

Notes:
 Final Road Alignment & Proposed Road Detail
 Treatments Including Horizontal and Vertical
 Deflection Methods Shown within this Road
 Treatment Indicative Layout is subject to Detailed
 Design Stage conditions, Road Safety Audit Stage
 2, 3 & 4 conditions and subject to Planning
 Authority Conditions.

LEGEND

- Proposed
- Existing
- Proposed
- Existing

NOTES

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UNCONTROLLED PROFESSIONAL CROSSING ROAD MARKINGS AND GENERAL LAYOUT

TIL
 Construction & Commissioning
 ROAD MARKINGS AND GENERAL LAYOUT

STANDARD CONSTRUCTION DETAIL (SCD)

DATE: 05/01/2022

SCALE: 1:500

THE ROYAL INSTITUTE OF THE ARCHITECTS OF IRELAND

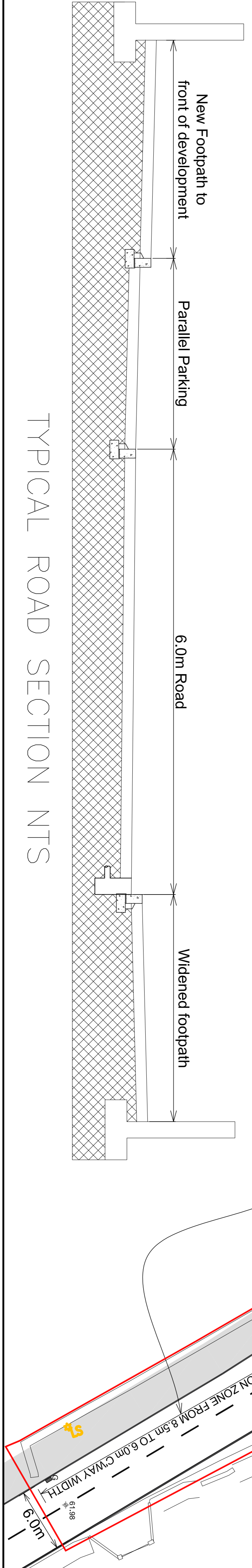
CLIENT: Galway County Council
 PROJECT: Ballymoore Housing Development
 TITLE: Road Treatment Indicative Layout

Code | Originator | Zone | Level | Type | Role | Number | Status | Revision
 2636 | | | | | | | 20 | D2 | A

SCALE: 1-250@A1 DATE: Jan 2022

HASSETT LEYDEN ASSOCIATES ARCHITECTS & CIVIL ENGINEERS

DRW BY: ROC APP BY: *



500 STANDARD

Design Speed (km/h)	10% Standard (m)	15% Standard (m)
10	1.0	1.5
20	1.5	2.0
30	2.0	2.5
40	2.5	3.0
50	3.0	3.5
60	3.5	4.0

Forward Visibility on Bays

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10	1.0	1.5
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30	2.0	2.5
40	2.5	3.0
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Sight Line Requirements
 Design speed 50km/hr
 Required Stopping Sight Distance 49m in accordance with table 4.2 (DMURS)
 Visibility Spaly 2.4m
 Forward Visibility 1.05m to 0.6m



DMURS Compliance Traffic Calming Measures to Commence at Ballymoore Village Urban to Rural Transitional Zone. Start of Transition zone is from existing village Footpath & proposed Design Measures will effectively tie in with in bound 6.0m rural road. See Typical cross section of proposed road profile.

Existing 50km/hr sign with driver speed digital indicator/warning on approach to Ballymoore village

New Kerblines to reduce road carriage width from 8.7m to 6m in accordance with: DMURS -The Treatment of Transition Zones to Towns and villages

Existing Light standard in close proximity to proposed crossing location

Enclosed Road Line boundary to include proposed traffic calming measures

New kerbing defining approach to T junction with dropped kerbs at entrances to existing premises

Forward Visibility 1.05m to 0.6m

Existing Road Gully (G) to be relocated to new Kerblines

New Footpath to front of development

Parallel Parking

6.0m Road

Widened footpath

TYPICAL ROAD SECTION NTS