



LEGEND

- Closure Extents
- Soft Closure Point
- Hard Closure Point - See Sheet 'b' for Detail
- Detour Route - Eastbound
- Detour Route - Westbound
- Sign Symbol

Hard Closure Points

1. Cones or Barrier to delineate Closure.
2. TMO to manage Local Access & safe Pedestrian/Cyclist access.
3. Closure point to be visible for 90m to oncoming traffic.

CLOSURE MANAGEMENT:

Management of Incursions :

- Residential access managed by TMO's at closure points.
- Additional TMO in radio contact with Closure Point TMO's to manage:
 - internal site
 - movement of any incursions from residential properties
 - Site Access movements
 - Vulnerable Road Users
 - Emergency Services
- Road Closure section is to be Closed from live traffic with Barrier or Cones & Fence.
- Properties enclosed are to be liaised with daily as to access egress movements
- Toolbox Talks are to ensure that the works & TM team are to be aware of incursions particularly vulnerable road users & that all vehicles have working reverse alarms.
- Additional TMO's may be placed at properties where particular access needs are required - as agreed on liaison.
- Cautionary speed signs may be placed within the extents of Closure, repeated at 400m intervals or pockets of properties.

| RS | Date | Rev | Description | By | Date |
|------|----------|-----|--------------------------------------|----|------|
| RS | 29/10/25 | | Design Issue for COMMENT or APPROVAL | | |
| Stat | | | Purpose of Issue | | |

EQUIPMENT REQ'D QTY

| | |
|----------------|----|
| SIGNS | 0 |
| CONES | 0 |
| PED TAPE | 0m |
| SITE FENCE | 0m |
| LAMPS (If Req) | 0 |
| MASSGUARD | 0m |
| DELTA BLOC | 0m |

Traffic Management Design Ltd,
 Unit 13, Newcourt Shopping Centre,
 Church Street, Cavan Town,
 Co. Cavan, Ireland.
 Tel: +353 (0) 49 4327588
 Mob: +353 (0) 86 0442650
 Web: www.trafficmanagementdesignltd.com
 E-mail: roisino@tmdesign.ie

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|------------------------|---|---------------------|
| Designed: EK | Client: TLI GROUP | Job No: 25.013 |
| Drawn: EK | Project Title: Old Brazil Way | Drawing No: 25 M009 |
| Checked: ROR | Drawing Title: TEMPORARY TRAFFIC MANAGEMENT LAYOUT FOR DETOUR ROUTES TO FACILITATE CLOSURE OF Old Brazil Way, Brazil, Co Dublin (SHEET 1 OF 2) | Rev: 0 |
| Approved: AV | | |
| CAD File: 25 M009 REV0 | | |
| Scale: AS SHOWN @ A3 | | |
| Date: 29/10/2025 | | |

CLOSURE POINT'S:

1. Cones or Barrier to delineate Closure.
2. TMO to manage Local Access & safe Pedestrian/Cyclist access.
3. Closure point to be visible for 60m to oncoming traffic.



Hard Closure Point

Bothar Dunta ROAD CLOSED



LSZ 15m

WORK SPACE

LSZ 15m

Bothar Dunta ROAD CLOSED



Hard Closure Point

CLOSURE POINT'S:



1. Cones or Barrier to delineate Closure.
2. TMO to manage Local Access & safe Pedestrian/Cyclist access.
3. Closure point to be visible for 60m to oncoming traffic.

The Works Space is to be applied within the Road Closure Section under Risk Assessment on a daily basis

Warning sign:

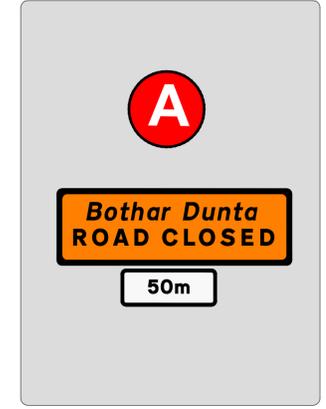


W111 'Overhead Electrical Cables' is to be placed at every location that a danger exists of a high vehicle making contact with overhead electrical cables - Provide on Both approaches to each identified Point - To be Risk assessed on Site on a Daily Basis by the TTOS & Contractor Liaisons.

| SINGLE CARRIAGEWAY Level 1(iv) Type B | |
|--|----------------|
| DESIGN PARAMETERS | 60km/hr |
| Sign Size (mm) | 600 |
| Sign Visibility | 60 |
| No. of Adv. Signs | 2 |
| Cumulative Sign Distance (m) | 40 |
| Distance between Signs (m) | 20 |
| Taper Rate | 1 in 10 |
| Cone Height (mm) | 750 |
| Taper Cone Spacing (m) | 3 |
| 45° Taper Cone Spacing (m) | 1 |
| Longitudinal Cone Spacing (m) | 3 |
| Lamp Taper Spacing (m) | 6 |
| Lamp Longitudinal Spacing (m) | 6 |
| Lateral Safety Zone (m) | 0.5 |
| Longitudinal Safety Zone (m) | 15 |
| Min Lane Width (m) | 3.0 |
| Optimum Lane Width (m) | 3.3 |
| Two-way Road Width (m) | 5 |
| Visibility to Stop Go (m) | 60 |

LEGEND

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|--|--|
| | TEMPORARY WORKING SPACE |
| | LONGITUDINAL SAFETY ZONE |
| | LOCAL ACCESS AREA (Inside Soft Closure Zone) |
| | BARRIER OR TRAFFIC CONES & FENCE |
| | SIGN SYMBOL & DIRECTION |



Design Risk Assessment: Internal Closure Signs Cumulative Distance increased to 100m to give greater warning to Closure Point (Where Speeds were 80Kph)

NOTES:

1. All works are to be carried out in accordance with all relevant authorities & contract requirements.
2. Sufficient Advance Diversion **Notification** to be provided in liaison with council, local community & Authorities.
3. TM is to be installed by qualified operatives & all pertinent factors risk assessed prior to installation.
4. Exact signs positions are to be agreed on site and positioned so as not to hinder passage or visibility.
5. Signs are to be placed so to ensure sight lines to oncoming traffic & existing traffic are maintained -
6. A min mounting height of 300mm to the underside of the sign is to be maintained. Where pedestrians are present & may walk under the sign a Min mounting height 2300mm is to be maintained A horizontal Clearance of 450mm between the edge of the sign & the edge of pavement is to be maintained.
7. Existing statutory signs should be protected if they do not conflict with proposed signage, otherwise statutory signs should be covered or temporarily relocated
8. Temporary traffic signage & traffic delineators are to be in accordance with traffic signs manual (DOT, Aug 2019)
9. Sign size to be per Chapter 8 table 8.3.2.1. & all signs are to be reflective.
10. TM Equipment & plant & machinery are not to be placed to hinder visibility splays to the passing public road or paths.
11. All accesses (residential, business or other) pedestrian and vehicular, to be maintained at all times - liaisons with properties in immediate proximity of the works are to decipher all access needs.
12. Works traffic are to be allowed to access or exit the site when is safe to do so, whilst displaying flashing beacons - Sign WK052 is to be placed to indicate the position of the site entry/ exit point.
13. Pedestrians **are to be guided** by a TMO, during working hours to ensure safe passage. Whilst out of hours a delineated path (Min 1.0m Should where possible be delineated past the site).
14. **The Works are to be delineated from live traffic by suitable barrier or Cones & Fence & closure points to be visible on all approaches with lighting installed at closure locations in darkness.**
15. **Advance Information Signs** should be used to warn of closure in advance of works - this is important for the access egress arrangements of **residential properties** within the closure.
16. Bus authorities & all emergency services to be liaised with - where necessary.
17. For all approaches the **Cumulative distance** has been risk assessed by the designer & adjusted to suit each location to give sufficient warning to the driver of available options.

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