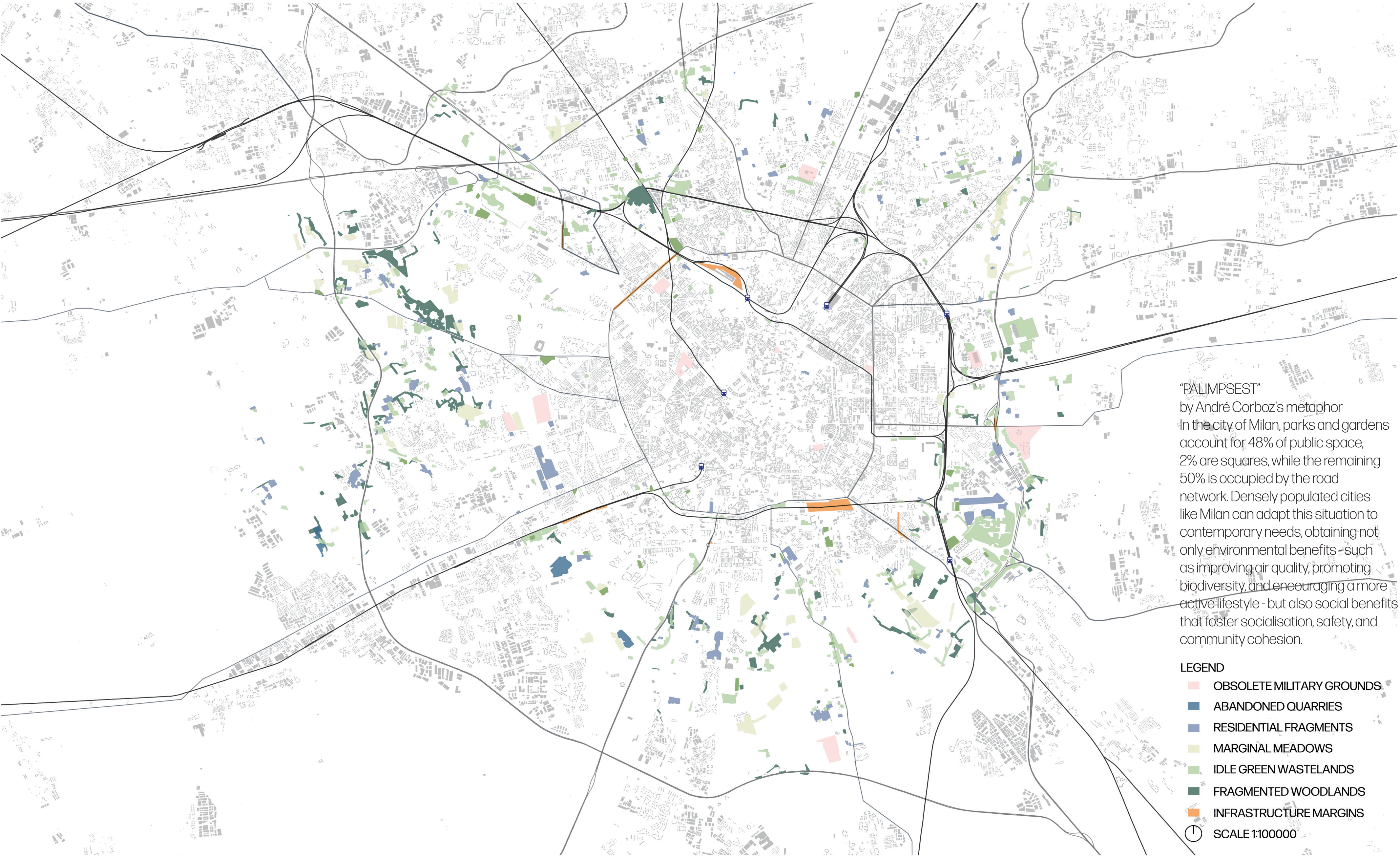


RE-AWAKE THE SERRA-MONTE CENERI OVERPASS THROUGH DOUBLE-LAYERED LANDSCAPE

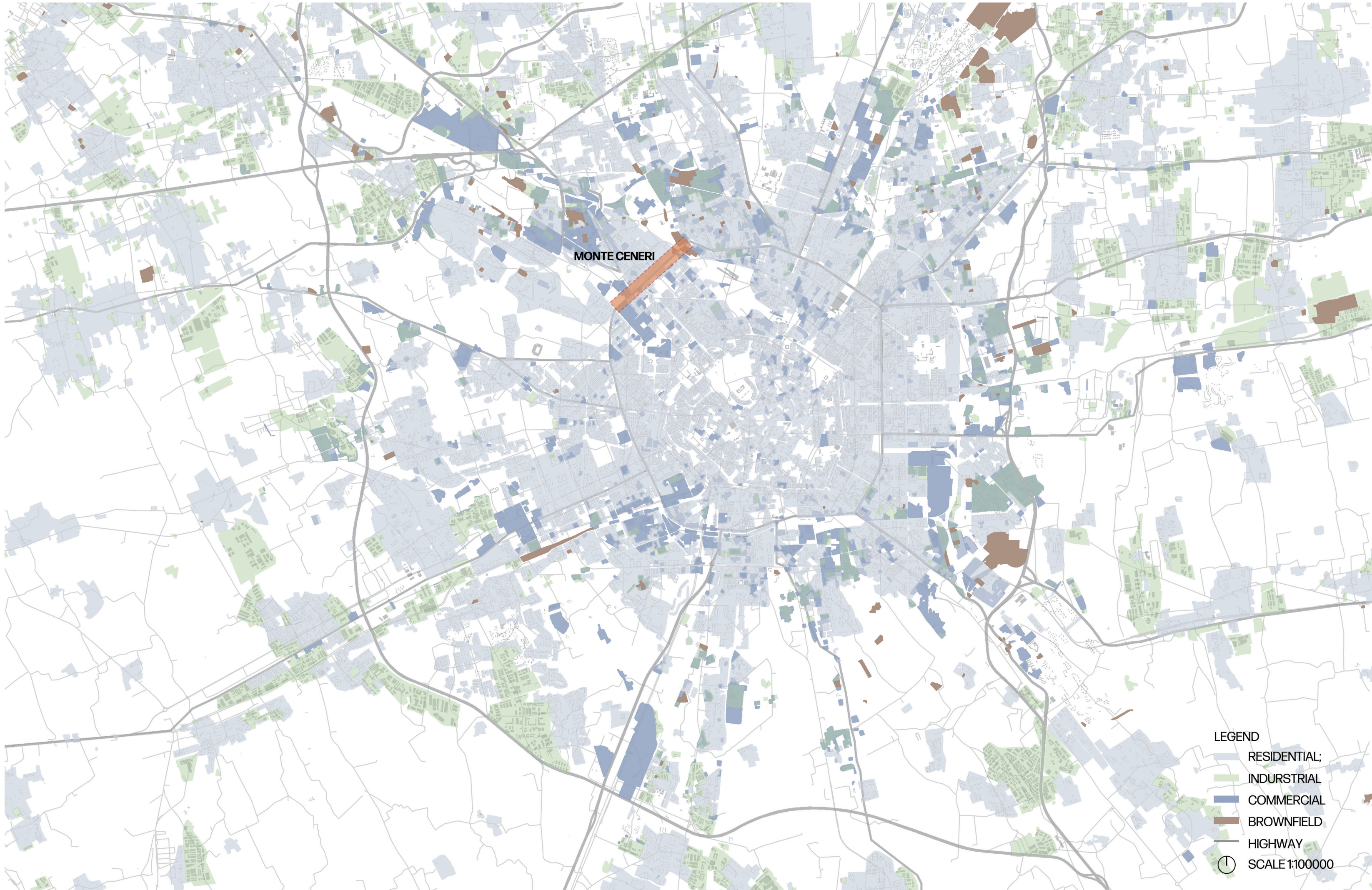
Location: Milan, Lombardia, Italy

This project reimagines the Serra-Monte Ceneri overpass in Milan as a double-layered urban landscape. Originally designed for traffic, the structure now acts as a barrier, fragmenting neighborhoods and interrupting ecological and cycling continuity. The proposal removes vehicles from the bridge deck and redistributes traffic to surrounding streets, transforming the upper level into a linear public park. The underpass is redesigned as a flexible public space with gardens, sports areas, and community functions. A new east-west cycling spine and continuous pedestrian route reconnect fragmented green spaces and urban districts. By operating across two spatial layers, the project shifts the overpass from single-purpose infrastructure to an integrated landscape that promotes connectivity, ecology, and shared public life.

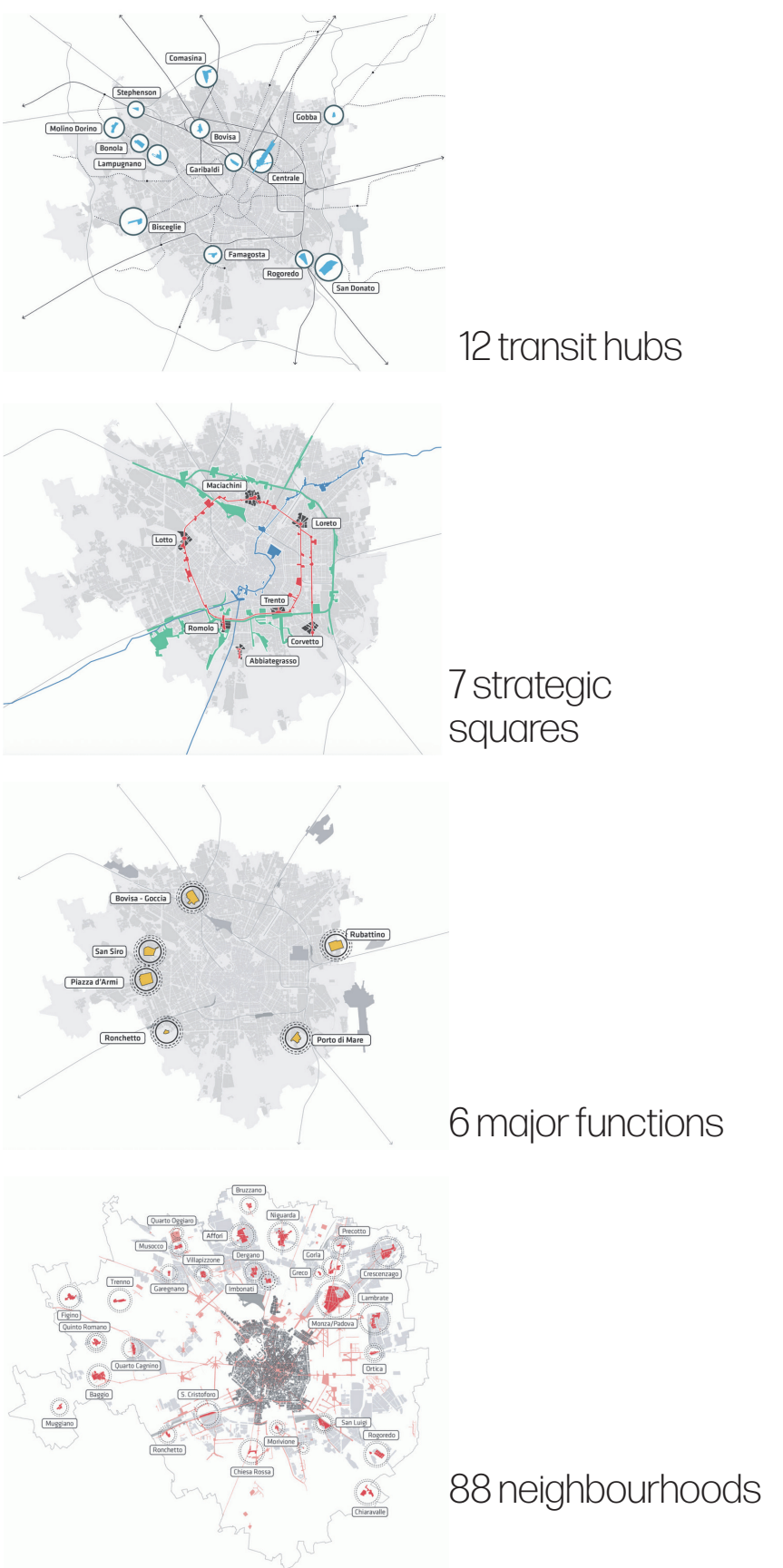
THE DISTRIBUTION OF THE LEFTOVER SPACE IN MILAN



CITY SCALE - LANDUSE



P.G.T. MILANO 2030



Situated in the north-western part of Milan, in Municipio 8, the overpass is located in a complex area characterised by the presence of very different portions of land (commercial areas, residential blocks, industrial relics).



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Panel:

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RE-AWAKE THE SERRA-MONTE CENERI OVERPASS THROUGH DOUBLE-LAYERED LANDSCAPE

THE CITY SCALE - TRANSPORTATION

Focus on transportation, the Serra-Monte Ceneri overpass lies right on a major infrastructural ring of Milan, close to the railway system it is a space highly accessible to vehicles and solely dedicated to vehicles. It lacks of slow-mobility nodes like bicycle parkings.



THE CITY SCALE - GREEN SPACES

The Monte Ceneri site is currently an ecological void – but it's geographically strategic. Close to large-scale ecological parks and green land. Structurally continuous along a major linear infrastructure (which could become a green corridor spine). Lacking permeability and vegetation continuity. The vision of The Green Circle of the Bastions is to create a "green way" that reconnects existing parks along the way into a single circular ring that can be used by citizens. And it's also integrate nature into urban spaces to form a continuous network of green infrastructure.



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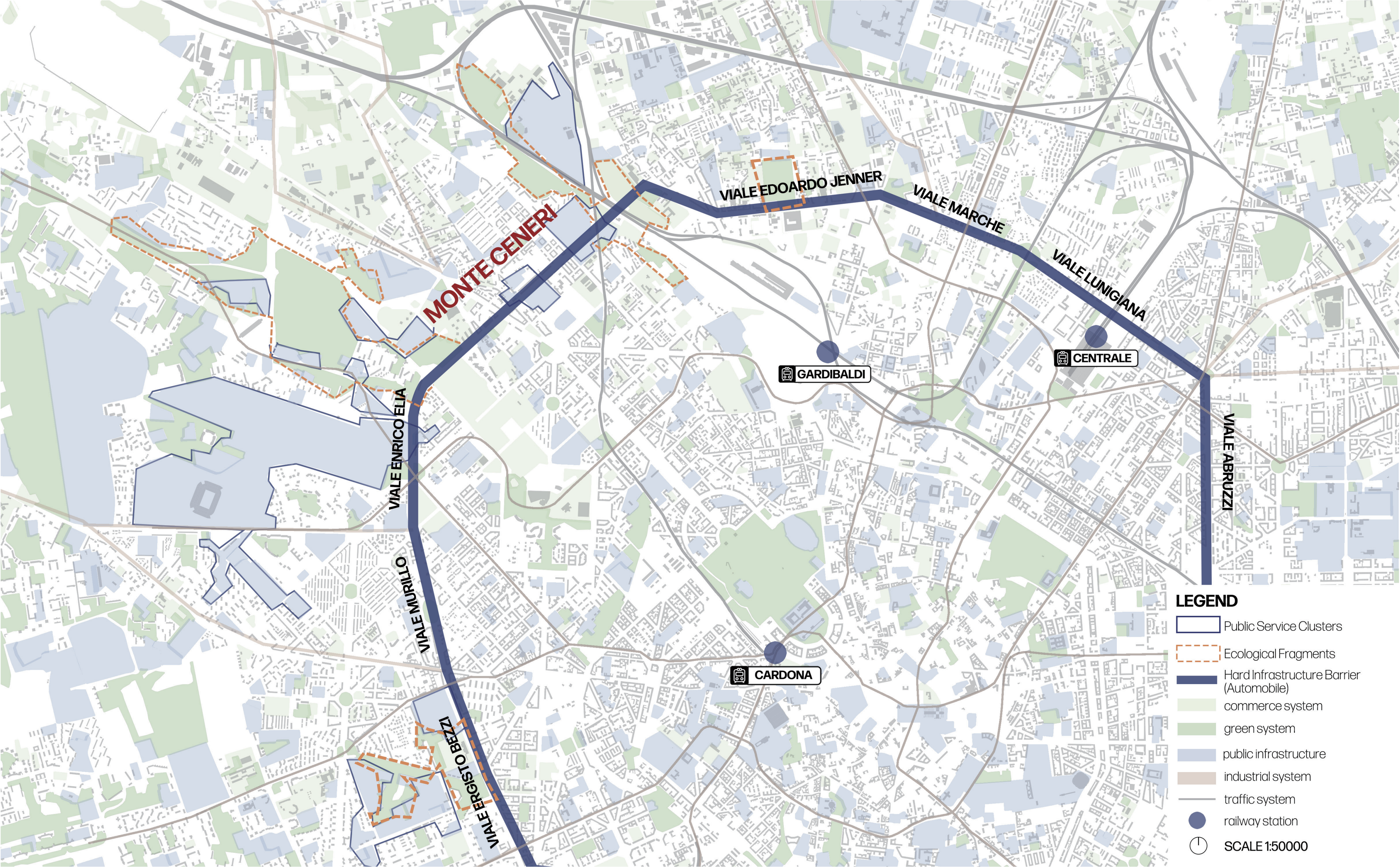
Wang Han, Zhang Yi

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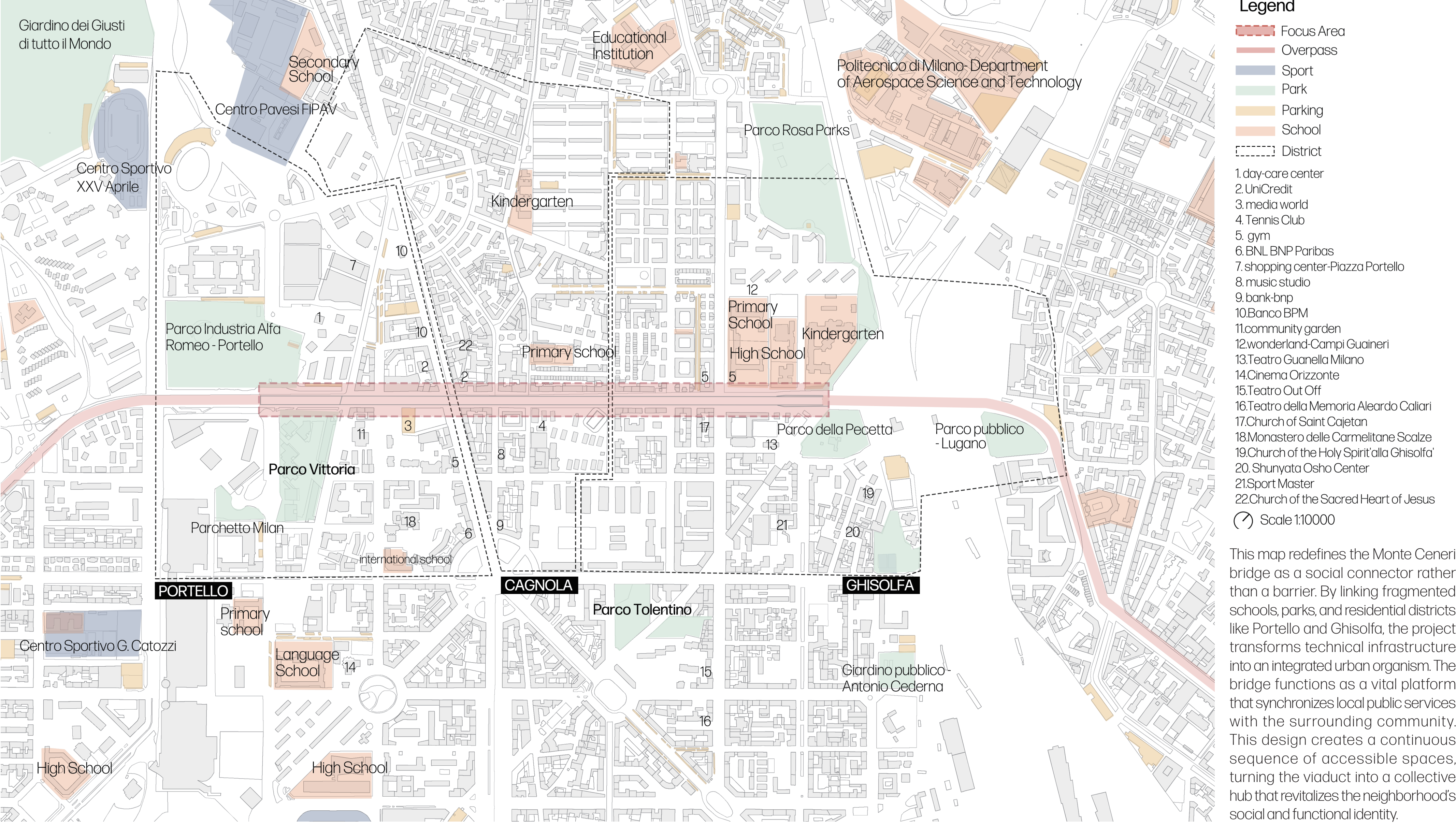
RE-AWAKE THE SERRA-MONTE CENERI OVERPASS THROUGH DOUBLE-LAYERED LANDSCAPE

A SYSTEM OF URBAN CONNECTOR



This analysis identifies and integrates urban elements severed by the elevated infrastructure (Monte Ceneri). By deconstructing the macro-fabric, we define two critical systems: the Ecological Fragment Network (orange dash) and Public Service Clusters (blue dash). The existing viaduct (solid blue) currently acts as a physical barrier, causing a rupture in the city's functional sequence. The core design logic employs a "necklace-style" integration; through refined spatial intervention, once-isolated green spaces and service anchors are re-threaded together. This transformation converts monotonous transport engineering into an active spine for social and ecological functions, restoring urban continuity and establishing a new rule for infrastructure as a systemic connector.

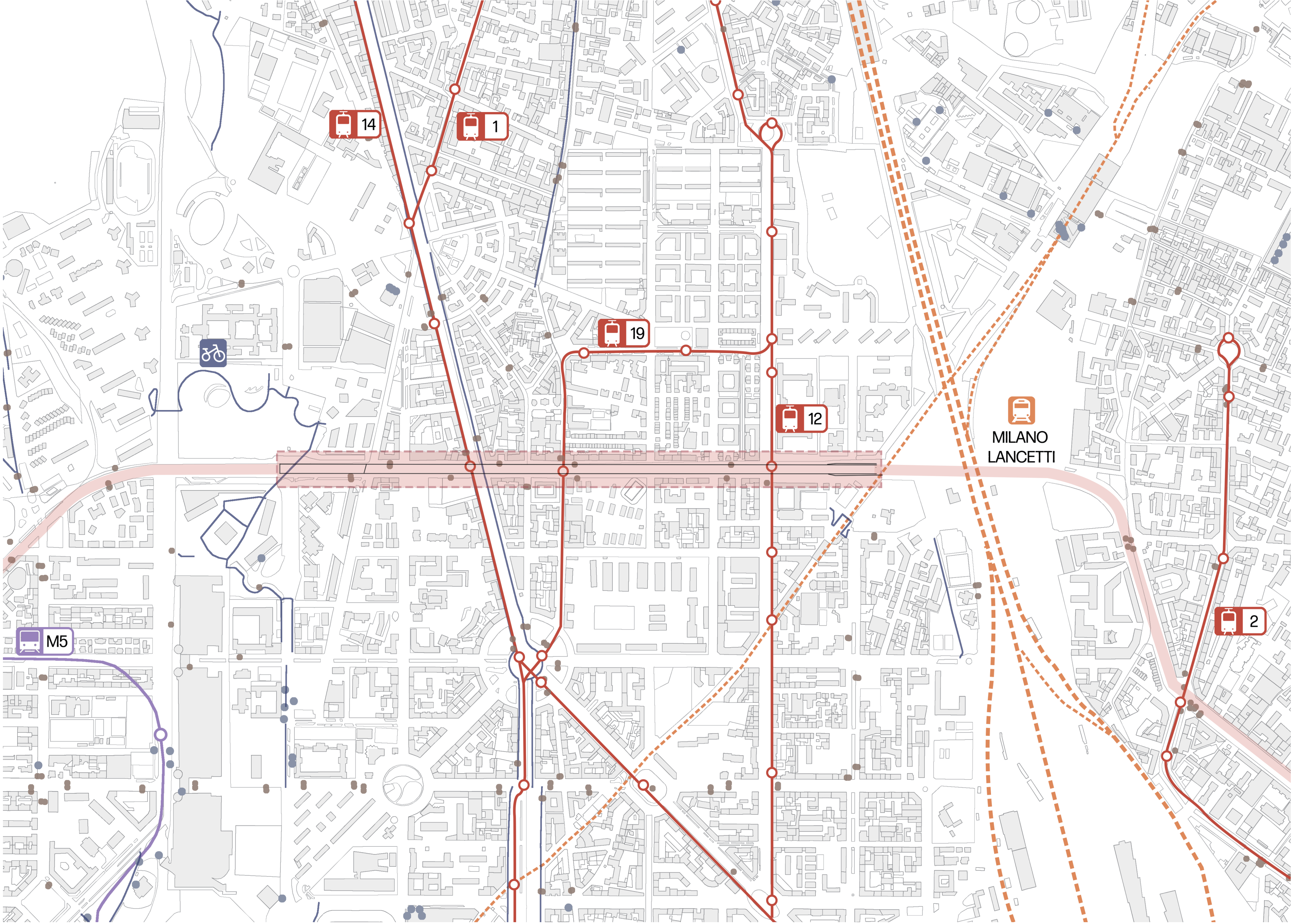
THE SITE SCALE - THE BRIDGE AS AN INTEGRATION OF PUBLIC SPACES



RE-AWAKE THE SERRA-MONTE CENERI OVERPASS

THROUGH DOUBLE-LAYERED LANDSCAPE

ANALYSIS OF SITE SCALE - ACCESSIBILITY

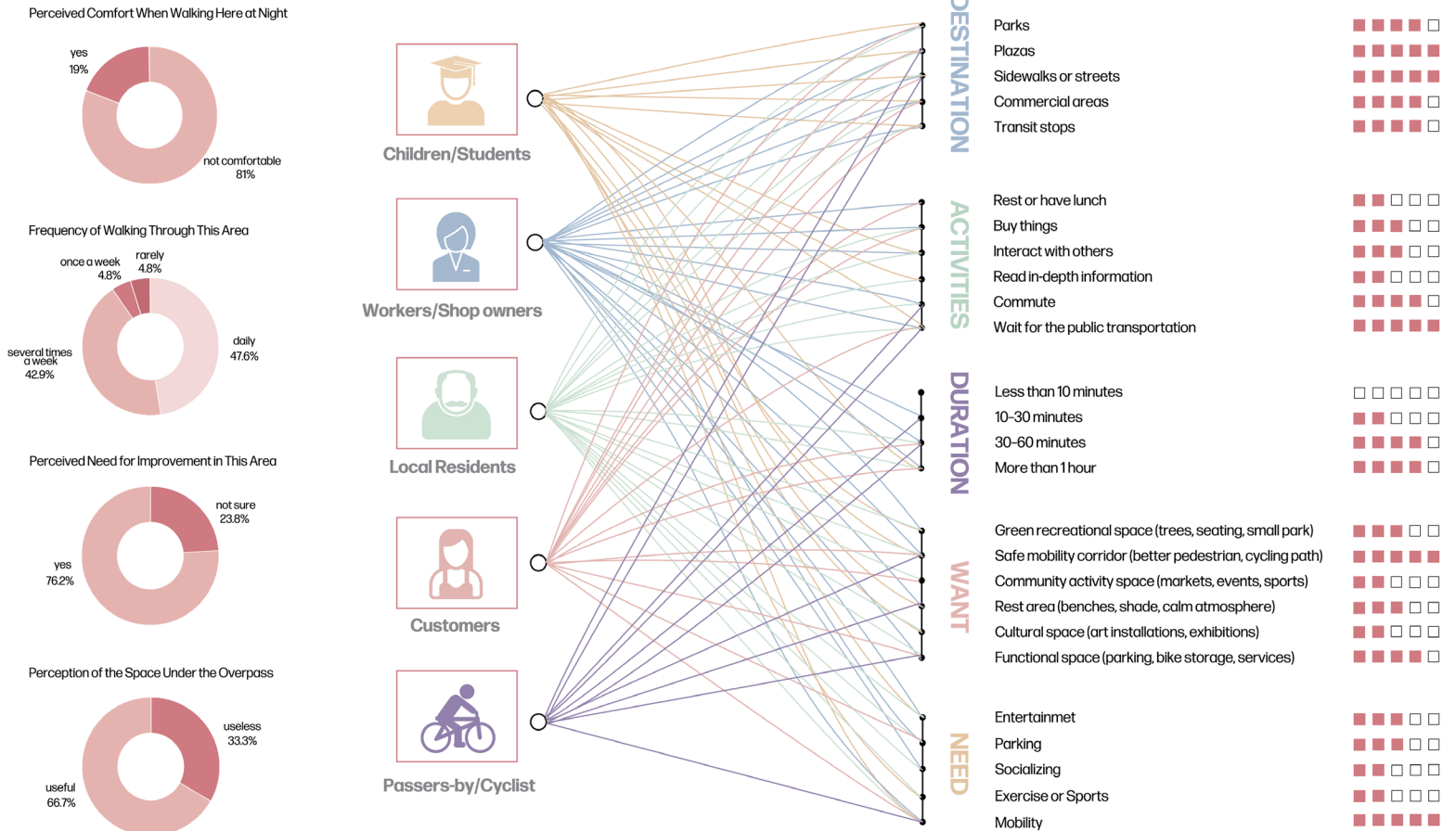


- Legend**
- Focus Area
 - Overpass
 - Tram Route
 - Bicycle Route
 - Metro Line
 - Railway
 - Bus Stop
 - Bicycle Stop
 - Tram Stop
 - Metro Station
 - Scale 1:10000



The accessibility analysis reveals that while the site is surrounded by a dense network of public services—including the M5 metro, tram lines (1, 12, 14, 19), and Milano Lancetti station—the bridge itself remains a “technical void” that disrupts seamless movement. By reading these transportation nodes as part of the city’s organic system, the project aims to transform the viaduct into a vital connector. Instead of a barrier, the site is redesigned to synchronize large-scale urban mobility with local pedestrian and bicycle flows, ensuring that public facilities and services are fully integrated and accessible to the surrounding neighborhood.

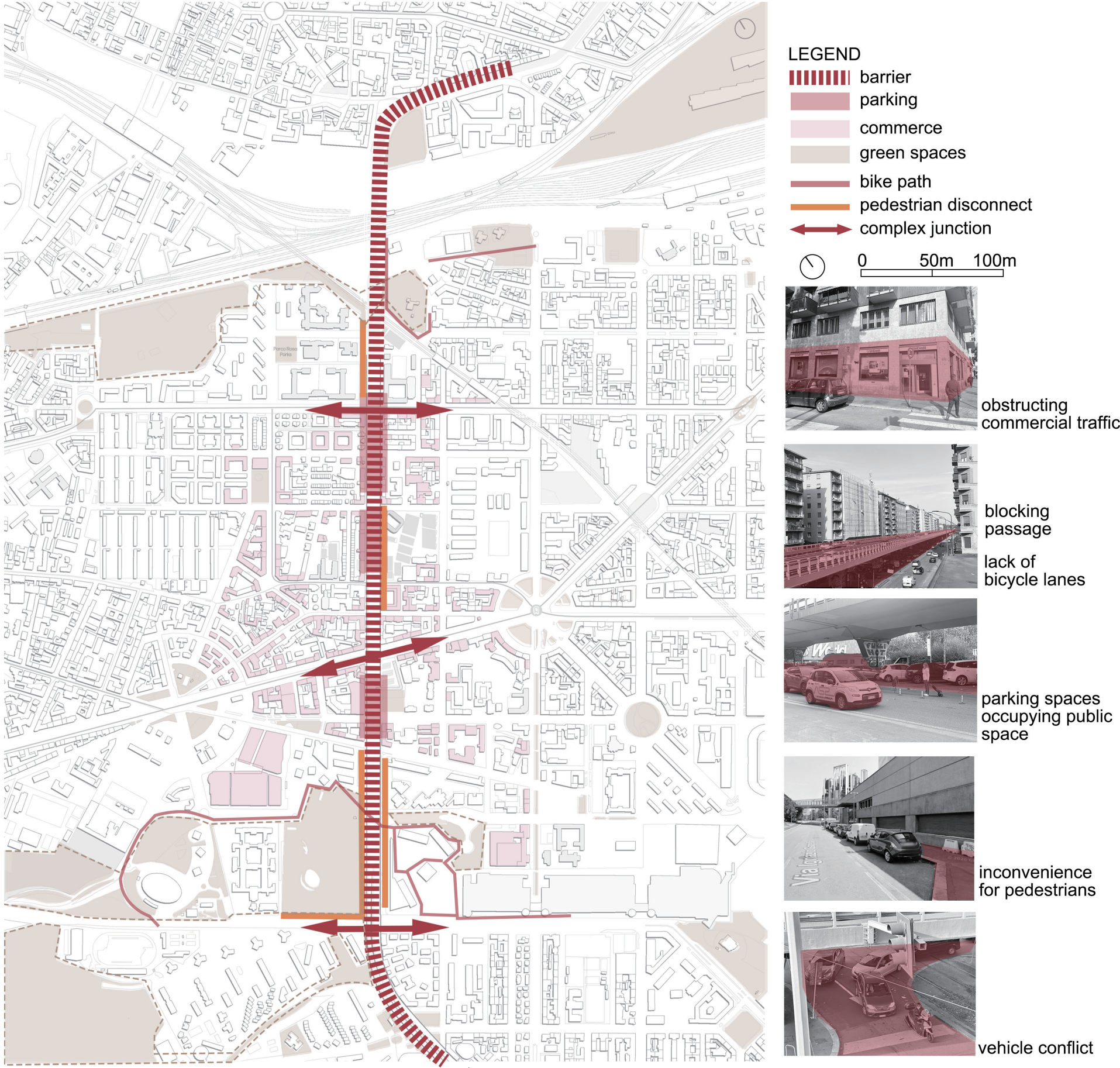
USERS-AT THE CITY AND LOCAL SCALE



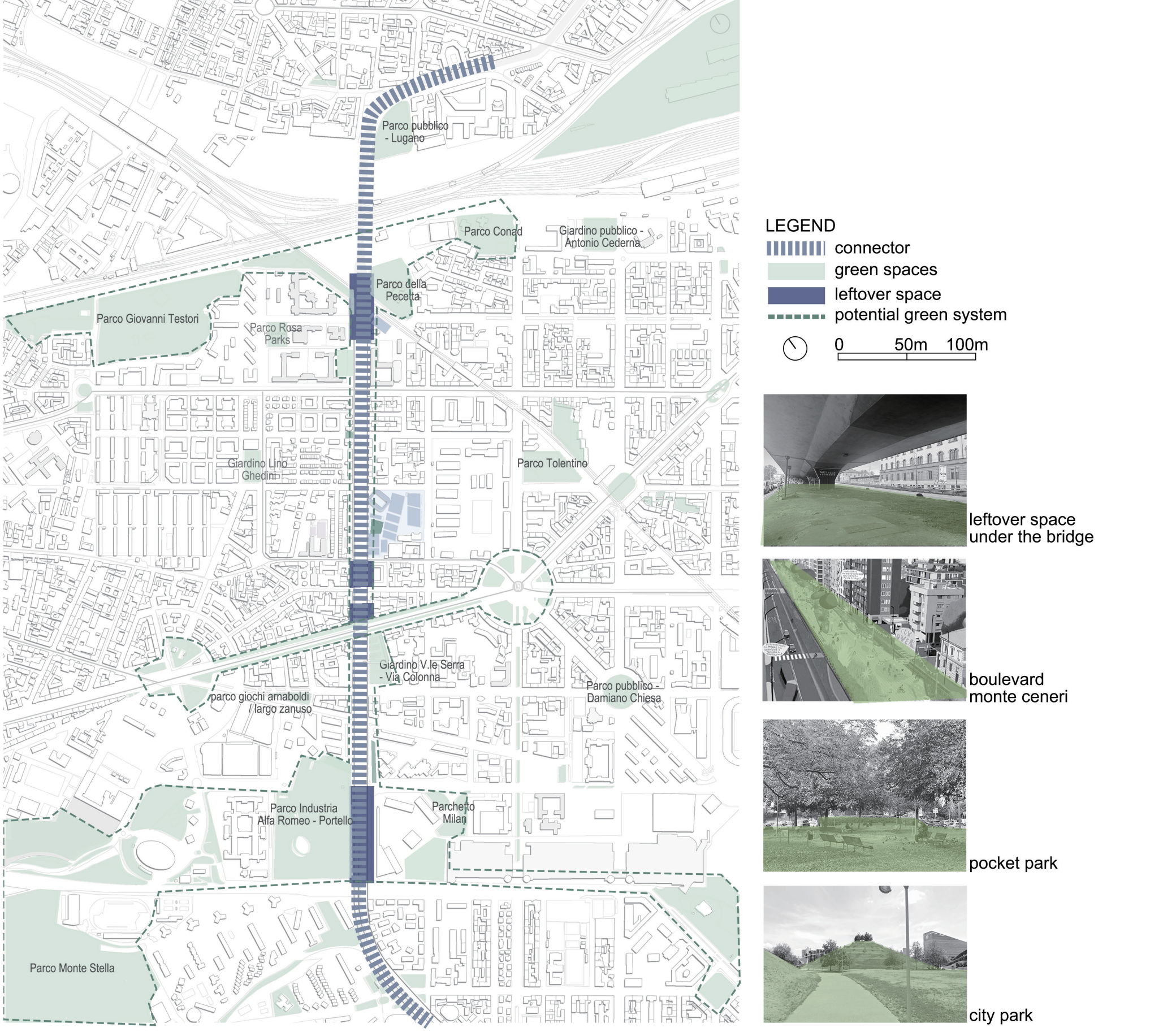
HISTORY AND PRESENCE



PROBLEM

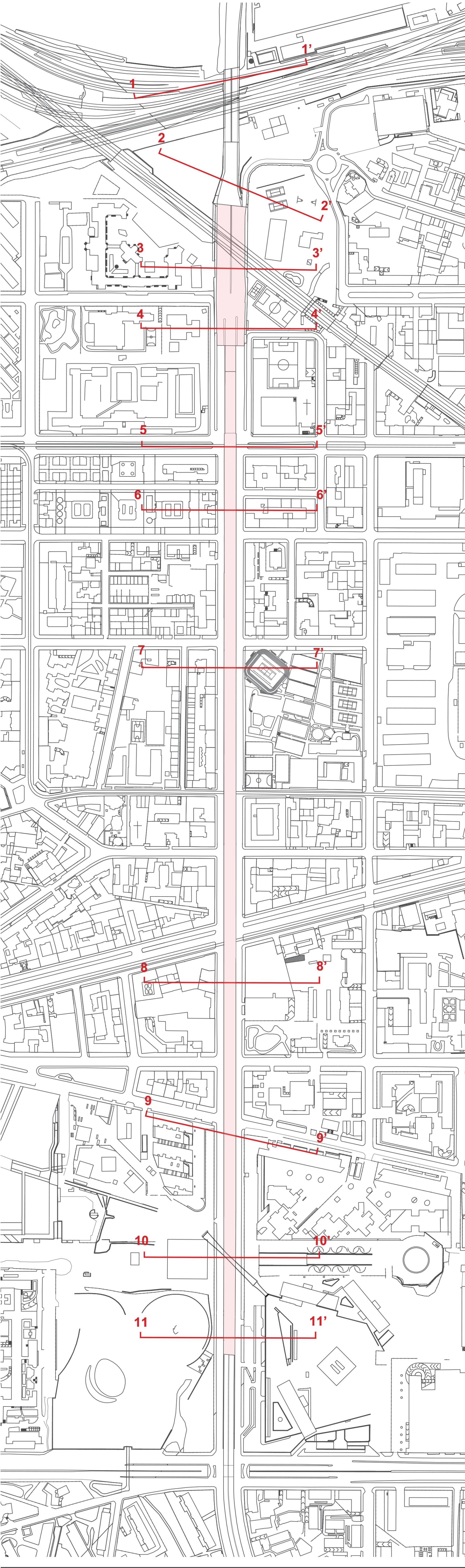


OPPORTUNITY

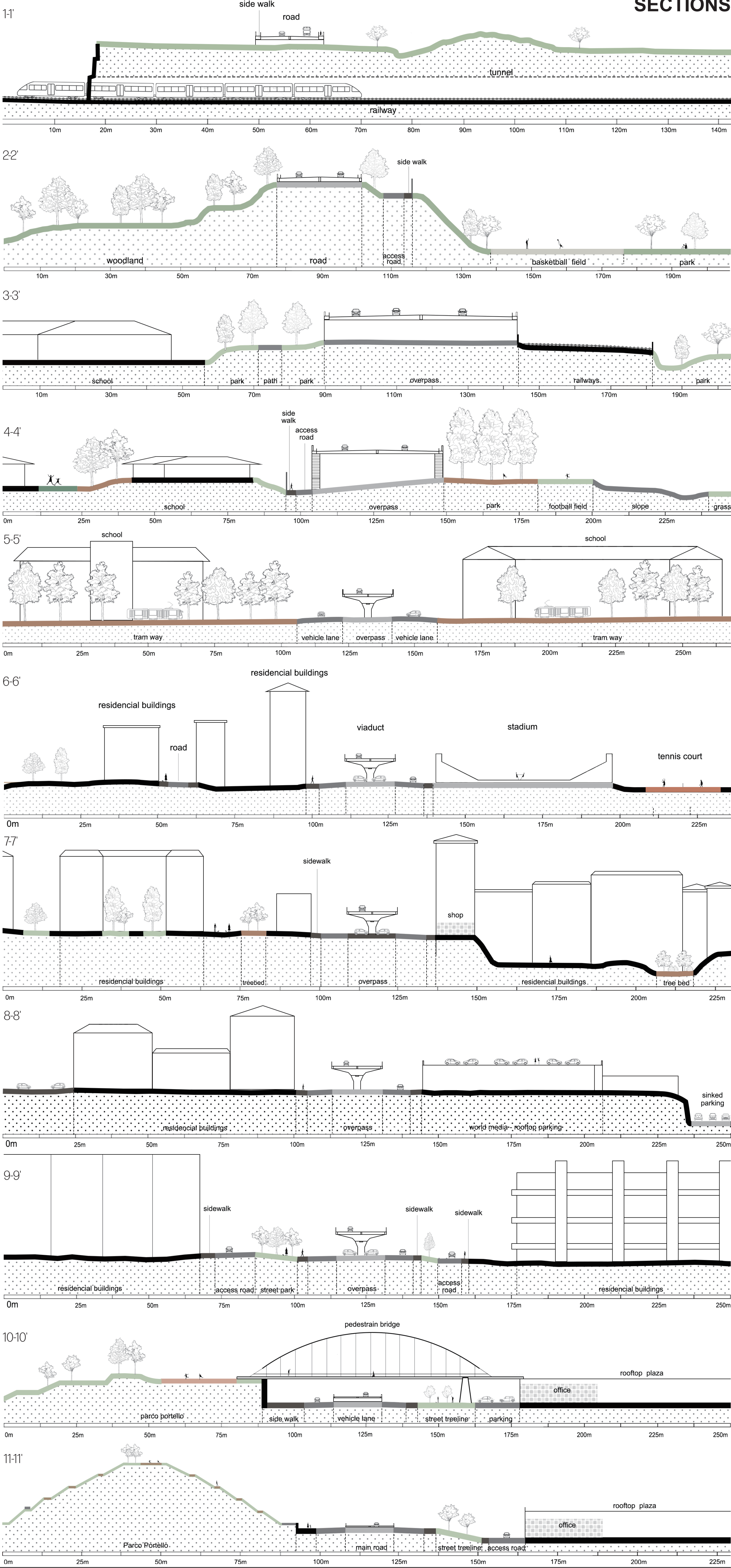


RE-AWAKE THE SERRA-MONTE CENERI OVERPASS

THROUGH DOUBLE-LAYERED LANDSCAPE



SECTIONS



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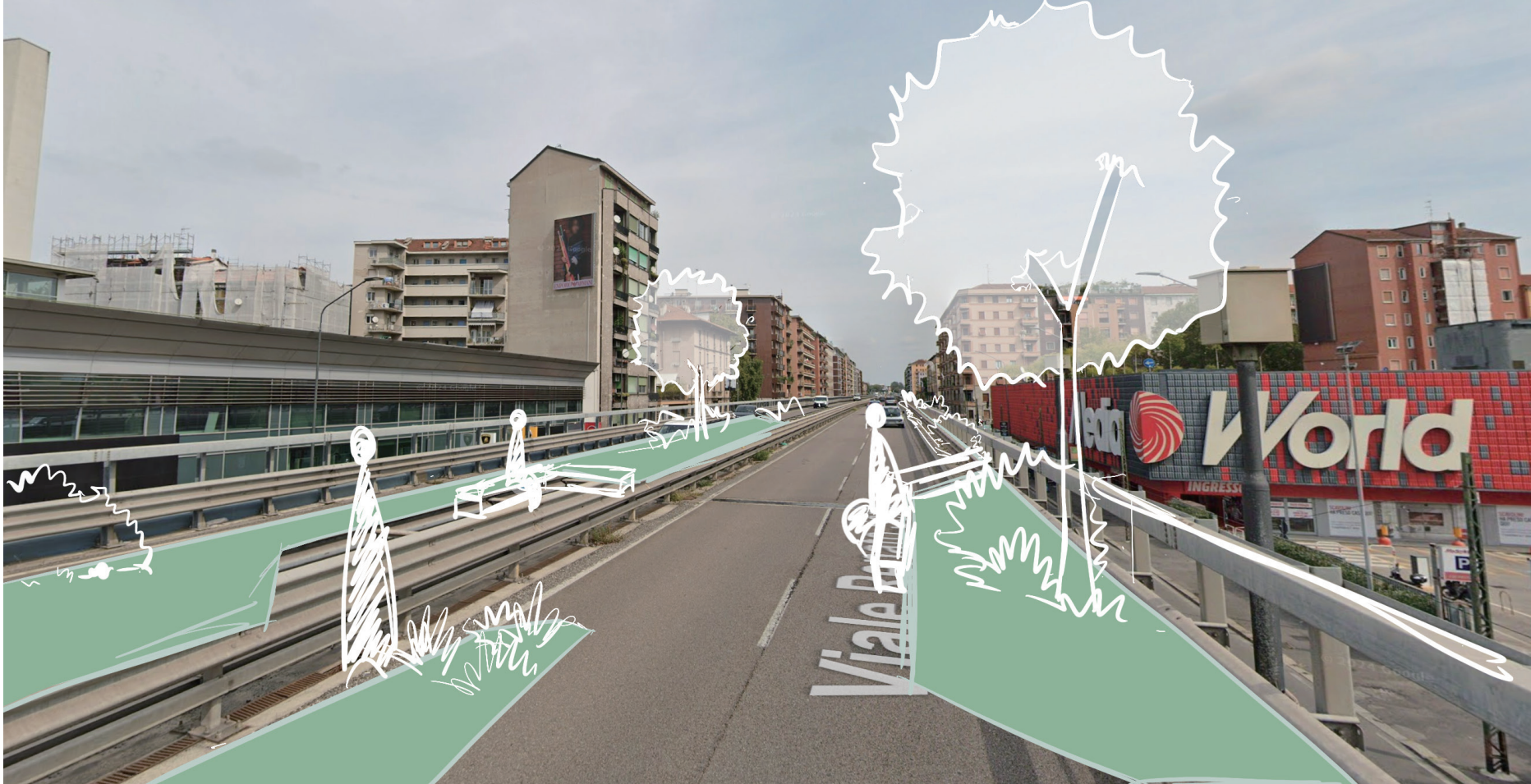
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RE-AWAKE THE SERRA-MONTE CENERI OVERPASS THROUGH DOUBLE-LAYERED LANDSCAPE

PROPOSAL I - GREEN LINEAR PARK



PROPOSAL 1

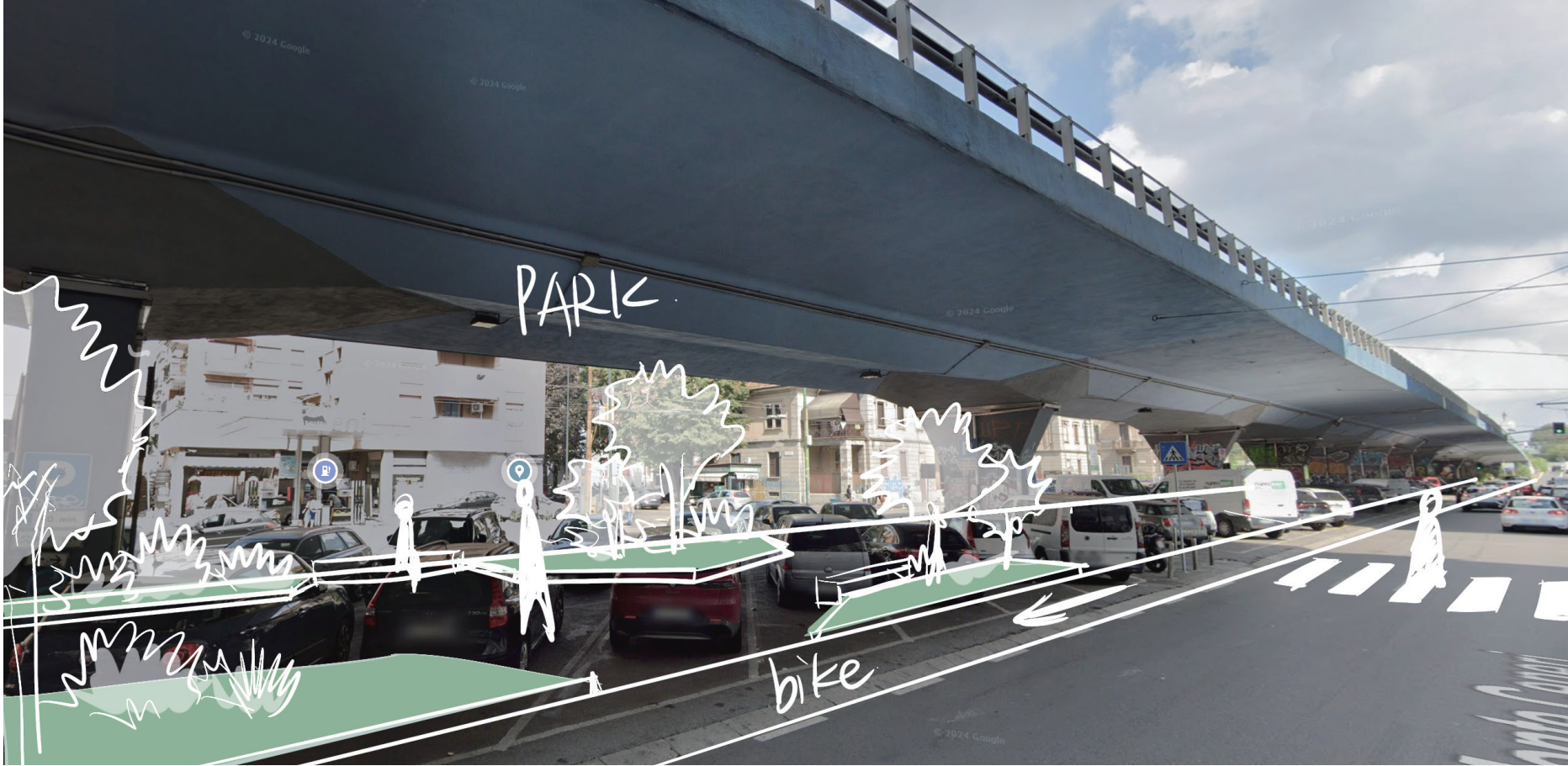


The overpass no longer constitutes a barrier, but instead becomes an element linking the city's current urban parks (e.g. the Parco Portello to the north and the planned Scalo Farini green corridor to the south), meanwhile, a green linear park to respond to the call "green circle 90/91".

PROPOSAL II - SLOW MOBILITY EXTENSION

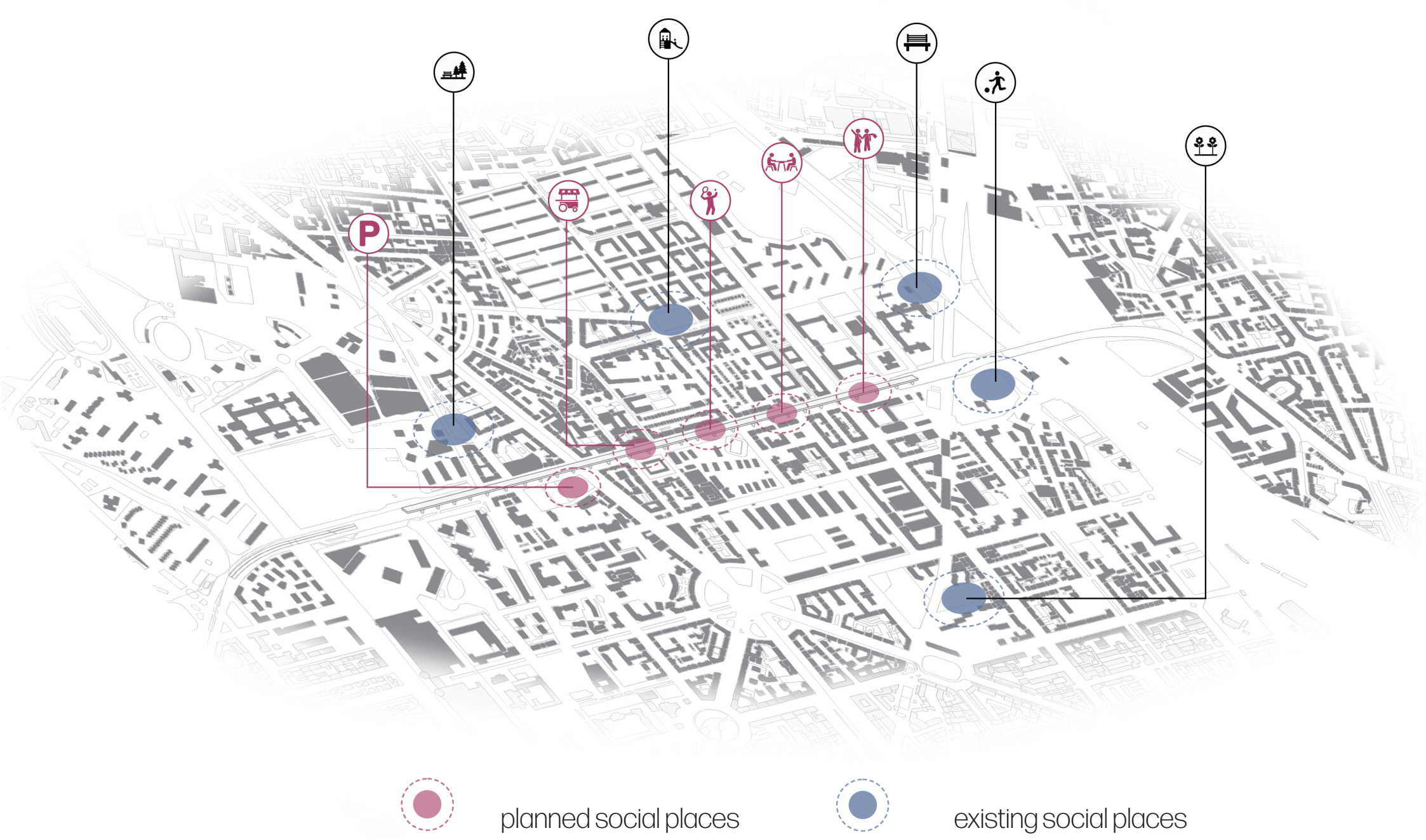


PROPOSAL 2



The express lanes on the overpass will be turned into walkways for pedestrians. Bicycle lanes will be added beneath the overpass to reconnect the routes previously interrupted by the elevated structure, meanwhile corresponding to the "Cambio" project. Additionally, parking will be available under the bridge for people to park their vehicles.

PROPOSAL III - PUBLIC SPACE ADDING



PROPOSAL 3



The overpass will be transformed into an inclusive double-layered space tailored to its surroundings/context, creating a conveniently accessible, high-quality area for people to rest, linger, conduct business, and socialize.

PROPOSAL IV - VEHICULAR NETWORK



PROPOSAL 4



To alleviate traffic congestion on roads beneath the overpass, suitable one-way streets in the surrounding area will be converted to bidirectional lanes. This can optimize the capacity of existing streets to ensure smooth and distributed vehicular flow.



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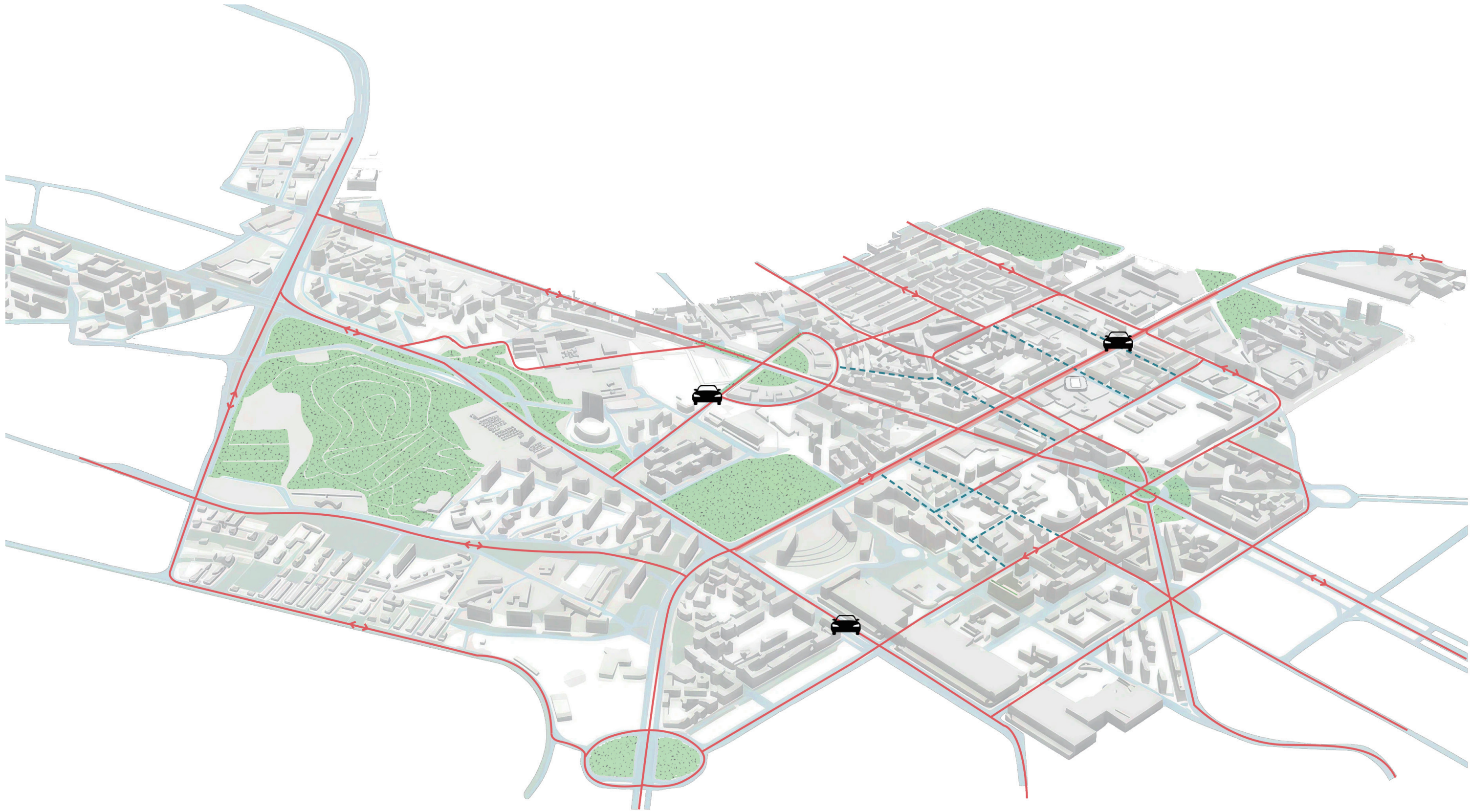
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RE-AWAKE THE SERRA-MONTE CENERI OVERPASS THROUGH DOUBLE-LAYERED LANDSCAPE

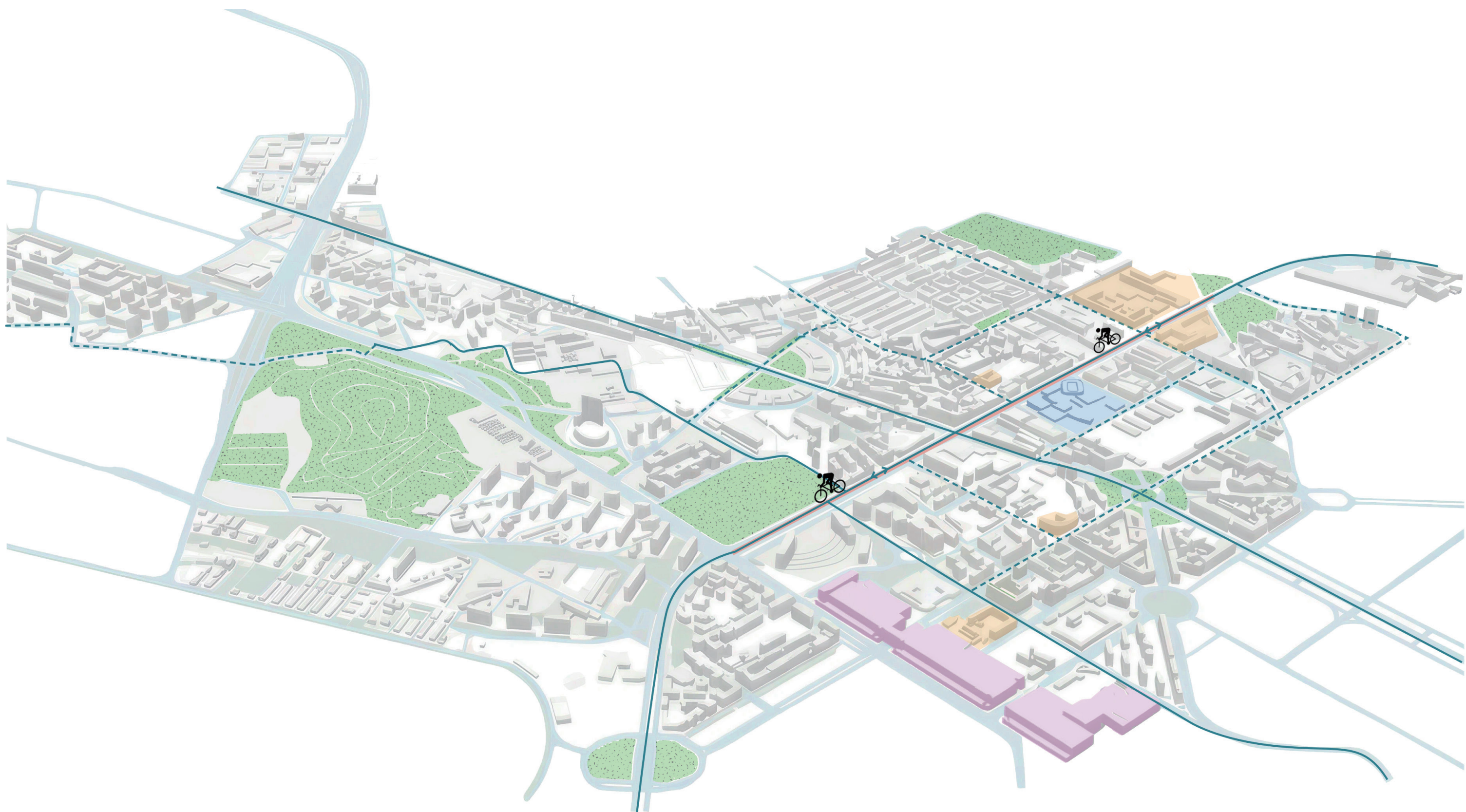
MASTERPLAN ANALYSIS



VEHICULAR NETWORK

This diagram shows a traffic redistribution strategy developed after removing vehicle lanes from the Monte Ceneri bridge. The existing road network (red lines) consists of streets that are currently occupied by on-street parking, which limits many of them to functioning as one-way routes. The proposal reorganizes these streets into bidirectional roads and introduces additional two-way connections on selected wide streets (blue dashed lines). By reallocating street space from parking to movement, the plan improves network continuity and maintains smooth traffic flow in the surrounding area.

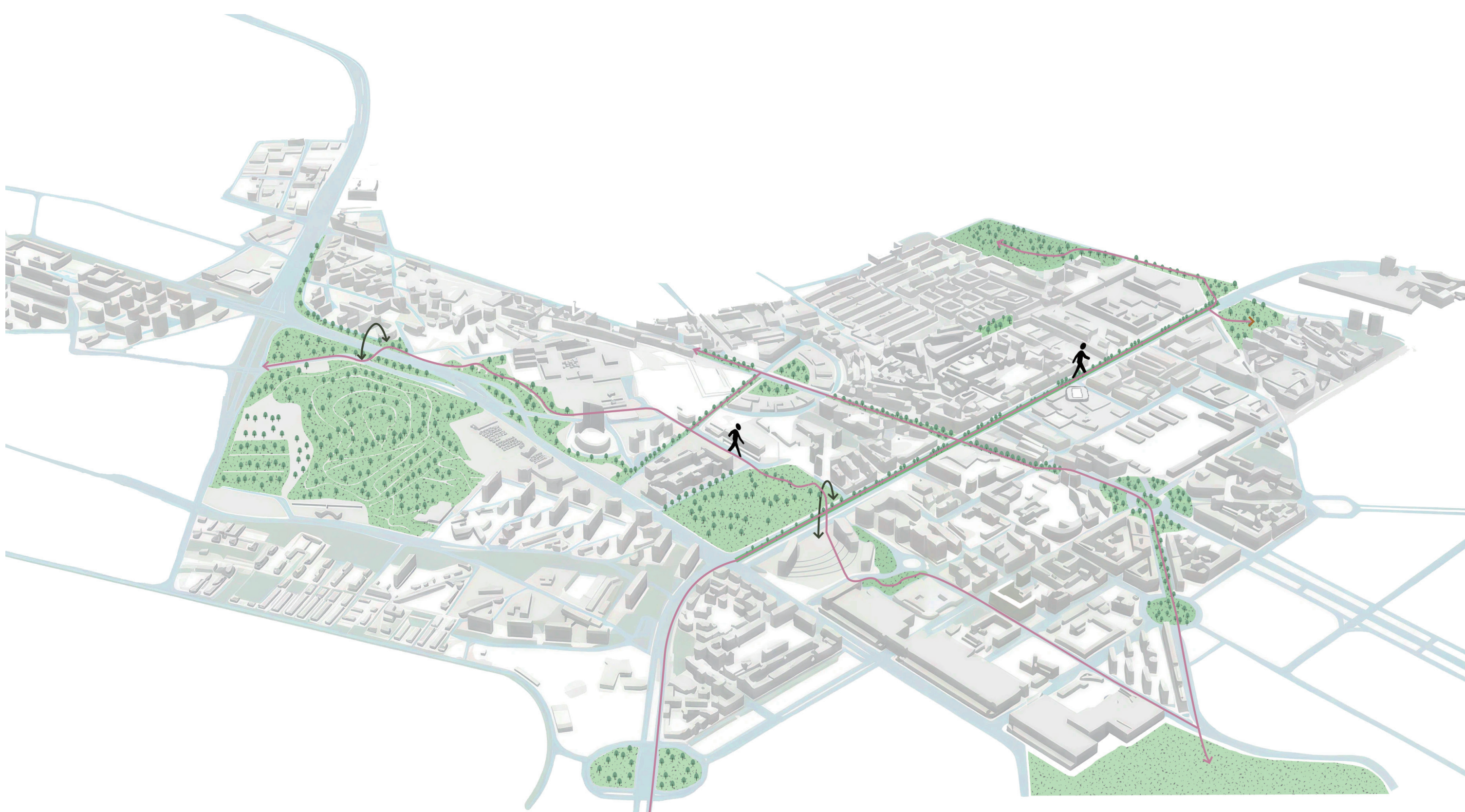
- Planned two-way vehicle route
- Existing two-way vehicle route



BICYCLE NETWORK

This diagram illustrates the updated bicycle network integrated with surrounding public amenities. Solid blue lines indicate primary lane forming continuous south-to-north, east-to-west spines. Secondary connectors link this main axis to surrounding neighborhoods, schools, sports center and green spaces, encourage slow mobility across the area. Together, these lanes organize a clear and connected cycling network across the area.

- Public park and green space
- Sports center
- Schools
- Exhibition and trade center
- Primary bicycle route
- Secondary bicycle route



PEDESTRIAN GREEN ROUTE

This diagram presents the proposed green corridor connecting existing parks and green spaces around the site. The designed pedestrian green route that links fragmented open spaces into an integrated network. It strengthens ecological continuity while providing pedestrians a continuous walking experience of greenery.

- Public park and green space
- Pedestrian overpass
- Green walking route



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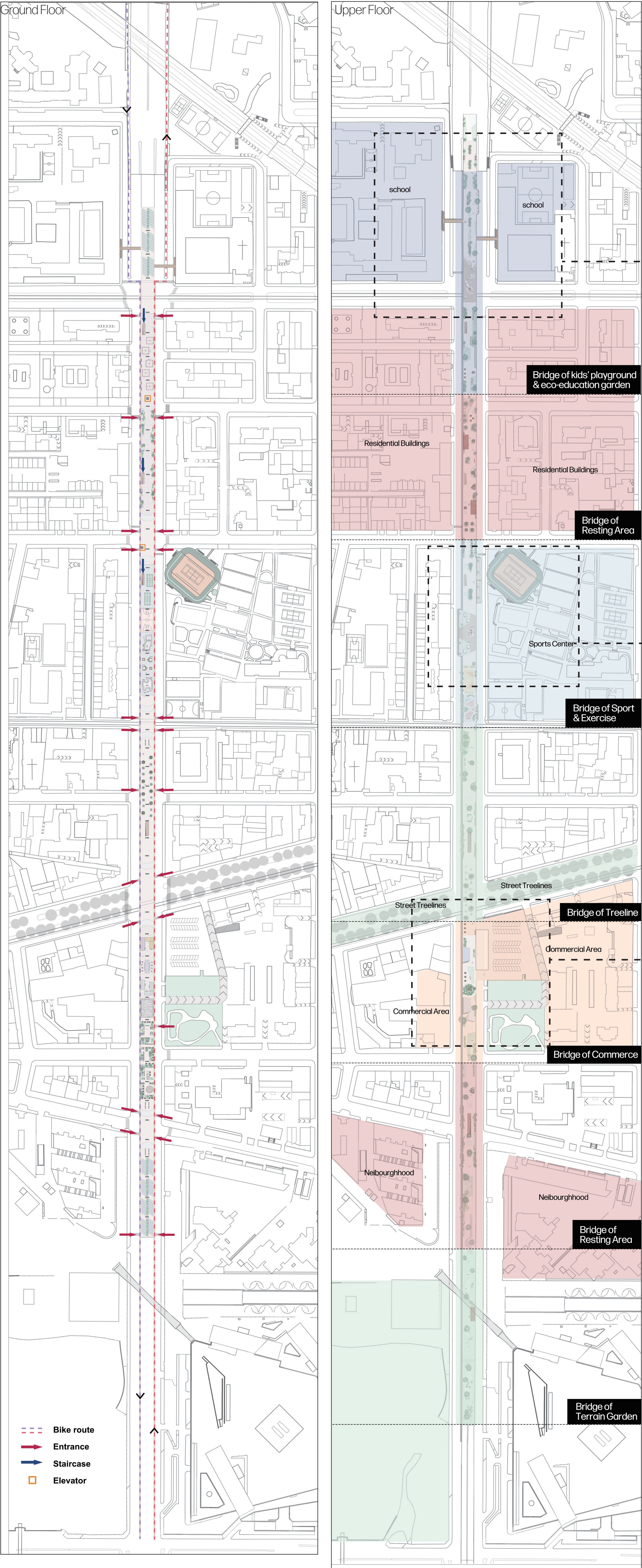
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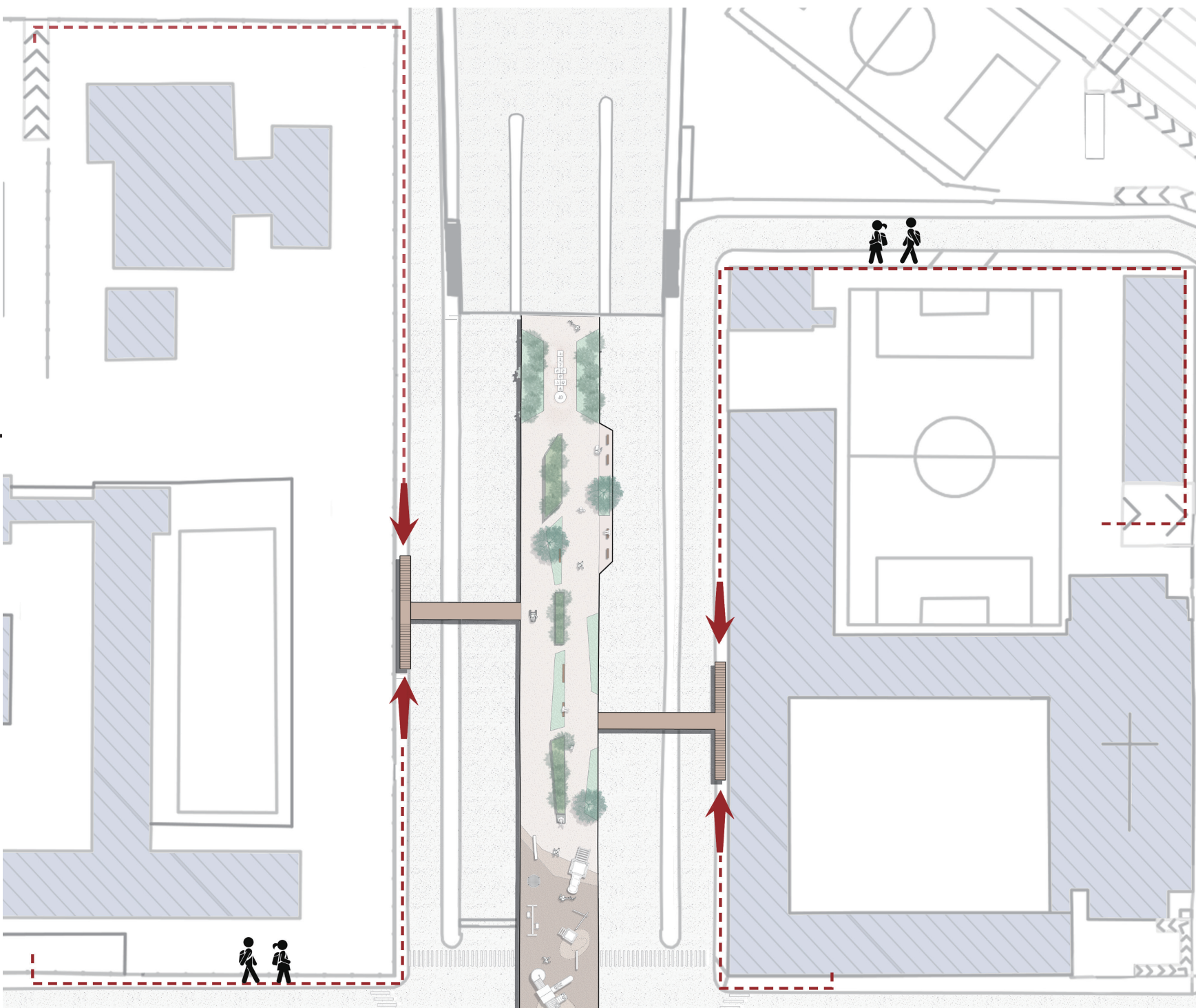
RE-AWAKE THE SERRA-MONTE CENERI OVERPASS

THROUGH DOUBLE-LAYERED LANDSCAPE

OVERPASS DESIGN ANALYSIS

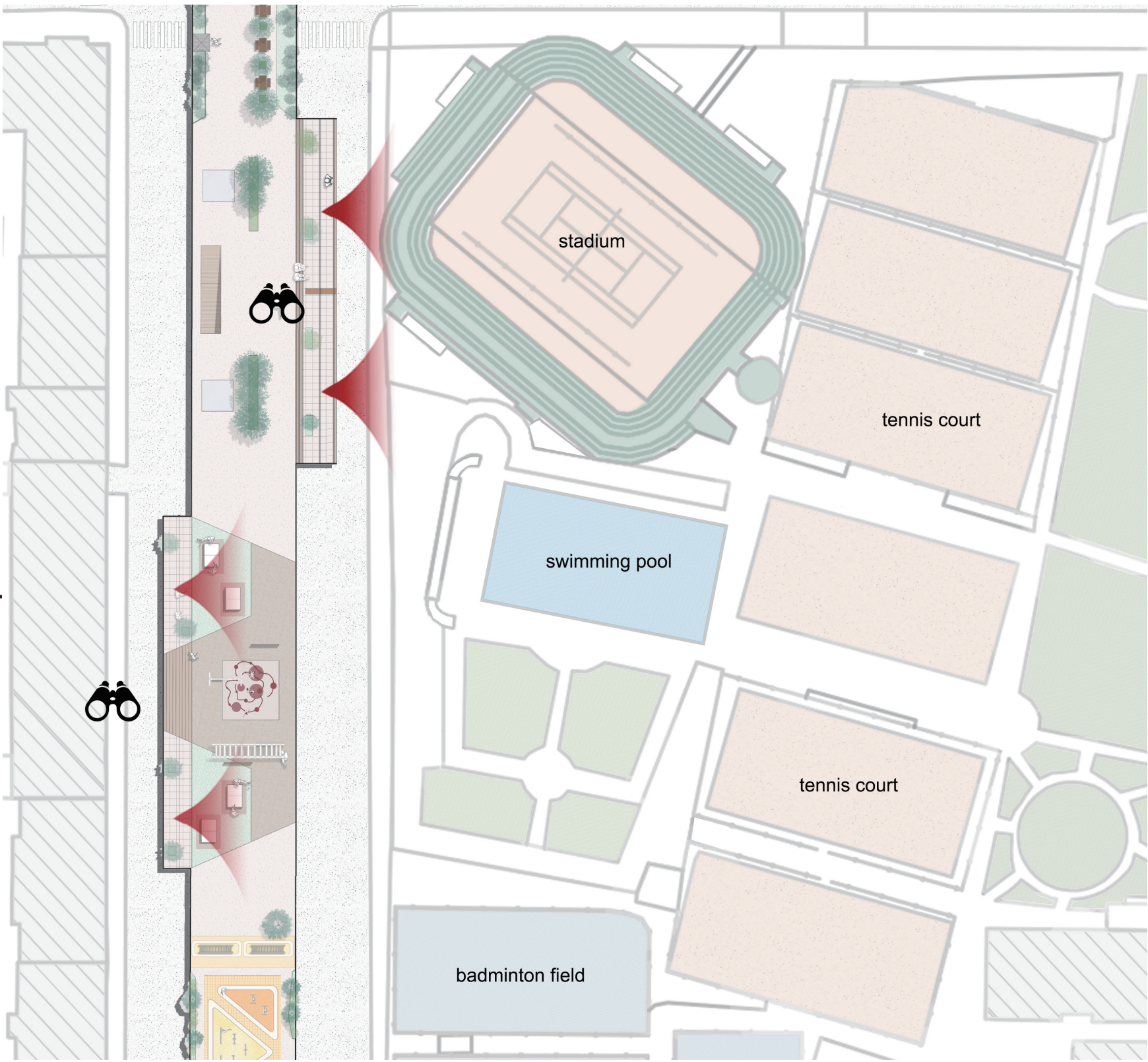


OVERPASS DESIGN ANALYSIS



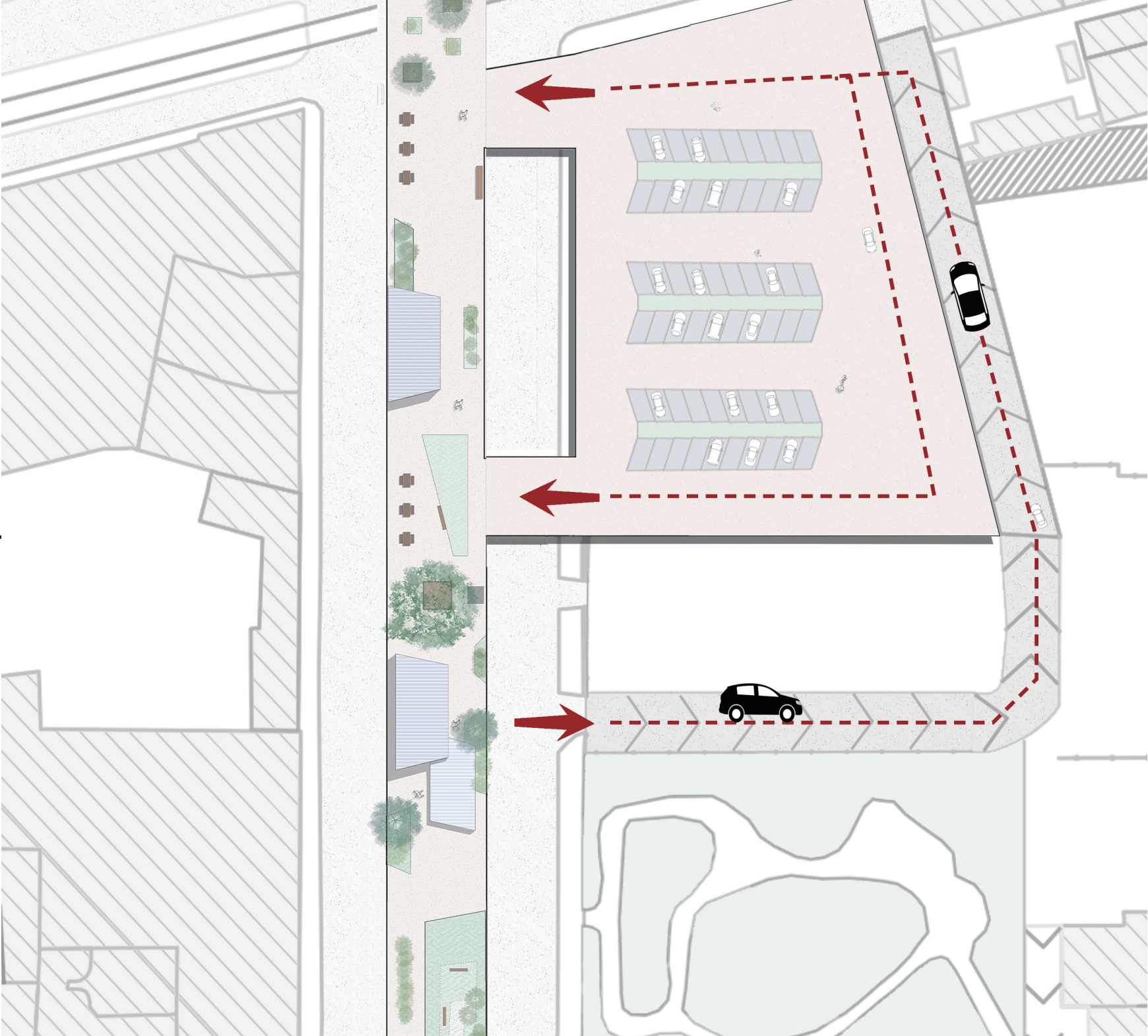
PEDESTRIAN CONNECTION

This detail shows the seamless integration of pedestrian bridges linking the upper promenade to surrounding buildings. By creating direct physical access, the design fosters continuous social flow between the community and the elevated landscape.



STADIUM GRANDSTAND

The viaduct is transformed into an elevated grandstand overlooking the adjacent sports center. This strategic intervention repurposes the infrastructure as a functional viewing platform, synchronizing public leisure with the existing athletic facilities.



ROOFTOP PARKING ROUTE

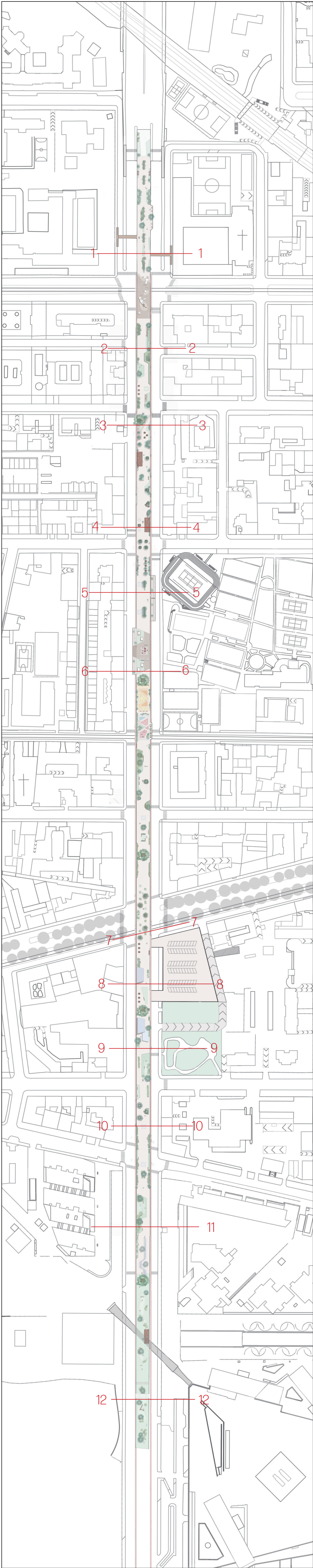
This diagram illustrates the optimized vehicular flow connecting the street level to the integrated rooftop parking. By organizing clear access points, the design ensures the bridge remains a functional urban organ while prioritizing pedestrian-friendly zones.



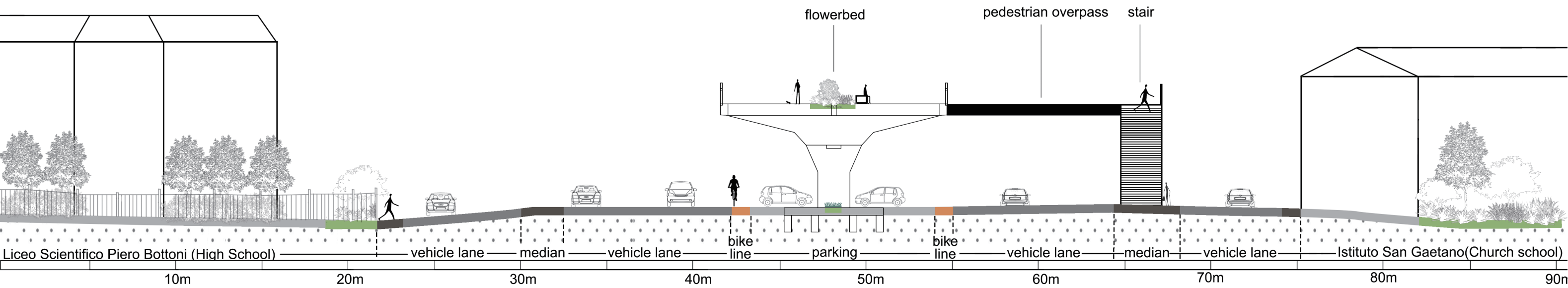
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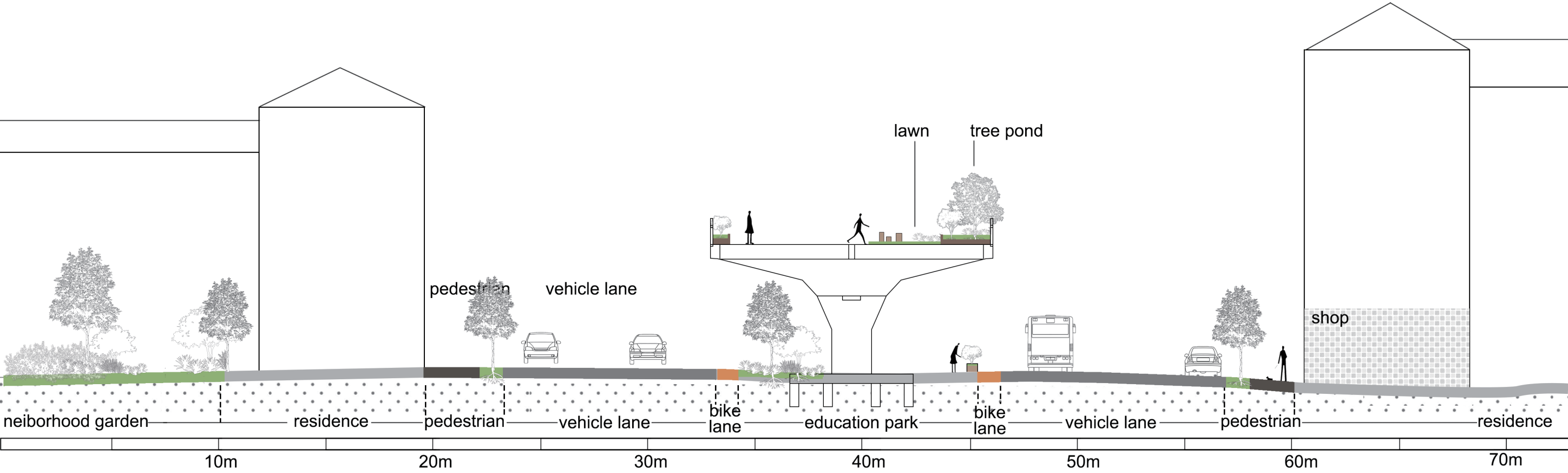
OVERPASS DESIGN ANALYSIS



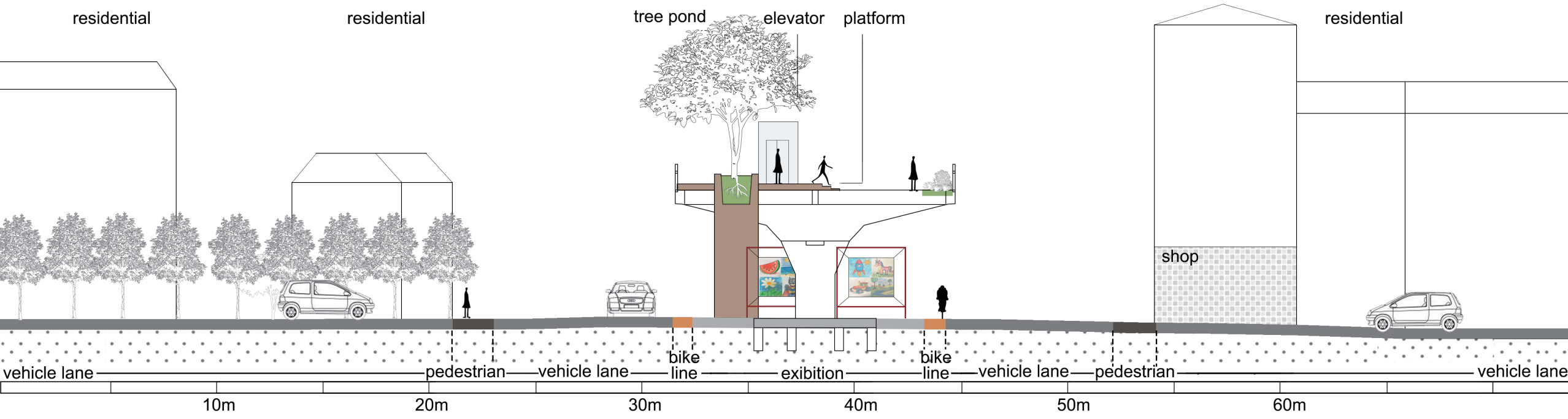
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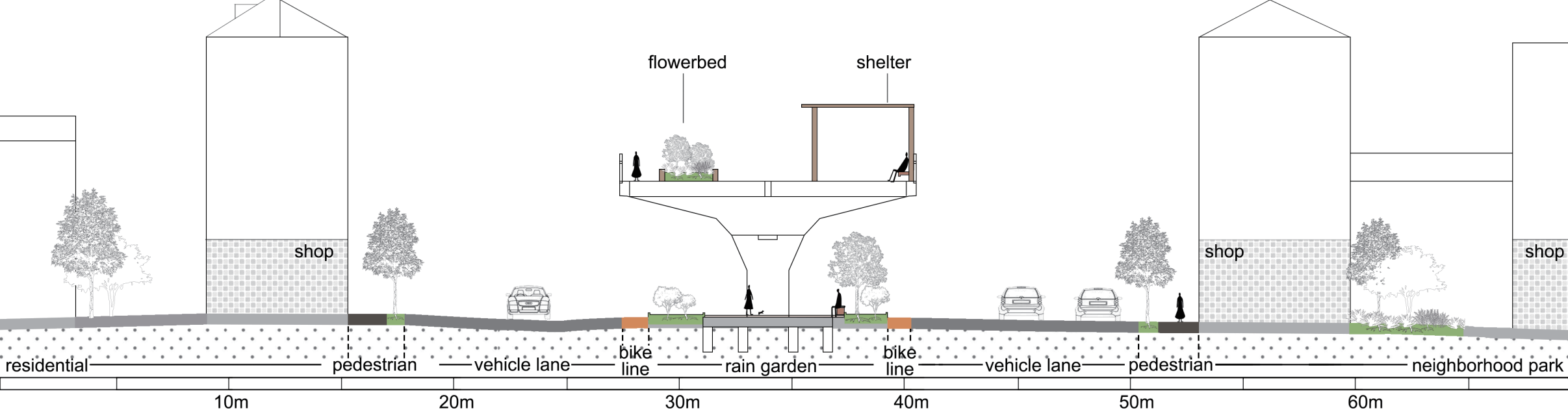
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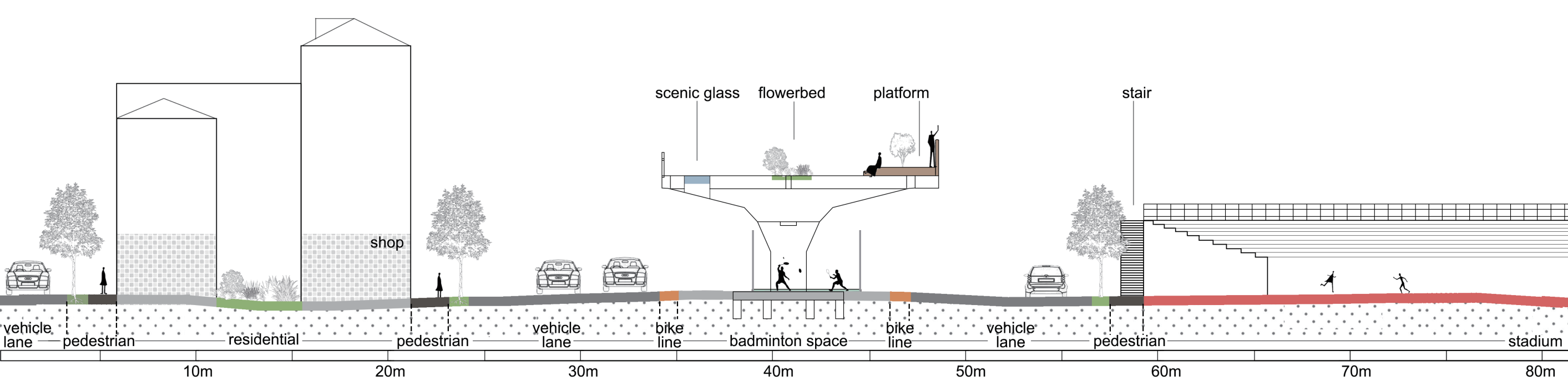
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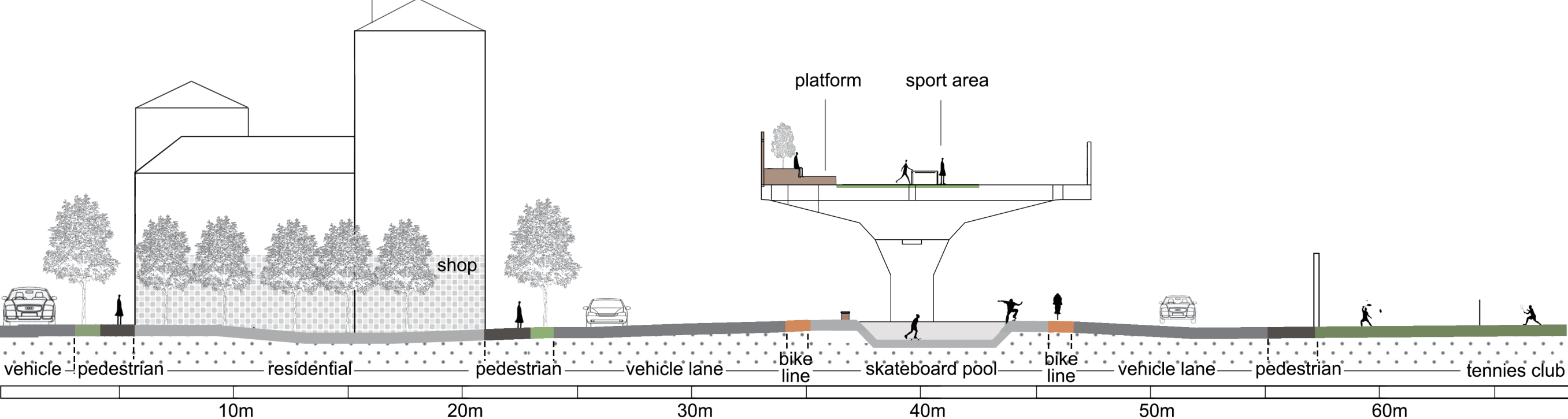
section 4-4



section 5-5



section 6-6



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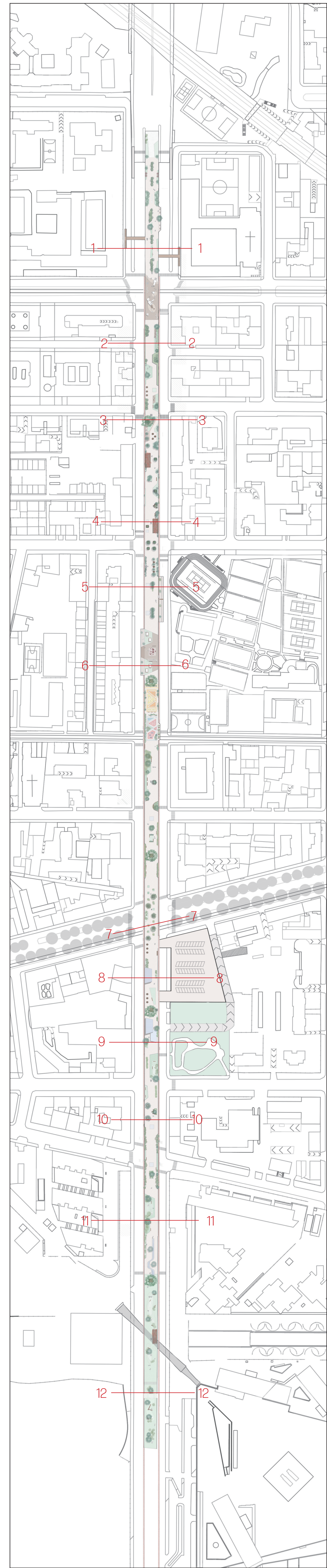
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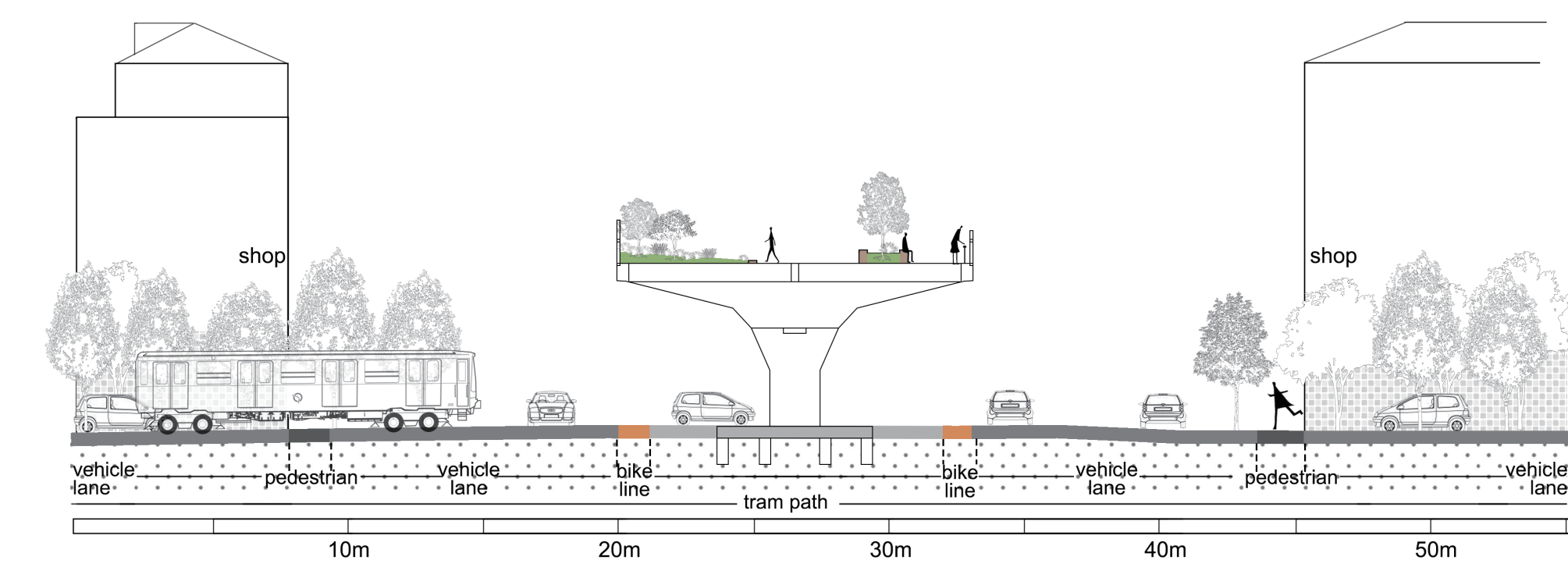
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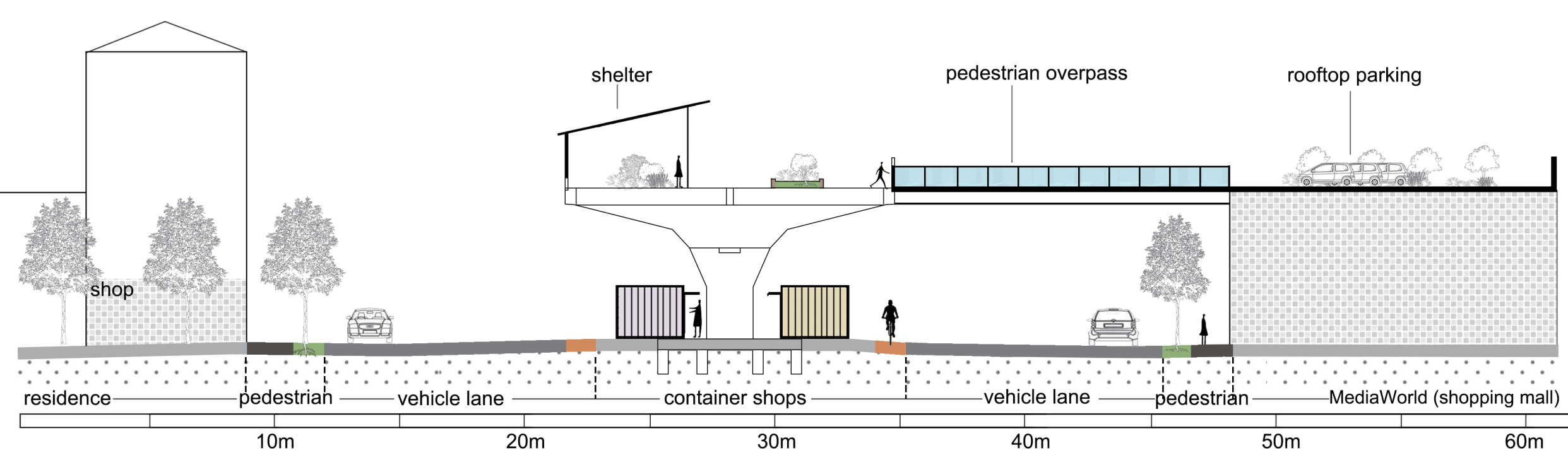
OVERPASS DESIGN ANALYSIS



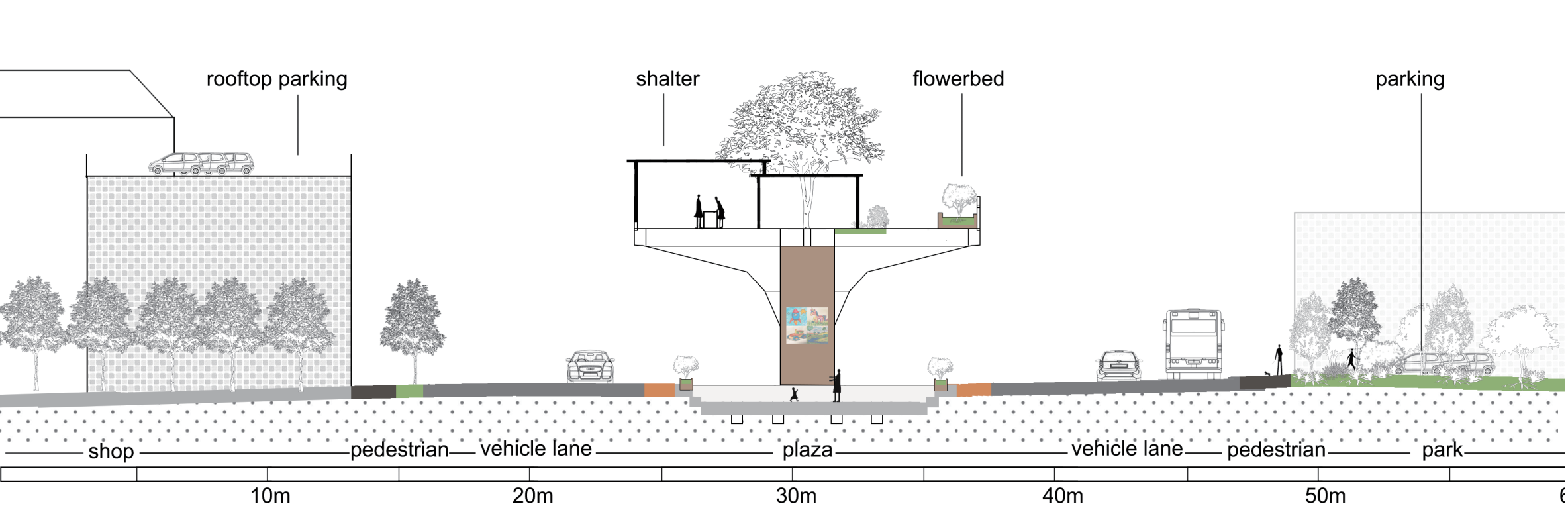
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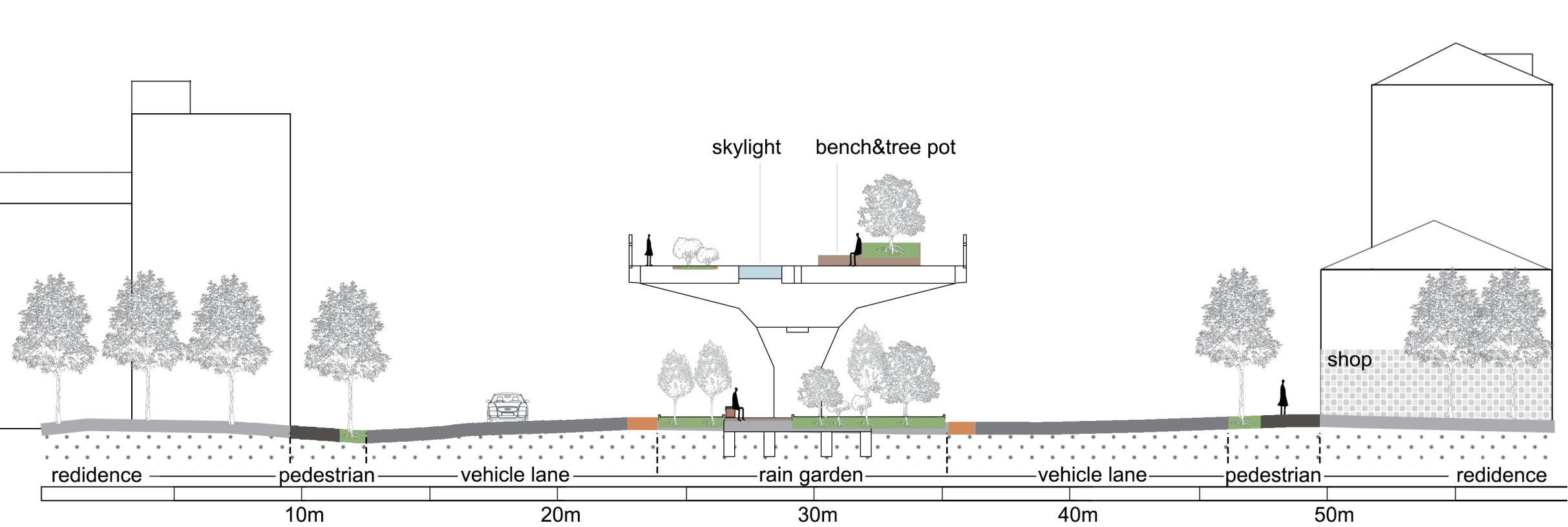
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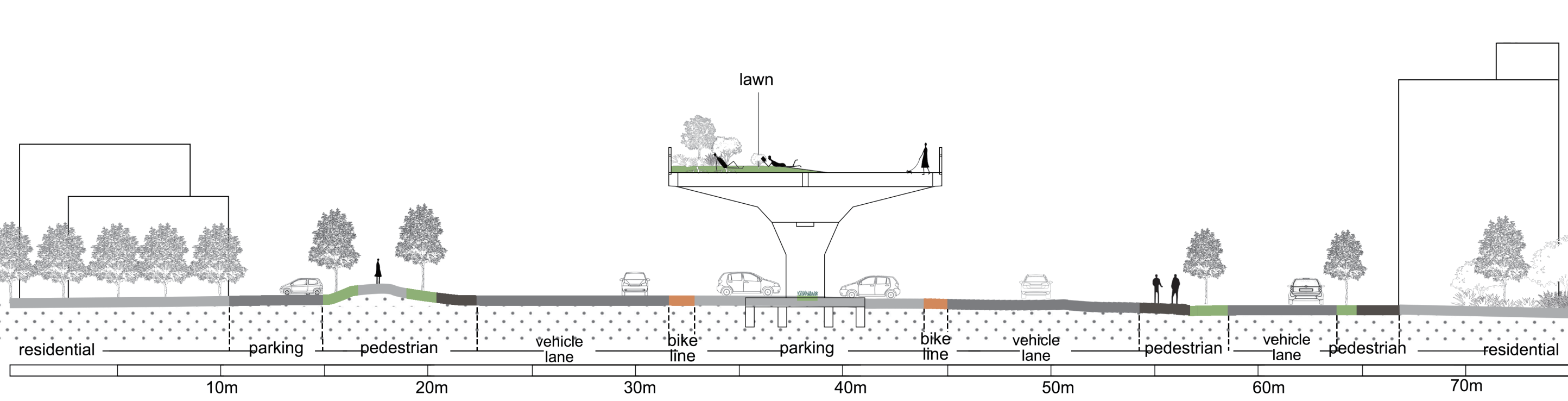
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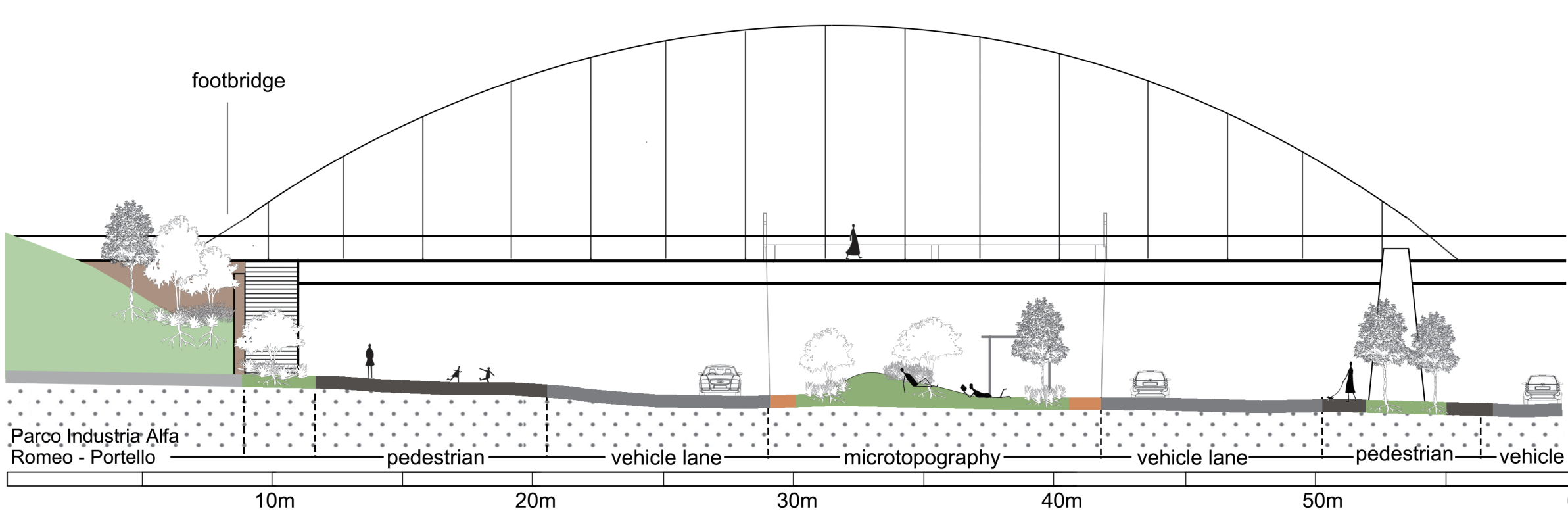
section 10-10



section 11-11



section 12-12



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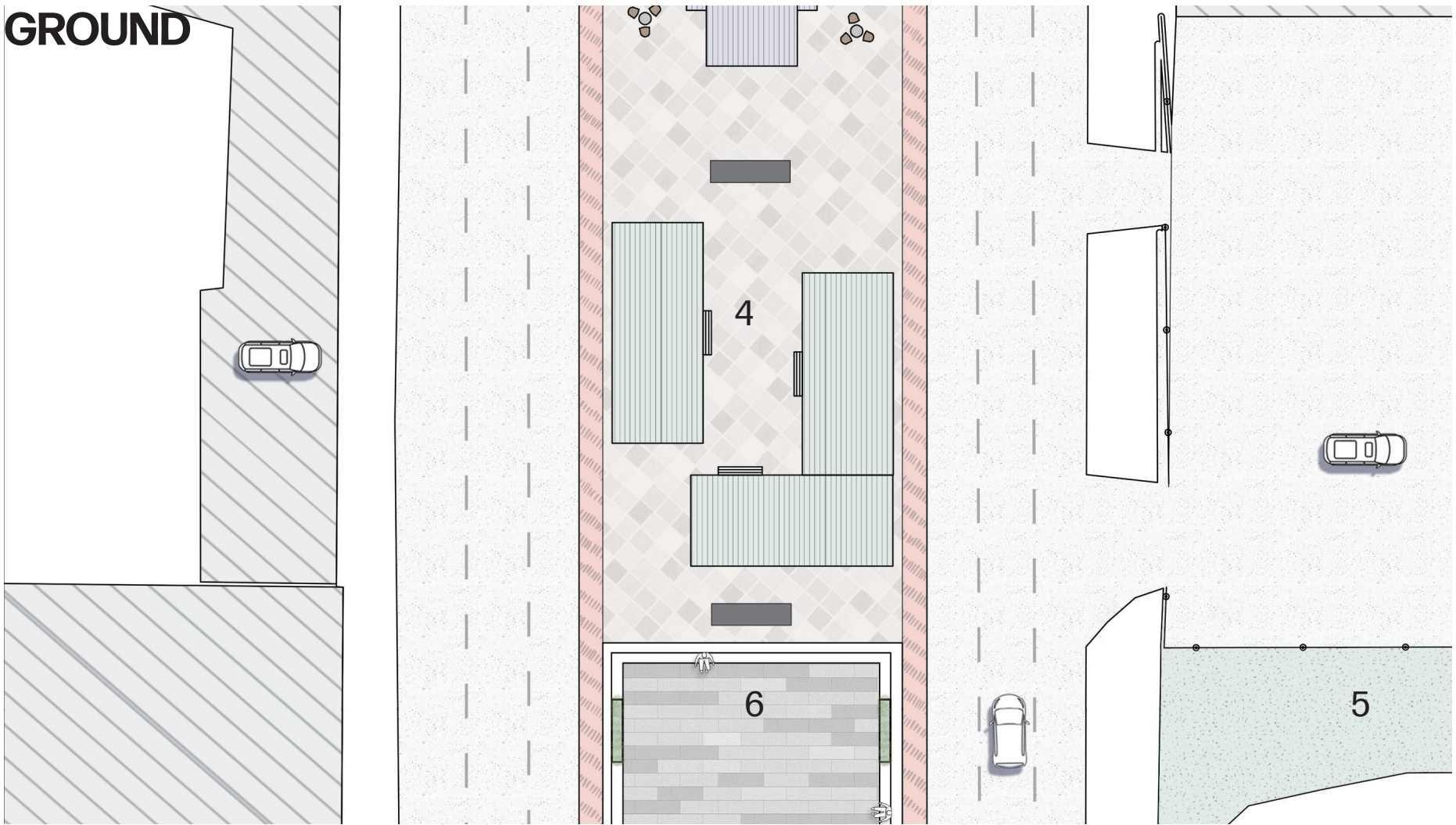
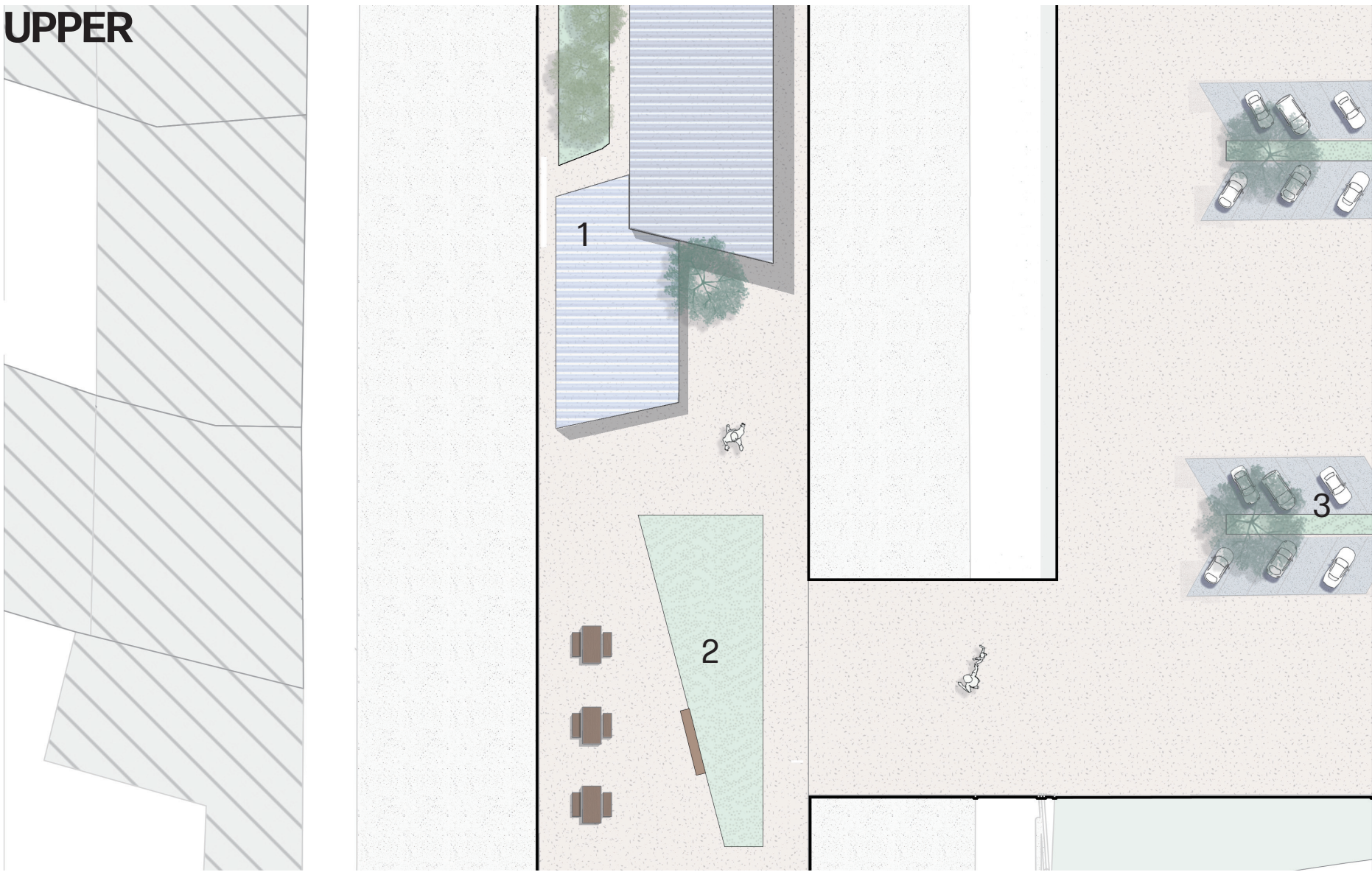
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RE-AWAKE THE SERRA-MONTE CENERI OVERPASS

THROUGH DOUBLE-LAYERED LANDSCAPE

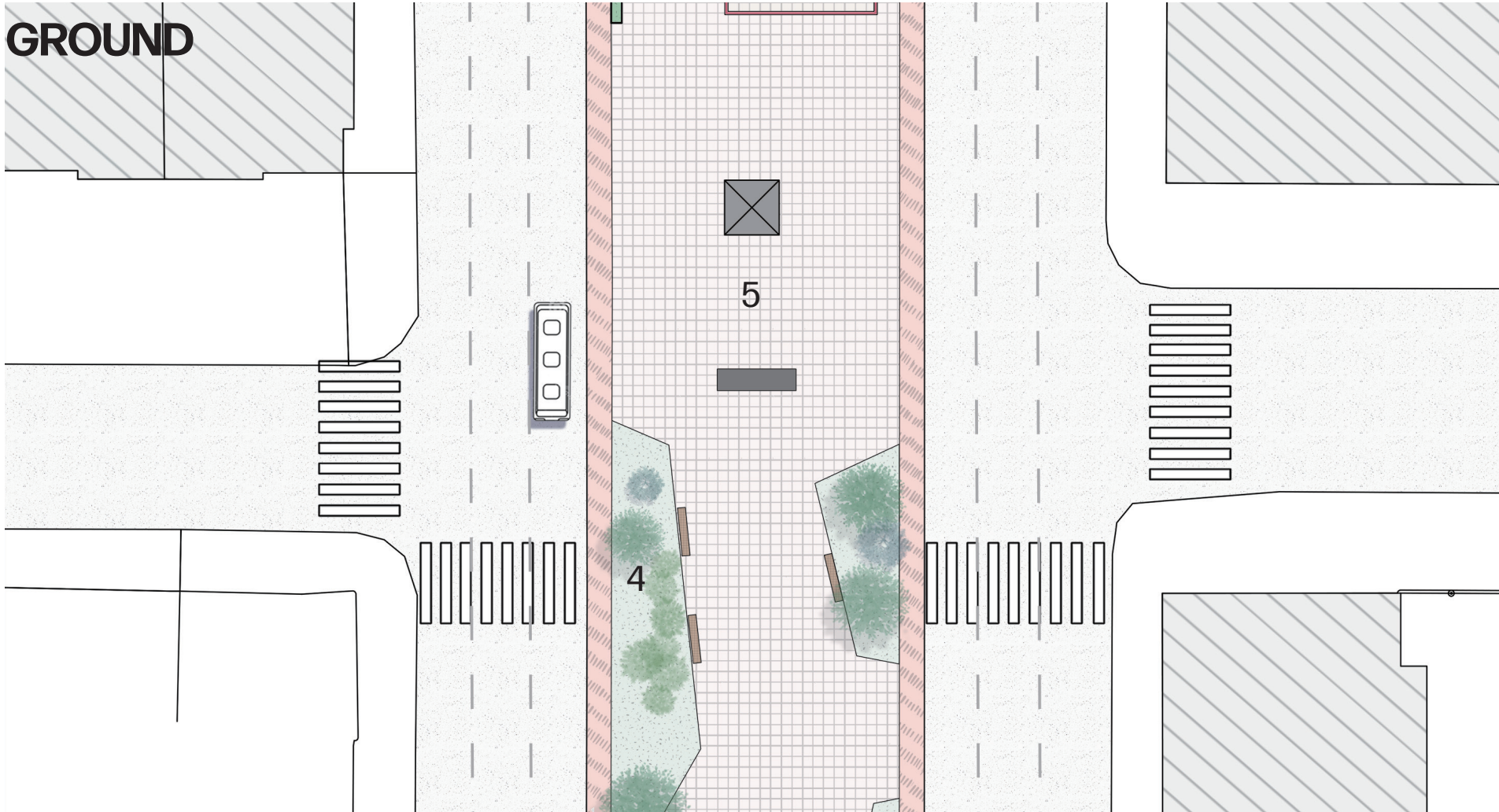
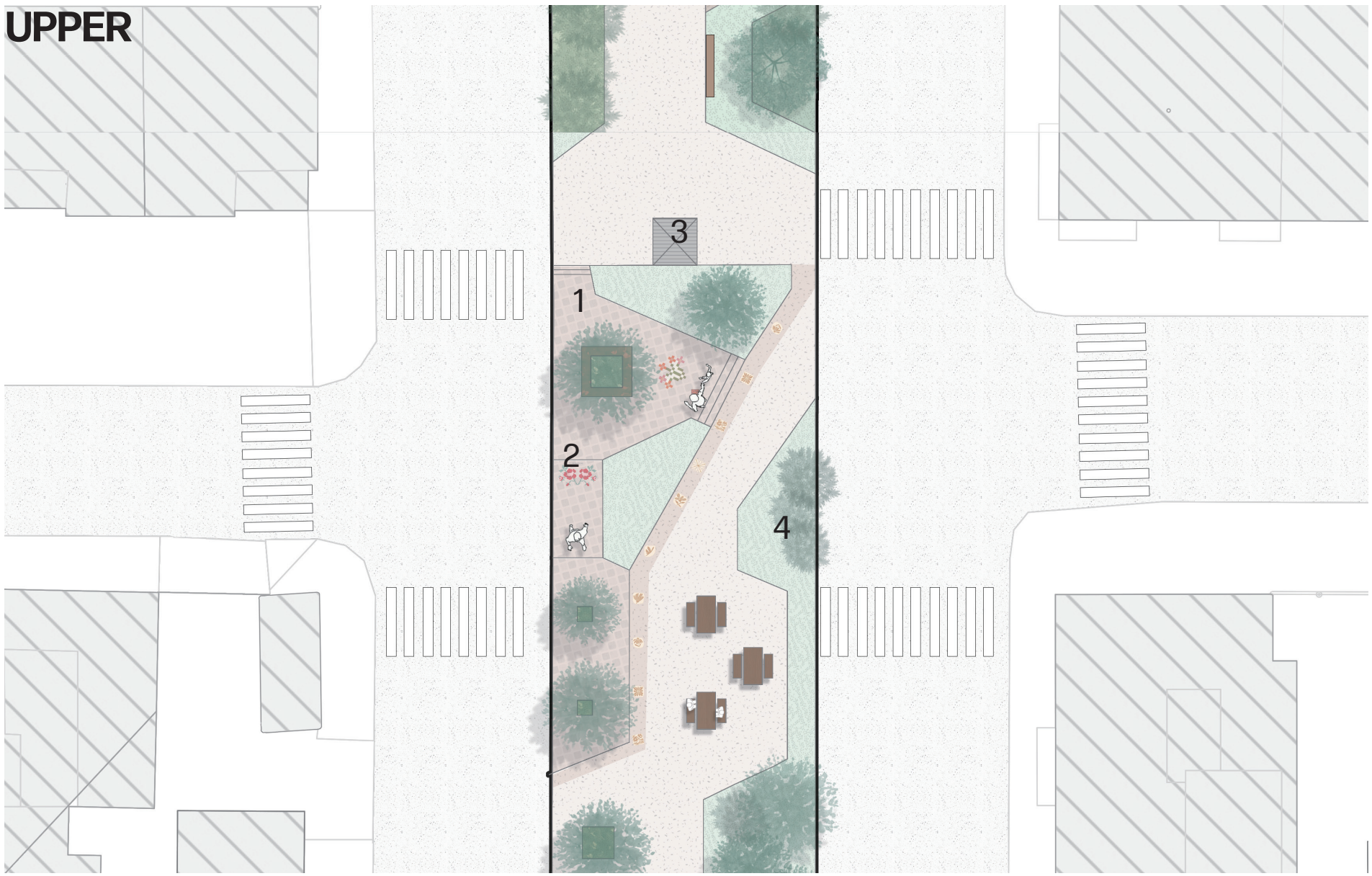
NODE 1 BRIDGE OF COMMERCE



SCALE 1:800
1.shelter 2.lawn 3.ecological parking lot
4.container market 5.community park
6.leisure square

This node transforms the viaduct into a strategic system connector. By integrating vertical commerce, the design converts a transit barrier into a social link. It synchronizes public life, fostering continuous connection between surrounding neighborhoods.

NODE 2 BRIDGE OF EDUCATION



SCALE 1:800
1.raised platform 2.plant pattern paving
3.scenic elevator 4.educational flower border
5.pocket park

This node transforms the viaduct into a strategic system connector. By integrating pocket parks, the design converts a barrier into a learning landscape. It synchronizes education with public life, fostering continuous connection between surrounding schools.



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