NOTES:

1. See Drg No **SD/500/16** for General Notes.

GENERAL NOTES

1. All new or reconstructed brickwork shall be a minimum of 225mm thick in English Bond. The number of courses as per the appropriate standard drawing or statutory undertakers requirements. All bed and vertical joints shall be filled solid and exposed joints finished flush.

2. The mortar and frame bedding material must be allowed sufficient time to gain strength before any loading is put on the frame, cover or brickwork, either from reinstatement materials, traffic or compaction.

   Where it is necessary to subject the frame, cover or brickwork to loading within a period less than 10 days then a proprietary cementitious material, epoxy resin or hydraulic cement should be used in lieu of Ordinary Portland cement mortar. Loading and compaction should not take place until the mortar and bedding material has gained a strength of 10N/mm².

3. On new roads or reinstatement works where it is necessary to subject the frame, cover and brickwork to loading within 24 hours then a proprietary cementitious material or epoxy resin should be used. This material should be capable of reaching a strength of 10N/mm² within 2 hours when used in accordance with the manufacturer's instructions.

4. Where Ordinary Portland cement mortar is used then it should comply with Class 1 mortar to clause 2404. Sands for mortar shall be washed sand complying with BS EN 13139 and graded in accordance with Table 1 of that standard.

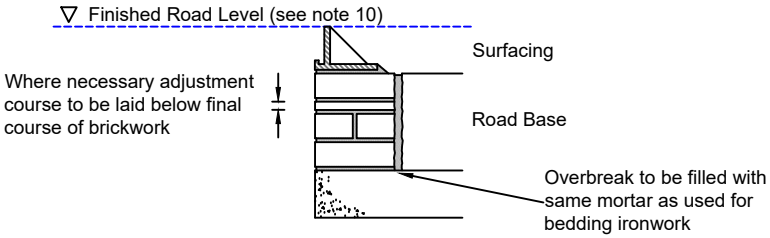
5. The depth of mortar joints in brickwork and under the ironwork shall be between 5mm and 15mm for Ordinary Portland cement mortar. Any fine adjustment in level should be carried out in special class B bricks of reduced thickness or quarry tiles. Where proprietary cementitious materials or epoxy resins are used the mortar bedding depths should be in accordance with the manufacturer's recommendations.

6. Where adjustments are made to existing ironwork then the existing frame and cover shall be removed and all the old bedding material removed from the supporting structure. All inadequate or unsound portions of the structure are to be removed and cleaned as directed by the Engineer. The frame and cover should be cleaned of all loose paint, rust and other debris. Any defects or damage should be reported to the Engineer before re-bedding.

7. Where it is proposed to run traffic on existing surfaces or on base course material where ironwork has been set to finished levels, then edges should be protected with temporary ramps formed of compacted 6mm close graded macadam. The ramps should not exceed 1 in 30 parallel to the flow of traffic or 1 in 15 perpendicular to the flow of traffic. The temporary ramps should be removed immediately prior to surfacing.

8. The contractor shall prevent the ingress of debris into the structure/chamber during the construction or adjustment. Once the surfacing is complete all structures/chambers shall be cleaned prior to leaving site.

9. Any fine adjusment course shall be laid below the final course as shown below:-



10. All ironwork to be set so that the frames and covers finish flush with adjacent finished road level. On gullies, the frames and covers should either be flush or up to 6mm below the finished road surface to assist in drainage of the carriageway.

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Leicestershire County Council

ENVIRONMENT AND TRANSPORT DEPARTMENT

TITLE:

DRAINAGE

FIXING AND ADJUSTMENT OF IRONWORK

DRAWING NUMBER	DATE
SD/500/18	APRIL 2024
AUTOCAD REF	SCALE
K:\GENERAL\D9997STDDRG\STD DRGS 2015	NOT TO SCALE

Rev	Date	Notes on Revision
0	01.04.2024	Supersedes Dwg. SD/5/18 - September 2002