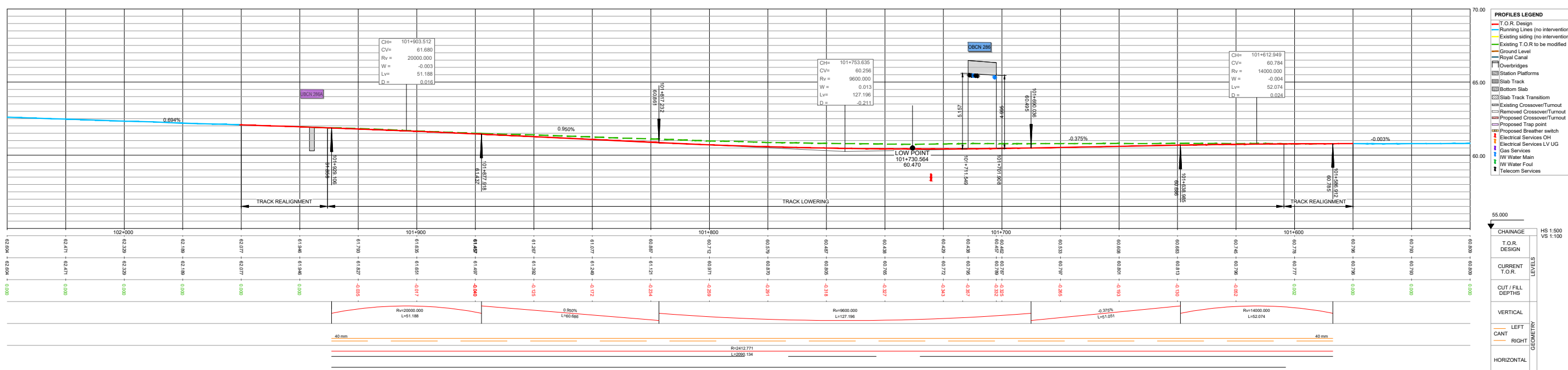


LAYOUT PLAN - S8 TRACK LOWERING AT OBCN286

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/CTO	---	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: **Transportation Infrastructure Authority (TIA)**

Consultant: **IDOM**, **NTA**, **lamróid Éireann Irish Rail**, **JROD**

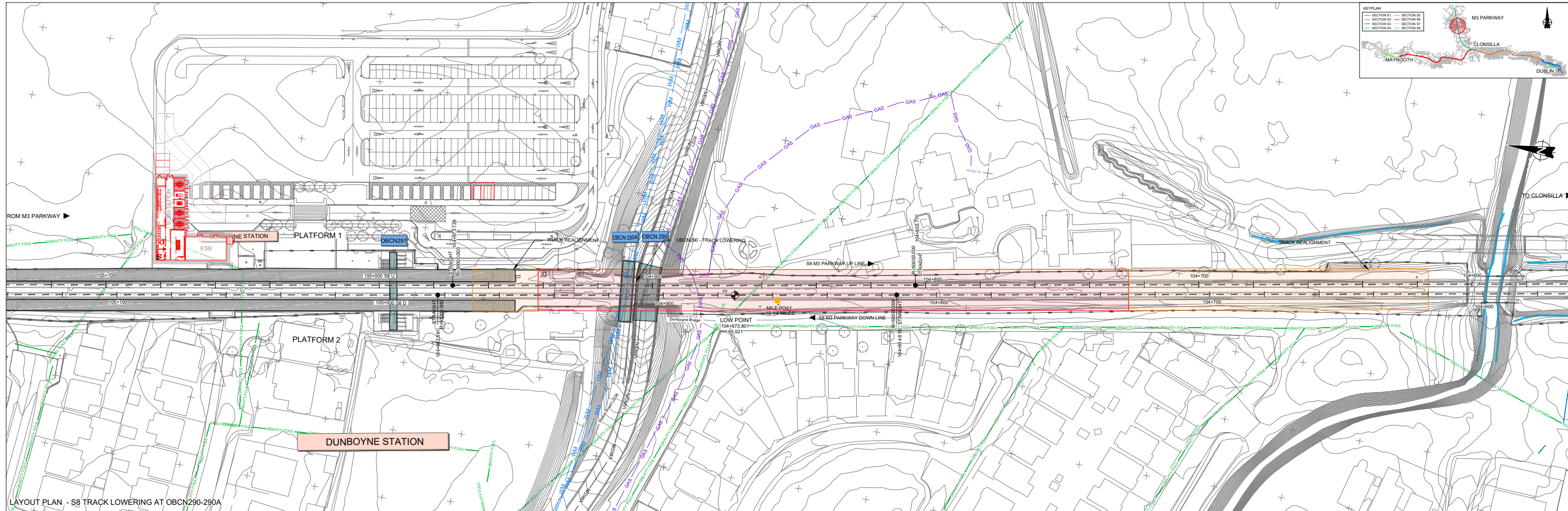
Project: **DART+ West**

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

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

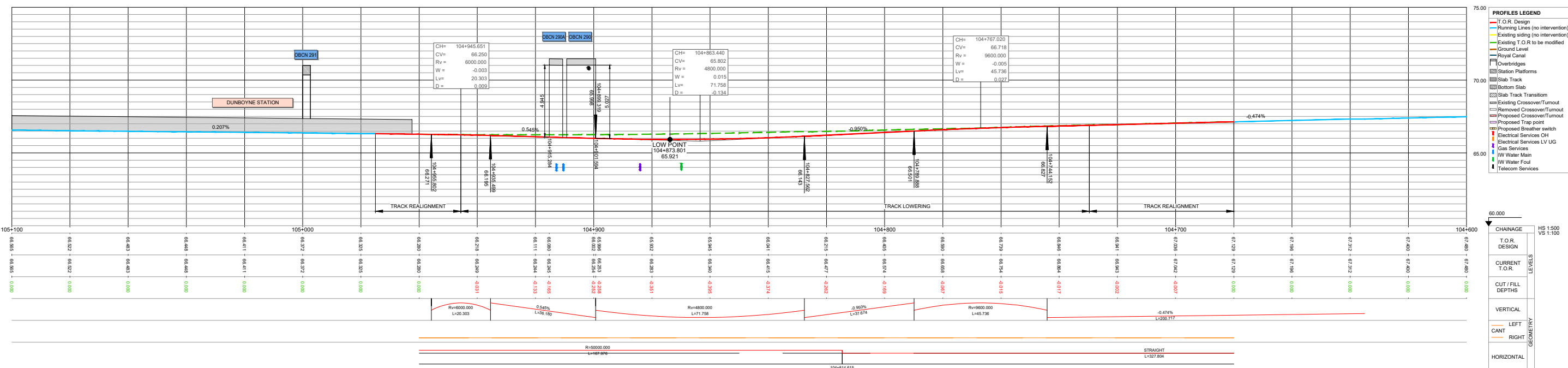
Drawing Number: **1** | Project: **MAY MDC TRK SC08 DR C 0002** | Phase: **D**

Date: April 2022 | Job No: P/101086 | Status: F1-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+00 10+000.55X	MILES POST	---	EXISTING P&C	---	PROPOSED TRAP POINT	OBCN XX	EXISTING OVERBRIDGE	---	EXISTING FENCES	---	WATER MAIN/GRAVITY FOUL	---	TRACK LOWERING STRETCH
---	ACCUMULATIVE STATION POINTS	---	PROPOSED P&C	---	PROPOSED BREATHING 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 BREATHING 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: **lamróid Éireann Irish Rail**

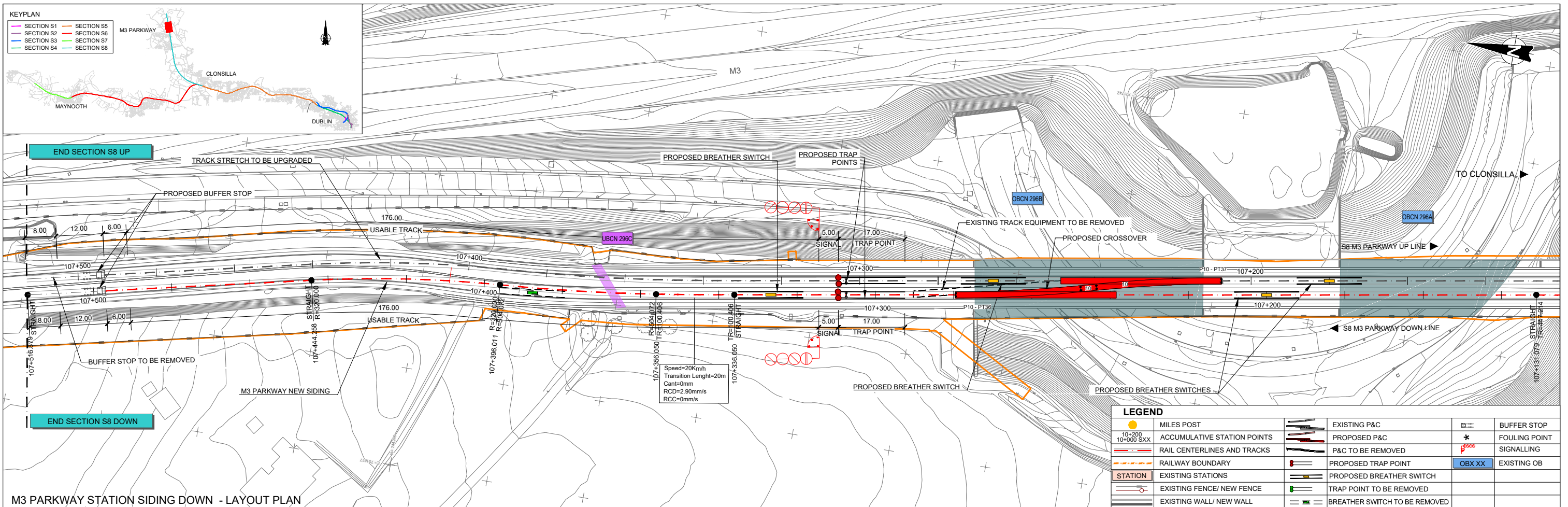
Project: **DART+ West**

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

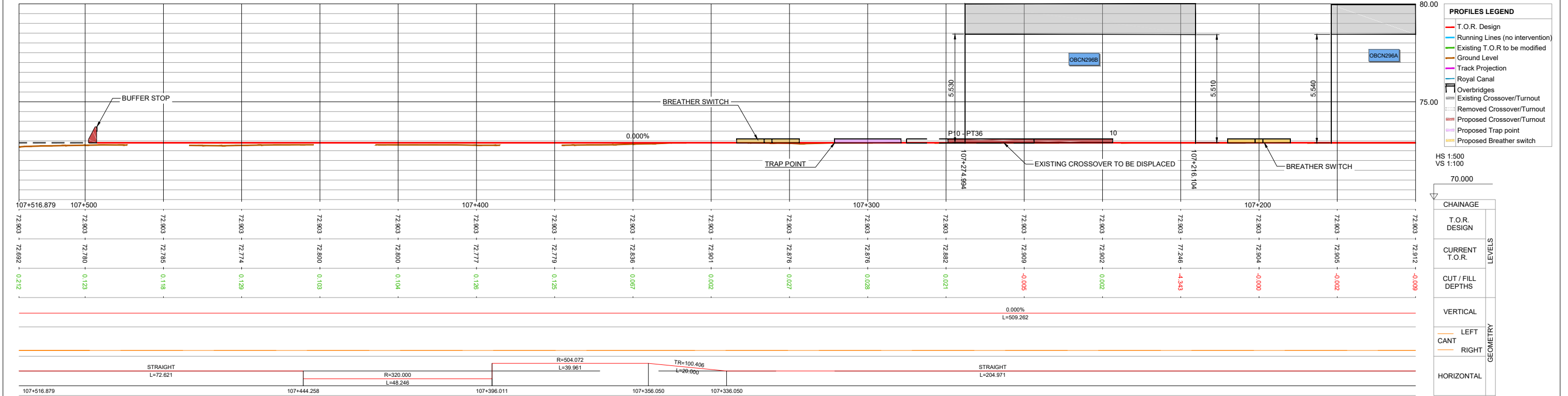
Scale: 1:500 @ A1-XL 1:1000 @ A3

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

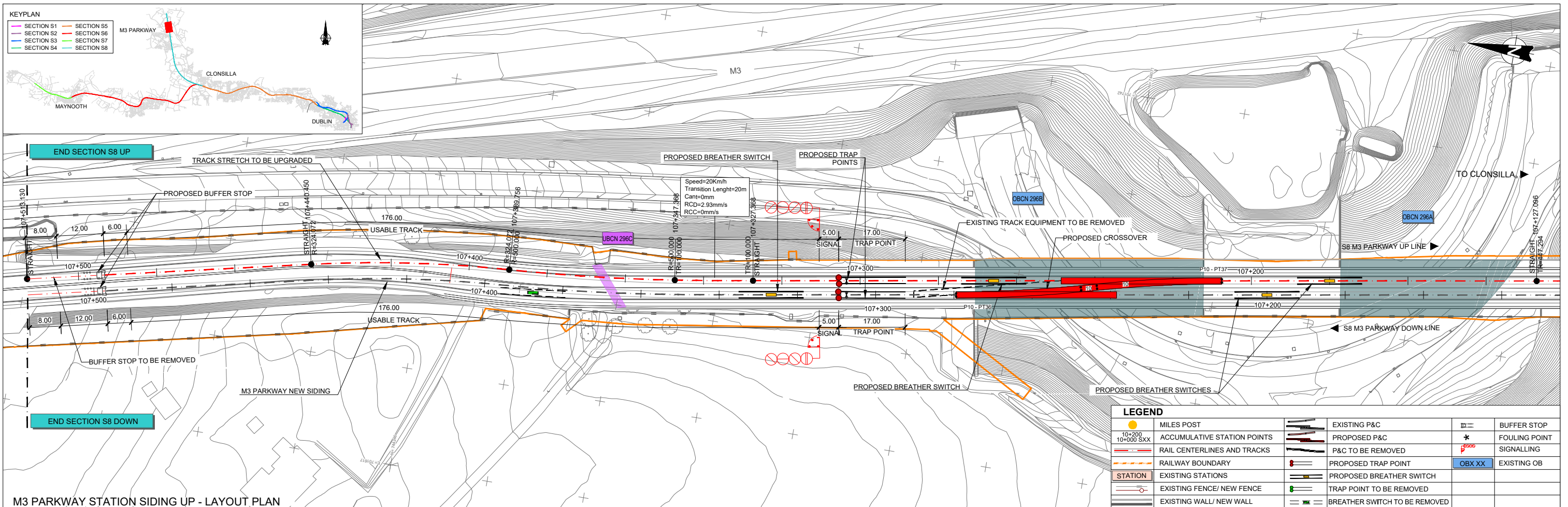


M3 PARKWAY STATION SIDING DOWN - LONGITUDINAL PROFILE

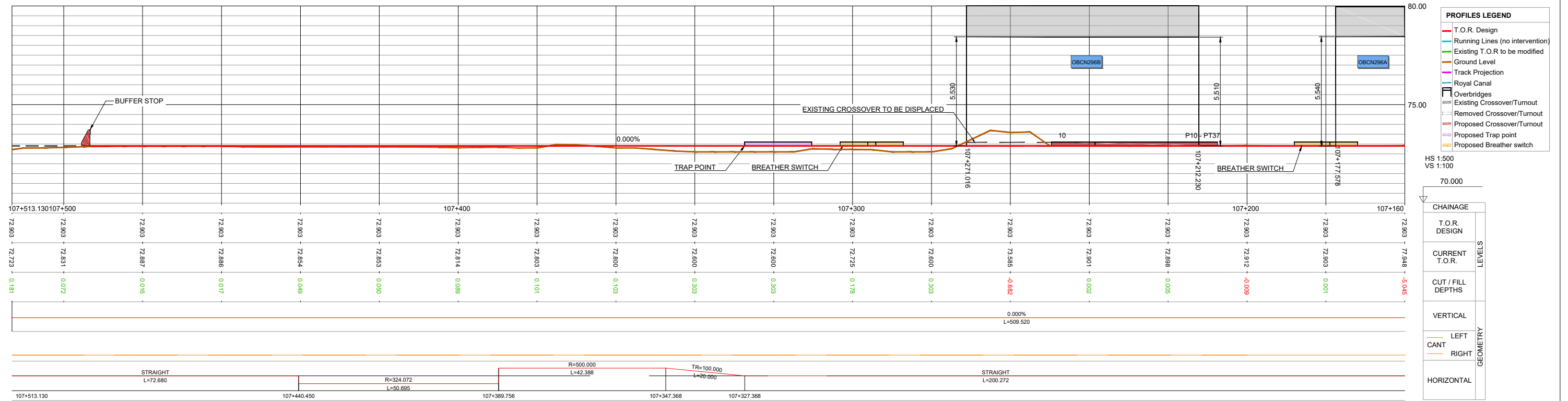
**NOTES**  
 1. DRAWING/ALIGNMENT CHECK REPRESENTS THE TRACK LOWERING FOR BOTH TRACKS. HOWEVER, FOR THIS STAGE OF THE DESIGN, ONLY THE 'DOWN' ALIGNMENT HAS BEEN PRODUCED FOR MOST TRACKS, AND THE 'UP' ALIGNMENT WILL BE PROVIDED AT A LATER STAGE. IN OTHER CASES, DUE TO THE OVERLAP BETWEEN TRACKS THE PROJECTED 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/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.

Client 			Project 			Drawing Title <b>PERMANENT WAY DESIGN          CLONSILLA TO M3 PARKWAY, SIDING          M3 PARKWAY STATION SIDING DOWN</b>		
Consultant 			Scale: 1:500 @ A1-XL 1:1000 @ A3 			Drawing Number   Project   Discipline   Location   Type   Role   Number   Phase <b>MAY MDC TRK SC08 DR C 0005 D</b>		
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

<p>Client</p>			<p>Project</p>			<p>Drawing Title</p> <p>PERMANENT WAY DESIGN CLONSILLA TO M3 PARKWAY, SIDING M3 PARKWAY STATION SIDING UP</p>		
<p>Consultant</p>			<p>Scale:</p> <p>1:500 @ A1-XL 1:1000 @ A3</p>			<p>Drawing Number   Project   Originator   Discipline   Location   Type   Role   Number   Phase</p> <p>MAY MDC TRK SC08 DR C 0005 D</p>		
<p>REV. DATE DESCRIPTION</p> <p>V01 April 2022 PLANNING ISSUE</p> <p>SDR MRI CCH</p> <p>PRODUCED BY REVIEWED BY APPROVED BY</p>			<p>Date: April 2022</p> <p>Job No: P/101086</p> <p>Status: F1-Approved &amp; accepted</p> <p>Rev: V01</p> <p>Sheet: 02 of 02</p>			<p>NOTES</p> <p>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.</p> <p>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.</p>		