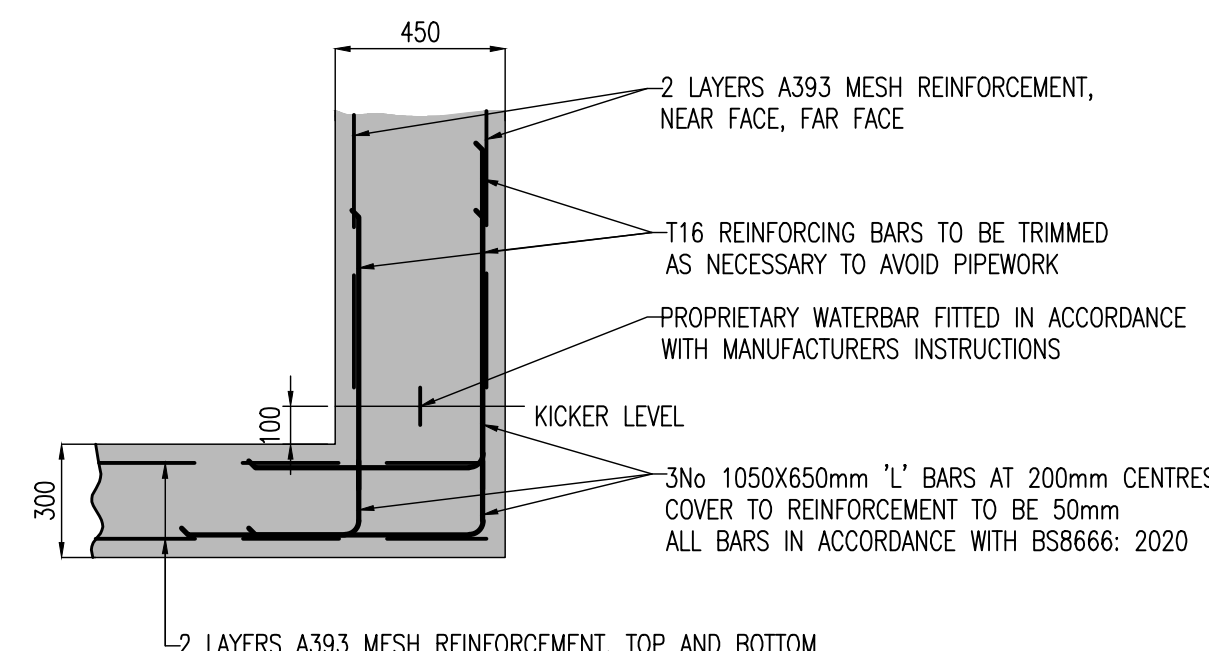




CROSS SECTION: REINFORCED CONCRETE
MANHOLE CHAMBER BASE
SCALE: 1:20

COVER AND FRAME TO BE HEAVY DUTY 600x600mm WITH CLEAR OPENING OF 600x600mm TO BS. EN124 CLASS D400, COVER TO HAVE 150mm DEEP FRAMES IN HIGHWAYS AND BE OF NON RCKING DESIGN, KITE MARKED. 1:3 MORTAR BEDDING AND HAUNCH	25mm THICK SOLID CLASS B ENGINEERING BRICKWORK (ZM/N, 4 MAX COURSES) OR TYPE 2 PCC COVER FRAME SEATING RING WITH 600x600mm OPENING, BEDDED WITH MORTAR
---	---

HEAVY DUTY REINFORCED CONCRETE COVER SLAB-
WITH ECCENTRIC ACCESS OPENING TO BE BEDDED
WITH MORTAR, BITUMEN OR RESIN MASTIC SEALANT,
COVER SLAB TO BE CAST IN-SITU AND DESIGNED TO
RELEVANT BRITISH STANDARD

5. PRECAST CONCRETE MANHOLES TO BE IN ACCORDANCE WITH BS 5911. PRECAST CONCRETE RINGS AND COVER SLABS TO BE JOINED WITH CEMENT MORTAR.
6. ALL CONCRETE PIPES TO BE CLASS 120 TO BS EN 1916/BS 5911-1-2021.
7. ALL CONCRETE MANHOLES TO BE IN ACCORDANCE WITH BS 1917/BS EN 5911-3-2022.
8. INSITU AND PRECAST CONCRETE UNITS SHALL HAVE SULPHATE RESISTING PORTLAND CEMENT TO BS 4027, UNLESS AGREED OTHERWISE WITH THE ADOPTING AUTHORITY.
9. NOMINAL COVER TO ALL REINFORCEMENT TO BE 50mm (UNLESS NOTED OTHERWISE).
10. ALL HIGH YIELD REINFORCEMENT (H BARS) TO BE GRADE S50.
11. BOTTOM STEEL REINFORCEMENT TO BE SUPPORTED ON 50x50x300mm DEEP CONCRETE BLOCKS OR SIMILAR, WIRID TO THE REINFORCEMENT.
12. TYING WIRE TO BE STAINLESS STEEL.
13. SPACING OF REINFORCEMENT TO BE ADJUSTED LOCALLY AS REQUIRED IN PARTICULAR TO AVOID HOLES, POCKETS, SOCKETS, RECESSES AND HOLDING DOWN BOLTS.
14. ALL EXPOSED EDGES TO HAVE 20x20mm CHAMFER.
15. IMMEDIATELY AFTER LAYING, CONCRETE SHALL BE PROTECTED FROM RAIN, RADIANT TEMPERATURE CHANGE, AND WIND FROM DRYING OUT. ALSO MAINTAIN THE CONCRETE ABOVE 2° IN COLD WEATHER. THE METHODS USED SHALL BE IN ACCORDANCE WITH BS 5400, OR APPROVED BY THE ENGINEER.

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELATED DOCUMENTATION AND STANDARD DETAILS.
2. THE WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE DOT MCDWM, DMRB AND THE LOCAL REQUIREMENTS OF KIRKLEES COUNCIL.
3. CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE ENGINEER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE ENGINEER BEFORE THE WORKS COMMENCE.
4. THE CONTRACTOR SHALL USE SETTING OUT COORDINATES AND DIMENSIONS PROVIDED WHICH TAKE PREFERENCE OVER ANY LESS ACCURATE SCALED DIMENSIONS.
5. TEMPORARY WORKS DESIGN ASSOCIATED WITH THE CONSTRUCTION OF THE WORKS SHALL BE RESPONSIBILITY OF THE CONTRACTOR.
6. ALL WORKS AND PROGRAMMING SHALL BE AGREED IN ADVANCE WITH THE OVERSEEING ORGANISATION AND THE CLIENT.
7. THE CONTRACTOR SHALL MAINTAIN FREE AND OPEN ACCESS TO THE PUBLIC HIGHWAY AND ADJACENT LANDS AND PROPERTIES AT ALL TIMES UNLESS OTHERWISE AGREED IN WRITING WITH THE INTERESTED PARTIES.
8. PRIOR TO THE START OF THE WORKS THE CONTRACTOR SHALL AGREE A REGIME OF FORMATION TESTING WITH THE ADOPTING AUTHORITY. THE FINDINGS OF SUCH TESTING (FOR EXAMPLE CBR READINGS) SHALL BE AGREED WITH THE ADOPTING AUTHORITY AND THE CAPPING / SUB BASE DESIGN REVIEWED ACCORDINGLY.
9. FOR DETAILS ON BUS HUB PROPOSALS REFER TO THE ARCHITECTS DRAWINGS AND SPECIFICATION.
10. FOR DRAINAGE DETAILS REFER TO DWG TCF-WSP-KIR-HECK-DR-CH-0500.

PLEASE NOTE: THIS DRAWING HAS BEEN ISSUED AS A RECORD OF DESIGN INFORMATION PROVIDED FOR CONSTRUCTION. IT SHOULD NOT BE RELIED UPON AS AN ACCURATE AS-BUILT RECORD OF THE COMPLETED WORKS.

DRAWING STATUS: CR - CONSTRUCTION RECORD

wsn

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CLIENT

KIRKLEES COUNCIL

ARCHITECT

SGP

SITE/PROJECT

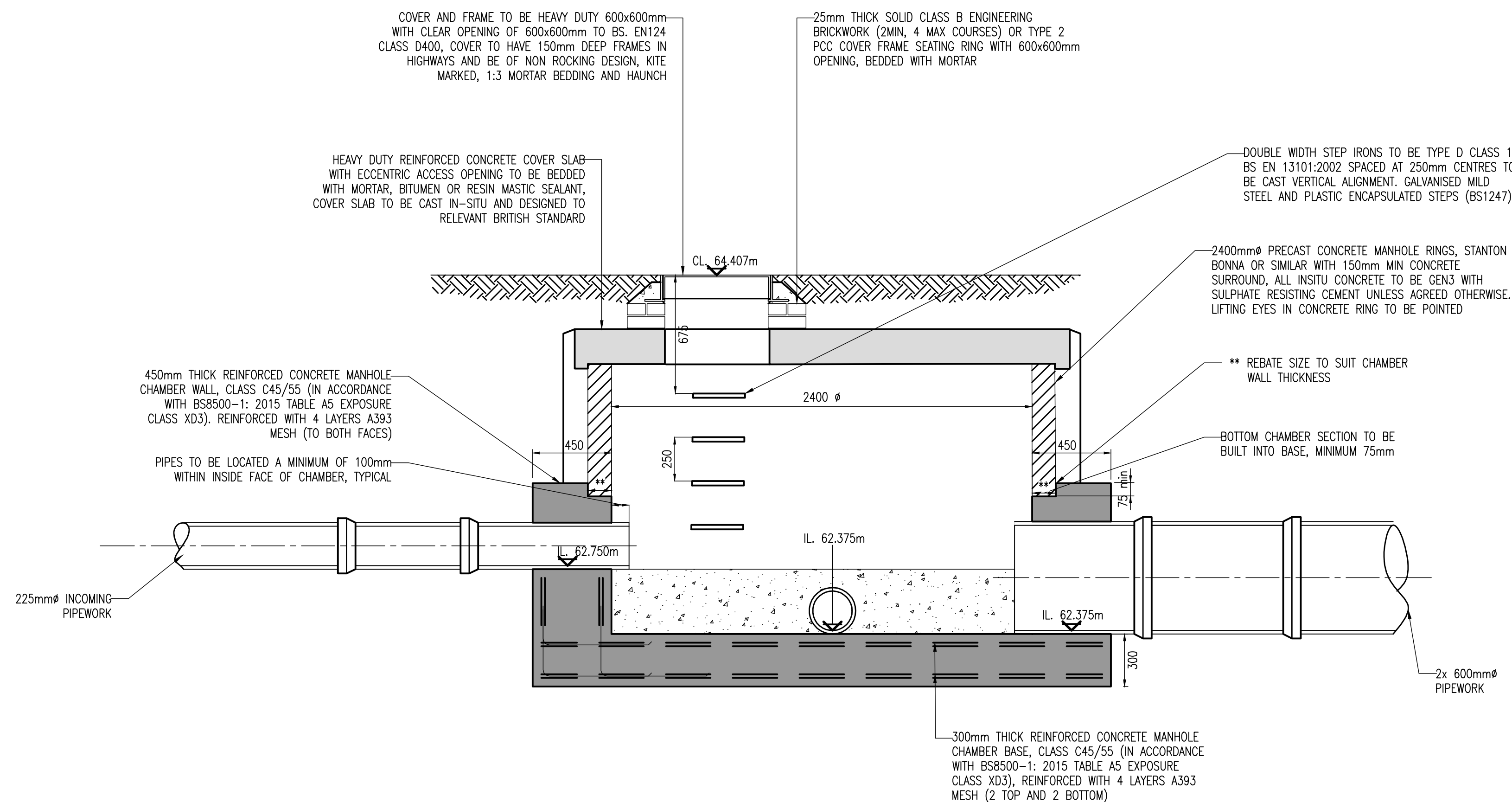
HECKMONDWIKE BUS STATION
RIBA4

TITLE

MANHOLE MHSWO5
CONSTRUCTION DETAIL

DRAWING No:	REV:
TCF-WSP-KIR-HECK-DR-CH-0512	C02

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SECTION A-A: TWIN ATTENUATION MANHOLE MHSW05
300mmØ TO TWIN 600mmØ
Scale 1:20