

LENT-TABOR FOOTBRIDGE MARIBOR, SLOVENIA

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Summary

The new Lent-Tabor footway and bicycle bridge cannot compete with Maribor's Glavni Most, the city's Old Bridge. It must bow to its formidable presence. We propose a structure that in a way is a complement to the Old Bridge. The bridge's deck is calculated to the limit in order to make it as slender as possible. The structure is clad in wood endowing the new footbridge with both an archaic and contemporary character at the same time. Its visual iconographic strength lies in the concealment of the structure, which renders it equally abstract and expressive. It becomes one more piece of the Stari Most structure. Visually it is as transparent as possible. Without intricate or ostentatious structural feats, it is natural and simple: two supports and maximum slenderness. Economically it is rational: it possesses a simple but elegant structure, calculated to the limit and without requiring sophisticated construction techniques; at the same time portraying a memorable image, singular and easily identifiable.

Keywords: footbridge; slenderness; wood; old bridge; archaic; contemporary; tuned mass damper.

1. Historic Introduction

The history of Maribor resembles the history of other river-based cities in many details, for example because of its river traffic or river bridging. In the 12th century at the east side of the first settlement a bridge was built. A road from Graz to Celje and Ljubljana ran over it, first at the southwest edge of the settlement, after raising the walls through it. Later it became the main road from Vienna to Trieste.



Fig. 1 After the restoration of the Vienna-Trieste road in the beginning of the 18th century Maribor attained a new, heavy traffic adapted bridge in 1775. They demolished the fort at the southern side of the bridge at Tabor, and the Drava gate at Lent

The bridge connected Lent at the left bank and Tabor at the right bank. Tabor was a built fort with a defence moat, built to defend the bridge. The bridge had two walled-in lake dwellings and 10 wooden poles. It measured 116,00 metres in length and was 7,00 metres wide. The middle part was a draw bridge.