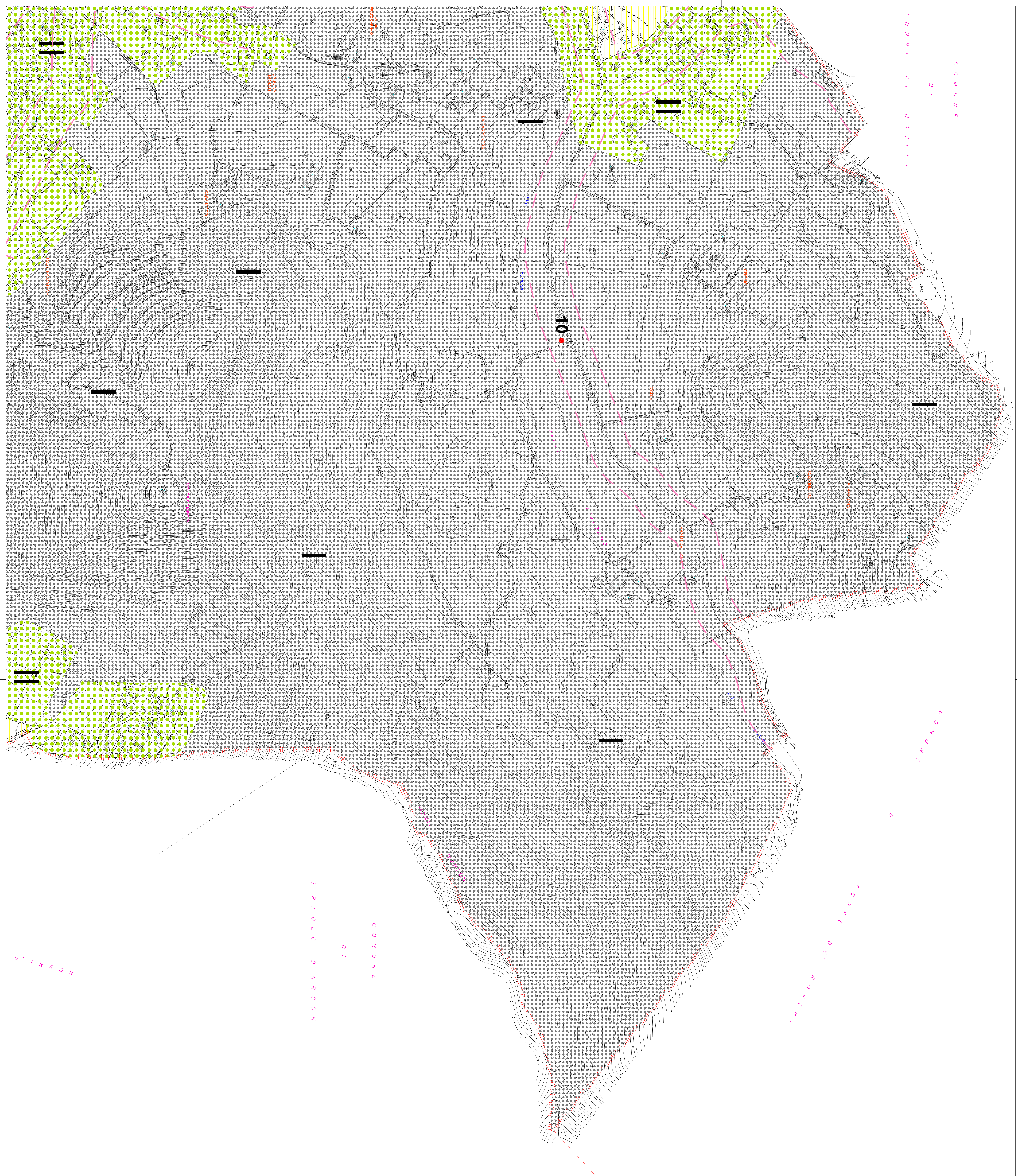




LEGENDA

relativi alle classi di destinazione d'uso del territorio

LIMITI SORGENTI SONOR
(D.P.C.M. 14.11.1997)

	1st 1st 1st 1st	1st 1st 1st 1st	1st 1st 1st 1st	1st 1st 1st 1st
CLASS 1 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 2 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 3 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 4 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 5 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 6 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 7 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 8 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 9 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)
CLASS 10 - AERIAL EQUIPMENTMENT INSTITUTE	50 dB(A)	40 dB(A)	50 dB(A)	40 dB(A)

Fasce di pertinenza ferroviaria per infrastrutture esistenti con velocità di progetto non superiore a 200 km/h

LEATTI CLAMPOSONE		IN CASO DI RIECCEZIONI SCASSI	
GIURNO	NOTTURNO	GIURNO	NOTTURNO
70 dB(A)	60 dB(A)	50 dB(A)	40 dB(A)
65 dB(A)	55 dB(A)	50 dB(A)	40 dB(A)

Fasce di pertinenza stradale per infrastrutture esistenti

[illegible]

Fasce di pertinenza stradale per nuove infrastrutture

STRADA DI TRFO CI - FASOLA (250 m)

Diagram illustrating the difference between the limit of the class (solid line) and the confine command (dashed line).

12 RILEVAMENTI POMICETRICI E DIURNE E RELATIVO NUMERO D'OSSE
12 RILEVAMENTI POMICETRICI E NOTTURNI E RELATIVO NUMERO D'OSSE

