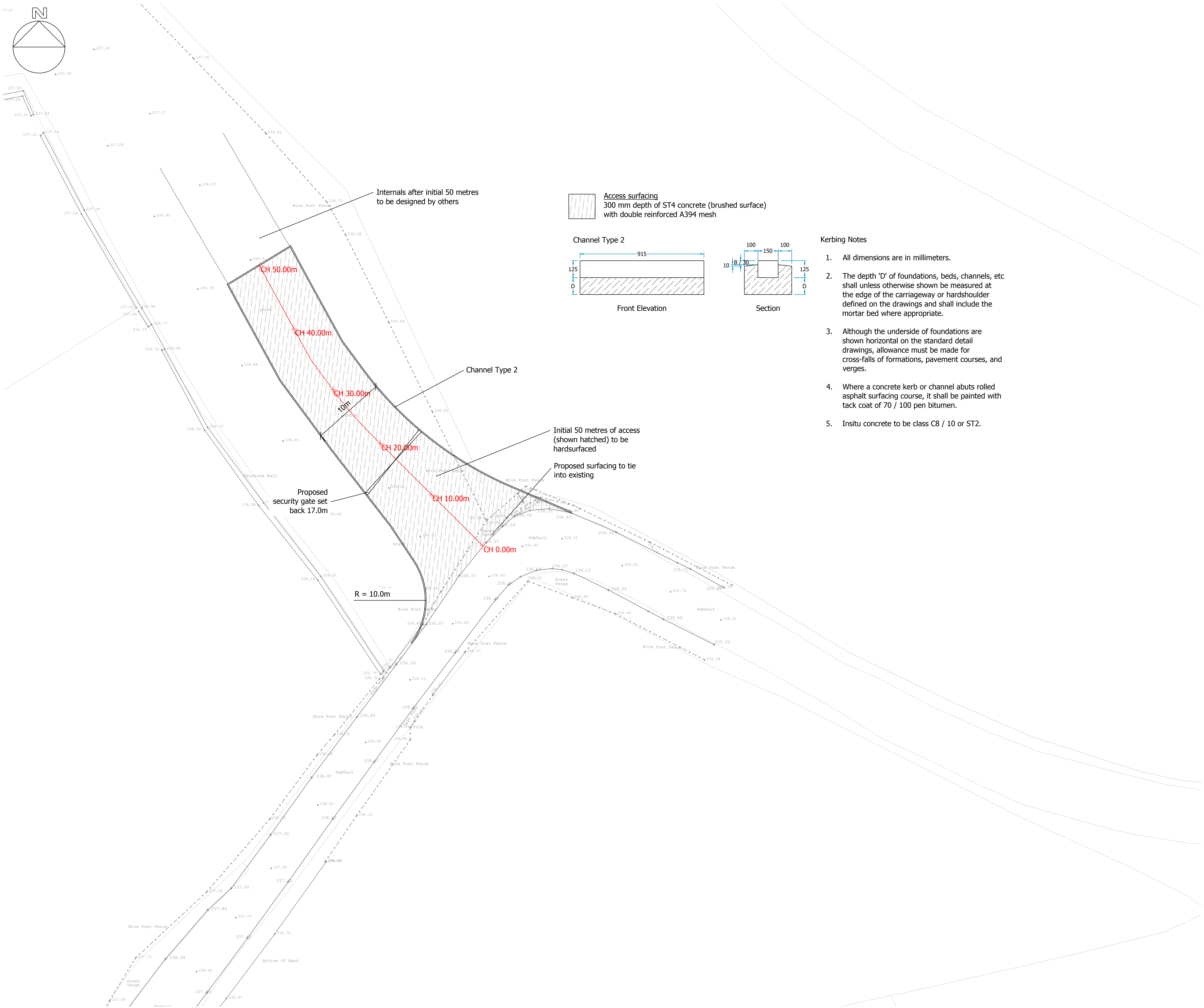
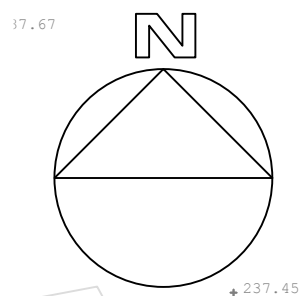
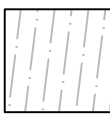
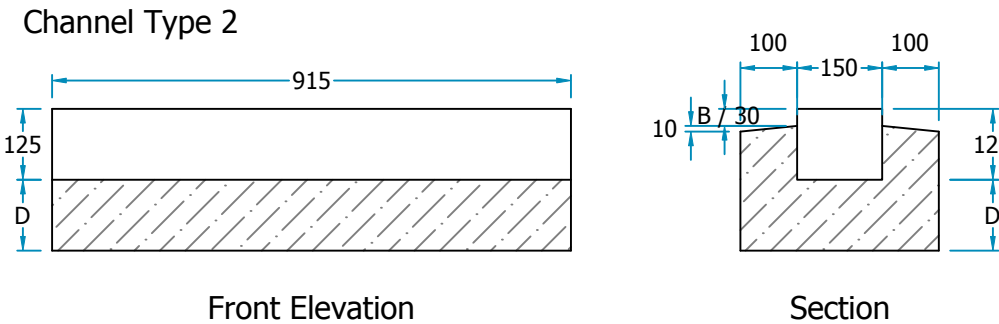




 **Access surfacing**
300 mm depth of ST4 concrete (brushed surface)
with double reinforced A394 mesh



Kerbing Notes

- All dimensions are in millimeters.
- The depth 'D' of foundations, beds, channels, etc shall unless otherwise shown be measured at the edge of the carriageway or hardshoulder defined on the drawings and shall include the mortar bed where appropriate.
- Although the underside of foundations are shown horizontal on the standard detail drawings, allowance must be made for cross-falls of formations, pavement courses, and verges.
- Where a concrete kerb or channel abuts rolled asphalt surfacing course, it shall be painted with tack coat of 70 / 100 pen bitumen.
- In situ concrete to be class C8 / 10 or ST2.

GENERAL NOTES
This drawing shows the detailed design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

Pavement construction to be used would be selected on the basis of CBR values obtained on site once construction of road is underway.

Granular sub base layers to be compacted in depth layers of no greater than 150mm.

When the width of the base or sub base is less than 1.0m, concrete mix ST5 25 N/mm² shall be used in lieu. The width of the concrete will vary from 0.0m to 1.0m; although in lieu of sub base under the kerbs, the width will not be less than total thickness of the full carriageway construction. 100mm of surfacing is required on top of the ST5 concrete.

Planned carriageway areas or any newly laid tarmac more than 24 hour old requires a hot tanker applied bitumen tack coat in accordance with the Specification for Highways Works, as follows:
a. Binder classification and application details to CL920
b. The binder shall be bitumen emulsion to BS 434:Part 1
c. The binder shall be class A1-40 or K1-40
d. Rate of spread shall be 0.3 to 0.5/m²
e. Permitted additives to binder: none
f. Binding material: none

Carriageway overbreak areas require:
a. Planned horizontal faces to be sprayed with

DRAINAGE/UTILITIES NOTES
Any polished / damaged inspection chambers will require replacing with a class D400 600x600x150 cover and frame and placed on a solid class B engineering brick with a class 1 (1:3) mortar bed to the finished surface course material.

Any statutory utility covers / frames that are damaged will require renewing and resetting to the new finished surface levels. Any damaged during works will need to be replaced.

All newly installed statutory undertakers apparatus will require the appropriate warning tape / armoured tape to be laid on top of their ducts, and all ducts should be laid to the depths in accordance with the latest NUIG guidance publication.

Gullies located in shared used surfaces must have suitable pedestrian and cyclist friendly covers. The openings in gully gratings must not align with cyclists anticipated wheel tracks.

Any double gullies to have individual gully leads.