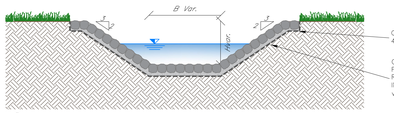
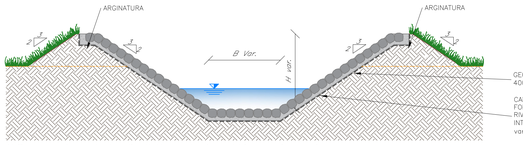
SEZIONE TIPO A – CANALE SEZIONE TRAPEZIA CON MASSI INTASATI CON CLS



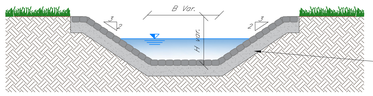
N.B.: prevedere strato di allettamento in sabbia per i massi

SEZIONE TIPO B – CANALE SEZIONE TRAPEZIA ARGINATO CON MASSI INTASATI CON CLS

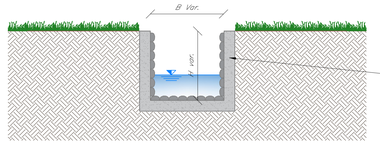


N.B.: prevedere strato di allettamento in sabbia per i massi

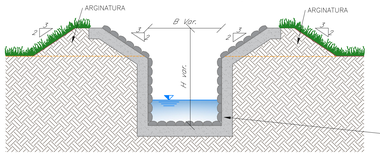
SEZIONE TIPO C – CANALE SEZIONE TRAPEZIA IN CLS RIVESTITO IN PIETRA LOCALE/MASSI



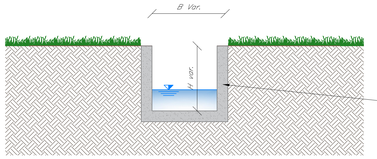
SEZIONE TIPO D – CANALE SEZIONE RETTANGOLARE RIVESTITO CON PIETRA LOCALE/ MASSI



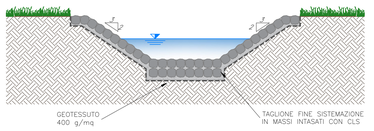
SEZIONE TIPO E – CANALE SEZIONE RETTANGOLARE ARGINATO RIVESTITO CON PIETRA LOCALE/ MASSI



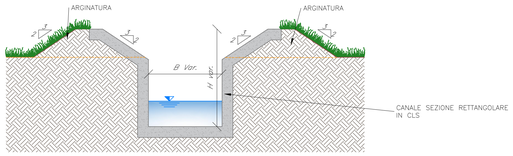
SEZIONE TIPO F – CANALE SEZIONE RETTANGOLARE IN CLS



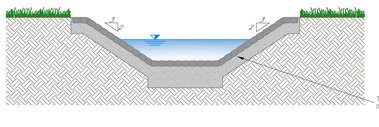
SEZIONE TIPO INIZIO/FINE SISTEMAZIONE CANALE RIVESTITO IN MASSI INTASATI NEL CLS



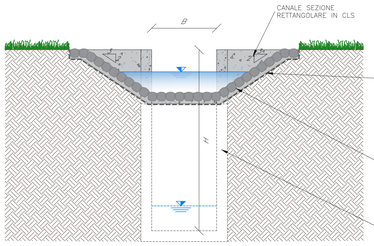
SEZIONE TIPO G – CANALE SEZIONE RETTANGOLARE ARGINATO IN CLS



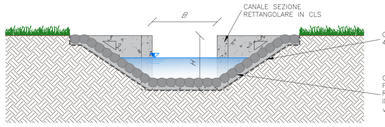
SEZIONE TIPO INIZIO/FINE SISTEMAZIONE CANALE IN CLS



SEZIONE TIPO CAMBIO SEZIONE – SALTO DI FONDO

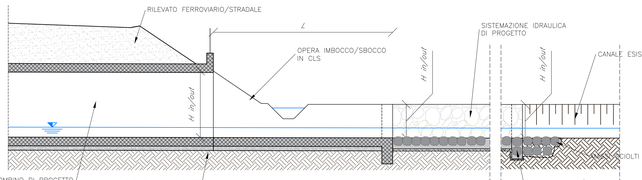


SEZIONE TIPO CAMBIO SEZIONE

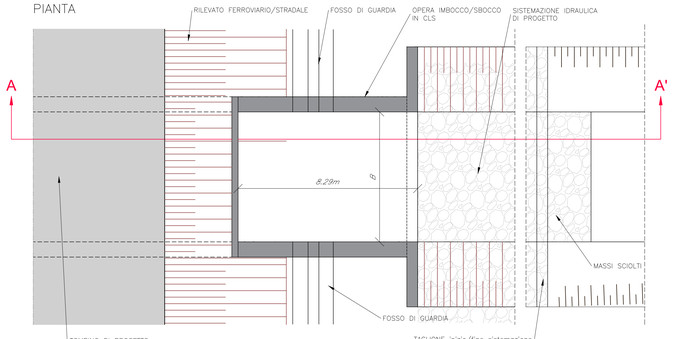


SEZIONE TIPO OPERA IMBOCCO / SBOCCO TOMBINI

SEZIONE LONGITUDINALE A – A'

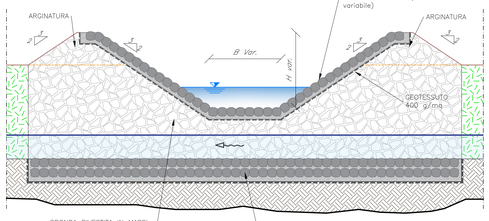


PIANTA

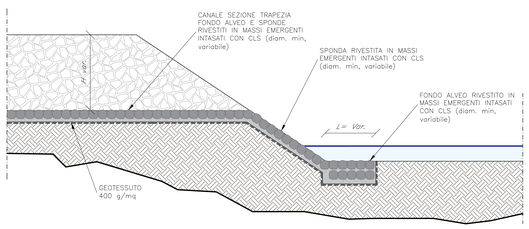


PARTICOLARE IMMISSIONE CANALE IN CORSO D'ACQUA PRINCIPALE

SEZIONE TRASVERSALE



SEZIONE LONGITUDINALE



Codice elaborato profilo	IN	Pk	SEZ 1	SEZ 2	Tipo 1	Tipo 2	n	L	B 1	B 2	H 1	H 2	d massi
								m	m	m	m	m	m
RS3T.3.0.D.78.LZ.IN.53.0.0.001.D	53	Pk 20+889	369	351	F	F	0	4.3	3.0	3.0	3.0	3.0	
			Opera sbocco IN53 ferroviario/Opera imbocco IN53 stradale		F	F	0	12.5	3.0	3.0	1.2	1.2	
			Opera sbocco IN53 stradale		F	F	0	8.3	3.0	3.0	5.1	1.7	
			Opera sbocco IN53 stradale	175	A	A	1.5	10.1	3.0	3.0	1.7	1.3	
			175	29	A	A	1.5	44.6	3.0	3.0	1.3	1.9	0.3
RS3T.3.0.D.78.LZ.IN.54.0.0.001.D	54	Pk 21+206	441	culvert IN53 in	F	F	0	9.0	5.0	5.0	2.3	1.9	
			Opera sbocco IN54 ferroviario/Opera imbocco IN54 stradale		G	G	0	14.3	5.0	5.0	1.0	1.0	
			Opera sbocco IN54 stradale		F	F	0	6.1	5.0	5.0	4.3	2.3	
			Opera sbocco IN54 stradale	204	A	A	1.5	20.0	5.0	5.0	1.6	1.7	0.3
			204	48	A	A	1.5	47.4	5.0	5.0	1.7	2.0	0.3
RS3T.3.0.D.78.B7.ID.00.0.2.003.C	IN81b	Pk21+704	sistemazione idraulica fosso		A	A	1.5	154.0	3.0	3.0	1.3	1.3	0.3
RS3T.3.0.D.78.LZ.IN.55.0.0.001.D	IN55	Pk 22+215	400	330	A	A	1.5	72.0	4.0	4.0	2.0	2.0	0.5
			330	329	A	F	1.5	-	4.0	4.0	2.0	3.8	
			329	Opera imbocco IN55	F	F	0	2.7	4.0	4.0	3.8	1.8	
			Opera imbocco IN55		F	F	0	4.8	4.0	4.0	1.8	2.2	
			canale tra i tombini		F	F	0	15.5	4.0	4.0	2.0	2.0	
			327	324	F	F	0	40.0	4.0	4.0	4.0	4.0	
			324	10	F	F	0	214.5	4.0	4.0	4.0	3.4	
			507	Opera imbocco IN54	A	A	1.5	150.0	1.5	3.0	1.5	1.9	0.3
			Opera imbocco IN54		F	F	0	4.6	3.0	3.0	1.9	3.1	
			Opera sbocco IN54		F	F	0	5.8	3.0	3.0	3.1	2.7	
RS3T.3.0.D.78.LZ.IN.54.0.0.001.D	IN54	Pk 23+156	Opera sbocco IN54	267	F	A	0	-	3.0	3.0	2.7	2.0	
			267	185	B	B	1.5	82.0	3.0	3.0	2.0	2.0	0.3
			185	100	A	A	1.5	86.0	3.0	3.0	2.0	2.0	0.3
			Opera imbocco IN55-a		F	F	0	5.5	2.0	2.0	2.0	3.8	
RS3T.3.0.D.78.LZ.IN.55.C.0.001.C	IN55	Pk 23+375	1219	565	F	F	0	199.3	2.0	2.0	2.7	1.7	
			551	20	F	F	0	167.4	2.0	2.0	1.7	3.5	
			Opera imbocco IN62 ferrov		F	F	0	5.0	3.0	3.0	2.0	2.0	
			Opera sbocco IN62 ferroviario/Opera imbocco IN62 stradale		F	F	0	12.9	3.0	3.0	2.0	2.0	
			Opera sbocco IN62 stradale		F	F	0	5.0	3.0	3.0	3.0	1.9	
RS3T.3.0.D.78.LZ.IN.62.0.0.001.C	IN62	Pk 25+550	Opera sbocco IN62 stradale	103	C	C	1.5	58.0	3.0	3.0	3.1	1.5	pietra locale
			Opera imbocco IN63 ferroviario		F	F	0	5.1	3.0	3.0	1.6	3.1	
			Opera sbocco IN63 ferroviario/Opera imbocco IN63 stradale		F	F	0	10.1	3.0	3.0	1.5	1.5	
RS3T.3.0.D.78.LZ.IN.63.0.0.001.C	IN63	Pk 25+600	Opera sbocco IN63 stradale		F	F	0	6.0	3.0	3.0	3.0	1.1	
			Opera sbocco IN63 stradale	39	C	C	1.5	118.0	3.0	3.0	1.1	1.5	pietra locale
			263.07	286	F	F	0	7.0	3.0	3.0	1.6	1.7	
			Opera sbocco IN64 ferroviario/Opera imbocco IN64 stradale		F	F	0	10.3	3.0	3.0	2.0	2.0	
RS3T.3.0.D.78.LZ.IN.64.0.0.001.C	IN64	Pk 25+689	Opera sbocco IN64 stradale		F	F	0	6.3	3.0	3.0	3.0	1.0	
			Opera sbocco IN64 stradale	170	C	C	1.5	80.7	3.0	1.5	1.6	1.6	pietra locale
			95	Opera imbocco IN66 ferroviario	G	F	0	9.9	3.0	3.0	2.0	2.0	
			Opera imbocco IN66 ferroviario		F	F	0	7.8	3.0	2.0	2.0	3.3	
			Opera sbocco IN66 ferroviario/Opera imbocco IN66 stradale		G	G	0	12.0	3.0	3.0	3.0	3.0	
RS3T.3.0.D.78.LZ.IN.66.0.0.001.C	IN66	Pk 26+085	Opera sbocco IN66 stradale		F	F	0	6.5	3.0	3.0	2.0	2.0	
			Opera sbocco IN66 stradale	confluenza	C	C	1.5	23.0	3.0	3.0	2.0	0.8	pietra locale
			Tombino esistente valle	135	G	G	0	5.0	2.0	2.0	2.0	2.0	
			Opera imbocco IN67		G	G	0	4.2	2.0	2.0	2.0	2.0	
RS3T.3.0.D.78.LZ.IN.67.0.0.001.C	IN67	Pk 26+299	Opera sbocco IN67 ferroviario/Opera imbocco IN67 stradale		G	G	0	10.7	2.0	2.0	2.0	2.0	
			Opera sbocco IN67 stradale		F	F	0	8.5	2.0	2.0	2.0	1.2	
			Opera sbocco IN67 stradale	18.62	C	C	1.5	64.7	2.0	2.0	0.3	0.3	pietra locale
RS3T.3.0.D.78.LZ.IN.82.0.0.001.D	IN82	Pk 26+490	328	21	A/B	A/B	1.5	95.0	3/13	3/13	0.6/2.7	0.6/2.7	0.4
			1179	535 BR in	A	A	1.5	217.0	5.0	5.0	3.0	1.9	0.4
RS3T.3.0.D.78.LZ.IN.83.C.0.001.D	IN83 a	Pk 27+544	535 BR in	535 BR out	A	E	1.5	15.0	5.0	5.0	1.9	2.7	0.4
			535 BR out	446	E	A	0	18.0	5.0	5.0	2.7	2.7	0.4
			446	confluenza	A	A	1.5	136.0	5.0	5.0	2.7	0.6	0.4
			658	657.8	-	-	-	-	2.0	2.0	0.7	3.4	
			657.8	648.1	F	F	0	9.8	2.0	2.0	3.4	1.6	
			648.1	647.9	F	F	0	-	2.0	2.0	1.6	2.9	
			647.9	638.1	F	F	0	10.0	2.0	2.0	2.9	1.5	
			638.1	637.9	F	F	0	-	2.0	2.0	1.5	3.3	
			637.9	593.1	F	F	0	45.0	2.0	2.0	3.3	1.5	
			593.1	592.9	F	F	0	-	2.0	2.0	1.5	4.0	
			592.9	573.1	F	F	0	20.0	2.0	2.0	4.0	1.5	
			573.1	572.9	F	F	0	-	2.0	2.0	1.5	4.3	
			572.9	548.1	F	F	0	25.0	2.0	2.0	4.3	1.5	
			548.1	547.9	F	F	0	-	2.0	2.0	1.5	4.7	
			547.9	533.1	F	F	0	15.0	2.0	2.0	4.7	1.5	
			533.1	532.9	F	F	0	-	2.0	2.0	1.5	3.7	
			532.9	518.1	F	F	0	15.0	2.0	2.0	3.7	2.2	
			518.1	517.9	F	F	0	-	2.0	2.0	2.2	4.3	
			517.9	494.1	F	F	0	27.2	2.0	2.0	4.3	1.7	
			494.1	493	F	F	0	-	2.0	2.0	1.7	3.4	
			493	469.1	F	F	0	28.1	2.0	2.0	3.4	1.7	
			469.1	468	F	F	0	-	2.0	2.0	1.7	3.2	
			468	353	F	F	0	116.7	2.0	2.0	3.2	0.5	
			353	352.9	F	F	0	-	2.0	2.0	0.5	2.4	
			Opera imbocco IN-56a		F	F	0	6.3	3.0	3.0	3.0	3.0	
			Opera sbocco IN-56a	98	A	A	1.5	241.0	3.0	3.5	3.0	2.6	0.2
RS3T.3.0.D.78.LZ.IN.85.0.0.001.D	IN 85	Pk 34+758	11	9	B	B	1.5	95.0	5.0	5.0	4.9	3.6	0.5
RS3T.3.0.D.78.LZ.IN.86.0.0.001.C	IN 58	Pk 35+155	684	Culvert IN58 IN	D	D	0	188.1	2.0	2.0	0.7	0.6	
			Culvert IN58 out	23	D	D	0	9.0	2.0	2.0	0.6	1.6	
RS3T.3.0.D.78.LZ.IN.86.0.0.002.C	IN 86	Pk 35+180	1011	762	A	A	1.5	78.5	3.0	3.0	2.0	1.8	0.3
			762	762	A	A	1.5	-	3.0	3.0	1.8	3.1	0.3
			762	445	A	A	1.5	94.0	3.0	3.0	3.1	1.9	0.3
			445	444	A	A	1.5	-	3.0	7.0	1.9	3.9	0.3
			444	Opera imbocco IN 86	F	F	0	38.3	7.0	7.0	3.8	2.3	
			Opera imbocco IN 86		F	F	0	5.1	7.0	7.0	2.3	3.7	
			Opera sbocco IN 86		F	F	0	5.7	7.0	7.0	3.7	2.0	
			Opera sbocco IN 86	237	F	F	0	7.7	7.0	3.0	2.0	2.0	
RS3T.3.0.D.78.LZ.IN.68.0.0.001.C	IN 68	Pk 37+047	237	86	F	A	0	80.0	3.0	3.0	1.5	1.2	
			119	114.02	F	F	0	4.4	4.0	4.0	1.9	1.9	
			114.02	114	F	F	0	-	4.0	4.0	1.9	5.3	
			114	Culvert IN68 in	F	F	0	15.8	4.0	4.0	4.6	4.6	
			92.65 Cuv out	83.04	F	F	0	6.8	4.0	4.0	3.0	3.0	
			83.04	82.98	F	F	0	-	4.0	4.0	5.0	5.0	
			82.98	IN68 Culvert in	F	F	0	1.7	4.0	4.0	5.0	5.0	
			Cuv IN68 out	50	F	F	0	15.0	4.0	4.0	4.0	1.7	
			139	fine sistemazione-unione con 37_047	F	F	0	48.5	1.5	1.5	2.9	2.1	
RS3T.3.0.D.78.B7.ID.00.0.2.003.C	IN87	37+488	sistemazione idraulica fosso		A	A	1.5	53.1	2.0	2.0	1.0	1.0	0.3
RS3T.3.0.D.78.LZ.IN.51.0.0.001.C	IN51	Pk 18+910	Opera imbocco IN51 scatolare salto		G	G	0	5.0	3.0	3.0	5.6	2.0	
			Canale tra i tombini		F	F	0	26.0	3.0	3.0	2.0	2.0	
			Opera sbocco IN51		F	F	0	3.5	3.0	3.0	1.0	1.0	
			Opera sbocco IN51	10	F	B	0	16.0	3.0	3.0	1.0	1.0	0.6
RS3T.3.0.D.78.LZ.IN.51.0.0.001.C	IN44b	Pk19+900	Sistemazione idraulica fosso dx		C	C	1.5	284.0	3.0	3.0	1.5	1.5	
RS3T.3.0.D.78.LZ.IN.51.0.0.001.C	IN44b	Pk19+900	Sistemazione idraulica fosso sx		C	C	1.5	209.5	3.0	3.0	1.0	1.0	
RS3T.3.0.D.78.LZ.IN.81.C.0.001.D	IN81-a	Pk 19+548	4	3.8	F	F	0	3.0	6.0	6.0	7.0	7.0	
			3.8 monte viadotto	1	A	A	1.5	57.0	6.0	6.0	7.0	3.9	0.8
RS3T.3.0.D.78.LZ.IN.52.0.0.001.D	IN52	Pk 20+469	Opera esistente	105 Culvert in	F	F	0	4.7	3.0	8.0	2.0	2.0	
			Opera sbocco IN52 ferroviario/ Opera imbocco IN52 stradale		F	F	0	10.8	8.0	8.0	3.0	3.0	
			Opera sbocco IN52 stradale		F	F	0	9.7	8.0	8.0	5.9	1.7	
			Opera sbocco IN52 stradale	60	B	B	1.5	107.0	8.0	8.0	1.7	2.0	0.5
			Fosso di guardia (da pk 20+227- a pk 20+469)		D	D	0	244.2	2.0	2.0	1.0	1.0	pietra locale
RS3T.3.0.D.78.LZ.IN.56.0.0.001.C	IN56	Pk 24+535	90	Opera imbocco IN56 ferroviario	F	F	0	37.8	7.0	7.0	2.0	2.2	
			Opera imbocco IN56 ferroviario		F	F	0	10.3	7.0	7.0	2.2	3.7	
			Opera sbocco IN56 ferroviario/ Opera imbocco IN56 ferroviario		F	F	0	15.0	7.0	7.0	2.2	2.2	
			Opera sbocco IN56 ferroviario/ Opera imbocco IN56 stradale		G	G	0	11.5	7.0	7.0	2.2	2.2	
			Opera sbocco IN56 stradale		F	G	0	10.3	7.0	7.0	3.5	2.2	
			Opera sbocco IN56 stradale	30	C	C	1.5	45.9	7.0	7.0	1.8	1.7	pietra locale
RS3T.3.0.D.78.LZ.IN.57.0.0.001.C	IN57	Pk 24+691	100	Opera imbocco IN57 ferroviario	C	C	1.5	22.5	2.0	2.0	0.6	0.8	pietra locale
			Opera imbocco IN57 ferroviario		F	F	0	5.0	2.0	2.0	0.6	2.0	
			Opera sbocco IN57 ferroviario/ Opera imbocco IN57 ferroviario		G	G	0	9.7	2.0	2.0	1.0	1.0	
			Opera sbocco IN57 ferroviario/ Opera imbocco IN57 stradale		G	G	0	9.9	2.0	2.0	1.0	1.0	
			Opera sbocco IN57 stradale (inizio opera)	60 (monte salto)	F	F	0	3.3	2.0	2.0	1.0	1.0	
			60 (monte salto)	59 (valle salto)	G	G	0	-	2.0	2.0	1.0	1.9	
			59(valle salto)	Opera sbocco IN57 stradale(fine opera)	F	F	0	1.5	2.0	2.0	1.9	1.9	
			Opera sbocco IN57 stradale	30	C	C	1.5	81.0	2.0	2.0	1.9	1.0	pietra locale
			105	94	C	F	1.5	28.6	4.0	4.0	1.6	1.5	pietra locale
RS3T.3.0.D.78.LZ.IN.59.0.0.001.C	IN59	Pk 25+133	era imbocco IN59 ferroviario (inizio in sez.	Opera imbocco IN59 ferroviario sez.92	F	F	0	-	4.0	4.0	1.5	5.0	
			Opera imbocco IN59 ferroviario sez.92	Opera imbocco IN59 ferroviario sez.88	F	F	0	6.0	4.0	4.0	5.0	3.6	
			Opera imbocco IN59 ferroviario sez.88	Opera imbocco IN59 ferroviario sez.86	F	F	0	-	4.0	4.0	3.6	5.5	
			Opera imbocco IN59ferroviario sez.86	Opera imbocco IN59 ferroviario	F	F	0	6.0	4.0	4.0	5.5	5.5	
			Opera sbocco IN59 ferroviario/Opera imbocco IN59 stradale		F	F	0	12.4	4.0	4.0	2.0	2.2	
			Opera sbocco IN59 stradale		F	F	0	3.8	4.0	4.0	2.2	1.5	
			Opera sbocco IN59 stradale	46	C	C	1.5	13.4	4.0	4.0	1.5	1.5	pietra locale
			46	44	C	C	1.5	-	4.0	4.0	3.5	2.0	pietra locale
			44	28	C	C	1.5	60.3	4.0	4.0	2.0	2.0	pietra locale
			Deviazione fosso (da pk 24+880)		F	F	0	150.0	2.0	2.0	1.0	1.0	
RS3T.3.0.D.78.LZ.IN.58.0.0.001.C	IN58	Pk 25+024	Opera imbocco IN58 ferroviario		F	F	0	5.0	3.0	3.0	1.5	1.5	
			Opera sbocco IN58 ferroviario/Opera imbocco IN58 stradale		F	F	0	12.5	3.0	3.0	1.5	1.5	
			Opera sbocco IN58 stradale	Opera sbocco IN58 stradale sez.58	F	F	0	3.1	3.0	3.0	2.4	2.4	
			Opera sbocco IN58 stradale sez.58	Opera sbocco IN58 stradale sez.56	F	F	0	-	3.0	3.0	2.4	5.0	
			Opera sbocco IN58 stradale sez.56	Opera sbocco IN59	F	F	0	7.3	3.0	3.0	5.0	2.6	
			Opera sbocco IN59	35	C	C	1.5	45.0	3.0	3.0	1.0	1.0	pietra locale
RS3T.3.0.D.78.LZ.IN.60.0.0.001.C	IN60	25+292	Opera sbocco tombino esistente + Opera imbocco IN60 ferroviario		F	F	0	2.0	3.0	3.0	2.1	2.1	
			Opera sbocco IN60 ferroviario/Opera imbocco IN60 stradale		F	F	0	10.0	3.0	3.0	1.5	1.5	
			Opera sbocco IN60 stradale		F	F	0	5.0	3.0	3.0	2.1	1.2	
			Opera sbocco IN60 stradale	35	C	C	1.5	60.0	3.0	3.0	1.2	1.4	pietra locale
			80	79	F	F	0	-	3.0	3.0	2.1	2.5	
			Opera imbocco tombino esistente		F	F	0	4.0	3.0	3.0	2.0	2.0	
RS3T.3.0.D.78.LZ.IN.61.0.0.001.C	IN61	Pk 25+403	Opera sbocco tombino esistente + Opera imbocco IN61 ferroviario		F	F	0	7.2	3.0	3.0	1.6	1.6	
			Opera sbocco IN61 ferroviario/Opera imbocco IN61 stradale		F	F	0	10.3	3.0	3.0	1.6	1.6	
			Opera sbocco IN61 stradale		F	F	0	4.0	3.0	3.0	2.1	2.0	
			Opera sbocco IN61 stradale	25	C	C	1.5	44.3	3.0	3.0	2.0	2.5	pietra locale
			90	Tombino ferrov esistente	D	D	0	102.0	1.5	1.5	2.0	2.0	
			Opera imbocco IN65 ferroviario		F	F	0	5.5	3.0	3.0	1.1	2.0	
RS3T.3.0.D.78.LZ.IN.65.0.0.001.C	IN65	Pk 25+890	Opera sbocco IN65 ferroviario/Opera imbocco IN65 stradale		F	F	0	9.2	3.0	3.0	1.0	1.0	
			Opera sbocco IN65 stradale		F	F	0	6.5	3.0	3.0	2.1	1.2	
			Opera sbocco IN65 stradale	10	C	C	1.5	64.9	3.0	3.0	1.2	0.6	pietra locale
			canale esistente	105	A	A	1.5	10.0	8.0	8.0	1.8	1.8	
			105	Opera imbocco IN70 ferroviario sez.104	F	F	0	10.0	6.0	6.0	1.8	1.5	
			Opera imbocco IN70 ferroviario sez.104	Opera imbocco IN70 ferroviario sez.103	F	F	0	-	6.0	6.0	1.5	2.2	
			Opera imbocco IN70 ferroviario sez.103	Opera imbocco IN70 ferroviario sez.102	F	F	0	5.0	6.0	6.0	2.2	2.2	
RS3T.3.0.D.78.LZ.IN.70.0.0.001.C	IN70	Pk 39+273	Opera imbocco IN70 ferroviario sez.102	Opera imbocco IN70 stradale sez.101	F	F	0	-	6.0	6.0	2.2	3.2	
			Opera imbocco IN70 ferroviario sez.101	Opera imbocco IN70	F	F	0	5.0	6.0	6.0	3.2	3.2	
			Opera sbocco IN70 ferroviario		F	G	0	39.7	6.0	6.0	3.4	1.9	
			Opera sbocco IN70 ferroviario	80	G	G	0	4.8	6.0	6.0	1.9	1.5	
			80	Confluenza IN69	F	B	0	37.0	6.0	8.0	1.5	1.5	0.5
			0.05	0.043	A	A	1.5	31.2	3.5	3.5	1.6	1.1	0.3
			0.043	0.042	A	A	1.5	-	3.5	3.5	1.1	3.2	
			Opera imbocco IN69		F	F	0	5.8	3.5	3.5	3.2	3.0	
RS3T.3.0.D.78.LZ.IN.69.0.0.001.C	IN69	Pk 39+162	Opera sbocco IN69		F	F	0	7.9	3.5	3.5	3.0	1.3	
			Opera sbocco IN69	63	F	A	0	97.2	3.5	3.5	1.3	1.2	0.3
			0.03	0.025	A	A	1.5	-	3.5	3.5	0.6	1.7	0.3
			0.025	63	A	A	1.5	83.4	3.5	3.5	1.7	0.8	0.3
RS3T.3.0.D.78.LZ.IN.88.0.0.001.D	IN88	Pk 37+819	2.4	1	A	A	1.5	76.1	2.0	2.0	1.8	1.9	0.3
			207	Opera imbocco IN85	A	A	1.5	14.8	8.0	8.0	1.6	1.8	0.5
RS3T.3.0.D.78.LZ.IN.89.0.0.