



DESIGN NOTE

Angouleme Way Bridge Piers

Project:	BURY INTERCHANGE PHASE 1
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INTRODUCTION

This document illustrates the current relationship between the existing platform canopy at Bury Metrolink Interchange in relation to the column supports to Angouleme Way Bridge and compares this to the proposals for a refurbished canopy. The two structures as existing are independent and the proposals retain this separation, therefore there is no requirement for an application for an Approval in Principle to Bury Highways Department in relation to the proposed platform canopy works.

EXISTING CANOPY ARRANGEMENT

The pier supports to Angouleme Way highways bridge are located in the middle of the Metrolink platform.

Figures 1.1 and 1.2 below show the existing structural arrangement of the tram platform canopy and how this sits in relation to the Angouleme Way bridge piers.

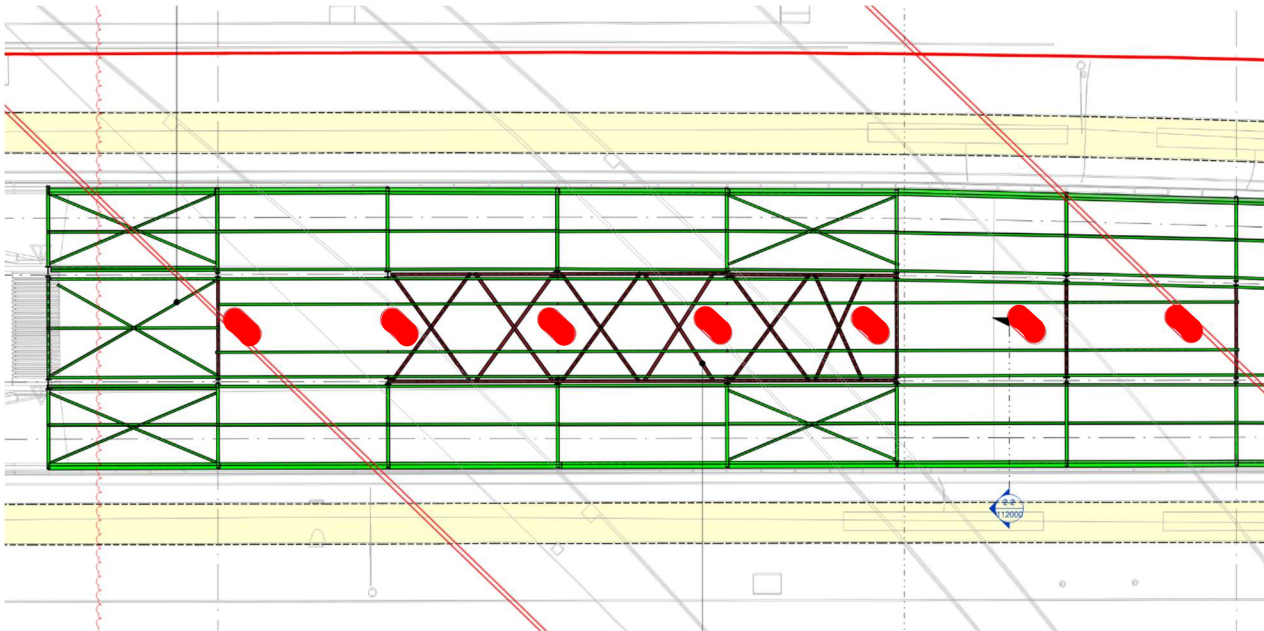


Figure 1.1: Plan of Existing Canopy Steelwork – Angouleme Way bridge existing columns are highlighted in red. Note the existing canopy structure is framed around the existing columns and takes no vertical or lateral support off the bridge column structure

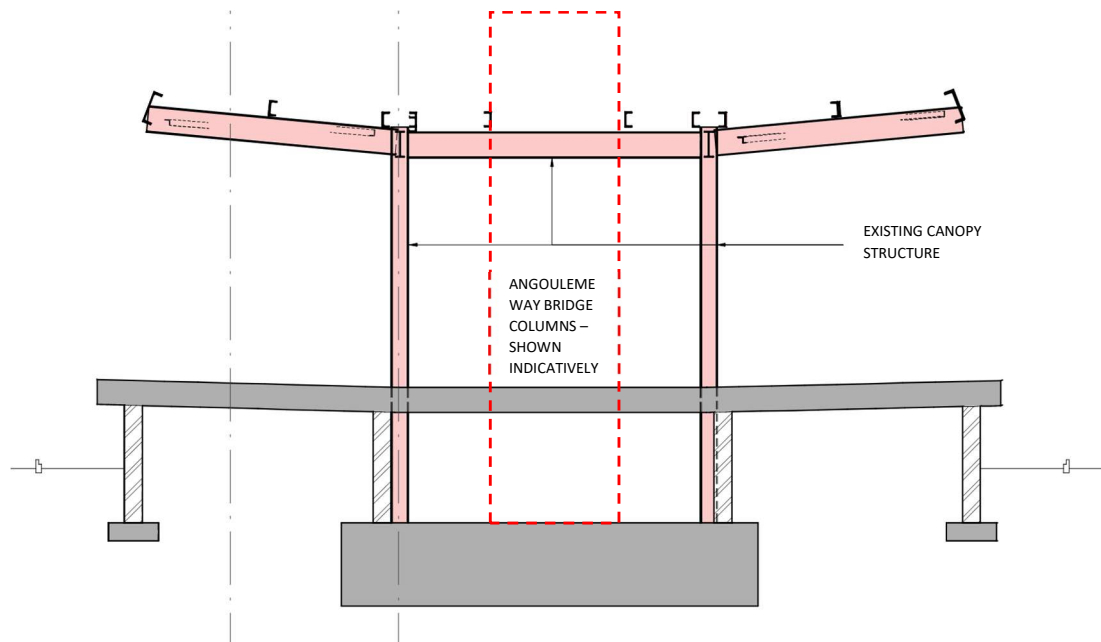


Figure 1.2: Section through Existing Canopy Structure: location of Angouleme Way Bridge columns shown indicatively

As can be seen, the existing structure is independent from the bridge piers with steelwork arranged to ensure no load is imposed by the canopy.

PROPOSED CANOPY ARRANGEMENT

This design philosophy remains unchanged for the proposed canopy layout as is shown in Figure 1.3 and 1.4.

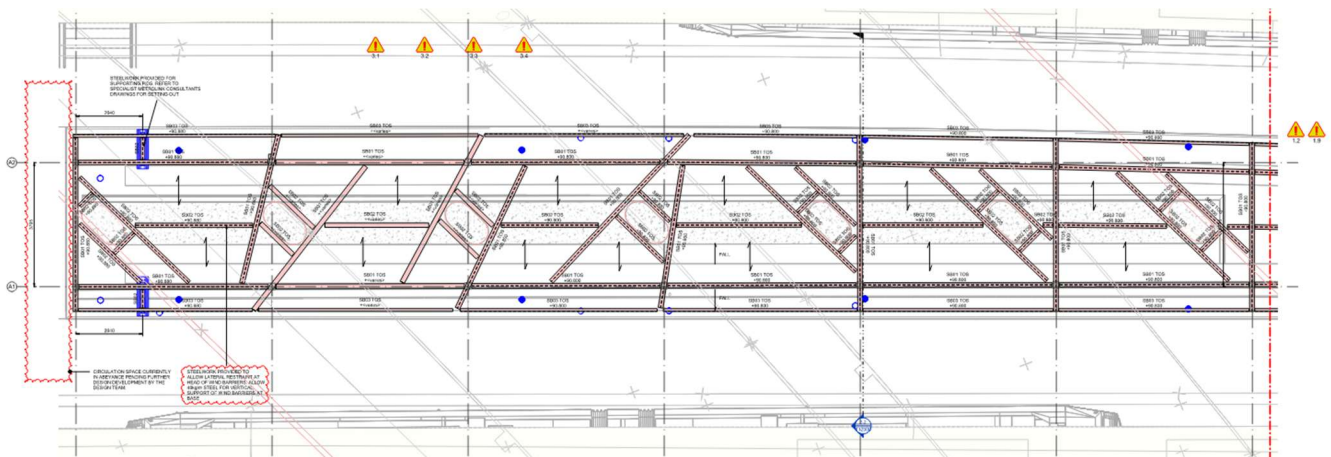


Figure 1.3: Plan of Proposed Canopy Steelwork – Note the proposed canopy structure is framed around the existing columns and takes no vertical or lateral support off the bridge column structure

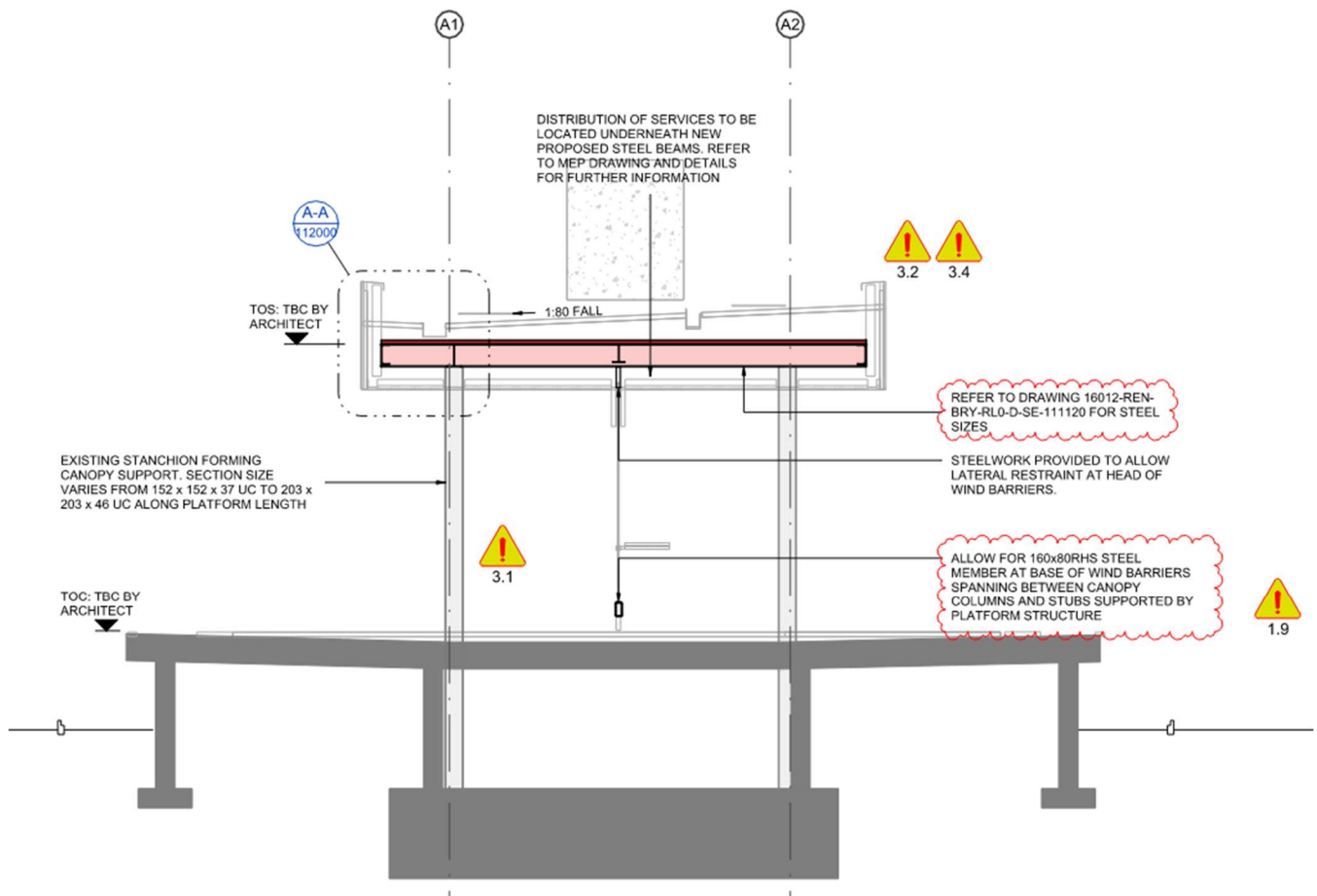


Figure 1.4: Section through Proposed Canopy Structure

CONCLUSIONS

Based on the above, there is no structural impact on the Angouleme Way bridge piers in either the existing or proposed situation in relation to the works on the Metrolink platform canopy and as such an Agreement in Principle (AIP) with the local highway authority is not deemed to be required.