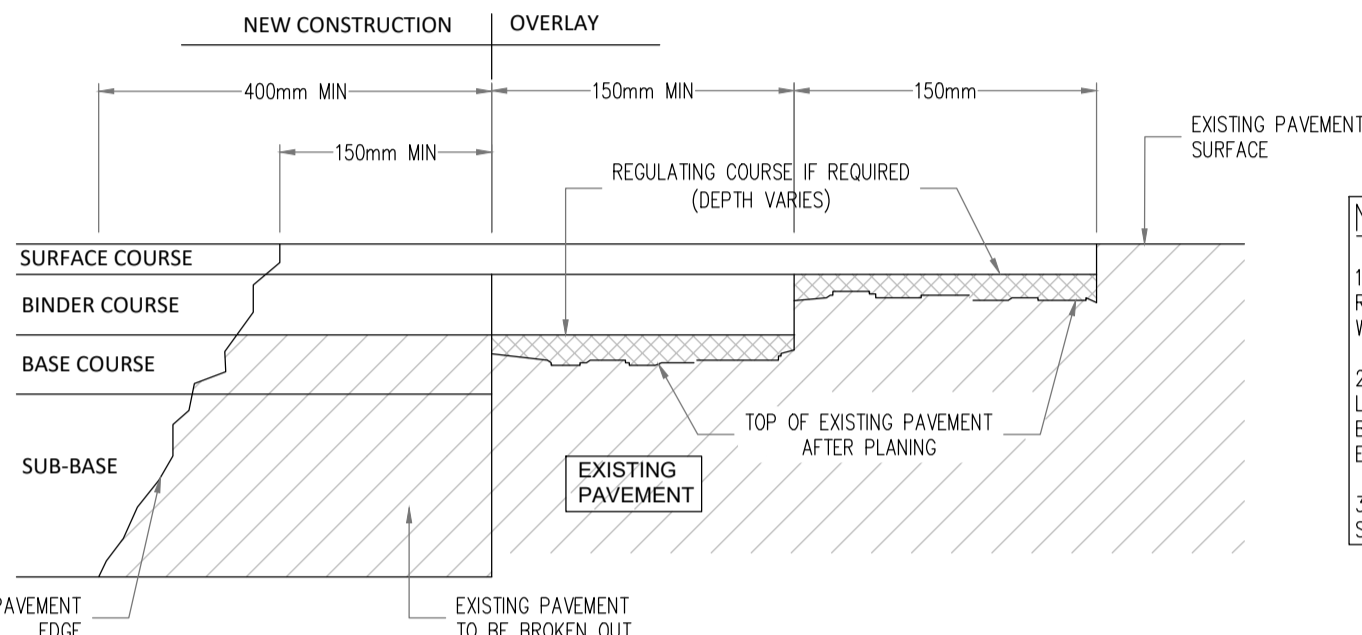


**TRANSVERSE JOINT BETWEEN NEW & EXISTING ROAD TII CC-SCD-00703.**

SCALE: 1:25

- NOTES:**
1. EDGES OF EXISTING CARRIAGE WAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 10.
  2. WHERE THE ROAD BASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROAD BASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 1m MIN. WITH THE BINDER AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 1m MIN. RESPECTIVELY.



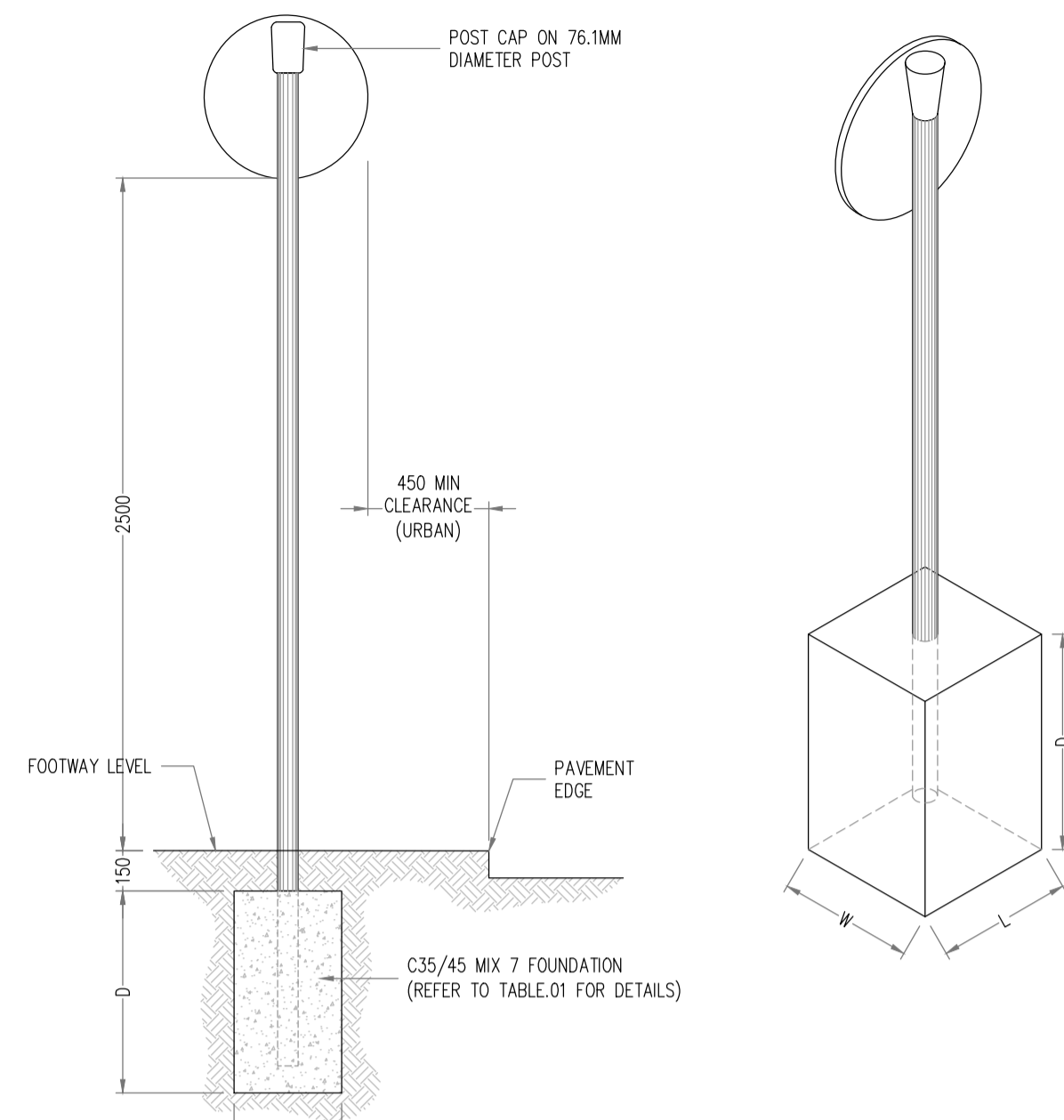
**LONGITUDINAL JOINT BETWEEN NEW AND EXISTING ROAD TII CC-SCD-00704.**

SCALE: 1:25

- NOTES:**
1. EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 400mm WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 10.
  2. WHERE THE ROAD BASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROAD BASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 150mm MIN. WITH THE BINDER COURSE AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 150mm MIN. RESPECTIVELY.
  3. CUTBACK AND BENCHING IN SHALL BE INCREASED AS NECESSARY UNTIL SOUND CLEAN MATERIAL IS ENCOUNTERED.

**NOTE:**

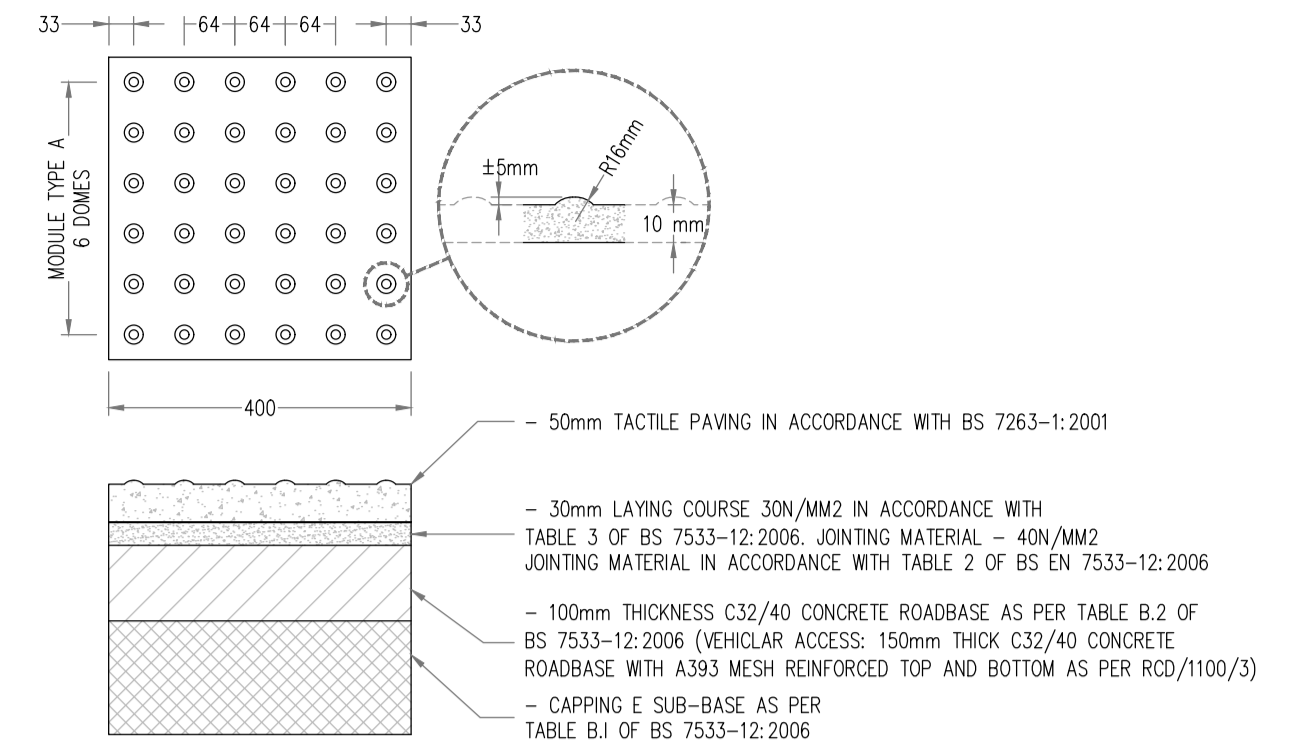
1. ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE.
2. ALL STEELWORK TO BE GRADE S235 J2 IN ACCORDANCE WITH IS EN 12899-1.
3. ALL STEELWORK TO BE HOT-DIP GALVANIZED IN ACCORDANCE WITH IS EN ISO 1461.
4. CHECK THE UNDERGROUND SERVICES AT AN EARLY STAGE (AND ACCOMMODATE AS MAY BE NECESSARY).
5. REFER TO TRAFFIC SIGN MANUAL FOR ALL STANDARD DIMENSIONS.
6. POST EMBEDMENT TO BE 0.75xD
7. ORIENTATION OF SIGN:
  - ON A STRAIGHT ROAD - HORIZONTAL AXIS 90° AWAY FROM THE GENERAL ALIGNMENT OF THE LEFT-HAND SIDE OF THE CARRIAGEWAY
  - ON A RIGHT-HAND BENDS - 90° ANGLE TO A LINE TANGENTIAL TO THE LEFT-HAND EDGE OF CARRIAGEWAY
  - ON A LEFT-HAND BENDS - 90° FROM A LINE JOINING THE EDGE OF CARRIAGEWAY 200m IN ADVANCE OF THE SIGN



**TRAFFIC SIGN (Single Post)**

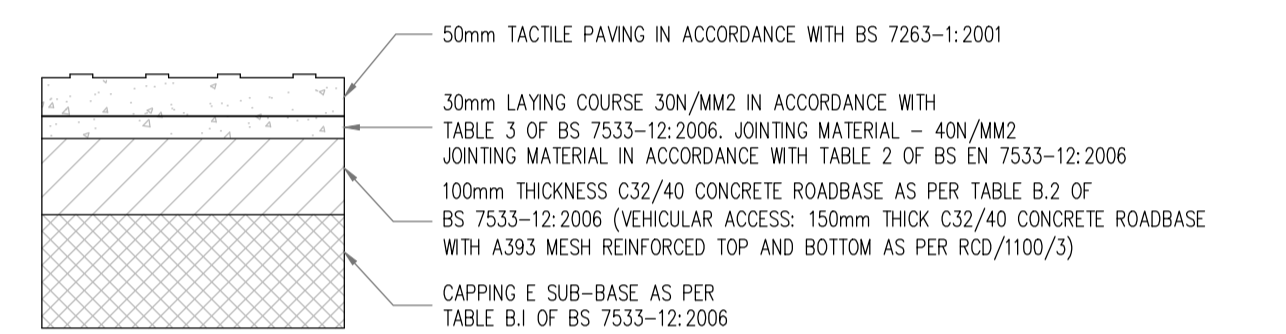
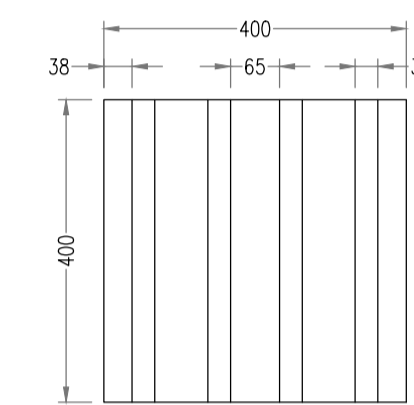
SCALE: N.T.S.

SUMMARY	TRADITIONAL FOUNDATION OPTION 1			TRADITIONAL FOUNDATION OPTION 2			PLANTED FOUNDATION		POST DETAILS		
	L	W	D	L	W	D	Ø	D	Ø	WALL THICKNESS	TYPE
SIGN FACE AREA											
±0.283 m <sup>2</sup> (Ø600mm)	0.75	0.40	0.55	0.55	0.55	0.55	0.40	0.50	76.1	3.2	CHS
0.283sAREA±0.5625m <sup>2</sup> (BETWEEN 600Ø & 750x750)	0.75	0.65	0.65	0.70	0.70	0.70	0.40	0.65	76.1	3.2	CHS
0.5625sAREA±1.189m <sup>2</sup> (750x750 TO 940x1265m <sup>2</sup> )	1.00	0.75	0.50	0.80	0.80	0.80	0.40	0.75	76.1	3.2	CHS



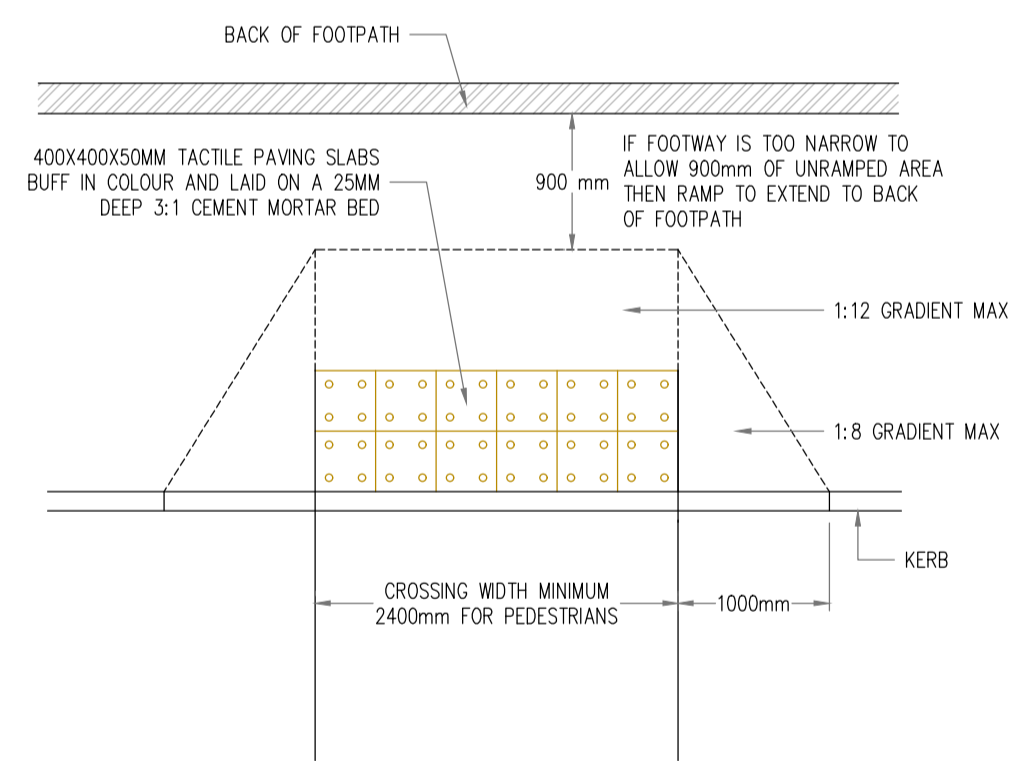
**TACTILE PAVING AT CONTROLLED/UNCONTROLLED PEDESTRIAN CROSSINGS**

SCALE: 1:10



**CORDUROY TACTILE PAVING AT CONTROLLED PEDESTRIAN CROSSINGS.**

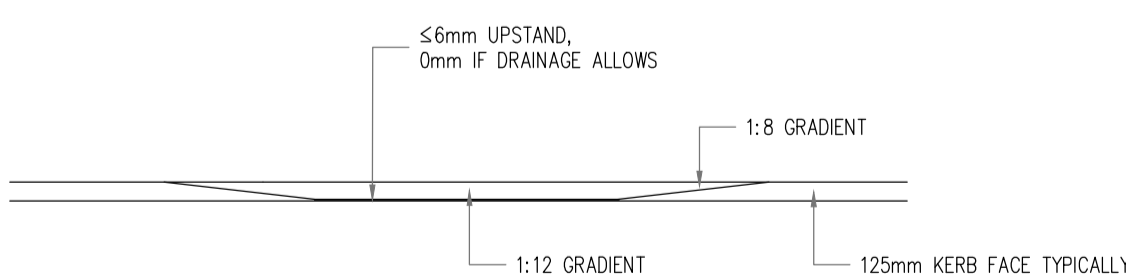
SCALE: 1:10



**TACTILE PAVING PLAN AT UNCONTROLLED PEDESTRIAN CROSSINGS.**

SCALE: 1:50

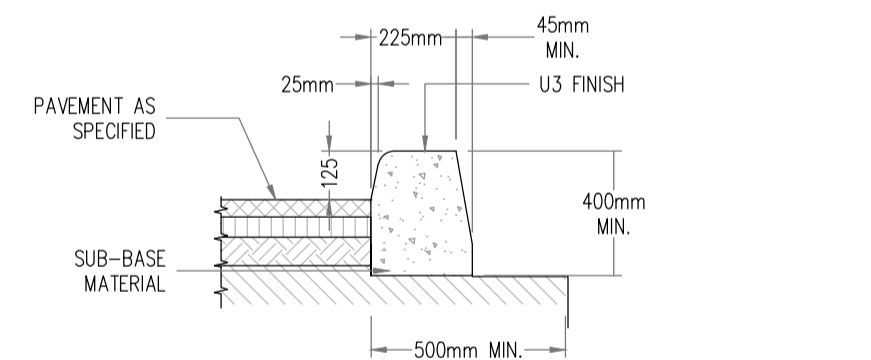
- NOTES: (UNCONTROLLED)**
1. TACTILE PAVING SLABS 400x400mm BUFF IN COLOUR.
  2. CONFIGURATION TO BE 2 ROWS, OF 6 NUMBER WIDE, 400mm sq. TACTILE TILES ON BOTH SIDES OF THE ROAD.
  3. THE TACTILE DOMES ON THE TILES MUST BE LINED UP TO GIVE THE DIRECTION OF TRAVEL IN ORDER TO CROSS THE ROAD STRAIGHT.
  4. UTILITY/SERVICE BOXES SHOULD NOT BE LOCATED IN TACTILE PAVED AREAS WHERE POSSIBLE.
  5. TACTILE SLABS SHALL BE CUT SO AS TO MINIMIZE THE CREATION OF SLIVERS ALONG THE KERBLINE.
  6. ANY GULLIES IN THE CROSSING TO BE RELOCATED.
  7. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
  8. ALL CLAUSE REFERENCES RELATE TO VOLUME 1 SPECIFICATION FOR ROAD WORKS (TI).



**TACTILE PAVING ELEVATION.**

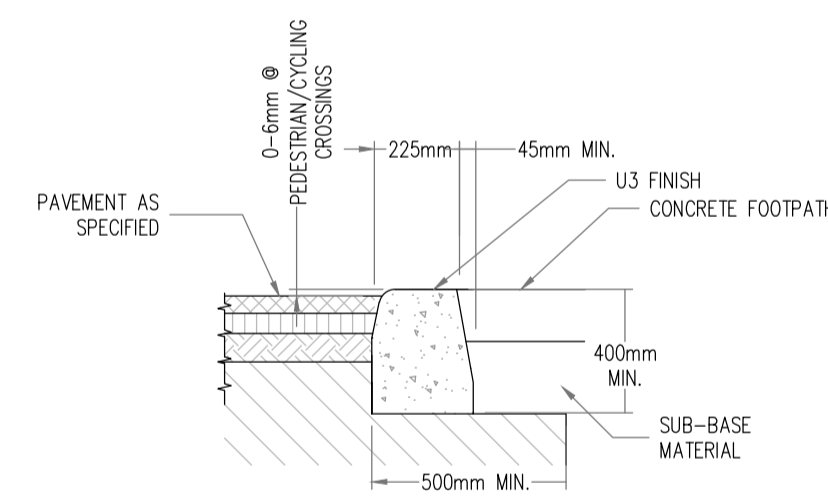
SCALE: 1:50

- NOTES:**
1. IN SITU CONCRETE KERBS SHALL COMPLY WITH THE RECOMMENDATIONS OF B.S. 5931.
  2. KERBS SHALL BE PROTECTED FROM THE EFFECTS ADVERSE WEATHER UNTIL CURED.
  3. DROP KERB HEIGHT VARIES FROM 15-25mm FOR VEHICULAR ACCESSES AND 0-6mm FOR PEDESTRIAN CROSSINGS.
  4. CONCRETE SHALL BE C32/40, EXPOSURE CLASS XF4 TO TI SP11 CLAUSE 1106. MAX W/C RATIO 0.5 & MIN. CEMENT CONTENT 340kg/m<sup>3</sup>.
  5. VERTICAL EXPANSION JOINTS AT 40m SPACING & INTERMEDIATE CONTRACTION JOINTS AT 5m SPACING.



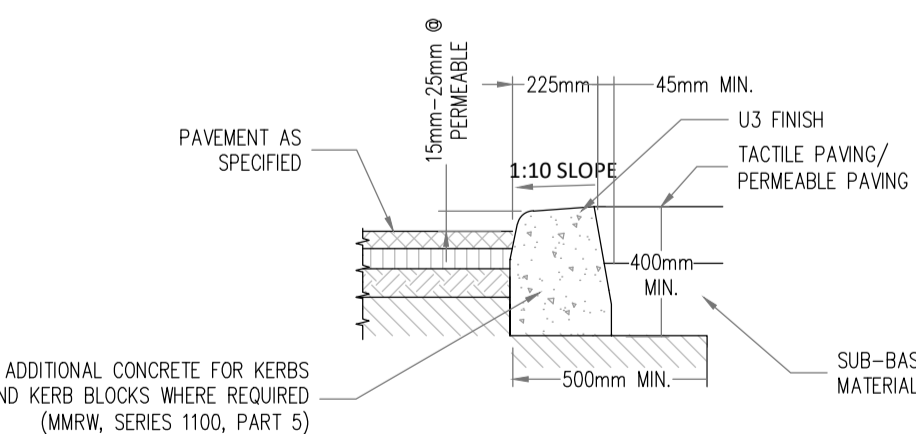
**KERB DETAIL AT 125mm SHOW**

SCALE: 1:20



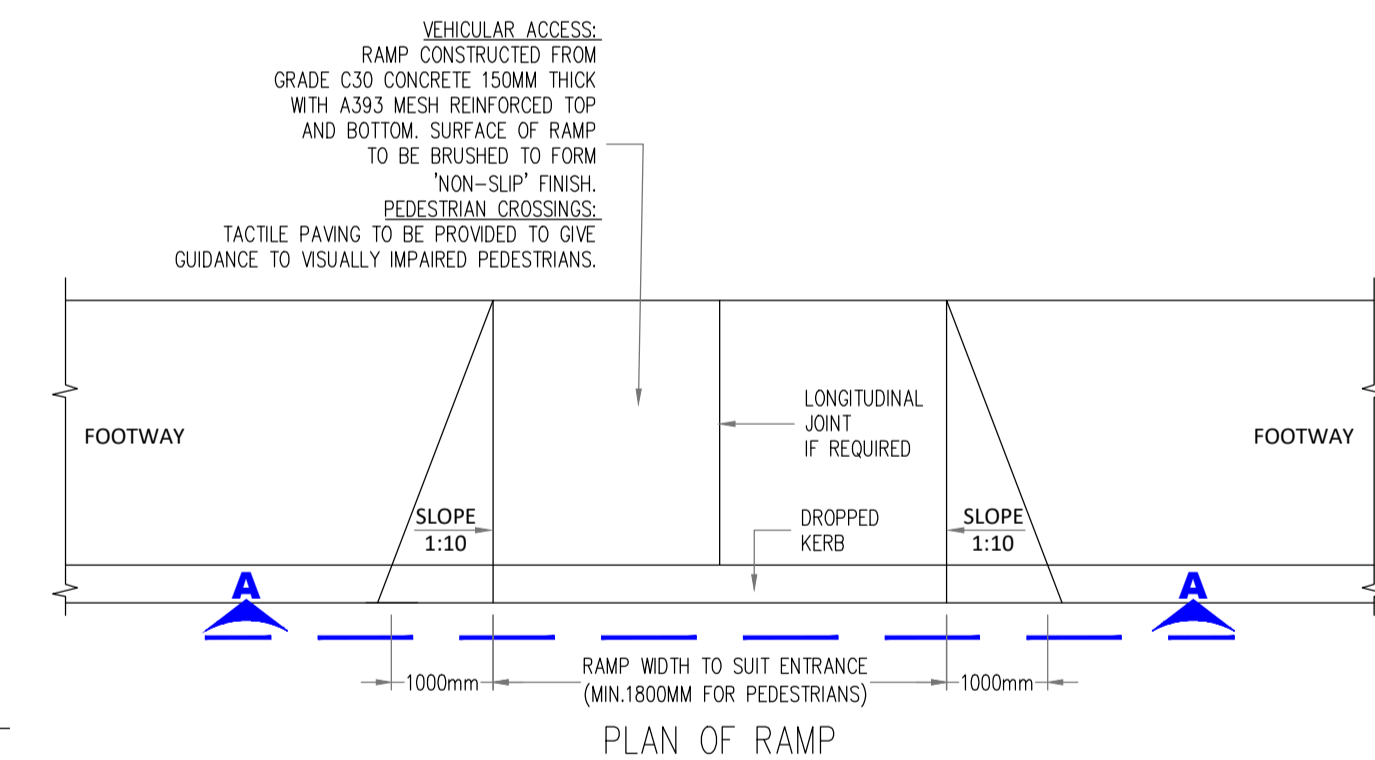
**KERB DETAIL AT PEDESTRIAN/CYCLING CROSSINGS.**

SCALE: 1:20

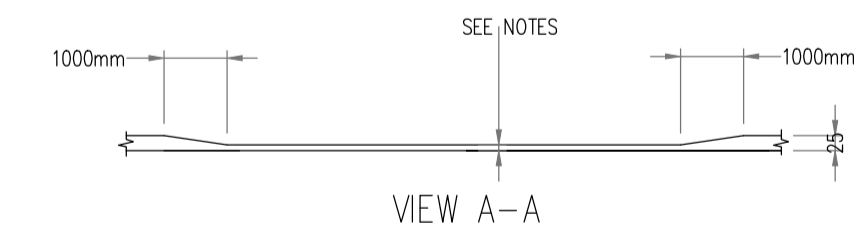


**KERB DETAIL AT CAR PARKING BAYS**

SCALE: 1:20



**PLAN OF RAMP**



**VIEW A-A**

- NOTES:**
1. A RAISED LIP OF 25mm SHOULD BE USED FOR VEHICULAR ENTRANCES.
  2. A RAISED LIP OF 0 - 6mm SHOULD BE USED FOR PEDESTRIAN CROSSINGS.
  3. REFER TO TII CC-SCD-01101 FOR PRE-CAST KERB DIMENSIONS.
  4. REFER TO TII CC-SCD-01101 FOR IN-SITU CONCRETE KERB DIMENSIONS.
  5. TACTILE PAVING IS TO BE PROVIDED AT ALL PEDESTRIAN CROSSINGS, ADVICE ON THE EXACT LOCATION AND DIMENSIONS CAN BE FOUND FROM THE UK DEPARTMENT FOR TRANSPORT, MOBILITY INCLUSION UNIT DOCUMENT, "GUIDANCE ON THE USE OF TACTILE PAVING"

**DROPPED KERB RAMP CC-SCD-01103**

SCALE: 1:20

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- NOTES**
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  2. This drawing to be read in conjunction with all other Architectural and Engineering drawings and all other relevant drawings and Specifications.
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Rev. No.	Date	REVISION NOTE	Dr. By	Chkd. By
P1	03.03.2022	ISSUED FOR PLANNING STAGE 3	JS	OS

Architect	JFOC Architects
Project	Edmondstown Lands
Title	Road Details
Dwg. No.	EDM-CSC-GF-XX-DR-C-0026
Date	OCT 2021
Dr. by	JS
Chkd. by	OS
Aprvd. by	OS
Scale	AS SHOWN@A1
Revision	P1

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ISO 14001:2004  
ISO 50001:2011  
OHSAS 18001:2007