



All over-planting is to be carried out from the topside.

- Excavate verge and fill from above the defective area. Remove a sample of existing waterproofing and test for asbestos. If waterproofing is an ACM, arrange for removal in area of defective buckle plate. Once safely removed or confirmed not to be an ACM, move onto item 2
- Remove corroded section and clean back repair area to sound metal
- Cut to shape and fix 12mm thick plate to defective buckle plate repair area using Loctite epoxy adhesive
- Fill any voids with Loctite metal-filled compound paste. The compound should be skimmed to be flush with the existing plate.
- Once sealed, coat in a zinc rich paint.

No plant or equipment exceeding the assessed 3 tonne GVW capacity of the structure is to traverse the bridge deck.

FOR CONSTRUCTION

Notes

- This drawing is not to be used in whole or part other than for the intended purpose and project, as defined on this drawing. Refer to the Contract for the full terms and conditions.
- All dimensions are in millimetres and levels in metres unless otherwise stated. Dimensions are based on site measurements taken during a site investigation and historical information provided by HRE. Buckle plate thickness was confirmed throughout the soffit at locations where plates are subject to various states of corrosion using a UT gauge.
- Locations and extent of services are indicative only and not exhaustive. Contractor to confirm exact location, nature and owner of any services within the area affected by the permanent or temporary works.
- Reproduction from the Ordnance Survey map with the permission of the controller of His Majesty's Stationery Office Crown Copyright and Database Rights 2022 Ordnance Survey licence no. AC0000849896.
- The defects shown are based on an inspection survey undertaken by Jacobs on 28/11/2022 and a detailed examination report provided by HRE. Additional defects are likely to be identified following grit blasting works. It is recommended that an additional defect survey is carried out with the Contractor in advance of the works commencing to identify any further deterioration of existing defects and confirm the repair requirements. A tactile inspection of defective areas should be undertaken at the commencement of the works on site. The Contractor remains responsible for establishing the exact dimensions and materials of the members to be replaced.
- To ensure repairs can be completed to appropriate quality levels and to prevent any contamination from the existing paint system, the areas of the works proposed to be painted and grit blasted should be scaffolded and fully encapsulated.
- Spalled areas: All spalled stonework is to be dressed back prior to a joint inspection to agree the appropriate repair. Typical repair methods include:
 - 'Plastic' repair for areas up to 0.5m² and 100mm deep (subject to agreement with the supervisor)
 - Cut out and replace stone for areas and/or depths larger than the above
- Mortar loss, fractures and open joints: All joints with mortar loss / cracks are to be raked out and re-mortared. Refer to Appendix SC1 Specification for Works - Appendix O/1 for mortar specification.
- Heavily corroded steel to be cut out and replaced with new S355 steel. Replacement steel to be welded to the existing elements by a 6mm thick butt or fillet weld connection.
 - Holed metallic elements are to be over-plated with new S355 steel. Corroded material surrounding the hole should be cut out prior to repairing.
 - Heavily corroded rivets to be removed and replaced with dome headed HSFG bolts with the same diameter and similar appearance to the original.
- Metallic classification undertaken as part of a 2004 site investigation confirmed that the footbridge is constructed from weldable mild steel. A unit weight of 7850kg/m³ is assumed for structural steel as per the Specification for Highway Works.
- Testing of paint samples confirmed that the existing paint system contains lead. All works are to be undertaken in accordance with Control of Lead at Work Regulations 2002.
- All replaced steel will be painted to match the existing colour identified by testing paint samples during the site investigation (RAL 7024 - 'Graphite Grey'). The appearance of the structure will therefore remain unchanged following the works. All existing metallic elements of the structure will be grit blasted to remove corrosion and a new paint system will be applied. A Type I (M) paint system as per the Specification for Highway Works, Series 5000 is required.

Key		HEALTH, SAFETY AND ENVIRONMENTAL BOX
		In addition to the hazards/risk normally associated with the types of work detailed on this drawing, note the following:
Hazard Log Ref.	DESCRIPTION OF HAZARD	
1	Poor condition of the structure. Hidden defects resulting in local failure of elements.	
2	Existing metallic paint system contains lead.	
3	Overhead services	
5	Understrength structure.	
CONSTRUCTION RISKS		
In addition to the hazards/risk normally associated with the types of work detailed on this drawing, take note of the above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement. Details of the design mitigation measures and residual risks are contained within the HERRR.		

Rev	Rev. Date	Purpose of revision	Orig	Check'd	Rev'd	Apprv'd
04	31/07/2023	For Construction				
03	31/07/2023	Revised Form B				
02	31/05/2023	Form B				
01	24/02/2023	Form A				

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Client	Historical Railways Estate on behalf of the DfT
Project	HRE Works Framework
Drawing title	STRUCTURE AGB/3 STRUCTURAL REPAIRS PROPOSED GENERAL ARRANGEMENT
Drawing status	FOR CONSTRUCTION Suitability
Scale	AS NOTED @ A1 DO NOT SCALE
Jacobs No.	B38380DE Rev
Client No.	AGB/3 04
Drawing number	B38380DE-FK-0002
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