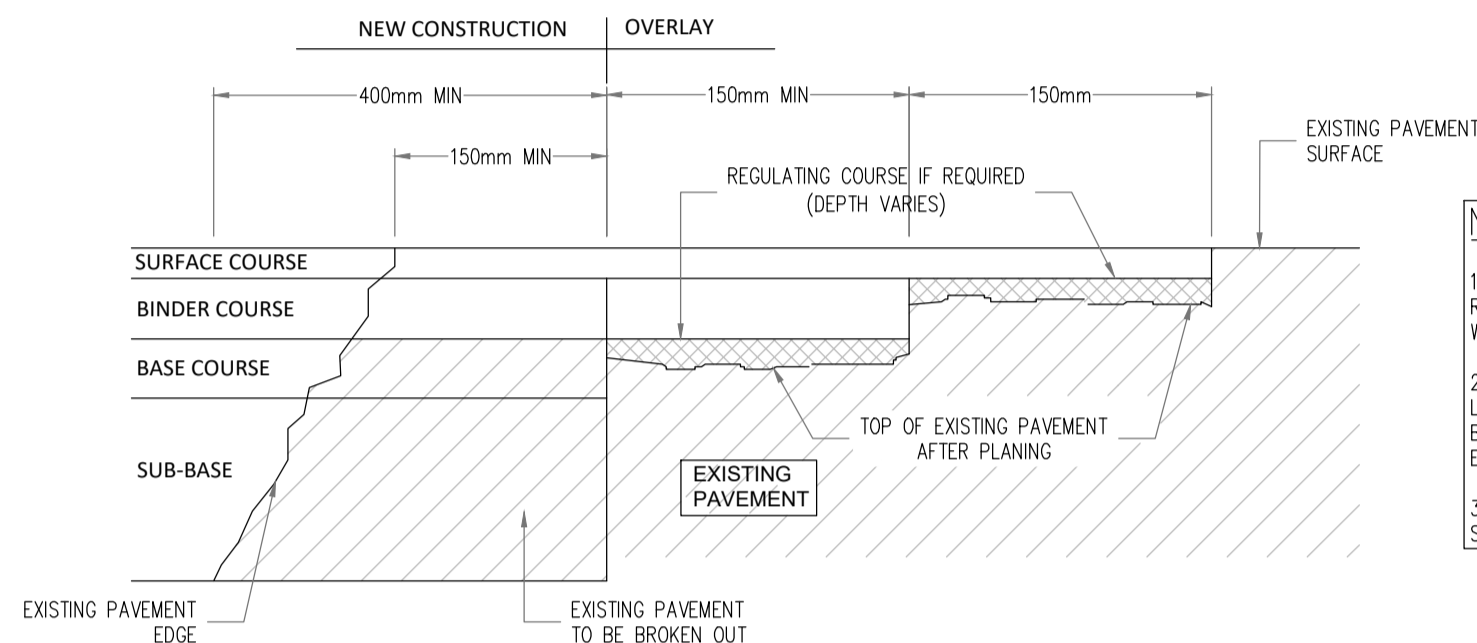


NOTES:

- EDGES OF EXISTING CARRIAGE WAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 10.
- 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.

TRANSVERSE JOINT BETWEEN NEW & EXISTING ROAD TII CC-SCD-00703.

SCALE: 1:25



NOTES:

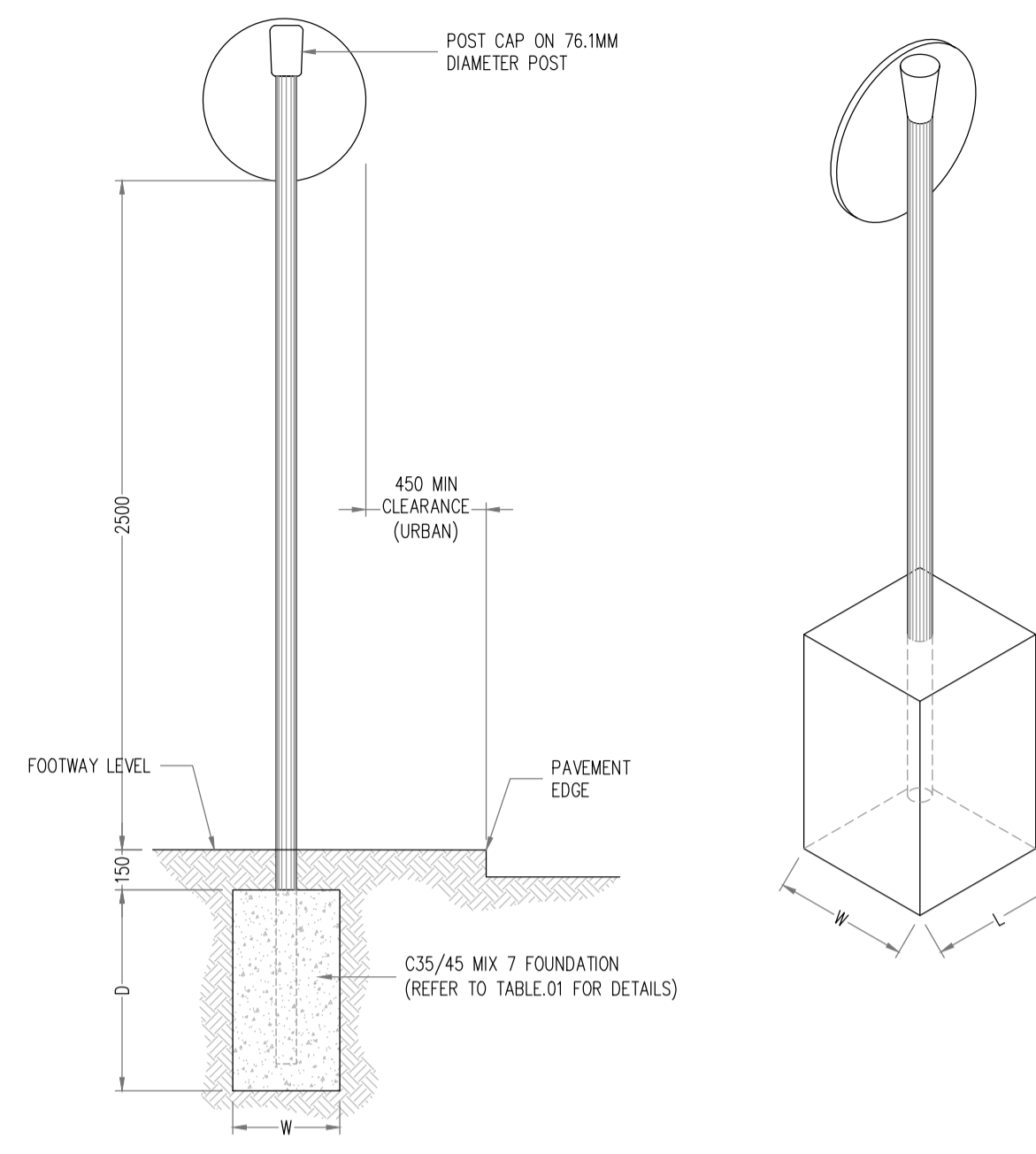
- EDGES OF EXISTING CARRIAGEWAY TO BE CUT BACK BY 400mm WITH A ROTARY SAW TO FORM A VERTICAL FACE AND PRIMED IN ACCORDANCE WITH CLAUSE 10.
- WHERE THE ROAD BASE IS TO BE LAID IN TWO LAYERS, THE UPPER LAYER OF ROAD BASE SHOULD BE STEPPED INTO THE EXISTING PAVEMENT BY 150mm MIN. WITH THE BINDER COURSE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

LONGITUDINAL JOINT BETWEEN NEW AND EXISTING ROAD TII CC-SCD-00704.

SCALE: 1:25

NOTE:

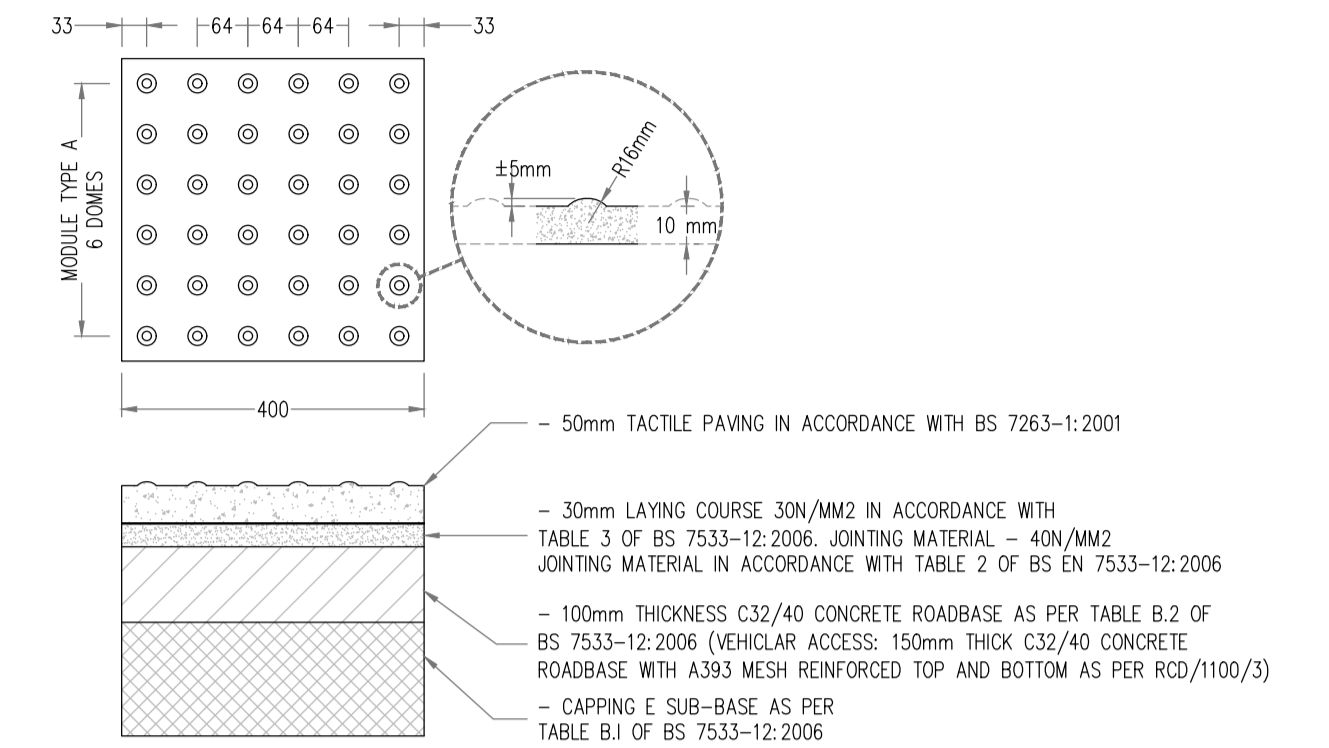
- ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE.
- ALL STEELWORK TO BE GRADE S235 J2 IN ACCORDANCE WITH IS EN 12899-1.
- ALL STEELWORK TO BE HOT-DIP GALVANIZED IN ACCORDANCE WITH IS EN ISO 1461.
- CHECK THE UNDERGROUND SERVICES AT AN EARLY STAGE (AND ACCOMMODATE AS MAY BE NECESSARY).
- REFER 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.

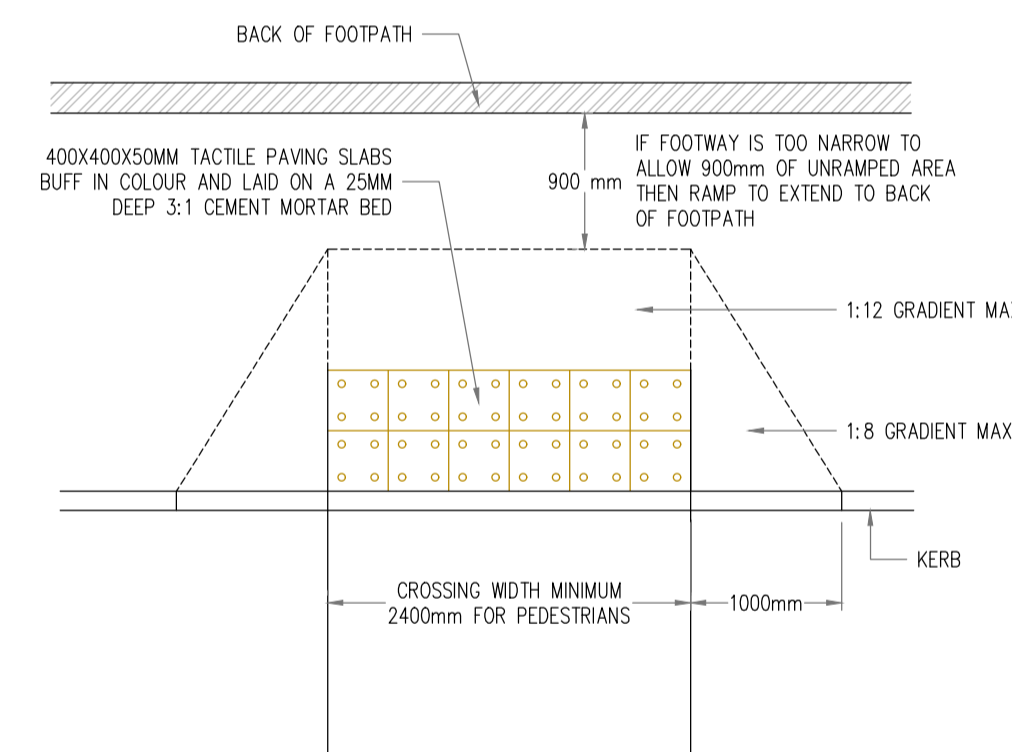
TABLE 01

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 m² (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≤0.5625m² (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≤1.189m² (750x750 TO 940x1265m²)	1.00	0.75	0.50	0.80	0.80	0.80	0.40	0.75	76.1	3.2	CHS



TACTILE PAVING AT CONTROLLED/UNCONTROLLED PEDESTRIAN CROSSINGS

SCALE: 1:10

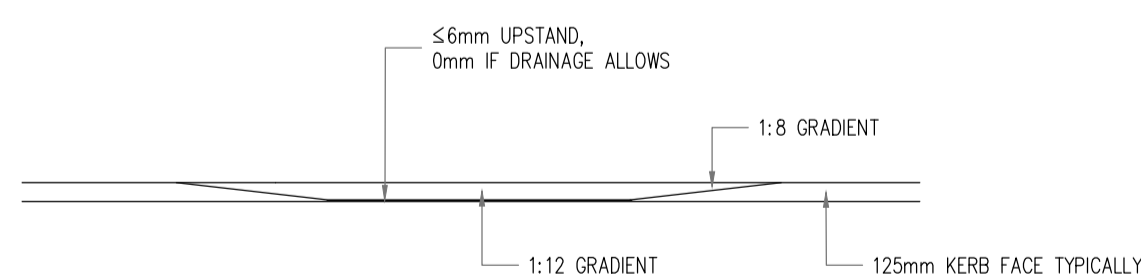


NOTES: (UNCONTROLLED)

- 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 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 (TI).

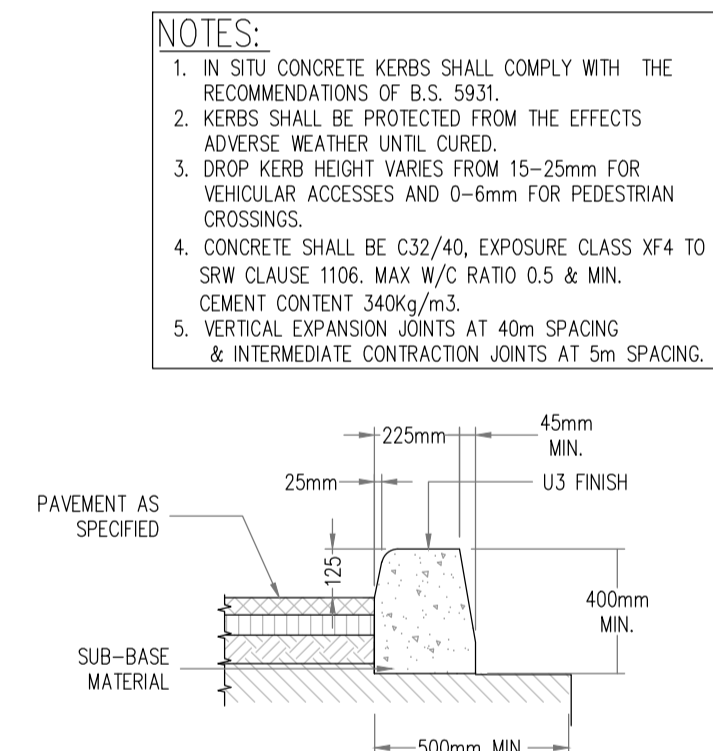
TACTILE PAVING PLAN AT UNCONTROLLED PEDESTRIAN CROSSINGS.

SCALE: 1:50

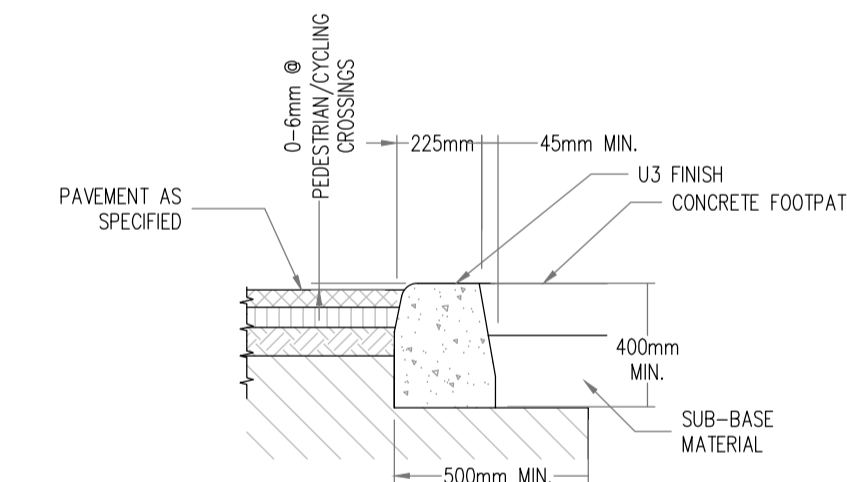


TACTILE PAVING ELEVATION.

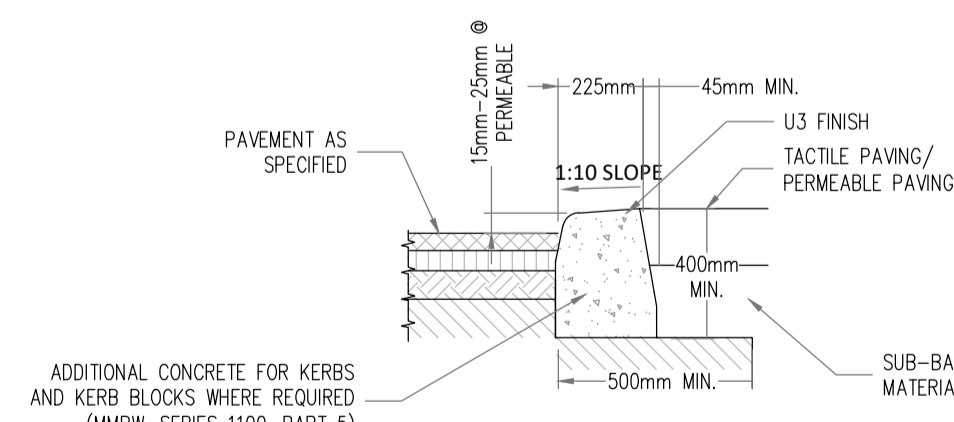
SCALE: 1:50



KERB DETAIL AT 125mm SHOW
SCALE: 1:20



KERB DETAIL AT PEDESTRIAN/CYCLING CROSSINGS.
SCALE: 1:20



KERB DETAIL AT CAR PARKING BAYS
SCALE: 1:20

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NOTES

- For setting out refer to Architect's drawings.
- This drawing to be read in conjunction with all other Architectural and Engineering drawings and all other relevant drawings and Specifications.
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Rev. No.	Date	REVISION NOTE	Dm. By	Chkd. By

Architect	OMP		
Project	Proposed Residential Development at Frankfort Castle.		
Title	Road Details		
Dwg. No.	H081-CSC-XX-XX-DR-C-0019		
Date	Dm by	Chkd by	Aprvd by
FEB 2021	JS	NB	NB AS SHOWN @A1
Scale	AS SHOWN @A1	Revision	

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Environment I.S. EN ISO 14001:2004
Energy I.S. EN ISO 50001:2011
Health & Safety OHSAS 18001:2007