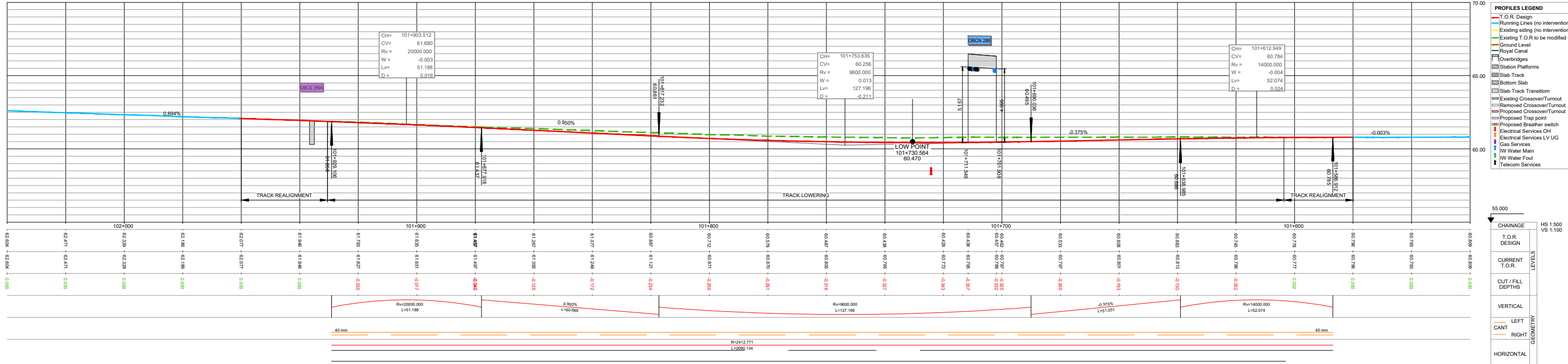


LAYOUT PLAN - S8 TRACK LOWERING AT OBCN286

ALIGNMENT LEGEND		EXISTING P&C		PROPOSED TRAP POINT		TRAP POINT TO BE REMOVED		STRUCTURES		WALLS AND FENCES		EXISTING UTILITIES		OTHER	
10+00 10+000 33x	MILES POST	---	EXISTING P&C	---	PROPOSED TRAP POINT	---	TRAP POINT TO BE REMOVED	OBX XX	EXISTING OVERBRIDGE	---	EXISTING FENCES	---	WM	---	TRACK LOWERING STRETCH
---	ACCUMULATIVE STATION POINTS	---	PROPOSED P&C	---	PROPOSED BREATHER SWITCH	---	BREATHER SWITCH TO BE REMOVED	OBX XX	OVERBRIDGE REBUILD/LIFTING	---	PROPOSED FENCES	---	OH	---	TRACK REALIGNMENT STRETCH
---	RAIL CENTERLINES AND TRACKS	---	P&C TO BE REMOVED	---	EXISTING TRAP POINT	---	FOULING POINT	OBX XX	OVERBRIDGE/TO BE REMOVED	---	EXISTING/PROPOSED WALLS	---	GS	---	ESTIMATED OPW FLOODING AREAS
XX JCT	JUNCTIONS	---	BUFFER STOP	---	EXISTING BREATHER SWITCH	---	EXISTING TGA	OBX XX	PROPOSED OVERBRIDGE/CLC	---	SLAB TRACK/SLAB TRACK TRANSITION	---	TELECOMMUNICATION SERVICES	---	



LONGITUDINAL PROFILE - S8 TRACK LOWERING AT OBCN286

NOTES
 1. DRAWING ALIGNMENT CHECK REPRESENTS THE TRACK LOWERING FOR BOTH TRACKS. HOWEVER, FOR THIS STAGE OF THE DESIGN, ONLY THE DOWN ALIGNMENT HAS BEEN PRODUCED FOR MOST TRACKS, AND THE UP ALIGNMENT WILL BE PROVIDED AT A LATER STAGE. IN OTHER CASES, DUE TO THE OVERLAP BETWEEN TRACKS THE PROJECTED TRACK IS NOT ALWAYS VISIBLE IN THE LONGITUDINAL PROFILES.
 2. A VERIFICATION OF THE DEPTH OF THE EXISTING SERVICES CROSSING THE LINE AND THE RELATED PROTECTION/DEFLECTION ACTIONS IS PENDING. SERVICES IN THE LONG SECTION ARE SHOWN INDICATIVELY WITH REASONABLE ACCURACY IN THEIR HORIZONTAL LOCATION. THE VERTICAL DEPTH IS INDICATIVE AND ONLY CLEARLY SPECIFIED WHEN AVAILABLE.

REV	DATE	DESCRIPTION	SDR	MRI	CCH
V01	April 2022	PLANNING ISSUE			

PRODUCED BY: [Signature] REVIEWED BY: [Signature] APPROVED BY: [Signature]

Client: **2040** (The National Transport Authority)

Consultant: **IDOM**, **JROD**

Project: **lamróid Éireann Irish Rail**

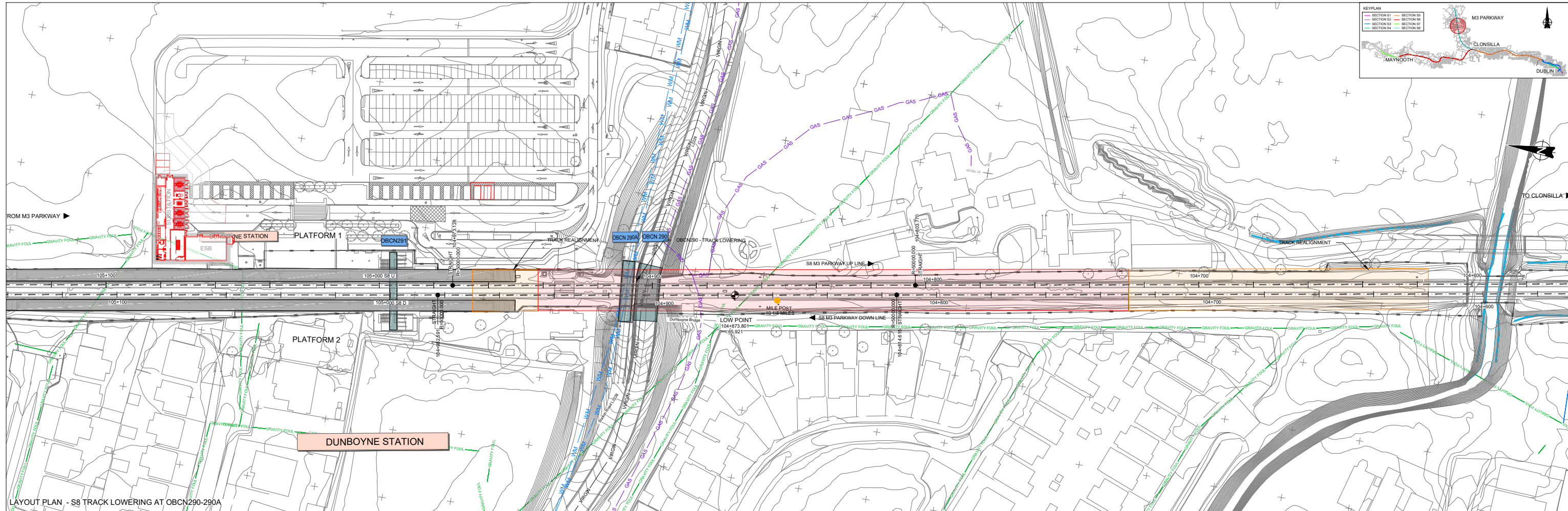
Project: **DART+ West**

Drawing Title: **PERMANENT WAY DESIGN CLONSILLA TO M3 PARKWAY, ALIGNMENT AND PROFILES**

Scale: 1:500 @ A1-XL, 1:1000 @ A3

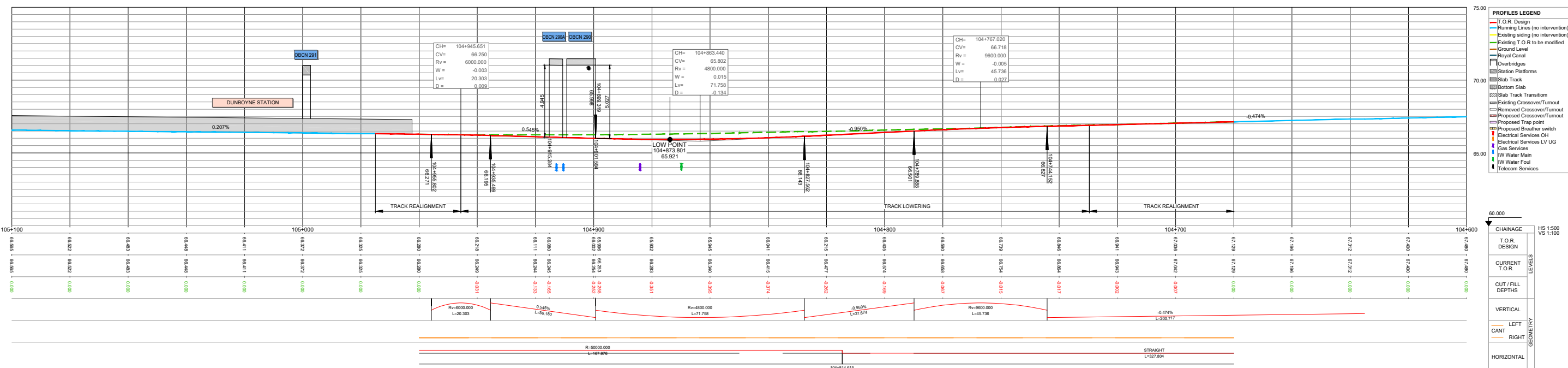
Drawing Number: **1** | Project | Originator | Discipline | Location | Type | Role | Number | Phase
MAY MDC TRK SC08 DR C 0002 D

Date: April 2022 | Job No: P/101086 | Status: Fl-Approved & accepted | Rev: V01 | Sheet: 01 of 02



LAYOUT PLAN - S8 TRACK LOWERING AT OBCN290-290A

ALIGNMENT LEGEND		EXISTING P&C		PROPOSED TRAP POINT		STRUCTURES		WALLS AND FENCES		EXISTING UTILITIES		OTHER	
10+000	MILES POST	EXISTING P&C	PROPOSED TRAP POINT	OBCN XX	EXISTING OVERBRIDGE	EXISTING FENCES	WATER MAIN/GRAVITY FOUL	TRACK LOWERING STRETCH					
10+000.500	ACCUMULATIVE STATION POINTS	PROPOSED P&C	PROPOSED BREATHER SWITCH	OBCN XX	OVERBRIDGE REBUILD/LIFTING	PROPOSED FENCES	ELECTRICAL SERVICES OHUG	TRACK REALIGNMENT STRETCH					
---	RAIL CENTERLINES AND TRACKS	P&C TO BE REMOVED	EXISTING TRAP POINT	OBCN XX	OVERBRIDGE/TO BE REMOVED	EXISTING/PROPOSED WALLS	GAS SERVICES	ESTIMATED OPW FLOODING AREAS					
XXJCT	JUNCTIONS	BUFFER STOP	EXISTING BREATHER SWITCH	OBCN XX	PROPOSED OVERBRIDGE/CL	SLAB TRACK/SLAB TRACK TRANSITION	TELECOMMUNICATION SERVICES						



LONGITUDINAL PROFILE - S8 TRACK LOWERING AT OBCN290-290A

NOTES

- DRAWING ALIGNMENT CHECK REPRESENTS THE TRACK LOWERING FOR BOTH TRACKS. HOWEVER, FOR THIS STAGE OF THE DESIGN, ONLY THE DOWN ALIGNMENT HAS BEEN PRODUCED FOR MOST TRACKS, AND THE UP ALIGNMENT WILL BE PROVIDED AT A LATER STAGE. IN OTHER CASES, DUE TO THE OVERLAP BETWEEN TRACKS THE PROJECTED TRACK IS NOT ALWAYS VISIBLE IN THE LONGITUDINAL PROFILES.
- A VERIFICATION OF THE DEPTH OF THE EXISTING SERVICES CROSSING THE LINE AND THE RELATED PROTECTION/DIVERSION ACTIONS IS PENDING. SERVICES IN THE LONG SECTION ARE SHOWN INDICATIVELY WITH REASONABLE ACCURACY IN THEIR HORIZONTAL LOCATION. THE VERTICAL DEPTH IS INDICATIVE AND ONLY CLEARLY SPECIFIED WHEN AVAILABLE.

REV.	DATE	DESCRIPTION	SDR	MRI	CCH
V01	April 2022	PLANNING ISSUE			

PRODUCED BY: [Signature] REVIEWED BY: [Signature] APPROVED BY: [Signature]

Client: **2040** (The National Transport Authority)

Consultant: **IDOM**, **JROD**

Project: **Irish Rail**

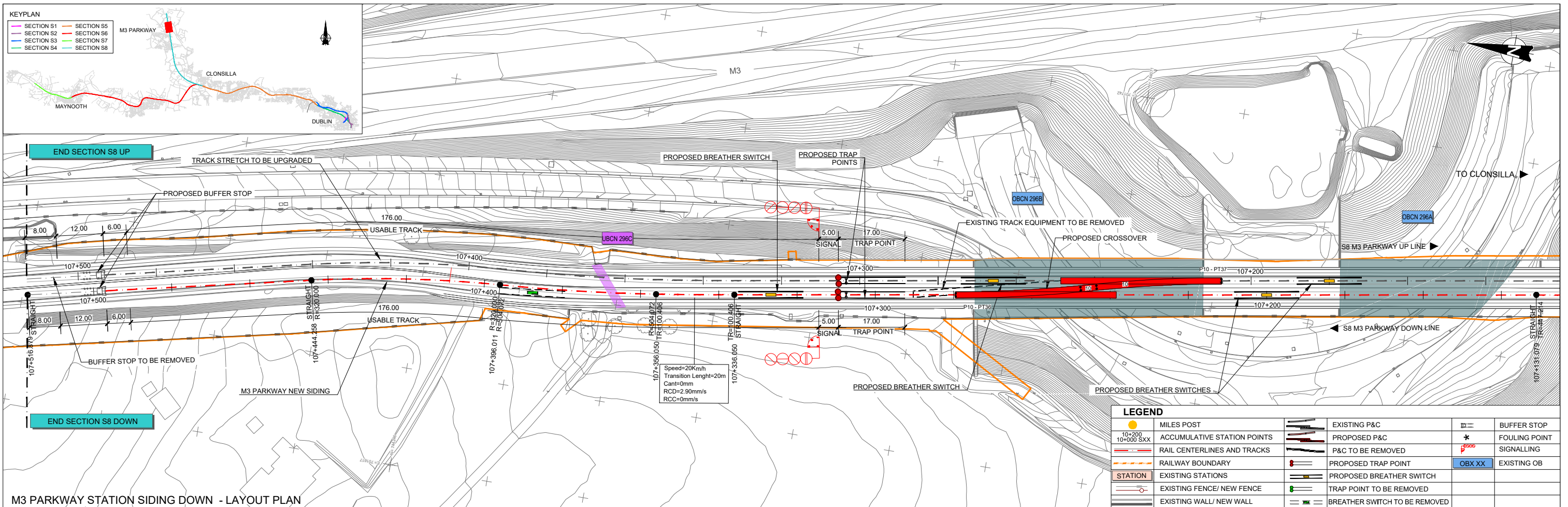
Project: **DART+ West**

Drawing Title: **PERMANENT WAY DESIGN CLONSILLA TO M3 PARKWAY, ALIGNMENT AND PROFILES**

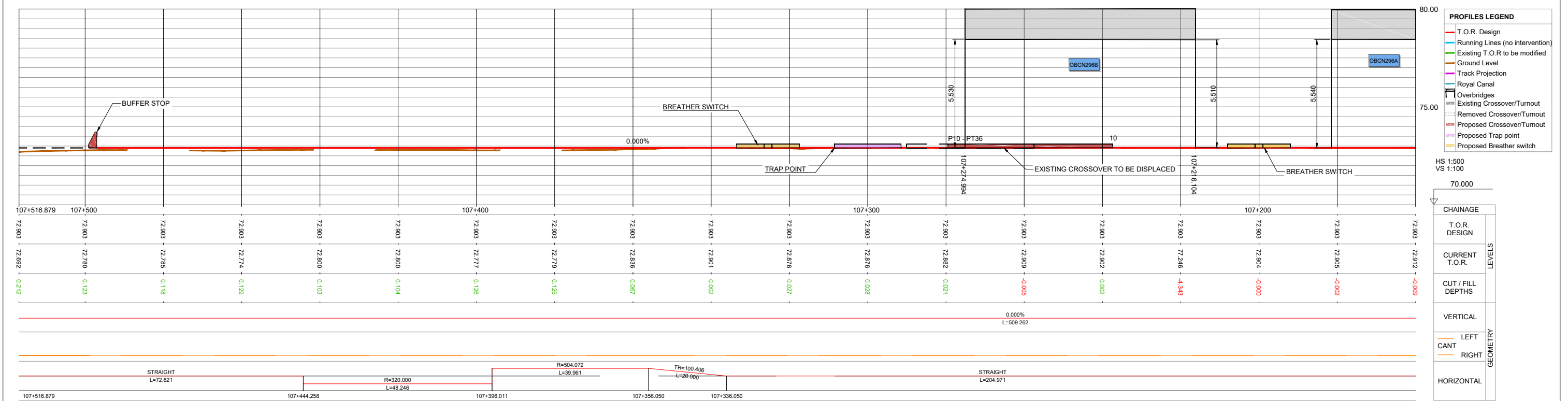
Scale: 1:500 @ A1-XL, 1:1000 @ A3

Drawing Number: **1** | Project: **MAY MDC TRK SC08 DR C 0002 D** | Location: **Clonsilla** | Discipline: **TRK** | Role: **C** | Number: **0002** | Phase: **D**

Date: April 2022 | Job No: P/101086 | Status: FI-Approved & accepted | Rev: V01 | Sheet: 02 of 02



M3 PARKWAY STATION SIDING DOWN - LAYOUT PLAN

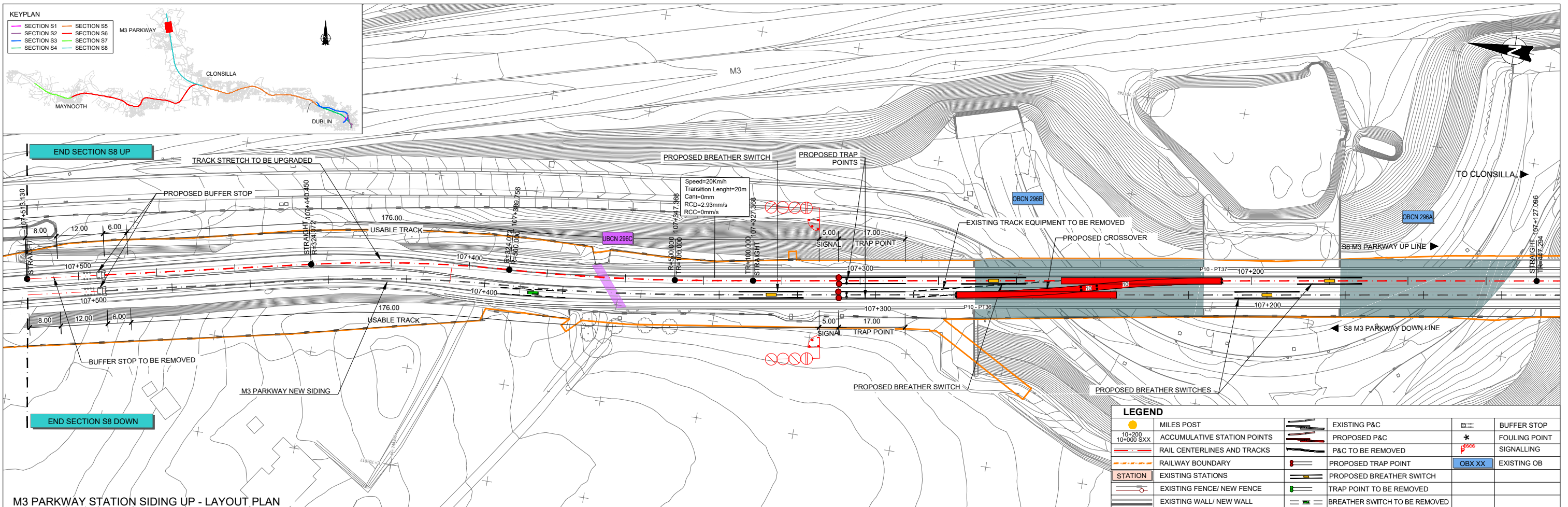


M3 PARKWAY STATION SIDING DOWN - LONGITUDINAL PROFILE

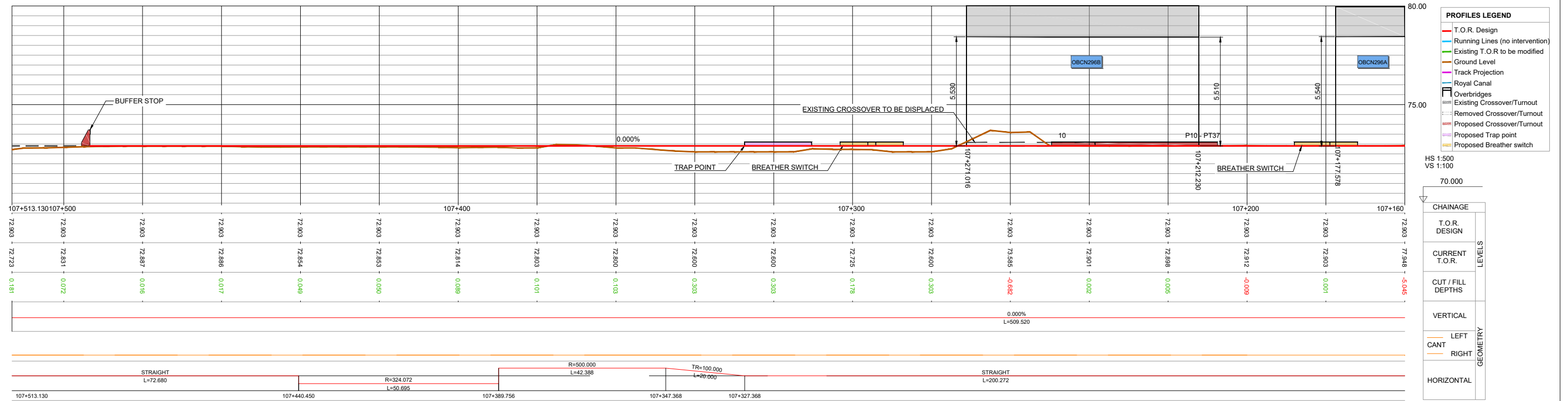
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 1. DRAWING/ALIGNMENT CHECK REPRESENTS THE TRACK LOWERING FOR BOTH TRACKS. HOWEVER, FOR THIS STAGE OF THE DESIGN, ONLY THE 'DOWN' ALIGNMENT HAS BEEN PRODUCED FOR MOST TRACKS, AND THE 'UP' ALIGNMENT WILL BE PROVIDED AT A LATER STAGE. IN OTHER CASES, DUE TO THE OVERLAP BETWEEN TRACKS THE PROJECTED TRACK IS NOT ALWAYS VISIBLE IN THE LONGITUDINAL PROFILES.
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Client 			Project 			Drawing Title PERMANENT WAY DESIGN CLONSILLA TO M3 PARKWAY, SIDING M3 PARKWAY STATION SIDING DOWN		
Consultant 			Scale: 1:500 @ A1-XL 1:1000 @ A3 			Drawing Number Project Discipline Location Type Role Number Phase MAY MDC TRK SC08 DR C 0005 D		
REV. DATE DESCRIPTION V01 April 2022 PLANNING ISSUE SDR MRI CCH PRODUCED BY REVIEWED BY APPROVED BY			Date: April 2022 Job No: P/101086 Status: F1-Approved & accepted Rev: V01 Sheet: 01 of 02					

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 Survey No. 6039720 (OS Aerial Data or OS Lidar Data) & Survey No. 2620 (OS_NMA_180 (OS Vector Data)).
 All elevations are in metres and relate to OS Geoid Model (OSGM02). Mean Head as defined by existing Project Control.
 All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OS active GPS station Tallaght College (TL49).



M3 PARKWAY STATION SIDING UP - LAYOUT PLAN



M3 PARKWAY STATION SIDING UP - LONGITUDINAL PROFILE

NOTES
 1. DRAWING/ALIGNMENT CHECK REPRESENTS THE TRACK LOWERING FOR BOTH TRACKS. HOWEVER, FOR THIS STAGE OF THE DESIGN, ONLY THE 'DOWN' ALIGNMENT HAS BEEN PRODUCED FOR MOST TRACKS, AND THE 'UP' ALIGNMENT WILL BE PROVIDED AT A LATER STAGE. IN OTHER CASES, DUE TO THE OVERLAP BETWEEN TRACKS THE PROJECTED TRACK IS NOT ALWAYS VISIBLE IN THE LONGITUDINAL PROFILES.
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Client 			Project 			Drawing Title PERMANENT WAY DESIGN CLONSILLA TO M3 PARKWAY, SIDING M3 PARKWAY STATION SIDING UP														
Consultant 			Scale: 1:500 @ A1-XL 1:1000 @ A3 			Drawing Number Project Originator Discipline Location Type Role Number Phase MAY MDC TRK SC08 DR C 0005 D														
Revision Table: <table border="1"> <tr> <th>REV.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>SDR</th> <th>MRI</th> <th>CCH</th> </tr> <tr> <td>V01</td> <td>April 2022</td> <td>PLANNING ISSUE</td> <td></td> <td></td> <td></td> </tr> </table>			REV.	DATE	DESCRIPTION	SDR	MRI	CCH	V01	April 2022	PLANNING ISSUE				Date: April 2022			Job No: P/101086		
REV.	DATE	DESCRIPTION	SDR	MRI	CCH															
V01	April 2022	PLANNING ISSUE																		
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			Sheet: 02 of 02																	