Date: 16/09/2025 **Author:** DEIVYDAS GUDZUNAS **Project:** KILMAINHAM TO THOMAS ST CYCLE ROUTE

Comments:
Keep The Truck Half Way in The Cycle Track Half Way On The Road

nuzum ROAD SERVICES

Manifest

- **20 x** Cones
- **5 x** P 010 End
- **5 x** RUS 001
- **5 x** WK 001
- **3 x** RUS 009 Pedal Cycles Only
- **3 x** RUS 060 Stop and Go Disk - STOP
- **3 x** RUS 061 Stop and Go Disk - GO
- **3 x** WK 061
- **3 x** WK 095 Stop Here on Red
- **2 x** WK 001 Roadworks Ahead
- **1 x** P 003L
- **1 x** P 003R
- **1 x** RUS 002
- **1 x** RUS 002 Keep Right
- **1 x** W 183 Barrier Board - Three Bars

Legend

- Cones
- Pedestrian Barrier
- Pedestrian Marshal
- Pedestrian Route
- Safety Zone
- Work Area

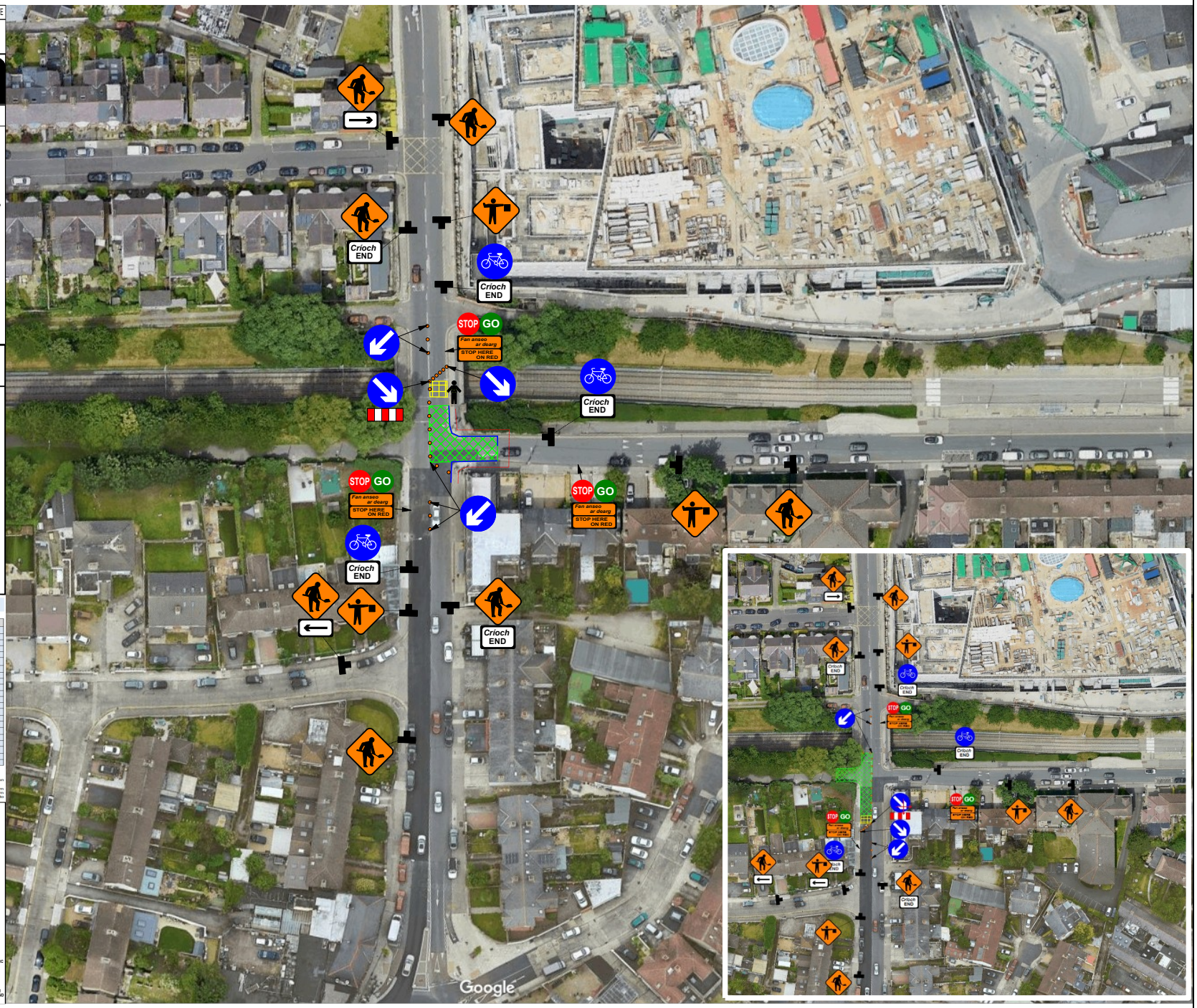

Table 8.2.2.4
Minimum Design Parameters for Level 1(iii) Roads
Single Carriageway of 50km/h)

Design Parameter	Type A > 12 hours	Type B < 12 hours	Type C < 15 mins
Advance Warning Signage			
Sign Size (mm)	600	600	-
Sign Visibility (m)	50	50	50
Number of Signs	2	2	-
Cumulative Distance (m)	40	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate [A]	1 in 5	1 in 5	-
Hard Shoulder Taper Rate [A]			-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m) [B]	3	3	-
Longitudinal Spacing (m) [B]	3	3	-
Lamps (unlit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	6	6	-
Safety Zones			
Longitudinal (m)	5	5	-
Lateral (m)	0.5	0.5	-
Lanes			
Lane Width (m) [C]	3 (2.5)	3 (2.5)	-
Two-way Roadway Width (m)	5	5	-

Notes:
A. 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates the spacing shall be reduced accordingly.
C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Paragraphs 8.4.3.1 to 8.4.3.4.

NOTES:

1. AN GARDA SIOCHANA MUST BE CONSULTED PRIOR TO THE IMPLEMENTATION OF STOP AND GO TRAFFIC CONTROL.
2. RUS 060 STOP RUS 061 GO DISCUSSING MANUAL OR MECHANICAL METHODS CAN BE USED AT PLANT CROSSING POINTS, SITE ACCESS POINTS OR ON SINGLE CARRIAGEWAY ROADS WERE THE TRAFFIC IS REDUCED TO A SHUTTLE OPERATION. THIS METHOD PROVIDES CONTROL AT CROSSING OR EXITS. AND IN A SHUTTLE OPERATION ALLOWS THE TRAFFIC FLOWS TO MOVE ACCORDING TO THE DEMAND. THIS OPERATION MUST BE UNDERTAKEN BY TRAINED PERSONNEL, USING STOP AND GO DISCS AND WEARING HIGH VISIBLE PPE.
3. THE FLOW OF TRAFFIC SHOULD BE CASED ON THE ACTUAL DEMAND ON THE ROUTE. THESE DEMANDS VARY AT PEAK TIMES AND CAN BE UNBALANCED AT OFF-PEAK TIMES, SO MANUALLY OPERATED TRAFFIC CONTROL DEMAND.
4. THE NUMBER AND SPACING OF ADVANCE WARNING SIGNS REQUIRED TO IMPLEMENT A STOP AND GO OPERATION VARIES DEPENDING ON THE ROAD LEVEL CLASSIFICATION. THE REQUIREMENTS ARE PROVIDED IN THE DESIGN PARAMETER IN SECTION 8.2.2.
5. SIGN WK 061 FLAGMAN AHEAD SHALL BE USED WITHIN THE ADVANCE WARNING SIGNAGE. SIGN WK 095 STOP HERE ON RED MAY BE PLACED IN ADVANCE OF THE STOP AND GO DISC LOCATIONS.
6. A 45 LEAD-IN TAPERS SHALL BE PROVIDED WITH CONES AT 1M CENTERS.
7. IF THERE IS A JUNCTION WITHIN THE LENGTH BEING CONTROLLED BY STOP AND GO DISC, A THIRD OPERATOR MAY BE REQUIRED TO CONTROL TRAFFIC ON THE SIDE ROAD.
8. REMOTELY OPERATED STOP AND GO DISCS MAY BE USED DURING DAYLIGHT HOURS PROVIDED THE OPERATOR HAS AN UNOBSTRUCTED VIEW OF BOTH ENDS OF THE SITE AND IS NOT MORE THAT 100M FROM EITHER END.
9. WHERE SHUTTLE WORKING IS IN OPERATION, THE OPERATOR SHOULD BE POSITIONED SUFFICIENTLY FAR FROM THE END OF THE SECTION TO CROSS BACK ONTO THE CORRECT SIDE OF THE ROAD BEFORE ENCOUNTERING THE STATIONARY TRAFFIC WAITING AT THE RED SIGNAL. SIGN WK 095, WILL CLEARLY DEFINE WHERE THE VEHICLES SHOULD STOP.
10. FOR 200M IN ADVANCE OF THE STOP AND GO DISC, CONES SHOULD BE PLACED ALONG THE CENTRELINE IF SPACE PERMITS, TO HIGHLIGHT TO THE ROAD USER THAT THEY ARE CLOSE TO THE MANUALLY CONTROLLED STOPPING POINT. IF NECESSARY AN ADDITIONAL SIGN WK 061 MAY BE POSITIONED 150M TO 200M FROM THIS POINT.
11. FOR SHORT LENGTHS OF WORK, FOR EXAMPLE SITE CROSSING POINTS OR SITE EXITS ON A TWO-WAY ROAD, A SINGLE OPERATOR MAY BE USED TO CONTROL THE TRAFFIC USING A DOUBLE-SIDED STOP DISC. THE OPERATOR, STOPS BOTH FLOWS OF TRAFFIC FOR THE DURATION OF THE OPERATION AND THEN LEAVES THE CARRIAGEWAY AND SIGNALS TO THE TRAFFIC TO PROCEED. THIS SYSTEM SHOULD ONLY BE USED IF BOTH DIRECTIONS OF TRAFFIC HAVE CLEAR VISIBILITY OF THE OPERATOR AND DISC AT ALL TIMES. IF THE LENGTH OF THE SITE IS GREATER THAN 20M THEN A TWO-DISC OPERATION IS REQUIRED.
12. THE GAP PROVIDED FOR ROAD USERS TO DEVIATE AROUND THE WORKS AND THEN BACK ON LINE SHOULD BE A MINIMUM OF 20M AND INCREASED IF NECESSARY TO ENSURE VEHICLES CAN MANOEUVRE THROUGH THE WORKS REASONABLY FREELY.
13. FURTHER GUIDANCE IS PROVIDED IN THE TEMPORARY TRAFFIC MANAGEMENT DESIGN GUIDANCE DOCUMENT FOR THE MAXIMUM SHUTTLE LENGTH ALONG WITH THE MAXIMUM TRAFFIC FLOW PERMITTED FOR THE USE OF STOP AND GO AT VARIOUS SPEEDS. THIS INFORMATION SHALL BE ADHERED TO BY THE TTM DESIGNER.