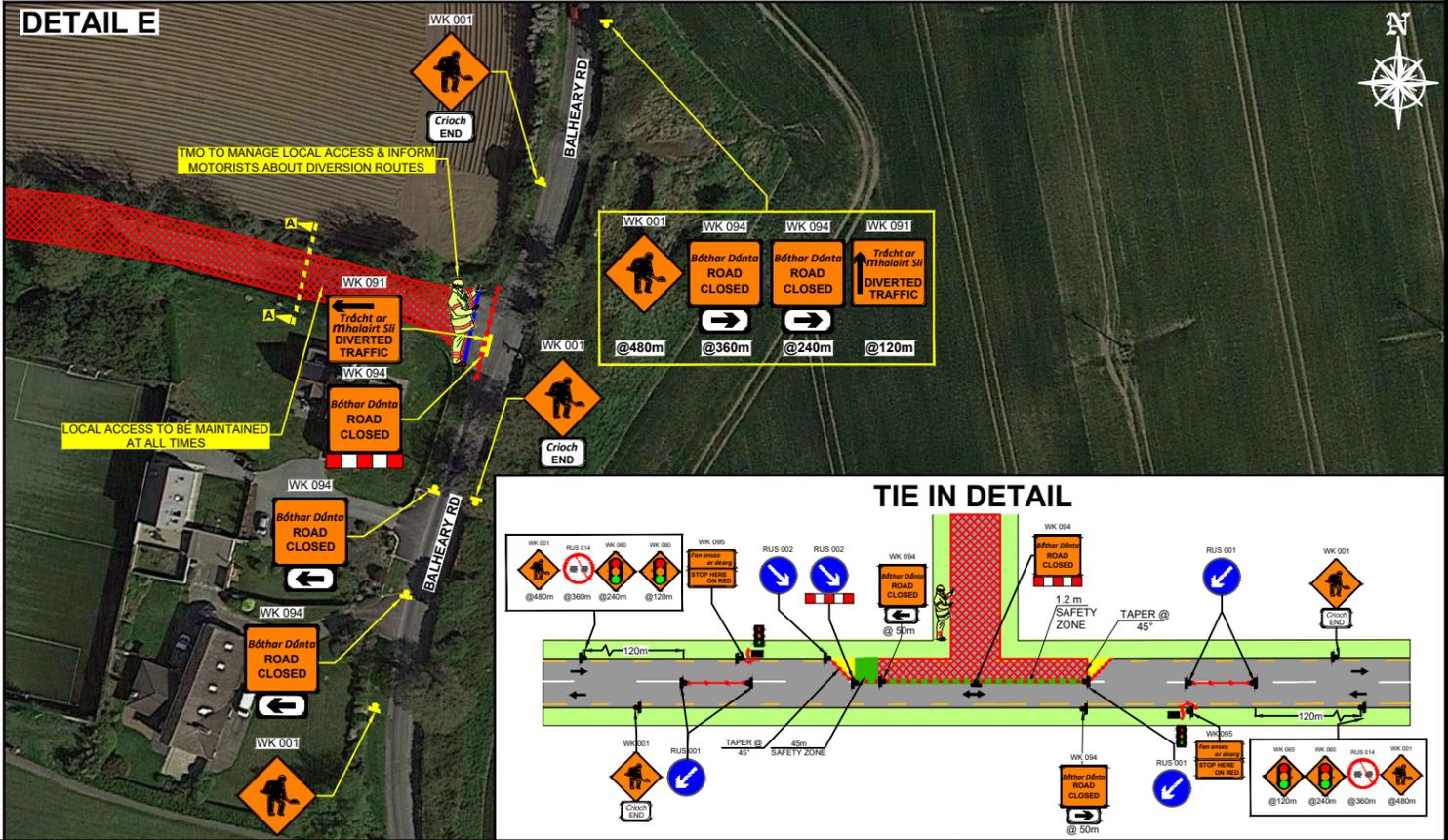
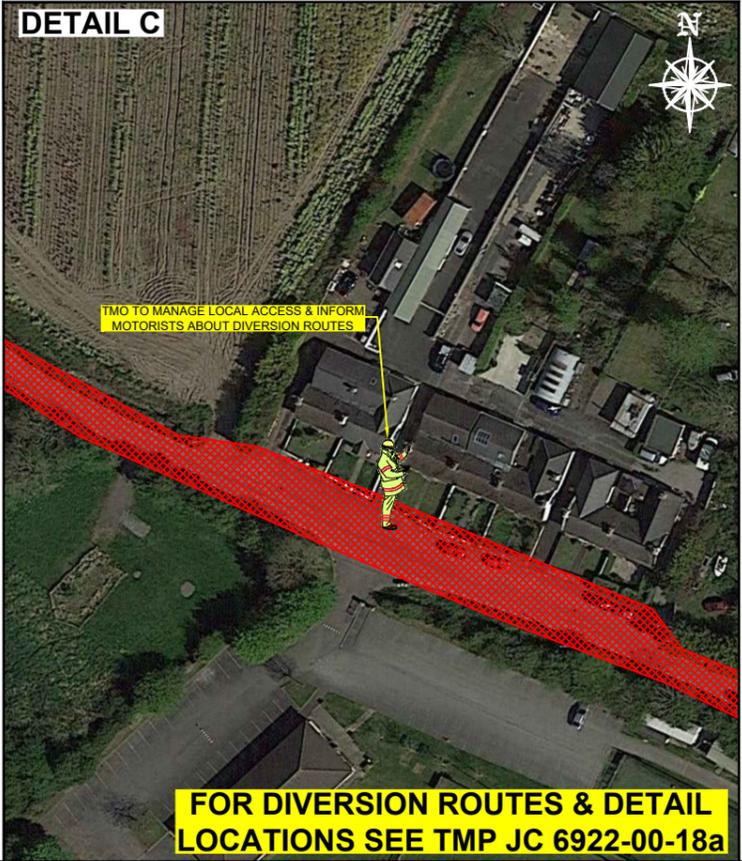
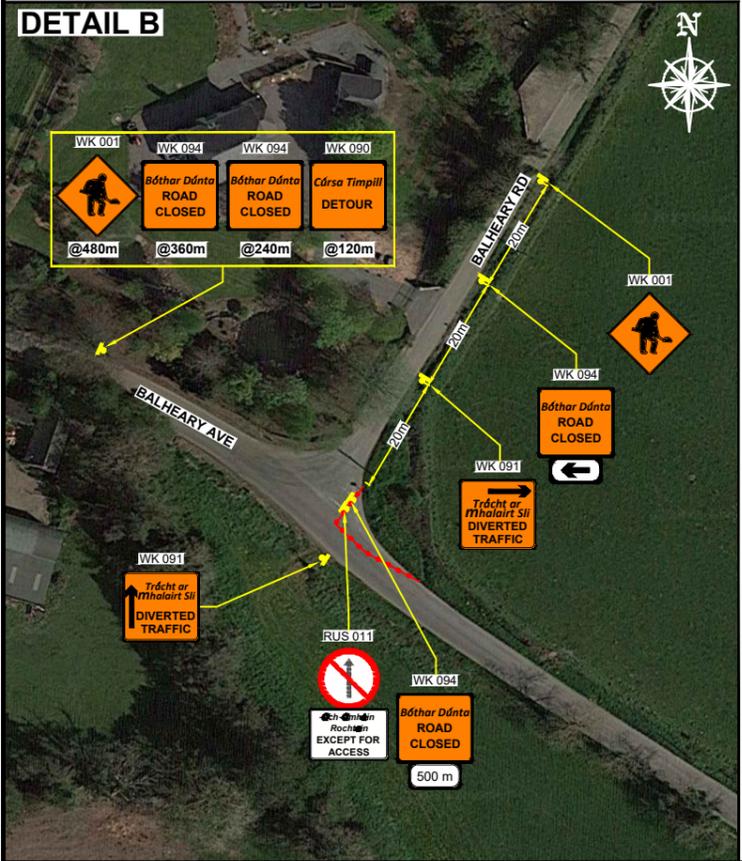
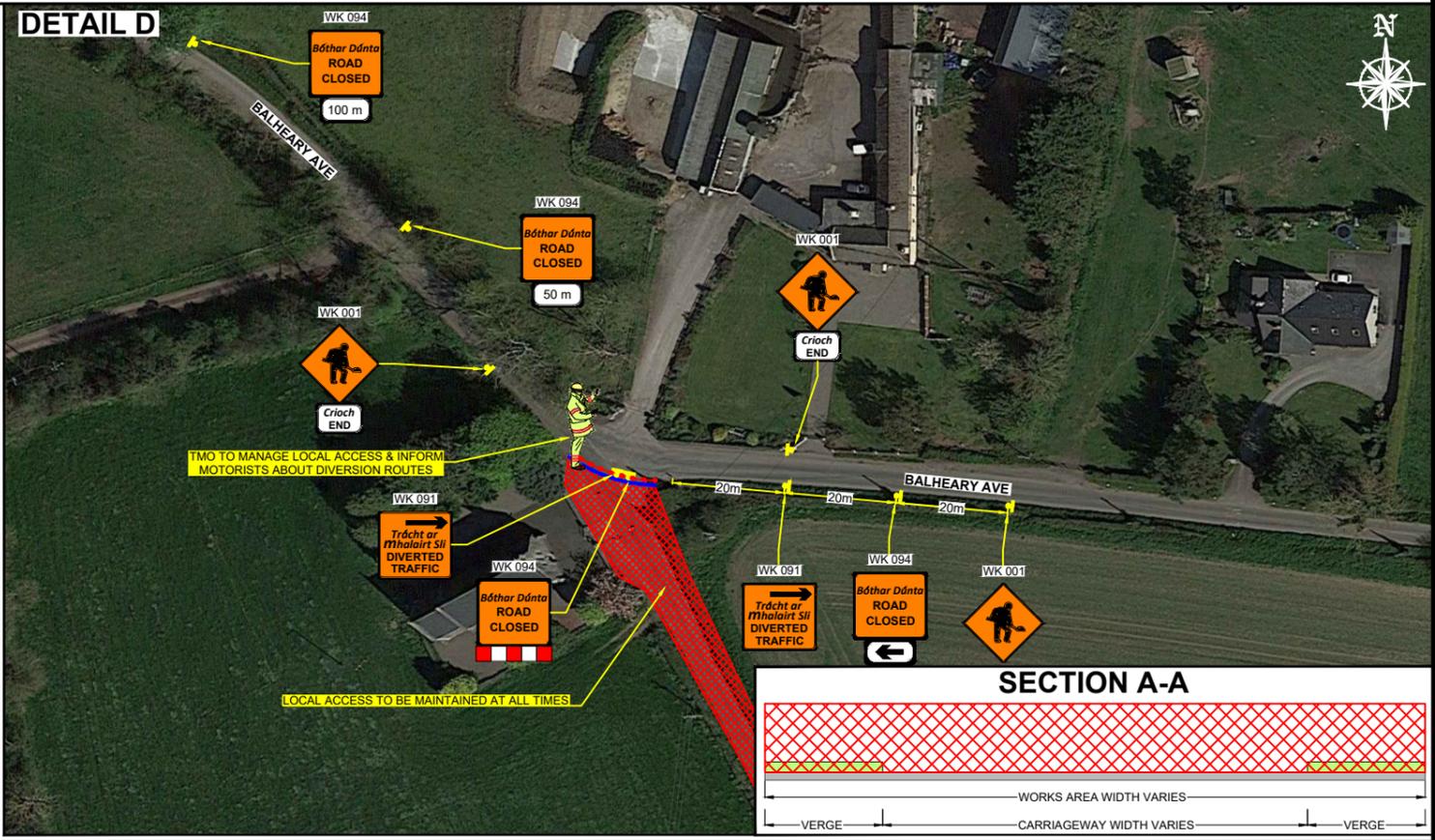
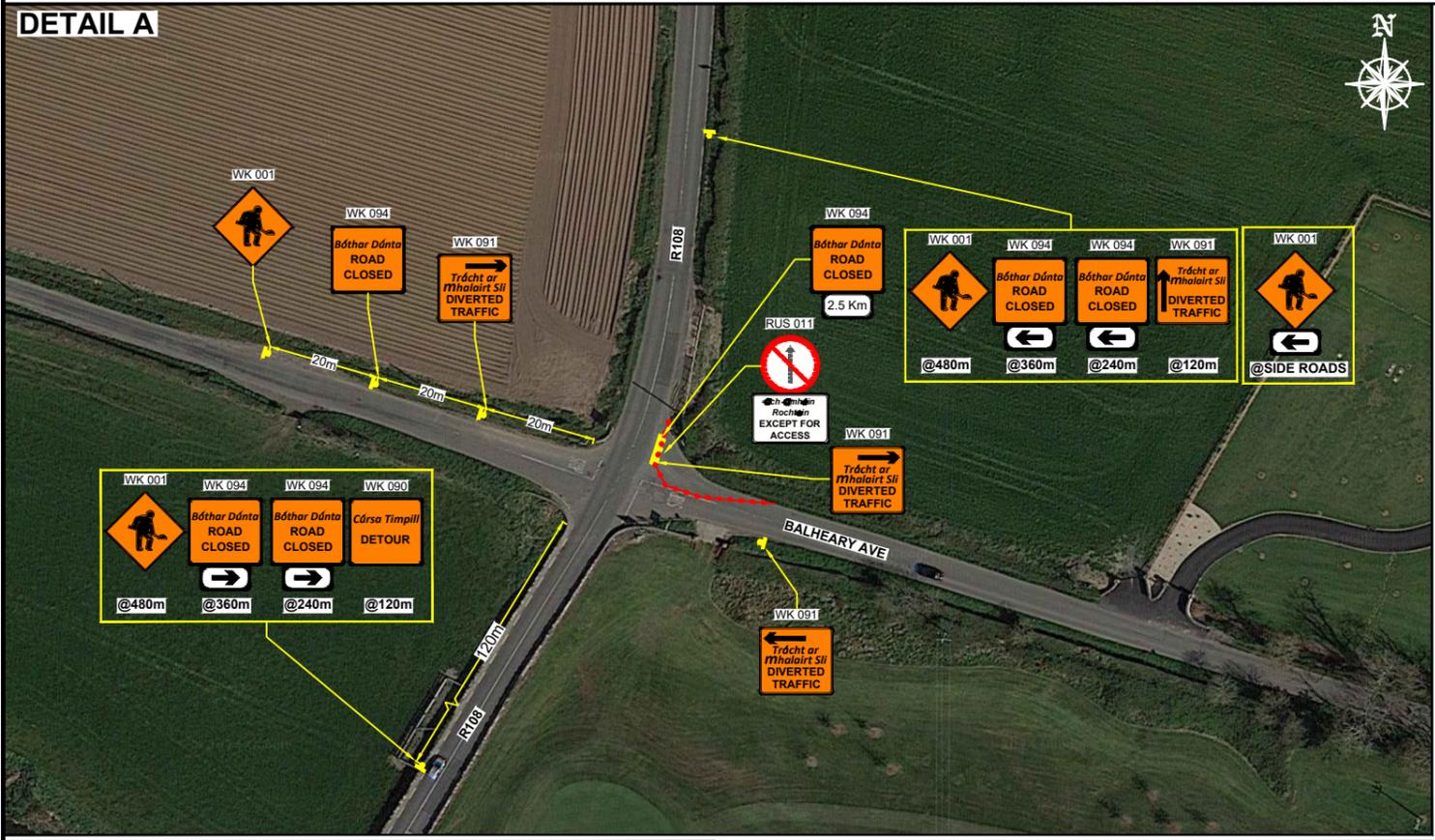


BALHEARY ROAD, SWORDS, DUBLIN - ROAD CLOSURE TM LAYOUT 1



DESIGN PARAMETERS		SAFETY ZONE			TEMPORARY SIGNS			CONE SPACING AND SIZE			RATE OF TAPER		LAMP SPACING		TRAFFIC MANAGEMENT SYSTEM					
Road Lvl(Sub)	Roadworks Type	Speed Limit (km/h)	Min. Lane Width (m)	Longitudinal (m)	Lateral (m)	Set Back (m)	Distance (m)	Number	Min. Size (mm)	Sign Visibility (m)	Longitudinal (m)	At Tapers	Min. Height (mm)	Taper at H/S (m)	Taper at Lane (m)	At Tapers	Longitudinal (m)	Method	Coned Area Length (m)	Max. Traffic Flow (veh/h)
1 (iv)	A	60	3.00	15	0.5	-	20	3	600	60	6	1	750	45°	45°	6	12	Road Closure	n/a	n/a
2 (j)	A	80	3.00	45	1.2	-	120	4	600	90	12	3	750	45°	45°	6	24	Road Closure	n/a	n/a

LEGEND	
	TRAFFIC CONES
	SIGN LOCATION
	WORKS AREA
	SAFETY ZONE
	PEDESTRIAN BARRIER
	PEDESTRIAN ROUTE

DESIGNED: SS DRAWN: SS VERIFIED: AZ APPROVED: AZ		SCALE: NTS DATE: 14-01-2025		PROJECT TITLE: BALHEARY ROAD, SWORDS, DUBLIN DRAWING NAME: ROAD CLOSURE TM LAYOUT 1 STAGE: CONSTRUCTION		CLIENT: SUIR ENGINEERING DWG. No.: JC 6922-00-18 REV: 0	
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Rev. No.	Revision Details	Rev. Date:	Designed:	Drawn:	Verified:	Approved:

NOTES:

- 1) ALL INFORMATION CONTAINED IN THIS DRAWING SHOULD BE CHECKED AND VERIFIED BY CONTRACTOR PRIOR TO ANY STAGE OF CONSTRUCTION.
- 2) ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS AND ARE TO BE INCLUDED IN THE SITE-SPECIFIC SAFETY & HEALTH PLAN.
- 3) CONTRACTOR TO CARRY OUT A SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF ANY TRAFFIC MANAGEMENT PLAN TO ENSURE THAT CONDITIONS REFLECT THOSE CONSIDERED FOR DESIGN POST SUBMISSION.
- 4) CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION OF RAMP ACCESS AT ANY CHANGE IN ROAD SURFACE LEVEL WHERE TRAFFIC RUNS ON A TEMPORARY SURFACE.
- 5) THIS TRAFFIC MANAGEMENT PLAN MAY ONLY BE IMPLEMENTED BY A TTOS WHO MUST CARRY OUT A RISK ASSESSMENT BEFORE IMPLEMENTATION. TTOS MUST BE IN POSSESSION OF CSCS CARD 'SIGNING, LIGHTNING AND GUARDING AT ROAD WORKS' CONSTRUCTION REGULATIONS 2006.
- 6) EXACT SIGNS POSITIONS TO BE AGREED ON SITE.
- 7) ACCESS TO BE MAINTAINED TO ALL DWELLINGS / BUSINESSES AT ALL TIMES.
- 8) 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.
- 9) ALL TEMPORARY FOOTWAYS MUST HAVE A GOOD QUALITY, EVEN SURFACE AND BE MAINTAINED FREE FROM OBSTRUCTION.
- 10) WHERE A SITE-SPECIFIC SURVEY HAS NOT BEEN CARRIED OUT BY GKTM LTD., THE COMPANY DOES NOT ACCEPT THE APPOINTMENT AS TM DESIGNER FOR THE PROJECT. ANY TTMLD PRODUCED BY GKTM LTD IS FOR THE PRELIMINARY SAFETY PLAN ONLY AND MUST BE FURTHER DEVELOPED BY A TM DESIGNER APPOINTED BY THE MAIN CONTRACTOR FOR THE CONSTRUCTION PHASE.
- 11) PEDESTRIANS TO BE PROTECTED FROM WORKS AREA BY PEDESTRIAN BARRIER SYSTEM.
- 12) TM OPERATIVES TO MAINTAIN CLOSURE, MARSHAL PEDESTRIANS AND INFORM DRIVERS ABOUT DIVERSION ROUTES.
- 13) DUE TO RISK ASSESSMENT & ROAD GEOMETRY THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AT THE STOP LINE MARKINGS HAVE BEEN REDUCED TO 20m APART AS PER ROAD LEVEL 10(v) 60km/h.
- 14) LOCALS TO BE INFORMED BEFORE WORKS COMMENCE.

FOR DIVERSION ROUTES & DETAIL LOCATIONS SEE TMP JC 6922-00-18a

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