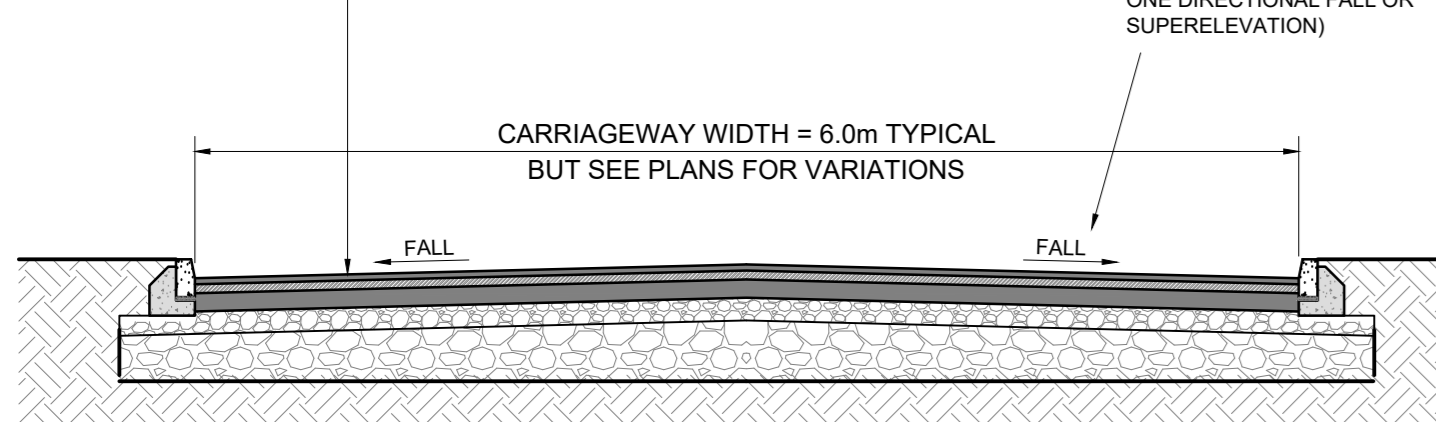


A1 ASPHALT / BITUMEN MACADAM

BLACK MACADAM BUFF MACADAM RED MACADAM

A1.1 LINK STREET - BLACK SMA - 220mm BUILDUP

40mm min. THICK OF BLACK SMA 10 SURF PBM 65/105-60 TO IS EN 13108-5 & CC-SPW-09000 ON
 60mm min. THICK OF AC20 HDM BIN 40/60 TO IS EN 13108-1 & CC-SPW-09000 ON
 120mm min. THICK OF AC32 HDM BASE 40/60 TO IS EN 13108-1 & CC-SPW-09000 ON
 150mm min. THICK OF UNBOUND GRANULAR SUB-BASE TYPE B: UBGM B6 TO CC-SPW-09000 ON
 *7mm min. THICK OF CLASS SF18F2 CAPPING MATERIAL TO CLAUSE 613 OF CC-SPW-09000 (SUBJECT TO CBR RESULTS)

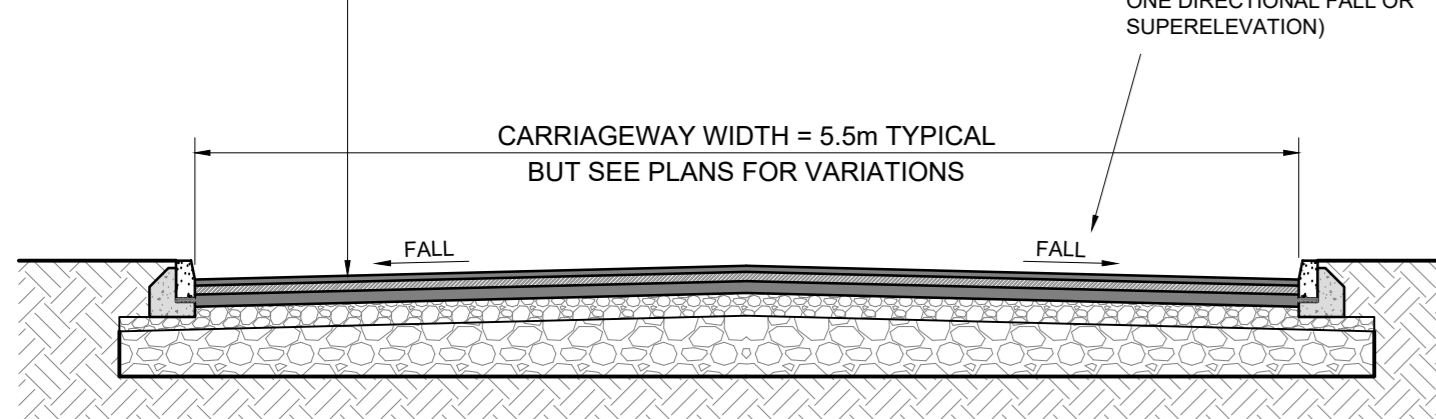


TYPICAL CROSS SECTION

SCALE @ A1: 1:50
SCALE @ A2: 1:100

A1.2 LINK STREET - BLACK SMA - 180mm BUILDUP

40mm min. THICK OF BLACK SMA 10 SURF PBM 65/105-60 TO IS EN 13108-5 & CC-SPW-09000 ON
 60mm min. THICK OF AC20 HDM BIN 40/60 TO IS EN 13108-1 & CC-SPW-09000 ON
 80mm min. THICK OF AC32 HDM BASE 40/60 TO IS EN 13108-1 & CC-SPW-09000 ON
 150mm min. THICK OF UNBOUND GRANULAR SUB-BASE TYPE B: UBGM B6 TO CC-SPW-09000 ON
 *7mm min. THICK OF CLASS SF18F2 CAPPING MATERIAL TO CLAUSE 613 OF CC-SPW-09000 (SUBJECT TO CBR RESULTS)

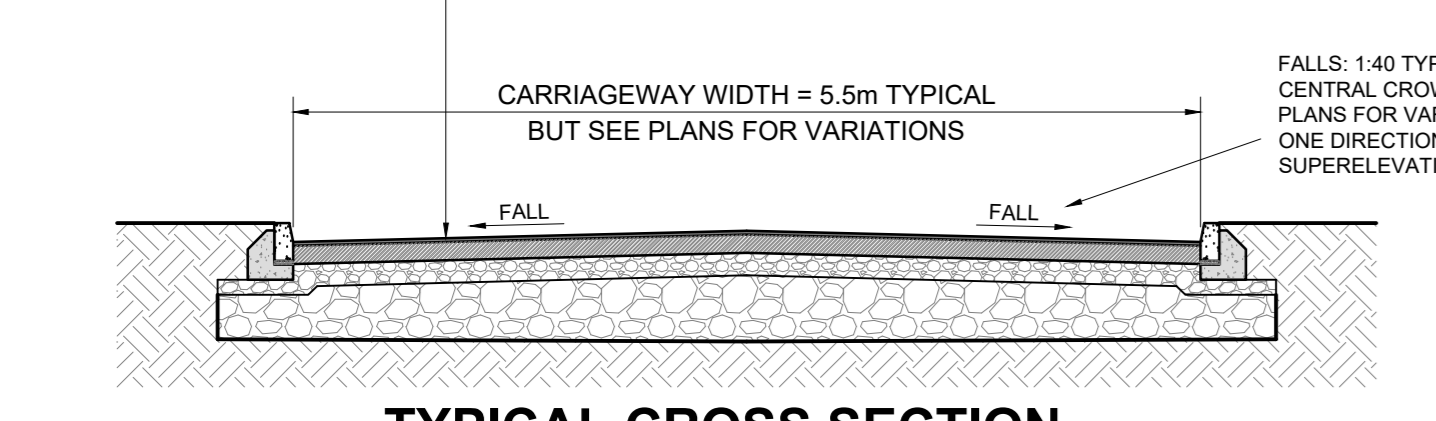


TYPICAL CROSS SECTION

SCALE @ A1: 1:50
SCALE @ A2: 1:100

A1.3 LOCAL STREET - BLACK SMA - 140mm BUILDUP

40mm min. THICK OF BLACK SMA 10 SURF PBM 65/105-60 TO IS EN 13108-5 & CC-SPW-09000 ON
 100mm min. THICK OF AC20 HDM BIN 40/60 TO IS EN 13108-1 & CC-SPW-09000 ON
 150mm min. THICK OF UNBOUND GRANULAR SUB-BASE TYPE B: UBGM B6 TO CC-SPW-09000 ON
 *7mm min. THICK OF CLASS SF18F2 CAPPING MATERIAL TO CLAUSE 613 OF CC-SPW-09000 (SUBJECT TO CBR RESULTS)

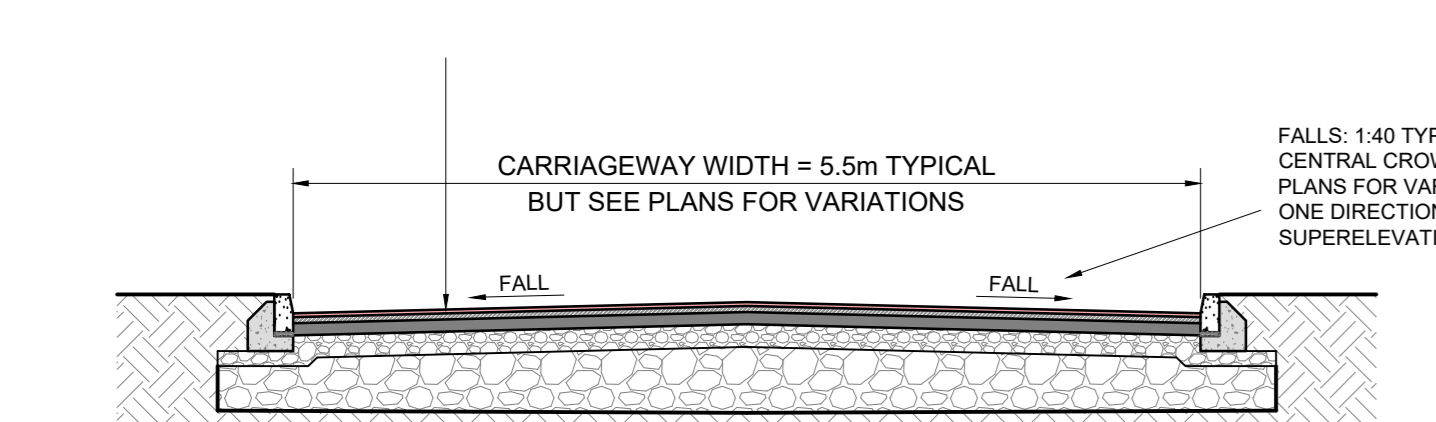


TYPICAL CROSS SECTION

SCALE @ A1: 1:50
SCALE @ A2: 1:100

A1.4 RAISED TABLES - HRA WITH COLOURED CHIPPINGS - 180mm BUILDUP

40mm min. THICK OF HRA 30/45 SURF DES 40/60 (14mm AGGREGATE, 30% CONTENT) WITH 20mm RED COLOURED GRANITE CHIPPINGS IN A CLEAR COAT SPREAD EVENLY AT A RATE OF 3600/500kg TO IS EN 13108-4 & CC-SPW-09000 ON
 60MM MIN. THICK OF AC20 HDM BIN 40/60 TO IS EN 13108-1 & CC-SPW-09000 ON
 80MM MIN. THICK OF AC32 HDM BASE 40/60 TO IS EN 13108-1 & CC-SPW-09000 ON
 150MM MIN. THICK OF UNBOUND GRANULAR SUB-BASE TYPE B: UBGM B6 TO CC-SPW-09000 ON
 *7MM MIN. THICK OF CLASS SF18F2 CAPPING MATERIAL TO CLAUSE 613 OF CC-SPW-09000 (SUBJECT TO CBR RESULTS)

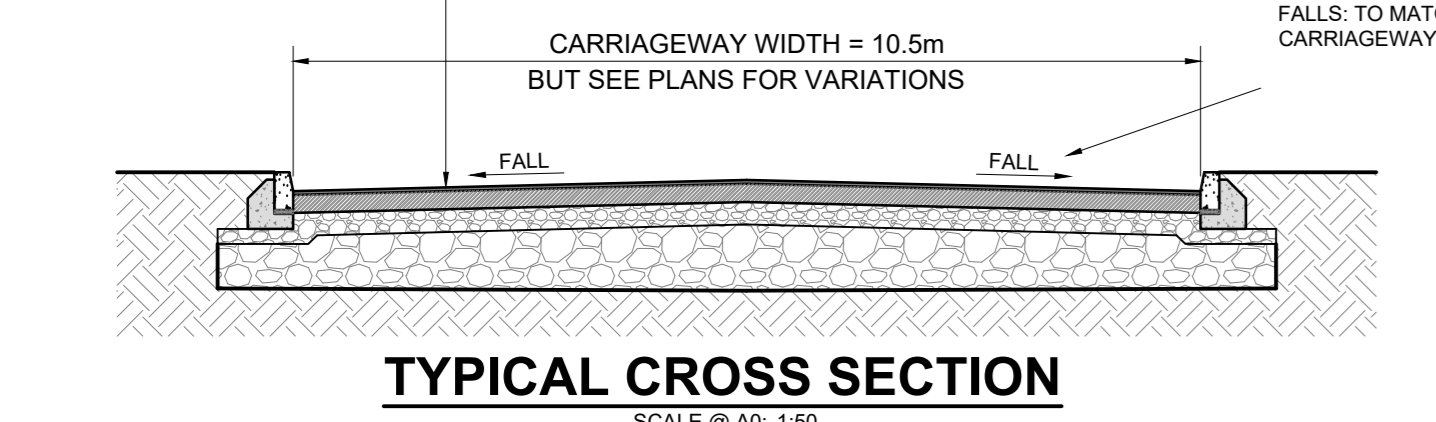


TYPICAL CROSS SECTION

SCALE @ A1: 1:50
SCALE @ A2: 1:100

A1.5 OVERLAY TO PLANED CARRIAGEWAY BLACK SMA - 40mm BUILDUP

PLANE OFF 40mm THICKNESS OF EXISTING CARRIAGEWAY & APPLY TACK COAT. PRIOR TO APPLICATION OF 40mm THICK OF BLACK SMA 10 SURF PBM 65/105-60 TO IS EN 13108-5 & CC-SPW-09000 ON

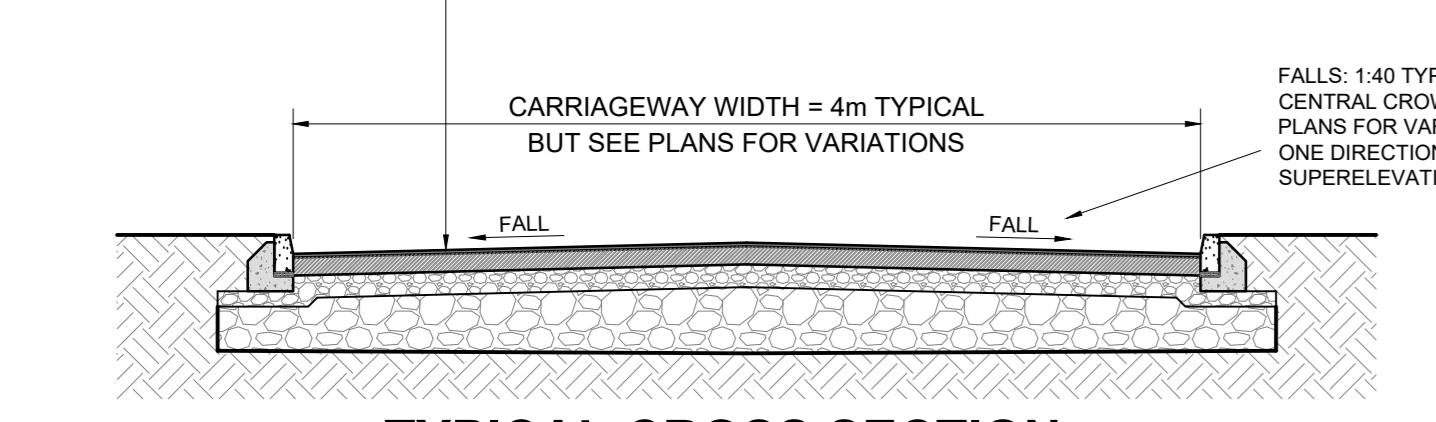


TYPICAL CROSS SECTION

SCALE @ A1: 1:50
SCALE @ A2: 1:100

A1.6 ACCESS LANE TO VACANT LANDS - BLACK SMA - 100mm BUILDUP

40mm min. THICK OF BLACK SMA 10 SURF PBM 65/105-60 TO IS EN 13108-5 & CC-SPW-09000 ON
 100mm min. THICK OF AC20 HDM BIN 40/60 TO IS EN 13108-1 & CC-SPW-09000 ON
 150mm min. THICK OF UNBOUND GRANULAR SUB-BASE TYPE B: UBGM B6 TO CC-SPW-09000 ON
 *7mm min. THICK OF CLASS SF18F2 CAPPING MATERIAL TO CLAUSE 613 OF CC-SPW-09000 (SUBJECT TO CBR RESULTS)



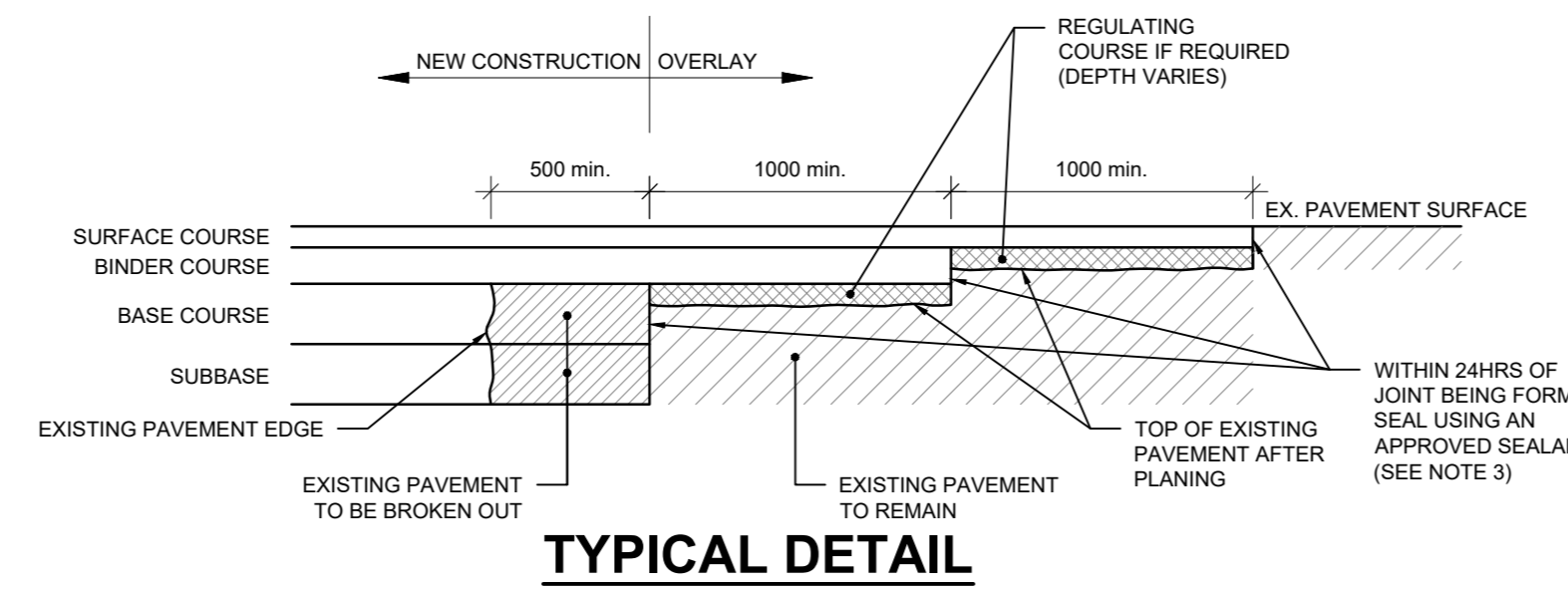
TYPICAL CROSS SECTION

SCALE @ A1: 1:50
SCALE @ A2: 1:100

RT ROAD TIE DETAILS - NEW TO EXISTING

RT.1 TRANSVERSE JOINT

NOTES ON TRANSVERSE JOINTS:
 1. EDGE OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE.
 2. WHERE THE BASE COURSE IS TO BE LAD IN TWO LAYERS THE UPPER LAYER OF BASE COURSE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 10mm WITH BINDER COURSE AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 10mm RESPECTIVELY.
 3. WITHIN 24HRS OF A JOINT BEING FORMED AN APPROPRIATE SEALANT COMPLIANT WITH CLAUSE 10.1.8 OF T1 DOCUMENT CC-SPW-09000 SHALL BE APPLIED.
 4. A BOND COAT SHALL BE SPRAYED ONTO ALL EXISTING PAVEMENT SURFACES, AND BETWEEN NEW COURSES OF BITUMINOUS MATERIAL PRIOR TO LAYING OVERLYING COURSES, IN ACCORDANCE WITH CLAUSE 10.1.4 OF T1 DOCUMENT CC-SPW-09000.
 5. BEFORE SPRAYING IS COMMENCED SURFACES SHALL BE FREE OF STANDING WATER, AND FREE OF ALL LOOSE MATERIAL.

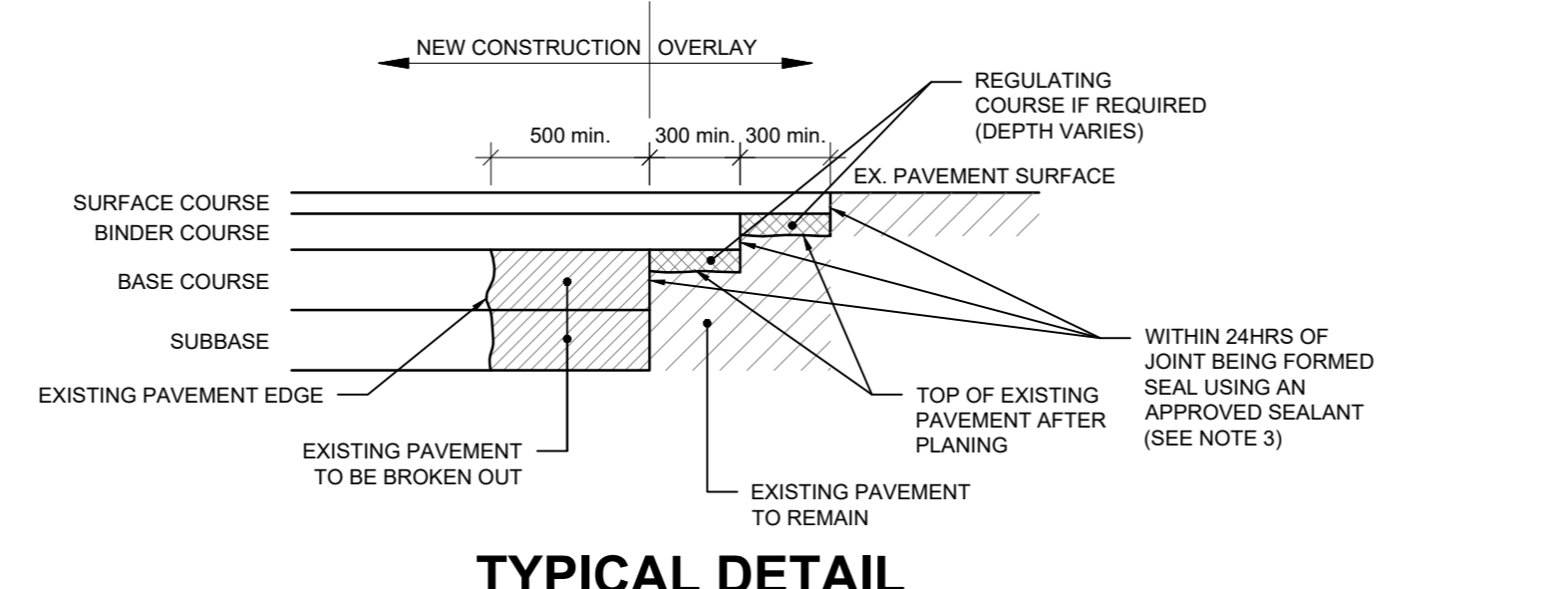


TYPICAL DETAIL

SCALE @ A1: 1:25
SCALE @ A2: 1:50

RT.2 LONGITUDINAL JOINT

NOTES ON LONGITUDINAL JOINTS:
 1. EDGE OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE.
 2. WHERE THE BASE COURSE IS TO BE LAD IN TWO LAYERS THE UPPER LAYER OF BASE COURSE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 0.3m WITH BINDER COURSE AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 0.3m MIN. RESPECTIVELY.
 3. WITHIN 24HRS OF A JOINT BEING FORMED AN APPROPRIATE SEALANT COMPLIANT WITH CLAUSE 10.1.8 OF T1 DOCUMENT CC-SPW-09000 SHALL BE APPLIED.
 4. A BOND COAT SHALL BE SPRAYED ONTO ALL EXISTING PAVEMENT SURFACES, AND BETWEEN NEW COURSES OF BITUMINOUS MATERIAL PRIOR TO LAYING OVERLYING COURSES, IN ACCORDANCE WITH CLAUSE 10.1.4 OF T1 DOCUMENT CC-SPW-09000.
 5. BEFORE SPRAYING IS COMMENCED SURFACES SHALL BE FREE OF STANDING WATER, AND FREE OF ALL LOOSE MATERIAL.

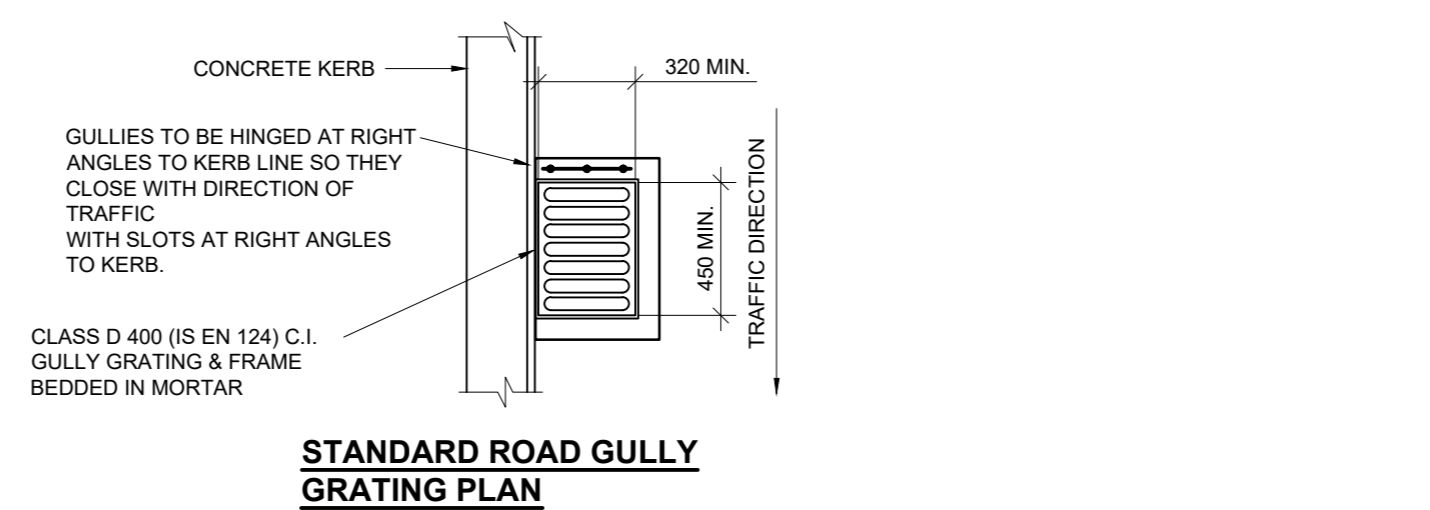


TYPICAL DETAIL

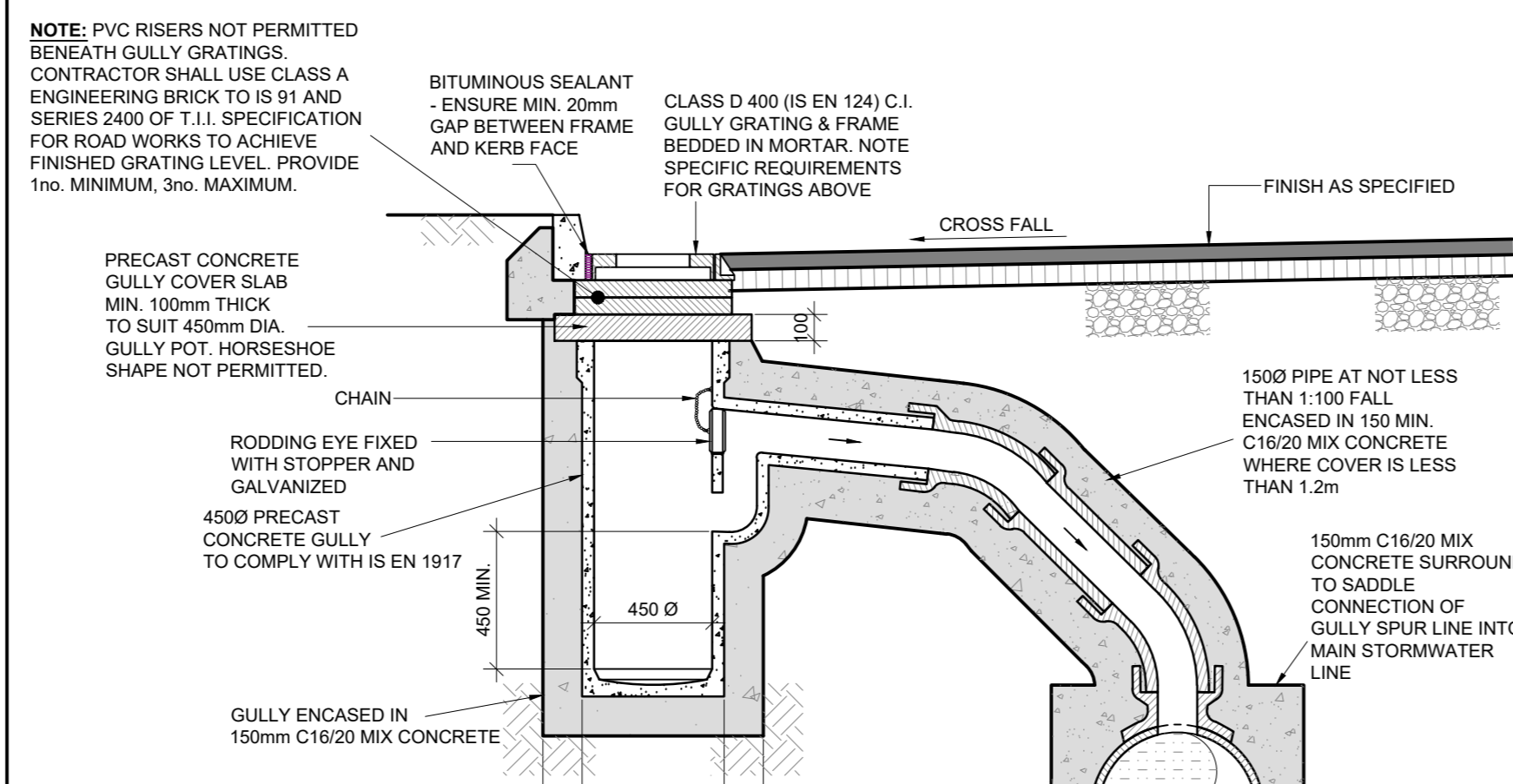
SCALE @ A1: 1:25
SCALE @ A2: 1:50

RG ROAD GULLEY DETAILS

RG.1 PRECAST ROAD GULLEY



STANDARD ROAD GULLY GRATING PLAN



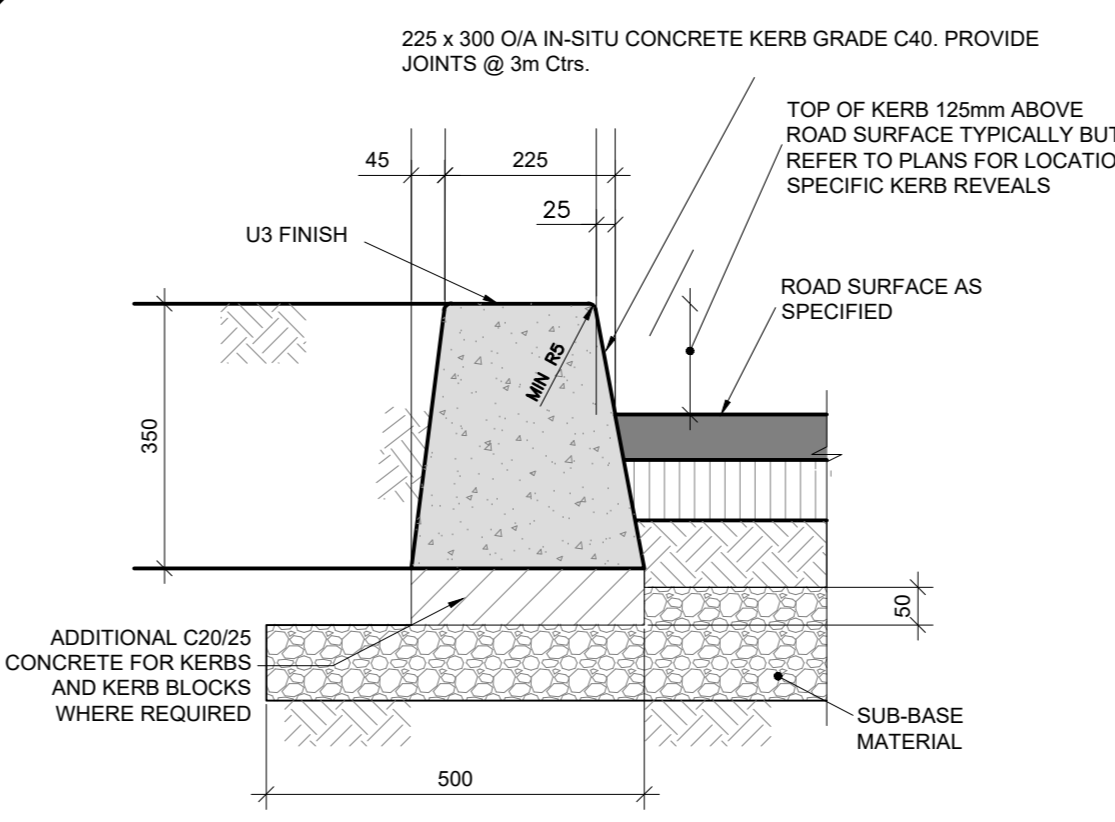
TYPICAL SECTION

SCALE @ A1: 1:25
SCALE @ A2: 1:50

NOTE: GULLY ROTS MUST BE SET OUT SUCH THAT THE GRATING POSITION IS CENTRALLY LOCATED OVER THE GULLY OPENING AND 20mm GAP BETWEEN FRAME AND KERB FACE IS PROVIDED.

K KERB DETAILS

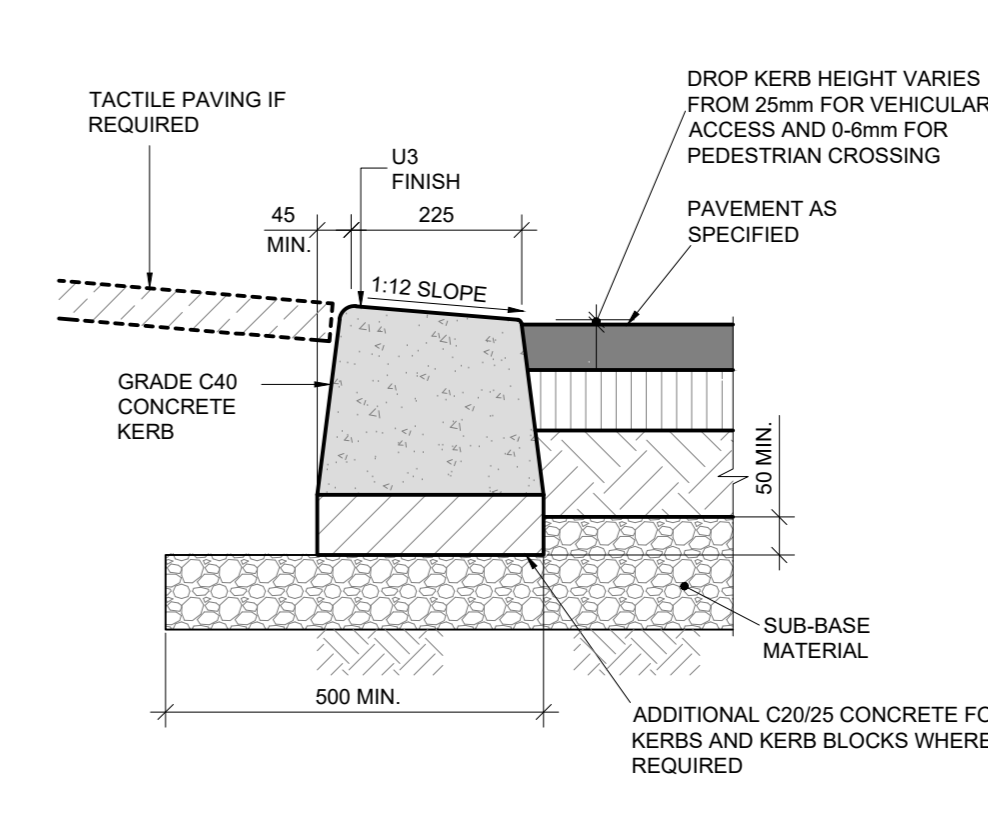
K1.1 INSITU CONCRETE KERBS



TYPICAL SECTION

SCALE @ A1: 1:10
SCALE @ A2: 1:20

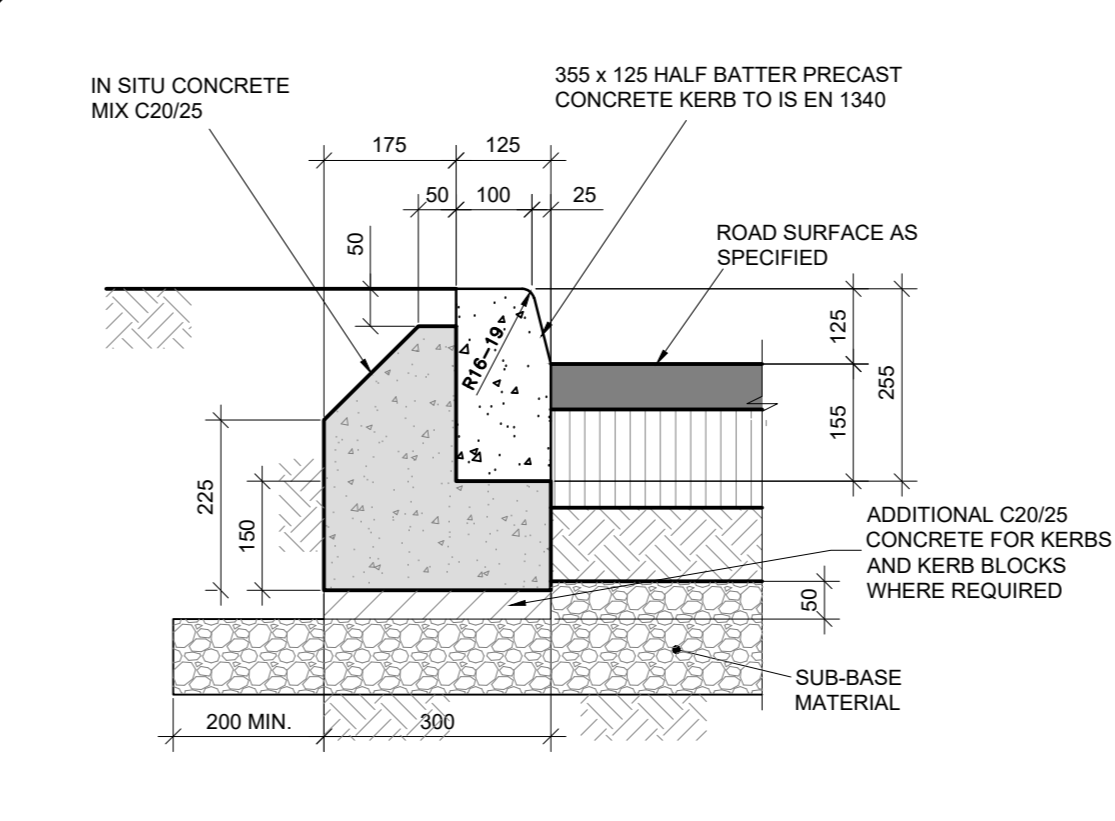
K1.2 INSITU CONCRETE DROPPED KERB



TYPICAL SECTION

SCALE @ A1: 1:10
SCALE @ A2: 1:20

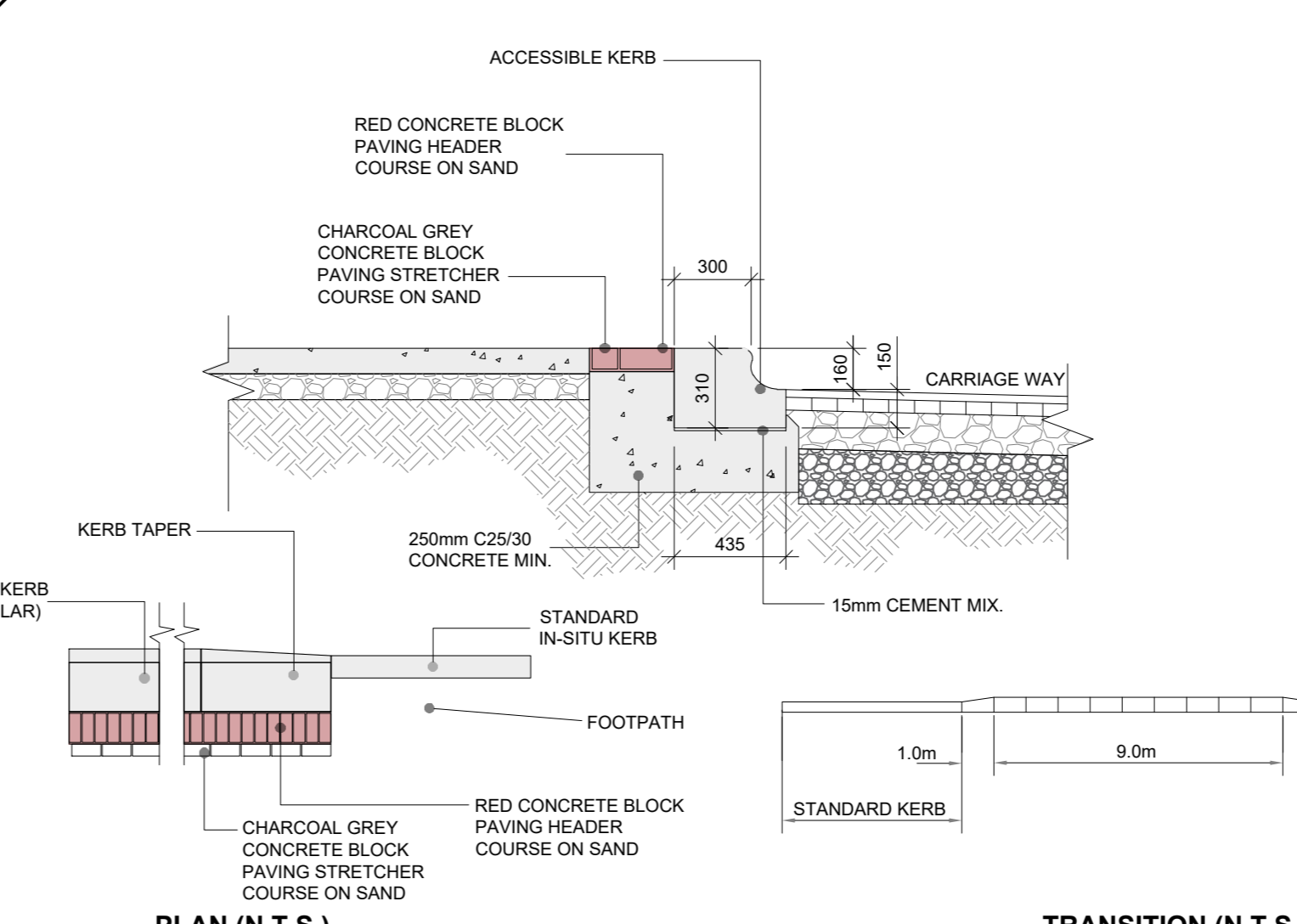
K2.1 PRECAST CONCRETE KERBS



TYPICAL SECTION

SCALE @ A1: 1:10
SCALE @ A2: 1:20

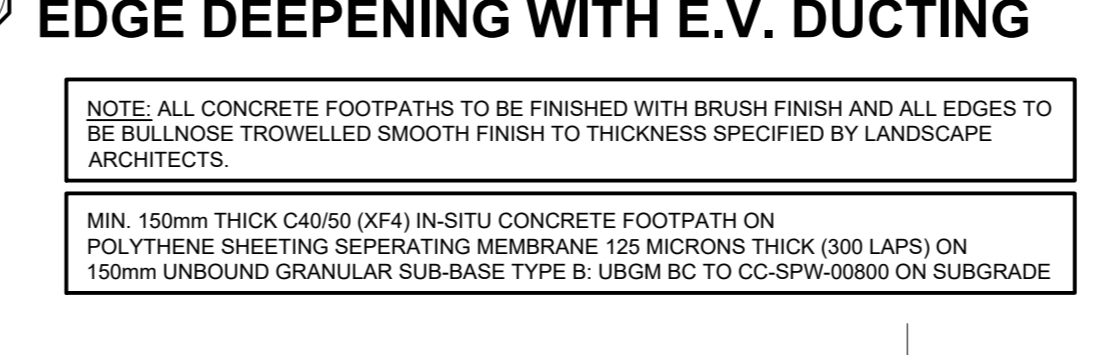
K2.2 PRECAST CONCRETE BUS KERBS



TYPICAL SECTION THROUGH ACCESSIBLE BUS KERB

SCALE @ A1: 1:25
SCALE @ A2: 1:50

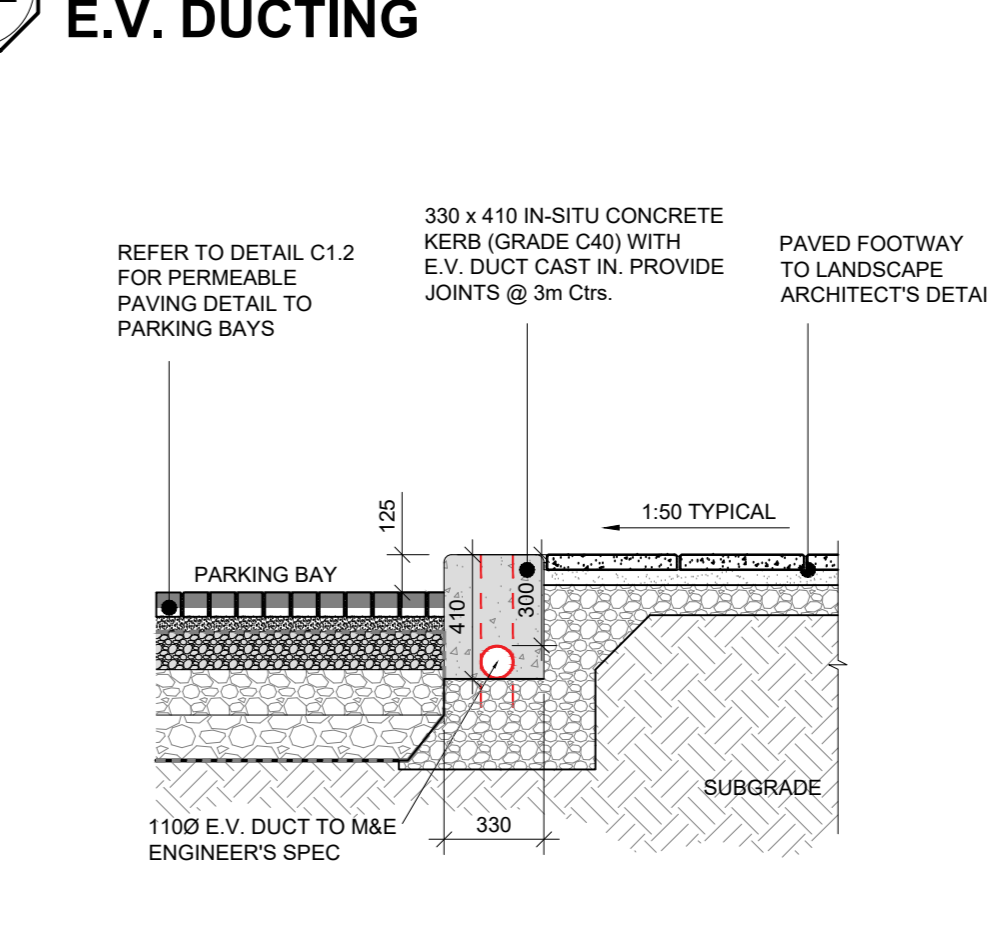
K3.1 IN-SITU CONCRETE FOOTPATH EDGE DEEPENING WITH E.V. DUCTING



TYPICAL SECTION

SCALE @ A1: 1:25
SCALE @ A2: 1:50

K3.2 IN-SITU CONCRETE KERB WITH E.V. DUCTING



TYPICAL SECTION

SCALE @ A1: 1:25
SCALE @ A2: 1:50

NOTES
 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS & ARCHITECTS DRAWINGS FIGURED DIMENSIONS ONLY (NOT SCALING) TO BE USED. WHERE A CONFLICT OF INFORMATION EXISTS OR IF IN ANY DOUBT - ASK.
 2. CONSULTANTS TO BE INFORMED IMMEDIATELY OF ANY DISCREPANCIES BEFORE WORK PROCEEDS.

REFER TO DRAWING REFERENCE CE-10000, CIVIL ENGINEERING GENERAL NOTES FOR ROAD / FOOTPATH NOTES FOR ALL NOTE REFERRALS ON THIS DRAWING

T2	24.01.24	GENERAL UPDATE	AO
T1	12.01.24	ISSUED FOR COMMENT	AO
ISSUE	DATE	DESCRIPTION	BY
Project Engineer: Peter O'Dwyer		Project Director: John Cosentino	
BM STAGE			
TENDER			
BM		Dublin Office: Sandwell House, 55-56 Lower Sandwell Street, Dublin 2, Ireland. Tel: (01) 677 3500 Fax: (01) 677 3164 London Office: 8th Floor, 484 House, 8 Mark Street, London SE1 2BA, United Kingdom Tel: (02044) 20 3750 3630	
Consulting Engineers, Civil, Structural, Project Management E-mail: info@bmce.com Web: www.bmce.com		The Institution of Structural Engineers ACEI Institution of Civil Engineers	
CLIENT: CAIRN HOMES CONSTRUCTION LTD.			
PROJECT TITLE: MILL ROAD, SAGGART		BM PROJECT No: 23.231	
REFERENCE: MRD-01-11-SW-ZZZ-M2-BMH-CE-DETAILS	SUITABILITY:	REVISION:	
DRAWING TITLE: ROADS STANDARD DETAILS			
DRAWING REFERENCE: MRD-1-95-SW-ZZZ-DR-BM-CE-12112	STATUS:	REVISION: 12	