N

PROPOSED LOCATION OF BENCH TO BE RELOCATED.

INDICATIVE GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT AND ENSURE NO PONDING.

PROPOSED DRAINAGE CHANNEL TO FALL TO THE CARRIAGEWAY

EXISTING BENCH TO BE RELOCATED.

EXISTING KERB TO BE REMOVED.

15

BUS SHELTER CLEARANCE AREA. THE SPACE ALLOCATED ASSUMES THE INSTALLATION OF A 3-BAY FULL WIDTH ROOF SHELTER WITH NO END PANELS.

PROPOSED LINEAR DRAINAGE CHANNEL WITH HEEL GUARD GRATING

EXISTING ACCESS

GULLY TO BE REMOVED.

CONTRACTOR TO RE-GRADE THE FOOTWAY TO ENSURE THAT EXISTING DRAINAGE PATTERNS ARE MAINTAINED, WITH A DESIRABLE 1:50 (2%) CROSSFALL TOWARDS THE CARRIAGEWAY. AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

LIGHTING COLUMN TO BE USED AS SETTING OUT POINT. APPROX. COORDINATES: 53.565136, -7.766342

EXISTING PLANTER BOX WILL NEED TO BE ADJUSTED TO NEW GRADE

1

PROPOSED DRAINAGE CHANNEL TO FALL TO THE CARRIAGEWAY

R392

7.30m

2.80m

1.00m

18.00m

16.00m

5.20m

1.85m

4.65m

10.50m

3.00m

1.00m

3.40m

3.70m

5.30m

3.30m

3.20m

BUS

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX COORDINATES: 53.565297, -7.766503 BUS POLE/FLAG TO BE REMOVED ONCE SHELTER HAS BEEN INSTALLED.

EXISTING BUS CAGE TO BE REMOVED AND REPLACED TO FACILITATE THE PROPOSED BUILD OUT.

PROPOSED WHEELCHAIR LIFT CLEAR ZONE AS PER NTA-SCD-4001 (OCTOBER 2019).

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB.

EXISTING BUS STOP MARKINGS TO BE REMOVED.

INDICATIVE GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT AND ENSURE NO PONDING.

SIGHT DISTANCE AND VISIBILITY ARE REDUCED FROM ST. MATTHEWS PARK ROAD

APPROXIMATELY 45M OF DUCTING REQUIRED FOR ESB CABINET TO BUS SHELTER POWER SUPPLY CONNECTION.

ST. MATTHEWS PARK

POTENTIAL ESB CABINET TO SUPPLY POWER TO THE BUS SHELTER. INDICATIVE DUCTING SHOWN FROM CABINET TO THE BUS SHELTER. DETAILED DESIGN AND APPLICATION FOR ESB CONNECTION AND DUCTING TO BE DONE BY D&B CONTRACTOR AND BUS SHELTER MANUFACTURER. POTENTIAL CLASHES WITH EXISTING UNDERGROUND UTILITIES. EXACT LOCATION TO BE IDENTIFIED ON SITE OR GPR SURVEY.

DRAFT CONCEPT DESIGN - FOR COMMENT

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

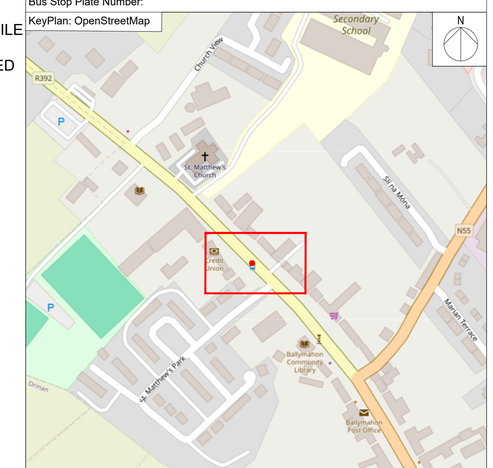
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS POLE
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED TRANSITION KERB
- PROPOSED 125MM INSITU KERB
- PROPOSED DRAINAGE CHANNEL
- PROPOSED HARDSTANDING AREA
- PROPOSED FOOTWAY
- PROPOSED BUS SHELTER
- PROPOSED STREET FURNITURE
- PROPOSED BIN
- PROPOSED GULLY
- EXISTING GULLY TO BE REMOVED
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED

KEY:

- EXISTING LIGHTING COLUMN
- EXISTING SERVICE COVER
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING TREE
- EXISTING BUS POLE TO BE REMOVED
- EXISTING BIN TO BE REMOVED
- EXISTING BUFF COLOURED BLISTER TACTILE
- EXISTING ROAD MARKINGS TO BE REMOVED
- EXISTING WALL TO BE RETAINED
- EXISTING STREET FURNITURE TO BE RELOCATED
- EXISTING KERBS TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE
- INDICATIVE LOCATION OF ELECTRICAL CONNECTION TO BUS SHELTER
- POTENTIAL ESB ELECTRICITY SUPPLY CABINET
- EXISTING PLANTER
- EXISTING FOOTWAY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap




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Project Ireland 2040 Building Ireland's Future

| Rev | Date | Drn | Chk'd | App'd | Description |
|---|---|---|---|---|---|
| P01 | 09/08/2024 | VD | ZC | EH | CONCEPT DRAWING FOR NTA COMMENT |
| P02 | 14/08/2024 | JM | ZC | EH | UPDATES FOLLOWING NTA REVIEW |
| P03 | 13/02/2025 | EC | ZC | AH | UPDATES FOLLOWING LCC REVIEW AND RSA |

DRAFT

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: CO LONGFORD - BALLYMAHON, NORTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

| Date | Scale | Drawn | Checked | Approved |
|---|---|---|---|---|
| 13/02/2025 | 1:100 @ A1, 1:200 @ A3 | EC | ZC | AH |

| Phase | Route | Stop Number | Drawing File Name | Sheet Number | Status | Rev |
|---|---|---|---|---|---|---|
| 1 | - | - | PTSDT-ACM-GEO_GA_0030_001-08-DR-CR-0001 | 1 of 1 | S0 | P03 |

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

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