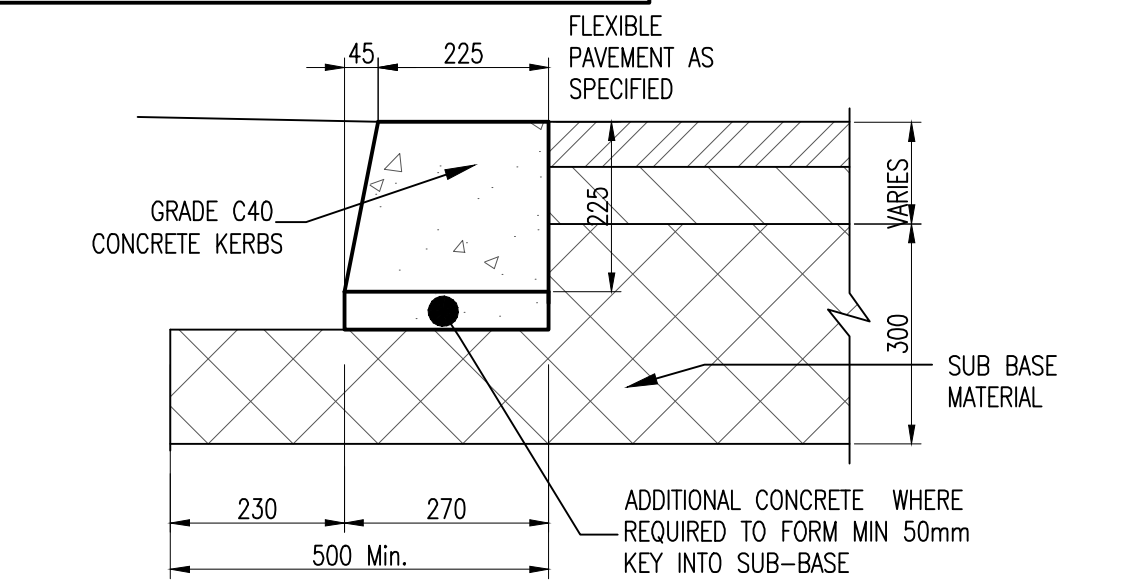
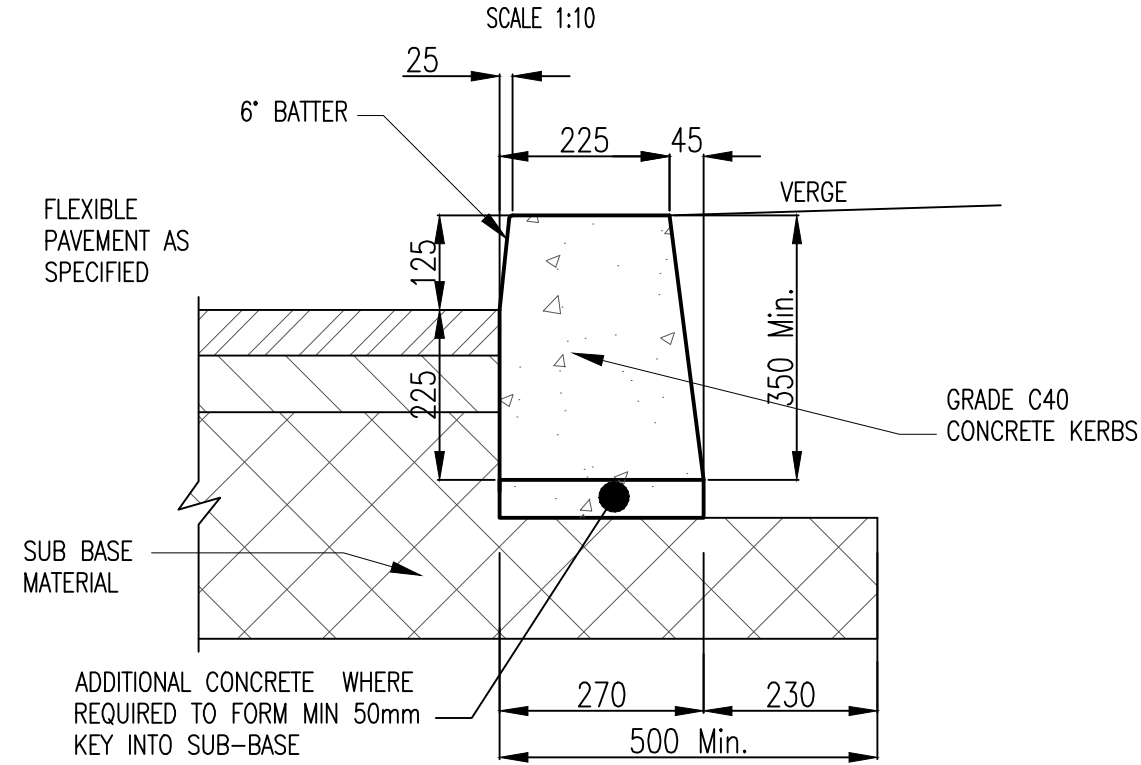


This drawing should not be scaled. Dimensions to be verified on site.
Any discrepancies should be referred to the Engineer prior to work being put in hand.
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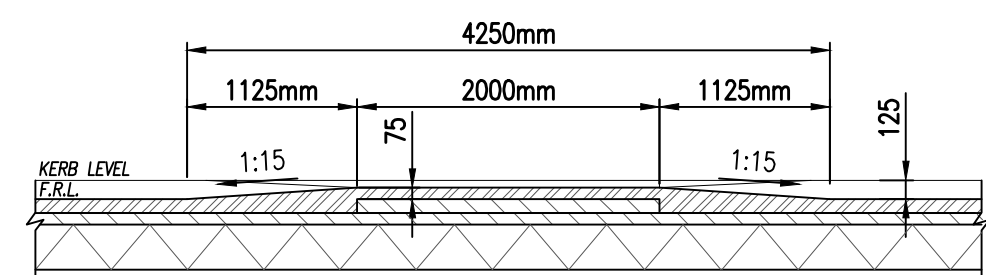


EXTRUDED CAST INSITU CONCRETE FLUSH
KERB (DROPPED)

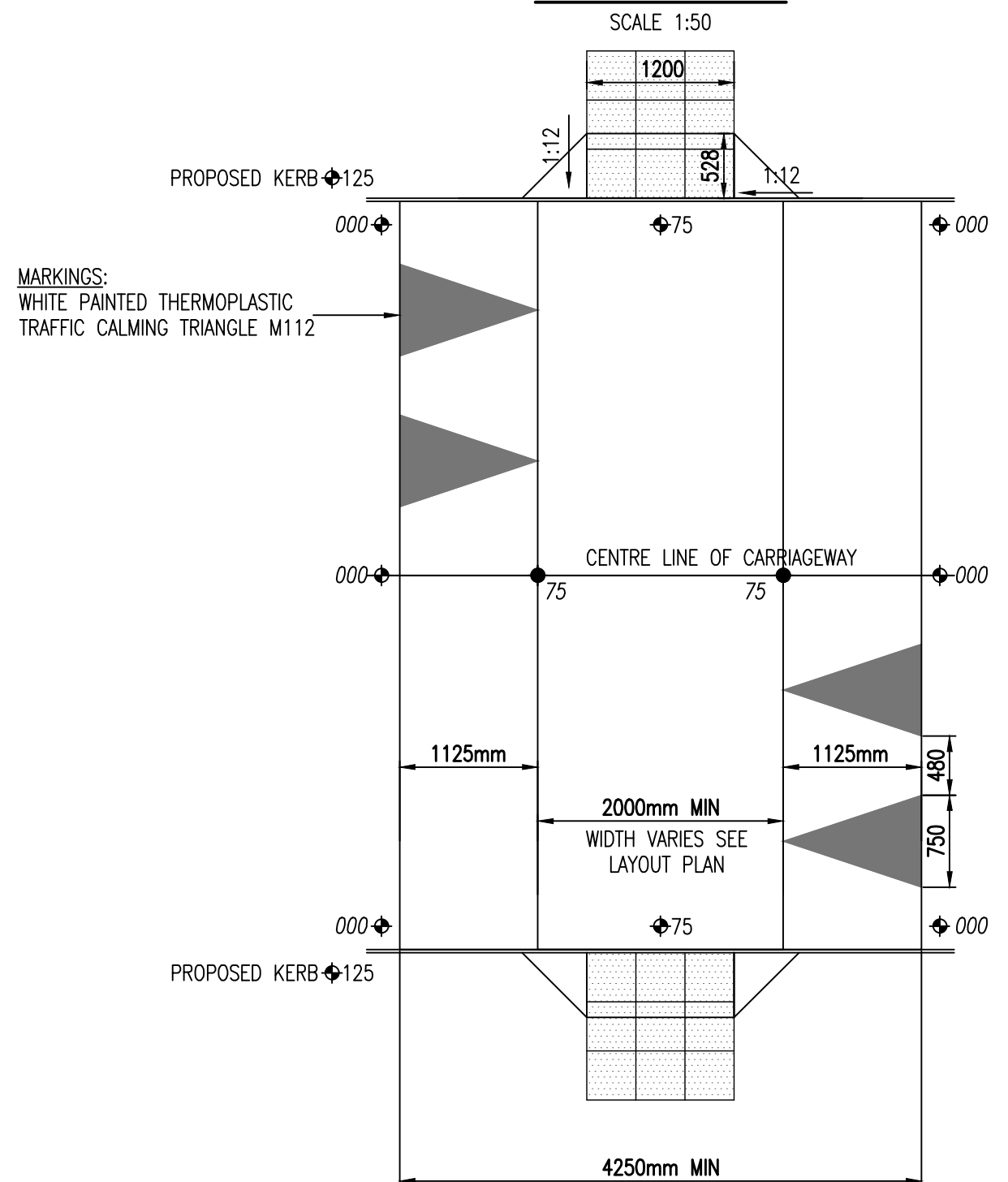


125mm CAST IN SITU CONCRETE KERB
SCALE 1:10

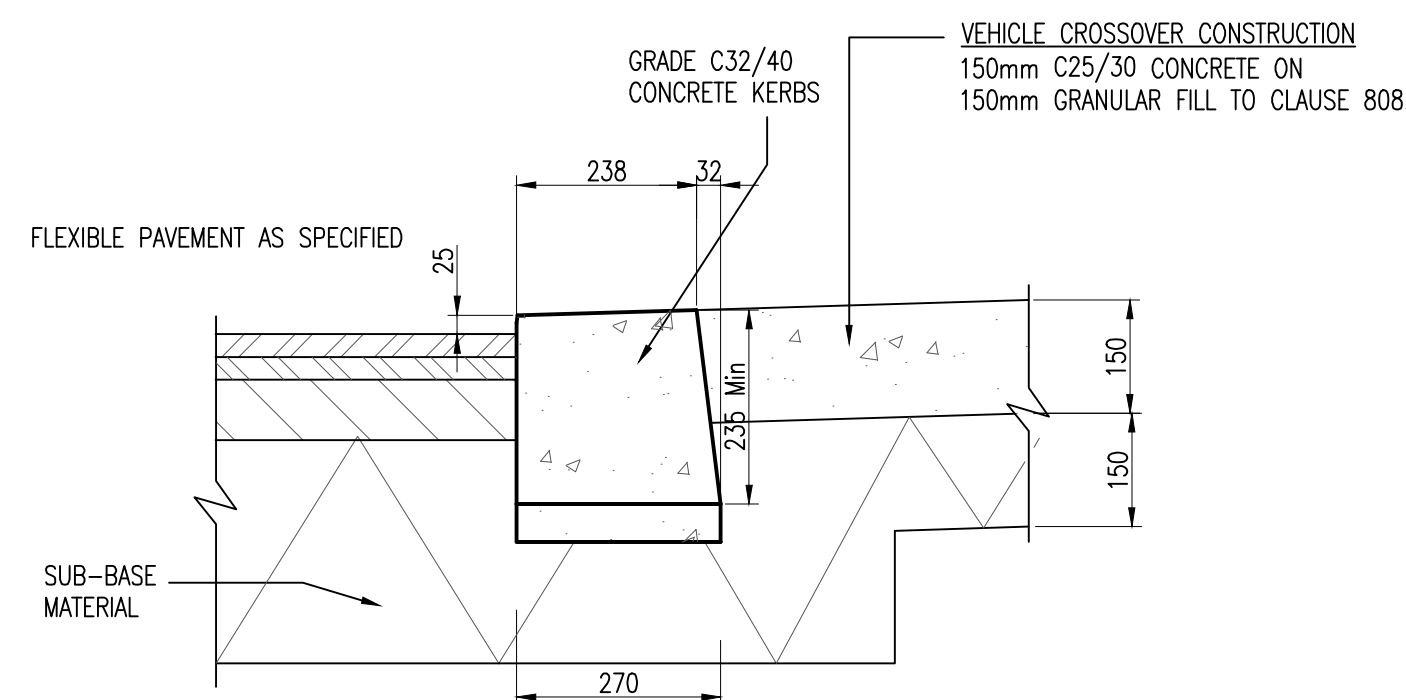
75mm WEARING COURSE 10mm NOMINAL SIZE DENSE
BITUMEN MACADAM.
EDGE OF CARRIAGEWAY TO BE SAW CUT.
PLANE TRIANGULAR PROFILE AND PRIME USING BITUMEN.
ALL JOINTS TO BE SEALED WITH TAR.
ROAD MARKINGS AND CATS EYES AS INDICATED ON
PLAN DRAWING



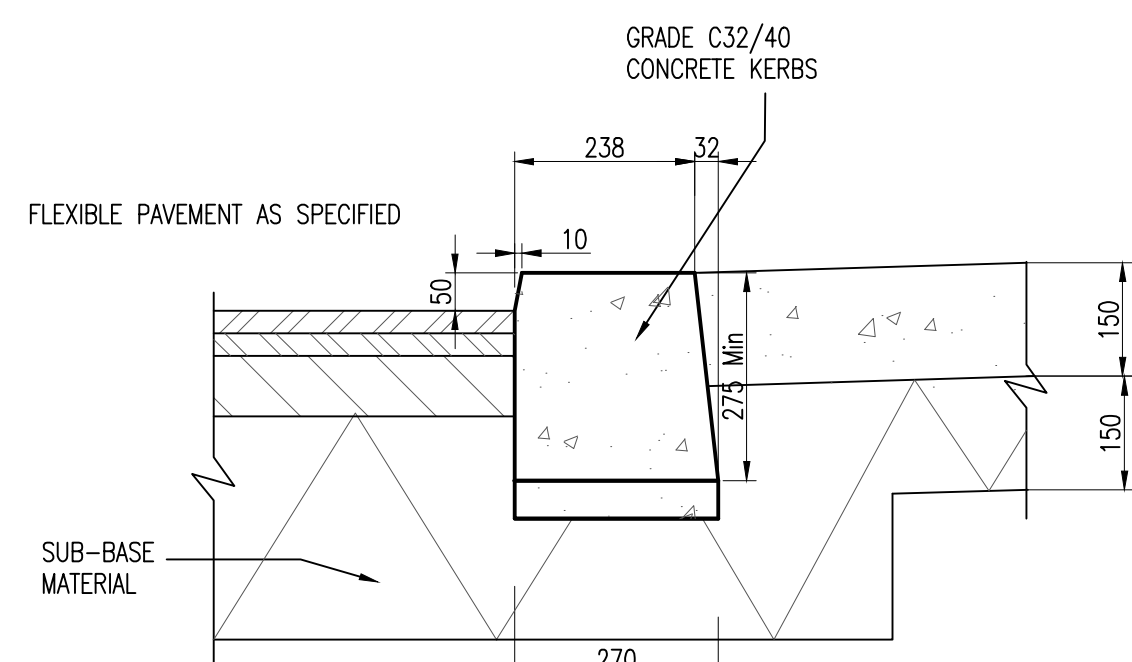
TYPICAL CONSTRUCTION FOR FLAT TOP
PEDESTRIAN FRIENDLY RAMP / RAISED TABLES MAX
HEIGHT 75mm



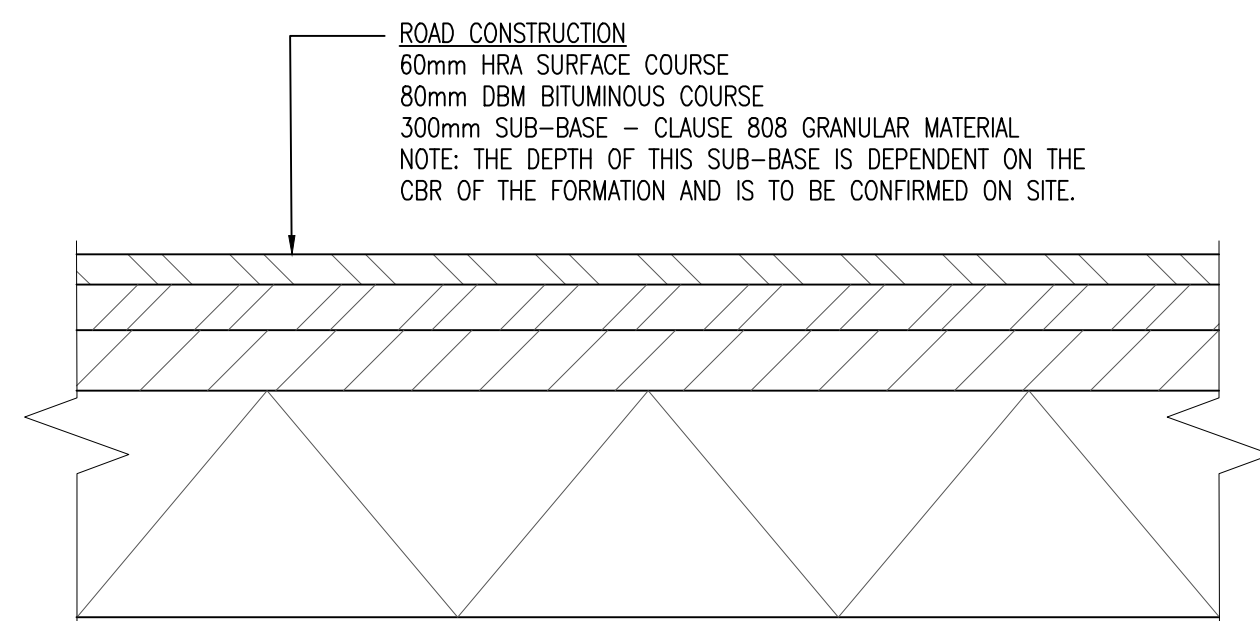
PLAN OF FLAT TOP RAMP FOR PEDESTRIAN FRIENDLY RAMPS / RAISED TABLES



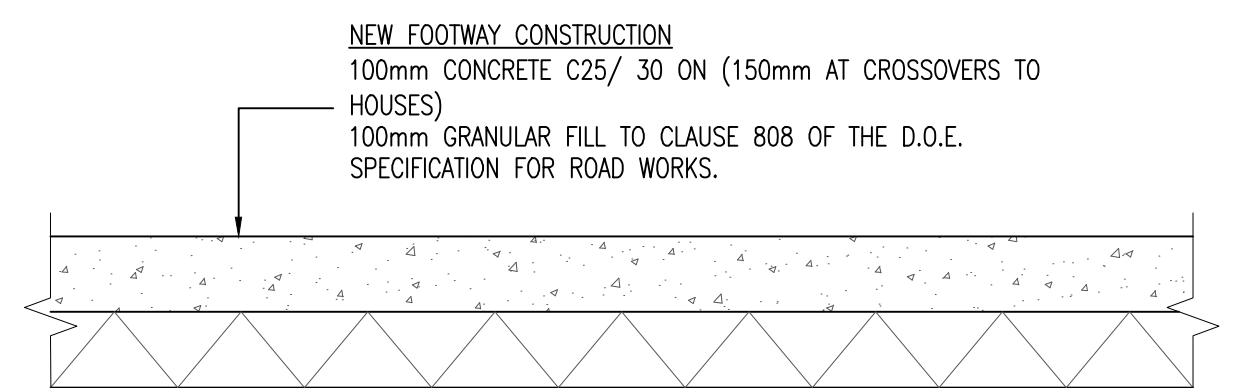
CAST IN-SITU 25mm HIGH KERB AT
VEHICLE CROSSOVER



CAST IN-SITU 50mm HIGH KERB
SCALE 1:10

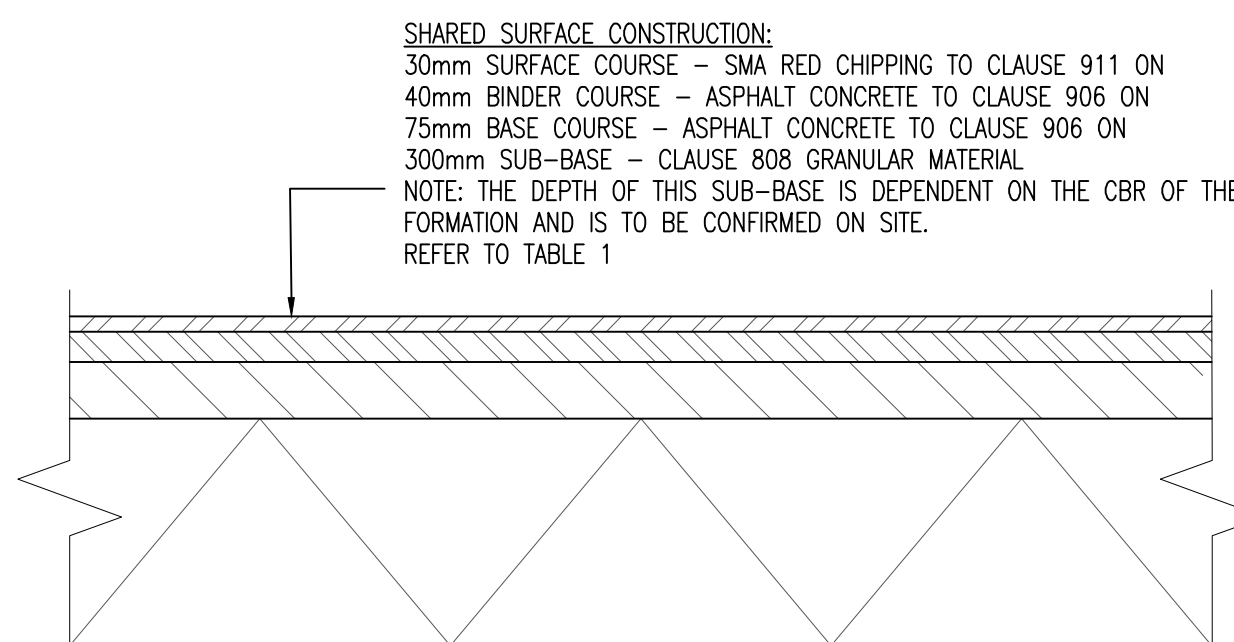


MAIN ACCESS ROAD CONSTRUCTION DETAIL

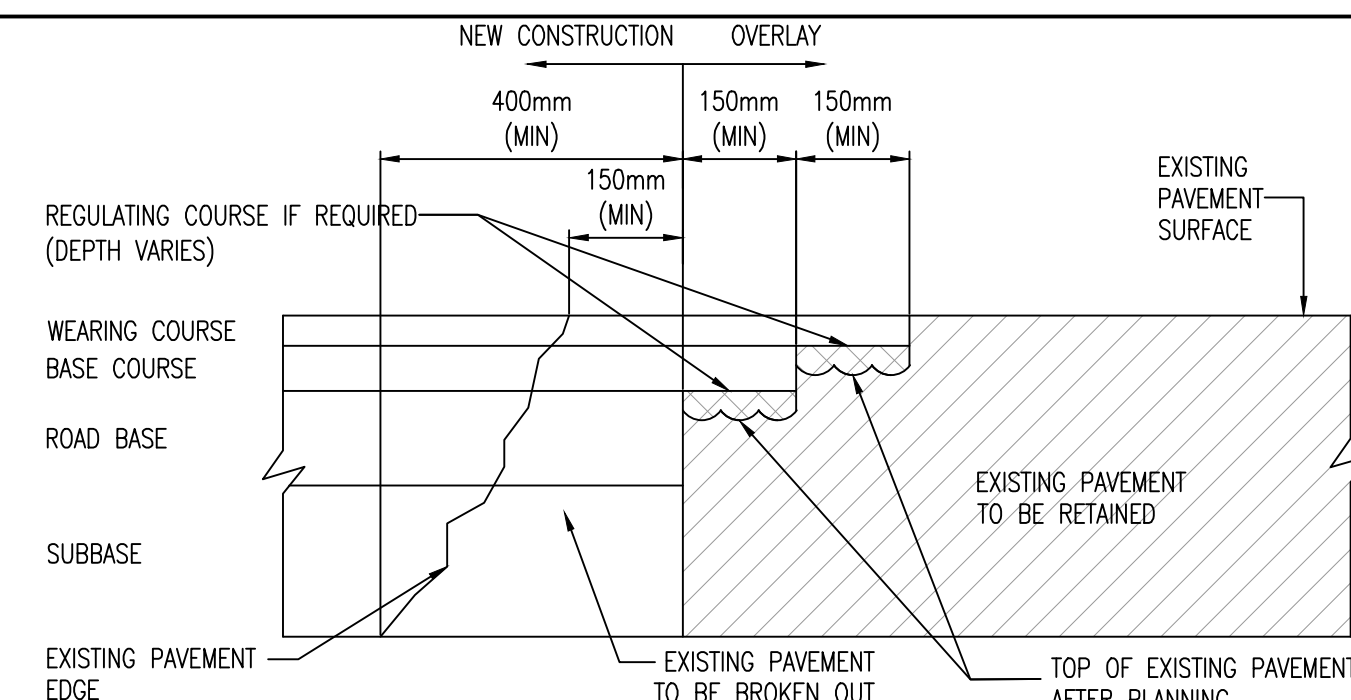


FOOTPATH CONSTRUCTION DETAIL

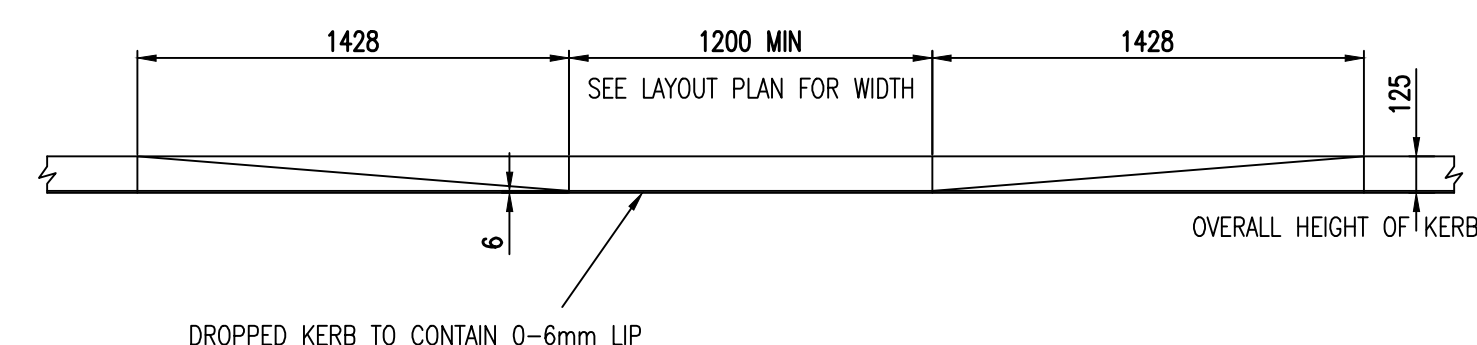
SCALE 1:10



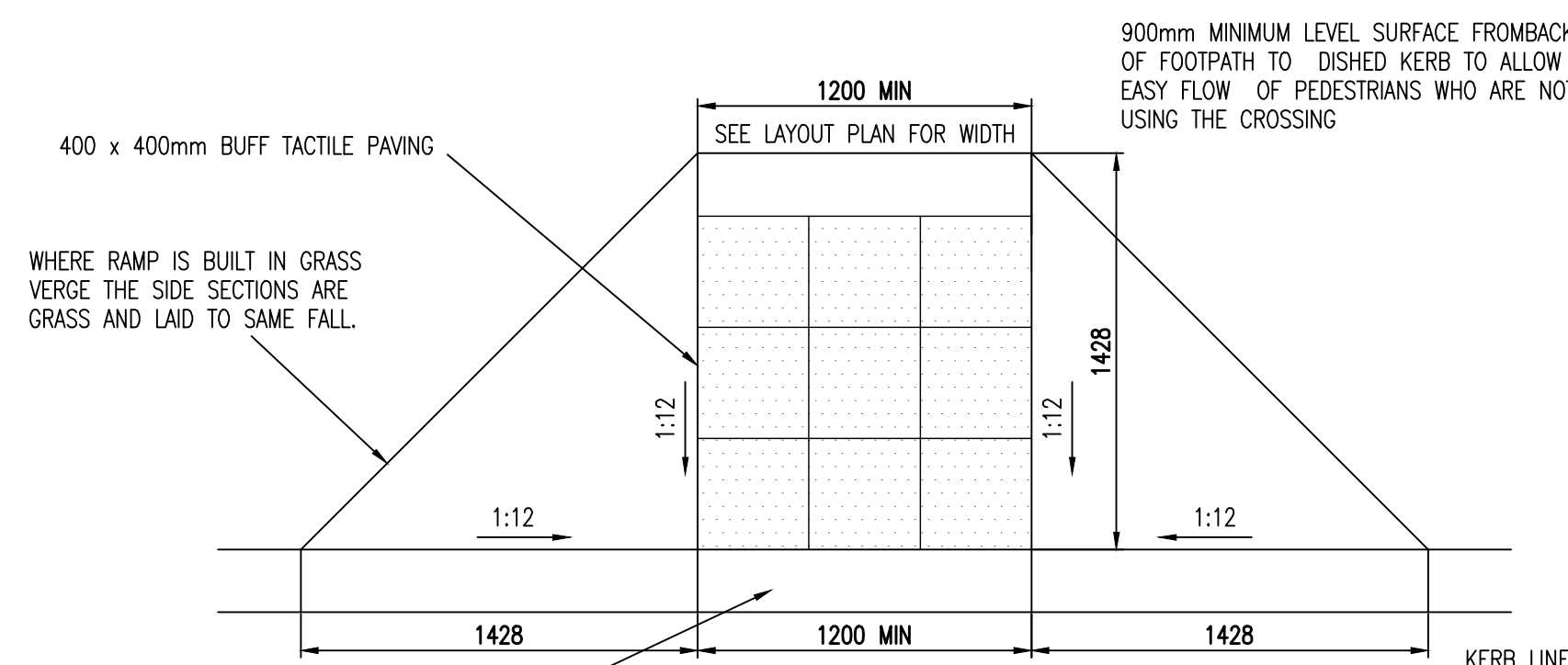
HOMEZONE/SHARED SURFACE CONSTRUCTION DETAIL



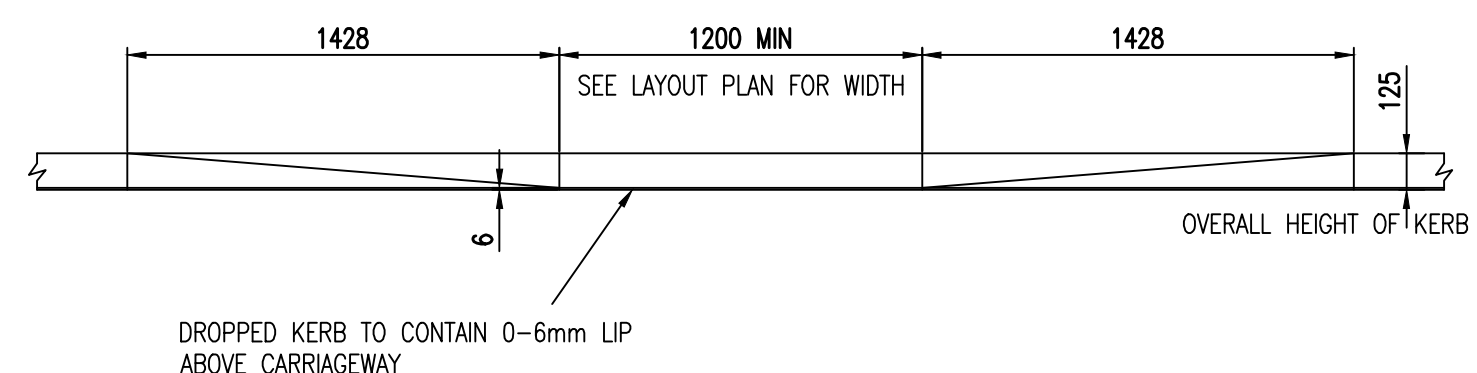
LONGITUDINAL JOINT BETWEEN NEW CONSTRUCTION AND
EXISTING ROAD



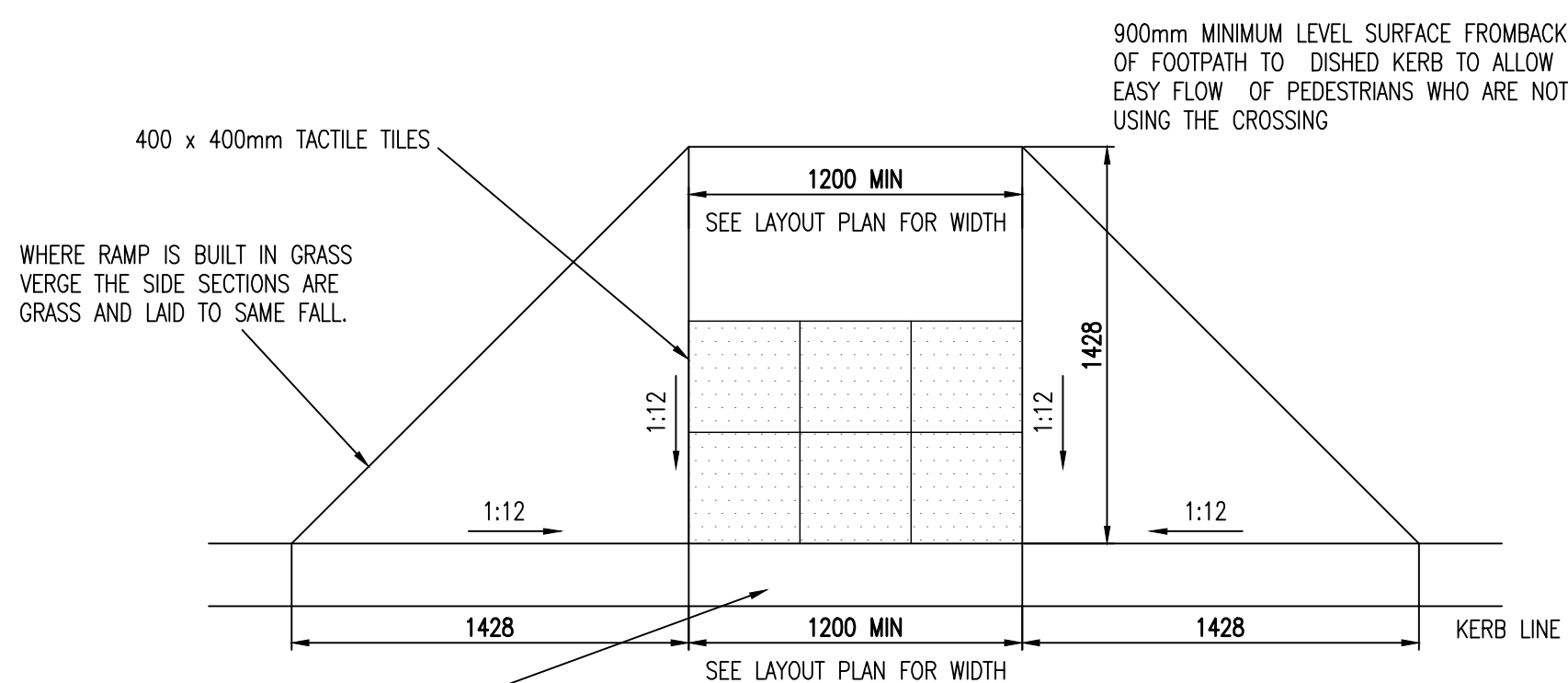
DROP KERB RAMP DETAIL FOR USE
AT IN-LINE UN-CONTROLLED CROSSING
SECTION



DROP KERB FOR USE
AT IN-LINE UN-CONTROLLED CROSSING
PLAN VIEW



DROP KERB RAMP DETAIL FOR USE
AT UN-CONTROLLED CROSSING
SECTION



DROP KERB RAMP DETAIL FOR USE
AT UN-CONTROLLED CROSSING
PLAN VIEW

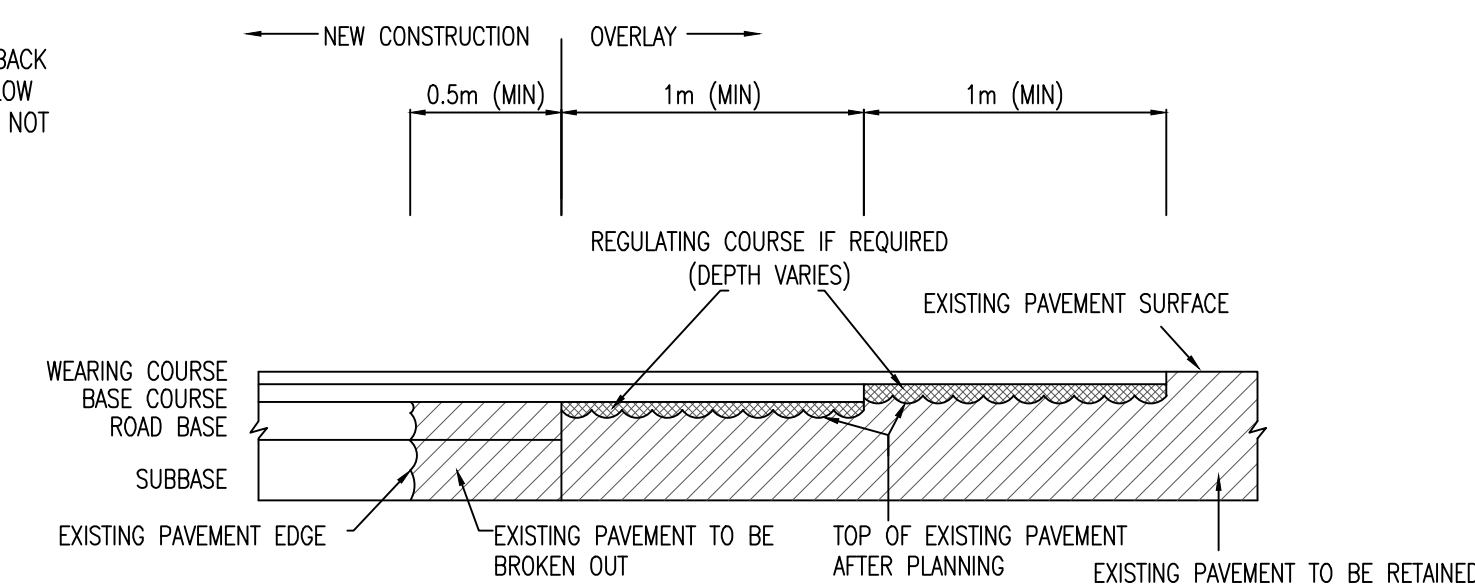
DROP KERB AS PER TRAFFIC MANAGEMENT
GUIDELINES DIAGRAM 13.1 DISHED CROSSING

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

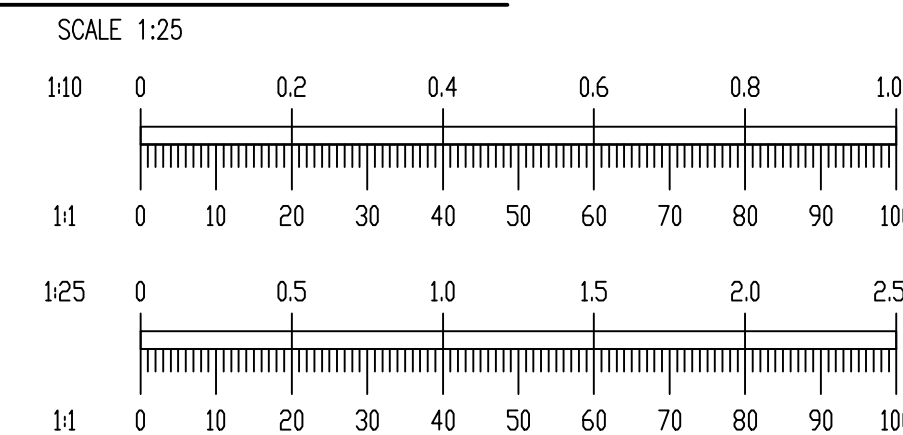
NOTE:- ROAD 1 SUBBASE THICKNESS
C.B.R. TESTS TO BE TAKEN AT A RATE OF EVERY 50m.
ALL C.B.R. RESULTS TO BE SUBMITTED TO THE ENGINEER
PRIOR TO LAYING SUB-BASE FOR APPROVAL.

NOTES FOR TRANSVERSE JOINTING:

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



Rev	Date	Description						By	Ck
Amendments									
Project									
ST. MOCHTA'S LARGE RESIDENTIAL DEVELOPMENT (LRD)									
Title									
ROAD CONSTRUCTION DETAILS									
Client									
CASTLETHORN CONSTRUCTION									
									
BLOCK S, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD, DUBLIN D03 H3F4 IRELAND. Tel: (01) 664 8900 Email: info@waterman-moylan.ie www.waterman-moylan.ie									
Status									
PLANNING									
Designed By		KM	Approved		MD	Waterman Ref		15-038	
Drawn By		NS	Date		APRIL 2025	Scales @ A3		AS SHOWN	
Project		- Originator -	Volume		- Level -	Type -	Role	- Number	Revision
STM-WMC-ZZ		-00-OV-C-		P1110					