

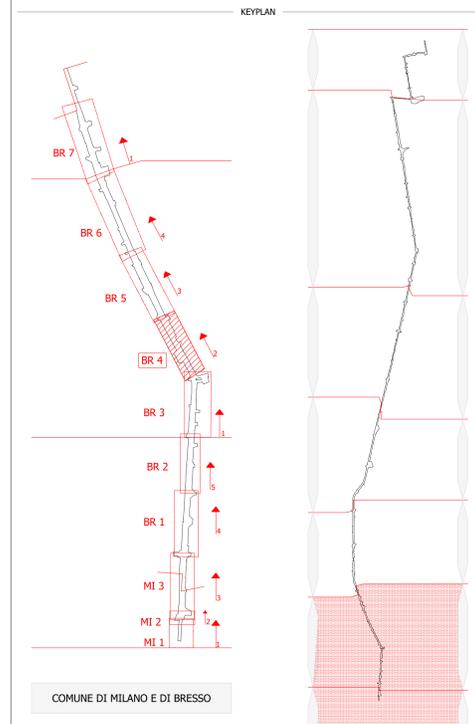
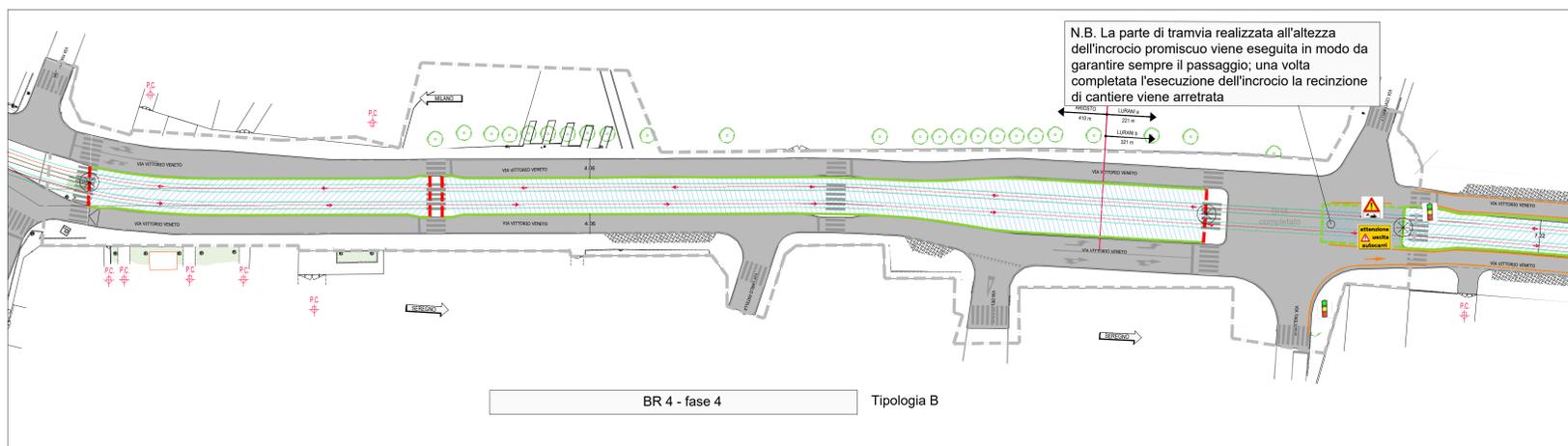
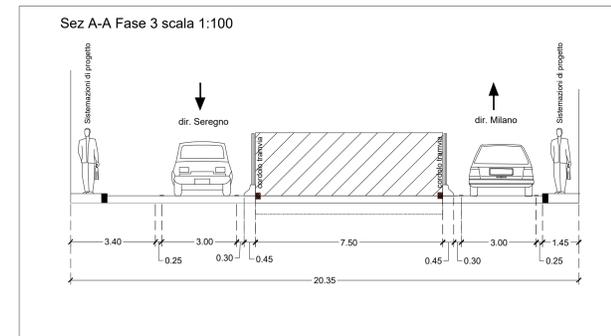
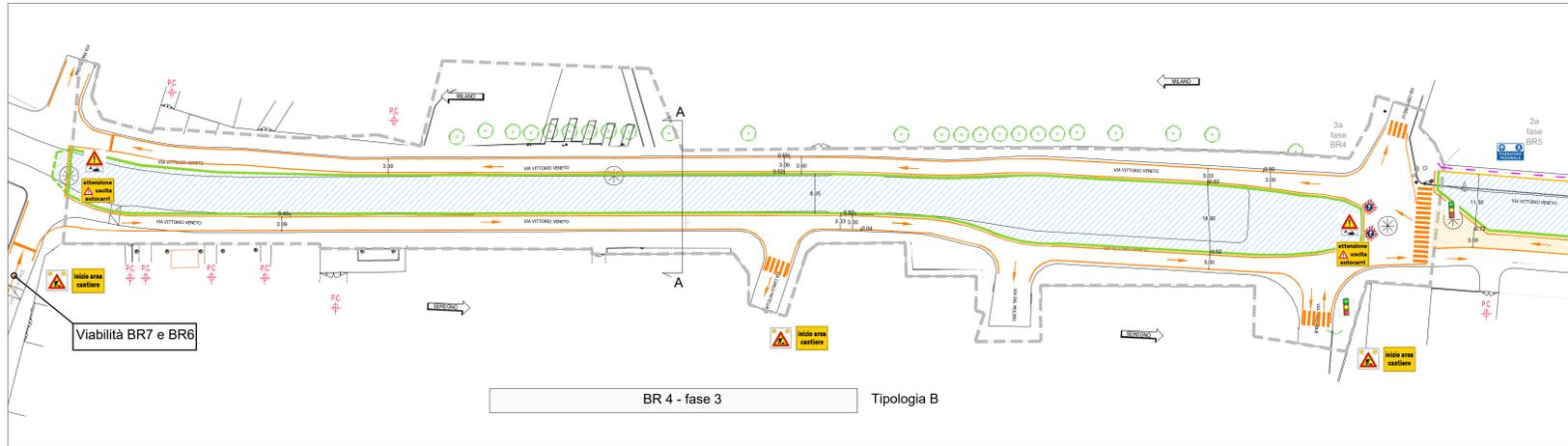
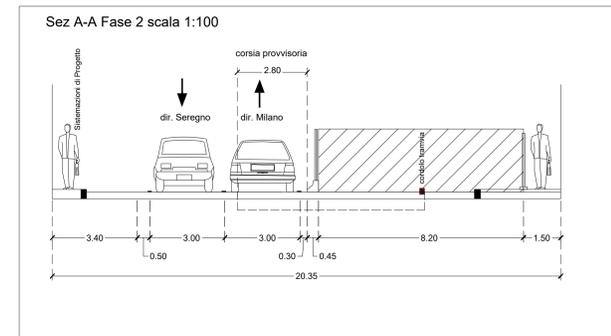
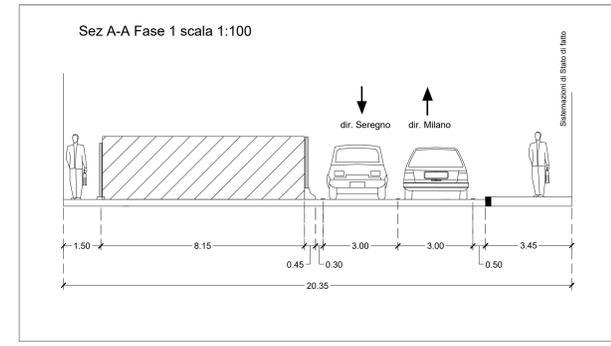
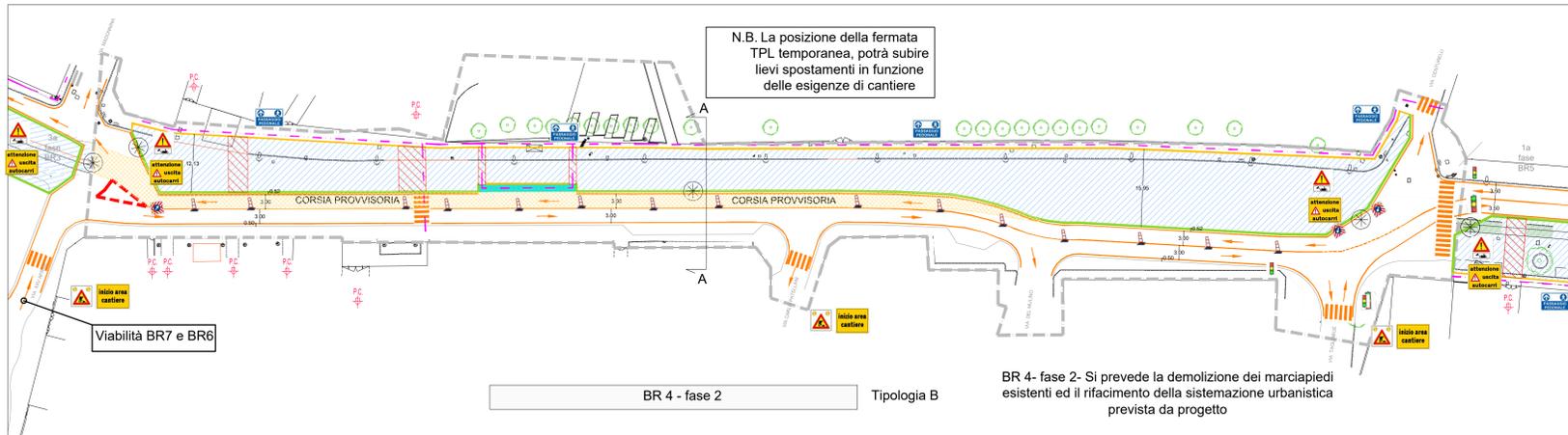
LEGENDA

Parimetro di cantiere	Passaggio pedonale
Varco di cantiere	Area di cantiere
Accessi ai passi carrabili	Accesso subordinato all'avanzamento del cantiere - nota 1
Viabilità ordinaria in fase di cantiere	Viabilità con limitazioni di circolazione subordinata all'avanzamento del cantiere - nota 2
New-Jersey	Sedime tranviario temporaneamente adotto a corsia stradale provvisoria
Fermata provvisoria TPL - m 20.0x1.50	

Recinzioni:
 Tipo A - Recinzione pesante
 Tipo B - Recinzione leggera

Note:
 1. Gli inneschi con la viabilità interferente vengono sempre garantiti mediante il posizionamento di opere provvisorie (recinzioni mobili, passerelle, ecc) in modo tale da garantire sempre l'accesso dalla viabilità principale verso le traversie o vicinanze ai mezzi in transito.
 2. L'ingressibilità ai mezzi privati sarà sempre garantita a meno di particolari casi (veicoli di dimensioni ridotte) ed in periodi in cui questi andr  concordato con l'impresa. Gli accessi carrabili alle propriet  private verranno mantenuti durante tutte le fasi di lavoro mediante appositi corridoi delimitati con la stessa recinzione utilizzata per il cantiere.
 3. Per le tipologie di recinzione e delle relative sistemazioni si rimanda ai seguenti schemi topologici:
 • E_T_0_00_C_IG0_DT_PL_01_C
 • E_T_0_00_C_IG0_DT_PL_02_C
 • E_T_0_00_C_IG0_DT_PL_03_C
 • E_T_0_00_C_IG0_DT_PL_04_C
 • E_T_0_00_C_IG0_DT_PL_05_C
 • E_T_0_00_C_IG0_DT_PL_06_C
 • E_T_0_00_C_IG0_DT_PL_07_C
 • E_T_0_00_C_IG0_DT_PL_08_C
 • E_T_0_00_C_IG0_DT_PL_09_C
 • E_T_0_00_C_IG0_DT_PL_10_C
 • E_T_0_00_C_IG0_DT_PL_11_C
 • E_T_0_00_C_IG0_DT_PL_12_C
 • E_T_0_00_C_IG0_DT_PL_13_C
 • E_T_0_00_C_IG0_DT_PL_14_C
 • E_T_0_00_C_IG0_DT_PL_15_C
 • E_T_0_00_C_IG0_DT_PL_16_C
 • E_T_0_00_C_IG0_DT_PL_17_C
 • E_T_0_00_C_IG0_DT_PL_18_C
 • E_T_0_00_C_IG0_DT_PL_19_C
 • E_T_0_00_C_IG0_DT_PL_20_C
 • E_T_0_00_C_IG0_DT_PL_21_C
 • E_T_0_00_C_IG0_DT_PL_22_C
 • E_T_0_00_C_IG0_DT_PL_23_C
 • E_T_0_00_C_IG0_DT_PL_24_C
 • E_T_0_00_C_IG0_DT_PL_25_C
 • E_T_0_00_C_IG0_DT_PL_26_C
 • E_T_0_00_C_IG0_DT_PL_27_C
 • E_T_0_00_C_IG0_DT_PL_28_C
 • E_T_0_00_C_IG0_DT_PL_29_C
 • E_T_0_00_C_IG0_DT_PL_30_C
 • E_T_0_00_C_IG0_DT_PL_31_C
 • E_T_0_00_C_IG0_DT_PL_32_C
 • E_T_0_00_C_IG0_DT_PL_33_C
 • E_T_0_00_C_IG0_DT_PL_34_C
 • E_T_0_00_C_IG0_DT_PL_35_C
 • E_T_0_00_C_IG0_DT_PL_36_C
 • E_T_0_00_C_IG0_DT_PL_37_C
 • E_T_0_00_C_IG0_DT_PL_38_C
 • E_T_0_00_C_IG0_DT_PL_39_C
 • E_T_0_00_C_IG0_DT_PL_40_C
 • E_T_0_00_C_IG0_DT_PL_41_C
 • E_T_0_00_C_IG0_DT_PL_42_C
 • E_T_0_00_C_IG0_DT_PL_43_C
 • E_T_0_00_C_IG0_DT_PL_44_C
 • E_T_0_00_C_IG0_DT_PL_45_C
 • E_T_0_00_C_IG0_DT_PL_46_C
 • E_T_0_00_C_IG0_DT_PL_47_C
 • E_T_0_00_C_IG0_DT_PL_48_C
 • E_T_0_00_C_IG0_DT_PL_49_C
 • E_T_0_00_C_IG0_DT_PL_50_C
 • E_T_0_00_C_IG0_DT_PL_51_C
 • E_T_0_00_C_IG0_DT_PL_52_C
 • E_T_0_00_C_IG0_DT_PL_53_C
 • E_T_0_00_C_IG0_DT_PL_54_C
 • E_T_0_00_C_IG0_DT_PL_55_C
 • E_T_0_00_C_IG0_DT_PL_56_C
 • E_T_0_00_C_IG0_DT_PL_57_C
 • E_T_0_00_C_IG0_DT_PL_58_C
 • E_T_0_00_C_IG0_DT_PL_59_C
 • E_T_0_00_C_IG0_DT_PL_60_C
 • E_T_0_00_C_IG0_DT_PL_61_C
 • E_T_0_00_C_IG0_DT_PL_62_C
 • E_T_0_00_C_IG0_DT_PL_63_C
 • E_T_0_00_C_IG0_DT_PL_64_C
 • E_T_0_00_C_IG0_DT_PL_65_C
 • E_T_0_00_C_IG0_DT_PL_66_C
 • E_T_0_00_C_IG0_DT_PL_67_C
 • E_T_0_00_C_IG0_DT_PL_68_C
 • E_T_0_00_C_IG0_DT_PL_69_C
 • E_T_0_00_C_IG0_DT_PL_70_C
 • E_T_0_00_C_IG0_DT_PL_71_C
 • E_T_0_00_C_IG0_DT_PL_72_C
 • E_T_0_00_C_IG0_DT_PL_73_C
 • E_T_0_00_C_IG0_DT_PL_74_C
 • E_T_0_00_C_IG0_DT_PL_75_C
 • E_T_0_00_C_IG0_DT_PL_76_C
 • E_T_0_00_C_IG0_DT_PL_77_C
 • E_T_0_00_C_IG0_DT_PL_78_C
 • E_T_0_00_C_IG0_DT_PL_79_C
 • E_T_0_00_C_IG0_DT_PL_80_C
 • E_T_0_00_C_IG0_DT_PL_81_C
 • E_T_0_00_C_IG0_DT_PL_82_C
 • E_T_0_00_C_IG0_DT_PL_83_C
 • E_T_0_00_C_IG0_DT_PL_84_C
 • E_T_0_00_C_IG0_DT_PL_85_C
 • E_T_0_00_C_IG0_DT_PL_86_C
 • E_T_0_00_C_IG0_DT_PL_87_C
 • E_T_0_00_C_IG0_DT_PL_88_C
 • E_T_0_00_C_IG0_DT_PL_89_C
 • E_T_0_00_C_IG0_DT_PL_90_C
 • E_T_0_00_C_IG0_DT_PL_91_C
 • E_T_0_00_C_IG0_DT_PL_92_C
 • E_T_0_00_C_IG0_DT_PL_93_C
 • E_T_0_00_C_IG0_DT_PL_94_C
 • E_T_0_00_C_IG0_DT_PL_95_C
 • E_T_0_00_C_IG0_DT_PL_96_C
 • E_T_0_00_C_IG0_DT_PL_97_C
 • E_T_0_00_C_IG0_DT_PL_98_C
 • E_T_0_00_C_IG0_DT_PL_99_C
 • E_T_0_00_C_IG0_DT_PL_100_C

Elaborati di riferimento
 E_T_1_MB_C_IG0_PL_PL_01
 E_T_1_MB_L_VI0_VI_PL_04



Ministero delle Infrastrutture e dei Trasporti
 Provincia Autonoma della Valle d'Aosta - Regione Lombardia - Emilia Romagna

Citt  metropolitana di Milano

METROTRANVIA MILANO PARCO NORD - SEREGNO

PROGETTO ESECUTIVO

CANTIERIZZAZIONE
 INQUADRAMENTO GENERALE
 ELABORATI DI DETTAGLIO
 Planimetria di dettaglio cantiere BR4
 (tratti da 4+457 a 4+734)

APPALTORE: C.M.C.
 PROGETTAZIONE: S.P.A.
 CONSULENZA SPECIALISTICA: ALSTOM
 RESPONSABILE DELLA INTEGRAZIONE DELLE PRESTAZIONI SPECIALISTICHE: Ing. Andrea Retto

E	Settembre 2020	Revisione a seguito C.d.S.	TECHNITAL	R. Della Bella	A. Rensio
D	Novembre 2017	Revisione progetto esecutivo emendato	ETS	M. Cugni	G. Paretti
C	Settembre 2016	Emissione progetto esecutivo emendato	ETS	M. Cugni	G. Paretti

PROGETTISTA: S.P.A.
 IDENTIFICAZIONE ELABORATO: E T 1 M B C I G 0 D T P L 0 6 E
 DATA: Settembre 2020
 Numero progressivo elaborato: 0447