autostrade per l'italia
Società per azioni

DMIE - DIREZIONE MAINTENANCE E INVESTIMENTI ESERCIZIO
PTA - PROGETTAZIONE E COORDINAMENTO PROTEZIONI ANTIRUMORE
PES - PROGETTAZIONE ESECUTIVA

progettazione investimenti esercizio antirumore

AUTOSTRADA A11 FIRENZE - PISA nord

da progr. Km 27+500 a progr. Km 38+800

PIANO DI RISANAMENTO ACUSTICO
AI SENSI DELLA LEGGE QUADRO n. 447/95

PROGETTO DEFINITIVO
MACROINTERVENTI n. 198 - 199

Comuni di: PISTOIA - SERRAVALLE PISTOIESE
MONSUMMANO TERME - PIEVE A NIEVOLE - MONTECATINI TERME

PAESAGGIO

Titolo Elaborato

RENDER E FOTOINSERIMENTI
ANALISI AREE DI VISUALE

Commessa	Codice Elaborato	Rev	Scala	Data
0I 303-0I 315	**PAE 002**	0		09-2017

IL PROGETTISTA
Ing. E. PAMPANA
Ord. Ing. Roma n. A 27062

Ing. MANUELE PAMPANA ORDINE INGEGNERI ROMA n. A-27062 SEZIONE A

autostrade per l'italia Società per azioni
IL R.U.P.
RESPONSABILE UNICO DEL PROCEDIMENTO
M. GIOVANNINI

Rev	Descrizione	Data	Redatto	Verificato	Approvato	Autorizzato
0	EMISSIONE PER CDS	09-2017	D.TRECORDI	G. PIACENTINI	E. PAMPANA	M. GIOVANNINI
1						
2						
3						

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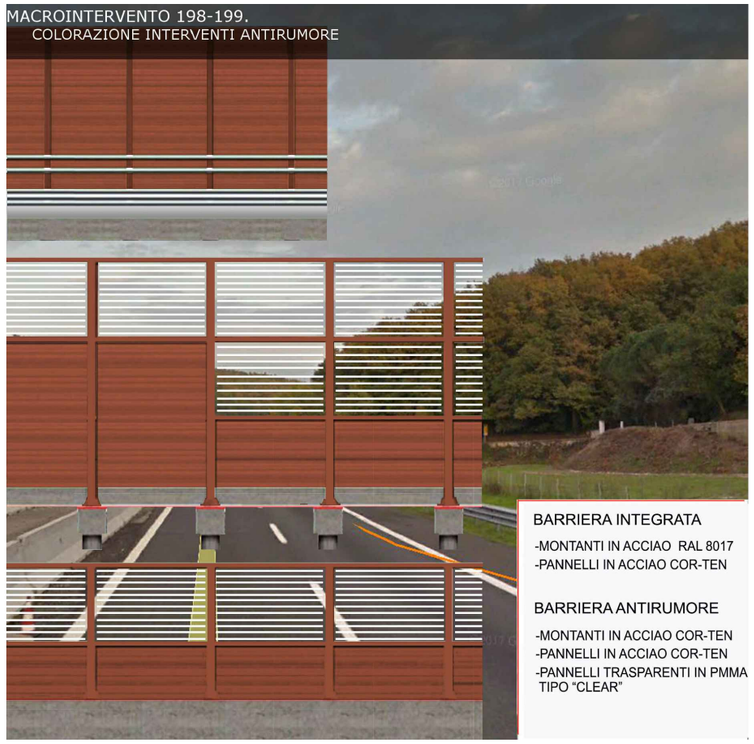
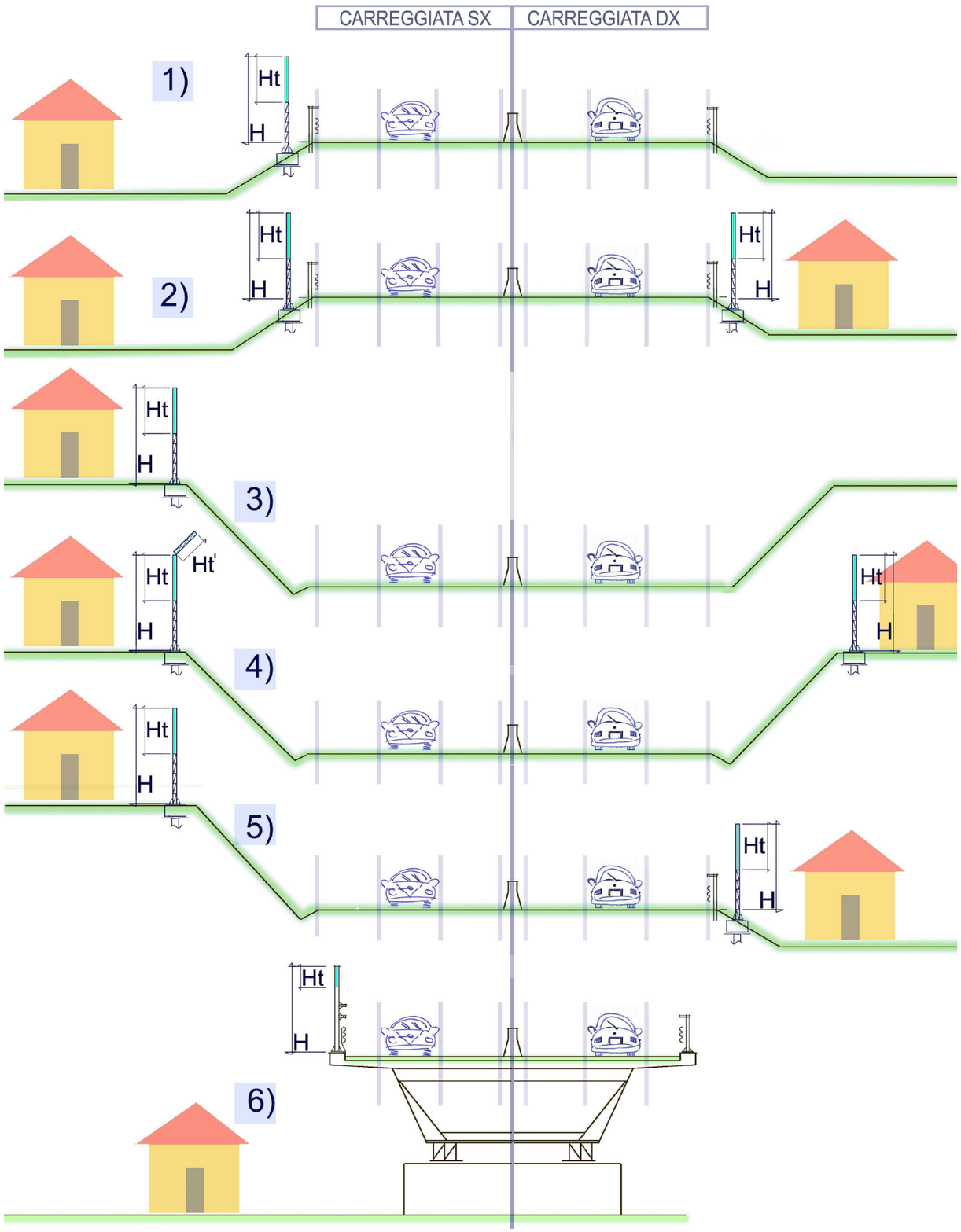
La lettura del presente elaborato grafico procede da nord a sud.
Ciascuna immagine riporta a sinistra la localizzazione in planimetria dell'intervento elementare (1S, 2S 3S etc), mentre il colore della linea ne rappresenta l'altezza (vedi legenda); sul lato sinistro i fotogrammi in cui appare lo chassis (superficie di ingombro rappresentata in trasparenza) delle barriere di progetto.
I Render-fotoinserimenti sviluppano ulteriormente una parte delle visuali considerate in una rappresentazione realistica dei futuri interventi di progetto
I pannelli fonoassorbenti e le strutture metalliche presenteranno le seguenti colorazioni alcune delle quali ricadenti nelle tinte codificate RAL:



Le scelte progettuali, tenuto conto delle esigenze di protezione acustica e in considerazione delle specificità paesaggistiche rilevate (elaborati serie PAE), sono state impostate con l'intento di minimizzare l'impatto visivo attraverso soluzioni che compromettano il meno possibile la percezione unitaria del territorio.
L'utilizzo, ove tecnicamente possibile, di pannelli trasparenti che non pregiudichino l'efficienza acustica degli interventi previsti (per via dei fenomeni di riflessione che essi generano), consente di ridurre l'effetto visuale frammentato in corrispondenza di scorci paesaggistici di particolare rilevanza.
A destra uno schema generale che indica i criteri di massima secondo i quali si prevede l'utilizzo delle pannellature trasparenti (* nei casi che rientrano negli schemi 2_4_5, la composizione delle pannellature si valuta con ulteriori simulazioni acustiche che verifichino i livelli Leq degli edifici esposti).

SCHEMA 1_ BARRIERA IN RILEVATO IN CORRISPONDENZA CARREGGIATA SX. NESSUNA ABITAZIONE IN FASCIA DI RISPETTO (250m) CARREGGIATA DX. Per barriere H=2-3m Ht=1-2m; per barriere H>3m Ht=H-1.5m
SCHEMA 2_ BARRIERE IN RILEVATO IN CORRISPONDENZA ENTRAMBE CARREGGIATE (DX E SX). Per barriere H=3m Ht=1m max (*); per barriere H>3m Ht=2m max(*)
SCHEMA 3_ BARRIERA IN TRINCEA IN CORRISPONDENZA CARREGGIATA SX. NESSUNA ABITAZIONE IN FASCIA DI RISPETTO (250m) CARREGGIATA DX. Per barriere H=2-3m Ht=1-2m; per barriere H>3m Ht=H-1.5
SCHEMA 4_ BARRIERE IN TRINCEA IN CORRISPONDENZA ENTRAMBE CARREGGIATE (DX E SX). Per barriere H=3m Ht=1m-2m max (*); per barriere H>3m Ht=2m max (*)
SCHEMA 5_ BARRIERA IN TRINCEA IN CORRISPONDENZA CARREGGIATA SX. IN RILEVATO IN CORRISPONDENZA CARREGGIATA DX. Per barriere in SX H=3m Ht=2m max (*); per barriere in SX H>3m Ht=2m max (*); Ht' sempre opaco per evitare riflessioni. Per barriere in DX H=3m Ht=1m max (*); per barriere in DX H>3m Ht=2m max (*).
SCHEMA 6_ BARRIERA INTEGRATA SU OPERA. Per barriere H=3m Ht=1m valutate per singolo intervento; per barriere H=4m Ht=2m valutate per singolo intervento;per barriere H=5m Ht=3m max da valutate per singolo intervento;

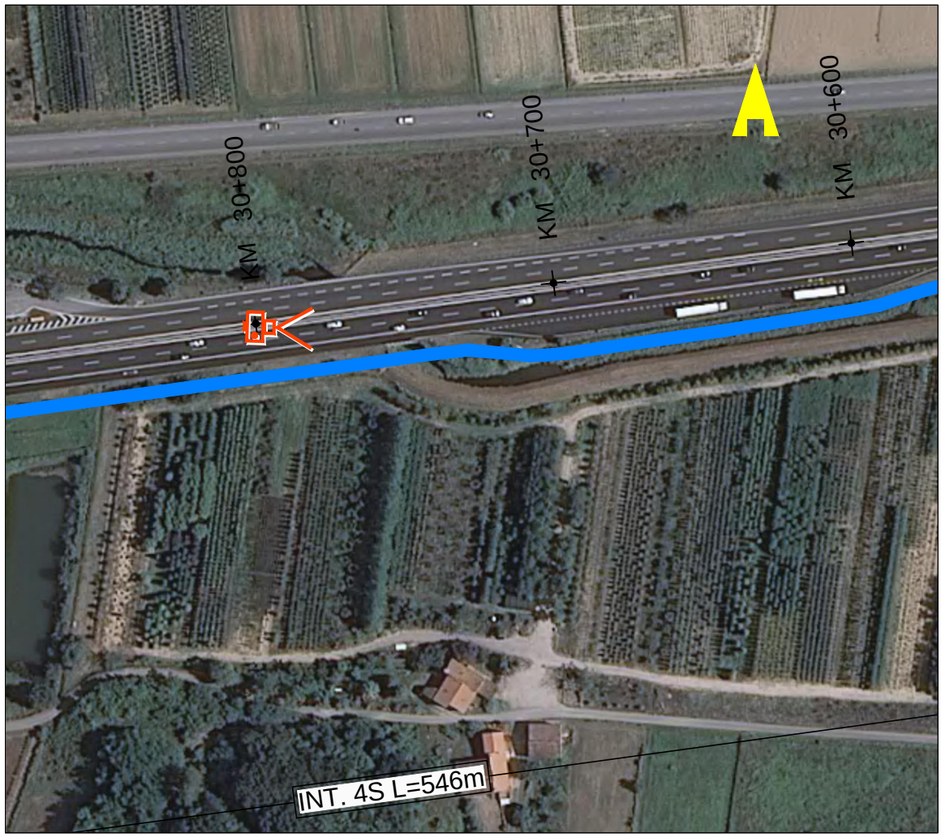


ANTE OPERAM

RENDER/FOTOINSERIMENTI
INTERVENTO 4S
COMUNE: Pistoia

- BARRIERA H=2.00m
- BARRIERA H=3.00m
- BARRIERA H=4.00m
- BARRIERA H=5.00m
- BARRIERA H=6.00m
- BARRIERA H=7.00m
- BARRIERA ESISTENTE

PUNTI DI VISTA FOTOGRAFICI



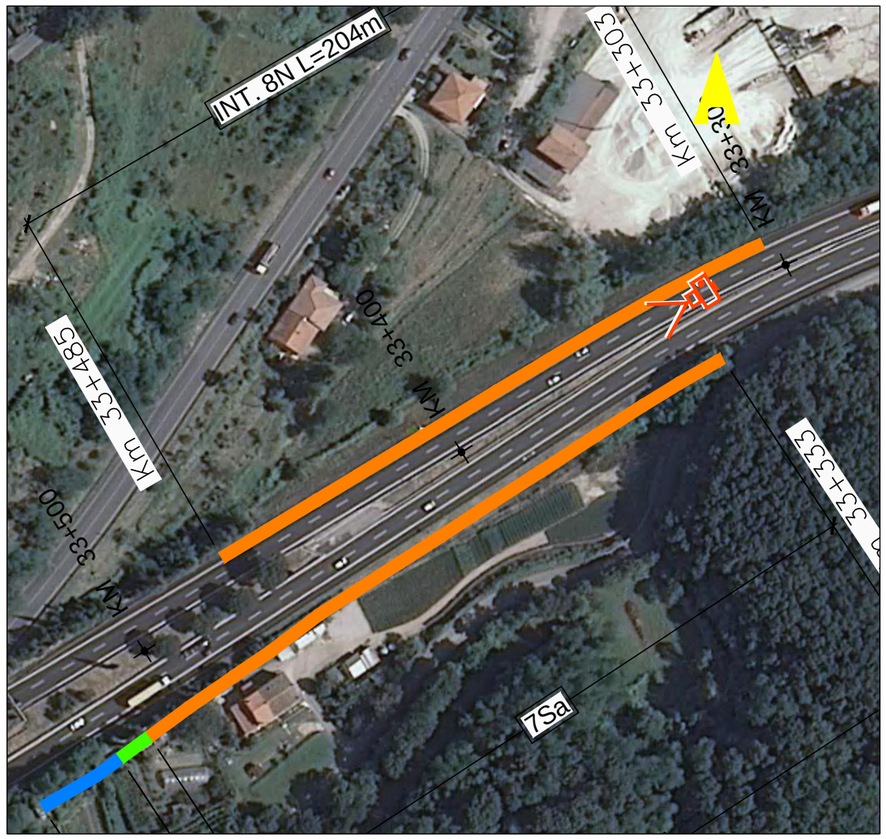
POST OPERAM

ANTE OPERAM

RENDER/FOTOINSERIMENTI
INTERVENTO 7S - 8N
COMUNE: Serravalle Pistoiese

- BARRIERA H=2.00m
- BARRIERA H=3.00m
- BARRIERA H=4.00m
- BARRIERA H=5.00m
- BARRIERA H=6.00m
- BARRIERA H=7.00m
- BARRIERA ESISTENTE

PUNTI DI VISTA FOTOGRAFICI



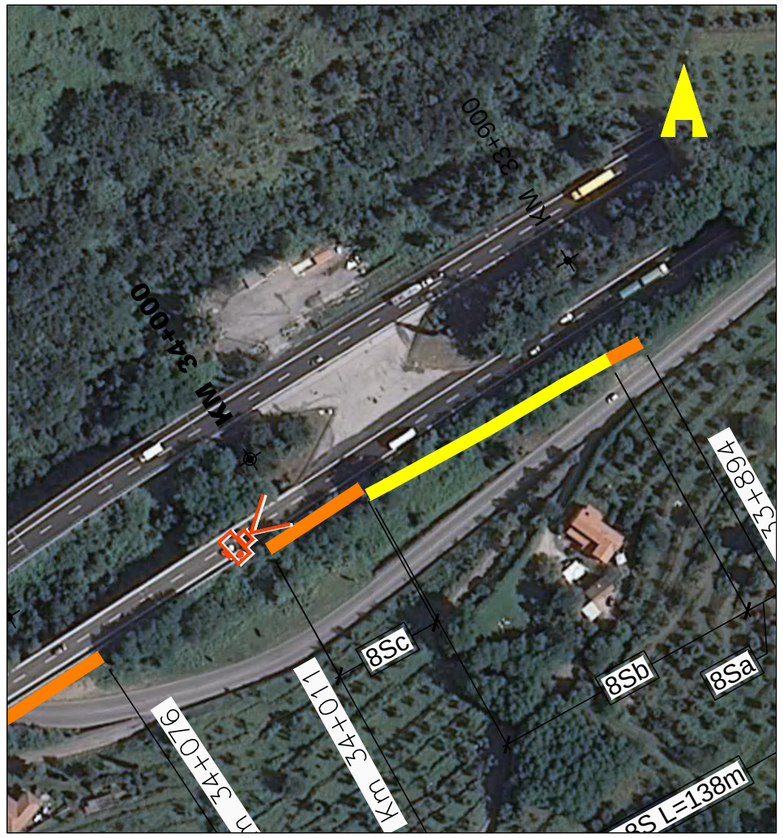
POST OPERAM

ANTE OPERAM

RENDER/FOTOINSERIMENTI
INTERVENTO 8S
COMUNE: Serravalle Pistoiese

- BARRIERA H=2.00m
- BARRIERA H=3.00m
- BARRIERA H=4.00m
- BARRIERA H=5.00m
- BARRIERA H=6.00m
- BARRIERA H=7.00m
- BARRIERA ESISTENTE

PUNTI DI VISTA FOTOGRAFICI

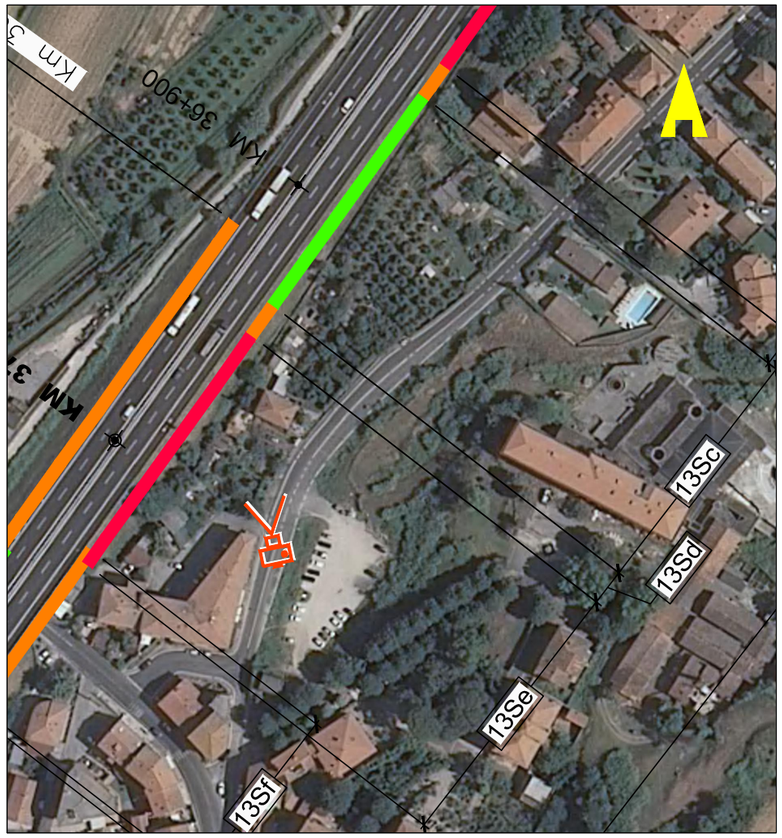


POST OPERAM

RENDER/FOTOINSERIMENTI
INTERVENTO 13Se
COMUNE: Monsummano Terme

- BARRIERA H=2.00m
- BARRIERA H=3.00m
- BARRIERA H=4.00m
- BARRIERA H=5.00m
- BARRIERA H=6.00m
- BARRIERA H=7.00m
- BARRIERA ESISTENTE

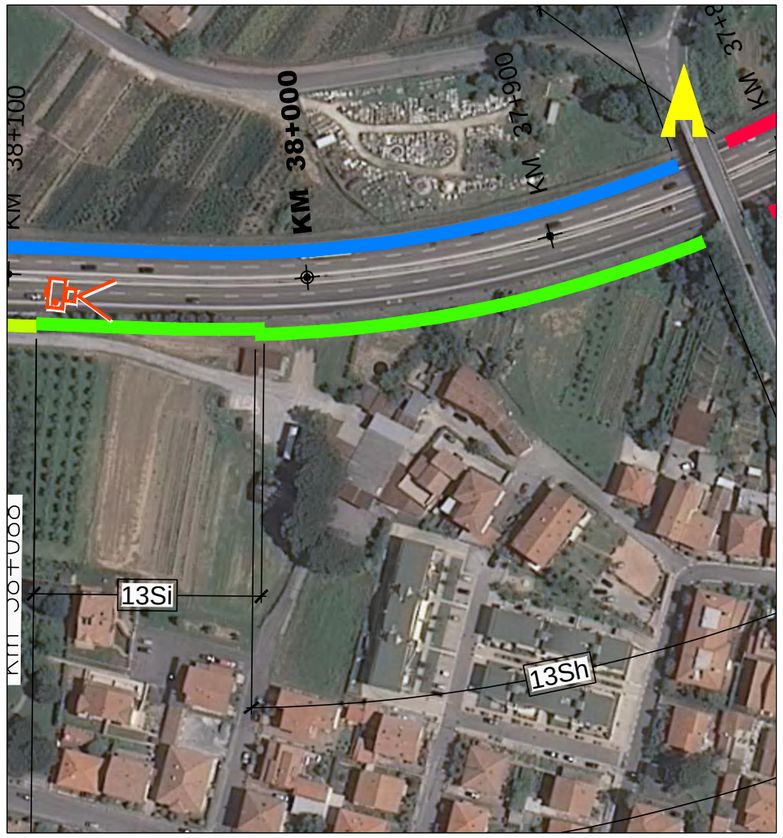
PUNTI DI VISTA FOTOGRAFICI



RENDER/FOTOINSERIMENTI
INTERVENTO 13Si
COMUNE: Pieve a Nievole

BARRIERA H=2.00m
BARRIERA H=3.00m
BARRIERA H=4.00m
BARRIERA H=5.00m
BARRIERA H=6.00m
BARRIERA H=7.00m
BARRIERA ESISTENTE

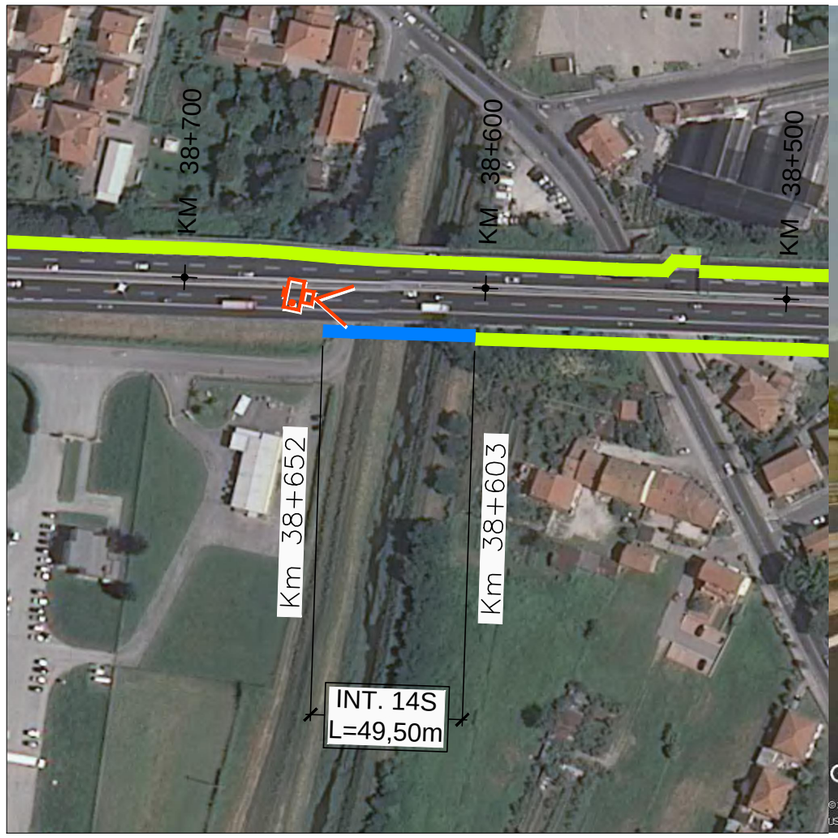
PUNTI DI VISTA FOTOGRAFICI



RENDER/FOTOINSERIMENTI
INTERVENTO 1M
COMUNE: Montecatini Terme

BARRIERA H=2.00m
BARRIERA H=3.00m
BARRIERA H=4.00m
BARRIERA H=5.00m
BARRIERA H=6.00m
BARRIERA H=7.00m
BARRIERA ESISTENTE

PUNTI DI VISTA FOTOGRAFICI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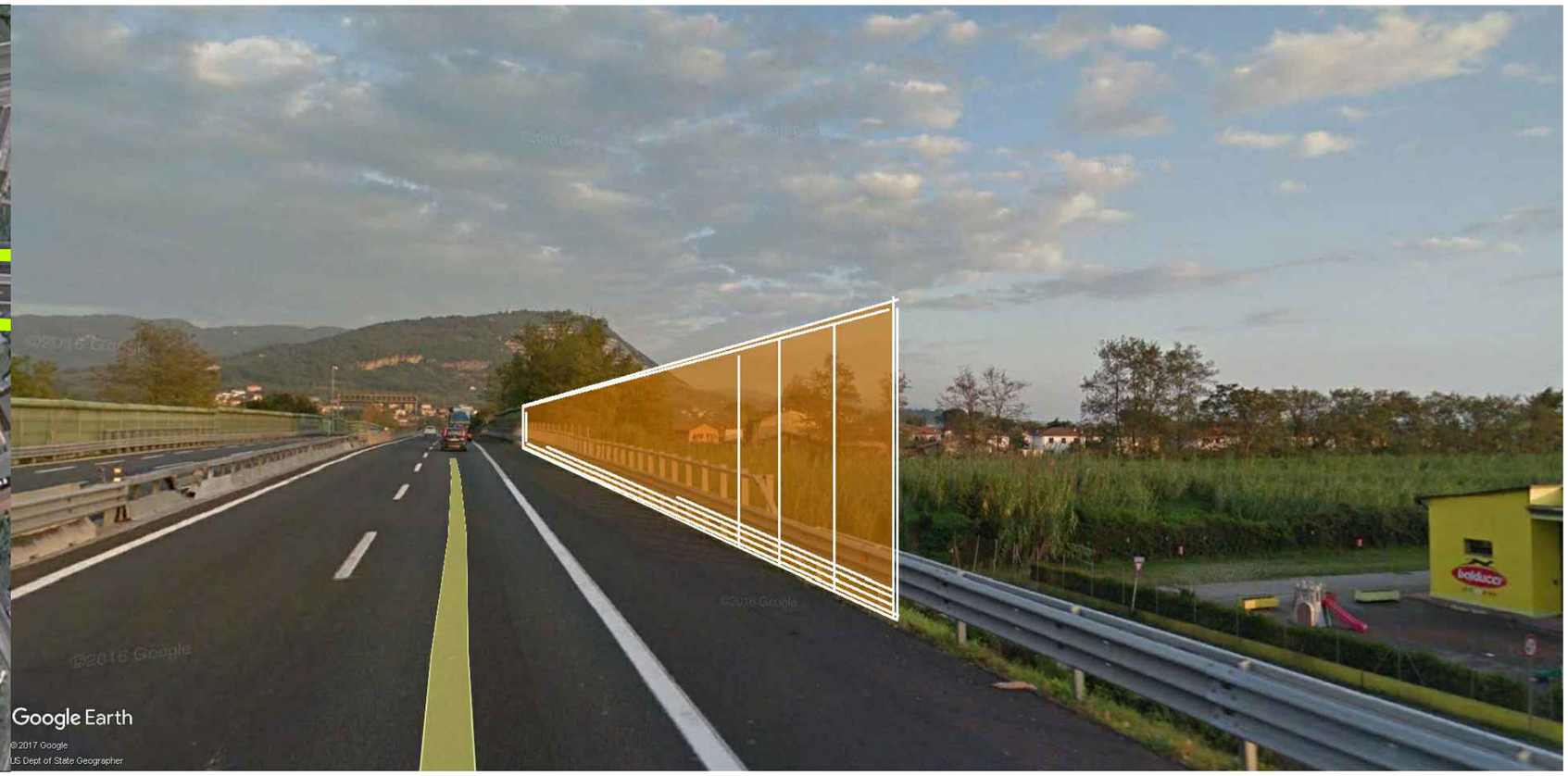
KM 38+600
KM 38+500
Km 38+652
Km 38+603
INT. 14S
L=49,50m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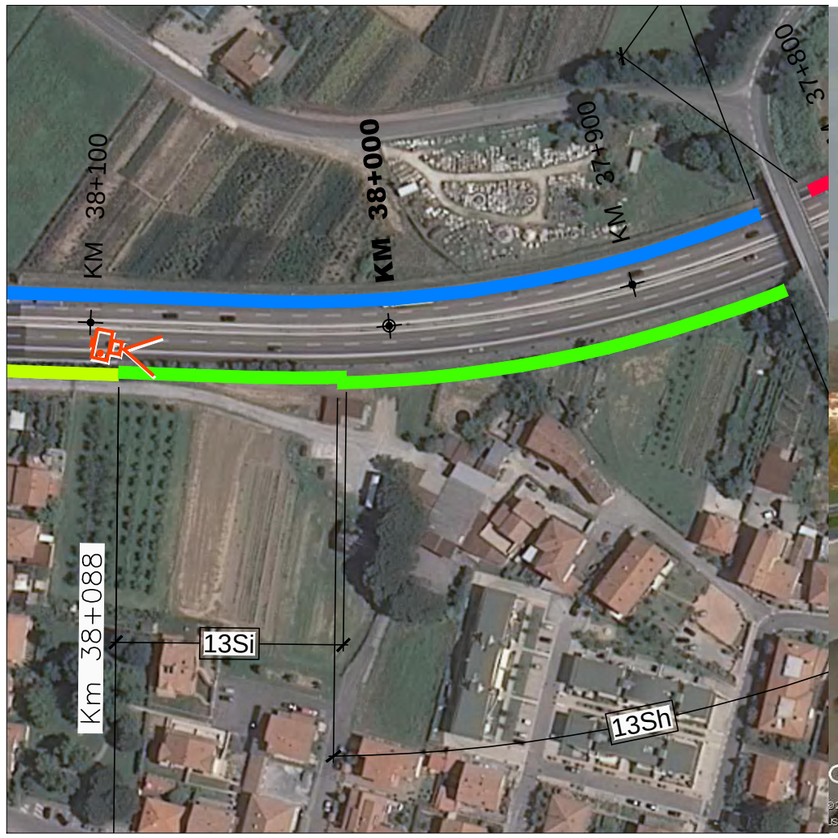
KM 38+100
KM 38+000
KM 37+900
37+800
Km 38+088
13Si
13Sh

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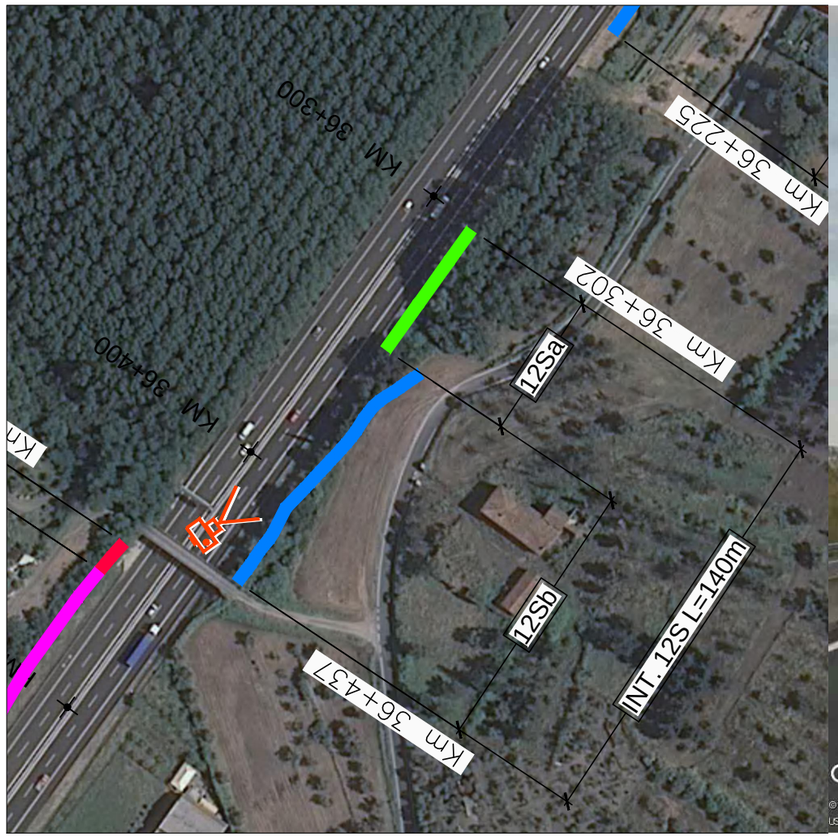
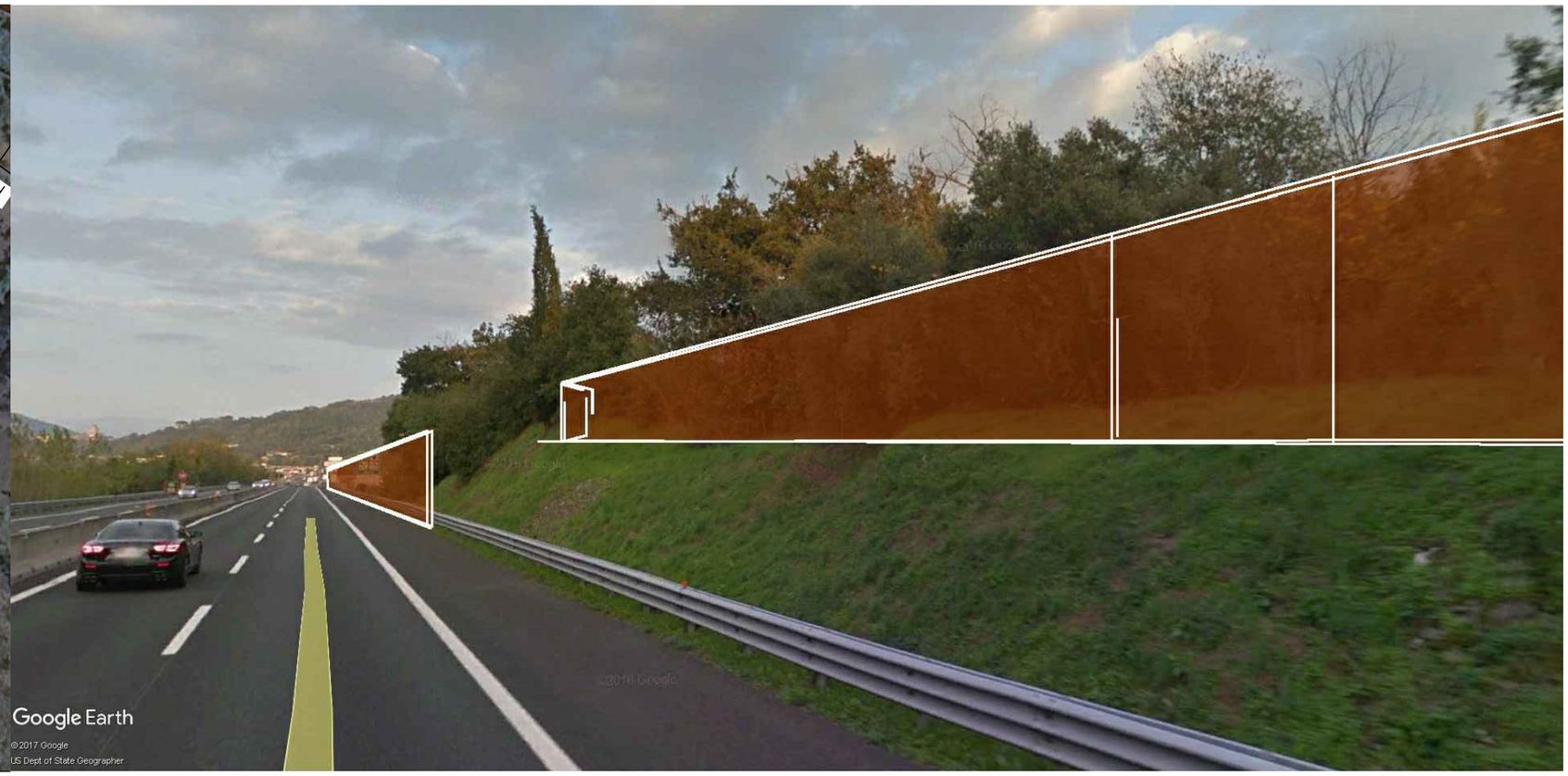

Km 36+225
Km 36+302
Km 36+437
Km 36+300
Km 36+400
12Sa
12Sb
INT. 12S L=140m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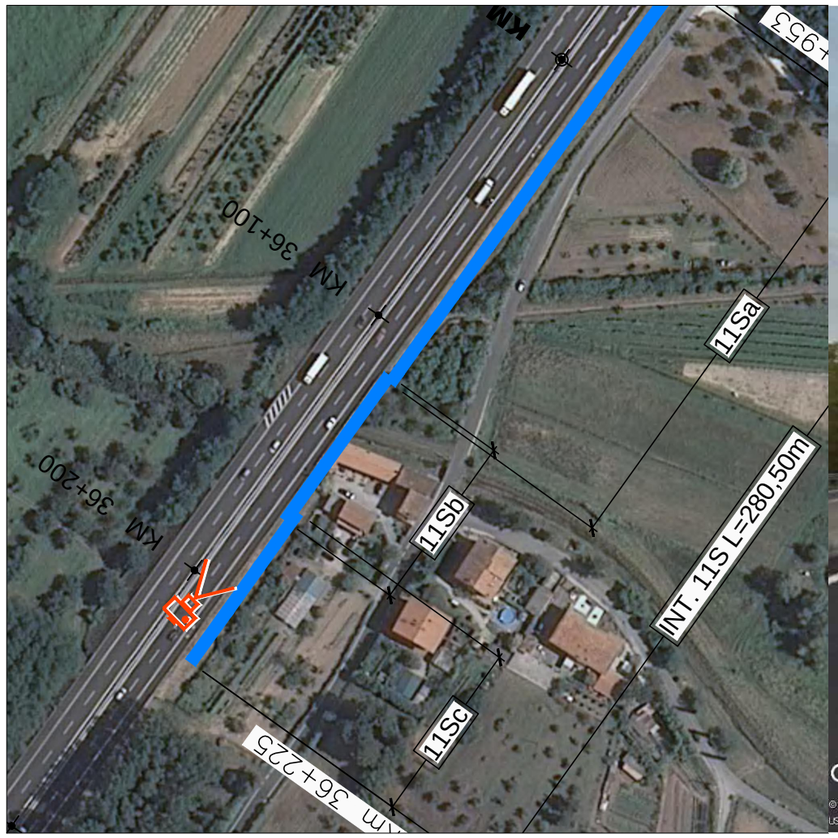
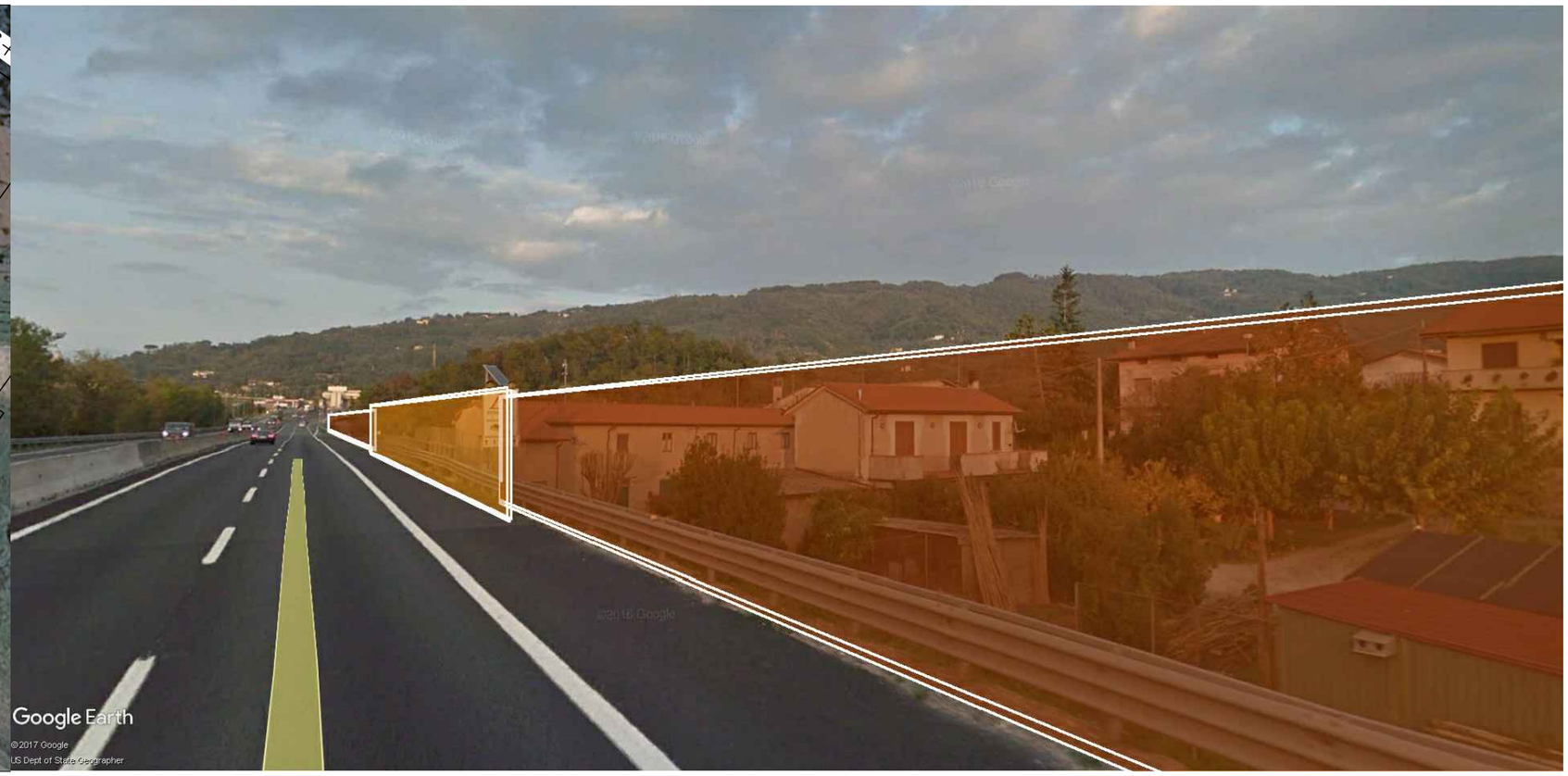

Km 36+953
Km 36+100
Km 36+200
Km 36+225
11Sa
11Sb
11Sc
INT. 11S L=280,50m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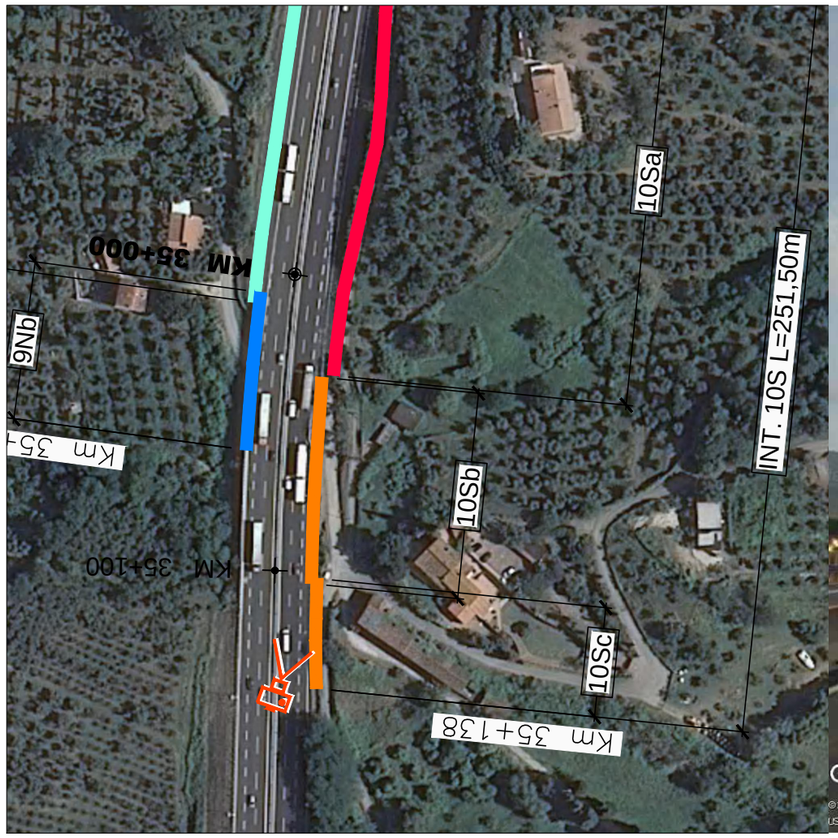
KM 35+000
9Nb
Km 35+
KM 35+100
10Sb
10Sa
INT. 10S L=251,50m
10Sc
Km 35+138

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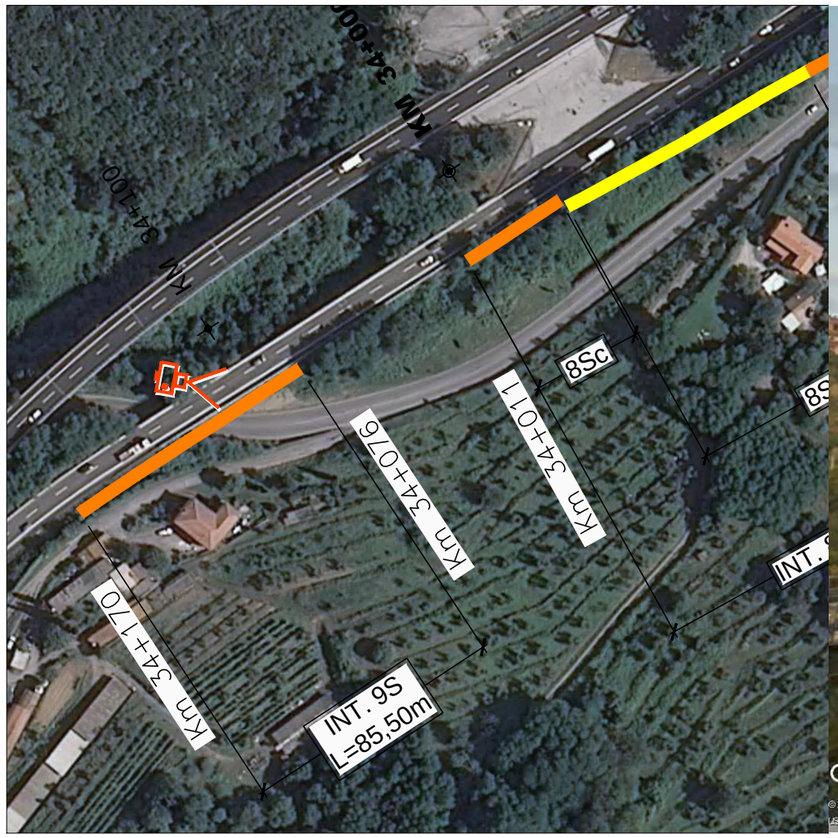
KM 34+000
KM 34+100
8Sc
Km 34+011
Km 34+076
Km 34+170
INT. 9S
L=85,50m

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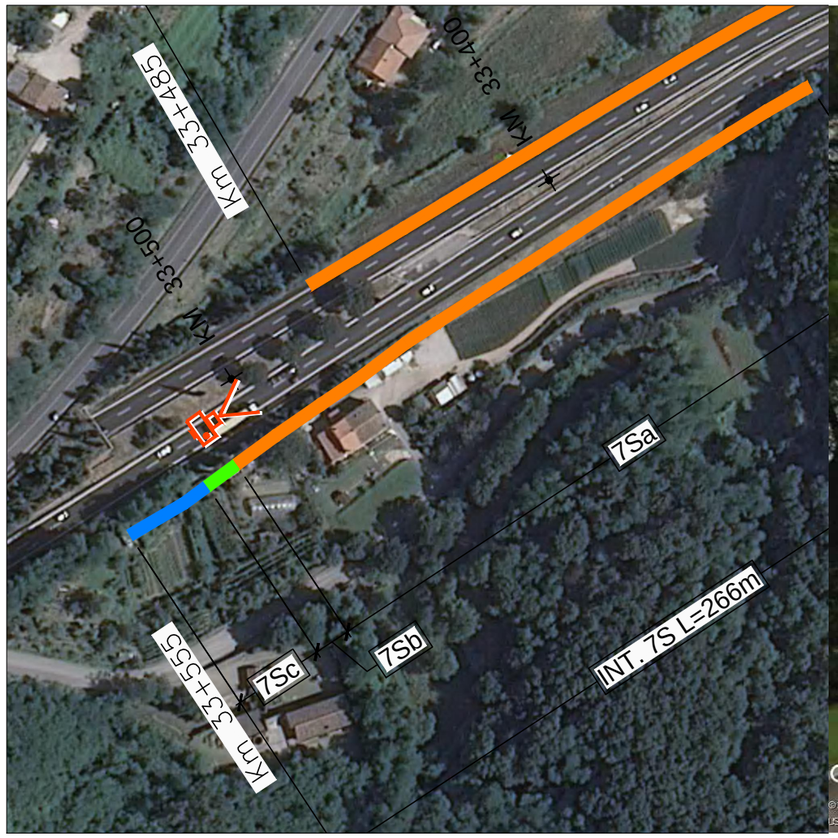
Km 33+485
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KM 33+500
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7Sb
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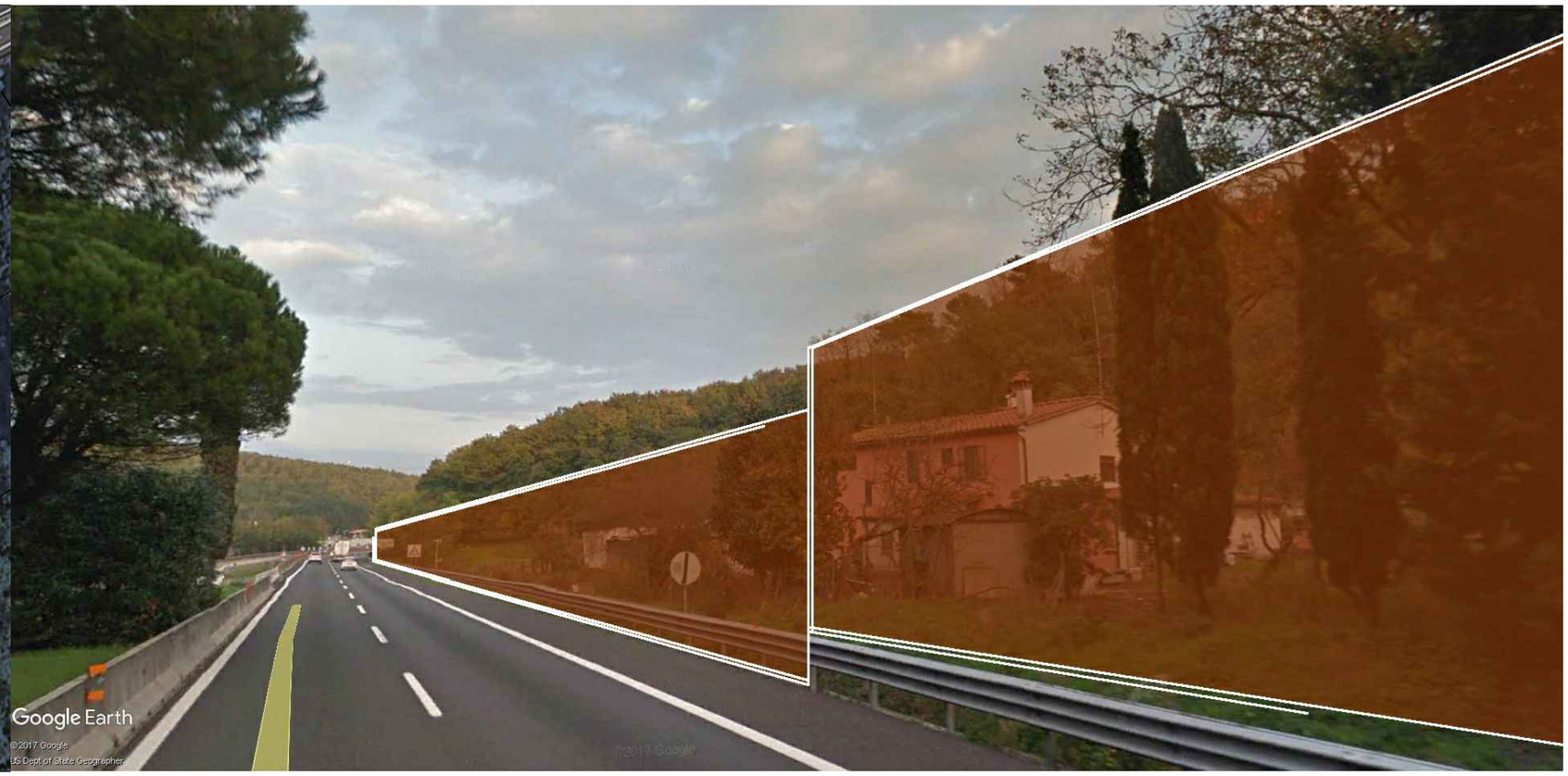
Km 33+555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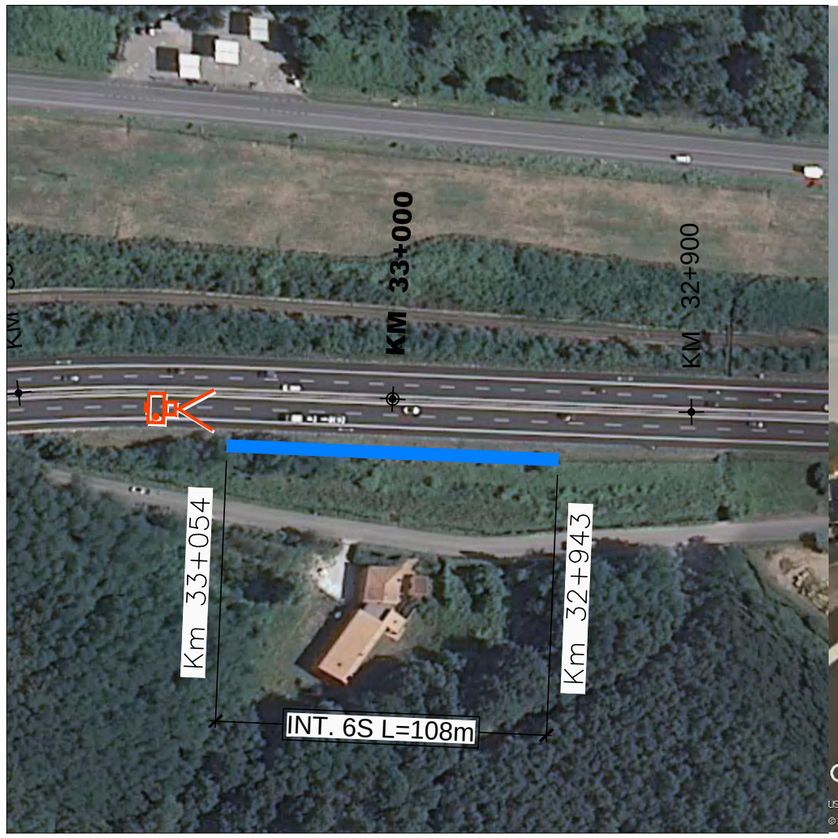
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KM 32+900
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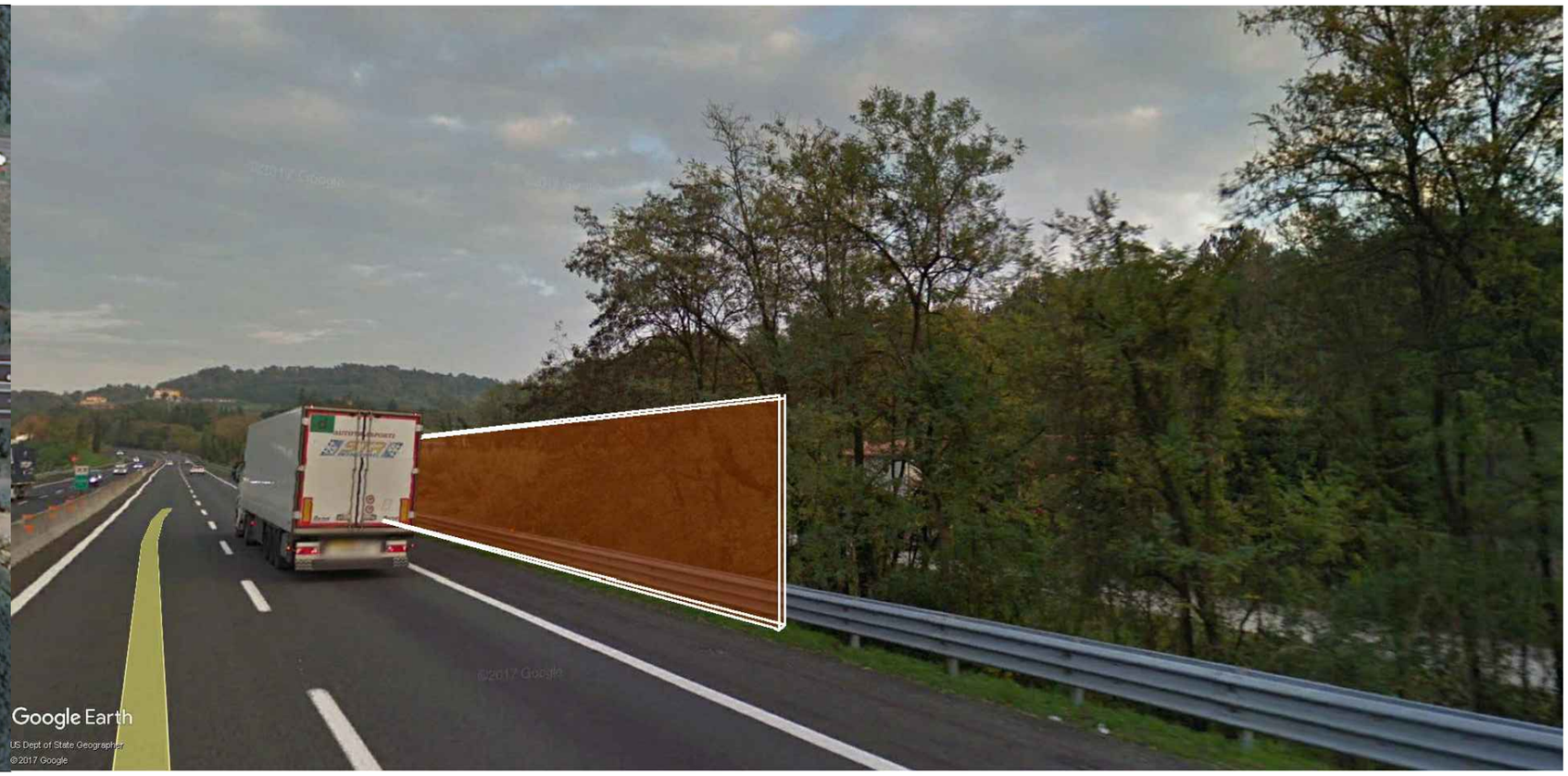
Km 32+943
INT. 6S L=108m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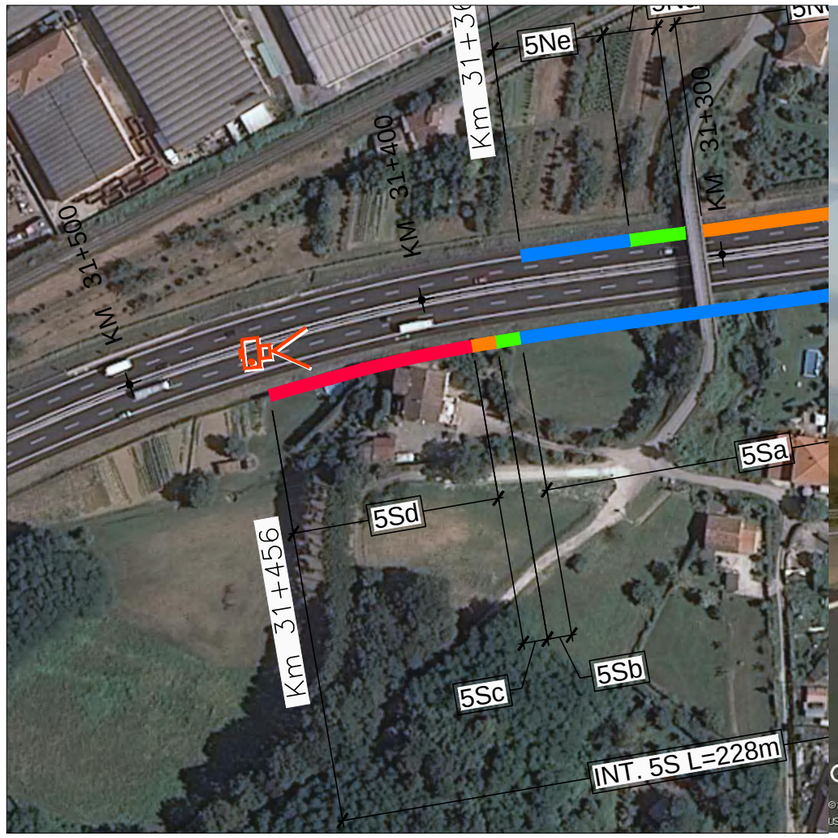
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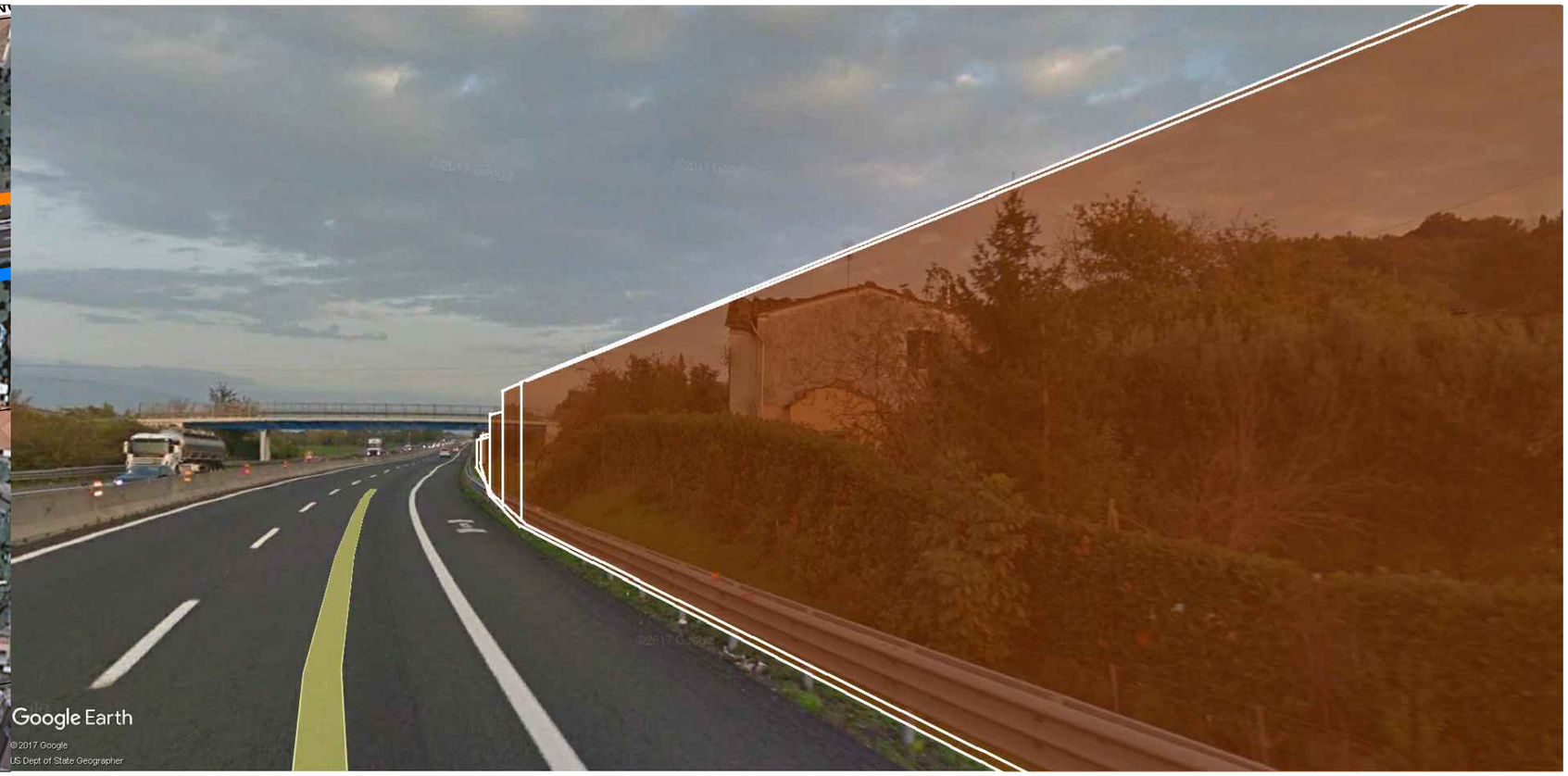
Km 31+300
KM 31+400
KM 31+500
5Sa
5Sd
Km 31+456
5Sc
5Sb
INT. 5S L=228m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KM 30+700
KM 30+800
INT. 4S L=546m

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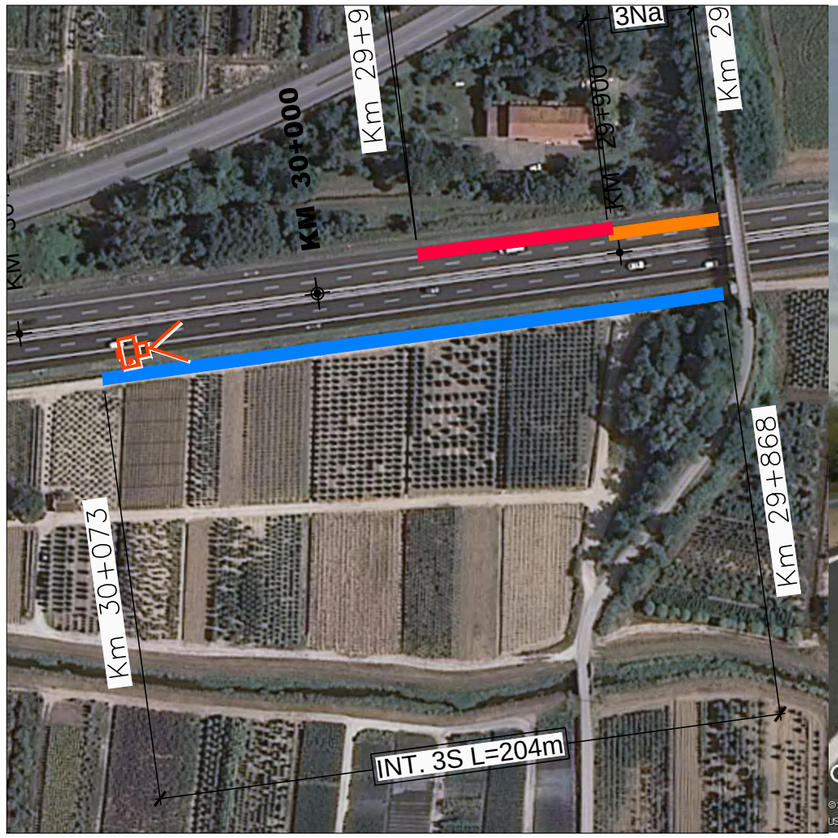
3Na
Km 29+9
KM 30+000
KM 29+900
Km 29
Km 30+073
Km 29+868
INT. 3S L=204m

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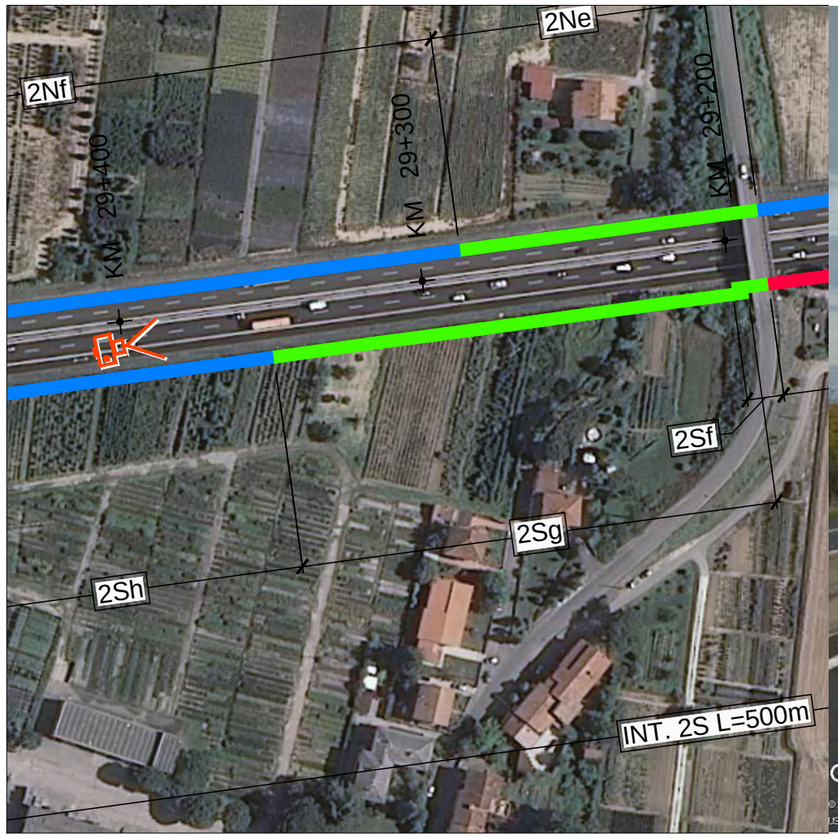
2Ne
2Nf
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29+300
KM
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2Sf
2Sg
2Sh
INT. 2S L=500m

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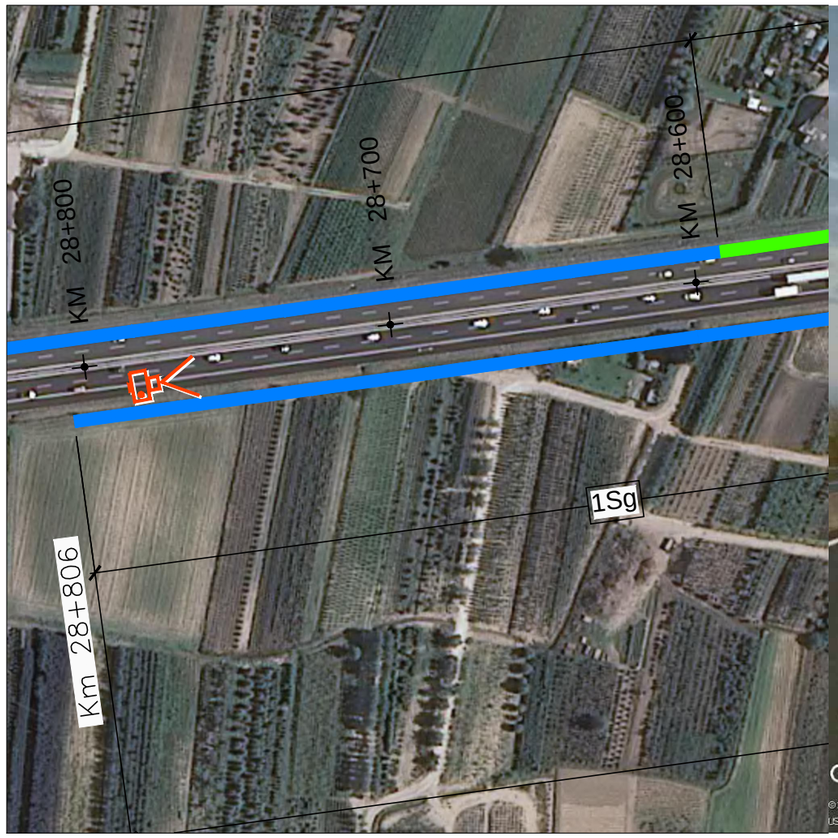
KM 28+800
KM 28+700
KM 28+600
1Sg
Km 28+806

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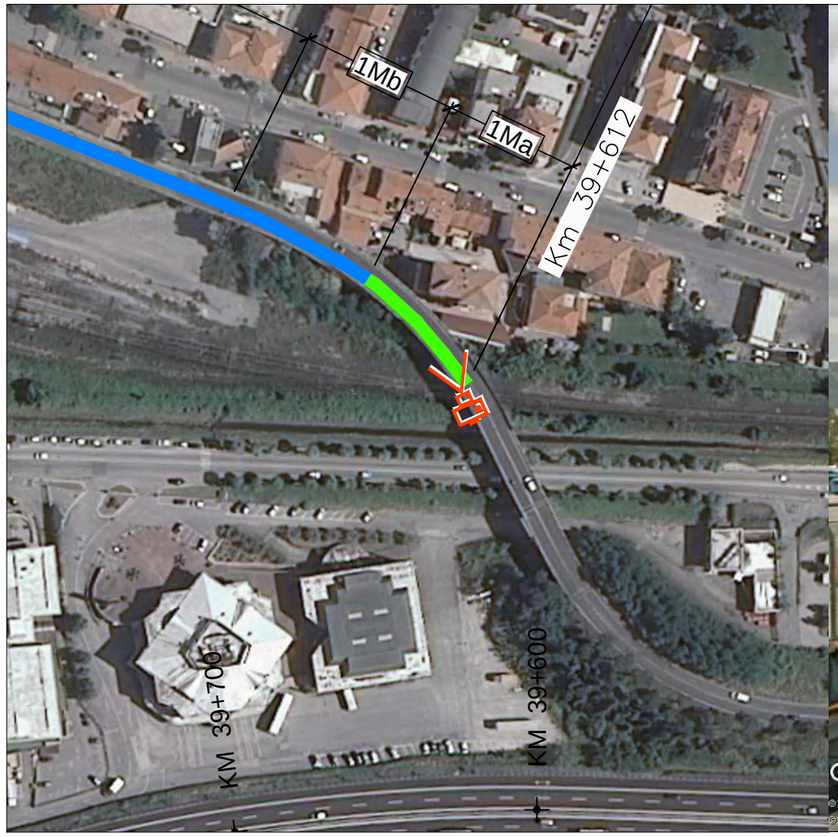
1Mb
1Ma
Km 39+612
KM 39+700
KM 39+600

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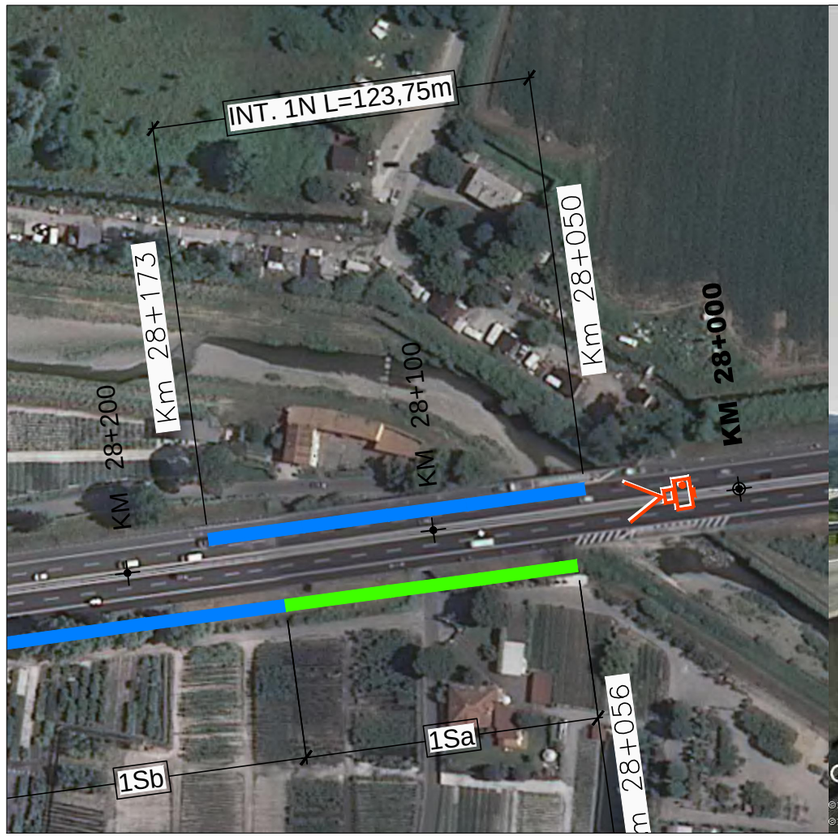
INT. 1N L=123,75m
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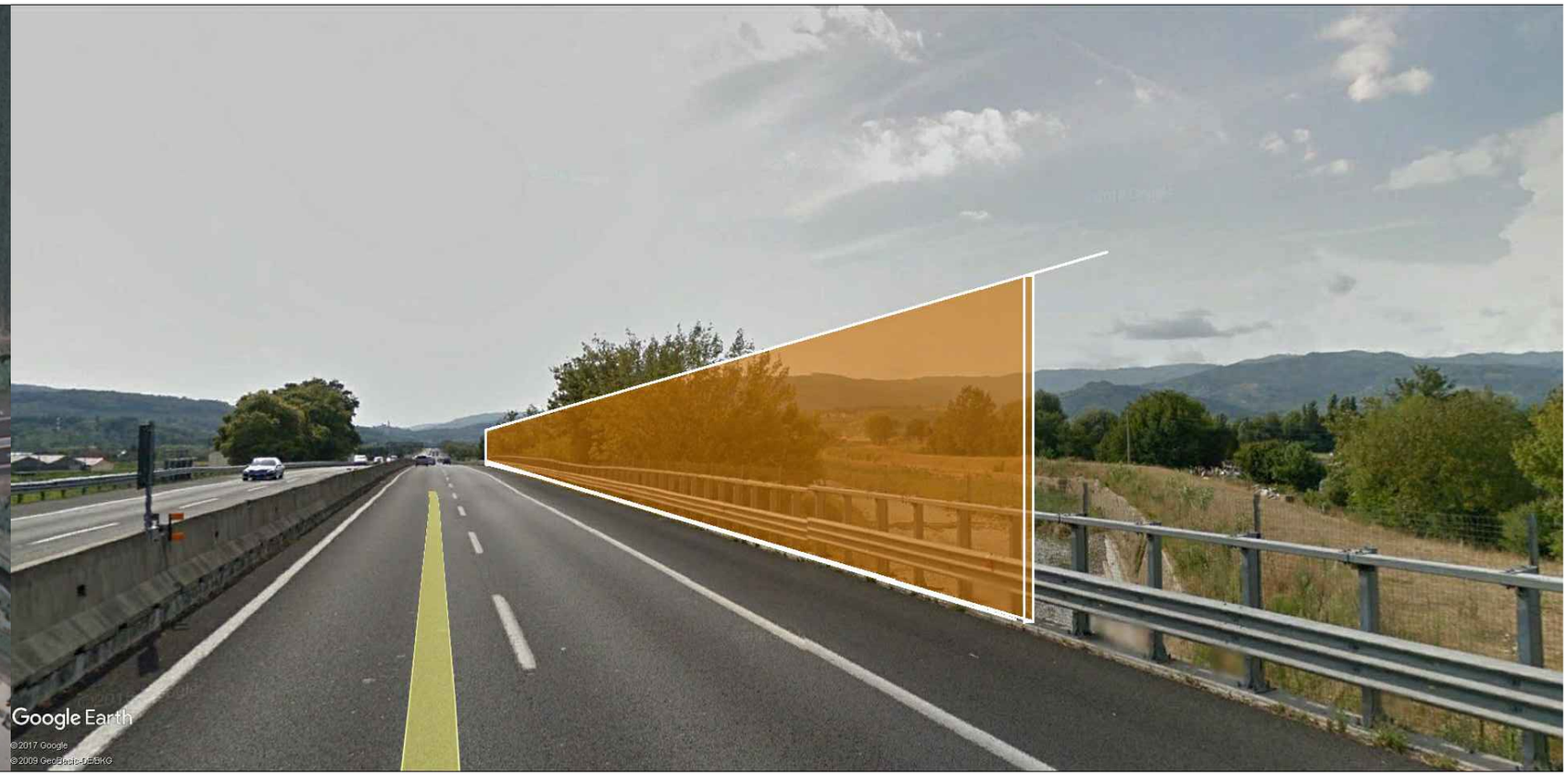
Km 28+050
KM 28+200
KM 28+100
KM 28+000
1Sa
1Sb
Km 28+056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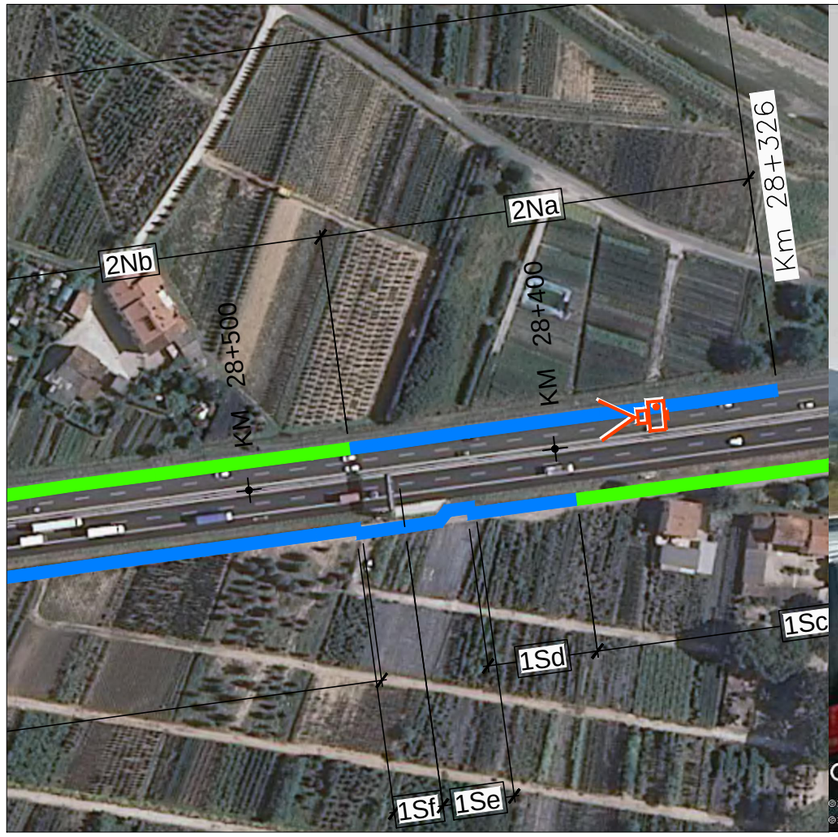
Km 28+326
2Na
2Nb
KM 28+500
KM 28+400
1Sc
1Sd
1Sf
1Se

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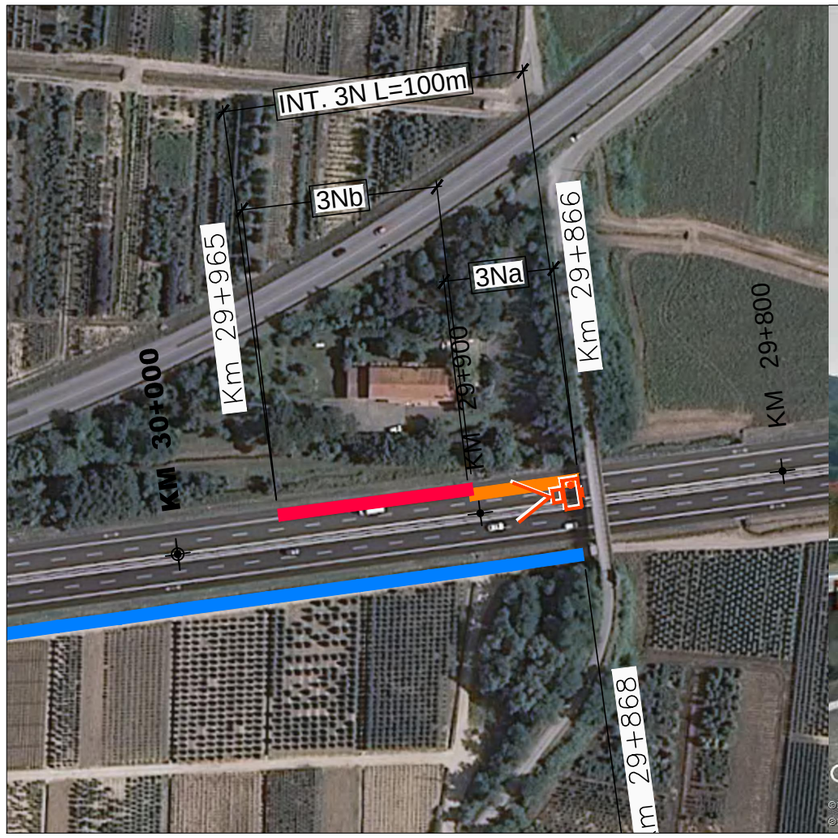
INT. 3N L=100m
3Nb
3Na
Km 29+965
Km 29+866
KM 30+000
KM 29+900
KM 29+800
m 29+868

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INT. 4N L=156m
Km 30+490
Km 30+332
KM 30+500
KM 30+400
KM 30+300
m 30+496

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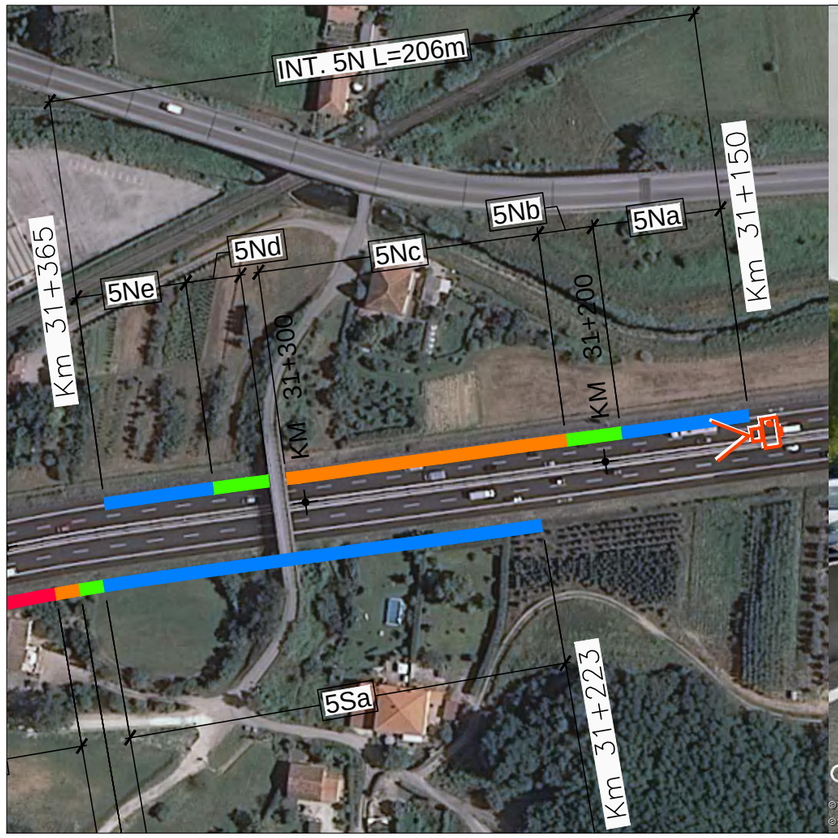
INT. 5N L=206m
Km 31+365
5Ne
5Nd
5Nc
5Nb
5Na
Km 31+150
KM 31+300
KM 31+200
5Sa
Km 31+223

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L=460m
6Na
KM 31+700
KM 31+800
KM 31+900

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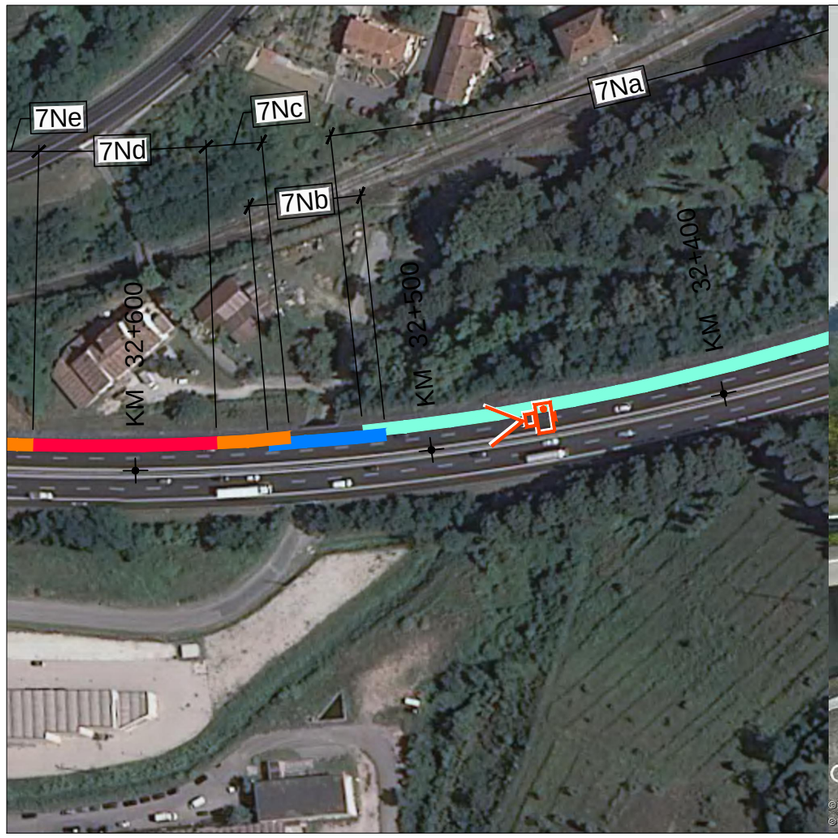
7Ne
7Nd
7Nc
7Na
7Nb
KM 32+600
KM 32+500
KM 32+400

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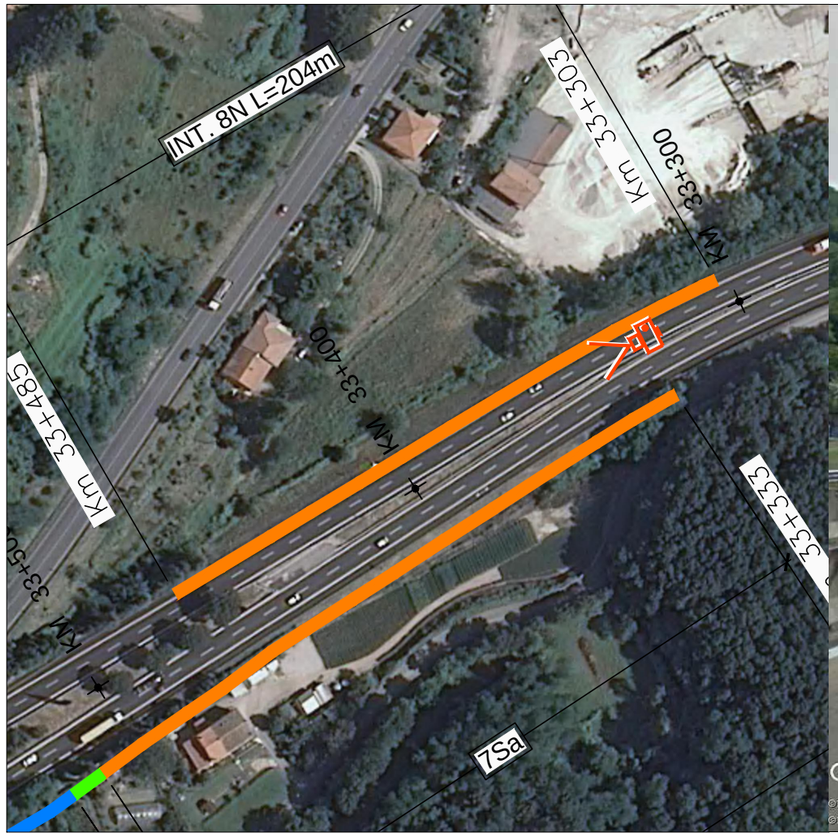
INT. 8N L=204m
km 33+303
KM 33+300
km 33+485
KM 33+400
KM 33+500
7Sa

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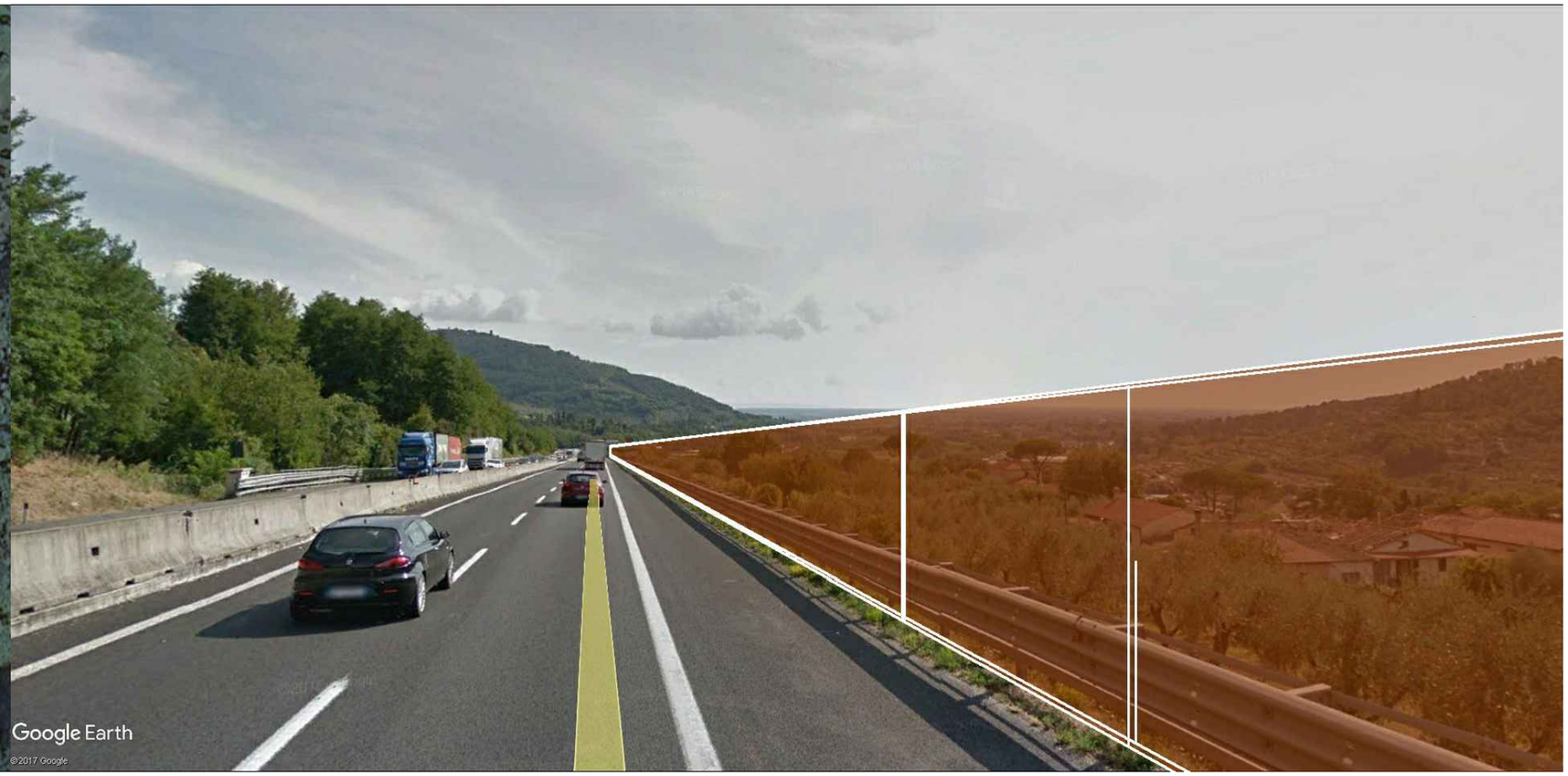
KM 34+600
KM 34+700
KM 34+800
9Na
INT. 9N L=482,75m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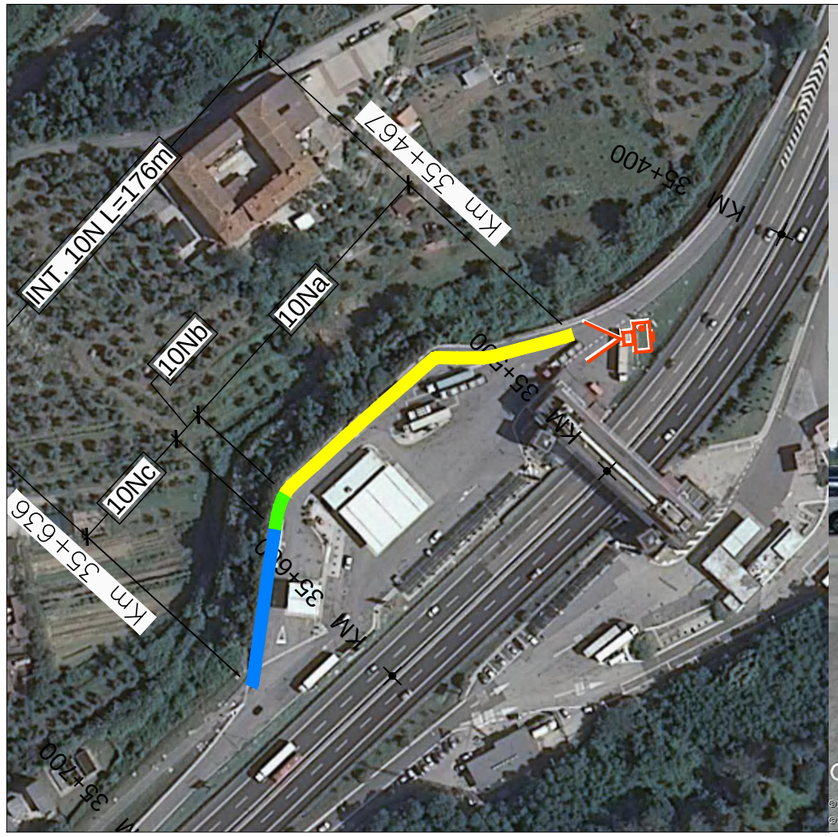
INT. 10N L=176m
km 35+467
KM 35+400
10Na
10Nb
10Nc
km 35+636
KM 35+500
KM 35+600
KM 35+700

AUTO
TIR
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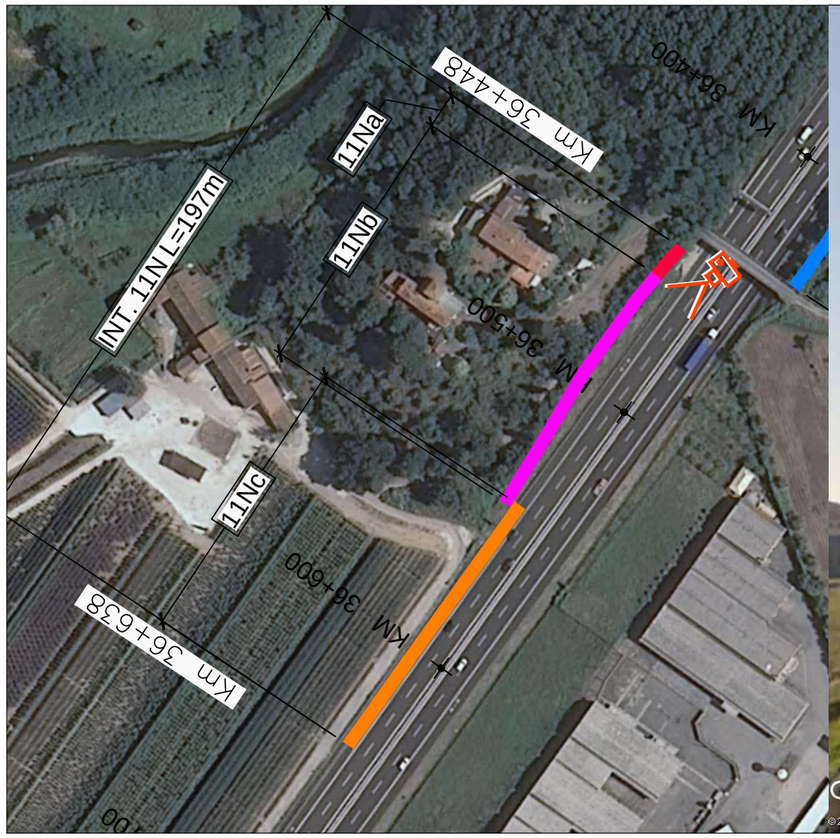
INT. 11N L=197m
11Na
11Nb
11Nc
Km 36+448
Km 36+400
Km 36+500
Km 36+600
Km 36+628

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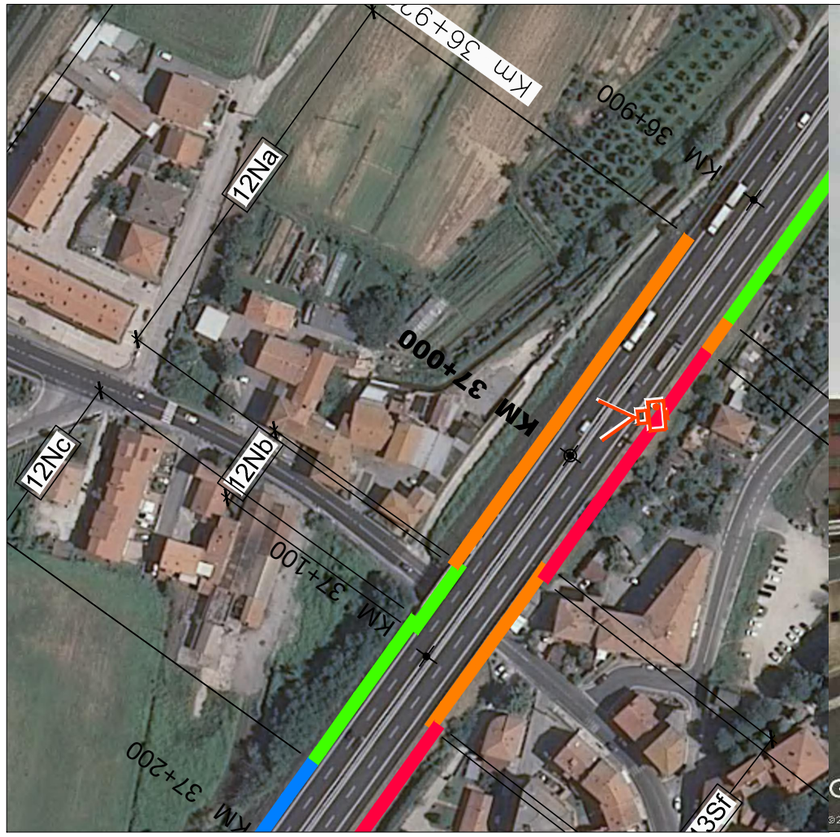
12Na
12Nb
12Nc
Km 36+900
Km 37+000
Km 37+100
Km 37+200

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