Supplementary Information

The following information is associated with Network Rail Standard:
NR CIV/SD/1714 Rev B

Additional Content Access

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CAD Drawing

- CIV/SD/1714

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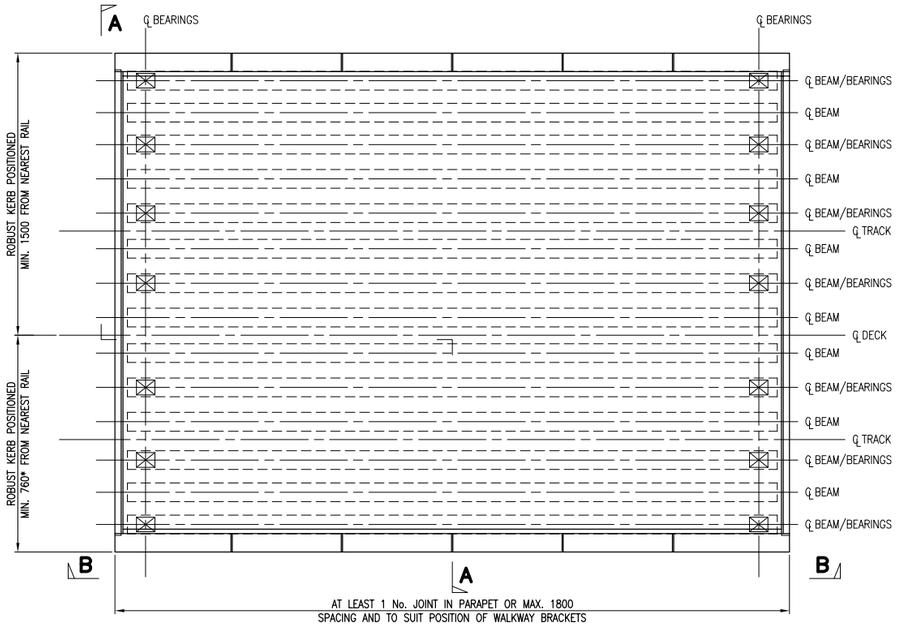
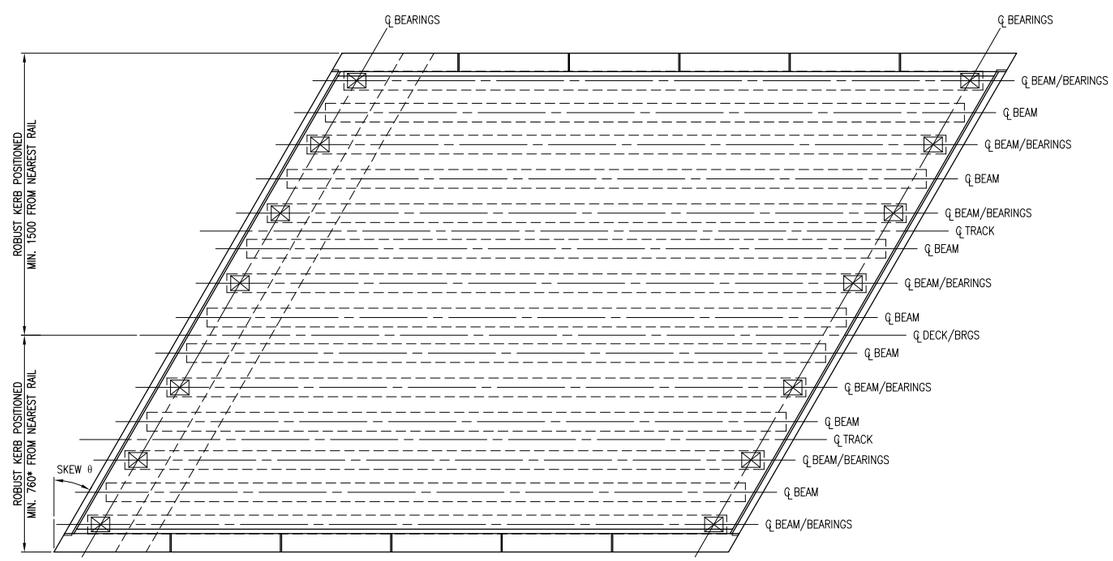


TYPICAL SPLIT SQUARE ARRANGEMENT PLAN

(10m SPAN DOUBLE TRACK SHOWN)

SCALE 1:50



TYPICAL SPLIT SKEW ARRANGEMENT PLAN

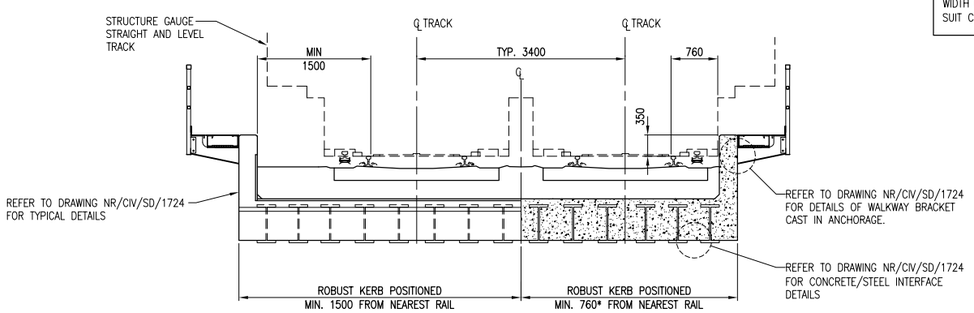
(10m SPAN DOUBLE TRACK 30° SHOWN)

SCALE 1:50

SPAN RANGE	SPAN/DEPTH RATIO
< 5m	MIN 400 SLAB
5m <> 10m	1:12.5 TO 1:15
10m <> 15m	1:15 TO 1:20
> 15m	1:20 TO 1:25

INDICATIVE SPAN/DEPTH RATIO OF FILLER BEAM DECKS WITH FULLY ENCASED SECTIONS.

NOTE
ARRANGEMENT SHOWN IS FOR A STRAIGHT TRACK NOTING THAT OVERALL WIDTH OF DECK SLABS WILL VARY TO SUIT CURVED/CANTED TRACK LAYOUTS.

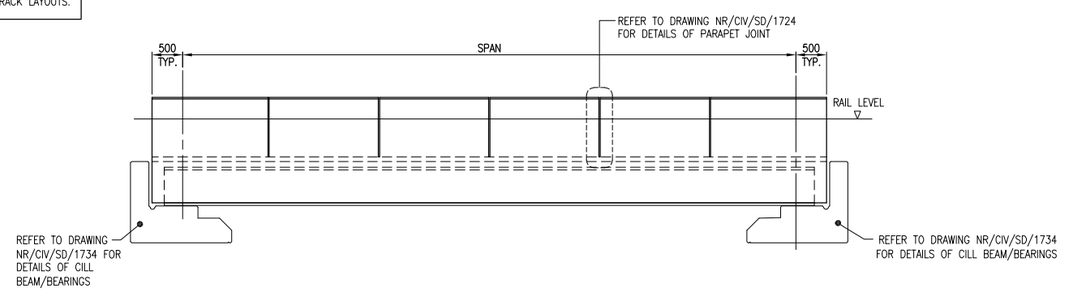


TYPICAL SECTION A–A

(DOUBLE TRACK SHOWN)

SCALE 1:50

*CONSTRUCTION/FABRICATION TOLERANCE TO BE ALLOWED FOR.



ELEVATION B–B

SCALE 1:50

DRAWING No. NR/CIV/SD/1714

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE GENERAL NOTES ON DRAWING NR/CIV/SD/1702.
2. ALL CONCRETE, MATERIALS & WORKMANSHIP TO BE IN ACCORDANCE WITH BSEN13670 AS AMMENDED BY THE NETWORK RAIL SPECIFICATION.
3. REINFORCED CONCRETE INFORMATION IN ACCORDANCE WITH BS8500–2:2006 TO BE PROVIDED BY THE DESIGNER:

   MIN CONCRETE GRADE
   REINFORCEMENT TYPE
   MAXIMUM AGGREGATE SIZE
   NOMINAL COVER TO REINFORCEMENT
   FIXING TOLERANCE
   CEMENT TYPE / COMBINATION
   MAXIMUM WATER / CEMENT RATIO
   MINIMUM COMBINATION CONTENT
4. APPROPRIATE EXPOSURE CLASSES TO BE XD3 (SOFFIT) AND XC4 (BELOW WATERPROOFING).
5. ALL REINFORCEMENT TO BE TO GRADE B500B OR B500C CONFORMING TO BS4449:2005
6. ALL REINFORCEMENT TO BE CUT AND BENT TO BS8666:2005
7. BAR BENDING SCHEDULE IS TO BE PREPARED FOR EACH INDIVIDUAL BRIDGE. THERE ARE NO STANDARD SCHEDULES TO ACCOMPANY THE STANDARD DRAWINGS.
8. NO CONSTRUCTION JOINTS OR TIE HOLES WILL BE ALLOWED. DECK TO BE CAST IN A SINGLE POUR, AND SHUTTERING INDEPENDENTLY SUPPORTED OFF THE MAIN GIRDERS.
9. ALL CHAMFERS TO BE 20x20mm.
10. WATERPROOFING TO BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS WHEN CONCRETE HAS ATTAINED ITS SPECIFIED 7 DAY STRENGTH OR AFTER 7 DAYS, WHICHEVER IS THE LONGEST, AND SUITABLE FOR APPLICATION AS CONFIRMED BY TESTING OF SUBSTRATE IN ACCORDANCE WITH NETWORK RAIL SPECIFICATION.
11. STEELWORK SHALL COMPLY WITH BS1090–2 AS AMENDED BY THE NETWORK RAIL SPECIFICATION NR/SP/CIV/008/090N.
12. ALL STEEL SHALL BE TO BS EN10025–2:2004 AND BS EN10025–3:2004.
13. THE PRIMARY PAINT SYSTEM IS N1 UNLESS OTHERWISE AGREED WITH THE PROJECT SPONSOR IN ACCORDANCE WITH NR/SP/CIV/039 (SPECIFICATION RT.98).
14. PROTECTIVE TREATMENT TO BE ALLOWED TO CURE FOR 7 DAYS BEFORE STACKING OR TRANSPORTATION OF STEELWORK.
15. FOR DETAILS OF SITE COAT AND REMEDIAL WORK SEE NETWORK RAIL MODEL CLAUSES FOR SPECIFYING CIVIL ENGINEERING WORKS, SECTIONS 170–176.
16. THE DESIGNER IS TO SELECT THE BEARING SIZE BASED ON THE MOST EFFICIENT NUMBER AND ARRANGEMENT TO SUIT THE SPAN, SKEW AND LOADING REQUIREMENTS (REFER TO TECHNICAL USER MANUAL FOR GUIDANCE).

Rev	Date	Description of revision	Design'd	C'kd
B	APR 10	EUROCODE ISSUE	MK	AGW
A	APR 10	FIRST ISSUE	MK	AGW
P2	18.06.09	REVISED WHERE SHOWN	MK	AGW
P1	27.03.09	DRAFT FOR REVIEW	MK	AGW

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Approved	Name	Position	Signature	Date
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Master copy with original signatures held by Network Rail HQ CIVIL ENGINEERING STANDARD DESIGN

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CONCRETE UNDERBRIDGE STANDARD DRAWINGS

CAST ON SITE EXPOSED BOTTOM FLANGE FILLER BEAM DECK GENERAL ARRANGEMENT

Scale	AS SHOWN
Drawing Number	NR/CIV/SD/1714 B

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