N

KELLEGHER CT

R198

10.00m

3.00m

18.00m

BUS

1.00m

2.37m

9.00m

3.40m

4.00m

1.00m

10.00m

1.85m

20.65m

5.05m

5.70m

3.15m

3.15m

2.10m

2.37m

1.00m

1.00m

2.00m

0.80m

2.00m

1.00m

1.00m

0.80m

R198

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

TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX. COORDINATES: 53.820834, -7.767909 BUS POLE/FLAG TO BE REMOVED ONCE SHELTER HAS BEEN INSTALLED.

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

EXISTING LIGHTING COLUMN TO BE USED AS THE SETTING OUT REFERENCE POINT. APPROX. COORDINATES: 53.820963, -7.767623

SAINT MARY'S ROMAN CATHOLIC CHURCH

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

PROPOSED WHEELCHAIR LIFT CLEAR ZONE DOES NOT FOLLOW NTA-SCD-4002 (OCTOBER 2019). WHEELCHAIR LIFT CLEAR ZONE SETBACK FROM FRONT OF BUS CAGE HAS BEEN REDUCED TO 11M TO AVOID IMPACT ON ADJACENT EXISTING ACCESS

RAZOR REPUBLIC BARBERSHOP

FOOTWAY TO BE REGRADED AND RESURFACED TO TIE INTO NEW KERB LEVELS. DESIRABLE 1:50 (2%) CROSSFALL, AS PER NATIONAL DISABILITY AUTHORITY TO BE PROVIDED. CONTRACTOR TO CHECK LEVELS ON SITE TO ENSURE THAT THERE ARE NO AREAS OF SURFACE WATER PONDING.

LE BELLE HAIR SALON

BUS SHELTER CLEARANCE AREA. THE SPACE ALLOCATED ASSUMES THE INSTALLATION OF A 3-BAY FULL WIDTH ROOF SHELTER WITH FULL WIDTH 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.

PROPOSED UNCONTROLLED CROSSING

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:

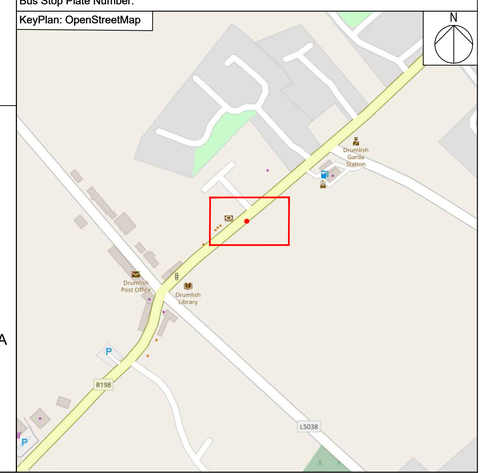
- PROPOSED ROAD MARKINGS
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED INSITU KERB
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY BUILD OUT
- PROPOSED GULLY
- EXISTING GULLY
- EXISTING ROAD MARKINGS
- EXISTING FOOTWAY
- EXISTING UTILITY POLE
- EXISTING KERBLINE TO BE RETAINED
- EXISTING KERB TO BE REMOVED
- EXISTING PLANTER TO BE REMOVED
- EXISTING TREE TO BE REMOVED
- EXISTING TREE
- EXISTING GATE TO BE RETAINED

KEY CONTINUED:

- EXISTING SERVICE COVER
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE
- PROPOSED DROPPER KERB
- PROPOSED PROPPED KERB
- PROPOSED HARD STANDING AREA
- PROPOSED BUS SHELTER
- PROPOSED BUFF COLOURED BLISTER TACTILE FOR UNCONTROLLED CROSSING

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



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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	06/09/2024	PKS	ZC	EH	CONCEPT DRAWING FOR NTA REVIEW
P02	13/02/2025	EC	ZC	AH	UPDATES FOLLOWING LCC REVIEW AND RSA
P03	10/04/2024	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 - DRUMLISH SOUTHBOUND 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	-	- 08

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0030_004-08-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_004-08-DR-CR-0001.dwg