz | 41.3 dB | 20 Hz | 43.3 dB |
| 25 Hz | 40.5 dB | 31.5 Hz | 41.7 dB |
| 40 Hz | 46.9 dB | 50 Hz | 47.8 dB |
| 63 Hz | 50.0 dB | 80 Hz | 47.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

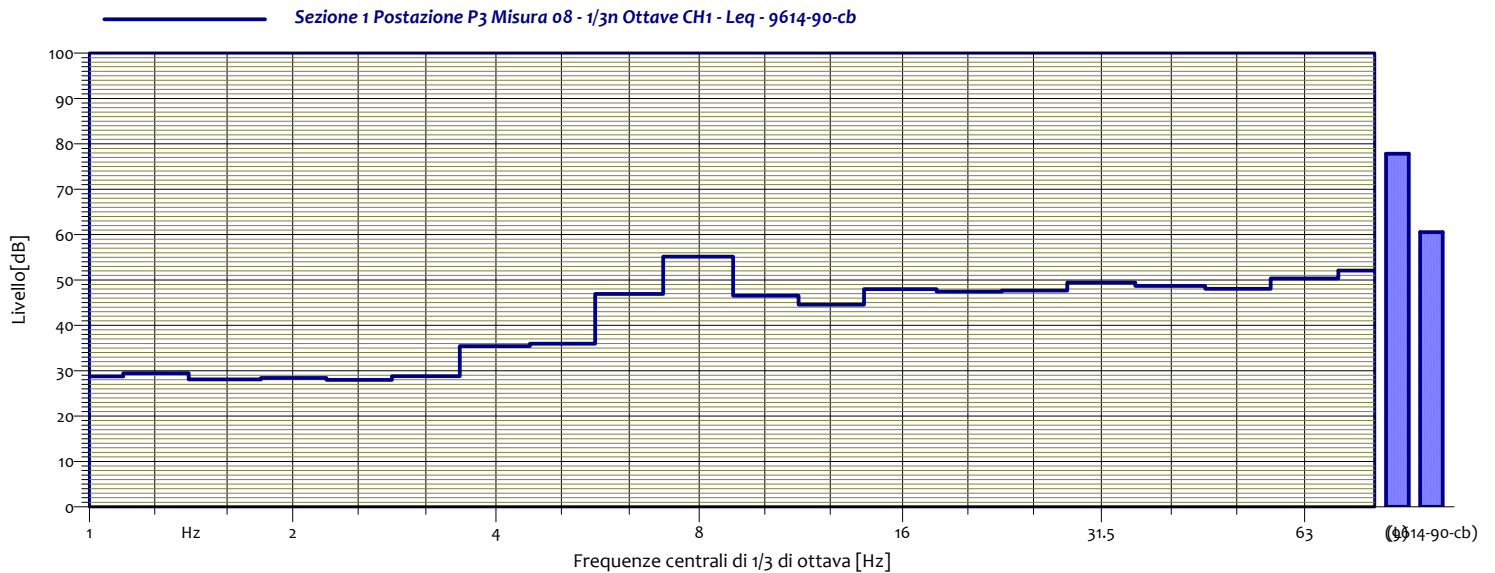
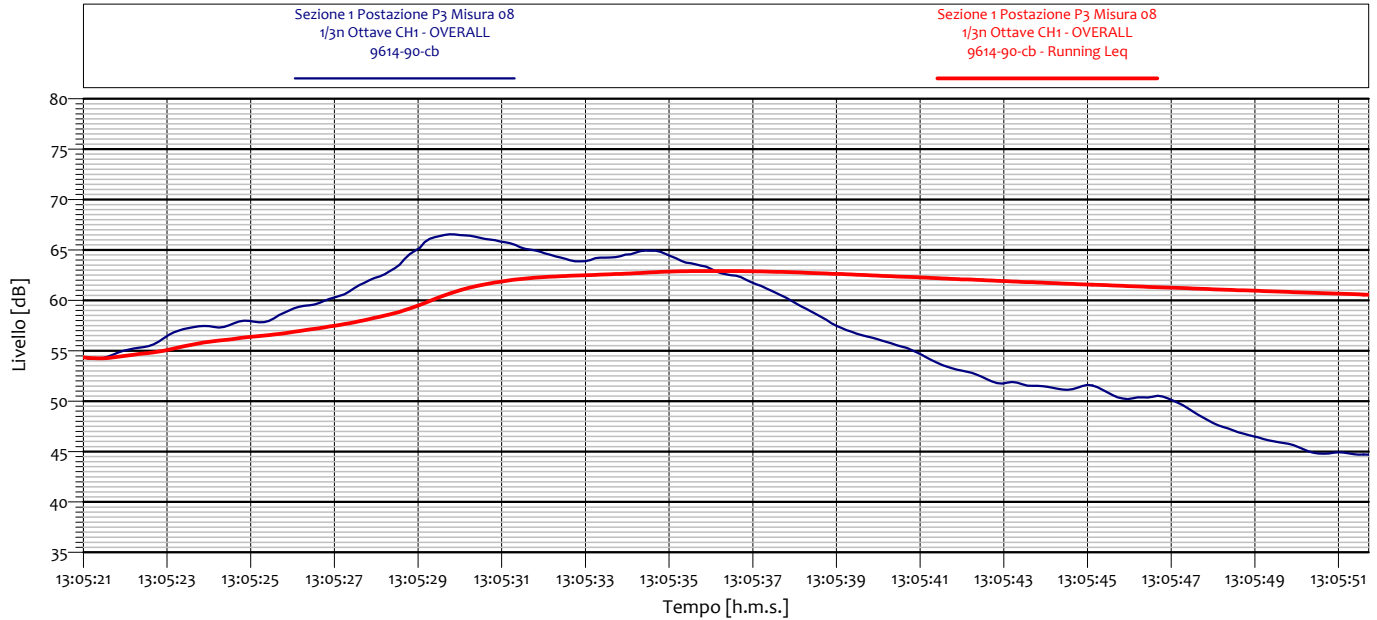


| Sezione 1 Postazione P3 Misura 07 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.8 dB | 1.25 Hz | 29.2 dB |
| 1.6 Hz | 27.5 dB | 2 Hz | 28.2 dB |
| 2.5 Hz | 28.3 dB | 3.15 Hz | 28.8 dB |
| 4 Hz | 33.4 dB | 5 Hz | 34.0 dB |
| 6.3 Hz | 39.5 dB | 8 Hz | 47.5 dB |
| 10 Hz | 52.4 dB | 12.5 Hz | 50.1 dB |
| 16 Hz | 50.9 dB | 20 Hz | 45.1 dB |
| 25 Hz | 50.7 dB | 31.5 Hz | 51.5 dB |
| 40 Hz | 48.0 dB | 50 Hz | 54.6 dB |
| 63 Hz | 63.4 dB | 80 Hz | 61.4 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

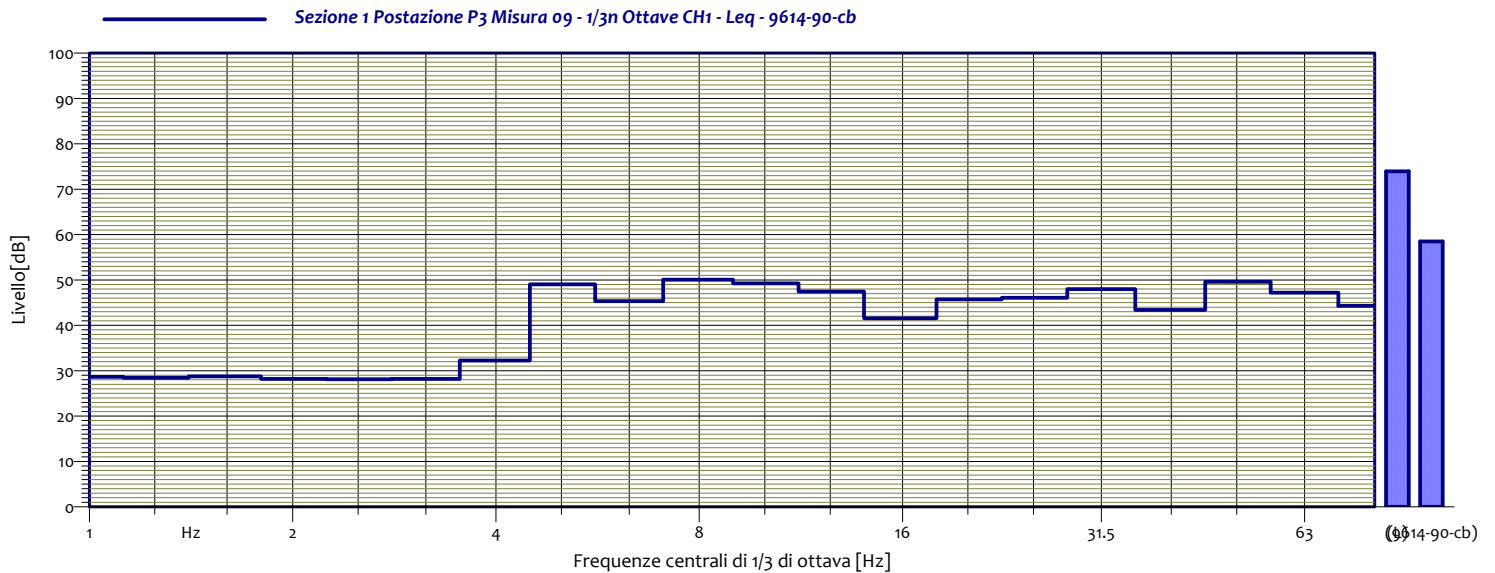
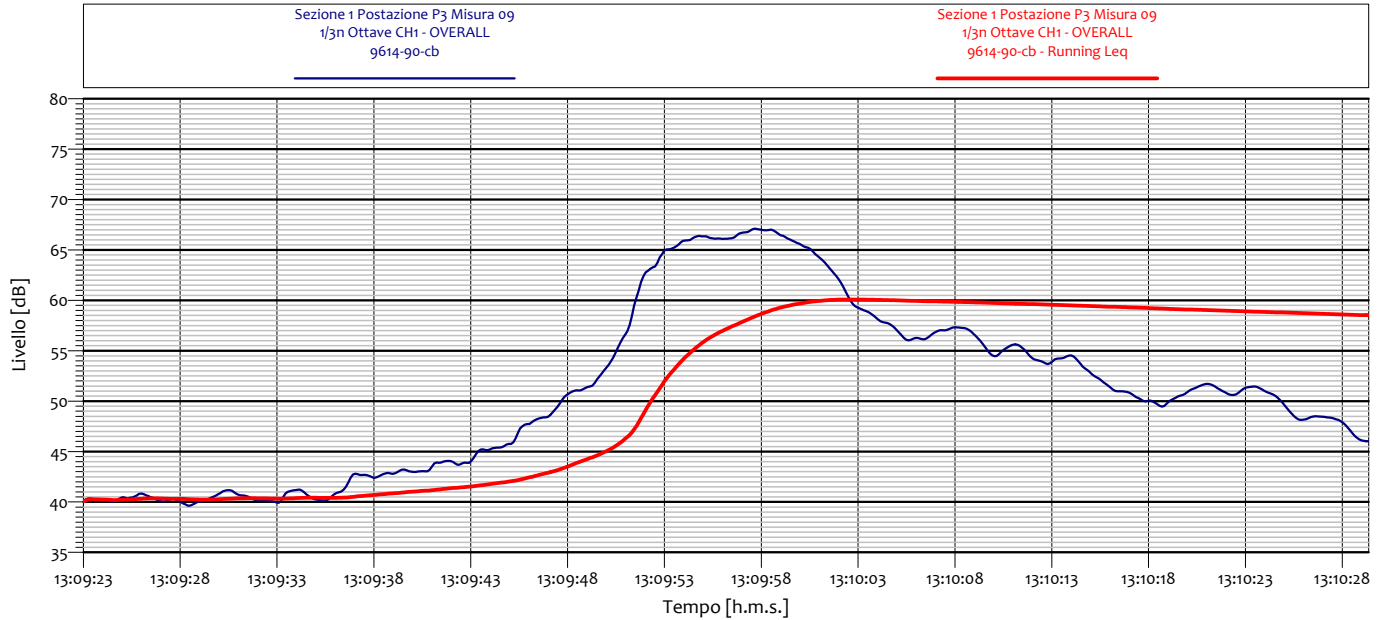


| Sezione 1 Postazione P3 Misura o8 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.8 dB | 1.25 Hz | 29.5 dB |
| 1.6 Hz | 28.1 dB | 2 Hz | 28.4 dB |
| 2.5 Hz | 28.0 dB | 3.15 Hz | 28.8 dB |
| 4 Hz | 35.4 dB | 5 Hz | 36.0 dB |
| 6.3 Hz | 46.9 dB | 8 Hz | 55.2 dB |
| 10 Hz | 46.5 dB | 12.5 Hz | 44.6 dB |
| 16 Hz | 48.0 dB | 20 Hz | 47.5 dB |
| 25 Hz | 47.7 dB | 31.5 Hz | 49.4 dB |
| 40 Hz | 48.7 dB | 50 Hz | 48.1 dB |
| 63 Hz | 50.3 dB | 80 Hz | 52.1 dB |

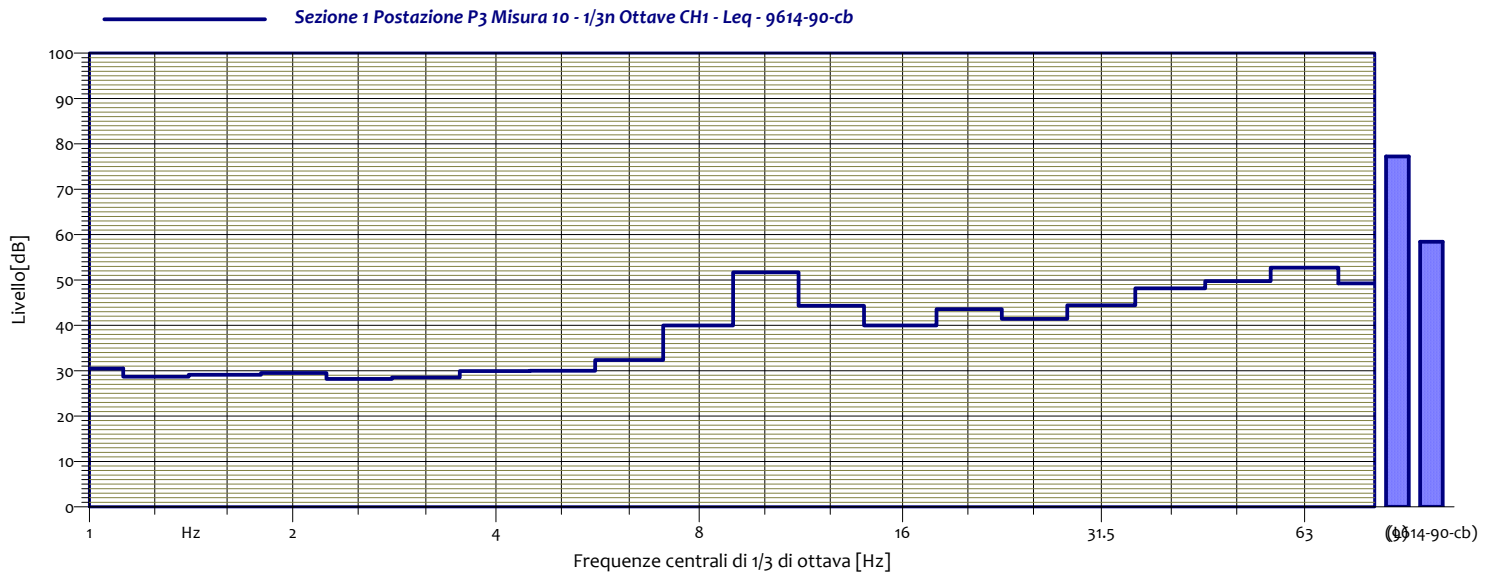
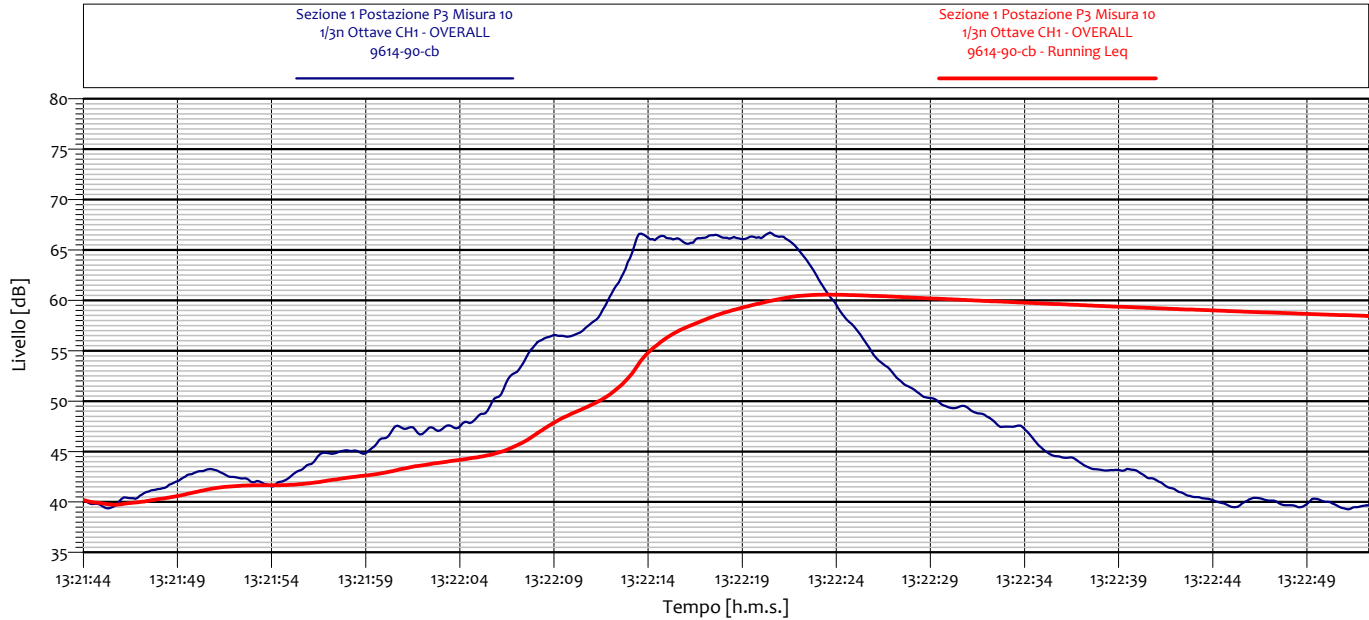


CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

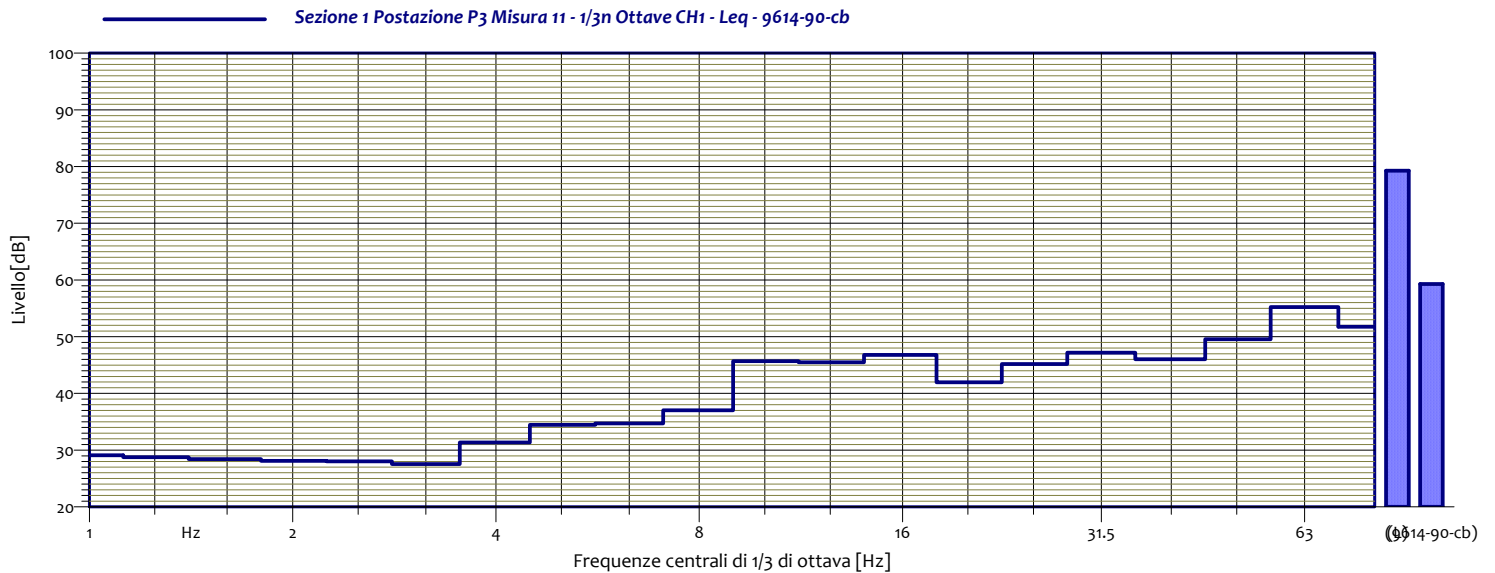
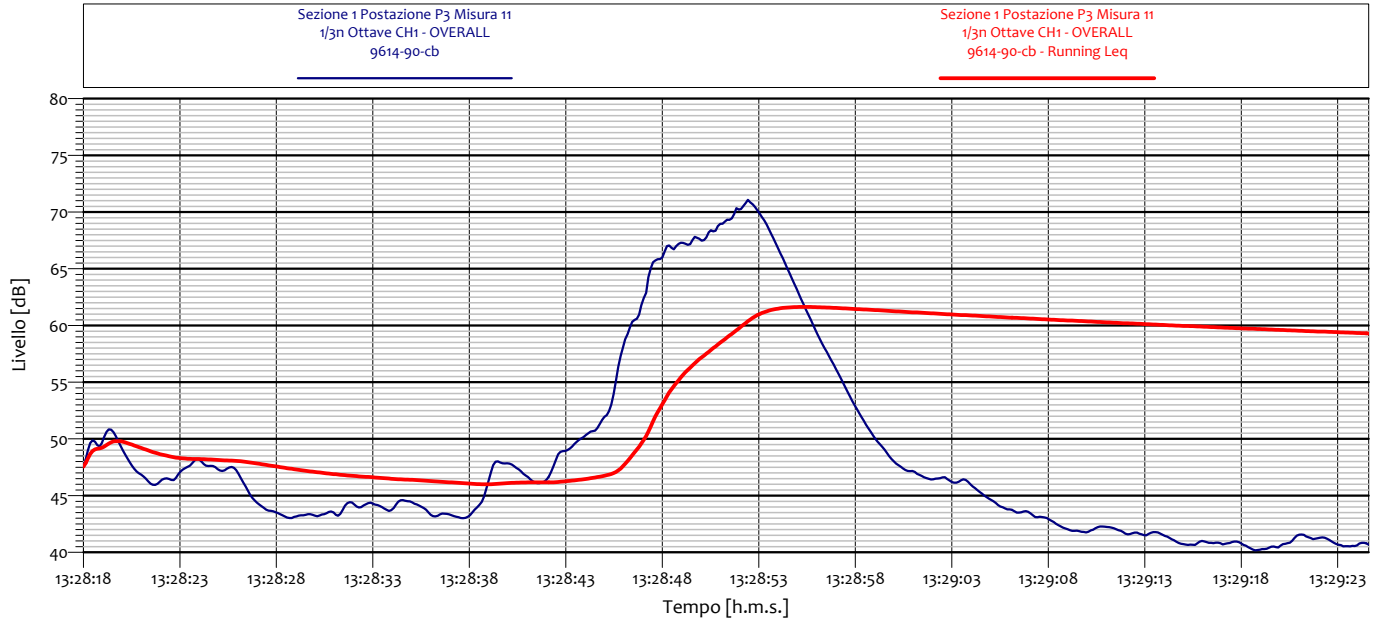
Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P3 Misura 09 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.6 dB | 1.25 Hz | 28.4 dB |
| 1.6 Hz | 28.8 dB | 2 Hz | 28.2 dB |
| 2.5 Hz | 28.1 dB | 3.15 Hz | 28.2 dB |
| 4 Hz | 32.2 dB | 5 Hz | 49.0 dB |
| 6.3 Hz | 45.3 dB | 8 Hz | 50.1 dB |
| 10 Hz | 49.2 dB | 12.5 Hz | 47.5 dB |
| 16 Hz | 41.6 dB | 20 Hz | 45.7 dB |
| 25 Hz | 46.1 dB | 31.5 Hz | 48.0 dB |
| 40 Hz | 43.4 dB | 50 Hz | 49.6 dB |
| 63 Hz | 47.2 dB | 80 Hz | 44.3 dB |



| Sezione 1 Postazione P3 Misura 10 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 30.5 dB | 1.25 Hz | 28.7 dB |
| 1.6 Hz | 29.1 dB | 2 Hz | 29.5 dB |
| 2.5 Hz | 28.2 dB | 3.15 Hz | 28.5 dB |
| 4 Hz | 29.9 dB | 5 Hz | 30.0 dB |
| 6.3 Hz | 32.3 dB | 8 Hz | 40.0 dB |
| 10 Hz | 51.7 dB | 12.5 Hz | 44.3 dB |
| 16 Hz | 40.0 dB | 20 Hz | 43.6 dB |
| 25 Hz | 41.4 dB | 31.5 Hz | 44.4 dB |
| 40 Hz | 48.2 dB | 50 Hz | 49.8 dB |
| 63 Hz | 52.7 dB | 80 Hz | 49.2 dB |

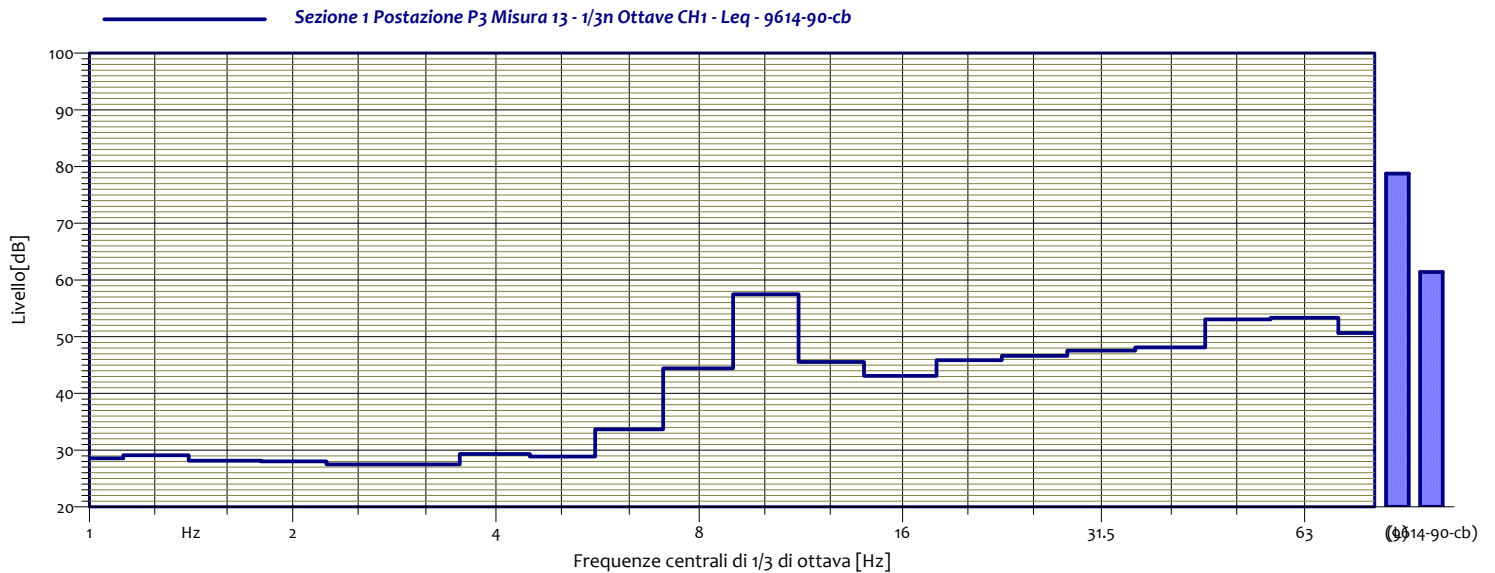
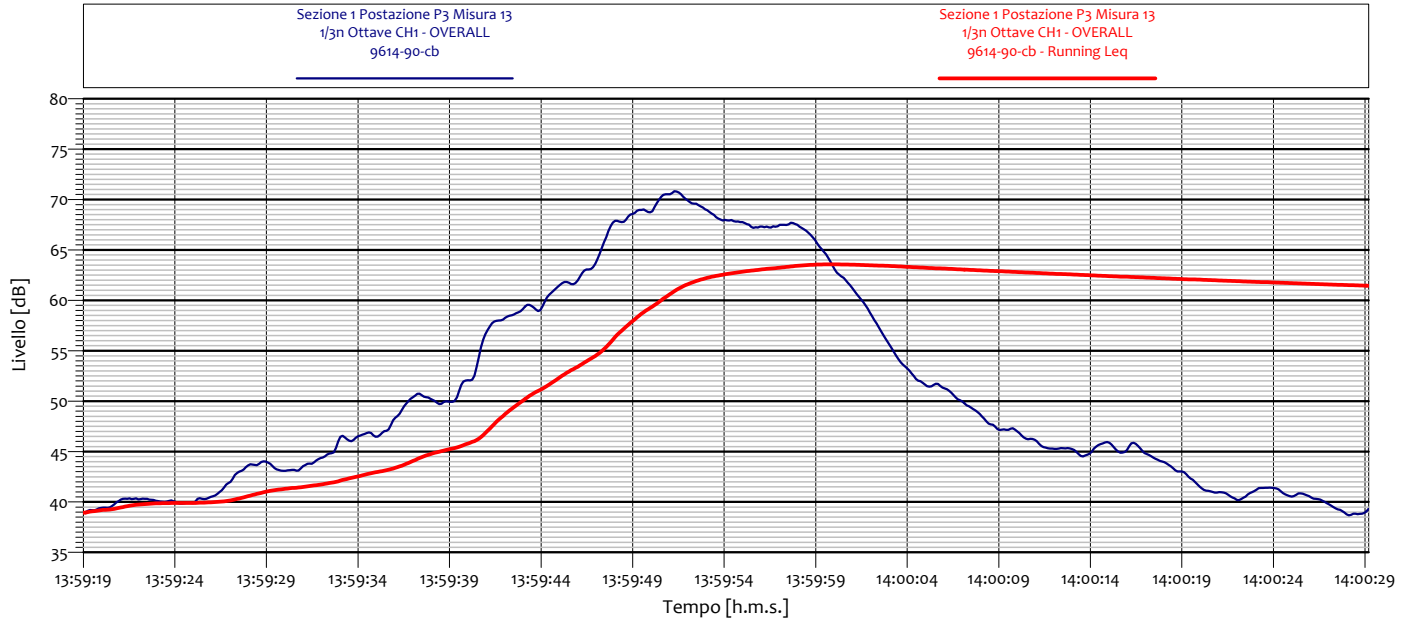


| Sezione 1 Postazione P3 Misura 11 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 29.1 dB | 1.25 Hz | 28.7 dB |
| 1.6 Hz | 28.4 dB | 2 Hz | 28.1 dB |
| 2.5 Hz | 28.0 dB | 3.15 Hz | 27.6 dB |
| 4 Hz | 31.3 dB | 5 Hz | 34.5 dB |
| 6.3 Hz | 34.7 dB | 8 Hz | 37.0 dB |
| 10 Hz | 45.7 dB | 12.5 Hz | 45.5 dB |
| 16 Hz | 46.8 dB | 20 Hz | 42.0 dB |
| 25 Hz | 45.2 dB | 31.5 Hz | 47.2 dB |
| 40 Hz | 46.0 dB | 50 Hz | 49.6 dB |
| 63 Hz | 55.2 dB | 80 Hz | 51.8 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

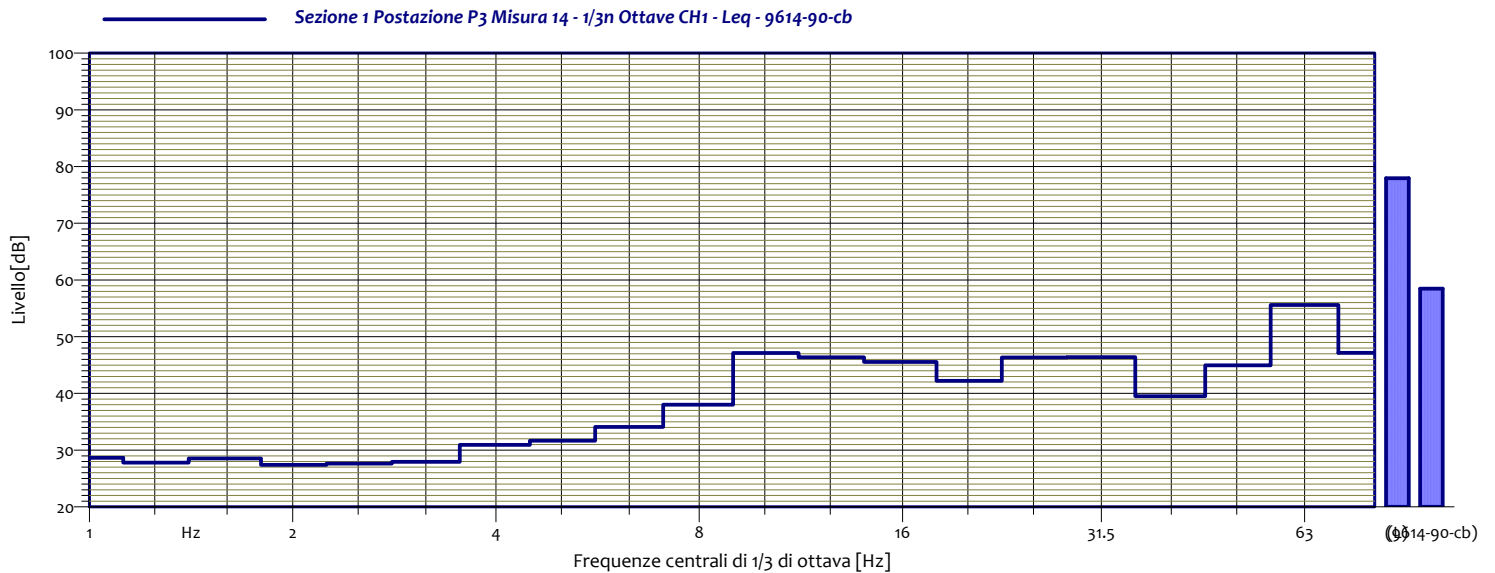
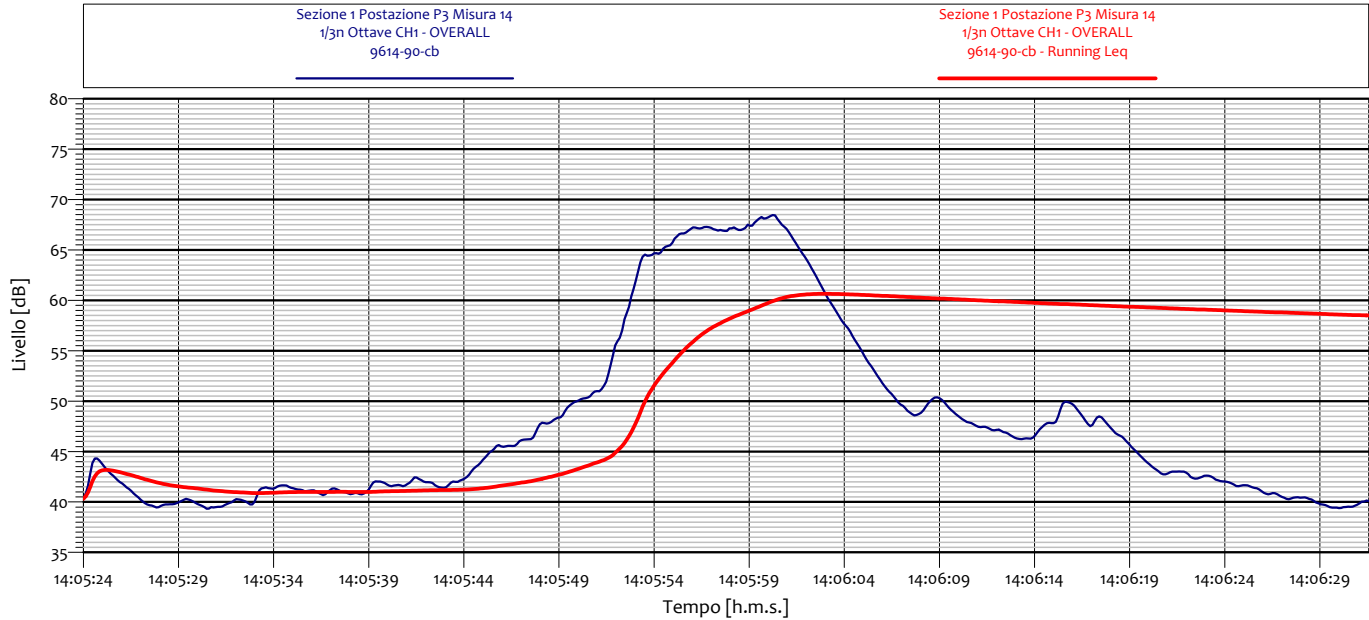


| Sezione 1 Postazione P3 Misura 13 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.6 dB | 1.25 Hz | 29.1 dB |
| 1.6 Hz | 28.2 dB | 2 Hz | 28.0 dB |
| 2.5 Hz | 27.5 dB | 3.15 Hz | 27.5 dB |
| 4 Hz | 29.3 dB | 5 Hz | 28.9 dB |
| 6.3 Hz | 33.7 dB | 8 Hz | 44.4 dB |
| 10 Hz | 57.5 dB | 12.5 Hz | 45.6 dB |
| 16 Hz | 43.1 dB | 20 Hz | 45.9 dB |
| 25 Hz | 46.6 dB | 31.5 Hz | 47.6 dB |
| 40 Hz | 48.1 dB | 50 Hz | 53.1 dB |
| 63 Hz | 53.3 dB | 80 Hz | 50.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

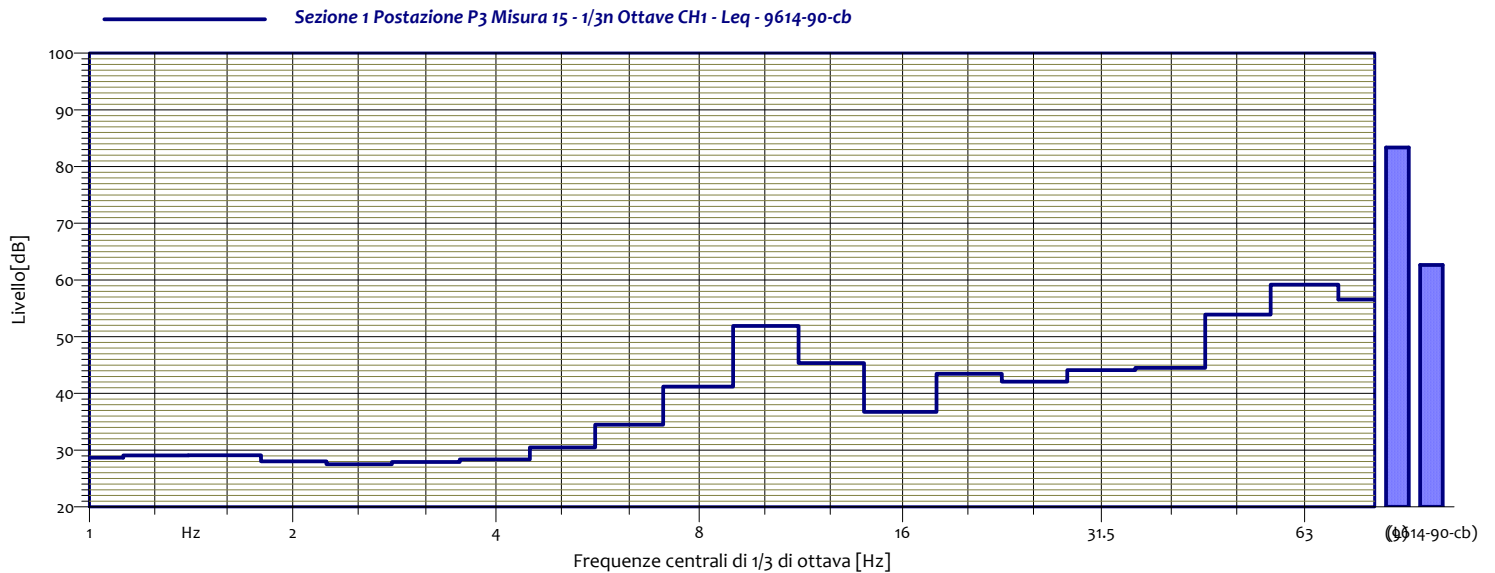
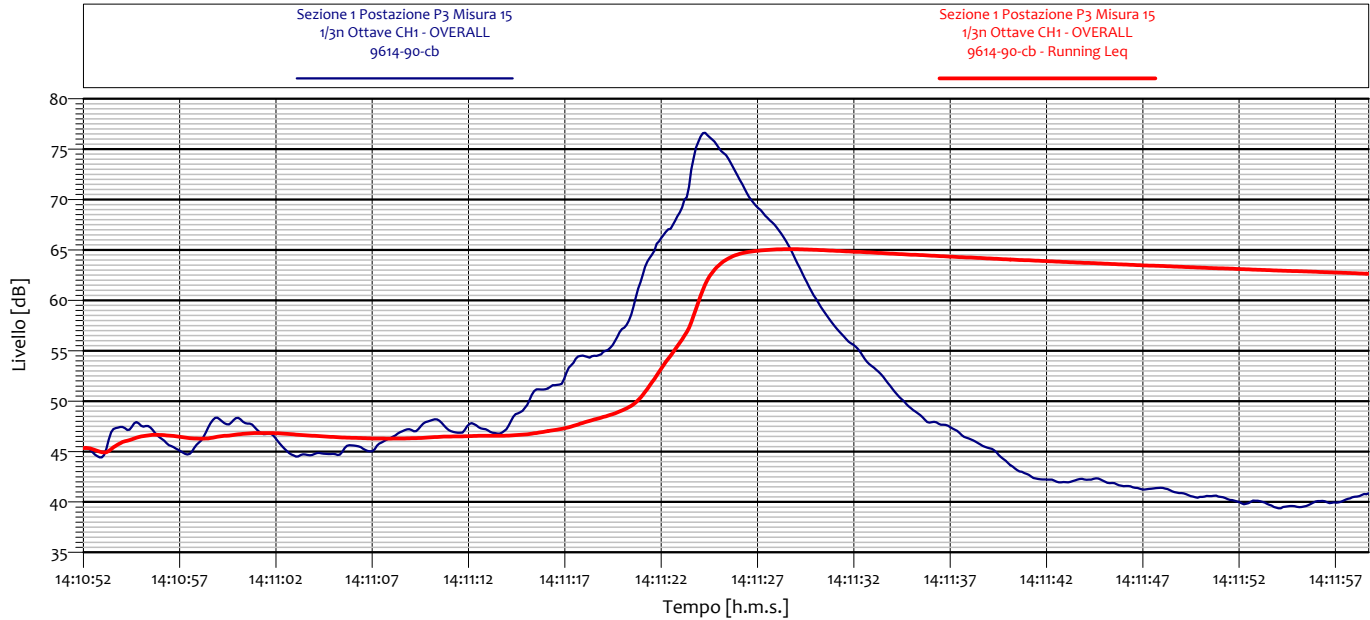


| Sezione 1 Postazione P3 Misura 14 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.6 dB | 1.25 Hz | 27.8 dB |
| 1.6 Hz | 28.5 dB | 2 Hz | 27.4 dB |
| 2.5 Hz | 27.6 dB | 3.15 Hz | 27.9 dB |
| 4 Hz | 31.0 dB | 5 Hz | 31.7 dB |
| 6.3 Hz | 34.1 dB | 8 Hz | 38.0 dB |
| 10 Hz | 47.1 dB | 12.5 Hz | 46.4 dB |
| 16 Hz | 45.6 dB | 20 Hz | 42.2 dB |
| 25 Hz | 46.3 dB | 31.5 Hz | 46.4 dB |
| 40 Hz | 39.5 dB | 50 Hz | 45.0 dB |
| 63 Hz | 55.6 dB | 80 Hz | 47.2 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

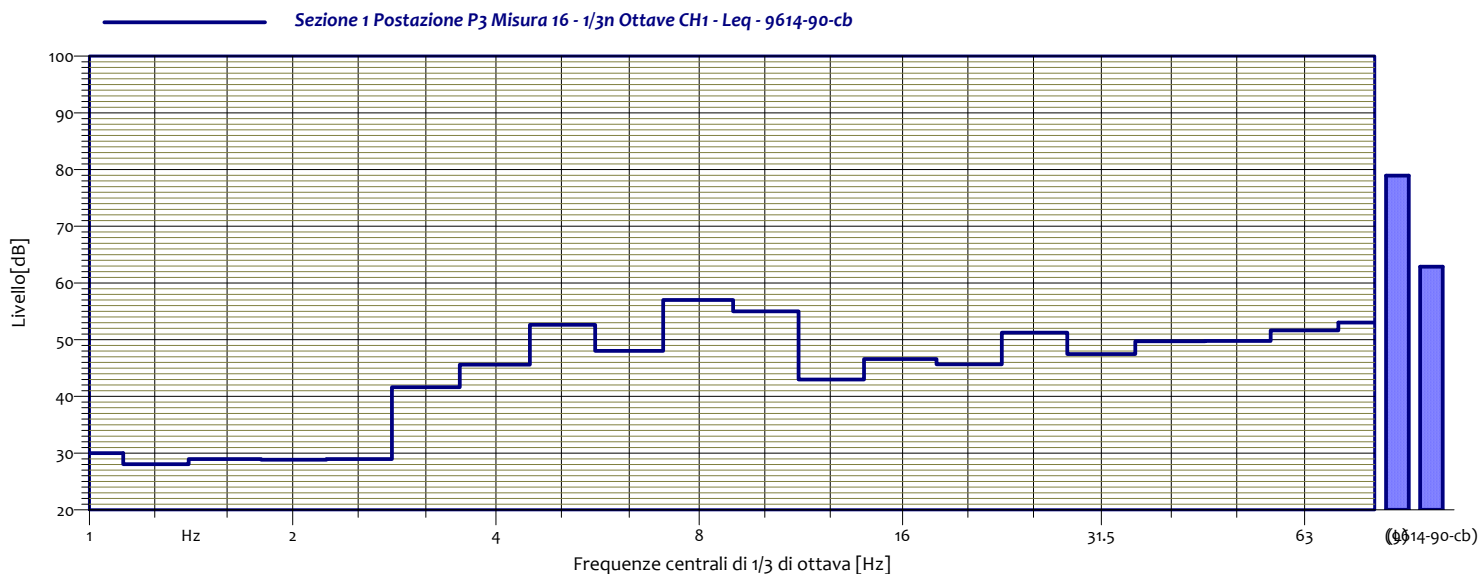
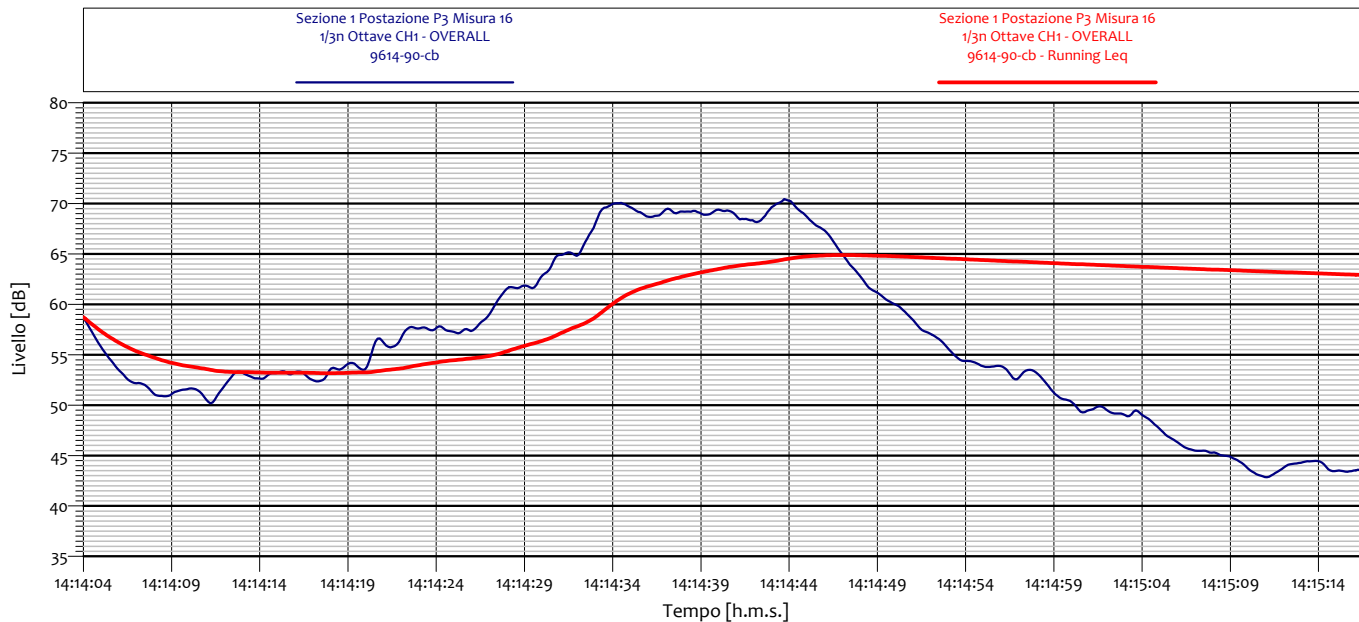


| Sezione 1 Postazione P3 Misura 15 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.7 dB | 1.25 Hz | 29.1 dB |
| 1.6 Hz | 29.1 dB | 2 Hz | 28.0 dB |
| 2.5 Hz | 27.5 dB | 3.15 Hz | 27.9 dB |
| 4 Hz | 28.3 dB | 5 Hz | 30.5 dB |
| 6.3 Hz | 34.5 dB | 8 Hz | 41.2 dB |
| 10 Hz | 51.9 dB | 12.5 Hz | 45.4 dB |
| 16 Hz | 36.8 dB | 20 Hz | 43.5 dB |
| 25 Hz | 42.1 dB | 31.5 Hz | 44.1 dB |
| 40 Hz | 44.5 dB | 50 Hz | 53.9 dB |
| 63 Hz | 59.2 dB | 80 Hz | 56.6 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

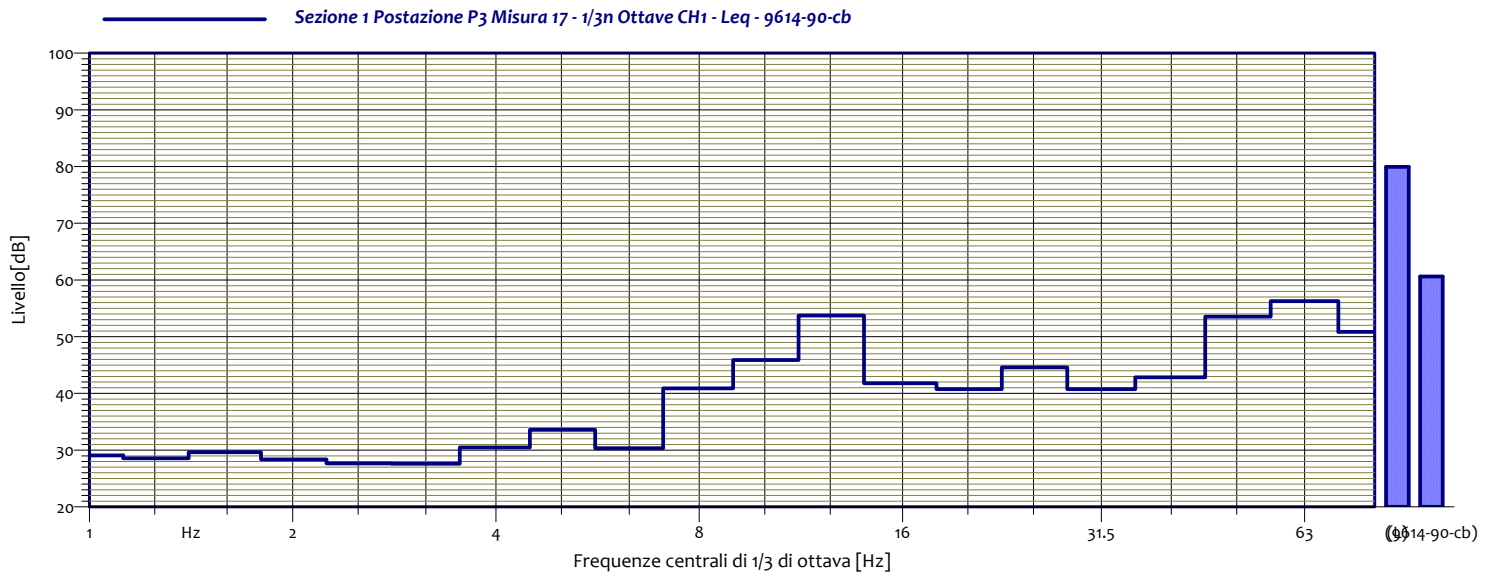
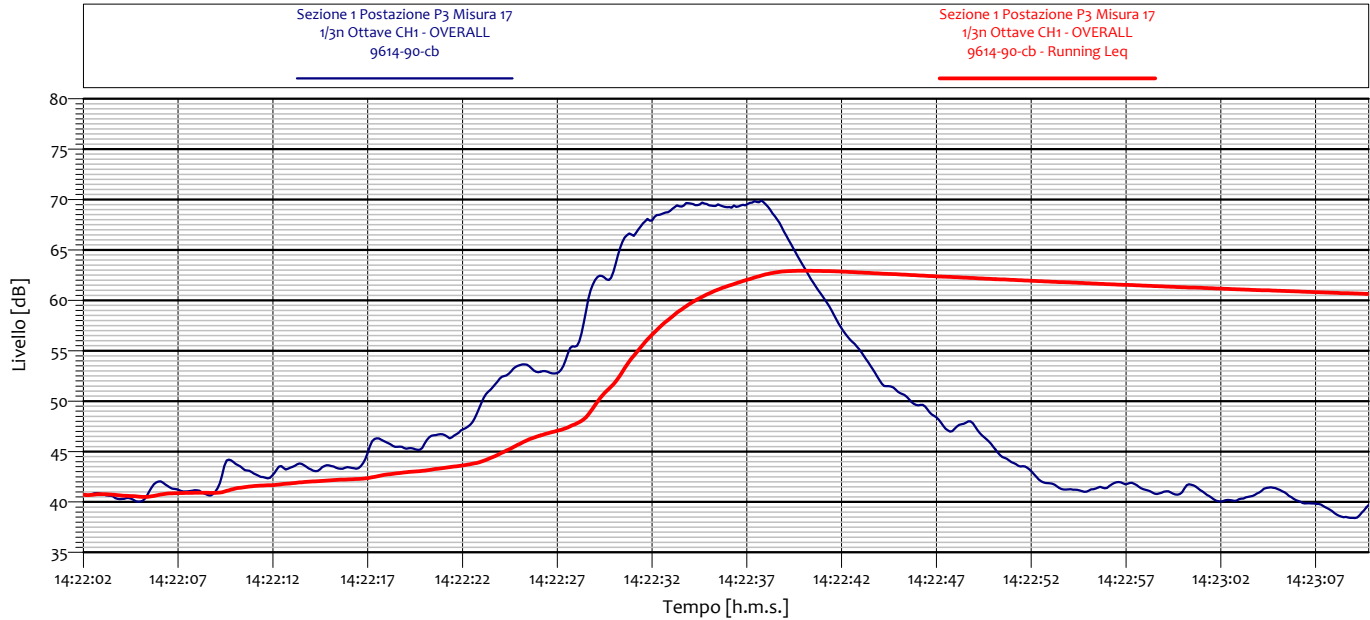


| Sezione 1 Postazione P3 Misura 16 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 30.0 dB | 1.25 Hz | 28.1 dB |
| 1.6 Hz | 29.0 dB | 2 Hz | 28.8 dB |
| 2.5 Hz | 29.0 dB | 3.15 Hz | 41.7 dB |
| 4 Hz | 45.6 dB | 5 Hz | 52.6 dB |
| 6.3 Hz | 48.0 dB | 8 Hz | 57.0 dB |
| 10 Hz | 55.0 dB | 12.5 Hz | 43.0 dB |
| 16 Hz | 46.6 dB | 20 Hz | 45.7 dB |
| 25 Hz | 51.3 dB | 31.5 Hz | 47.5 dB |
| 40 Hz | 49.7 dB | 50 Hz | 49.8 dB |
| 63 Hz | 51.7 dB | 80 Hz | 53.0 dB |

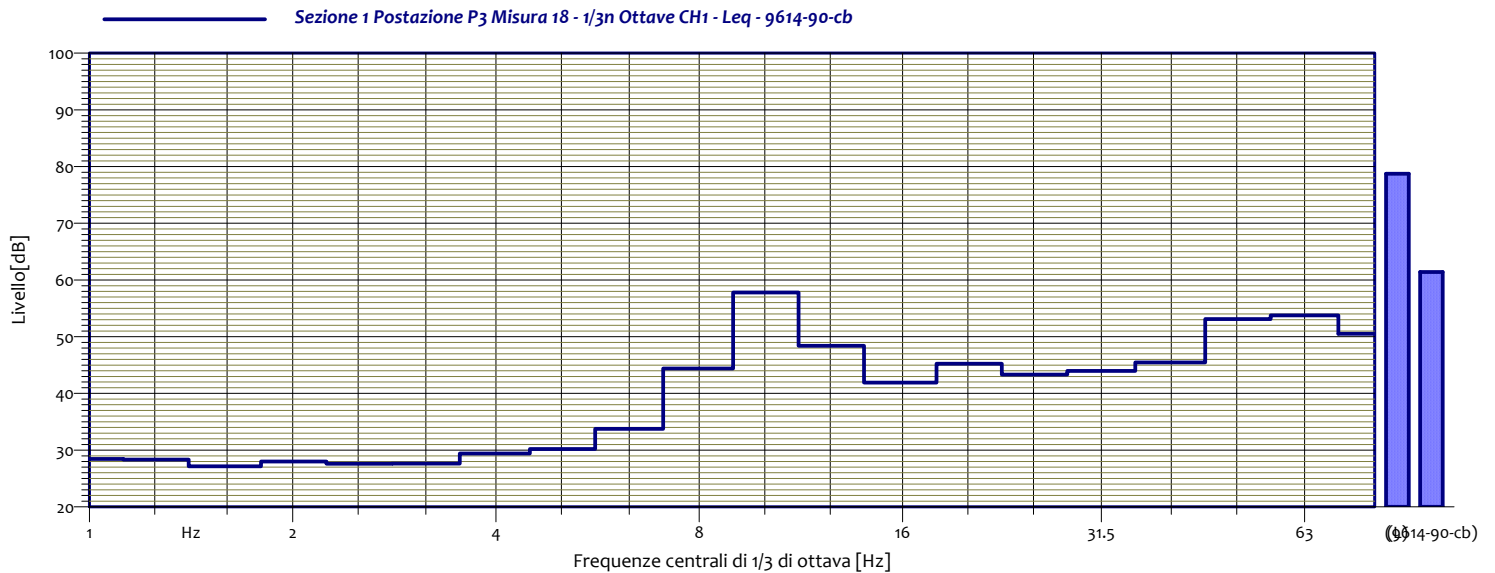
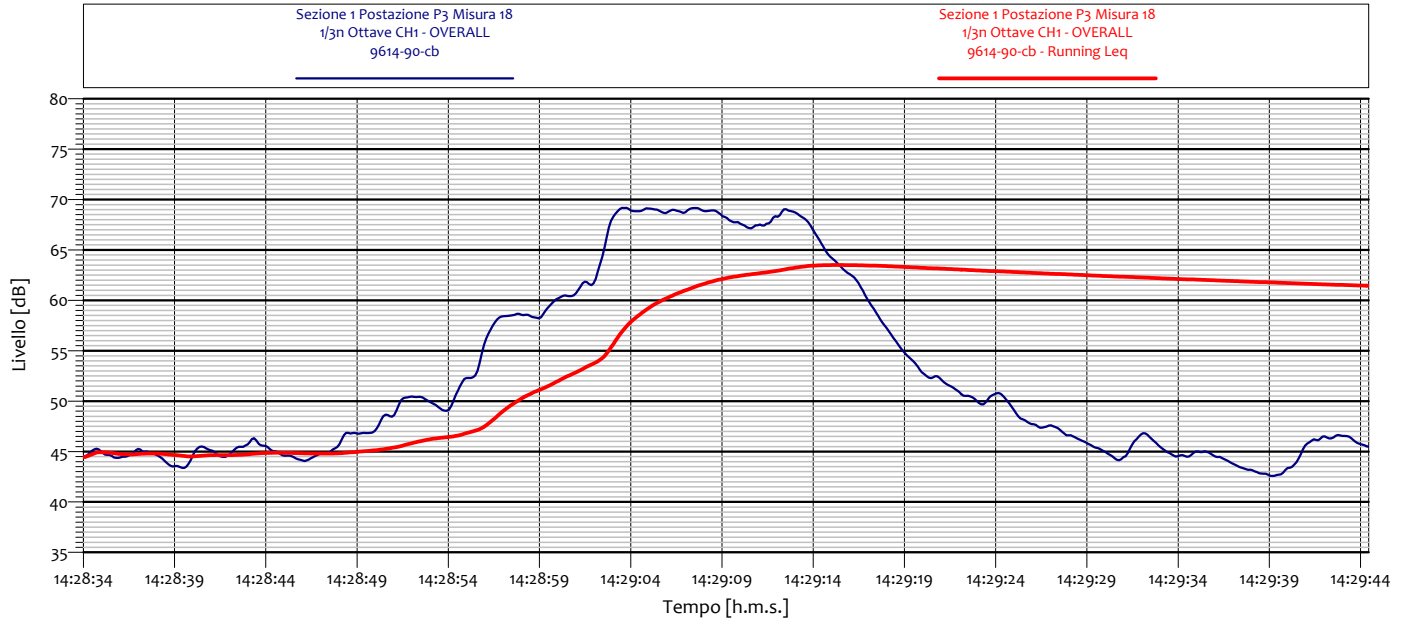


**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

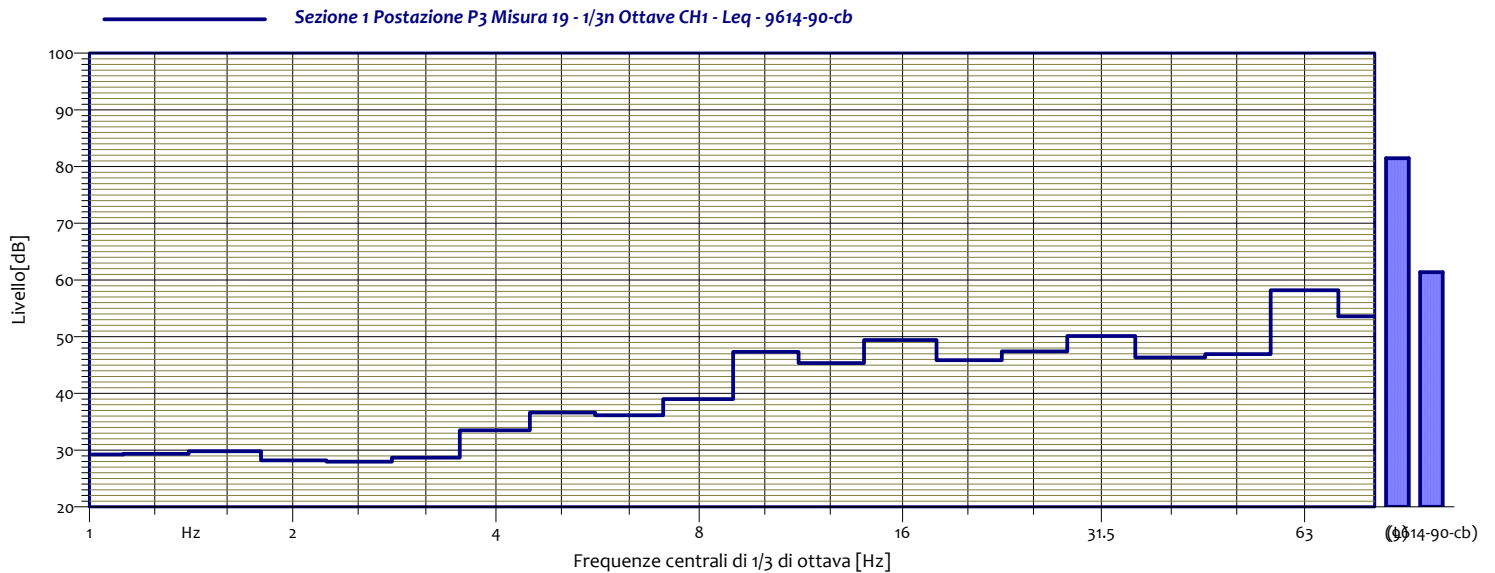
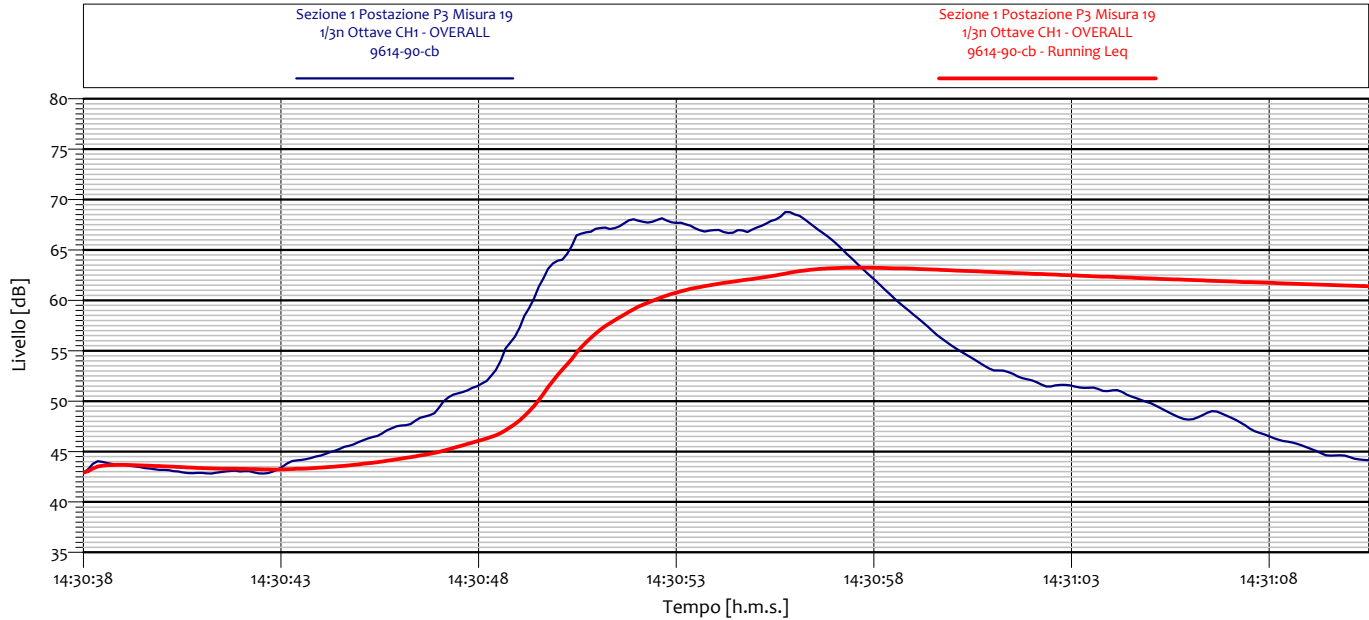
Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P3 Misura 17 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 29.1 dB | 1.25 Hz | 28.6 dB |
| 1.6 Hz | 29.6 dB | 2 Hz | 28.4 dB |
| 2.5 Hz | 27.7 dB | 3.15 Hz | 27.6 dB |
| 4 Hz | 30.5 dB | 5 Hz | 33.6 dB |
| 6.3 Hz | 30.3 dB | 8 Hz | 40.9 dB |
| 10 Hz | 45.9 dB | 12.5 Hz | 53.8 dB |
| 16 Hz | 41.8 dB | 20 Hz | 40.8 dB |
| 25 Hz | 44.6 dB | 31.5 Hz | 40.8 dB |
| 40 Hz | 42.8 dB | 50 Hz | 53.5 dB |
| 63 Hz | 56.3 dB | 80 Hz | 50.9 dB |



| Sezione 1 Postazione P3 Misura 18 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.5 dB | 1.25 Hz | 28.3 dB |
| 1.6 Hz | 27.1 dB | 2 Hz | 28.0 dB |
| 2.5 Hz | 27.6 dB | 3.15 Hz | 27.6 dB |
| 4 Hz | 29.4 dB | 5 Hz | 30.2 dB |
| 6.3 Hz | 33.7 dB | 8 Hz | 44.4 dB |
| 10 Hz | 57.8 dB | 12.5 Hz | 48.4 dB |
| 16 Hz | 41.9 dB | 20 Hz | 45.2 dB |
| 25 Hz | 43.3 dB | 31.5 Hz | 44.0 dB |
| 40 Hz | 45.5 dB | 50 Hz | 53.1 dB |
| 63 Hz | 53.8 dB | 80 Hz | 50.5 dB |

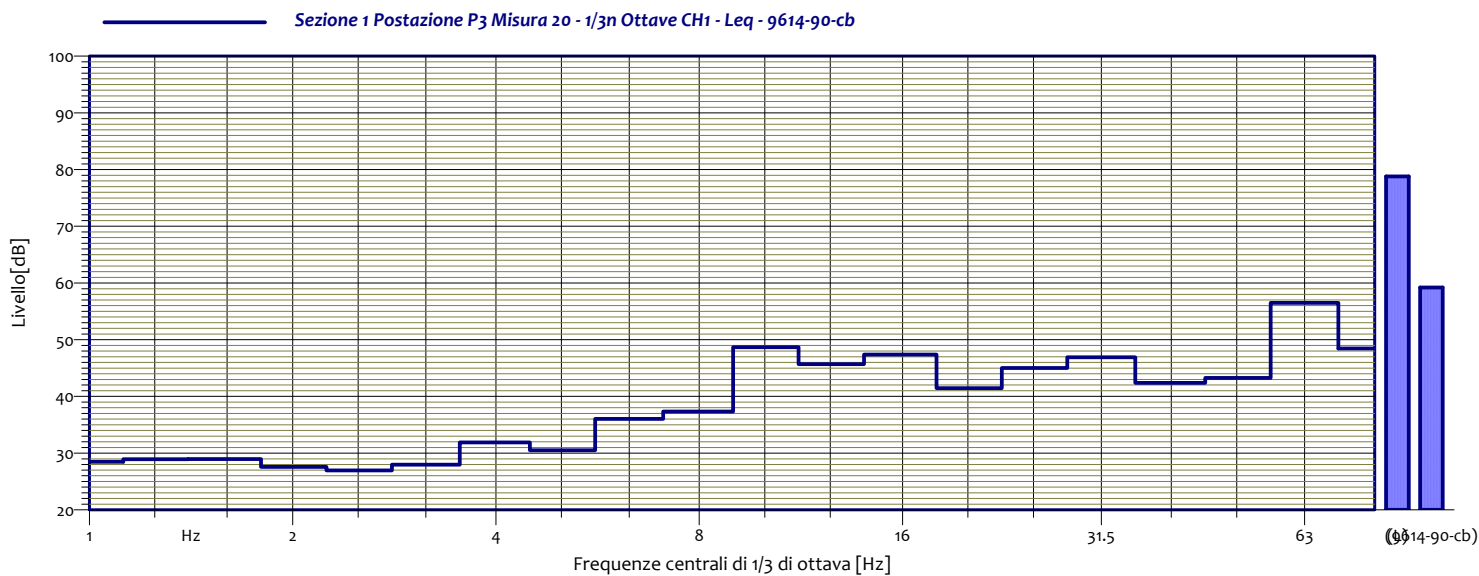
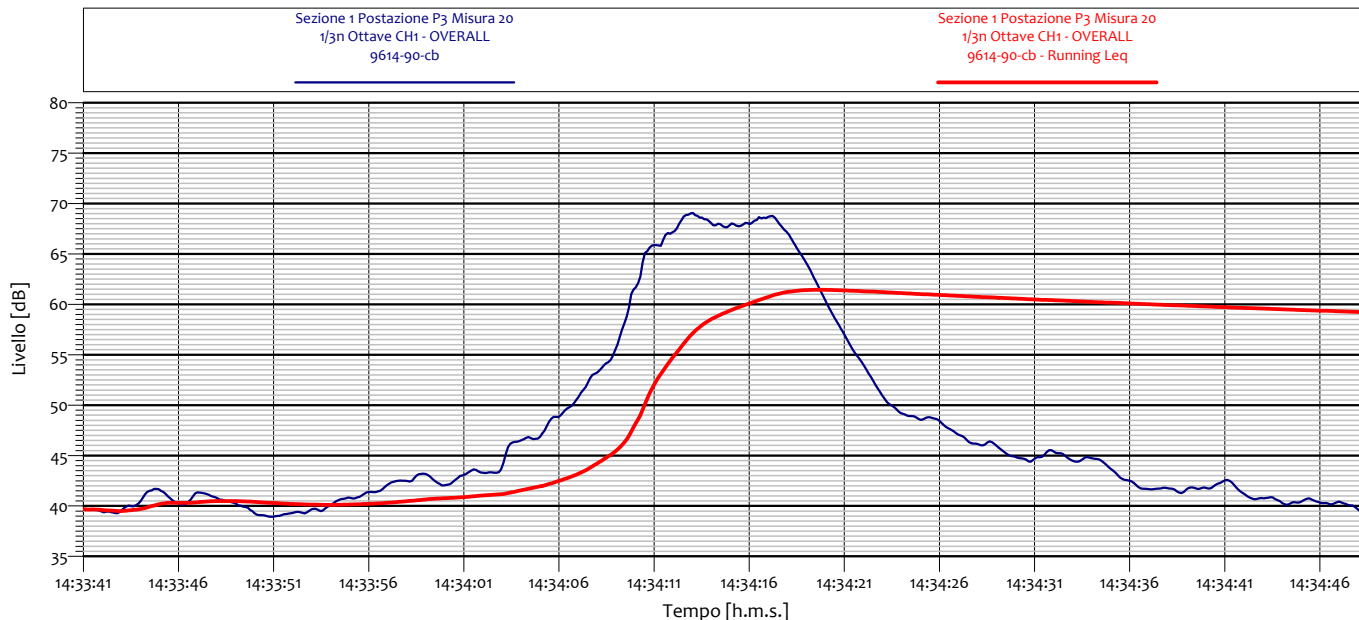


| Sezione 1 Postazione P3 Misura 19 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 29.2 dB | 1.25 Hz | 29.3 dB |
| 1.6 Hz | 29.8 dB | 2 Hz | 28.2 dB |
| 2.5 Hz | 28.0 dB | 3.15 Hz | 28.7 dB |
| 4 Hz | 33.5 dB | 5 Hz | 36.6 dB |
| 6.3 Hz | 36.2 dB | 8 Hz | 39.0 dB |
| 10 Hz | 47.3 dB | 12.5 Hz | 45.3 dB |
| 16 Hz | 49.4 dB | 20 Hz | 45.8 dB |
| 25 Hz | 47.4 dB | 31.5 Hz | 50.1 dB |
| 40 Hz | 46.3 dB | 50 Hz | 46.9 dB |
| 63 Hz | 58.2 dB | 80 Hz | 53.6 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

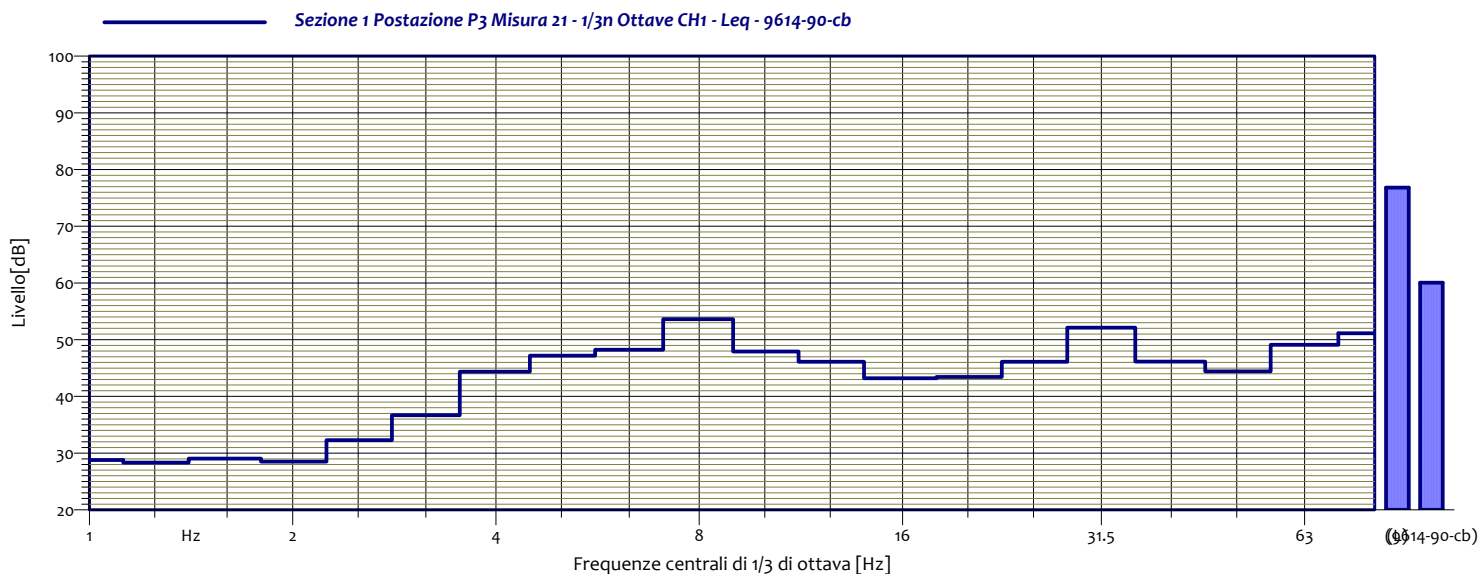
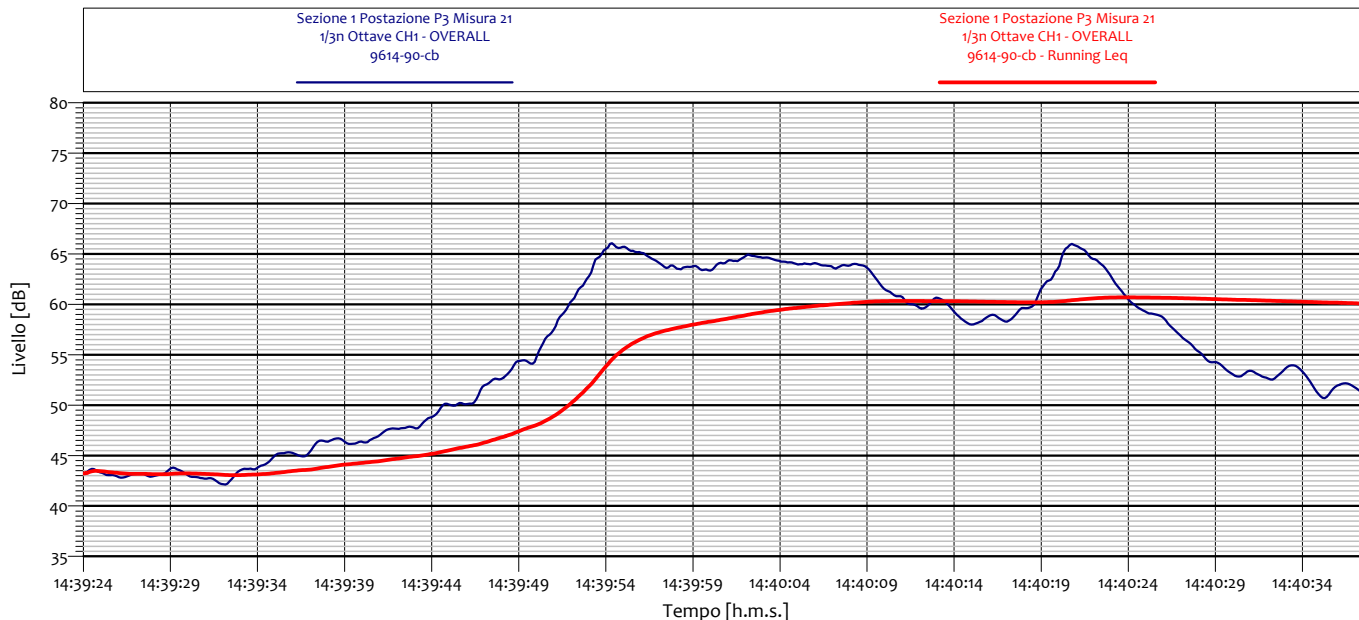


| Sezione 1 Postazione P3 Misura 20 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.5 dB | 1.25 Hz | 28.9 dB |
| 1.6 Hz | 28.9 dB | 2 Hz | 27.6 dB |
| 2.5 Hz | 26.9 dB | 3.15 Hz | 28.0 dB |
| 4 Hz | 31.9 dB | 5 Hz | 30.5 dB |
| 6.3 Hz | 36.1 dB | 8 Hz | 37.3 dB |
| 10 Hz | 48.7 dB | 12.5 Hz | 45.7 dB |
| 16 Hz | 47.4 dB | 20 Hz | 41.5 dB |
| 25 Hz | 45.0 dB | 31.5 Hz | 46.9 dB |
| 40 Hz | 42.4 dB | 50 Hz | 43.3 dB |
| 63 Hz | 56.5 dB | 80 Hz | 48.5 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

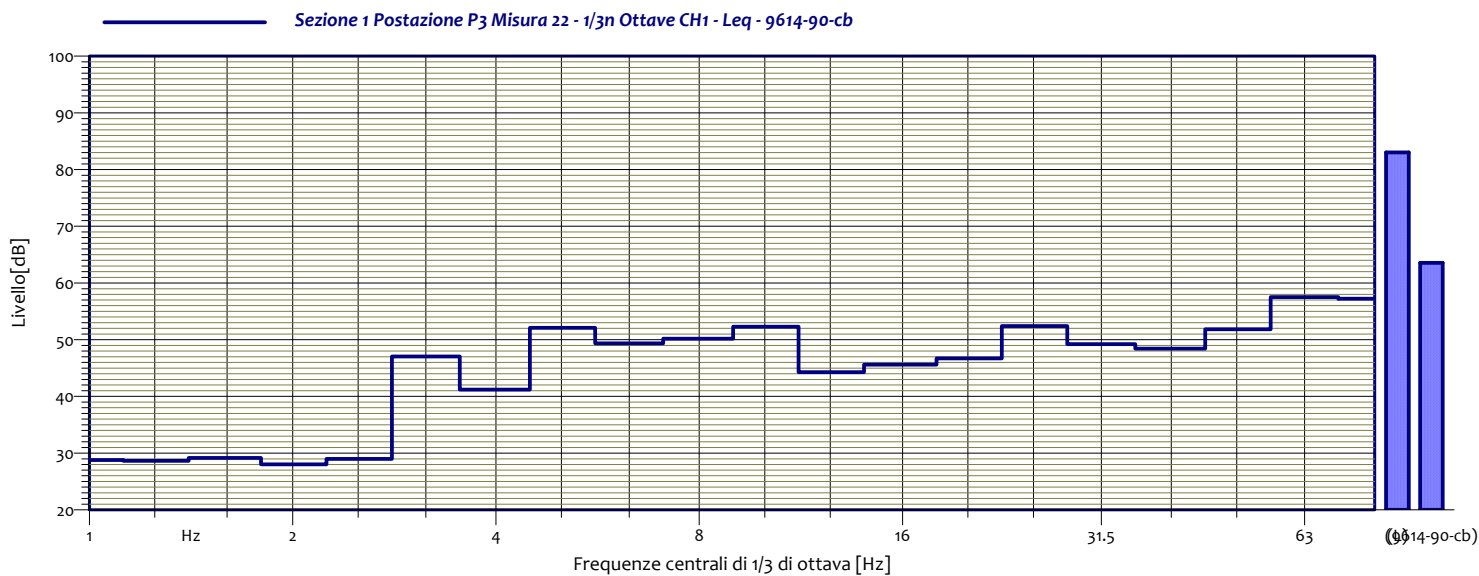
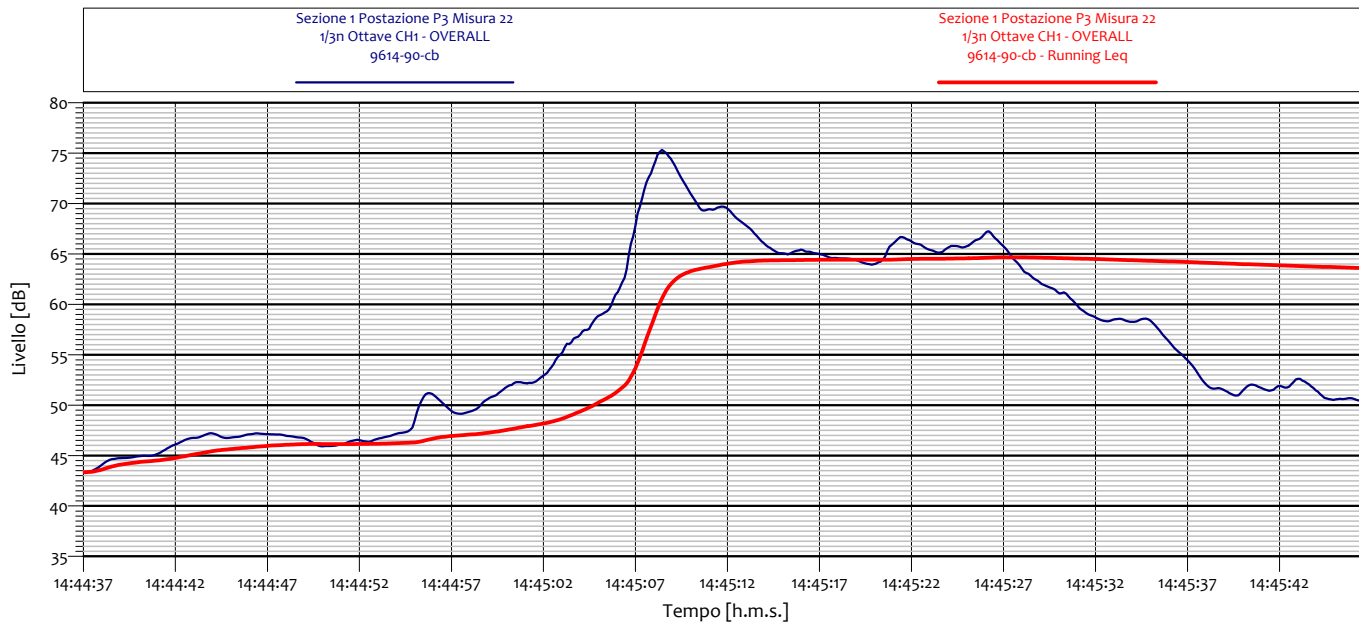


| Sezione 1 Postazione P3 Misura 21 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.8 dB | 1.25 Hz | 28.3 dB |
| 1.6 Hz | 29.1 dB | 2 Hz | 28.5 dB |
| 2.5 Hz | 32.3 dB | 3.15 Hz | 36.7 dB |
| 4 Hz | 44.3 dB | 5 Hz | 47.2 dB |
| 6.3 Hz | 48.2 dB | 8 Hz | 53.6 dB |
| 10 Hz | 47.9 dB | 12.5 Hz | 46.1 dB |
| 16 Hz | 43.2 dB | 20 Hz | 43.4 dB |
| 25 Hz | 46.1 dB | 31.5 Hz | 52.1 dB |
| 40 Hz | 46.1 dB | 50 Hz | 44.5 dB |
| 63 Hz | 49.1 dB | 80 Hz | 51.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

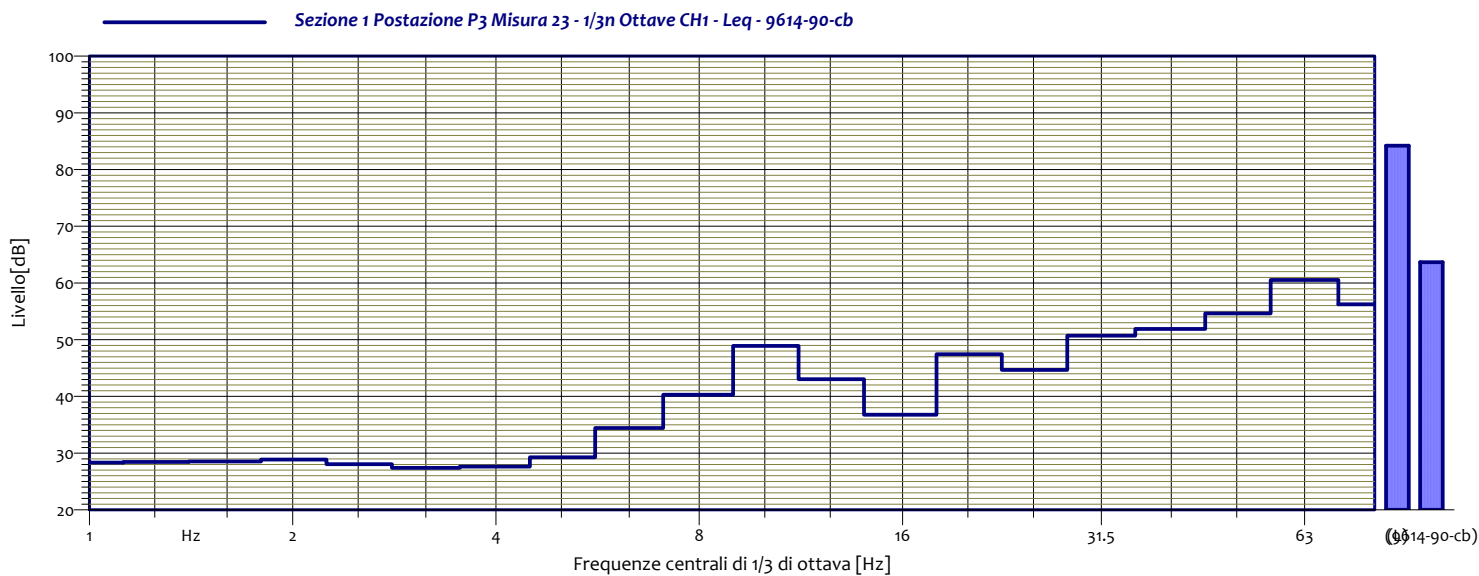
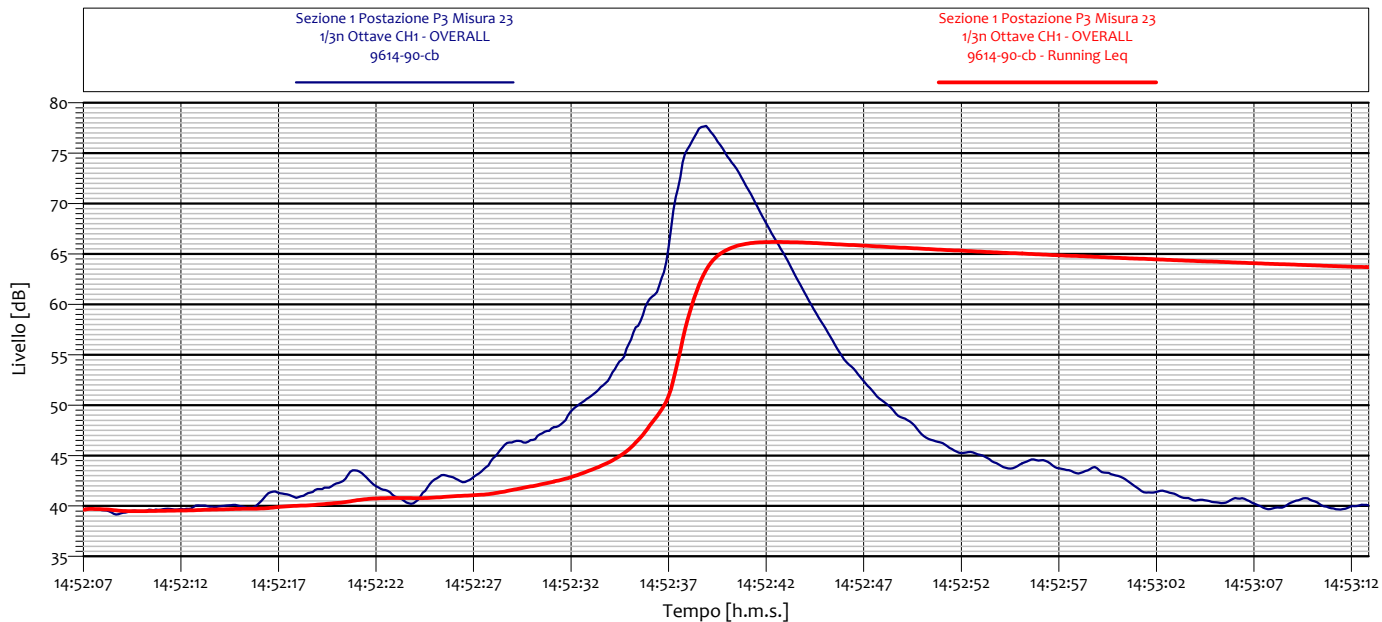


| Sezione 1 Postazione P3 Misura 22 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.8 dB | 1.25 Hz | 28.6 dB |
| 1.6 Hz | 29.2 dB | 2 Hz | 28.0 dB |
| 2.5 Hz | 29.0 dB | 3.15 Hz | 47.0 dB |
| 4 Hz | 41.2 dB | 5 Hz | 52.1 dB |
| 6.3 Hz | 49.4 dB | 8 Hz | 50.2 dB |
| 10 Hz | 52.3 dB | 12.5 Hz | 44.3 dB |
| 16 Hz | 45.6 dB | 20 Hz | 46.7 dB |
| 25 Hz | 52.4 dB | 31.5 Hz | 49.2 dB |
| 40 Hz | 48.4 dB | 50 Hz | 51.8 dB |
| 63 Hz | 57.5 dB | 80 Hz | 57.2 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

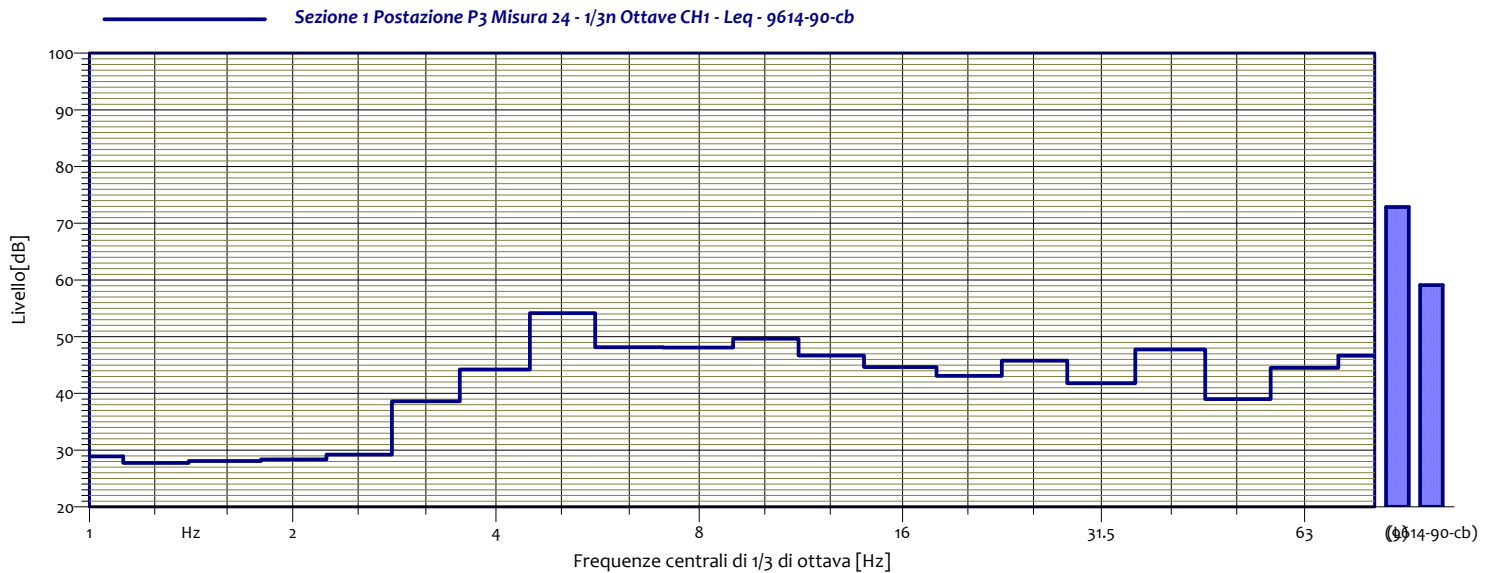
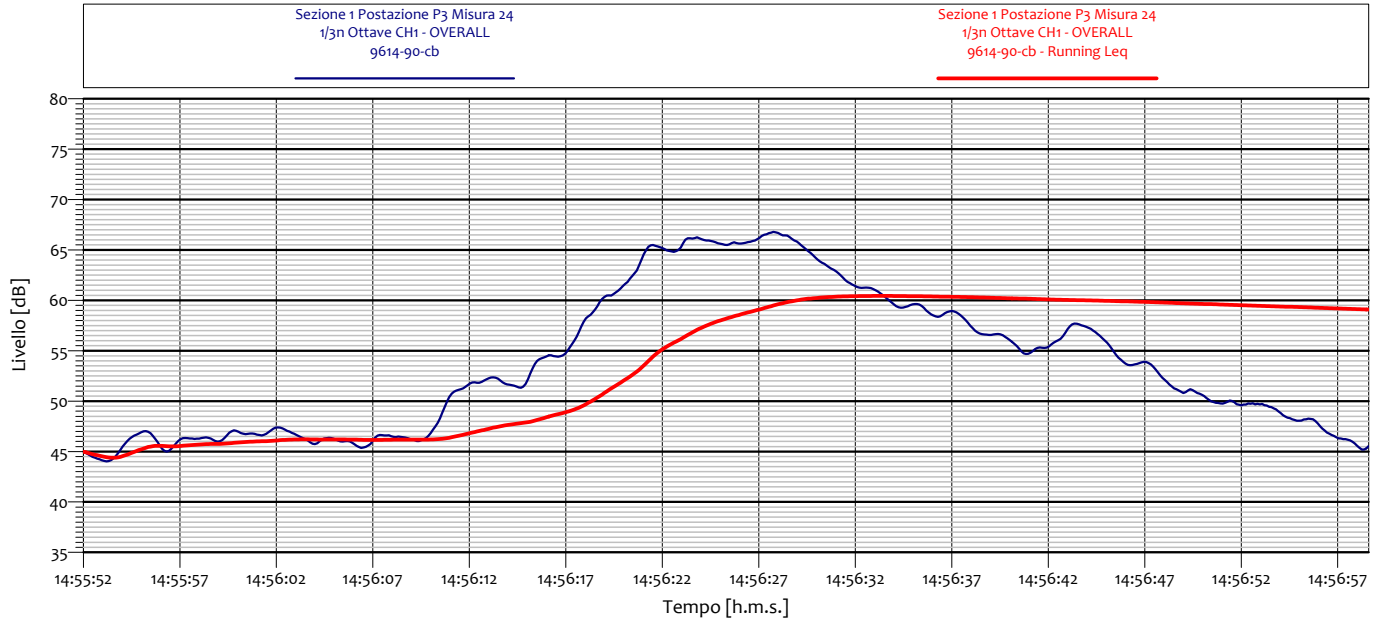


| Sezione 1 Postazione P3 Misura 23 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.3 dB | 1.25 Hz | 28.4 dB |
| 1.6 Hz | 28.6 dB | 2 Hz | 28.9 dB |
| 2.5 Hz | 28.1 dB | 3.15 Hz | 27.4 dB |
| 4 Hz | 27.6 dB | 5 Hz | 29.3 dB |
| 6.3 Hz | 34.4 dB | 8 Hz | 40.3 dB |
| 10 Hz | 48.9 dB | 12.5 Hz | 43.1 dB |
| 16 Hz | 36.8 dB | 20 Hz | 47.5 dB |
| 25 Hz | 44.7 dB | 31.5 Hz | 50.7 dB |
| 40 Hz | 51.9 dB | 50 Hz | 54.6 dB |
| 63 Hz | 60.6 dB | 80 Hz | 56.3 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

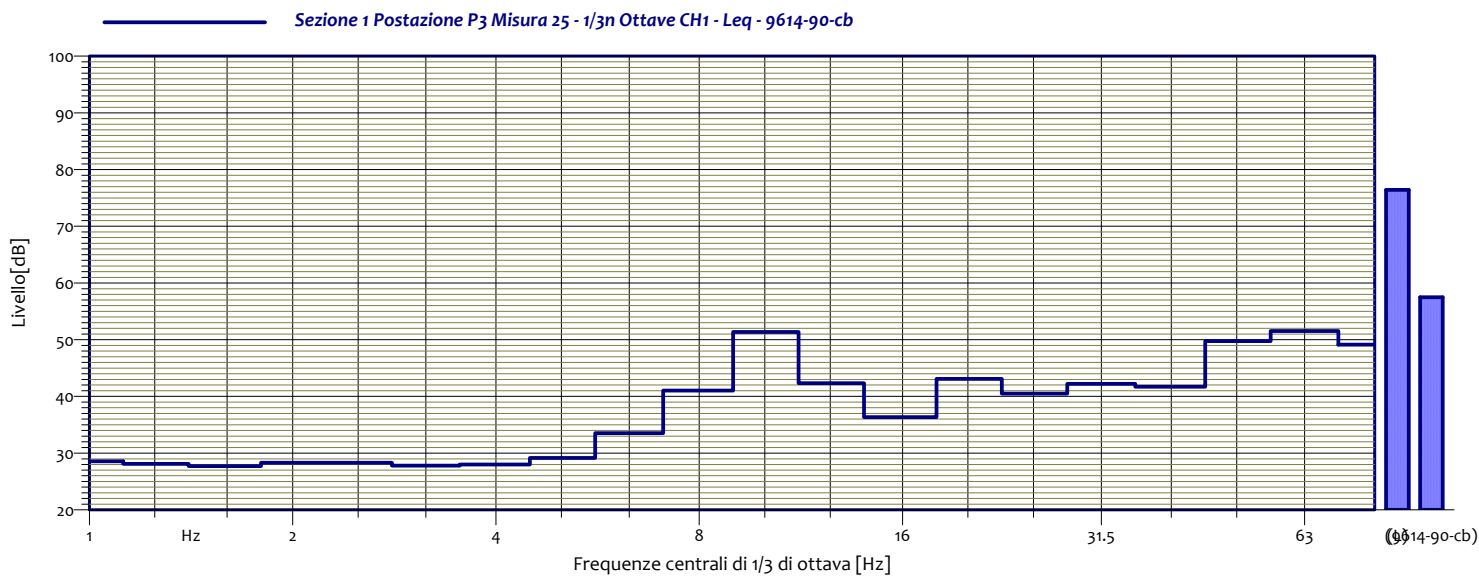
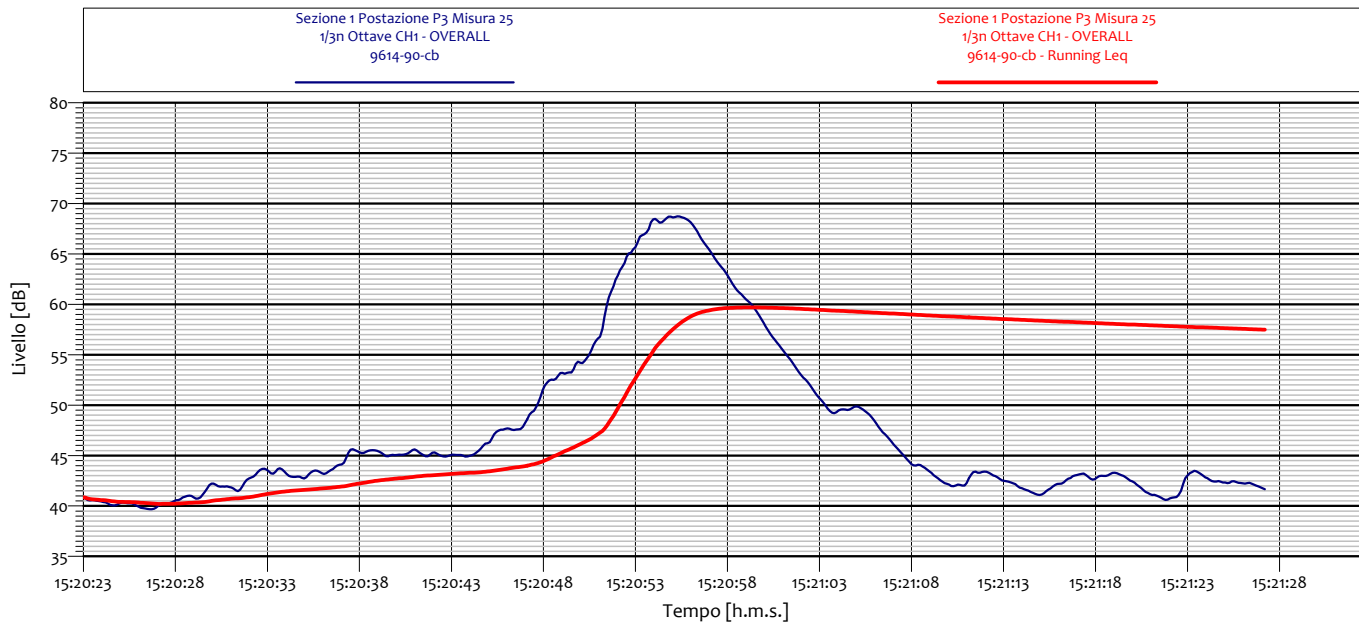


| Sezione 1 Postazione P3 Misura 24 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.9 dB | 1.25 Hz | 27.7 dB |
| 1.6 Hz | 28.1 dB | 2 Hz | 28.4 dB |
| 2.5 Hz | 29.2 dB | 3.15 Hz | 38.6 dB |
| 4 Hz | 44.2 dB | 5 Hz | 54.2 dB |
| 6.3 Hz | 48.2 dB | 8 Hz | 48.1 dB |
| 10 Hz | 49.6 dB | 12.5 Hz | 46.7 dB |
| 16 Hz | 44.7 dB | 20 Hz | 43.1 dB |
| 25 Hz | 45.8 dB | 31.5 Hz | 41.8 dB |
| 40 Hz | 47.7 dB | 50 Hz | 39.0 dB |
| 63 Hz | 44.5 dB | 80 Hz | 46.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

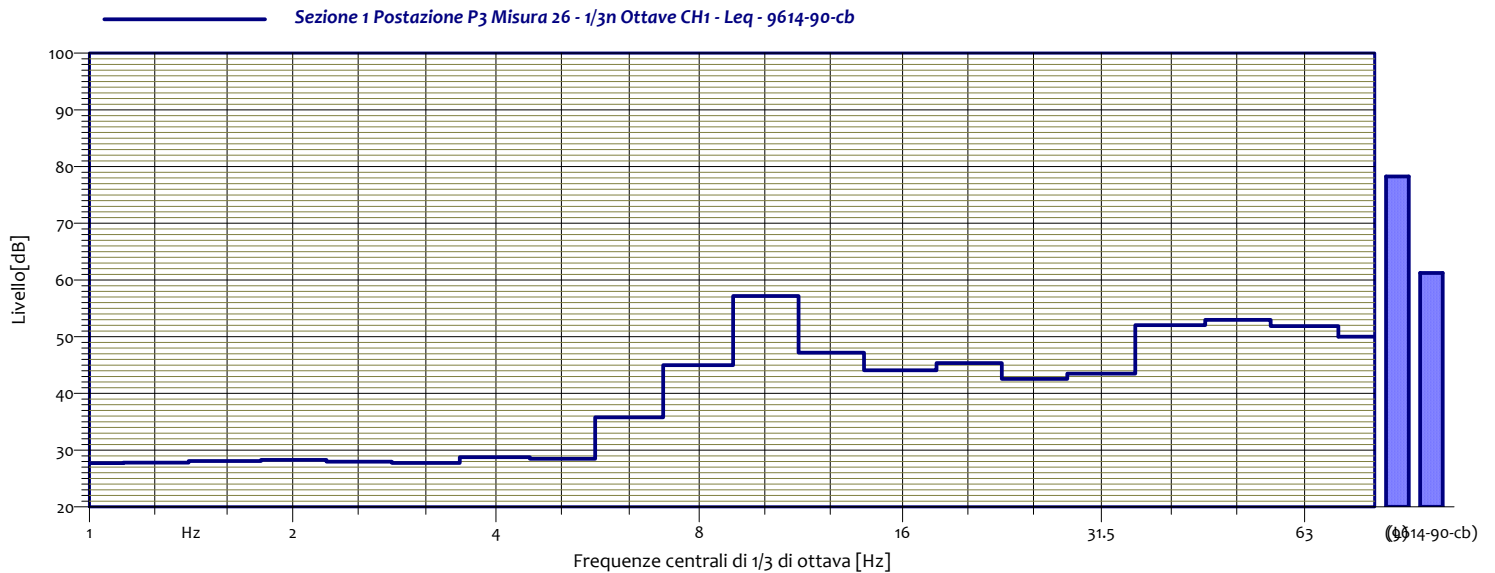
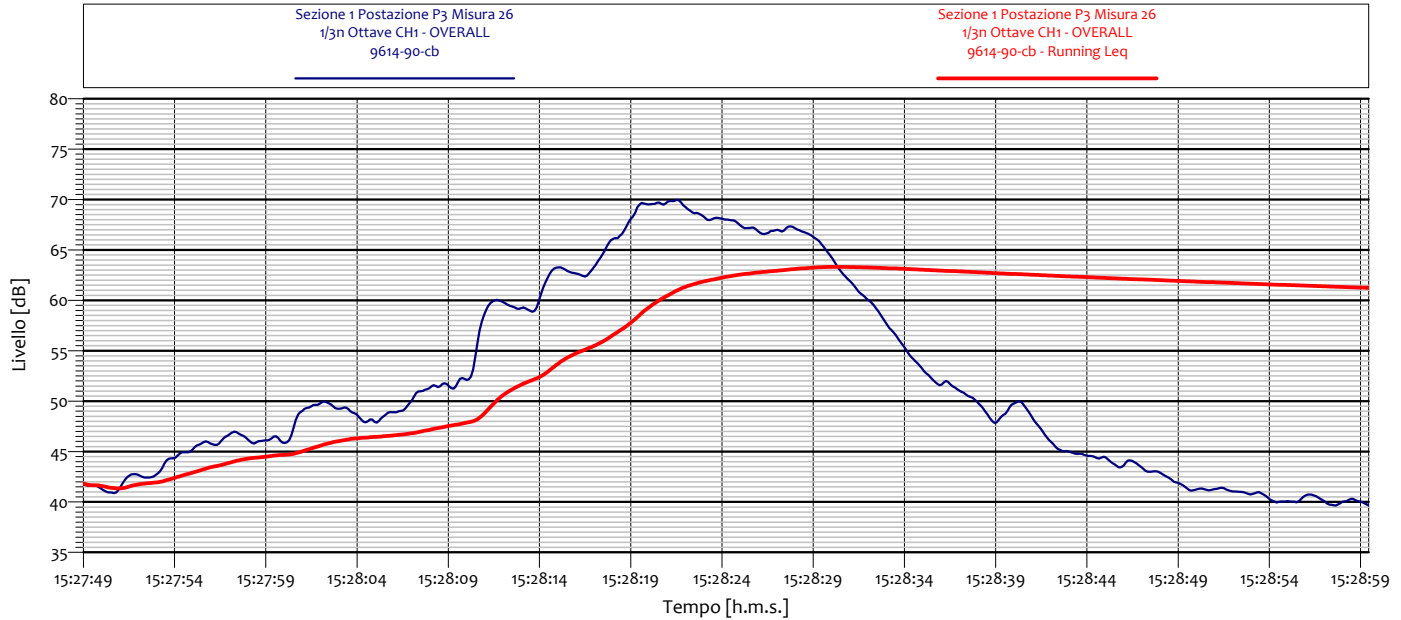


| Sezione 1 Postazione P3 Misura 25 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.6 dB | 1.25 Hz | 28.1 dB |
| 1.6 Hz | 27.7 dB | 2 Hz | 28.3 dB |
| 2.5 Hz | 28.3 dB | 3.15 Hz | 27.8 dB |
| 4 Hz | 28.0 dB | 5 Hz | 29.2 dB |
| 6.3 Hz | 33.5 dB | 8 Hz | 41.1 dB |
| 10 Hz | 51.4 dB | 12.5 Hz | 42.3 dB |
| 16 Hz | 36.4 dB | 20 Hz | 43.1 dB |
| 25 Hz | 40.5 dB | 31.5 Hz | 42.2 dB |
| 40 Hz | 41.7 dB | 50 Hz | 49.8 dB |
| 63 Hz | 51.5 dB | 80 Hz | 49.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

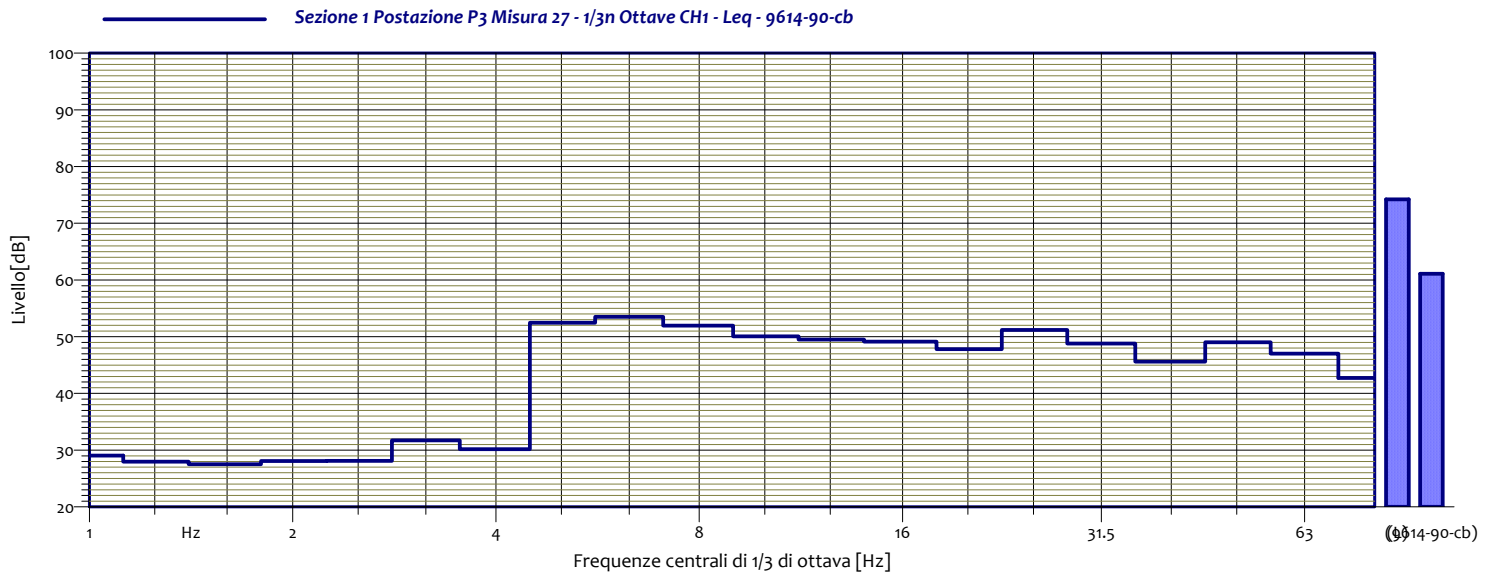
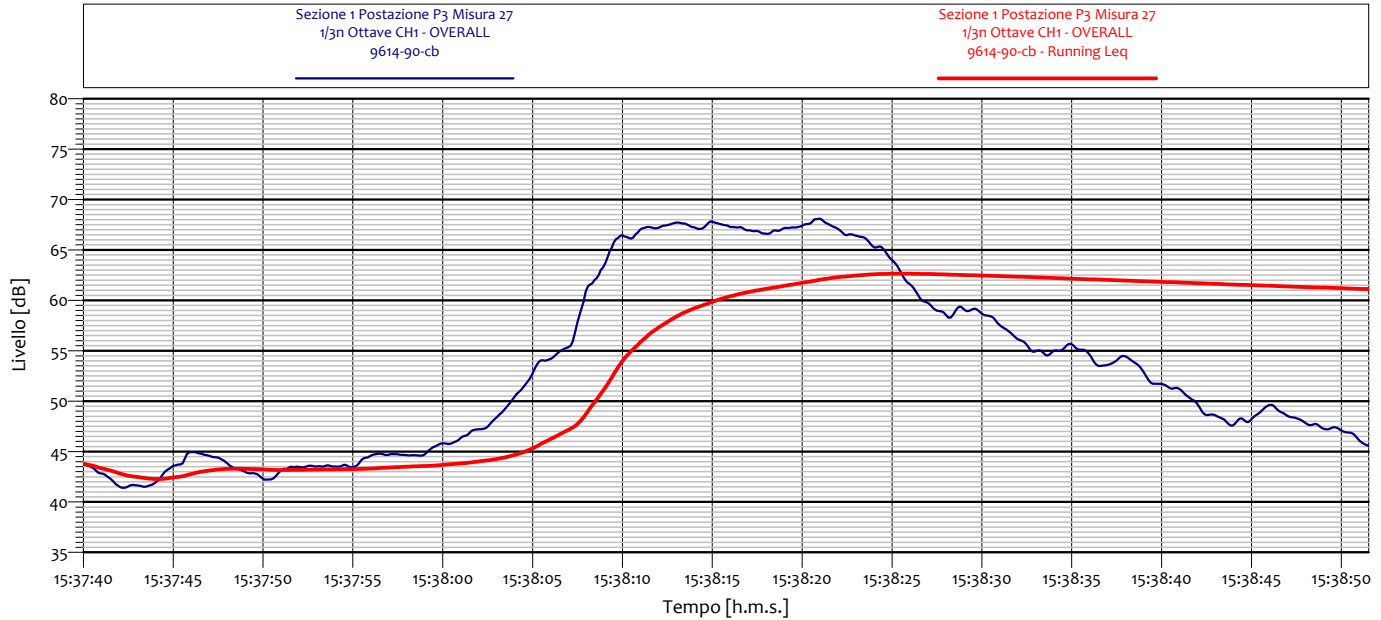


| Sezione 1 Postazione P3 Misura 26 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 27.7 dB | 1.25 Hz | 27.8 dB |
| 1.6 Hz | 28.1 dB | 2 Hz | 28.3 dB |
| 2.5 Hz | 28.0 dB | 3.15 Hz | 27.8 dB |
| 4 Hz | 28.8 dB | 5 Hz | 28.5 dB |
| 6.3 Hz | 35.8 dB | 8 Hz | 45.0 dB |
| 10 Hz | 57.2 dB | 12.5 Hz | 47.2 dB |
| 16 Hz | 44.1 dB | 20 Hz | 45.3 dB |
| 25 Hz | 42.6 dB | 31.5 Hz | 43.5 dB |
| 40 Hz | 52.0 dB | 50 Hz | 53.0 dB |
| 63 Hz | 51.9 dB | 80 Hz | 50.0 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

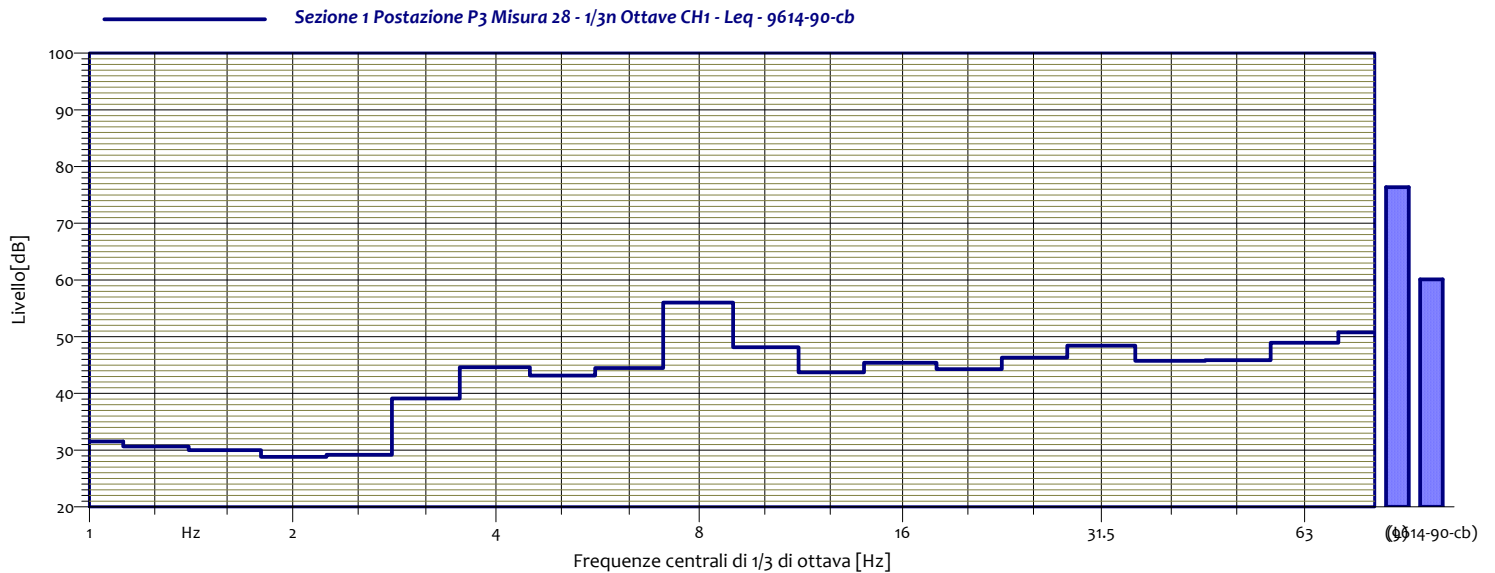
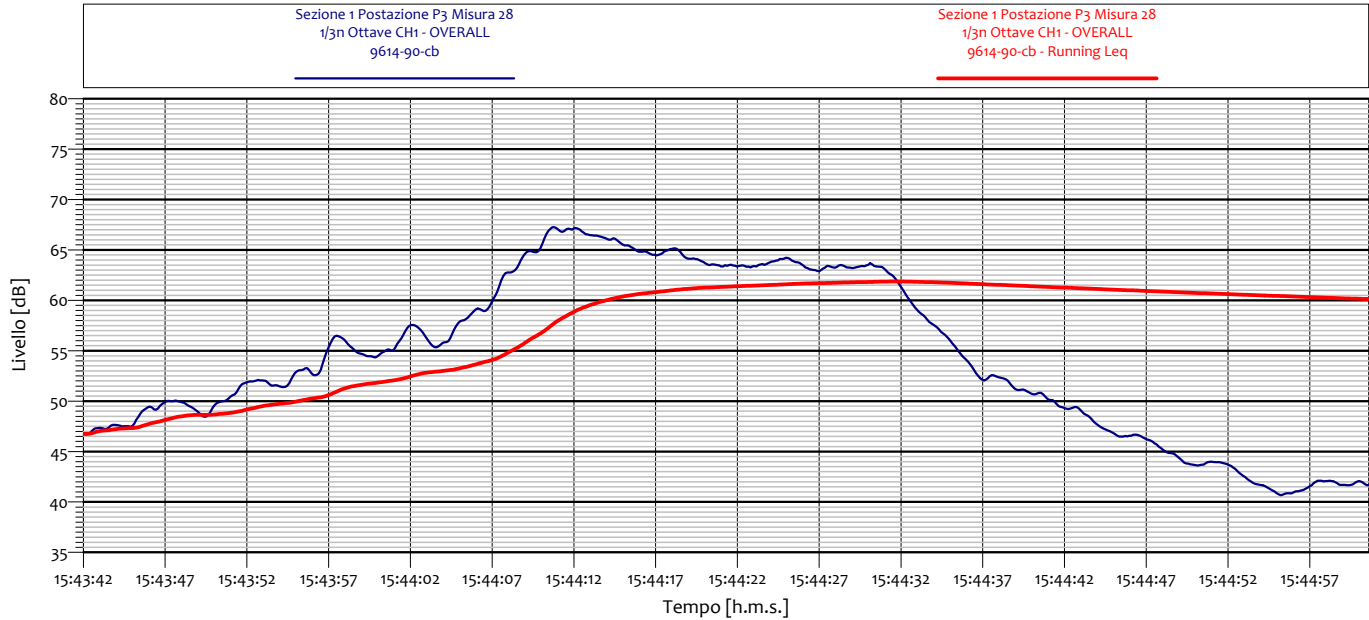


| Sezione 1 Postazione P3 Misura 27 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 29.0 dB | 1.25 Hz | 28.0 dB |
| 1.6 Hz | 27.5 dB | 2 Hz | 28.1 dB |
| 2.5 Hz | 28.1 dB | 3.15 Hz | 31.7 dB |
| 4 Hz | 30.2 dB | 5 Hz | 52.5 dB |
| 6.3 Hz | 53.5 dB | 8 Hz | 52.0 dB |
| 10 Hz | 50.1 dB | 12.5 Hz | 49.5 dB |
| 16 Hz | 49.1 dB | 20 Hz | 47.8 dB |
| 25 Hz | 51.2 dB | 31.5 Hz | 48.8 dB |
| 40 Hz | 45.6 dB | 50 Hz | 49.0 dB |
| 63 Hz | 47.0 dB | 80 Hz | 42.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

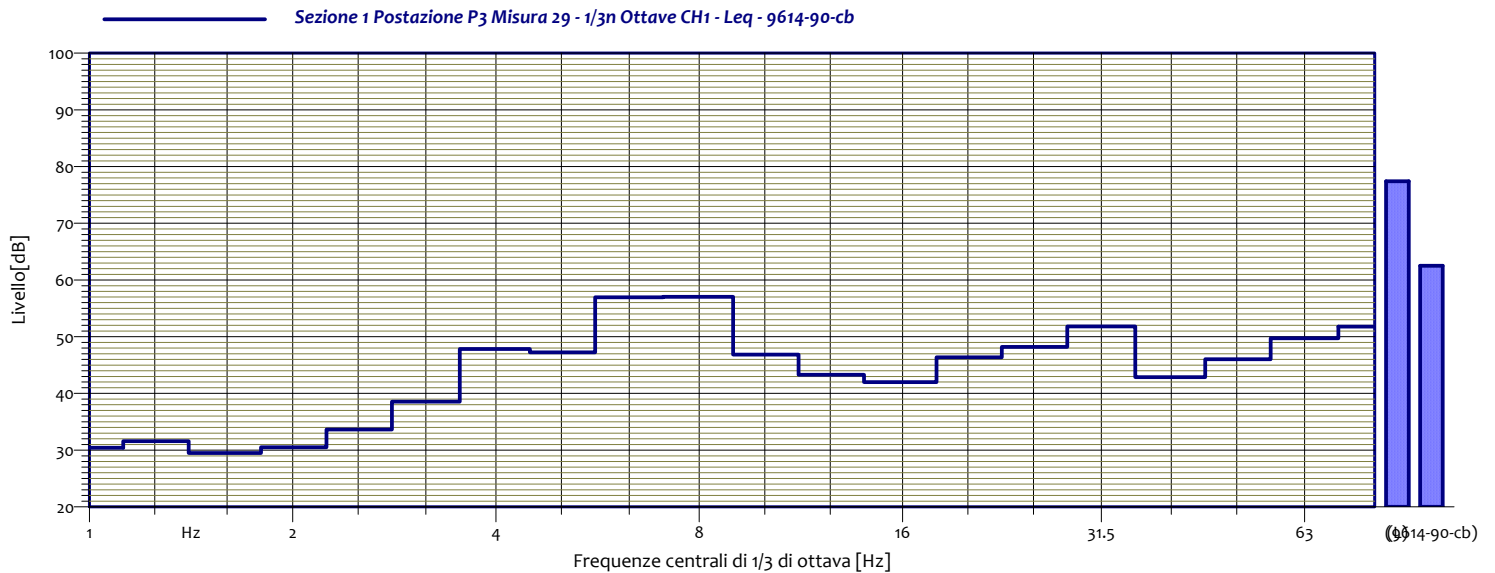
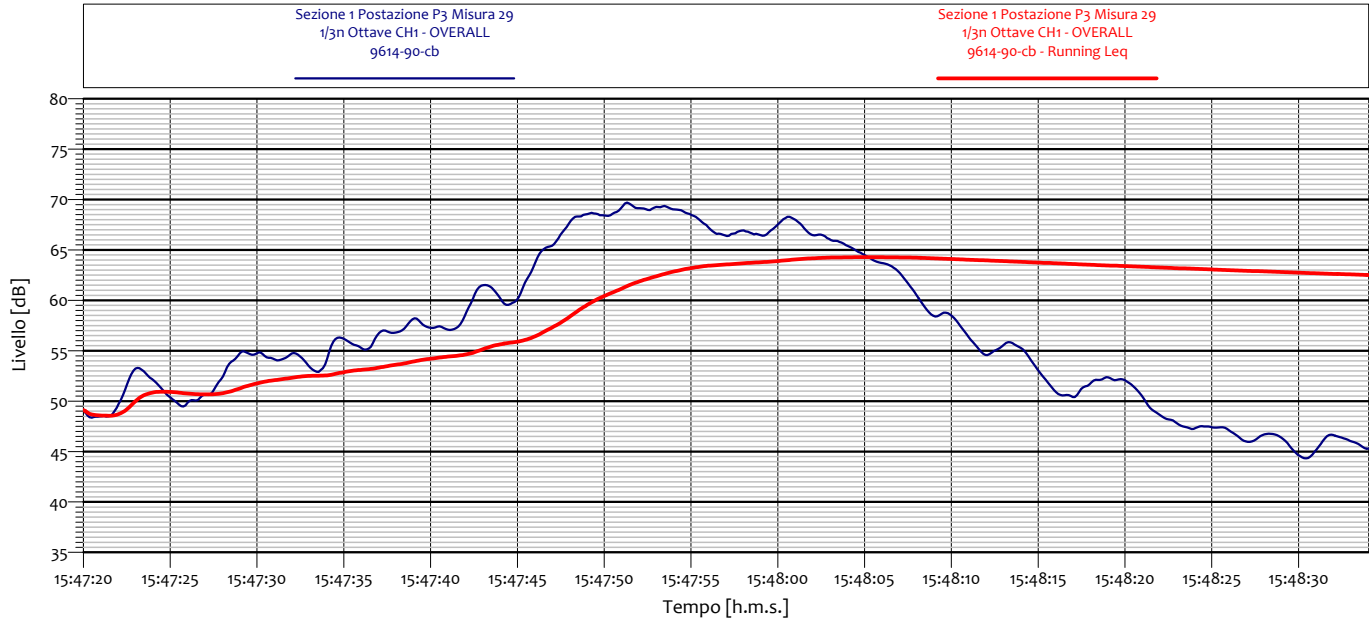


| Sezione 1 Postazione P3 Misura 28 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 31.5 dB | 1.25 Hz | 30.7 dB |
| 1.6 Hz | 30.0 dB | 2 Hz | 28.8 dB |
| 2.5 Hz | 29.2 dB | 3.15 Hz | 39.1 dB |
| 4 Hz | 44.6 dB | 5 Hz | 43.2 dB |
| 6.3 Hz | 44.5 dB | 8 Hz | 56.0 dB |
| 10 Hz | 48.1 dB | 12.5 Hz | 43.7 dB |
| 16 Hz | 45.4 dB | 20 Hz | 44.3 dB |
| 25 Hz | 46.3 dB | 31.5 Hz | 48.4 dB |
| 40 Hz | 45.7 dB | 50 Hz | 45.9 dB |
| 63 Hz | 48.9 dB | 80 Hz | 50.8 dB |

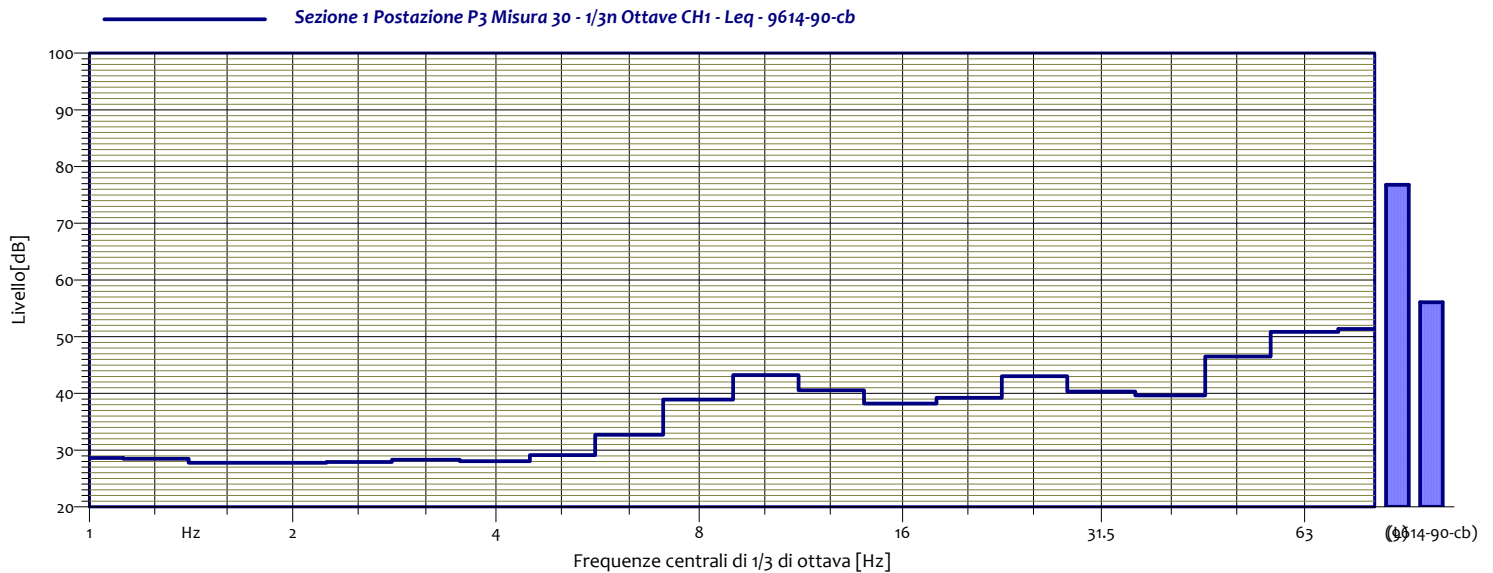
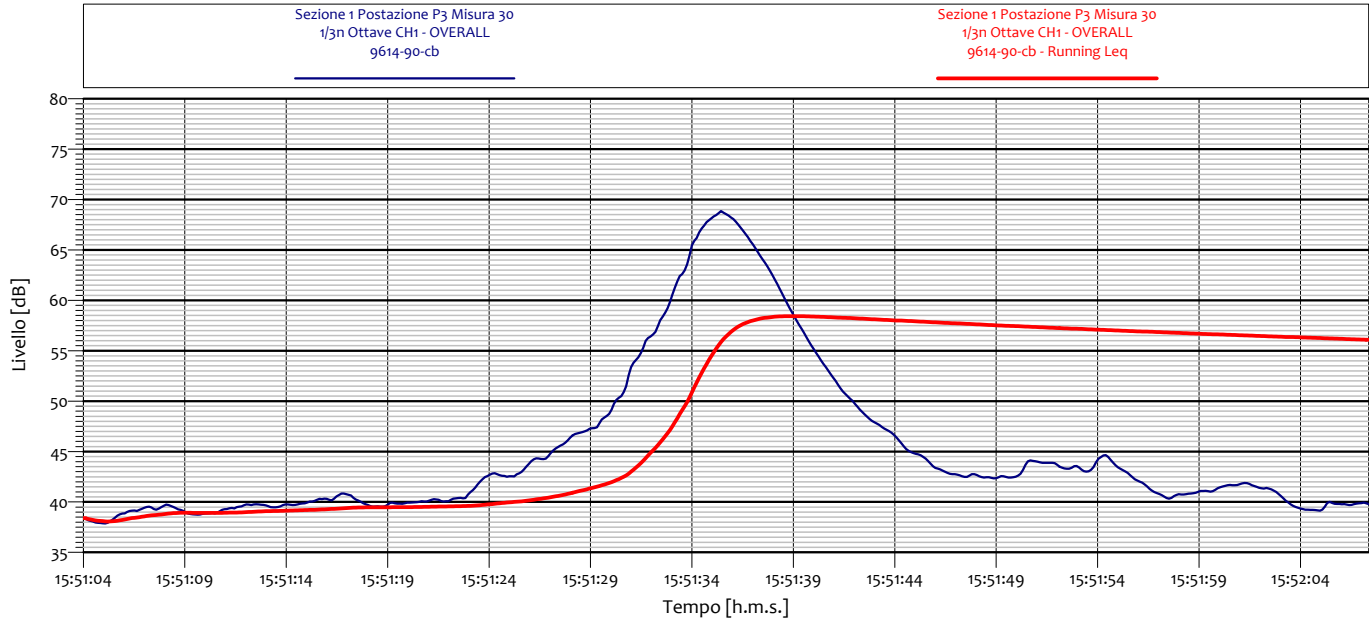


CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P3 Misura 29 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 30.4 dB | 1.25 Hz | 31.6 dB |
| 1.6 Hz | 29.5 dB | 2 Hz | 30.5 dB |
| 2.5 Hz | 33.6 dB | 3.15 Hz | 38.6 dB |
| 4 Hz | 47.8 dB | 5 Hz | 47.3 dB |
| 6.3 Hz | 56.9 dB | 8 Hz | 57.0 dB |
| 10 Hz | 46.9 dB | 12.5 Hz | 43.3 dB |
| 16 Hz | 42.0 dB | 20 Hz | 46.4 dB |
| 25 Hz | 48.2 dB | 31.5 Hz | 51.8 dB |
| 40 Hz | 42.9 dB | 50 Hz | 46.0 dB |
| 63 Hz | 49.7 dB | 80 Hz | 51.8 dB |

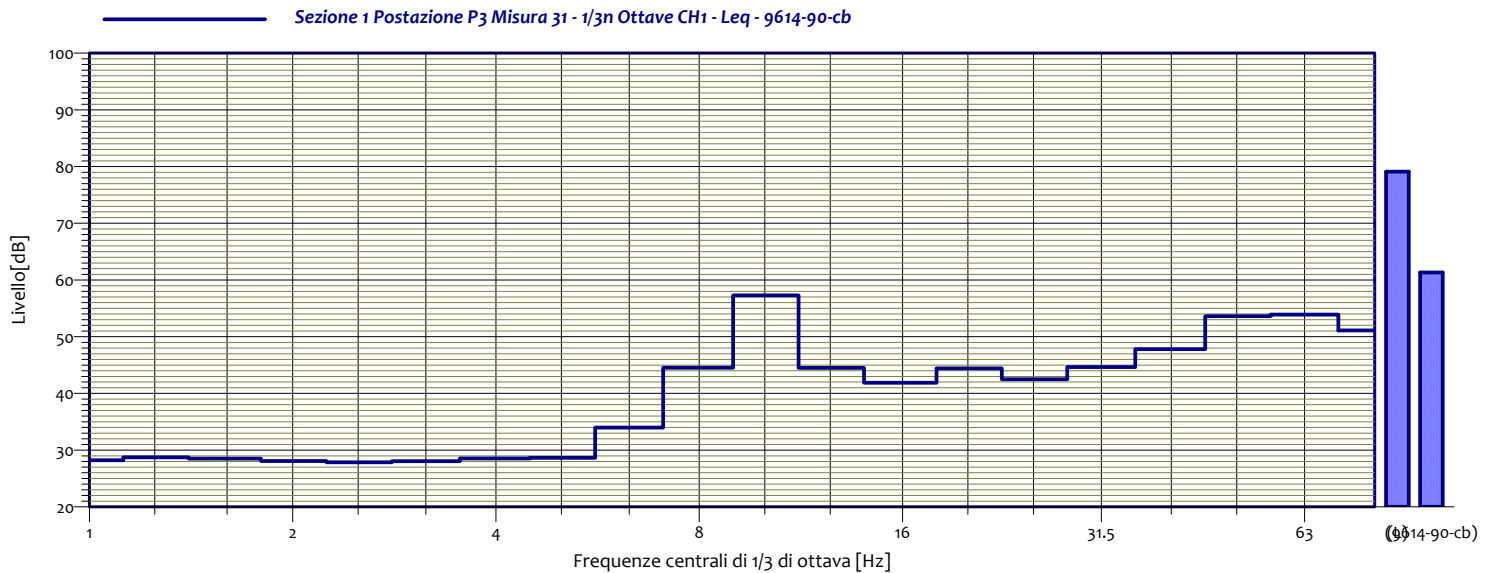
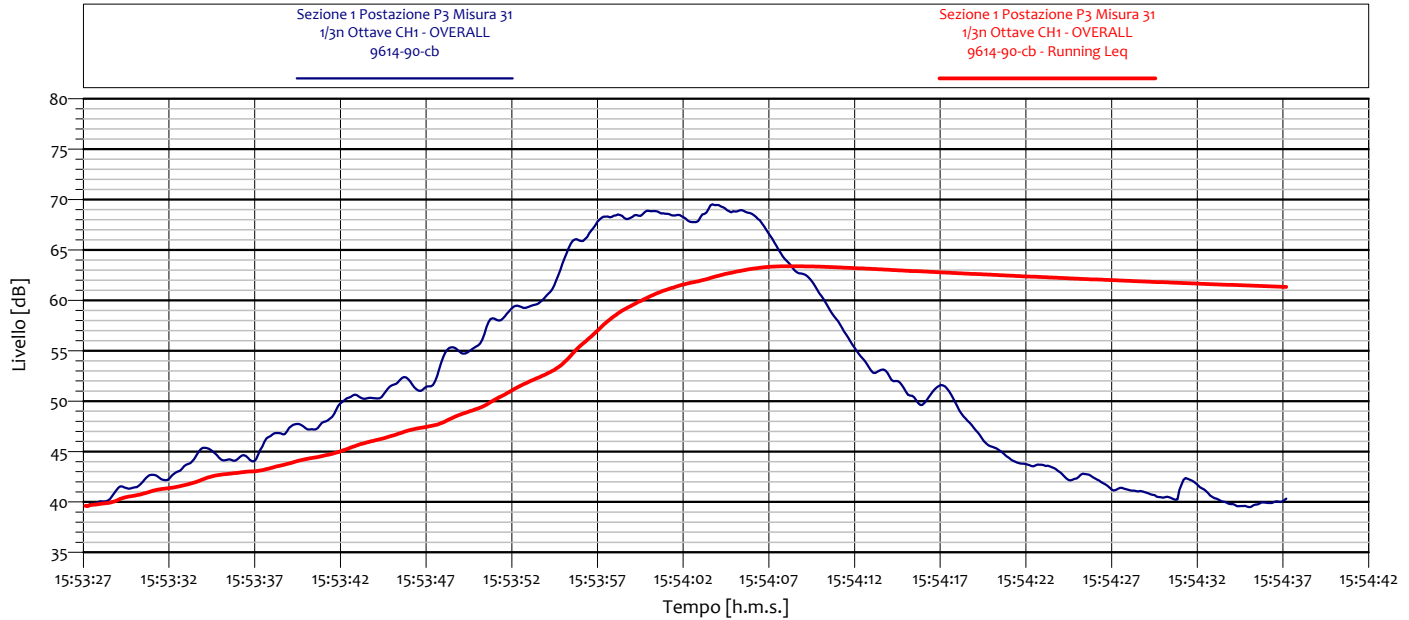


| Sezione 1 Postazione P3 Misura 30 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 28.6 dB | 1.25 Hz | 28.5 dB |
| 1.6 Hz | 27.8 dB | 2 Hz | 27.8 dB |
| 2.5 Hz | 27.9 dB | 3.15 Hz | 28.3 dB |
| 4 Hz | 28.1 dB | 5 Hz | 29.1 dB |
| 6.3 Hz | 32.7 dB | 8 Hz | 38.9 dB |
| 10 Hz | 43.2 dB | 12.5 Hz | 40.5 dB |
| 16 Hz | 38.2 dB | 20 Hz | 39.2 dB |
| 25 Hz | 43.1 dB | 31.5 Hz | 40.3 dB |
| 40 Hz | 39.7 dB | 50 Hz | 46.5 dB |
| 63 Hz | 50.9 dB | 80 Hz | 51.4 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P3 Misura 31 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|------|---------|
| 1 | 28.2 dB | 1.3 | 28.7 dB |
| 1.6 | 28.5 dB | 2 | 28.1 dB |
| 2.5 | 27.9 dB | 3.2 | 28.1 dB |
| 4 | 28.5 dB | 5 | 28.6 dB |
| 6.3 | 34.0 dB | 8 | 44.5 dB |
| 10 | 57.3 dB | 12.5 | 44.5 dB |
| 16 | 41.9 dB | 20 | 44.4 dB |
| 25 | 42.5 dB | 31.5 | 44.7 dB |
| 40 | 47.8 dB | 50 | 53.6 dB |
| 63 | 53.9 dB | 80 | 51.1 dB |

POSTAZIONE DI MISURA: P4
SEZIONE 01

LOCALIZZAZIONE: Via A. Salieri, 319 - 37132 - VERONA

DATA INIZIO: 18.02.2015 ORA INIZIO: 11:00:00

DATA FINE: 18.02.2015 ORA FINE: 16:00:00

DESCRIZIONE: Interno abitazione piano primo centro cucina a 21.80 m circa dall'asse del binario

STRUMENTAZIONE: n. 2 analizzatori Real Time SoundBook Sinus 4 ch, con n. 1 terna monoassiale di accelerometri da 1000 mV/g PCB Piezotronic mod. 39303 e n. 1 accelerometro triassiale da 1000 mV/g PCB Piezotronic mod. 359B18, n. 2 analizzatori DEWETRON Dewe-43 8 ch, con n. 2 terne monoassiali di

NOTE:


TABELLA DI SINTESI ASSE COMBINATO

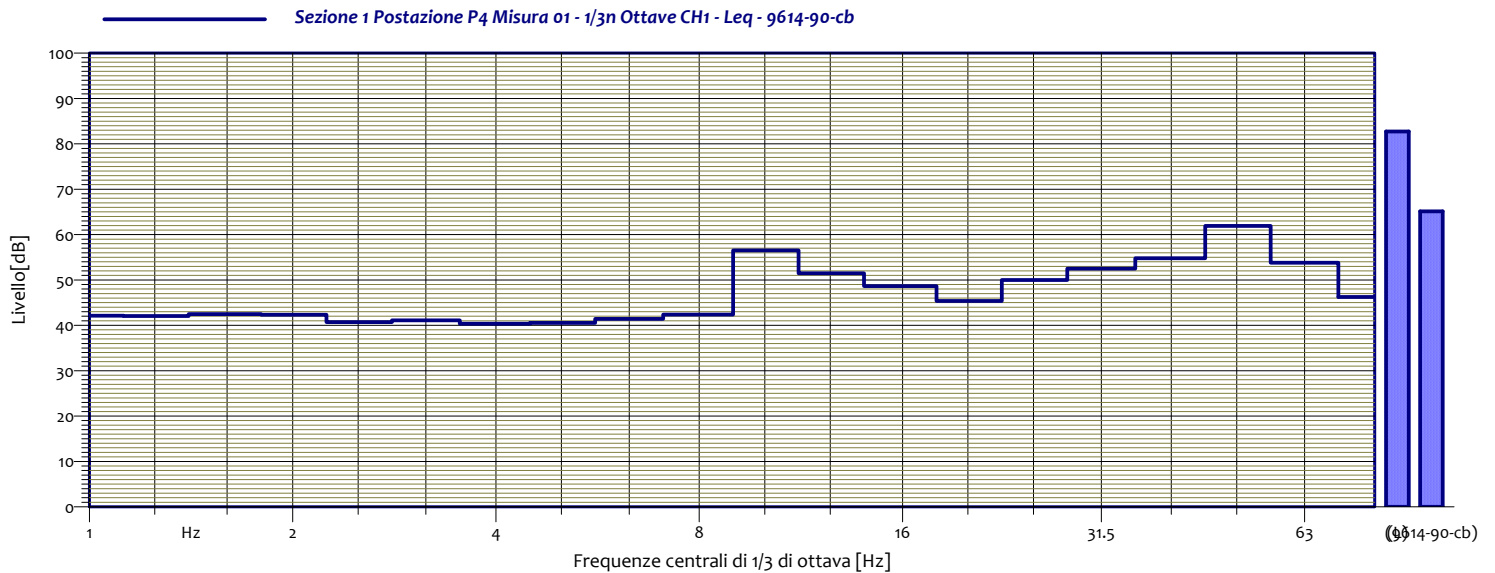
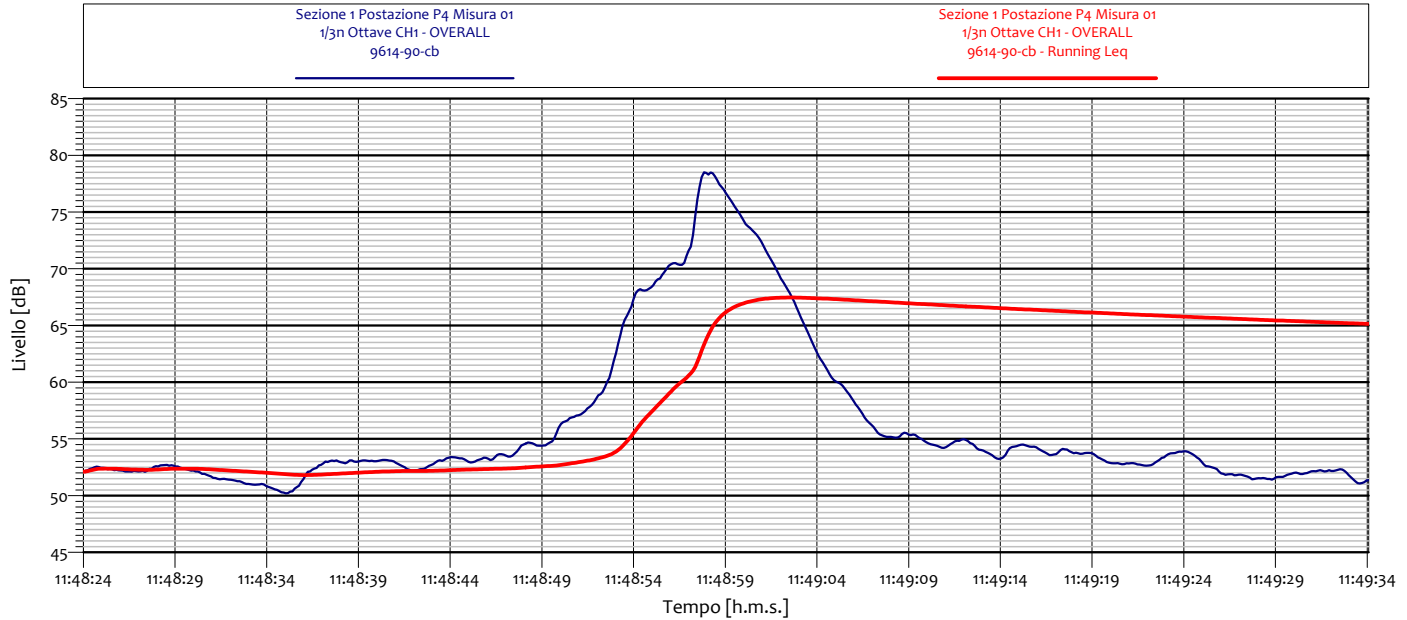
| N. | DATA | ORA | DIR | TIPO | COMP. | Trazione | Lunghezza (m) | Velocità (Km/h) | Leq (dB) |
|----|------------|--------------|-------|----------------|-------|----------|---------------|-----------------|----------|
| 1 | 18/02/2015 | 11:48:02.200 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 114,8 | 65,1 |
| 2 | 18/02/2015 | 12:29:52.240 | OVEST | FRECCIA BIANCA | 2+10 | E | 301,5 | 88,7 | 67,4 |
| 3 | 18/02/2015 | 12:33:30.880 | OVEST | REGIONALE | 2+7 | E | 22,3 | 8,1 | 65,7 |
| 4 | 18/02/2015 | 12:51:22.240 | EST | MINUETTO | 2+4 | E | 51,9 | 44,5 | 61,2 |
| 5 | 18/02/2015 | 12:53:01.600 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 90,8 | 68,3 |
| 6 | 18/02/2015 | 13:02:30.640 | OVEST | MINUETTO | 2+2 | E | 51,9 | 22,2 | 62,9 |
| 7 | 18/02/2015 | 13:05:08.200 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 147,5 | 69,1 |
| 8 | 18/02/2015 | 13:05:29.800 | OVEST | MERCI | 2+6 | E | 160,3 | 52,8 | 61,5 |
| 9 | 18/02/2015 | 13:09:52.120 | EST | MERCI | 1+17 | E | 360,3 | 117,5 | 63,5 |
| 10 | 18/02/2015 | 13:22:13 | OVEST | REGIONALE | 2+5 | E | 171,0 | 50,3 | 64,0 |
| 11 | 18/02/2015 | 13:28:47.319 | EST | REGIONALE | 2+6 | E | 197,1 | 88,3 | 63,0 |
| 12 | 18/02/2015 | 13:50:44.319 | EST | MINUETTO | 2+3 | E | 51,9 | 24,3 | 57,9 |
| 13 | 18/02/2015 | 13:59:48.640 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 78,7 | 66,8 |
| 14 | 18/02/2015 | 14:05:52.960 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 95,0 | 60,4 |
| 15 | 18/02/2015 | 14:11:21.040 | OVEST | MINUETTO | 2+4 | E | 51,9 | 39,9 | 65,7 |
| 16 | 18/02/2015 | 14:14:33.160 | OVEST | MERCI | 1+21 | E | 440,3 | 102,4 | 62,3 |
| 17 | 18/02/2015 | 14:22:31.600 | OVEST | REGIONALE | 2+6 | E | 197,1 | 70,4 | 65,6 |
| 18 | 18/02/2015 | 14:29:03.760 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 75,1 | 66,8 |
| 19 | 18/02/2015 | 14:30:50.800 | EST | REGIONALE | 2+7 | E | 223,2 | 87,0 | 60,2 |
| 20 | 18/02/2015 | 14:34:10.239 | EST | FRECCIA BIANCA | 2+9 | E | 275,4 | 98,4 | 66,7 |
| 21 | 18/02/2015 | 14:39:53.680 | EST | MERCI | 1+21 | E | 440,3 | 80,1 | 63,8 |
| 22 | 18/02/2015 | 14:45:06.399 | EST | MERCI | 1+30 | E | 620,3 | 121,1 | 65,8 |
| 23 | 18/02/2015 | 14:52:36.880 | EST | MINUETTO | 2+4 | E | 51,9 | 39,9 | 67,4 |
| 24 | 18/02/2015 | 14:56:21.279 | EST | MERCI | 1+14 | E | 300,3 | 79,0 | 62,9 |
| 25 | 18/02/2015 | 15:20:52.479 | OVEST | MINUETTO | 2+3 | E | 51,9 | 26,8 | 62,0 |
| 26 | 18/02/2015 | 15:28:18.279 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 73,8 | 67,6 |
| 27 | 18/02/2015 | 15:38:08.920 | EST | MERCI | 1+28 | E | 580,3 | 121,7 | 65,0 |
| 28 | 18/02/2015 | 15:44:11.320 | OVEST | MERCI | 1+22 | E | 460,3 | 71,9 | 63,5 |
| 29 | 18/02/2015 | 15:47:49.359 | OVEST | MERCI | 1+21 | E | 440,3 | 85,2 | 64,8 |
| 30 | 18/02/2015 | 15:51:33.160 | EST | MINUETTO | 2+2 | E | 51,9 | 33,9 | 59,4 |
| 31 | 18/02/2015 | 15:53:56.803 | OVEST | FRECCIA BIANCA | 2+9 | E | 275,4 | 79,4 | 67,0 |

POSTAZIONE DI MISURA P4

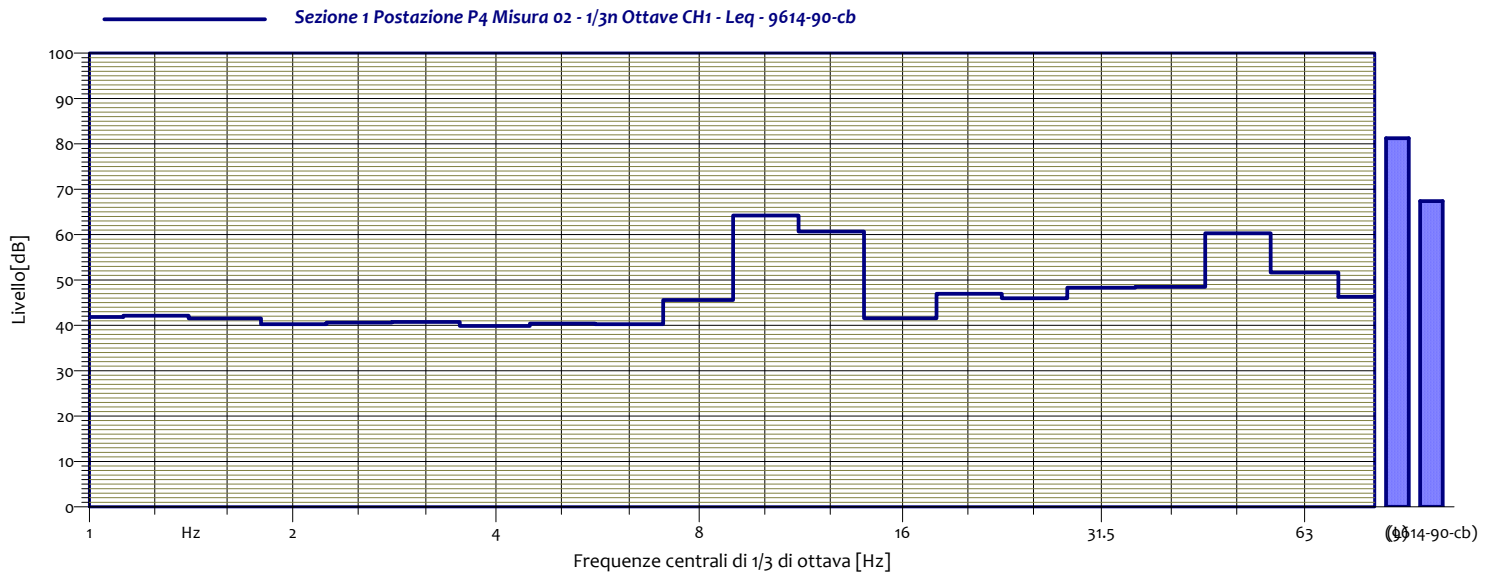
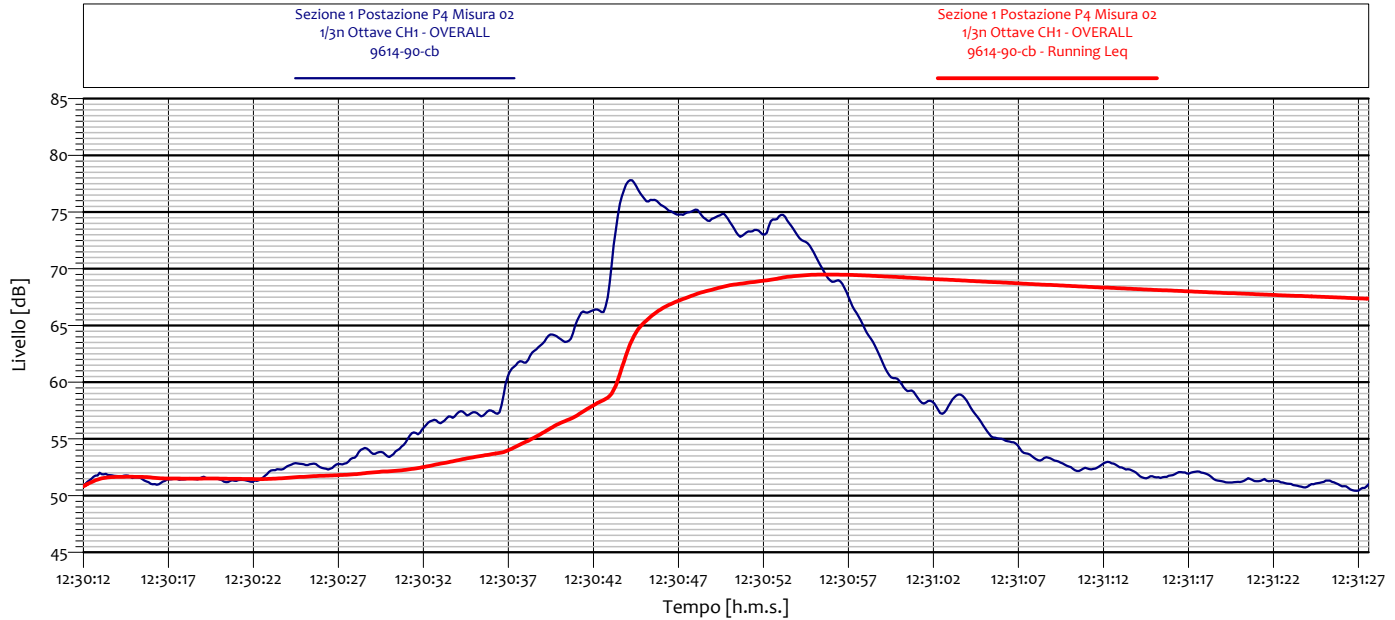
SEZIONE 01 - RASO/RILEVATO

ASSE DI VALUTAZIONE COMBINATO

PESATURA: POSTURA NON NOTA O VARIABILE (UNI 9614)



| Sezione 1 Postazione P4 Misura 01 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.1 dB | 1.25 Hz | 42.1 dB |
| 1.6 Hz | 42.5 dB | 2 Hz | 42.4 dB |
| 2.5 Hz | 40.7 dB | 3.15 Hz | 41.1 dB |
| 4 Hz | 40.4 dB | 5 Hz | 40.6 dB |
| 6.3 Hz | 41.4 dB | 8 Hz | 42.4 dB |
| 10 Hz | 56.5 dB | 12.5 Hz | 51.5 dB |
| 16 Hz | 48.7 dB | 20 Hz | 45.4 dB |
| 25 Hz | 50.0 dB | 31.5 Hz | 52.5 dB |
| 40 Hz | 54.8 dB | 50 Hz | 61.9 dB |
| 63 Hz | 53.8 dB | 80 Hz | 46.3 dB |

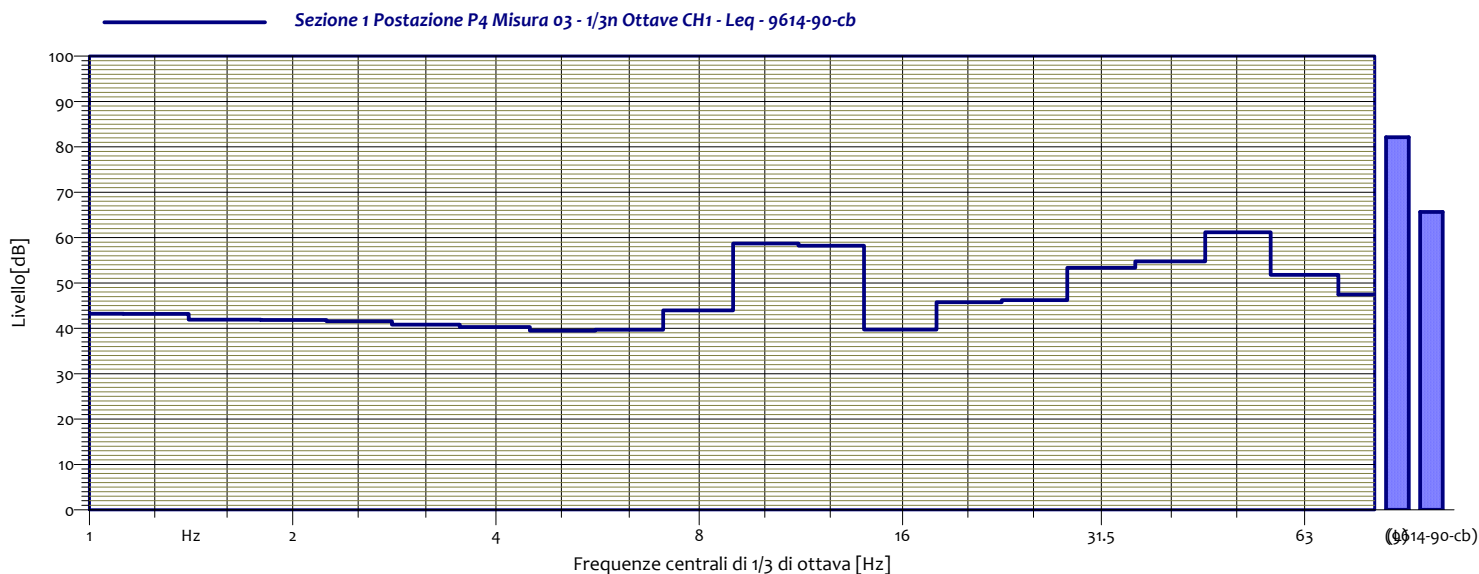
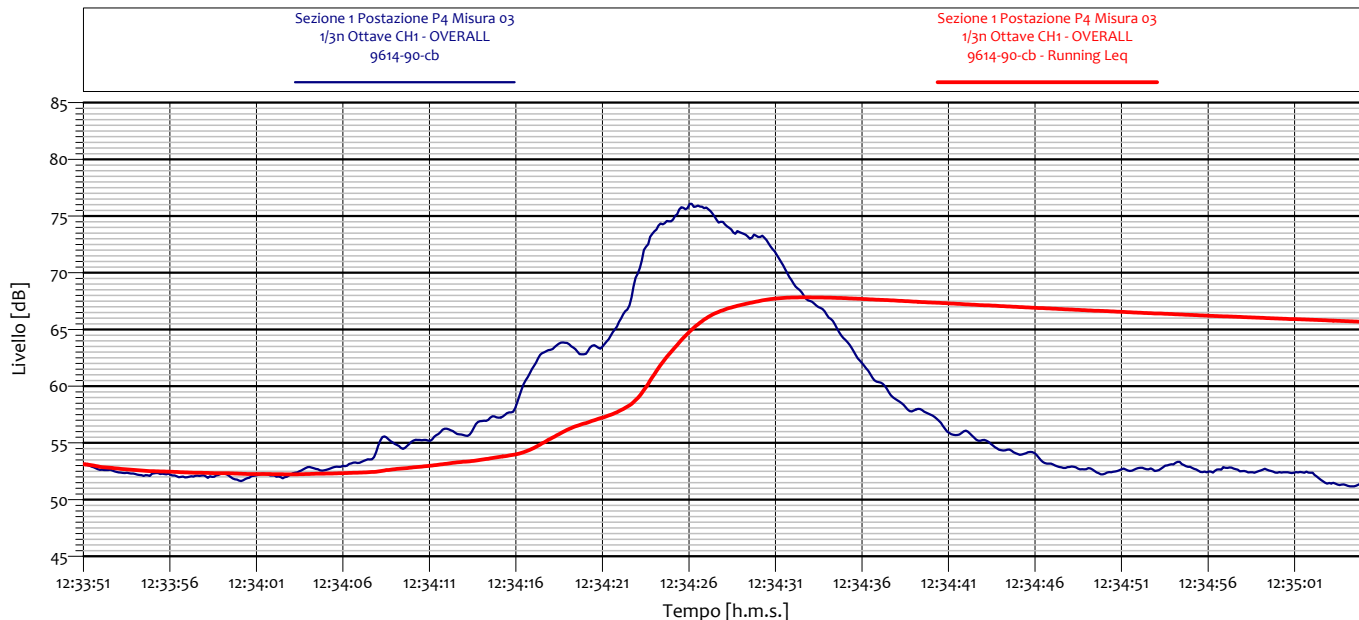


| Sezione 1 Postazione P4 Misura 02 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.9 dB | 1.25 Hz | 42.1 dB |
| 1.6 Hz | 41.6 dB | 2 Hz | 40.3 dB |
| 2.5 Hz | 40.6 dB | 3.15 Hz | 40.7 dB |
| 4 Hz | 39.9 dB | 5 Hz | 40.4 dB |
| 6.3 Hz | 40.3 dB | 8 Hz | 45.6 dB |
| 10 Hz | 64.2 dB | 12.5 Hz | 60.7 dB |
| 16 Hz | 41.6 dB | 20 Hz | 47.0 dB |
| 25 Hz | 46.0 dB | 31.5 Hz | 48.3 dB |
| 40 Hz | 48.5 dB | 50 Hz | 60.3 dB |
| 63 Hz | 51.6 dB | 80 Hz | 46.3 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



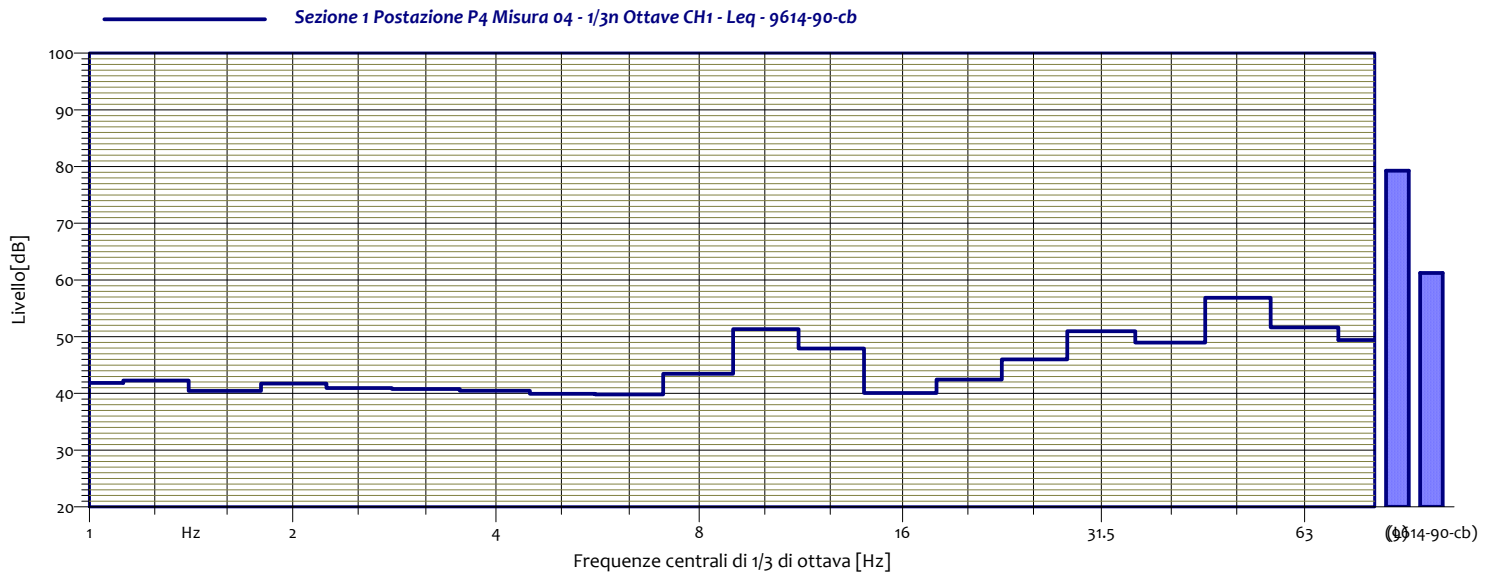
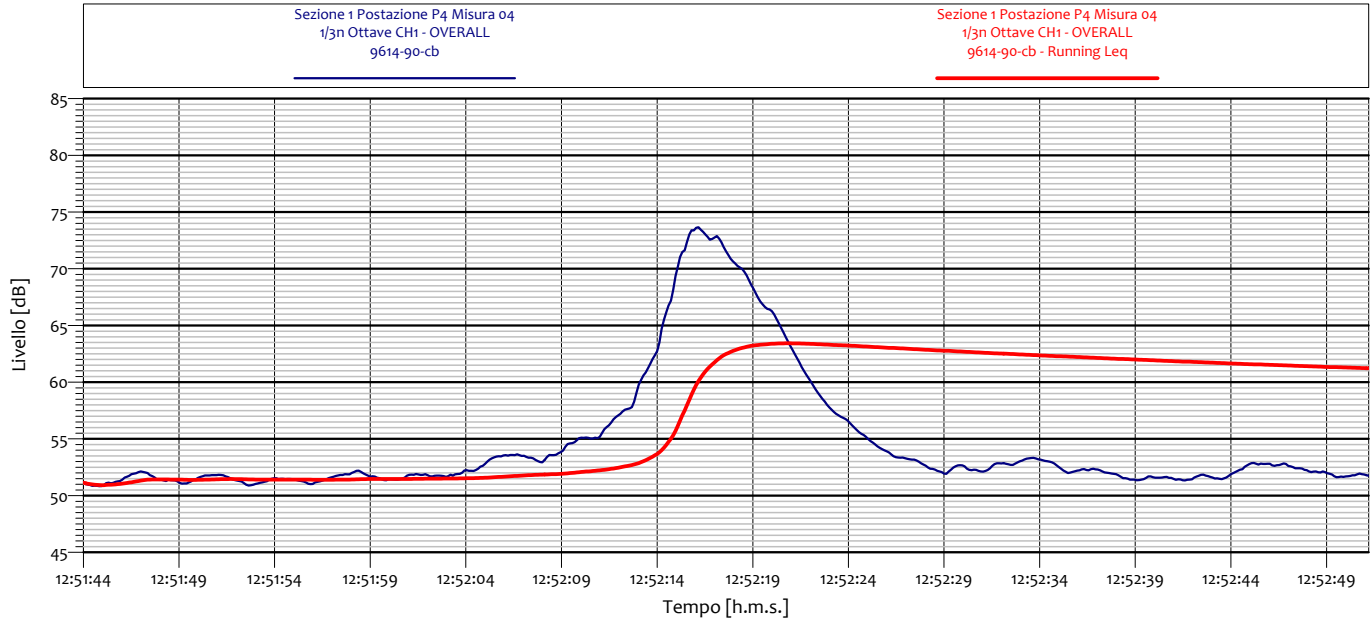
Sezione 1 Postazione P4 Misura 03
1/3n Ottave CH1 - Leq
9614-90-cb

| Hz | Hz | Hz | Hz |
|--------|---------|---------|---------|
| 1 Hz | 43.2 dB | 1.25 Hz | 43.2 dB |
| 1.6 Hz | 41.9 dB | 2 Hz | 41.8 dB |
| 2.5 Hz | 41.6 dB | 3.15 Hz | 40.8 dB |
| 4 Hz | 40.3 dB | 5 Hz | 39.5 dB |
| 6.3 Hz | 39.7 dB | 8 Hz | 44.0 dB |
| 10 Hz | 58.7 dB | 12.5 Hz | 58.2 dB |
| 16 Hz | 39.7 dB | 20 Hz | 45.8 dB |
| 25 Hz | 46.2 dB | 31.5 Hz | 53.4 dB |
| 40 Hz | 54.8 dB | 50 Hz | 61.2 dB |
| 63 Hz | 51.8 dB | 80 Hz | 47.5 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

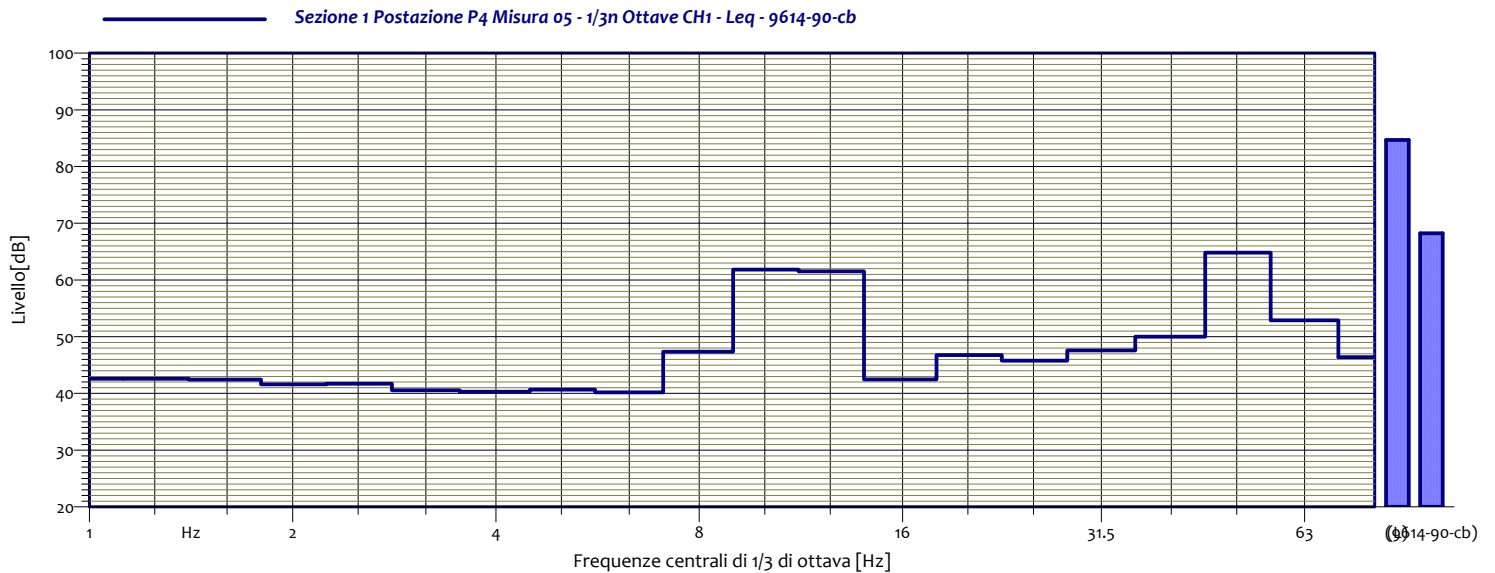
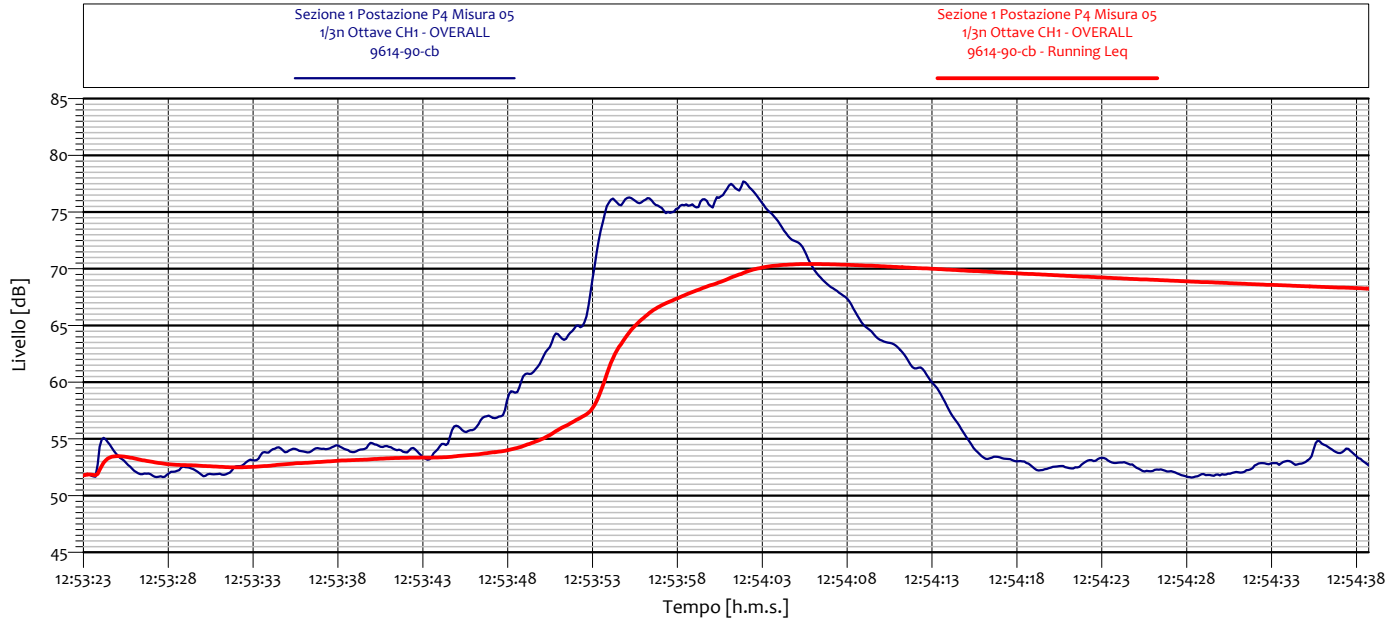


| Sezione 1 Postazione P4 Misura 04 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.9 dB | 1.25 Hz | 42.3 dB |
| 1.6 Hz | 40.4 dB | 2 Hz | 41.7 dB |
| 2.5 Hz | 41.0 dB | 3.15 Hz | 40.8 dB |
| 4 Hz | 40.5 dB | 5 Hz | 39.9 dB |
| 6.3 Hz | 39.8 dB | 8 Hz | 43.5 dB |
| 10 Hz | 51.3 dB | 12.5 Hz | 47.9 dB |
| 16 Hz | 40.1 dB | 20 Hz | 42.4 dB |
| 25 Hz | 46.0 dB | 31.5 Hz | 51.0 dB |
| 40 Hz | 49.0 dB | 50 Hz | 56.9 dB |
| 63 Hz | 51.6 dB | 80 Hz | 49.4 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

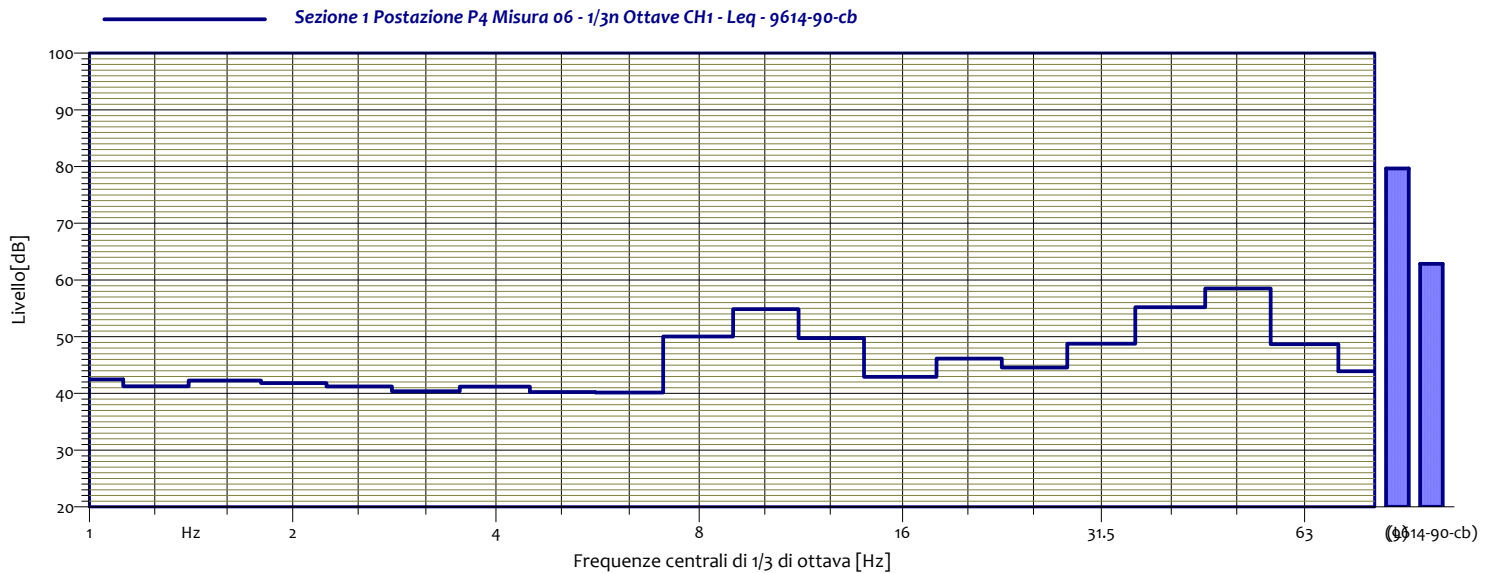
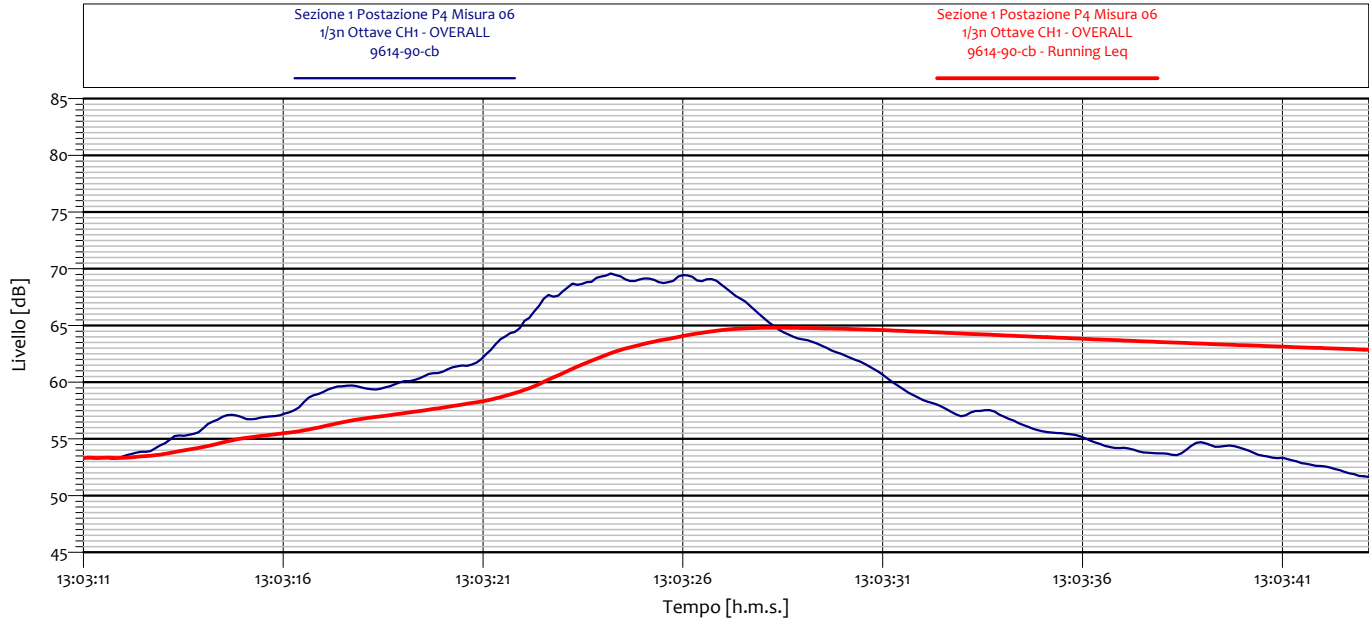


| Sezione 1 Postazione P4 Misura 05 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.6 dB | 1.25 Hz | 42.6 dB |
| 1.6 Hz | 42.4 dB | 2 Hz | 41.6 dB |
| 2.5 Hz | 41.7 dB | 3.15 Hz | 40.5 dB |
| 4 Hz | 40.3 dB | 5 Hz | 40.7 dB |
| 6.3 Hz | 40.2 dB | 8 Hz | 47.4 dB |
| 10 Hz | 61.9 dB | 12.5 Hz | 61.5 dB |
| 16 Hz | 42.5 dB | 20 Hz | 46.8 dB |
| 25 Hz | 45.8 dB | 31.5 Hz | 47.6 dB |
| 40 Hz | 50.0 dB | 50 Hz | 64.8 dB |
| 63 Hz | 52.9 dB | 80 Hz | 46.4 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

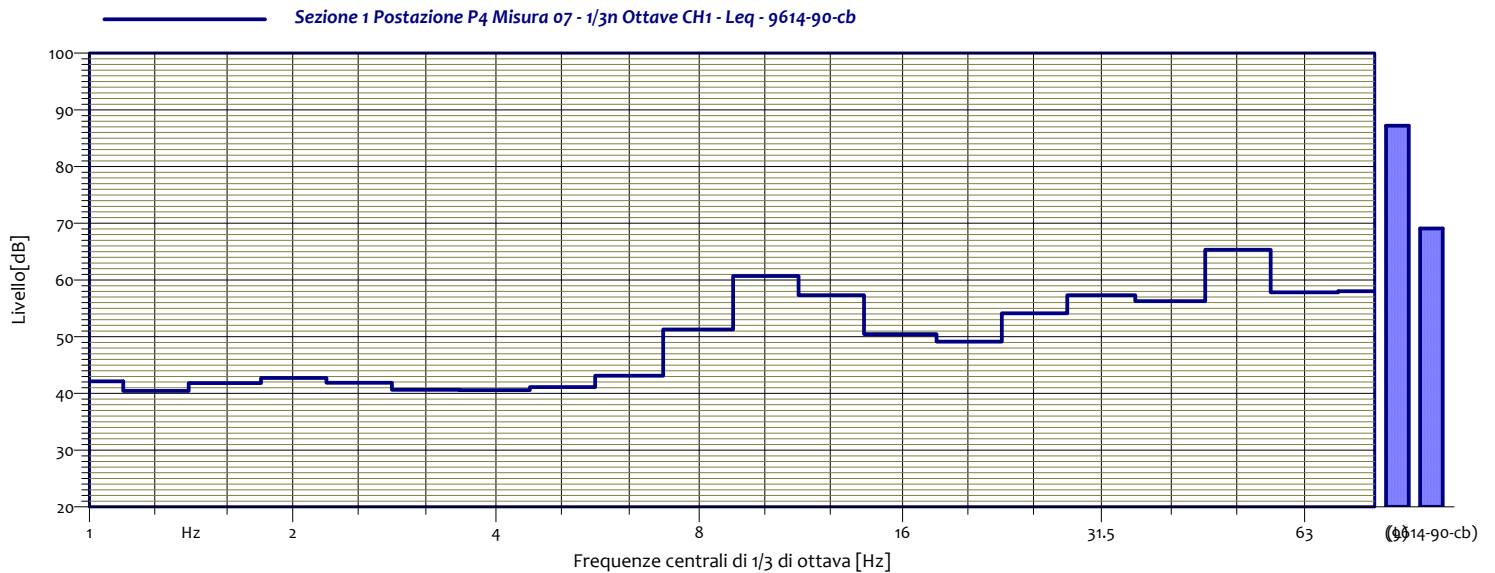
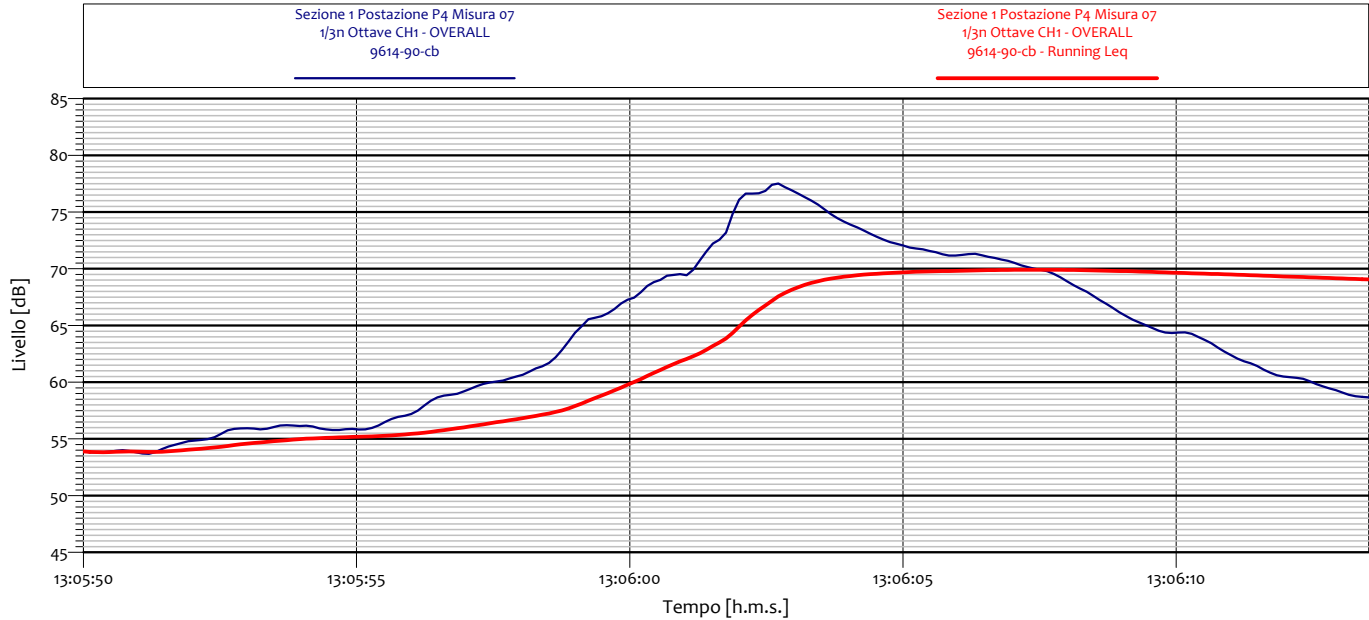


| Sezione 1 Postazione P4 Misura o6 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.5 dB | 1.25 Hz | 41.3 dB |
| 1.6 Hz | 42.3 dB | 2 Hz | 41.8 dB |
| 2.5 Hz | 41.2 dB | 3.15 Hz | 40.4 dB |
| 4 Hz | 41.2 dB | 5 Hz | 40.3 dB |
| 6.3 Hz | 40.2 dB | 8 Hz | 50.0 dB |
| 10 Hz | 54.9 dB | 12.5 Hz | 49.8 dB |
| 16 Hz | 42.9 dB | 20 Hz | 46.2 dB |
| 25 Hz | 44.6 dB | 31.5 Hz | 48.8 dB |
| 40 Hz | 55.2 dB | 50 Hz | 58.5 dB |
| 63 Hz | 48.7 dB | 80 Hz | 43.9 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

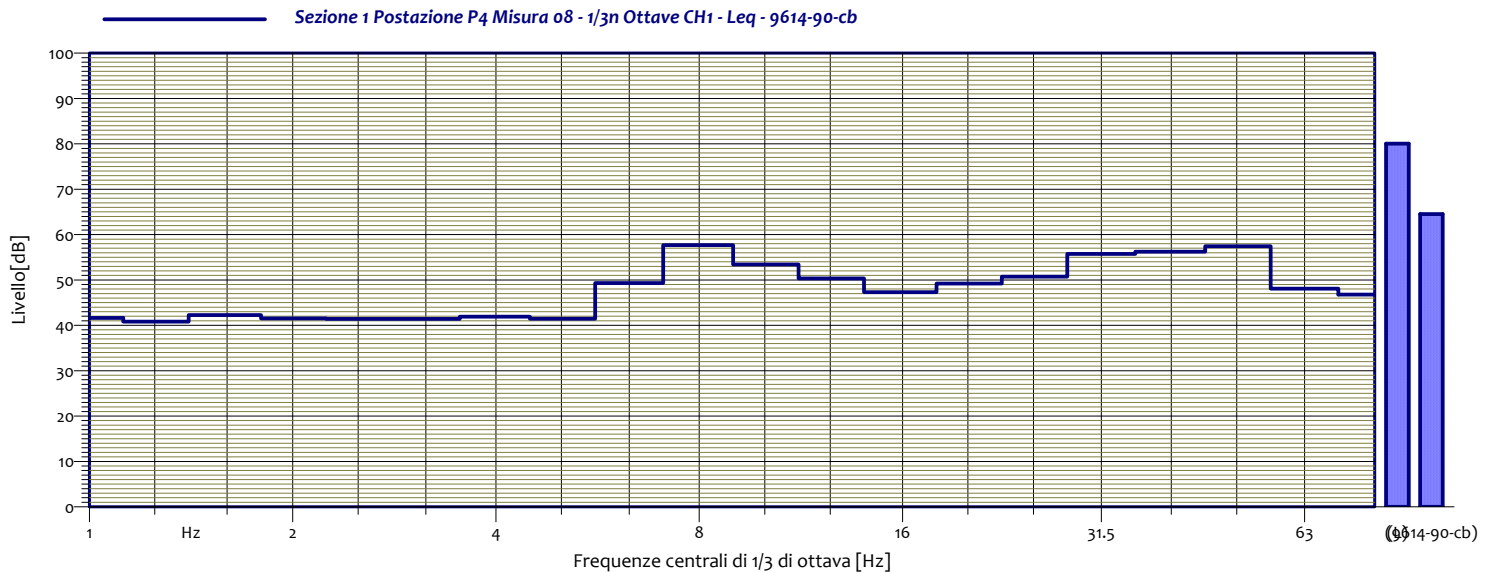
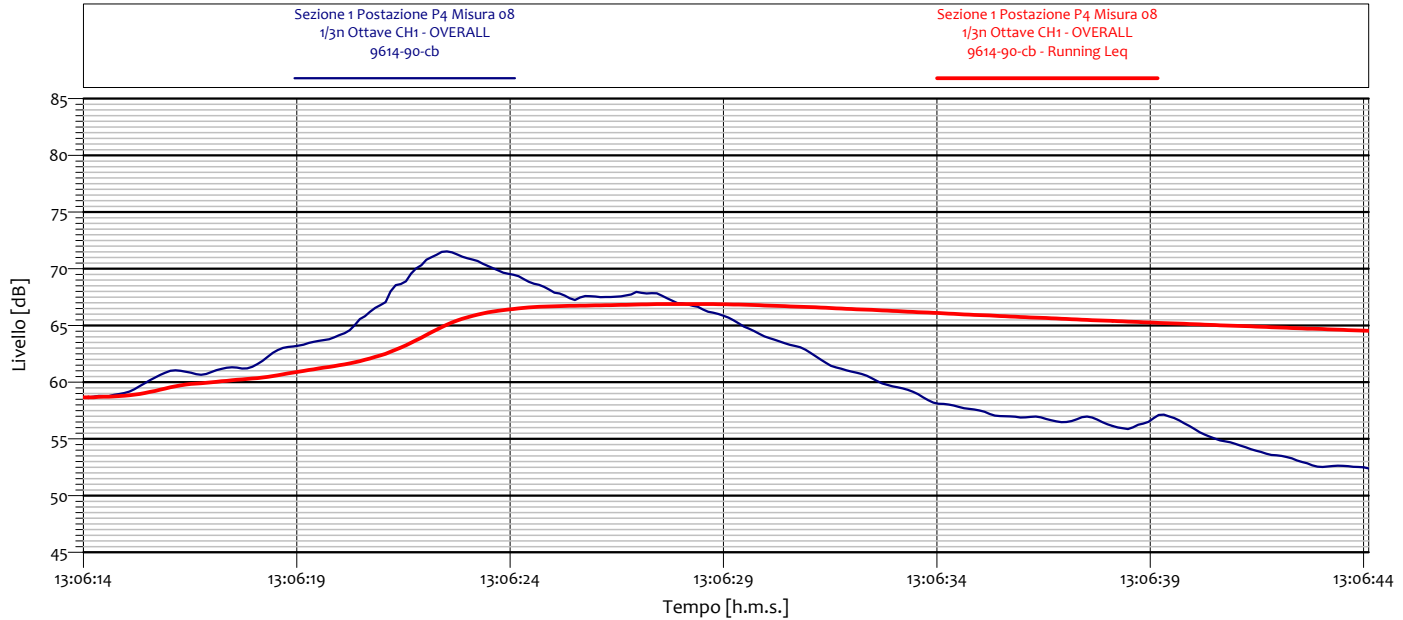


| Sezione 1 Postazione P4 Misura 07 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.1 dB | 1.25 Hz | 40.4 dB |
| 1.6 Hz | 41.8 dB | 2 Hz | 42.7 dB |
| 2.5 Hz | 41.9 dB | 3.15 Hz | 40.6 dB |
| 4 Hz | 40.6 dB | 5 Hz | 41.1 dB |
| 6.3 Hz | 43.1 dB | 8 Hz | 51.3 dB |
| 10 Hz | 60.7 dB | 12.5 Hz | 57.3 dB |
| 16 Hz | 50.5 dB | 20 Hz | 49.1 dB |
| 25 Hz | 54.2 dB | 31.5 Hz | 57.3 dB |
| 40 Hz | 56.3 dB | 50 Hz | 65.4 dB |
| 63 Hz | 57.8 dB | 80 Hz | 58.0 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

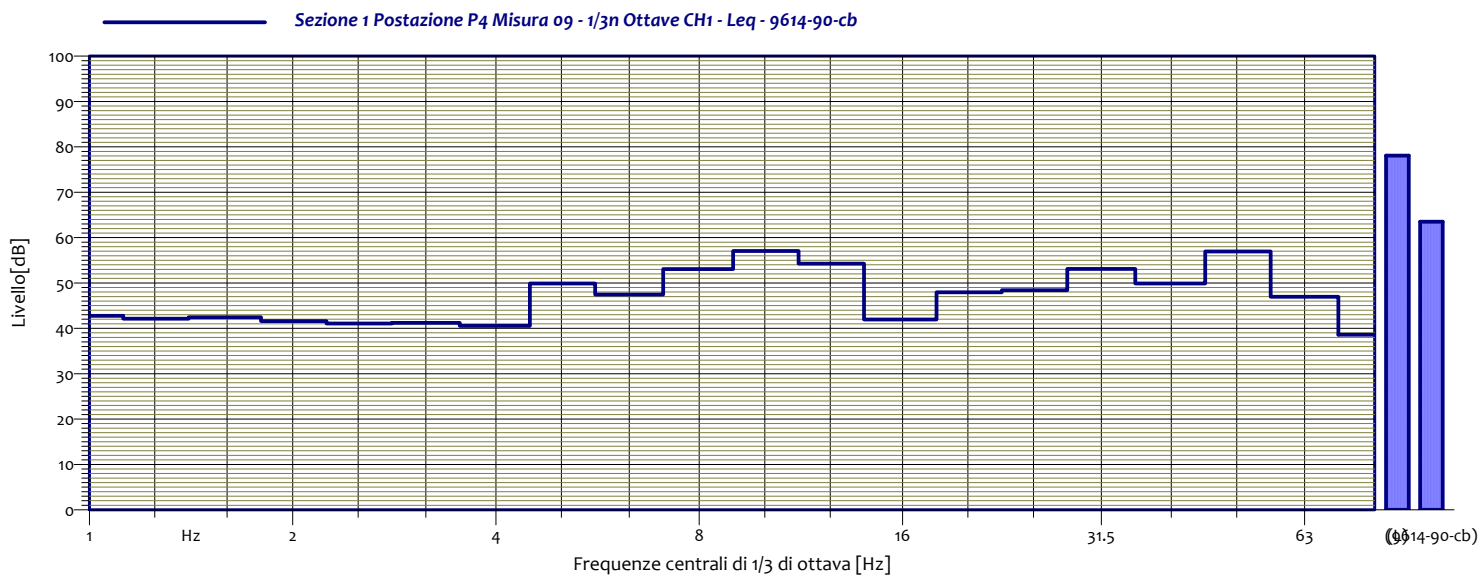
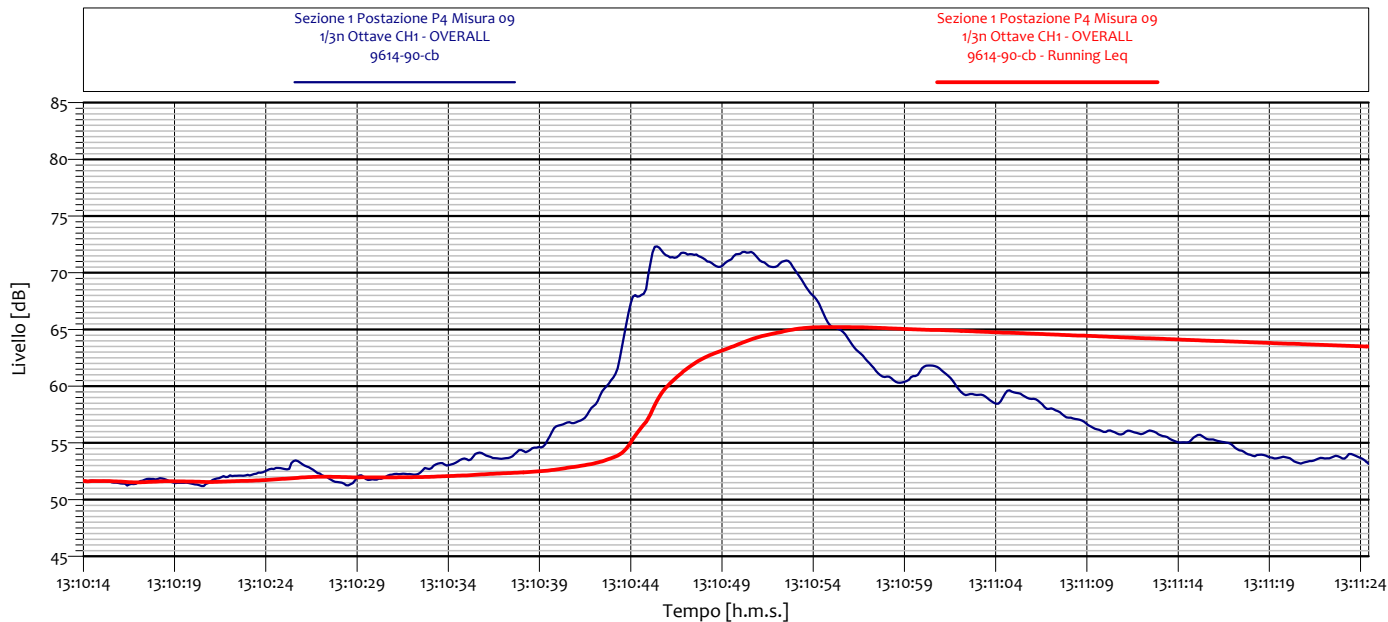


| Sezione 1 Postazione P4 Misura o8 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.7 dB | 1.25 Hz | 40.8 dB |
| 1.6 Hz | 42.3 dB | 2 Hz | 41.6 dB |
| 2.5 Hz | 41.4 dB | 3.15 Hz | 41.4 dB |
| 4 Hz | 41.9 dB | 5 Hz | 41.5 dB |
| 6.3 Hz | 49.4 dB | 8 Hz | 57.7 dB |
| 10 Hz | 53.4 dB | 12.5 Hz | 50.4 dB |
| 16 Hz | 47.3 dB | 20 Hz | 49.2 dB |
| 25 Hz | 50.8 dB | 31.5 Hz | 55.8 dB |
| 40 Hz | 56.2 dB | 50 Hz | 57.5 dB |
| 63 Hz | 48.1 dB | 80 Hz | 46.8 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

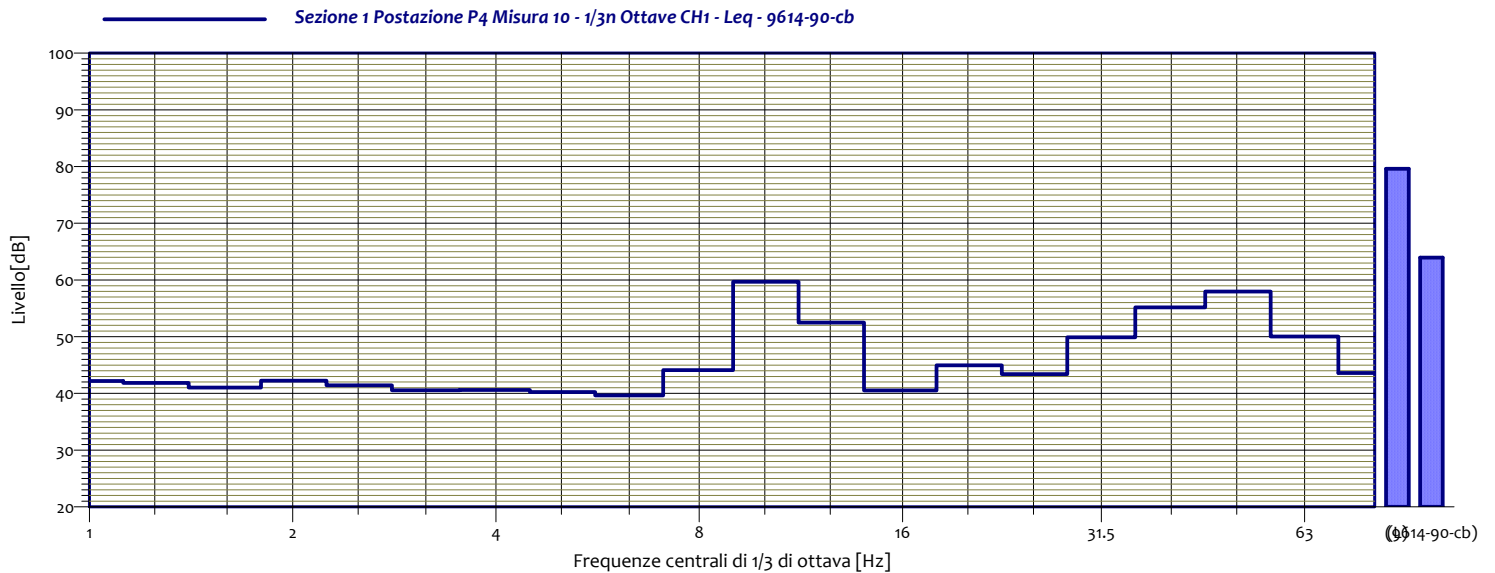
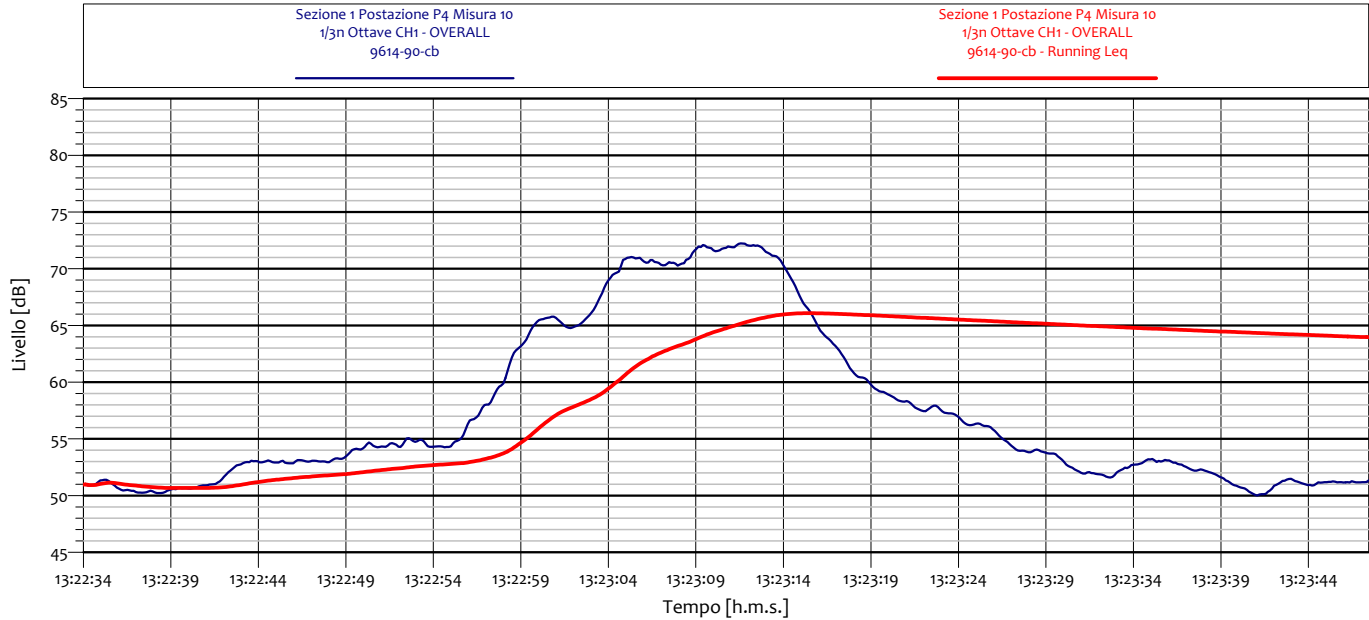


| Sezione 1 Postazione P4 Misura 09 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.8 dB | 1.25 Hz | 42.2 dB |
| 1.6 Hz | 42.5 dB | 2 Hz | 41.6 dB |
| 2.5 Hz | 41.1 dB | 3.15 Hz | 41.2 dB |
| 4 Hz | 40.6 dB | 5 Hz | 49.9 dB |
| 6.3 Hz | 47.5 dB | 8 Hz | 53.1 dB |
| 10 Hz | 57.1 dB | 12.5 Hz | 54.3 dB |
| 16 Hz | 42.0 dB | 20 Hz | 47.9 dB |
| 25 Hz | 48.4 dB | 31.5 Hz | 53.1 dB |
| 40 Hz | 49.9 dB | 50 Hz | 56.9 dB |
| 63 Hz | 47.0 dB | 80 Hz | 38.6 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

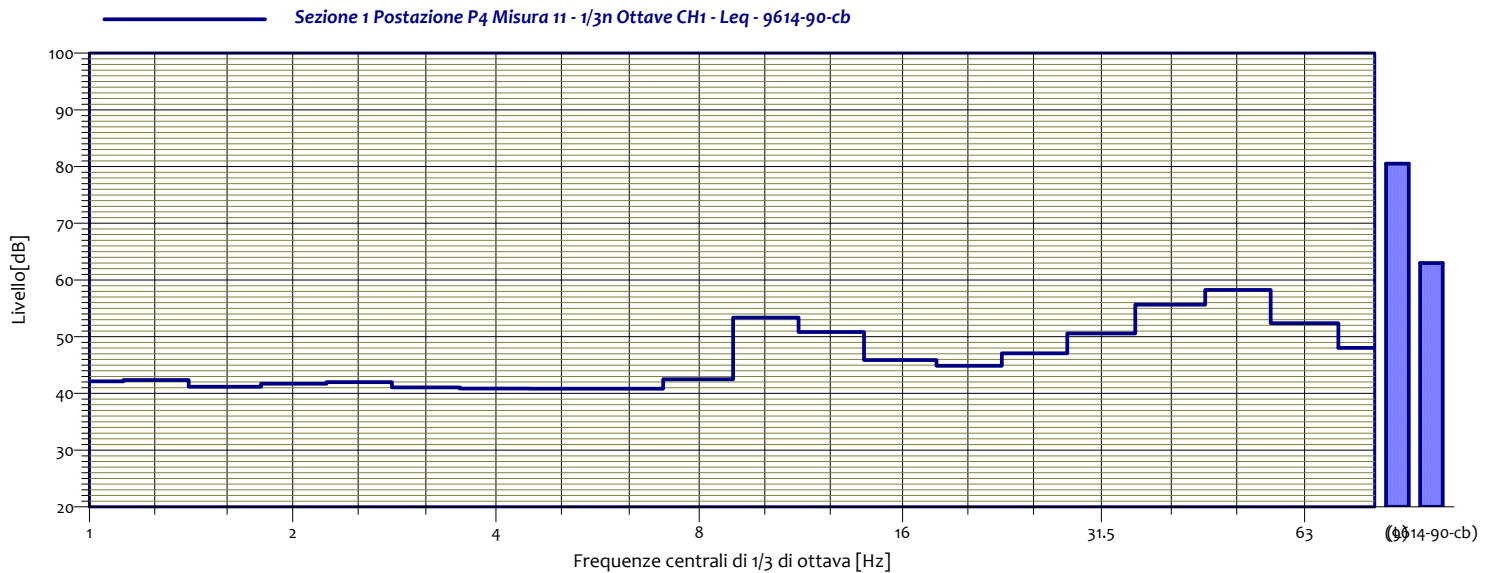
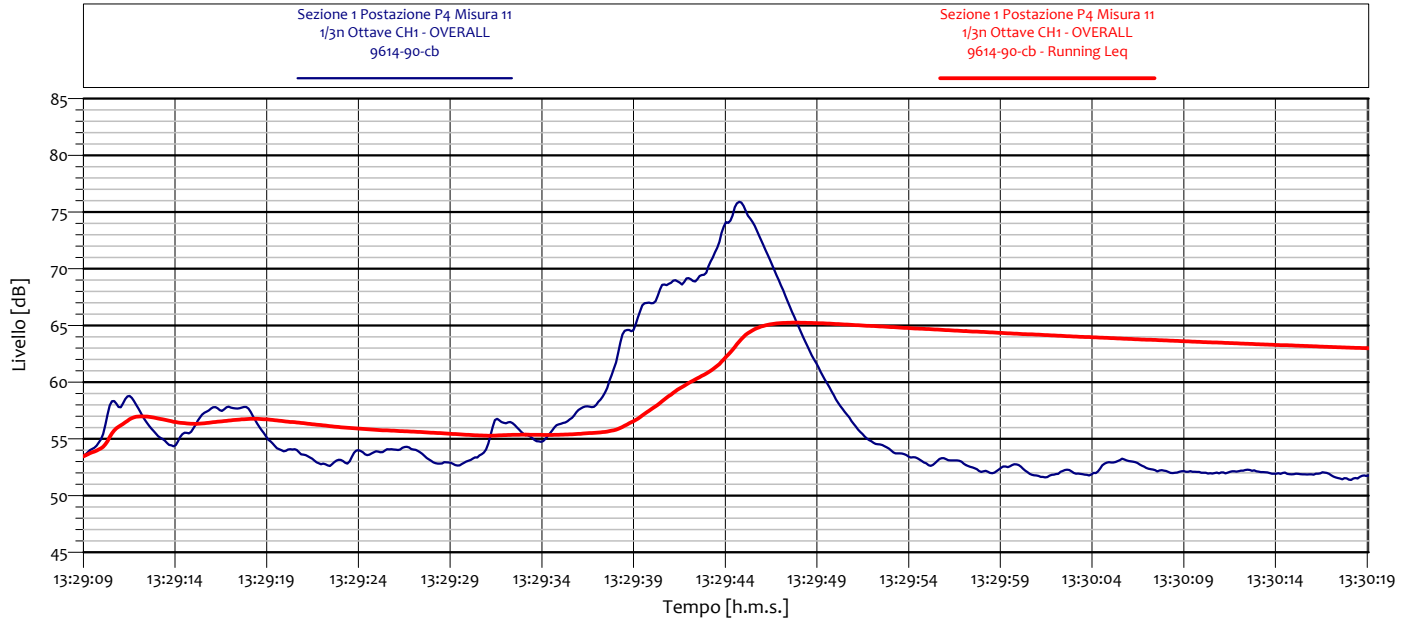


| Sezione 1 Postazione P4 Misura 10 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|------|---------|
| 1 | 42.2 dB | 1.3 | 41.9 dB |
| 1.6 | 41.0 dB | 2 | 42.3 dB |
| 2.5 | 41.4 dB | 3.2 | 40.5 dB |
| 4 | 40.6 dB | 5 | 40.2 dB |
| 6.3 | 39.7 dB | 8 | 44.1 dB |
| 10 | 59.7 dB | 12.5 | 52.5 dB |
| 16 | 40.5 dB | 20 | 45.0 dB |
| 25 | 43.4 dB | 31.5 | 49.9 dB |
| 40 | 55.2 dB | 50 | 58.0 dB |
| 63 | 50.0 dB | 80 | 43.6 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

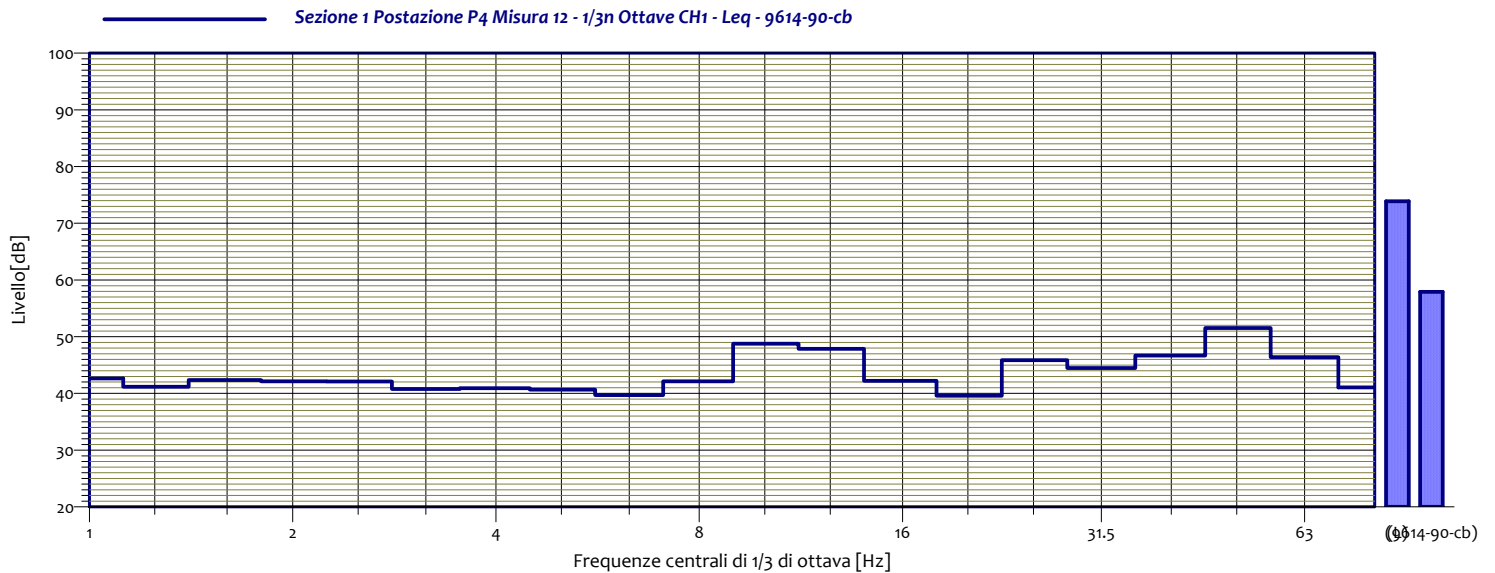
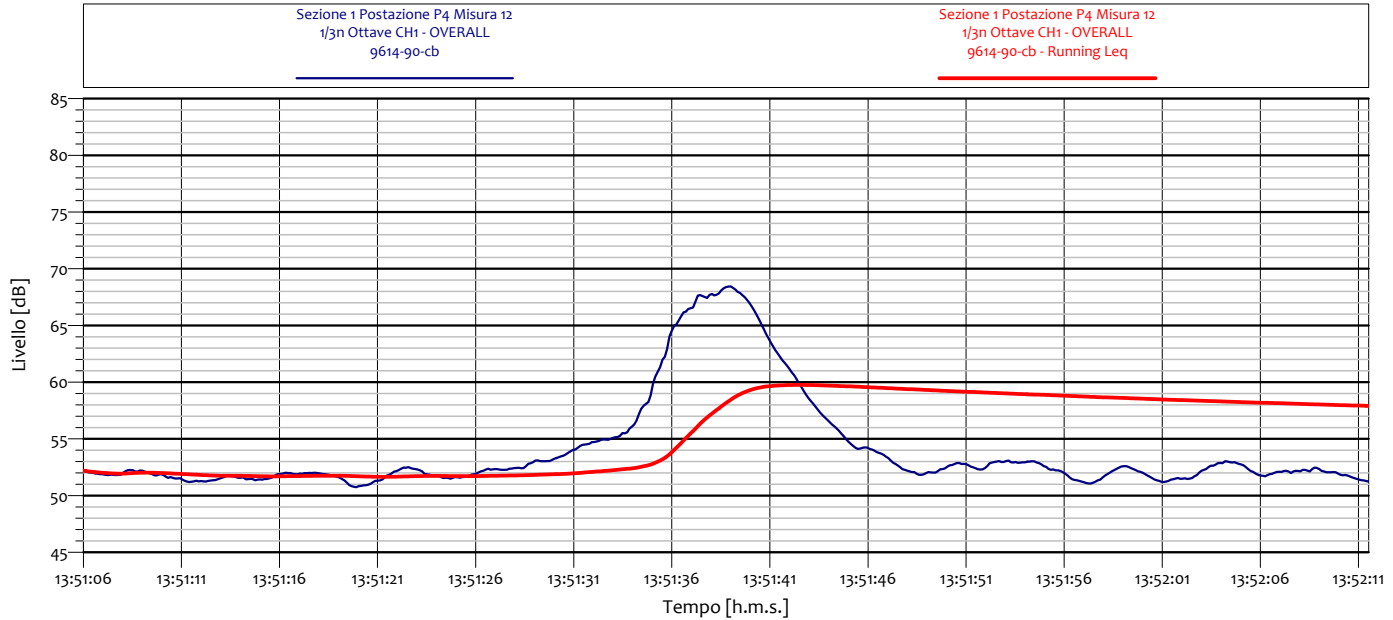


| Sezione 1 Postazione P4 Misura 11 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|------|---------|
| 1 | 42.1 dB | 1.3 | 42.4 dB |
| 1.6 | 41.2 dB | 2 | 41.7 dB |
| 2.5 | 42.0 dB | 3.2 | 41.1 dB |
| 4 | 40.9 dB | 5 | 40.8 dB |
| 6.3 | 40.8 dB | 8 | 42.5 dB |
| 10 | 53.4 dB | 12.5 | 50.8 dB |
| 16 | 45.9 dB | 20 | 44.9 dB |
| 25 | 47.1 dB | 31.5 | 50.6 dB |
| 40 | 55.7 dB | 50 | 58.2 dB |
| 63 | 52.4 dB | 80 | 48.1 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

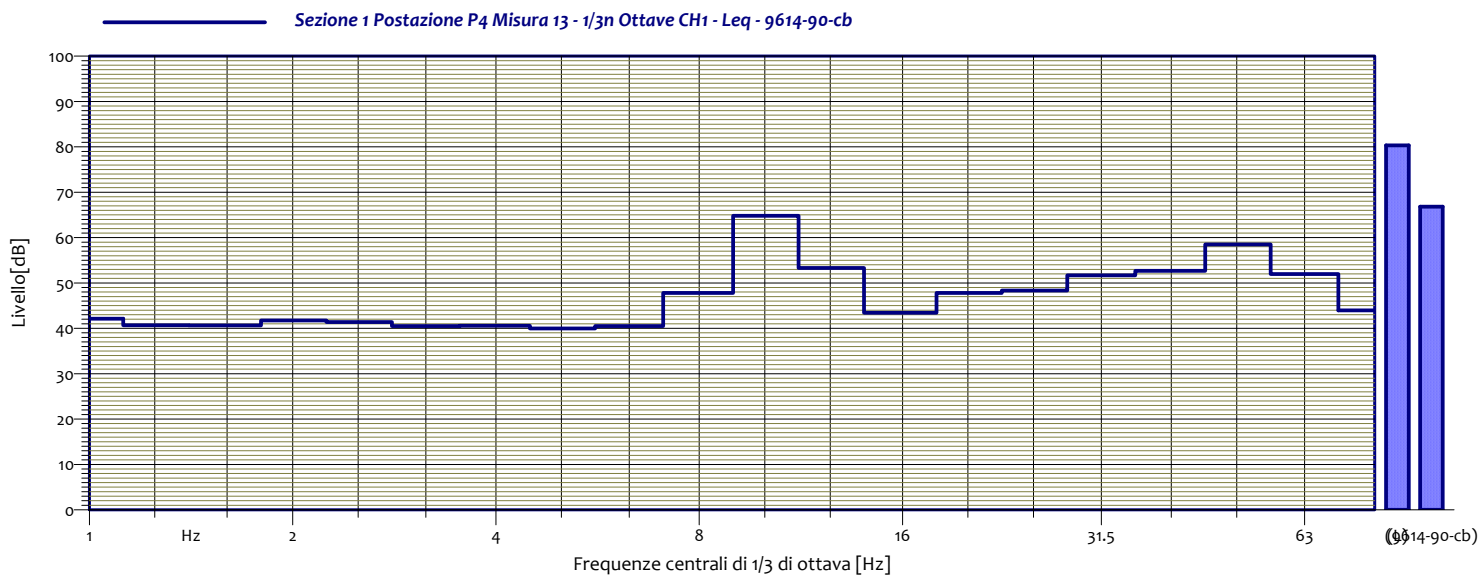
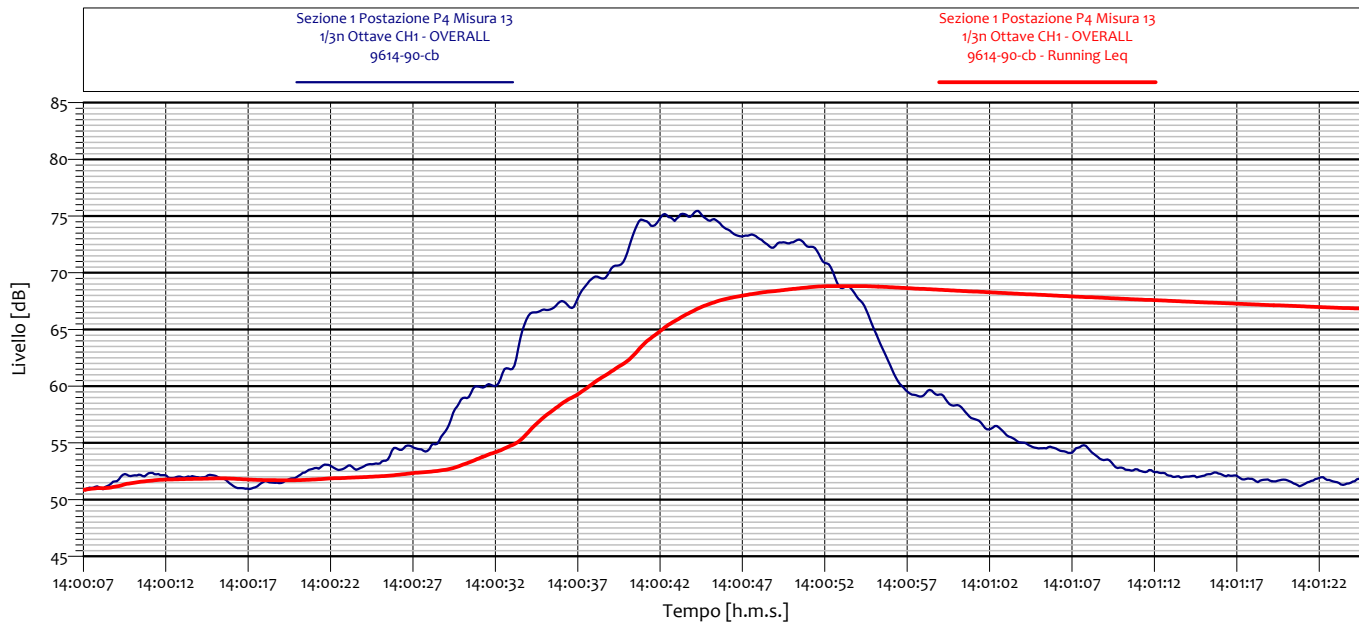


| Sezione 1 Postazione P4 Misura 12 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|------|---------|
| 1 | 42.6 dB | 1.3 | 41.2 dB |
| 1.6 | 42.4 dB | 2 | 42.1 dB |
| 2.5 | 42.1 dB | 3.2 | 40.8 dB |
| 4 | 40.9 dB | 5 | 40.7 dB |
| 6.3 | 39.7 dB | 8 | 42.2 dB |
| 10 | 48.8 dB | 12.5 | 47.9 dB |
| 16 | 42.2 dB | 20 | 39.6 dB |
| 25 | 45.8 dB | 31.5 | 44.5 dB |
| 40 | 46.7 dB | 50 | 51.5 dB |
| 63 | 46.4 dB | 80 | 41.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



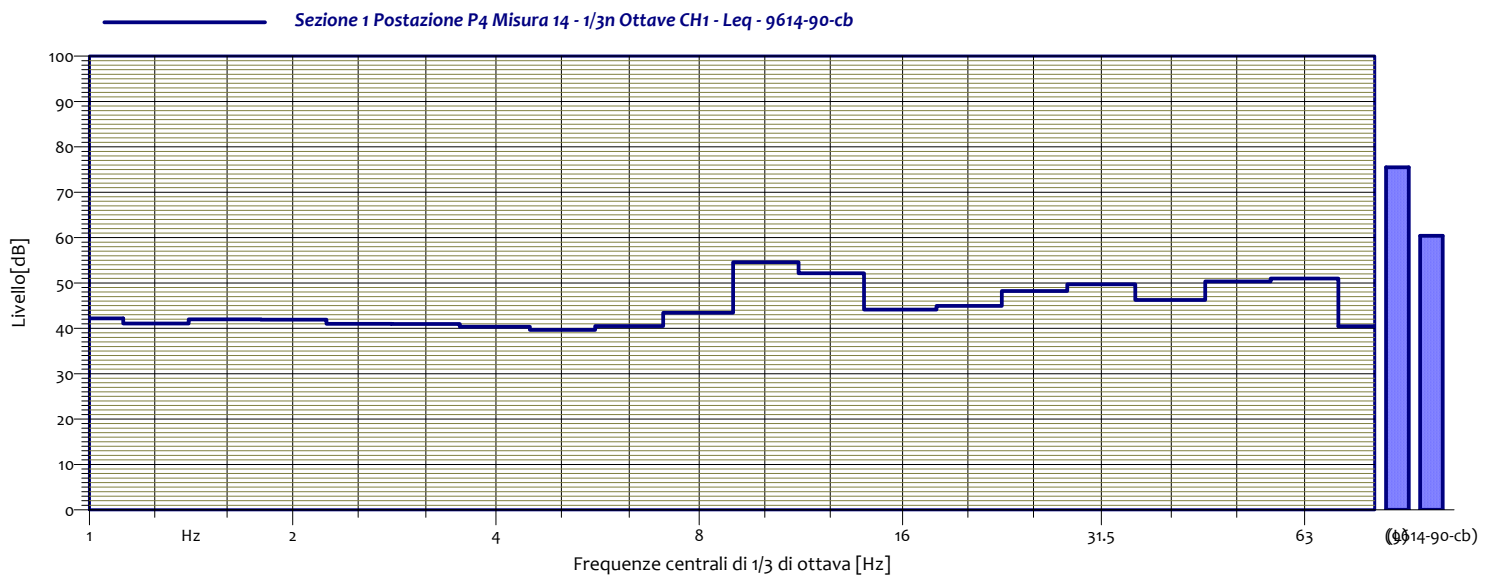
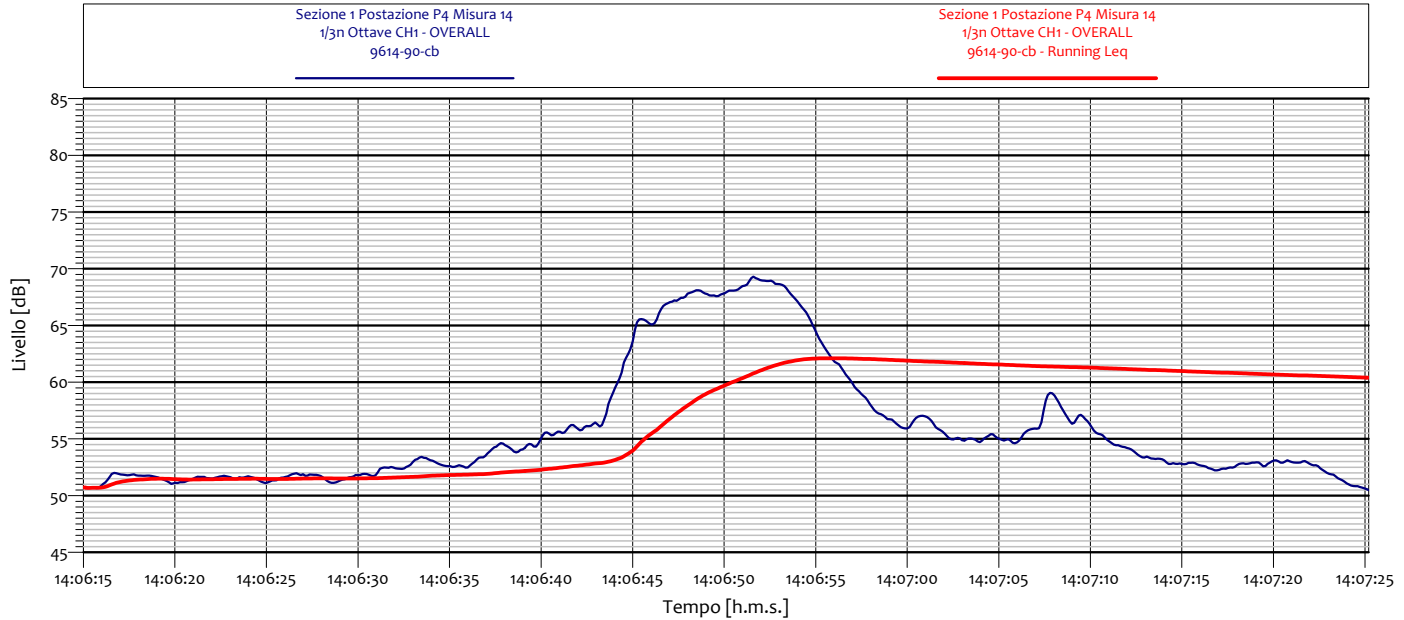
Sezione 1 Postazione P4 Misura 13
1/3n Ottave CH1 - Leq
9614-90-cb

| Hz | dB | Hz | dB |
|--------|---------|---------|---------|
| 1 Hz | 42.2 dB | 1.25 Hz | 40.7 dB |
| 1.6 Hz | 40.7 dB | 2 Hz | 41.8 dB |
| 2.5 Hz | 41.4 dB | 3.15 Hz | 40.5 dB |
| 4 Hz | 40.6 dB | 5 Hz | 40.0 dB |
| 6.3 Hz | 40.5 dB | 8 Hz | 47.8 dB |
| 10 Hz | 64.8 dB | 12.5 Hz | 53.3 dB |
| 16 Hz | 43.5 dB | 20 Hz | 47.8 dB |
| 25 Hz | 48.4 dB | 31.5 Hz | 51.7 dB |
| 40 Hz | 52.7 dB | 50 Hz | 58.5 dB |
| 63 Hz | 52.0 dB | 80 Hz | 44.0 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova



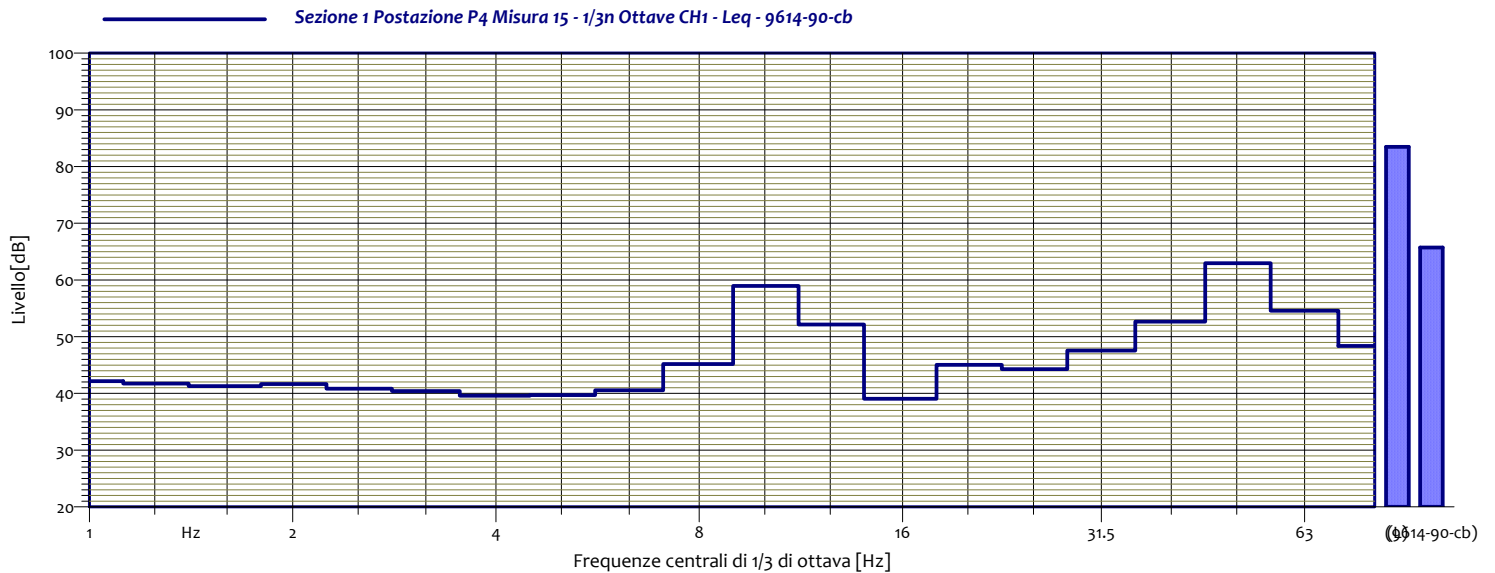
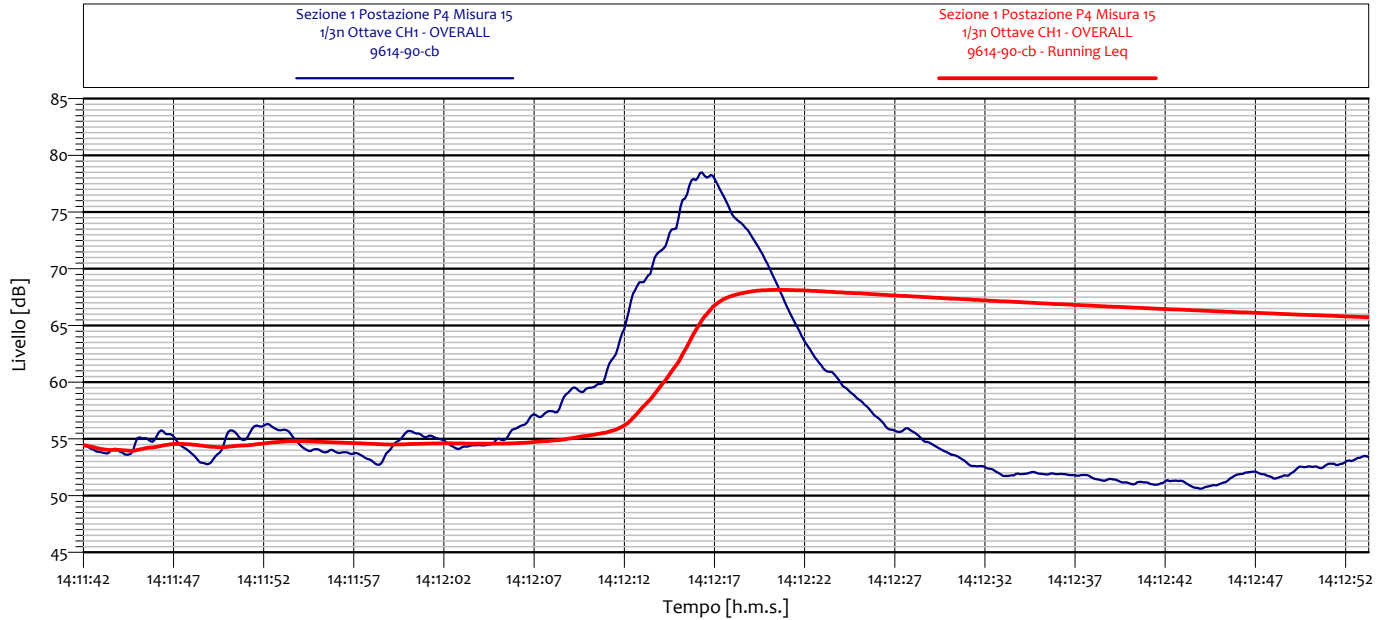
Sezione 1 Postazione P4 Misura 14
1/3n Ottave CH1 - Leq
9614-90-cb

| Hz | dB | Hz | dB |
|--------|---------|---------|---------|
| 1 Hz | 42.2 dB | 1.25 Hz | 41.1 dB |
| 1.6 Hz | 42.0 dB | 2 Hz | 41.9 dB |
| 2.5 Hz | 41.0 dB | 3.15 Hz | 41.0 dB |
| 4 Hz | 40.4 dB | 5 Hz | 39.7 dB |
| 6.3 Hz | 40.5 dB | 8 Hz | 43.5 dB |
| 10 Hz | 54.6 dB | 12.5 Hz | 52.2 dB |
| 16 Hz | 44.2 dB | 20 Hz | 44.9 dB |
| 25 Hz | 48.2 dB | 31.5 Hz | 49.7 dB |
| 40 Hz | 46.3 dB | 50 Hz | 50.3 dB |
| 63 Hz | 51.0 dB | 80 Hz | 40.5 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

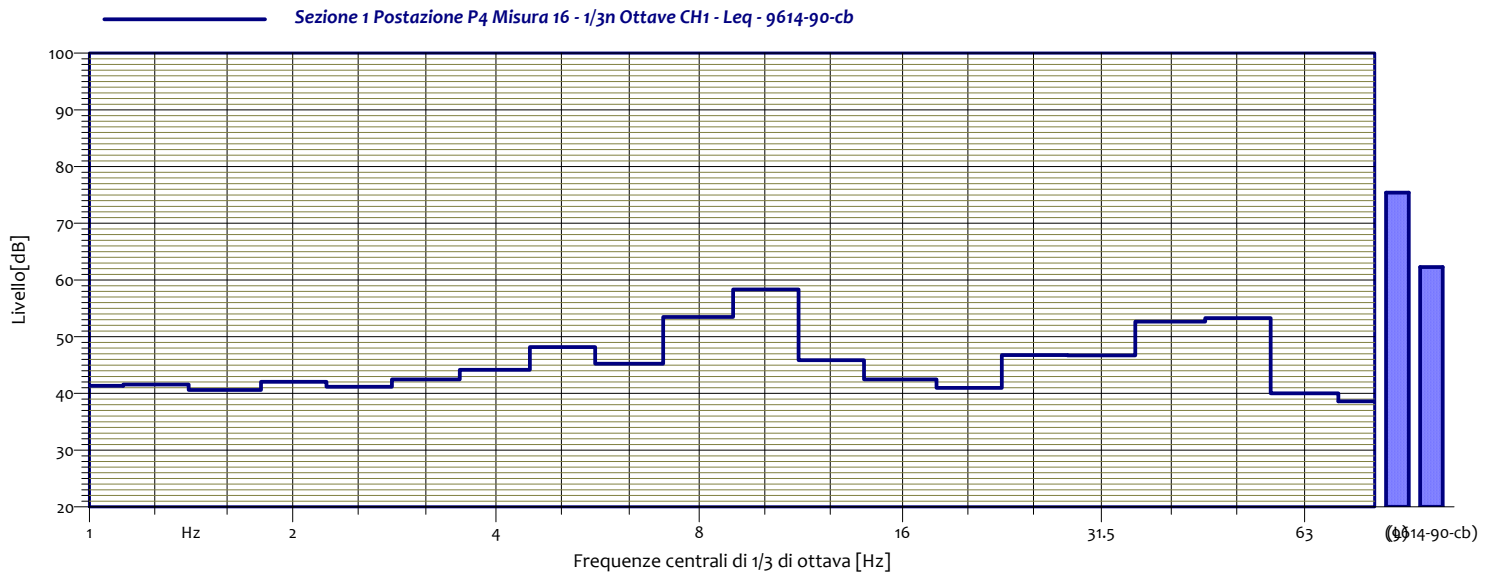
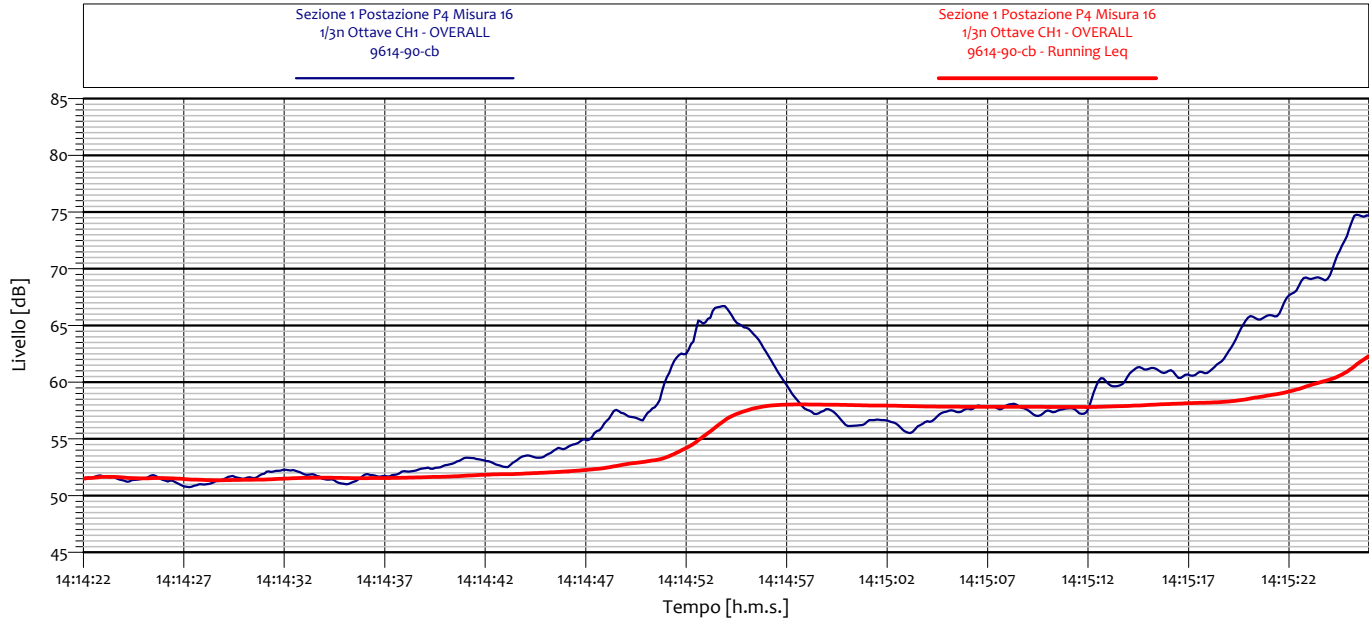


| Sezione 1 Postazione P4 Misura 15 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.2 dB | 1.25 Hz | 41.7 dB |
| 1.6 Hz | 41.3 dB | 2 Hz | 41.7 dB |
| 2.5 Hz | 40.8 dB | 3.15 Hz | 40.4 dB |
| 4 Hz | 39.6 dB | 5 Hz | 39.7 dB |
| 6.3 Hz | 40.6 dB | 8 Hz | 45.2 dB |
| 10 Hz | 59.0 dB | 12.5 Hz | 52.1 dB |
| 16 Hz | 39.1 dB | 20 Hz | 45.0 dB |
| 25 Hz | 44.3 dB | 31.5 Hz | 47.6 dB |
| 40 Hz | 52.7 dB | 50 Hz | 63.0 dB |
| 63 Hz | 54.6 dB | 80 Hz | 48.4 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

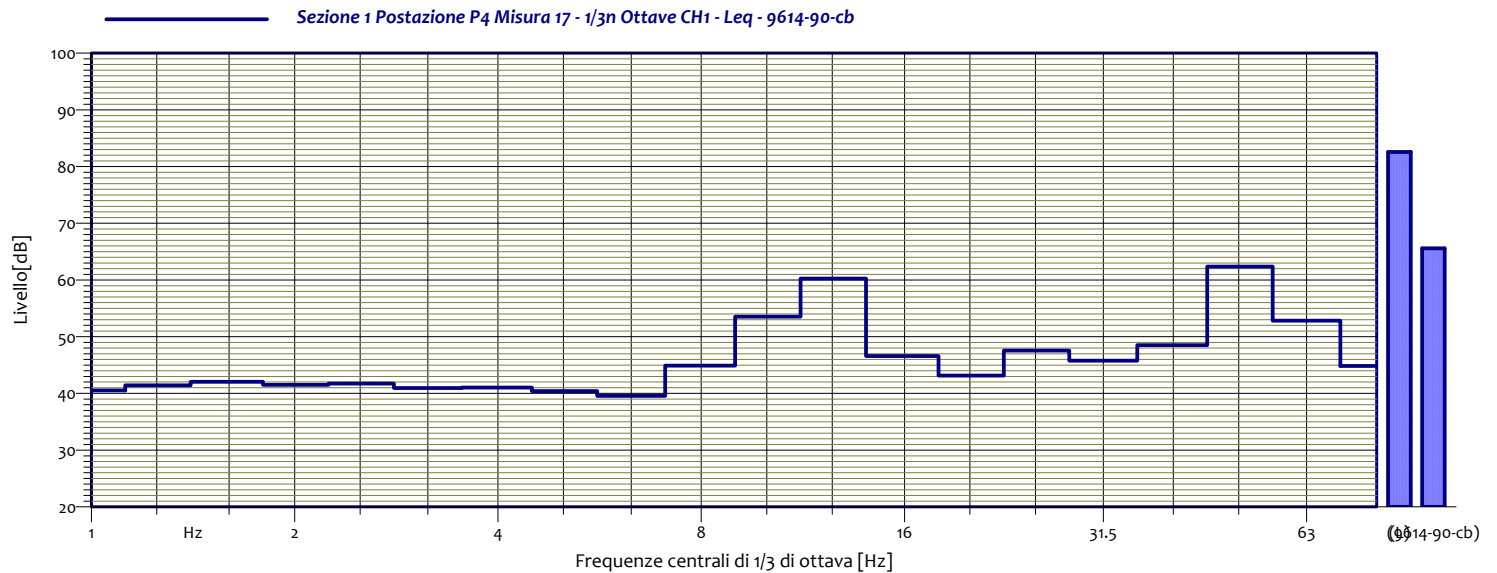
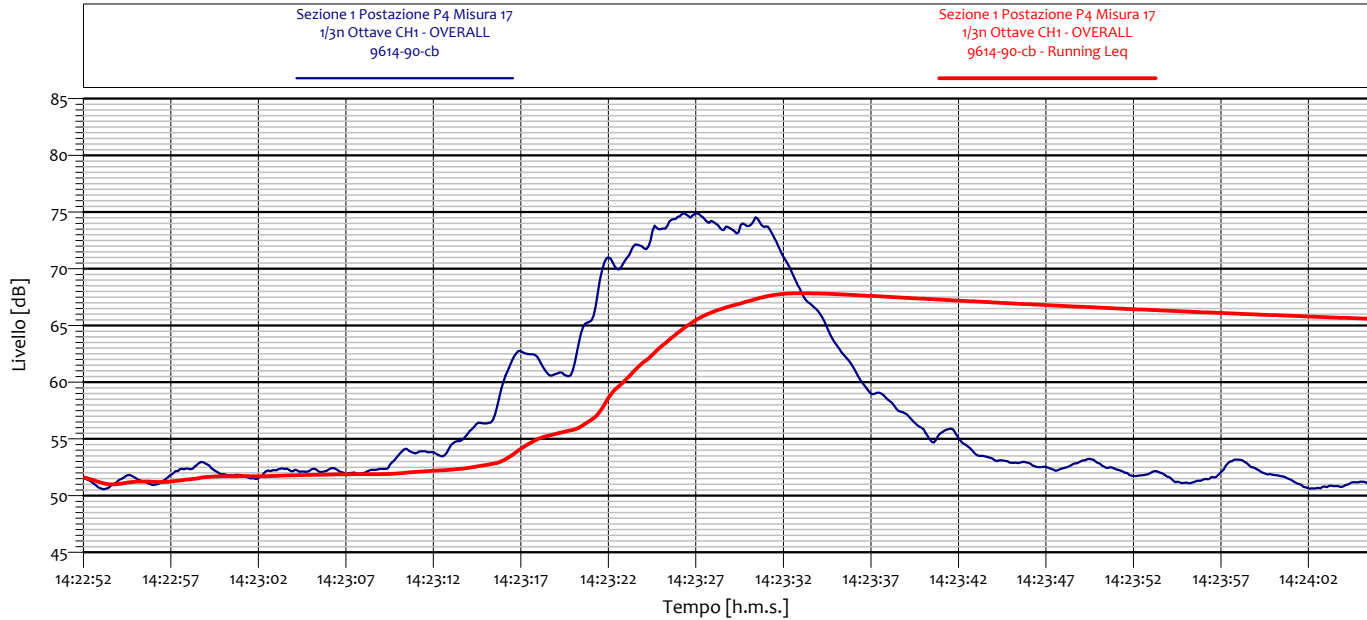


| Sezione 1 Postazione P4 Misura 16 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.3 dB | 1.25 Hz | 41.6 dB |
| 1.6 Hz | 40.6 dB | 2 Hz | 42.1 dB |
| 2.5 Hz | 41.2 dB | 3.15 Hz | 42.5 dB |
| 4 Hz | 44.2 dB | 5 Hz | 48.2 dB |
| 6.3 Hz | 45.2 dB | 8 Hz | 53.5 dB |
| 10 Hz | 58.3 dB | 12.5 Hz | 45.8 dB |
| 16 Hz | 42.5 dB | 20 Hz | 41.0 dB |
| 25 Hz | 46.8 dB | 31.5 Hz | 46.7 dB |
| 40 Hz | 52.7 dB | 50 Hz | 53.3 dB |
| 63 Hz | 40.0 dB | 80 Hz | 38.6 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

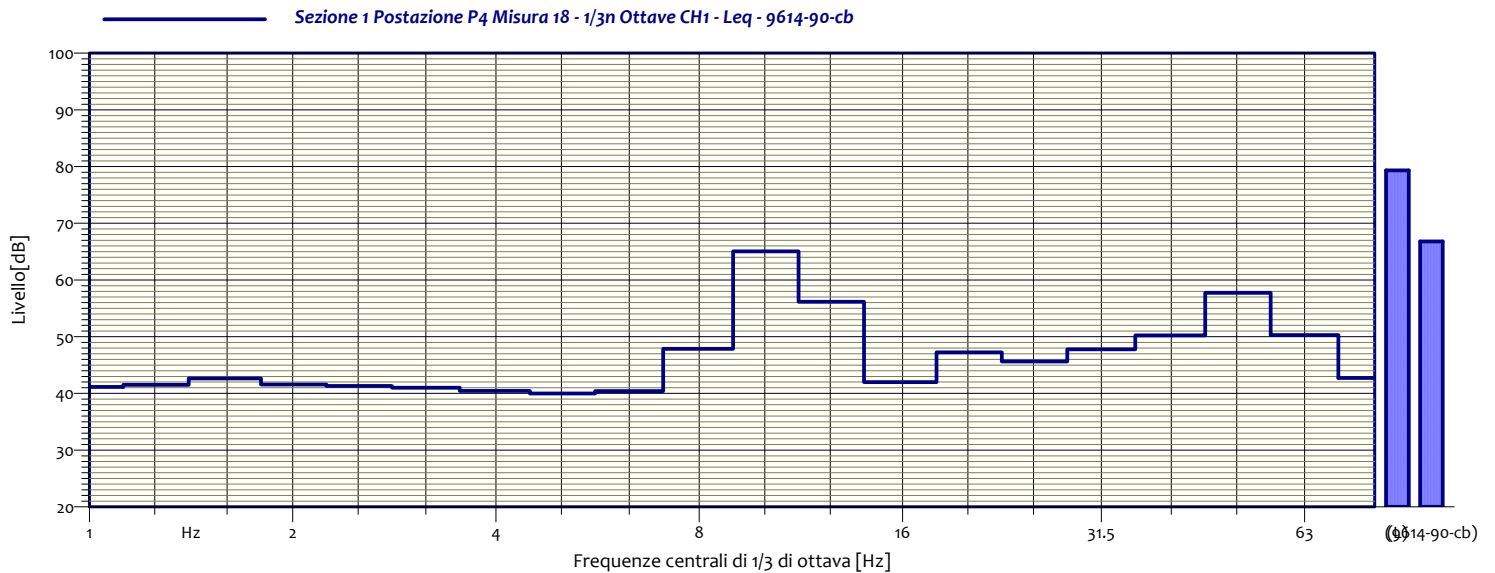
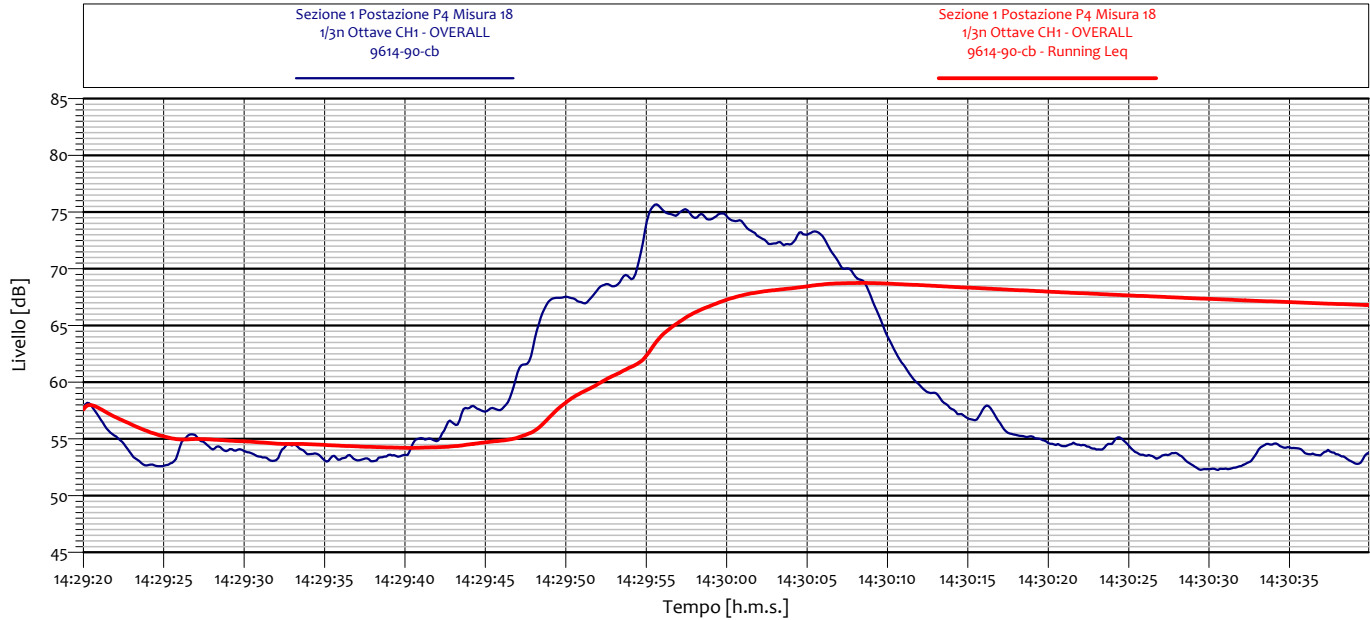


| Sezione 1 Postazione P4 Misura 17 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 40.5 dB | 1.25 Hz | 41.4 dB |
| 1.6 Hz | 42.1 dB | 2 Hz | 41.5 dB |
| 2.5 Hz | 41.7 dB | 3.15 Hz | 41.0 dB |
| 4 Hz | 41.0 dB | 5 Hz | 40.4 dB |
| 6.3 Hz | 39.6 dB | 8 Hz | 44.9 dB |
| 10 Hz | 53.5 dB | 12.5 Hz | 60.3 dB |
| 16 Hz | 46.6 dB | 20 Hz | 43.1 dB |
| 25 Hz | 47.6 dB | 31.5 Hz | 45.8 dB |
| 40 Hz | 48.5 dB | 50 Hz | 62.4 dB |
| 63 Hz | 52.8 dB | 80 Hz | 44.9 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

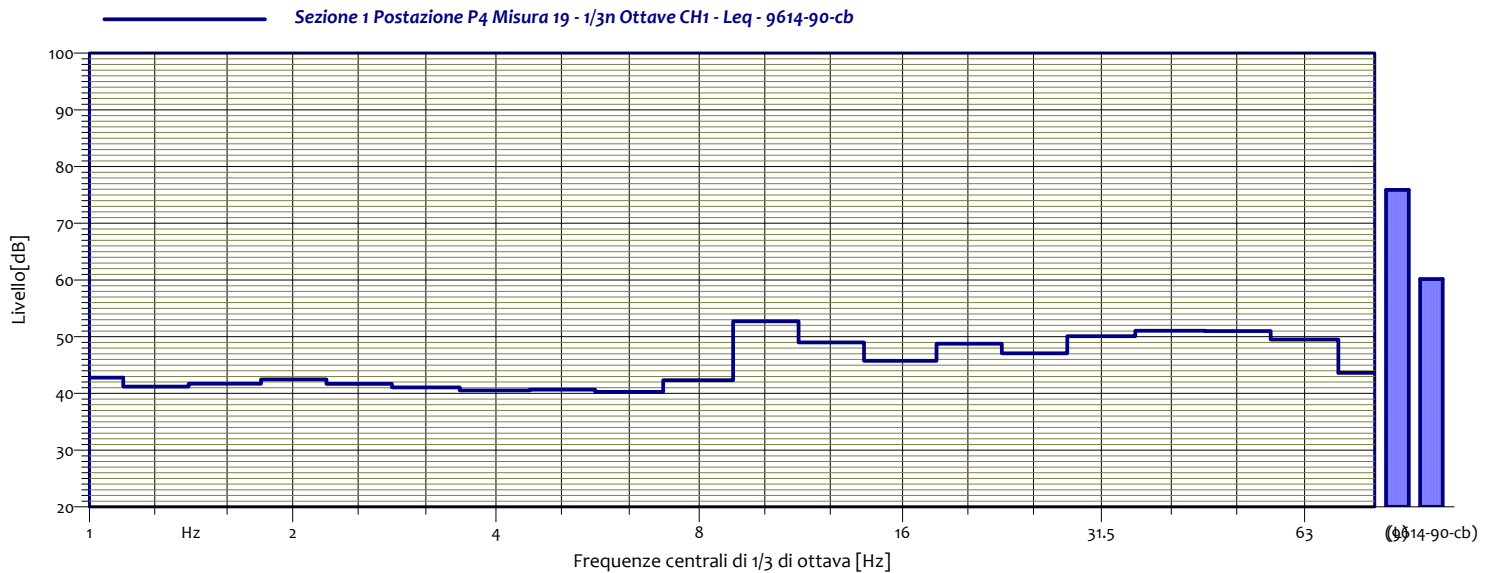
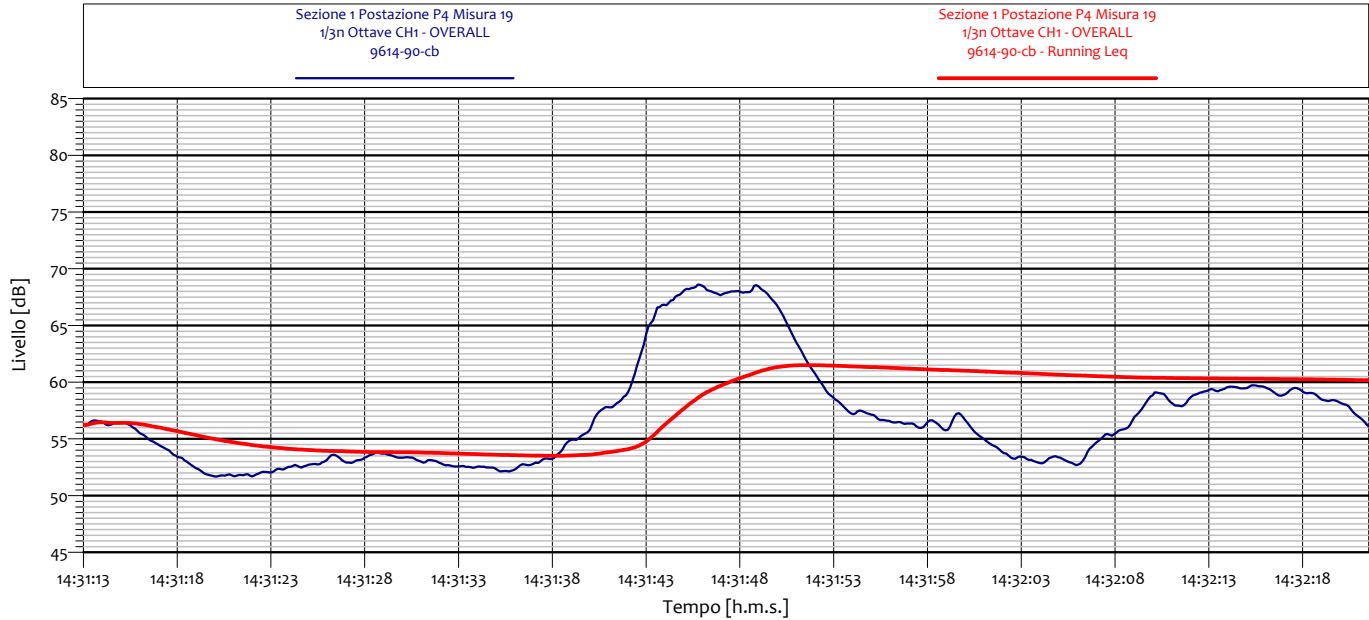


| Sezione 1 Postazione P4 Misura 18 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.2 dB | 1.25 Hz | 41.5 dB |
| 1.6 Hz | 42.6 dB | 2 Hz | 41.6 dB |
| 2.5 Hz | 41.3 dB | 3.15 Hz | 41.0 dB |
| 4 Hz | 40.4 dB | 5 Hz | 40.0 dB |
| 6.3 Hz | 40.4 dB | 8 Hz | 47.9 dB |
| 10 Hz | 65.1 dB | 12.5 Hz | 56.2 dB |
| 16 Hz | 42.0 dB | 20 Hz | 47.2 dB |
| 25 Hz | 45.7 dB | 31.5 Hz | 47.8 dB |
| 40 Hz | 50.2 dB | 50 Hz | 57.8 dB |
| 63 Hz | 50.3 dB | 80 Hz | 42.7 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

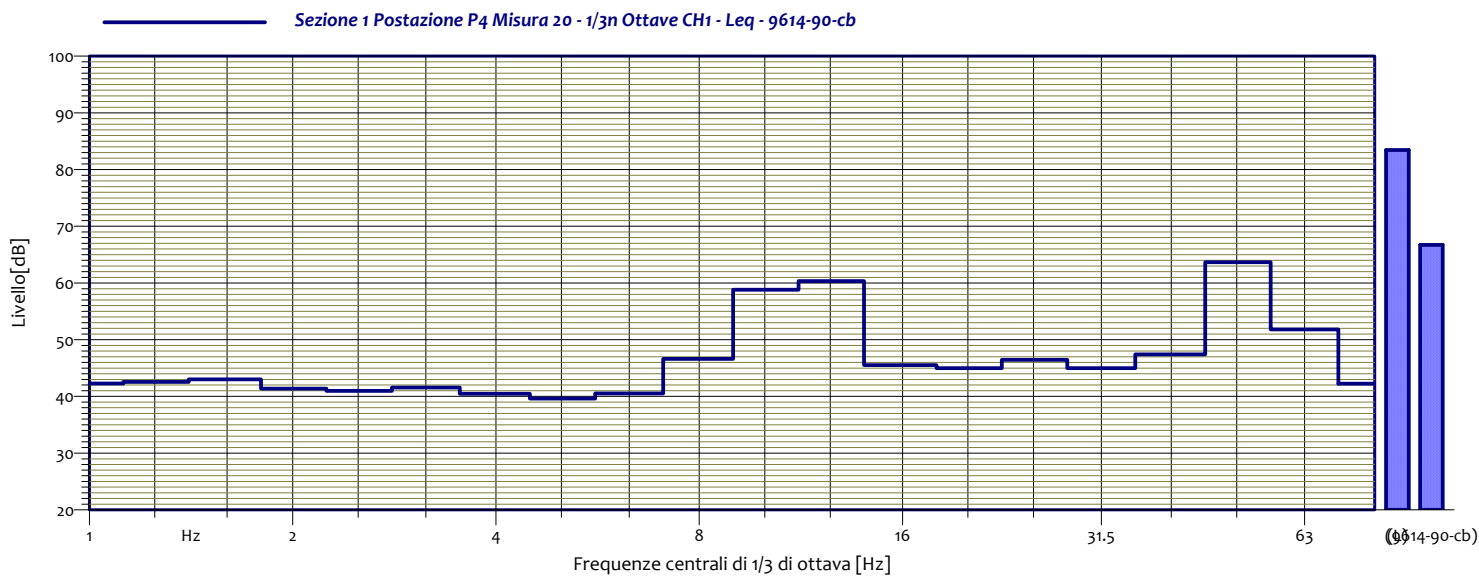
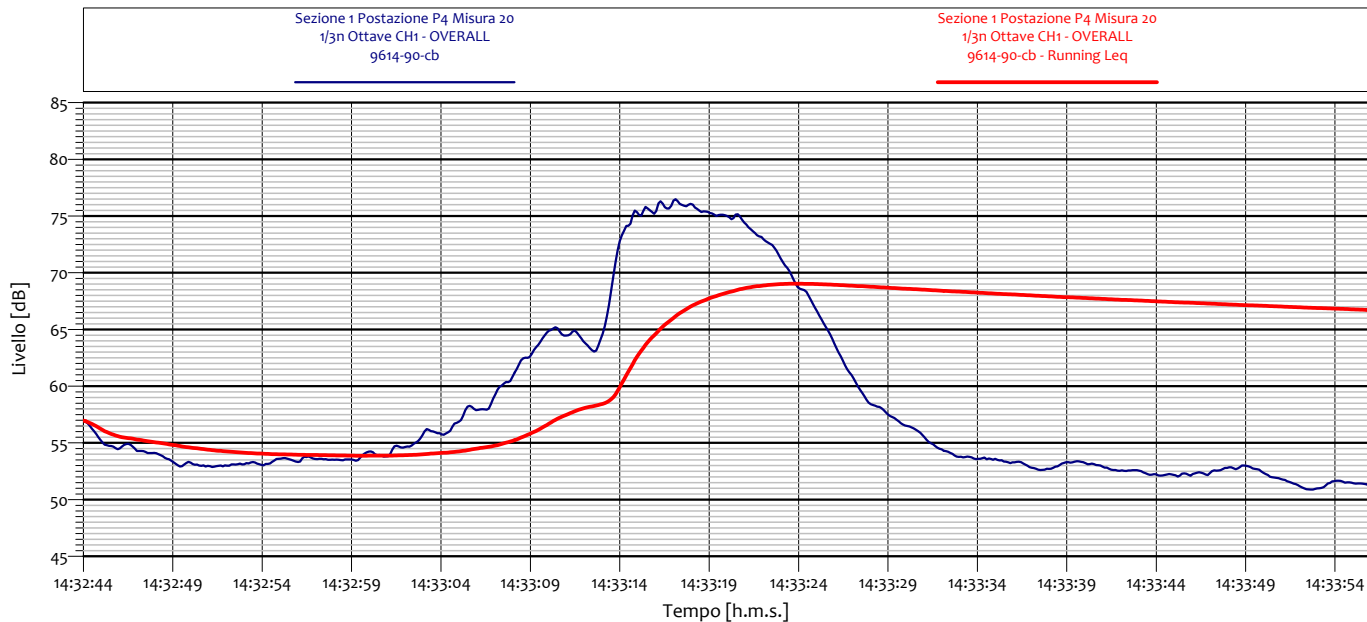


| Sezione 1 Postazione P4 Misura 19 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.8 dB | 1.25 Hz | 41.2 dB |
| 1.6 Hz | 41.7 dB | 2 Hz | 42.5 dB |
| 2.5 Hz | 41.7 dB | 3.15 Hz | 41.1 dB |
| 4 Hz | 40.5 dB | 5 Hz | 40.7 dB |
| 6.3 Hz | 40.3 dB | 8 Hz | 42.3 dB |
| 10 Hz | 52.7 dB | 12.5 Hz | 49.0 dB |
| 16 Hz | 45.7 dB | 20 Hz | 48.8 dB |
| 25 Hz | 47.1 dB | 31.5 Hz | 50.1 dB |
| 40 Hz | 51.0 dB | 50 Hz | 51.0 dB |
| 63 Hz | 49.5 dB | 80 Hz | 43.6 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

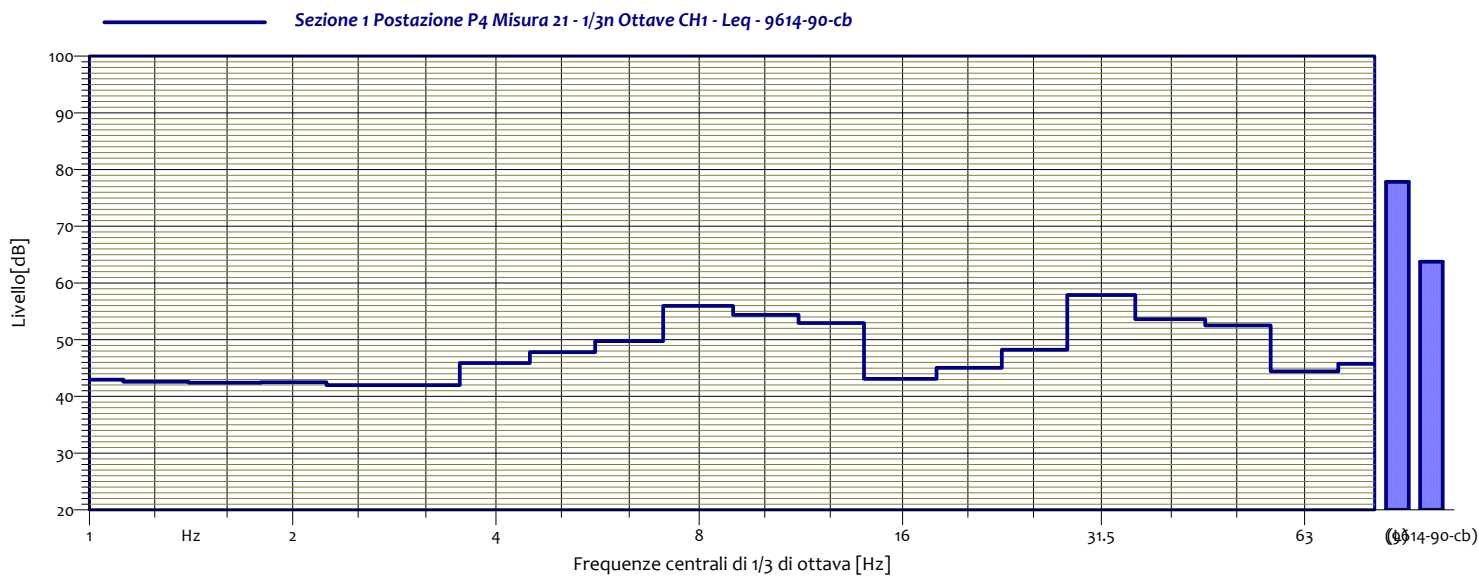
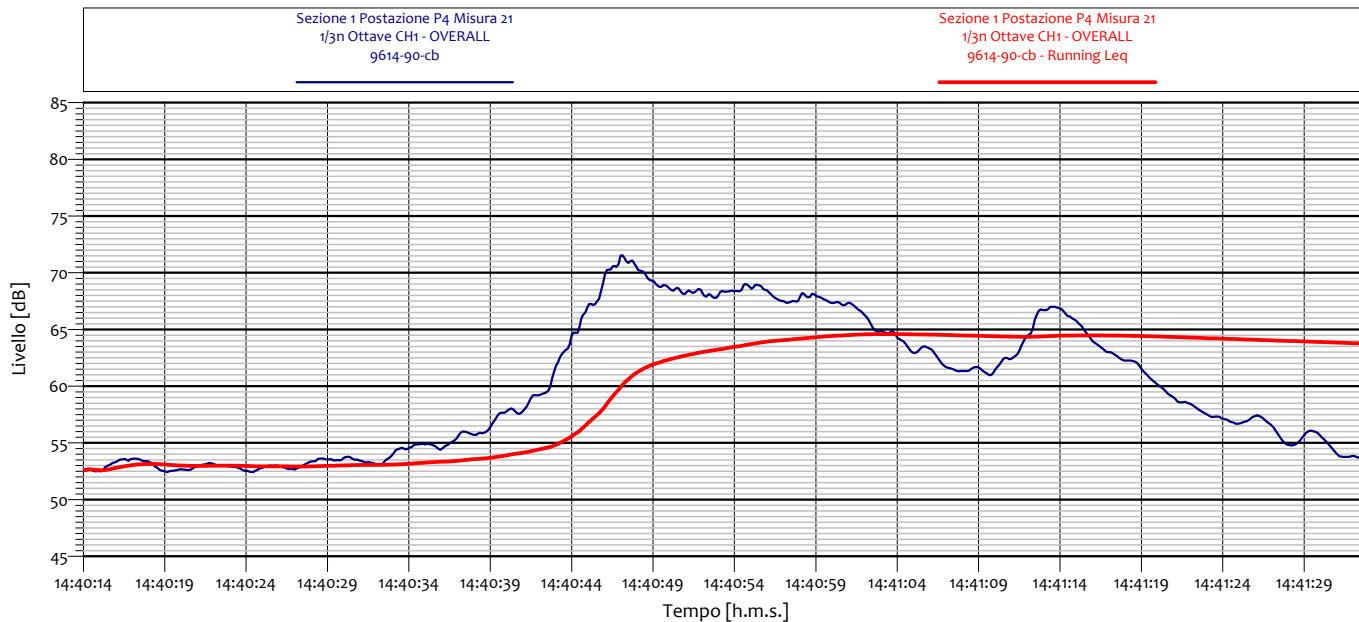


| Sezione 1 Postazione P4 Misura 20 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.3 dB | 1.25 Hz | 42.6 dB |
| 1.6 Hz | 43.0 dB | 2 Hz | 41.4 dB |
| 2.5 Hz | 41.0 dB | 3.15 Hz | 41.6 dB |
| 4 Hz | 40.5 dB | 5 Hz | 39.6 dB |
| 6.3 Hz | 40.5 dB | 8 Hz | 46.6 dB |
| 10 Hz | 58.8 dB | 12.5 Hz | 60.3 dB |
| 16 Hz | 45.5 dB | 20 Hz | 45.0 dB |
| 25 Hz | 46.5 dB | 31.5 Hz | 45.0 dB |
| 40 Hz | 47.4 dB | 50 Hz | 63.7 dB |
| 63 Hz | 51.8 dB | 80 Hz | 42.3 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

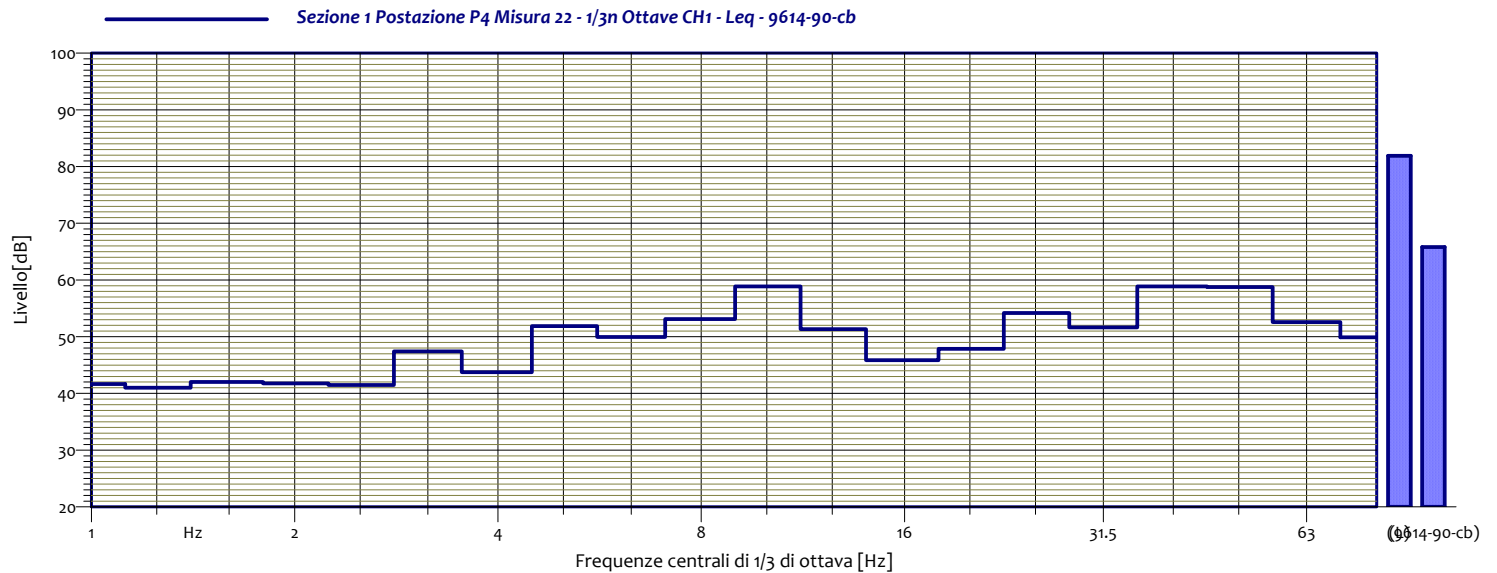
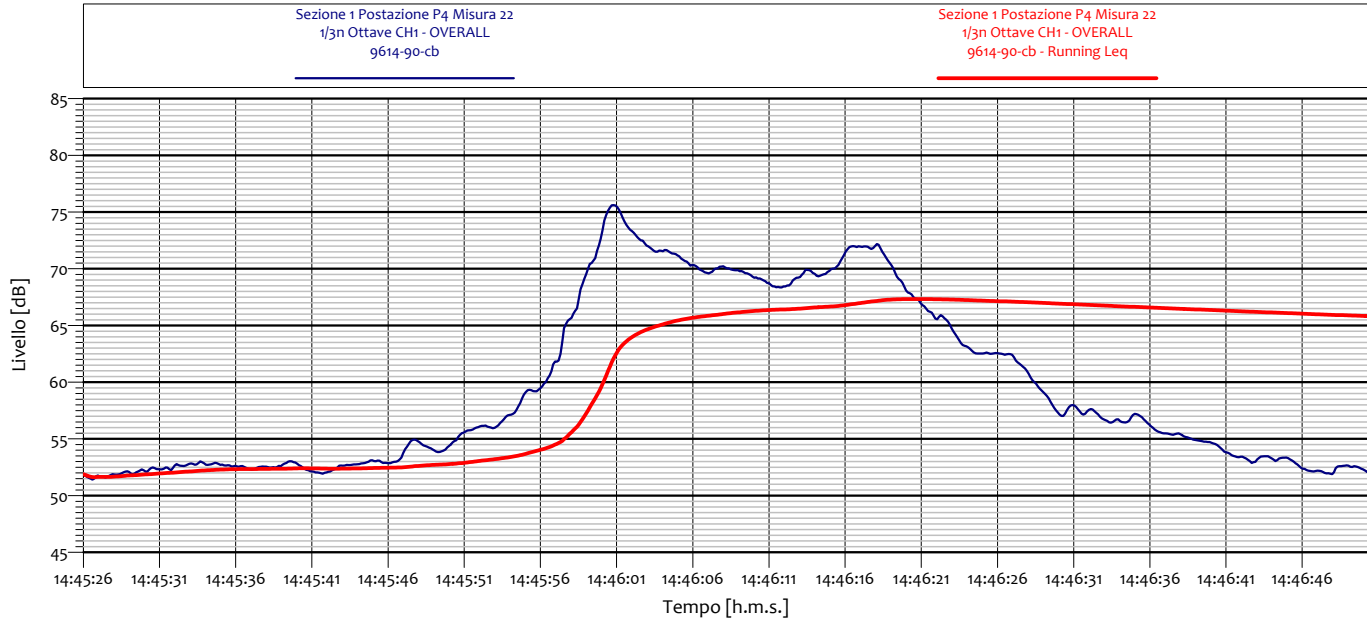


| Sezione 1 Postazione P4 Misura 21 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.9 dB | 1.25 Hz | 42.6 dB |
| 1.6 Hz | 42.4 dB | 2 Hz | 42.5 dB |
| 2.5 Hz | 42.0 dB | 3.15 Hz | 42.0 dB |
| 4 Hz | 45.9 dB | 5 Hz | 47.8 dB |
| 6.3 Hz | 49.8 dB | 8 Hz | 56.0 dB |
| 10 Hz | 54.4 dB | 12.5 Hz | 52.9 dB |
| 16 Hz | 43.1 dB | 20 Hz | 45.0 dB |
| 25 Hz | 48.2 dB | 31.5 Hz | 57.9 dB |
| 40 Hz | 53.6 dB | 50 Hz | 52.5 dB |
| 63 Hz | 44.4 dB | 80 Hz | 45.7 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

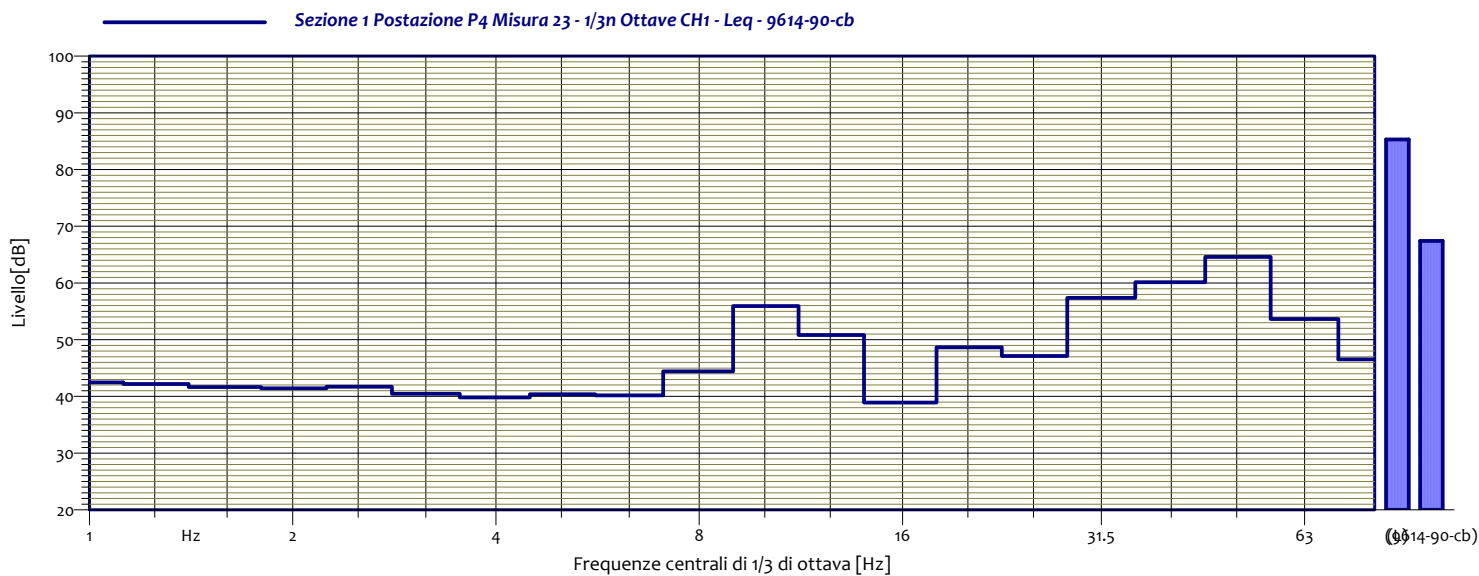
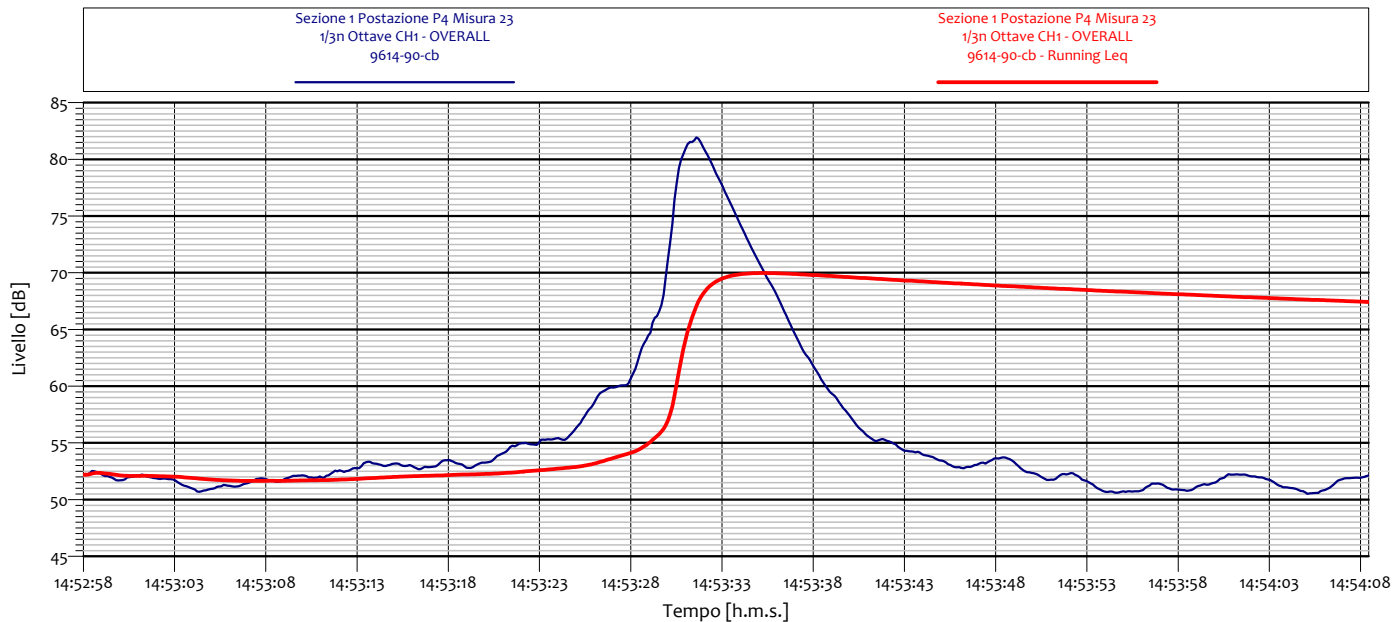


| Sezione 1 Postazione P4 Misura 22 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.7 dB | 1.25 Hz | 41.0 dB |
| 1.6 Hz | 42.0 dB | 2 Hz | 41.8 dB |
| 2.5 Hz | 41.5 dB | 3.15 Hz | 47.4 dB |
| 4 Hz | 43.8 dB | 5 Hz | 51.9 dB |
| 6.3 Hz | 50.0 dB | 8 Hz | 53.1 dB |
| 10 Hz | 58.9 dB | 12.5 Hz | 51.4 dB |
| 16 Hz | 45.8 dB | 20 Hz | 47.9 dB |
| 25 Hz | 54.2 dB | 31.5 Hz | 51.6 dB |
| 40 Hz | 58.9 dB | 50 Hz | 58.8 dB |
| 63 Hz | 52.6 dB | 80 Hz | 49.9 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

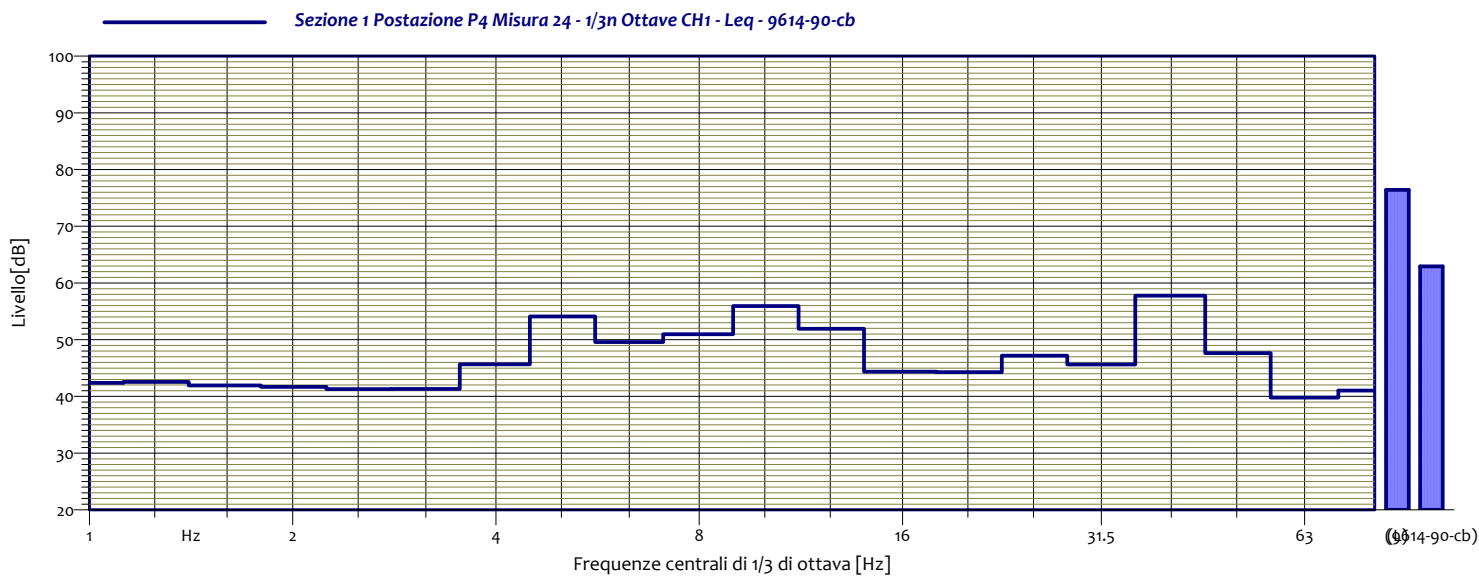
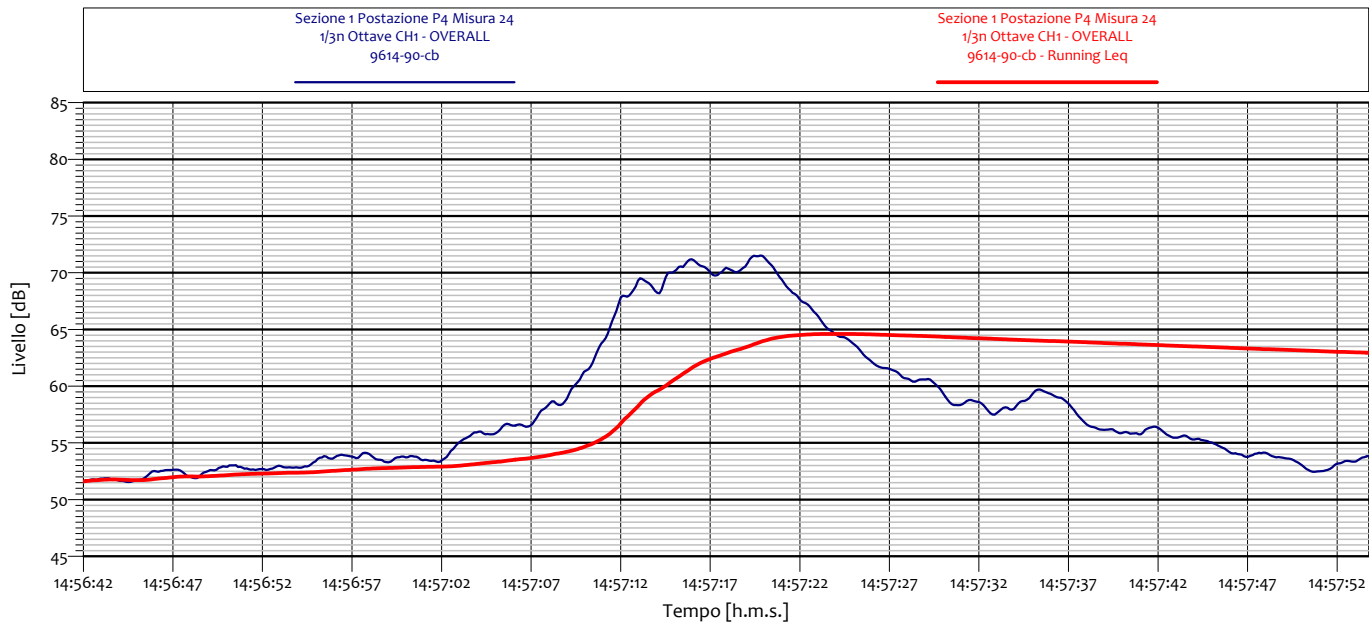


| Sezione 1 Postazione P4 Misura 23 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | dB | Hz | dB |
| 1 Hz | 42.5 dB | 1.25 Hz | 42.2 dB |
| 1.6 Hz | 41.7 dB | 2 Hz | 41.4 dB |
| 2.5 Hz | 41.7 dB | 3.15 Hz | 40.5 dB |
| 4 Hz | 39.8 dB | 5 Hz | 40.4 dB |
| 6.3 Hz | 40.2 dB | 8 Hz | 44.4 dB |
| 10 Hz | 55.9 dB | 12.5 Hz | 50.8 dB |
| 16 Hz | 38.9 dB | 20 Hz | 48.6 dB |
| 25 Hz | 47.1 dB | 31.5 Hz | 57.4 dB |
| 40 Hz | 60.1 dB | 50 Hz | 64.6 dB |
| 63 Hz | 53.7 dB | 80 Hz | 46.6 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

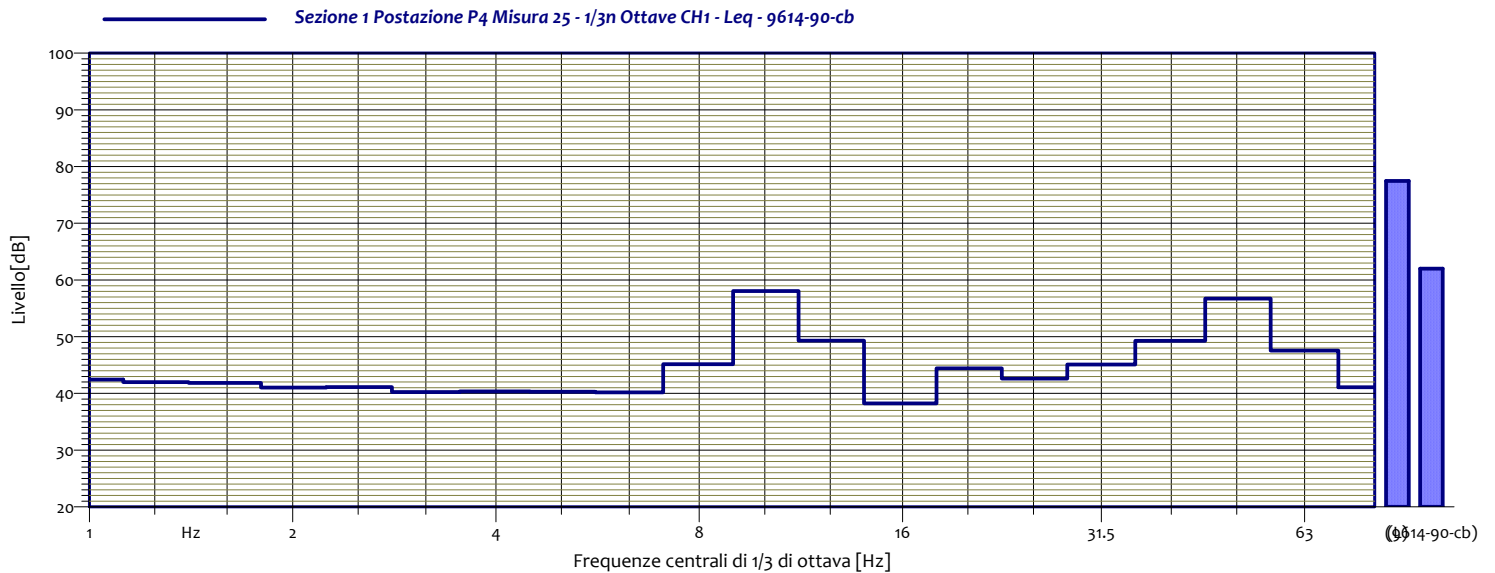
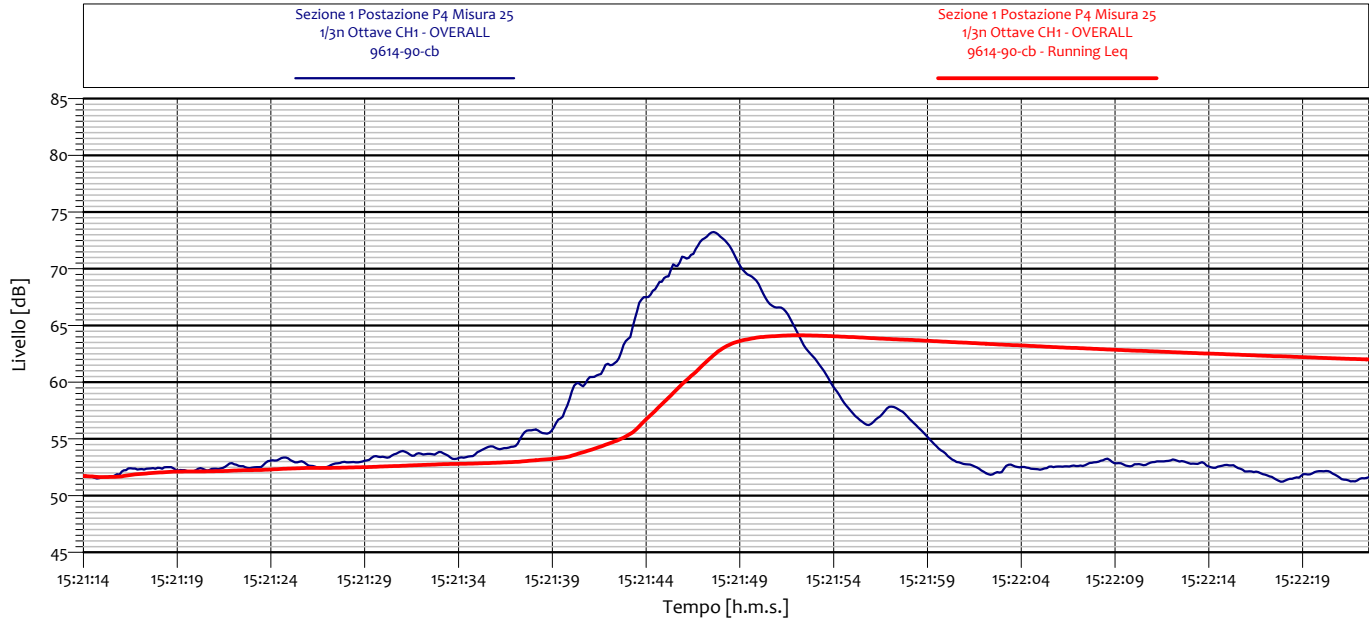


| Sezione 1 Postazione P4 Misura 24 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.4 dB | 1.25 Hz | 42.6 dB |
| 1.6 Hz | 41.9 dB | 2 Hz | 41.7 dB |
| 2.5 Hz | 41.3 dB | 3.15 Hz | 41.3 dB |
| 4 Hz | 45.7 dB | 5 Hz | 54.1 dB |
| 6.3 Hz | 49.6 dB | 8 Hz | 51.0 dB |
| 10 Hz | 55.9 dB | 12.5 Hz | 51.9 dB |
| 16 Hz | 44.4 dB | 20 Hz | 44.3 dB |
| 25 Hz | 47.2 dB | 31.5 Hz | 45.6 dB |
| 40 Hz | 57.8 dB | 50 Hz | 47.6 dB |
| 63 Hz | 39.8 dB | 80 Hz | 41.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

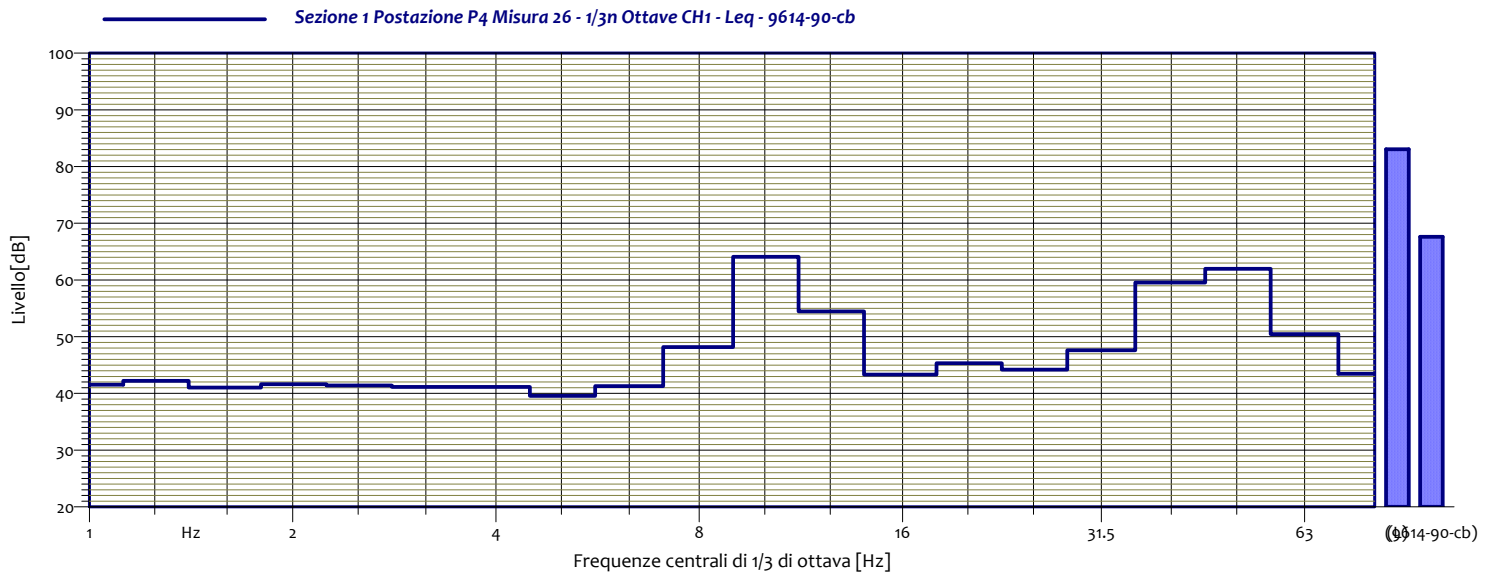
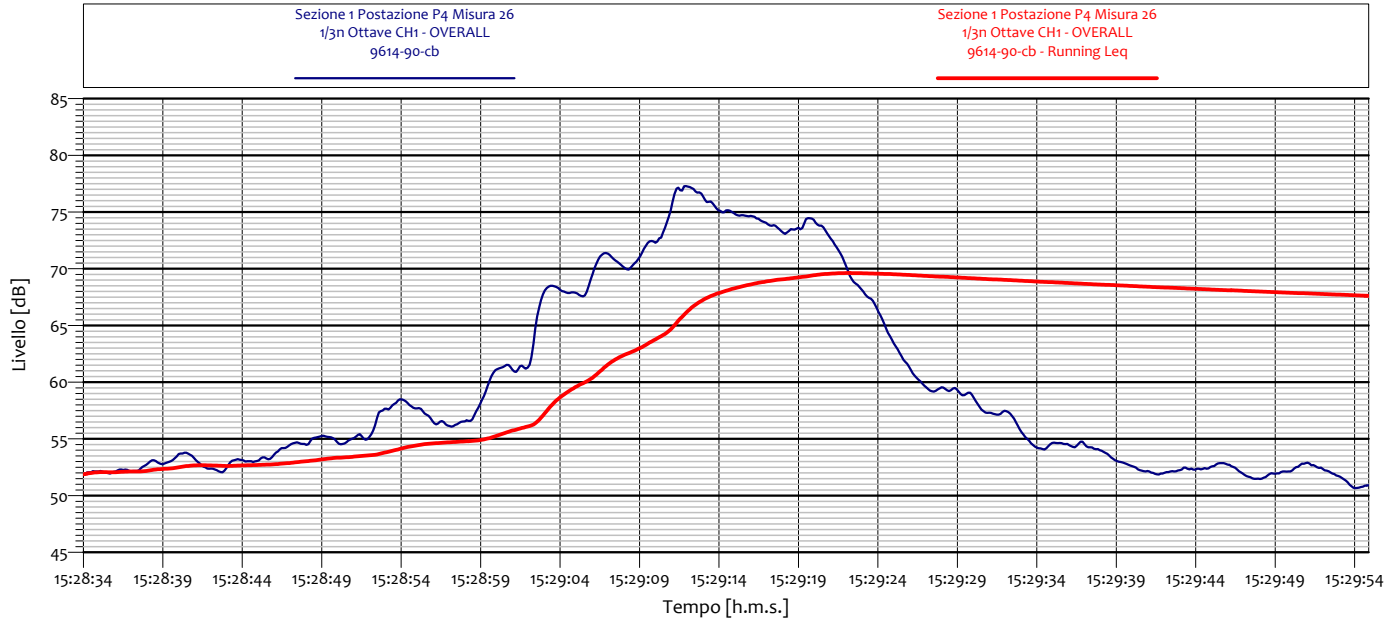


| Sezione 1 Postazione P4 Misura 25 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.4 dB | 1.25 Hz | 42.0 dB |
| 1.6 Hz | 41.9 dB | 2 Hz | 41.0 dB |
| 2.5 Hz | 41.1 dB | 3.15 Hz | 40.3 dB |
| 4 Hz | 40.4 dB | 5 Hz | 40.3 dB |
| 6.3 Hz | 40.2 dB | 8 Hz | 45.2 dB |
| 10 Hz | 58.1 dB | 12.5 Hz | 49.3 dB |
| 16 Hz | 38.2 dB | 20 Hz | 44.4 dB |
| 25 Hz | 42.6 dB | 31.5 Hz | 45.1 dB |
| 40 Hz | 49.3 dB | 50 Hz | 56.7 dB |
| 63 Hz | 47.6 dB | 80 Hz | 41.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

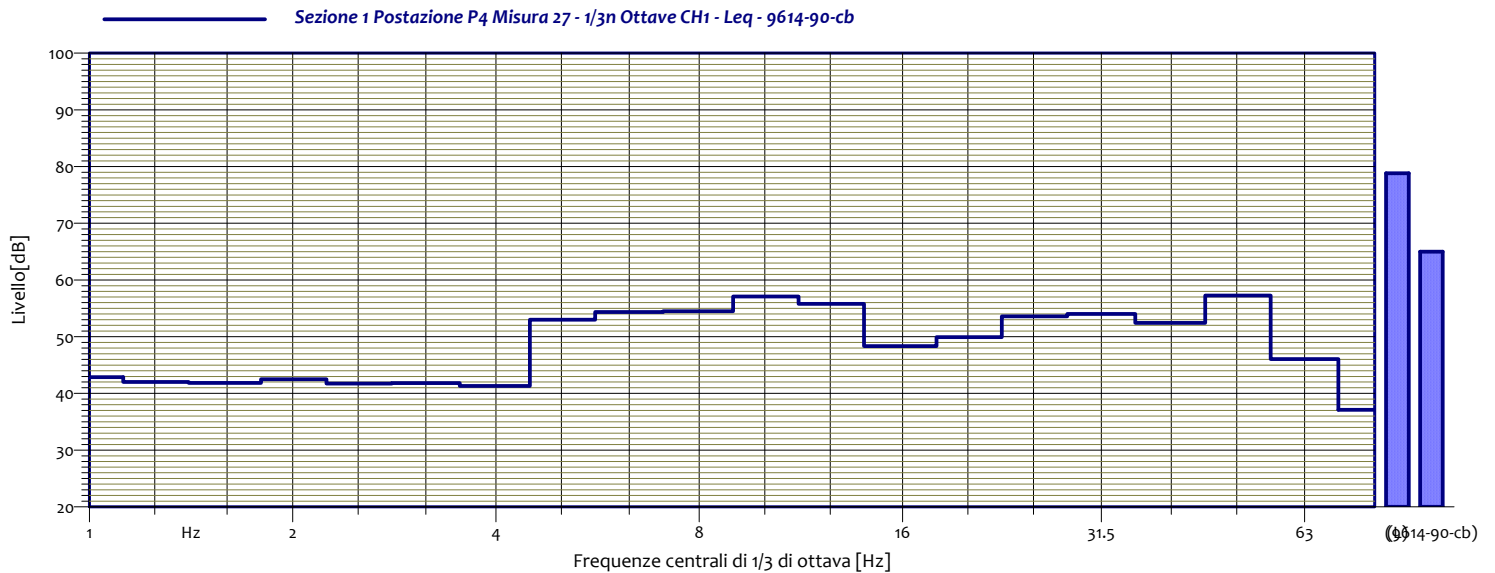
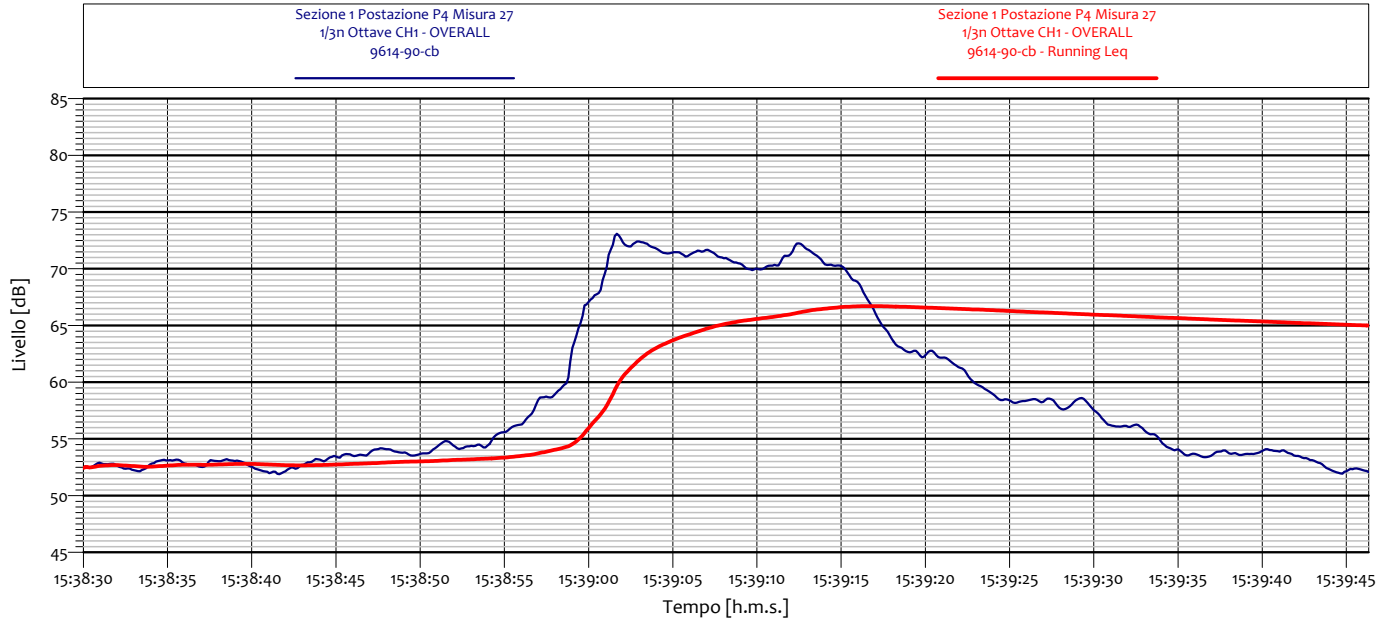


| Sezione 1 Postazione P4 Misura 26 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | dB | Hz | dB |
| 1 Hz | 41.6 dB | 1.25 Hz | 42.2 dB |
| 1.6 Hz | 41.0 dB | 2 Hz | 41.6 dB |
| 2.5 Hz | 41.4 dB | 3.15 Hz | 41.2 dB |
| 4 Hz | 41.2 dB | 5 Hz | 39.6 dB |
| 6.3 Hz | 41.3 dB | 8 Hz | 48.2 dB |
| 10 Hz | 64.1 dB | 12.5 Hz | 54.5 dB |
| 16 Hz | 43.3 dB | 20 Hz | 45.3 dB |
| 25 Hz | 44.2 dB | 31.5 Hz | 47.6 dB |
| 40 Hz | 59.6 dB | 50 Hz | 62.0 dB |
| 63 Hz | 50.5 dB | 80 Hz | 43.5 dB |



**CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI
SULLA LINEA LENTA VERONA-PADOVA**

Linea A.V./A.C. Verona – Padova

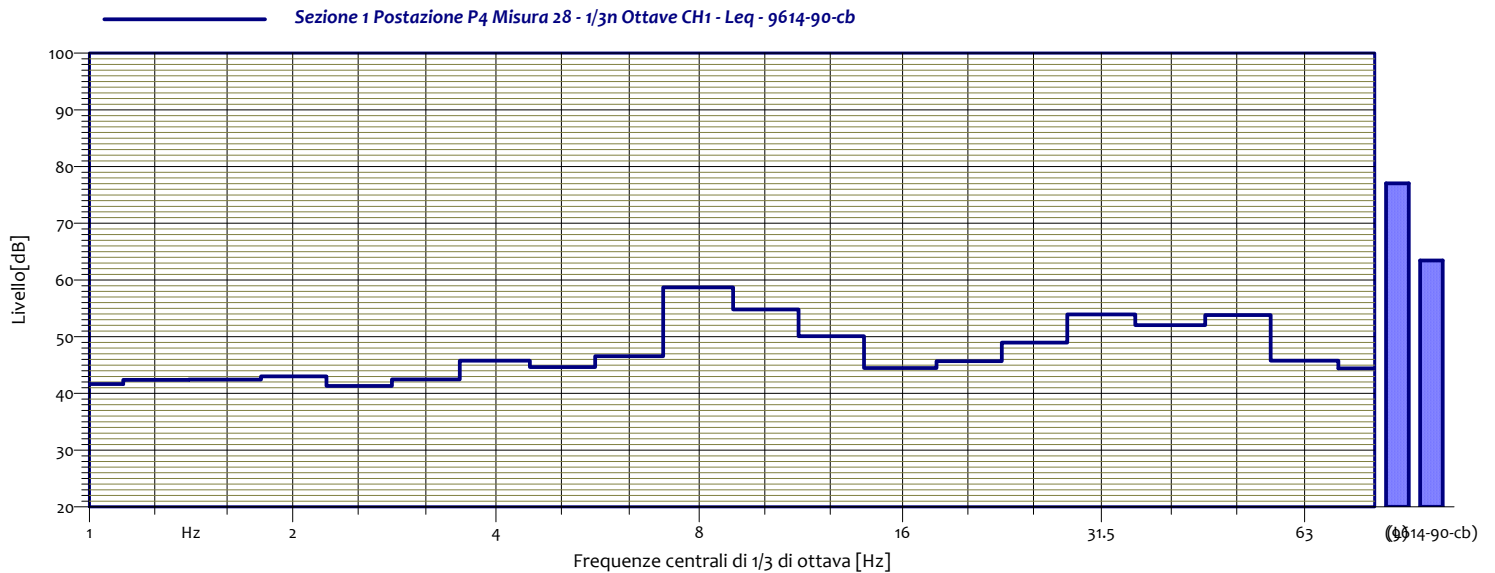
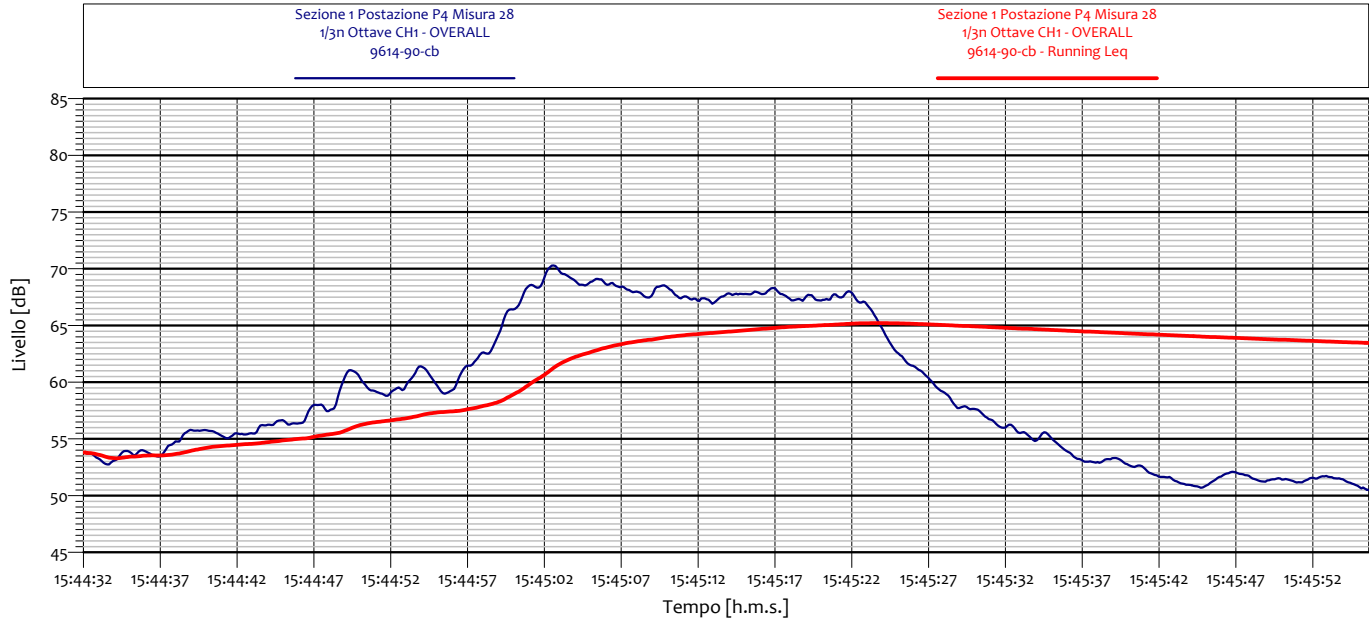


| Sezione 1 Postazione P4 Misura 27 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.9 dB | 1.25 Hz | 42.0 dB |
| 1.6 Hz | 41.9 dB | 2 Hz | 42.5 dB |
| 2.5 Hz | 41.7 dB | 3.15 Hz | 41.8 dB |
| 4 Hz | 41.3 dB | 5 Hz | 53.0 dB |
| 6.3 Hz | 54.4 dB | 8 Hz | 54.5 dB |
| 10 Hz | 57.1 dB | 12.5 Hz | 55.8 dB |
| 16 Hz | 48.4 dB | 20 Hz | 49.9 dB |
| 25 Hz | 53.6 dB | 31.5 Hz | 54.0 dB |
| 40 Hz | 52.4 dB | 50 Hz | 57.3 dB |
| 63 Hz | 46.1 dB | 80 Hz | 37.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova

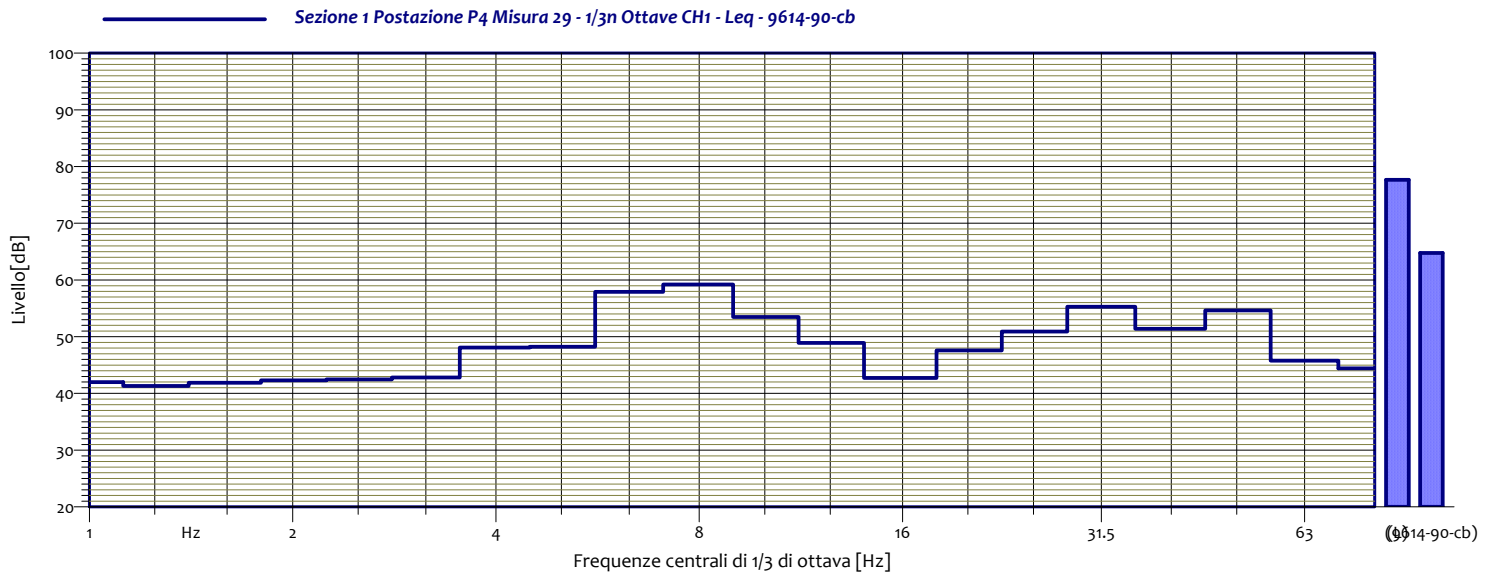
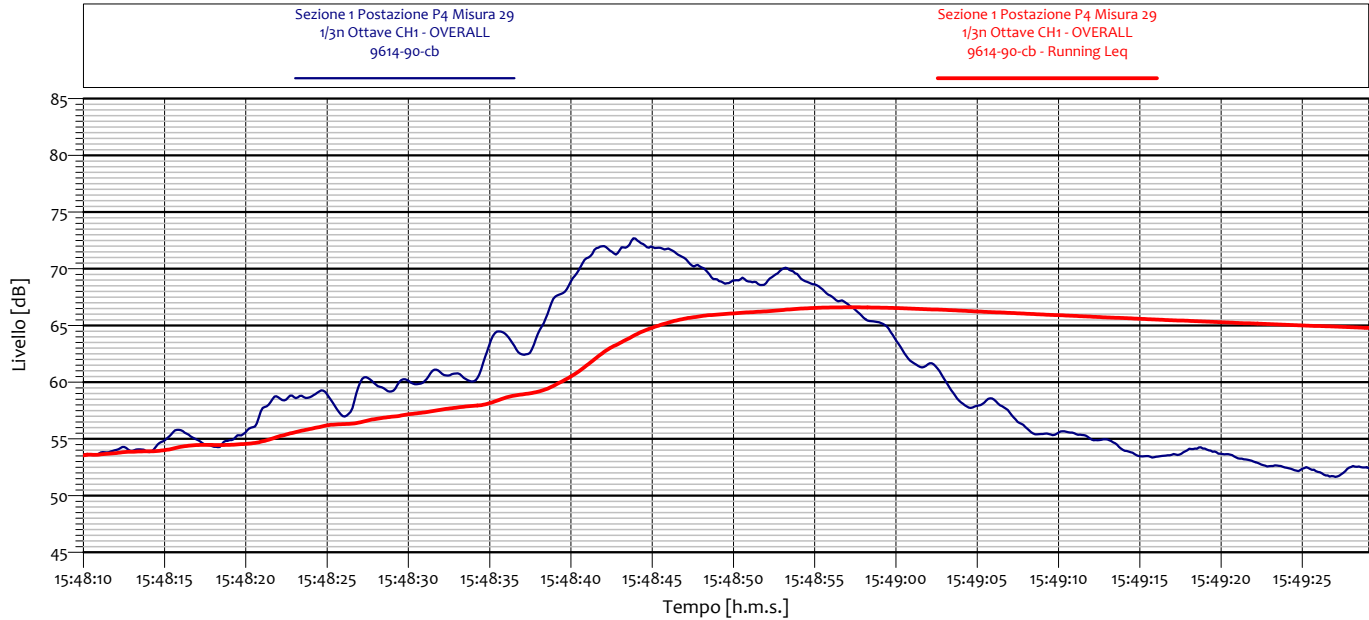


| Sezione 1 Postazione P4 Misura 28 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 41.7 dB | 1.25 Hz | 42.4 dB |
| 1.6 Hz | 42.4 dB | 2 Hz | 43.0 dB |
| 2.5 Hz | 41.3 dB | 3.15 Hz | 42.5 dB |
| 4 Hz | 45.8 dB | 5 Hz | 44.6 dB |
| 6.3 Hz | 46.6 dB | 8 Hz | 58.7 dB |
| 10 Hz | 54.8 dB | 12.5 Hz | 50.1 dB |
| 16 Hz | 44.5 dB | 20 Hz | 45.7 dB |
| 25 Hz | 49.0 dB | 31.5 Hz | 53.9 dB |
| 40 Hz | 52.0 dB | 50 Hz | 53.8 dB |
| 63 Hz | 45.8 dB | 80 Hz | 44.4 dB |

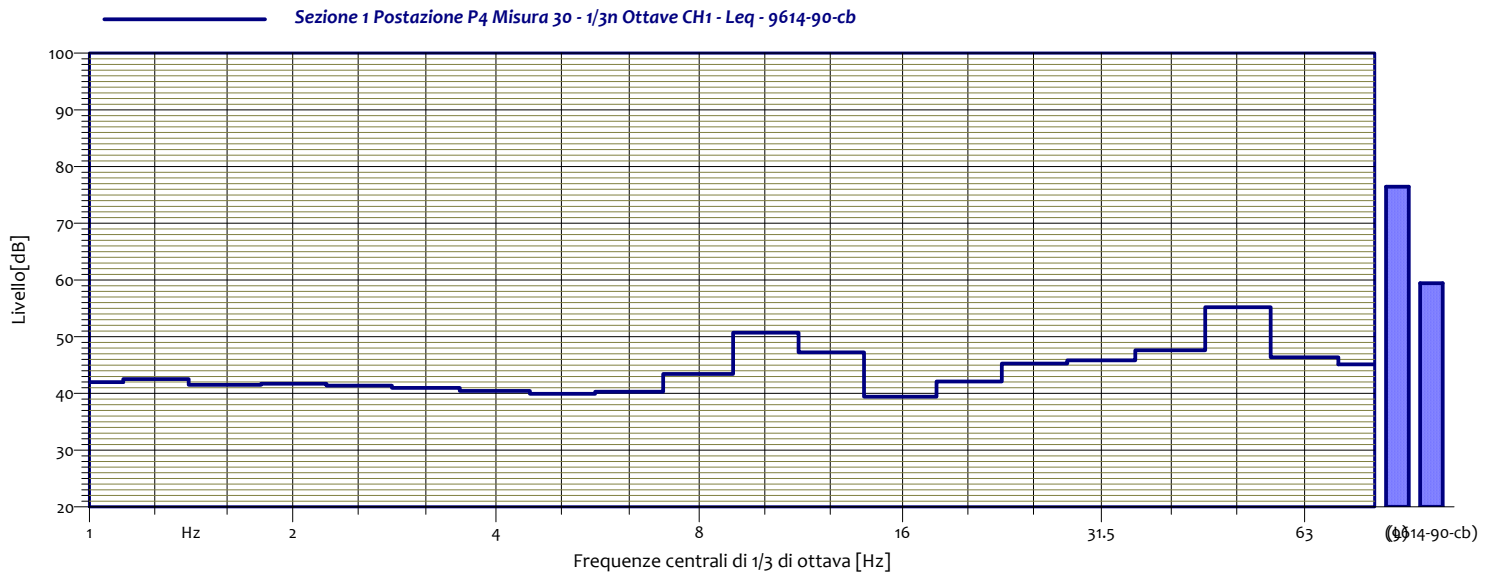
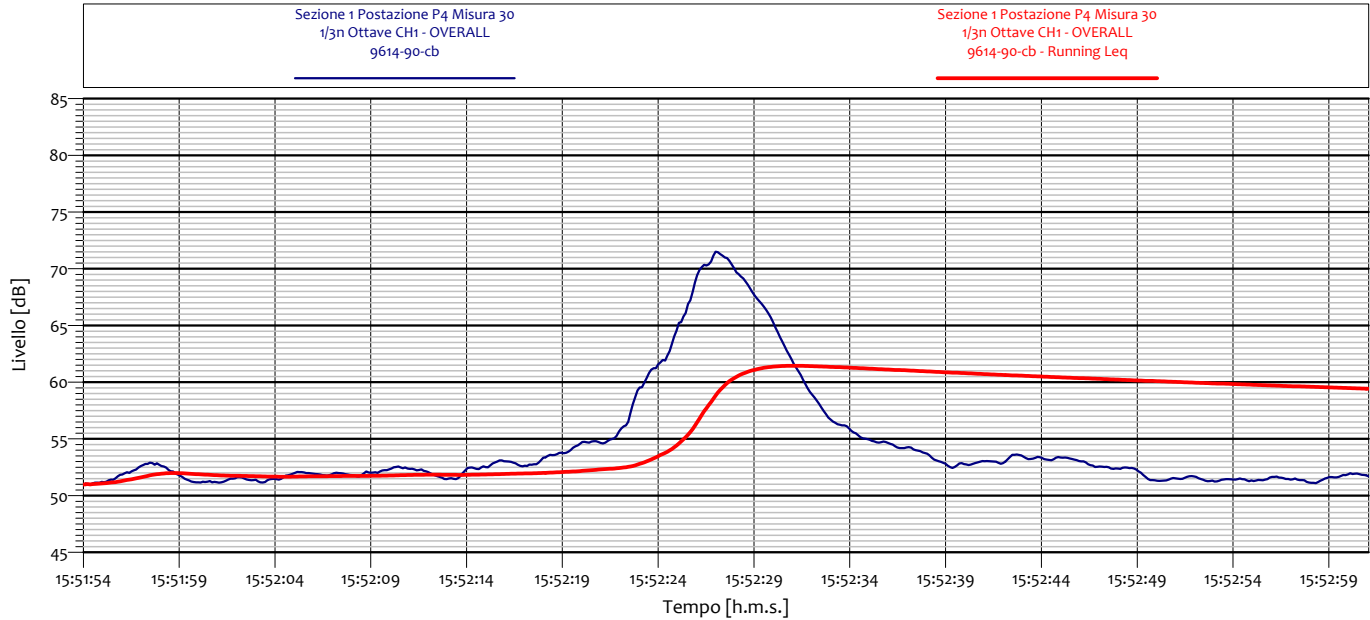


CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P4 Misura 29 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.0 dB | 1.25 Hz | 41.3 dB |
| 1.6 Hz | 41.9 dB | 2 Hz | 42.3 dB |
| 2.5 Hz | 42.5 dB | 3.15 Hz | 42.8 dB |
| 4 Hz | 48.1 dB | 5 Hz | 48.2 dB |
| 6.3 Hz | 57.9 dB | 8 Hz | 59.2 dB |
| 10 Hz | 53.5 dB | 12.5 Hz | 48.9 dB |
| 16 Hz | 42.7 dB | 20 Hz | 47.6 dB |
| 25 Hz | 50.9 dB | 31.5 Hz | 55.3 dB |
| 40 Hz | 51.4 dB | 50 Hz | 54.6 dB |
| 63 Hz | 45.8 dB | 80 Hz | 44.4 dB |

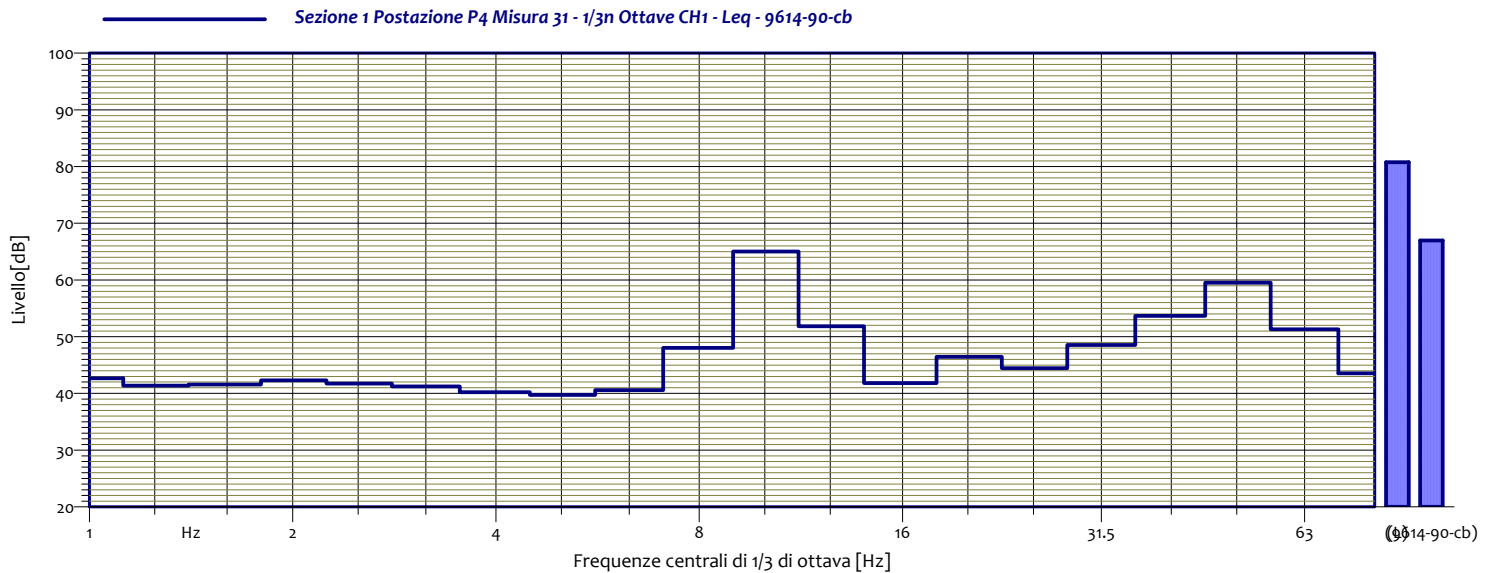
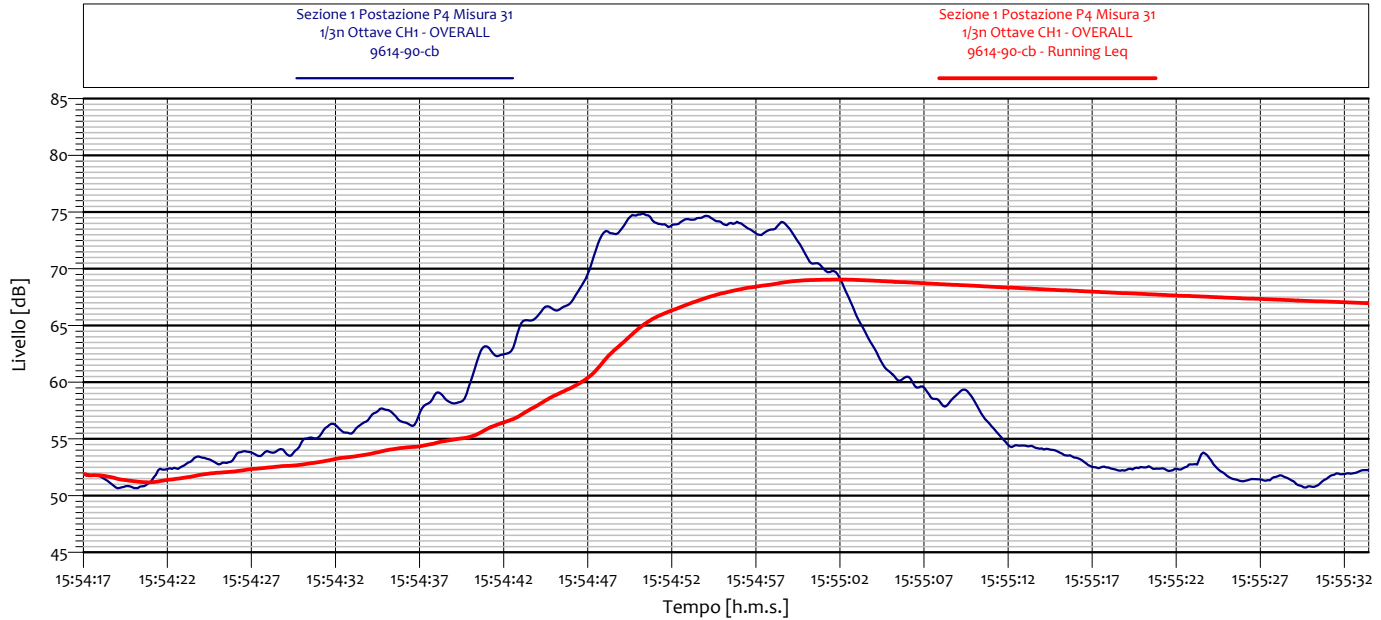


| Sezione 1 Postazione P4 Misura 30 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.0 dB | 1.25 Hz | 42.5 dB |
| 1.6 Hz | 41.5 dB | 2 Hz | 41.7 dB |
| 2.5 Hz | 41.4 dB | 3.15 Hz | 41.0 dB |
| 4 Hz | 40.4 dB | 5 Hz | 39.9 dB |
| 6.3 Hz | 40.3 dB | 8 Hz | 43.4 dB |
| 10 Hz | 50.7 dB | 12.5 Hz | 47.2 dB |
| 16 Hz | 39.4 dB | 20 Hz | 42.1 dB |
| 25 Hz | 45.3 dB | 31.5 Hz | 45.8 dB |
| 40 Hz | 47.6 dB | 50 Hz | 55.2 dB |
| 63 Hz | 46.4 dB | 80 Hz | 45.1 dB |



CARATTERIZZAZIONE DELLE VIBRAZIONI INDOTTE DAL TRANSITO DEI TRENI SULLA LINEA LENTA VERONA-PADOVA

Linea A.V./A.C. Verona – Padova



| Sezione 1 Postazione P4 Misura 31 1/3n Ottave CH1 - Leq 9614-90-cb | | | |
|--|---------|---------|---------|
| Hz | | Hz | |
| 1 Hz | 42.7 dB | 1.25 Hz | 41.4 dB |
| 1.6 Hz | 41.6 dB | 2 Hz | 42.3 dB |
| 2.5 Hz | 41.8 dB | 3.15 Hz | 41.3 dB |
| 4 Hz | 40.2 dB | 5 Hz | 39.7 dB |
| 6.3 Hz | 40.6 dB | 8 Hz | 48.0 dB |
| 10 Hz | 65.0 dB | 12.5 Hz | 51.8 dB |
| 16 Hz | 41.8 dB | 20 Hz | 46.5 dB |
| 25 Hz | 44.5 dB | 31.5 Hz | 48.6 dB |
| 40 Hz | 53.7 dB | 50 Hz | 59.5 dB |
| 63 Hz | 51.3 dB | 80 Hz | 43.6 dB |