



TRANSPORT INFRASTRUCTURE
CONSTRUCTION & COMPLETION SPECIFICATION



Revision	Date	Prepared By	Approved By
0	June 2020		
1	March 2022	MB	MB
2	September 2026	SC	LB

Contents

Appendix 6 Change Summary 3

TRANSPORT INFRASTRUCTURE..... 4

Table 1 7

Table 2 8

Appendix 6 Change Summary

No.	Section / location	Original PDF wording	Draft Word wording	Change type	Practical effect
1	Cover / issue information	"Updated March 2022"	Revision-history table lists Revision 0, June 2020 , and Revision 1, March 2022 , with Revision 1 prepared and approved by LB .	Document control / governance	Introduces formal revision tracking and records responsibility for the March 2022 revision.
2	Applicable standards, cycling design	"National Cycle Manual, National Transport Authority."	"Cycle Design Manual, National Transport Authority."	Technical reference update	Replaces the former National Cycle Manual reference with the Cycle Design Manual.
3	Applicable standards, off-road cycleway surfacing	No specific coloured-surface-course guidance listed.	Adds "Specification of Red Surface Course for Use on Off-Road Urban Cycleways – Interim Technical Advice."	Added technical reference	Introduces specific guidance for red surfacing on off-road urban cycleways.
4	Applicable standards, active-travel access control	No access-control guidance listed.	Adds "Access Control of Active Travel Facilities, National Transport Authority."	Added technical reference	Introduces a design reference for access-control measures on active-travel facilities.
5	Original paragraph 8, extent of roads to be taken in charge	"All roads to be taken in charge will be taken in charge at a minimum from the back of footpath/cyclepath on one side of the road to the back of footpath/cyclepath on the other side of the road inline with the definition of a road in the 1993 Roads Act Part 1 Section 2(1)."	The operative paragraph is absent from the extracted draft wording.	Deletion	This line was taken out to allow for some onstreet parking to remain in private management. This will be assessed on a case by case basis.
6	Table 2, after pavement-layer specification	No coloured-surface-course schedule.	Proposed Coloured Surface Course Options table covering Red SMA, Buff SMA, and Black SMA with Red Chip.	Proposed technical specification	Establishes approved coloured-surface options for DMURS areas, cul-de-sacs, and traffic-calming ramps.

TRANSPORT INFRASTRUCTURE

1. Transport Infrastructure refers generally to roads, footpaths, car parking, cycle facilities and associated infrastructure. All such infrastructure shall be taken in charge in conjunction with water mains, sewers, drains and open spaces. No piece of transport infrastructure shall be taken in charge unless all associated underground infrastructure is inspected and passed in advance, i.e. all utility services are inspected, tested, passed and fully operational for the existing development and future associated developments.
2. For developments where Fingal County Council will be taking responsibility for future maintenance, the project Safety File including inter alia As Built construction and utilities drawings, maintenance procedures, certification of materials and construction materials used, shall be provided to and validated by Fingal County Council in advance of the taking in charge process. No transport infrastructure shall be taken in charge without the Safety File being provided and validated by Fingal County Council.
3. All certification shall be provided and verified by a suitably qualified professional with an appropriate level of professional indemnity. The minimum level of professional indemnity for any project will depend on the scale and type of development but in general shall not be less than €2,500,000, the exact level of which shall be agreed in writing with Fingal County Council.
4. All transport infrastructure shall be designed and constructed in accordance with the appropriate edition of the standards and documents listed below in force at the time of construction:
 - Transport Infrastructure Ireland (TII) Publications (Standards) which includes the NRA Design Manual for Roads and Bridges (NRA DMRB) and Manual of Contract Documents for Road Works (NRA MCDRW)
 - TII Publications (Technical)
 - Design Manual for Urban Roads and Streets, Department of Transport, Tourism and Sport.
 - Cycle Design Manual, National Transport Authority.

- Traffic Signs Manual, Department of Transport, Tourism and Sport.
- Building for Everyone, National Disability Authority.
- Traffic Management Guidelines, Department of Transport.
- Specification of Red Surface Course for Use on Off-Road Urban Cycleways - Interim Technical Advice
- Access Control of Active Travel Facilities, National Transport Authority.

Any deviation from the above standards and documents shall only be permitted by prior written agreement with Fingal County Council.

5. The construction of transport infrastructure shall address and include for the needs of vulnerable, mobility impaired and disabled road users. For example, there shall be no steps in footpath construction, appropriate tactile paving shall be used at junctions, and kerb heights shall be to the appropriate standard.
6. All road markings shall comply with the requirements of Fingal County Council and the standards and documents listed above. The Developer shall make provision for the testing of any such road markings at Fingal County Council's request prior to completion of the taking in charge process and at the Developer's own expense.
7. Boundary walls abutting existing public footpaths and roads or those roads and footpaths that are to be taken into Fingal County Council's charge shall be designed to ensure the stability of such structures and the safety of all road users of the public realm is maintained. The design of any such structures shall be undertaken by a suitably qualified professional, e.g. a Chartered Engineer, with an appropriate level of professional indemnity insurance, as agreed with Fingal County Council.
8. Road Safety Audits shall be undertaken for all developments that result in the provision of new transport infrastructure, or where there is a change to an existing layout as a result of a new development. Exceptions shall only be permitted by prior written agreement with Fingal County Council Where Road Safety Audits are undertaken, they shall be carried out in compliance with TII Standards, any recommended actions shall be implemented to the satisfaction of the Council at the Developer's expense, and any exception reports shall be

provided to Fingal County Council for approval.

9. Any testing (such as Core Testing, Falling Weight Deflectometer Testing) identified by Fingal County Council as necessary to ensure the constructed roads, footpaths or cycle facilities to be taken in charge meet the details approved as part of the grant of planning permission, as well as the relevant design standards, shall be carried out at the Developer's expense. Testing shall comply with the relevant standards and the nature and extent of testing shall be agreed in writing with the Council in advance of testing. The testing shall be overseen, and validated in writing, by a suitably qualified professional, e.g. a Chartered Engineer, with an appropriate level of professional indemnity insurance, details of which shall be agreed in writing with Fingal County Council prior to testing taking place.
10. Road pavement & Buildup shall be designed in accordance with the relevant standards noted in the TIC specification and subject to the minimum specification in Table 1 below which may be subject to change in accordance with Fingal County Council Operation Department requirements.

Table 1

Pavement Layers					
		Residential		Commercial /Arterial Route	Regional Roads
		Cul de sac - Home Zone	Spine Rd - Heavily Trafficked	Industrial Estates/Link roads	AADT > 3000 vehicles
Bound layers					
Surface course	Minimum compacted thickness:	40mm	40mm	40mm	40mm
	Aggregate Size:	10mm	10mm or 14mm	10mm or 14mm	10mm or 14mm
	Material name:	PM SMA surf (IS EN 13108-5)	PM SMA surf (IS EN 13108-5)	HRA (IS EN 13108-4)	HRA (IS EN 13108-4)
	Alternatively :		HRA (IS EN 13108-4)	PM SMA surf (IS EN 13108-5)	PM SMA surf (IS EN 13108-5)
Binder course	Minimum compacted thickness:	100mm	60mm	60mm	60mm
	Aggregate Size:	20mm	20mm	20mm	20mm
	Material:	AC 20 dense bin (IS 13108-1)	AC 20 dense bin (IS 13108-1)	AC 20 dense bin (IS 13108-1)	AC 20 dense bin (IS 13108-1)
Base course	Minimum compacted thickness:		80mm	120mm	220mm (2 layers)
	Aggregate Size:		32mm	32mm	32mm
	Material name:		AC 32 dense base (IS 13108-1)	AC 32 dense base (IS 13108-1)	AC 32 dense base (IS 13108-1)
Minimum bituminous thickness:		140mm	180mm	220mm	320mm
		(Designer should be cognisant of Figure 4.2 of DN-PAV-03021 Dec 2010)			
Unbound layers					
Sub-base	Minimum compacted thickness:	150mm	150mm	150mm	150mm
	Material name:	Refer to TII publication - Series 800 (Including Clauses 801-804, Clause 808 near structures)			
Capping	Compacted thickness:	Refer to TII publication - DN-PAV-0321 (Figure 4.1 Foundation design charts for flexible pavement)			
	Material name:	Refer to TII publication - DN-PAV-0321 (i.e. Class 6F2/6F1, water tables, etc)			

Table 2

		Coloured Surface Course Options		
Surface course	Material description	Red SMA	Buff SMA	Black SMA with Red Chip
(Single course)	For use on:	DEMURS	Cul de sacs, DEMURS	Traffic Calming Ramps
	Min compacted thickness:	40mm	40mm	40mm
	Chip size range:	10mm only	10mm only	10mm only
	Min chip PSV value:	55	55	55
	Material name:	SMA surf PMB (IS EN 13108-5)	SMA surf PMB (IS EN 13108-5)	SMA surf PMB (IS EN 13108-5)
	Chip colour:	Red	Buff	Red
	Aggregate colour ratio:	Chips >4mm: Coloured Aggregate	Chips >4mm: Coloured Aggregate	Chips >4mm: Coloured Aggregate
	Pigment colour:	Red	Buff	n/a
	Pigment % in mix:	5% (Typically)	5% (Typically)	None
	Binder:	Black	Clear	Black
	After treatment:	None	None	None
	Protected from Traffic:	4hrs min	4hrs min	2hrs min
Notes				
1. Any deviation from the requirements above must be approved in advance by FCC Roads Department				
2. Design must be in compliance with current IS EN 13108 and SR28				
3. Design must be signed off by a certified person				
4. Where a subgrade has a CBR lower than 2.5%, it is considered unsuitable for support, and must be 'permanently improved'				
5. Cores may be required post completion to verify laying depths and proper compaction; and shall be taken in accordance to the requirements of BS 594987 Clause				