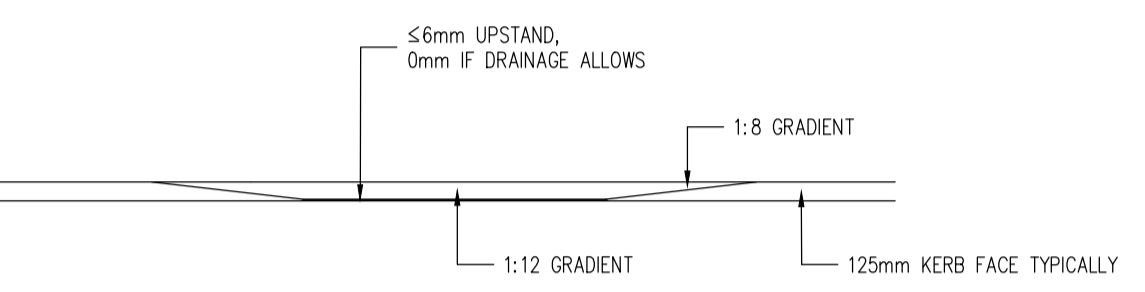
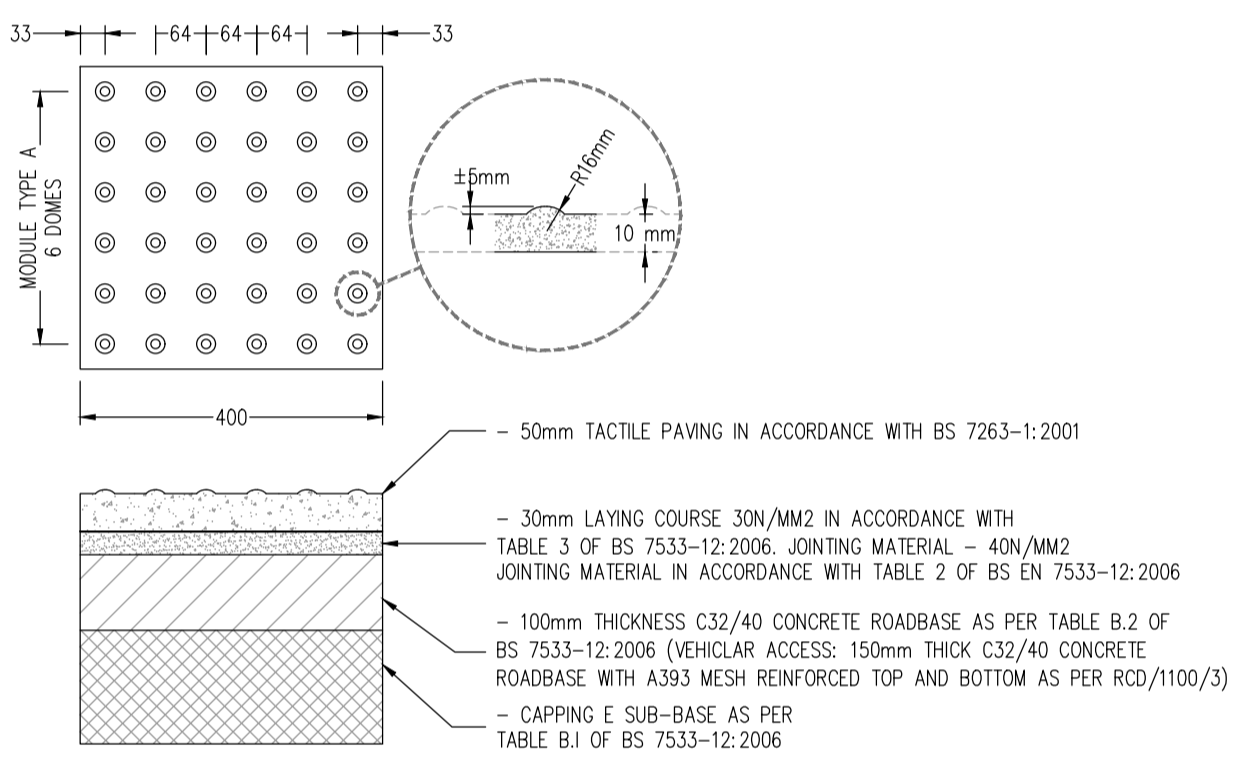


- NOTES: (UNCONTROLLED)**
- TACTILE PAVING SLABS 400x400mm BUFF IN COLOUR.
 - CONFIGURATION TO BE 2 ROWS, OF 6 NUMBER WIDE, 400mm sq. TACTILE TILES ON BOTH SIDES OF THE ROAD.
 - THE TACTILE DOMES ON THE TILES MUST BE LINED UP UP TO GIVE THE DIRECTION OF TRAVEL IN ORDER TO CROSS THE ROAD STRAIGHT.
 - UTILITY/SERVICE BOXES SHOULD NOT BE LOCATED IN TACTILE PAVED AREAS WHERE POSSIBLE.
 - TACTILE SLABS SHALL BE CUT SO AS TO MINIMIZE THE CREATION OF SLIVERS ALONG THE KERBLINE.
 - ANY GULLIES IN THE CROSSING TO BE RELOCATED.
 - ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 - ALL CLAUSE REFERENCES RELATE TO VOLUME 1 SPECIFICATION FOR ROAD WORKS (T1).

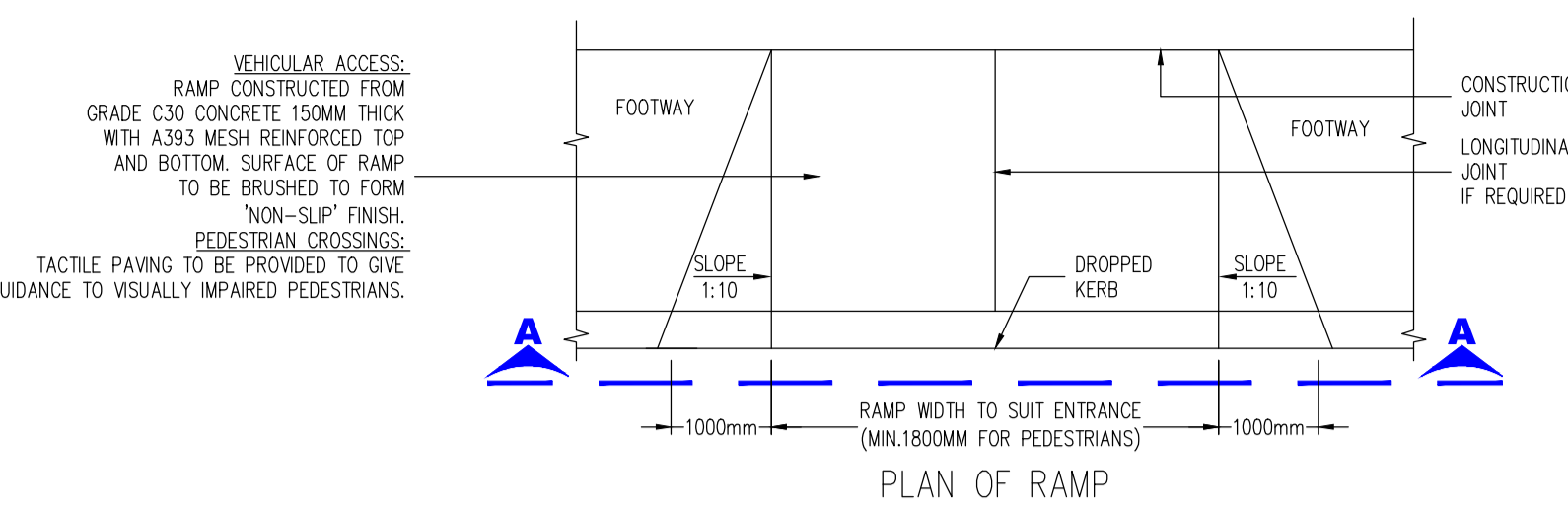
TACTILE PAVING PLAN AT UNCONTROLLED PEDESTRIAN CROSSINGS.
SCALE: 1:50



TACTILE PAVING ELEVATION.
SCALE: 1:50



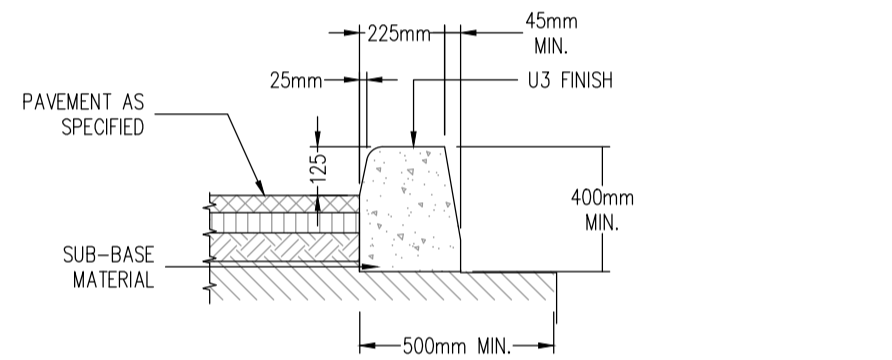
TACTILE PAVING AT CONTROLLED/UNCONTROLLED PEDESTRIAN CROSSINGS
SCALE: 1:10



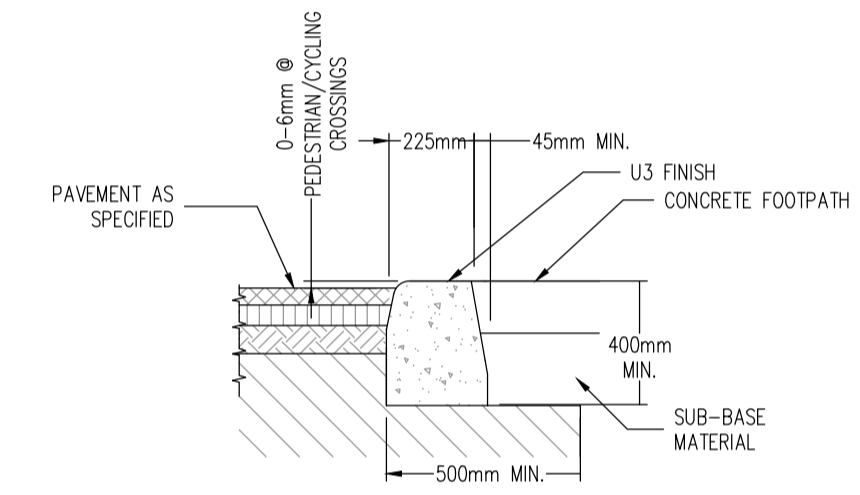
- VEHICULAR ACCESS RAMP CONSTRUCTED FROM GRADE C30 CONCRETE 150MM THICK WITH A393 MESH REINFORCED TOP AND BOTTOM. SURFACE OF RAMP TO BE BRUSHED TO FORM 'NON-SLIP' FINISH. PEDESTRIAN CROSSINGS: TACTILE PAVING TO BE PROVIDED TO GIVE GUIDANCE TO VISUALLY IMPAIRED PEDESTRIANS.**
- PLAN OF RAMP**
- VIEW A-A**
- NOTES:**
- A RAISED LIP OF 25mm SHOULD BE USED FOR VEHICULAR ENTRANCES.
 - A RAISED LIP OF 0-6mm SHOULD BE USED FOR PEDESTRIAN CROSSINGS.
 - REFER TO T11 CC-SCD-01101 FOR PRE-CAST KERB DIMENSIONS.
 - REFER TO T11 CC-SCD-01101 FOR IN-SITU CONCRETE KERB DIMENSIONS.
 - TACTILE PAVING IS TO BE PROVIDED AT ALL PEDESTRIAN CROSSINGS, ADVISE ON THE EXACT LOCATION AND DIMENSIONS CAN BE FOUND FROM THE UK DEPARTMENT FOR TRANSPORT, MOBILITY INCLUSION UNIT DOCUMENT, "GUIDANCE ON THE USE OF TACTILE PAVING"

DROPPED KERB RAMP CC-SCD-01103
SCALE: 1:20

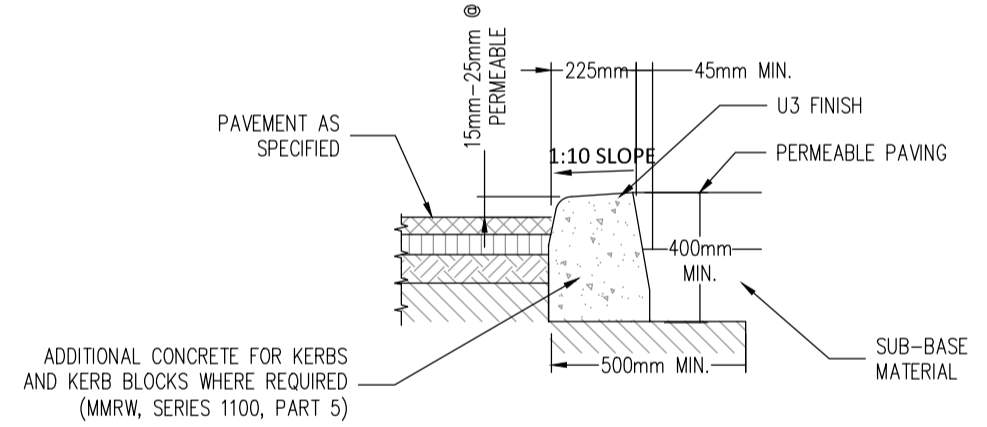
- NOTES:**
- IN SITU CONCRETE KERBS SHALL COMPLY WITH THE RECOMMENDATIONS OF B.S. 5931.
 - KERBS SHALL BE PROTECTED FROM THE EFFECTS ADVERSE WEATHER UNTIL CURED.
 - DROP KERB HEIGHT VARIES FROM 15-25mm FOR VEHICULAR ACCESS AND 0-6mm FOR PEDESTRIAN CROSSINGS
 - FOOTPATH/KERB CONCRETE SHALL BE C40/50 XF4 EXPOSURE CLASS WITH A WATER/CEMENT RATIO OF 0.43 AND A MIN CEMENT CONTENT OF 240 Kg/m³
 - VERTICAL EXPANSION JOINTS AT 40m SPACING & INTERMEDIATE CONTRACTION JOINTS AT 5m SPACING.



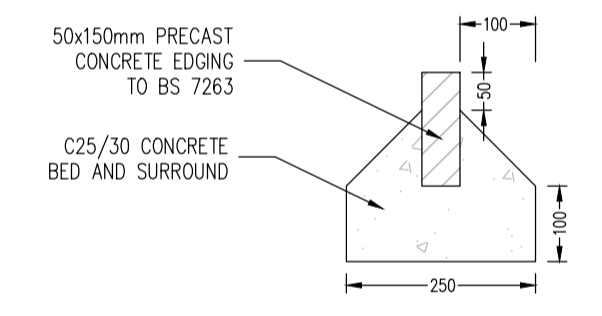
KERB DETAIL AT 125mm SHOW
SCALE: 1:20



KERB DETAIL AT PEDESTRIAN CROSSINGS.
SCALE: 1:20



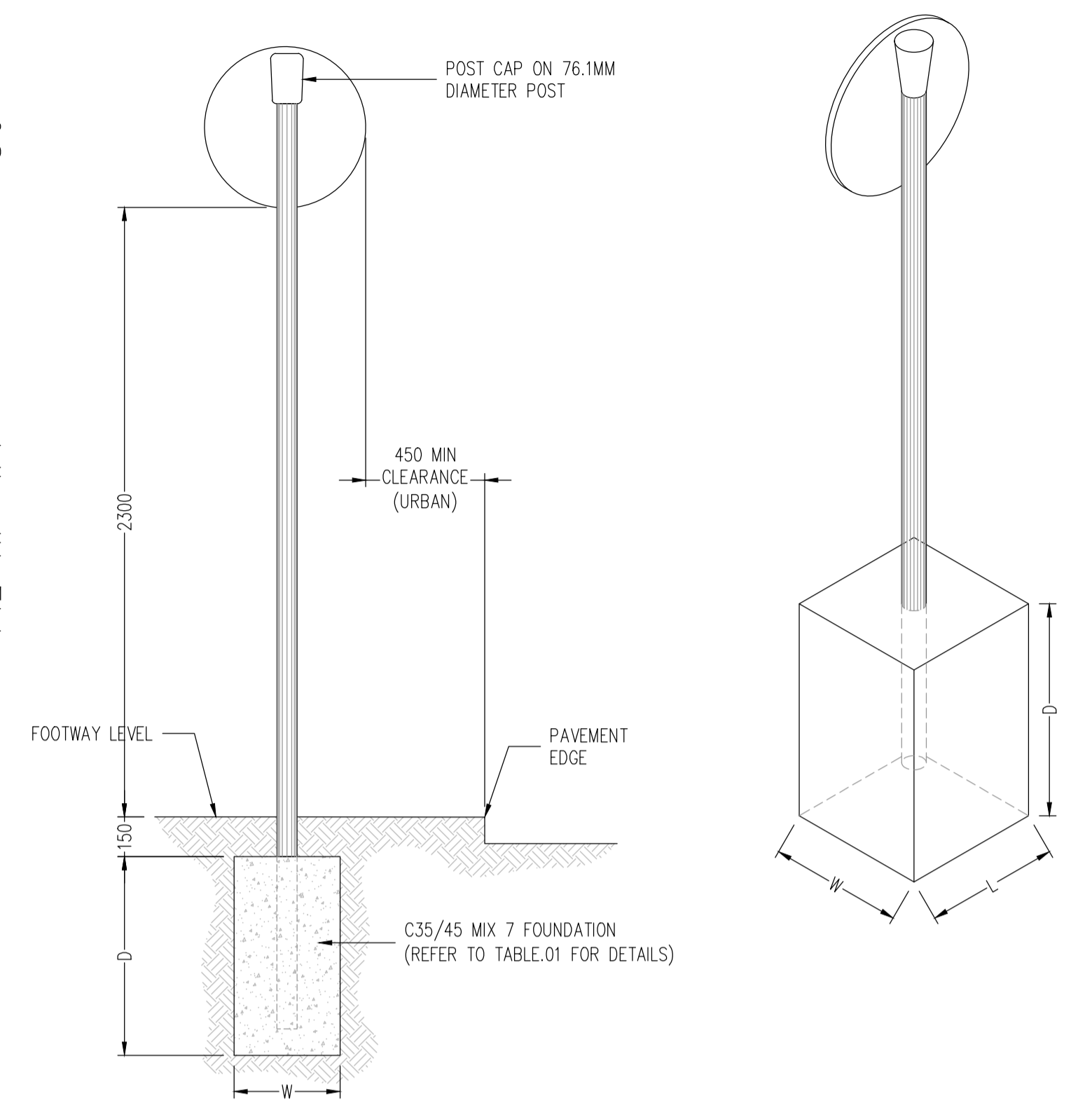
KERB DETAIL AT CAR PARKING BAYS
SCALE: 1:20



PRECAST CONCRETE EDGING
SCALE 1:10

NOTE:

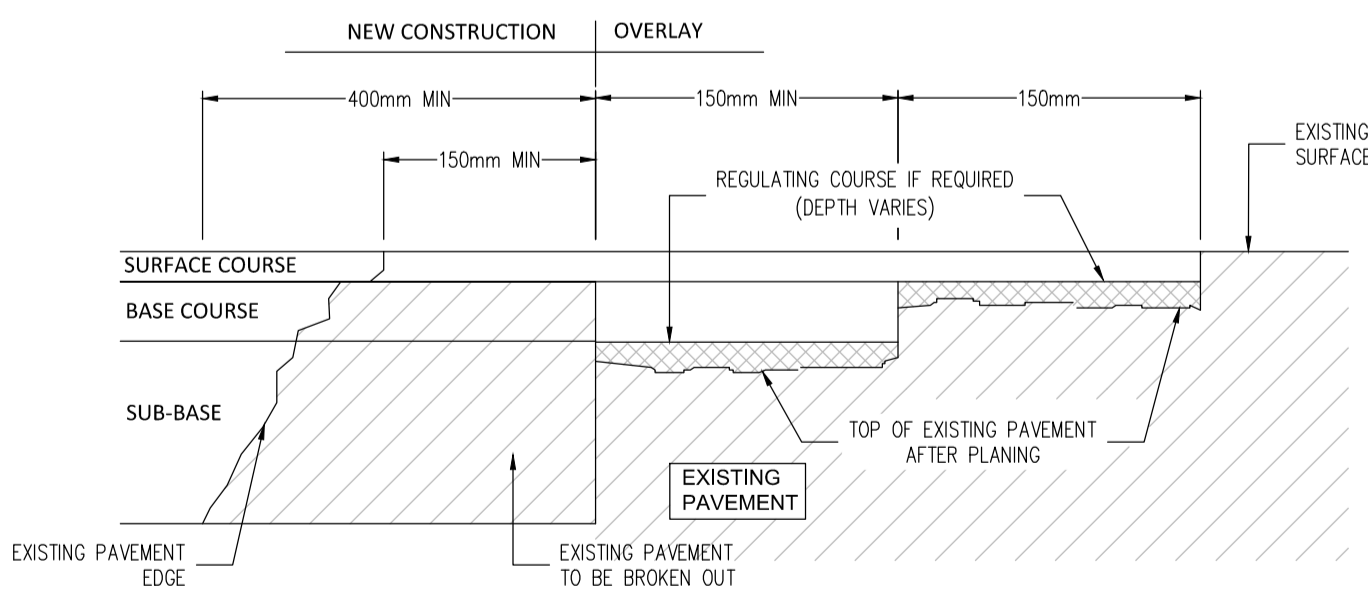
- ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE.
- ALL STEELWORK TO BE GRADE S235 J2 IN ACCORDANCE WITH IS.EN 12899-1.
- ALL STEELWORK TO BE HOT-DIP GALVANIZED IN ACCORDANCE WITH IS.EN ISO 1461.
- CHECK THE UNDERGROUND SERVICES AT AN EARLY STAGE (AND ACCOMMODATE AS MAY BE NECESSARY).
- REFER TO TRAFFIC SIGN MANUAL FOR ALL STANDARD DIMENSION.
- POST EMBEDMENT TO BE 0.75xD
- ORIENTATION OF SIGN:
 - ON A STRAIGHT ROAD - HORIZONTAL AXIS 96° AWAY FROM THE GENERAL ALIGNMENT OF THE LEFT-HAND SIDE OF THE CARRIAGEWAY
 - ON A RIGHT-HAND BENDS - 90° ANGLE TO A LINE TANGENTIAL TO THE LEFT-HAND EDGE OF CARRIAGEWAY
 - ON A LEFT-HAND BENDS - 95° FROM A LINE JOINING THE EDGE OF CARRIAGEWAY 200m IN ADVANCE OF THE SIGN



TRAFFIC SIGN (Single Post)
SCALE: N.T.S.

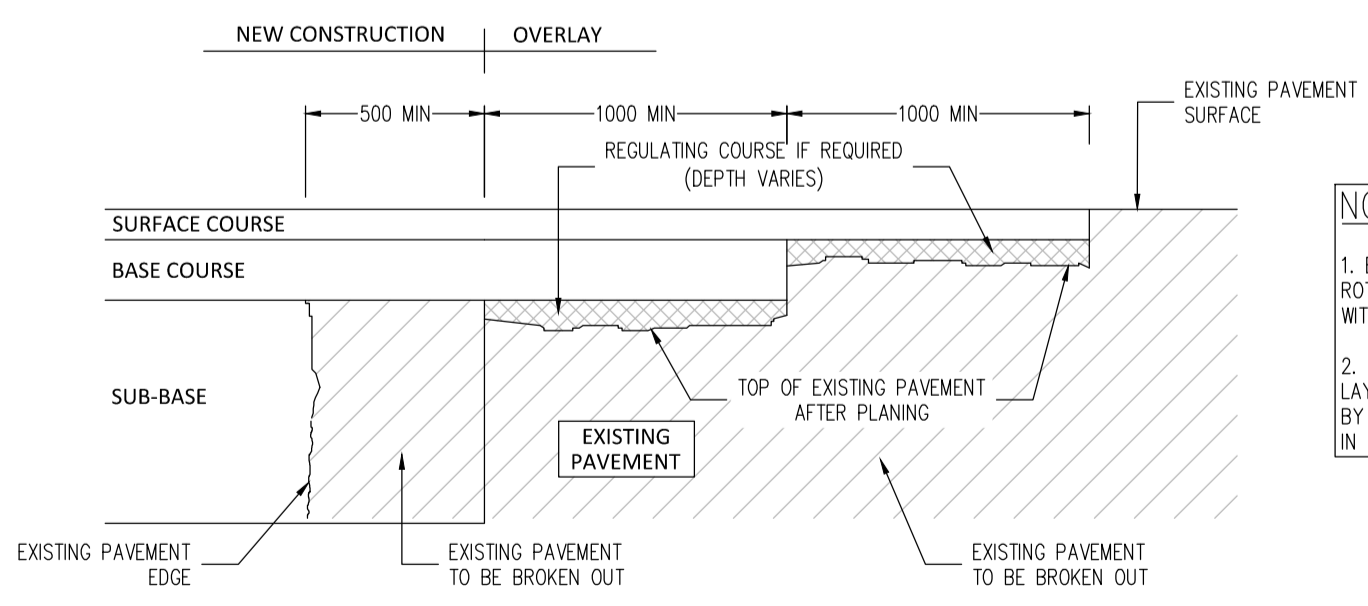
TABLE.01

SUMMARY	TRADITIONAL FOUNDATION OPTION 1			TRADITIONAL FOUNDATION OPTION 2			PLANTED FOUNDATION		POST DETAILS			
	L	W	D	L	W	D	Ø	D	Ø	WALL THICKNESS	TYPE	
SIGN FACE AREA												
≤0.283 m ² (Ø600mm)	0.75	0.40	0.55	0.55	0.55	0.55	0.40	0.50	76.1	3.2	CHS	
0.283<AREA≤0.5625m ² (BETWEEN 600Ø & 750x750)	0.75	0.65	0.65	0.70	0.70	0.70	0.40	0.65	76.1	3.2	CHS	
0.5625<AREA≤1.189m ² (750x750 TO 940x1265m ²)	1.00	0.75	0.50	0.80	0.80	0.80	0.40	0.75	76.1	3.2	CHS	



LONGITUDINAL JOINT BETWEEN NEW AND EXISTING ROAD T11 CC-SCD-00704.
SCALE: 1:25

- NOTES:**
- EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 400mm WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 10 OF T11 PUBLICATIONS.
 - WHERE THE ROAD BASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROAD BASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 150mm MIN. WITH THE BINDER COURSE AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 150mm MIN. RESPECTIVELY.
 - OUTBACK AND BENCHING IN SHALL BE INCREASED AS NECESSARY UNTIL SOUND CLEAN MATERIAL IS ENCOUNTERED.



TRANSVERSE JOINT BETWEEN NEW & EXISTING ROAD T11 CC-SCD-00703.
SCALE: 1:25

- NOTES:**
- EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 10 OF T11 PUBLICATIONS.
 - WHERE THE ROAD BASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROAD BASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 1m MIN. WITH THE BINDER AND SURFACE COURSE TO BE EACH STEPPED IN A FURTHER 1m MIN. RESPECTIVELY.

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- NOTES**
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Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By
P1	17.07.2023	ISSUED FOR STAGE 2	SC	NB
P2	22.02.2024	ISSUED FOR PLANNING	SC	LJ

Architect	Michael Fitzpatrick (MFA)
Project	Drumclark Development Co. Cavan
Title	Typical Road Details
Dwg. No.	D111-CSC-XX-XX-DR-C-0014
Date	June 2023
Drn. by	SC
Chkd. by	JF
Aprvd. by	NB
Scale	As Shown @ A1
Revision	P2

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Quality Environment I.S. EN ISO 9001:2008
Energy I.S. EN ISO 14001:2004
Health & Safety OHSAS 18001:2007