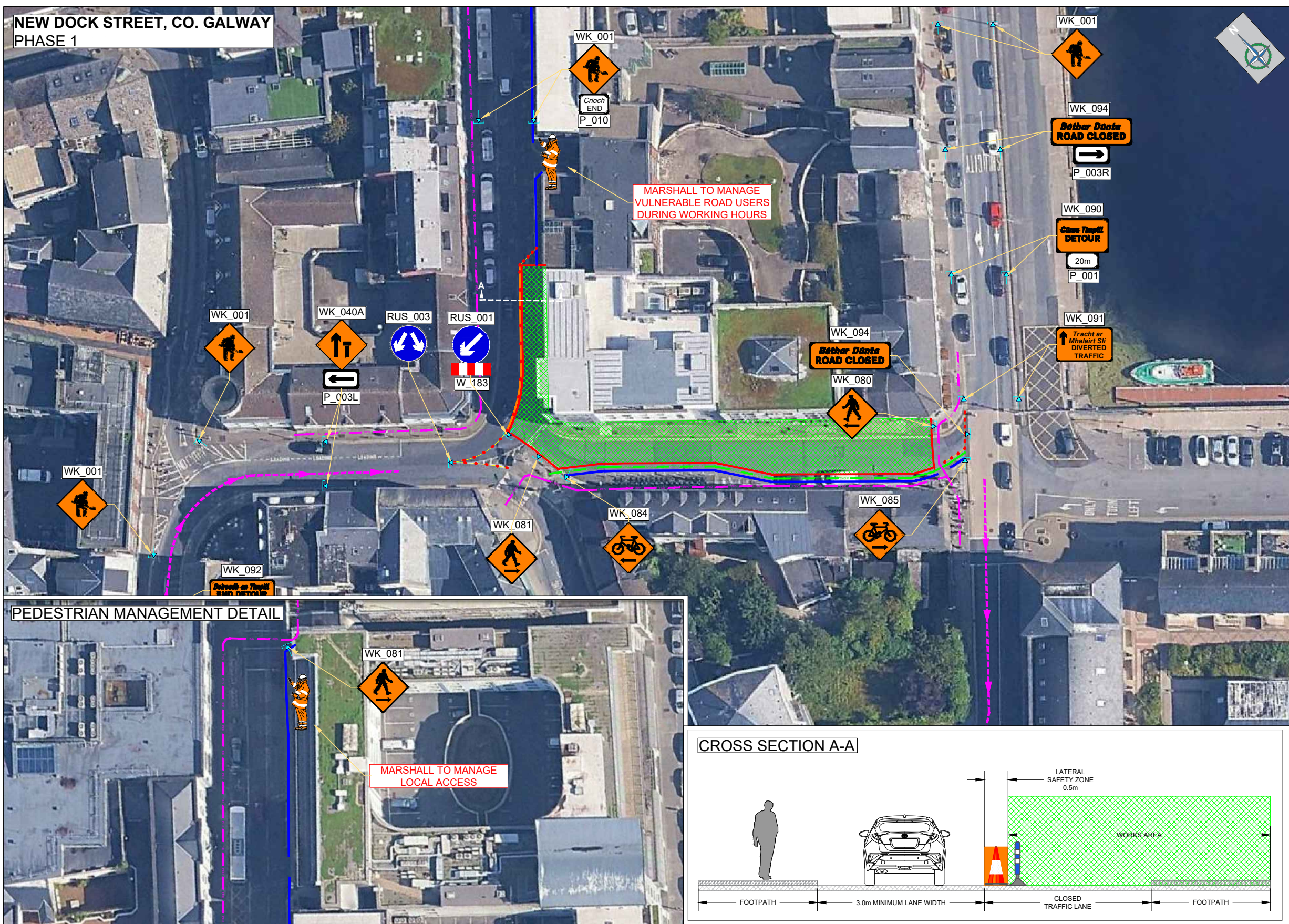


**NEW DOCK STREET, CO. GALWAY
PHASE 1**



CHAPTER 8 - ROAD LEVEL 1(iii): ≤ 50km/h			
Design Parameters	TYPE A >12 hours	TYPE B <12 hours	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	50	50	50
No. of Signs	2	2	-
Cumulative Distance (m)	40	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate	1 in 5	1 in 5	-
Hard Shoulder Taper Rate	-	-	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	3	3	-
Lamps (unit 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 (minimum)			
Lane Width (m)	3 (2.5)	3 (2.5)	-
Two-Way Road Width (m)	5	5	-

Notes:

- A. A 45° taper is required at shuttle traffic 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. Refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

TTM SYSTEM: ROAD & LANE CLOSURE	
LEGEND:	
	ROAD CONE
	PEDESTRIAN BARRIER
	SIGN MARKER
	WORKS AREA
	LONGITUDINAL SAFETY ZONE
	PEDESTRIAN ROUTE
	CYCLE ROUTE

SPECIFIC DRAWING NOTES:

- FOOTPATH TO BE CLOSED DURING WORKING HOURS.
- MARSHALS TO MANAGE LOCAL BUSINESS AND RESIDENTS ACCESS.
- TEMPORARY CYCLE TRACK TO BE PROVIDED.
- FOR DIVERSION ROUTE REFER TO 029-152-02.



REV:	DESCRIPTION:	BY:	DATE:

PROJECT: NEW DOCK STREET, GALWAY			
TITLE: PHASE 1			
DATE: 01/04/2026	DRAWN: LG	CHECKED: BB	SCALE AT A3: NTS
CATEGORY: CONSTRUCTION	DRAWING NO: 029-152-01	REVISION: 0	

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- NOTES:**
- Unless categorised as 'Construction', this Temporary Traffic Management Layout Drawing (TTMLD) has been prepared without a Site-Specific Site Survey Risk Assessment (SSRA) and must not be used for construction purposes until such time as a SSRA has been conducted to ensure all hazards have been identified and accounted for.
 - The Temporary Traffic Management Contractor is required to have carried out a Dynamic On-Site Risk Assessment prior to the installation of this TTMLD to ensure that the conditions reflect those considered for the design.
 - This TTMLD has been prepared in accordance with the Traffic Signs Manual (2019), the Construction Regulations (2013), and any prevailing Road Authority Bye-Laws and Regulations.
 - If this TTMLD is categorised as 'Construction', it applies only to the Project and Location covered by a SSRA and detailed in the Title Block.
 - Construction drawings and SOP's are only to be installed when Traffic Flow Counts have been taken and the results are within the parameters set out in the Traffic Signs Manual (2019), DTTAS TTM Design Guidance, and DTTAS TTM Operations Manual.
 - The TTM Designer accepts no responsibility for the results where the Traffic Signs Manual (2019), DTTAS TTM Design Guidance and DTTAS TTM Operations Guidance Manual have not been adhered to in their entirety.
 - Any alteration other than by the TM Designer renders this TTMLD and any information herein void.
 - Any Reproduction or Copying of this TTMLD is strictly prohibited unless written permission is given by the TM Designer.
 - Where a site-specific survey has not been carried out by Cinnte Safety Ltd, the Company does not accept the appointment as TM Designer for the project. Any TTMLD produced by Cinnte Safety Ltd is for the Preliminary Safety Plan only and must be developed by a TM Designer appointed by the Main Contractor.