

Table 1.1.1.3: Minimum Design Parameters for Level 1(III) Roads Single Carriageway of 50km/h

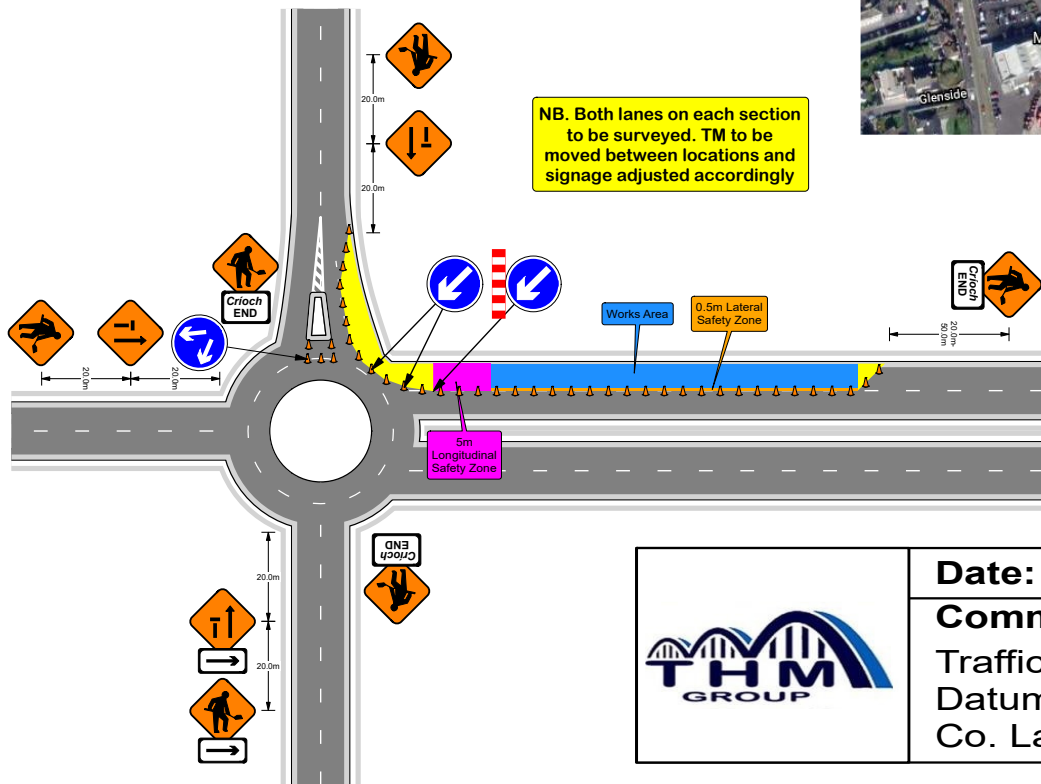
Design Parameter	Type A > 12 hours	Type B < 12 hours	Type C < 15 mins
Advance Warning Signage			
Sign Size (mm)	600	600	-
Sign Visibility (m)	50	50	50
Number of Signs	2	2	-
Cumulative Distance (m)	40	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate ^A	1 in 5	1 in 5	-
Hard Shoulder Taper Rate ^A	-	-	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m) ^B	3	3	-
Longitudinal Spacing (m) ^B	3	3	-
Lamps (unlit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	6	6	-
Safety Zones			
Longitudinal (m)	5	5	-
Lateral (m)	0.5	0.5	-
Lanes			
Lane Width (m) ^C	3 (2.5)	3 (2.5)	-
Two-way Roadway Width (m)	5	5	-

Notes:
 A. 45° taper is required at shuttle 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 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. See Section 0.4.3.4.

- Manifest**
- 42 x Cone
 - 6 x WK 001 Roadworks Ahead
 - 3 x P 010 End
 - 3 x WK 041 Nearside Lane (of Two) Closed
 - 2 x P 003R Direction
 - 2 x RUS 002 Keep Right
 - 1 x RUS 003 Pass Either Side
 - 1 x W 185 Barrier Board

Legend

- Cone
- Lat. Safety Zone
- Long. Safety Zone
- Taper
- Works Area



Works Area | **0.5m Lateral Safety Zone** | **750mm** | **Works shall not exceed 500m at any time**

Unobstructed Carriageway
- 3.00m Minimum -

PRIVATE ACCESS

PHASE 1 | PHASE 2

Note 1: Written dimensions are preferred, do not scale dimensions. All dimensions to be checked before work commences and any discrepancies reported. All traffic Management to be carried out in accordance with Chapter 8 of the Traffic Signs Manual in force at time of construction.

Note 2: All signage to be erected outside visibility splays at junctions and site access.

Note 3: Traffic Management will be audited and monitored in order to ensure safety and adequate traffic manoeuvrability. Should changes be required, drawings will be revised accordingly.

Note 4: Interaction with local residents and landowners will be carried out by the main contractor.

Note 5: All lighting requirements within the works area will be the responsibility of the main contractor.



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Comments:
 Traffic Management Plan for lane closures to enable Datum Monitoring Ireland with works at Portlaoise in Co. Laois.