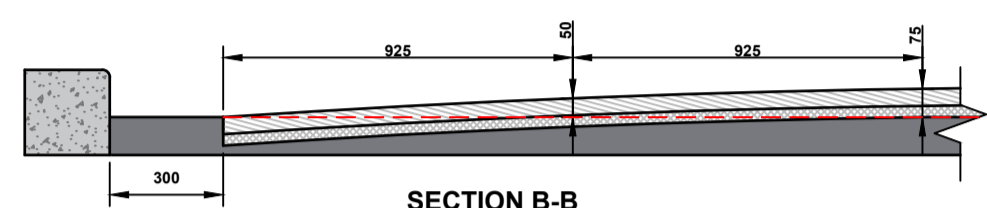
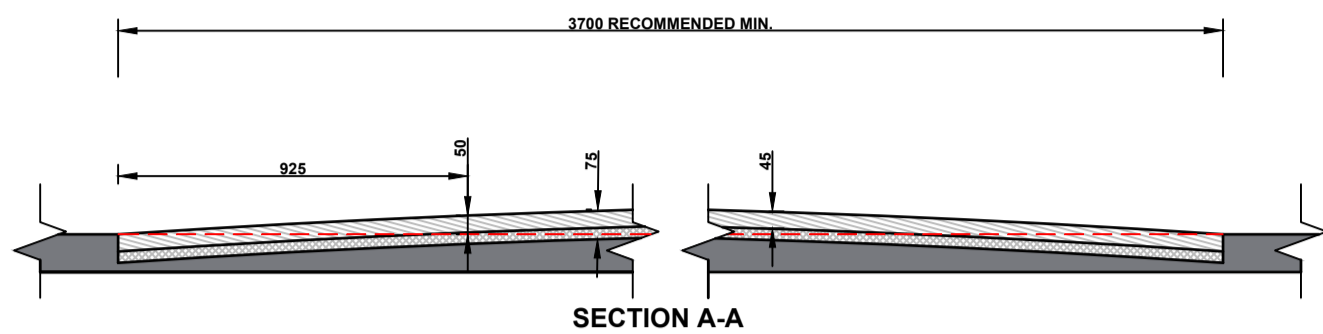
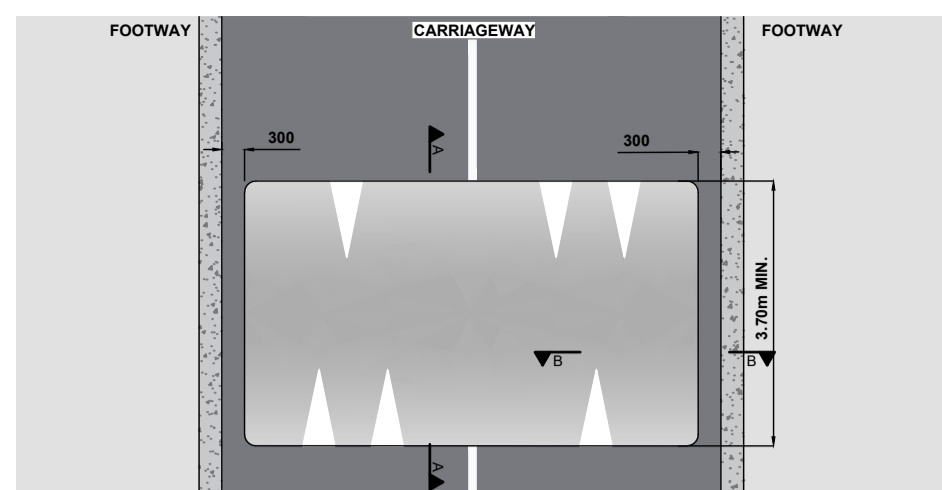
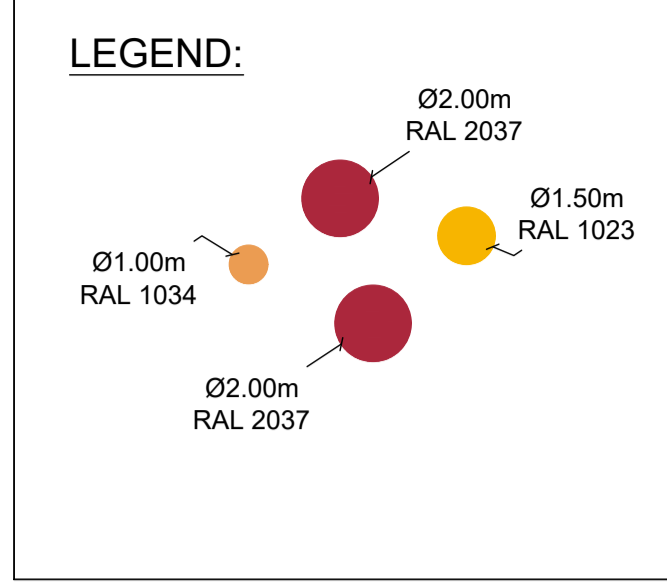


NOTE A:  
 1. SAW CUT EDGE OF CARRIAGEWAY.  
 2. BREAK OUT EXISTING SURFACE COURSE AT TOE OF RAMP.  
 3. PRIME EDGE WITH BITUMEN.  
 4. REGULATING IF NECESSARY.

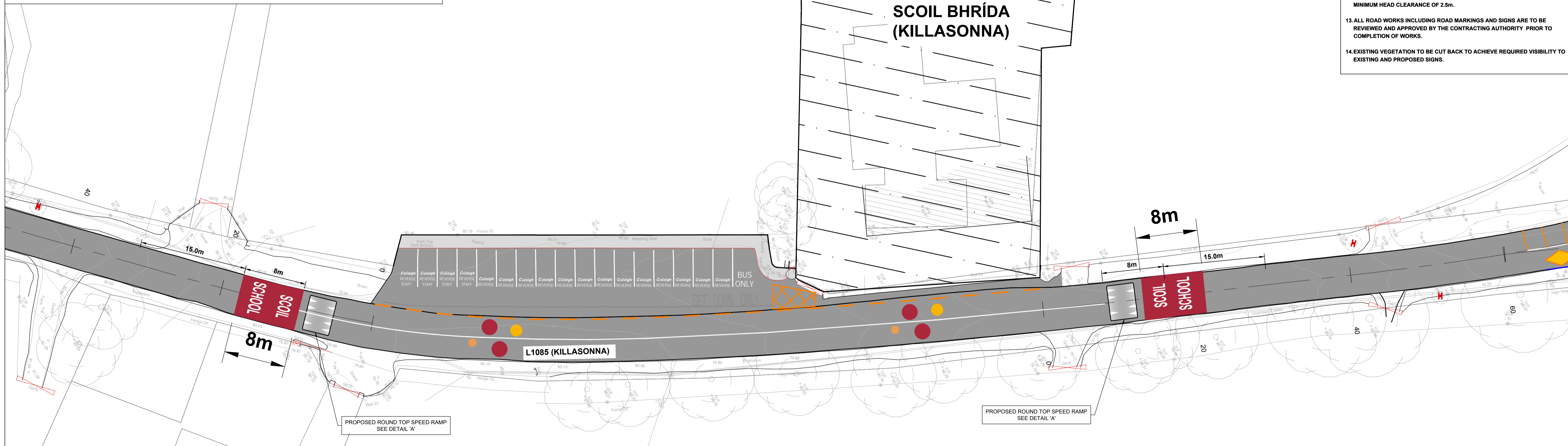
GENERAL NOTES:  
 1. FOR DESIGN GUIDANCE ON TRAFFIC CALMING AND ROUND TOP RAMPS REFER TO SECTION C OF THE TRAFFIC MANAGEMENT GUIDELINES.  
 2. FOR ROAD MARKINGS AND SIGNAGE REFER TO TRAFFIC SIGNS MANUAL.  
 3. DEPTHS OF THE NS MAY VARY.  
 4. REGULATING COURSE MAY BE REQUIRED.  
 5. USE OF PRECAST OR RUBBER RAMPS ARE ACCEPTABLE SUBJECT TO AGREEMENT WITH THE CONTRACTING AUTHORITY.  
 6. ALL DIMENSIONS IN MILLIMETRES U.N.O.



DETAIL 'A' ROUND TOP RAMP



- NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE CONTRACTING AUTHORITY.
  - FINAL SPEED LIMITS FOR BOTH FIXED SPEED LIMIT SIGNS AND PERIODIC SPEED LIMIT SIGNS TO BE CONFIRMED BY THE CONTRACTING AUTHORITY PRIOR TO COMMENCEMENT OF WORKS.
  - THE CONTRACTING AUTHORITY MUST BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
  - ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
  - DO NOT SCALE FROM THIS DRAWING, ANY MEASUREMENTS TO BE CONFIRMED ON SITE. LOCATIONS OF EXISTING SERVICES ARE INDICATIVE ONLY, THE CONTRACTOR MUST LAISE WITH EACH UTILITY PROVIDER PRIOR TO THE COMMENCEMENT OF WORKS AND THROUGHOUT THE WORKS.
  - CONTRACTOR TO DEVELOP THEIR TEMPORARY TRAFFIC MANAGEMENT PLAN FOR THE WORKS IN AGREEMENT WITH THE REQUIREMENTS OF THE CONTRACTING AUTHORITY.
  - SETTING OUT DETAILS TO BE AGREED WITH THE CONTRACTING AUTHORITY'S ENGINEER ON SITE.
  - ALL ROAD MARKINGS & SIGNAGE TO BE IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL (T.S.M.) PRODUCED BY THE DEPARTMENT OF TRANSPORT 2019.
  - THE LOCATION OF ALL PROPOSED TRAFFIC SIGNS ARE INDICATIVE ONLY. EXACT LOCATIONS ARE TO BE CONFIRMED ON SITE IN AGREEMENT WITH THE CONTRACTING AUTHORITY'S ENGINEER.
  - ALL SIGNS TO BE INSTALLED ON PASSIVE SAFE POSTS HOUSED IN RETENTION SOCKET SYSTEM.
  - ALL TRAFFIC AND SCHOOL SIGNS TO BE INSTALLED IN SUCH A WAY AS TO ENSURE A LATERAL CLEARANCE OF 0.60m DISTANCE FROM THE OUTSIDE EDGE OF THE SIGN FACE TO THE ROADSIDE KERB.
  - ALL TRAFFIC AND SCHOOL SIGNS TO BE MOUNTED ON POLES TO ENSURE A MINIMUM HEAD CLEARANCE OF 2.5m.
  - ALL ROAD WORKS INCLUDING ROAD MARKINGS AND SIGNS ARE TO BE REVIEWED AND APPROVED BY THE CONTRACTING AUTHORITY PRIOR TO COMPLETION OF WORKS.
  - EXISTING VEGETATION TO BE CUT BACK TO ACHIEVE REQUIRED VISIBILITY TO EXISTING AND PROPOSED SIGNS.



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Notes:

**FOR REVIEW**



Rev	Date	Drn	Chk'd	App'd	Description
P05	JAN' 26	RH	AK	MD	FOR REVIEW
P04	NOV' 25	RH	AK	MD	FOR REVIEW
P03	NOV' 25	RH	AK	MD	FOR REVIEW
P02	OCT' 25	RH	AK	MD	FOR REVIEW
P01	SEP' 25	RH	AK	MD	FOR REVIEW

Client <b>AN LON FORT</b> County Council		Scale AS SHOWN		Drawn RH	Checked AK	Approved MD
Date JAN' 2026	Project Code NTA240013	Originator Code NTA	QMS Code	23_123V		

Project Title <b>SCHOOL ZONE TREATMENT</b>	Drawing Title KILLASONNA NATIONAL SCHOOL - SCHOOL ZONE ENTRY TREATMENT		
Drawing File Name NTA240013-NTA-SLW_ZZ-23_123V_XX_32-DR-CR-2202	Sheet Number 2 OF 2	Status E9	Rev P05

- LEGEND:**
- PROPOSED HIGH FRICTION SURFACE
  - PROPOSED SRTS BANNER SIGN AS PER NTA240013-NTA-SCD\_ZZ\_23\_123V\_XX\_10-DR-CR-6402
  - PROPOSED PERIODIC SPEED LIMIT SIGN AS PER NTA240013-NTA-SCD\_ZZ\_23\_123V\_XX\_10-DR-CR-640
  - PROPOSED TRAFFIC SIGN AND POLE INSTALLED IN RETENTION SOCKET SYSTEM
  - PROPOSED PENCIL BOLLARD AS PER NTA240013-NTA-SCD\_ZZ\_23\_123V\_XX\_10-DR-CR-6401
  - IMAGE VIEW POINT

DO NOT SCALE USE FIGURED DIMENSIONS ONLY