Supplementary Information

The following information is associated with Network Rail Standard:
NR CIV/SD/3020 Rev P1

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CAD Drawing

- CIV/SD/3020

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Notes

1. Drawing schedule

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3022 Type 1 Crosswall Platform Sheet 3 of 15 Crosswall With Cantilever Beams
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3024 Type 1 Crosswall Platform Sheet 5 of 15 Plan and Elevation on Platform Ramp
3025 Type 1 Crosswall Platform Sheet 6 of 15 Expansion Joint Details
3026 Type 1 Crosswall Platform Sheet 7 of 15 Reinforcement Details for Crosswall Strip Foundation and Precast Beam
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3028 Type 1 Crosswall Platform Sheet 9 of 15 Lighting Column Details
3029 Type 1 Crosswall Platform Sheet 10 of 15 Fence Details
3030 Type 1 Crosswall Platform Sheet 11 of 15 Details of Protective Mesh Panels to Front and Rear of Platform and Intermediate Fence Posts
3031 Type 1 Crosswall Platform Sheet 12 of 15 Details of Protective Mesh Panels to Front and Rear of Platform and Intermediate Fence Posts
3032 Type 1 Crosswall Platform Sheet 13 of 15 Construction Sequence
3033 Type 1 Crosswall Platform Sheet 14 of 15 Plan and Elevation on platform stair
3034 Type 1 Crosswall Platform Sheet 15 of 15 Plan and Elevation on platform stair

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 crosswall type platforms and are applicable to existing platform reconstructions, extensions of existing platforms and new build situations. Standard details are based on level ground. They may be used on embankments or in cuttings but subject to additional ground investigations as to bearing capacity and slope stability. Site specific details for interface between platforms and cutting/embankment slopes are to the approval of Network Rail.

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, historic or substandard 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)
d) Platform drainage (see note 12)
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)
g) Lighting design
h) Re-route / Jointing of S&T and other services

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. All geotechnical strata levels to be related to adjacent rail level. 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 crosswalls 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. Minimum platform widths quoted on the drawings are for line speeds of up to and including 100mph as appropriate to the particular location. Actual widths and layout of platforms shall take cognisance of passenger flows and the need to avoid congestion, pinch points, etc.

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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Authorised —		Director of Civil Engineering		
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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

Type 1 Crosswall Platform Sheet 1 of 15 General Notes

Scale	N/A	
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