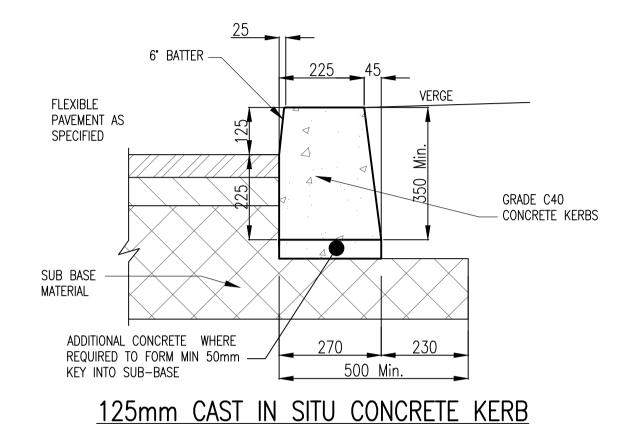
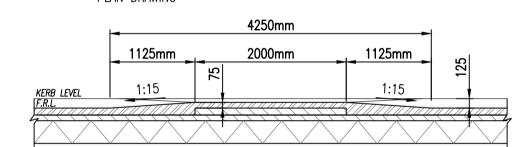


# EXTRUDED CAST INSITU CONCRETE FLUSH KERB (DROPPED)

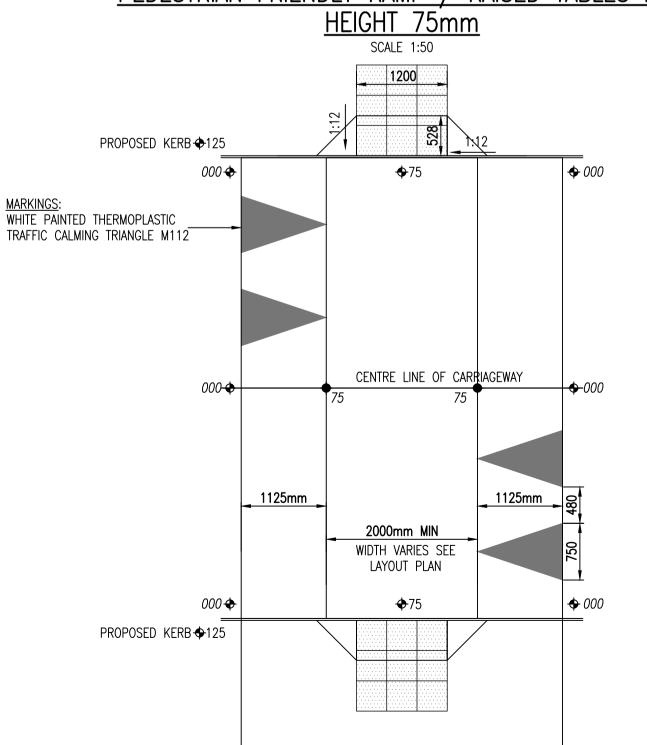
SCALE 1:10



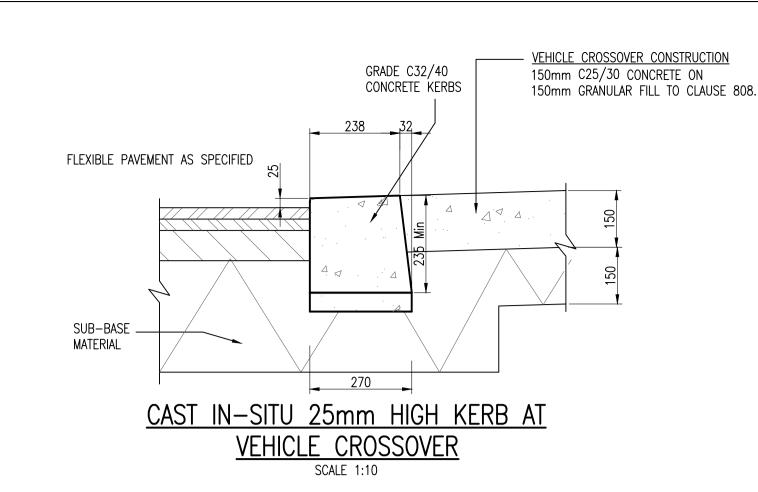
75mm WEARING COURSE 10mm NOMINAL SIZE DENSE BITUMEN MACADAM. EDGE OF CARRIAGEWAY TO BE SAW CUT. PLANE TRIANGULAR PROFILE AND PRIME USING BITUMEN. ALL JOINTS TO BE SEALED WITH TAR. ROAD MARKINGS AND CATS EYES AS INDICATED ON PLAN DRAWING

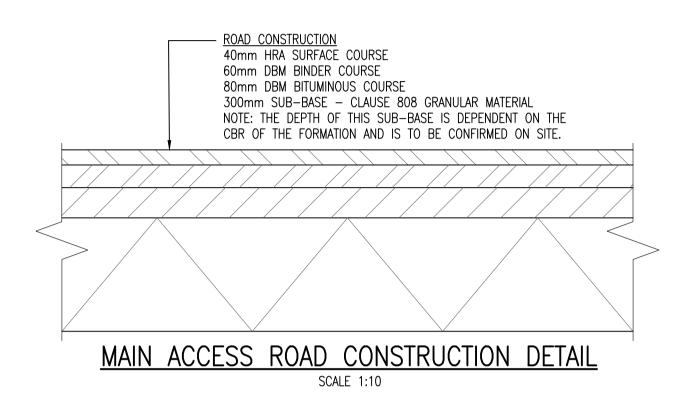


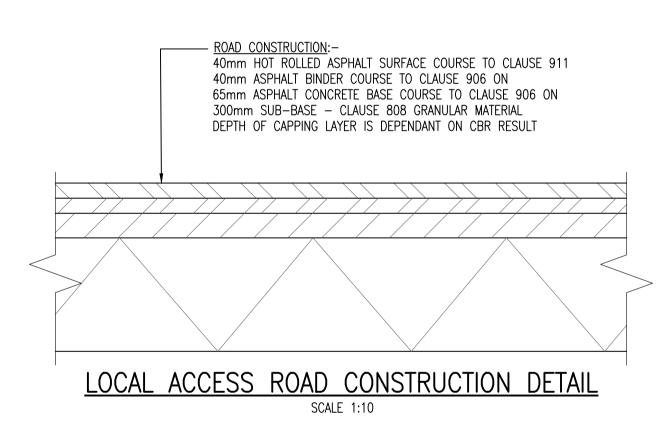
## TYPICAL CONSTRUCTION FOR FLAT TOP PEDESTRIAN FRIENDLY RAMP / RAISED TABLES MAX

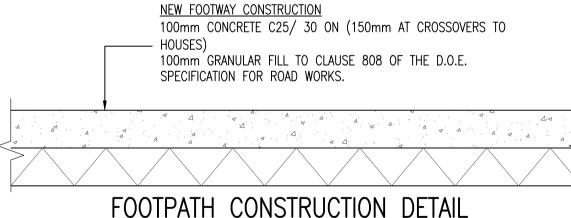


PLAN OF FLAT TOP RAMP FOR PEDESTRIAN FRIENDLY RAMPS / RAISED TABLES

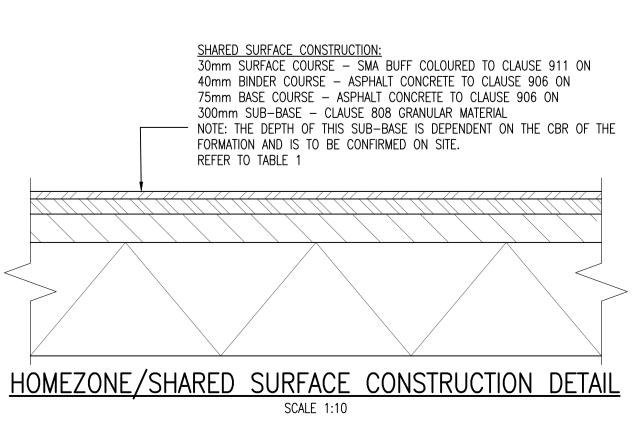


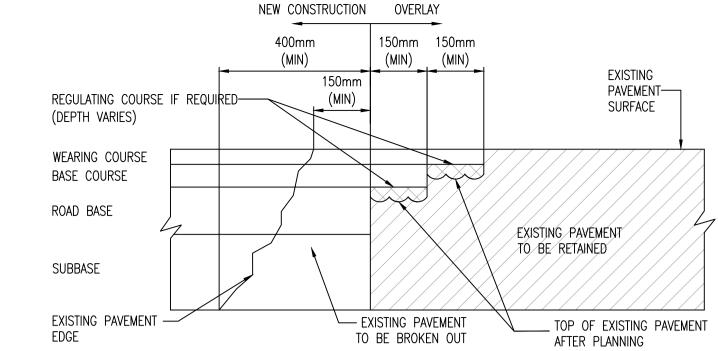




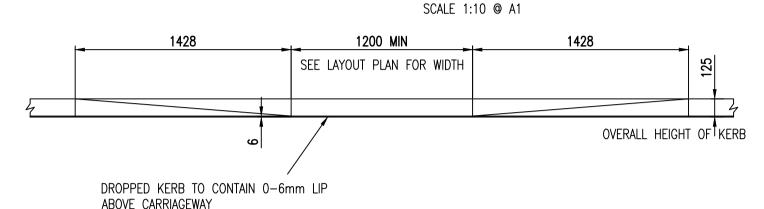


# FOOTPATH CONSTRUCTION DETAIL





## LONGITUDINAL JOINT BETWEEN NEW CONSTRUCTION AND **EXISTING ROAD**

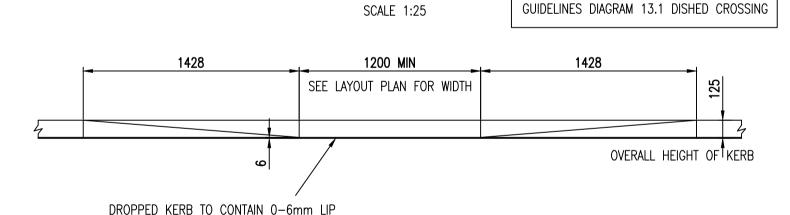


### DROP KERB RAMP DETAIL FOR USE AT IN-LINE UN-CONTROLLED CROSSING **SECTION**

SCALE 1:25

900mm MINIMUM LEVEL SURFACE FROMBACK OF FOOTPATH TO DISHED KERB TO ALLOW 1200 MIN EASY FLOW OF PEDESTRIANS WHO ARE NOT USING THE CROSSING SEE LAYOUT PLAN FOR WIDTH 400 x 400mm BUFF TACTILE PAVING WHERE RAMP IS BUILT IN GRASS VERGE THE SIDE SECTIONS ARE GRASS AND LAID TO SAME FALL. 1:12 1:12 1428 1200 MIN 1428 KERB LINE SEE LAYOUT PLAN FOR WIDTH DROP KERB FOR USE

AT IN-LINE UN-CONTROLLED CROSSING PLAN VIEW



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

900mm MINIMUM LEVEL SURFACE FROMBACK OF FOOTPATH TO DISHED KERB TO ALLOW EASY FLOW OF PEDESTRIANS WHO ARE NOT USING THE CROSSING 400 x 400mm TACTILE TILES 1200 MIN SEE LAYOUT PLAN FOR WIDTH WHERE RAMP IS BUILT IN GRASS VERGE THE SIDE SECTIONS ARE GRASS AND LAID TO SAME FALL. 1:12 1:12 1428 1428 1200 MIN KERB LINE SEE LAYOUT PLAN FOR WIDTH DROPPED KERB

DROP KERB RAMP DETAIL FOR USE AT UN-CONTROLLED CROSSING

PLAN VIEW SCALE 1:25

DROP KERB AS PER TRAFFIC MANAGEMENT GUIDELINES DIAGRAM 13.1 DISHED CROSSING

DROP KERB AS PER TRAFFIC MANAGEMENT

#### NOTES:

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

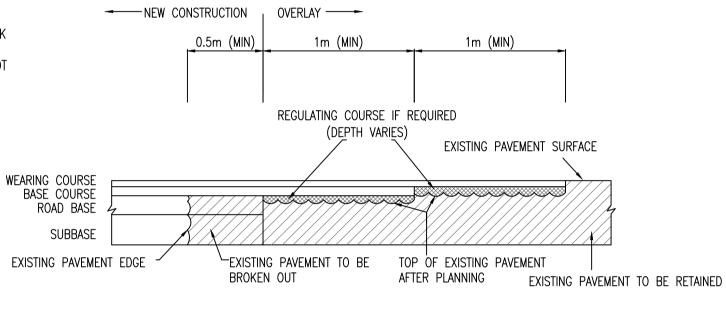
TABLE 1

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

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:

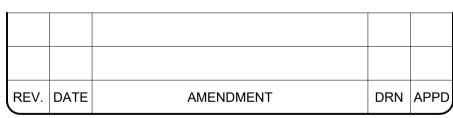
- 1. EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 920.
- 2. WHERE THE ROAD BASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROADBASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 1m MIN. WITH THE BASECOURSE AND WEARING COURSE TO BE EACH STEPPED IN A FURTHER 1m MIN. RESPECTIVELY.



TRANSVERSE JOINT BETWEEN NEW CONSTRUCTION AND EXISTING ROAD

> 8.0 10 20 30 40 50 60 70 80 90 100

2.0 1:1 0 10 20 30 40 50 60 70 80 90 100



#### STATUS FOR PLANNING ONLY NOT FOR CONSTRUCTION



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CLIENT GERARD GANNON PROPERTIES ARCHITECT CONNOLLY ARCHITECTS **PROJECT** LANDS AT KILNAHUE & GOREY HILL, GOREY, TITLE TYPICAL ROAD CONSTRUCTION DETAILS DRAWN DESIGNED APPROVED DATE **MARCH 2022** JOB NO. REVISION AS SHOWN @ A1 13-119 P4104

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