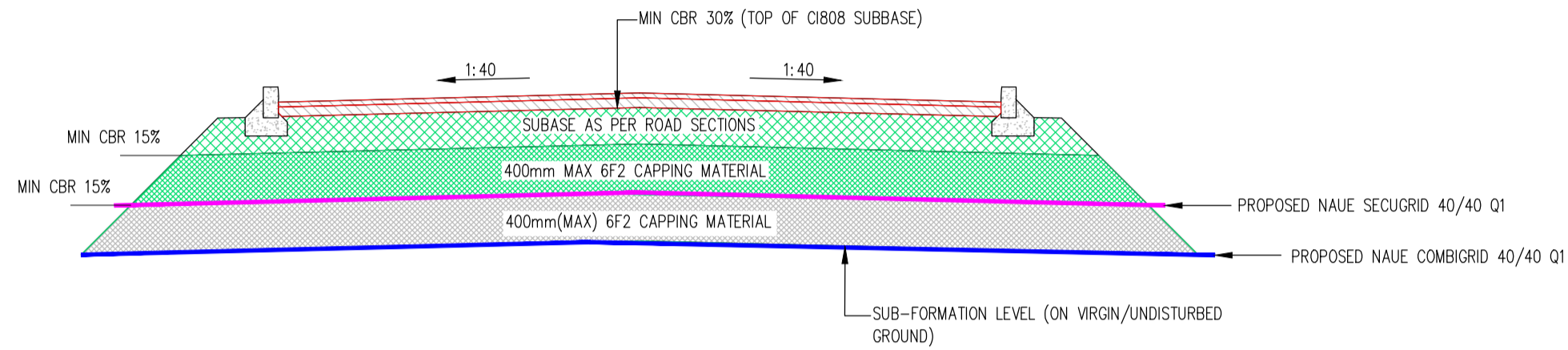


1. GEGRID TO BE INSTALLED AS PER THE MANUFACTURERS REQUIREMENTS.
2. MIN CBR VALUES TO BE ACHIEVED:
15% TOP OF CAPPING LAYERS
30% TOP OF C804 SUB BASE LAYERS.
3. GEOTEXTILE SEPERATION MEMBRANE TO BE INSTALLED AT SUB-FORMATION LEVEL. THE PROPOSED MATERIAL SHALL BE MANUFACTURED FROM SYNTHETIC MEMBRANE TERNALLY BONDED OR SIMILAR TYPE APPROVED BY ENGINEER.

LEGEND

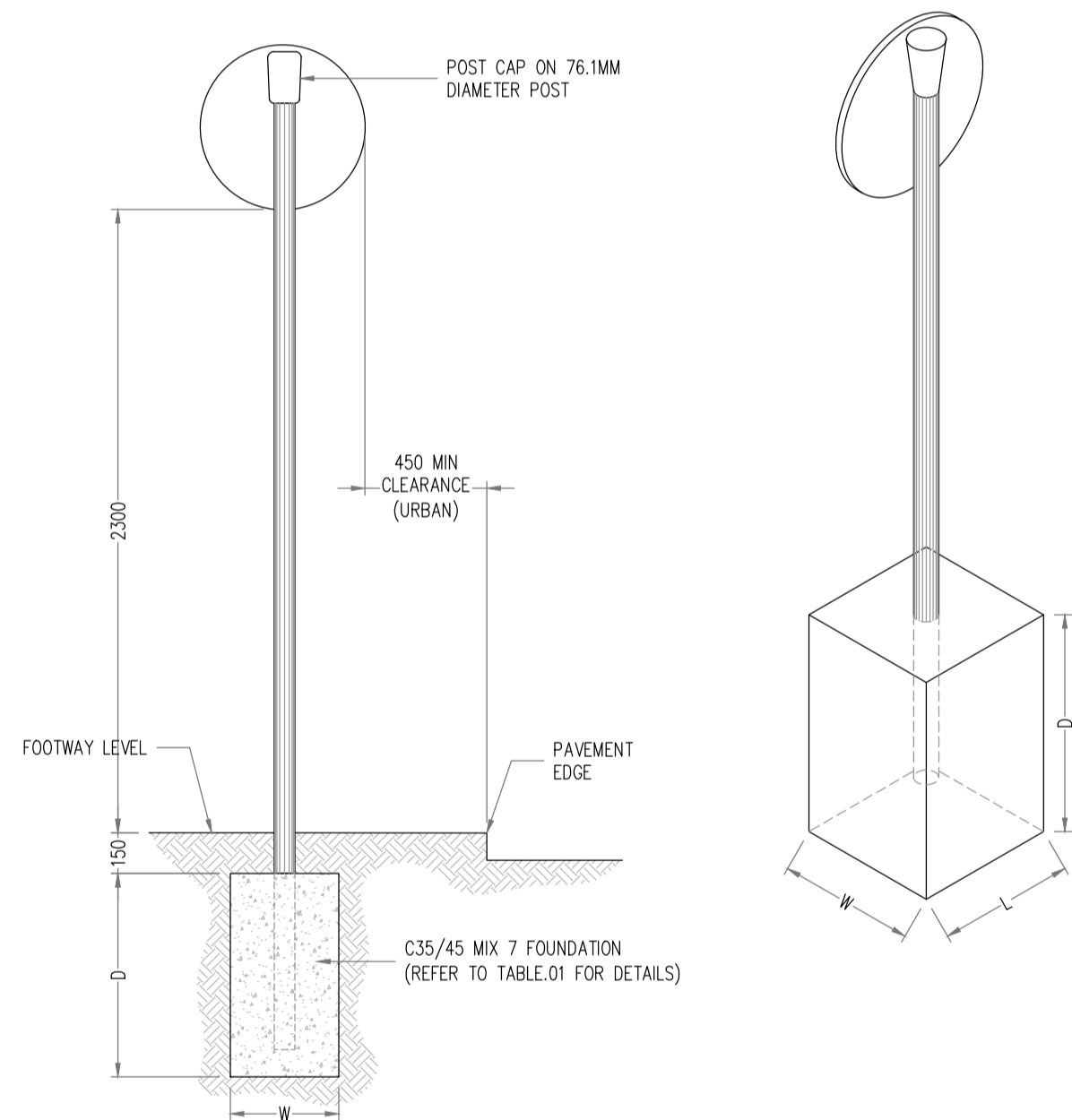
- PROPOSED NAUE COMBGRID 40/40 01
- PROPOSED NAUE SECUGRID 40/40 01
- PROPOSED GEOTEXTILE SEPERATION MEMBRANE
- PROPOSED 6F2 CAPPING MATERIAL
- PROPOSED C804 SUB BASE
- BINDER COURSE
- COURSE



ROADS WITH SIGNIFICANT ROAD BUILD UP SEQUENCE AND TESTING
SCALE: 1:50

NOTE:

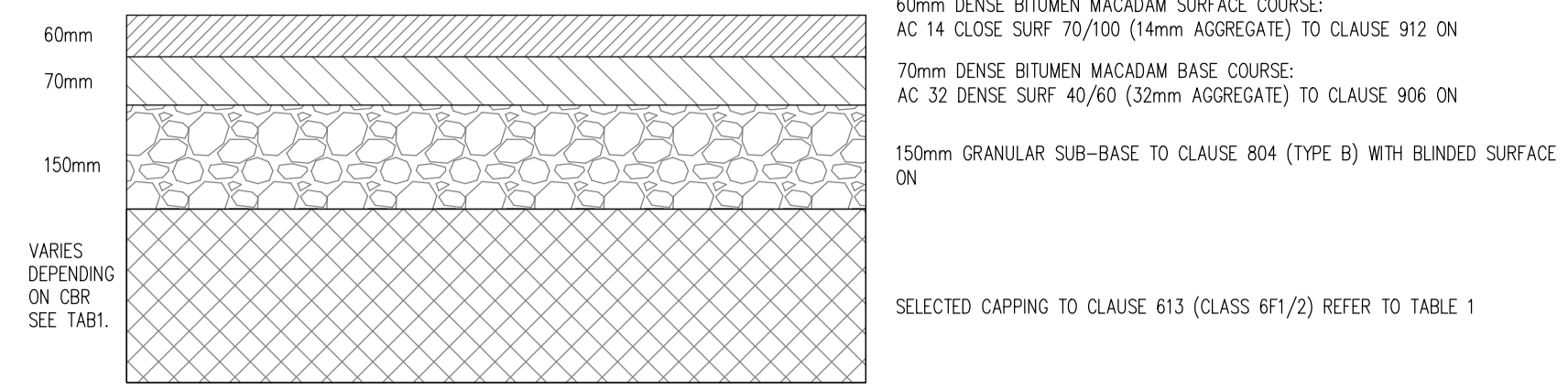
1. ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE.
2. ALL STEELWORK TO BE GRADE S235 J2 IN ACCORDANCE WITH IS EN 12899-1.
3. ALL STEELWORK TO BE HOT-DIP GALVANIZED IN ACCORDANCE WITH IS EN ISO 1461.
4. CHECK THE UNDERGROUND SERVICES AT AN EARLY STAGE (AND ACCOMMODATE AS MAY BE NECESSARY).
5. REFER TO TRAFFIC SIGN MANUAL FOR ALL STANDARD DIMENSION.
6. POST EMBEDMENT TO BE 0.75d
7. ORIENTATION OF SIGN:
 - ON A STRAIGHT ROAD - HORIZONTAL AXIS 90° AWAY FROM THE GENERAL ALIGNMENT OF THE LEFT-HAND SIDE OF THE CARRIAGEWAY
 - ON A RIGHT-HAND BENDS - 90° ANGEL 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



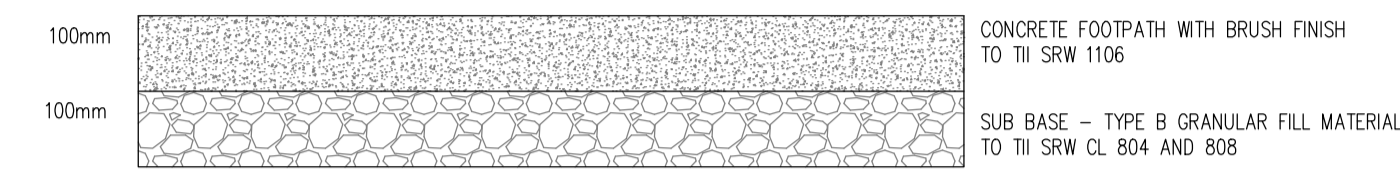
TRAFFIC SIGN (Single Post)
SCALE: N.T.S

TABLE.01

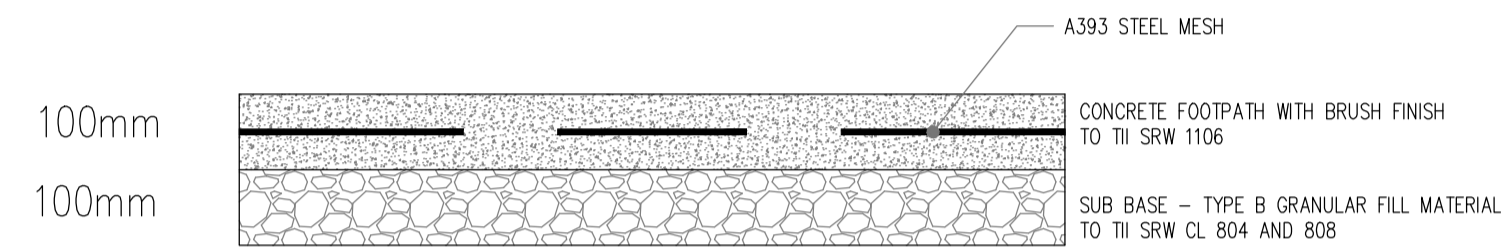
SIGN FACE AREA	TRADITIONAL FOUNDATION OPTION 1		TRADITIONAL FOUNDATION OPTION 2		PLANTED FOUNDATION			POST DETAILS			WALL THICKNESS
	L	W	D	L	W	D	Ø	D	Ø		
≤ 0.283 m² (ø600mm)	0.75	0.40	0.55	0.55	0.55	0.55	0.40	0.50	76.1		3.2
0.283<AREA≤0.5625m² (BETWEEN 600ø & 750ø/750)	0.75	0.65	0.65	0.70	0.70	0.70	0.40	0.65	76.1		3.2
0.5625<AREA≤1.189m² (750ø/750 TO 940ø/1265m²)	1.00	0.75	0.50	0.80	0.80	0.80	0.40	0.75	76.1		3.2



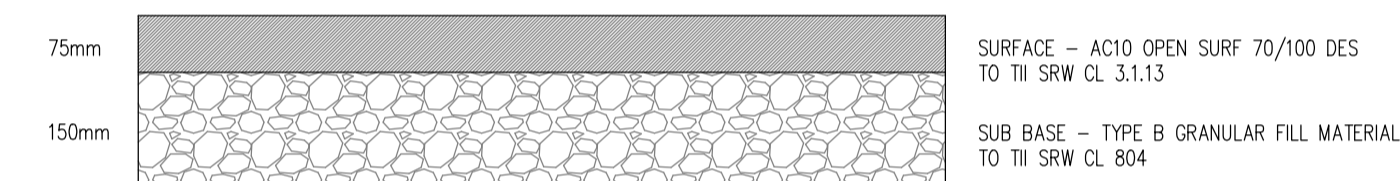
TYPICAL ESTATE ROAD
SCALE: 1:10



TYPICAL CONCRETE FOOTPATH CONSTRUCTION
SCALE: 1:10



TYPICAL DRIVE OVER FOOTPATH CONSTRUCTION
SCALE: 1:10



TYPICAL BITUMINUS CYCLEPATH CONSTRUCTION
SCALE: 1:10

NOTES:

1. FOR AREAS WHERE CBR VALUE IS BELOW 2%, CARRY OUT THE FOLLOWING:
 - THE SOFT AREA IS TO BE EXCAVATED OUT FULLY AND REPLACED WITH A GENERAL FILL MATERIAL (CLASS 1A/1B) TO TI SPECIFICATION TO THE UNDERSIDE OF A GEGRID LAYER (ENKAGRID TC 40 OR SIMILAR 40N/m). SEPERATION GEOTEXTILE TO BE PLACED BETWEEN THE SUBGRADE AND CAPPING.
 - AN ENGINEER SHOULD INSPECT THE SOFT AREA WHEN IT HAS BEEN FULLY EXCAVATED OUT PRIOR TO THE FILL /STABILISED MATERIAL BEING PLACED/WORKED.
2. FOR AREAS WHERE CBR VALUES ARE BETWEEN 2% AND 5%, CARRY OUT THE FOLLOWING:
 - THE SOIL IS TO BE EXCAVATED OUT FULLY AND REPLACED WITH A CAPPING MATERIAL TYPE 6F1/6F2 TO TI SPECIFICATIONS. DEPTHS OF CAPPING MATERIAL AS PER TABLE 1. SEPERATION GEOTEXTILE TO BE PLACED BETWEEN THE SUBGRADE AND CAPPING.

TABLE 1

FLEXIBLE PAVEMENT

THE MINIMUM REQUIRED THICKNESS OF NON-FROST SUSCEPTIBLE CAPPING MATERIAL IS SHOWN HEREUNDER:-

CBR SUBGRADE %	BELOW 2	2 - 5	5 - 15	15+
THICKNESS OF CAPPING(mm)	DESIGN	300	150	NO CAPPING

CBR TESTS SHALL BE CARRIED OUT AT A RATE OF ONE TEST PER 100 METERS OF ROAD

ALL ROADS DESIGNED IN ACCORDANCE WITH THE RECOMMENDATIONS FOR SITE DEVELOPMENT WORKS AND WITH REFERENCE TO THE DESIGN MANUAL FOR URBAN ROADS AND STREETS

PLANNING DRAWING.
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- NOTES**
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 2. 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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P1	31.01.2025	LRD PLANNING ISSUE	AB	GL

Client	CCK Architects	
Project	Development at Former Teagasc Lands Kinsealy, Co. Dublin	
Title	Road Construction Details Sheet 2 of 2	
Dwg. No.	C215-CSC-00-XX-DR-C-0025	
Date	Dim by	Chkd by
Sep' 2024	AB	GL
	Aprvd by	Scale
	NB	AS SHOWN @A1
	Revision	P1

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I.S. EN ISO 9001:2008
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I.S. EN ISO 50001:2011
OHSAS 18001:2007