



AREA LAVORI PUBBLICI

Via Giardini, n° 470
41124 - MODENA



F.I.A. Futura Industria Ambientale s.n.c.
Via Lelio Rossi, 33 - 41012 - Carpi (MO)
Tel/Fax: 059/689551 - www.studiofia.it
email: info@studiofia.it
pec: studiofia@dapec.it

PIANO D'AZIONE RELATIVO AGLI ASSI STRADALI PRINCIPALI DI COMPETENZA PROVINCIALE (art. 4 D. Lgs. 194/05)

PIANO D'AZIONE

Nome infrastruttura: SP623 del Passo Brasa - SP16 di Castelnuovo R.

Codice identificativo: IT a rd0053006 - IT a rd0053007

Coordinate - SP623 Start: X=10,9520 Y=44,6238; End: X=11,0228 Y=44,5057.

Coordinate - SP16 Start: X=11,0195 Y=44,5357; End: X=11,0365 Y=44,5333.

Progetto: AN403		Revisione: 1.0		Data: Giugno 2013		Arco Stradale: SP623 SP16
Scala: 1:10.000		Codice ditta: 2AD11pro		Disegnatore: MR		Versione: 1.0
Note:						

LEGENDE

Conflitto in facciata edifici - dB(A)

 No Conflitto

$0 < \text{dB(A)} \leq 5$

$5 < \text{dB(A)} \leq 10$

$10 < \text{dB(A)} \leq 15$

$15 < \text{dB(A)}$

Sigle

MA = Mappatura acustica

PA = Piano d'azione

L_{den} = Livello giorno-sera-notte, 24 ore

L_n = Livello notte, 22:00 - 06:00

L_{Aeq,day} = Livello equivalente giorno, 06:00 - 22:00

L_{Aeq,night} = Livello equivalente notte, 22:00 - 06:00

ECU_{den} = Indice criticità acustico

Mappe isolivello - dB(A)

 ≤ 40

$40 < \text{dB(A)} \leq 45$

$45 < \text{dB(A)} \leq 50$

$50 < \text{dB(A)} \leq 55$

$55 < \text{dB(A)} \leq 60$

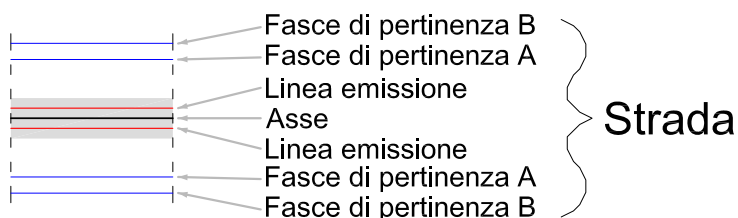
$60 < \text{dB(A)} \leq 65$

$65 < \text{dB(A)} \leq 70$

$70 < \text{dB(A)} \leq 75$

$75 < \text{dB(A)}$

Infrastrutture/edifici:



Confini comunali

Barriere antirumore

Collina antirumore

Area di calcolo rumore

Edifici residenziali

Altri edifici

Scuole

Ospedali

ECU_{den} di Edificio

 ≤ 55

$55 < \text{ECU}_{den} \leq 70$

$70 < \text{ECU}_{den} \leq 75$

$75 < \text{ECU}_{den} \leq 80$

$80 < \text{ECU}_{den} \leq 85$

$85 < \text{ECU}_{den} \leq 90$

$90 < \text{ECU}_{den} \leq 95$

$95 < \text{ECU}_{den} \leq 100$

$100 < \text{ECU}_{den}$

ECU_{den} di Area

 ≤ 55

$55 < \text{ECU}_{den} \leq 70$

$70 < \text{ECU}_{den} \leq 75$

$75 < \text{ECU}_{den} \leq 80$

$80 < \text{ECU}_{den} \leq 85$

$85 < \text{ECU}_{den} \leq 90$

$90 < \text{ECU}_{den} \leq 95$

$95 < \text{ECU}_{den} \leq 100$

$100 < \text{ECU}_{den}$

ECU_{den} di Sito

 ≤ 55

$55 < \text{ECU}_{den} \leq 70$

$70 < \text{ECU}_{den} \leq 75$

$75 < \text{ECU}_{den} \leq 80$

$80 < \text{ECU}_{den} \leq 85$

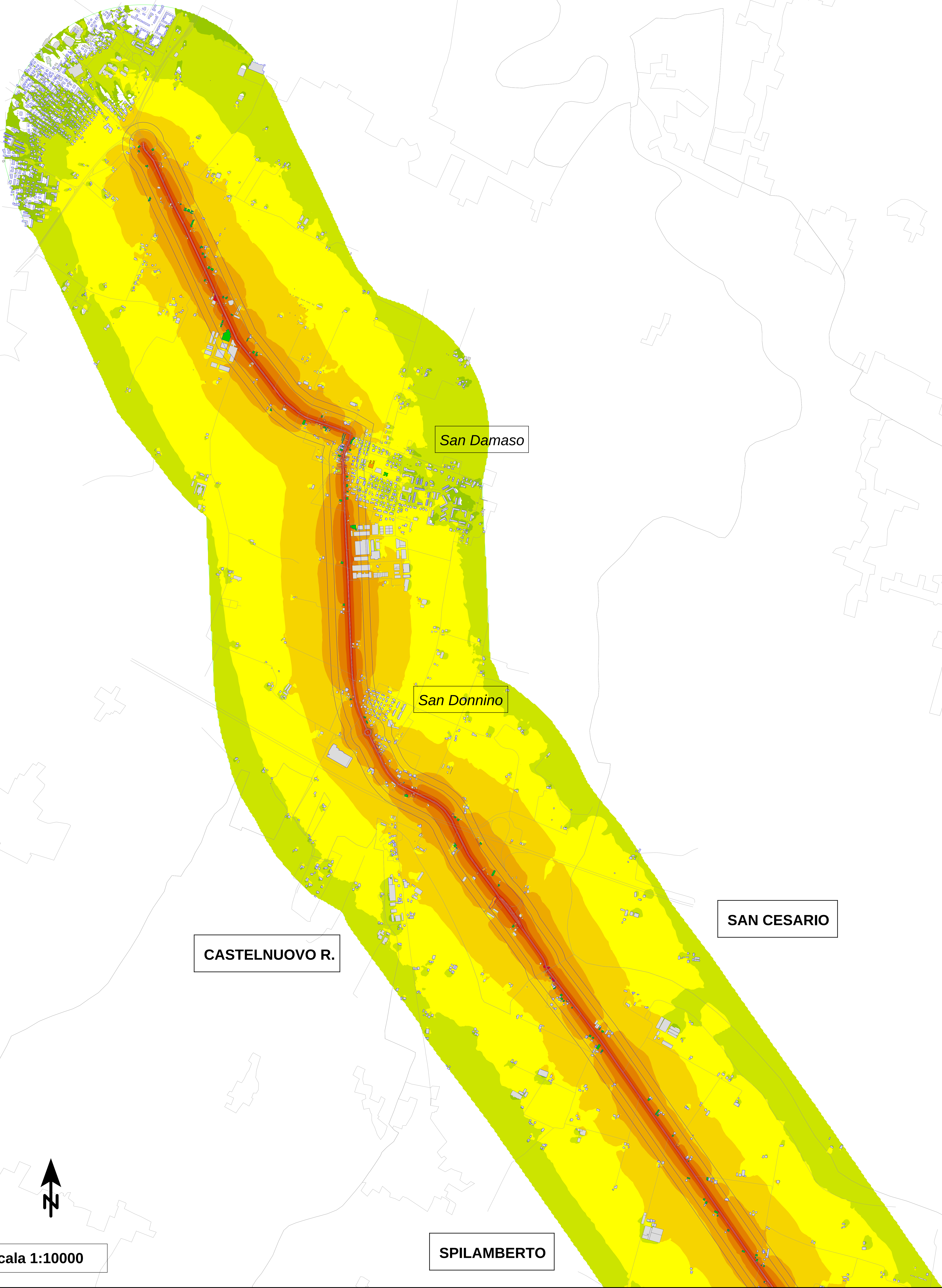
$85 < \text{ECU}_{den} \leq 90$

$90 < \text{ECU}_{den} \leq 95$

$95 < \text{ECU}_{den} \leq 100$

$100 < \text{ECU}_{den}$

MODENA



San Damaso

San Donnino

CASTELNUOVO R.

SAN CESARIO

SPILAMBERTO

Scala 1:10000

SP623 + SP16 tratto 2 - PA - Lden

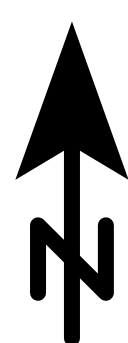
SAN CESARIO

Altolà

SPILAMBERTO

SAVIGNANO s/P

VIGNOLA



Scala 1:10000

MODENA

San Damaso

San Donnino

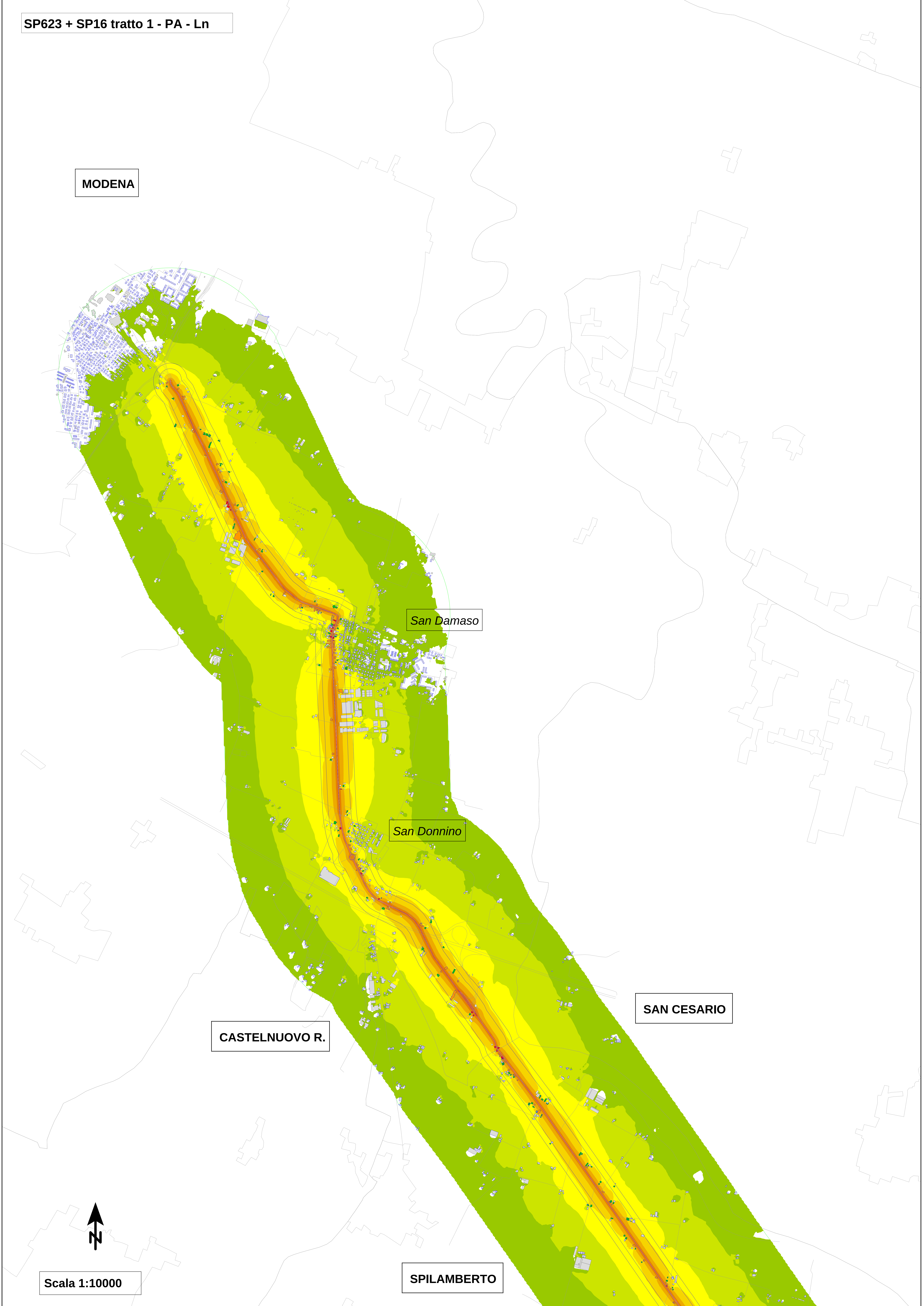
SAN CESARIO

CASTELNUOVO R.



Scala 1:10000

SPILAMBERTO



SP623 + SP16 tratto 2 - PA - Ln

SAN CESARIO

SPILAMBERTO

Altola

SAVIGNANO s/P

VIGNOLA



Scala 1:10000

SP623 + SP16 tratto 1 - PA - ECUden di area

MODENA

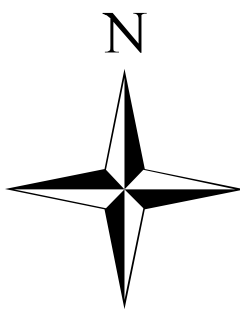
San Damaso

San Donnino

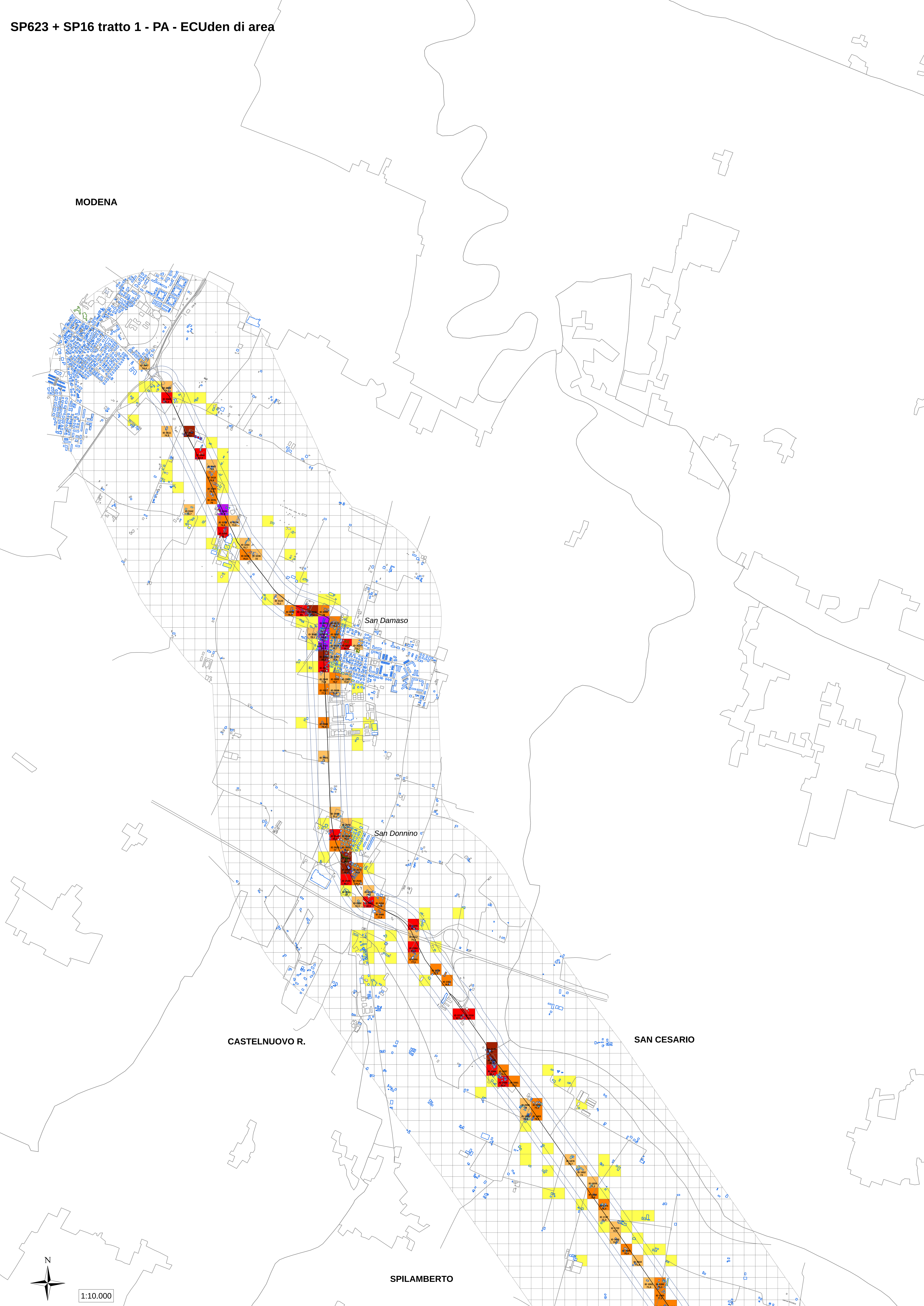
CASTELNUOVO R.

SAN CESARIO

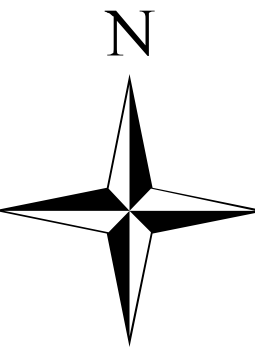
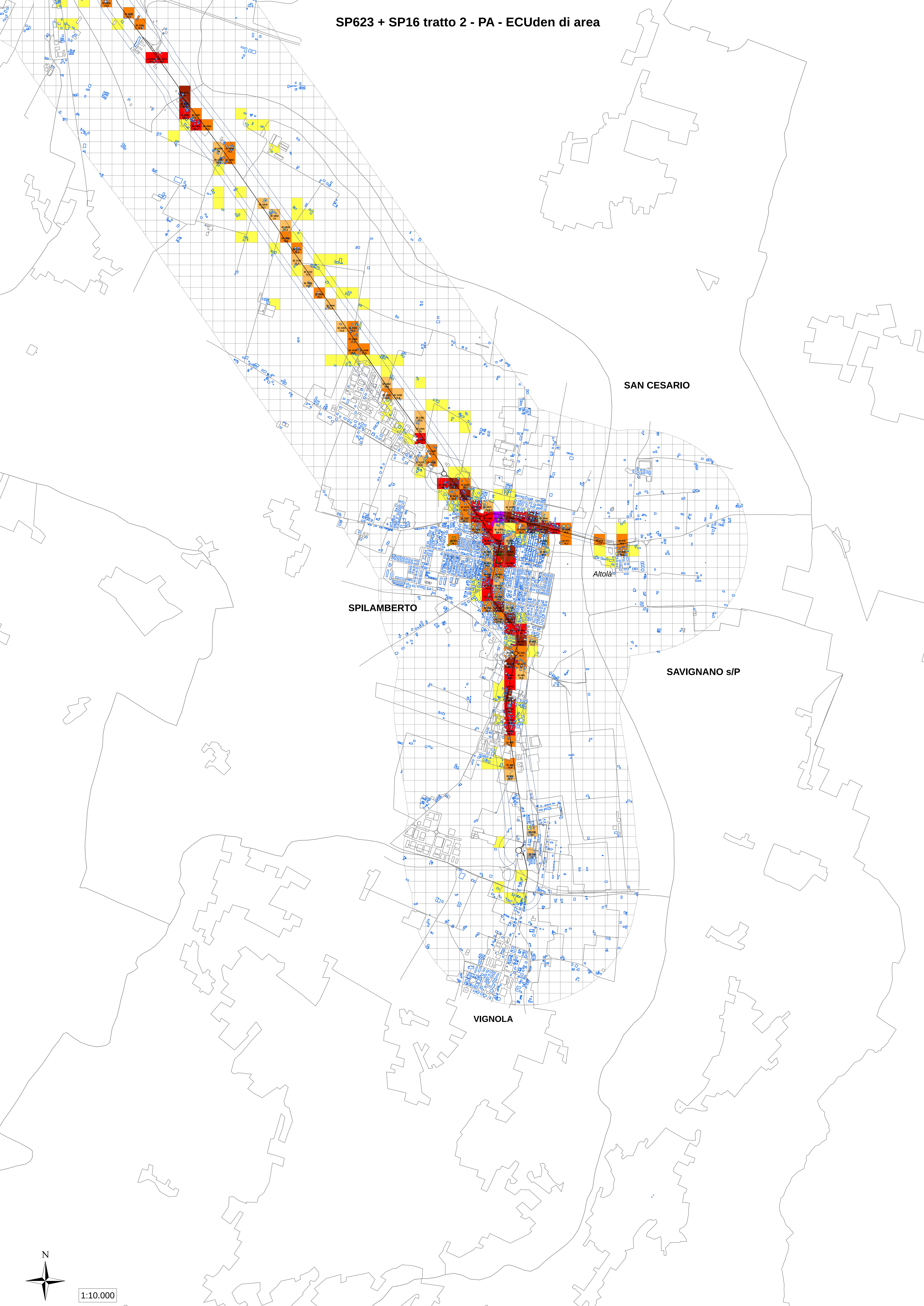
SPILAMBERTO



1:10.000



SP623 + SP16 tratto 2 - PA - ECUden di area



1:10.000

MODENA

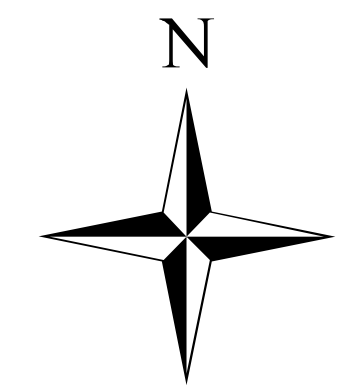
San Damaso

San Donnino

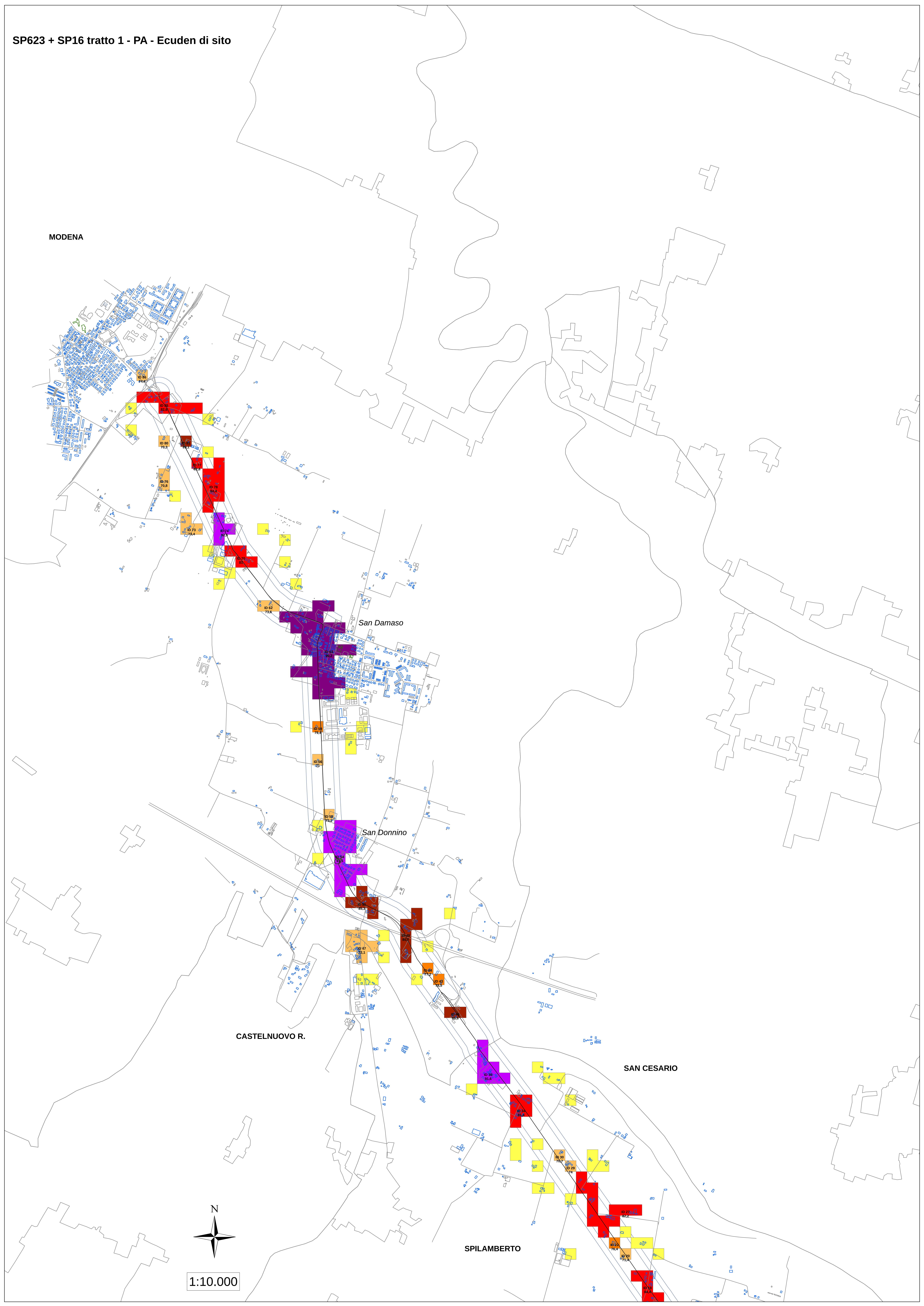
CASTELNUOVO R.

SAN CESARIO

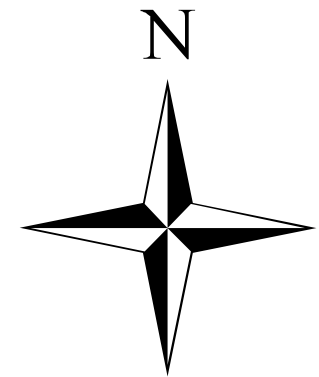
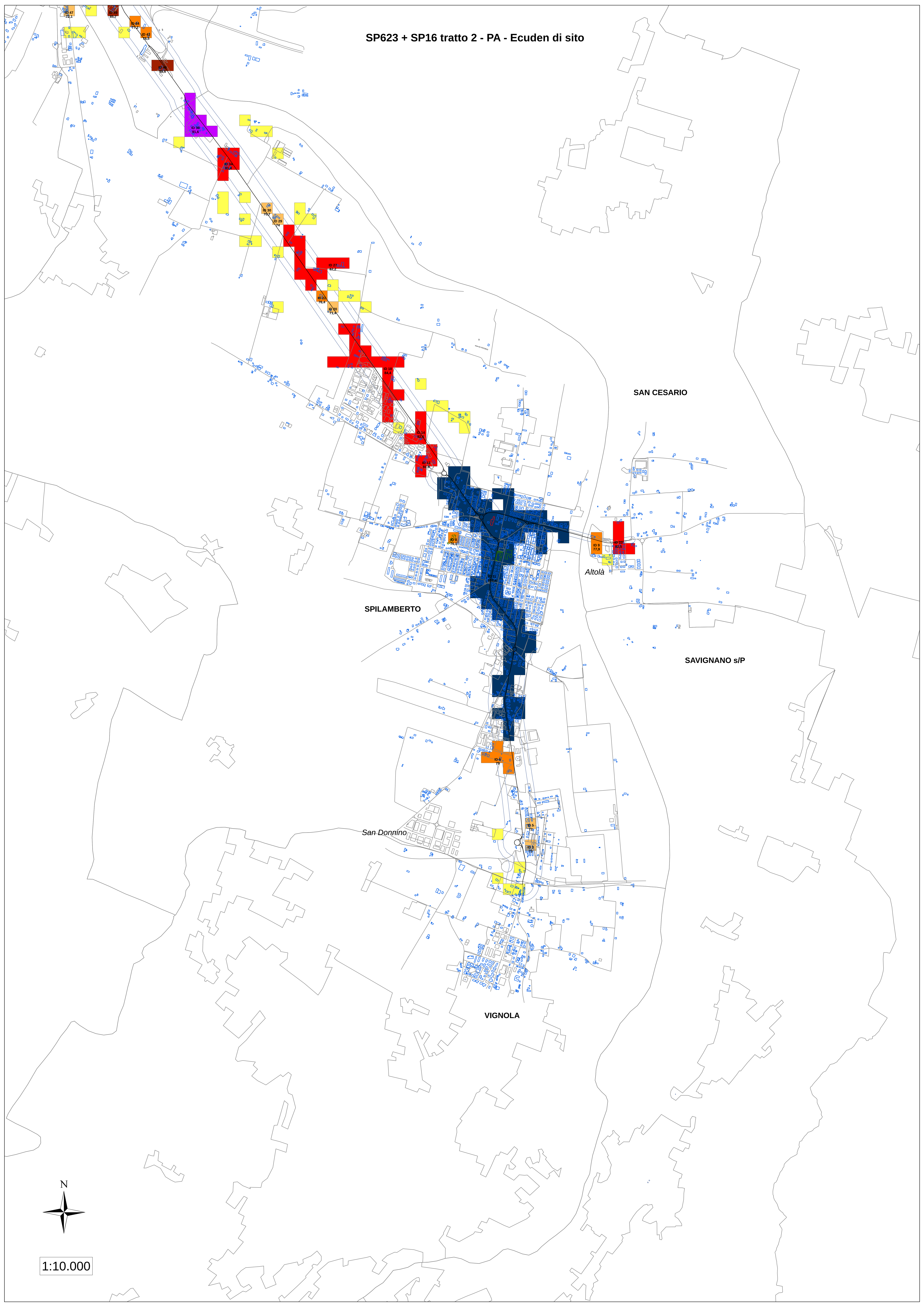
SPILAMBERTO



1:10.000



SP623 + SP16 tratto 2 - PA - Ecuden di sito



1:10.000

MODENA

San Damaso

San Donnino

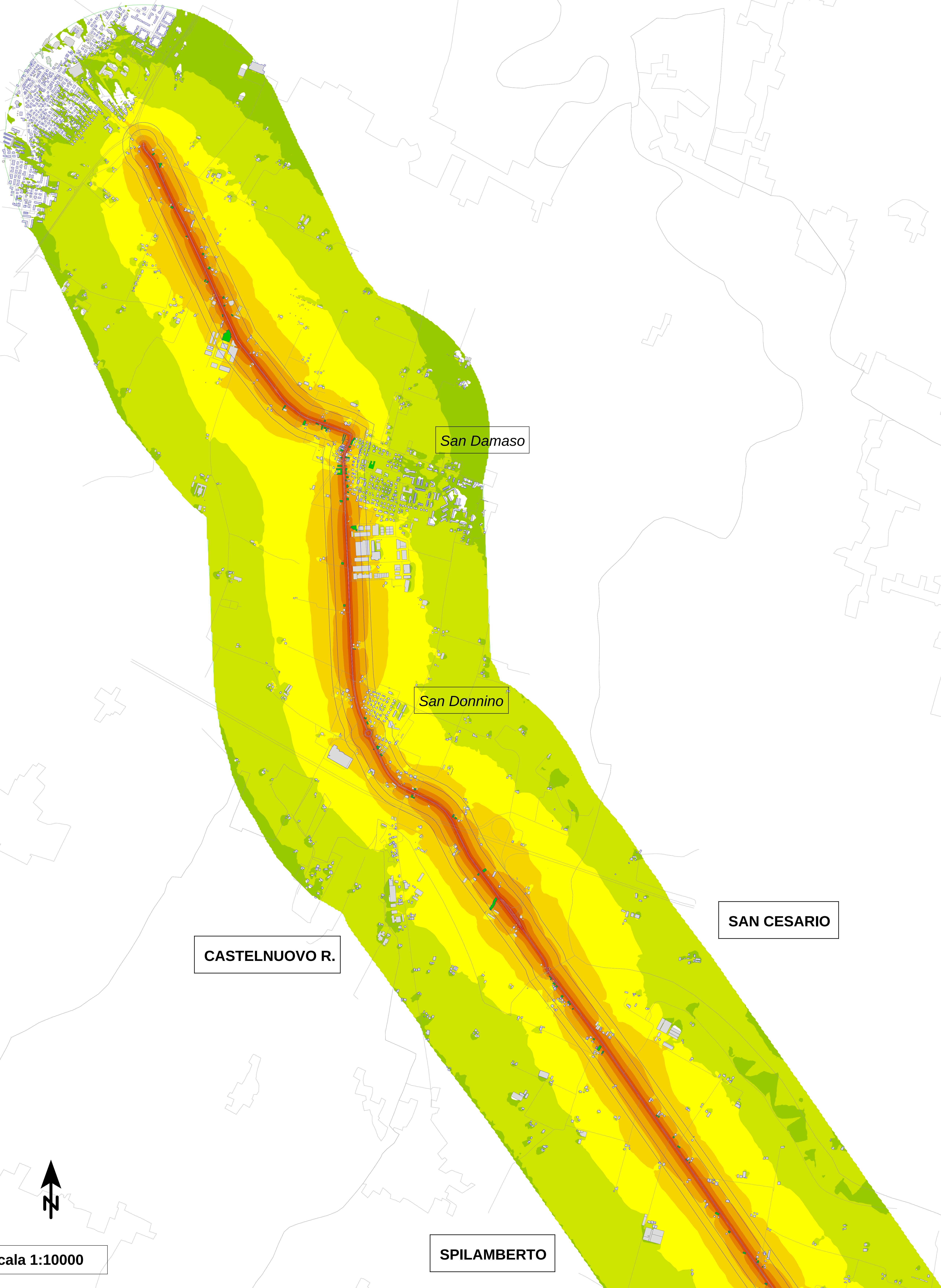
CASTELNUOVO R.

SAN CESARIO



Scala 1:10000

SPILAMBERTO



SP623 + SP16 tratto 2 - PA - LAeq,day

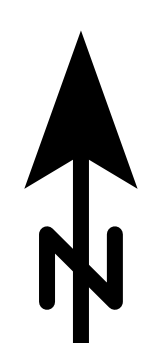
SAN CESARIO

Altolà

SPILAMBERTO

SAVIGNANO s/P

VIGNOLA



Scala 1:10000

MODENA

San Damaso

San Donnino

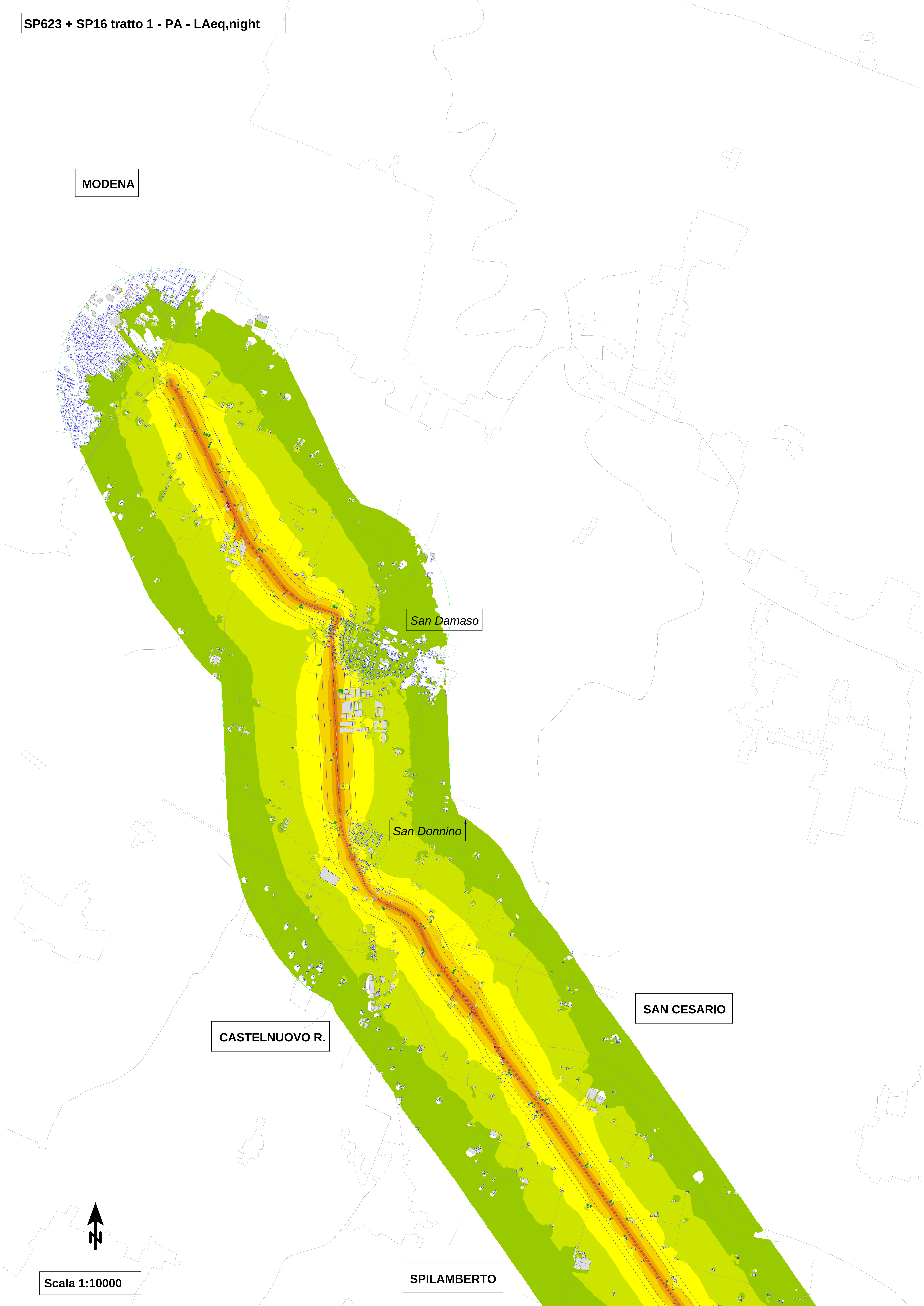
CASTELNUOVO R.

SAN CESARIO



Scala 1:10000

SPILAMBERTO



SP623 + SP16 tratto 2 - PA - LAeq,night

SAN CESARIO

Altola

SPILAMBERTO

SAVIGNANO s/P

VIGNOLA



Scala 1:10000