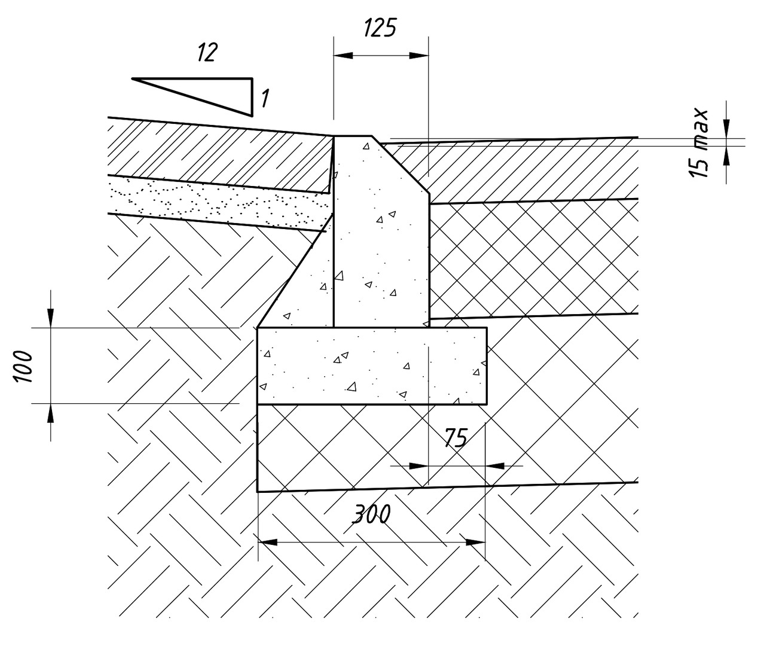
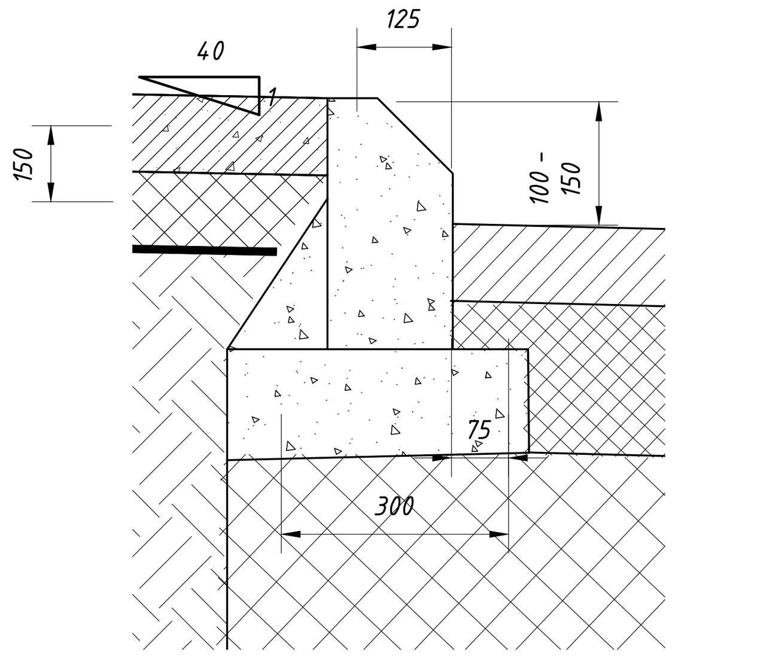
Site Layout with Levels
Scale 1:500



Kerb Detail for Disable Access
Not to Scale



Typical Kerb Detail
Not to Scale

Road Notes:

Roadway surfacing to consist of one of the following:

1. Two courses, consisting of a basecourse, 40mm minimum thickness at any point, of 20mm nominal size dense basecourse bitumen macadam and a wearing course, 25mm minimum thickness at any point, of 10mm nominal size close graded wearing course bitumen macadam, both of which should comply with BS 4987.

2. A combined wearing course and basecourse, 80mm thickness at any point, consisting of 40mm nominal size single course bitumen macadam, complying with BS 4987.

Roadbase material will be wet mix macadam consisting of crushed rock, lying within the grading limits set out in Table 1

Sub-base material will comprise Type B granular material, in accordance with Clause 804 of the Specification for Roadworks and will lie within the grading limits set out in Table 2

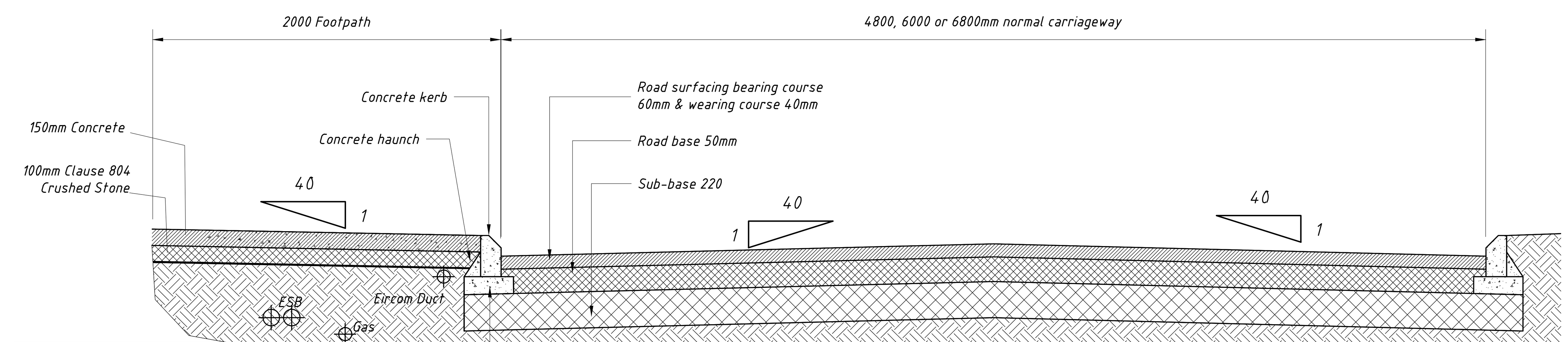
Compaction of road materials will be by a 5000kg Vibrating roller with:
2 passes / 110mm layer
3 passes / 150mm layer
4 passes / 200mm layer
5 passes / 220mm layer

At roadway edges, kerbs will show between 100mm and 150mm above the channel and at disabled accesses a maximum upstand of 15mm will be provided. Cast in-situ concrete kerbs using air entrained concrete will be a minimum of 300mm deep (subject to road base thickness) by 225mm wide, laid on the sub-base and will be haunched. Precast kerbs will be 250mm by 125mm, complying with IS 146 and should be laid on a 100mm thick by 300mm wide concrete bed and haunch.

Footpath Notes:

Footpaths should have a Sub-Base of minimum 100mm thickness complying with Clause 804 of the Specification for Roadworks.
The footpaths will be of in-situ concrete construction, 100mm in depth generally, but increasing to 150mm where there is vehicular access.
Footpaths should have a cross slope of 2.5% and where adjacent to roadways, this slope should be towards the roadway. Joints should be formed in a straight line, at right angles to the footpath, at a maximum spacing of 3m and each joint should include a double layer of roofing felt, complying with IS36, for the full depth of the joint.
A seperation membrane should be placed between the concrete and the sub-base. The membrane should be impermeable plastic sheeting, 125 microns thick laid without creases. The most commonly used seperation membrane is polythene sheeting. Where an overlap is necessary, this should be at least 300mm.

Concrete should be air entrained paving quality, as specified in table 3



Typical Road Section
Not to Scale

REVISION	DATE	BY	DETAILS
C	06/22	DA	Site Layout & Services Updated
B	01/22	DA	Floor Levels raised on House no. 13-28. Foul/Storm connections updated
A	01/22	DA	Issued for Planning

Drawn By	Approved By	DWG Date	Issued for	Scale	Rev.
DA	DB	15/12/21	Planning	1/500	C

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Project	Dwg Type	Number
21082	GA	01

Title: Phase 4 - Ballingcrokig, Dublin Pike, Co. Cork
Site Layout with Levels