



Figure 84. Tapered column head (planting indicative)

Figure 85. Flared single column (planting indicative)

Bridge span beams

- 18.4 The bridge "I" beams will be formed from weathering steel describing a shallow camber over the River Kennet, that will allow it to mature naturally into the environment. The viaduct columns have been evenly and relatively widely spaced to reduce visual mass and minimise obstruction beneath the structure. There are enough piers to avoid an overly deep beam.
- 18.5 The bearings that transfer the load from weathered steel girders to the pier columns are integrated with the piers rather than designed as a separate, visually unrelated element to avoid additional visual complexity.
- 18.6 The lateral supports are concealed behind and between the 'I' beams to give a continuous linear appearance accentuating the horizontal linear form of the bridge.

- 18.7 Piles and pile caps are needed to support piers in the soft ground. Whilst the pile caps can be formed above ground and create a feature, they also present an aesthetic challenge in that they appear as a heavy base component of the columns.
- 18.8 The piles and caps will therefore be formed completely below ground level to create a clean and crisp appearance with the curved columns travelling directly into the ground.

Surface

- 18.9 The bridge deck and ramp will be segregated into bus, cycle and pedestrian lanes. Kerbs to segregate the bus lanes from the cycle and pedestrian routes.
- 18.10 Kerbs will be precast-formed concrete in light grey.
- 18.11 The cycle and walking routes, together with the carriageway road surface will comprise bituminous bound materials.

Column type

- 18.12 Three types and arrangements of supporting columns were considered:
- Paired straight columns.
 - Pairs of columns with flared capitals.
 - Single, flared columns
- 18.13 These are illustrated in the diagrams above.