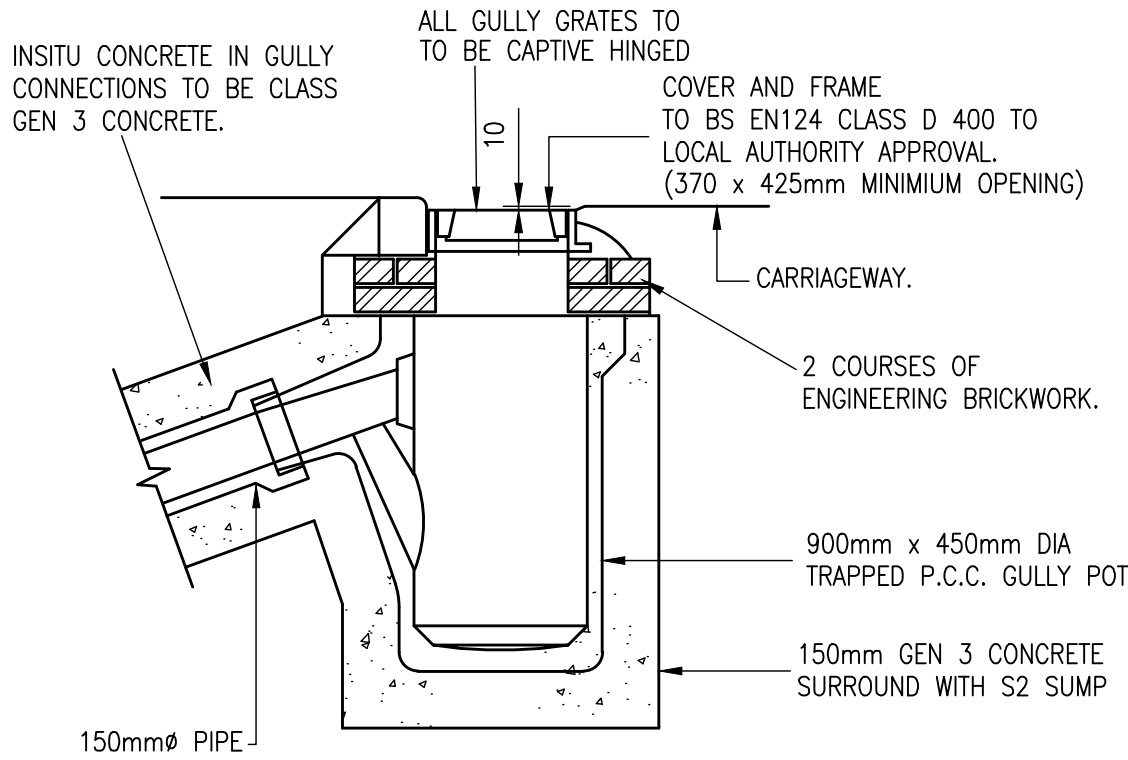




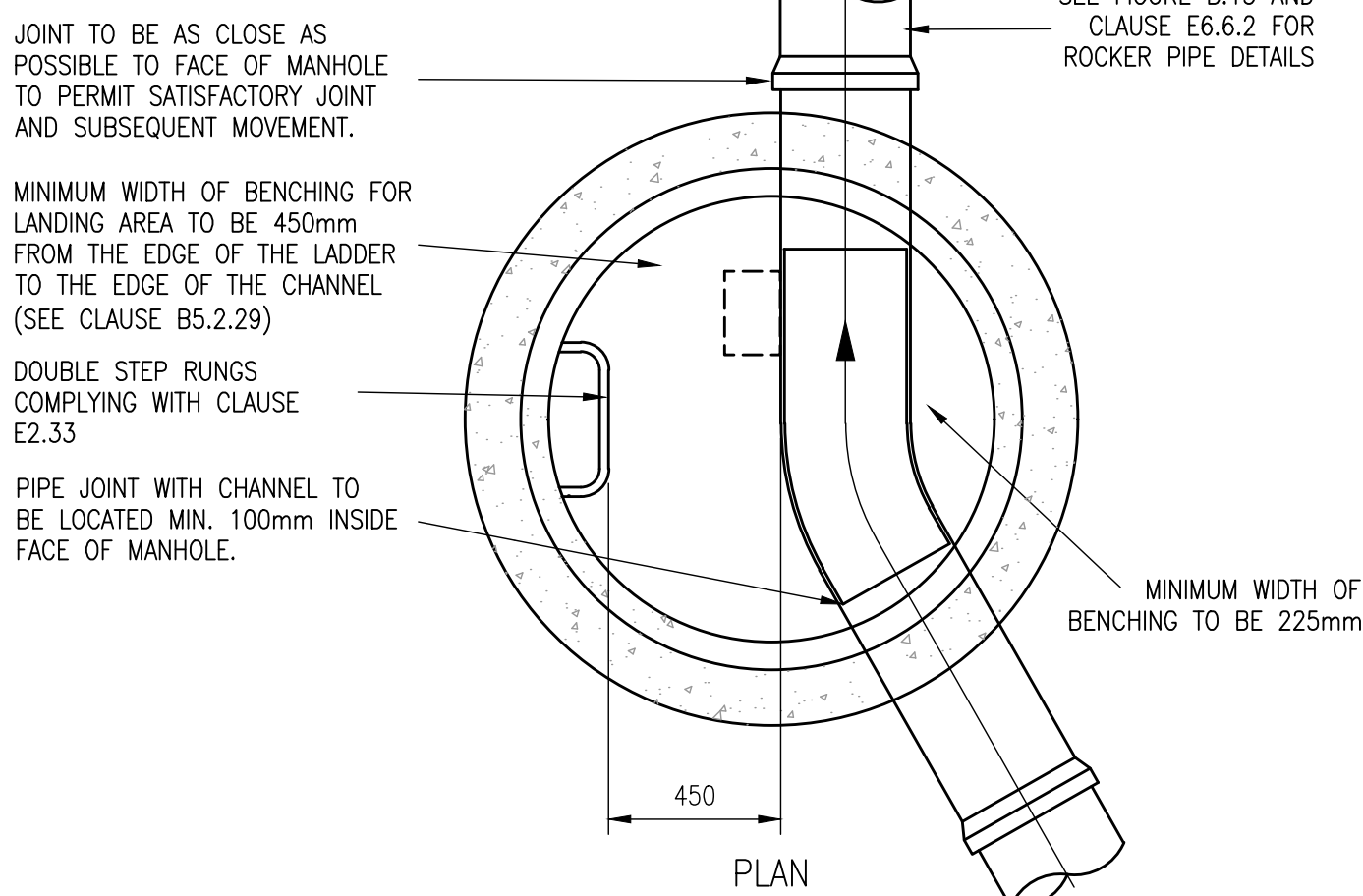
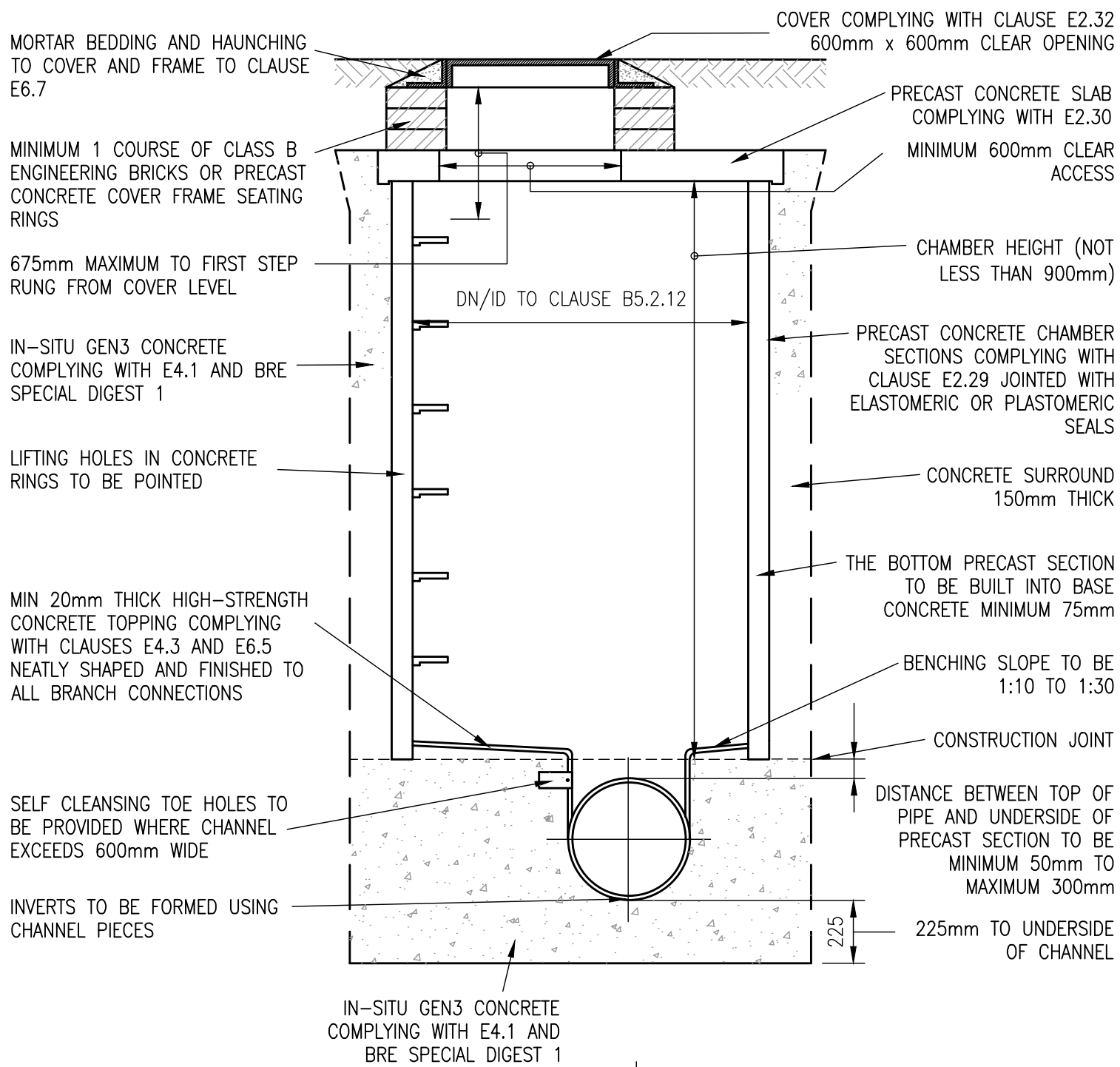
TYPICAL GULLY DETAIL
SCALE 1:20

MANHOLE CHAMBER SIZES	
DIAMETER LARGEST PIPE IN MANHOLE	CHAMBER SECTION DIAMETER REQUIRED
< 375	1200
375-700	1500
750-900	1800
GREATER THAN 900	PIPE DIAMETER + 900

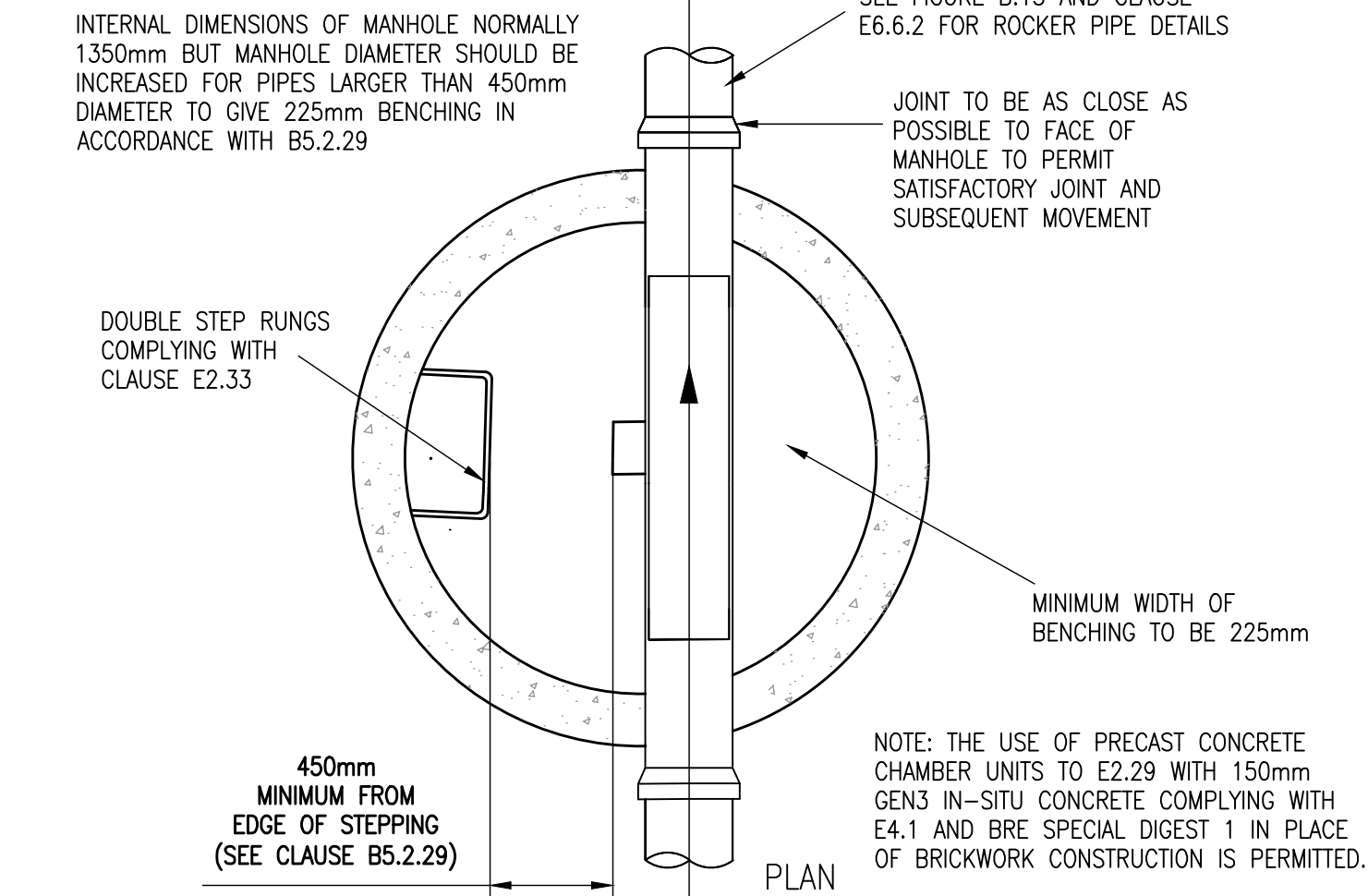
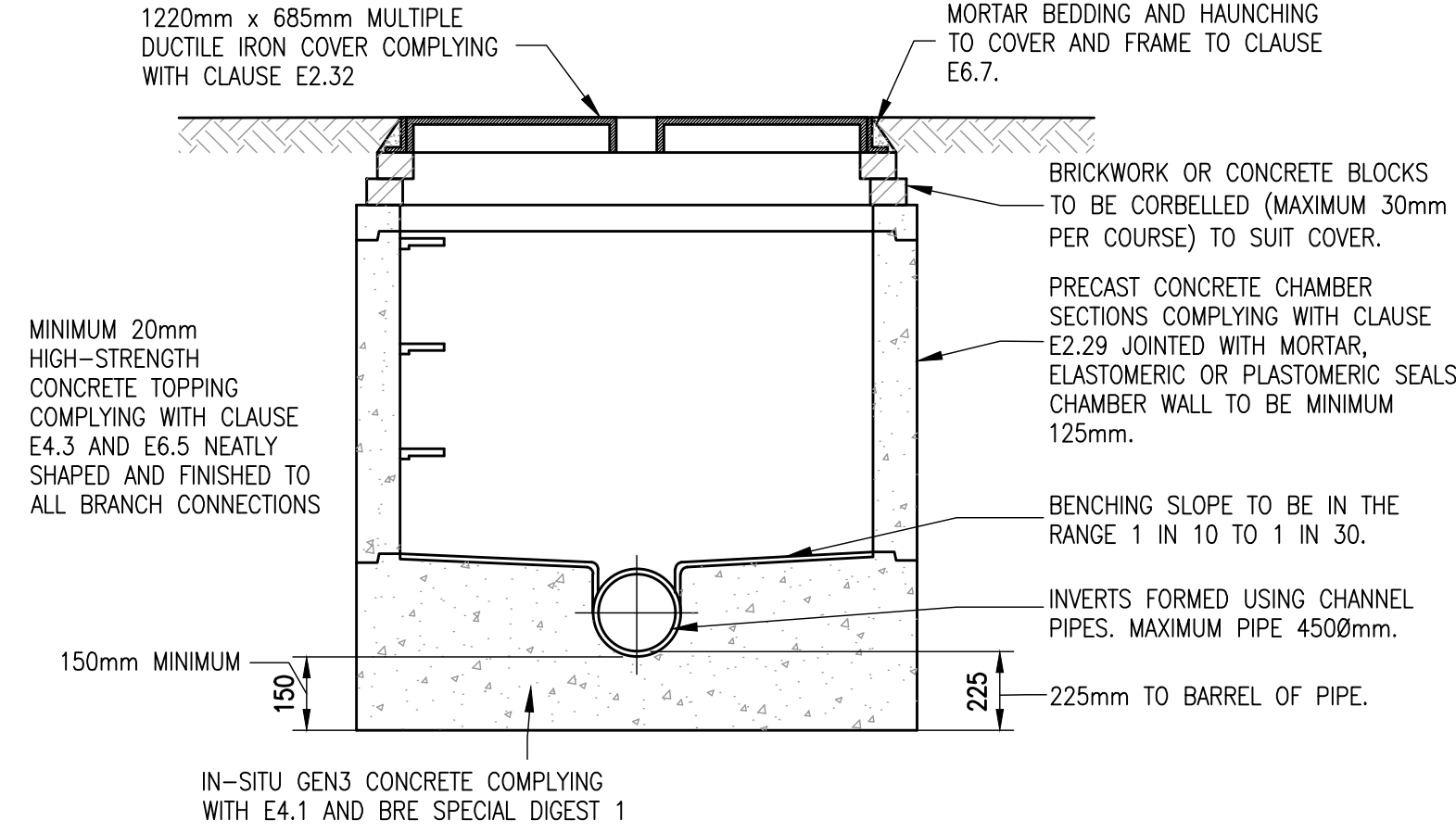
THE SIZES STATED ARE THE MINIMUM ACCEPTABLE, WHERE TWO OR MORE PIPES ENTER THE MANOLE THE CHAMBER SIZE MUST BE SUFFICIENT TO ACCOMMODATE THE REQUIRED BENCHING SHOWN.

NOTES:

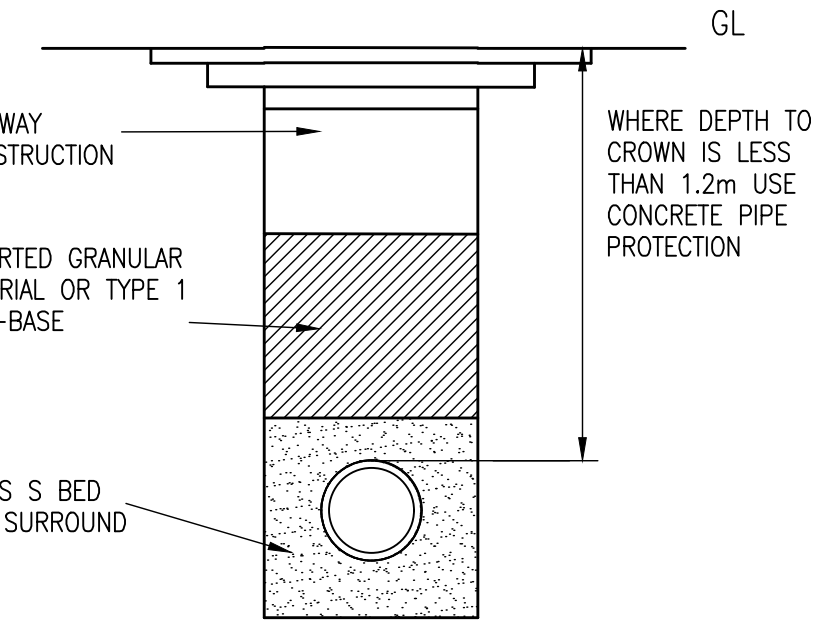
- ALL PIPES BUILT INTO MANHOLE INVERT SHALL BE INSTALLED TO SOFFITS LEVEL.
- DETAILS TAKEN FROM WATER UK SEWER SECTOR GUIDANCE APPENDIX C.



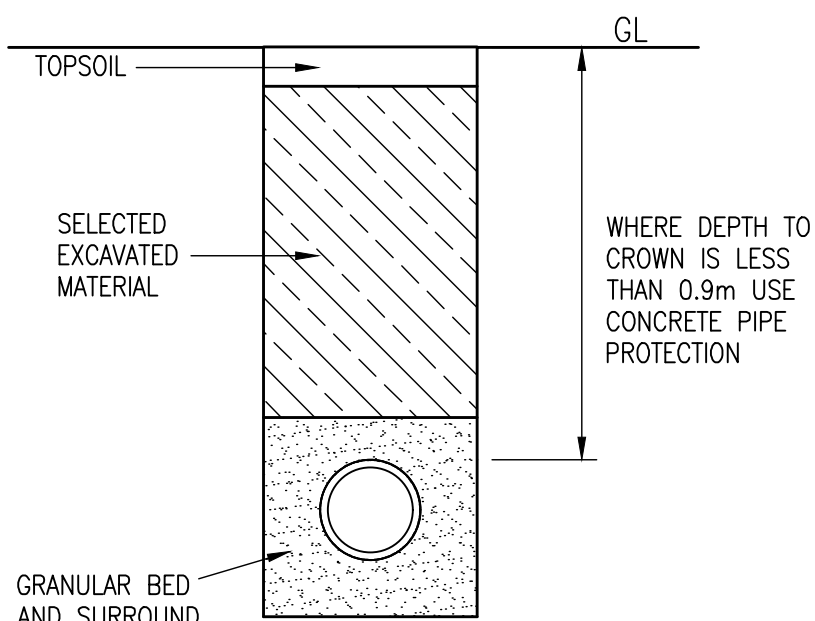
TYPICAL MANHOLE DETAIL - TYPE B
DEPTH FROM COVER LEVEL TO SOFFIT OF PIPE 1.5m TO 3m
ALTERNATIVE RIGID MATERIAL CONSTRUCTION WITH CONCRETE SURROUND
(DETAIL IN ACCORDANCE WITH FIGURE B10 OF SSG APPENDIX C)
SCALE 1:20



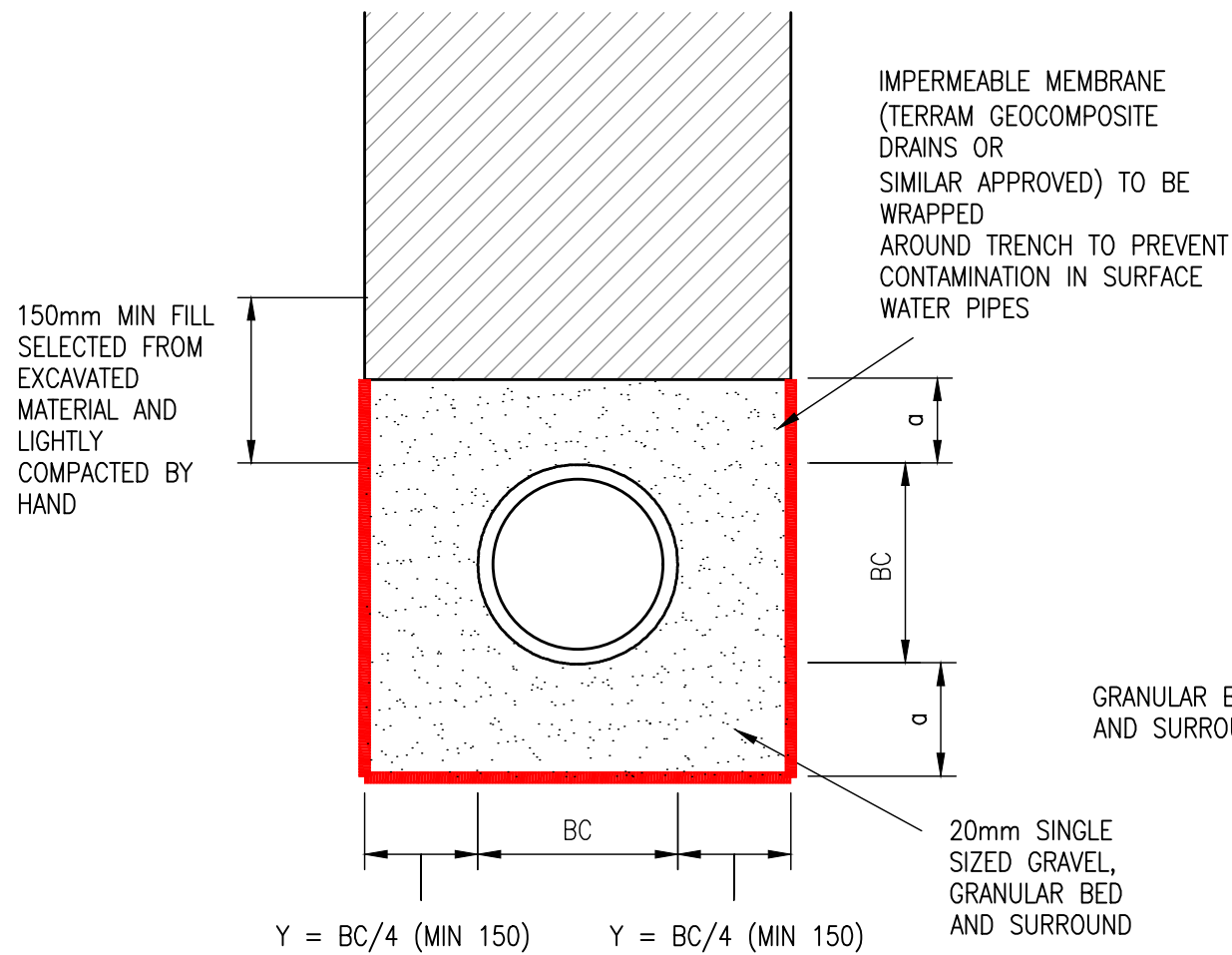
TYPICAL MANHOLE DETAIL - TYPE C
DEPTH FROM COVER LEVEL TO SOFFIT OF PIPE 1.00m TO 1.50m
ALTERNATIVE RIGID MATERIAL CONSTRUCTION WITH CONCRETE SURROUND
(DETAIL IN ACCORDANCE WITH FIGURE B15 OF SSG APPENDIX C)
SCALE 1:20



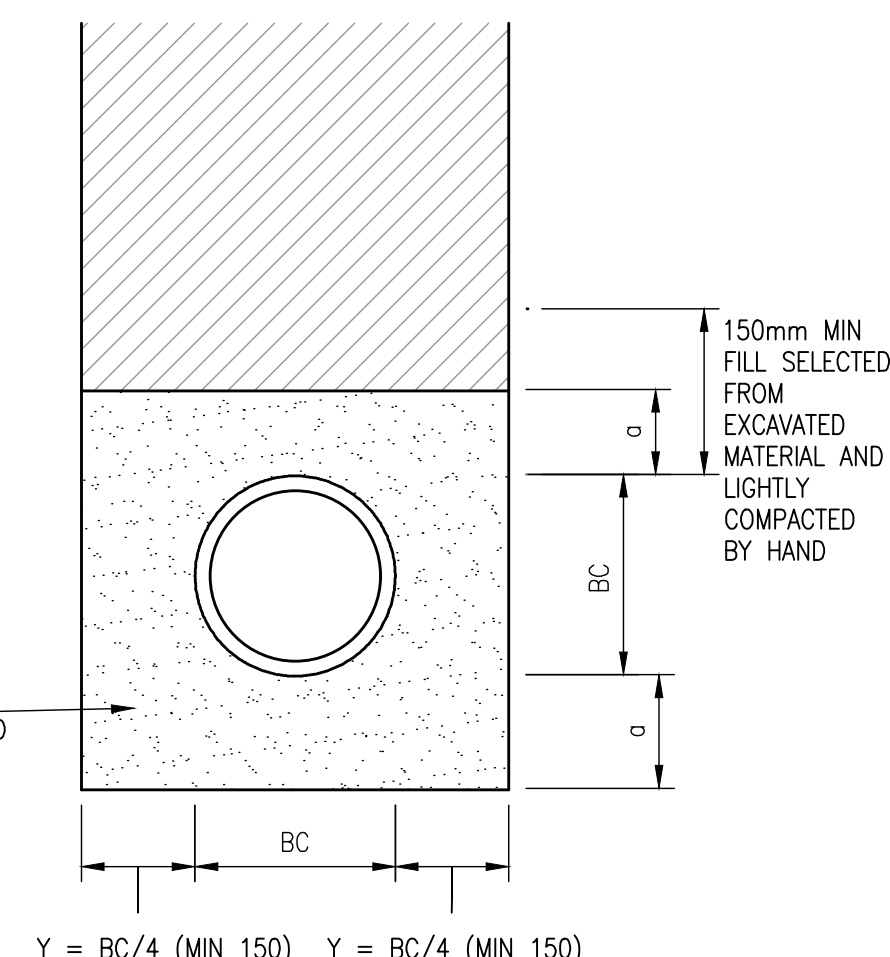
TRENCH IN HIGHWAY/CARRIAGEWAY
NTS



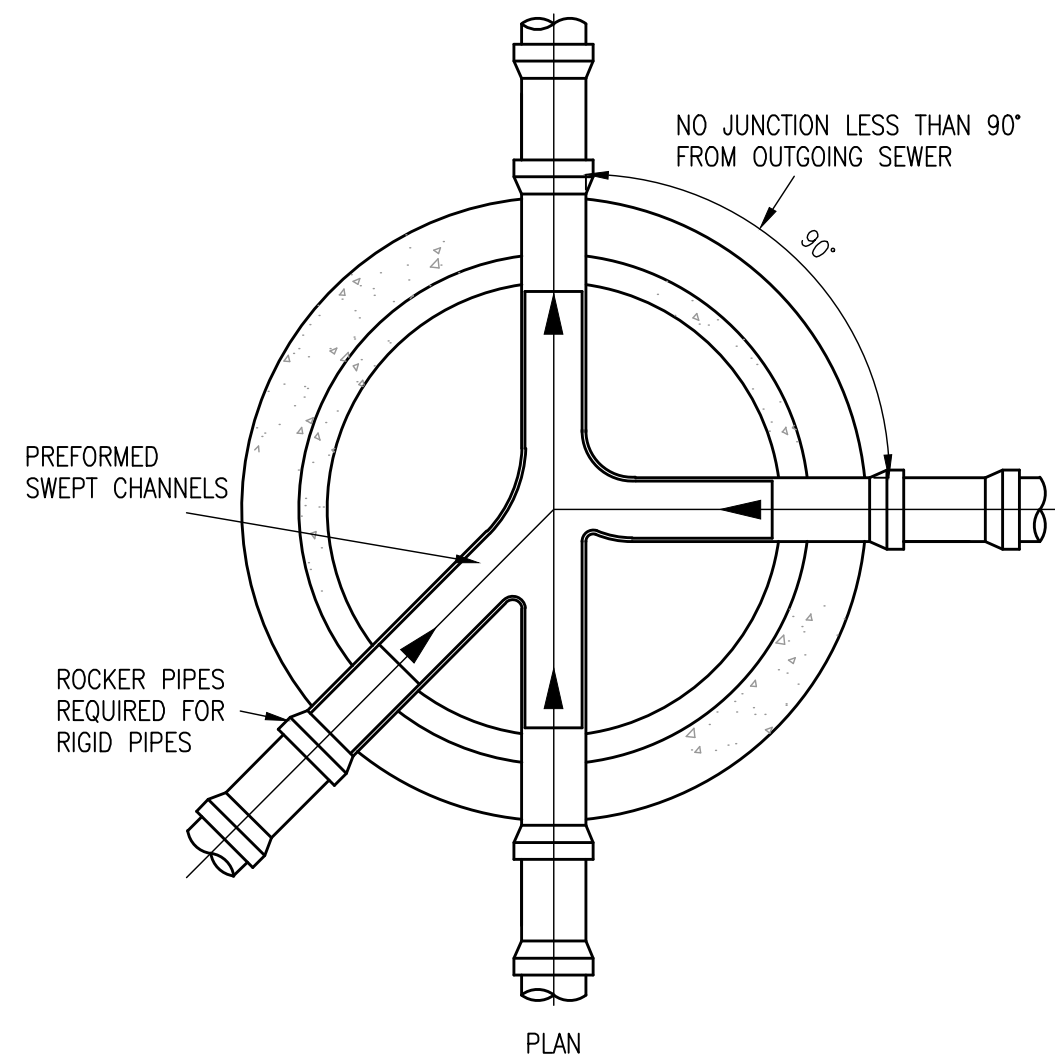
TRENCH IN OPEN SPACE/PRIVATE LAND
NTS



GRANULAR BED AND SURROUND (CLASS S)
FOR FOUL PIPES LAID ABOVE SURFACE WATER PIPES
NTS



GRANULAR BED AND SURROUND (CLASS S)
NTS



RIGID PIPES BUILT INTO MANHOLE SHOULD HAVE A FLEXIBLE JOINT AS CLOSE AS FEASIBLE TO THE EXTERNAL FACE OF THE STRUCTURE AND THE LENGTH OF THE NEXT ROCKER PIPE SHOULD BE AS SHOWN.

NOMINAL DIAMETER (mm)	MAXIMUM EFFECTIVE LENGTH (m)
150 - 600	0.60
601 - 750	1.00
OVER 750	1.25

ALL PIPES ENTERING THE BOTTOM OF THE MANHOLE TO HAVE SOFFITS LEVEL.

TYPICAL ARRANGEMENT OF PIPE JUNCTIONS WITHIN MANHOLES
(DETAIL IN ACCORDANCE WITH FIGURE B13 OF SSG APPENDIX C)
SCALE 1:20

NOTES:

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
- CONCRETE BEDS TO KERBS VIBRATED AND THE SURFACE ROUGHENED TO PROVIDE A KEY FOR BACKING. ADEQUATE BOND SHALL BE PROVIDED BETWEEN FOUNDATION AND HAUNCH BY STEEL REINFORCEMENT HOOPS AT 900mm CENTRES OR SIMILAR APPROVED.
- ALL KERBS TO BE LAID ON A 25mm BED OF CLASS 1 SAND/CEMENT MORTAR.
- KERBS TO BE LAID IN SMOOTH VERTICAL AND HORIZONTAL ALIGNMENTS. FOR CURVES OF RADIUS 12m OR LESS PRECAST KERBS OF APPROPRIATE RADIUS SHALL BE USED.
- CBR TESTS SHALL BE CARRIED OUR PRIOR TO CONSTRUCTION TO DETERMINE THE NEED FOR A CAPPING LAYER AND THE THICKNESS OF SUB-BASE.
- SULPHATE RESISTING CEMENT PRODUCTS TO BE USED THROUGHOUT FOR DRAINAGE WORKS.
- THE FRAMES TO GULLY POTS SHALL BE BEDDED ON A FULL MORTAR BED OF 1:3 CEMENT/SAND MORTAR. THEY SHALL BE ACCURATELY SET FOR THE LEVEL AND POSITIONED ON AT LEAST 1 COURSE OF ENGINEERING BRICKS, SO THAT THE TOP OF THE FRAME WILL NORMALLY BE SET BELOW THE FINISHED CHANNEL LEVEL. THE ALLOWABLE TOLERANCE SHALL BE 0 TO -5mm.
- BRICKWORK SHALL COMPLY WITH BS 3921:1995 FOR CLASS B ENGINEERING BRICKS, SET ON 1:3 CEMENT/SAND MORTAR.
- ALL TRENCHES WITHIN ROAD AREAS SHALL BE BACKFILLED WITH 75MM IRONSTONE.
- THE MINIMUM TOTAL CARRIAGEWAY CONSTRUCTION THICKNESS SHALL NOT BE LESS THAN 450mm.
- GULLIES, STOPCOCK AND METER COVERS SHALL NOT BE LOCATED WITHIN THE VEHICULAR CROSSING EXTENTS.
- BOND COAT TO BE APPLIED BETWEEN BITUMINOUS LAYERS IMMEDIATELY PRIOR TO LAYING IN ACCORDANCE WITH CL. 706 OF BS 594987:2015.

THIS DRAWING IS FOR INFORMATION/ APPROVAL AND SUBJECT TO AMENDMENT. NO RELIANCE SHOULD BE TAKEN UNTIL THE DRAWING STATUS IS CHANGED TO 'FOR CONSTRUCTION'.

A	UPDATED TO PRIVATE	MW	DMH	AW	12.08.24
-	FIRST ISSUE	MW	DMH	AW	01.08.24
REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:

PROJECT:

CHAPEL LANE
WITHERLY

DRAWING TITLE:
HIGHWAY CONSTRUCTION
DETAILS
SHEET 2 OF 2

CLIENT:

A.R. CARTWRIGHT
CONSTRUCTION LTD

DRAWING NUMBER:

20652_03_080_01.2

REVISION:

A

SHEET SIZE:

A1

SCALE:

AS SHOWN

STATUS:

FOR INFORMATION / APPROVAL

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