

| BLACK MACADAM | BUFF MACADAM | RED MACADAM |
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40mm min. THICK OF BLACK SMA 10 SURF PMB 65/105-60 TO IS EN 13108-5 & CC-SPW-00900 ON
60mm min. THICK OF AC20 HDM BIN 40/60 TO IS EN 13108-1 & CC-SPW-00900 ON
80mm min. THICK OF AC32 HDM BASE 40/60 TO IS EN 13108-1 & CC-SPW-00900 ON
150mm min. THICK OF UNBOUND GRANULAR SUB-BASE TYPE B: UBGM Bc TO CC-SPW-00800 ON
X'mm min. THICK OF CLASS 6/1/62 CAPPING MATERIAL TO CLAUSE 613 OF CC-SPW-00600
[SUBJECT TO CBR RESULT]

FALLS: 1:40 TYPICAL FROM CENTRAL CROWN BUT SEE PLANS FOR VARIATIONS (e.g. PUE-0067672014). FALL

SCALE @ A0: 1:50
SCALE @ A2: 1:100

40mm min. THICK OF RED OR BUFF COLOURED PMSMA 10 SURF PMB
65/105-60 TO IS EN 13108-5 & CC-SPW-00900 ON

100mm min. THICK OF AC20 HDM BIN 40/60 TO IS EN 13108-1 &
CC-SPW-00900 ON

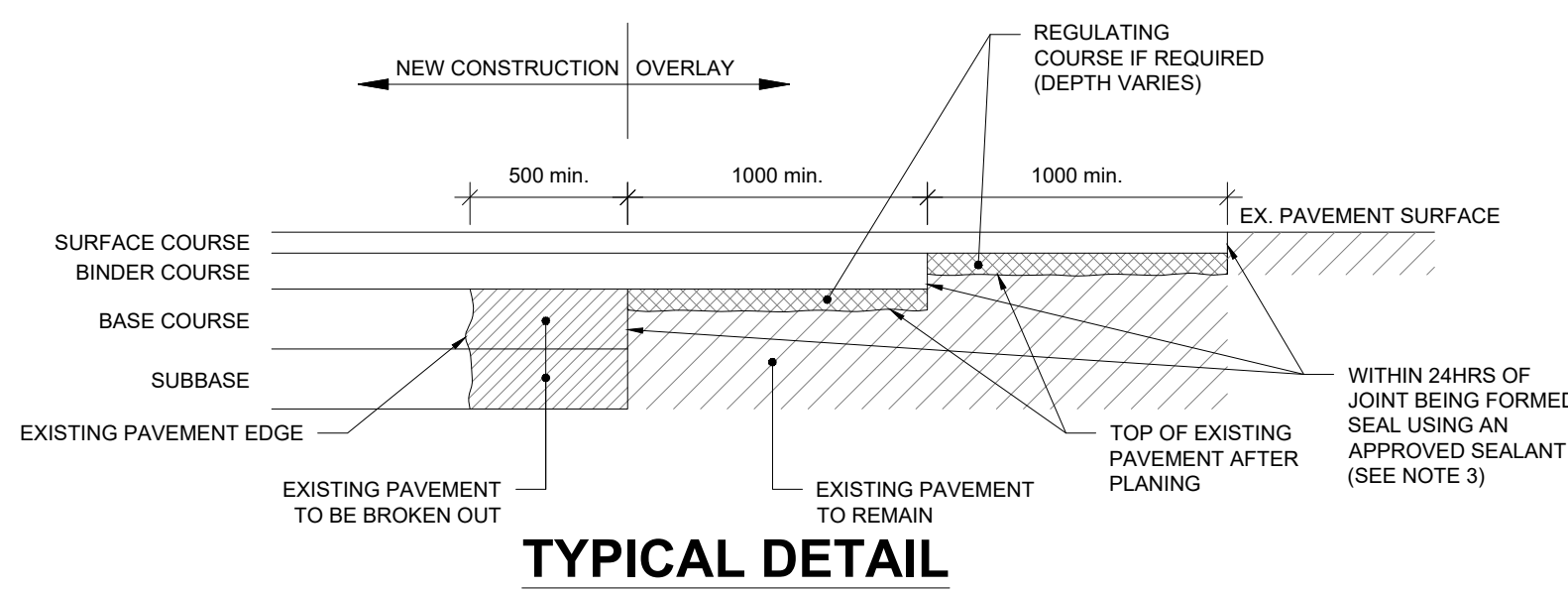
150mm min. THICK OF UNBOUND GRANULAR SUB-BASE TYPE B: UBGM
Bc TO CC-SPW-00800 ON

75mm min. THICK OF CLASS 6/1F62 CAPPING MATERIAL TO CLAUSE 613
OF CC-SPW-00600 (SUBJECT TO CBR RESULTS)

SCALE @ A0: 1:50
SCALE @ A2: 1:100

NOTES ON TRANSVERSE JOINTS:

- NOTES ON TRANSVERSE JOINTS:**
- EDGE OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE.
 - WHERE THE BASE COURSE IS TO BE Laid IN TWO LAYERS THE UPPER LAYER OF BASE COURSE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 1.0m min. WITH BINDER COURSE AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 1.0m min.
 - WITHIN 24HRS OF A JOINT BEING FORMED AN APPROPRIATE SEALANT COMPLIANT WITH CLAUSE 10.18 OF F1 DOCUMENT CP-SPW-00000 SHALL BE APPLIED.
 - AFTER A HOT LAY HAS BEEN Laid ON ALL EXISTING PAVEMENT SURFACES, AND BETWEEN NEW COURSES OF BITUMINOUS MATERIAL, PRIOR TO LAYING OVERLAY COURSES, IN ACCORDANCE WITH CLAUSE 10.14 OF F1 DOCUMENT CP-SPW-00000 BEFORE SPREADING IS COMMENCED, SURFACES SHALL BE FREE OF STANDING WATER, AND FREE OF ALL LOOSE MATERIAL.



NOTES ON LONGITUDINAL JOINTS

- 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 LAID IN TWO LAYERS THE UPPER LAYER OF BASE COURSE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 0.3m min. WITH BINDER COURSE AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 0.3m min.
 3. WITHIN 24HRS OF A JOINT BEING FORMED AN APPROPRIATE SEALANT COMPLIANT WITH CLAUSE 10.16 OF FIDIC DOCUMENT CS-SPW-00000 SHALL BE APPLIED.
 4. BEFORE SPRAYING IS COMMENCED, ALL EXISTING PAVEMENT SURFACES, AND BETWEEN NEW COURSES OF BITUMINOUS MATERIAL, PRIOR TO LAYING OVERLAP COURSES, IN ACCORDANCE WITH CLAUSE 14.14 OF FIDIC DOCUMENT CS-SPW-00000.
 5. BEFORE SPRAYING IS COMMENCED, SURFACES SHALL BE FREE OF STANDING WATER, AND FREE OF ALL LOOSE MATERIAL.

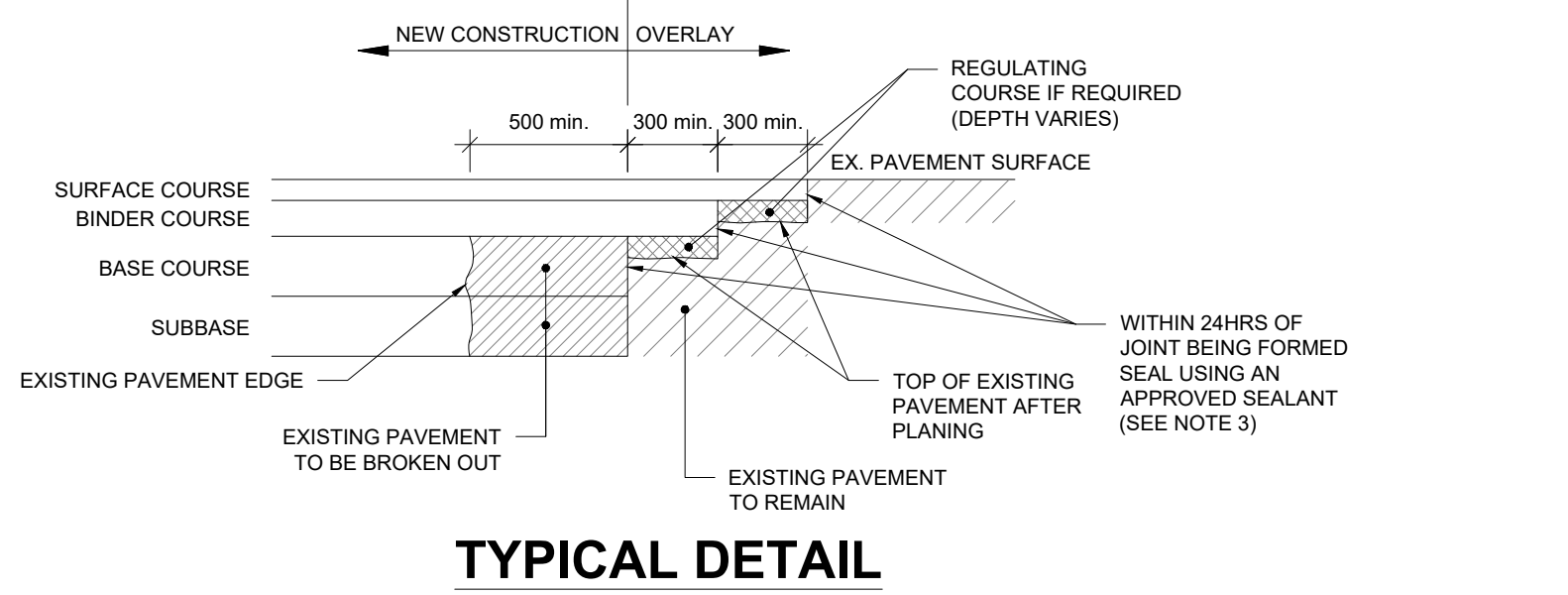
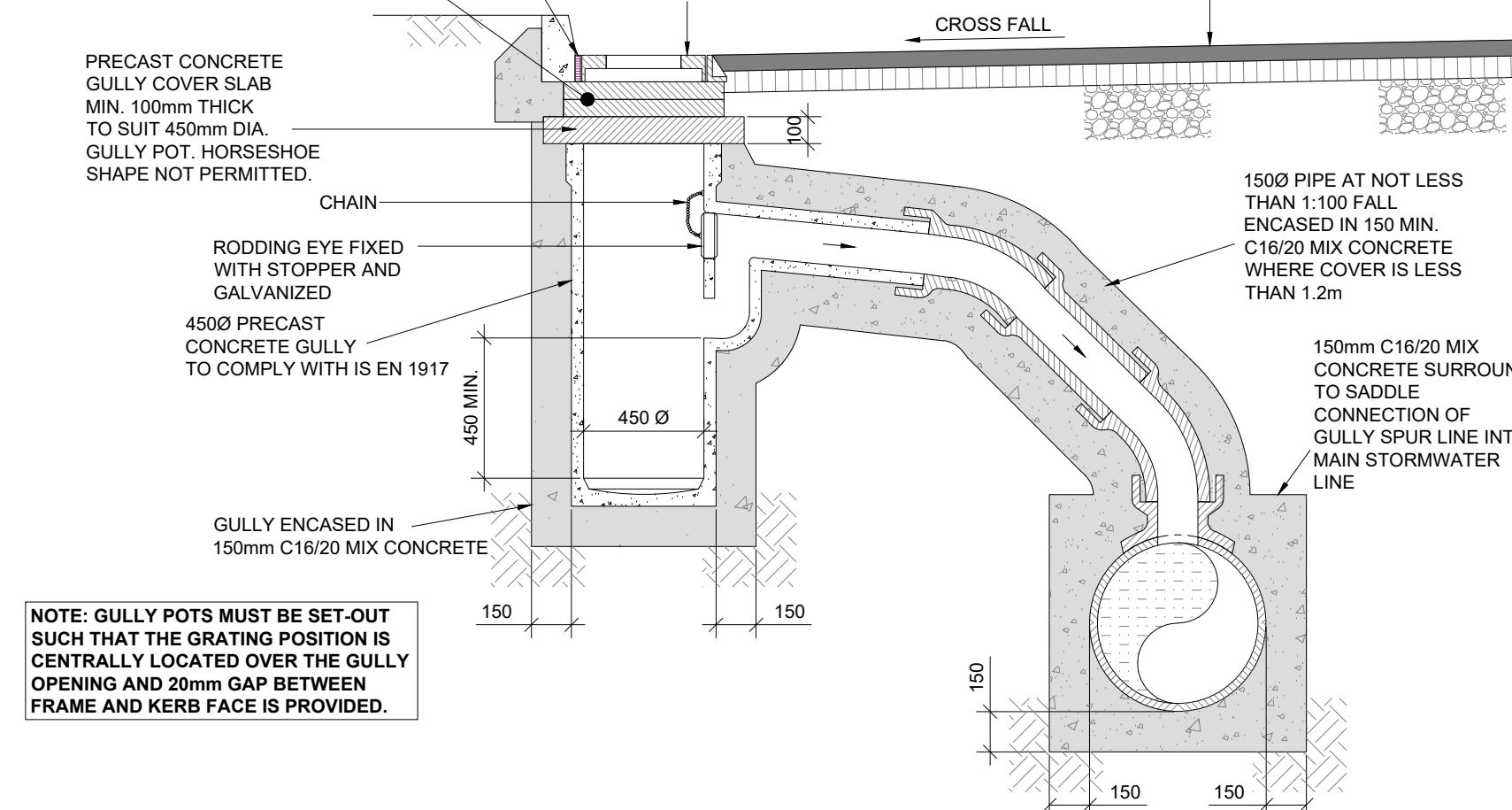


Diagram illustrating the standard road gully grate plan. The grate is rectangular, measuring 320 MIN. in length and 400 MIN. in width. The grate is set within a concrete kerb. The grate is hinged at right angles to the kerb line so they close with direction of traffic with slots at right angles to kerb. The grate is made of Class D 400 (IS EN 124) C.I. gully grating and frame bedded in mortar. The traffic direction is indicated by an arrow pointing downwards.

STANDARD ROAD GULLY GRATING PLAN

NOTE: PVC RISERS NOT PERMITTED BENEATH GULLY GRATINGS. CONTRACTOR SHALL USE CLASS A ENGINEERING BRICK TO IS 91 AND SERIES 2400 OF T.I.I. SPECIFICATION FOR ROAD WORKS TO ACHIEVE FINISHED GRATING LEVEL. PROVIDE 1no. MINIMUM, 3no. MAXIMUM.



SCALE A0: 1:25
SCALE A2: 1:50

225 x 300 DIA IN-SITU CONCRETE KERB GRADE C40. PROVIDE JOINTS @ 3m Ctrs.

45 225 25

U3 FINISH

900

TOP OF KERB 15mm ABOVE ROAD SURFACE. TYPICALLY BUT REFER TO PLANS FOR LOCATION SPECIFIC KERB ROVIGALS

ROAD SURFACE AS SPECIFIED

OPTIONAL C20/25 SETTS FOR KERBS

D KERB BEHIND HERE REQUIRED

SUB-BASE MATERIAL

SCALE @ A1: 1:10
SCALE @ A3: 1:20

Diagram illustrating the cross-section of a concrete curb and gutter assembly. The assembly consists of a concrete curb, a concrete gutter, and a concrete base. The curb is labeled "GRADE C40 CONCRETE KERB" and has a width of 45 MIN. The gutter is labeled "PAVEMENT AS SPECIFIED" and has a width of 225 U3 FINISH. The gutter is labeled "DROP KERB HEIGHT VARIES FROM 25mm FOR VEHICULAR ACCESS AND 45mm FOR PEDESTRIAN CROSSING". The gutter is labeled "SUB-BASE MATERIAL". The gutter is labeled "ADDITIONAL C/265 CONCRETE FOR KERBS AND KERB BLOCKS WHERE". The gutter is labeled "500 MIN.".

SCALE \otimes A1: 1:10
SCALE \otimes A3: 1:20

ISITU CONCRETE MIX C20/25

355 x 125 HALF BATTER PRECAST CONCRETE KERB TO BS EN 1340

SUB-BASE MATERIAL

ROAD SURFACE AS SPECIFIED

ADDITIONAL C20/25 CONCRETE FOR KERB AND KERB BLOCKS WHERE REQUIRED

Dimensions (mm):
 Top width segments: 175, 125
 Kerb top width: 355
 Kerb height: 125
 Total height from base: 225
 Base width: 200 MIN, 300
 Additional concrete depth: 50

SCALE @ A1: 1:10
SCALE @ A3: 1:20

Technical drawing of a kerb and channel cross-section. The drawing shows a kerb on the left and a channel on the right, both with a hatched pattern indicating concrete. The kerb has a top width of 200 mm and a base width of 300 mm. The channel has a top width of 200 mm and a base width of 300 mm. The kerb height is 150 mm. The channel depth is 150 mm. The kerb and channel are separated by a 50 mm gap. The kerb is labeled 'IN SITU CONCRETE MIN C20/25 EXPOSURE CLASS XS1'. The channel is labeled 'PRECAST CONCRETE KERB 900 x 150 x 50mm TO LAY FLUSH WITH FINISHED SURFACE LEVEL'. The ground level is indicated by a dashed line. The sub-base material is indicated by a hatched pattern at the bottom. The drawing includes dimensions for the kerb and channel, and labels for the materials and levels.

IN SITU CONCRETE MIN C20/25
EXPOSURE CLASS XS1

50

150

GROUND LEVEL

150

200 MIN. 300 200 MIN.

PRECAST CONCRETE KERB
900 x 150 x 50mm TO
LAY FLUSH WITH
FINISHED SURFACE LEVEL

ADDITIONAL C20/25
CONCRETE FOR KERBS
AND KERB BLOCKS
WHERE REQUIRED

SUB-BASE MATERIAL

SCALE @ A1: 1:10
SCALE @ A3: 1:20

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS & ARCHITECT'S 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.

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|-------|----------|---------------------|----|
| PL2 | 24.01.25 | ISSUED FOR PLANNING | A |
| PL2 | 17.12.24 | ISSUED FOR S1 RSA | PC |
| PL1 | 28.08.24 | ISSUED FOR PLANNING | A |
| ISSUE | DATE | DESCRIPTION | B |

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|---------------------------------|--------------------------------|
| Project Engineer: Peter O'Dwyer | Project Director: Brian Mahony |
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PLANNING

BM
BARRETT MAHONY



CLIENT
LAND DEVELOPMENT AGENCY

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|---|-------------------------------|
| PROJECT TITLE LDA WILTON SARSFIELD ROAD LRD | BM PROJECT N 23.215 |
|---|-------------------------------|

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|------------------------|------------------------------|-------------|----------|
| MODEL | REFERENCE | SUITABILITY | REVISION |
| | 23215-BMD-ZZ-ZZ-M2-C-DETAILS | - | - |
| DRAWING TITLE | | | |
| ROADS STANDARD DETAILS | | | |

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|-----|---|--------|------------------|
| DWG | DRAWING REFERENCE 23215-BMD-77.77-DB-C-12112 | STATUS | REVISION PI 2 |
|-----|---|--------|------------------|