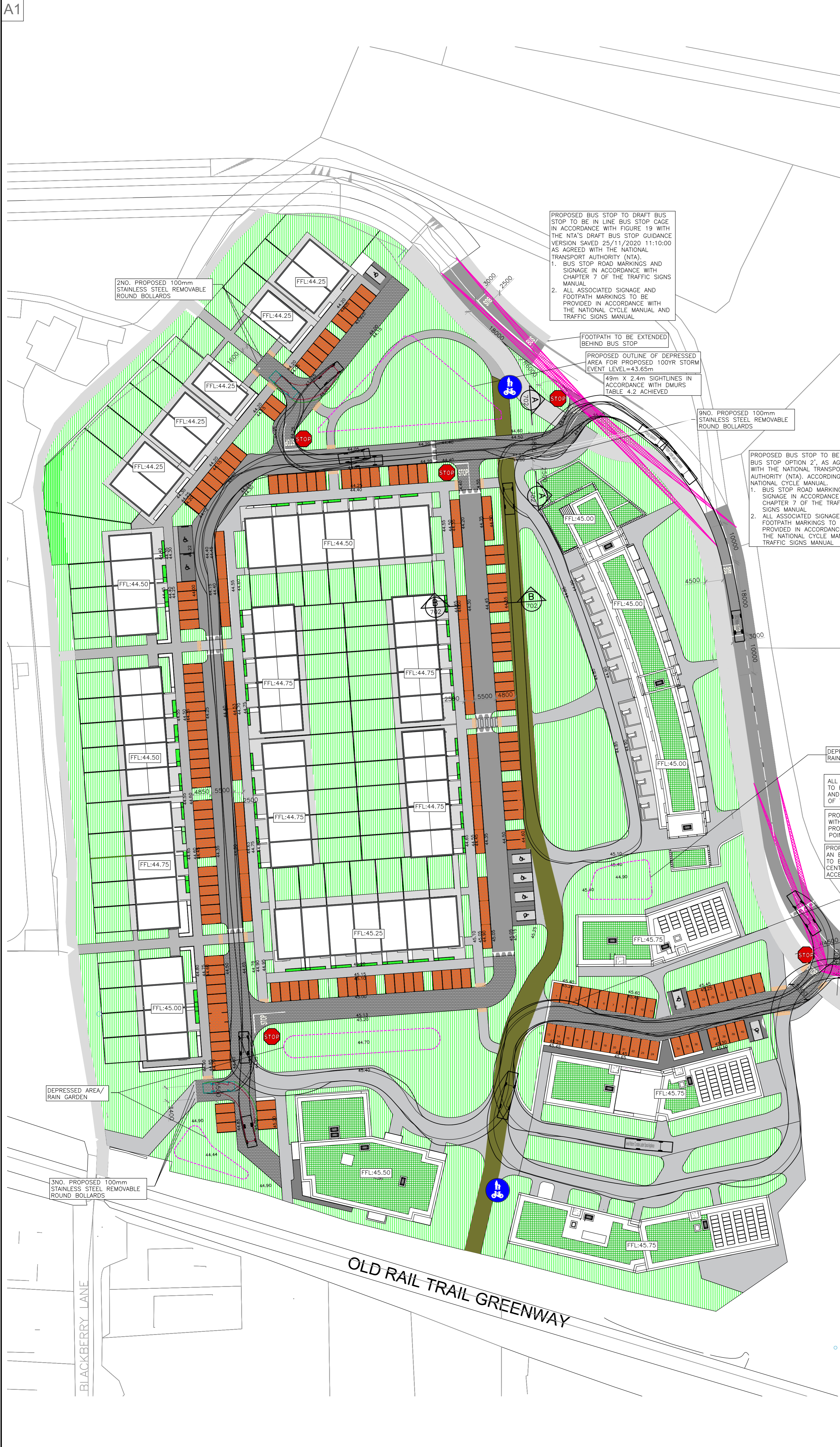


	PROPOSED FOOTPATH
	PROPOSED ROADS
	PROPOSED SHARED CYCLE LANE
	PROPOSED RAISED AND SHARED SURFACES
	PROPOSED PERMEABLE PAVING/PARKING
	PROPOSED GREEN AREA
	PROPOSED LEVELS
	EXISTING LEVELS

- NOTES :-
1. THE CONTRACTOR SHOULD READ THIS ROAD SPECIFICATION IN CONJUNCTION WITH THE RELEVANT TYPICAL DETAILS.
 2. JOINTS BETWEEN NEW ROAD CONSTRUCTION AND EXISTING ROADS SHALL BE AS PER THE DETAILS IN TII-CC-SCD-00703. THE EDGES OF THE EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE AND FRAMED IN ACCORDANCE WITH TII-CC-SCD-00703 INCLUDE FOR ALL ADDITIONAL EXCAVATION AND FILLING TO ACHIEVE REQUIRED DEPTH OF SUB BASE WHERE NEW AND EXISTING WORKS MEET.
 3. ALL MANHOLES RAISED TO MEET THE NEW ROAD LEVEL WHERE REQUIRED. DISHING CONCRETE TO MANHOLE COVERS AND FRAMES AND INCLUDE FOR SETTING FRAME IN CONCRETE TO NEW OR ADJUSTED LEVELS WHERE REQUIRED. PROTECT COVER AND FRAME DURING COURSE OF WORKS. ALL GULLIES TO MEET PROPOSED NEW SURFACE LEVEL WHERE REQUIRED.
 4. FOOTPATH EXPANSION JOINTS SHALL BE NEATLY FORMED IN STRAIGHT LINES AT NOT GREATER THAN 3m CENTERS AND SO ARRANGED AS TO COINCIDE WITH THE JOINTS IN THE KERB. JOINTS SHALL BE FORMED BY INSERTING A DOUBLE LAYER OF ROOFING FELT OR OTHER APPROVED METHODS, WHICH SHALL EXTEND THE FULL DEPTH OF THE SLAB AND BE FINISHED OFF NEATLY AT THE SURFACE. THE CONTRACTOR SHALL ENSURE THE DOUBLE LAYER OF ROOFING FELT IS SUPPORTED IN THE JOINT AND HELD IN A STRAIGHT LINE DURING THE CONSTRUCTION PROCESS.
 5. IN-SITU CONCRETE SHALL BE POURED ON A SUB-BASE OF 150mm NOMINAL THICK OF GRANULAR MATERIAL COMPLYING WITH CLAUSE 808. CONCRETE SHALL BE LAID AND COMPACTED IN COMPLIANCE WITH THE 800 SERIES OF THE SPECIFICATION FOR ROAD WORKS. ALL MATERIALS SPECIFIED SHALL COMPLY WITH REQUIREMENTS OF SR 21 (ANNEX E AMENDED TO I.S. EN 13242:2013 AND BASED ON THE REPORT OF PYRITE PANEL 2012) AGGREGATED FOR USE IN UNBOUND & HYDRAULICALLY BOUND GRANULAR MATERIALS.
 6. THE VERTICAL ALIGNMENT OF THE FINISHED SURFACE SHALL NOT DEPART FROM THE DESIGN LEVEL BY MORE THAN +/-10mm AT ANY POINT. THE MAXIMUM DEVIATION OF THE SURFACE UNDER A STRAIGHT EDGE SHALL NOT BE GREATER THAN 5mm IN 3m. THE CONTRACTOR SHALL ALLOW FOR THE PROTECTION OF ALL EXISTING SERVICE CHAMBERS, MANHOLES AND DUCTING THROUGHOUT THE WORKS. ALL CONCRETE JOINTS AND EDGES SHALL BE BULL NOSED.
 7. CBR TESTS SHALL BE CARRIED OUT ON THE SUBGRADE AT FORMATION LEVEL. THE RATE OF THE TESTS SHALL BE 1 TEST PER 50 LINEAR METERS OF ROAD. WHERE TEST VALUES VARY SIGNIFICANTLY ADDITIONAL TESTS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER.
 8. CAPPING LAYER SPECIFIED BASED ON ESTIMATED SUBGRADE CBR VALUE OF 8%. CAPPING LAYER MAY BE REDUCED/INCREASED SUBJECT TO ACTUAL SUBGRADE CBR TEST VALUES OBTAINED ON SITE.



PROPOSED BUS STOP TO DRAFT BUS STOP TO BE IN LINE BUS STOP CAGE IN ACCORDANCE WITH FIGURE 19 WITH THE NTA'S DRAFT BUS STOP GUIDANCE VERSION SAVED 25/11/2020 11:10:00 AS AGREED WITH THE NATIONAL TRANSPORT AUTHORITY (NTA).

1. BUS STOP ROAD MARKINGS AND SIGNAGE IN ACCORDANCE WITH CHAPTER 7 OF THE TRAFFIC SIGNS MANUAL
2. ALL ASSOCIATED SIGNAGE AND FOOTPATH MARKINGS TO BE PROVIDED IN ACCORDANCE WITH THE NATIONAL CYCLE MANUAL AND TRAFFIC SIGNS MANUAL

FOOTPATH TO BE EXTENDED BEHIND BUS STOP

PROPOSED OUTLINE OF DEPRESSED AREA FOR PROPOSED 100YR STORM EVENT LEVEL=43.65m

49m X 2.4m SIGHTLINES IN ACCORDANCE WITH DMURS TABLE 4.2 ACHIEVED

9NO. PROPOSED 100mm STAINLESS STEEL REMOVABLE ROUND BOLLARDS

PROPOSED BUS STOP TO BE 'IN-LINE BUS STOP OPTION 2', AS AGREED WITH THE NATIONAL TRANSPORT AUTHORITY (NTA), ACCORDING TO THE NATIONAL CYCLE MANUAL.

1. BUS STOP ROAD MARKINGS AND SIGNAGE IN ACCORDANCE WITH CHAPTER 7 OF THE TRAFFIC SIGNS MANUAL
2. ALL ASSOCIATED SIGNAGE AND FOOTPATH MARKINGS TO BE PROVIDED IN ACCORDANCE WITH THE NATIONAL CYCLE MANUAL AND TRAFFIC SIGNS MANUAL

DEPRESSED AREA/RAIN GARDEN

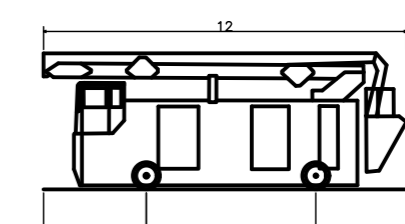
ALL PROPOSED ROAD MARKINGS/HATCHING TO BE IN ACCORDANCE WITH TII TRAFFIC SIGNS AND ROAD MARKING AND CHAPTER 7 OF THE TRAFFIC SIGNS MANUAL.

PROPOSED DROPPED CROSSING WITH TACTILE PAVING TO BE PROVIDED AT ALL CROSSING POINTS ALONG NEW FOOTPATH

PROPOSED RAISED TABLE PERMITTED UNDER AN BORD PLEANALA REFERENCE 309513-21 TO BE RETAINED AND REVISED TO REMOVE CENTRAL ISLAND TO FACILITATE FIRE TENDER ACCESS TO STUDENT ACCOMMODATION

HIGH LEVEL OVERHANG PASSING OVER PARKING SPACES BY APPROX 700mm. THE FIRE TENDER ACCESS IS ACCEPTABLE AND WONT IMPACT PARKED VEHICLES IN NORMAL WORKING CONDITIONS

49m X 2.4m SIGHTLINES IN ACCORDANCE WITH DMURS TABLE 4.2 ACHIEVED



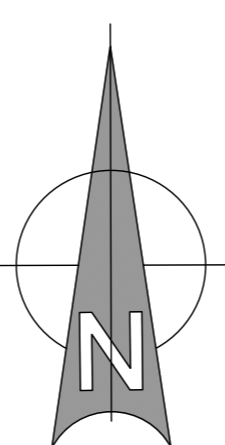
Aerial Platform/ Turntable Ladder/ Special Appliance	12.000m
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	2.500m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	15.750m

S2 - INFORMATION

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Figured dimension only to be taken from this drawing.
All dimensions to be checked on site.
Consultants to be informed immediately of any discrepancies before work proceeds.

REV NO:	DATE:	REVISION NOTE:	DWN BY:	CKD BY:
P01	12/04/2021	ISSUED FOR INFORMATION	SG	MH
P02	28/07/2021	ISSUED FOR INFORMATION	SG	MH
P03	09/12/2021	ISSUED FOR INFORMATION	SG	AP



CLIENT:	AVENIR HOMES LTD.			
PROJECT:	THE GREEN QUARTER SHD AT CARTRONTROY, KILNAFADDOGE AND LISSYWOLLEN (TOWNLANDS), ATHLONE, CO. WESTMEATH			
TITLE:	TRAFFIC LAYOUT			
DRAWN:	CHECKED:	APPROVED:	JOB NO:	REV:
SG	MH	AP	211_035	P03
DATE:	SCALE:	DRAWING NO:		
12/04/2021	1:500	211_035-ORS-Z0-00-DR-TR-700		

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