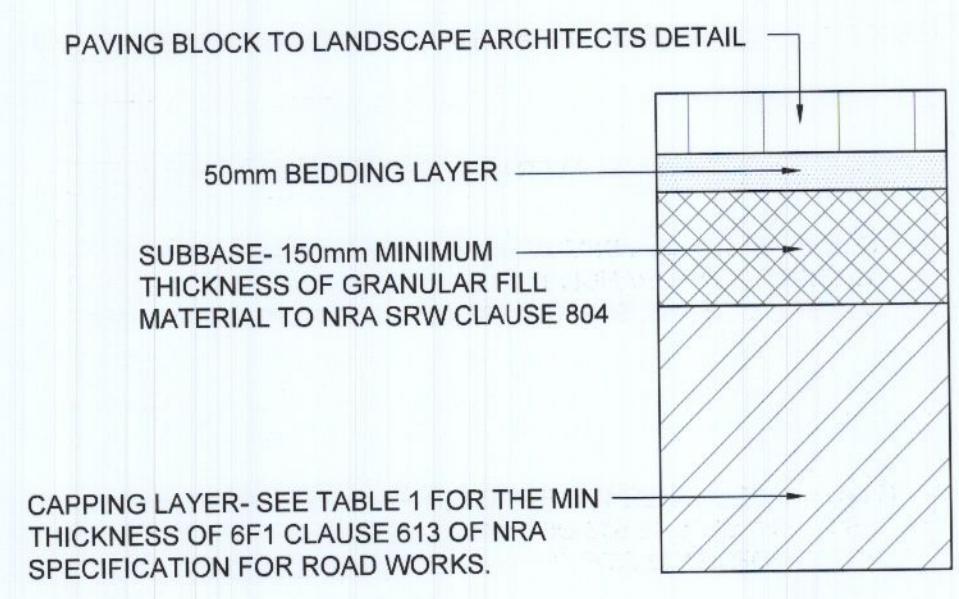
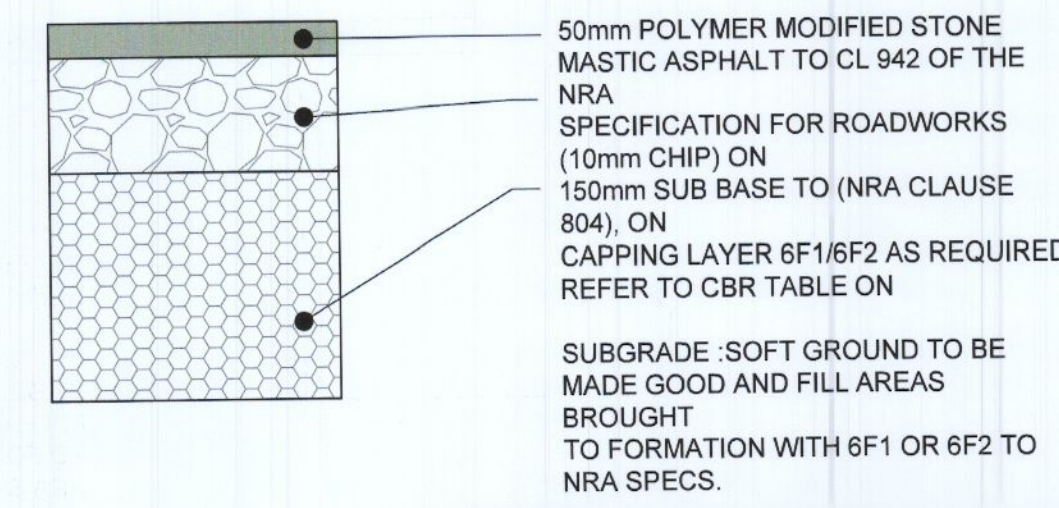


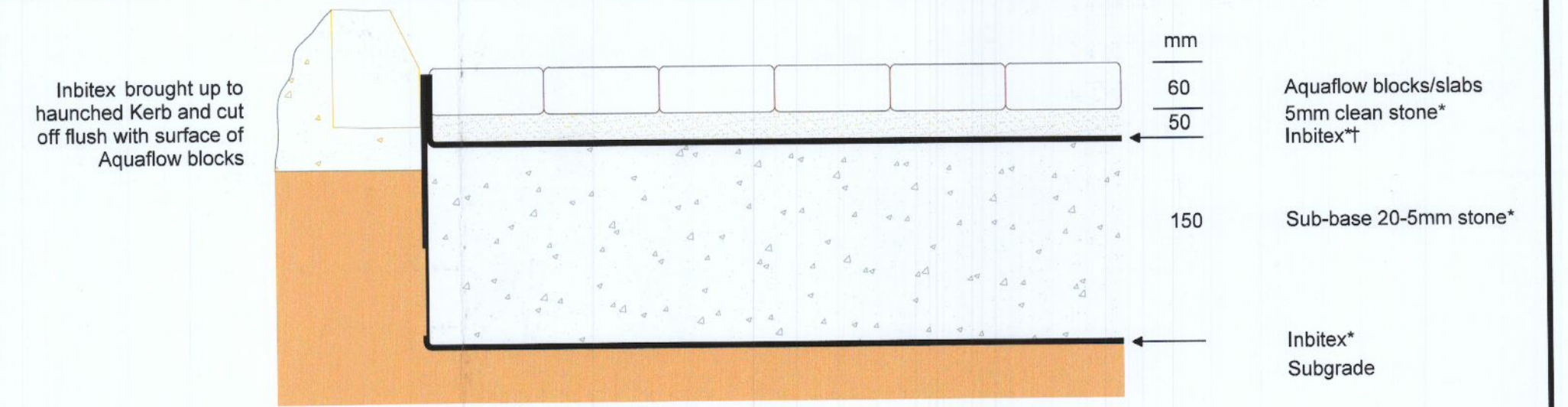
TYPICAL ROAD BUILD-UP
N.T.S



NON -TRAFFICKED PAVED AREA
NOT TO SCALE

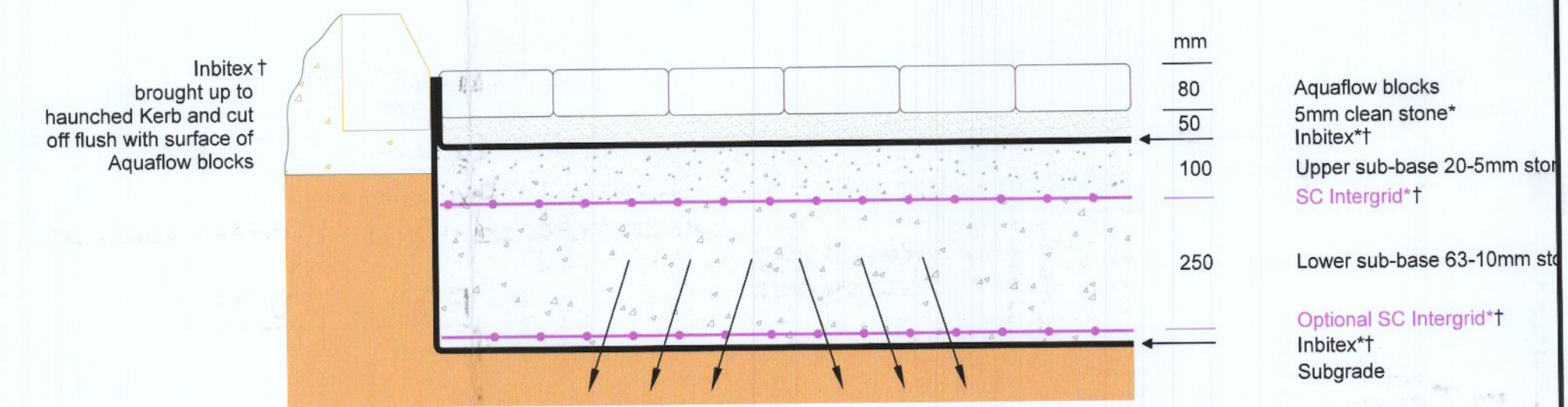


SMA PLAY AREA BUILD-UP
N.T.S



NOTES
† Supplied by WTB Geotextiles or UGS
* Specification for sub-base and laying course:- the crushed stone must possess well defined edges and have a minimum 10% fines value of 150kN when tested in accordance with BS812 Part III.

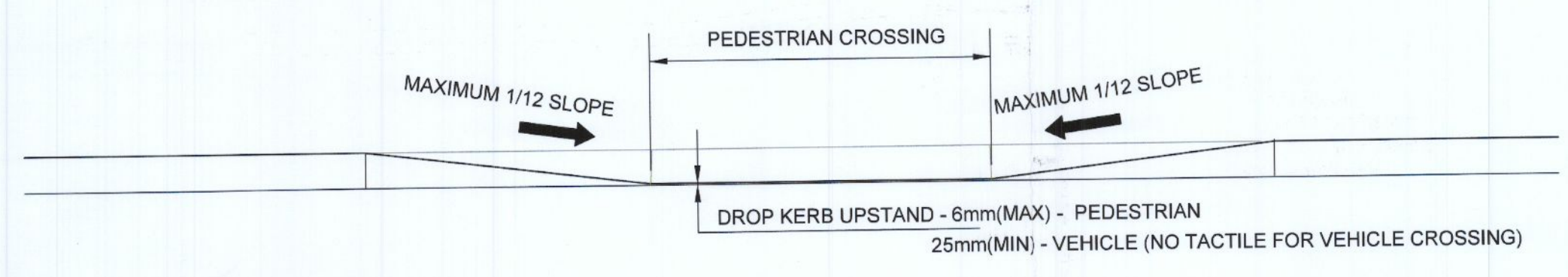
TYPICAL INFILTRATION SYSTEM AREAS SUBJECT TO PEDESTRIAN LOADINGS
SCALE 1:10



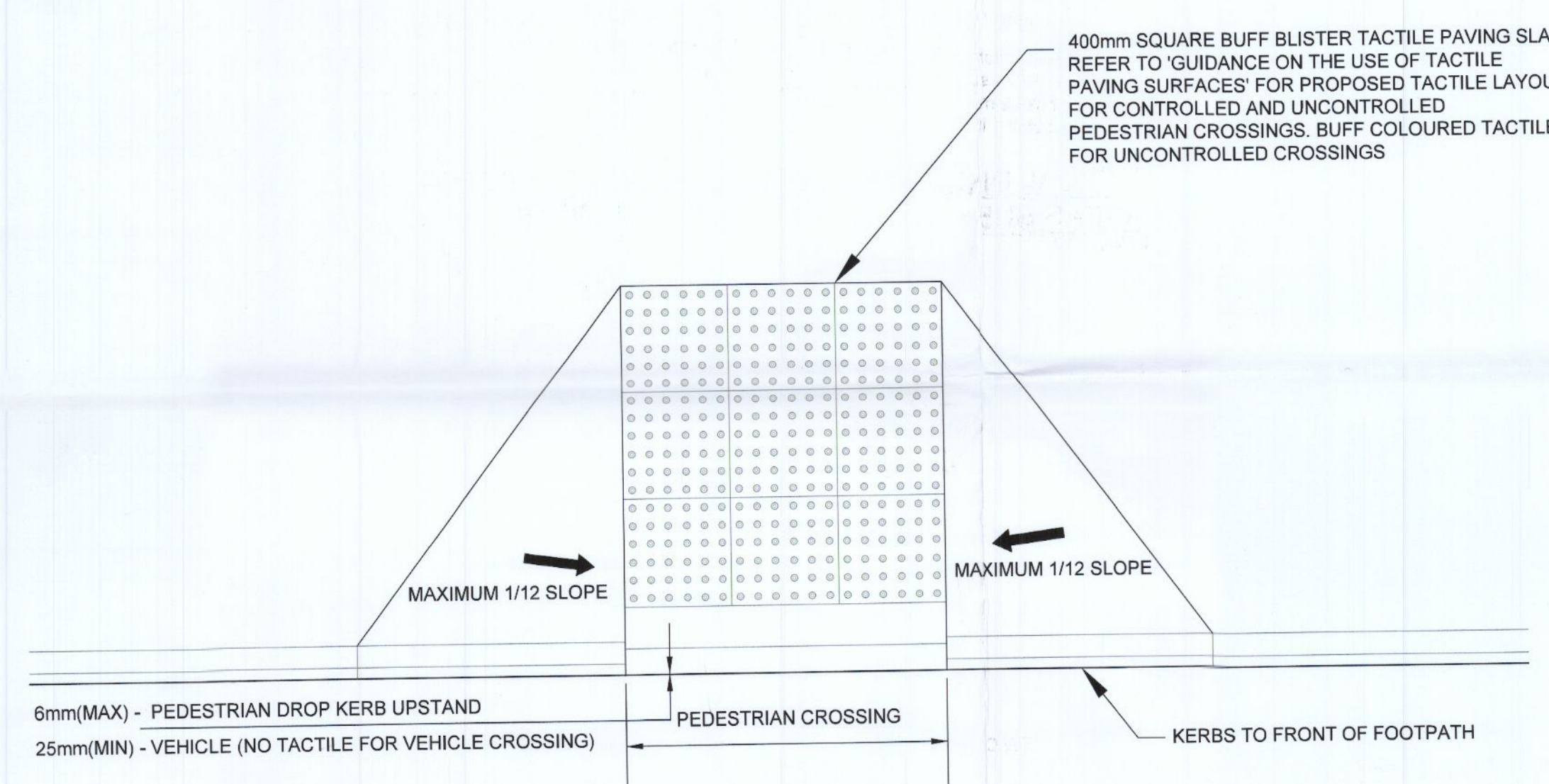
NOTES
† Supplied by WTB Geotextiles or UGS
* Specification for sub-base and laying course:- the crushed stone must possess well defined edges and have a minimum 10% fines value of 150kN when tested in accordance with BS812 Part III.

Grading of Lower sub-base stone	
SIEVE SIZE	% PASSING
100mm	100
63mm	90-100
37.5mm	60-80
20mm	15-30
10mm	0-5

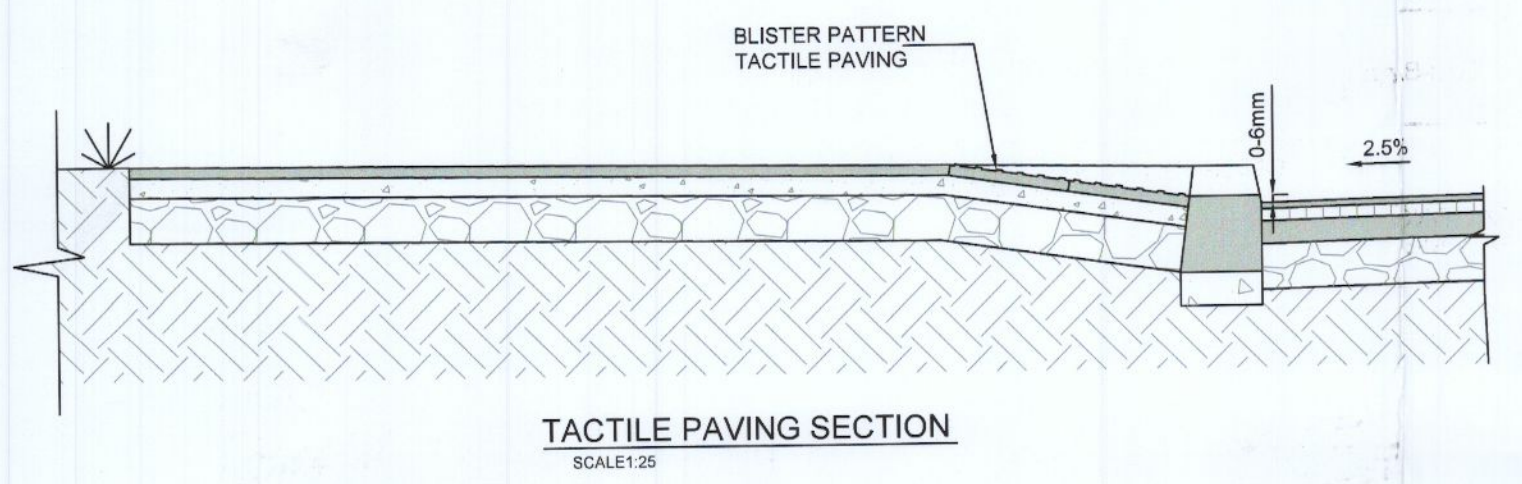
TYPICAL INFILTRATION SYSTEM AREAS SUBJECT TO TRAFFICKING BY HGV's
SCALE 1:10



TYPICAL ELEVATION OF DROPPED KERB (DK)
1:20



TYPICAL PLAN OF DROPPED KERB (DK)
N.T.S



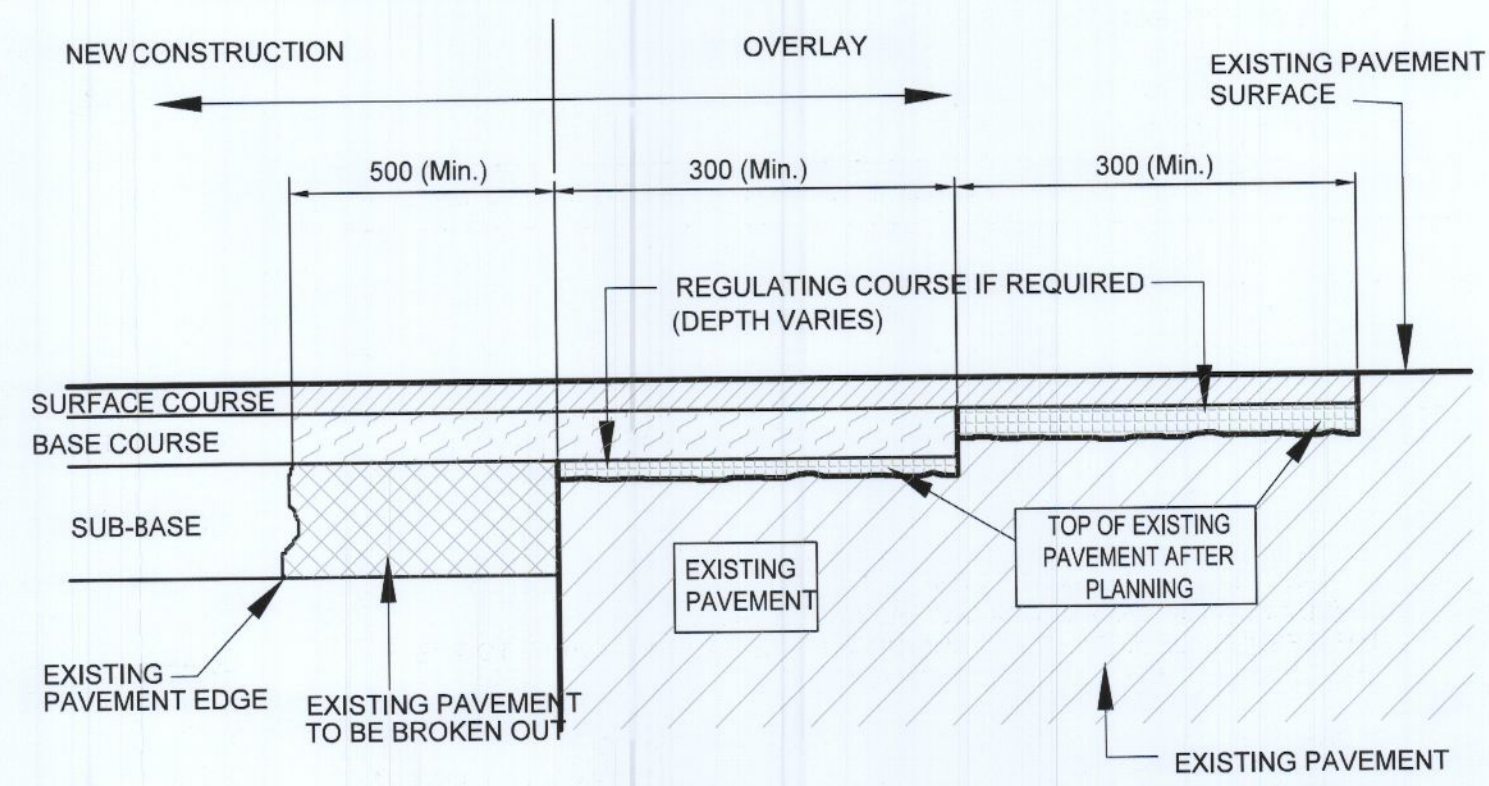
TACTILE PAVING SECTION
SCALE 1:25

***CBR TESTING TABLE:**

LOWEST SUB-GRADE CBR%	MINIMUM CAPPING LAYER THICKNESS (mm)
< 2	SEEK ADVICE FROM ENGINEER
2-5	350
5-15	150
> 15	NO CAPPING LAYER REQUIRED

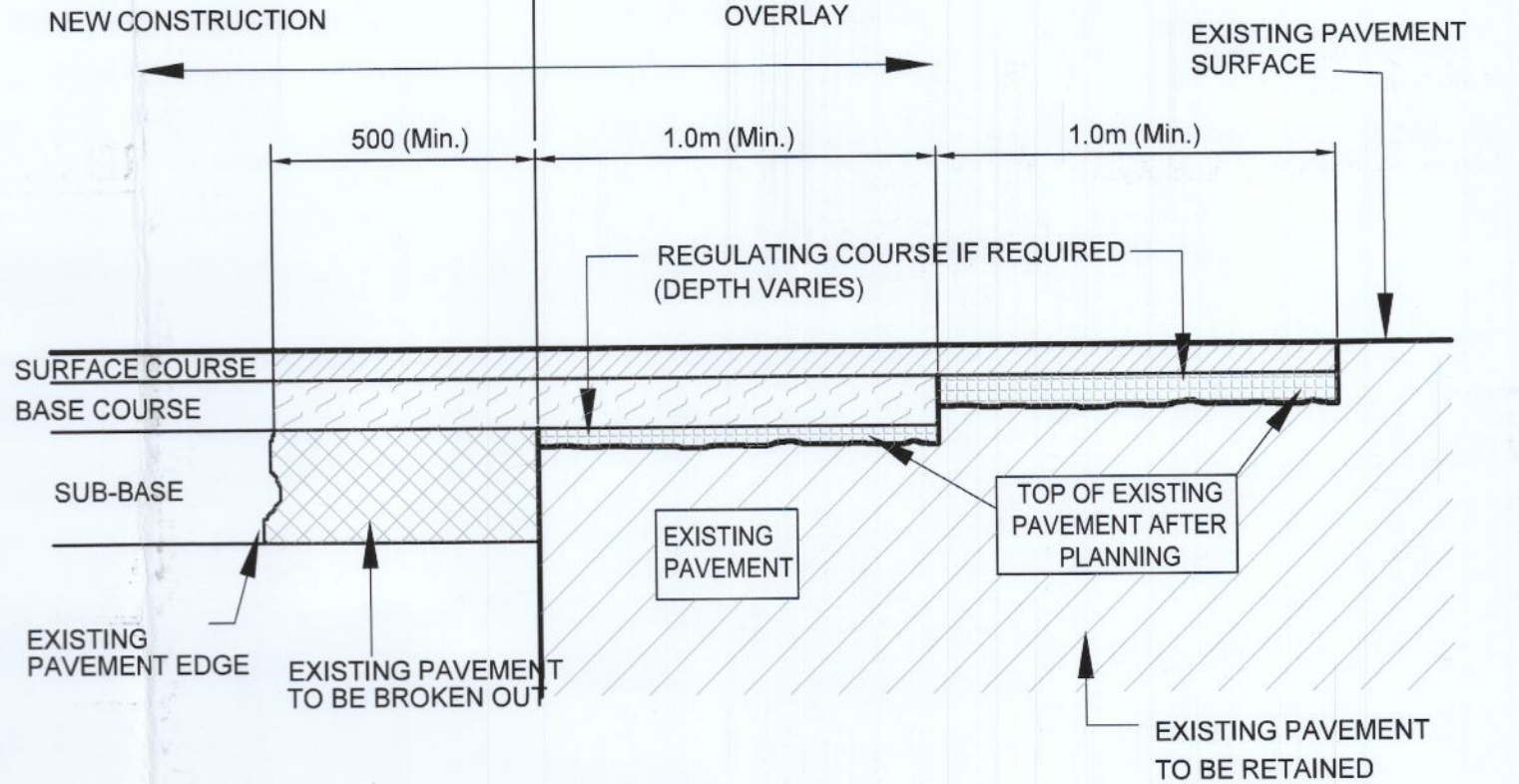
NOTE:
1/ THE CAPPING THICKNESS SHOWN IS PRELIMINARY ONLY. THE FINAL CAPPING THICKNESS WILL BE BASED ON CBR TESTING AT FORMATION LEVEL AT 50m INTERVALS & USING THE ABOVE TABLE. THE RESULTS OF THE CBR TESTING SHOULD BE MADE AVAILABLE TO THE ENGINEER PRIOR TO PLACING CAPPING/GEOGRID.
2/ CAPPING LAYER IS BASED ON FINAL SITE LOADING AND IS NOT FOR CONSTRUCTION TRAFFIC. CAPPING LAYER FOR CONSTRUCTION TRAFFIC IS AT CONTRACTOR'S DISCRETION. CBR AT 50m INTERVALS IS REQUIRED ON TOP OF CAPPING LAYER. SOFT SPOTS ARE TO BE BROKEN OUT & FILLED WITH SUITABLE FILLED MATERIAL.
3/ FOR TENDER 350mm CAPPING LAYER TO BE ALLOW FOR, ADDITIONAL TESTING REQUIRED.

NOTES:
1. EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 500mm WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 920.
2. WHERE THE ROADBASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROADBASE SHOULD STEPPED INTO THE EXISTING PAVEMENT BY 0.3m MIN. WITH THE BASECOURSE AND WEARING CORSE TO BE EACH STEPPED IN A FURTHER 0.3m MIN. RESPECTIVELY.



LONGITUDINAL JOINT BETWEEN PROPOSED FLEXIBLE PAVEMENT & EXISTING ROAD
SCALE NTS

NOTES:
1. EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 500mm WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 920.
2. WHERE THE ROADBASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROADBASE SHOULD STEPPED INTO THE EXISTING PAVEMENT BY 1.0m MIN. WITH THE BASECOURSE AND WEARING CORSE TO BE EACH STEPPED IN A FURTHER 1.0m MIN. RESPECTIVELY.



TRANSVERSE JOINT BETWEEN PROPOSED FLEXIBLE PAVEMENT & EXISTING ROAD
SCALE NTS

Notes:
1. This drawing is the copyright Collins Boyd Engineering Ltd. It is a confidential document and must not be copied, used or its contents divulged without prior written permission.
2. DO NOT SCALE, use figured dimensions only, if in doubt ask.
3. Drawings for Planning Permissions purposes only unless otherwise stated.

Rev	Description	By	Date
PR0	Issued for DT Review prior to Planning Issue	MG	23/11/2022
PL0	Issued for Planning	MG	01/12/2022

collinsboyd
ENGINEERS & ARCHITECTS

Galway Road Roscommon Co. Roscommon F42 V344
Phone: 090 66 34421 Fax: 090 66 34423 Email: info@collinsboydeng.com

Client:
BoM Esker Educate Together National School, Esker Lane

Architect:
Oppermann, Architects & Interior Designers Unit D1, The Millhouse The Steelworks, Foley Street Dublin 1

Drawing Title:
Typical Hardstanding Details

Job Title:
Proposed Additional Accommodation Scheme to Esker Educate Together National School, Esker Lane

Status:	Planning	
Date:	Nov 2022	
Scale:	AS @ A1	
Drawn by:	MG	
JOB No.	DRG No.	REV.
21.135	210	PL0