PROFILO LONGITUDINALE ASSE MERANESE

(SCALA 1 : 1000/100)

LIVELLETTE

L=58,37m i=0,65‰ Δh=0,38m | L=71,68m i=0,58‰ Δh=0,42m | L=115,01m i=1,03‰ Δh=1,18m | L=149,53m i=0,51‰ Δh=0,76m | L=174,65m i=0,73‰ Δh=1,27m | L=183,77m i=0,92‰ Δh=1,68m

Progr= 0+069,42m Qlv= 255,81m R= 2650,00m SI= 20,102 I=0,002

Progr= 0+167,15m Qlv= 256,42m R= 3250,00m SI= 20,012 I=0,015

Progr= 0+294,83m Qlv= 258,01m R= 2500,00m SI= 17,300 I=0,015

Progr= 0+465,53m Qlv= 258,86m R= 8500,00m SI= 20,953 I=0,006

Progr= 0+659,01m Qlv= 260,34m R= 18000,00m SI= 20,317 I=0,003

CAVALCAVIA VIA ROMA VI01 (13+13) L= 26,00 m

SL02 VIA S. GI

0+451,89

SPA 0+355,65 VI01 VIA ROMA

Pila 0+368,65 VI01 VIA ROMA

SPB 0+381,65 VI01 VIA ROMA

Progr. 0+065,33m Quota= 255,80m

Progr. 0+079,47m Quota= 255,93m

Progr. = 0+151,14m Quota= 256,34m

Progr. = 0+171,17m Quota= 256,50m

Progr. = 0+286,08m Quota= 257,60m

Progr. = 0+301,48m Quota= 258,05m

Progr. = 0+453,05m Quota= 258,81m

Progr. = 0+474,05m Quota= 258,94m

Progr. = 0+448,85m Quota= 260,26m

Progr. = 0+469,17m Quota= 260,43m

Progr. Scambio= 0+348,60M

Progr. Scambio= 0+497,24B

DISTANZE PROGRESSIVE

DISTANZE PARZIALI

QUOTE FERRO ESISTENTE

QUOTE PROGETTO

QUOTE TERRENO

DIFFERENZA QUOTE

ANDAMENTO PLANIMETRICO

SOPRAELEVAZIONE FERROVIARIA

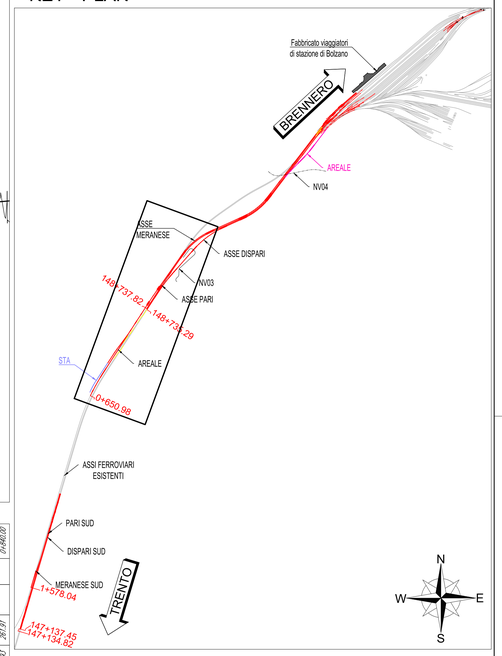
VELOCITA'

T=20,33m R=935,00m | Cl=10,00m | T=66,50m R=980,00m | Cl=50,00m | Lrett=203,91m | Cl=7,50m | L=33,68m R=7800,00m | Cl=7,50m | L=33,63m R=12000,00m | Cl=7,50m | Lrett=45,22m | Cl=20,00m | L=65,28m R=2200,00m | Cl=20,00m | Lrett=161,78m | Cl=45,00m

126.203 / 70.000 / 35.000 / 0.000 | 120.408 / 70.000 / 35.000 / 0.000 | 0.000 | 15.128 / 15.000 / 0.000 | 0.000 | 0.000 | 0.000 | 53.636 / 30.000 / 15.000 / 0.000 | 0.000 | 0.000

100 km/ora | 100 km/ora

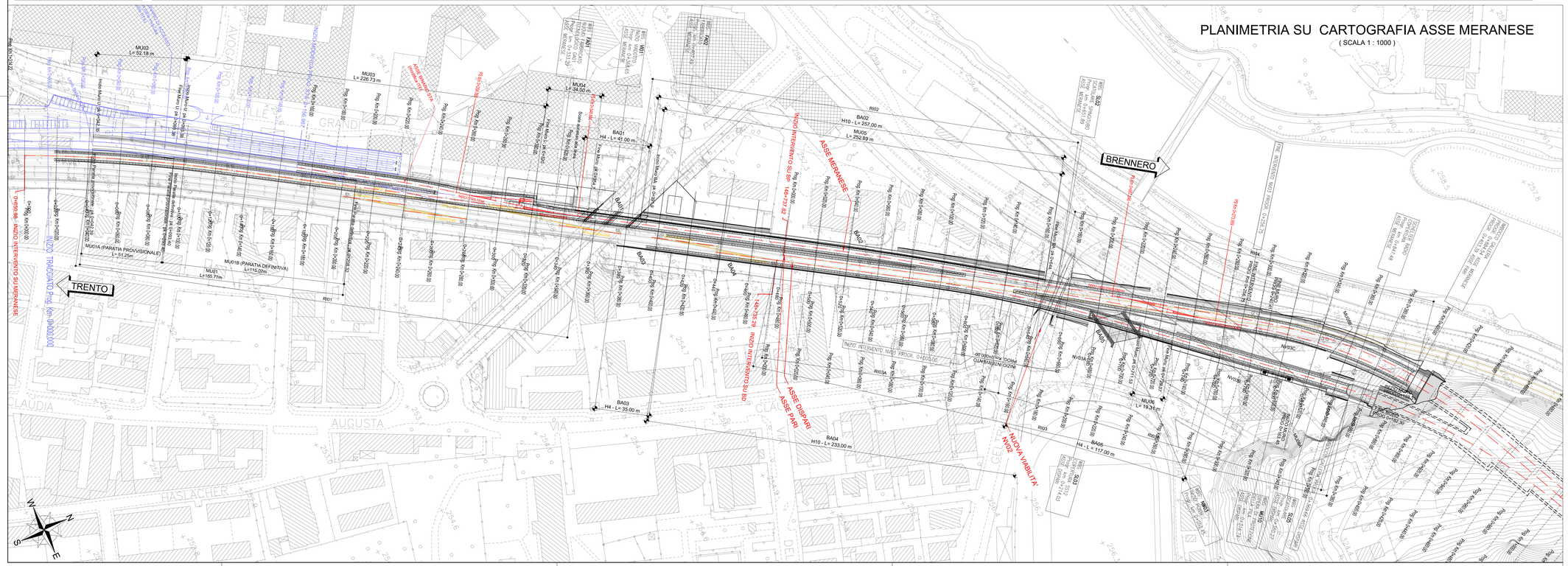
KEY - PLAN



LEGENDA

- ASSI DI PROGETTO
- ASSI ESISTENTI DA DEMOLIRE
- PROGETTO AREALE
- PROGETTO STA

Profilo: MER_Cel
Scala : 1000:100
Q.Rif. : 248.00

PLANIMETRIA SU CARTOGRAFIA ASSE MERANESE

(SCALA 1 : 1000)