

- SITE SPECIFIC NOTES**
- Traffic Management to comply with Temporary Traffic Management 2019 publications Chapter 8 Traffic Signs Manual, Design Guidance & Operation Guidance.
 - This traffic management plan may only be implemented by a temporary traffic operations supervisor (ttos) who must carry out a site risk assessment to modify (if necessary) the measures described to suit actual site conditions before implementation.
 - Road closed diversion provided, local access maintained.
 - On single carriageway roads of 50 km/h signs to be placed at 20m intervals. Additional signage may be used where deemed necessary. (Type A & B)
 - A Pedestrian walkway of 1.2m minimum to be maintained at all times, kerb ramps to be provided where required
 - Emergency services given priority at all times.
 - TMP is based on information received at time of design, minor changes may be required on site. Major changes to site works will require revised TMP.
 - The ttos to determine exact position considering the site specifics.



During darkness at unit areas following a site risk assessment additional lighting to be installed

LEGEND:

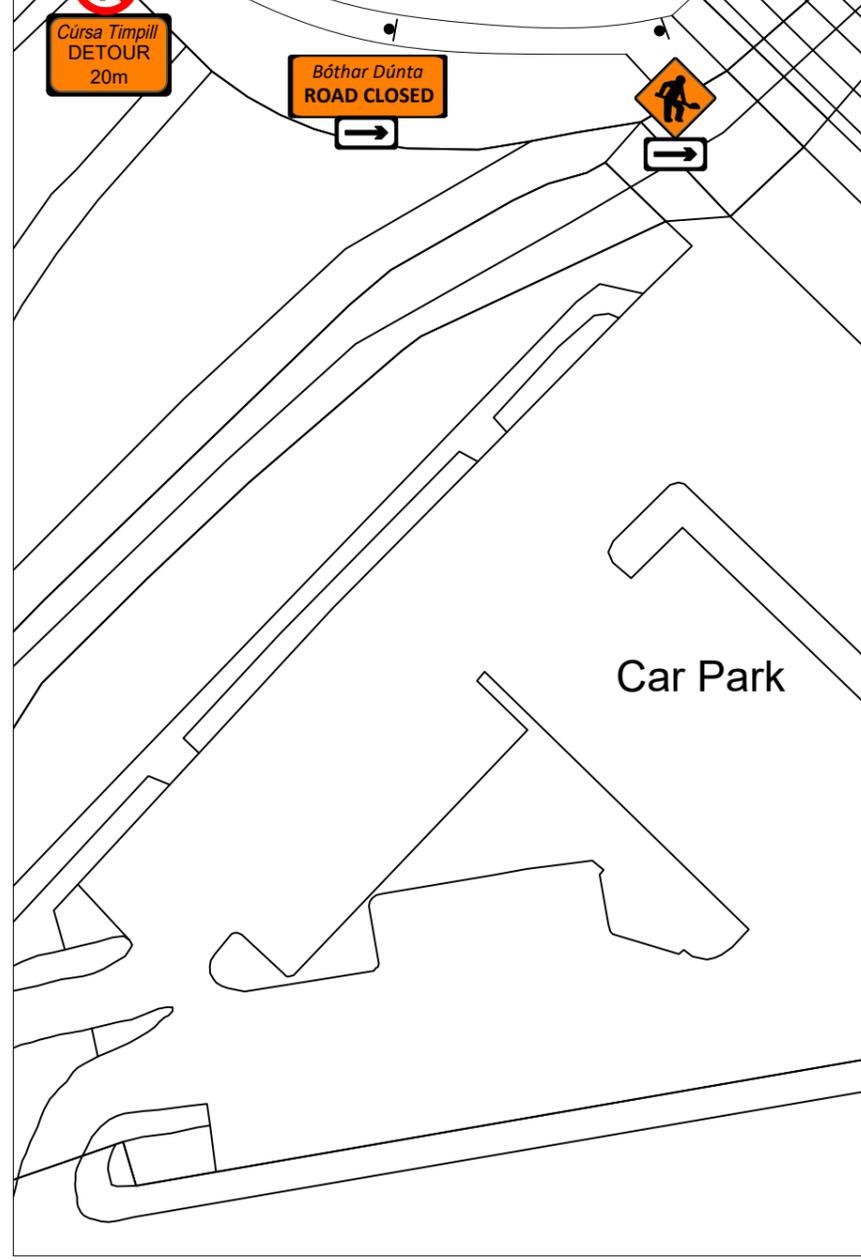
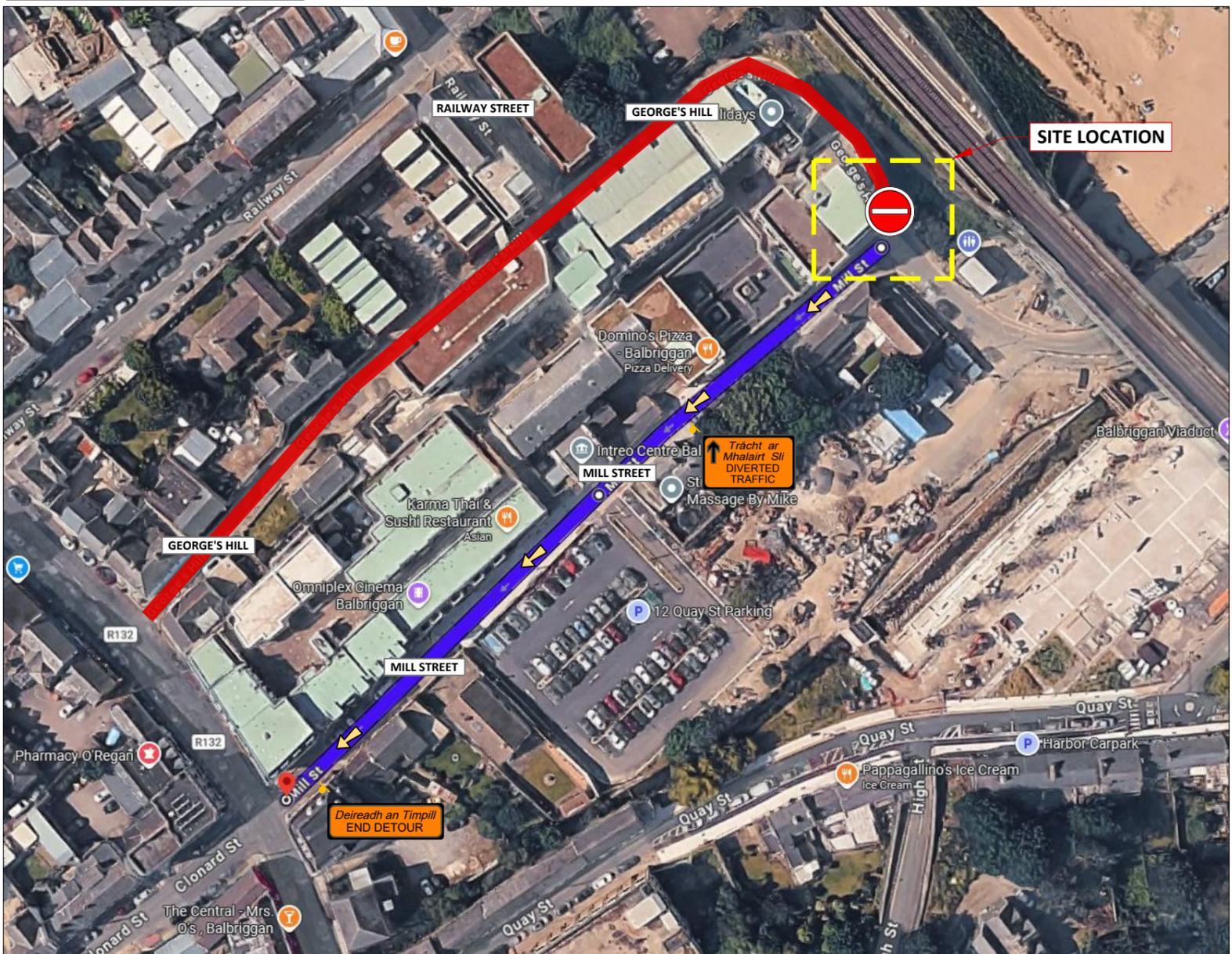
- PEDESTRIAN ROUTE
- WORK/PLANT AREA
- SAFETY AREA
- LATERAL SAFETY ZONE
- SITE BARRIER
- CONES
- SIGN LOCATION & ORIENTATION
- BARRIER BOARD

Design Parameters for Level 1 (iii) (Single Carriageway 50 km/h)

Design Parameters	Roadworks Type A (>12 Hours)
Sign Size (mm)	600 Min
Sign Visibility (m)	50
Number of Signs	2
Cumulative Distance (m)	40
Distance between advance signs (m)	20
Minimum Rate of Taper	
Taper at Lane (m)	1 in 5
Taper at Hard Shoulder (m)	1 in 5
Maximum Cone Spacing	
Cone Height (mm)	750
At Taper (m)	3
Longitudinal (m)	3
Maximum Lamp Spacing	
At Taper (m)	6
Longitudinal (m)	6
Safety Zone	
Longitudinal (m)	5
Lateral (m)	0.5
Lanes	
Minimum Lane Width (m)	3 (2.5)
Two-way Roadway Width (m)	5

Note:
A. 45 degree taper is required at active temporary traffic controlled layouts with cones at 1m centres.
B. Cone spacing shown 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 3.0m. 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 Chapter 8, Paragraphs 8.4.3.1 to 8.4.3.3.

SITE LOCATION/DIVERSION MAP - RNLI Boathouse Mill Street-George's Hill Balbriggan Dublin



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Project ;	3827716 IW CDS New Connection
Location ;	RNLI Boathouse Mill Street-George's Hill Balbriggan Dublin
TM Method ;	Road Closure / Diversion
Designer ; DG	Drawn ; DG Approved ; DG
Date ;	16/02/2026
Scale ;	NTS - USE FIGURED DIMENSIONS ONLY
TMP Guide Reference ;	N/A
Dwg Number ;	GMC-TMP-25665-REV00