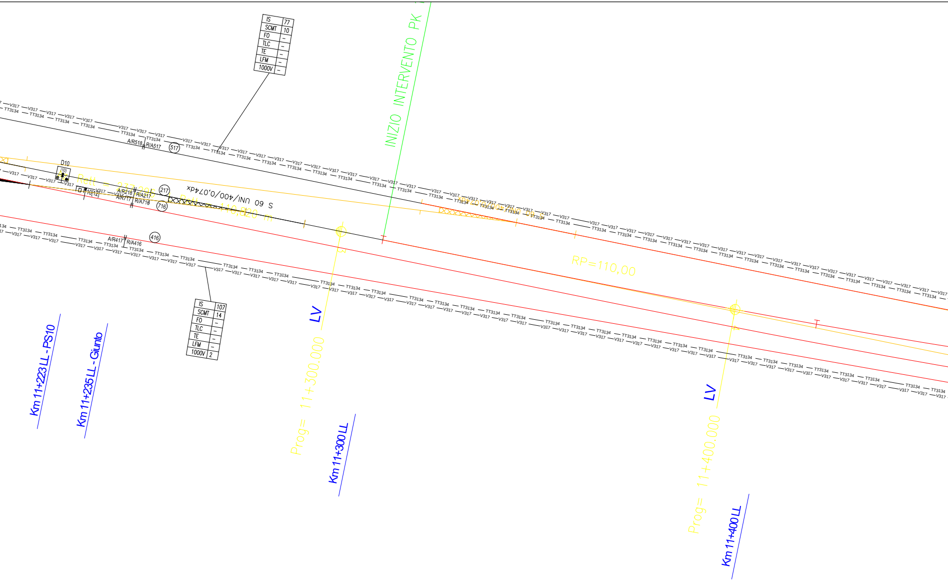
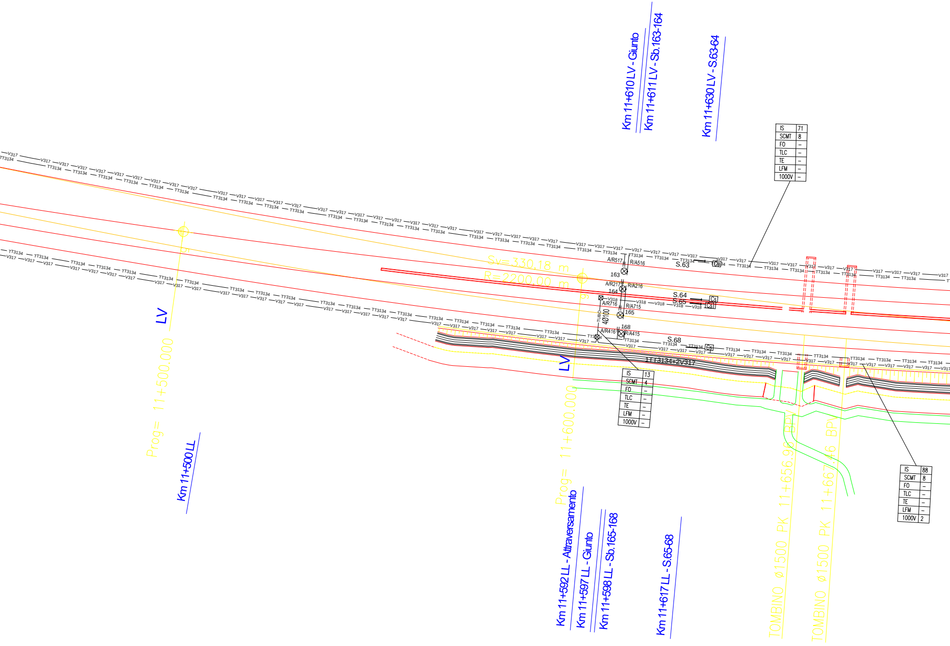
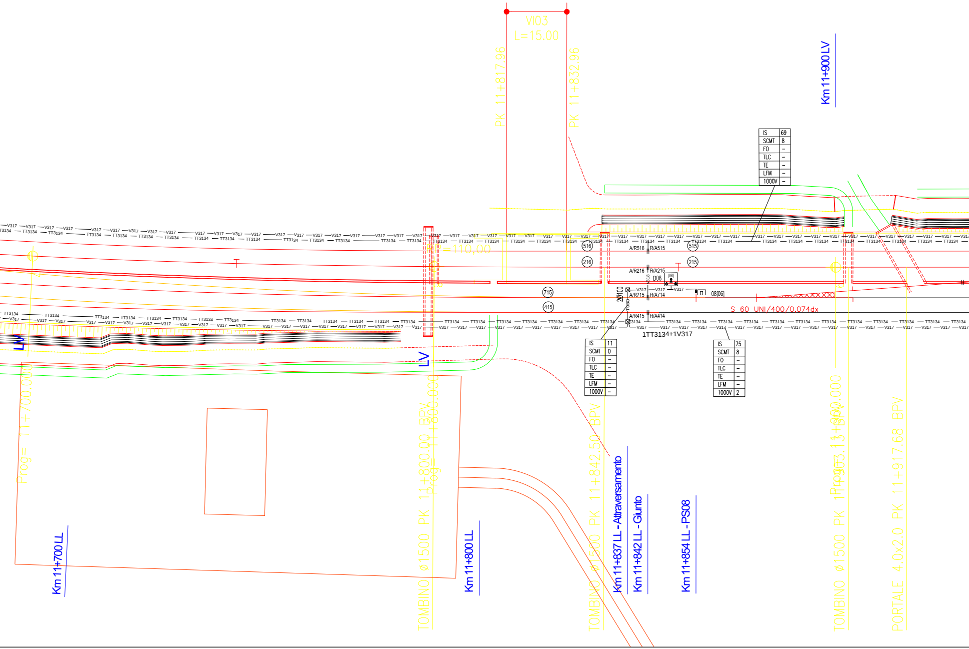
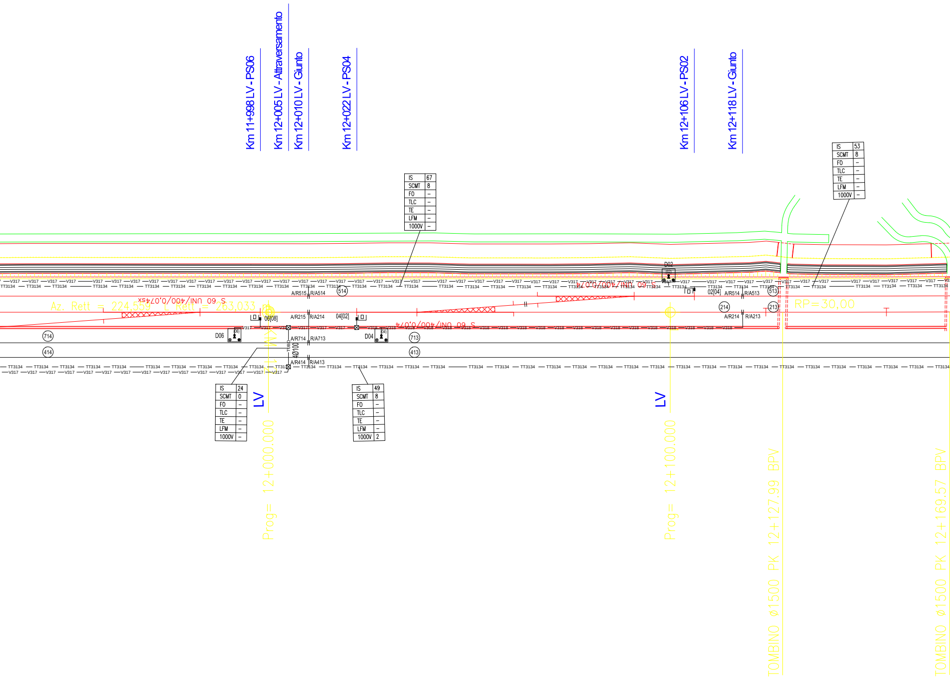
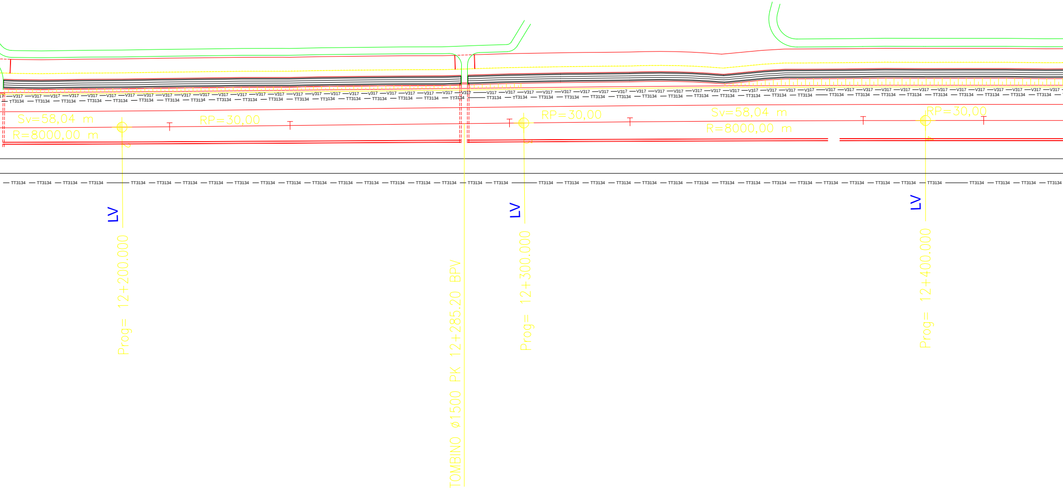
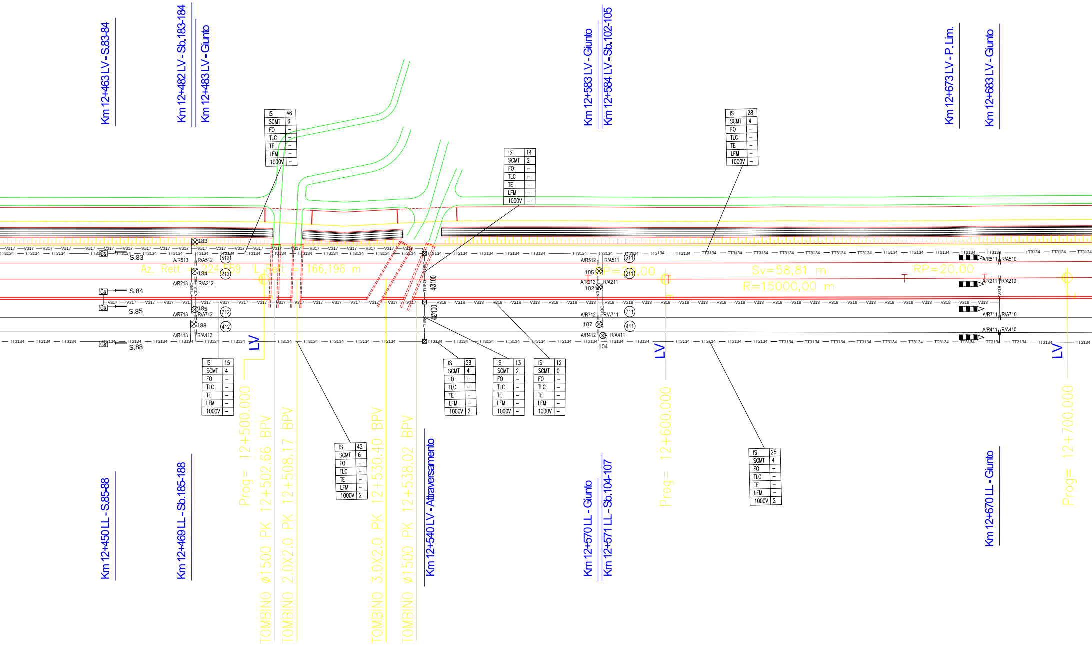

IS 77
SCMT 10
FO –
TLC –
TE –
LFM –
1000V –
INIZIO INTERVENTO PK
V317
TT3134
A/R518
R/A517
517
D10
(10)
Rett = 237,295
10(12)
A/R218
R/A217
A/R717
R/A716
217
716
S 60 UNI/400/0,074dx
Rett = 110,820 m
A/R417
R/A416
416
RP=110,00
IS 107
SCMT 14
FO –
TLC –
TE –
LFM –
1000V 2
LV
Prog= 11+300.000
LV
Prog= 11+400.000
Km 11+223 LL - PS10
Km 11+235 LL - Giunto
Km 11+300 LL
Km 11+400 LL

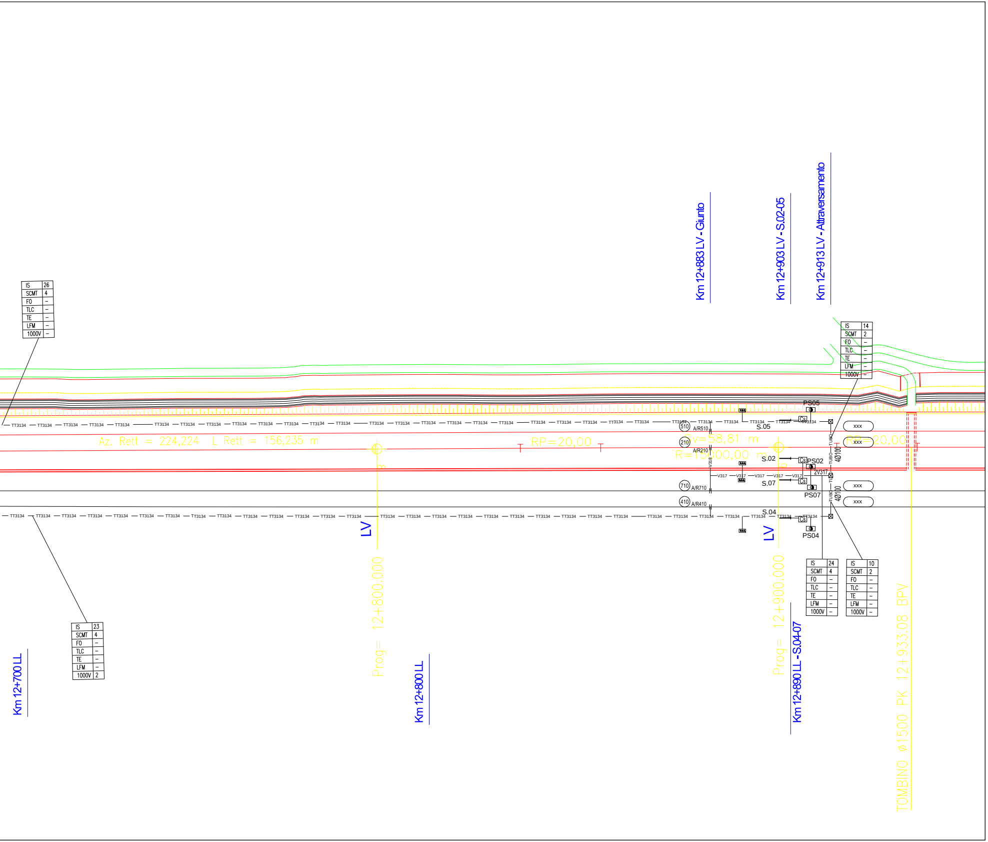

Km 11+610 LV - Giunto
Km 11+611 LV - Sb.163-164
Km 11+630 LV - S.63-64
IS 71
SCMT 8
FO –
TLC –
TE –
LFM –
1000V –
V317
TT3134
Sv=330.18 m
R=2200.00 m
A/R517
R/A516
163
A/R217
R/A216
164
A/R716
R/A715
165
168
A/R416
R/A415
V318
TUBO
4Ø100
S.63
S.64
S.65
S.68
Cs
1TT3134+2V317
LV
Prog= 11+500.000
Km 11+500 LL
Prog= 11+600.000
IS 13
SCMT 4
FO –
TLC –
TE –
LFM –
1000V –
Km 11+592 LL - Attraversamento
Km 11+597 LL - Giunto
Km 11+598 LL - Sb.165-168
Km 11+617 LL - S.65-68
TOMBINO Ø1500 PK 11+656.98 BPV
TOMBINO Ø1500 PK 11+667.46 BPV
IS 88
SCMT 8
FO –
TLC –
TE –
LFM –
1000V 2


VI03
L=15.00
PK 11+817.96
PK 11+832.96
Km 11+900 LV
RP=110,00
516
515
216
215
715
415
A/R516
R/A515
A/R216
R/A215
V318
D08
(08)
20100
TUBO
A/R715
R/A714
08[06]
A/R415
R/A414
S 60 UNI/400/0,074dx
1TT3134+1V317
TT3134
V317
LV
LV
IS 69
SCMT 8
FO –
TLC –
TE –
LFM –
1000V –
IS 11
SCMT 0
FO –
TLC –
TE –
LFM –
1000V –
IS 75
SCMT 8
FO –
TLC –
TE –
LFM –
1000V 2
Prog= 11+700.000
Km 11+700 LL
TOMBINO ⌀1500 PK 11+800.00 BPV
Prog= 11+800.000
Km 11+800 LL
TOMBINO ⌀500 PK 11+842.50 BPV
Km 11+837 LL - Attraversamento
Km 11+842 LL - Giunto
Km 11+854 LL - PS08
TOMBINO ⌀1500 PK 11+903.13 BPV
Prog= 11+900.000
PORTALE 4.0x2.0 PK 11+917.68 BPV


Km 11+998 LV - PS06
Km 12+005 LV - Attraversamento
Km 12+010 LV - Giunto
Km 12+022 LV - PS04
Km 12+106 LV - PS02
Km 12+118 LV - Giunto
IS 67
SCMT 8
FO –
TLC –
TE –
LFM –
1000V –
IS 53
SCMT 8
FO –
TLC –
TE –
LFM –
1000V –
D02
(02)
V317
TT3134
V318
A/R515
R/A514
514
A/R514
R/A513
513
Az. Rett = 224,559 L Rett = 263,033 m
S 60 UNI/400/0,074sx
S 60 UNI/400/0,074
RP=30,00
06[08]
04[02]
02[04]
A/R215
R/A214
A/R214
R/A213
214
213
D06
(06)
D04
(04)
714
713
414
413
A/R714
R/A713
TUBO
4Ø100
A/R414
R/A413
KM 12
IS 24
SCMT 0
FO –
TLC –
TE –
LFM –
1000V –
IS 49
SCMT 8
FO –
TLC –
TE –
LFM –
1000V 2
LV
Prog= 12+000.000
LV
Prog= 12+100.000
TOMBINO ø1500 PK 12+127.99 BPV
TOMBINO ø1500 PK 12+169.57 BPV


Sv=58,04 m
R=8000,00 m
RP=30,00
RP=30,00
Sv=58,04 m
R=8000,00 m
RP=30,00
V317
TT3134
LV
Prog= 12+200.000
TOMBINO ø1500 PK 12+285.20 BPV
LV
Prog= 12+300.000
LV
Prog= 12+400.000


Km 12+463 LV - S.83-84
Km 12+482 LV - Sb.183-184
Km 12+483 LV - Giunto
Km 12+583 LV - Giunto
Km 12+584 LV - Sb.102-105
Km 12+673 LV - P. Lim.
Km 12+683 LV - Giunto
IS 46 SCMT 6 FO – TLC – TE – LFM – 1000V –
IS 14 SCMT 2 FO – TLC – TE – LFM – 1000V –
IS 28 SCMT 4 FO – TLC – TE – LFM – 1000V –
V317
V318
TT3134
183
184
185
188
S.83
S.84
S.85
S.88
A/R513
R/A512
A/R213
R/A212
A/R713
R/A712
A/R413
R/A412
512
212
712
412
A/R512
R/A511
A/R212
R/A211
A/R712
R/A711
A/R412
R/A411
511
211
711
411
105
102
107
104
A/R511
R/A510
A/R211
R/A210
A/R711
R/A710
A/R411
R/A410
TUBO
40100
Az. Rett = 224,159
L. rett = 166,196 m
P=20,00
Sv=58,81 m
R=15000,00 m
RP=20,00
LV
IS 15 SCMT 4 FO – TLC – TE – LFM – 1000V –
IS 42 SCMT 6 FO – TLC – TE – LFM – 1000V 2
IS 29 SCMT 4 FO – TLC – TE – LFM – 1000V 2
IS 13 SCMT 2 FO – TLC – TE – LFM – 1000V –
IS 12 SCMT 0 FO – TLC – TE – LFM – 1000V –
IS 25 SCMT 4 FO – TLC – TE – LFM – 1000V 2
Prog= 12+500.000
TOMBINO ⌀1500 PK 12+502.66 BPV
TOMBINO 2.0X2.0 PK 12+508.17 BPV
TOMBINO 3.0X2.0 PK 12+530.40 BPV
TOMBINO ⌀1500 PK 12+538.02 BPV
Prog= 12+600.000
Prog= 12+700.000
Km 12+450 LL - S.85-88
Km 12+469 LL - Sb.185-188
Km 12+540 LV - Attraversamento
Km 12+570 LL - Giunto
Km 12+571 LL - Sb.104-107
Km 12+670 LL - Giunto


Km 12+883 LV - Giunto
Km 12+903 LV - S.02-05
Km 12+913 LV - Attraversamento
Km 12+700 LL
Km 12+800 LL
Km 12+890 LL - S.04-07
IS 26
SCMT 4
FO –
TLC –
TE –
LFM –
1000V –
IS 14
SCMT 2
FO –
TLC –
TE –
LFM –
1000V –
IS 23
SCMT 4
FO –
TLC –
TE –
LFM –
1000V 2
IS 24
SCMT 4
FO –
TLC –
TE –
LFM –
1000V –
IS 10
SCMT 2
FO –
TLC –
TE –
LFM –
1000V –
TT3134
V317
V318
2V317
TUBO
4Ø100
Az. Rett = 224,224 L Rett = 156,235 m
RP=20,00
Sv=58,81 m
R=15000,00 m
Prog= 12+800.000
Prog= 12+900.000
TOMBINO ø1500 PK 12+933.08 BPV
LV
PS05
PS02
PS07
PS04
S.05
S.02
S.07
S.04
Cs
510
A/R510
210
A/R210
710
A/R710
410
A/R410
xxx

	LEGENDA CANALIZZAZIONI
—TUBO—	Tubo Ø 100 in PVC
⧗	Pozzetto 200X200
■	Pozzetto 150X100
☒	Pozzetto 100X100
— TT3134 —	Canalizzazione TT3134
—V317 —	Canalizzazione V317
—V318 —	Canalizzazione V318

COMMITTENTE:

RFI RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

PROGETTAZIONE:

ITALFERR
GRUPPO FERROVIE DELLO STATO ITALIANE

CUP: J47I09000030009

U.O. TECNOLOGIE NORD

PROGETTO DEFINITIVO

POTENZIAMENTO DELLA LINEA MILANO - GENOVA
QUADRUPLICAMENTO TRATTA MILANO ROGOREDO - PAVIA
FASE 2 - QUADRUPLICAMENTO PIEVE EMANUELE - PAVIA

PPM Pieve Emanuele

Piano Cunicoli (Planimetria Attrezzata) [Fase 2.5]
Foglio 2 di 2

SCALA:
1.500

COMMESSA	LOTTO	FASE	ENTE	TIPO DOC.	OPERA/DISCIPLINA	PROGR.	REV.
NM0Z	20	D	58	DX	AS0000	267	A

Rev.	Descrizione	Redatto	Data	Verificato	Data	Approvato	Data	Autorizzato Data
A	Emissione esecutiva	L. Salustri	11-2018	M. Messina	11-2018	S. Borelli	11-2018	M. Gambaro 11-2018 Ordine Ingegneri Provincia di Genova n. 9052A GAMBARO MARIO

File: File: NM0Z20D58PXAS0000267A PCUNICOLI (PLANIMETRIA ATTREZZATA) - PPM PIEVE E. [FASE 2.5].DWG

n. Elab.: 2 di 2