




<b>PROJECT WORK</b>	REGENERATION OF THE RIMINI PORT AREA WITHIN THE EUROPEAN INTERREG 'FRAMESPORT' PROJECT		
<b>CUSTOMER</b>	FONDAZIONE ITL (Bologna) P.IVA 02446681203		
<b>REGION</b>	Emilia-Romagna	PROVINCE OF RIMINI	
<b>MUNICIPALITY</b>	RIMINI		
<b>LOCATION</b>	HISTORIC MARECCHIA RIVERBED/ CANAL PORT		
<b>PROJECT REFEREES</b>	CIRI EC - Interdepartmental Centre for Industrial Research Building and Construction CLAUDIO LANTIERI CECILIA MAZZOLI ANNARITA FERRANTE ANDREA SIMONE		
<b>COLLABORATORS</b>	CIRI EC - Interdepartmental Centre for Industrial Research Building and Construction RACHELE CORTICELLI MARGHERITA PAZZINI		
<b>DATE</b>	30/06/2022	<b>OBJECT</b>	SECTIONS State of the art Project
<b>BOARD</b>	2		
  			
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In order to verify the effectiveness of the design solutions, six significant sections affecting the stretch of the Canal Port between the Bridge of Tiburcio and the Bridge of Resistenza were analysed.

- The significant sections are:
- Section 1-1: in correspondence of the movable footbridge;
  - Section 2-2: at the Vittoriano Viganò panoramic terrace;
  - Section 3-3: upstream of Ponte dei Mille;
  - Section 4-4: downstream the Ponte dei Mille;
  - Section 5-5: upstream the Ponte Ferroviario;
  - Section 6-6: upstream of Ponte della Resistenza.

**SECTION 1-1**  
Section 1-1, immediately downstream of the moving footbridge includes the panoramic terrace and the cycle-pedestrian walkway on Via Bastioni Settemionali. Here the quay is raised from an elevation of 0.33-0.39m above sea level to an elevation of 1.50m above sea level. The staircase that currently descends on the quay from Via Bastioni Settemionali towards the Ponte di Tiburcio is closed, leaving the site designed by architect Vittoriano Viganò as evidence of the architectural brutalism of 1977. The only access ramp to the quay from the right side of the canal is the other ramp that descends towards the Ponte dei Mille.

**SECTION 2-2**  
Section 2-2 at the Vittoriano Viganò panoramic terrace shows that an elevation of the quay would prevent the canal height to pass underneath it. Given the fact that access to the terrace is currently impeded and that it is therefore not used, it is proposed to demolish it and replace it with a light steel and wood ramp similar to the cycle-pedestrian walkway in Via Bastioni Settemionali. In this way, the space created on the quay can be dedicated to green flowerbeds and small shops, which will be better described in the following paragraphs.

**SECTION 3-3**  
Section 3-3, immediately upstream of the Ponte dei Mille, shows the proposal, motivated further in the following paragraphs, to prevent passage under the bridge and to build ramps to allow passage over it. The design choice is motivated by the fact that raising the docks would reduce the height needed to allow passage under the bridge. In order to avoid creating a roadway that would frequently flood, interrupting the continuity of the paths on the quays, and which would constitute a hidden point potentially subject to social decay, it is preferable to build ramps going up on the Ponte dei Mille. Such ramps would also provide an additional link between the streets on the sides of the canal and the quays and can, therefore, help to increase the flow of pedestrians on the quays. On the right side of the canal, Porto Galliano has recently been restored and a connection to the Ponte dei Mille may also be advantageous to encourage visitors to continue their walk on the docks. In fact, the access in section 3-3 is at one end of the area on which the work is located and creates a loop route together with the access illustrated in section 2-2, so that visitors can explore the archaeological ruins by walking around them.

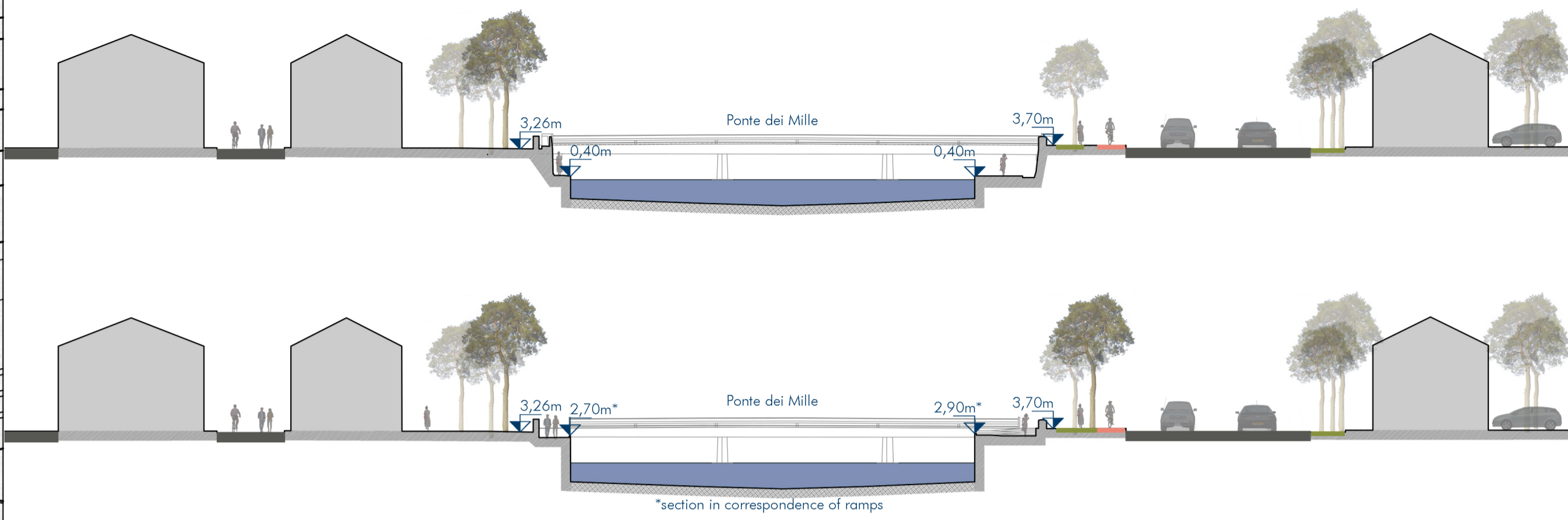
**SECTION 4-4**  
Section 4-4, downstream of the Ponte dei Mille shows, on the left side of the canal, the new conformation of the Don Luigi Surzo Gardens. As will be better illustrated in the following paragraphs, it is proposed to demolish the wall containing the spiral staircase, which is currently the site of drug dealing, and to create a square on three levels sloping down towards the canal. This multi-levelled space would create a variety of suggestive views and canalise the flow of visitors towards the docks. The square would be integrated with more trees in addition to those already present and with a playground for children, so as to make it a focal point for Borgo San Giuliano.

**SECTION 5-5**  
Section 5-5, upstream from the railway bridge, on the left side of the canal, shows how it is proposed to raise the quay to an elevation of 1.50 m above sea level, removing the terraces currently present and creating a single space to walk on higher than the current roadway. Here the ornamental garden and some trees would be placed, among which it would be possible to walk. On the right-hand side, on the other hand, there is the proposal to demolish a portion of the city walls that is not subject to a constraint of preservation, thus bringing the height of the docks to the current level of the pavement and the cycle path on Via Dentro del Ponte. This solution provides a single space that is more usable by pedestrians and cyclists.

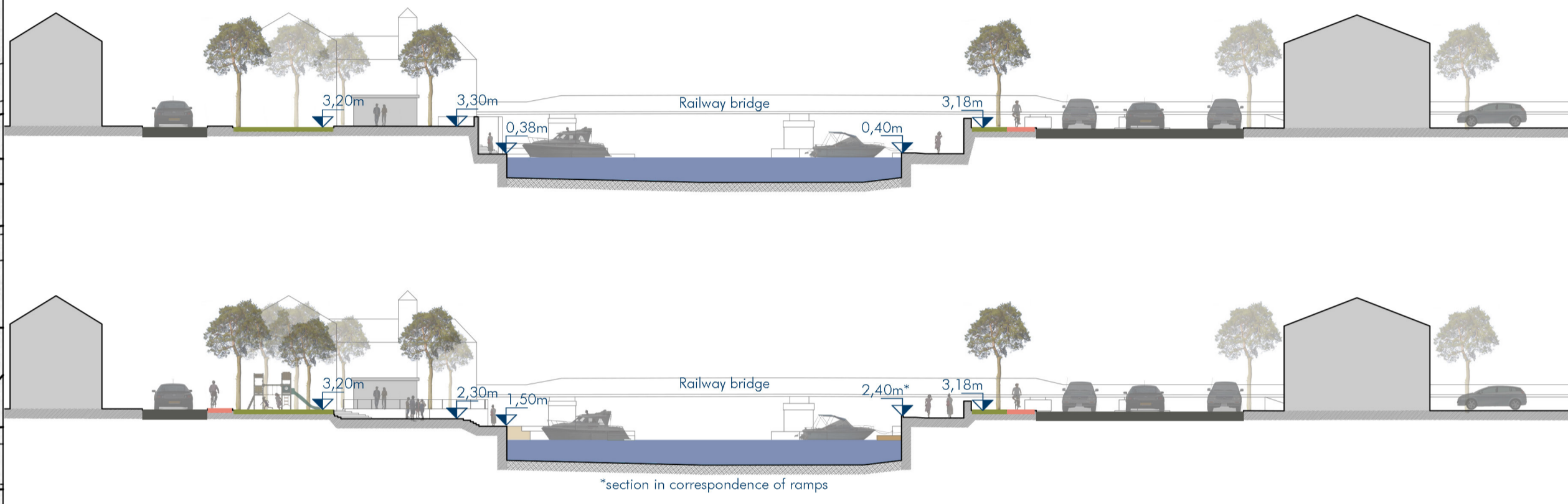
**SECTION 6-6**  
Section 6-6, upstream of the Ponte della Resistenza bridge, shows the proposal to raise the height of the docks to the roadway level on both sides of the canal. Since such an elevation would make boat access impossible, or in any case extremely difficult, and since this section of the canal is too narrow to accommodate floating platforms, in this case it is proposed to set aside a strip of quay with an average width of 1-1.20m at an elevation of 1.00m above sea level to allow boat access.



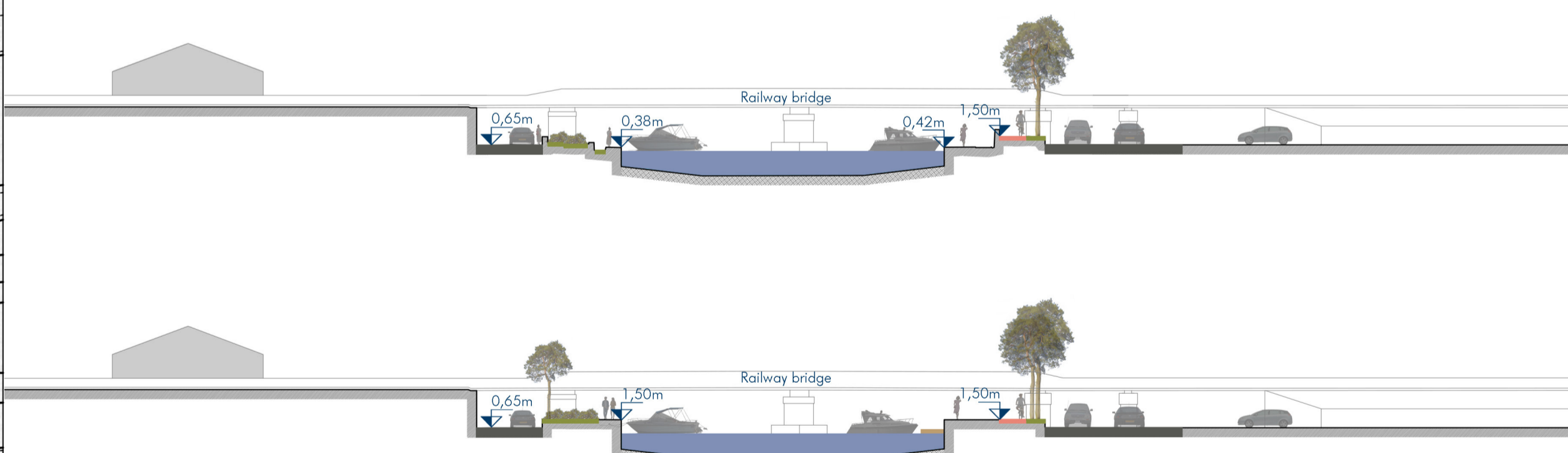
### SECTION 3-3



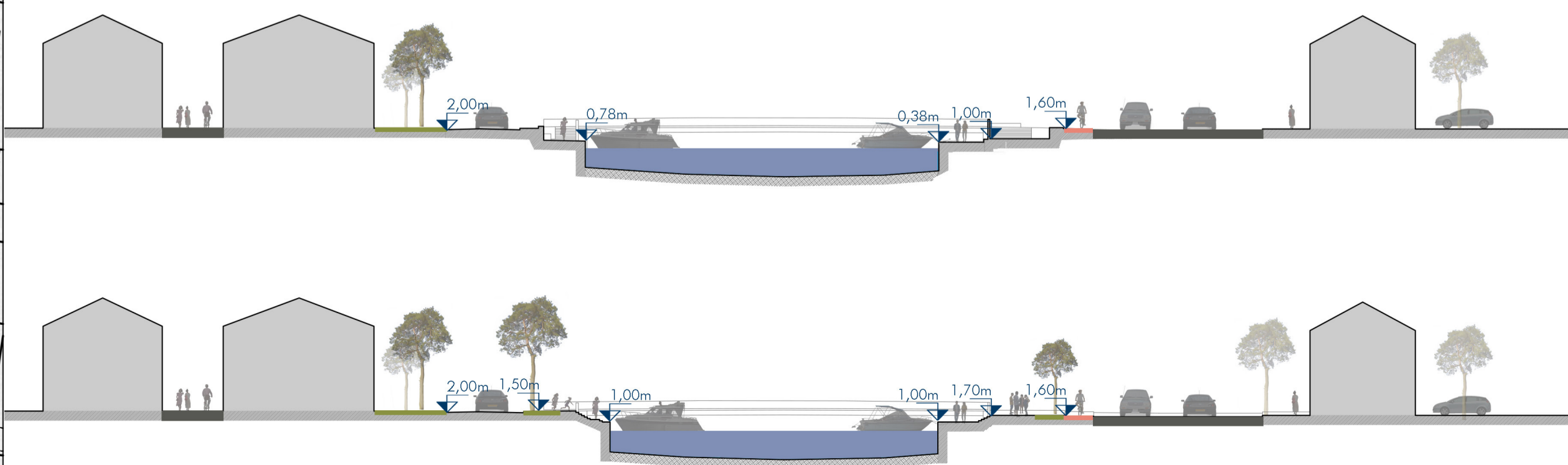
### SECTION 4-4



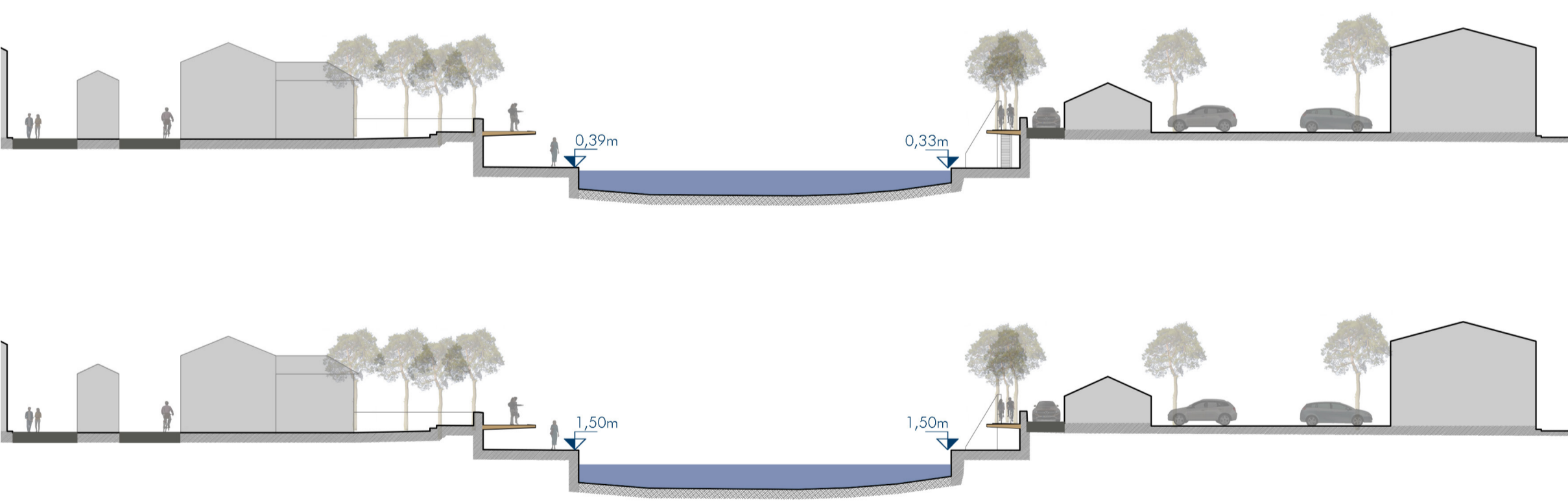
### SECTION 5-5



### SECTION 6-6



### SECTION 1-1



### SECTION 2-2

