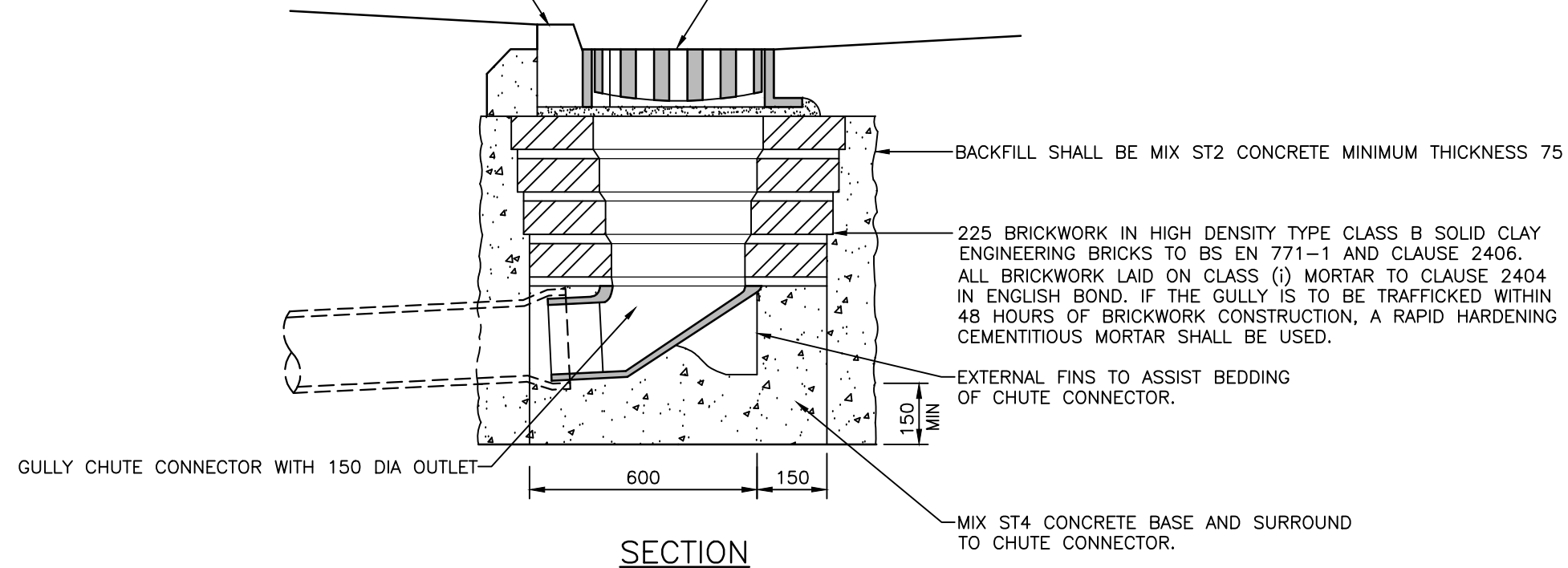
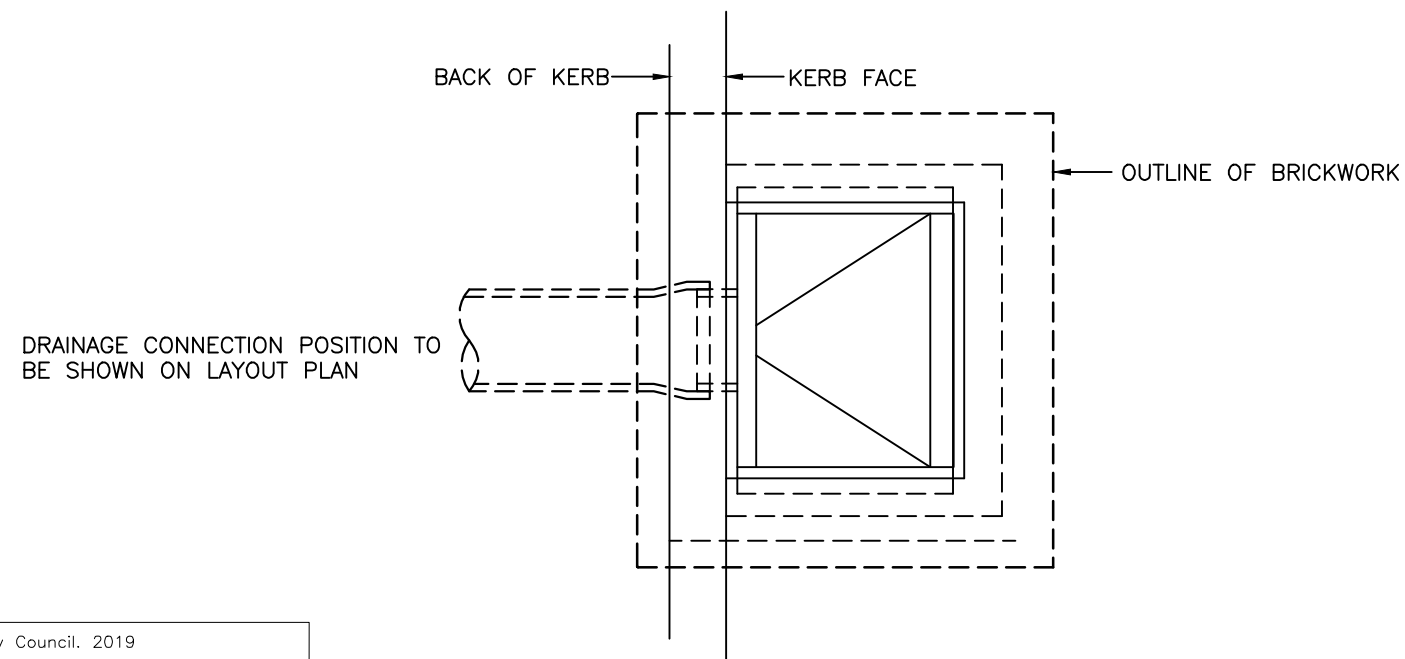


WHERE KERB/S CROSS THE BRICKWORK TO THE GULLY, SAW CUT KERB SO THAT THE BOTTOM EDGE OF THE KERB CORRESPONDS TO THE BOTTOM EDGE OF THE KERB FRAME. BED KERB ON MINIMUM 15 THICKNESS OF POLYESTER RESIN MORTAR TO CLAUSE 2601 AND BACK WITH A MINIMUM OF 150 THICKNESS OF MIX ST1 CONCRETE.

GRATING AND FRAME SHALL BE AS DESCRIBED IN APPENDIX 5/1. THE FRAME SHALL BE BEDDED ON A MINIMUM 15 THICKNESS OF POLYESTER RESIN MORTAR AND SHALL BE SET TO THE CROSSFALL AND PROFILE OF THE CARRIAGEWAY 0 TO 6 BELOW CHANNEL LEVEL.



SECTION



TYPICAL PLAN
GRATING OMITTED FOR CLARITY

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. UNLESS SPECIFIED ON THE LAYOUT DRAWING, THE OUTLET PIPE SHALL HAVE MINIMUM 600 COVER AND SHALL HAVE A TYPE Z BED.
3. UNLESS STATED OTHERWISE IN APPENDIX 5/1, ALL GRATINGS SHALL HAVE A 450 X 450 CLEAR OPENING CONFORMING TO BS EN 124 - GROUP 4 AND CD 534.
4. GRATINGS SHALL BE EITHER LEFT OR RIGHT HAND HINGED AS VIEWED WHEN FACING THE KERBS. THE HINGED END SHALL BE NEAREST ON-COMING TRAFFIC. THE GRATING SHALL BE CAPTIVE WITHIN THE FRAME.
5. EXISTING CARRIAGEWAY REINSTATEMENT SHALL BE AS SPECIFIED ON LAYOUT DRAWINGS OR IN APPENDIX 7/2.
6. ALL CEMENT USED IN INSITU CONCRETE SHALL BE CII(A OR B)-S OR CIII A OR B TO BS 8500-2, TABLE 1 AND ANNEX A.
7. UNLESS AGREED WITH THE HIGHWAY AUTHORITY, APART FROM AN INITIAL BEND FROM THE GULLY OUTLET, ALL CONNECTIONS TO CHAMBERS AND CARRIER DRAINS SHALL BE STRAIGHT.

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
CONSULTANT					
<p>STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>					
SCHEME					
STANDARD DETAILS					
DRAWING TITLE					
GULLY TYPE 3					
HCC CADplot: 24.Mar.2020 at 8:37am					
DRAWN	RB	CHECKED	JPR	SCALE @ A3	N.T.S
CAD	RB	APPROVED	CDP	DATE	March 2020
DRG No.	HCC11/D/025				REVISION

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