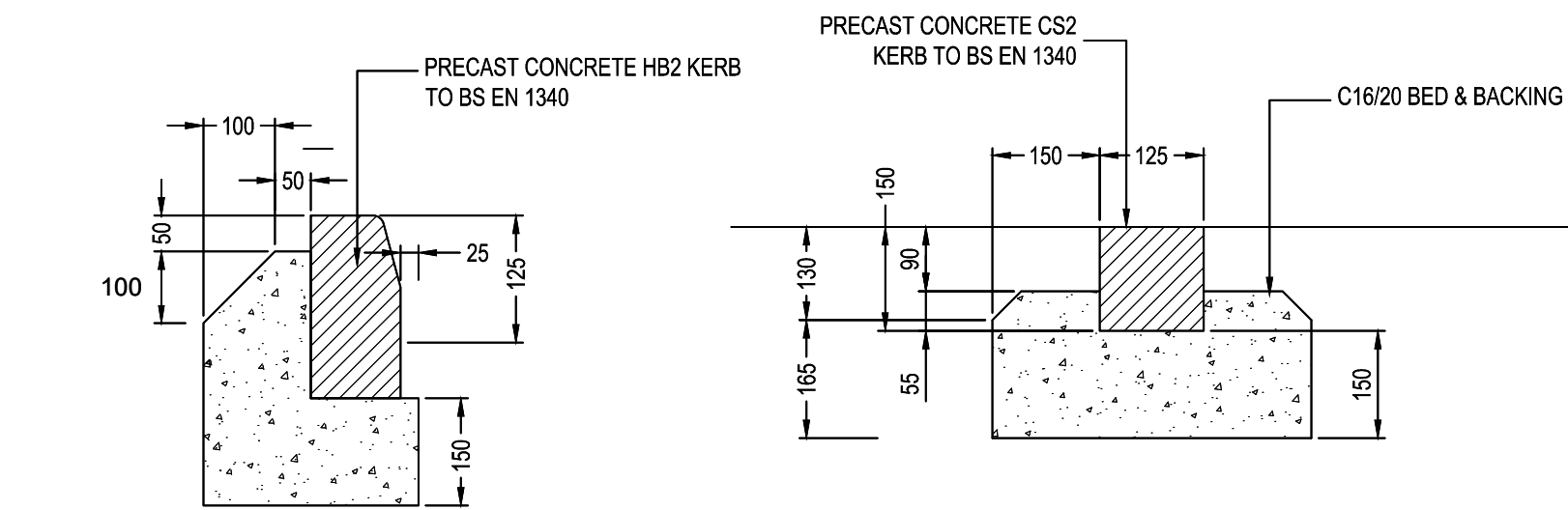
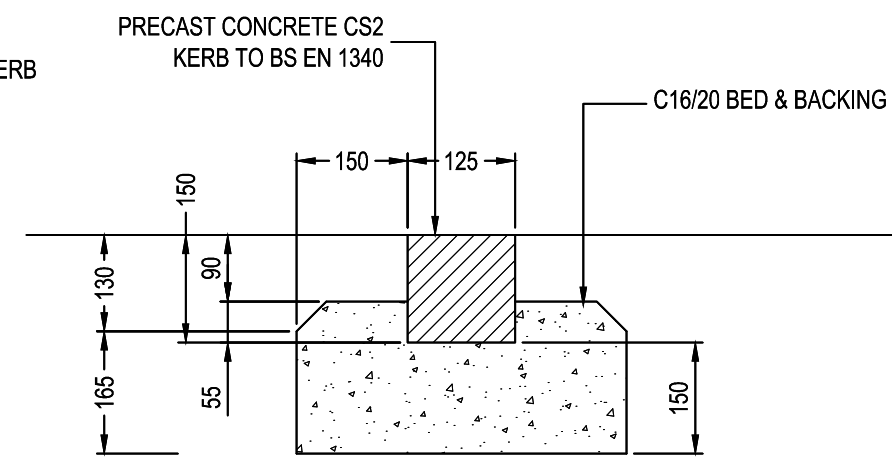




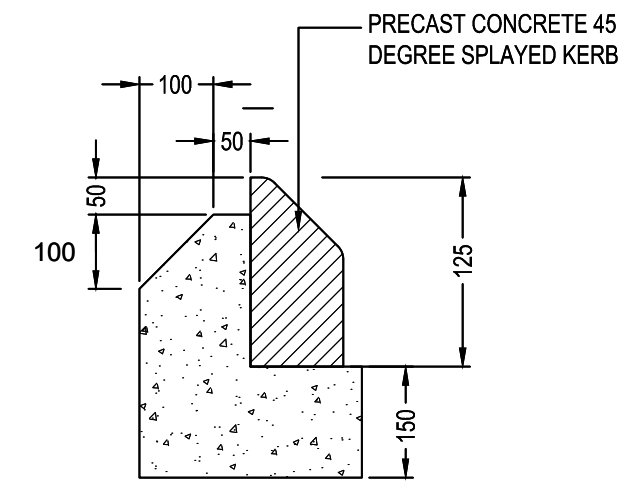
TYPICAL PRECAST HB2 KERB



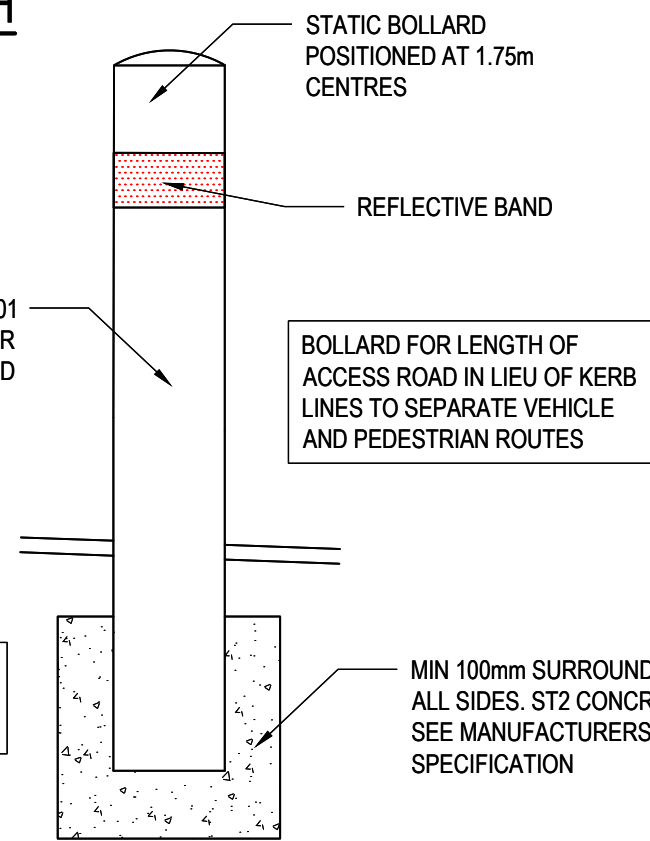
TYPICAL PRECAST FLUSH CONCRETE KERB

TYPICAL ROAD KERB CONSTRUCTION DETAILS

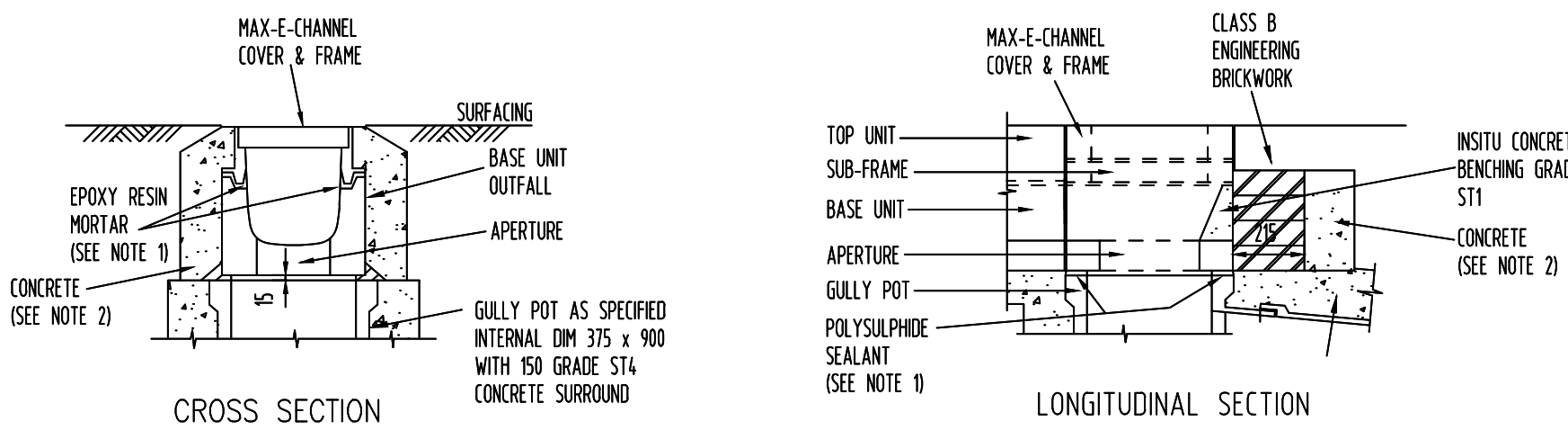
REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR SPECIFIC KERB TYPES



TYPICAL PRECAST 45 DEGREE SPLAYED KERB



STATIC BOLLARD & FOUNDATION



OUTFALL USING GULLY POT

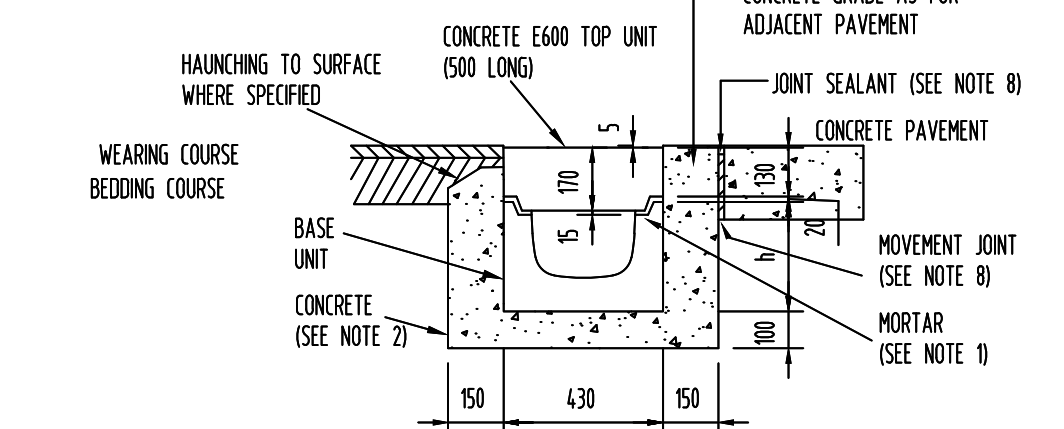
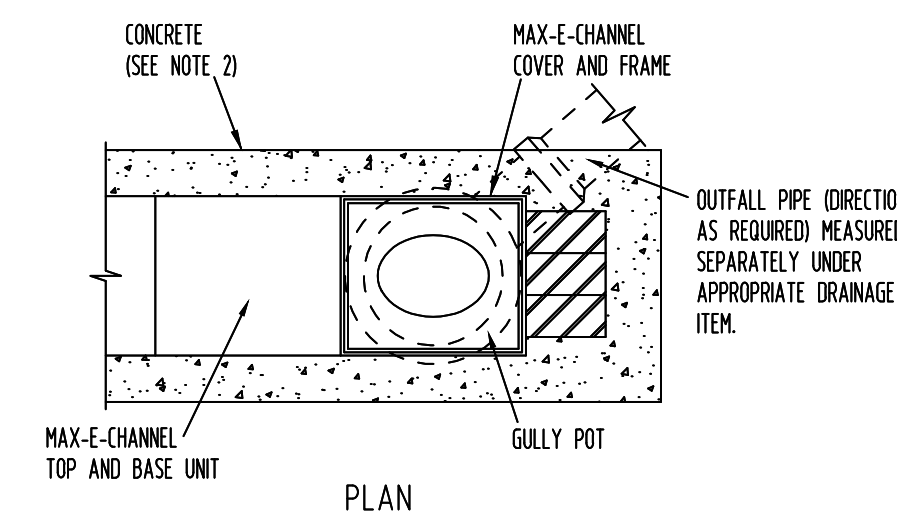
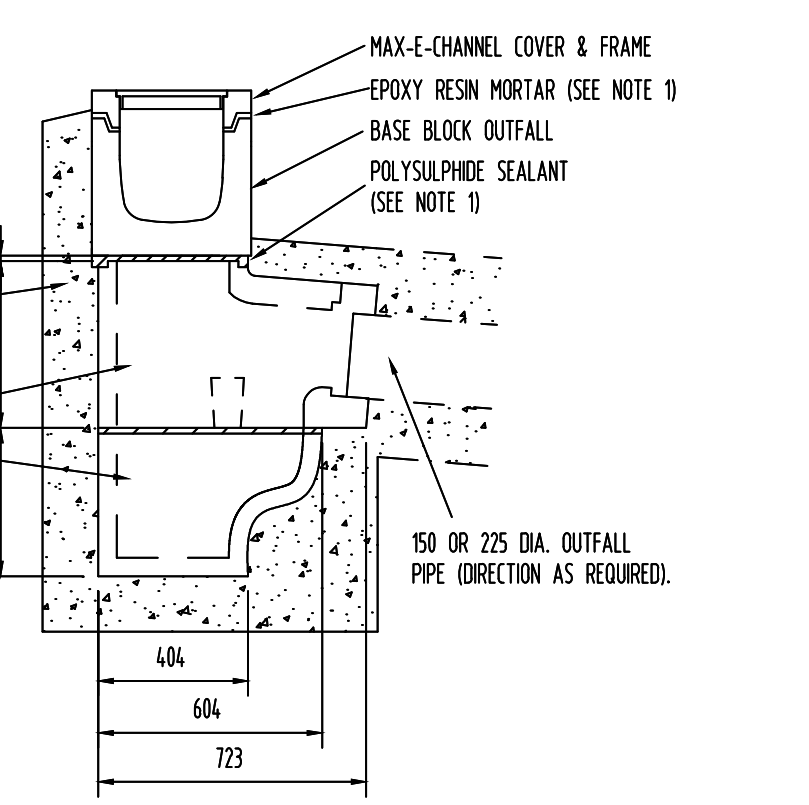


Fig.2: CROSS SECTION
BASE UNIT & CONCRETE E600 TOP UNIT
(WITH FLEXIBLE OR CONCRETE PAVEMENT LOADING E600)

Outfall Pipe Invert Depth From Carriageway Level (mm)	150mm diameter	225mm diameter
Beany Base		
205	701	738
295	791	828
365	861	898



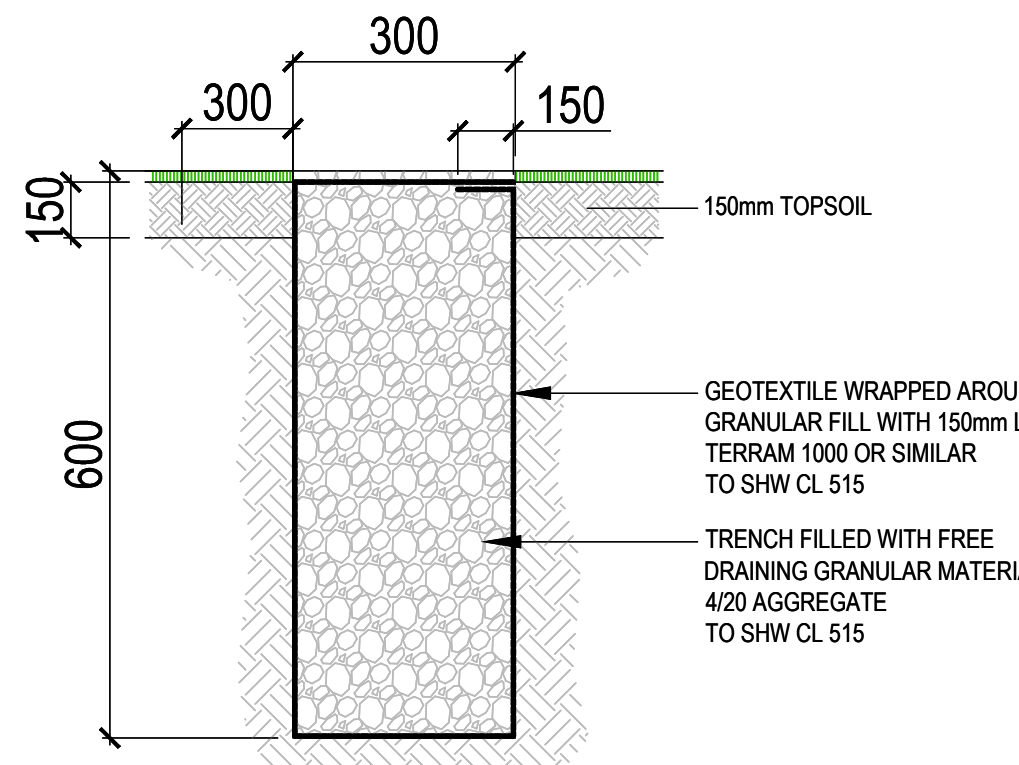
PLAN



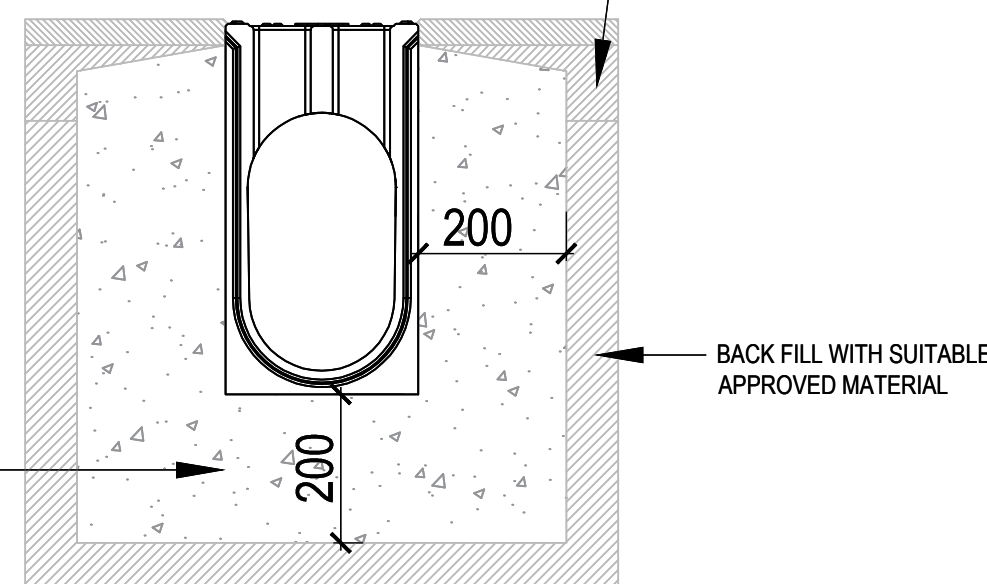
CROSS SECTION
OUTFALL TYPE 3 (OF 3)
(OF 3 - 150 WITH 150 DIA OUTLET)
(OF 3 - 225 WITH 225 DIA OUTLET)

Notes For Max-E-Channel

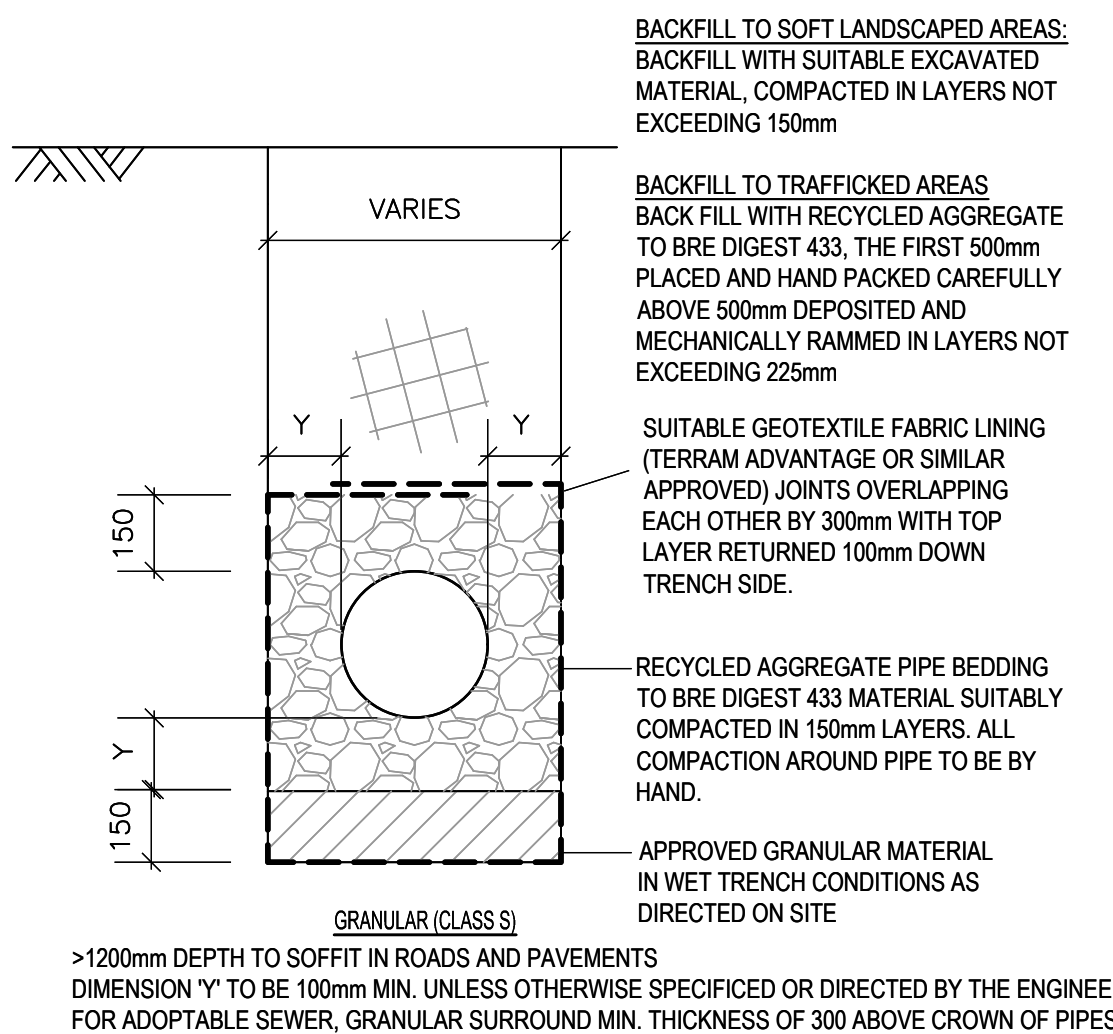
- Mortars shall be:
i) A Mortar class 12 cement mortar to BS EN 998-2 for bedding of the Concrete Top Units for applications up to Load Classification D400 to BS EN 1433
ii) Marshalls' M-Bond epoxy mortar for bedding of Cast Iron Top Units and reinforced concrete Top Units for Load Classification E600 and F900
iii) Marshalls' M-Flex for bedding Base Block Outfalls onto the Beany Trapped Gully Unit
iv) Marshalls' M-Flex for bedding the sections of the Marshalls' Trapped Gully Unit sections
- Concrete bed, haunch and surround shall be:
i) A C25/30 concrete to BS 8500-182 and BS EN 206-1 for applications up to Load Classification F900 to BS EN 1433
ii) Reinforcement details for Base 630 E600 and F900 applications only are as indicated
iii) A mix ST4 concrete to BS 8500-182 and BS EN 206-1 for Beany Trapped Gully, Silt Traps, Catch Pits and outfall details
iv) The specification for carrier pipe concrete surround is by others.
- Marshalls' vertical joint sealant, M-Seal, shall be applied to all Base Blocks.
- For Base 630 applications, all Outfalls, Silt Traps and junctions should be formed by a brick Catch Pit structure.
i) The outfall pipe diameter, gradient, depth to invert, depth of trap shall be by others.
ii) The internal dimensions of the catch pit shall be 540 wide x 1000 long for Base 630 applications
iii) Corbelled brickwork with a maximum of 22mm steps shall be used to support the Access Cover and Frames
- Movement joint details that fully isolate the Max-E-Channel whilst maintaining restraint shall be provided adjacent to all concrete slabs, even when the slab is covered by other materials.
- When used in conjunction with the Beany Block system, Max-E-Channel base units are the same as Beany Block Bases.
- All dimensions are in millimetres.



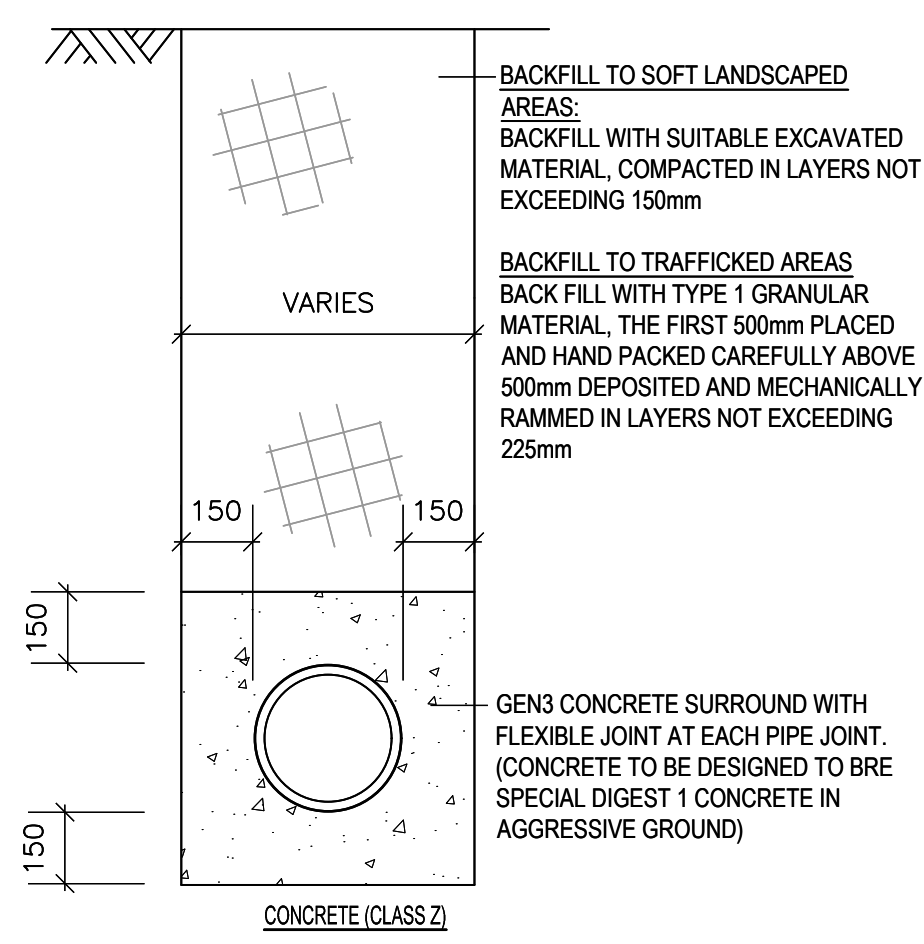
TYPICAL LAND DRAIN DETAIL



ACO ROAD DRAIN PD200 F 30.1

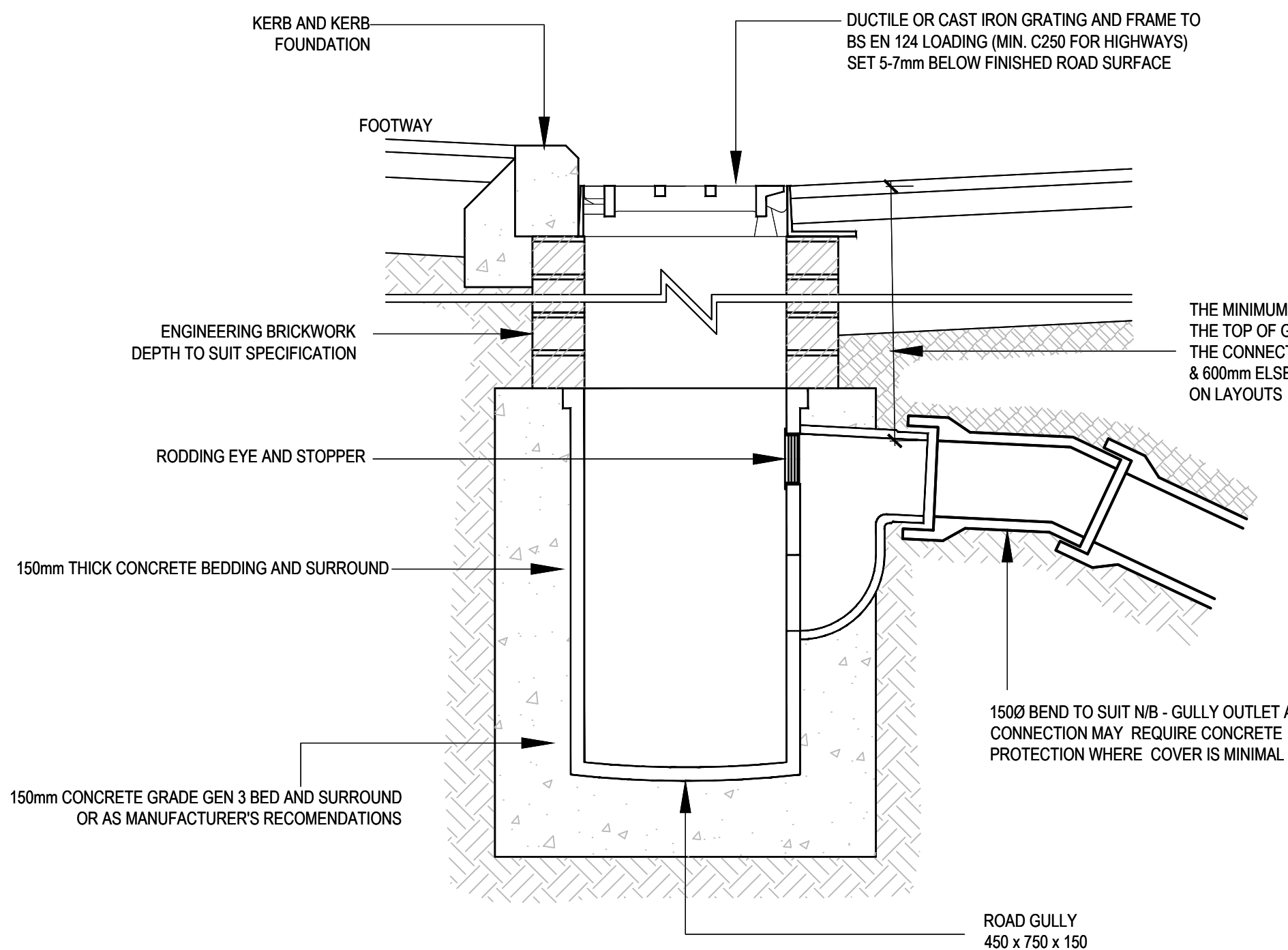


TYPICAL PIPE BEDDING DETAILS

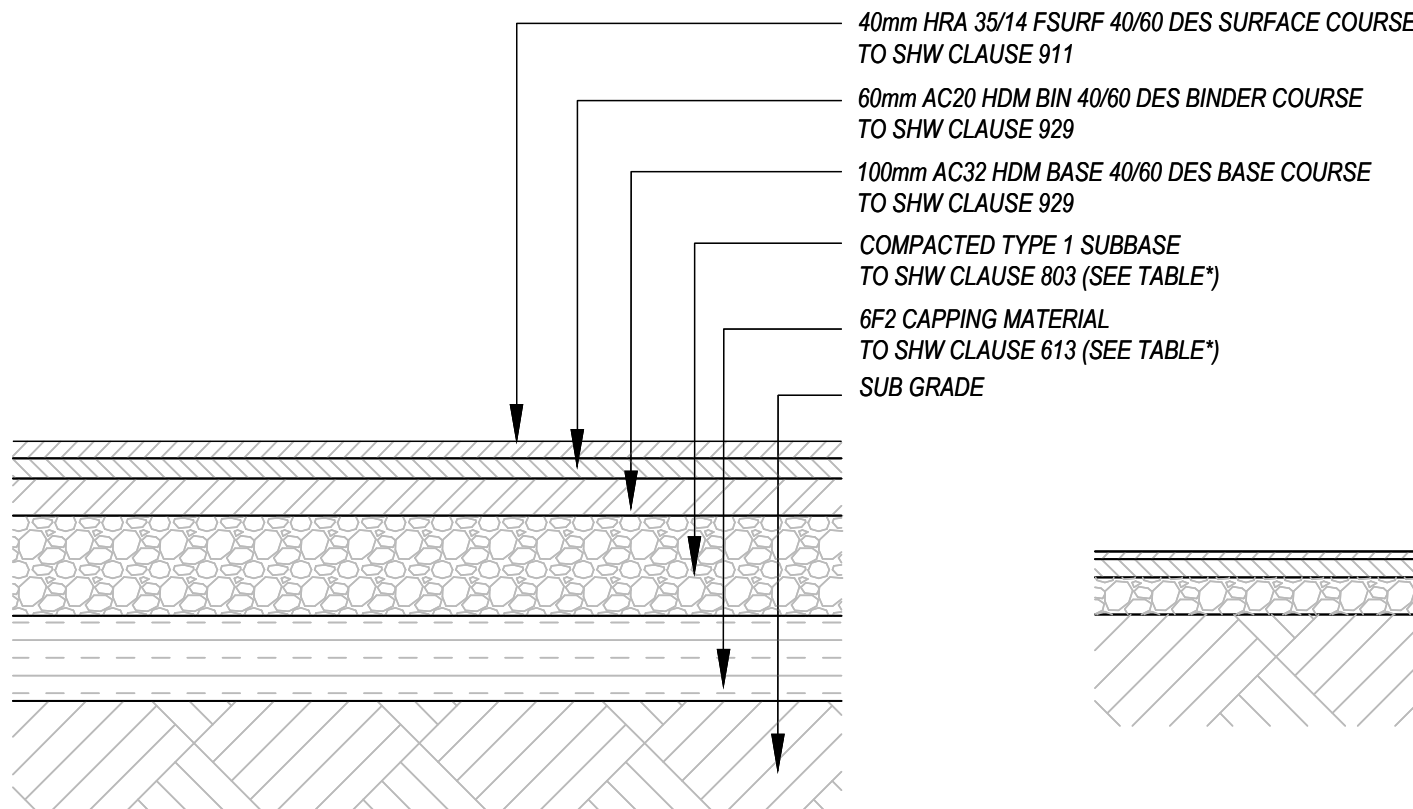


>1200mm DEPTH TO SOFFIT IN ROADS AND PAVEMENTS
DIMENSION 'Y' TO BE 100mm MIN. UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER
FOR ADAPTABLE SEWER, GRANULAR SURROUND MIN. THICKNESS OF 300 ABOVE CROWN OF PIPES.

<1200mm DEPTH TO SOFFIT IN ROADS AND PAVEMENTS SUBJECT TO VEHICLE LOADING
ALL JOINTS IN CLASS Z BEDDING SHOULD BE SURROUNDED BY COMPRESSIBLE FILLER BOARD (THICKNESS 18mm) TO ENSURE THE PIPE REMAINS FLEXIBLE.

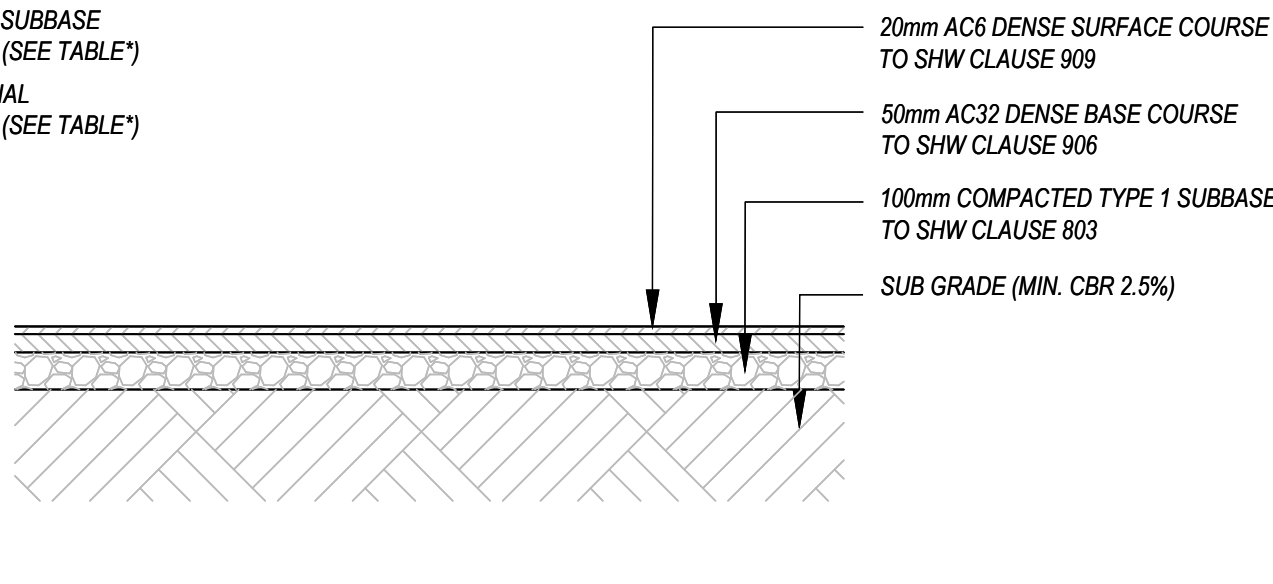


ROAD GULLY

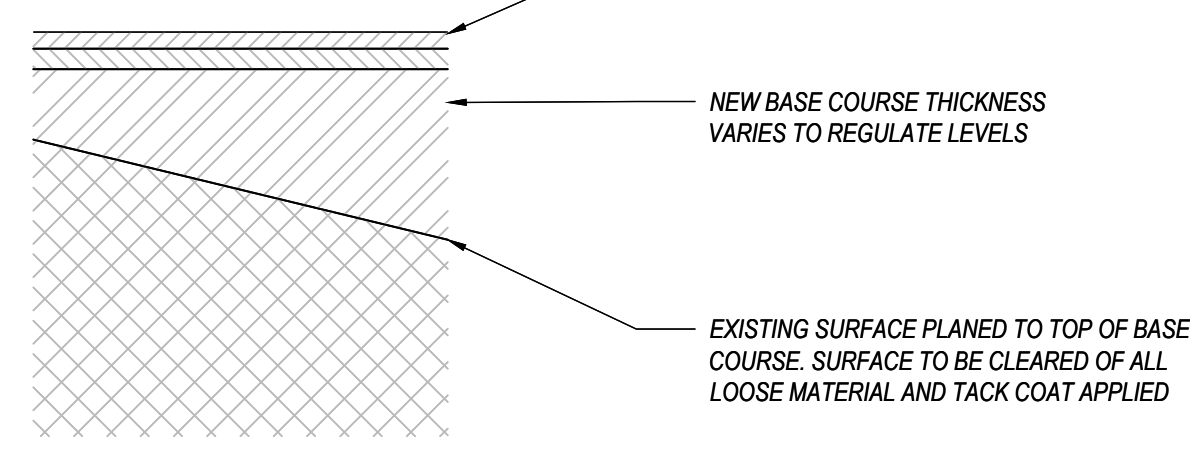


PT1 - CARRIAGEWAY PAVEMENT CONSTRUCTION

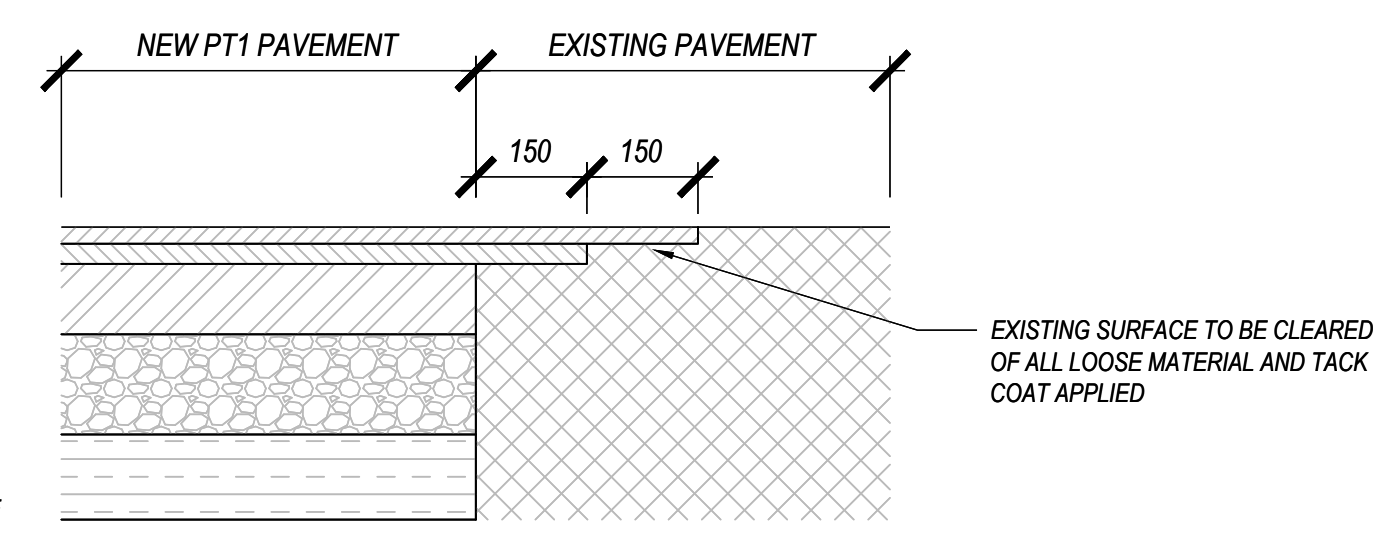
REFER TO TABLE* FOR FOUNDATION LAYER OPTIONS



PT2 - FOOTPATH AND CYCLEWAY PAVEMENT CONSTRUCTION



NEW PAVEMENT ON EXISTING: PLANE AND OVERLAY



TIE-IN TO EXISTING FLEXIBLE PAVEMENT CONSTRUCTION

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DO NOT SCALE THIS DRAWING.

Suitability Code (as defined in ISO 19650-2:2018)

Work in Progress (WIP)

S0 - Initial Status

Shared (Non- Contractual)

- S1** - Suitable for co-ordination
- S2** - Suitable for information
- S3** - Suitable for review & comment
- S4** - Suitable for stage approval
- S5** - Withdrawn
- S6** - Suitable for PIM authorisation
- S7** - Suitable for AIM authorisation

Published (Contractual)

- A1, A2, A3, Etc** - Authorised and accepted
- B1, B2, B3, Etc** - Partial sign-off (with comments)

Published (AIM Acceptance)

CR - As constructed record document

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION

N/A

MAINTENANCE/CLEANING/OPERATION

N/A

DECOMMISSIONING/DEMOLITION

N/A

Notes

CBR (%)	SUBBASE ON CAPPING		SUBBASE ONLY	CAPPING ONLY
	SUBBASE (mm)	CAPPING (mm)	SUBBASE (mm)	CAPPING (mm)
2.5	350	250	450	550
3	320	240	420	520
4	270	230	370	450
5	240	210	330	390
8	200	190	270	310
10	180	180	250	270
12	170	170	230	250
≥ 15	150	150	200	200

***PT1 FOUNDATION DESIGN OPTIONS**

FOR CAPPING ONLY, BASE COURSE THICKNESS TO BE INCREASED BY 30mm TO 130mm

P03 SBH/NJH 14.05.20 SECTION 278

P02 SBH/NJH 27.04.20 SECTION 278

P01 SBH/NJH 09.04.20 SECTION 278

Rev	Appr/Drm	Date	Description
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BURO HAPPOLD

Camden Mill
Lower Bristol Road
Bath BA2 3DQ
UK

Tel: +44 (0)1225 320 600
Fax: +44 (0)8707 874 148
Email: 0042841@burohappold.com
Web: www.burohappold.com

OVG Manchester

title **SECTION 278
NORTHERN CAR PARK ACCESS
CONSTRUCTION DETAILS**

purpose of issue
SECTION 278

scale 1:20	drawn SBH	job no.	Suitability
date Apr-20	checked NJH	0042841	S3
project code	originator	volume	level
type	role	number	rev.
reference	BRA-BHE-XX-XX-DR-C-0279		P03