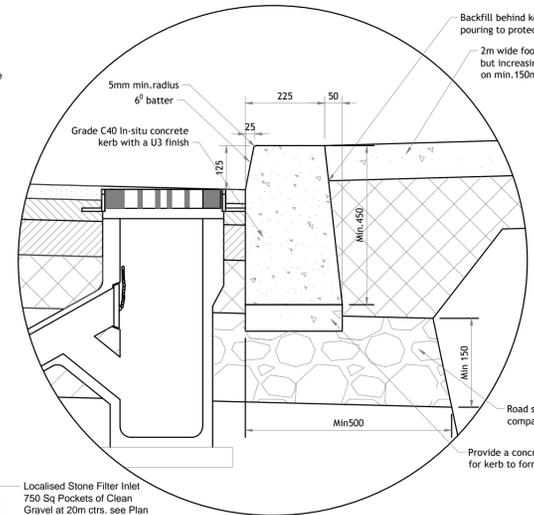
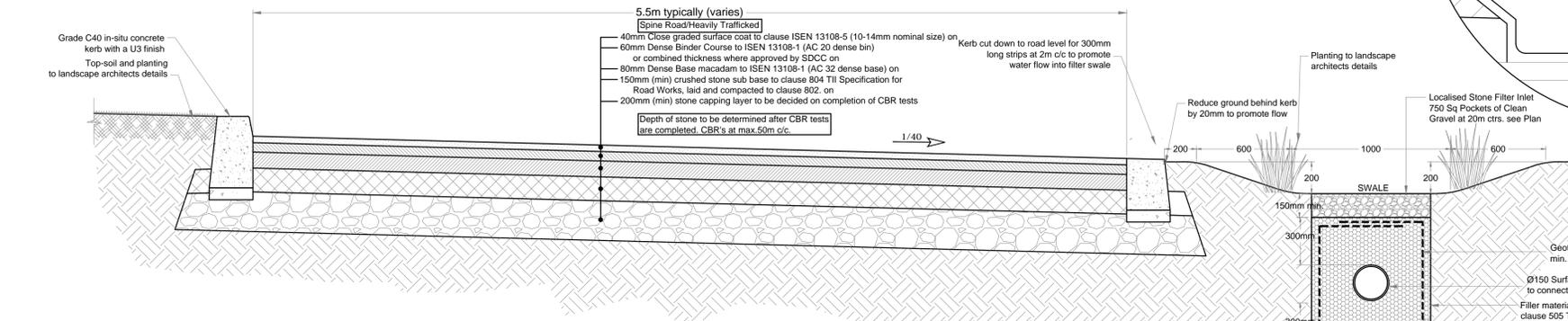


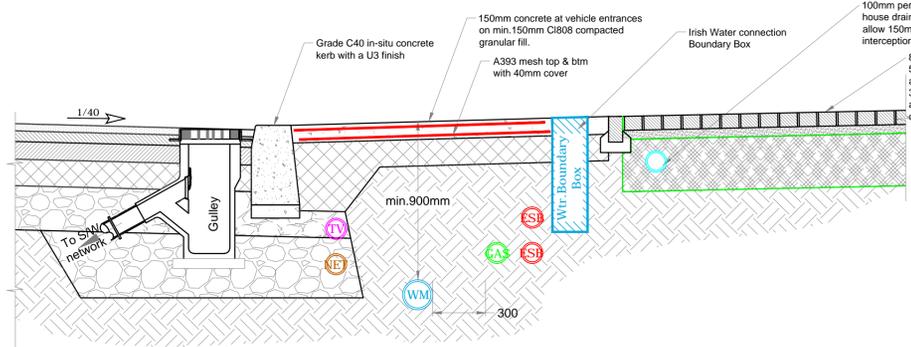
Typical Section Double Camber Access Road
Scale 1:20



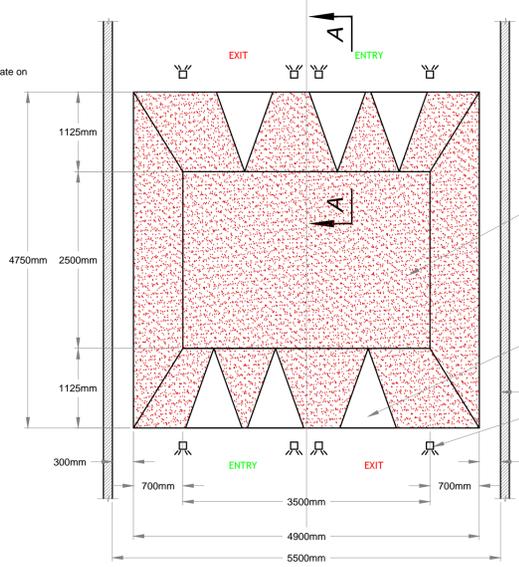
Typical In-Situ Concrete Kerb
Scale 1:10



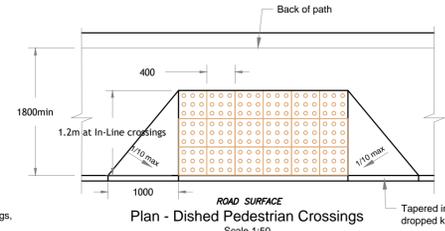
Typical Section Single Camber Access Road Draining to Filter Swale
Scale 1:20



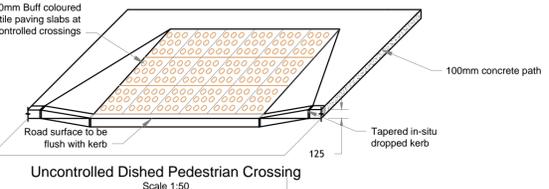
Typical Section Dropped Kerb to Vehicular Entrance
Scale 1:20



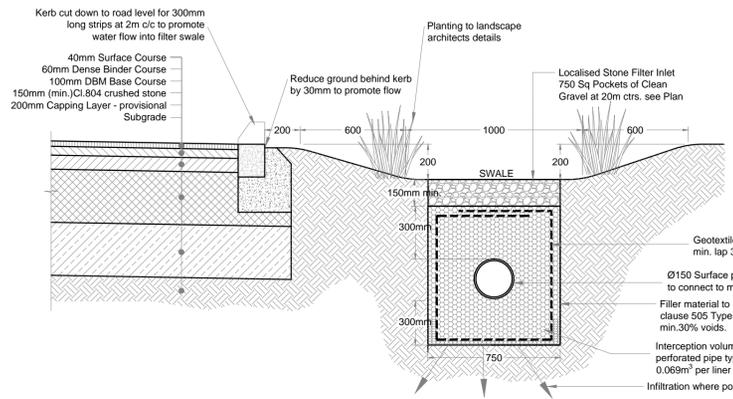
Plan of Traffic Platform
Scale: 1:50



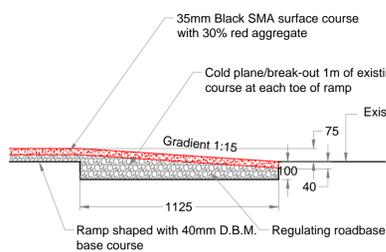
Plan - Dished Pedestrian Crossings
Scale 1:50



Uncontrolled Dished Pedestrian Crossing
Scale 1:50

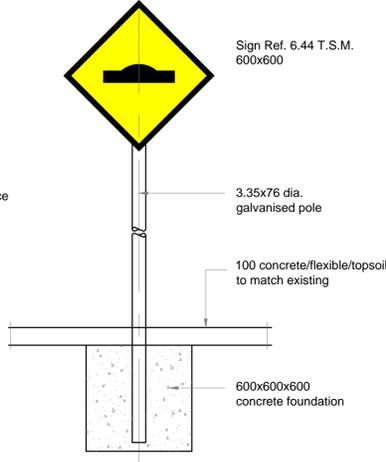


Section B-B Typical Roadside Filter Swale
Scale 1:20



Section A-A
Scale: 1:20

- Notes
- Place 4 No. Road Studs on each approach to the ramp, 2 at 700mm from the kerb and 2 at 125mm from the centre line.
 - 1 No. warning sign (6.44 TSM) on each approach to ramp located 15m approx. from platform on left hand side



Warning Sign
Scale: 1:20

- NOTES:**
- Read in conjunction with all relevant Architect's and Engineer's drawings and specification. All setting out to be done from the Architect's drawings. Do not scale the drawing.
 - The contractor shall establish, by slit trenches, by liaison with the various utilities and by scanning, the location of the existing services, so that the work can be carried out in a safe and efficient manner.
 - The contractor shall prepare a traffic management plan and agree it with the Local Authority, prior to commencement of work on site.
 - Soft areas and loose uncompacted areas to be excavated and replaced with stone capping layer, Class 6F1 or 2 to the TII Specification for Road Works, as amended by the specification, compacted in layers to clause 612.
 - All services, including manhole covers and gullies must be installed before the wearing course is placed. No patch work permitted.
 - Concrete in footpaths to be Mix E to specification and Mix F in kerb beds and haunch. Form A should be given to the concrete supplier.
 - Sub base to be blinded with a thin layer of non plastic quarry screenings, where necessary, maximum thickness to be 20mm.
 - Double road gullies must be placed at low points to eliminate ponding. Close gullies in the direction of the traffic flow.

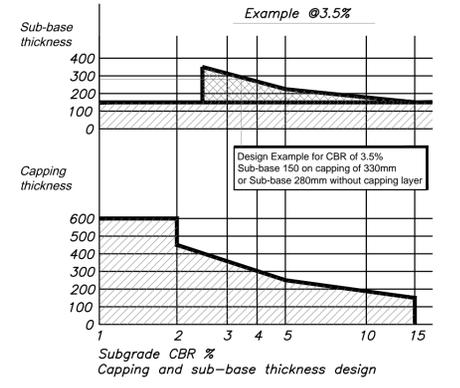
ROAD SPECIFICATION FOR ASPHALT ROAD:

- Surface Course - One of following:
A- 40mm HRA in accordance with CI.911.915.943 of SRW laid and compacted in accordance with CI.903, or
B- 40mm PMSMA in accordance with CI.942 of SRW laid and compacted in accordance with CI.903. Mixture resignation/material SMA 10 surf PMB 65/105-60 des. min.polished stone value PSV 55, min.agg.abrasion value AA/V12, binder penetration 40/60
- Binder Course: 60mm in accordance with CI. 929.930.937.943 of SRW laid and compacted in accordance with C.903. AC20 HDM bin 40/60 des.
- Base: 80mm in accordance with CI.906.907.929.930 of SRW laid and compacted in accordance with CI.903. AC HDM base 60/60 des.
- Sub-Base - 200mm (min) crushed stone sub base to be to clause 804 and grading to be in accordance with the TII Specification for Road Works, Class 6F2 and laid and compacted to clause 802. All stone to be certified for the end use for additional properties as per the requirements of SR21:2014 Annex E. Where no capping layer is required the depth shall be increased to 225mm minimum.
- Stone capping layer to be decided on completion of CBR tests. Capping layer should be to Class 6F 2 to the TII Specification for Road Works, compacted in layers to clause 612. Capping layer may be omitted, for CBR values between >5%.
- Granular filling material, to Class 6F2 certified for end use to the requirements of SR21 as above. It shall be used to make up levels below the hardcore. Each layer shall be compacted with approved mechanical equipment in accordance with clause 612 of the TII Specification. Generally the layers shall not exceed 150mm thick.
- Hardcore and granular fill shall be obtained from a independently tested and approved quarry. The stone shall be certified as being not subject to swelling and in accordance with SR21:2014 Annex E. Samples of Granular Fill to be taken from site and to be tested at a frequency to be agreed but minimum of 1 No sample per 125m² for roads/paths.
- CBR tests to be carried out at a maximum of 50 m² c/c.
- Terram is required generally in low CBR and wet areas.
- Tensar Geogrid required where CBR<2%.

- Macadam Car park construction:**
- 30mm of close graded surface coat macadam to ISEN 13108-5 (10mm nominal size) on
 - 60mm Dense Binder Course to ISEN 13108-1 (AC 20 dense bin)
 - 150mm (min) crushed stone sub base to clause 804 TII Specification for Road Works, laid and compacted to clause 802. Increase to 225mm where no capping layer is required, on
 - 200mm (min) stone capping layer to be decided on completion of CBR tests

CBR%	<2	2	3	4-15	16+
Depth	350	250	200	150	0

NOTE: Use Terram geotextile generally where formation is wet. Use Tensar Geogrid in road at locations where CBR <2%. Refer to SI report for locations of CBR's.



Example @ 3.5% Capping and sub-base thickness design

REV DATE DESCRIPTION

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Project
BOHERBOY

Drawing Title
ROAD DETAILS

Architect
MCORM & Davey Smith

Date	Drawn By	Scales	Dwg.No.	Stage	Rev
May '20	RM	As Shown	1324B/320	PLANNING	