



- GENERAL NOTES:
1. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATION FOR ROAD WORKS UNLESS OVERRIDDEN BY LOCAL ENGINEERING AUTHORITY'S STANDARDS.
 2. ALL ROAD MARKINGS & SIGNS SHALL COMPLY FULLY WITH THE TRAFFIC SIGNS MANUAL, ENDORSED BY THE DEPARTMENT OF TRANSPORT, AND THE TRAFFIC SIGNS MANUAL, ENDORSED BY THE DEPARTMENT OF TRANSPORT, AND THE TRAFFIC SIGNS MANUAL, ENDORSED BY THE DEPARTMENT OF TRANSPORT.
 3. SIGNS & MARKINGS CONTRACTOR TO CONFIRM PRECISE SIZES AND POSITIONS WITH THE LOCAL ENGINEERING AUTHORITY PRIOR TO COMMENCEMENT.
 4. ALL SIGNS TO BE MOUNTED ON 75mm GALVANIZED STEEL POSTS WITH COLOURED SLEEVES LEAD TO SPECIFICATION AND IN ACCORDANCE WITH THE TRAFFIC SIGNS MANUAL, ENDORSED BY THE DEPARTMENT OF TRANSPORT.
 5. ALL TRAFFIC MARKINGS ARE TO BE PAINTED IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL.
 6. ALL LEVELS ARE TO BE IN METRES ABOVE SEA LEVEL UNLESS OTHERWISE SPECIFIED.
 7. ALL STREET FURNITURE TO BE TAKEN UP AND SET ASIDE FOR RE-USE. PROPOSED STREET FURNITURE TO BE RE-IDENTIFIED BY OTHERS.
 8. ALL EXISTING SIGNS (INCLUDING POLES) AND MARKINGS TO BE TAKEN UP OR COVERED AND TEMPORARY MEASURES APPLIED IN ACCORDANCE WITH CONTRACTORS TRAFFIC MANAGEMENT PLAN. THE CONTRACTOR SHALL USE BEST PRACTICE TO PROTECT EXISTING TRAFFIC MARKINGS AND SIGNS AS PART OF THEIR TRAFFIC MANAGEMENT PLAN. ALL EXISTING CHAMBERS AND ACCESS POINTS TO REMAIN CLEAR OF OBSTRUCTION THROUGHOUT WORKS. CHAMBERS SHALL BE REBUILT/REPAIRED IN POSITION IDENTIFIED ON PLANS UNLESS OTHERWISE SPECIFIED.
 9. ALL PEDESTRIAN, CYCLE AND VEHICULAR ROUTES MUST BE REMAINED IN ACCORDANCE WITH APPROVED TRAFFIC MANAGEMENT PLAN.
 10. ALL MATERIALS TO BE EXPOSED OFF SITE SHALL BE TAKEN TO A LICENSED FACILITY APPROVED BY THE LOCAL AUTHORITY AS SPECIFIED IN THE WORKS REQUIREMENTS.
 11. THE CONTRACTOR MUST COMPLY WITH LOCAL AUTHORITY REQUIREMENTS AS SPECIFIED IN THE WORKS REQUIREMENTS.
 12. ALL PEDESTRIAN AND CYCLE ACCESS POINTS TO REMAIN CLEAR OF OBSTRUCTION THROUGHOUT WORKS. CHAMBERS SHALL BE REBUILT/REPAIRED IN POSITION IDENTIFIED ON PLANS UNLESS OTHERWISE SPECIFIED.
 13. ALL EXISTING CHAMBERS AND ACCESS POINTS TO REMAIN CLEAR OF OBSTRUCTION THROUGHOUT WORKS. CHAMBERS SHALL BE REBUILT/REPAIRED IN POSITION IDENTIFIED ON PLANS UNLESS OTHERWISE SPECIFIED.
 14. ALL PEDESTRIAN AND CYCLE ACCESS POINTS TO REMAIN CLEAR OF OBSTRUCTION THROUGHOUT WORKS. CHAMBERS SHALL BE REBUILT/REPAIRED IN POSITION IDENTIFIED ON PLANS UNLESS OTHERWISE SPECIFIED.

- LEGEND:
- PROPOSED FOOTPATH
 - PROPOSED SHARED ZONE (ASPHALT DETAIL)
 - PROPOSED SHARED ZONE (CONCRETE DETAIL)
 - PROPOSED CYCLE TRACK
 - PROPOSED CRASSED VERGE
 - PROPOSED ROAD OVERLAY
 - PROPOSED ROAD FULL CONSTRUCTION

PROPOSED PEDESTRIAN AND CYCLE LINK TO SCHOLARSTOWN ROAD. THIS ACCESS POINT ALSO SERVES AS AN ALTERNATIVE ACCESS AND EGRESS FOR RESIDENTS AND EMERGENCY SERVICES SHOULD THE PRIMARY SITE ACCESS BE BLOCKED DUE TO AN ACCIDENT (NORMALLY ROLLERED).

REFER TO DBFL DRAWING SCH-DBF-ZZ-XX-DR-C-2101 FOR ROAD MARKING SPECIFICATIONS.

REFER TO DBFL DRAWING SCH-DBF-ZZ-XX-DR-C-2101 FOR DETAILS OF PROPOSED SIGNALISED JUNCTION.

ISSUED FOR PLANNING	DATE	BY
APPROVED	DATE	BY
APPROVED WITH COMMENTS	DATE	BY
DO NOT USE	DATE	BY

DBFL Consulting Engineers
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RESIDENTIAL DEVELOPMENT
 SCHOLARSTOWN

FINISHED WORKS PLAN

JOHN FLEMING ARCHITECTS

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