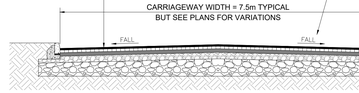
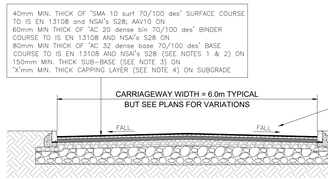


A1 SECTION
SCALE:- 1:50 @ A0
1:100 @ A2

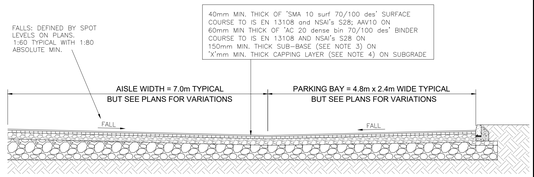
TYPICAL CROSS SECTION THRO' LOCAL DISTRIBUTOR ROAD

* FOR DESIGN SPEEDS >80kph SURFACE COURSE TO BE 'SMA 10 surf PMB 65/105 60 des PSV 60'



A2 SECTION
SCALE:- 1:50 @ A0
1:100 @ A2

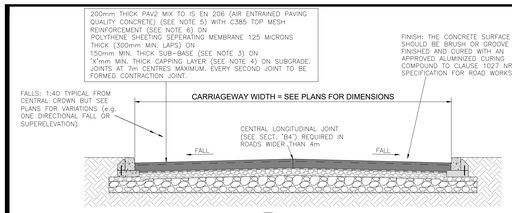
TYPICAL CROSS SECTION THRO' ESTATE ROAD



A3 SECTION
SCALE:- 1:50 @ A0
1:100 @ A2

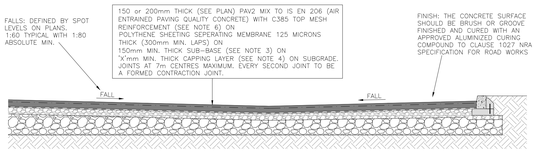
TYPICAL CROSS SECTION THRO' CAR PARK

DETAIL 'A' - FLEXIBLE ROADWAY / HARDSTANDING



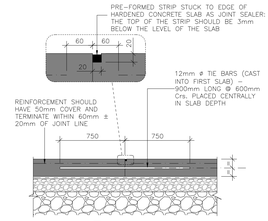
B1 SECTION
SCALE:- 1:50 @ A0
1:100 @ A2

TYPICAL CROSS SECTION THRO' CONCRETE ROAD



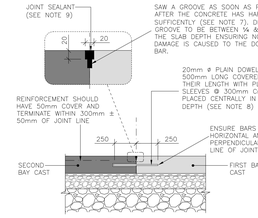
B2 SECTION
SCALE:- 1:100 @ A0
1:200 @ A2

TYPICAL CROSS SECTION THRO' CONCRETE SERVICE YARD



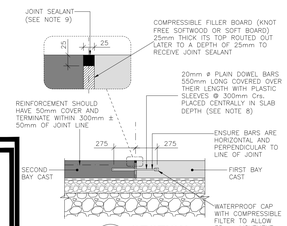
B3 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

LONGITUDINAL JOINT DETAIL



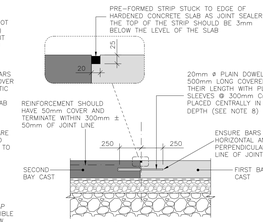
B4 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

TRANSVERSE CONTRACTION JOINT DETAIL



B5 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

TRANSVERSE EXPANSION JOINT DETAIL



B6 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

FORMED CONTRACTION JOINT DETAIL

NOTE: JOINTS IN CONCRETE SLABS

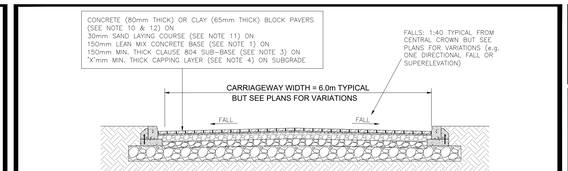
(i) TRANSVERSE CONTRACTION JOINTS (SEE SECT. 'B4') TO BE AT 20m SPACING FOR C385 MESH (SEE NOTE 6 FOR ALTERNATIVES)

(ii) EXPANSION JOINTS (SEE SECT. 'B5') TO BE AT 60m TO 75m CENTRES WHERE THEY SHOULD REPLACE THE NEAREST CONTRACTION JOINT.

(iii) EXPANSION JOINTS SHOULD ALSO BE PROVIDED AT ALL ABUTTING STRUCTURES AND COVER SLABS TO ALL UNDERGROUND CHAMBERS OCCURING ON THE ROADWAY e.G. MANHOLE CHAMBERS, DRAW-PITS, GULLIES etc. THE COVER SLABS FOR SUCH CHAMBERS SHOULD BE AT LEAST AS LARGE AS THE EXTERNAL DIMENSIONS OF THE CHAMBER.

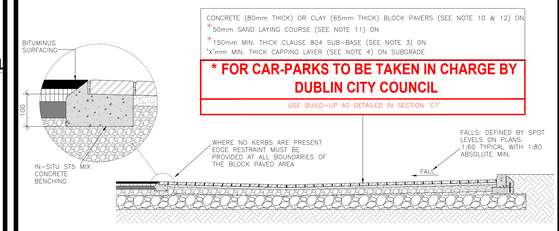
(iv) PROVIDE A CONSTRUCTION JOINT AT THE END OF A DAYS WORK. THE CONSTRUCTION JOINT SHOULD TAKE THE FORM OF EITHER AN EXPANSION JOINT OR A FORMED CONTRACTION JOINT (SEE SECT. 'B6'). IN NO CASE SHOULD A CONSTRUCTION JOINT BE LOCATED CLOSER THAN 2m FROM AN EXISTING JOINT POSITION.

DETAIL 'B' - RIGID ROADWAY / HARDSTANDING



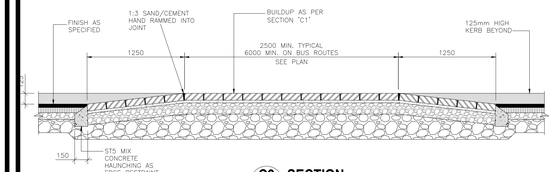
C1 SECTION
SCALE:- 1:50 @ A0
1:100 @ A2

TYPICAL CROSS SECTION THRO' BLOCK PAVING ESTATE ROAD



C2 SECTION
SCALE:- 1:50 @ A0
1:100 @ A2

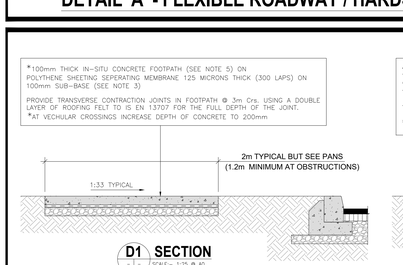
TYPICAL CROSS SECTION THRO' BLOCK PAVING CAR PARK



C3 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

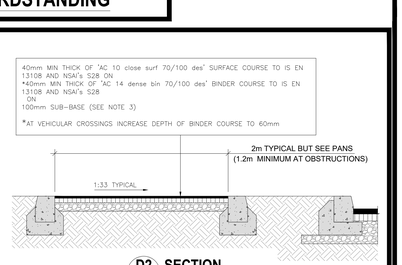
TYPICAL SECTION THRO' SPEED RAMP

DETAIL 'C' BLOCK PAVIOUR ROADWAY / HARDSTANDING



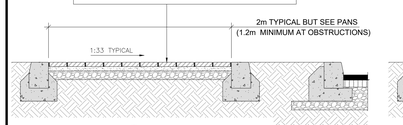
D1 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

TYPICAL CROSS SECTION THRO' CONCRETE FOOTPATH / CYCLE PATH



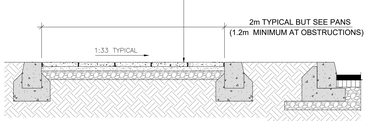
D2 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

TYPICAL CROSS SECTION THRO' FLEXIBLE FOOTPATH / CYCLE PATH



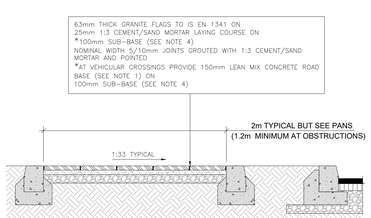
D3 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

TYPICAL CROSS SECTION THRO' BLOCK PAVER FOOTPATH



D4 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

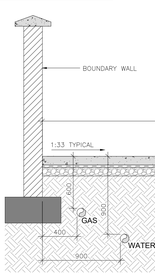
TYPICAL CROSS SECTION THRO' PRECAST CONCRETE FLAGGED FOOTPATH



D5 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

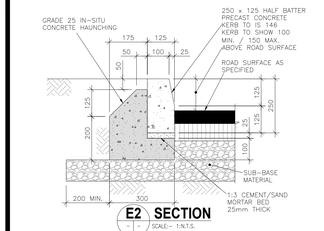
TYPICAL CROSS SECTION THRO' GRANITE FLAGGED FOOTPATH

DETAIL 'D' FOOTPATH DETAILS



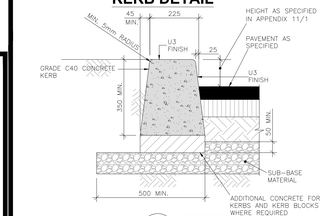
D6 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

TYPICAL SERVICES LAYOUT IN FOOTPATHS



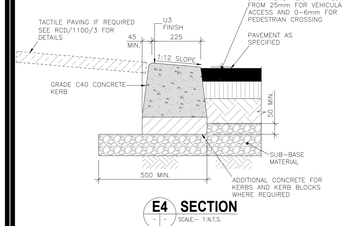
E2 SECTION
SCALE:- 1:N.T.S.

KERB DETAIL



E3 SECTION
SCALE:- 1:N.T.S.

STANDARD IN SITU CONCRETE KERB

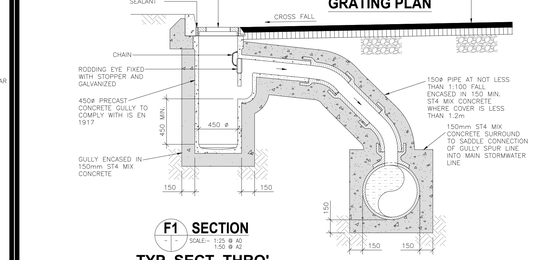


E4 SECTION
SCALE:- 1:N.T.S.

IN SITU CONCRETE DROP KERB

DETAIL 'E' - KERB DETAILS

GRATING PLAN

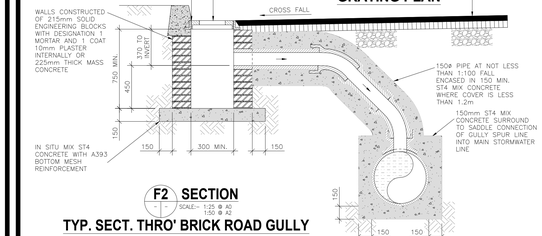


F1 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

TYP. SECT. THRO' PRECAST ROAD GULLY

NOTE: PRECAST ROAD GULLY NOT ALLOWED IN DUBLIN CITY COUNCIL AREAS

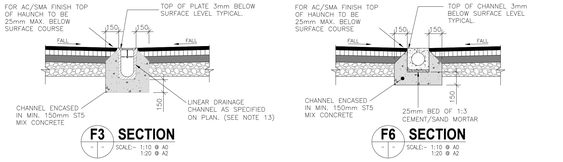
GRATING PLAN



F2 SECTION
SCALE:- 1:25 @ A0
1:50 @ A2

TYP. SECT. THRO' BRICK ROAD GULLY

DETAIL 'F' - ROADWAY / HARDSTANDING DRAINAGE DETAILS

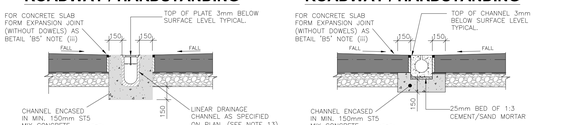


F3 SECTION
SCALE:- 1:10 @ A0
1:20 @ A2

TYPICAL SECTION THRO' LINEAR DRAINAGE CHANNEL IN FLEXIBLE ROADWAY / HARDSTANDING

F6 SECTION
SCALE:- 1:10 @ A0
1:20 @ A2

TYPICAL SECTION THRO' PRECAST SLOT CHANNEL IN FLEXIBLE ROADWAY / HARDSTANDING

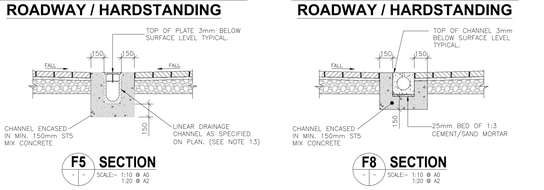


F4 SECTION
SCALE:- 1:10 @ A0
1:20 @ A2

TYPICAL SECTION THRO' LINEAR DRAINAGE CHANNEL IN CONCRETE ROADWAY / HARDSTANDING

F7 SECTION
SCALE:- 1:10 @ A0
1:20 @ A2

TYPICAL SECTION THRO' PRECAST SLOT CHANNEL IN CONCRETE ROADWAY / HARDSTANDING



F5 SECTION
SCALE:- 1:10 @ A0
1:20 @ A2

TYPICAL SECTION THRO' LINEAR DRAINAGE CHANNEL IN BLOCK PAVER ROADWAY / HARDSTANDING

F8 SECTION
SCALE:- 1:10 @ A0
1:20 @ A2

TYPICAL SECTION THRO' PRECAST SLOT CHANNEL IN BLOCK PAVER ROADWAY / HARDSTANDING

NOTES Ctd.

14. GRATED LINEAR DRAINAGE CHANNEL SYSTEMS SHALL BE OF 100mm, 150mm OR 200mm NOMINAL INTERNAL WIDTH, AS SPECIFIED ON THE DRAWINGS, MANUFACTURED FROM HIGH STRENGTH POLYMER CONCRETE WITH CAST-IN GALVANISED STEEL EDGE RAILS. THE CHANNELS SHALL BE INSTALLED WITH MANUFACTURERS DUCTILE IRON OR STAINLESS STEEL GRATING APPROPRIATE TO THE SPECIFIED LOAD CLASS AND LOCKED SECURELY IN PLACE. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.
15. SLOTTED LINEAR DRAINAGE CHANNEL SYSTEMS SHALL BE CHOSEN ACCORDING TO THE LOAD CLASS REQUIRED AND MANUFACTURED FROM HIGH STRENGTH POLYMER CONCRETE INCORPORATING A 10mm WIDE CENTRALLY POSITIONED SLOT. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.
16. PRECAST KERBS SHALL BE LAID AND LEVELLED IN ACCORDANCE WITH BS 7533: PART 4. A RAISED LIP OF 25mm SHOULD BE USED FOR VEHICULAR ENTRANCES AND 0–6mm FOR PEDESTRIAN CROSSINGS.
17. IN SITU KERBS SHALL COMPLY WITH THE REQUIREMENTS OF BS 5931. KERBS SHALL BE PROTECTED FROM THE EFFECTS OF ADVERSE WEATHER UNTIL CURED. A RAISED LIP OF 25mm SHOULD BE USED FOR VEHICULAR ENTRANCES AND 0–6mm FOR PEDESTRIAN CROSSINGS.

NOTE:
BEFORE PAVERS / PAVEMENT WORKS ARE COMMENCED THE CONTRACTOR IS TO ESTABLISH IF THESE WORKS ARE TO BE TAKEN IN CHARGE BY THE LOCAL AUTHORITY. IF THIS IS THE CASE THE CONTRACTOR IS TO GET APPROVAL FROM THE LOCAL AUTHORITY FOR THE DETAILS SHOWN ON THIS DRAWING AND ESTABLISH INSPECTION AND TESTING REQUIREMENTS BEFORE COMENCING THE WORK

NOTES Ctd.

10. CLAY AND CALCIUM SILICATE PAVERS SHOULD COMPLY WITH IS EN 1344: TYPE PB WITH CHAMFERS. 200 x 100 x 65mm FOR TRAFFICKED AREAS & 50mm THICK FOR PEDESTRIAN AREAS.

CONCRETE BLOCK PAVERS SHOULD COMPLY WITH BS EN 1338: TYPE R, 200 x 100 x 80mm THICK FOR TRAFFICKED AREAS & 60mm THICK FOR PEDESTRIAN AREAS.

HORIZONTAL INTERLOCK SHOULD BE GIVEN TO THE PAVING EITHER BY THE USE OF SHAPED BLOCKS, OR BY LAYING RECTANGULAR BLOCKS IN HERRINGBONE FASHION. 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, CALCIUM SILICATE & CONCRETE BLOCK PAVERS SHOULD BE LAID IN ACCORDANCE WITH BS 7533-3.

11. LAYING COURSE SAND SHALL BE 'GRB5 0/4 (MP)' AS PER IS EN 12620. AS A GUIDE TO MOISTURE CONTENT, AFTER THE MATERIAL IS COMPRESSED THE MATERIAL SHOULD BIND TOGETHER WITHOUT SHOWING FREE MOISTURE ON ITS SURFACE. WHERE LAYING COURSE MATERIAL IS STORED ON SITE IT SHOULD BE COVERED TO REDUCE MOISTURE LOSS DUE TO EVAPORATION, OR SATURATION FROM RAINFALL.

IF THE LAYING COURSE MATERIAL BECOMES SATURATED AFTER PLACEMENT THEN IT SHOULD BE REMOVED AND REPLACED WITH LAYING COURSE MATERIAL IN A CONDITION SUITABLE FOR THE BLOCK LAYING OPERATION. ALTERNATIVELY THE LAYING COURSE CAN BE LEFT IN PLACE UNTIL IT DRIES SUFFICIENTLY TO ALLOW BLOCK LAYING TO PROCEED.

12. JOINTS BETWEEN PAVERS TO BE LAID TIGHT (2mm to 5mm WIDE) AND FILLED WITH FINE SAND 'GRB5 0/1 (FP)' AS PER IS EN 12620.

13. LINEAR DRAINAGE CHANNEL SYSTEMS SHALL BE FULLY COMPLIANT WITH IS EN 1433:2002 AND CERTIFIED TO THE LOAD CASES SPECIFIED ON THE DRAWINGS AND AS DEFINED IN IS EN 1433:2002.

NOTES

1. **THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS & ARCHITECT'S DRAWINGS.FIGURED DIMENSIONS ONLY (NOT SCALING) TO BE USED WHERE A CONFLICT OF INFORMATION EXISTS OR IF IN ANY DOUBT - ASK.**
2. **CONSULTANTS TO BE INFORMED IMMEDIATELY OF ANY DISCREPANCIES BEFORE WORK PROCEEDS.**

NOTES

1. ALTERNATIVE BASE COURSE MATERIAL:

AS AN ALTERNATIVE TO ASPHALTIC CONCRETE BASE COURSE THE CONTRACTOR CAN USE AN STANDARD CONCRETE MIX 'ST2' "LEAN MIX" BASE COURSE. 150mm THICK. STANDARD CONCRETE MIX 'ST2' SHALL CONFORM TO IS 206-1, BS 8500-1, BS 8500-2 & IS EN 13877-1. CURING OF LEAN-MIX ROAD BASE SHALL BE BY BITUMINOUS SPRAYING TO CLAUSE 920 NRA SPECIFICATION FOR ROAD WORKS.

2. USE OF BASE COURSE FOR CONSTRUCTION TRAFFIC:

THE BASE COURSE MAY BE USED FOR CONSTRUCTION TRAFFIC PROVIDED IT I