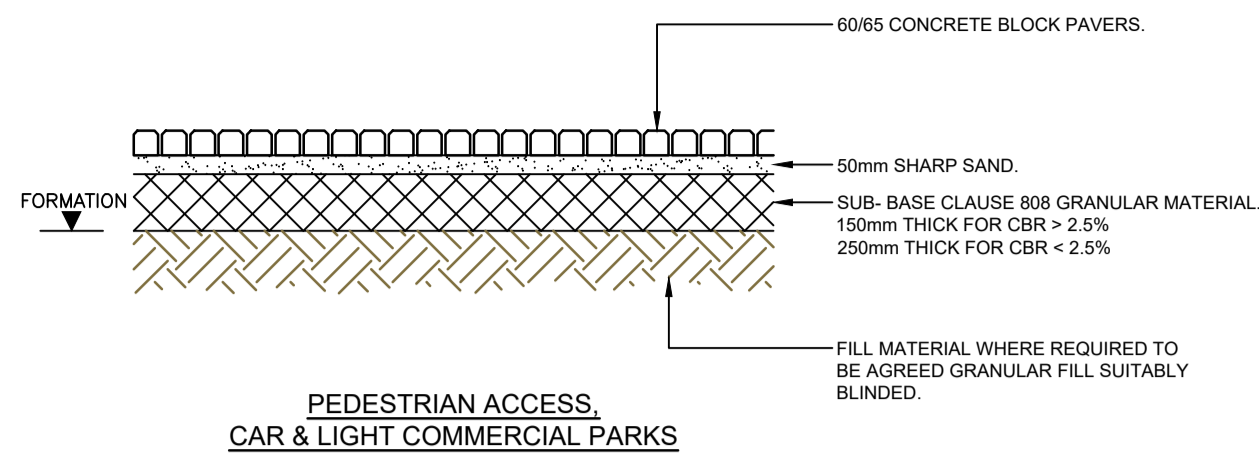
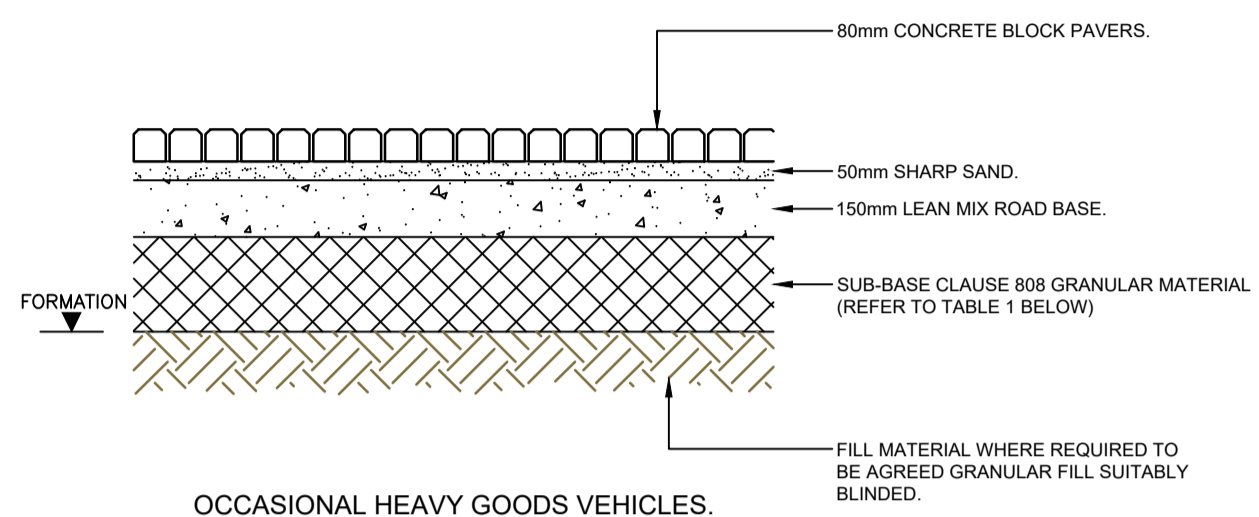


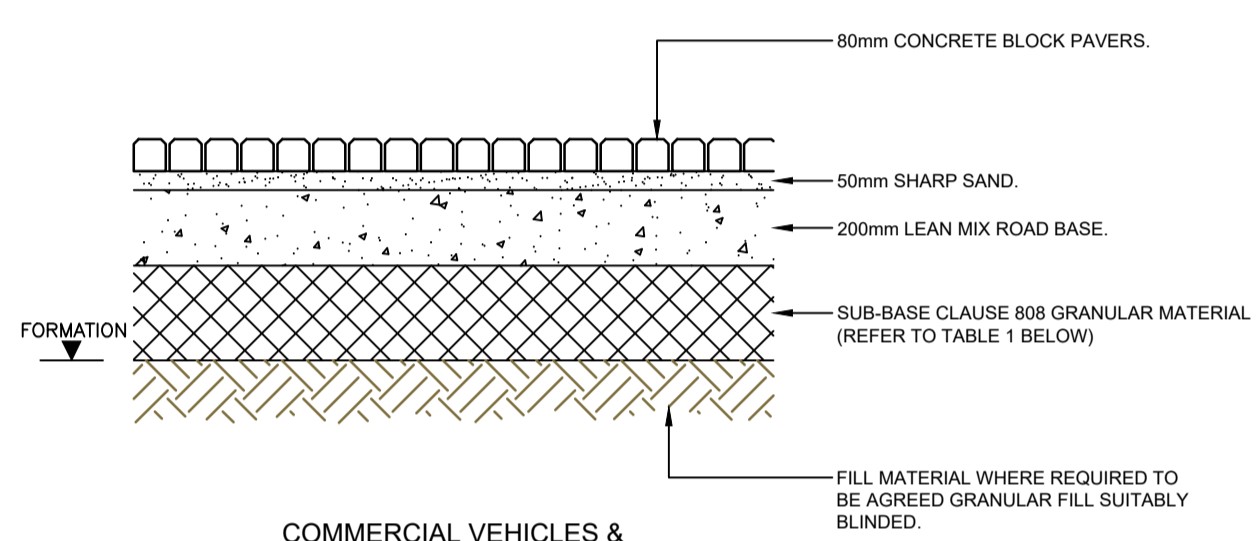
CONCRETE PAVER SURFACING



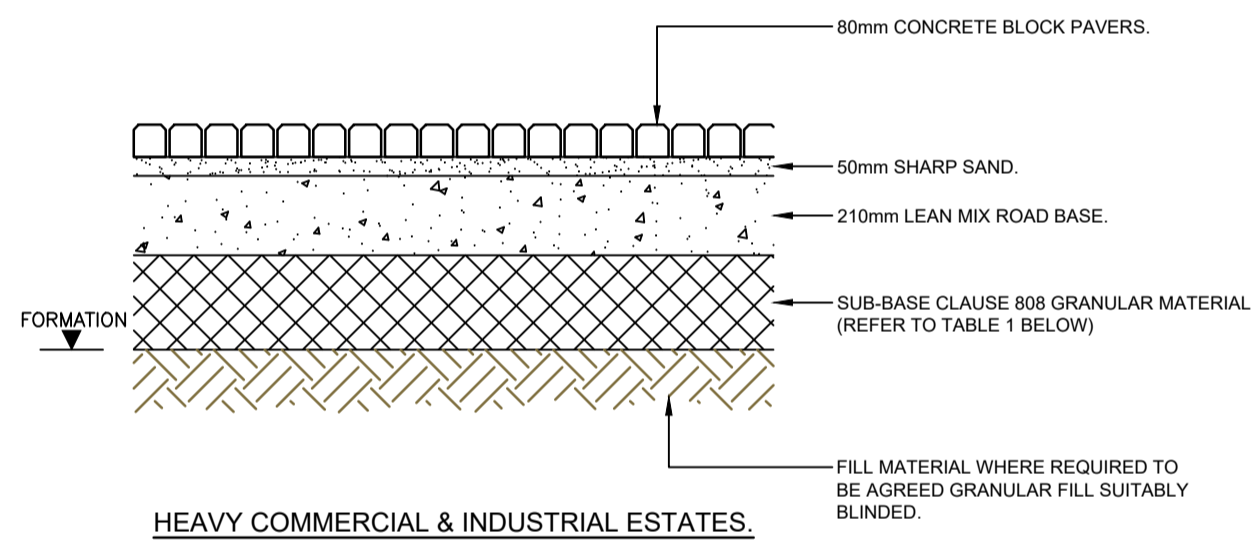
PEDESTRIAN ACCESS
CAR & LIGHT COMMERCIAL PARKS



OCCASIONAL HEAVY GOODS VEHICLES



COMMERCIAL VEHICLES &
HEAVY RESIDENTIAL AREAS



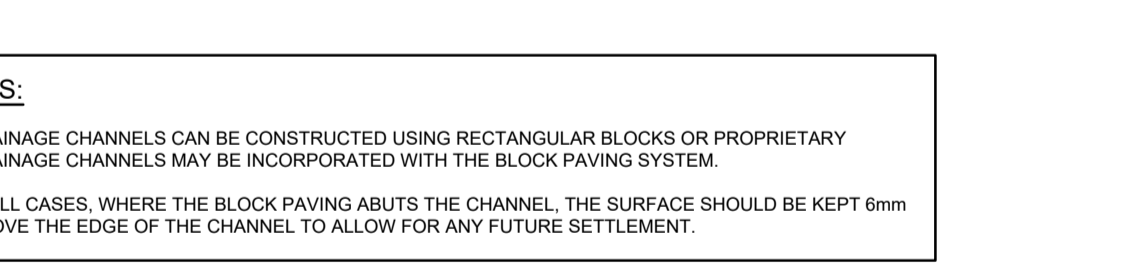
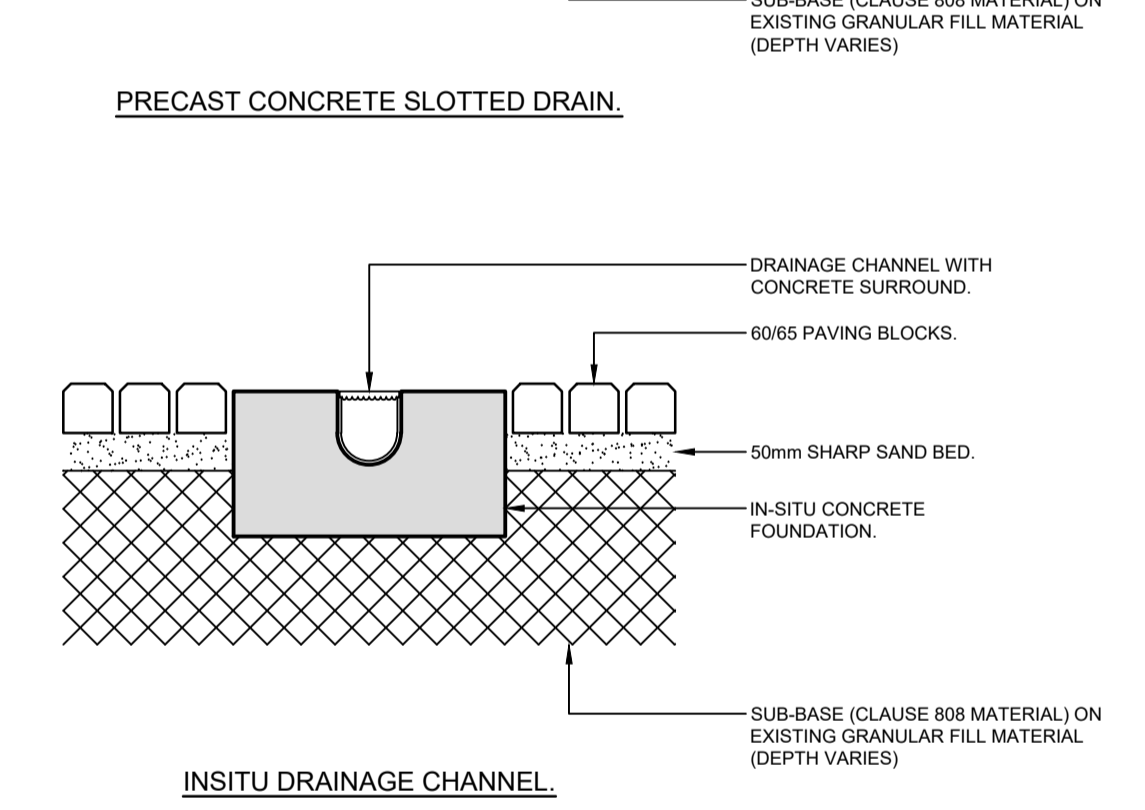
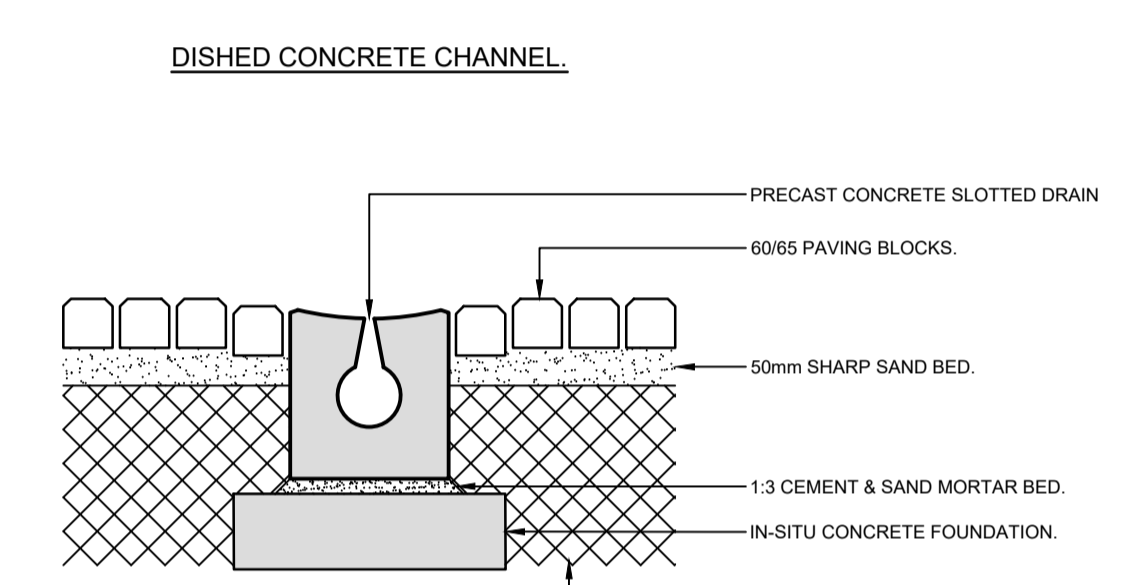
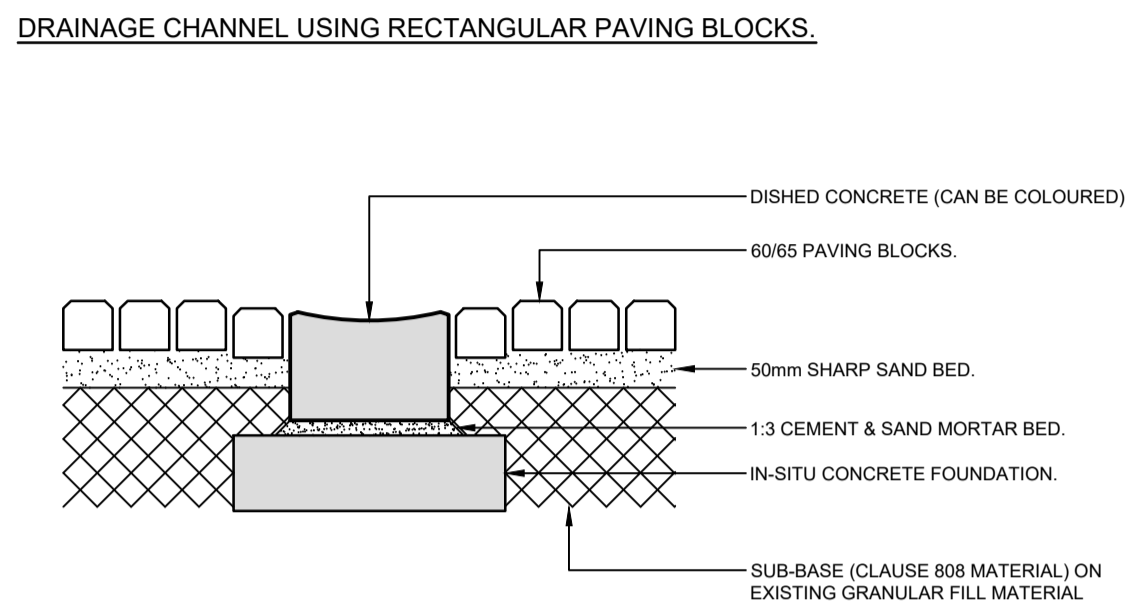
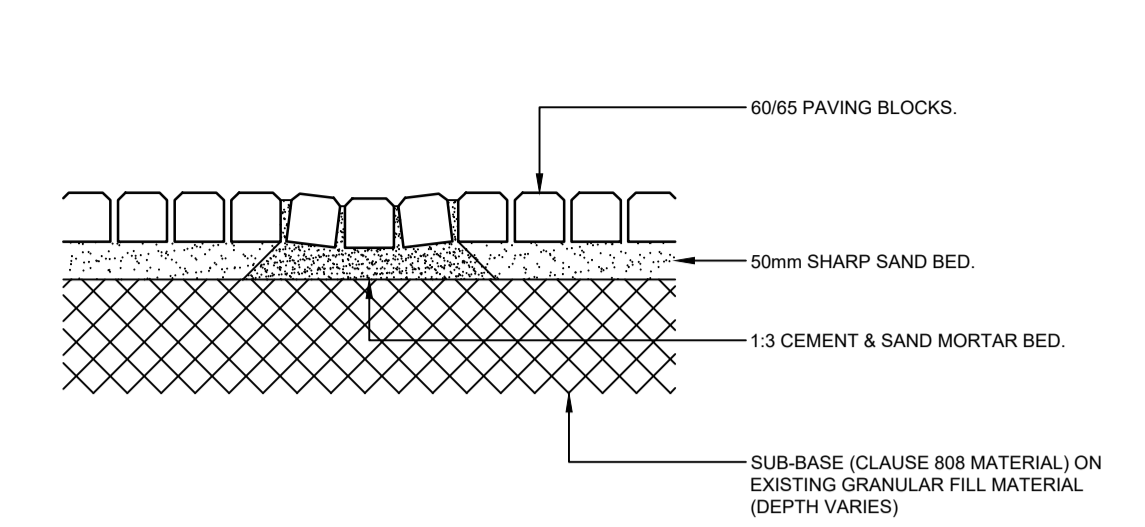
HEAVY COMMERCIAL & INDUSTRIAL ESTATES

TABLE 1

SUB-GRADE	CBR %	SUB-BASE THICKNESS OPTION A	CAPPING LAYER + SUB-BASE THICKNESS OPTION B
<2	-	-	600 + 225
2 TO 2.9	400	400	350 + 225
3 TO 4.9	325	325	350 + 225
5 TO 6.9	250	250	150 + 225
7 OR MORE	225	225	- + 225

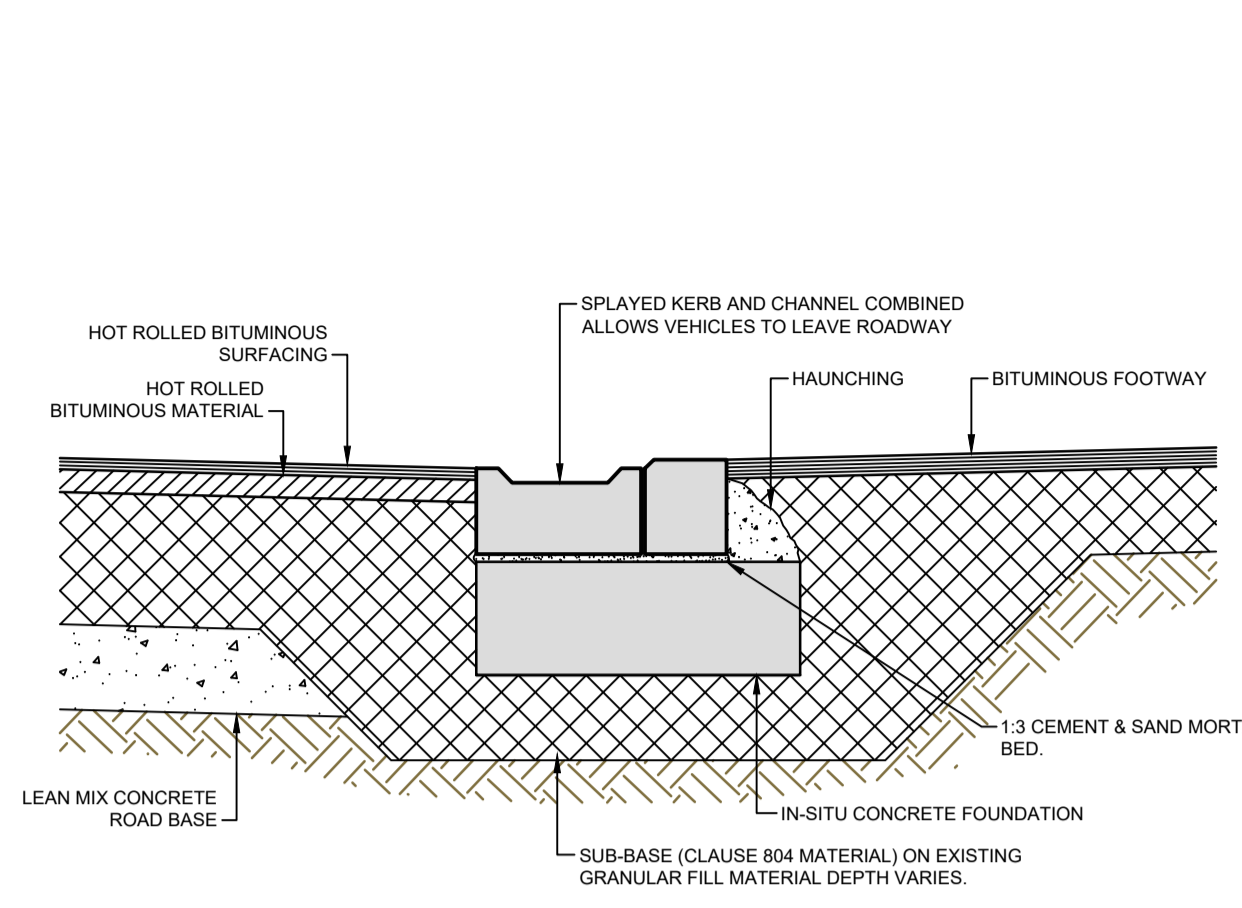
NOTE:
OPTION 'A' = CLAUSE 808 GRANULAR SUB-BASE MATERIAL TYPE B TO THE NRA SPECIFICATION FOR ROADWORKS
OPTION 'B' = 225mm THICK CLAUSE 808 GRANULAR SUB-BASE MATERIAL TYPE B ON CLAUSE 810 CLASS 8P TO THE NRA SPECIFICATION FOR ROADWORKS

DRAINAGE CHANNELS FOR CONCRETE BLOCK PAVERS

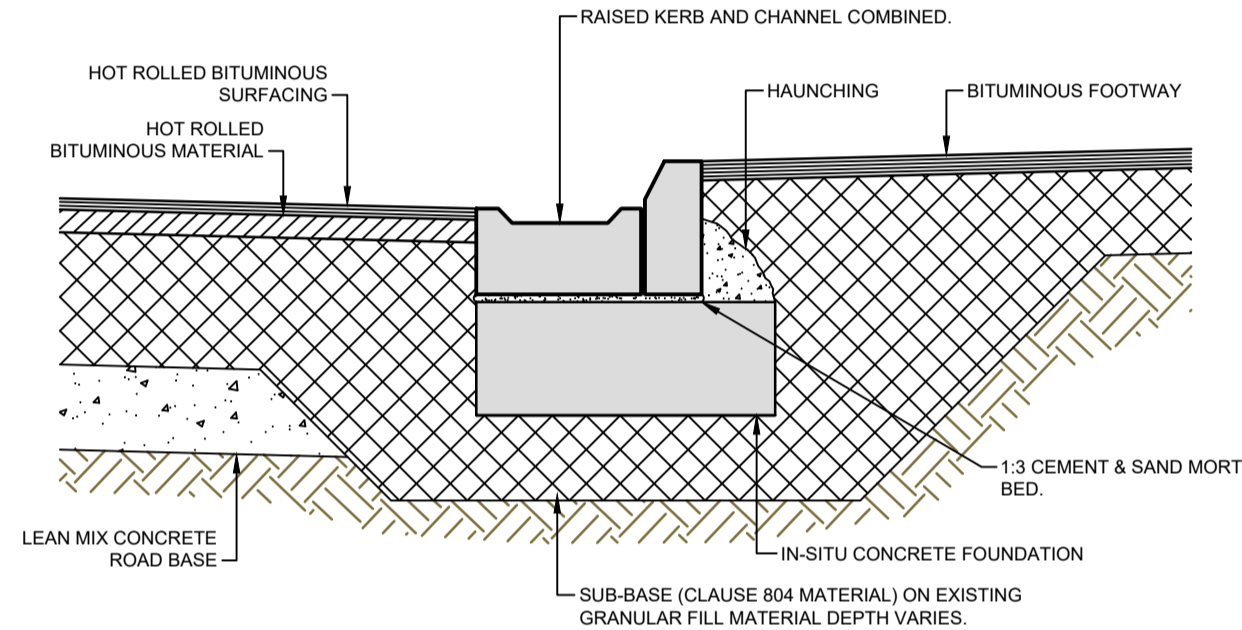


NOTES:
1. DRAINAGE CHANNELS CAN BE CONSTRUCTED USING RECTANGULAR BLOCKS OR PROPRIETARY DRAINAGE CHANNELS MAY BE INCORPORATED WITH THE BLOCK PAVING SYSTEM.
2. IN ALL CASES, WHERE THE BLOCK PAVING ABUTS THE CHANNEL, THE SURFACE SHOULD BE KEPT 6mm ABOVE THE EDGE OF THE CHANNEL TO ALLOW FOR ANY FUTURE SETTLEMENT.

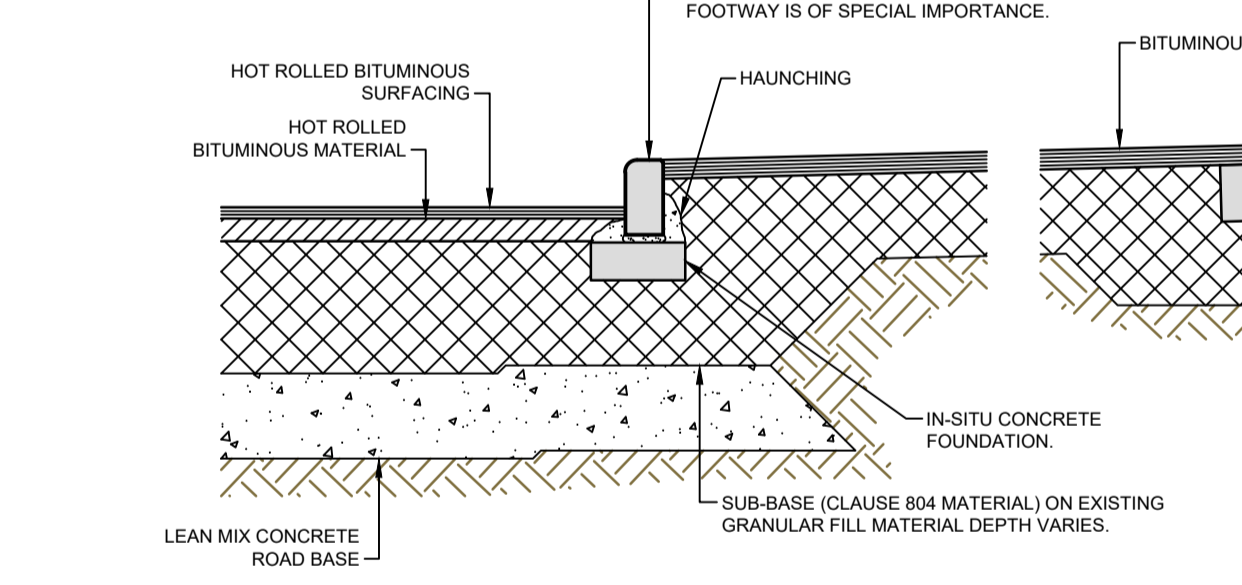
SURFACING & RESTRAINTS FOR ROADS & FOOTWAYS



DETAIL-A

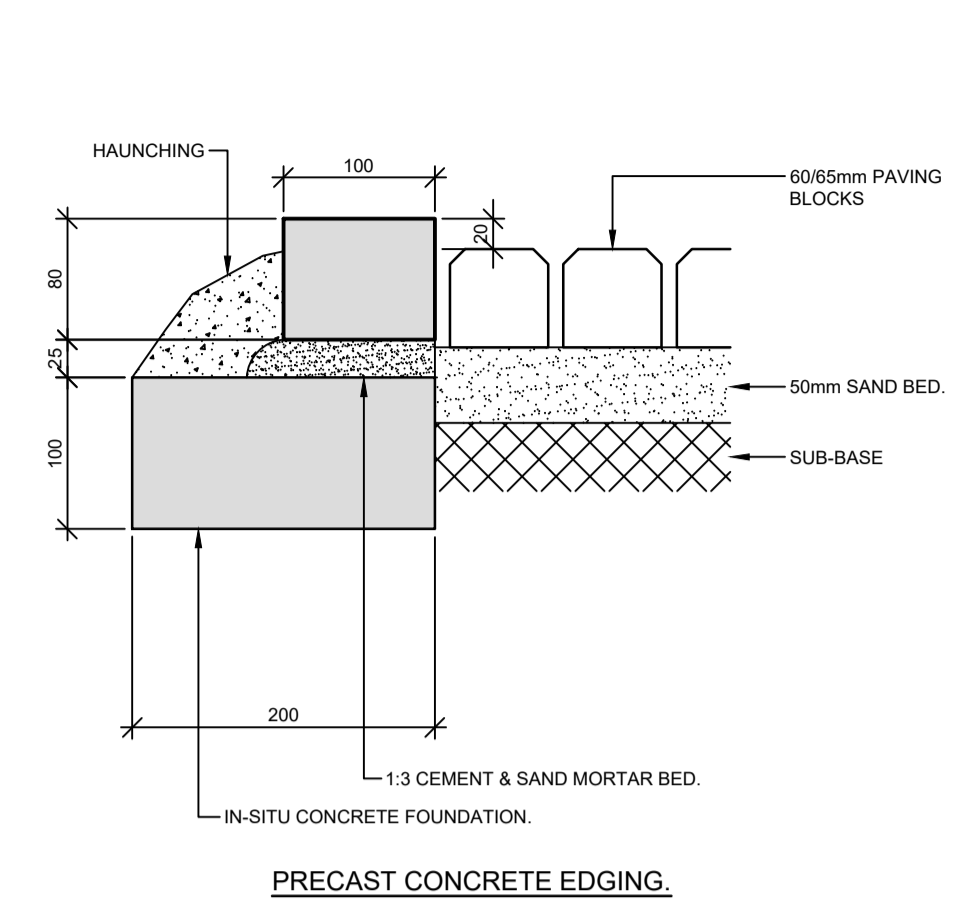


DETAIL-B

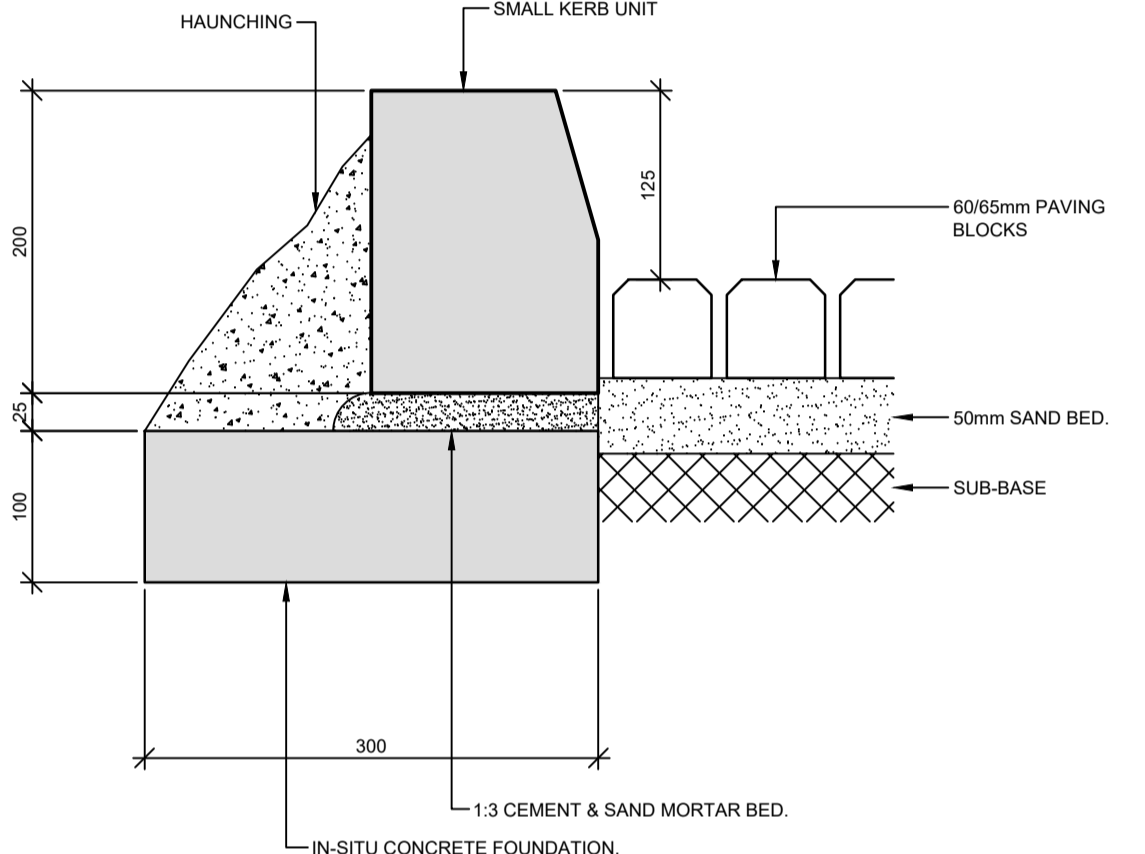


DETAIL-C

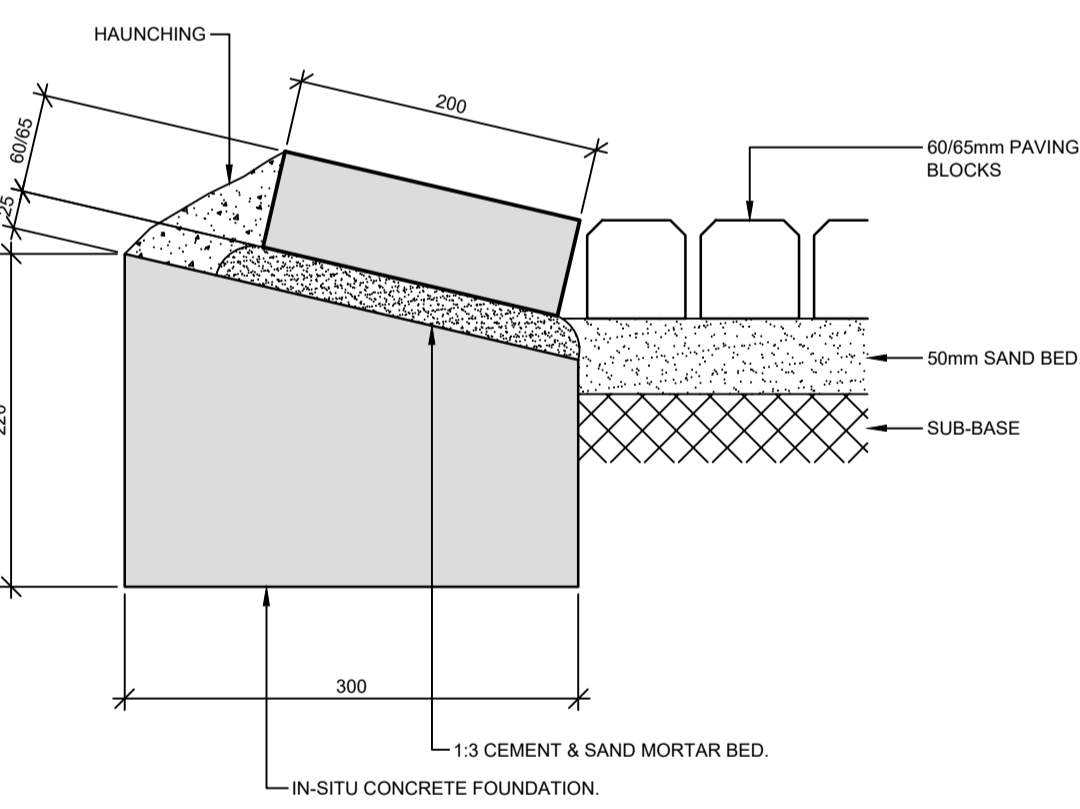
EDGE RESTRAINTS FOR BLOCK PAVING



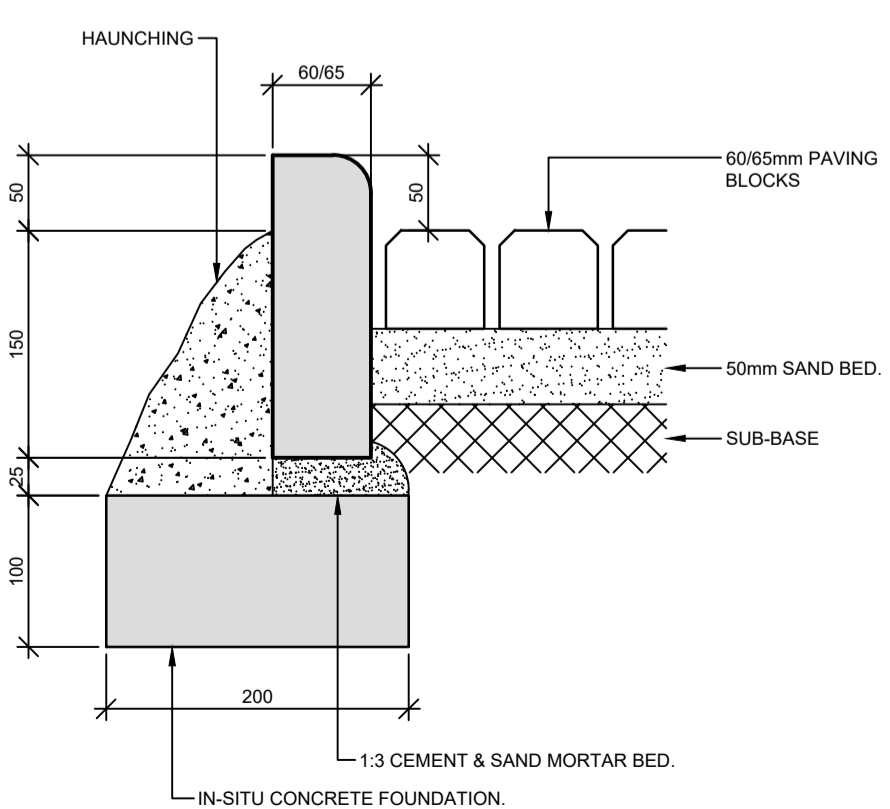
PRECAST CONCRETE EDGING



PRECAST CONCRETE EDGING



PRECAST CONCRETE EDGING



PRECAST CONCRETE EDGING

NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS.
2. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE. ENGINEER TO BE INFORMED IMMEDIATELY OF ANY DISCREPANCIES BEFORE ANY WORK PROCEEDS.
3. REFER TO DRAWING **21208-DOW-0000** FOR PROJECT SPECIFICATION.

Rev	Date	Amendments	by	chkd
P01	18.08.22	ISSUED FOR PLANNING	AG	AD

PROJECT
PROPOSED HOUSING DEVELOPMENT AT MAYESTON, POPPINTREE, DUBLIN 11

CLIENT
FINGAL COUNTY COUNCIL

DRAWING TITLE
PAVING DETAILS

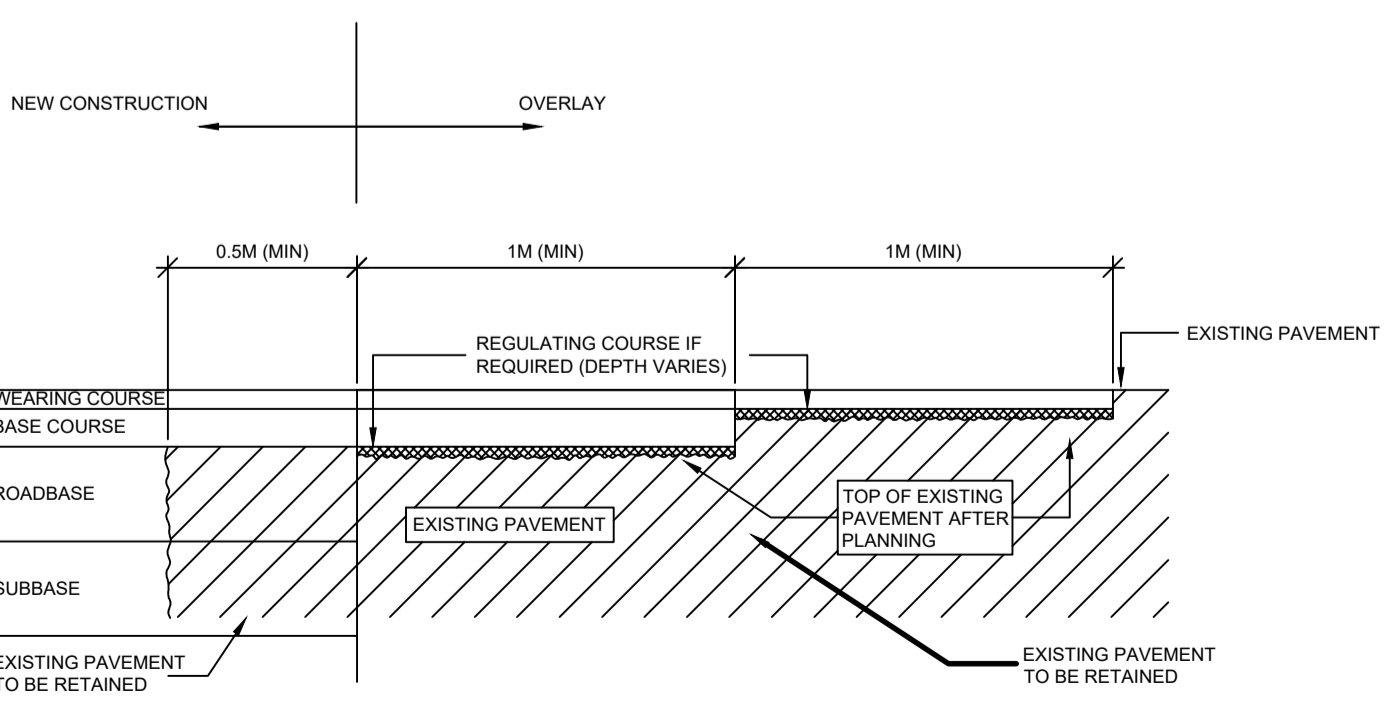
drawn by: AG date: 18.08.22 scale: N.T.S @ A1 chk: AD

MAYE - DOW - 00 - XX - DR - CE

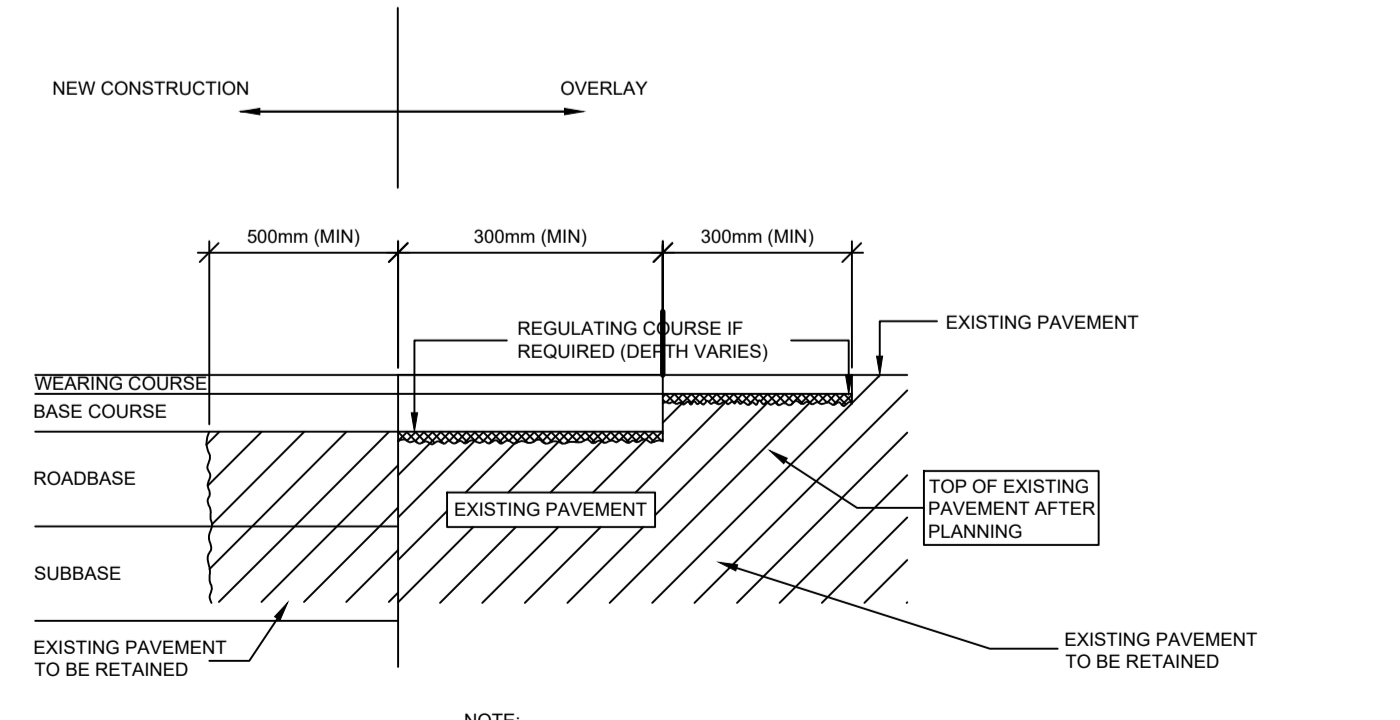
Project	Originator	Volume	Level	Type	Role
21208	4005				P01

DOW Project No. drg. no. rev.

S4: SUITABLE FOR PLANNING
Suitability Status: Code - Description
Cashel Business Centre,
Cashel Road, Kimmage, Dublin 12
T 01 4901611
E admin@downesassociates.ie
www.downesassociates.ie



TRANSVERSE JOINT BETWEEN NEW CONSTRUCTION AND EXISTING ROAD
NOTE:
1. EDGES OF EXISTING CARRIAGEWAY TO BE CUTBACK BY 0.5M WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 920.
2. WHERE THE ROADBASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROADBASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 1M MIN. WITH THE BASECOURSE AND WEARING COURSE TO BE EACH STEPPED IN A FURTHER 1M MIN. RESPECTIVELY.



LONGITUDINAL JOINT BETWEEN NEW CONSTRUCTION AND EXISTING ROAD
NOTE:
1. EDGES OF EXISTING CARRIAGEWAY TO BE CUTBACK BY 0.5M WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 920.
2. WHERE THE ROADBASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROADBASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 300mm MIN. WITH THE BASECOURSE AND WEARING COURSE TO BE EACH STEPPED IN A FURTHER 300mm MIN. RESPECTIVELY.