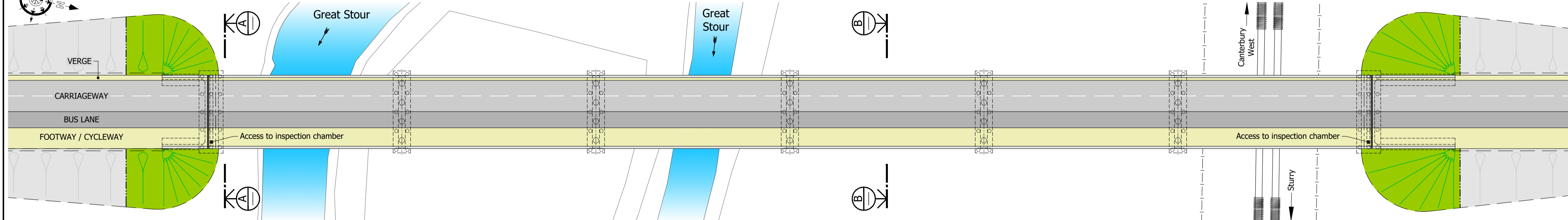
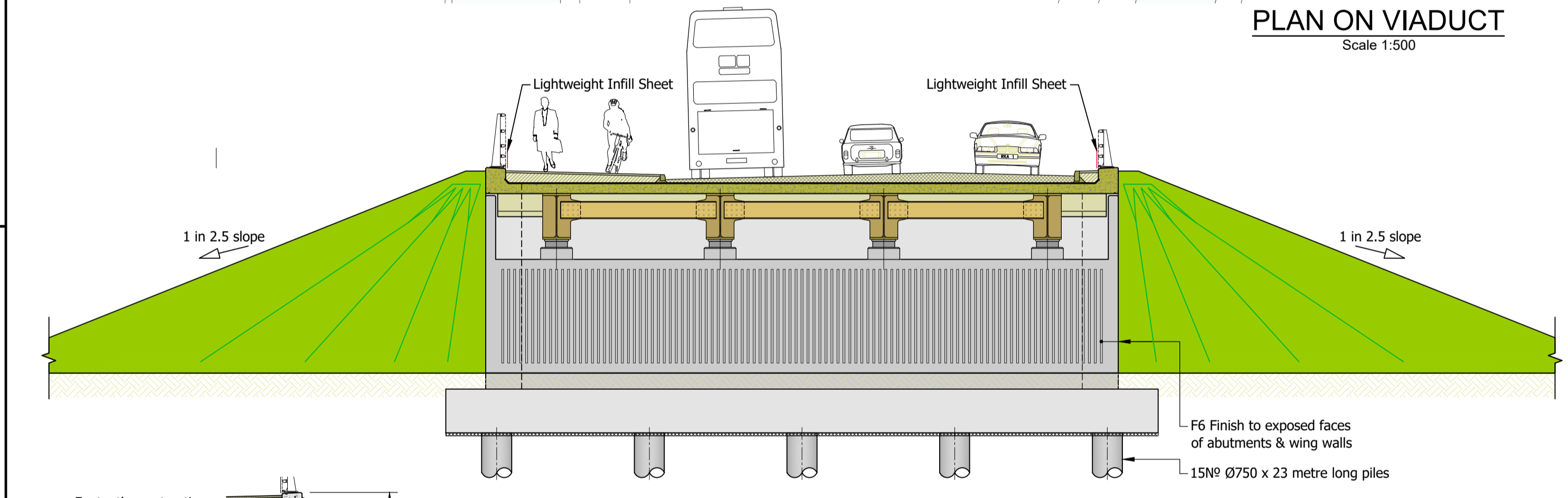


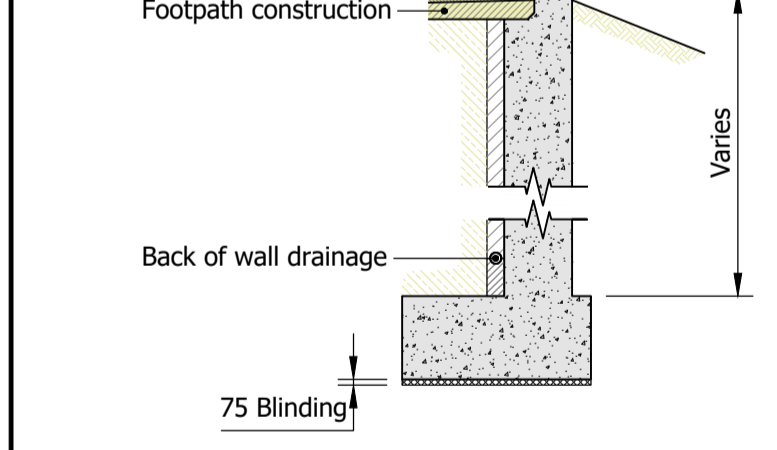
ELEVATION LOOKING WEST
Scale 1:500



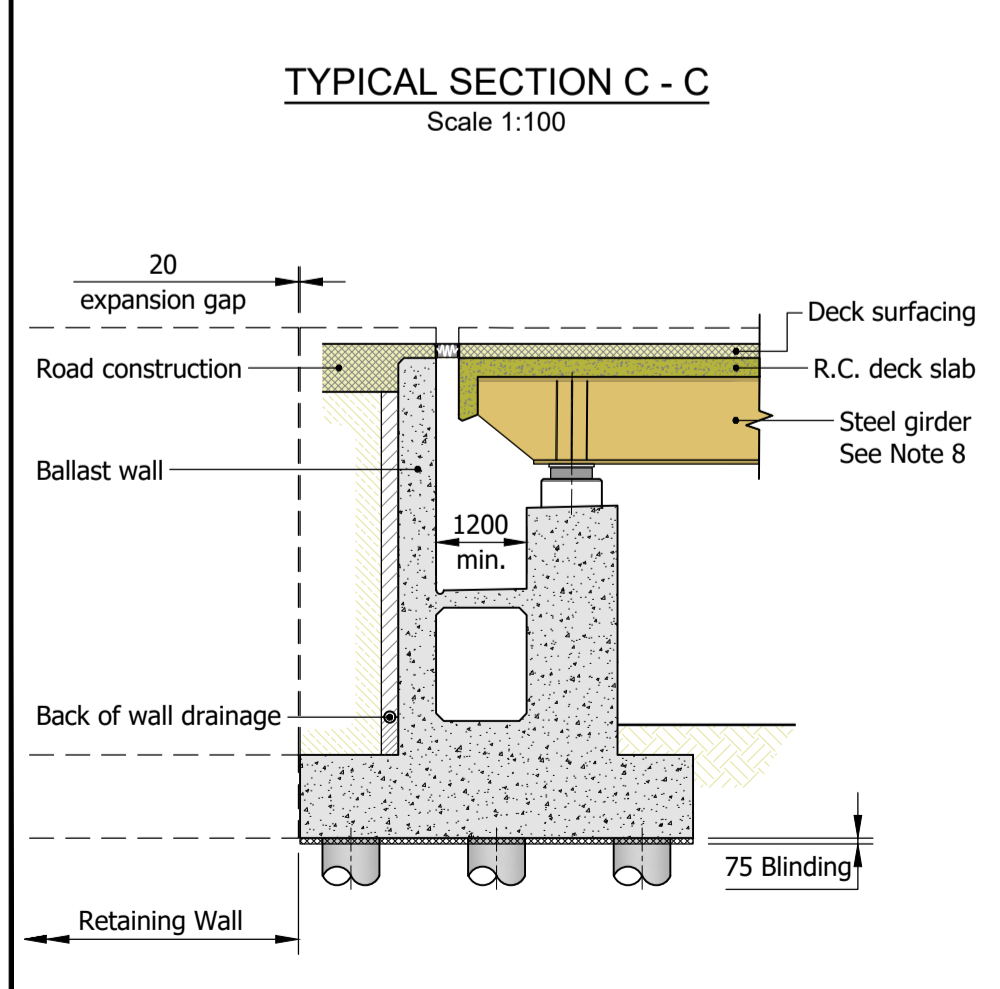
PLAN ON VIADUCT
Scale 1:500



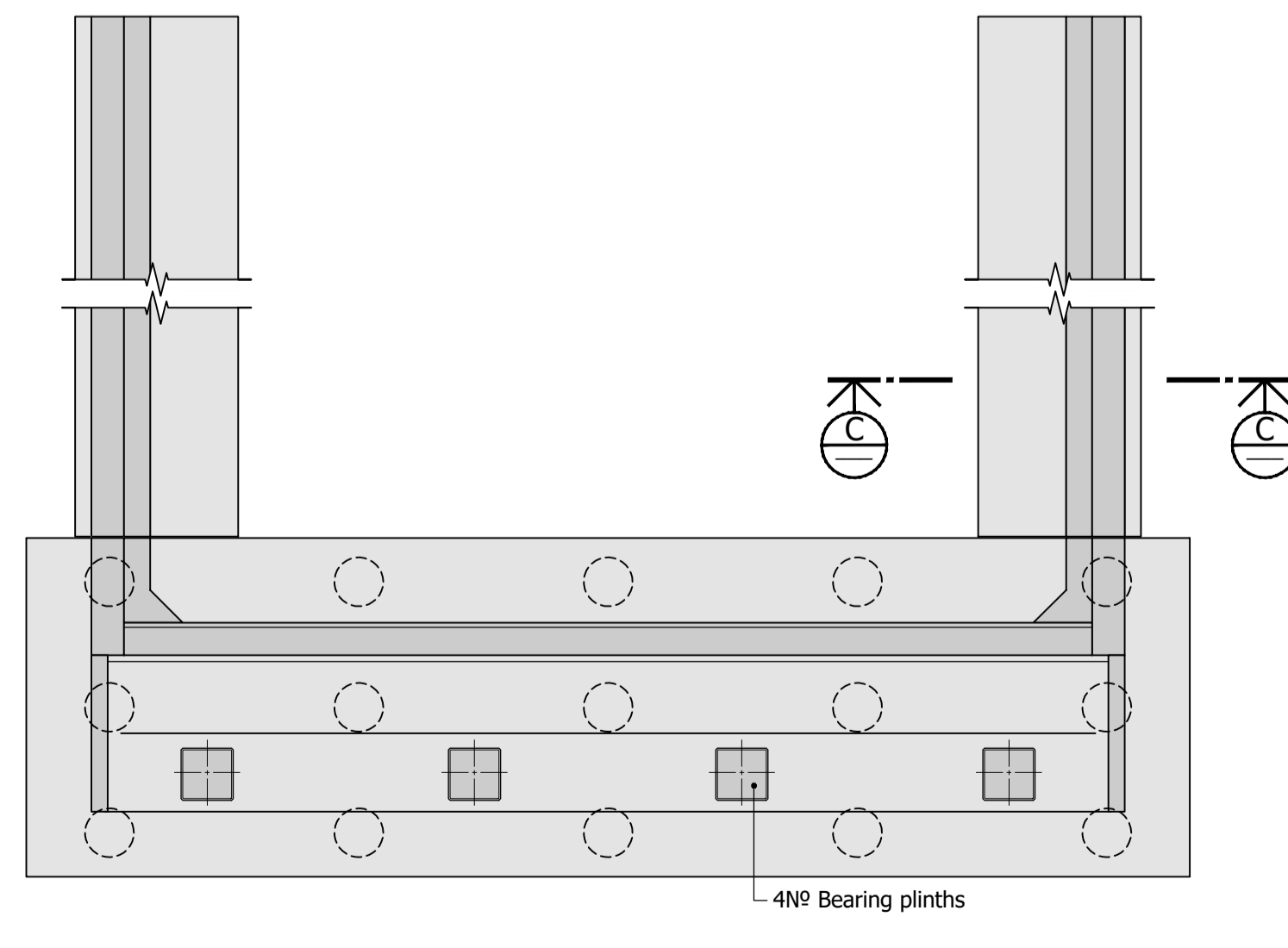
SECTIONAL ELEVATION A - A
SOUTH ABUTMENT
Scale 1:100



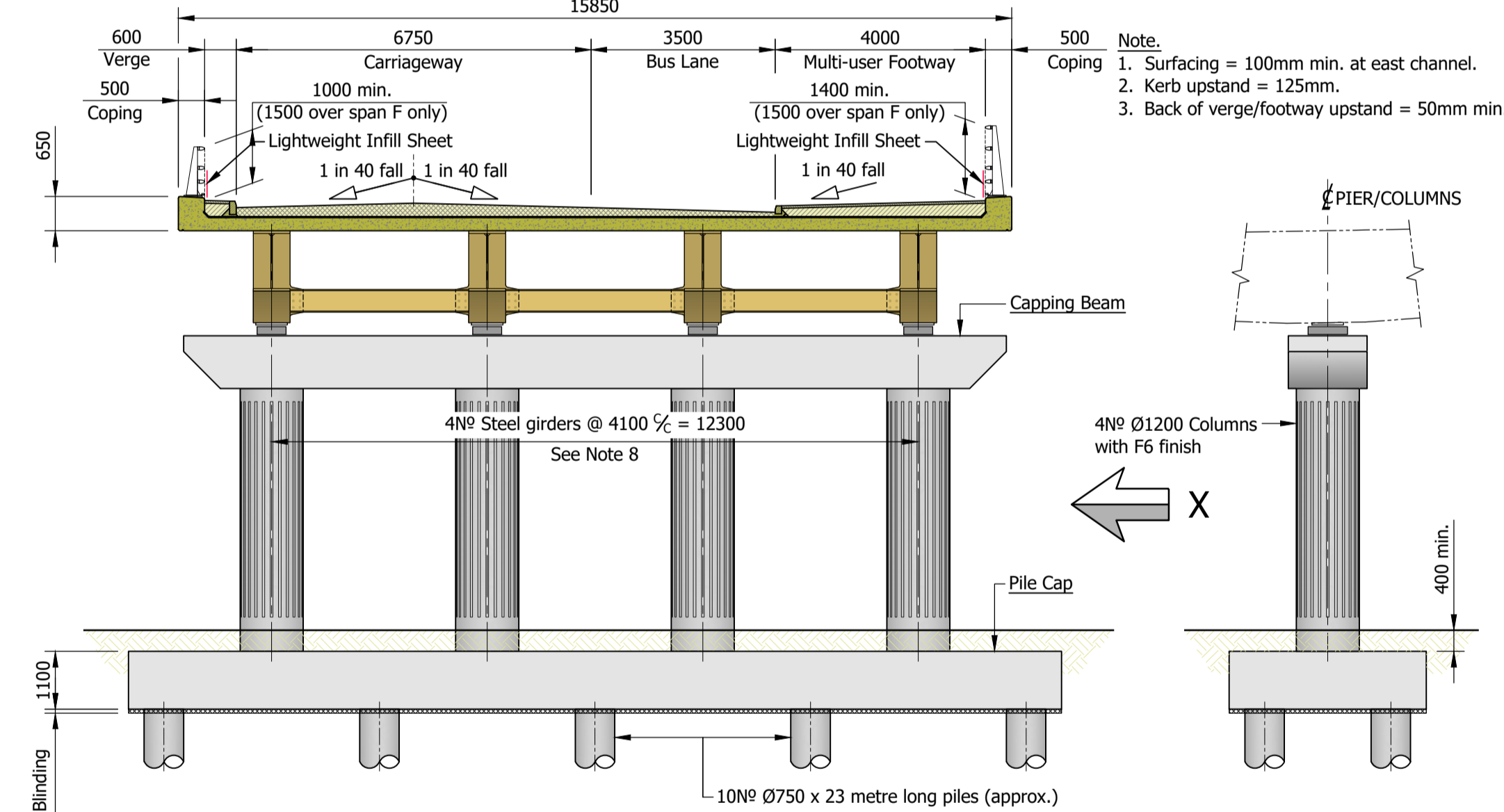
TYPICAL SECTION C - C
Scale 1:100



TYPICAL SECTION THROUGH SOUTH ABUTMENT
Scale 1:100

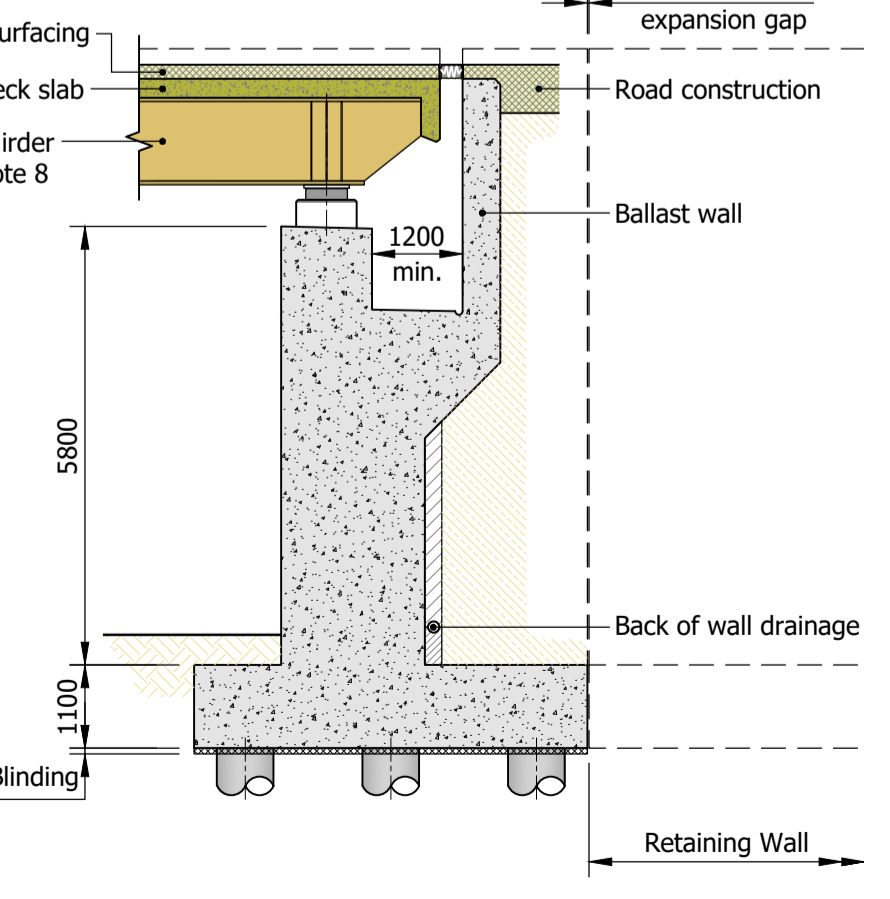


PLAN ON ABUTMENT & RETAINING WALLS
Scale 1:100

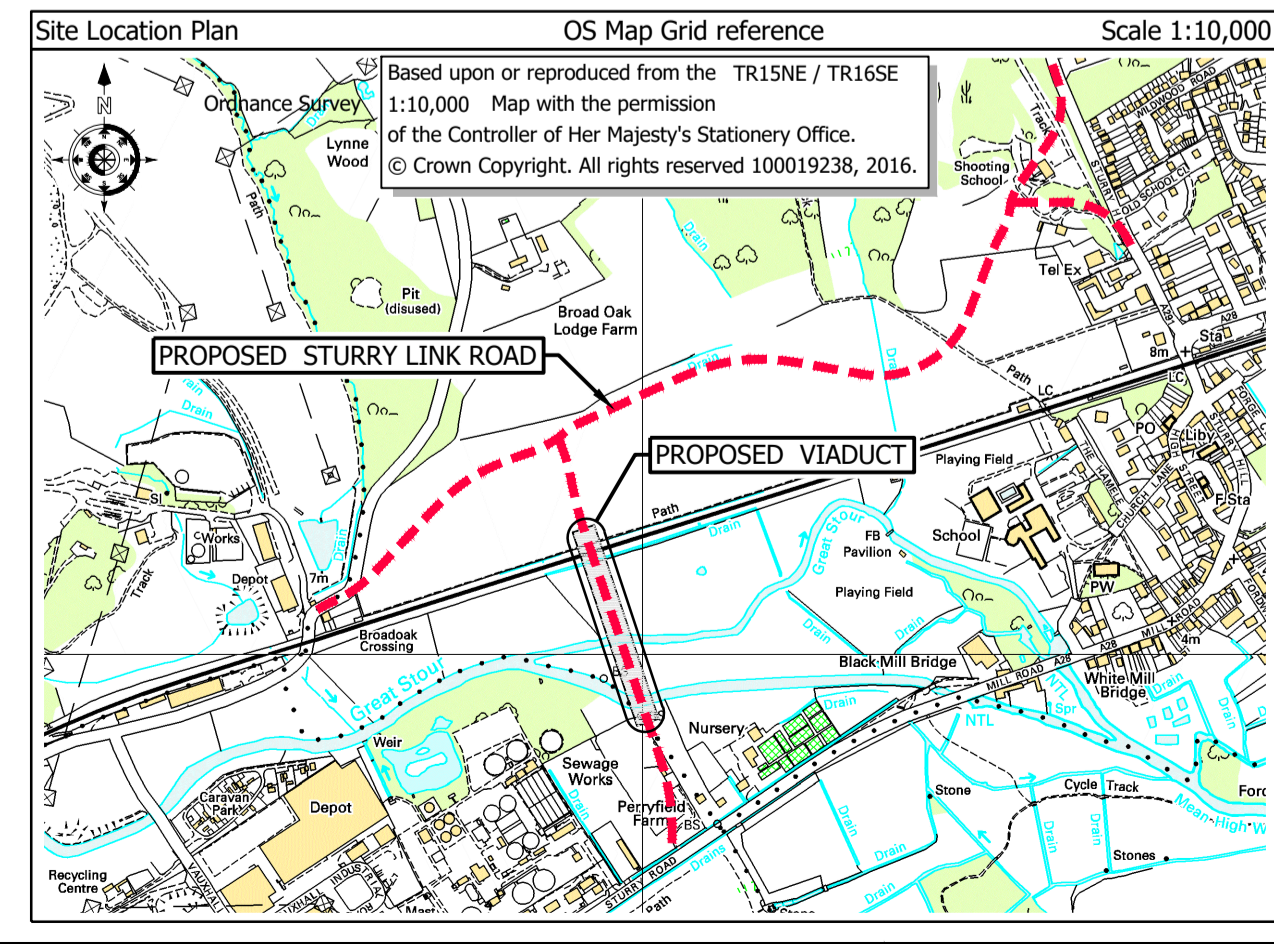


SECTIONAL ELEVATION B - B
Scale 1:100

VIEW X
Scale 1:100

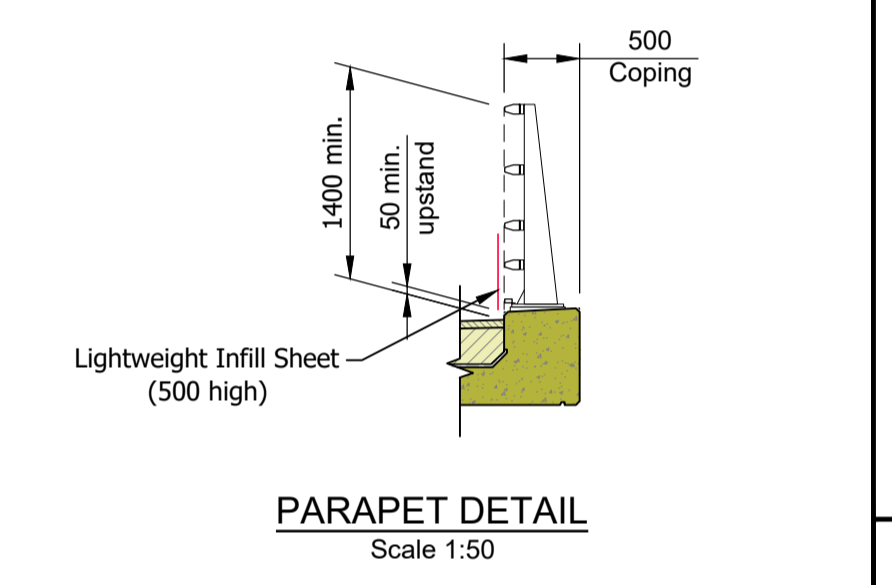


TYPICAL SECTION THROUGH NORTH ABUTMENT
Scale 1:100



RESIDUAL DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and Arney Process PLC-H&S-201 - Hazard Management for Designers.)
1. Please enter project specific hazards here.

- NOTES**
- This drawing is for illustrative purposes only. Not for construction. For specific Client requirements relating to this structure, refer to Scheme Details 6.1 - Scope of Works (Client requirements).
 - All measurements are in millimetres unless otherwise stated.
 - All levels are in metres A.S.D. (Above Site Datum).
 - Do not scale from this drawing. Use written dimensions only.
 - The scheme design of the foundations is based upon our interpretation of geotechnical data obtained from "A28 Sturry Bypass, Geotechnical Site Investigation, Factual Report Volume II, September 1996" which is considered to be reasonably representative. Final design to be subject to full and relevant site investigation.
 - Constraints to be complied with:
 - No pier/column to be within 8.0m of top of river bank
 - No pier/column permitted within the river channel
 - No construction to be within 4.0m of Network Rail boundary
 - Live load clearance over watercourses to be 2.65m
 - Live load clearance over rail tracks to be 5.1m
 - The structure is to be aesthetically pleasing and sympathetic to the existing landscape. There is no requirement to provide dedicated wildlife crossings over or through the structure.
 - The environmental impact of required maintenance work during the design life is to be minimized. The benefits of using weathering steel shall be considered.
 - Structure supports to be kept open, and light penetration beneath bridge decks to be maximized to encourage the continued growth of flora and fauna after completion. The footprint of supports within the flood-plain to be minimized to reduce mitigation requirements.
 - Highway Loading in accordance with Eurocode 1: Actions on Structures - BS EN 1991-2:2003. Allowance made for Special Vehicle SV100.
 - Parapets on railway span to be 1.5m high with solid infill.
 - Preliminary sub soil classification (see note 5.) considered to be as follows:
 - Design Sulphate Class DS-1.
 - Aggressive Chemical Environment for Concrete - ACEC Class AC-1s in accordance with BRE Special Digest 1 (BRE 2005).
 These criteria to be refined for final design.
 - See Annex 2/1 of Scope of Works - clause. 2.0



PARAPET DETAIL
Scale 1:50

Rev	Revision details	Chkd	Appd	Date
P3	Dimensions removed from Sectional Elevations; label added to Section Looking West.	JR	RJHF	08/06/21
P2	Vertical clearance, height and other general dimensions added.	JR	RJHF	28/05/21

Drawn:	RKA	Preliminary	✓
Design:	DT	For Comment	
Chkd:	DT	For Tender	
Appd:	PJ	For Construction	
Date:	31/01/2020	As Constructed	
		Other	



Client
A28 STURRY LINK ROAD

Project Name
**GENERAL ARRANGEMENT
4Nº GIRDER COMPOSITE VIADUCT
ILLUSTRATIVE DESIGN**

Original Drawing Size : A1	Dimensions : Millimetres
Scale : As Shown	Copyright © Amey
Drawing No 4300392/1700/ID/01	Rev P3