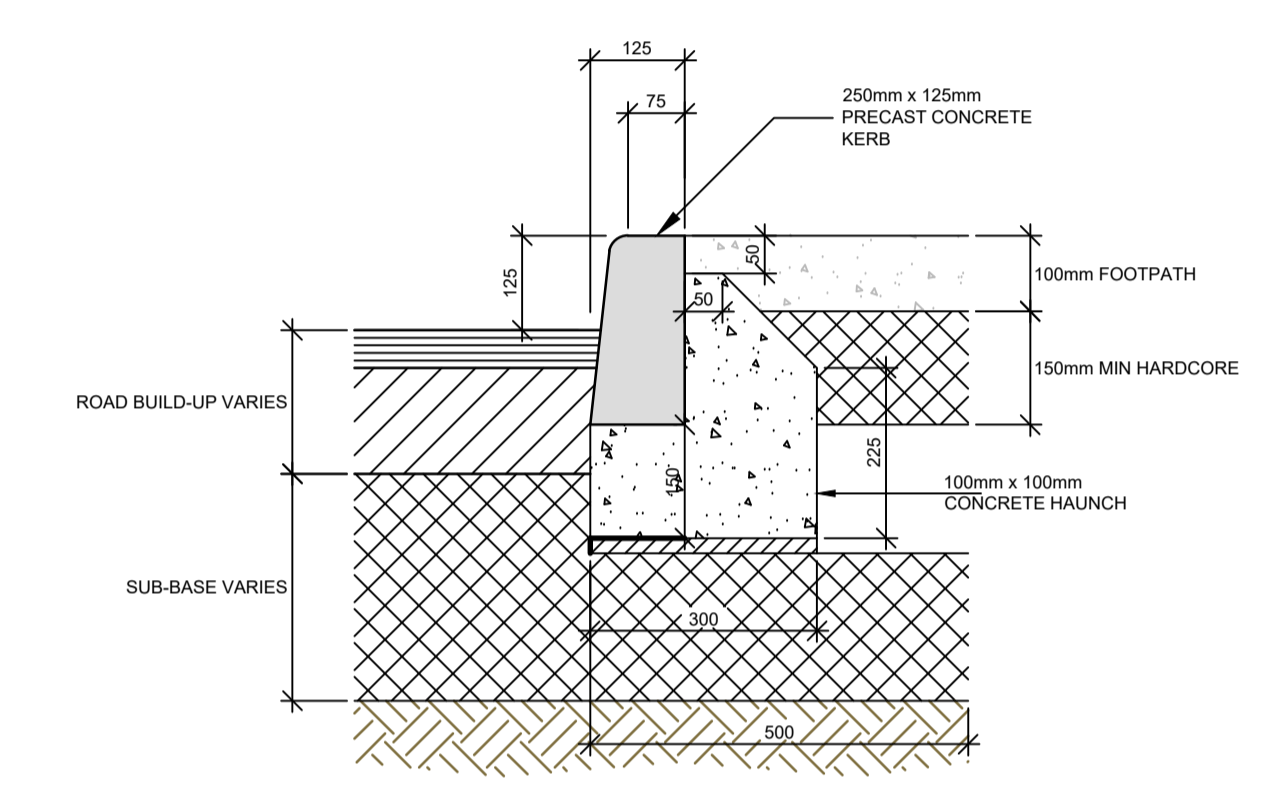
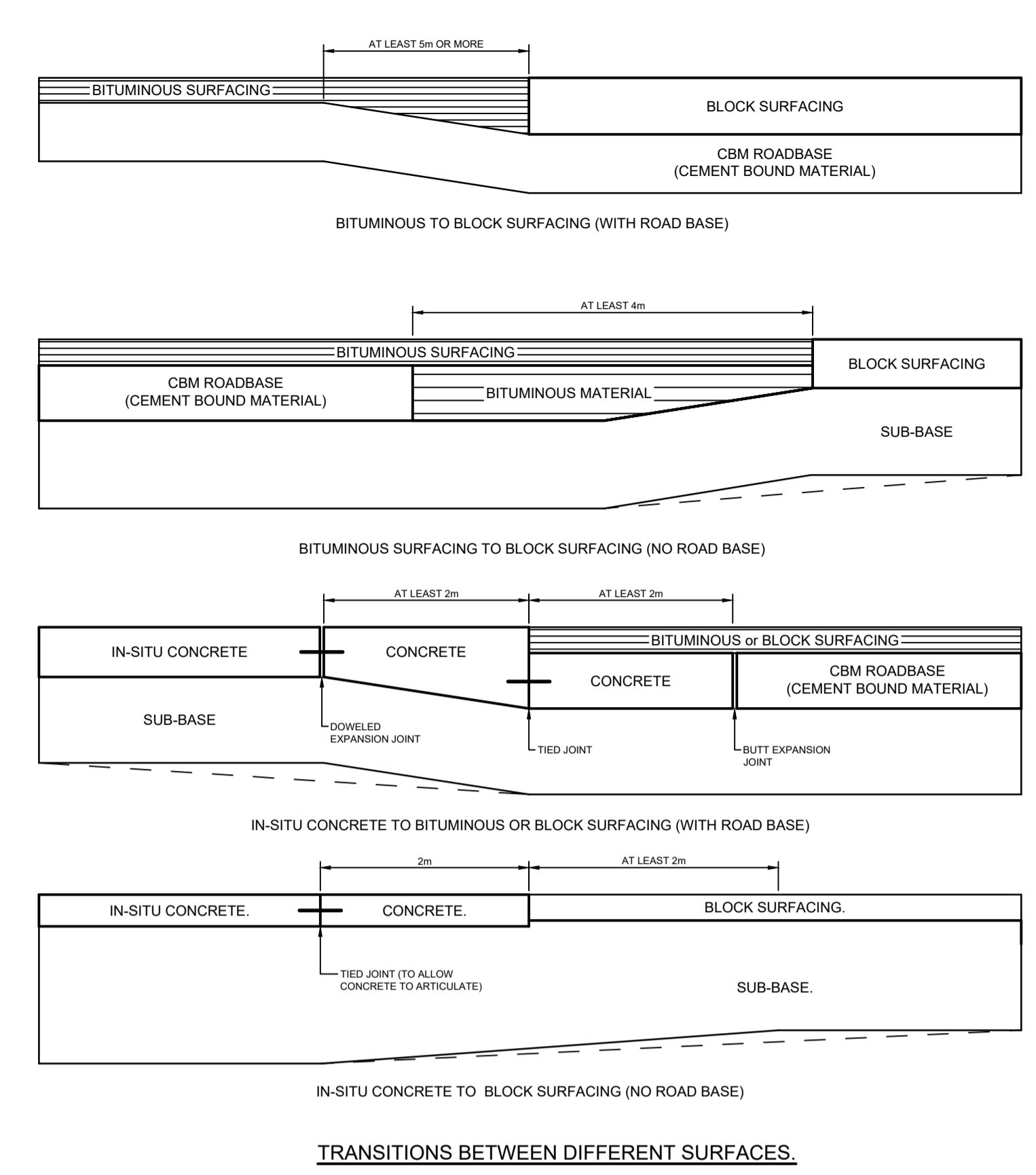
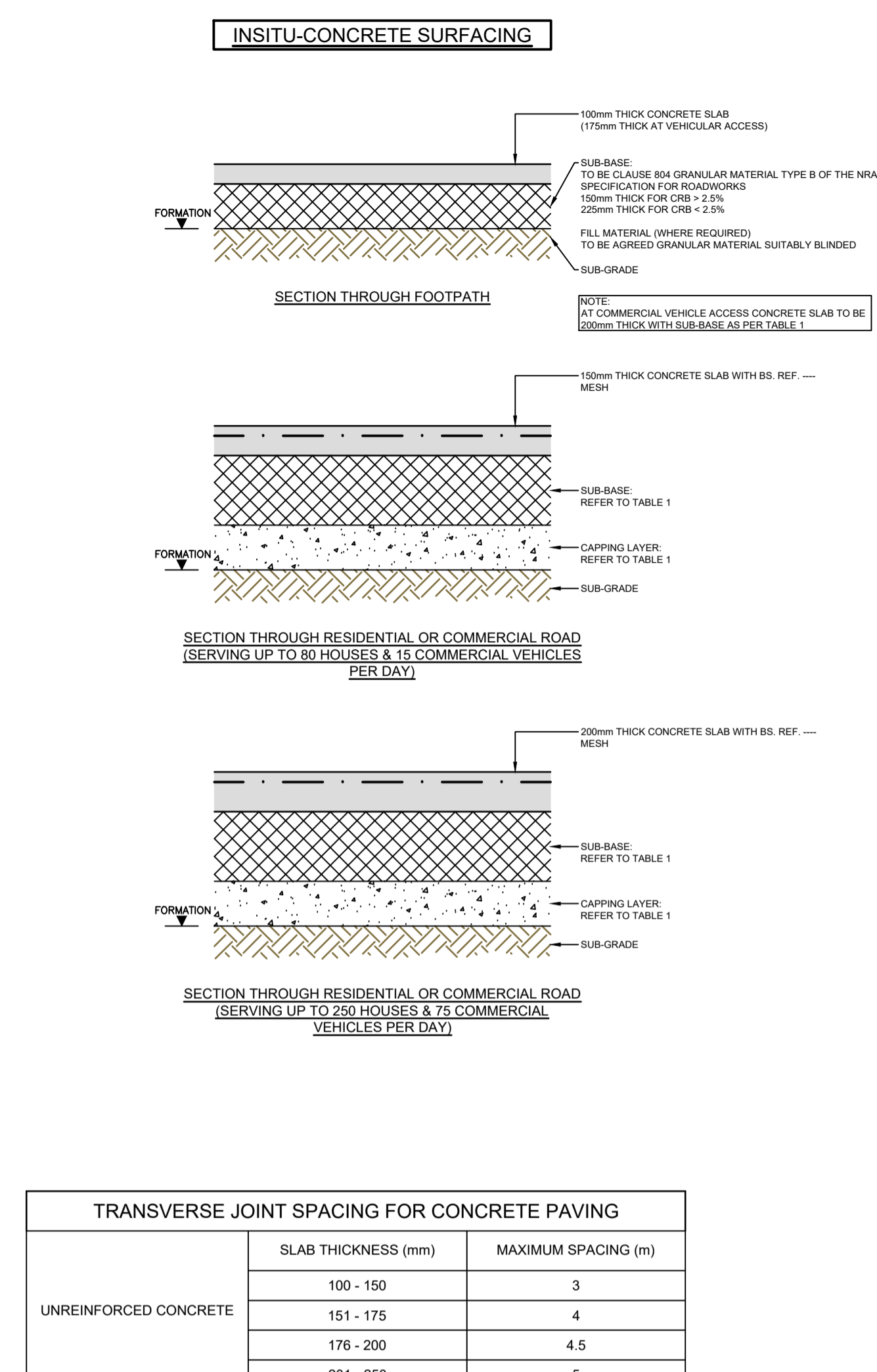
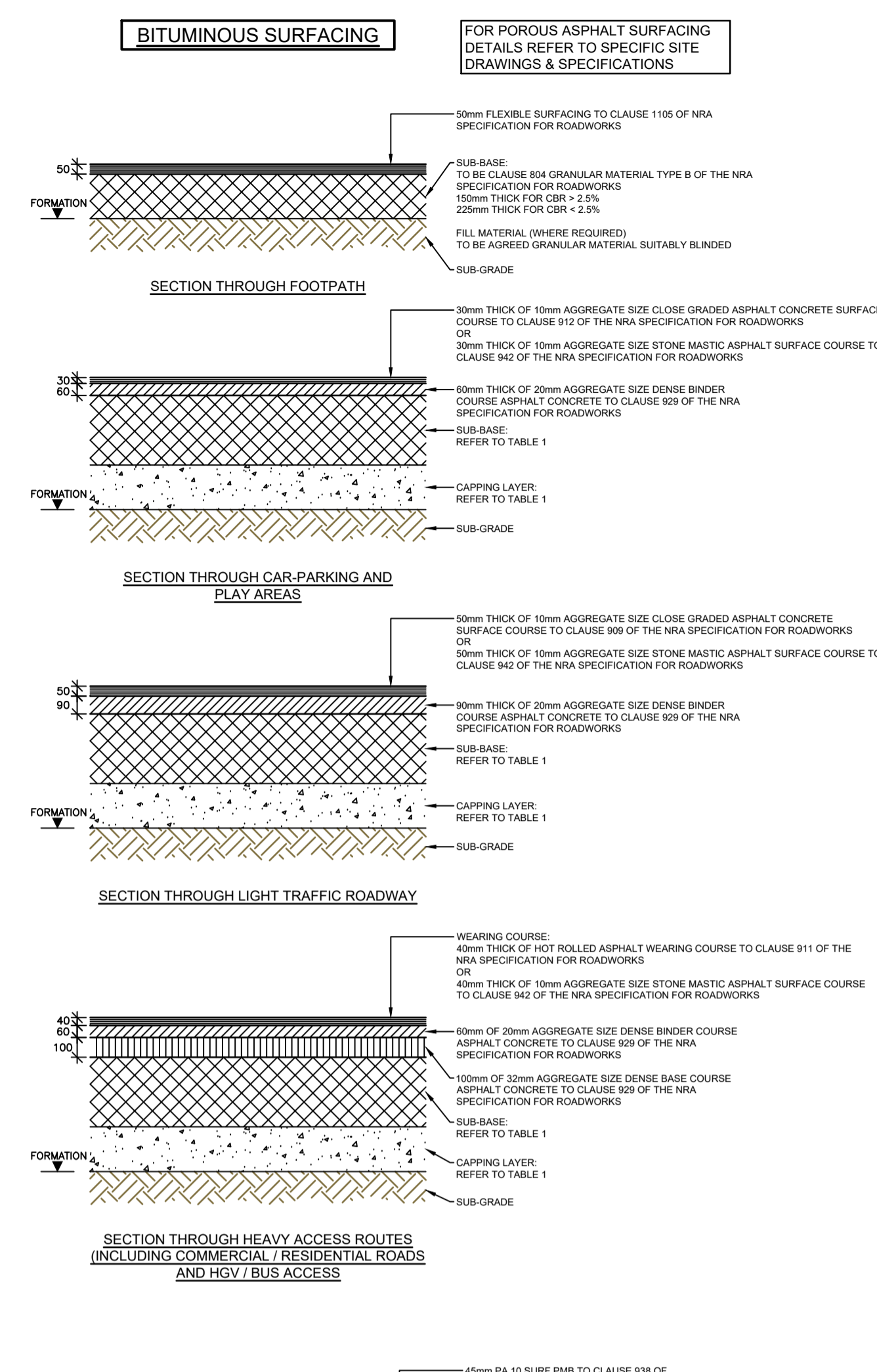


NOTES

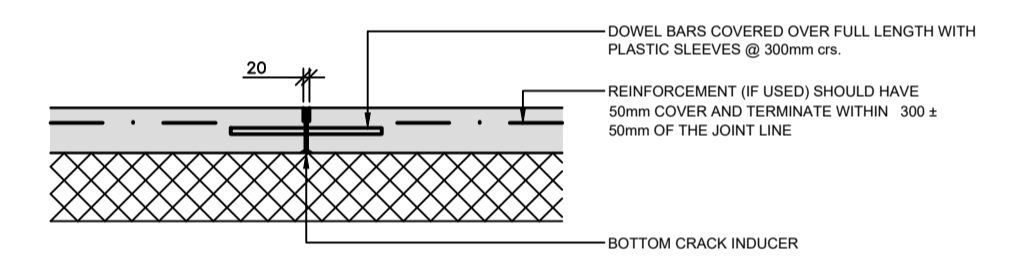
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS.
2. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE. ENGINEER TO BE INFORMED IMMEDIATELY OF ANY DISCREPANCIES BEFORE ANY WORK PROCEEDS.
3. REFER TO DRAWING **21208-DOW-0000**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



TRANSVERSE JOINT SPACING FOR CONCRETE PAVING

	SLAB THICKNESS (mm)	MAXIMUM SPACING (m)
UNREINFORCED CONCRETE	100 - 150	3
	151 - 175	4
	176 - 200	4.5
	201 - 250	5
REINFORCE CONCRETE	REINFORCEMENT LONG MESH TO BS4483	MAXIMUM SPACING (m) ANY SLAB THICKNESS
	C283	15
	C385	20
	C503	25

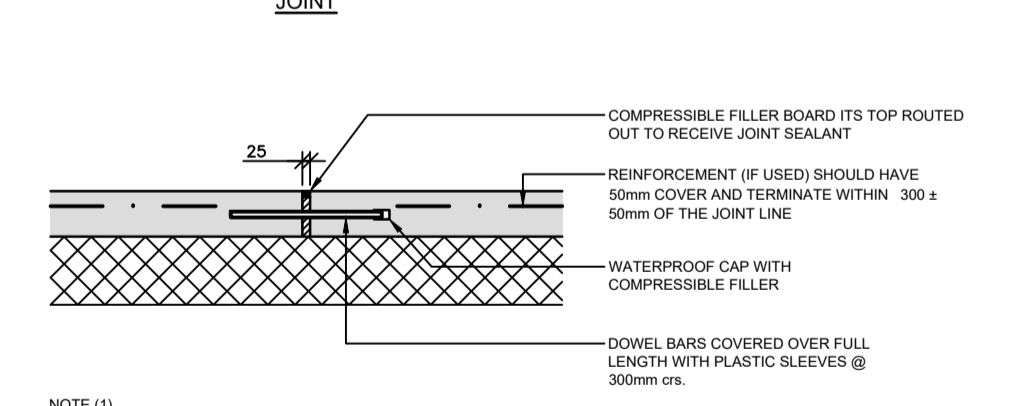
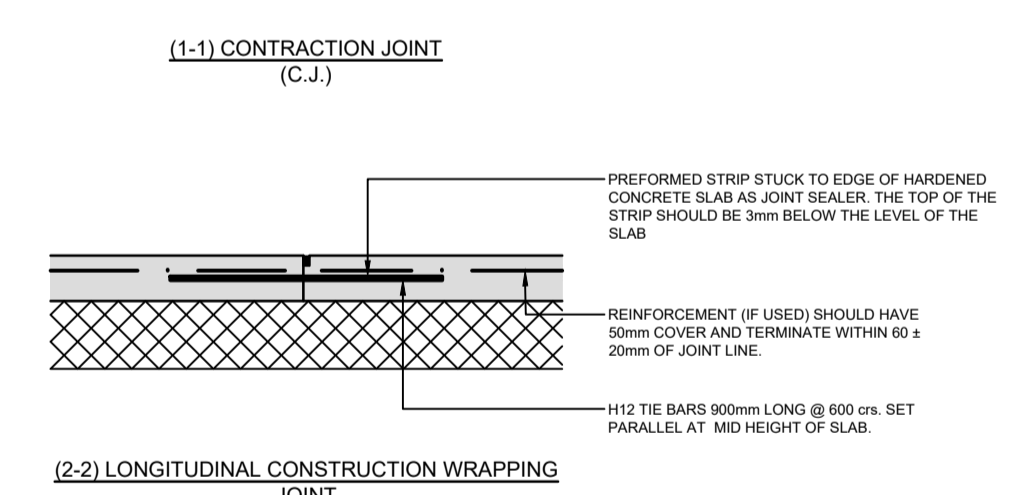
NOTE: THE ABOVE SPACINGS APPLY TO DOWELLED TRANSVERSE CONTRACTION JOINTS. IN LARGE PAVING EVERY FOURTH LONGITUDINAL JOINT SHALL BE CONSTRUCTED AS A CONSTRUCTION JOINT USING DOWEL BARS INSTEAD OF TIE BARS. TO ACCOMMODATE EXPANSION, A DOWELLED EXPANSION JOINT SHOULD REPLACE THE CONTRACTION JOINT AT INTERVALS OF 607m.



NOTE (1) 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 TOP CRACK-INDUCER AND TEMPORARY JOINT. THE TOP OF THE GROOVE IS LATER WIDENED BY SAWING TO 25mm AND THEN SEALED.

NOTE (2) 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 (3) 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.



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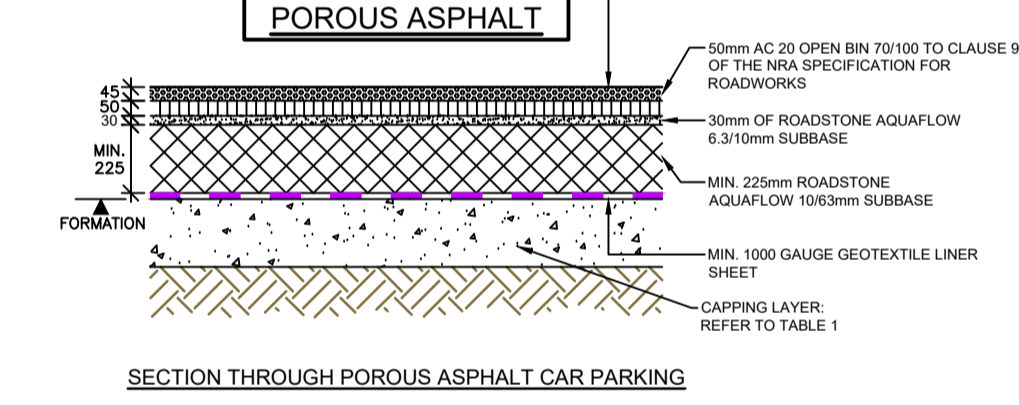
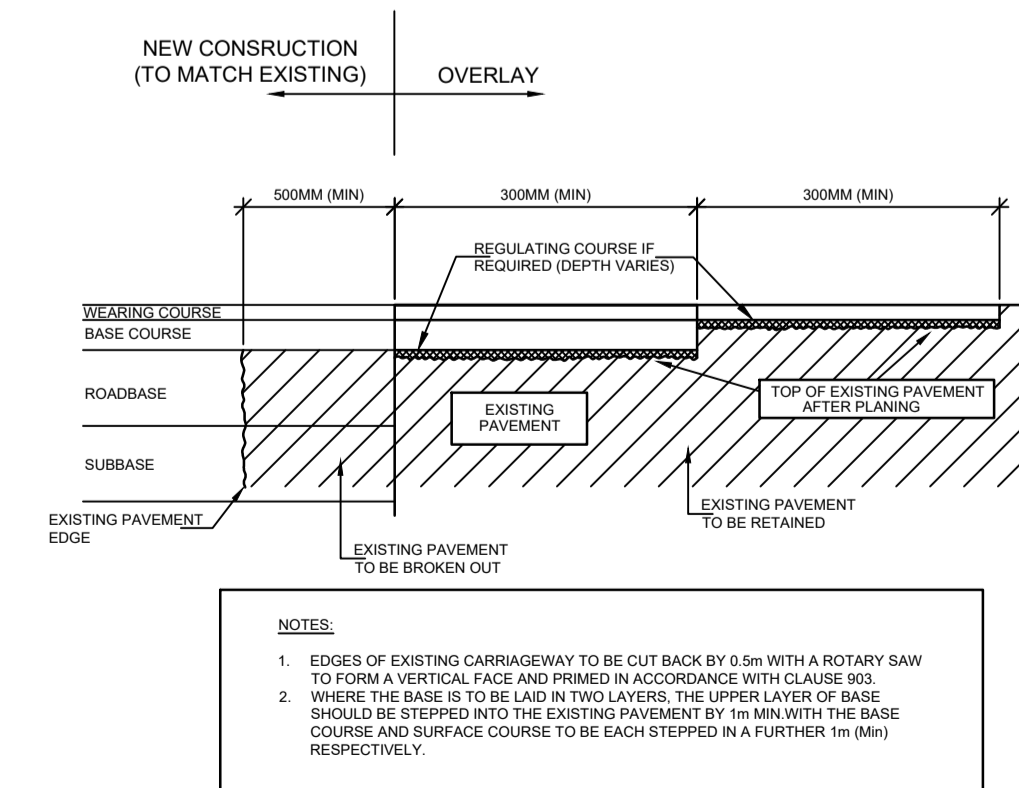
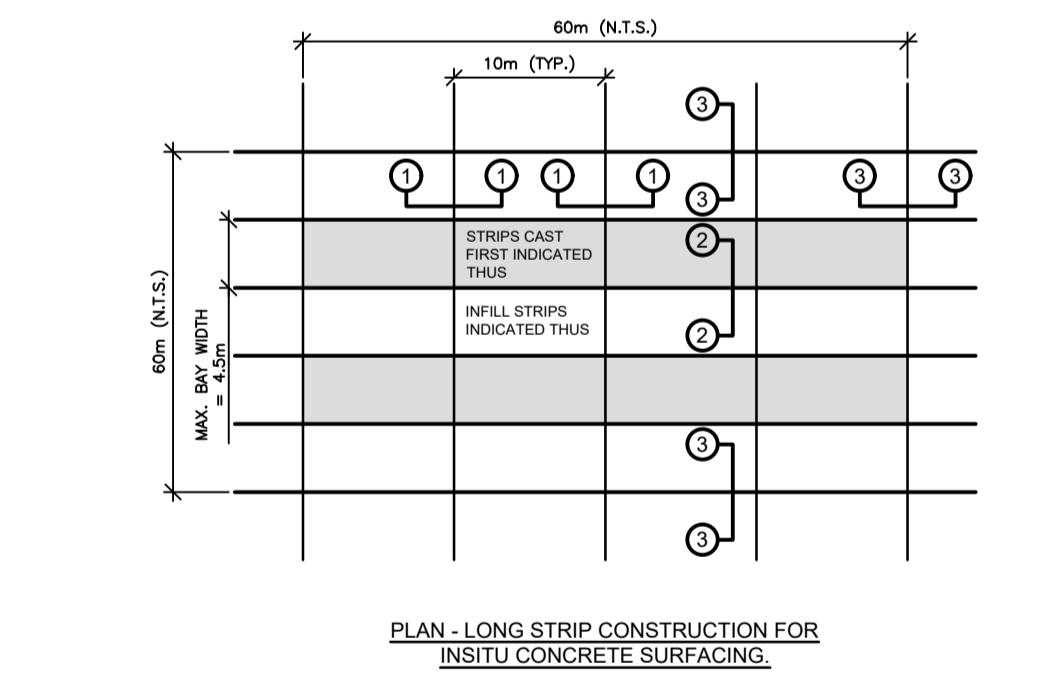


TABLE 1

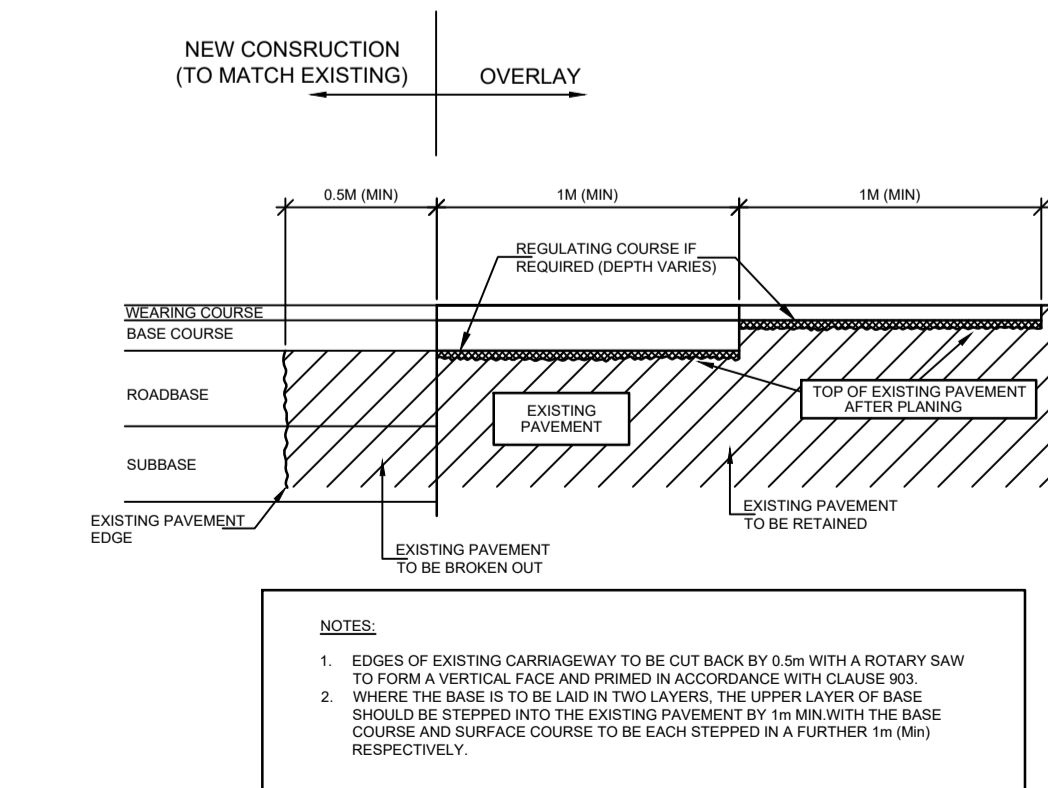
SUB-GRADE	CBR %	SUB-BASE THICKNESS OPTION A	CAPPING LAYER + SUB-BASE THICKNESS OPTION B
<2	-	-	600 + 225
2 TO 2.9	400	400	350 + 225
3 TO 4.9	325	350	350 + 225
5 TO 6.9	250	250	150 + 225
7 OR MORE	225	225	- + 225

NOTE: OPTION 'A' = CLAUSE 804 GRANULAR SUB-BASE MATERIAL, TYPE B TO THE NRA SPECIFICATION FOR ROADWORKS. OPTION 'B' = 225mm THICK CLAUSE 804 GRANULAR SUB-BASE MATERIAL, TYPE B OR CLAUSE 813 CLASS #1 OR #2 MATERIAL TO THE NRA SPECIFICATION FOR ROADWORKS.



NOTES

1. EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 903.
2. WHERE THE BASE IS TO BE LAIN IN TWO LAYERS, THE UPPER LAYER OF BASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 10mm WITH THE BASE COURSE AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 10mm RESPECTIVELY.



NOTES

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Rev	Date	Amendments	by	chkd
C02	21.09.23	AP - PLANNING	AG	AD
C01	08.03.23	AT - TENDER	AG	AD
P01	18.06.22	ISSUED FOR PLANNING	AG	AD

PROJECT
PROPOSED HOUSING DEVELOPMENT AT MAYESTON, POPPINTREE, DUBLIN 11

CLIENT
FINGAL COUNTY COUNCIL

DRAWING TITLE
ROAD SURFACING DETAILS

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

21208 - DOW - 00 - XX - DR - C

Project	Originator	Volume	Level	Type	Role
21208	4006				C02

DOW Project No. drg. no. rev.

AP - PLANNING

Suitability Status: Code - Description

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