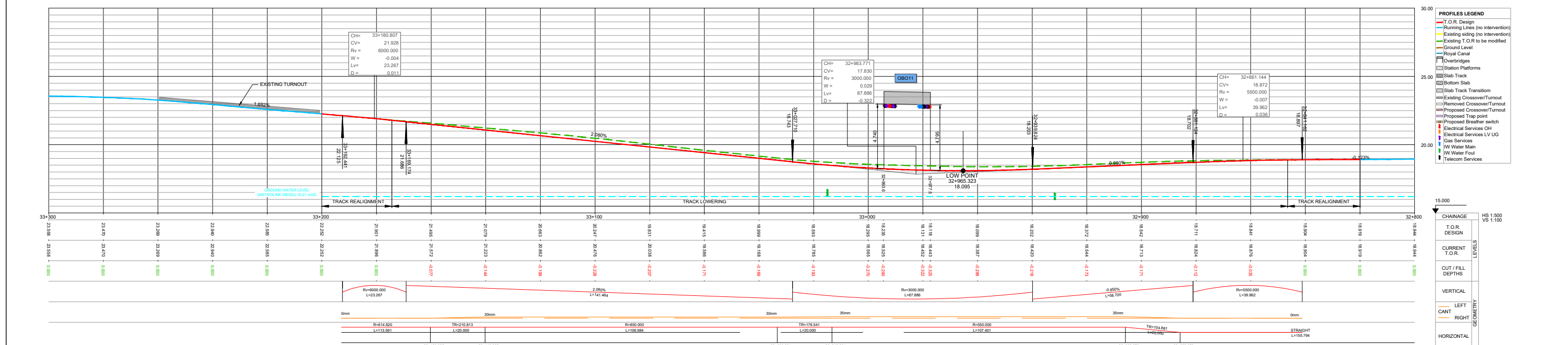


LAYOUT PLAN S3 (GSRW) - TRACK LOWERING AT OBO11

ALIGNMENT LEGEND		EXISTING P&C		PROPOSED TRAP POINT		STRUCTURES		WALLS AND FENCES		EXISTING UTILITIES		OTHER	
10+000 33xx	MILES POST	---	EXISTING P&C	---	PROPOSED TRAP POINT	OBX XX	EXISTING OVERBRIDGE	---	EXISTING FENCES	---	WATER MAIN/GRAVITY FOUL	---	TRACK LOWERING STRETCH
---	ACCUMULATIVE STATION POINTS	---	PROPOSED P&C	---	PROPOSED BREATHING SWITCH	UBX XX	OVERBRIDGE REBUILDING	---	PROPOSED FENCES	---	ELECTRICAL SERVICES OHUG	---	TRACK REALIGNMENT STRETCH
---	RAIL CENTERLINES AND TRACKS	---	P&C TO BE REMOVED	---	EXISTING TRAP POINT	OBX XX	OVERBRIDGE/CTO TO BE REMOVED	---	EXISTING/PROPOSED WALLS	---	GAS SERVICES	---	ESTIMATED OPW FLOODING AREAS
XX JCT	JUNCTIONS	---	BUFFER STOP	---	EXISTING BREATHING SWITCH	OBX XX	PROPOSED OVERBRIDGE/CTO	---	SLAB TRACK/SLAB TRACK TRANSITION	---	TELECOMMUNICATION SERVICES	---	



LONGITUDINAL PROFILE S3 (GSRW) - TRACK LOWERING AT OBO11

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/INVERSION 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 / REVIEWED BY / APPROVED BY					

Client: **2040** (Transportation Infrastructure Authority), **Irish Rail**

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

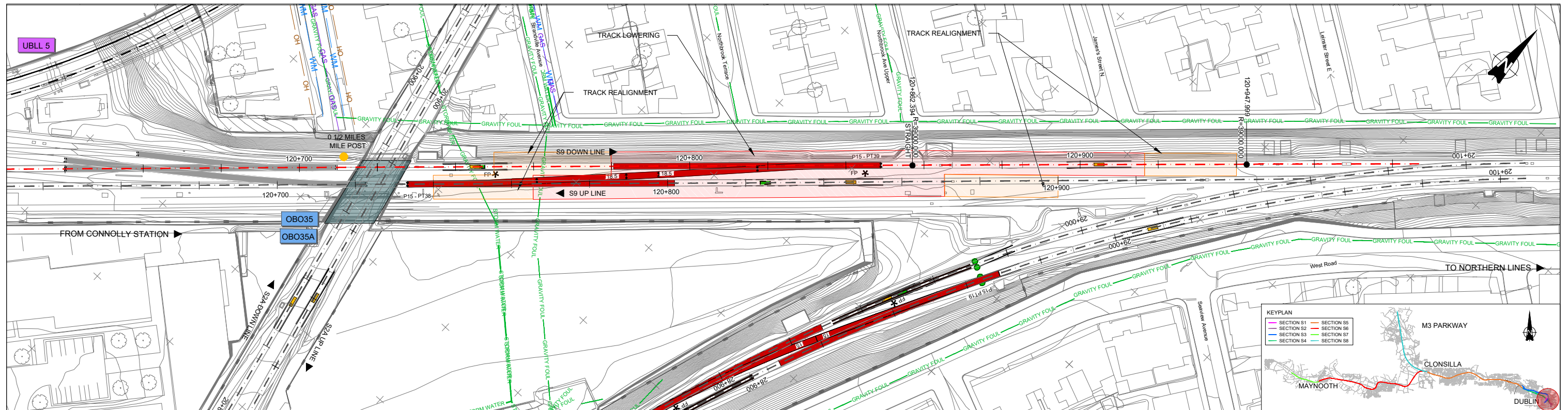
Project: **DART+ West**

Drawing Title: **PERMANENT WAY DESIGN SPENCER DOCK TO GLASNEVIN JUNCTION (GSRW) OBO11 TRACK LOWERING**

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

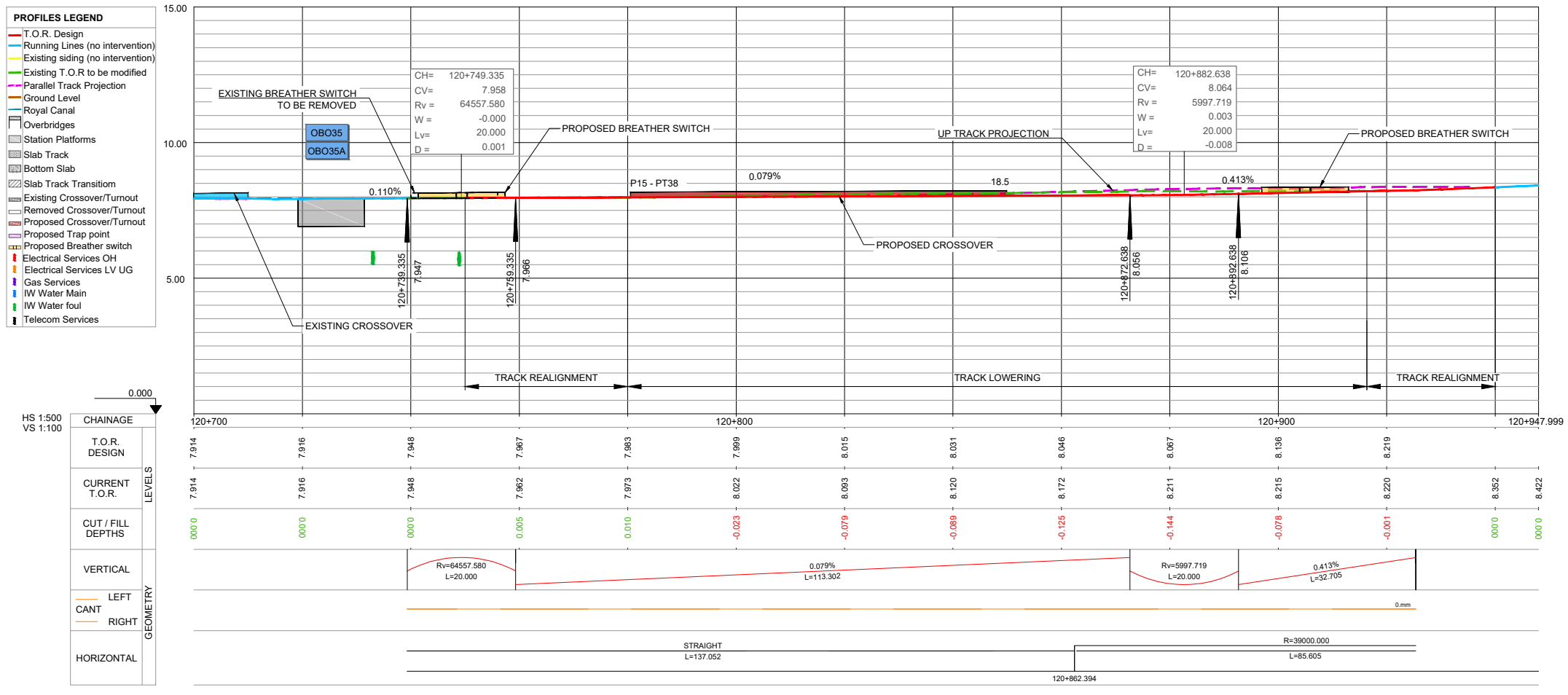
Drawing Number: **MAY MDC TRK SC03 DR C 0002 D**

Date: April 2022 | Job No: P1/101086 | Status: F1-Approved & accepted | Rev: V01 | Sheet: 01 of 01



ALIGNMENT LEGEND		EXISTING P&C		PROPOSED P&C		P&C TO BE REMOVED		PROPOSED TRAP POINT		TRAP POINT TO BE REMOVED		STRUCTURES		EXISTING UTILITIES		OTHER			
●	MILES POST	—	EXISTING P&C	—	PROPOSED P&C	—	P&C TO BE REMOVED	—	PROPOSED TRAP POINT	—	TRAP POINT TO BE REMOVED	OBX XX	EXISTING OVERBRIDGE	UBX XX	EXISTING UNDERBRIDGE	WM	WATER MAIN/GRAVITY FOUL	—	TRACK LOWERING STRETCH
10+200	ACCUMULATIVE STATION POINTS	—	PROPOSED P&C	—	PROPOSED BREATHING SWITCH	—	BREATHING SWITCH TO BE REMOVED	—	PROPOSED BREATHING SWITCH	—	BREATHING SWITCH TO BE REMOVED	OBX XX	OVERBRIDGE REBUILD/LIFTING	UBX XX	PROPOSED UNDERBRIDGE	OH	ELECTRICAL SERVICES OH/UG	—	TRACK REALIGNMENT STRETCH
10+000 SXX	RAIL CENTERLINES AND TRACKS	—	P&C TO BE REMOVED	—	EXISTING TRAP POINT	—	FOULING POINT	—	EXISTING TRAP POINT	—	FOULING POINT	OBX XX	OVERBRIDGE/LC TO BE REMOVED	STATION	EXISTING STATIONS	—	GAS	—	ESTIMATED OPW FLOODING AREAS
XX JCT	JUNCTIONS	—	BUFFER STOP	—	EXISTING BREATHING SWITCH	—	EXISTING TGA	—	EXISTING BREATHING SWITCH	—	EXISTING TGA	OBX XX	PROPOSED OVERBRIDGE/LC	—	EXISTING WALLS	—	TELECOMMUNICATION SERVICES	—	—

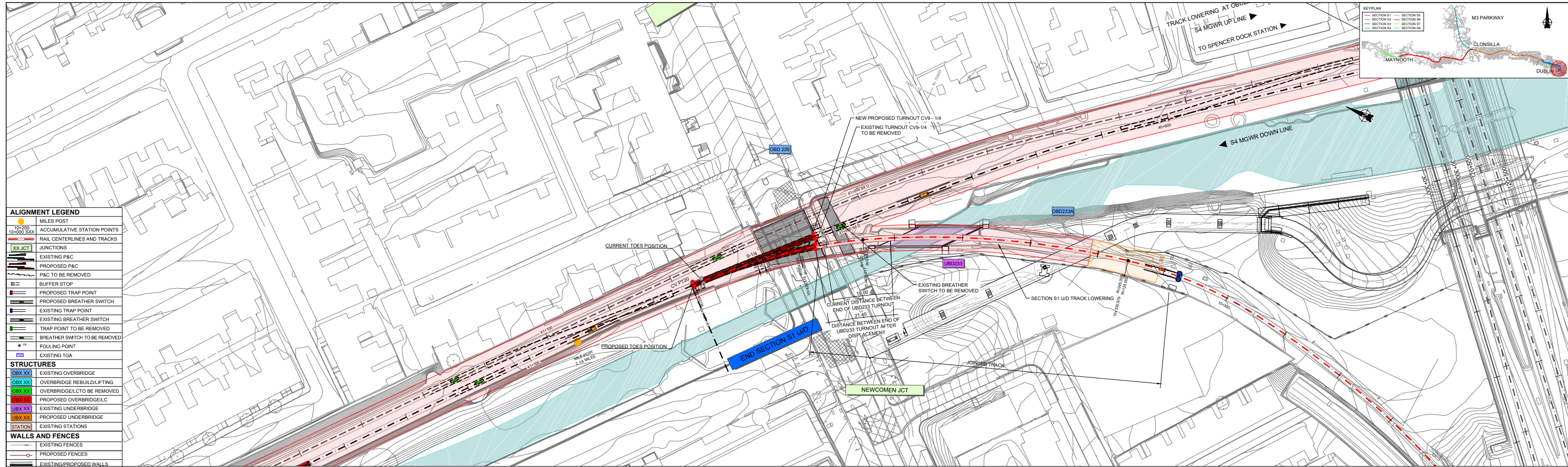
LAYOUT PLAN S9 - NEW CROSSOVER - DOWN TRACK



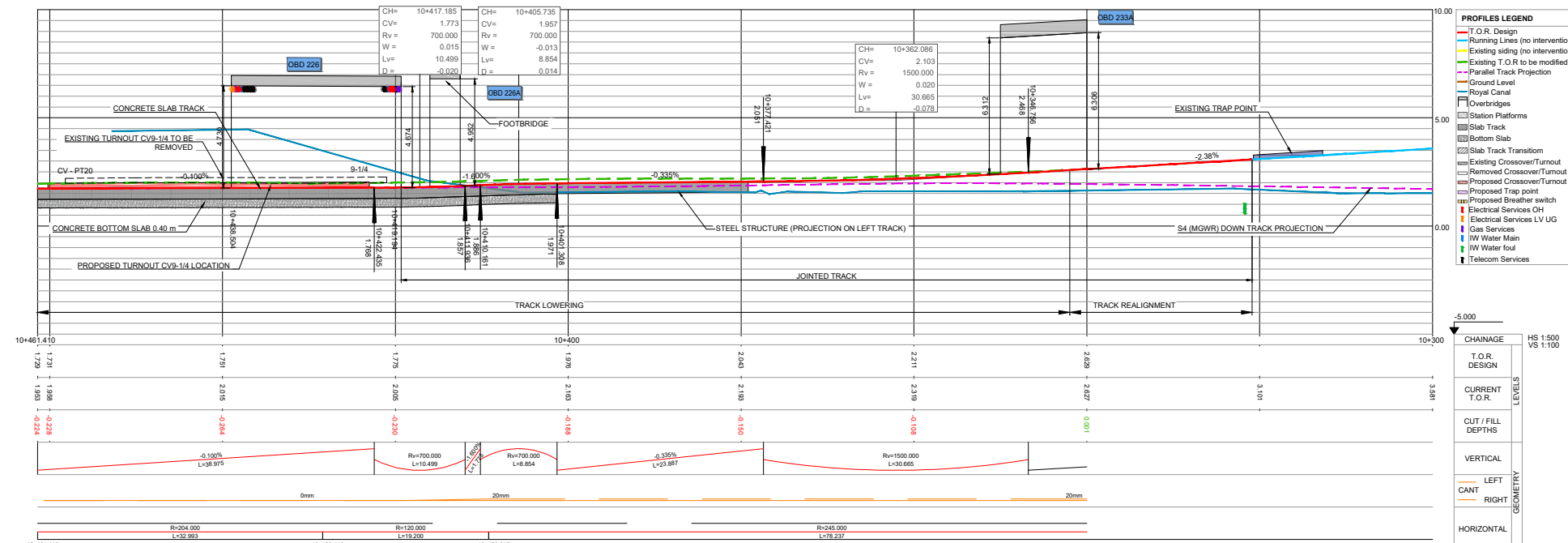
NOTES
 2. A VERIFICATION OF THE DEPTH OF THE EXISTING SERVICES CROSSING THE LINE AND THE RELATED PROTECTION/DIVERSION ACTIONS IS PENDING. SERVICES IN THE LONG SECTION ARE SHOWN INDICATIVELY WITH REASONABLE ACCURACY IN THEIR HORIZONTAL LOCATION. THE VERTICAL DEPTH IS INDICATIVE AND ONLY CLEARLY SPECIFIED WHEN AVAILABLE.

LONGITUDINAL PROFILE S9 - NEW CROSSOVER. DOWN TRACK

Client 			Project 			Drawing Title PERMANENT WAY DESIGN CONNOLLY ALIGNMENT AND PROFILES CONNOLLY P15-18.5 NEW CROSSOVER - DOWN TRACK		
Consultant 			Scale: 1:500 @ A1-XL 1:1000 @ A3 			Drawing Number Project Originator Discipline Location Type Role Number Phase MAY MDC TRK SC09 DR C 0002 D		
REV. DATE DESCRIPTION V01 April 2022 PLANNING ISSUE PRODUCED BY REVIEWED BY APPROVED BY			Date: April 2022			Job No: P/101086		
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LAYOUT PLAN - S1 (NEWCOMEN CHORD) TRACK LOWERING



LONGITUDINAL PROFILES - S1 (NEWCOMEN CHORD) TRACK LOWERING

NOTES
 2. 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			REVIEWED BY		

Client: **Transport for Ireland 2040**, **NTA** (National Transport Authority), **Iarnród Éireann Irish Rail**

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

Project: **DART+ West**

Drawing Title: **PERMANENT WAY DESIGN NEWCOMEN CHORD ALIGNMENT AND PROFILES UBD233 - NEWCOMEN CHORD TRACK LOWERING**

Scale: 1:250 @ A1-XL, 1:500 @ A3

Drawing Number: **MAY MDC TRK SC01 DR C 0002 D**

Date: April 2022 | Job No: P/101086 | Status: F1-Approved & accepted | Rev: V01 | Sheet: 01 of 01