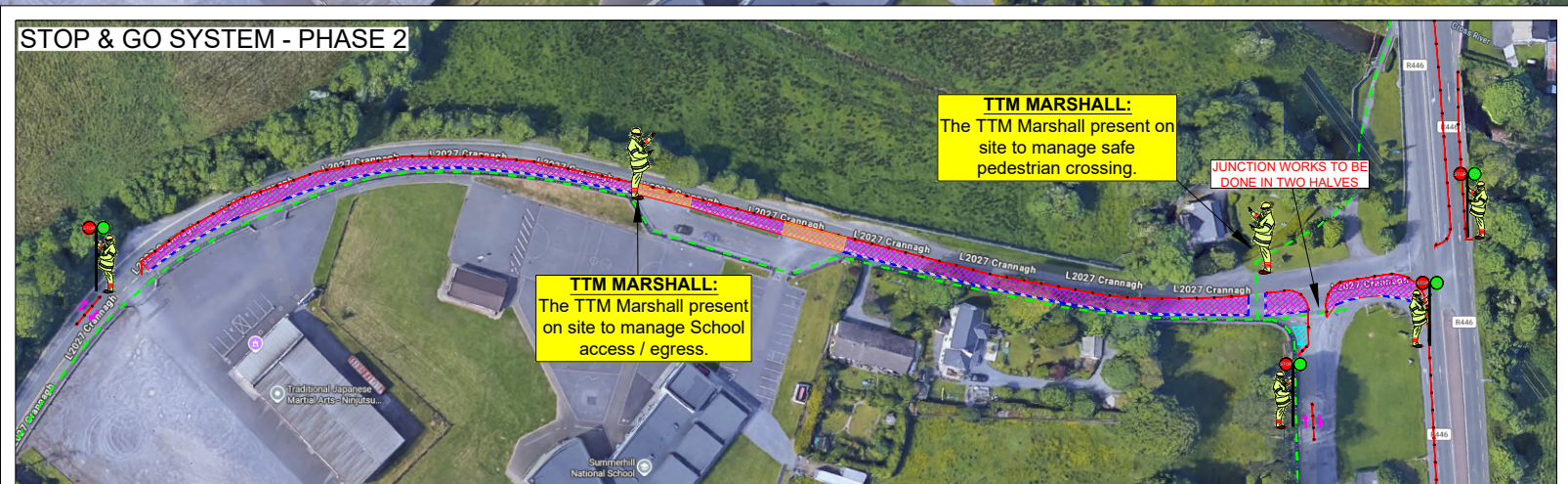
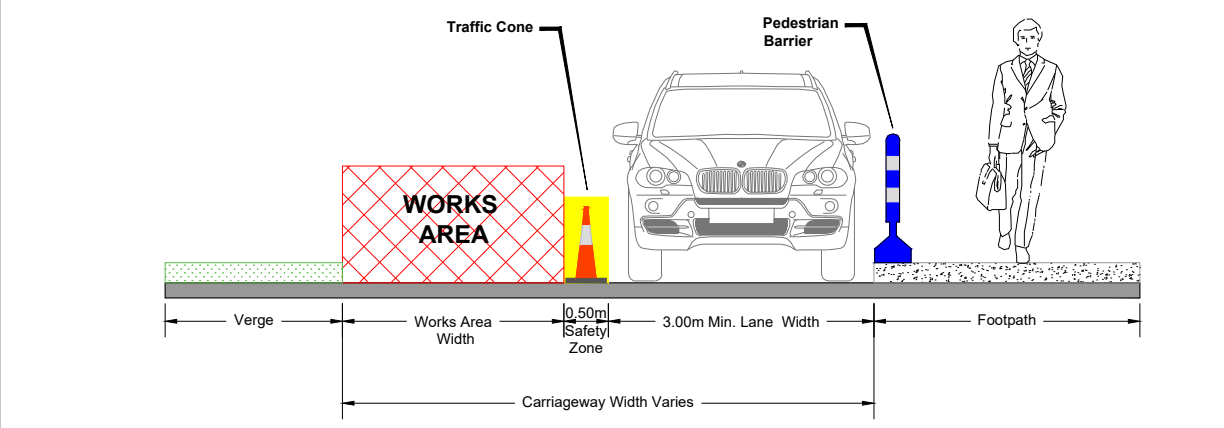


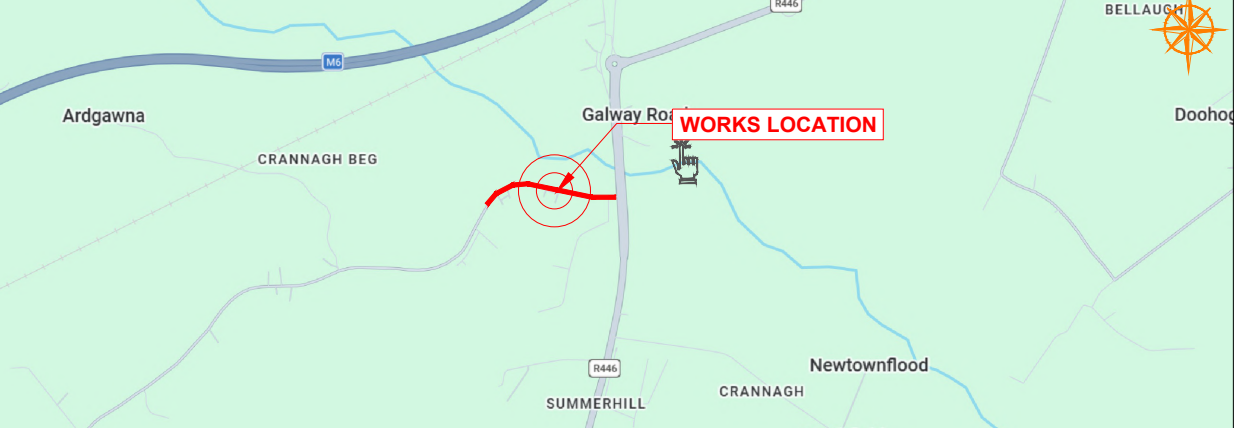
Monksland, Athlone
STOP & GO SYSTEM - PHASE 1



SECTION A-A



LOCATION MAP



SITE NOTES

- 1) Advance signs to be placed on all approaches to works.
- 2) Exact sign position to be determined on site. Conflicting permanent signs to be obscured for duration of works.
- 3) Exact site access/egress to be determined on site and signed accordingly.
- 4) The optimum lane width for all classes of vehicles is 3.3m. this may be reduced to a minimum of 3m. below this, HGV's and buses must be marshaled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m.
- 5) TTM operative present on-site to coordinate safe site entrance/exit, safe crossing of pedestrians by implementing an all stop when required.
- 6) All works to be carried out in accordance with Chapter 8 of the Traffic Signs Manual (2019 Edition) and Temporary Traffic Management Operations Guidance 2019.
- 7) Access to residents/businesses to be maintained at all times. Contractor to notify affected residents in advance of any restrictions.

ROAD CONTROL

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CLIENT

Kilsaran
ideas taking shape

DESIGN PARAMETERS

Advance Warning Signage	600mm
Sign size	60m
Sign Visibility	2
Number of Signs	40m
Cumulative Distance	20m
Distance between Advance Warning Signs	
Taper	
Lane Taper Rate	1 in 10 / 45
Hard Shoulder Taper Rate	N/A

Speed Limit	60
Road Classification	1(iv) Type B <12hours
Cones	
Cone Height	750mm
Taper Spacing	3m
Longitudinal Spacing	6m
Safety Zones	
Longitudinal	15m
Lateral	0.5m
Lanes	
Lane Width	3.0m

LEGEND

- Works Area
- Safety Zone
- Traffic sign
- Traffic cones
- Pedestrian Barrier
- Pedestrian Route
- Traffic Flow

GENERAL NOTES

- 1) All information contained in this drawing (including digital data) should be checked and verified 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) Site inspections and maintenance of the traffic management layout is to be agreed with local authority to ensure the safety and integrity of the design;
- 4) 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;
- 5) Contractor shall be responsible for the provision of ramp access at any change in road surface level where traffic runs on a temporary surface, and for pedestrian/cycle ramps where footpath/cycle-ways have a level discontinuity as per result of the works.

Rev	Date	Details	Drn	Chk	App	Drn	DJ
						Chk	SD
						App	DH
						Date	20-05-2026
						Scale	NTS @A3
						Stage	CONSTRUCTION

Project	Monksland, Athlone
Title	TEMPORARY TRAFFIC MANAGEMENT PLAN DIVERSION ROUTE
Drawing No	C26002_04_001A
Rev	0