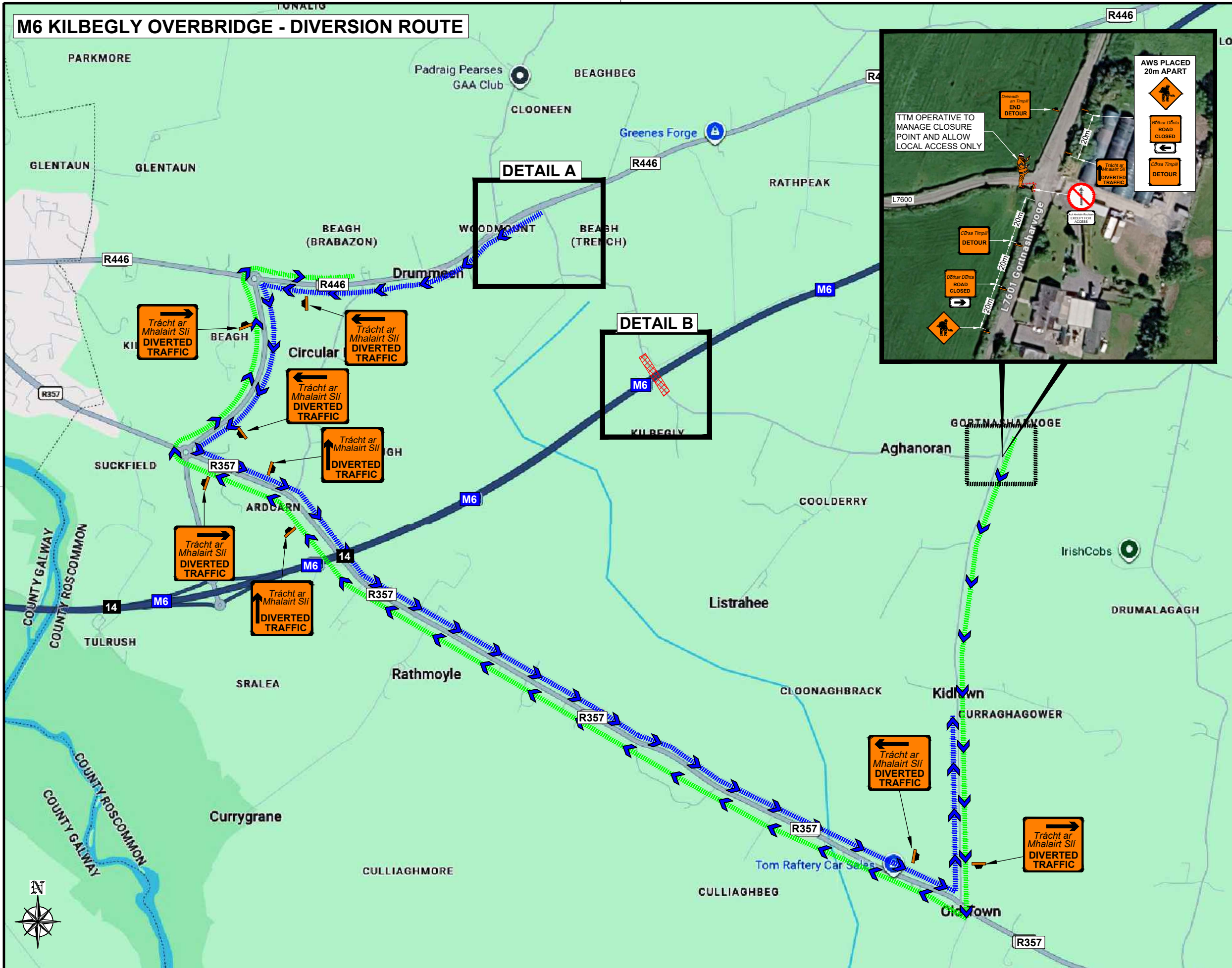


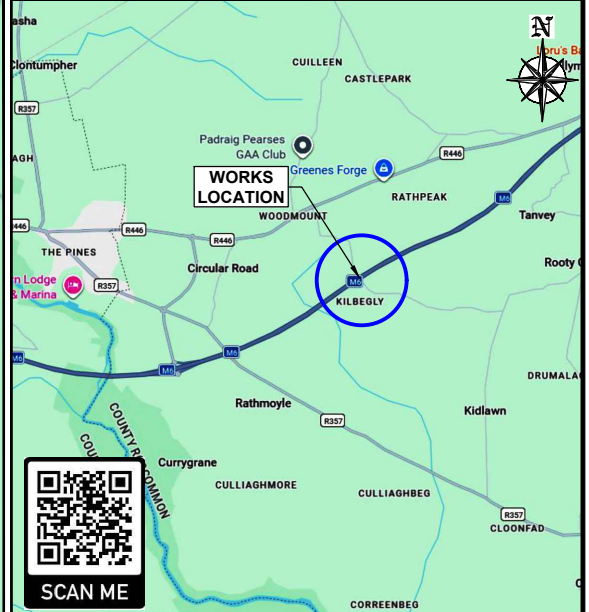
M6 KILBEGLY OVERBRIDGE - DIVERSION ROUTE



DESIGN PARAMETERS

CHAPTER 8 ROAD LEVEL:	1(IV) / 2(I)
SPEED LIMIT:	60/80km/h
ROADWORKS TYPE:	B
NUMBER OF SIGNS:	3
SIGN VISIBILITY:	60/90m
DISTANCE BETWEEN SIGNS:	20/120m
SIGNS SIZE RECTANGULAR - MIN.:	600mm
SIGNS SIZE CIRCULAR - MIN.:	600mm
CONE HEIGHT - MIN.:	750mm
TAPER CONE SPACING:	2m
LONGITUDINAL CONE SPACING:	6m
RATE OF TAPER: LANE - 1 IN 10m 45°; HS - 1 IN 10m	
SAFETY ZONE: LONG. - 15/45m; LATERAL 0.5/1.2m	
CUMULATIVE AWS DISTANCE:	60/80/360m
MAXIMUM LENGTH OF SHUTTLE:	N/Am
MINIMUM LANE WIDTH:	3m
TM SYSTEM:	ROAD CLOSURE

SITE LOCATION



SITE SPECIFIC NOTES

a) FOR DETAIL A & B REFER TO TTMP DRAWING
EN 7469-030-002

LEGEND

-  - TEMPORARY TRAFFIC SIGN
-  - TRAFFIC CONES
-  - SAFETY ZONE
-  - WORKS AREA
-  - DIVERSION ROUTE A
-  - DIVERSION ROUTE B

REV	DESCRIPTION	DATE	REV BY	CHK BY

CLIENT:



PROJECT:

MCAAS G2 - REGION WEST

TITLE:

M6 KILBEGLY OVERBRIDGE DIVERSION ROUTE

DIRECTOR:	AA	PM:	VA	CHECKED:	EB
SCALE:	NTS	DRAWN BY:	EB	DATE:	17/08/26
STAGE:	CONSTRUCTION				A3 (297x420mm)
DRAWING NO:	EN 7469 - 030 - 001				REV: 00



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GENERAL NOTES

1) THIS TRAFFIC MANAGEMENT PLAN MAY ONLY BE IMPLEMENTED BY A EXPERIENCED TEMPORARY TRAFFIC OPERATIONS SUPERVISOR (TTOS A PERSON WHO HOLDS CSCS "SIGNING, LIGHTING AND GUARDING AT ROADWORKS) AND MUST CARRY OUT A SITE RISK ASSESSMENT TO MODIFY (IF NECESSARY) THE MEASURES DESCRIBED TO SUIT ACTUAL SITE CONDITIONS BEFORE IMPLEMENTATION. THE TTOS TO DETERMINE EXACT POSITION OF SIGNAGE CONSIDERING THE SITE SPECIFIC SITUATION. THE TTOS SHALL QUALIFY FOR ALL QUOTED WORK RELATE TO & WITHIN THE SCOPE OF THE CONTRACT. IF (F) OF THE CONSTRUCTION REGULATIONS ARE MET, THE PSCS MUST ADVISE THE PSPD AND ALL RELEVANT PARTIES OF ANY CHANGE TO THE TEMPORARY TRAFFIC MANAGEMENT PLAN.

2) ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS AND TO BE INCLUDED IN THE SITE SPECIFIC SAFETY & HEALTH PLAN.

3) ALL LIGHTING REQUIREMENTS SHALL COMPLY WITH DESIGN GUIDANCE SECTION 4.2.6. WHERE TOWER LIGHTING IS DEEMED NECESSARY, THE DESIGNER MUST BE NOTIFIED AND CONSULTED. HIGH MASTS MAY REQUIRE A VEHICLE APPROVED FOR USE ON ROADS. THE CLIENT OR SUB-CONTRACTOR SHALL OBTAIN PERMISSION FROM THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR ANY LIGHTING INSTALLED OR USED INDEPENDENTLY BY THE CLIENT.

5) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING A SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF THE TTMP AND ANY OF THE EQUIPMENT TO ENSURE THAT CONDITIONS REFLECT THOSE CONSIDERED FOR DESIGN POST SUBMISSION.

6) ALL SIGNS USED FOR THIS TTMP MUST COMPLY WITH LATEST EDITION OF CHAPTER 8 7) WK 052 "SITE ACCESS" SIGN SHOULD BE USED TO INDICATE THE POSITION OF A SITE ACCESS OR EGRESS. VEHICLES MUST ONLY ENTER A WORKS ACCESS IN THE DIRECTION OF TRAFFIC FLOW. VEHICLES ARE NOT PERMITTED TO STOP IN A LIVE LANE AND REVERSE TO ENTER A WORKS ACCESS.

8) THE MINIMUM SET BACK TO ANY PHYSICAL BARRIER SHOULD BE MAINTAINED AS PER CHAPTER 8 REQUIREMENTS.

9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL REQUIRED RAMPS, ACCESS TO ALL CHANGES IN ROAD SURFACE LEVEL WHERE TRAFFIC RUNS ON A TEMPORARY SURFACE AND ALSO FOR CYCLE/PEDESTRIAN RAMPS WHERE THERE IS A LEVEL DISCONTINUITY AS A RESULT OF THE WORKS ON CYCLE PATHS AND FOOTPATHS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL SIGNS OUT AT REGULAR INTERVALS AND IN ACCORDANCE WITH CONTRACT SPECIFICATIONS.

11) WHEN SAFETY BARRIERS USED IT MUST COMPLY WITH DNR-REQ-03034-1 IS EN 1317-1 E) TEMPORARY SAFETY BARRIER

12) THE APPROACH LENGTHS TO BARRIER TERMINALS MUST BE FLARED OFF LIVE TRAFFIC AND CLEAR. NO WORKS SHOULD BE UNDERTAKEN AT THAT EXCLUSION ZONE AND SAFETY ZONE.

13) OTHER SIGNS MAY BE USED AT ROADWORKS IN ACCORDANCE WITH CHAPTER 8, SECTION 8.3. WHEN POSITIONING SIGNS NEXT TO LIVE TRAFFIC, THE NEAREST EDGE OF THE SIGN SHOULD BE 1.2m FROM THE TRAFFIC LANE WHERE POSSIBLE. WHERE NARROW MEDIANS / VERGES ARE PRESENT, A MINIMUM OF 600mm SHOULD APPLY USING 900mm SIGNS. FURTHER REDUCTION OF SIGN SIZE BELOW 900MM IS NOT PERMITTED.

15) ALL INFORMATION CONTAINED IN THIS DRAWING SHOULD BE CHECKED VERIFIED AND APPROVED PRIOR TO ANY STAGE OF CONSTRUCTION.