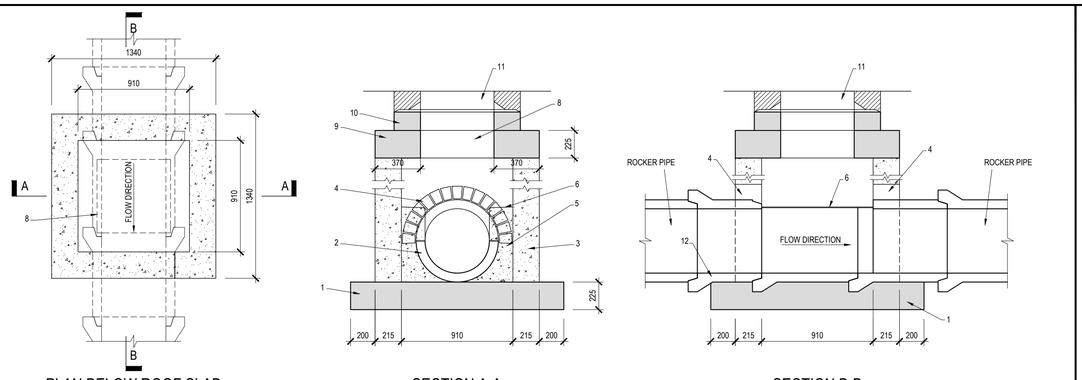


PLAN BELOW ROOF SLAB

SECTION A-A

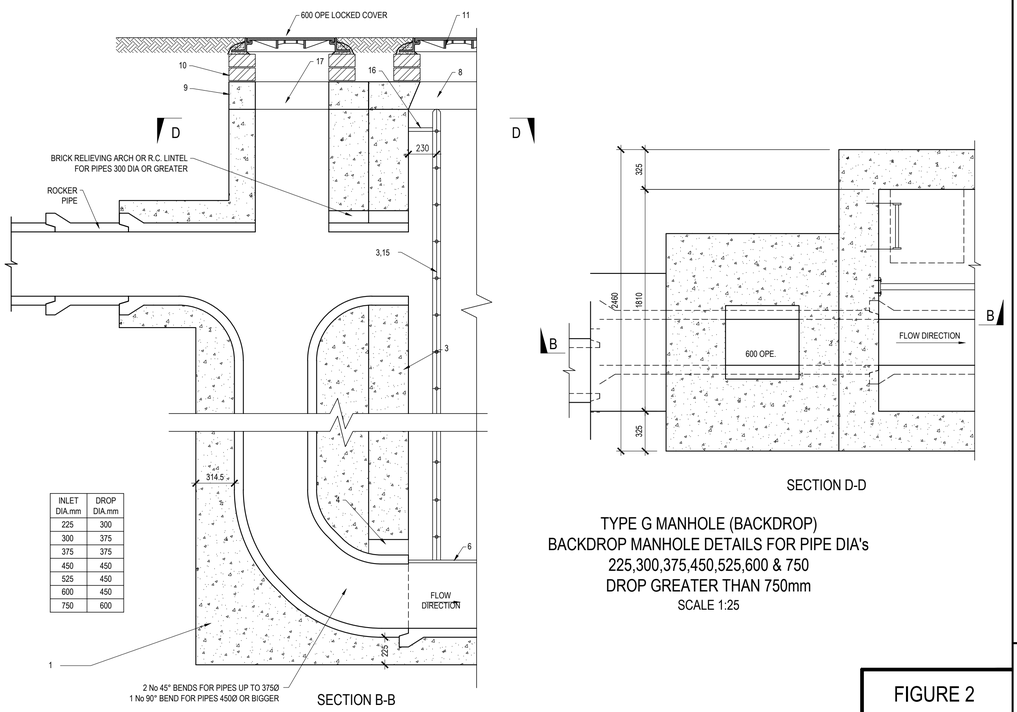
SECTION B-B

TYPE A MANHOLE

MANHOLE DETAILS FOR PIPE DIA's 150,225,300,375 & 450 DEPTH TO INVERT LESS THAN 1.0m

SCALE 1:25

FIGURE 1



INLET DIA.mm	DROP DIA.mm
225	300
300	375
375	375
450	450
525	450
600	450
750	600

SECTION B-B

SECTION D-D

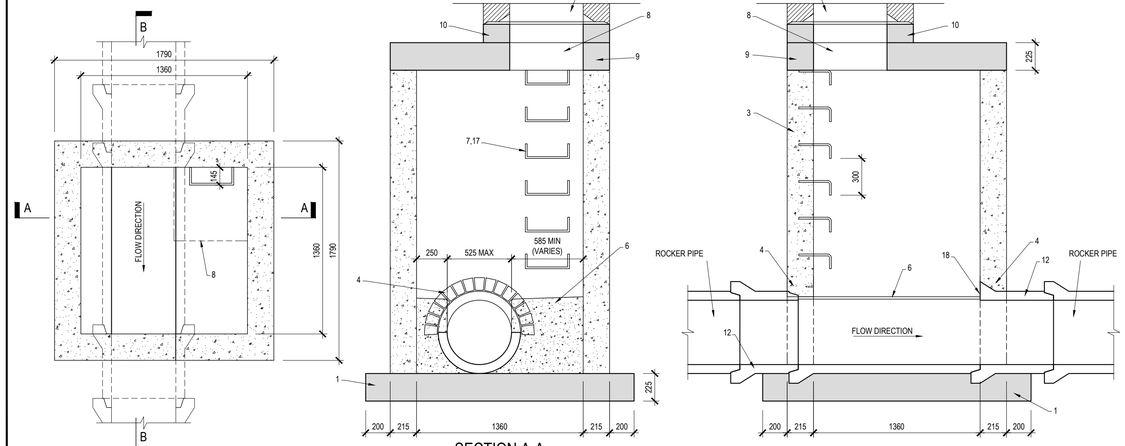
TYPE G MANHOLE (BACKDROP)

BACKDROP MANHOLE DETAILS FOR PIPE DIA's 225,300,375,450,525,600 & 750

DROP GREATER THAN 750mm

SCALE 1:25

FIGURE 2



PLAN BELOW ROOF SLAB

SECTION A-A

SECTION B-B

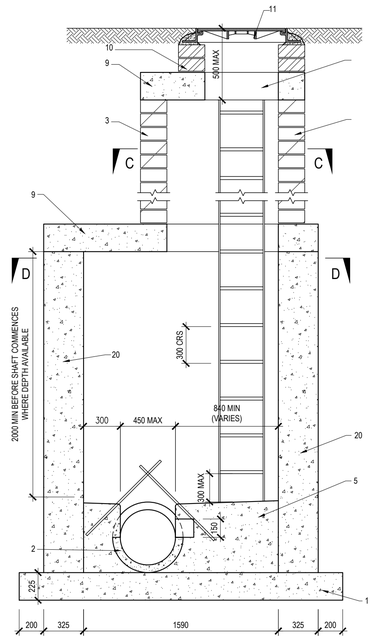
TYPE B MANHOLE

MANHOLE DETAILS FOR PIPE DIA's 225,300,375 & 450

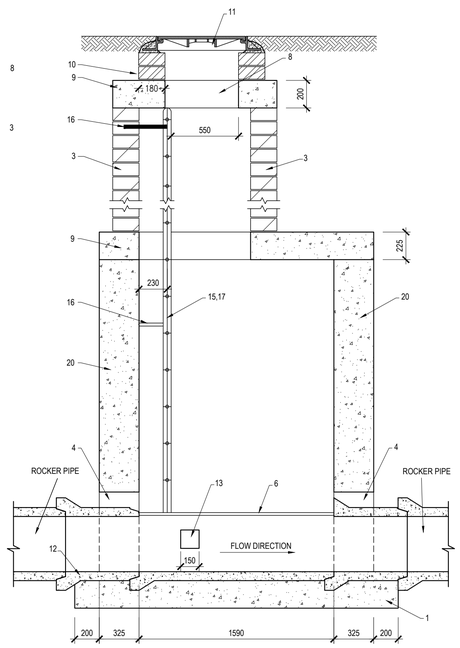
DEPTH TO INVERT GREATER THAN 1.0m & LESS THAN 3.0m

SCALE 1:25

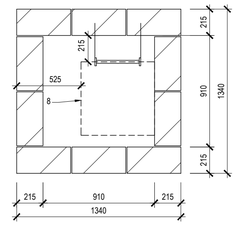
FIGURE 3



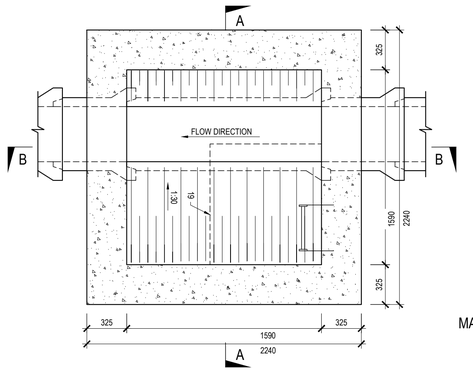
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

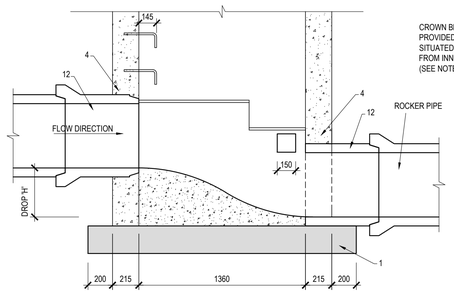
TYPE C MANHOLE

MANHOLE DETAILS FOR PIPE DIA's 225,300,375 & 450

DEPTH TO INVERT 3.0m TO 6.0m

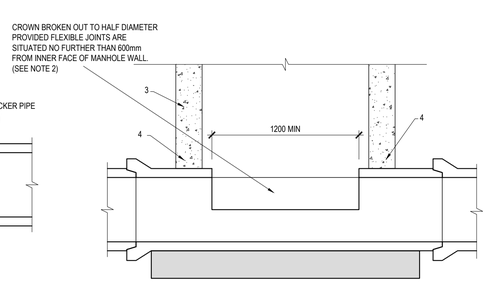
SCALE 1:25

FIGURE 4



TYPE F MANHOLE (RAMP) RAMP MANHOLE DETAILS FOR PIPE DIA's 150, 225, 300, 375, 450, 525, 600 & 750 (REFER TO TABLE FOR MAX DROP)

SCALE 1:25



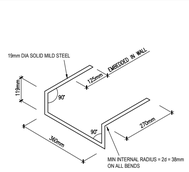
ALTERNATIVE METHOD OF FORMING CHANNEL THROUGH MANHOLE

SCALE 1:25

INLET DIA.mm	H MAX.mm
225	600
300	600
375	750
450	750
525	750
600	750
750	750

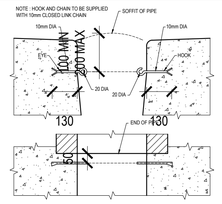
WHEN THE DROP 'H' IS GREATER THAN THE MAX VALUE SHOWN USE BACKDROP MANHOLE

FIGURE 5



STANDARD RUNG

SCALE 1:10



SAFETY CHAIN, HOOK AND EYE

SCALE 1:10

FIGURE 6

ON ORIGINAL

0 5 10 15 20 25 30 40 50mm

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NO CHANGES OF WHATSOEVER NATURE ARE TO BE MADE TO ANY DETAILS SET OUT OR CONTAINED IN ANY DBFL SPECIFICATIONS OR DRAWINGS UNLESS THE EXPRESS CONSENT HAS BEEN OBTAINED IN ADVANCE, IN WRITING, FROM DBFL.

NOTES:

1. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH NRA SPECIFICATION FOR ROADWORKS UNLESS OVERRIDDEN BY GREATER DUBLIN REGIONAL CODES OF PRACTICE FOR DRAINAGE WORKS AS AMENDED BY DUBLIN CITY COUNCIL
2. ALL DRAWINGS TO BE CHECKED BY CONTRACTOR ON SITE AND ENGINEER INFORMED OF DISCREPANCIES BEFORE WORK COMMENCES.
3. ALL LEVELS ARE IN METRES AND ARE RELATED TO THE ORDANANCE DATUM.
4. CONTRACTOR SHALL SATISFY HIMSELF AS TO THE ACCURACY OF PAVEMENT LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORKS.

DRAWING SPECIFIC NOTES:

FOR ALL EXTERNAL DRAINAGE WORKS TO BE TAKEN IN CHARGE

1. 225mm THK CL. 20/20 MASS CONCRETE FOUNDATIONS
2. PRE FORMED HALF CIRCLE CHANNEL PIPES. THE PIPELINE MAY WHERE PRACTICABLE, BE LAID THROUGH THE MANHOLE AND THE CROWN BROKEN OUT TO HALF DIAMETER , PROVIDED FLEXIBLE JOINTS ARE SITUATED ON EACH SIDE NO FURTHER THAN 600mm FROM THE INNER FACE OF THE MANHOLE WALL
3. MANHOLE CONSTRUCTION.
   - •• FOR SURFACE WATER MANHOLES SOLID CONCRETE BLOCKS CL.S10 TO I.S.20 PART 1 : 1987 OR CL.30/20 INSITU CONCRETE.
   - •• BLOCKWORK SHALL BE BEDDED AND JOINTED USING MORTAR DESIGNATION THREE TO I.S.406. BEDS AND VERTICAL JOINTS SHALL BE COMPLETELY FILLED WITH MORTAR AS THE BLOCK ARE LAID.
   - •• JOINTS SHALL BE FLUSH POINTED AS THE WORK PROCEEDS.
   - •• ALL FOUL MANHOLES MUST BE FACED IN ENGINEERING BRICK FOR 1 METRE ABOVE INVERT LEVEL.
   - •• BRICK TO BE BONDED TO BLOCKWORK USING ENGLISH BOND OR WALL TIES.
4. RELIEVING ARCH FORMED BY 215x103x65 BRICK AS PER DRAWING RELIEVING ARCHES IN BRICK OR BLOCKWORK MANHOLES TO EXTEND OVER FULL THICKNESS OF WALL.
5. BENCHING AND PIPE CHANNEL PIPE SURROUND - CL. 20/20 CONCRETE.
6. BENCHING FINISHED IN 2:1 SAND-CEMENT MORTAR WITH A SMOOTH TROWEL FINISH, AT 1 IN 30 SLOPE TOWARDS CHANNEL.
7. STANDARD RUNGS AT 300 CRS VERTICALLY AND GALVANISED TO BS 729
8. 600mm SQUARE OPE IN ROOF SLAB.
9. 225mm THK PRECAST R.C. ROOF SLAB IN CL.30/20 CONCRETE. COVER TO STEEL SHALL BE 40mm.
10. ENGINEERING BRICK CL.B TO I.S.91:1983 SET IN 1:3 (CEMENT SAND MORTAR)
11. CLASS D400 MANHOLE COVER AND FRAME TO ISEN 124. 150mm DEEP FRAME FOR ALL ROADS, 100mm DEEP FOR FOOTPATHS AND GREEN AREAS ROADS. NON ROCK DESIGN, CLOSED KEYWAYS, MANUFACTURED FROM SPHEROIDAL GRAPHITE CAST IRON (DUCTILE CAST IRON), 600 x 600 (OR 600 DIA.) CLEAR OPENING, COVER AND FRAME COATED IN BITUMEN OR OTHER APPROVED MATERIAL, COVER SHALL BE QUIET IN USE WITH A MINIMUM MASS OF 140kg/m2, FRAME BEARING AREA SHALL BE 80,000mm2 MIN., FRAMES SHALL BE DESIGNED TO PREVENT COVERS FALLING INTO MANHOLE. FRAMES SHALL BE BEDDED ON APPROVED MORTAR TO MANUFACTURERS INSTRUCTIONS. THE FINAL LEVEL OF MANHOLE COVER AND FRAME IS TO BE SET PRIOR TO THE WEARING COURSE BEING LAID.
12. SHORT LENGTH PIPE, PIPE JOINT EXTERNAL TO MANHOLE SHALL NOT EXCEED 600mm FROM THE INNER FACE OF MANHOLE WALL.
13. TOE HOLES OF 230mm MINIMUM DEPTH AND GALVANISED STEEL SAFETY RAILINGS TO BE PROVIDED IN BENCHING OF SEWERS GREATER THAN 525mm DIA. AND DEPTH TO INVERT >3m FOR ACCESS TO INVERT.
14. SAFETY CHAIN TO BE PROVIDED IN ALL MANHOLES WITH PIPE DIAMETERS GREATER THAN 450mm. MILD STEEL SAFETY CHAIN SHALL BE 10mm NOMINAL SIZE GRADE M (H) NON CALIBRATED CHAIN, TYPE 1, COMPLYING WITH B.S.4942 PART 2.
15. WHEN DEPTH OF MANHOLES TO INVERT IS GREATER THAN 3m LADDERS SHALL BE USED TO B.S.4211 EXCEPT THAT STRINGERS SHOULD BE NOT LESS THAN 65mm x 12mm IN SECTION AND RUNGS 25mm IN DIAMETER. FIXED LADDERS SHOULD MEET THE DIMENSIONAL REQUIREMENTS OF B.S.4211
16. LADDER STRINGERS SHOULD BE ADEQUATELY SUPPORTED FROM THE MANHOLE WALL AT INTERVALS OF NOT MORE THAN 2.4m. STRINGERS SHOULD BE BOLTED TO CLEATS TO FACILITATE RENEWAL.
17. ALL LADDERS, RUNGS, HANDRAILS, SAFETY CHAINS ETC. SHALL BE HOT DIP GALVANISED TO B.S.729.
18. SOCKET OF PIPE SHOULD BE CUT WITH THE INSIDE SURFACE OF THE MANHOLE WALL.
19. POSITION OF 910 SQUARE OPE IN INTERMEDIATE ROOF SLAB.
20. FOR MANHOLES >3m DEPTH TO INVERT USE REINFORCED INSITU CONCRETE. REFER TO DBFL REINFORCEMENT DRAWINGS

WARNING

1. IF UNCERTAIN OF A DETAIL OR NOTE. DO NOT PROCEED UNTIL CLARIFICATION IS SOUGHT FROM THE ENGINEER AND SUITABLE INFORMATION PROVIDED
2. ALL ANOMALIES TO BE REPORTED TO THE ENGINEER IMMEDIATELY TO ALLOW TIME FOR REMEDIAL ACTION

rev	date	description	by	chkd.
1	17/09/2026	STAGE 3 LRD	PJC	GPH

client approval
- A - Approved
- B - Approved with comments
- C - Do not use

suitability: S2 - INFORMATION

issue purpose: ISSUEPURPOSE

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drawing title: SURFACE WATER DETAILS SHEET 1

client: LAND DEVELOPMENT AGENCY

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