

Notes

1. This temporary traffic management layout drawing (TTMLD) is to be implemented by an experienced & qualified "TTOS" with a valid "Signing, Lighting & Guarding at Roadworks"

2. Any changes to this TTMLD undertaken on-site must be communicated to and approved by the Traffic Management (TM) Designer and notified to the PSDP and PSCS. Any alteration other than by the TM Designer renders this TTMLD and any information herein void.

3. Drawings are issued strictly according to the marked design stage. Any misuse of drawings outside their intended stage, including use for construction without the completion of required design checks and processes have been completed as required in the design process, is undertaken entirely at the contractor's risk. Traffic Plans Limited accepts no liability for consequences arising from the unauthorized use of drawings outside their specified stage.

4. The Temporary Traffic Management Contractor to carry out a Dynamic On-site Risk Assessment prior to the installation of this TTMLD to ensure that conditions reflect those considered for the design.
5. All works to be carried out in accordance with all relevant authorities & contract requirements.

6. Traffic management, signs, road markings & all equipment to be in accordance with the DoT "Traffic Signs Manual" 2019 edition along with all other relevant documents & legislation.

7. 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. Arrangement for material delivery, soil removal and temporary access have not been developed into the plan as they were not advised at the time of preparation.

8. Exact signs are to be agreed/assessed on-site and positioned so not to obstruct passage or visibility. a traffic cone may be installed with each signs.

8. Site inspection and maintenance of the temporary traffic management is to be conducted on a daily basis to ensure the safety & integrity of the temporary traffic management.

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

Works Type:	A
Sign Size (mm):	600
Sign Visibility (m):	50
Number of Signs:	2
Cumulative Distance (m):	40
Distance between Advance Warning Signs (m):	20
Lane Taper Rate: ^a	1 in 5
Hard Shoulder Taper Rate: ^a	1 in 5
Cone Height (mm):	750
Cones Taper Spacing: ^a	3
Cones Longitudinal Spacing: ^a	3
Lamp Taper Spacing (m):	6
Lamp Longitudinal Spacing (m):	6
Longitudinal Safety Zone (m):	5
Lateral Safety Zone (m):	0.5
Lane Width: ^c	3 (2.5)
Two-Way Roadway Width: ^c	5

Notes

A: 45 taper is required as shuttle traffic controlled layouts with cones at 1m centres
B: Cone spacing 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, HGV's and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m.

Issue/Revision History:

0	20/06/2025	Issued to Client for Review and Feedback
I/R No	Date	Description

Client:

KAVCO GROUP

Project Title:

RESIDENTIAL DEVELOPMENT
No 7-9 CLARENCE STREET & GEORGE'S PLACE,
DUN LAOGHAIRE

Drawing Title:

TEMPORARY TRAFFIC MANAGEMENT LAYOUT DRAWING FOR ROAD CLOSURE SYSTEM TO FACILITATE CRANE REMOVAL WORKS AT GEORGE'S PLACE, DUBLIN

Drawn by: IG	Designed by: IG	Approved by: IG	Sheet Number: 1 of 1
Design Stage: PRELIMINARY			Scale: NTS
Drawing Number: TP-452-TMP-006			Revision Number: 0

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