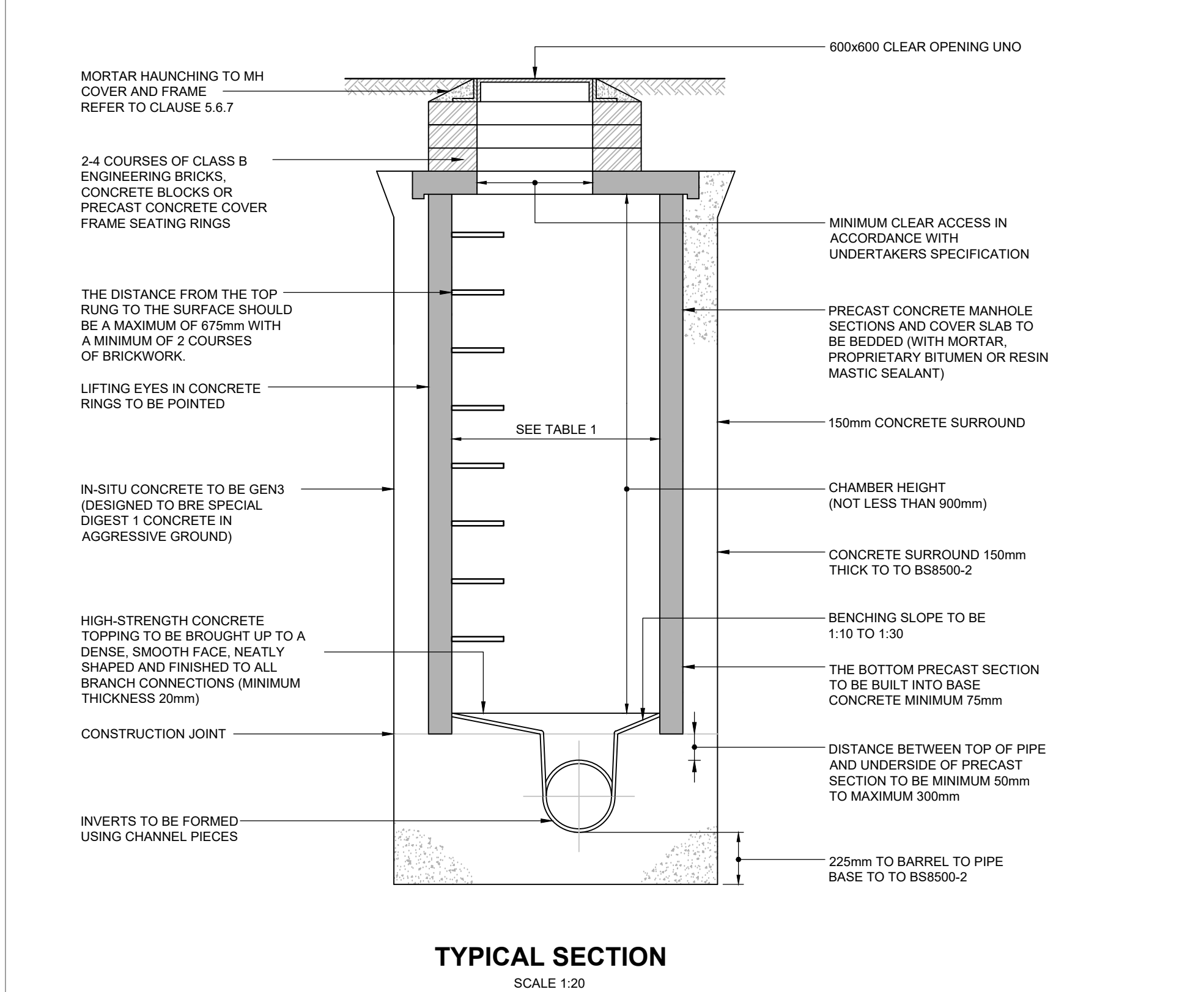




TYPICAL SECTION
SCALE 1:20

TABLE 1: MANHOLE DIAMETERS	
DIAMETER OF LARGEST PIPE TO MANHOLE (mm)	INTERNAL DIAMETER OF MANHOLE (mm)
LESS THAN 375	1200
375-750	1500
750-900	1800
GREATER THAN 900	CONSULT UNDERTAKER

NOTES

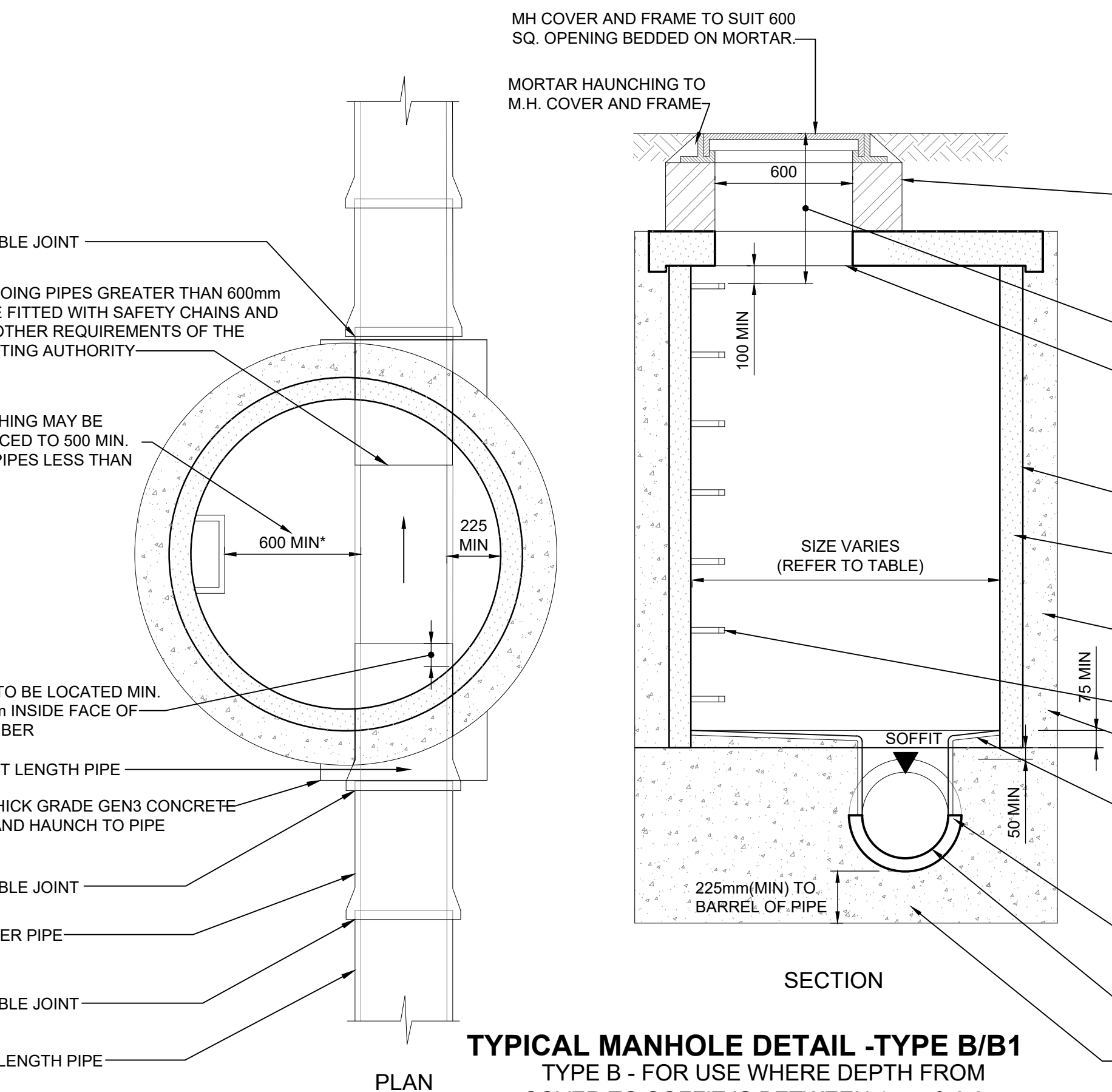
CLAUSE 5.6.7: MANHOLE FRAMES SHALL BE SET TO LEVEL, BEDDED AND HAUNCHED EXTERNALLY OVER THE BASE AND SIDES OF THE FRAME IN MORTAR, IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. THE FRAME SHALL BE SEATED ON AT LEAST 2 COURSES OF CLASS B ENGINEERING BRICKS, ON PRECAST CONCRETE MASONRY UNITS OR ON PRECAST CONCRETE COVER FRAME SEATING RINGS TO REGULATE THE DISTANCE BETWEEN THE TOP OF THE COVER AND THE TOP RING TO NO GREATER THAN 675mm. A MORTAR INLET SHALL BE PROVIDED WHERE THE CORNERS TO AN OPENING IN A SLAB ARE CHAMFERED AND THE BROCKWORK IS NOT FLUSH WITH THE EDGES OF THE OPENING.

CLAUSE 6.6.2: THE RECOMMENDED LENGTH OF THE PIPE (ROCKER PIPE) AWAY FROM THE STRUCTURE SHALL BE SHOWN IN THE BELOW TABLE 2

TABLE 2	
NOMINAL DIA.	EFFECTIVE LENGTH (m)
150 TO 600	0.6
OVER 600 TO 750	1.0
OVER 750	1.25

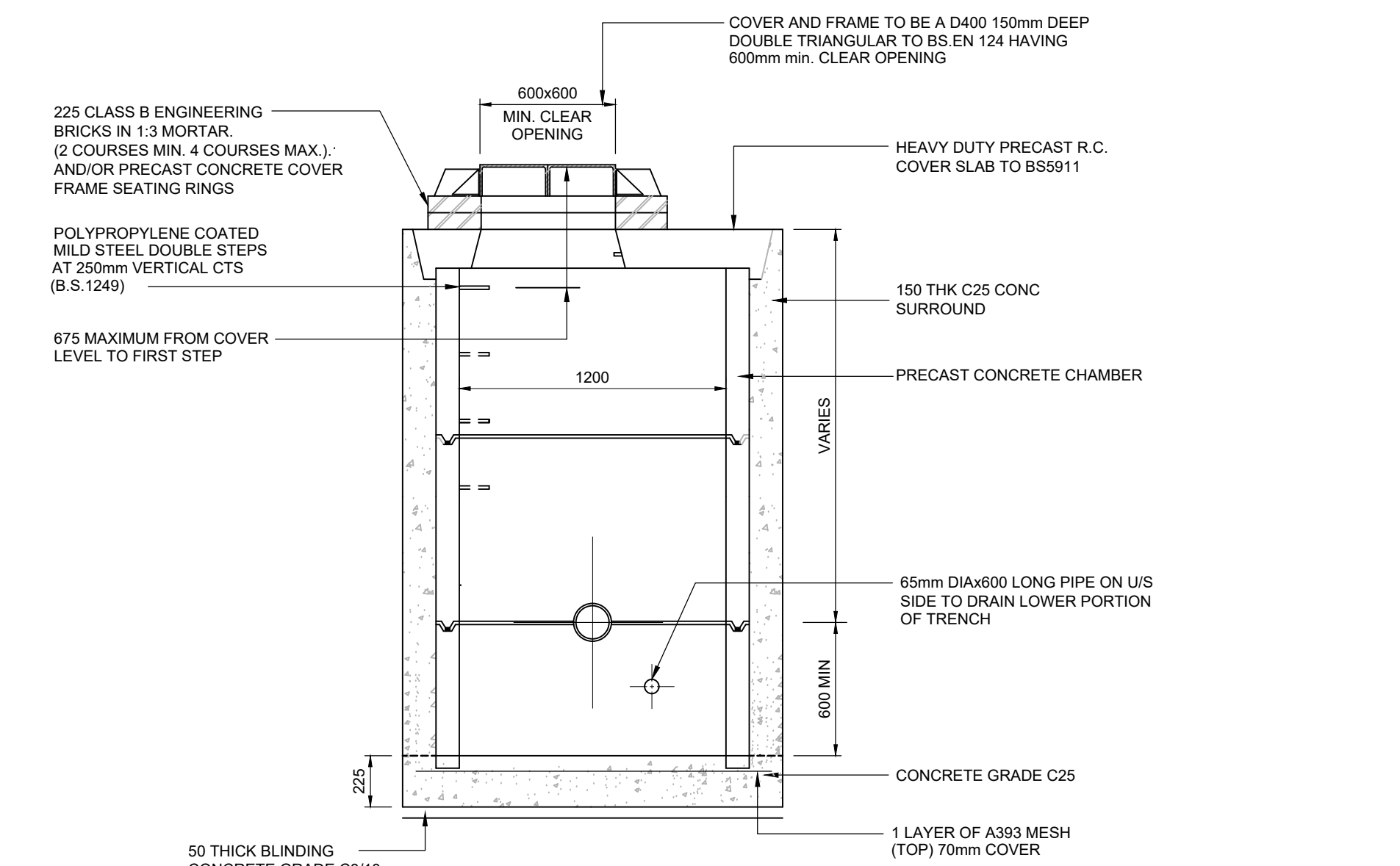
PLAN

SCALE 1:20

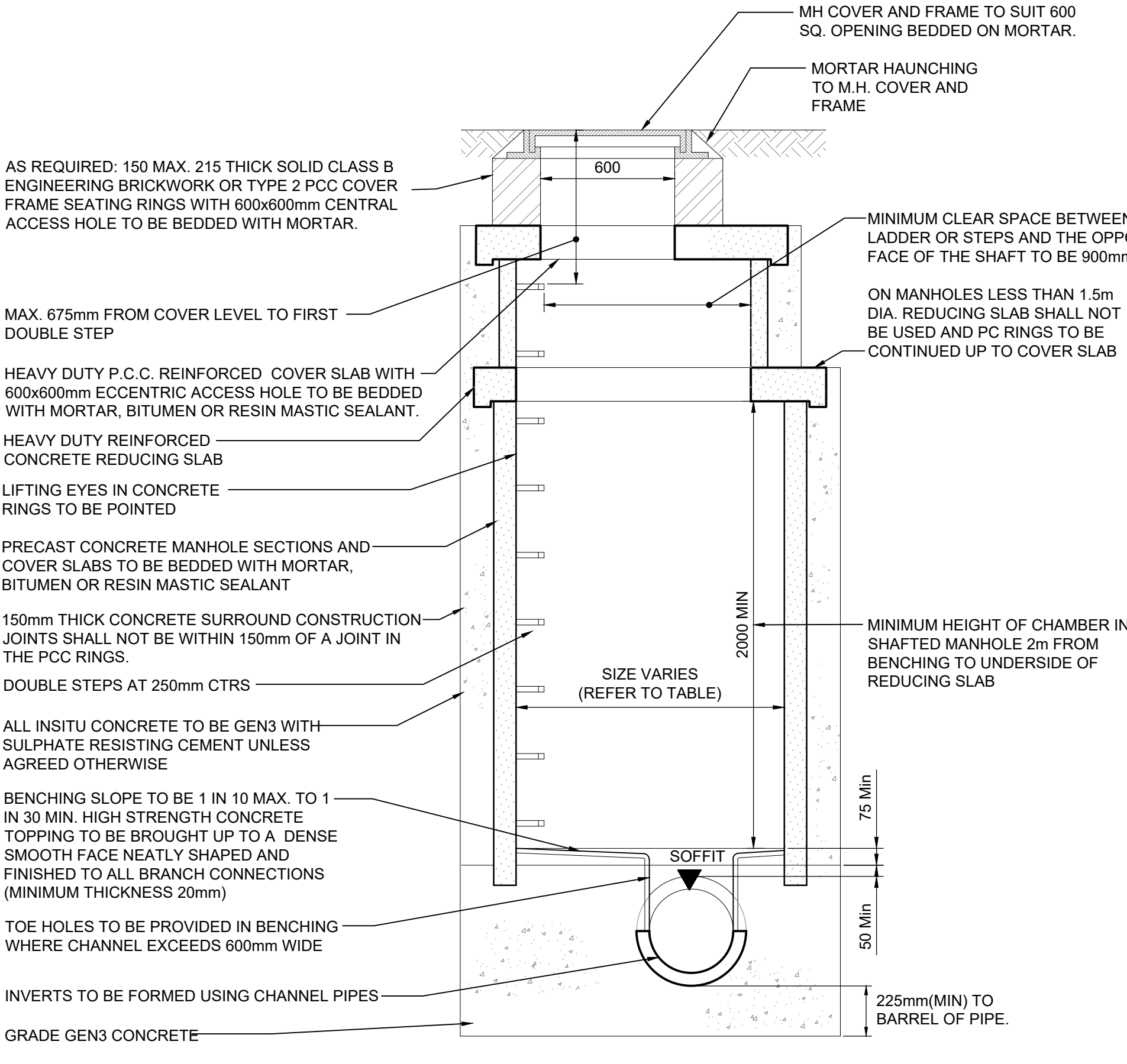


TYPICAL MANHOLE DETAIL - TYPE B/B1
TYPE B - FOR USE WHERE DEPTH FROM COVER TO SOFFIT IS BETWEEN 1.5m & 3.0m

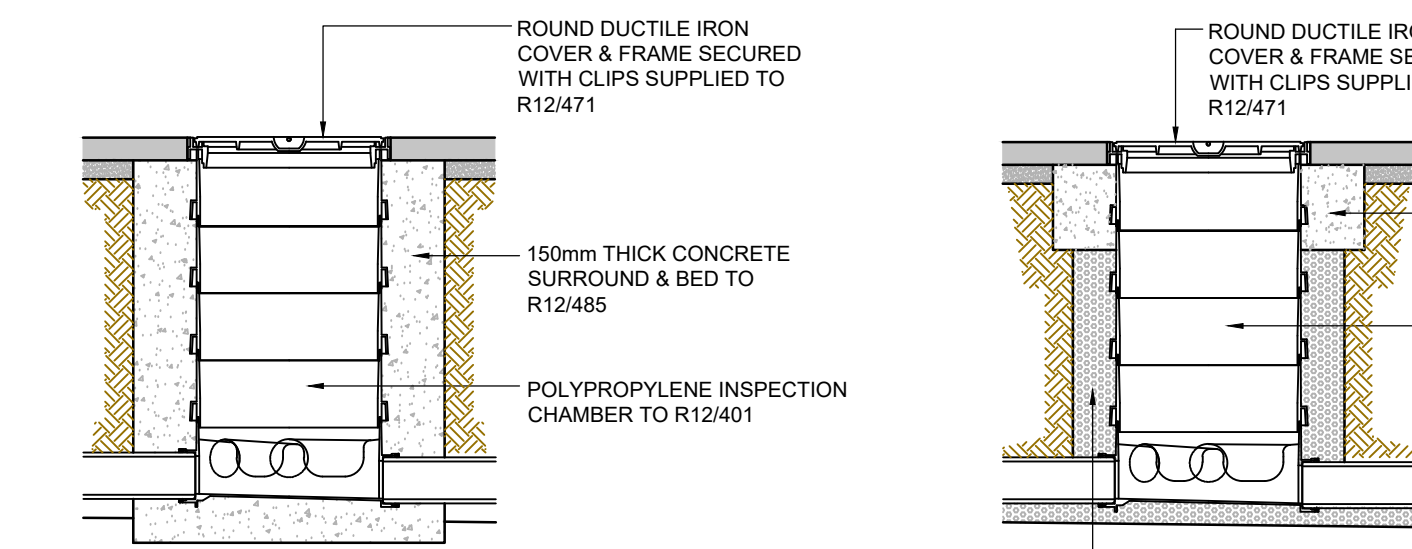
TYPE B MANHOLE DETAILS MAY BE APPLIED TO TYPE A MANHOLES FOR CHAMBER DIAMETERS LESS THAN 1500Ø UP TO 6.0m DEPTH TO SOFFIT.



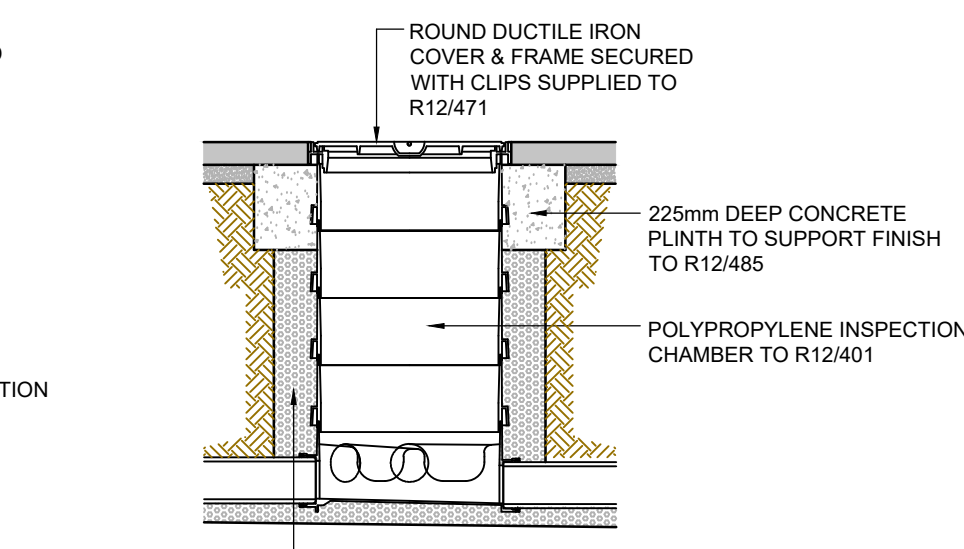
TYPICAL CATCHPIT DETAIL
SCALE 1:25



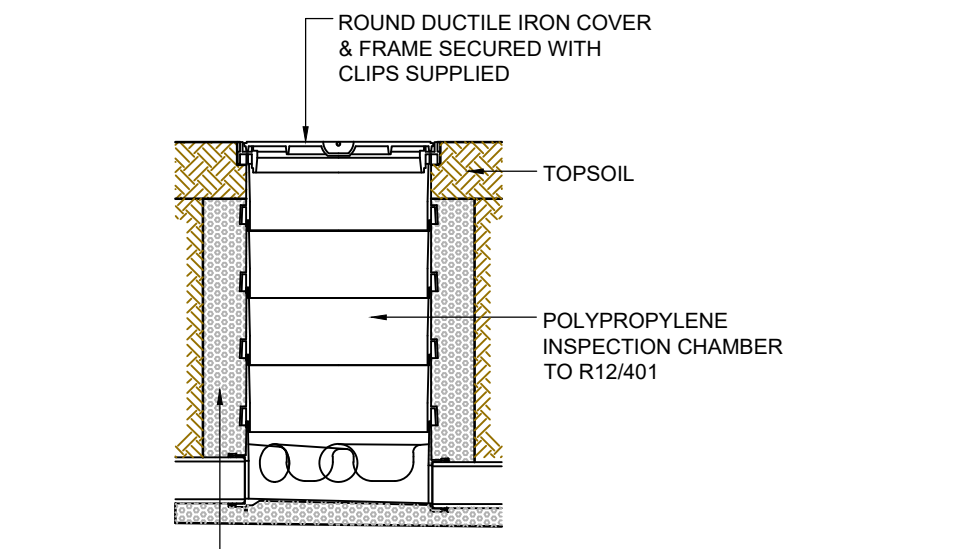
TYPICAL MANHOLE DETAIL - TYPE A
FOR USE WHERE DEPTH FROM COVER TO SOFFIT IS BETWEEN 3.0m & 6.0m



SITED IN AREAS OF HEAVY TRAFFIC USE



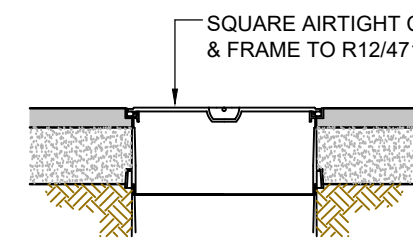
SITED IN DRIVEWAYS/HARD LANDSCAPED AREAS WITH STANDARD ROUND COVER



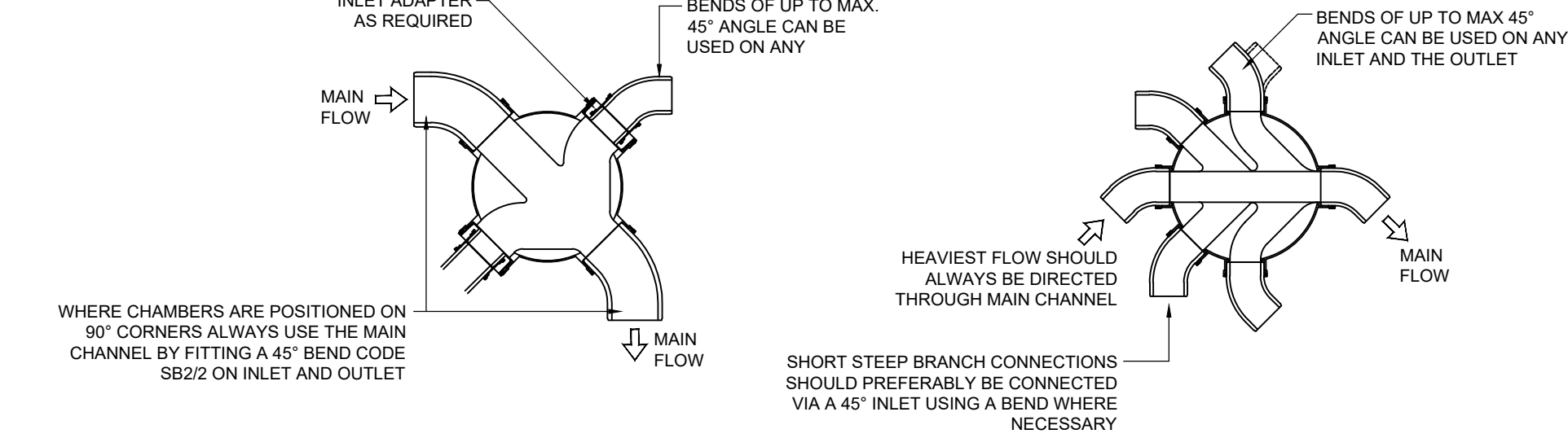
SITED IN SOFT LANDSCAPED AREAS WITH STANDARD ROUND COVER



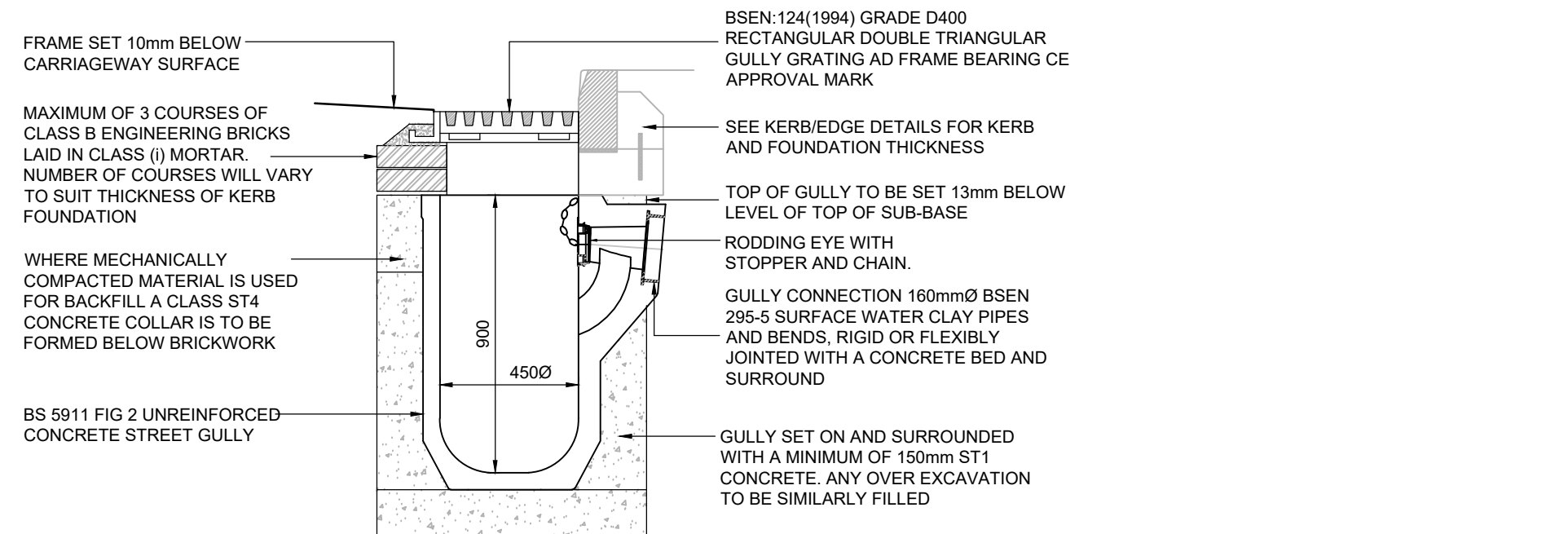
SITED IN DRIVEWAY/HARD LANDSCAPE AREAS, WITH RECESSED COVER



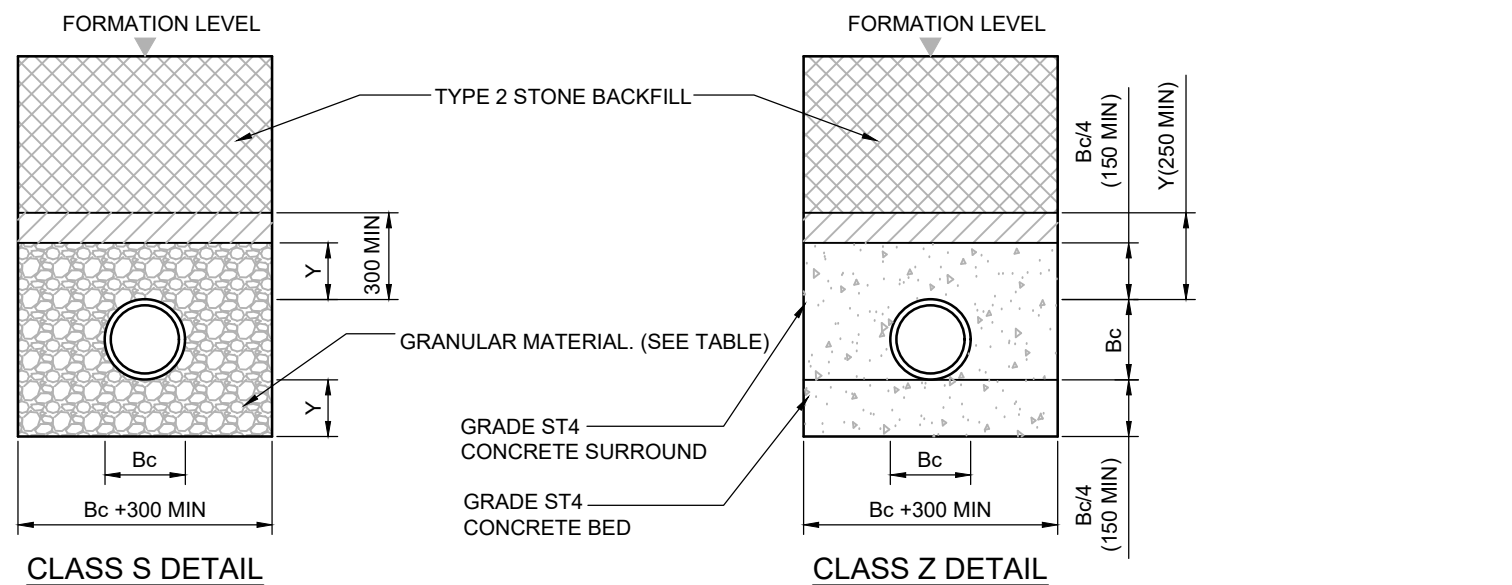
SITED IN CONCRETE FLOOR SLAB



TYPICAL CONNECTION SEQUENCES IN MAIN CHANNEL

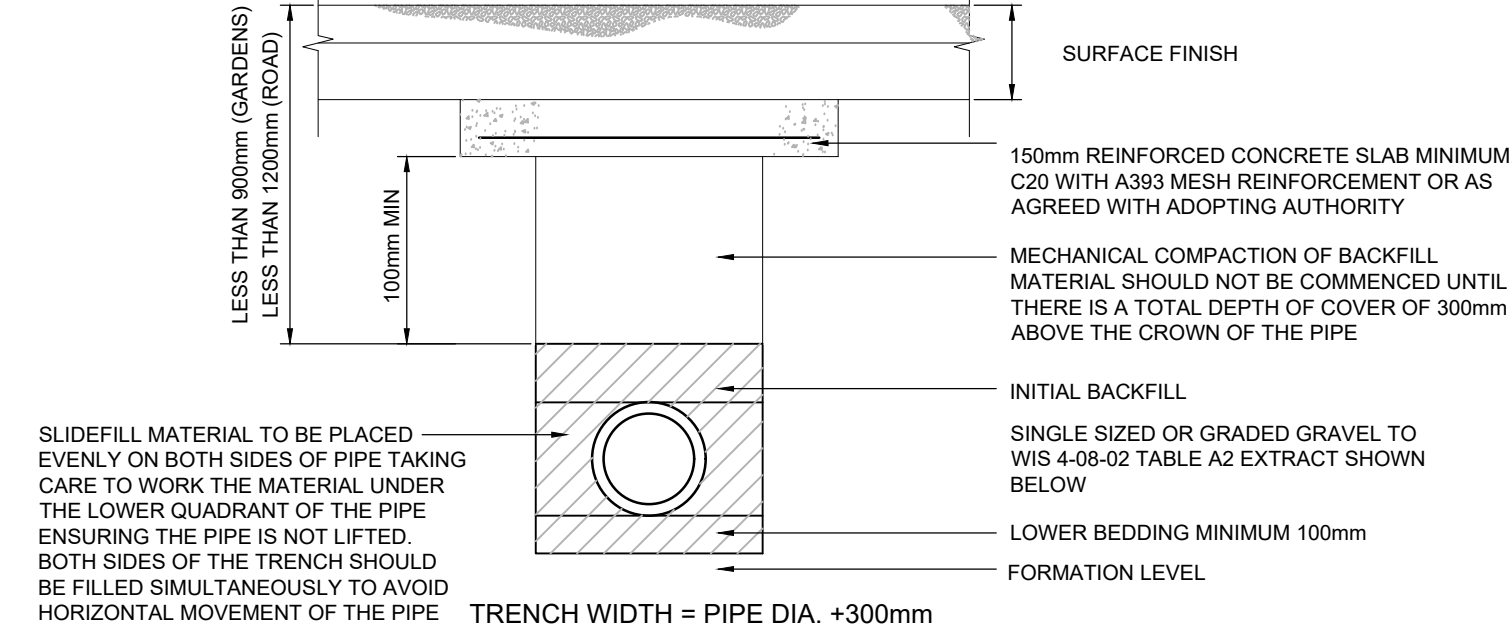


TYPICAL ROAD GULLY DETAIL
SCALE 1:20



NOMINAL PIPE DIA. (mm)	SINGLE SIZED (mm)	GRADED (mm)
150	10 OR 14	14 TO 5
200 TO 300	10,14 OR 20	14 TO 5 OR 20 TO 5
375 TO 525	14 OR 20	14 TO 5 OR 20 TO 5
GREATER THAN 525	14,20 OR 40	14 TO 5,20 TO 5 OR 40 TO 5

GRANULAR BEDDING DETAIL
(ALL AGGREGATES BS EN 12424)



CONCRETE PROTECTION UNDER ROADS
SCALE 1:20

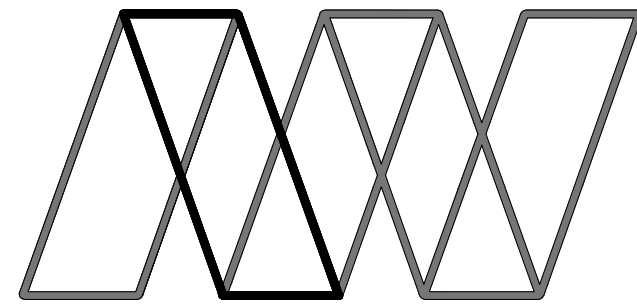
NOTES

- THESE NOTES ARE INTENDED TO AUGMENT DRAWINGS AND SPECIFICATIONS, WHERE CONFLICT OR REQUIREMENTS EXIST THE ORDER OF PRECEDENCE SHALL BE AS SHOWN IN THE SPECIFICATION. OTHERWISE THE STRICTEST PROVISION SHALL GOVERN.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERS AND ARCHITECTS DRAWINGS.
 - DRAWINGS NOT TO BE SCALED. ALL DIMENSIONS TO BE CHECKED ON SITE BY THE CONTRACTOR. ANY DISCREPANCIES TO BE NOTIFIED TO THE ENGINEER AND FURTHER INSTRUCTIONS OBTAINED BEFORE WORK IS COMMENCED.
- GENERAL NOTES**
- ALL LEVELS ARE ADD (ABOVE OR DRAINAGE DATUM).
 - REFER TO DRAWING No. 3108 FOR DRAINAGE LAYOUT.
 - REFER TO DRAWING No. 4105 FOR EXTERNAL FINISHES.
 - REFER TO DRAWING No. 4110 FOR KERB AND ROAD CONSTRUCTION DETAILS.
 - ALL BANKING WHERE SHOWN TO BE 1.3 BULPS MAXIMUM BANKING TO BE CONSTRUCTED IN ACCORDANCE WITH SERIES 805 OF THE DWBS. IF REQUIRED ENSURE SUITABLE EROSION PROTECTION MEMBRANE IS USED. TBC ON SITE.
 - WHERE APPLICABLE LEVELS SHOWN ALONG KERB LINE REFLECT LEVEL AT BOTTOM OF KERB UNLESS NOTED OTHERWISE.
 - EXISTING PAVEMENTS TO BE LOCALLY ADJUSTED TO SUIT PROPOSED LEVELS.
 - ALL LEVELS WHERE SHOWN ARE BOTTOM OF KERB OR GROUND LEVELS AT RETAINING WALLS. (I.E. TREATMENT ABOVE GROUND LEVELS TO BE AS ARCHITECTS DETAILS).
 - EXISTING PAVEMENTS TO BE LOCALLY ADJUSTED TO SUIT PROPOSED LEVELS.
 - ALL WHITE LINING AND SIGNAGE BY OTHERS.

PAVEMENT NOTES

- ALL PROPRIETARY PRODUCTS TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
- ALL MATERIAL WITHIN 60mm OF THE ROAD SURFACE SHALL BE ON-FROST SUSCEPTIBLE AS REQUIRED BY SHW SERIES 700. SUBJECT TO CONFIRMATION OF THE MEAN ANNUAL FROST DEPTH SHOWN BY THE MET OFFICE.
- SUB GRADE TO BE PREPARED IN ACCORDANCE WITH SHW SERIES 600 AND APPENDIX 6.1.
- WITHIN EXISTING SURFACES IT MAY BE NECESSARY TO UNDERTAKE LOCALISED (SMALL SCALE) REINSTATEMENT OF TRENCHES AND OTHER LOCALISED EXCAVATIONS. IN THESE CASES, SIMILAR OR EQUIVALENT GRADES OF MATERIALS ARE TO BE REINTEGRATED.
- IN AREAS WHERE FULL NEW PAVEMENT CONSTRUCTION IS TO BE PROVIDED, CBR VALUES AT FORMATION ARE TO BE TESTED TO ENSURE ASSUMED DESIGN CBR VALUE OF 2% IS ACHIEVED. DETAILS OF TESTING ARE SPECIFIED IN THE SPECIFICATION FOR HIGHWAY WORKS CLAUSE 531 AND S137 PART 4.1993.

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Rev	Description	Date	By	CHK



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Project:	Barnsley Fire Station, Broadway, Barnsley, S70 6RA
Client:	Turner and Townsend Project Management Ltd
Drawing:	Drainage Details
Role:	Civil Engineer
Drawing Status:	TENDER
Job no.	41207
Scale/Alt:	AS NOTED
Rev:	T1
Project:	Originator
Volume:	Level
Type:	Rate
Number:	Number
FIRE - AWP - ZZ - 00 - DR - C - 3105	