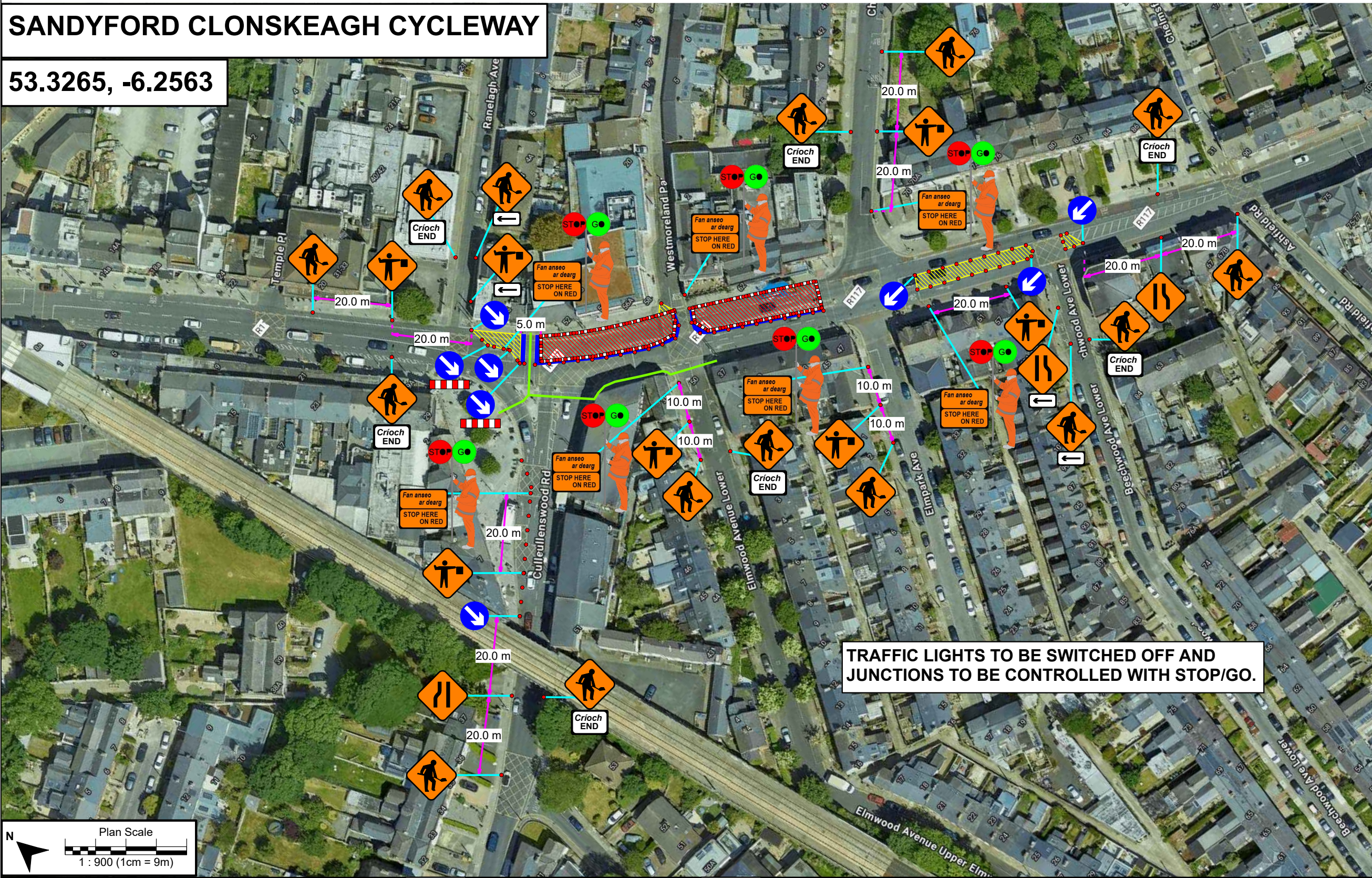


SANDYFORD CLONSKEAGH CYCLEWAY

53.3265, -6.2563



DESIGN PARAMETERS

ROAD LEVEL:	LEVEL 1(iii)
ROADWORKS TYPE:	TYPE B
SPEED LIMIT:	50 km/h
MAXIMUM TRAFFIC COUNT:	70cars/3 min

TEMPORARY SIGNS

SIGN VISIBILITY:	50M
NUMBER OF SIGNS:	2
ADVANCE SIGN SPACING:	20M
MINIMUM SIGN SIZE:	600mm

RATE OF TAPER

TAPER AT LANE:	45 DEGREE
TAPER AT HARD SHOULDER:	N/A
TRANSITION LENGTH:	N/A

SAFETY ZONE

LONGITUDINAL:	5.0M
LATERAL:	0.5M

MINIMUM CONE SPACING

AT TAPER:	1M
LONGITUDINAL:	3M

LAMP SPACING DURING HOURS OF DARKNESS

AT TAPER:	6M
LONGITUDINAL:	6M
MIN LANE WIDTH:	3.0M

DESIGN

METHOD:	STOP AND GO
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Legend

- Barrier
- Cone
- Pedestrians
- Safety Zone
- Taper
- Work Area

Richard Nolan
civil engineering



Client: DCC

Project: SANDYFORD CLONSKEAGH CYCLEWAY

Title: Road Markings

Director: DN Proj. Man: PG Checked: PG

Scale: 1 : 900 Drafted by: EC Date: 25/11/2024

Drawing No: 33047 - TMP 011a

REV:	DESCRIPTION:	By:	Check:	Date:
000	INITIAL ISSUE	EC	PG	25/11/2024
001	AMENDED	EC	PG	13/01/2025

GENERAL NOTES:

- 1) THIS TRAFFIC MANAGEMENT PLAN MAY ONLY BE IMPLEMENTED BY A TEMPORARY TRAFFIC OPERATIONS SUPERVISOR WHO MUST CARRY OUT A SITE RISK ASSESSMENT TO MODIFY THE MEASURES DESCRIBED TO SUIT ACTUAL SITE CONDITIONS BEFORE IMPLEMENTATION
- 2) THE TEMPORARY TRAFFIC OPERATIONS SUPERVISOR MUST BE IN POSSESSION OF THE VALID CONSTRUCTION SKILLS REGISTRATION CARD 'SIGNING, LIGHTING, AND GUARDING AT ROADWORKS' CONSTRUCTION REGULATIONS 2006.
- 3) THIS TRAFFIC MANAGEMENT PLAN HAS BEEN DRAFTED ON A PRELIMINARY BASIS AND DOES NOT TAKE ACCOUNT OF THE SCALES ASSOCIATED WITH THE DIFFERENT PHASES OF THE PROJECT. ARRANGEMENTS FOR MATERIAL DELIVERY, SPOIL REMOVAL, AND TEMPORARY ACCESS HAVE NOT BEEN DEVELOPED INTO THE PLAN AS THEY WERE NOT ADVISED AT THE TIME OF PREPARATION.
- 4) IN ORDER THAT THE REQUIREMENTS AS SET PER SECTION 17(2) 2005 ACT ARE SATISFIED, FURTHER ALTERATION TO THE PLAN MUST BE ADVISED BY THE PSPD AS PER CONSTRUCTION REGULATIONS 2006 PS 5 REGS 16-17 AND REG 97 (2a & 2b) RESPECTIVELY. IN ADDITION THE PSPD SHOULD FURTHER DIRECT ANY CHANGES AS THE PROJECT PROGRESSES.

- 5) ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS AND TO BE INCLUDED IN THE SITE SPECIFIC SAFETY & HEALTH PLAN.

- 6) SITE INSPECTIONS AND MAINTENANCE OF THE TRAFFIC MANAGEMENT LAYOUT IS TO BE CONDUCTED ON A DAILY BASIS TO ENSURE THE SAFETY AND INTEGRITY OF THE DESIGN.

- 7) CONTRACTOR TO CARRY OUT A SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF THE TRAFFIC MANAGEMENT PLAN TO ENSURE THAT CONDITIONS REFLECT THOSE CONSIDERED FOR DESIGN POST SUBMISSION.

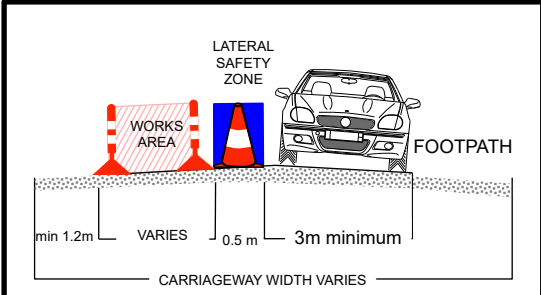
- 8) ALL SIGNS USED (AND MANUFACTURED AFTER 01.09.19) MUST CONFORM TO THOSE SPECIFIED IN THE TRAFFIC MANAGEMENT PLAN SO FAR AS THEY ALSO CONFORM TO THE CHAPTER 9 2019. THE SIGNAGE THEREFORE MUST INCORPORATE MICRO PRISMATIC RETROREFLECTIVE SHEETING

- 9) WK 052



WILL BE USED WHEN A DESIGNATED WORKS ACCESS IS REQUIRED. REFER TO CHAPTER 8 2019 FOR USAGE.

Section



Notes:

TM OPERATIVES IN PLACE TO MONITOR AND ASSIT PEDESTRIANS WHEN REQUIRED.

TRAFFIC TO BE PUT ON ALL STOP TO ALLOW PEDESTRIANS TO CROSS SAFELY.

TRAFFIC CAN BE PUT ON ALL STOP BUT NOT LONGER THAN 3 MIN.

CYCLE TRACKS WILL BE SUSPENDED DURING THE WORKS.