

**INTERNATIONAL OPEN PUBLIC COMPETITION
FOR THE CONCEPTUAL DESIGN
OF THE BRIDGE IN THE DOLAC NEIGHBOURHOOD
IN THE CITY OF BANJA LUKA**

7-29. NOVEMBER

Igor Radojičić, MSc in El. Eng., President
Prof. Ivan Raškoivć, architect, Deputy President
Prof. Petar Gabrijelčić, architect, member
Slobodan Stanarević, MSc Civ.Eng., member
Srđan Rajak, MSc Civ.Eng., member
Prof. Milijana Okilj, PhD Arch, member
Jelena Pavlović, architect, member

Standin jury members:

Sanela Kecman, architect,
Doc. Ognjen Šukalo, PhD Arch.,

Reporting experts:

Alvira Vujinoivć, architect
Nataša Milošević, architect

Secretary:

Dajana Marjanović Verić, BLL



**Author
code**
45711MY

Author team:
Sasa B. Cvoro,
Radovan Beleslin,
Neda Medic,
Maja Medic,
Nebojsa Jeremic,
Djordje Sebic and
Zoran Uljarevic
from Banja Luka.

FIRST PRIZE

The proposed solution of the bridge is particularly well marked because the design represents the space-forming assembly with pronounced spatial and dynamic relationship between construction and spatial elements. By defining the route of movement as basic spatial codes proposal highlights the visual characteristics of the composition while additional elements round off the *architectural statement*.

The new bridge is seen as a *distinctive character* located in an environment of high environmental, spatial, symbolic and semantic value. Its role is development - the presence of bridge builds on ex-

isting micro universe of the site and it is designed in the process of graduation. The first step are levels of use of the bridge as a spatial structure, which the different types of traffic - communication technology explained by movement, thus experience by building more dynamic, as in a functional, as well as the visual sense, through the consideration of the immediate environment in the process of crossing the river. Furthermore, routing mentioned broken ways of movement is a link to the visual impression of the whole assembly. The transformation of use is placing the *visual aspects* of building as part of a creative program; dynamic scheme becomes the beginning of the design process and it is seen in the crown structure and form of the bridge. And last, the main structural element becomes a hallmark sign of where the new bridge is - its silhouette rising above the trees, marking the place of crossing the river. In this way, the entire composition was crowned and a new landmark of the town was materialized - *the new town vista*.

The proposal provides the placement of all, the competition required modes of transport within the area of the basic status of the bridge, as defined by applicable regulatory plan. In addition, it develops an additional walking and cycling strip that extends over the base of the bridge structure. In this way the movement of all modes of transport are secured and stratified. The explanation for the separation of pedestrian and bicycle traffic is in the pursuit of providing as many options as possible for crossing the river in terms of capacity, points of connecting on the river banks and views of the environment. The last mentioned reason is particularly important because walking and cycling bridge is multifaceted and multi-functional facilities: in addition to constituting a sort of oasis of suitable and "healthy" ways to get around the city it takes the role of lookout - competition element required for gather-

ing and retention with the primary goal of looking attractive scenery and panoramic location. The mentioned lookout point is transformed into a linear space which emphasizes, as mentioned, a dynamic dimension of the concept of the bridge; instead of one point retention, it offered the almost limitless



number of places from which can be viewed location landscape and visual motifs in distant environment.

Contemporary architectural language communicates the "story" about the future of the river crossing in this place. Light tone of bridge tends to operate easily, and they represent association of the benefits of urban life with its attractive facilities such as the river, its banks, valuable architectural and natural heritage. The basis of the architectural expression is the "transfer" of the direction of the road and pedestrian bridge, which, shifted in the directions of moving, give the basic dynamics to the ensemble. While vehicular bridge conditioned by envisaged provision acts as a basic tone composition, providing pedestrian bridge is a "free subjects" i.e., its

accent. A particular advantage of this proposal is reflected in the fact that the highest arc is the most prominent element structure and backbone of the new vistas of the city, are at the same time visually very "easy" and elegant. This is due to the fact that the arc carries only pedestrian and bicycle path, so its dimensions are far less than it would be in the case if it



carried a motor traffic bridge.

The supporting structure of the bridge is made of steel.

Bridge is designed as a system of hiking trails along the optimal preservation of the existing natural environment. Both river banks of the rivers at the site, Vrbas and Crkvena are covered with tiling, which provide unrestricted access to water. By defining new public content proposal provides new spaces for events in the coastal area, and it enriches pedestrian movement and offers reasons for retention, and therefore it

represent a new point "release" on the coast.

The realization of the proposal does not initiate the change of planning solutions whose are related to the contact environment, and thus allows faster deployment, as well as the viability of pre-defined relations between public and private interests.

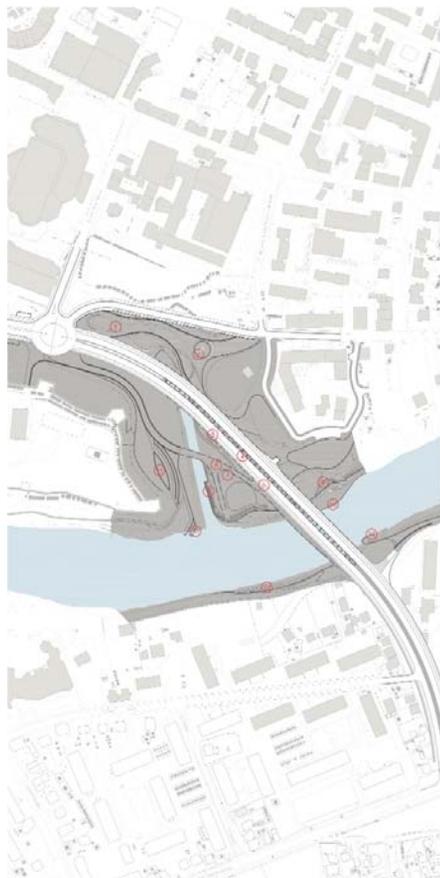
This proposal has the most positive features that make it stand out compared to other submitted proposals which are:

innovative interpretation of the relationship between different forms of movement where pedestrians and cyclists have priority over motor traffic through the choice of the route by which they want to cross the river.

innovative interpretation of the belvedere, pedestrian and bicycle bridge, designed linear circuit which offers an unlimited number of points for the observation of the landscape.

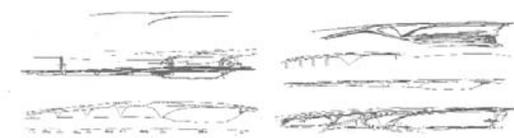
interpretation of the basic elements of the new vistas of the city - the port that carries pedestrian and cycling bridge, which dominates the atmosphere visibility of its height and not to jeopardize it because of its well-balanced geometry and dimensions.

SECOND AWARD



Podzemni parkirni prostor izveden
 u skladu sa postojećim podzemnim prostorima
 u neposrednoj okolini, uz korišćenje
 postojećih i novih podzemnih prostora
 u skladu sa postojećim podzemnim
 prostorima u neposrednoj okolini.

- 1. Izvesti postojeće i planirati nove podzemne prostore u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 2. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 3. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 4. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 5. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 6. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 7. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 8. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 9. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 10. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 11. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.
- 12. Podizanje postojećih i planiranje novih podzemnih prostora u skladu sa postojećim podzemnim prostorima u neposrednoj okolini.



Author
Code
6417UOR

Author team:
 Nikola Dmitrovic,
 Jelena Savic,
 Radana Jungic,
 Aleksandra Petrovic,
 Miljan Pantic,
 Borjana Malcic Savic,
 Vladimir Ilic,
 Slobodan Popadic
 from Banja Luka.

This proposal is seen as most minimalist annex in environment which it is located. The goal is that the new bridge is visually unobtrusive phenomenon and that represent a new “member” inherited in an environment of high quality. The concept is developed on the activation of spatial, topographic and visual attributes of the current situation which is operationalized as the potential synergy resulting from connection of the river banks.

The content of the river banks, especially the left side of the river at a given location, is raised to the level of the element from which the idea and its materialization are derived; the composition is subordinated to the space under the bridge, so its elements, by their characteristics and more – and their mutual relations, as much as possible, illuminate the space of the ground beneath them, freeing it from its presence, so that it becomes, in the true sense, *the space of the shore*. The program is consistently fulfilled with the treatment of the new bridge as a character that is neither subordinate nor superior but *present*. In addition, his peculiarities are not deprived of an attempt to take a step towards a “lyrical” attitude towards the environment and its basic values, which is achieved, again, by ambient means where the main role is played by greenery, light, ground motion and subtle indication of the direction of movement, primarily pedestrians and cyclists. Manifestation of the bridge, using the route of the natural flow as well as forces through the material, gives the image of the elegant, slender structures that match the ranges of greens, constantly changing scene of river flow and topographic running river banks, all in an attempt to become a valuable part of the future picture of the area.

The proposed solution accommodates the entire given program within one set; consistently fulfilled task requirements

concentrate on affirming river banks space to the fullest extent possible. A special quality of the proposal is the separation of lanes of opposite directions, and the release of light into the underpass area. In addition, the bridge as far as possible rises and extends above the ground on the left bank of the river. In this way, primarily as mentioned above, the space



under the bridge is formed as the content of the site, illuminated to the fullest extent possible and processed to provide opportunities for various outdoor activities. In addition, some high-growth specimens of the site occupy, in part, the distance between the pavement lanes, which provides a rich ambient in visual terms but also reduces noise pollution and exhaust gases. Pedestrian and bicycle traffic are integrated into the basic “body” of the bridge. A slight twist of the upstream part of the bridge forms the required vantage point, which is also indicated by space and shape. The pedestrian and bicycle paths in the part towards Kastel fortress are sepa-

rated from the main part of the circuit and extend towards the future roundabout at the intersection of Tržnička and Đuro Daničić streets.

The new bridge is designed as a structure of minimal silhouette



ette within the environment in which it is located. Its contour connects the green massifs of the river banks and is a visual link artificially subordinated primarily to the river and the profile of the high vegetation massifs. The feeling of lightness of the bridge and its hovering over the ground was achieved by separating pairs of motor traffic lanes in opposite directions as well as raising the bridge above the ground to the maximum extent permitted by the given elevation angles of its construction. Bright colours, transparent fence, illumination and form of the basic body of the bridge and its elements underline the minimalist impression have announced a design and architectural language.

The supporting structure is made of reinforced concrete, pre-stressed.

A system of walking paths is envisaged with optimal conservation of the natural environment. The solution does not offer new event venues in the coastal area itself, and the movement of pedestrians enriches and offers reasons to stay, and thus a new point of "going out" to the river banks.

This proposal has the following characteristics that set it apart from other proposals:

innovative treatment of the pavement surface of the bridge - the body of the bridge, on which the traffic lanes of opposite directions are spaced, and therefore the under-bridge space is illuminated, which gives it greater comfort of use.

the under-bridge space is affirmed to the fullest extent possible.

minimalistic silhouette of the building, which creates conditions for its good, previously listed features to be combined with vertical accents.



**Author
Code
05081ZB**

Studio A05,
Architectural Design
and Research
Institute of HIT.

Author team:
Tang Jiajun;
Zhang Bo;
Zhang Botao;
Dong Tianqi
from China.

HONORABLE MENTION

The concept of a new bridge communicates the metaphor of motion complexity as a phenomenon illustrated by the image of the relation of speed as the basis of movement and space as a frame of speed. The proposed solution builds a decomposed form, where each element of the structure in addition to the functional has a decorative purpose.

The spatial scheme of the bridge follows the Baroque principles of "decomposition" of form where individual segments have a certain independence within the whole; in this way they become special *themes* of composition that, with a powerful expression, almost impose their pres-

ence in space. The dynamic of the scene was achieved using the physical characteristics of pedestrian and bicycle movement, which were transformed into material bands with a strong visual charge. On the other hand it is, this aforementioned powerful charge, what produces a visual impression that competes with the existing space by reducing some of its qualities. The structure of the new bridge by its appearance exceeds the ambient "capacities" of the site and acts "too strong" and to a certain extent, intrusive in relation to the attributes of the site.

The basic lane of the bridge, which contains motor, bicycle and pedestrian traffic, occupies the dimensions and position stipulated in the regulatory plan. At the level of the aforementioned, basic lane of the bridge, a separate cycling bridge is provided upstream, which winds above the surface of the river stream and serves as a kind of bicycle *belvedere*. Above the basic configuration is developed a system of footpaths-lanes that rise above the ground pedestrians who want to view the surrounding panorama of the city. Between the tapes there is a special vantage point to keep the viewers on and stay on the "heavenly" platform.

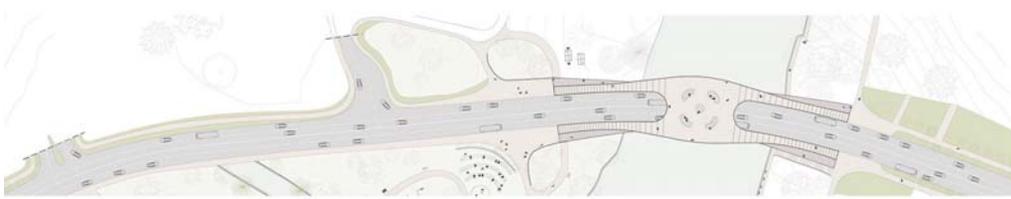
The "baroque" decomposition process, as noted, is the backbone of the visual expression of the proposed solution. The supporting arches of the structure also take over the purpose of pedestrian paths, and the combination of structural, functional and formative segments of the composition are at the service of the dynamics of the image - a new scene that greatly changes the character of the existing environment.

The supporting structure of the bridge is made of steel.

It is designed system of hiking trails with maximum preserva-

tion of the existing natural environment.





Author
Code
14632AA

Atelier
Jankovic
de Thy,
Paris France.

HONORABLE MENTION

The concept of the new bridge favours pedestrian and bicycle traffic over motor. The arrangement of the aforementioned purposes is hierarchized by the position in space, in fact, by their interrelationship - the misanscene. The character of the form of motion becomes a spatial - form allegory of the city matrix in the small; carriageways, pedestrian paths, bicycle lanes, the square, the pedestrian area, the porch are all elements of an urban structure which, in the case of a new bridge, are unified.

Pedestrians are placed at the very top of the structure where, unhindered by other traffic, they

can enjoy their *microcosm*. The pedestrian space here represents the *paradigm* of an essential relation to the concept of human settlement. This, first, points to the value system that the author represents, where man and his comfort are placed at the core of events. In addition, the concept of a new bridge represents a distant, yet hinted implication of the terms green city and "smart city". The overlap of the "*machine space*" and the "space of the people" also establishes the "spatial efficiency" of the solution, where both *machines* and humans are given almost the same surface area for use without compromising each other.

This solution overlaps motor and pedestrian traffic, forming paired spaces for different types of movement. The main body of the bridge contains pavement lanes for motor vehicles and partially, horizontally, separated bicycle lanes. Above the base, a pedestrian platform was developed with a pedestrian centre above the river course. The space thus organized denotes movement and restraint above the centre of the river, becoming *belvederes over Vrbas*. The mentioned space is green, so the connotation of the *square* is completed and underlined.

The separation of surfaces for different types of traffic forms a two-lane silhouette with a lattice between the belts. Transparency of the assembly allows the view through the building and the presence of existing greenery at the location. The pedestrian surface that develops above the lane is a contour that provides the necessary heights for passing motor vehicles. The solution does not offer the height accent of the composition, so the whole bridge assembly is hidden in the canopy of the existing ambience, which, in part, cancels the contest to give the term *vista*.

The supporting structure of the bridge is reinforced concrete. The author envisages the use of wood as well as the alterna-

tive use of steel, line elements. The methodology of prefabrication is emphasized.

A system of pedestrian paths is envisaged with maximum conservation of the natural environment.





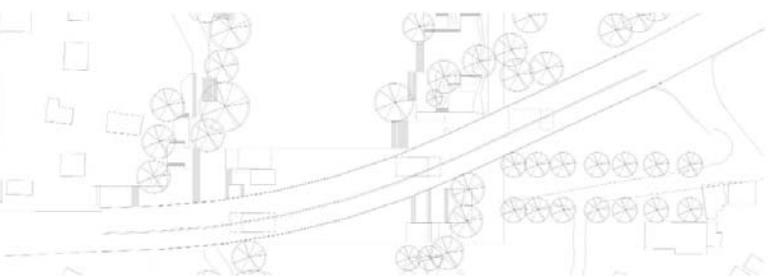
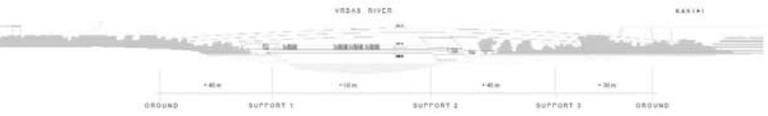
A bridge spanning an lake above public water.

It is located in the western part of the city and is a part of a residential area. The bridge and the surrounding area are a part of a park.

The bridge is a two-lane bridge with a 10m wide pedestrian walkway. The bridge is a concrete structure with a steel deck. The bridge is a part of a park and is a part of a residential area. The bridge is a part of a park and is a part of a residential area.



The bridge is a two-lane bridge with a 10m wide pedestrian walkway. The bridge is a concrete structure with a steel deck. The bridge is a part of a park and is a part of a residential area. The bridge is a part of a park and is a part of a residential area.



NON-MONETARY AWARDS



Author Code
19873HM

Author team:
Arhitektural Design Aleksandar Kostić and DHB Architects, Ireland (75%), Structure Design Orla Kelly MBOK Engineers, UK (10%), a сарадници Joanna Jameux (5%), Bilal Gawaheer (5%) i Sorca Duffy (5%) from Ireland.

The proposal envisions a wide pedestrian platform below the traffic lanes. The space in question is, in fact, a linear square connecting the river banks intended for the movement and retention of cyclists and pedestrians. The allegory of user gathering is to emphasize the urban identity of the place. This process also affirmed the notion of a city forum as the focus of life for its inhabitants.

The surface of the river, the river square and the “traffic” bridge over-

lap, creating a place of connection between the banks that serves not only crossing but also residence.

Space pairing for different types of movement creates the opportunity to give pedestrian movement, that is preferred here, the optimum conditions for functioning. In addition to the basic purpose of crossing the river, it provides additional possibilities for staying, contacts and tarrying at the most interesting crossing point - in the middle of river Vrbas. However, in this solution, the pedestrian platform is overstated.

The minimalist design approach results in a sleek, two-lane assembly that connects the river banks and contrasts with the sprawling high-silhouette of the site. Materialization is unambiguous, which underlines the “austerity” of solutions. The absence of an accentuated, vertical element of the contour of the bridge diminishes the possibility for him to build a new branch of the city.

The bridge structure is reinforced concrete.

The coastline has been resolved as a platform system, mainly on the left bank of the river, to a somewhat overstated extent.





**Author
Code
14137MW**

Author team:

Earquitos – Arq. Estevan Barin, Arq Bruno Cassol, Arq. Jenifer Vescia, Arq. Jonas Rossi and Acad Arq. Thais Saccol from Great Britain.

NON-MONETARY AWARDS

The new bridge tends to emphasize the elegance of the assembly, which optimally alters the scene of the existing ambience. The elements of the composition are subordinate to one dominant motif - the contour of a large arch, which is visually and constructively multiplied by becoming the leitmotif of the assembly.

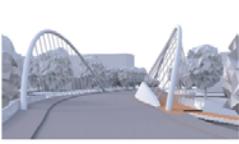
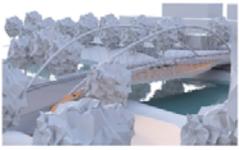
This triggers the classic metaphor of connecting the shores with a curve that reads the burden of those they carry, as well as the imaginary line of connection of the river banks.

All required types of traffic are located on the main body of the bridge. An extension for the

movement of cyclists and pedestrians is also provided on the upstream part of the assembly, which also serves as a lookout point, separated from the traffic lanes by an arched wall. The downstream part of the bridge does not contain a pedestrian-bicycle path, which greatly reduces its usable value. The design aspect of the proposal tends to form an image of an elegant and slender structure whose attributes serve to form an accent in space. The phenomena of reflexes and reflections in the materialization of a building are used. The soft visual expression of the main arch is associated with natural elements and the logical flow of forces through the material.



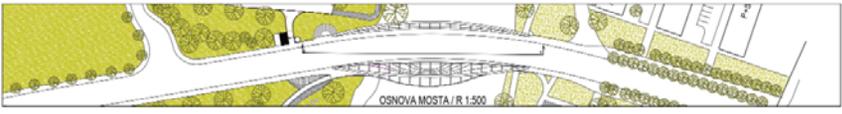
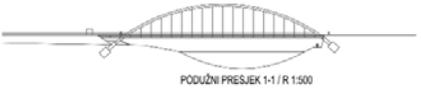
Funkciou a estetickou hodnotou souhrnu se
 vyznačuje řešení, které je schopno
 poskytnout optimální řešení v dané situaci
 a zároveň je schopno přizpůsobit se
 měnícím se podmínkám. V tomto případě
 se jedná o řešení, které je schopno
 poskytnout optimální řešení v dané
 situaci a zároveň je schopno přizpůsobit
 se měnícím se podmínkám. V tomto
 případě se jedná o řešení, které je
 schopno poskytnout optimální řešení
 v dané situaci a zároveň je schopno
 přizpůsobit se měnícím se podmínkám.



SITUACIA 1:1000

Author
 Code
 85870PB

Author team:
 85870PB



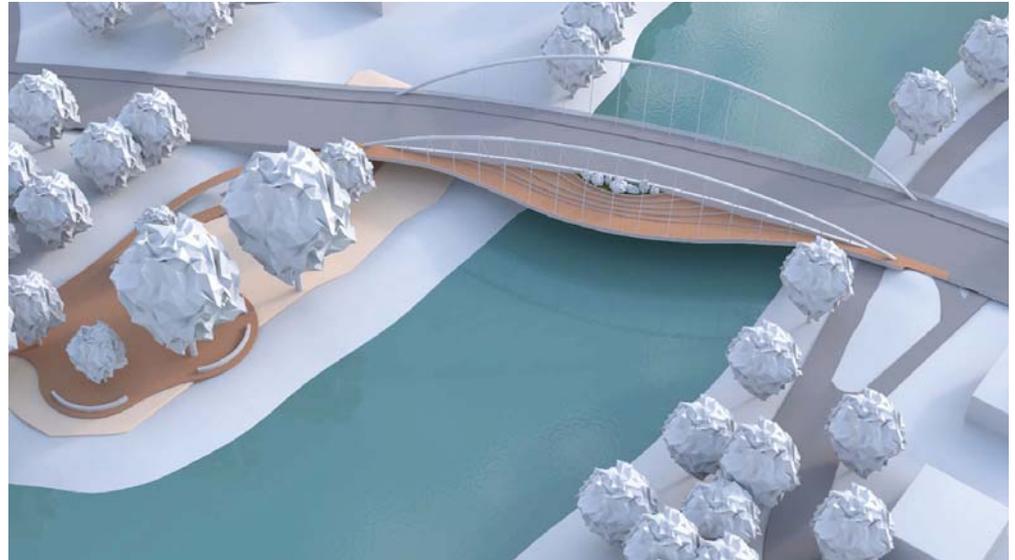
NON-MONETARY AWARDS

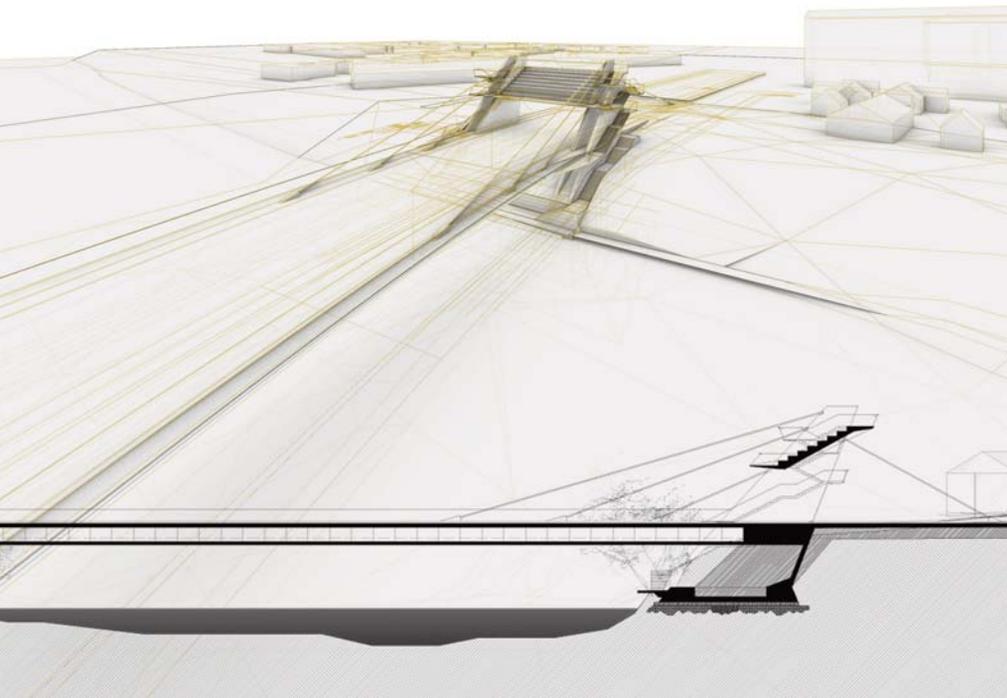
This solution also relies on recognizable circuit shapes that associate river crossing and the visual persuasion of the load-bearing geometry of the structural member. The pairing of the structural arcs only underlines the intended concept. The composition is slightly asymmetrical, which contributes to the impression of spontaneity of the whole bridge formation as well as the tendency to dynamize the scene of the building.

The main body of the bridge contains all required traffic patterns in equal lanes on both sides of

the bridge. The vantage point on the upstream side has been expanded and levelled, which adds to the comfort of using the space. It was built as a small amphitheatre with a firewall to protect it from the negative effects of exhaust gases and the noise of motor vehicles. The composition is visually dynamic and elegant. Pair of load-bearing arcs is associated with the accentuation of movement, river crossing and speed of movement. The lookout associates with the bridge event centre, retention and communication of users. The backbone of the structure is a pair of steel arches with supporting cables and a reinforced concrete slab of motor traffic construction.

The river banks area is designed as a park area with trails, plateaus and urban mobiles in an area dominated by wildlife.





Author
Code
99099BL

Author team:
Pavle Stamenovic,
Dusan Stojanovic,
Djordje Jovanovic and
Aleksa Bekic,
from Serbia.

NON-MONETARY AWARDS

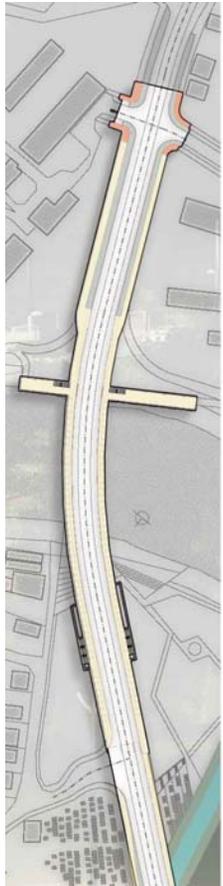
The concept of a new bridge to the core of the site sets a minimalist silhouette. It is visually connected by high-growth massifs that, on the right bank, obscure a carrier pylon with a vantage point. The aforementioned structural element is placed on the right side of the river bank, so that this vertically expressed element is further away from the protected area of Kastel fortress and the river ambient next to Kastel fortress.

This sought to preserve as much as possible the existing image of the environment in which the new bridge is placed. The spatial solution of the bridge encompasses all types of traffic connected

into a single traffic lane in one level. Steel vertical couples connect the ground and the traffic surface of the bridge. The lookout is not placed on the main surface of the bridge, but on a supporting pylon, which, as far as possible, distances it from the centre of gravity of the site, creating an opportunity for a broad view of the environment. The visual appearance of the bridge is reduced, minimal. The aforementioned load-bearing pylon is the only height element of the composition, but it is "removed" from the centre of gravity of the subject location precisely to minimize the visual presence of the new building in the environment. The bridge structure is reinforced concrete. The pylon, using steel clamps, carries the motor traffic surface of the structure. The proposal of the river bank space as much as possible tends to preserve the existing natural environment.



OTHER PROJECT



Stefan
Nikolic,
Serbia.



Davin
Tanasa,
Indonesia

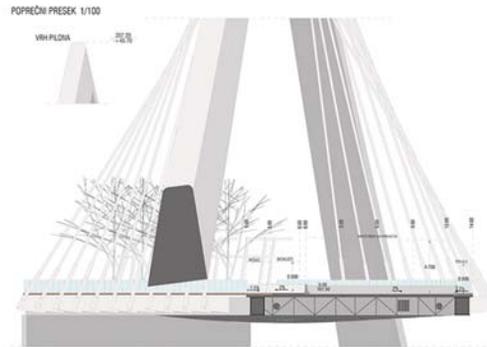
19371AC



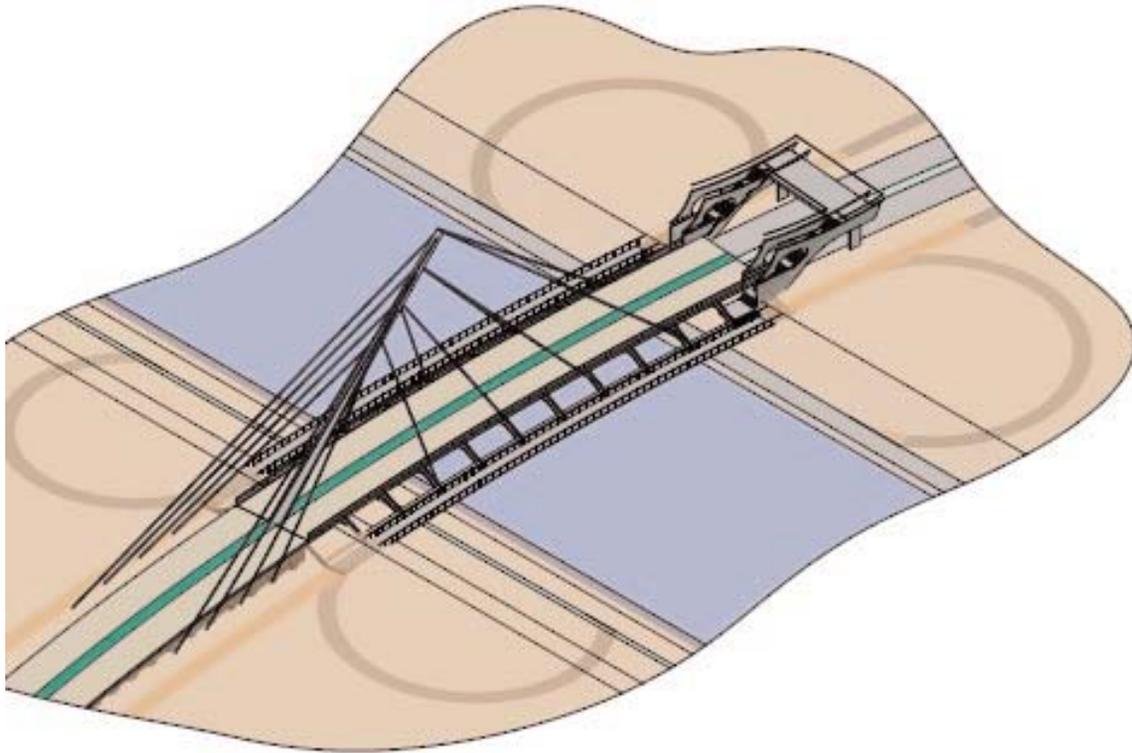
Damir Rastoder and
Admir Bibic,
associates Mihailo Lujak
and Haris Curic,
from Serbia.



94984SL



Srdjan Luzajic
and Miomir Luzajic,
from Serbia.

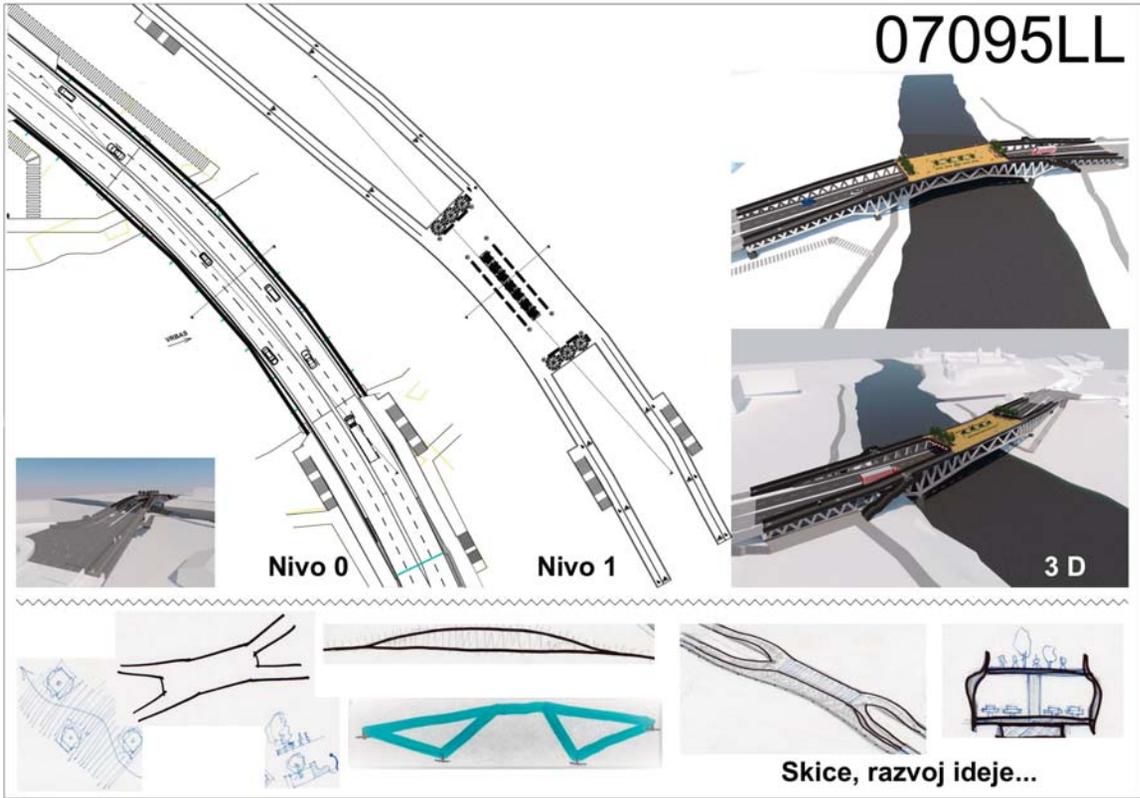


Dusko Hinic,
Republic of Srpska,
Bosnia and Herzegovina.

Z4518SA



Loris Dal Pos,
Roberto De Luca,
Daniele Bortoluzzi,
Alessandro De Luca,
associates Luca
Muffato and Lorenzo Zorzi,
from Italy.



Ljubisa Lulic,
from German

GM32781

The general concept of the bridge design was to create a pathway connection of Gara Dušana and Mavanska Street for pedestrians, motorized vehicles, non-motorized vehicles that allow public recreational space under the bridge on the left and the right banks of river Vrbas which creates aesthetically attractive roofing for under bridge public space environment. The structural concept of the bridge design was a suspension bridge supported by a non-perfect arch in which elliptical shape support standing from the bottom of both bridge bases on the left and the right banks of river Vrbas and meet at the middle of the bridge with arc connecting the adjacent ellipse lines on transversal sides. The elliptical shape support of the bridge starts from a single point under the bridge horizontal line that could help to minimize occupation of support base and also maximize space for public recreation under the bridge. The path way on the bridge was designed to help physical separation of motorized on non-motorized vehicles with bridge suspension structural elements on the middle and green buffer with bushes 40cm width on both sides of the bridge. Also, there is additional space on the middle of the bridge path way used as a viewpoint from which to see Kistari fortress wall and also both upstream and downstream views.

The landscape on left and right side of river Vrbas was designed to create a clear view to see river Vrbas and also the meeting points of both river Vrbas and river Crvena for the people reaching from both sides of the bridge. And also the landscape design on the left side of the bridge was designed for public gathering and concert with bedground of river Vrbas, river Crvena and fortress wall.



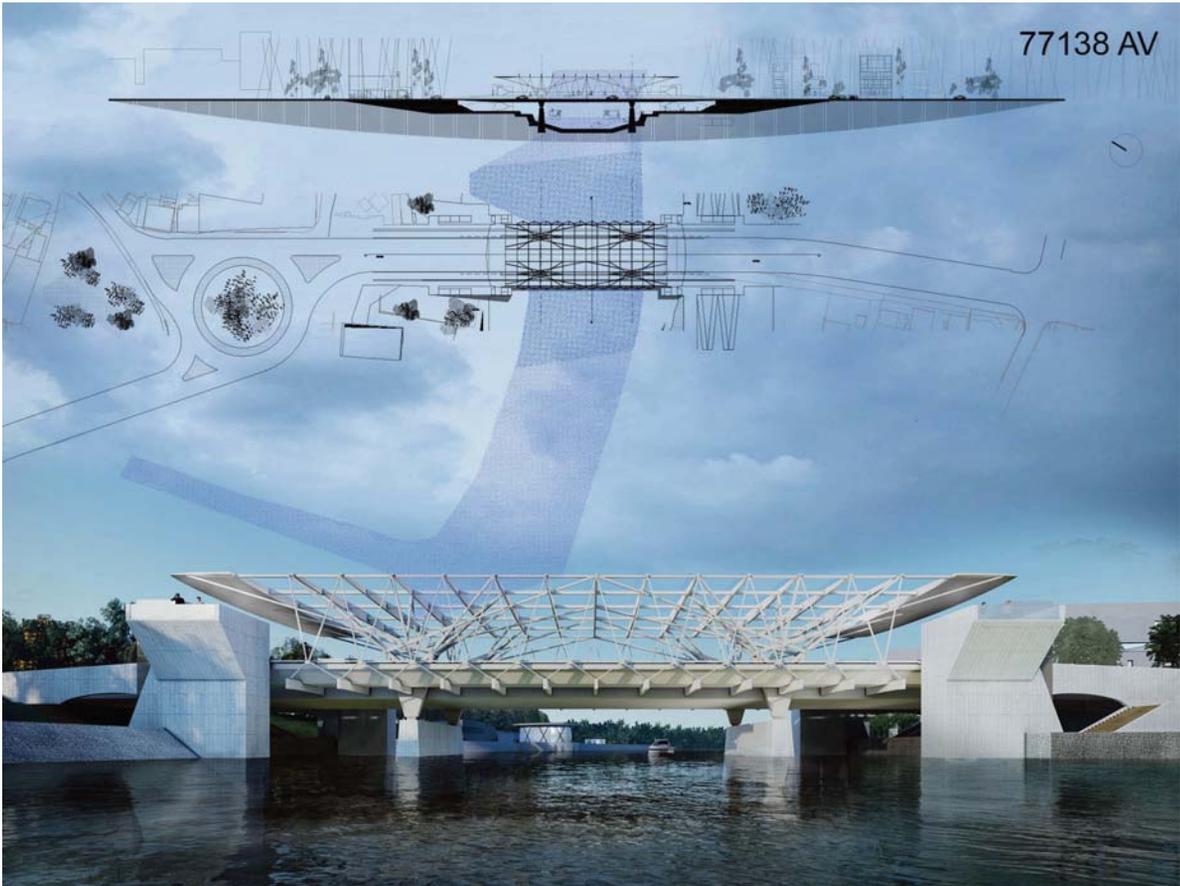
Wendmagegn
Geleta Megersa,
Ethiopia



šifra 10000BL



Miroslav Petrovic,
Balubdzic and Mihailo
Timotijevic, associates
Nenad Sekularac,
Bojan Jovancevic,
Milos Jelisavcic,
Julija Jankovic,
Zdenko Hribersek,
from Serbia.



Boris Petrovic,
associates A011 studio
Belgrade, Serbia



21105SV

Vlado Svraka and
Mira Duronjic, associates
Milan Milincic and
Zoran Svraka,
Republic of Srpska,
Bosnia and Herzegovina.



Dragan Marincic and
Aleksandra Marincic,
associates Ana Gojkovic,
from Serbia.

IDEJNO URBANISTIČKO-ARHITEKTONSKO RJEŠENJE MOSTA U NASELJU DOLAC U GRADU BANJOJ LUCI

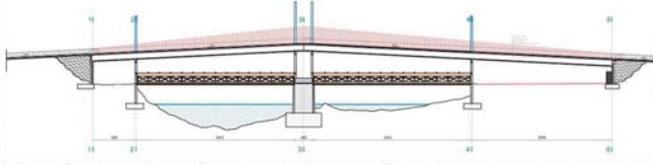
POGLED SA DESNE OBALE -
POZICIJA UZVODNO OD MOSTA



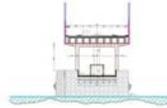
POGLED SA DESNE OBALE -
POZICIJA NIZVODNO OD MOSTA



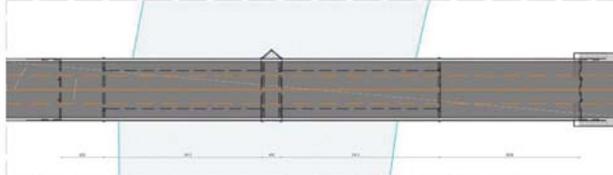
PODUŽNI PRESJEK 1:500



POPREČNI PRESJEK 1:500



OSNOVA MOSTA 1:500



32235BL



SITUACIJA 1:5000

OPREMLJENOŠĆI RJEŠENJA

Most u naselju Dolac u Banjoj Luci

Opisivanje sa projekta: U toku 100 godina prošlosti dolac dolazio je izvan granice grada u toku razvoja Banje. U ovom mjestu, u okviru ovog projekta, predloženo je izgraditi most koji će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu.

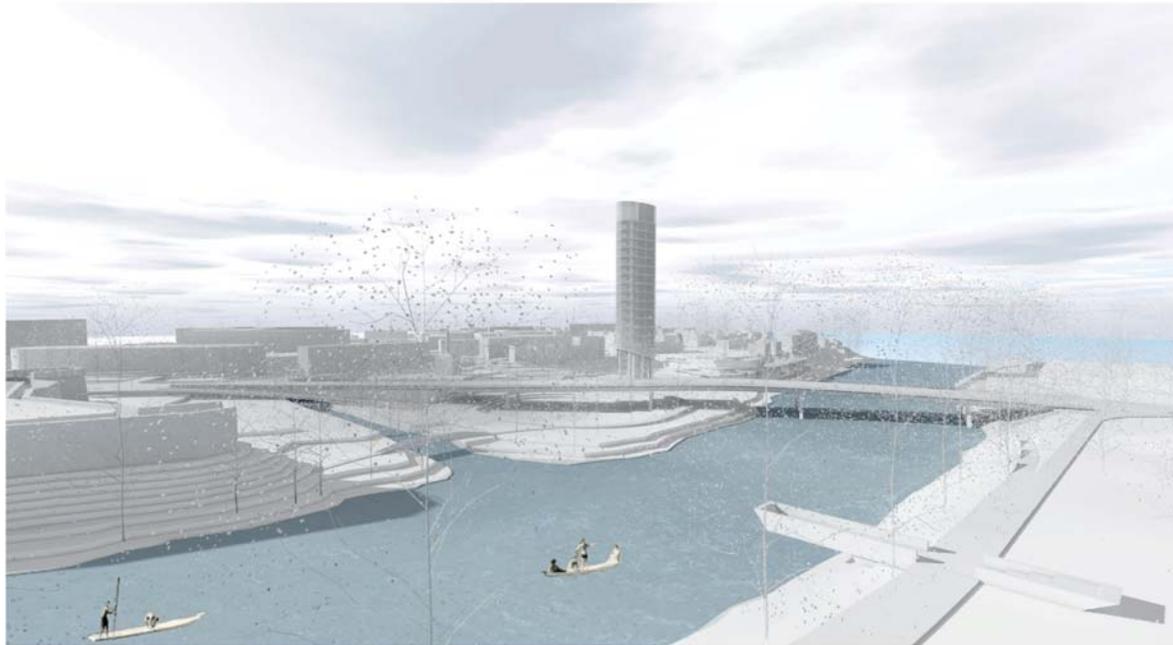
OPREMLJENOŠĆI RJEŠENJA
Most u naselju Dolac u Banjoj Luci. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu.

OPREMLJENOŠĆI RJEŠENJA
Most u naselju Dolac u Banjoj Luci. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu.

OPREMLJENOŠĆI RJEŠENJA
Most u naselju Dolac u Banjoj Luci. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu.

OPREMLJENOŠĆI RJEŠENJA
Most u naselju Dolac u Banjoj Luci. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu. Most će biti dio infrastrukture koja će omogućiti razvoj ovog mjestu.

Dragan Zdjelar,
Republic of Srpska,
Bosnia and Herzegovina.



Maja Milic Aleksic,
Slobodan Peulic i
Radovan Vukomanovic,
associates Nevena
Novakovic, Andrea
Janicic, Bojan Erceg,
interlocutors Diana
Stupar, Igor Kuvac
i Milan Aleksic,
Republic of Srpska,
Bosnia and Herzegovina.



98246GX

Milenko Radosevic
and Sasa Zecevic,
associates Stevo
Knezevic and Igor Vujic,
Republic of Srpska,
Bosnia and Herzegovina.



Pliskin Architecture,
 associates Elisa
 Albuquerque, Nishant Jacob,
 Marie-Charlotte Lemoine,
 Emily Nguyen, Barak
 Pliskin and Samuel
 Warden-Hertz, CAJ

A TIME AND A PLACE

Communities, and the urban space they occupy, change over time, expanding, contracting, evolving with internal needs, shared aspirations, and external forces. Our proposal recognizes the forces of change and progress, and introduces two complementary pieces:

- The **Multimodal Bridge** - creates a new link in the city, allowing growth, progress and acceleration within the urban network.
- The **Link** - creates a new connector that offers a slower path and allows a pause in contemporary life, and frames relationships to past chapters of the city Berja Lake.

The **Multimodal Bridge** carries the everyday traffic, and includes vehicular, bicycle, and pedestrian connections between the two sides of the Vitas River. The structure, constructed from steel and local limestone, is a stable relationship between the banks, both visually and structurally, creating a permanent and timeless connection. The bridge leads off of the visual language of the fortifications of the Kasit, contextual and projecting stability on to the waters below.

The **Link**, a sequence of individual urban moments, is pieced together with weathered steel structures, allows passage through nature, and allows pedestrians to enjoy it. It is an indirect path between the riverbanks, slowing down the travel speed across the river, and encouraging users to enjoy the rich scenery of Berja Lake's meadows.

Starting with a **Qajak Dock** on the river's right bank, a light grating allows people to experience the river's currents below and allows this portion to be fully immersed during severe flooding events. The Link then ascends slowly up the right riverbank and loops back to connect with the bridge structure.

As the Link engages the multimodal bridge, the **Ovenhook**, a new public plaza situated above the Vitas, creates curated views of the river and the Kasit. The Ovenhook is a space of civic scale, encouraging people to pause, and absorb different layers from Berja Lake's rich history. Kasit's fortifications, sporting events on the Vitas, fireworks, the weeping willows along the river.

As the Link descends towards the Left Bank, it reveals the masonry structure of the multimodal bridge, and draws people into the **Boquete**, a lush landscaped buffer between the Vitas and Bolivar para Odebra. The Boquete creates an intimate connection between residents and the rich natural setting of the city.

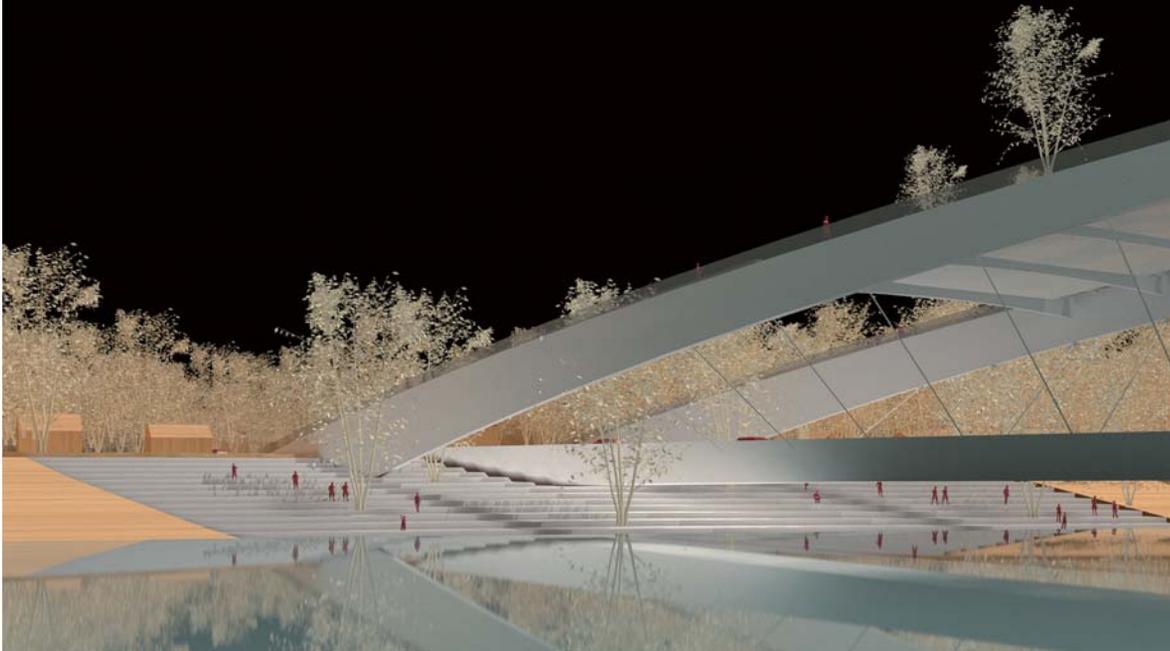
The last leg of the Link traverses the Cakema river and connects to the pedestrian path at the foot of the Kasit fortification, allowing a seamless transition towards the Kasit entrance and additional access to the Vitas water's edge.

To the north-east of the bridge, **Dolan Green**, a new planned buffer is created, both shielding the residents of the Dolan neighborhood from traffic along Casa Osawa Boulevard, and introducing community focused urban green spaces along the neighborhood's edge.

12345JL

Quiet Touch

Bridge Design



12345JL

90926DP



In fact, the Wuyang River that crosses the city, has been frozen and polluted along the coast, and the heritage of the capital living style and culture are the most important urban resources and development advantages of Beijing.

From the overall consideration, "Reshaping the city with the nature and connecting the space system with civilization" will undoubtedly become a general functional design goal in nature. This is the original concept of design.

The natural system, taking the linear natural strip along the Wuyang River as the axis and starting point, gradually develops and penetrates into the urban space on both sides of the river. And the goal is to build the new bridge and the canal will become the center of the natural system along the river to connect.

The role of the present Wuyang canyons, the "Ancient Wuyang argument" for connecting old canals and new bridges, the new bridge as a continuation of the canals space, the natural will flow along through the natural canyons along the river, the open space under the bridge that encompasses the function of the canals. The "linear network" between the canals and the bridge as the natural network of service activities space, the "horizontal network" could be service traffic lines. And these pieces of a cultural network along with the nature appropriately reconstruct the harmonious nature center system of the city. The new bridge, as an important part of this system. Over time, the space of a cultural network continues to grow, transform, and evolve in nature, just as the new bridge and the historical canals space to transform together and focus on each other.

Therefore, the design of the new bridge should not be treated in isolation. In the coming years we see the new bridge from the overall system, we'll recognize that it is a very appropriate and effective part in the city.

Structure description
The new bridge is a continuous rigid frame bridge (30-420-420 m) and the auxiliary structure is a three-level arch structure. The main girder adopts concrete box girder and bridge deck shall be integral one. The top width of the box girder is 17 meters, and the arch width is 16 meters. The number of arch ring is reinforced concrete solid gain.



PL-T ARCHITECTURE STUDIO
Chief Designer:
Wang Jianfeng,
participants Tang Minghui,
Zhang Chenglan, Sui Rui,
Pan Yuena, China.



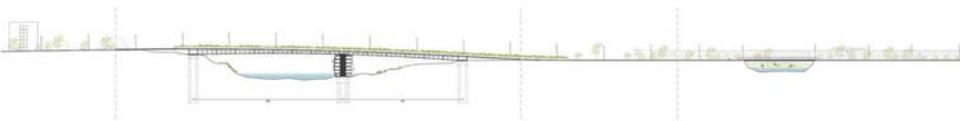
We see the new bridge as an opportunity to create cross-cutting urban scenarios with rail, cars and local environmental elements in the heart of the city.

The bridge itself is the pilot where it really meets the urban park and the river, and the built environment, the structure of the urban fabric.

The side of the bridge has a simple, geometric form leaning on an architectural element.

Overlapping slope bridge spans along the main side of the bridge, times separated from the main side and pedestrian traffic, allowing each to travel more safely on the same railway.

The bridge itself is a concrete steel composite structure with a steel truss from both sides of the structure. Between the concrete supporting structures the concrete bridge deck is supported by a steel longitudinal truss structure, that are supported at 2 points. Besides the two bridge heads, the main point of support is hidden inside a high-rise rich structure at the end.



PIEPA

GUBAHAMORI
 (Sandor Guba, Peter Hamori)
 + Sandor Novak,
 associates Richard Attila
 Vagner and David Folders,
 Hungary



Denis
Tadic,
Serbia
