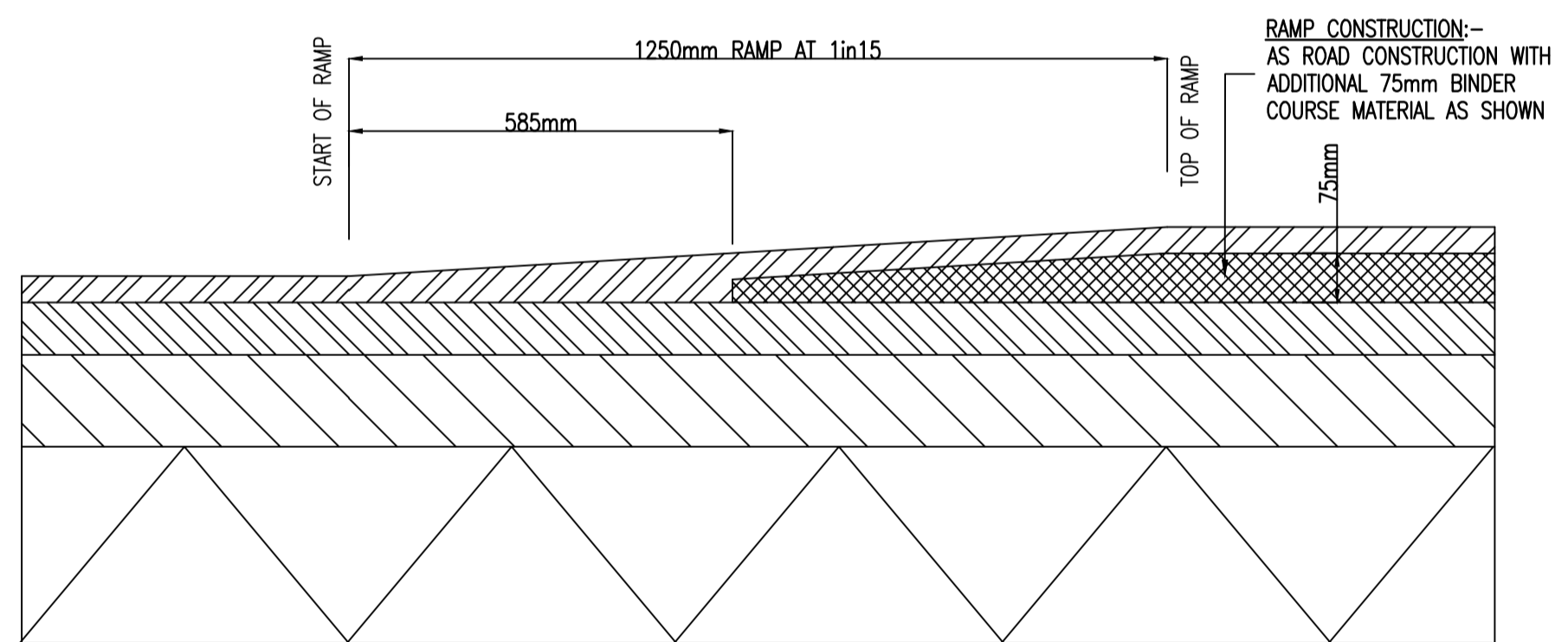
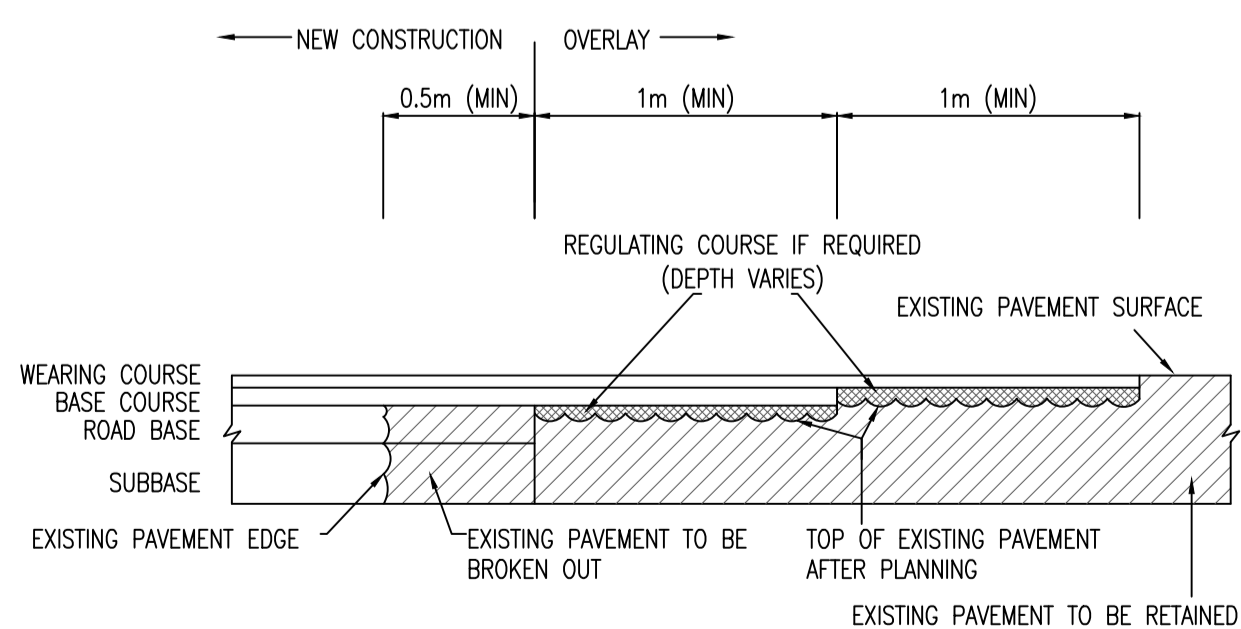


PLAN VIEW
SCALE 1:250 @A1

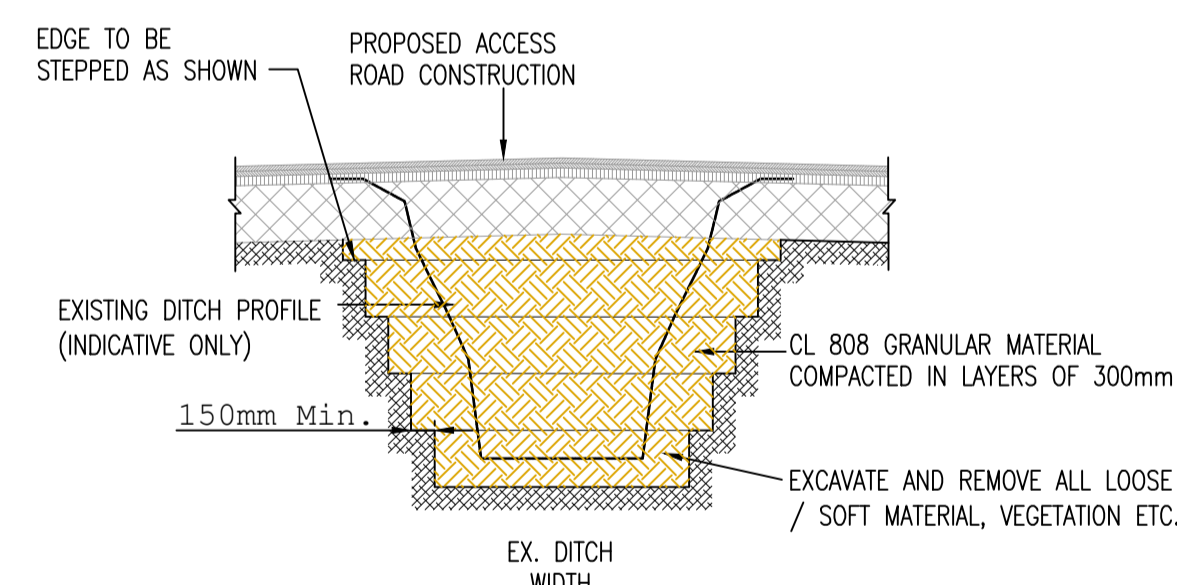


SPEED TABLE AND RAMP CONSTRUCTION DETAIL
SCALE 1:10

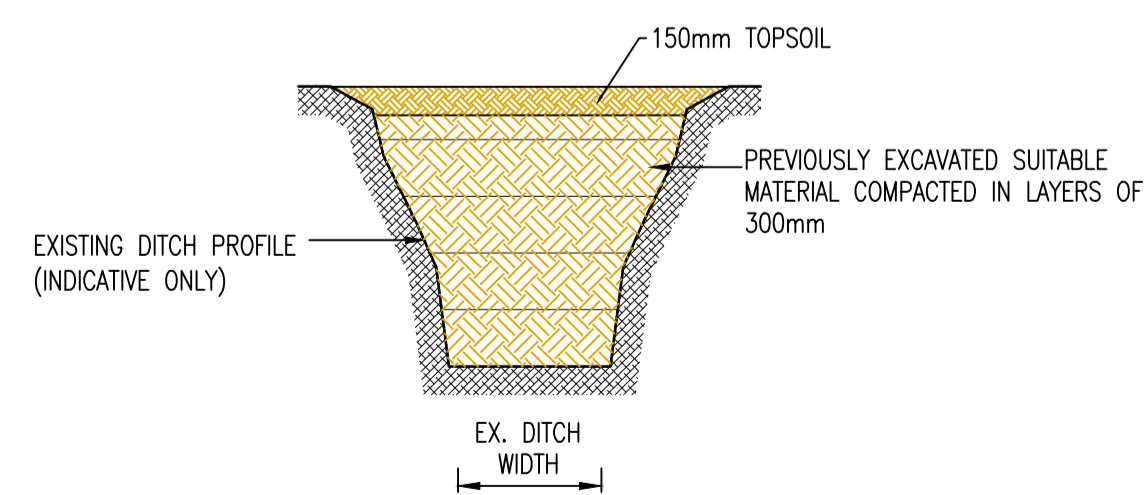
- NOTES FOR TRANSVERSE JOINTING:**
- EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 920.
 - WHERE THE ROAD BASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROADBASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY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



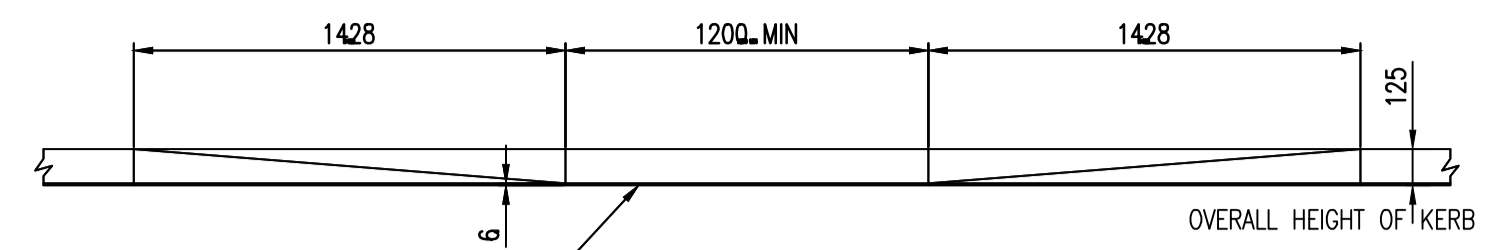
TRANSVERSE JOINT BETWEEN NEW CONSTRUCTION AND EXISTING ROAD
SCALE 1:25



EXISTING DITCH BACKFILL DETAIL UNDER TRAFFICKED AREAS
NTS

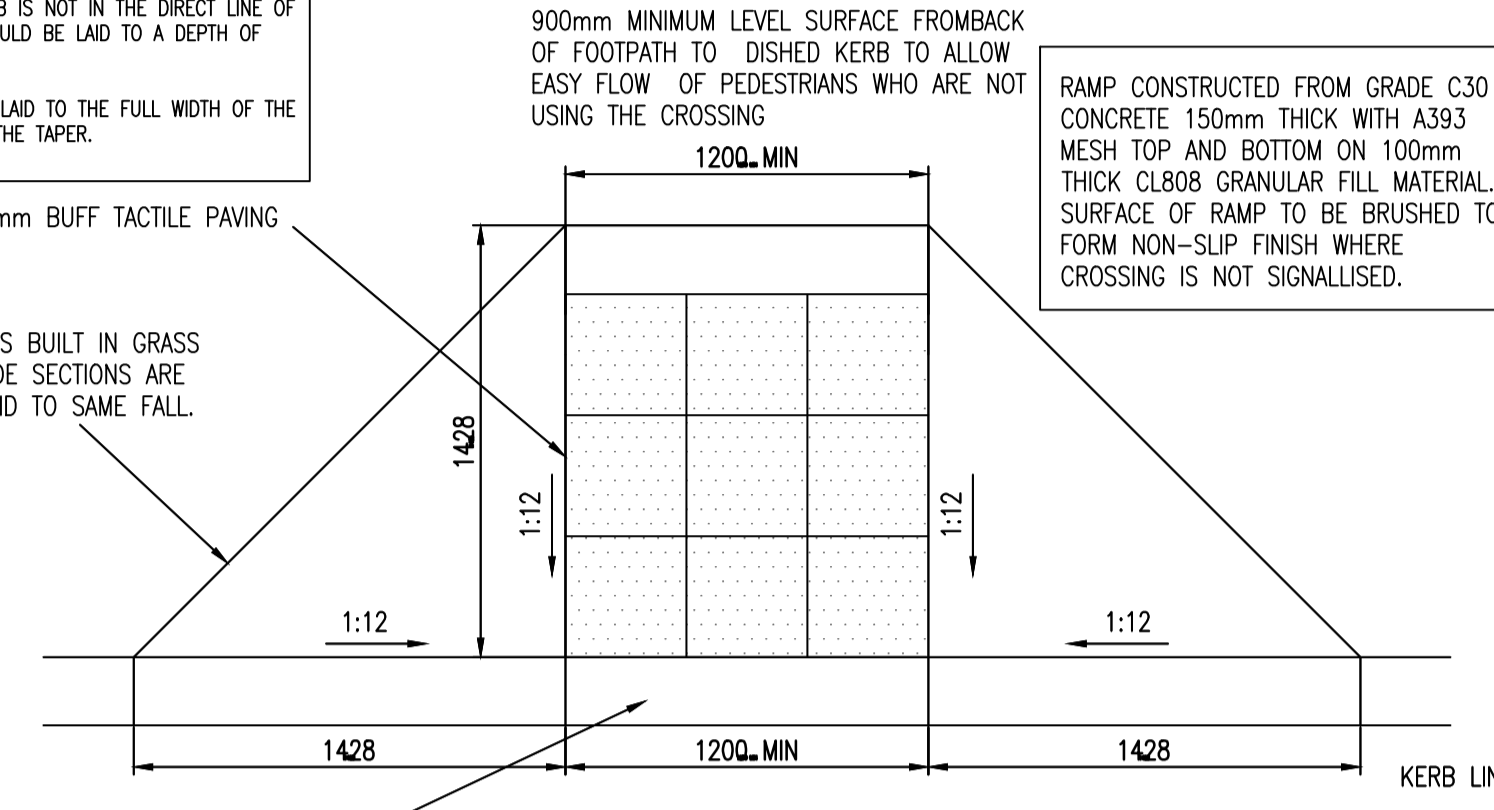


EXISTING DITCH BACKFILL DETAIL UNDER NON TRAFFICKED AREAS
NTS



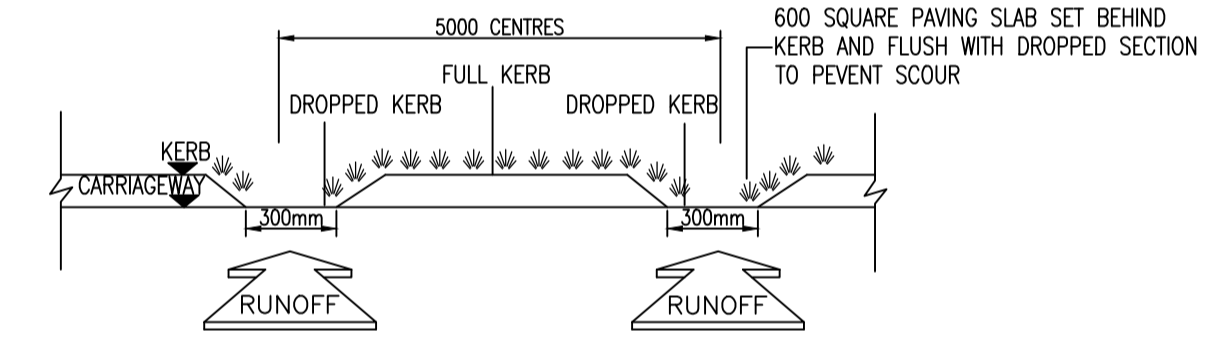
DROP KERB RAMP DETAIL FOR USE AT IN-LINE UN-CONTROLLED CROSSING
SECTION
SCALE 1:25

- NOTE:**
- WHERE THE DROPPED KERB IS IN THE DIRECT LINE OF TRAVEL, THE TACTILES SHOULD BE LAID TO A DEPTH OF 1200mm.
 - WHERE THE DROPPED KERB IS NOT IN THE DIRECT LINE OF TRAVEL, THE TACTILES SHOULD BE LAID TO A DEPTH OF 800mm.
 - THE TACTILES SHOULD BE LAID TO THE FULL WIDTH OF THE DROPPED KERB BUT NOT THE TAPER.



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

DROP KERB AS PER TRAFFIC MANAGEMENT GUIDELINES DIAGRAM 13.1 DISHED CROSSING



KERB INLET ELEVATION OF KERB LINE AT PLANTED SWALE
SCALE 1:25

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

02/08/22	ISSUED FOR PLANNING	NFA	JG
REV. DATE	AMENDMENT	DRN	APPD

STATUS FOR PLANNING ONLY NOT FOR CONSTRUCTION

Waterman Moylan
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CLIENT	GRAFTON ISSUER DAC
ARCHITECT	OMP ARCHITECTS
PROJECT	RESIDENTIAL DEVELOPMENT AT CARRICKMINES GREAT, GLENAMUCK ROAD SOUTH DUBLIN 18
TITLE	ROADS CONSTRUCTION DETAILS SHEET 2 OF 2

DRAWN	DESIGNED	APPROVED	DATE
G.Byrne	IW	JG	JULY 2022
SCALE	JOB NO.	DRG. NO.	REVISION
AS SHOWN @A1	21-111	P016	

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