REGIONE LOMBARDIA

COMUNE DI RIPALTA ARPINA

RAPPRESENTAZIONE GRAFICA

DELLE VERIFICHE

MESSA IN SICUREZZA E MIGLIORAMENTO ANTISISMICO, SCUOLA DELL'INFANZIA COMUNALE SITA IN VIA CAPITANI DI RIVOLTELLA, 3 - RIPALTA ARPINA (CR)

Committente:

COMUNE DI RIPALTA ARPINA

Piazza Marconi, 1 - 26010 Ripalta Arpina (CR)

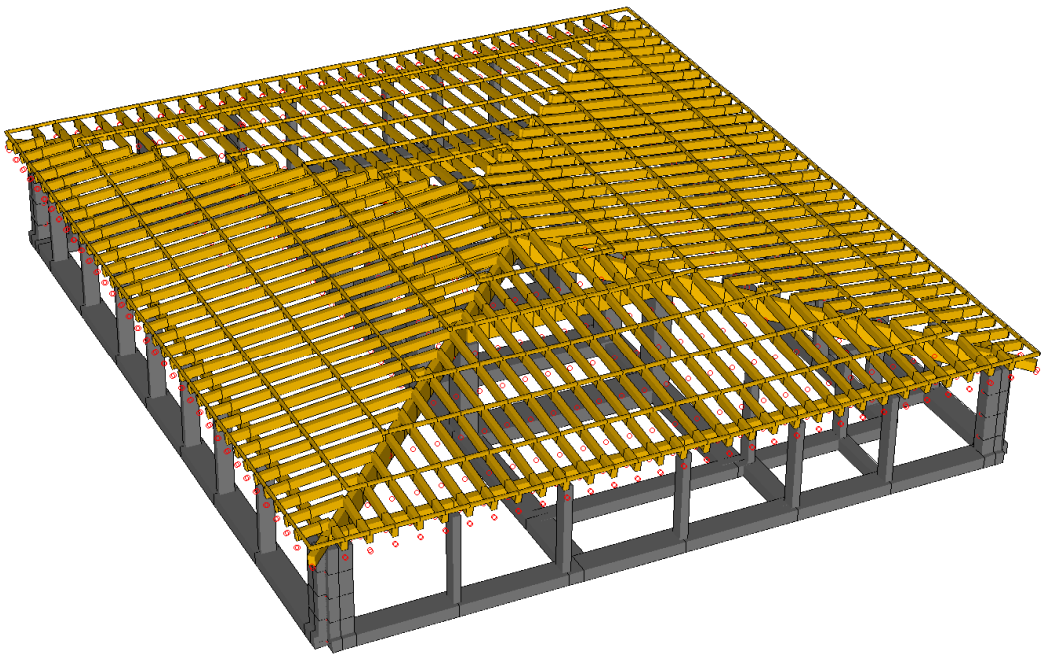
Il Progettista

(Ing. Giuseppe Colombi)

ORDINE DEGLI INGEGNERI
DELLA PROVINCIA DI CREMONA
Dott. Ing. Giuseppe Colombi
N. 685 di iscrizione all'Albo
C.F. CLM GPP 57M21 I827O

Ripalta Arpina, li 28/03/2019

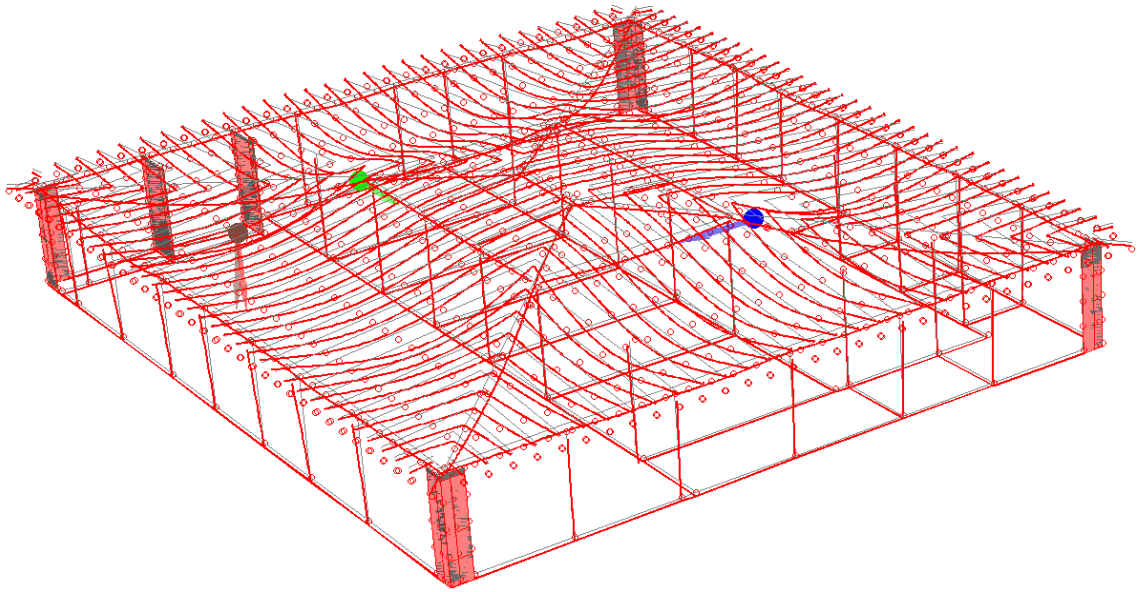
RAPPESENTAZIONE GRAFICA MODELLO STRUTTURALE





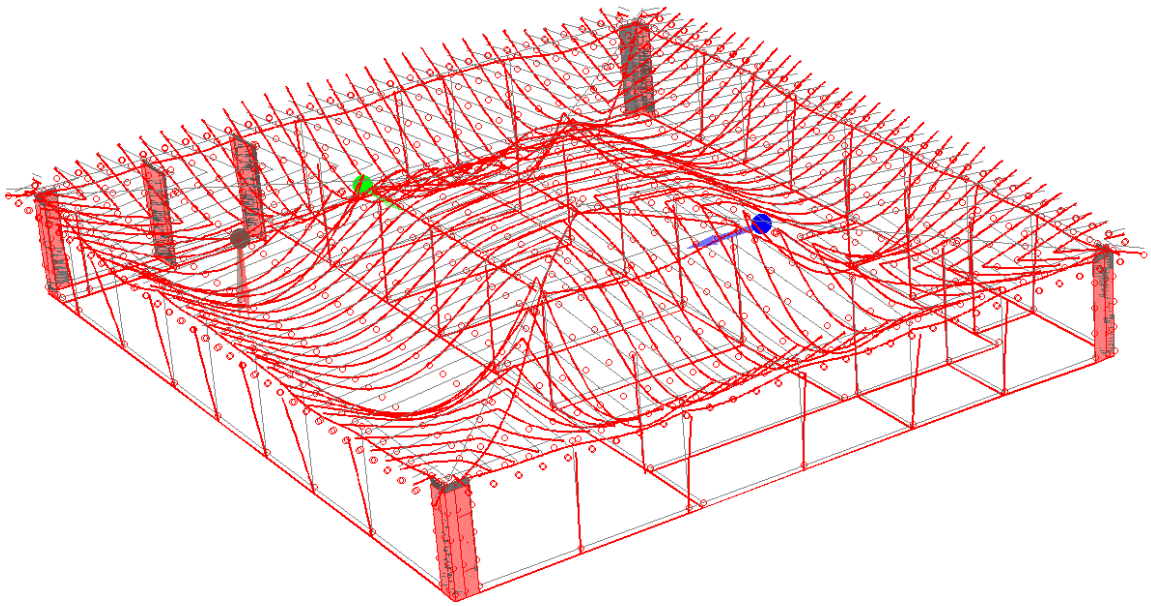
Prospettiva

DEFORMAZIONI
CONDIZIONE DI CARICO SLU DINAMICA



Massime deformazioni tra i nodi visibili:
Massime deformazioni al nodo 1023 **d=**1.1444 dx=-0.0969 dy=0.0973 dz=-1.1361
Direzione x: nodo 955 **dx=**-0.3221 dy=0.0266 dz=-0.4647
Direzione y: nodo 979 **dy=**-0.3439 dx=0.0767 dz=-0.4676
Direzione z: nodo 1023 **dz=**-1.1361 dx=-0.0969 dy=0.0973

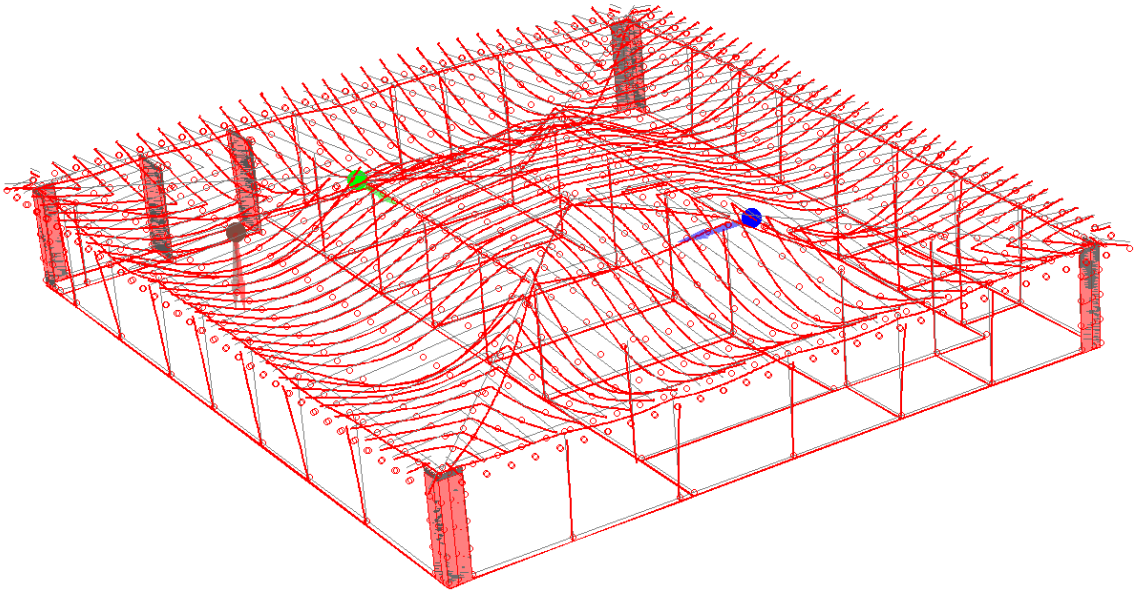
DEFORMAZIONI
CONDIZIONE DI CARICO SLU STATICA



Massime deformazioni tra i nodi visibili:

Massime deformazioni al nodo 1023 **d=**3.0853 dx=-0.2425 dy=0.2338 dz=-3.0669
Direzione x: nodo 955 **dx=**-0.9470 dy=0.0700 dz=-1.1858
Direzione y: nodo 979 **dy=**-0.9968 dx=0.1905 dz=-1.1805
Direzione z: nodo 1023 dz=-3.0669 dx=-0.2425 dy=0.2338

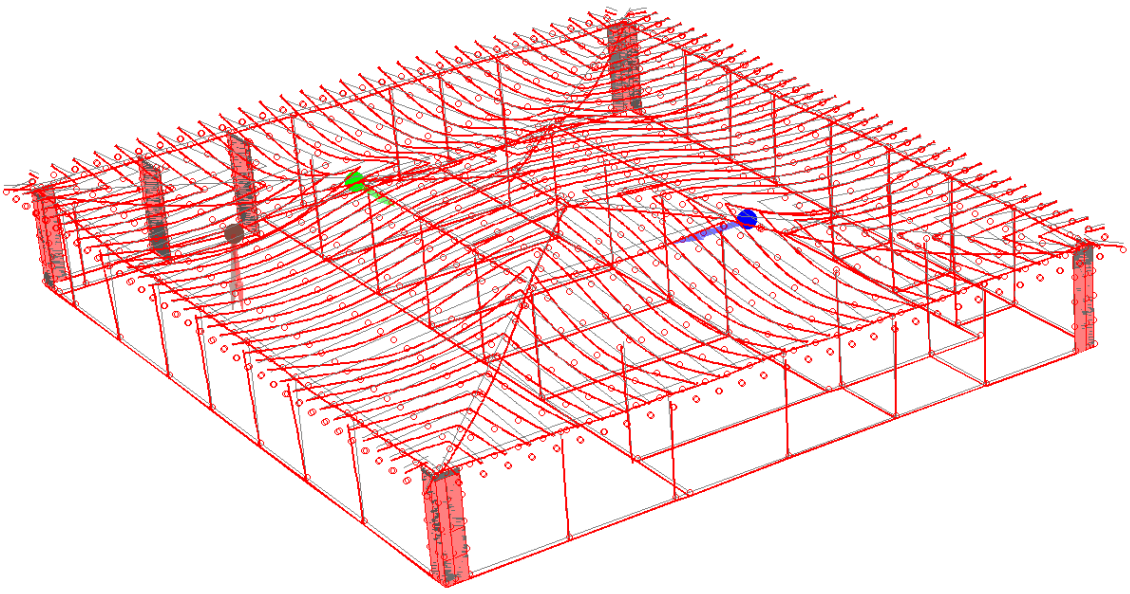
DEFORMAZIONI
CONDIZIONE DI CARICO SLE RARA



Massime deformazioni tra i nodi visibili:

Massime deformazioni al nodo 1023 **d=**2.2095 dx=-0.1746 dy=0.1689 dz=-2.1961
Direzione x: nodo 955 **dx=**-0.6743 dy=0.0502 dz=-0.8525
Direzione y: nodo 979 **dy=**-0.7104 dx=0.1372 dz=-0.8493
Direzione z: nodo 1023 **dz=**-2.1961 dx=-0.1746 dy=0.1689

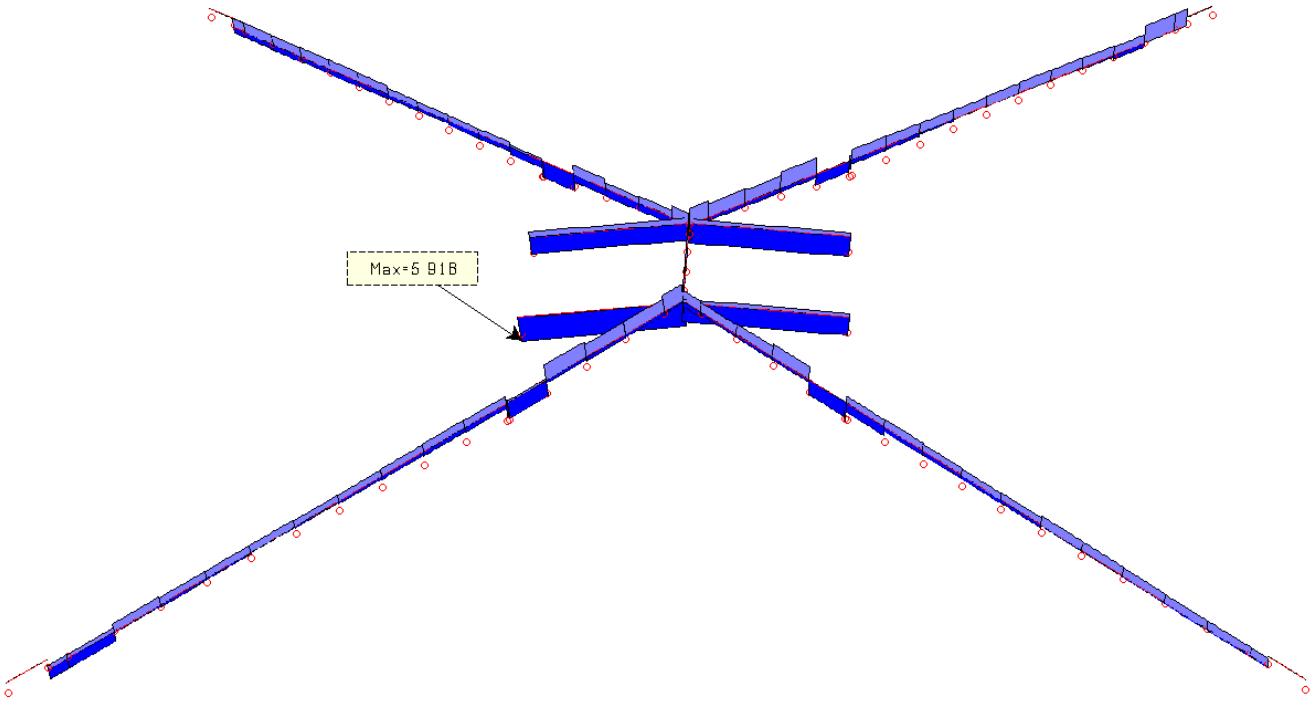
DEFORMAZIONI
CONDIZIONE DI CARICO SLE QUASI PERMANENTE



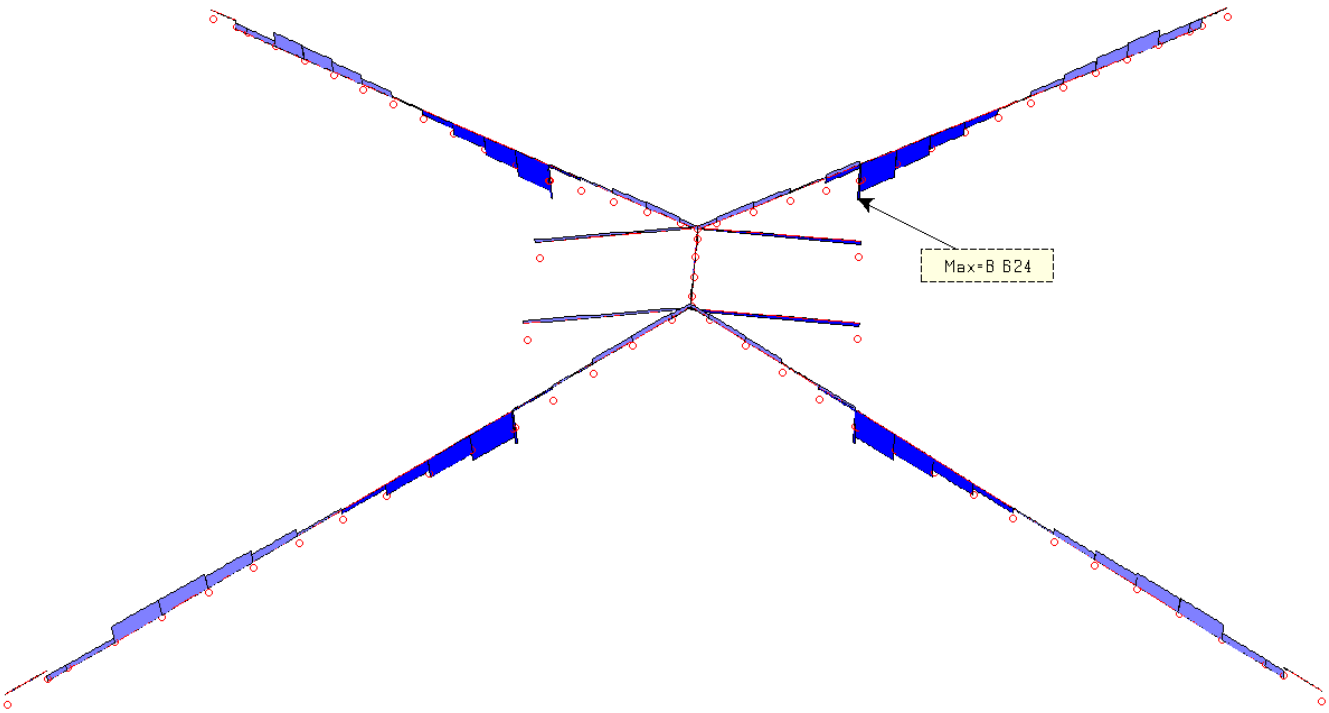
Massime deformazioni tra i nodi visibili:

Massime deformazioni al nodo 1023 **d=**1.1444 dx=-0.0969 dy=0.0973 dz=-1.1361
Direzione x: nodo 955 **dx=**-0.3221 dy=0.0266 dz=-0.4647
Direzione y: nodo 979 **dy=**-0.3439 dx=0.0767 dz=-0.4676
Direzione z: nodo 1023 **dz=**-1.1361 dx=-0.0969 dy=0.0973

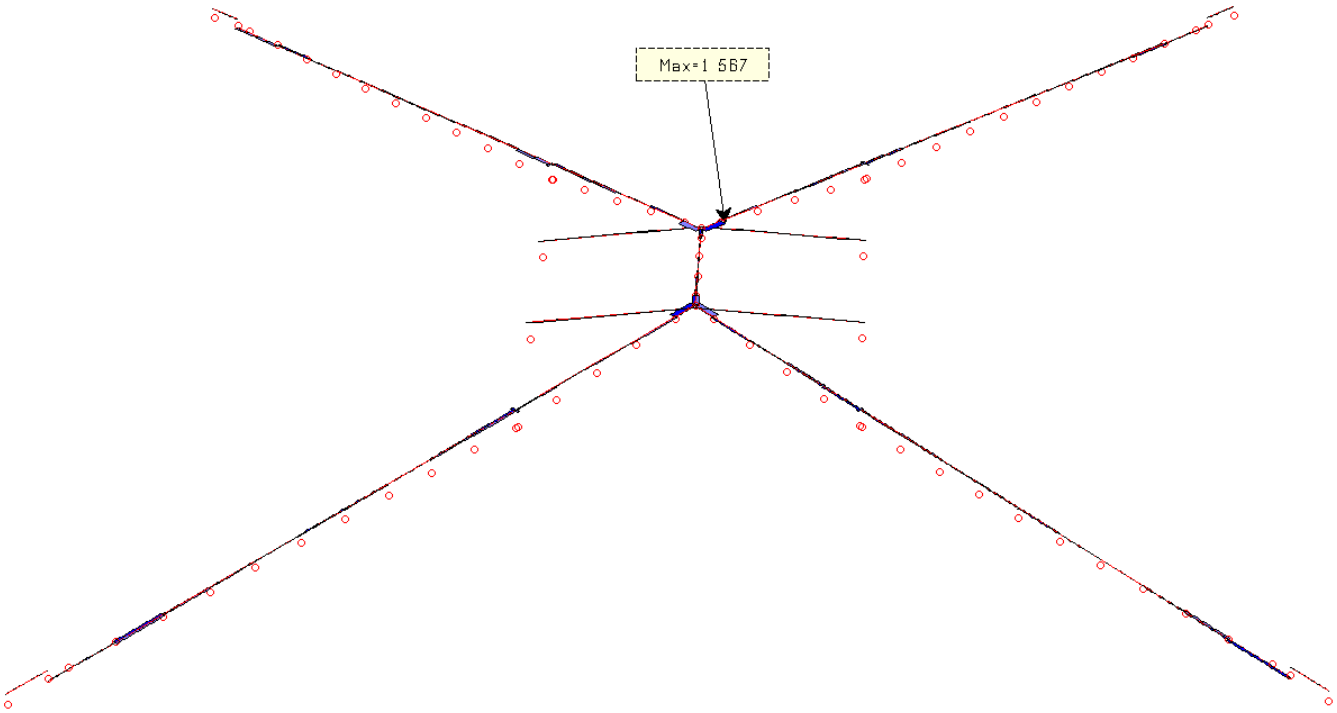
INVILUPPO SOLLECITAZIONI TRAVI DI COLMO
SFORZO NORMALE Fx (kg)



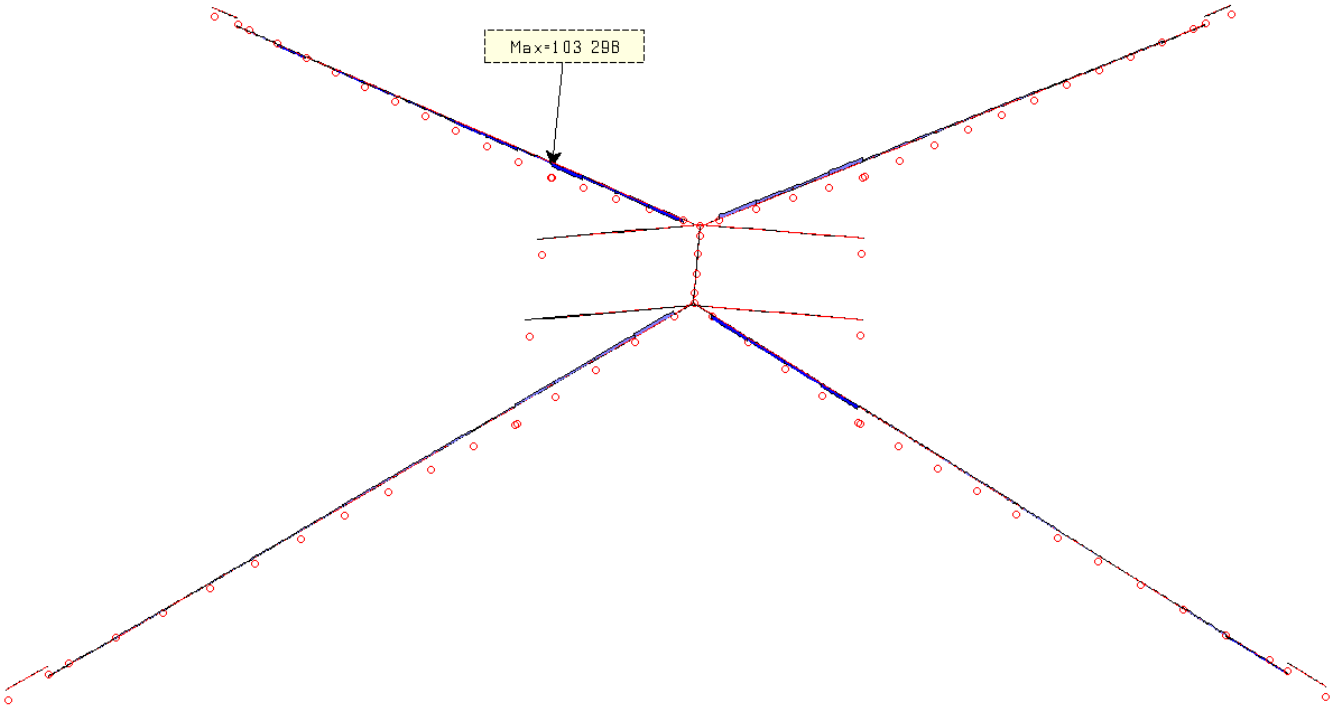
SFORZO DI TAGLIO Fy (kg)



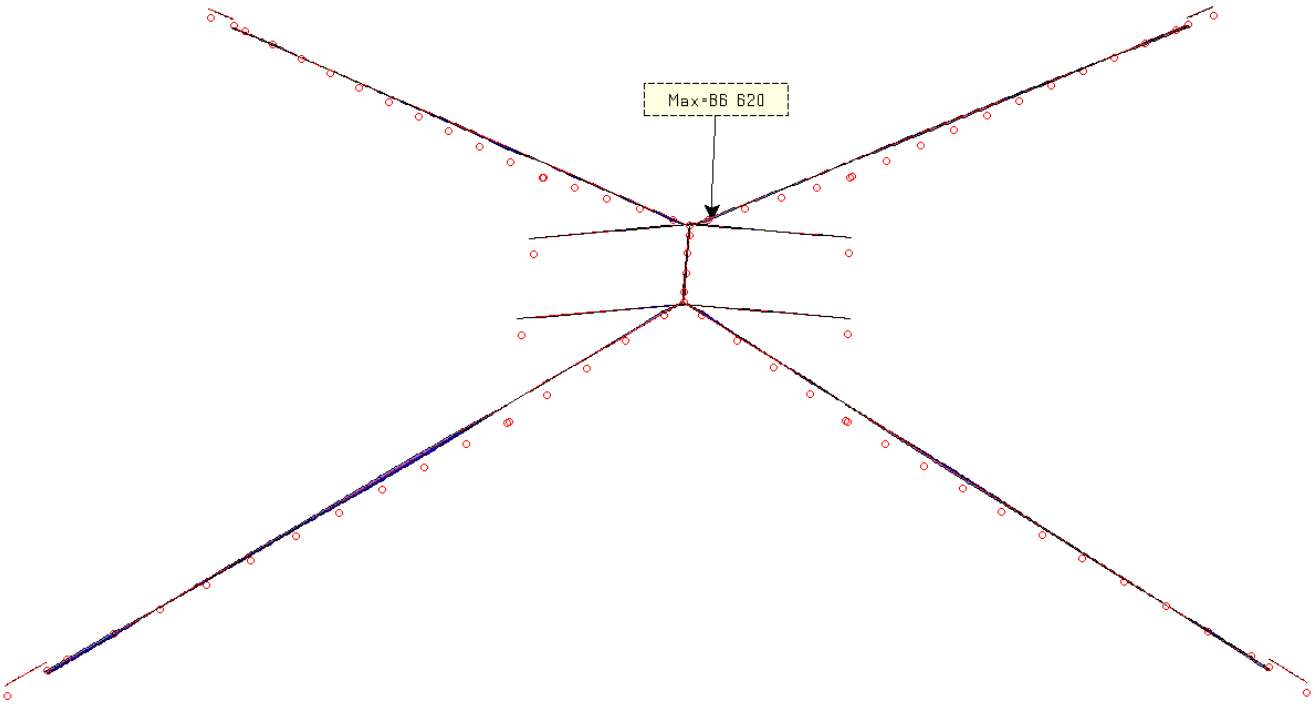
SFORZO DI TAGLIO Fz (kg)



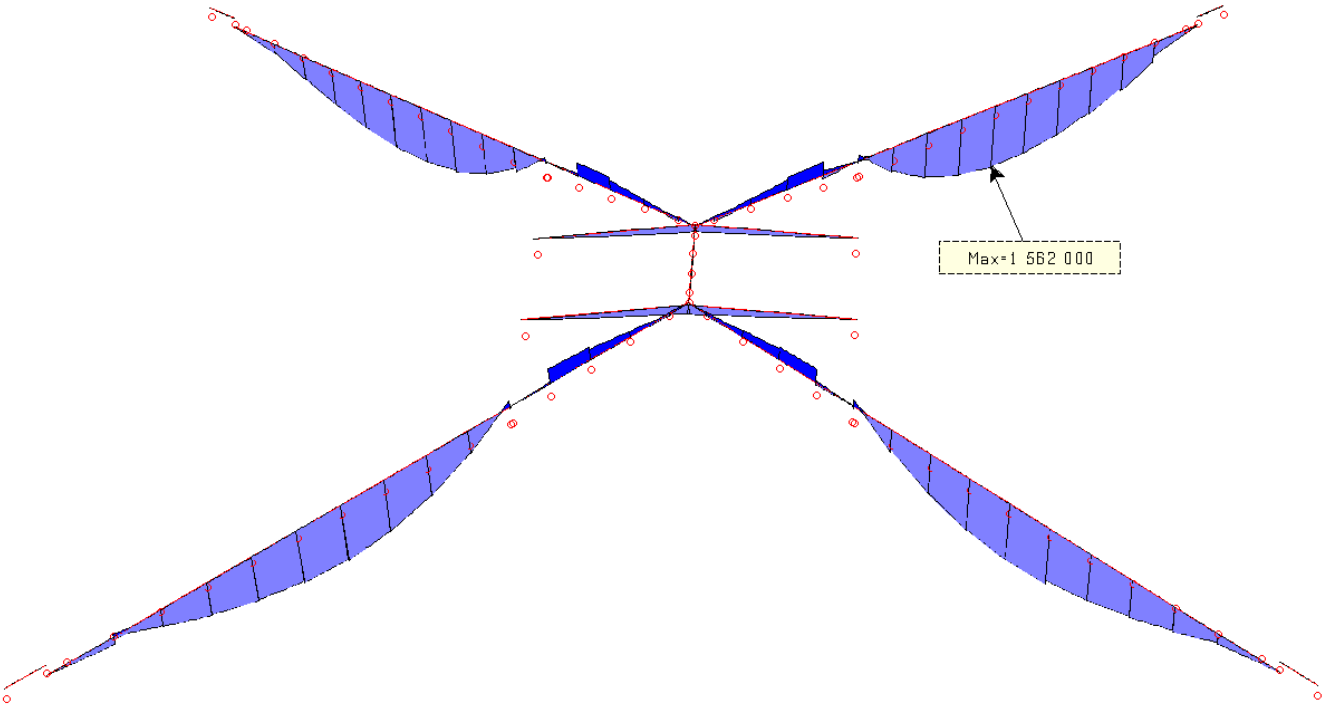
MOMENTO TORCENTE Mx (kgcm)



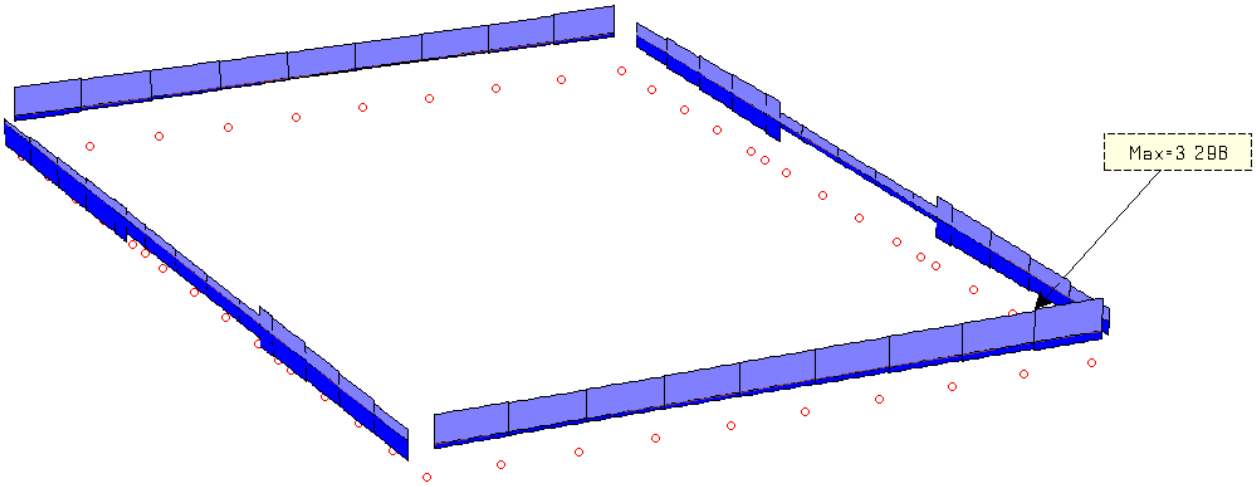
MOMENTO FLETTENTE My (kgcm)



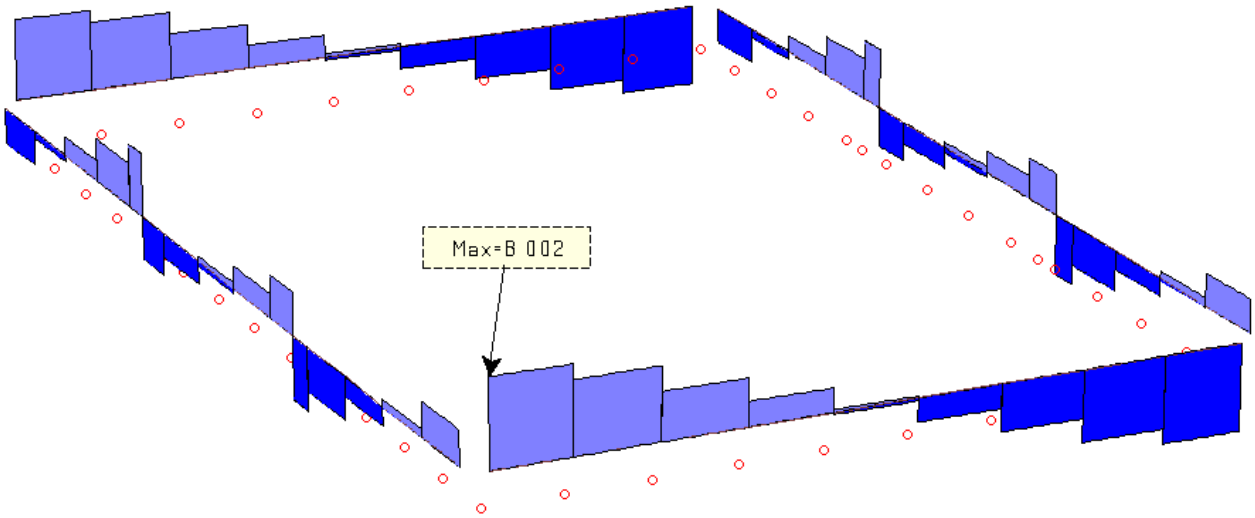
MOMENTO FLETTENTE Mz (kgcm)



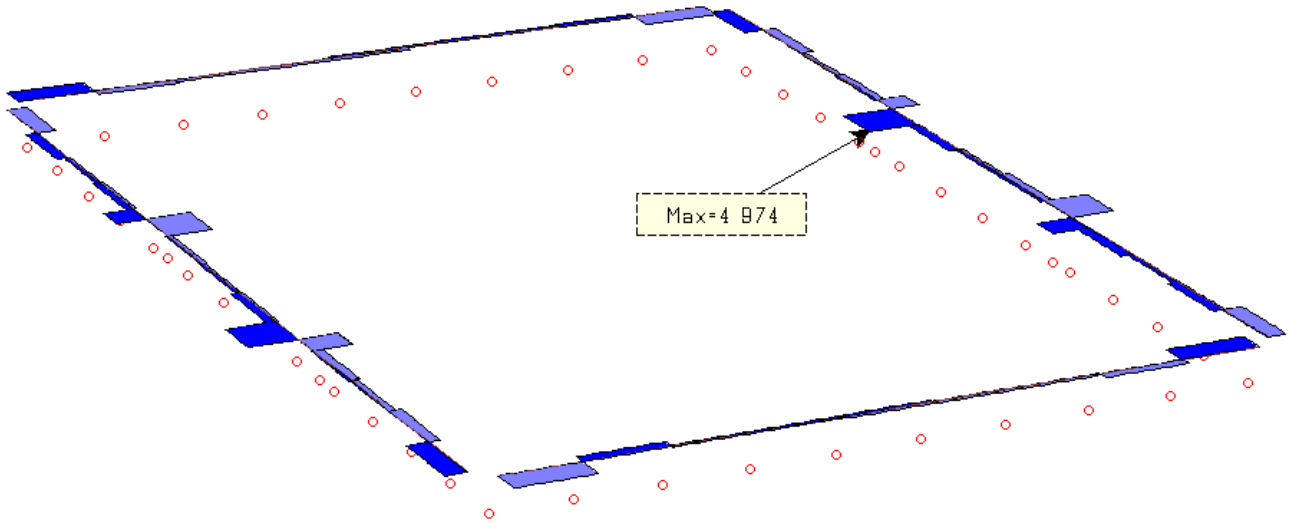
INVILUPPO SOLLECITAZIONI TRAVI SALONE
SFORZO NORMALE Fx (kg)



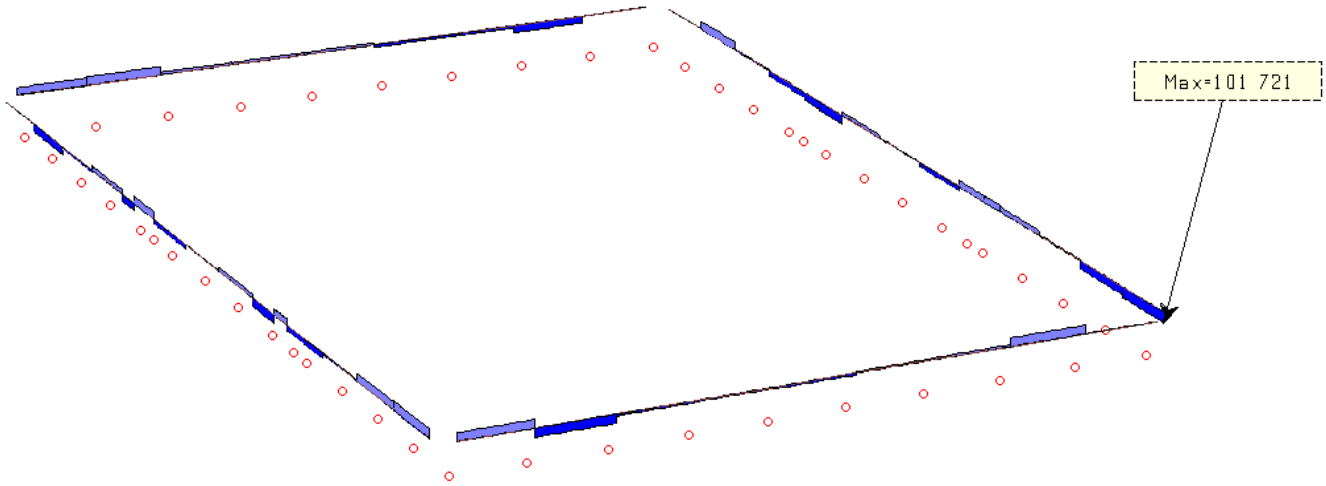
SFORZO DI TAGLIO Fy (kg)



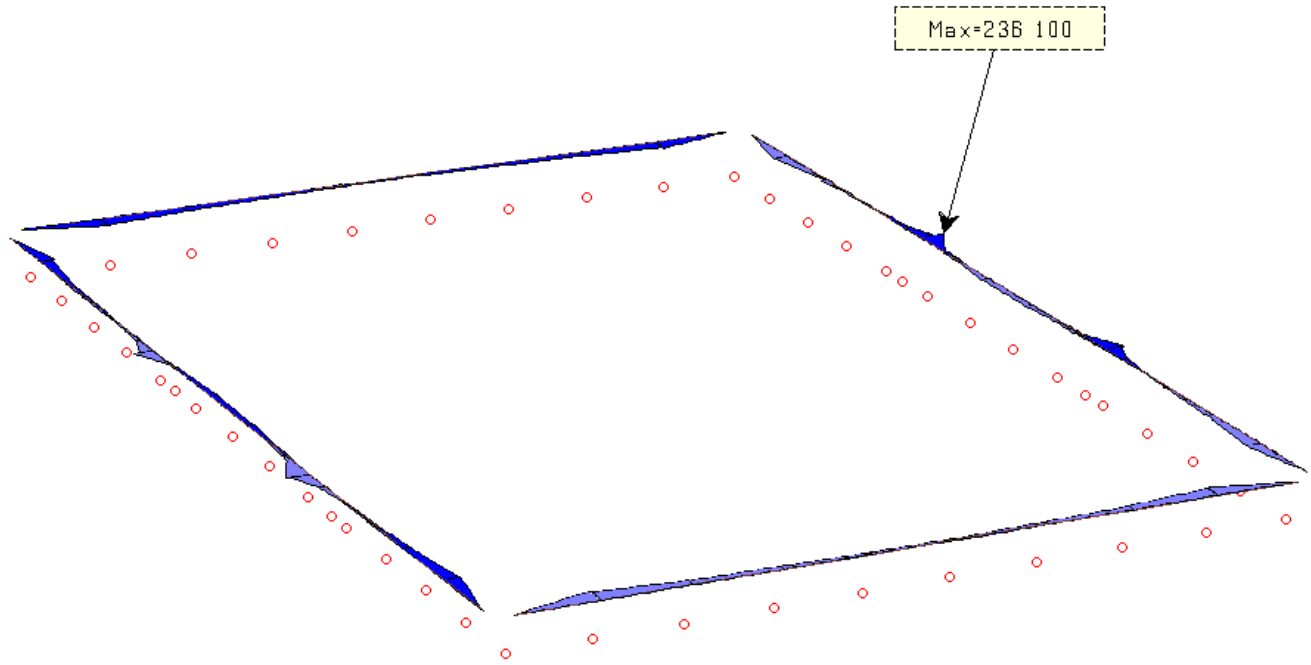
SFORZO DI TAGLIO Fz (kg)



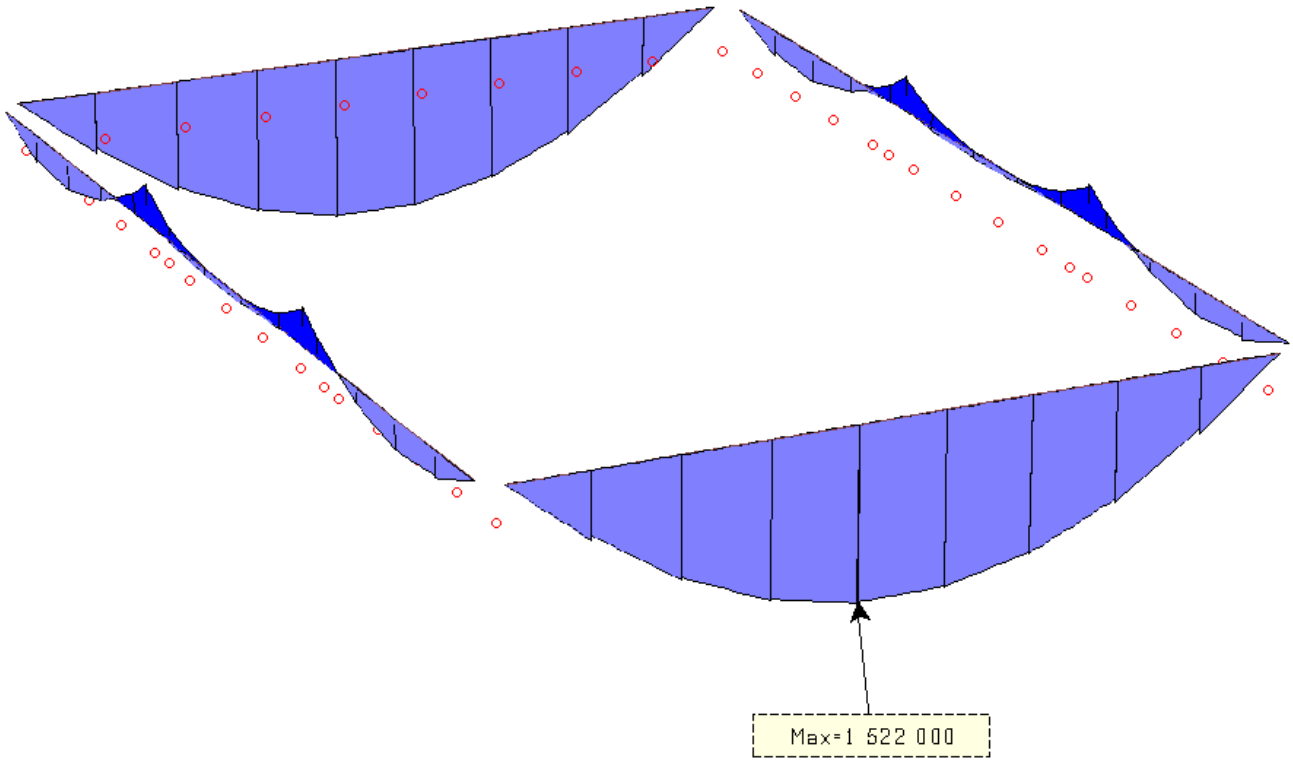
MOMENTO TORCENTE Mx (kgcm)



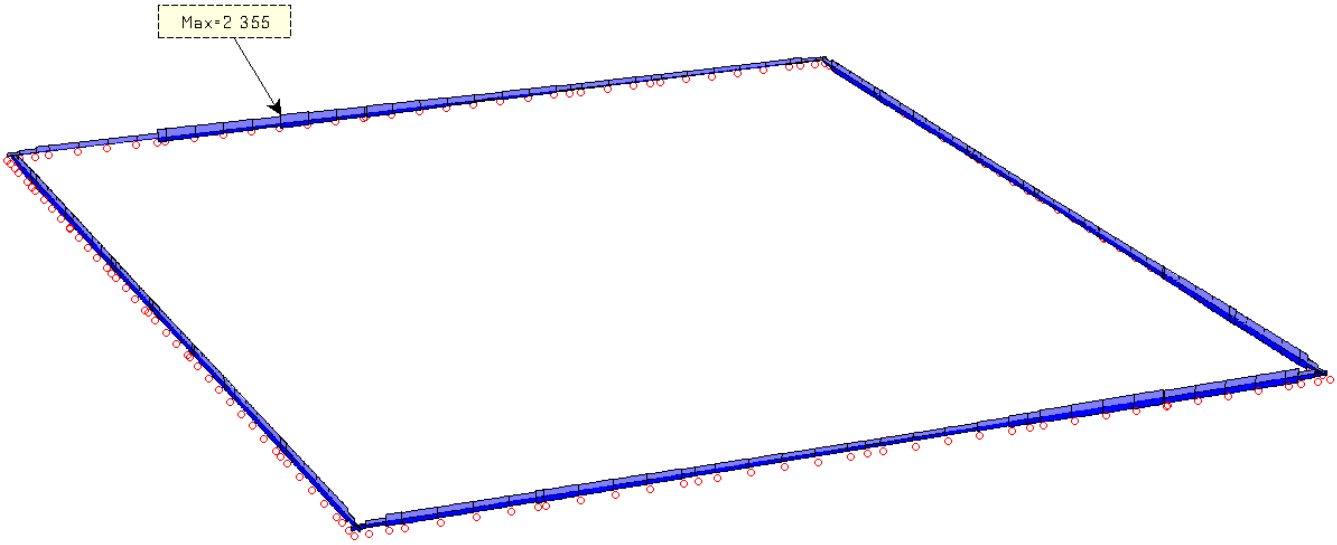
MOMENTO FLETTENTE My (kgcm)



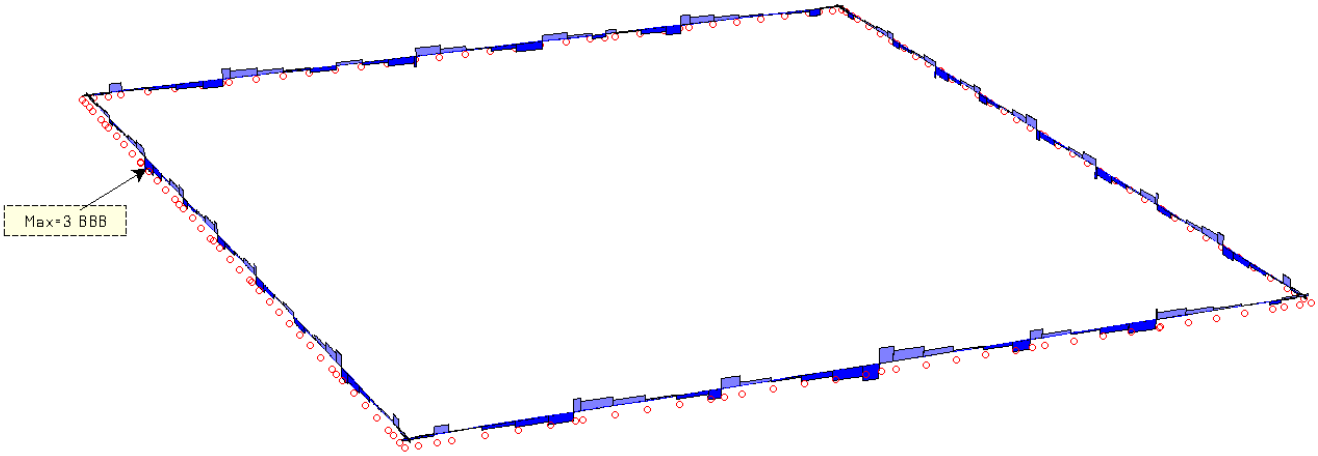
MOMENTO FLETTENTE Mz (kgcm)



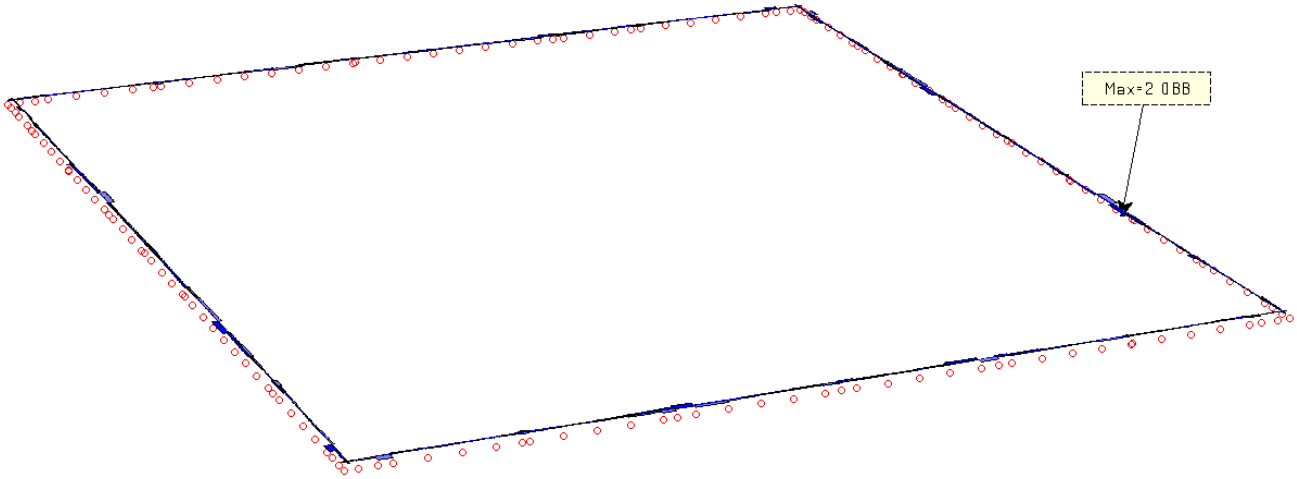
INVILUPPO SOLLECITAZIONI TRAVI PERIMETRALI
SFORZO NORMALE Fx (kg)



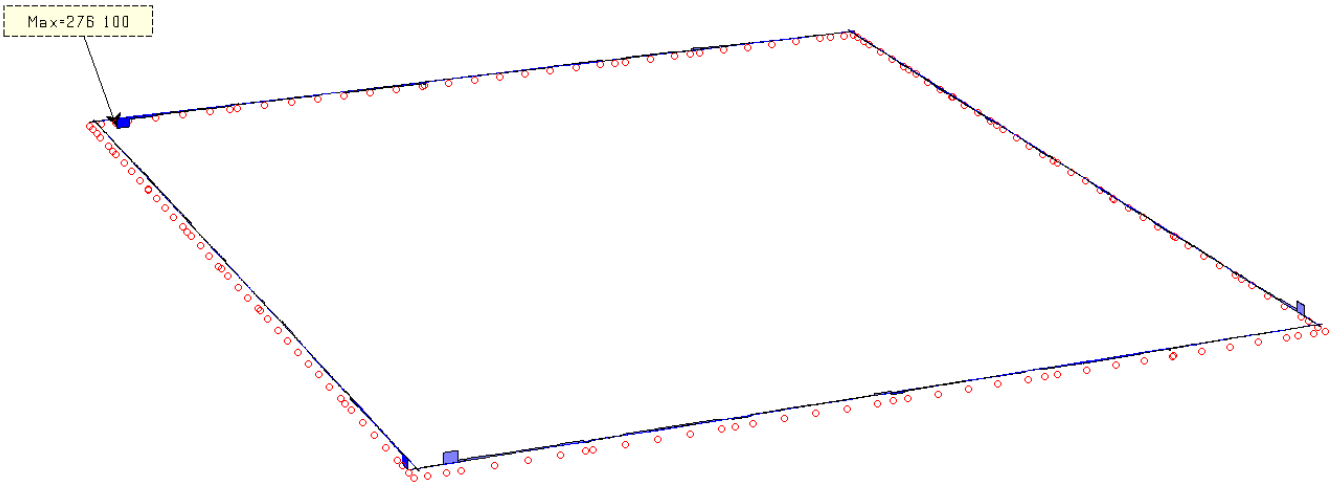
SFORZO DI TAGLIO Fy (kg)



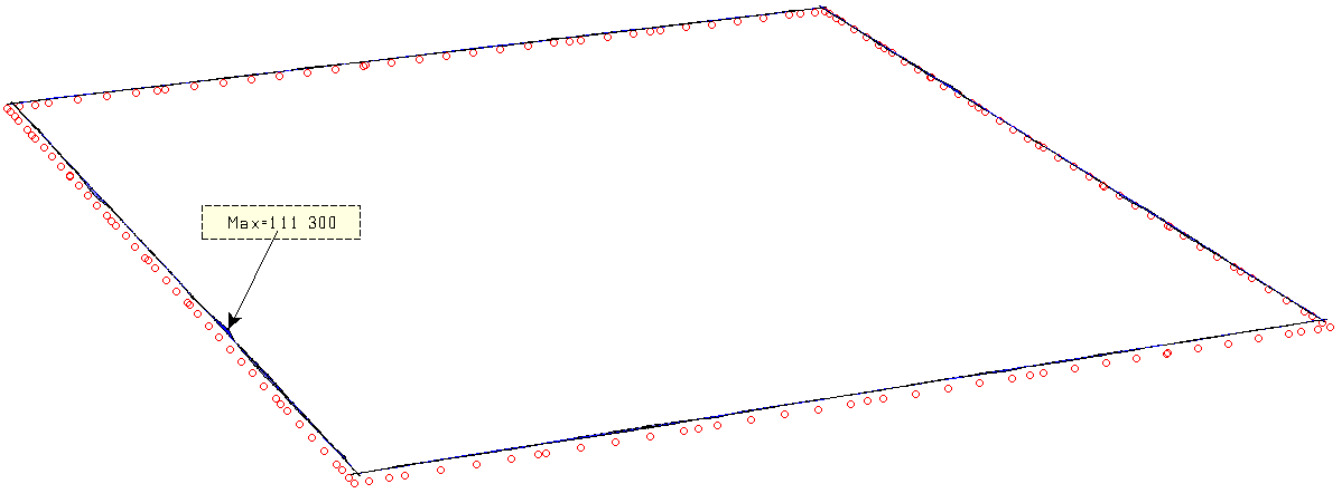
SFORZO DI TAGLIO Fz (kg)



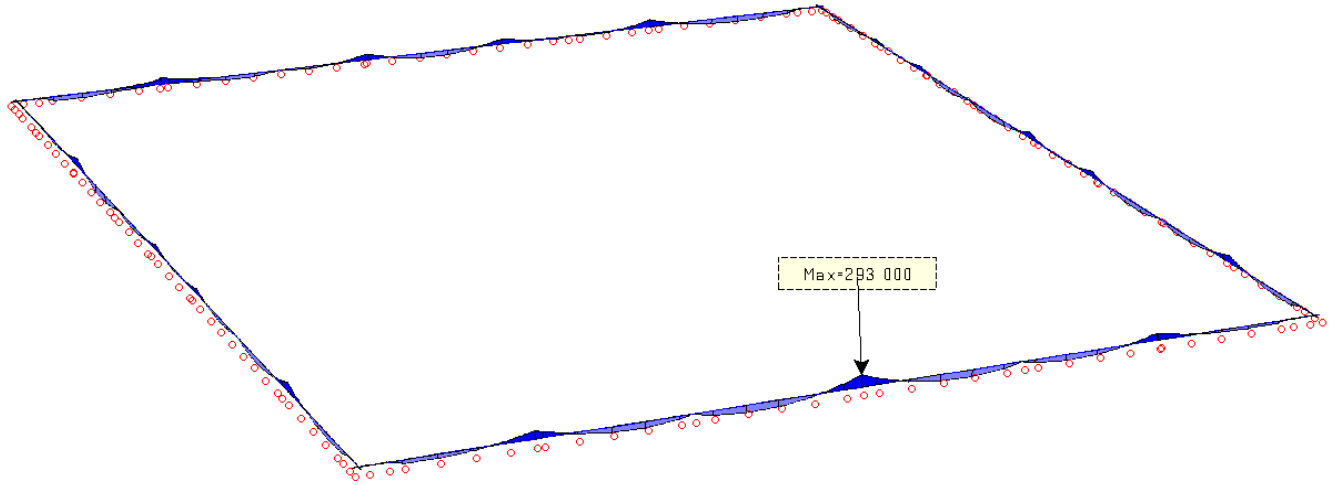
MOMENTO TORCENTE Mx (kgcm)



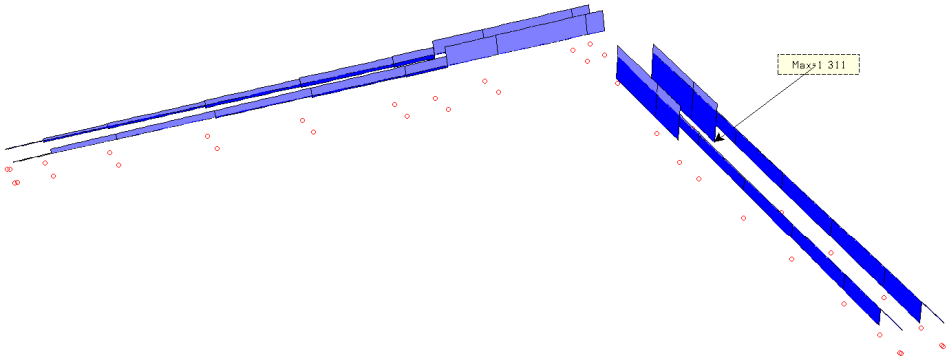
MOMENTO FLETTENTE My (kgcm)



MOMENTO FLETTENTE Mz (kgcm)

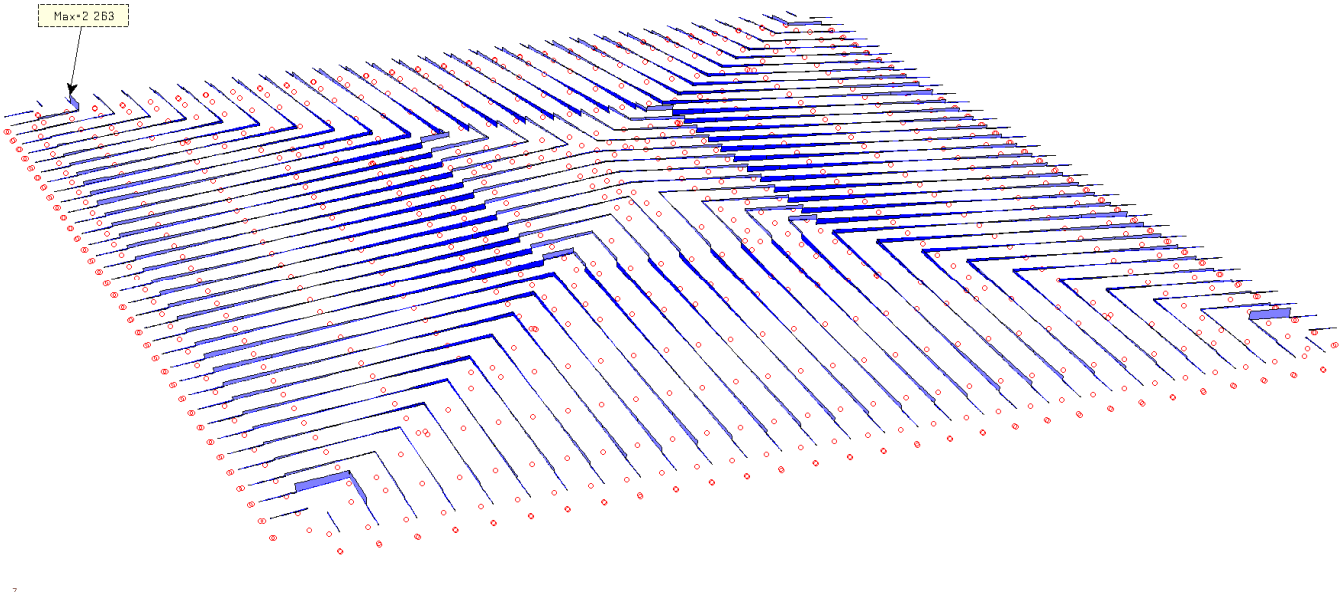


INVILUPPO SOLLECITAZIONI TRAVETTI
SFORZO NORMALE Fx (kg)

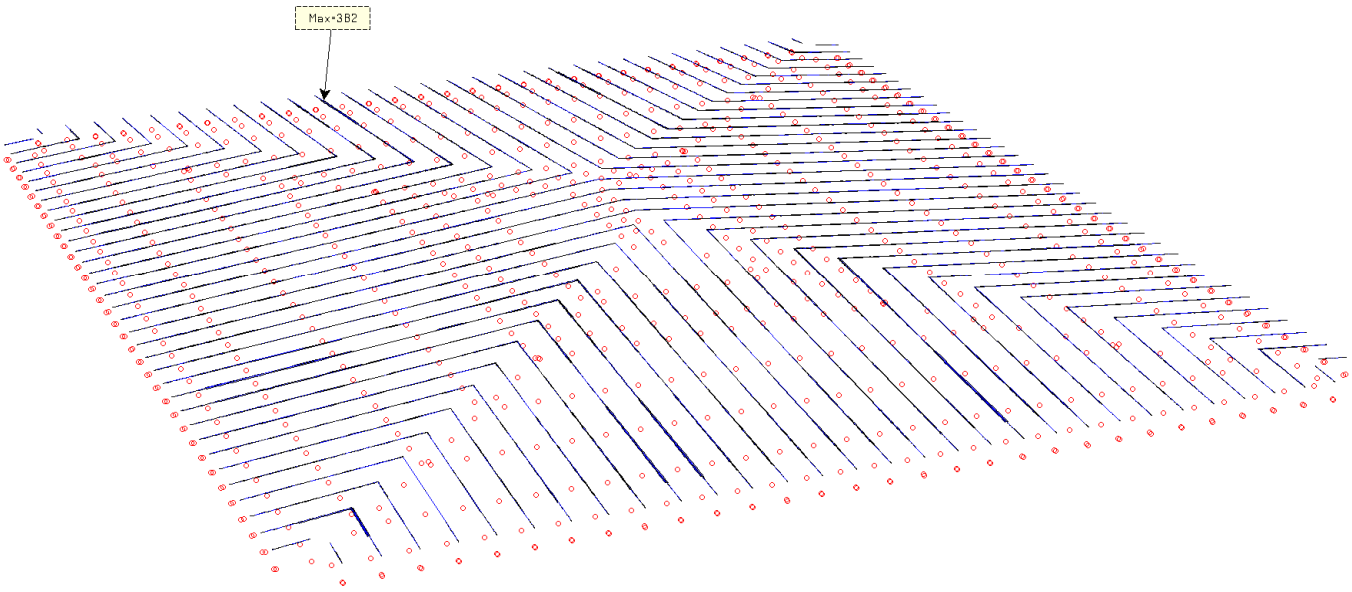




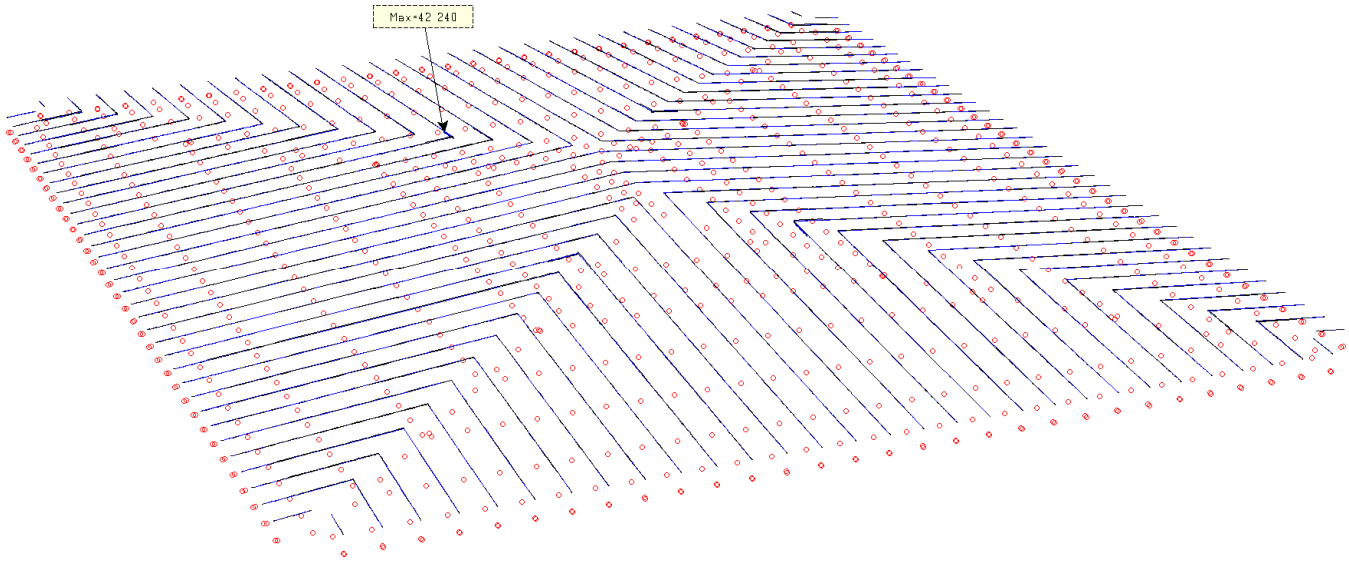
SFORZO DI TAGLIO Fy (kg)



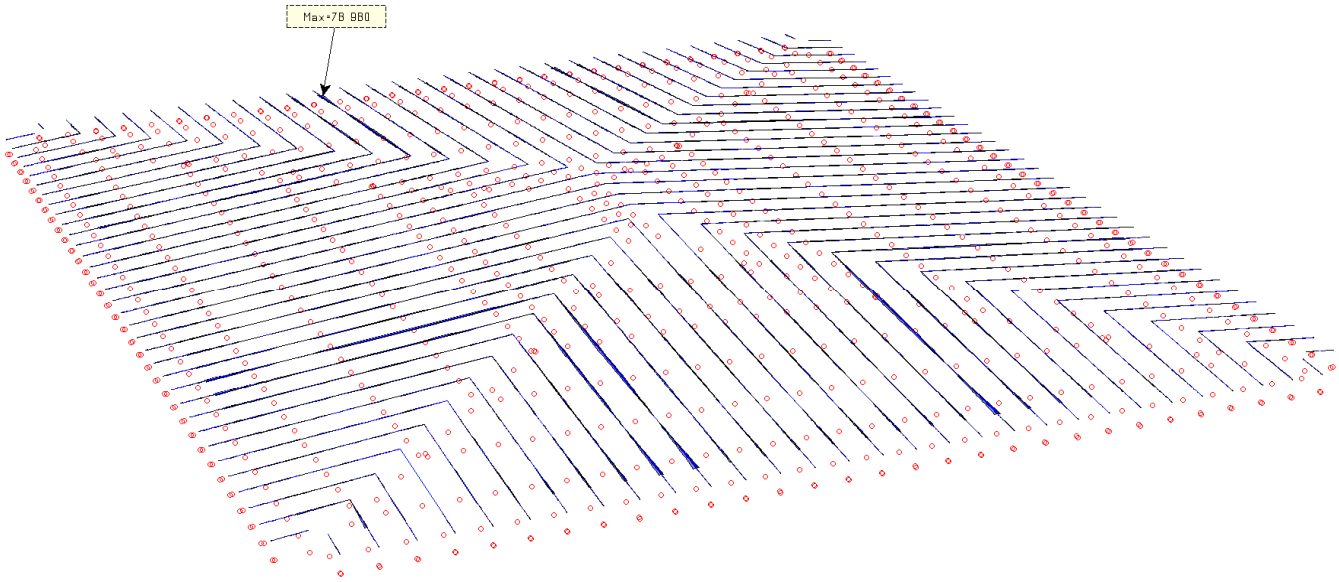
SFORZO DI TAGLIO Fz (kg)



MOMENTO TORCENTE Mx (kgcm)



MOMENTO FLETTENTE My (kgcm)



MOMENTO FLETTENTE Mz (kgcm)

