



## Juscelino Kubitschek Bridge

Brasília, Federal District

A BRIDGE IS THE MOST ECONOMIC FORM BETWEEN TWO SIDES AND THE MOST POETIC AS WELL.

The third bridge over Paranoá Lake, in Brasília, holds a privileged location in the Plan Pilot, with access from the south residential sector to the clubs' sector, where the visual dimension is wide and the recent and future occupation are determined by the urban development proposed by the Projeto Orla (Project Shore).

The City of Brasília, registered as Humanity Cultural Heritage, holds in its urban and architectural drawing qualities that defined *a priori* characteristics suitable for the depiction of a new bridge.

Suspension or cable-stayed solutions were abandoned by their high construction cost, out of the pre-established budget, and, also due to the future maintenance which is always expensive. The final proposed drawing solves these issues with a lineal and rhythmical composition, covered with ST304 stainless steel.

The system of the longitudinal structural and mixed transversal solution redeems formal elements in the drawing of structural stability that have been building bridges since the ones protected by Jano until the present time, even with the new technologies – the ARCHS.

THE MOST ECONOMIC AND POETIC FORM resulted from a sensitive reading of the neighboring areas and the urban meaning. The region of this bridge holds interesting landscapes along the shores of Paranoá Lake to the delight of the pedestrian or motorized population which should be taken into consideration. The rolling tracks rise above the lake in a soft curve, situated in a different level from the pedestrian path and the bikeway, with visibility and comfort suitable for simultaneous use. The curve also arose from the necessity to take the traffic intensity off the residential area (QL26), like a landscaping barrier

The superstructure was imagined to be a symbol of passage between two important sectors of the city. It recovers the structure quality as a space definer by the use of a spatial lattice which underlines the drawing and final comprehension of the bridge. Inside, there are big archs that develop organically from the capital of the piers in apparent concrete, providing a *stacatto* in the flow of the modules 300x300x250 of the spatial white lattice and of the vehicles speed. Outside, the bridge will be covered with stainless steel, so that it could be integrated with the neighboring area with sensibility, strength and poetry through its reflection characteristics.

### Credits

**partners in charge:** Paulo Pontes, Newton Godoy

**competition team:**

Maurício de Azevedo Florêncio, Leonardo Pinheiro, Ronaldo Alves

**structure consulting:**

Klemens Reher, Luís Carlos Gomide

**collaborators:**

structure: RMG Engenharia/PREAÇO construções metálicas

light design: Ricardo David



**Project sheet**

**client:** Federal District Government

**status:** competition 1998

**site:** Lago Paranoá

**program:**

a bridge with 1.165 m of bay

**structural system:** concrete and steel

**type:** civic