

site development works

Moltaí i dtaobh Oibreacha Forbartha
Láithreáin le haghaidh Limistéir Tithíochta

Recommendations for

site development works

for Housing Areas



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Recommendations for Site Development Works for Housing Areas

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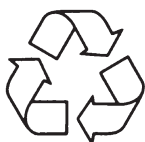
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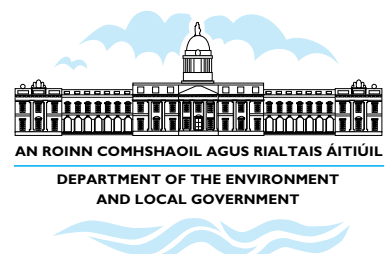
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October, 1998



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(Teil: 01-6613111, fo-líne 4040/4045; Fax: 01-4752760)
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DUBLIN
PUBLISHED BY THE STATIONERY OFFICE

To be purchased directly from the
GOVERNMENT PUBLICATIONS SALE OFFICE
SUN ALLIANCE HOUSE, MOLESWORTH STREET, DUBLIN 2
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or through any bookseller.

ISBN 0-7076-6163-3

Contents

Clause

Page

FOREWORD

vii

SECTION 1: GENERAL

1.1	Definitions	1
1.2	Scope	2
1.3	Technical Specifications	2
1.4	Materials	2
1.5	Consultation with Local Authority	3
1.6	Information Required	4
1.7	Other Services	5
1.8	Access	5
1.9	Completion	5
1.10	Legal	5

SECTION 2: ROADS AND FOOTWAYS

2.1	Layout Design	6
2.2	Roadway Width	6
2.3	Junctions	6
2.4	Junction Sightlines	6
2.5	Junction Radii	7
2.6	Cul-de-sac Ends	7
2.7	Road Gradients	7
2.8	Road Crossfall	9
2.9	Horizontal Alignment	9
2.10	Driveways	9
2.11	Screen Walls	9
2.12	Services	9
2.13	Clearance	9
2.14	Specification	9
2.15	Roadway Construction	9
2.16	Subgrade Strength	10
2.17	Depth of Sub-base and Capping Layer	11
2.18	Capping Layer Material	12
2.19	Sub-base Material	12
2.20	Roadbase Material	13
2.21	Concrete Roadways	14
2.22	Block Paving Roadways	18
2.23	Flexible Roadways	19
2.24	Surface Dressing	19
2.25	Footways	19
2.26	Kerbs	20
2.27	Cement	20
2.28	Concrete Aggregates	20

Clause**Page****SECTION 3: SEWERS AND DRAINS**

3.1	Compliance	21
3.2	Separate Systems	21
3.3	Pipe Types	21
3.4	Pipe Sizes and Gradients, Surface Water	21
3.5	Pipe Sizes and Gradients, Foul Water	23
3.6	Bedding and Cover, Rigid Pipes	23
3.7	Bedding and Cover, Flexible Pipes	25
3.8	Trench Width	26
3.9	Trench Compaction	26
3.10	Accessibility	27
3.11	Access to Sewers	27
3.12	Drain to Sewer Connections	27
3.13	Joints	27
3.14	Manhole Construction	27
3.15	Manhole Dimensions	28
3.16	Channels and Benching	29
3.17	Manhole Covers and Frames	30
3.18	Manhole Steps and Ladders	30
3.19	Gullies	31
3.20	Testing of Sewers and Drains	32
3.21	Manhole Infiltration	33
3.22	Cleaning of Sewers and Drains	33

SECTION 4: WATER SUPPLY

4.1	Supply	34
4.2	Watermain Pipes	34
4.3	Service Pipes	34
4.4	Watermain Pipe Size and Layout	34
4.5	Watermain Class	34
4.6	Pipe Cover	34
4.7	Pipe Laying	34
4.8	Pipe Jointing	35
4.9	Marker Tape	35
4.10	Pipe Anchorage	35
4.11	Sluice Valves	35
4.12	Hydrants	35
4.13	Air Valves	35
4.14	Stopcocks	35
4.15	Valve Chambers	35
4.16	Surface Boxes	37
4.17	Indicator Plates and Marker Posts	37
4.18	Testing and Sterilisation	38

Clause		Page
SECTION 5: PUBLIC LIGHTING		
5.1	Introduction	40
5.2	Standards	40
5.3	Minimum Illuminance Levels	41
5.4	Lighting Columns and Brackets	42
5.5	Lanterns	43
5.6	Fitting Out of Columns	44
5.7	Control	45
5.8	Auxiliary Public Lighting Micro Pillar	45
5.9	Fitting Out of Auxiliary Public Lighting Micro Pillar	45
5.10	Cable and Ducting	47
5.11	Earthing	47
5.12	Column Installation	49
REFERENCES		50
FIGURES		
SECTION 2:		
2.1	Clear Sight-triangle	6
2.2	Residential Turning Bays	8
2.3	Terminology for Roadway Construction	10
2.4	Transverse Contraction Joint	16
2.5	Transverse Expansion Joint	16
2.6	Longitudinal Joint	17
2.7	Formed Contraction Joint	17
SECTION 3:		
3.1	Bedding and Surround for Rigid Drainage Pipes	24
3.2	Bedding and Surround for Flexible Drainage Pipes	26
SECTION 4:		
4.1	Hydrant, Airvalve and Sluice Valve Chambers	36
4.2	Stopcock Chamber	37
4.3	Concrete Marker Post	38
SECTION 5:		
5.1	Lighting Column Bracket	43
5.2	Internal Electrical Arrangement, Public Lighting Column	44
5.3	Internal Electrical Arrangement, Auxiliary Micro Pillar	46
5.4	High Voltage Warning Sign	47

FOREWORD

This document, which is an update of a similarly entitled An Foras Forbartha publication, (originally issued in 1974 and subsequently amended in 1984) is intended for the guidance of local authorities, public authorities, private developers and consultants, in the construction of site development works for housing areas.

The document sets out recommended standards and technical specifications for the various services, which should generally be acceptable to local authorities, in their administrative areas.

This publication does not contain all of the possible solutions to site development design problems and designers should be encouraged to propose imaginative alternatives, subject to approval as defined in the document.

It should be noted also, that some local authorities provide their own documented requirements in relation to site development works.

This document does not deal with issues of estate layout. Nevertheless, it is recognised that layouts which seek to ensure very low traffic speeds and greater priority for pedestrians and cyclists within housing areas should be encouraged. In particular circumstances, this consideration might well justify the adoption of standards other than those contained in this document.

Section I: General

I.1 Definitions

For the purposes of this document, the following definitions apply:

1. **Local Authority:** The Local Authority which will assume responsibility for the development works on their completion.
2. **Developer:** The person, company or public body that undertakes the development works and from whom the Local Authority would take the development in charge.
3. **Approval:** "Approval" and "Approved" mean approval in writing by the Local Authority, of proposals submitted by the developer. This meaning does not extend to a planning application for "approval", unless it is specifically stated as such.
4. **Road:** A way for vehicles and other types of traffic.
5. **Roadway:** That portion of a road which is provided primarily for the use of vehicles.
6. **Footpath:** A road over which there is a public right of way for pedestrians only, not being a footway.
7. **Footway:** That portion of any road associated with a roadway, which is provided primarily for use by pedestrians.
8. **Drain:** Any underground pipework or conduit used for the conveyance of foul water or surface water, which is not intended to be taken over and maintained by the Local Authority.
9. **Sewer:** Any underground pipework or conduit used for the conveyance of foul water or surface water, which is intended to be taken over and maintained by the Local Authority.
10. **Foul Water:** Waste water, or trade effluent, or water containing excreted matter, whether human or animal.
11. **Surface Water:** The run-off of rainwater from roofs and paved ground surfaces.
12. **Watermain:** A pipe for the general distribution of water in a water supply system, not being a service pipe.
13. **Service Pipe:** A pipe for the conveyance of water from a watermain to an individual premises.

1.2 Scope

This document sets out recommended standards and technical specifications for the design and construction of roads and services associated with site development works for housing areas. It does not deal with workmanship criteria. The roads and services within the scope of this document are:

1. All roads within housing areas, with the exception of those intended:
 - (a) as the principal means of access to more than 200 houses.
 - (b) for use as bus routes.
 - (c) to provide a through route for vehicular traffic.
2. Sewers and drains comprising pipes up to 300mm diameter
3. Watermains up to 225mm diameter and water service pipes.
4. Public Lighting within the housing area.

1.3 Technical Specifications

Within this document, technical specifications are either provided directly, or indirectly by reference to:

1. An Irish Standard Specification, identified by IS followed by a number and the year of publication.
2. A British Standard Specification, identified by BS followed by a number and the year of publication.
3. A harmonized European Standard Specification, identified by IS EN followed by a number and the year of publication.
4. Other published specifications, identified by their titles.

References to Irish, British and harmonized European Standard Specifications and any other published specifications, are to the latest edition current at the time of publication of this document. However, if this edition of the technical specification is subsequently revised or updated by the issuing body, the new version should be deemed to apply, unless approval is obtained to the contrary.

1.4 Materials

All works should be carried out with proper materials. Proper materials means materials which are fit for the use for which they are intended and for the conditions in which they are to be used, and includes materials which:

1. Bear a CE Marking in accordance with the provisions of the Construction Products Directive; or
2. Comply with an appropriate harmonized standard, European technical approval or national technical specification as defined in article 4(2) of the Construction Products Directive; or
3. Comply with an appropriate Irish Standard or Irish Agrément Board Certificate or with an alternative national technical specification of any State which is a contracting party to the Agreement on the European Economic Area, which provides in use an equivalent level of safety and suitability.

I.5 Consultation with Local Authority

Local Authority requirements vary on the nature and degree of consultation that is necessary, in relation to proposed housing developments in their individual administrative areas.

Prior to finalising the design of a proposal, the Developer is advised to ascertain the particular consultation process that obtains in the specific area, as well as the name(s) of the appropriate officer(s) for consultation purposes, on matters of Planning, Roads, Drainage, Watermains and Public Lighting. The Developer is furthermore advised to consult, at the earliest possible opportunity, with the appropriate officer(s) on matters such as:

1. **Planning:** Site suitability, layout design, housing density, open spaces, landscaping, etc.
2. **Roads:** Road reservations, road widening lines, culs-de-sac, junction sightlines and radii, gradients, alignments, roadway type, proposed construction traffic; inspection, testing and approval requirements, etc.
3. **Drainage:** The type of drainage system to be used, areas external to the development area whose drainage is required to be included (together with estimated discharge data), outfall points or connections to existing sewers, types of manhole and gully covers; inspection, testing and approval requirements, etc.

Where the drainage layout is such as to require one or more connections to a public sewer, the Developer should ascertain whether or not the connections would be carried out by the Local Authority. Where these connections would be carried out by the Developer, the Local Authority requirements should be determined.

4. **Watermains:** Type and layout of watermain, connection points, types of surface boxes, locations of indicator plates and marker posts; inspection, testing and approval requirements, etc.

5. **Public Lighting:** Installation by ESB or private contractor, types of lighting column, lantern, lamp, ducting, cables, controls; inspection, testing and approval requirements, etc.

I.6 Information Required

The following information should be submitted by the Developer to the Local Authority. (This information may be included in the Developer's application for Planning Permission, or Approval, or may take the form of such documentation, together with supplementary data, all subject to approval).

1. A layout plan of the proposed development, showing the extent of the development site, site contours levels at 0.5m intervals, the location of boundaries and structures within the site and the location and levels of existing utilities, including those within the site as well as those external to the site, that would be affected by the development.
2. A plan showing the arrangement of the houses, with proposed ground floor levels, the layout of roads, footpaths, footways, sewers and drains, including sewer and drain sizes and positions of manholes and gullies.
3. A plan showing the layout of proposed watermains, including pipe sizes and positions of hydrants and valves.
4. Longitudinal sections and cross-sections of roads, indicating the proposed road construction, levels and gradients.
5. Longitudinal sections of proposed sewers and drains, showing levels, gradients, sizes, types and classes of pipe, types of joint and types of bedding, haunch and surround.
6. Longitudinal sections of proposed watermains, showing sizes, types and classes of pipe and positions of valves and hydrants.
7. A layout plan with sections of the proposed public lighting system, showing the location of lighting columns, auxiliary micro pillars and ducting and specifying the types of equipment to be provided. Details of the internal electrical arrangement for lighting columns and auxiliary micro pillars, as well as details of the overall earthing arrangements should also be included.
8. Drainage design calculations, demonstrating the capacity of the proposed pipe networks to discharge the design flows and run-off from the development.
9. Proposals for the treatment of existing surface and underground water-courses, boundaries and structures, within the development.

10. Proposals for the preservation of existing trees and other features.

Layout plans should be to a scale of not less than 1:500. Sections and elevations should be to a scale of not less than 1:100. All levels shown should be related to Ordnance Datum.

1.7 Other Services

With regard to services other than those being provided directly by the Developer e.g. electricity, telecommunications, gas, piped television etc., the Developer should comply with the requirements of statutory undertakers, or public utility companies responsible for such services. In relation to services on offer from private companies, the Developer should ascertain the Local Authority requirements in each specific instance.

All necessary ducting for services under roads should be installed, at the approved locations and depths, prior to completion of the road surfacing.

1.8 Access

Access to the site should be made available to Local Authority staff, for such monitoring or inspection of work as may be required, during construction.

1.9 Completion

On completion of the project, the Developer should submit to the Local Authority, such as-constructed records as the Local Authority may require. This may entail the provision of some, or all of the drawings detailed in 1.6 above, but might also require the provision of closed circuit television sewer condition surveys, by approved contractors, with results presented on diskette, tape, compact disc, or other approved device.

1.10 Legal

Compliance with these recommendations does not confer immunity on the Developer from any legal requirements and does not remove the obligation on the Developer to comply with the requirements of the Planning Acts, relevant sections of the Building Regulations, the Safety Health and Welfare at Work Act 1989, etc.

Section 2: Roads and Footways

Design

2.1 Layout Design

Layouts should be designed so as to deter through traffic. Road alignments should be such as to limit vehicle speeds and facilitate pedestrian movement. However, narrower roadway widths should only be considered where realistic measures have been incorporated to eliminate on-street parking. Adequate access for wheelchairs and prams should be provided.

2.2 Roadway Width

The roadway width should be 6m except for culs-de-sac less than 60m long, where a width of 5.5m should be acceptable. A reduced roadway width may be approved for short spur culs-de-sac.

The amount of off-roadway parking to be provided per house, is subject to approval.

2.3 Junctions

An uncontrolled intersection is an intersection that does not rely on the positive controls of signs, or signals, for the allocation of priority amongst approach roads. Junctions should normally be designed as uncontrolled intersections, to the requirements of the National Roads Authority publication "Geometric Design Guidelines (Intersections at Grade) RTI81".

All junctions internal to the development should be T-junctions. The stagger of these junctions and the layout of junctions with other roads, are subject to approval.

2.4 Junction Sightlines

The area of unobstructed sight distance required at a junction is termed the "clear sight-triangle" and is measured from a driver eye height of 1.05m to an object height of 1.15m. The clear sight triangle is illustrated in Figure 2.1.

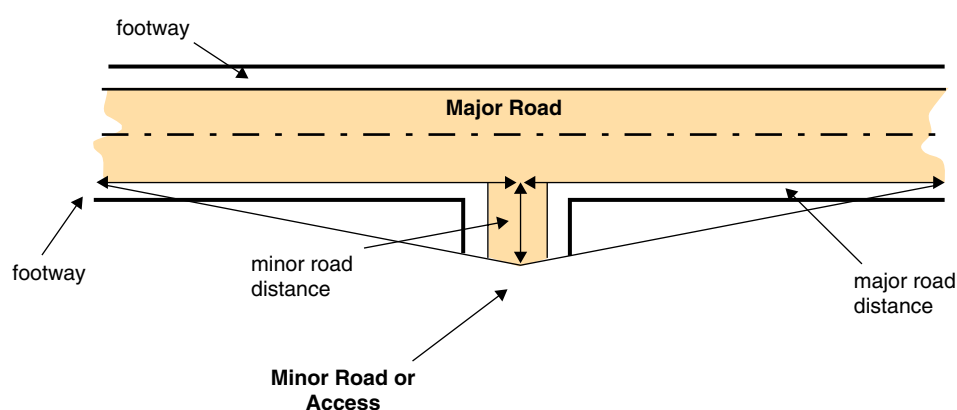


FIGURE 2.1: CLEAR SIGHT-TRIANGLE

The minimum dimensions of the clear sight-triangle for roads of various design speeds are given in Table 2.1, with the major road design speed determining the required dimensions.

TABLE 2.1 Junction sightline requirements

Design speed (km/h)	40	60	80	120
Major Road distance (m)	80	120	170	230
Minor Road distance (m)	4.5	4.5	4.5	4.5

2.5 Junction Radii

Junction radii should permit traffic to negotiate junctions safely and the following radii should normally be acceptable:

1. Kerb radii at junctions of roads to which these recommendations refer, should be a minimum of 6m.
2. Kerb radii at a junction between an estate road and a road not covered by these recommendations, should be a minimum of 10.5m.

At particular junctions, in order to minimise crossing distance for pedestrians, lower radii than those stipulated in 1. and 2. above may be more appropriate, subject to approval.

2.6 Cul-de-sac Ends

Turning bays should be provided at the ends of culs-de-sac. The dimensions required for turning bays in residential culs-de-sac depend both on the maximum size of vehicle to be accommodated and on the frequency with which the turning bay would be used by that vehicle.

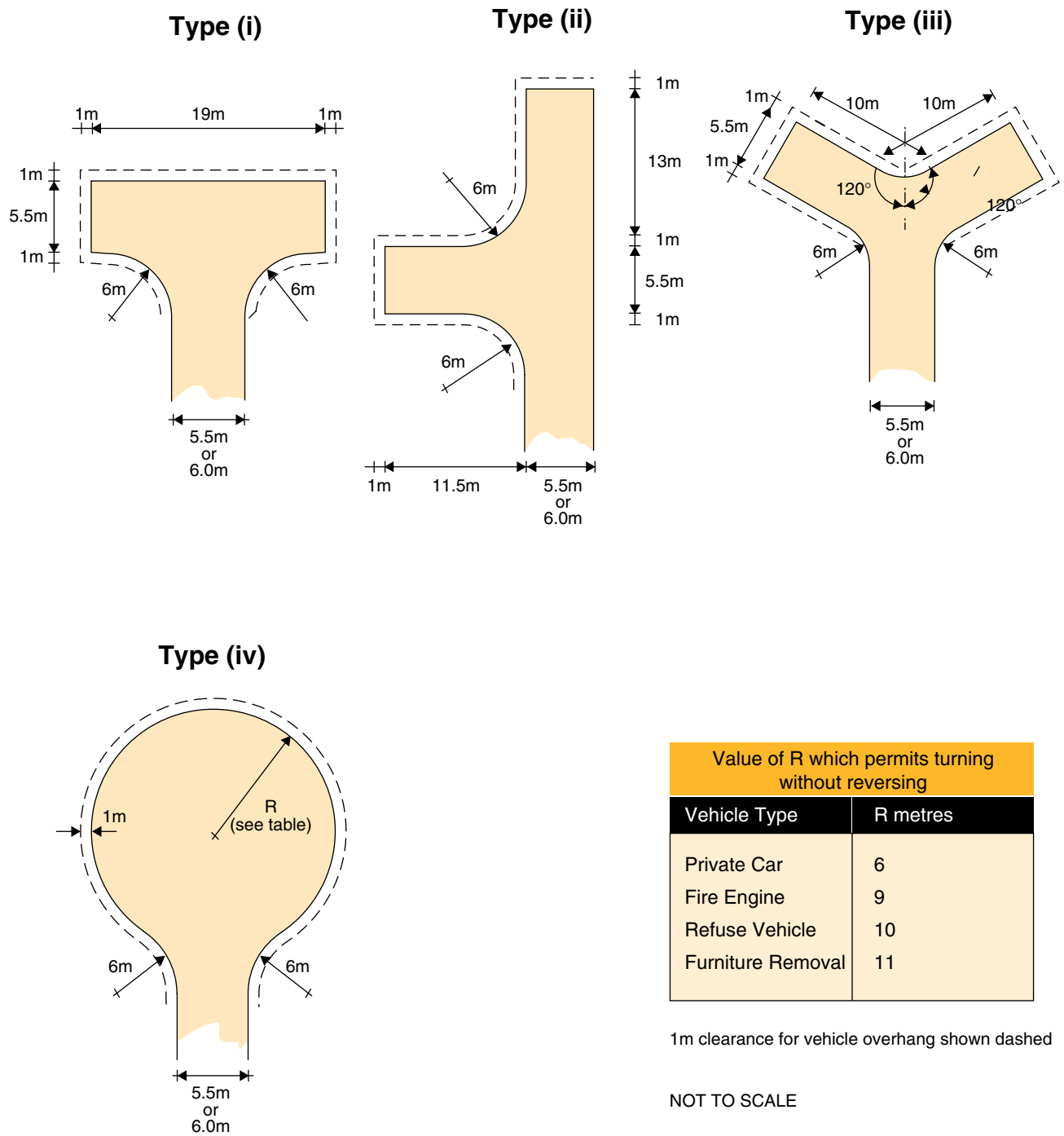
Figure 2.2 illustrates suitable turning bays for the end of culs-de-sac. The types (i), (ii) and (iii) shown on the figure, should enable most large refuse vehicles, or fire engines, to turn by means of a three point turn. Other types of turning bay may well be acceptable. Smaller dimensions would suffice for types (i), (ii) and (iii), where it is intended that only private cars should use the turning bay. Type (iv) permits turning, without reversing, for the indicated vehicle types.

Developers should determine the local authority requirements with respect to turning capability, before finalising cul-de-sac layout.

2.7 Road Gradients

Longitudinal gradients should normally lie between 0.5% and 5%, but a higher minimum gradient of up to 1% may be required, depending on the type of surface and the method of application.

At junctions, the gradient of the side road should not be greater than 2%, for a distance of 7m from the junction.



2.8	Road Crossfall	A crossfall of 2.5% should be provided for a normal machine laid surface. This may be decreased to 2% for a high quality surface finish, or may be increased to 3% for hand laid surfaces.
2.9	Horizontal Alignment	Roads should normally be designed and located to intersect at angles of between 70 and 110 degrees and preferably at 90 degrees. Where one road crosses or meets another at an angle outside this range, suitable curves should be introduced in the alignment of the minor road, subject to approval, in order to improve the angle of intersection.
2.10	Driveways	Driveways should have a minimum width of 3m and a maximum gradient of 10%. A kerb upstand of 25mm should be provided at entrances.
2.11	Screen Walls	Screen walls should be constructed in accordance with the requirements of IS 325.
2.12	Services	Services should be laid underground, adjacent to the roadway. The laying of services in other locations is subject to approval.
		The public area, including the footway (if any) beside the roadway, should be of sufficient width to accommodate the services required. Services should only be laid under the roadway where there is a requirement to cross the roadway. In such cases, services should be laid at right angles to the roadway.
2.13	Clearance	The normal minimum lateral clearance of fixed objects from the roadway edge should be one metre. This applies to items such as public lighting columns, posts, trees and piers at entrances to developments. Particular circumstances may require that this clearance be reduced. In no circumstance should this clearance be less than 450mm.

Construction

2.14	Specification	Road works should comply with the requirements of "Specification for Road Works" published by the Department of the Environment.
2.15	Roadway Construction	The roadway construction comprises the pavement layers and the pavement foundation. The pavement may be constructed using flexible materials, block paving, or in situ concrete. The pavement foundation comprises the sub-base and capping layer, laid over the natural subgrade soil. The various construction options and the terminology for roadway construction are illustrated in Figure 2.3. In situ concrete, or flexible roadway, are the general forms of construction. Other forms, such as concrete paving blocks, or clay or calcium silicate pavers may also be appropriate, subject to approval.

FLEXIBLE ROADWAY	BLOCK PAVING ROADWAY	IN SITU CONCRETE ROADWAY	
Bituminous Surfacing	Block Surfacing	Concrete	Pavement
	Laying Course		
Roadbase	Roadbase (see Note 1)		
Sub-Base			Foundation
Capping Layer (see Note 2)			
Subgrade			

FIGURE 2.3: TERMINOLOGY FOR ROADWAY CONSTRUCTION

NOTE:

1. In lightly trafficked situations, a Roadbase would not be required under a Block Paving Roadway.
2. No capping layer is required with a subgrade CBR greater than 15%.

2.16 Subgrade Strength

Subgrade strength should be established by means of the California Bearing Ratio (CBR) Test, in accordance with BS 1377: Part 4: Section 7. Samples should be taken at the rate of one per 100m of road and where significant variations in soil type are anticipated. Extra samples may be required by the Local Authority where the difference in strength between two adjacent samples indicates a significant variation in soil type. In preparing the test specimen, the method of compaction should be the Static Compaction Method 2, as specified in paragraph 7.2.3.3 of BS 1377: Part 4.

The moisture content and density conditions used in the test should reproduce, as closely as possible, the conditions likely to apply under the road after construction. To estimate the appropriate density condition, a preliminary test may be carried out using the vibrating hammer method of compaction given in BS 1377: Part 4: Section 3, but with the soil at the expected average moisture content after construction. The CBR specimen should then be compacted to a density corresponding with 95% of the value obtained in the preliminary test.

In establishing subgrade strength, due account should be taken of the likely impact of the construction phase on the characteristics of the subgrade material. This may be critical, particularly on a site with a relatively high water table or poor drainage parameters. In such

cases, the in-service long term strength of the subgrade may be considerably less than that of the same soil in an undisturbed condition.

For subgrades with a CBR of less than 2%, a geotextile separator should be used and specialist advice should be sought regarding minimum thicknesses.

2.17 Depth of Sub-base & Capping Layer

The depth of the sub-base and capping layers will vary with the subgrade strength, as indicated by the CBR test results.

The thickness of the sub-base layer should be 150mm for all forms of roadway construction.

The thickness of the capping layer will vary with the CBR value, as indicated in Table 2.2. As can be seen from the table, if the CBR value of the subgrade exceeds 15%, no capping layer is required.

TABLE 2.2 Capping Layer - Minimum Construction Thicknesses

Lowest Subgrade CBR (%)	Minimum capping layer thickness (mm)
* Less than 2	(See footnote)
2-5	300
5-15	150
more than 15	no capping layer required

* For subgrades with a CBR of less than 2%, a geotextile separator should be used and specialist advice sought regarding minimum thicknesses.

Where local weak areas of subgrade strength exist, increased construction thicknesses, as approved, should be provided.

Where the Contractor proposes to use the sub-base for construction plant and traffic, it may be necessary to strengthen the sub-base (and capping layer, if any), in order to accommodate the method of construction and the type of plant and traffic proposed. It might well be, that the loading conditions during the construction phase could be more onerous than those experienced when the pavement is in full service. The thickness of sub-base (or capping layer and sub-base) required in such cases, would be dependent on the CBR of the subgrade and the construction traffic, as measured in Standard Axles. The Contractor's proposals in this regard are subject to approval. Any permanent thickening required should be across the entire width of the foundation, unless otherwise approved. Temporary thickening should not impede drainage of the sub-base or subgrade.

Damage caused by construction traffic should be remedied, as approved, before construction of the pavement layers.

2.18 Capping Layer Material

Capping layer material should comprise either crushed rock, natural gravel, crushed gravel, or crushed concrete. The material should have a maximum size of 100mm and the maximum allowable passing the 75 micron sieve should be 10%. The material should be well graded throughout all sizes.

Selected demolition materials which meet the above requirements may also be used, subject to approval.

2.19 Sub-base Material

Sub-base material should comprise Type B granular material, in accordance with Clause 804 of the Specification for Roadworks. The material should lie within the grading limits set out in Table 2.3.

TABLE 2.3 Sub-base Material - Range of Grading

Sieve size IS 24	Percentage by mass passing
75 mm	100
37.5mm	85-100
10 mm	40-70
5 mm	25-45
600 µm	8-22
75 µm	0-10

Particle size distribution should be determined by the washing and sieving method of BS 812: Part 103. All material used should be frost resistant

Material passing the 425µm sieve, when tested in accordance with BS 1377, should be non-plastic.

The material should have a ten percent fines value of 100kN, or more, when tested in accordance with BS 812.

The sub-base should be laid and compacted to the requirements of Clause 802 of the Specification for Roadworks, without drying out, or segregation.

Other materials may be used, subject to approval.

2.20 Roadbase Material

Roadway roadbase material should normally comprise lean mix concrete, wet mix macadam, dry bound macadam, or dense bitumen macadam.

1. Lean mix concrete: Aggregates for lean mix concrete may consist of either coarse and fine aggregate batched separately, or an all-in aggregate, having a maximum nominal size not exceeding 40mm nor less than 20mm and should lie within the grading limits set out in Table 2.4

TABLE 2.4 Lean mix concrete - Range of Grading

Sieve size IS 24	Percentage by mass passing	
	Nominal maximum size	
	40mm	20mm
75 mm	100	
37.5 mm	95-100	100
20 mm	45-80	80-100
5 mm	30-40	35-45
600 µm	8-30	10-35
150 µm	0-6	0-6

Particle size distribution should be determined by the washing and sieving method of BS 812: Part 103. The ratio, by mass of cement to aggregate, should be such as to produce 28 day cube strengths of not less than 10N/mm² and not more than 20N/mm².

2. Wet Mix Macadam: Wet mix macadam should consist of crushed rock, lying within the grading limits set out in Table 2.5.

TABLE 2.5 Wet Mix Macadam - Range of Grading

Sieve size IS24	Percentage by mass passing
50 mm	100
37.5 mm	95-100
20 mm	60-80
10 mm	40-60
5 mm	25-40
2.36 mm	15-30
600 µm	8-22
75 µm	0-8

Particle size distribution should be determined by the washing and sieving method of BS 812: Part 103. The moisture content of the wet mix macadam should be the optimum $\pm 0.5\%$, as determined by the vibrating hammer method test, in accordance with BS 1377.

3. Dry-bound Macadam: Dry-bound macadam should consist of coarse and fine aggregate. The coarse aggregate should consist of crushed rock complying with the 50mm, or the 40mm nominal sizes of BS 63 and the fine aggregate should all pass the 5mm IS sieve size. The coarse aggregate should be compacted in 100mm layers and fine aggregate, as required, vibrated into the voids of the coarse aggregate.

4. Dense Bitumen Macadam: Dense bitumen macadam should be 40mm nominal size dense roadbase, in accordance with BS 4987: Part 1.

Roadbase materials should be compacted in accordance with Clause 705, 802, or 809 of the Specification for Roadworks, as appropriate.

2.21 Concrete Roadways

1. Construction: Concrete roadways may be reinforced or unreinforced and should be constructed generally as shown on Figure 2.3.

The minimum thicknesses of reinforced and unreinforced concrete slabs should be 150mm and 180mm respectively.

Paving quality concrete should be 37.5N/mm² air entrained concrete made from natural aggregates, cement, water and air entraining agent. Aggregates should be natural materials complying with IS 5. Cement should be normal Portland cement, complying with IS 1. The air entraining agent should comply with BS 5075. Other admixtures may be used, subject to approval. The constituents should be proportioned as set out in Table 2.6

TABLE 2.6 Constituents for Paving Quality Concrete

Minimum cement content	325kg/m ³
Maximum free water/cement ratio	0.55
Maximum aggregate size	20mm
Minimum fine aggregate content	30%
Air content	3.5-6.5%
Slump	50mm

A separation membrane should be placed between the concrete and the sub-base. The membrane should be impermeable plastic sheeting, 125 microns thick laid without creases. The most commonly used separation membrane is polythene sheeting. Where an overlap is necessary, this should be at least 300mm.

2. Joints: Joints should be provided in a concrete pavement, in order to accommodate the horizontal movement due to changes in temperature and moisture content. There are four types of joint viz.

Transverse contraction joints
 Transverse expansion joints
 Longitudinal joints
 Formed contraction joints

Details for each of these joints are shown in Figures 2.4, 2.5, 2.6 and 2.7 respectively.
 Maximum transverse joint spacing should be as shown in Table 2.7

TABLE 2.7 Maximum transverse joint spacing

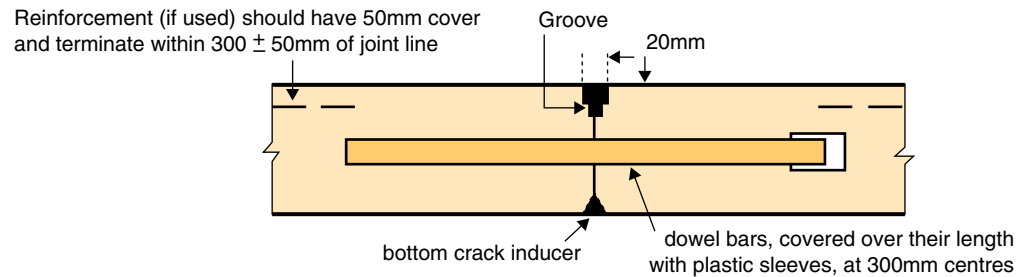
	Slab thickness (mm)	Maximum spacing (m)
Unreinforced		
Concrete	180 - 200	4.5
	201 - 250	5.0
	Reinforcement, long mesh to BS: 4483	Maximum spacing (m), any slab thickness
Reinforced Concrete	C283	15
	C385	20
	C503	25

The spacings in Table 2.7 refer to contraction joints. Transverse expansion joints would not generally be required for roads constructed under summer conditions. However, for a road constructed during the winter months, expansion joints are recommended. In order to avoid uncertainty, it is considered good practice to provide expansion joints, irrespective of the time of year laid. Transverse expansion joints should be provided at intervals of 60-75m, where they would replace a transverse contraction joint.

Expansion joints should also be provided, to form small slabs around all manhole covers, gullies and surface boxes occurring on the roadway. The slabs should be at least as large as the external dimensions of the relevant chambers.

Transverse construction joints are required at the end of a day's work, or in the event of a plant breakdown. All such joints should take the form of either a contraction or expansion joint. In no instance should a construction joint be located closer than 2m from an existing joint position. A formed contraction joint is detailed in Figure 2.7.

Roadways wider than 4m should have a central longitudinal joint.

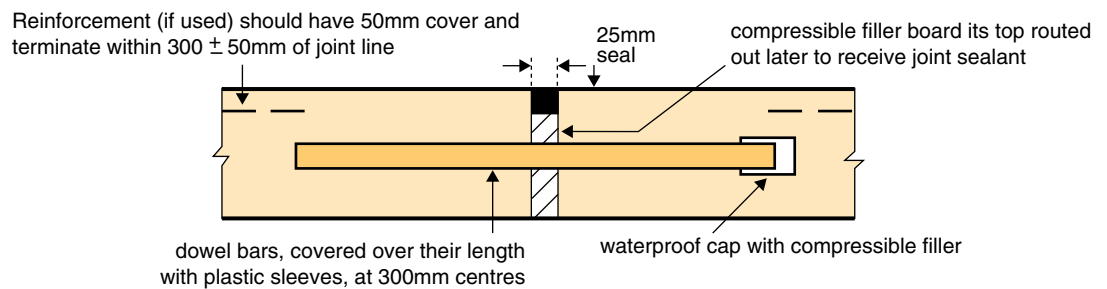


Note (i) Groove formed by vibrating a narrow strip into the plastic concrete. This strip is then removed and replaced by a temporary filler. Alternatively a preformed sealing strip can be inserted into the plastic concrete acting as both the top crack inducer and temporary joint. The top of the groove is later widened by sawing to 20mm and then sealed.

Note (ii) The combined depth of the top groove and bottom crack inducer should be between a quarter and a third of the slab depth. Alternatively a deep surface groove can be sawn to a depth between a quarter and a third of the slab depth and the bottom crack inducer omitted. This is the preferred option.

Note (iii) For concrete slabs up to 230mm deep the dowel bars should be 20mm diameter and 500mm long. Above this depth the bars should be 25mm diameter and 600mm long.

FIGURE 2.4: TRANSVERSE CONTRACTION JOINT



Note (i) For concrete slabs up to 230mm deep the dowel bars should be 20mm diameter and 500mm long. Above this depth the bars should be 25mm diameter and 600mm long.

FIGURE 2.5: TRANSVERSE EXPANSION JOINT

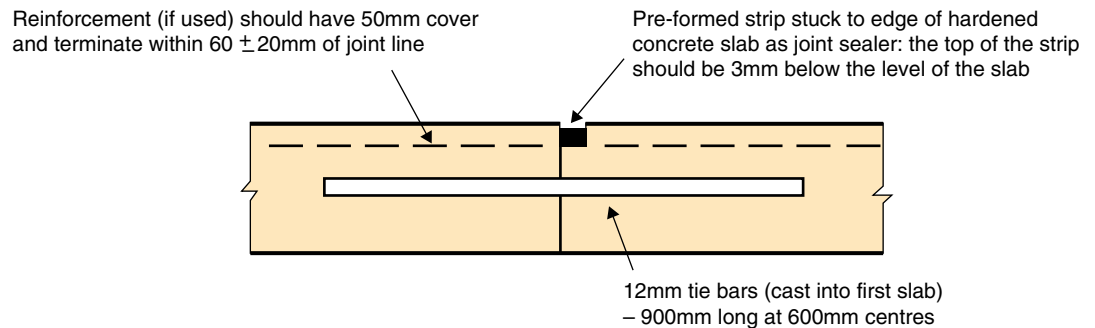
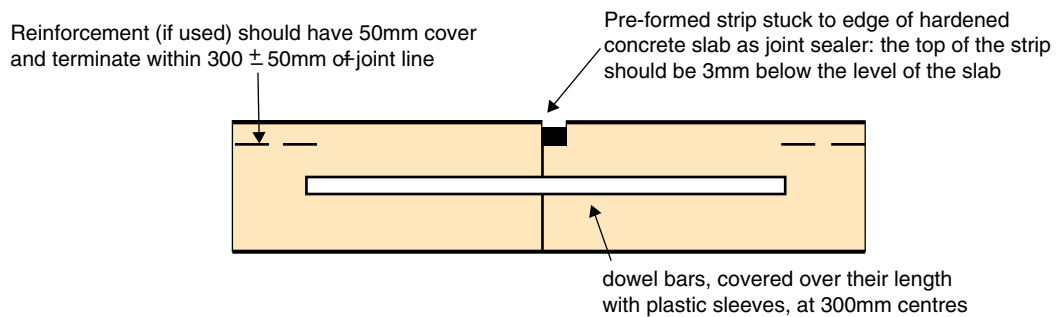


FIGURE 2.6: LONGITUDINAL JOINT



Note (i) For concrete slabs up to 230mm deep the dowel bars should be 20mm diameter and 500mm long. Above this depth the bars should be 25mm diameter and 600mm long.

FIGURE 2.7: FORMED CONTRACTION JOINT

Sawing of joint grooves should be undertaken as soon as possible after the concrete has hardened sufficiently to enable a sharp edged groove to be produced, without disrupting the concrete and before random cracks develop in the slab. This would usually be within 6 to 24 hours after the concrete is poured. The grooves should be between 1/4 and 1/3 the depth of the slab and of any convenient width not less than 3mm. The groove can be widened by sawing at this stage, or later, to accommodate the joint sealant.

Expansion joint filler should be compressible board 25mm thick, for the full depth of the concrete. The top of the filler board should be routed out later, to a depth of 25mm, in order to receive the joint sealant.

Dowel bars and tie bars should be Grade 250 steel, complying with BS 4449 and should be free from oil, dirt, loose scale and rust. Dowel bars should be straight, free of burrs and other

irregularities, with the sliding end sawn. Dowel bars should be debonded over their length with a tough, durable plastic sheath of average thickness not greater than 1.25mm. For expansion joints, the expansion space available in the waterproof cap should be 10mm greater than the thickness of the joint filler board.

Joint grooves should be sealed with a hot applied joint-sealing compound complying with BS 2499 Type A2 and the finished surface of the seal should be 3mm below the surface level of the concrete.

Other expansion joint filling or sealing materials, or other debonding agents may be used, subject to approval.

3. Reinforcement: Where reinforced concrete is used, the reinforcement should be long mesh steel fabric, complying with BS 4483 and should be free from loose mill scale, rust, dirt, oil, paint or grease. The minimum weight of reinforcement should be 2.61 kg/m². The reinforcement should have 50mm minimum cover from the surface and should terminate between 250 and 350mm from any transverse joint and between 40 and 80mm from a longitudinal joint. The reinforcement should terminate between 100 and 150mm from the edges of the slab. Reinforcing mats should overlap such that the transverse wire of one mat would lie within the last complete mesh of the previous mat and the overlap should be at least 450mm.

2.22 Block Paving Roadways

Block paving roadways should be constructed generally as shown on Figure 2.3. The layout and structural design of the pavement is subject to approval.

The structural design of pavements constructed with clay or concrete block pavers, should comply with the requirements of BS 7533.

Clay and calcium silicate pavers should comply with BS 6677: Part 1, type PB with chamfers. 200 x 100 x 65mm pavers are generally the preferred size.

Concrete block pavers should comply with BS 6717: Part 1, type R. 200 x 100 x 80mm pavers are generally the preferred size.

Horizontal interlock should be given to the paving, either by the use of shaped blocks, or by laying rectangular blocks in a herringbone pattern. At the edge of the pavement, restraint should be provided, in order to prevent the pavers and the laying course from migrating outwards and losing interlock.

Clay and calcium silicate pavers should be laid in accordance with BS 6677: Parts 2 & 3.

Concrete block pavers should be laid in accordance with BS 6717: Part 3.

Laying course sand and jointing sand should comply with gradings C and F in Table 5 of IS 5 respectively.

2.23 Flexible Roadways

Flexible roadways should be constructed generally as shown on Figure 2.3.

The minimum roadbase thickness should be 150mm, except for dense bitumen macadam roadbase, which should have a minimum thickness at any point, of 80mm.

The Contractor may use either the sub-base, or the roadbase appropriately strengthened, for construction plant and traffic.

The requirements for so using the sub-base, are set out in clause 2.17 above. Any damage caused by construction traffic should be remedied, as approved, before laying of the roadbase.

Alternatively, the roadbase may be used by construction traffic, provided it is increased in thickness by 50mm and surface dressed in accordance with clause 2.24 below. Damage caused by construction traffic should be remedied, as approved, before laying of the surface course. Contaminated materials should be made good by cleaning; if this proves impractical the layer should be removed and replaced.

Roadway surfacing should consist of one of the following:

1. Two courses, consisting of a basecourse, 40mm minimum thickness at any point, of 20mm nominal size dense basecourse bitumen macadam and a wearing course, 25mm minimum thickness at any point, of 10mm nominal size close graded wearing course bitumen macadam, both of which should comply with BS 4987.
2. A combined wearing course and basecourse, 80mm thickness at any point, consisting of 40mm nominal size single course bitumen macadam, complying with BS 4987.

2.24 Surface Dressing

Surface dressing should be carried out in accordance with the manual "Surface Dressing" published by the Department of the Environment. The binder should be cutback bitumen or cationic bitumen emulsion, complying with the specifications issued by the Department of the Environment. Other binders may be used, subject to approval.

Cutback bitumen should be of the appropriate grade recommended in the manual. Cationic bitumen emulsion should have a nominal bitumen content of 70%. The binder should be spread at the appropriate rate recommended in the manual. Chippings should be of a single size (as approved by the local authority), cubical in shape and should comply with the requirements of Table 4 of the manual.

2.25 Footways

Footways should have a sub-base, of minimum thickness 100mm, complying with clause 2.19 above and should normally be of in-situ concrete construction, 100mm in depth generally, but increasing to 150mm where there is vehicular access. Other forms of footway construction are subject to approval.

The minimum footway width should normally be 2m. Where isolated obstructions occur on footways, the minimum clear width at the obstruction should be 1.2m. Footways should have a cross slope of 2.5% and where adjacent to roadways, this slope should be towards the roadway. Joints should be formed in a straight line, at right angles to the footway, at a maximum spacing of 3m and each joint should include a double layer of roofing felt, complying with IS 36, for the full depth of the joint.

A separation membrane, as specified in clause 2.21 above, should be placed between the concrete and the sub-base.

Concrete should be air entrained paving quality, as specified in Table 2.6 of clause 2.21 above.

2.26 Kerbs

At roadway edges, kerbs should show between 100mm and 150mm above the channel, except at vehicular accesses, where they should be reduced to 25mm over the channel and at wheelchair and pram accesses where an upstand of 10mm should be provided. The footway slope at such dished kerbs should not normally exceed 7%.

Cast-in-situ concrete kerbs should be 300mm deep by 225mm wide, laid on a 100mm sub-base which should be haunched. Concrete should be air entrained, as specified in Table 2.6 of clause 2.21 above.

Precast kerbs should be 250mm by 125mm, complying with IS 146 and should be laid on a 100mm thick by 300mm wide concrete bed and haunch.

Alternative kerb types at roadway edges are subject to approval.

2.27 Cement

Cement should comply with IS 1.

2.28 Concrete Aggregates

Coarse and fine aggregates from natural sources, for concrete, should comply with IS 5.

Section 3: Sewers and Drains

- 3.1 Compliance** Drainage works should comply generally with the requirements of BS 8005: Part 1, BS 8301 and the Specification for Roadworks.
- 3.2 Separate Systems** Some public sewers carry foul water and surface water (combined systems) in the same pipe. All new drainage systems should be designed and constructed on the basis of a separate system, even where draining into a combined system.
- 3.3 Pipe Types** The following pipes and fittings may be used for foul and surface water sewers and drains:
1. Unplasticized polyvinylchloride (PVC-U) pipes and fittings, in accordance with the requirements of IS 424.
 2. Spigot and socket concrete pipes, in accordance with the requirements of IS 6.
 3. Clayware pipes and fittings, in accordance with the requirements of IS EN 295.
 4. Glass reinforced plastics (GRP) pipes and fittings, in accordance with the requirements of BS 5480.
 5. Glass composite concrete (GCC) pipes and fittings, in accordance with the requirements of BS 5911: Part 101.
- Joint types and materials are subject to approval.
- Rebated concrete pipes and fittings, in accordance with the requirements of BS 5911: Part 100, may be used for surface water sewers and drains only. Joints should incorporate an elastomeric ring in compliance with Type D of BS 2494.
- Other pipes and fittings may be used, subject to approval.
- 3.4 Pipe Sizes & Gradients - Surface Water** Performance criteria for protection against surcharge and flooding should be determined by the local authority.
- The area to be taken into account, should be the total area of the roofs, together with the total area of paving contributing to the pipe system. Paving from which the run-off flows onto permeable surfaces should not be included. Where there is a possibility that the run-off from unpaved areas might cause ponding, or contribute significantly to the pipe flows, proposals for the drainage of such areas are subject to approval.
- Surface run-off (l/s) should be calculated by means of the Modified Rational Method (Wallingford Procedure).

$$Q = A_p \times i \times C_r \times C_v \times 2.78$$

where

- Q = Rate of run-off (l/s)
 A_p = Impermeable area (ha)
i = Intensity of rainfall (mm/h)
 C_r = Routing coefficient
 C_v = Volumetric run-off coefficient

For areas which require a main surface water drain of up to 200m in length, rainfall intensities (i) of 75mm per hour for roof surfaces and 50 mm per hour for paved surfaces may be used. For larger areas, the rainfall intensity/duration/frequency relationship requires to be established, having regard to such local rainfall records as are available.

Recommended storm return periods for the design of drainage pipework, within the context of this publication, are set out in Table 3.1.

TABLE 3.1 Recommended Storm Return Periods for the Design of Drainage Pipework

Type of Site	Return Period Years
Sites with average surface gradient greater than 1%	1
Sites with average surface gradient of 1% or less	2
Sites where consequences of flooding are severe	5

It may be assumed that the maximum discharge of storm water from an area occurs when the duration of the storm is equal to the time of concentration (t) of the area. The time of concentration is the longest time taken for the rain falling on the area to reach the drain, plus the time taken to reach the point of concentration.

$$t = \text{time of entry} + \frac{\text{length of drain}}{\text{full bore velocity of flow}}$$

The time of entry may be regarded as representing the delay and attenuation of flow over the ground surface. Time of entry generally lies in the range of 4 to 8 minutes, with the larger figure applicable to a relatively flat subcatchment and the smaller value to relatively steep subcatchments. (Subcatchment refers to the area contributing to each individual pipe length).

Particular conditions may warrant a time of entry outside this range.

The value of the Routing coefficient (C_r), varies with the shapes of the time-area diagram and the rainfall profile. A value of 1.3 is commonly used.

The value of the Volumetric run-off coefficient (C_v), represents the proportion of rainfall on the paved areas that appears as surface run-off in the storm drainage system. The coefficient ranges from about 0.6 on catchments with rapidly draining soils, to about 0.9 on catchments with heavy soils.

Other methods of calculation of the Rate of run-off are subject to approval.

The minimum size of pipe should be 100mm. Pipes should be laid at gradients that would produce velocities in the range of 0.8m/sec to 3m/sec, when flowing half full.

Subject to the limitations imposed by the foregoing, pipe sizes and gradients should be selected from approved tables for the hydraulic design of pipework.

3.5 Pipe Sizes & Gradients - Foul Water

Pipes carrying foul water should be designed to accommodate six times average foul water flow. Average flow should be taken as 1,000 litres per dwelling per day. Gradients should be selected so as to maintain self-cleansing velocity under normal discharge conditions. Twice the average daily flow can be used as the criterion for the self-cleansing velocity. Subject to Table 3.2, all pipework should be laid at gradients that would produce velocities lying in the range of 0.75m/sec to 3m/sec, when flowing half full.

TABLE 3.2 Pipe sizes & Gradients - Foul Water

No. of Dwellings Contributing	Minimum Pipe Diameter (mm)	Minimum Gradient
1	100	1 in 60
2	100	1 in 100
3 or more	150	1 in 150

No single foul drain should serve more than eight dwellings.

Subject to the limitations imposed by the foregoing, pipe sizes and gradients should be selected from approved tables for the hydraulic design of pipework.

3.6 Bedding & Cover - Rigid Pipes

Rigid pipes do not deform appreciably under their design load. Rigid pipe materials exhibit a linear, brittle stress-strain behaviour.

The load carrying capacity of a rigid pipe is dependant on three main factors - the minimum crushing strength of the pipe, the class of bedding used and the uniformity of the support provided by the foundation along the pipeline.

Bedding and cover requirements for rigid drainage pipes are set out in Figure 3.1 and Table 3.3. It should be noted that Class D bedding should not be used, unless accurate trimming can ensure full bearing of the pipe on the trench floor. Class F bedding is generally suitable in all soil conditions, but measures may be required to prevent ground water flow in the trenches, during construction.

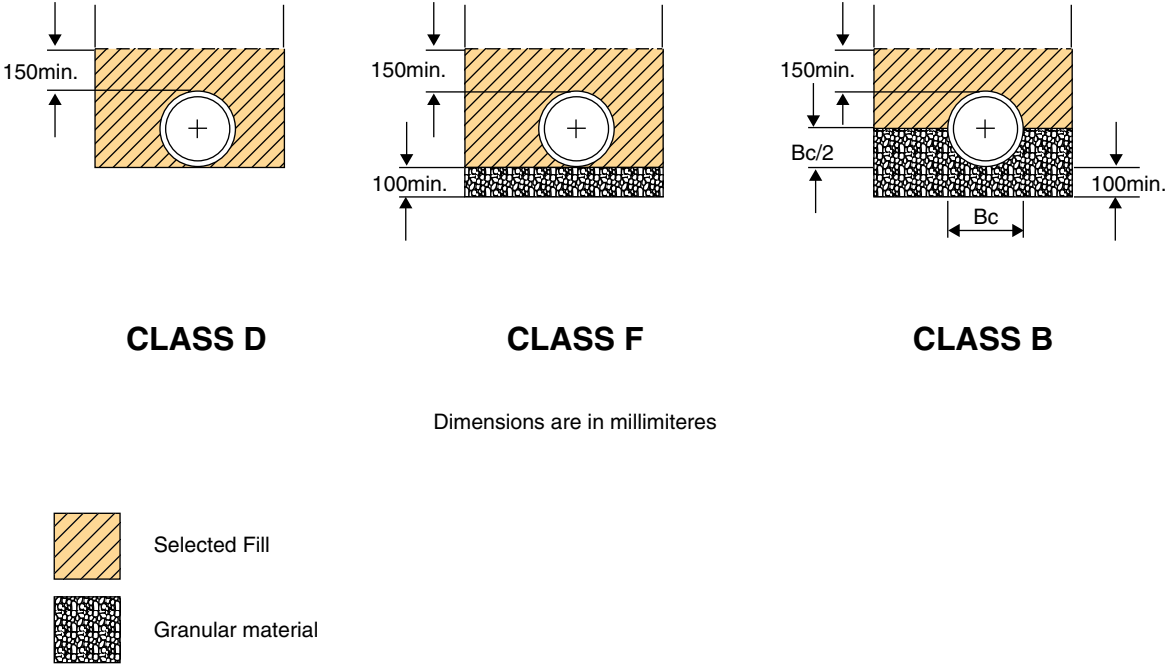


FIGURE 3.1: BEDDING AND SURROUND FOR RIGID DRAINAGE PIPES

Selected fill should be free from stones larger than 37.5mm, lumps of clay over 75mm, timber, frozen material and vegetable matter.

Granular material should be either 14mm to 5mm graded aggregate, or 10mm single sized aggregate, complying with the requirements of IS 5: Part 1: 1990, Table 7 and should have a Compaction Factor value not greater than 0.2 when measured in accordance with BS 8301: 1985, Appendix D.

TABLE 3.3 Limits of cover in metres for standard rigid pipes in any width of trench

Pipe Diameter	Bedding Class	Gardens		Light traffic Roads	
		Min	Max	Min	Max
100mm	D	0.6	4.2	1.2	4.1
100mm	F	0.6	5.8	1.2	5.8
100mm	B	0.6	7.4	1.2	7.4
150mm	D	0.6	2.7	1.2	2.5
150mm	F	0.6	3.9	1.2	3.8
150mm	B	0.6	5.0	1.2	5.0
225mm	D	-	-	-	-
225mm	F	0.6	2.5	1.2	2.1
225mm	B	0.6	3.3	1.2	3.2
300mm	D	-	-	-	-
300mm	F	0.6	2.2	-	-
300mm	B	0.6	2.6	1.2	2.4

Pipes laid in open spaces should have a minimum cover of 0.9m.

Where it is not possible to achieve the minimum cover stipulated in Table 3.3, pipes should be bedded and surrounded in concrete, 150mm thick, Class E, in accordance with Clause 1502 of the Specification for Roadworks.

For depths of cover greater than the maxima stipulated in Table 3.3, pipes with a higher crushing strength and/or bedding with a higher bedding factor are required, subject to approval.

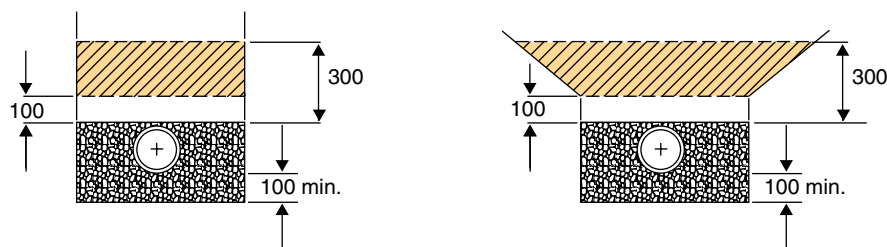
3.7 Bedding & Cover - Flexible Pipes

Flexible pipes deform under load and the extent of this deformation depends upon the stiffness of the pipe and the compaction of the immediately surrounding fill. The materials for these pipes exhibit ductile stress-strain characteristics.

A flexible pipe derives its load bearing capacity from the pipe stiffness and the passive resistance developed in the surrounding materials. Bedding and surround requirements for flexible pipes are shown in Figure 3.2.

In the case of Vee Trench excavation, a sub-trench should be dug as shown in Figure 3.2. Otherwise, the form of construction is the same as that of the Typical Trench case.

Flexible pipes should be laid with a minimum cover of 1.2m in roads and driveways, 0.9m in open spaces and footpaths not adjacent to roadways and 0.6m in gardens. Where it is not



Typical Trench

Vee Trench

Dimensions are in millimetres

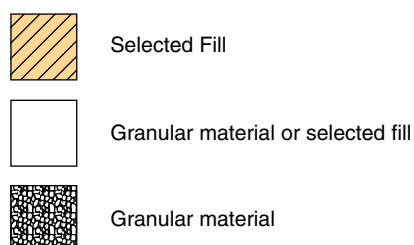


FIGURE 3.2: BEDDING AND SURROUND FOR FLEXIBLE DRAINAGE PIPES

possible to achieve these minimum covers, additional measures should be taken in order to protect the pipework. These measures might take the form of a layer of concrete paving slabs, with at least a 75mm layer of granular material between pipes and slabs, for gardens and open spaces. In the case of a road, a reinforced concrete surround, or reinforced concrete bridging slabs may be required. All such measures are subject to approval.

Flexible pipes may be laid at depths of up to 10m, without further specific design.

3.8 Trench Width

The limits of cover specified in Clauses 3.6 and 3.7 are irrespective of trench width.

Trench width at the level of the top of the pipe should generally be as narrow as safe working conditions would allow, with a minimum width of 300mm plus the external diameter of the pipe barrel.

When the trench width exceeds four times the outside diameter of the pipe barrel in the case of rigid pipes, or six times the outside diameter of the pipe barrel in the case of flexible pipes, the granular material may be sloped down from that width to the trench formation.

3.9 Trench Compaction

Sidefill of either granular material or selected fill, should be placed uniformly on either side of the pipe, in layers not exceeding 100mm, each layer being compacted by hand tamping until the pipe has a minimum of 150mm compacted cover. Care should be taken that the process of compaction does not displace the pipe from its correct line and level.

Backfill should be placed in layers not exceeding 300mm, each layer then being well compacted. Mechanical compaction equipment should not be used, until there is a minimum of 450mm of compacted material above the crown of the pipe.

3.10 Accessibility

Sewers should be accessible for maintenance and repair and should be constructed on public property.

3.11 Access to Sewers

Access to sewers and drains should be provided at maximum intervals of 90m and in the following positions:

1. At all changes of direction.
2. At all changes of gradient.
3. At the head of all sewer and drain lengths.
4. At all sewer junctions and all changes in pipe diameter.
5. At the point of connection of a branch drain with a main drain or sewer, or on the branch drain within 12m of such connection.

Access should generally be provided by means of a manhole but, subject to approval, a proprietary access junction may be used in lieu of a manhole, on a drain where the depth to invert is less than 600mm. An untrapped gully at the head of a drain would suffice as access. Where there is a trapped gully at the head of a drain, it should be provided with a rodding eye, or an alternative means of access, within one metre of the gully.

3.12 Drain to Sewer Connections

Subject to the requirements of Clause 3.11, the connections of drains to sewers should be made in such a manner as to minimise any interruption of the flow, by one of the following methods:

1. Where there is an adjacent manhole, the connection should be made at the manhole.
2. Where there is not an adjacent manhole, it may be necessary to construct a new manhole.
3. When connecting directly to a sewer or a drain, an oblique or curved square junction pipe inserted in the main may be used.
4. As an alternative to method 3., an oblique type saddle may be used. Saddles should not be used on pipes of 100mm diameter, nor to connect pipes of the same diameter.

In the case of methods 3. and 4., an approved slow bend may be used in the drain, immediately upstream of the connection.

Intercepting traps between drains and sewers should not be used, except where the Local Authority requires them at connections with existing sewers.

3.13 Joints

All pipes should have flexible joints formed by a method recommended by the pipe manufacturer. Elastomeric sealing rings, complying with the requirements of BS 2494, type D, should be used.

3.14 Manhole Construction

Manholes should be durable, resistant to water penetration, resistant to leakage and should be designed and constructed so as to minimise the risk of blockage.

Manholes may be constructed of:

1. Solid concrete blockwork, complying with the requirements of IS 20.
2. In situ concrete, 30N/mm², 20mm maximum aggregate size.
3. Precast concrete units, complying with the requirements of BS 5911: Part 200.
4. Other materials, as approved.

Manhole bases should be constructed of concrete, 30N/mm², 20mm maximum aggregate size, minimum thickness 150mm for depths up to 3.3m and 225mm for depths in excess of 3.3m. Alternatively, approved precast concrete bases may be used.

The minimum wall thickness for concrete blockwork, or in situ concrete, should be 200mm for depths up to 3.3m and 300mm for depths on excess of 3.3m.

Blockwork mortar should be Class I in accordance with Clause 1721 of the Specification for Roadworks. All mortar joints should be completely filled and flush pointed as the work proceeds. Blockwork walls should be scudded and rendered in two coats externally, to a minimum thickness of 20mm. The rendering materials should have a 1:3 cement sand dry volume ratio and should incorporate an approved waterproofing agent. The sand should comply with the requirements of BS 1199.

Where precast concrete units are used for the manhole chamber, special attention should be paid to jointing. Where manholes are constructed wholly above the watertable, rebated joints sealed with cement mortar may be satisfactory. In waterlogged ground, or where the water table is above the manhole base, joints should be made watertight, preferably using a non-rigid jointing material such as a mastic sealant, or an elastomeric ring.

Where precast units are installed in unstable ground, or are likely to be subjected to exceptional or eccentric loads, a 150mm concrete surround, 30N/mm², 20mm maximum aggregate size should be provided. Care should be taken to compact the concrete under incoming and outgoing pipes. Any joints in the concrete surround should be staggered with those of the precast units.

Roofs should consist of a reinforced concrete slab, minimum thickness 150mm, designed to carry all live and dead loads. Alternatively, approved precast concrete roofs may be used.

3.15 Manhole Dimensions

Manhole dimensions depend on the size of the main drain or sewer and on the number, size and position of branch pipes entering. The design size should permit entry, without unduly restricting operating space.

Minimum internal dimensions of manholes should be as in Table 3.4. Subject to the minimum sizes given, adequate dimensions may be calculated for straight inverts on the following basis:

1. Length: Considering the side with the greater number of branches, provide the sum of the branch diameters plus 200mm per branch for branches up to 150mm diameter (or, 300mm per branch for branches greater than 150mm diameter), plus 300mm.

2. Width: Provide 300mm for each benching with branches, or 150mm for a benching with no branches, plus the diameter of the pipe.

Manholes with curved channels, or with a difference in level of over 300mm between incoming and outgoing pipes, require special consideration and the dimensions should be subject to approval.

TABLE 3.4 Minimum Internal Dimensions of Manholes
Pipe Diameter $\leq$ 300mm)

Depth to Invert (m)	Rectangular		Circular Diameter (m)
	Length (m)	Width (m)	
≤ 1.5	1.2	0.75	1.0
1.5 to 2.7	1.2	0.75	1.2
* > 2.7	1.2	0.84	1.2

* For depth to invert of more than 2.7m, a working chamber and access shaft may be provided in lieu of a full-sized manhole for the full depth. The chamber height should be not less than 2m above the top of the benching and its dimensions should be as for the manhole. The minimum internal dimensions of the shaft should be 0.9 x 0.84m (rectangular), or 0.9m diameter (circular).

3.16 Channels & Benching

An open channel of half-round section, bedded and jointed in 1:3 cement sand mortar, should extend the whole length of the manhole. Where there is change in pipe size between the main pipe entering and that leaving the manhole, the connecting channel should consist of an approved proprietary taper. Where a suitable taper is not available, the channel should be formed from in situ concrete, 30N/mm², 20mm maximum aggregate size, finished with a 1:3 cement sand mortar.

A vertical in situ benching should be formed from the top edge of the channel, to a height not less than the soffit of the outlet. It should be rounded off to a radius of about 25mm and then sloped upwards at a gradient of about 1:12 to meet the wall of the manhole. The benching should be floated to a hard smooth surface, with a coat of 1:3 cement sand mortar laid monolithically.

In the case of branch channels, the benching should be so shaped as to guide the flow in the desired direction.

Alternatively, precast base units, incorporating channels and benching may be used, subject to approval.

**3.17 Manhole Covers
 & Frames**

Manhole covers and frames are subject to approval, but should comply generally with the requirements of IS EN 124. The minimum opening dimensions should be 600mm x 600mm (rectangular), or 600mm diameter (circular). The appropriate class of cover and frame that should be used in various locations is given in Table 3.5.

TABLE 3.5 Manhole Covers and Frames

* Class	Location
Class D 400	Roadways, hard shoulders, vehicular accesses
Class B 125	Footways, grass verges
Class A 15	Areas inaccessible to motor vehicles

* Ref: IS EN 124

**3.18 Manhole Steps &
 Ladders**

Steps should be provided in manholes of between one metre and 4.5m in depth. Ladders should be used, instead of steps, for manholes deeper than 4.5m.

Manhole steps should comply with the requirements of BS 1247: Part 1. Blockwork, in situ concrete and precast concrete manholes should be provided with steps, in two vertical runs, 300mm apart centre to centre. The steps should be at 300mm intervals in each run and the two runs should be staggered vertically, by 150mm. The top step should be a maximum distance of 450mm from the ground surface and the bottom step should be a maximum distance of 300mm above the top of the benching. Precast concrete units should have built-in steps, as provided for in Clause 3.6.5 of BS 5911: Part 200.

Access ladders should be fabricated from steel complying with the requirements of IS EN 10113. Stringers should be not less than 65mm x 12mm in section, 300mm apart and drilled with holes 20mm diameter for shouldered 22mm diameter rungs at 300mm centres. At the top, the stringers should be bent at right angles, to a radius of 150mm and an allowance made for a horizontal run of 225mm before ending in a face plate, for fixing to the manhole wall. Horizontal stays, not less than 65mm x 12mm in section should be provided at intervals not exceeding 2.4m. The ladder and stays should be hot-dipped galvanized, after fabrication in accordance with the requirements of BS 729. The method of fixing the ladder to the manhole wall is subject to approval. The top rung should be a maximum distance of 450mm from the ground surface and the bottom rung should be a maximum distance of 300mm above the top of the benching. Alternative ladder designs may be used, subject to approval.

3.19 Gullies

Gullies are required generally, for the collection of surface water from roofs and impervious areas, for discharge into a drainage system. They should be provided for impervious or paved areas at a minimum rate of one gully per 200m². In the selection of gully locations, care should be taken to ensure that ponding would not occur.

Subject to the limitations specified in this clause, gullies for road drainage should be provided in accordance with Table 3.6.

The maximum length of roadway contributing to a gully should be 70m. At sag curves, two gullies side by side, with separate connections to the surface water sewer, should be provided at the lowest point.

At junctions, where a blocked gully could cause ponding, additional gullies with separate connections to the surface water sewer should be provided, as required by the local authority.

TABLE 3.6 Maximum paved areas contributing to road gullies.

Gradient	Paved Area (m ²)
1/180	180
1/150	210
1/100	255
1/80	285
1/60	320
1/40 (or steeper)	390

Gullies for the collection of roof water and for the drainage of small paved areas should be clayware, complying with the requirements of BS 65. Other types of gully may be used, subject to approval. Rainwater downpipes should either discharge over an open gully fitted with a grating, or be connected to the back inlet of a back inlet gully. The maximum distance from finished ground to the bottom of the gully, should be 600mm.

Gullies for the drainage of roadways and large paved areas should be precast concrete, complying with the requirements of BS 5911: Part 230, or may consist of a chamber constructed of 100mm solid blockwork and having a 150mm in situ concrete floor, with minimum internal dimensions of 450mm x 300mm x 750mm. The outlet from the gully should be 150mm diameter, set a minimum of 375mm above the floor of the chamber. The class of gully grating required for various locations, is the same as that given for manhole covers and frames in Table 3.5. The type of gully is subject to approval.

Gully gratings in roads should be set with the direction of the openings at right angles to the direction of traffic.

Gullies connected to a drain or sewer carrying foul water should be trapped.

3.20 Testing of Sewers & Drains

Sewers and drains should be tested by one or other of the following methods:

1. **Water Test:** Foul sewers and drains should be tested for a minimum of 30 minutes, under a head not less than one metre of water over the crown at the high point and not more than 2.5m of water over the crown at low points of the line under test. The pipeline should stand for two hours after filling, to allow for absorption, topping up as necessary, before commencing the test proper. The rate of water loss should not exceed one litre per hour, per metre diameter, per metre run of pipe. The maximum allowable loss of water per 30 minutes, per 100m run of pipe, for various pipe diameters, should be as shown in Table 3.7.

Surface water sewers and drains should be tested for a minimum of 30 minutes and the test head of water should be not less than one metre over the crown at the high point and not more than two metres over the crown at low points of the line under test. Acceptance criteria should be as for foul sewers and drains, unless otherwise approved.

Where either foul or surface water sewers or drains fail the appropriate test, remedial works should be subject to approval.

TABLE 3.7 Maximum allowable water loss in litres, per 100 metres of pipe, in 30 minutes

Pipe Diameter (mm)	Maximum allowable loss (litres)
100	5
150	7.5
225	11.25
300	15

2. **Air Test:** Air should be pumped into the section of sewer or drain under test, until a pressure of 100mm of water is indicated on a U-tube connected to the system. The pipeline should stand for a period of five minutes, to permit air pressure stabilisation, before commencing the test proper. Care should be taken that temperature changes of the air in the pipe during the test, do not distort the test results. The air pressure should not fall to less than 75mm head of water during the test period of five minutes, without further pumping.

Failure to pass an air test should not be taken as conclusive. When failure occurs, a water test, as specified in 1. above should be undertaken. Acceptance or rejection of the line under test should be based on the results of this water test.

3.21 Manhole Infiltration

Infiltration tests should be carried out on manholes after backfilling, when the ground water adjacent to the manhole is at its highest level.

The maximum infiltration should not exceed one litre per hour, per square metre of internal surface area of the whole of the manhole. Notwithstanding this requirement, any visible leaks should be repaired as approved.

3.22 Cleaning of Sewers & Drains

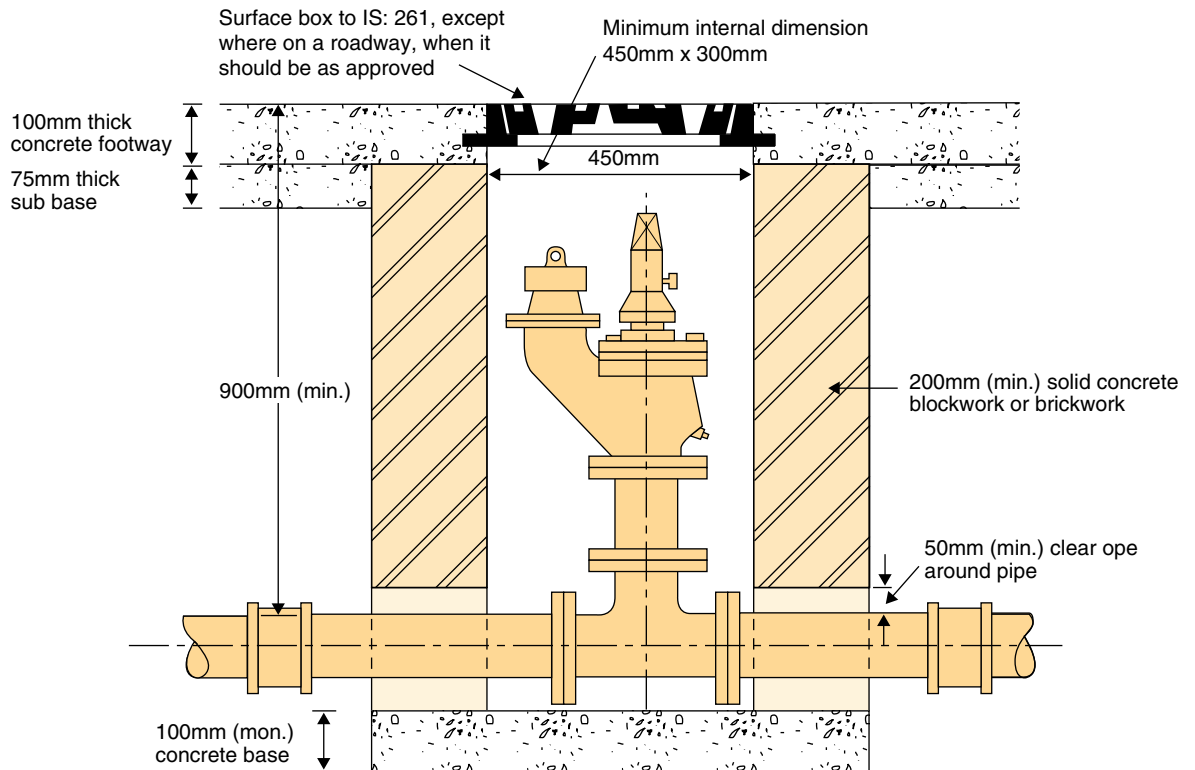
At the time of completion of the development works, the developer should ensure, to the satisfaction of the local authority, that all sewers and drains within the site are clean and free from obstructions. Some local authorities require the developer to provide sewer condition surveys, by approved contractors, which would include internal inspections using closed circuit television equipment. The results may be recorded on diskette, tape, or compact disc. The developer should ascertain the local authority's requirements in this regard.

Section 4: Water Supply

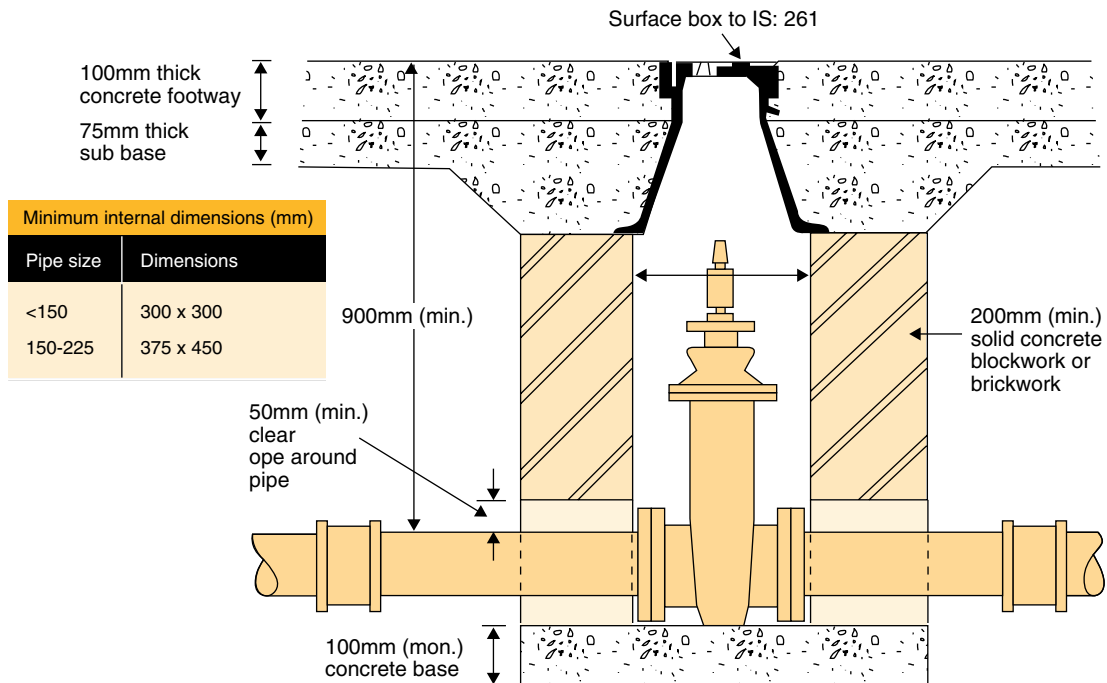
- 4.1 Supply** Water is normally supplied by the Local Authority and points of supply should be ascertained in consultation with the Local Authority.
- 4.2 Watermain Pipes** Watermain pipes should have a minimum nominal pressure classification of 9 bar. The following pipes may be used:
1. PVC-U pipes, in accordance with the requirements of the Provisional Specification of the Department of Local Government for Unplasticized PVC Pipes for Cold Water Supply.
 2. Ductile iron pipes, fittings and accessories, to the requirements of IS EN 545.
 3. Polyethylene pipes, type 50, to the requirements of IS 135.
 4. Fibre-cement pressure pipes, to the requirements of IS EN 512.
- Fittings and specials should be subject to approval.
- 4.3 Service Pipes** Service pipes should be minimum 12mm internal diameter and should be one of the following types, unless otherwise approved:
1. Annealed copper pipe, to the requirements of IS EN 1057.
 2. Polyethylene pipe, type 32, heavy gauge, to the requirements of IS 134.
 3. Polyethylene pipe, type 50, to the requirements of IS 135.
- Fittings and specials should be subject to approval.
- 4.4 Watermain Pipe Size and Layout** Watermain pipe size and layout should be designed in consultation with the Local Authority. However, the following general design criteria should apply:
1. The minimum pipe nominal diameter should be 100mm.
 2. House connections should not be taken across roads.
 3. Watermains should be looped. Where the Local Authority approves the use of dead ends, a duck foot hydrant should be provided at the dead end.
 4. Watermains should preferably be laid under footways, or grass margins.
 5. No pipe, cable, conduit, or other service should be laid longitudinally over the line of a watermain.
- 4.5 Watermain Class** The Local Authority should determine the class of pipe to be used, having regard to the maximum in-service operating pressure.
- 4.6 Pipe Cover** Watermain pipes should have a minimum cover of 900mm. Service pipes should have a minimum cover of 600mm.
- 4.7 Pipe Laying** Maximum trench width should be the pipe diameter plus 600mm. Pipes should be laid on a 50mm bed of fine grained material, consisting of sand, gravel or soil, passing a 10mm sieve.

(Where pipes are laid on rock, bedding material depth should be increased to 100mm). Similar material should be placed around and over the pipe for a cover of 100mm. (Pipes laid under roads should have cover materials increased to 150mm). Selected fill, free from stones greater than 25mm in size, rubbish, tree roots, vegetable matter, or lumps of clay greater than 75mm in size, should be used to fill the next 300mm.

- | | | |
|-------------|-----------------------|--|
| 4.8 | Pipe Jointing | Joints should be formed by an approved method, recommended by the manufacturer. Elastomeric sealing rings, where used, should comply with the requirements of BS 2494. |
| 4.9 | Marker Tape | An approved marker tape containing a tracer wire, should be affixed to the top surface of all watermain. |
| 4.10 | Pipe Anchorage | Concrete anchor blocks should be provided on watermain at dead ends, tees, bends of curvature greater than $22\frac{1}{2}^{\circ}$ and at both sides of a sluice valve chamber. Anchor blocks should encase the pipe in concrete (Class E, Clause 1502, Specification for Roadworks), to a minimum thickness of 150mm all round and should be a minimum length of 750mm. |
| 4.11 | Sluice Valves | Sluice valves should be provided such that houses can be isolated in groups of not more than 40 houses and should comply with the requirements of BS 5163. The depth of the sluice valve spindle cap below finished ground level should not exceed 300mm. |
| 4.12 | Hydrants | Hydrants should be provided such that no house is more than 46 metres from a hydrant. Hydrants should be of the screw-down type in compliance with the requirements of BS 750. Hydrant outlets should comply with the Chief Fire Officer's requirements. The depth of the hydrant outlet below finished ground level, should not exceed 200mm. |
| 4.13 | Air Valves | Air valves in compliance with the requirements of BS 5159, may be required at summits on watermain. The locations and types of such valves are subject to the approval of the Local Authority. |
| 4.14 | Stopcocks | A stopcock, complying with the requirements of BS 1010: Part 2, should be provided on each service pipe, in the footway immediately outside the boundary of each house. The top of the stopcock spindle should be 300-450mm below finished footway levels. |
| 4.15 | Valve Chambers | Chambers for sluice valves, air valves, hydrants and stopcocks should be as shown on Figures 4.1 and 4.2. Precast or in situ concrete may also be used, subject to approval. |



(1) Hydrants (or Airvalves)



(2) Sluice Valves

not to scale

FIGURE 4.1: HYDRANT, AIRVALVE & SLUICE VALVE CHAMBERS

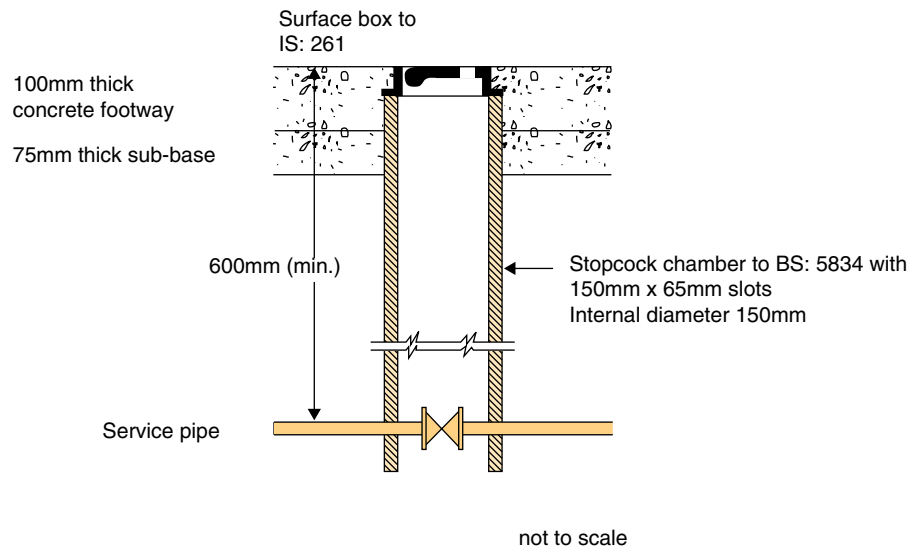


FIGURE 4.2: STOPCOCK CHAMBER

4.16 Surface Boxes

Hydrant, sluice valve, air valve and stopcock chambers should be provided with cast iron surface boxes in compliance with the requirements of IS 261. Surface boxes for roadways and areas accessible to wheeled traffic should be subject to approval.

Surface boxes should be bedded in mortar on the chamber walls and where the chamber is located other than on a footway, driveway or roadway, should be surrounded by 150mm concrete, 100mm in depth (Class E, Clause 1502, Specification for Roadworks).

4.17 Indicator Plates and Marker Posts

The location of hydrants, air valves and sluice valves should be shown by indicator plates positioned to the approval of the Local Authority.

Hydrant plates should comply with the requirements of BS 3251. They should show the diameter of the watermain in millimetres on the upper part of the plate and the distance of the marker from the hydrant on the lower part of the plate, as set out in Figure 4.3. All characters should be black and the remainder of the front face should conform to colour reference No.309 (canary yellow) of BS 381C.

Sluice valve and air valve plates should be in cast iron, measuring 200mm x 200mm. They should have the letters SV or AV as appropriate, cast in relief. The plates should have a background in black bitumastic paint, with the letters in white enamel.

Indicator plates may be fixed to solid boundary walls. Where marker posts are used they should be constructed in accordance with Figure 4.3 and should be located as an inset to the rear of the footway.

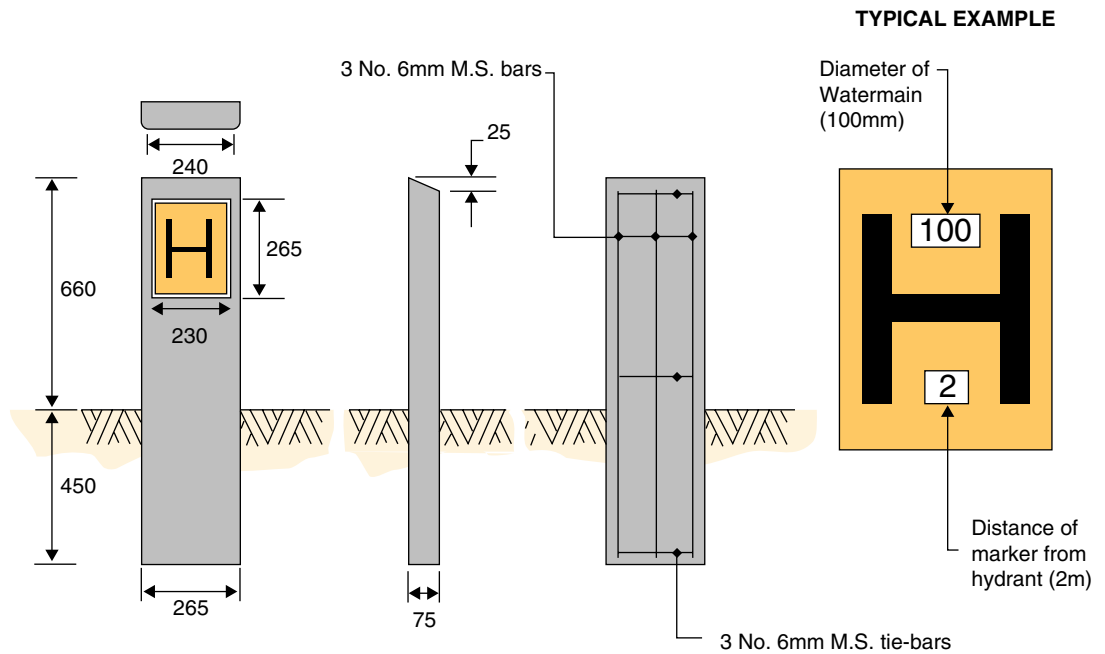


FIGURE 4.3: CONCRETE MARKER POST

4.18 Testing and Sterilisation

All watermains should be hydraulically tested after laying, for a period of between 1 and 24 hours as approved, at a test pressure of 1.5 times the specified class pressure. The pipeline should be adequately anchored or restrained, during the test.

A test pump, with stopcock, water tank and pressure gauge, is connected to the watermain and operated until the gauge shows the required test pressure. (If it is considered necessary, the calibration of the pressure gauge should be validated just prior to the test.) The amount of water in the tank is noted at the beginning of the test period. An hour later, gauge pressure is inspected and if it has fallen, test pressure is restored by means of the pump. This process is repeated at hourly intervals, during the test period. The total quantity of water pumped to maintain the pressure during the test is termed "the apparent leakage".

The apparent leakage should not normally exceed 0.11 litres, per millimetre of nominal pipe diameter, per kilometre of length, per 24 hours.

An alternative test procedure may be approved, in consultation with the Local Authority.

Should pipelines fail this test, remedial works should be to the approval of the Local Authority.

On completion of the final test, pipelines should be thoroughly flushed-out. The system should be sterilised in sections, by allowing water containing at least 10 parts per million residual chlorine to stand in the mains and service pipes, for at least two hours. The system should again be thoroughly flushed-out, on completion of sterilisation.

Care should be exercised in flushing out the sterilised watermains, that the draining liquid does not cause environmental damage.

Section 5: *Public Lighting*

5.1 Introduction

Public Lighting for Housing Areas may be provided by the Electricity Supply Board (ESB), or a private Contractor, subject to the requirements of the local authority and the ESB. Some local authorities have adopted specific standards for Public Lighting and Developers who intend to employ private Contractors on public lighting projects, should consult with the local authority, before finalising the design.

5.2 Standards

Public Lighting scheme equipment and installation should conform to the requirements of:

- National Rules for Electrical Installations ET 101/1991 and Amendments, published by the Electro Technical Council of Ireland (ETCI)
- National Rules for Electrical Installations ET 102/1993, Section 714, External Lighting Installations, published by ETCI
- National Rules for Electrical Installations, Section 533 I.I.I, with regard to Cartridge Fuses for A.C. Circuits, published by ETCI
- IS EN 40-1: 1992, Lighting Columns, Definitions and Terms
- IS EN 55015: 1993, Limits and Methods of Measurement of Radio Disturbance Characteristics of Electrical Lighting and Similar Equipment
- IS EN 60238: 1993, Edison Screw Lampholders
- IS EN 60598-2-3: 1994, Luminaires for Road and Street Lighting
- IS EN 60922: 1992, Ballasts for Discharge Lamps - General and Safety Requirements
- IS EN 60923: 1992, Ballasts for Discharge Lamps - Performance Requirements
- IS EN 60928: 1997, Auxiliaries for Lamps. A.C. Supplied Electronic Ballasts for Tubular Fluorescent Lamps - General and Safety Requirements
- IS EN 60929: 1993, A.C. Supplied Electronic Ballasts for Tubular Fluorescent Lamps - Performance Requirements
- IS EN 61000-3-2: 1995, Electromagnetic Compatibility (EMC). Part 3: Limits - Section 2: Limits for Harmonic Current Emissions (Equipment Input Current $\leq 16A$ per Phase)
- IS EN 61048: 1993, Capacitors for Use in Tubular Fluorescent and Other Discharge Lamp Circuits - General and Safety Requirements

- IS EN 61049: 1994, Capacitors for Use in Tubular Fluorescent and Other Discharge Lamp Circuits -Performance Requirements
- IS EN 61184: 1995, Bayonet Lampholders
- IS EN ISO 9001: 1994, Quality Systems - Model for Quality Assurance in Design, Development, Production, Installation and Servicing
- IS EN ISO 9002: 1994, Quality Systems - Model for Quality Assurance in Production, Installation and Servicing
- BS 729: 1971(1994), Specification for Hot Dipped Galvanized Coatings on Iron and Steel Articles
- BS 1361: 1971(1986), Specification for Cartridge Fuses for A.C. Circuits in Domestic and Similar Premises
- BS 3676: Part 1: 1989, Switches for Household and Similar Fixed Electrical Installations - Specification for General Requirements
- BS 5489: Part 1: 1992, Road Lighting - Guide to the General Principles
- BS 5489: Part 3: 1992, Road Lighting - Code of Practice for Lighting for Subsidiary Roads and Associated Pedestrian Areas
- BS 5649: Parts 2 to 9: 1997, Lighting Columns
- BS 6346: 1989, Specification for PVC-insulated Cables for Electricity Supply

5.3 Minimum Illuminance Levels

The minimum standard of illuminance that should be considered acceptable, can be provided by the installation of either:

- 55W SOX side-entry lanterns at 34 ± 3 m spacing, with 6m mounting height and 0.7 metre outreach,
- 70W SONT side-entry lanterns at 34 ± 3 m spacing, with 6m mounting height and 0.7 metre outreach.

A staggered arrangement of lanterns is to be preferred for the lighting of roads with a footway on either side, but a single side arrangement may be used, provided that the lighting criteria are met.

It should be noted that the 55W SOX lanterns are more energy efficient and cost effective than the 70W SONT alternative and are accordingly preferable whenever it is feasible to specify them.

The recommend spacing ($34 \pm 3\text{m}$) is for a 6m roadway with a 2m footway on either side, where vehicular traffic and public use are solely associated with adjacent properties. Should conditions be otherwise, advice should be sought on the appropriate standard and spacing.

Other lanterns may be used, subject to approval by the ESB and the local authority.

5.4 Lighting Columns and Brackets

The lighting column manufacturer should preferably be registered with and certified by the National Standards Authority of Ireland, for the design and manufacture of lighting columns and accessories, under their quality assurance schedule to IS EN ISO 9001 and IS EN ISO 9002.

Columns should be manufactured to BS 5649 (including any amendments), or equivalent and also to the Department of Transport's interim design rules, which augment the requirements of BS 5649: Part 6: 1982(1997). Lighting columns and brackets should generally be of tubular, or octagonal steel construction, with a minimum wall thickness of 3mm and should comply with the requirements of BS 5649: Part 3: 1982. Columns, brackets and steel fittings should be protected against corrosion by hot-dip galvanizing, in accordance with BS 729: 1971(1994).

Mill test certificates may be required for the column and bracket steel sections.

Octagonal columns should be 7m long, of folded steel, gradually tapered at a constant rate from the base and terminating with a dimension of 68mm across flats at the top.

Columns with a tubular cross-section should be 7m long, with a base minimum diameter of 140mm and a shaft minimum diameter of 76mm. The base length should be 3m. The junction of the base and shaft sections should be a swaged and welded joint.

The base should be fitted with a cable entry opening, 180 x 60mm, with the top of the opening 700mm from the base end, together with a compartment door and welded-in frame. The top of the compartment door and frame assembly should be 2700mm from the base end and in line with the cable entry opening. The door should be weatherproof to IP 33 (IEC classification system) and should be secured by two recessed locking mechanisms requiring a female triangular key of 10mm side. An earthing connection should be provided within the base compartment. The fastening screw for this connection should be of stainless steel.

The bracket assembly should be manufactured in accordance with Figure 5.1, with the bracket arm inclined 5° above the horizontal. The bracket should be fitted with an anti-rotation device, when fitted to a tubular column.

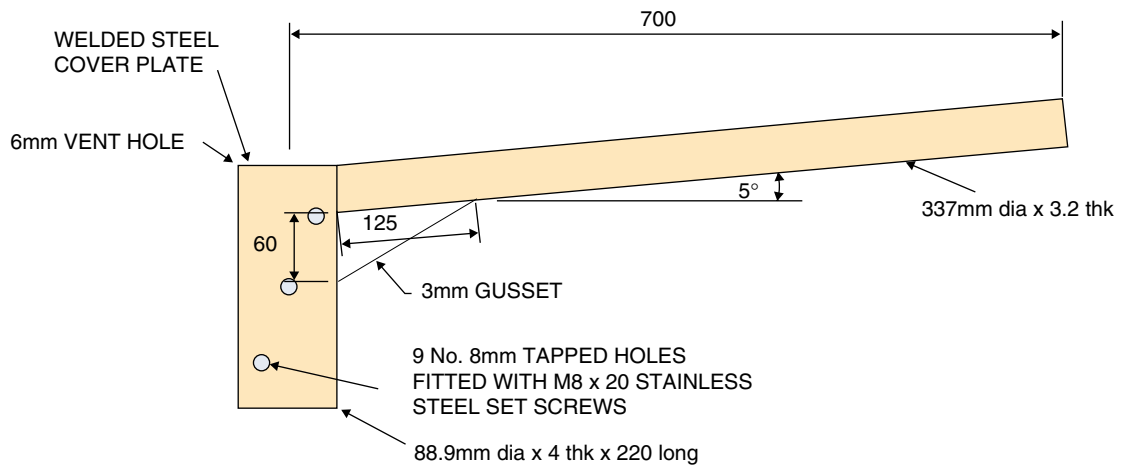


FIGURE 5.1: LIGHTING COLUMN BRACKET

The column and bracket should carry a permanent identification mark, indicating the manufacturer and the year of manufacture.

5.5 Lanterns

Lanterns should comply with the requirements of IS EN 60598-2-3: 1994, and BS 5489: Part 3: 1992.

The lantern should be constructed from injection moulded or die-cast aluminium alloy, GRP, or other suitable corrosion-resistant materials. The lower portion of the lantern should consist of a single piece bowl. The earthing screw, hinges, grub screws and bowl clips or springs should be fabricated from a corrosion-resistant material. Alternatively, the lantern optical compartment may consist of a single piece sealed reflector/bowl unit.

The bowl should be constructed from an ultraviolet stabilised polycarbonate, which is specially toughened, so as to be vandal resistant.

The lantern should be waterproof and dustproof by virtue of a non-porous self-sealing heat resisting gasket where applicable and should have a minimum protection of IP65.

The lanterns should have a three-prong twist lock NEMA socket to take an approved photo-electric control unit, suitably sealed with a weatherproof gasket and fixed to the lantern body with non-corrosive screws.

A fixed and fused terminal block, with clearly identified phase, neutral and earth connections, should be provided within the control gear compartment.

5.6 Fitting Out of Columns

Each lantern should be individually protected with a suitable fuse in the column base.

Columns should be wired with a minimum 2.5mm² PVC/PVC stranded copper cable.

The diagram illustrates the wiring for a 6 Amp fuse box. It shows the following components and connections:

- Incoming cable:** Enters from the bottom left, carrying three conductors: live, neutral, and earth.
- Earth Block:** Receives the earth conductor from the incoming cable. It is connected to the door frame (lug to be crimped).
- Neutral Block:** Receives the neutral conductor from the incoming cable. It is also connected to the door frame.
- Live Block:** Receives the live conductor from the incoming cable. It is connected to the 6 Amp Fuse.
- 6 Amp Fuse:** Protects the live circuit. It is connected to the Test Switch.
- Test Switch:** Controls the power to the outgoing cable. It is connected to the live conductor of the outgoing cable.
- Outgoing cable:** Exits to the right, carrying three conductors: live (from the Test Switch), neutral (from the Neutral Block), and earth (from the Earth Block).
- Door Frame:** Labeled "Door Frame (Lug to be crimped)", it provides a common ground connection for the earth and neutral conductors.

44

5.7 Control

Switching of the Public Lighting system should be by approved solid state photo-electric switches, with each lantern being individually controlled. A 5A surface mounted switch, tested to BS 3676, should be provided in the base of each column, to facilitate daytime testing by short-circuiting the photo-electric switch.

Control gear for 55W SOX lanterns may be mounted over the lamp. In such instances, a metal reflector should be fitted between the lamp and the control gear. Control gear for 70W SONT lanterns should not be mounted over the lamp, but should be located in a separate compartment, sealed to a minimum of IP 43.

All lanterns should have an external ignitor in the control gear, which should be of the anti-cycling type.

Capacitors should be rated so as to give a corrected power factor of not less than 0.9 at 230V and should comply with the requirements of BS EN 61048: 1993 and BS EN 61049: 1993.

5.8 Auxiliary Public Lighting Micro Pillar

All columns should be supplied from an auxiliary Public Lighting micro pillar, located adjacent to the ESB section pillar. Not more than six columns may be supplied from any one circuit and not more than four circuits may be taken from any one auxiliary Public Lighting micro pillar.

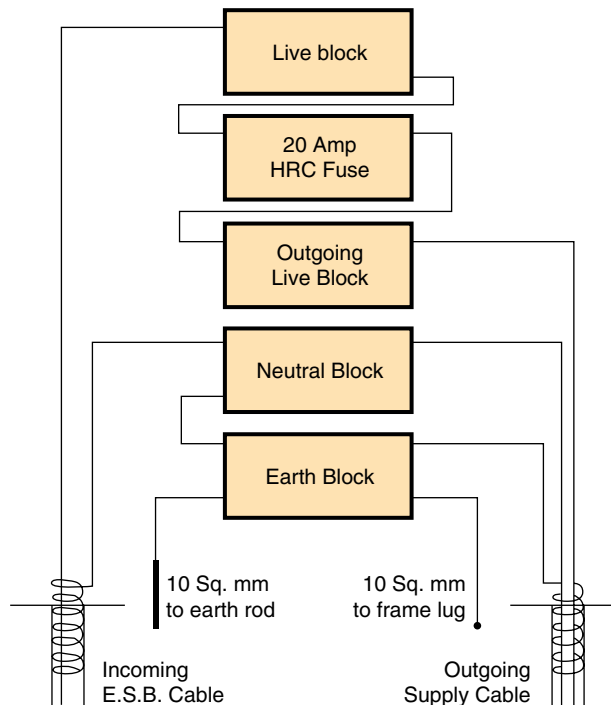
The pillar should consist of a rectangular box of overall dimensions 600 x 150 x 150mm, with front and rear bottom extension plates 300mm long, for anchoring purposes. The pillar should be vented and fitted with a lift-out door, 445 x 142mm, fixed with two triangular headed locking screws onto a suitably tapped fixing plate, with a weathering strip all around. A key, operating both locks, should be provided with each pillar. The shell, door and extension plates should be 3mm thick mild steel and the entire unit should be hot dipped galvanized to BS 729. Ground level should be clearly marked on the unit.

An alternative pillar of similar design, offering additional features, may be offered for approval, prior to installation.

5.9 Fitting Out of Auxiliary Public Lighting Micro Pillar

A hardwood baseboard, measuring 440 x 140 x 20mm should be fitted in each pillar. A main earthing terminal should also be provided and all components should be securely mounted on the baseboard. The internal electrical arrangement should be as shown on Figure 5.3.

All outgoing circuits should be individually fused by means of a 20A HRC cut-out, capable of accommodating cable sizes up to 25mm². These fuses should be rated 16kA minimum rupturing capacity and should comply with BS 1361. The terminals of the cut-out should be of the grooved bore type.



**FIGURE 5.3: INTERNAL ELECTRICAL ARRANGEMENT
AUXILIARY MICRO PILLAR**

Where there is more than one outgoing service cable, a main circuit fuse should also be provided. It should be rated 30A and should otherwise be identical with the individual circuit fuses.

The Electrical Contractor should consult with the local ESB office on ESB interface requirements at the micro pillar.

A bituminous protective coating should be applied all around the extension plates and up to a level on the shell extending 100mm above the ground level marking.

The installed pillar should be embedded in concrete, Class E, Clause 1502, Specification for Roadworks.

The front of all Public Lighting micro pillars should display a high voltage warning sign (black on a yellow face), 100mm wide by 120mm deep, securely fixed to the pillar door, as shown in Figure 5.4.

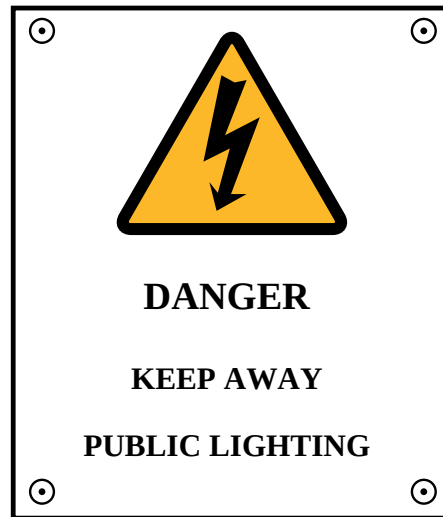


FIGURE 5.4: HIGH VOLTAGE WARNING SIGN

5.10 Cable and Ducting

All cabling should be laid underground in 100mm PVC-U ducting with a wall thickness in the range 2.3-2.8mm. A minimum cover of 600mm to the ducting should be provided in grass margins. A minimum cover of 750mm to the ducting should be provided at road crossings. A spare duct should be laid across all aprons.

Two core cable with a separate earth return path should be used. Cables may be either

- 2 x 6mm² NYCY type to VDE specification 0271/5

or

- 3 x 6mm² PVC/SWA/PVC type to BS 6346:1989, with colours brown, blue and green-yellow.

Cable joints are not permitted. Cables should be looped from column to column on each circuit. If faults develop on cables prior to commissioning, the section of cable involved should be replaced.

A duct should be provided between the ESB section pillar and the auxiliary Public Lighting micro pillar.

5.11 Earthing

All auxiliary pillars should be earthed, using an earth electrode and the supply neutralised. The electrode should consist of a bare copper, or hot dipped galvanized steel rod/pipe of at least 16mm diameter, driven vertically into the soil for a length of at least 1200mm. If

difficulties arise in driving the vertical rod, due to underground services, a horizontal earth electrode may be installed as follows:

A straight length of at least 4.5m of either:

- 16mm diameter bare copper,
- 16mm diameter hot dipped galvanized steel rod,
- 25mm² cross-section bare copper,
- 25mm² cross section hot dipped galvanized steel rod,

buried in the soil to a depth of at least 500mm. The earthing lead should exit the pillar through the services cable entry opening.

The connection at the earth electrode should be accessible for inspection and should be protected against corrosion by a suitable waterproof tape. The connection should be enclosed in a galvanized steel box, with an inspection cover. After inspection, the connection should be buried underground.

A main earth terminal should be mounted on the pillar baseboard, with the following connections:

- 10mm² PVC cable from the earth terminal on the pillar, with a crimped lug connection to the pillar,
- 10mm² PVC cable from the earth electrode,
- 10mm² PVC cable from the neutral link.

A main earth terminal should be mounted on the baseboard fitted to each lighting column, with the following connections:

- 6mm² PVC cable from the earth terminal on the column, with a crimped lug connection to the column,
- 2.5mm² PVC cable from the lantern earth terminal.

The outer sheath of the incoming and/or outgoing service cable, should be connected to the main earth terminal, in the case of both the lighting column and the auxiliary micro pillar baseboards.

If PVC/SWA/PVC cables are used, the outer sheath should be terminated in an approved manner.

Earth continuity cables should be coloured yellow/green, in accordance with ETCI wiring rules. In the case of NYCY cables, appropriate yellow/green sleeving should be used.

5.12 Column Installation

Lighting column bases should be treated internally and externally with a bituminous preservative, for a distance of 1.25 metres from the end.

Where there is no grass verge, all columns should be located to the back of the footway.

The excavation for lighting columns should be a minimum of 500mm in diameter and 1.05 metres in depth.

Column erection should be in three stages as follows:

- Place 50mm of blinding concrete in the bottom of the excavation. Concrete should be Class E, Clause 1502, Specification for Roadworks.
- Erect column vertically and centrally on the blinding and surround the column with Grade 15.20 concrete, to a level 150mm below the service entry slot. Concrete should be Class 30/20, Clause 1501, Specification for Roadworks. In the case of tubular columns, an anti-rotation bar 15mm diameter should be installed.
- The final one metre of incoming and outgoing service cable up to the cable entry slot, should be protected by polyethylene piping, which should extend 30mm into the column. The cable should be kept level with the bottom of the entry slot, in order to avoid damage due to column settlement.

If any other services are exposed by the excavation, care should be taken not to encase them in the concrete surround. If necessary, an approved separating barrier should be used, in order to maintain service access.

Excavations should be free of water when pouring the concrete surround. Columns should be erected with the compartment door positioned on the side away from the direction of traffic flow and should be set back a minimum distance of one metre from the kerb edge. The installation should be completed by properly backfilling the excavation to ground level.

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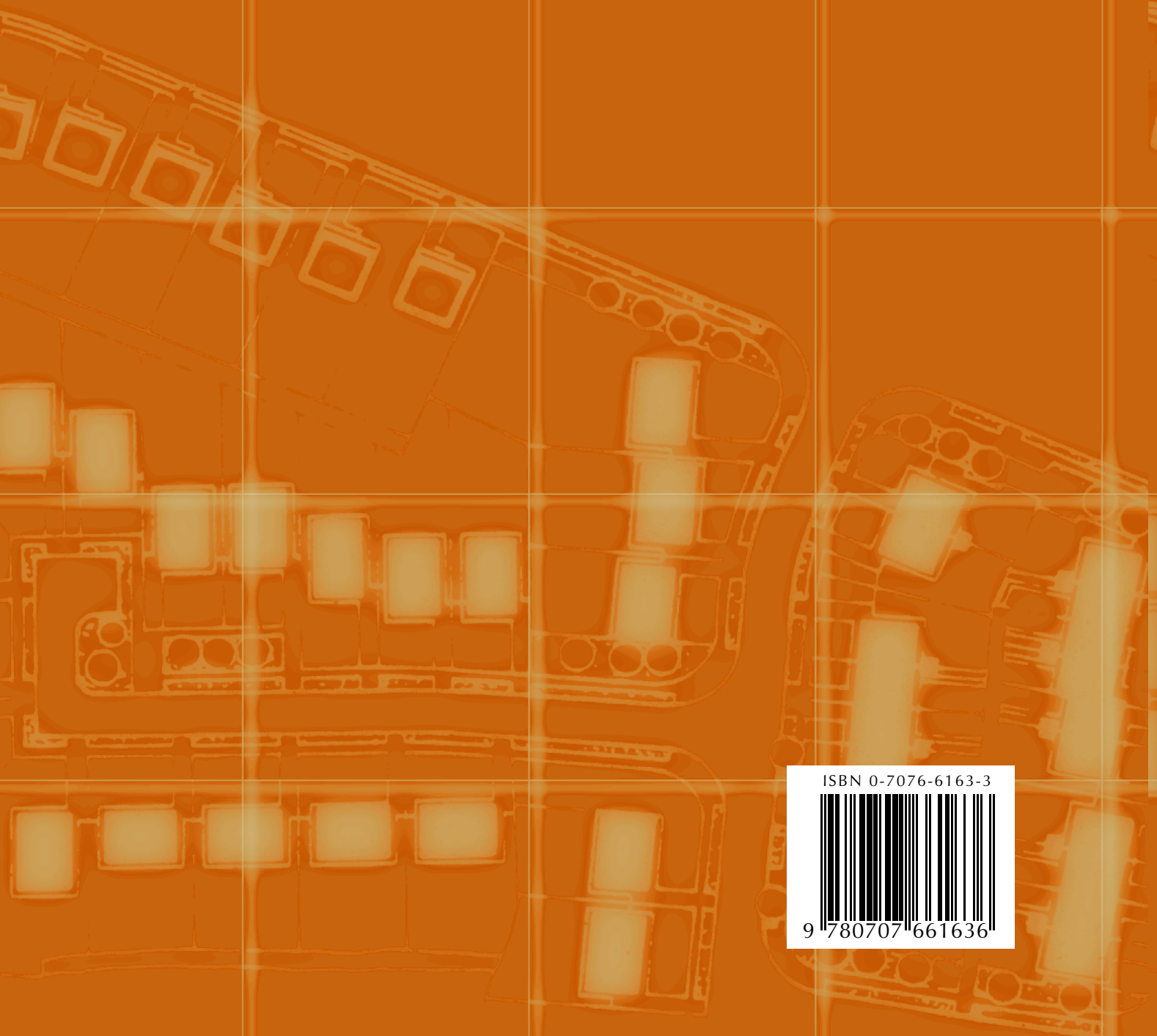
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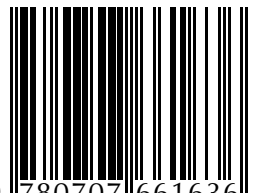
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ISBN 0-7076-6163-3



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