The following information is associated with Network Rail Standard:
NR CIV/SD/2800 Rev A

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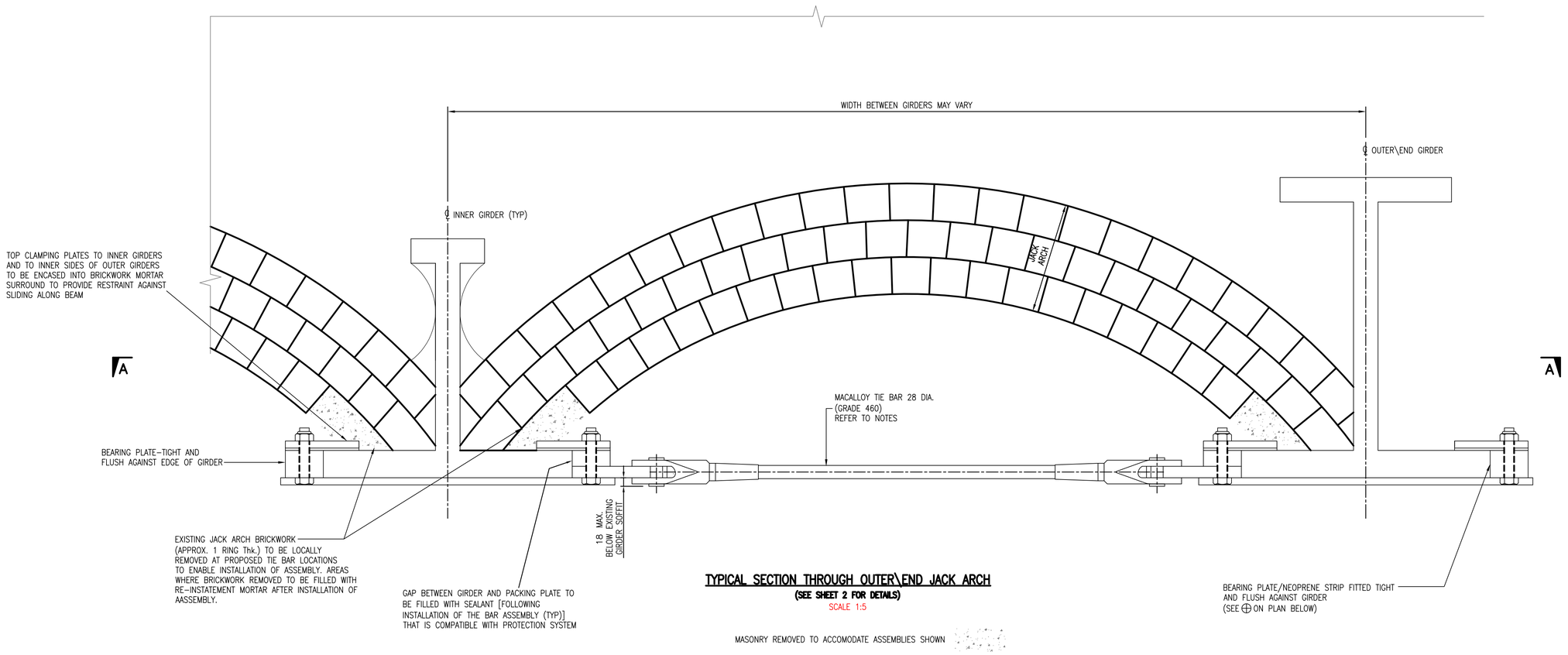
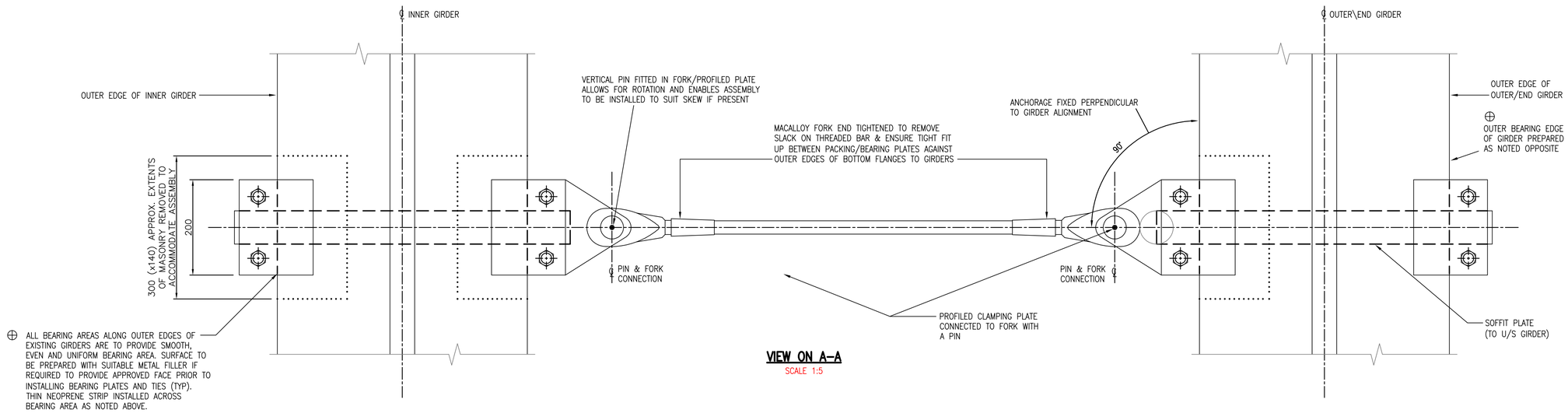


TYPICAL SECTION THROUGH OUTER\END JACK ARCH

(SEE SHEET 2 FOR DETAILS)

SCALE 1:5



VIEW ON A–A

SCALE 1:5

SWL OF ASSEMBLY (IGNORING BEARING CAPACITY OF EXISTING FLANGES) = 80kN

FOR FORM B APPROVAL

DRAWING No. NR/CIV/SD/2800

NOTES

1. ALL DIMENSIONS IN MILLIMETRES, UNLESS NOTED OTHERWISE.

2. DETAILS FOR WORKS SHOWN ON THIS DRAWING ARE TO BE VERIFIED BY THE USER TO ENSURE CORRECT SITE FIT UP AND APPROPRIATENESS.

3. THE AREA OF EXISTING BOTTOM FLANGES IN CONTACT WITH PROPOSED PLATING SHALL BE CLEANED PRIOR TO INSTALLATION OF NEW CLAMPING PLATES AND ALL LOOSE MATERIAL TO BE REMOVED TO PROVIDE SOUND, SMOOTH AND EVEN BEARING SURFACE FOR NEW PLATE AGAINST FLANGE.

4. TIE BAR AND FORK ENDS SHALL BE SUPPLIED BY MACALLOY COMPLETE WITH GALVANISED CORROSION PROTECTION, ONCE INSTALLED, ASSEMBLIES ARE TO BE TIGHTENED ONLY TO TAKE UP THE SLACK (BARS MUST NOT BE PRE–STRESSED OR PRE–LOADED). EXACT LENGTHS OF TIE BARS TO BE CONFIRMED DURING SITE SURVEY TO ALLOW FOR BARS TO BE INSTALLED USING TOLERANCE IN THREADED FIXING.

5. WORKS TO THE BRICK AND JACK ARCH ARE TO ENSURE MINIMUM AREA OF BRICKWORK IS REMOVED TO ENABLE FIXING OF STEELWORK. BRICKWORK IS TO BE MADE GOOD ON COMPLETION OF WORK AND VOIDS AROUND NEW PLATES GROUT FILLED AS NOTED ON THIS DRAWING.

6. PROTECTIVE TREATMENT TO BE N9 TO NR/L3/CIV/040.

7. EXACT SETTING OUT OF TIE RODS TO SUIT EXISTING GIRDER AND STIFFENER PLATE DIMENSIONS. THE CONTRACTOR IS TO CONFIRM SETTING OUT FOLLOWING SUITABLE SITE SURVEY.

8. ALL MASONRY WORKS AND REPAIRS TO BE IN ACCORDANCE WITH STANDARD NETWORK RAIL MASONRY REPAIRS – DRAWING No. NR/CIV/SD/101.

9. ALL CUTTING AWAY OF EXISTING BRICKWORK/MASONRY SHALL BE CAREFULLY CARRIED OUT WITH MINIMUM OF DISTURBANCE TO ADJOINING MASONRY. ALL LOOSE DEPOSITS SHALL BE REMOVED FROM SURFACE OF EXISTING BRICKWORK PRIOR TO INSTALLING STEELWORK AND CONSTRUCTING NEW MASONRY. ANY LOOSE OR DRUMMY AREAS OF BRICKWORK ARE TO BE REPORTED TO NETWORK RAIL.

10. WHERE PROPRIETARY PRODUCTS HAVE BEEN SPECIFIED THE CONTRACTOR MAY USE AN ALTERNATIVE SUPPLIER, SUBJECT TO PRIOR AGREEMENT WITH THE ENGINEER.

11. PROPRIETARY METAL FILLER TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND TO BE COMPATIBLE WITH PARENT MATERIAL.

12. VOIDS FORMED IN MASONRY TO BE RE–INSTATED WITH NON–SHRINK RE–INSTATEMENT MORTAR – RENDEROC HB40 (BY FOSROC), OR SIMILAR APPROVED, WITH A MINIMUM 30N/mm² COMPRESSIVE STRENGTH, ALL STEEL SURFACES ENCASED INTO MASONRY ARCHES ARE TO BE PRIMED WITH NITROBOND EP (BY FOSROC OR SIMILAR APPROVED) PRIOR TO REPAIR IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. MORTAR & MASONRY TO BE PACKED SOUND AND SOLID TO PROVIDE ENCASEMENT TO PLATES.

13. FOR FLANGE THICKNESS <25mm PACKING PLATE MAY BE OMITTED AND LAMINATED PACKS INTRODUCED AS REQUIRED TO SUIT SITE SPECIFIC GAP BETWEEN TOP COVER PLATE AND TOP OF BOTTOM FLANGE.

14. ALL STEEL PLATES SHALL BE GRADE S275, UNLESS STATED OTHERWISE, IN ACCORDANCE WITH BS EN 10025: 2004.

15. ALL BOLTS ARE TO BE GRADE 8.8, IN ACCORDANCE WITH BS4190 U.N.O.

16. ALL STEEL PLATES AND BOLTS SHALL BE GALVANISED, IN ACCORDANCE WITH NR/GN/CIV/002 AND NR/SP/CIV/039.

17. ALL WELDS TO BE CONTINUOUS 6MM FILLET WELDS MINIMUM UNLESS OTHERWISE NOTED AND TO BE IN ACCORDANCE WITH BS EN 1001–1:1998.

Rev	Date	Description of revision	Design'd	C'kd
A	Aug '10	1st Issue	RC	AM

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	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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OVERBRIDGE

MISCELLANEOUS STANDARD DETAILS JACK ARCH TIE DETAILS

SHEET 1 OF 2

Scale	SCALE	
Drawing Number	NR/CIV/SD/2800	A

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