PALI DA DEMOLIRE	
TIPO DEL PALO	TOTALE
LS 14a	55
LS 16	4
LS 16a	12
LS 18Ga	0
TOTALE	71

COMMITTENTE:

RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

PROGETTAZIONE:

ITALFERR
GRUPPO FERROVIE DELLO STATO ITALIANE

DIRETTRICE FERROVIARIA MESSINA - CATANIA - PALERMO
U.O. TECNOLOGIE SUD

PROGETTO DEFINITIVO

RADDOPPIO DELLA TRATTA GIAMPILIERI - FIUMEFREDDO
Lotto 2: Taormina (e) - Giampilieri (e)

IMPIANTI TE - LINEA DI CONTATTO
PIANO DEMOLIZIONI TRATTA ROCCALUMERA - NIZZA DI SICILIA

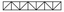
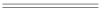
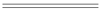
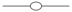
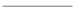
SCALA : 1:1000

COMMESSA	LOTTO	FASE	ENTE	TIPO DOC.	OPERA/DISCIPLINA	PROGR.	REV.
RS2S	02	D	67	P7	LC0900	007	A

Revis.	Descrizione	Redatto	Data	Verificato	Data	Approvato	Data	Autorizzato Data
A	Emissione Esecutiva	A. Genovese	01/2018	P. Ruggeri	01/2018	P. Carlesimo	01/2018	A. Presta 01/2018 ANTONIO PRESTA

File: RS2S02D67P7LC0900007A DEM_ROCCALUMERA - NIZZA.DWG

n. Elab.: 2241

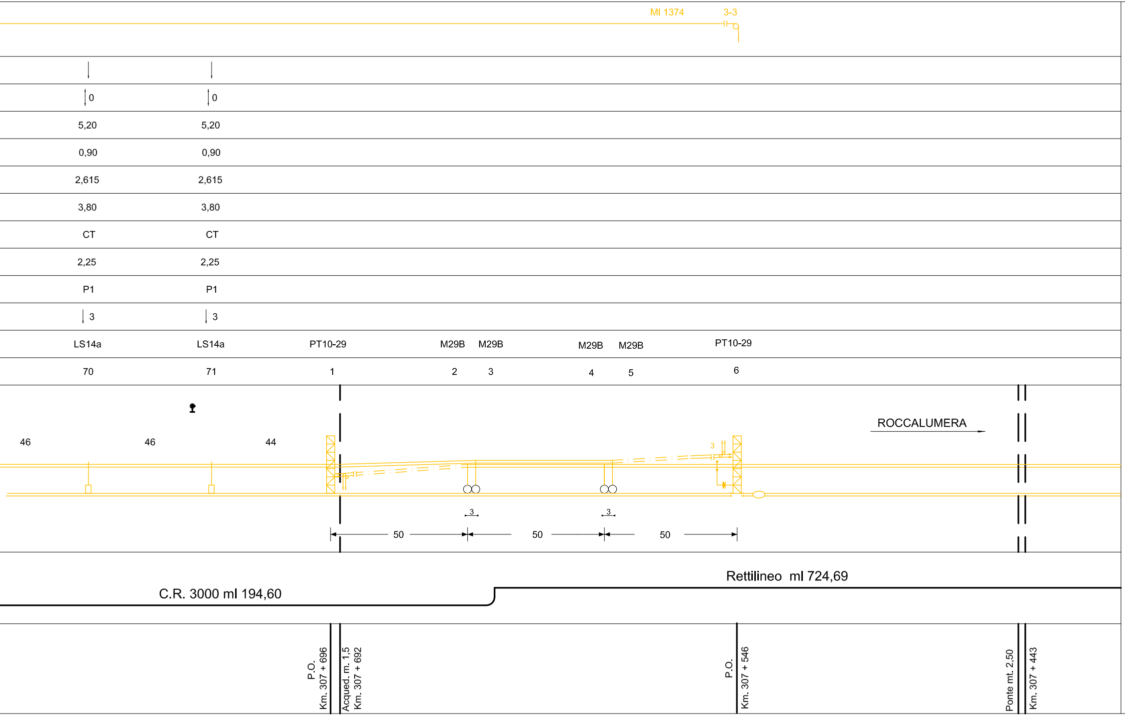
	Portale
	Palo LS
	N° 2 fili sagomati - N° 2 corde portanti
	Trefolo di alluminio 2 x 125 mmq
	Palo con tirante a terra
	Colleg. rotaia tramite dispositivo a semicondutt.
AGGR.	Palo aggrappato
P.F. *	Punto fisso
	Isolatore per trefolo di alluminio
	Colleg. aereo testa palo - corda in CU 120 mmq
	Regolazione automatica conduttori

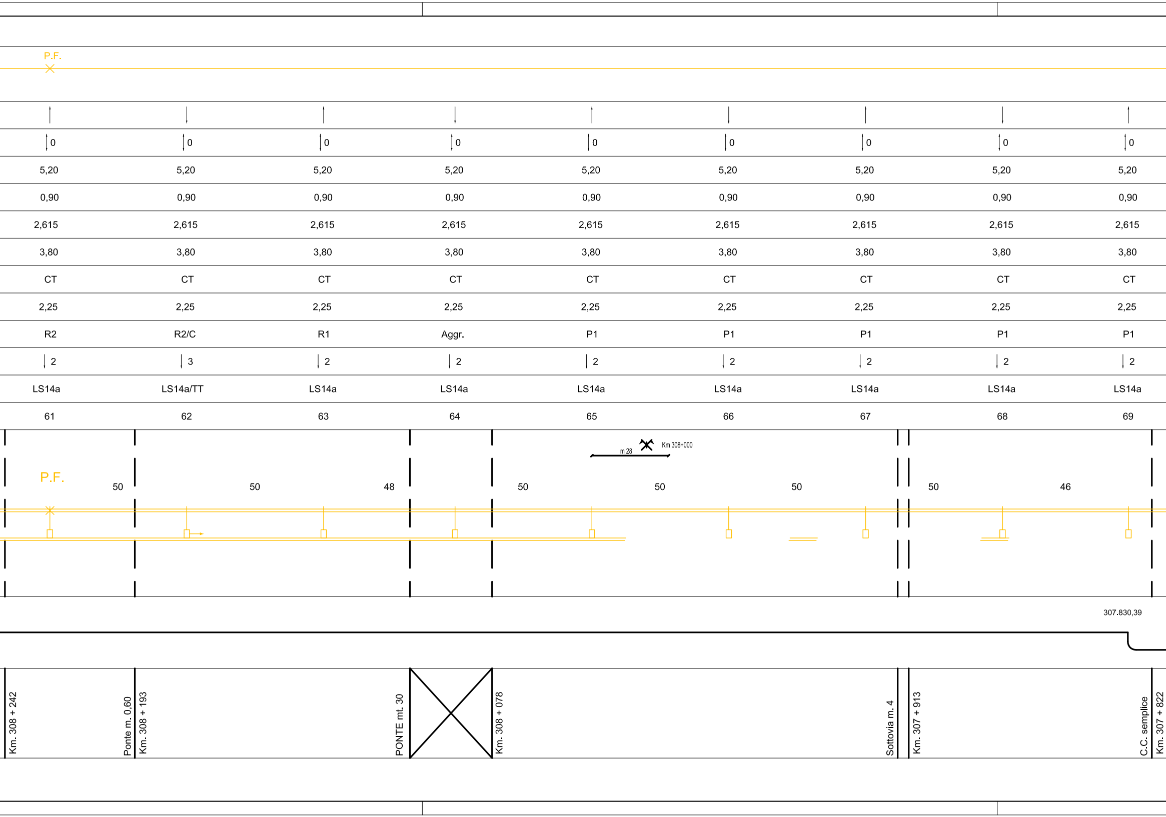
CONDUTTORI IN RAME DA DEMOLIRE

COND.	dal Picch.	al Picch.	corda di rame o 14				filo sagomato o 11,8			
			lunghezza		bobina		lunghezza		bobina	
			reale	+ 20%			reale	+ 15%		
1-1	PO41	23	950				950			
2-2	18	50	1247,5				1247,5			
3-3	45	PO6	1374				1374			

TREFOLO DI GUARDIA x 2 DA DEMOLIRE

dal Picch.	al Picch.	corda di alluminio			
		lunghezza		bobina	
		reale	+ 15%		
P.O. 41	PALO 40	1697			
PALO 40	P.O. 6	1624			

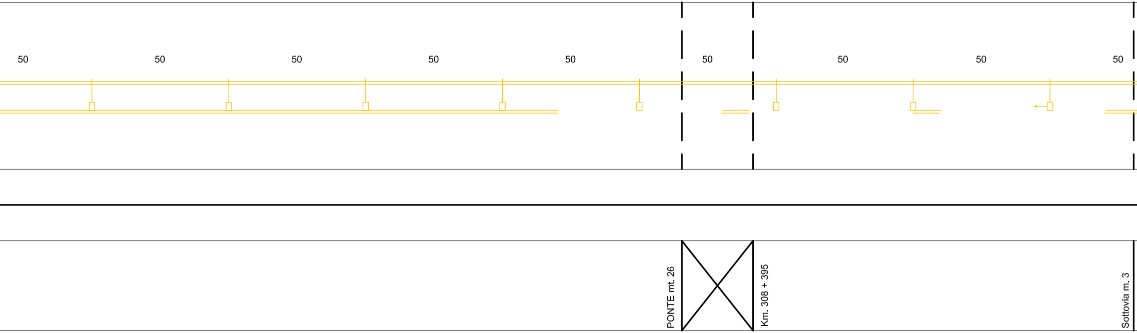

MI 1374
3-3
0
0
5,20
5,20
0,90
0,90
2,615
2,615
3,80
3,80
CT
CT
2,25
2,25
P1
P1
3
3
LS14a
LS14a
PT10-29
M29B
M29B
M29B
M29B
PT10-29
70
71
1
2
3
4
5
6
46
46
44
ROCCALUMERA
3
3
3
50
50
50
C.R. 3000 ml 194,60
Rettilineo ml 724,69
P.O.
Km. 307 + 696
Acqued. m. 1,5
Km. 307 + 692
P.O.
Km. 307 + 546
Ponte mt. 2,50
Km. 307 + 443



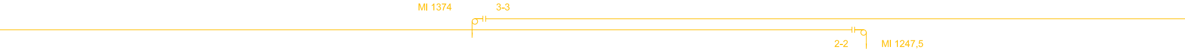
P.F.
P.F.
50
50
48
50
50
50
50
46
m 28
Km 308+000
307.830,39
Km. 308 + 242
Ponte m. 0,60
Km. 308 + 193
PONTE mt. 30
Km. 308 + 078
Sottovia m. 4
Km. 307 + 913
C.C. semplice
Km. 307 + 822

↑	↓	↑	↓	↑	↓	↑	↓	↑
0	0	0	0	0	0	0	0	0
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
0,90	0,90	0,90	0,90	0,90	0,90	0,90	0,90	0,90
2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615
3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80
CT	CT	CT	CT	CT	CT	CT	CT	CT
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
R2	R2/C	R1	Aggr.	P1	P1	P1	P1	P1
2	3	2	2	2	2	2	2	2
LS14a	LS14a/TT	LS14a	LS14a	LS14a	LS14a	LS14a	LS14a	LS14a
61	62	63	64	65	66	67	68	69

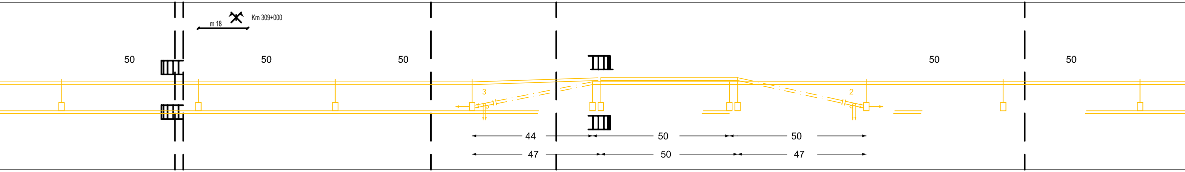
0	0	0	0	0	0	0	0
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
0,90	0,90	0,90	0,90	0,90	0,90	0,90	0,90
2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615
3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80
CT	CT	CTP	CT	CT	CT	CT	CT
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
P1	P1	P1	P1	P1	P1	P1	P2/C
2	2	2	2	2	2	2	3
LS14a	LS14a	LS14a	LS14a	LS14a	LS14a	LS14a	LS14a/TT
53	54	55	56	57	58	59	60


50
50
50
50
50
50
50
50
50
PONTE mt. 26
Km. 308 + 395
Sottovia m. 3

DI SICILIA - ALì TERME


MI 1374
3-3
2-2
MI 1247,5

				0	20	20	0	0		
0	0	0	0	0	20	20	0	0	0	0
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
0,90	0,90	0,90	0,90	1,10	0,90	0,90	1,10	1,10	0,90	0,90
2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615
3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80
CT	CT	CT	CT	CT	CT	CT	CT	CT	CT	CT
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
P1	P3	P3	P3/A	P3	P3	P3	P3	P3/A	P3	P3
2	2	2	4	0	2	2	0	4	2	2
LS14a	LS16a	LS16a	LS16a/TT	LS16a	LS16a	LS16a	LS16a	LS16a/TT	LS16a	LS16a
42	43	44	45	46	47	48	49	50	51	52


m 18
Km 309+000
50
50
50
3
2
50
50
44
50
50
47
50
47

Rettilineo ml 1788,83

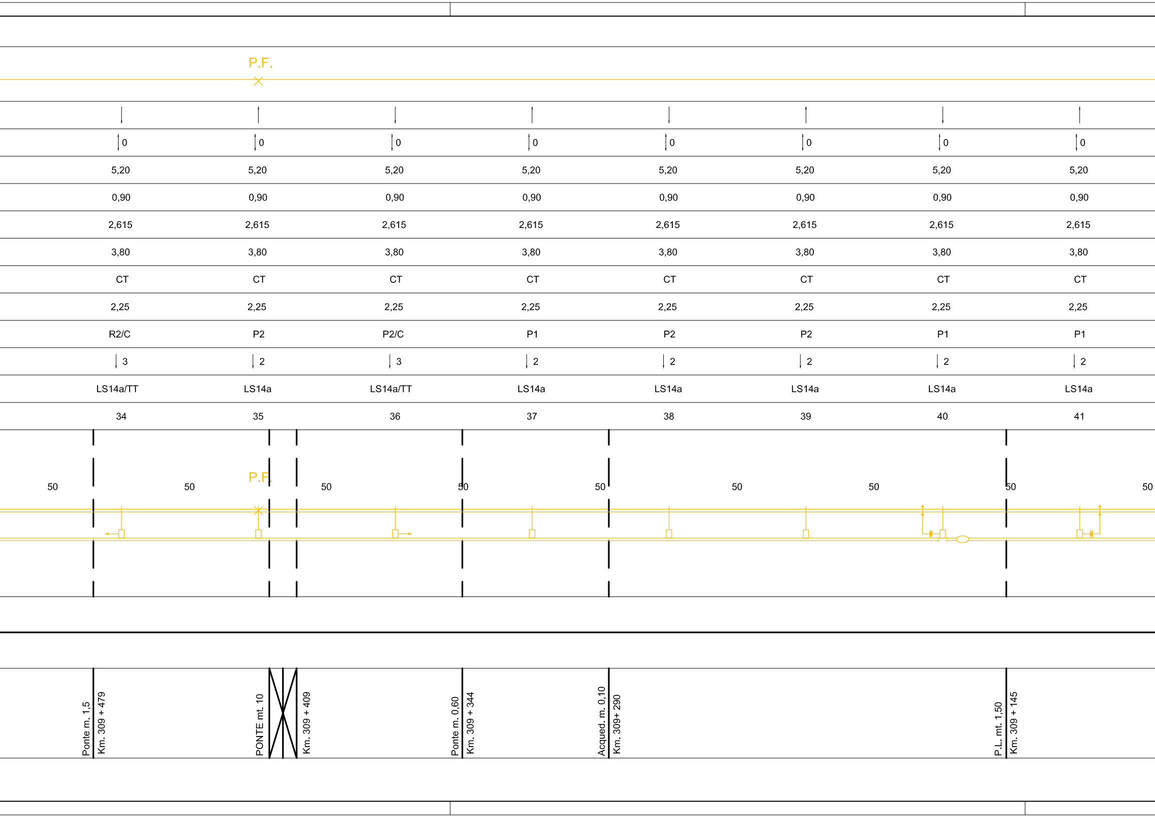
PONTE mt. 3
Km. 309 + 026

Ponte m. 0,60
Km. 308 + 933

F.V. NIZZA S.
Km. 308 + 888

Ponte m. 1,50
Km. 308 + 717

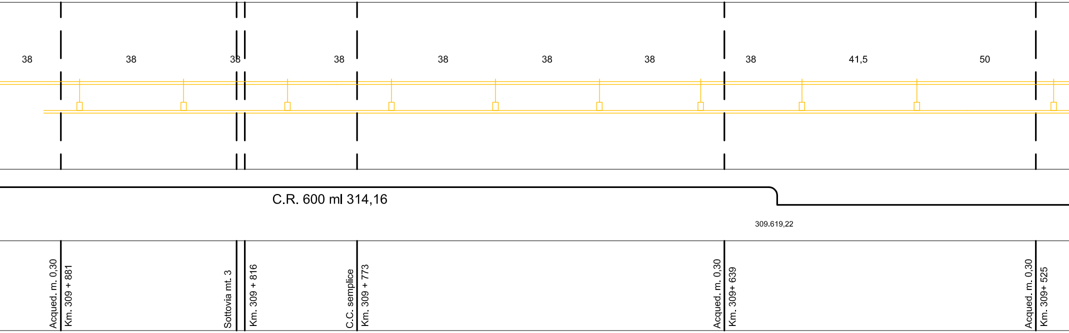
TRATTA NIZZA

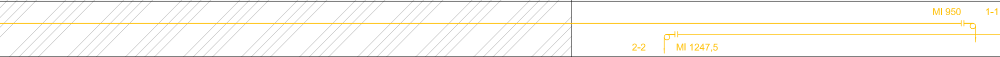


P.F.
P.F.
50
50
50
50
50
50
50
50
50
Ponte m. 1,5
Km. 309 + 479
PONTE mt. 10
Km. 309 + 409
Ponte m. 0,60
Km. 309 + 344
Acqued. m. 0,10
Km. 309+ 290
P.L. mt. 1,50
Km. 309 + 145

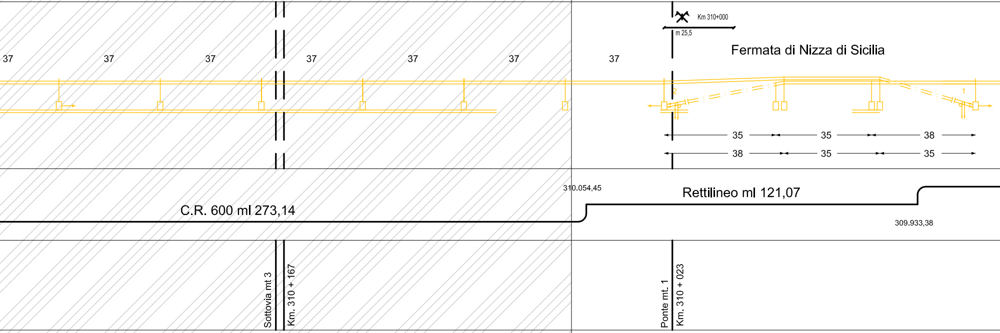
↓	↑	↓	↑	↓	↑	↓	↑
0	0	0	0	0	0	0	0
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
0,90	0,90	0,90	0,90	0,90	0,90	0,90	0,90
2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615
3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80
CT	CT	CT	CT	CT	CT	CT	CT
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
R2/C	P2	P2/C	P1	P2	P2	P1	P1
3	2	3	2	2	2	2	2
LS14a/TT	LS14a	LS14a/TT	LS14a	LS14a	LS14a	LS14a	LS14a
34	35	36	37	38	39	40	41

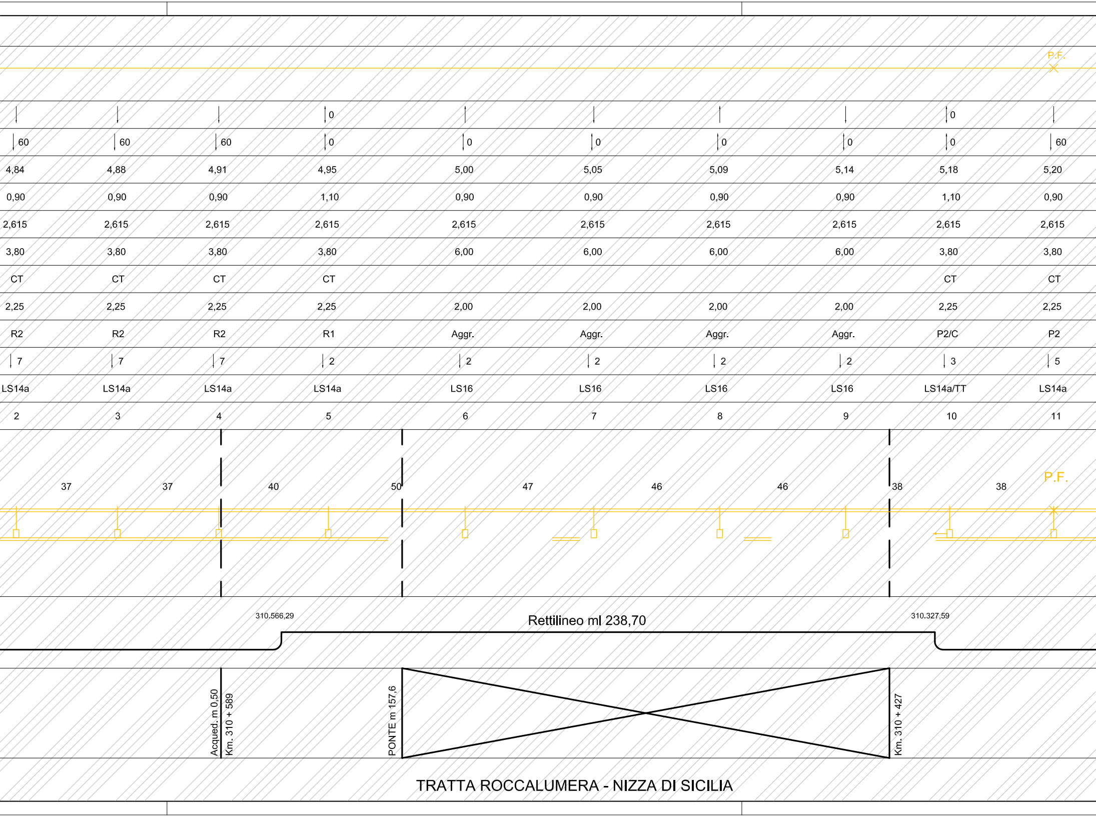
							0		
60	60	60	60	60	60	60	0	0	0
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
0,90	0,90	0,90	0,90	0,90	0,90	0,90	1,10	0,90	0,90
3,10	3,10	3,10	3,10	3,10	3,10	3,10	2,615	2,615	2,615
3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80
CT	CT	CT	CT	CT	CT	CT	CT	CT	CT
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
P2	P2	P2	P2	P2	P2	P2	P1	P1	P1
2	2	2	2	2	2	2	2	2	2
LS14a	LS14a	LS14a	LS14a	LS14a	LS14a	LS14a	LS14a	LS14a	LS14a
24	25	26	27	28	29	30	31	32	33


38
38
38
38
38
38
38
38
41,5
50
C.R. 600 ml 314,16
309.619,22
Acqued. m. 0,30
Km. 309 + 881
Sottovia mt. 3
Km. 309 + 816
C.C. semplice
Km. 309 + 773
Acqued. m. 0,30
Km. 309+ 639
Acqued. m. 0,30
Km. 309+ 525


MI 950
1-1
2-2
MI 1247,5

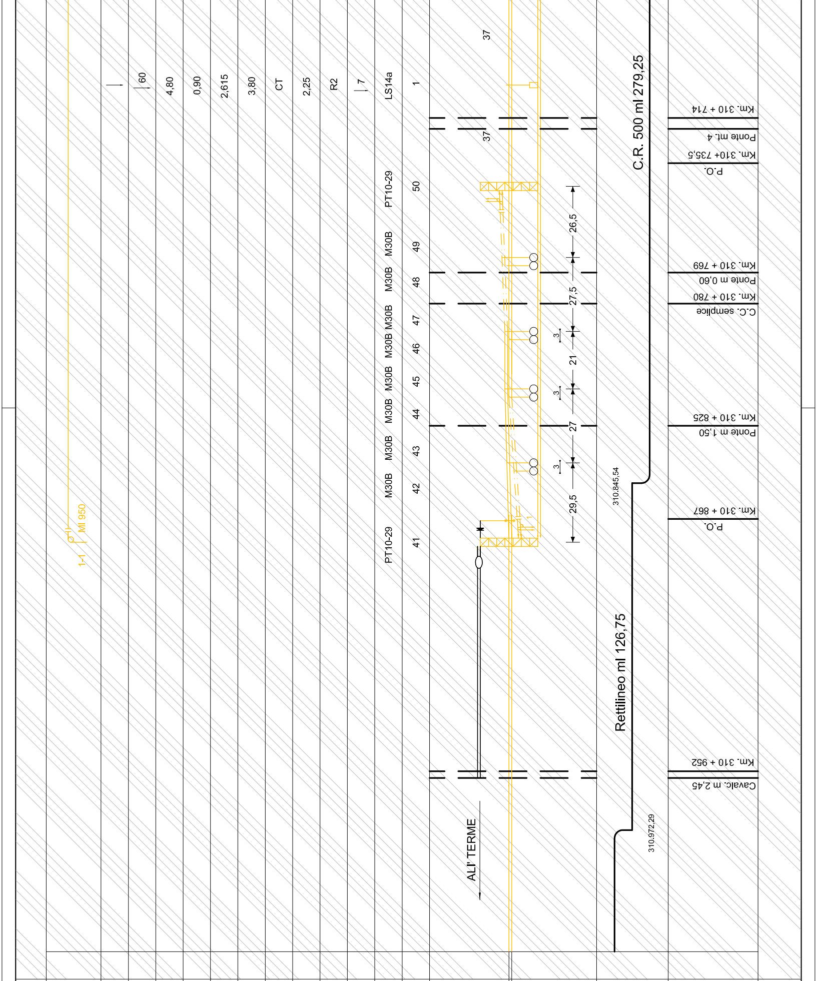
						0	0	20	20	0	0
60	60	60	60	60	60	0	0	20	20	0	0
5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20	5,20
0,90	0,90	0,90	0,90	0,90	0,90	1,10	1,10	0,90	0,90	1,10	1,10
2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	3,10
3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80	3,80
CT	CT	CT	CT	CT	CT	CT	CT	CTP	CT	CT	CT
2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25	2,25
P2/C	P2	P2	P2	P2	P2	R3/A	P2	P1	P1	P2	P3/A
8	7	7	7	7	7	4	0	2	2	0	2
LS14a/TT	LS14a	LS14a	LS14a	LS14a	LS14a	LS16a/TT	LS14a	LS14a	LS14a	LS14a	LS16a/TT
12	13	14	15	16	17	18	19	20	21	22	23


Km 310+000
m 25,5
Fermata di Nizza di Sicilia
37
37
37
37
37
37
37
2
1
35
35
38
38
35
35
310.054,45
Rettilineo ml 121,07
C.R. 600 ml 273,14
309.933,38
Sottovia mt 3
Km. 310 + 167
Ponte mt. 1
Km. 310 + 023


P.F.
P.F.
37
37
40
50
47
46
46
38
38
310.566,29
Rettilineo ml 238,70
310.327,59
Acqued. m 0,50
Km. 310 + 589
PONTE m 157,6
Km. 310 + 427

			0					0	
60	60	60	0	0	0	0	0	0	60
4,84	4,88	4,91	4,95	5,00	5,05	5,09	5,14	5,18	5,20
0,90	0,90	0,90	1,10	0,90	0,90	0,90	0,90	1,10	0,90
2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615
3,80	3,80	3,80	3,80	6,00	6,00	6,00	6,00	3,80	3,80
CT	CT	CT	CT					CT	CT
2,25	2,25	2,25	2,25	2,00	2,00	2,00	2,00	2,25	2,25
R2	R2	R2	R1	Aggr.	Aggr.	Aggr.	Aggr.	P2/C	P2
7	7	7	2	2	2	2	2	3	5
LS14a	LS14a	LS14a	LS14a	LS16	LS16	LS16	LS16	LS14a/TT	LS14a
2	3	4	5	6	7	8	9	10	11

TRATTA ROCCALUMERA - NIZZA DI SICILIA



37
60
4,80
0,90
2,615
3,80
CT
2,25
R2
7
LS14a
1
37
PT10-29
50
M30B
49
M30B
48
M30B
47
M30B
46
M30B
45
M30B
44
M30B
43
M30B
42
PT10-29
41
26,5
27,5
3
21
3
27
3
29,5
1-1
Ml 950
C.R. 500 ml 279,25
310.845,54
Rettilineo ml 126,75
310.972,29
ALI' TERME
Km. 310 + 714
Ponte mt. 4
Km. 310+ 735,5
P.O.
Km. 310 + 769
Ponte m 0,60
Km. 310 + 780
C.C. semplice
Km. 310 + 825
Ponte m 1,50
Km. 310 + 867
P.O.
Km. 310 + 952
Cavalc. m 2,45

LUNGHEZZA DELLE REGOLAZIONI
POLIGONAZIONE FILI DI CONTATTO (cm)
POLIGONAZIONE FUNI PORTANTI m)
ALTEZZA LINEA DI CONTATTO (m)
TIRANTE DI POLIGONAZIONE (m)
TIRANTE (m)
MENSOLA (m)
PALETTO DI TERRA CT; TERRA PROFONDA CTP
DISTANZA PALO - ROTAIA (m)
TIPO DELLA FONDAZIONE
STRAPIOMBO NEL SENSO DELLA FRECCIA
TIPO DEL PALO
NUMERO DEL PALO
Linea a semplice binario sez. 440 mmq
TRATTA ALI' TERME - ROCCALUMERA
ANDAMENTO PLANIMETRICO
PROGRESSIVE CHILOMETRICHE IN KM