

Notes:

- Unless shown otherwise or indicated in the Specification, whichever is the more onerous, dimensional tolerance is to be in accordance with Tables 1 and 2 of BS 5606.
- All dimensions are in millimetres (mm) unless noted otherwise.
- Mortar to be M6 mortar designation (ii) in accordance with Table NA.1 of BS EN 998-2:2016. Mortar colour and spec to be agreed with CRT.
- This drawing is to be read in conjunction with the Specification and any Specialist drawings.
- Refer also to:
Drawing numbers: 55-20030-0050 to 0053 & 0055.

IF IN DOUBT ASK

Safety, Health and Environment Information.

Notes below are additional to hazard/risks normally associated with this type of work:

Construction

- Ci. A piling platform will be required for the installation of the piles. The platform will need to cross the canal to enable the installation of the piles on the far side from the access.
- Cii. The arch design is subject to input from the pre-caster and the arrangement may change subject to lifting requirements.

Operations

- Oi. The bridge parapets are a like for like replacement for the parapets on the original structure and therefore are not designed to highways specification for impact. The parapet will have similar capacity as the ones they replace. Additionally a speed limit of 15mph over the bridge is to be in place and signed.

Maintenance

- Mi.
Dismantling/Demolition (future)
Di.

These notes are based on the use of experienced and competent contractors carrying out the work using an approved safe method of working. The Temporary Works Coordinator (or other suitably competent person) is responsible for the implementation of these works on site and notifying the designer of any changes.

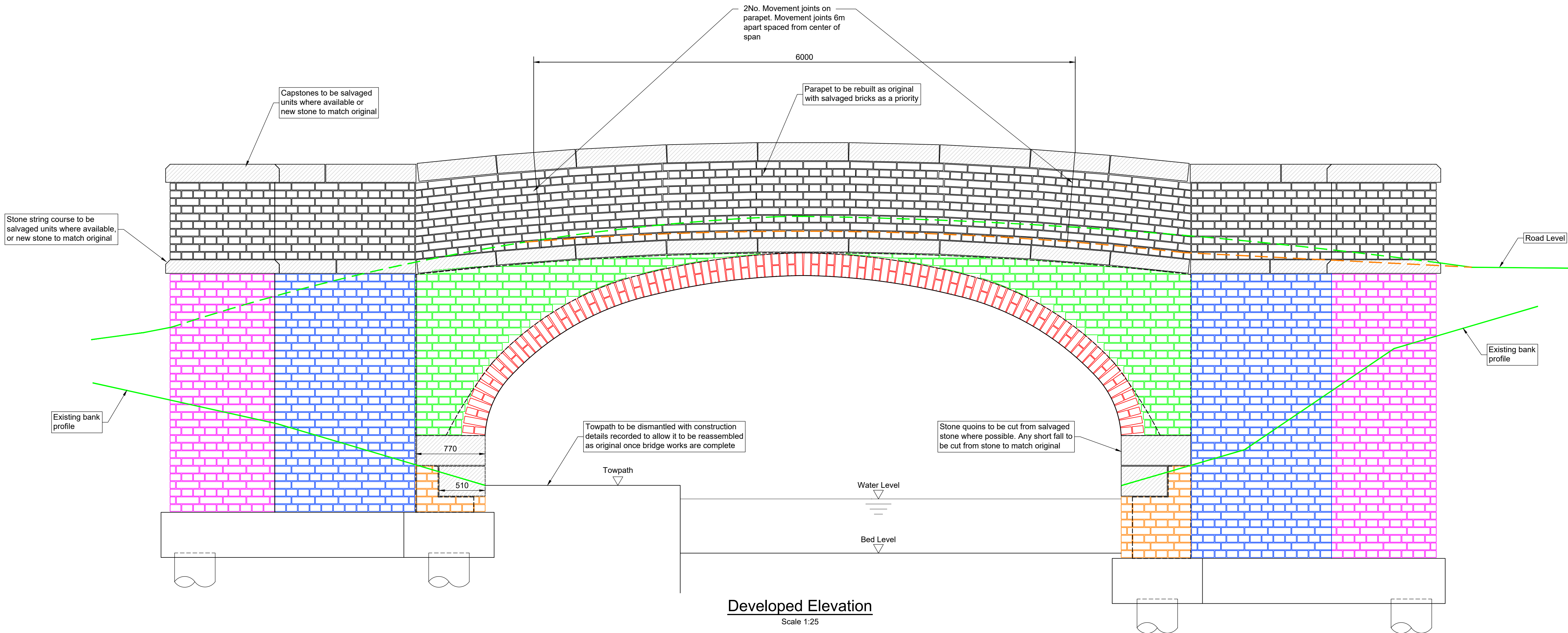
T01	18.05.22	First issue	MB	RB	MG
Issue	Date	Description	Drawn	Des.	Chkd.
Issue codes:-					
F	Feasibility	T	Tender	P	Preliminary
C	Construction	AB	As built		

Drawing status FOR LISTED BUILDING CONSENT



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Client	CANAL & RIVER TRUST
Contract	BRIDGE 37 HAZLEHURST
Title	BRICK DETAILS
Scale (A1)	1:25
Drawing No.	55-20030-DR-0054
Issue	T 01



Mortar to be cementitious coloured to match existing lime mortar.
The priority is to rebuild the parapet as shown on this drawing with salvaged bricks using similar construction techniques as the original bridge. This will be confirmed once the total number of salvaged bricks has been determined. The remainder of the bridge will be constructed out of reinforced concrete with shelves detailed to allow cladding in whole bricks for stretchers and half bricks for headers. The brick numbers determined only allow for whole or half bricks, with any part brick assumed to be cut from a whole brick or half dependent on the minimum size it can be cut from. No allowance has been made for wastage in numbers provided. Arch barrel to be clad with 25mm thick slips stuck to reinforced concrete barrel prior to erection.

Key:

- Parapet bricks
- Pilaster bricks
- Wing wall bricks
- Spandrel bricks
- Arch bricks
- Abutment bricks

Brick Slip Quantities				
Area	No. off whole bricks	No. off half bricks	Total whole bricks	Total half bricks
Parapet	1428 per side	419 per side	2856	838
Pilaster (towpath side)	60 per side	174 per side	264	762
Pilaster (canal side)	72 per side	207 per side		
Wing wall (towpath side)	90 per side	205 per side	396	898
Wing wall (canal side)	108 per side	244 per side		
Spandrel	115 per side	231 per side	230	462
Arch Slips	50 per side	100 per side	100	200
Abutment (towpath side)	74	163	74	163
Abutment (canal side)	134	286	134	286
			4055	3609

