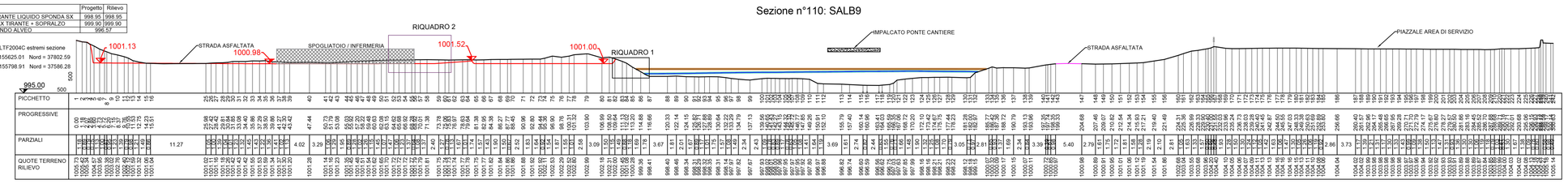
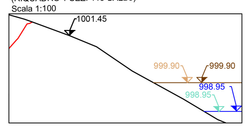
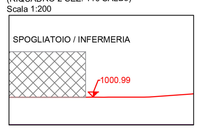
## Sezione n°110: SALB9

| | Progetto | Rilievo |
|---|---|---|
| QUOTA TIRANTE LIQUIDO SPONDA SX | 998.95 | 998.95 |
| QUOTA MAX TIRANTE + SOPRALZO | 999.90 | 999.90 |
| QUOTA FONDO ALVEO | 998.57 | |

Coordinate LTF2004C estremi sezione
SX: Est = 155625.01 Nord = 37802.59
DX: Est = 155736.91 Nord = 37586.29



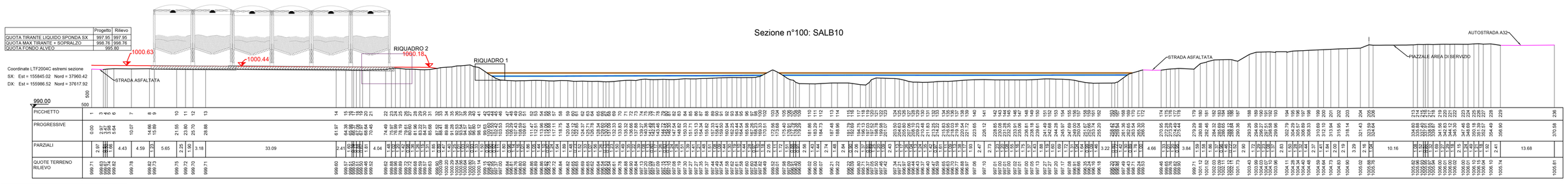



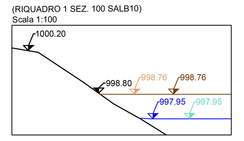



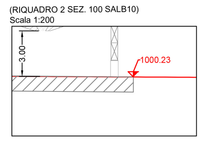

## Sezione n°100: SALB10

| | Progetto | Rilievo |
|---|---|---|
| QUOTA TIRANTE LIQUIDO SPONDA SX | 997.95 | 997.95 |
| QUOTA MAX TIRANTE + SOPRALZO | 998.76 | 998.76 |
| QUOTA FONDO ALVEO | 995.80 | |

Coordinate LTF2004C estremi sezione
SX: Est = 155845.02 Nord = 37960.42
DX: Est = 155986.52 Nord = 37617.82



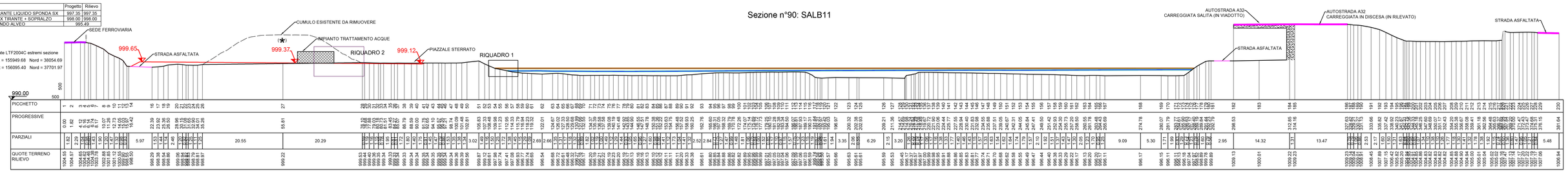



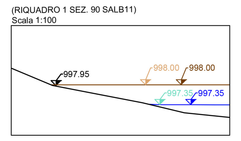




## Sezione n°90: SALB11

| | Progetto | Rilievo |
|---|---|---|
| QUOTA TIRANTE LIQUIDO SPONDA SX | 997.35 | 997.35 |
| QUOTA MAX TIRANTE + SOPRALZO | 998.00 | 998.00 |
| QUOTA FONDO ALVEO | 995.65 | |

Coordinate LTF2004C estremi sezione
SX: Est = 155949.68 Nord = 38054.69
DX: Est = 156095.48 Nord = 37701.97

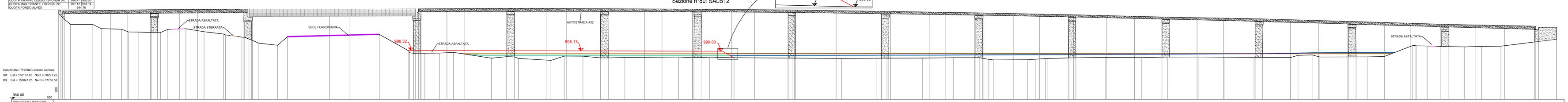


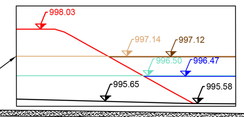



## Sezione n°80: SALB12

| | Progetto | Rilievo |
|---|---|---|
| QUOTA TIRANTE LIQUIDO SPONDA SX | 996.47 | 996.50 |
| QUOTA MAX TIRANTE + SOPRALZO | 997.12 | 997.14 |
| QUOTA FONDO ALVEO | 995.65 | |

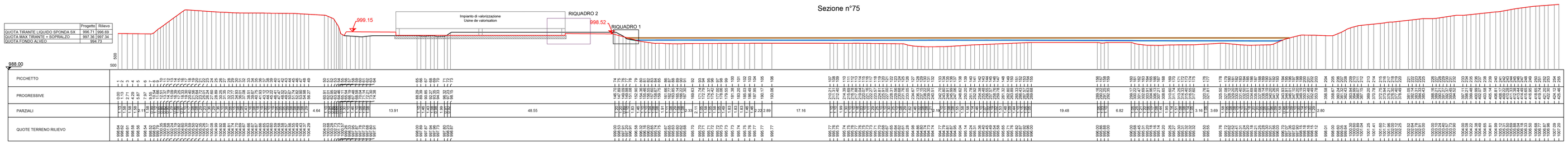
Coordinate LTF2004C estremi sezione
SX: Est = 156151.05 Nord = 38291.70
DX: Est = 156047.25 Nord = 37736.52

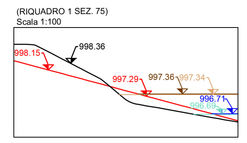


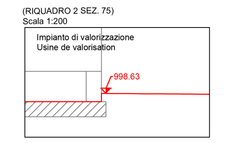




## Sezione n°75

| | Progetto | Rilievo |
|---|---|---|
| QUOTA TIRANTE LIQUIDO SPONDA SX | 996.71 | 996.69 |
| QUOTA MAX TIRANTE + SOPRALZO | 997.36 | 997.34 |
| QUOTA FONDO ALVEO | 994.73 | |



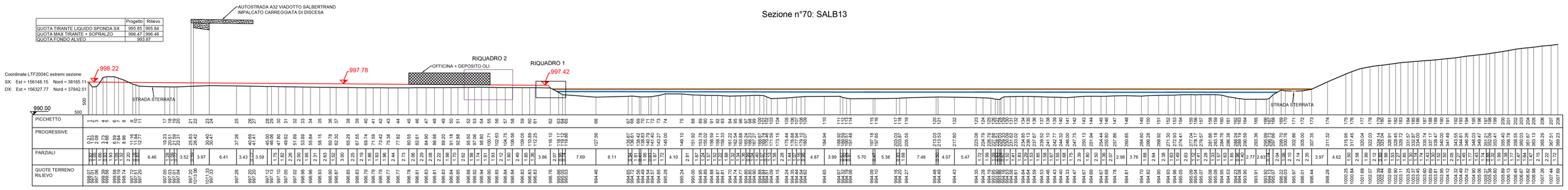



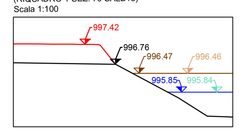




## Sezione n°70: SALB13

| | Progetto | Rilievo |
|---|---|---|
| QUOTA TIRANTE LIQUIDO SPONDA SX | 995.85 | 995.84 |
| QUOTA MAX TIRANTE + SOPRALZO | 996.47 | 996.46 |
| QUOTA FONDO ALVEO | 993.87 | |

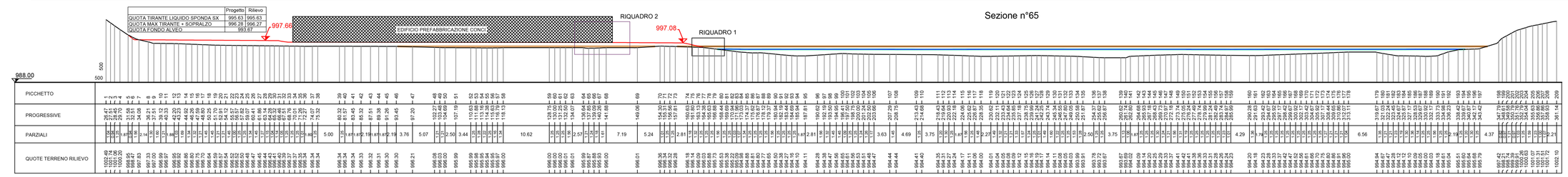
Coordinate LTF2004C estremi sezione
SX: Est = 156148.15 Nord = 38160.11
DX: Est = 156027.77 Nord = 37842.51

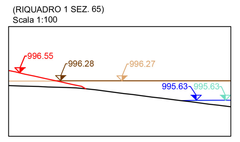


## Sezione n°65

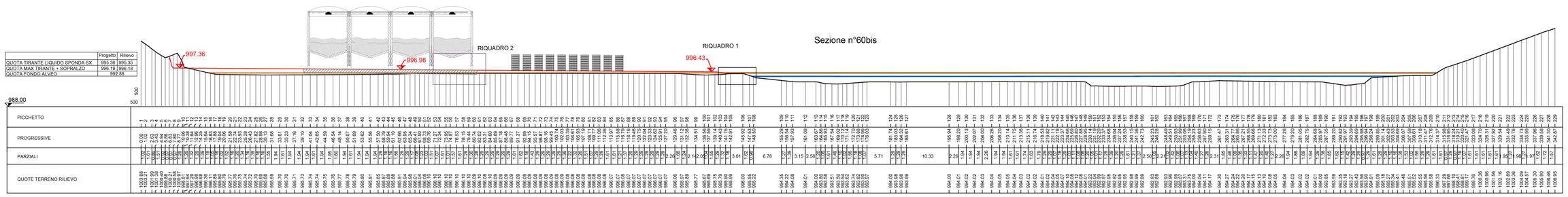
| | Progetto | Rilievo |
|---|---|---|
| QUOTA TIRANTE LIQUIDO SPONDA SX | 995.63 | 995.63 |
| QUOTA MAX TIRANTE + SOPRALZO | 996.28 | 996.27 |
| QUOTA FONDO ALVEO | 993.87 | |

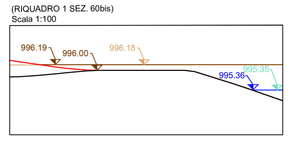


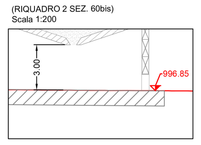



## Sezione n°60bis

| | Progetto | Rilievo |
|---|---|---|
| QUOTA TIRANTE LIQUIDO SPONDA SX | 995.36 | 995.35 |
| QUOTA MAX TIRANTE + SOPRALZO | 996.19 | 996.18 |
| QUOTA FONDO ALVEO | 992.88 | |




## LÉGENDE

- QUOTA — ÉLÉVATION DU SOL DANS LES CONDITIONS EXISTANTES / CONDITIONS EXISTANTES
- (★) — PREND EN COMPTE L'ENLÈVEMENT DES CUMULS
- QUOTA — ÉLÉVATION DU SOL DANS LES CONDITIONS DE CHANTIER/RIF. PRV C3A TS3 7861 A) / CONDITIONS DE CHANTIER
- QUOTA — CONDITIONS EXISTANTES - ÉLÉVATION DU DÉBIT LIQUIDE TEMP RETOUR 50 ANS / CONDITIONS EXISTANTES - TIRANTS DÉBIT LIQUIDE TEMP RETOUR 50 ANS
- QUOTA — CONDITIONS EXISTANTES - ÉLEVAGE SUPPLÉMENTAIRE POUR LE DÉBIT SOLIDE / CONDITIONS EXISTANTES - TIRANTS DÉBIT SOLIDE TEMP RETOUR 50 ANS
- QUOTA — CONDITIONS DE CHANTIER - ELÉVATION DU DÉBIT LIQUIDE TEMP RETOUR 50 ANS / CONDITIONS DE CHANTIER - TIRANTS DÉBIT LIQUIDE TEMP RETOUR 50 ANS
- QUOTA — CONDITIONS DE CHANTIER - ÉLEVAGE SUPPLÉMENTAIRE POUR LE DÉBIT SOLIDE / CONDITIONS DE CHANTIER - TIRANTS DÉBIT SOLIDE TEMP RETOUR 50 ANS

## LEGENDA

- QUOTA — QUOTA TERRENO RILIEVO / TERRENO RILIEVO
- (★) — LE CONDIZIONI DI RILIEVO TENGONO CONTO DELLA RIMOZIONE DEI CUMULI ATTUALMENTE PRESENTI
- QUOTA — QUOTA PROGETTO CANTIERE (RIF. TAVOLA PRV C3A TS3 7861 A) / TERRENO PROGETTO CANTIERE
- QUOTA — QUOTA TR50: RILIEVO - TIRANTE LIQUIDO / TR50: RILIEVO - TIRANTE LIQUIDO
- QUOTA — QUOTA TR50: RILIEVO - TIRANTE LIQUIDO + SOPRALZO SOLIDO / TR50: RILIEVO - TIRANTE LIQUIDO + SOPRALZO SOLIDO
- QUOTA — QUOTA TR50: PROGETTO CANTIERE - TIRANTE LIQUIDO / TR50: PROGETTO CANTIERE - TIRANTE LIQUIDO
- QUOTA — QUOTA TR50: PROGETTO CANTIERE - TIRANTE LIQUIDO + SOPRALZO SOLIDO / TR50: PROGETTO CANTIERE - TIRANTE LIQUIDO + SOPRALZO SOLIDO

## Documenti di riferimento / Documents de reference:

- PRV_C3A_6720_22-02-96_10-02_Relazione idraulica sviluppo modello bidimensionale_B
- PRV_C3A_6725_22-02-96_30-04_Planimetria rilievo aree esondazione TR50_A
- PRV_C3A_6732_22-02-96_30-11_Planimetria cantiere aree esondazione TR50_A

# LIAISON LYON - TURIN / COLLEGAMENTO TORINO - LIONE

**Partie commune franco-italienne**
**Section transfrontalière**

**Parte comune italo-francese**
**Sezione transfrontaliera**

NOUVELLE LIGNE LYON TURIN - NUOVA LINEA TORINO LIONE
PARTIE COMMUNE FRANCO-ITALIENNE - PARTE COMUNE ITALO-FRANCESE

## PARTE IN TERRITORIO ITALIANO - PROGETTO IN VARIANTE
(OTTEMPERANZA ALLA PRESCRIZIONE N. 235 DELLA DELIBERA CIPE 19/2015)

CUP C11J05000030001 - PROGETTO DEFINITIVO

**APPROFONDIMENTI PROGETTUALI PER OSSERVAZIONI MATTM - REGIONE PIEMONTE / MIBACT**

**Riscontro Osservazione n. 1, (rif. prot. n. CTVA/3020 del 26/09/17)**

## GENIE CIVIL - OPERE CIVILI
## HYDROLOGIE ET HYDRAULIQUE / IDROLOGIA E IDRAULICA
## HYDROLOGIE GENERALE / IDRAULICA GENERALE

**Coupes hydrauliques de la Dora - Temps de retour 50 ans - 2/3**
**Sezioni idrauliche della Dora - Tempo di ritorno 50 anni - 2/3**

| Indice | Date / Data | Modificatore / Modifiche | Rédigé par / Compilato da | Vérifié par / Controllato da | Autorisé par / Autorizzato da |
|---|---|---|---|---|---|
| 0 | 01/12/2017 | Première diffusion / Prima emissione | L. GATTIGLIA (EDES)<br>B. VISCONTI (EDES) | A. DAKKAKI<br>V. GRISOGLIO | A. MORDASINI<br>C. OGNIBENE |
| A | 15/12/2017 | Révision suite aux commentaires TELT<br>Revisione a seguito commenti TELT | L. GATTIGLIA (EDES)<br>B. VISCONTI (EDES) | A. DAKKAKI<br>V. GRISOGLIO | A. MORDASINI<br>C. OGNIBENE |

Nessia
Mario Nosiglia Group
Dott. Ing. Carlo Agribiana
Ordine Ingegneri Prov. TO n. 8368

| Code Doc | P | R | V | C | 3 | A | L | O | M | 6 | 7 | 4 | 6 | A | A | P | P | L | A |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Phase / Fase | | | Sigle étude / Sigla | | | Émettrice / Emittente | | | Numero | | | | Indice | Statut / Stato | | | Type / Tipo | |

| ADRESSE GED / INDIRIZZO GED | C3A | // | // | 22 | 02 | 96 | 40 | 04 |
|---|---|---|---|---|---|---|---|---|

**ÉCHELLE / SCALA** 1:500

TUNNEL EURALPIN | LYON TURIN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RCS Chambéry 439 556 952 - TVA FR 03439556952


Propriété TELT Tous droits réservés - Proprietà TELT Tutti i diritti riservati


Ce projet est cofinancé par l'Union européenne (UE-TEN)

Questo progetto è cofinanziato dall'Unione europea (TEN-T)