N

11

12

13

R198

EXISTING FOOTWAY TO BE RE-PROFILED TO FACILITATE THE PROPOSED CROSSING POINT.

EXISTING PRIVATE ACCESS

EXISTING VERGE TO BE REGRADED

KEEP LEFT SIGN (RUS 001) TO BE INSTALLED AT THE NORTHERN AND SOUTHERN ENDS OF THE PROPOSED REFUGE ISLAND. SIGNS TO BE MOUNTED ON ILLUMINATED BOLLARDS, FACING ONCOMING TRAFFIC.

PROPOSED REFUGE ISLAND AND UNCONTROLLED CROSSING TO BE INSTALLED WITHIN THE CENTRAL HATCHING TO IMPROVE SAFETY FOR PEDESTRIANS CROSSING THE CARRIAGEWAY.

EXISTING HATCHED MARKINGS TO BE REMOVED TO ALLOW FOR THE INSTALLATION OF THE PROPOSED REFUGE ISLAND AND CROSSING.

REFUGE ISLAND TO BE CONSTRUCTED IN ACCORDANCE WITH CC-SCD-05131.

BUFF BLISTER TACTILE PAVING TO BE INSTALLED ON THE CARRIAGEWAY ALONG EACH EDGE OF THE CENTRAL SECTION OF THE REFUGE ISLAND.

EXISTING FOOTWAY TO BE RE-PROFILED TO FACILITATE THE PROPOSED CROSSING POINT.

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX. COORDINATES:53.749018, -7.800336.

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

EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH DESIRABLE 1:50 (2%) CROSSFALL, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE. CONTRACTOR TO CHECK LEVELS ON SITE.

EXISTING LIGHTING POLE TO BE USED AS THE SETTING OUT REFERENCE POINT . APPROXIMATE COORDINATES: 53.748863, -7.800471

0.80m
1.00m
2.40m
2.40m
1.00m
3.20m
12.40m
9.00m
1.00m
2.00m
1.00m
18.00m
3.00m
4.00m
3.08m
2.40m
2.30m
1.00m
1.00m
2.40m

BUS

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:

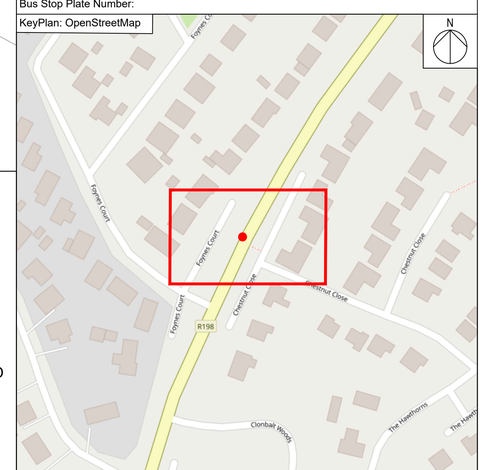
- PROPOSED ROAD MARKINGS
- PROPOSED INSITU KERB
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED TRANSITION KERB
- PROPOSED DROPPER KERB
- PROPOSED DROPPED KERB
- PROPOSED BUS STOP POLE
- PROPOSED HARD STANDING AREA
- PROPOSED RAMP GRADIENT (1:20)
- PROPOSED FOOTWAY
- PROPOSED GRASS VERGE
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED SIGN
- EXISTING SIGN TO BE RETAINED
- EXISTING ROAD MARKINGS
- EXISTING ROAD MARKINGS TO BE REMOVED
- EXISTING FOOTWAY
- EXISTING GRASS VERGE

KEY:

- EXISTING LIGHTING COLUMN
- EXISTING BOLLARD TO BE RETAINED
- EXISTING GULLY
- EXISTING TREE
- EXISTING INSITU KERB TO BE RETAINED
- SETTING OUT LINE
- INDICATIVE INFORMATION LINE

Bus Stop Plate Number:

KeyPlate: OpenStreetMap



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b. This drawing is to be used for the design element identified in the titlebox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

c. O.S. data used for plans are printed under © Tailte Éireann - Surveying. All rights reserved. Licence Number CYAL50370872. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.

d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus.The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

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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 DESIGN FOR NTA COMMENT
P02	13/02/2025	EC	ZC	AH	UPDATES FOLLOWING LCC REVIEW AND RSA
P03	10/04/2025	PD	BK		SECTION 38

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: CO LONGFORD - FOYNES COURT 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
1	-	- 05

Drawing File Name: PTSDT-ACM-GEO_GA_0030_022-08-DR-CR-0001

Sheet Number: 1 of 1

Status: S0

Rev: P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

R:\Roads\Active Travel 2020 onwards\2.0 Live Projects\2.13 Bus Stops\4 - Section 38 Process\4.5 Drawings\Section 38 Phase One\Site_Layout\BS_1,2,3,4,5_Longford\EDITED DRAWINGS\PTSDT-ACM-GEO_GA_0030_022-08-DR-CR-0001.dwg