Supplementary Information

The following information is associated with Network Rail Standard:
NR CIV/SD/620 Rev C

Additional Content Access

Click the link below to access CAD version of this drawing.

CAD Drawing

- CIV/SD/620

If you have any questions, or need assistance, please contact **IHS Support**

Information accessed via the links above is the property of the Copyright holder

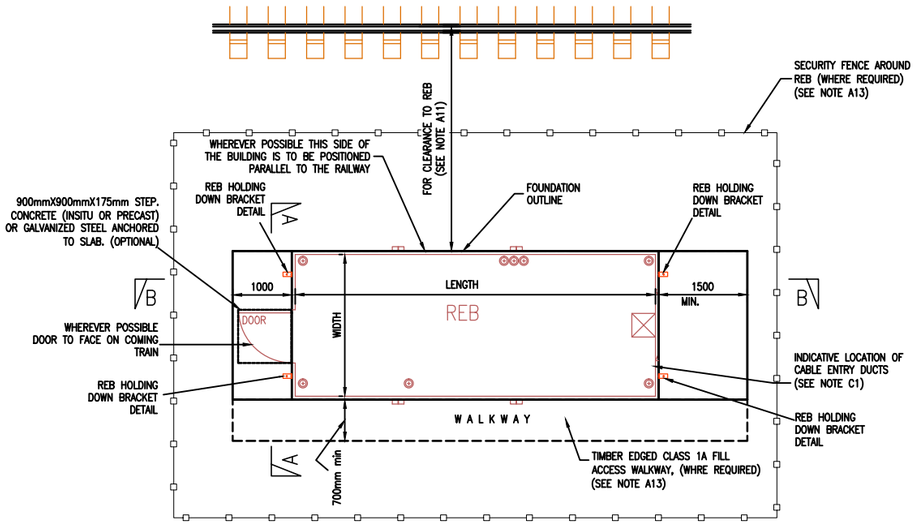
IHS Additional Content Page

Documents
Document Sharing Hub

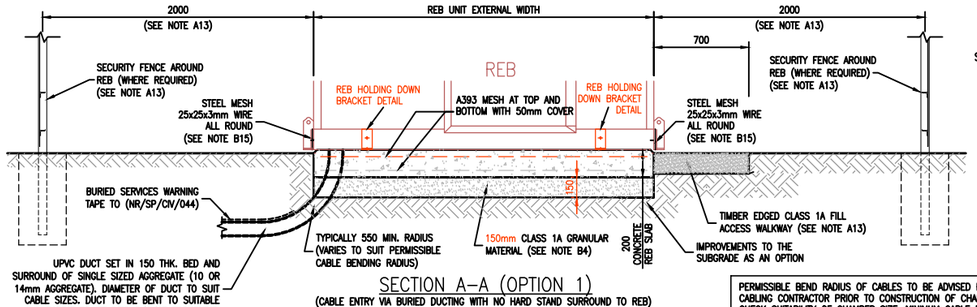
Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Full document details: NR NR-CIV-SD-620 ISSUE C 2011

Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/27/2016 20:53:52 MDT

Full document details: NR NR-CIV-SD-620 ISSUE C 2011

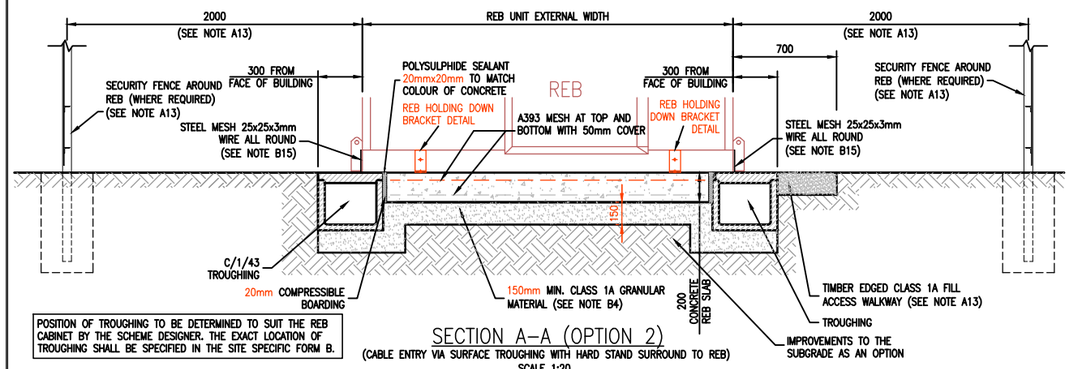


TYPICAL PLAN OF REB
SCALE 1:50



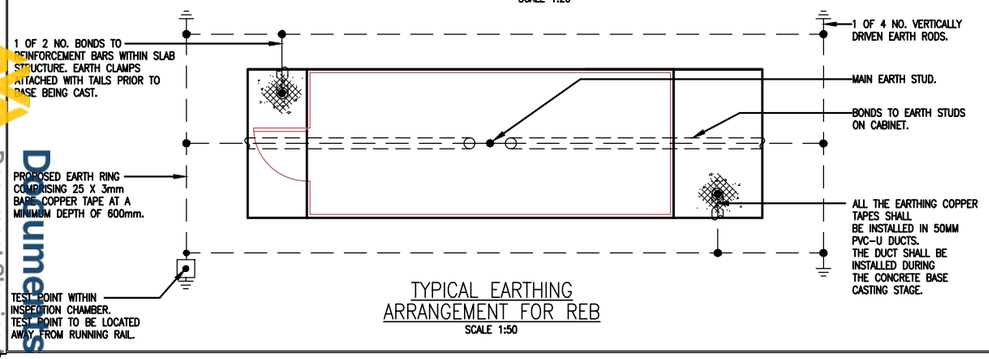
SECTION A–A (OPTION 1)
(CABLE ENTRY VIA BURIED DUCTING WITH NO HARD STAND SURROUND TO REB)
SCALE 1:20

PERMISSIBLE BEND RADIUS OF CABLES TO BE ADVISED BY CABLING CONTRACTOR PRIOR TO CONSTRUCTION OF CHAMBER. TO CHECK SUITABILITY OF CHAMBER SIZE. MINIMUM CABLE BENDING RADIUS IN CHAMBER = 12 x LARGEST CABLE DIAMETER

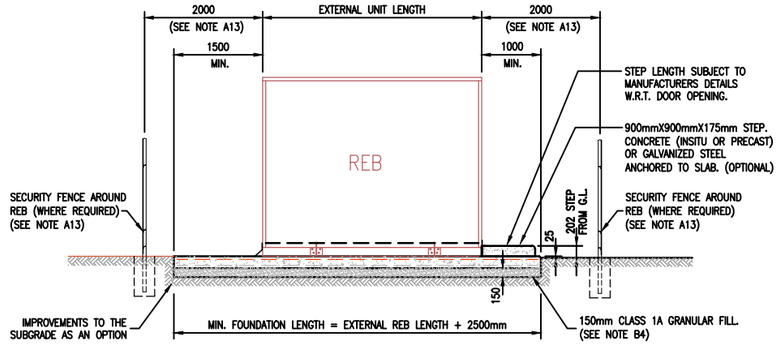


POSITION OF TROUGHING TO BE DETERMINED TO SUIT THE REB CABINET BY THE SCHEME DESIGNER. THE EXACT LOCATION OF TROUGHING SHALL BE SPECIFIED IN THE SITE SPECIFIC FORM B.

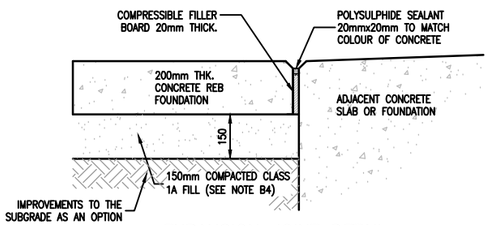
SECTION A–A (OPTION 2)
(CABLE ENTRY VIA SURFACE TROUGHING WITH HARD STAND SURROUND TO REB)
SCALE 1:20



TYPICAL EARTHING ARRANGEMENT FOR REB
SCALE 1:50



SECTION B–B
SCALE 1:50

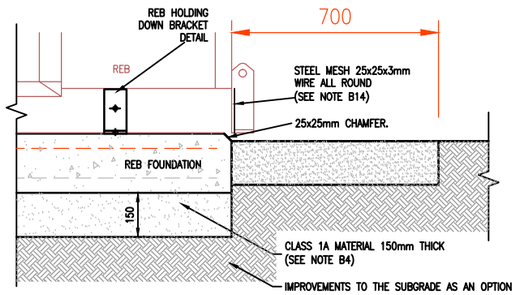


EXPANSION JOINT DETAIL
(WHERE REB FOUNDATION IS CONSTRUCTED ADJACENT TO INDEPENDENT FOUNDATION)
SCALE 1:10

D) INSTALLATION GUIDANCE

D1) EXCAVATE, FILL AND COMPACT CLASS 1A GRANULAR MATERIAL FOR REB FOUNDATION.

D2) CAST CONCRETE REB FOUNDATION ON COMPACTED FILL.



TYPICAL HOLDING DOWN DETAIL
SCALE 1:10

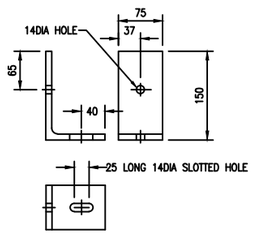
TABLE 1

SAFETY. HEALTH AND ENVIRONMENT RISK ASSESSMENT

DESIGNERS NOTES – CDM REG. 13(2)(B)
THE FOLLOWING ARE SIGNIFICANT HAZARDS WHICH MIGHT AFFECT THE HEALTH AND SAFETY OF THOSE UNDERTAKING THE WORKS OUTLINED IN THIS SET OF DRAWINGS ON RAILWAY STRUCTURES OR THOSE AFFECTED BY THESE ACTIVITIES. A SITE SPECIFIC RISK ASSESSMENT SHOULD ALWAYS BE UNDERTAKEN PRIOR TO COMMENCING ANY OF THE WORKS DESCRIBED ON SITE.
IT IS ASSUMED THAT A COMPETENT CONTRACTOR IS AWARE OF THE RISKS ASSOCIATED WITH GENERAL CONSTRUCTION ACTIVITIES UNDERTAKEN WITHIN THE RAILWAY ENVIRONMENT

RISK	STAGE	MITIGATION MEASURES
DANGERS ASSOCIATED WITH LOCALISED EXCAVATION.	C	ENSURE COMPETENT PERSONNEL EXCAVATE THE WORKS. WHERE THE DEPTH IS SIGNIFICANT, SUITABLE MEASURES MUST BE UNDERTAKEN TO PREVENT AGAINST EXCAVATION COLLAPSE
BURIED SERVICES, S & T/M & E CABLE STRIKE.	D/C	ENSURE EXCAVATION AREAS ARE CLEAR OF SERVICE LOCATIONS (SEE NOTE A5). ENSURE ALL CABLES/SERVICES ARE IDENTIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORK.
CONTACT WITH OHLE.	C	ENSURE CORRECT PROCEDURE IS FOLLOWED FOR ISOLATION.
MANUAL LIFTING OF HEAVY MATERIALS.	C	ENSURE ADEQUATE LIFTING EQUIPMENT IS PROVIDED.
CONTAMINATED LAND.	C	AVOID CONSTRUCTION ON, EXCAVATION OF OR DISTURBANCE OF AREAS OF POTENTIALLY CONTAMINATED LAND. (SEE NOTE A8)
WORKING NEAR THE RUNNING LINE.	D/C	ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH NETWORK RAIL STANDARDS/RULE BOOK USING RIMINI PLANNING.

NOTE: C = CONSTRUCTION, D = DESIGN, O = OPERATION.



REB HOLDING DOWN BRACKET DETAIL
(4No REQUIRED, PROVIDED BY CONTRACTOR)
SCALE 1:5

A13) IN AREAS OF HIGH VANDALISM, THE PERIMETER OF THE REB SHOULD HAVE A STEEL SECURITY FENCE WITH ENTRY THROUGH A LOCABLE GATE. WHENEVER FENCING IS REQUIRED CLEARANCES ARE TO BE INCREASED TO ACHIEVE AT LEAST 2000mm CLEARANCE FROM FENCE TO NEAREST POINT OF REB CABINET. IF NOT ACHIEVABLE, THEN THIS SHALL BE AGREED IN THE PROJECT SPECIFIC FORM B.

A14) IF CONCRETE BLINDING IS USED AS A SUBBASE AND / OR IMPROVEMENTS TO THE SUB GRADE ARE UNDERTAKEN THEN THE SLAB THICKNESS CAN BE REDUCED. TO BE DETERMINED ON A SITE SPECIFIC BASIS.

A15) ASSESSMENT OF SLOPE OR RETAINING MEASURES TO BE UNDERTAKEN WHERE MODULAR BUILDING IS TO BE POSITIONED NEAR CREST OF SLOPE OR ADJACENT TO RETAINING WALL. BASE NOT TO BE USED WHERE EARTH WORKS OR RETAINING WALL EXHIBIT SIGNS OF DISTRESS OR FAILURE.

B) SPECIFICATION

B1) ALL METAL HANDRAILS, LADDERS, PLATFORMS ETC., WHERE ON A LINE ELECTRIFIED WITH AC CURRENT, SHALL BE ELECTRICALLY BONDED IN ACCORDANCE WITH THE NETWORK RAIL LINE STANDARD NR/SP/ELP/21058.

B2) CLASS 1A FILL MATERIAL TO BE IN ACCORDANCE WITH HIGHWAYS AGENCY SPECIFICATIONS FOR HIGHWAYS WORKS.

B3) GROUND UNDER CONCRETE FOUNDATION TO BE WELL COMPACTED PRIOR TO LAYING CONCRETE. ANY SOFT SPOTS TO BE EXCAVATED OUT AND BACKFILLED WITH CLASS 1A FILL WELL COMPACTED IN 150mm LAYERS.

B4) SUB BASE TO BE LAID OVER THE SUBGRADE TO COMPRISE 150mm CLASS 1A GRANULAR MATERIAL. BLINDING CONCRETE CAN BE USED AS AN ALTERNATIVE MATERIAL. IF FOUNDATION SITUATED ON GOOD GROUND THEN THICKNESS CAN BE REDUCED. IF FOUNDATION SEATED ON ROCK THEN NO SUB BASE REQUIRED.

B5) CONCRETE TO BE DESIGNED IN ACCORDANCE WITH MODEL CLAUSES (80)

B6) THE TOP OF THE FOUNDATION SHALL HAVE A SWEPT BRUSH FINISH WITH FLOATED EDGES, 100mm WIDE. A 25mm X 25mm CHAMFER TO EXPOSED EDGE OF SLAB.

B7) TO ENSURE THE STABLE POSITIONING OF THE REB, THE TOP OF THE FOUNDATION SHALL BE SET TO A LEVEL HORIZONTAL SURFACE WITH A TOLERANCE OF +/–5mm.

B8) CLASS 1A FOOTPATHS TO BE EDGED WITH 150x25 TANALISED TIMBER GRADE C24 TO BS 5268, HELD WITH TIMBER STAKES. GEOTEXTILE MEMBRANE LAYER BENEATH.

B9) TIMBER PRESERVATIVE TREATMENT TO BE IN ACCORDANCE WITH MODEL CLAUSES 160 – 164.

B10) ALL STEEL FIXINGS TO BE SUPPLIED TO CORRECT LENGTHS. WHERE SITE CUTTING/ALTERATION IS REQUIRED, CORROSION PROTECTION TO BE APPLIED (ZINC RICH PRIMER, TO PROVIDE 140µm DRY FILM THICKNESS).

B11) GALVANISED NAILS TO BE USED ON ALL TIMBER FIXINGS.

B12) PERMISSIBLE BEND RADIUS OF CABLES TO BE ADVISED BY CABLING CONTRACTOR PRIOR TO CONSTRUCTION OF CHAMBER, TO CHECK SUITABILITY OF CHAMBER SIZE. MINIMUM CABLE BENDING RADIUS IN CHAMBER = 12 x LARGEST CABLE DIAMETER. DUCTS TO BE PROVIDED WITH DRAW ROPE AND DUCT ENDS TO BE FORMED SMOOTH TO PREVENT CABLE/SHEATH DAMAGE DURING PULL. DRAW ROPES TO BE TIED OFF.

B13) CONTRACTOR IS TO POSITION ANY TURNING CHAMBERS TO ACCOMMODATE THE DUCT/TROUGH INTERFACE IN A SUITABLE LOCATION, TAKING BOTH THE ROUTE WORKS AND ENABLING POSITION INTO CONSIDERATION.

B14) SURFACE PROTECTION TO BE N1 WITH MINIMUM 25 YEAR SERVICE LIFE IN ACCORDANCE WITH NETWORK RAIL STANDARD NR/GN/CIV/002. 'APPLICATION & RE–APPLICATION OF PROTECTIVE TREATMENT TO METALLIC STRUCTURES' HANDRAIL PAINT FINISH TO BE A CONTRASTING COLOUR TO THE STRUCTURE.

B15) GALVANISED STEEL MESH TO BE PROVIDED BETWEEN REB BUILDING AND TROUGHING ALL AROUND BUILDING TO PREVENT COLLECTION OF LITTER AND INHIBIT RODENT INFESTATION. MESH TO BE FIXED TO REB WITH SELF TAPPING SCREWS AND PROPRIETARY CLIPS.

B16) CONCRETE BLINDING TO CONTAIN LESS CEMENT AND WATER CONTENT THAN CONVENTIONAL CONCRETE.

C) DESIGN ASSUMPTIONS

C1) REB CABINET DIMENSION INCLUDING CABLE ENTRY LOCATION ARE TO BE SPECIFIED IN ACCORDANCE WITH THE MANUFACTURERS REQUIREMENT BY THE DESIGNER IN A PROJECT SPECIFIC FORM B

C2) DESIGN ASSUMES FOUNDATION IS LOCATED ON LEVEL GROUND. ANY SPECIAL ACCESS REQUIREMENTS FOR SLOPES, i.e. WALKWAYS, STAIRS AND RETAINING WALLS ARE TO BE COVERED BY THE PROJECT SPECIFIC FORM B SUBMISSION.

C3) WHERE STRUCTURE IS TO BE POSITIONED NEAR AN EMBANKMENT OR CUTTING STABILITY CALCULATIONS SHALL BE PERFORMED ON A SITE SPECIFIC BASIS.

C4) THE CONCRETE FOUNDATION HAS BEEN DESIGNED FOR A MINIMUM ALLOWABLE GROUND BEARING CAPACITY OF 50kN/m² ON NOMINALLY LEVEL GROUND. ANY SOFT SPOTS ARE TO BE EXCAVATED AND BACKFILLED WITH CLASS 1A FILL WELL COMPACTED IN 150mm LAYERS.

C5) THE TOP SURFACE OF THE FOUNDATION SHALL BE SET TO LEVEL WITH A TOLERANCE OF +/– 5mm. NO POINT SHALL HAVE A SAG GREATER THAN 3mm FROM A 2m STRAIGHT EDGE.

C6) LIVE LOADING IS ASSUMED TO BE 5kN/m² FOR REB IN ACCORDANCE WITH BS 6399 PART 1.

C7) WIND LOADING HAS BEEN DERIVED IN ACCORDANCE WITH BS6399 PART 1 ASSUMING A WORST CASE EFFECTIVE WIND SPEED OF 54m/s AND A MAX. HEIGHT TO TOP OF CABINET OF 3500mm.

C8) SCHEME DESIGNER'S ADOPTING THE FOUNDATION DESIGN FOR TALLER CABINETS SHALL BE RESPONSIBLE FOR REASSESSING THE WIND LOAD ACCORDINGLY AS PART OF A PROJECT SPECIFIC FORM B DESIGN.

DRAWING No. NR/CIV/SD/620

NOTES

A) GENERAL

A1) ALL DIMENSIONS IN MILLIMETRES, UNLESS OTHERWISE STATED.

A2) ALL WORK TO BE IN ACCORDANCE WITH NETWORK RAIL COMPANY STANDARD (NR/L3/CIV/140) MODEL CAUSES FOR SPECIFYING CIVIL ENGINEERING WORKS (THE SPECIFICATION).

A3) REFER TO SITE SPECIFIC LAYOUT PLAN FOR LOCATION, SETTING OUT AND ORIENTATION.

A4) SITING OF ALL LINESIDE APPARATUS SHALL TAKE INTO ACCOUNT ANY EFFECT ON SIGNAL SIGHTING. ALL LOCATIONS TO BE APPROVED BY NETWORK RAIL (THE SIGNAL SIGHTING COMMITTEE SHALL BE CONSULTED IF THERE IS A POSSIBLE IMPACT ON SIGNAL SIGHTING ESPECIALLY WITHIN 800m OF LEVEL CROSSING),

A5) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH, AND THE NEW CONSTRUCTION IN ACCORDANCE WITH, NETWORK RAIL COMPANY AND GROUP STANDARDS.

A6) THIS IS A GENERIC DRAWING AND IS IN ACCORDANCE WITH THE STANDARDS APPLICABLE AT THE DATE OF APPROVAL OF THE DRAWINGS. THE CONTRACTOR IS REQUIRED TO ENSURE THAT ANY SUBSEQUENT CHANGES TO STANDARDS ARE INCORPORATED INTO THE DESIGN AND PERMANENT WORKS.

A7) ALL DETAILS ON THIS STANDARD DRAWING ARE SUBJECT TO CONFIRMATION BY DETAILED SITE SPECIFIC DESIGN FOLLOWING A TRIAL PIT GROUND INVESTIGATION AND TOPOGRAPHICAL SURVEY. THE CONTRACTOR IS EXPECTED TO CONFIRM GROUND CONDITIONS AND TO VERIFY THE DESIGN AT EACH AND EVERY SITE.

A8) ARISING FROM EXCAVATIONS NOT REQUIRED FOR BACKFILL MAY BE SPREAD EVENLY AND NEATLY OVER THE SITE SUBJECT TO APPROVAL OF THE PROJECT ENGINEER. IF SITE INVESTIGATION HAS DETERMINED THAT THE EXCAVATED MATERIAL IS CONTAMINATED CONTRACTOR SHALL SEEK CONFIRMATION FROM THE PROJECT ENGINEER ON HOW TO HANDLE ARISING FROM EXCAVATIONS. EACH SITE SHALL BE CONSIDERED AND SPREADING OF ARISING SHALL ONLY BE PERMITTED WHEN THERE ARE NO ADVERSE EFFECTS ON THE RAILWAY INFRASTRUCTURE i.e. BLOCKING OF DRAINS, LOADING OF EMBANKMENTS ETC.

A9) PRIOR TO CONSTRUCTION ALL VEGETATION IS TO BE REMOVED IN THE VICINITY OF THE WORKS AND GROUND TREATED WITH A NON–TOXIC HERBICIDE.

A10) WHEREVER POSSIBLE THE FOUNDATION SHOULD BE SET WITH AT LEAST 3m CLEARANCE FROM THE RUNNING EDGE. THIS ENSURES THAT THE WHOLE OF THE INSTALLATION IS IN A PERMANENT GREEN ZONE IN ACCORDANCE WITH RAILWAY GROUP STANDARD (GE/RT8000). FOR LESS THAN 3m REFER TO (NR/GN/SIG/11303).

A11) STRUCTURES ARE TO BE POSITIONED SUCH THAT ALL PARTS ARE AT LEAST 3m DESIRABLE MINIMUM CLEARANCE FROM RUNNING EDGE. ABSOLUTE MINIMUM CLEARANCE FROM RUNNING EDGE TO BE 2m FOR LINESPEED < 125mph, AND 2.75m FOR LINESPEED > 125mph. STRUCTURES ARE TO BE POSITIONED SUCH THAT ALL PARTS ARE AT LEAST 2.75m CLEARANCE FROM ALL LIVE OHLE. STRUCTURES ARE TO BE POSITIONED SUCH THAT ALL OTHER METALLIC PARTS (i.e. REB AND CABINET) ARE AT LEAST 2.75m TOUCH POTENTIAL CLEARANCE FROM ALL LIVE OHLE. OHLE INCLUDES ALL LIVE EQUIPMENT, MASTS AND RETURN CONDUCTOR.

A12) STRUCTURE TO BE POSITIONED SUCH THAT NO PART OF THE FOUNDATION IS WITHIN THE TRACK SUPPORT ZONE AS DEFINED IN (NR/SP/CIV/044). STRUCTURAL ADEQUACY OF TRACK TO BE MAINTAINED AT ALL TIMES. TEMPORARY WORKS MAY BE REQUIRED ESPECIALLY FOR DEEP EXCAVATIONS.

Rev	Date	Description of revision	Design'd	C'kd
C	04/04/11	THIRD ISSUE	CK	RES
B	12/11/09	SECOND ISSUE	AC	AD
A	10/03/08	FIRST ISSUE	HCHS	NGAY

NetworkRail
KINGS PLACE
90, York Way
London. N1 9AG
Tel: 0203–3569–596

Approved				
	Name	Position	Signature	Date

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

© COPYRIGHT NETWORK RAIL 2011

MISCELLANEOUS & ANCILLARY STRUCTURES

TYPICAL MODULAR BUILDING (REB) FOUNDATION DETAIL

Scale	AS SHOWN	
Drawing Number	NR/CIV/SD/620	C

Document Sharing Hub
Documents
Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/27/2016 20:53:52 MDT