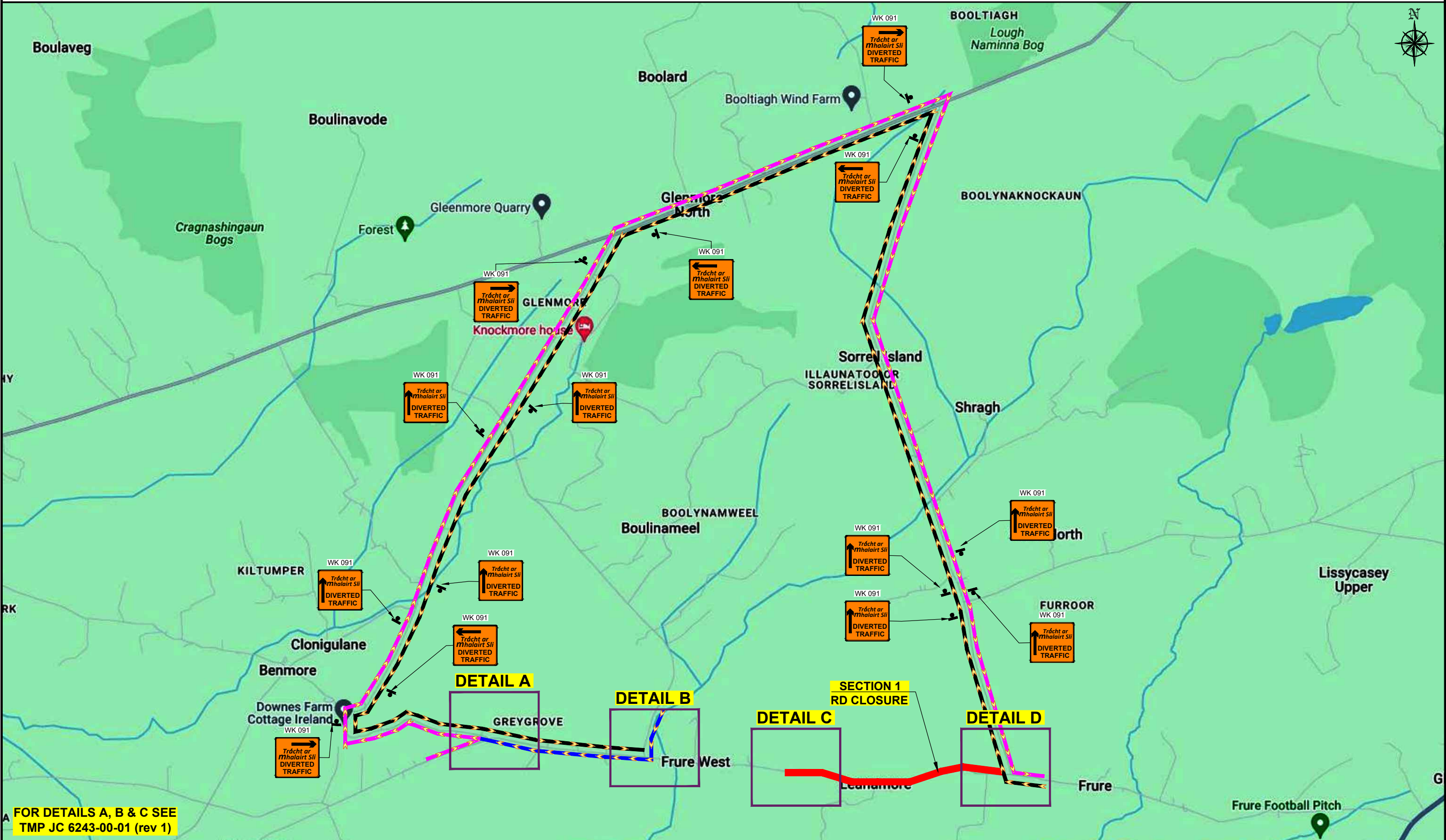


L2084, FURROOR, CO. CLARE - ROAD CLOSURE TM LAYOUT - SECTION 1 - DIVERSION ROUTES



FOR DETAILS A, B & C SEE
TMP JC 6243-00-01 (rev 1)

DESIGN PARAMETERS				SAFETY ZONE			TEMPORARY SIGNS				CONE SPACING AND SIZE				RATE OF TAPER		LAMP SPACING		TRAFFIC MANAGEMENT SYSTEM		
Road Lvl(Sub)	Roadworks Type	Speed Limit (km/h)	Min. Lane Width (m)	Longitudinal (m)	Lateral (m)	Set Back (m)	Distance (m)	Number	Min. Size (mm)	Sign Visibility (m)	Longitudinal (m)	At Tapers (m)	Min. Height (mm)	Taper at H/ S (m)	Taper at Lane (m)	At Tapers (m)	Longitudinal (m)	Method	Coned Area Length (m)	Max. Traffic Flow (veh/h)	
1 (iv)	A	60	3.00	15	0.5	-	20	3	600	60	6	3	750	1 in 10	1 in 10	6	12	Road Closure	n/a	n/a	
2 (i)	A	80	3.00	45	1.2	-	120	4	600	90	12	3	750	1 in 40	1 in 40	6	24	Road Closure	n/a	n/a	

LEGEND	
	SIGN LOCATION
	WORKS AREA
	DIVERSION ROUTE
	DIVERSION ROUTE
	DIVERSION ROUTE

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CLIENT: **STRUCTIVE**

PROJECT TITLE: MP210 CROSSMORE WINDFARM, CO. CLARE
DRAWING NAME: L2084, FURROOR, CO. CLARE - ROAD CLOSURE TM LAYOUT - SECTION 1 - DIVERSION ROUTES
STAGE: CONSTRUCTION
DWG. No.: JC 6243-00-01a
REV: 1

Rev. No.:	Revised Drawing Name	Rev. Date:	Designed:	Drawn:	Verified:	Approved:
1.		23-01-2024	BJ	BJ	SS	SS

1) ALL INFORMATION CONTAINED IN THIS DRAWING SHOULD BE CHECKED AND VERIFIED BY CONTRACTOR PRIOR TO ANY STAGE OF CONSTRUCTION.
 2) ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS AND ARE TO BE INCLUDED IN THE SITE-SPECIFIC SAFETY & HEALTH PLAN.
 3) CONTRACTOR TO CARRY OUT A SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF ANY TRAFFIC MANAGEMENT PLAN TO ENSURE THAT CONDITIONS REFLECT THOSE CONSIDERED FOR DESIGN POST SUBMISSION.
 4) CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION OF RAMP ACCESS AT ANY CHANGE IN ROAD SURFACE LEVEL WHERE TRAFFIC RUNS ON A TEMPORARY SURFACE.
 5) THIS TRAFFIC MANAGEMENT PLAN MAY ONLY BE IMPLEMENTED BY A TTOS WHO MUST CARRY OUT A RISK ASSESSMENT BEFORE IMPLEMENTATION. TTOS MUST BE IN POSSESSION OF CSCS CARD 'SIGNING, LIGHTNING AND GUARDING AT ROAD WORKS' CONSTRUCTION REGULATIONS 2008.
 6) EXACT SIGNS POSITIONS TO BE AGREED ON SITE.
 7) ACCESS TO BE MAINTAINED TO ALL DWELLINGS / BUSINESSES AT ALL TIMES.
 8) RESIDENTS TO BE INFORMED BEFORE COMMENCING THE WORKS.
 9) 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.
 10) ALL TEMPORARY FOOTWAYS MUST HAVE A GOOD QUALITY EVEN SURFACE AND BE MAINTAINED FREE FROM OBSTRUCTION.
 11) WHERE A SITE-SPECIFIC SURVEY HAS NOT BEEN CARRIED OUT BY GKTM LTD., THE COMPANY DOES NOT ACCEPT THE APPOINTMENT AS TM DESIGNER FOR THE PROJECT. ANY TTMLD PRODUCED BY GKTM LTD. IS FOR THE PRELIMINARY SAFETY PLAN ONLY AND MUST BE FURTHER DEVELOPED BY A TM DESIGNER APPOINTED BY THE MAIN CONTRACTOR FOR THE CONSTRUCTION PHASE.
 12) PEDESTRIANS TO BE PROTECTED FROM WORKS AREA BY PEDESTRIAN BARRIER SYSTEM.
 13) TM OPERATIVES TO MAINTAIN CLOSURE, MARSHAL PEDESTRIANS AND INFORM DRIVERS ABOUT DIVERSION ROUTES.
 14) DUE TO ROAD GEOMETRY, RISK ASSESSMENT AND THE OBSERVED SPEED OF THE VEHICLES ALONG THIS ROAD, THE DESIGN PARAMETERS HAVE BEEN CONSIDERED AS PER A 60km/h SPEED LIMIT.
 15) DUE TO ROAD GEOMETRY, RISK ASSESSMENT AND THAT MORE THAN 80% OF TRAFFIC IS TRAVELING WITH THE SPEED OF 50km/h OR LESS BEFORE GETTING TO THE STOP/YIELD, THE DISTANCE BETWEEN ADVANCE SIGNS HAS BEEN REDUCED FROM 120m TO 20m AND NUMBER OF SIGNS TO 3 AT SIDE ROADS AS PER DESIGN PARAMETERS LV1 (iv).