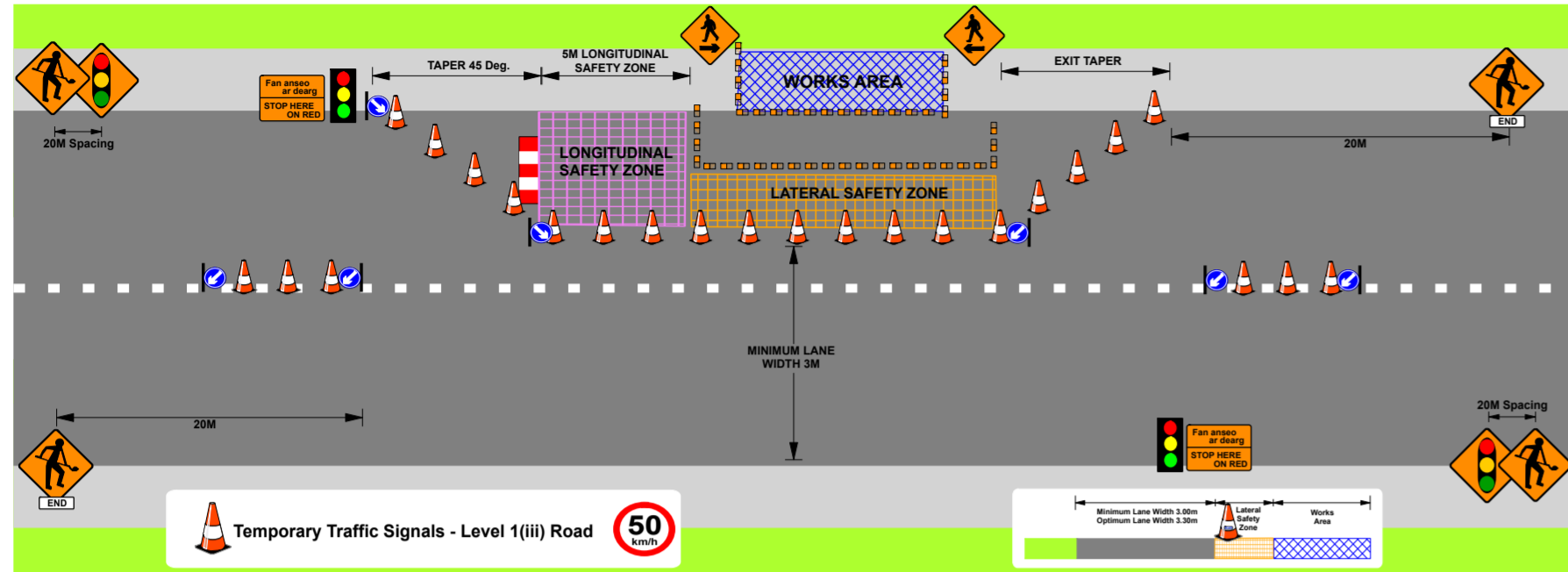
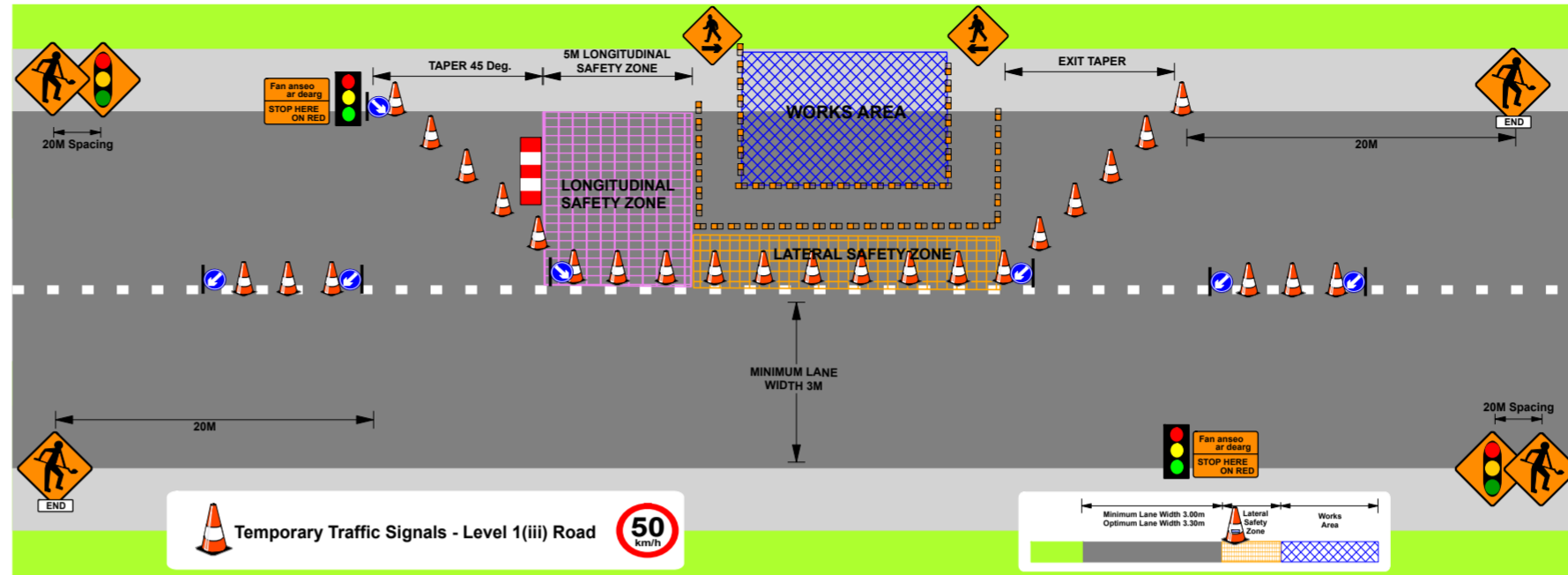


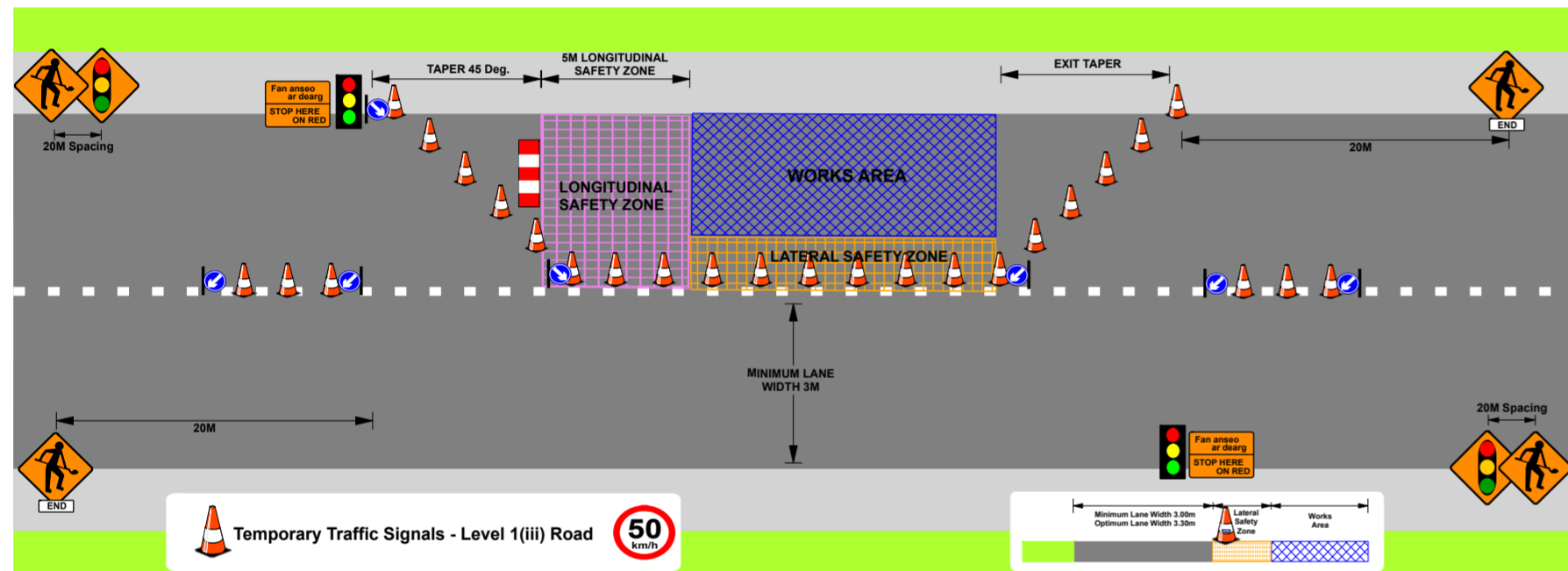
A11) Works Area on Footpath/Verge



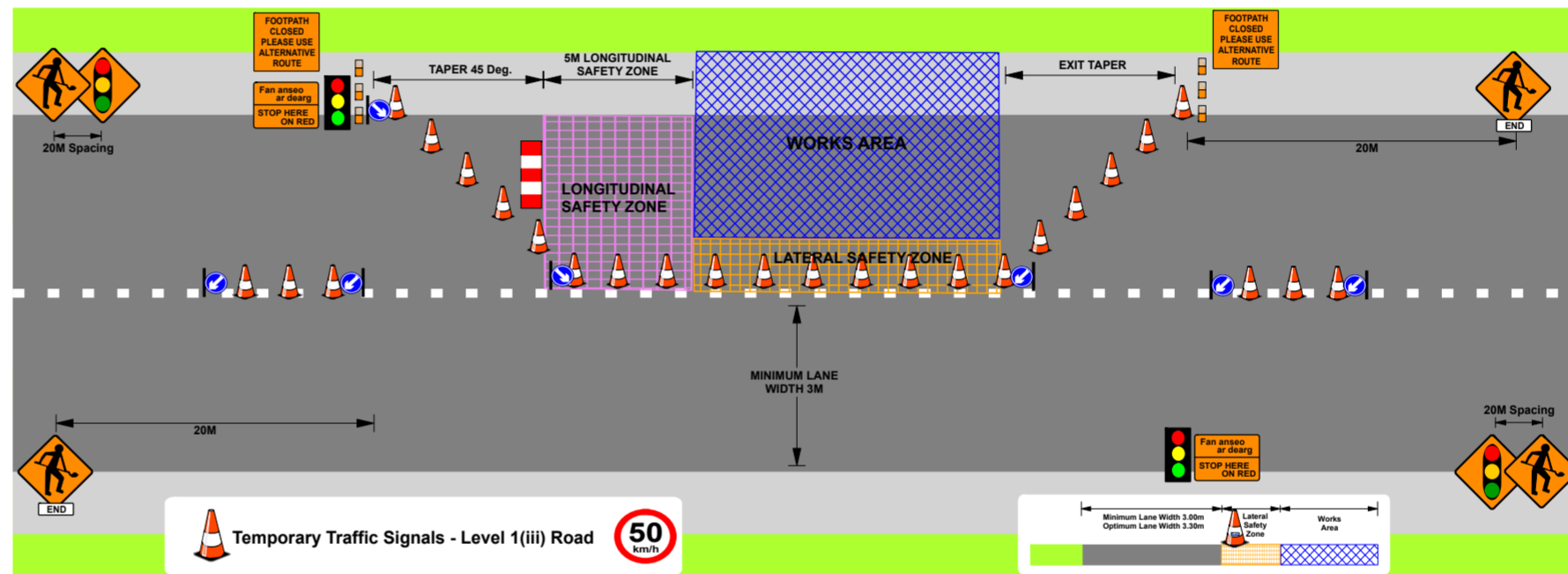
B11) Works Area on Footpath/Verge & Road



C11) Works Area on Road



D11) Works Area on Footpath/Verge & Road



Temporary Traffic Signal Notes:

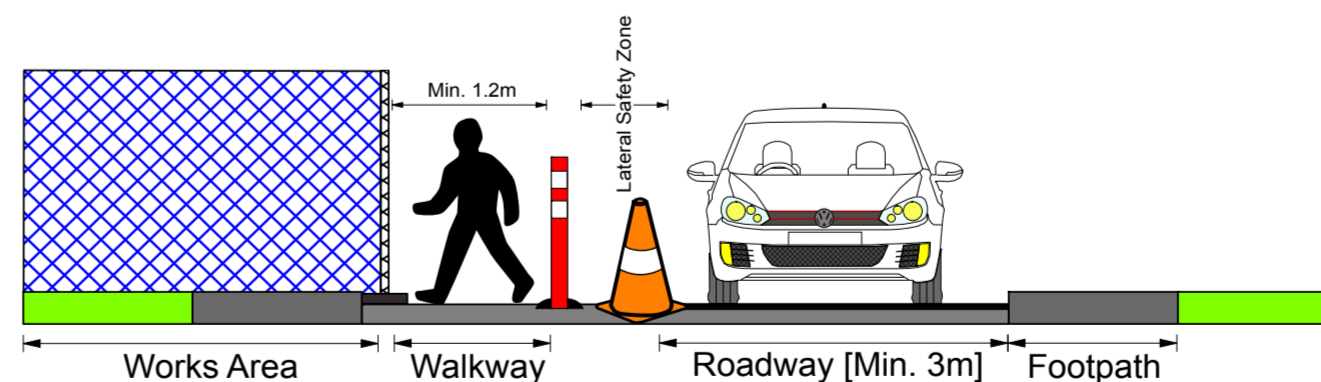
- The Contractor shall consult with the Gardaí prior to the implementation of a temporary traffic lights system.
- Temporary traffic signals may be used on single carriageway roads where the traffic is reduced to a shuttle operation. Where traffic flows are low the system should ensure that red aspects are not of too long a duration.
- Temporary traffic signals are frequently preferable to other means of traffic control such as Flagmen with stop & go disks. It is the decision of the Road Authority as to when temporary traffic signals will be allowed.
- Temporary traffic signals should be vehicle-actuated except in urban centres. The controller should be capable of providing a minimum of a two-phase operation or, where required, more phases to cater for more complicated layouts.
- At peak times, Flagmen may be required to react manually to actual traffic demands.
- Temporary traffic signals should be positioned with adequate forward visibility and, where possible have inter-visibility. The signals should also have a power supply capable of lasting the duration of the works.
- Where shuttle working is in operation, the temporary traffic signals should be positioned sufficiently far from the end of the one-lane section to allow traffic deviating onto and emerging from the one-lane section to cross back onto the correct side of the road before encountering the stationary traffic waiting at the red signal. Sign WK 095 "Stop Here on Red" will clearly define where the vehicles should stop.
- For 20m in advance of the stop position, cones should be placed along the centre line if space permits and if not along the verge. This is to highlight to the driver that they are close to the signal controlled stopping point.

No Overtaking Signage:



No Overtaking sign (RUS014) prohibits overtaking at locations where it is considered dangerous to do so. The need for the No Overtaking sign will be assessed on a site specific basis by the TTOS on site.

Section View at Shuttle Lane



DESIGN PARAMETERS

ROAD / WORKS CHARACTERISTICS		
Road Level	Roadworks Type	Speed Limit
1 (iii)	A	50 km/h

Single or Multi-Lane / Dual	Sign Size
Single	600mm

TEMPORARY SIGNS		
Sign Visibility	Number of Signs	Sign Spacing
50m	2	20m

MIN. RATE OF TAPER		
Taper at Lane	Taper At Hard Shoulder	Transition Length
45 Deg.	45 Deg.	N/A

SAFETY ZONES & LANE WIDTH		
Longitudinal Safety Zone	Lateral Safety Zone	Minimum Lane Width
5m	0.5m	3m

CONE SIZE & SPACING		
Minimum Cone Height	Spacing at Tapers	Longitudinal Spacing
750mm	3m	3m

LAMP SPACING	
Lamp Spacing at Tapers	Longitudinal Lamp Spacing
6m	6m

LEGEND

- Sign Location
- Road Cones
- Works Area
- Longitudinal Safety Zone
- Lateral Safety Zone

PROJECT INFORMATION

Client: Irish Water | Uisce Éireann
 EIREANN: IRISH WATER

Project: Standard Traffic Management Plans

Title: Level 1(iii) : Temporary Traffic Signals	Dwg No: STD_TM_011	Date: 03/12/2019	Rev: 01	Scale: N.T.S.
Drawn: E. Monahan	Checked: D. Gibbons	Approved: P. Daly		

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GENERAL NOTES:

- All works to be carried out in accordance with the latest revisions of Chapter 8 of the Traffic Signs Manual and the Temporary Traffic Management Operations Guidance.
- The Temporary traffic management plan may only be implemented by a qualified Temporary Traffic Operations Supervisor (TTOS). The TTOS is to be in possession of the relevant CSCS signing lighting and guarding at road works card.
- TTOS shall be available at all times when traffic management is in operation. Designated personnel to hold Health and Safety at Road Works CSCS card if applicable.
- Inspections of the traffic management layout are to be carried out on a daily basis to ensure the TM equipment has been set out as specified in the temporary traffic management plan (TTMP) and to ensure the TTMP is operating effectively.
- Maintenance of the traffic management equipment to be carried out on an on-going basis throughout the duration of the works.
- Sign faces shall be of retro-reflective material and the retro-reflectivity, colours, chromaticity and luminance factors shall be as specified in the TII Publication on Specification for Roadworks Series 1200 (CC-SPW-01200) or any further amendments or replacement.



DRAWING HISTORY:

Rev.	Date	Comment
00	20/07/2017	Original Issue
01	03/12/2019	Revision 01

8) The layouts and diagrams shown in chapter 8 of the traffic signs manual are based on directing traffic through roadworks using delineators and safety zones rather than on the use of restraint systems. Safety barriers should only be used where the benefits outweigh the risks involved in their installation and use. Risk assessment to be undertaken by the relevant supervisor in relation to excavations in the vicinity of the existing roadway.

9) It is envisaged that unobstructed access shall be maintained for the emergency services for the duration of the works. Should access be required to the site / works areas then this shall be via agreed site access points.

10) Access to local residence and business properties to be maintained at all times and to be coordinated by the TTOS on site.

11) Pedestrian routes to be maintained during the works. Pedestrian routes to be coordinated by the TTOS on site and signed accordingly.