

In this semi-urbanized environment with dominating nature and without any strong existing landmark, we introduced elegantly curved lines of the new cable-stayed footbridge spanning directly 150m from the motorway on the south to the walkway on the north, emphasizing the feeling of lightness and liberation of strong structural presence in its thin, white, poetic silhouette.

Conceived as a suspension bridge with the main Y shaped, ultra-high performance concrete pylon, placed in the central part of the footbridge and grounded on the edge of the coastline in order to respect the main boats corridor, it pulls-supports cables that run along the sides of the 7m wide deck, while steel transverse profiles on to the cables at 5m intervals to support the deck itself. These profiles are interconnected with the steel beams in longitudinal direction and with diagonal cables to stabilize the lateral movements.

The deck is paved with the wooden planks in order to obtain soft and warm feeling, easy

to change and upgrade in the future. It is like a light, warm blanket on the main structure. To make it more tactile and enjoyable space, a zone of leisure and not just a passage, we introduced few wooden benches in its central zone with various vegetation planted in the boxes integrated in its structure, simply replaceable.

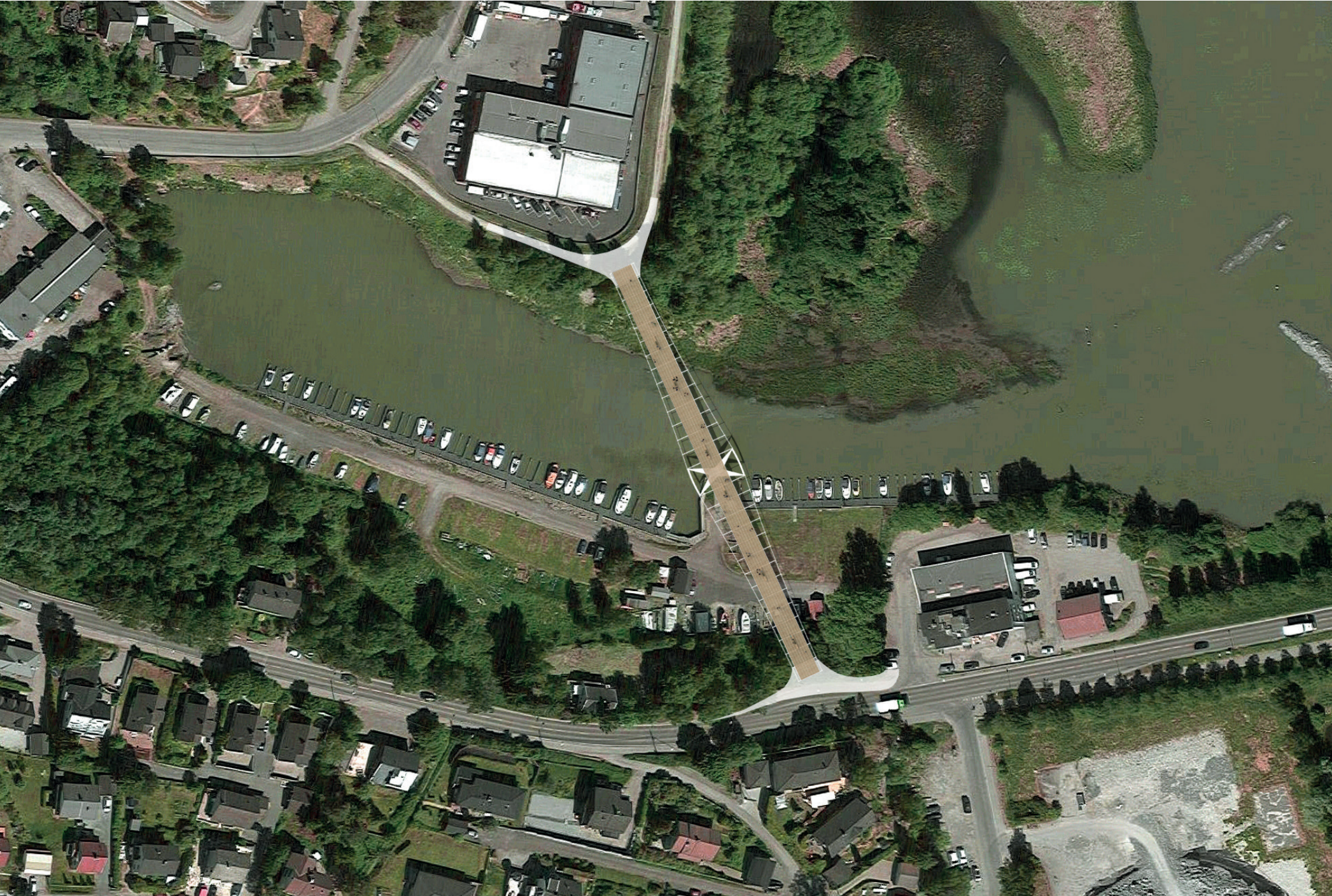
The bridge's low-slung cables and supporting profiles allow people to enjoy uninterrupted views in both directions. As the result of this conception, the bridge has a very thin profile, which diminished the global structural weight and gain us some more height under the footbridge (its lowest part is positioned on 107.2m as opposed to a given 106.2m) and overall a poetic silhouette of two slender-stretched arcs (each of 75m length). Handrails are made of thin steel, white colored and positioned on both sides of the deck with the height of 1.4m, with the main idea to minimize its visual presence while keeping its protective role.

Lights are integrated in the main structural system as semi-hidden point lights, to accentuate the global structural movement, without being overexposed to the eye. It is incorporated to bring atmosphere not to impose. The upper deck is illuminated with dimmed point lights positioned between the handrail bars each 5m.

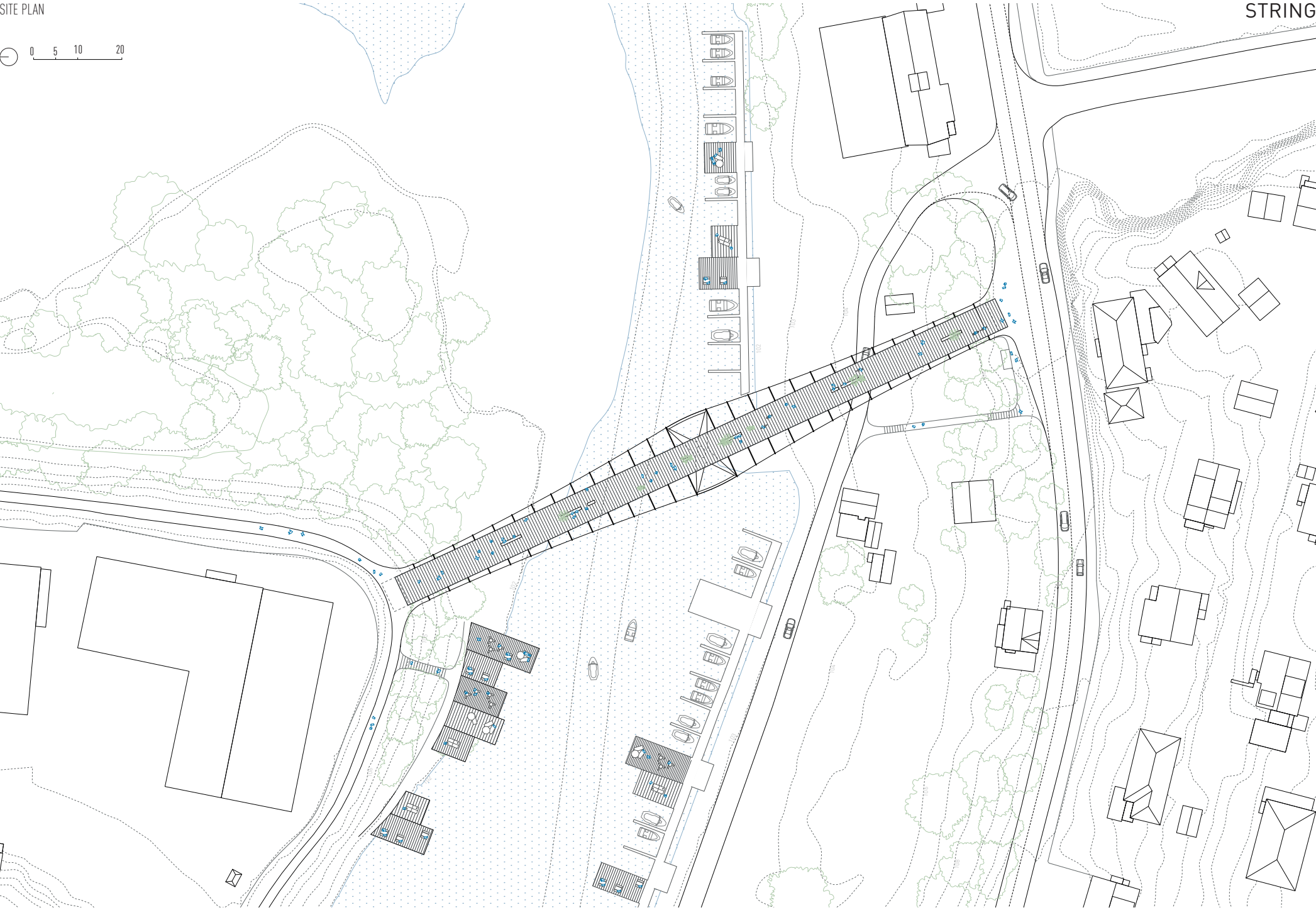
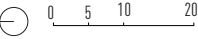
All the elements of the structural composition could be changed, washed, treated etc., independently or as a group, at any moment. Since it is very simple and 'porous' as a system, the bridge is practically maintained by itself (except the yearly checkup); there is no need to detach or reconfigure any part of the footbridge in order to be maintained.

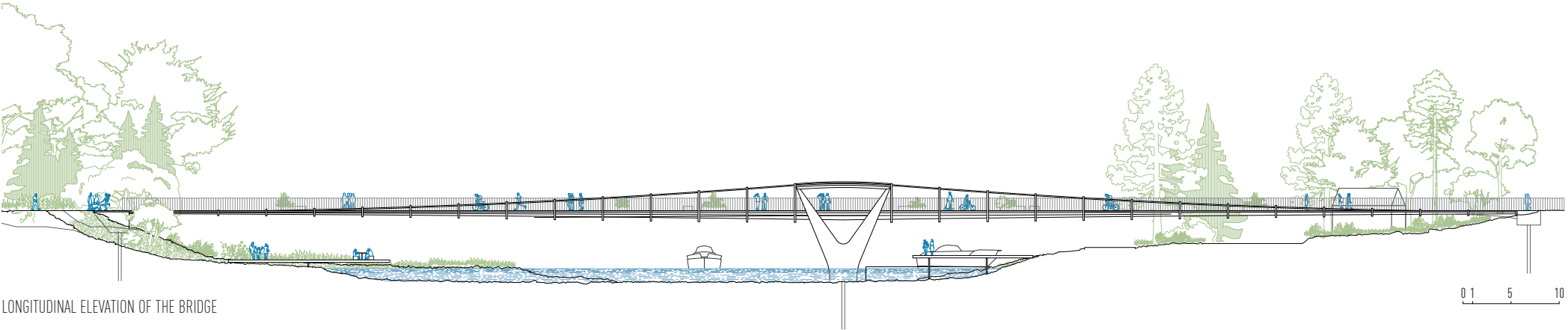
The idea is to minimize the impact of the construction site on the surrounding area. Therefore, this footbridge is conceived largely as prefabricated; except the concrete foundations and the wooden deck, everything else is supposed to be delivered and reassembled directly on the construction site, which gains both economically and organizationally.





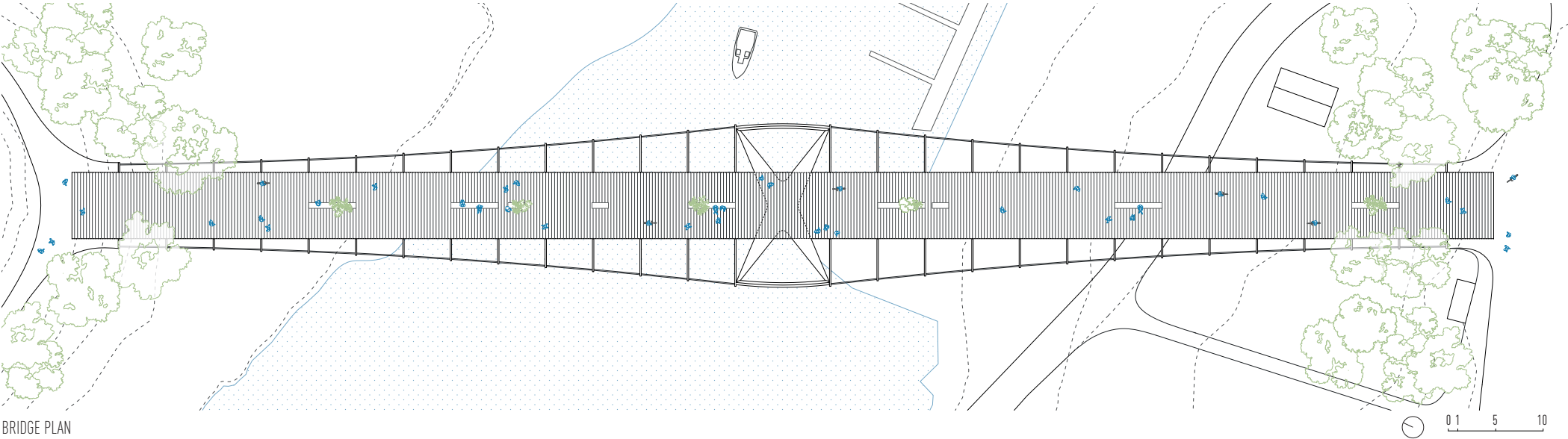




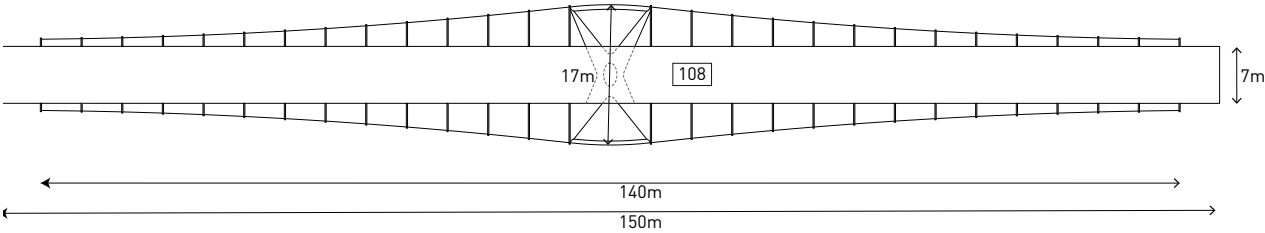




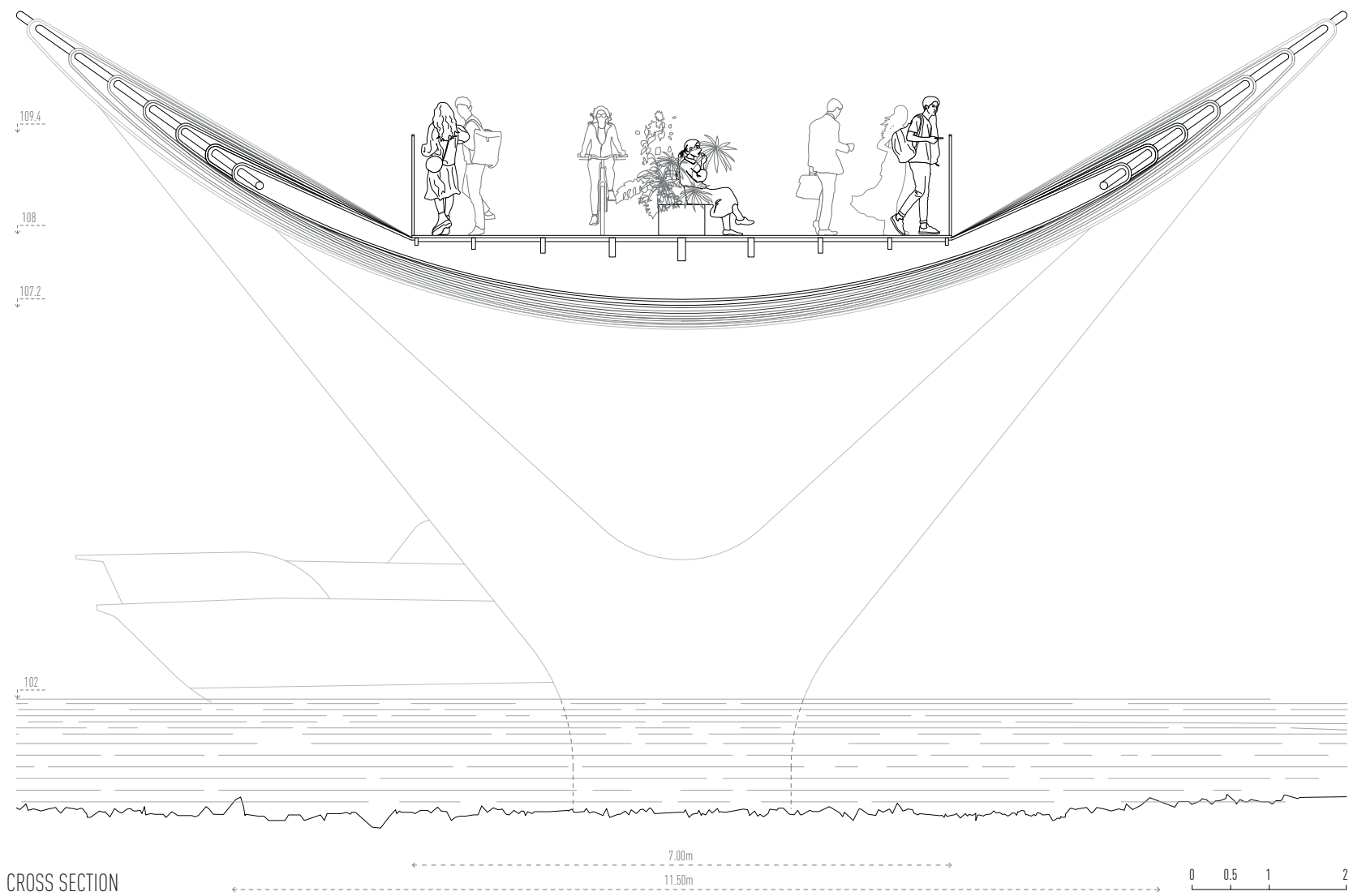




BRIDGE PLAN







CROSS SECTION









STRING

wooden upper deck

white steel rail

wooden benches and planters

EXPLODED VIEW

white steel transverse profiles

white y shaped ultra high performance concrete

white steel beams

white steel cable

white steel diagonal cables

