Supplementary Information

The following information is associated with Network Rail Standard:
NR CIV/SD/3010 Rev P1

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Notes

1. Drawing schedule
3010 Traditional front wall Platform Sheet 1 of 10 General Notes
3011 Traditional front wall Platform Sheet 2 of 10 General Notes
3012 Traditional front wall Platform Sheet 3 of 10 Typical Cross Section
3013 Traditional front wall Platform Sheet 4 of 10 Typical Cross Section
3014 Traditional front wall Platform Sheet 5 of 10 Lighting and Turning Chamber Details
3015 Traditional front wall Platform Sheet 6 of 10 Drainage Detail
3016 Traditional front wall Platform Sheet 7 of 10 Plan and Elevation on Platform Ramp
3017 Traditional front wall Platform Sheet 8 of 10 Construction Sequence
3018 Traditional front wall platform sheet 9 of 10 PLan and Elevation on Platform End Steps
3019 Traditional front wall platform sheet 10 of 10 PLan and Elevation on Platform End Steps

2. Copers to be non-slip in accordance with NR/PS/RES/00030.

3. These drawings and notes form a set of Network Rail approved standard designs for front riser wall type platforms and are applicable to existing platform reconstructions, extensions of existing platforms and new build situations. Standard details are based on level ground or in cutting, provided no retaining wall is required to support the cutting and the cutting is not regraded.

4. It is expected that a wide variety of different conditions are to be found at any particular location and the applicability of the standard is to be confirmed for every site where standard platform details are applied. Likely variations include (but not exclusively limited to) existing constructions to varying standards, existence of buried service routes, other adjacent structures such as signalling posts and gantries, OLE structures and station buildings.
Unless site specific conditions dictate otherwise, or if directed by Network Rail, form of construction of platform extensions shall normally be in similar form to that of existing.

5. These drawings shall only be used where the following site specific information is obtained:
a) Topographical survey (see note 6)
b) Ground investigation (see note 7)
c) Gauging Information (see note 8)
g) Lighting design
h) Re-route / Jointing or other alterations to S&T cabling to be agreed with S&T Engineer

d) Platform drainage (see note 15)
e) The site specific design should include the information listed above, the information within these drawings together with any additional site specific information which should be determined within the Form B for the specific project
f) Buried services information (to be confirmed by CAT scanning)

6. Each site will be subject to a detailed topographical survey. This should as a minimum consist of:
(i) Existing platform levels at front and rear and surrounding area
(ii) Track alignment (vertical and horizontal)
(iii) Existing cess levels
(iv) All visible services
(v) Any existing platform structures (including signal posts, OLE and the like)

7. Ground conditions determined by means of a number of trial pits at a minimum two per structure or max 20m centres. The design is valid with depth of foundation base from rail level to suitable bearing strata not exceeding 1235mm. If ground water is encountered within the trial pits this fact is to be reported to Network Rail which may result in amendment to the design. The founding material to be inspected by a suitably experienced Geotechnical Engineer in order to determine its suitability. Any differences from the design assumptions are to be reported to Network Rail for comment and agreement as to any modifications to the details. If piling is required boreholes may be needed instead of trial pits.

8. Prior to the construction of the platform walls the adjacent track shall be subject to a gauging survey and the platform setting out determined such that both the track and copers can be set out to designed track alignment in accordance with Network Rail standards. Track position and gauging details to be agreed with Network Rail Gauging Engineer.

9. All dimensions shown are in millimetres unless stated otherwise.

10. The recess width may vary from 300 to 325mm to allow for alignment (or future minor realignment) of coping units.

11. The platform structures are designed for imposed load of 5.0 kN/m². In addition the structures have been checked for 5.0 kN point load on 300x300mm area. 1.3kN point load on coper edge at 930 centre (one per coper). During construction phase it is anticipated small compaction plant to produce line load P = 5.0 kN/m (1.25 coefficient of dynamic compaction included).
Back of platform fencing to BS 1722 pt 9 but with post centres of 2.5m max. to a design loading in accordance with BS 7818. Network Rail preference is straight top with the option of hooped top.
Generally class 2 i.e. rails 0.7 kN/m, posts 1.75kN max transverse point load at top rail level; where crowd loading and/or vandalism is anticipated, class 3 i.e. rails 1.4kN/m, posts 3.5kN max. Infill bar loading in both cases 1kN at 700 centres over individual distributed lengths of 125mm in any direction normal to the bar. Post loads quoted are for 2.5m centres.

12. The design is based on the assumption that no ground water is present and the foundation strata have minimum characteristic parameters for:
Allowable bearing pressure of 50kN/m² minimum coefficient of sliding 0.4 minimum (between ground and concrete).

13. Any new infill material shall be free draining 6N or 6P to SHW, compacted to 95% of the dry density.

14. Materials:
Concrete Blocks: 440x215x100, Density ≥1800kg/m², Weight – 20kg/block, Compressive Strength ≥15N/mm², Use SRPC binder, Aggregates to BS 882 or BS EN 12620 (Solid oversail Blocks if used: 560x220x220 – Weight=48kg/block approx.)

Mortar: Designation (ii) to BS 5628 (1:4 cement : sand), Accelerators NOT to be used.

Concrete : BS 8500-1: 2002 and to conform to BS EN 206-1: 2000 and BS 8500-2: 2000.

All specified manufacturers materials noted on the drawings should be interpreted to be "or similar approved".

	Backfill or Edge Backing	Foundations
Grade of concrete	ST1	ST5
Max. aggregates size	40mm²	20mm²
Min. cement content	240kg/m	300kg/m
Max. water/ cement ratio	0.70	0.55
Consistence class	S1	S3
Nominal weight proportions (cement:sand: aggregate)	1 : 2 : 4	1 : 1 : 2

DBM surfacing:
Wearing course – Bitumen Macadam to BS 4987 6mm medium grade 200pen – 25mm Thk.
Base Course – Bitumen Macadam to BS 4987 20mm medium grade 200pen – 50mm Thk.
Sub-base – Granular type 1 material in accordance with specification for Highway works clause 803 – 150mm Thk.

These drawings form a standard set of Network Rail details which should be referred to in the consultants site specific drawings. They should NOT be incorporated within the consultants drawings.

Rev	Date	Description of revision	Design'd	C'kd
P1				

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Master copy with original signatures held by Network Rail HQ CIVIL ENGINEERING STANDARD DESIGN

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Standard Platform Design

Traditional Front Wall Platform Sheet 1 of 10 General Notes

Scale	N/A	
Drawing Number	NR/CIV/SD/3010	P1

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