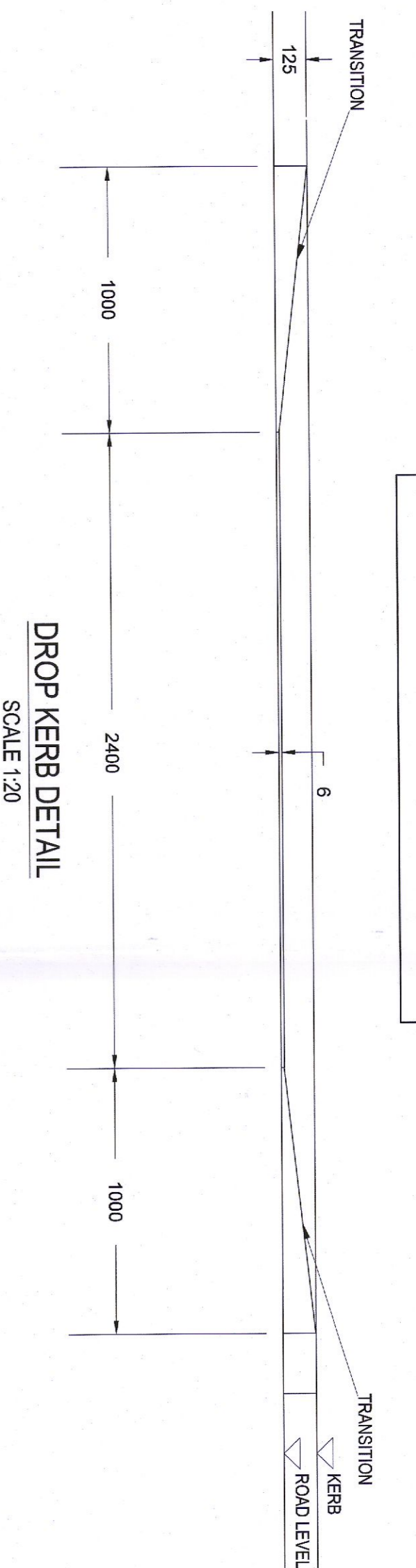
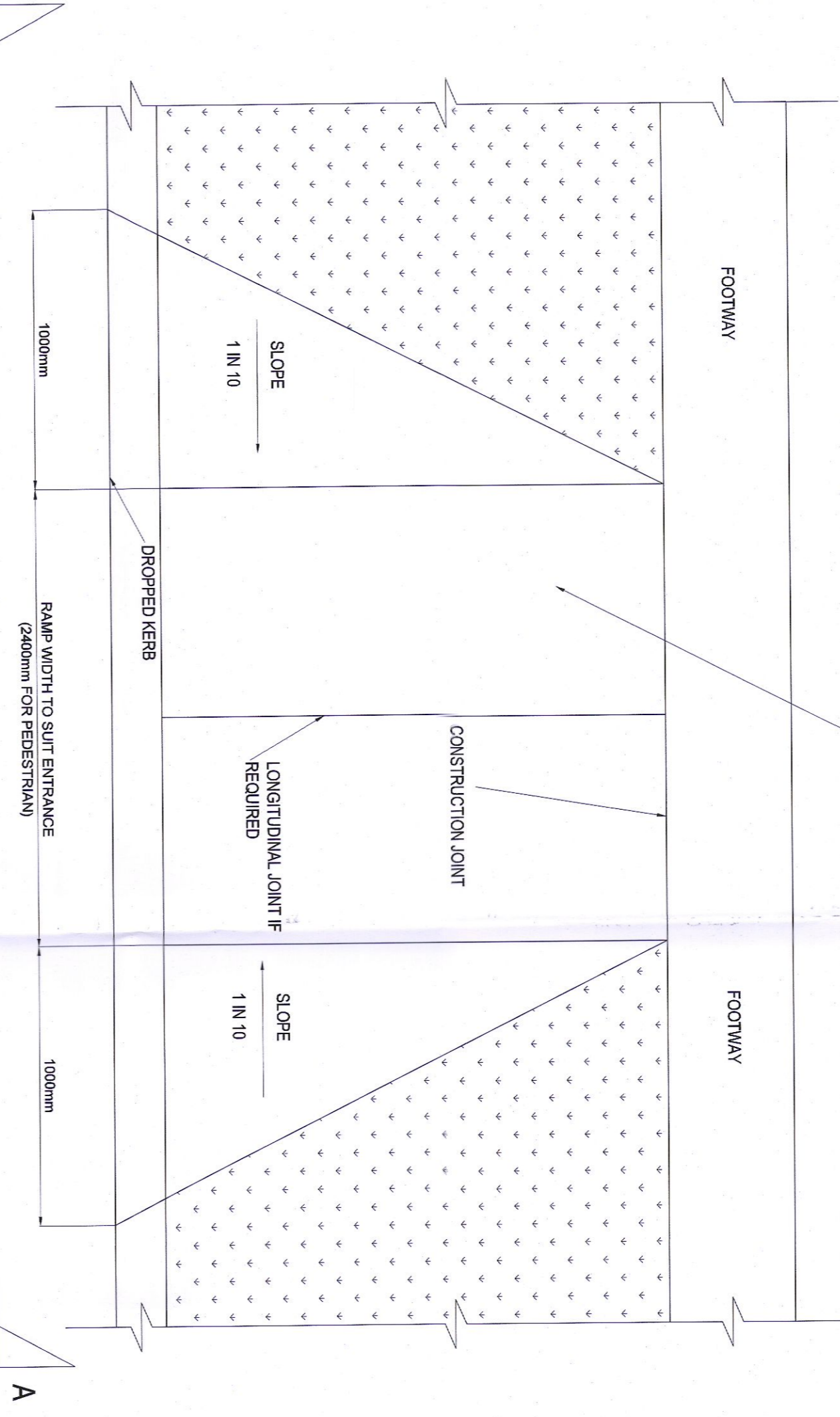


NOTE:
THE MAXIMUM LEGAL DIFFERENCE BETWEEN TOP OF DROPPED KERB AND FINISHED ROAD LEVEL IS 6mm ON ALL IDENTIFIED PART 'M' ROUTES.

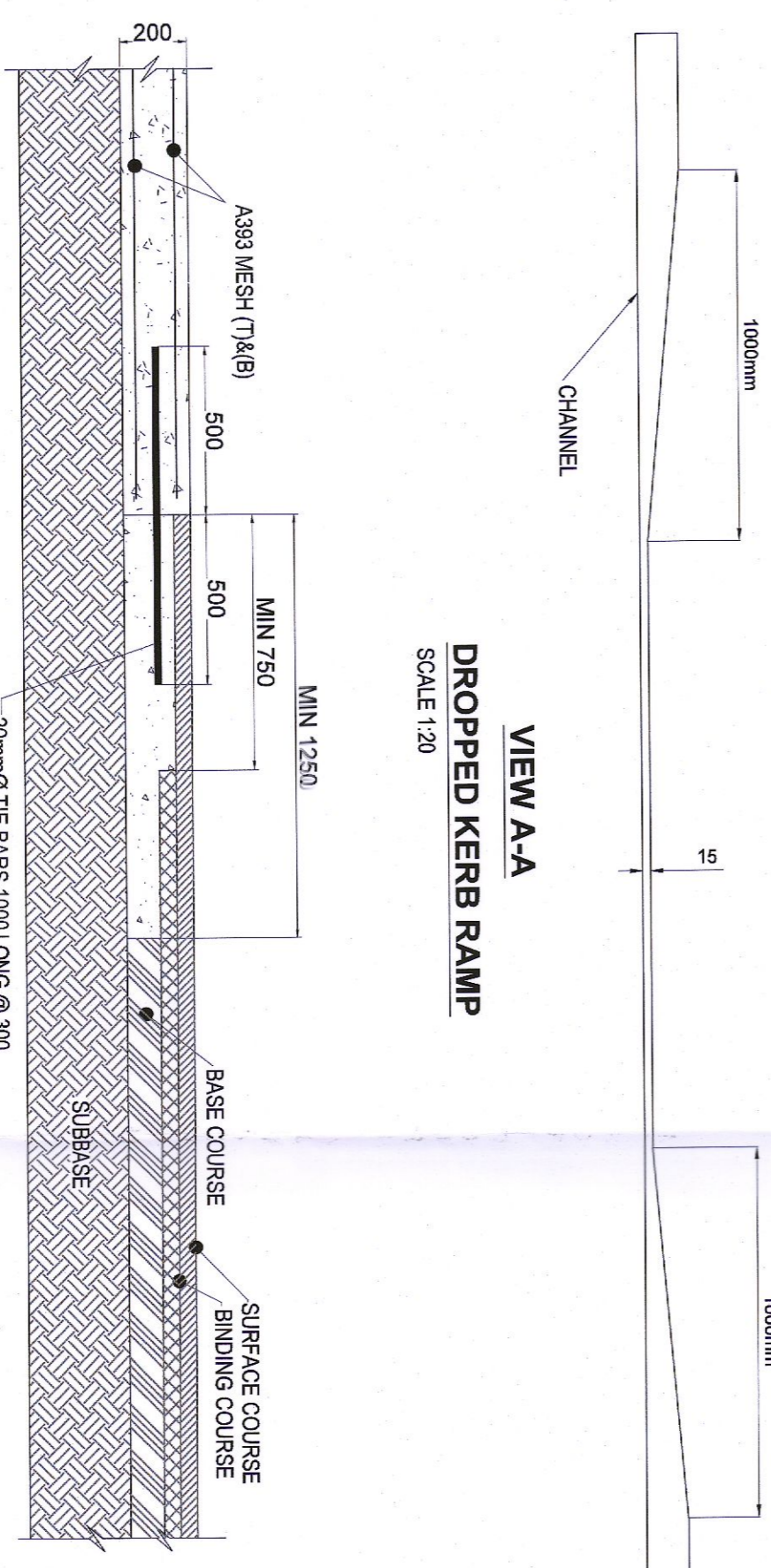


RAMP CONSTRUCTED FROM GRADE C30 CONCRETE 150mm THICK WITH A393 MESH REINFORCED TOP AND BOTTOM. SURFACE OF RAMP TO BE BRUSHED TO FORM NON-SLIP FINISH.

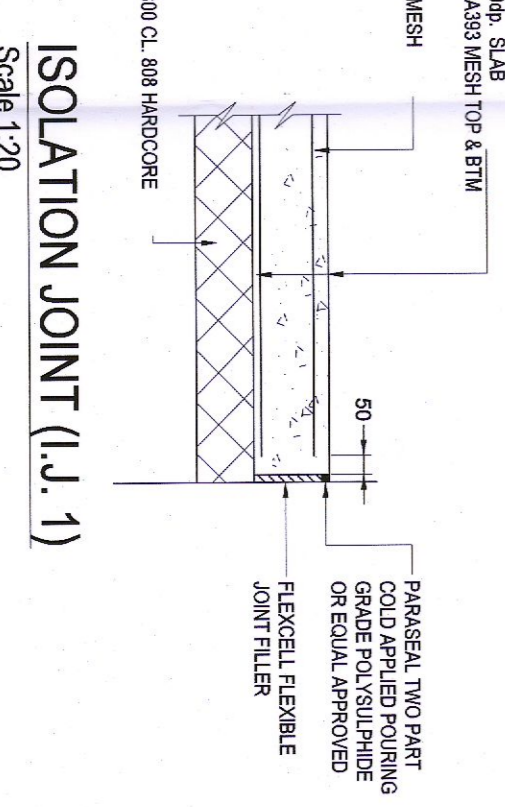


TYPICAL PLAN OF PEDESTRIAN RAMP SCALE 1:20

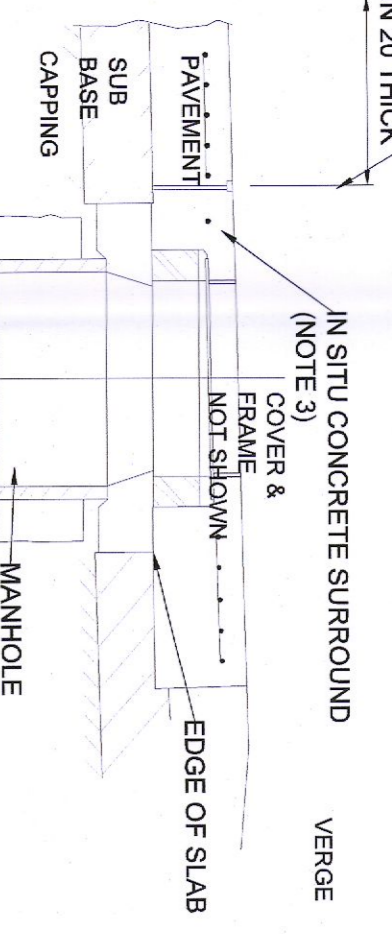
VIEW A-A DROPPED KERB RAMP SCALE 1:20



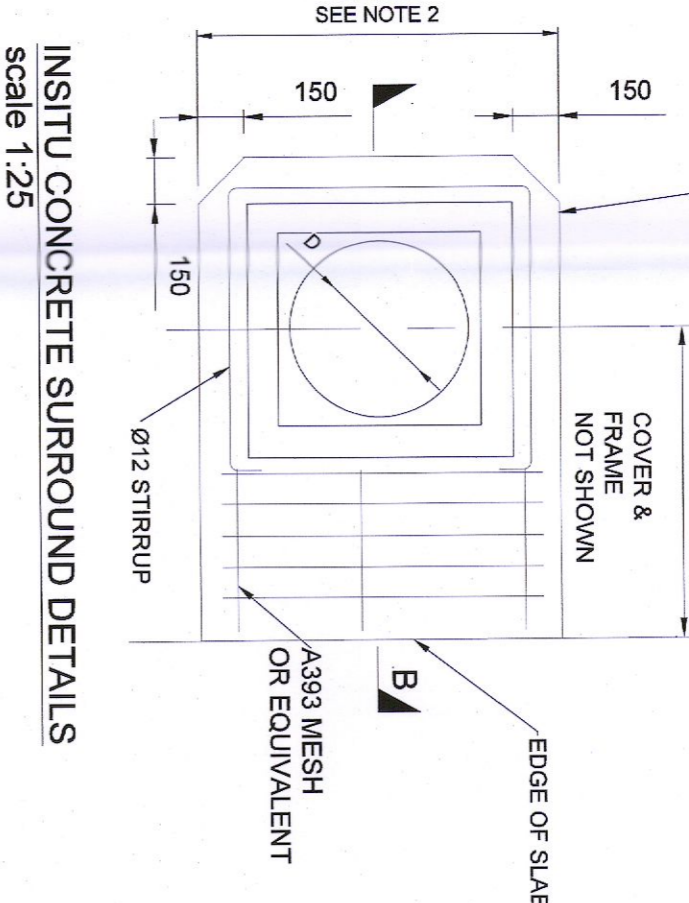
RIGID TO FLEXIBLE PAVEMENT CONSTRUCTION DETAIL SCALE 1:20



PREFORMED JOINT FILLER MIN 20 THICK



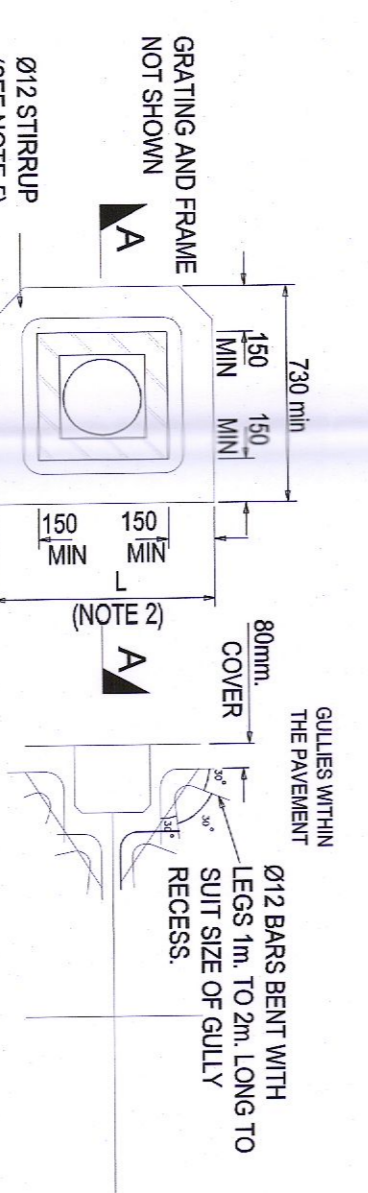
SECTION B-B SCALE 1:25



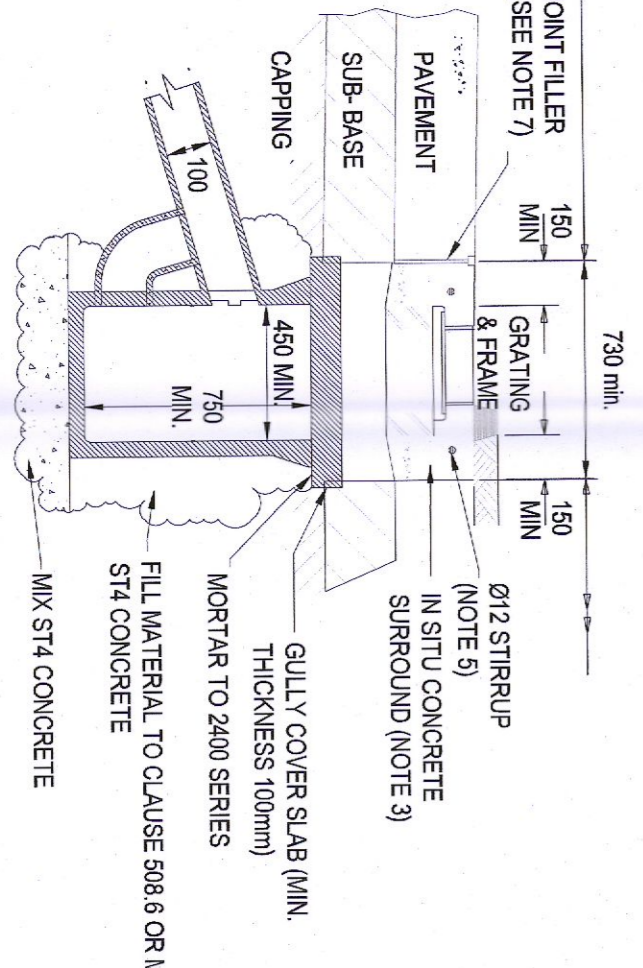
INSITU CONCRETE SURROUND DETAILS SCALE 1:25

DETAIL - MANHOLES IN JOINTED CONCRETE PAVEMENT SCALE 1:25

- MANHOLES IN CONCRETE NOTES
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.
 2. THE OVERALL DIMENSIONS OF THE RECESS MAY VARY IN ACCORDANCE WITH THE TYPE OF MANHOLE AND COVER.
 3. ALL REINFORCEMENT TO BE GRADE C40.
 4. ALL REINFORCEMENT TO BE GRADE 280 BARS TO BS 4449 AND FINALLY FIXED AT ALL BAR INTERSECTIONS OR VERTICAL AND 90°-0° HORIZONTALLY.
 5. NORMAL JOINT SPACINGS MAY BE ADJUSTED BY UP TO 10mm SO THAT THE MANHOLE IS STRIDE OR ADJACENT TO THE EXTRA JOINT. THE POSITION OF THE MANHOLE SHALL BE FORMED IN THAT LANE AT THE MANHOLE POSITION AS IN FIG. 3, AND THAT JOINT SHALL BE A WARPING JOINT.
 6. JOINT FILLER SHALL BE ISOLATED FROM THE PAVEMENT BY JOINT FILLER BOARD AT ALL JOINTS, WITHOUT DOVELS OR THE BARS, AND THE JOINT SHALL BE SEALED.
 7. FOR MANHOLE DETAILS SEE 500 SERIES DRAWINGS.



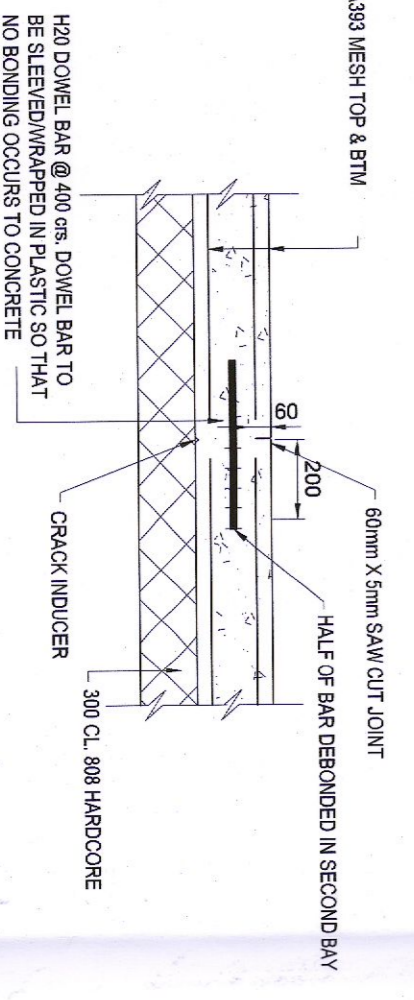
GULLIES IN JOINTED CONCRETE PAVEMENT (PREFERRED POSITION) SCALE 1:25



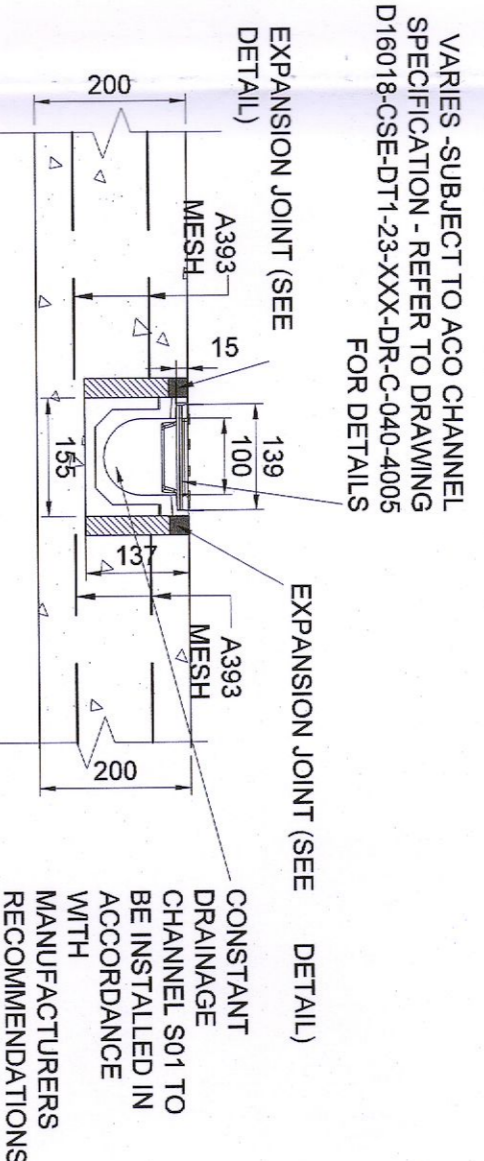
PRECAST CONCRETE GULLY SCALE 1:25

- GULLIES IN CONCRETE NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETERS.
 2. THE OVERALL DIMENSIONS OF THE RECESS MAY VARY IN ACCORDANCE WITH THE TYPE OF GULLY USED.
 3. CONCRETE SURROUND TO BE GRADE C30/40.
 4. ALL REINFORCEMENT TO BE GRADE 280 BARS TO BS 4449 AND FINALLY FIXED AT ALL BAR INTERSECTIONS. COVER TO BARS TO BE 20mm.
 5. JOINT FILLER SHALL BE ISOLATED FROM THE PAVEMENT BY JOINT FILLER BOARD AT ALL JOINTS, WITHOUT DOVELS OR THE BARS, AND THE JOINT SHALL BE SEALED.
 6. NORMAL JOINT POSITIONS MAY BE ADJUSTED BY UP TO 10mm SO THAT THE GULLY IS STRIDE OR ADJACENT TO THE JOINT. IF THIS IS IMPOSSIBLE AN EXTRA JOINT SHALL BE FORMED IN THE LANE AT THE GULLY POSITION AND SHALL BE A TIED WARPING JOINT.
 7. THE GULLY SLAB SHALL BE ISOLATED FROM THE PAVEMENT AT ALL JOINTS BY JOINT FILLER BOARD FOR THE FULL DEPTH OF THE SLAB AND JOINTS SHALL BE SEALED.
 8. FOR DETAILS OF DRAINAGE SEE 500 SERIES DRAWINGS.

FIG. 1 JOINT WITHIN GULLY DIMENSION (PREFERRED POSITION) SCALE 1:25



CONTRACTION JOINT (C.J. 1) SCALE 1:20



PROPOSED ACO CHANNEL IN CONCRETE SLAB SCALE 1:10

- NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE STATED.
 2. DRAWING TO BE READ IN CONJUNCTION WITH ALL CIVIL STRUCTURAL AND ARCHITECTURAL LAYOUT DRAWINGS.
 3. DRAWING TO BE READ IN CONJUNCTION WITH ALL ACO CHANNEL MANUFACTURER'S EXISTING ENGINEER TO BE CONSULTED PRIOR TO WORKS PROCEEDING.

DRAWING IS PRODUCED USING THE IRISH TRANSVERSE MERCATOR (ITM) GEOGRAPHIC COORDINATE SYSTEM

A1

Rev	Description	Date	Drawn/Checked
P02	PLANNING ISSUE	LT	CD
P01	DRAFT PLANNING	CD	21/06/22

Clifton Scannell Emerson Associates

K2 STRATEGIC INFRASTRUCTURE IRELAND LTD.

K2 DATACENTRE

PROPOSED ROAD DETAILS SHEET 2

22_043
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