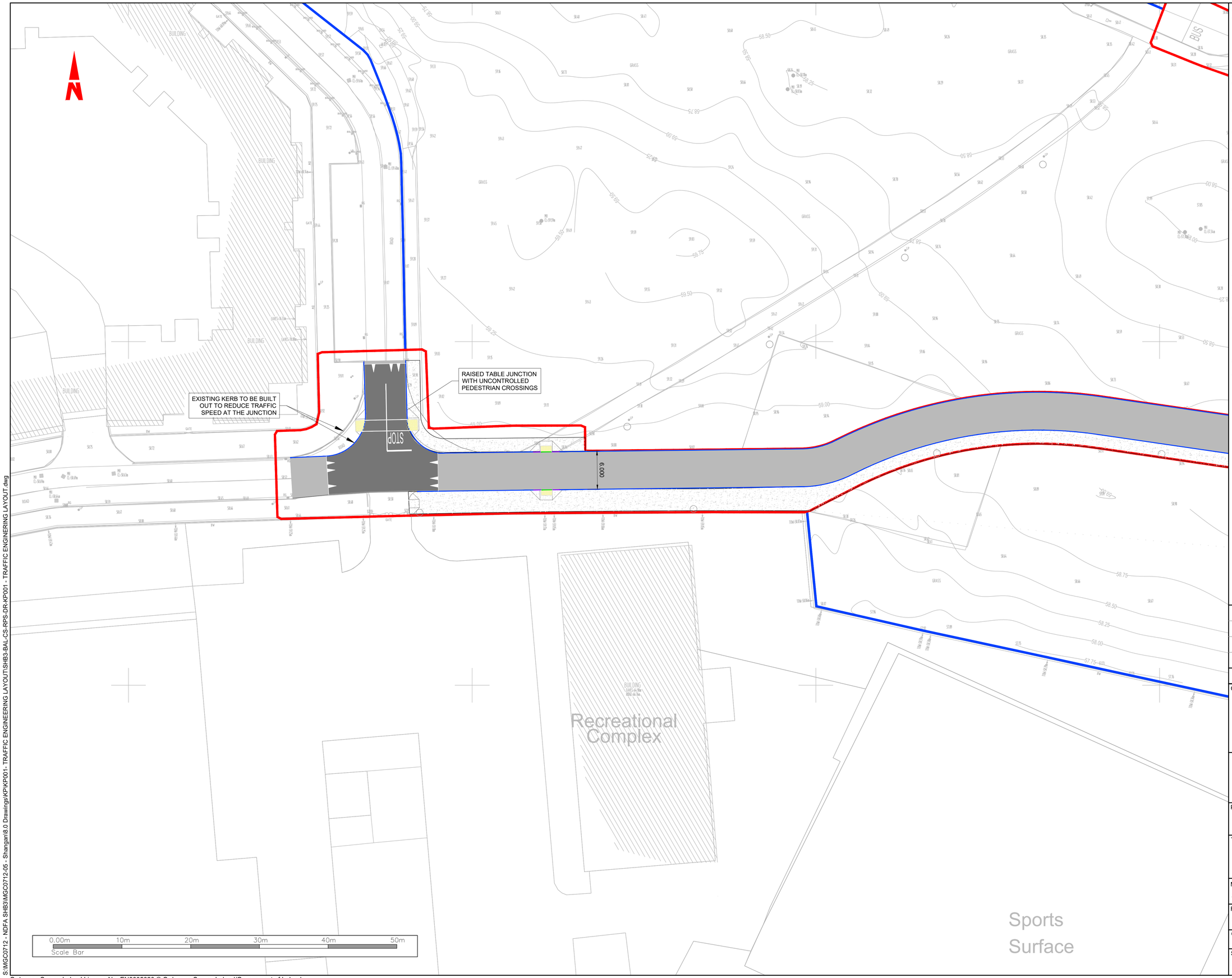

S:\MGC0712 - NDFA SHB3\MGC0712-05 - Shangan\8.0 Drawings\KP\KP001- TRAFFIC ENGINEERING LAYOUT\SHB3-BAL-CS-RPS-DR-KP001 - TRAFFIC ENGINEERING LAYOUT.dwg

General Notes:

(i) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

(ii) DO NOT SCALE, use figured dimensions only.

(iii) This drawing is the property of RPS, it is a project confidential classified document. It must not be copied used or its contents divulged without prior written consent. The needs and expectations of client and RPS must be considered when working with this drawing.

(iv) Information including topographical survey, geotechnical investigation and utility detail used in the design have been provided by others.

(v) All Levels refer to Ordnance Survey Datum, Malin Head.

Pavement Specification:

1. Surface Course - Section 5 of Series 900 - SMA 10 / Surf/ PMB 65/105-60 - 50mm.
2. Binder Course - Section 3 of Series 900 - AC 20 dense bin 40/60 - 80mm.
3. Sub-base - 804 - Granular Material Type B - 150mm.
4. Capping - 6F2 - 450mm (*600mm if CBR<4% 300mm Min if CBR>4%*).

General Notes:

1. Precast concrete kerbs to be as detailed to CC-SCD-01101 (RCD/1100/1).
2. Dropped kerbs at pedestrian crossings and pedestrian accesses are to be provided. At pedestrian crossings, the kerbs at dished crossing points are to be laid flush to the carriageway, or to a maximum upstand of 10mm.
3. At crossings at the entry ramps, the crossing is to ramp down to the entry ramp level and be flush with the level of the entry ramp.
4. Where the provision of kerbing starts or terminates along the road, the kerbing shall be ramped up to the required height at a desirable slope of 1:20, or a maximum slope of 1:12.
5. Concrete at footways shall be in accordance with Clause 1106 of TII Specification for Roadworks Series 1100, CC-SPW-01100. Concrete footways to receive a non-skid brush finish to the surface.
6. The provision of tactile paving shall be buff coloured at uncontrolled crossing points as per requirements of the Traffic Management Guidelines.
7. The dimples on the tactile paving units shall be aligned so as to guide visually impaired pedestrians directly across to the other side of the road, where the corresponding crossing point is located.
8. All traffic signage and line marking shall be in accordance with the Traffic Signs Manual.
9. Cycle lane design and layout shall be in accordance with the National Cycle Manual.
10. All infrastructure to be taken in charge by Road Maintenance Services shall be constructed to the Construction Standards for Road and Street Works in Dublin City Council.

Rev	Date	Dm / Chk	Amendment / Issue	App
P01	07.03.22	DK / RMcB	Issue for Part 8 Planning	DK

Client

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

RPS MAKING COMPLEX EASY
Lyrr 2, IDA Business & Technology Park, Mervue, Galway
T +353 91 400200
W www.rpsgroup.com/ireland
E ireland@rpsgroup.com

Project
PPP SOCIAL HOUSING BUNDLE 3
SHANGAN RD., BALLYMUN, DUBLIN 9

Title
Traffic Engineering Layout

(Sheet 2 of 3)

Model File Identifier
SHB3-BAL-CS-RPS-DR-KP001

File Identifier
SHB3-BAL-CS-RPS-DR-KP001-02

Created on	Sheets	
November 2020	02 OF 03	
Scale	Status	Rev
1:250 @ A1 1:500 @ A3	S4	P01