

NOTES:

MAXIMUM ROAD GRADIENT SHALL BE LESS THAN 1:20 (5%), IN CASES WHERE IT IS NECESSARY BECAUSE OF SITE TOPOGRAPHY GRADIENT HAVE BEEN INCREASED TO OF 1:12 (8.3%) FOR SHORT DISTANCES. ROADS WILL HAVE CROSS FALL OF 2.5%. ROAD LIMIT IS 30KM/HR.

INTERNAL ROADS INCLUDE RESTRICTIVE ROAD BENDS AND VERTICAL TRAFFIC CALMING MEASURES TO PROMOTE LOW VEHICULAR SPEEDS.

ROADS 1 AND 2 PROVIDE THE MAIN ACCESS AND EGRESS TO ALL THE REMAINING STREETS INCLUDING HOME ZONES.

A COMBINATION OF VERTICAL DEFLECTIONS, FOOTPATHS TO BOTH SIDES, SHARED SURFACES (RAISED AND COLOURED) AND STREET PLANTING WILL PROVIDE THE PERCEPTION OF A NARROW STREET.

THE VERTICAL DEFLECTION ON ROAD NO 2 IS DESIGNED ACCORDING TO THE TRAFFIC MANAGEMENT GUIDELINES (DTAS, 2012) AND WILL CONSIST OF RAISED SPEED CUSHIONS BETWEEN THE INSET KERBS TO SLOW TRAFFIC.

THE STREET LAYOUT PROVIDES PERMEABILITY FOR PEDESTRIANS AND CYCLISTS ALONG STREETS AND THROUGH OPEN SPACES.

MEASURES HAVE BEEN INCLUDED TO REDUCE THE DOMINANCE OF THE VEHICLES IN FAVOUR OF PEDESTRIANS AND CYCLISTS.

STREET TREES WILL PROMOTE A SENSE OF ENCLOSURE ON ALL ESTATE ROADS HAVING A TRAFFIC CALMING EFFECT AND WILL ALSO ACT AS A BUFFER TO TRAFFIC NOISE AND POLLUTION.

LOWER PLANTING WILL BE USED IN VERGES AND BEDS ADJACENT TO THE ROADS.

STREET LIGHTING HAS BEEN DESIGNED IN ACCORDANCE WITH BS5489 CLASS 4 AND INCLUDES LED LUMINAIRES ON STANDARDS.

TACTILE PAVING WILL BE PLACED ON THE FOOTPATHS AT ALL CROSSING POINTS AND JUNCTIONS IN COMPLIANCE WITH SECTION 13.3 OF THE TRAFFIC MANAGEMENT GUIDELINES (2003)

SIGNAGE AND LINE MARKING THROUGHOUT THE ESTATE WILL BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT TRAFFIC SIGNS MANUAL (2010) JUNCTION DESIGN.

DESIGN OF THE JUNCTIONS ARE BASED ON REDUCING VEHICLE SPEED THROUGH THE JUNCTIONS WHERE RESTRICTIVE SPEED KERB RADII OF 6.0M HAS BEEN PROVIDED BETWEEN LINK AND LOCAL ROADS AND 3M PROVIDED AT THE JUNCTIONS BETWEEN LOCAL ROADS AND HOME ZONES.

AUTOTRACK SWEEP PATH ANALYSIS BEEN COMPLETED FOR A NUMBER OF THE CRITICAL JUNCTIONS USING A REFUSE TRUCK WHERE THE RESULTS ARE INCLUDED IN DRAWINGS 1703-ENG-145 & 146.

THE SPEED LIMIT OF THE R172 PUBLIC ROADWAY IS 50KM/H WHERE IT ABUTS THE SITE WHERE IT IS TAKEN THAT THE SPEED LIMIT FOR BOTH MAOL IS 30KM/H.

UNOBSTRUCTED VISIBILITY SPLAYS ARE PROVIDED AT MAIN ACCESS JUNCTIONS TO THE DEVELOPMENT FROM THE R172. SIGHT LINES OF 65.00M X 2.4 X 1.05 WILL BE PROVIDED IN ACCORDANCE WITH THE TECHNICAL NOTE PREPARED BY ATKINS DATED 8TH FEBRUARY 2018.

VISIBILITY SPLAYS HAVE BEEN ASSESSED FOR EACH PROPOSED JUNCTION BETWEEN THE ESTATE ROADS AND THE EXISTING PUBLIC ROADS ACCORDING TO DMURS 2013.

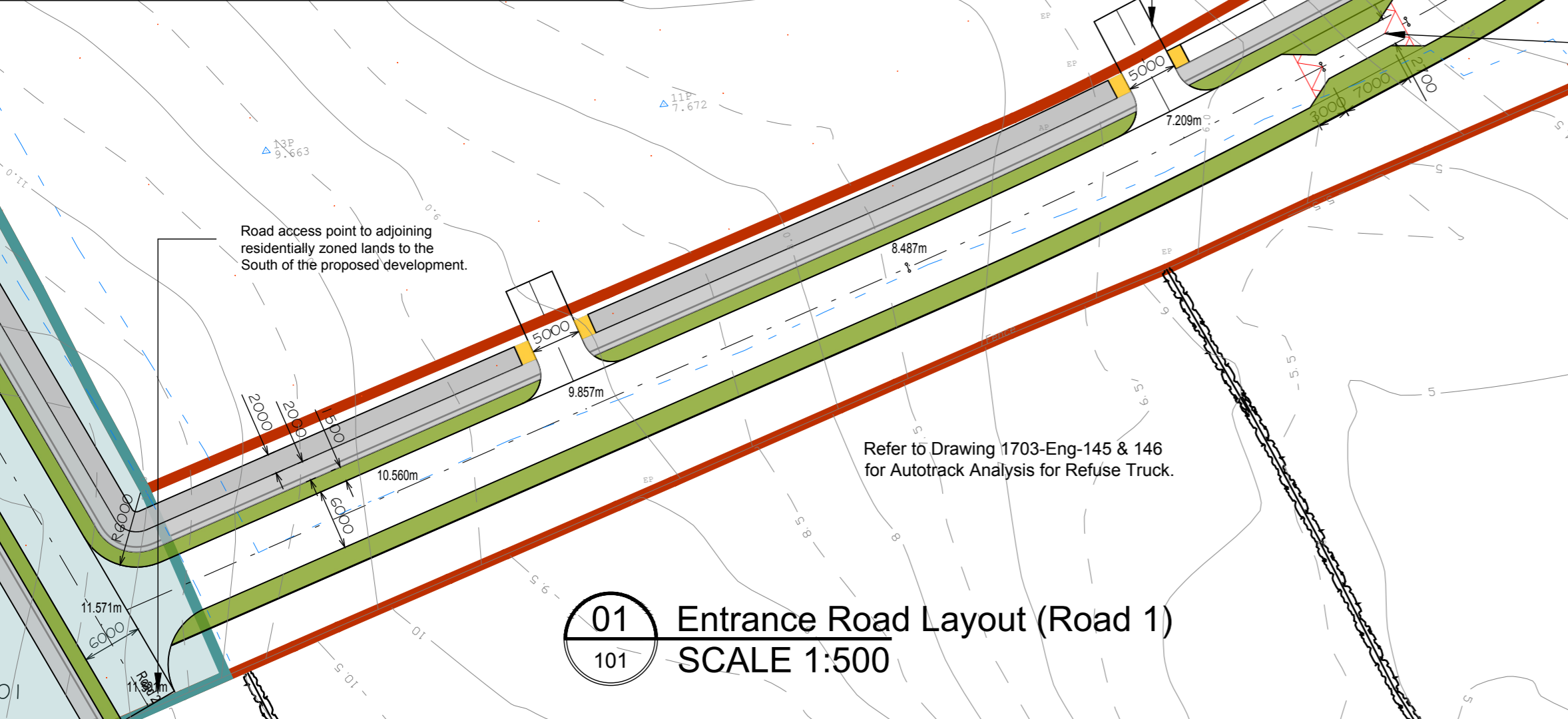
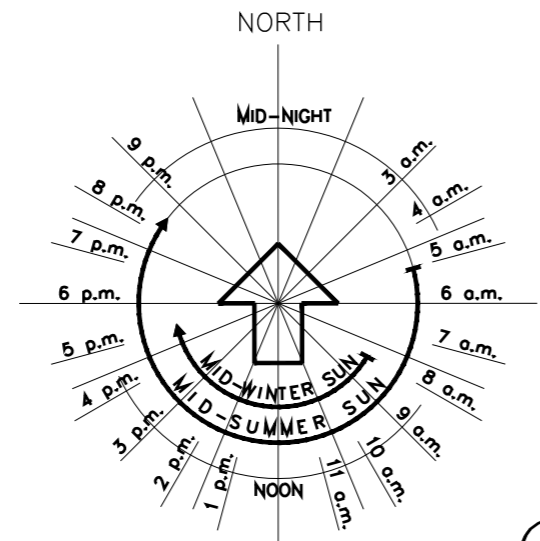
FOOTPATHS SHALL NOT BE LESS THAN 1.8M AND WILL BE PROVIDED THROUGHOUT THE DEVELOPMENT WHERE CONNECTIONS WILL BE PROVIDED TO TIE-IN TO EXISTING EXTERNAL PEDESTRIAN PATHS.

SHARED SURFACES WILL BE UTILIZED AT A NUMBER OF JUNCTIONS WITHIN THE HOME ZONES WHERE THE ROAD SURFACE WITH THE ZONES SHALL BE RAISED 75MM ABOVE THE CARRIAGEWAY WITH 1:15 RAMPS PAINTED WITH TRIANGULAR MARKINGS. DISTINGUISHING COLORED SURFACES WILL BE USED TO HIGHLIGHT SHARED SURFACE AND FLUSH KERBS WILL BE USED HELP MOVEMENT WITH THE AREAS.

DEDICATED PEDESTRIAN AND CYCLIST CROSSING POINTS ARE PROVIDED THROUGHOUT THE SCHEME AND AREA LOCATED TO PROVIDE THE SHORTEST ROUTE THROUGH THE DEVELOPMENT AND TO THE MAIN EXTERNAL ACCESS/CONNECTION POINTS.

ALL CROSSINGS ARE PROVIDED WITH EITHER DROPPED KERBS OR A RAISED FLAT TOP TREATMENT TO GIVE THE SENSE OF PEDESTRIAN/CYCLIST PRIORITY.

ALL INFORMAL PEDESTRIAN CROSSING FACILITIES ARE AT LEAST 2.0M WIDE.



01 Entrance Road Layout (Road 1)
101 SCALE 1:500

Road Construction Thru Wetland Area

A low impact road building technique shall be used for the road construction through the wetlands area. It shall consist of Macadam wearing course, base course and roadbase on capping layer laid to crossfalls on geogrid matting on crushed rock on terram.

Construction shall be carried out in one phase at a time to avoid critical breeding and rearing seasons and when activities will have the least impacts on wetland habitat (e.g., winter or dry periods).

Erosion control measures shall be installed and maintained during the construction period.

Adequate drainage culverts (900mm Ø) shall be installed under the road construction to maintain water flows on either side of road construction.

All road drainage shall pass through silt trap and class 1 bypass separator prior to discharge to wetland area. (Ref to Drwg No 1703-ENG-110 RevA).

65.00m x 2.45m x 1.05m forward visibility splay at new entrance. Existing front boundary wall to front of property shall be removed to achieve visibility.

2.0m wide pedestrian crossing raised 75mm above road surface with tactile paving at both ends.

3# vehicular entrances shall be provided from new access roadway into adjoining lands as shown.

Main entrance roadway to incorporate speed reducing measure where the horizontal width of the carriageway is reduced to 2.70m single carriageway. Narrowing to include vertical alignment change where a 75mm high ramp shall be provided at both ends.

Vertical alignment of existing road carriageway shall be raised as per longitudinal section Public Roadway R172. Carriageway shall incorporate new right turning lane with ghost islands as shown. New priority junction layout as per WS Atkins drawing no. 5161486 / HTR / SK / 009 included as Appendix A in Engineering & Services Report

Section of existing front boundary wall to adjoining residential property to be re-aligned to provided visibility splay for new entrance.

LEGEND:

	ROAD EDGE (IN-SITU KERB)		ROAD GRADIENT
	FOOTPATH EDGE		ROAD DIMENSION
	ROAD CENTRELINE		PERMEABLE PAVING TO CAR PARKS 1-8
	ROAD CHANNEL LINE		ROAD SURFACE
	ROAD RAMP		FOOTPATH SURFACE
	DROPPED KERB WITH TACTILE PAVING		RAISED TABLE
	CORDUROY PAVING		SHARED SURFACE - VEHICULAR (HOMEZONE)
	CAR DRIVEWAYS		PARKING
	GROUND FLOOR LEVEL		GRASS/PLANTING
			TACTILE PAVING

A	Issued for Planning	May 2019	T.Finn
REV. NO.	DESCRIPTION	DATE	INITIALS

finn
DESIGN PARTNERSHIP
CREATIVE • INNOVATIVE

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DRAWING NO: **100** A

TITLE: Service Roadways & Pavings
Main Entrance Roadway

PROJECT: Residential Development @ Haggardstown, Blackrock, Dundalk

CLIENT: Kingsbridge Consultancy Ltd
1st Floor Quayside Business Park
Mill Street, Dundalk, Co. Louth.

SCALE: 1:500 @ A1 DRAWN: P. Coyle
DATE: November 2018 CHECKED:

STATUS: Planning Permission

JOB NO: **1703**

NOTES:
1. Copyright Reserved 2019 ©
2. Work to figure dimensions only. Do not scale drawing.
3. The contractor is responsible for checking all levels and dimensions on site and shall refer all discrepancies to the Architect.
4. Where appropriate, for details of r.a. structure, or mechanical and electrical details, see Engineers drawings.
5. Proprietary items shall be fixed in strict accordance with manufacturers instructions.
6. Dates of proprietary items shall be checked with manufacturer.
7. The contractor shall be responsible for the coordination of structures, finishes and services.

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