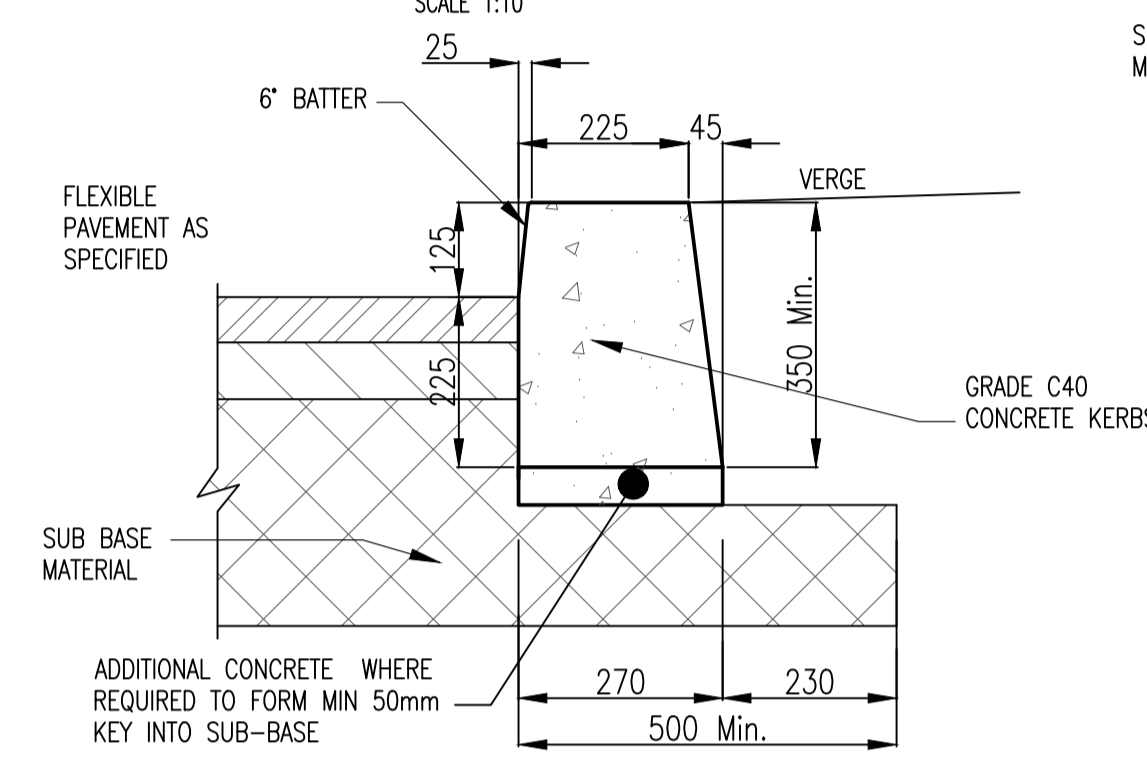
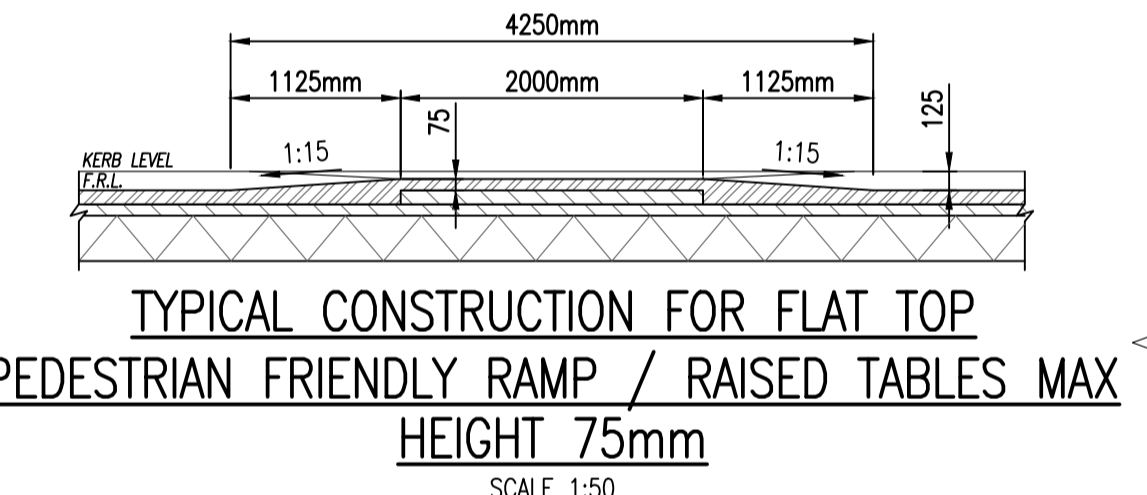


CAST INSITU CONCRETE FLUSH KERB (DROPPED)
SCALE 1:10

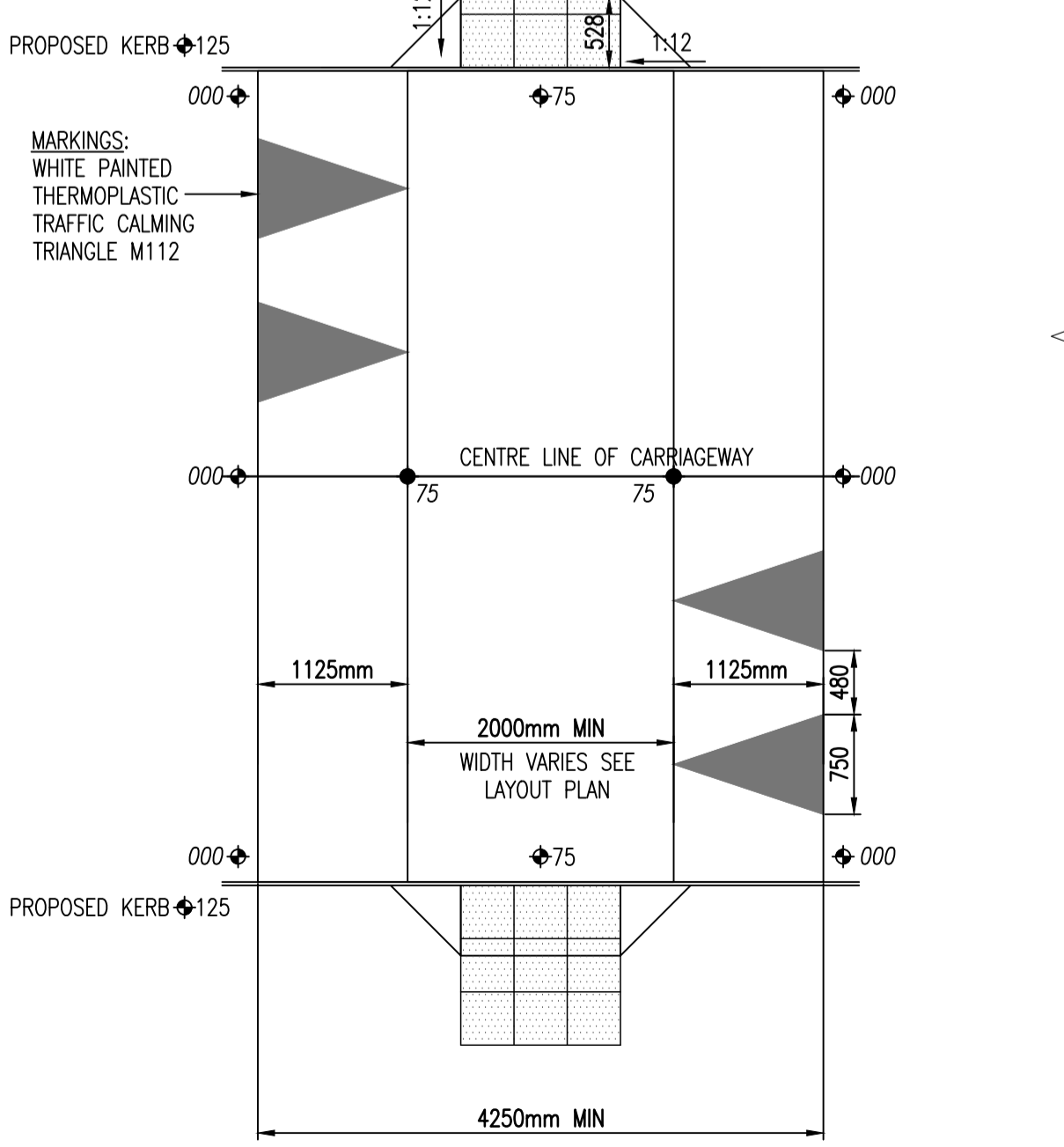


125mm CAST IN SITU CONCRETE KERB
SCALE 1:10

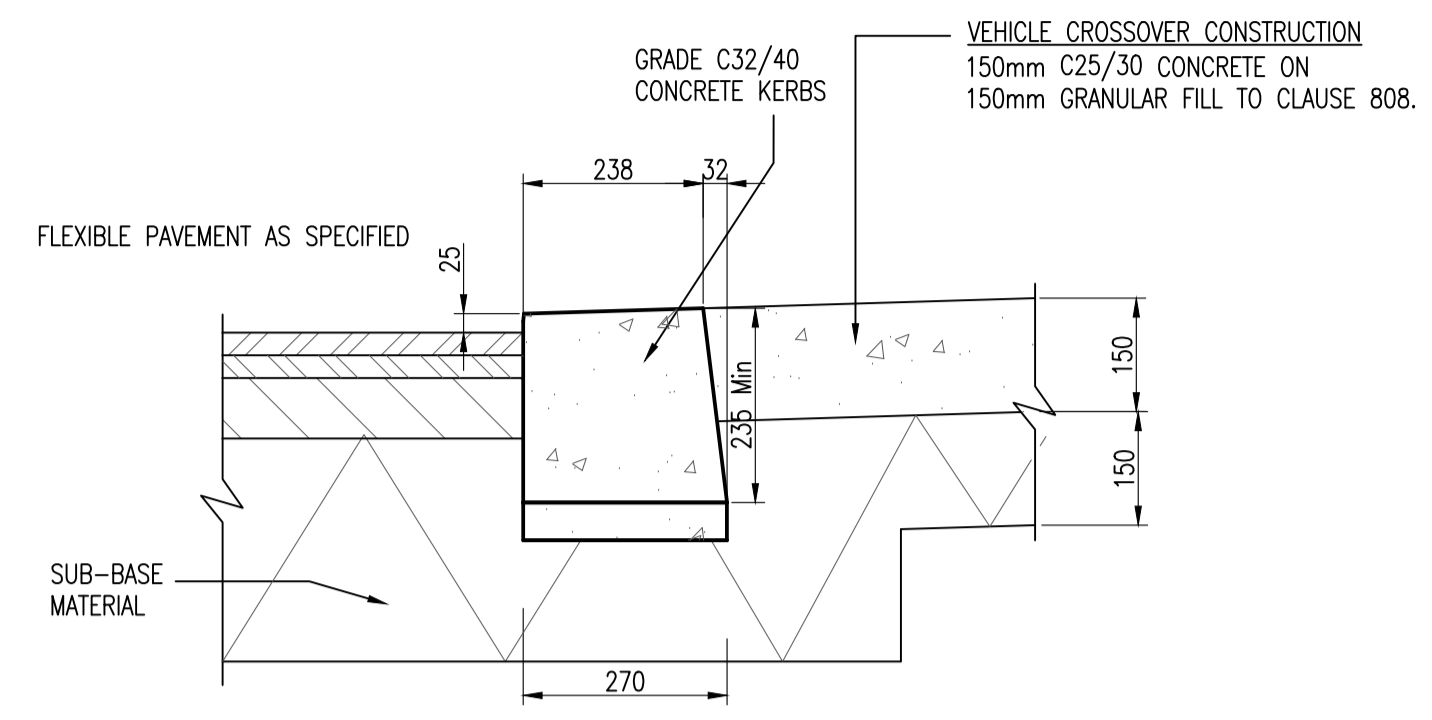
75mm WEARING COURSE 10mm NOMINAL SIZE DENSE BITUMEN MACADAM.
EDGE OF CARRIAGEWAY TO BE SAW CUT.
PLANE TRIANGULAR PROFILE AND PRIME USING BITUMEN.
ALL JOINTS TO BE SEALED WITH TAR.
ROAD MARKINGS AND CATS EYES AS INDICATED ON PLAN DRAWING



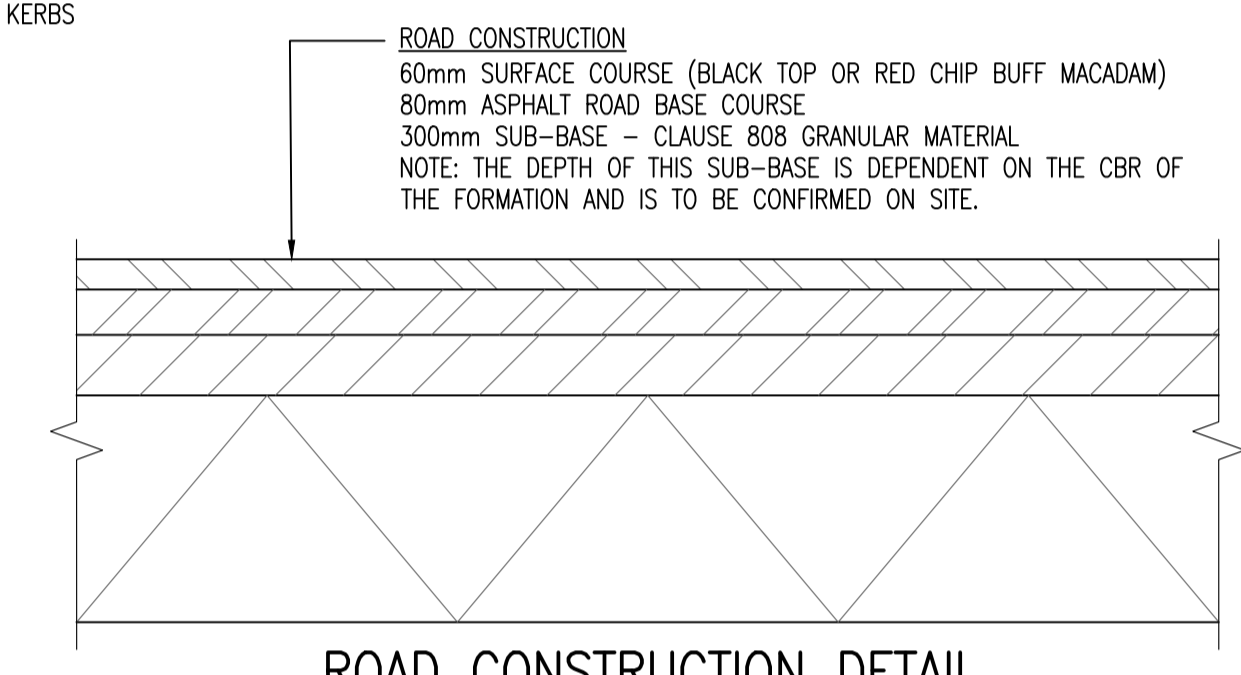
TYPICAL CONSTRUCTION FOR FLAT TOP PEDESTRIAN FRIENDLY RAMP / RAISED TABLES MAX HEIGHT 75mm
SCALE 1:50



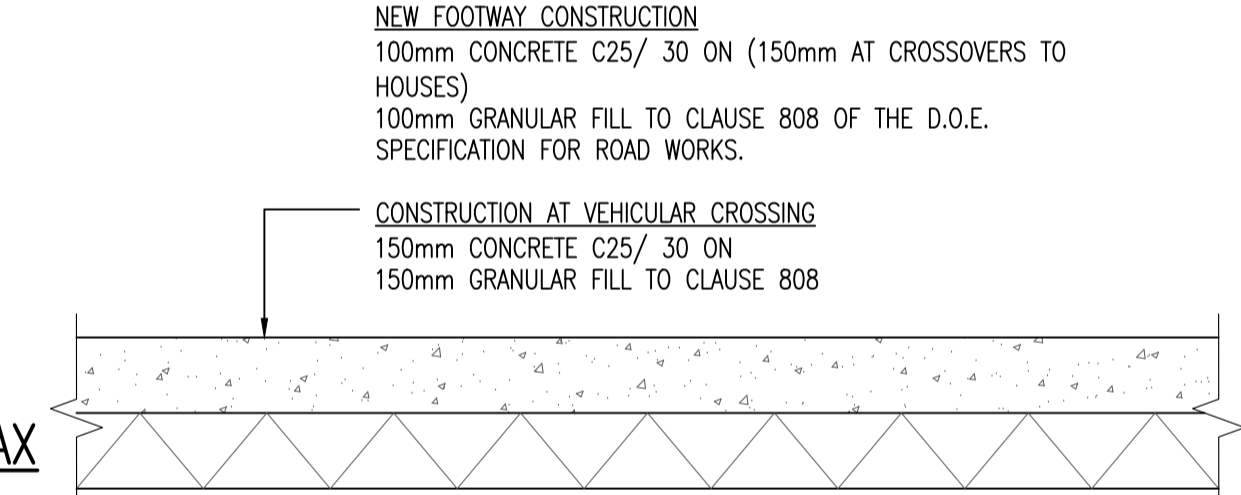
PLAN OF FLAT TOP RAMP FOR PEDESTRIAN FRIENDLY RAMPS / RAISED TABLES
SCALE 1:50



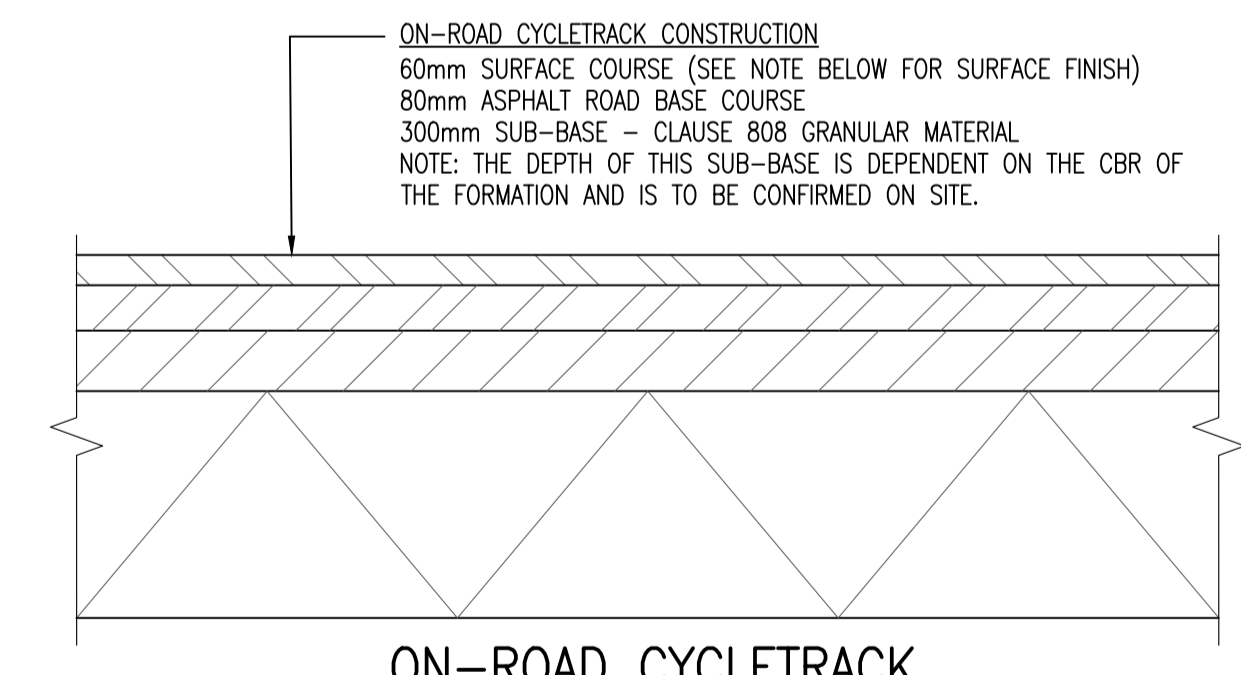
CAST IN-SITU 25mm HIGH KERB AT VEHICLE CROSSOVER
SCALE 1:10



ROAD CONSTRUCTION DETAIL
SCALE 1:10

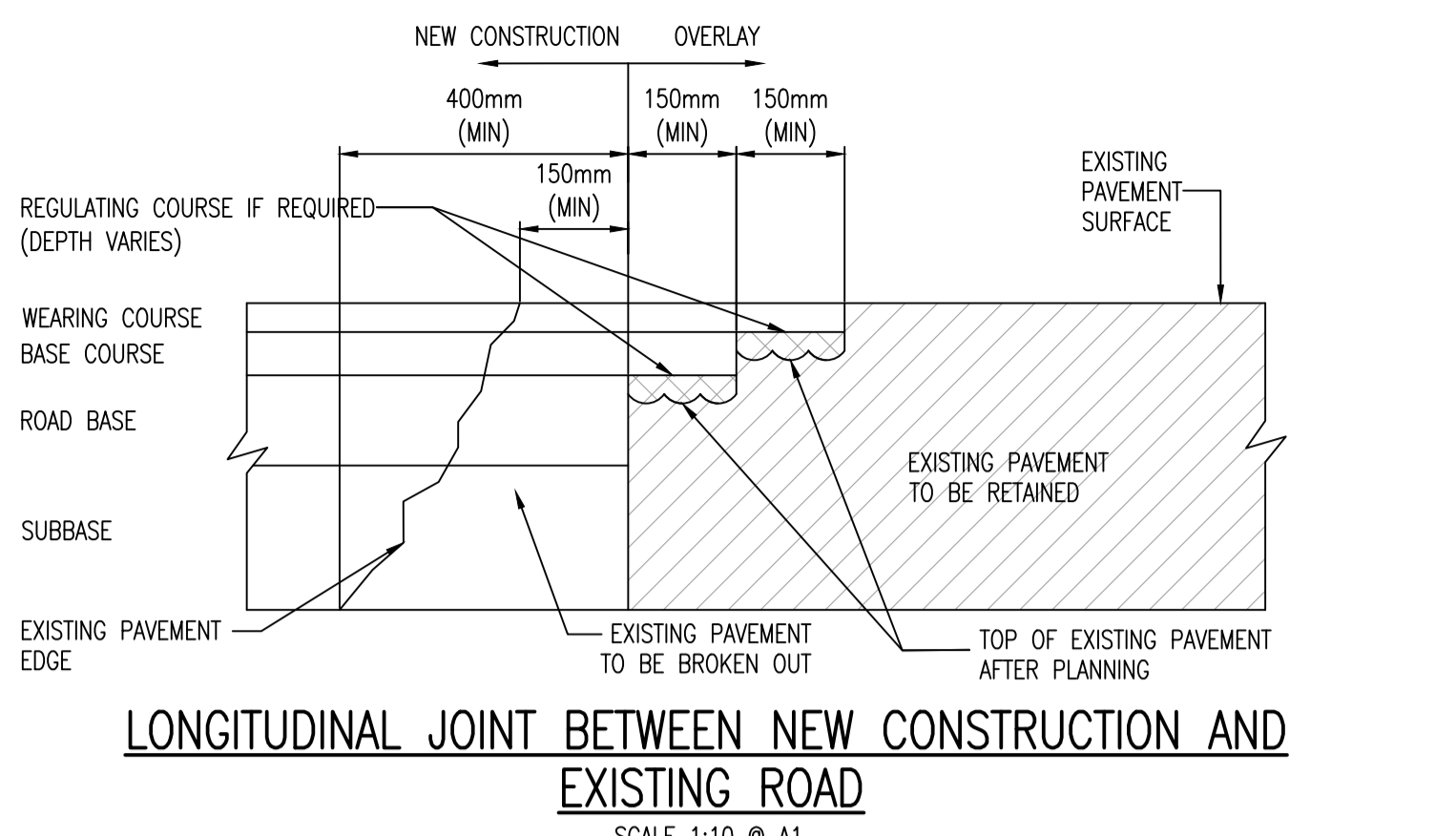


FOOTPATH/VEHICULAR CROSSING CONSTRUCTION DETAIL
SCALE 1:10

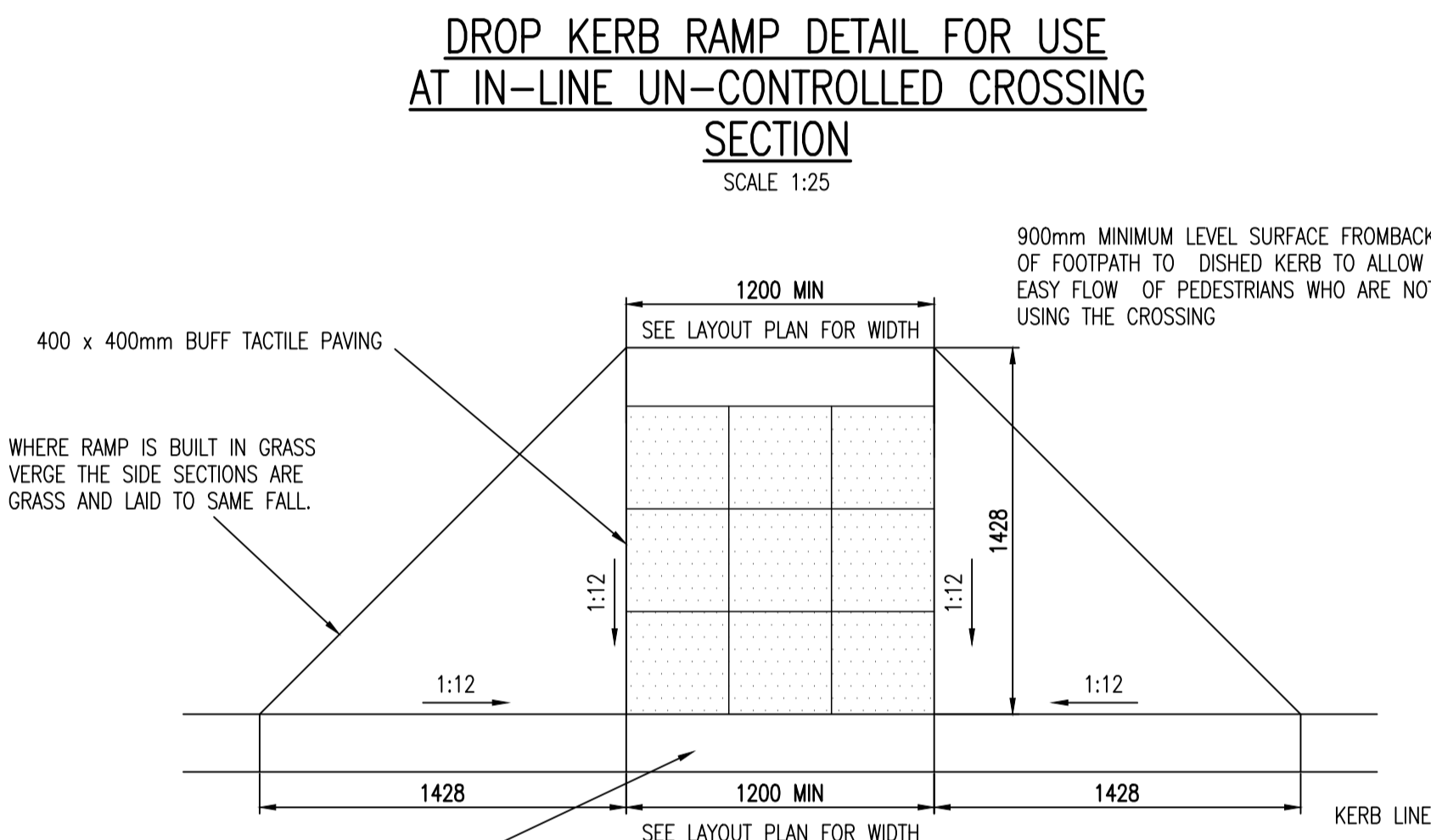


ON-ROAD CYCLETRACK CONSTRUCTION DETAIL
SCALE 1:10

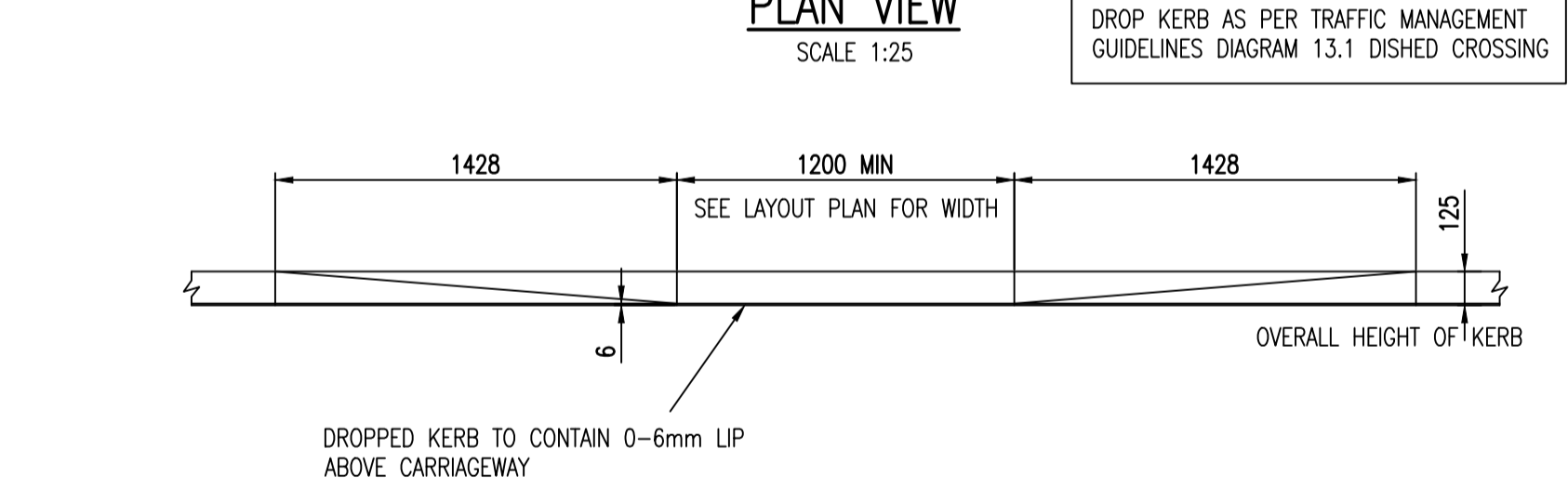
Colour of Chipping	Red
Chipping Type	3mm uncoated
Type of Aggregate	Crushed Rock
Minimum PSV	60
Minimum AAV	12
Minimum Flakiness Index	25



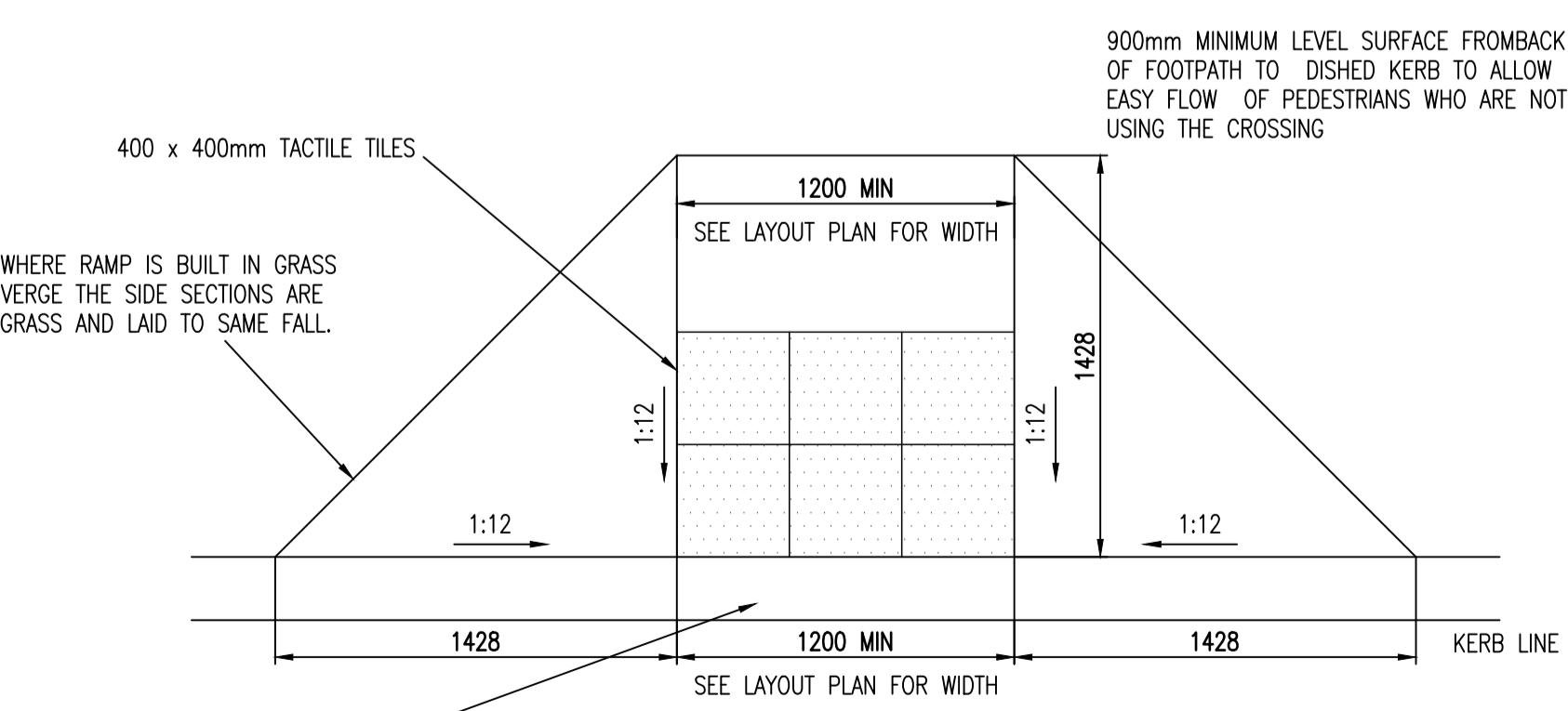
LONGITUDINAL JOINT BETWEEN NEW CONSTRUCTION AND EXISTING ROAD
SCALE 1:10 @ A1



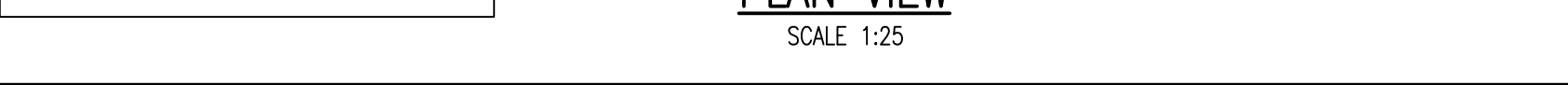
DROP KERB RAMP DETAIL FOR USE AT IN-LINE UN-CONTROLLED CROSSING SECTION
SCALE 1:25



DROP KERB FOR USE AT IN-LINE UN-CONTROLLED CROSSING PLAN VIEW
SCALE 1:25



DROP KERB RAMP DETAIL FOR USE AT UN-CONTROLLED CROSSING SECTION
SCALE 1:25



DROP KERB RAMP DETAIL FOR USE AT UN-CONTROLLED CROSSING PLAN VIEW
SCALE 1:25

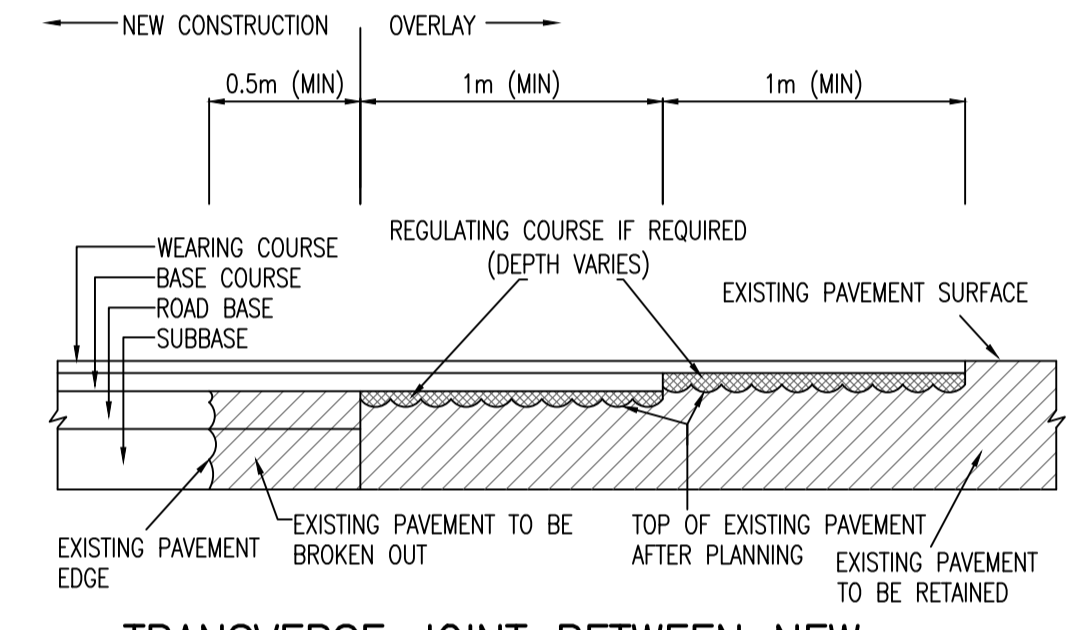
TABLE 1

CBR SUBGRADE %	BELOW 2	2	3 OR GREATER
THICKNESS OF SUB-BASE MM	550	400	300
ALTERNATIVELY (SUB-BASE WITH CAPPING)			
SUB-BASE THICKNESS MM	150	150	150
CAPPING THICKNESS MM	600	400	350

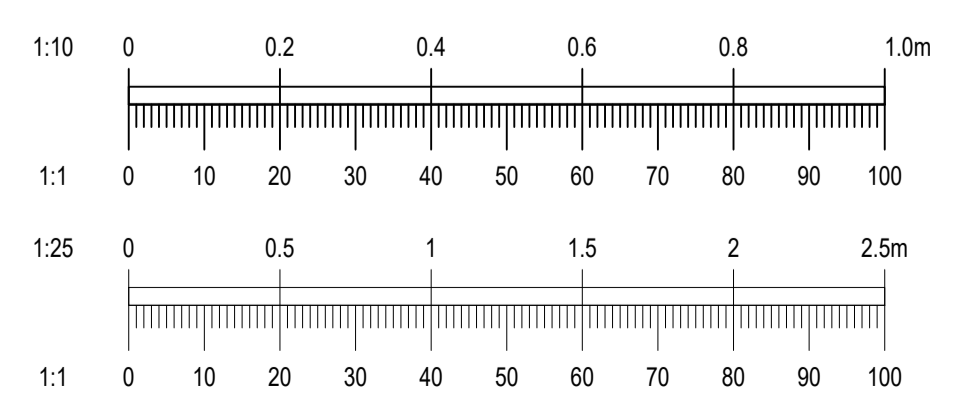
NOTE:- ROAD SUBBASE THICKNESS
C.B.R. TESTS TO BE TAKEN AT A RATE OF EVERY 50m.
ALL C.B.R. RESULTS TO BE SUBMITTED TO THE ENGINEER PRIOR TO LAYING SUB-BASE FOR APPROVAL.

NOTES FOR TRANSVERSE JOINTING:

- 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 920.
- WHERE THE ROAD BASE 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.



TRANSVERSE JOINT BETWEEN NEW CONSTRUCTION AND EXISTING ROAD
SCALE 1:25



This drawing should not be scaled. Dimensions to be verified on site.
Any discrepancies should be referred to the Engineer prior to work being put in hand.
This drawing is the property of Waterman Moylan Consulting Engineers Limited and is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorized person, either wholly or in part without the consent in writing of Waterman Moylan Consulting Engineers Limited.
Block 5 East Point Business Park, Dublin D03 H3F4 Ireland t+353 1 664 8900

NOTES:

- DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.

Rev	Date	Description	By	CHK

PROPOSED RESIDENTIAL DEVELOPMENT NEW ROAD, DONABATE

TYPICAL ROAD CONSTRUCTION DETAILS

FINGAL COUNTY COUNCIL



BLOCK 5, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD, DUBLIN D03 H3F4 IRELAND. Tel: (01) 664 8900
Email: info@waterman-moylan.ie www.waterman-moylan.ie

FOR PUBLIC DISPLAY

Designed By	PJD	Approved	MD	Waterman Ref	23-129
Drawn By	PJD	Date	APRIL 2024	Scales @ A1	AS SHOWN
Project	Originator	Volume	Level	Type	Role
NRD-WMC-XX-00-DR-C-P116					