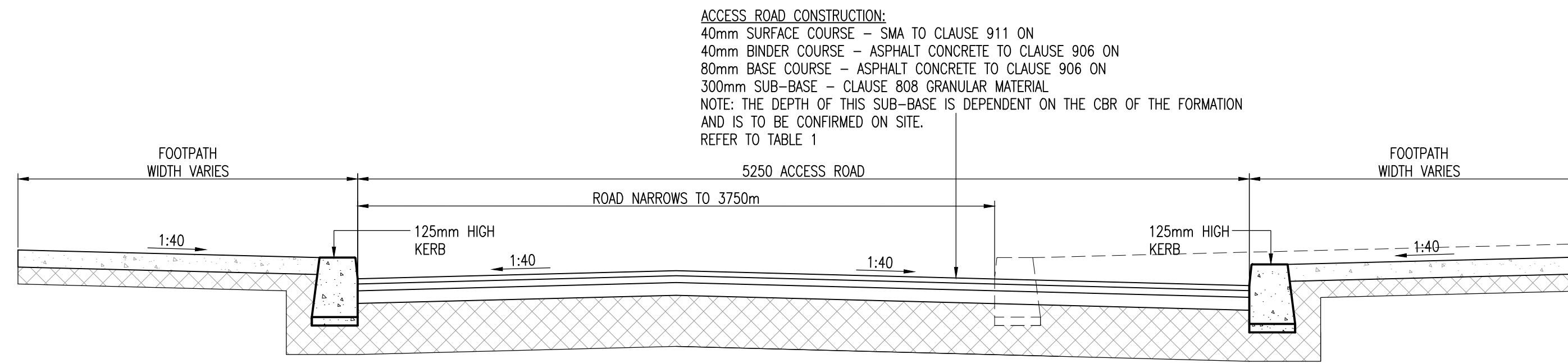
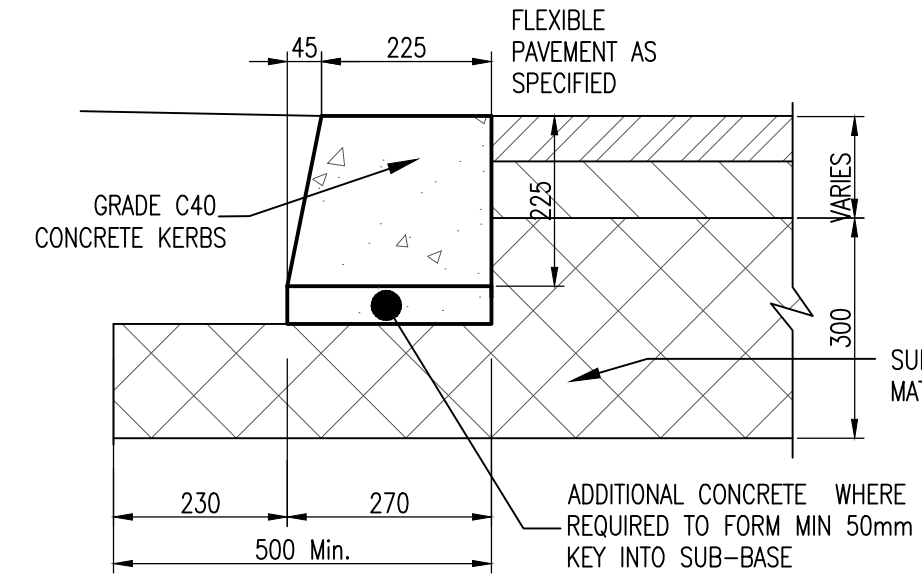


SECTION LOCATION PLAN

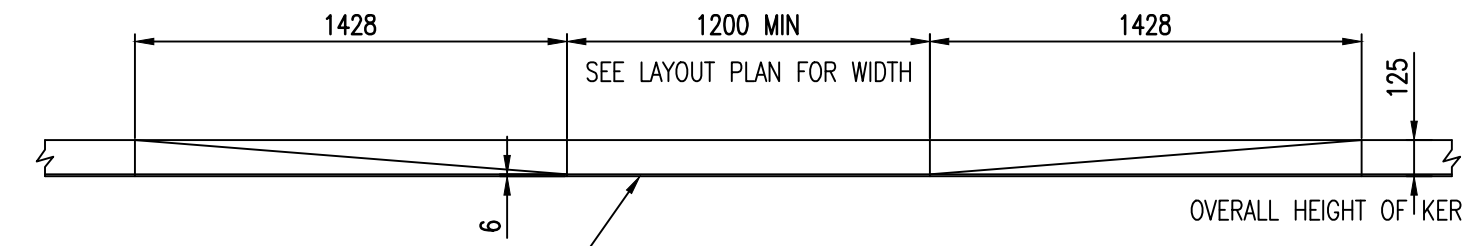
SCALE 1:1000



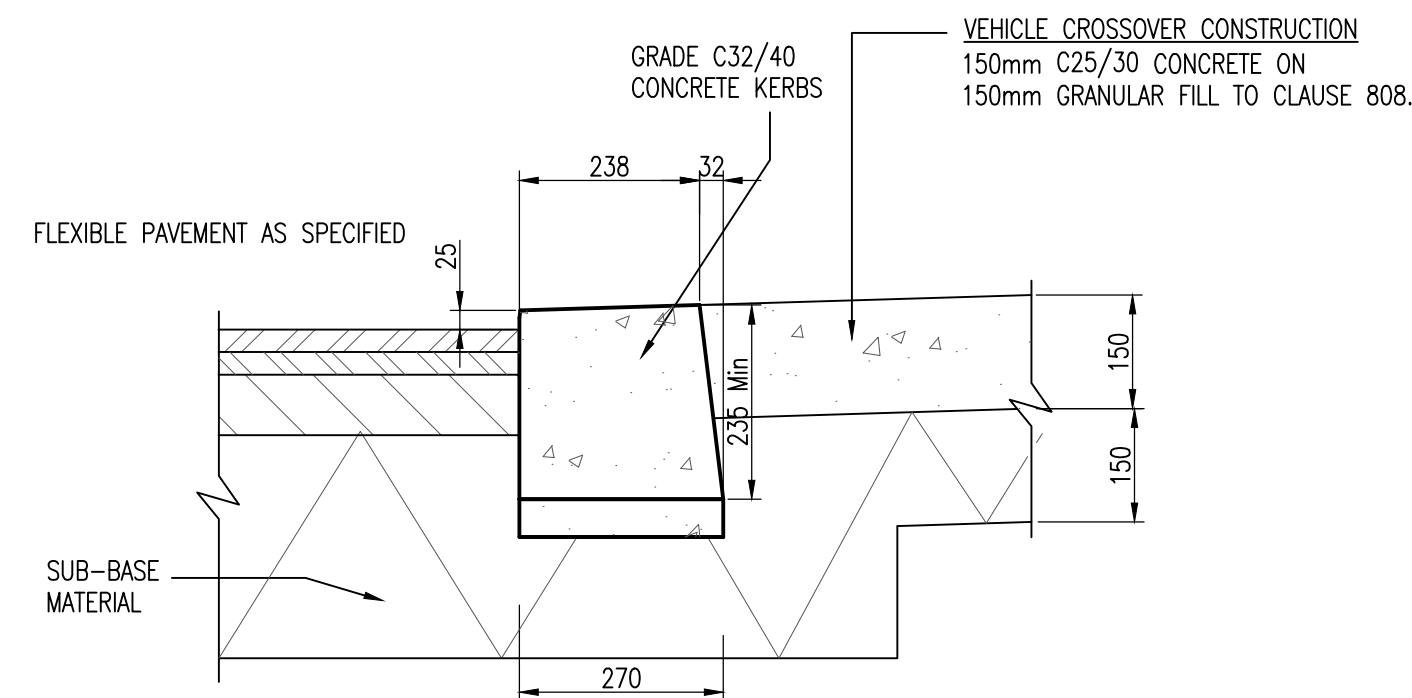
A-A SECTION
SCALE 1:50



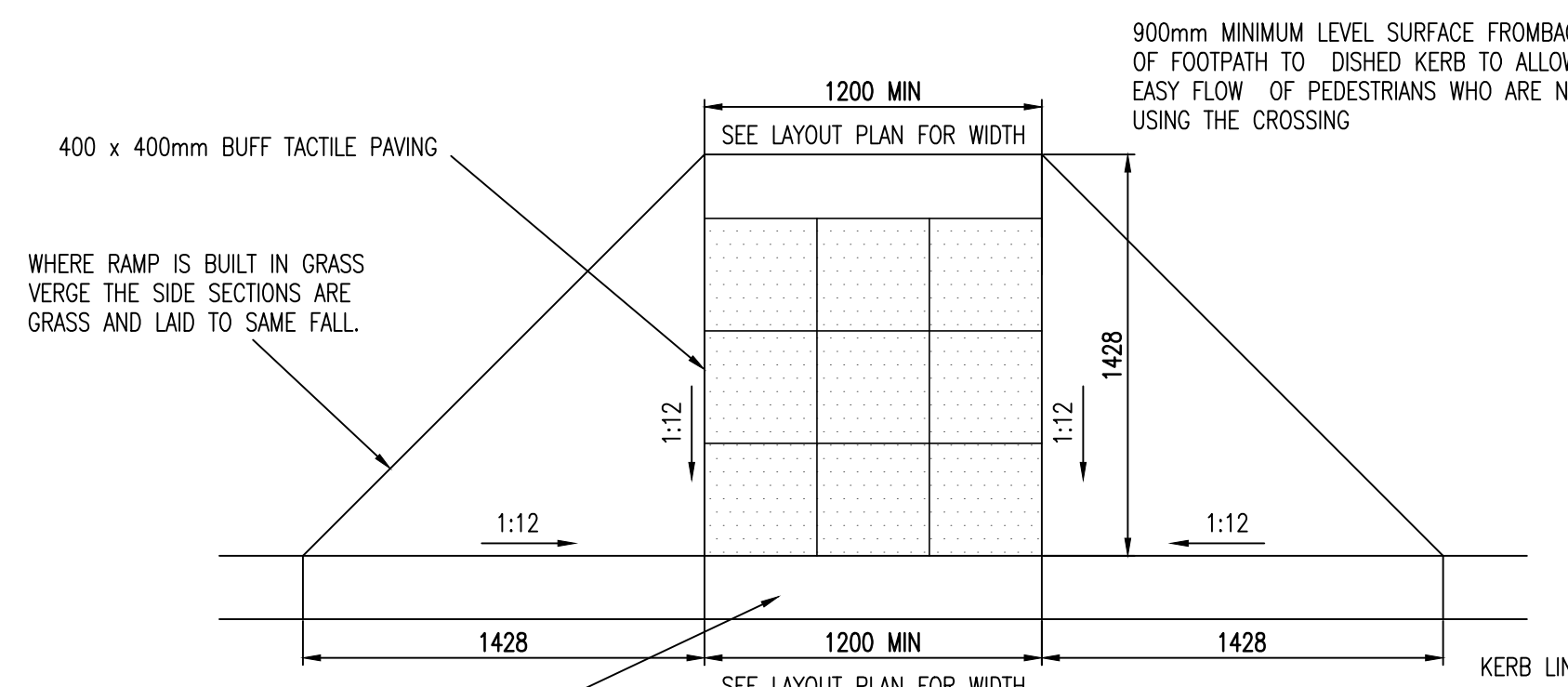
EXTRUDED CAST INSITU CONCRETE FLUSH KERB (DROPPED)
SCALE 1:10



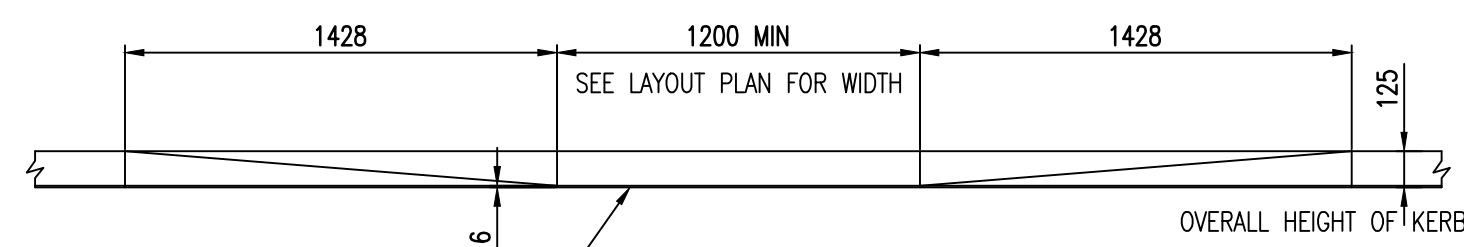
DROP KERB RAMP DETAIL FOR USE AT IN-LINE UN-CONTROLLED CROSSING SECTION
SCALE 1:25



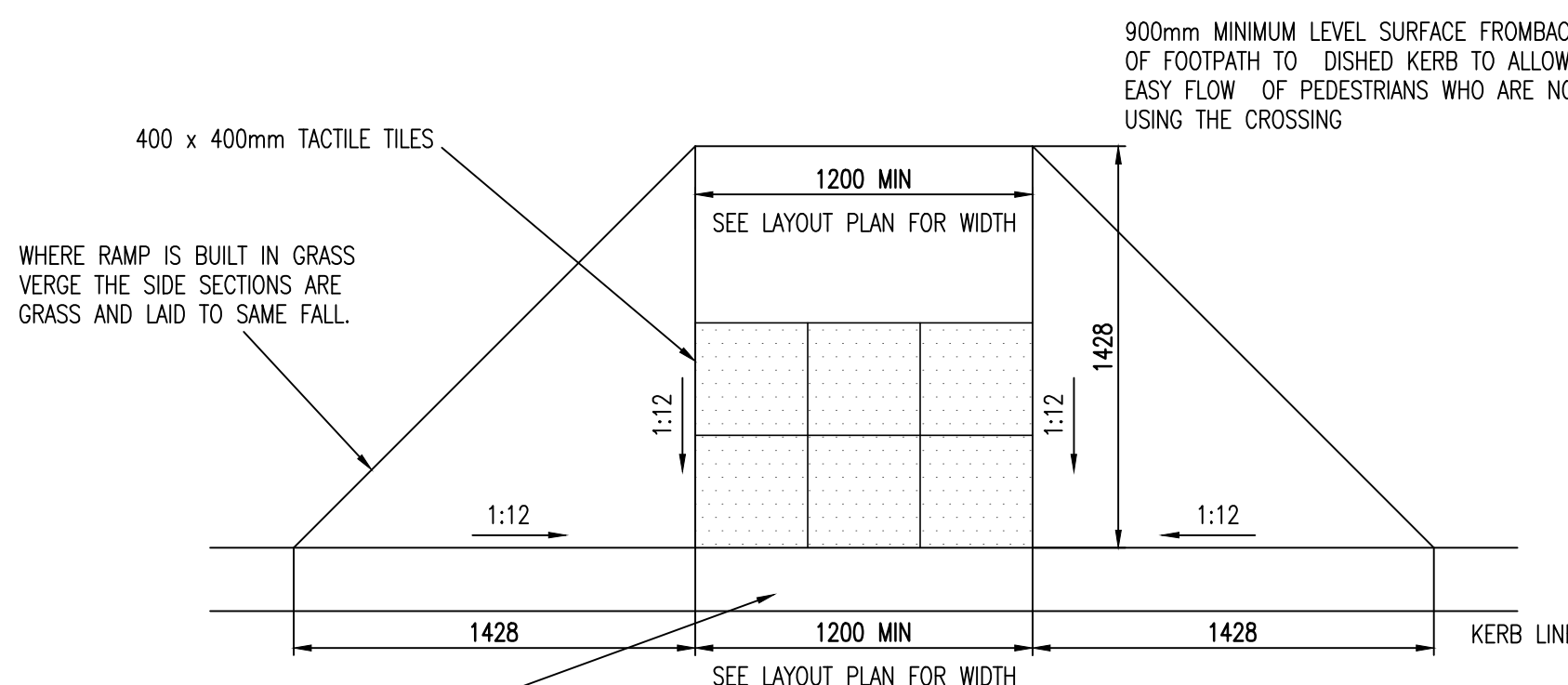
CAST IN-SITU 25mm HIGH KERB AT VEHICLE CROSSOVER
SCALE 1:10



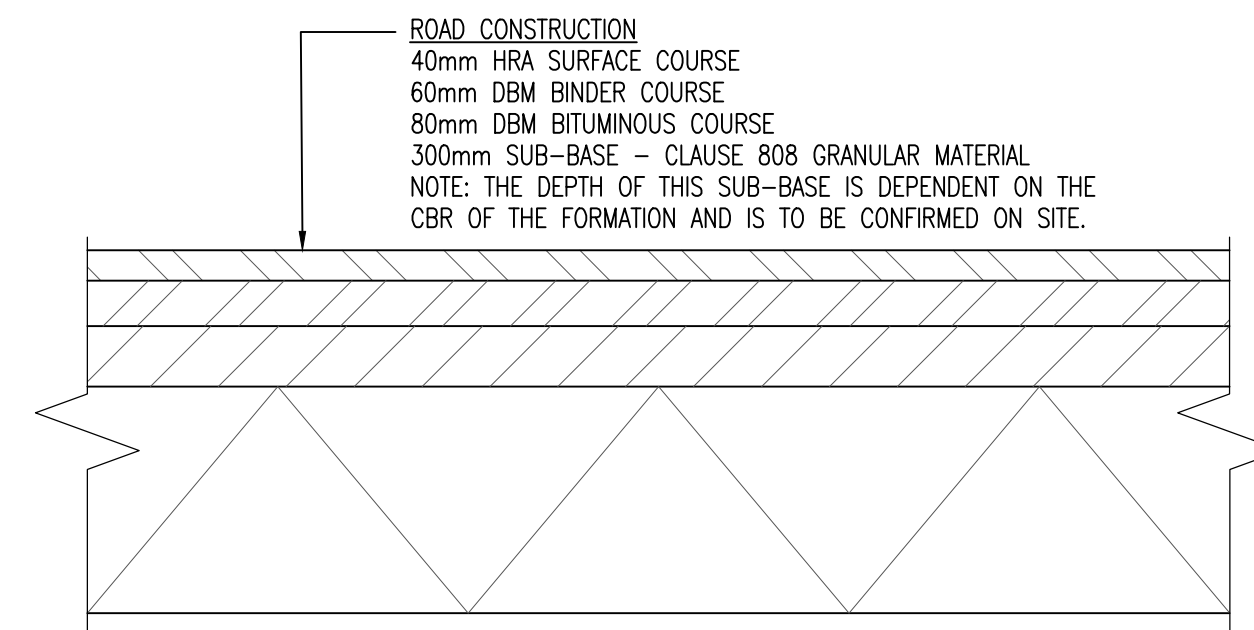
DROP KERB FOR USE AT IN-LINE UN-CONTROLLED CROSSING PLAN VIEW
SCALE 1:25



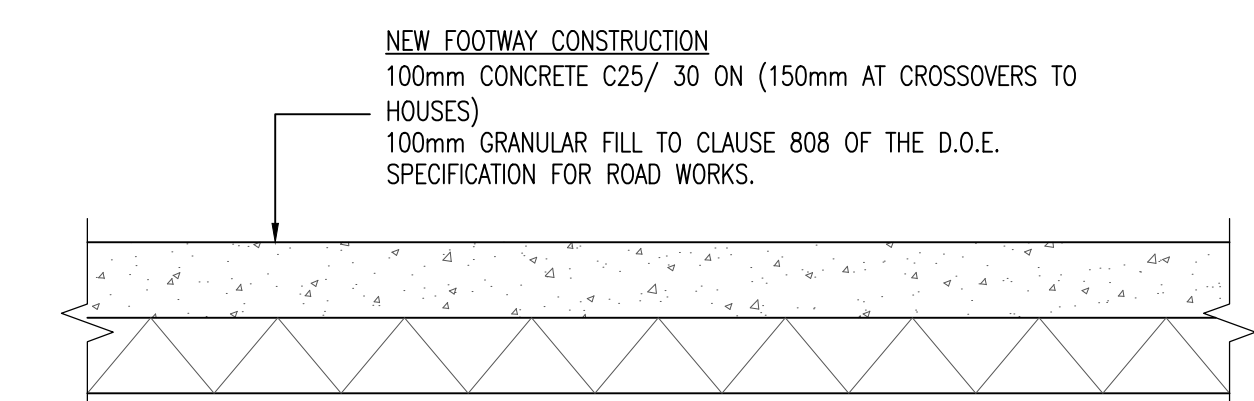
DROP KERB RAMP DETAIL FOR USE AT UN-CONTROLLED CROSSING SECTION
SCALE 1:25



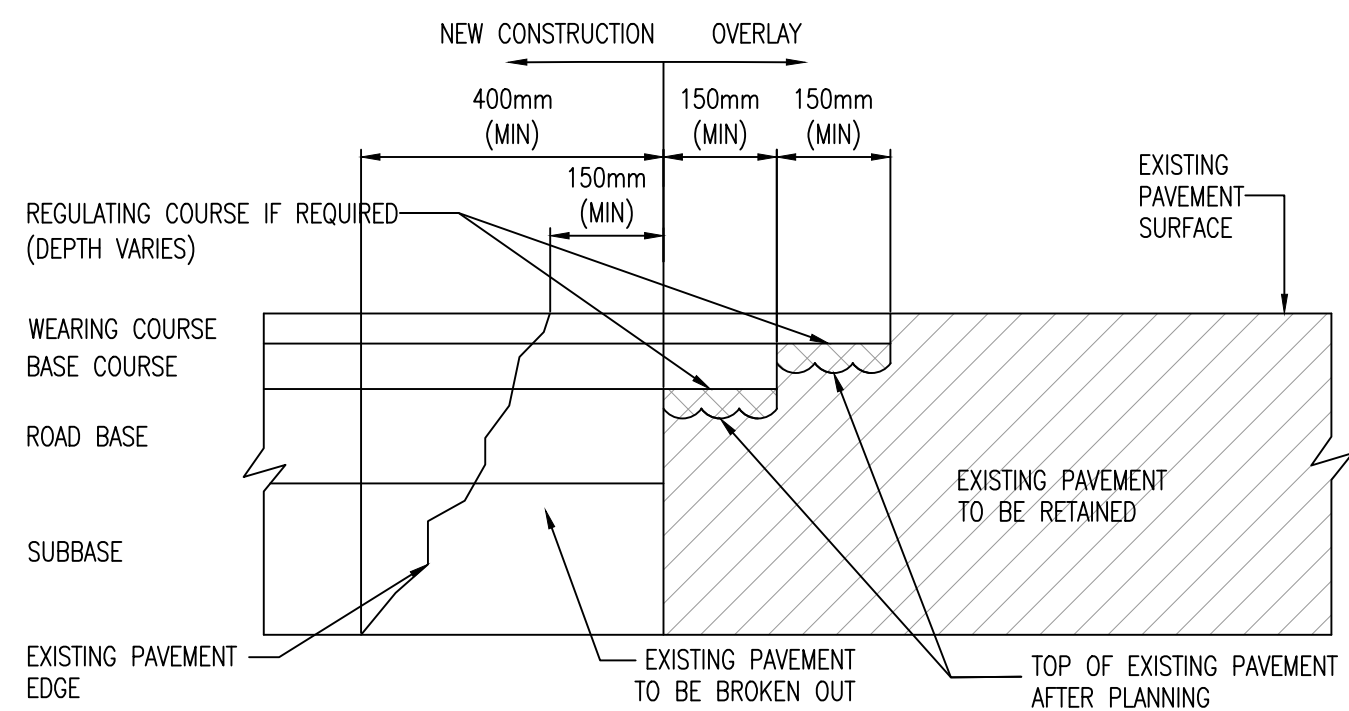
DROP KERB RAMP DETAIL FOR USE AT UN-CONTROLLED CROSSING PLAN VIEW
SCALE 1:25



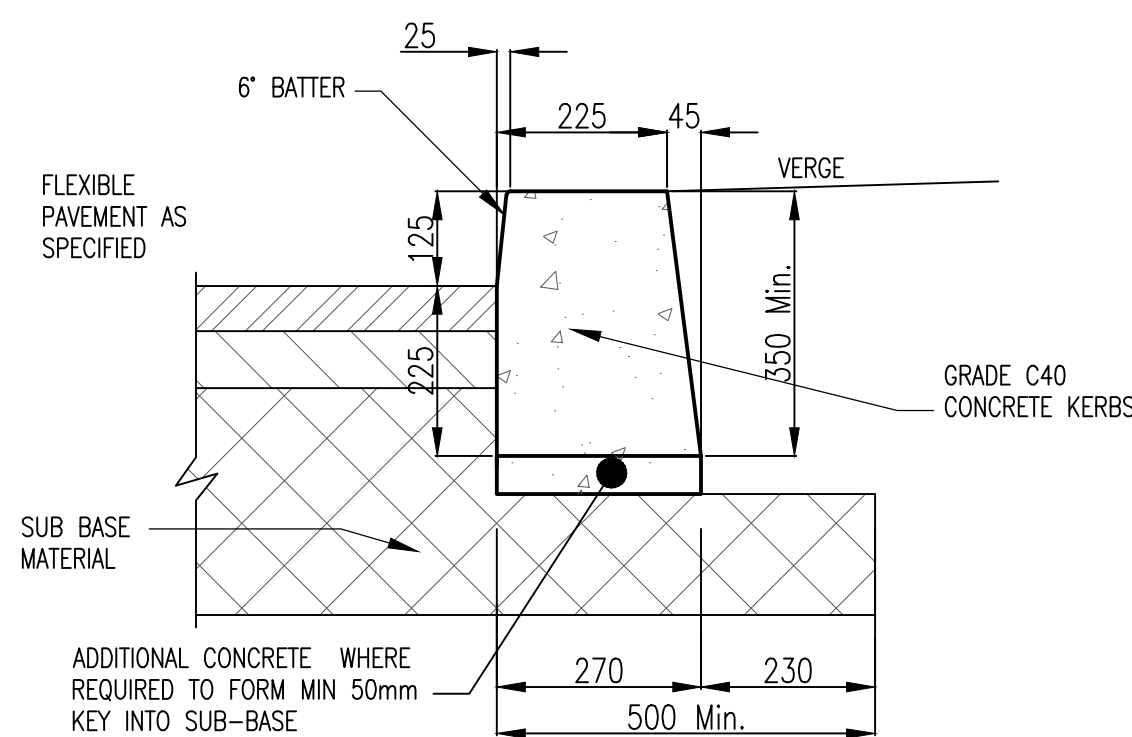
MAIN ACCESS ROAD CONSTRUCTION DETAIL
SCALE 1:10



FOOTPATH CONSTRUCTION DETAIL
SCALE 1:10



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



125mm CAST IN SITU CONCRETE KERB
SCALE 1:10

ACCESS ROAD CONSTRUCTION:
40mm SURFACE COURSE - SMA TO CLAUSE 911 ON
40mm BINDER COURSE - ASPHALT CONCRETE TO CLAUSE 906 ON
80mm BASE COURSE - ASPHALT CONCRETE TO CLAUSE 906 ON
300mm SUB-BASE - CLAUSE 808 GRANULAR MATERIAL
NOTE: THE DEPTH OF THIS SUB-BASE IS DEPENDENT ON THE CBR OF THE FORMATION AND IS TO BE CONFIRMED ON SITE. REFER TO TABLE 1

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

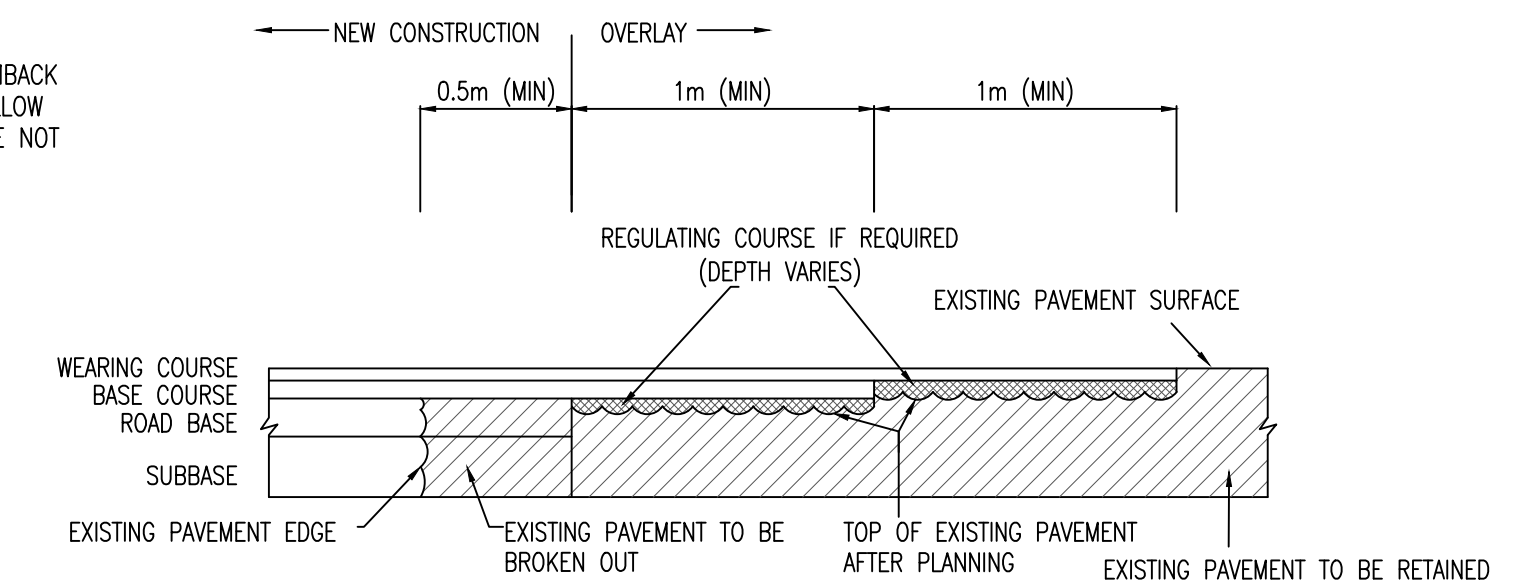
TABLE 1

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

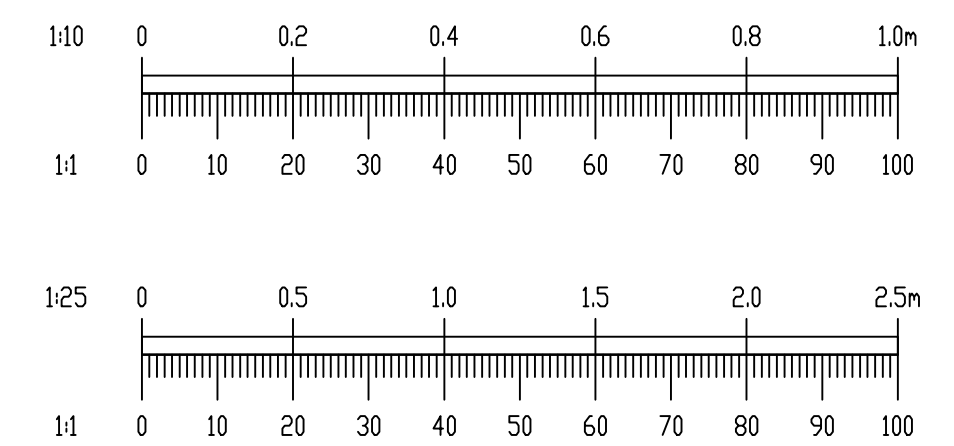
NOTE:- ROAD 1 SUBBASE THICKNESS
C.B.R. TESTS TO BE TAKEN AT A RATE OF EVERY 50m. ALL C.B.R. RESULTS TO BE SUBMITTED TO THE ENGINEER PRIOR TO LAYING SUB-BASE FOR APPROVAL.

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



REV.	DATE	AMENDMENT	DRN	APPD

STATUS FOR PLANNING NOT FOR CONSTRUCTION

Waterman Moylan
Engineering Consultants
BLOCK 8, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD, DUBLIN D03 H9F4 IRELAND.
Tel: (01) 664 8900 Fax: (01) 661 3618
Email: info@waterman-moylan.ie www.waterman-moylan.ie

CLIENT BALSADDEN GP3 LTD.

ARCHITECT PLUS ARCHITECTURE

PROJECT BALSADDEN DEVELOPMENT, HOWTH, CO. DUBLIN

TITLE ROAD CONSTRUCTION DETAILS

DRAWN	DESIGNED	APPROVED	DATE
PJD	SDN	MD	JULY '21
SCALE	JOB NO.	DRG. NO.	REVISION
1:25 @ A1	21-032	P015	