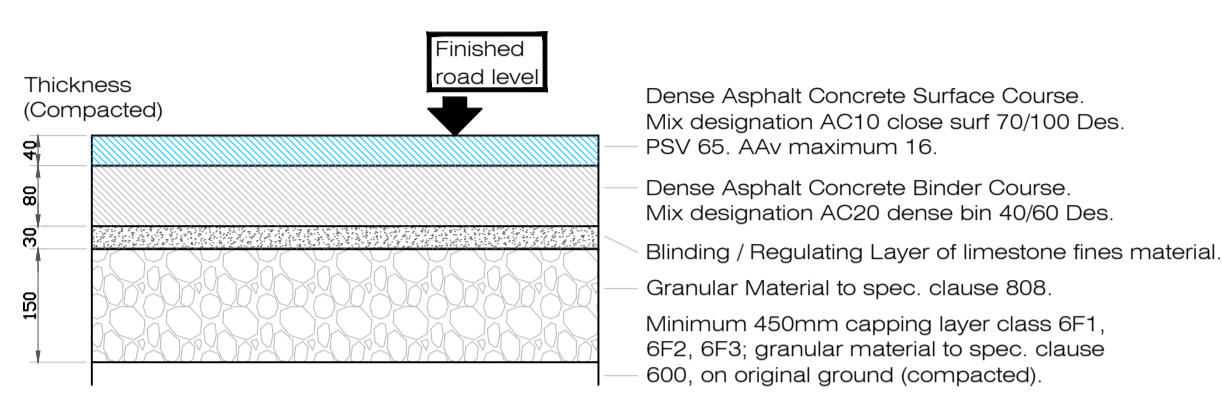
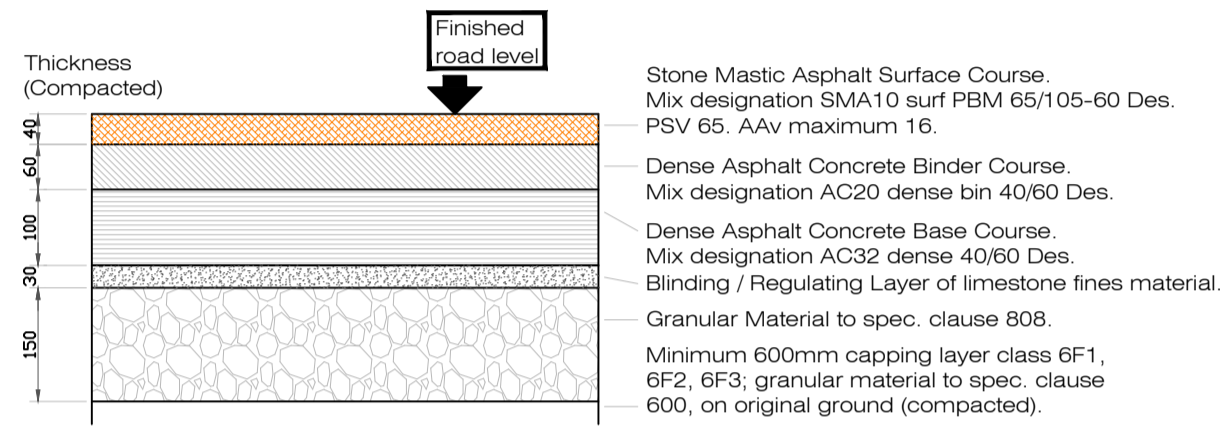


TYPE 1. FLEXIBLE ROAD PAVEMENT CONSTRUCTION

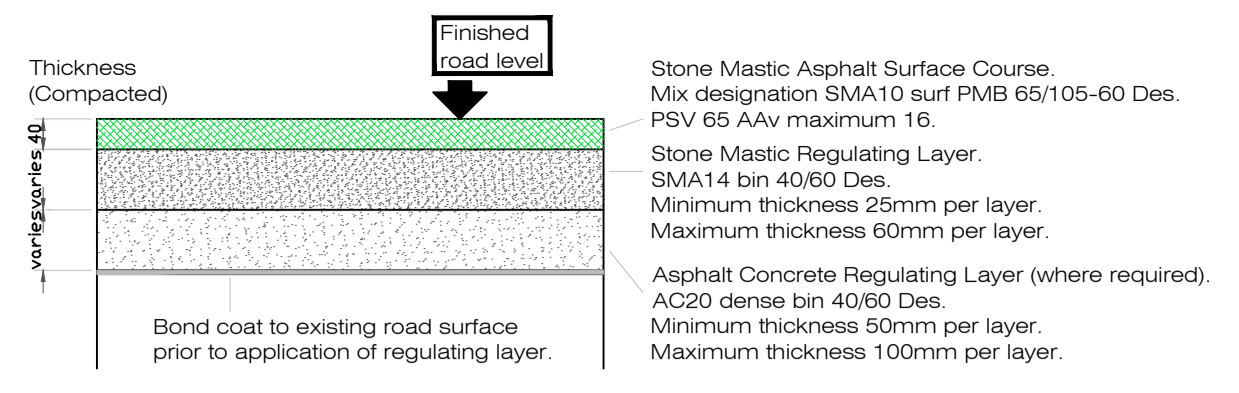


TYPE 2. FLEXIBLE ROAD PAVEMENT CONSTRUCTION

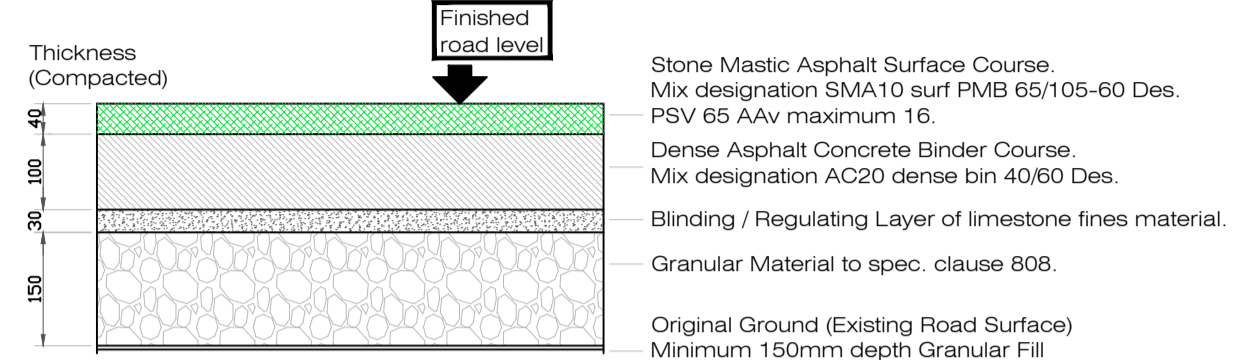


TYPE 3. FLEXIBLE ROAD PAVEMENT CONSTRUCTION
SCALE 1:10

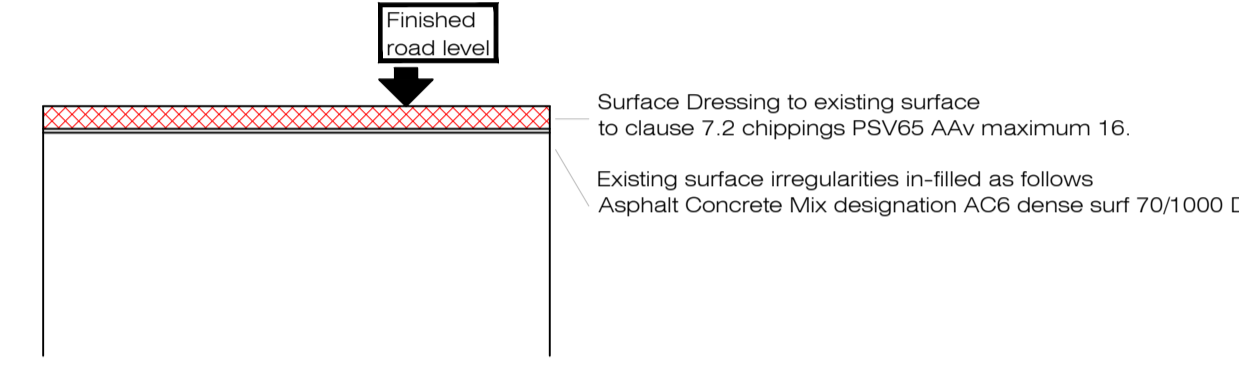
- Notes - FLEXIBLE ROAD PAVEMENT CONSTRUCTION:
- Flexible Road pavement materials and construction methods shall be in accordance with NRA/TI spec. for road works Series: 600, 800, 900.
 - Asphalt Concrete materials shall be in accordance with ISEN 13108-1.
 - Bond between layers of bituminous materials shall be applied as per Specification Clause 900-10.13.



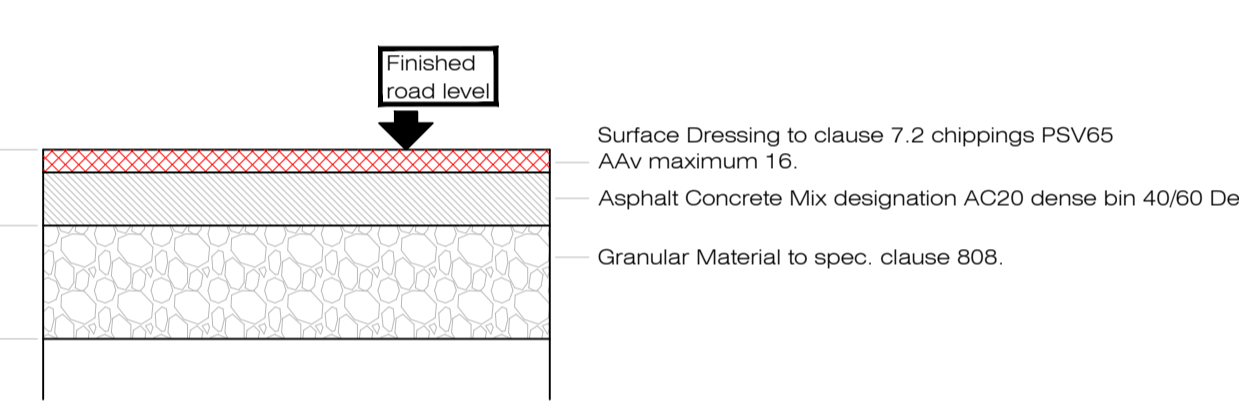
TYPE 4(a). FLEXIBLE ROAD PAVEMENT CONSTRUCTION (OVERLAY TO EXISTING ROAD SURFACE)



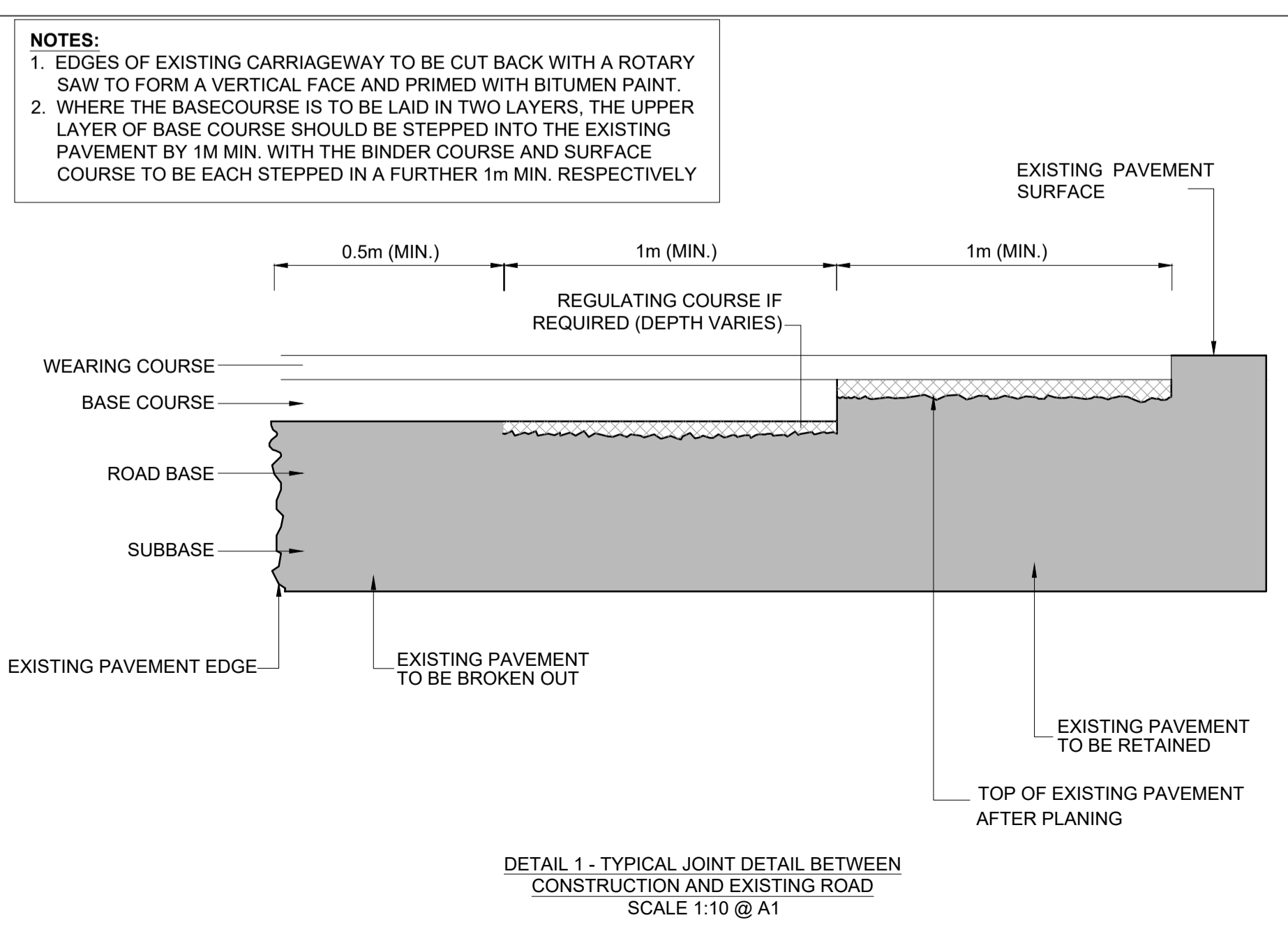
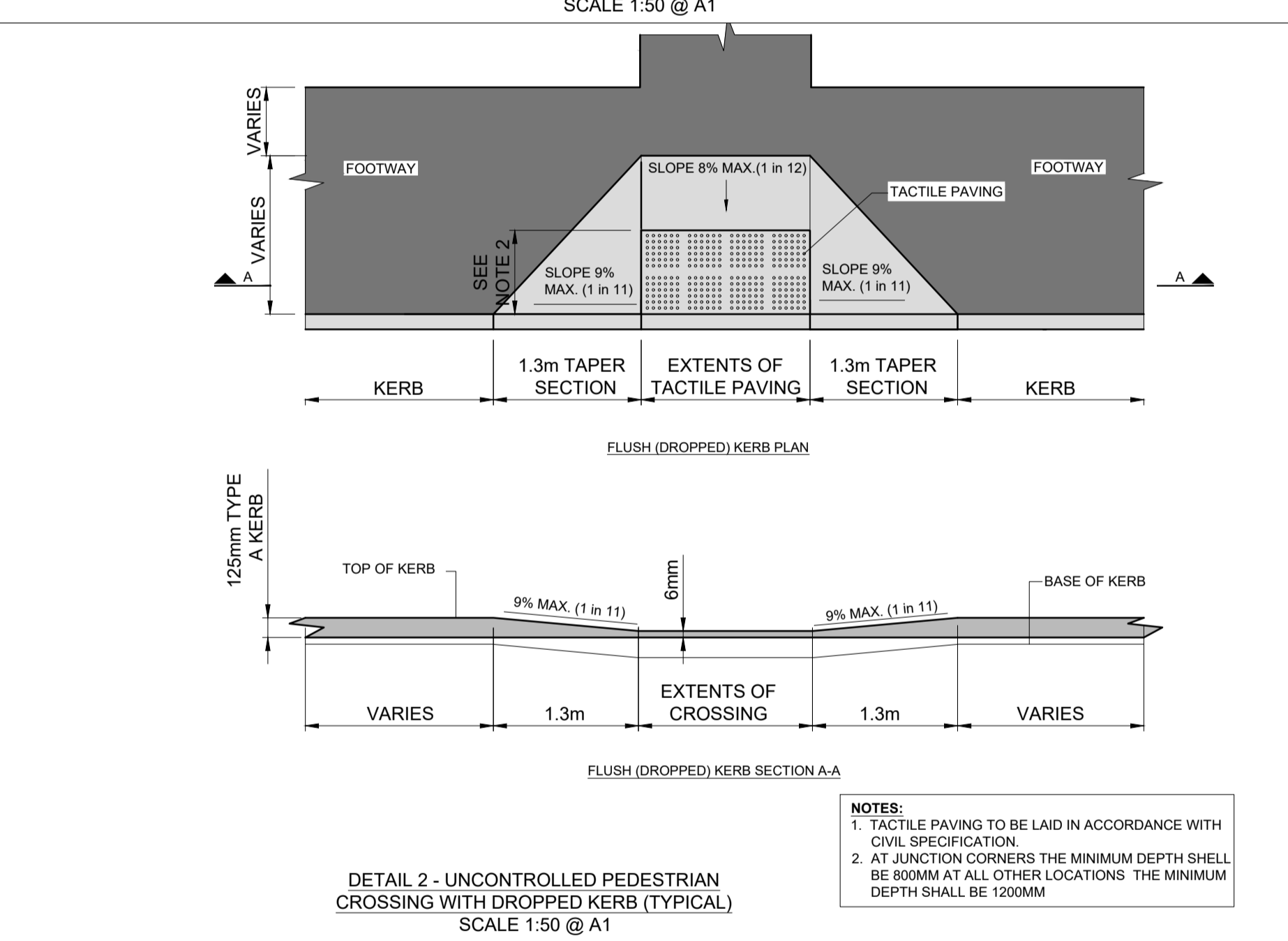
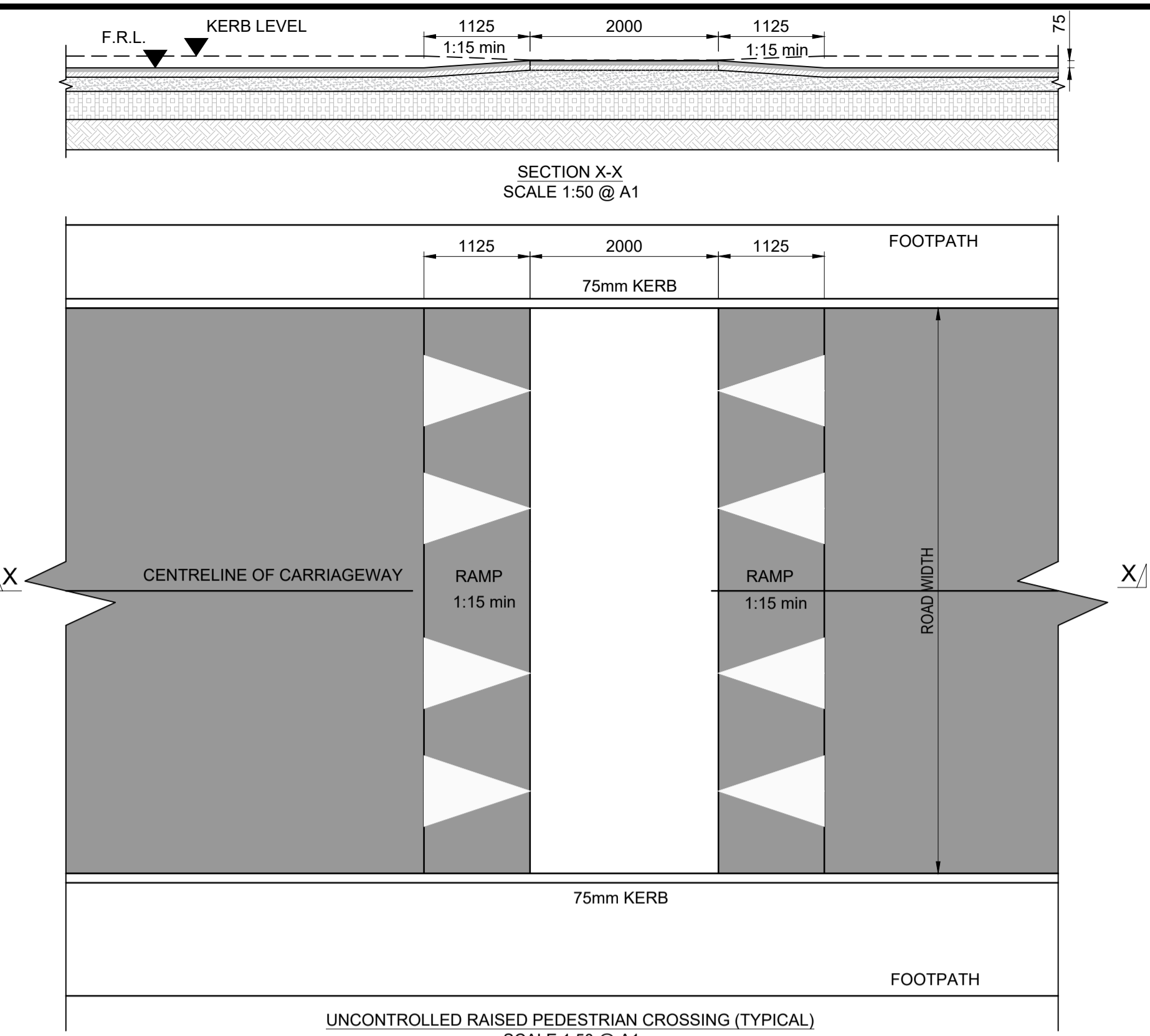
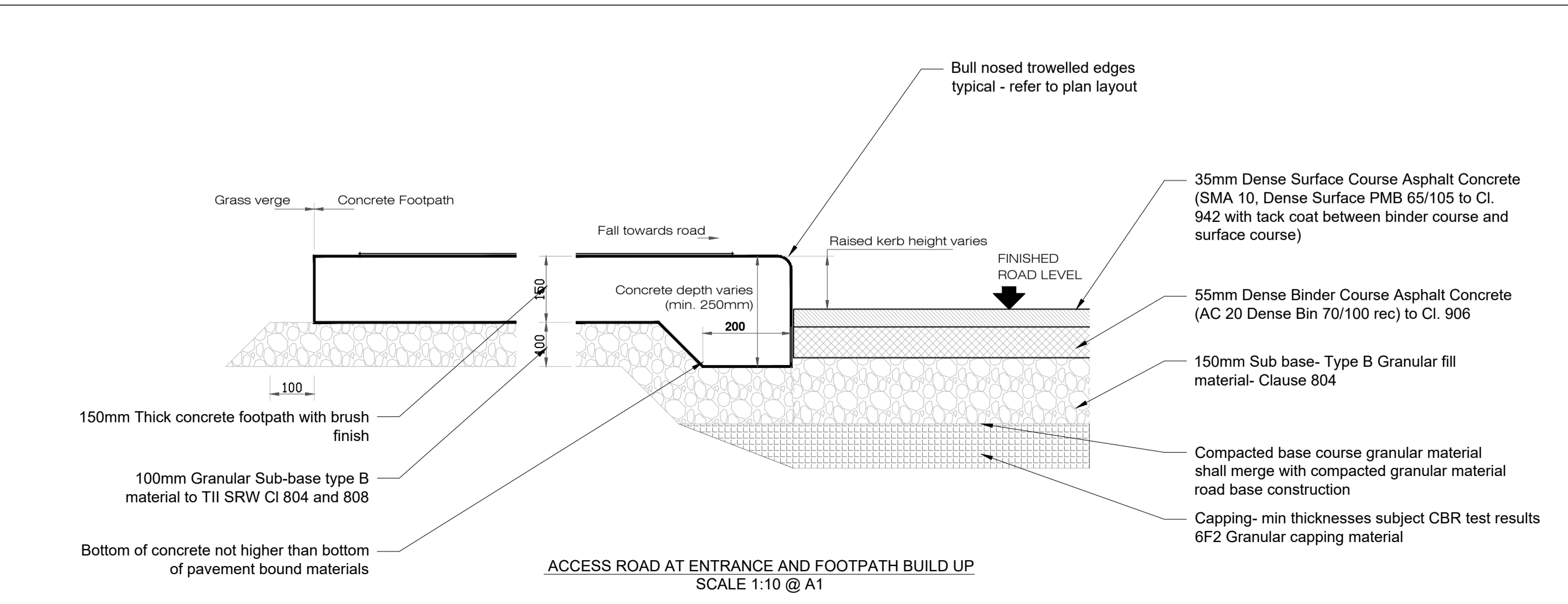
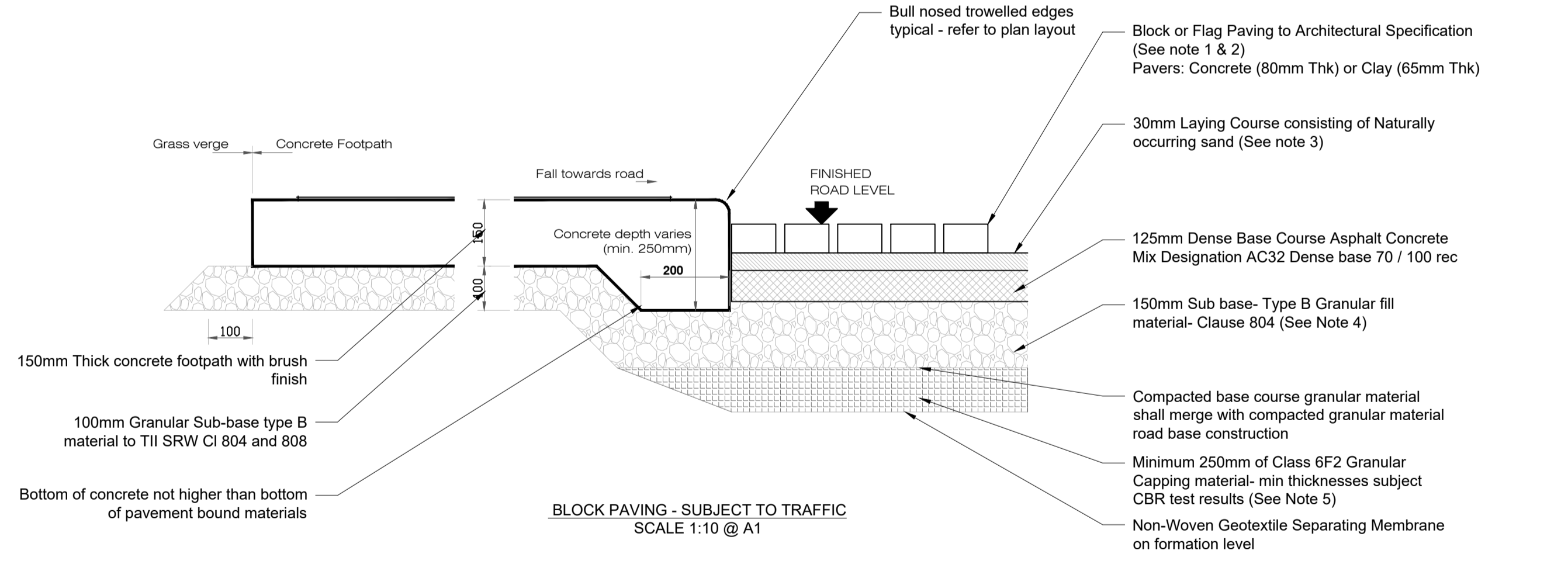
TYPE 4(b). FLEXIBLE ROAD PAVEMENT CONSTRUCTION (RE-CONSTRUCTION AND ROAD WIDENING)



TYPE 5(a). SURFACE DRESSING - EXISTING ROAD SURFACE



TYPE 5(b). SURFACE DRESSING - MINOR WIDENING OF EXISTING ROAD



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NOTES:

DRAWING - NOTES

- This drawing shall be read in conjunction with all relevant drawings and specification.

- NOTES:**
- PAVERS:**
CLAY AND CALCIUM SILICATE PAVERS SHOULD COMPLY WITH ISEN 1344 TYPE PB WITH CHAMFERS 200 X 100 X 65 MM FOR TRAFFICKED AREAS AND 50 MM TICK FOR PEDESTRIAN AREAS. CONCRETE BLOCK PAVERS SHOULD COMPLY WITH BS EN 1338: TYPE R 200X100X80 MM THICK FOR TRAFFICKED AREAS AND 60 MM THICK FOR PEDESTRIAN AREAS. HORIZONTAL INTERLOCK SHOULD BE GIVEN TO THE PAVING EITHER BY THE USE OF SHAPED BLOCKS OR BY LAYING RECTANGULAR BLOCKS IN HERRING BONE FASHION AT THE EDGE OF THE PAVEMENT. RESTRAINT SHOULD BE PROVIDED, IN ORDER TO PREVENT PAVERS AND THE LAYING COURSE FROM MIGRATING OUTWARDS AND LOSING INTERLOCK. CLAY CALCIUM SILICATE AND CONCRETE BLOCK PAVERS SHOULD BE LAID IN ACCORDANCE WITH BS 7533-3
 - PAVER JOINTS:**
JOINTS BETWEEN PAVERS TO BE LAID TIGHT (2MM TO 5MM WIDE) AND FILLED WITH FINE SAND 'GF85 0 / 1 (PF)' AS PER IS EN 12620
 - LAYING COURSE:**
LAYING COURSE SAND SHALL BE 'GF 85 0/4 (MP)' AS PER IS EN 12620. AS A GUIDE TO MOISTURE CONTENT, AFTER THE MATERIAL IS COMPRESSED, THE MATERIAL SHOULD BIND TOGETHER WITHOUT SHOWING FREE MOISTURE ON ITS SURFACE. WHERE LAYING COURSE MATERIAL IS STORED ON SITE IT SHOULD BE COVERED TO REDUCE MOISTURE LOSS DUE TO EVAPORATION OR SATURATION FROM RAINFALL. IF THE LAYING COURSE MATERIAL BECOMES SATURATED AFTER PLACEMENT, THEN IT SHOULD BE REMOVED AND REPLACED WITH LAYING COURSE MATERIAL IN A CONDITION SUITABLE FOR THE BLOCK LAYING OPERATION. ALTERNATIVELY THE LAYING COURSE CAN BE LEFT IN PLACE UNTIL IT DRIES SUFFICIENTLY TO ALLOW BLOCK LAYING TO PROCEED.
 - DEPTH OF SUB-BASE AND CAPPING LAYER**
THE DEPTH OF SUB-BASE AND CAPPING LAYERS WILL VARY WITH THE SUBGRADE STRENGTH, AS INDICATED BY THE CBR TEST RESULTS
THE THICKNESS OF THE SUB-BASE LAYER SHOULD BE 150MM FOR ALL FORMS OF ROADWAY CONSTRUCTION.
THE THICKNESS OF THE CAPPING LAYER WILL VARY WITH THE CBR VALUE AS INDICATED IN TABLE BELOW. IF THE CBR VALUE OF THE SUB-GRADE EXCEEDS 15%, NO CAPPING LAYER IS REQUIRED. SEE FIGURE 4.1 IN PART 2A, HD25-26 OF NRA DESIGN MANUAL FOR ROADS AND BRIDGES

CAPPING LAYER - MINIMUM CONSTRUCTION THICKNESS	
LOWESR SUBGRADE CBR (%)	MINIMUM CAPPING LAYER THICKNESS (mm)
* LESS THAN 2	SEE FOOTNOTE
2 TO 5	450 TO 250
5 TO 15	250 TO 150
MORE THAN 15	NO CAPPING LAYER REQUIRED

*FOR SUBGRADES WITH A CBR OF LESS THAN 2%, A GEOTEXTILE SEPERATOR SHOULD BE USED AND SPECIALIST ADVICE SOUGHT REGARDING MINIMUM THICKNESS

SUB GRADE STRENGTH SHOULD BE ESTABLISHED BY MEANS OF THE CALIFORNIA BEARING RATIO (CBR) TEST IN ACCORDANCE WITH BS 1377-4:1990. SAMPLE SHOULD BE TAKEN AT A RATE OF ONE PER 100MM OF ROAD AND WHERE SIGNIFICANT VARIATION IN SOIL TYPE ARE ANTICIPATED, EXTRA SAMPLES MAY BE REQUIRED BY THE LOCAL AUTHORITY. IN PREPARING THE TEST SPECIMEN, THE METHOD OF COMPACTION SHOULD BE THE STATIC METHOD 2, AS SPECIFIED IN PARAGRAPH 7.2.3.3 OF BS 1377-4:1990

- 5. MATERIAL SPECIFICATION FOR SUB-BASE AND CAPPING LAYER:**
- A) SUB-BASE
SUB-BASE MATERIAL SHOULD COMPRISE TYPE B GRANULAR MATERIAL IN ACCORDANCE WITH CLAUSE 804 OF THE SPECIFICATIONS FOR ROADWORKS. THE MATERIAL SHOULD LIE WITHIN THE GRADING LIMITS SET OUT IN TABLE BELOW

SUB-BASE MATERIAL - PERCENTAGE BY MASS PASSING			
ISO SIEVE SIZE (mm)	OVERALL GRADING RANGE	SUPP. DECLARED VALUE GRADING RANGE	TOLERANCE
63	100	NR	NR
31.5	80 to 99	NR	NR
16	55 to 85	63 to 77	+ / - 8
8	35 to 65	43 to 57	+ / - 8
4	22 to 50	30 to 42	+ / - 8
2	15 to 40	22 to 33	+ / - 8
1	10 to 35	15 to 30	+ / - 8
0.5	0 to 20	5 to 15	+ / - 8
0.063	0 to 7	NR	NR

PARTICLE SIZE DISTRIBUTION SHOULD BE DETERMUBED BY THE WASHING AND SIEVING MTHOD OF IS EN 933-1, ALL MATERIAL SHOULD BE FROST RESISTANT.
MATERIAL PASSING THE 0.425MM SIEVE WHEN TESTED IN ACCORDANCE WITH BS 1377-2 SHOULD BE NON-PLASTIC. THE MATERIAL SHOULD HAVE A TEN PERCENT FINES VALUE OF 100 KN OR MORE, WHEN TESTED IN ACCORDANCE WITH IS EN 933-1. THE SUB-BASE SHOULD BE LAID AND COMPACTED TO THE REQUIREMENTS OF CLAUSE 802 OF THE NRA SPECIFICATION FOR ROADWORKS WITHOUT DRYING OUT OR SEGREGATION

- B) CAPPING LAYER
THE CAPPING LAYER SHALL BE CONSTRUCTED WITH CLASS 6F1 OR 6F2 MATERIAL AS PER SERIES 600 OF THE NRA SPECIFICATION FOR ROAD WORKS AND COMPRISING OF EITHER CRUSHED ROCK, NATURAL GRAVEL, CRUSHED GRAVEL OR CRUSHED CONCRETE, THE MATERIAL SHOULD HAVE A MAXIMUM SIZE OF 100MM AND THE MAXIMUM ALLOWABLE PASSING THE 63 MICRON SHOULD BE 10%. THE MATERIAL SHOULD BE WELL GRADED THROUGHOUT ALL SIZES. SELECTED DEMOLITION MATERIALS WHICH MEET THE ABOVE REQUIREMENTS MAY ALSO BE USED, SUBJECT TO APPROVAL

REV	REVISION DETAILS	REV BY	CHKD	DATE
P2	ISSUED FOR SHD PLANNING			07.09.21
P1	ISSUED FOR REVIEW			14.05.21
P0	ISSUED FOR PLANNING			07.10.20

I = Issued for Information Only; P = Issued for Planning Application Only; F = Issued for Fire Safety Certificate Only; D = Issued for Disabled Access Certificate Only; T = Issued for Tender Only; C = Issued for Construction; BC = Issued for Building Control Regulations Only.

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REDFORGE ROAD, BLACKPOOL	4507-P11
TYPICAL ROAD CONSTRUCTION DETAILS	AS SHOWN A1
	CHECK SCALE - 50mm @ 1:1