

**The Republika Srpska
City of Banja Luka
Mayor
City Administration
Department of Spatial Planning**

**Number: 03-404-313/19
Date: 18 October 2019**

In accordance with the decision of the Investor / Contracting Authority, the Department for Spatial Planning initiated a Public Service Procurement procedure and, in accordance with the provisions of the Instruction on organizing and conducting competitions in the field of architecture and urbanism (Official Gazette of the City of Banja Luka, No. 6/18) organized

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

Pursuant to the Decision no. 12-G-1246/19 Competition Jury has been appointed for the selection of the best spatial and architectural conceptual solution for the bridge in the Dolac settlement with the following members:

- 1) Igor Radojičić, MSc in El. Eng., President
- 2) Prof. Ivan Raškoivć, architect, Deputy President
- 3) Prof. Petar Gabrijelčić, architect, member
- 4) Slobodan Stanarević, MSc Civ.Eng., member
- 5) Srđan Rajak, MSc Civ.Eng., member
- 6) Prof. Milijana Okilj, PhD Arch, member
- 7) Jelena Pavlović, architect, member

Standin jury members:

- 1) Sanela Kecman, architect,
- 2) Doc. Ognjen Šukalo, PhD Arch.,

Reporting experts:

- 1) Alvira Vujinoivć, architect
- 2) Nataša Milošević, architect

Secretary:

Dajana Marjanović Verić, BLL

Competition Jury Final Report

On the proposals submitted to the International Open Public Competition
for the conceptual design of the bridge in the Dolac neighbourhood in the City of
Banja Luka

In order to prepare the competition, the Competition Jury held two informal meetings (April 24 and June 5, 2019) at which the basic elements of the competition call were agreed, and the programs and conditions of the competition were developed with the Contracting Authority.

After harmonization of all elements, the first working meeting was held on July 1, 2019 at which, the programs and conditions of the competition were verified by the Competition Jury.

The competition was announced on July 10, 2019 on the website of the Public Procurement Agency of Bosnia and Herzegovina, in the daily newspapers "Eurobllic" and "Nezavisne Novine", and on the official website of the City of Banja Luka.

The competition was also announced on the following websites:

| | |
|--|---|
| 1) https://www.archdaily.com/ | Union of Architects of Montenegro |
| 2) https://bustler.net/ | Association of the Croatian architects |
| 3) http://www.sacg.me/ | Society of the Zagreb Architects |
| 4) https://uha.hr/ | Association of architects from Slovenia |
| 5) http://www.d-a-z.hr/ | Association of architects of Serbia |
| 6) https://www.zaps.si/index.php | Society of the Niš Architects |
| 7) https://www.dab.rs , https://www.u-a-s.rs | Society of the Novi Sad Architects |
| 8) https://www.dan.org.rs | Society of Architects of Ljubljana |
| 9) https://dans.org.rs. | Union of Architects of Slovenia |
| 10) http://www.drustvo-dal.si/ | Society of the Belgrade Architects |
| 11) https://www.zaps.si/ | Association of Architects in the BH |
| 12) http://www.en.dab.rs/ | |
| 13) https://aabhb.ba/ | |

Two prizes and purchase are foreseen for the participants of the competition:

- First prize **EUR 20,000.00** (the equivalent in BAM)
- Second prize **EUR 7,500.00** (the equivalent in BAM) and
- Honorable mention **EUR 4,000.00** (the equivalent in BAM)

The competition had been open since July 10, 2019. The deadline for submitting questions was August 7, 2019. The deadline for submission of entries was September 30, 2019 until 23:59 (GMT + 1).

Within the stipulated deadline, as defined by the Announcer, and in accordance with the Instruction on organizing and conducting competitions in the field of architecture and urbanism, a total of 18 (eighteen) questions were asked by the interested persons and each was specifically and duly answered.

The second working meeting of the Competition Jury was held on October 1, 2019, during which the Chairman informed the other members that, in accordance with the call for International Open Public Competition for the conceptual design of the bridge in the Dolac neighbourhood in the City of Banja Luka, the Contracting Authority, in digital format to the link

www.banjaluka.rs.ba/konkurs-most-dolac ([en.banjaluka.rs.ba/ bridge-design-competition-banjaluka2024](http://en.banjaluka.rs.ba/bridge-design-competition-banjaluka2024)), received a total of 31 (thirty-one) competitive entries by the given deadline, out of which, 3 (three) entries arrived with a minimum delay on October 1, 2019. at 00: 01h, 00: 03h and 00: 29h (due to the upload duration).

The Competition Jury agreed that minimum deviations are not the grounds for disqualification of these proposals, as they are specific technical processes.

One competition entry under the code **40836AA** has arrived at the e-mail contact of the Announcer via WE-transfer on October 1, 2019 at 1:02 and the Jury agreed that it could not be taken into account, because it breached the basic rules of the Competition.

The Chairman of the Jury informed the members, that the Office of the Mayor had received a model of the bridge, indicating that it was out of competition and that it would be returned to the sender as it violated the basic rules of the Competition.

Proposals that were submitted properly and timely, were opened and duly marked (with a serial number based on the order of arrival). The number of attachments was checked for each received proposal.

The reporting experts examined the received proposals in the period from October 2, 2019 until October 14, 2019, and at the third working meeting, held on October 15, 2019, they submitted a report in writing to the Competition Jury and explained each proposal individually (Report on the submitted proposals for the International Open Public Competition for the conceptual design of the bridge in the Dolac neighbourhood in the City of Banja Luka is attached).

At the same meeting, the Competition Jury started the first stage of evaluation procedure for the submitted proposals, and unanimously decided that the following proposals were not eligible:

- **Proposal under the ordinal number 16**, author's code **27341PT** (The proposal does not contain all attachments as defined in the competition announcement. The files are faulty, impossible to open, including 3D animation. Only the poster for the exhibition can be opened. Given the circumstances, it is obvious that the proposal is not completed.)
- **Proposal under ordinal number 21**, author's code **12345SB** (The proposal does not contain all attachments as defined in the competition announcement. Notebook with textual and graphic attachments is missing, including the small poster for digital exhibition.)
- **Proposal under ordinal number 25**, author's code **12345JL** (The author has violated the principle of anonymity, because the author's name is visible on the graphic attachments. It is not possible for this author to participate in the competition.)

At the second stage of the procedure, the Competition Jury has the commission divided the proposals into four groups (based on their conceptual designs) as follows:

- **Proposals under ordinal numbers 3** (code 34043TP), **4** (code 19371AC), **8** (code 07095LL), **9** (code 05081ZB), **24** (code 19873HM), **26** (code 45711MY) and **28** (code 14632AA) (designs with pedestrian and cycling lanes completely separated from the road traffic)
- **Proposals under ordinal numbers 1** (code 14137MW), **5** (code 94984SL), **10** (code GM32781), **13** (code 21105SV), **19** (code 98246GX), **30** (code 24189DT) and **31** (code 85870PB) (designs with arches on the bridge)

- **Proposals under ordinal numbers 2** (code 05123SN), **11** (code 10000BL), **14** (code 8C1989C), **15** (code 32235BL), **17** (code 71317VA), **20** (code 6417U0R), **22** (code 99099BL), **23** (code 10006PA), **27** (code 90926DP) **и 29** (code 79513JA) (so called viaduct bridges)
- **Proposals under ordinal numbers 6** (code 31475QW), **7** (code 24518SA), **12** (code 77138AV) **and 18** (code 13047VN) (proposals extremely different from others).

After a detailed analysis of the groups of proposals, the Competition Jury agreed to keep for further competition the proposals under the following ordinal numbers: **1** (code **14137MW**), **5** (code **94984SL**), **8** (code **07095LL**), **9** (code **05081ZB**), **20** (code **6417U0R**), **22** (code **99099BL**), **23** (code **10006PA**), **26** (code **45711MY**), **28** (code **14632AA**) and **31** (code **85870PB**).

On October 16, 2019, the Competition Jury continued its work at the next stage of the selection of the submitted competition entries in order to define a short list and final decision.

After a long discussion, the Jury made a short list of the proposals with the following ordinal numbers: **9** (code **05081ZB**), **20** (code **6417U0R**), **22** (code **99099BL**), **26** (code **45711MY**), **28** (code **14632AA**) and **31** (code **85870PB**).

After the meeting, members of the Jury, reporting experts and the secretary went out to the site where the bridge was planned to check for any negative aspects of the shortlisted designs.

The Competition Jury continued the evaluation of the received proposals at the session held on October 17, 2019. and complete the evaluation of the competition proposals in accordance with the criteria defined in the Program and Conditions of the competition, as shown in the table attached.

In considering the proposals, the Competition Jury stated that received proposals can be classified into two main categories:

1. Proposals that can be characterized as less conspicuous shape of the new bridge due to more complete preservation of the existing environment that's most prominent attributes fortress Kastel and high vegetation.
2. Proposals that, compared to the previous category, proposes the notable contour - vertical silhouette of new bridge with the aim of introducing new vista of the city in the narrow sense of the term.

The Competition Jury has held that, taking into account the criteria, priority-side solutions from category 2. It is particularly appreciated request from the Competition announcement on the establishment of the new *vista of the city*, noticeable element of the bridge that needs to be further conceivable from the environment, while at the same do not disturb the basic ambiance value at which it is located.

The presence of the aforementioned cityscapes in the present atmosphere certainly does change his "mental images" in the minds of residents of the city, or the freezing of the same image untenable situation in life and change the urban fabric. The point is that this picture is gradually changing appropriately.

The First prize proposal of this Competition makes that happen an *optimal* way. On the other hand, the Second prize proposal contains qualities that should be respected, especially in terms of affirmation under bridge and river bank areas at the site, which is in this proposal designed at the innovative level.

The Commission believes that certain architectural features of the First prize and Second prize proposal should combine and that it would be the right decision to go into further development in order to realize the bridge in the neighbourhood of Dolac. These features are listed in the guidelines for action in the implementation process of the new bridge.

After the evaluation of the competition proposals (in accordance with the evaluation criteria set out in the Competition Announcement), and the selection of proposals according to the quality of the offered solutions, the Competition Jury is in its fifth working meeting, held on October 17, 2019. unanimously proposed the Decision on the Award, the Decision on Awarding Commendations as Non-monetary Awards, and by a majority vote the Decision on Awarding Two Honourable mentions, as follows:

PROPOSAL NUMBER 26, author code "45711MY" - FIRST PRIZE in the amount of 20,000.00 EUR



The proposed solution of the bridge is particularly well marked because the design represents the space-forming assembly which 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 existing 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, whith 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 multifunctional 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 gathering 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.*

PROPOSAL NUMBER 20, Author Code "6417UOR" - SECOND AWARD in the amount of 7,500.00 EUR



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 separated 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 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, prestressed.

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.*

PROPOSAL NUMBER 9, Author Code „05081ZB“ – HONORABLE MENTION in the amount of 4.000,00 EUR



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 presence 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 preservation of the existing natural environment.

PROPOSAL NUMBER 28, Author Code „14632AA“ – HONORABLE MENTION in the amount of 4.000,00 EUR



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 alternative 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.

PROPOSAL NUMBER 1, Author Code "14137MW" - NON-MONETARY AWARDS - COMMENDATION



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.

PROPOSAL NUMBER 22, Author Code „99099BL“ – NON-MONETARY AWARDS - COMMENDATION



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. Steam 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.

PROPOSAL NUMBER 24, Author Code „19873HM“ – NON-MONETARY AWARDS - COMMENDATION



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

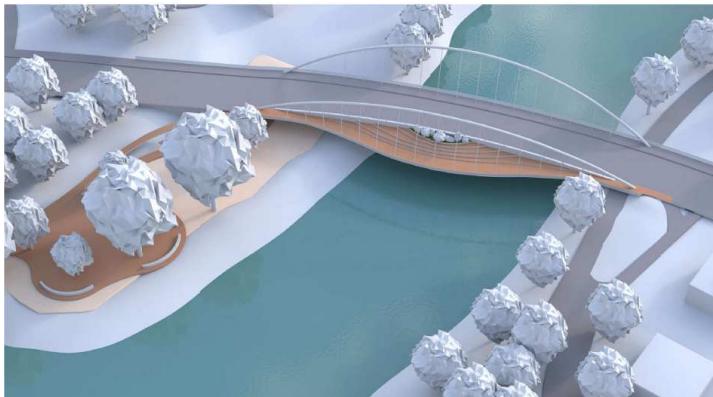
Space pairing for different types of movement creates the opportunity to give pedestrian movement, that is preferred here, the optimum conditions for functioning. In addition to the basic purpose of crossing the river, it provides additional possibilities for staying, contacts and tarrying at the most 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.

PROPOSAL NUMBER 31, Author Code „85870PB“ – NON-MONETARY AWARDS - COMMENDATION



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.

RECOMMENDATIONS FOR FURTHER DEVELOPMENT AND IMPLEMENTATION OF THE COMPETITION TASK

The Competition Jury unanimously adopted RECOMMENDATIONS FOR FURTHER DEVELOPMENT AND IMPLEMENTATION OF THE COMPETITION TASK, with the opinion of two members of the Jury, which was not accepted (dissenting opinion).

The mandatory elements of a future bridge construction should be the following:

- 1) Project assignment for the conceptual design of the future bridge in Dolac is based on the elements of the first-prize and second-prize competition proposals;
- 2) Visible and striking contour that upgrades and enhances the existing qualities of the location where the bridge is located;
- 3) Visually facilitated motor vehicle traffic lane by its horizontal disassembly, thereby bringing light into the space below the bridge;
- 4) The bridge must provide flow of motor, bicycle and pedestrian traffic within a single route;
- 5) Due to the development of a wider area on the site, it is necessary to introduce pedestrian traffic beyond the level of the unit referred to in item 4);
- 6) The bridge construction should contain space for sightseeing at the Belvedere site;
- 7) The wider space under the bridge on both river banks should be developed in a way that enhances the existing state and emphasizes the natural features of the existing landscape, and should be predominantly dedicated to outdoor activities. Landscaping of the river banks should be done with as little supporting elements of the bridge as possible. Particular attention should be paid to the development of the banks and riverbed of the river Crkvena;
- 8) The bridge should not have structural elements installed in the river bed;
- 9) The bridge construction and the development of its environment must not endanger the protected unit of the fortress Kastel;
- 10) It is recommended to conclude a consulting contract with the authors of the first-prize and second-prize design, regarding participation in further development of the bridge design.
- 11) It is recommended to appoint an Evaluation Board for the assessment of the project assignment and the conceptual design of the future bridge in Dolac.

In addition to the recommendations mentioned above, two members of the Commission submitted recommendations that were not accepted by the other members.

SEPARATE OPINION ON THE COMMISSION RECOMMENDATIONS

Doc. Ognjen Šukalo, PhD Arch.

Prof. Milijana Okilj, PhD Arch.

Apart from these recommendations - which we agree with- we would like to draw the attention to the following:

Competition announcement included an element of a very wide street cross-section: four lanes for motor traffic, protection strip, and the pedestrian and cycling lanes - with the proposed extensions for viewpoint etc. We believe that based on the work of the Competition Jury and the submitted proposals, conditions were created to review such an important program element up to a significant extent. We specifically believe that the presence of the bridge of these dimensions is very harmful to the riversides of the river Vrbas, close to the significant architectural heritage, and above the

planned (covered by the competition) public space on the left bank of the river. The damaging effects of motor traffic of such extent (increasing speed, exhaust emissions, noise, etc.,) would be present not only on the subject site, but also in the wider city structure, thus supporting separation at the spot where the connection is particularly important – the Krajina Square and Kastel fortress, for example.

There was initial justification for four motor traffic lanes in the traffic study and in the attempt to connect the East and West transit roads. Such connectivity is useful, but its maximization and complete opening to a motor traffic degrades far more important elements of the urban structure and the city environment. It degrades the river in the most beautiful part of its course through the city, reduces the value of the public (pedestrian) area near the city's fortress. And it does it in a manner that is contrary to the modern (even in more decades) tendencies in urbanism, where the preference is not given to motor traffic, but other forms of urban mobility. The city is not required to maximize comfortable use of cars in its finest and most favourite places. In other words, introducing the most advanced motor traffic road in the entire city of Banja Luka to area of such values is contrary to any positive practice of the European and world urbanism.

Still, connecting the urban structure with a bridge on this location brings enormous benefits and it is most likely needed here - along with the cars. It is fortunate that the submitted competition proposals not only revealed this serious problem, but also an optimal solution for it. What it is about? One of the elements envisaged in the second-ranked proposal is the longitudinal separation of the bridge to the two main routes in order to provide light (through the holes) in the public space of the river banks and facilitate visual appearance. Such a disposition would allow motor traffic bridge to be carried out in two (potential) phases. In the first phase, the bridge would be constructed with two motor lanes, plus bicycle and pedestrian lanes, and in the second phase - if it is ever needed in the coming decades - the additional part of the bridge, with the two new motor lanes. In the meantime, corridor for these additional lanes would be saved, both in the bridge zone, and in the area of access roads. Such phase construction may preserve the alley of trees along the Mačvanska Street.

If we make a mistake and build a bridge in phases with insufficient capacity, such a mistake would be fully recoverable by simply building the next phase or to activate the wide cross-section at the nearby KAB bridge and its access roads - which, if need be, can support the four lanes. If, however, this mistake refers to the construction of an oversized bridge, at the spot where it is harmful for the ambience, then it would be completely irrecoverable.

Although this argumentation would be more appropriate at the time of the competition announcement (or even earlier), we believe that it is still not too late that the Competition Jury strongly recommends a review of the assigned traffic model and that no final designing decisions regarding this bridge are made before such review is carried out in the context of the on-going development of the Banja Luka Urban Plan.