



**COMHAIRLE CONTAE
CHEATHARLACH**
CARLOW COUNTY COUNCIL

**SECTION 75 ROADS ACT 1993
S.I. No. 119 -1994 ROADS REGULATIONS 1994**

**TEMPORARY CLOSURE OF ROADS
NOTICE OF INTENTION**

Carlow County Council wishes to give notice of its intention to temporarily close the road listed hereunder to facilitate Shareridge Utilities Ltd in carrying out essential water works.

Road to be Closed:

R726 between its junctions from the L6113 to the R418 Killerig Cross

Revised Dates of Closure:

13th October 2026 – 30th October 2026

Times of Closure:

From: 19:00 hrs

To: 06:00 hrs (daily)

Diversions and Alternative Routes will be signposted. Map of the above routes are available to view on our website at www.carlow.ie under Statutory Notices.

Submissions regarding this temporary road closure may be made in writing and/or via e-mail to the **Senior Engineer, Transportation Department, Carlow County Council, Athy Road, Carlow** (seniorengineer@carlowcoco.ie) to be received **no later than 17:00 hrs on Friday, 2nd October 2026**

**Pádraig O’Gorman,
Director of Services.**



**COMHAIRLE CONTAE
CHEATHARLACH**
CARLOW COUNTY COUNCIL

**ALT 75 ACHT NA MBÓITHRE 1993
I.R. Uimh. 119 -1994 RIALACHÁIN BHÓITHRE 1994**

**DÚNADH SEALADACH BÓITHRE
FÓGRA RÚIN**

Tá fógra rúin á thabhairt ag Chomhairle Contae Cheatharlach go bhfuil sé beartaithe an bóthar thíos a dhúnadh go sealadach chun freastal ar Shareridge Utilities Teo, agus oibreacha uisce riachtanacha á ndéanamh acu.

An Bóthar atá le Dúnadh:

An R726 idir a n-acomhail ón L6113 go dtí Crosaire Chill Dheirge an R418

Na Dátaí athbhreithnithe ar a mbeidh an Bóthar Dúnta:

13 Deireadh Fómhair 2026 – 30 Deireadh Fómhair 2026

**Na hamanna a mbeidh an
Dúnadh i bhfeidhm:**

Ón: 19:00 Go: 06:00 (gach lá)

Cuirfear eolas ar fáil maidir le Malairt Slí agus Bealaí Malartacha. Is féidir breathnú ar na bealaí thuasluaite ar ár suíomh gréasáin ag www.carlow.ie faoi Fógraí Reachtúla.

Is féidir aighneachtaí maidir le dúnadh sealadach an bhóthair a dhéanamh i scríbhinn agus/nó trí ríomhphost a sheoladh chuig An tInnealtóir Sinsearach, Rannóg Iompair, Comhairle Contae Cheatharlach, Bóthar Bhaile Átha Í, Ceatharlach (seniorengineer@carlowcoco.ie) agus ní mór dóibh a bheith istigh ag an Rannóg faoi 17:00 Dé hAoine, 2 Deireadh Fómhair 2026

**Pádraig O’Gorman,
Stiúrthóir Seirbhísí.**



SHARERIDGE
CIVIL ENGINEERING

CHAPTER 8 - ROAD LEVEL 2(i) 80km/h

Design Parameters	TYPE A >12% Slope	TYPE B <12% Slope	TYPE C <5km/h
Sign Size (mm)	600	600	-
Sign Visibility (m)	90	90	90
No. of Signs	4	3	-
Cumulative Distance (m)	400	300	-
Distance between Advance Warning Signs (m)	120	100	-
Lane Taper Rate	1 in 40	1 in 40	-
Hard Shoulder Taper Rate	1 in 40	1 in 40	-
Crest Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	12	12	-
Lane Spacing (m)	6	6	-
Longitudinal Spacing (m)	24	24	-
Longitudinal Spacing (m)	46	46	-
Longitudinal Spacing (m)	1.2	1.2	-
Lane Width (m)	3	3	-

Notes:
 A. 40' taper is required at all points where the road width is less than 12m.
 B. The taper should be applied to the road width at all points where the road width is less than 12m.
 C. The taper should be applied to the road width at all points where the road width is less than 12m.

KEY	ROAD CONE	ROAD CLOSURE POINT
	SIGN MARKER	NO DETOUR PROVIDED FOR ANY LOCAL ACCESS TRAFFIC ON THE R726 ROAD CLOSURE PHASES 1&2
	WORKS AREA	TO PREVENT UNSUITABLE TRAFFIC FLOWS ON LOCAL ROADS
	LONGITUDINAL SAFETY ZONE	TO PREVENT UNSUITABLE TRAFFIC FLOWS ON LOCAL ROADS
	LATERAL SAFETY ZONE	TO PREVENT UNSUITABLE TRAFFIC FLOWS ON LOCAL ROADS
	EXCLUSION ZONE	TO PREVENT UNSUITABLE TRAFFIC FLOWS ON LOCAL ROADS

SITE SPECIFIC DRAWING NOTES
 • ROAD CLOSURE POINT
 • NO DETOUR PROVIDED FOR ANY LOCAL ACCESS TRAFFIC ON THE R726 ROAD CLOSURE PHASES 1&2
 • TO PREVENT UNSUITABLE TRAFFIC FLOWS ON LOCAL ROADS
 • TO PREVENT UNSUITABLE TRAFFIC FLOWS ON LOCAL ROADS
 • TO PREVENT UNSUITABLE TRAFFIC FLOWS ON LOCAL ROADS

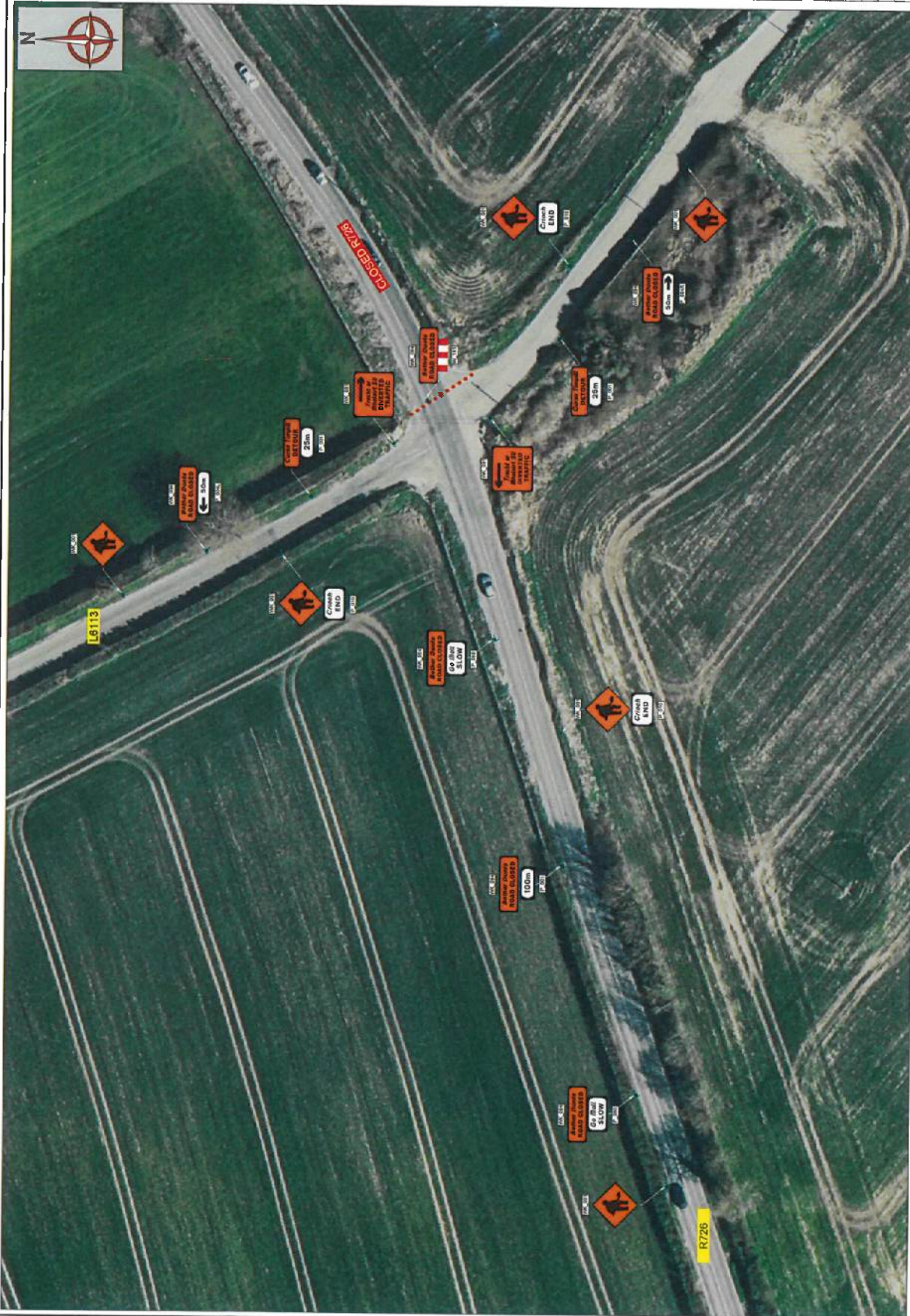
REV.	DESCRIPTION	BY:	DATE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

PROJECT: 21/050 FRAMEWORK

TITLE: R726 ROAD CLOSURE PHASES 1&2
ROAD CLOSURE - DETAIL D

DRAWING NO: 26862614-TM-DR-0001d

REVISION:	0	CATEGORY:	PLANNING	DATE:	21/01/2026
DRAWN:	NW	CHECKED:	BD	SCALE AT A3:	NTS



- NOTES:
- ALL INFORMATION CONTAINED IN THIS TTM DRAWING SHOULD BE CHECKED AGAINST THE EXISTING ROAD GEOMETRY TO ENSURE THAT THIS TRAFFIC MANAGEMENT DRAWING IS AS PER CURRENT CONDITIONS.
 - THE CONTRACTOR IS REQUIRED TO HAVE CARRIED OUT A DYNAMIC ON-SITE RISK ASSESSMENT PRIOR TO THE COMMENCEMENT OF WORKS TO ENSURE THAT THE CONDITIONS REFLECT THOSE CONSIDERED FOR THE DESIGN.
 - ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE DESIGN AND LOCAL AUTHORITY REQUIREMENTS AND BE INCLUDED IN THE DRAWING WITHIN THE DESIGN.
 - THIS TTM DRAWING HAS BEEN DRAFTED AS PER THE PARAMETERS SET OUT IN DTAS SIGNING FOR ROADWORKS 2019 FOR LEVEL 2 ROADS ONLY. THE SIGNING IS NOT INTENDED TO BE USED ON ANY OTHER CLASSIFICATION OF ROAD.
 - PROJECT TYPE AND GEOMETRY OF THE ROAD TO WHICH IT IS APPLIED.
- THIS TTM DRAWING HAS BEEN DRAFTED AS PER THE PARAMETERS SET OUT IN DTAS CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL. TEMPORARY TRAFFIC MANAGEMENT MEASURES ARE NOT TO BE USED ON ANY OTHER CLASSIFICATION OF ROAD.
 - ANY REPRODUCTION OR COPYING OF THIS DOCUMENT IS PROHIBITED.
 - THIS TTM DRAWING IS ONLY TO BE INSTALLED WHEN TRAFFIC COUNTS HAVE BEEN TAKEN AND RESULT IN THE APPROPRIATE LIMITS SET OUT IN DTAS CHAPTER 8.
 - THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR THE RESULTS WHERE THE SIGNING IS NOT AS PER THE PARAMETERS SET OUT IN DTAS.
 - ANY ALTERATION OTHER THAN BY THE DESIGNER, REMAINS THE TTM DRAWING AND INFORMATION HEREIN VOID.

Uisce Éireann
Irish Water

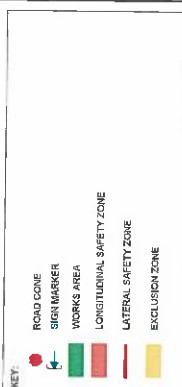
SHARERIDGE
CIVIL ENGINEERING

Design Parameters	TYPE A 512 hours	TYPE B 416 hours	TYPE C 416 mins
Advance Warning (gms)	600	600	600
Strip Size (mm)	90	90	90
Strip Velocity (m/s)	4	4	4
No. of Strips	4	4	4
Cumulative Distance (m)	360	360	360
Distance between Advance Warning Right (m)	120	120	120
Tape			
Laser Tape Rate	1 in 40	1 in 40	1 in 40
Head Shoulder Tape Rate	1 in 40	1 in 40	1 in 40
Gimbal			
Cone Height (mm)	750	750	750
Tape Starting (m)	3	3	3
Longitudinal Spacing (m)	12	12	12
Lenses (all wave only)	3	3	3
Tense Reading (m)	6	6	6
Longitudinal Spacing (m)	24	24	24
Safety Zones			
Longitudinal (m)	46	46	46
Lateral (m)	1.2	1.2	1.2
Lanes (millimetres)			
Lane Width (mm)	3	3	3

Notes:

A. 45 Amps is required at utility traffic control by codes at the center.
Code applies to the maximum permitted, where geometry or any other site-specific factors dictate the spacing shall be reduced accordingly.

B. The minimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Bicycles, mopeds, scooters and motor vehicles may be accommodated in the same lane.
C. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
D. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
E. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
F. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
G. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
H. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
I. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
J. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
K. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
L. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
M. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
N. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
O. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
P. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
Q. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
R. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
S. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
T. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
U. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
V. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
W. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
X. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
Y. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.
Z. The minimum lane width for heavy trucks is 3.6m. This may be reduced to a minimum of 3.3m.



SITE SPECIFIC DRAWING NOTES:

- * EASTERN RELIEF ROAD JUNCTION OF R726
PURPOSE IS TO GIVE FINAL REPEAT ADVANCE WARNING OF THE R728
ROAD CLOSURE AT THE LAST AVAILABLE CONVENIENT POINT FOR HIGH
TRAFFIC
* TO BE READ IN CONJUNCTION WITH FULL SUITE OF DRAWINGS ISSUED
FOR PHASES 1&2 CLOSURE

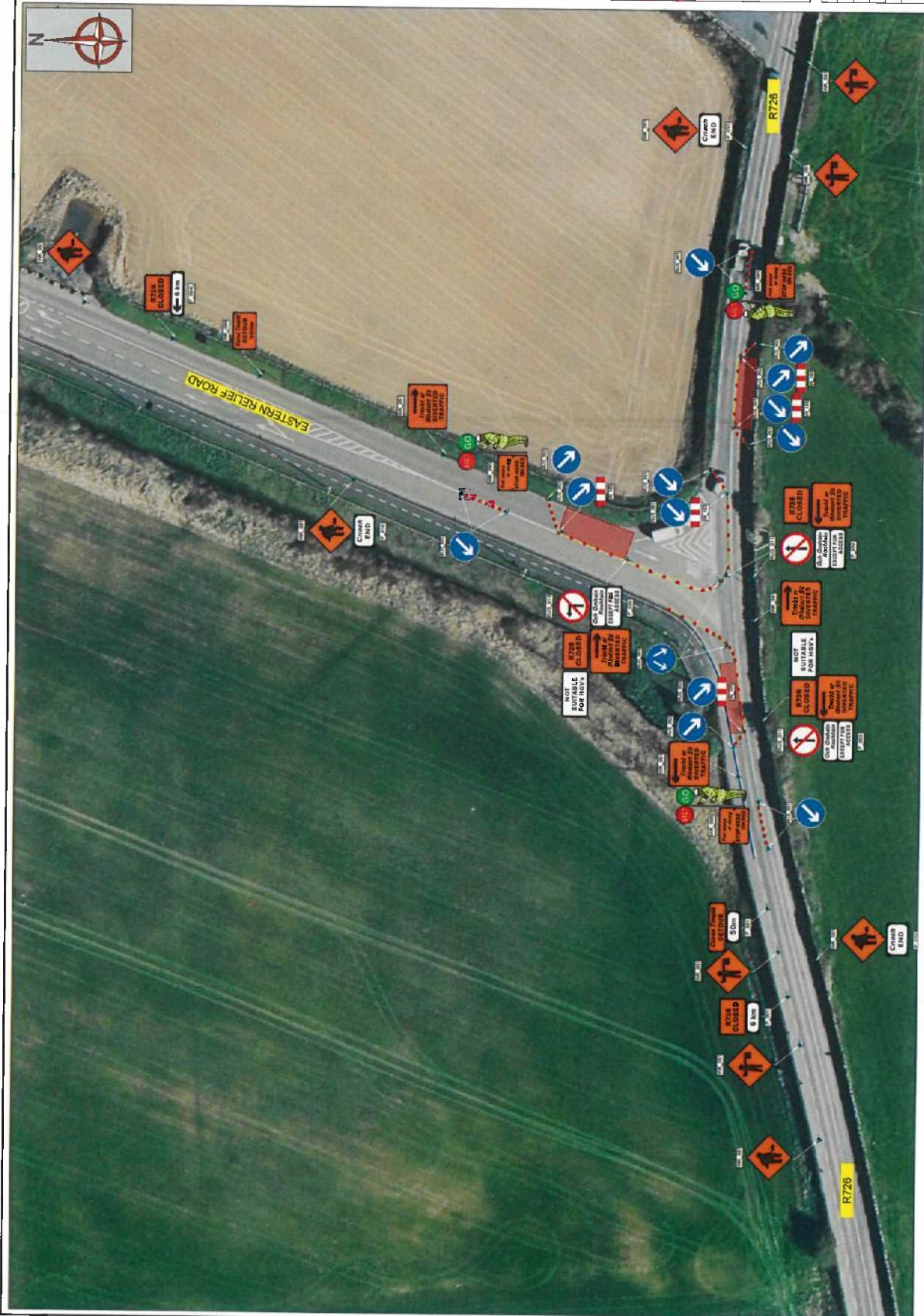
[illegible]

21/050 FRAMEWORK

TITLE: R726 ROAD CLOSURE PHASES 1&2
ROAD CLOSURE - DETAIL C

DRAWING NO:

REVISION:	0	CATEGORY:	PLANNING	DATE:	24/02/2026
DRAWN:	NW	CHECKED:	BD	SCALE AT A3:	NTS



NOTES:

- 1) ALL INFORMATION CONTAINED IN THIS TTM DRAWING IS TO BE CHECKED AGAINST THE EXISTING ROAD GEOMETRY TO ENSURE THAT THE TRAFFIC MANAGEMENT DRAWINGS ARE IN ACCORD WITH CURRENT CONDITIONS.
- 2) THE CONTRACTOR IS REQUIRED TO HAVE CARRIED OUT A VISUAL ON-SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF THIS TTM DRAWING TO ENSURE THAT THE CONDITIONS REFLECT THOSE CONSIDERED FOR THE DESIGN.
- 3) ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH HEALTH AND SAFETY AND LOCAL AUTHORITY REQUIREMENTS AND IS INCLUDED IN THE SAFETY & HEALTH PLAN FOR THE PROJECT. THE CONTRACTOR IS TO ENSURE THAT THE PARAMETERS SET OUT IN CHAPTER 4 OF THE TRAFFIC SIGNS MANUAL, PART 10, ARE NOT USED IN THIS TTM DRAWING FOR ROADWORKS FOR LEVEL 1, 2 AND 3, AND AS SUCH IS NOT INTENDED TO BE USED ON ANY OTHER CLASSIFICATION OF ROAD.
- 4) THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR THE RESULTS WHERE CHAPTER 4 TTM DESIGN GUIDANCE AND TTM OPERATING GUIDANCE HAVE NOT BEEN ADHERED TO IN THEIR ENTIRETY.
- 5) ANY ALTERATION OTHER THAN BY THE DESIGNEER REDUCES THIS TTM DRAWING AND INFORMATION HEREIN VOID.
- 6) ANY REPRODUCTION OR COPYING OF THIS DOCUMENT IS PROHIBITED.
- 7) TTM DRAWINGS ARE ONLY TO BE INSTALLED WHEN TRAFFIC CONDITIONS HAVE BEEN ASSESSED AND RESULT IN THE APPROPRIATE LIMITS SET OUT IN DTTAS CHAPTER 4.

CHAPTER 8 - ROAD LEVEL 2(1) 80km/h

Design Parameters	TYPE B >13 Hours	TYPE C <13 Hours
Sign Size (mm)	600	500
Sign Visibility (m)	90	80
No. of Signs	4	2
Distance between Advance Warning Signs (m)	480	360
Distance between Advance Warning Signs (m)	120	120
Lane Taper Rate	1 in 40	1 in 40
Hard Shoulder Taper Rate	1 in 40	1 in 40
Circle	750	750
Circle Height (mm)	750	750
Taper Spacing (m)	3	3
Longitudinal Spacing (m)	12	12
Lane (all areas only)	6	6
Taper Spacing (m)	24	24
Longitudinal Spacing (m)	24	24
Longitudinal (m)	45	45
Lateral (m)	1.2	1.2
Lane Width (m)	3	3

Notes:
 A. 40' taper is required at all points where the road width is less than 10m.
 B. The taper is to be applied to the road width at the point of closure.
 C. The taper is to be applied to the road width at the point of closure.
 D. The taper is to be applied to the road width at the point of closure.
 E. The taper is to be applied to the road width at the point of closure.
 F. The taper is to be applied to the road width at the point of closure.
 G. The taper is to be applied to the road width at the point of closure.
 H. The taper is to be applied to the road width at the point of closure.
 I. The taper is to be applied to the road width at the point of closure.
 J. The taper is to be applied to the road width at the point of closure.
 K. The taper is to be applied to the road width at the point of closure.
 L. The taper is to be applied to the road width at the point of closure.
 M. The taper is to be applied to the road width at the point of closure.
 N. The taper is to be applied to the road width at the point of closure.
 O. The taper is to be applied to the road width at the point of closure.
 P. The taper is to be applied to the road width at the point of closure.
 Q. The taper is to be applied to the road width at the point of closure.
 R. The taper is to be applied to the road width at the point of closure.
 S. The taper is to be applied to the road width at the point of closure.
 T. The taper is to be applied to the road width at the point of closure.
 U. The taper is to be applied to the road width at the point of closure.
 V. The taper is to be applied to the road width at the point of closure.
 W. The taper is to be applied to the road width at the point of closure.
 X. The taper is to be applied to the road width at the point of closure.
 Y. The taper is to be applied to the road width at the point of closure.
 Z. The taper is to be applied to the road width at the point of closure.

KEY:

- DETAIL SECTION
- CLOSED ROAD SECTIONS
- DETOUR ROUTE A
- DETOUR ROUTE B
- LOCAL ACCESS TRAFFIC

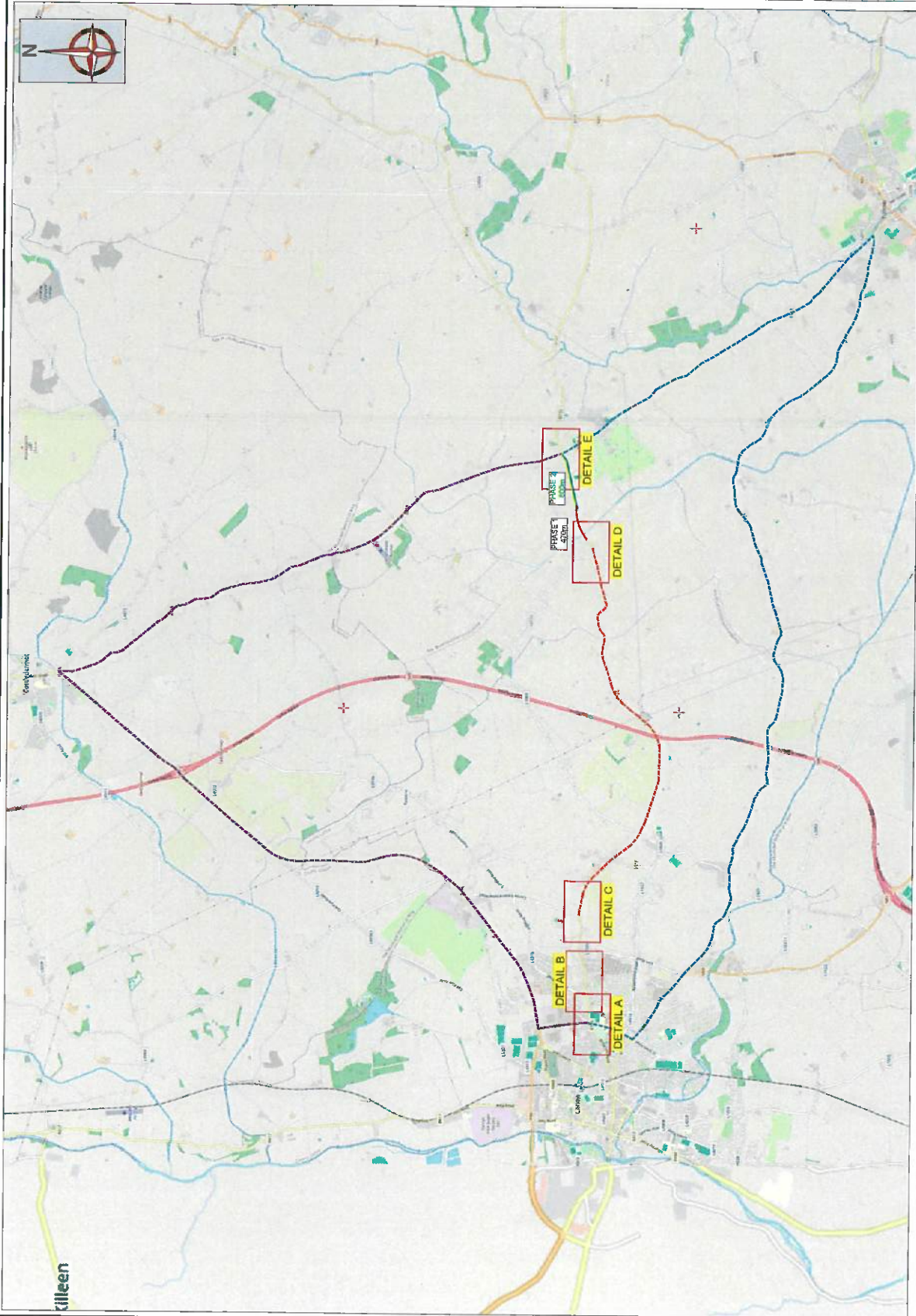
SITE SPECIFIC DRAWING NOTES:

- PHASE 12
- R726 CLOSED BETWEEN L113 (FARMSTOWN CIRCLE) TO R419 (N.L.R.R.I.G.)
- LOCAL ACCESS TRAFFIC PERMITTED FROM THE N80 TO L113
- ADDITIONAL DETOUR ROUTE PROVIDED AT THE CARLOW EASTERN RELIEF ROAD
- FOR TRAFFIC ACCESSING THE R726 EAST OF THE N80
- THE DETOUR ROUTE IS VIA CASTLEBROOK AND IS CIRCA 18km IN LENGTH
- SOUTHERN DETOUR ROUTE IS VIA TULLOW AND IS CIRCA 25km IN LENGTH

REV.	DESCRIPTION	BY:	DATE:

21050 FRAMEWORK

TITLE	R726 ROAD CLOSURE PHASES 1&2
DRAWING NO:	26862814-DM-0001
REVISION:	0
CATEGORY:	PLANNING
DATE:	20/02/2026
DRAWN:	NW
CHECKED:	BD
SCALE:	A1/A3
NTS	NTS

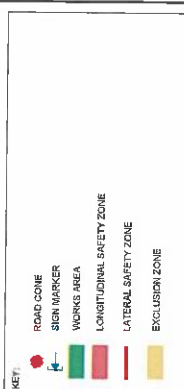


NOTES:

- ALL INFORMATION CONTAINED IN THIS TTM DRAWING SHOULD BE CHECKED AGAINST THE TRAFFIC SIGNING MANUAL (TSM) AND THE ROAD CLOSURE MANUAL (RCM) TO ENSURE THAT THIS TRAFFIC MANAGEMENT PLAN (TMP) IS IN ACCORDANCE WITH THE TSM AND RCM.
- THE CONDITIONS IN THIS TTM DRAWING SHOULD BE CHECKED AGAINST THE TRAFFIC SIGNING MANUAL (TSM) AND THE ROAD CLOSURE MANUAL (RCM) TO ENSURE THAT THIS TRAFFIC MANAGEMENT PLAN (TMP) IS IN ACCORDANCE WITH THE TSM AND RCM.
- ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE TSM AND RCM. LOCAL AUTHORITY REQUIREMENTS AND BE INCLUDED IN THE SAFETY & HEALTH PLAN (S&H) FOR THE PROJECT.
- THIS TTM DRAWING HAS BEEN DRAFTED AS PER THE PARAMETERS SET OUT IN THE TSM AND RCM. IT IS THE RESPONSIBILITY OF THE USER TO ENSURE THAT THE TTM IS IN ACCORDANCE WITH THE TSM AND RCM.
- THIS TTM DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF Uisce Éireann.
- ANY ALTERATION OTHER THAN BY THE DESIGNER REQUIRES THIS TTM DRAWING TO BE RE-DRAFTED AND RE-APPROVED.



CHAPTER 8 - ROAD LEVEL 2(i) 80km/h



SITE SPECIFIC DRAWING NOTES:

- N80 JUNCTION OF R726
PURPOSE IS TO GIVE ADVANCE WARNING OF THE R726 ROAD CLOSURE
AT THE MOST CONVENIENT POINT FOR HGV TRAFFIC
TO BE READ IN CONJUNCTION WITH FULL SUITE OF DRAWINGS ISSUED
FOR PHASES 1&2 CLOSURE

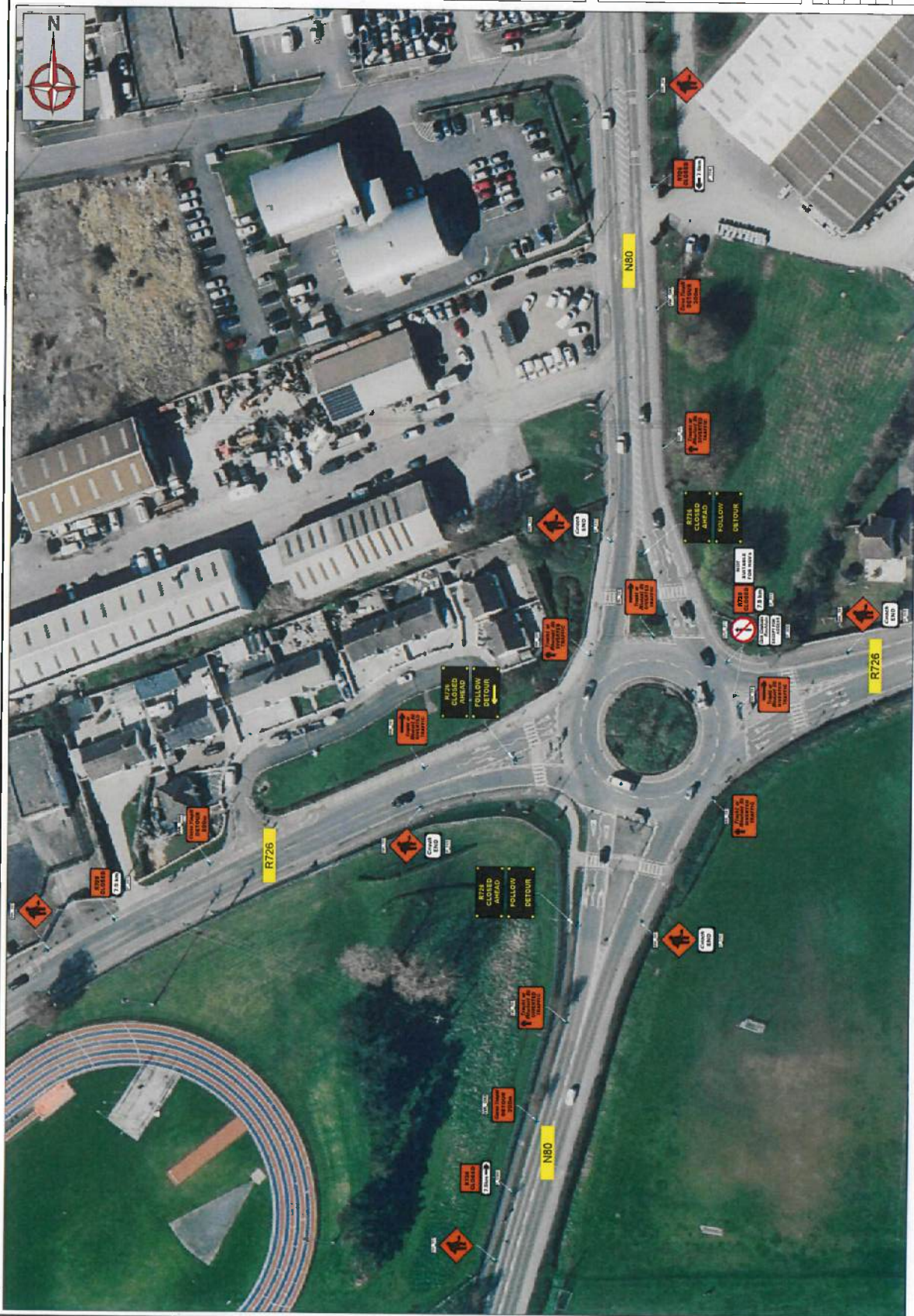
[illegible]

PROJECT: 21/050 FRAMEWORK

TITLE: R726 ROAD CLOSURE PHASES 1&2
ROAD CLOSURE - DETAIL A

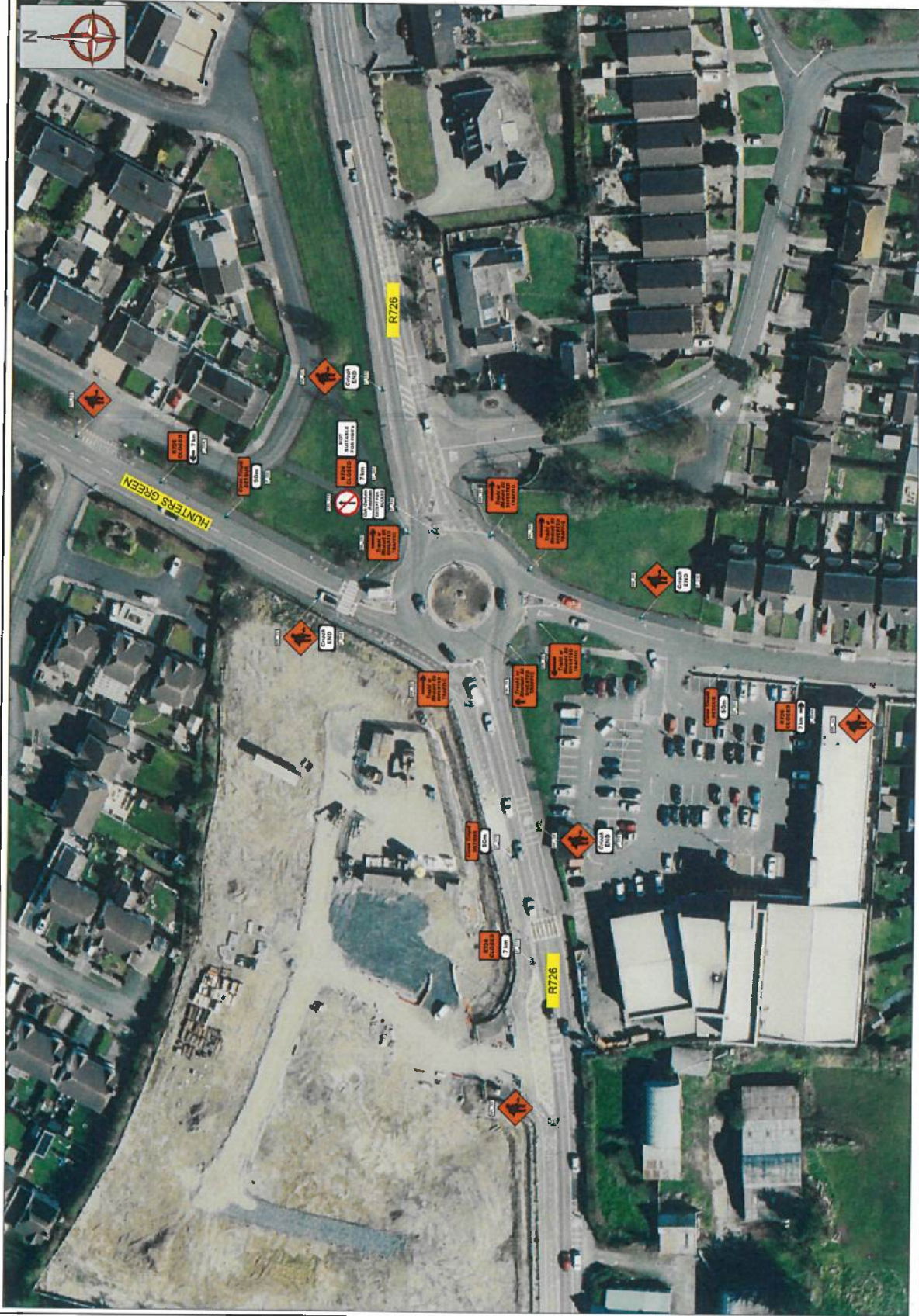
DRAWING NO:

REVISION:	0	CATEGORY:	PLANNING	DATE:	21/01/2026
NAME	NW	CHECKED:	BD	SCALE AT A3:	NTS



NOTES

1. THE CONTRACTOR IS REQUIRED TO HAVE CARRIED OUT A DYNAMIC RISK ASSESSMENT PRIOR TO THE INSTALLATION OF THIS TTM DRAWING. TO ENSURE THAT THE CONDITIONS REFLECT THOSE CONSIDERED FOR THE DESIGN.
2. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE OVERSEAS EDDY AND LOCAL AUTHORITY REQUIREMENTS AND ARE INCLUDED IN THE SAFETY & HEALTH PLAN AND THE TTM DRAWING HAS BEEN DEVELOPED AS PER THE PARAMETERS SET OUT IN CHAPTER 3 OF THE TTM DESIGN GUIDANCE AND TTM OPERATION GUIDANCE HAVE NOT SIGNED FOR ROADWORKS 2016 FOR LEVEL 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 81



CHAPTER 8 - ROAD LEVEL 2(i) 80km/h				
Design Parameters	TYPE A >12 Hours	TYPE B <12 Hours	TYPE C <10 Minutes	
Sign Size (mm)	600	600	600	-
Sign Visibility (m)	90	90	90	90
No. of Signs	4	3	3	-
Cumulative Distance (m)	450	350	350	-
Distance between Advance Warning Sign (m)	120	120	120	-
Lane Taper Rate	1 in 40	1 in 40	1 in 40	-
Hard Shoulder Taper Rate	1 in 40	1 in 40	1 in 40	-
Concave Slope (mm)	750	750	750	-
Taper Backing (m)	3	3	3	-
Longitudinal Spacing (m)	12	12	12	-
Taper Spacing (m)	6	6	6	-
Longitudinal Spacing (m)	24	24	24	-
Longitudinal Spacing (m)	46	46	46	-
Lateral (m)	1.2	1.2	1.2	-
Lane Width (m)	3	3	3	-

Notes:
A. All taper is required at all times and must be maintained with cones at the centre.
B. The taper must be maintained at all times and must be maintained with cones at the centre.
C. The taper must be maintained at all times and must be maintained with cones at the centre.

KEY:

- ROAD CONE
- SIGN MARKER
- WORKS AREA
- LONGITUDINAL SAFETY ZONE
- LATERAL SAFETY ZONE
- EXCLUSION ZONE

SITE SPECIFIC DRAWING NOTES:

- HUNTERS GREEN JUNCTION OF R226
- PURPOSE IS TO GIVE REPEAT ADVANCE WARNING OF THE R226 ROAD CLOSURE AT THE MOST CONVENIENT POINT FOR HOV TRAFFIC
- THE DRAWING IS TO BE USED IN CONJUNCTION WITH ALL DATE OF DRAWINGS ISSUED FOR PHASES 1&2 CLOSURE

REV:	DESCRIPTION:	BY:	DATE:
PROJECT: 21/050 FRAMEWORK			
TITLE: R226 ROAD CLOSURE PHASES 1&2 ROAD CLOSURE - DETAIL B			
DRAWING NO: 26862614-DR-0001a			
REVISION:	CATEGORY:	DATE:	
0	PLANNING	21/01/2026	
DRAWN:	CHECKED:	SCALE AT A3:	
NW	BD	NTS	

- NOTES:
- ALL INFORMATION CONTAINED IN THIS TTM DRAWING SHOULD BE CHECKED AGAINST THE LATEST ROAD CLOSURE MANUAL TO ENSURE THAT THE TRAFFIC MANAGEMENT DRAWING IS AS PER CURRENT CONDITIONS.
 - THE CONDITIONS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE TRAFFIC MANAGEMENT ASSUMPTIONS REFLECT THOSE CONSIDERED FOR THE DESIGN.
 - ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE TRAFFIC MANAGEMENT ASSUMPTIONS REFLECT THOSE CONSIDERED FOR THE DESIGN.
 - THIS TTM DRAWING HAS BEEN DRAFTED AS PER THE PARAMETERS SET OUT IN DTTAS CHAPTER 8 FOR ROAD CLOSURES 2019 FOR LEVEL 2 ROAD ONLY. AS SUCH IS NOT INTENDED TO BE USED ON ANY OTHER CLASSIFICATION OF ROAD.
 - PROJECT TYPE AND GEOMETRY OF THE ROAD OF WHICH IS SPECIFIED.
- F) THIS TTM DRAWING HAS BEEN DRAFTED AS PER THE PARAMETERS SET OUT IN DTTAS CHAPTER 8 OF THE TRAFFIC MANAGEMENT MANUAL. TEMPORARY TRAFFIC CLOSURE AT THE MOST CONVENIENT POINT FOR HOV TRAFFIC. AS SUCH IS NOT INTENDED TO BE USED ON ANY OTHER CLASSIFICATION OF ROAD.
- G) ANY REPRODUCTION OR COPYING OF THIS DOCUMENT IS PROHIBITED. ANY REPRODUCTION OR COPYING OF THIS DOCUMENT IS PROHIBITED.
- H) THIS TTM DRAWING IS ONLY TO BE INSTALLED WHEN TRAFFIC CLOSURES HAVE BEEN TAKEN AND RESULT IN THE APPROPRIATE LIMITS SET OUT IN DTTAS CHAPTER 8.
- I) THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR THE RESULTS WARE CHANGES TO THE TRAFFIC MANAGEMENT PLAN. THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR THE RESULTS WARE CHANGES TO THE TRAFFIC MANAGEMENT PLAN.
- J) ANY ALTERATION OTHER THAN BY THE DESIGNER RENDERING THIS TTM DRAWING AND INFORMATION HEREIN VOID.



CHAPTER 8 - ROAD LEVEL 2(i) 80km/h

Design Parameters	Type A 30°/30°	Type B 45°/45°	Type C 45°/60°
Advance Warning Signs	600	600	-
Sign Size (mm)	600	600	-
Sign Velocity (mm)	90	90	90
No. of Signs	4	3	-
Cumulative Distance (m)	450	360	-
Distance between Advance Warning Signs (m)	120	120	-
Taper			
Lulue Taper Rate	1 in 40	1 in 40	-
Head Shoulder Taper Rate	Cones		
Cones Height (mm)	750	700	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	12	12	-
Warning Signs (only)	-		
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	24	24	-
Side Zones			
Longitudinal (m)	45	45	-
Lateral (m)	1.2	1.2	-
Lanes (pale/mum)			
Lane Width (m)	3	3	-

Notes:

- Access to the road is required at suitable traffic-controlled points, with cones at 50m centres.
- Close spacing is the maximum permitted. Where geometry or any other site-specific reasons dictate this spacing should be reduced accordingly.
- The optimum turn width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m, below 3m, HGVs and buses must be impounded in a vehicle. The suitable minimum turn width, if only cars and light vehicles are present, is 2.4m, refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

KEY:

SIGN MARKER
CLOSED ROAD SECTIONS
DETOUR ROUTE A
DETOUR ROUTE B

SITE SPECIFIC DRAWING NOTES:

- PHASES 1&2
- R766 CLOSED BETWEEN 1.6113 (FRIARSTOWN CROSS) TO 1.6116 (MILLERHOB CROSS)
- LOCAL ACCESS TRAFFIC PERMITTED FROM THE N80 TO L5113
- LOCAL ACCESS TRAFFIC PERMITTED FROM THE N80 TO L5113 FOR POST TRAFFIC ACCESSING THE R766 EAST OF THE EASTERN RELIEF ROAD
- NORTHERN DETOUR ROUTE IS VIA CASTLEBURN AND IS CIRCA 16km IN LENGTH
- SOUTHERN DETOUR ROUTE IS VIA TULLOW AND IS CIRCA 20km IN LENGTH

REV.	DESCRIPTION.
------	--------------

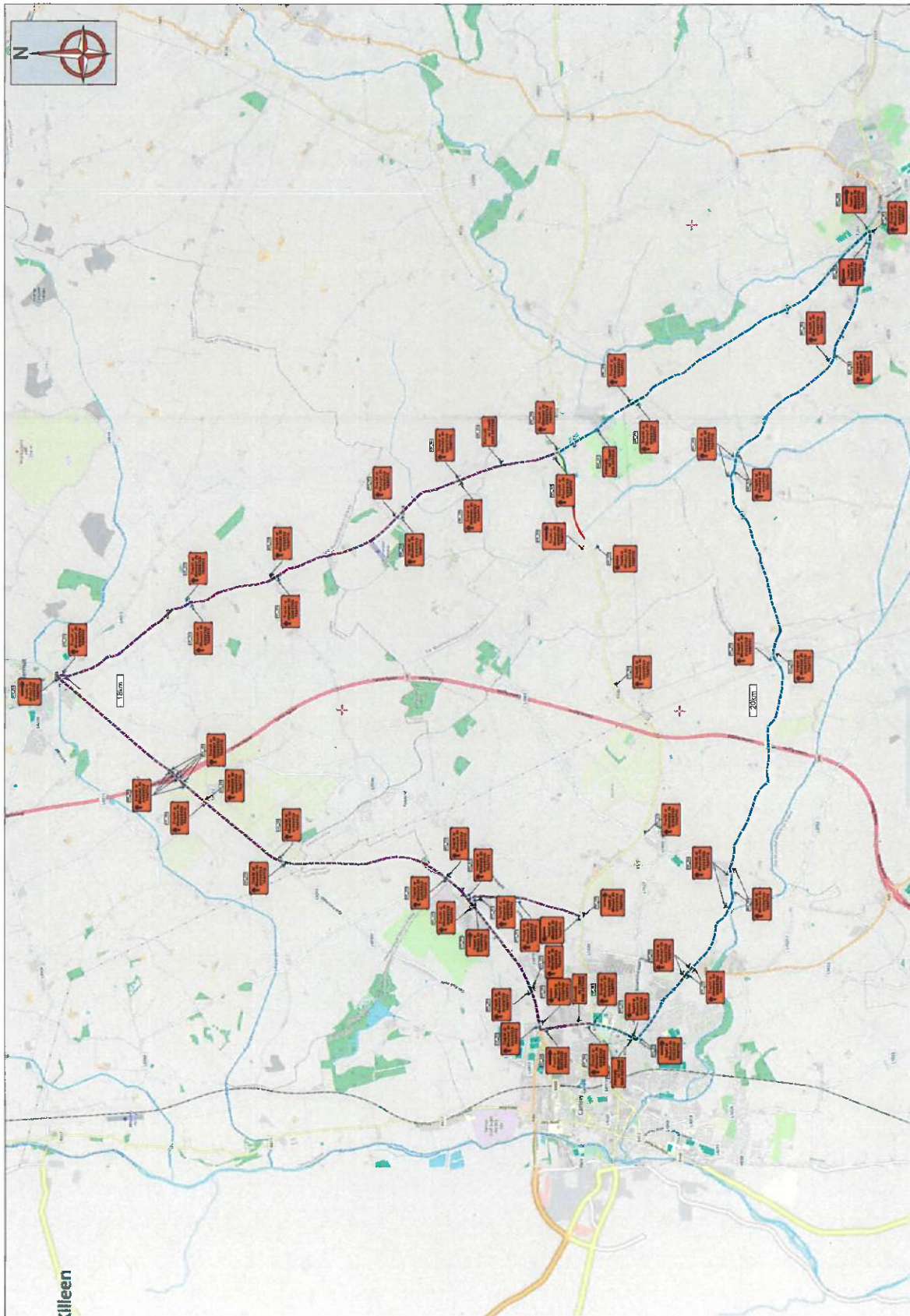
PROJECT:

PROJECT: 21/050 FRAMEWORK

**TITLE: R726 ROAD CLOSURE PHASES 1&2
DETOUR ROUTES**

DRAWING NO.:

26862614-TM-DR-0001f	REVISION: 0	CATEGORY: PLANNING	DATE: 20/02/2026
	DRAWN: NW	CHECKED: BD	SCALE AT A2: NTS



NOTES:

- ALL INFORMATION CONTAINED IN THIS TTM DRAWING SHOULD BE CHECKED AGAINST THE EXISTING ROAD GEOMETRY TO ENSURE THAT THIS TRAFFIC MANAGEMENT DRAWING IS AS PER CURRENT CONDITIONS.
- THE CONTRACTOR IS REQUIRED TO HAVE CARRIED OUT A DYNAMIC ON-SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF THIS TTM DRAWING TO ENSURE THAT THE CONDITIONS REFLECT THOSE CONSIDERED FOR THE DESIGN.
- ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH A HEALTHY BODY AND LOCAL AUTHORITY REQUIREMENTS AND BE INCLUDED IN THE SAFETY A+ HUMAN PLAN. THIS TTM DRAWING HAS BEEN DEVELOPED AFTER THE PARAMETERS SET OUT IN THE DESIGN GUIDANCE FOR ROADWORKS 2016 FOR LEVEL 2 ROADS ONLY AND AS SUCH IS NOT INTENDED TO BE USED ON ANY OTHER CLASSIFICATION OF ROAD.
- THE CONTRACTOR IS REQUIRED TO CONSIDER THE DESIGNER'S REMINDERS THIS TTM DRAWING AND ALL INFORMATION HEREIN VENDOR.
- THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR THE RESULTS WHERE CHAPTER 8, TRAFFIC MANAGEMENT GUIDANCE AND TTM OPERATION GUIDANCE HAVE NOT BEEN ADHERED TO IN THEIR ENTIRETY.
- ANY REPRODUCTION OR COPYING OF THIS DOCUMENT IS PROHIBITED. ANY REUSE OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER WILL BE TAKEN AND RESULT IN THE APPROPRIATE LIMITS SET OUT IN OUR TERMS & CONDITIONS.
- THIS CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL, TRAFFIC LIGHTS AND MEASURES AND SIGNS FOR ROADWORKS 2016 FOR LEVEL 2 ROADS ONLY, WHICH IS NOT INTENDED TO BE USED ON ANY OTHER CLASSIFICATION OF ROAD.



SHARERIDGE
CIVIL ENGINEERING