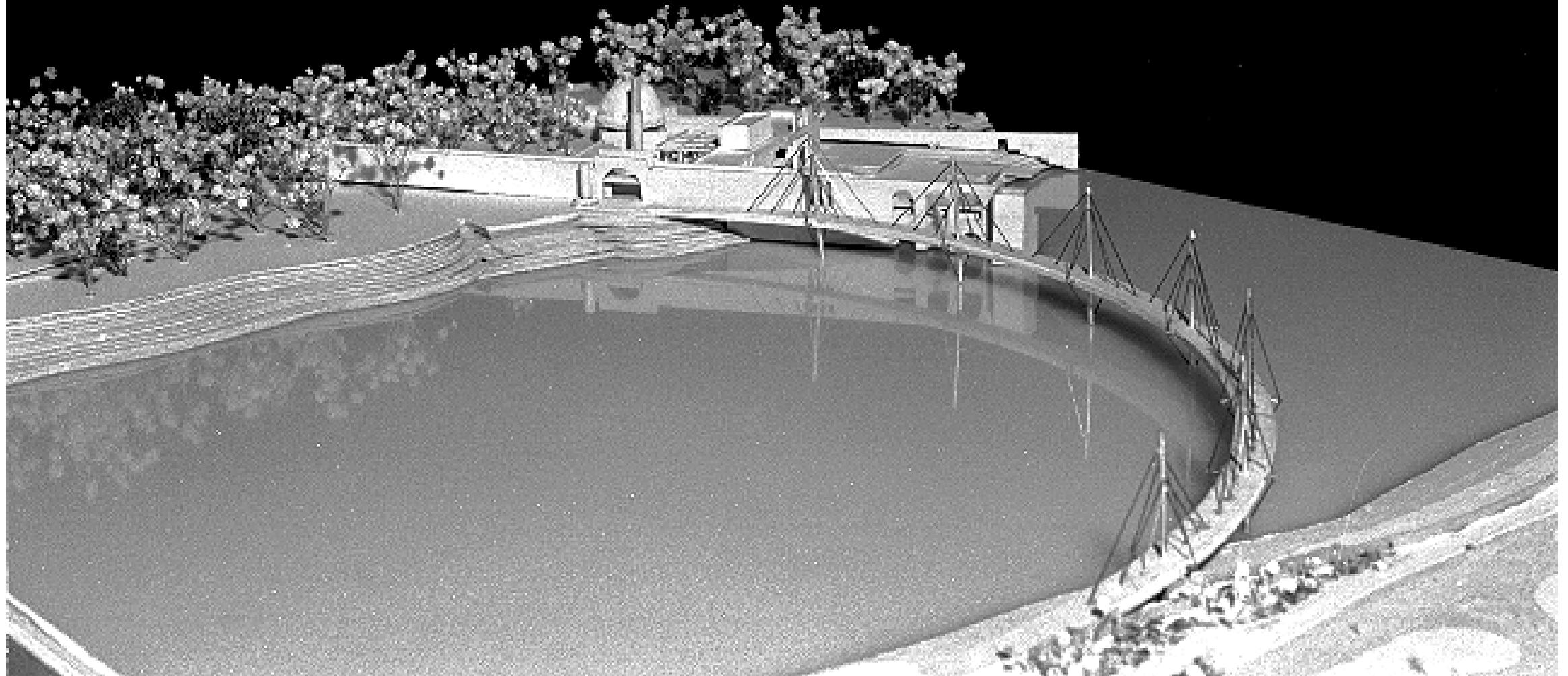
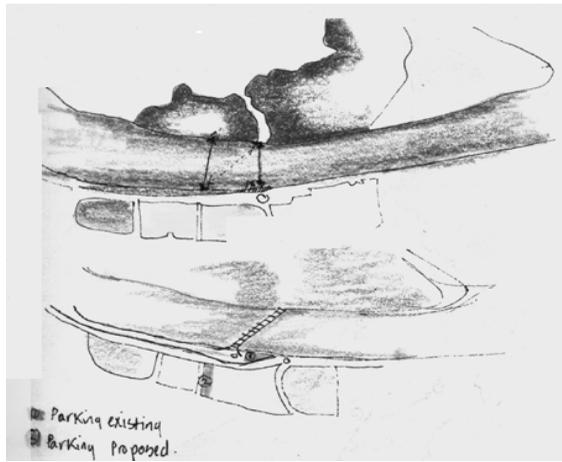
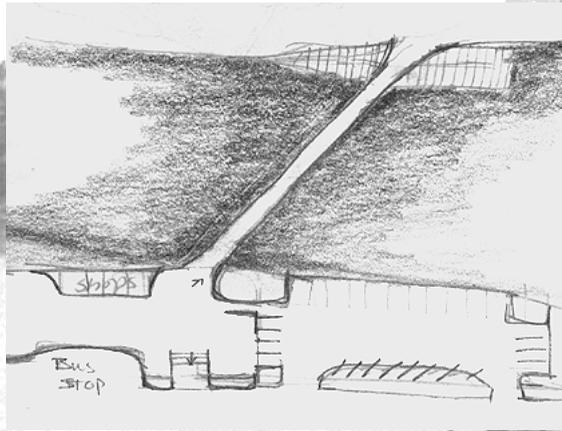


***THE BRIDGE***

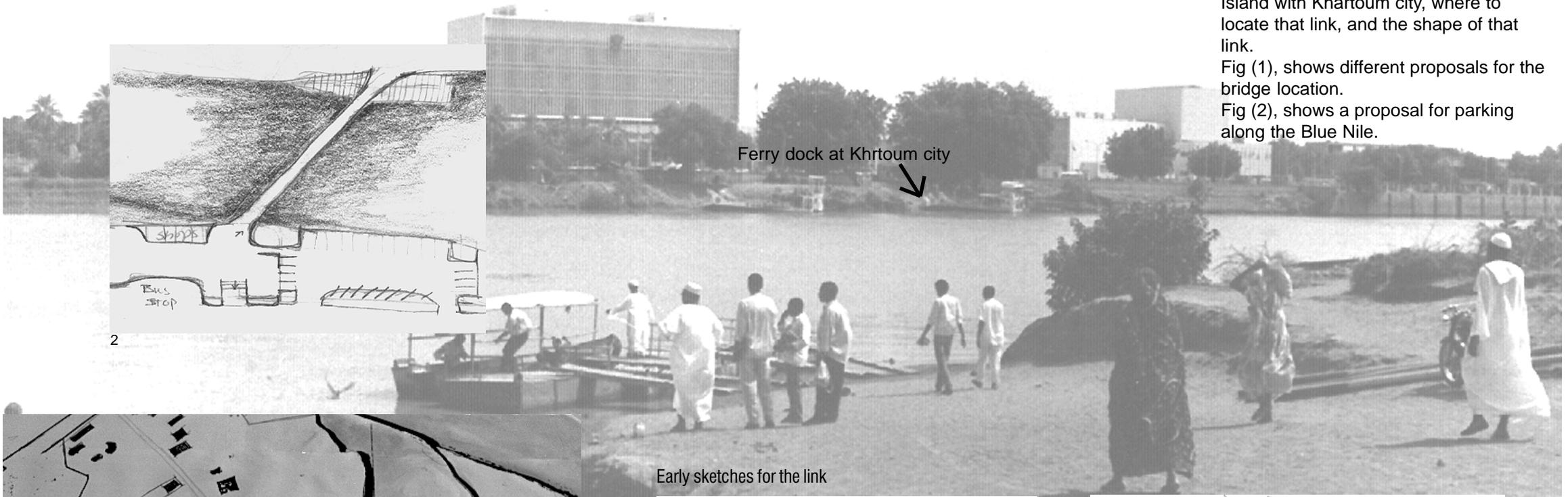




1



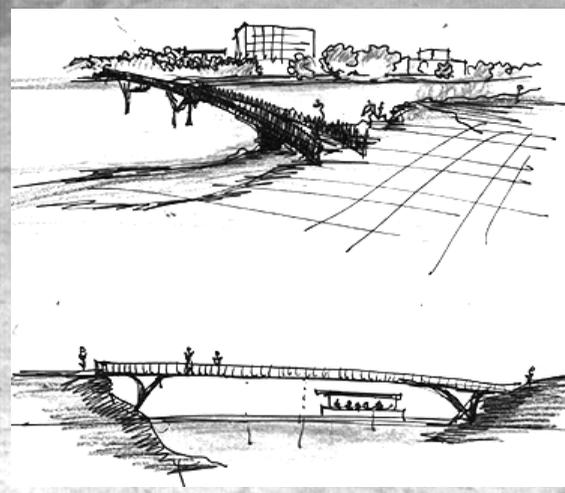
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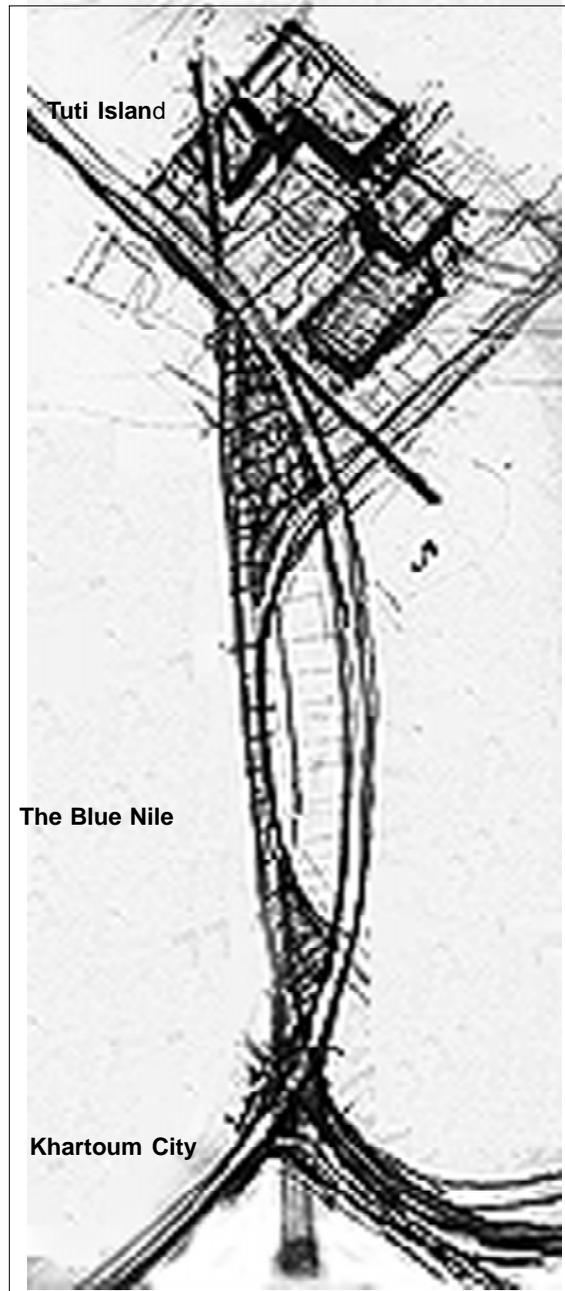


Preliminary studies for how to link the Island with Khartoum city, where to locate that link, and the shape of that link.  
 Fig (1), shows different proposals for the bridge location.  
 Fig (2), shows a proposal for parking along the Blue Nile.

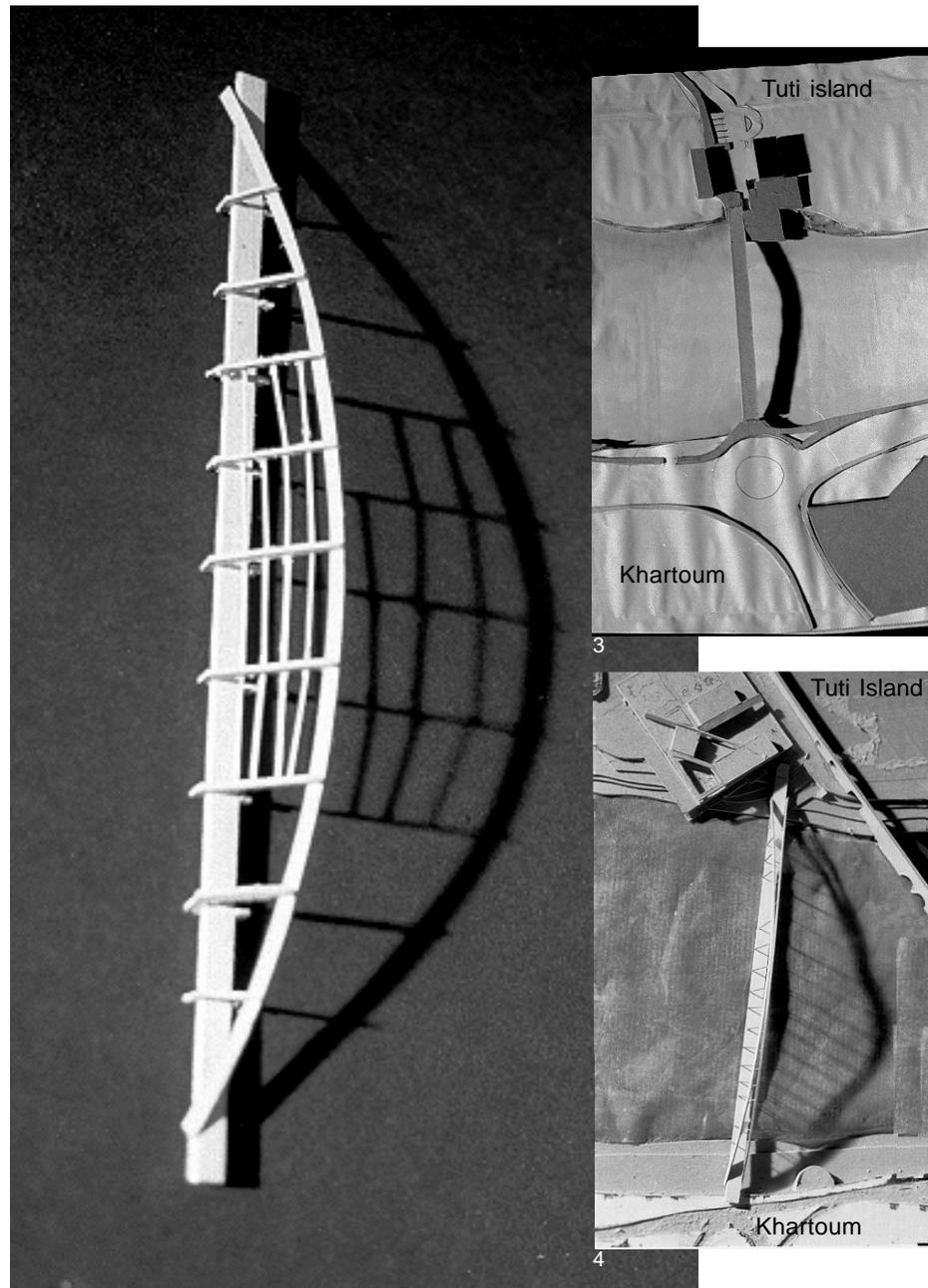


Early sketches for the link

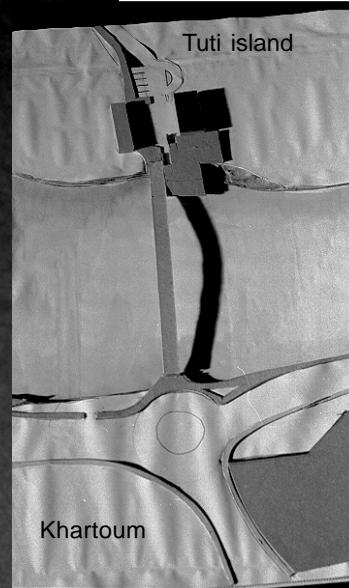




1



2



3

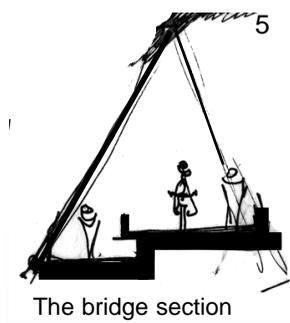


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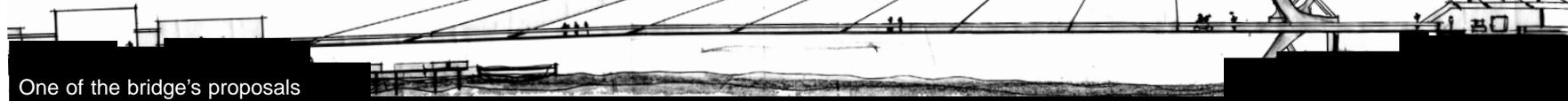
### Different concepts for the bridge structure and its relation to land and wall

Fig (1) initially the intention was to provide space for the market vendors to be placed on the bridge, to create more activity on that area. It is a common aspect in some Arab cities, as well as in Tuti, that the market (*suq*) would be part of the bridge, to attract more people.

Fig (2,4), are different structure experiments for the bridge supports. The aim was not to have any structures in the Nile (to be hanging over the Nile). Fig (2), is an example of one of Mr.Santiago Calatrava's bridges, where the main structure is a huge arc, supported at the edges; and in fig (4), the main structure is composed of two arcs that are connected at the top and the bridge is hanged by suspension cables, another example for one of Mr. Santiago Calatrava bridges structure. Fig (5), a study of having two levels on the bridge, for pedestrians and bicycles and the other for seating or fishing.

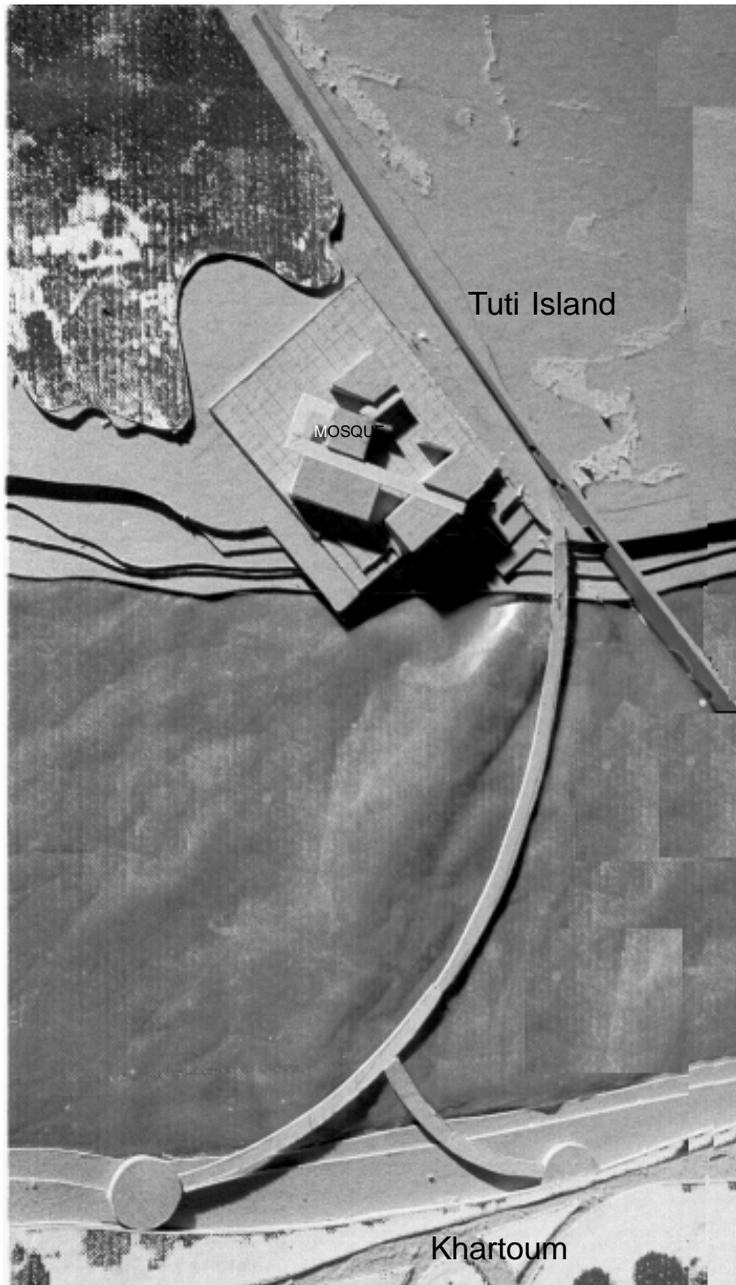


The bridge section

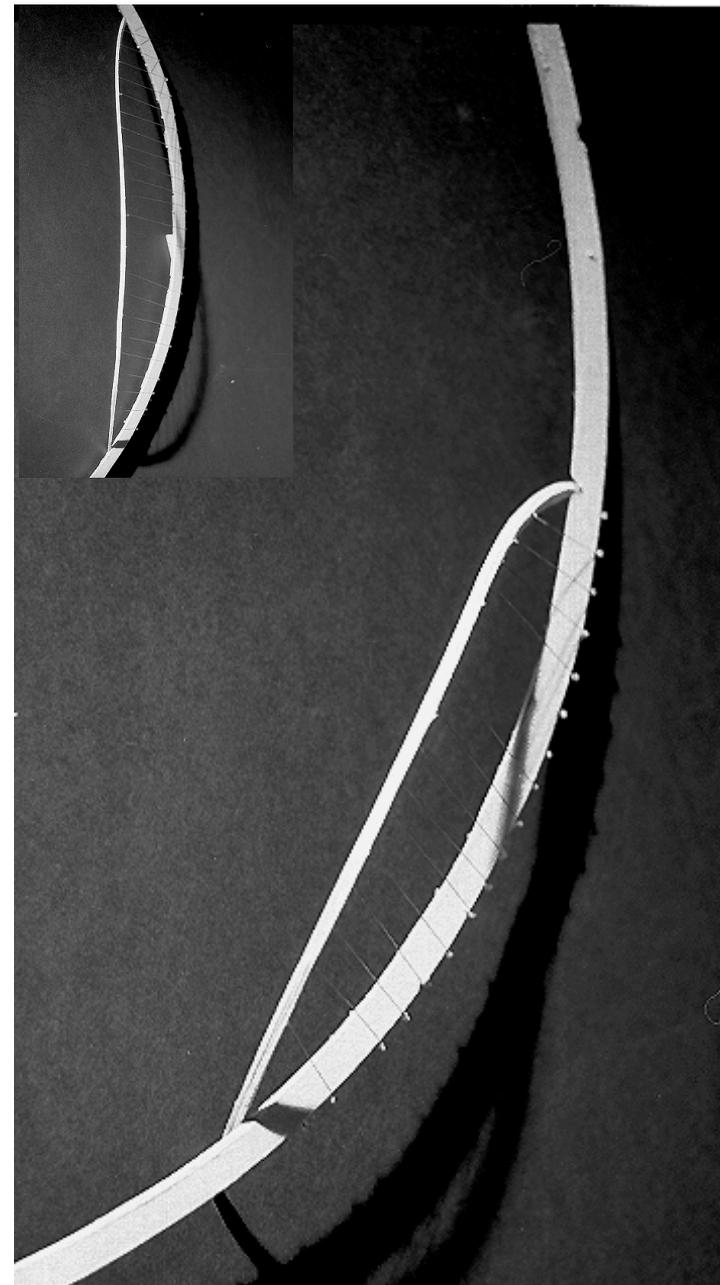


One of the bridge's proposals





1

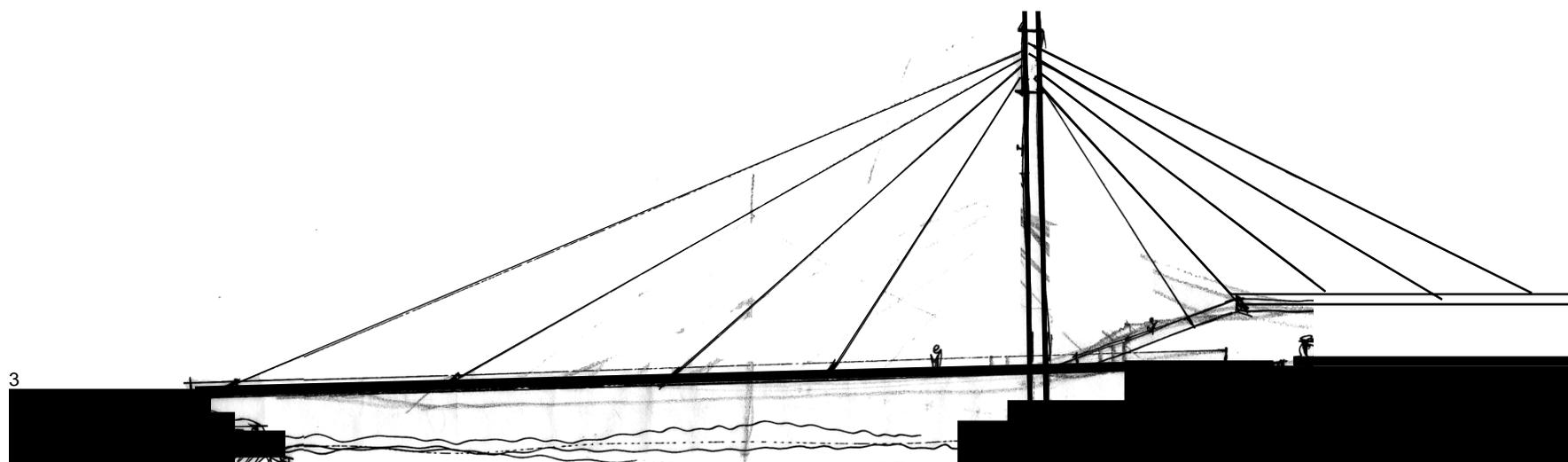
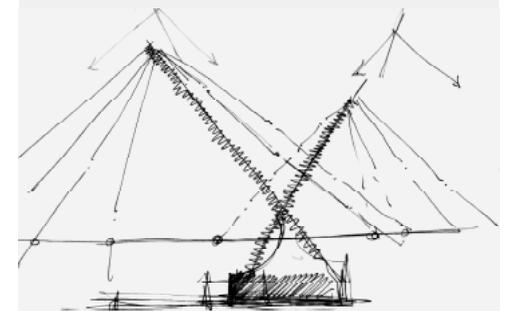


2

The bridge evolved and developed into a more curved shape that connects the Nile Avenue to Tuti's main road. The curved shape provides the passerby different views of Tuti and Khartoum city, and acts as a gate for the Blue Nile.

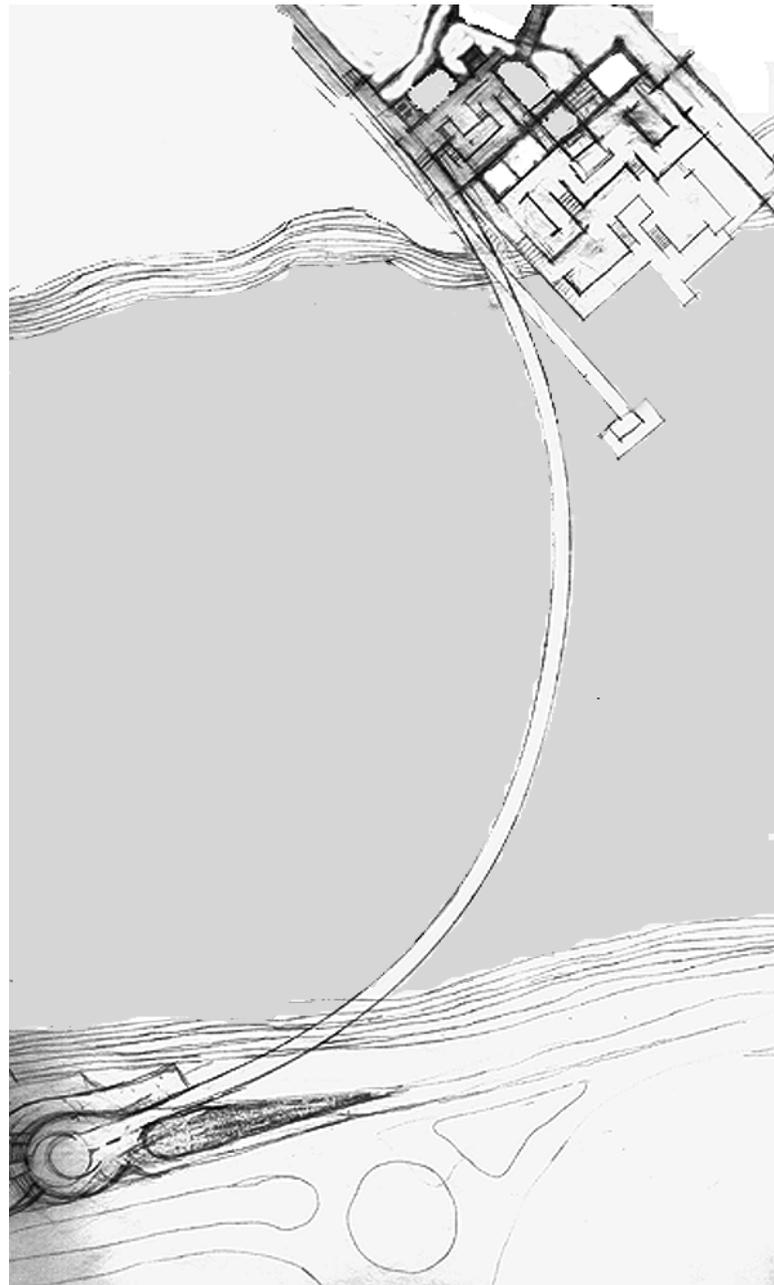
Fig (1) shows a proposal for the edge and the curved bridge that has an extension on the east side. The wall is extending over the Blue Nile to welcome the bridge and encloses the edge courtyard.

Fig (2) shows different proposals for the bridge structure, that is mainly a steel arch that holds the bridge with suspension cables and act as a gate for boats on the Blue Nile. The concept was to limit the number of supports on the Nile by having it suspended so as not to disturb the clarity of the Blue Nile. This concept was carried out in fig (3) by having one column from which the bridge will be hung by suspension cables.

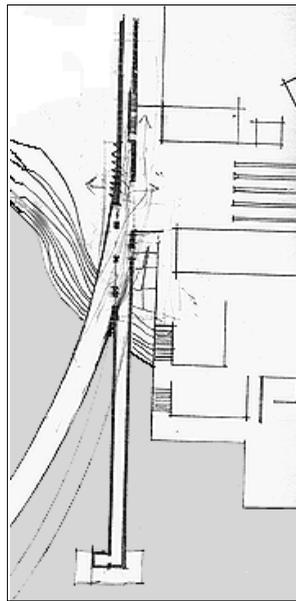


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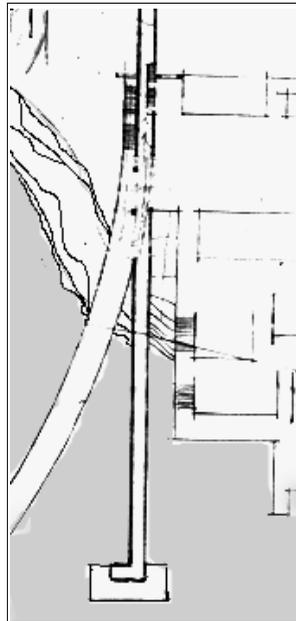




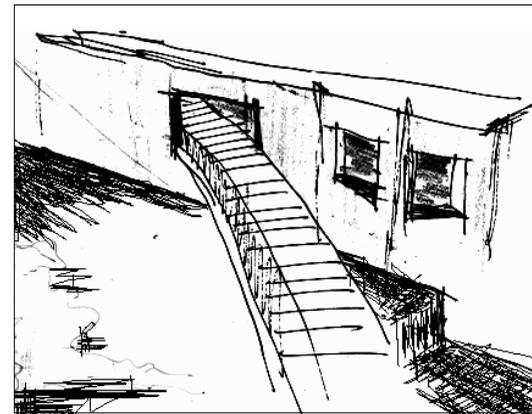
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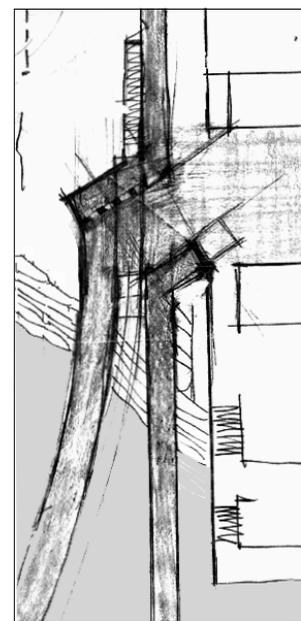
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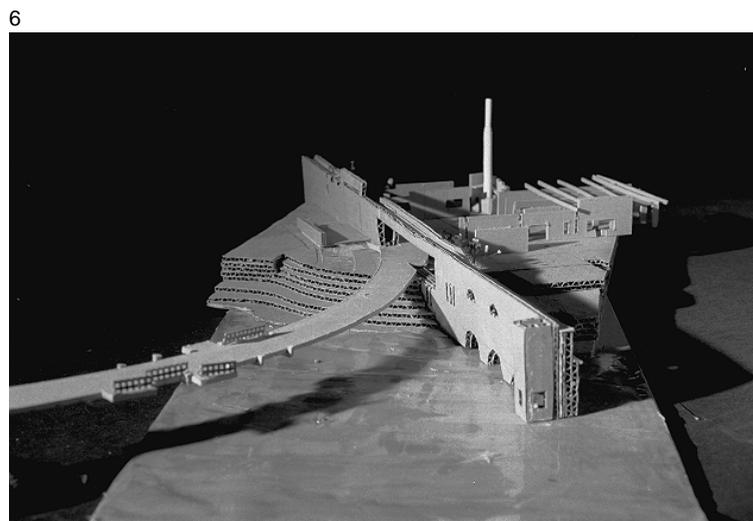
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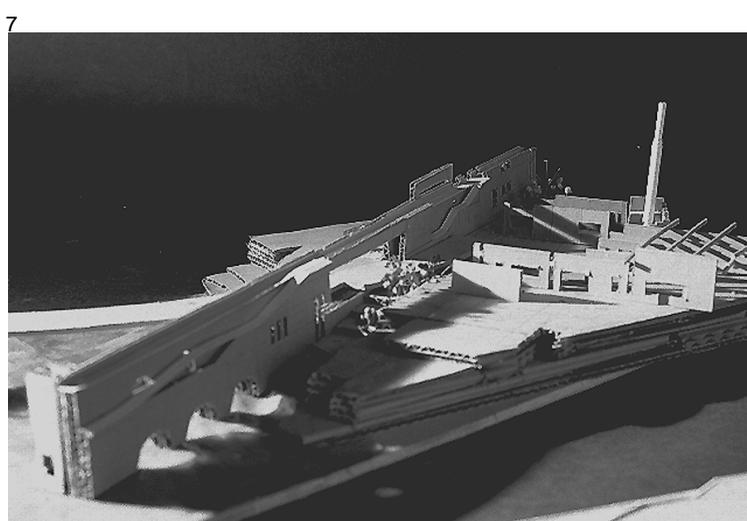
5

The bridge has evolved from being a connector that connects two roads to an active and live structure. Developing the bridge caused slight changes in the main concept of having the bridge to permeate the wall, fig (2,3,4,). At the beginning the attempt was to connect the Nile avenue and Tuti's road, and that was to emphasize the surprise aspect by permeating the wall then discovering what is behind it. Here the bridge will be a part of the wall and the path, that will lead to the inner courtyard which is only seen from behind the wall. There was an attempt to split the wall in a way that will emphasize the entrance, as in fig (5), but the wall/bridge relation was weak and insignificant.

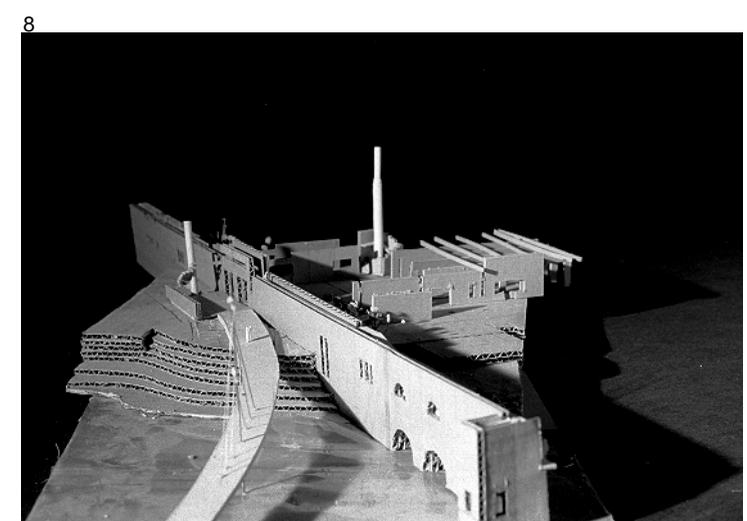
See also the models photo (6,7,8).



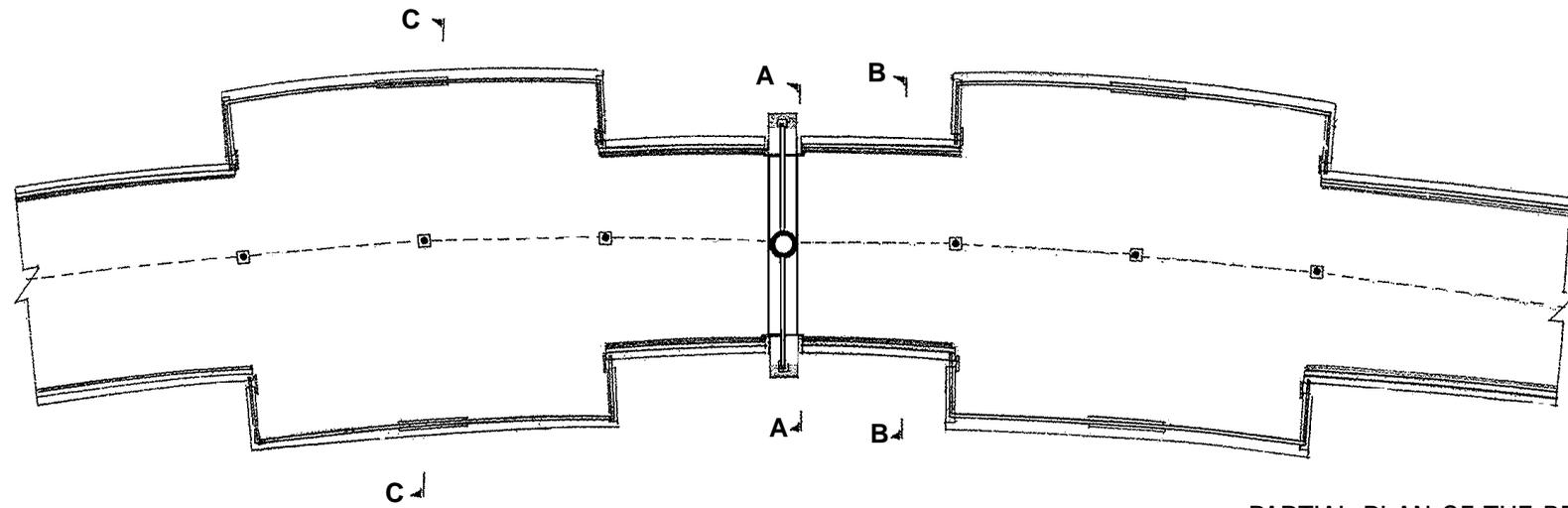
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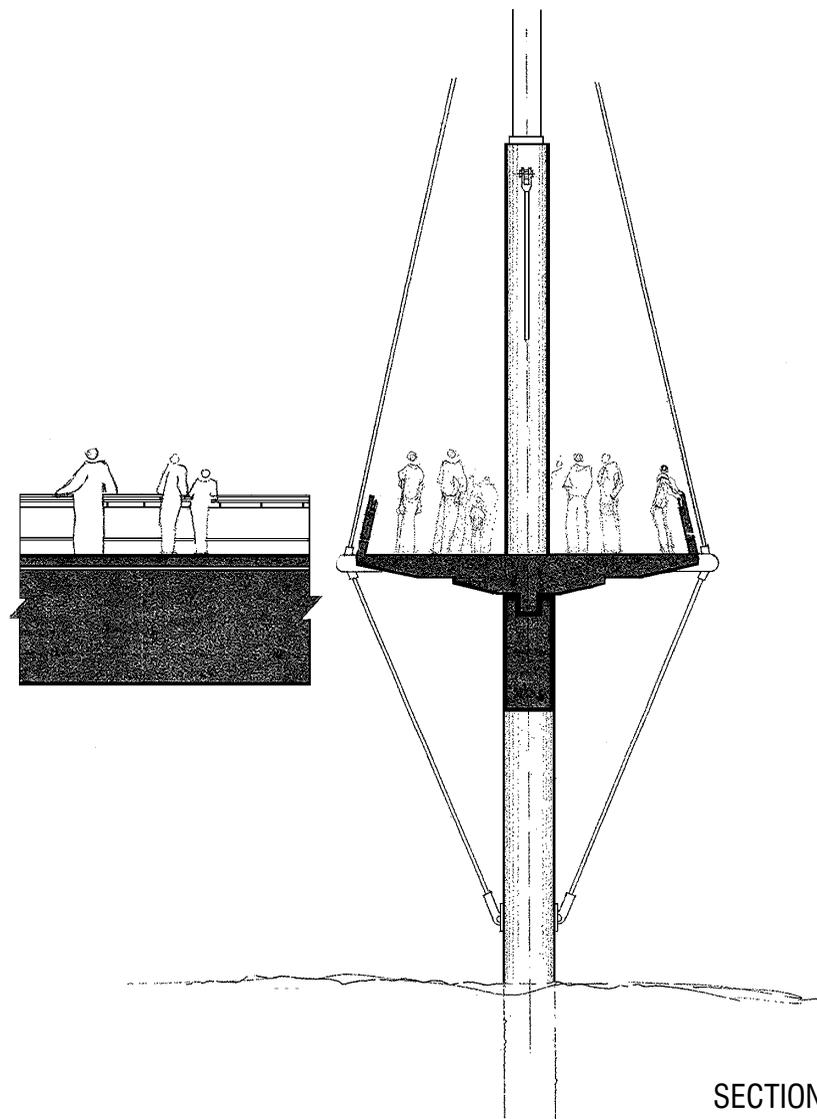
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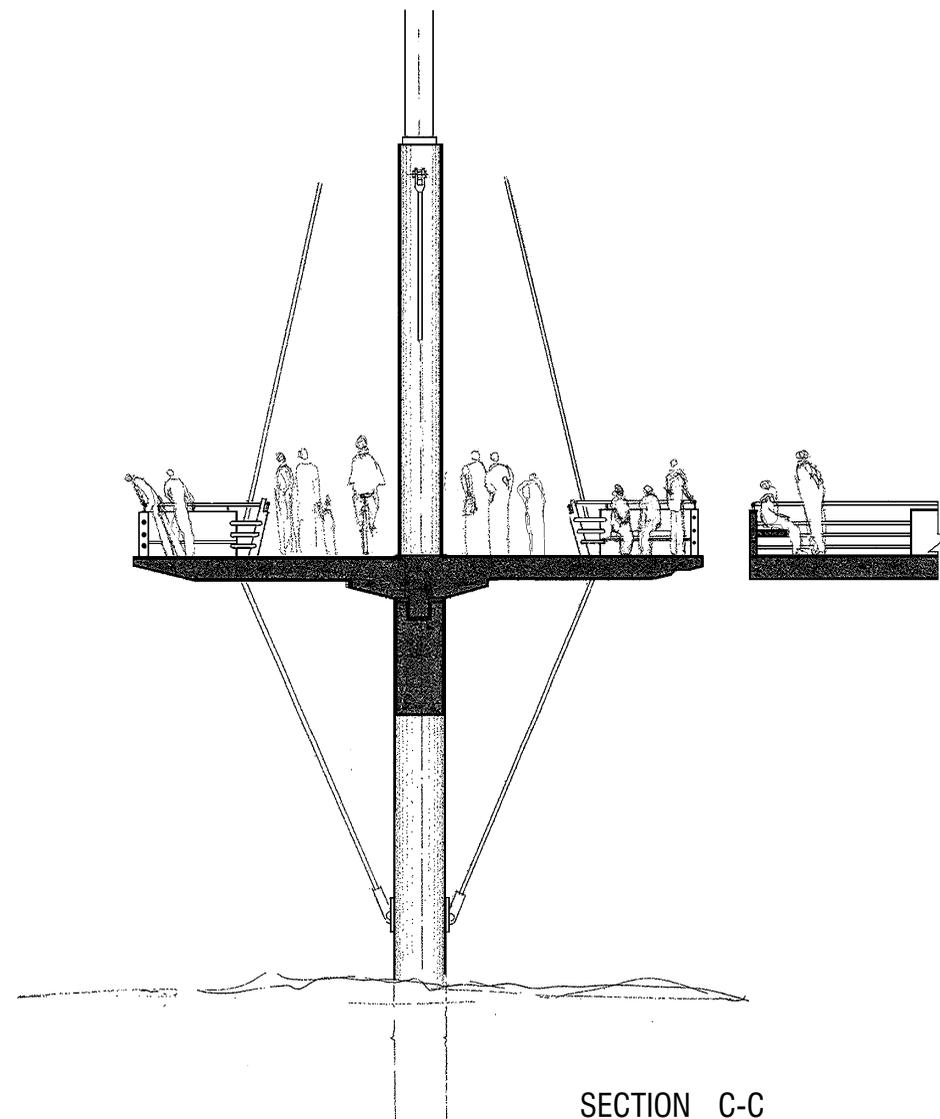
8



PARTIAL PLAN OF THE BRIDGE

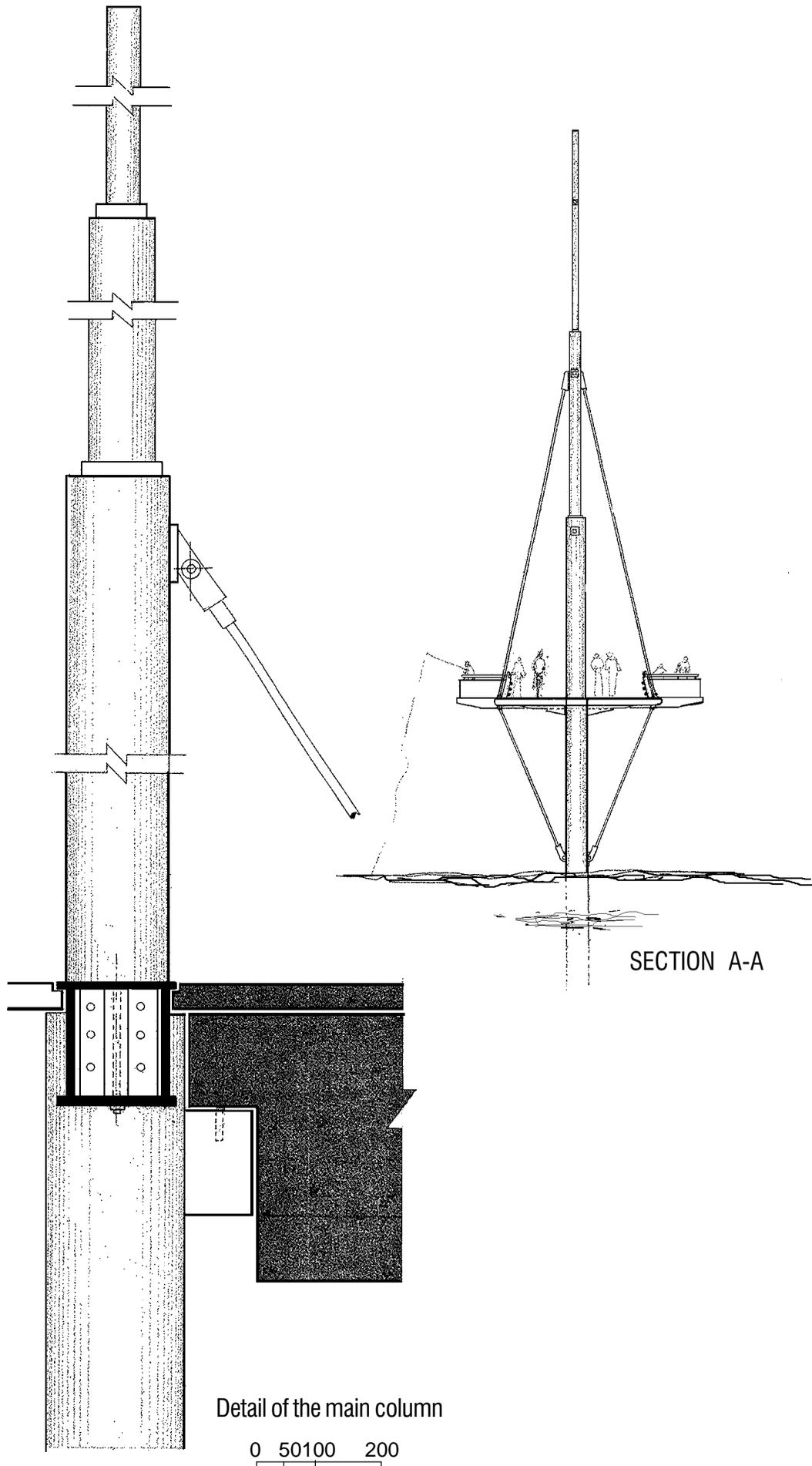


SECTION B-B



SECTION C-C

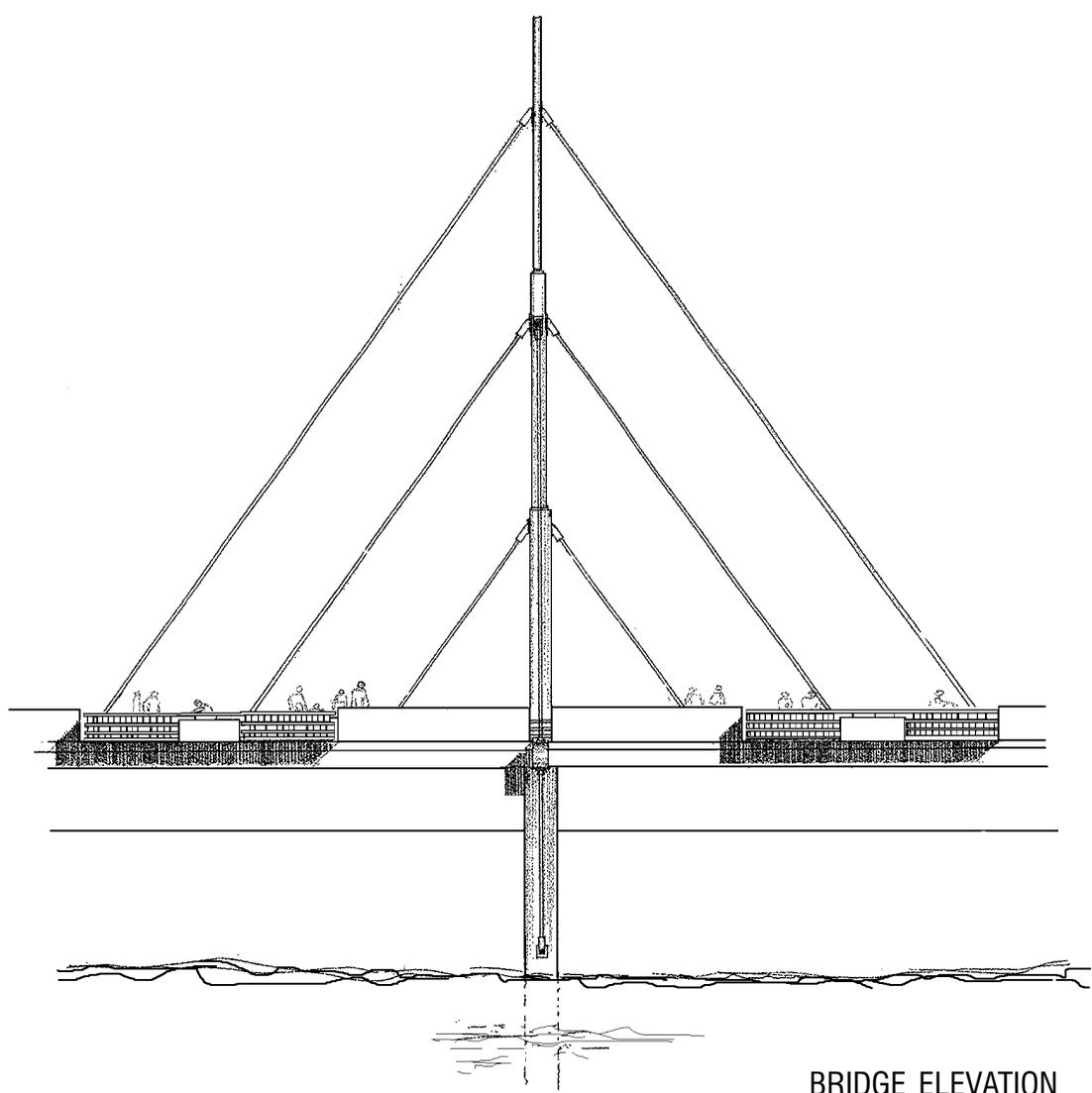
0 100 200 300



SECTION A-A

Detail of the main column

0 50 100 200



BRIDGE ELEVATION

0 100 250 500