






SUPERVISOR	DATE

DESIGN PARAMETERS

ROAD LEVEL:	LEVEL 2
ROADWORKS TYPE:	TYPE B
SPEED LIMIT:	50kmh
TEMPORARY SIGNS	
SIGN VISIBILITY:	50M
NUMBER OF SIGNS:	3
ADVANCE SIGN SPACING:	25
RATE OF TAPER	
TAPER AT LANE:	45 Degree
TAPER AT HARD SHOULDER:	N/A
TRANSITION LENGTH:	N/A
SAFETY ZONE	
LONGITUDINAL:	25M
LATERAL:	0.5M
MAXIMUM CONE SPACING	
AT TAPERS:	3M
LONGITUDINAL:	6M
LAMP SPACING DURING HOURS OF DARKNESS	
AT TAPERS:	6M
LONGITUDINAL:	12M
MIN LANE WIDTH:	3M
TRAFFIC MANAGEMENT SYSTEM	
METHOD:	STOP & GO

LEGEND:

	WORKS AREA		CONES
	SAFETY ZONE		PEDESTRIAN ROUTE
	TAPER		

Richard Nolan
civil engineering

RN
CE

		
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Client: **DLR COCO**

Project: **ROCK ROAD JCT BOOTERSTOWN AVE**

Title: **ROCK ROAD JCT BOOTERSTOWN AVE TRAFFIC LIGHT SWITCH**

Director: **SN** Proj. Man: **PG** Checked: **SD**

Scale: **N.T.S** Drawn by: **SD** Date: **15/01/2018**

DRAWING No: **12134- TMP - 002**

Rev;	Description;	By;	Checked	Date
000	INITIAL ISSUE	SD	SD	15/01/2018
000	AMENDED	LH	SD	16/01/2018

PERMANENT TRAFFIC LIGHTS TO BE TURNED OFF DURING THESE WORKS.



PEDESTRIANS WILL BE CONTROLLED AND MONITORED AT CROSSING POINT AND WILL ONLY BE ALLOW TO CROSS WHEN TRAFFIC PUT ON ALL STOP.

TM OPERATIVES TO BE IN CONSTANT CONTACT WITH TWO WAY RADIOS TO CONTROL AND MONITOR TRAFFIC AND PEDESTRIANS.

TRAFFIC MARSHAL TO BE POSITIONED ALONG THE PEDESTRIAN ROUTE TO DIRECT PEDESTRIANS ACROSS THE PEDESTRIAN ROUTE.

GENERAL NOTES:

- THIS TRAFFIC MANAGEMENT PLAN MAY ONLY BE IMPLEMENTED BY A TEMPORARY TRAFFIC OPERATIONS SUPERVISOR WHO MUST CARRY OUT A SITE RISK ASSESSMENT TO MODIFY THE MEASURES DESCRIBED TO SUIT ACTUAL SITE CONDITIONS BEFORE IMPLEMENTATION.
- THE TEMPORARY TRAFFIC OPERATIONS SUPERVISOR MUST BE IN POSSESSION OF THE VALID CONSTRUCTION SKILLS REGISTRATION CARD SIGNING, LIGHTING, AND GUARDING AT ROADWORKS' CONSTRUCTION REGULATIONS 2006.
- THIS TRAFFIC MANAGEMENT PLAN HAS BEEN DRAFTED ON A PRELIMINARY BASIS AND DOES NOT TAKE ACCOUNT OF THE SCALES ASSOCIATED WITH THE DIFFERENT PHASES OF THE PROJECT. ARRANGEMENTS FOR MATERIAL DELIVERY, SPOIL REMOVAL AND TEMPORARY ACCESS HAVE NOT BEEN DEVELOPED INTO THE PLAN AS THEY WERE NOT ADVISED AT THE TIME OF PREPARATION.
- IN ORDER THAT THE REQUIREMENTS AS SET PER SECTION 17(2) 2005 ACT ARE SATISFIED, FURTHER ALTERATION TO THE PLAN MUST BE ADVISED BY THE PSDP AS PER CONSTRUCTION REGULATIONS 2006 PS 5 REGS 16-17 AND REG 97 (2a & 2b) RESPECTIVELY. IN ADDITION THE PSCS SHOULD FURTHER DIRECT ANY CHANGES AS THE PROJECT PROGRESSES.
- ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS AND TO BE INCLUDED IN THE SITE SPECIFIC SAFETY & HEALTH PLAN.
- 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.
- CONTRACTOR TO CARRY OUT A SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF THE TRAFFIC MANAGEMENT PLAN TO ENSURE THAT CONDITIONS REFLECT THOSE CONSIDERED FOR DESIGN POST SUBMISSION.
- ALL SIGNS USED (AND MANUFACTURED AFTER 01.04.08) MUST CONFORM TO THOSE SPECIFIED IN THE TRAFFIC MANAGEMENT PLAN SO FAR AS THEY ALSO CONFORM TO THE TS4 REGULATIONS (APRIL 2001). THE SIGNAGE THEREFORE MUST INCORPORATE MICRO PRISMATIC RETROREFLECTIVE SHEETING AS PER BS EN 12899-1 (BS 8404).
- WK 052 WK 053

WILL BE USED WHEN A DESIGNATED WORKS ACCESS IS REQUIRED. REFER TO CHAPTER 8 FOR USAGE.

