



NOTES

- Verifying Dimensions. The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.
- Existing Services. Any information concerning the location of existing services indicated on this drawing is intended for general guidance only. It shall be the responsibility of the contractor to determine and verify the exact horizontal and vertical alignment of all cables, pipes, etc. (both underground and overhead) before work commences.
- Issue of Drawings. Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg, dxf etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipient's own risk. RPS will not accept any responsibility for any errors arising from the use of these files, either by human error by the recipient, listing of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to aid the recipient's drawing production, or setting out on site.
- OS Map Sheet No. 3198-13, 3198-14, 3198-15, 3198-16, 3198-17, 3198-18, 3198-19, 3198-20, 3198-21, 3198-22, 3198-23, 3198-24, 3198-25, 3264-03, 3264-04, 3264-05, 3264-06, 3264-07, 3264-08, 3264-09, 3264-10, 3264-11, 3264-12, 3264-13, 3264-14, 3264-15, 3264-16, 3264-17, 3264-18, 3264-19, 3264-20, 3264-21, 3264-22, 3264-23, 3264-24, 3264-25, 3265-01, 3265-02, 3265-03, 3265-04, 3265-05, 3265-06, 3265-07, 3265-08, 3265-09, 3265-10, 3265-11, 3265-12, 3265-16
- Datum: ITM

Existing Survey / OS Mapping
 Proposed Layout
 Proposed Earthworks
 Application Boundary

Kerbs

- DK - Type D Kerb, 25mm upstand for vehicles and 0-6mm for pedestrian crossing
- TK - Taper Kerb
- TY-A - Type A Kerb
- CK - Dmk - Demarcation Kerb
- Drk - Drainage Kerb
- EK - Edging Kerb
- Existing Kerb is to remain in place
- Proposed Replacement Fence line

All new kerbs shall comply with IS EN 1340. All joints between kerbs shall be 10mm wide and completely filled with Class 1 mortar or butted together. (to be clarified with road service prior to construction.)

All existing kerbing not forming part of the new road layout to be broken out completely and removed from site.

Carrageeways
New carrageeways shall be formed using the extension of the existing cross fall. From the existing centre line via the existing channel line. If flat spots are created a gully shall be positioned at that location.

Footways
New footways shall fall at 1:40 away from the carrageeway centre line unless indicated otherwise.

Tactile paving
Tactile paving units shall be 400mm x 400mm square and coloured buff at uncontrolled crossings. The paving blisters shall be aligned in the direction of the crossing and the surface shall extend the full width of the dropped kerbs.

Tactile paving, for further information refer to Construction details
 Ladder Hazard paving, For further information refer to Construction details

Localised narrowing of the new shared pathway may be required to avoid impacting upon existing utility chambers. In such cases the final kerb line is to be agreed with the Engineer. Taper distances to be a minimum of 1:5.

- Keep left bollard
- Pass either side bollard
- Proposed pedestrian guardrail

Existing Services
The proposed designs have been developed to minimise impact on existing and permitted services/utility infrastructure. Any protection or diversionary works required will be developed and agreed with the relevant public utility companies during detailed design stage.

P02	Revised for planning submission	JF	25/06/24
P01	Revised for RSA Stage 1	JF	30/05/24
rev	amendments	check	date

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Client: **COMHLACHT CHALAFORT ÁTHA CLIAH DUBLIN PORT COMPANY**

Project: **3FMProject** (Bringing Dublin Port to 2040)

Title: **Roads & Footways (Northern) - Proposed General Arrangement Sheet 1**

Project Number	Sheet Size	Drawing Scale
IBH0796	A1	1:500

Drawing Number: **CP1901_3FM-RPS_S26-HGN-NP-DR-HE-100-0001**

Drawn By	Status	Revision
RD	S4	P02

Checked By	Approved By	Date
JF	CDo	Apr 2024