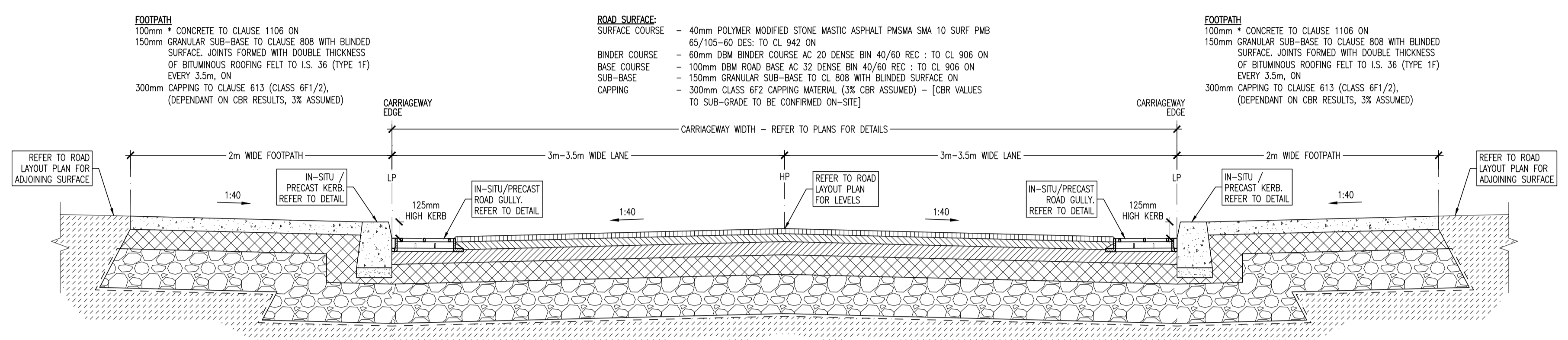
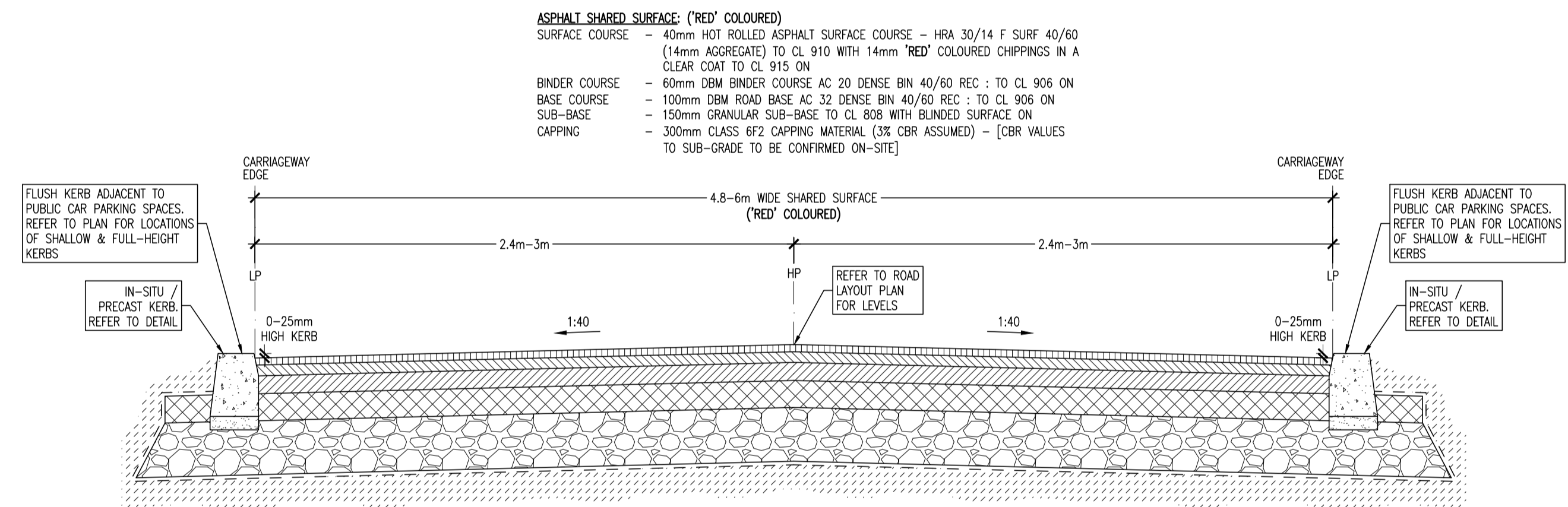


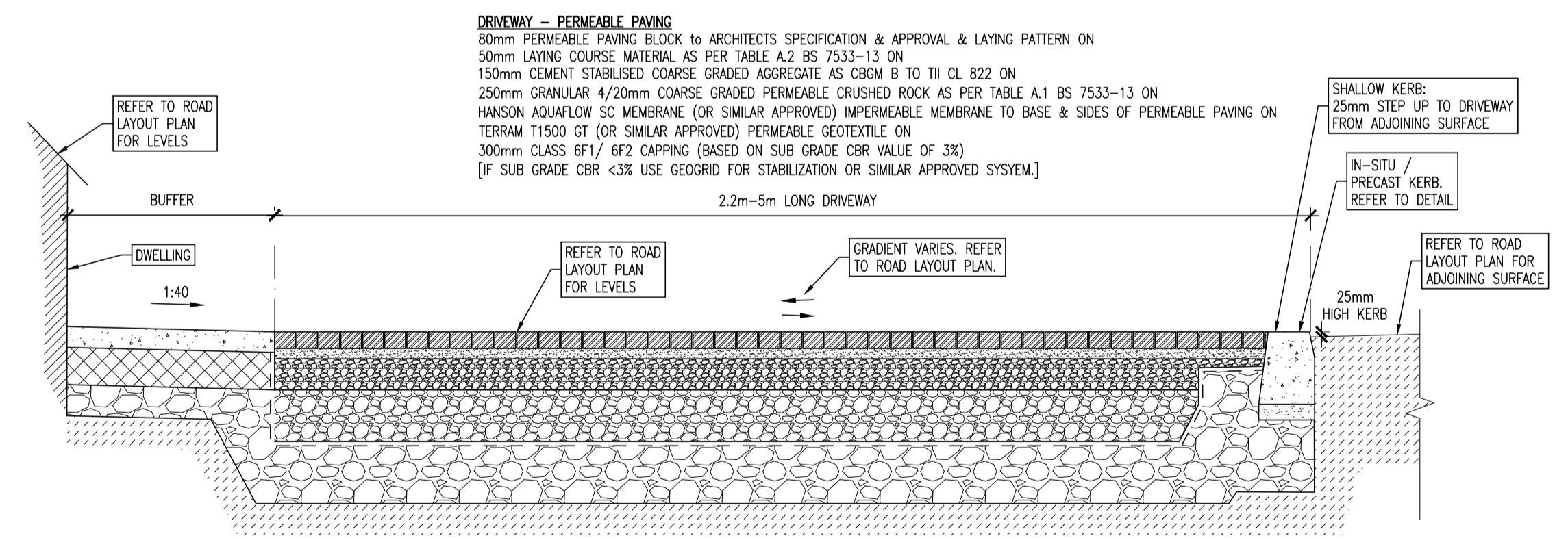
NOTES:



**TYPICAL CROSS-SECTION THROUGH PROPOSED ESTATE ROAD**  
SCALE 1:25



**TYPICAL CROSS-SECTION THROUGH PROPOSED SHARED SURFACE - TYPE 1**  
SCALE 1:25



**TYPICAL CROSS-SECTION THROUGH PROPOSED DRIVEWAY**  
SCALE 1:25

**NOTE :**  
1. FOR AREAS WHERE CBR VALUES ARE BELOW 2%, CARRY OUT THE FOLLOWING:  
- THE SOFT AREA IS TO BE EXCAVATED OUT FULLY AND REPLACED WITH A GENERAL FILL MATERIAL (CLASS 1A/1B) TO T.I.I. SPECIFICATION TO THE UNDERSIDE OF AN 'ENKAGRID' LAYER (ENKAGRID TRC 40 OR SIMILAR 40kN/m). SEPARATION GEOTEXTILE TO BE PLACED BETWEEN THE SUBGRADE AND CAPPING.  
OR  
- SOIL TO BE STABILISED IN-SITU WITH LIME/CEMENT TO SPECIALIST CONTRACTOR SPECIFICATION TO FORMATION LEVEL, MINIMUM CBR 5%.  
AN ENGINEER SHOULD INSPECT THE SOFT AREA WHEN IT HAS BEEN FULLY EXCAVATED OUT PRIOR TO THE FILL/STABILISED MATERIAL BEING PLACED/WORKED.

2. FOR AREAS WHERE CBR VALUES ARE BETWEEN 2% AND 5%, CARRY OUT THE FOLLOWING:  
- THE SOIL IS TO BE EXCAVATED OUT FULLY AND REPLACED WITH A CAPPING MATERIAL TYPE 6F1/6F2 TO T.I.I. SPECIFICATION. DEPTHS OF CAPPING MATERIAL AS PER TABLE 1. SEPARATION GEOTEXTILE TO BE PLACED BETWEEN THE SUBGRADE AND CAPPING.  
OR  
- SOIL TO BE STABILISED IN-SITU WITH LIME/CEMENT TO SPECIALIST CONTRACTOR SPECIFICATION TO FORMATION LEVEL, MINIMUM CBR 5%. DEPTHS OF MATERIAL TO BE STABILISED AS PER TABLE 1 BELOW.

CBR	ROADS	CARPARK
2%-3%	400	300
3%-4%	300	200
4%-5%	250	150
ABOVE 5%	200	100

WHERE CBR VALUES ARE LOWER THAN 2% IMPROVEMENT OF SUB-GRADE MAY BE REQUIRED

REV.	DATE	DESCRIPTION	BY	CHKD.
<b>PLANNING</b>				
DESIGNED	JBK	PREPARED	APW	
DATE	NOV 2017	CHECKED	JBK	

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PROJECT  
**PROPOSED RESIDENTIAL DEVELOPMENT AT GLENCAIRN, MURPHYSTOWN WAY, DUBLIN 18**

DRG. TITLE  
**TYPICAL ROAD CROSS SECTIONS**

ARCHITECT  
**O'MAHONY PIKE ARCHITECTS**

SCALE	AS SHOWN @A1	FILE REF.	170074-3010
DRG. NO.	<b>170074-3017</b>		