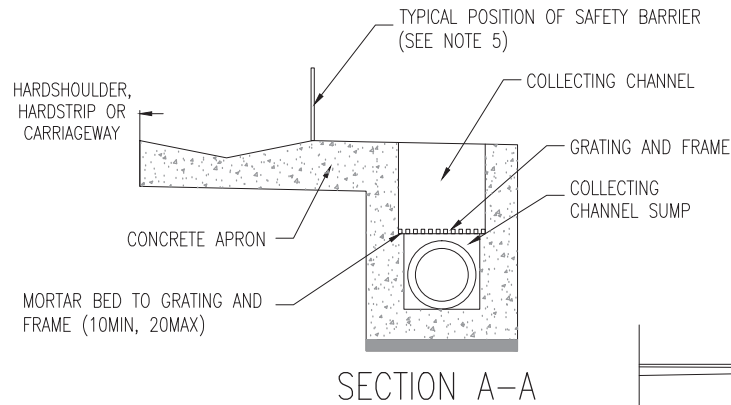
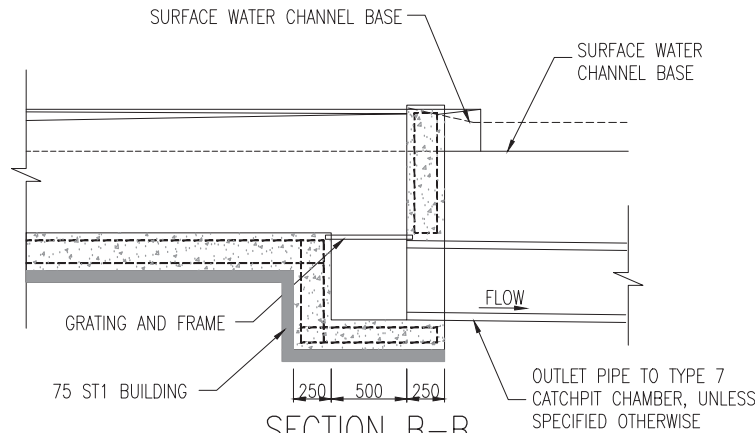


PLAN



SECTION A-A



SECTION B-B

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. DETAIL SHOWS WEIR OUTLET TO TRIANGULAR S.W.CHANNEL. ALSO APPLICABLE TO TRAPEZOIDAL S.W. CHANNELS WITH NECESSARY MINOR MODIFICATIONS. OVERALL DIMENSIONS, CROSSFALLS ETC. OF APRON SLAB, COLLECTING CHANNEL AND COLLECTING CHANNEL SUMP TO BE DESIGNED AS DEFINED IN APPENDIX 5/3. APRON SLAB, CHANNEL AND SUMP TO BE DESIGNED TO WITHSTAND THE ACCIDENTAL WHEEL LOADING DEFINED IN BD 37.
3. A TRANSVERSE JOINT IN ACCORDANCE WITH MCDRW, CLAUSE 1009 SHALL BE FORMED BETWEEN THE APRON SLAB AND S.W. CHANNELS AT EACH END OF THE SLAB. NO JOINTS SHALL BE PERMITTED WITHIN ADJACENT LENGTHS OF CONCRETE PAVEMENT SLABS. NECESSARY JOINTS IN SUCH SLABS SHALL BE SPACED ACCORDINGLY.
4. DIMENSION L BETWEEN APRON SLAB AND OUTFALL CHAMBER TO BE NOT LESS THAN REQUIRED BY MCDRW, SUB-CLAUSE 507.14.
5. SAFETY BARRIER TO BE AS SHOWN ON THE DRAWINGS AND SCHEDULED IN APPENDIX 4/1.
6. CONCRETE TO APRON SLAB SHALL COMPLY WITH MCDRW, CLAUSE 1103. PLAIN CONCRETE SHALL BE A DESIGNED CONCRETE, STRENGTH CLASS C 28/35 TO IS EN 206-1. REINFORCED CONCRETE SHALL BE STRENGTH CLASS C 32/40 TO MCDRW, CLAUSE 1001.
7. SURFACE WATER CHANNELS BECOME DISCONTINUOUS AT EACH WEIR OUTLET. DETAILS SHOWN ON THIS DRAWING INDICATE RECOMMENCEMENT OF SURFACE WATER CHANNEL DOWN-GRADIENT FROM WEIR OUTLET.
8. THE DISTANCE BETWEEN THE TRAFFIC FACE AND SAFETY BARRIER AND THE NEAREST VERTICAL FACE OF THE COLLECTING CHANNEL SHOULD NOT BE LESS THAN 75% OF THE WORKING WIDTH CLASS AS SPECIFIED IN APPENDIX 4/1.

NOT TO SCALE

P3	03/15
P2	01/09
P1	10/07
Issue	Date