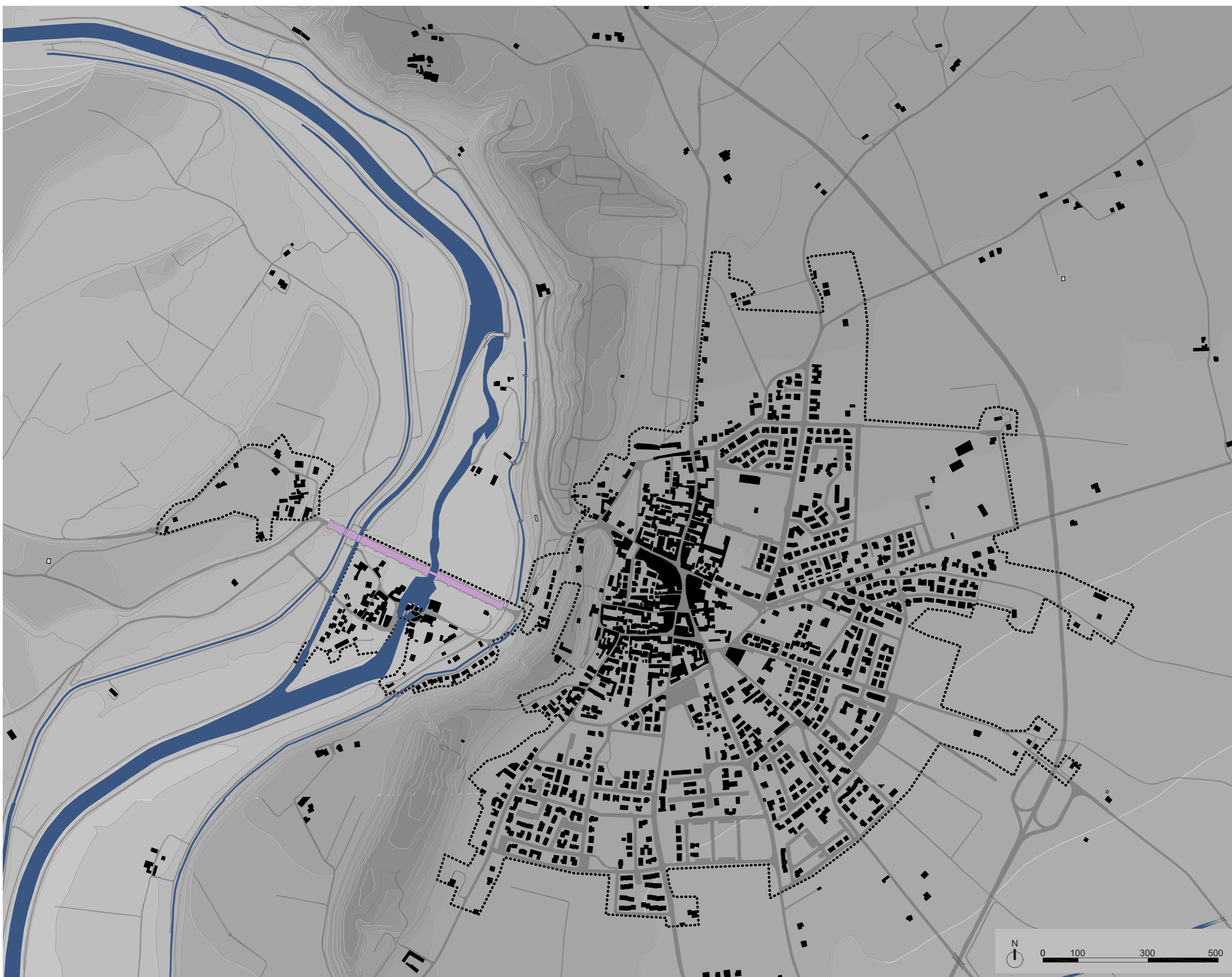
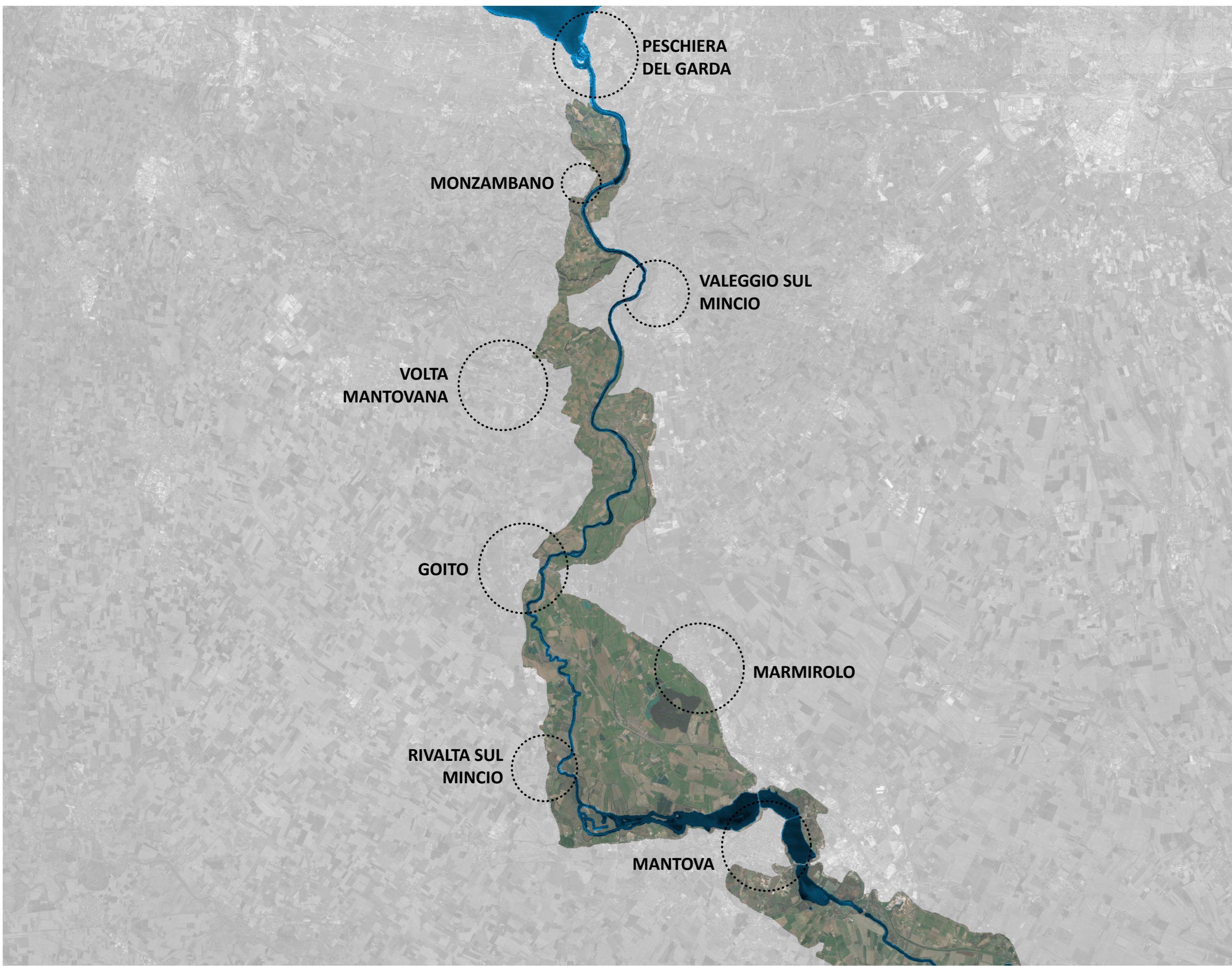
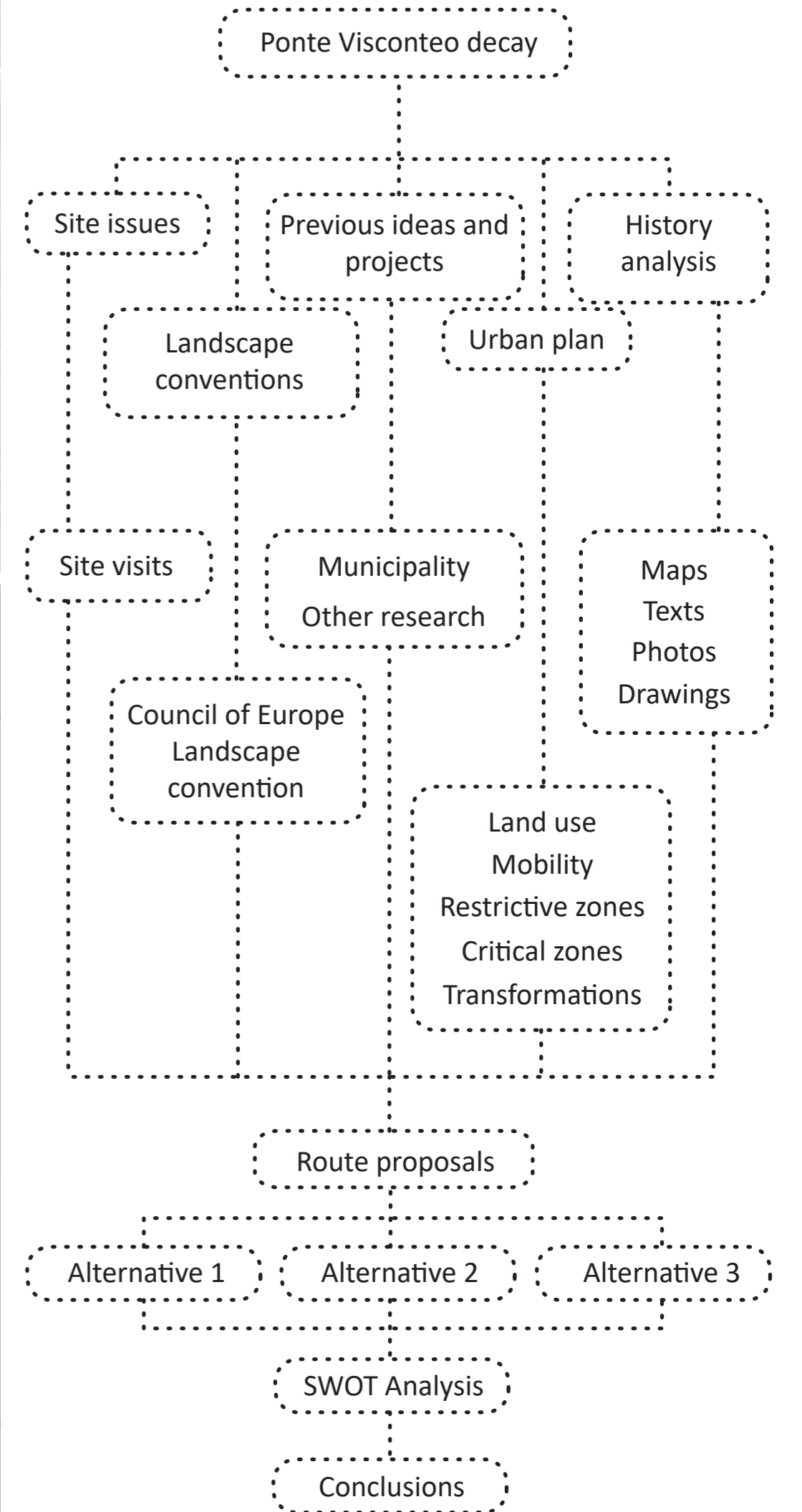


## RECONNECTION AND REVALORIZATION OF THE VISCONTEO BRIDGE AND ITS LANDSCAPE

This work presented here intends to show the analysis of site on a larger scale with an intention of restoring the landscape around the Visconteo bridge.

The desire to restore the Visconteo bridge comes from the decay the bridge has sustained over the years, many of it related to the current use of connecting two sides of the river with a vehicle road, somehow an incompatible use to the one originally it was intended but also because of the need of recognition and awareness of the monumentality and historical importance of the bridge mixed with the opportunity of tourism, a tourism that more related to the bridge itself it is related to the whole landscape that enhances more its importance.

This desire is also something that has been previously thought by the municipality, the need to replace the connection of the bridge with another one to avoid the decay related to the vehicles passing over it has been mentioned on several pages of the "Piano di Assetto del territorio" a document that, subject to regional approval, determines the strategic choices for the planning and development of the municipal territory.



### HYDROLOGICAL SYSTEM

The comune of Valeggio is formed by a system of rivers and canals that cross its territory from north to south, on the site, the river that crosses by and beneath the Visconteo bridge its the Mincio, with the origins of its name meaning "drain" the Mincio receives the glacial water that flows from the mountains on the north to lake Garda, to later run down south 73km and connect with the Po river

The Mincio is considered a very stable river, this could be due to the artificial canalization works, the topography on the site and the partial presence of embankments that follow the course of the river.

The shape of the river is varied, a tend of a mountain ridge on the north to then "get lost" on the flatlands of the pianura Padana on the south.

### GEOMORPHOLOGICAL AND GEOLOGICAL SYSTEM

From a morphological point of view, one can recognize, to the west, the main slope developments from Valeggio to the vicinity of Mantua, along the Mincio River, and, to the east, along the River Tione.

The territory of the municipality of Valeggio, located at the southeastern end of the amphitheatromorphic Garda, is characterized by an area of hill morphology in the northern part, and a flat area in the southern part.

The geomorphological system is formed by dynamic process that are not longer present on the site such as the glacial forms that use to affect the mountains, it can also be observed the presence of abandoned meanders that give shape to hills showing the old curse that the river took on the past.

### INFRASTRUCTURE SYSTEM

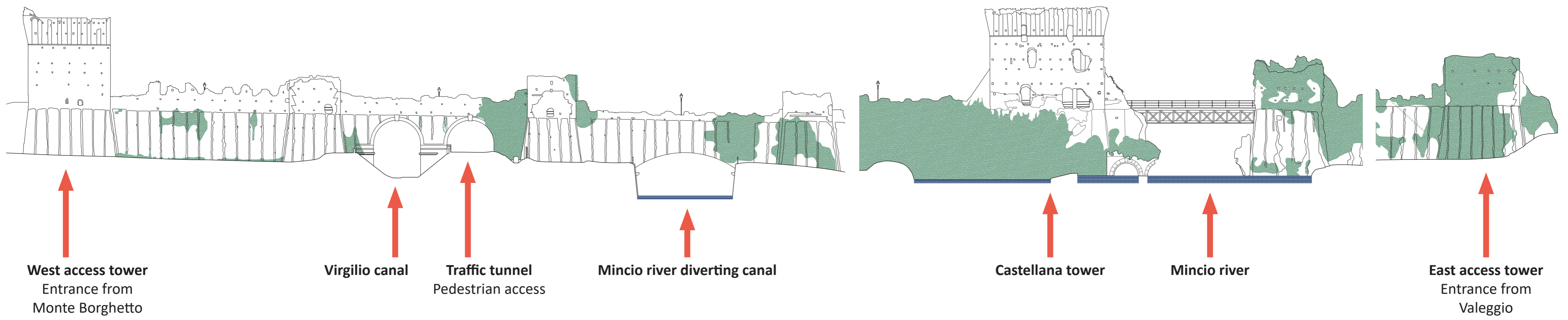
Valeggio is a settlement which is defined by its relationship with the Mincio river, the hills that surround it and its function as a boundary, this made of Valeggio the west gate of Verona with other territories, a fact that still remains present on the political division of the regional territories of the site.

It is this features which gave the shape to the network and to the city itself, a radial circular shape that converges on the Visconteo bridge making it the only available connection on the distance for many settlements that exist around Valeggio.



## CONNECTIONS OF THE VISCONTEO BRIDGE

South view of the Visconteo bridge



## STORY OF THE VISCONTEO BRIDGE

- 1393** Construction of the bridge ordered by Gian Galeazzo Visconti
- 1408** An inspection by the Venetian government was done on which it was mentioned the building was falling into unreparable conditions, leaving the building abandoned (also because of the invention of the fire-arms)
- 1559** The Guarienti family acquired the bridge, the castle was transformed into a highground set for artillery, reducing the bridge strategic advantage. The Seriola canal was built during this years for irrigation purposes
- 1598-1618** Documents show that between these dates the central part of the bridge was destroyed
- 1701** Maffei family acquires the bridge
- 1796** A battle between the french and the austrian armies happened on the bridge, damaging more the structure
- 1800** The structure unused as a bridge, it was exploited for the cultivation of vineyards as recorded in a map of the Austrian Cadastre
- 1871** The bridge was acquired by the Nuvoloni family
- 1927** Construction of the railway that passed beneath the Visconteo
- 1930** The bridge was reopened, when the collapsed part was reintegrated with metal trusses, to meet the needs of traffic
- 1931** Construction of the Virgilio canal and the road that passed next to it, some stairs were built the next year to connect with the road
- 1952-1957** Reparations after the damage of the WWII
- 1968** Restoration and consolidation work on the Visconti bridge and towers
- 1983-1984** Approval of a the municipality program of revitalization of the site
- 1993-1995** Restoration of the Castellana tower
- 1992-1997** Restoration of the west tower and the south walls

## USES OF THE BRIDGE

1

Military

The objectives of Gian Galeazzo Visconti were to defend the city of Verona, to ensure connections with the Veronese territories recently annexed to his domains and to strengthen the water line between the Mincio and the Adige.

2

Transit route

Already at the end of the first millennium, the Mincio valley was affected by considerable trade flows and that, almost certainly, in Valeggio, one of the main centres of that time along the river, there was an annual market of considerable importance. The construction of the infrastructure, with such a strategic position, would have encouraged the markets of Lombardy and Veneto.

3

Infrastructure able to block the water of the Mincio and dry the lakes of Mantua

Hypothesis denied because if the goal had been only Mantua, even with all the reservations around the success that could have achieved, it would have been much more advantageous, and less expensive, to immediately bar the Mincio at Peschiera.

4

Cultivation

During half of the nineteen century the bridge was unconnected and its function as a bridge left behind, the bridge was as a vineyard.

5

Tourism

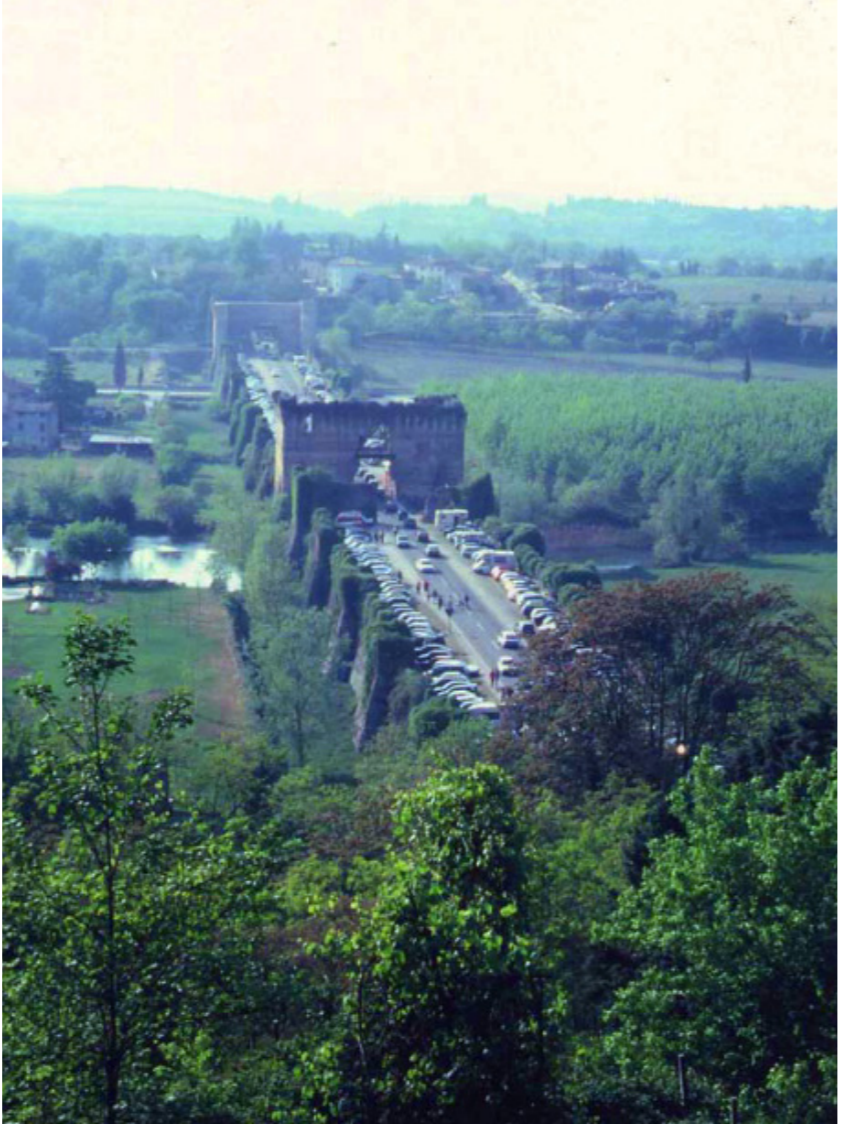
Still working as a bridge, now for vehicles, the bridge, being the icon of the city itself has become center of events such as the Nodo d'amore on which the street is closed and restaurants participate on the preparation of dishes for the tourists.

### Originally a dam or a bridge?


In the face of complex hydraulic engineering problems, changes had to be made to the initial design. In fact, from "Bridge - Dam" became "Bridge - Fortress". The work was intended to create a reservoir, extending the liquid mirror of Garda, invaded the valley groove, between Peschiera and Borghetto. Its elevation, 66 m on the level of the sea, in the relationship with the altitude of Garda does not allow doubts about this interpretation.

## PROBLEMS OF THE BRIDGE

- 1** Economic difficulties of the Municipal Administration to face a restoration project that invests the entire structure, being extremely large.
- 2** Export over the centuries of the construction material of the Bridge.
- 3** Widespread structural damage to the walls of the bridge.
- 4** Chemical attack on parts of the bridge that hit the structure over the Mincio river.
- 5** Air pollution caused by road traffic on the provincial road.
- 6** Management problems, the funding of the bridge is diversified due to its mixed use between a monument belonging to the municipality and a infrastructure belonging to the province
- 7** Diversified materiality due to previous restorations
- 8** Infestation of vegetation causing damage to the structure
- 9** Vandalism, parts of the bridge show the presence of graffiti



During the last years the bridge has functioned as well as a parking lot for the visitors of Borghetto

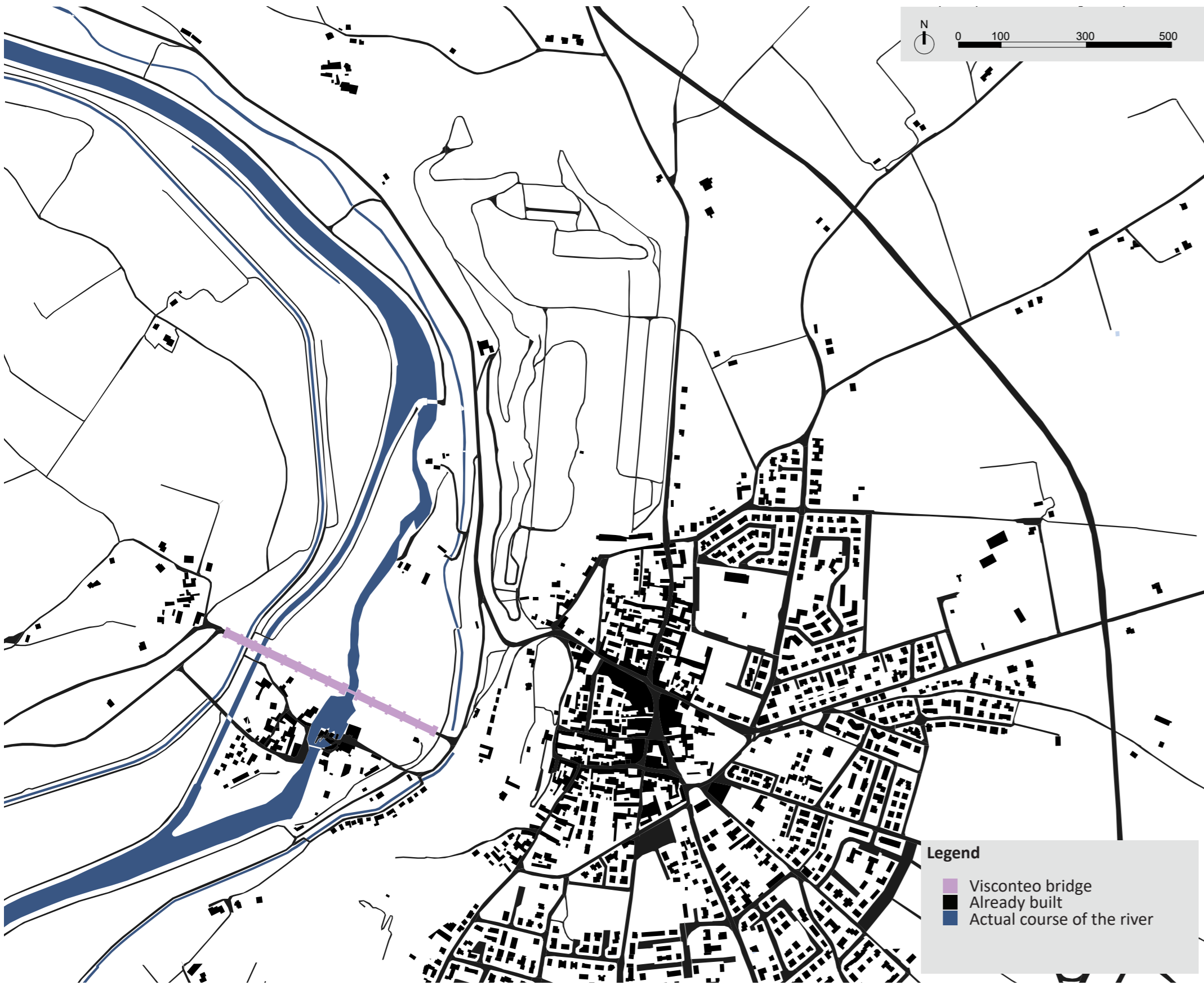
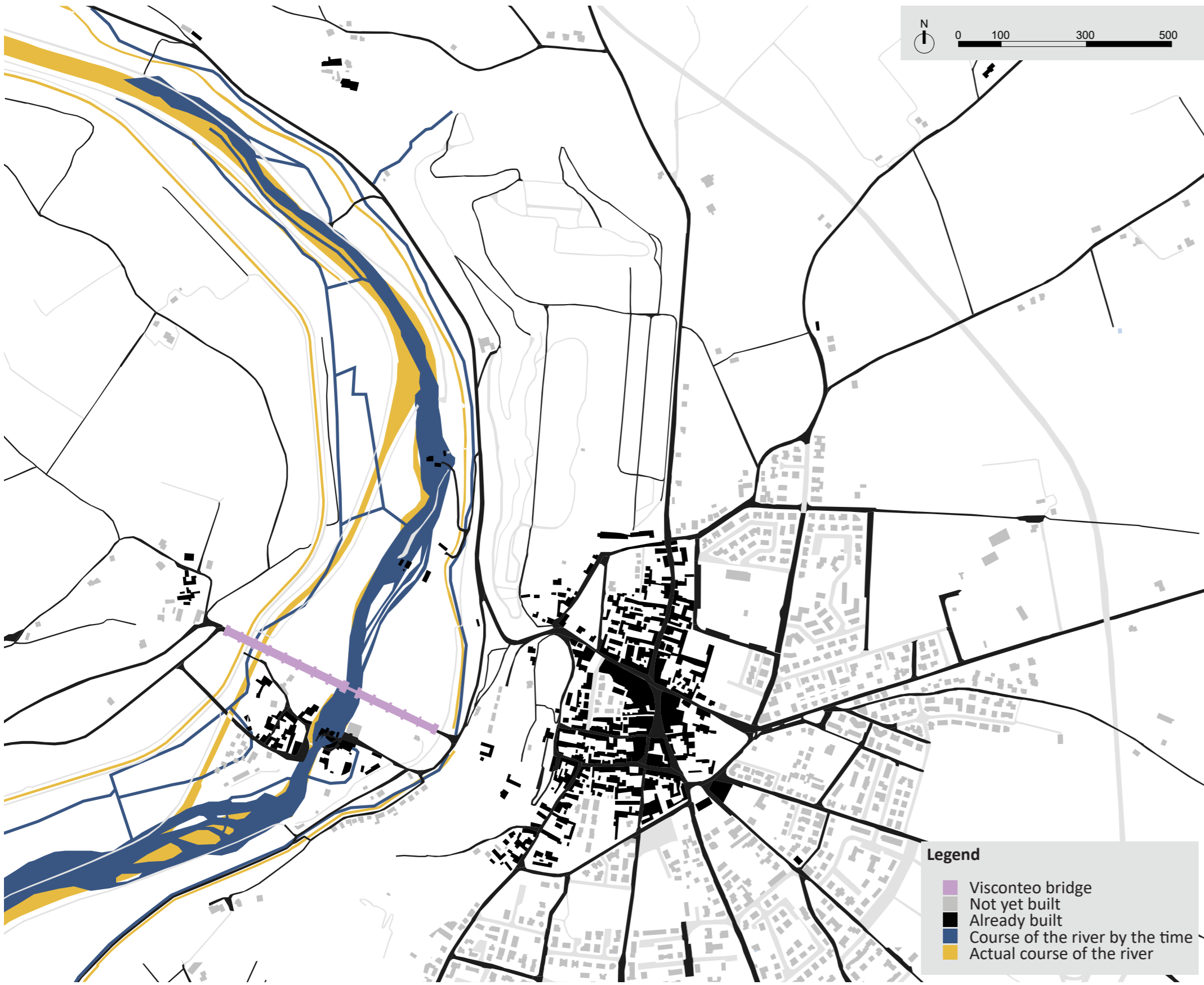
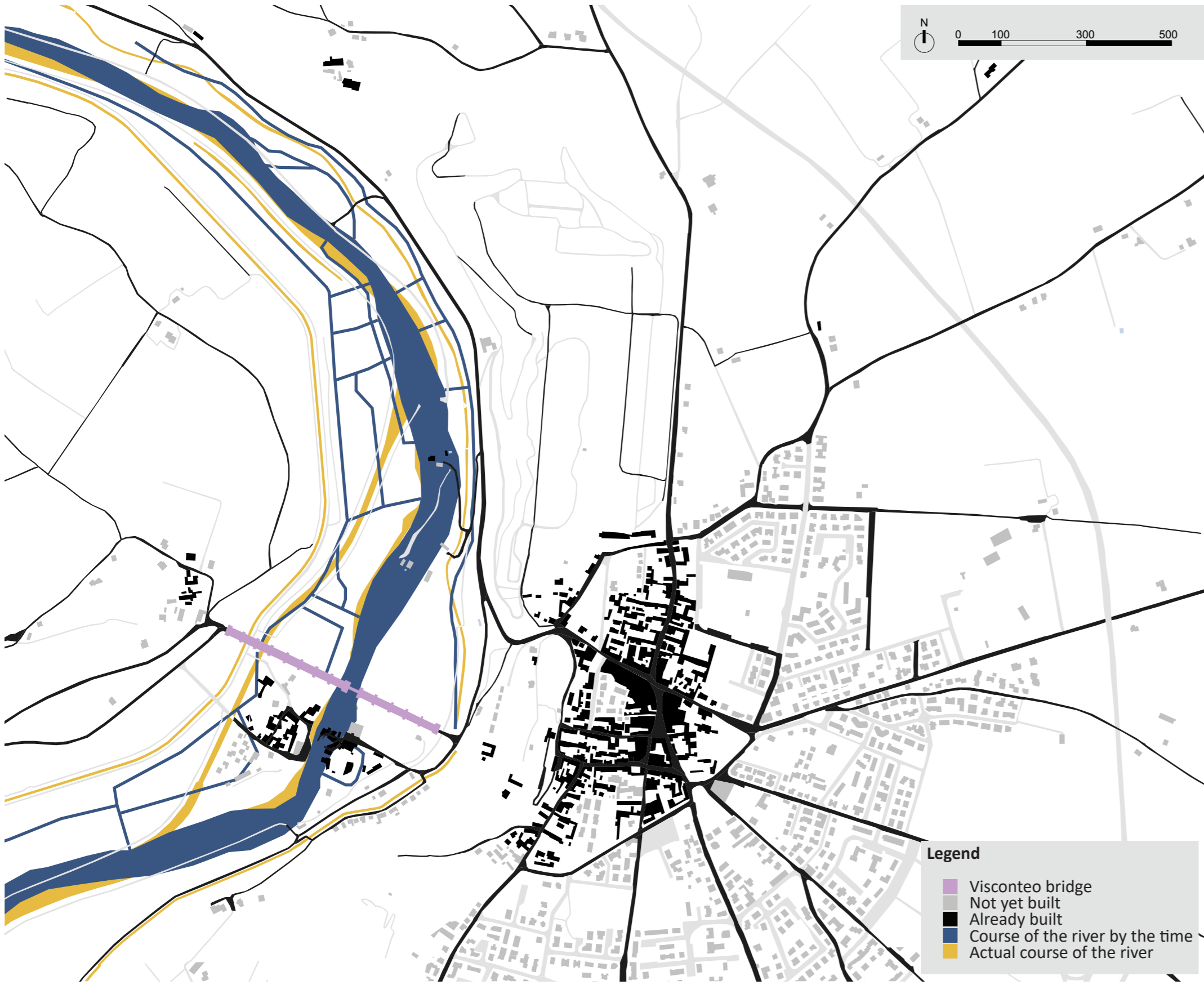
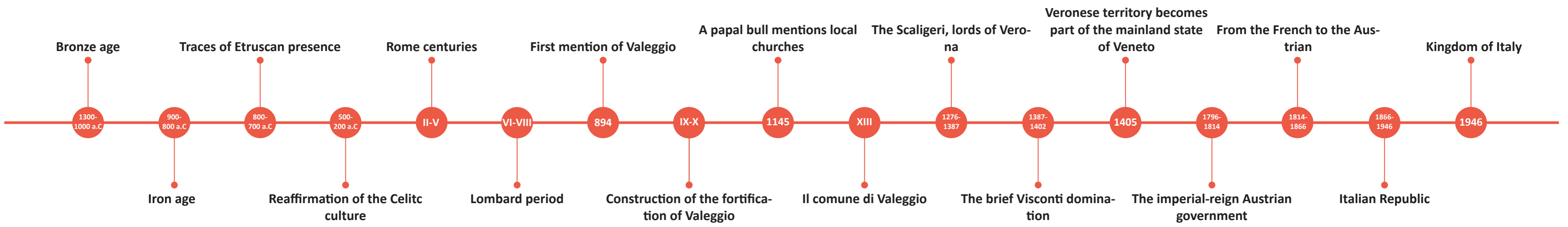

Walls of the parapet and tower covered by vegetation



View from the underpass on the access from Valeggio and Castellana tower with the presence of scaffoldings to prevent the danger of falling parts hitting the users passing below




View from both the underpasses on the access from Valeggio and Monte Borghetto with presence of vandalism

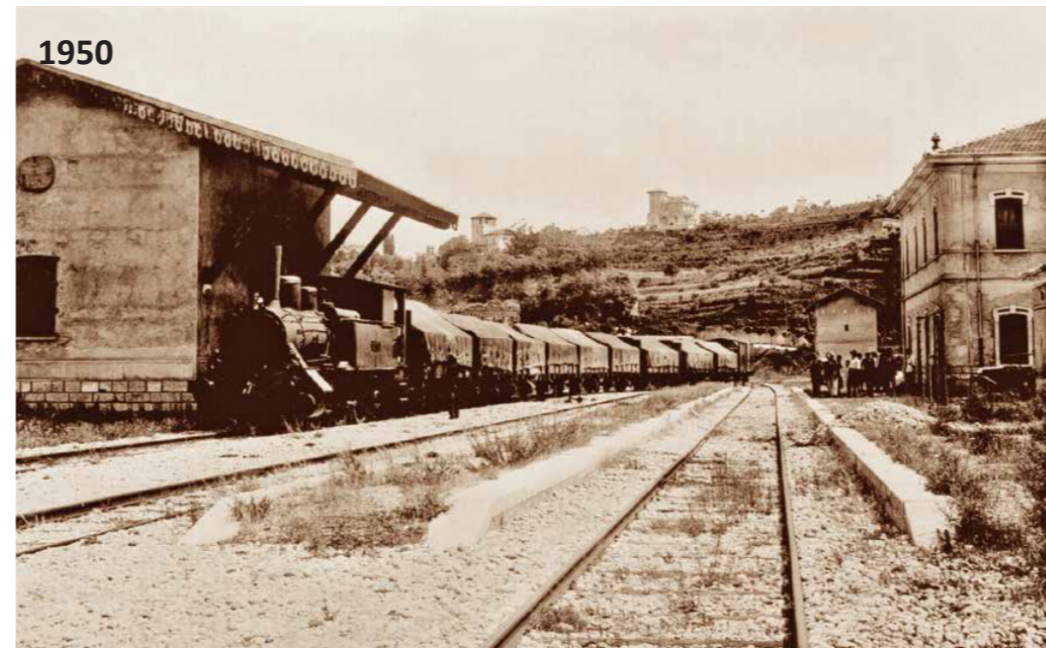


**Map of 1829**

Even there is the existence of meanders on the sides of the river defined by topography, the oldest map that the course of the Mincio river remains similar to the one now at days, even if the canalization of the river was done on the XX century. The expansion of the city of Valeggio was defined by the previous existence of the walls and the Serraglio, same as the case as Borghetto.

Regarding the infrastructure, by this time all the inter urban roads were all defined previously.

On this map it can be noticed the intense presence of irrigation canals on the north of Borghetto, and the protective moat of Borghetto



**Map of 1898**

There is no substantial expansion of the settlements, however it can be seen the development of an additional ring of the city, redefining its future radial development.

The course of the river also remains the same with a brief change of shape.



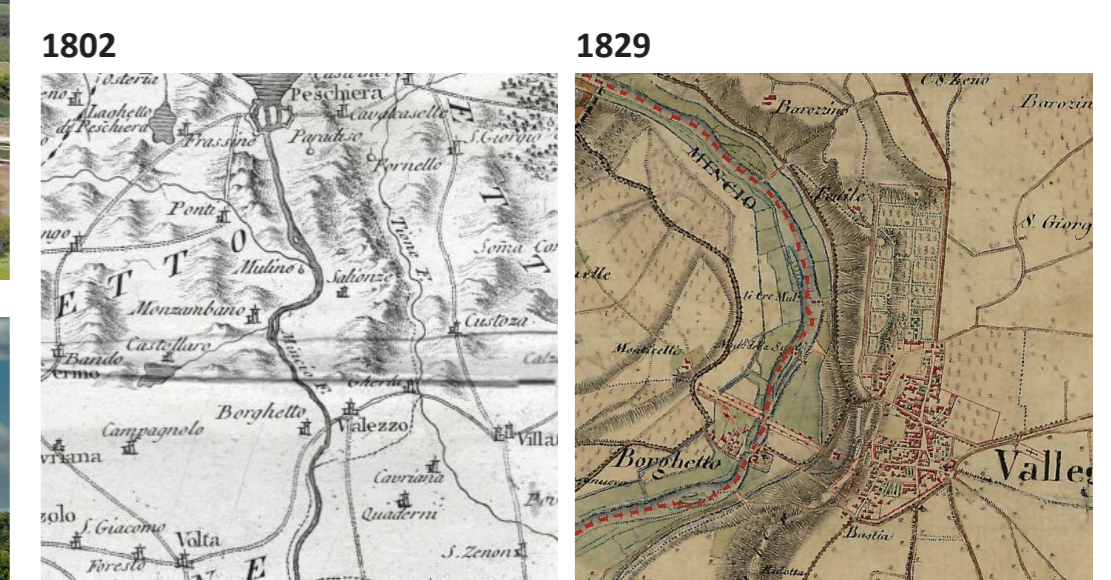
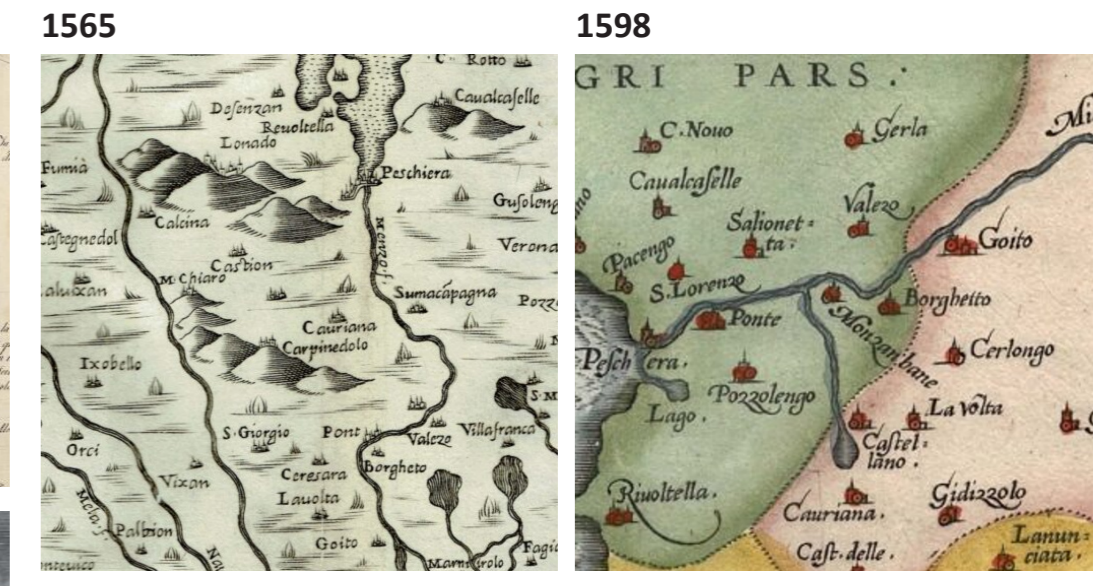
**Actual map**

The city experimented a rapid growth, more than double its size in just more than hundred years.

The irrigation canals on the north of Borghetto have reduced its presence. The river was split into two by the creation of a dam-bridge on the north of Borgetto, the shape of the river was regularized due to the canalization of the river.

The mill houses of the north of Borghetto are now out of the water.

The most recent addition on the infrastructure was the Regional Highway 249 that bypasses the city at the east.



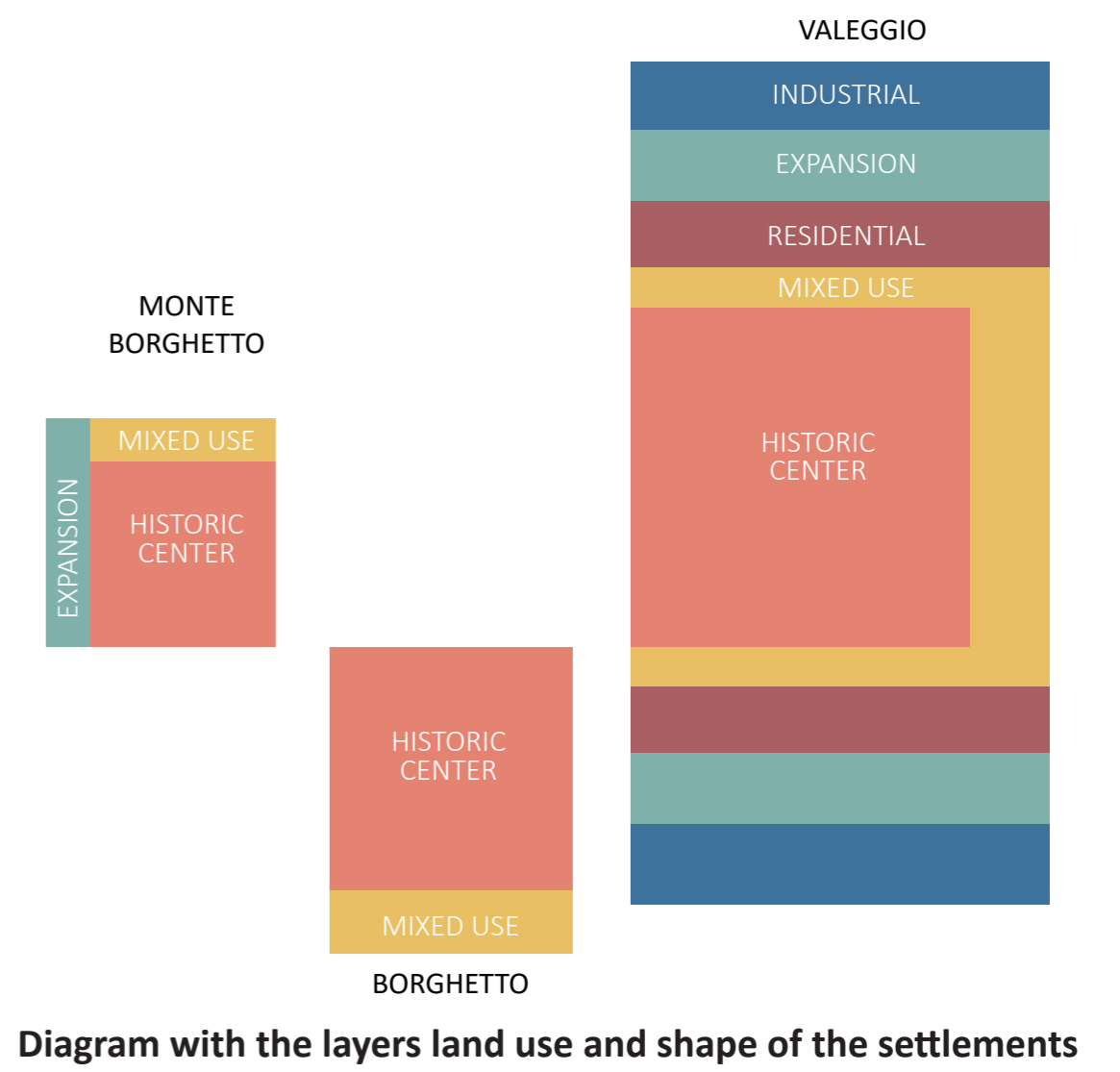
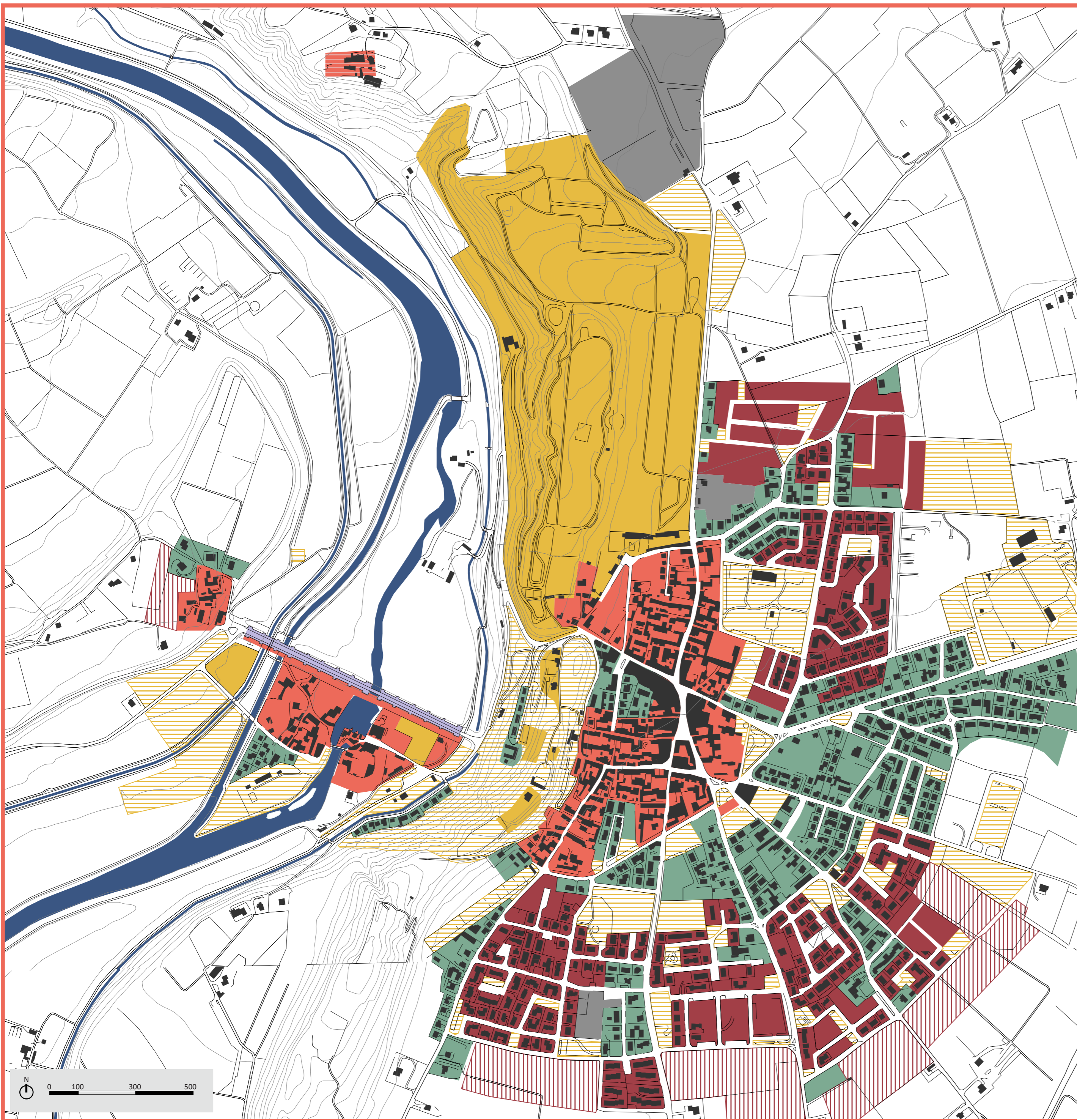


Diagram with the layers land use and shape of the settlements

### Land use

Regarding the landscape, it can be said the three settlements Valeggio sul Mincio, Borghetto and Monte Borghetto are connected by their historic centers. As layers growing away from its historic center, it can be identified firstly the zone defined as mixed use, then but only on Valeggio it can be identified full residential zones, and the areas destined for residential expansion. On the north and south, there are two industrial zones that limits the growth of the city.

Borghetto is surrounded by open air public services such as parks, and parking lots with no area destined for residential expansion and Monte Borghetto has a small space for residential expansion as well.

It is also noticeable the presence of great green areas such as the Sigurta park, the Scaligero castle and the minor historic center of Barozzino.

- Legend
- Visconteo bridge
  - Zone A, Historic center
  - Zone A, minor historic center
  - Zone B, Defined urban area with mixed use
  - Zone C1, Residential use
  - Green private areas
  - Industrial
  - Zone F, open air service areas
  - Zone C2, residential expansion

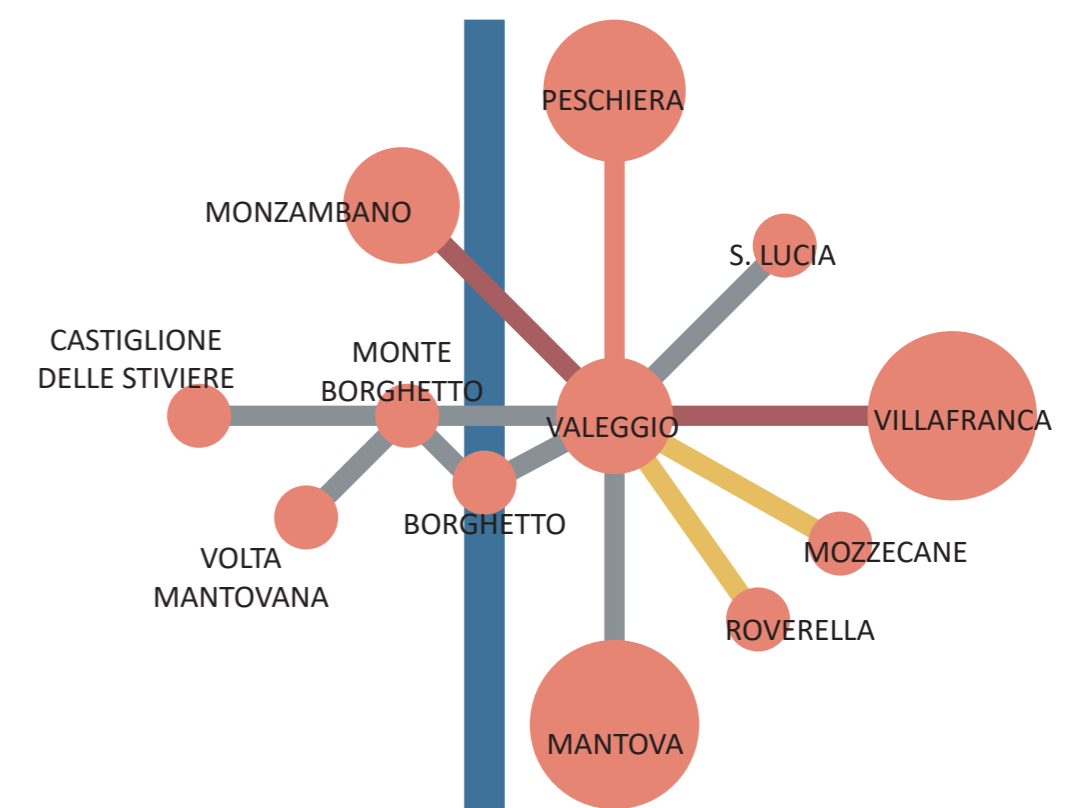
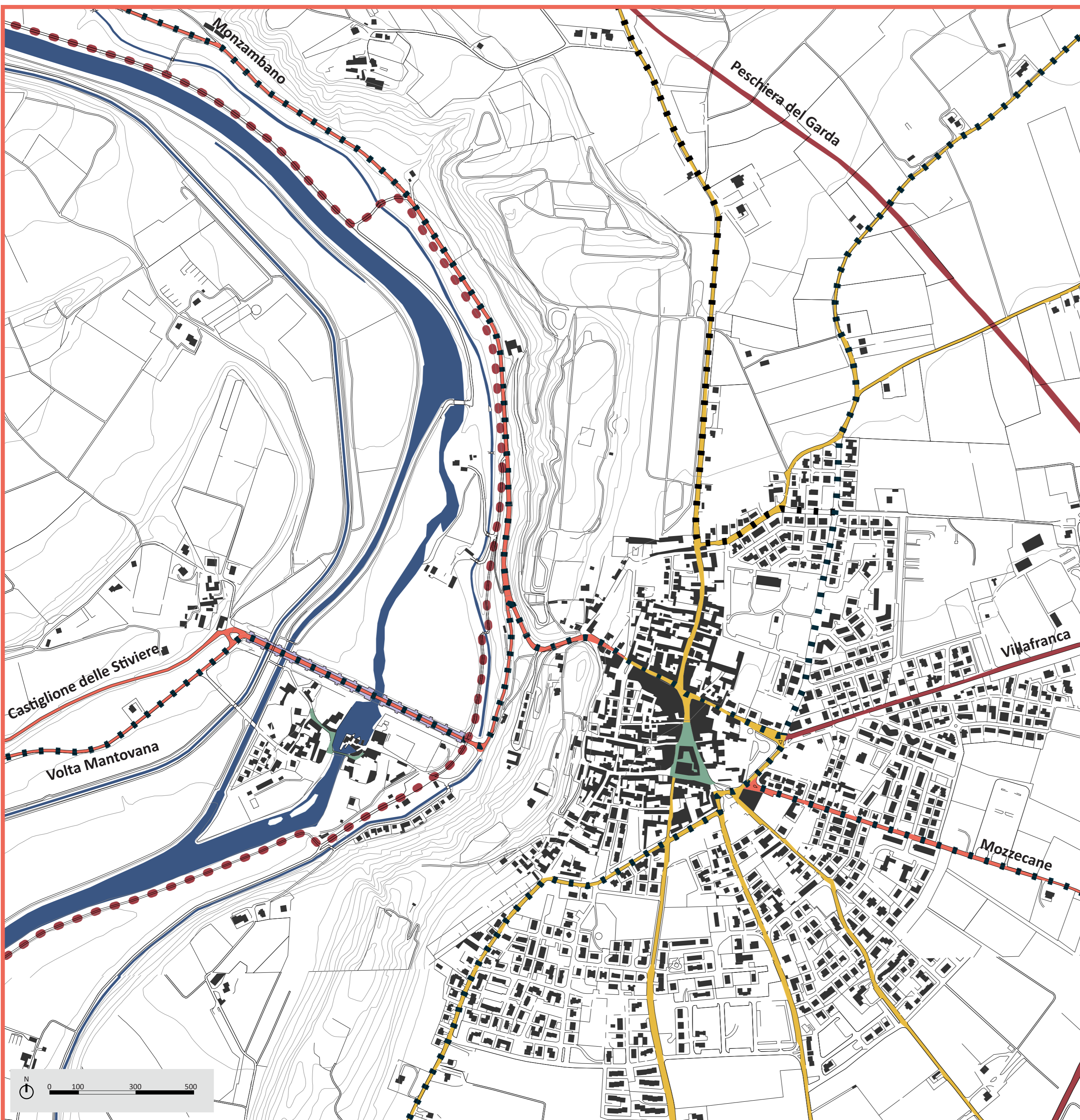


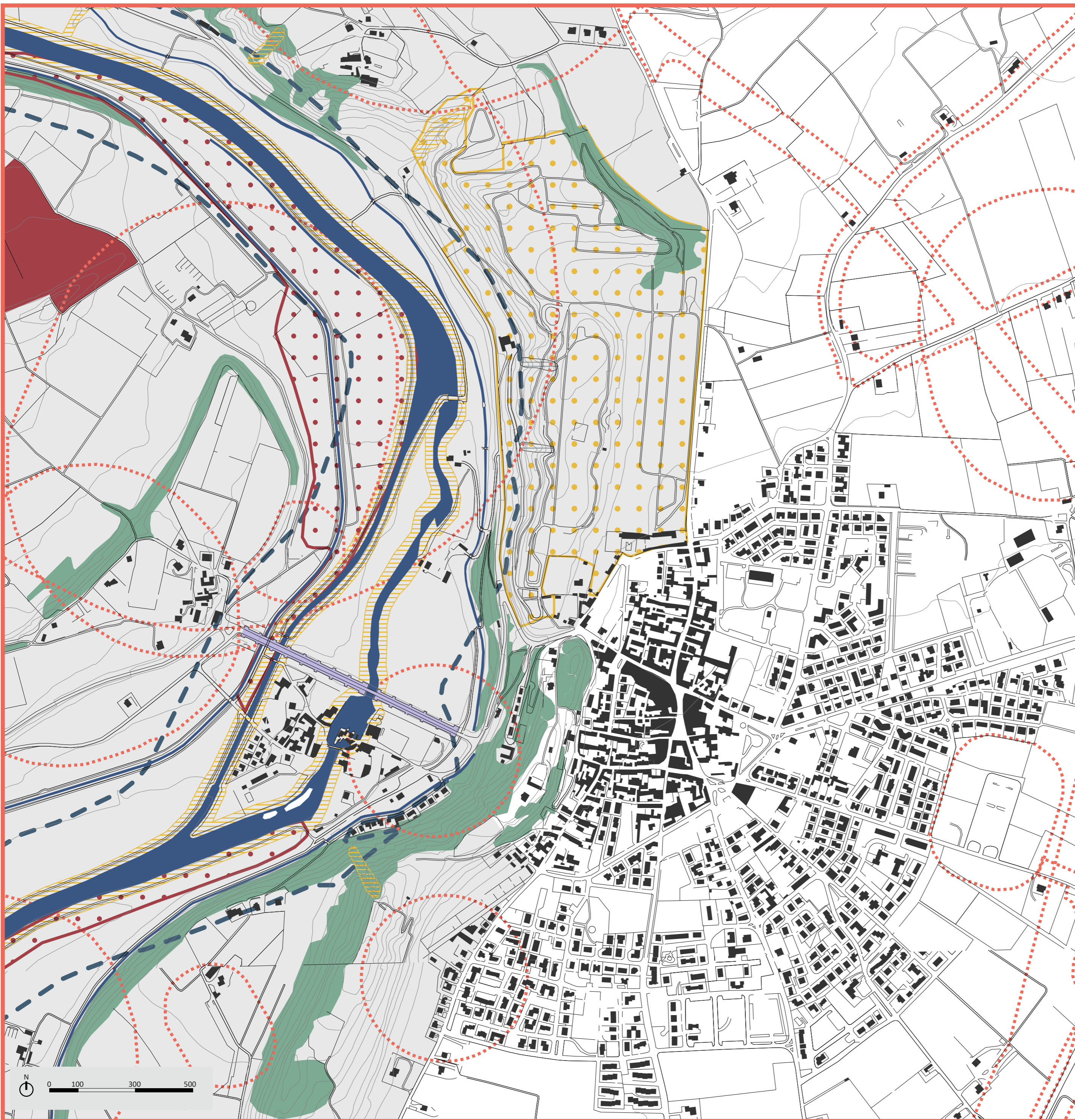
Diagram of the site and its connections

### Mobility

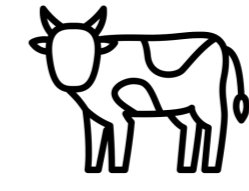
As mentioned previously Valeggio can be defined by a system of roads that converge to a center, however other observations can be identified, the hierarchy of roads, defined by the municipality by the level of connection the road has. On the top of the hierarchy it can be noticed the SR249 that crosses from north to south, Lombardy and Veneto. On the other level, the inter-urban roads, that connect the settlement with nearby cities and lastly the minor inner urban/local roads.

This map reveals more the need for a new bridge, since all of these roads are connected by the Visconteo bridge and the only close connection is the bridge at Monzambano at 4.6km.

- Legend
- Visconteo bridge
  - Territorial connection road
  - Inter-urban connection road
  - Urban/local road
  - ZTL zone
  - Bus route
  - Bicycle path



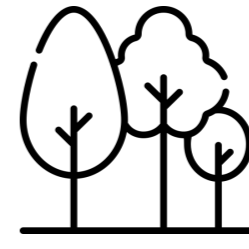
The small dam-bridge on the north of Borghetto controls the levels of water that pass through Borghetto however the north west part is defined as area with high risk of flooding



There is presence of livestock farming on the north of Borghetto, the municipality suggests a buffer zone to avoid buildings next to it.



A explosive warehouse is located half way to Monzambano, also a buffer zone constraining the buildings and roads is suggested



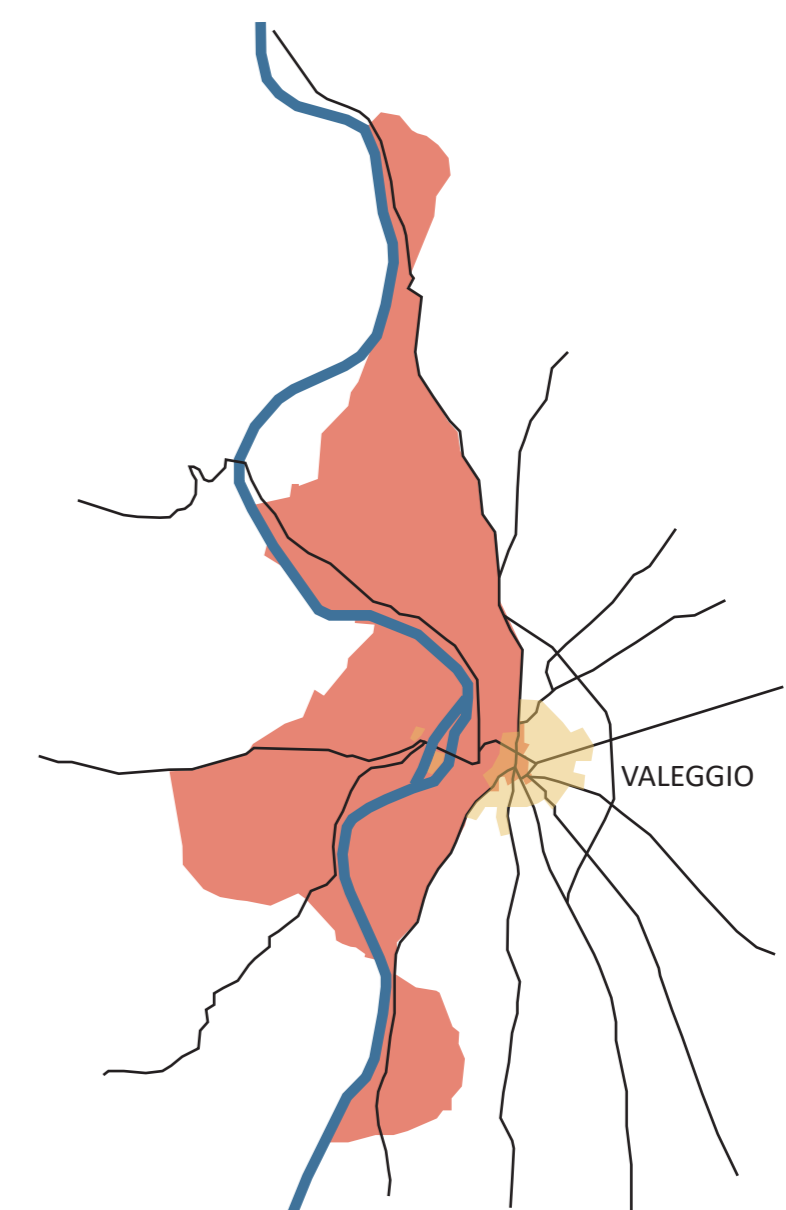
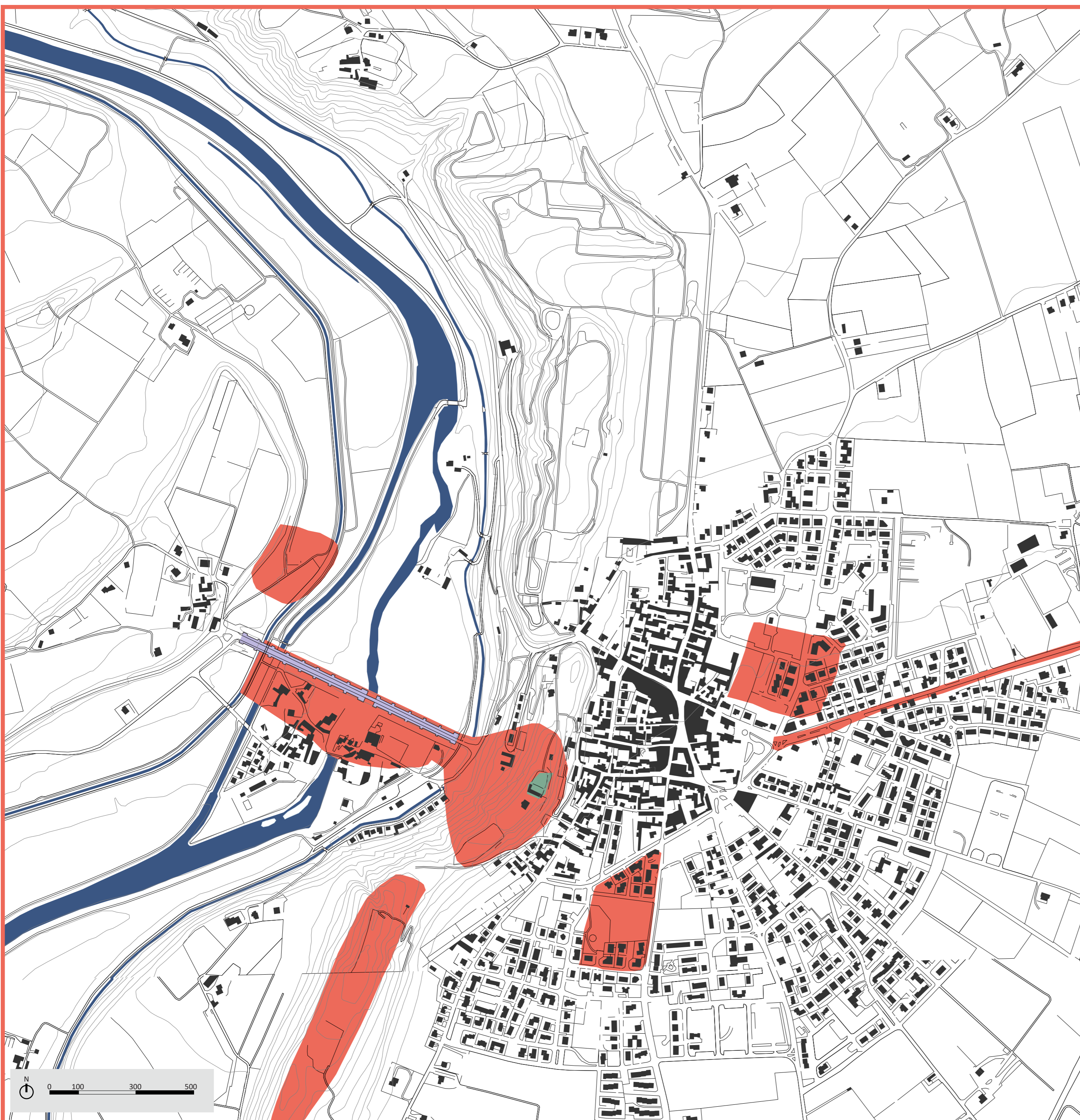
Areas with a high natural value are defined on this map, it is worth mentioning that the river belongs to an area defined as an ecological corridor

### Restrictive zones

On this plan it can be shown the buffer zones that define the urban plan of Valeggio sul Mincio, it stands out the presence of the explosive warehouse on the north west area of Borghetto, the buffer zones related to the livestock farming activities and also because of the cemetery, the floodable areas near the Mincio and the forest areas.

#### Legend

- Visconteo bridge
- Forest areas
- Natural reserve
- High risk zone
- Non ideal geological compatibility
- Monumental complex
- Floodable zones
- Restrictive areas (highway, cemeteries, farms, ducts)
- River landscape zone



Also the ministry of culture has defined the area near the river as a protected zone by the article 136, a zone of notable public interest

### Critical zones

On this map it can be identified the zones that got protection due to their historical value according to the municipality, this map also includes places with archaeological value and their respect buffer zones.

#### Legend

- Visconteo bridge
- Environmental historical interest
- Archaeological value

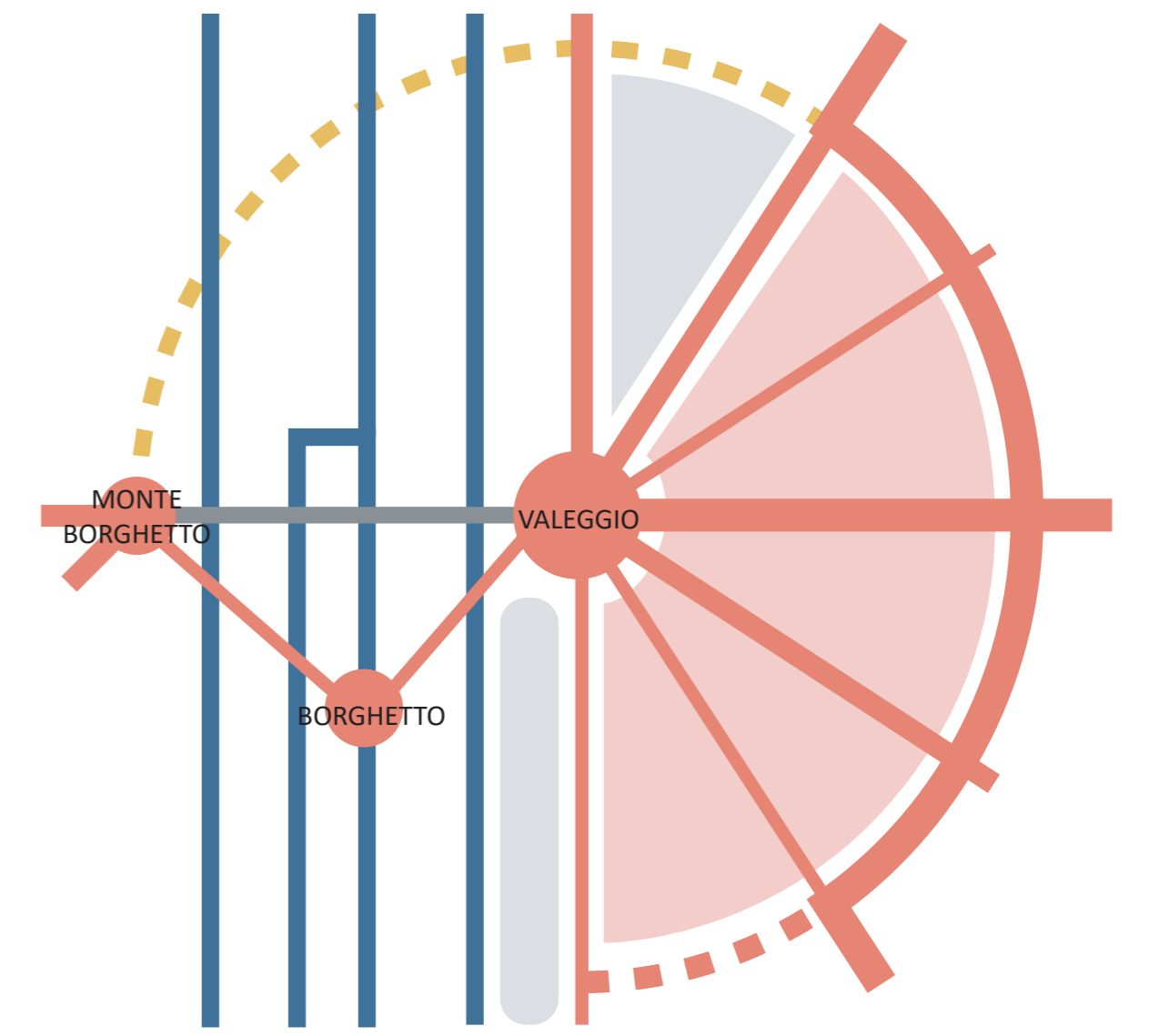


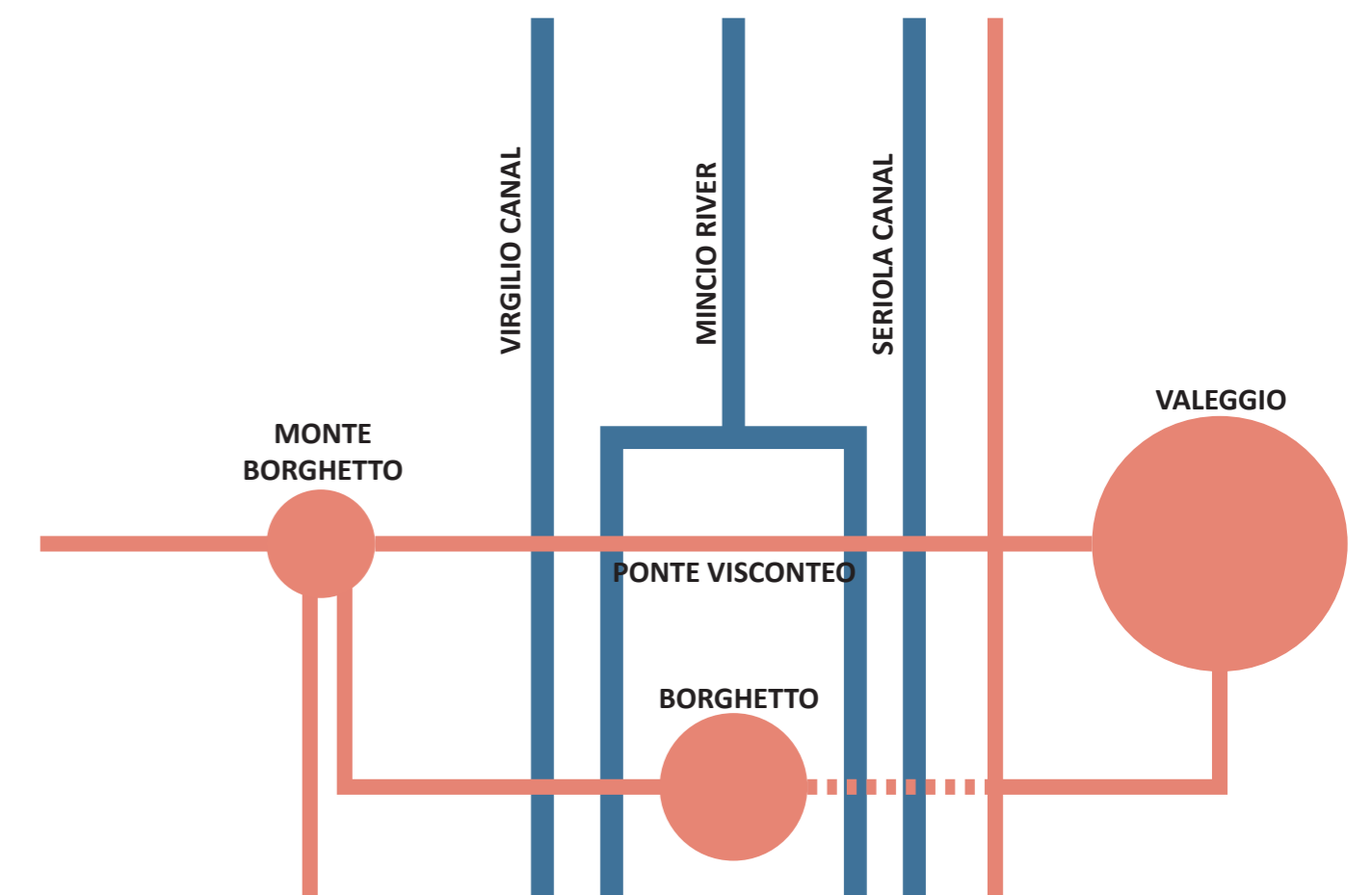
Diagram of new connections and expansions planned for Valeggio

## STRATEGIES

Among the strategies proposed by the municipality, it can be seen the need to connect the SR249 with the road that goes to Peschiera and Monzambano the SP29, it can also be seen the future extension of the city, and the direction of the new bridge. It is also worth mentioning the reconversion of some elements such as roads, farms, the explosive warehouse and industrial zones.

### Legend

- Ponte Visconteo
- Strategic scope for redevelopment and transformation
- Zone destined for strengthening services
- Scope for the development of natural park of municipal initiative
- Residential expansion
- Area or element of historical significance
- Naturalistic area of strategic value
- Main route for road development
- Main ecological corridor
- Zone proposed for testimonial monumental value
- Re qualification of infrastructure



## What to connect?

As mentioned previously, Valeggio acts as a gate that connects two sides of the river, the urban sprawl continues passing the river to Borghetto and on the other side of the Visconteo bridge Monte Borghetto, the other side of the gate the gathers the traffic flow from others settlements such as Solferino and Volta Mantovana, Ponte Visconteo is the only bridge on 5km that connects both sides, if the traffic is interrupted distances between some settlements will be drastically increased, also it could make tourist bypass Valeggio possibly decreasing the number of tourist.

It is also important mentioning that any intervention will need to take into consideration that not only the Mincio river will need to be crossed by the vehicles, but also the canals that pass parallel the river meaning that it is quite likely required several bridges on the solution.

## Site visit

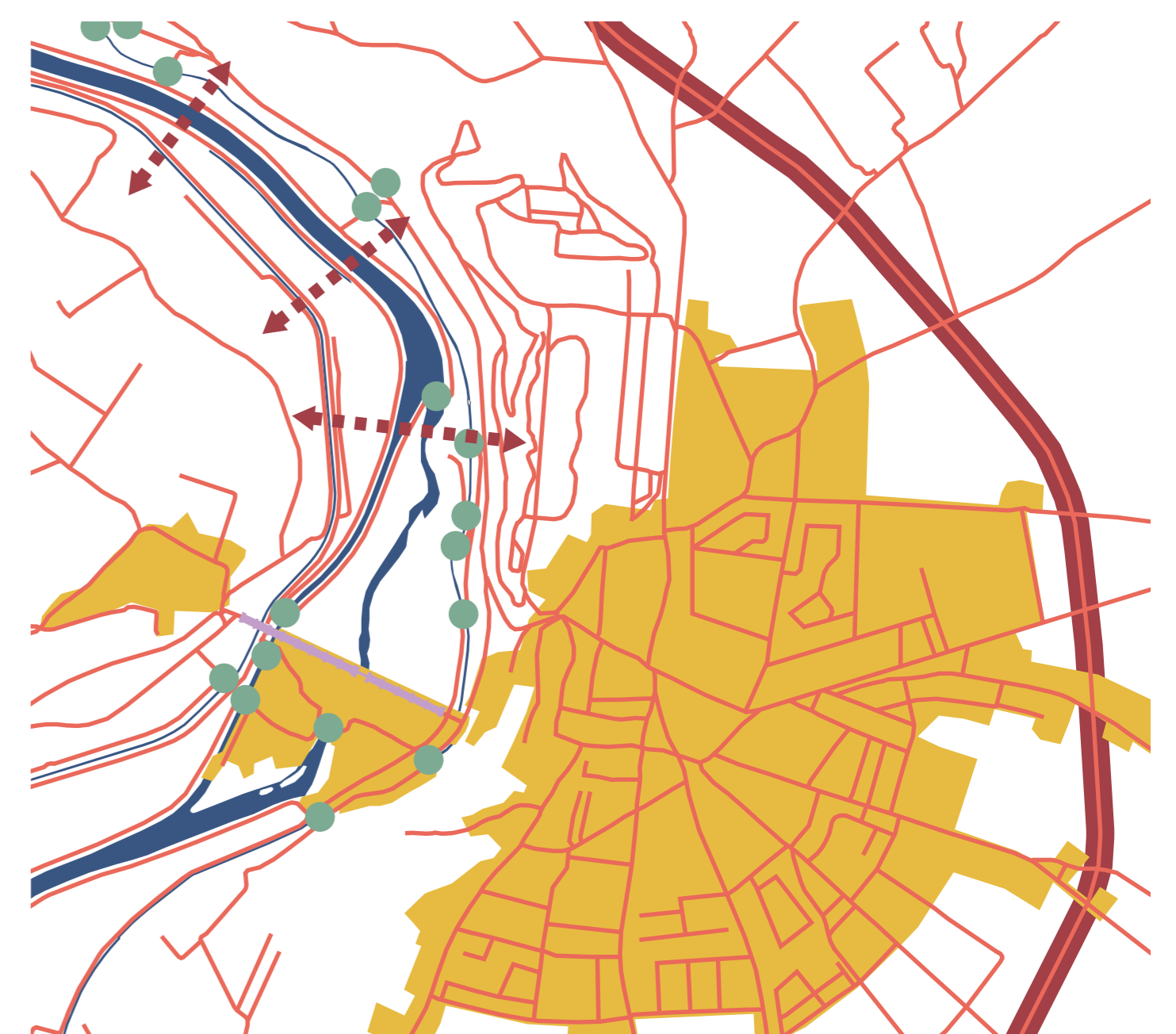


During the site visit discussion with the municipality was held, on the meeting it was discussed the existence of a project undone on which three different locations were considered, all of them on the North of Borghetto, one far with an aim to have a better connection of the highways and one close to the Visconteo bridge considering the existent system of bridges.

## Previous projects



A previous work was done by the architect Gabriello Anselmi, called the conceptual bridge on which he proposes a location for the bridge and the aesthetics that the new bridge should have.



1

### Goals municipality

- Redirect vehicles through an alternative road
- Promote new connections to expand roads capacities and bring connection to outer urban and touristic zones
- Promote the use of pedestrian and vehicle alternatives
- Improve accessibility conditions of the monuments
- Aim for the attractiveness, continuity and recognizability of the itinerary bicycle route, favoring the shortest, most direct and safest routes
- The preservation or reconstitution of the agrarian landscape, valuable agrarian systems, and the related biodiversity heritage, of individual animal or plant species and related habitats.
- Increase tourism
- Make the Mincio river navigable

2

### General principles of the European Council of Landscape

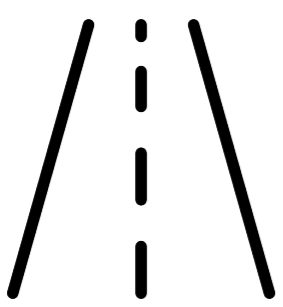
- Consider the territory as a whole
- Recognize the fundamental role of knowledge
- Promote awareness
- Define landscape strategies
- Integrate the landscape dimension in territorial policies
- Integrate landscape into sectoral policies
- Make use of public participation
- Achieve landscape quality objectives
- Develop mutual assistance and exchange of information

3

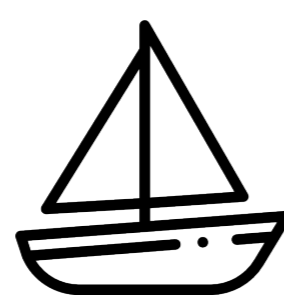
### Site issues

- Landscape degradation
- Decay of the Visconteo bridge
- Management of the Visconteo bridge
- Lacks of connections between the city and the nature
- Possibility to create new connections
- Unused lands
- Floodable areas
- High risk zone due to a explosive storage
- Abandonment of buildings and monuments
- Not enough car parking

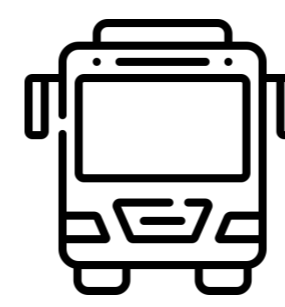
## Proposed elements



Replacement of the vehicle pass on the Visconteo bridge, considering historical paths



Incorporation of a transport exchange place considering the new project of Mincio Navigabile



Interrupting the pass of the Visconteo bridge means also interrupting the pass of public transport



The Visconteo bridge serves actually as parking lot, closing the passo of vehicles will require to replace those parking spaces



Consider pedestrian and bicycle solutions on the proposal

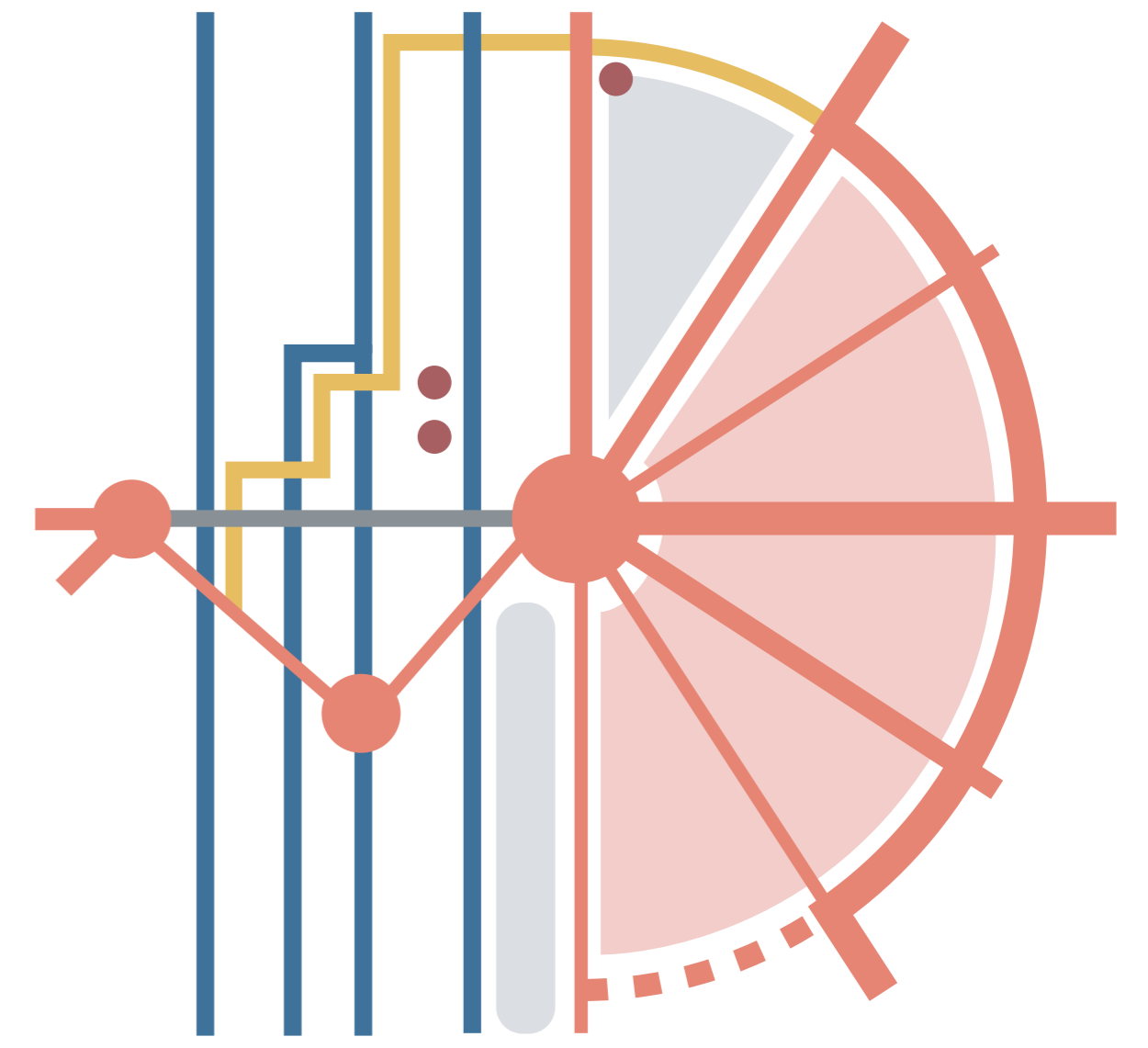


Increase the tourism of the site by exploiting its historic and landscape values



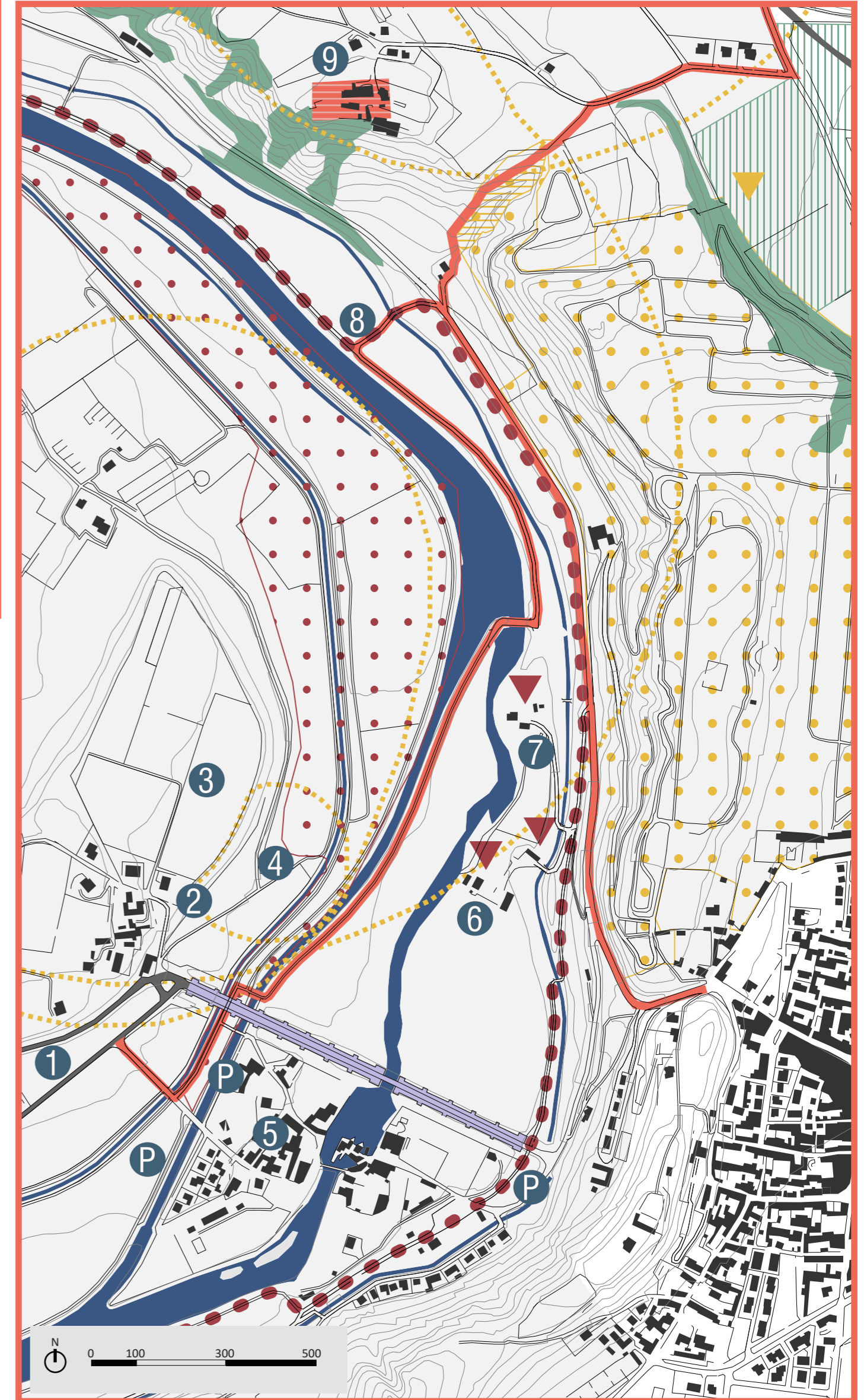
### ALTERNATIVE 1

This proposal stands out by the re use of the old system of bridges and roads, the main requirements of this alternatives will be the re conditioning of the bridges and the street paving. This alternative creates a 3,1km deviation from the original pass of the Visconteo bridge. The alternative passes close testimonial monuments like the mill houses near the Mincio river and Barozzino.



- Legend**
- Visconteo bridge
  - Mincio river
  - Proposed route, maintained
  - Widening of the road
  - Implementation of bicycle path
  - Paving of the road
  - New bridge
  - Regional highway 249
  - Widening of the bridge
  - Creation of a new path
  - Dock for boats
  - Bus stop
  - Parking lot

### Analysis of the route



- Legend**
- Visconteo bridge
  - High hierarchy connections
  - Minor historical center zone
  - Proposed alternative
  - Forest areas
  - Natural park zone
  - Industrial zone
  - Floodable area
  - Parco Sigurta
  - Risk/Restrictive areas
  - Bicycle route
  - Area planned to be re converted
  - Zone proposed for testimonial mon-
  - Parking lot
  - Camper zones
  - Agro tourism camping zone
  - Camping zone
  - Cemetery
  - Borghetto settlement
  - Hotel
  - Residential area
  - Restaurant
  - Barozzino settlement



**S**

**Reuse of bridge system**  
This alternative will take on mind the reuse of bridges that already exist

**Reuse of system of roads**  
This alternative plans to use the existing system of roads already belonging to the public authorities

**Awareness of Borghetto's origins**  
Borghetto was created because of the pass caused by the shallow waters on the site before the Visconteo bridge, using the system of roads than an elevated pass gives a reminiscence to the ford

**W**

**Bridge widening**  
The bridges at the canals don't have enough width to have the dual lane width such as the actual bridge on use

**Paving**  
All of the new roads will require paving in order to maintain the actual bridge conditions

**Utilization of Visconteo tunnels**  
The proposal suggests the utilization of the street that passes below the bridge, this may contribute for future decay of the bridge

**O**

**Re use of an alternative bicycle connection**  
This path is an alternative path the cyclist actually take to arrive to Borghetto, updating the path considering the bicycles could create a stronger connection towards the town

**Better connection with historic agroturism zones**  
This path passes through some zones declared to have monumental value that are dedicated to agrotourism, connecting them better could enhance more visitors to the site

**Connections with the Visconteo**  
There are some connections on the ground floor through the proposed alternative that could be used to connect pedestrians to the vehicle road

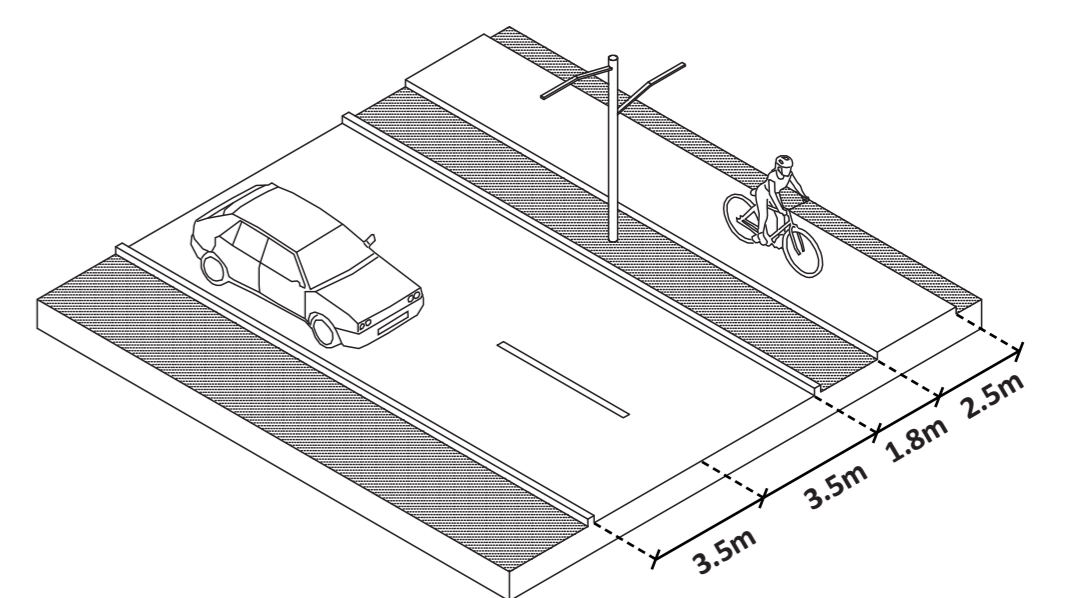
**Possibility of over-extending the road**  
The road ends on an old rural road that continues to the top part of the Sigurta parc

**T**

**The closeness**  
Closeness to the Visconteo bridge could create an impact on the historical landscape



Proposal of reusing old connection to create a link with the highway

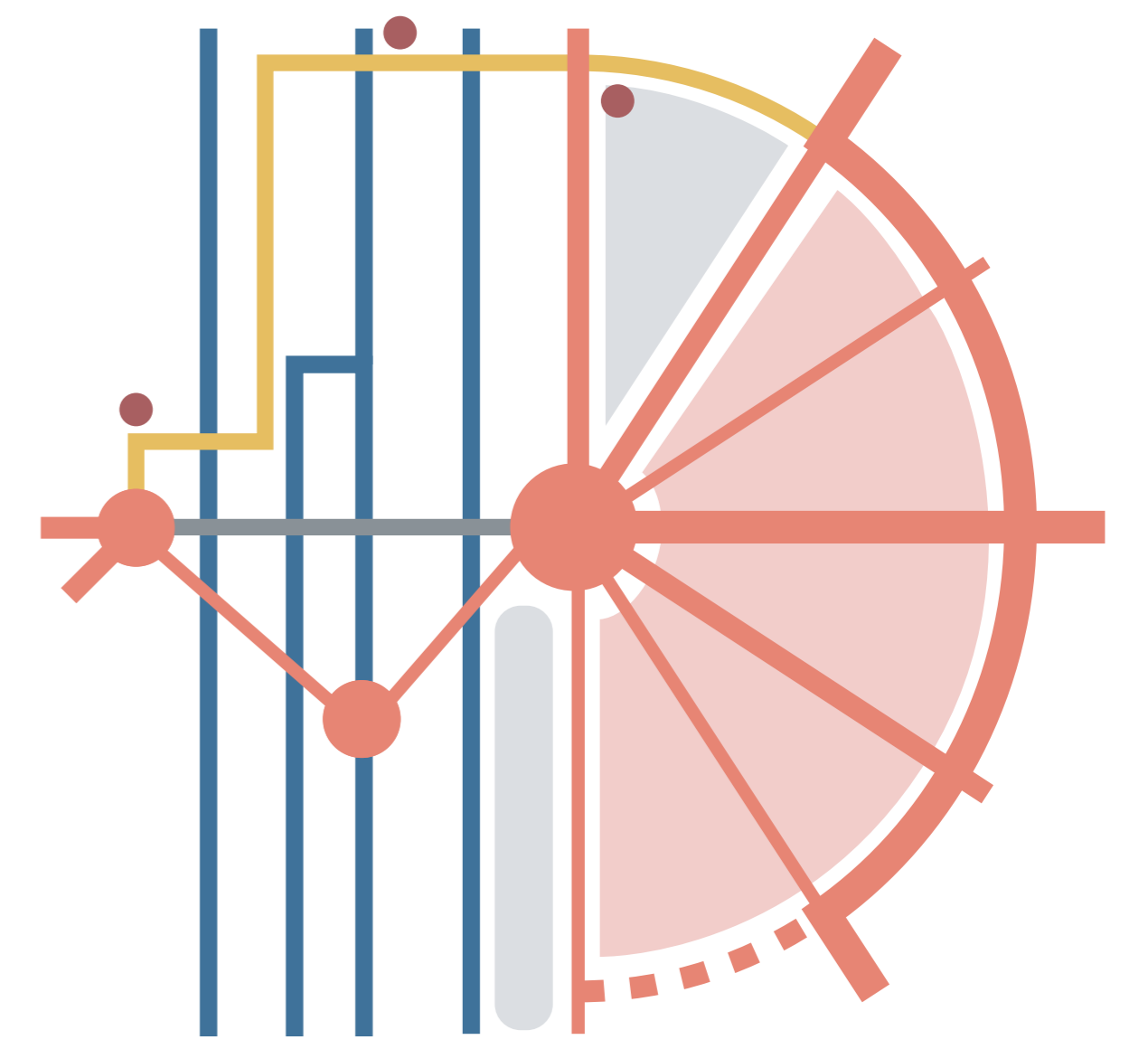


Main typology of the route proposed

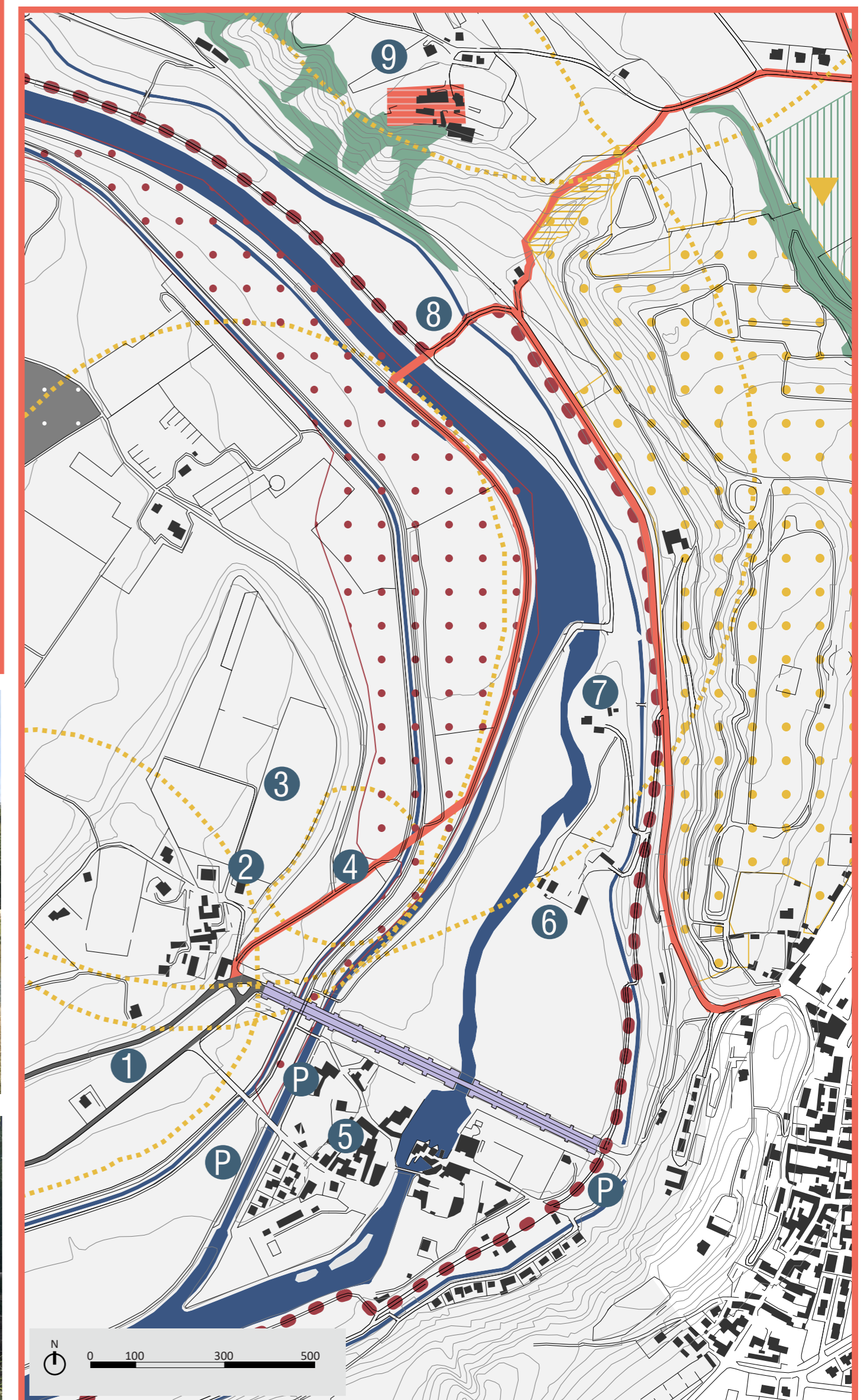


## ALTERNATIVE 2

This proposal seeks a more distant connection from the Visconteo bridge, minimizing its visual impact, however requires of new bridges and protection from the floodable lands near the river. The route stands out by passing close to a restaurant area and the cemetery of Valeggio and creates a deviation of 2,62km from the original route through the Visconteo.



- Legend**
- Visconteo bridge
  - Mincio river
  - Proposed route, maintained
  - Widening of the road
  - Implementation of bicycle path
  - Paving of the road
  - New bridge
  - Regional highway 249
  - Widening of the bridge
  - Creation of a new path
  - Dock for boats
  - Bus stop
  - Parking lot



- Legend**
- Visconteo bridge
  - High hierarchy connections
  - Minor historical center zone
  - Proposed alternative
  - Forest areas
  - Natural park zone
  - Industrial zone
  - Floodable area
  - Parco Sigurta
  - Risk/Restrictive areas
  - Bicycle route
  - Area planned to be re converted
  - Explosive warehouse
  - Parking lot
  - Camper zones
  - Agro tourism camping zone
  - Camping zone
  - Cemetery
  - Borghetto settlement
  - Hotel
  - Residential area
  - Restaurant
  - Barozzino settlement



**S**

**Reuse of one bridge**  
This alternative will take on mind the reuse of the bridge on the northeast part of the route

**Partial of system of roads**  
This alternative plans to use the existing system of roads already belonging to the public authorities

**Closest distance**  
Among all the alternatives this one represent the lowest distance

**W**

**Bridge widening**  
The bridges at the canals dont have enough width to have the dual lane width such as the actual bridge on use

**Paving**  
All of the new roads will require paving in order to maintain the actual bridge conditions

**Area of respect from the cemetery**  
This proposal has a close approximation to the cemetery, creating restrictions on buildings around it

**Farming-livestock restrictions**  
This route goes through an area of restriction due to the livestock activities done, this restrictions are made to create a distance between urban and agriculture areas from the livestock areas

**Crossing through private farmlands**  
The proposal involves the utilization of private farmlands not belonging to the public authority

**O**

**New bridge**  
This proposal will require of a new bridge

**Possibility of over-extending the road**  
The road ends on an old rural road that continues to the top part of the Sigurta parc

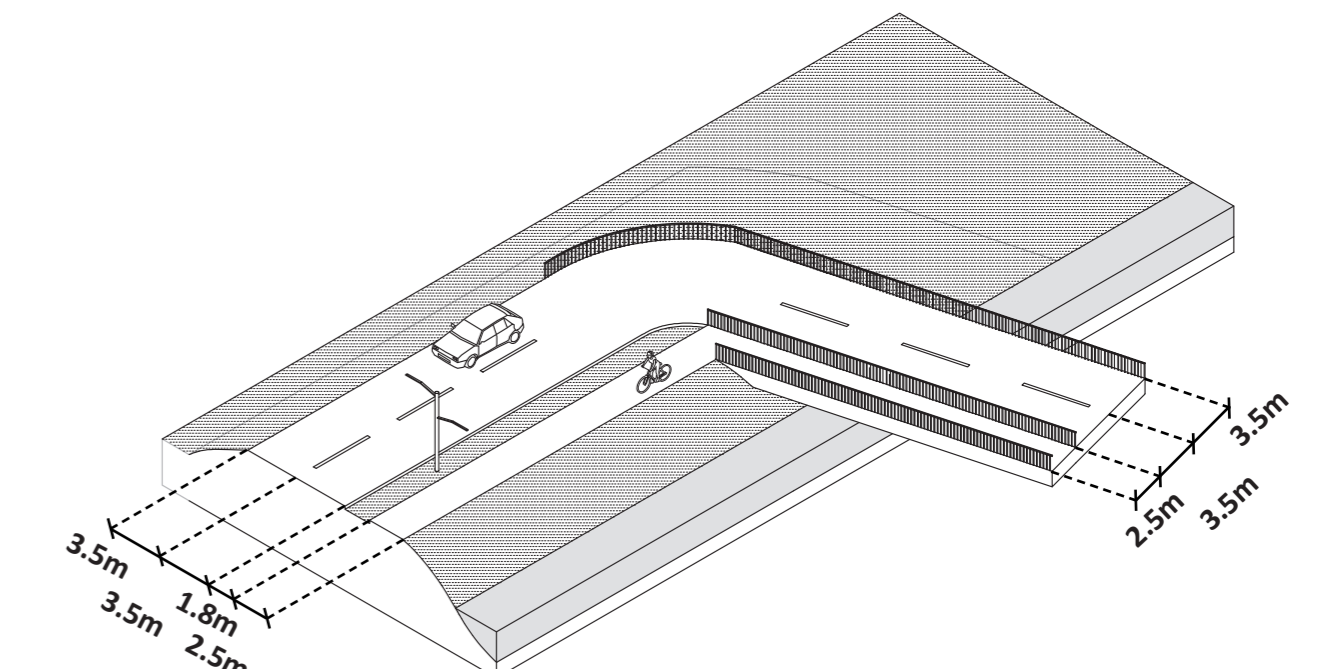
**T**

**High risk area**  
The proposal passes through an area marked as a high risk zone, due to the nearby production of explosive materials

**Flooding**  
The bridge on the previous proposal is used to control the water levels and protect Borghetto, upstream it can be seen signals saying that there is risk of floods due to hydraulical-works done upstream

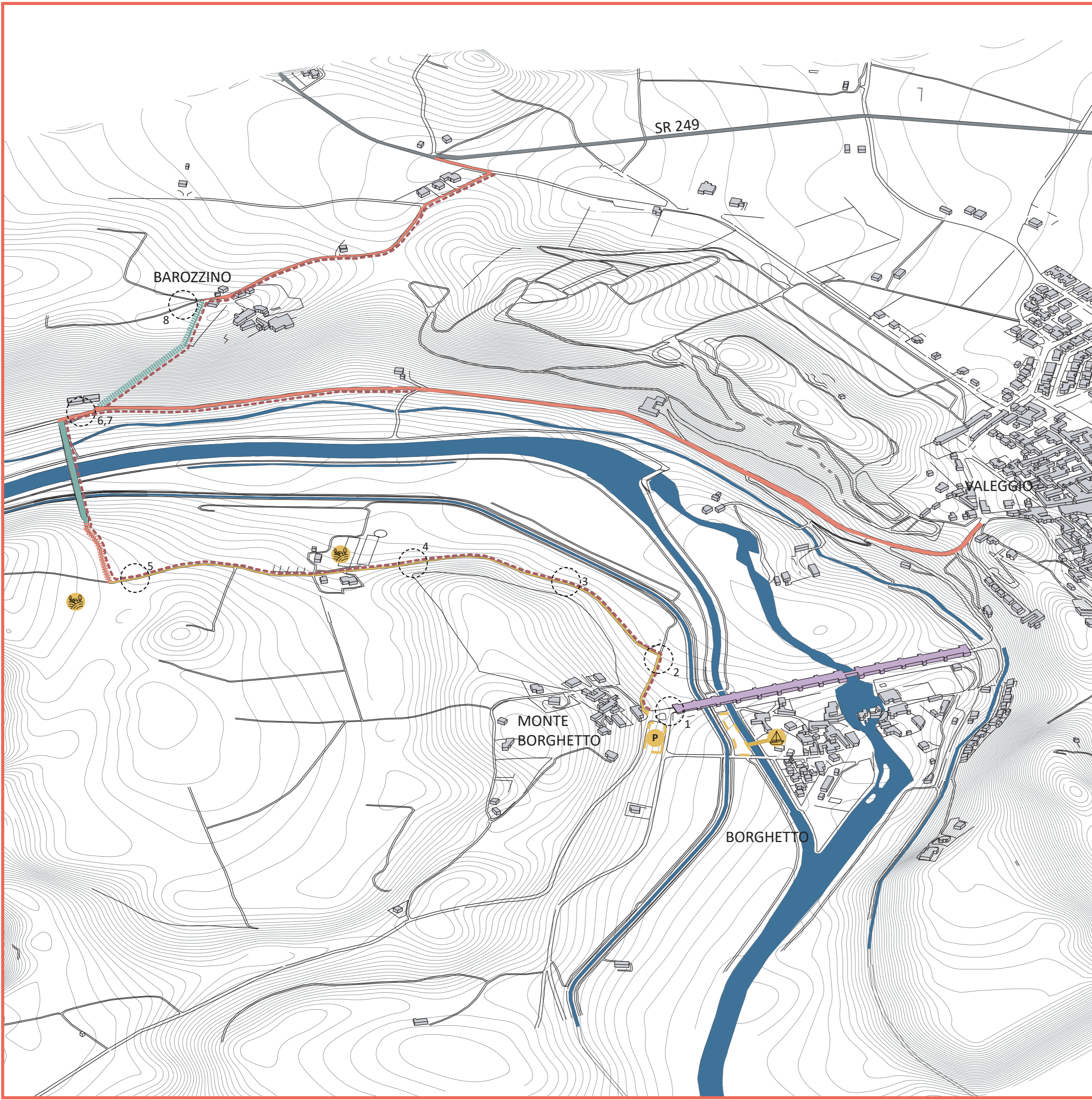


Proposal of reusing old connection over the canal



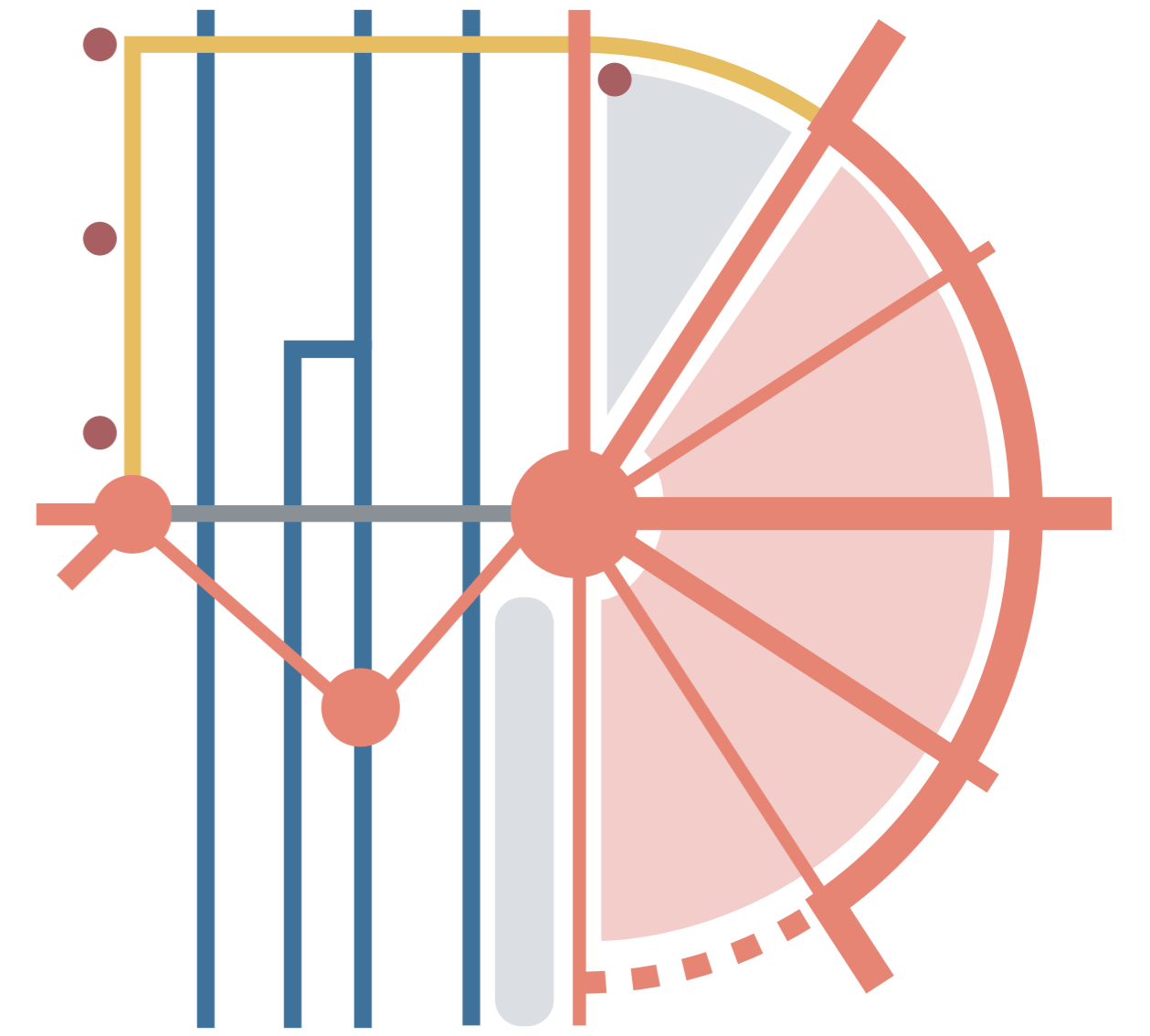
Typology of the bridge with the required embankments due to the risk of floods



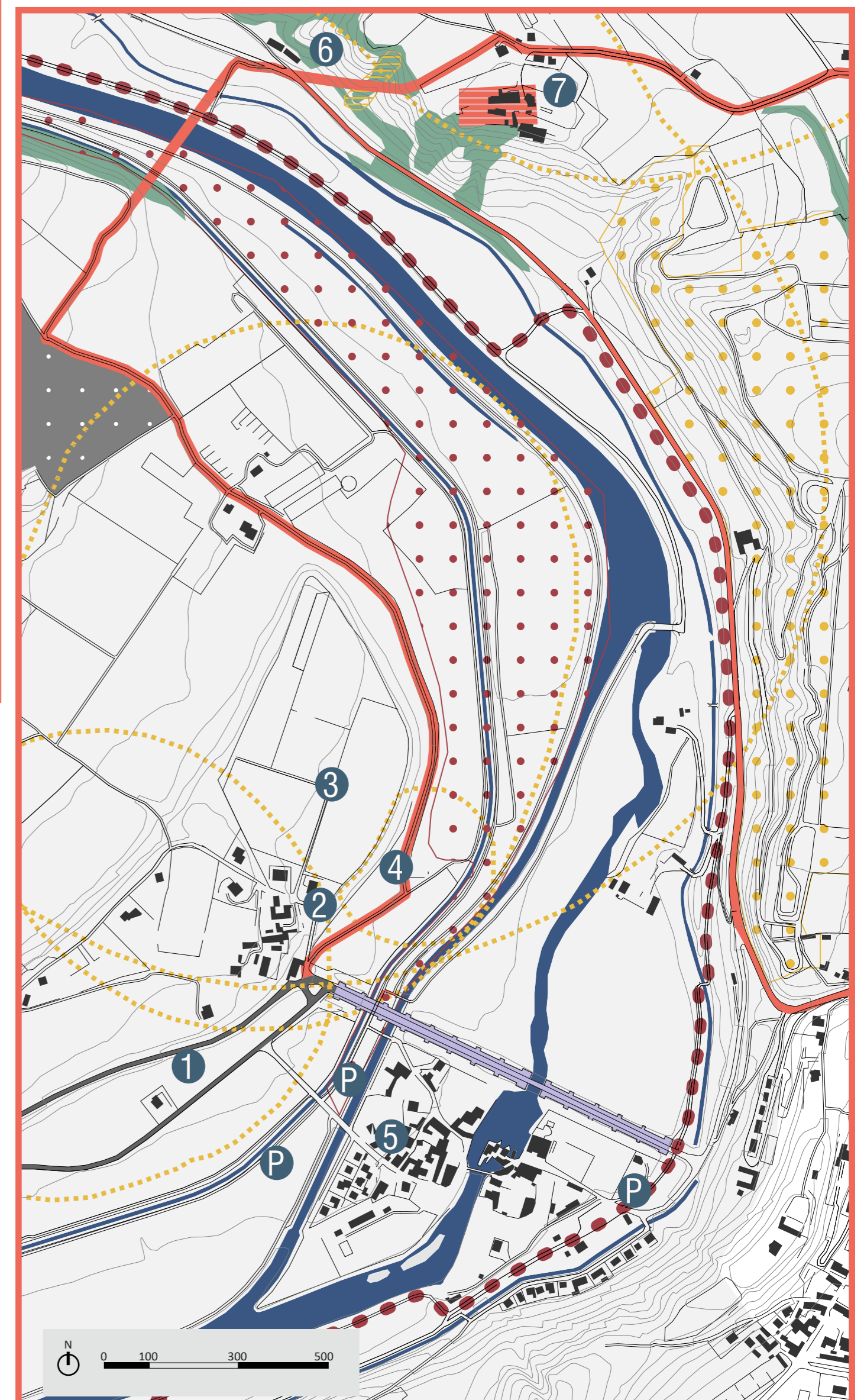


### ALTERNATIVE 3

This proposal crosses the Mincio river on a straight axis on an elevated path, passing over all the water elements, this site was selected because the reuse of old paths and the narrow connection formed by this elements. This option deviates 3,7km from the original pass of the Visconteo bridge.



- Legend**
- Visconteo bridge
  - Mincio river
  - Proposed route, maintained
  - Widening of the road
  - Implementation of bicycle path
  - Paving of the road
  - New bridge
  - Regional highway 249
  - Widening of the bridge
  - Creation of a new path
  - Dock for boats
  - Bus stop
  - Parking lot



- Legend**
- Visconteo bridge
  - High hierarchy connections
  - Minor historical center zone
  - Proposed alternative
  - Forest areas
  - Natural park zone
  - Industrial zone
  - Floodable area
  - Parco Sigurta
  - Risk/Restrictive areas
  - Bicycle route
  - Area planned to be re converted
  - Explosive warehouse
  - Parking lot
  - Camper zones
  - Agro tourism camping zone
  - Camping zone
  - Cemetery
  - Borghetto settlement
  - Cascina Buroncella (agrotourism zone)
  - Barozzino settlement



**S**

**Reuse of system of roads**  
This alternative plans to use the existing system of roads already belonging to the public authorities

**Closest distance to cross bridge and canals**  
This alternative sets the bridge proposal close to a system of roads that can be directed to the highway

**Straight axis bridge**  
The solution will involve the pass only through one bridge

**W**

**Paving**  
All of the new roads will require paving in order to maintain the actual bridge conditions

**Area of respect from the cemetery**  
This proposal has a close approximation to the cemetery, creating restrictions on buildings around it

**Farming-livestock restrictions**  
This route goes through an area of restriction due to the livestock activities done, these restrictions are made to create a distance between urban and agriculture areas from the livestock areas

**Crossing through private farmlands**  
The proposal involves the utilization of private farmlands not belonging to the public authority

**Longest distance**  
This alternative has the longest distance among the others

**Crossing through forest areas**  
This proposal involves the utilization of areas defined as forest areas

**O**

**New bridge**  
This proposal will require of a new bridge

**Possibility of over-extending the road**  
The road ends on an old rural road that continues to the top part of the Sigurta parc

**Connection with a historical center**  
Over-extending the road to the highway can create a connection to a Barozzino, a zone declared a minor historical center scattered out from Valeggio, promoting visitors to come to the area

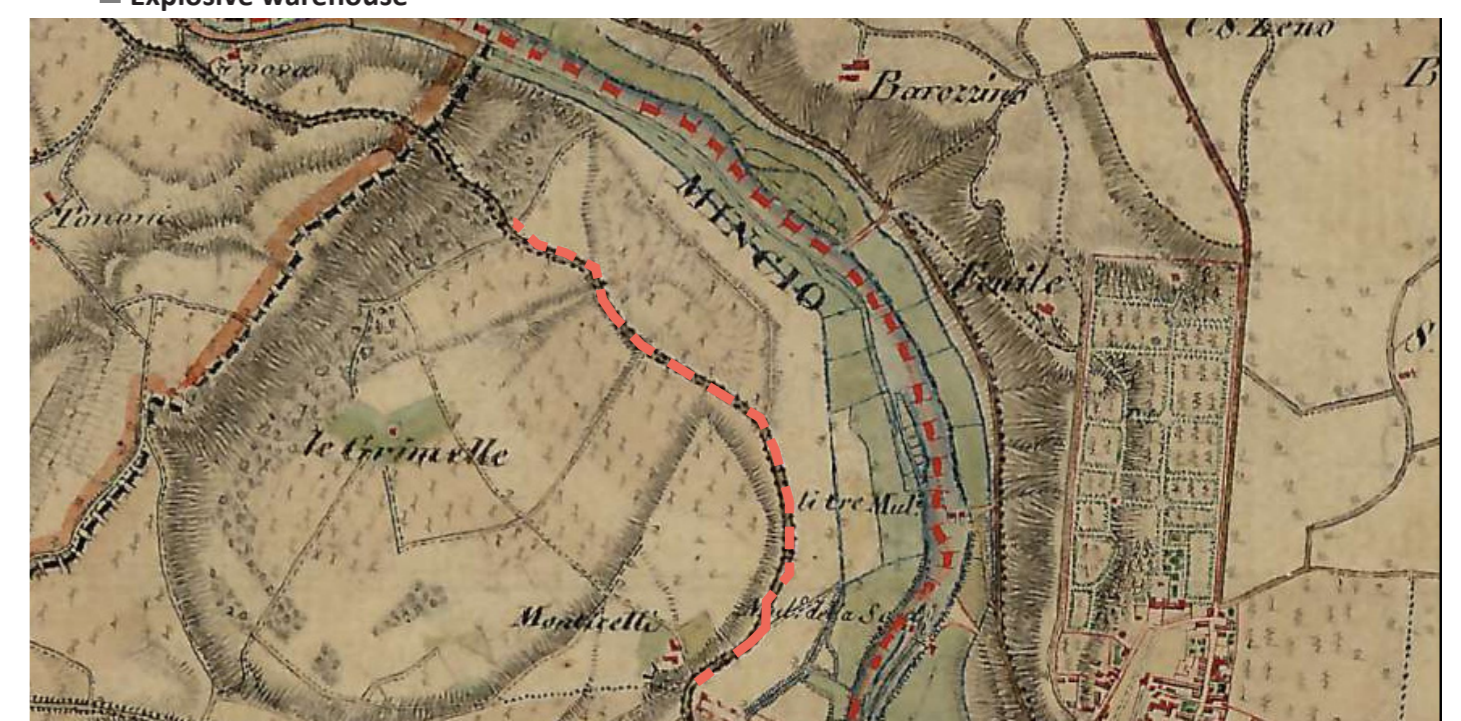
**Re-converted lands**  
The project passes through some areas that are being planned to be reconverted, their new use could be aligned with the project

**T**

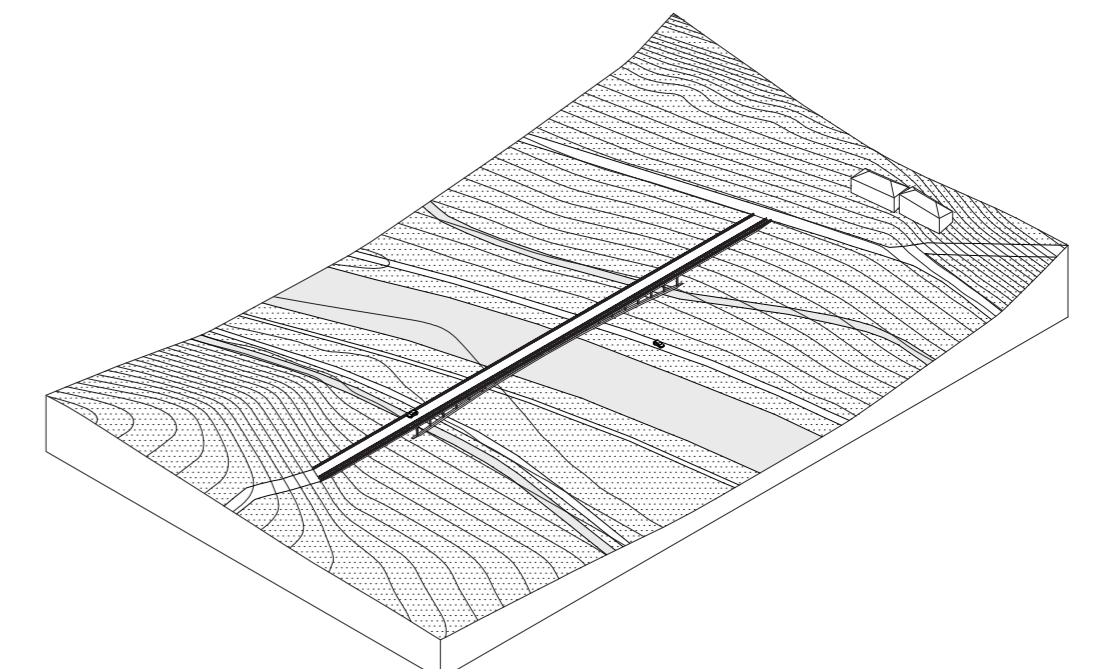
**High risk area**  
The proposal passes through an area marked as a high risk zone, due to the nearby production of explosive materials

**Non ideal terrain**  
In order to connect to Barozzino, the route needs to pass through an area defined as an area with no ideal soil conditions

**Forest area**  
The connection from the bridge to Barozzino passes through an area defined as a forest area



Partial reutilization of the old road Valeggio-Monzambano (Now partially disappeared)

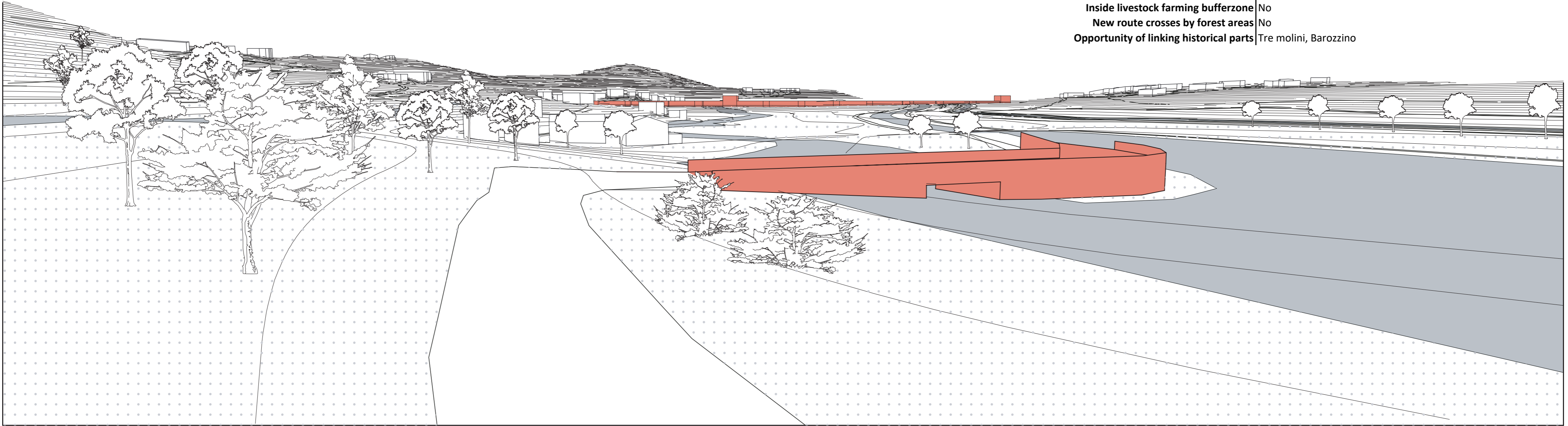


Proposal of a new bridge, it will require of enough height to allow the pass of vehicles below and supports on the sides

**ALTERNATIVE 1**

**Re use of existing bridge system**

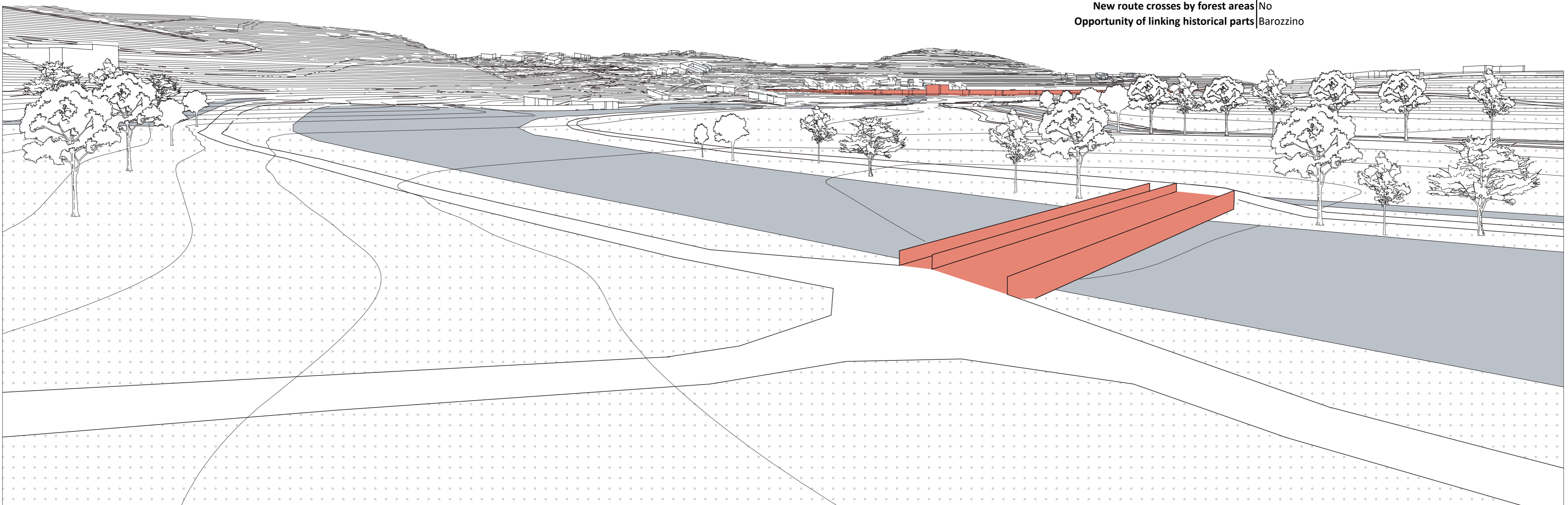
Visual impact	Bridge already exist
Distance of the route	3.1 km
Closeness of the bridge to the Visconteo	711m
Opportunity of linking re purposed lands into project	No
Re uses bridges	Yes
Requires of the creation of a new bridge	No
Reuse of actual bicycle road	Yes
Requires of the creation of embankments	No
Inside floodable zone	No
Inside explosive risk zone	No
Inside cemetery buffer zone	No
Inside livestock farming bufferzone	No
New route crosses by forest areas	No
Opportunity of linking historical parts	Tre molini, Barozzino



**ALTERNATIVE 2**

**Reduced distance**

Visual impact	Low
Distance of the route	2.62 km
Closeness of the bridge to the Visconteo	1073.19m
Opportunity of linking re purposed lands into project	No
Re uses bridges	Yes
Requires of the creation of a new bridge	Yes
Reuse of actual bicycle road	Yes
Requires of the creation of embankments	Yes
Inside floodable zone	Yes
Inside explosive risk zone	Yes
Inside cemetery buffer zone	Yes
Inside livestock farming bufferzone	Yes
New route crosses by forest areas	No
Opportunity of linking historical parts	Barozzino



**ALTERNATIVE 3**

**Better tourism opportunities**

Visual impact	High
Distance of the route	3.7 km
Closeness of the bridge to the Visconteo	1506.42m
Opportunity of linking re purposed lands into project	Yes
Re uses bridges	No
Requires of the creation of a new bridge	Yes
Reuse of actual bicycle road	Yes
Requires of the creation of embankments	No
Inside floodable zone	No
Inside explosive risk zone	Yes
Inside cemetery buffer zone	Yes
Inside livestock farming bufferzone	Yes
New route crosses by forest areas	Yes
Opportunity of linking historical parts	Buroncella, Barozzino

