

DESCRIZIONE DELLA LINEA 2

Dall'attuale capolinea presso l'aeroporto, la linea sottopassa la direttrice ferroviaria Firenze - Pisa e si innesta su via di Novoli. Superati la rotatoria di viale Forlanini, su viadotto, e il Mugnone, percorre via Buonsignori e via Gordigiani.

Prosegue lungo l'argine del Mugnone ed entra nell'area servizi della nuova stazione Alta Velocità, dalla quale esce in viale Belfiore, tramite l'edificio del Mazzoni, dove verrà si eseguirà in superficie una significativa riqualificazione urbana.

Imbocca quindi via Guido Monaco, percorre via Alamanni ricongiungendosi con la linea 1 e interscambia con essa alla fermata della stazione, per attestarsi al capolinea di Piazza dell'Unità Italiana.

Il Ministero ha „congelato“ il tratto all'interno del centro storico, lungo via Panzani, via de' Cerretani, piazza San Giovanni, via de' Martelli, via Cavour, piazza San Marco, da dove il previsto tracciato si sdoppia - lungo le vie La Pira/La Marmora in direzione nord, e via Cavour in direzione sud - fino al capolinea in piazza della Libertà.

Il Comune di Firenze, come richiesto dal Ministero, ha presentato un'ipotesi di variante al passaggio del Centro Storico, approvata dal Ministero stesso, in fase di sviluppo progettuale.

Si tratta di una linea fondamentale per diversi motivi:

- interessa la zona di maggior sviluppo dell'area metropolitana (Novoli);
- collega l'aeroporto con la nuova stazione Alta Velocità;
- serve i nuovi insediamenti per l'università e il tribunale nell'area di Novoli.

È allo studio un **prolungamento da Peretola verso Castello**, che collegherà le nuove **sedi di Provincia e Regione** nonché il **polo scientifico di Sesto Fiorentino**.

STATO DI ATTUAZIONE: Progetto Esecutivo approvato.

Technical Characteristics:

• Length:	7,486 km	• Altezza dei marciapiedi:	30 cm	• Interasse min non palificato:	3,10 m
• N° of stops:	20 (+1 S.M.Novella in common with Linea 1)	• Lungh. Banchine:	42 m	• Interasse min palificato:	3,50 m
• Tracks:	double track	• Tecnologia rotaia:	ERS		
• Intersections:	31 roads + 3 footpaths	• V elocità max:	70 km/h		
• Vehicle storage :	Enlargement of the Villa Costanza one	• Scartamento:	1435 mm		
• Electric stations:	5	• Pendenza max:	7%		
• Middle communication points:	9	• Rmin planimetrico:	18,00 m		

GENERALITA'

Le esigenze connesse alla affidabilità e regolarità di esercizio hanno imposto di impiegare un tipo di veicolo articolato su più casse e a guida bidirezionale. L'adozione di veicoli con pianale ribassato, per facilitarne l'accessibilità anche da parte delle persone con ridotta capacità motoria, è risultata una caratteristica pressoché irrinunciabile. Per elevare il comfort di marcia sono state previste quattro grandi porte per la salita e discesa su di un lato, ampie superfici vetrate e buona illuminazione interna, basso livello di rumorosità interna ed esterna e possibilità di fornire informazioni ai passeggeri. Lo studio degli ingombri del veicolo in rettilineo ed in curva, finalizzato alla definizione dell'interasse tra i binari di corsa e delle distanze da ostacoli continui e discontinui, è stato eseguito riferendosi al materiale rotabile denominato "SIRIO" e prodotto dalla ditta Ansaldo Trasporti Sistemi Ferroviari e Ansaldo Breda.

DIMENSIONI E CARATTERISTICHE PRINCIPALI

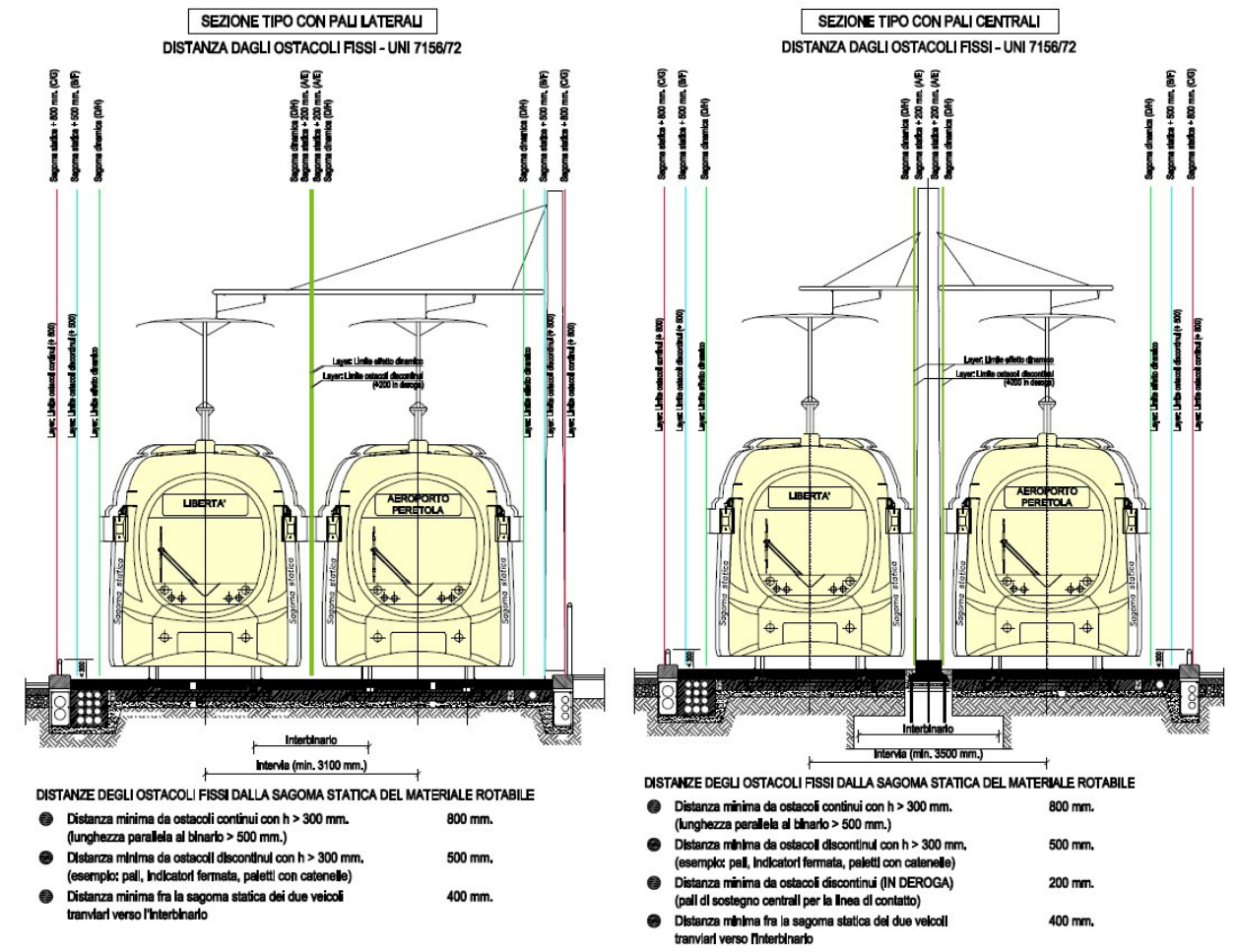
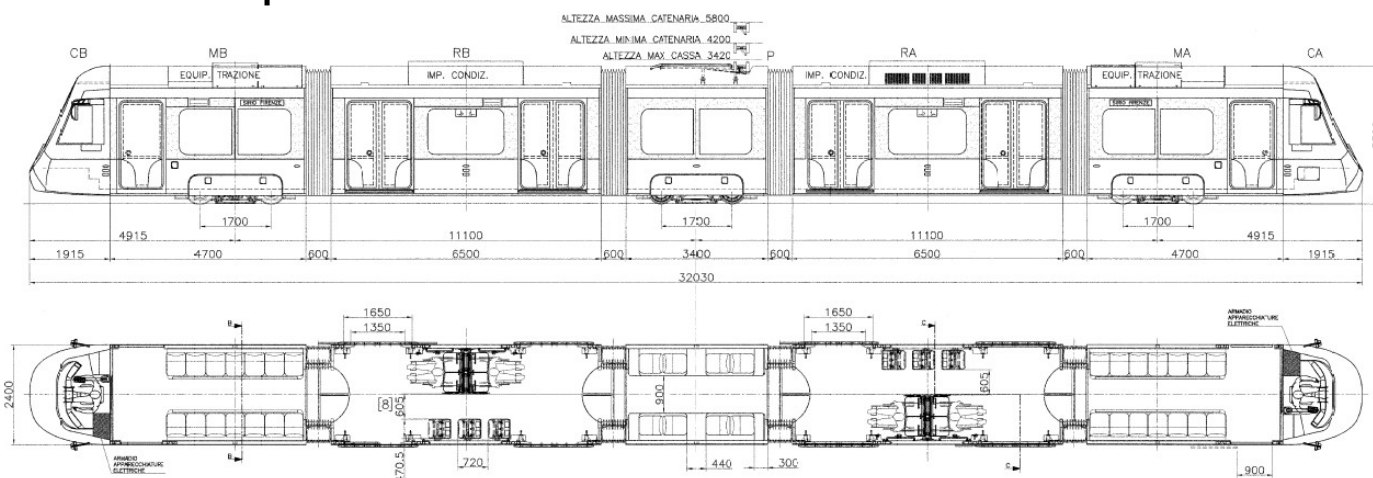
Il veicolo previsto ha le seguenti caratteristiche geometriche:

- larghezza vettura 2.400 mm.
- lunghezza vettura 32.030 mm.
- altezza massima cassa vettura 3.414 mm.
- altezza pianale, nella zona ribassata, dal piano del ferro 350 mm.
- altezza specchio retrovisore dal piano del ferro 2.002 mm.
- interperno 7.100 mm.
- passo 1.700 mm.
- distanza asse carrello - frontale vettura (sbalzo) 4.915 mm.
- distanza asse carrello - inizio rastrematura 3.000 mm.

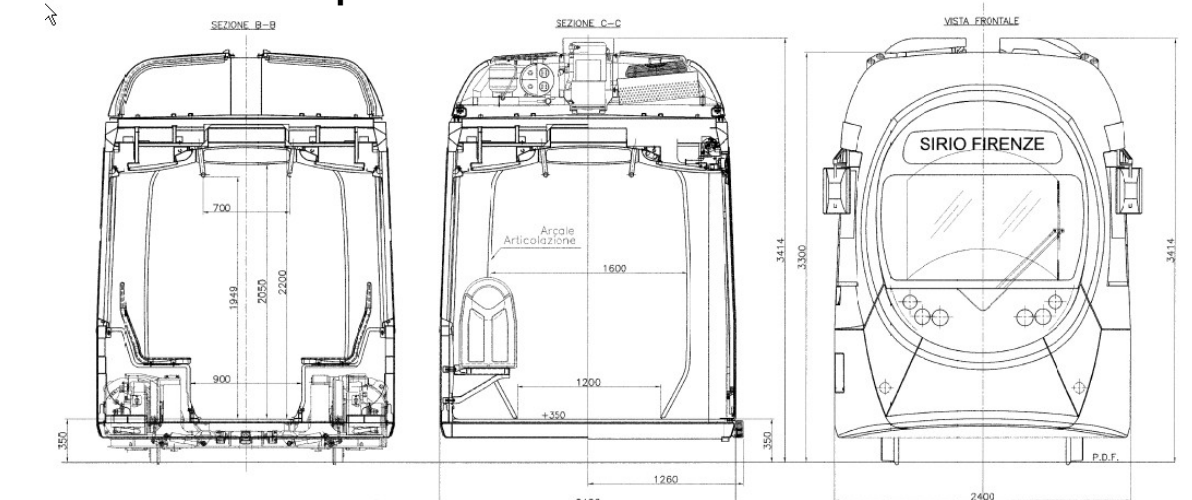
Le prestazioni principali indicative sono le seguenti:

- velocità massima di servizio 70 Km/h.
- accelerazione di avviamento 1,0 m/sec²
- decelerazione in frenatura di esercizio 1,2 m/sec²
- pendenza massima superabile in linea 7 %
- scartamento dei binari 1435mm.
- minimo raggio di curvatura planimetrico ammesso 18 m.
- raggio minimo dei raccordi verticali concavi e convessi 350 m.

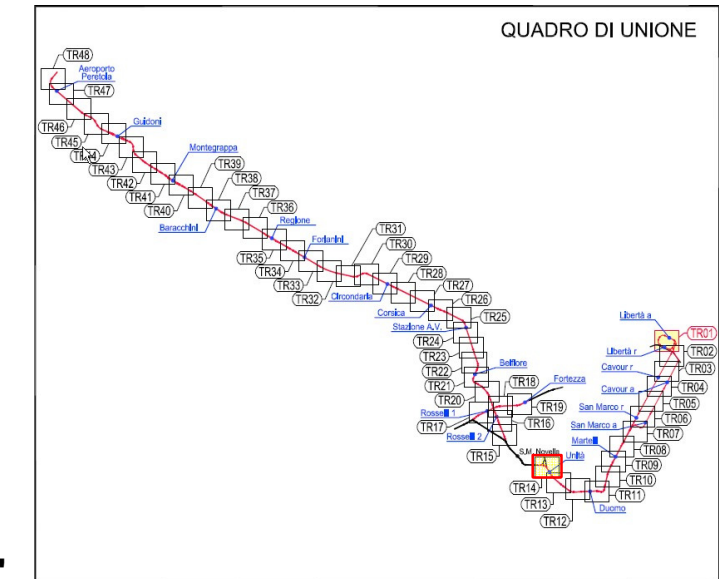
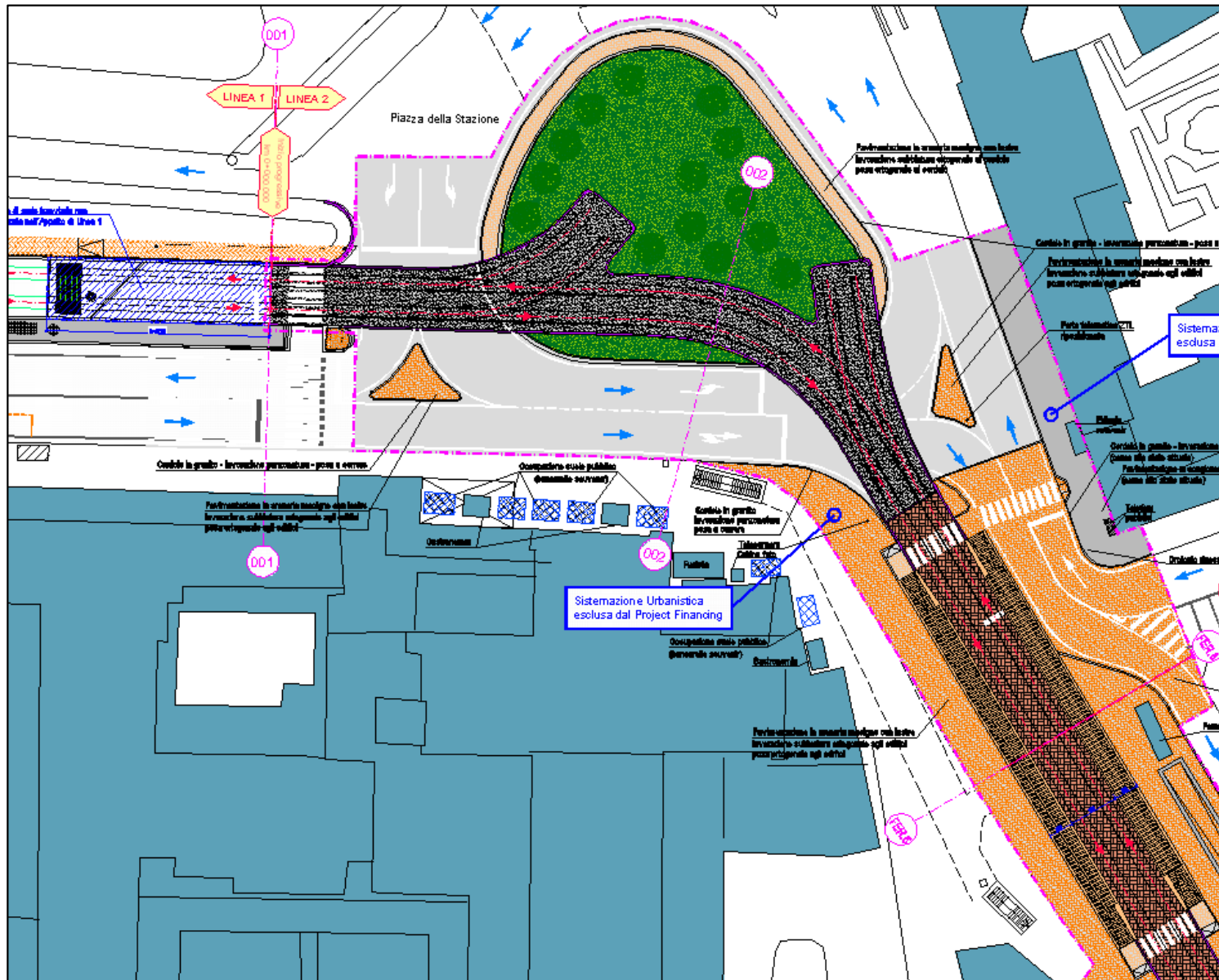
Pianta e Prospetto laterale



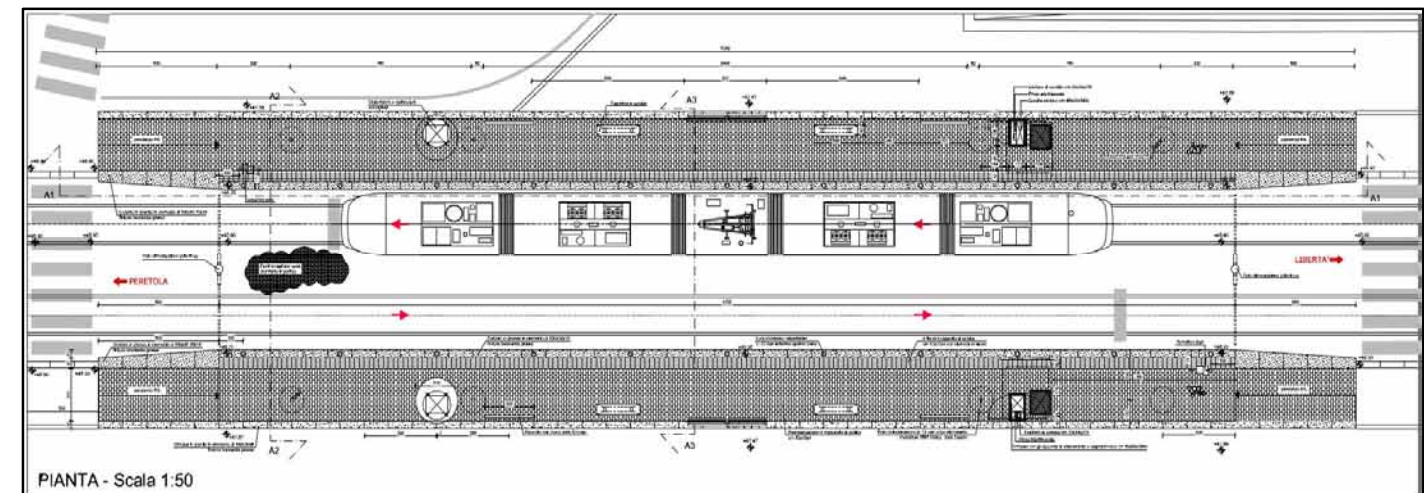
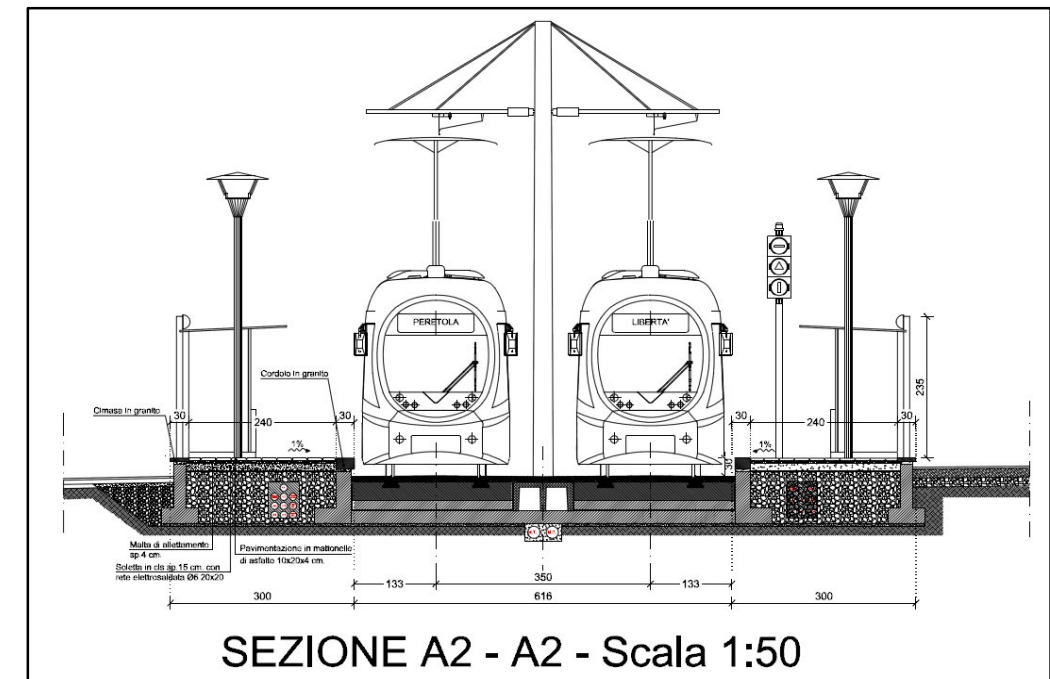
Sezioni e Prospetto frontale



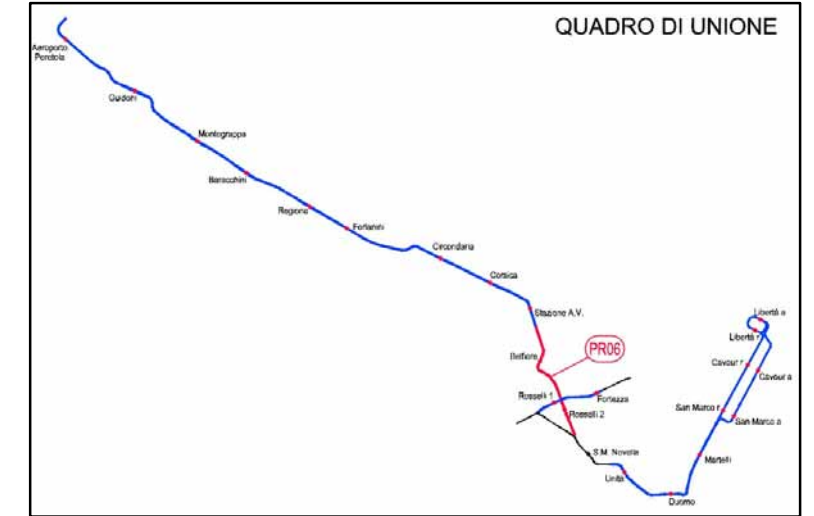
LINEA 2 – PERETOLA – STAZIONE S.M.N. P.zza Stazione – p.zza Unità – km 0+000 - 0+150



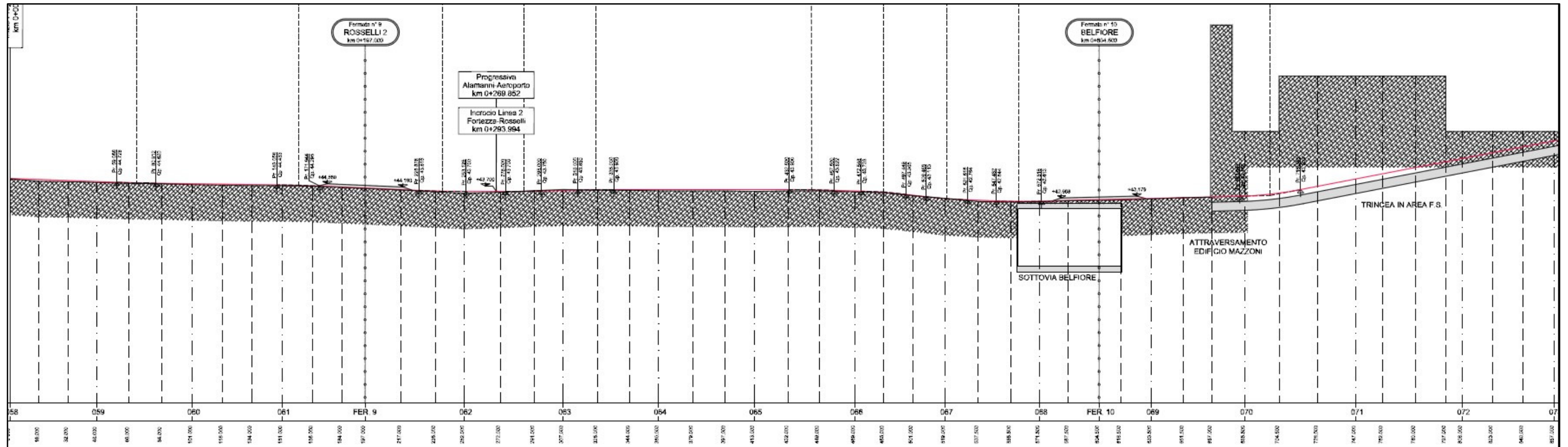
Capolinea UNITA'



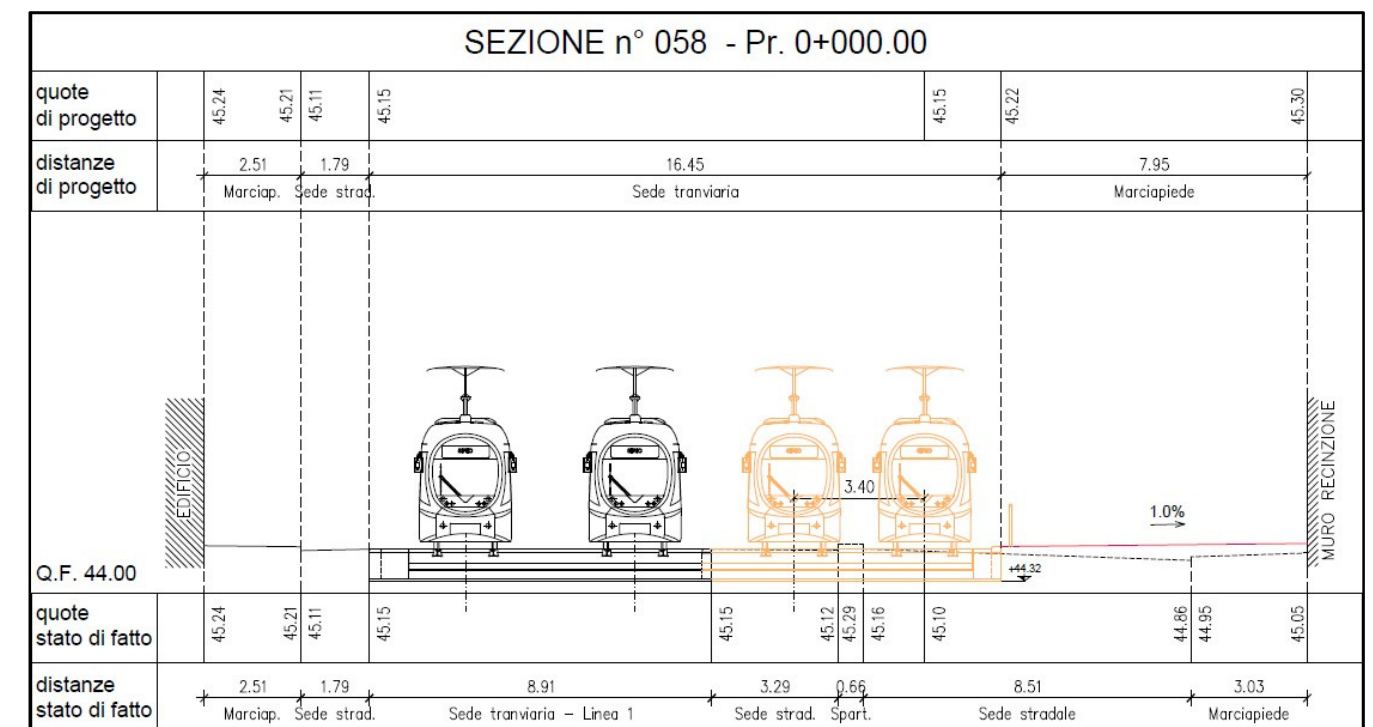
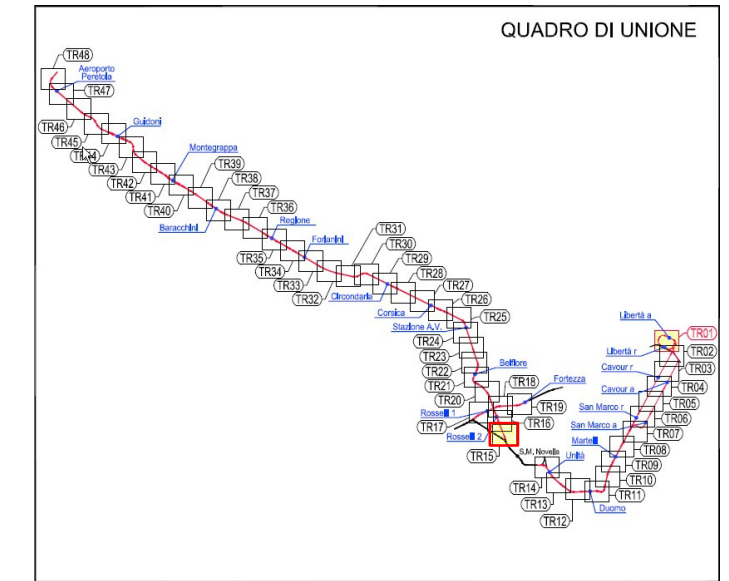
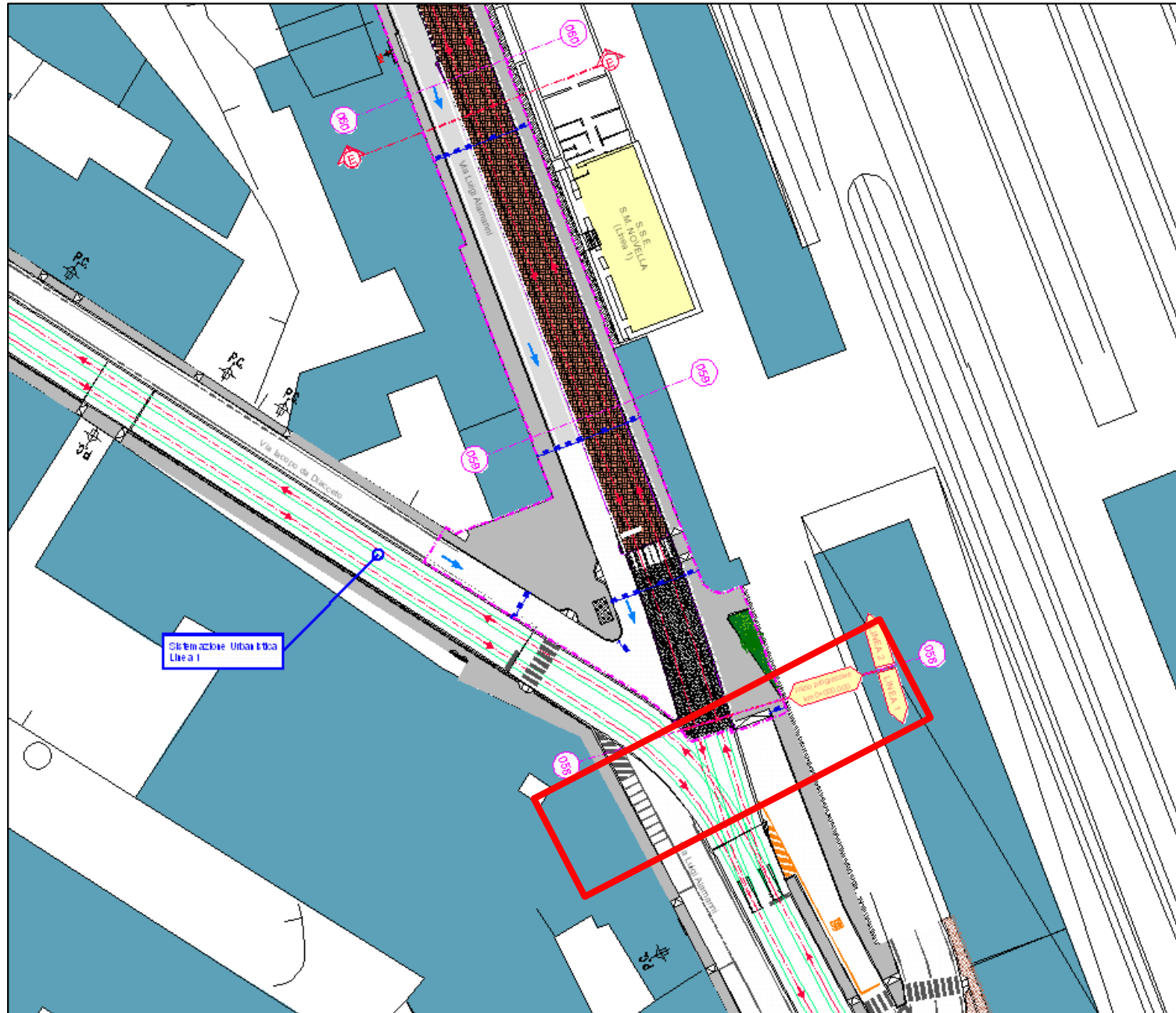
LINEA 2 – PERETOLA – STAZIONE S.M.N.
Tratto 4 – Via Alamanni – Stazione A.V. – km 0+000 - 0+750



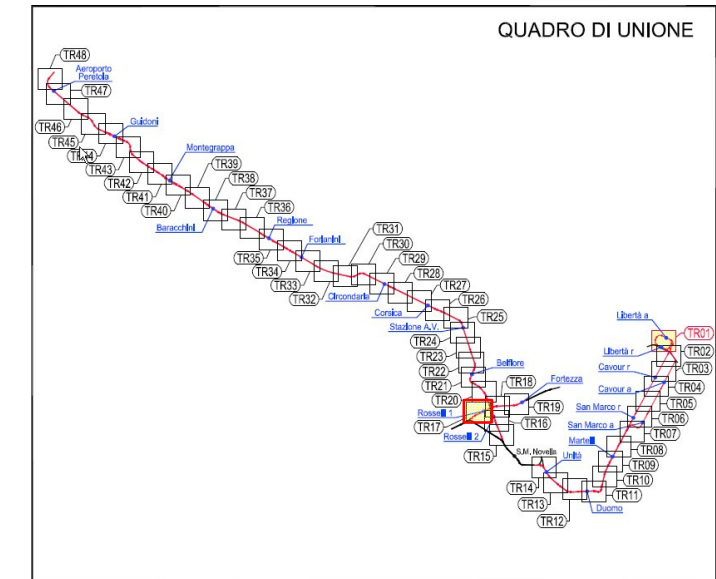
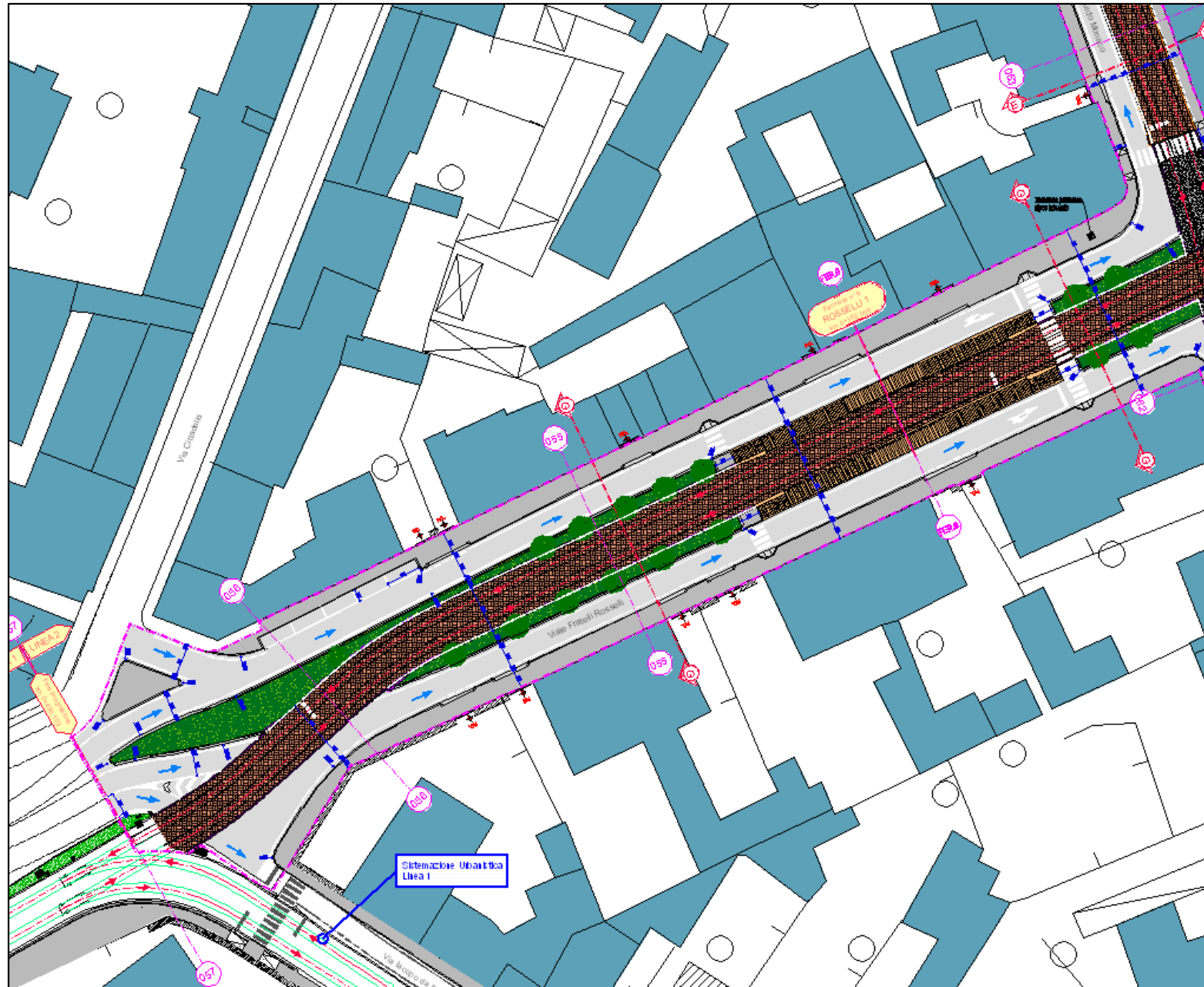
Profilo Longitudinale



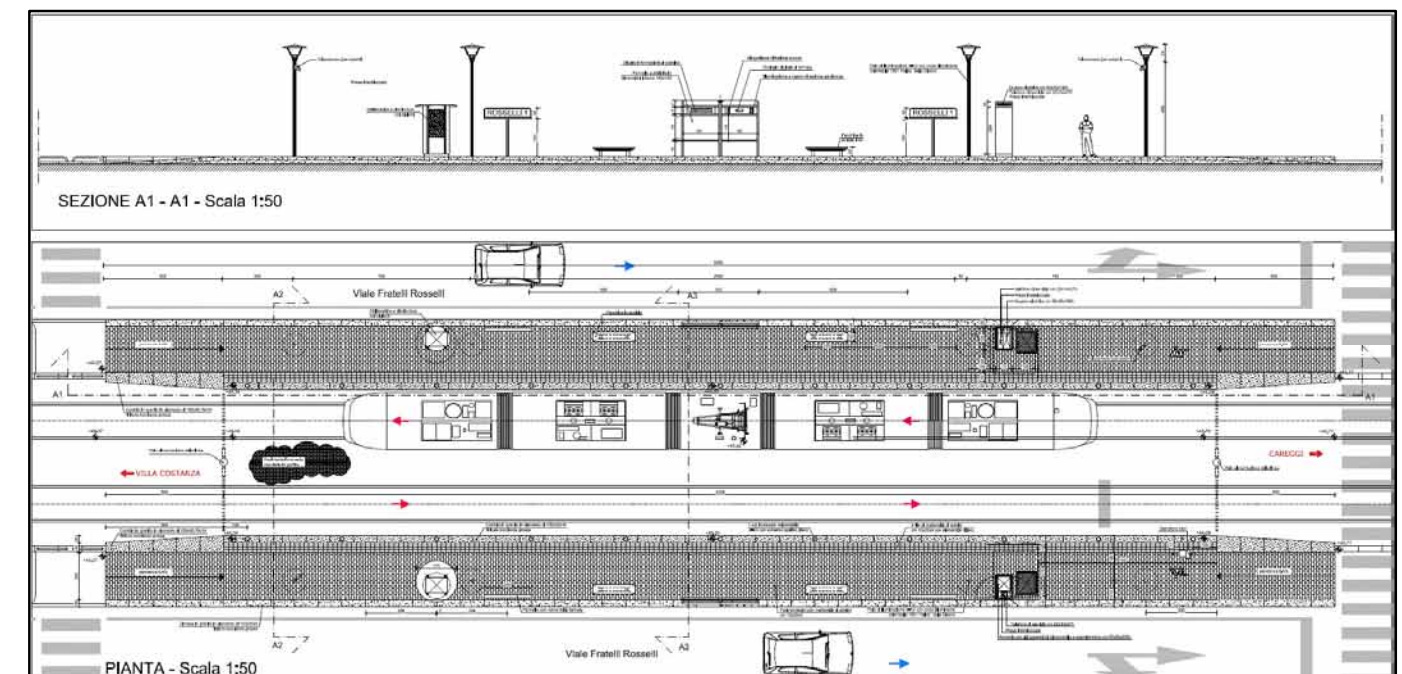
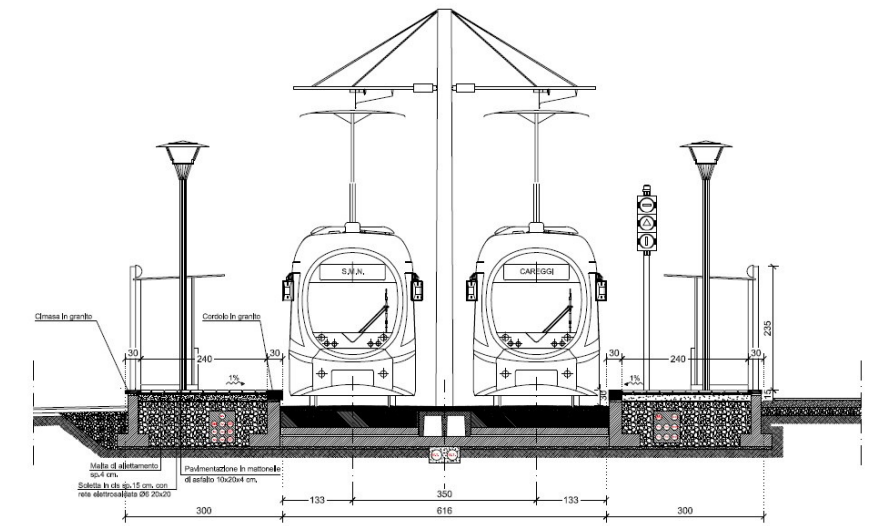
LINEA 2 – PERETOLA – STAZIONE S.M.N. Via Alamanni – km 0+000 - 0+100



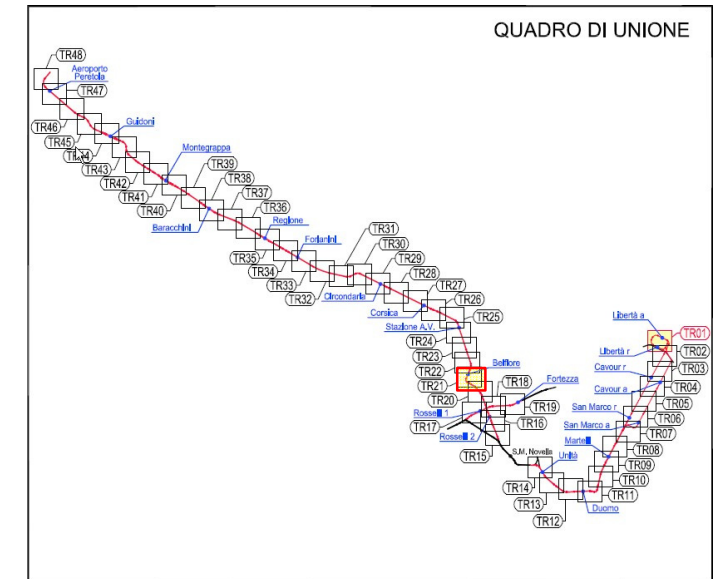
LINEA 2 – PERETOLA – STAZIONE S.M.N.
Viale Rosselli – km 0+300 - 0+490,10



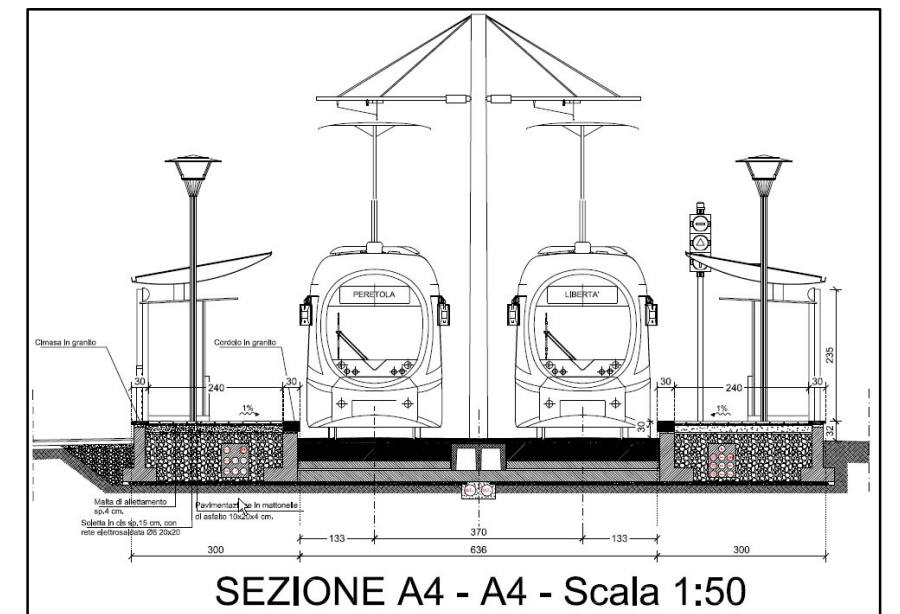
Fermata ROSSELLI 1



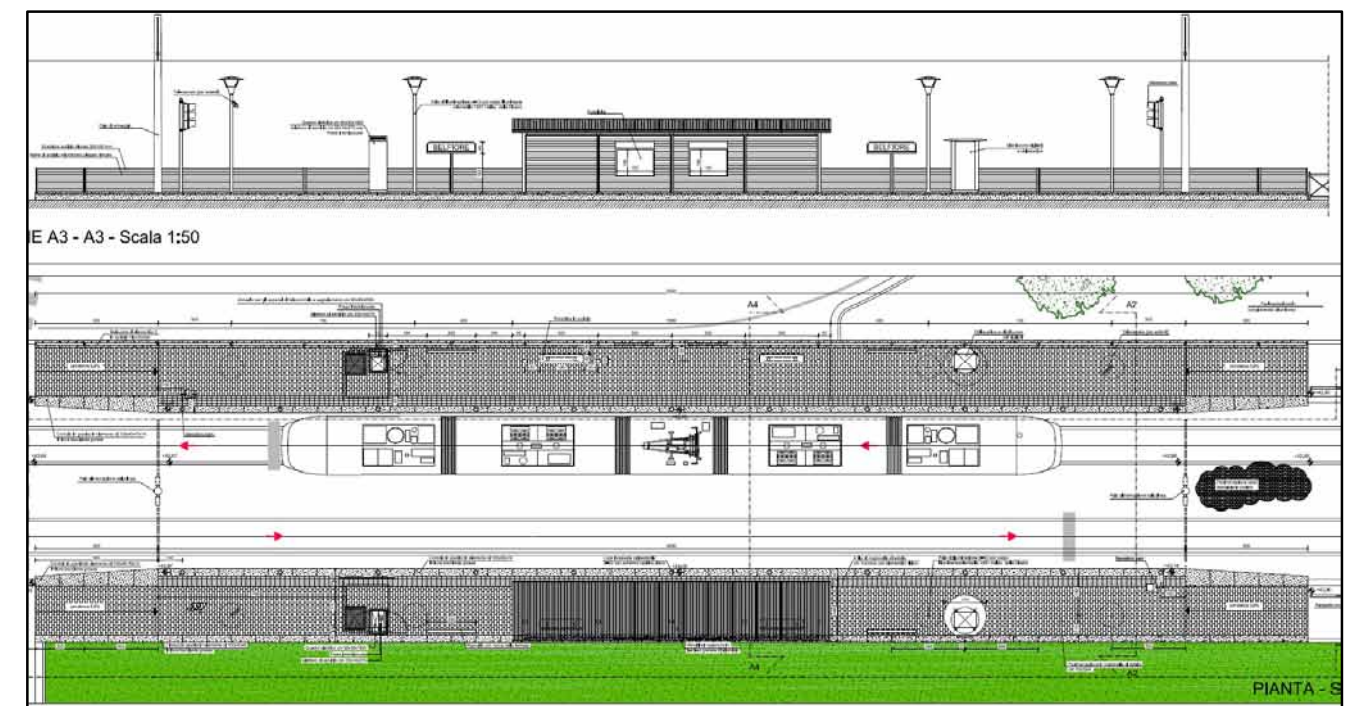
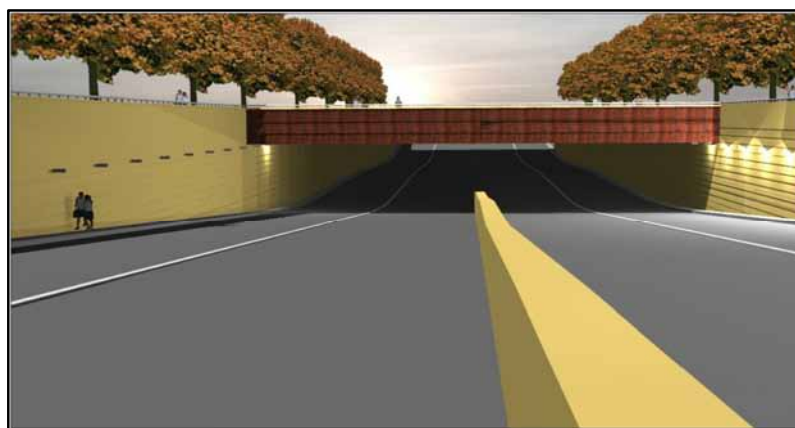
LINEA 2 – PERETOLA – STAZIONE S.M.N.
Via G. Monaco – v.le Belfiore – km 0+500 - 0+650



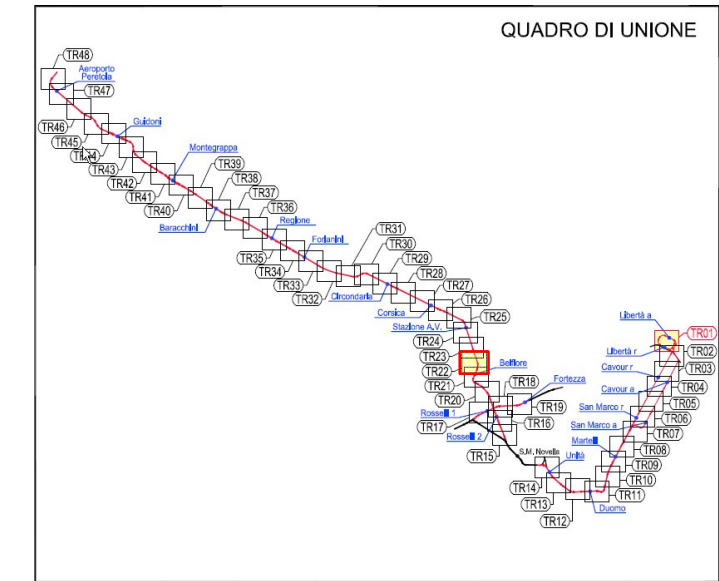
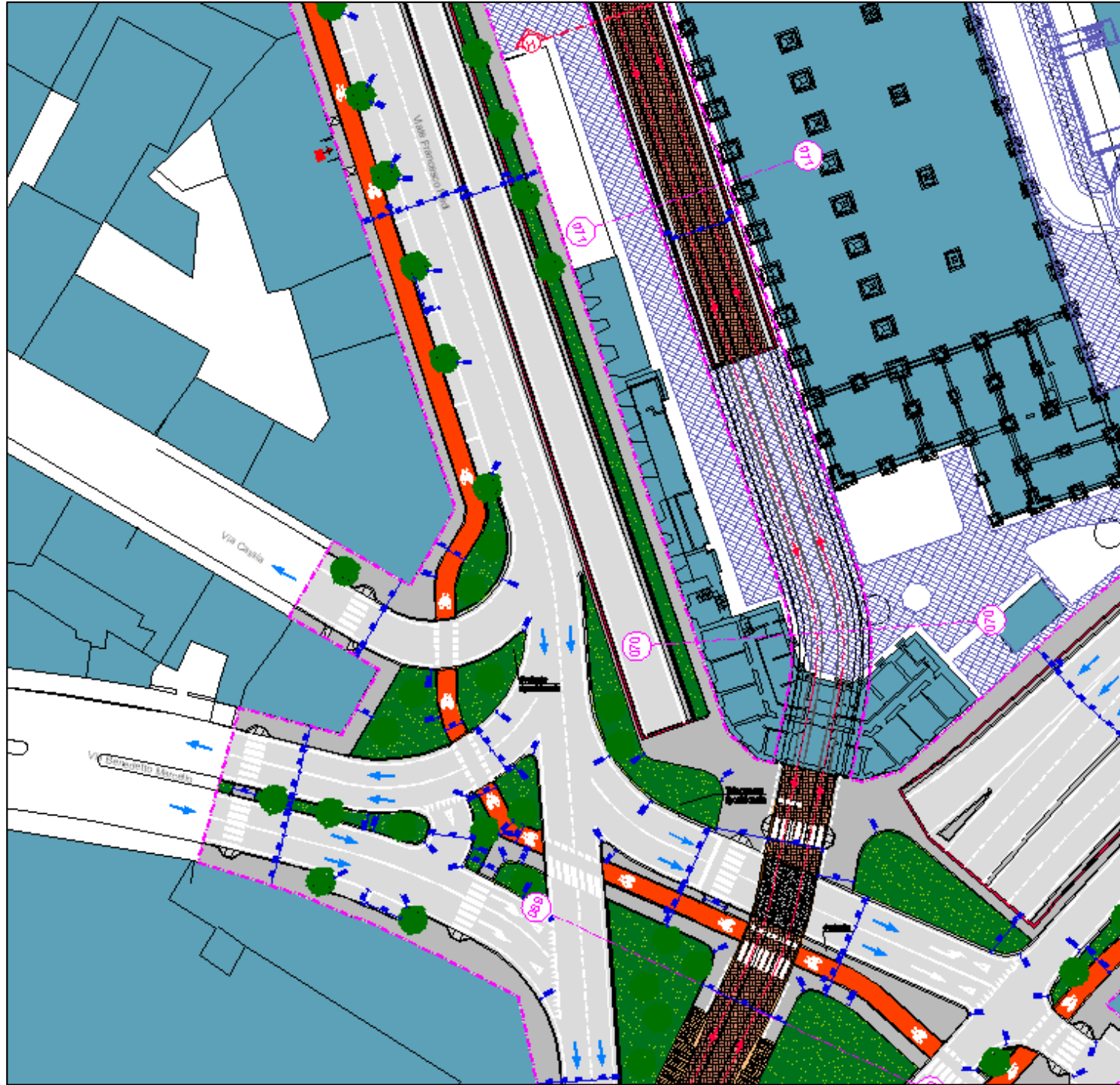
Fermata BELFIORE



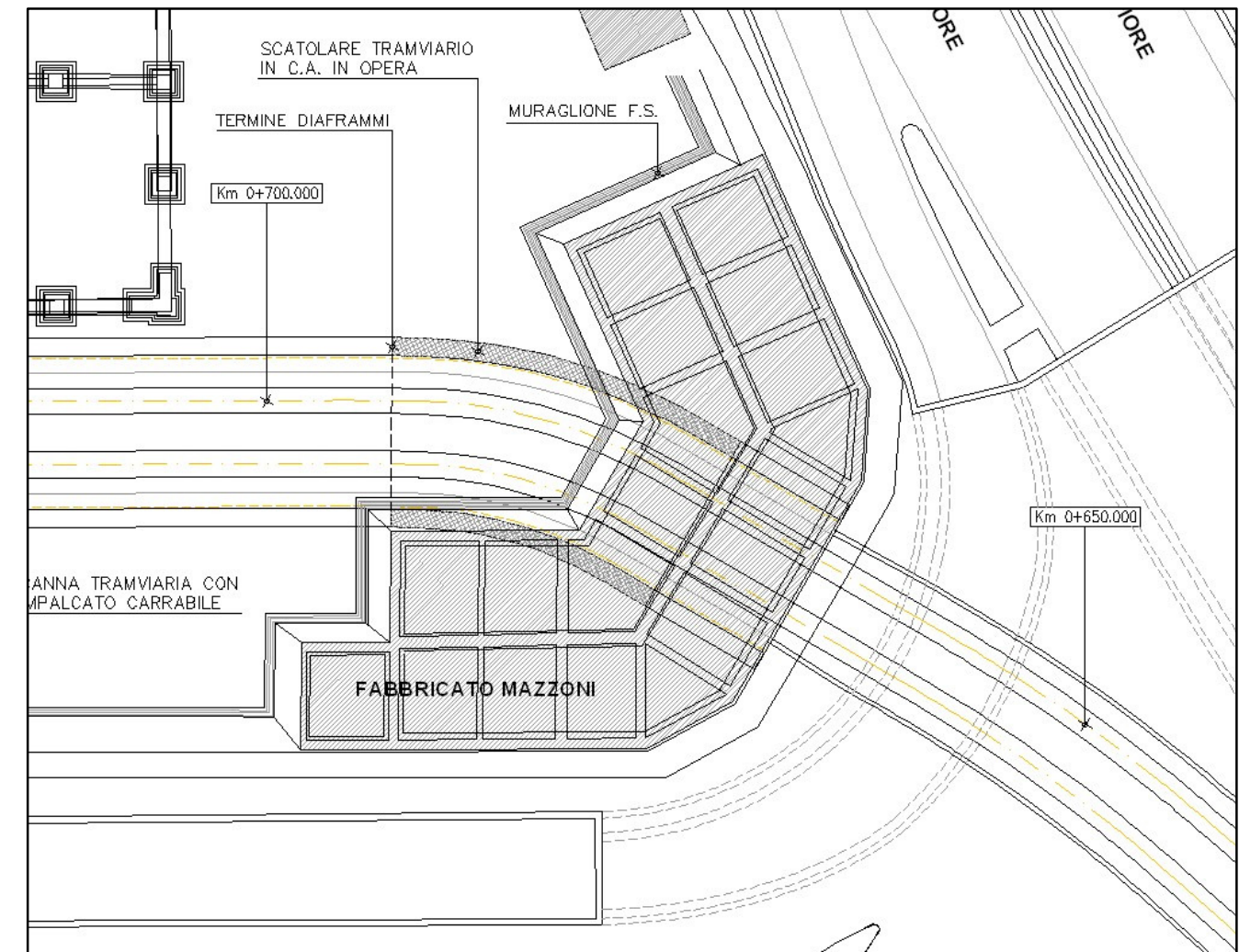
Sottovia BELFIORE – Vista prospettica

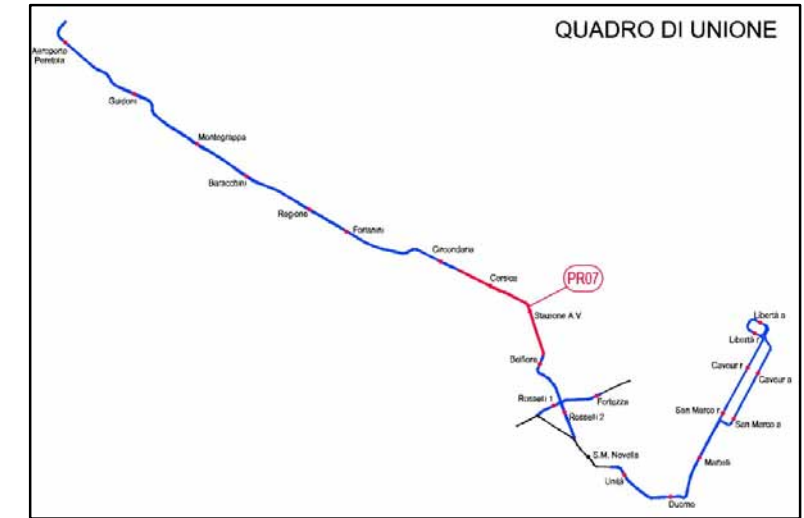


LINEA 2 – PERETOLA – STAZIONE S.M.N.
V.le Belfiore – Staz. Alta Velocità – km 0+650 - 0+750

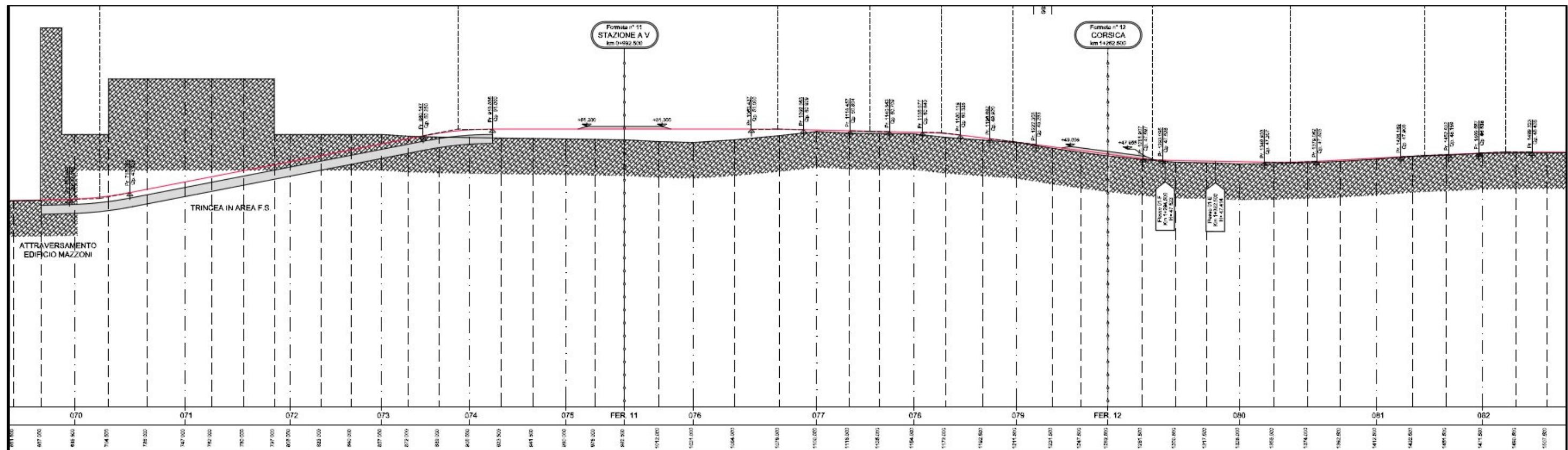


Particolare: attraversamento edificio FF.SS. "Mazzoni"





Profilo Longitudinale

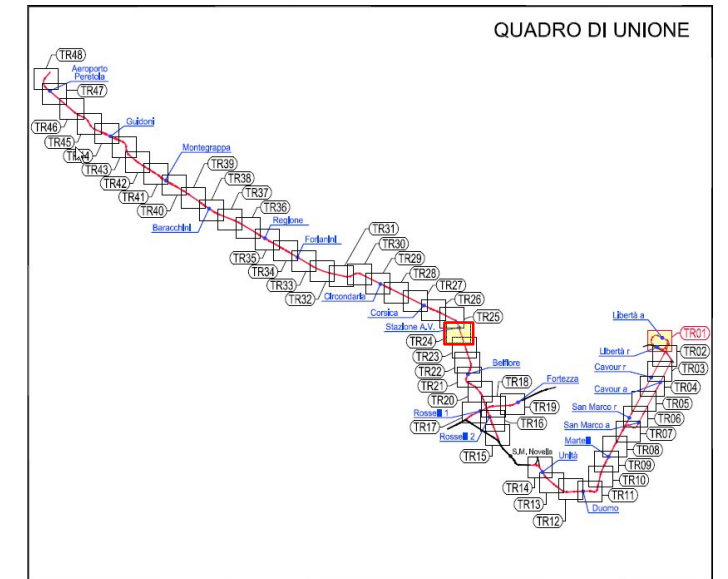
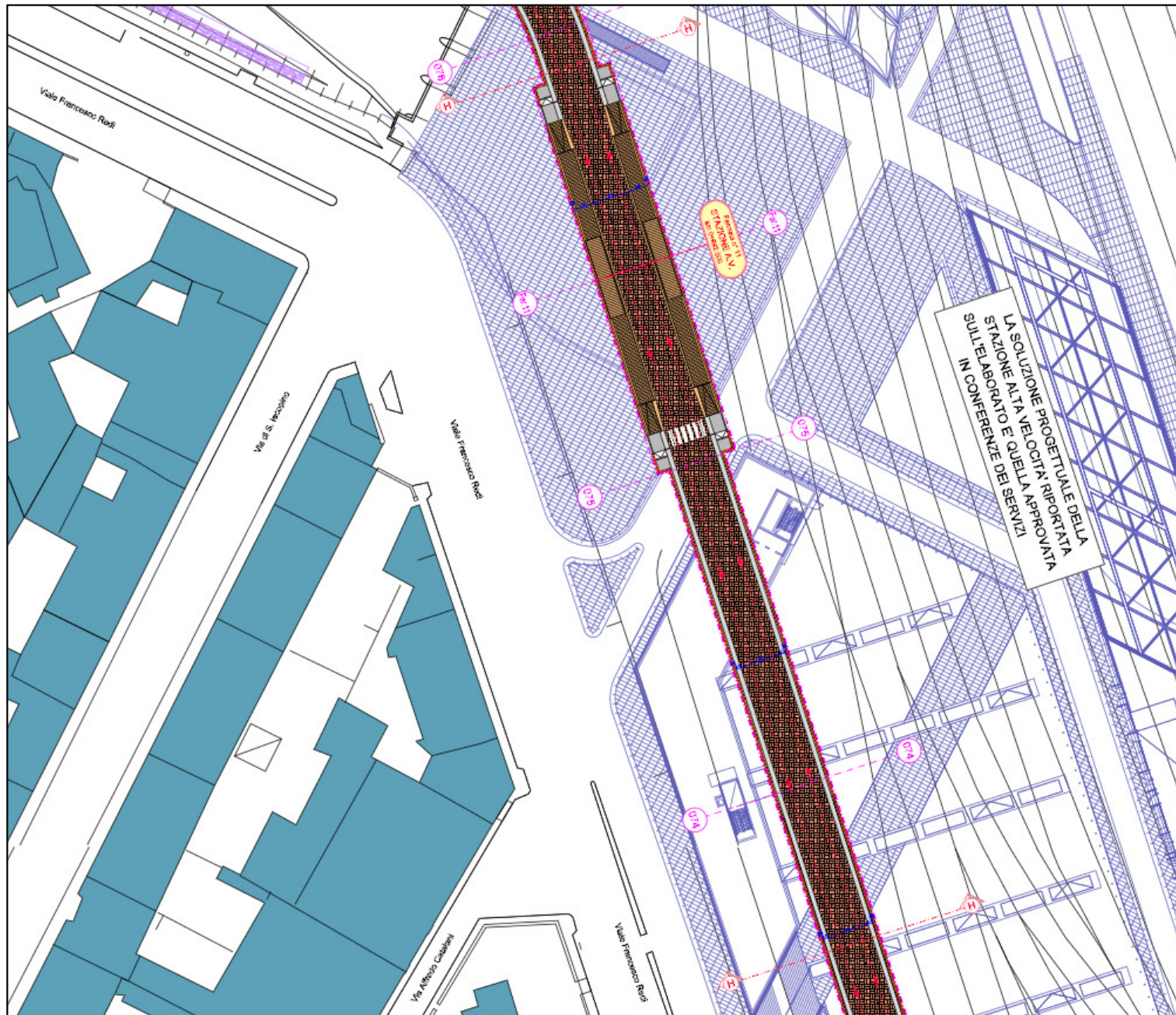


LINEA 2 – PERETOLA – STAZIONE S.M.N. Staz. Alta Velocità – km 0+750 - 0+900

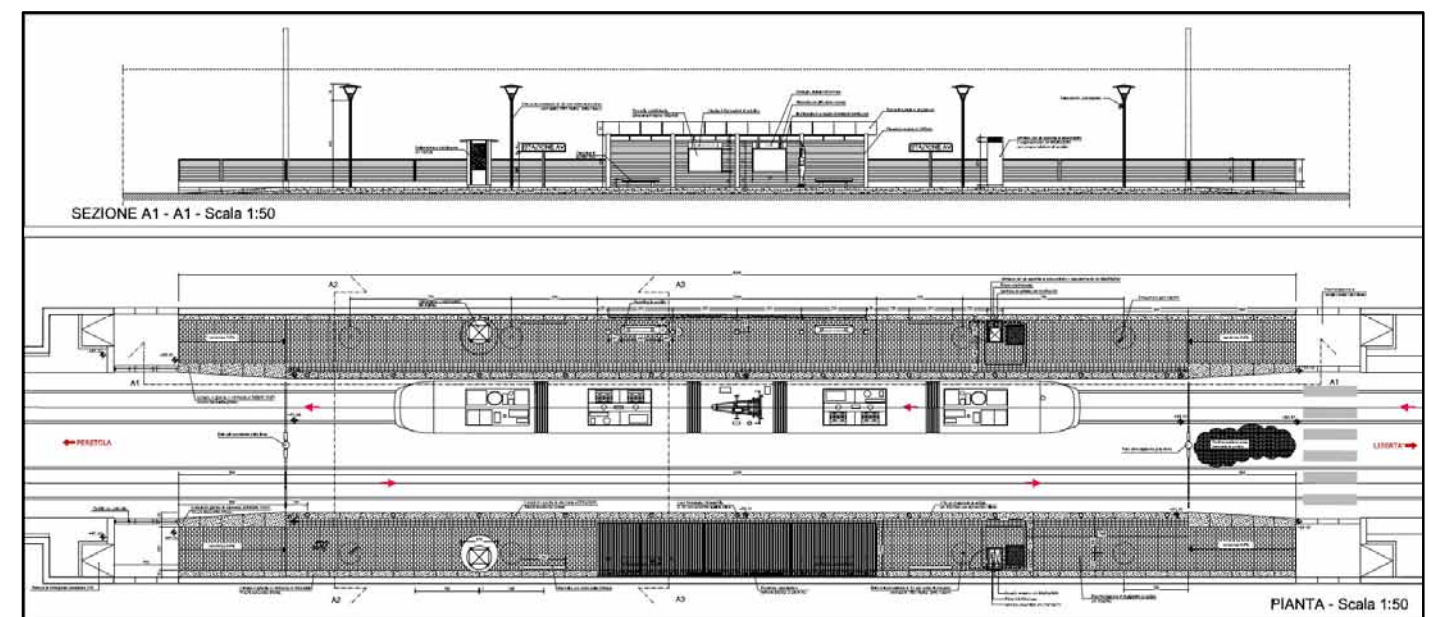
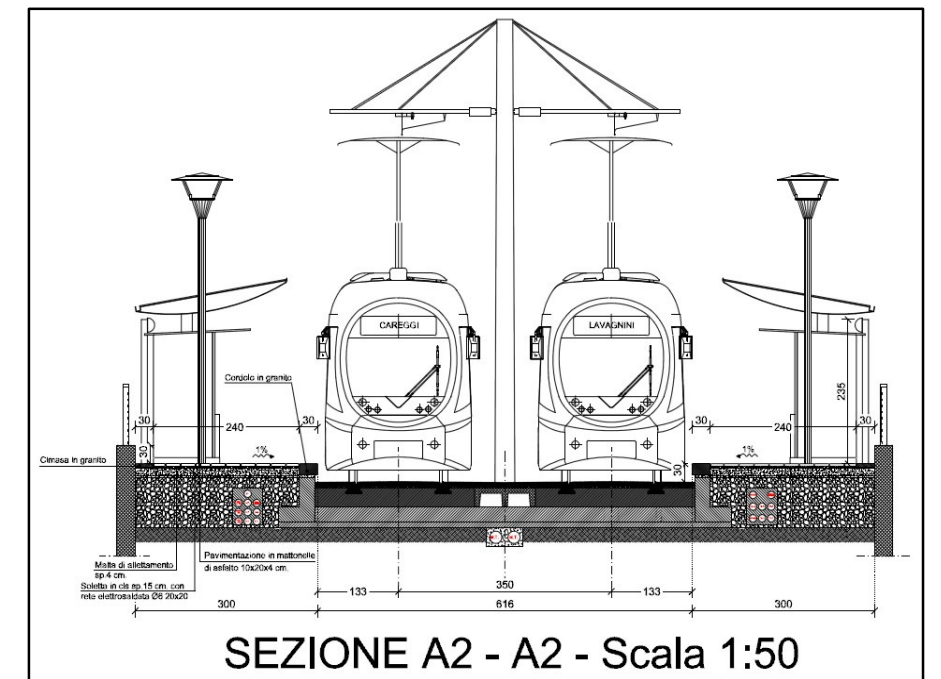


SEZIONE n° 072 - Pr. 0+806.00

quote di progetto	50.40	51.90	47.68	47.38	47.38	47.68	51.90	50.40
distanze di progetto	0.45	0.75	6.70	0.75	0.45	Piazzale futura Stazione A.V.		
Q.F. 45.00								
quote stato di fatto	50.40						50.40	50.40
distanze stato di fatto	Piazzale futura Stazione A.V.							

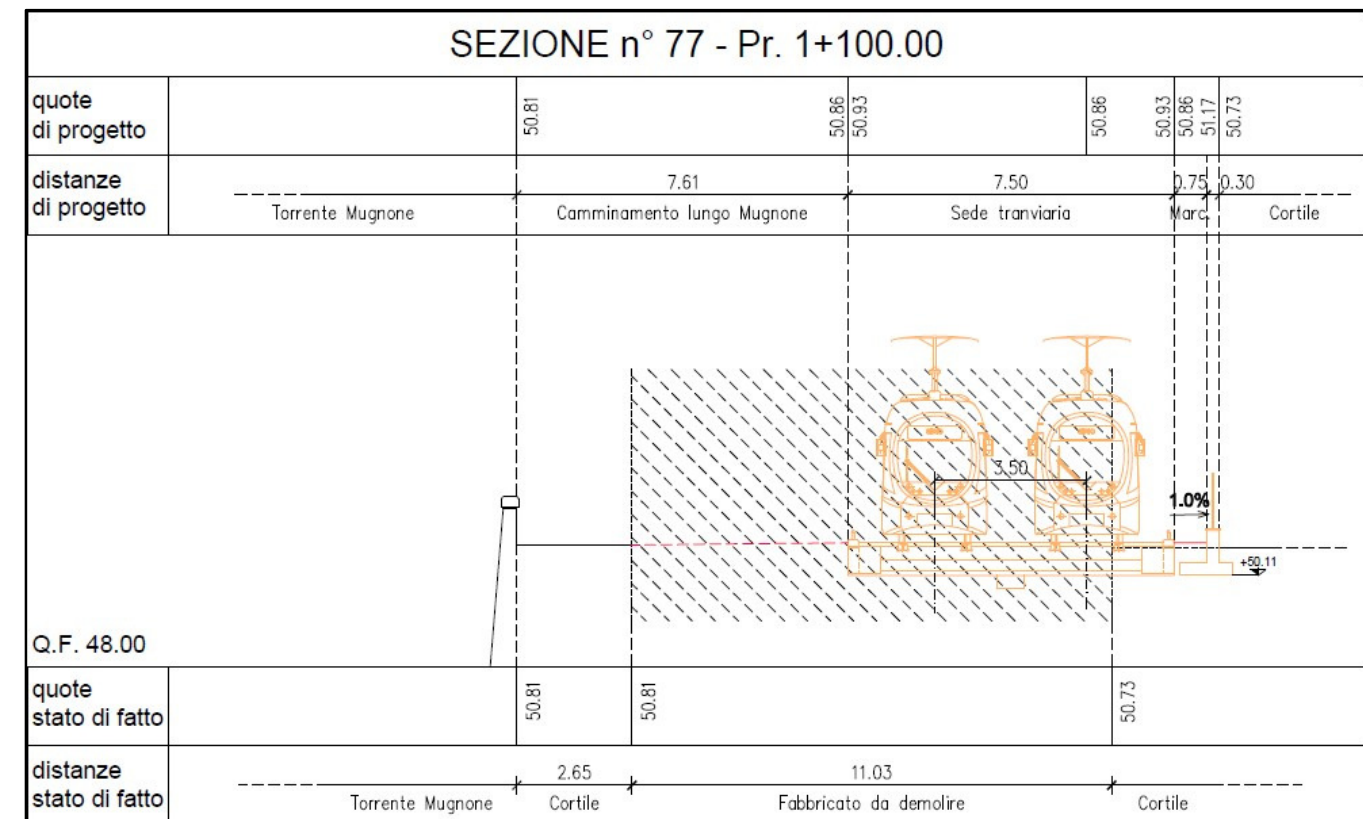
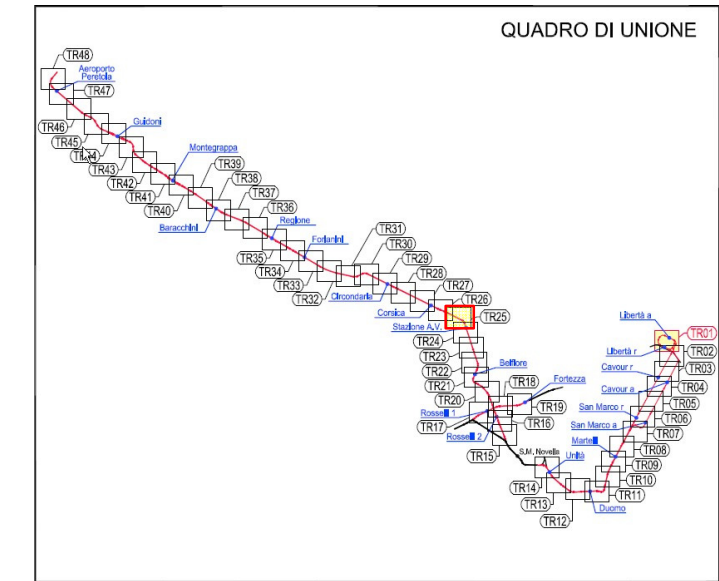
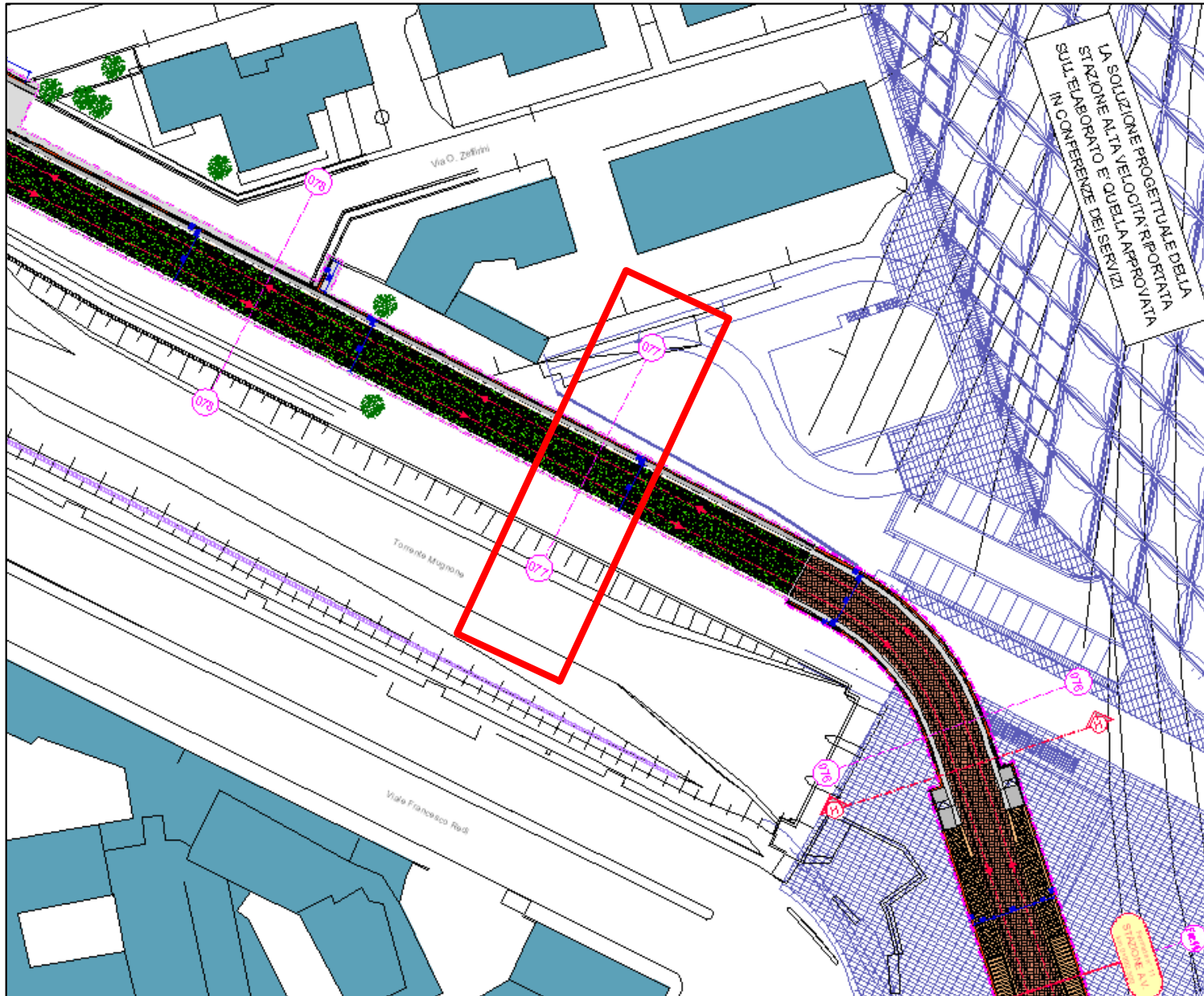


Fermata ALTA VELOCITA'

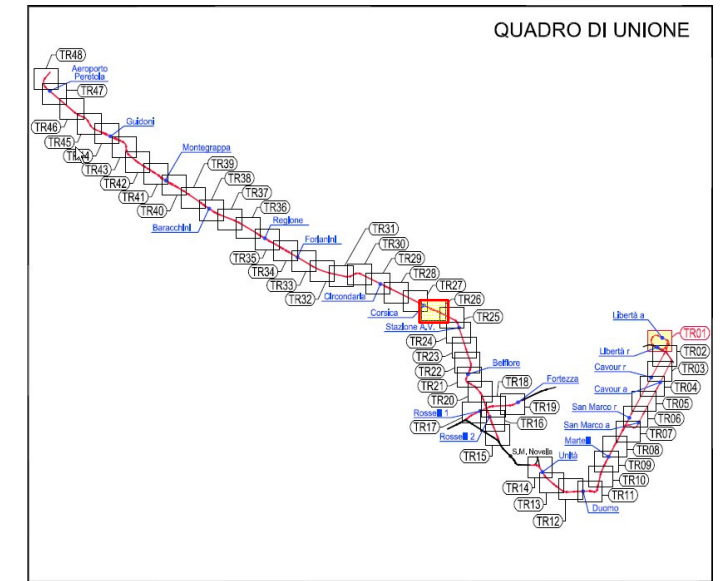


PIANTA - Scala 1:50

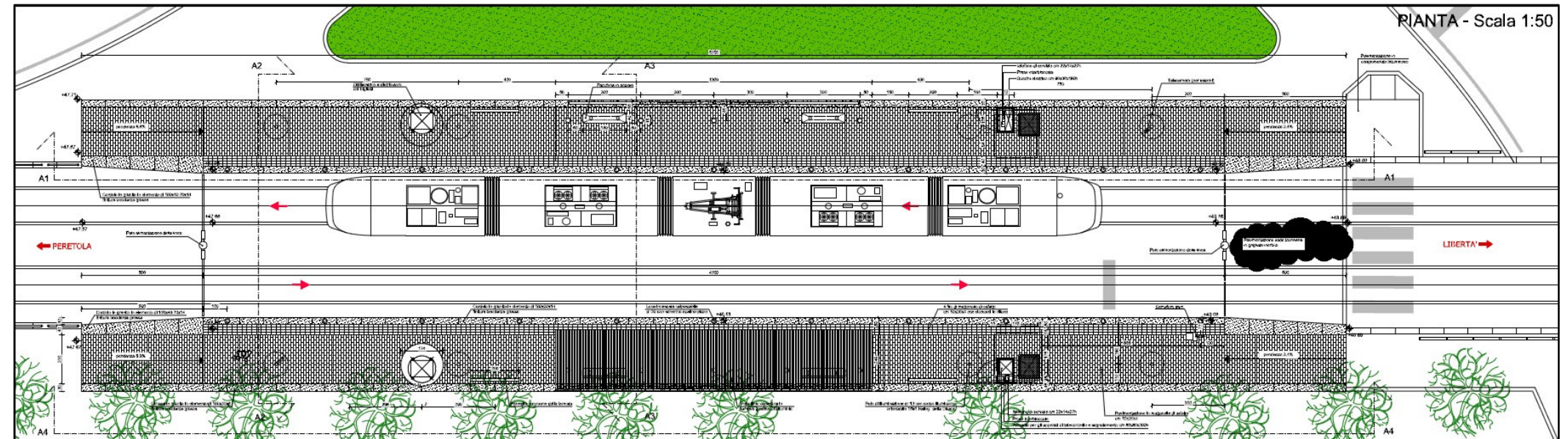
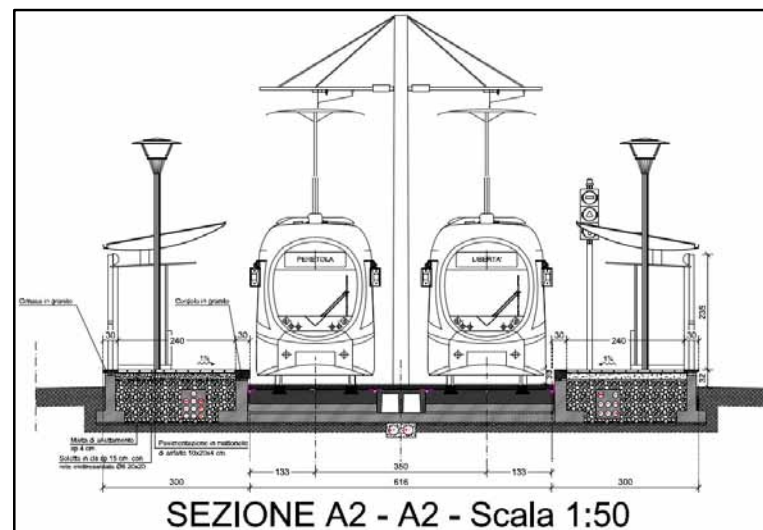
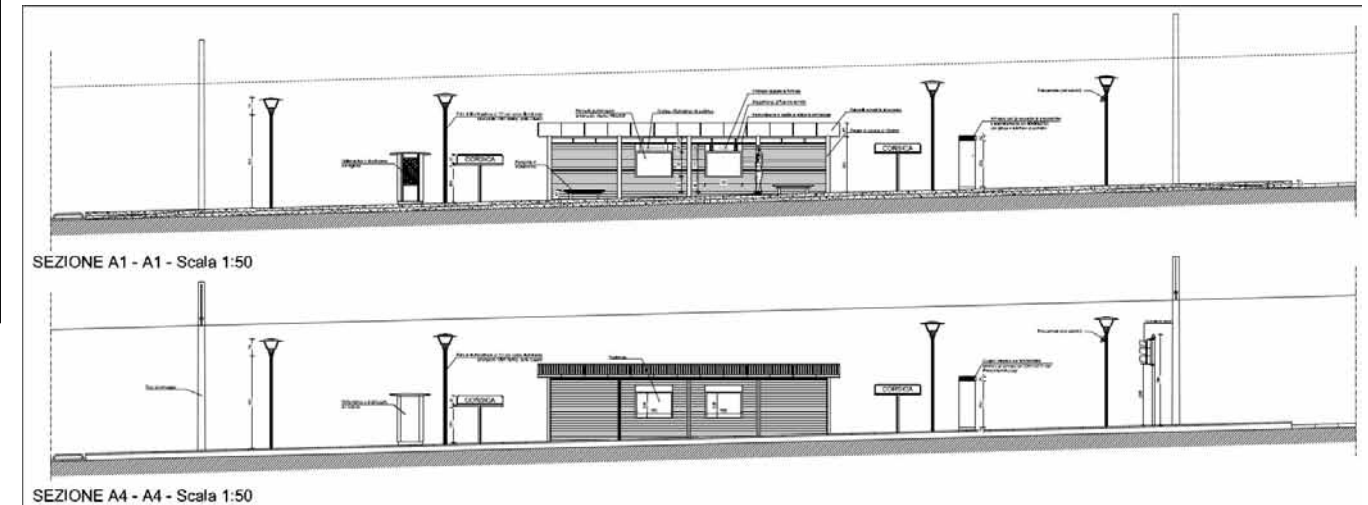
LINEA 2 – PERETOLA – STAZIONE S.M.N.
Staz. Alta Velocità – v.le Corsica – km 1+050 - 1+150



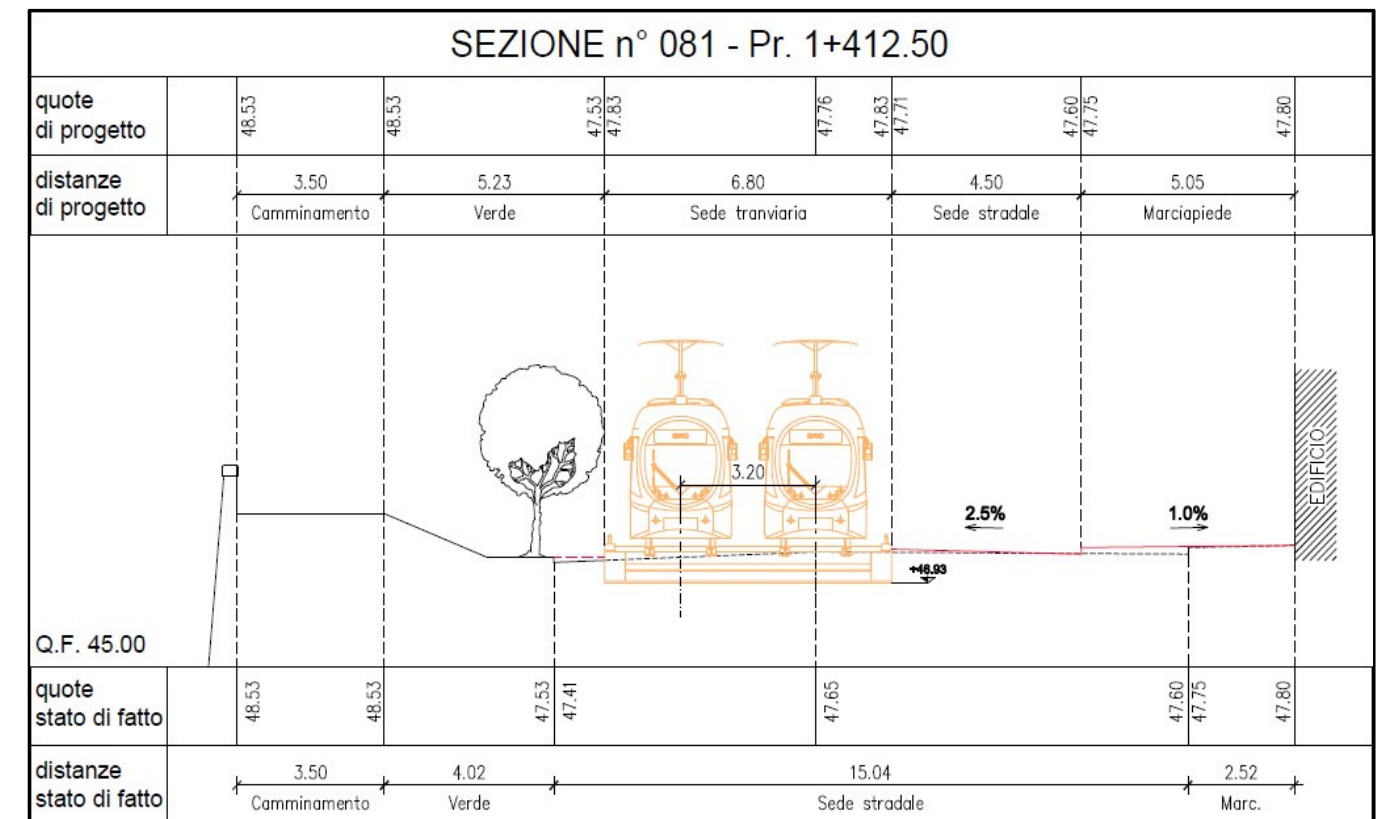
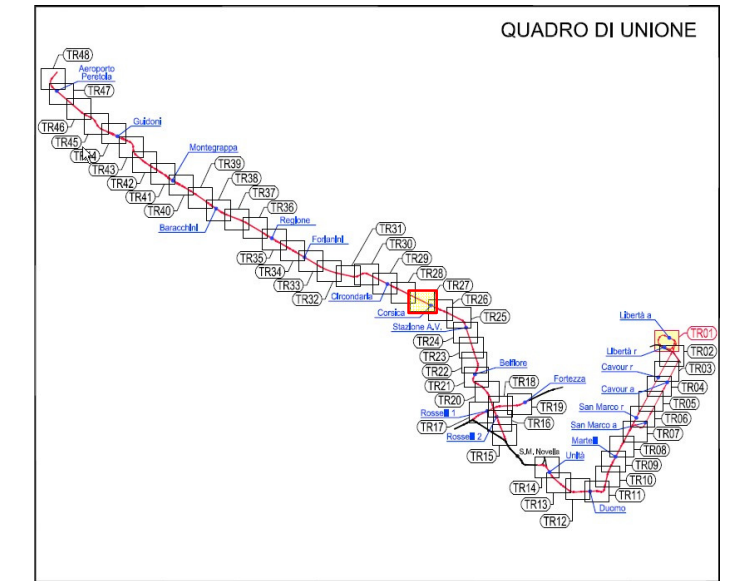
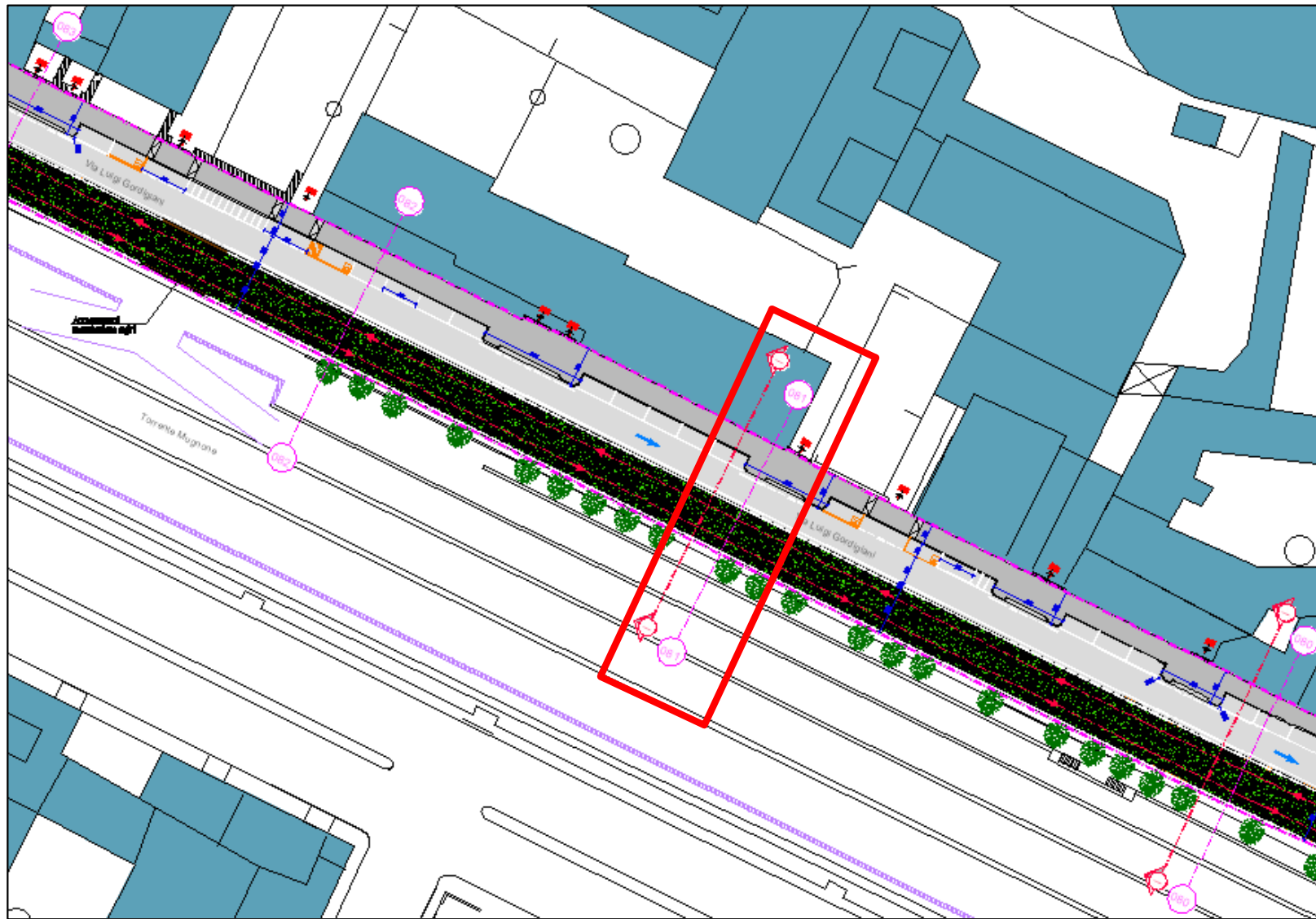
LINEA 2 – PERETOLA – STAZIONE S.M.N.
V.le Corsica – via Gordigiani – km 1+150 - 1+350

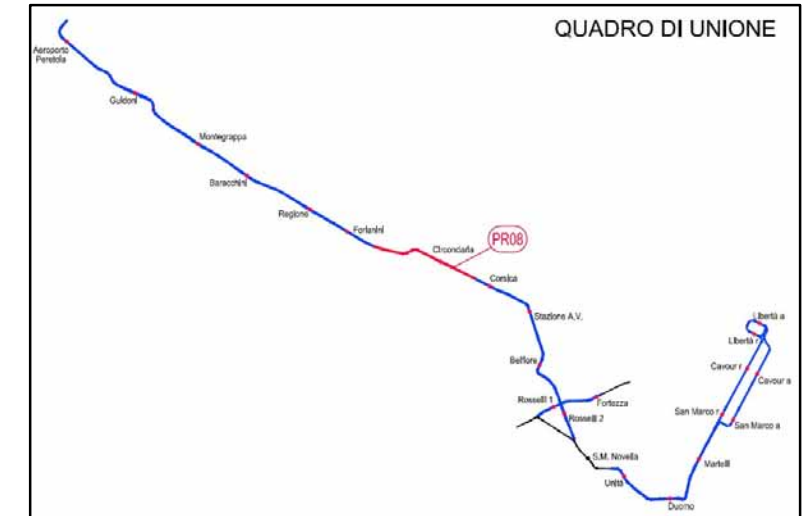


Fermata CORSICA

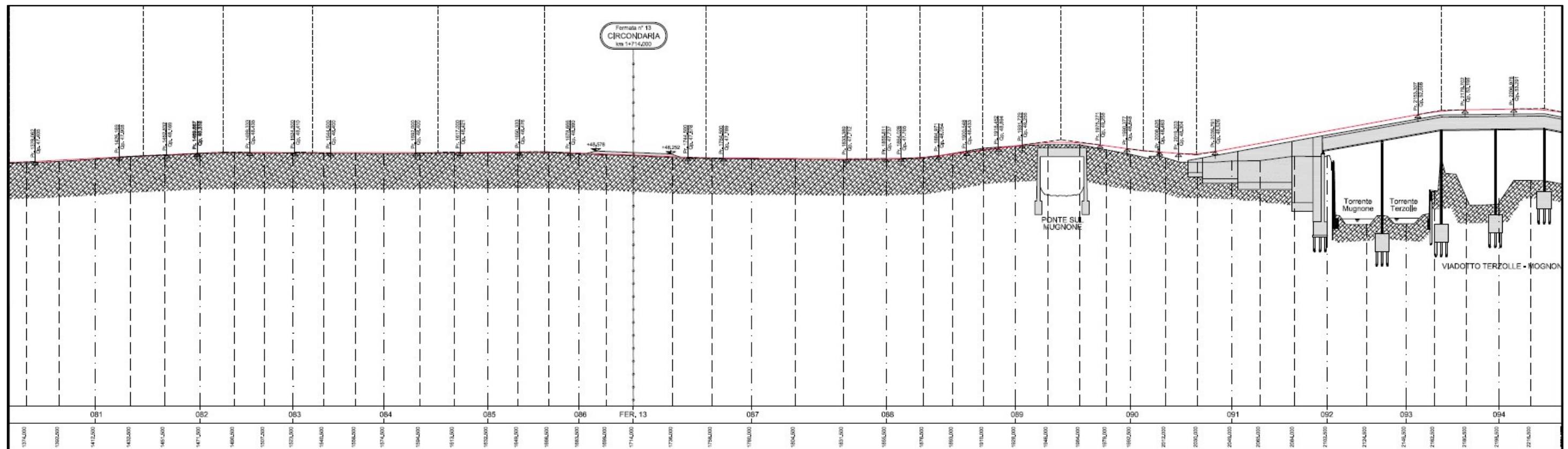


LINEA 2 – PERETOLA – STAZIONE S.M.N. Via Gordigiani – km 1+350 - 1+500

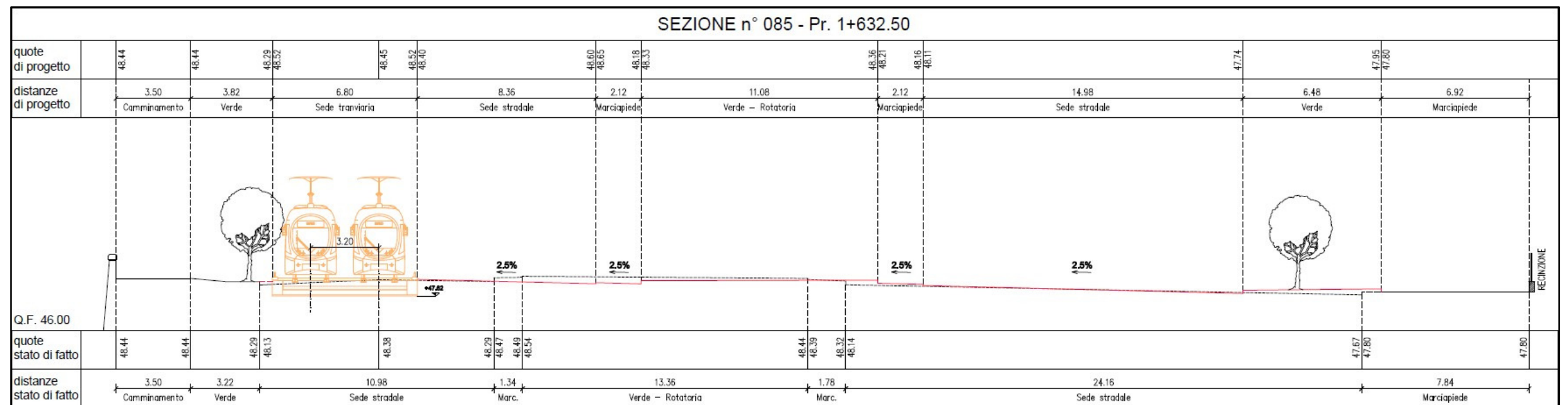
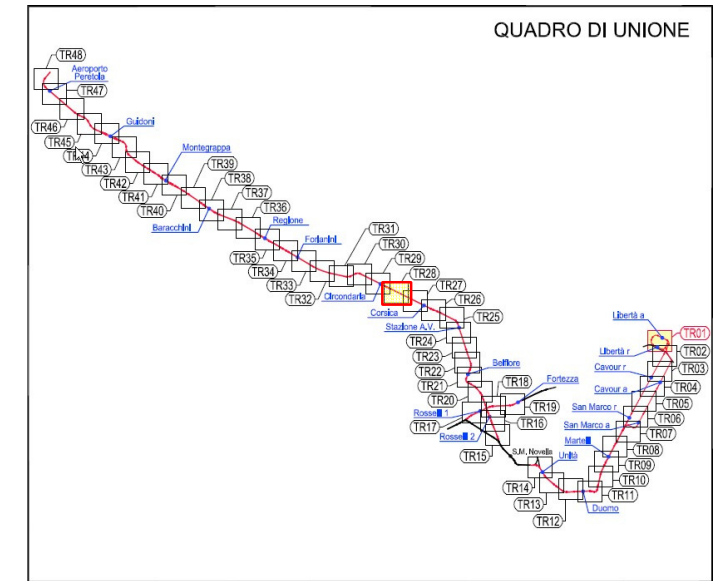
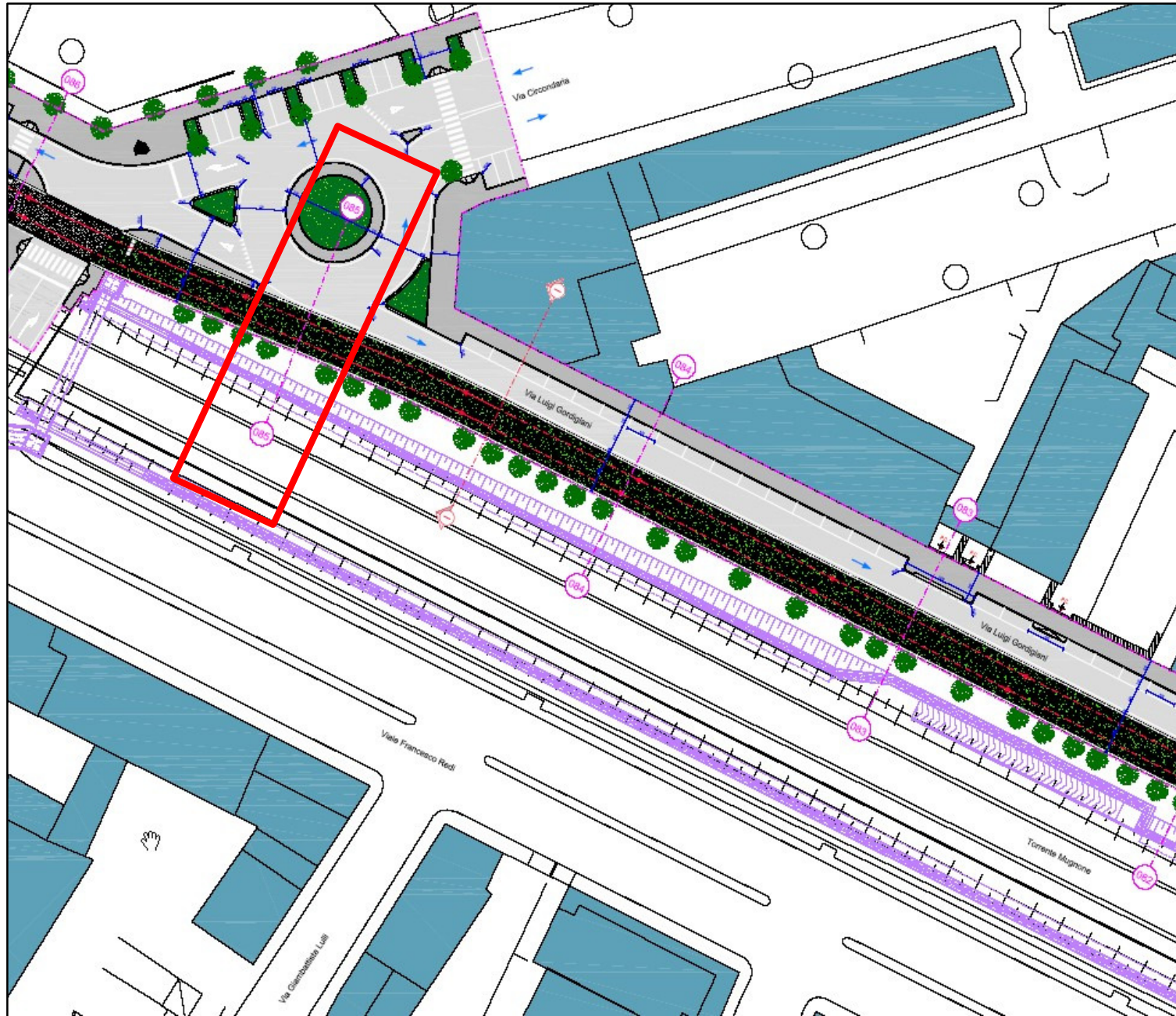


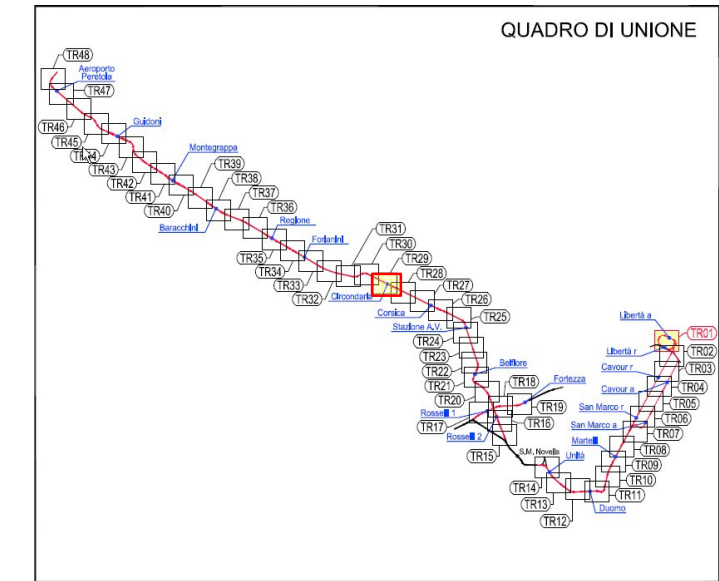
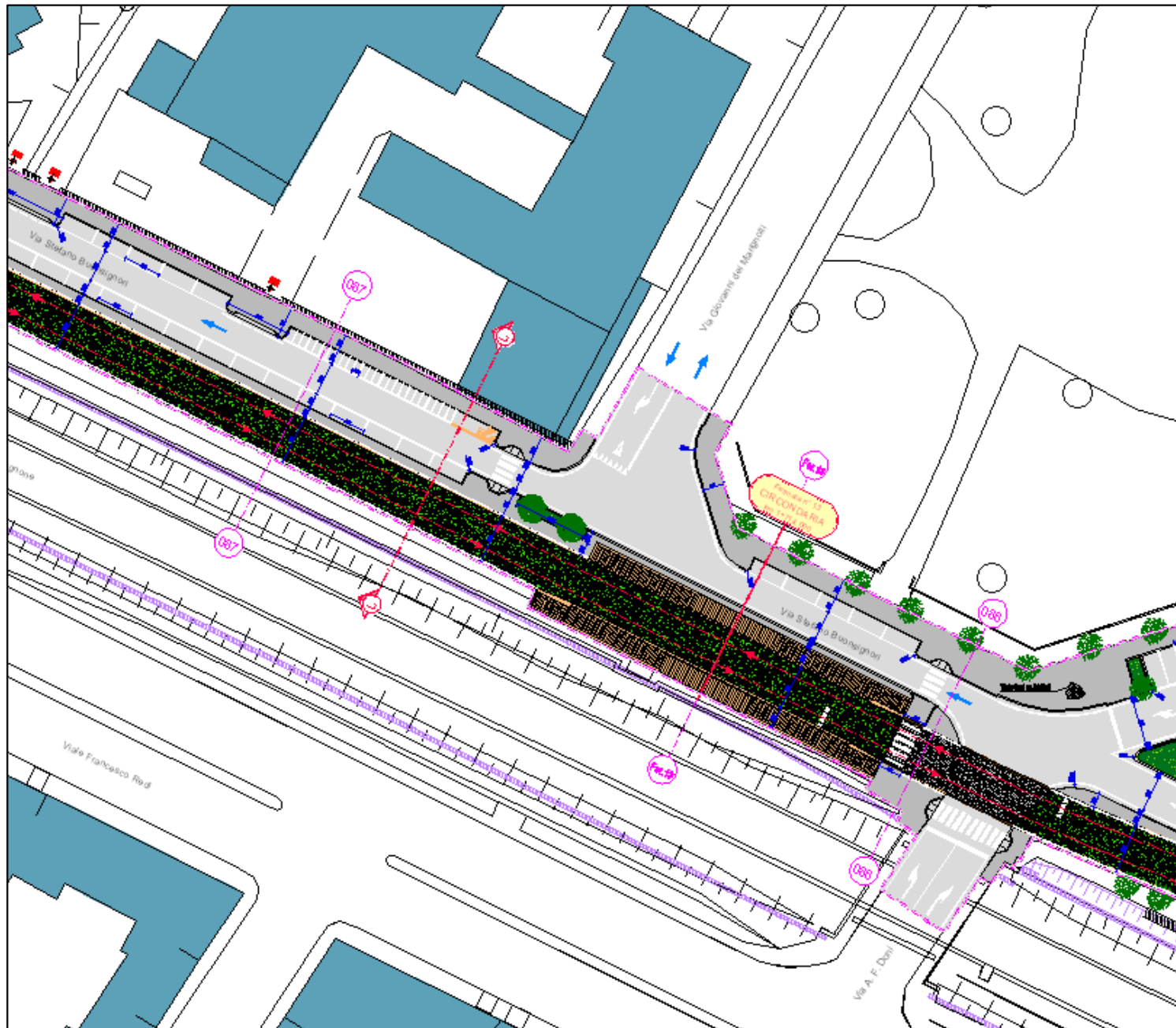


Profilo Longitudinale

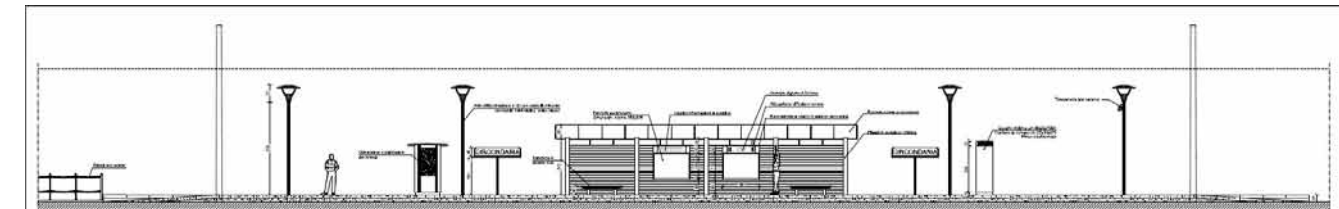


LINEA 2 – PERETOLA – STAZIONE S.M.N. Via Gordigiani – via Buonsignori – km 1+500 - 1+650

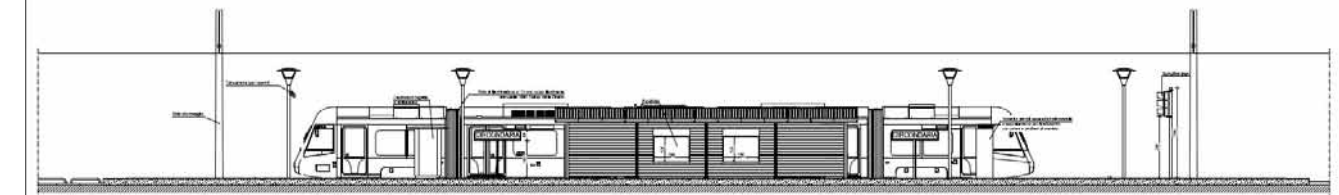




Fermata CIRCONDARIA



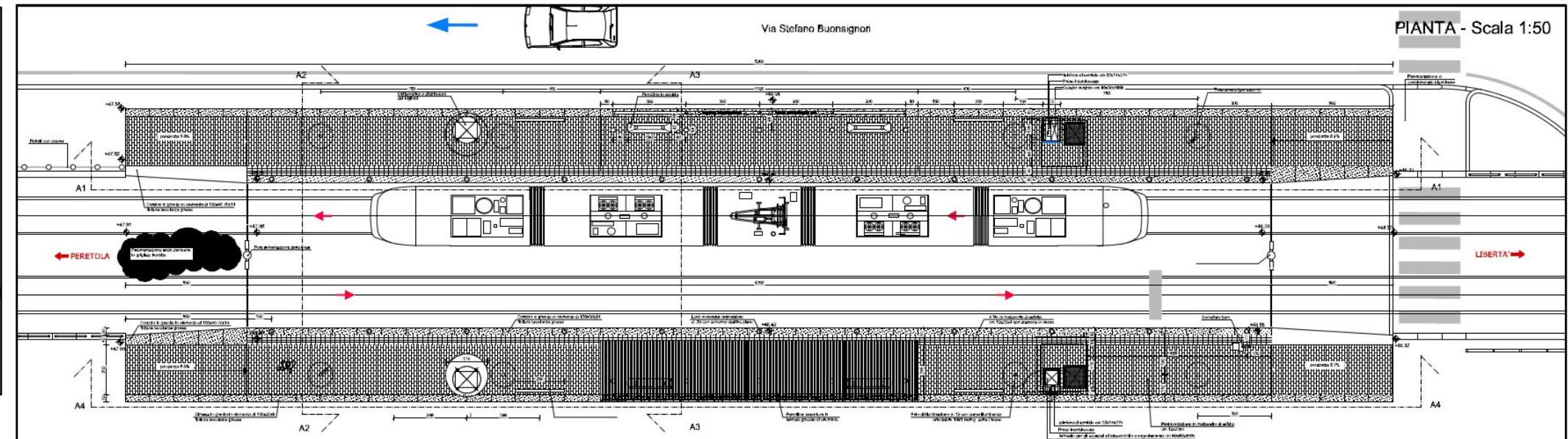
SEZIONE A1 - A1 - Scala 1:50



SEZIONE A4 - A4 - Scala 1:50

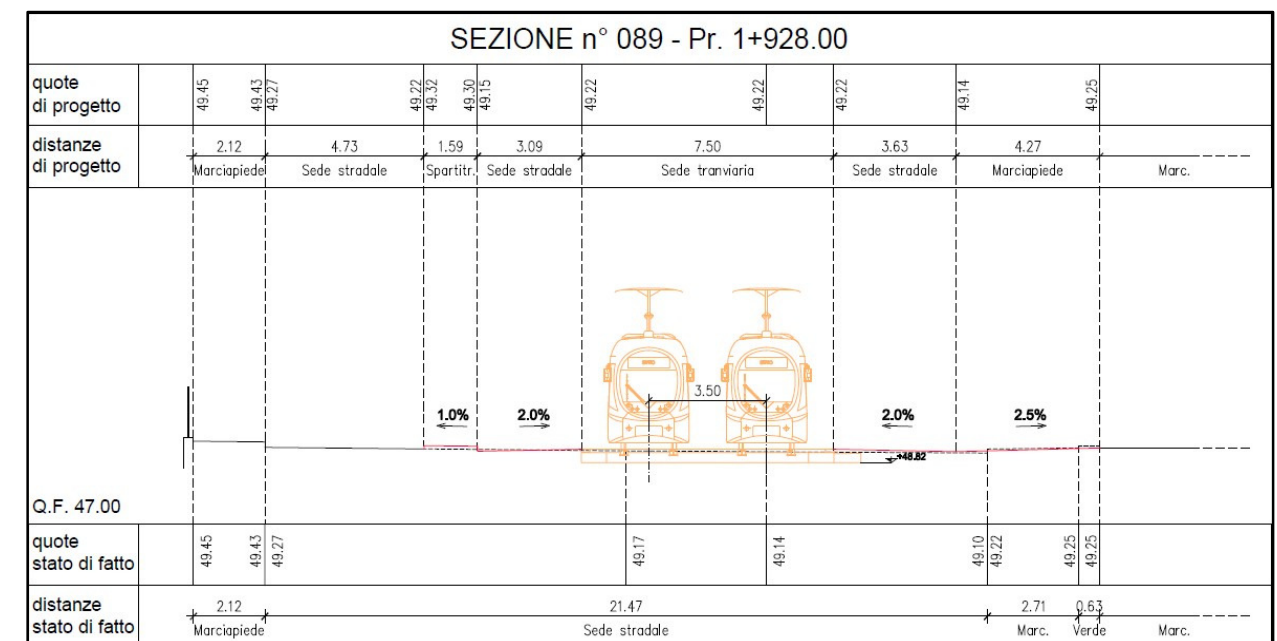
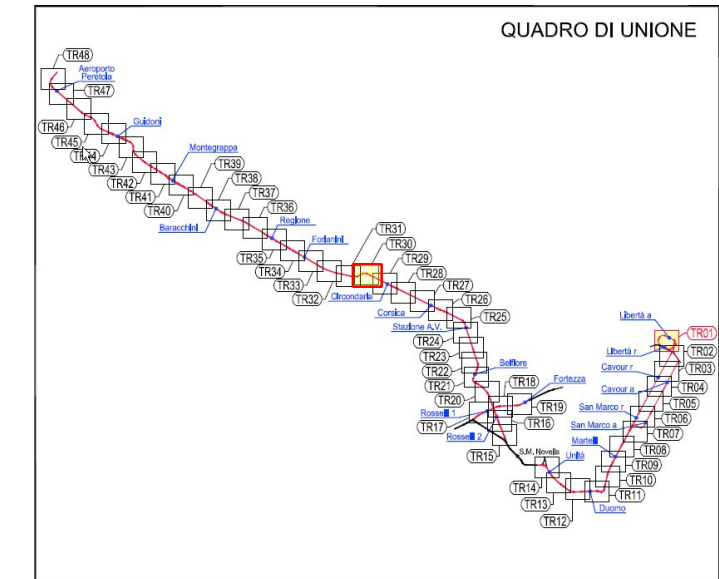
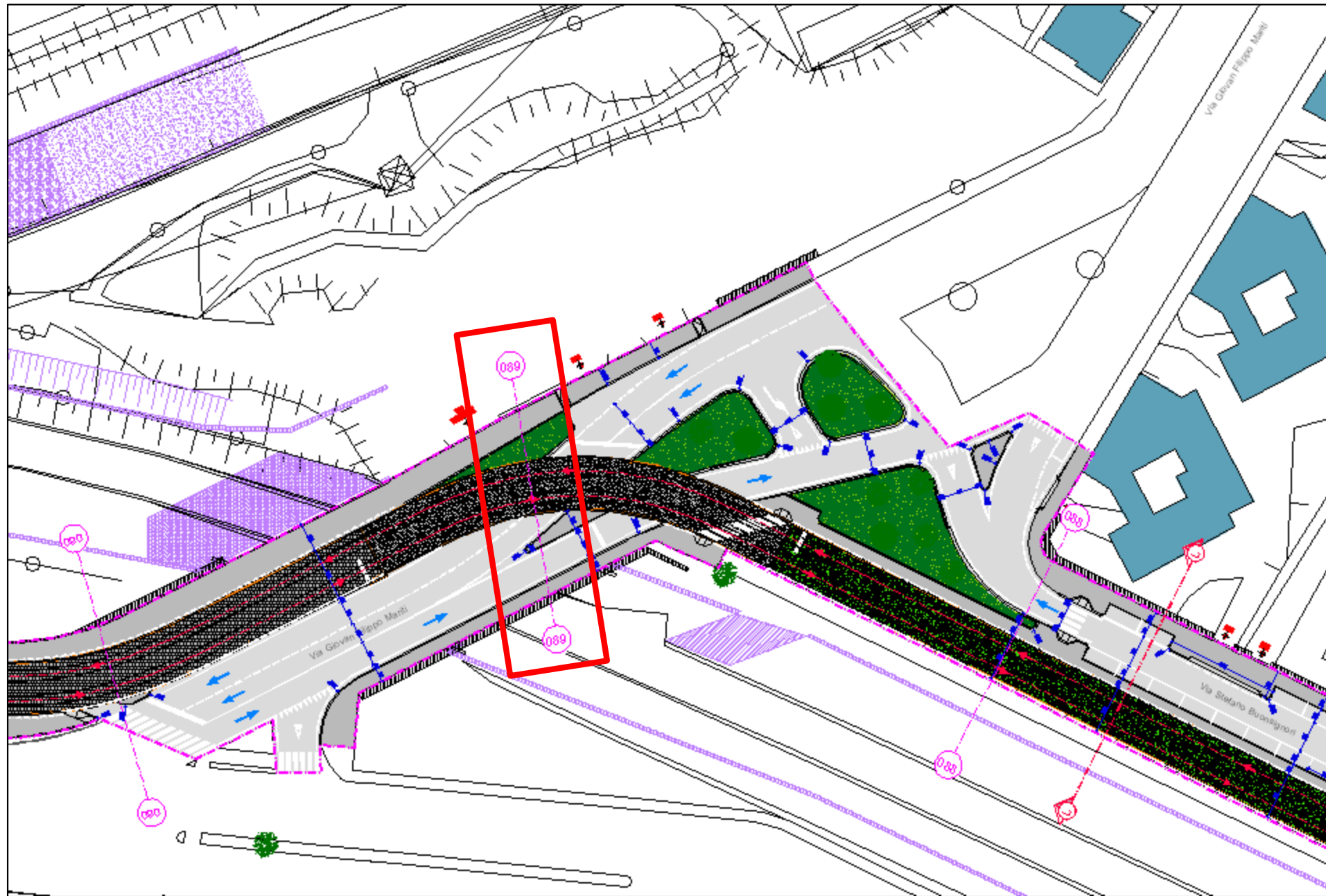


SEZIONE A2 - A2 - Scala 1:50

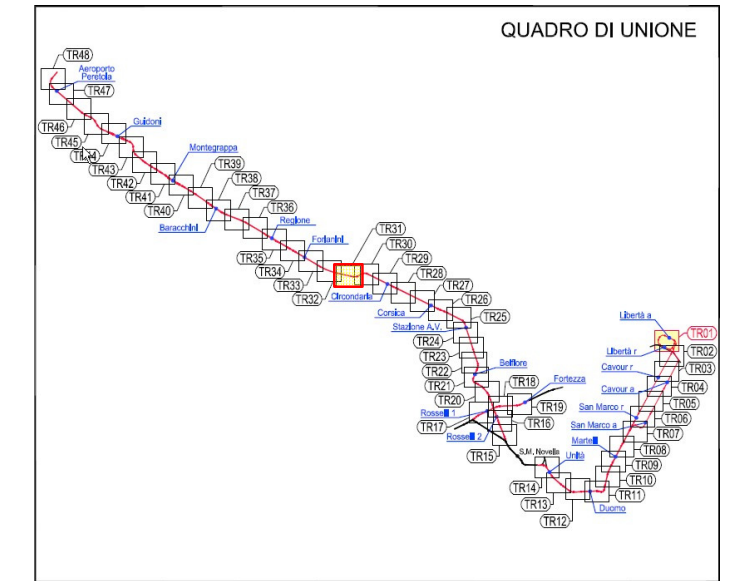
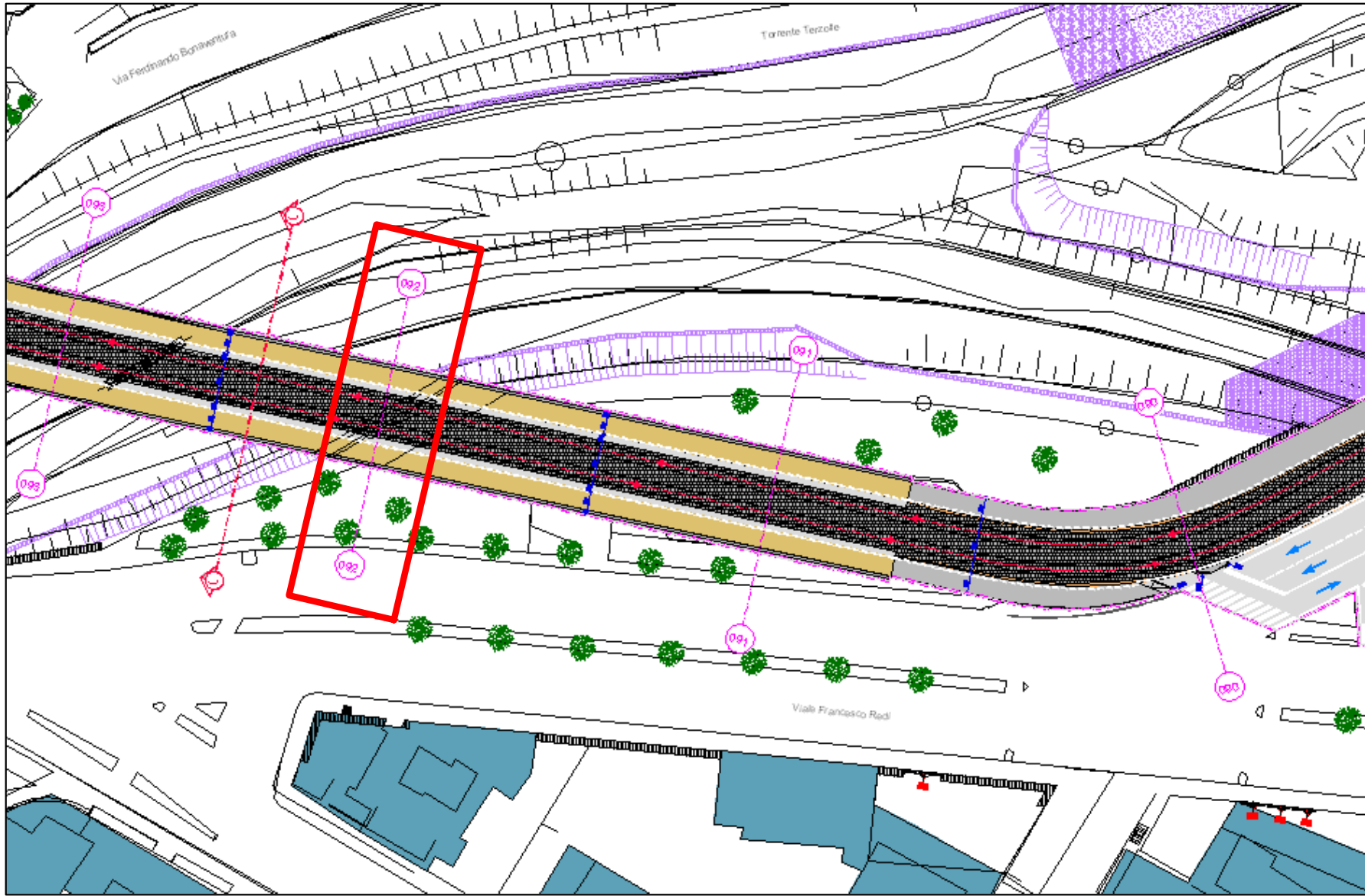


LINEA 2 – PERETOLA – STAZIONE S.M.N.

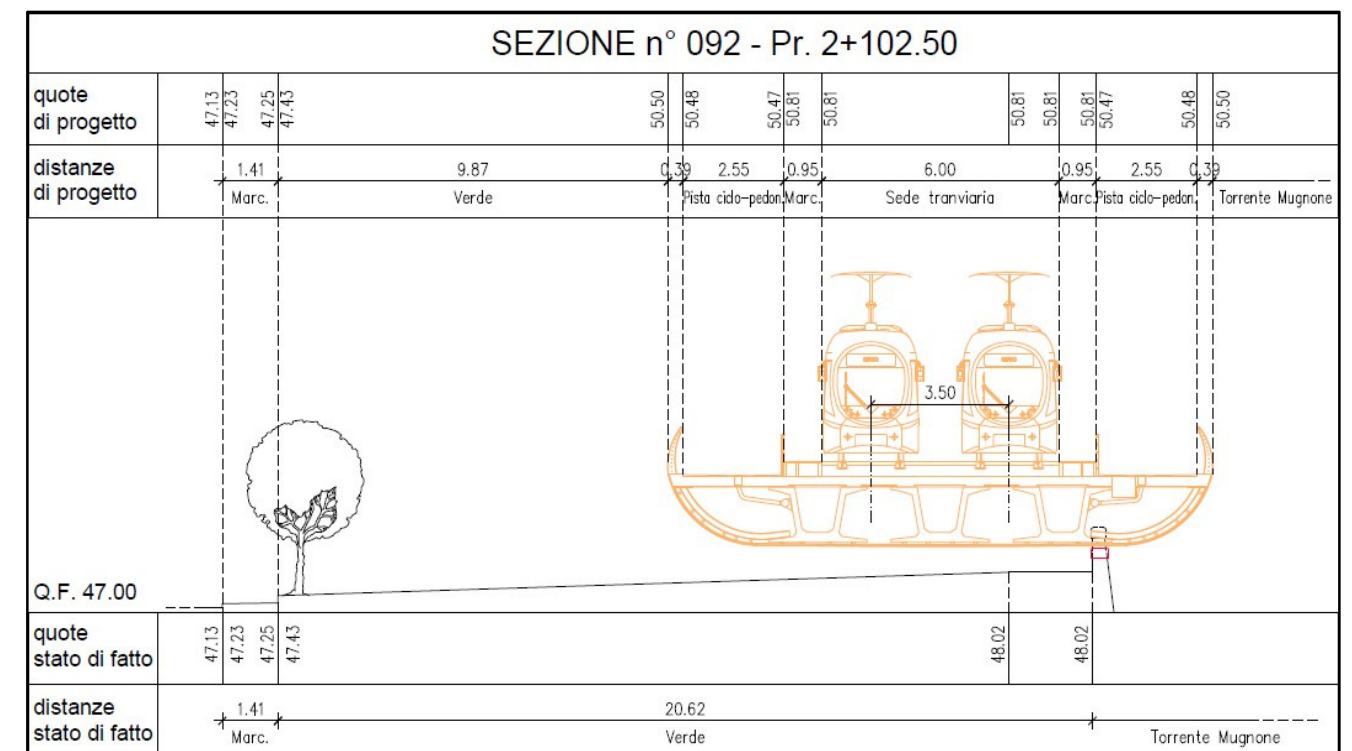
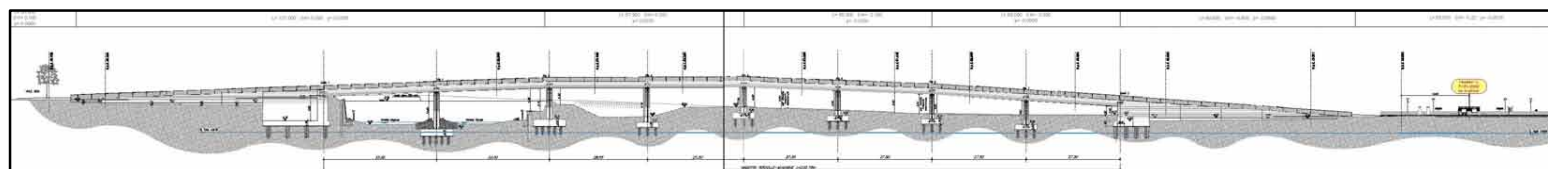
Via Buonsignori – v.le Redi – km 1+850 - 2+000



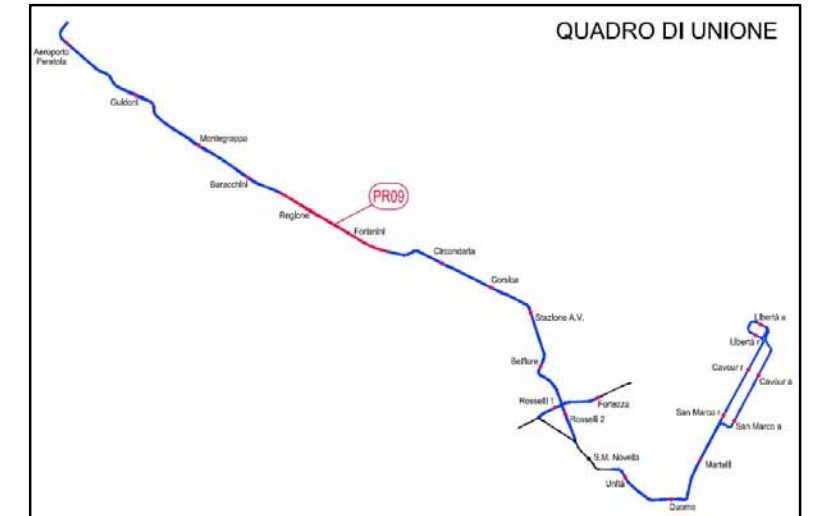
LINEA 2 – PERETOLA – STAZIONE S.M.N.
V.le Redi – km 2+000 - 2+150



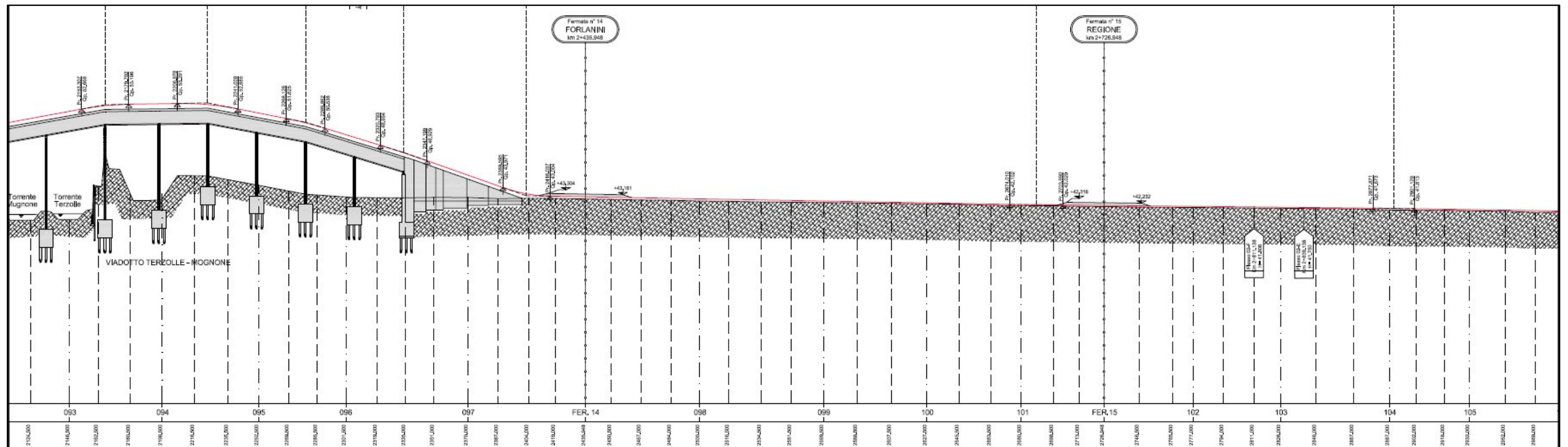
Profilo longitudinale Viadotto TERZOLLE



LINEA 2 – PERETOLA – STAZIONE S.M.N.
Tratto 7 – via di Novoli – km 2+200 - 2+900



Profilo Longitudinale



Vista da Via Forlanini



Vista da Via di Novoli



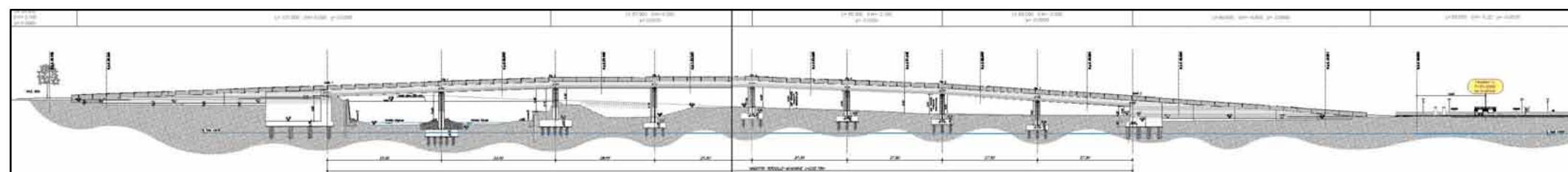
Vista da Via Forlanini



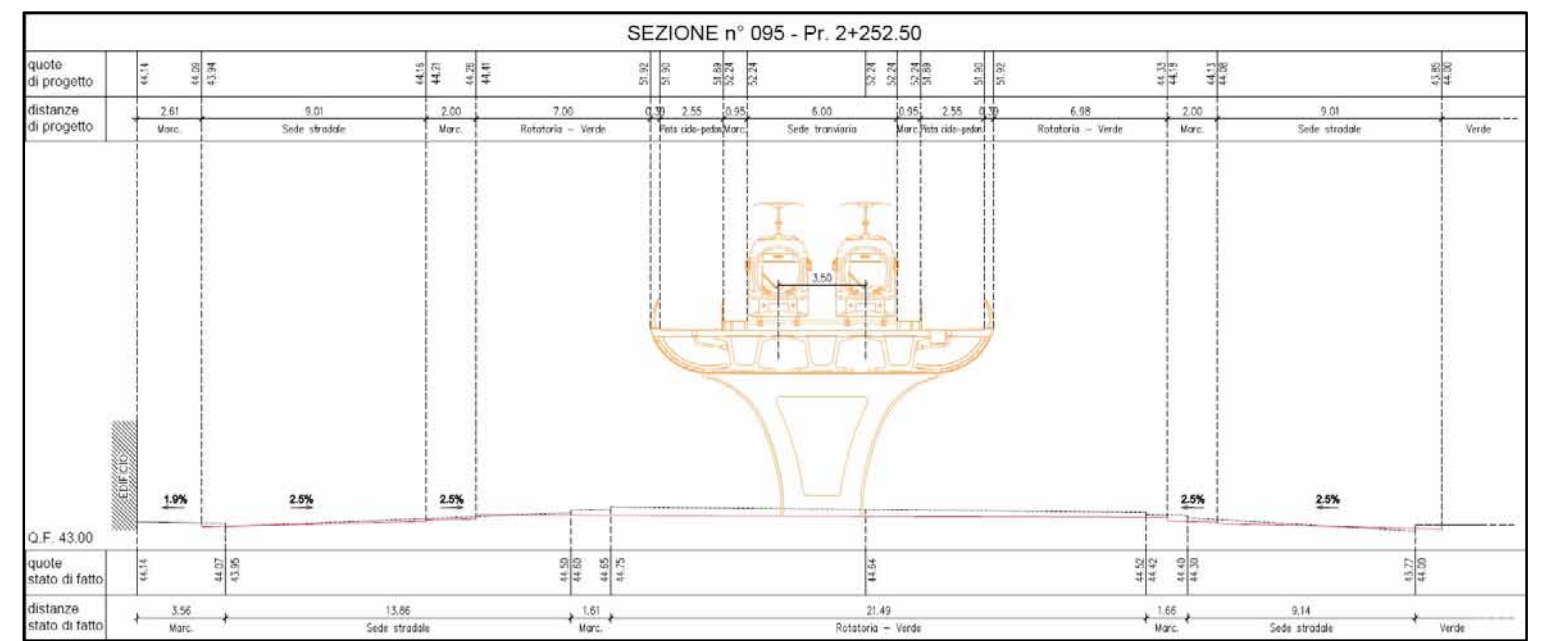
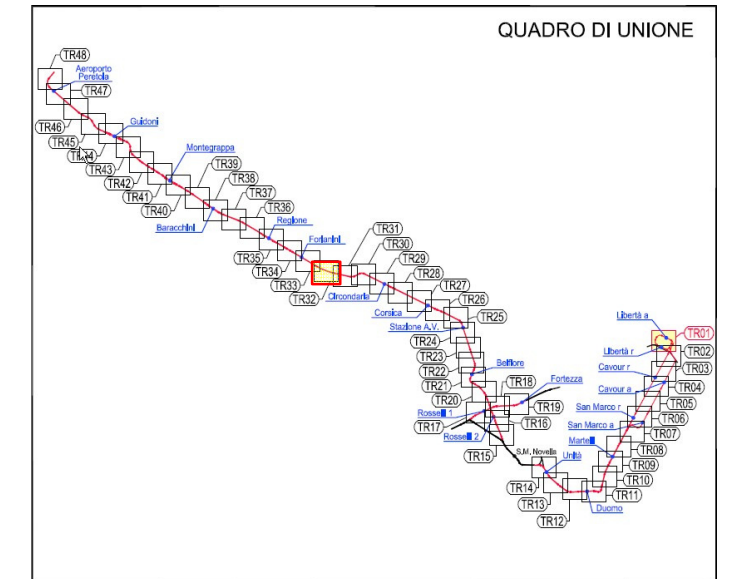
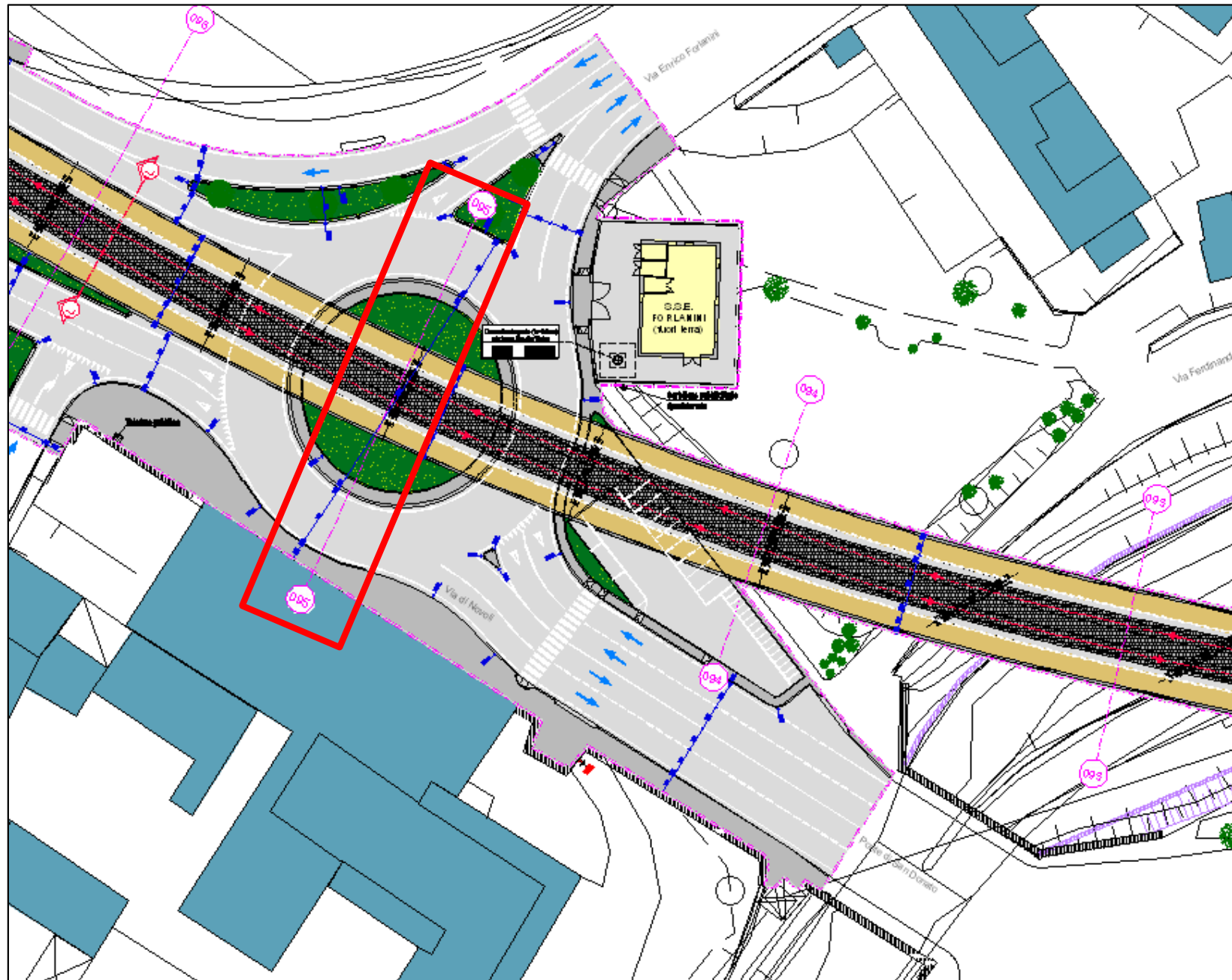
Vista da Via Villa Demidoff

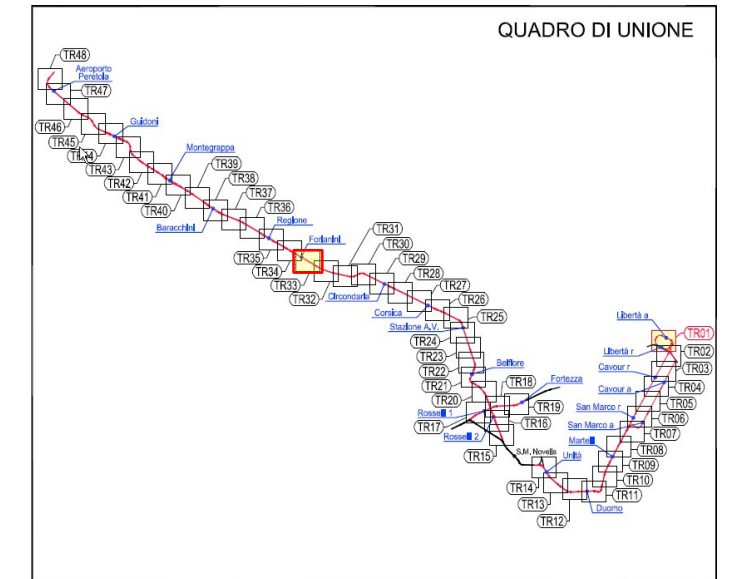
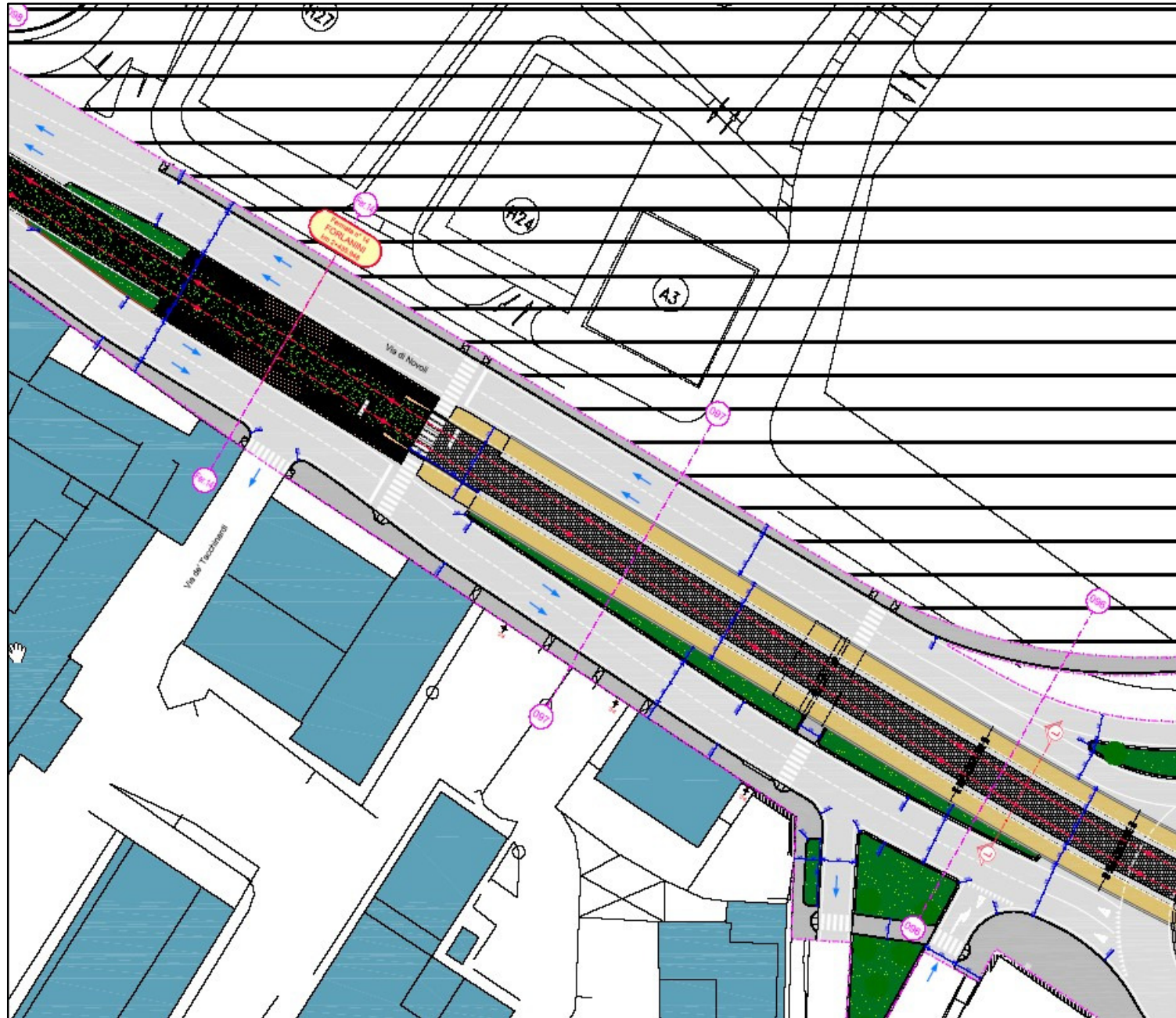


Profilo Longitudinale

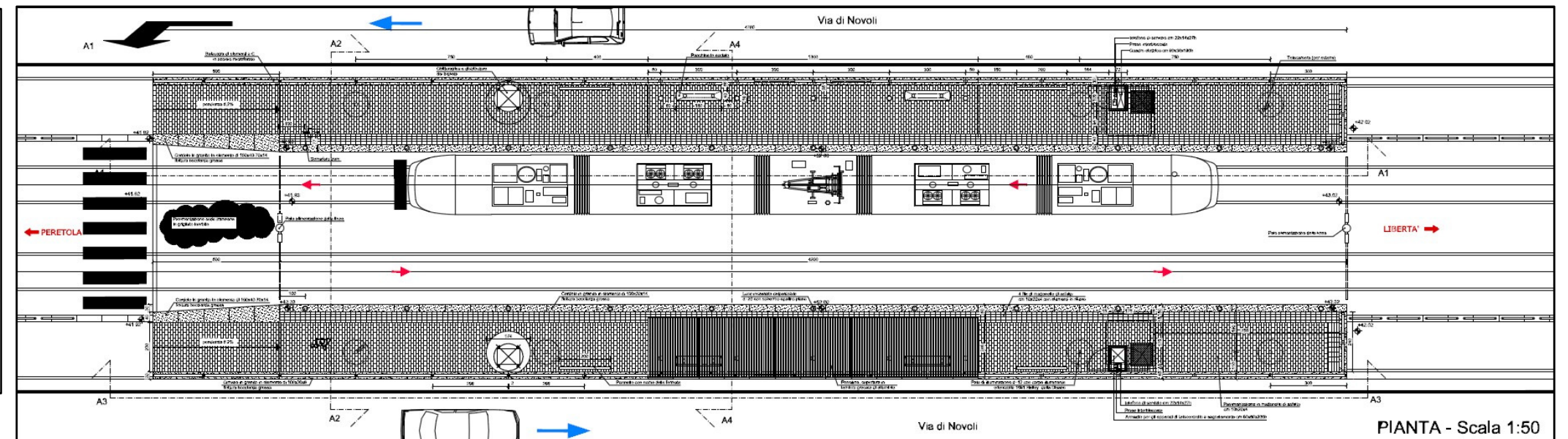
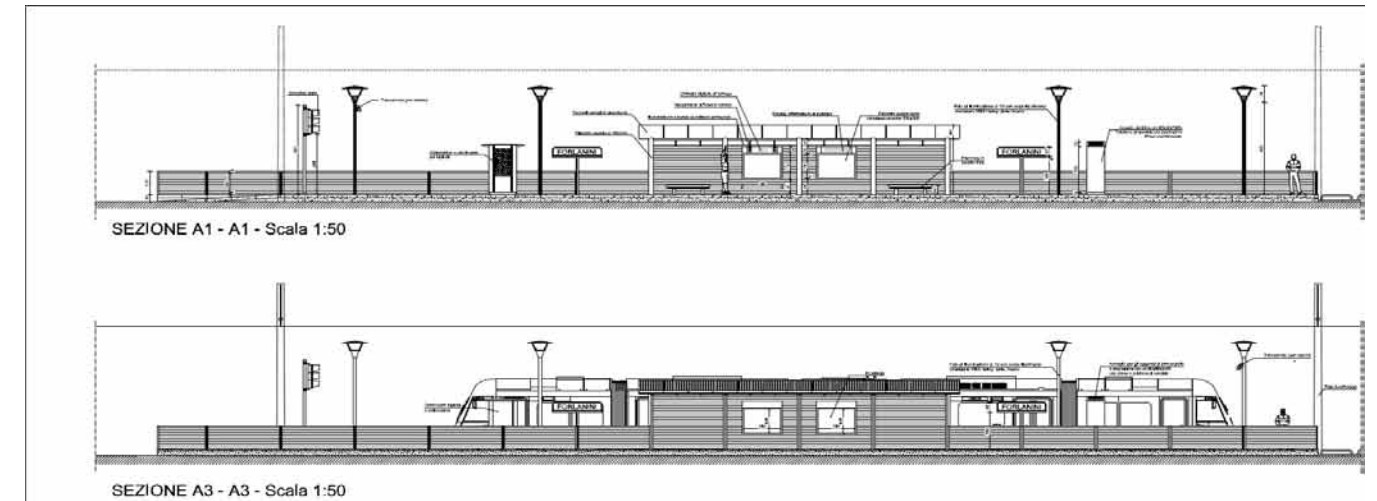


LINEA 2 – PERETOLA – STAZIONE S.M.N. V.le Redi – via di Novoli – km 2+150 - 2+300

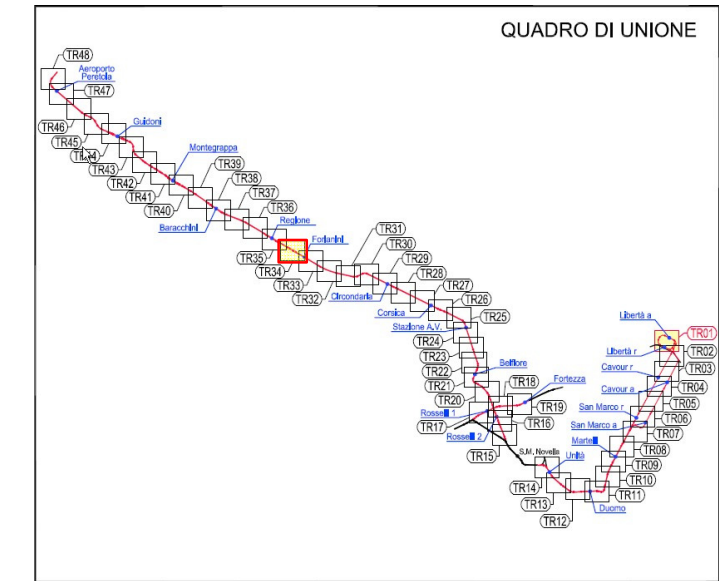
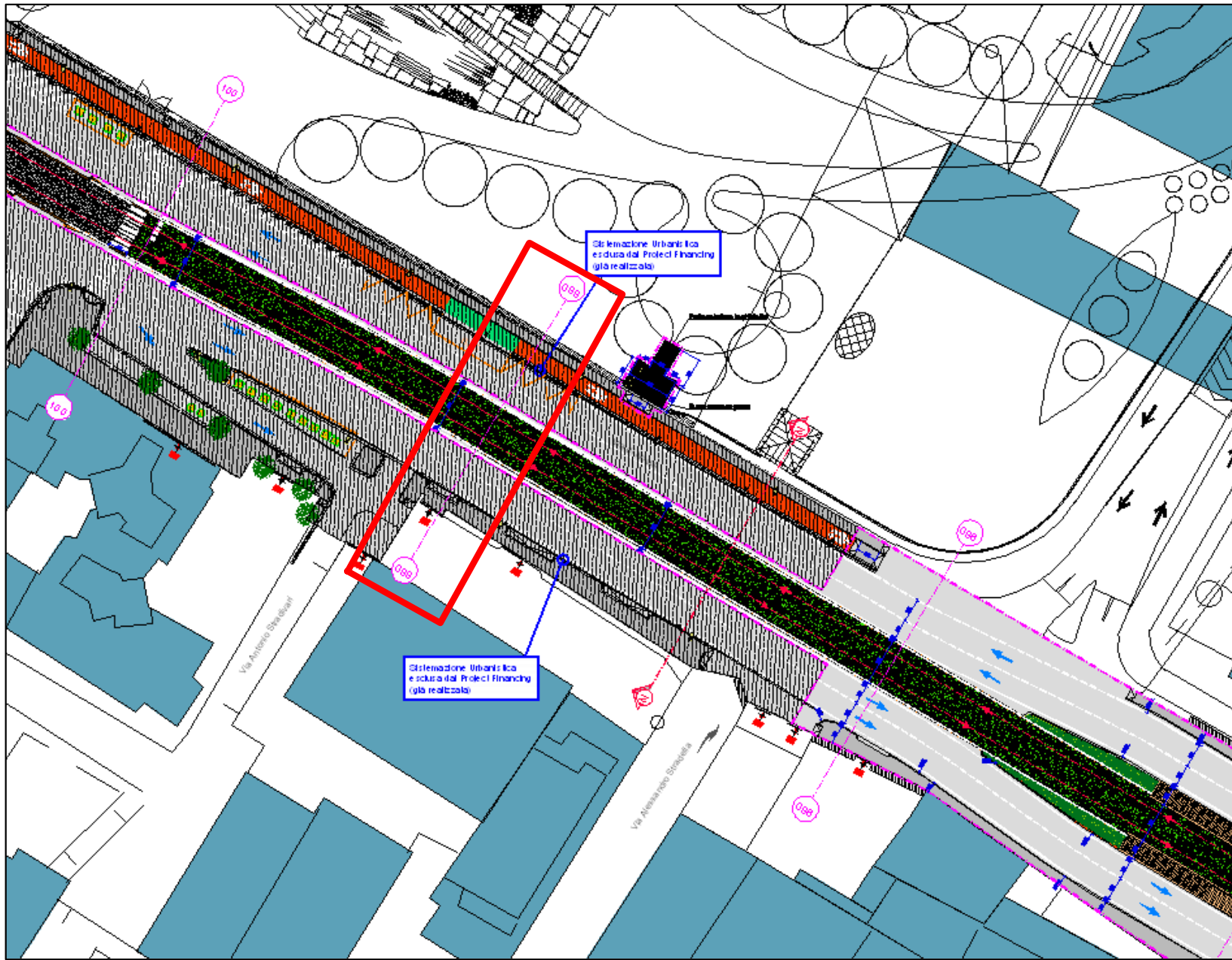




Fermata FORLANINI

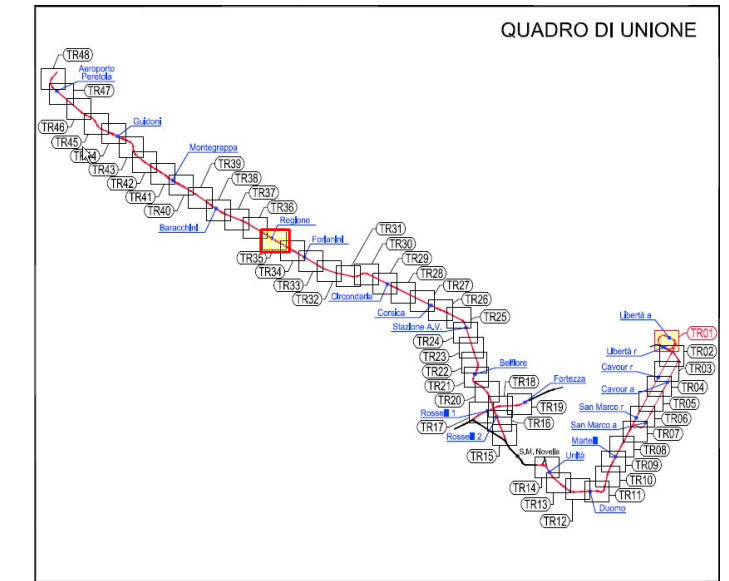
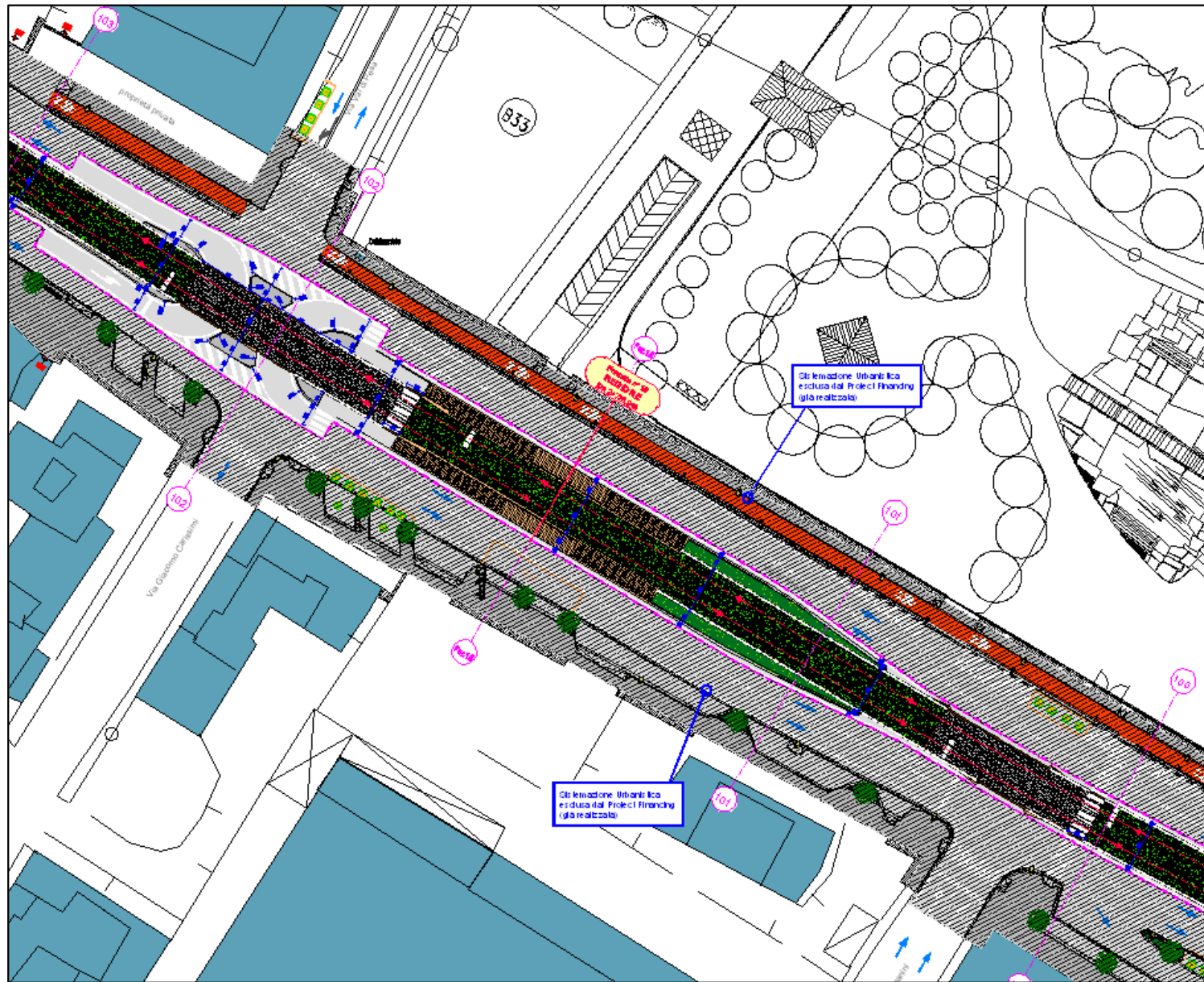


LINEA 2 – PERETOLA – STAZIONE S.M.N. Via di Novoli – km 2+450 - 2+650

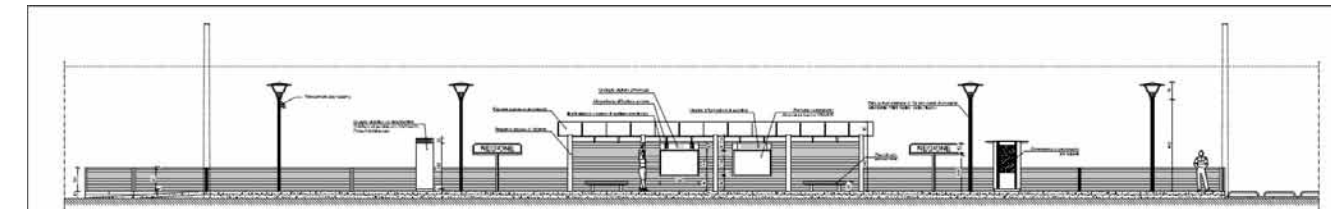


SEZIONE n° 099 - Pr. 2+569.50

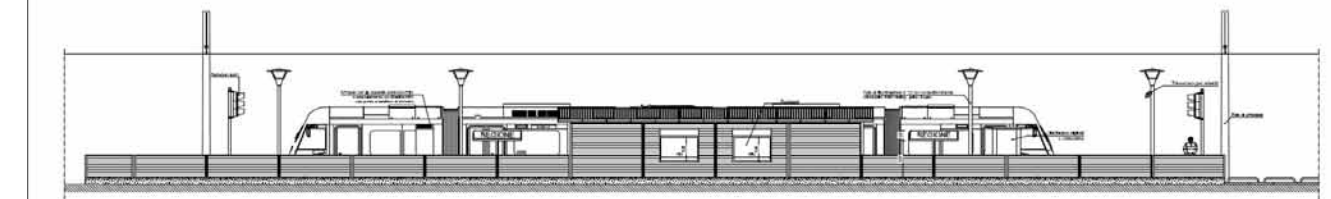
quote di progetto		42.30	42.24	42.14		42.23	42.54		42.47	42.54	42.26	42.41	42.26	42.31	42.49	42.51
distanze di progetto		2.31		7.50		7.50		7.22		0.50	2.30		1.50			
	Prop. privata	Marcia-piede		Sede stradale		Sede tranviaria		Sede stradale		Pista ciclab.		Marc.				
Q.F. 41.00																
quote stato di fatto		42.30	42.24	42.14				42.29			42.26	42.41	42.26	42.31	42.49	42.51
distanze stato di fatto		2.31				22.22					0.50	2.30		1.50		
	Prop. privata	Marcia-piede				Sede stradale					Pista ciclab.		Marc.			



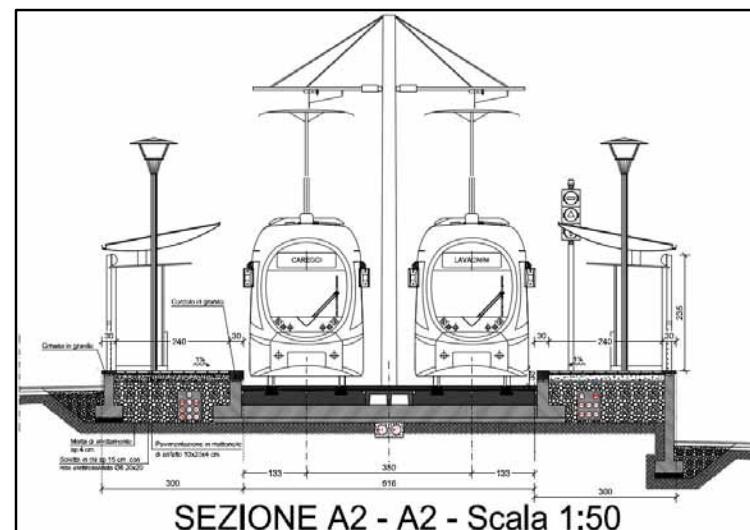
Fermata REGIONE



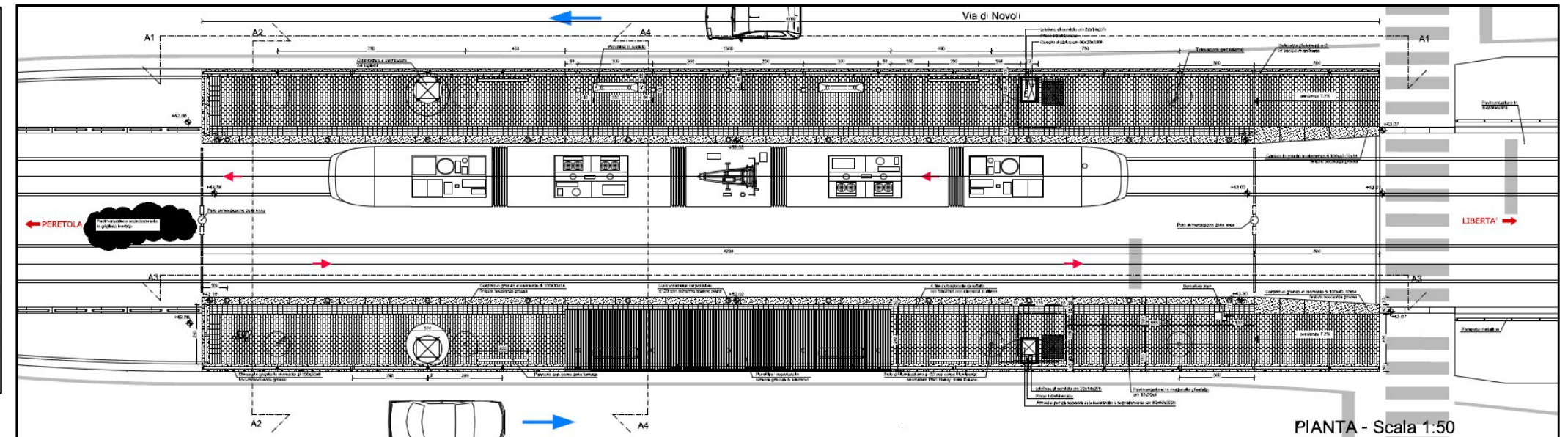
SEZIONE A1 - A1 - Scala 1:50



SEZIONE A3 - A3 - Scala 1:50

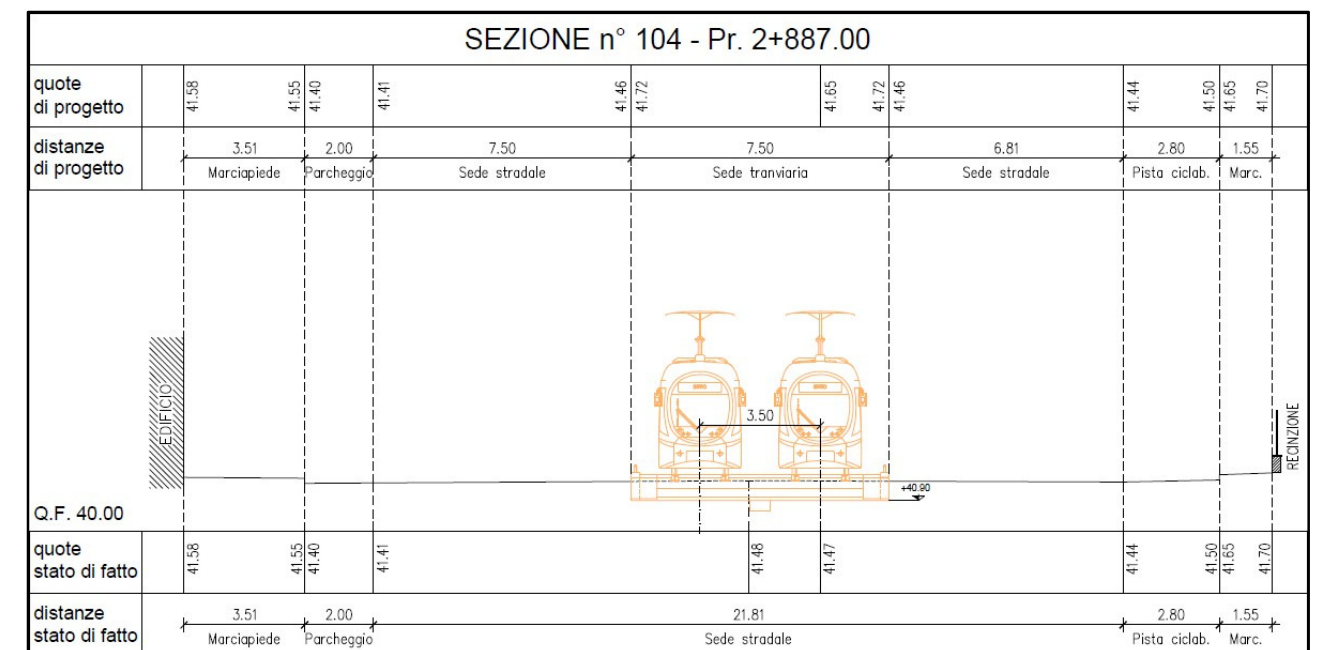
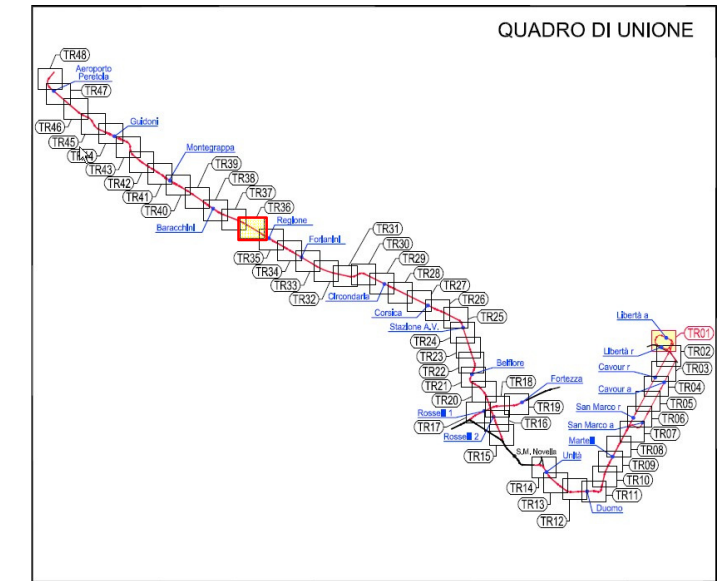
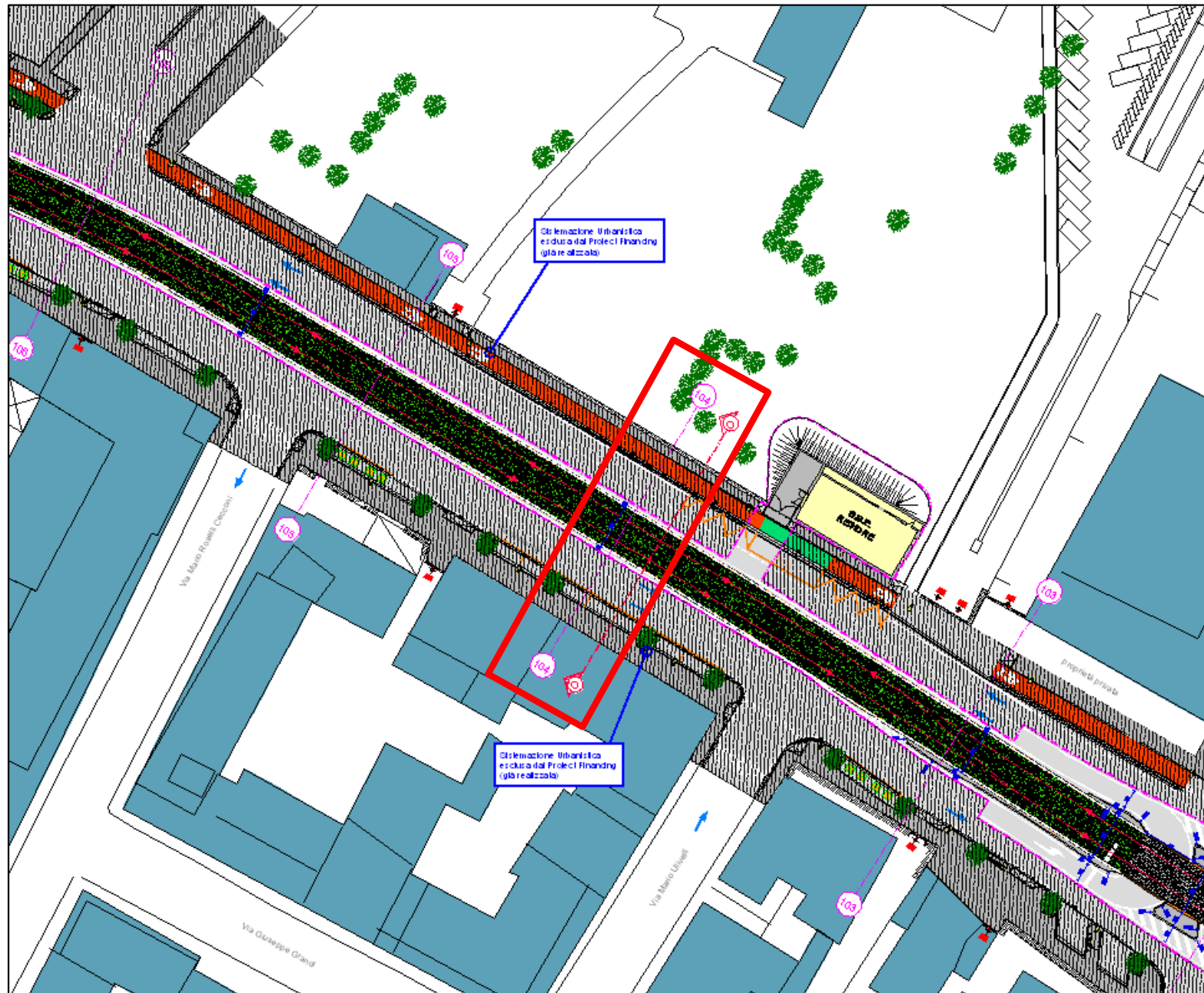


SEZIONE A2 - A2 - Scala 1:50

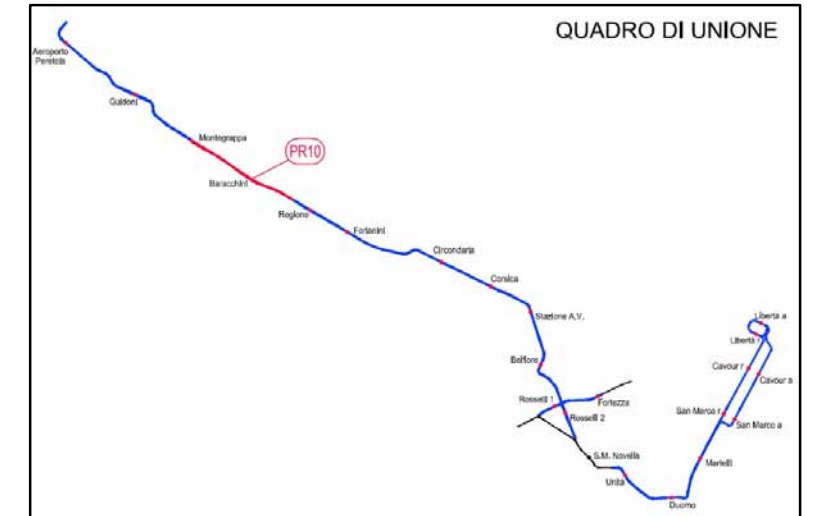


PIANTA - Scala 1:50

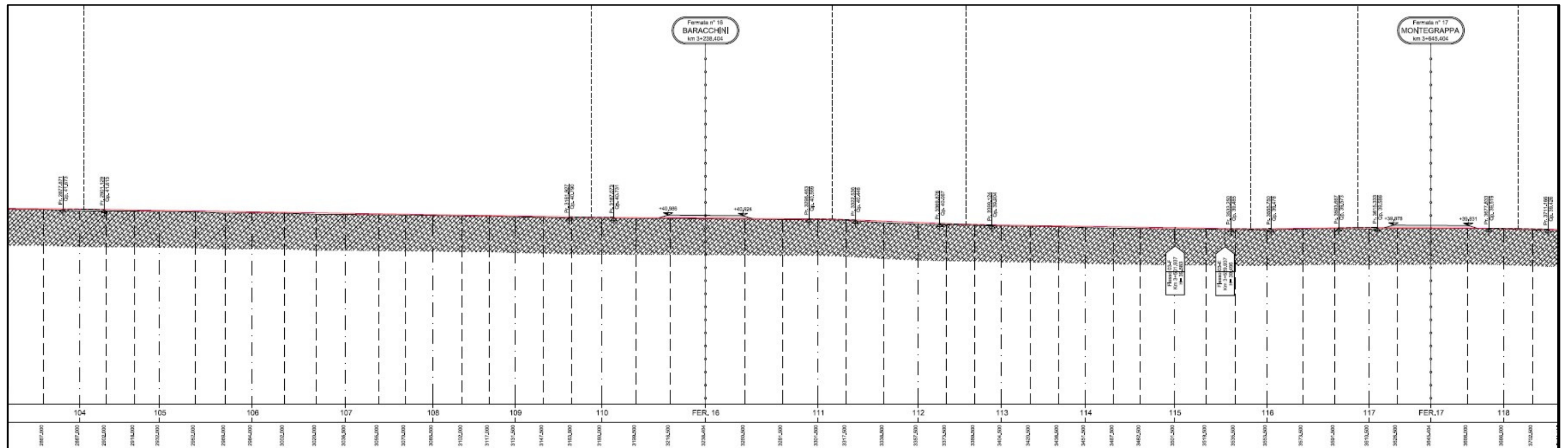
LINEA 2 – PERETOLA – STAZIONE S.M.N. Via di Novoli – km 2+800 - 2+950



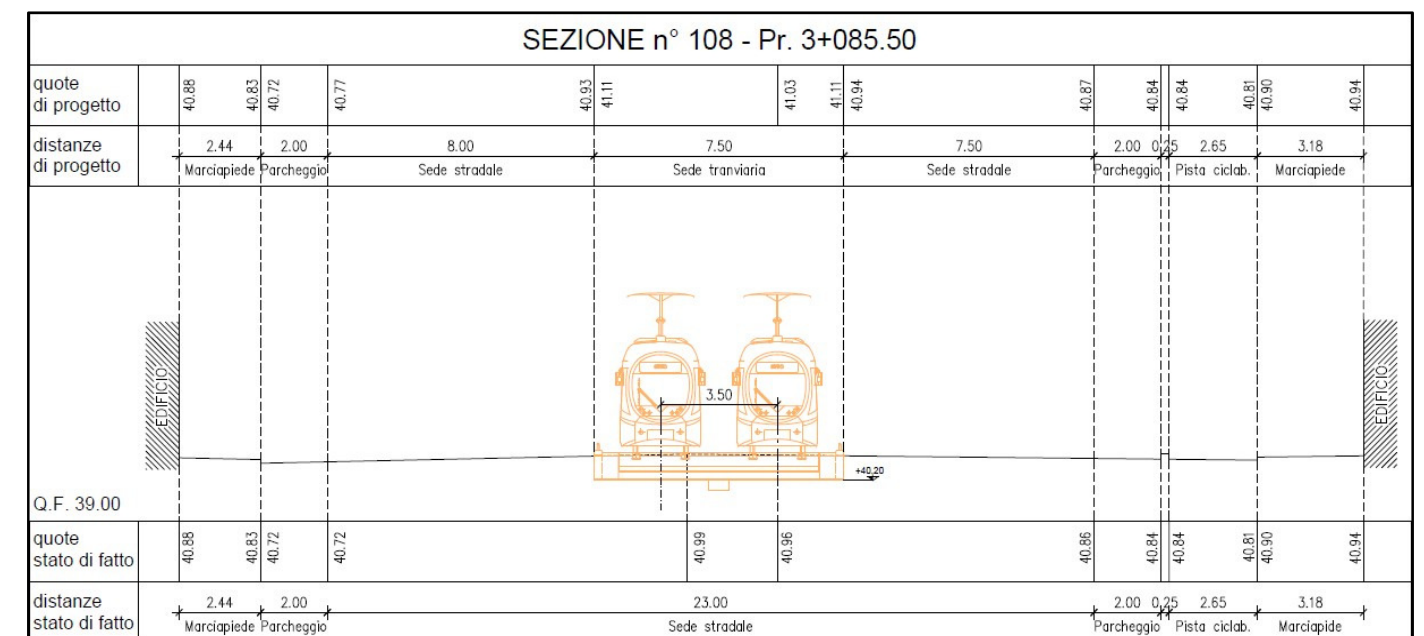
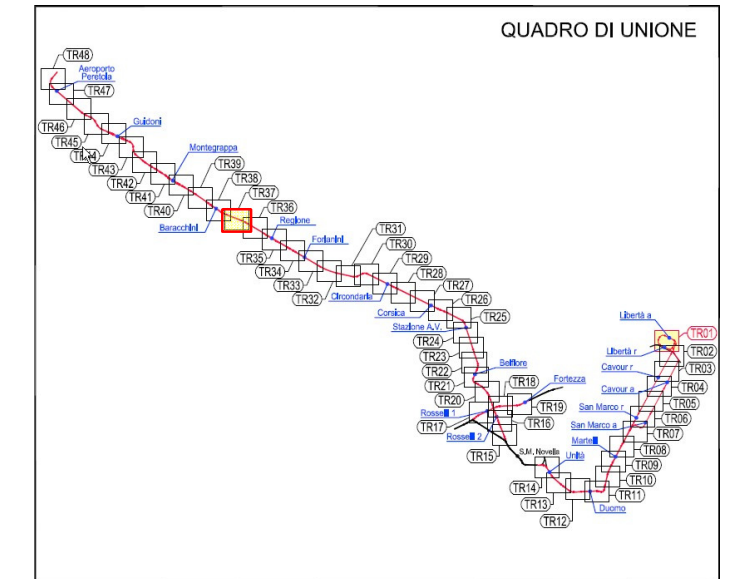
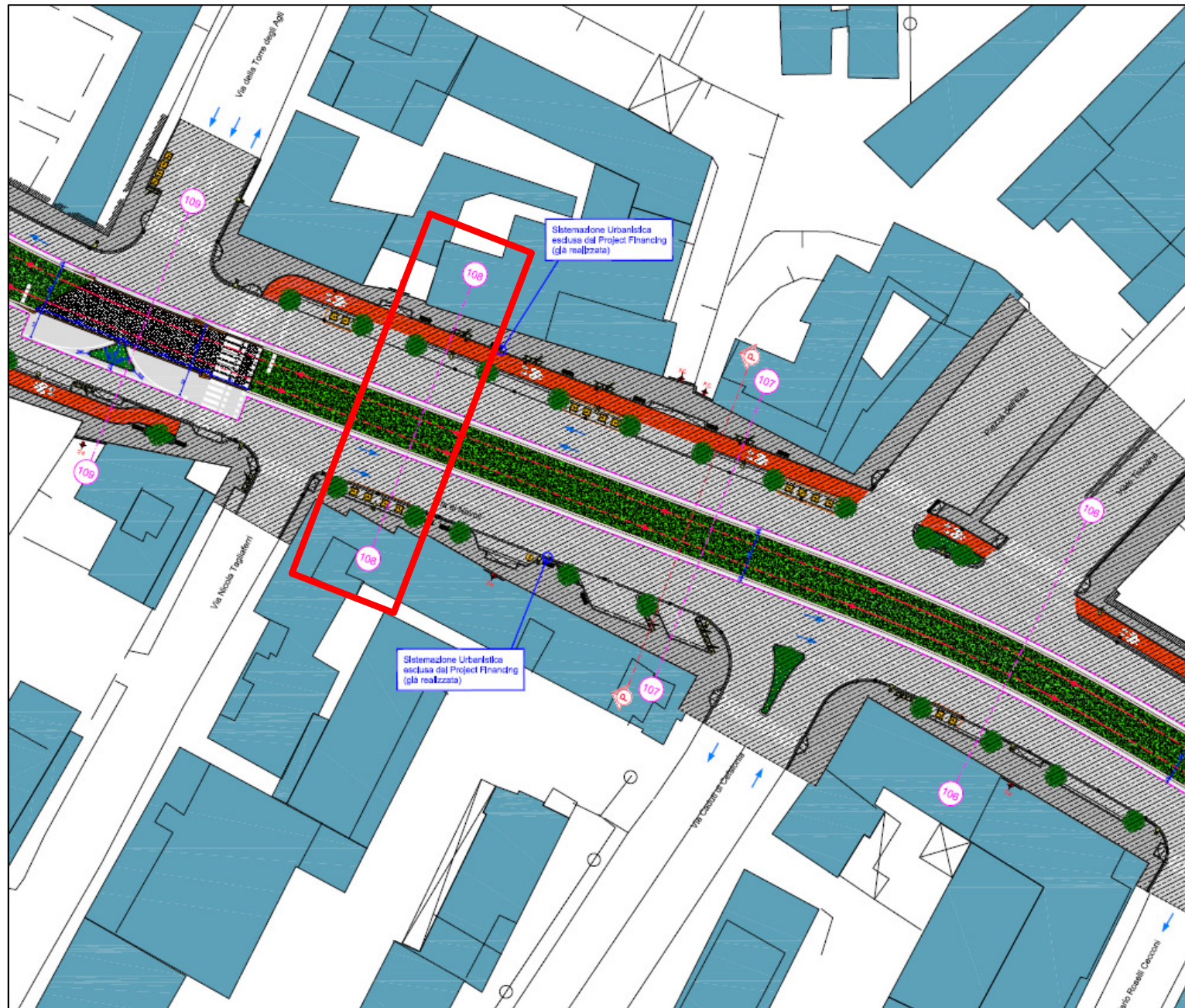
LINEA 2 – PERETOLA – STAZIONE S.M.N.
Tratto 8 – via di Novoli (2) – km 2+900 - 3+600

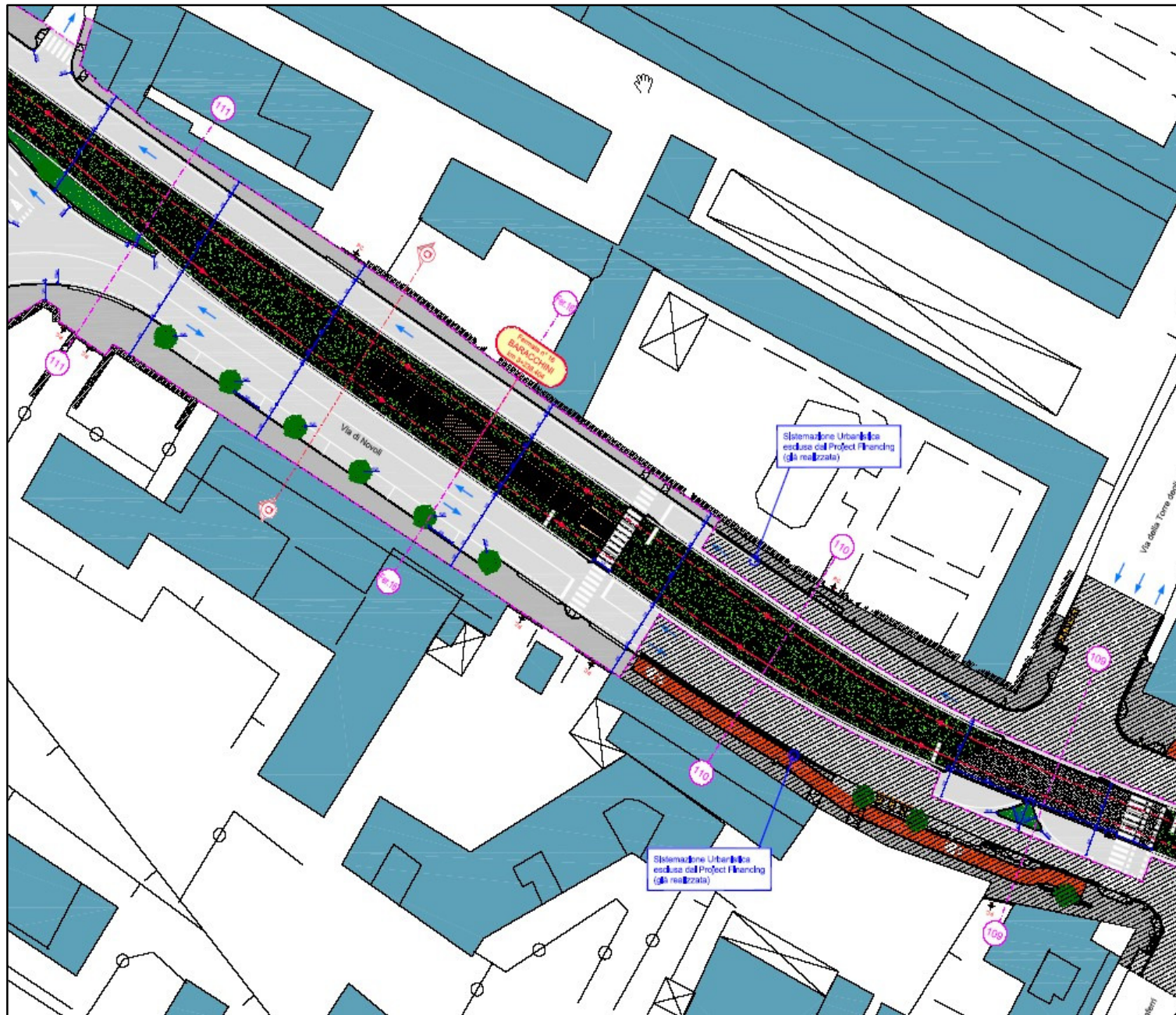


Profilo Longitudinale

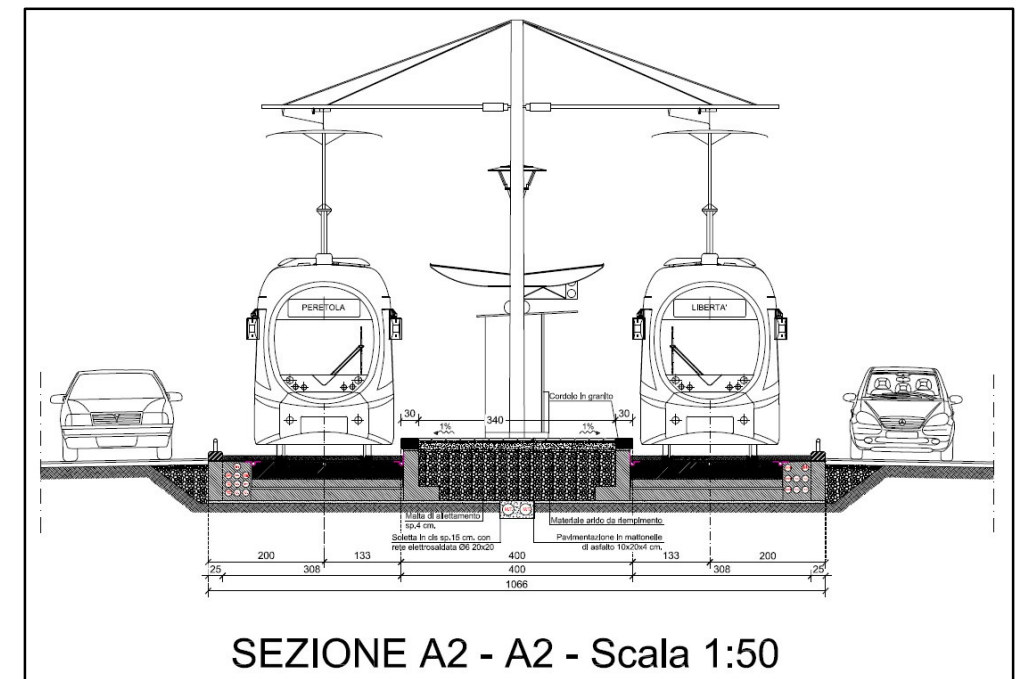


LINEA 2 – PERETOLA – STAZIONE S.M.N. Via di Novoli – km 2+950 - 3+150

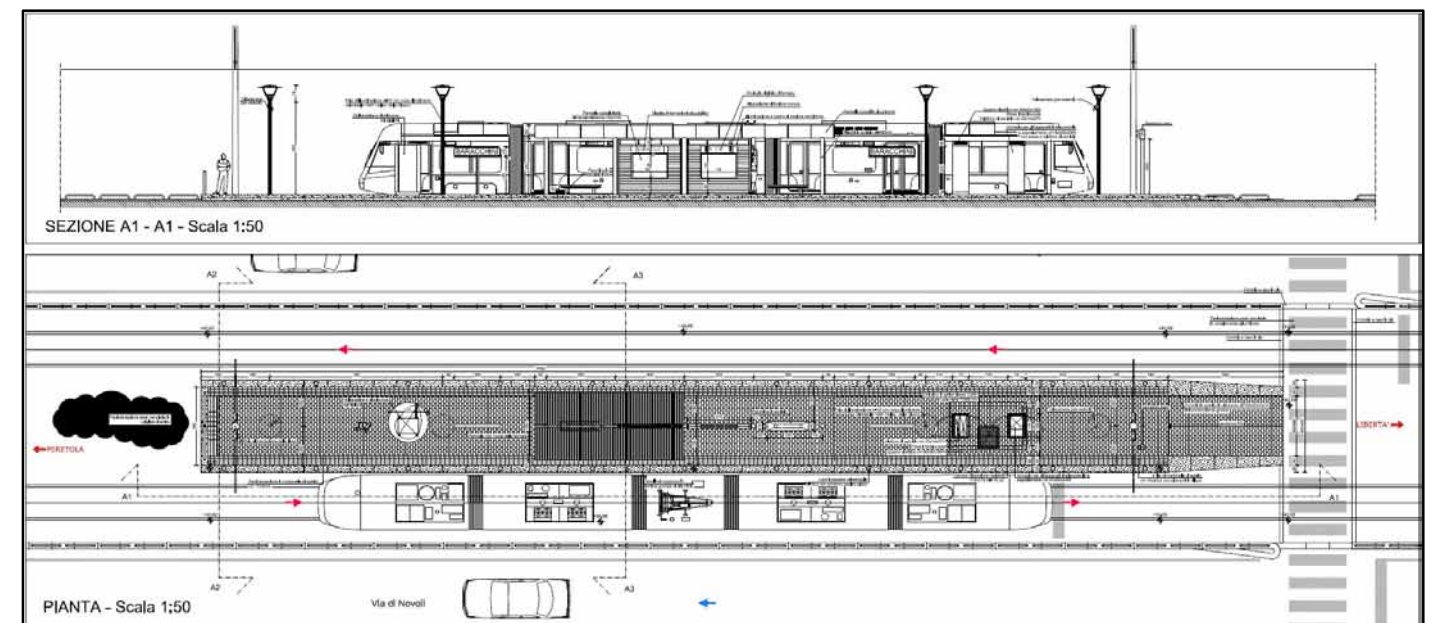




FERMATA BARACCHINI



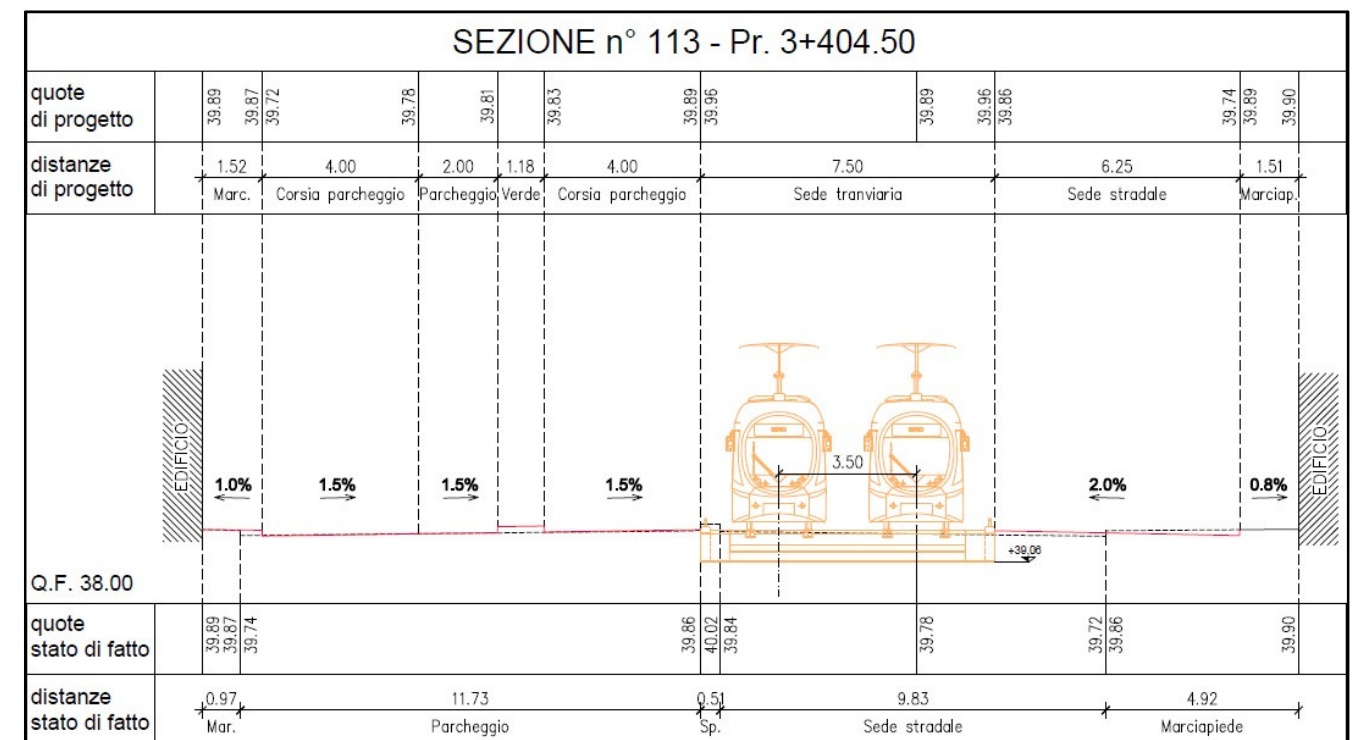
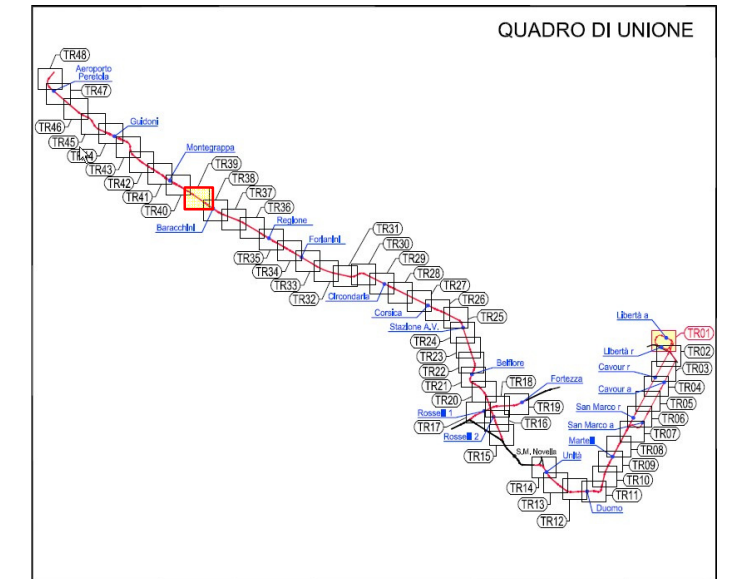
SEZIONE A2 - A2 - Scala 1:50



SEZIONE A1 - A1 - Scala 1:50

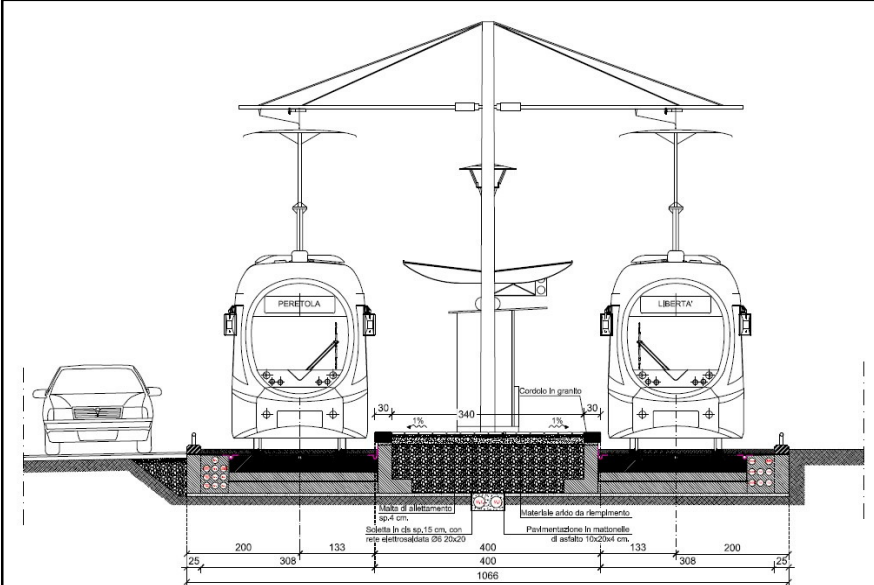
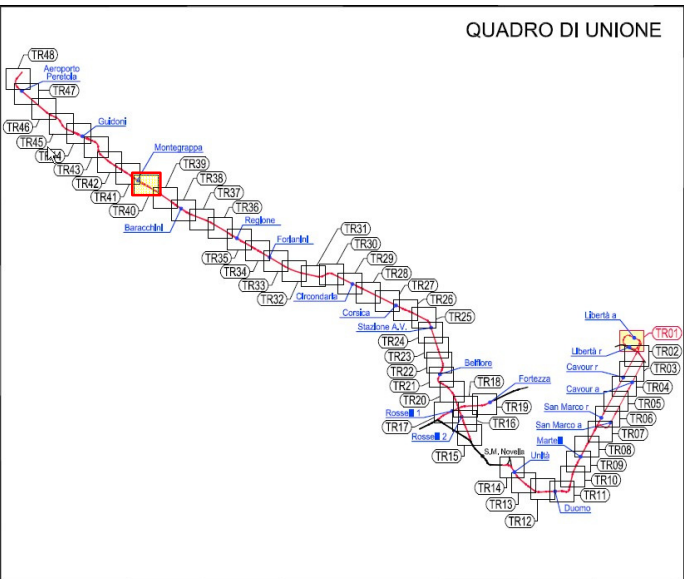
PIANTA - Scala 1:50

LINEA 2 – PERETOLA – STAZIONE S.M.N.
Via di Novoli – km 3+300 - 3+500



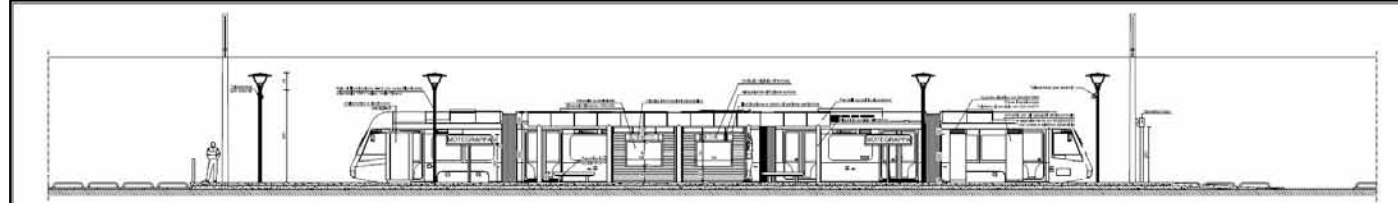
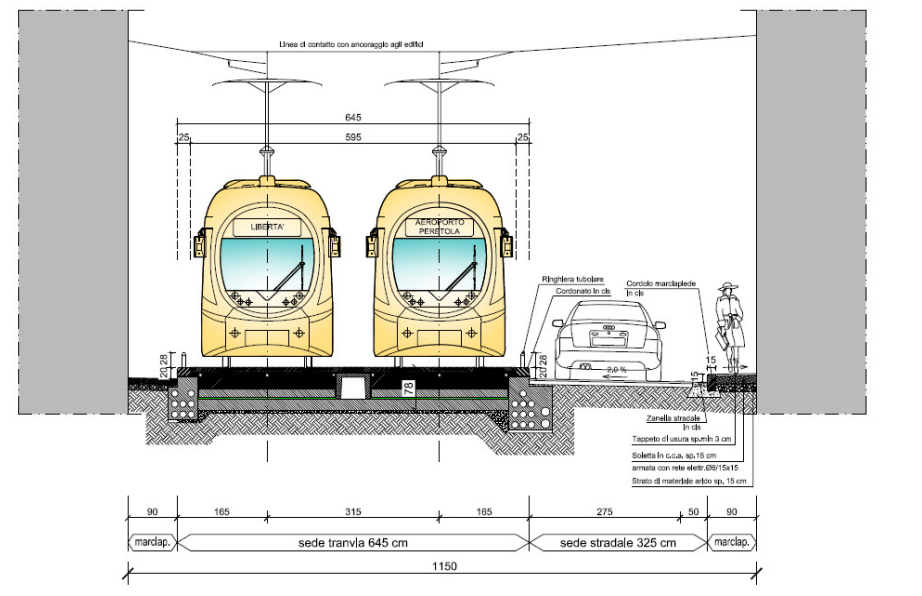


FERMATA MONTEGRAPPA

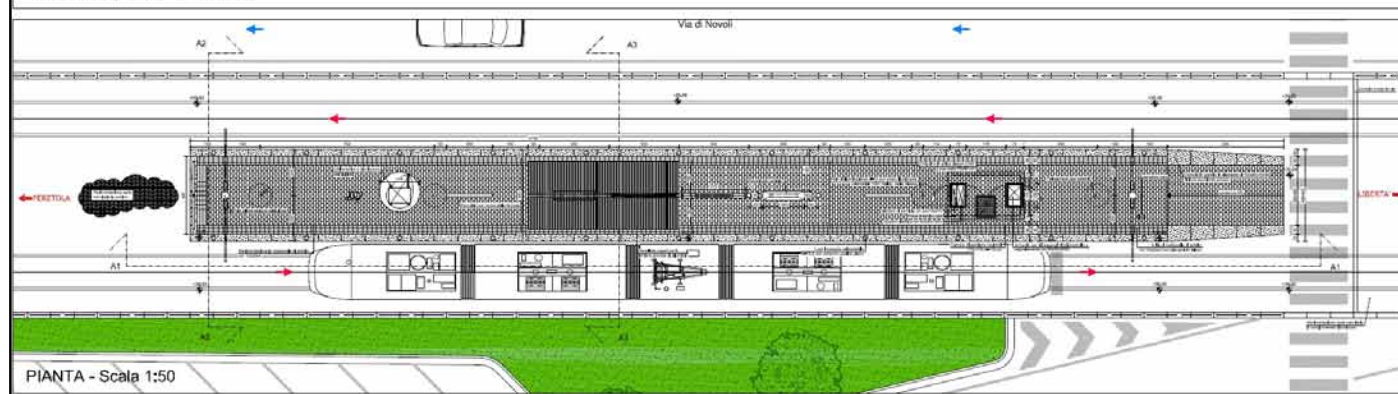


SEZIONE A2 - A2 - Scala 1:50

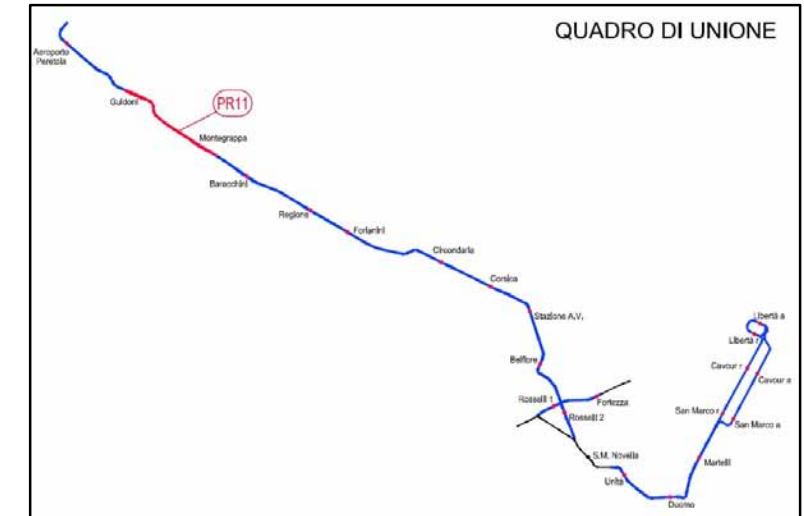
SEZIONE X - X - scala 1:50
- Via di Novoli Pavimentazione sede tranviaria in grigliato inerbato



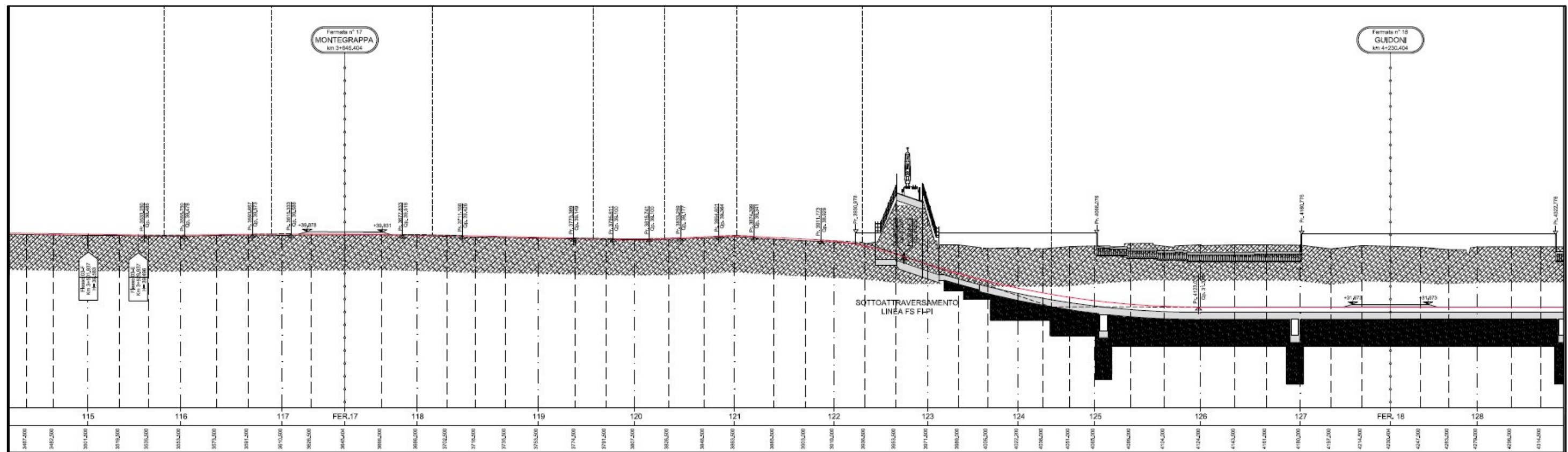
SEZIONE A1 - A1 - Scala 1:50

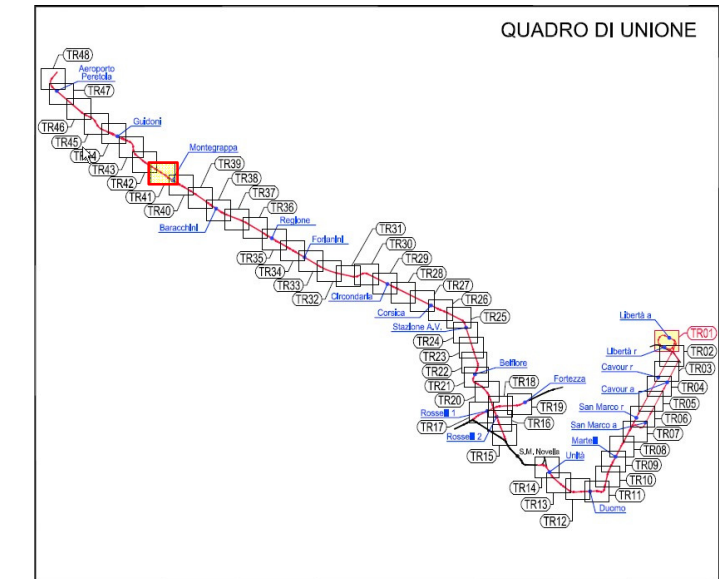


PIANTA - Scala 1:50



Profilo Longitudinale

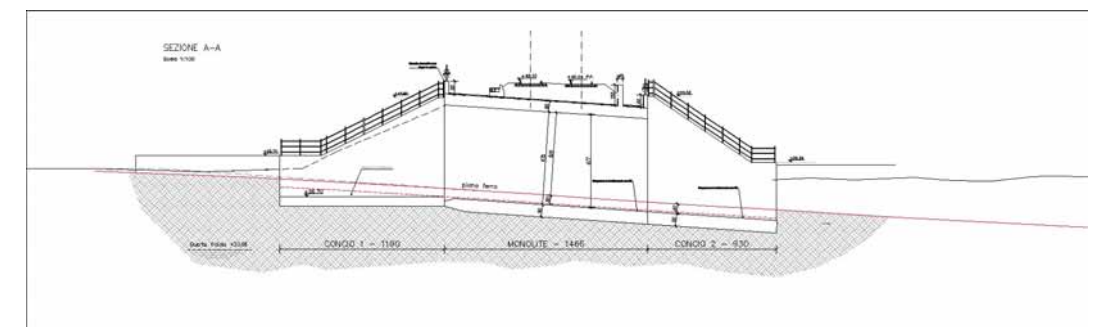
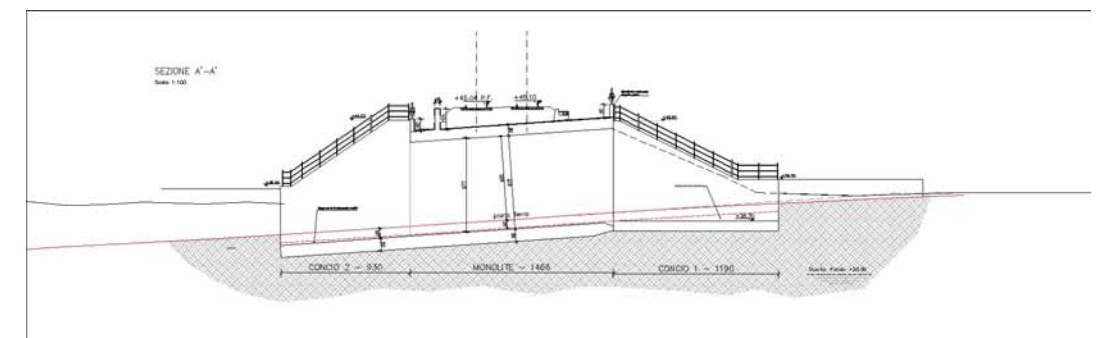
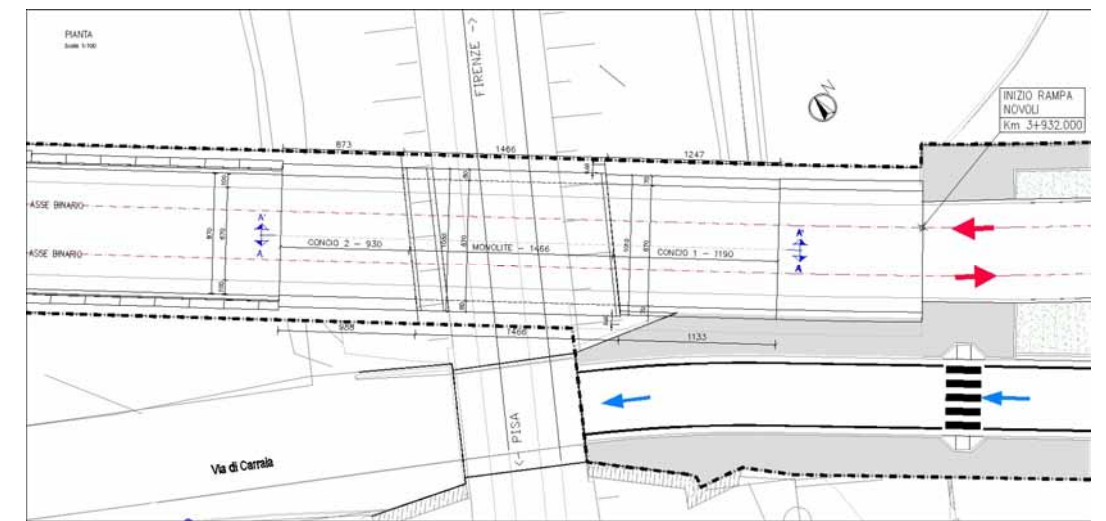
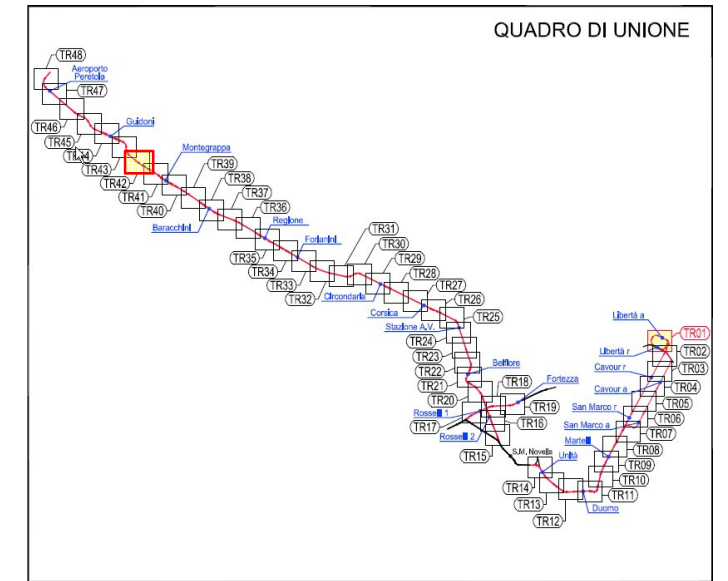
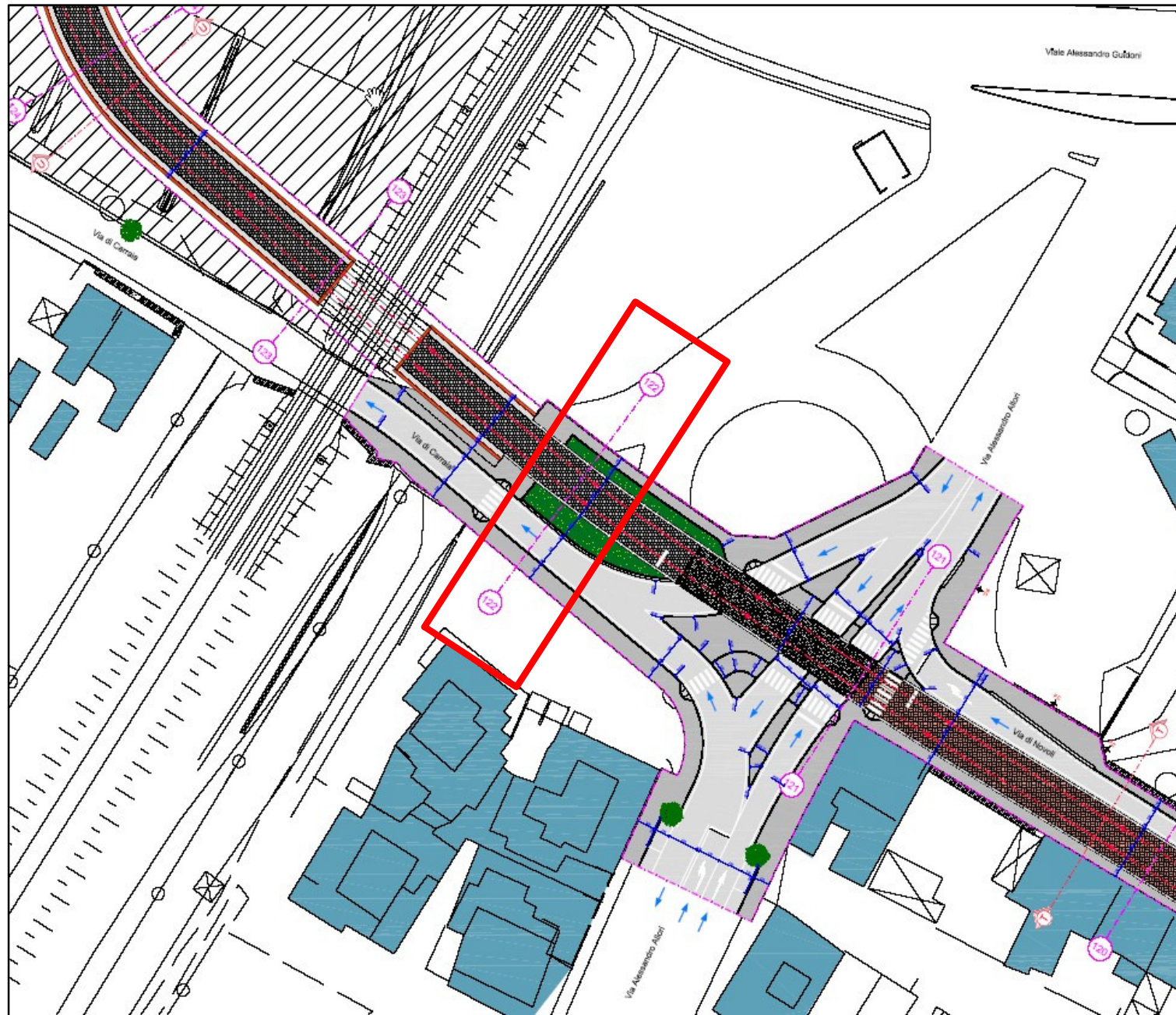




SEZIONE n° 119 - Pr. 3+753.50

quote di progetto	39.00	38.98	39.31	39.24	39.31	39.24	39.19	39.38	39.41	
distanze di progetto	1.62	7.30				4.38		1.50		
	Marciap.	Sede tranviaria				Sede tranviaria		Marciap.		
Q.F. 37.00										
quote stato di fatto	39.00	38.98	38.88	39.14	39.18	39.30	39.40	39.43		
distanze stato di fatto	1.68	6.78				4.15		2.19		
	Marciap.	Sede stradale				Parcheggio		Marciapiede		

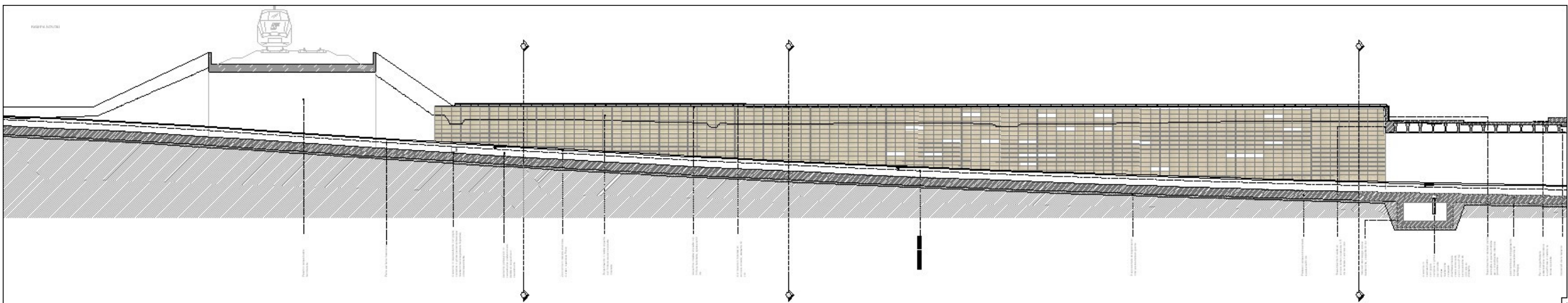
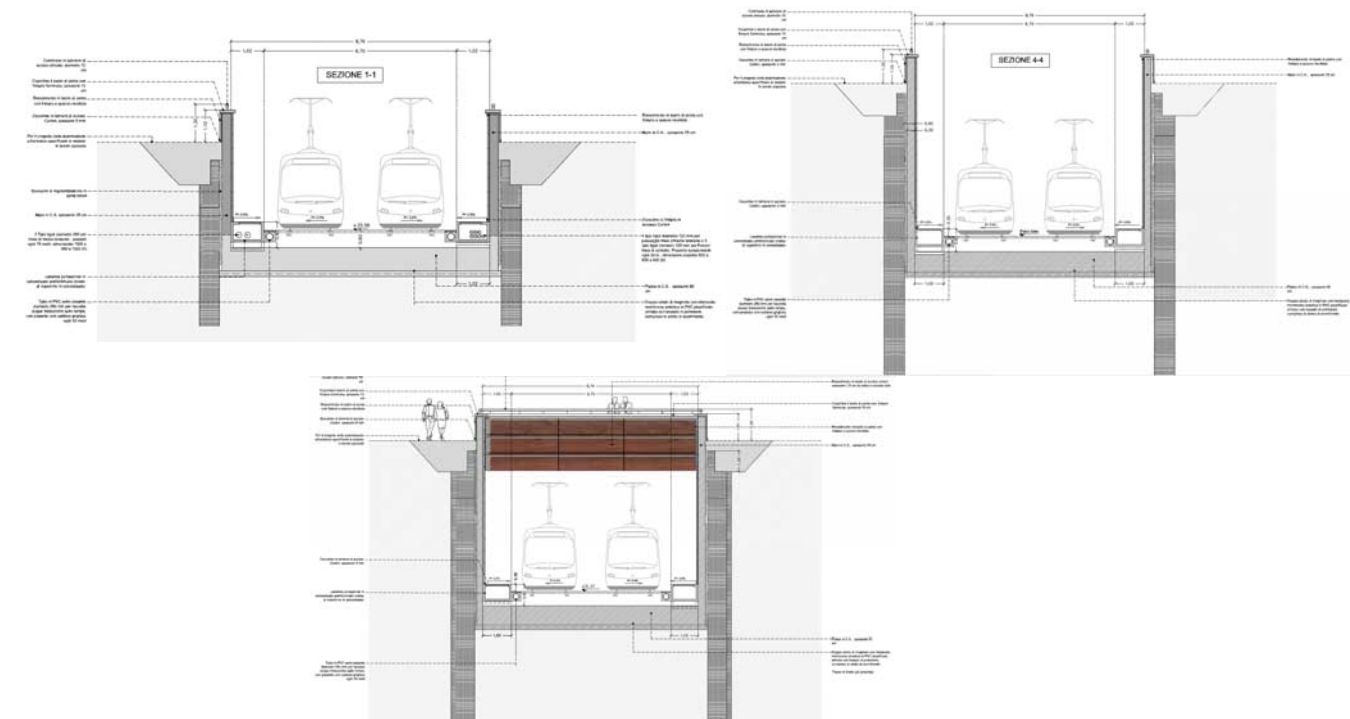
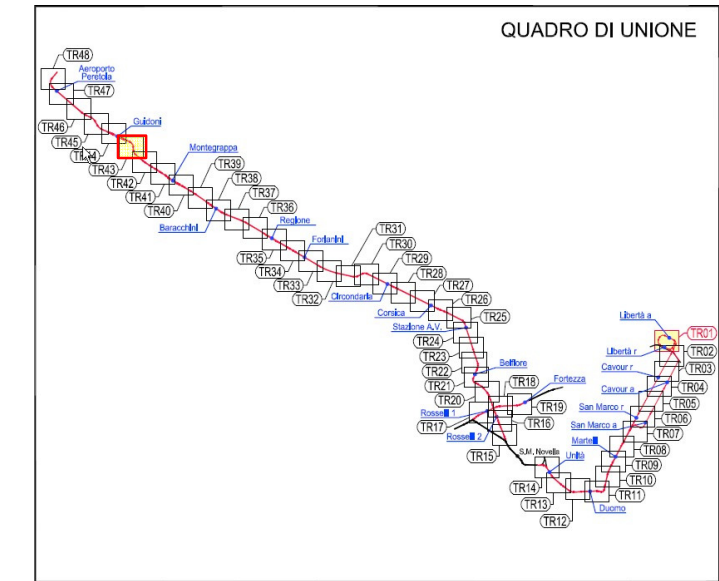
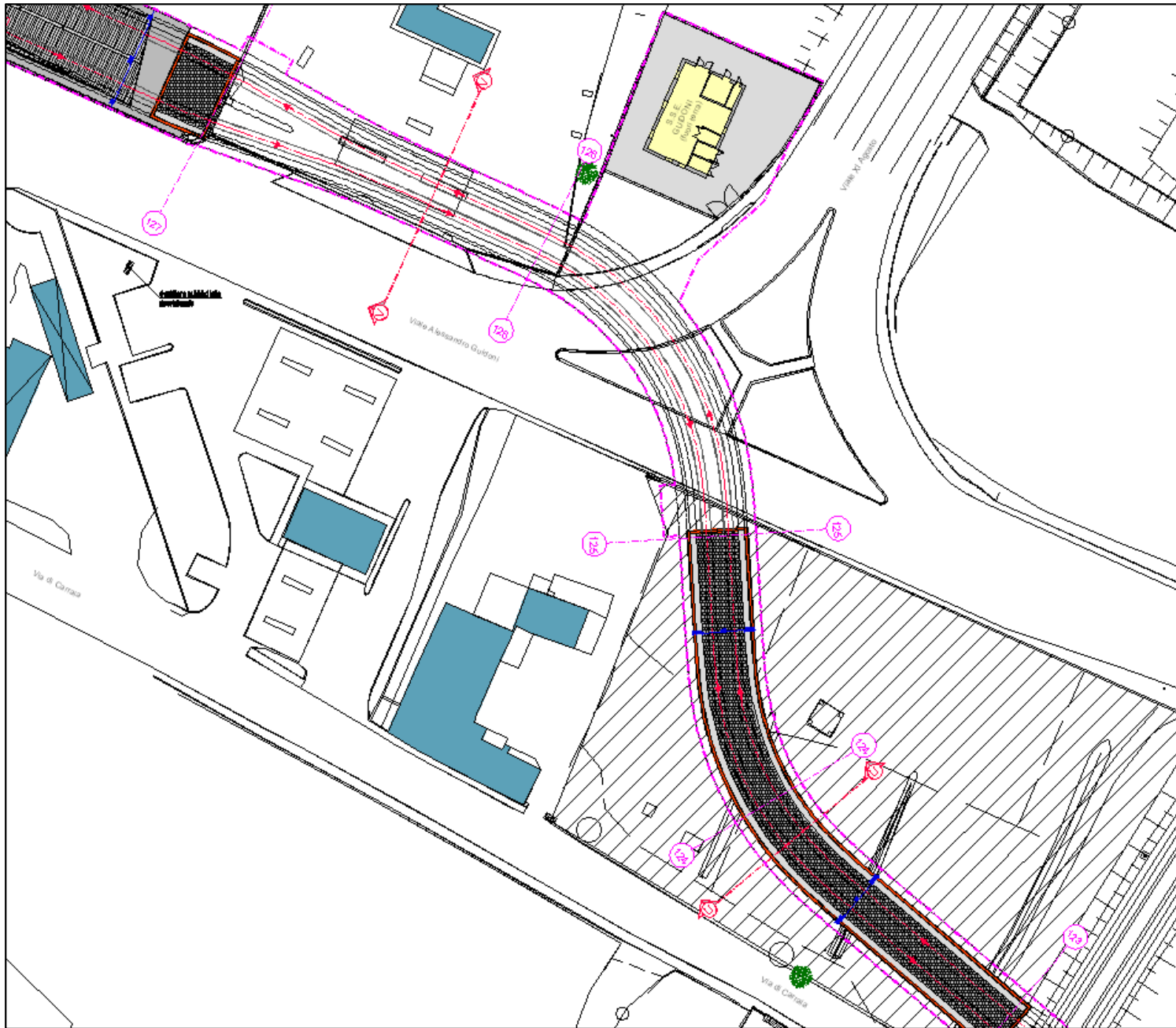
LINEA 2 – PERETOLA – STAZIONE S.M.N. Via di Novoli – via di Carraia – km 3+850 - 4+000

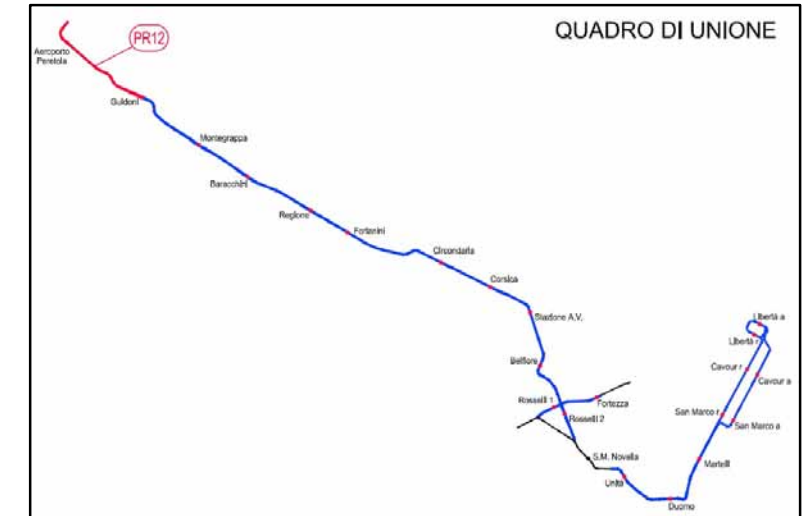


SEZIONE n° 122 - Pr. 3+919.00

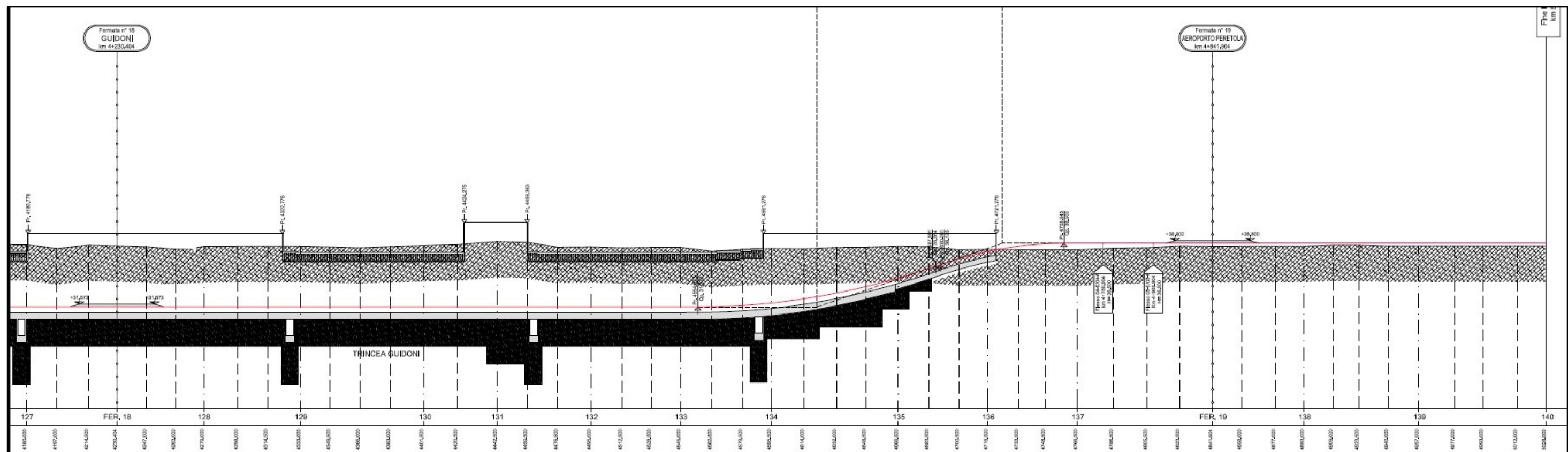
quote di progetto	39.69	39.95	39.14	38.80	38.90	38.82	38.86	38.82	38.89	38.87	38.77
distanze di progetto	1.25	14.93	3.00	5.50	4.31	7.50	2.00	2.00			
	Marc.	Parcheggio	Marciapiede	Sede stradale	Verde	Sede tranviaria	Verde	Marc.			
Q.F. 37.00											
quote stato di fatto	39.59	39.95	39.14	39.05	38.84	38.85	38.80	38.71	38.88	38.77	38.61
distanze stato di fatto	1.25	29.17	7.87	19.54							
	Marc.	Parcheggi	Spartitraffico - Verde	Sede Stradale							

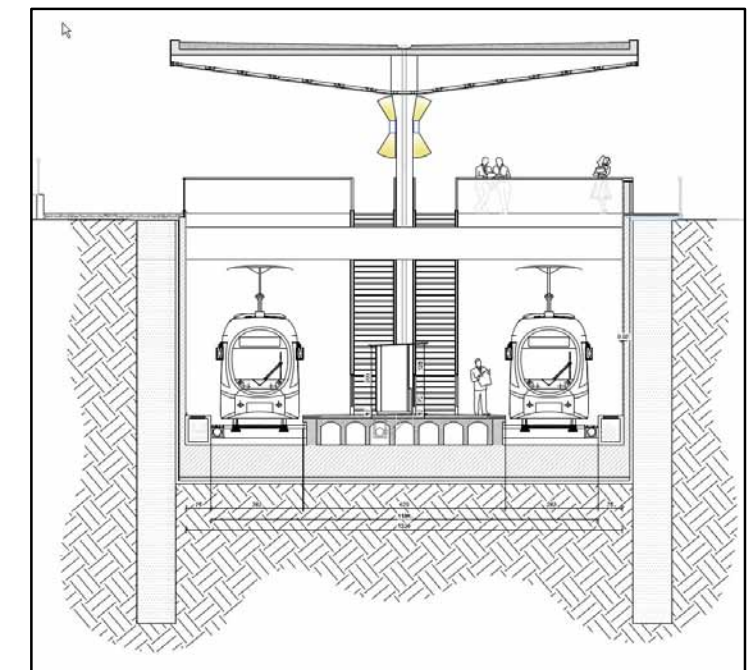
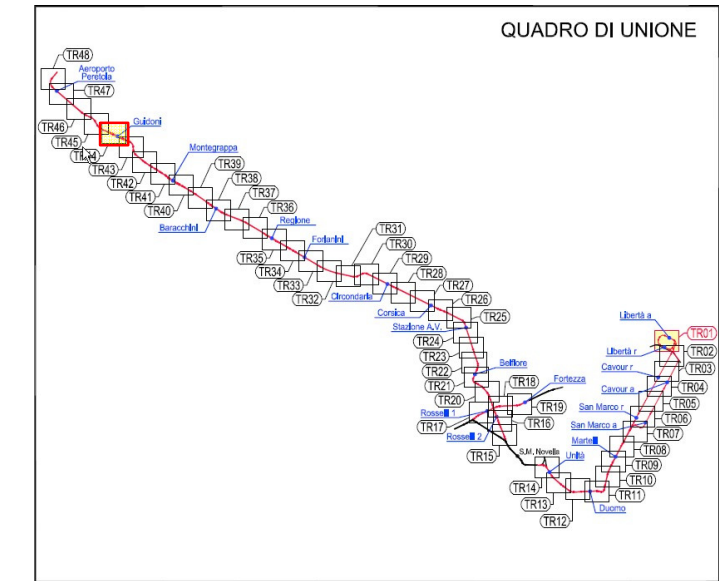
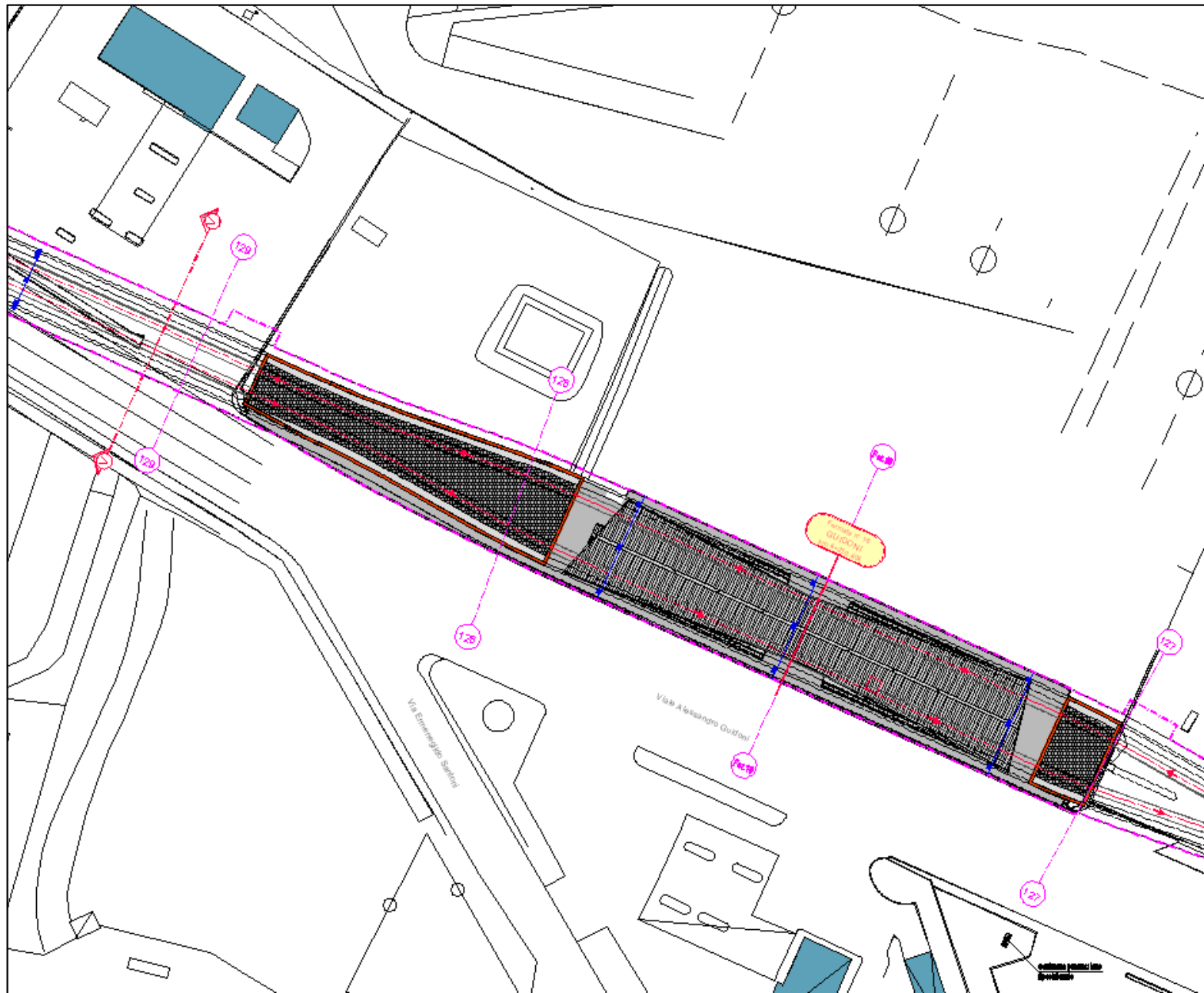
LINEA 2 – PERETOLA – STAZIONE S.M.N.
Via di Carraia – v.le Guidoni – km 4+000 - 4+200



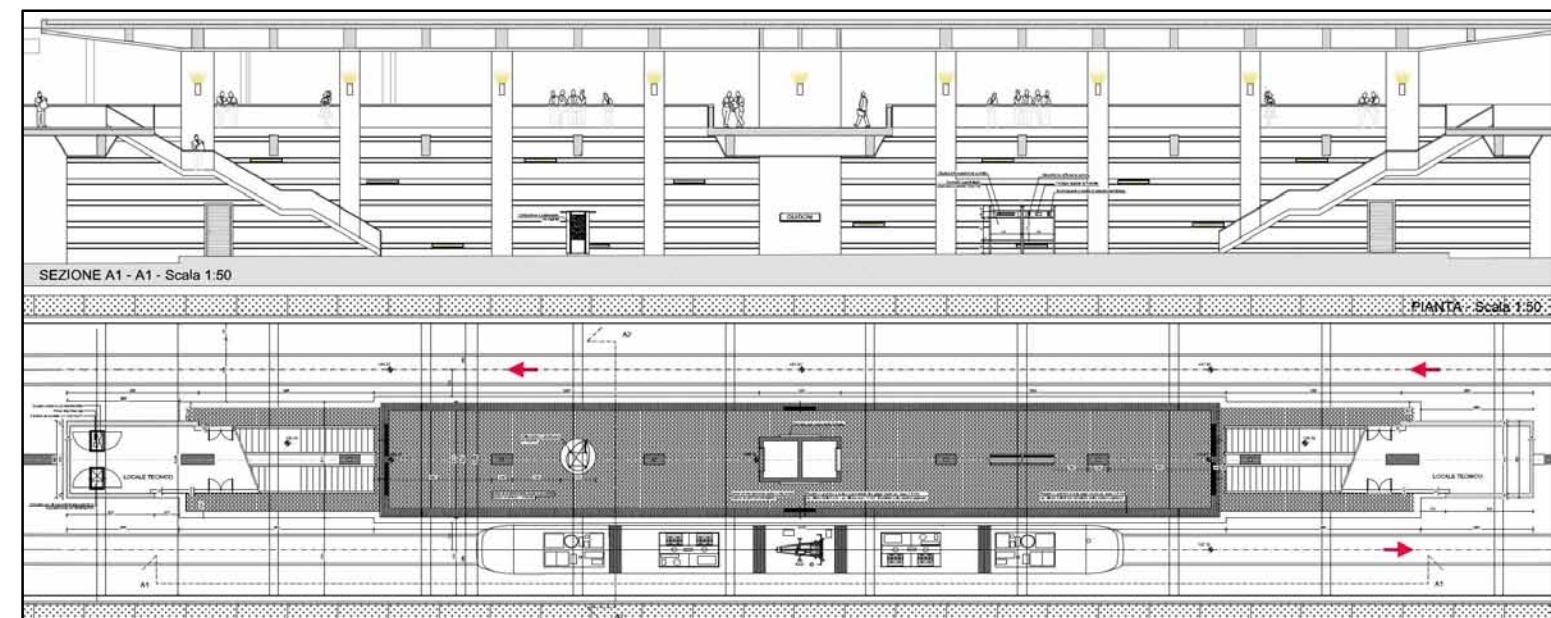


Profilo Longitudinale

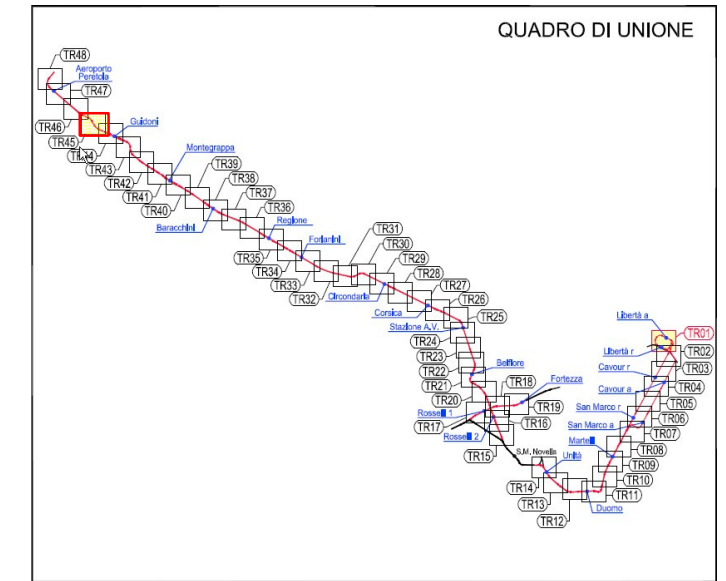
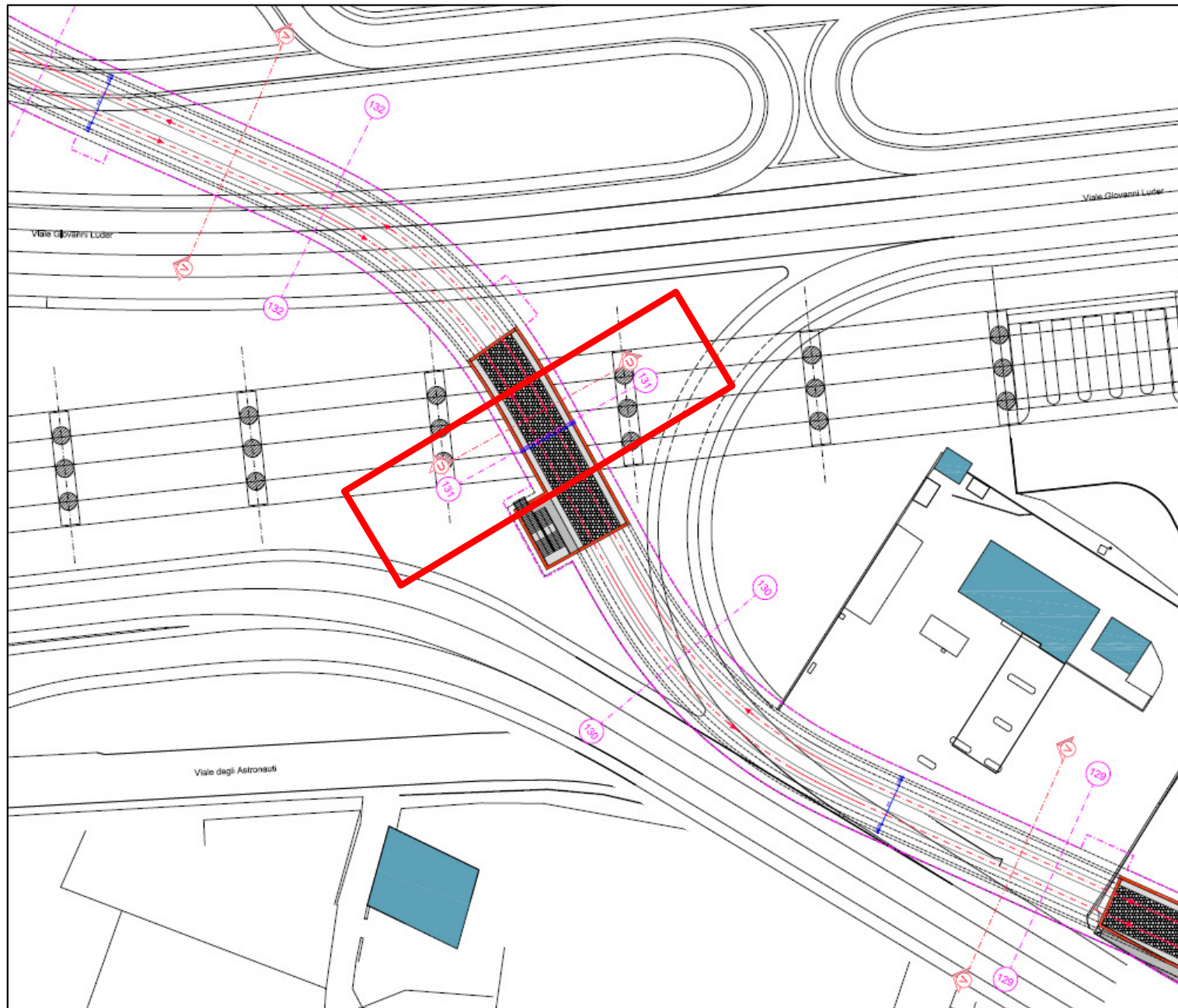




FERMATA GUIDONI

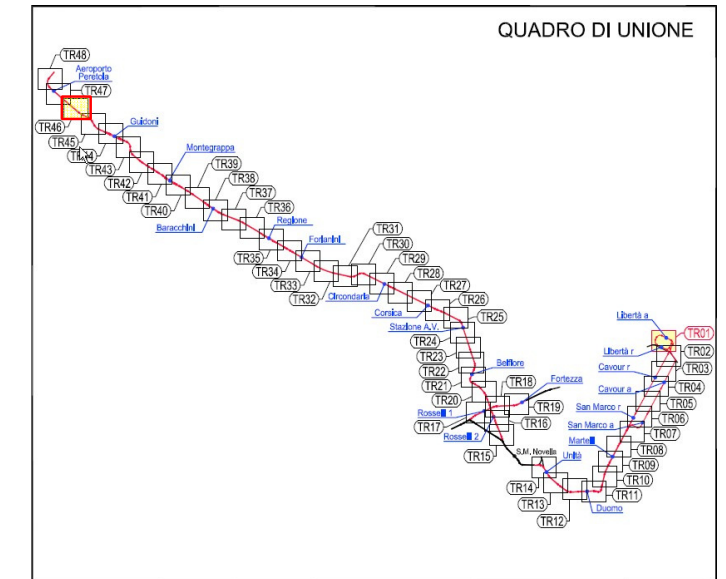
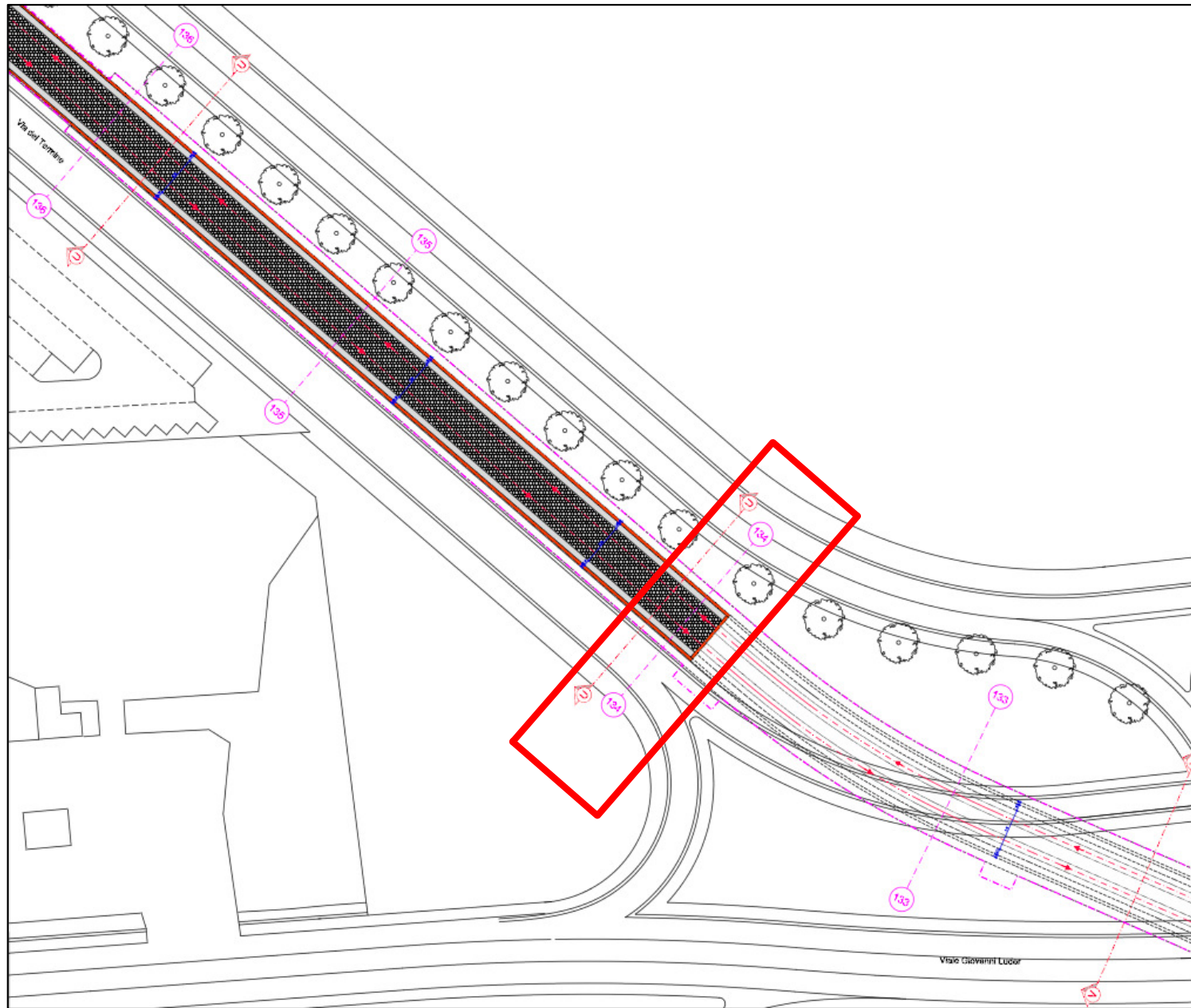


LINEA 2 – PERETOLA – STAZIONE S.M.N.
V.le Guidoni – v.le Luder – km 4+350 - 4+550

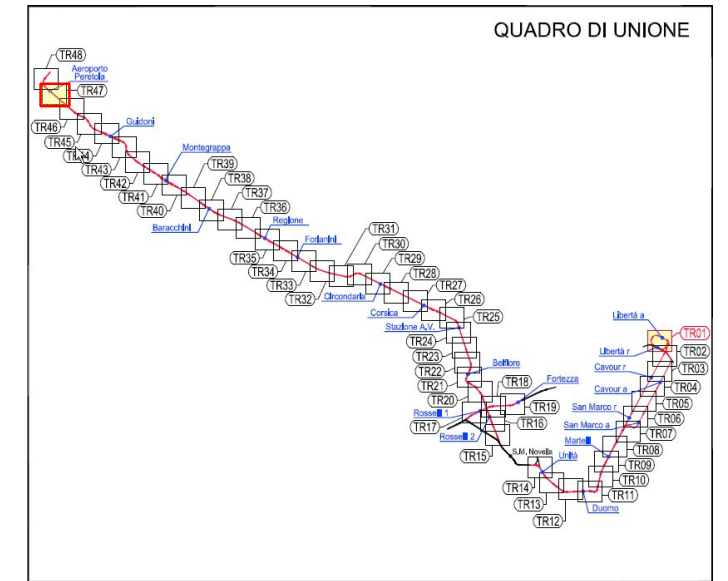


SEZIONE n° 131 - Pr. 4+442.50					
quote di progetto	38.71	31.67	31.67	31.37	38.71
distanze di progetto		1.00	6.70	1.00	
	Terreno	Marc.	Sede tranviaria	Marc.	Terreno
Q.F. 29.00					
quote stato di fatto	38.71		38.71		38.71
distanze stato di fatto	Terreno				

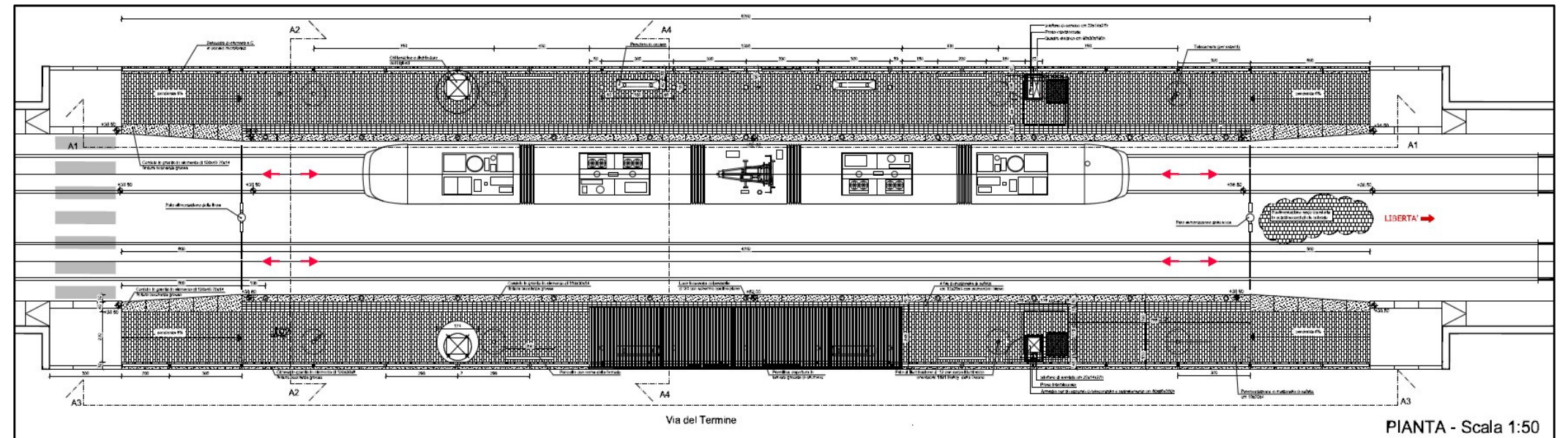
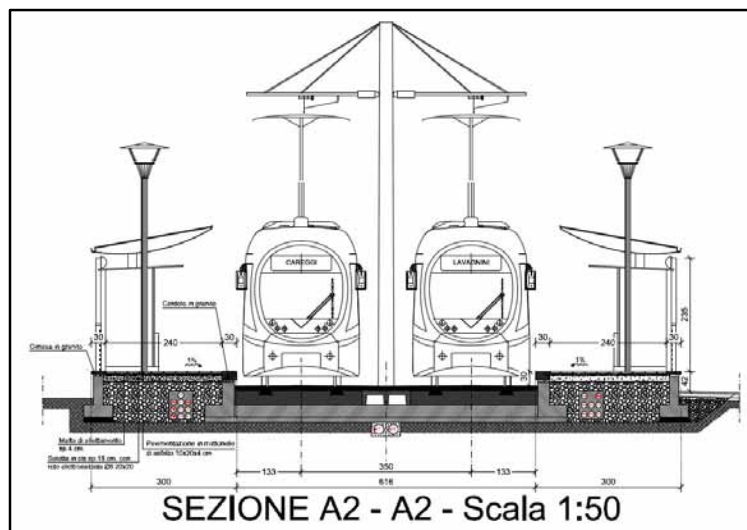
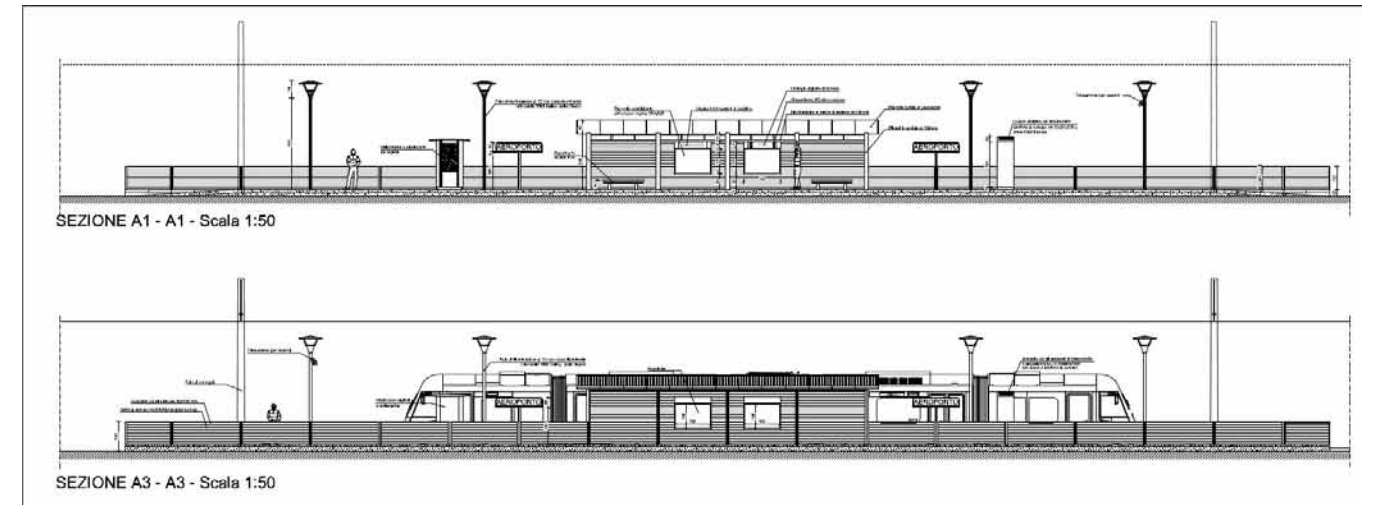
LINEA 2 – PERETOLA – STAZIONE S.M.N.
V.le Luder – via del Termine – km 4+550 - 4+700



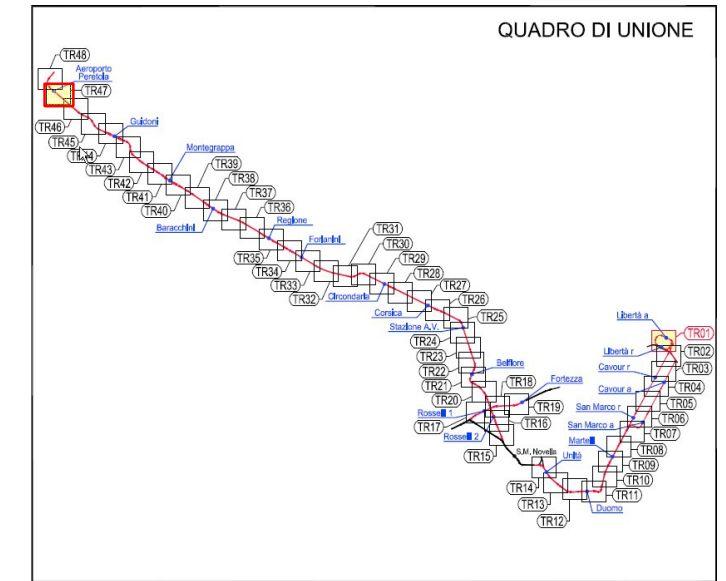
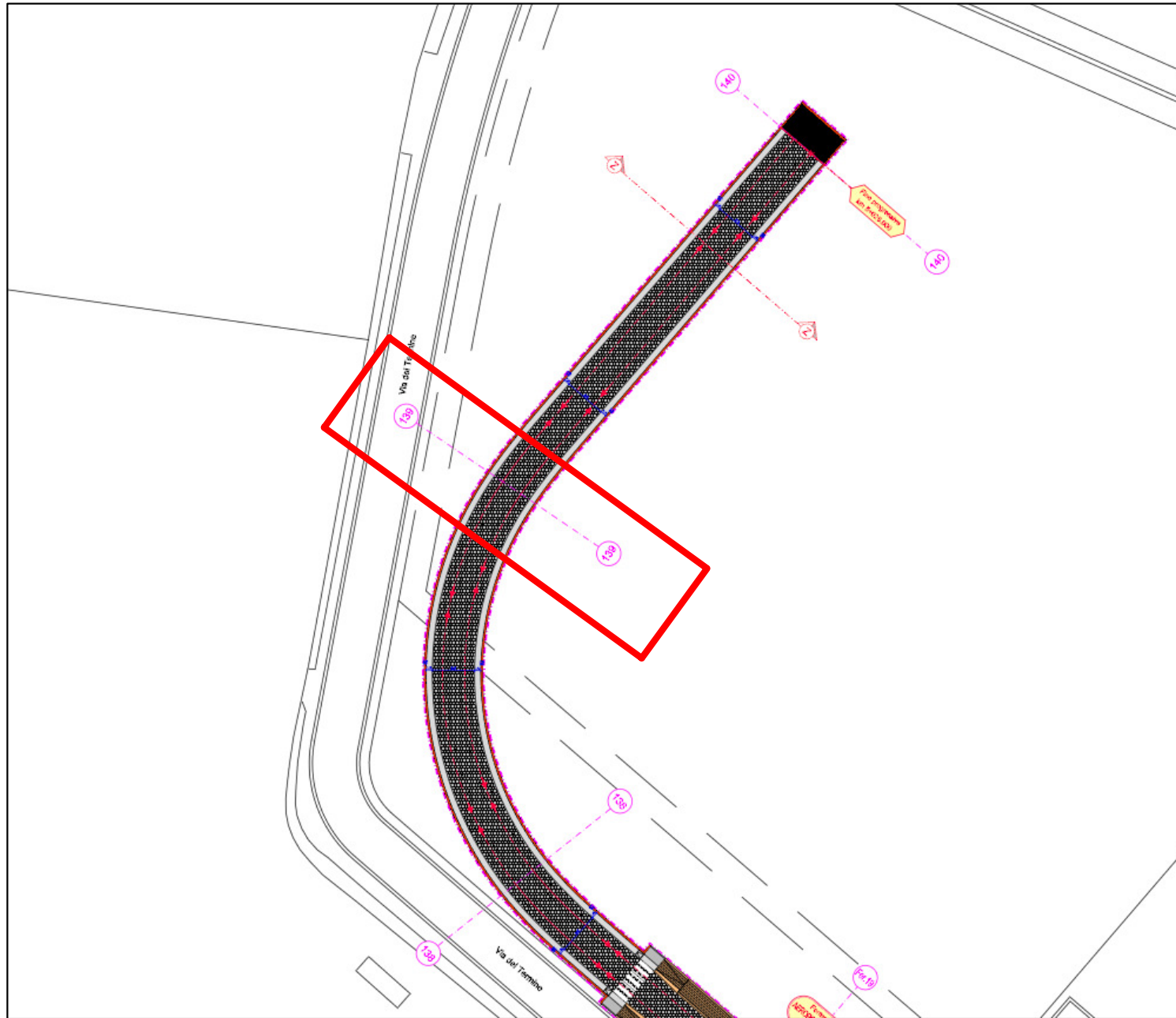
SEZIONE n° 134 - Pr. 4+595.50								
quote di progetto	37.92	32.10	32.10	31.80	31.80	32.10	32.10	37.92
distanze di progetto		1.00	6.70	1.00				
	Terreno	Marc.	Sede tranviaria	Marc.	Terreno			
Q.F. 29.00								
quote stato di fatto	37.92		37.92					37.92
distanze stato di fatto	Terreno							



Fermate AEROPORTO PERETOLA



LINEA 2 – PERETOLA – STAZIONE S.M.N.
Via del Termine – km 4+900 - 5+028



SEZIONE n° 139 - Pr. 4+957.00							
quote di progetto	38.15	38.80	38.80	38.50	38.50	38.80	38.30
distanze di progetto		1.00	6.70	1.00			
	Verde	Marc.	Sede tranviaria	Marc.	Parcheggio		
Q.F. 36.00							
quote stato di fatto	38.15	37.94		38.20			38.30
distanze stato di fatto					Parcheggio		

