N

BUS SHELTER CLEARANCE AREA. THE SPACE ALLOCATED ASSUMES THE INSTALLATION OF A 3-BAY FULL WIDTH ROOF SHELTER WITH NO END PANELS. BUS SHELTER INSTALLATION TO BE DECIDED BY THE NTA IN THE FUTURE.

NO ESB CABINET TO SUPPLY POWER TO THE BUS SHELTER HAS BEEN IDENTIFIED IN THE AREA. 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 SIRE OR GPR SURVEY.

DESIRABLE 1:50 (2%) CROSSFALL, AS PER NATIONAL DISABILITY AUTHORITY TO BE PROVIDED. CONTRACTOR TO CHECK LEVELS ON SITE.

EXISTING ROAD MARKINGS TO BE RE-LAID WITH RRM 001 MARKING

EXISTING SIGN TO BE ADJUSTED TO NEW ELEVATION

EXISTING LIGHTING COLUMN TO BE RELOCATED AND USED AS THE SETTING OUT REFERENCE POINT. APPROX. COORDINATES: 53.821564, -7.766940

PROPOSED NEW FOOTPATH BUILD-OUT

CHURCH VIEW DRIVE

MILL ROAD

OLD SCHOOL ROAD

R198 ST. MARYS STREET

EXISTING SERVICE COVERS TO BE LOWERED TO CARRIAGEWAY LEVEL

EXISTING SERVICE COVERS TO BE RAISED TO NEW FOOTWAY LEVEL

EXISTING DECORATIVE ROCK WITH ESTATE NAME WILL BE REMOVED AND RELOCATED. APPROX COORDINATES: 53.821528, -7.766885

PROPOSED NEW FOOTPATH BUILD-OUT

PROPOSED LIGHTHOUSE STYLE BOLLARD

THE CENTERLINE WILL BE RE-LAID TO ALIGN WITH THE EXISTING CENTERLINE.

PROPOSED RUS 027 STOP SIGN

PROVIDE UNCOROLLED CROSSING WITH PROPOSED RAISED TABLE

EXISTING ROAD MARKINGS TO BE RE-LAID WITH RRM 001 MARKING

EXISTING SERVICE COVER WILL BE ADJUSTED TO NEW LEVEL

WORKS TO BE UNDERTAKEN AS PART OF TRAFFIC CALMING SCHEME.

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX. COORDINATES: 53.821609, -7.766581

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

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

WHITNEY'S PETROL STATION EMO OIL

R1.00m, 20.05m, 0.50m, R1.00m, 1.80m, 1.20m, 14.70m, 0.20m, 1.85m, 5.20m, 3.70m, 3.20m, 8.35m, 13.00m, 3.40m, 1.00m, R3.03m, 0.33m, 2.00m, 1.00m, R3.00m, 10.00m, 1.20m, 3.00m, 3.10m, 17.10m, 10.00m, 18.00m

BUS, STOP, STOP

KEY:

- EXISTING FENCE TO BE RETAINED
- EXISTING KERBS TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE
- EXISTING GRASS VERGE TO BE REMOVED
- EXISTING PLANTER TO BE REMOVED
- EXISTING FOOTWAY
- EXISTING GRASS VERGE

NOTES:

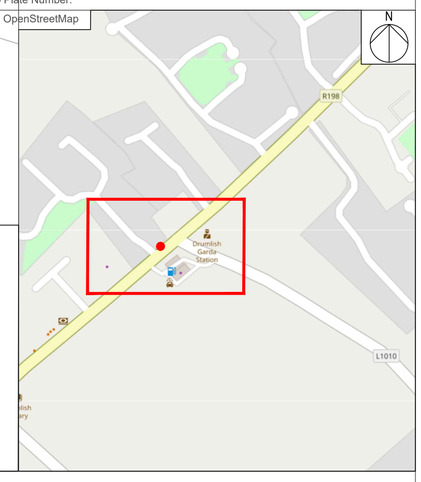
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY 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 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED INSITU KERB
- PROPOSED BUS STOP POLE
- PROPOSED LIGHTING COLUMN
- PROPOSED LIGHTHOUSE BOLLARD
- PROPOSED FOOTWAY
- PROPOSED HARDSTANDING AREA
- PROPOSED BUS SHELTER
- PROPOSED RAMP GRADIENT (1:20)
- PROPOSED BUFF BLISTER TACTILE
- EXISTING ROAD MARKINGS TO BE REMOVED
- EXISTING ROAD MARKINGS
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISIITING LIGHTING COLUMN TO BE RETAINED
- EXISTING LIGHTING COLUMN TO BE RELOCATED
- EXISTING LIGHTING COLUMN TO BE REMOVED
- EXISTING SERVICE COVER
- EXISTING GULLY TO ME REMOVED
- EXISTING UTILITY POLE
- EXISTING SIGN TO BE RETAINED
- EXISTING HEDGE TO BE RETAINED

Bus Stop Plate Number:

KeyPlan: 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.

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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 | 10/09/2024 | VD | ZC | EH | CONCEPT DRAWING FOR NTA COMMENT |
| P02 | 13/02/2025 | EC | ZC | AH | CONCEPT DRAWING FOR NTA COMMENT |
| P03 | 08/04/2025 | PD | BK | P03 | SECTION 38 DRAWING |

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: CO LONGFORD - DRUMLISH NB 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 | - | - 07 |

| Drawing File Name | Sheet Number | Status | Rev |
|---|---|---|---|
| PTSDT-ACM-GEO_GA_0030_003-08-DR-CR-0001 | 1 of 1 | S0 | 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_6_7_Drumlish\Edit_Drawings\PTSDT-ACM-GEO_GA_0030_003-08-DR-CR-0001.dwg