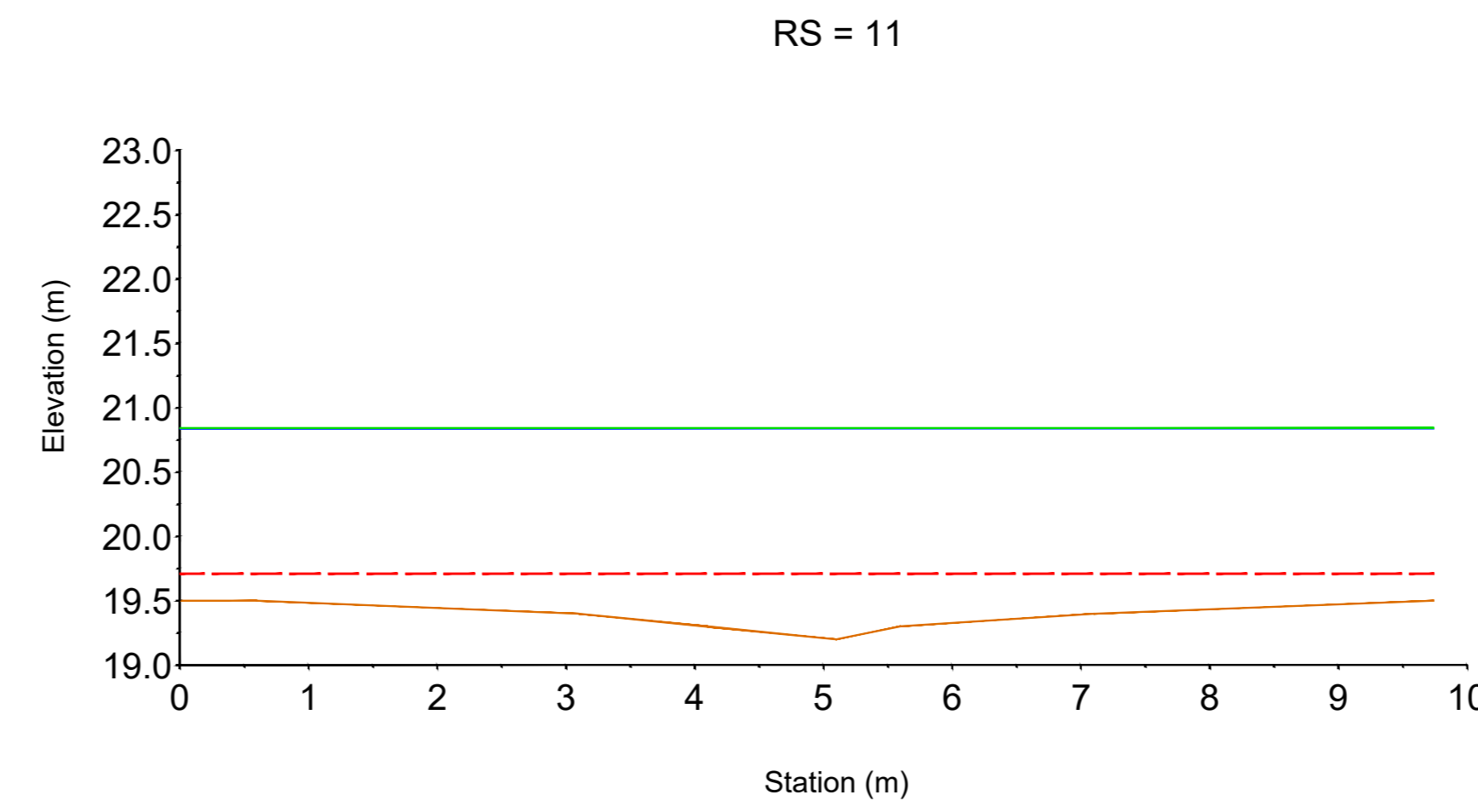
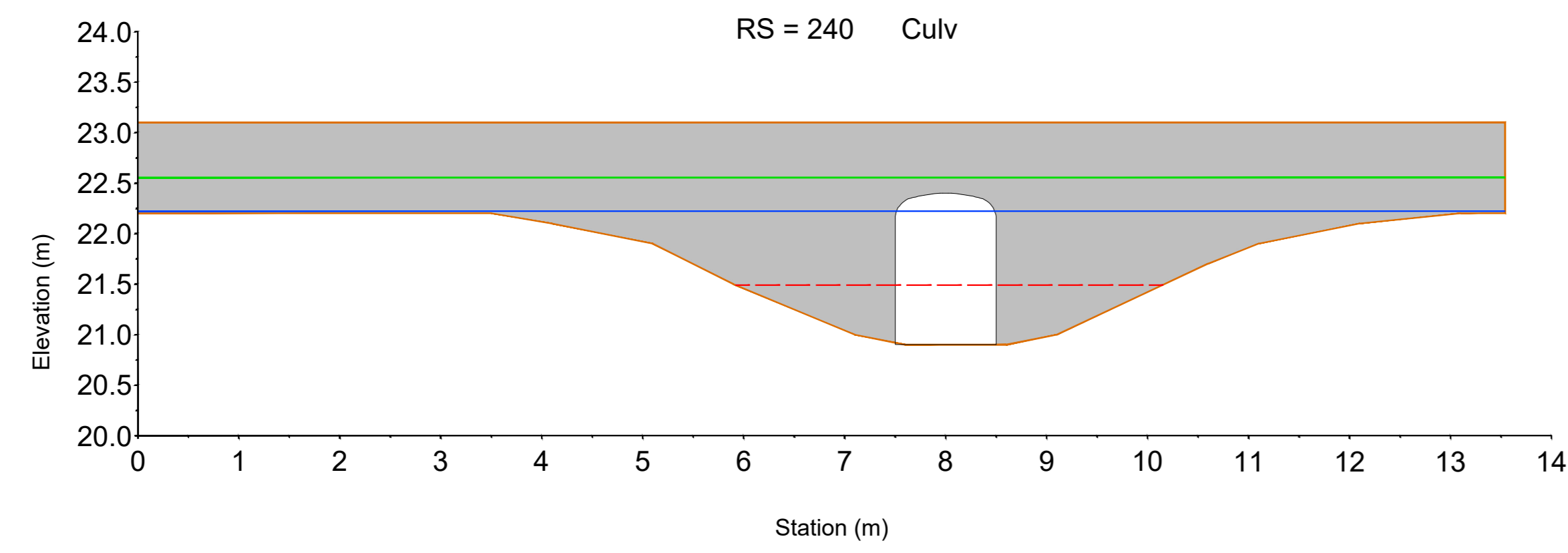
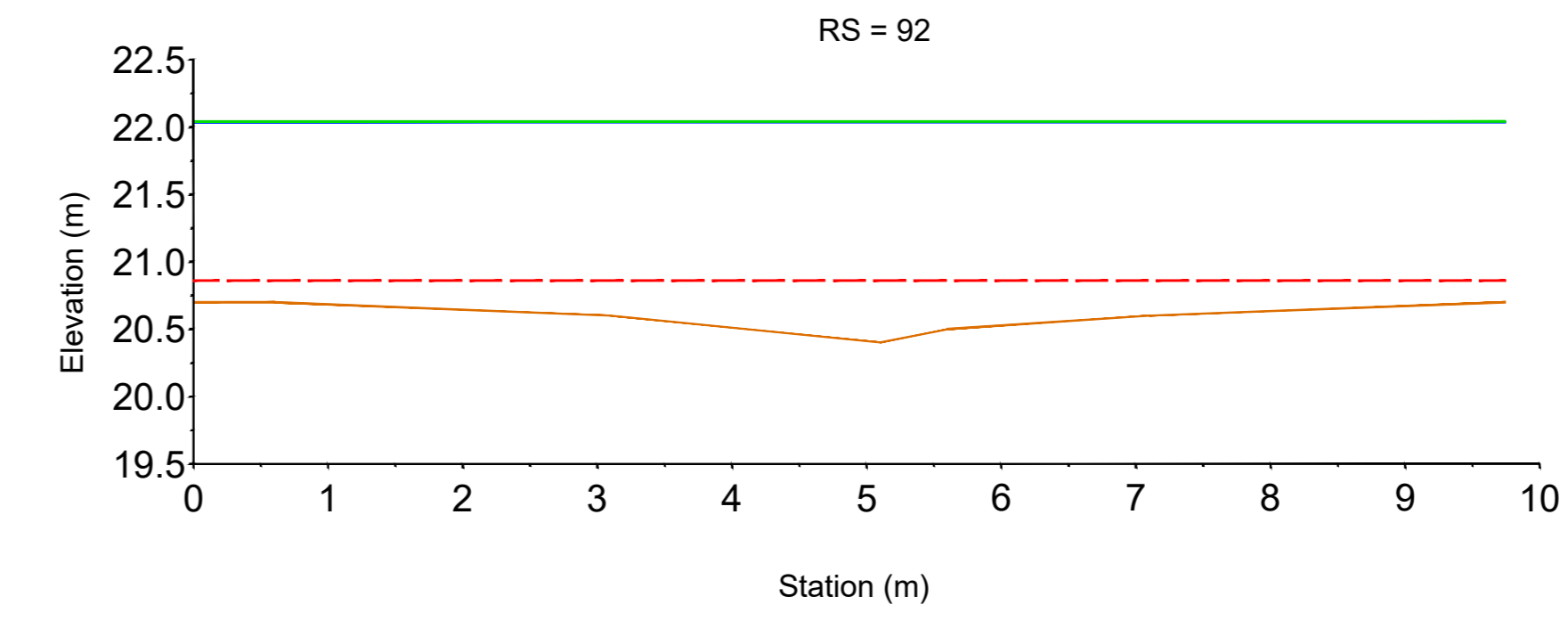
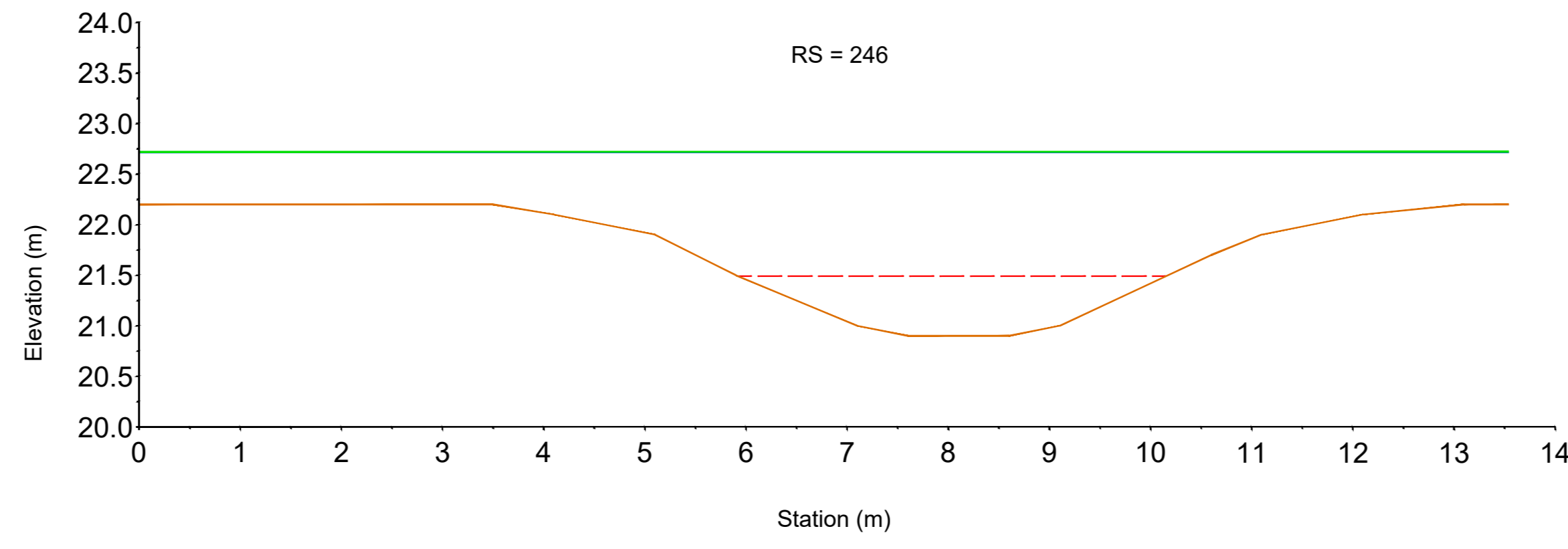
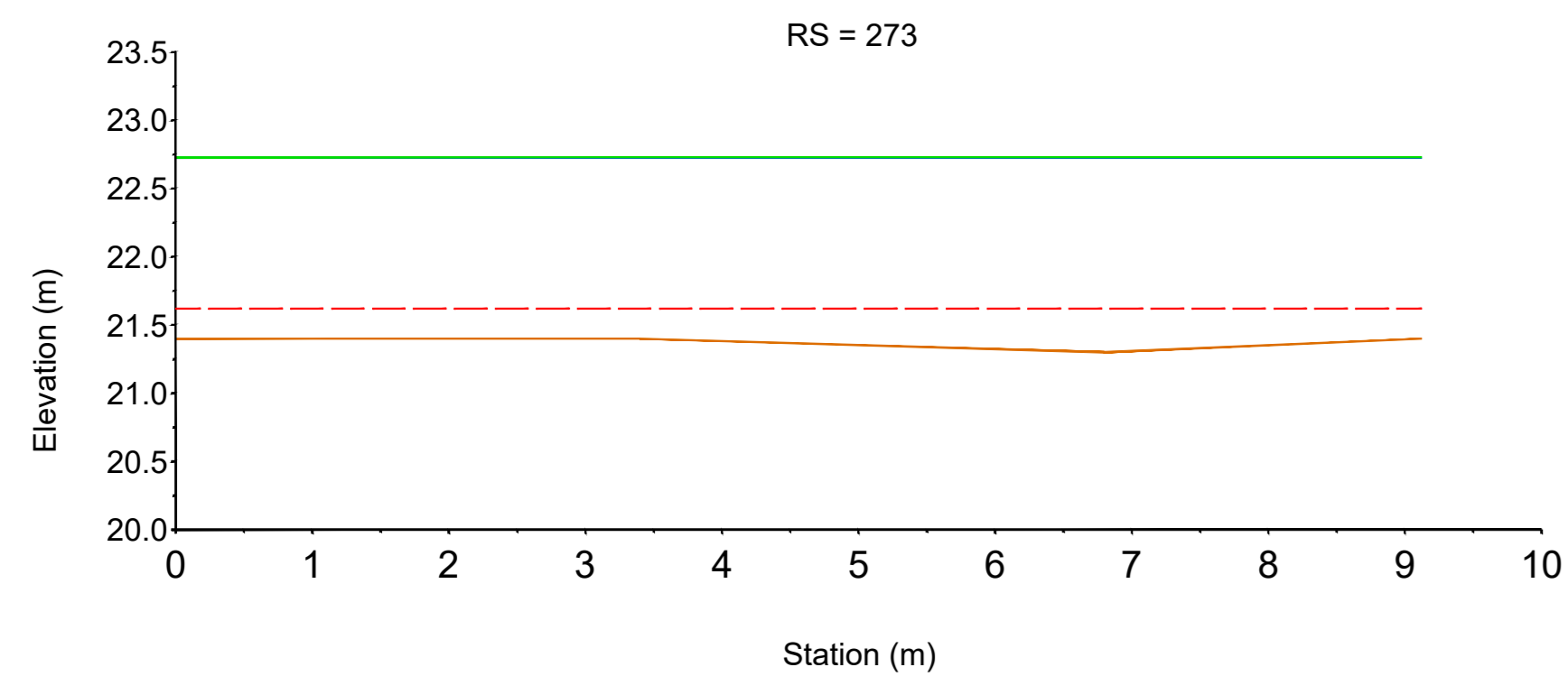


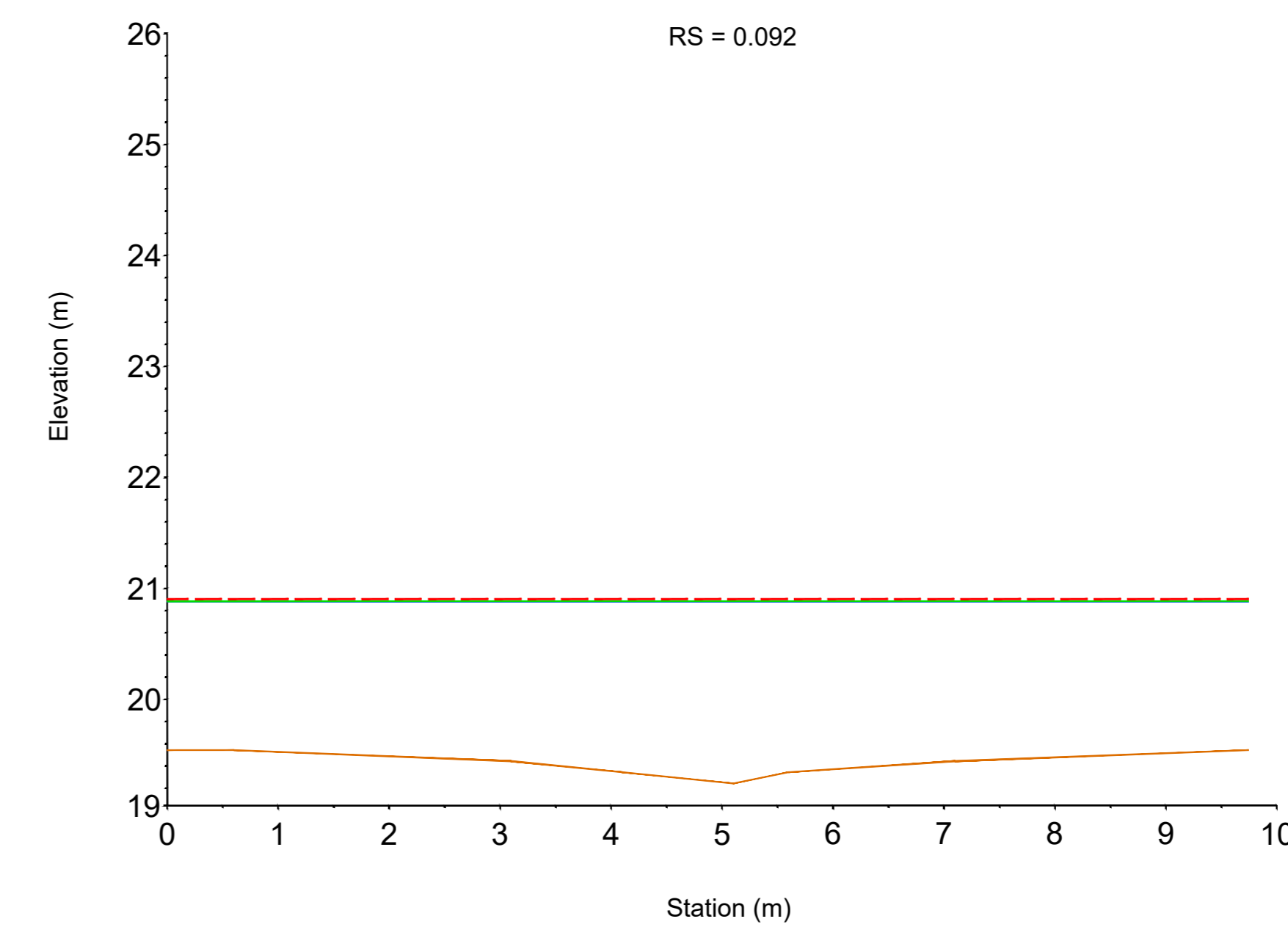
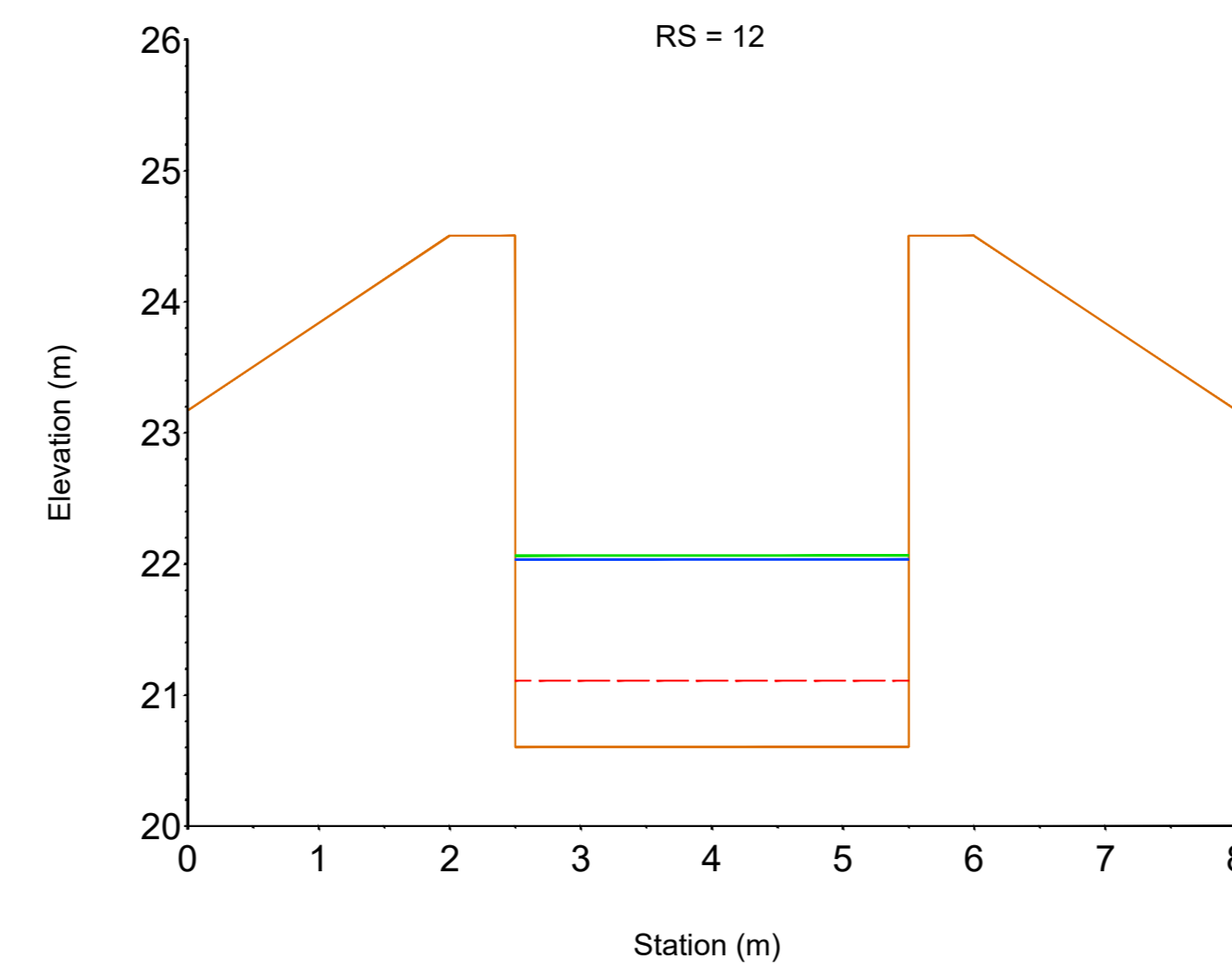
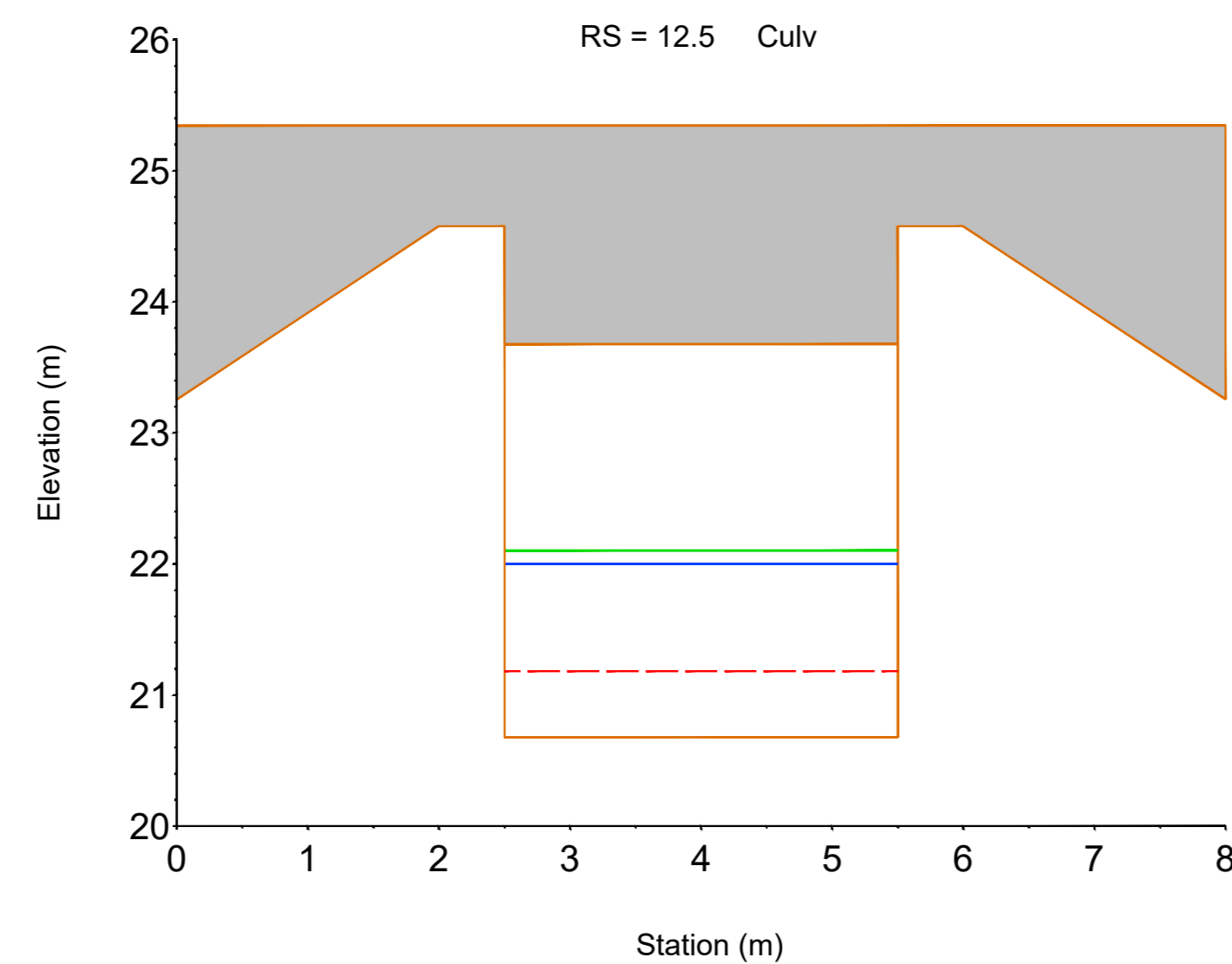
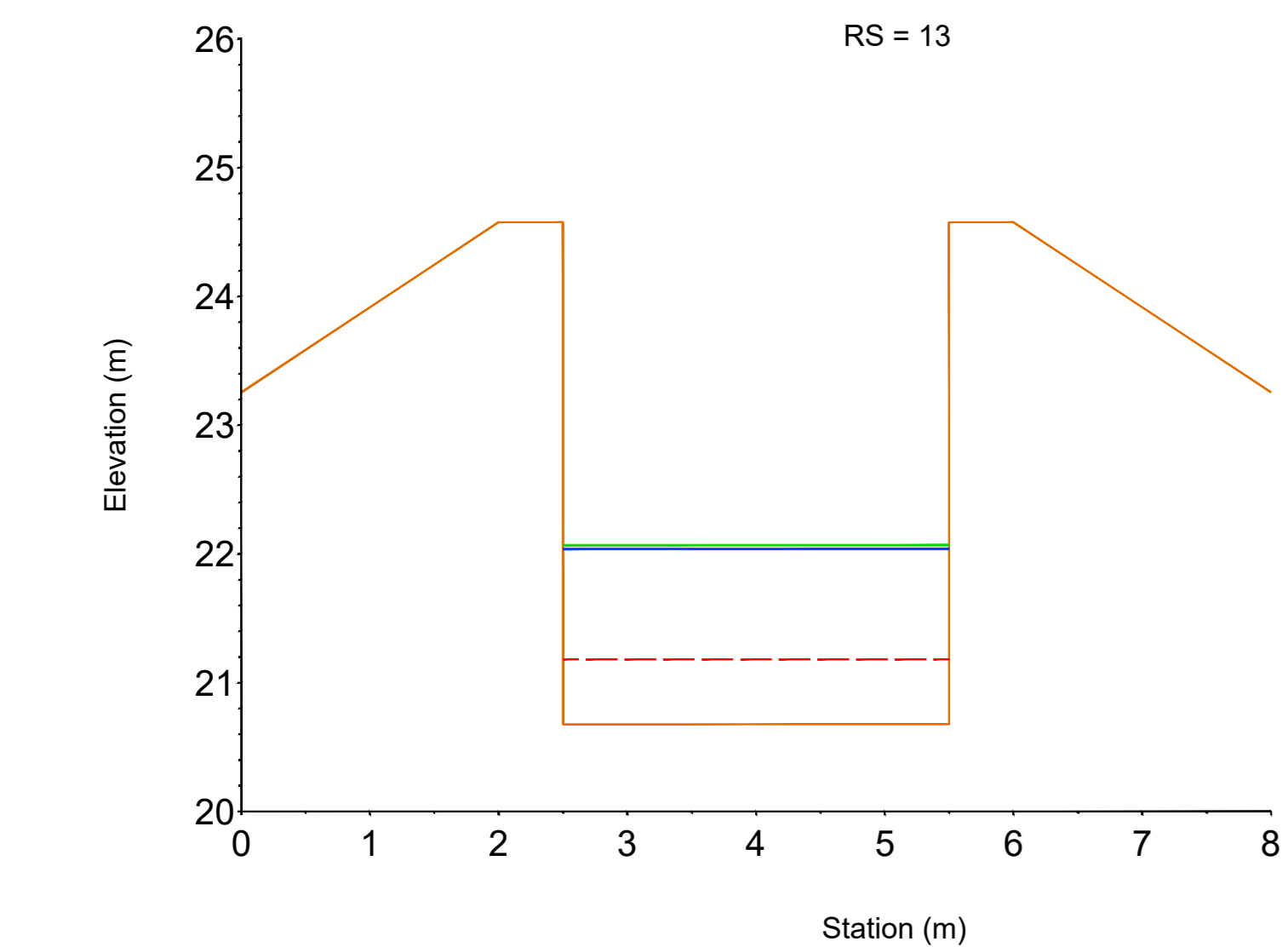
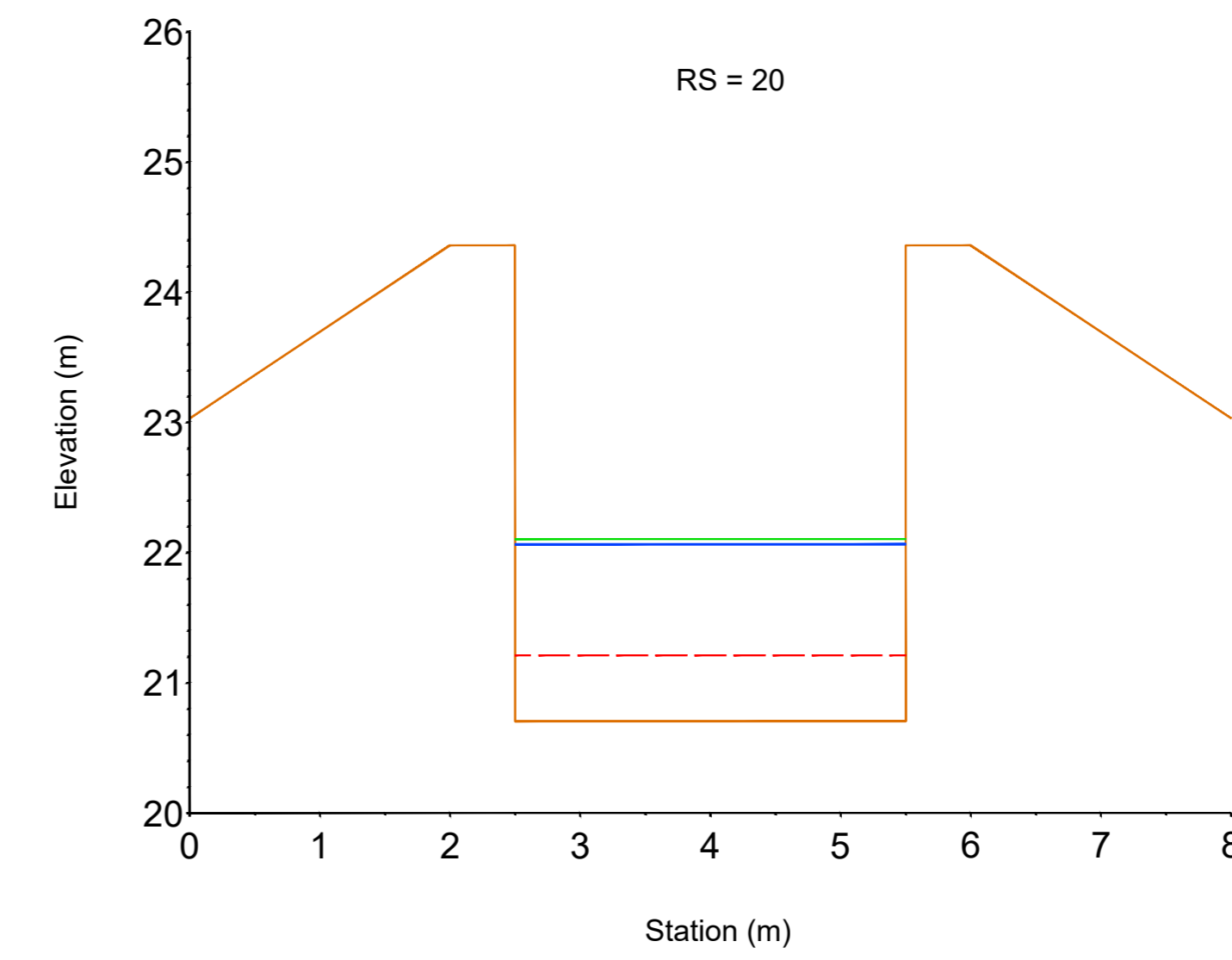
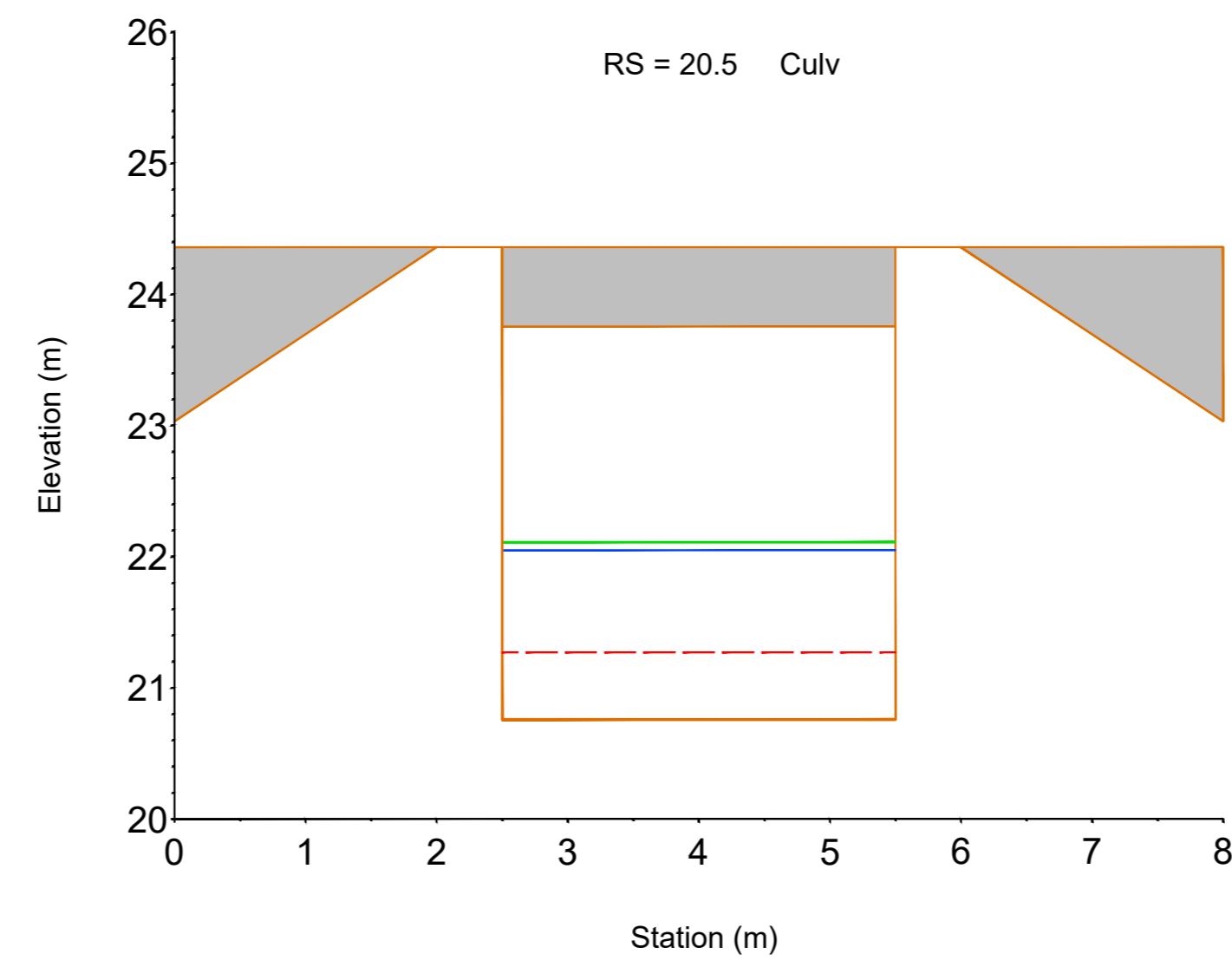
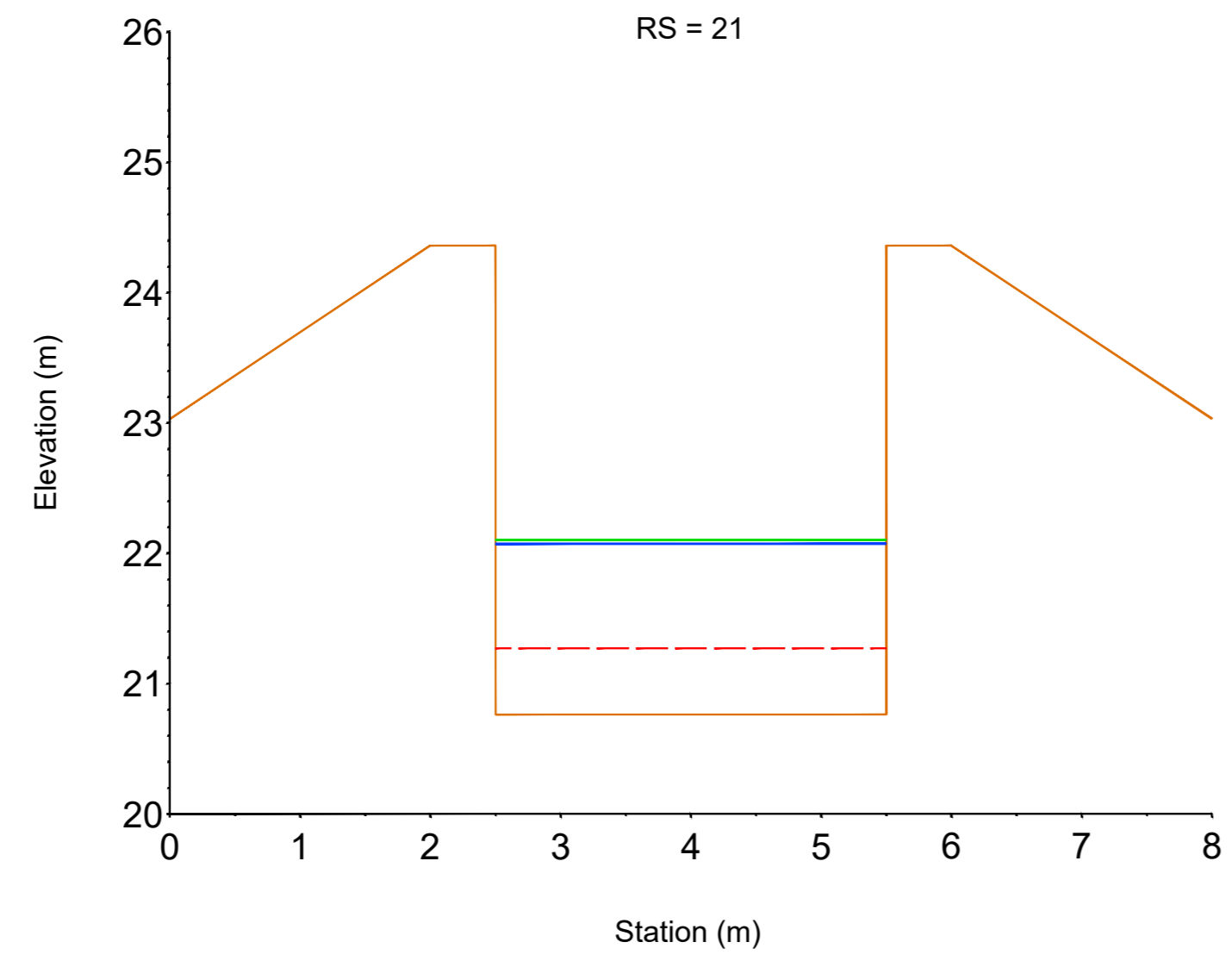
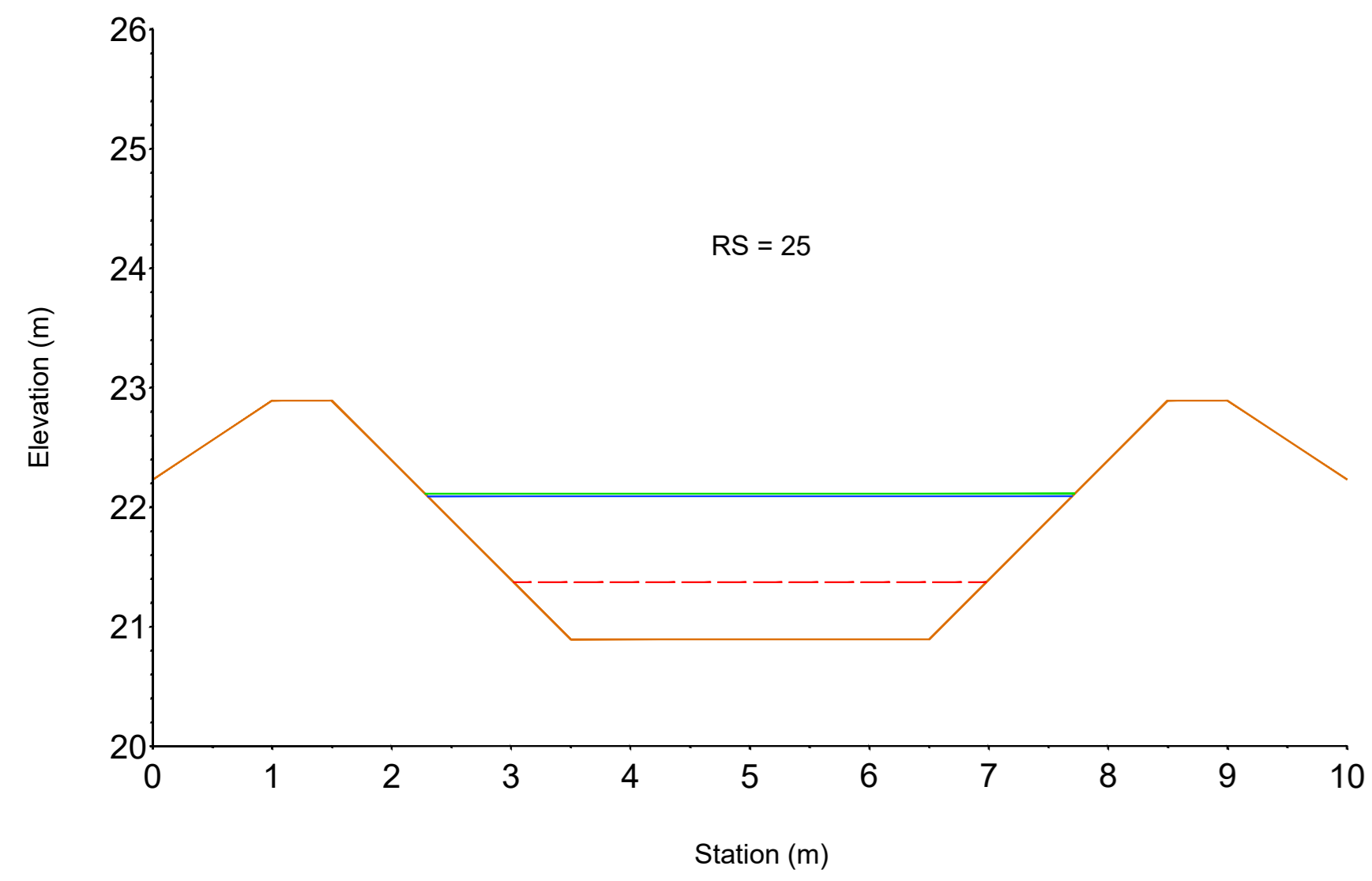
Bacino 41 - Sezioni ante operam  
Scala 1:50



Bacino 41 - $Q_{max} = 3.37m^3/s$ - Condizioni ante operam									
Stazione	Quota pila/sovrano (m s.l.m.)	Quota fondo (m s.l.m.)	Tronco (m)	Quota liv. critico (m s.l.m.)	Quota liv. energetico (m s.l.m.)	Velocità (m/s)	Area bagnata (m <sup>2</sup> )	Distanza (m)	
273	22.72	21.3	1.42	21.62	22.73	0.33	12.36	9.12	
265	22.72	21.48	1.24	21.94	22.73	0.53	8.96	8.38	
Tombino stradale									
257	22.71	21.3	1.41	21.89	22.72	0.41	10.29	9.82	
246	22.72	20.9	1.82	21.49	22.72	0.34	13.02	13.54	
Tombino ferroviario									
240	22.06	20.9	1.16	21.57	22.08	0.67	6.69	15.07	
234	22.06	20.7	1.36	21.2	22.07	0.29	14.49	16.03	
155	22.06	20.6	1.46	21.1	22.06	0.28	14.49	13.63	
128	22.04	20.72	1.32	21.27	22.06	0.76	6.57	5.8	
116	22.03	20.53	1.5	21.11	22.05	0.75	7.18	5.51	
92	22.04	20.4	1.64	20.86	22.04	0.36	14.03	9.74	
43	22.04	20.2	1.84	20.76	22.04	0.25	21.44	14.38	
Tombino stradale									
29	20.26	19.8	0.46	20.26	20.44	1.85	1.82	5.31	
11	19.6	19.1	0.5	19.71	19.95	2.61	1.29	3.9	

Bacino 41 - $Q_{max} = 3.37m^3/s$ - Condizioni post operam									
Stazione	Quota pila/sovrano (m s.l.m.)	Quota fondo (m s.l.m.)	Tronco (m)	Quota liv. critico (m s.l.m.)	Quota liv. energetico (m s.l.m.)	Velocità (m/s)	Area bagnata (m <sup>2</sup> )	Distanza (m)	
25	22.09	20.89	1.2	21.37	22.11	0.67	5.01	5.39	
24	22.09	20.84	1.25	21.32	22.11	0.64	5.28	5.49	
23	22.09	20.81	1.28	21.29	22.11	0.62	5.46	5.55	
22	22.09	20.76	1.33	21.24	22.11	0.62	5.42	4.54	
21	22.07	20.76	1.31	21.27	22.1	0.86	3.91	3	
Tombino stradale NI01									
20	22.06	20.7	1.36	21.21	22.1	0.83	4.07	3	
19	22.06	20.7	1.36	21.21	22.1	0.83	4.08	3	
18	22.06	20.7	1.36	21.2	22.09	0.82	4.09	3	
17	22.06	20.7	1.36	21.2	22.09	0.82	4.09	3	
Tombino stradale sud									
16	22.04	20.68	1.36	21.19	22.08	0.83	4.07	3	
15	22.04	20.68	1.36	21.19	22.08	0.83	4.08	3	
14	22.04	20.68	1.36	21.18	22.08	0.82	4.08	3	
13	22.04	20.68	1.36	21.18	22.07	0.82	4.09	3	
Tombino ferroviario NI03									
12	22.03	20.6	1.43	21.11	22.06	0.79	4.29	3	
11	22.03	20.59	1.44	21.1	22.06	0.78	4.33	3	
10	22.03	20.58	1.45	21.09	22.06	0.77	4.36	3	
9	22.03	20.57	1.46	21.08	22.06	0.77	4.38	3	
Tombino stradale nord									
8	22.03	20.55	1.48	21.05	22.06	0.76	4.44	3	
7	22.04	20.54	1.5	21.02	22.05	0.51	6.62	5.28	
6	22.04	20.53	1.51	21.01	22.05	0.5	6.8	6.02	
5	22.04	20.52	1.52	21	22.05	0.49	6.87	6.04	
4	22.04	20.47	1.57	20.95	22.05	0.47	7.13	6.13	
3	22.03	20.43	1.6	20.91	22.05	0.46	7.4	6.21	
2	22.03	20.41	1.62	20.89	22.04	0.45	7.53	6.25	
1	22.03	20.4	1.63	20.88	22.04	0.45	7.57	6.27	
0.092	22.04	20.4	1.64	20.86	22.04	0.36	14.03	9.74	
0.043	22.04	20.2	1.84	20.76	22.04	0.25	21.44	14.38	
Tombino stradale									
0.029	20.26	19.8	0.46	20.26	20.44	1.85	1.82	5.31	
0.011	19.6	19.1	0.5	19.71	19.95	2.6	1.29	3.91	

Bacino 41 - Sezioni post operam  
Scala 1:50



LEGENDA

- LIVELLO ENERGETICO  $T_R$  200
- LIVELLO IDRICO  $T_R$  200
- - - LIVELLO CRITICO  $T_R$  200

COMMITTENTE:  
**RFI**  
RETE FERROVIARIA ITALIANA  
GRUPPO FERROVIE DELLO STATO ITALIANE

PROGETTAZIONE:  
**ITALFERR**  
SISTEMI E SERVIZI PER LE FERROVIE

S.O. OPERE CIVILI

PROGETTO DI FATTIBILITÀ TECNICA ED ECONOMICA

Raddoppio della linea Decimomannu-Villamassargia  
Lotto 2: tratta Villaspeciosa-Siliqua, dal km 75+394 al km 78+844

IDROLOGIA ED IDRAULICA  
BACINO 41 - IN03, NI01 - Sezioni significative con livelli idrici  $T_R$ 200  
Modello 1D - ante e post operam - Tav. 4 di 6

SCALA:  
VARIE

Rev.	Descrizione	Redatto	Data	Verificato	Data	Approvato	Data	Autorizzato Data
A	EMMISSIONE DEFINITIVA	R. Sabatini	Marzo 2023	C. Ghisla	Marzo 2023	T. Pavesi	Marzo 2023	A. Vignati
B	EMMISSIONE ESECUTIVA	C. Ghisla	Luglio 2023	F. Casali	Luglio 2023	T. Pavesi	Luglio 2023	A. Vignati