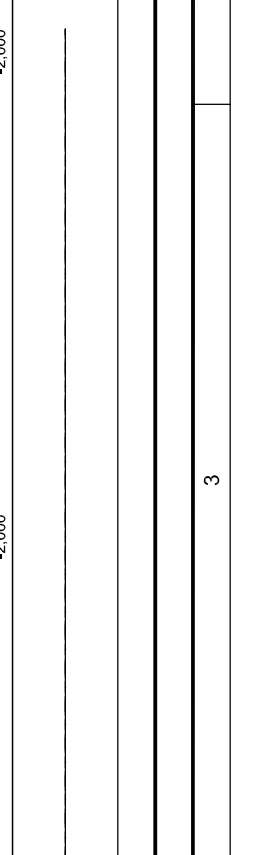
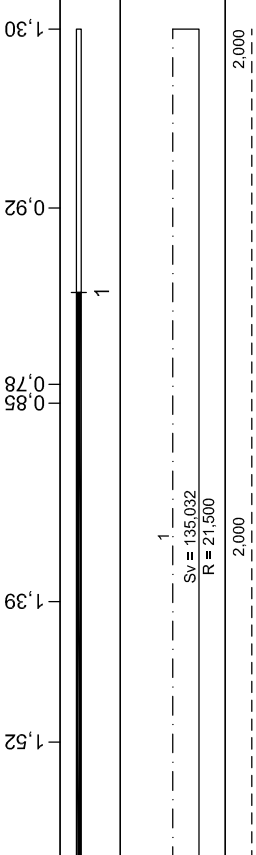
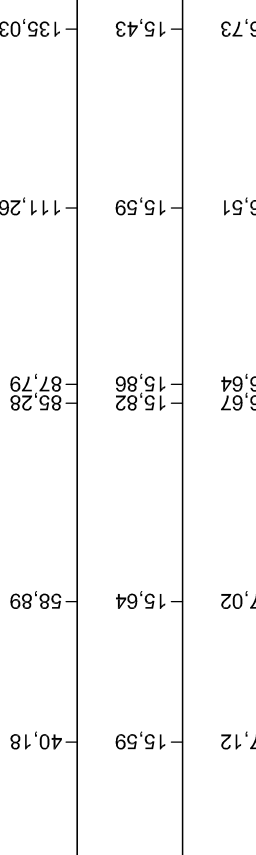
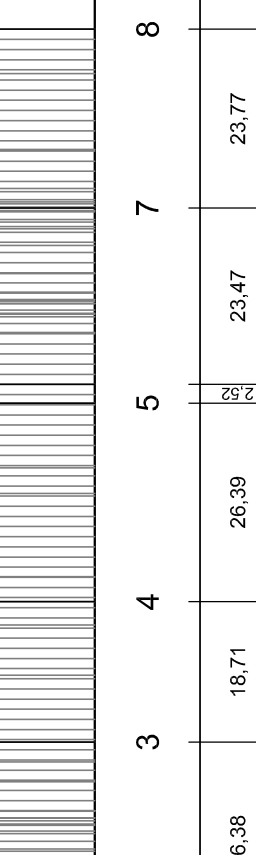
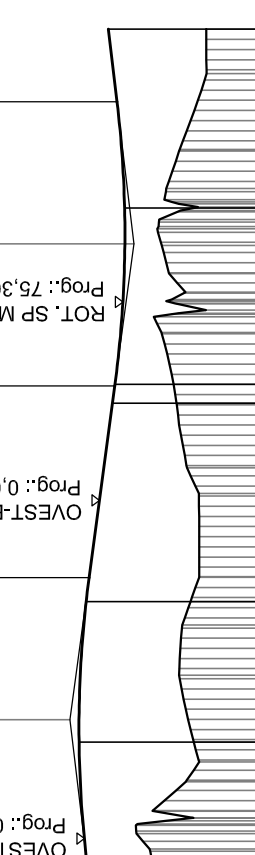
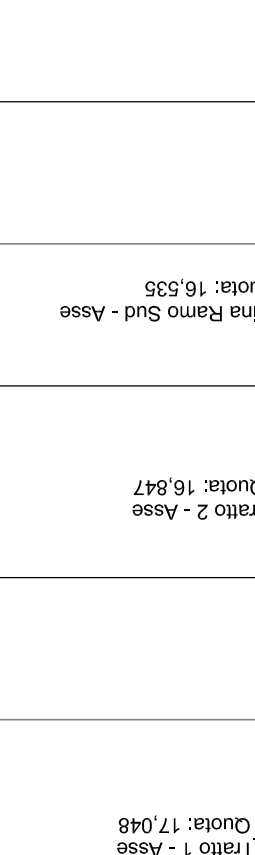
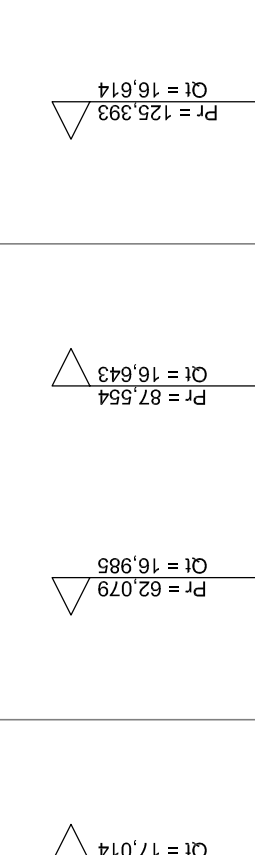


1 - ROTATORIA S.P. MADONNINA

LIVELLETTA

DIFF. QUOTA	n = 0,05	n = 0,05	n = 0,05
PERCENTUALE	1 = 1,18	1 = 1,34	1 = 1,19

SP	41,129	109,472
CI	10,306	15,097
T	10,919	11,293
F	0,119	0,044
SI	0,293	0,025



SCALA QUOTE 1:100
SCALA DISTANZE 1:1000

DIR. 0,000

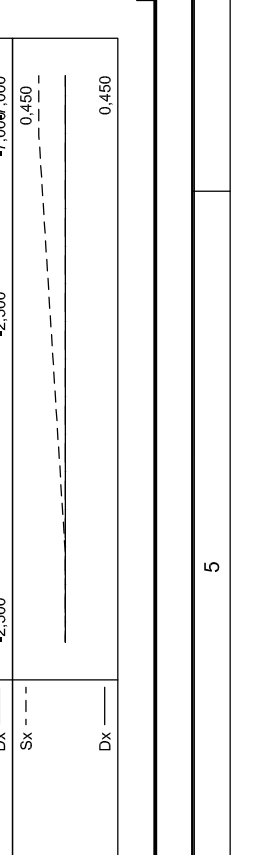
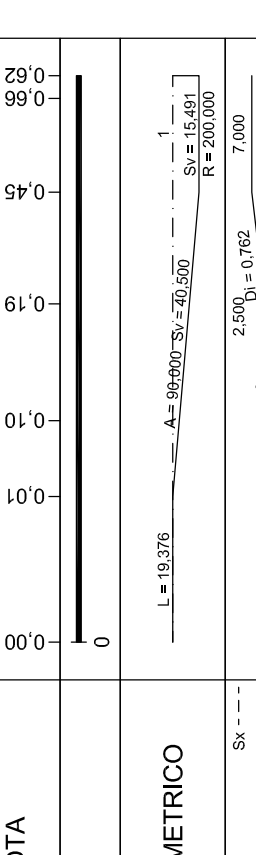
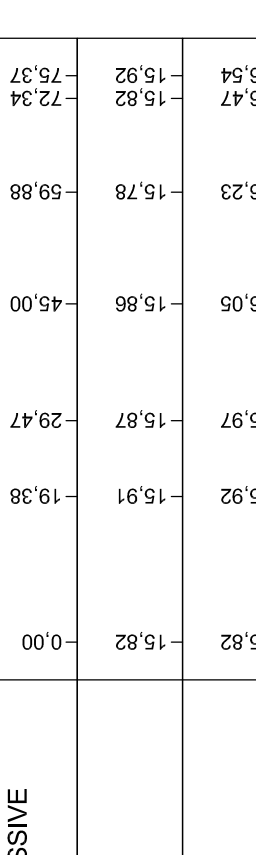
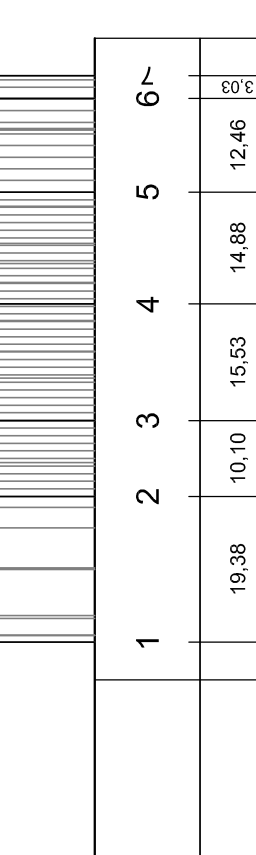
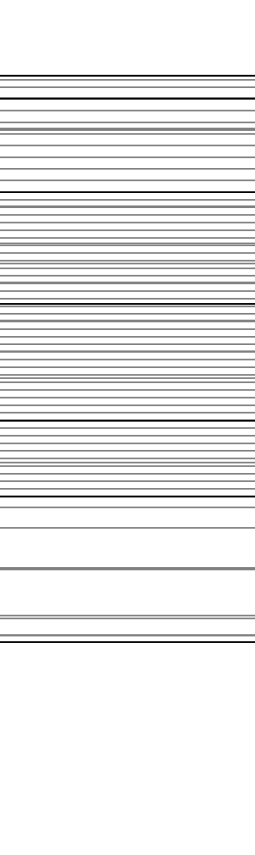
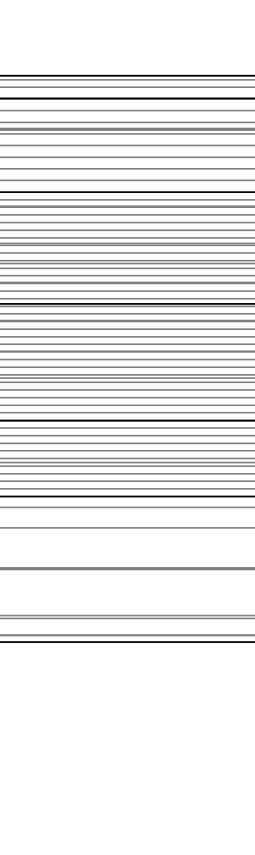
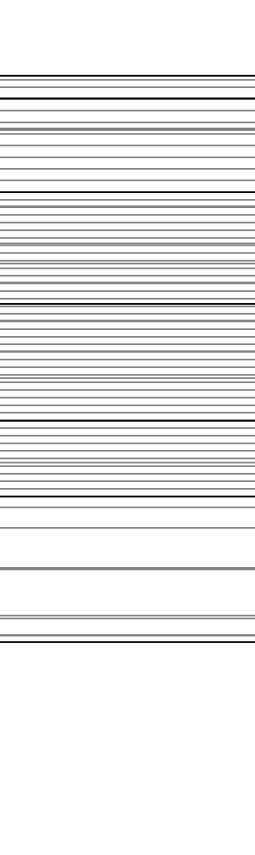
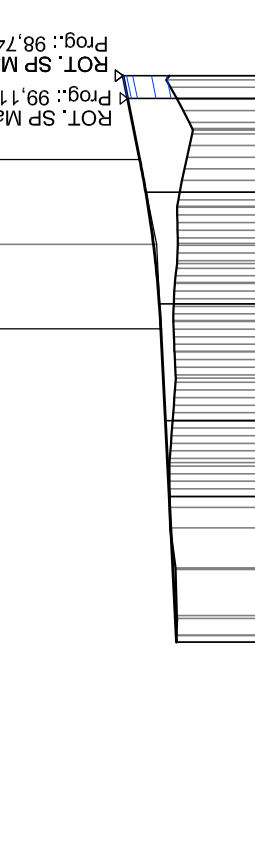
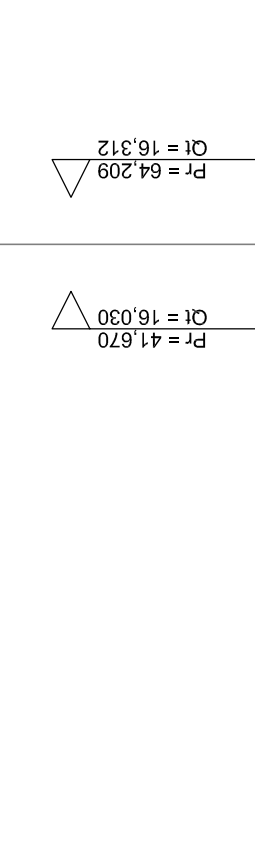
NOME SEZIONI	1	2	3	4	5	6	7	8
DISTANZE PARZIALI	13,86	26,38	18,71	26,39	27	23,47	23,77	23,77
DISTANZE PROGRESSIVE	0,00	13,86	40,18	66,57	92,96	119,35	145,74	172,13
QUOTE TERRENO	154,43	154,43	154,43	154,43	154,43	154,43	154,43	154,43
QUOTE PROGETTO	154,43	154,43	154,43	154,43	154,43	154,43	154,43	154,43
DIFFERENZA DI QUOTA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
ETTONOMETRICHE	0	0	0	0	0	0	0	0
ANDAMENTO PLANIMETRICO	[Diagram showing planimetric alignment]							
SOPRAELEVAZIONI	[Diagram showing vertical alignment]							
ALLARGAMENTI	[Diagram showing lane widening]							

2 - ROTATORIA S.P. MADONNINA - RAMO SUD

LIVELLETTA

DIFF. QUOTA	n = 0,08	n = 0,08	n = 0,08
PERCENTUALE	1 = 2,08	1 = 2,08	1 = 2,08

SP	52,093	52,093
CI	15,097	15,097
T	15,293	15,293
F	0,044	0,044
SI	0,025	0,025



SCALA QUOTE 1:100
SCALA DISTANZE 1:1000

DIR. 0,000

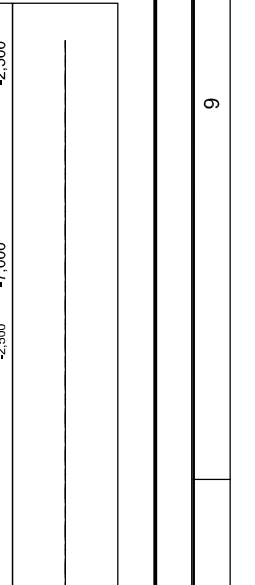
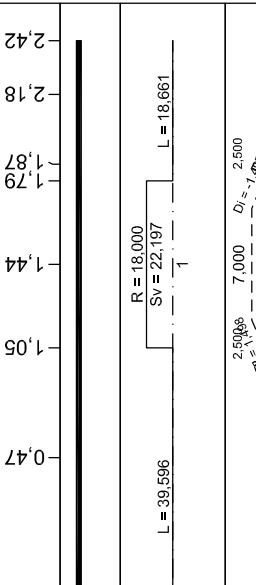
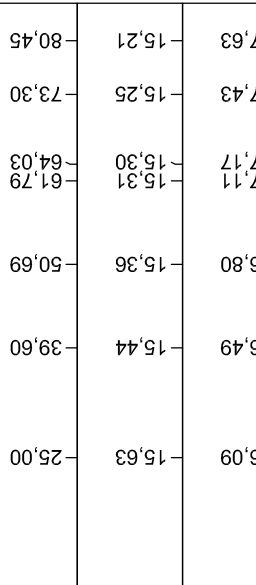
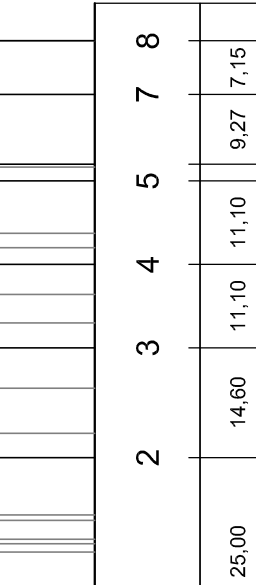
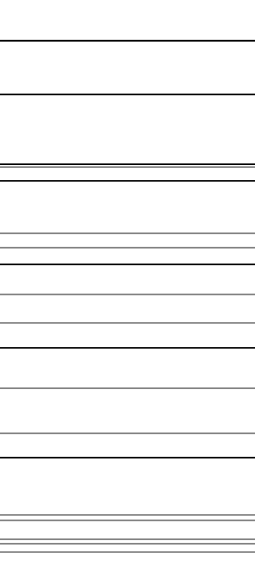
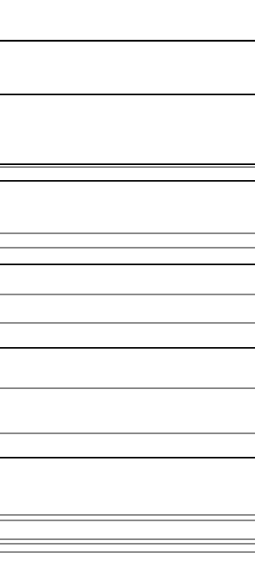
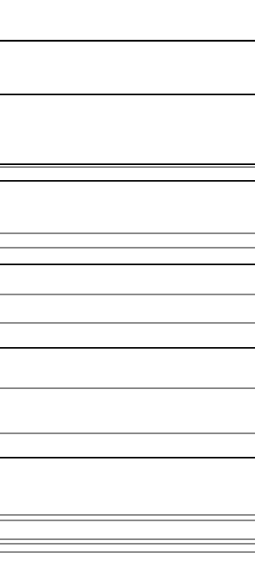
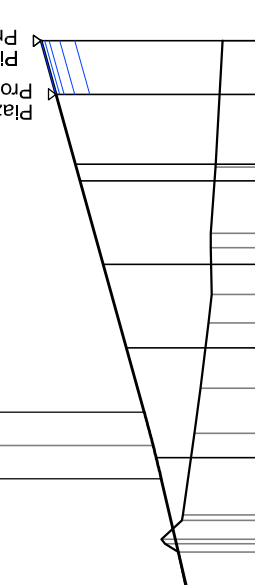
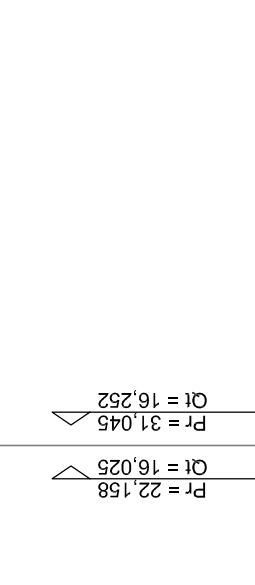
NOME SEZIONI	1	2	3	4	5	6	7	8
DISTANZE PARZIALI	10,38	10,93	15,53	14,88	12,48	10	10	10
DISTANZE PROGRESSIVE	0,00	10,38	20,91	36,44	51,32	63,80	74,28	84,76
QUOTE TERRENO	154,43	154,43	154,43	154,43	154,43	154,43	154,43	154,43
QUOTE PROGETTO	154,43	154,43	154,43	154,43	154,43	154,43	154,43	154,43
DIFFERENZA DI QUOTA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
ETTONOMETRICHE	0	0	0	0	0	0	0	0
ANDAMENTO PLANIMETRICO	[Diagram showing planimetric alignment]							
SOPRAELEVAZIONI	[Diagram showing vertical alignment]							
ALLARGAMENTI	[Diagram showing lane widening]							

3 - STRADA ACCESSO VASCA VP09

LIVELLETTA

DIFF. QUOTA	n = 0,02	n = 0,02	n = 0,02
PERCENTUALE	1 = 2,08	1 = 2,08	1 = 2,08

SP	26,027	26,027
CI	15,128	15,128
T	15,293	15,293
F	0,025	0,025
SI	0,025	0,025



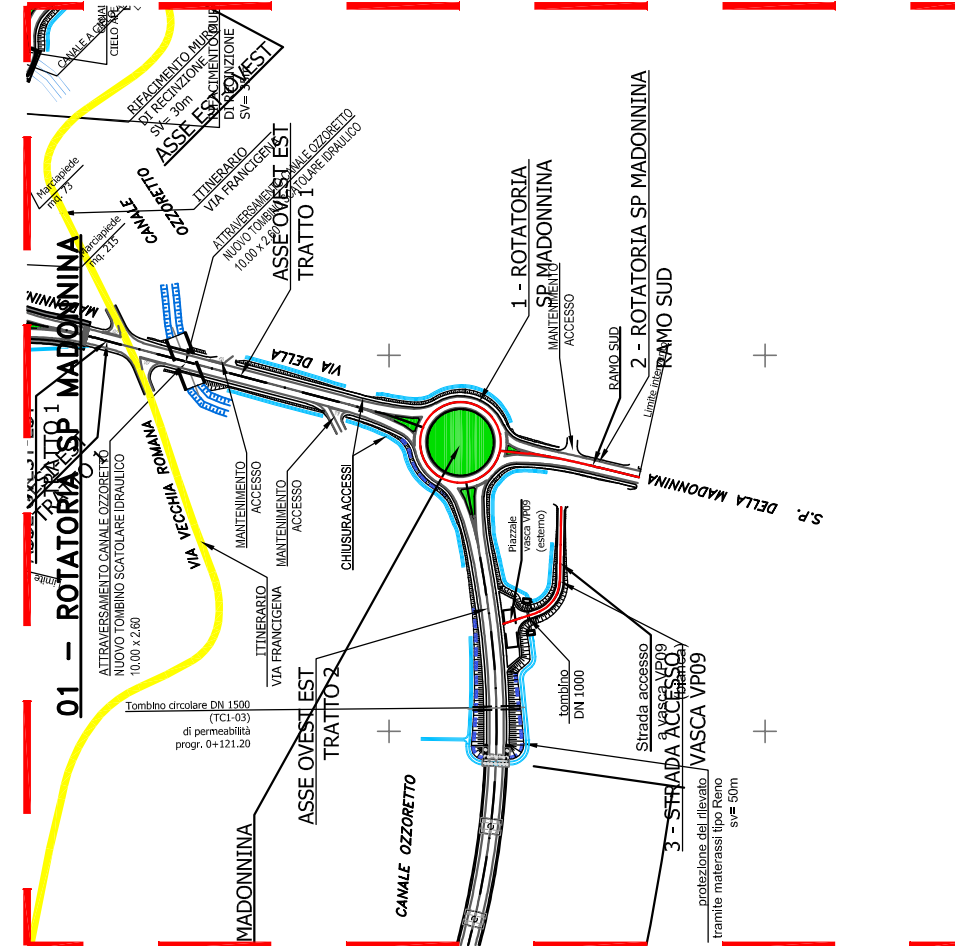
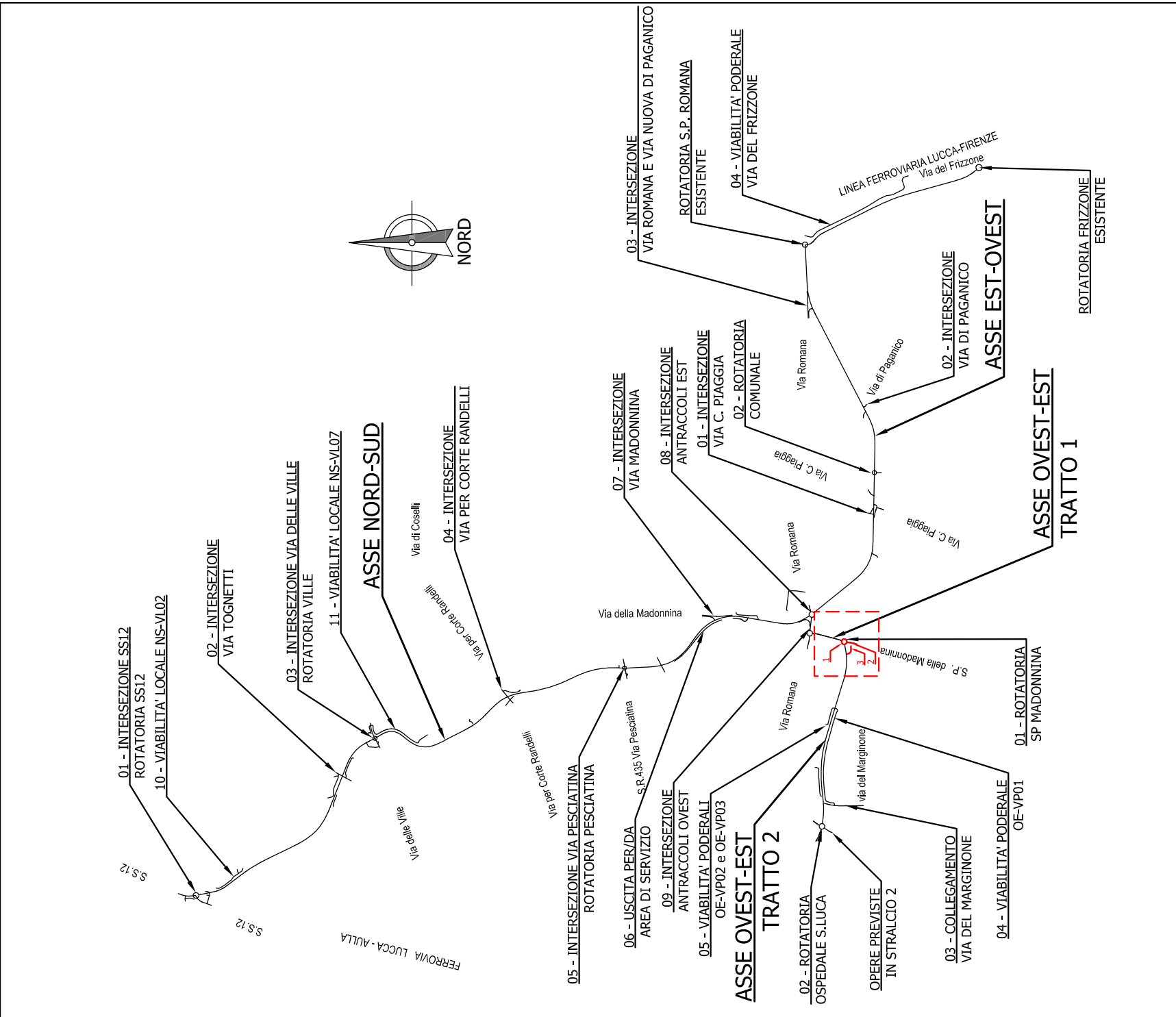
SCALA QUOTE 1:100
SCALA DISTANZE 1:1000

DIR. 0,000

NOME SEZIONI	1	2	3	4	5	6	7	8
DISTANZE PARZIALI	20,00	14,60	11,10	11,10	9,27	7,15	7,15	7,15
DISTANZE PROGRESSIVE	0,00	20,00	34,60	45,70	56,80	65,97	73,12	80,27
QUOTE TERRENO	154,43	154,43	154,43	154,43	154,43	154,43	154,43	154,43
QUOTE PROGETTO	154,43	154,43	154,43	154,43	154,43	154,43	154,43	154,43
DIFFERENZA DI QUOTA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
ETTONOMETRICHE	0	0	0	0	0	0	0	0
ANDAMENTO PLANIMETRICO	[Diagram showing planimetric alignment]							
SOPRAELEVAZIONI	[Diagram showing vertical alignment]							
ALLARGAMENTI	[Diagram showing lane widening]							

NOTE GENERALI

KEY-PLAN



SISTEMA TANGENZIALE DI LUCCA
Viabilità Est di Lucca comprendente i collegamenti tra Ponte a Moriano ed i caselli dell'autostrada A11 del Frizzone e di Lucca Est - 1° Stralcio

PROGETTO DEFINITIVO

PROGETTAZIONE: ANAS - DIREZIONE PROGETTAZIONE E REALIZZAZIONE LAVORI
AUTORE: Ing. Roberto Berti
DATA: 15/05/2014
CODICE CAR: 1601
CODICE ST: 11
CODICE D: 11
CODICE S: 11
CODICE T: 11
CODICE F: 11
CODICE P: 11
CODICE R: 11
CODICE A: 11
CODICE B: 11
CODICE C: 11
CODICE D: 11
CODICE E: 11
CODICE F: 11
CODICE G: 11
CODICE H: 11
CODICE I: 11
CODICE L: 11
CODICE M: 11
CODICE N: 11
CODICE O: 11
CODICE P: 11
CODICE Q: 11
CODICE R: 11
CODICE S: 11
CODICE T: 11
CODICE U: 11
CODICE V: 11
CODICE W: 11
CODICE X: 11
CODICE Y: 11
CODICE Z: 11

IL COORDINATORE PER LA SICUREZZA IN FASE DI PROGETTAZIONE
Nome: Fabio Giannini
VISTO IL RESPONSABILE DEL PROCEDIMENTO:
Ing. Achille Emilianovanni

INTERSEZIONE A ROTATORIA SU S.P. MADONNINA - PROFILI LONGITUDINALI

REVISIONE	DATA	REDAZIONE	APPROVAZIONE
A			