

AUTOSTRADA (A1): MILANO-NAPOLI

AMPLIAMENTO ALLA TERZA CORSIA
NEL TRATTO INCISA - VALDARNO

LOTTO1

PROGETTO ESECUTIVO


DOCUMENTAZIONE GENERALE

GEOLOGIA INDAGINI GEOGNOSTICHE IN SITO

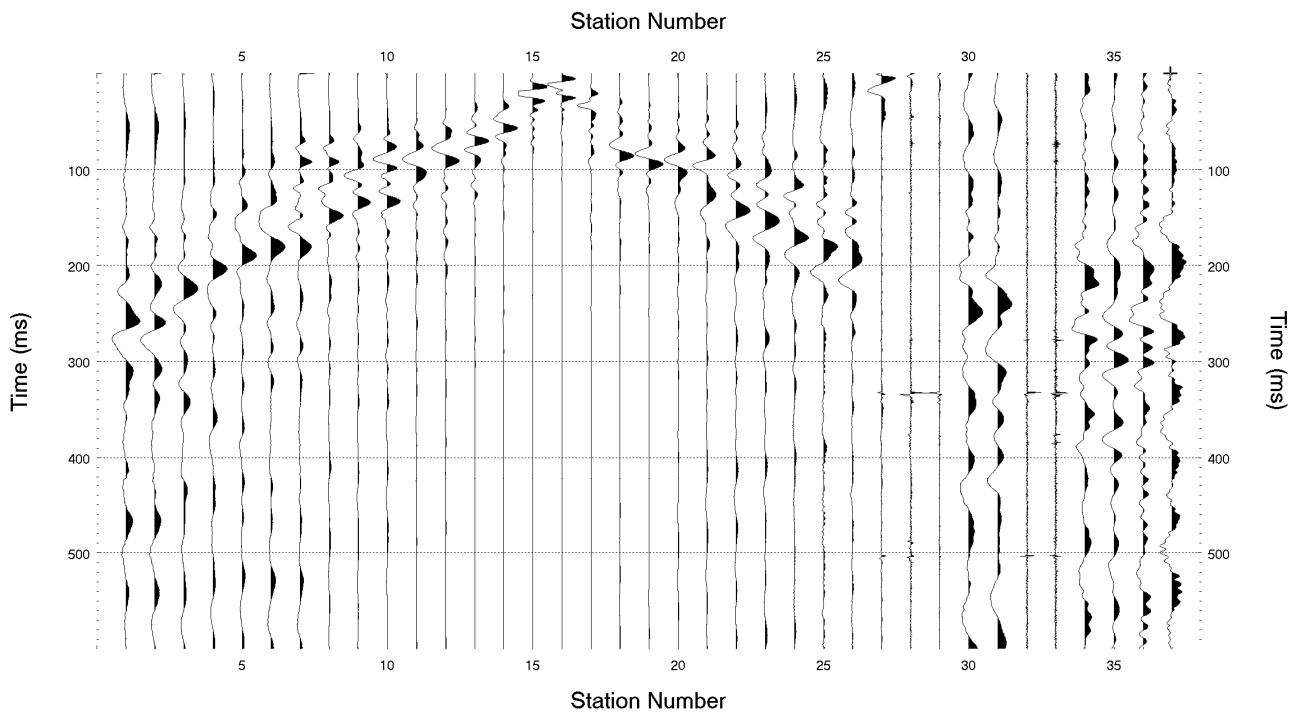
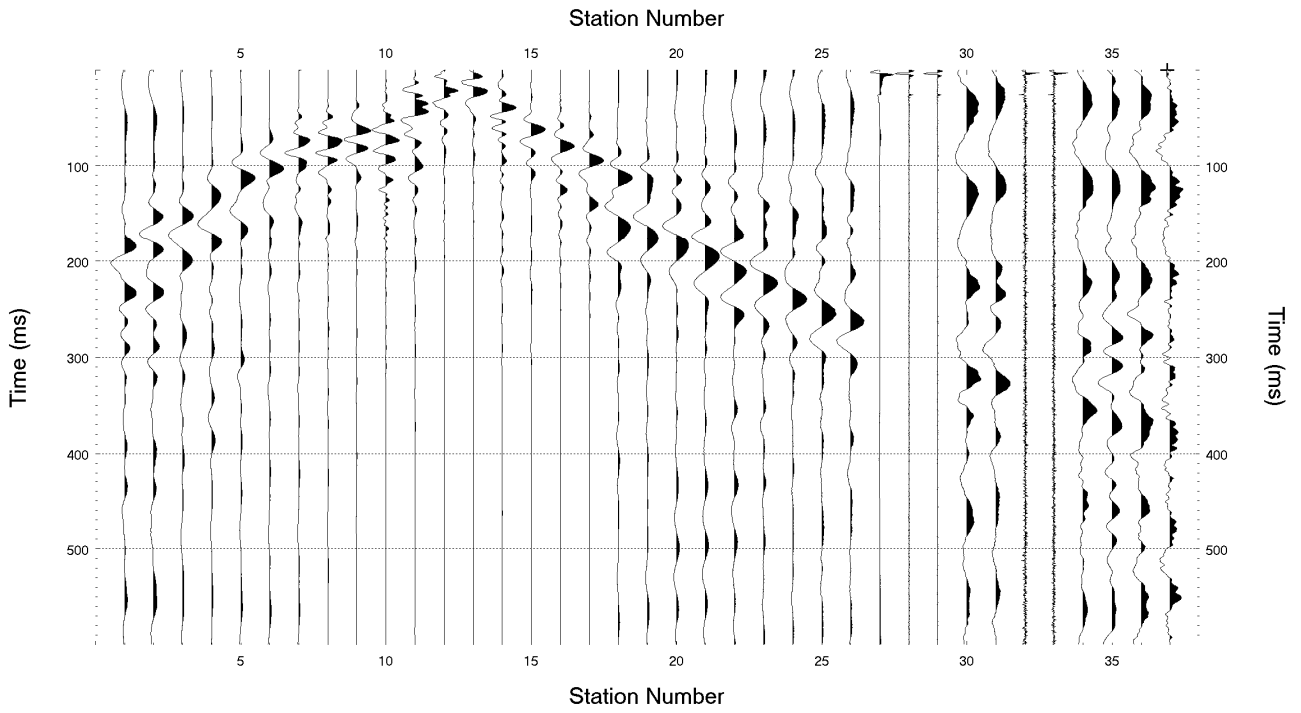
PROSPEZIONI SISMICHE - PROGETTO ESECUTIVO (SISMICA A RIFRAZIONE E RIFLESSIONE)

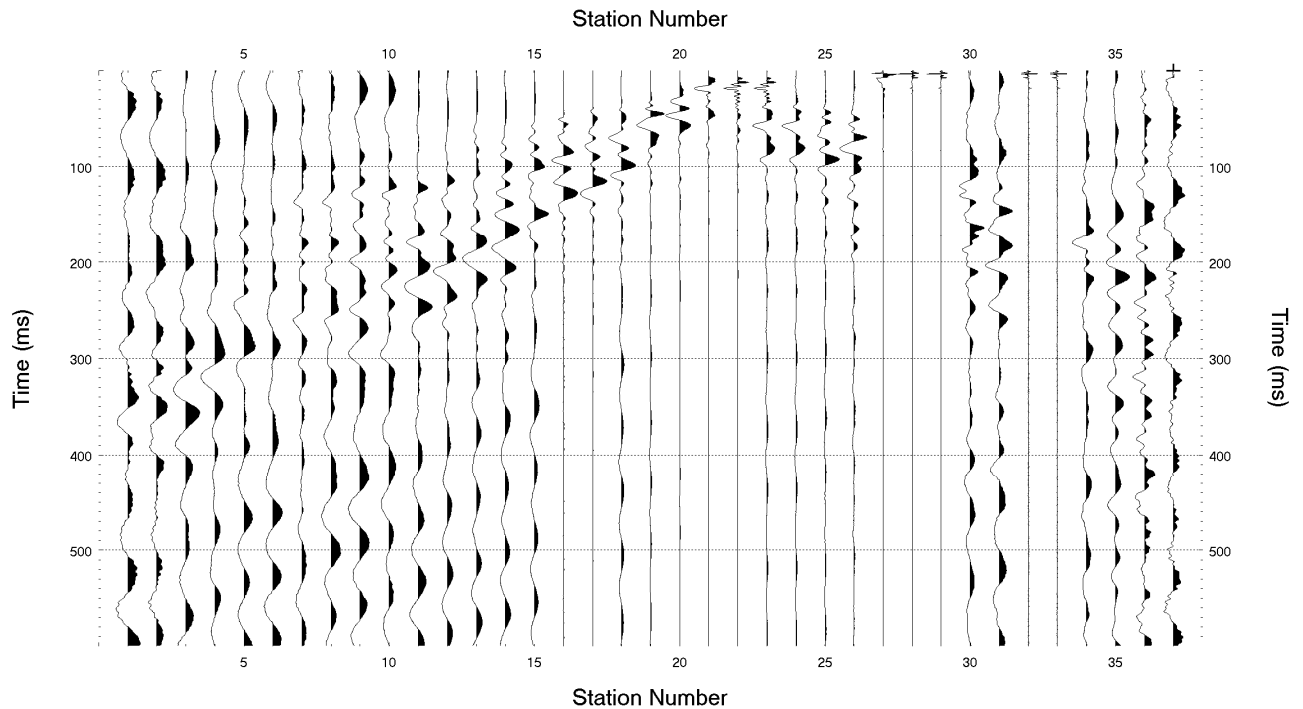
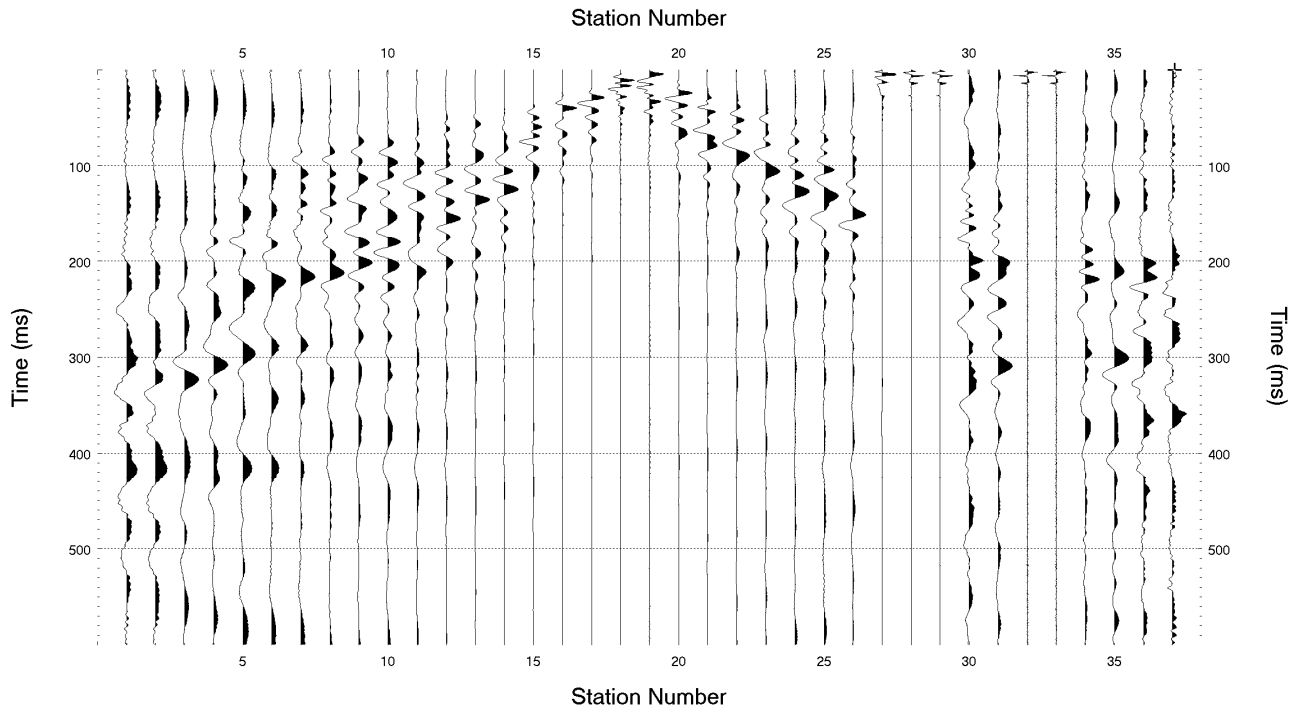
IL GEOLOGO Dott. Vittorio Boerio Ord. Geol. Lombardia N. 794 Responsabile Geologia	IL RESPONSABILE INTEGRAZIONE PRESTAZIONI SPECIALISTICHE Ing. Paola Castiglioni Ord. Ingg. Varese N. 2725	IL DIRETTORE TECNICO Ing. Orlando Mazza Ord. Ingg. Pavia N. 1496 Progettazione Nuove Opere Autostradali
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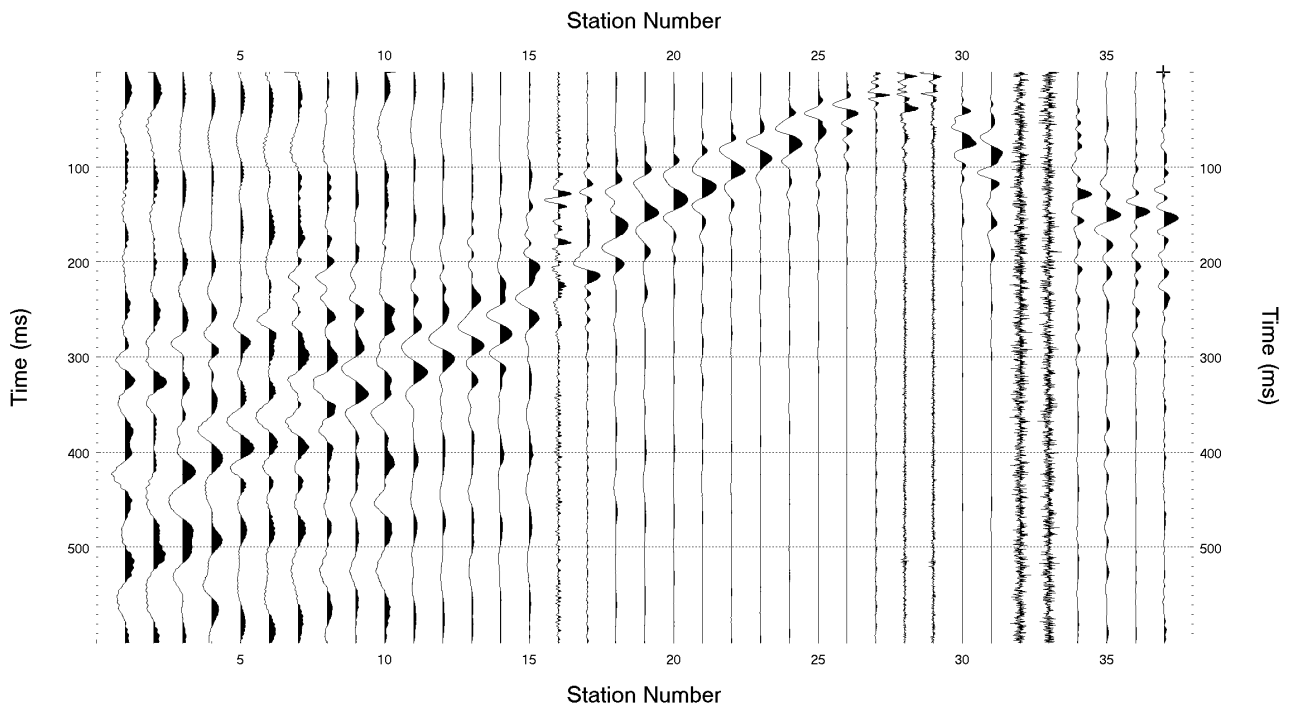
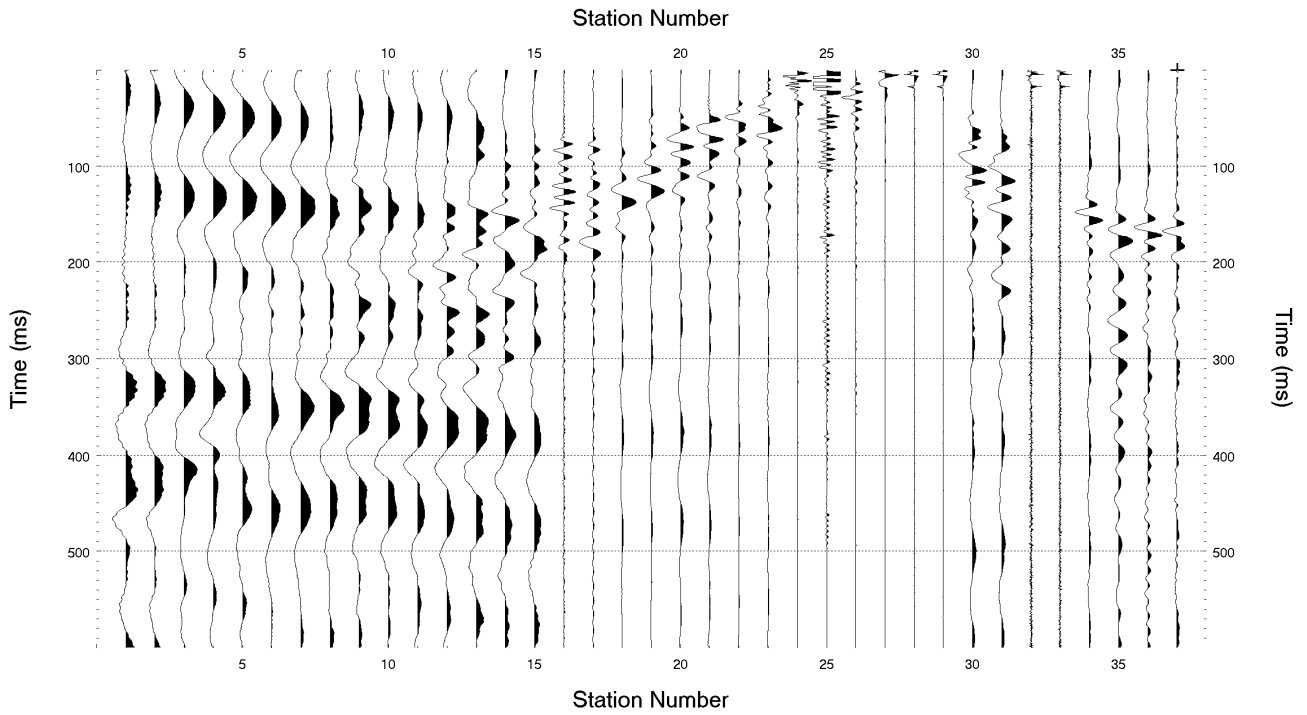
CODICE IDENTIFICATIVO											ORDINATORE
RIFERIMENTO PROGETTO			RIFERIMENTO DIRETTORIO				RIFERIMENTO ELABORATO				
Codice Commessa	Lotto, Sub-Prog. Cod. Appalto	Fase	Capitolo	Paragrafo	W B S	Parte d'opera	Tip.	Disciplina	Progressivo	Rev.	XXX
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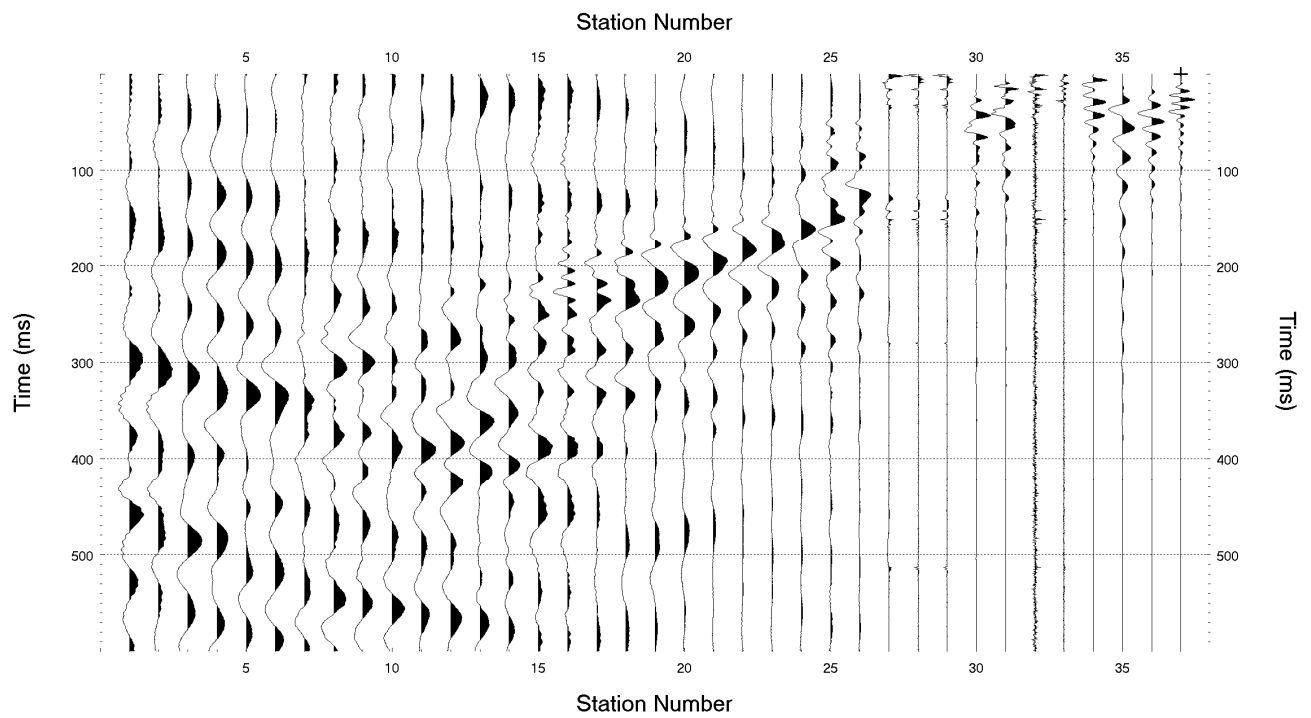
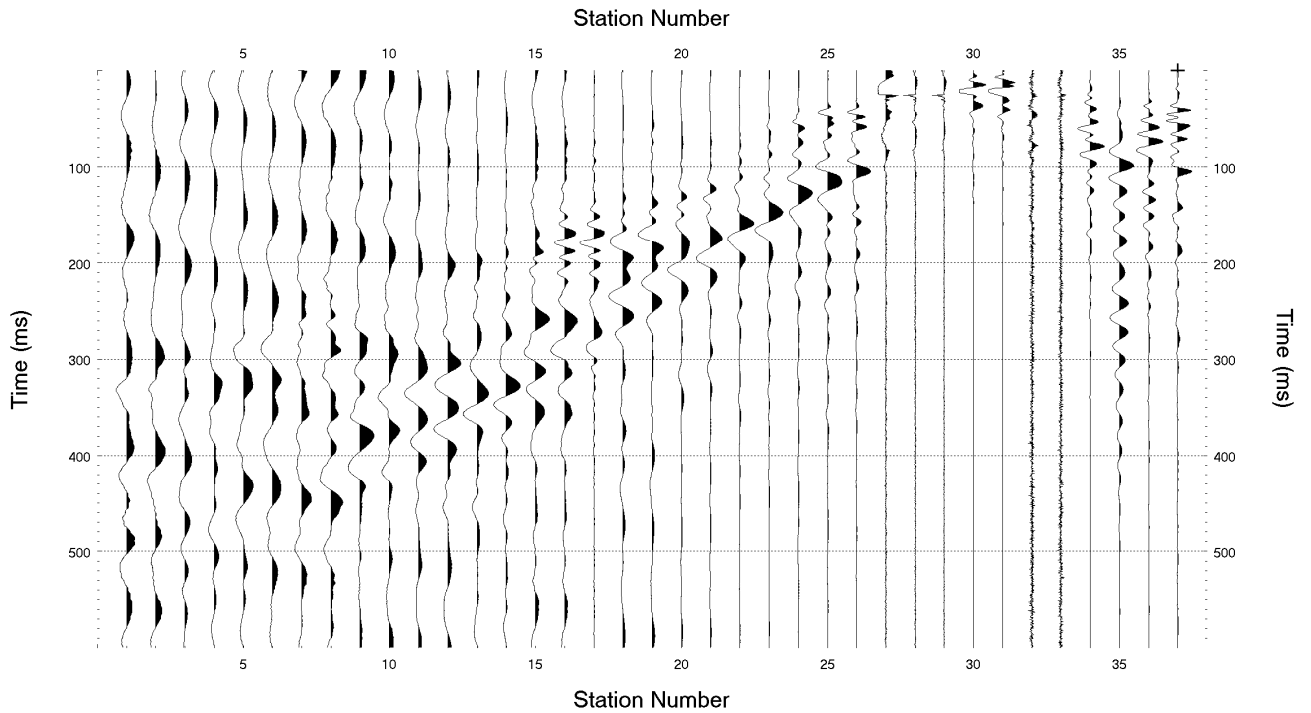
 gruppo Atlantia	PROJECT MANAGER: Ing. Paola Castiglioni Ord. Ingg. Varese N. 2725				SUPPORTO SPECIALISTICO:				REVISIONE	
	REDATTO:				VERIFICATO:				n.	data
									0	OTTOBRE 2019

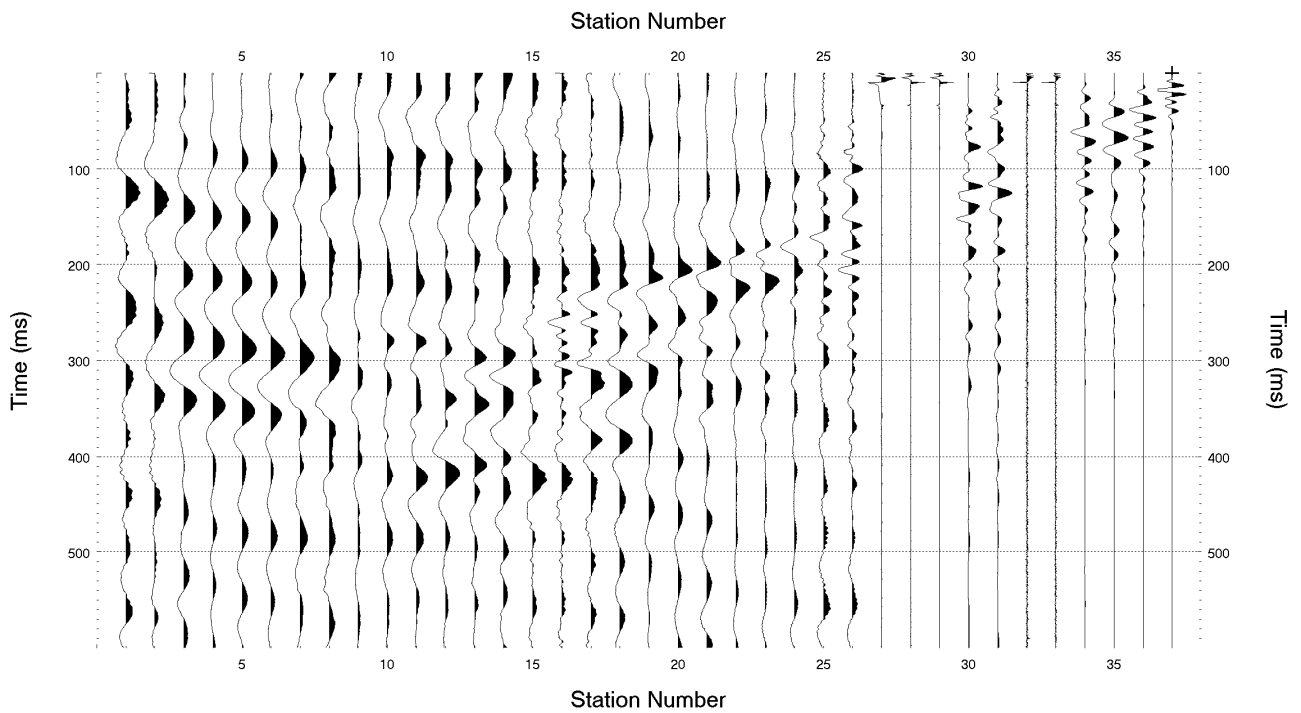
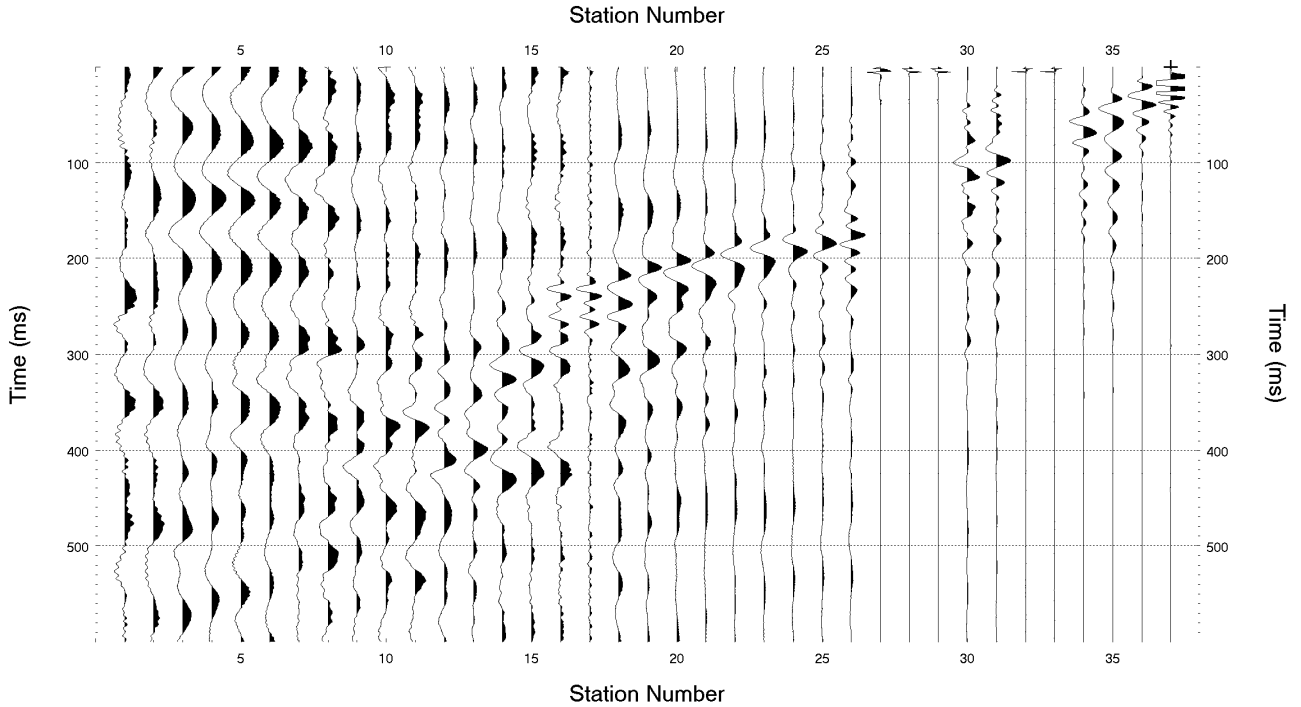
VISTO DEL COMMITTENTE  IL RESPONSABILE UNICO DEL PROCEDIMENTO Ing. Furio Cruciani	VISTO DEL CONCEDENTE  Ministero delle Infrastrutture e dei Trasporti <small>DIPARTIMENTO PER LE INFRASTRUTTURE, GLI AFFARI GENERALI ED IL PERSONALE STRUTTURA DI VIGILANZA SULLE CONCESSIONARIE AUTOSTRADALI</small>
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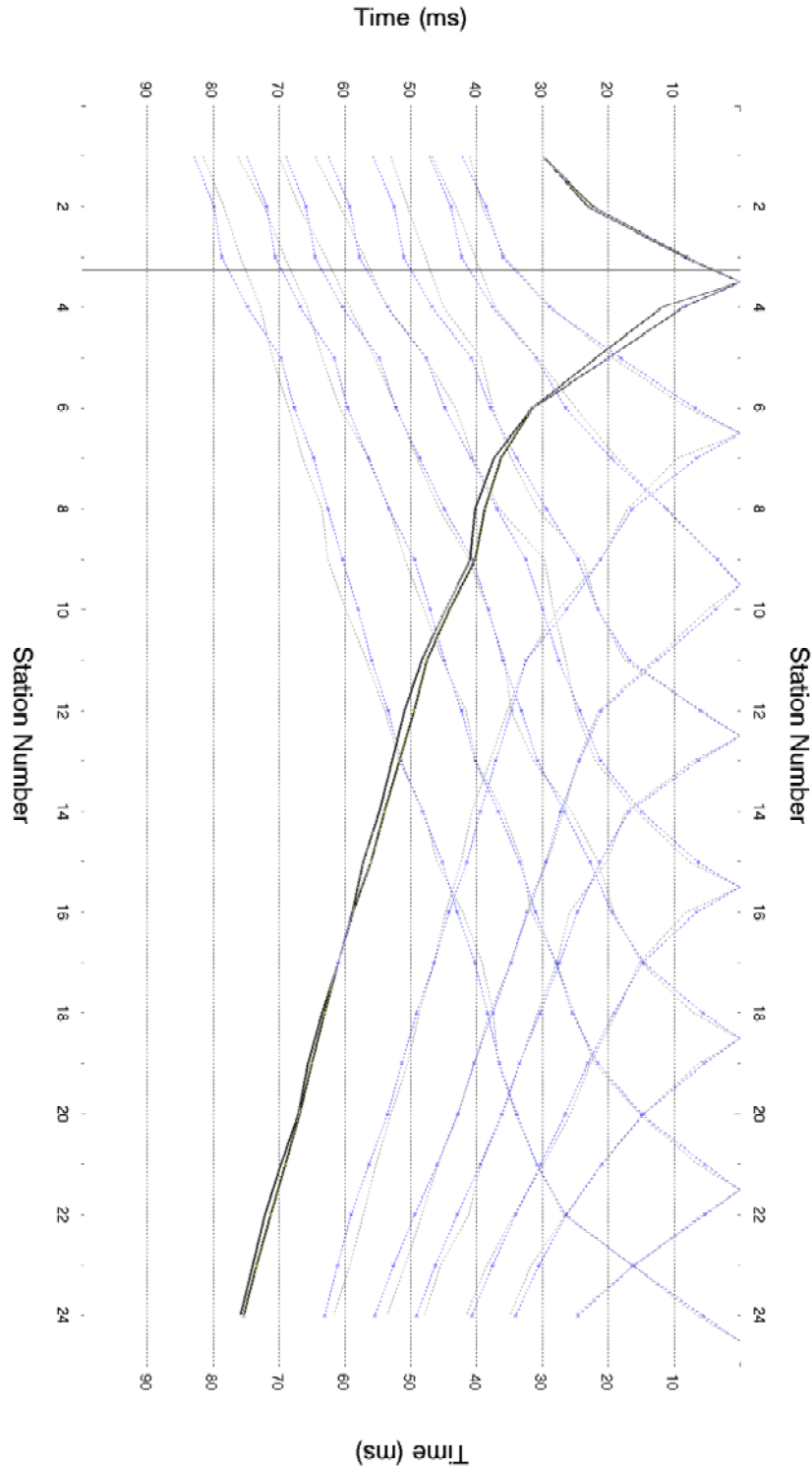


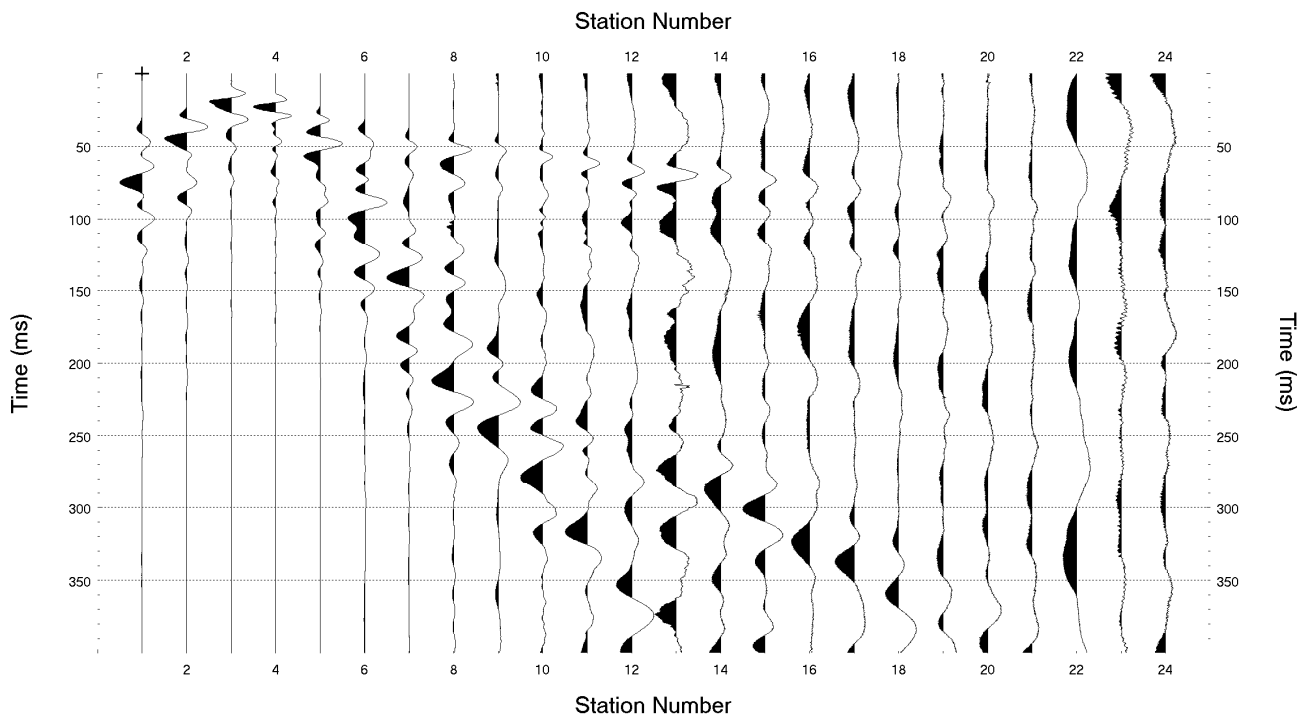
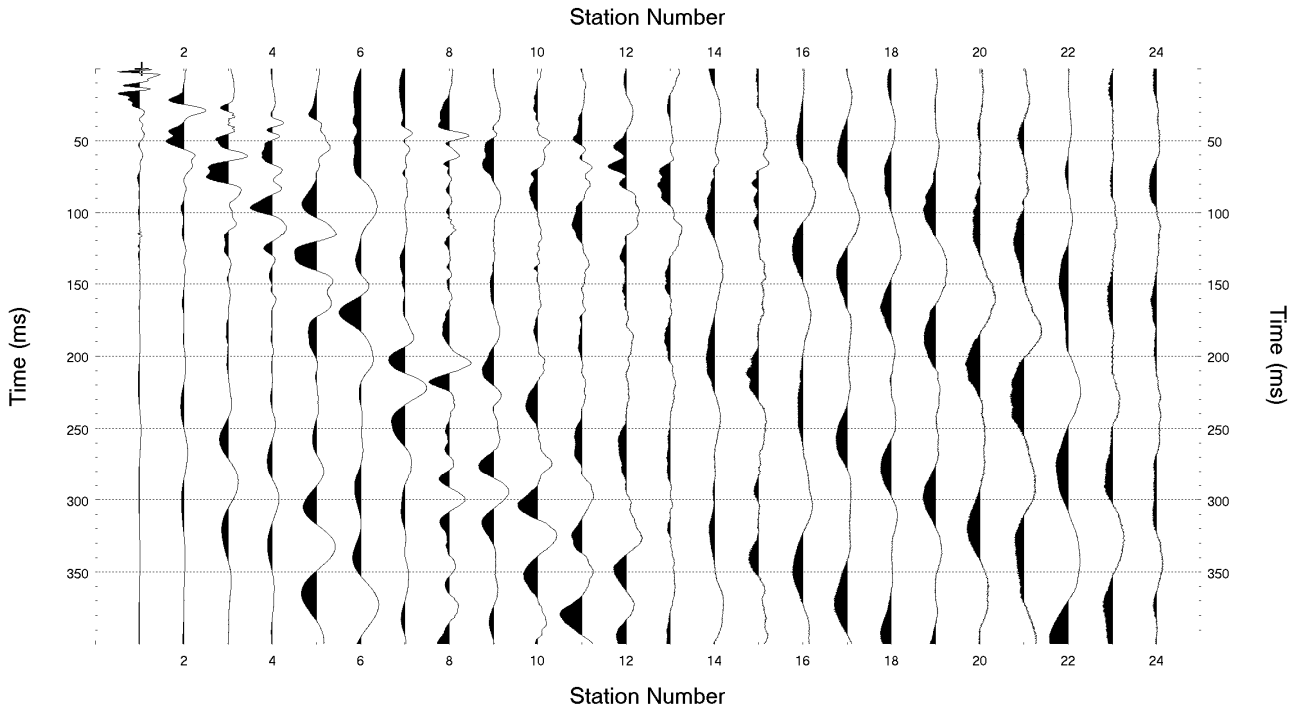


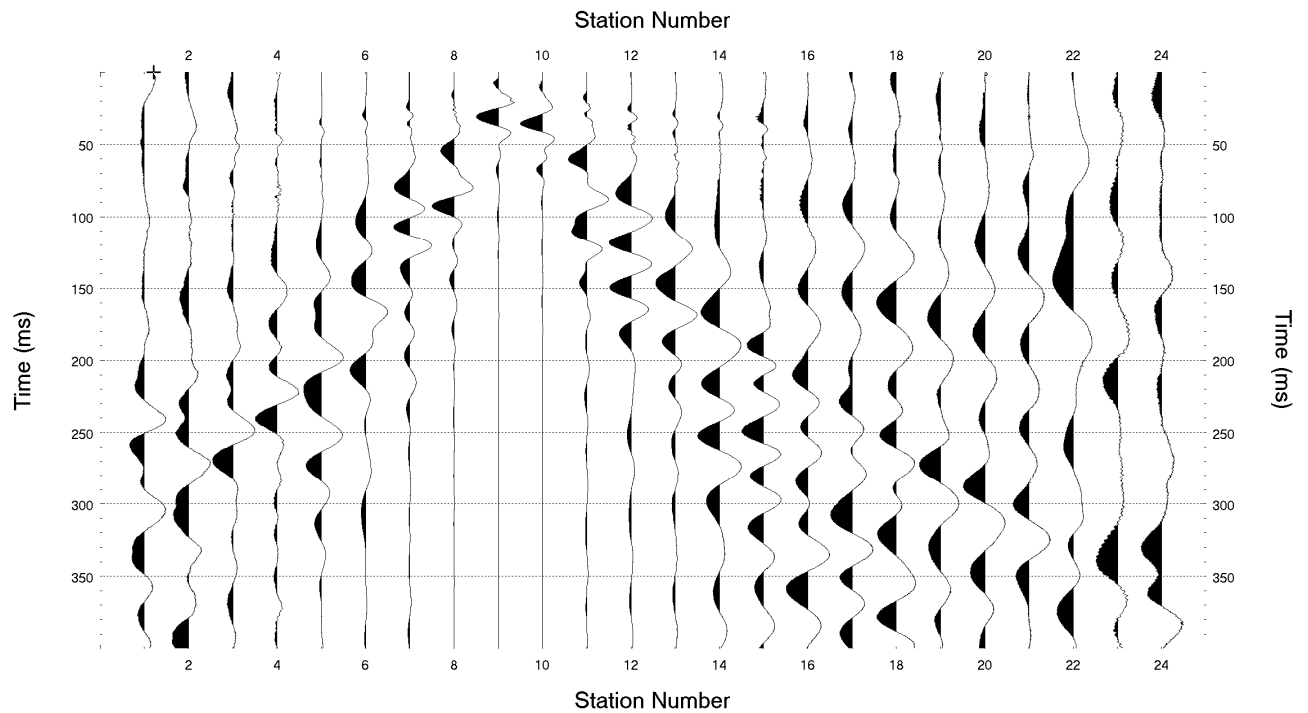
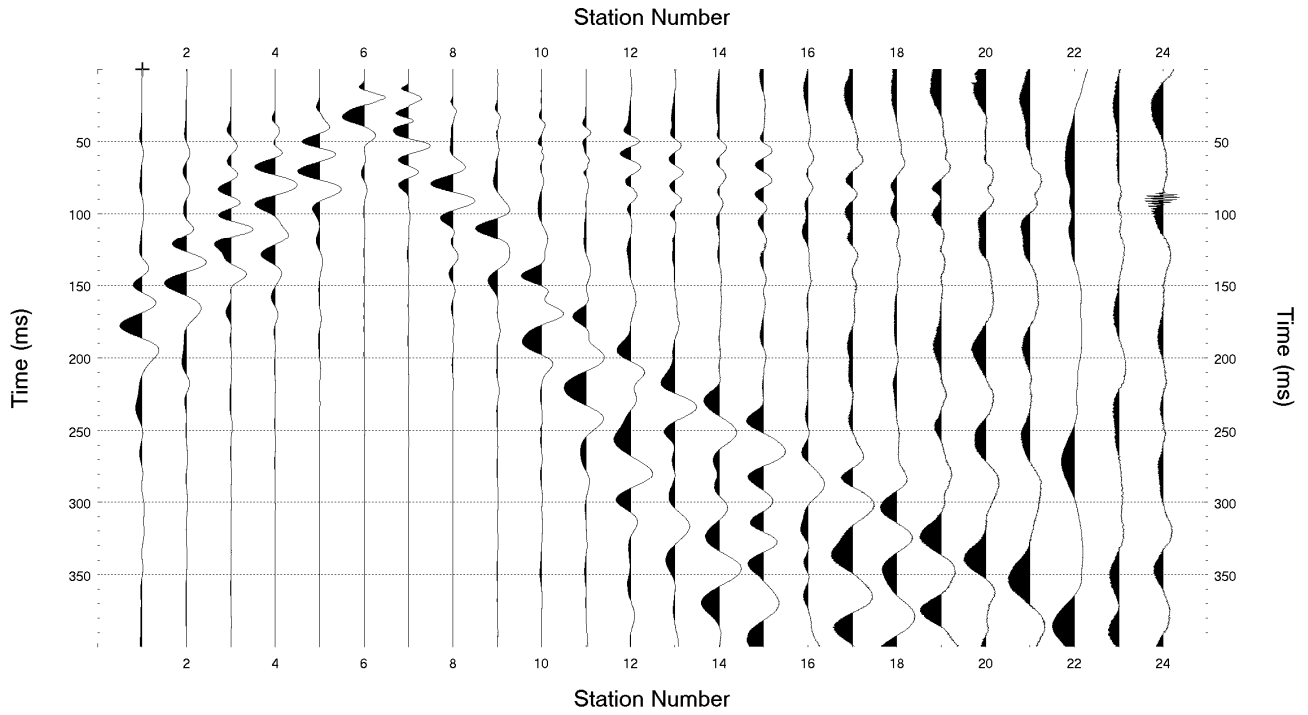


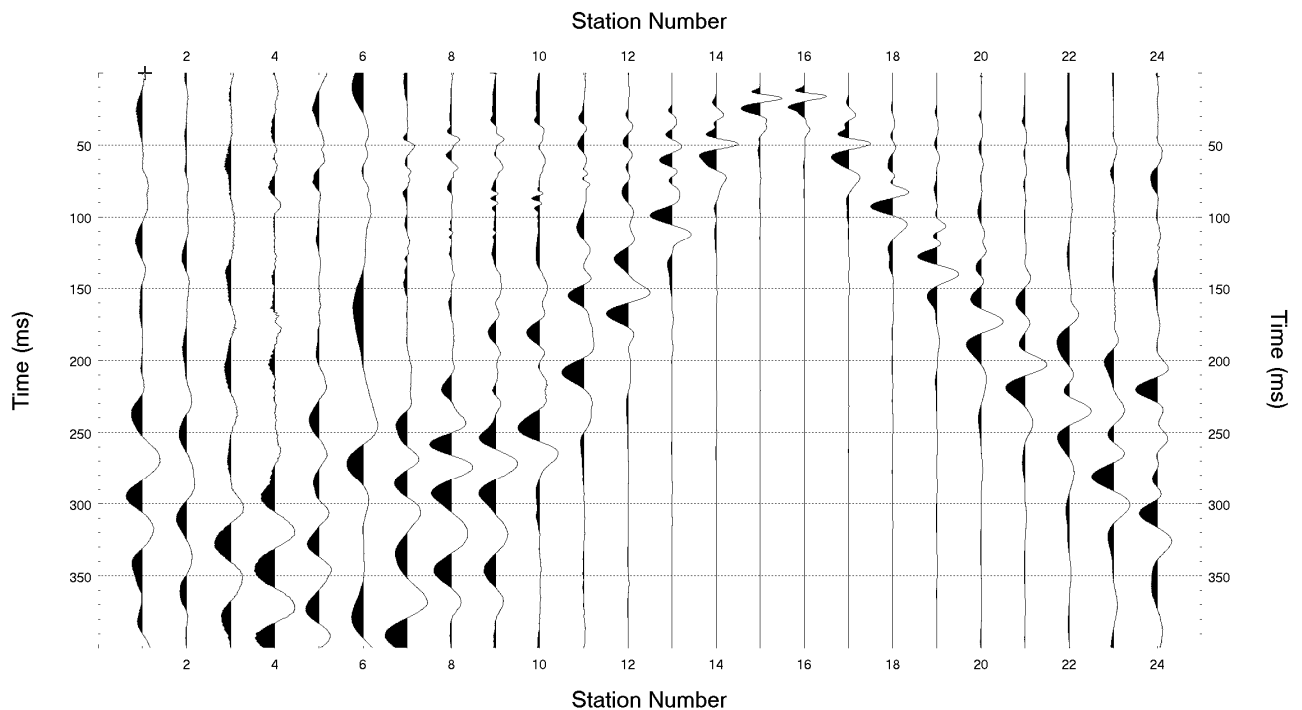
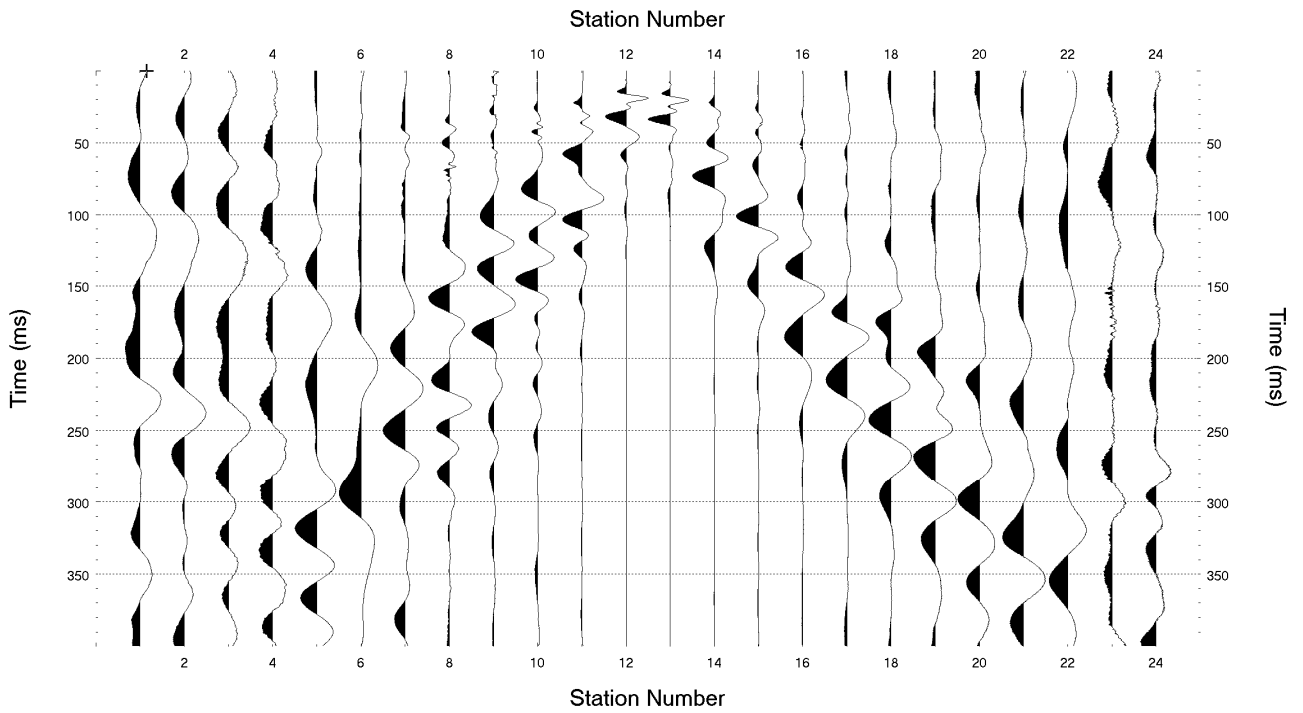


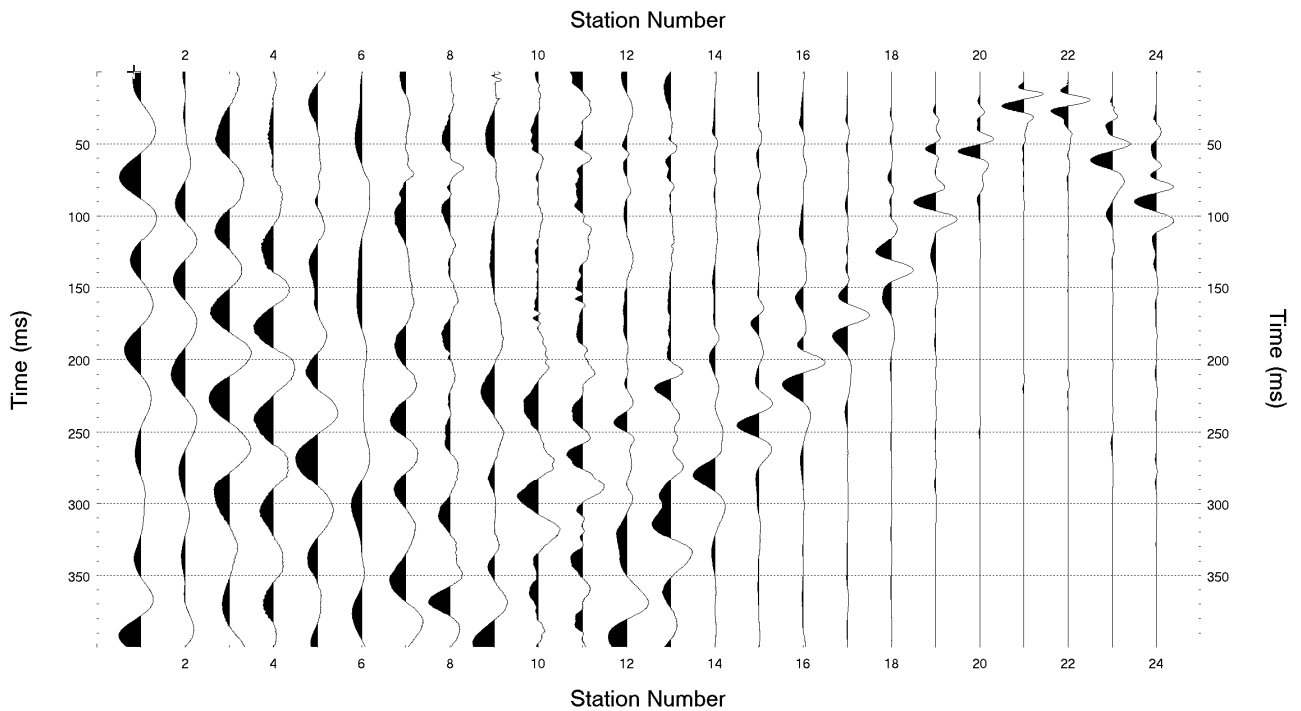
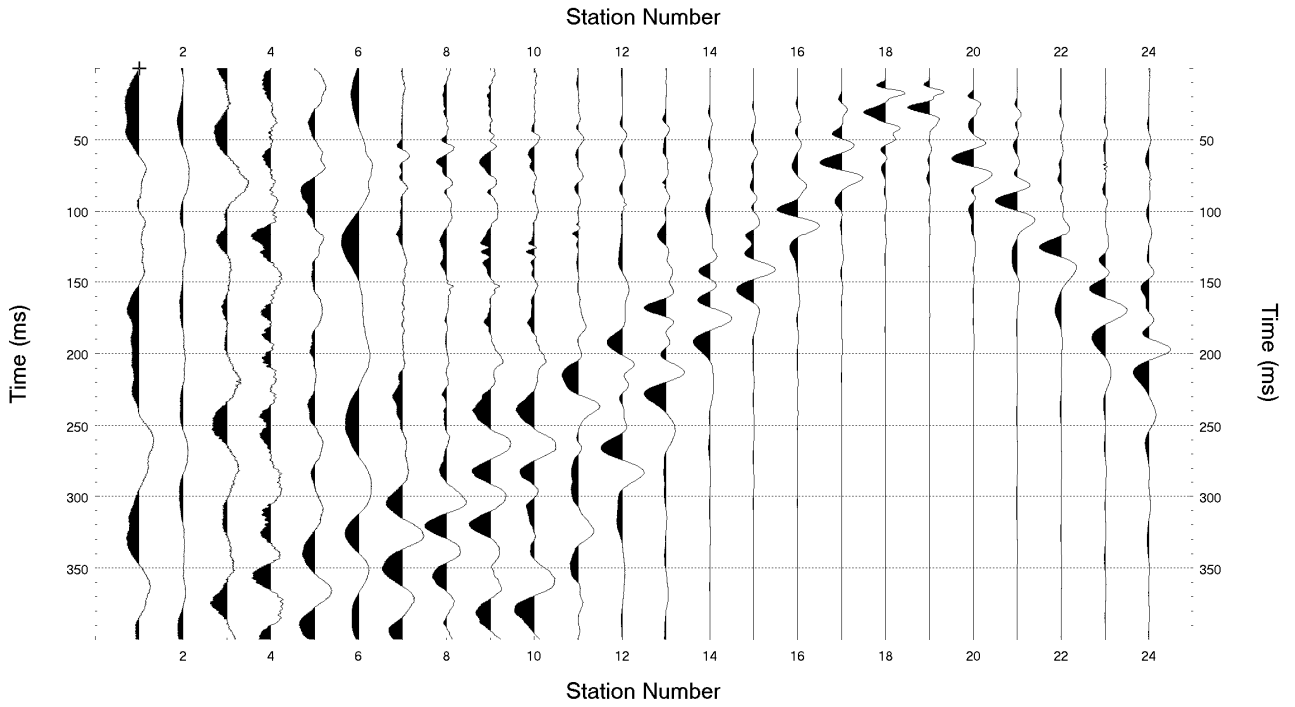
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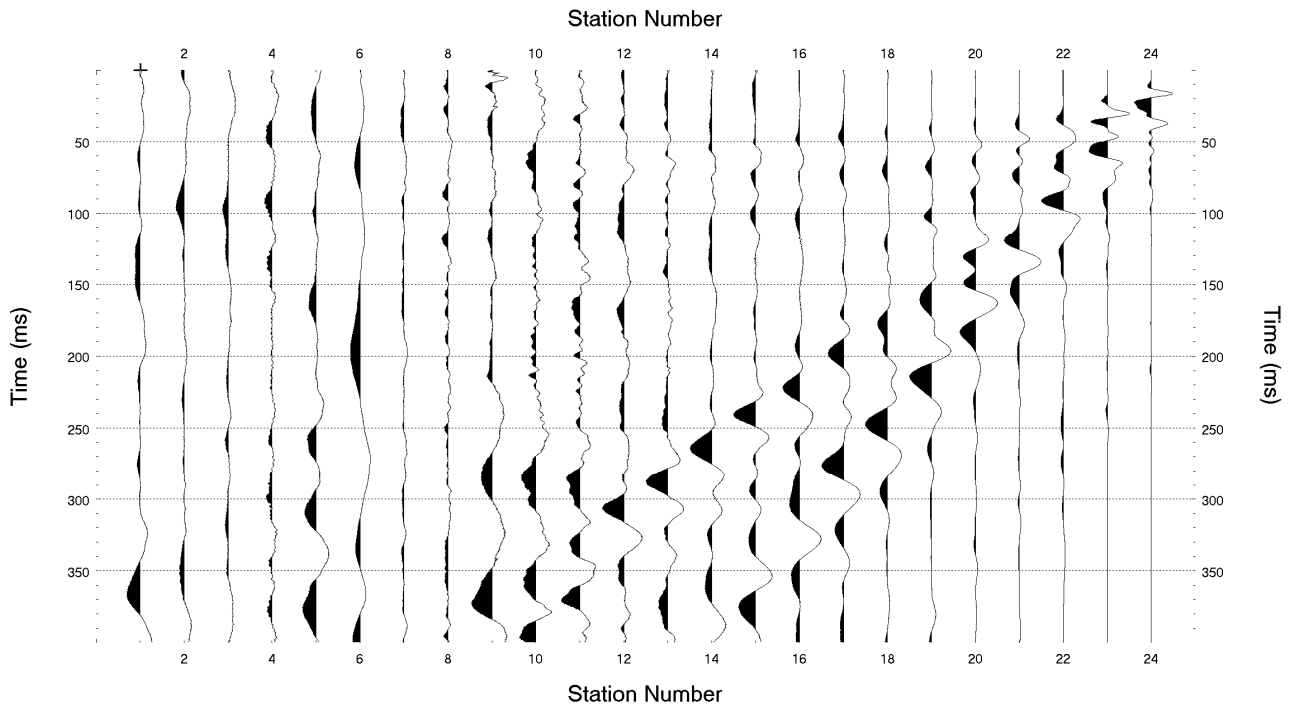




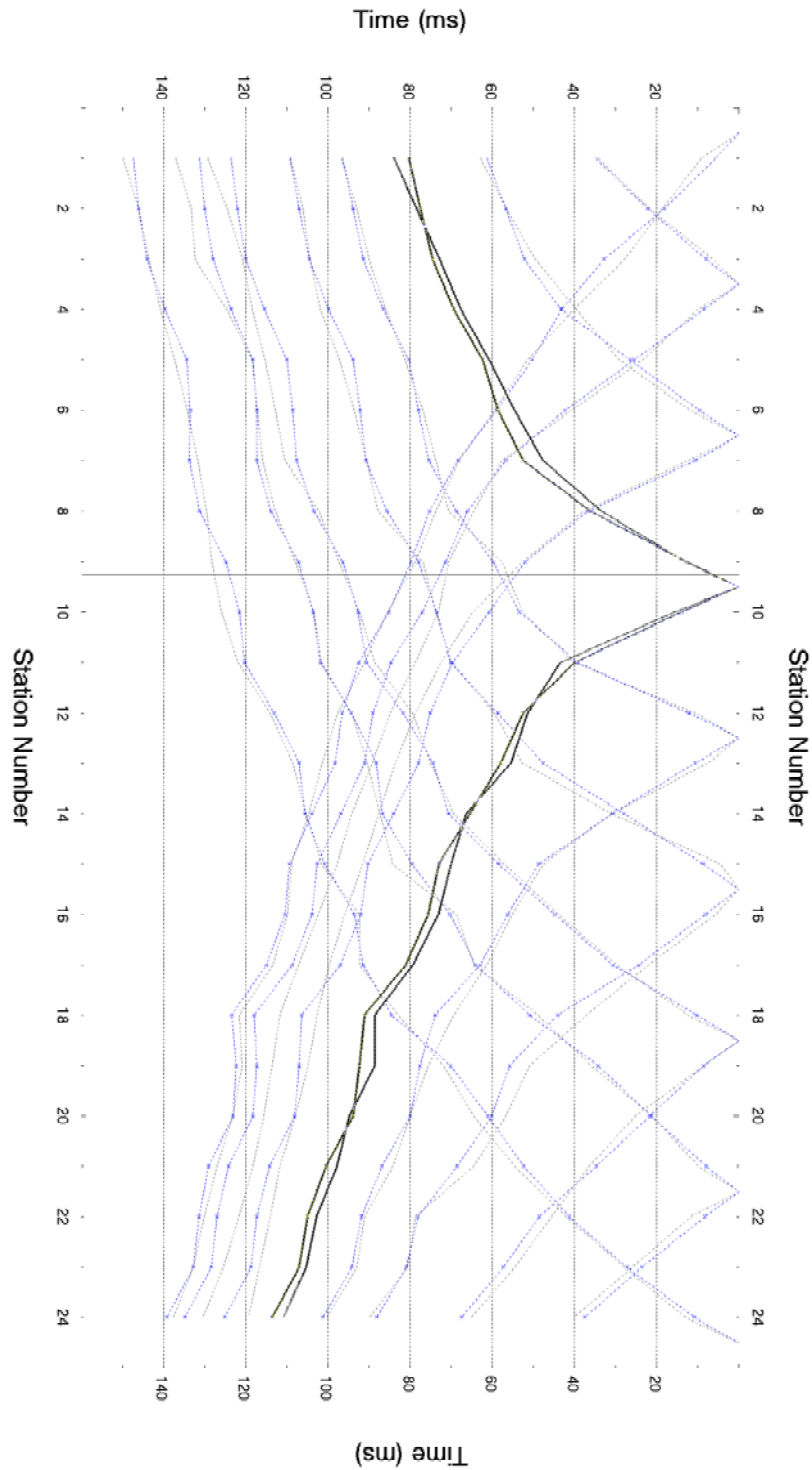


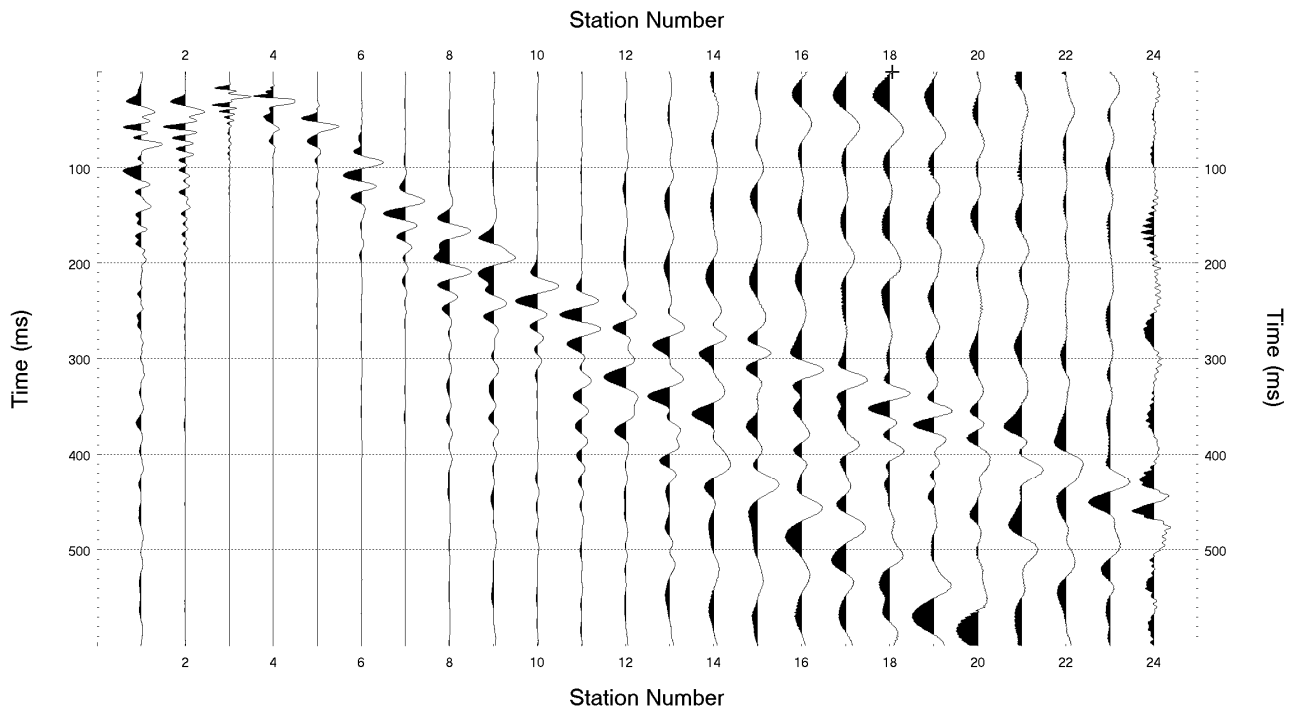
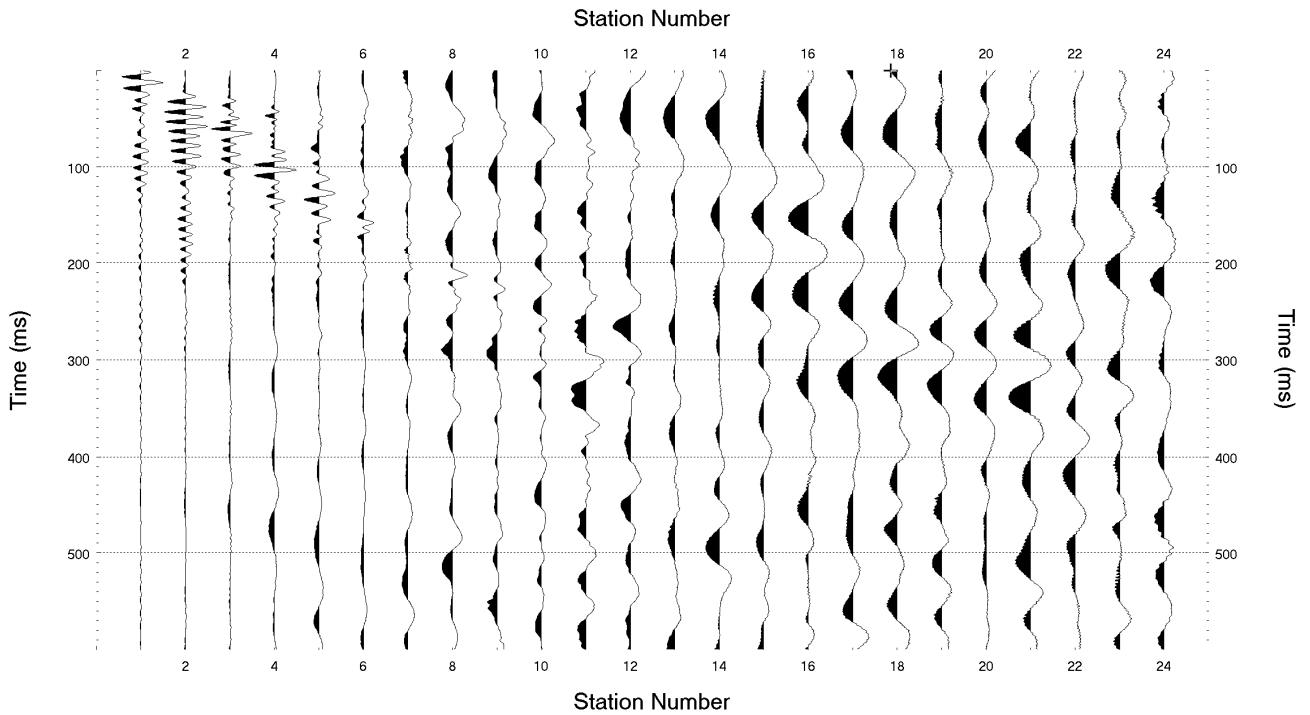


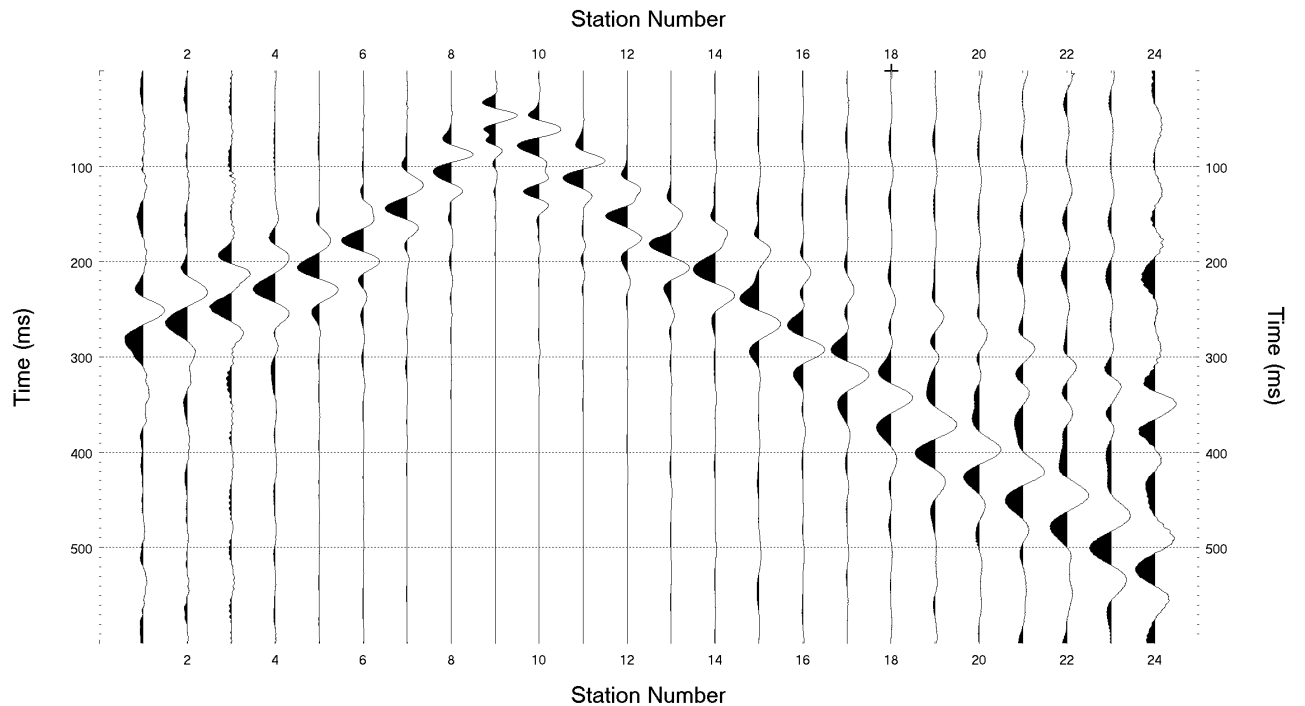
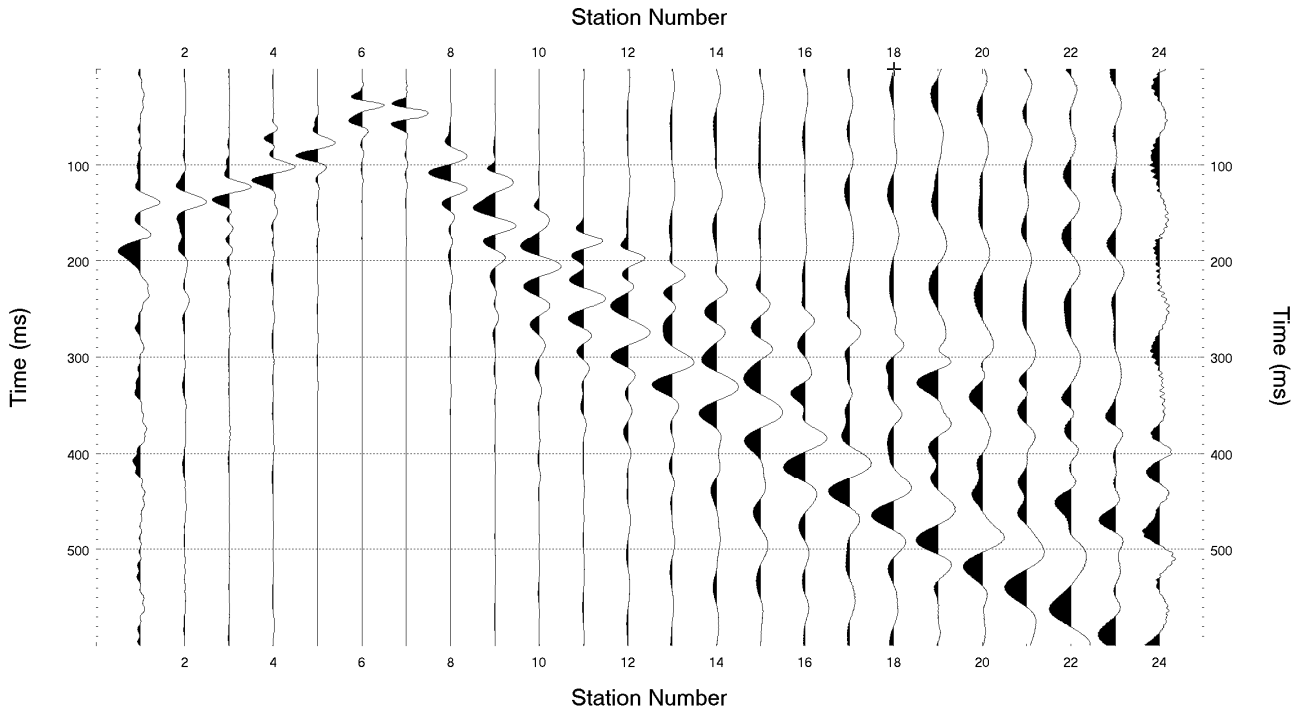


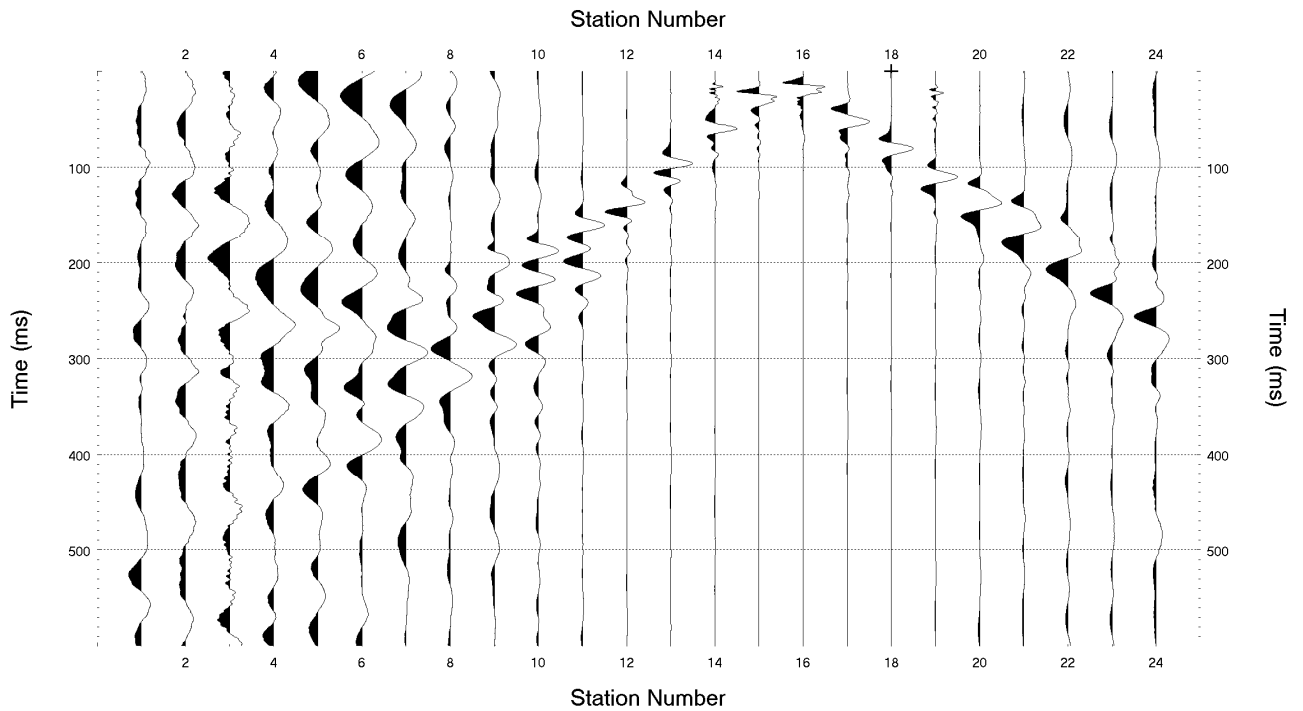
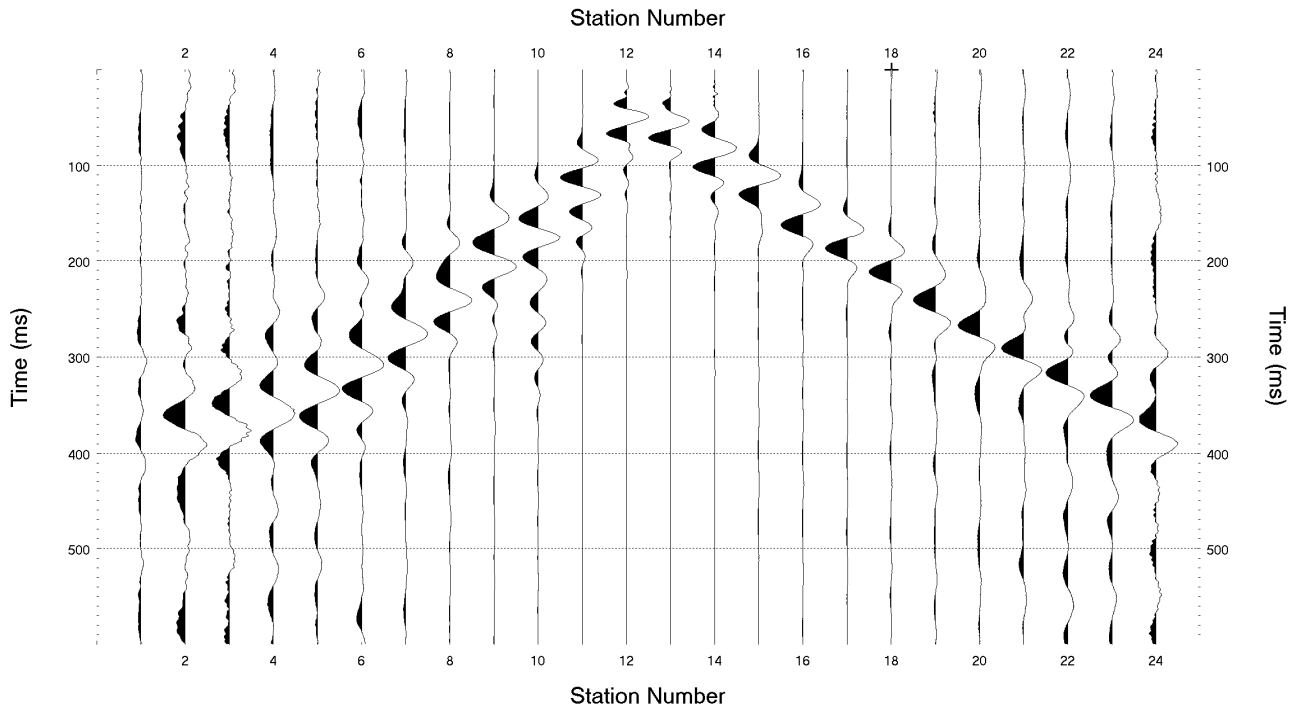


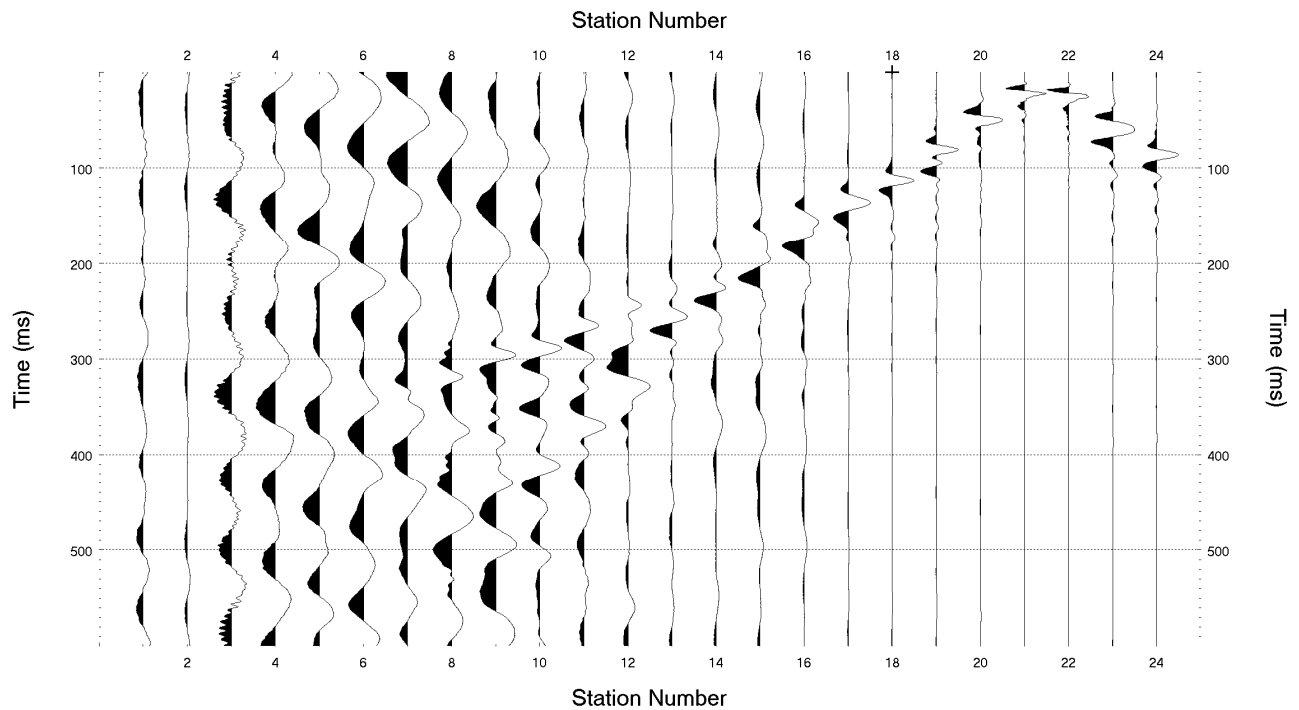
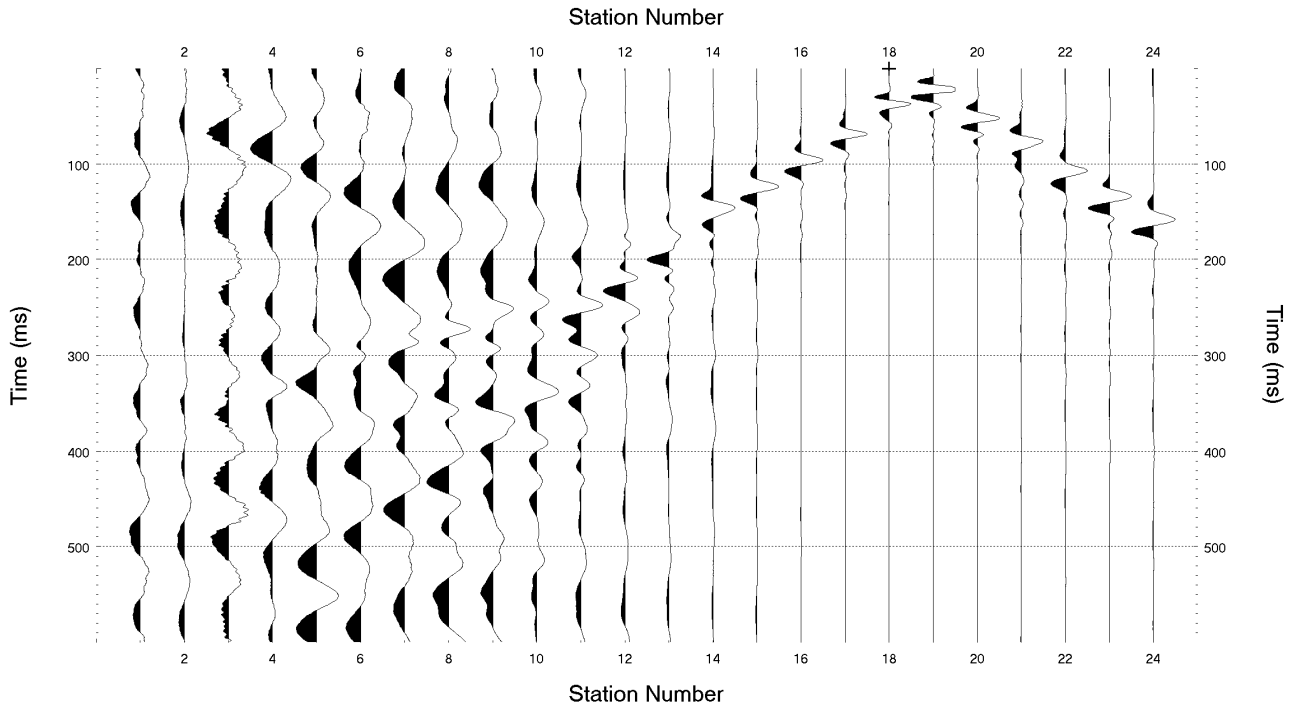
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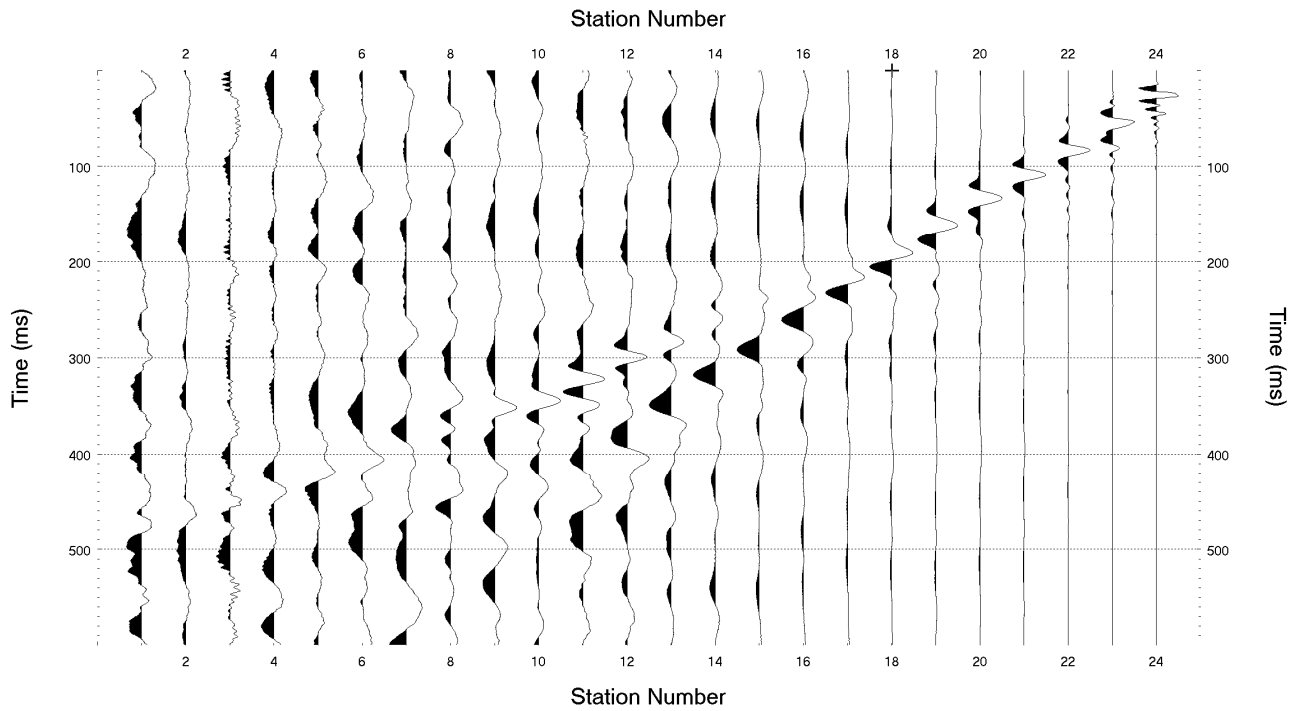




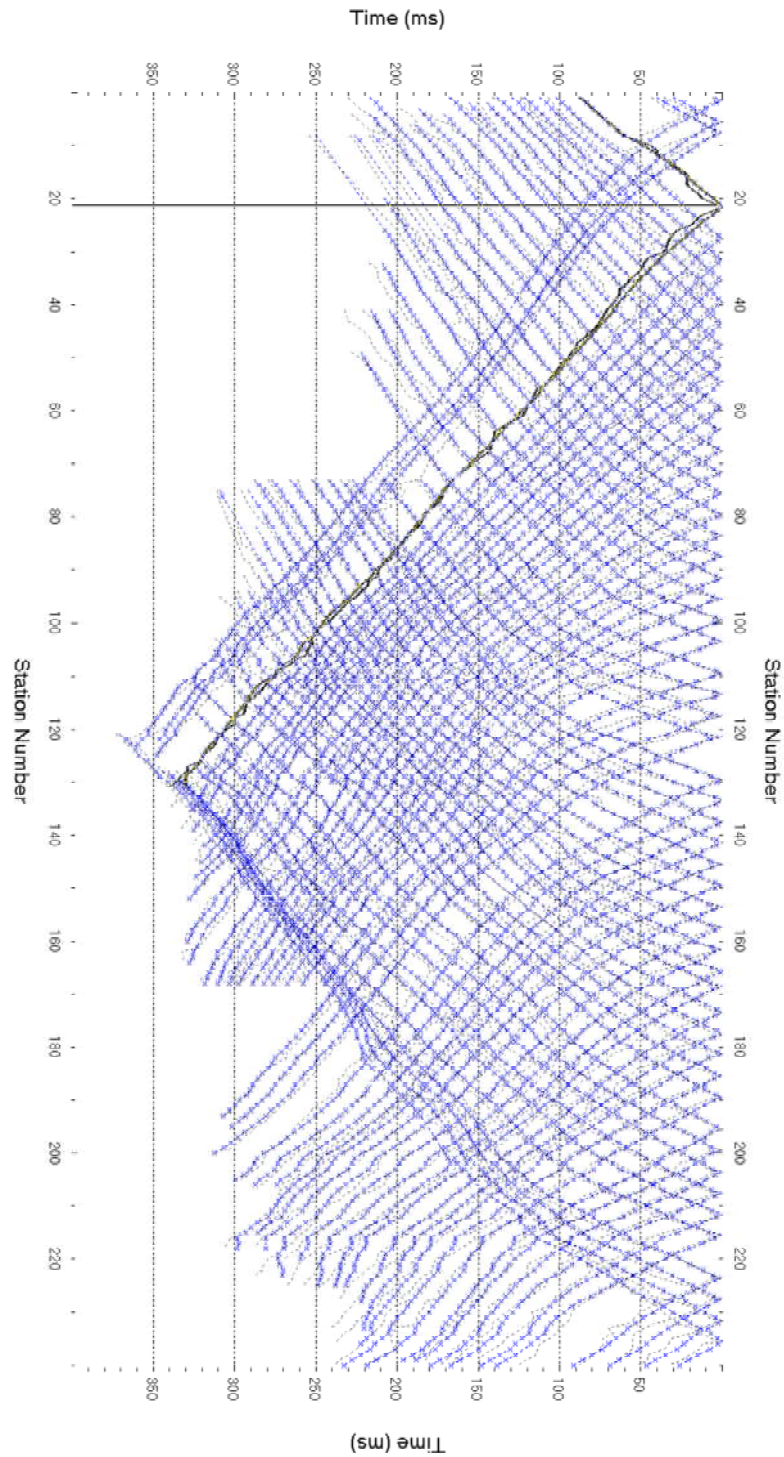


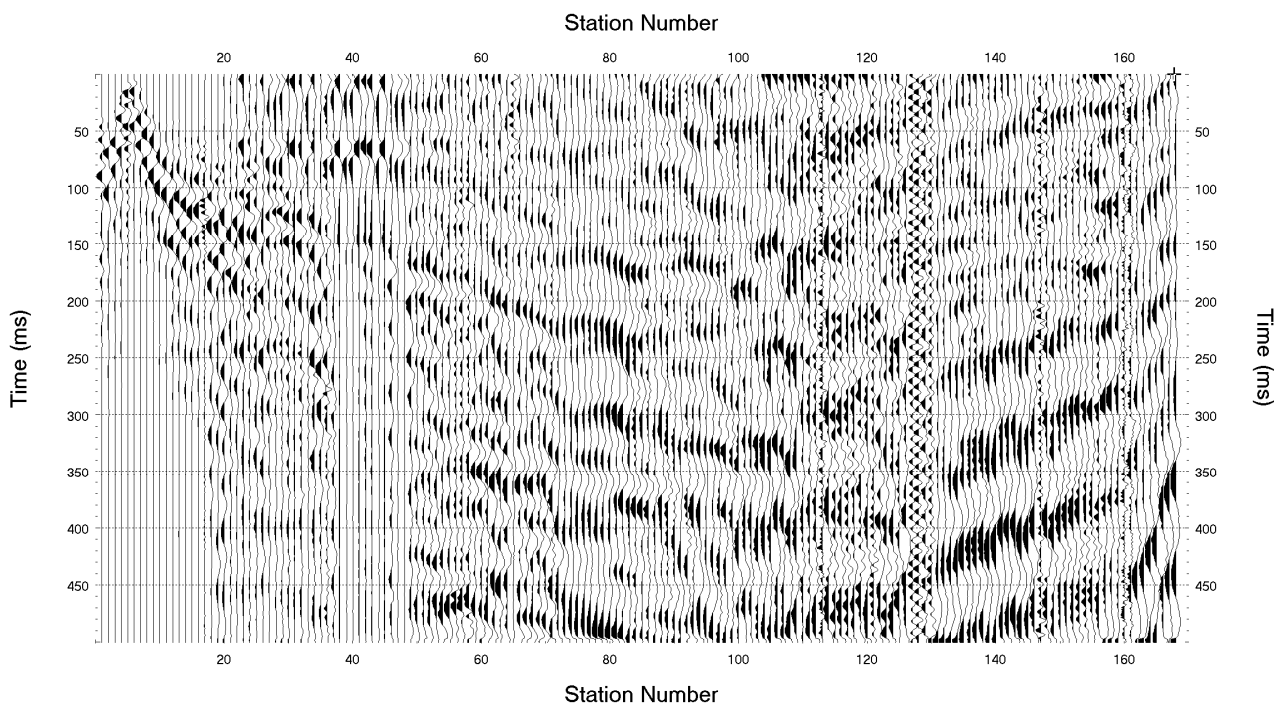
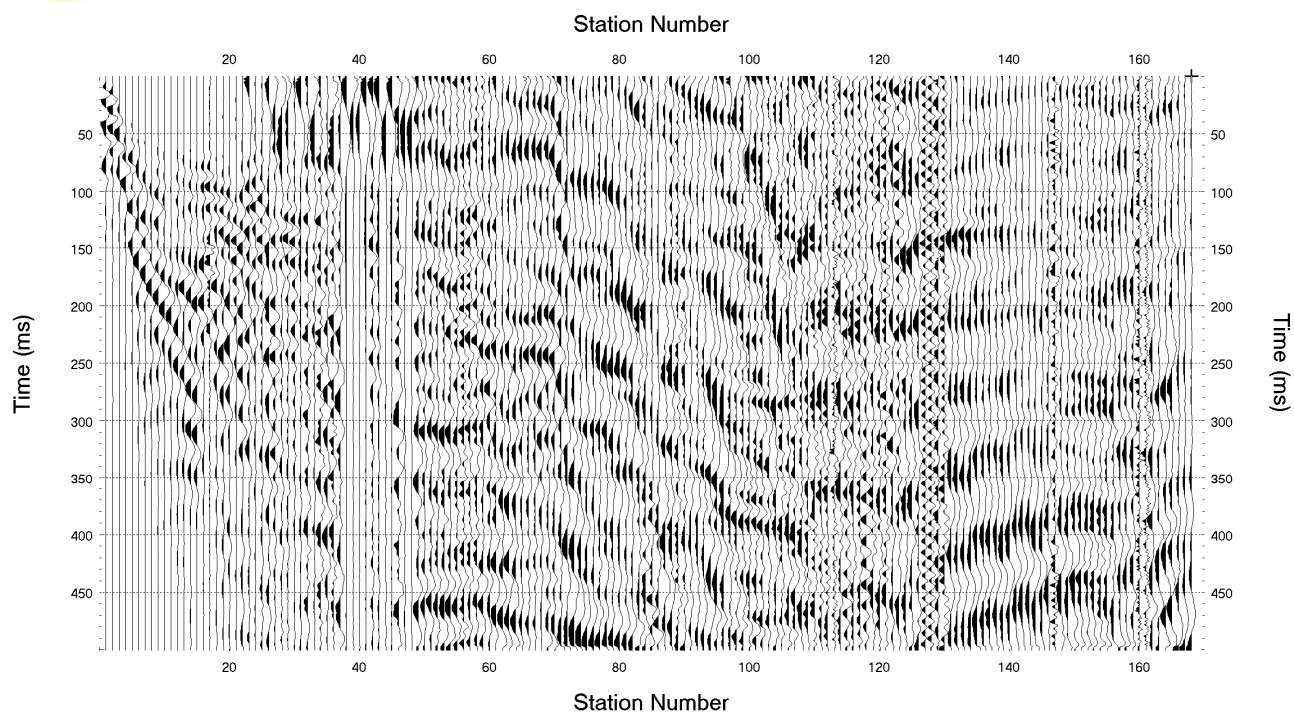


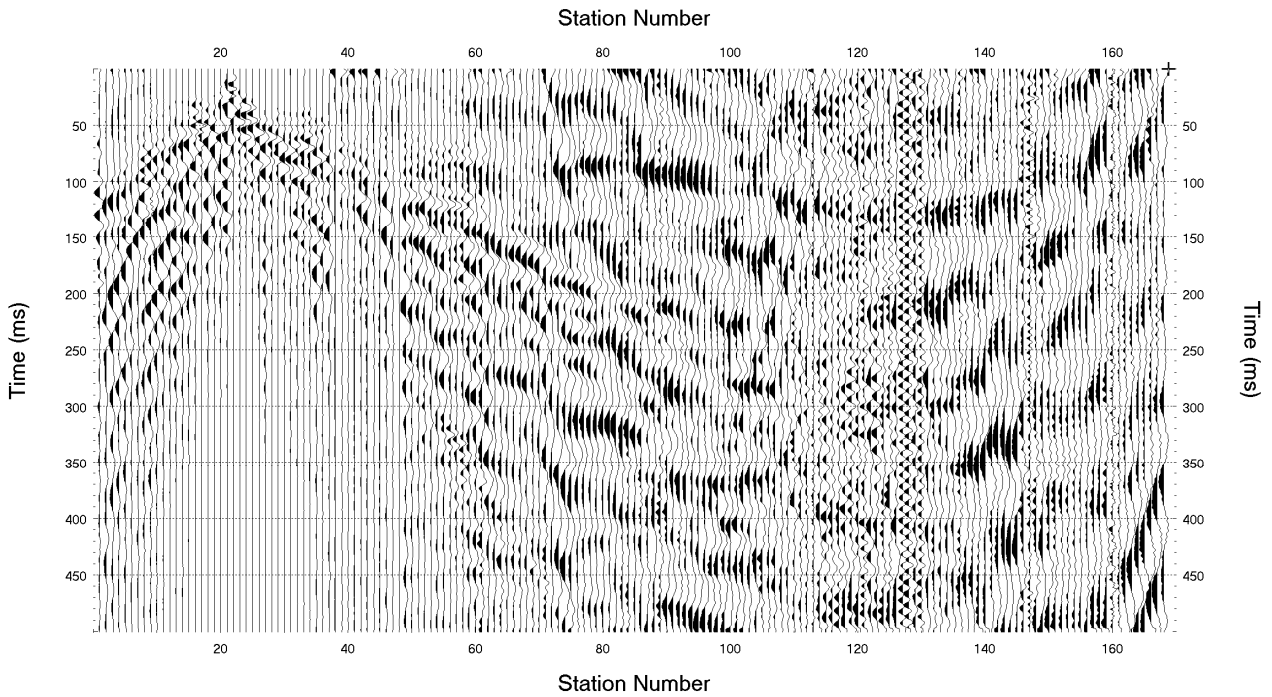
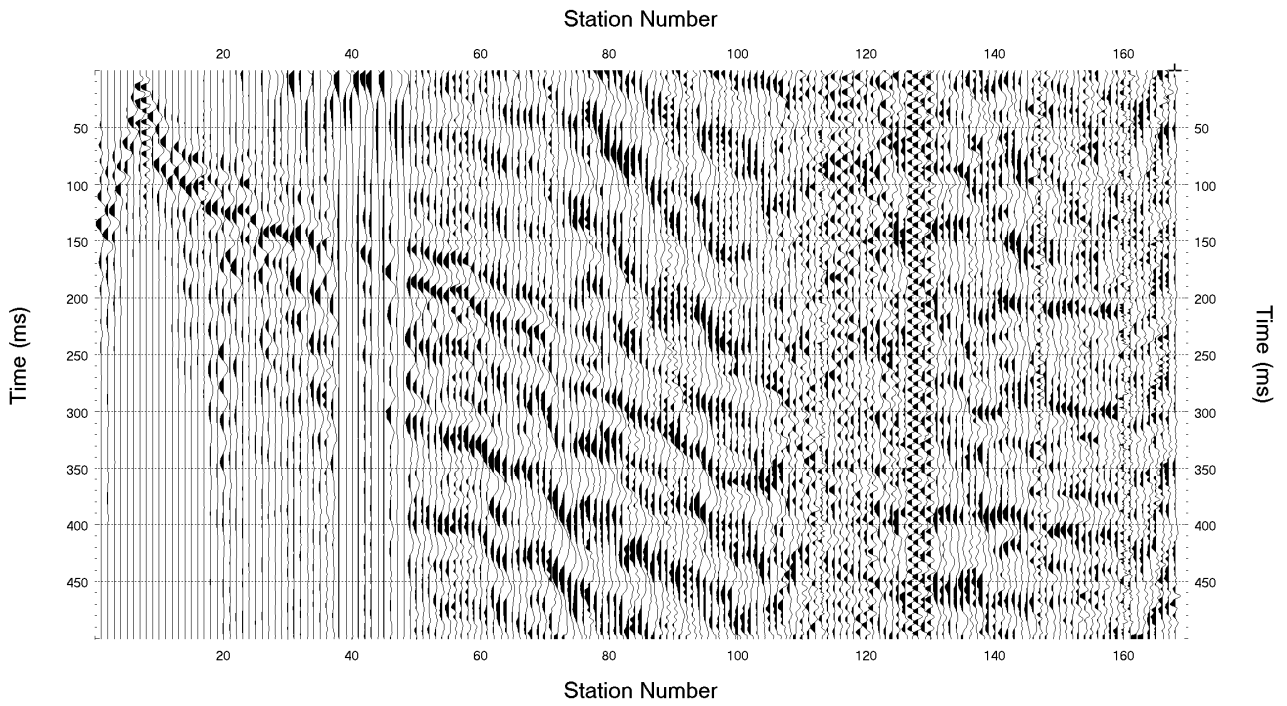


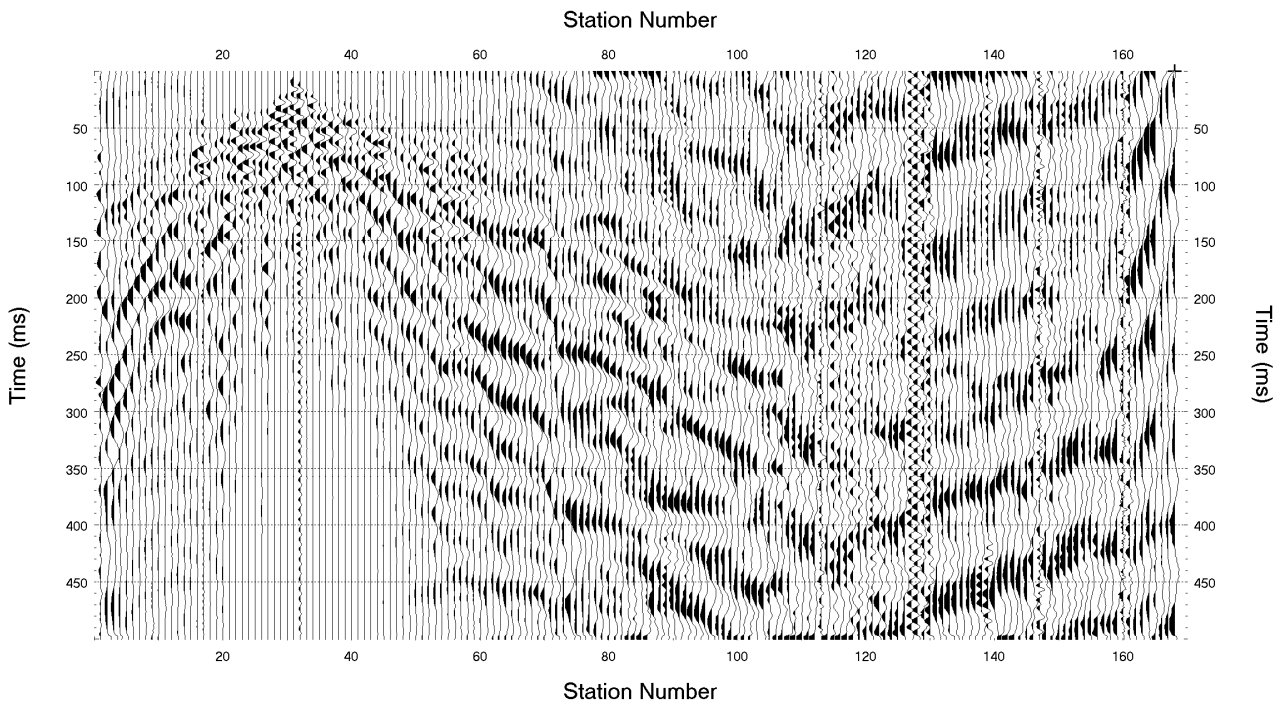
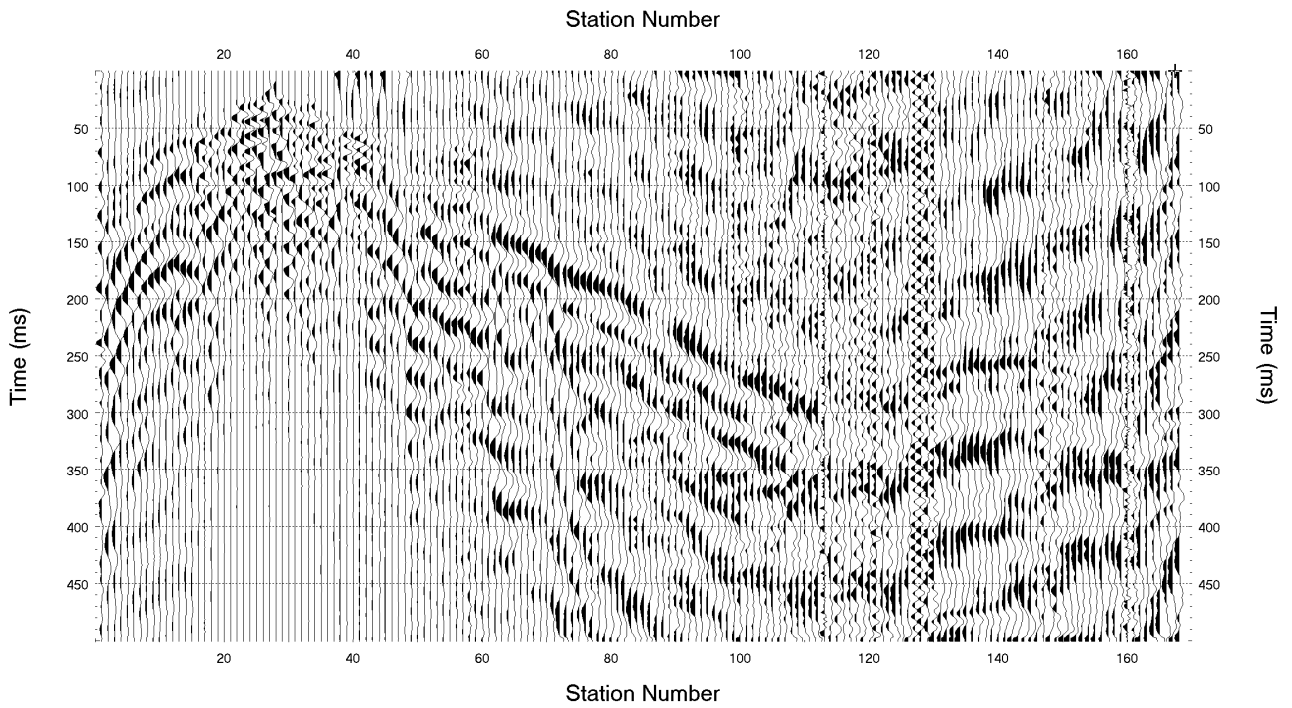


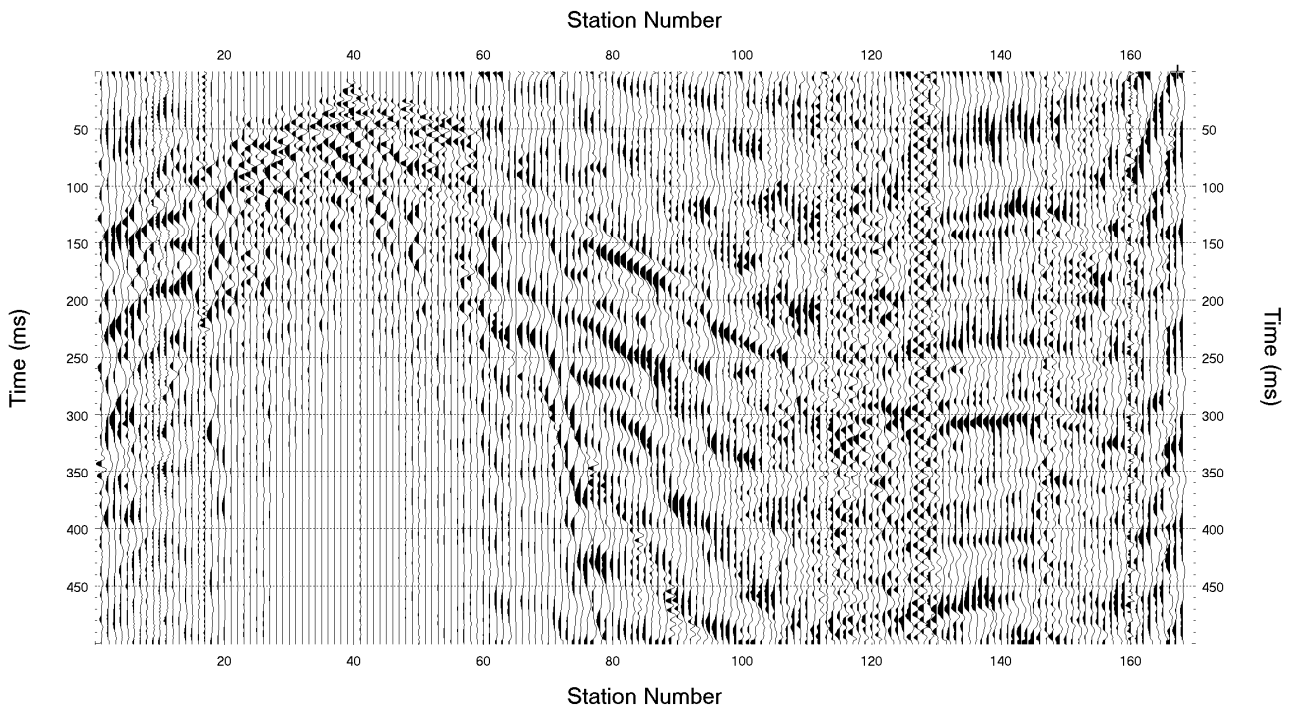
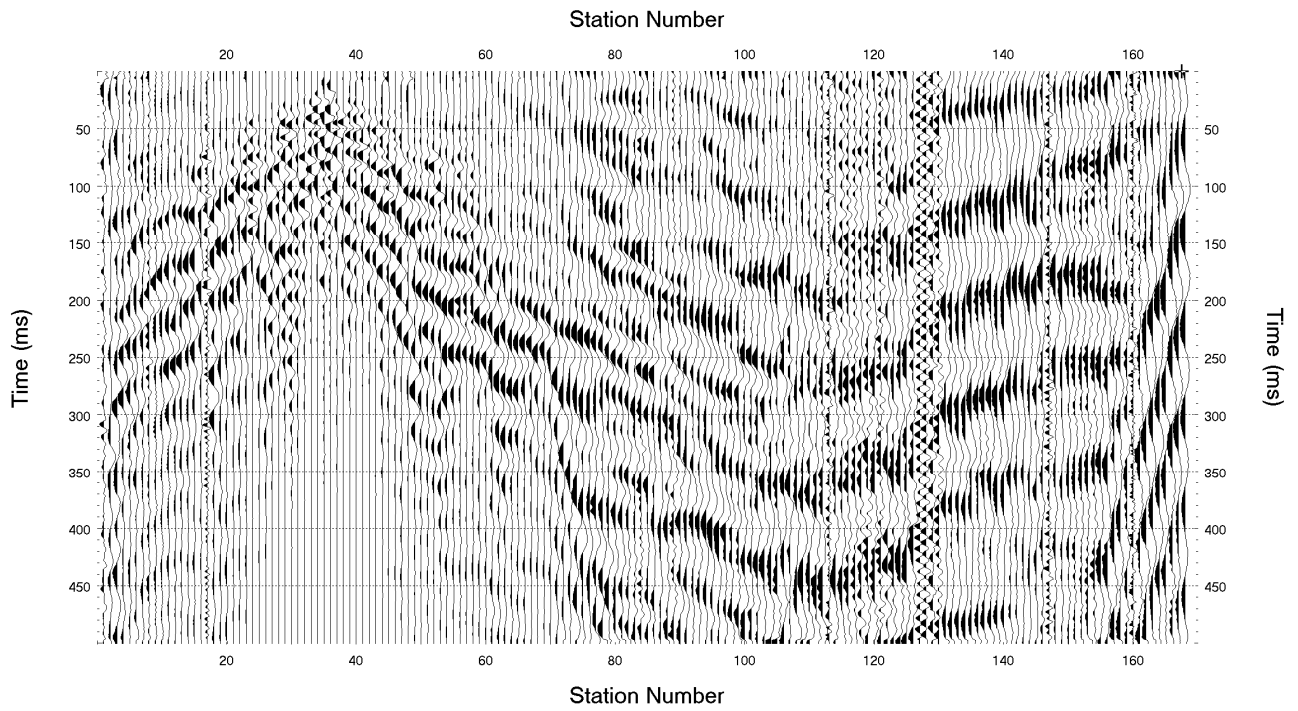
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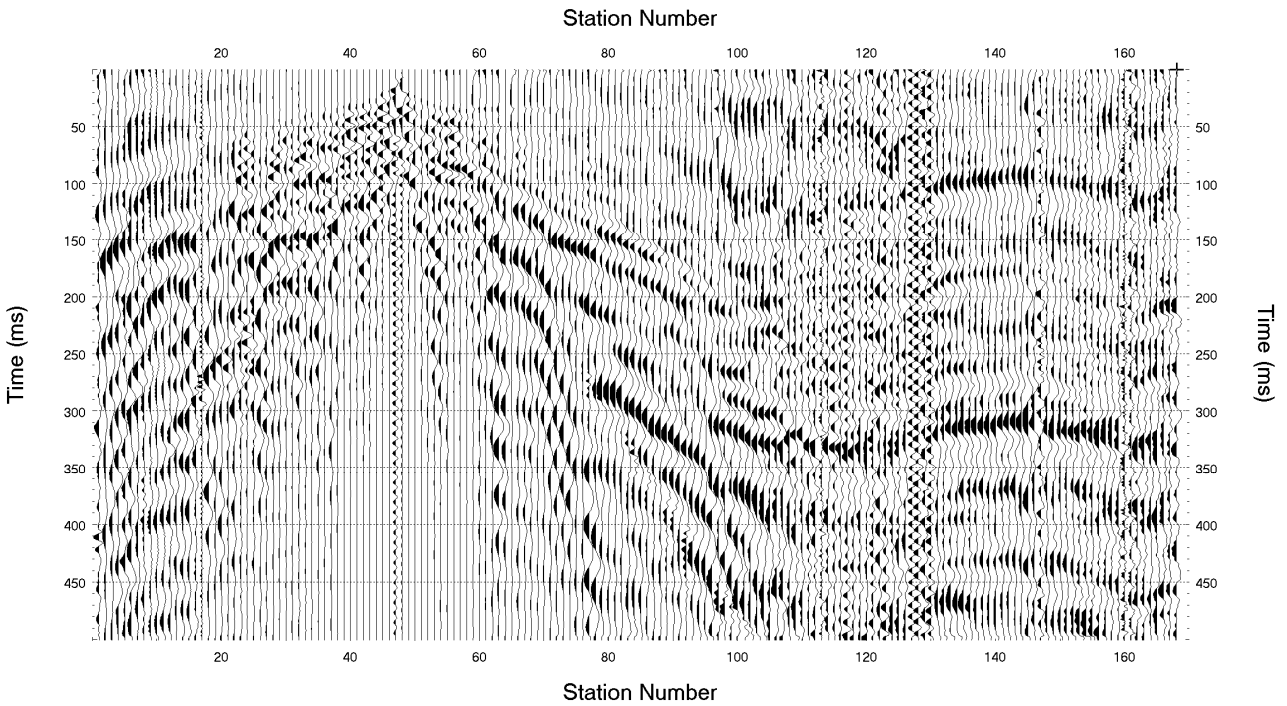
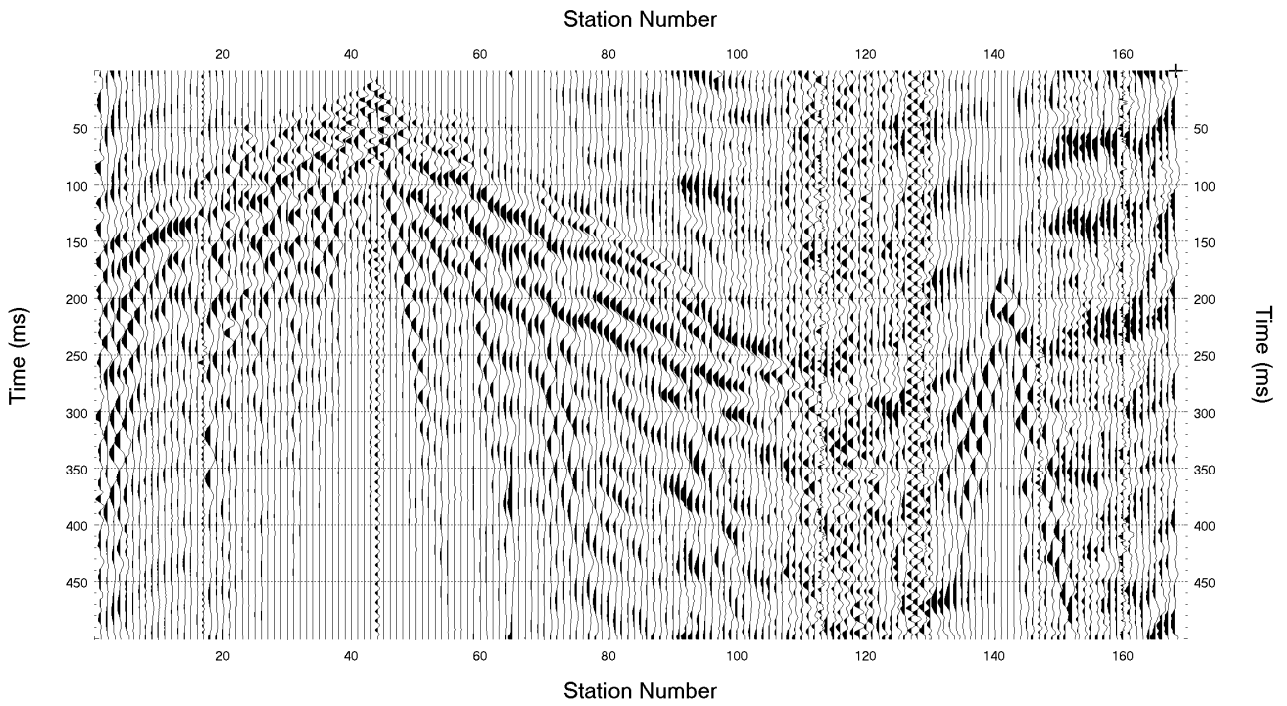


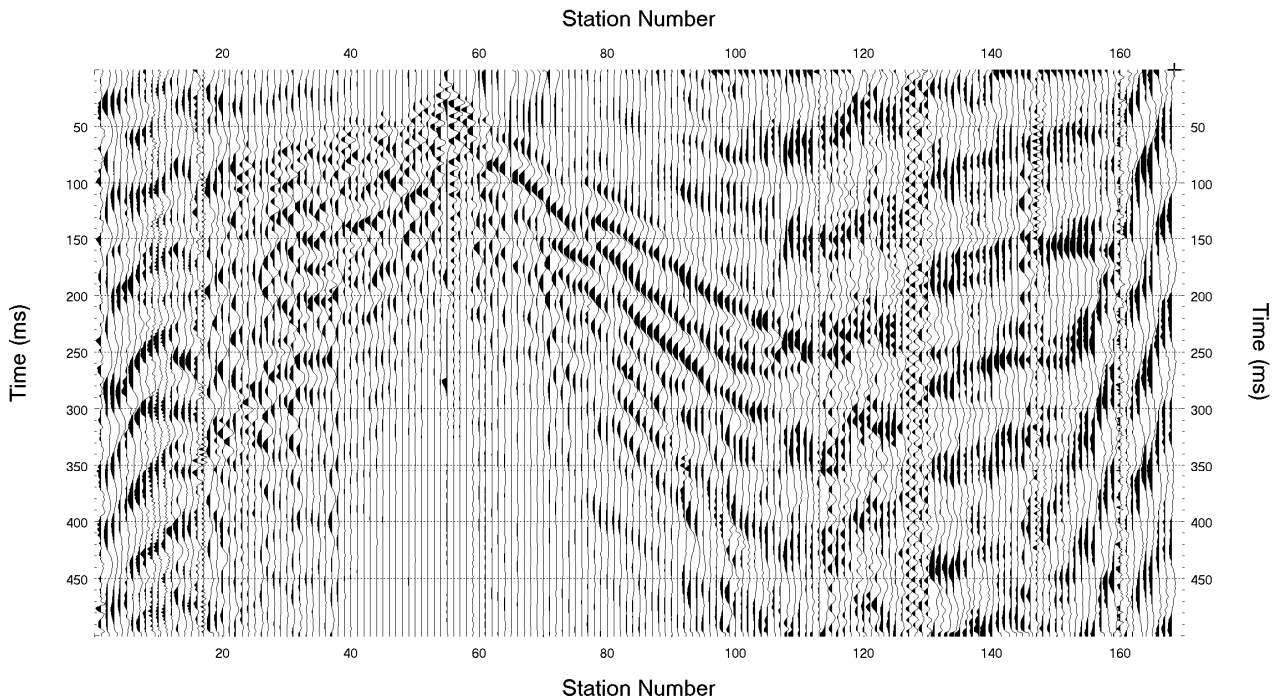
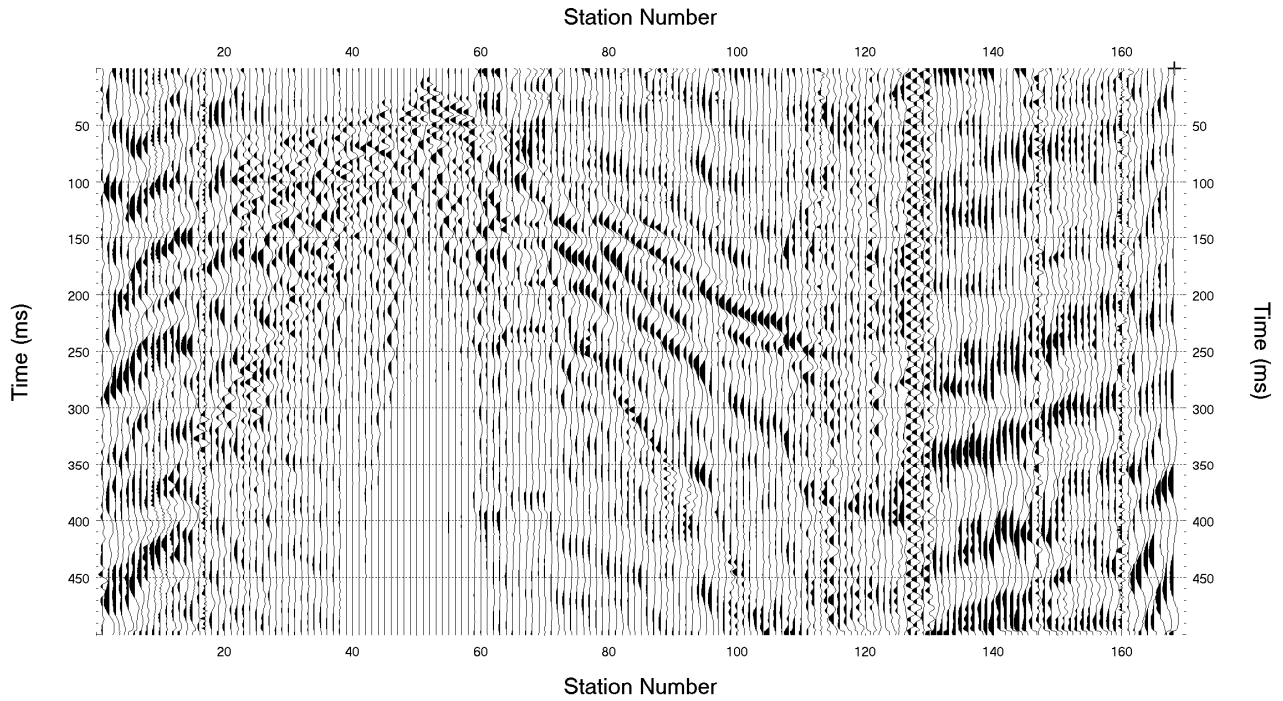


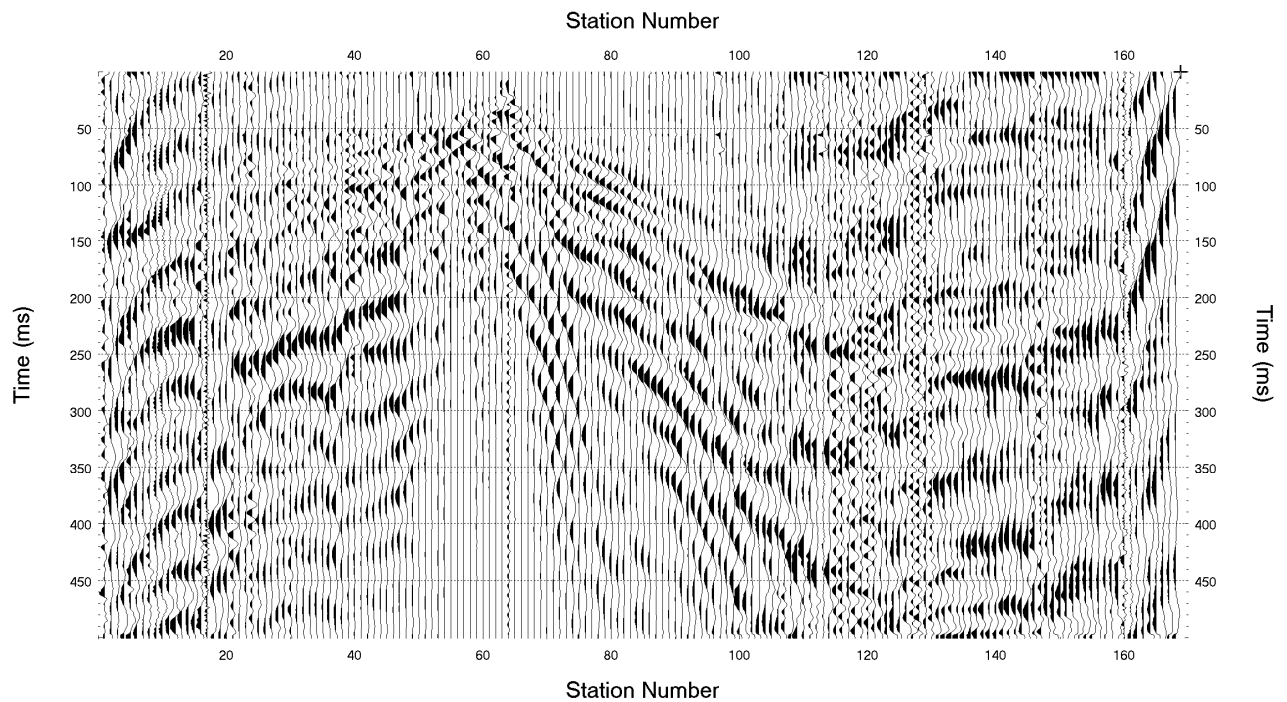
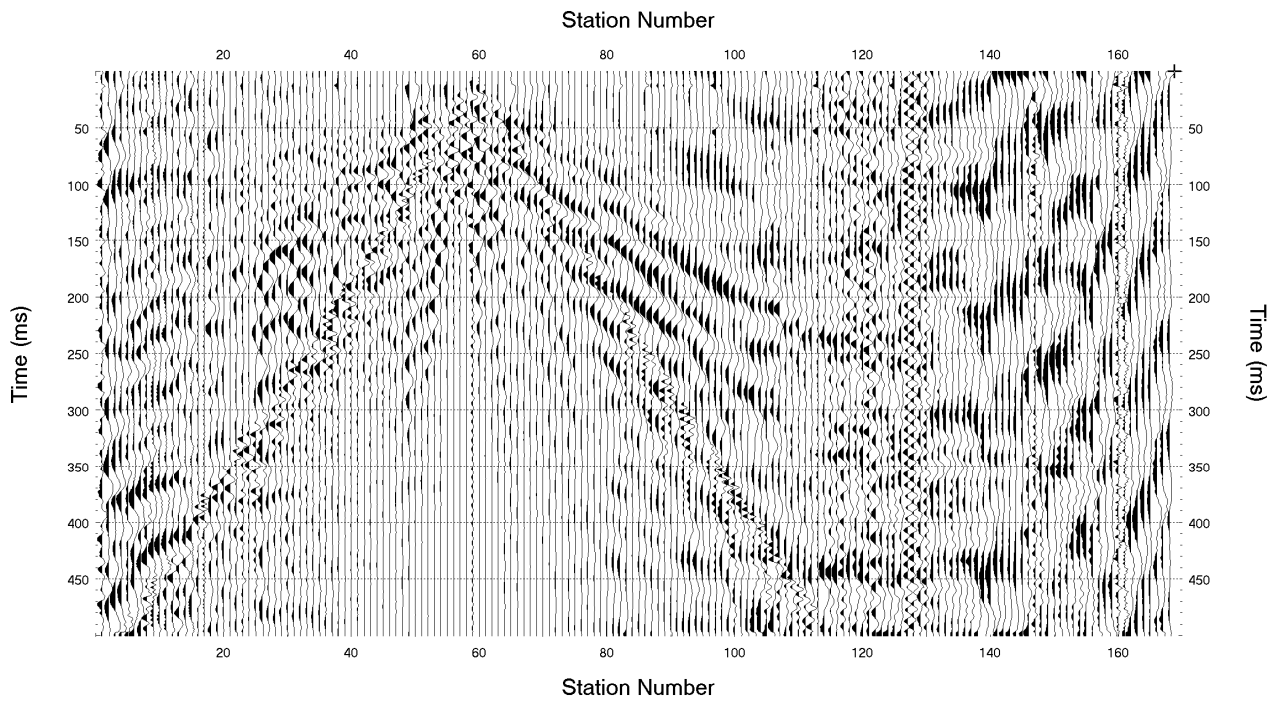


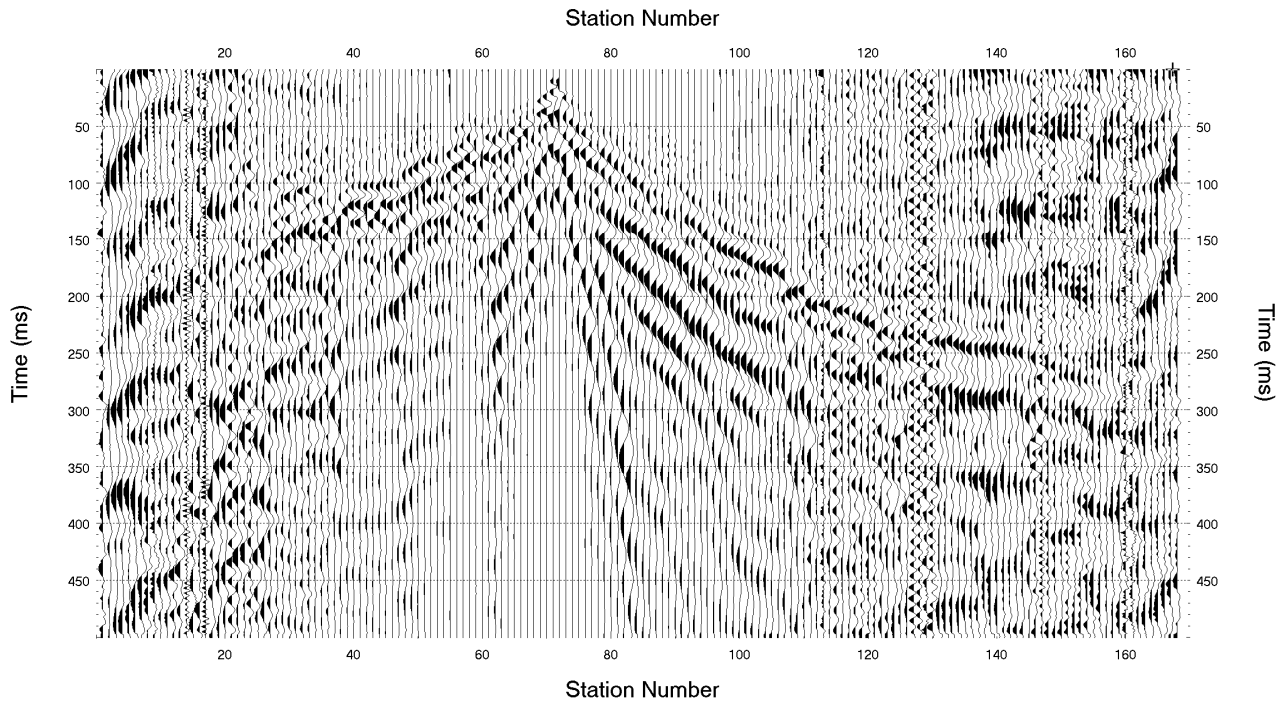
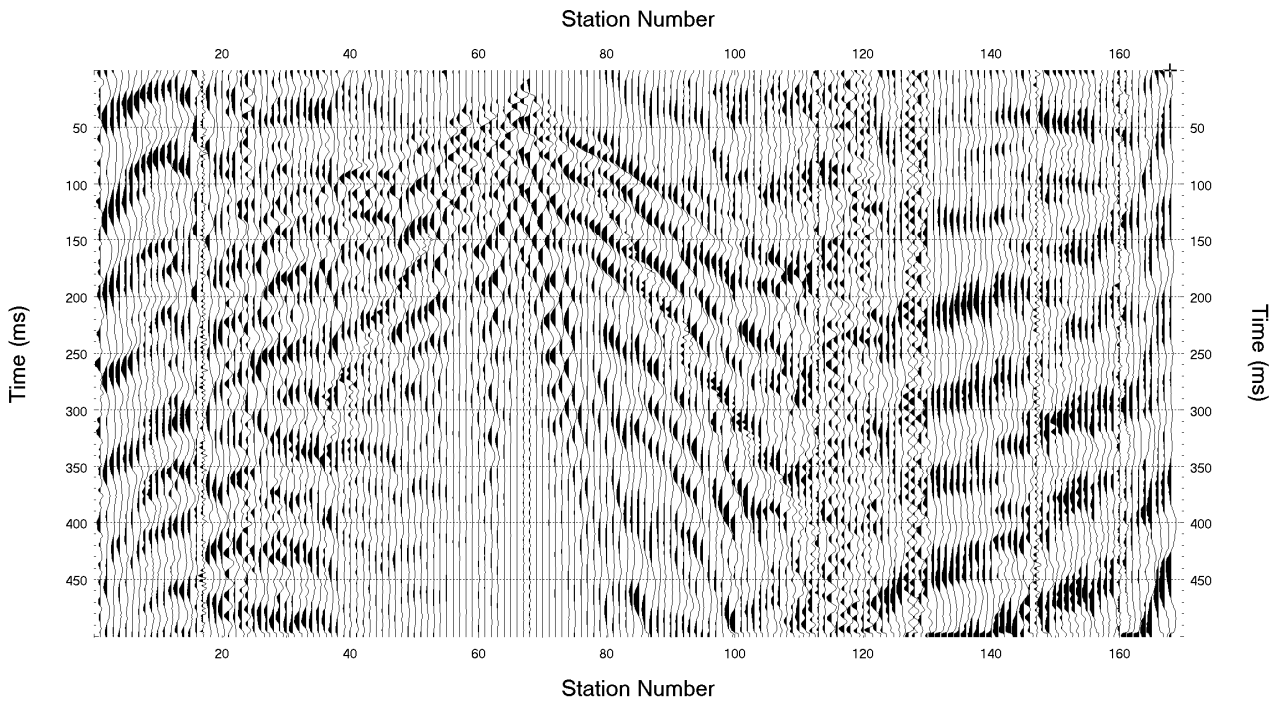


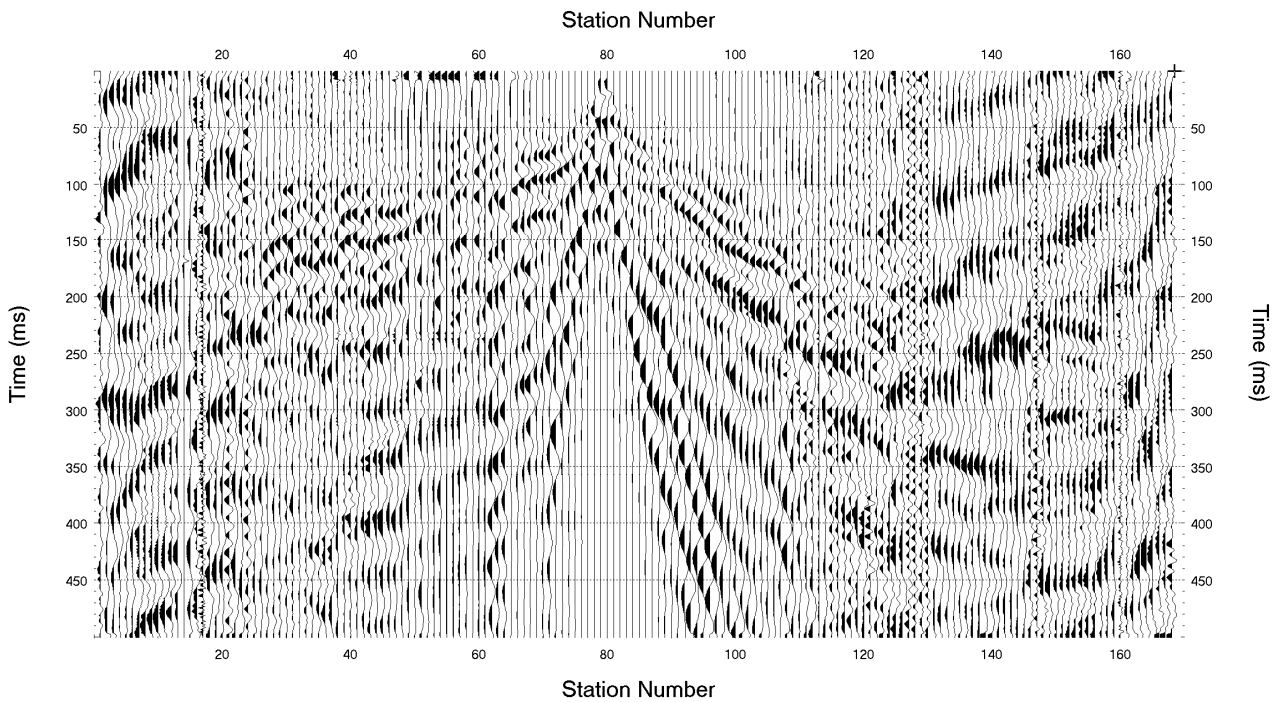
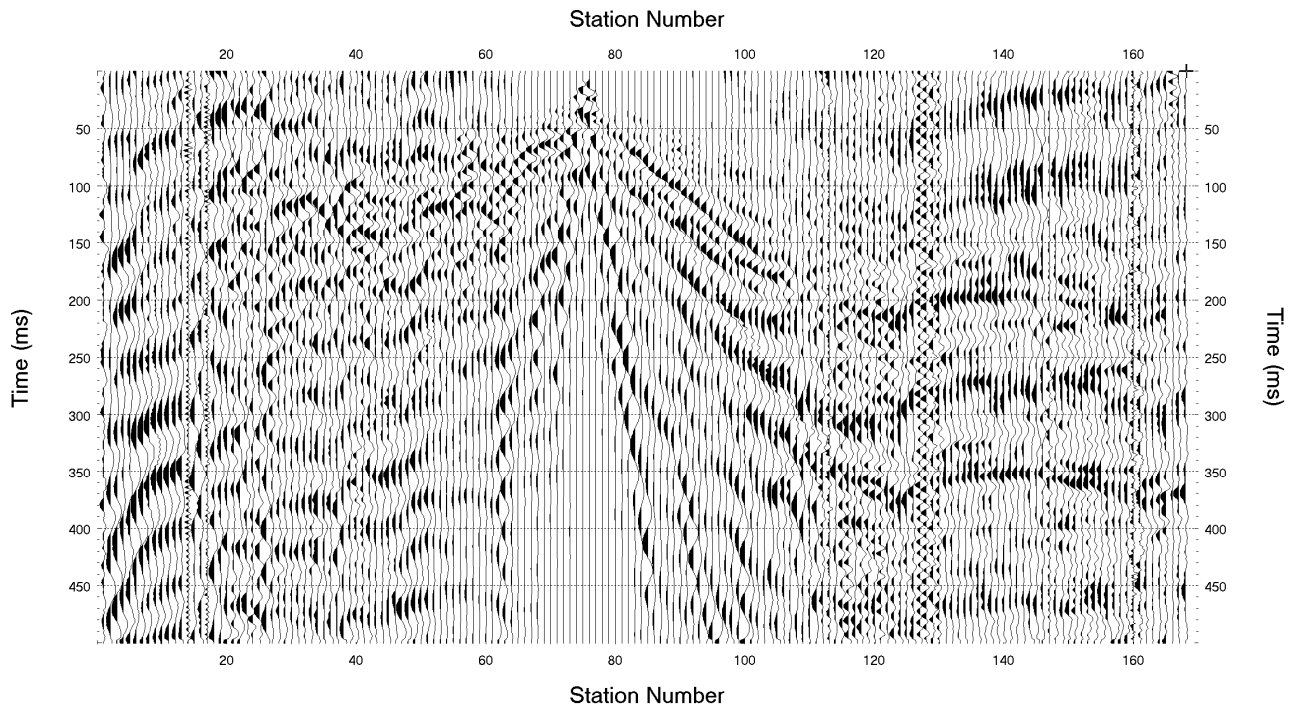


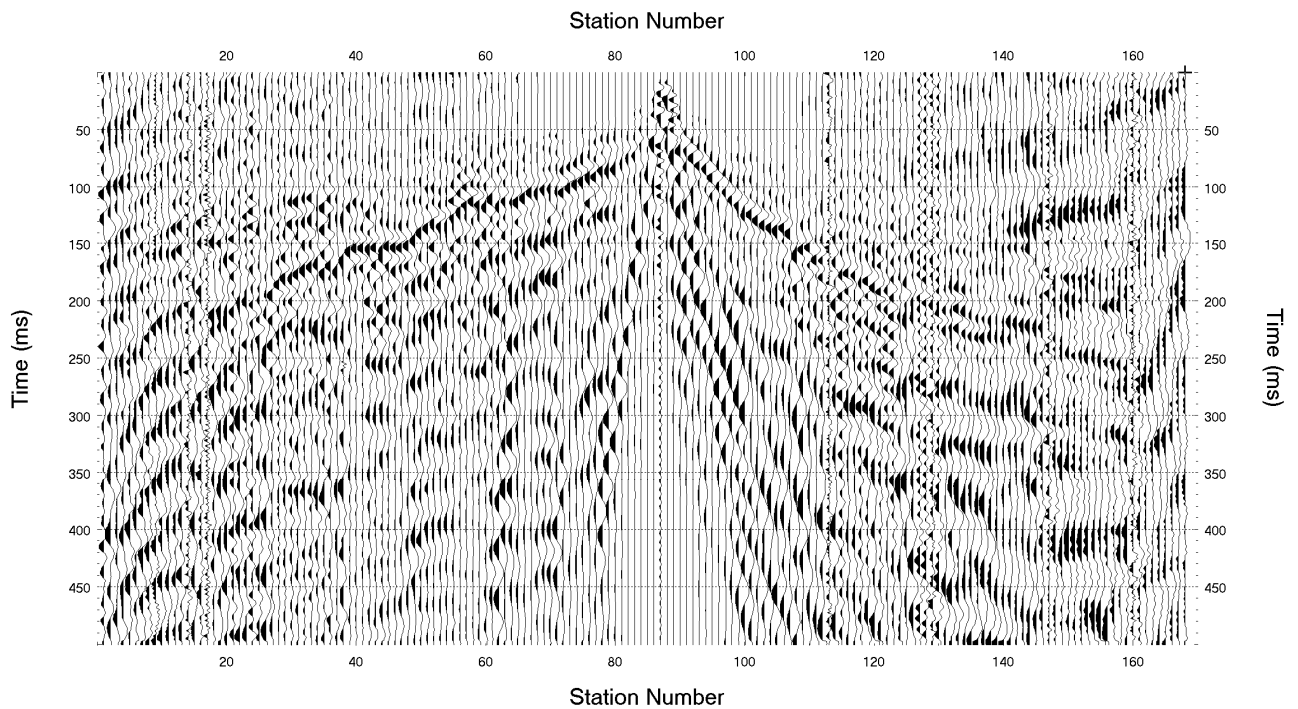
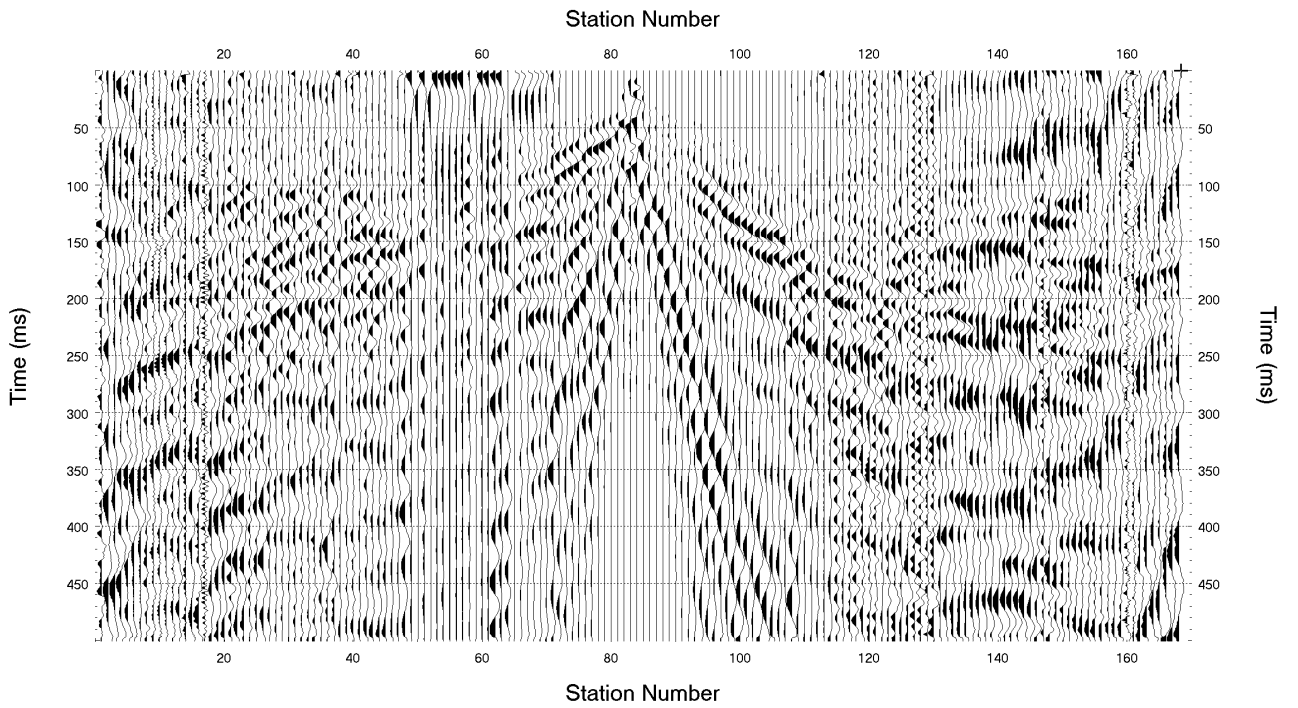


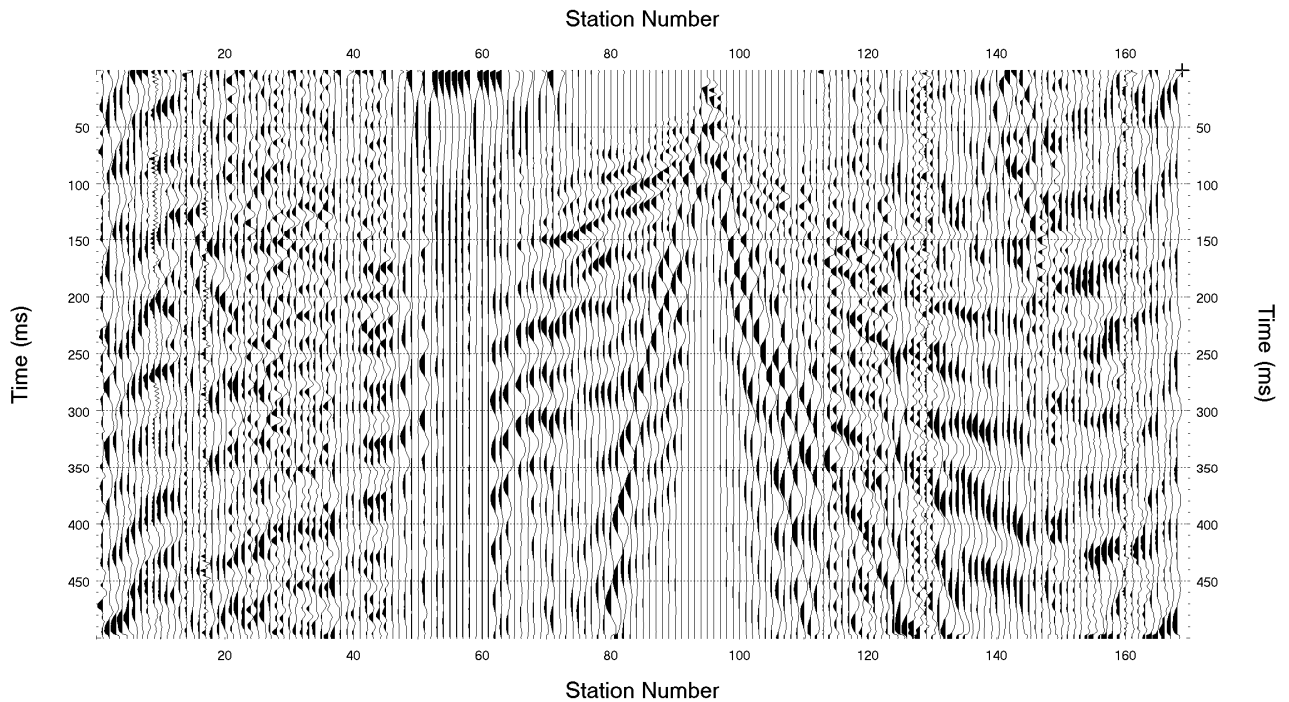
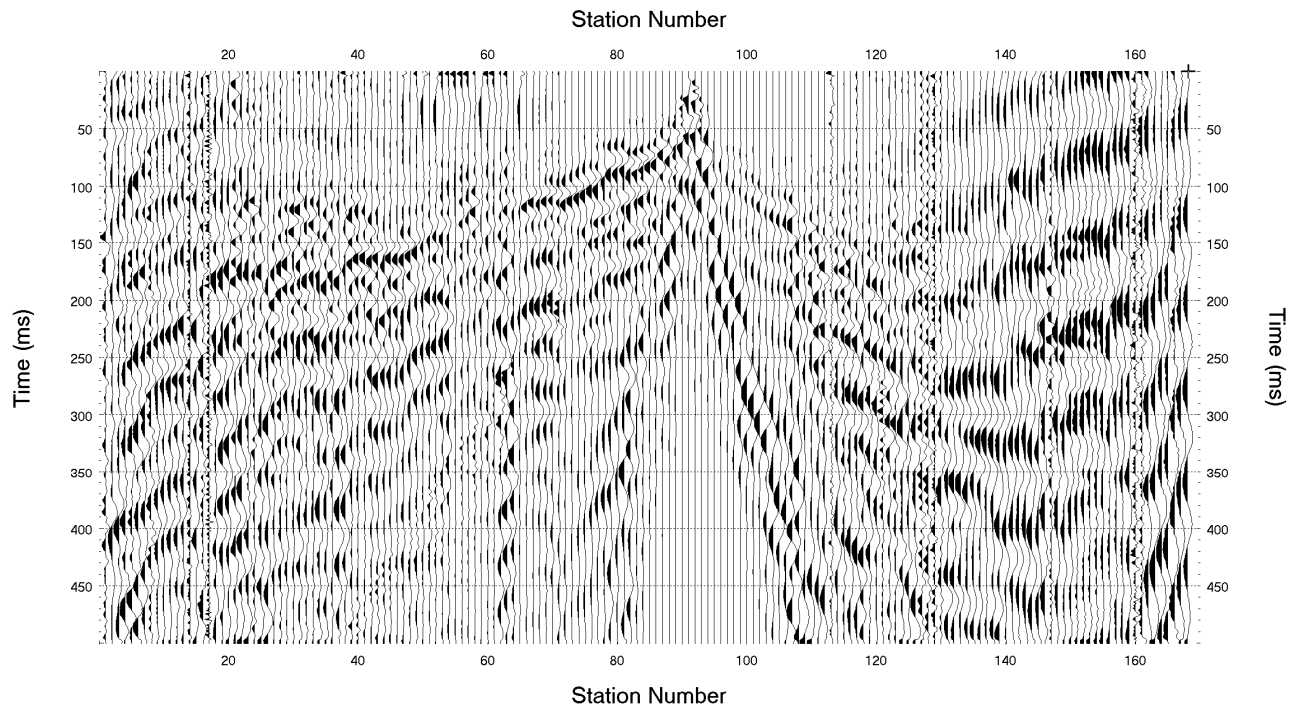


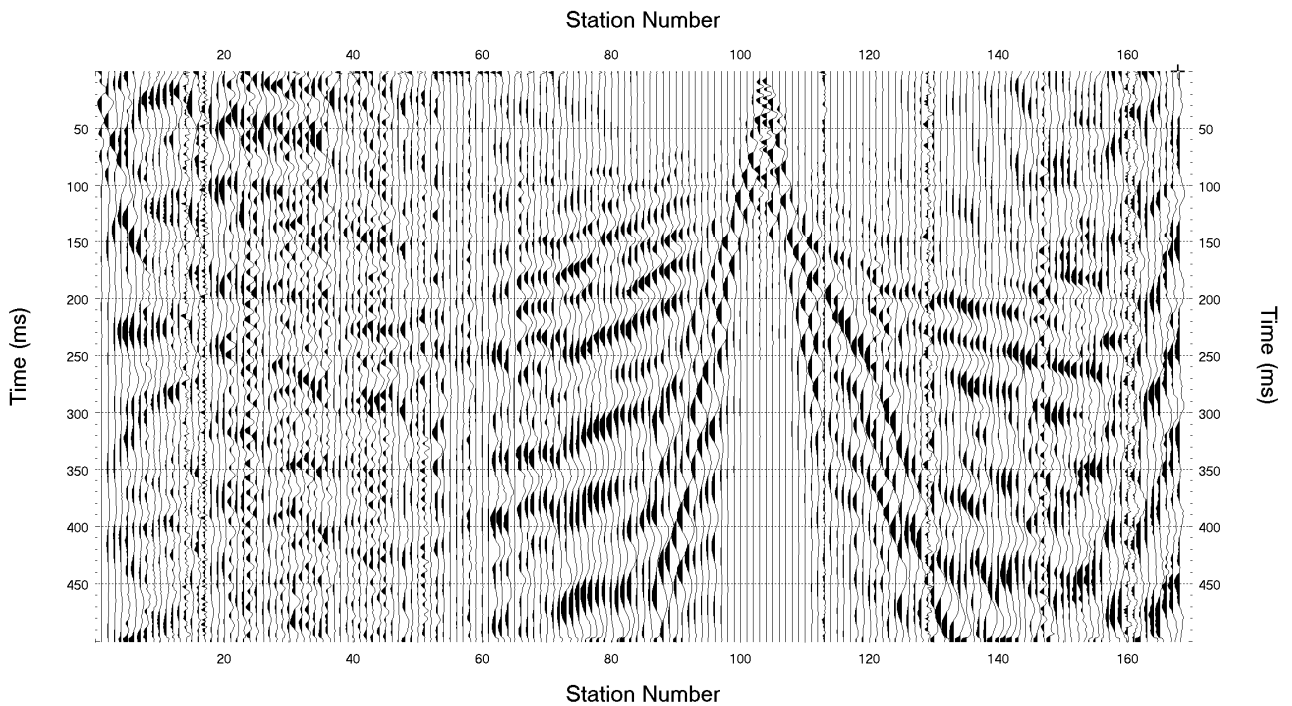
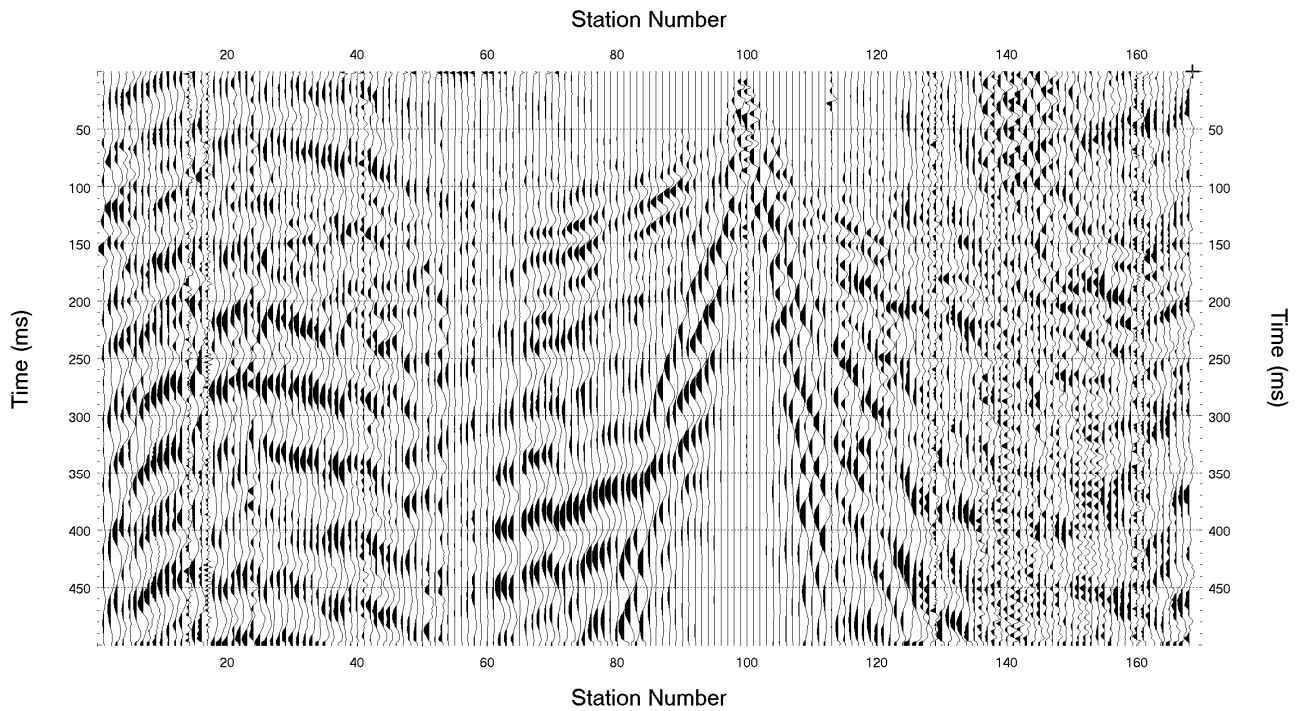


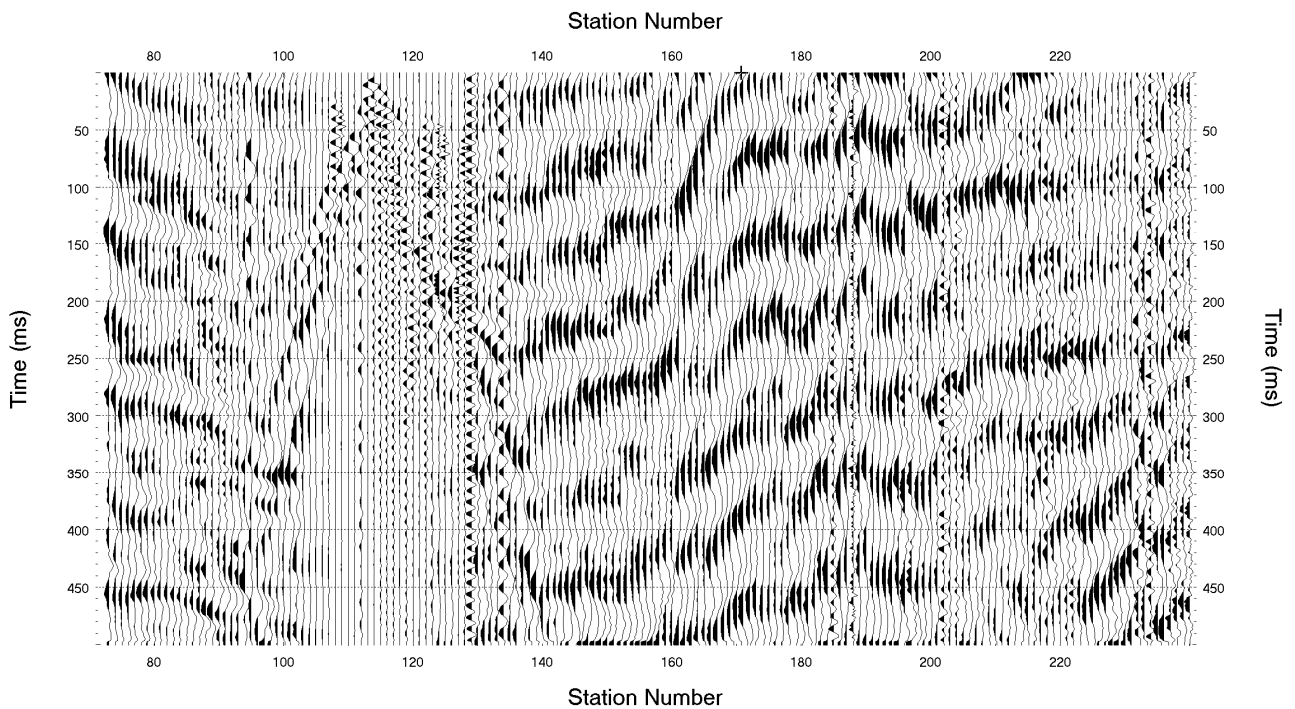
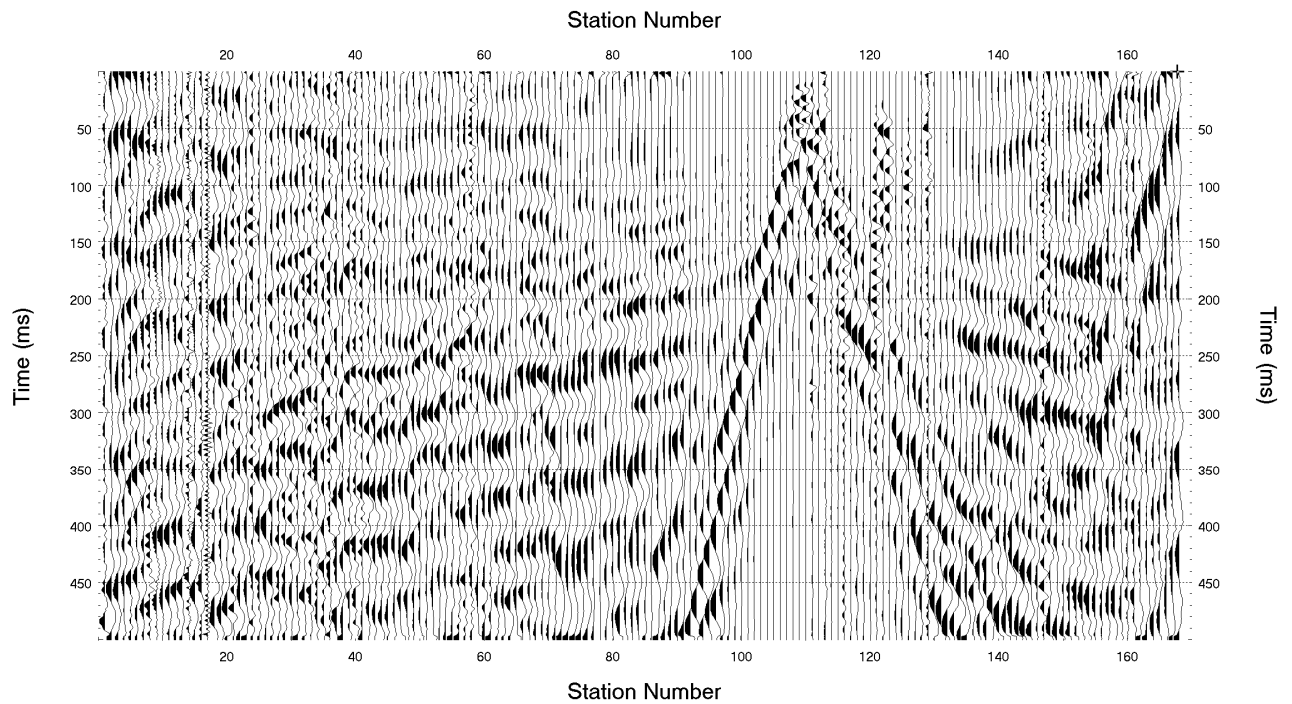


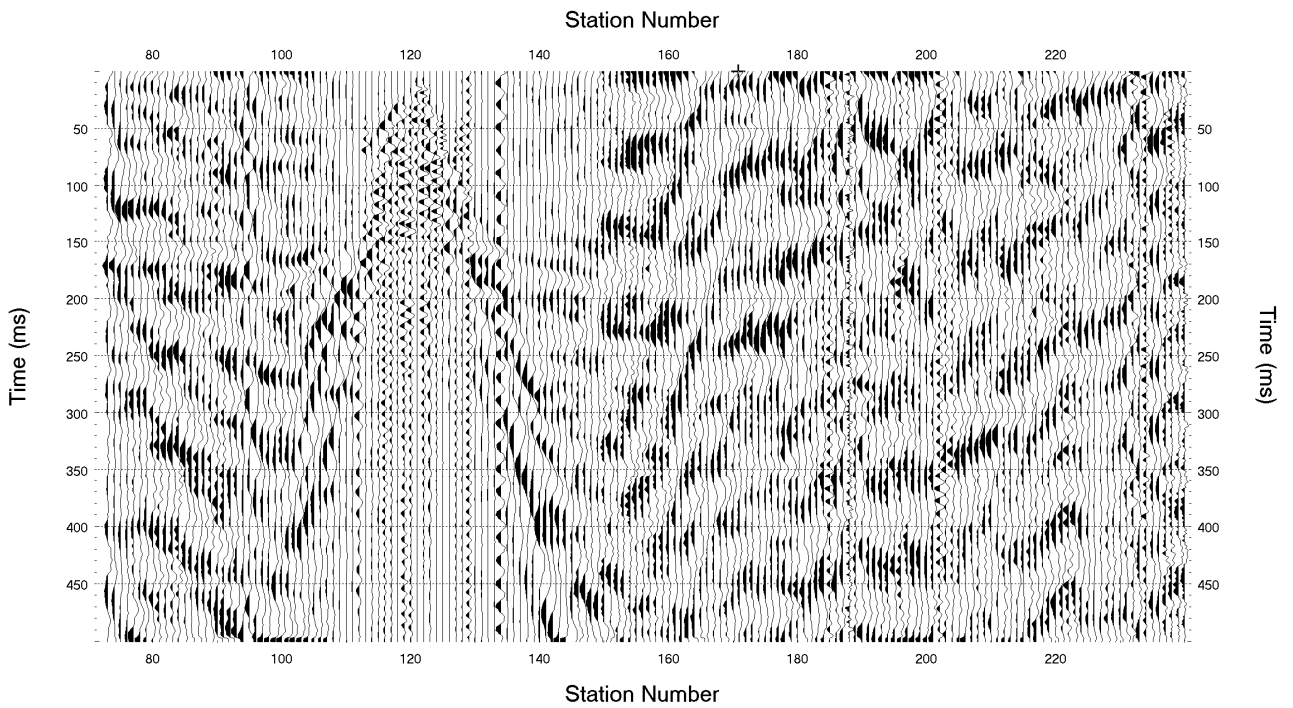
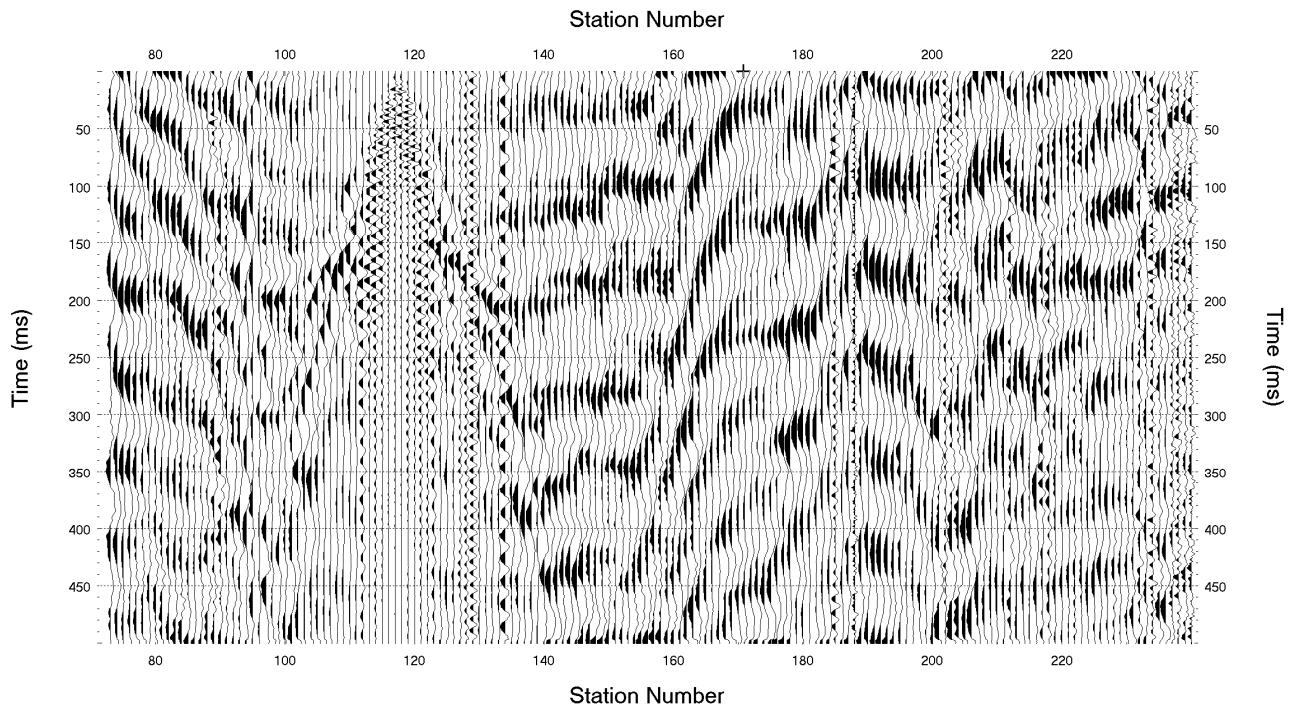


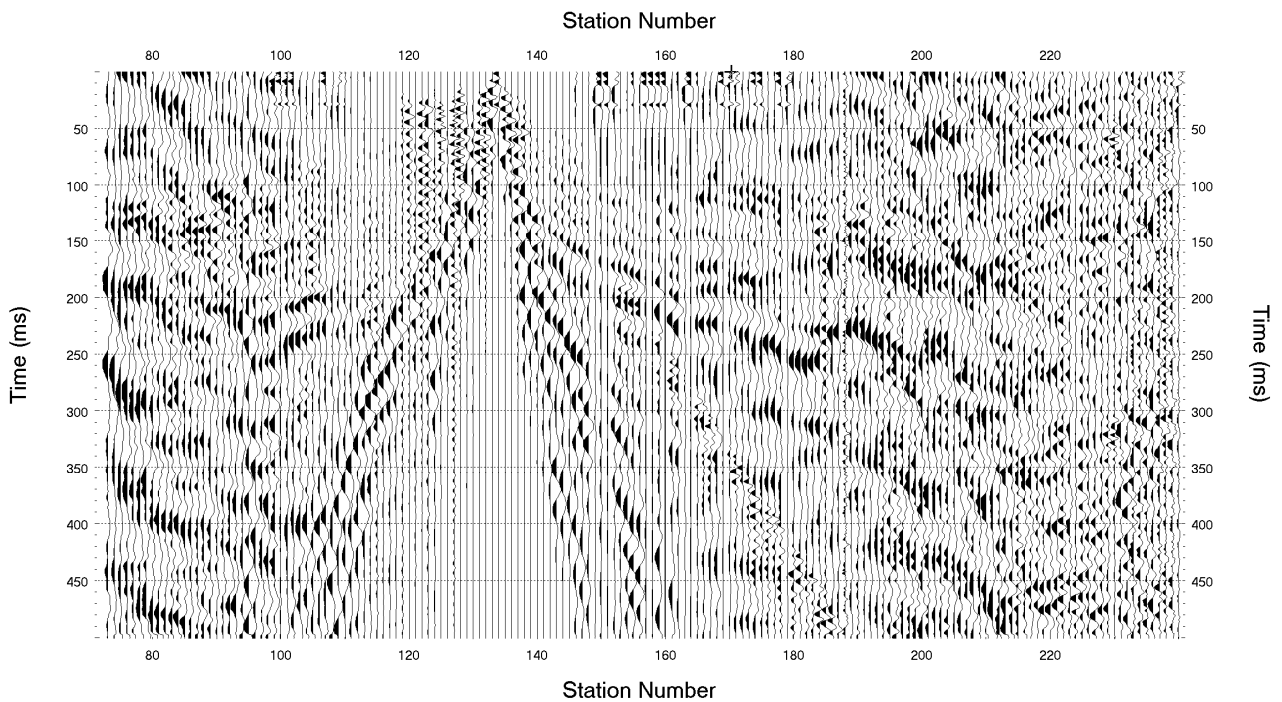
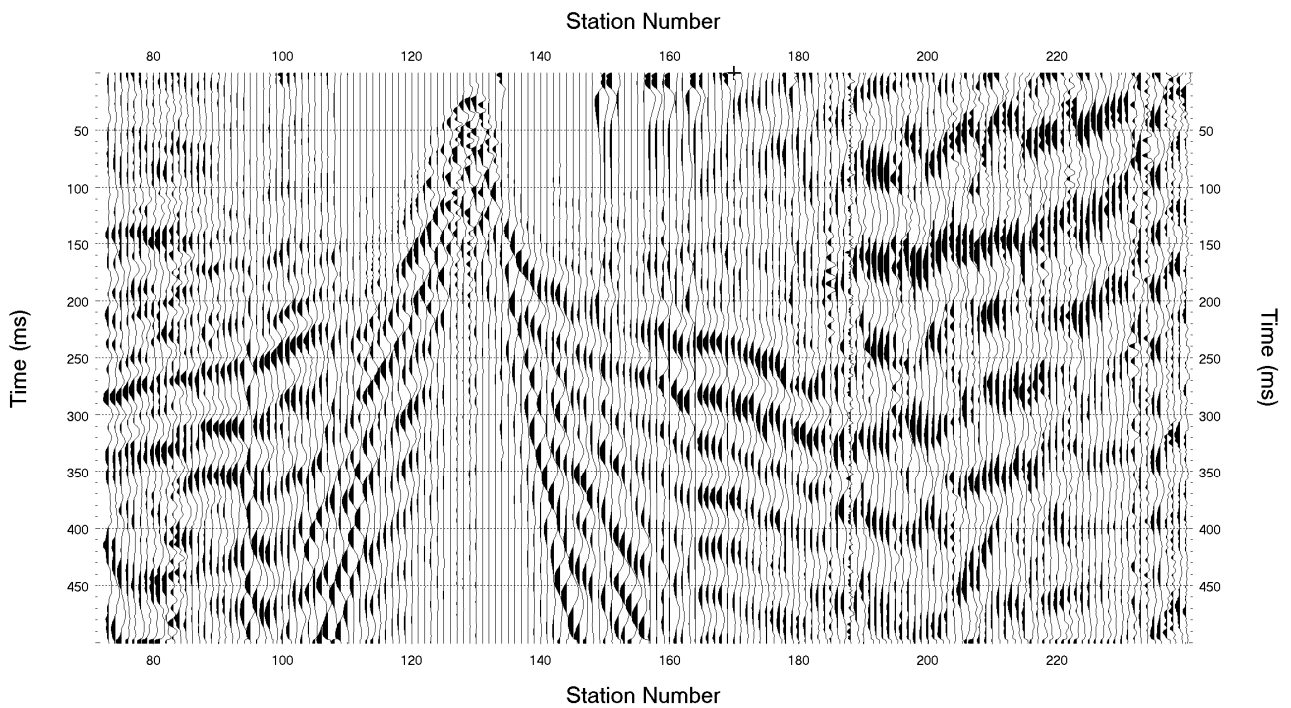


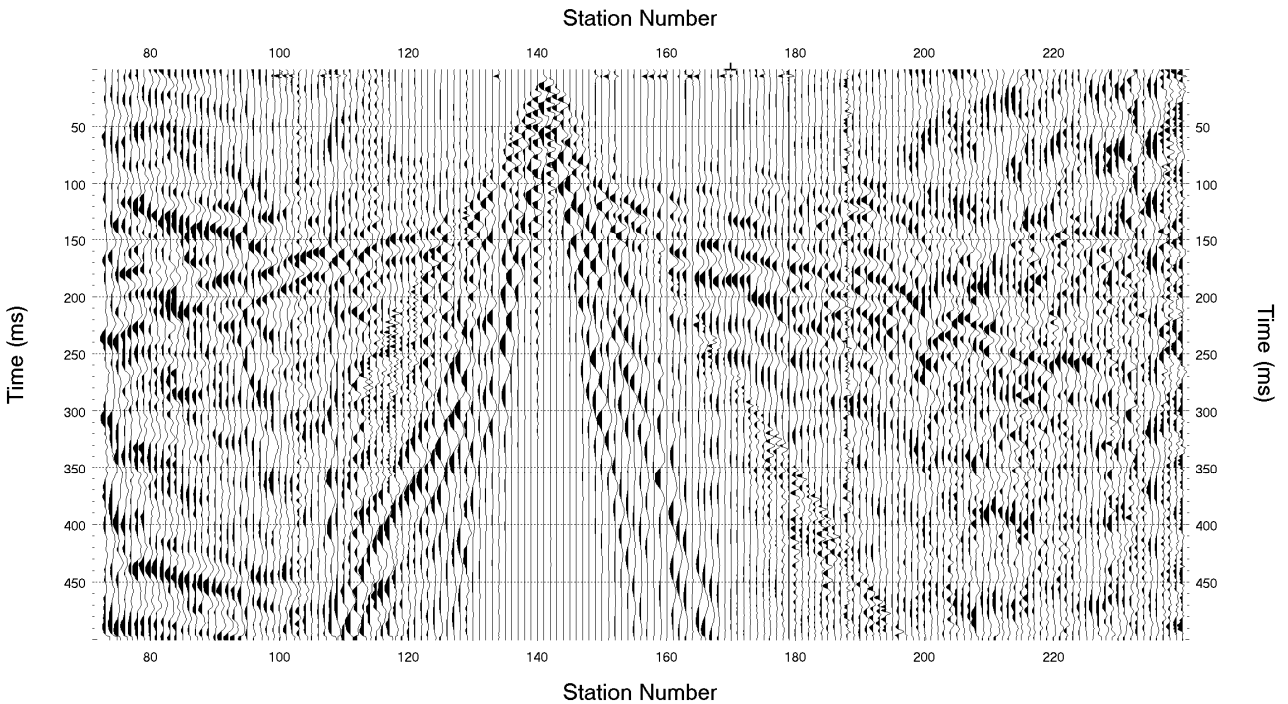
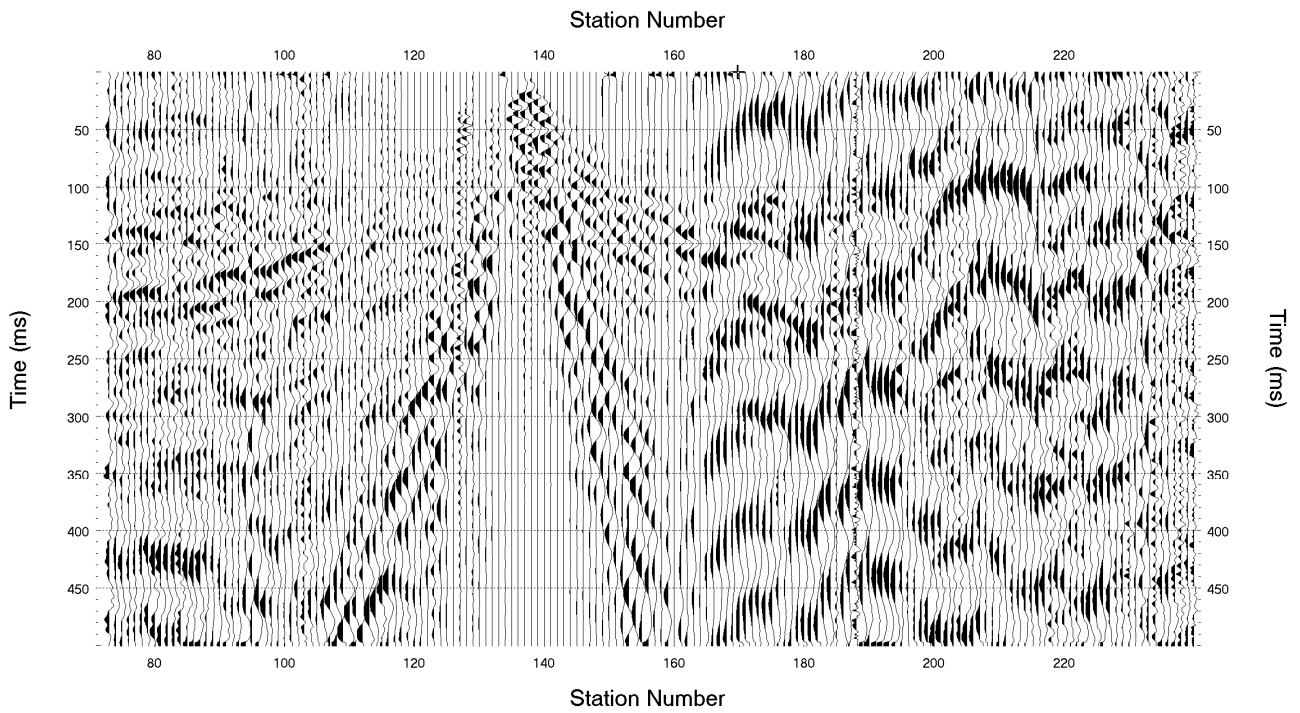


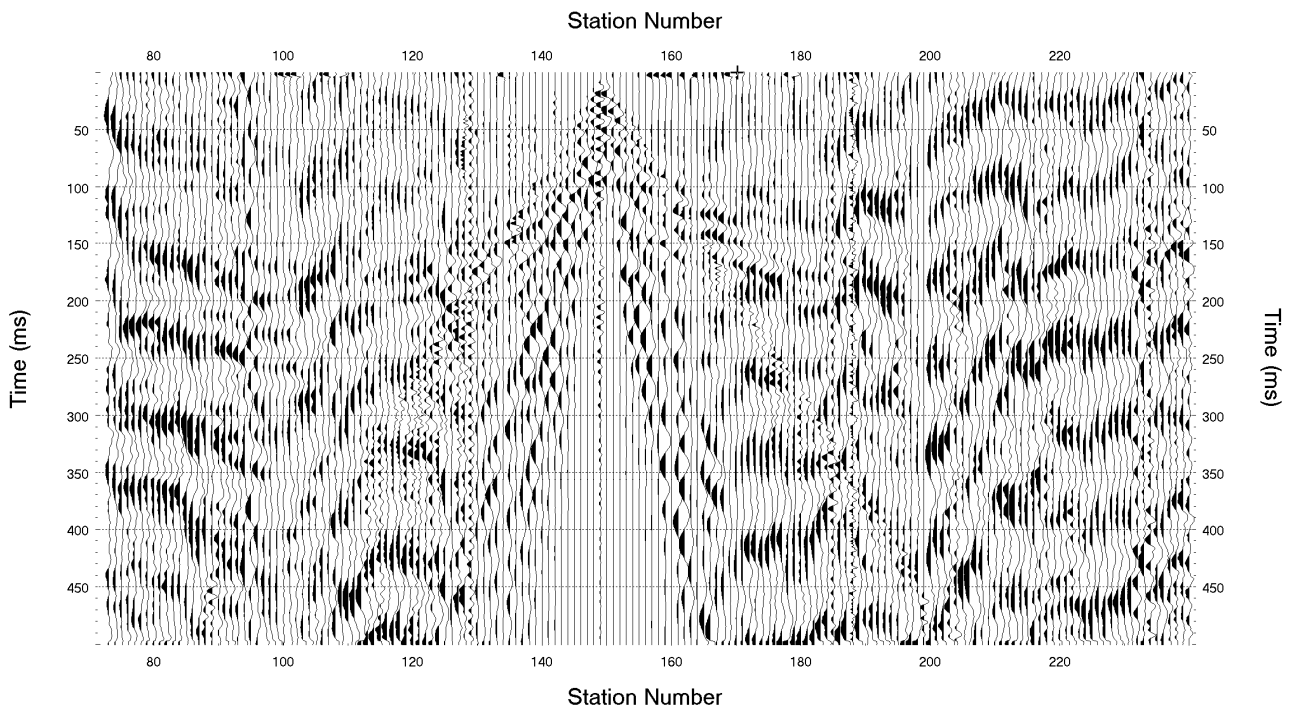
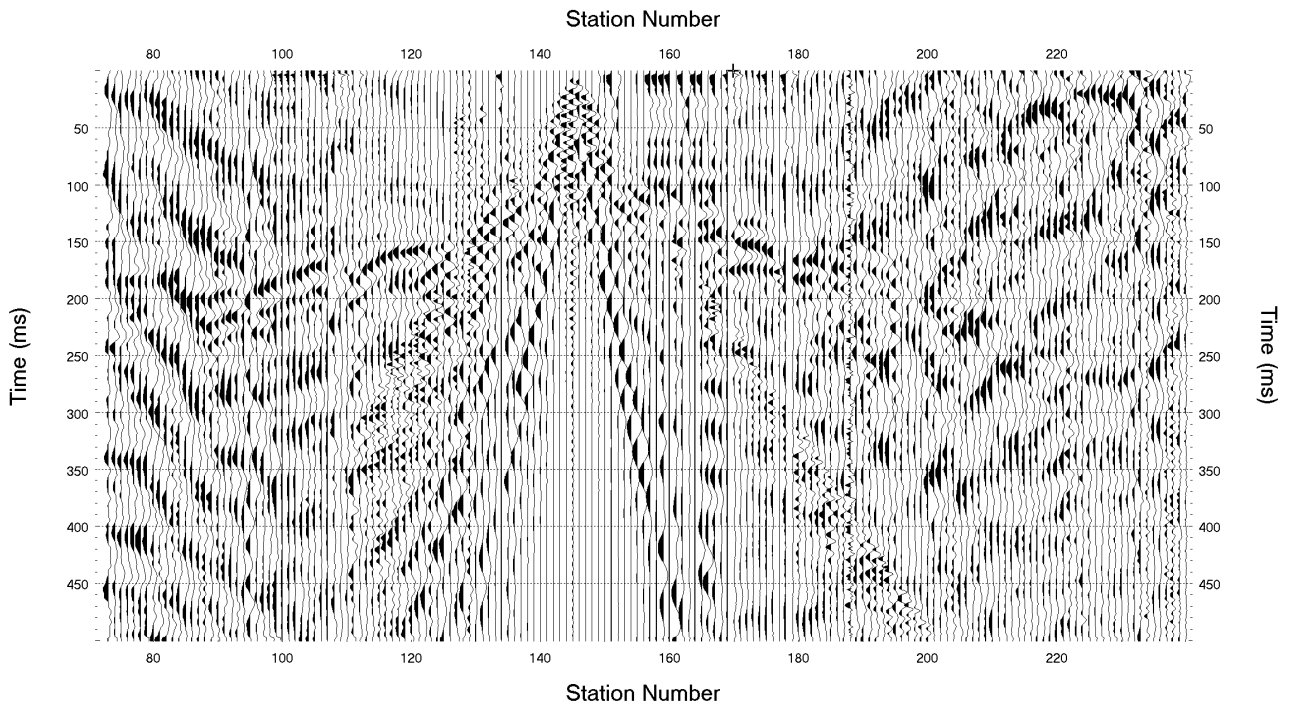


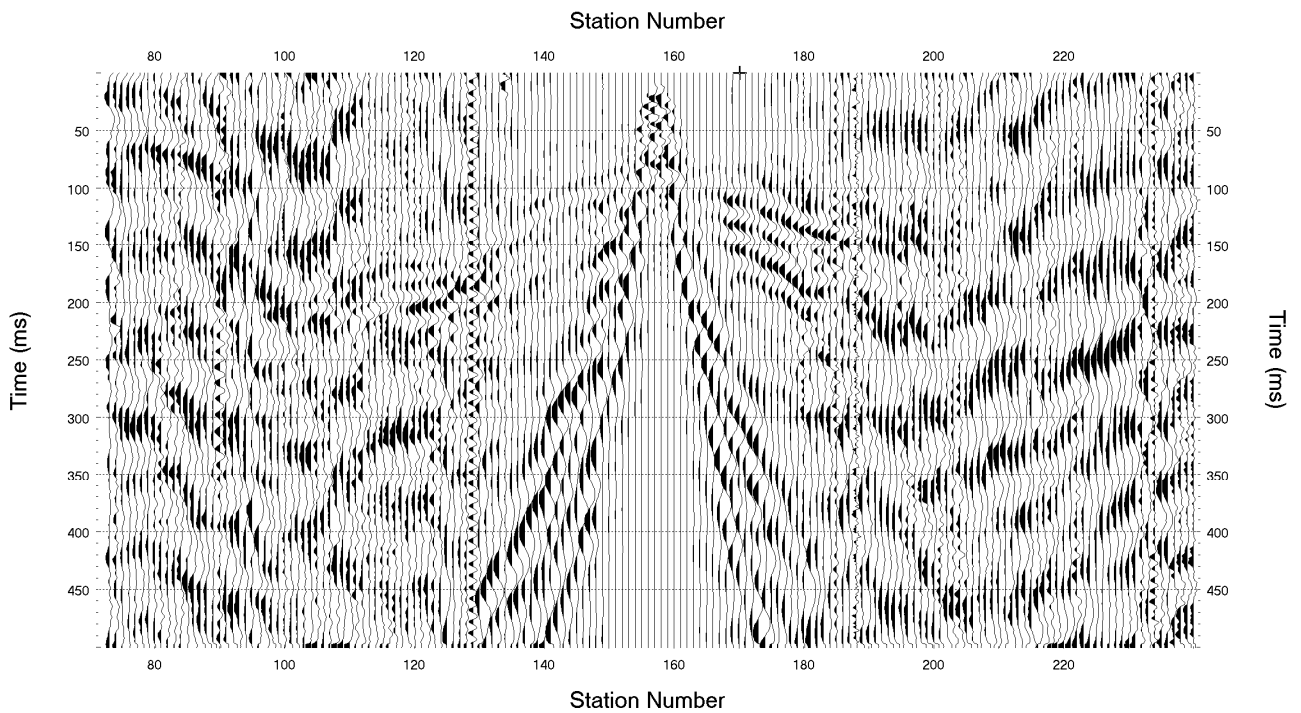
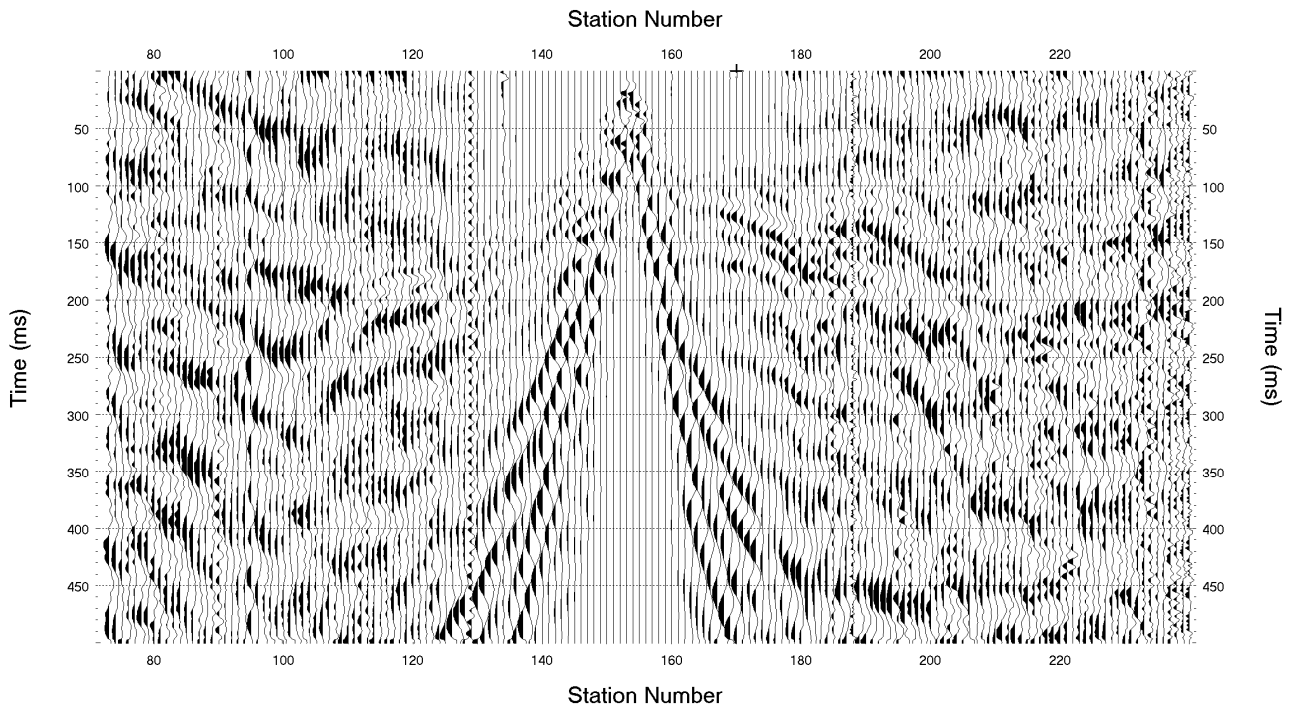


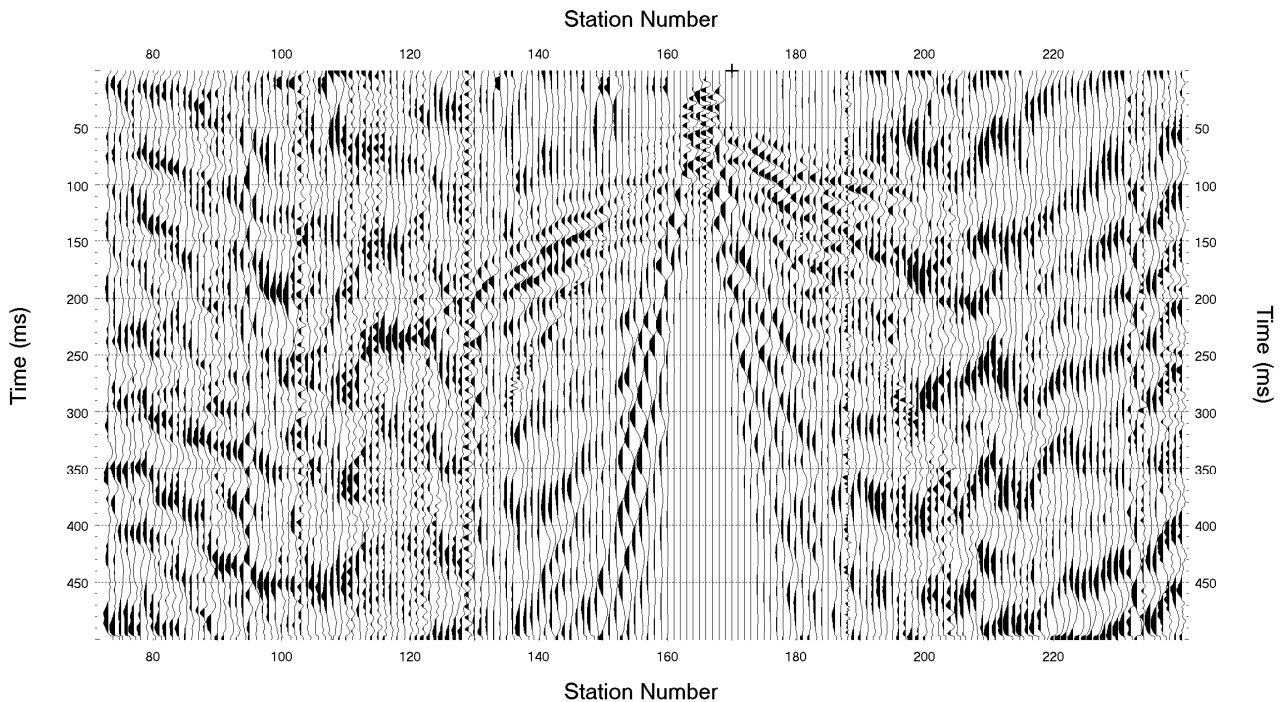
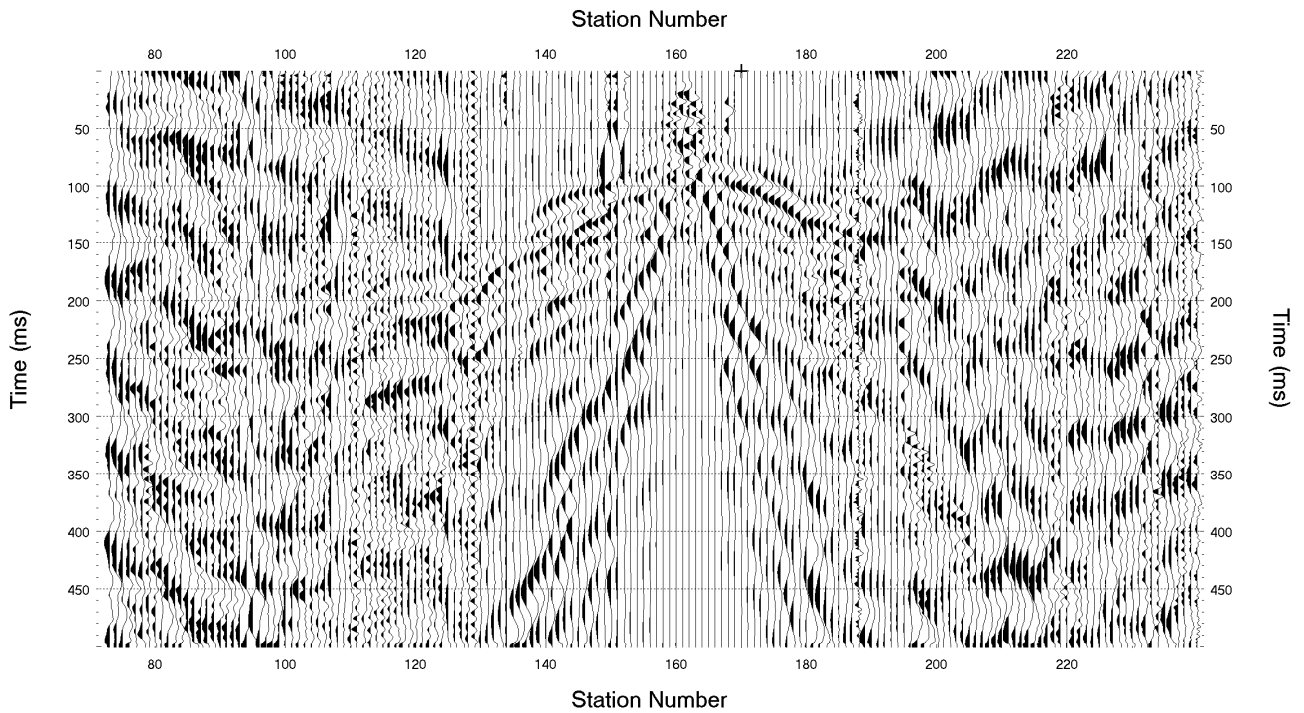


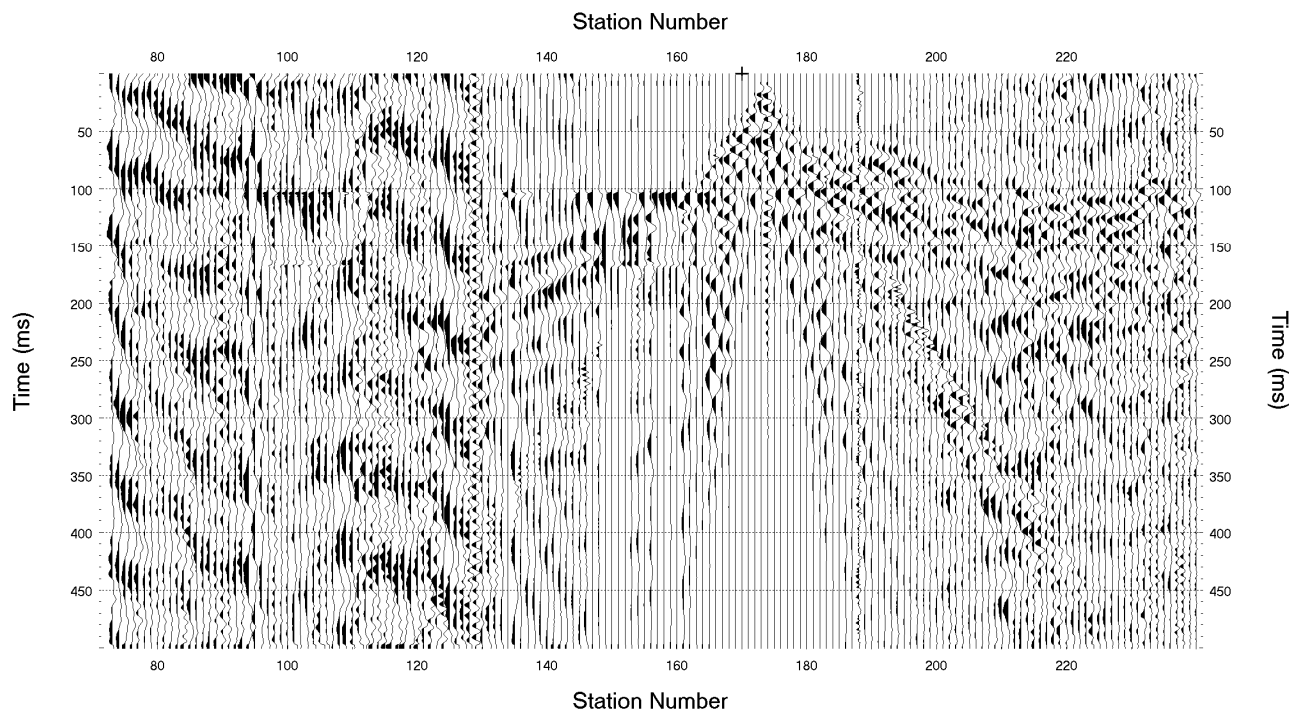
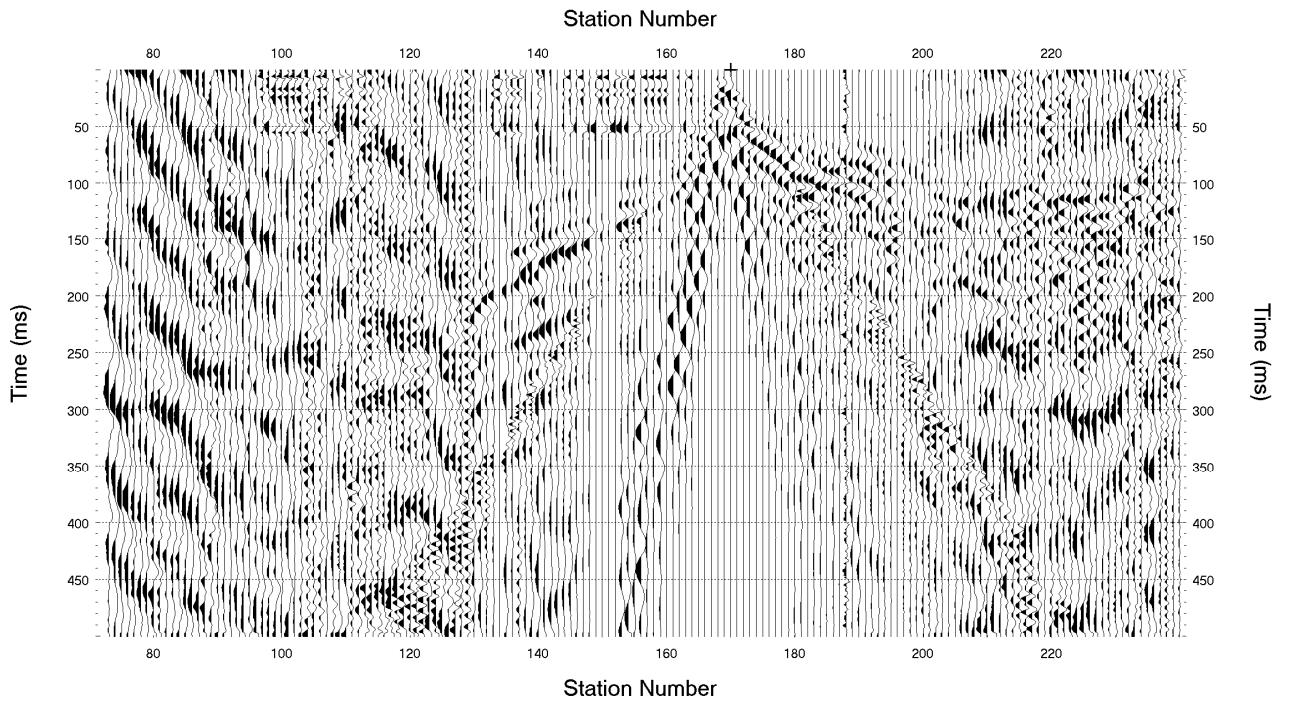


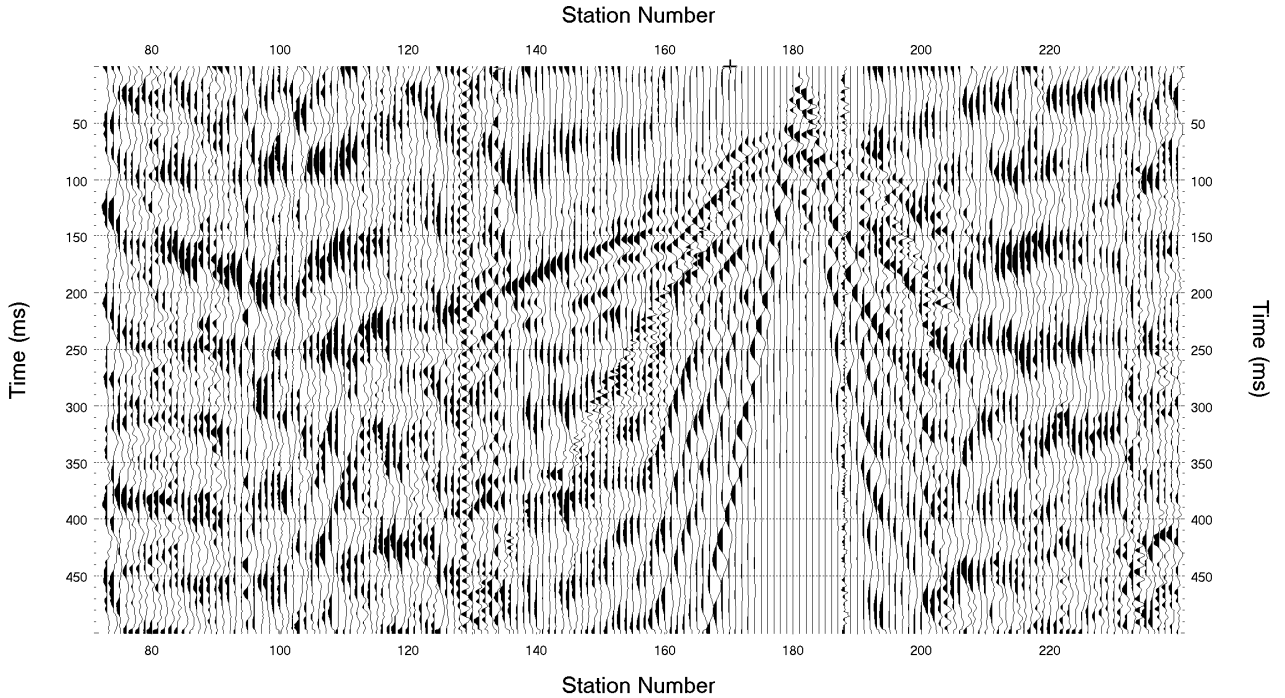
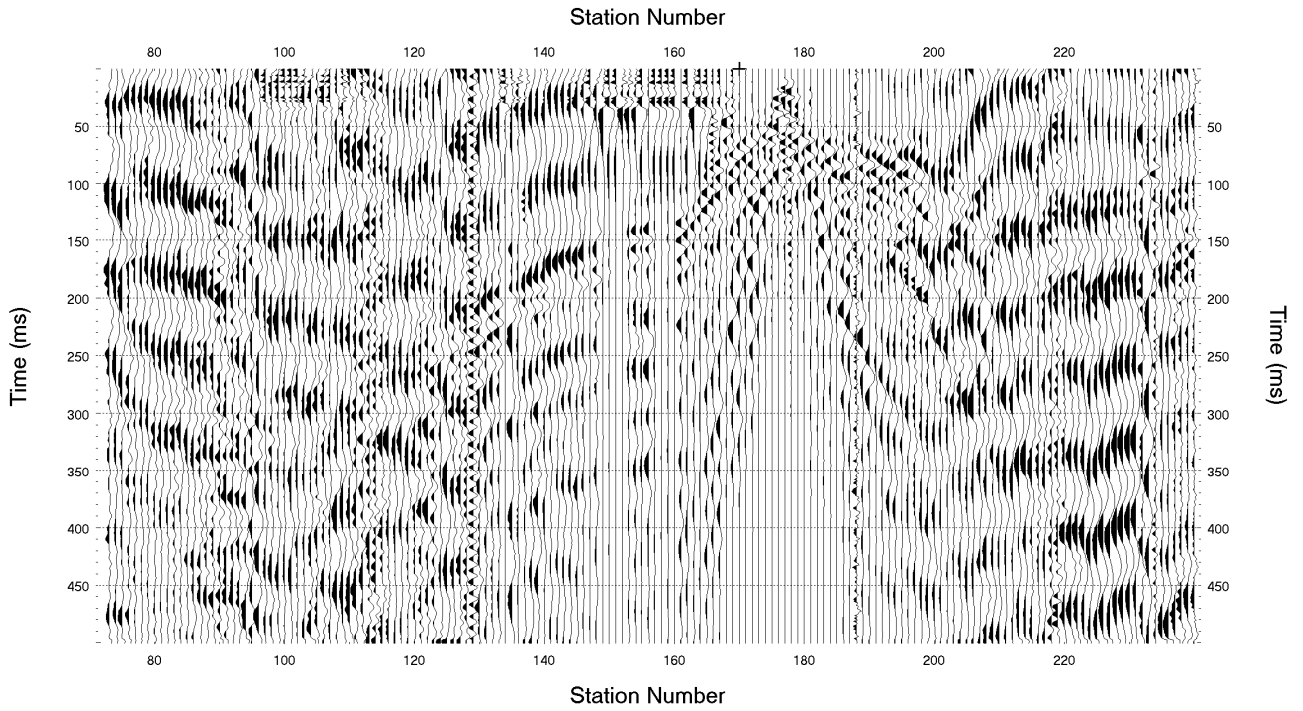


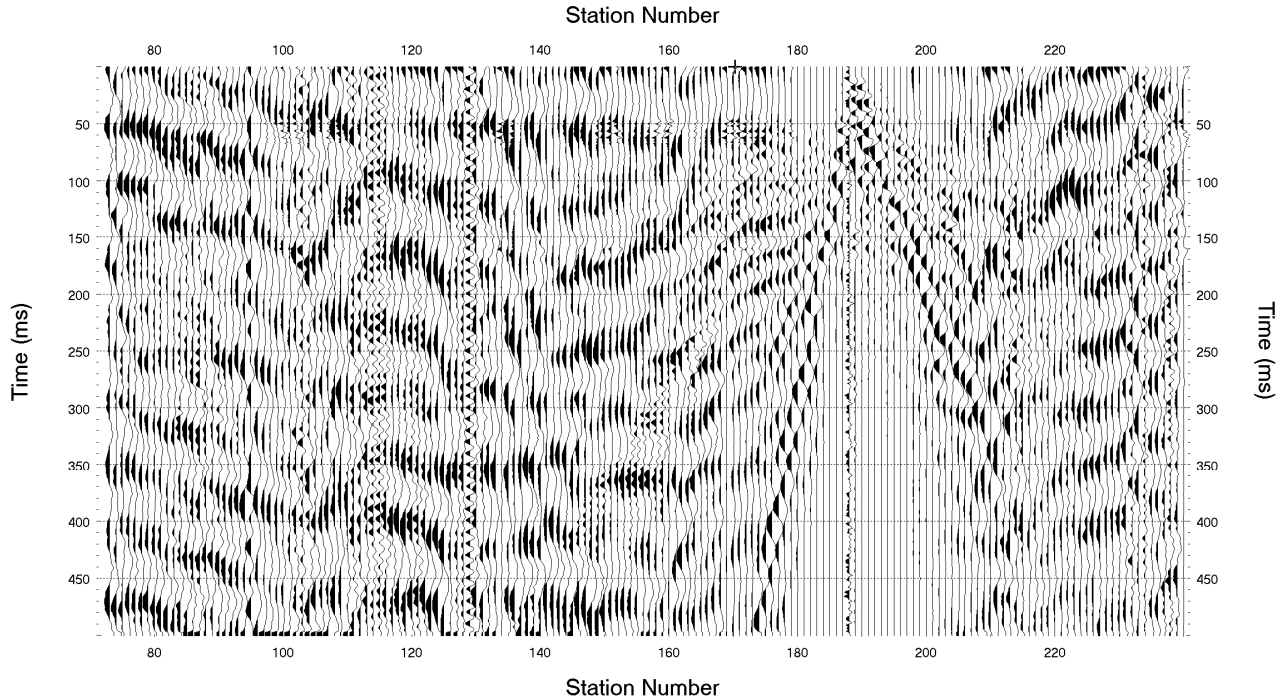
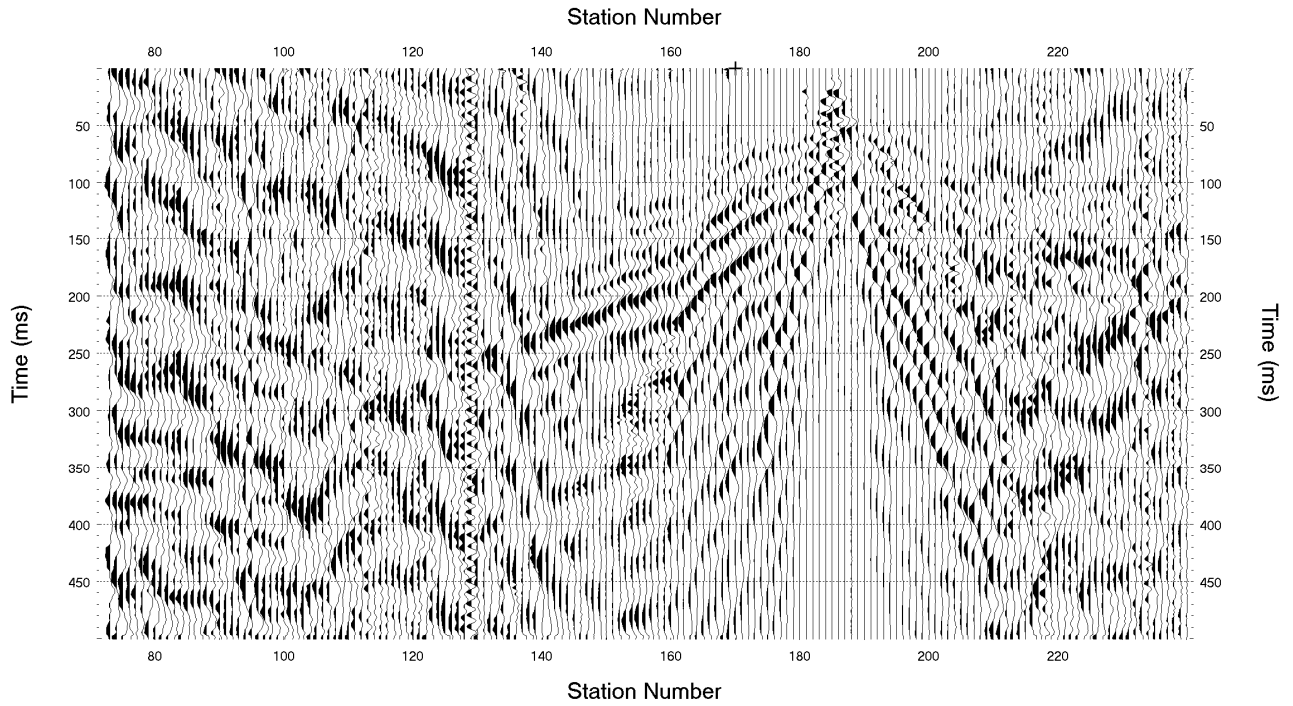


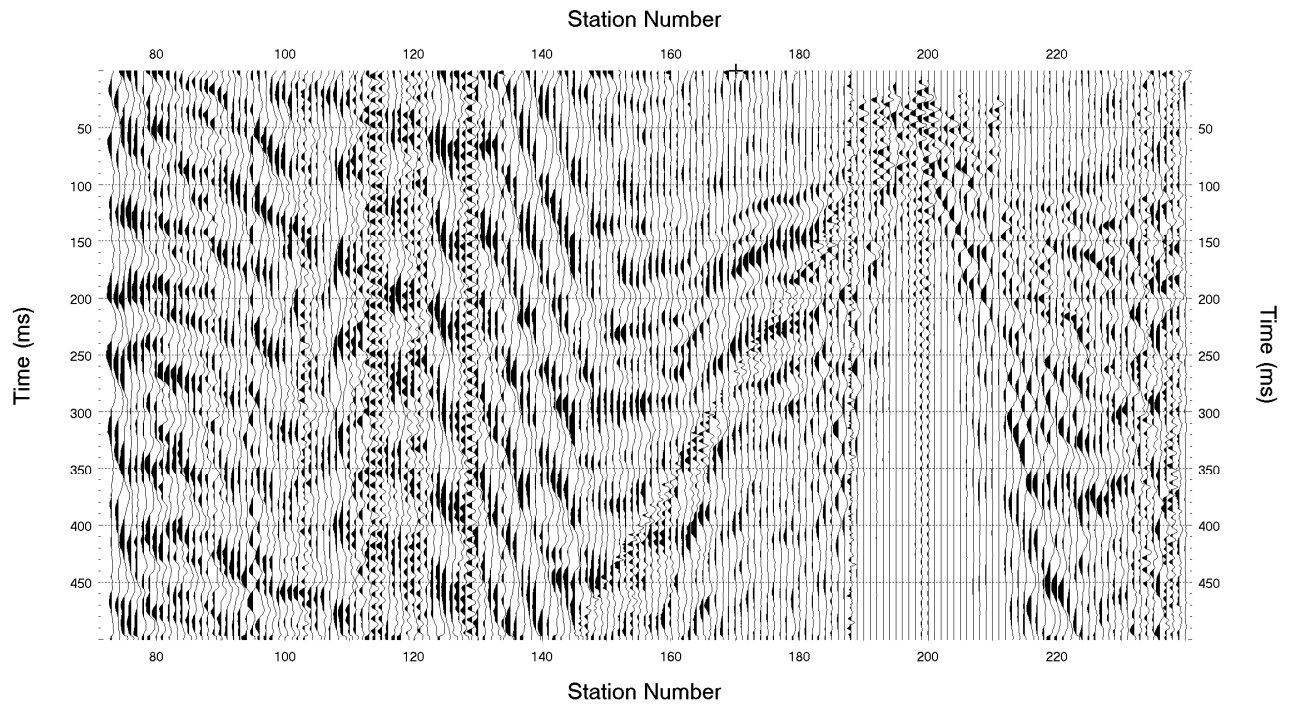
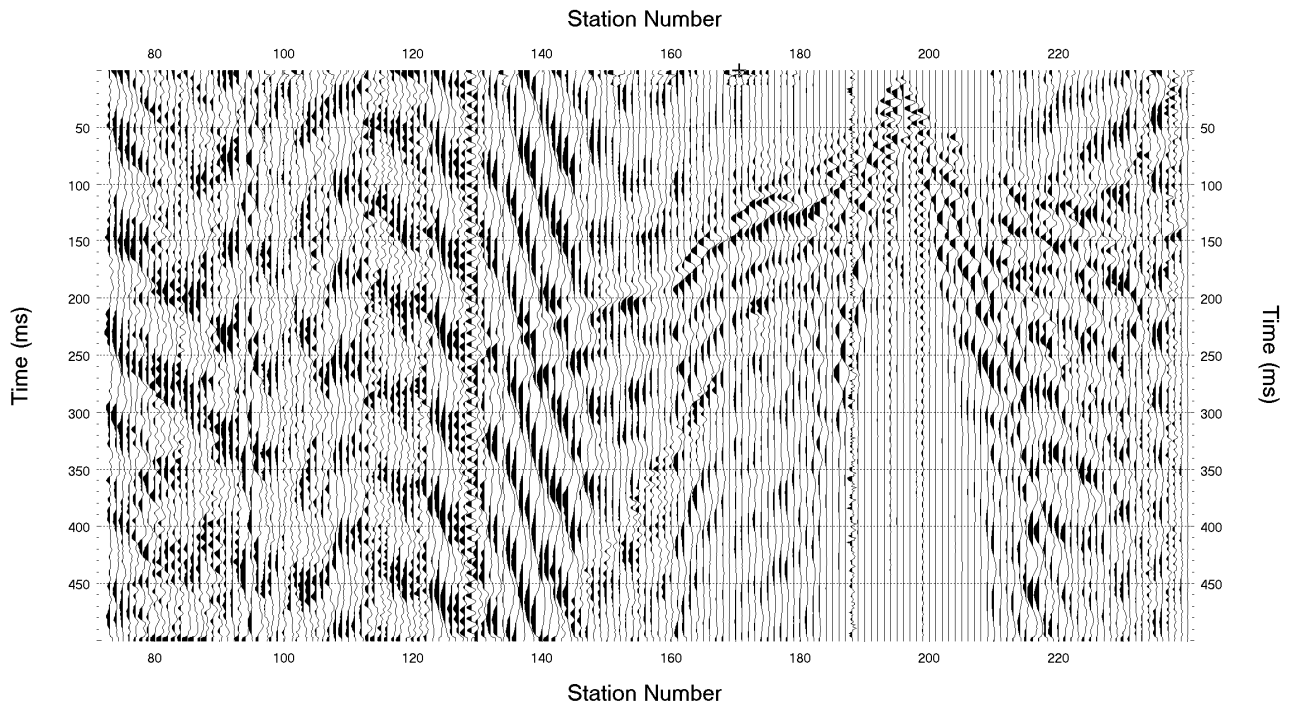


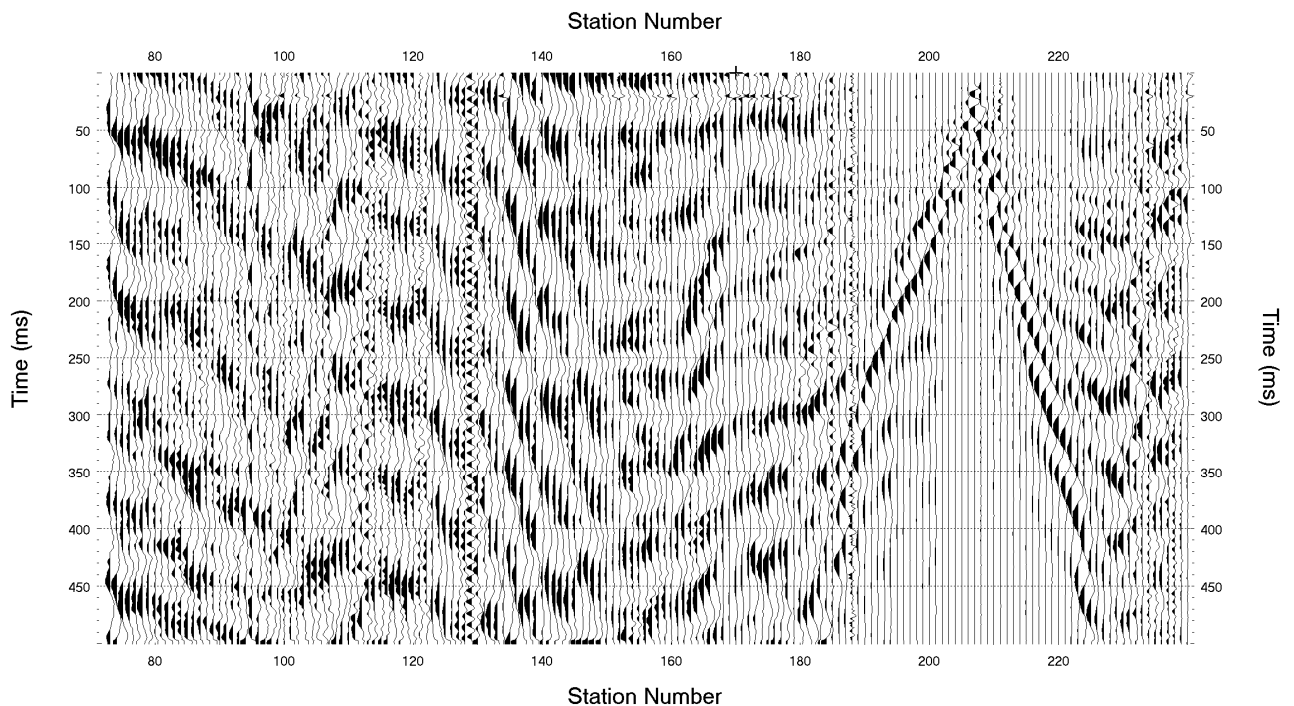
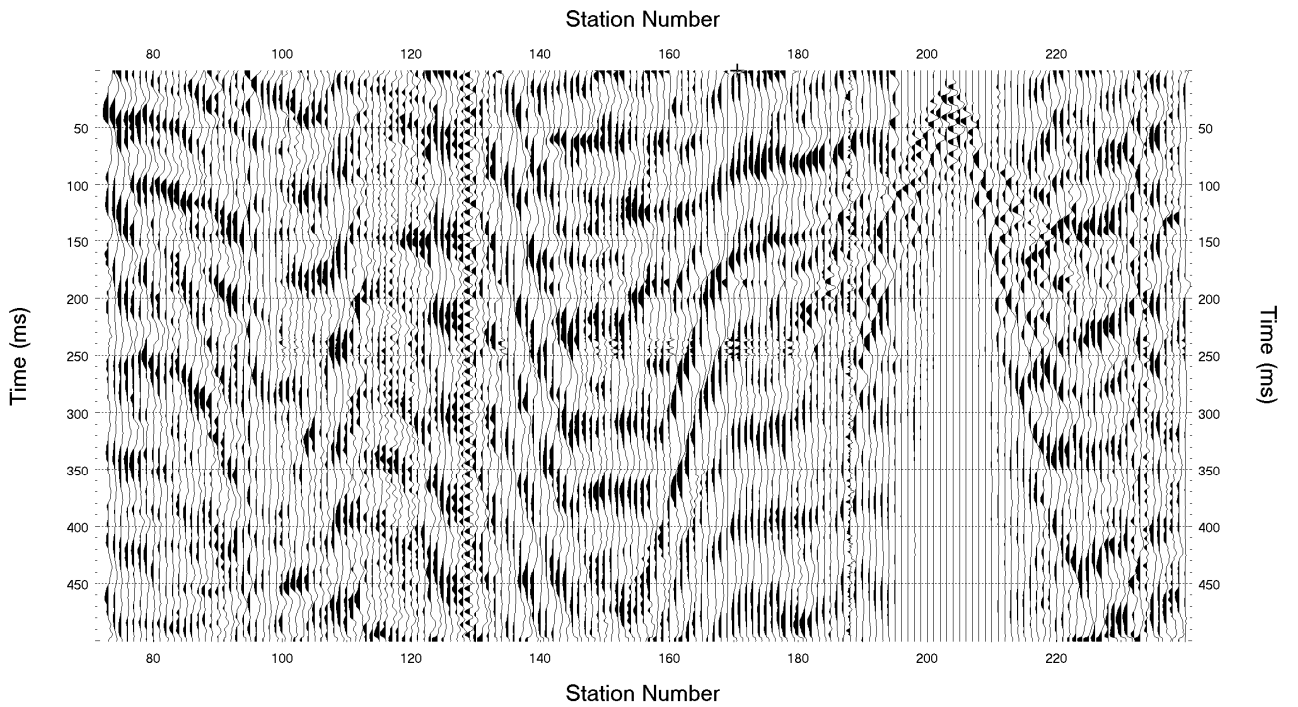


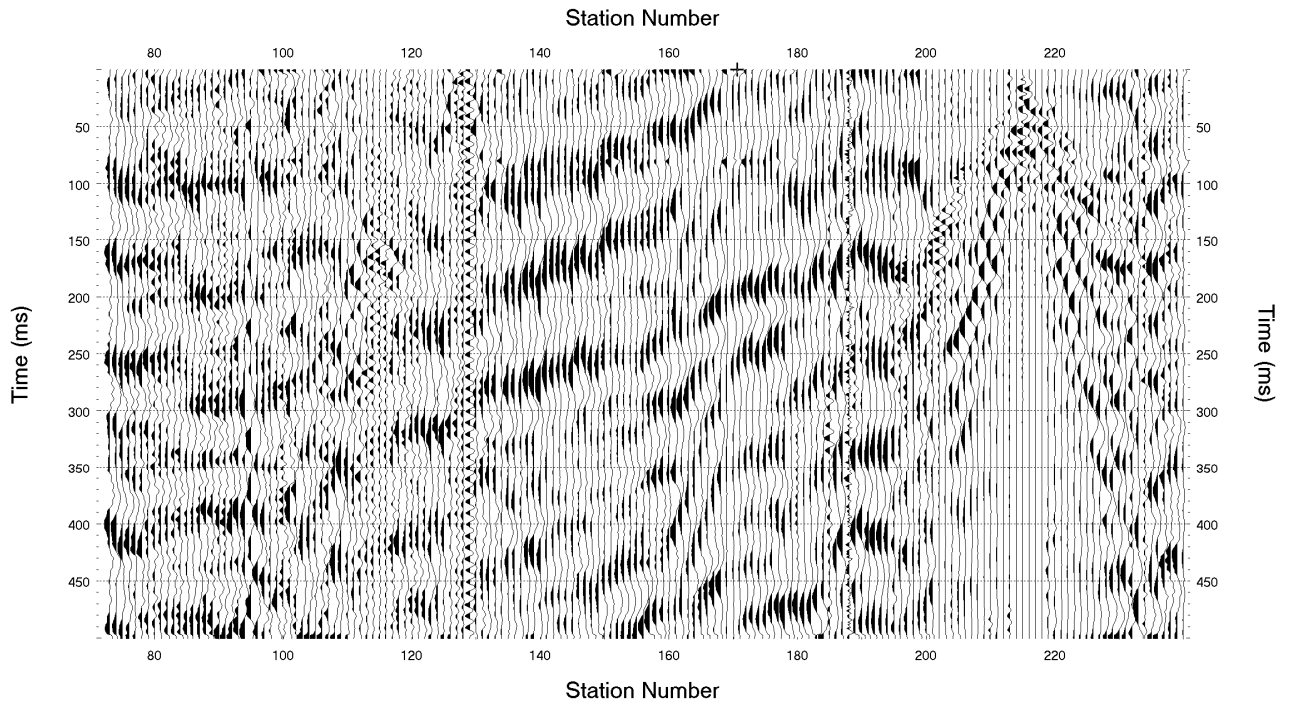
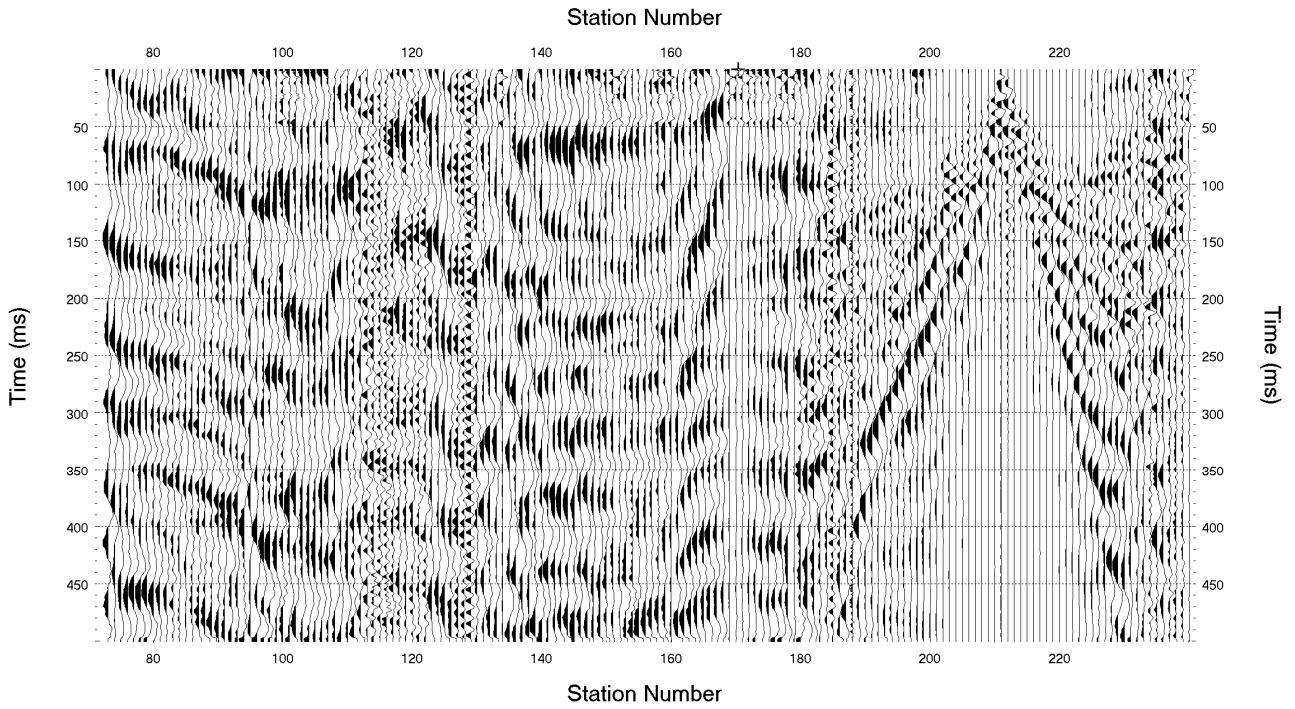


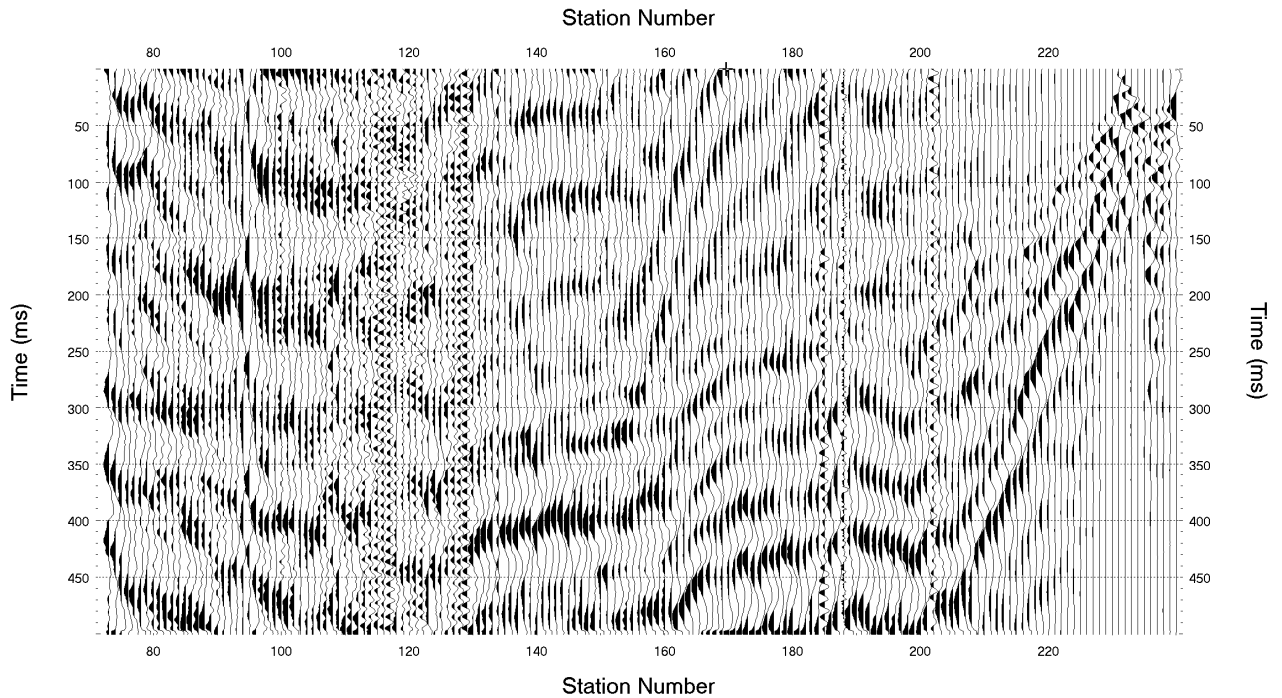
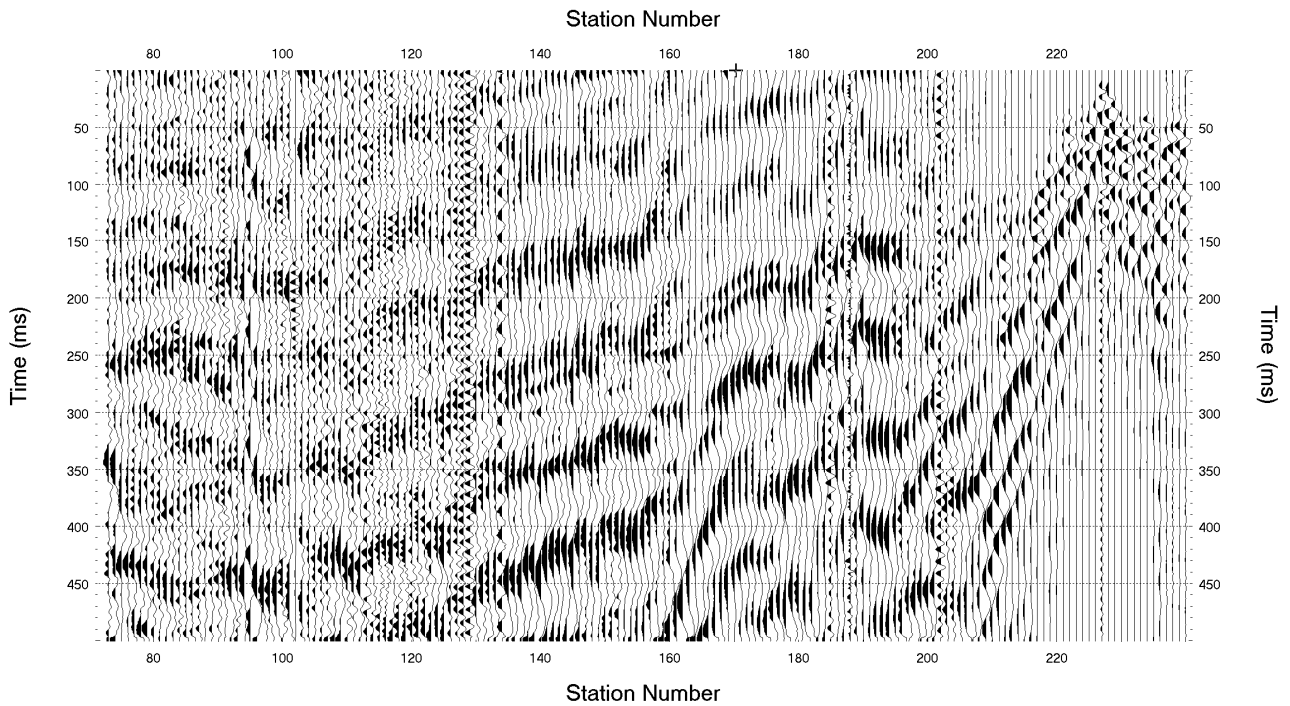


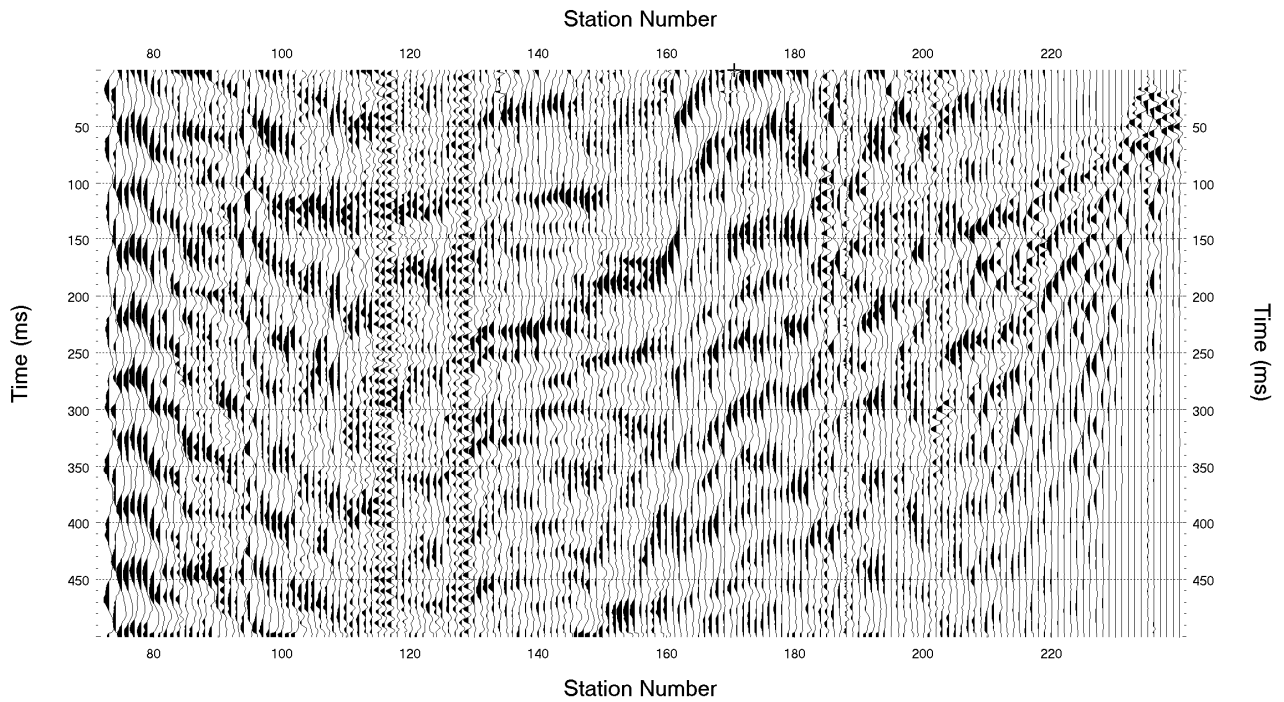




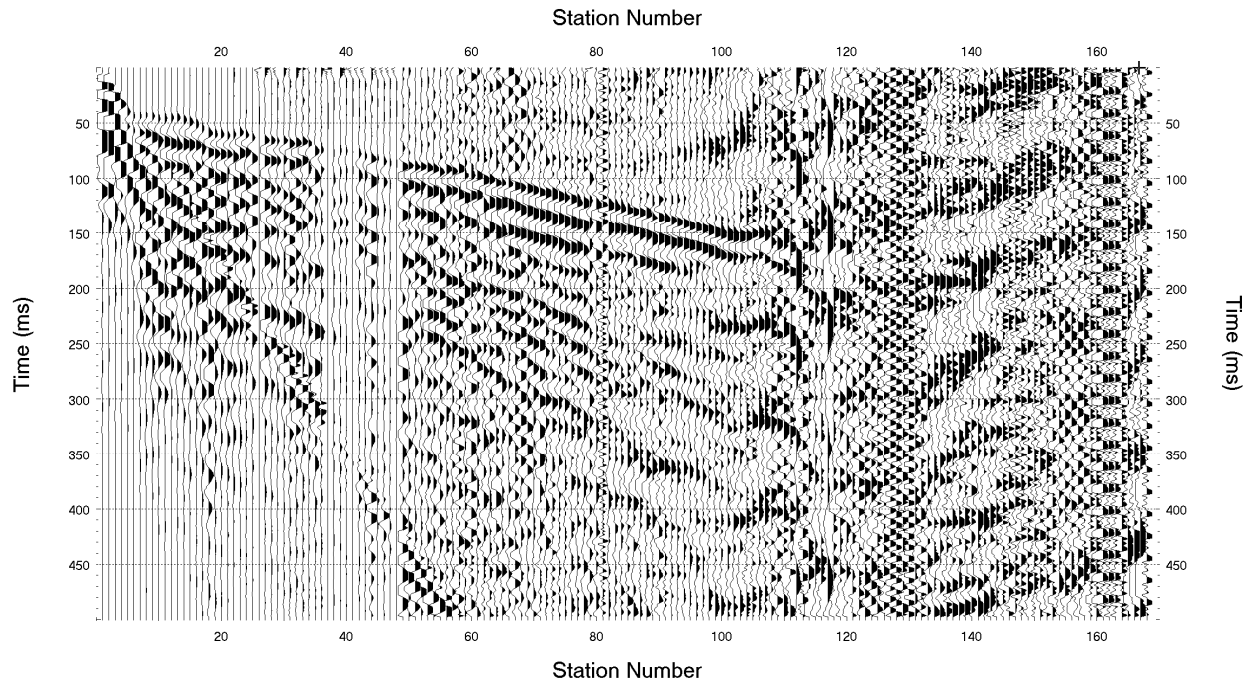


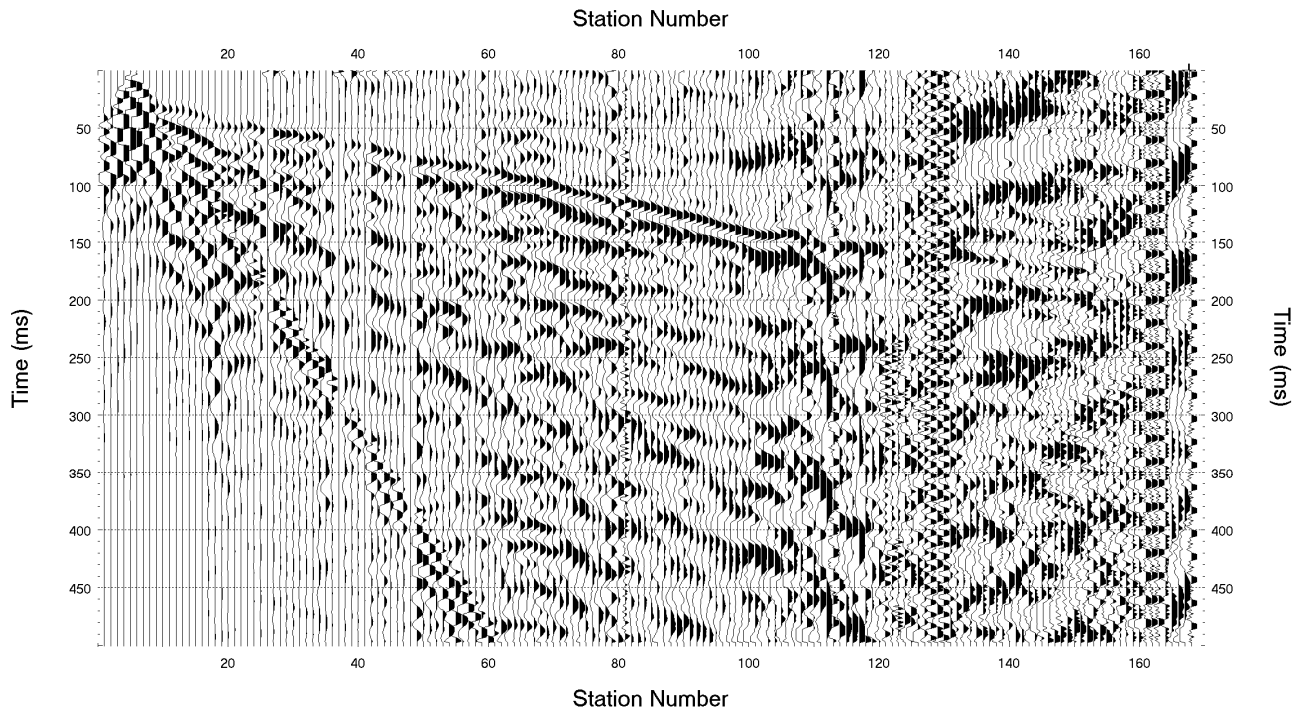
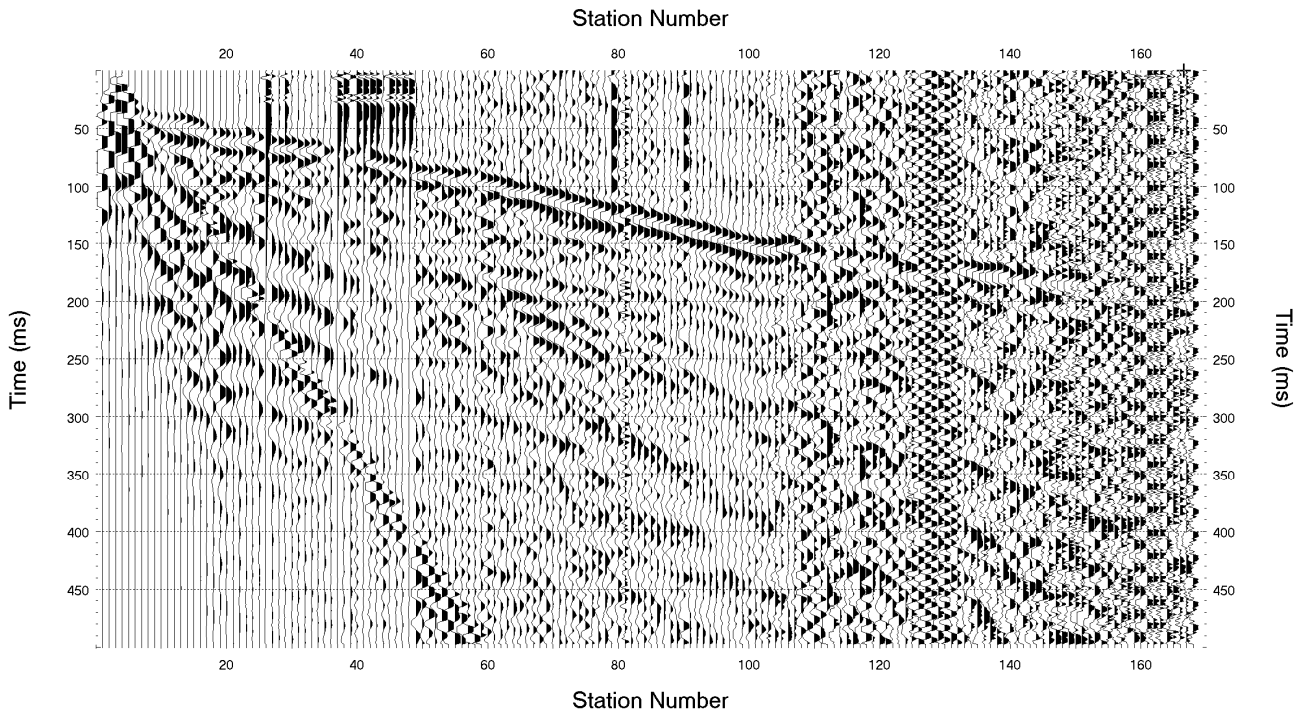


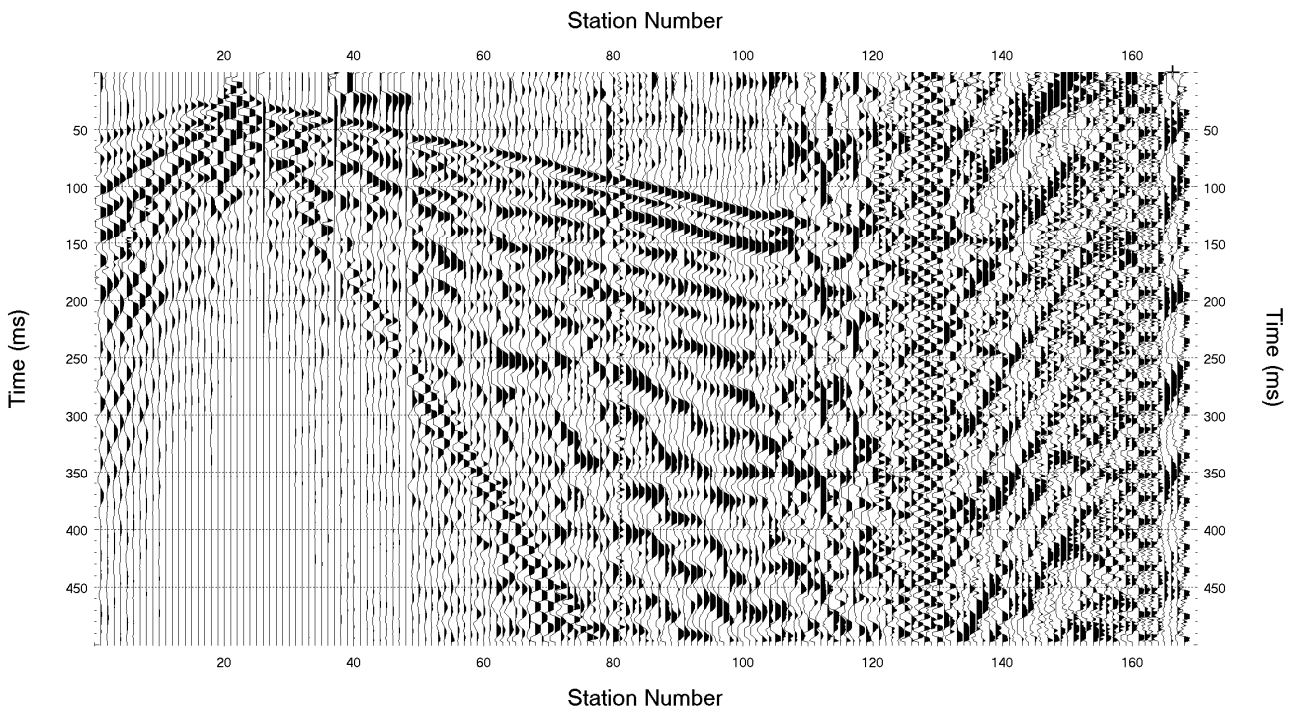
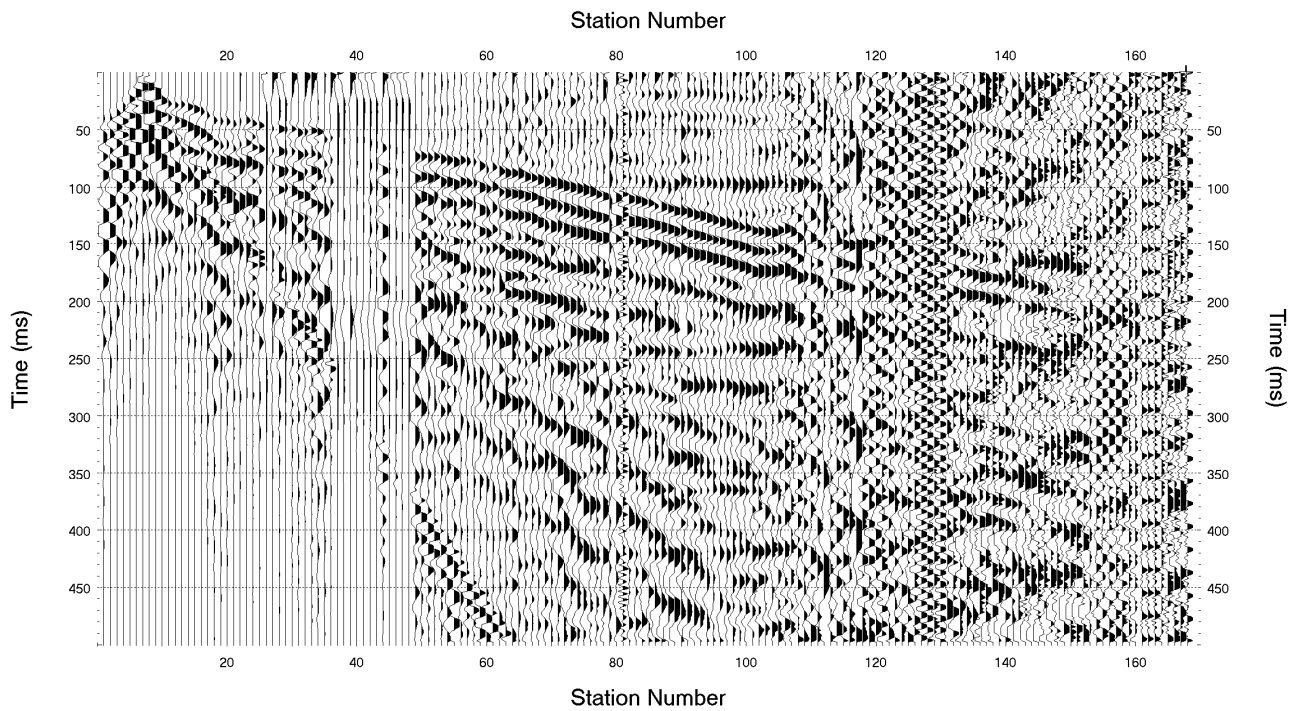


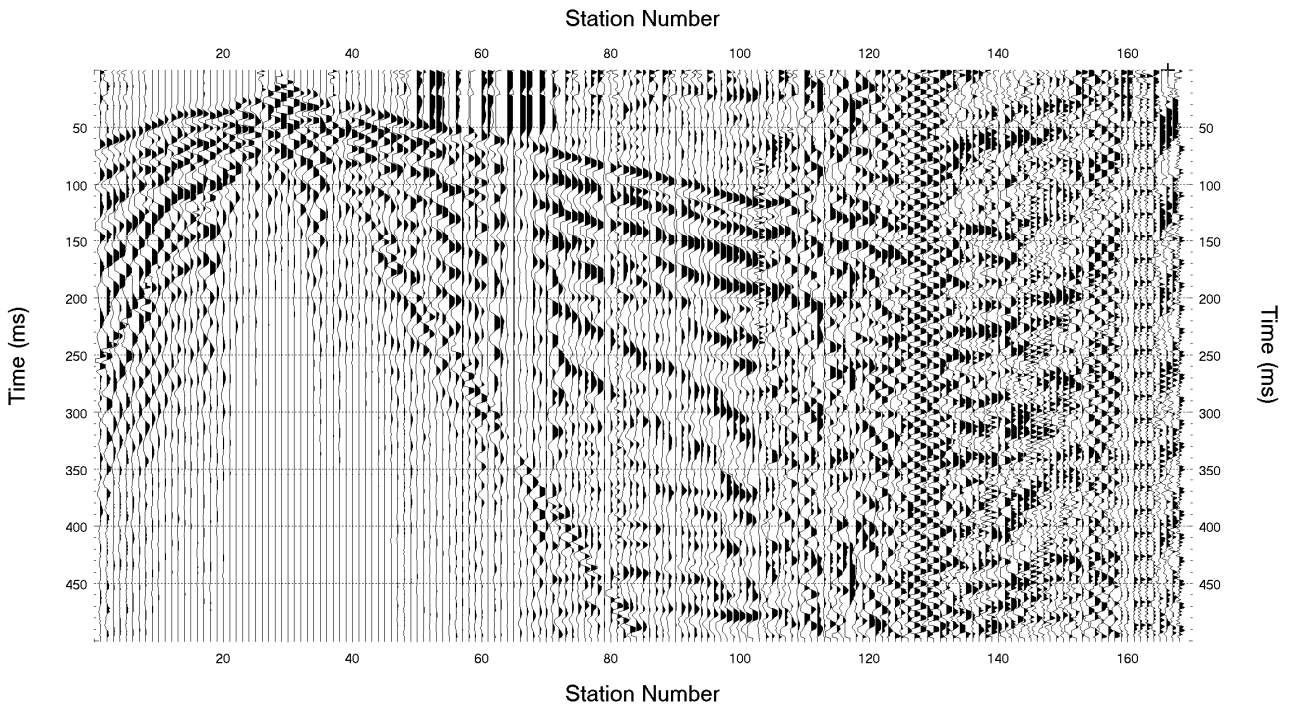
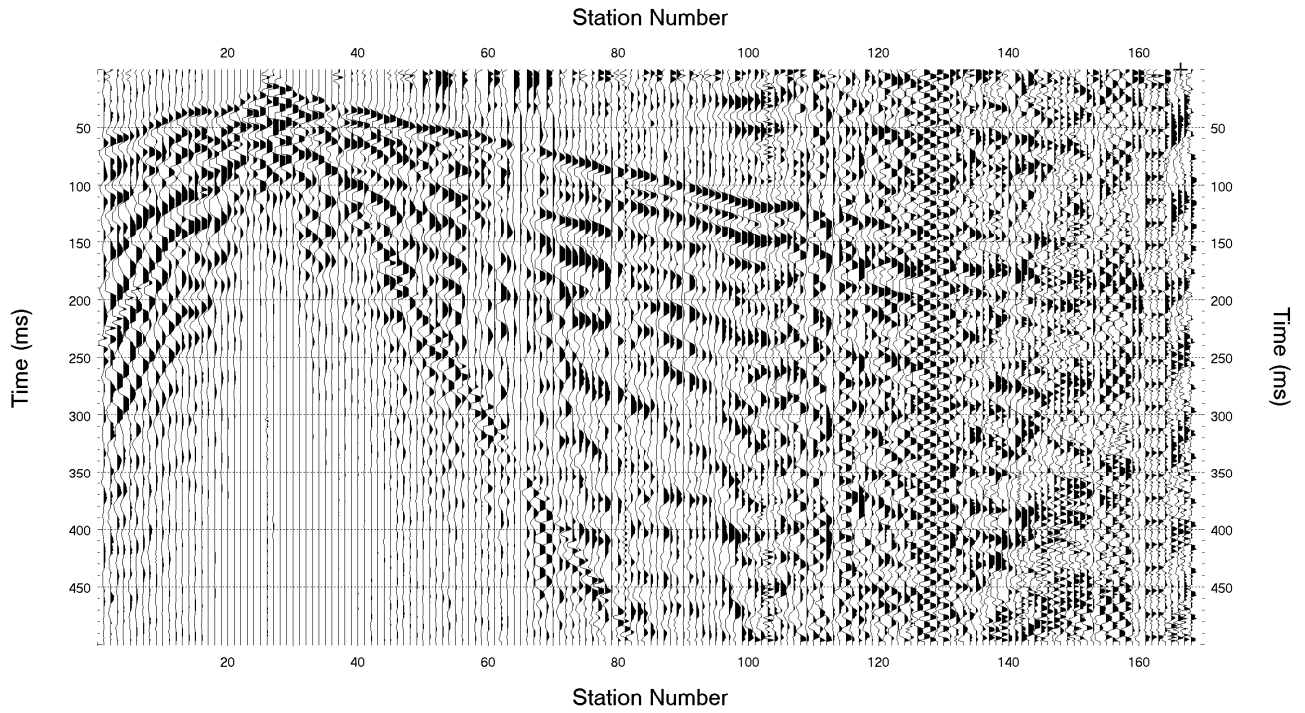


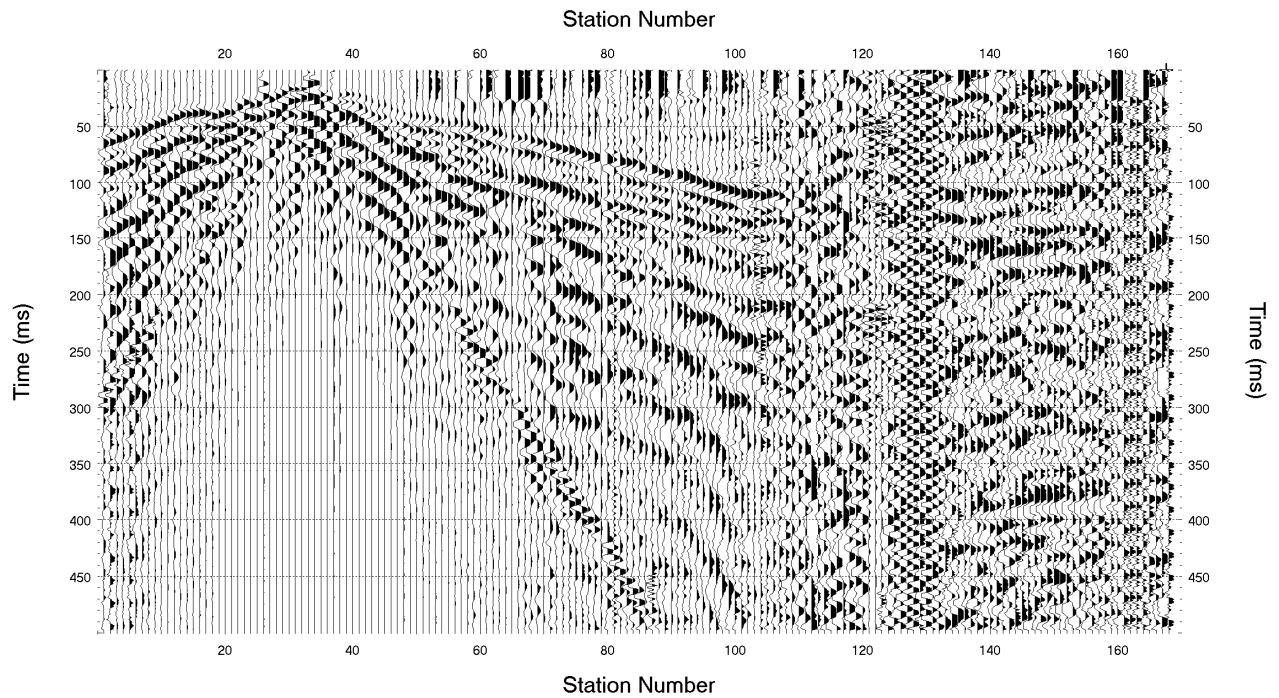
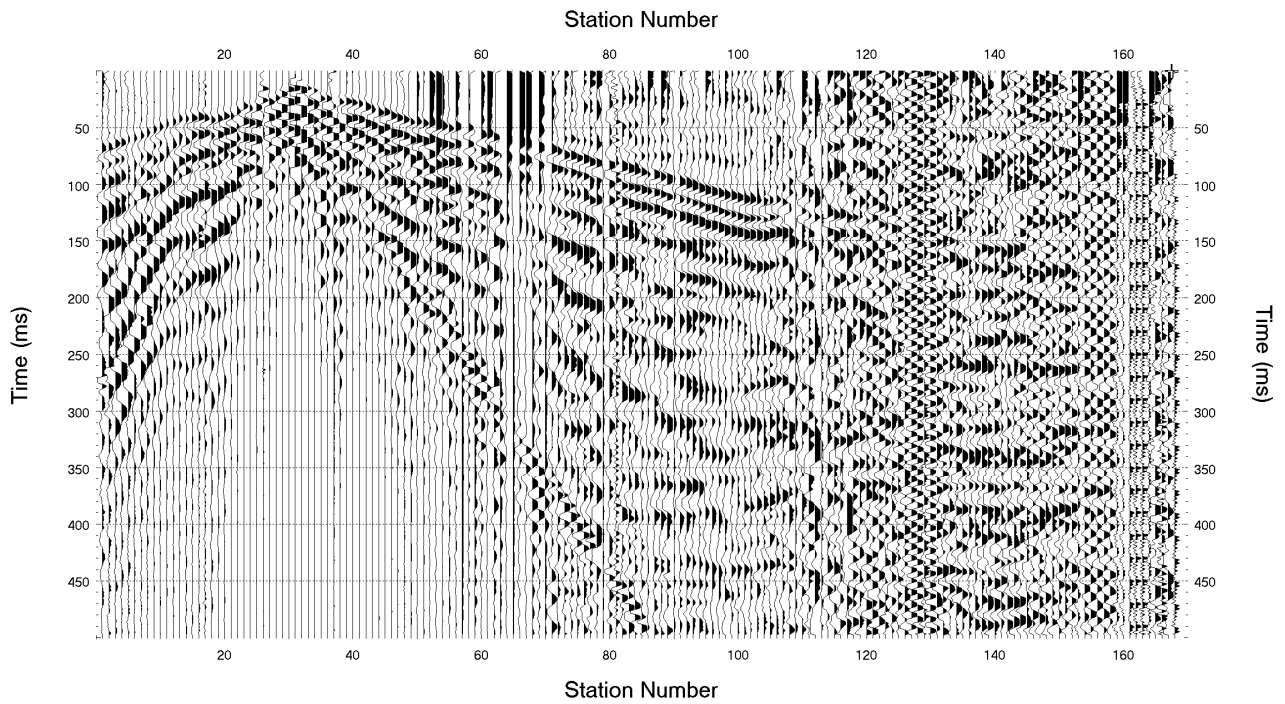
Linea RIFL1-2 – Onde P

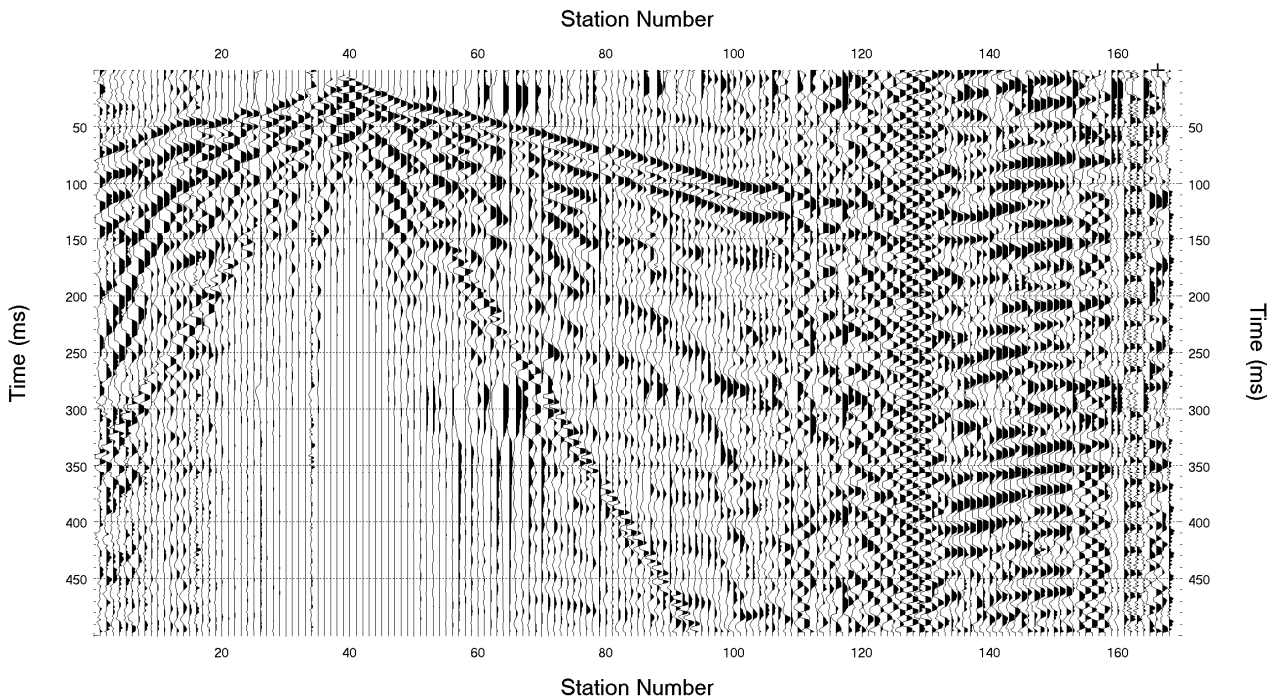
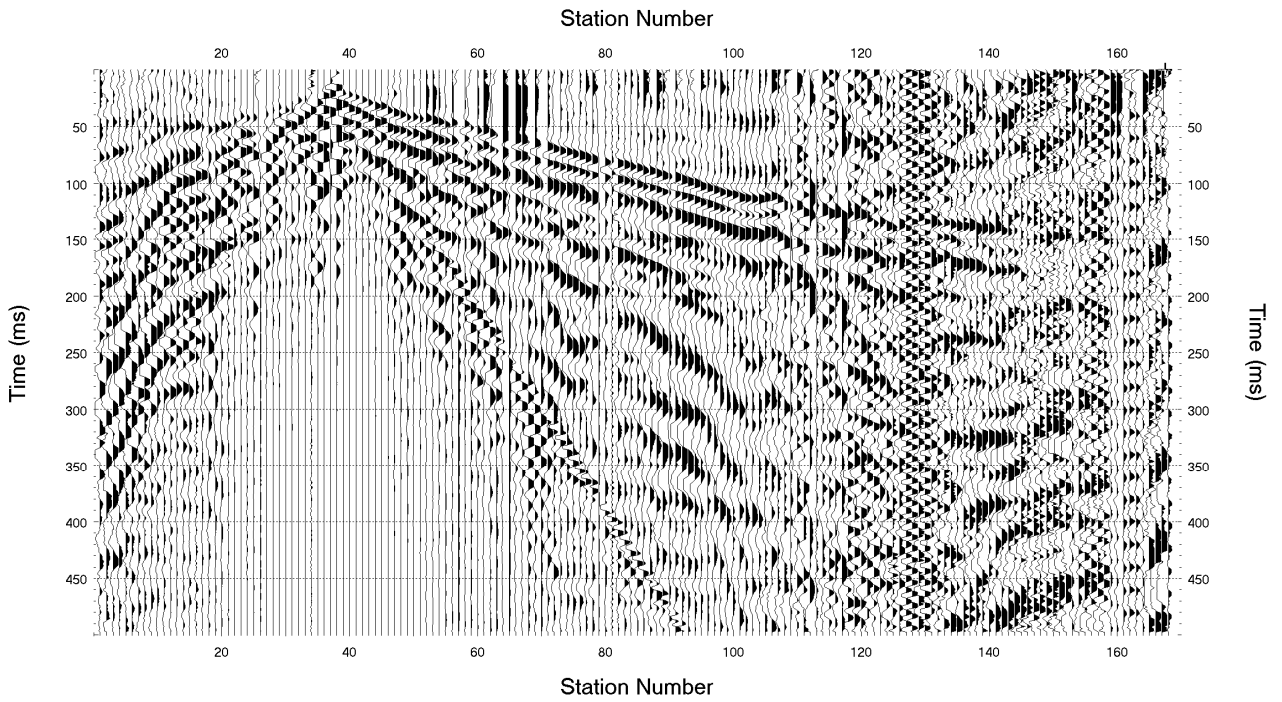


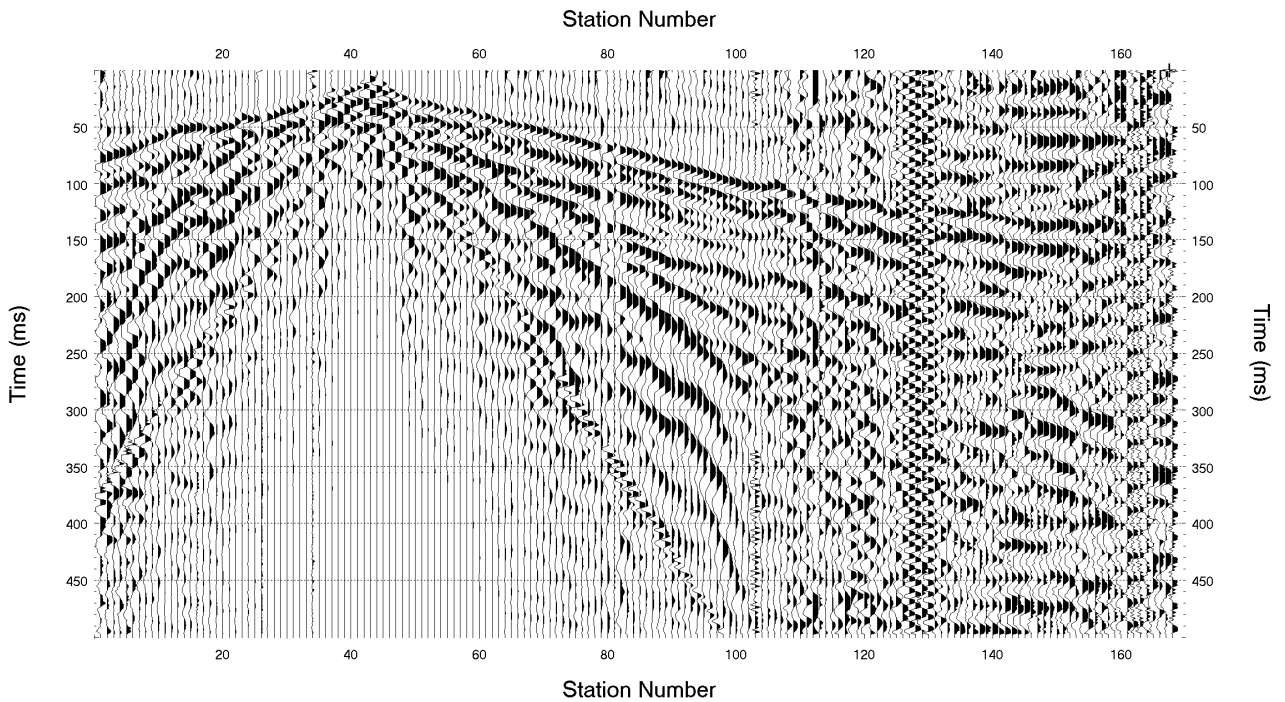
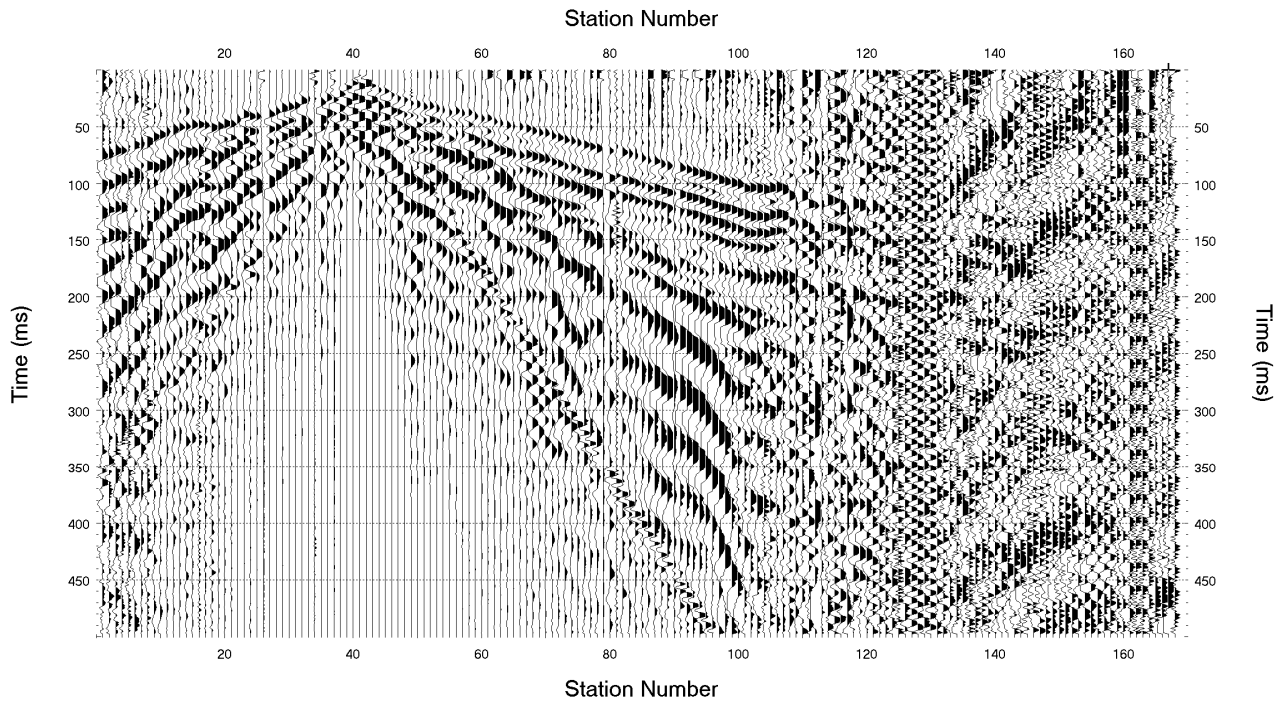


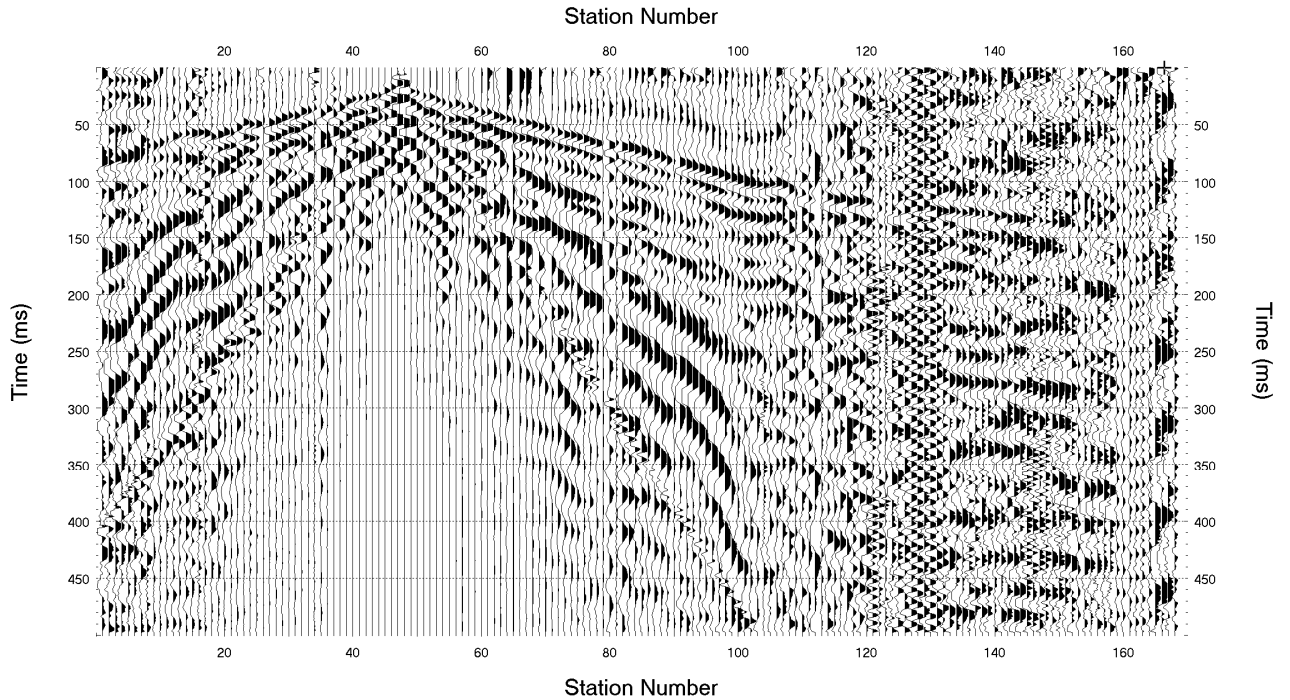
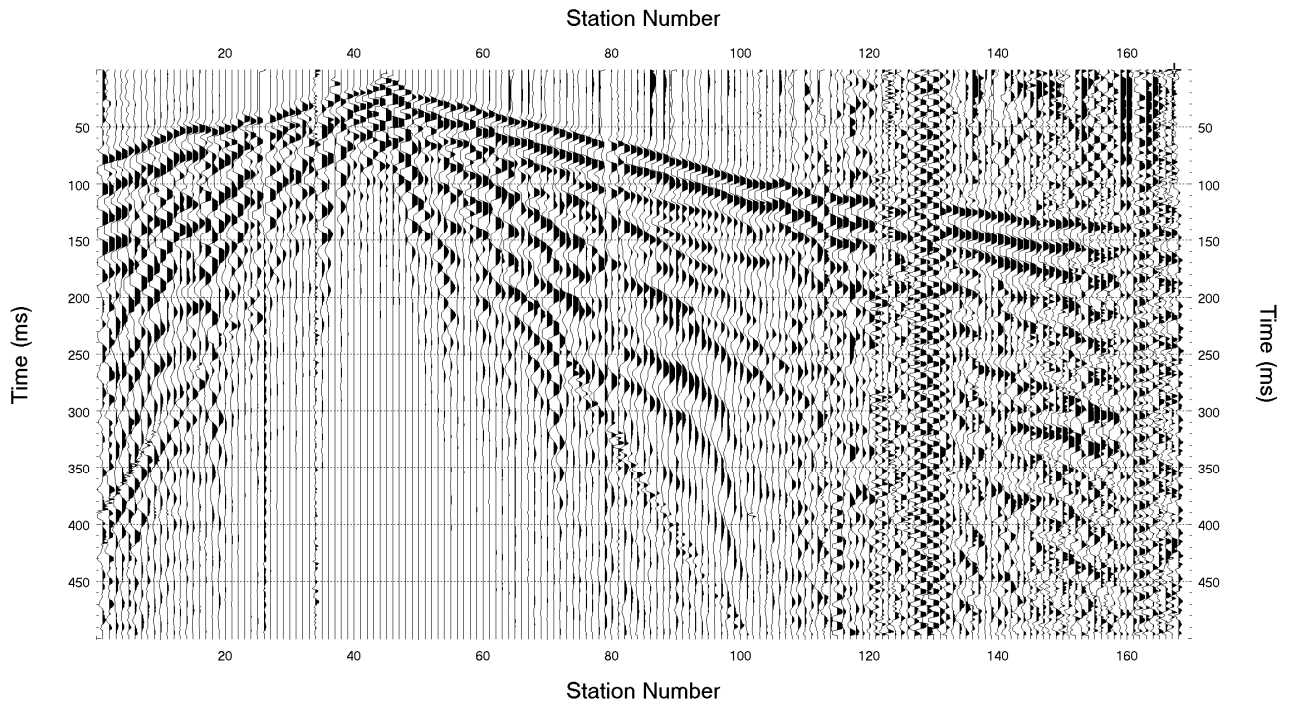


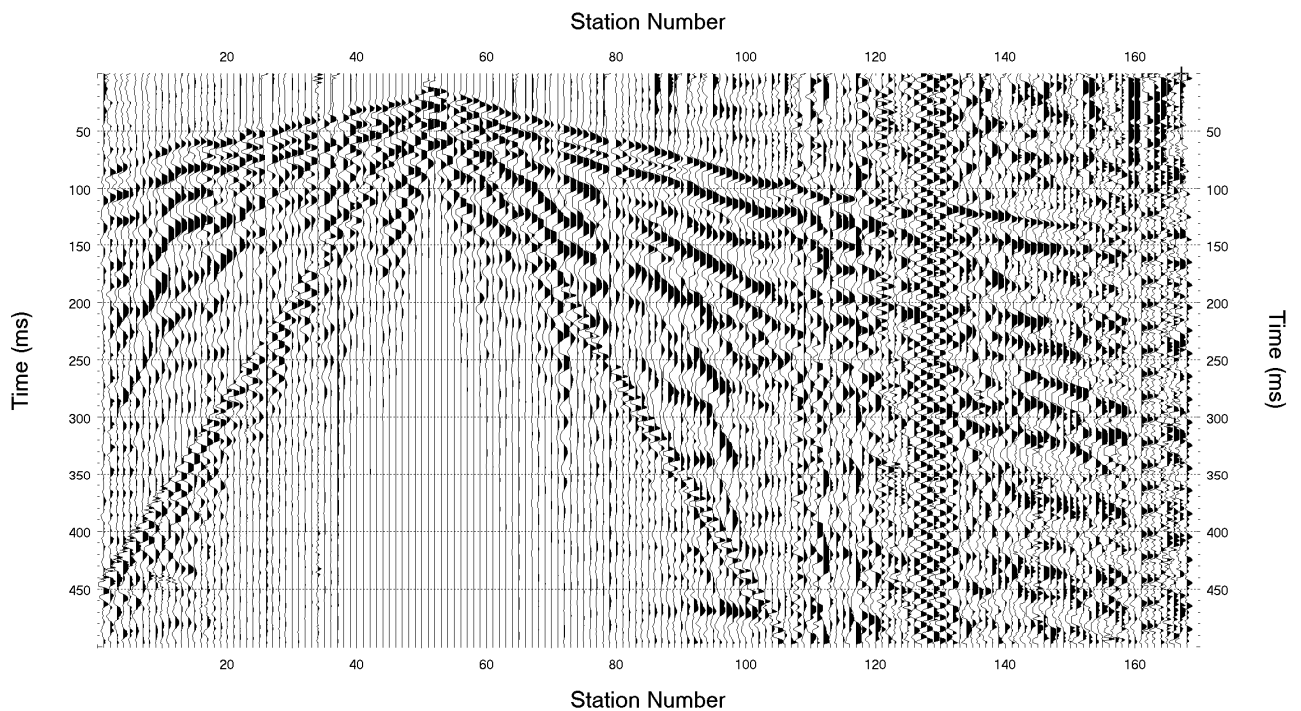
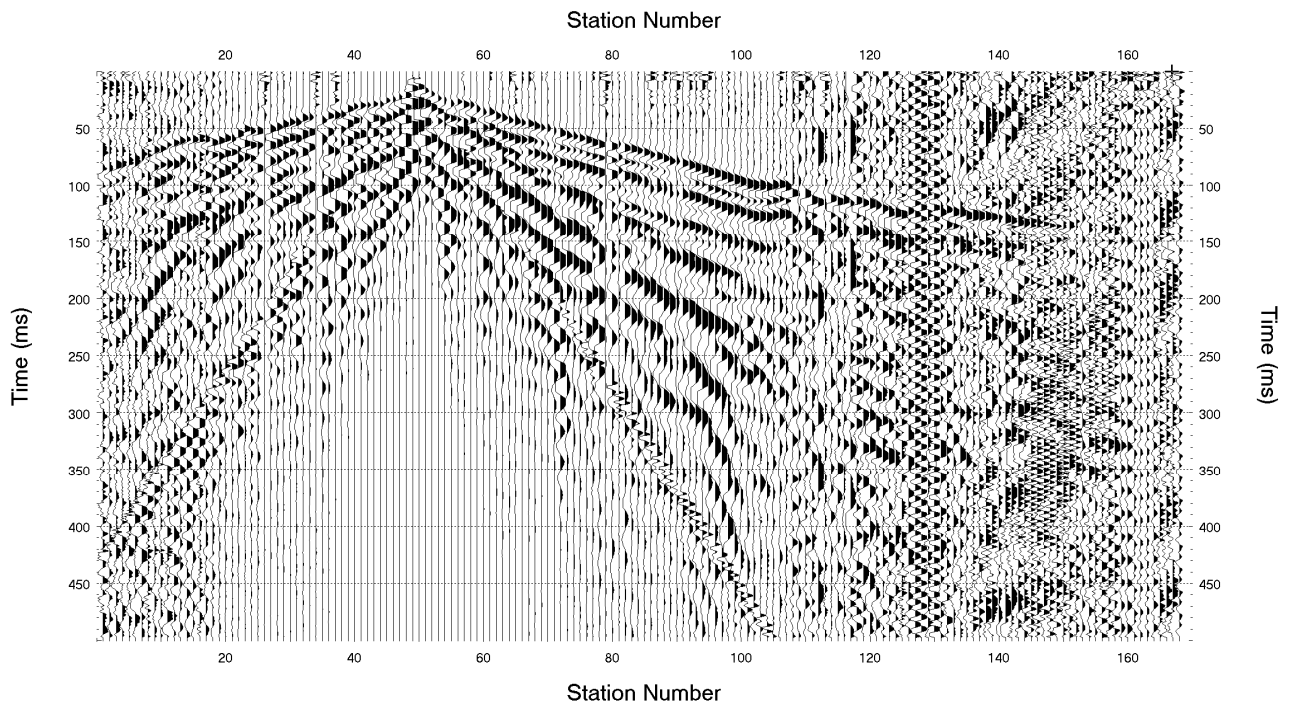


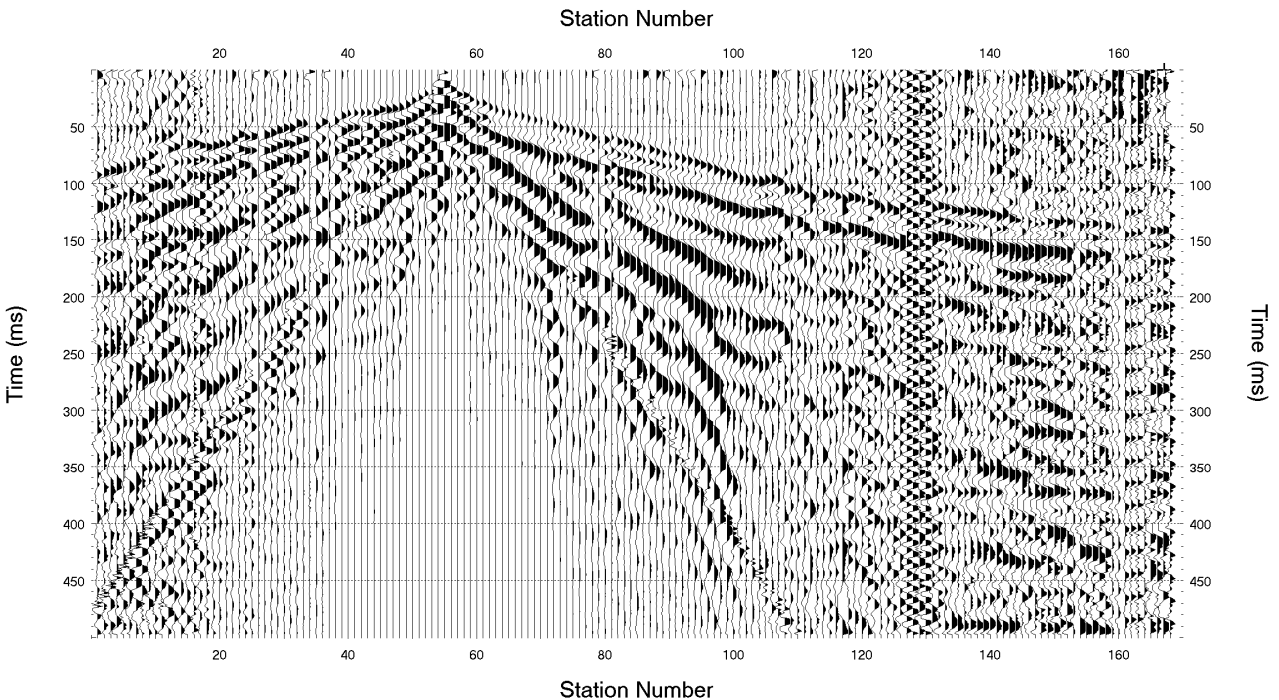
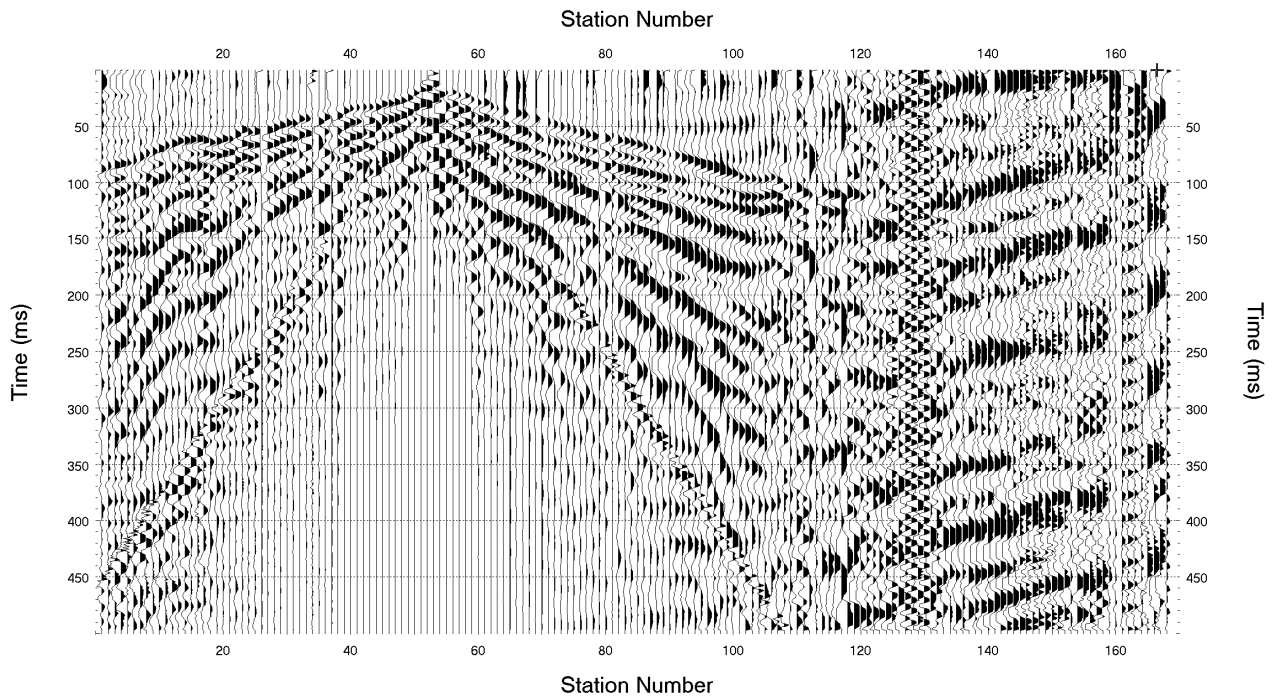


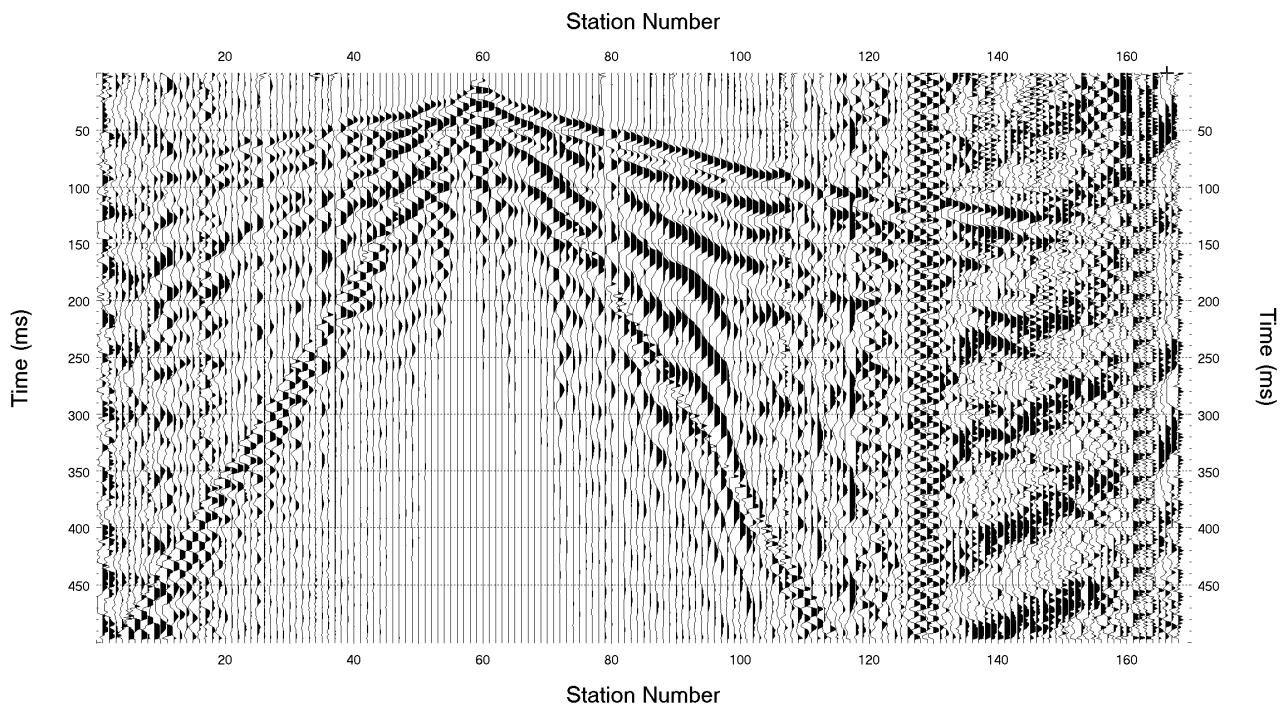
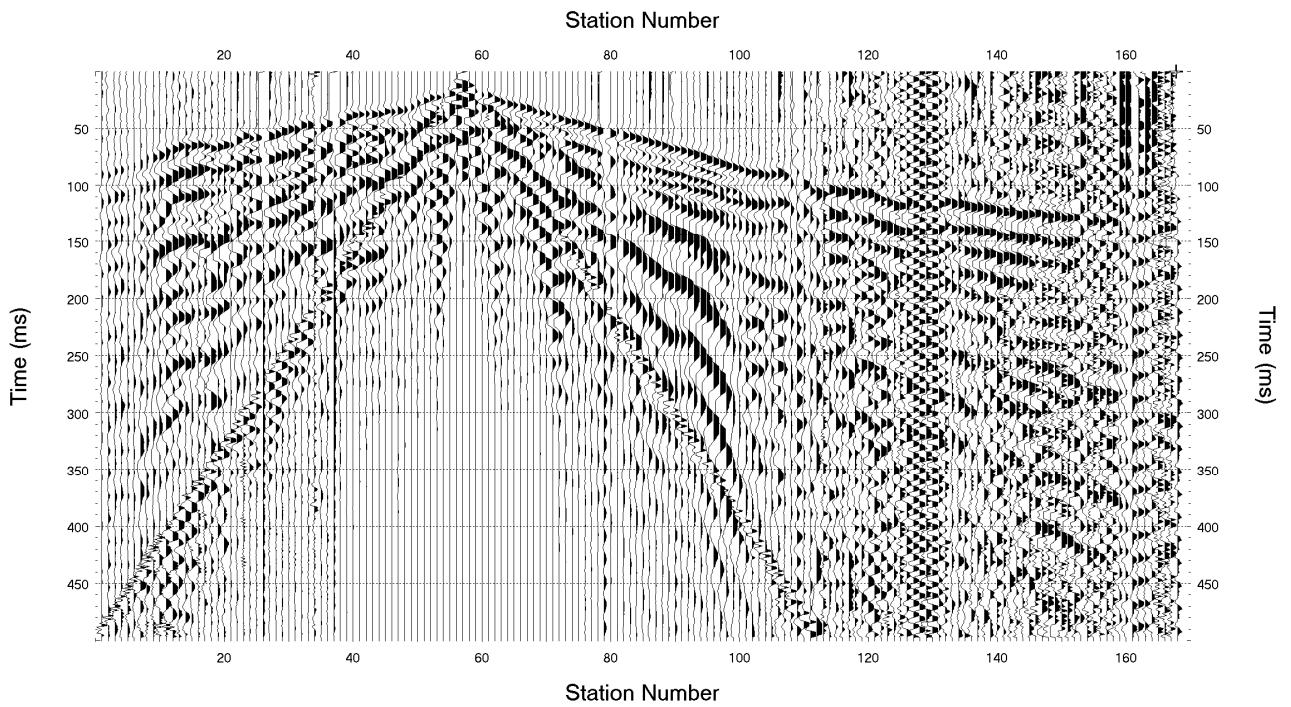


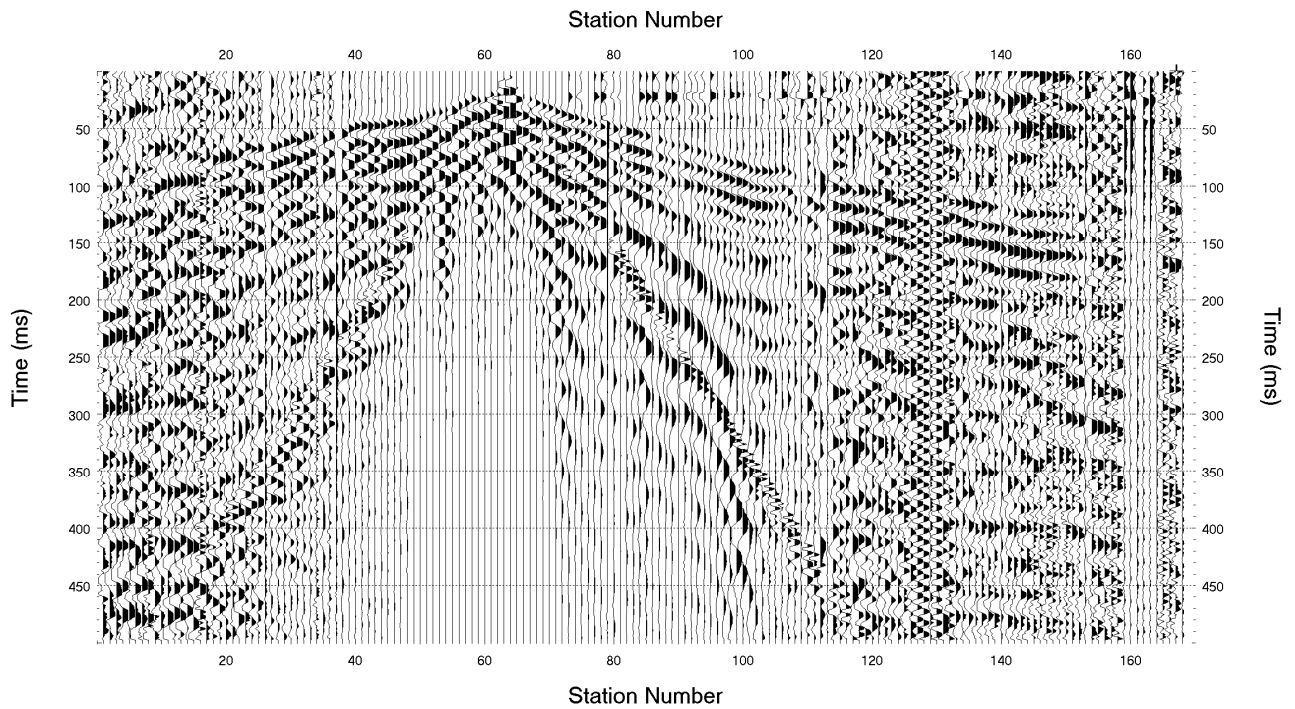
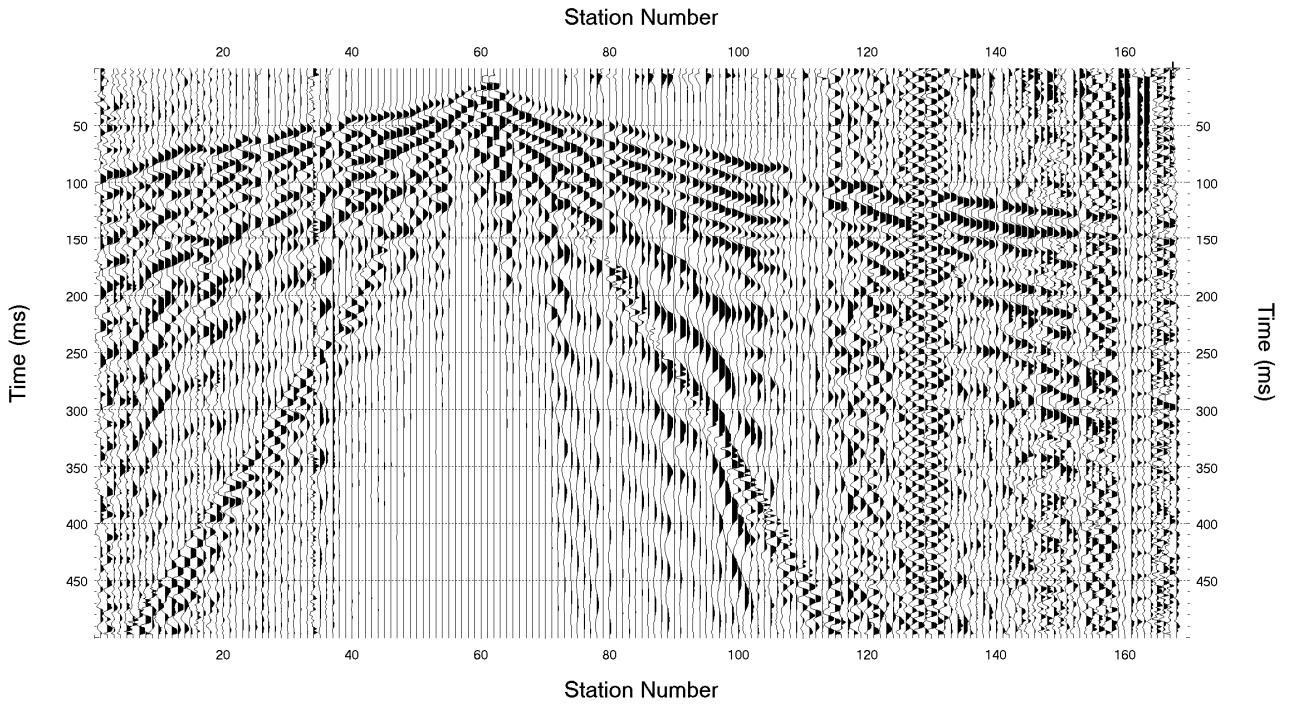


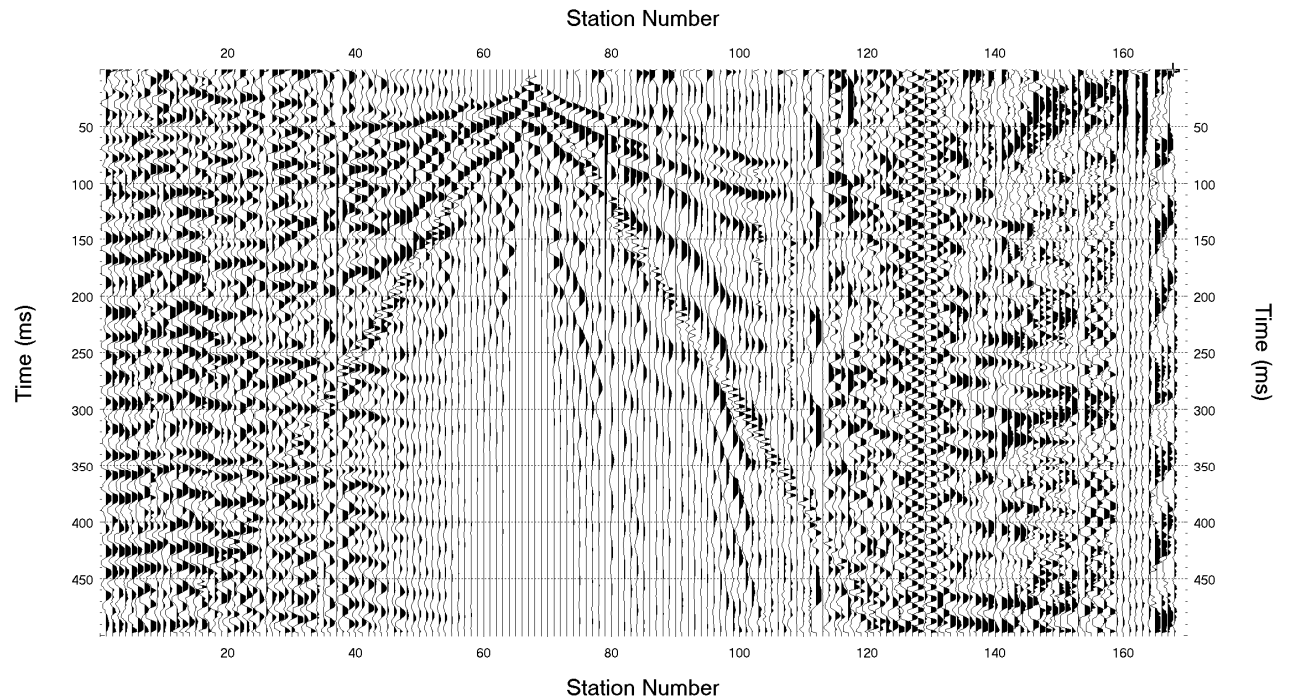
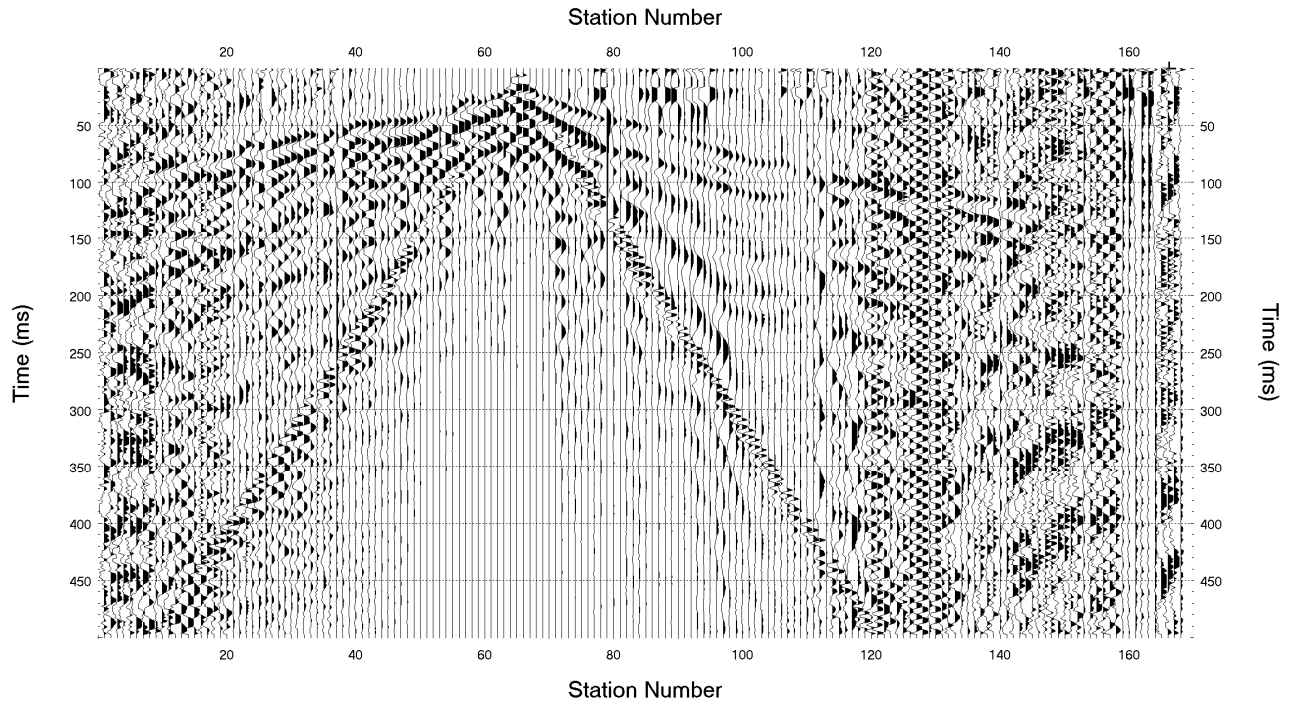


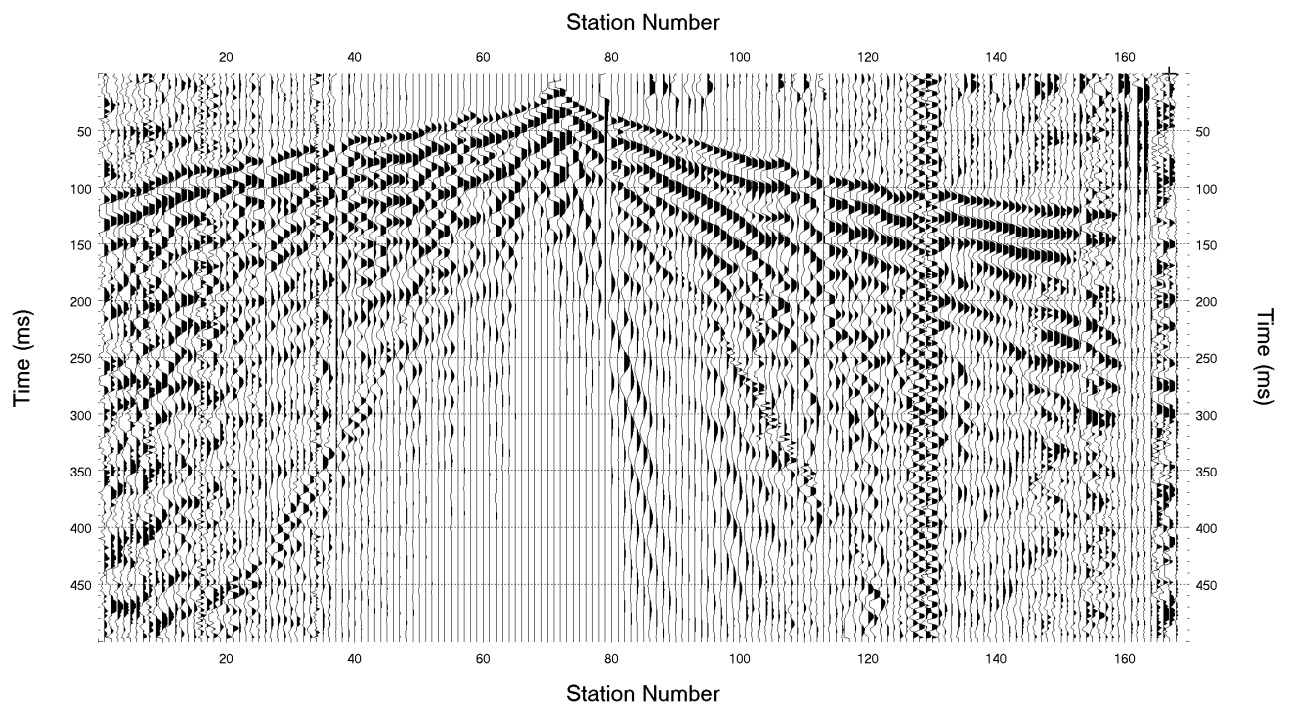
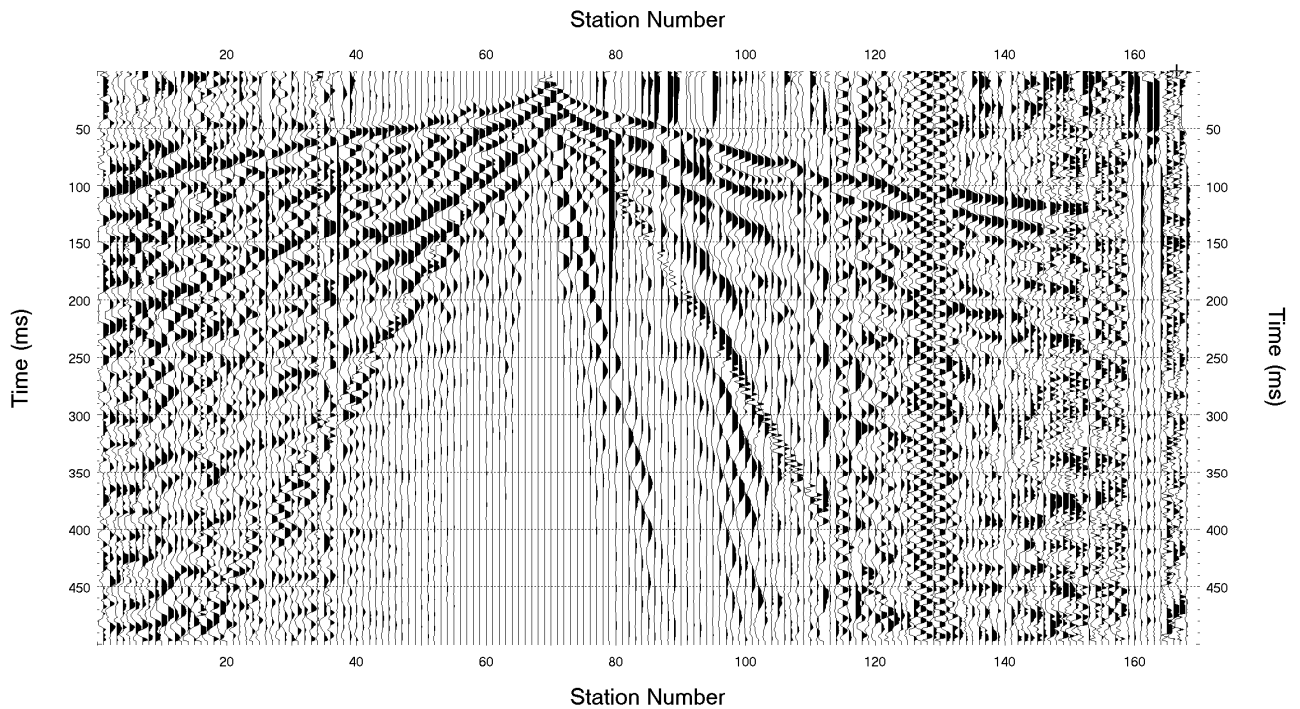


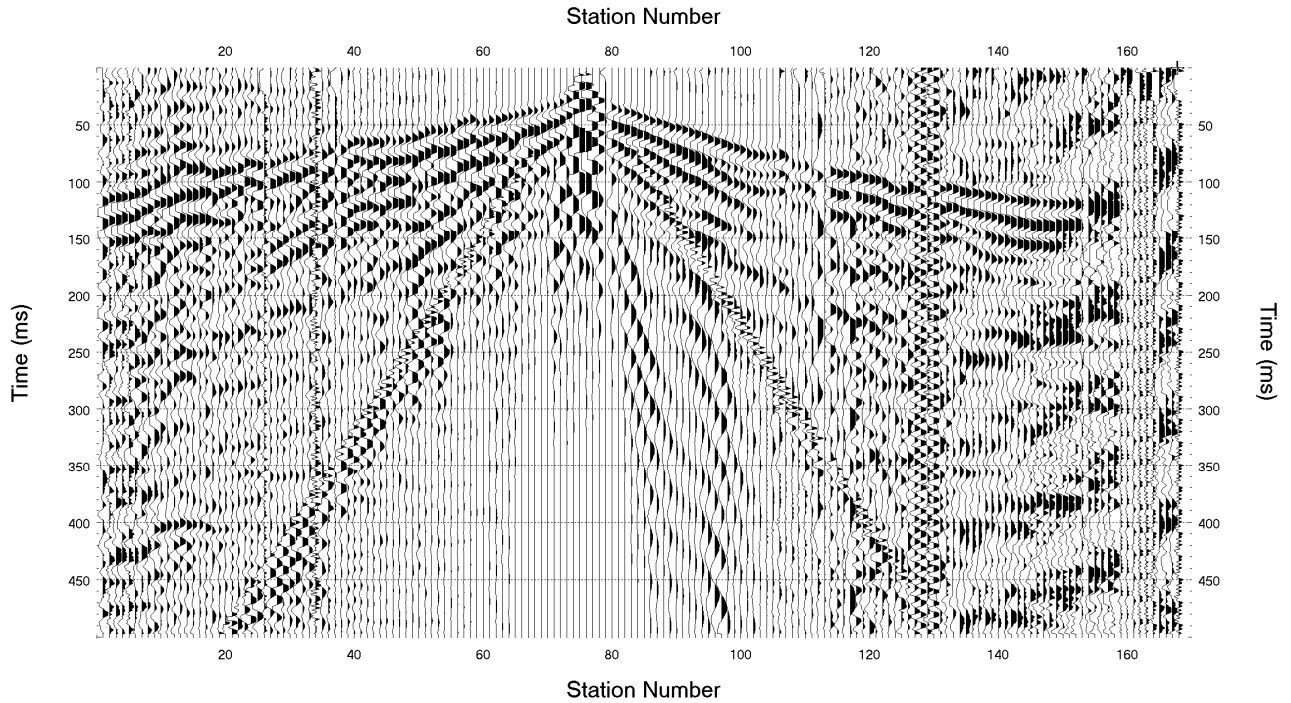
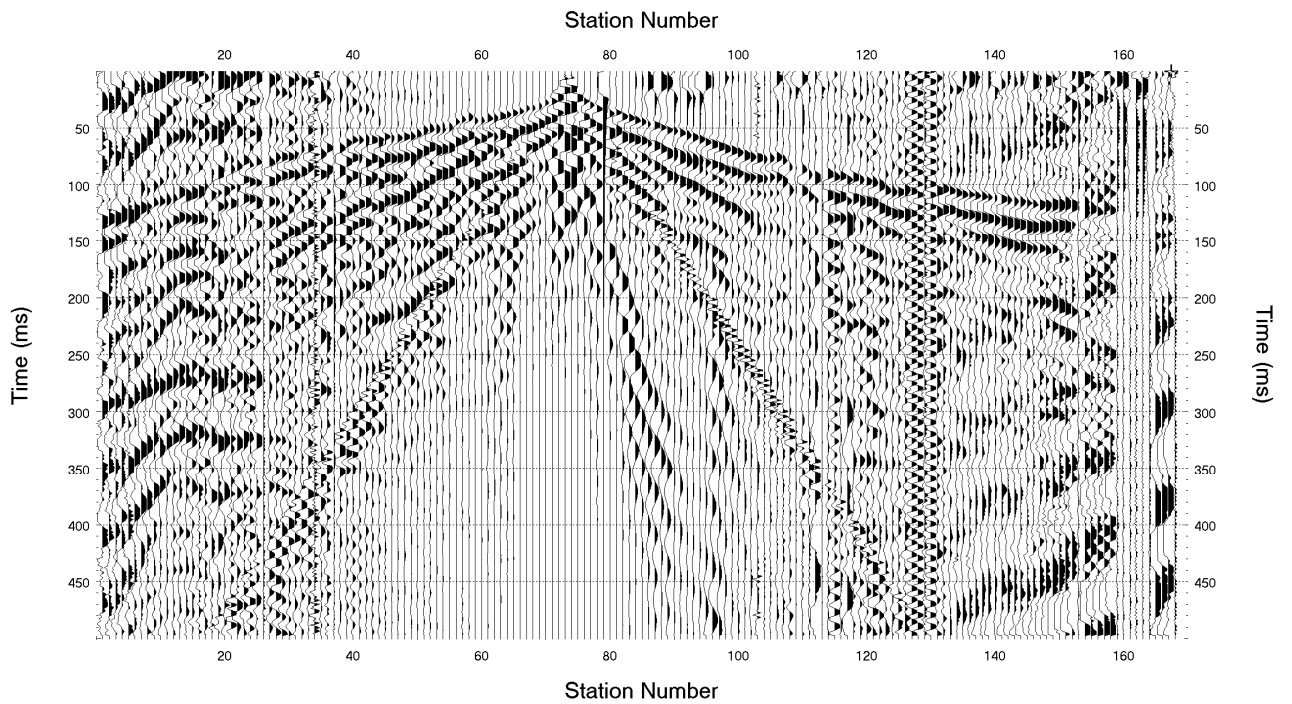


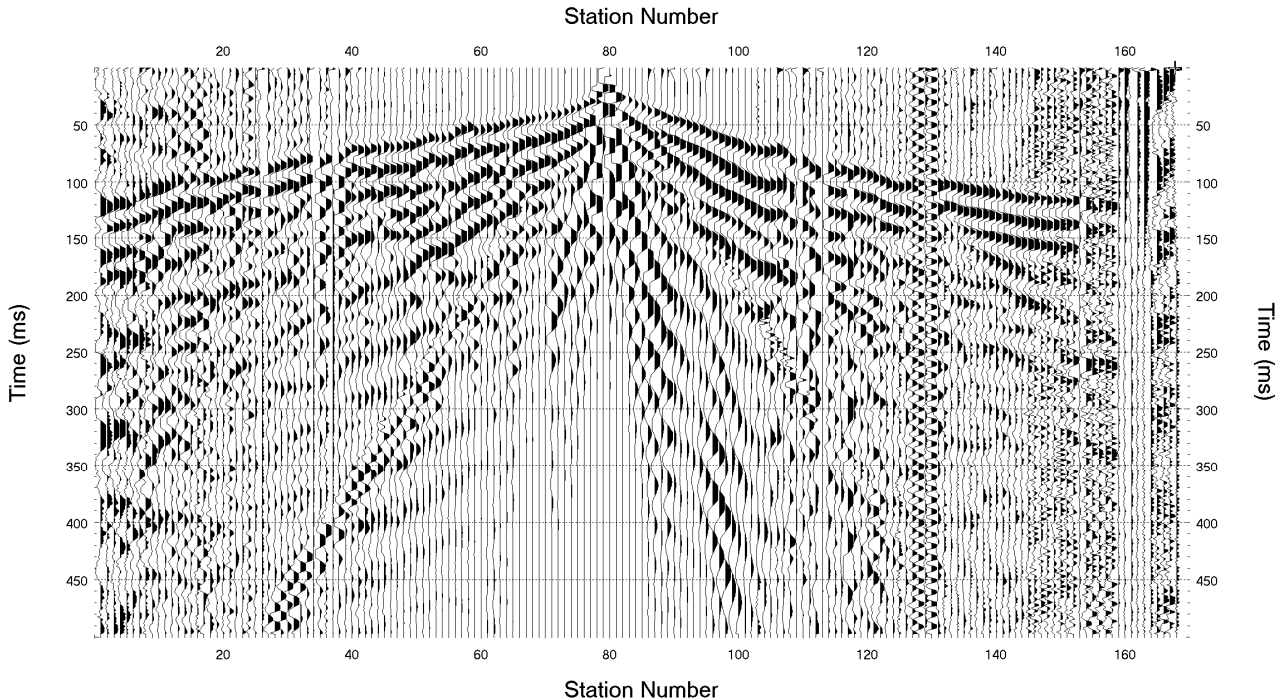
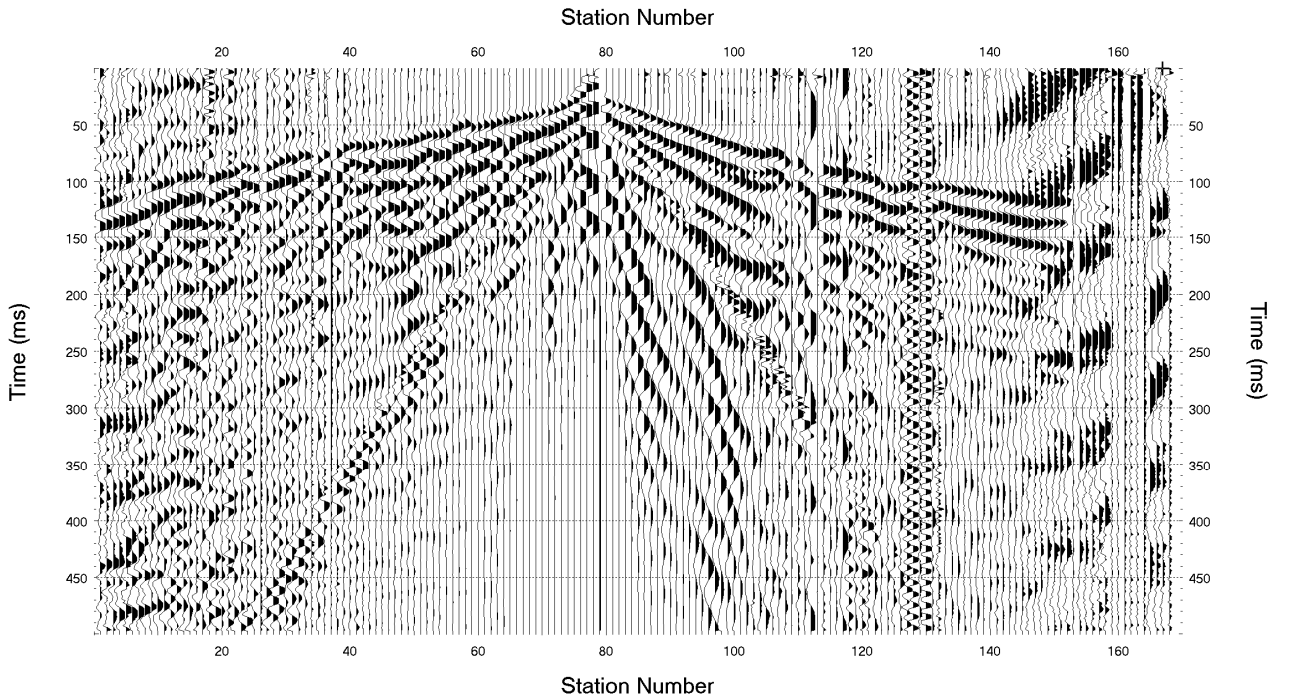


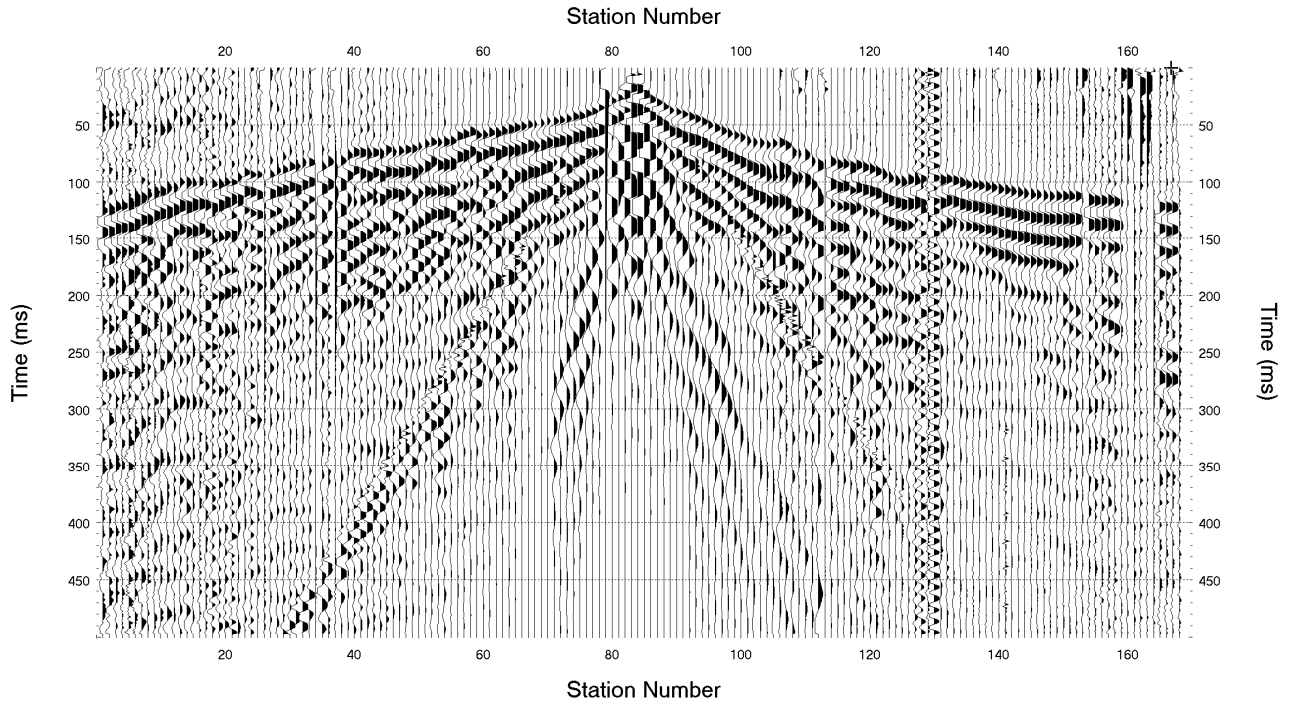
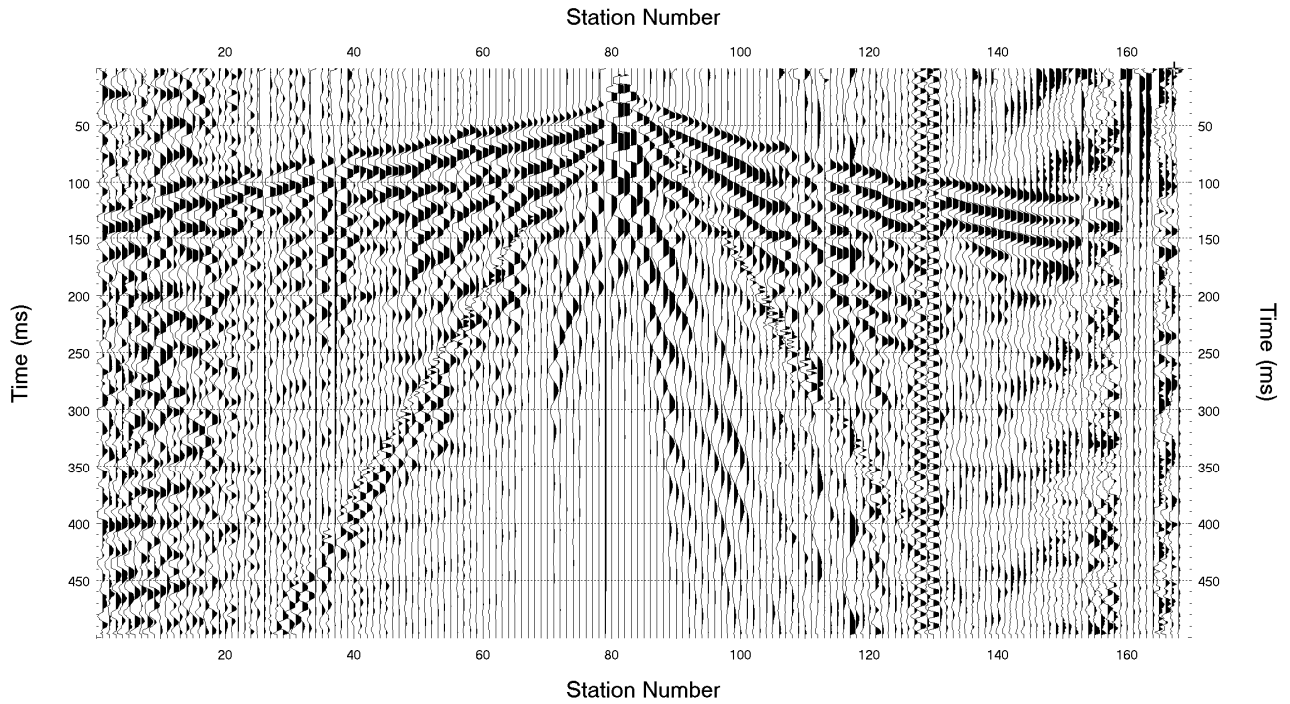


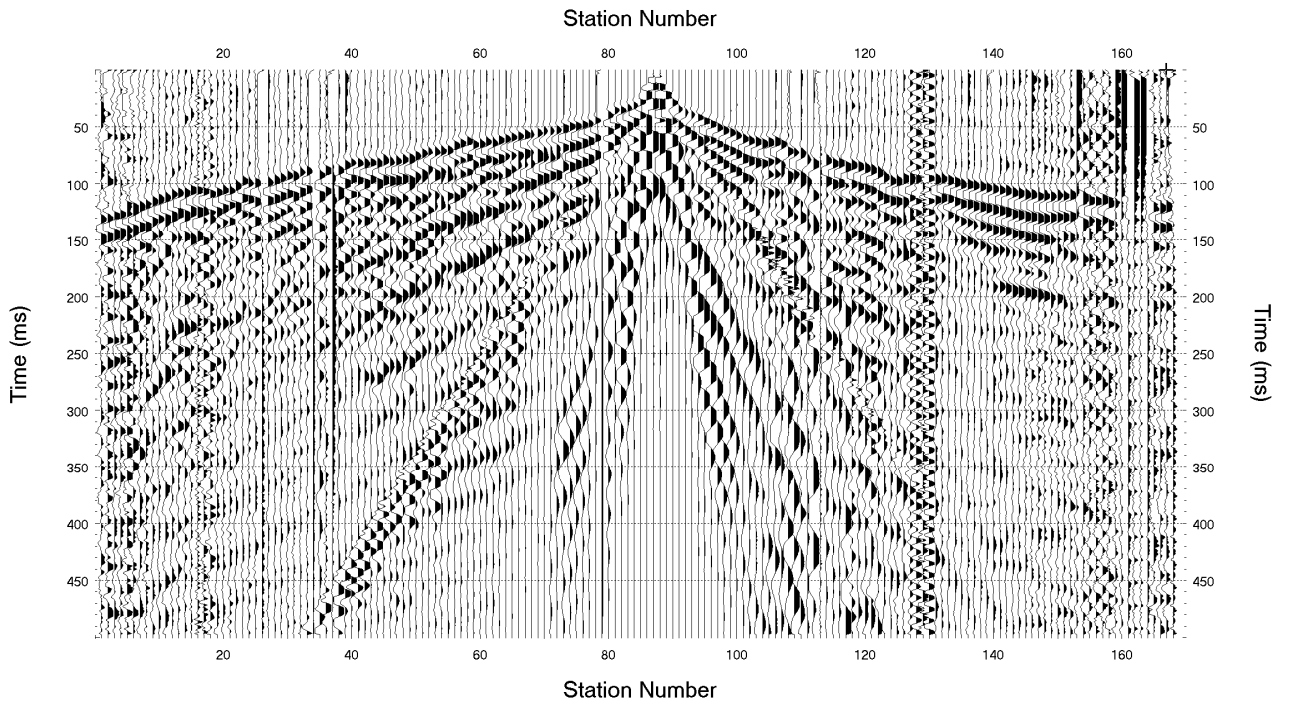
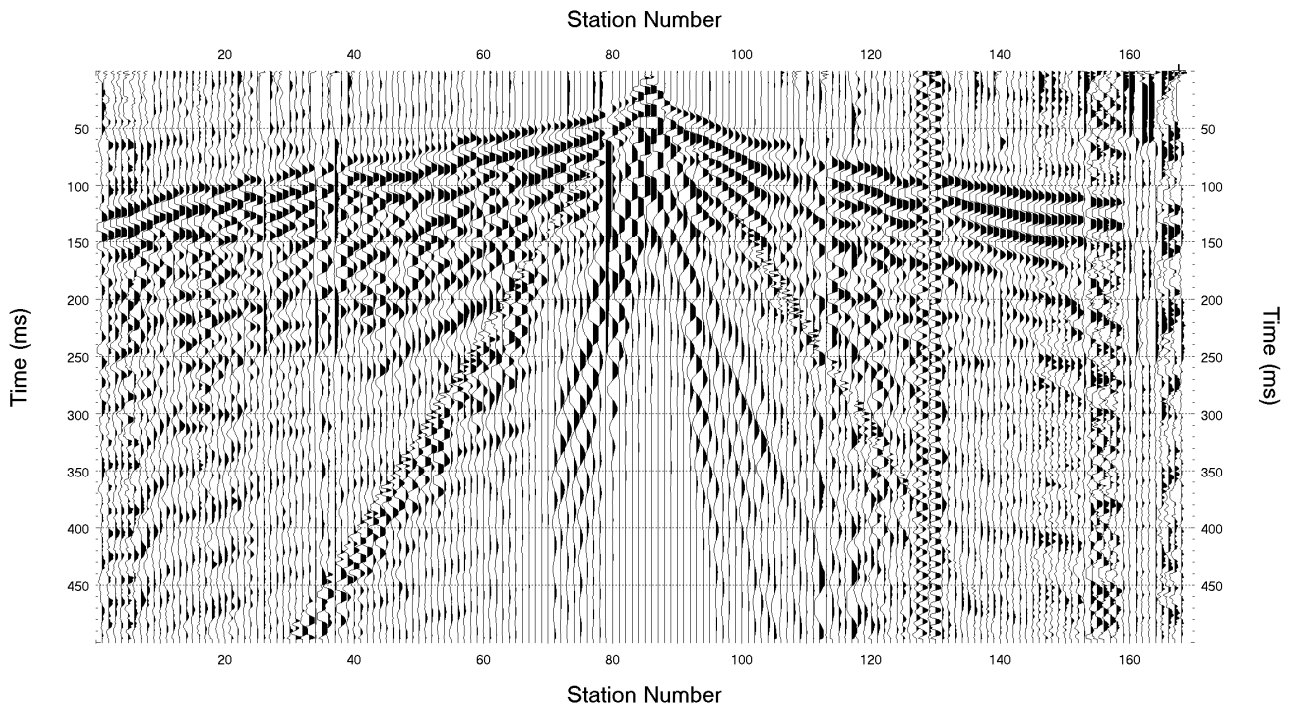


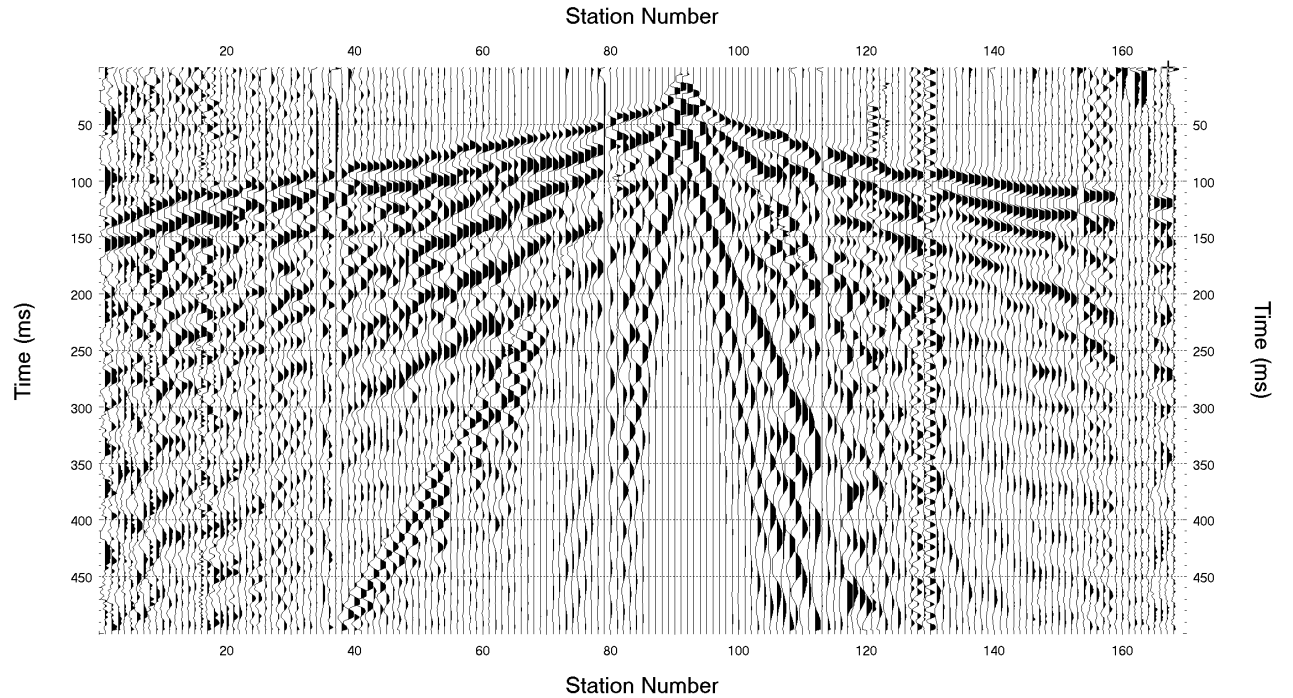
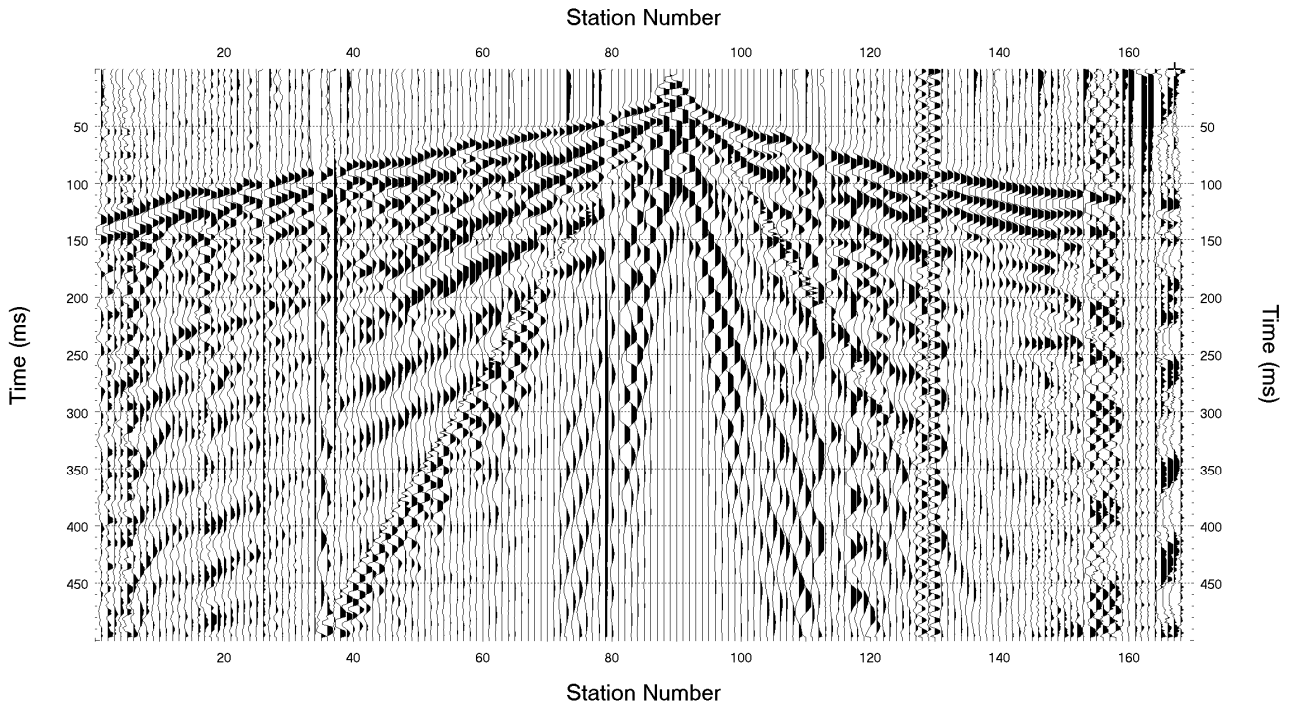


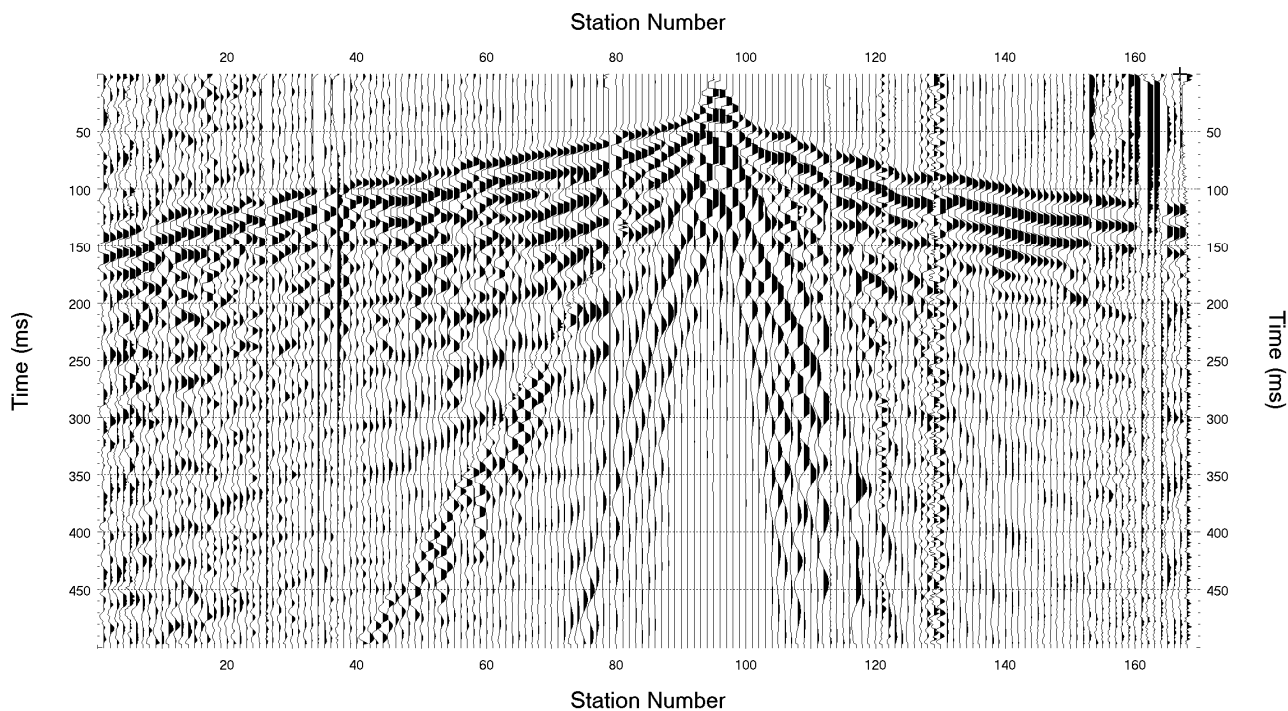
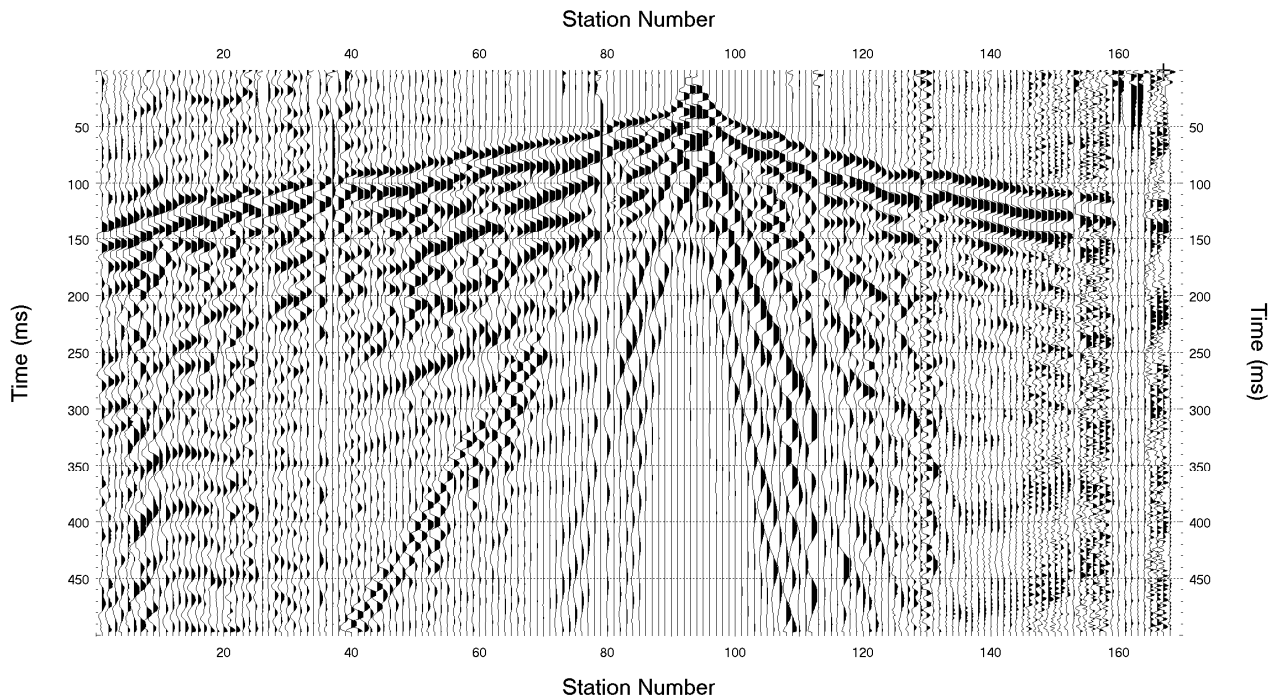


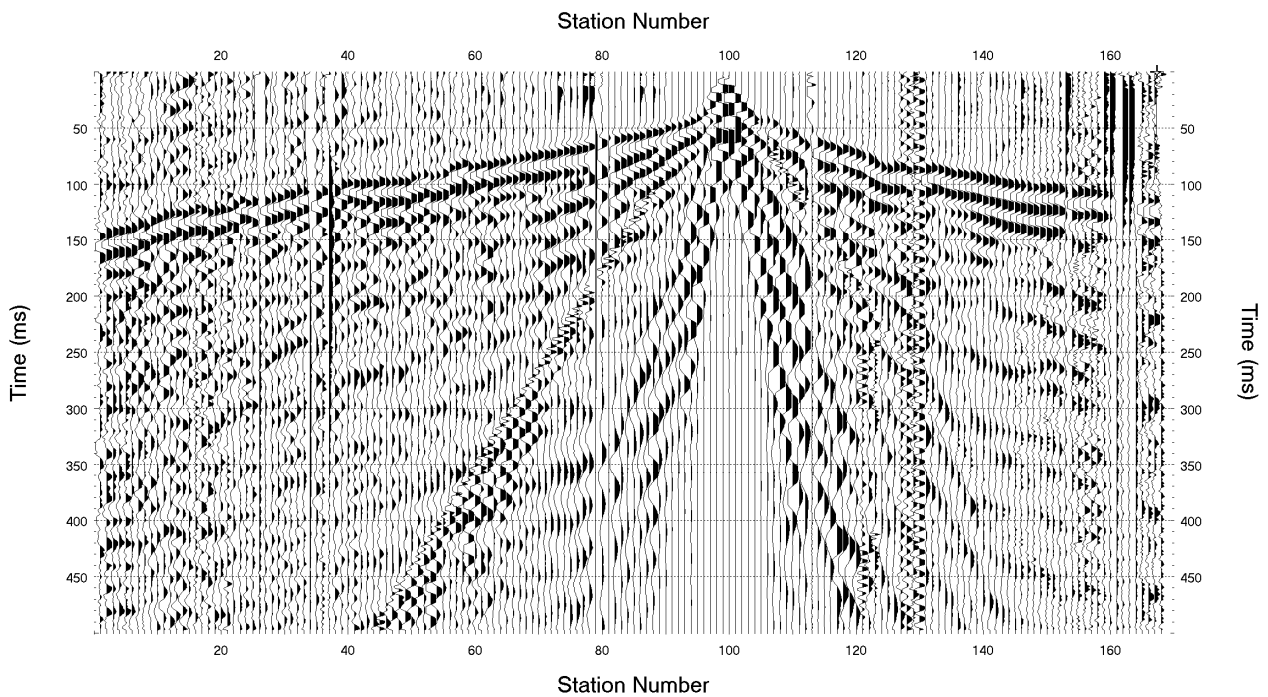
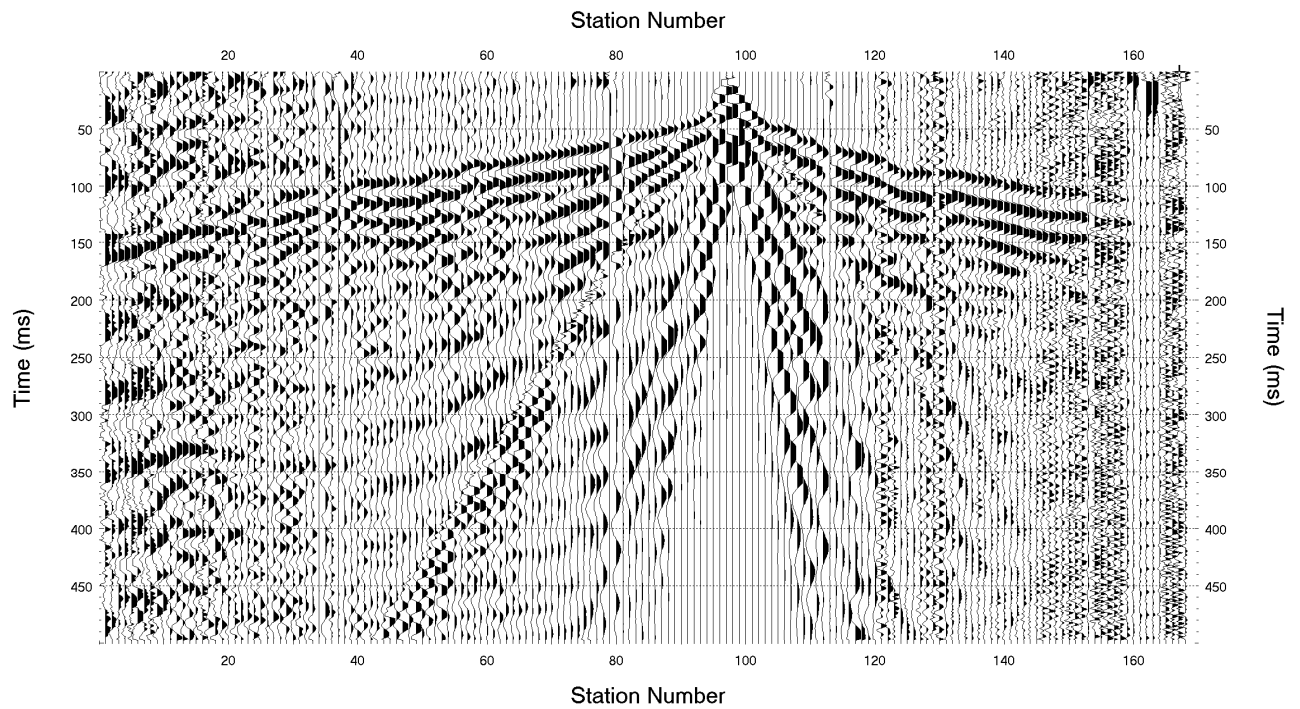


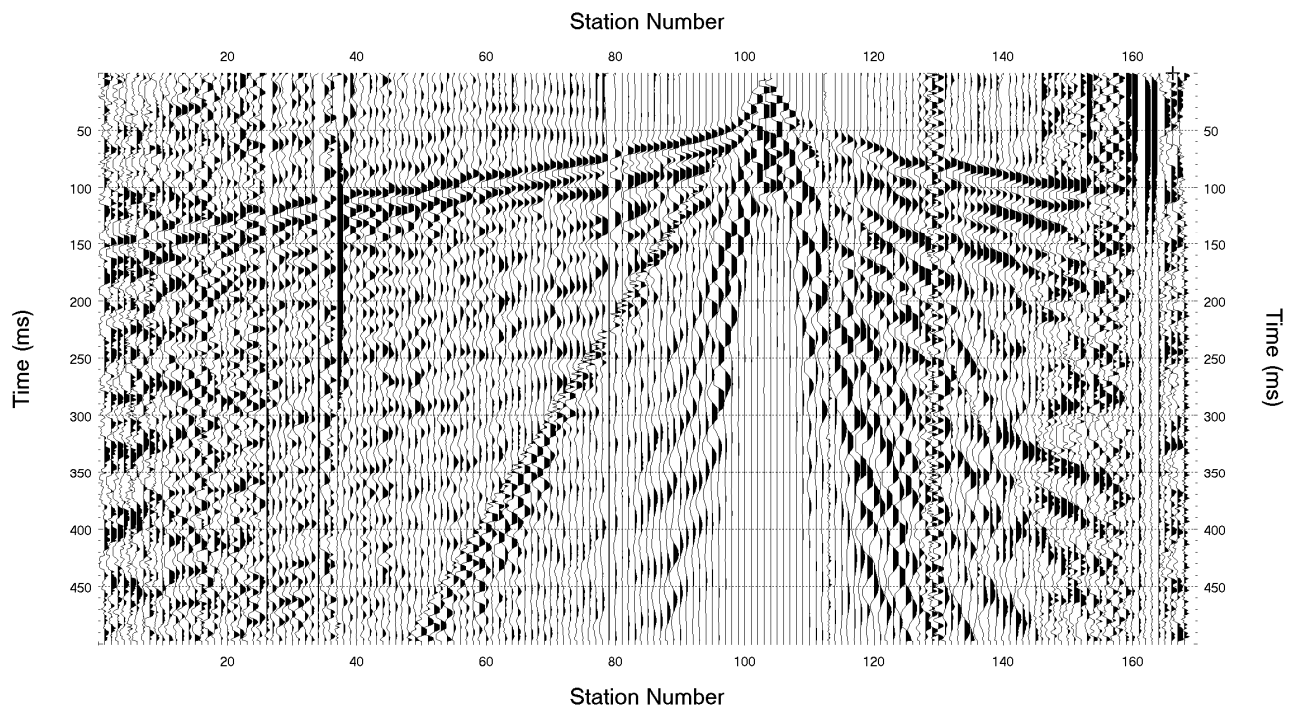
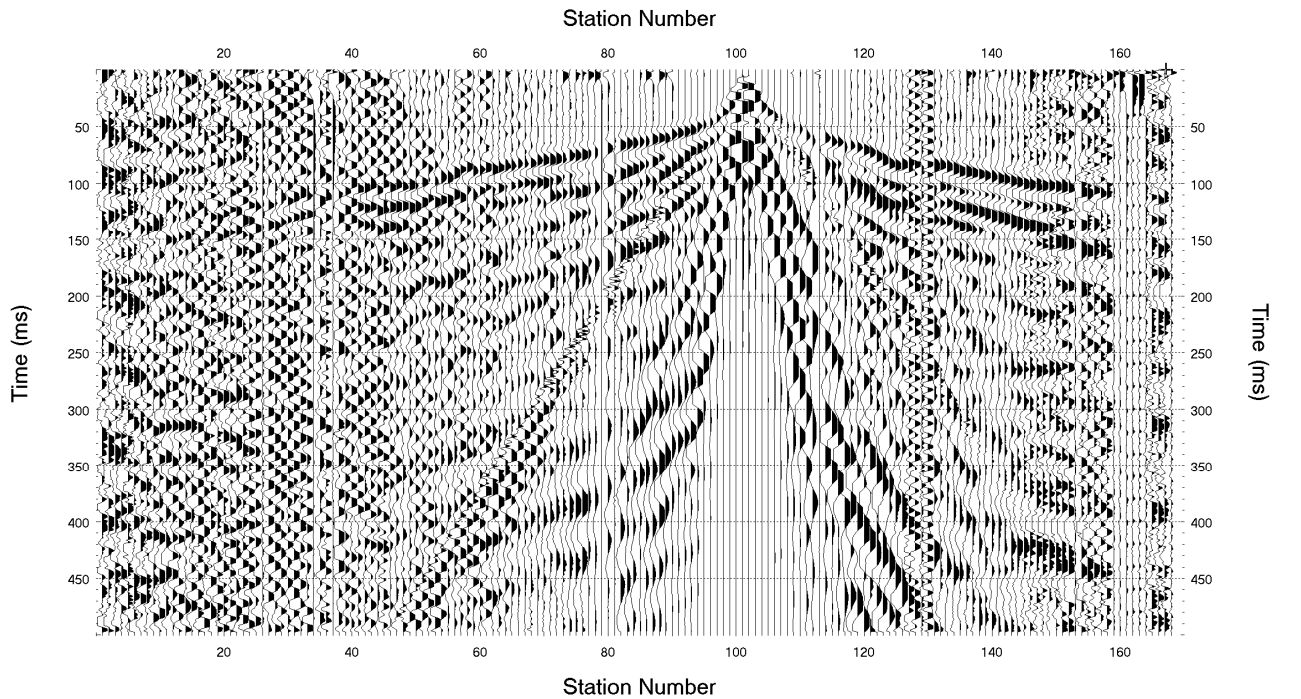


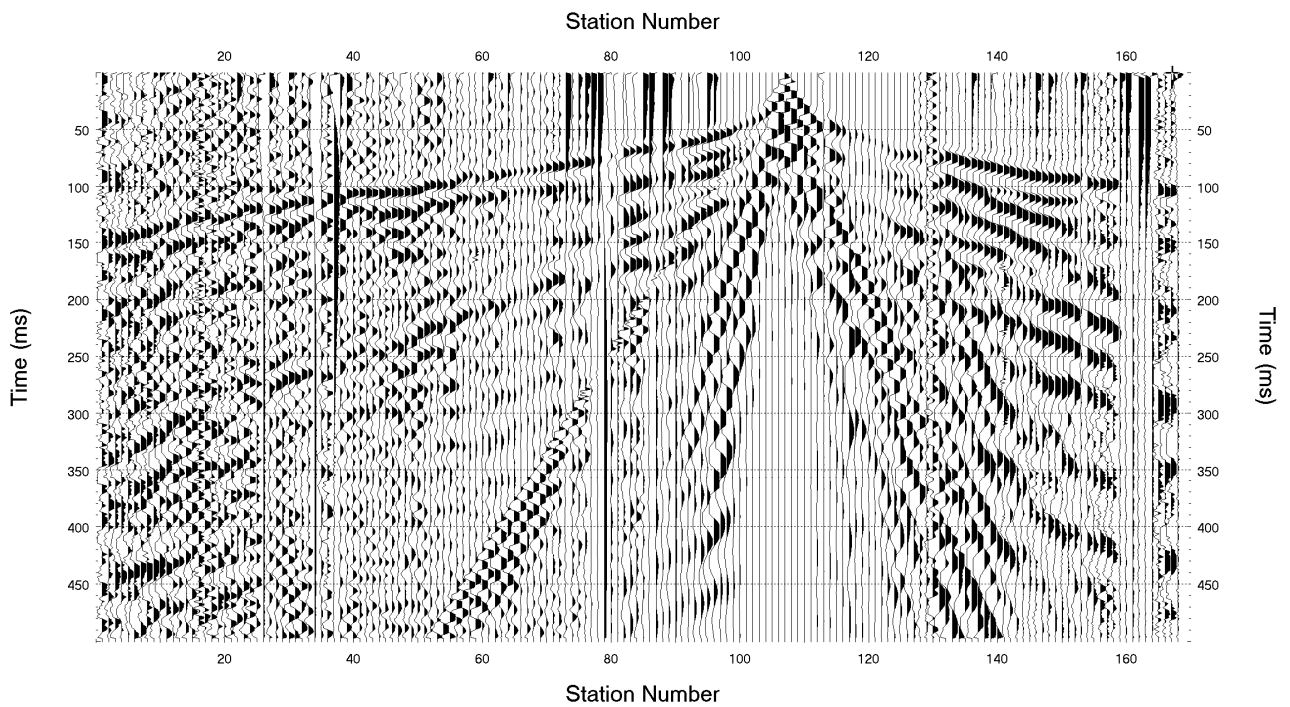
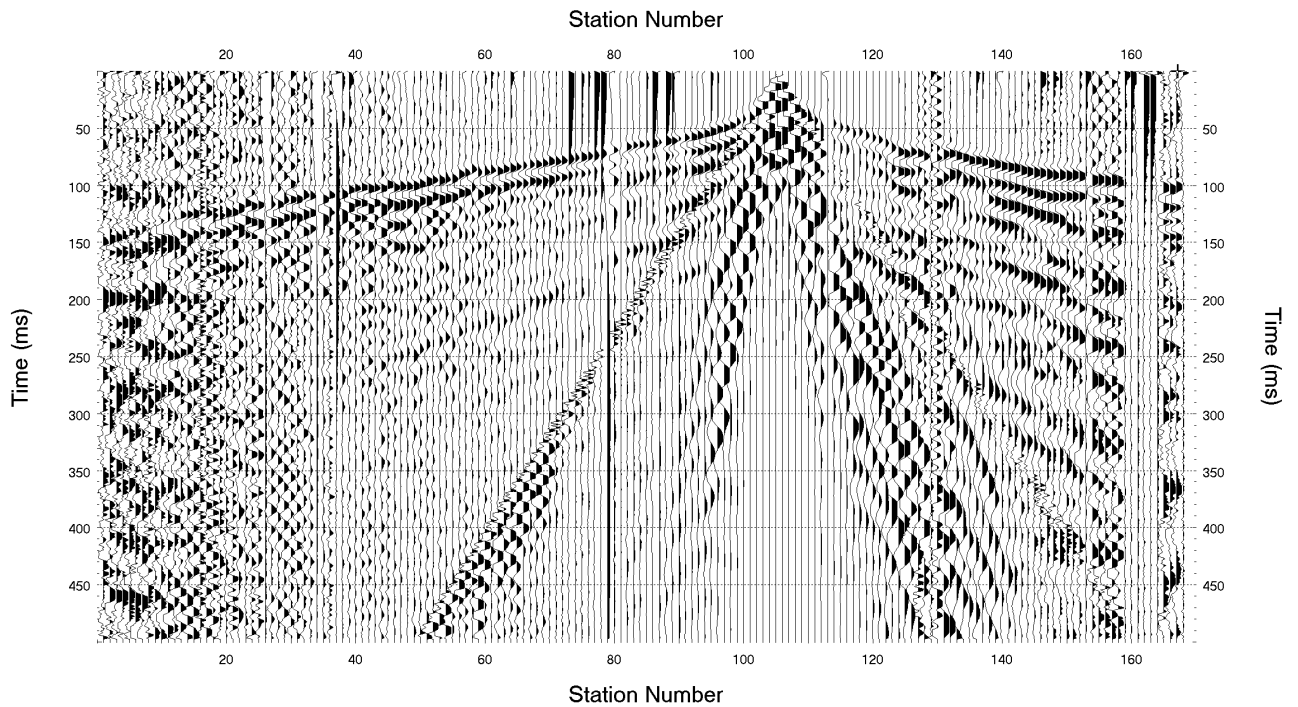


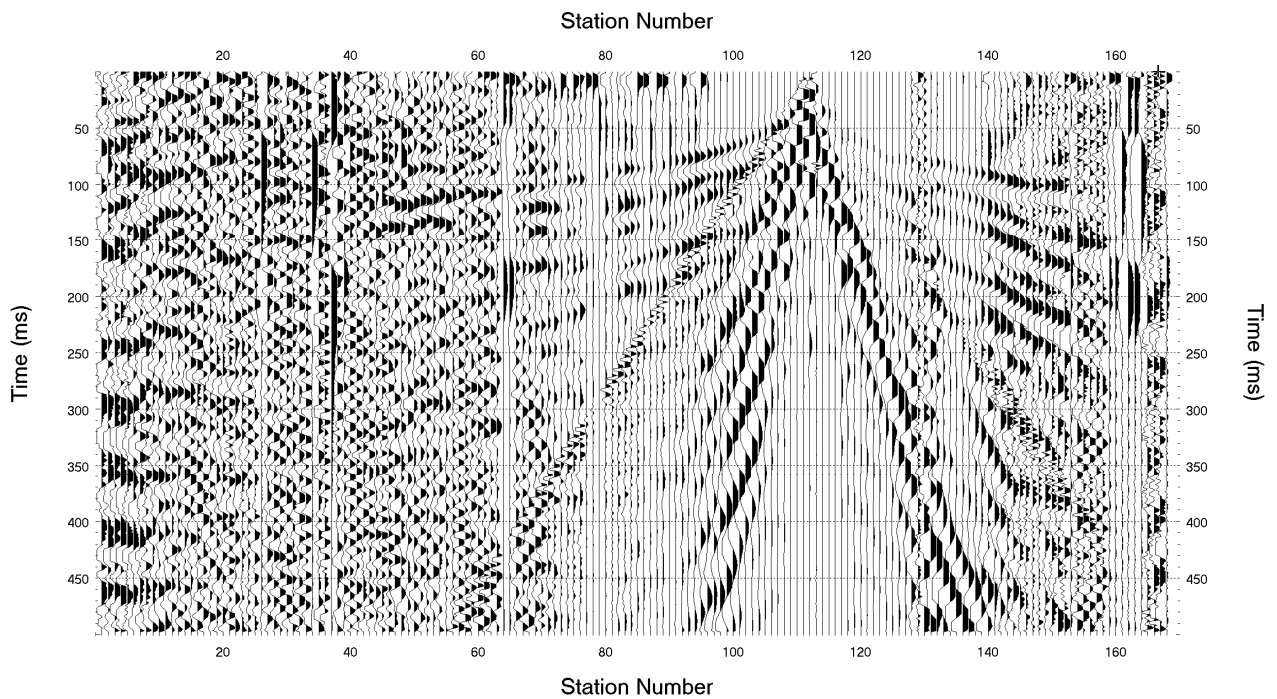
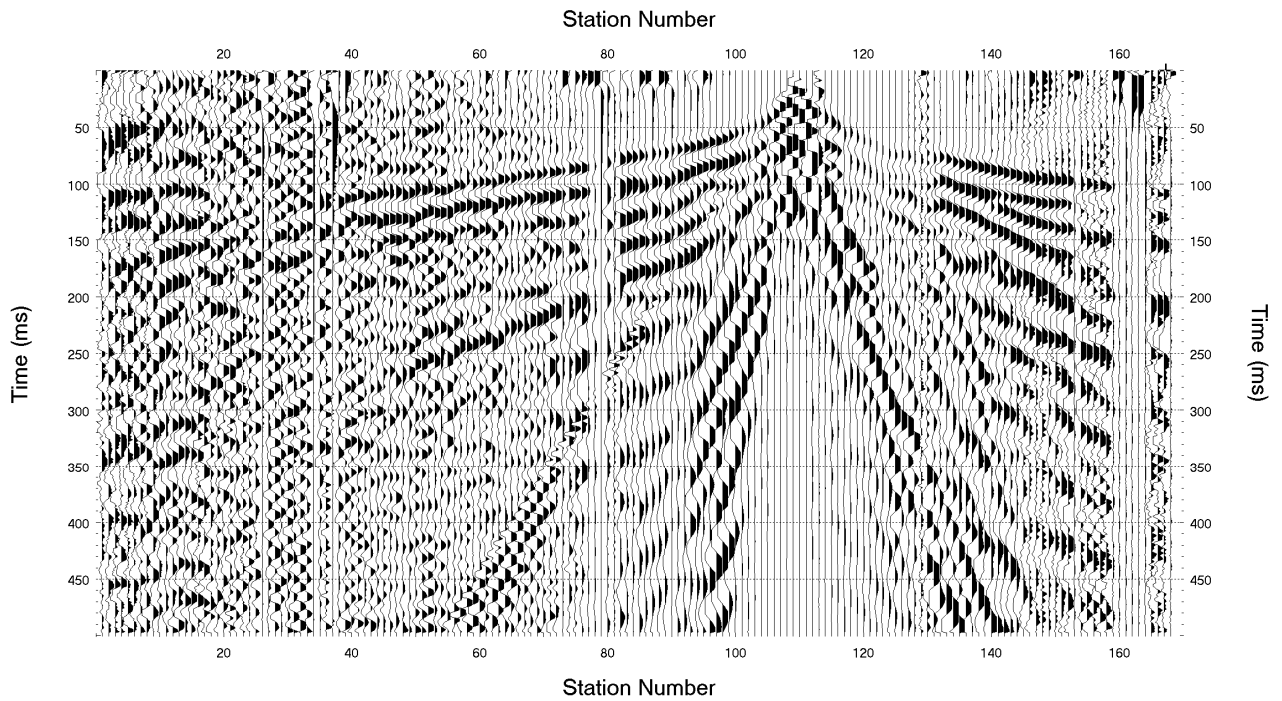


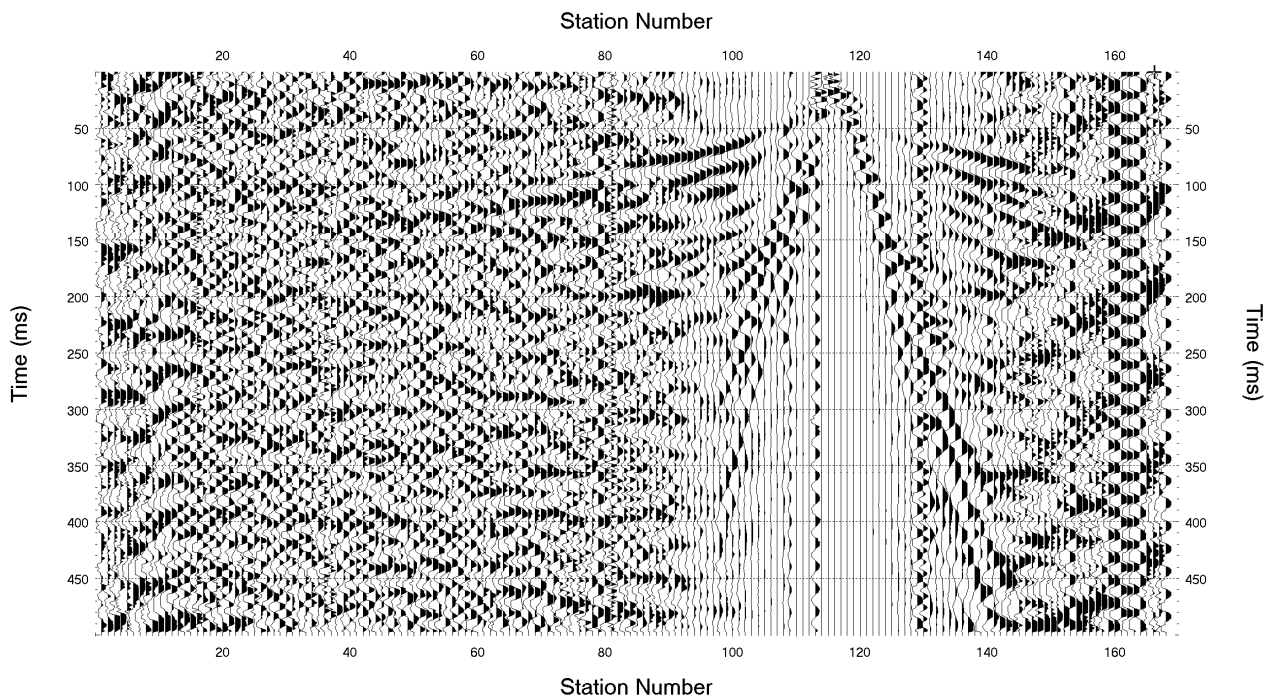
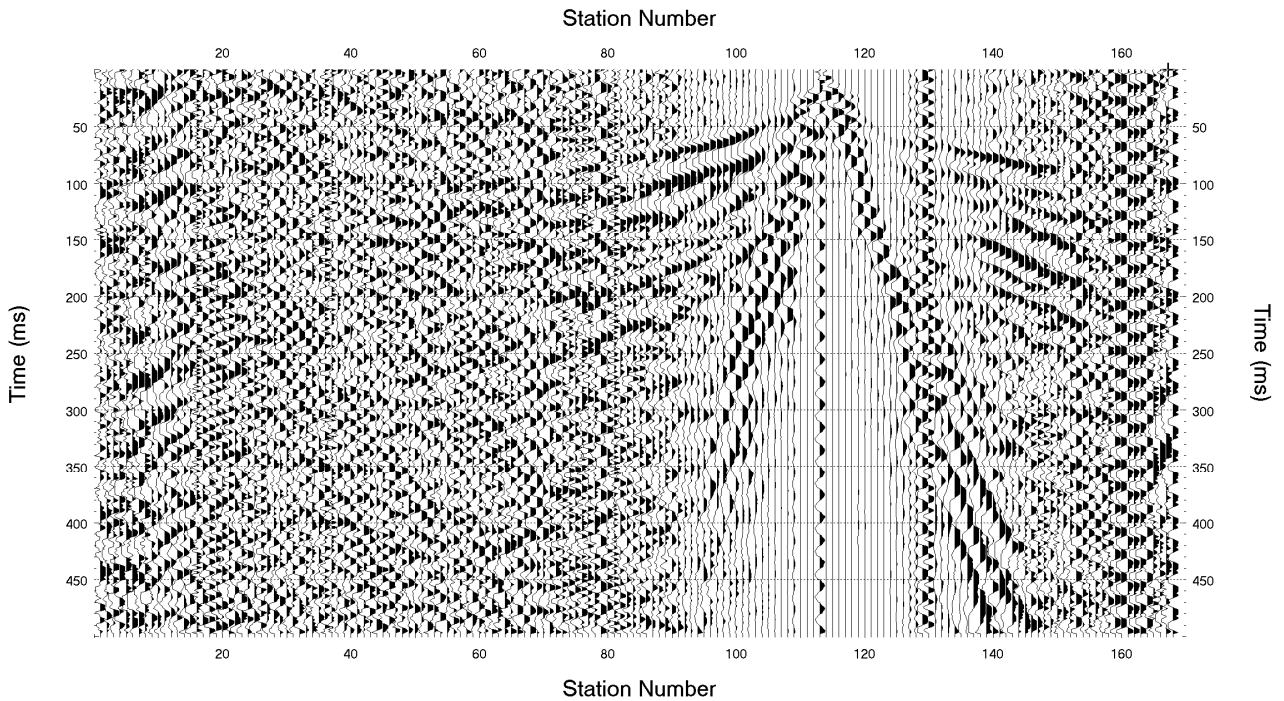


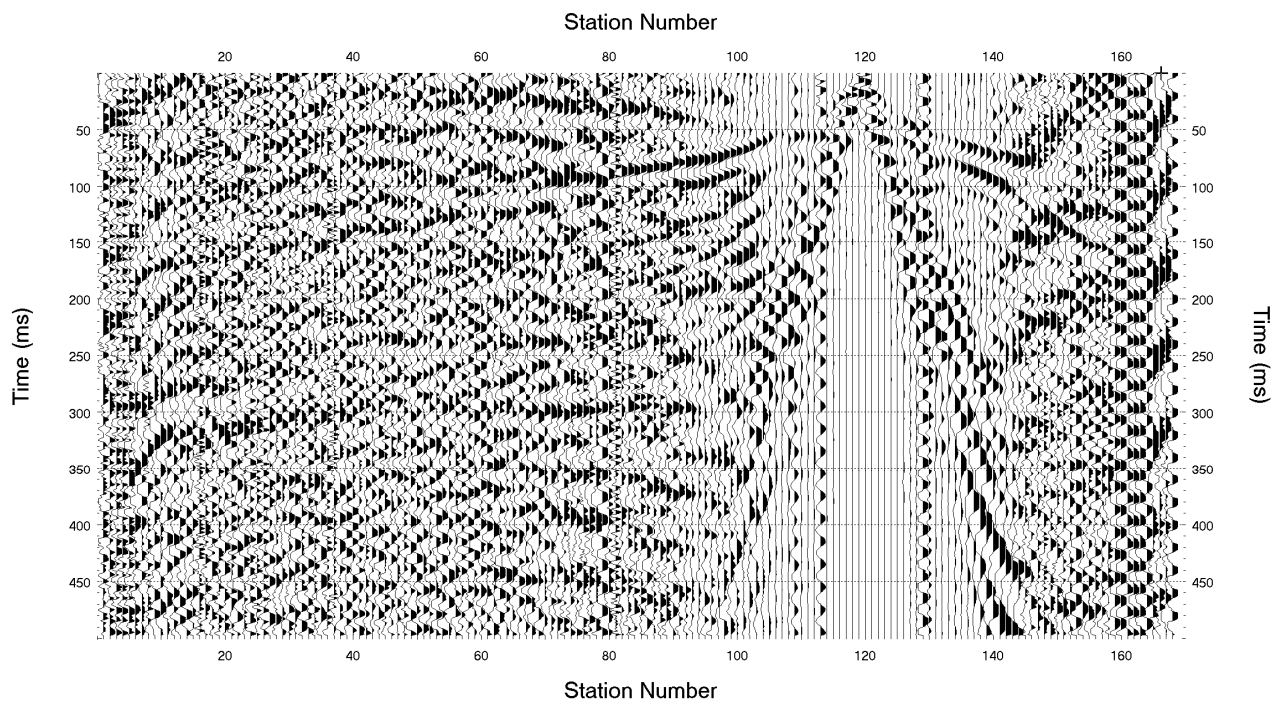
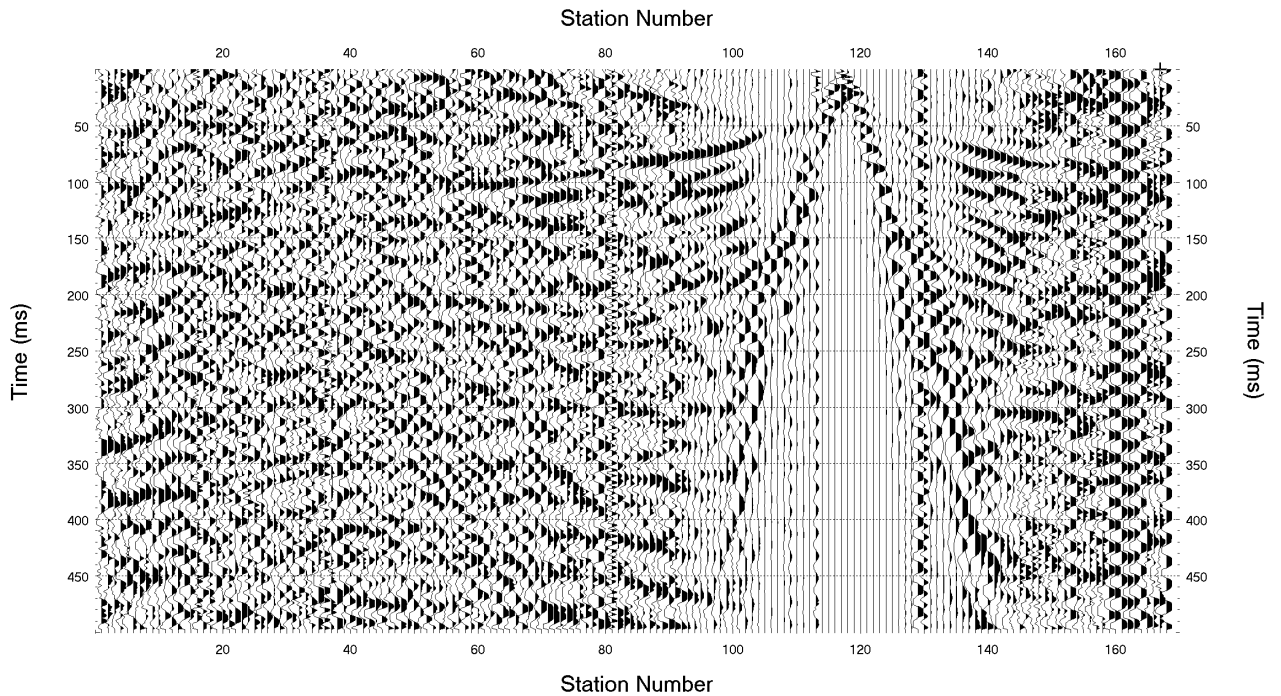


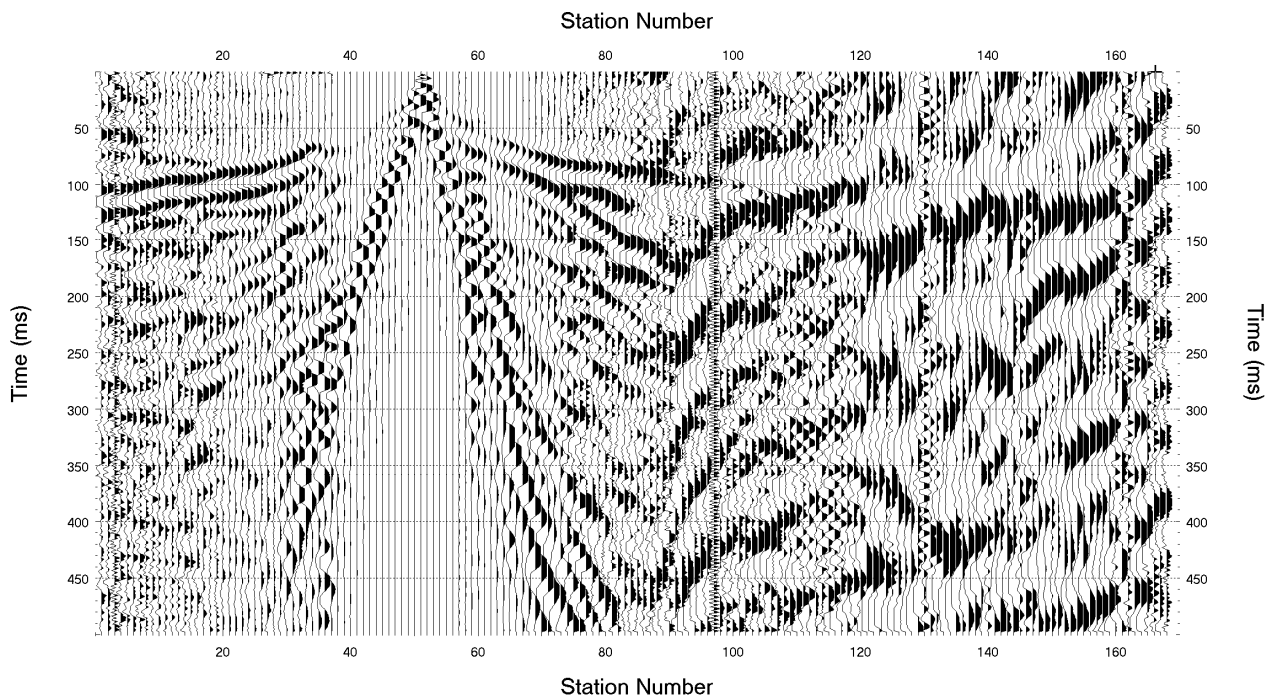
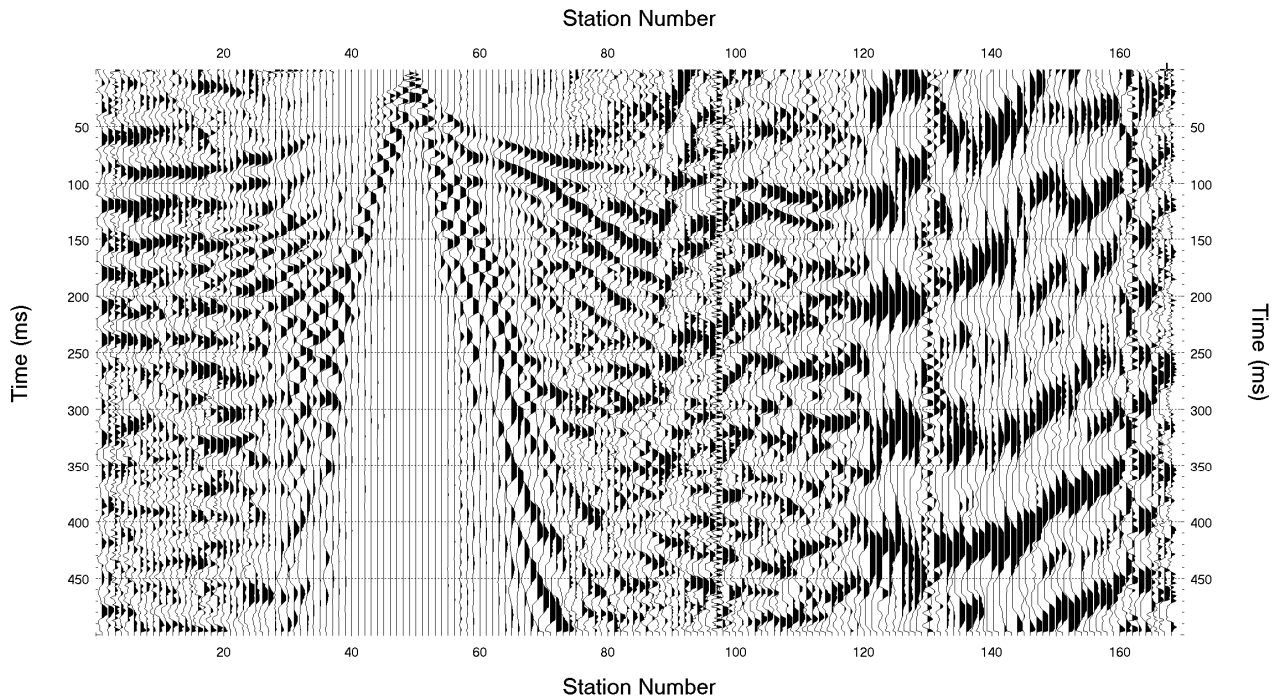


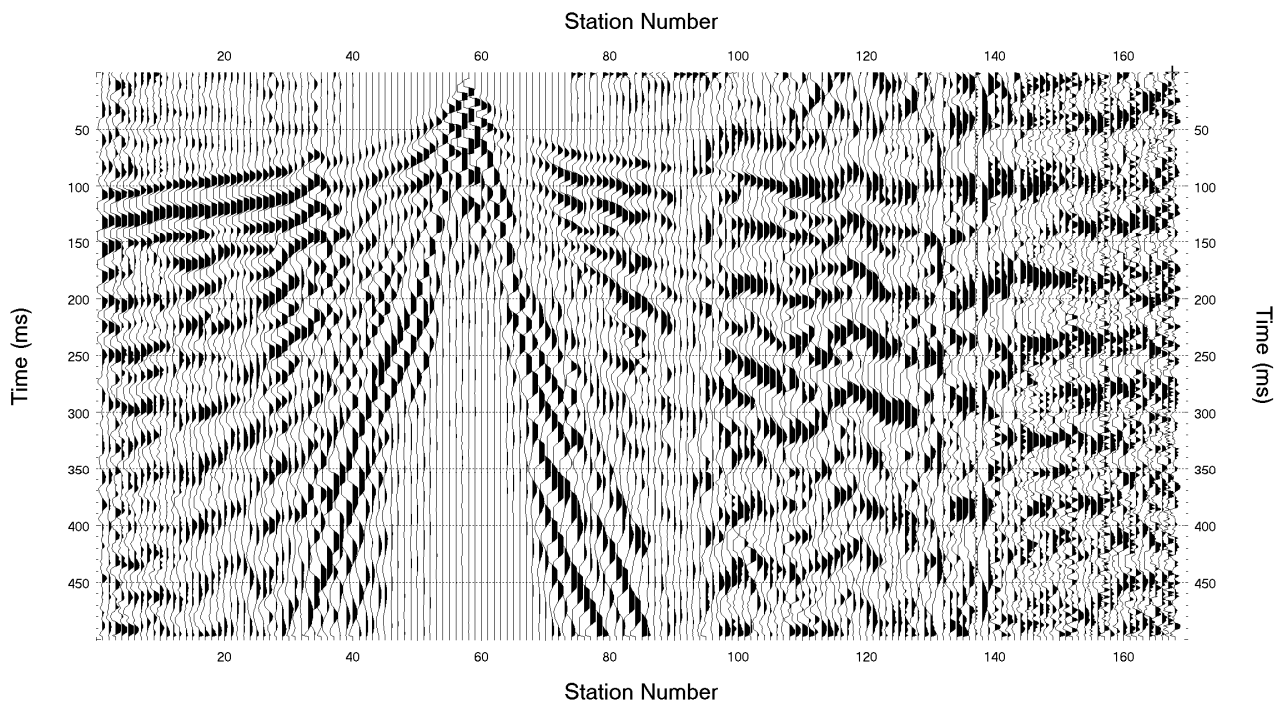
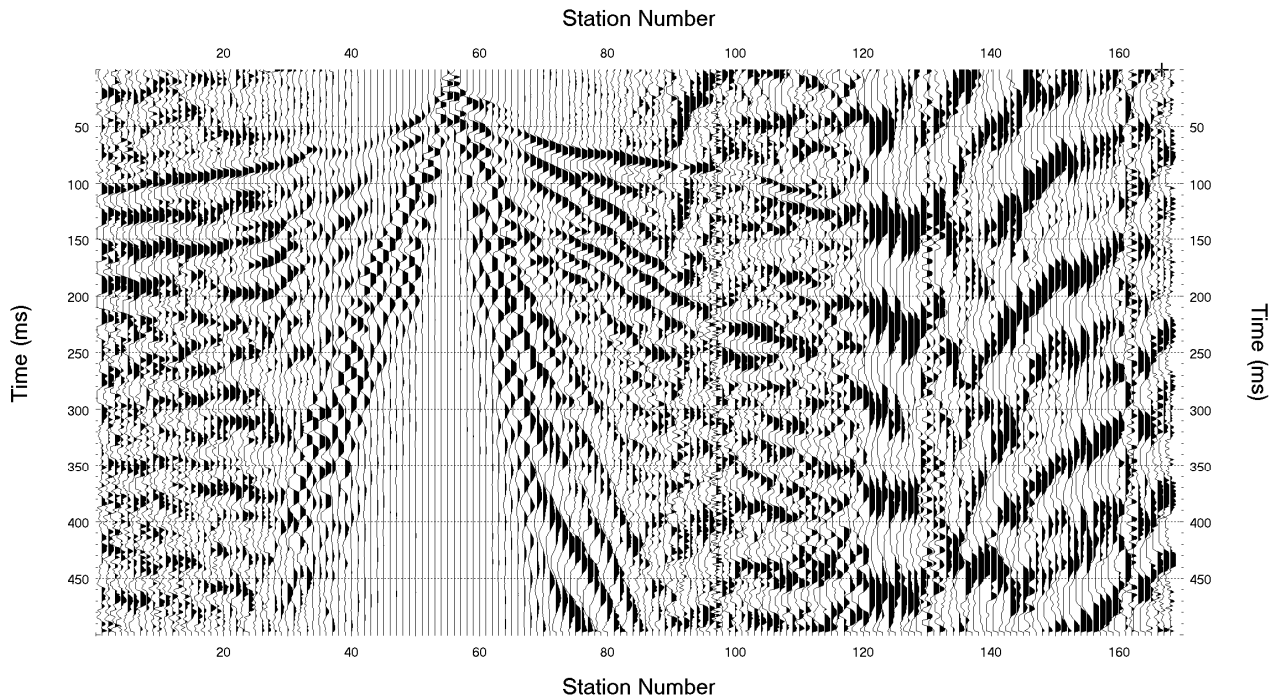


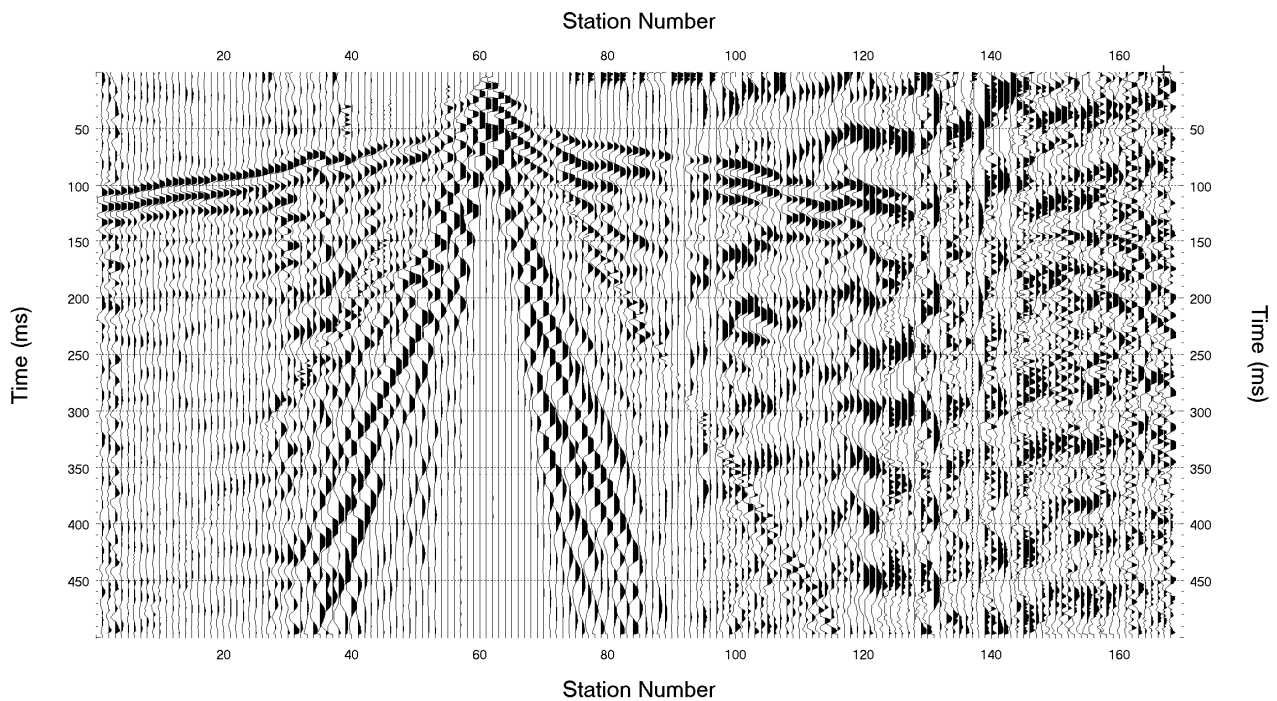
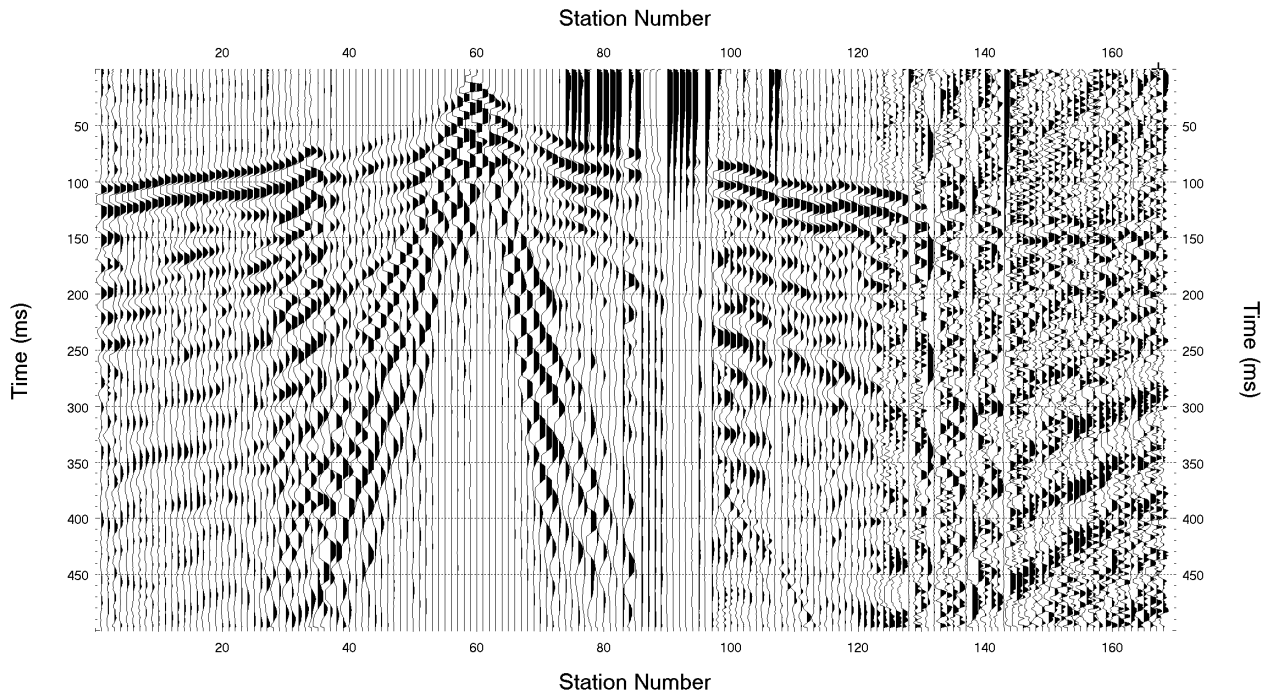


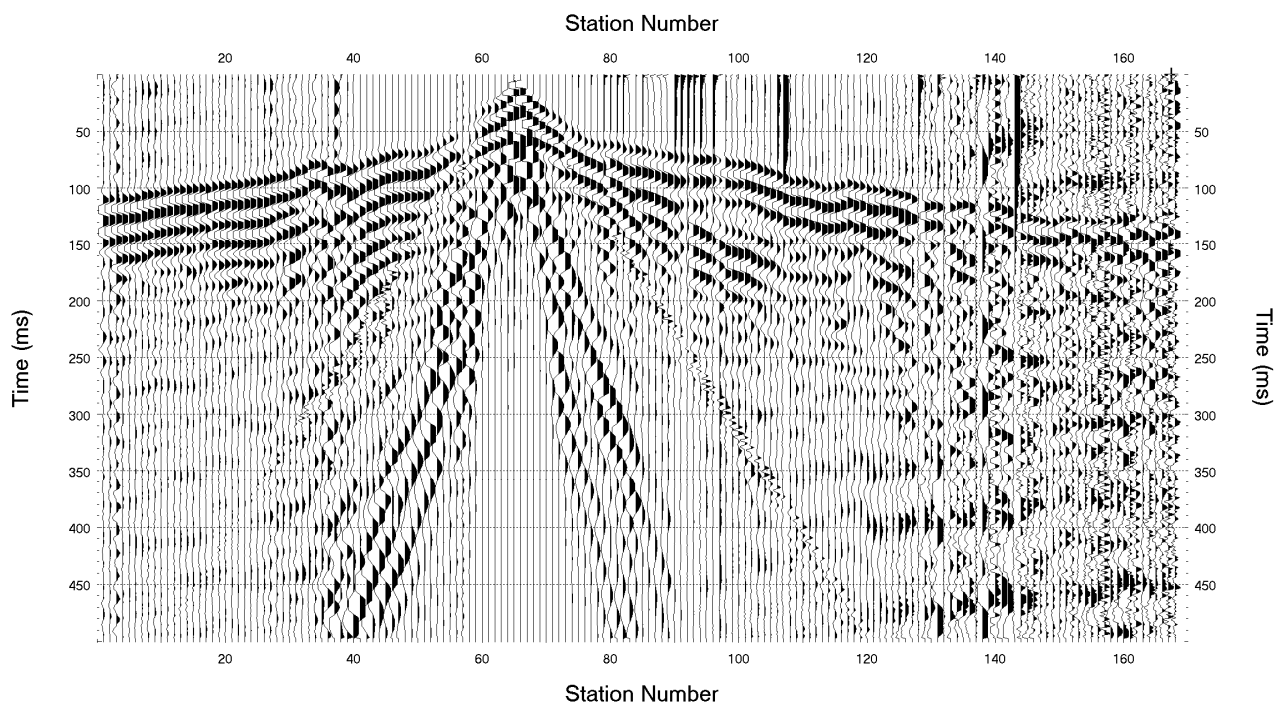
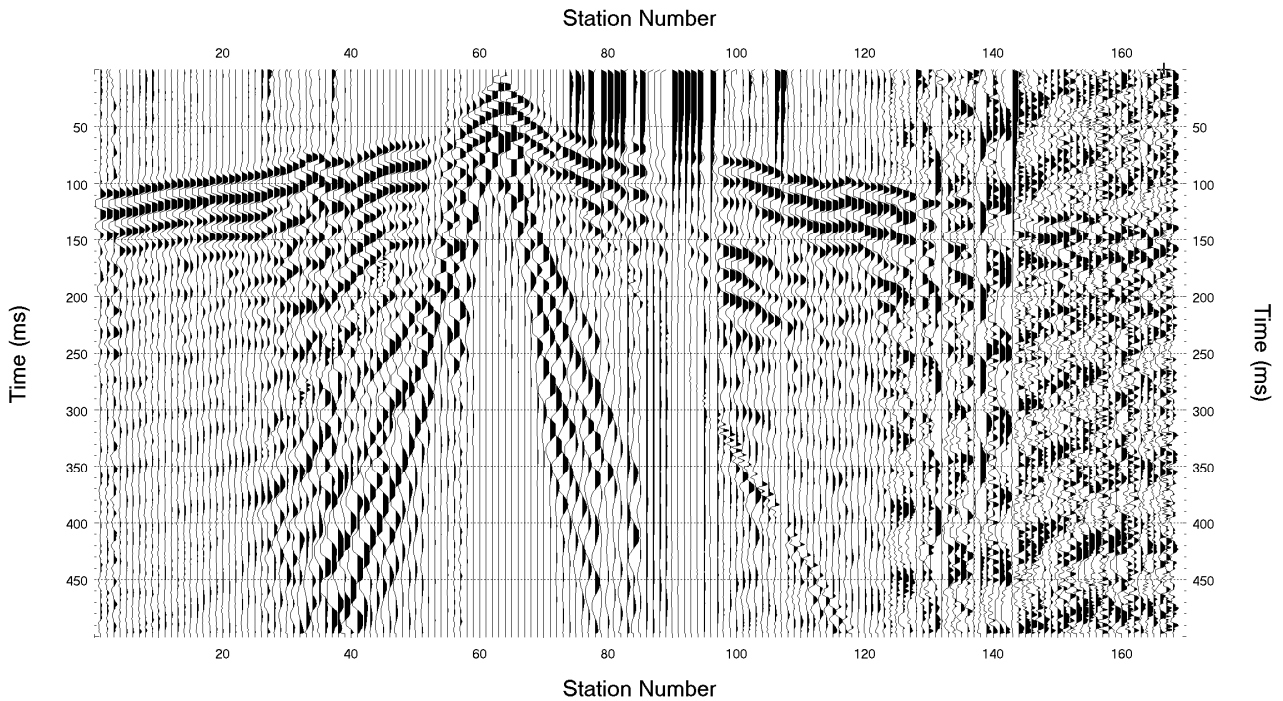


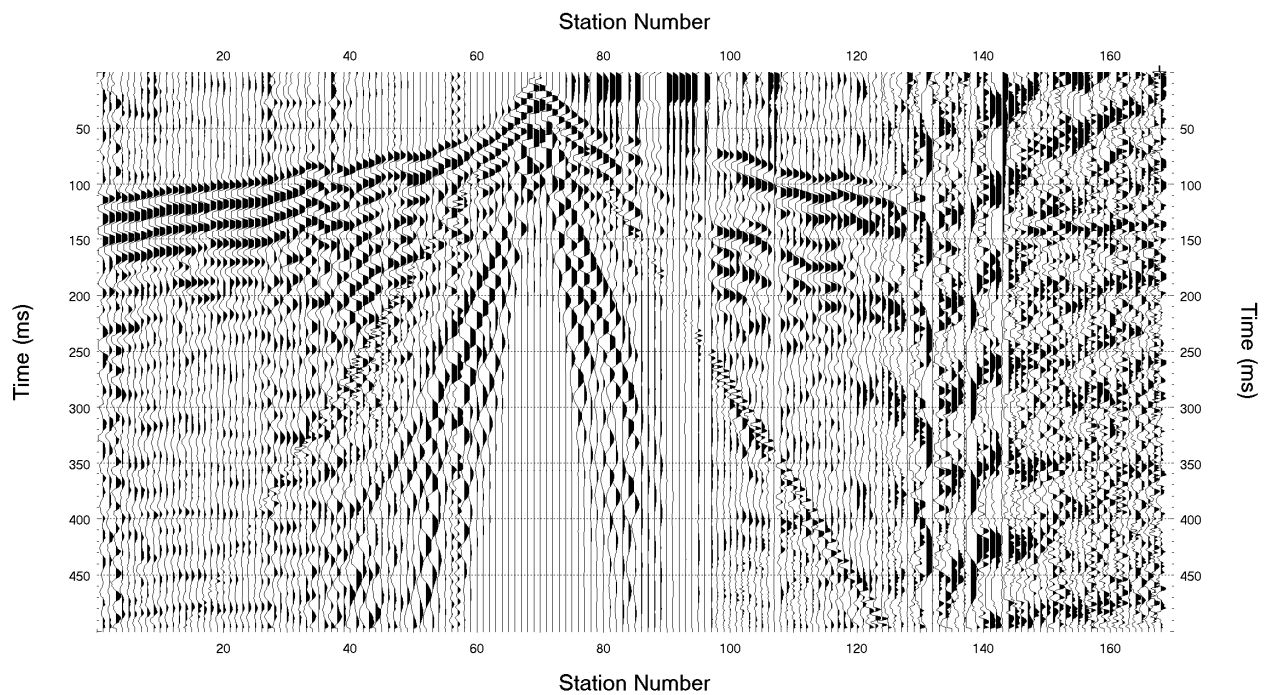
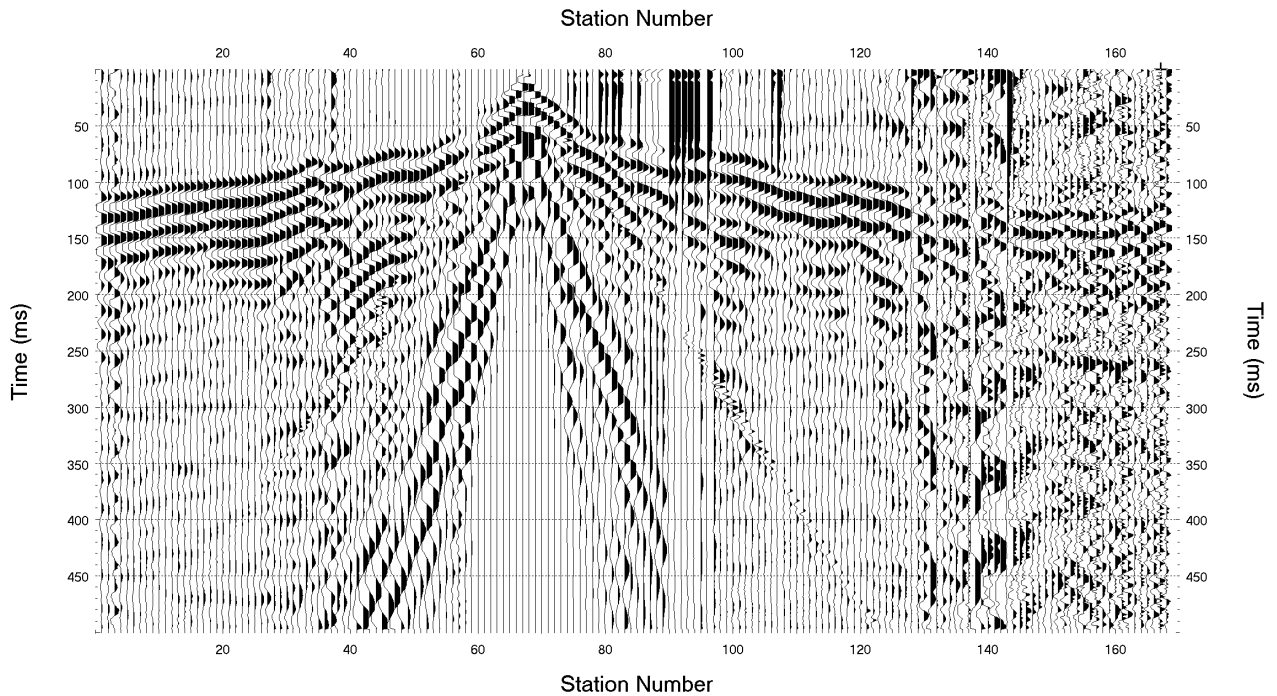


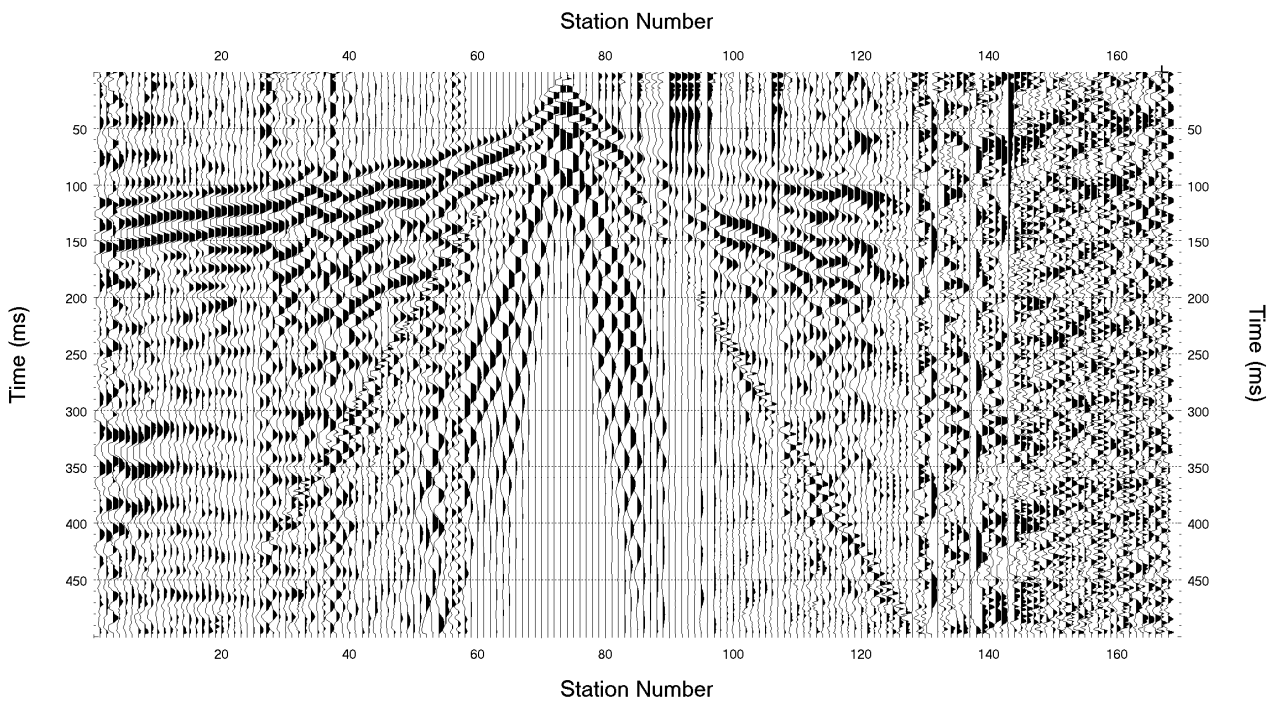
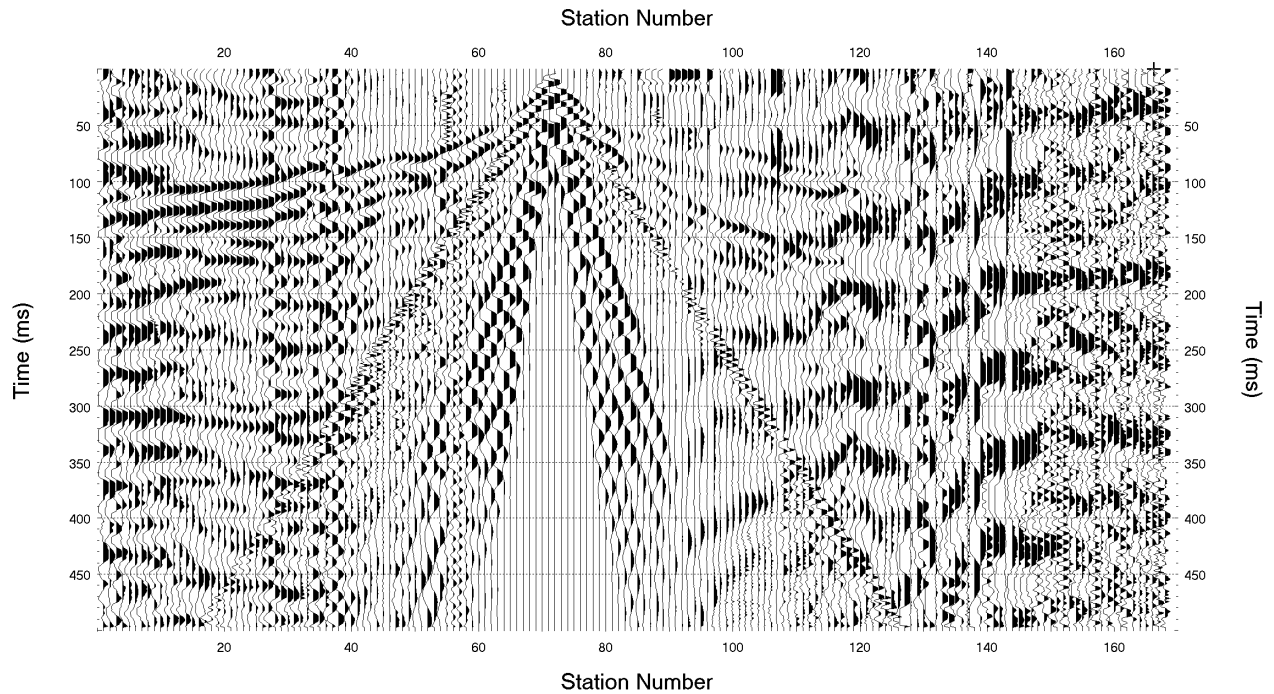


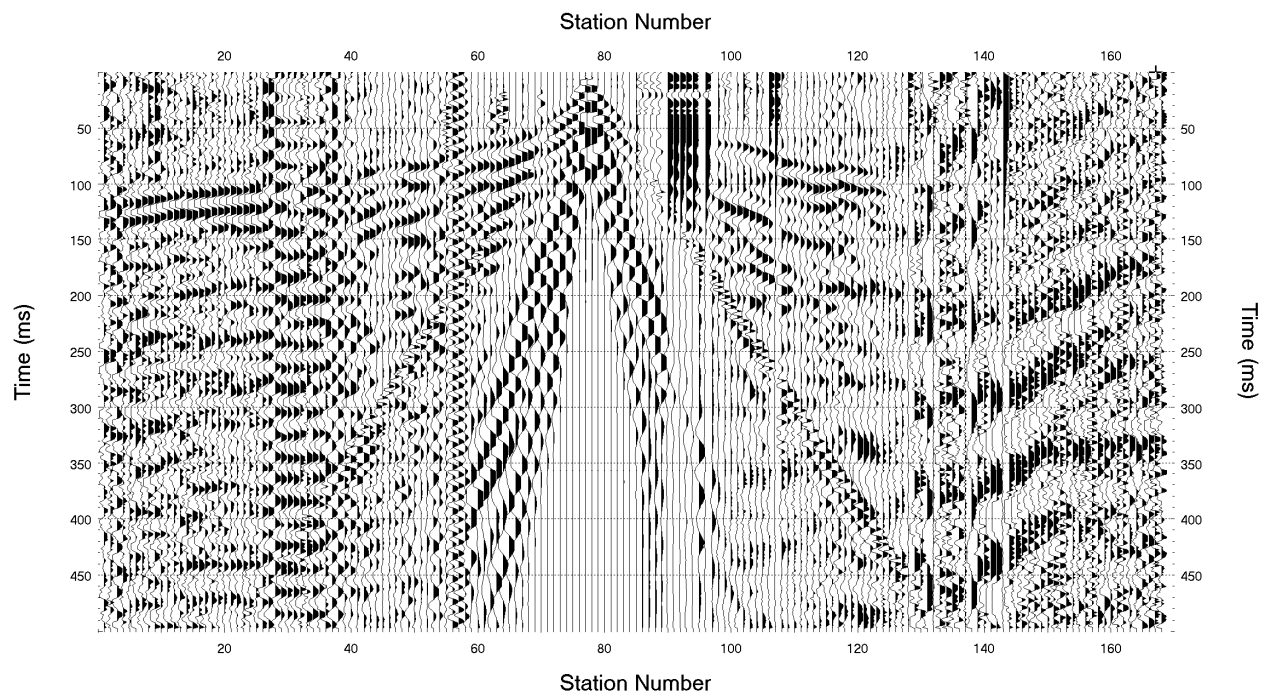
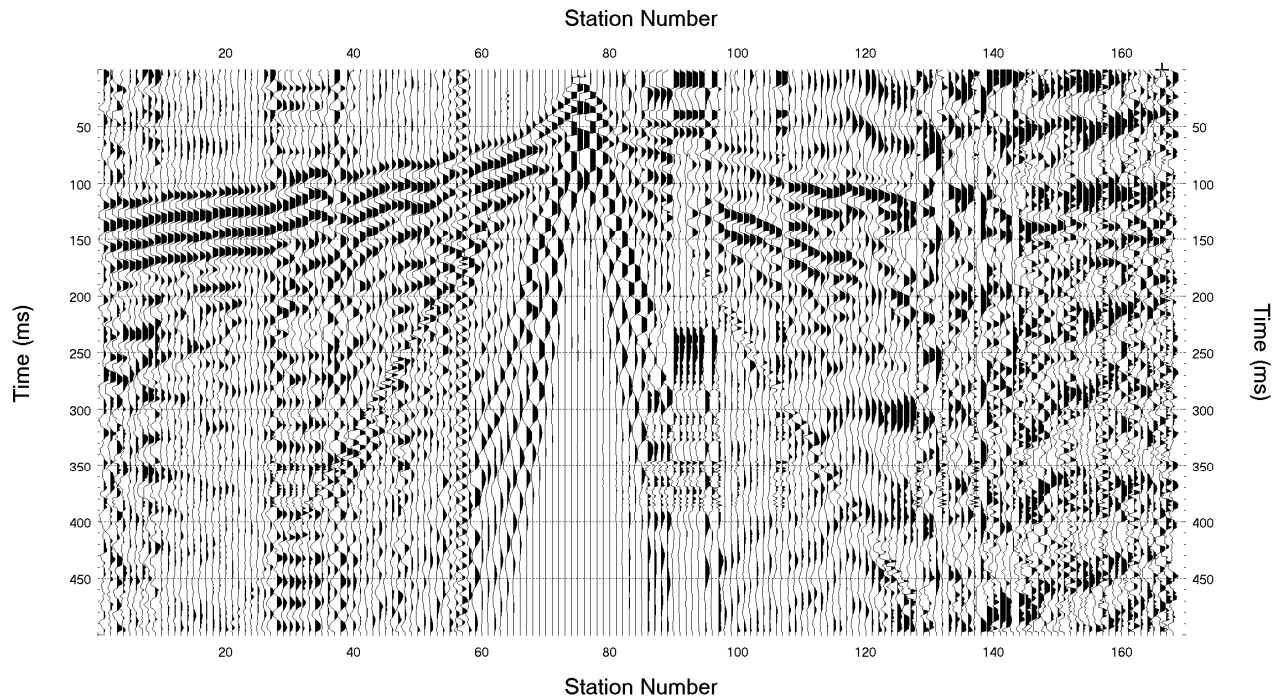


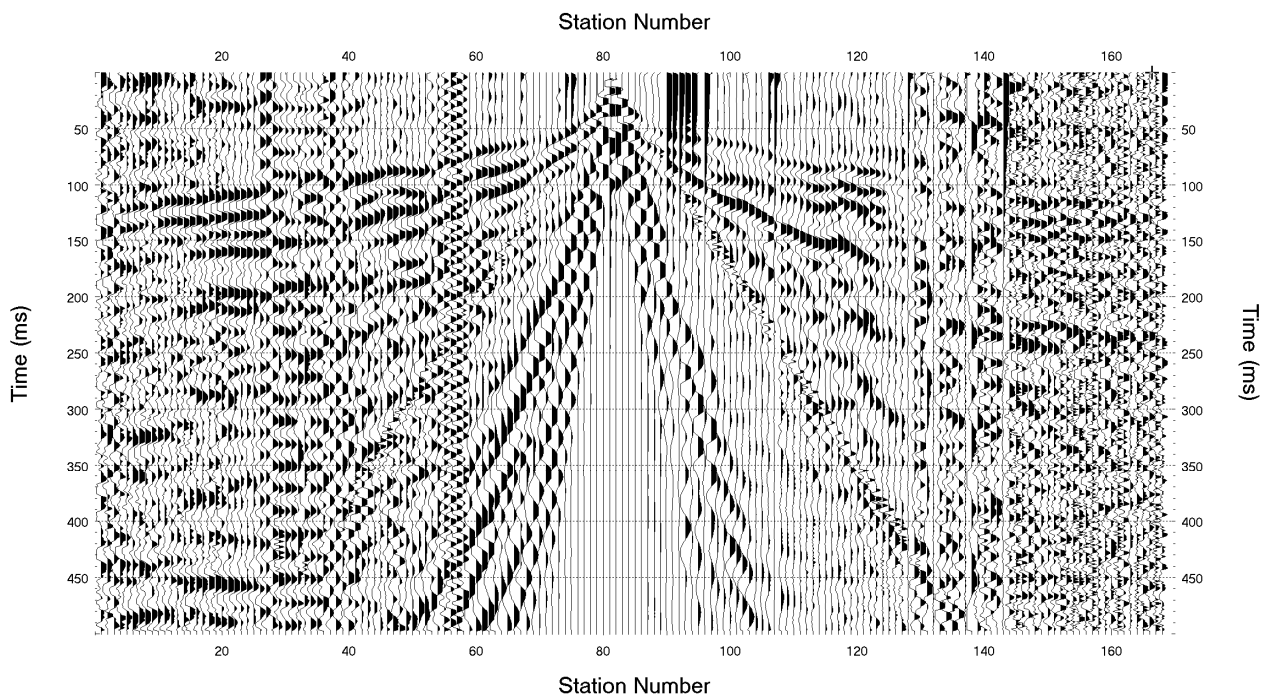
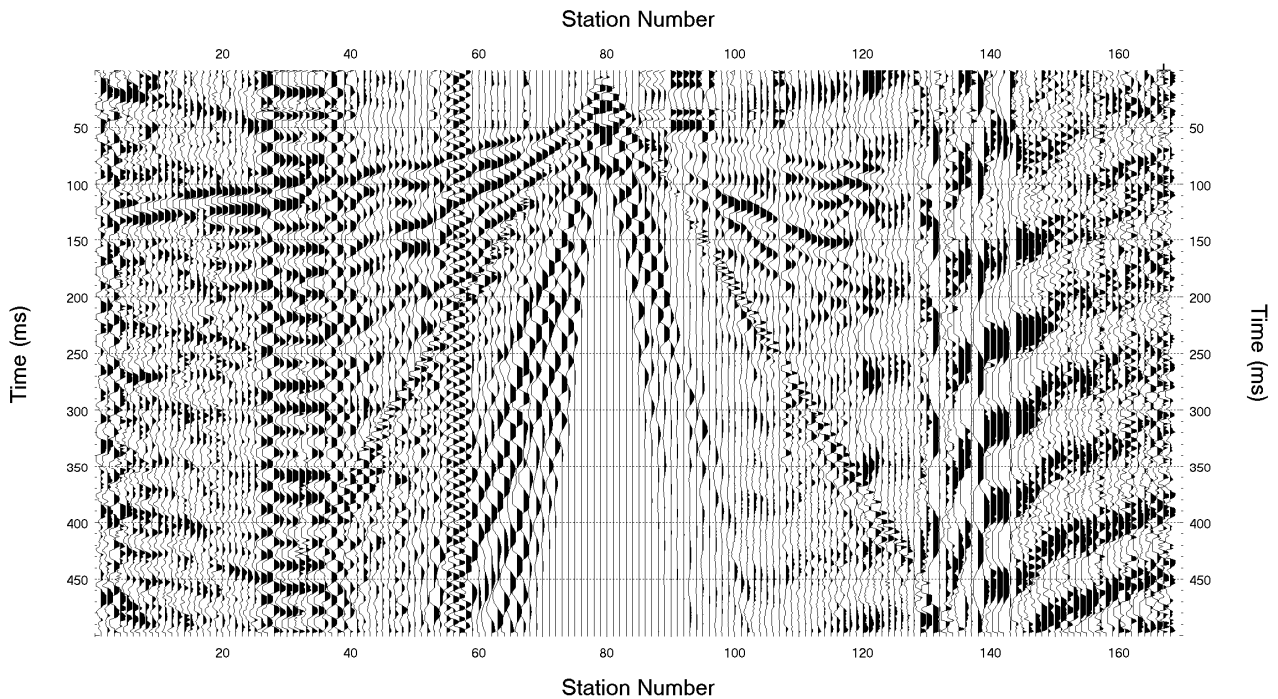


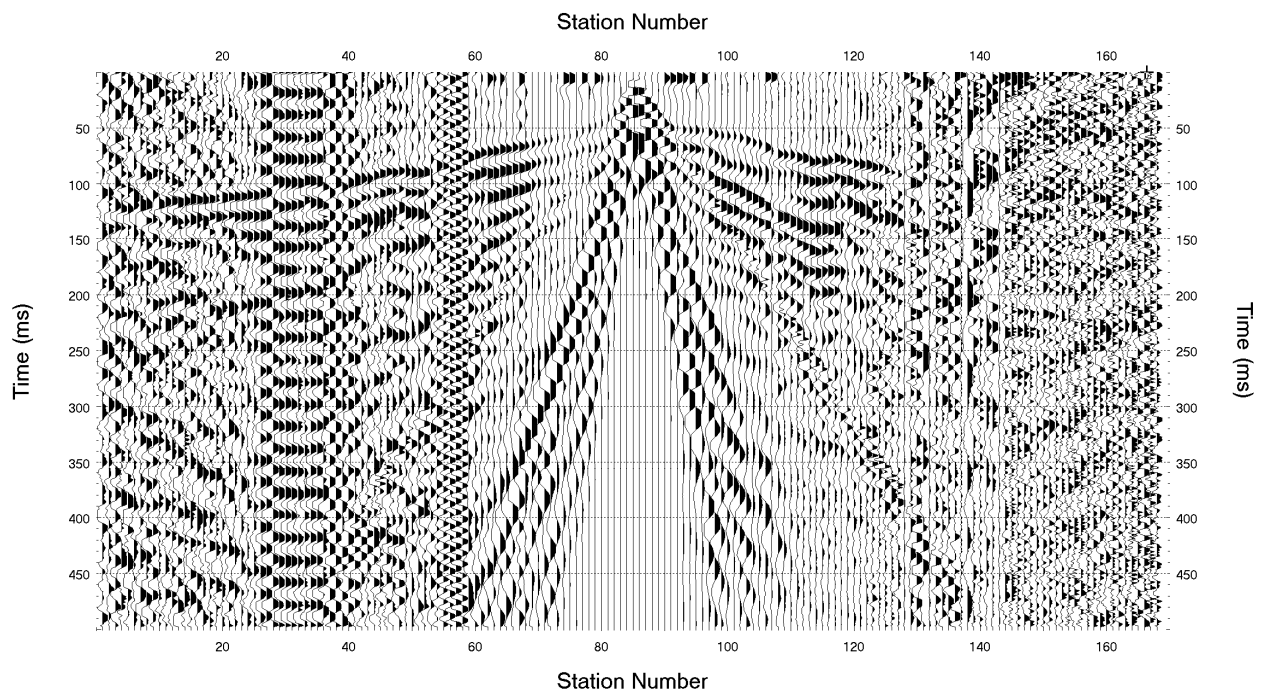
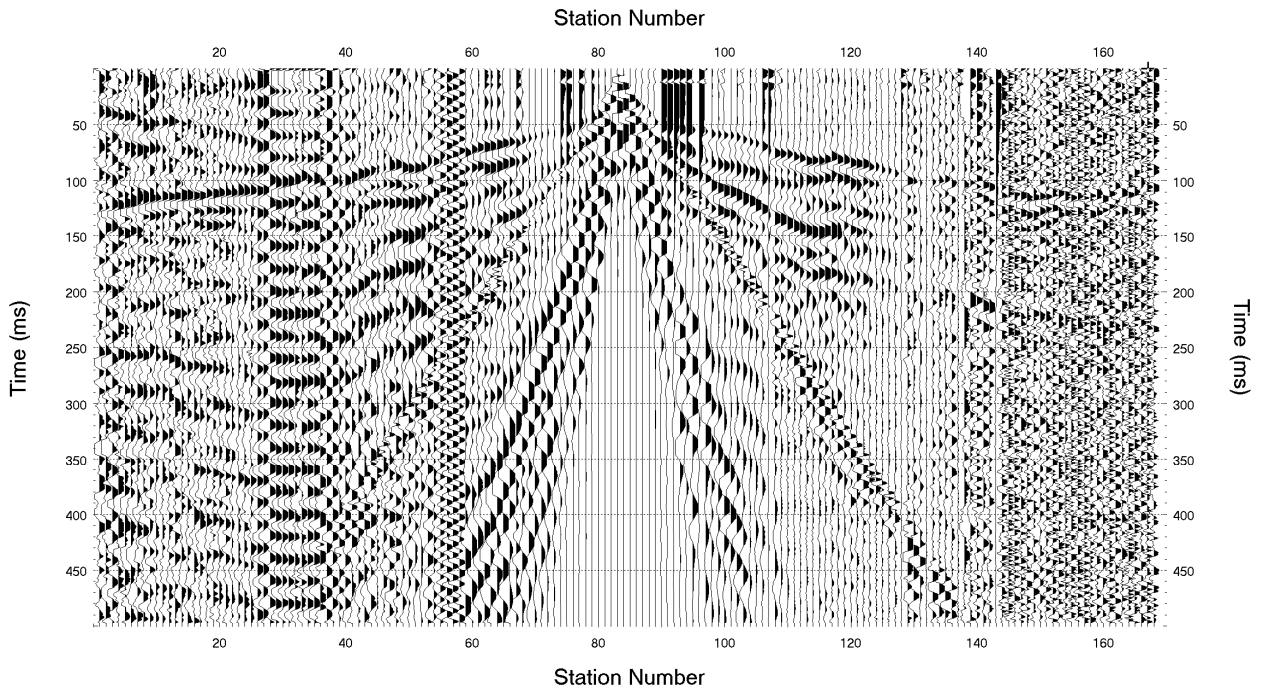


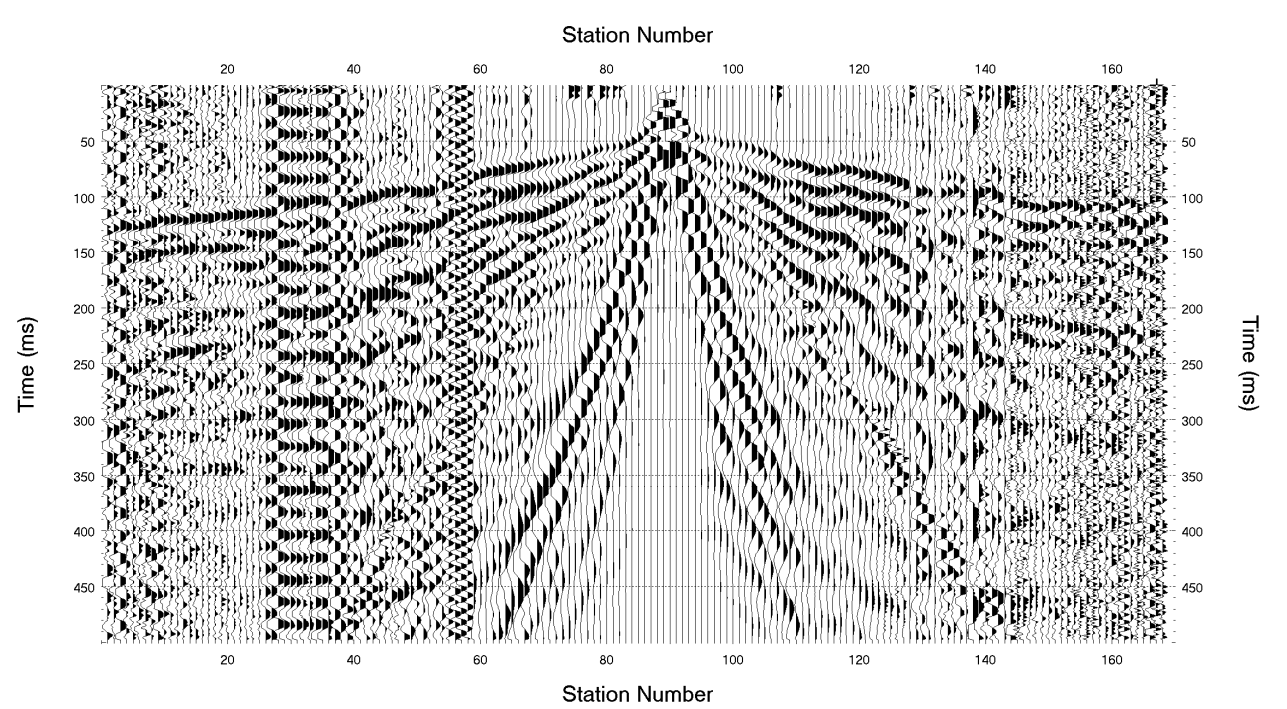
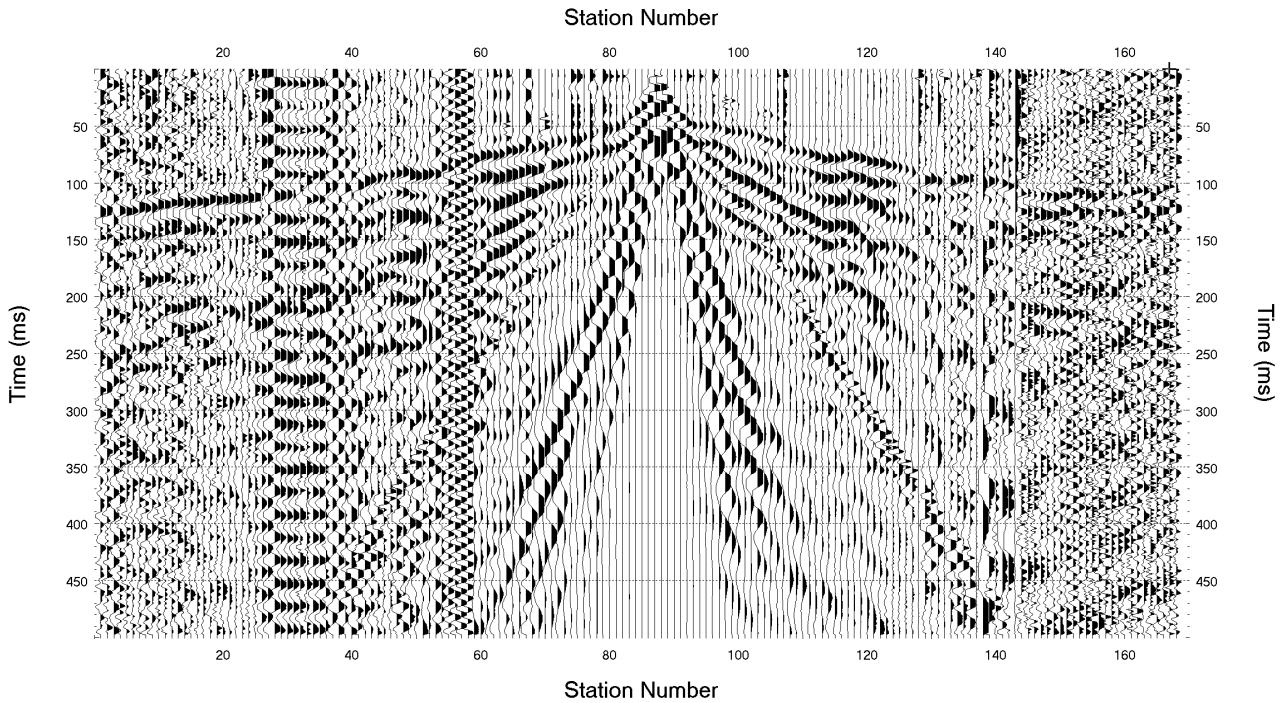


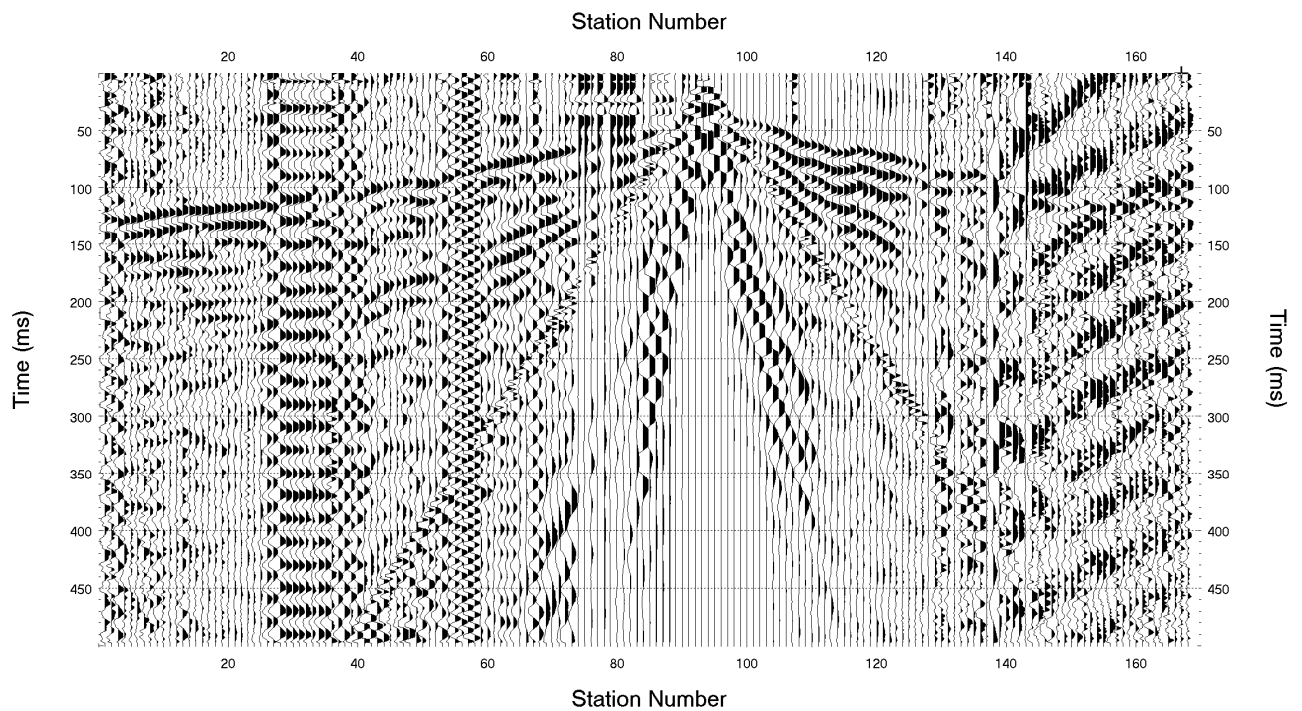
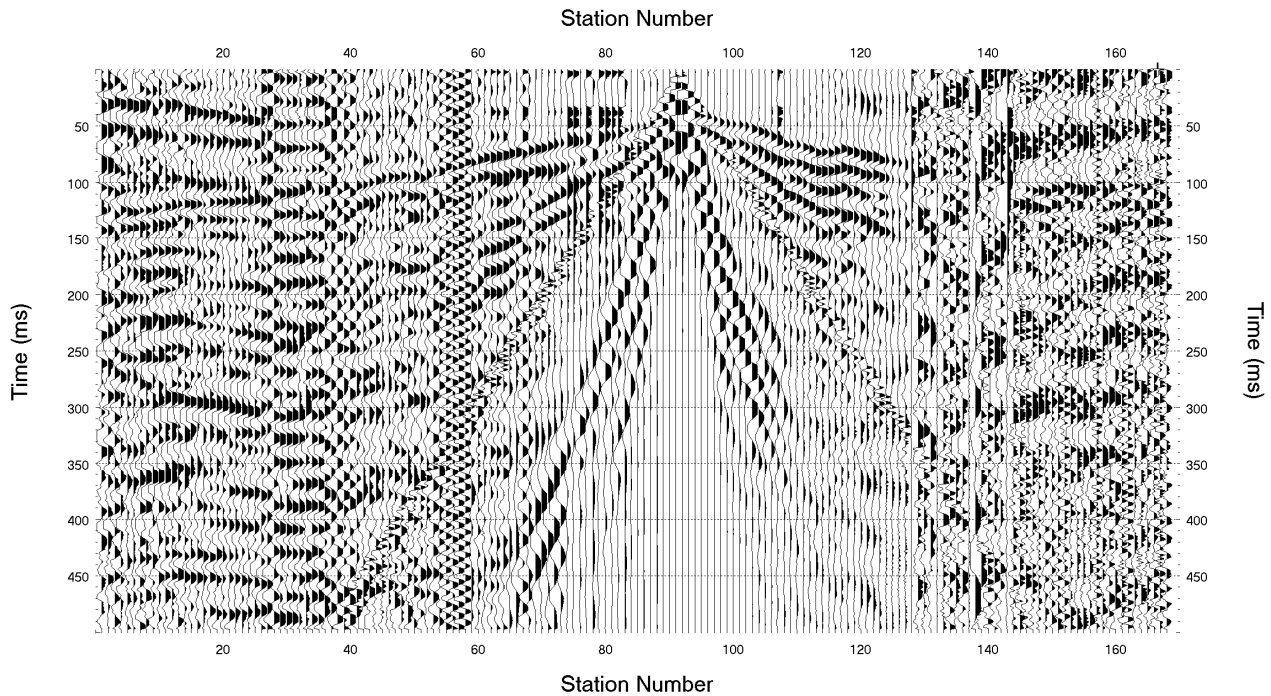


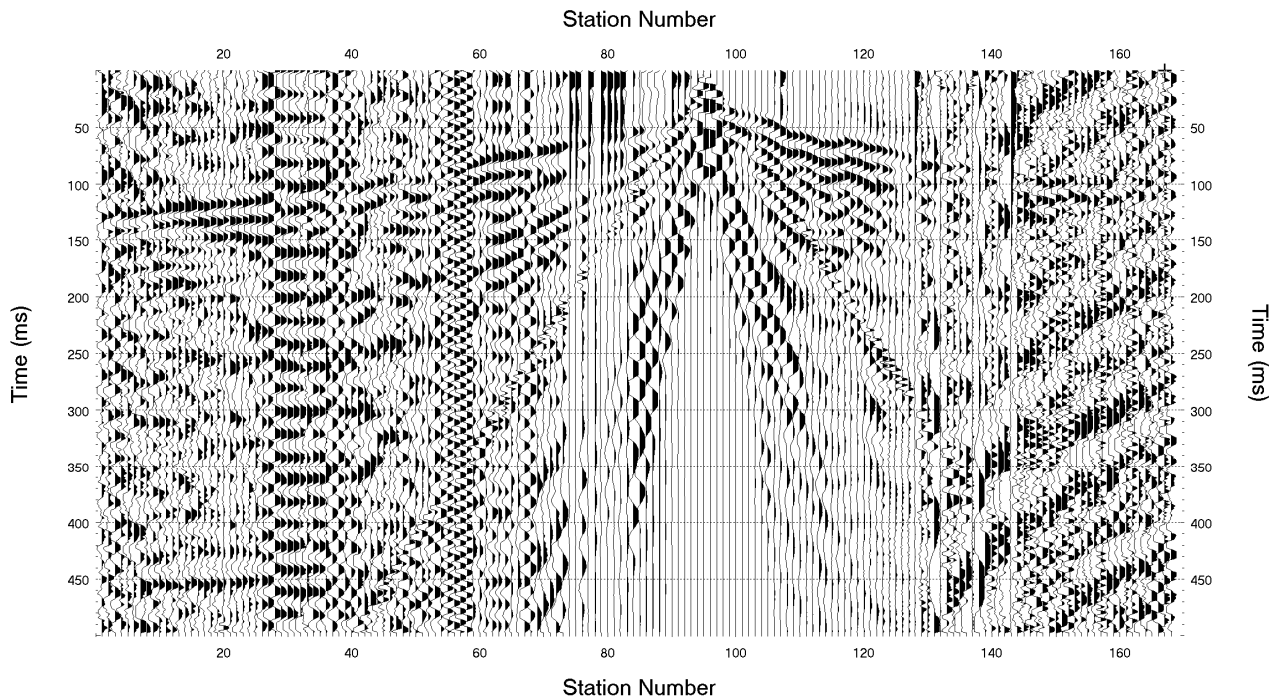


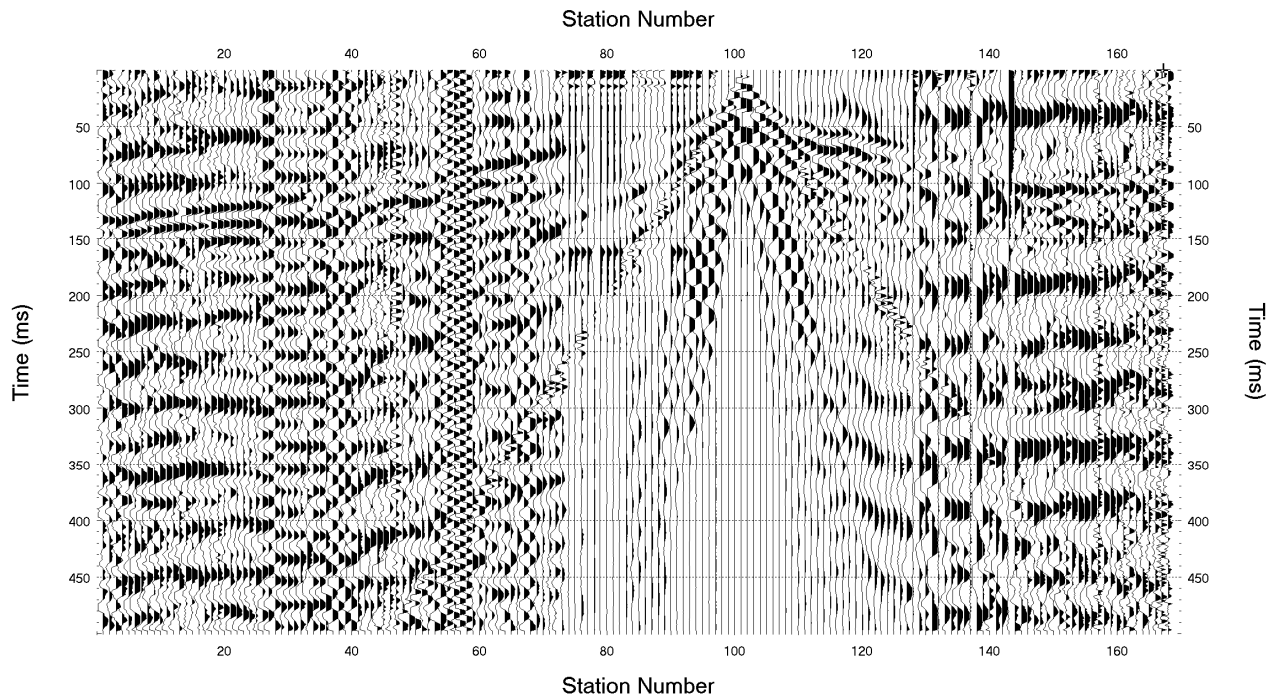
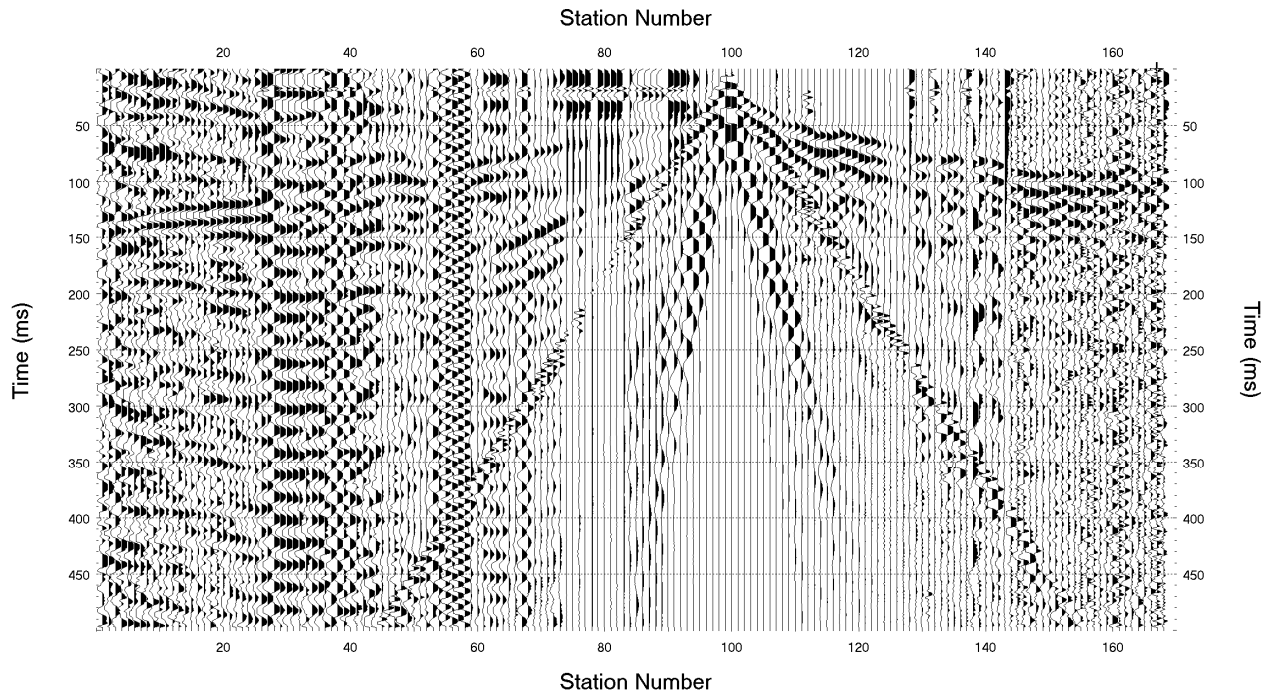


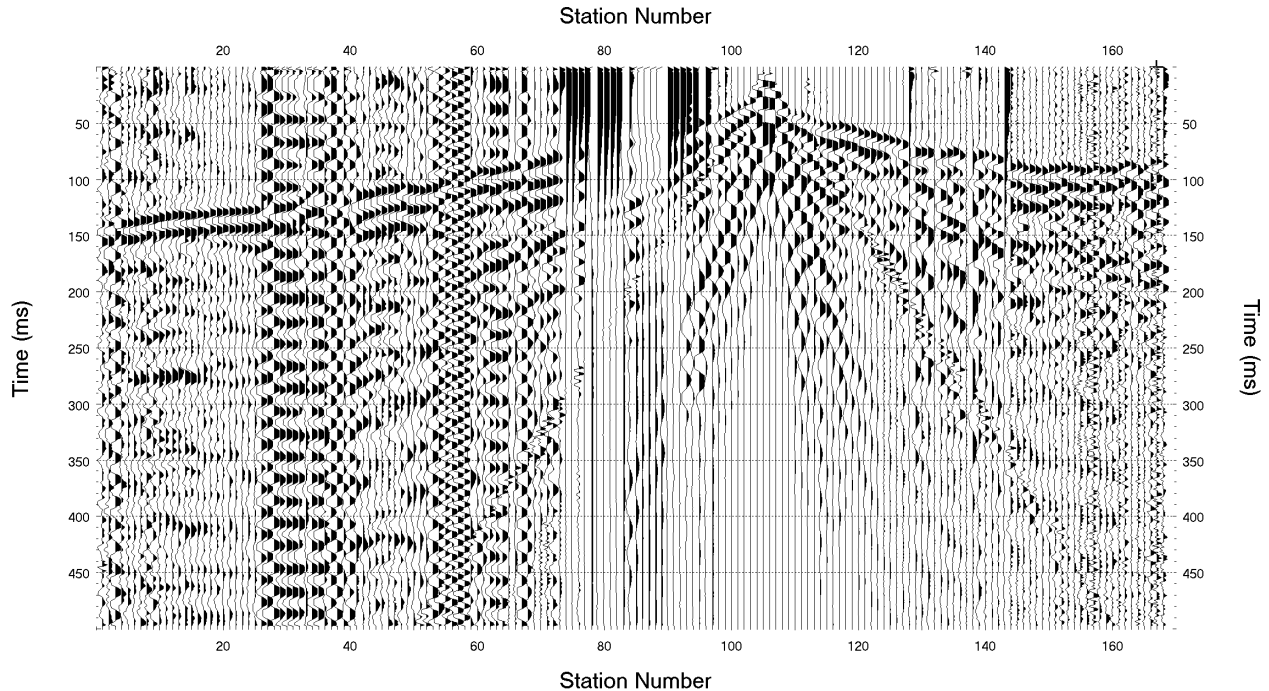
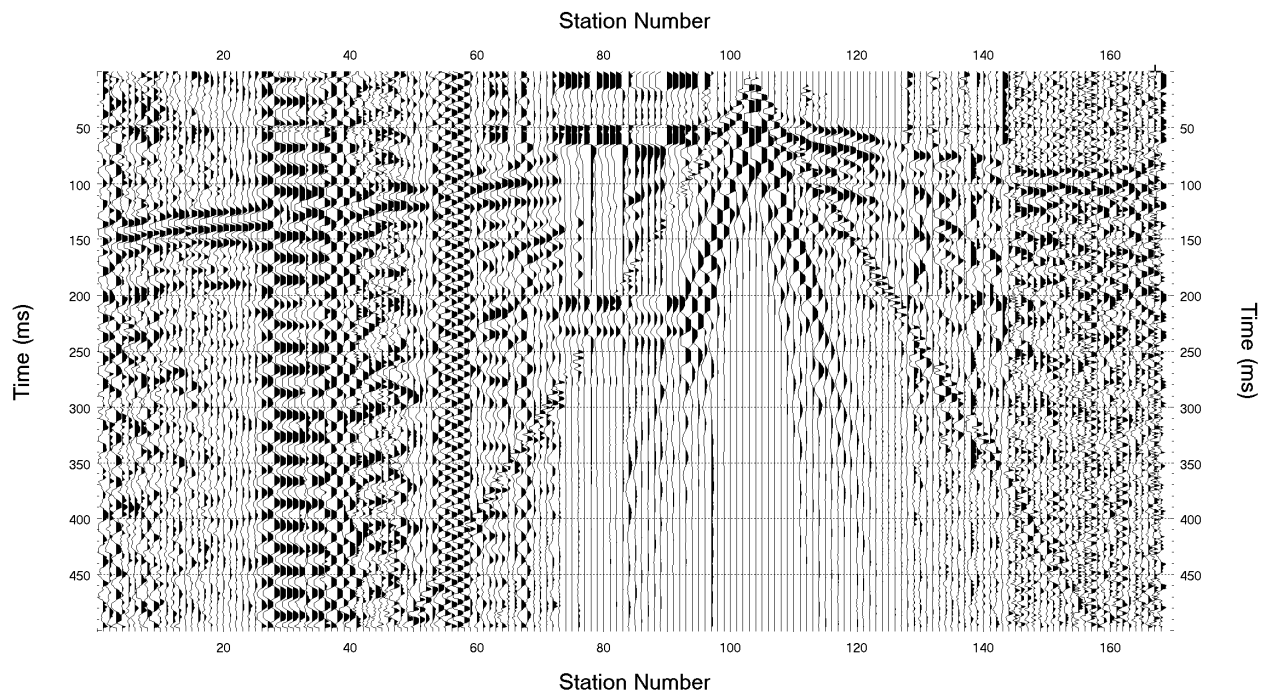


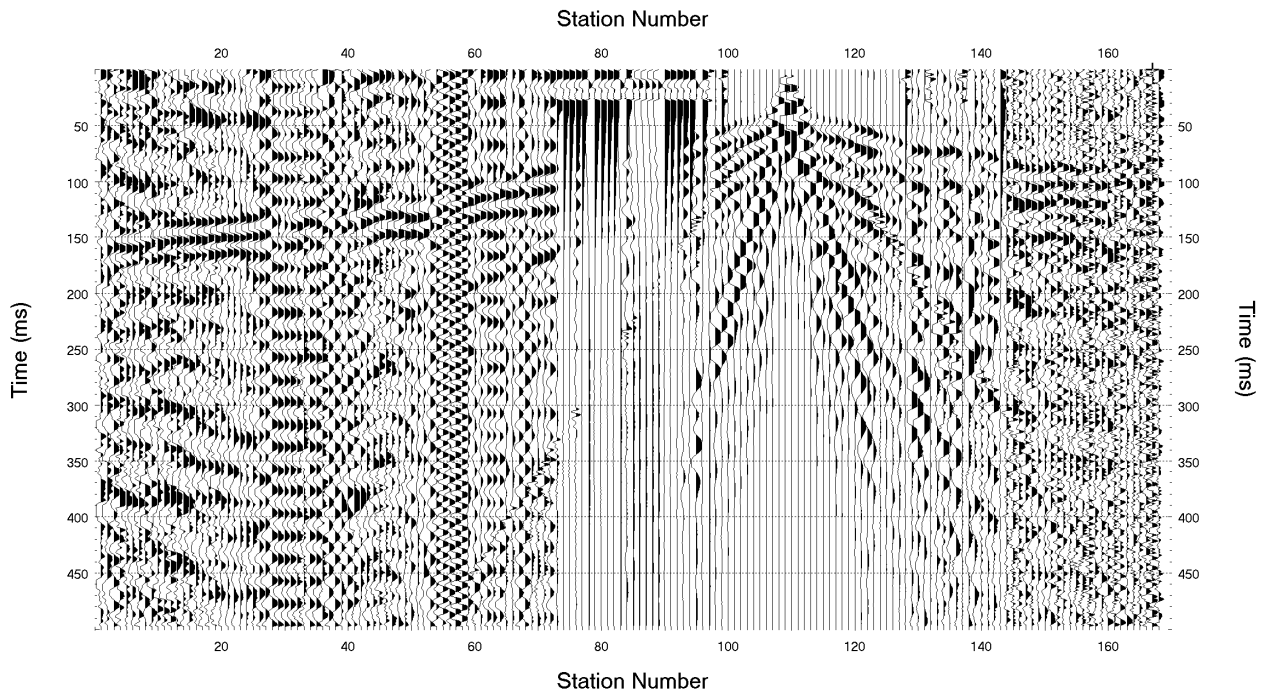
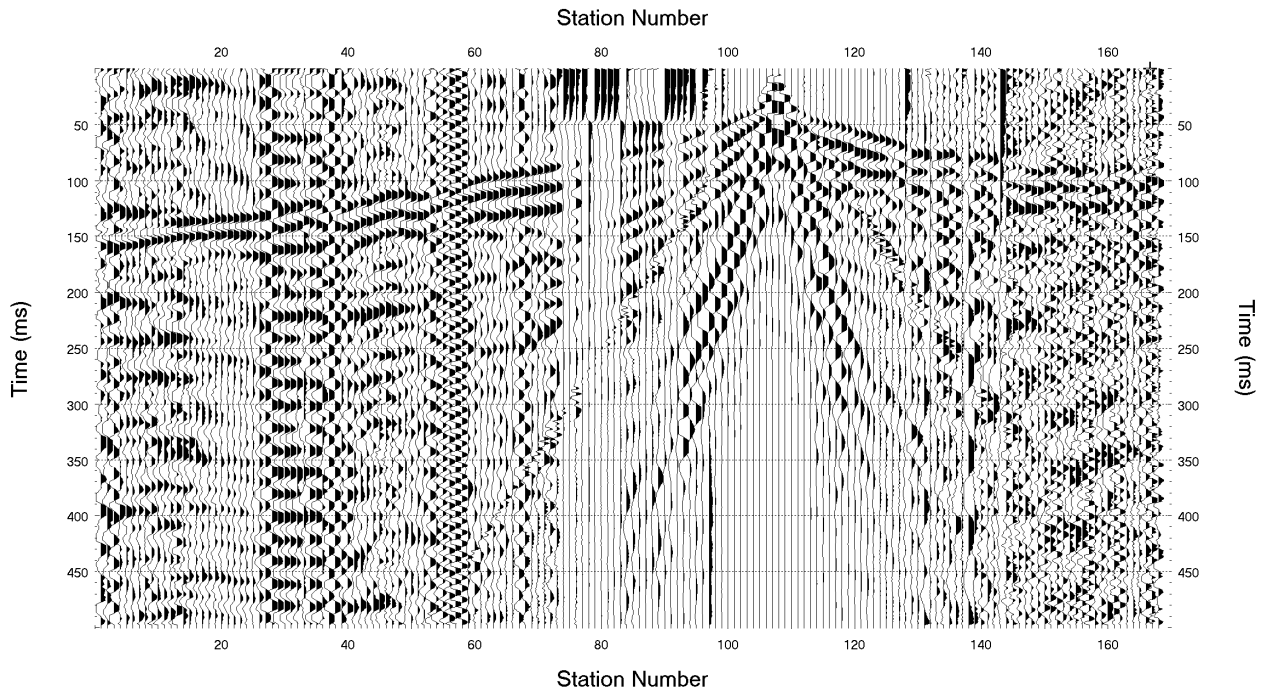


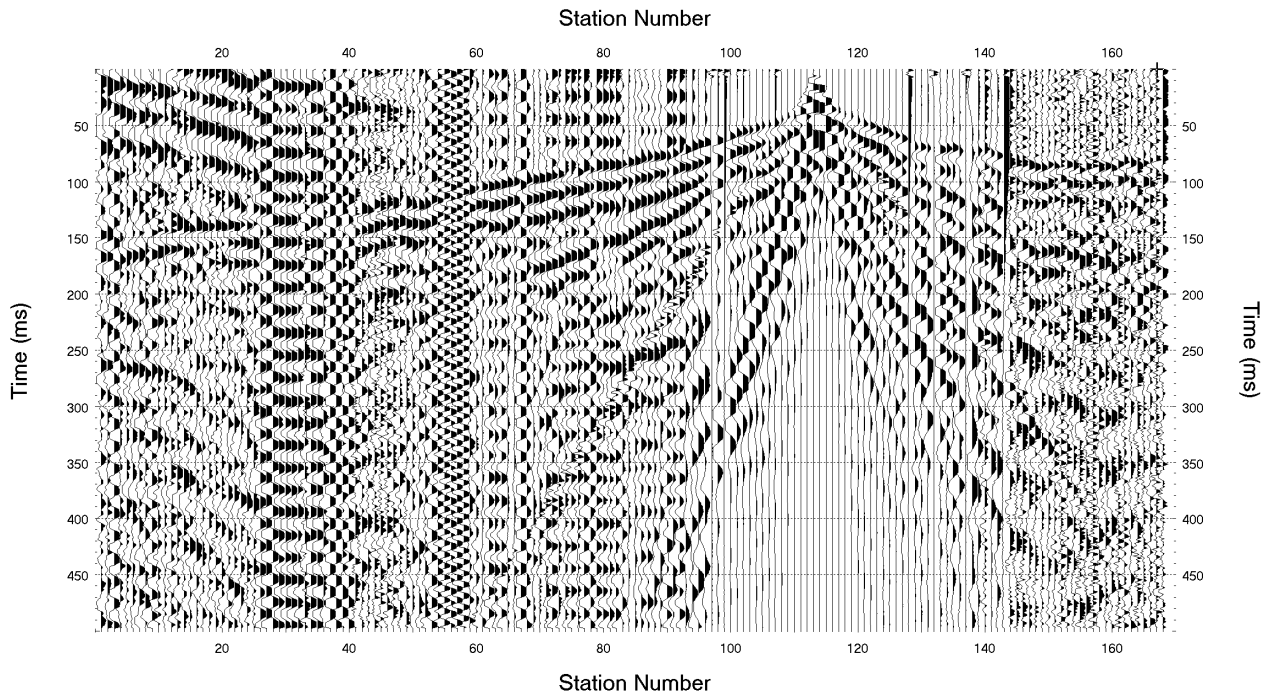
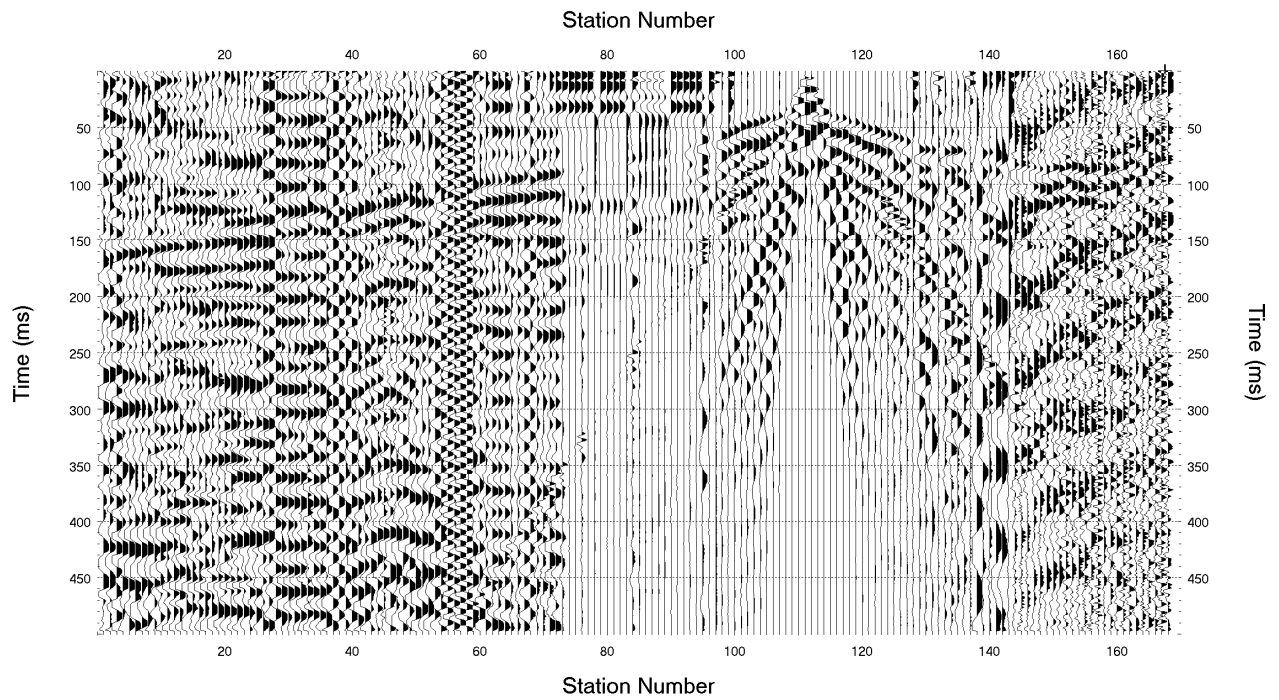


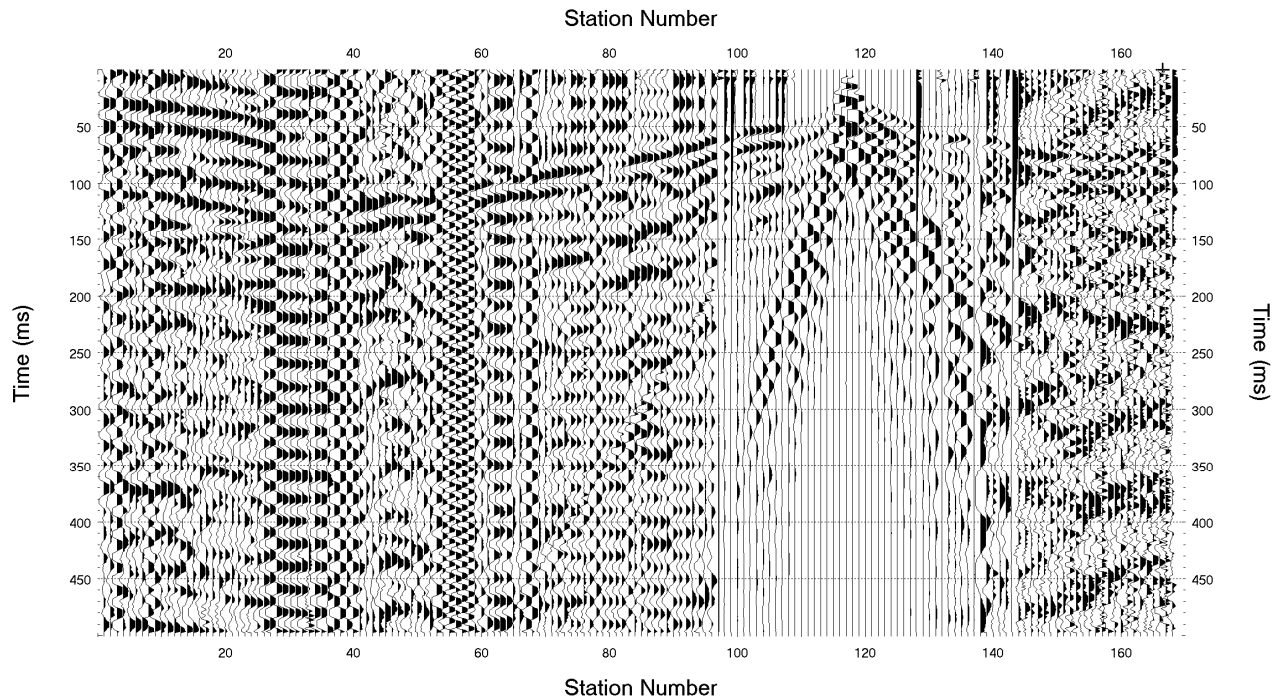
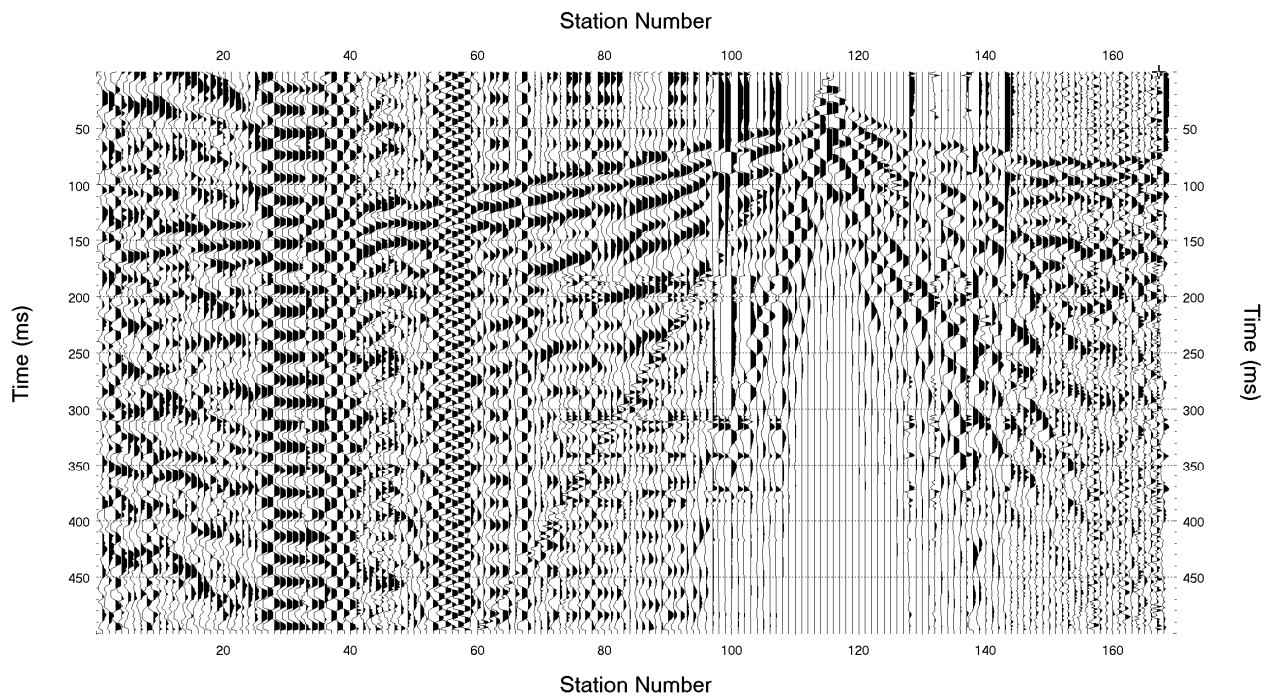


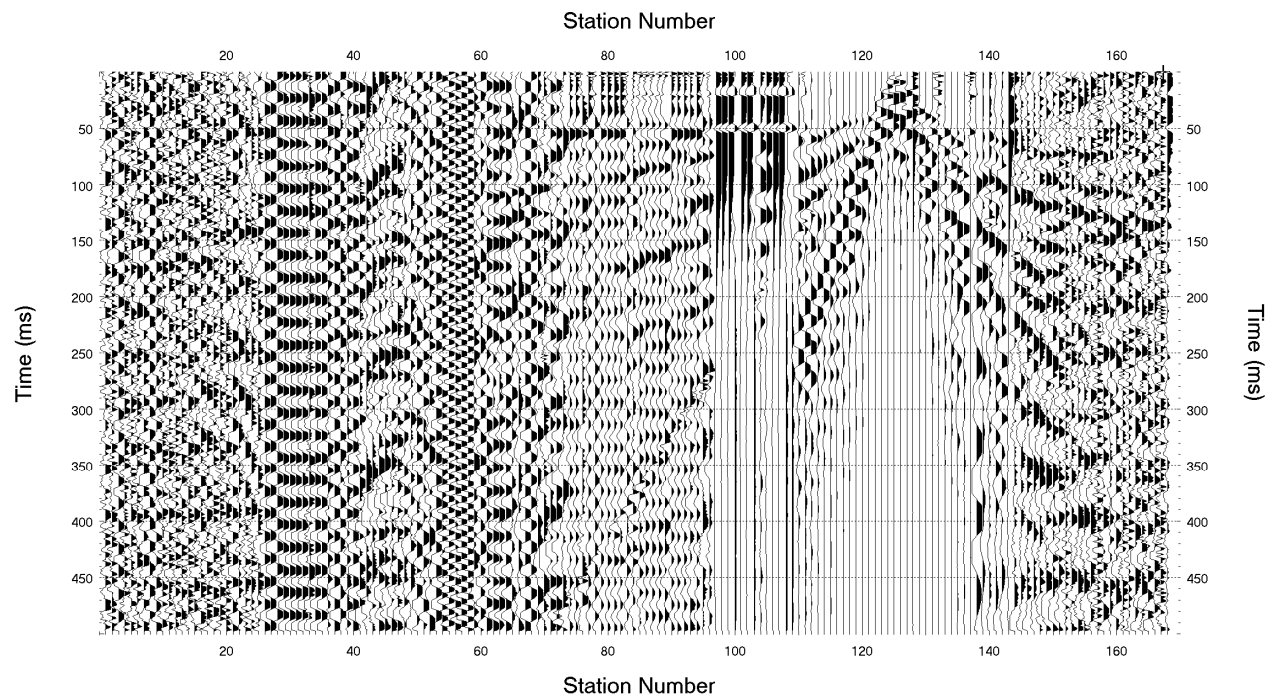
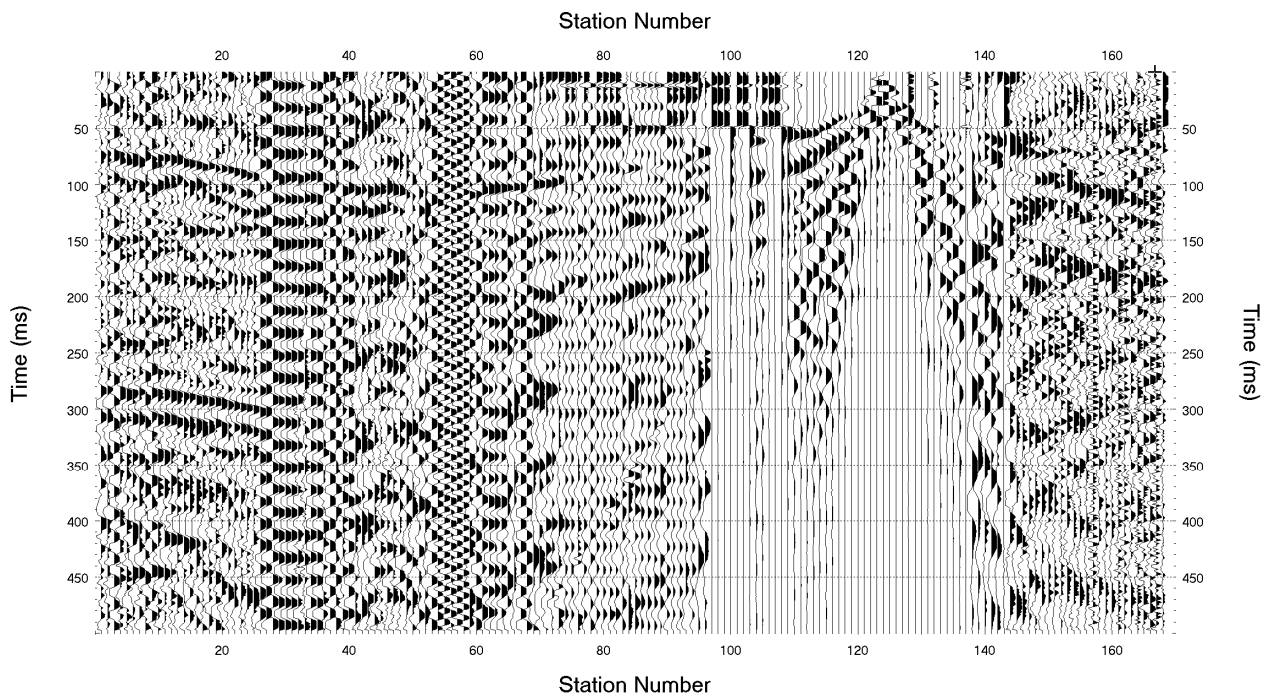


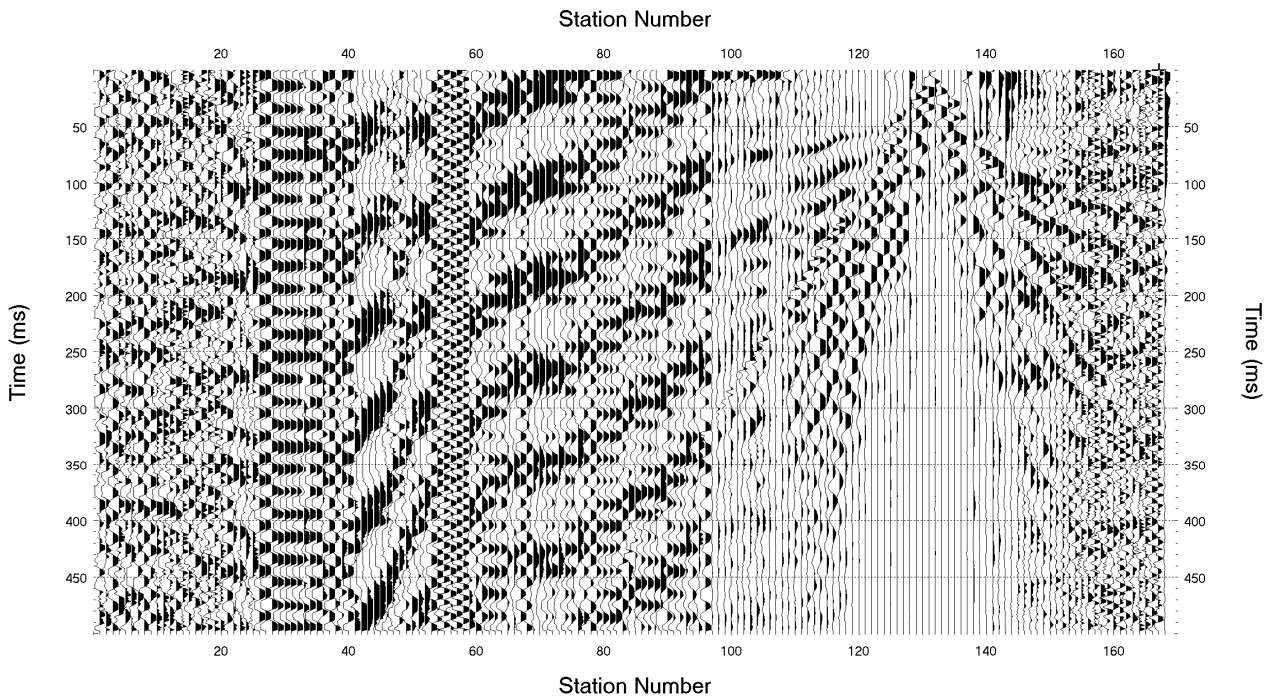
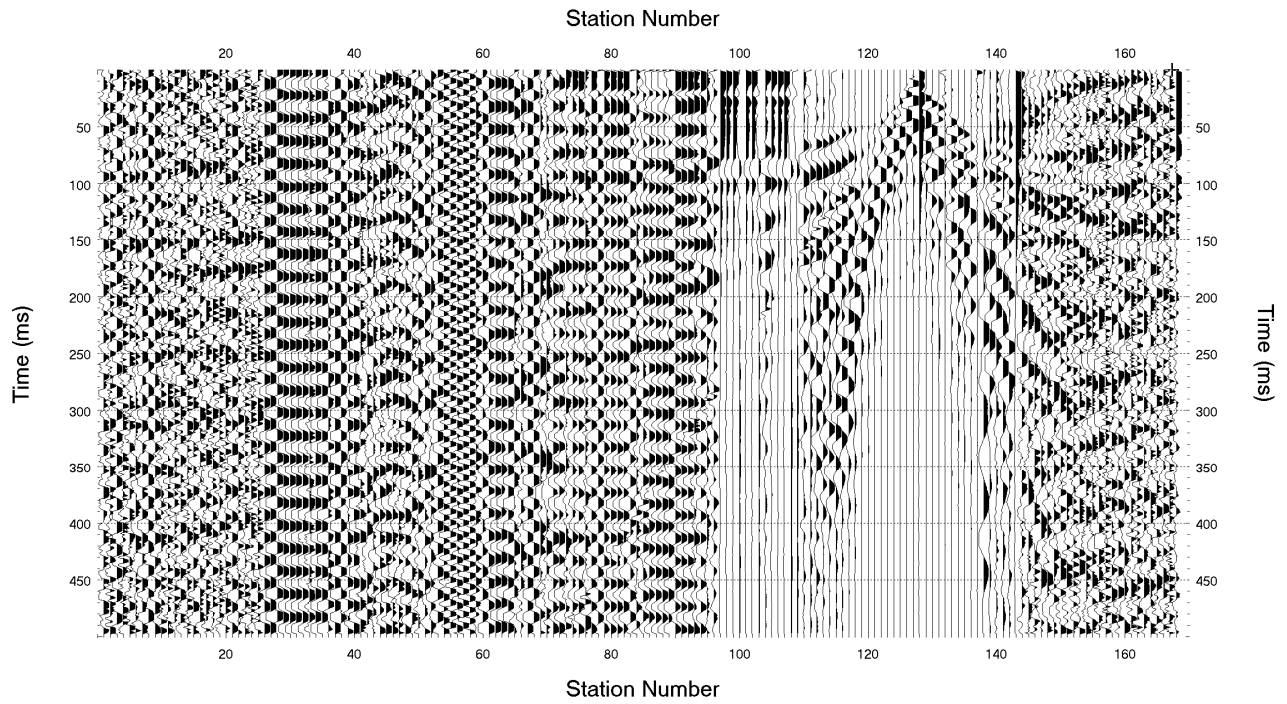


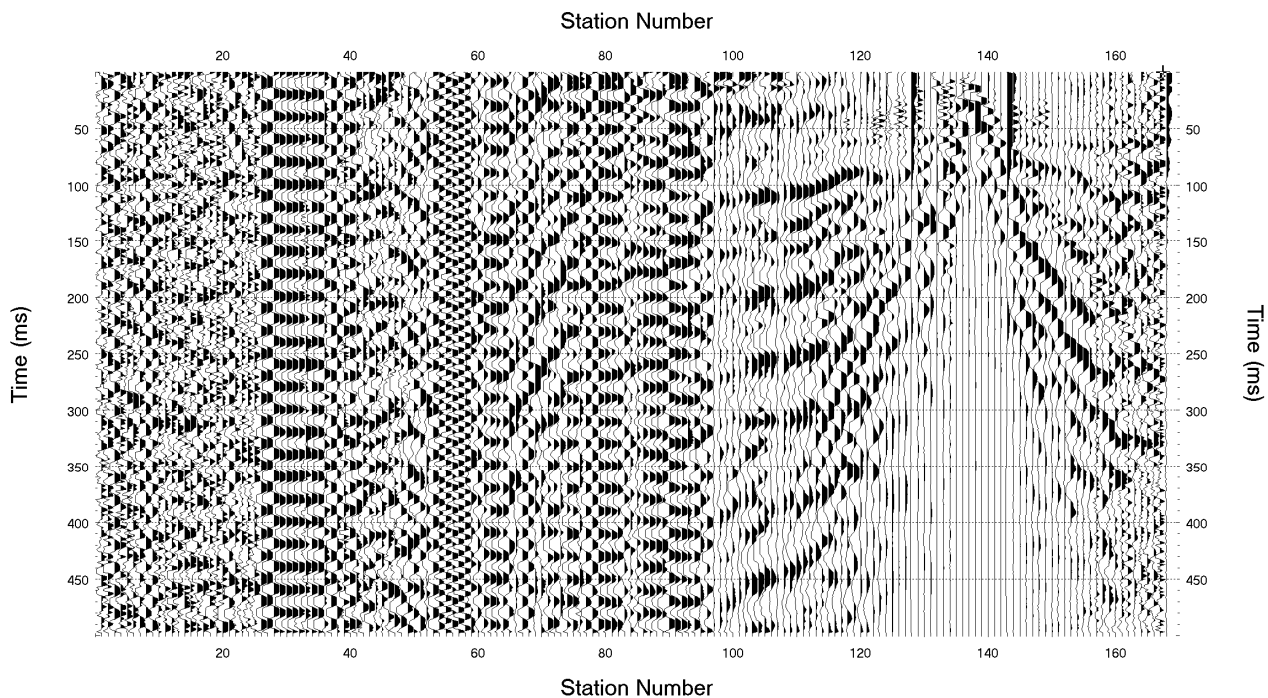
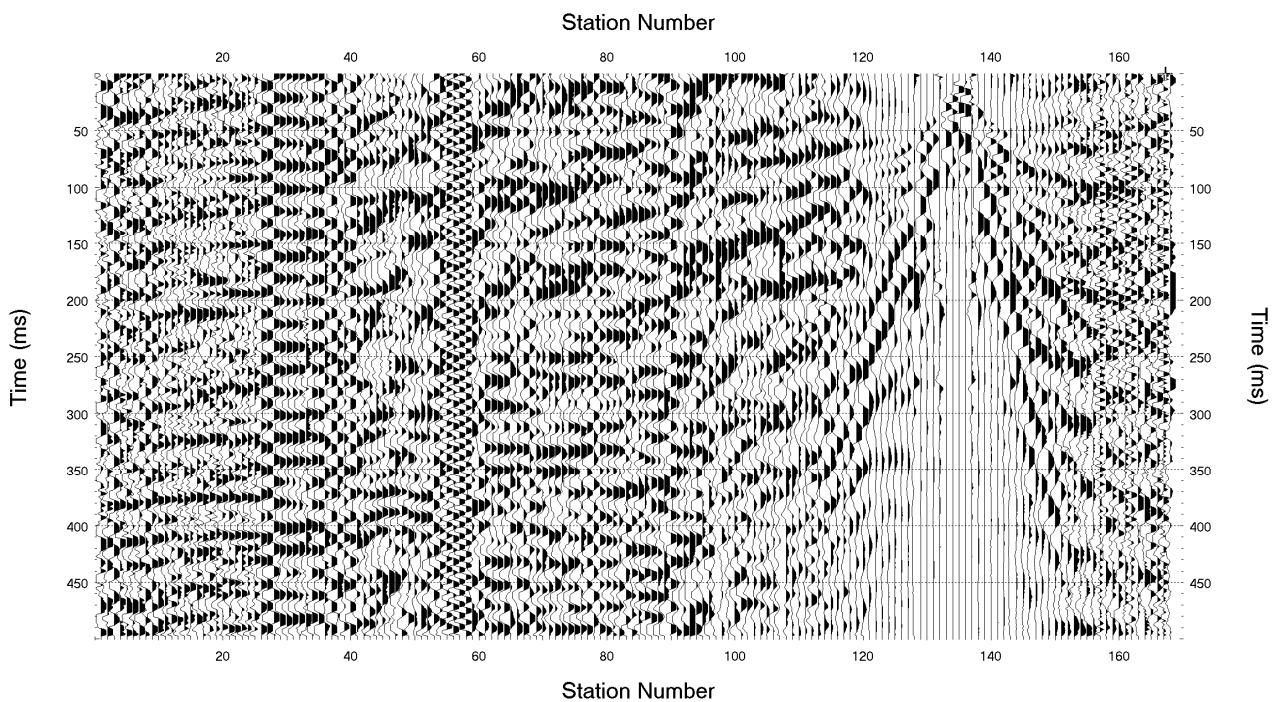


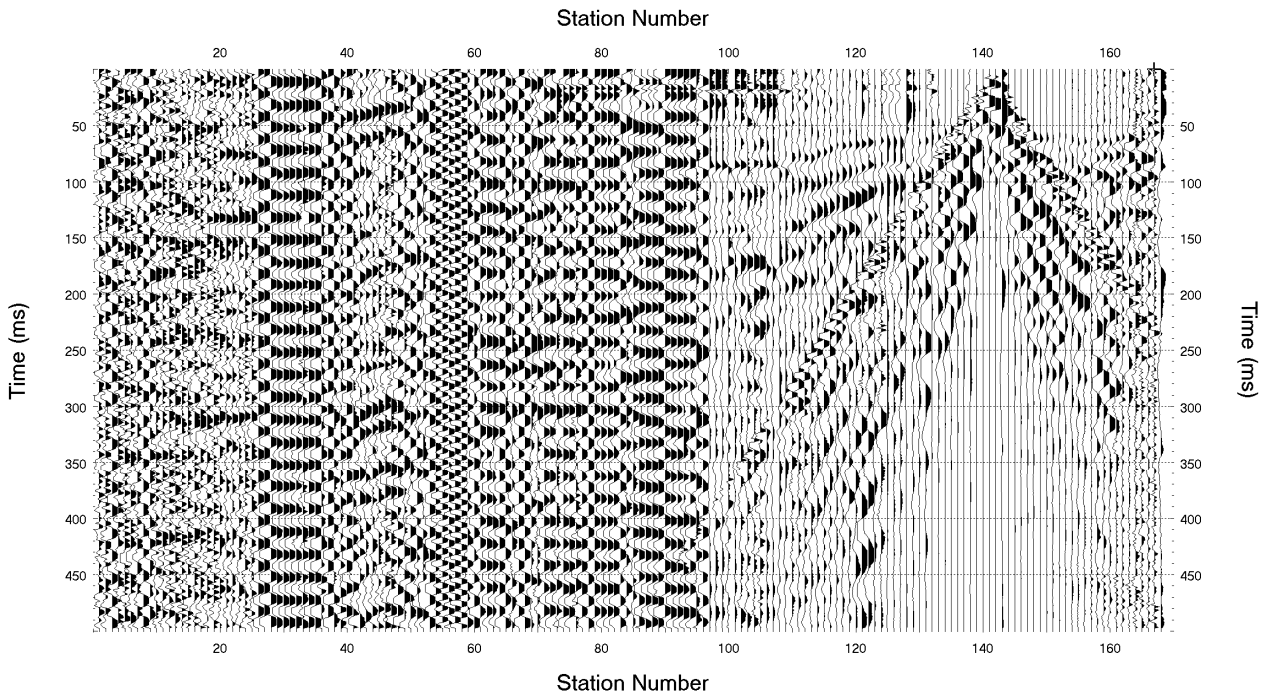
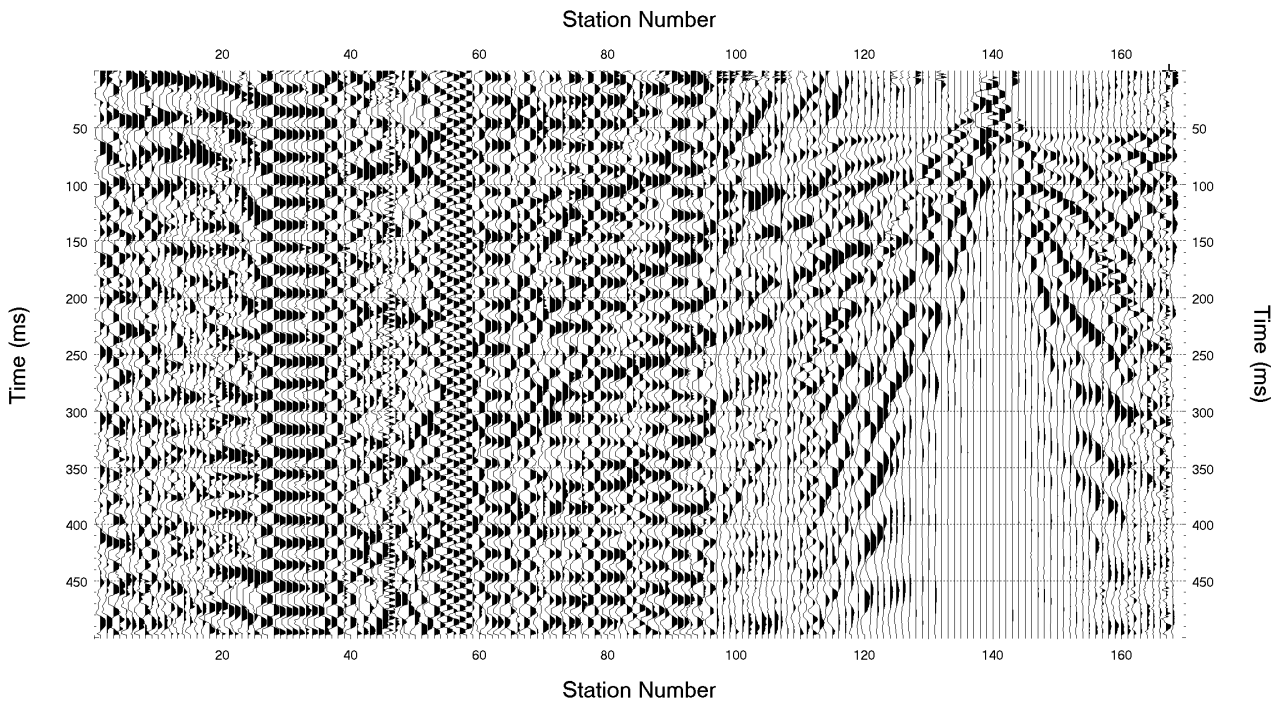


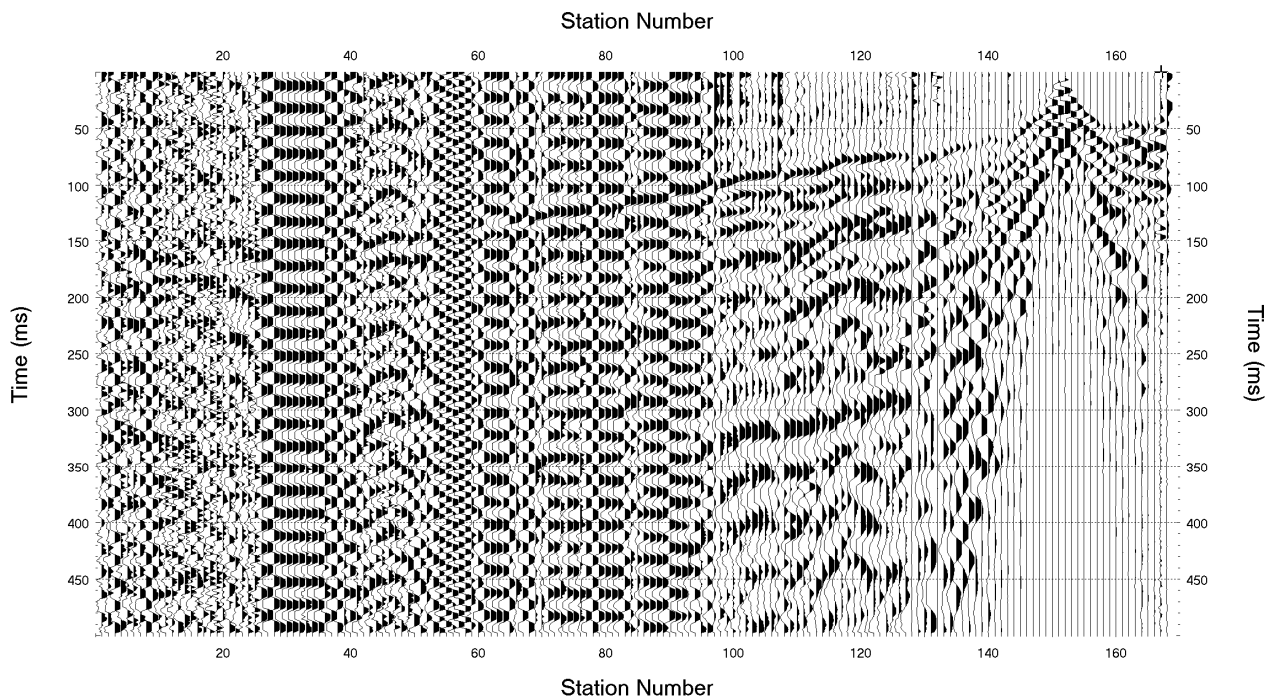
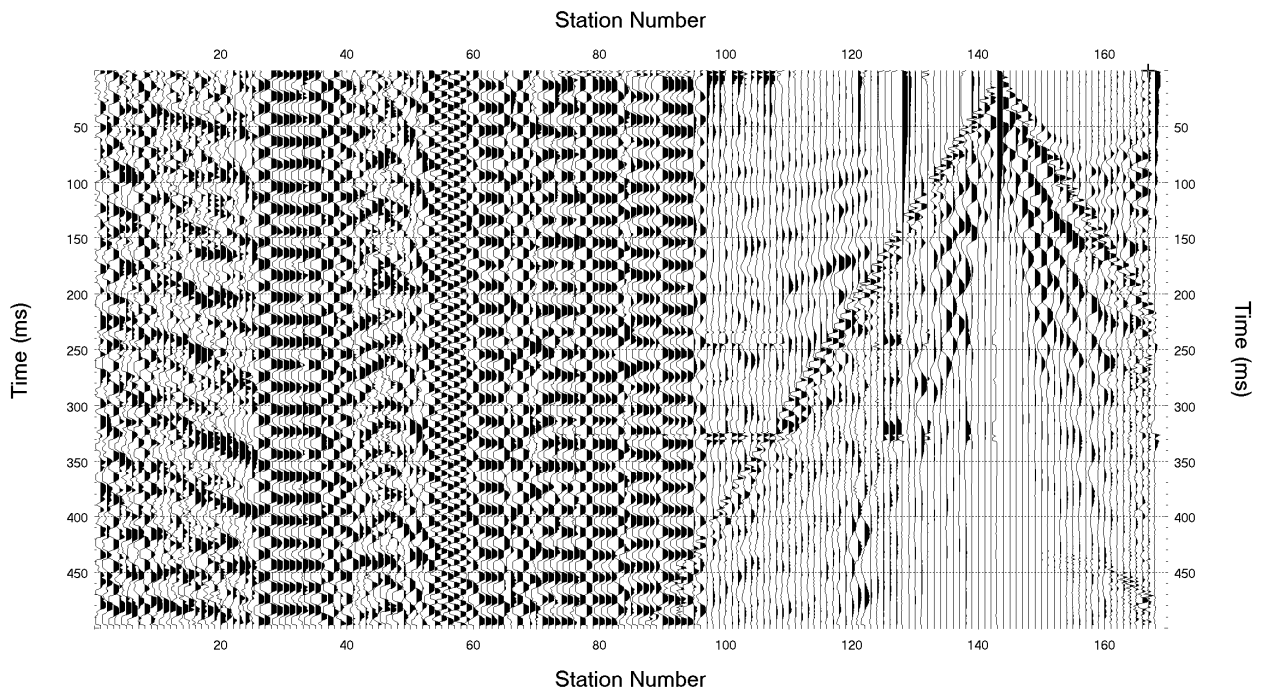


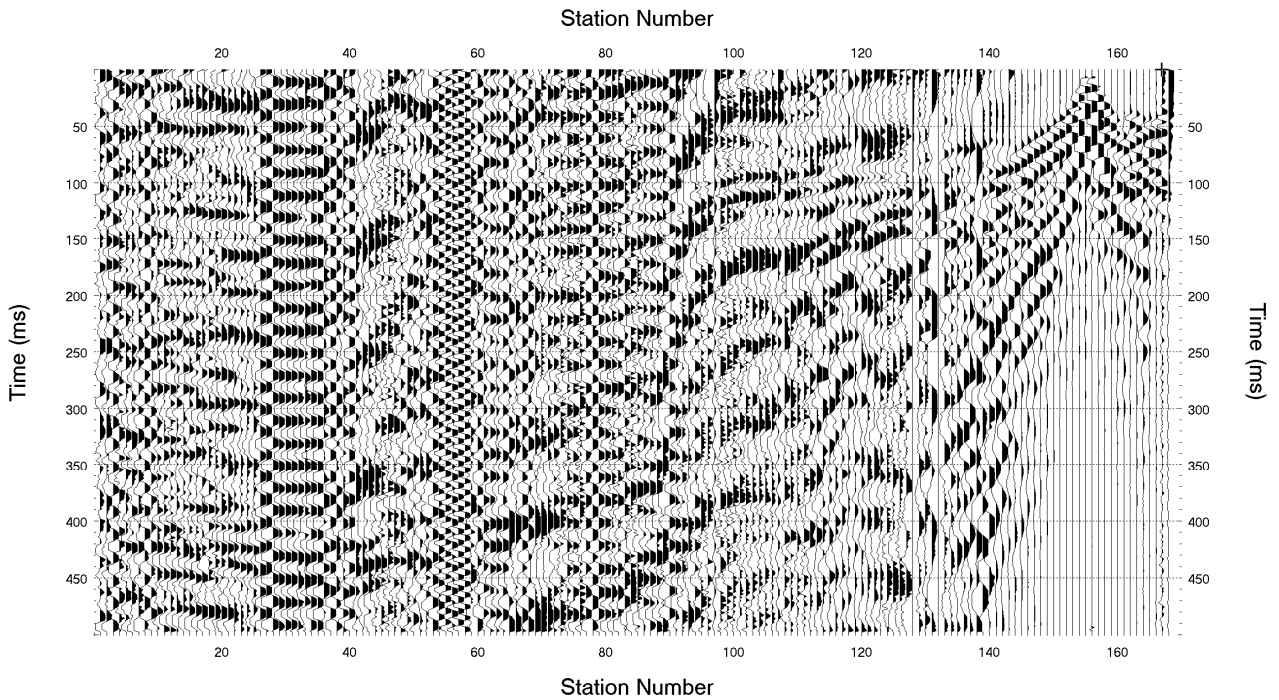
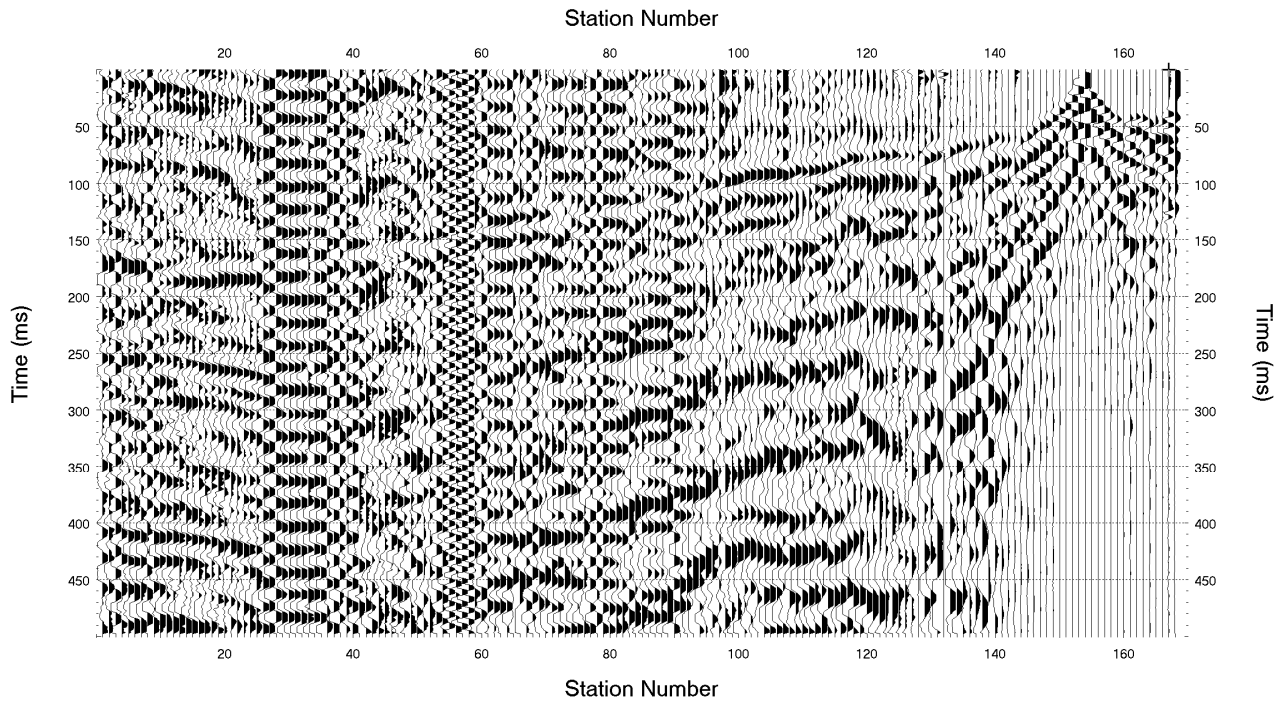


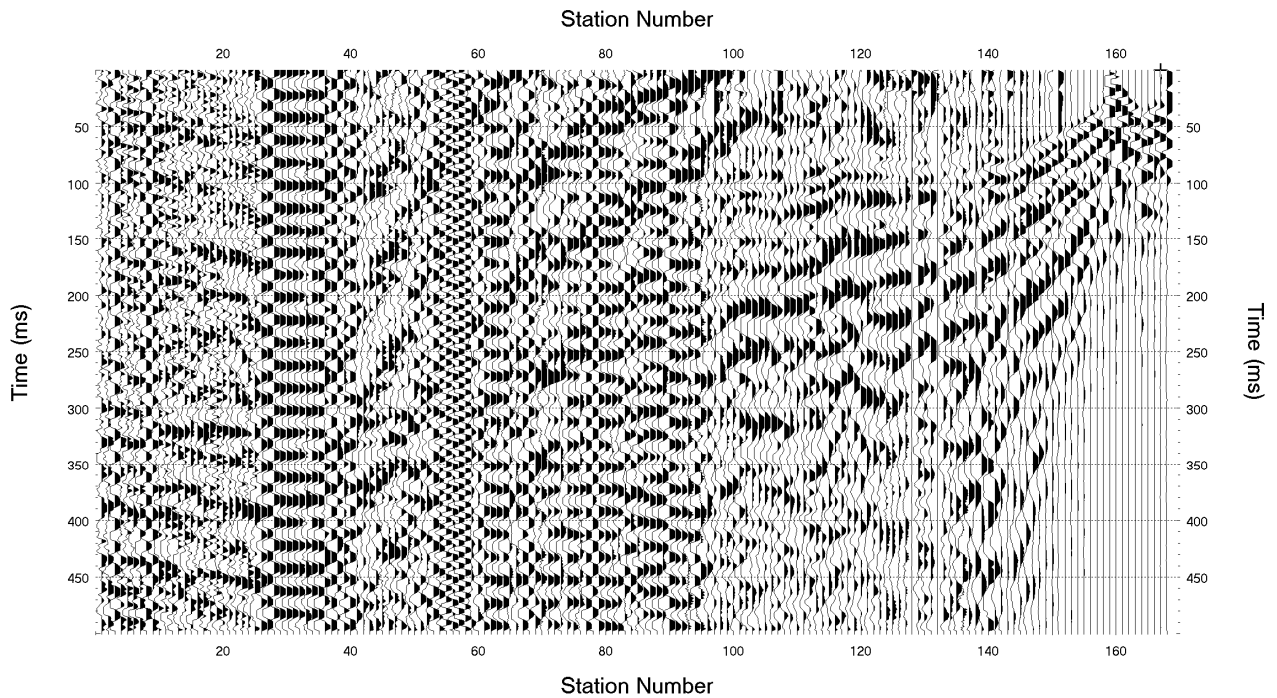
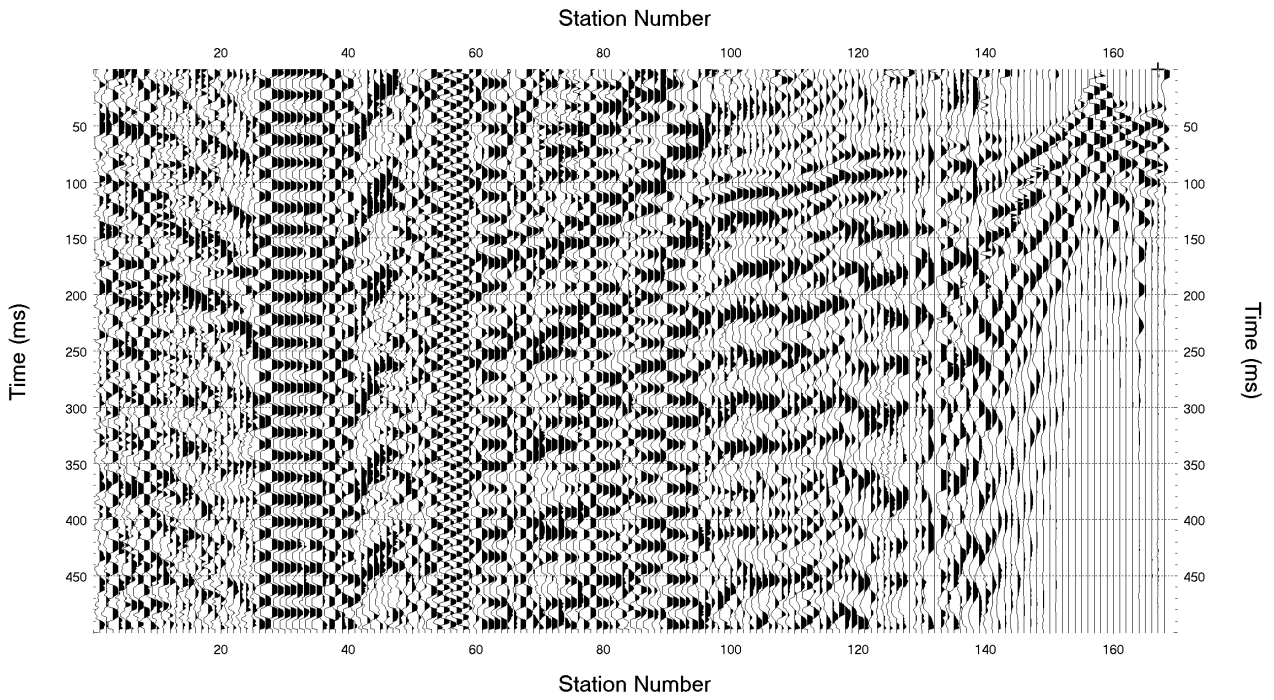


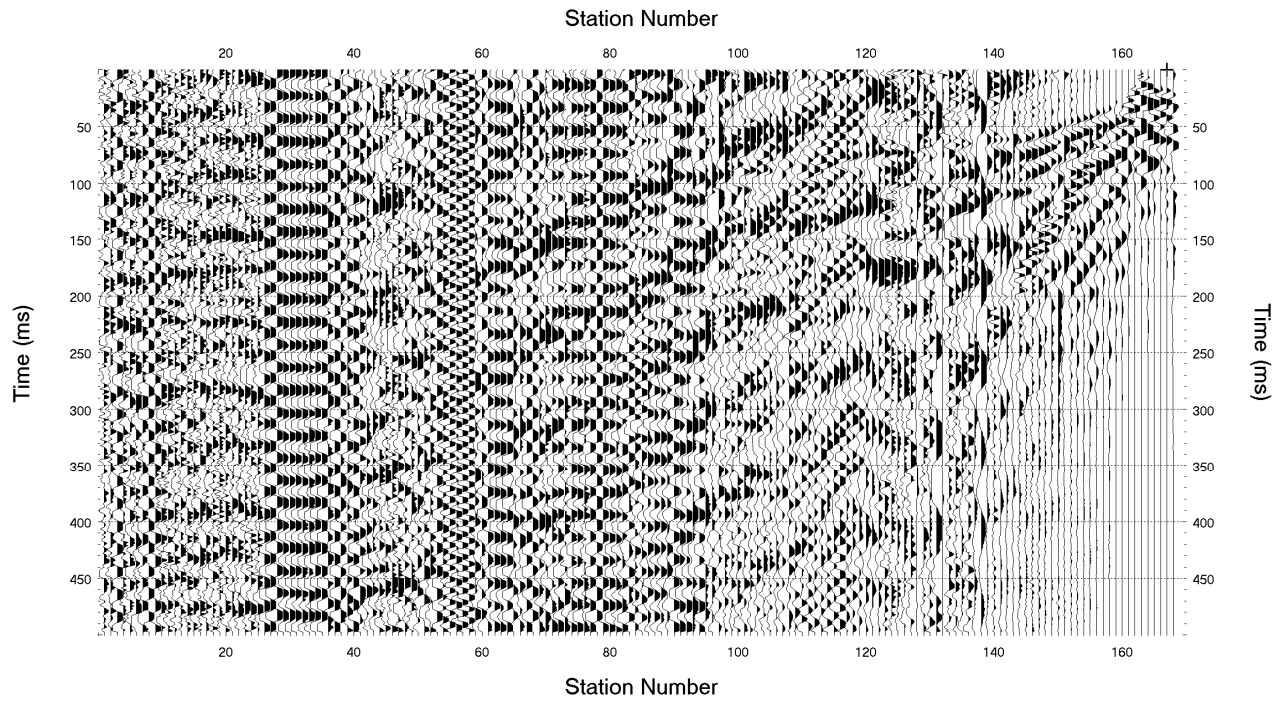














COMMITTENTE:

SPEA ENGINEERING S.p.A.

AUTOSTRADA A1

MILANO - NAPOLI

Ampliamento alla terza corsia del tratto

Incisa Valdarno – Firenze Sud

Progetto esecutivo

INDAGINI IN SITO

LOTTO 1

RELAZIONE TECNICA INDAGINI GEOFISICHE

ALLEGATO G

DOCUMENTAZIONE FOTOGRAFICA

Emissione	Data	Redatto	Verificato	Approvato
Ed. 01	Novembre	Dott. Geol. Marco Abbigliati	Dott. Geol. Enrico Isetta	Dott. Geol. Marco Arecco
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Investigations géognostiques et études de géologie technique et de géophysique appliquée pour la construction
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Linea RIFL 1-2



Figura 1: Dettaglio di una energizzazione (in notturna) con fucile sismico per generare onde di compressione.

Linea RIFR 1-2



Figura 2: Dettaglio della stesa sismica.

Linea RIFR 3



Figura 3: Dettaglio di una energizzazione con piastra di battuta e mazza per generare onde di compressione.

Linea RIFR 4



Figura 4: Dettaglio di una energizzazione con piastra di battuta e mazza per generare onde di compressione.

Linea RIFR 5



Figura 5: Dettaglio della postazione di acquisizione.

Linea RIFR 6



Figura 6: Dettaglio della postazione di acquisizione.

Linea RIFR 7



Figura 7: Dettaglio di una energizzazione con mazza e trave per generare onde di taglio.

Linea RIFR 8



Figura 8: Dettaglio della postazione di acquisizione.

Linea RIFR 9



Figura 9: Dettaglio della postazione di acquisizione.

Linea RIFR 10



Figura 10: Dettaglio della postazione di acquisizione.

Linea RIFR 11



Figura 11: Dettaglio della stesa sismica.
