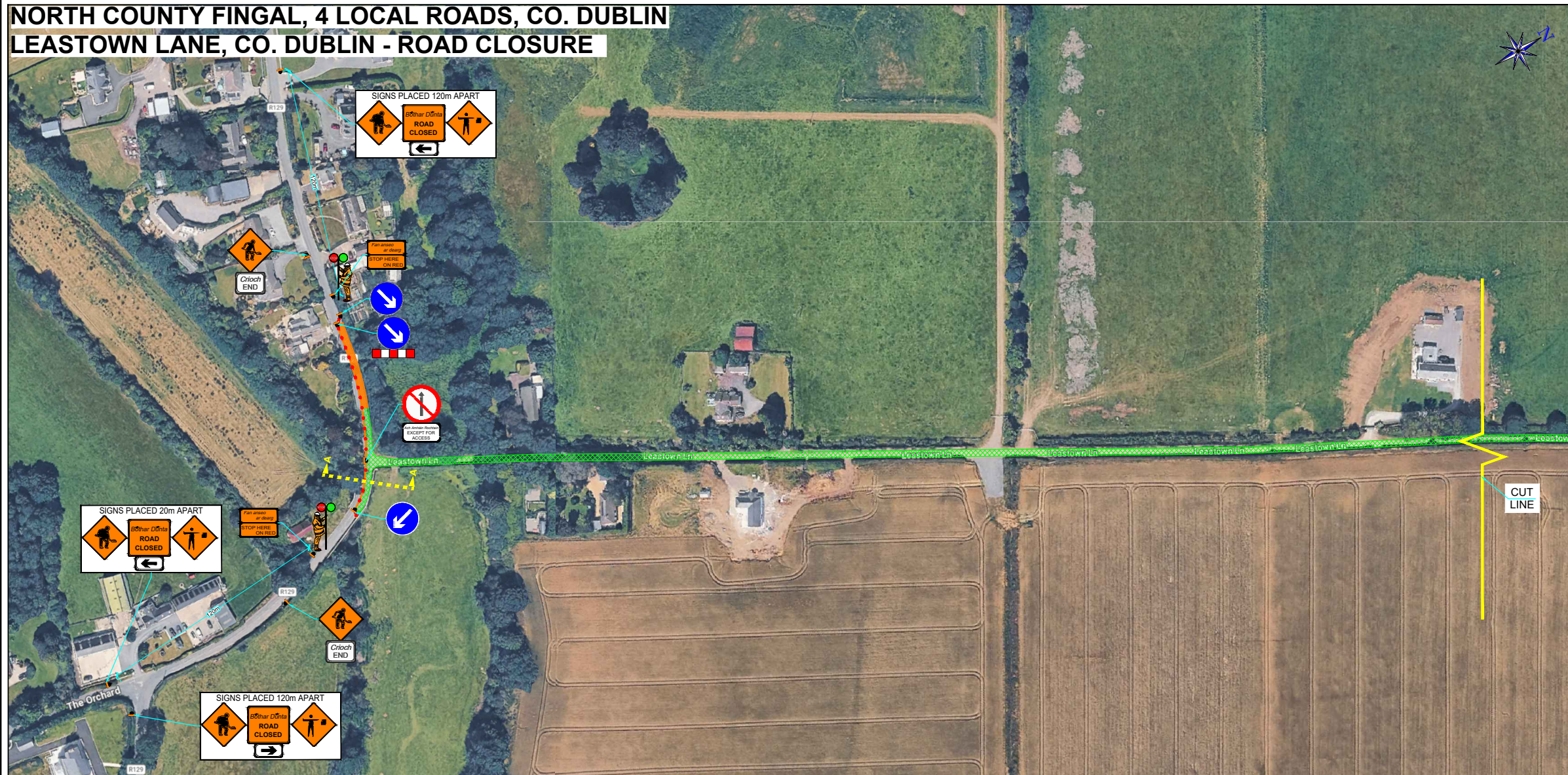
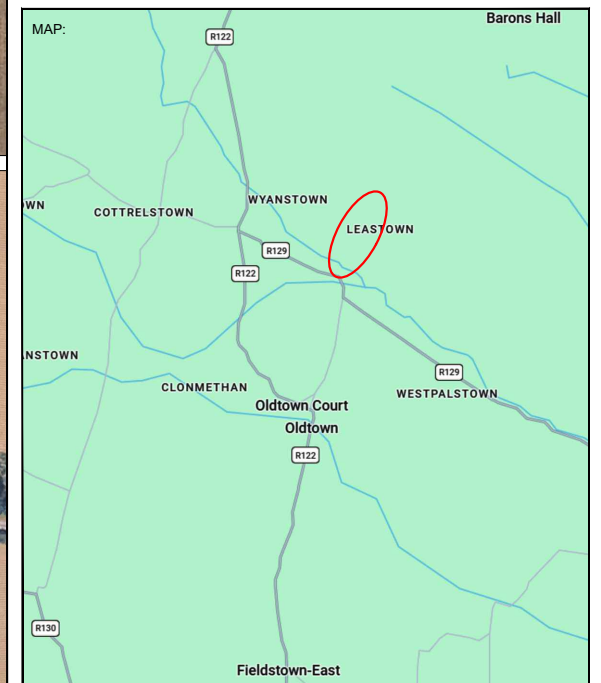


**NORTH COUNTY FINGAL, 4 LOCAL ROADS, CO. DUBLIN**  
**LEASTOWN LANE, CO. DUBLIN - ROAD CLOSURE**

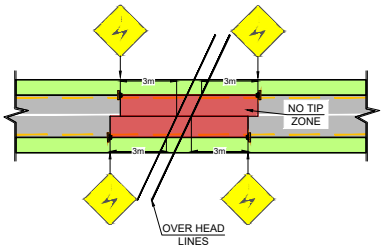


| CHAPTER 8 - ROAD LEVEL 1(iv): ≤ 60km/h     |                     |                     |                    |
|--------------------------------------------|---------------------|---------------------|--------------------|
| Design Parameters                          | TYPE A<br>>12 hours | TYPE B<br><12 hours | TYPE C<br><15 mins |
| Advance Warning Signs                      |                     |                     |                    |
| Sign Size (mm)                             | 600                 | 600                 | -                  |
| Sign Visibility (m)                        | 60                  | 60                  | 50                 |
| No. of Signs                               | 3                   | 2                   | -                  |
| Cumulative Distance (m)                    | 60                  | 40                  | -                  |
| Distance between Advance Warning Signs (m) | 20                  | 20                  | -                  |
| Taper                                      |                     |                     |                    |
| Lane Taper Rate                            | 1 in 10             | 1 in 10             | -                  |
| Hard Shoulder Taper Rate                   |                     |                     |                    |
| Cones                                      |                     |                     |                    |
| Cone Height (mm)                           | 750                 | 750                 | -                  |
| Taper Spacing (m)                          | 3                   | 3                   | -                  |
| Longitudinal Spacing (m)                   | 6                   | 6                   | -                  |
| Lamps (unlit areas only)                   |                     |                     |                    |
| Taper Spacing (m)                          | 6                   | 6                   | -                  |
| Longitudinal Spacing (m)                   | 12                  | 12                  | -                  |
| Safety Zones                               |                     |                     |                    |
| Longitudinal (m)                           | 15                  | 15                  | -                  |
| Lateral (m)                                | 0.5                 | 0.5                 | -                  |
| Lanes (minimum)                            |                     |                     |                    |
| Lane Width (m)                             | 3 (2.5)             | 3 (2.5)             | -                  |
| Two-Way Road Width (m)                     | 5                   | 5                   | -                  |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |     |       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----|-------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |     |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |     |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |     |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |     |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |     |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |     |       |
| REV:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | DESCRIPTION: | BY: | DATE: |
| <p>KEY:</p> <ul style="list-style-type: none"> <li> - TEMPORARY TRAFFIC SIGN</li> <li> - TRAFFIC CONES</li> <li> - SAFETY ZONE</li> <li> - WORKS AREA</li> <li> - PEDESTRIAN ROUTE</li> <li> - PEDESTRIAN BARRIERS</li> </ul> |              |     |       |

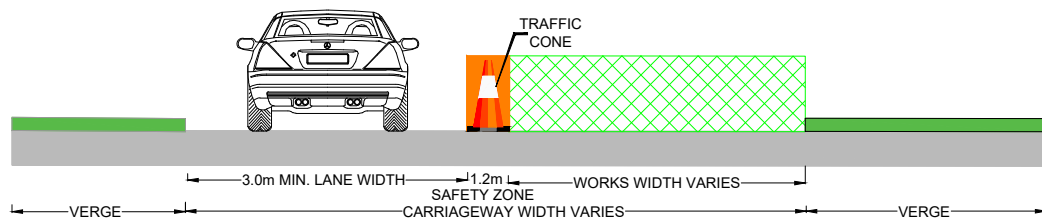


## OVER HEAD CABLES DETAIL

**ADDITIONAL NOTES:**

- TM OPERATIVES TO MANAGE CLOSURE POINTS AND LOCAL ACCESS.
- LOCAL ACCESS TO MAINTAINED WHEN POSSIBLE.
- ALL STOP FOR UP TO 3MIN. PERIODS TO BE IMPLEMENTED IF REQUIRED TO COMPLETE WORKS.

## SECTION A-A



NOTES:

- |                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A) ALL INFORMATION CONTAINED IN THIS TTM DRAWING SHOULD BE CHECKED AGAINST THE EXISTING ROAD GEOMETRY TO ENSURE THAT THIS TRAFFIC MANAGEMENT DRAWING IS AS PER CURRENT CONDITIONS.</p>                                          | <p>D) THIS TTM DRAWING HAS BEEN DRAFTED AS PER THE PARAMETERS SET OUT IN DTTAS CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL. TEMPORARY TRAFFIC MEASURES AND SIGNS FOR ROADWORKS 2019 FOR LEVEL 1 ROADS ONLY, AND AS SUCH IS NOT INTENDED TO BE USED ON ANY OTHER CLASSIFICATION OF ROAD.</p> | <p>G) THIS TTM DRAWING IS ONLY TO BE INSTALLED WHEN TRAFFIC COUNTS HAVE BEEN TAKEN AND RESULT IN THE APPROPRIATE LIMITS SET OUT IN DTTAS TSM CHAPTER 8.</p>                      |
| <p>B) THE TRAFFIC MANAGEMENT CONTRACTOR IS REQUIRED TO HAVE CARRIED OUT A DYNAMIC ON-SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF THIS TTM DRAWING TO ENSURE THAT THE CONDITIONS REFLECT THOSE CONSIDERED FOR THE DESIGN.</p> | <p>E) THIS SITE SPECIFIC TRAFFIC MANAGEMENT DRAWING APPLIES ONLY TO THE LOCATION, PROJECT TYPE AND GEOMETRY OF THE ROAD OF WHICH IS SPECIFIED.</p>                                                                                                                                    | <p>H) THE TTM DESIGNER ACCEPTS NO RESPONSIBILITY FOR THE RESULTS WHERE CHAPTER 8, TTM DESIGN GUIDANCE AND TTM OPERATION GUIDANCE HAVE NOT BEEN ADHERED TO IN THEIR ENTIRETY.</p> |
| <p>C) ALL TTM WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH GOVERNING BODY AND LOCAL AUTHORITY REQUIREMENTS AND BE INCLUDED IN THE SAFETY &amp; HEALTH PLAN</p>                                                                   | <p>F) ANY REPRODUCTION OR COPYING OF THIS DOCUMENT IS PROHIBITED.</p>                                                                                                                                                                                                                 | <p>I) ANY ALTERATION OTHER THAN BY THE DESIGNER RENDERS THIS TTM DRAWING AND INFORMATION HEREIN VOID.</p>                                                                        |

CLIENT:



PROJECT: NORTH COUNTY FINGAL,  
4 LOCAL ROADS, CO. DUBLIN

TITLE: LEASTOWN LANE, CO. DUBLIN  
- ROAD CLOSURE

|              |            |        |          |
|--------------|------------|--------|----------|
| SCALE AT A3: | DATE:      | DRAWN: | CHECKED: |
| NTS          | 19/06/2026 | TM     | VS       |

|                 |           |
|-----------------|-----------|
| DRAWING NO:     | REVISION: |
| DN 2026-002-067 | 0         |