

Roads Service Policy & Procedure Guide: RSPPG_E001

Title: Policy on Public Road/Rail Bridges

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Classification

Procedure Category : Engineering
Business Category : Structures
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Business Activity : Design and Maintenance

Notes

This is an authorised electronic copy of RSPPG_E001 signed by Mr V Crawford on 23rd December 1999.

Certification

This document complies with Roads Service Policy and is to be implemented with effect from the date of issue.

(Signed) V Crawford Director of Engineering

Certification Date: 23rd December 1999

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1 Introduction

1.1 Purpose

This Roads Service Policy & Procedure Guide (RSPPG):-

- a) Is aimed at all staff involved in the design, maintenance and funding of public road/rail structures in Northern Ireland.

1.2 Definitions

1.2.1 NIR – Northern Ireland Railways Company Limited.

1.2.2 NIRS – Roads Service.

1.3 Background

1.3.1 This RSPPG restates the Joint Policy on Public Road/Rail Bridges issued in November 1994.

1.3.2 The original document agreed the following general joint policy on design, maintenance and funding of bridge works for public road/rail bridges in Northern Ireland and was adopted by both DRD (NI) Roads Service (NIRS) and Northern Ireland Railways Co Limited (NIR) on 3rd November 1994.

1.4 Implementation

1.4.1 This RSPPG is to be implemented with effect from: 20th December 1999.

1.5 Costs and Benefits

1.5.1 As this RSPPG is to replace an existing Roads Service Policy, the costs and benefits are not relevant at this time.

2 Roads Service Policy & Procedure

2.1 New Works

2.1.1 Road over Rail

2.1.1.1 The bridge will be designed to the standards of span and height/clearance required by NIR and to the loading standards and width required by NIRS. After construction the structure will be inspected and maintained by NIRS.

2.1.2 Road under Rail

2.1.2.1 The bridge will be designed to the loading standards and width required by NIR and to the standards of span and height/clearance required by NIRS. After construction the structure will be inspected and maintained by NIR (safety fencing, lighting, etc. at road level, even if attached, is not deemed part of the structure).

2.2 Total Replacement of Existing Structures

2.2.1 The policy in 2.1.1.1 and 2.1.2.1 and above will apply as far as possible in the case of replacement structures. The cost of any betterment in providing increased clearance, height or width, etc should be evaluated at design stage and met by the authority setting that standard, prior to construction.

2.2.2 The difficulty in replacing road under rail bridges which have very sub-standard headroom to full headroom standard is recognised and simultaneous road lowering may need to be considered. This apportionment of costs between authorities in such an operation should be formally agreed prior to construction bearing in mind the increased safety of both road and rail user and the removal of the height restriction from the road.

2.3 Re-decking

2.3.1 Road over Rail

2.3.1.1 The deck will be designed to the loading standards and width required by NIRS (span being assumed as fixed by support positions). When increased height/clearance is required by NIR it will be provided if possible to do so but any costs involved shall be met by NIR.

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2.3.2 Road under Rail

2.3.2.1 The deck will be designed to the loading standards and width requirements of NIR (span being assumed as fixed by support positions). When increased height is required by NIRS it will be provided if possible to do so but any costs involved shall be met by NIRS.

2.4 Strengthening Work and Maintenance

2.4.1 Works shall be carried out in such a way as to avoid alteration to required clearance except where formally agreed.

2.4.2 When the cost of proposed strengthening is considerable, agreement between the authorities on shared funding may result in a redecking or replacement solution.

2.5 Track/Road Maintenance Possessions

2.5.1 Possession of rail track or road for the purposes of work on rail bridges requires the formal agreement and the implementation of the necessary requirements of the respective authority.

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Document History

Version	Date	Author	Authorised by Document Control Panel Members	
			Name	Signature
1	20/12/99	J Irvine	R Wilson	

Overall Reasons For This Version

Version	Reasons
1	First issue of RSPPG

Revision Details

Version	Amendments