

- NOTES:
- FOR AREAS WHERE CBR VALUES ARE 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 N.R.A. SPECIFICATION TO THE UNDERSIDE OF AN ENKAGRID[®] LAYER (ENKAGRID TRC 40 OR SIMILAR 40kN/m²) SEPARATION GEOTEXTILE TO BE PLACED BETWEEN THE SUBGRADE AND CAPPING.
 - OR
 - SOIL TO BE STABILISED IN-SITU WITH LIME/CEMENT TO SPECIALIST CONTRACTOR SPECIFICATION TO FORMATION LEVEL. MINIMUM CBR 5%.
 - 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 AS PER TABLE 1 BELOW. SEPARATION GEOTEXTILE TO BE PLACED BETWEEN THE SUBGRADE AND CAPPING.
 - OR
 - SOIL TO BE STABILISED IN-SITU WITH LIME/CEMENT TO SPECIALIST CONTRACTOR SPECIFICATION TO FORMATION LEVEL. MINIMUM CBR 5%. DEPTHS OF MATERIAL TO BE STABILISED AS PER TABLE 1 BELOW.
 - C20/25 CONCRETE TO HAVE A MINIMUM CEMENT CONTENT OF 280kg/m³, MAXIMUM WATER/CEMENT RATIO OF 0.65 AND SLUMP CLASS S2.
 - C25/30 CONCRETE TO HAVE A MINIMUM CEMENT CONTENT OF 280kg/m³, MAXIMUM WATER/CEMENT RATIO OF 0.65 AND SLUMP CLASS S2.
 - C40/50 CONCRETE TO HAVE A MINIMUM CEMENT CONTENT OF 400kg/m³, MAXIMUM WATER/CEMENT RATIO OF 0.45 AND SLUMP CLASS S3.
 - WHERE CLASS 6F1/6F2 CAPPING MATERIAL IS PROPOSED WITHIN 500mm OF CONCRETE OR STEEL, CLASS 6N TO BE USED INSTEAD.
 - WHERE FOOTPATHS ARE LOCATED ADJACENT TO ROADS, C40/50 CONCRETE TO BE USED. ALTERNATIVELY, FOOTPATHS LOCATED BEHIND VERGES C25/30 CONCRETE MAY BE USED.

NOTE:
ALL WORKS & SPECIFICATIONS TO BE UNDERTAKEN IN ACCORDANCE WITH

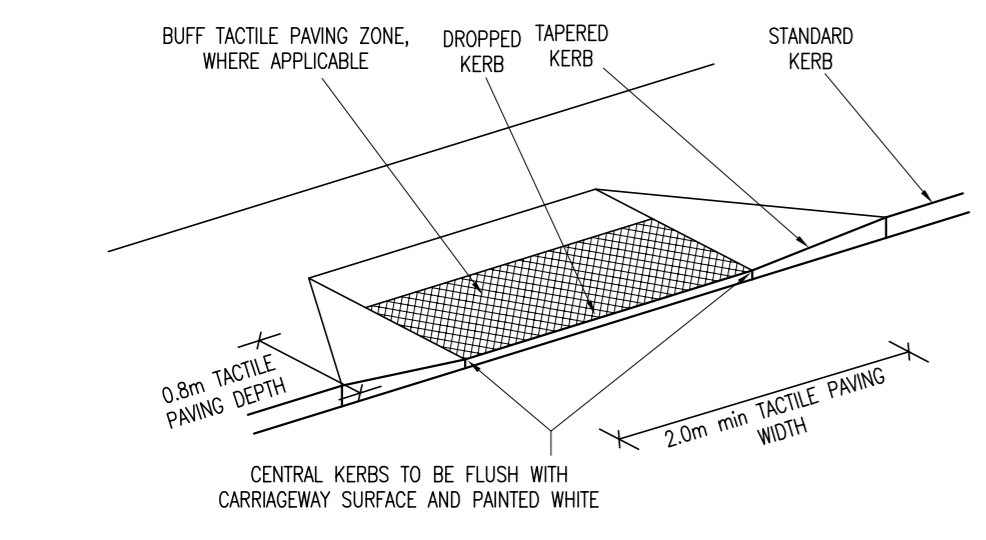
- F11 SPECIFICATION FOR ROADWORKS
- GREATER DUBLIN CODE OF PRACTICE FOR DRAINAGE WORKS
- RECOMMENDATIONS FOR SITE DEVELOPMENT WORKS

NOTE :

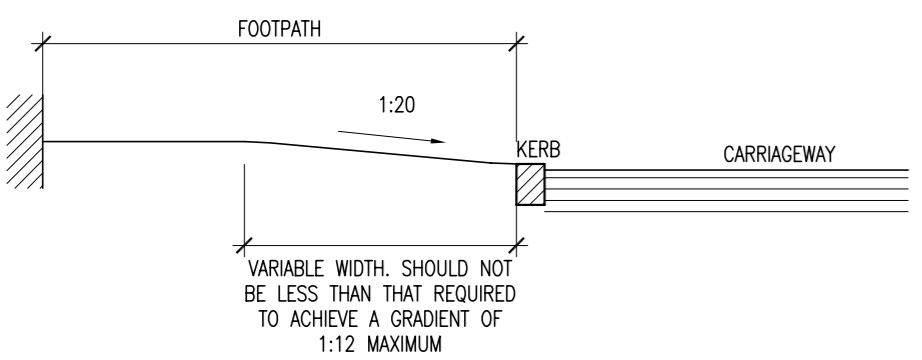
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TABLE 1
CAPPING/STABILISATION DEPTHS

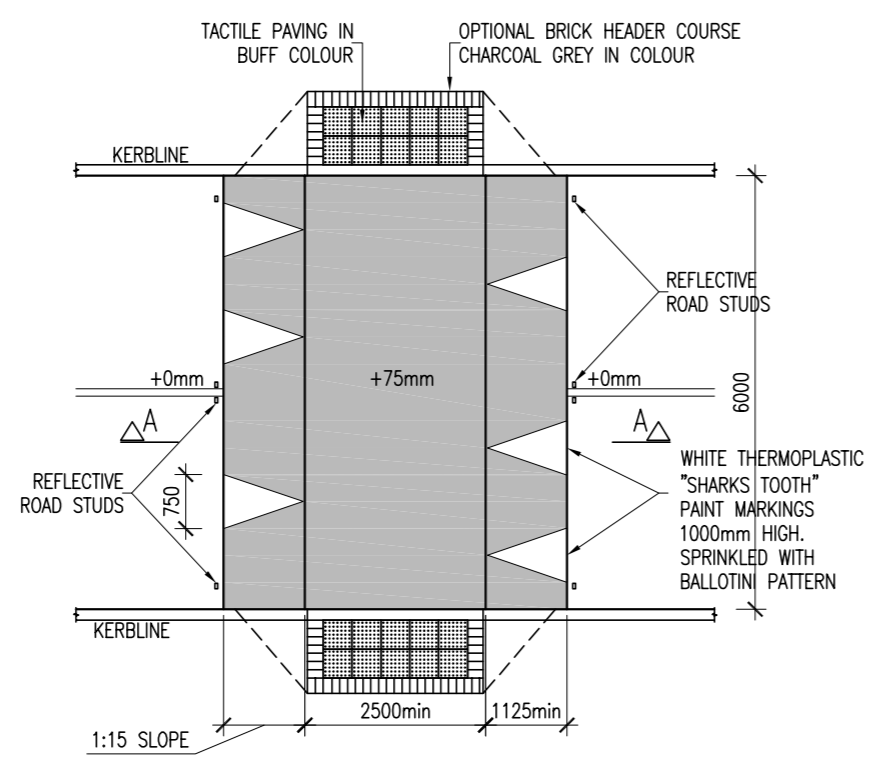
CBR	ROADS	CARPARK
2%	400	300
3%	300	200
4%	250	150



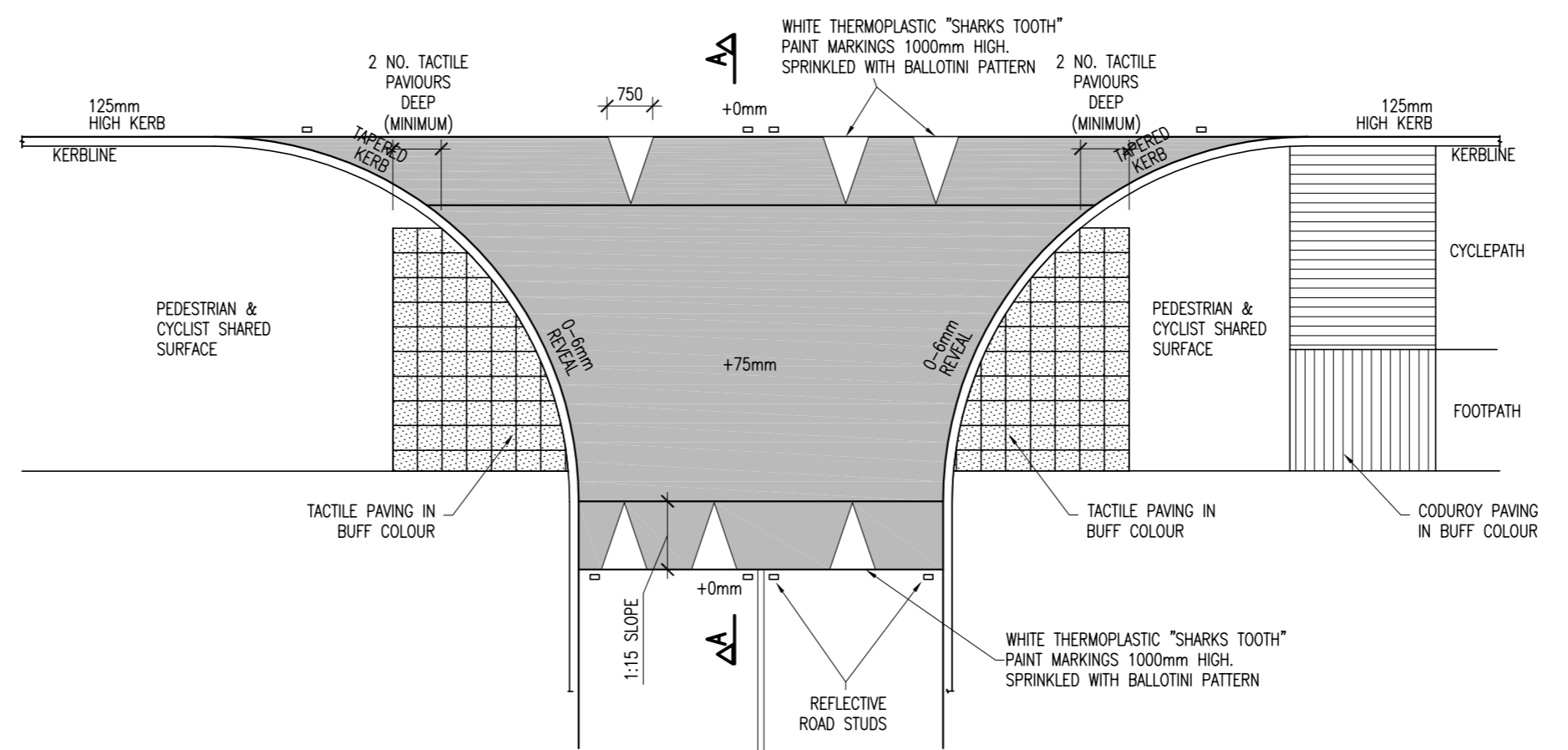
UNCONTROLLED DISHED CROSSING WITH TACTILE PAVING
SCALE 1:50



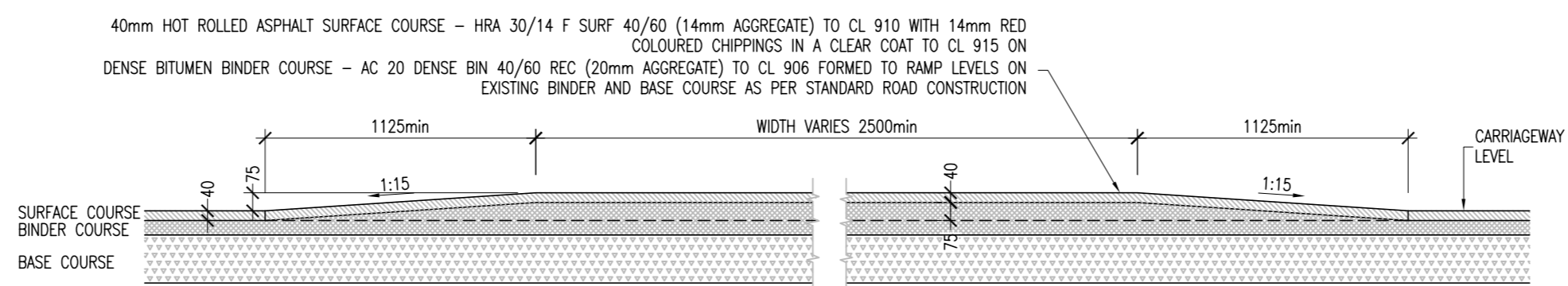
DISHED CROSSING WITH TACTILE PAVING
SCALE n.t.s



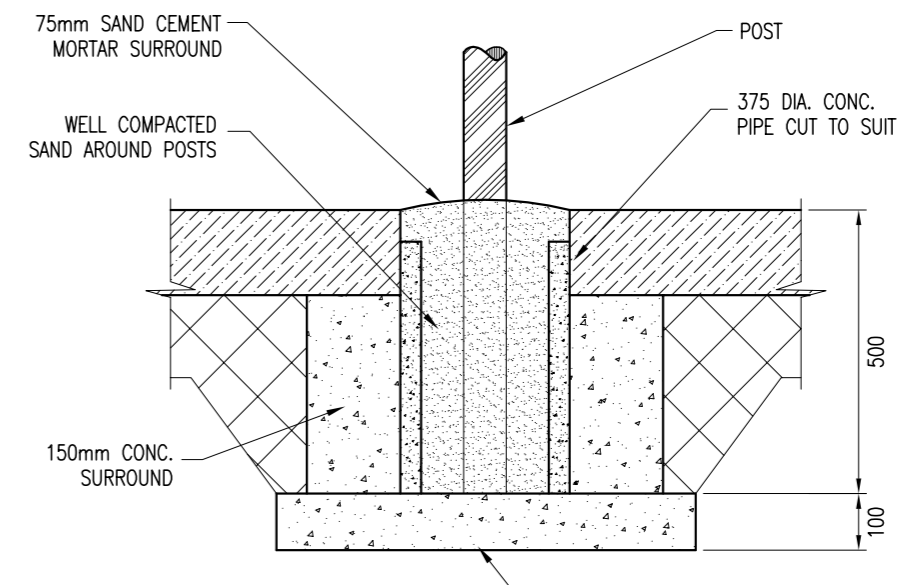
PLAN OF SPEED RAMP
SCALE 1:100



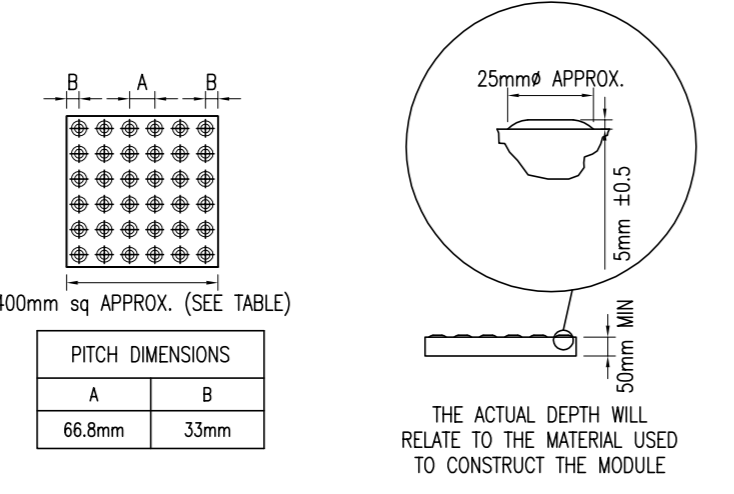
PLAN OF TRAFFIC PLATFORM
SCALE 1:100



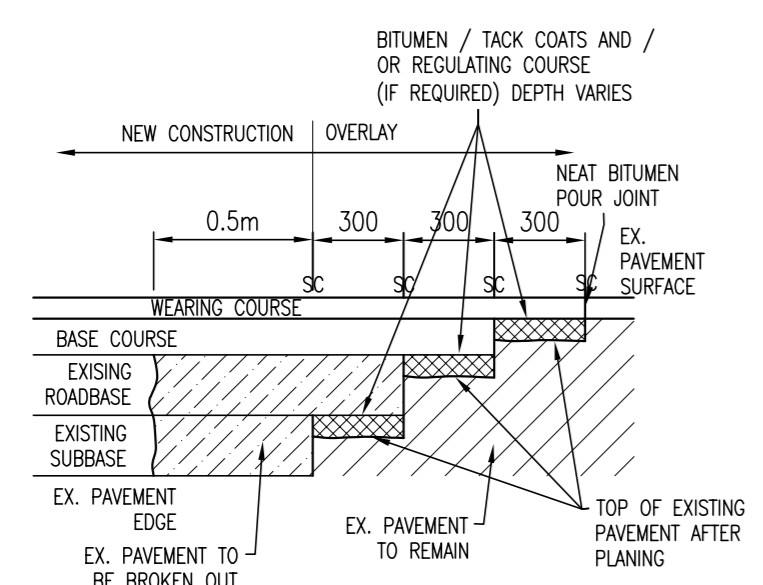
SECTION A-A - THROUGH SPEED RAMP/TRAFFIC PLATFORM
SCALE 1:25



POST POCKET DETAIL
SCALE : 1:50

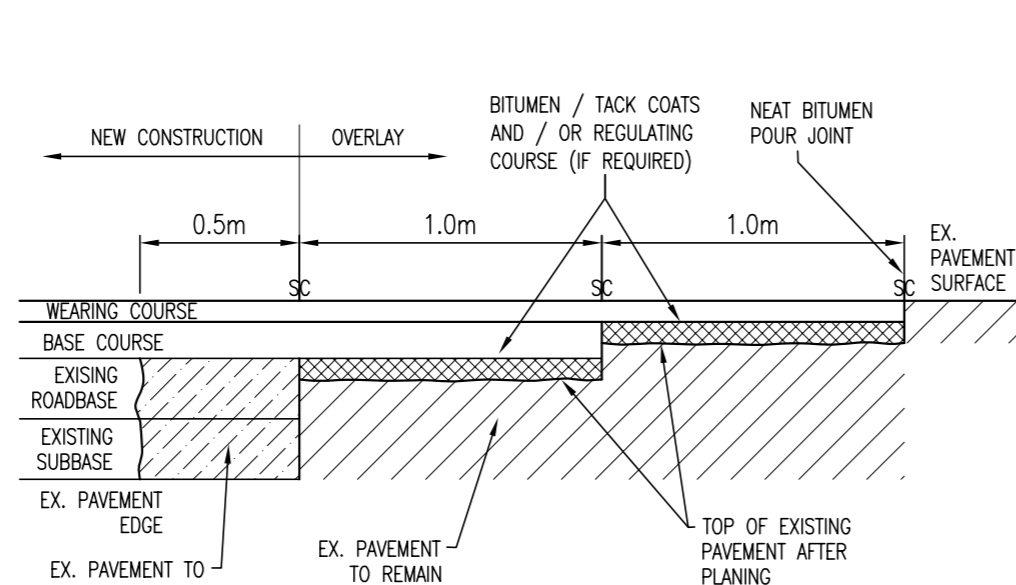


PROFILE & PLAN OF BLISTER SURFACE
N.T.S.



LONGITUDINAL SAWCUT DETAIL
SCALE : 1:25

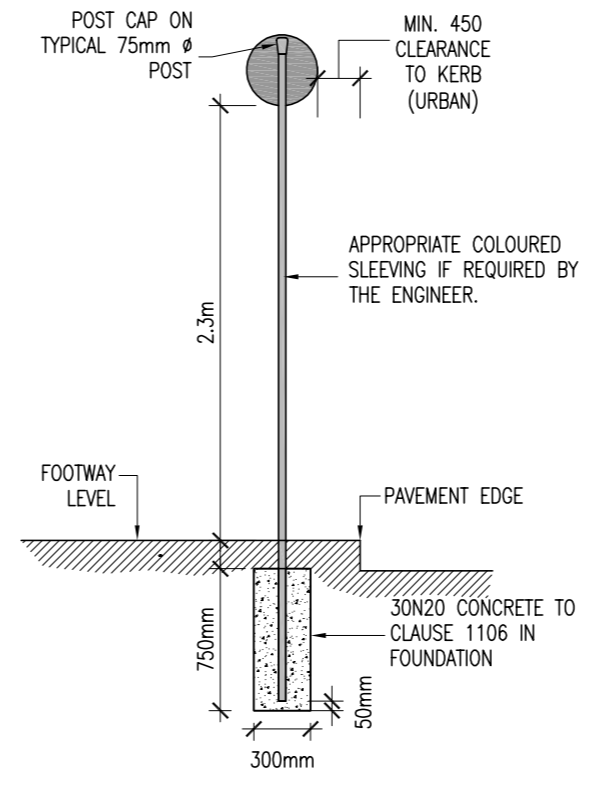
(SC = SAW CUT LINES, CUT WITH ROTARY SAW.)



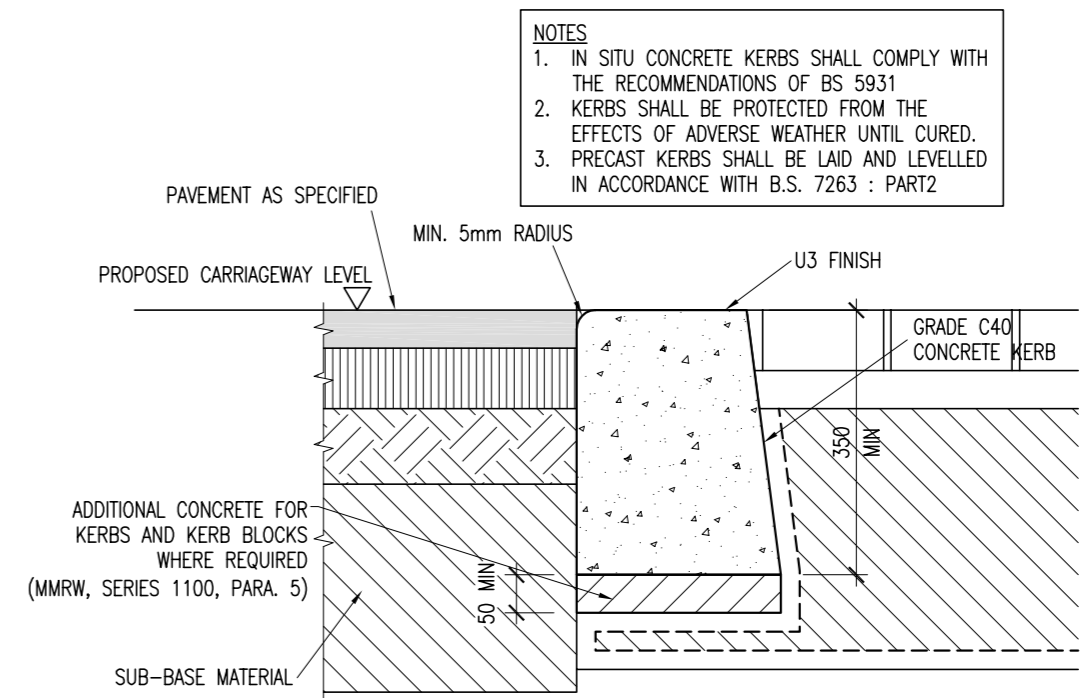
TRANSVERSE SAWCUT DETAIL
SCALE : 1:25

(SC = SAW CUT LINES, CUT WITH ROTARY SAW.)

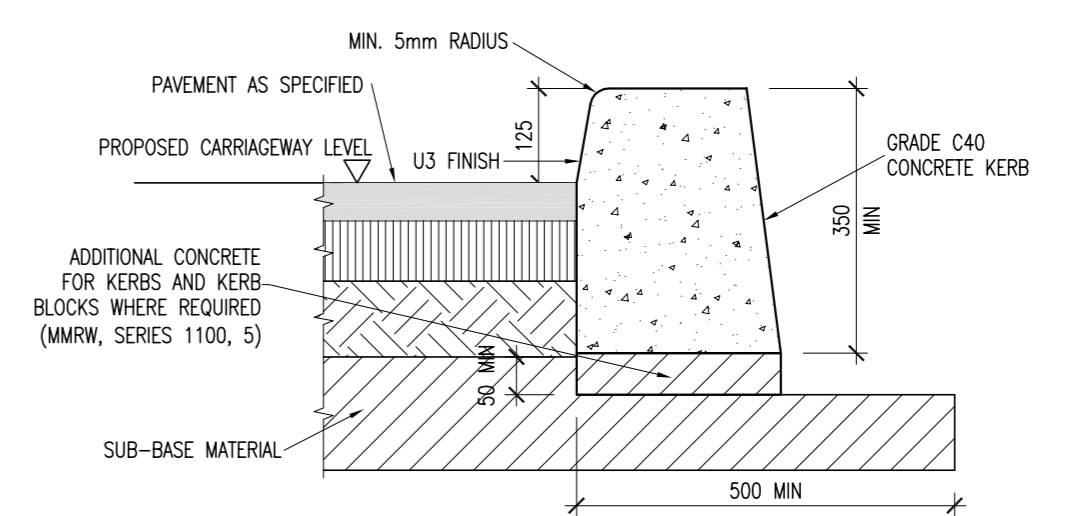
[SUFFICIENT WORKING ROAD MUST BE MADE AVAILABLE TO ENSURE SAWCUT CAN BE CORRECTLY CONSTRUCTED]



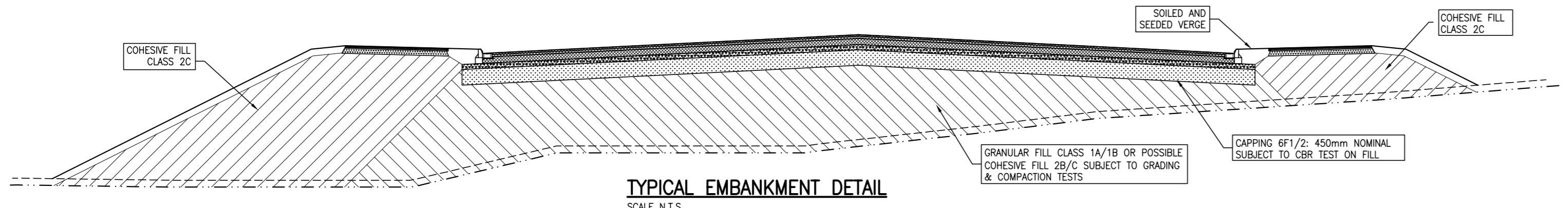
INFORMATION SIGN (SINGLE POST)



FLUSH KERB DETAIL
SCALE 1:10



INSITU CONCRETE KERB DETAIL
SCALE 1:10



TYPICAL EMBANKMENT DETAIL
SCALE N.T.S.

REV.	DATE	DESCRIPTION	BY	CHKD.
B	21/06/19	LAYOUT REVISED TO RSA COMMENTS	KJL'E	SVC
A	14/06/19	REVISED FOR PLANNING	KJL'E	SVC

PLANNING			
DESIGNED	SVG	PREPARED	KJL'E
DATE	JUN 2019	CHECKED	PMF

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Waterford Office Unit 2, The Chandery, 1-2 O'Connell Street, Waterford, Ireland. Phone +353 51 399 500 Fax +353 51 844 913

DBFL Consulting Engineers email: info@dbfl.ie site: www.dbfl.ie

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT AT CHURCH ROAD, KILLINEY, CO. DUBLIN

DRG. TITLE
STANDARD DETAILS SHEET 4 OF 4

ARCHITECT
O'MAHONY PIKE ARCHITECTS

SCALE	1:25 @A1	FILE REF.	180153-3021
DRG. NO.	180153-3024		B