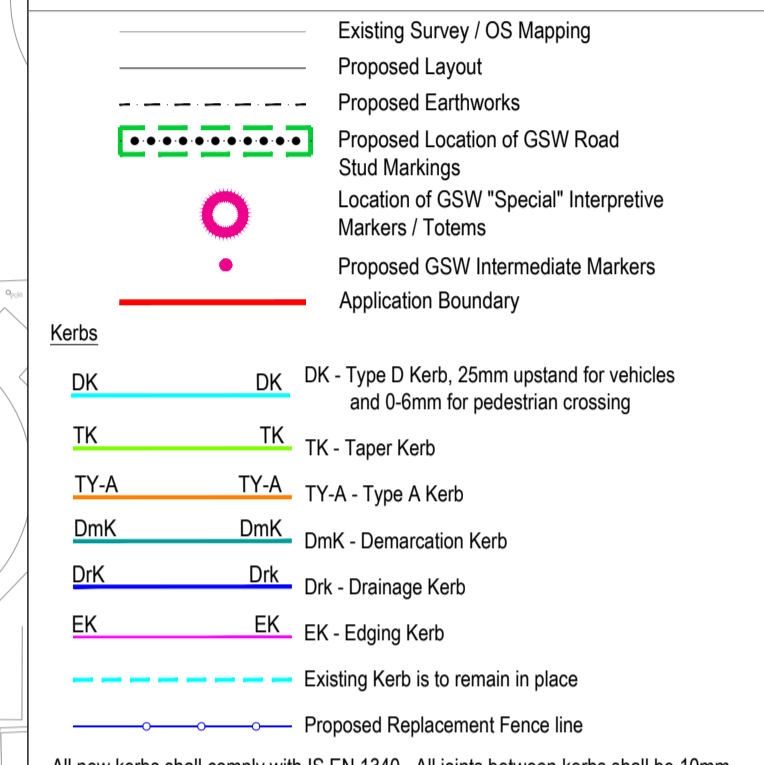


- ### NOTES
- Verifying Dimensions.**  
The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.
  - Existing Services.**  
Any information concerning the location of existing services indicated on this drawing is intended for general 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



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.

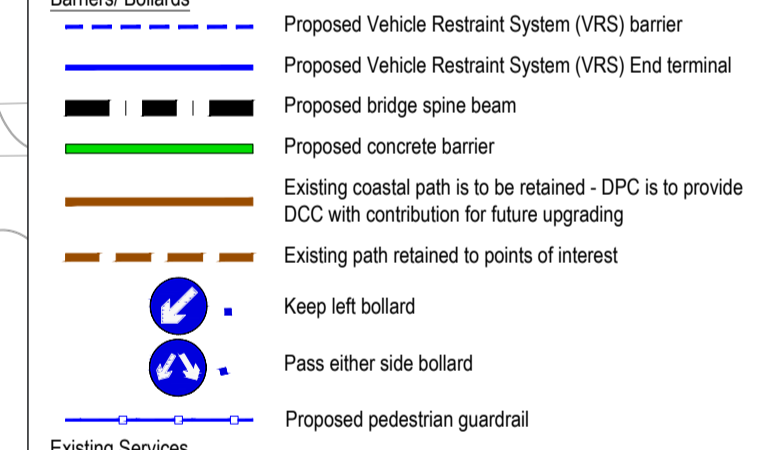
**Carriageways**  
New carriageways shall be formed using the extension of the existing cross fall. From the existing centre line via the existing channel line. If flat spots are created a gully shall be positioned at that location.

**Footways**  
New footways shall fall at 1:40 away from the carriageway 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.



**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.

P03	Revised for planning submission	JF	25/06/24
P02	Revised for RSA Stage 1	AM	17/04/24
P01	Revised for planning	PN	02/10/23
rev	amendments	check	date

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ATHA CLIATH  
DUBLIN PORT COMPANY**

Project  
**3FMProject** Bringing Dublin Port to 2040

Title  
**Roads & Footways (Southern & SPAR) - Proposed General Arrangement - Sheet 10**

Project Number	Sheet Size	Drawing Scale
IBH0796	A1	1:500

Drawing Number  
**CP1901\_3FM-RPS\_S26-HGN-XX-DR-HE-100-0010**

Drawn By	Status	Revision
DMI	S4	P03

Checked By	Approved By	Date
PN	CDo	Dec 2022

