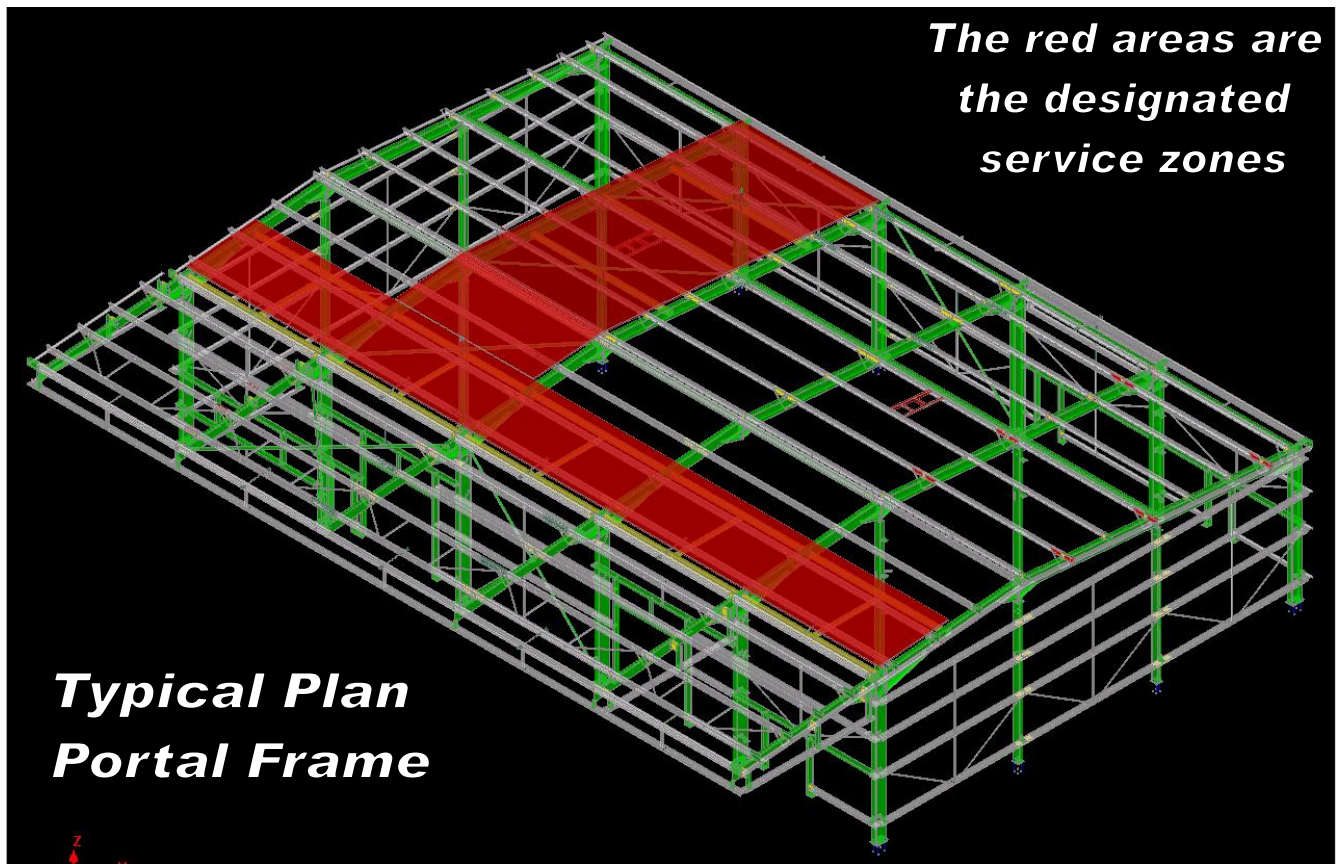


Designated Service Routes

Often when designing a structure the service loads can not be accurately established, especially if the internal layouts are still being developed. This usually leaves the structural engineer in a no win situation. Allow too much service loading allowance and the structure becomes uneconomical, allow too little and future strengthening or additional supports will prove costly, disruptive and embarrassing. This is where a designated service route proves a good compromise and can prevent expensive retro-fit sitework and delays to programme.



Key Points:-

1. Speak to the service engineers and client to establish the best location and size.
2. Agree service loadings with the client and service engineer.
3. Provide suitable intermediate supports at say 3m centres or closer.
4. Locate the runs close to beam ends or at the eaves for maximum capacity.
5. Use existing members such as eaves ties as service supports.
6. The cost of increasing some member sizes and providing a few service support beams is a small percentage of the structure cost.
7. Installing beams later can cost thousands and is time consuming on site.
8. Retro-Fit site installed beams involve increased risk to erectors and personnel.

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