

Revitalizacija istarskih željeznica s detaljnim implikacijama na konkretne lokacije

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Supplement / Prilog

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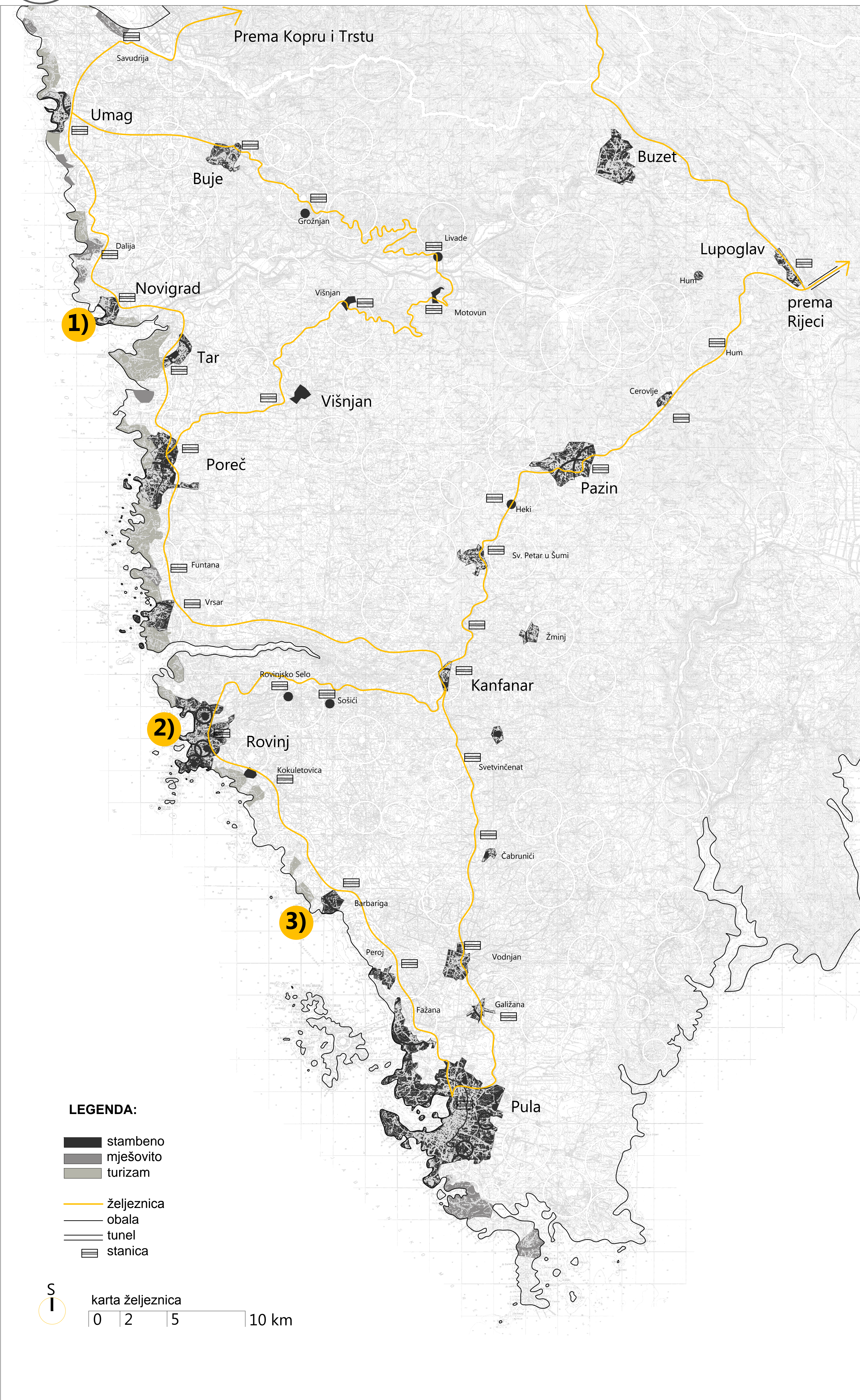
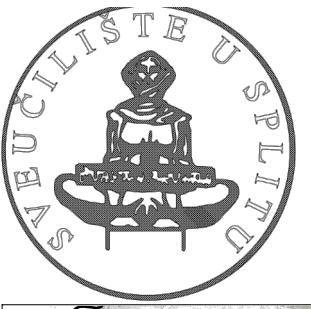
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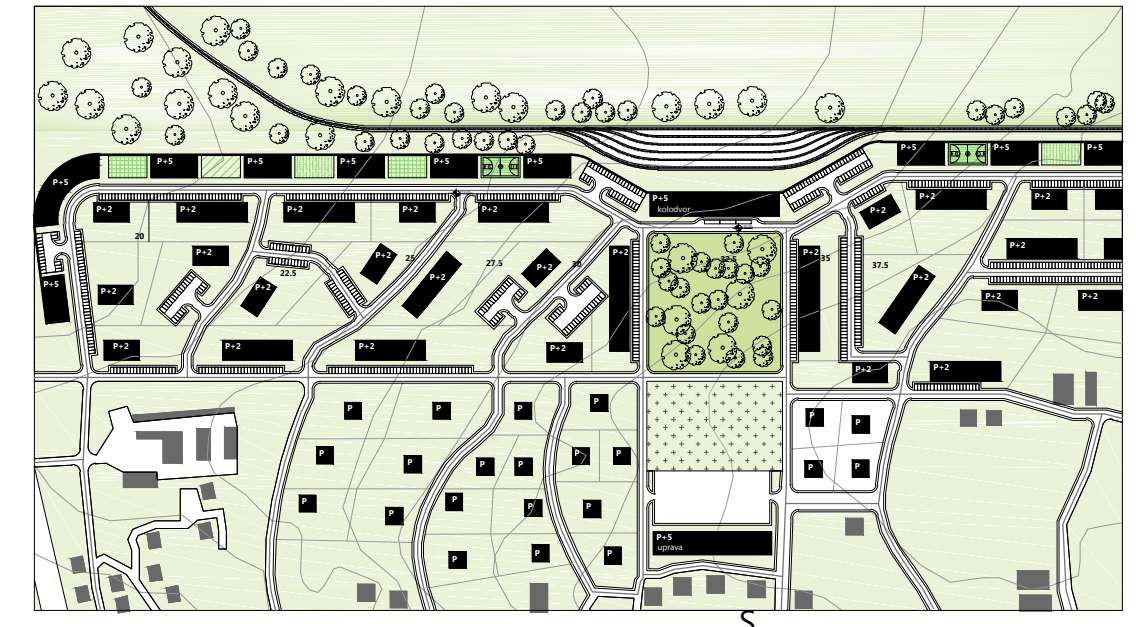


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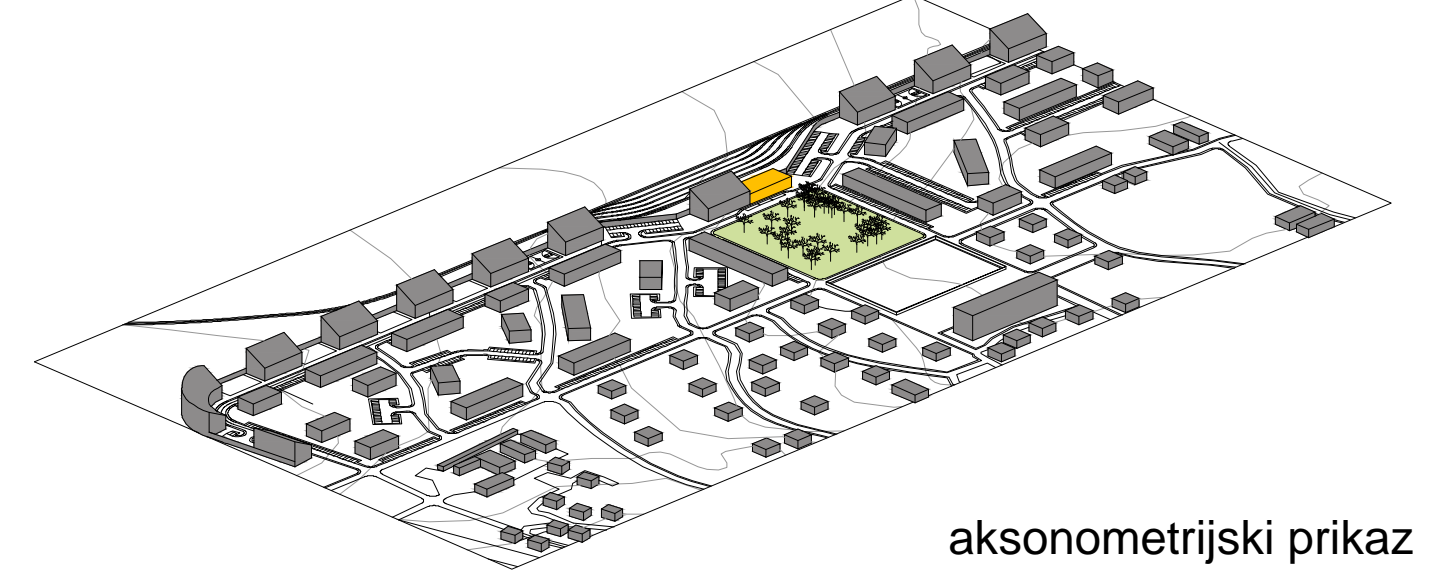
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1) Novigrad - urbanističko rješenje oko kolodvora

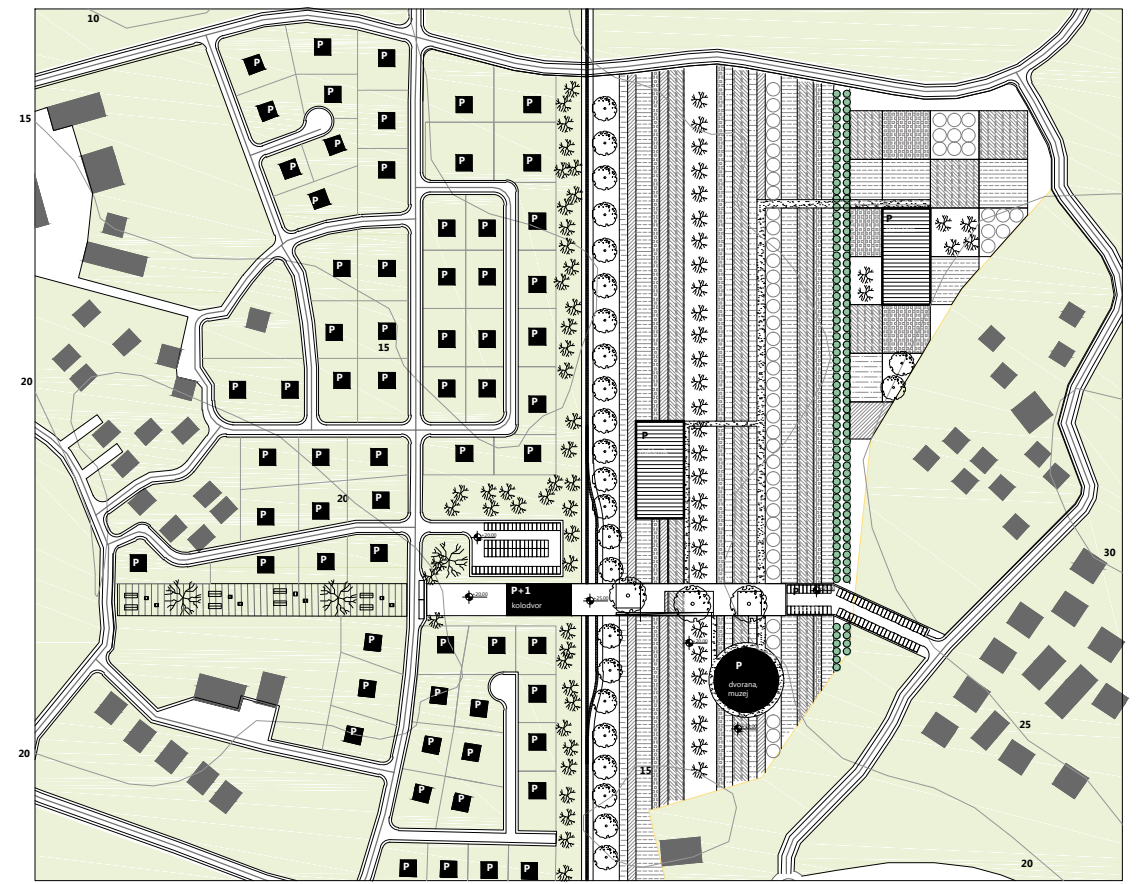


0 50 75 150 m

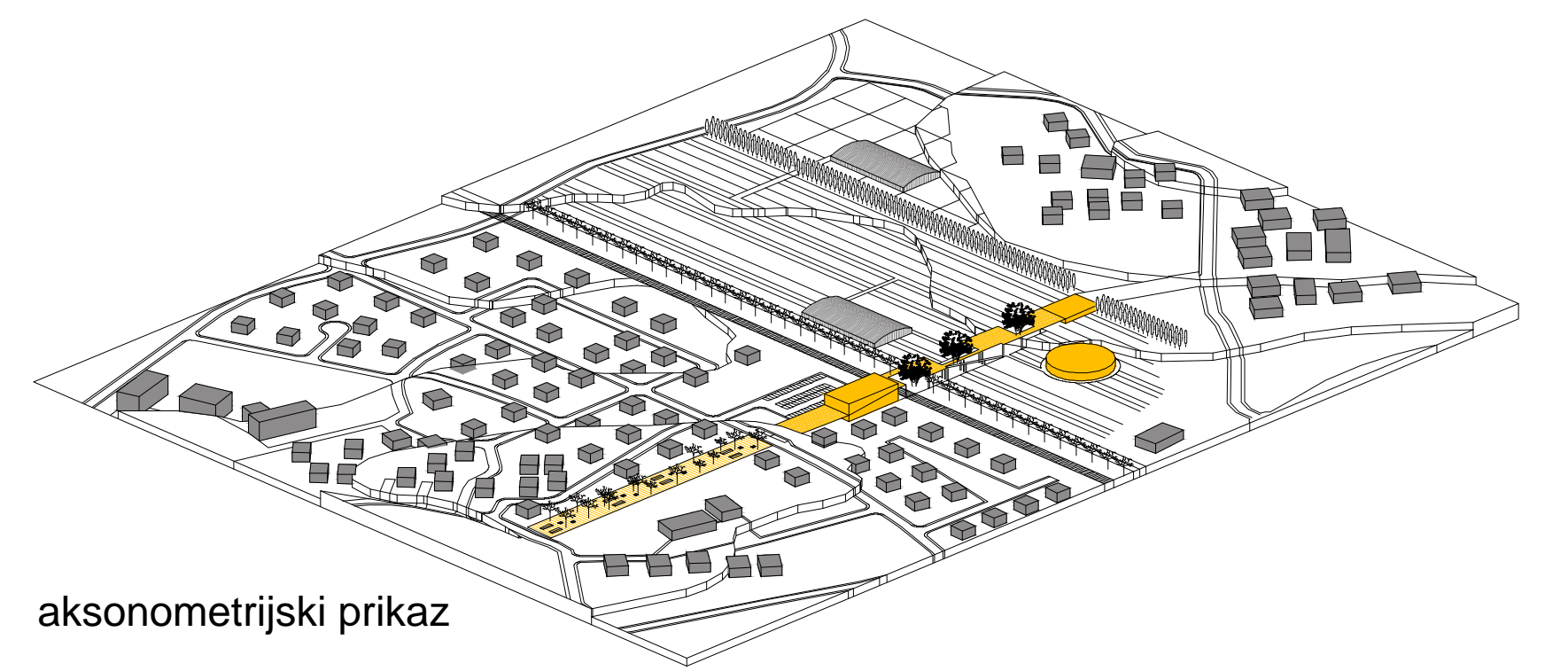


aksonometrijski prikaz

2) Rovinj - urbanističko rješenje oko kolodvora

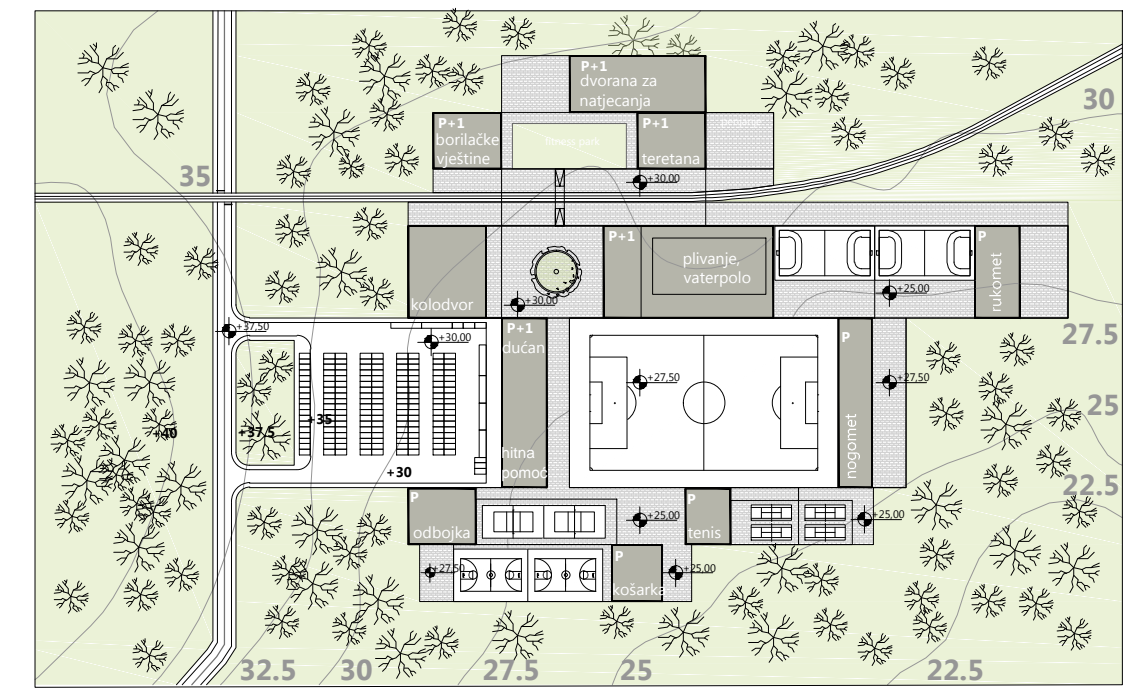


0 50 75 150 m

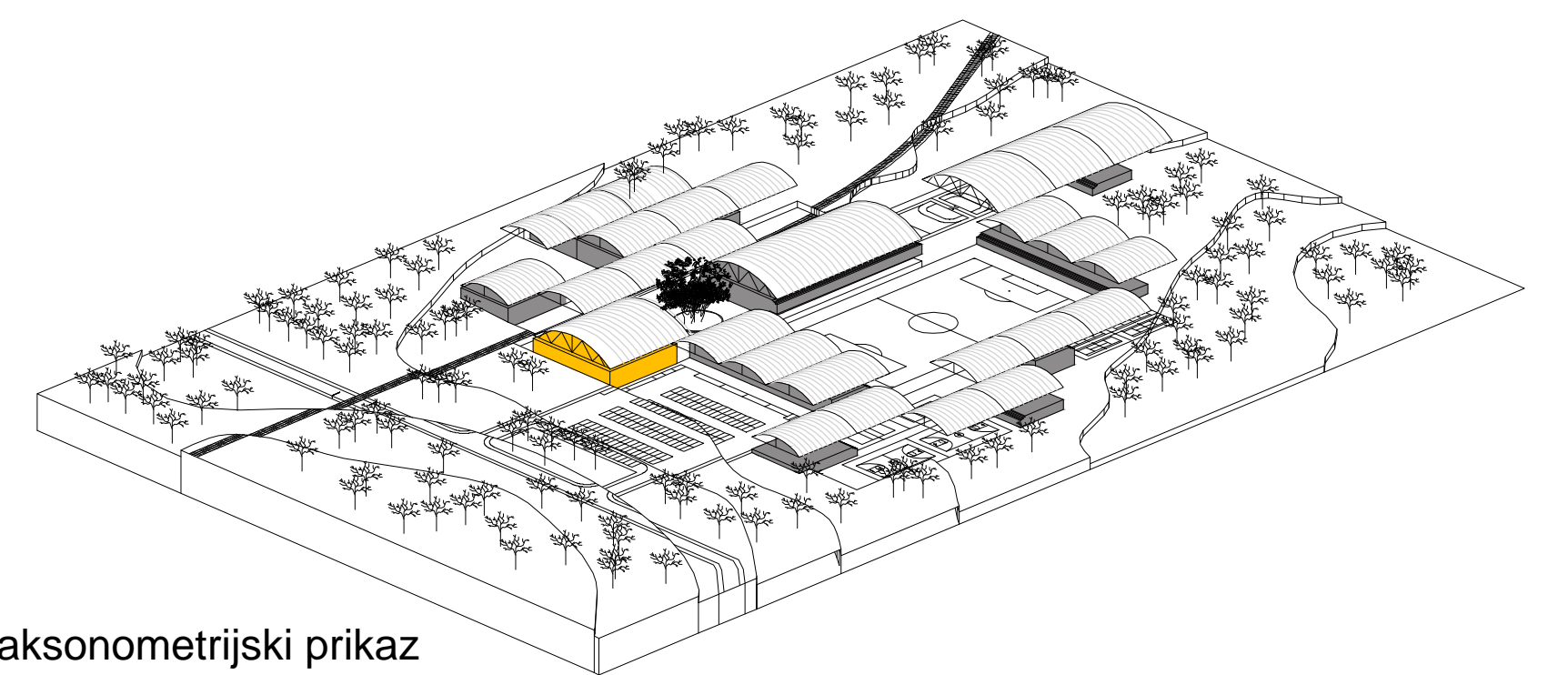


aksonometrijski prikaz

3) Barbariga - urbanističko rješenje oko kolodvora



0 25 50 100 m



aksonometrijski prikaz

IME I PREZIME

VJEKOSLAV MOSCATELLO

NASLOV DIPLOMSKOG RADA

REVITALIZACIJA ISTARSKIH ŽELJEZNICA

AKADEMSKA GODINA

2014 / 2015

MENTOR

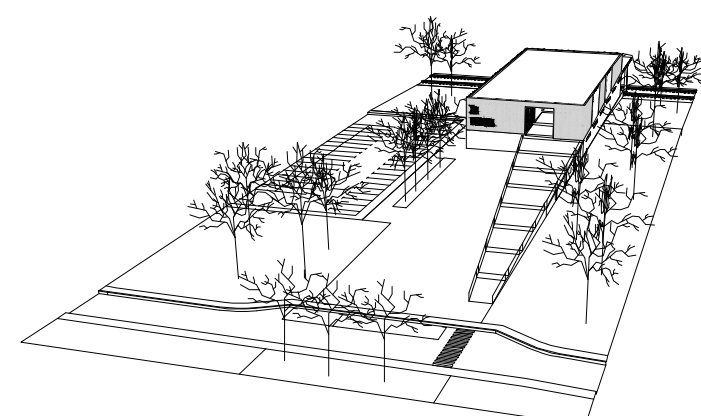
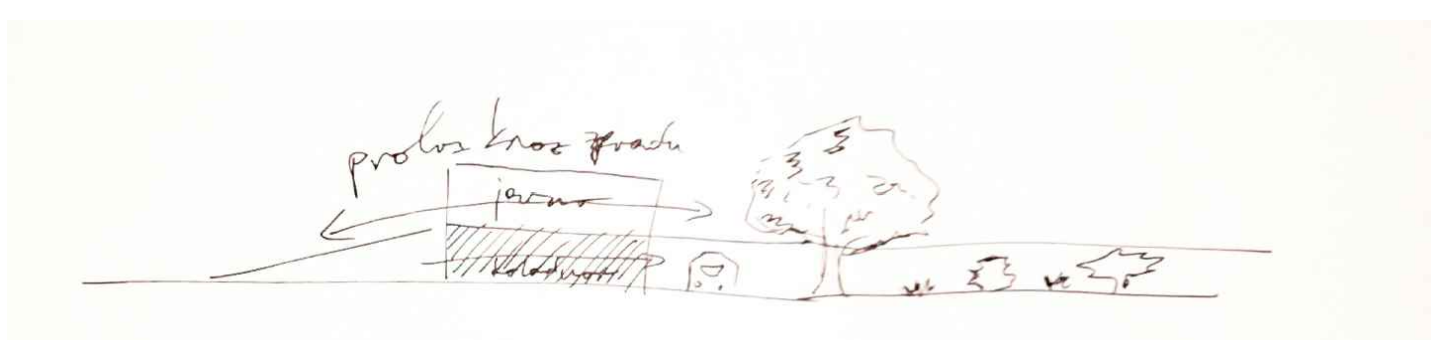
prof. HRVOJE NJIRIĆ, dipl. ing. arh.

KOMENTOR

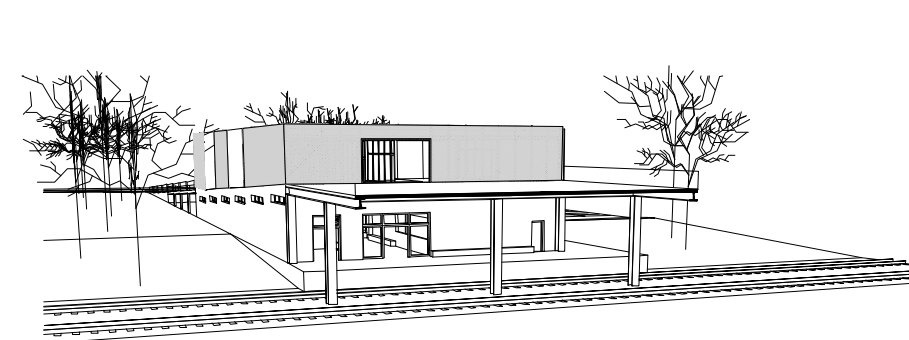
dr. sc. ANA ŠVERKO, dipl. ing. arh.

Na pola napuštene, i gotovo zaboravljene, željeznice u Istarskoj županiji nude mogućnosti koje malo tko propituje. Glavni je problem loša integracija željeznica unutar Istre sa ostalim trasama u državi i Europi. U Istri kao policentričnoj regiji dopunjavanje i obnavljanje željezničke infrastrukture redefiniralo bi kretanje unutar županije. Propituju se 3 uloge kroz diplomski rad: uloga željeznice u regiji, uloga kolodvora u urbanom tkivu, i uloga kolodvora kao objekta prema njegovim korisnicima (putnicima).

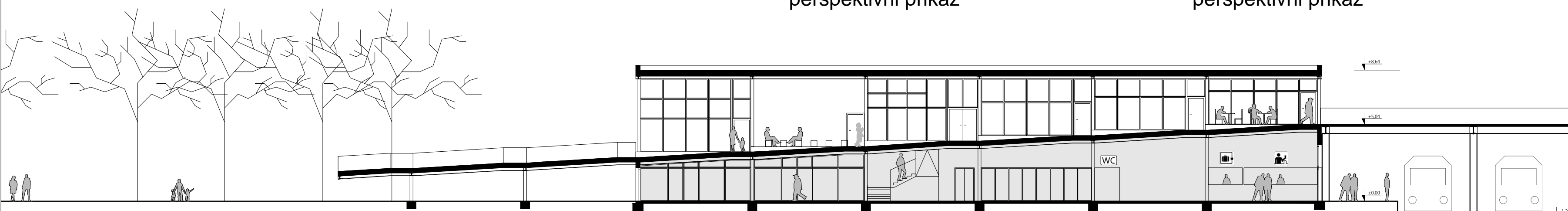
2) Rovinj - arhitektonsko rješenje kolodvora



perspektivni prikaz

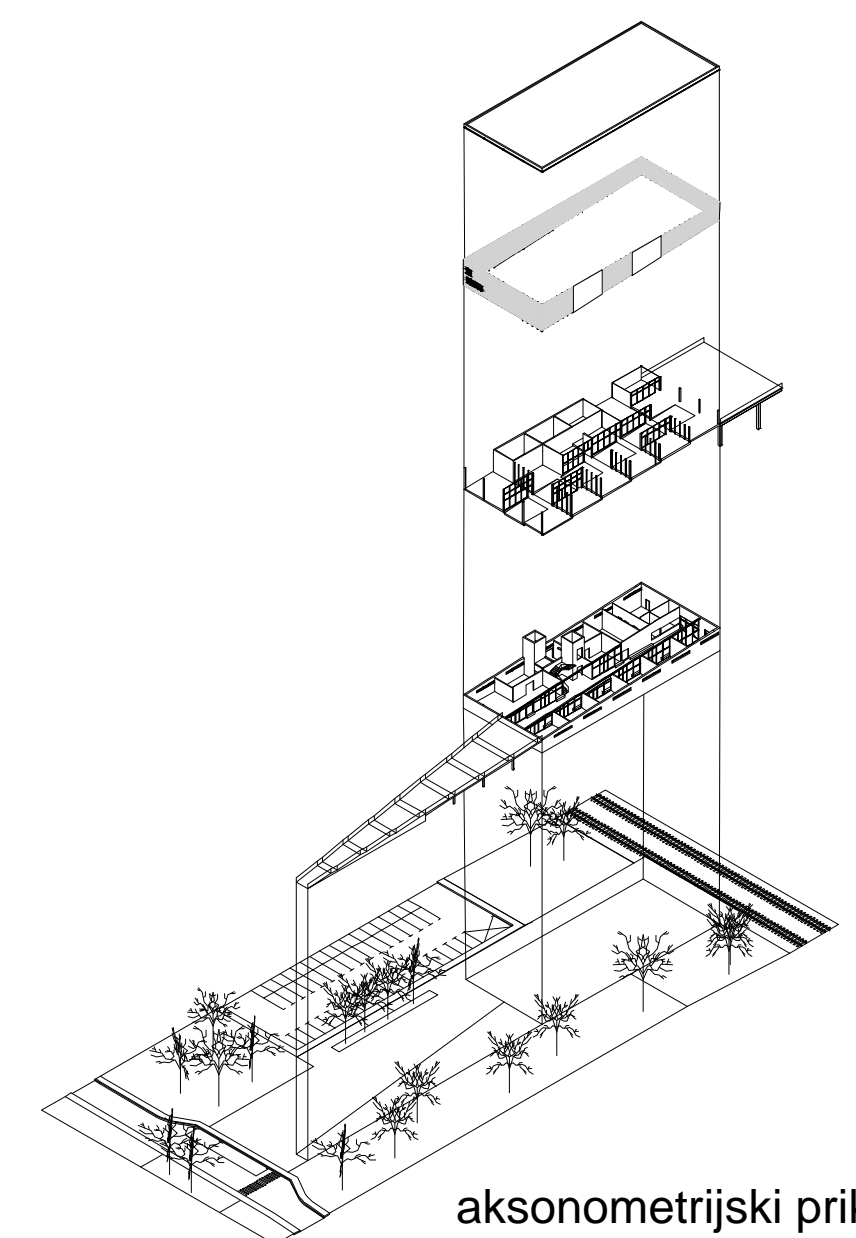


perspektivni prikaz



uzdužni presjek kroz kolodvor

0 5 10 20 m



aksonometrijski prikaz