

Traffic Management Update

- Works are ongoing on the Baltimore Road and along Coronea Drive on the construction of flood walls and the installation of culvert sections.
- It is envisaged that Baltimore Road will continue to be controlled by Traffic lights until the end of October
- It is envisaged that Coronea Drive will be controlled by Traffic Lights until the end of October. Traffic exiting onto Baltimore road from Coronea Drive are unable to turn right to Baltimore and will have to use the Castletownshend roundabout (Lidl) to continue to Baltimore. Traffic coming from Skibbereen will be unable to turn right onto Coronea Drive. Traffic coming from Baltimore will be able to turn left but will be controlled by traffic lights.
- See Layout overleaf

How To Contact Us

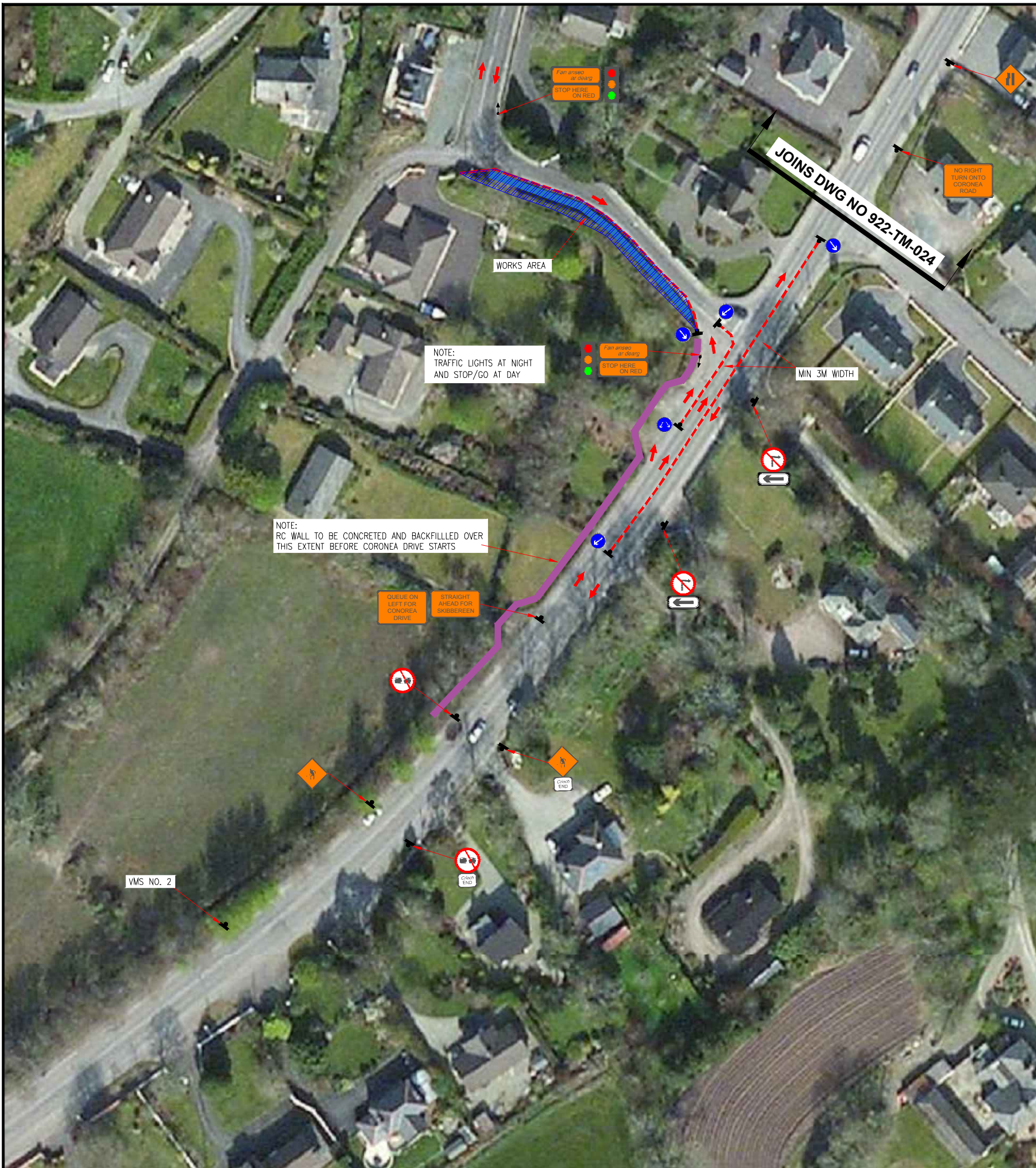
Address: River Ilen (Skibbereen) Drainage Scheme – Site Office, The Marsh (adjacent to Irish Water Town Wastewater Pumping Station), N71 Skibbereen By-Pass, Skibbereen, Co. Cork

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The Team

<p>The Client</p> <p>Cork County Council working on behalf of the OPW</p>  	<p>Consulting Engineer (Client's Representative on Site)</p> <p>RPS Group</p> 	<p>The Contractor</p> <p>Jons Civil Engineering Co Ltd</p> 
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WORK TO FIGURED DIMENSIONS ONLY
DO NOT SCALE DRAWING

NOTES:

1. Advance signs to be as per Chapter 8 - TTMS, Table 8.3.2 Level 2 for Type C (All Traffic Conditions) 50/60km/h
2. End of Roadworks sign placed 20 to 50m from end of works area

Design Parameters for Level 2 (Single Carriageway 50 or 60 km/h)			
Design Parameters	Roadworks Type A (Full-Time)	Roadworks Type B (Part-Time)	Roadworks Type C (Short Duration)
Speed Limit	50 km/h or 60 km/h	50 km/h or 60 km/h	50 km/h or 60 km/h
Temporary Signs			
Sign Visibility (m)	50	50	50
Number of Signs	3	2	2
Cumulative Distance (m)	75	50	50
Distance between advance signs (m)	25	25	25
Minimum Rate of Taper			
Taper at Lane (m)	1 in 15	1 in 5	1 in 5
Taper at Hard Shoulder (m)	1 in 10	1 in 5	1 in 5
Maximum Lamp Spacing			
At Taper (m)	6	6	6
Longitudinal (m)	12	12	12
Maximum Cone Spacing			
At Taper (m)	3	3	3
Longitudinal (m)	6	6	6
Cone Height (mm)	750	750	750
Safety Zone			
Longitudinal (m)	25	5	5
Lateral (m)	0.5	0.5	0.5
Minimum Lane Width			
Minimum Lane Width (m)	3.0	3.0	3.0

Note:
1. Refer to Chapter 8, section 8.3.2 for definition of design parameters.
2. 45 degree taper is required at active temporary traffic controlled layouts with cones at 1m centres.
3. Cone spacing shown is the maximum permitted. Where geometry or any other site specific reason dictates the spacing shall be reduced accordingly.
4. The optimum lane width for all classes of vehicles is 3.25m. This may be reduced to a minimum of 3.0m. Below this, HGV's 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 8.3.1.2 to 8.3.1.4.

LEGEND

- TRAFFIC FLOW
- ▨ CONSTRUCTION AREA
- ▨ SAFETY ZONE
- - - CONES

0	AP	POS	15/09/16	FIRST SUBMISSION
Rev.	Drawn	Check	Appr'd	Date
				Description

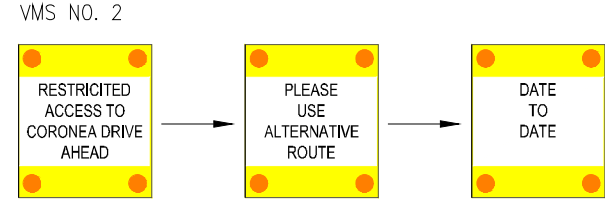


Contractor
JONS CIVIL ENGINEERING COMPANY LIMITED

Project Title
RIVER ILEN (SKIBBEREEN) DRAINAGE SCHEME - WORKS CONTRACT

Drawing Title
TTM LAYOUT - AT CORONEA ROAD

Scale	Date	Drawn by
AT A1 NTS AT A3 NTS	15/09/2016	AP
Drawing no.	Rev.	
922-TM-023	0	



- R.C. WALL ON BALTIMORE ROAD
- PROPOSED LINE OF R.C. WALL ON CORONEA DRIVE / WORKS AREA

LETTER DROP WILL BE DONE TO AFFECTED RESIDENTS IN ADVANCE OF WORK COMMENCING

FOR APPROACHING TO SKIBBEREEN TMP - REFER TO DRAWING NO. 922-TM-024

TM LAYOUT - BALTIMORE ROAD & CORONEA DRIVE