



Book of Reference
First Schedule

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 1 | 301 | Construct a Metro approximately 9 metres in length consisting of double lines of railway plus two adjacent sidings with associated earthworks and fencing commencing at an End Stop just north of Match Line A running in a southward direction approximately at grade to Match Line A as shown on Plan No. ML-RO 301 O-A. | ML-RO 301 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03001 |
| 2 | 301 | Construct a single carriageway road (to be known as the Swords Western Distributor Road) with associated earthworks commencing at Match Line A , and continuing in a North Westerly direction for approximately 218m in length to include new signal controlled access to Park and Ride and priority junction to connect to Ennis Lane with associated attenuation pond as shown on Plan Nos. ML-RO 301 O-A. | ML-RO 301 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03001 |
| 3 | 301 | Upgrade portion of unnamed access road for approximately 97 metres from a new junction with the Swords Western Distributor Road running south to Match Line A as shown on Plan Nos. ML-RO 301 O-A. | ML-RO 301 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03001 |
| 4 | 301 | Provide new gated access to existing driveway to property to the north of the proposed Swords Western Distributor Road opposite the new junction to the realigned Ennis Lane as shown on Plan Nos. ML-RO 301 O-A. | ML-RO 301 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03001 |
| 5 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 O-A. | ML-RO 301 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03001 |
| 6 | 301 | Construct a Metro approximately 191 metres in length consisting of double lines of railway plus two adjacent sidings with associated earthworks and fencing commencing at Match Line A running in a southward direction approximately at grade to Match Line B as shown on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 7 | 301 | Construct a 3000 space part 3, part 4 storey Park and Ride building split into 3 modules as shown in part on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 8 | 301 | Upgrade portion of unnamed access road for 195 metres running south from Match Line A to Match Line B including associated earthworks and fencing as shown on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 9 | 301 | Construction a one-way access road to the west of Estuary station including a new roundabout junction to tie into the existing Ennis Lane including demolition of existing wall as shown on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 10 | 301 | Construct a single carriageway road (to be known as the Swords Western Distributor Road) with associated earthworks and fencing commencing at Match Line A , and continuing in a South Easterly direction for approximately 262m in length to include new signal controlled access to Park and Ride as shown on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 11 | 301 | Construct a backup Operations Control Centre to the north west of Estuary Station as shown on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 12 | 301 | Remove and relocate existing ESB overhead lines as shown on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 13 | 301 | Construct an attenuation pond to the north of Estuary station as shown on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 14 | 301 | Construct a Metro radio base station and associated radio mast adjacent to the Park and Ride building as shown in Plan No. ML-RO 301 A-B and in more detail in Plan No. ML-RM 301 O-O1. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 15 | 301 | Construct access roads (with associated earthworks and attenuation ponds), bus lay-bys and taxi parking for Estuary Station and the Park and Ride facility as shown on Plan No. ML-RO 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 16 | 301 | Construct a surface traction substation, as shown on Plan No. ML-RO 301 A-B and in more detail in Plan Nos. ML-ST 301 B-C (1-5). | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |
| 17 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 A-B. | ML-RO 301 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03002 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 18 | 301 | Construct a Metro approximately 190 metres in length consisting of double lines of railway commencing at Match Line B running in a southward direction approximately at grade to Match Line C as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 19 | 301 | Construct an at grade station approximately 38 metres south of Match Line B, to be called "Estuary", as shown on Plan No. ML-RO 301 B-C and in more detail on Plan Nos. ML-ST 301 B-C (1-5). | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 20 | 301 | Realign existing R132 including pedestrian and cyclist facilities on the east side of the proposed Park and Ride facility to include associated earthworks and fencing as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 21 | 301 | Construct access roads (and associated earthworks, attenuation ponds and fencing), pedestrian and cyclist facilities, bus lay-bys and taxi parking for Estuary Station and the Park and Ride facility as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 22 | 301 | Demolish existing wall to the south of the Ennis Lane crossing the Metro alignment as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 23 | 301 | Demolish existing buildings at the south end of the proposed Park and Ride as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 24 | 301 | Construct a 3000 space part 3, part 4 storey Park and Ride building split into 3 modules as shown in part on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 25 | 301 | Construct a pedestrian overbridge between the Estuary Station and the proposed Park and Ride building as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 26 | 301 | Construct a public plaza to the west of Estuary station to include footpath and cycle parking as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 27 | 302 | Construct an undepass to the Metro alignment along Ennis Lane just to the south of Estuary station to include access to station platforms as shown on Plan No. ML-RO 301 B-C and in more detail on Plan Nos. ML-ST 301 B-C (1-5). | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 28 | 301 | Remove portion of Ennis Lane and remove and replace existing kerbing to western side of the Metro alignment on Ennis Lane as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 29 | 301 | Construct a footway with associated boundary fence, commencing on the south side of Ennis Lane running along the west side of the Metro alignment to Match Line C as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 30 | 301 | Remove and relocate existing ESB overhead lines as shown on Plan No. ML-RO 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 31 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 B-C. | ML-RO 301 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03003 |
| 32 | 301 | Construct a Metro approximately 194 metres in length consisting of double lines of railway with associated fencing commencing at Match Line C running in a southward direction along an ascending gradient up an embankment and onto the proposed Broadmeadow and Ward River Viaduct approximately 87 metres before Match Line D as shown on Plan No. ML-RO 301 C-D. | ML-RO 301 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03004 |
| 33 | 301 | Construct a viaduct consisting of double lines of railway over the Broadmeadow River commencing approximately 108 metres south of Match Line C on an embankment and continuing on a piers structure to Match Line D as shown on Plan No. ML-RO 301 C-D and in more detail on Plan No ML-VR 301 C-E. | ML-RO 301 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03004 |
| 34 | 301 | Construction of a temporary bridge over the Broadmeadow River to facilitate construction of the Broadmeadow and Ward River Viaduct. | ML-RO 301 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03004 |
| 35 | 301 | Upgrade and realign existing Ennis Lane junction with R132 to signal controlled junction (to include associated works along the R132)to provide access to the Park and Ride as shown on Plan No. ML-RO 301 C-D. | ML-RO 301 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03004 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 36 | 301 | Construct an attenuation pond north of the Broad Meadow River as shown on Plan Nos. ML-RO 301 C-D. | ML-RO 301 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03004 |
| 37 | 301 | Construct landscaping works including pathway loop underneath viaduct, adjacent to Lissenhall Bridge and connecting to R132 and Ennis Lane as shown on Plan No. ML-RO 301 C-D. | ML-RO 301 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03004 |
| 38 | 301 | Remove and relocate existing ESB overhead lines as shown on Plan No. ML-RO 301 C-D. | ML-RO 301 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03004 |
| 39 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 C-D. | ML-RO 301 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03004 |
| 40 | 301 | Reconstruct by realigning the R132 road as shown on Plan No. ML-RO 301 4-6. | ML-RO 301 4-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03007 |
| 41 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 4-6. | ML-RO 301 4-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03007 |
| 42 | 301 | Construct a Metro approximately 167 metres in length consisting of double lines of railway and associated fencing commencing at Match Line D running in a southwesterly curve along a proposed elevated Broadmeadow and Ward River Viaduct to Match Line E as shown on Plan No. ML-RO 301 D-E. | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03008 |
| 43 | 301 | Construct a viaduct consisting of double lines of railway over the Ward River continuing from Match Line D on a piers structure to Match Line E as shown on Plan No. ML-RO 301 D-E and in more detail on Plan No ML-VR 301 C-E. | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03008 |
| 44 | 301 | Construction of a temporary bridge over the Ward River to facilitate construction of the Broadmeadow and Ward River Viaduct. | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03008 |
| 45 | 301 | Reconfigure footway and cycleway along R132 to accommodate bus stop as shown in Plan No. ML-RO 301 D-E. | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03008 |
| 46 | 301 | Remove existing wall along boundary of R132 as shown in Plan No. ML-RO 301 D-E. | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03008 |
| 47 | 301 | Construct footpath to connect R132 bus stop with existing walkway at Ward River as shown in Plan No. ML-RO 301 D-E. | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03008 |
| 48 | 301 | Reconfigure playing pitches including provision of new paths as shown in Plan No. ML-RO 301 D-E. | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03008 |
| 49 | 302 | Divert existing watermain at Ward River away from Metro alignment as shown in Plan No. ML-RO 301 D-E. (See also Utilities book for more details). | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03009 |
| 50 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 D-E. | ML-RO 301 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03009 |
| 51 | 301 | Construct a Metro approximately 195 metres in length consisting of double lines of railway commencing at Match Line E running southwesterly initially on Broadmeadow and Ward River Viaduct before reaching embankment and descending at gradient to retained cut sections before Match Line F as shown on Plan No. ML-RO 301 E-F. | ML-RO 301 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03009 |
| 52 | 301 | Construct a viaduct continuing from Match Line E on a piers structure initially before descending on an embankment to Match Line F with associated boundary fences as shown on Plan No. ML-RO 301 E-F and in more detail on Plan No ML-VR 301 C-E. | ML-RO 301 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03009 |
| 53 | 301 | Construct an Emergency Access Point adjacent to R132 approximately 26 metres before Match Line F as shown on Plan No. ML-RO 301 E-F. | ML-RO 301 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03009 |
| 54 | 301 | Construct a ball stop net parallel to the Metro alignment along eastern edge of Balheary Park as shown in Plan No. ML-RO 301 E-F and in more detail Structures drawing ML-BT O-O6. | ML-RO 301 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03009 |
| 55 | 301 | Reconfigure playing pitches including provision of artificial all-weather pitch, flood lighting, fencing, ball stop netting and new paths as shown in Plan No. ML-RO 301 E-F. | ML-RO 301 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03009 |
| 56 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 E-F. | ML-RO 301 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03009 |
| 57 | 301 | Construct a Metro approximately 193 metres in length consisting of double lines of railway and associated boundary fencing commencing at Match Line F running southward in retained cut section following western edge of R132 to Match Line G as shown in Plan No. ML-RO 301 F-G. | ML-RO 301 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03010 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 58 | 301 | Construct a ball stop net parallel to the Metro alignment along eastern edge of Balheary Park as shown in Plan No. ML-RO 301 F-G and in more detail Structures drawing ML-BT O-O6. | ML-RO 301 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03010 |
| 59 | 301 | Remove existing wall along boundary of R132 as shown in Plan No. ML-RO 301 F-G. | ML-RO 301 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03010 |
| 60 | 301 | Construct a footpath to connect with existing walkway at Ward River as shown in Plan No. ML-RO 301 F-G. | ML-RO 301 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03010 |
| 61 | 301 | Reconfigure playing pitches including provision of artificial all-weather pitch, flood lighting, fencing, ball stop netting and new paths as shown in Plan No. ML-RO 301 F-G. | ML-RO 301 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03010 |
| 62 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 F-G. | ML-RO 301 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03010 |
| 63 | 301 | Construct a Metro approximately 193 metres in length consisting of double lines of railway and associated fencing commencing at Match Line G running southward in mixed cut-and-cover and retained cut sections passing under the R125 up to Match Line H as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 64 | 301 | Construct landscaping works including paving adjacent to R132 and Seatown West as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 65 | 301 | Realign the edges of Estuary Junction (R132 and R125 junction) layout to include new footways as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 66 | 301 | Demolish existing footbridge and approach ramps across R132 as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 67 | 301 | Demolish existing buildings adjacent to the R132 as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 68 | 301 | Demolish existing walls adjacent to the R132 as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 69 | 301 | Construct pumping station for Irish Water adjacent to R125 as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 70 | 301 | Construct two underground attenuation tanks adjacent to Seatown West as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 71 | 301 | Construct underground pumping station adjacent to Metro alignment near the R125 as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 72 | 301 | Construct an attenuation pond in Balheary Park as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 73 | 301 | Realign the footpath in Balheary park to avoid the attenuation pond as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 74 | 301 | Construct an Emergency Access Point adjacent to R132 approximately coincident with Match Line H as shown on Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 75 | 301 | Construct a ball stop net parallel to the Metro alignment along eastern edge of Balheary Park in the vicinity of Match Line G as shown in Plan No. ML-RO 301 G-H and in more detail Structures drawing ML-BT O-O6. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 76 | 301 | Reconfigure playing pitches including provision of artificial all-weather pitch, flood lighting, fencing, ball stop netting and new paths as shown in Plan No. ML-RO 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 77 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 G-H. | ML-RO 301 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03011 |
| 78 | 301 | Construct a Metro approximately 214 metres in length consisting of double lines of railway and associated fencing commencing at Match Line H as mixed retained-cut and cut-and-cover below-grade sections of Metro passing under R132 from west to east running to Match Line J as shown on Plan No. ML-RO 301 H-J. | ML-RO 301 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03012 |
| 79 | 301 | Construct new pathways with associated landscaping and a signalised pedestrian crossing of the R132 and on land adjacent to R132 connecting Estuary Court & Seatown Villas as shown on Plan No. ML-RO 301 H-J. | ML-RO 301 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03012 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 80 | 301 | Reinstate existing boundary wall sections alongside R132 adjacent to Estuary Court & Seatown Villas as shown on Plan No. ML-RO 301 H-J. | ML-RO 301 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03012 |
| 81 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 H-J. | ML-RO 301 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03012 |
| 82 | 301 | Construct a Metro approximately 202 metres in length consisting of double lines of railway commencing at Match Line J adjacent to R132 as cut-and-cover passing under Seatown Road until Match Line K as shown in Plan No. ML-RO 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 83 | 301 | Construct new pathways in lands east of the R132 connecting to Seatown Road as shown in Plan No. ML-RO 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 84 | 301 | Realign by removing and replacing kerbs to the southern verges of Seatown Road and R132 as shown in Plan No. ML-RO 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 85 | 301 | Demolish existing footbridge and approach ramps across R132 as shown on Plan No. ML-RO 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 86 | 301 | Remove existing wall to the eastern side of the R132 replacing it with fencing in some areas as shown on Plan No. ML-RO 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 87 | 301 | Construct a bicycle parking facility on the corner of the R132 and Seatown Road East junction as shown on Plan No. ML-RO 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 88 | 301 | Reconfigure existing ground level car park on the corner of the R132 and Seatown Road East junction as shown on Plan No. ML-RO 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 89 | 301 | Reconfigure footway and cycleway along west side of R132 to accommodate bus stop as shown in Plan No. ML-RO 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 90 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 J-K. | ML-RO 301 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03013 |
| 91 | 301 | Construct a Metro approximately 175 metres in length consisting of double lines of railway commencing at Match Line K adjacent to R132 as cut-and-cover either side of the station (and retained cut at the station) passing under Seatown Road East until Match Line L as shown in Plan No. ML-RO 301 K-L. | ML-RO 301 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03014 |
| 92 | 301 | Construct a station in retained cut approximately 52 metres from Match Line K, to be called "Seatown", as shown in Plan No. ML-RO 301 K-L and in more detail in Plan Nos. ML-ST 301 K-L (1-5). | ML-RO 301 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03014 |
| 93 | 301 | Construct surface and subsurface structures to the station, including entrance plaza, canopy, lifts, station entrance, emergency exits, stairs, and bicycle parking facilities as shown in Plan No. ML-RO 301 K-L. | ML-RO 301 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03014 |
| 94 | 301 | Construct a bicycle parking building to the north east of Seatown station as shown on Plan No. ML-RO 301 K-L. | ML-RO 301 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03014 |
| 95 | 301 | Construct landscaping works including reconfiguration of boundary treatment to Seatown Station as shown in Plan No. ML-RO 301 K-L. | ML-RO 301 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03014 |
| 96 | 301 | Realign by removing and replacing kerbs to the eastern verge of the R132 as shown on Plan No. ML-RO 301 K-L. | ML-RO 301 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03014 |
| 97 | 301 | Construct an underground attenuation tank to the south east of Seatown station with associated boundary fence as shown on Plan No. ML-RO 301 K-L. | ML-RO 301 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03014 |
| 98 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 K-L. | ML-RO 301 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03014 |
| 99 | 301 | Construct a Metro adjacent to the R132 approximately 347 metres in length commencing at Match Line L approximately 87 metres north of the North Dublin Business Park access road and consisting of double lines of railway running as mixed cut-and-cover and retained-cut with associated linear park landscaping and boundary fencing until Match Line M as shown on Plan No. ML-RO 301 L-M. | ML-RO 301 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03016 |
| 100 | 301 | Construct Emergency Access Point adjacent to R132 as shown on Plan No. ML-RO 301 L-M. | ML-RO 301 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03016 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 101 | 301 | Realign junction layout of access road to North Dublin Business Park and R132 and replace kerbs to the verge as shown on Plan No. ML-RO 301 L-M. | ML-RO 301 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03016 |
| 102 | 301 | Demolish existing footbridge and approach ramps across R132 as shown on Plan No. ML-RO 301 L-M. | ML-RO 301 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03016 |
| 103 | 301 | Realign footpaths near Chapel Lane to facilitate new at grade crossing of R132 as shown on Plan No. ML-RO 301 L-M. | ML-RO 301 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03016 |
| 104 | 301 | Construct drainage wells adjacent to the Metro alignment on both sides at approximately 100m intervals as shown as shown on Plan No. ML-RO 301 L-M. | ML-RO 301 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03016 |
| 105 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 L-M. | ML-RO 301 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03016 |
| 106 | 301 | Construct a Metro approximately 266 metres in length consisting of double lines of railway commencing at Match Line M adjacent to R132 as cut-and-cover up to Match Line N as shown on Plan No. ML-RO 301 M-N. | ML-RO 301 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03017 |
| 107 | 301 | Realign the eastern edge of R132 to facilitate Metro and tie in with the R132 Connectivity Project as shown on Plan No. ML-RO 301 M-N. | ML-RO 301 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03017 |
| 108 | 301 | Reinstate sections of existing boundary wall adjacent to the east side of the R132 as shown on Plan No. ML-RO 301 M-N. | ML-RO 301 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03017 |
| 109 | 301 | Construct landscaping works including paving adjacent to R132 as shown on Plan No. ML-RO M-N. | ML-RO 301 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03017 |
| 110 | 301 | Realign footpaths on Ashley Avenue, Swords Road and Chapel Lane to include new kerbs along verges as shown on Plan No. ML-RO 301 M-N. | ML-RO 301 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03017 |
| 111 | 301 | Construct drainage wells adjacent to the Metro alignment on both sides at approximately 100m intervals as shown as shown on Plan No. ML-RO 301 M-N. | ML-RO 301 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03017 |
| 112 | 301 | Realign walkways adjacent to the existing Malahide Road and R132 junction, to facilitate Metro and tie in with the proposed R132 Connectivity Project as shown on Plan No. ML-RO 301 M-N. | ML-RO 301 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03017 |
| 113 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 M-N. | ML-RO 301 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03017 |
| 114 | 301 | Construct a Metro approximately 172 metres in length consisting of double lines of railway commencing at Match Line N adjacent to Malahide Road Roundabout as cut-and-cover then retained-cut after Malahide Road Roundabout before returning to cut-and-cover before Match Line P as shown on Plan No. ML-RO 301 N-P. | ML-RO 301 N-P | ML1-JAI-ARD-ROUT_XX-DR-Y-03018 |
| 115 | 301 | Realign walkways adjacent to the existing Malahide Road and R132 junction including adjacent to Drynam Road, to facilitate Metro and tie in with the proposed R132 Connectivity Project as shown on Plan No. ML-RO 301 N-P. | ML-RO 301 N-P | ML1-JAI-ARD-ROUT_XX-DR-Y-03018 |
| 116 | 301 | Realign R132 by widening and moving kerbs to the verges as shown on Plan No. ML-RO 301 N-P. | ML-RO 301 N-P | ML1-JAI-ARD-ROUT_XX-DR-Y-03018 |
| 117 | 301 | Demolish existing footbridge and approach ramps across R132 as shown on Plan No. ML-RO 301 N-P. | ML-RO 301 N-P | ML1-JAI-ARD-ROUT_XX-DR-Y-03018 |
| 118 | 301 | Construct drainage wells adjacent to the Metro alignment on both sides at approximately 100m intervals as shown as shown on Plan No. ML-RO 301 N-P. | ML-RO 301 N-P | ML1-JAI-ARD-ROUT_XX-DR-Y-03018 |
| 119 | 301 | Construct a bicycle parking facility above the covered Metro alignment just north of Match Line P as shown as shown on Plan No. ML-RO 301 N-P. | ML-RO 301 N-P | ML1-JAI-ARD-ROUT_XX-DR-Y-03018 |
| 120 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 N-P. | ML-RO 301 N-P | ML1-JAI-ARD-ROUT_XX-DR-Y-03018 |
| 121 | 301 | Construct a Metro approximately 175 metres in length consisting of double lines of railway commencing at Match Line P adjacent to the R132 as cut-and-cover either side of the station (and retained cut at the station) and running south to Match Line Q as shown on Plan No. ML-RO 301 P-Q. | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 122 | 301 | Construct boundary fencing along south east side of the alignment as shown in Plan No. ML-RO 301 P-Q. | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |
| 123 | 301 | Construct a station approximately 60 metres from Match Line P, to be called "Swords Central", as shown on Plan No. ML-RO 301 P-Q, and in more detail on Plan Nos. ML-ST 301 P Q (1-6). | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |
| 124 | 301 | Construct surface structures to the station comprising of entrance plaza, entrance canopy, escalators and lifts/steps, emergency escape stairs and bike parking facilities as shown on Plan No. ML-RO 301 P-Q and in more detail on Plan Nos. ML-ST 301 P Q (1-6). | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |
| 125 | 301 | Construct landscaping works for Swords Central station including paved sections as shown in Plan No. ML-RO 301 P-Q. | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |
| 126 | 301 | Realign Pavilions access road and R132 by removing kerbs to the verges and updating junction layout and adding a new toucan junction as shown in Plan No. ML-RO 301 P-Q. | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |
| 127 | 301 | Construct a bicycle parking building adjacent to Swords Central station as shown on Plan No. ML-RO 301 P-Q. | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |
| 128 | 301 | Construct drainage wells adjacent to the Metro alignment on both sides at approximately 100m intervals as shown as shown on Plan No. ML-RO 301 P-Q. | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |
| 129 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 P-Q. | ML-RO 301 P-Q | ML1-JAI-ARD-ROUT_XX-DR-Y-03019 |
| 130 | 301 | Construct a Metro approximately 182 metres in length with associated fencing and landscaping, consisting of double lines of railway and associated fencing commencing at Match Line Q adjacent to R132 initially as cut-and-cover then retained-cut then cut-and-cover adjacent to Airside Business Park before returning to retained-cut shortly before Match Line R as shown on Plan No. ML-RO 301 Q-R. | ML-RO 301 Q-R | ML1-JAI-ARD-ROUT_XX-DR-Y-03020 |
| 131 | 301 | Construct boundary fencing along south east side of the alignment as shown in Plan No. ML-RO 301 Q-R. | ML-RO 301 Q-R | ML1-JAI-ARD-ROUT_XX-DR-Y-03020 |
| 132 | 301 | Construct a footpath alongside Metro alignment, passing over cut-and-cover section adjacent to corner of Airside Business Park as shown in Plan No. ML-RO 301 Q-R. | ML-RO 301 Q-R | ML1-JAI-ARD-ROUT_XX-DR-Y-03020 |
| 133 | 301 | Remove and reinstate access road alongside Metro alignment, over cut-and-cover section in Airside Business Park as shown in Plan No. ML-RO 301 Q-R. | ML-RO 301 Q-R | ML1-JAI-ARD-ROUT_XX-DR-Y-03020 |
| 134 | 301 | Demolish existing building in Airside Business Park as shown on Plan No. ML-RO 301 Q-R. | ML-RO 301 Q-R | ML1-JAI-ARD-ROUT_XX-DR-Y-03020 |
| 135 | 301 | Construct drainage wells adjacent to the Metro alignment on both sides at approximately 100m intervals as shown as shown on Plan No. ML-RO 301 Q-R. | ML-RO 301 Q-R | ML1-JAI-ARD-ROUT_XX-DR-Y-03020 |
| 136 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 Q-R. | ML-RO 301 Q-R | ML1-JAI-ARD-ROUT_XX-DR-Y-03020 |
| 137 | 301 | Construct a Metro approximately 164 metres in length with associated fencing consisting of double lines of railway commencing at Match Line R adjacent to R132 initially as retained-cut then cut-and-cover to pass under existing land access behind Airside Business Park before returning to retained-cut until Match Line S as shown in Plan No. ML-RO 301 R-S. | ML-RO 301 R-S | ML1-JAI-ARD-ROUT_XX-DR-Y-03021 |
| 138 | 301 | Construct boundary fencing with gate along south east side of the alignment as shown in Plan No. ML-RO 301 R-S. | ML-RO 301 R-S | ML1-JAI-ARD-ROUT_XX-DR-Y-03021 |
| 139 | 301 | Reinstate existing access from the R132 to land behind Airside Business Park above the cut-and-cover section of Metro as shown in Plan No. ML-RO 301 R-S. | ML-RO 301 R-S | ML1-JAI-ARD-ROUT_XX-DR-Y-03021 |
| 140 | 301 | Construct drainage wells adjacent to the Metro alignment on both sides at approximately 100m intervals as shown as shown on Plan No. ML-RO 301 R-S. | ML-RO 301 R-S | ML1-JAI-ARD-ROUT_XX-DR-Y-03021 |
| 141 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 R-S. | ML-RO 301 R-S | ML1-JAI-ARD-ROUT_XX-DR-Y-03021 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 142 | 301 | Construct a Metro approximately 322 metres in length consisting of double lines of railway and associated fencing commencing at Match Line S adjacent to R132 initially as retained-cut then cut-and-cover to pass under the Pinnockhill Roundabout / R125 Junction before returning to retained-cut next to the proposed Emergency Access Point then cut-and-cover to pass under the veterinary practice access road before returning to retained-cut approximately X metres before Match Line T as shown in Plan No. ML-RO 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 143 | 301 | Construct new Emergency Access Point to the track as shown in Plan No. ML-RO 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 144 | 301 | Reinstate existing access to land behind hotel facility on R125 close to junction with R132 Roundabout above cut-and-cover section of Metro as shown in Plan No. ML-RO 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 145 | 301 | Construct boundary fencing with gate along south east side of the alignment from Match Line S to the R125 and then again from the revised veterinary practice entrance to Match Line T as shown in Plan No. ML-RO 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 146 | 301 | Existing car park at corner of R125 and R132 to be reconfigured as shown in Plan No. ML-RO 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 147 | 301 | New footpaths to be installed on the south side and on top of the Metro alignment from Match Line S to the R125 junction to as shown in Plan No. ML-RO 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 148 | 301 | New footpath to be installed between the R132 and the Metro alignment from the R132 entrance to the veterinary practice to Match Line T as shown in Plan No. ML-RO 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 149 | 301 | Existing Grotto installation at entrance to veterinary practice to be removed, stored safely and reinstated upon completion of the works as shown in Plan No. ML-RO 301 S-T. (Note entrance itself will be reconfigured as part of BusConnects works). | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 150 | 301 | Construct drainage wells adjacent to the Metro alignment on both sides at approximately 100m intervals as shown as shown on Plan No. ML-RO 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 151 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 S-T. | ML-RO 301 S-T | ML1-JAI-ARD-ROUT_XX-DR-Y-03022 |
| 152 | 301 | Construct a Metro approximately 351 metres in length consisting of double lines of railway commencing at Match Line T adjacent to R132 initially as retained cut, then cut-and-cover as it enters Fosterstown station where is is retained-cut, then it returns to cut and cover up to approximately 11 metres before Match Line U where it reverts to retained cut once again as shown in Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 153 | 301 | Construct a station to be called 'Fosterstown' as shown on Plan No. ML-RO 301 T-U and in more detail on Plan No. ML-ST 301 T-U (1-5). | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 154 | 301 | Construct surface structures to station comprising of entrance plaza and approach walkways, entrance canopy, ancillary buildings including for escalators and lifts/steps, emergency escape stairs and bike parking facilities as shown on Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 155 | 301 | Construct an underground traction substation, as shown on Plan No. ML-RO 301 T-U and in more detail in Plan Nos. ML-ST 301 T-U (1-5). | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 156 | 301 | Construct sub-surface elements to the station comprising retained cut over two levels with station access, level platform and Back of House facilities as shown on Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 157 | 301 | Construct a new access road, drop-off and associated roundabout to the east of (the proposed) Fosterstown Station starting from the north edge of Airside Carpark running in a northerly direction, terminating at the access to the proposed replacement telecommunications mast as shown on Plan Nos. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 158 | 301 | Demolish the existing telecommunications mast and associated buildings and construct a replacement to the east of Fosterstown Station, as shown on Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 159 | 301 | Demolish existing building, Unit A (known as Unit 1), Airside Retail Park (currently Smyths Toy Store) and associated outbuildings and boundary walls as shown on Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 160 | 301 | Demolish and relocate two at grade existing ESB substations at Airside Retail Park as shown on Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 161 | 301 | Construct at-grade pedestrian and cycle crossing of R132 and bus stop at north end of Fosterstown Station as shown on Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 162 | 301 | Reconstruct and realign (part of) the Airside Retail Park car park, with boundary configurations as shown on Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 163 | 301 | Construct a bicycle parking building just north of Fosterstown station as shown on Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 164 | 301 | Construct boundary fencing with gate along the east side of the alignment from Match Line T to the Airside Retail Park as shown in Plan No. ML-RO 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 165 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 T-U. | ML-RO 301 T-U | ML1-JAI-ARD-ROUT_XX-DR-Y-03023 |
| 166 | 301 | Construct a Metro approximately 170 metres in length consisting of double lines of railway and associated boundary fencing commencing at Match Line U initially as retained-cut before becoming cut-and-cover to pass underneath Nevinstown Lane and returning to retained-cut before Match Line V as shown in Plan No. ML-RO 301 U-V. | ML-RO 301 U-V | ML1-JAI-ARD-ROUT_XX-DR-Y-03024 |
| 167 | 301 | Reconstruct and realign (part of) the Airside Retail Park car park, with boundary configurations as shown on Plan No. ML-RO 301 U-V. | ML-RO 301 U-V | ML1-JAI-ARD-ROUT_XX-DR-Y-03024 |
| 168 | 301 | Existing building just south of Nevinstown Lane to be demolished as shown on Plan No. ML-RO 301 U-V. | ML-RO 301 U-V | ML1-JAI-ARD-ROUT_XX-DR-Y-03024 |
| 169 | 301 | Existing wall just south of Nevinstown Lane to be demolished and reinstated upon completion of the works as shown on Plan No. ML-RO 301 U-V. | ML-RO 301 U-V | ML1-JAI-ARD-ROUT_XX-DR-Y-03024 |
| 170 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 U-V. | ML-RO 301 U-V | ML1-JAI-ARD-ROUT_XX-DR-Y-03024 |
| 171 | 301 | Construct a Metro approximately 187 metres in length consisting of double lines of railway with associated boundary fencing commencing at Match Line V near the service station on the R132, turning southwesterly initially in retained cut then cut-and-cover under the R132 and returning to retained-cut just west of the R132 and running on to Match Line W as shown in Plan No. ML-RO 301 V-W. | ML-RO 301 V-W | ML1-JAI-ARD-ROUT_XX-DR-Y-03025 |
| 172 | 301 | Construct parallel service roads with associated earthworks, drainage and boundary fencing approximately 99 metres long connected to R132 to run alongside the track alignment west of the R132 as shown in Plan No. ML-RO 301 V-W. | ML-RO 301 V-W | ML1-JAI-ARD-ROUT_XX-DR-Y-03025 |
| 173 | 301 | Construct surface pumping station adjacent to new western service road as shown in Plan No. ML-RO 301 V-W. | ML-RO 301 V-W | ML1-JAI-ARD-ROUT_XX-DR-Y-03025 |
| 174 | 301 | Existing buildings and nearby boundary wall just east of the R132 to be demolished with wall to be reinstated upon completion of the works as shown on Plan No. ML-RO 301 V-W. | ML-RO 301 V-W | ML1-JAI-ARD-ROUT_XX-DR-Y-03025 |
| 175 | 301 | Existing buildings and nearby boundary wall just west of the R132 to be demolished as shown on Plan No. ML-RO 301 V-W. | ML-RO 301 V-W | ML1-JAI-ARD-ROUT_XX-DR-Y-03025 |
| 176 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 V-W. | ML-RO 301 V-W | ML1-JAI-ARD-ROUT_XX-DR-Y-03025 |
| 177 | 301 | Construct a Metro approximately 183 metres in length consisting of double lines of railway commencing at Match Line W running southwesterly in retained-cut section as shown in Plan No. ML-RO 301 W-X. | ML-RO 301 W-X | ML1-JAI-ARD-ROUT_XX-DR-Y-03026 |
| 178 | 301 | Construct Fosterstown Accommodation bridge as shown in Plan No. ML-RO 301 W-X and shown in more detail in Plan No. ML-BR-301 W-X. | ML-RO 301 W-X | ML1-JAI-ARD-ROUT_XX-DR-Y-03026 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 179 | 301 | Realign private access road and construct kerbs along both verges and associated fencing and access gates including along R132 as shown in Plan No. ML-RO 301 W-X. | ML-RO 301 W-X | ML1-JAI-ARD-ROUT_XX-DR-Y-03026 |
| 180 | 301 | Construct parallel service roads with associated earthworks and boundary fencing approximately 227 metres in length along either side of track alignment to provide access to an Emergency Access Point and connect to private access road, as shown in Plan No. ML-RO 301 W-X. | ML-RO 301 W-X | ML1-JAI-ARD-ROUT_XX-DR-Y-03026 |
| 181 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 W-X. | ML-RO 301 W-X | ML1-JAI-ARD-ROUT_XX-DR-Y-03026 |
| 182 | 301 | Construct a Metro approximately 171 metres in length consisting of double lines of railway commencing at Match Line X running in a southwesterly direction initially in retained retained-cut to an embankment at Match Line Y, as shown on Plan No. M-RO 301 X-Y. | ML-RO 301 X-Y | ML1-JAI-ARD-ROUT_XX-DR-Y-03027 |
| 183 | 301 | Construct parallel service roads with associated earthworks and boundary fencing approximately 214 metres in length starting from the private access road near Match Line X and running southwest on either side of railway embankment as shown in Plan No. ML-RO 301 X-Y. | ML-RO 301 X-Y | ML1-JAI-ARD-ROUT_XX-DR-Y-03027 |
| 184 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 X-Y. | ML-RO 301 X-Y | ML1-JAI-ARD-ROUT_XX-DR-Y-03027 |
| 185 | 301 | Construct a Metro approximately 339 metres in length consisting of double lines of railway commencing at Match Line Y running in a southward direction on embankment above-grade and with associated boundary fencing as shown in Plan No. ML-RO 301 Y-O. | ML-RO 301 Y-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03028 |
| 186 | 301 | Construct parallel service roads approximately 341 metres in length on either side of railway embankment with associated boundary fencing and access gates from Match Line Y to Match Line O as shown in Plan No. ML-RO 301 Y-O. | ML-RO 301 Y-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03028 |
| 187 | 301 | Construct culvert for existing stream which passes underneath the railway embankment and the two proposed service roads as shown in Plan No. ML-RO 301 Y-O and in more detail in Plan No. ML-BR 301 Y-O. | ML-RO 301 Y-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03028 |
| 188 | 301 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 301 Y-O. | ML-RO 301 Y-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03028 |
| 189 | 302 | Construct a Metro approximately 158 metres in length consisting of double lines of railway commencing at Match Line O running in a southward direction to matchline A initially on an embankment before descending at gradient into retained-cut, cut-and-cover, and entering underground tunnel just before Match Line A, as shown in Plan No. ML-RO 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |
| 190 | 302 | Realign the Naul Road including moving the entrance of the access road as shown in Plan No. ML-RO 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |
| 191 | 302 | Construct an access road to Metro substation compound (and possible future DAA facilities by others) off the north side of the Naul Road with associated drainage works as shown in Plan No. ML-RO 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |
| 192 | 302 | Construct service road and associated earthworks approximately 220 metres in length intersecting the Naul Road next to the North Portal entrance, splitting in two with one side passing over cut-and-cover section of Metro alignment leaving one lane of road on either side of railway embankment, as shown in Plan No. ML-RO 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |
| 193 | 302 | Construct culvert which passes underneath railway embankment and two proposed service roads as shown in Plan No. ML-RO 302 O-A, and in more detail in Plan No. ML-BR 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |
| 194 | 302 | Construct North Portal building approximately 17 metres north of matchline A as shown in Plan No. ML-RO 302 O-A, and in more detail in Plan No. ML-TP 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |
| 195 | 302 | Construct surface structures related to North Portal as shown in Plan No. ML-RO 302 O-A, and in more detail in Plan No. ML-TP 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |
| 196 | 302 | Construct fencing around Metro facilities as shown in Plan ML-RO 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 197 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 302 O-A. | ML-RO 302 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03029 |
| 198 | 302 | Construct a surface substation consisting of the incoming ESB supply Gas Insulation Switchgear building, high voltage switchgear and transformers, and medium voltage building for supply distribution as shown including associated fencing on Plan No. ML-RO 302 1-2 and in more detail in Plan No. ML-SS O-O (1-8). | ML -RO 302 1-2 | ML1-JAI-ARD-ROUT_XX-DR-Y-03099 |
| 199 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML -RO 302 1-2. | ML -RO 302 1-2 | ML1-JAI-ARD-ROUT_XX-DR-Y-03099 |
| 200 | 302 | Construct a Metro approximately 360 metres in length consisting of double lines of railway commencing at Match Line A running in a south westerly direction in single bore tunnel under Dublin Airport lands and ending at matchline B as shown on Plan No. ML-RO 302 A-B. | ML-RO 302 A-B. | ML1-JAI-ARD-ROUT_XX-DR-Y-03030 |
| 201 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 302 A-B. | ML-RO 302 A-B. | ML1-JAI-ARD-ROUT_XX-DR-Y-03030 |
| 202 | 302 | Construct a Metro approximately 362 metres in length consisting of double lines of railway commencing at Match Line B running in a south westerly direction in a single bore tunnel under Dublin Airport lands and ending at matchline C as shown on Plan No. ML-RO 302 B-C. | ML-RO 302 B-C. | ML1-JAI-ARD-ROUT_XX-DR-Y-03031 |
| 203 | 302 | Construct an underground pumping station within Dublin Airport lands approximately 58 metres after Match Line B as shown in Plan No. ML-RO 302 B-C. | ML-RO 302 B-C. | ML1-JAI-ARD-ROUT_XX-DR-Y-03031 |
| 204 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 302 B-C. | ML-RO 302 B-C. | ML1-JAI-ARD-ROUT_XX-DR-Y-03031 |
| 205 | 302 | Construct a Metro approximately 350 metres in length consisting of double lines of railway commencing at Match Line C approximately 93 metres north of Corballis Road south running in a south westerly direction in a single bored tunnel either side of a station box under Dublin Airport lands and ending at Match Line D as shown on Plan No. ML-RO 302 C-D. | ML-RO 302 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03032 |
| 206 | 302 | Construct an underground station approximately 165 metres south of Match Line C, to be called "Dublin Airport", as shown in Plan No. ML-RO 302 C-D and in more detail in Plan Nos. ML-ST-302 C-D (1-6). | ML-RO 302 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03032 |
| 207 | 302 | Remove sections of existing canopy walkway to facilitate construction of proposed Metro station as shown in Plan No. ML-RO 302 C-D. | ML-RO 302 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03032 |
| 208 | 302 | Construct surface structures to underground station comprising of entrance pavilion, canopy walkways, skylights, emergency tunnel exhaust vents, bicycle parking, ventilation shafts, lift boxes and emergency access stairs as shown on Plan No. ML-RO 302 C-D and in more detail in Plan Nos. ML-ST-302 C-D (1-6). | ML-RO 302 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03032 |
| 209 | 302 | Realign Dublin Airport car park and access roads by removing existing car park and replacing with through-road and bus bays as shown in Plan No. ML-RO 302 C-D. | ML-RO 302 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03032 |
| 210 | 302 | Realign and replace kerbs on T2 Departures Road to the verge as shown in Plan No. ML-RO 302 C-D. | ML-RO 302 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03032 |
| 211 | 302 | Construct a new pedestrian crossing link to T1 from the Metro station as shown on Plan No. ML-RO 302 C-D. | ML-RO 302 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03032 |
| 212 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 302 C-D. | ML-RO 302 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03032 |
| 213 | 302 | Construct a Metro approximately 342 metres in length consisting of double lines of railway commencing at Match Line D approximately 72 metres north of Corballis Road running in a south westerly direction in single bore tunnel under Dublin Airport lands and ending at matchline E as shown on Plan No. ML-RO 302 D-E. | ML-RO 302 D-E. | ML1-JAI-ARD-ROUT_XX-DR-Y-03033 |
| 214 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 302 D-E. | ML-RO 302 D-E. | ML1-JAI-ARD-ROUT_XX-DR-Y-03033 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 215 | 302 | Construct a Metro approximately 340 metres in length consisting of double lines of railway commencing at Match Line E running in a southwest direction in single-bore tunnel underneath Dublin Airport lands and ending at matchline F as shown in Plan No. ML-RO 302 E-F. | ML-RO 302 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03034 |
| 216 | 302 | Construct a ventilation shaft tunnel for connection to the south portal building approximately 50 metres long with connection to Metro tunnel at approximately 42 metres before matchline F as shown in Plan No. ML-RO 302 E-F and in more detail in Plan No. ML-TP 302 E-O. | ML-RO 302 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03034 |
| 217 | 302 | Construct an underground pumping station (adjacent to the Metro tunnel) within Dublin Airport lands approximately 13 metres before matchline F as shown in Plan No. ML-RO 302 E-F. | ML-RO 302 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03034 |
| 218 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 302 E-F. | ML-RO 302 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03034 |
| 219 | 302 | Construct a Metro approximately 343 metres in length consisting of double lines of railway commencing at Match Line F running in a south westerly direction in single bore tunnel under Dublin Airport lands and ending at Match Line G within Dublin Airport lands as shown on Plan No. ML-RO 302 F-G. | ML-RO 302 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03035 |
| 220 | 302 | Construct south portal emergency exit tunnel running parallel to Metro tunnel, approximately 126 metres long with connection to Metro tunnel at approximately 120 metres before matchline G as shown in Plan No. ML-RO 302 F-G and in more detail in Plan No. ML-TP 302 E-O . | ML-RO 302 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03035 |
| 221 | 302 | Construct a ventilation shaft tunnel for connection to the south portal building parallel to the Metro tunnel approximately 343 metres long commencing at Match Line F and ending at matchline G as shown in Plan No. ML-RO 302 F-G and in more detail in Plan No. ML-TP 302 E-O . | ML-RO 302 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03035 |
| 222 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 302 F-G. | ML-RO 302 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03035 |
| 223 | 302 | Construct a Metro approximately 334 metres in length consisting of double lines of railway commencing at Match Line G running in a southwest direction initially in single bored tunnel before exiting south portal shaft and entering cut-and-cover section to matchline O, as shown in Plan No. ML-RO 302 G-O. | ML-RO 302 G-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03036 |
| 224 | 302 | Construct South Portal entrance building approximately 82 metres south of Collinstown Lane as shown in Plan No. ML-RO 302 G-O, and in more detail in Plan No. ML-TP 302 E-F. | ML-RO 302 G-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03036 |
| 225 | 302 | Construct surface structures associated with South Portal shaft including access to emergency exit, ventilation, as shown in Plan No. ML-RO 302 G-O, and in more detail in Plan No. ML-TP 302 E-F. | ML-RO 302 G-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03036 |
| 226 | 302 | Construct a service road with associated earthworks approximately 255 metres in length starting with a new junction with Collinstown Lane and running on the west side of the Metro alignment, crossing over the Metro tunnel at the south portal building and continuing to run parallel to the Metro alignment on the east side to matchline O as shown in Plan No. ML-RO 302 G-O. | ML-RO 302 G-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03036 |
| 227 | 302 | Construct an emergency evacuation assembly area adjacent to south portal building as shown in Plan No. ML-RO 302 G-O. | ML-RO 302 G-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03036 |
| 228 | 302 | Construct fencing around Metro facilities as shown in Plan ML-RO 302 G-O. | ML-RO 302 G-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03036 |
| 229 | 302 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 302 G-O. | ML-RO 302 G-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03036 |
| 230 | 303 | Construct part of a Metro depot facility between Match Lines 3 and 4 consisting of stabling lanes and associated buildings, access roads and depot facility boundary earthworks and fencing as shown in Plan ML-RO 303 3-4. | ML-RO 303 3-4 | ML1-JAI-ARD-ROUT_XX-DR-Y-03038 |
| 231 | 303 | Divert existing stream away from Metro depot facility between Match Lines 3 and 4 as shown in Plan ML-RO 303 3-4. | ML-RO 303 3-4 | ML1-JAI-ARD-ROUT_XX-DR-Y-03038 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 232 | 303 | Reconfigure playing pitches including provision of flood lighting and ball stop netting as shown in Plan No. ML-RO 303 3-4. | ML-RO 303 3-4 | ML1-JAI-ARD-ROUT_XX-DR-Y-03038 |
| 233 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 3-4. | ML-RO 303 3-4 | ML1-JAI-ARD-ROUT_XX-DR-Y-03038 |
| 234 | 303 | Construct part of a Metro depot facility between Match Lines 4 and 5 consisting of stabling lanes and associated building, access roads and depot facility boundary earthworks and fencing as shown in Plan ML-RO 303 4-5. | ML-RO 303 4-5 | ML1-JAI-ARD-ROUT_XX-DR-Y-03039 |
| 235 | 303 | Divert existing stream away from Metro depot facility between Match Lines 4 and 5 as shown in Plan ML-RO 303 4-5. | ML-RO 303 4-5 | ML1-JAI-ARD-ROUT_XX-DR-Y-03039 |
| 236 | 303 | Reconfigure playing pitches including provision of flood lighting and ball stop netting as shown in Plan No. ML-RO 303 4-5. | ML-RO 303 4-5 | ML1-JAI-ARD-ROUT_XX-DR-Y-03039 |
| 237 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 4-5. | ML-RO 303 4-5 | ML1-JAI-ARD-ROUT_XX-DR-Y-03039 |
| 238 | 303 | Construct part of a Metro depot facility between Match Lines 5 and 6 consisting of stabling lanes and associated building, access roads and depot facility boundary earthworks and fencing as shown in Plan ML-RO 303 5-6. | ML-RO 303 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03040 |
| 239 | 303 | Divert existing stream away from Metro depot facility between Match Lines 5 and 6 as shown in Plan ML-RO 303 5-6. | ML-RO 303 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03040 |
| 240 | 303 | Reconfigure playing pitches including provision of flood lighting and ball stop netting as shown in Plan No. ML-RO 303 5-6. | ML-RO 303 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03040 |
| 241 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 5-6. | ML-RO 303 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03040 |
| 242 | 303 | Construct a depot access road with associated footpaths and earthworks from a new junction with the Old Airport road running south approximately 155 metres to Match Line 7 as shown on Plan No. ML-RO 303 6-7. | ML-RO 303 6-7 | ML1-JAI-ARD-ROUT_XX-DR-Y-03041 |
| 243 | 303 | Divert existing stream away from Metro depot facility from Match Lines 6 to the depot access road as shown in Plan Plan ML-RO 303 6-7. | ML-RO 303 6-7 | ML1-JAI-ARD-ROUT_XX-DR-Y-03041 |
| 244 | 303 | Reconfigure playing pitches including provision of flood lighting and ball stop netting as shown in Plan No. ML-RO 303 6-7. | ML-RO 303 6-7 | ML1-JAI-ARD-ROUT_XX-DR-Y-03041 |
| 245 | 303 | Construct prefabricated changing facilities and associated car parking as shown in Plan No. ML-RO 303 6-7. | ML-RO 303 6-7 | ML1-JAI-ARD-ROUT_XX-DR-Y-03041 |
| 246 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 6-7. | ML-RO 303 6-7 | ML1-JAI-ARD-ROUT_XX-DR-Y-03041 |
| 247 | 303 | Construct a Metro approximately 230 metres in length consisting of double lines of railway commencing at Match Line O in retained cut-and-cover before reaching retained-cut just north of Match Line A, as shown in Plan No. ML-RO 303 O-A. | ML-RO 303 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03042 |
| 248 | 303 | Construct Metro sidings approximately 120 metres and a test track approximately 84 metres in length on a level platform and adjacent access roads and perimeter fences, commencing at Match Line O and running in a south westerly direction and ending at Match Line A as shown on Plan No ML-RO 303 O-A. | ML-RO 303 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03042 |
| 249 | 303 | Demolish existing buildings as shown on Plan No. ML-RO 303 O-A. | ML-RO 303 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03042 |
| 250 | 303 | Divert existing stream away from Metro depot facility from approximately 87 metres south of Metro alignment in a curved arc to Match Line 3 as shown in Plan Plan ML-RO 303 O-A. | ML-RO 303 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03042 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 251 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 O-A. | ML-RO 303 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03042 |
| 252 | 303 | Construct a spur line with multiple tracks to connect the depot facility to the Metro running lines including retaining walls commencing at Match Line A and running in a south westerly direction as shown on Plan No. ML-RO 303 A-B. | ML-RO 303 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03043 |
| 253 | 303 | Construct a service road along side the Metro running lines including associated fencing commencing at Match line A and running in a south westerly direction as shown on Plan No. ML-RO 303 A-B. | ML-RO 303 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03043 |
| 254 | 303 | Construct a Metro depot facility approximately 360 metres in length on a level platform and consisting of multiple single track sidings, emergency track, access roads and parking areas, apron, loading and storage areas, perimeter fences and underground attenuation tank commencing at Match Line A and running in a westerly direction ending at Match Line B as shown on Plan No. ML-RO 303 A-B. | ML-RO 303 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03043 |
| 255 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 A-B. | ML-RO 303 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03043 |
| 256 | 303 | Construct a Metro depot facility approximately 160 metres in length on a level platform and consisting of multiple single track sidings, emergency track, access roads and parking areas, apron, loading and storage areas, perimeter fences and landscaping berm, commencing at Match Line B and running in a westerly and then south westerly direction ending at Match Line C as shown on Plan No. ML-RO 303 B-C. | ML-RO 303 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03044 |
| 257 | 303 | Construct a surface substation within the depot facility consisting of the incoming ESB supply Gas Insulation Switchgear building, high voltage switchgear and transformers, and medium voltage building for medium voltage and traction supply distribution as shown on Plan No. ML-RO 303 B-C. | ML-RO 303 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03044 |
| 258 | 303 | Construct a "Main Access and Security building" at the entrance to the depot facility as shown on Plan No. ML-RO 303 B-C. | ML-RO 303 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03044 |
| 259 | 303 | Divert existing stream away from Metro depot facility from Match Lines B to the depot north main access road as shown in Plan ML-RO 303 B-C. | ML-RO 303 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03044 |
| 260 | 303 | Construct a drainage ditch along the west side of the depot facility from the Security building to Match Line C as shown in Plan ML-RO 303 B-C. | ML-RO 303 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03044 |
| 261 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 B-C. | ML-RO 303 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03044 |
| 262 | 303 | Construct a Metro approximately 244 metres in length consisting of double lines of railway with 2 associated sidings and track connections commencing at Match Line B1 in retained cut and running south west to Match Line C, as shown in Plan No. ML-RO 303 B1-C. | ML-RO 303 B1-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03045 |
| 263 | 303 | Construct a retained-cut below-grade station approximately 132 metres from Match Line B1, to be called "Dardistown", including a subway access to the depot, as shown in Plan No. ML-RO 303 B1-C, and in more detail in Plan No. ML-ST 303 B1-C. | ML-RO 303 B1-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03045 |
| 264 | 303 | Construct sub-surface elements to the station comprising retained cut over two levels with station access, level platform and Back of House facilities as shown on Plan No. ML-RO 303 B1-C. | ML-RO 303 B1-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03045 |
| 265 | 303 | Construct surface structures to station comprising of entrance canopy, ancillary buildings including for escalators and lifts/steps and emergency escape stairs as shown on Plan No. ML-RO 303 B1-C. | ML-RO 303 B1-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03045 |
| 266 | 303 | Construct an underground traction substation, as shown on Plan No. ML-RO 303 B1-C and in more detail in Plan Nos. ML-ST 301 B1-C. | ML-RO 303 B1-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03045 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 267 | 303 | Construct a Metro depot facility on a level platform and consisting of multiple single track sidings, emergency track, access roads and parking areas, apron, loading and storage areas, perimeter fences and landscaping berm, commencing at Match Line B and running in an easterly direction ending at Metro main line as shown on Plan No. ML-RO 303 B1-C. | ML-RO 303 B1-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03045 |
| 268 | 303 | Reconfigure the existing Ballystraun lane to form a T junction with a new service road running alongside the main Metro alignment as shown on Plan No. ML-RO 303 B1-C. | ML-RO 303 B1-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03045 |
| 269 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 B1-C. | ML-RO 303 B1-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03045 |
| 270 | 303 | Construct a Metro approximately 98 metres in length consisting of double lines of railway with 2 associated sidings and track connections commencing at Match Line C in retained cut and then cut-and-cover in a south westerly direction and ending at Match Line D, as shown in Plan No. ML-RO 303 C-D. | ML-RO 303 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03046 |
| 271 | 303 | Construct 2 Metro test track lines, along with associated platform, test track control centre and adjacent internal circulation road and fencing commencing at Match Line C and running in a south westerly direction to Match Line D as shown in Plan No. ML-RO 303 C-D. | ML-RO 303 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03046 |
| 272 | 303 | Construct Metro depot access track lines, along with associated adjacent service road, drainage ditch, underground attenuation tank and fencing commencing at Match Line C and running in a south westerly direction to Match Line D as shown in Plan No. ML-RO 303 C-D. | ML-RO 303 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03046 |
| 273 | 303 | Construct a Metro radio base station and associated radio mast adjacent to the test track as shown in Plan No. ML-RO 303 C-D and in more detail in Plan No. ML-RM 303 O-O1. | ML-RO 303 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03046 |
| 274 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 C-D. | ML-RO 303 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03046 |
| 275 | 303 | Construct a Metro approximately 137 metres in length in cut-and-cover consisting of double lines of railway with 2 adjacent depot access lines commencing at Match Line D in cut-and-cover tunnels running in a south westerly direction and ending at Match Line E, as shown in Plan No. ML-RO 303 D-E. | ML-RO 303 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03047 |
| 276 | 303 | Construct 2 Metro test track lines, along with associated adjacent service road, retaining wall, drainage ditch and fencing commencing at Match Line D and running in a westerly direction to Match Line E for one line with the other curving back north to Match Line D for depot access as shown in Plan No. ML-RO 303 D-E. | ML-RO 303 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03047 |
| 277 | 303 | Construct Metro depot access track lines, along with associated adjacent service road and turning bay, drainage ditch and fencing commencing at Match Line D and running in a south westerly direction in cut and cover tunnel to Match Line E as shown in Plan No. ML-RO 303 D-E. | ML-RO 303 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03047 |
| 278 | 303 | Construct a train wash building, including a pump house and wash plant treatment facility and adjacent car park and bicycle parking facilities within the depot facility as shown on Plan Nos. ML-RO 303 D-E. | ML-RO 303 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03047 |
| 279 | 303 | Reconfigure the existing Sillogue Green road to form a T junction and a new service road just south of the depot test tracks as shown on Plan No. ML-RO 303 D-E. | ML-RO 303 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03047 |
| 280 | 303 | Existing buildings to be demolished as shown on Plan No. ML-RO 303 D-E. | ML-RO 303 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03047 |
| 281 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 D-E. | ML-RO 303 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03047 |
| 282 | 303 | Construct a Metro approximately 80 metres in length consisting of double lines of railway initially in retained cut-and-cover before rising to at-grade commencing at Match Line E and ending at Match Line F, as shown in Plan No. ML-RO 303 E-F. | ML-RO 303 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03048 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 283 | 303 | Construct Metro depot access track lines forming a curved alignment commencing and ending at Match Line E in a mix of covered and open retained cut and to include one additional turnback line in the open cut section with associated fencing as shown in Plan No. ML-RO 303 D-E. | ML-RO 303 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03048 |
| 284 | 303 | Realign Sillogue Green road to form a service road and associated footpath eastern verge as shown in Plan No. ML-RO 303 E-F. | ML-RO 303 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03048 |
| 285 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 E-F. | ML-RO 303 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03048 |
| 286 | 303 | Construct a Metro approximately 80 metres in length running in a southerly direction consisting of double lines of railway in a retained cut, commencing at Match Line F and ending at Match Line G, as shown in Plan No. ML-RO 303 F-G. | ML-RO 303 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03049 |
| 287 | 303 | Construct Metro depot access track lines forming a curved alignment commencing and ending at Match Line F in a mix of cut and cover and retained cut and to include one additional turnback line in the retained cut section as shown in Plan No. ML-RO 303 F-G. | ML-RO 303 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03049 |
| 288 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 F-G. | ML-RO 303 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03049 |
| 289 | 303 | Construct a Metro approximately 177 metres in length running in a southerly direction consisting of double lines of railway, initially in a retained cut and subsequently rising onto an embankment before finally continuing on a viaduct over the M50 motorway, with associated fencing, commencing at Match Line G and ending at Match Line H, as shown in Plan No. ML-RO 303 G-H. | ML-RO 303 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03050 |
| 290 | 303 | Construct a viaduct approximately 30 metres in length, above the M50, commencing just north of the M50 on embankment and continuing on a spanned structure to Match Line H as shown in Plan No. ML-RO 303 G-H and in more detail in Plan No. ML-VR 303 G-J. | ML-RO 303 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03050 |
| 291 | 303 | Realign and replace existing Sillogue Green Road for approximately 125 metres approximately 7 metres further east as shown in Plan No. ML-RO 303 G-H. | ML-RO 303 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03050 |
| 292 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 G-H. | ML-RO 303 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03050 |
| 293 | 303 | Construct a Metro approximately 150 metres in length consisting of double lines of railway commencing at Match Line H, on the M50 viaduct and continuing down an embankment to Match Line J as shown in Plan No. ML-RO 303 H-J. | ML-RO 303 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03055 |
| 294 | 303 | Construct a viaduct approximately 70 metres in length, above the M50, continuing on from Match Line H and terminating in an embankment with associated fencing, approximately 80 metres before Match Line J as shown in Plan No. ML-RO 303 H-J and in more detail in Plan No. ML-VR 303 G-J. | ML-RO 303 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03055 |
| 295 | 303 | Construct a service road approximately 105 metres in length running south along east side of Metro alignment to Match Line J as shown in Plan No. ML-RO 303 H-J. | ML-RO 303 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03055 |
| 296 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 H-J. | ML-RO 303 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03055 |
| 297 | 303 | Construct a Metro approximately 250 metres in length consisting of double lines of railway with boundary fences commencing at Match Line J, initially running southward on an embankment before entering below surface retained cut and then cut and cover tunnel to Match Line K, as shown in Plan No. ML-RO 303 J-K. | ML-RO 303 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03056 |
| 298 | 303 | Construct a service/access road to include removal of existing fence and sign and a relocated entrance, approximately 118 metres in length from Match Line J along east side of Metro alignment to connect to existing road as shown in Plan No. ML-RO 303 J-K. | ML-RO 303 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03056 |
| 299 | 303 | Construct a surface pumping station and attenuation ponds adjacent to tunnel entrance as shown in Plan No. ML-RO 303 J-K. | ML-RO 303 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03056 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 300 | 303 | Reconstruct by removing and realigning (vertically and horizontally) the Old Ballymun Road for approximately 105 metres from where it crosses the Metro alignment and replacing it to pass over the underground section of Metro and include a roundabout as shown in Plan No. ML-RO 303 K-L. | ML-RO 303 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03056 |
| 301 | 303 | Existing buildings to be demolished to make way for Metro alignment and realigned Ballymun Road as shown on Plan No. ML-RO 303 J-K. | ML-RO 303 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03056 |
| 302 | 303 | Existing boundary treatment to Santry Lodge to be relocated as shown on Plan No. ML-RO 303 J-K. | ML-RO 303 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03056 |
| 303 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 J-K. | ML-RO 303 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03056 |
| 304 | 303 | Construct a Metro approximately 151 metres in length consisting of double lines of railway in a cut and cover tunnel commencing at Match Line K, running southward alongside the Old Ballymun Road to Match Line L, as shown in Plan No. ML-RO 303 K-L. | ML-RO 303 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03057 |
| 305 | 303 | Reconstruct by removing and realigning (vertically and horizontally) the Old Ballymun Road for approximately 50 metres continuing on from Match Line K to the newly proposed roundabout as shown in Plan No. ML-RO 303 K-L. | ML-RO 303 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03057 |
| 306 | 303 | Existing buildings to be demolished to make way for Metro alignment and realigned Ballymun Road as shown on Plan No. ML-RO 303 J-K. | ML-RO 303 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03057 |
| 307 | 303 | Existing telecommunications mast to be relocated as shown on Plan No. ML-RO 303 J-K. | ML-RO 303 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03057 |
| 308 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 K-L. | ML-RO 303 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03057 |
| 309 | 303 | Construct a Metro approximately 185 metres in length consisting of a double line of railway commencing at Match Line L north of the proposed Northwood station running in a southward direction in a cut and cover tunnel under the Ballymun Road and then in a single bored tunnel ending at Match Line M as shown in Plan No. ML-RO 303 L-M. | ML-RO 303 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03058 |
| 310 | 303 | Construct an underground station approximately 10 metres south of Match Line L, to be called "Northwood", as shown on Plan No. ML-RO 303 L-M and in more detail on Plan No ML -ST 303 L-M (1-6). | ML-RO 303 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03058 |
| 311 | 303 | Construct surface structures to underground station comprising of entrance canopy, escalators and lifts, emergency tunnel exhaust vents, emergency escape stairs and bicycle parking as shown on Plan No. ML-RO 303 L-M and in more detail on Plan No ML -ST 303 L-M (1-6). | ML-RO 303 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03058 |
| 312 | 303 | Remove and replace the kerb on the west side of the Old Ballymun Road to include a drop-off point as shown in Plan No. ML-RO 303 L-M. | ML-RO 303 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03058 |
| 313 | 303 | Add landscaping features including proposed benches, footpaths/walkways etc. alongside the Ballymun Road as shown in Plan No. ML-RO 303 L-M and in more detail on Plan No ML -ST 303 L-M (1-6). | ML-RO 303 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03058 |
| 314 | 303 | Modify the Ballymun Road and Northwood Avenue kerb lines and junction layout to facilitate the new Metro station as shown in Plan No. ML-RO 303 L-M. | ML-RO 303 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03058 |
| 315 | 303 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 L-M. | ML-RO 303 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03058 |
| 316 | 304 | Construct a Metro approximately 144 metres in length consisting of a double line of railway commencing at Match Line M approximately 25 metres south of the Northwood station running in a southward direction in a single bored tunnel under land adjacent to the Ballymun Road and ending at Match Line N as shown in Plan No. ML-RO 303 M-N. | ML-RO 303 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03059 |
| 317 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 M-N. | ML-RO 303 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03059 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 318 | 304 | Construct a Metro approximately 152 metres in length consisting of a double line of railway commencing at Match Line N running in a southward direction in a single tunnel underneath Balcurris Park and Balbutcher Lane and ending at Match Line O as shown in Plan No. ML-RO 303 N-O. | ML-RO 303 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03062 |
| 319 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 303 N-O. | ML-RO 303 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03062 |
| 320 | 304 | Construct a Metro approximately 158 metres in length consisting of a double line of railway commencing at Match Line O running in a southward direction in a single tunnel passing underneath Balcurris Close and ending at matchline A as shown in Plan No. ML-RO 304 O-A. | ML-RO 304 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03063 |
| 321 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 O-A. | ML-RO 304 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03063 |
| 322 | 304 | Construct a Metro approximately 301 metres in length consisting of a double line of railway commencing at Match Line A running in a southward direction in a single bored tunnel underneath Balcurris Road and Shangan Road and ending at matchline B as shown in Plan No. ML-RO 304 A-B. | ML-RO 304 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03064 |
| 323 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 A-B. | ML-RO 304 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03064 |
| 324 | 304 | Construct a Metro approximately 290 metres in length consisting of a double line of railway commencing at Match Line B running in a southward direction in a single bored tunnel either side of the station box underneath Shangan Road and Sillogue Road ending at matchline C as shown in Plan No. ML-RO 304 B-C. | ML-RO 304 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03065 |
| 325 | 304 | Construct an underground station approximately 36 metres south of matchline B, to be called "Ballymun", as shown on Plan No. ML-RO 304 B-C and in more detail on Plan No. ML-ST 304 B-C (1-6). | ML-RO 304 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03065 |
| 326 | 304 | Construct surface structures to underground station comprising of entrance canopy, skylights, bicycle parking, escalators and lifts, emergency tunnel exhaust vents and emergency escape stairs and associated landscaping as shown on Plan No. ML-RO 304 B-C and in more detail on Plan No. ML-ST 304 B-C (1,2). | ML-RO 304 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03065 |
| 327 | 304 | Realign the existing Ballymun Road and remove and replace the existing kerbing to the verge and central median as shown in Plan No. ML-RO 304 B-C. | ML-RO 304 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03065 |
| 328 | 304 | Reconfigure the junction of the Shangan Road and Ballymun Road and replace the existing kerbs as shown in Plan No. ML-RO 304 B-C. | ML-RO 304 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03065 |
| 329 | 304 | Upgrade existing pedestrian crossing to toucan crossing as shown on Plan No. ML-RO 304 B-C. | ML-RO 304 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03065 |
| 330 | 304 | Remove and relocate the existing parking places along the Ballymun Road as shown in Plan No. ML-RO 304 B-C. | ML-RO 304 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03065 |
| 331 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 B-C. | ML-RO 304 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03065 |
| 332 | 304 | Construct a Metro approximately 348 metres in length consisting of a double line of railway commencing at Match Line C approximately coincident with Gateway Crescent running in a southward direction in a single bored tunnel under Gateway Crescent, Gateway Avenue and Ballymun Adult Education School and ending at matchline D as shown in Plan No. ML-RO 304 C-D. | ML-RO 304 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03066 |
| 333 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 C-D. | ML-RO 304 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03066 |
| 334 | 304 | Construct a Metro approximately 223 metres in length consisting of a double line of railway commencing at Match Line D running in a southward direction in a single bored tunnel underneath Ballymun Library and ending at matchline E coinciding with Glasnevin Avenue as shown in Plan No. ML-RO 304 D-E. | ML-RO 304 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03067 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 335 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 D-E. | ML-RO 304 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03067 |
| 336 | 304 | Construct a Metro approximately 363 metres in length consisting of a double line of railway commencing at Match Line E running in a southward direction in a single bored tunnel either side of the station box underneath the Ballymun Road/ Our Lady of Victories Church forecourt as shown in Plan No. ML-RO 304 E-F. | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 337 | 304 | Construct an underground station approximately 120 metres from Match Line E, to be called "Collins Avenue", as shown on Plan No. ML-RO 304 E-F and in more detail in Plan Nos. ML-ST 304 E-F (1-6). | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 338 | 304 | Construct surface structures to underground station comprising of station entrance canopy, light wells, tunnel exhaust vents, bicycle parking, ventilation shafts, lift boxes and emergency access stairs and associated landscaping as shown on Plan No. ML-RO 304 E-F and in more detail in Plan Nos. ML-ST 304 E-F (1,2). | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 339 | 304 | Construct an underground traction substation, as shown on Plan No. ML-RO 304 E-F and in more detail in Plan Nos. ML-ST 304 E-F (1-6). | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 340 | 304 | Realign the existing Ballymun Road and remove and replace the existing kerbing to the verge and central median as shown on Plan No. ML-RO 304 E-F. | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 341 | 304 | Upgrade existing pedestrian crossing to toucan crossing as shown on Plan No. ML-RO 304 E-F. | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 342 | 304 | Construct landscaping works including reconfiguration of boundary treatment to Church as shown on Plan No. ML-RO 304 E-F (and in more detail in Plan Nos. ML-ST 304 E-F (1 and 2). | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 343 | 304 | Reconfigure Albert College Drive to a shared space with removal of parking and provision of bicycle parking and associated landscaping as shown on Plan No. ML-RO 304 E-F (and in more detail in Plan Nos. ML-ST 304 E-F1 . | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 344 | 304 | Reconfigure access to Church as shown on Plan No. ML-RO 304 E-F. | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 345 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 E-F. | ML-RO 304 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03068 |
| 346 | 304 | Construct a Metro approximately 340 metres in length consisting of a double line of railway commencing at Match Line F running in a southward direction in a single tunnel underneath the Ballymun Road and ending at matchline G as shown in Plan No. ML-RO 304 F-G. | ML-RO 304 F-G. | ML1-JAI-ARD-ROUT_XX-DR-Y-03069 |
| 347 | 304 | Relocate footway in Albert College Park as shown in Plan No. ML-RO 304 F-G. | ML-RO 304 F-G. | ML1-JAI-ARD-ROUT_XX-DR-Y-03069 |
| 348 | 304 | Reconfigure playing pitches as shown in Plan No. ML-RO 304 F-G. | ML-RO 304 F-G. | ML1-JAI-ARD-ROUT_XX-DR-Y-03069 |
| 349 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 F-G. | ML-RO 304 F-G. | ML1-JAI-ARD-ROUT_XX-DR-Y-03069 |
| 350 | 304 | Construct a Metro approximately 360 metres in length consisting of a double line of railway commencing at Match Line G running in a southward direction in a single bored tunnel underneath the Ballymun Road and ending at matchline H as shown in Plan No. ML-RO 304 G-H. | ML-RO 304 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03070 |
| 351 | 304 | Construct a sub surface Intervention Shaft for Metro in the southwest corner of Albert College Park as shown in Plan No. ML-RO 304 G-H and in more detail in Plan No. ML-VT 304 G-H. | ML-RO 304 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03070 |
| 352 | 304 | Construct surface building relating to Metro Intervention Shaft in the southwest corner of Albert College Park consisting of lift and stairs access and ventilation inlet and associated landscaping as shown in Plan No. ML-RO 304 G-H and in more detail in Plan No. ML-VT 304 G-H. | ML-RO 304 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03070 |
| 353 | 304 | Remove and re-instate existing railing and boundary treatment along the western corner of Albert College Park as shown in Plan No. ML-RO 304 G-H. | ML-RO 304 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03070 |
| 354 | 304 | Construct access roads (including junctions with Ballymun Road) and car parking for intervention shaft facility as shown in Plan No. ML-RO 304 G-H. | ML-RO 304 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03070 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 355 | 304 | Remove existing pathway and construct new pathways to connect and provide access to the existing Albert College Park and Metro Intervention Shaft as shown in Plan No. ML-RO 304 G-H. | ML-RO 304 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03070 |
| 356 | 304 | Reconfigure playing pitches as shown in Plan No. ML-RO 304 G-H. | ML-RO 304 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03070 |
| 357 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 G-H. | ML-RO 304 G-H | ML1-JAI-ARD-ROUT_XX-DR-Y-03070 |
| 358 | 304 | Reconfigure playing pitches including provision of ball stop netting as shown in Plan No. ML-RO 304 1-2. | ML-RO 304 1-2 | ML1-JAI-ARD-ROUT_XX-DR-Y-03098 |
| 359 | 304 | Construct a Metro approximately 288 metres in length consisting of a double line of railway commencing at Match Line H running in a southward direction in a single tunnel underneath St Mobhi Road and ending at matchline J as shown in Plan No. ML-RO 304 H-J. | ML-RO 304 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03071 |
| 360 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 H-J. | ML-RO 304 H-J | ML1-JAI-ARD-ROUT_XX-DR-Y-03071 |
| 361 | 304 | Construct a Metro approximately 353 metres in length consisting of a double line of railway commencing at Match Line J running in a southward direction in a single tunnel underneath St Mobhi Road and the grounds of Scoil Chaitriona and ending at matchline K as shown in Plan No. ML-RO 304 J-K. | ML-RO 304 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03072 |
| 362 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 J-K. | ML-RO 304 J-K | ML1-JAI-ARD-ROUT_XX-DR-Y-03072 |
| 363 | 304 | Construct a Metro approximately 278 metres in length consisting of a double line of railway commencing at Match Line K running in a southward direction in a single bored tunnel either side of the station box underneath the grounds of Scoil Chaitriona and Whitehall College and ending at matchline L as shown in Plan No. ML-RO 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 364 | 304 | Construct an underground station approximately 14 metres south of Match Line K, to be called "Griffith Park", as shown on Plan No. ML-RO 304 K-L and in more detail on Plan Nos. ML-ST 304 K-L (1-6). | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 365 | 304 | Construct an underground bicycle parking facility to the south east of the main underground station box as shown on Plan No. ML-RO 304 K-L and in more detail on Plan Nos. ML-ST 304 K-L (1-6). | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 366 | 304 | Remove existing retaining wall and railing along western border of Whitehall College sports field, relocate boundary and replace with a new retaining wall, as shown in Plan No. ML-RO 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 367 | 304 | Remediate existing sports field adjacent to Whitehall College as noted in Plan No. ML-RO 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 368 | 304 | Construct surface structures to underground station comprising of station entrance and canopy, pressurisation shaft, escalators and lifts, tunnel exhaust vents and emergency escape stairs, bicycle parking and associated landscaping as shown on Plan No. ML-RO 304 K-L and in more detail in Plan No. ML-UC 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 369 | 304 | Remove and relocate existing Pillar and Gate entrance to Whitehall College of Further Education as shown in Plan No. ML-RO 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 370 | 304 | Install newly proposed boundary fence around sports pitch area as shown in Plan No. ML-RO 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 371 | 304 | Realign the existing vehicular and pedestrian entrances to Whitehall College of Further Education as shown in Plan No. ML-RO 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 372 | 304 | Remove and replace the existing kerbing to the verge of St Mobhi Road to realign it as shown in Plan No. ML-RO 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 373 | 304 | Install new signalised junction on St Mobhi Road at confluence with St Mobhi Drive as shown in Plan No. ML-RO 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 374 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 K-L. | ML-RO 304 K-L | ML1-JAI-ARD-ROUT_XX-DR-Y-03073 |
| 375 | 304 | Construct a Metro approximately 305 metres in length consisting of a double line of railway commencing at Match Line L approximately coincident with Botanic Avenue running in a southward direction in a single bored tunnel underneath residences off the St Mobhi Road, Botanic Avenue and Fairfield Road and ending at matchline M as shown in Plan No. ML-RO 304 L-M. | ML-RO 304 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03074 |
| 376 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 L-M. | ML-RO 304 L-M | ML1-JAI-ARD-ROUT_XX-DR-Y-03074 |
| 377 | 304 | Construct a Metro approximately 287 metres in length consisting of a double line of railway commencing at Match Line M approximately coincident with Cliftonville Road running in a southward direction in a single bored tunnel underneath Botanic Road, St Teresa's Road and Prospect Avenue and ending at matchline N as shown in Plan No. ML-RO 304 M-N. | ML-RO 304 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03075 |
| 378 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 M-N. | ML-RO 304 M-N | ML1-JAI-ARD-ROUT_XX-DR-Y-03075 |
| 379 | 304 | Construct a Metro approximately 336 metres in length consisting of a double line of railway commencing at Match Line N approximately coincident with Prospect Way running in a southward direction in a single bored tunnel either side of the station box underneath Finglas Road, the Royal Canal and ending at matchline O as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 380 | 304 | Construct an underground station approximately 205 metres south of match Line N, to be called "Glasnevin" including interchange facilities with Irish Rail services, as shown on Plan No. ML-RO 304 N-O and in more details on Plan Nos. ML-ST 304 N-O (1-8). | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 381 | 304 | Construct an underground traction substation, as shown on Plan No. ML-RO 304 N-O and in more detail in Plan Nos. ML-ST 304 N-O (1-8). | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 382 | 304 | Construct surface structures to underground station comprising of Pavilion, draught relief tunnel ventilation system, Metro entrance stairs from Irish Rail platform, Irish Rail access, escalators and lifts, emergency tunnel exhaust vents and emergency escape stairs and associated landscaping as shown on Plan No. ML-RO 304 N-O and in more detail in Plan No. ML-ST 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 383 | 304 | Demolish existing building off the Royal Canal Bank / Prospect Road (west side) as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 384 | 304 | Demolish existing building off the west side of Prospect Road just north of the railway bridge as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 385 | 304 | Remove existing car park adjacent to existing Irish Rail station and construct drop-off access road and bicycle parking facility as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 386 | 304 | Remove and reconfigure existing car park in Dalcassian Downs adjacent to proposed Metro buildings as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 387 | 304 | Reconfigure the existing kerbs on Prospect Road realigning the road accordingly including the provision of a new pedestrian crossing to facilitate Metro as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 388 | 304 | Remove section of existing boundary railing to Dalcassian Downs, store safely and reinstall upon completion as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 389 | 304 | Construct a secant piled wall between the existing Irish Rail track and the Royal Canal as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 390 | 304 | Renew/realign existing Irish Rail tracks (both GSWR and MGWR) including associated platforms and infrastructure between matchline 4 and matchline 5 to facilitate revised arrangement at Glasnevin as shown in Plan No. ML-RO 304 N-O and in more detail on Plan Nos. ML-ST 304 N-O9, O10, O11 and ML-LN 304 O-O3. O3A. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 391 | 304 | Remove and relocate existing Irish Rail cutting wall to the south onto the face of the proposed secant piled wall and construct a new platform for Irish Rail services in the space created as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 392 | 304 | Section of existing Irish Rail tunnel to be removed to open up track area below as shown in Plan No. ML-RO 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 393 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 N-O. | ML-RO 304 N-O | ML1-JAI-ARD-ROUT_XX-DR-Y-03076 |
| 394 | 304 | Renew/realign existing Irish Rail tracks (both GSWR and MGWR) to facilitate revised arrangement at Glasnevin as shown in Plan No. ML-RO 304 3-4 and in more detail on Plan Nos. ML-ST 304 N-O9, O10, O11 and ML-LN 304 O-O3. O3A. | ML-RO 304 3-4 | ML1-JAI-ARD-ROUT_XX-DR-Y-03077 |
| 395 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 3-4. | ML-RO 304 3-4 | ML1-JAI-ARD-ROUT_XX-DR-Y-03077 |
| 396 | 304 | Renew/ realign existing Irish Rail tracks (both GSWR and MGWR) including associated earthworks and retaining walls to facilitate revised arrangement at Glasnevin as shown in Plan No. ML-RO 304 5-6 and in more detail on Plan Nos. ML-ST 304 N-O9, O10, O11 and ML-LN 304 O-O3. O3A. | ML-RO 304 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03078 |
| 397 | 304 | Construct new track connection between GSWR and MGWR lines as shown in Plan No. ML-RO 304 5-6 and in more detail on Plan Nos. ML-ST 304 N-O9, O10, O11 and ML-LN 304 O-O3. O3A. | ML-RO 304 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03078 |
| 398 | 304 | Construct a secant piled wall between the existing Irish Rail track (MGWR) and the Royal Canal as shown in Plan No. ML-RO 304 5-6. | ML-RO 304 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03078 |
| 399 | 304 | Existing Irish Rail tunnel and approach sidewalls to be demolished with heritage stone reused in new construction where possible as shown in Plan No. ML-RO 304 5-6. | ML-RO 304 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03078 |
| 400 | 304 | Existing Irish Rail bridge to be demolished with heritage stone reused in new construction where possible as shown in Plan No. ML-RO 304 5-6. | ML-RO 304 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03078 |
| 401 | 304 | Construct new platforms and a new footbridge over GSWR and MGWR to provide interconnectivity between all platforms as shown in Plan No. ML-RO 304 5-6. | ML-RO 304 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03078 |
| 402 | 304 | Construct a temporary bridge over the Royal Canal adjacent to existing lock to maintain access during construction. | ML-RO 304 5-6 | ML1-JAI-ARD-ROUT_XX-DR-Y-03078 |
| 403 | 304 | Renew/ Realign existing Irish Rail tracks (both GSWR and MGWR) including associated earthworks and retaining walls to facilitate revised arrangement at Glasnevin as shown in Plan No. ML-RO 304 6-7 and in more detail on Plan Nos. ML-ST 304 N-O9, O10, O11 and ML-LN 304 O-O3. O3A. | ML-RO 304 6-7 | ML1-JAI-ARD-ROUT_XX-DR-Y-03079 |
| 404 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 6-7. | ML-RO 304 6-7 | ML1-JAI-ARD-ROUT_XX-DR-Y-03079 |
| 405 | 304 | Renew/ Realign existing Irish Rail tracks (both GSWR and MGWR) including associated earthworks and retaining wall to facilitate revised arrangement at Glasnevin as shown in Plan No. ML-RO 304 7-8 and in more detail on Plan Nos. ML-ST 304 N-O9, O10, O11 and ML-LN 304 O-O3. O3A. | ML-RO 304 7-8 | ML1-JAI-ARD-ROUT_XX-DR-Y-03080 |
| 406 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 7-8. | ML-RO 304 7-8 | ML1-JAI-ARD-ROUT_XX-DR-Y-03080 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 407 | 304 | Renew/ Realign existing Irish Rail tracks (both GSWR and MGWR) including associated earthworks and retaining wall to facilitate revised arrangement at Glasnevin as shown in Plan No. ML-RO 304 8-9 and in more detail on Plan Nos. ML-ST 304 N-O9, O10, O11 and ML-LN 304 O-O3. O3A. | ML-RO 304 8-9 | ML1-JAI-ARD-ROUT_XX-DR-Y-03081 |
| 408 | 304 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 304 8-9. | ML-RO 304 8-9 | ML1-JAI-ARD-ROUT_XX-DR-Y-03081 |
| 409 | 305 | Construct a Metro approximately 221 metres in length consisting of a double line of railway commencing at Match Line O approximately coincident with the Royal Canal running in a southward direction in a single bored tunnel underneath Leinster Street North, Munster Street, Phibsborough Road and Devery's Road and ending at matchline A as shown in Plan No. ML-RO 305 O-A. | ML-RO 305 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03082 |
| 410 | 305 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 305 O-A. | ML-RO 305 O-A | ML1-JAI-ARD-ROUT_XX-DR-Y-03082 |
| 411 | 305 | Construct a Metro approximately 272 metres in length consisting of a double line of railway commencing at Match Line B approximately coincident with Devery's Road running in a southward direction in a single bored tunnel underneath St Peter's Square, North Circular Road and Goldsmith Street and ending at matchline B as shown in Plan No. ML-RO 305 A-B. | ML-RO 305 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03083 |
| 412 | 305 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 305 A-B. | ML-RO 305 A-B | ML1-JAI-ARD-ROUT_XX-DR-Y-03083 |
| 413 | 305 | Construct a Metro approximately 368 metres in length consisting of a double line of railway commencing at Match Line B approximately coincident with Goldsmith Street running in a southeastward direction in a single bored tunnel either side of the station box underneath Berkeley Road, Eccles Street, the Four Masters Park, Berkeley Avenue and ending at matchline C as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 414 | 305 | Construct an underground station approximately 140 metres from Match Line B, to be called "Mater", as shown on Plan No. ML-RO 305 B-C and in more detail on Plan Nos. ML-ST 305 B-C (1-6). | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 415 | 305 | Construct surface structures to underground station comprising of entrance canopy, skylights, escalators and lifts, emergency tunnel exhaust vents and emergency escape stairs and associated landscaping as shown on Plan No. ML-RO 305 B-C and in more detail in Plan No. ML-ST 305 B-C1,2. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 416 | 305 | Construct bicycle parking on Eccles Street as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 417 | 305 | Remove, safely store and reinstate existing railing along Berkeley Street as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 418 | 305 | Remove existing parking and railings along Eccles Street as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 419 | 305 | Remove, safely store and reinstate existing railings and lighting columns along Eccles Street as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 420 | 305 | Remove, safely store and relocate existing Four Masters Memorial Cross monument on corner of Eccles Street and Berkeley Street as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 421 | 305 | Remove, safely store and reinstate existing Healing Hands sculpture as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 422 | 305 | Remove existing loading bay on Berkeley Street as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 423 | 305 | Realign existing Eccles Street and Berkeley Street including provision of a new crossing point and remove, safely store and reinstate the existing kerbs to the verge as shown in Plan No. ML-RO 305 B-C. | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |
| 424 | 305 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 305 B-C | ML-RO 305 B-C | ML1-JAI-ARD-ROUT_XX-DR-Y-03084 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 425 | 305 | Construct a Metro approximately 237 metres in length consisting of a double line of railway commencing at Match Line C approximately coincident with Nelson Street running in a southeastward direction in a single bored tunnel underneath Nelson Street, Blessington Street and Dorset Street Upper and ending at matchline D as shown in Plan No. ML-RO 305 C-D. | ML-RO 305 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03085 |
| 426 | 305 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 305 C-D. | ML-RO 305 C-D | ML1-JAI-ARD-ROUT_XX-DR-Y-03085 |
| 427 | 305 | Construct a Metro approximately 197 metres in length consisting of a double line of railway commencing at Match Line D approximately coincident with Dorset Street Upper running in a southeastward direction in a single bored tunnel underneath Frederick Street North and ending at matchline E as shown in Plan No. ML-RO 305 D-E. | ML-RO 305 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03086 |
| 428 | 305 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 305 D-E | ML-RO 305 D-E | ML1-JAI-ARD-ROUT_XX-DR-Y-03086 |
| 429 | 305 | Construct a Metro approximately 267 metres in length consisting of a double line of railway commencing at Match Line E approximately coincident with Gardiner Row running in a southward direction in a single bored tunnel underneath Parnell Square East and ending at matchline F as shown in Plan No. ML-RO 305 E-F. | ML-RO 305 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03087 |
| 430 | 305 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 305 E-F. | ML-RO 305 E-F | ML1-JAI-ARD-ROUT_XX-DR-Y-03087 |
| 431 | 305 | Construct a Metro approximately 390 metres in length consisting of a double line of railway commencing at Match Line F approximately coincident with Parnell Street running in a generally southward direction in a single bored tunnel either side of the station box underneath the buildings on the West side of O'Connell Street and ending at matchline G as shown in Plan No. ML-RO 305 F-G. | ML-RO 305 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03088 |
| 432 | 305 | Construct an underground station approximately 81 metres from Match Line F, to be called "O'Connell Street", as shown in Plan No. ML-RO 305 F-G and in more detail in Plan Nos. ML-ST 305 F-G (1-6). | ML-RO 305 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03088 |
| 433 | 305 | Construct surface structures to underground station comprising entrance canopies, escalators and lifts, emergency tunnel exhaust vents, emergency escape stairs as shown on Plan No. ML-RO 305 F-G and in more detail on Plan No. ML-ST 305 F-G(1-6). | ML-RO 305 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03088 |
| 434 | 305 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 305 F-G. | ML-RO 305 F-G | ML1-JAI-ARD-ROUT_XX-DR-Y-03088 |
| 435 | 305 | Construct a Metro approximately 340 metres in length consisting of a double line of railway commencing at Match Line G approximately 32 metres north Sackville Place running in a southeastward direction in a single bored tunnel underneath O'Connell Street Lower, Abbey Street Lower, Harbour Court, Eden Quay and the River Liffey and ending at matchline O as shown in Plan No. ML-RO 305 G-O. | ML-RO 305 G-O. | ML1-JAI-ARD-ROUT_XX-DR-Y-03089 |
| 436 | 305 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 305 G-O. | ML-RO 305 G-O. | ML1-JAI-ARD-ROUT_XX-DR-Y-03089 |
| 437 | 306 | Construct a Metro approximately 380 metres in length consisting of a double line of railway commencing at Match Line O approximately coincident with Georges Quay running in a southeastward direction in a single bored tunnel either side of the station box underneath Tara Street, Poolbeg Street, Luke Street, Townsend Street, Spring Garden Lane and Pearse Street and ending at matchline A as shown in Plan No. ML-RO 306 O-A. | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 438 | 306 | Construct an underground station approximately 112 metres from Match Line O, to be called "Tara", as shown on Plan No. ML-RO 306 O-A and in more detail on Plan Nos. ML-ST 306 O-A (1-6). | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 439 | 306 | Construct an underground traction substation, as shown on Plan No. ML-RO 306 O-A and in more detail in Plan Nos. ML-ST 306 O-A (1-6). | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 440 | 306 | Construct surface structures to underground station comprising of entrance canopies, over track exhaust tunnel ventilation system, skylight, pressurisation air inlet, escalators and lifts, emergency tunnel exhaust vents, emergency escape stairs and bicycle parking as shown on Plan No. ML-RO 306 O-A and in more detail on Plan No. ML-UC 306 O-A. (should say on Plan Nos. ML-ST 306 O-A (1-6). | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 441 | 306 | Demolish existing buildings as indicated on Poolbeg Street and Luke Street (whilst retaining building on corner of Tara Street and Townsend Street) as shown on Plan No. ML-RO 306 O-A and in more detail on Plan No. ML-UC 306 O-A. (should say on Plan Nos. ML-ST 306 O-A (1-6). | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 442 | 306 | Realign and replace the kerbs on Poolbeg Street reducing street from two lanes to one as shown in Plan No. ML-RO 306 O-A. | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 443 | 306 | Remove the existing car parking on north end of Luke Street and install 2 way cycle route as shown in Plan No. ML-RO 306 O-A. | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 444 | 306 | Remove existing loading bay and parking on Townsend Street as shown in Plan No. ML-RO 306 O-A. | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 445 | 306 | Remove and replace the kerb to the verge of Townsend Street allowing left turn out of the Fire Station only as a westward movement on Townsend Street as shown in Plan No. ML-RO 306 O-A. | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 446 | 306 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 306 O-A. | ML-RO 306 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03090 |
| 447 | 306 | Construct a Metro approximately 345 metres in length consisting of a double line of railway commencing at Match Line A approximately coincident with Pearse Steet, running in a southward direction in a single bored tunnel underneath Pearse Street, Trinity College Dublin, and Leinster Street South and ending at matchline B as shown in Plan No. ML-RO 306 A-B. | ML-RO 306 A-B. | ML1-JAI-ARD-ROUT_XX-DR-Y-03091 |
| 448 | 306 | To mitigate EMI impacts on Trinity College Dublin, install Active Cancellation equipment to the 3 No. Nuclear Magnetic Resonance Spectrometers (NMR's) located in the Chemistry Building (Rooms 0.4 and 0.5) and 3 No. Scanning Electron Microscopes (SEM's) located in the Panoz Institute Building (Rooms B23, B24 and B28). Vibration isolating track slab installed to mitigate vibration impacts on equipment contained in the SNIAM Building. Monitoring to be installed to validate performance of mitigation measures. | ML-RO 306 A-B. | ML1-JAI-ARD-ROUT_XX-DR-Y-03091 |
| 449 | 306 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 306 A-B. | ML-RO 306 A-B. | ML1-JAI-ARD-ROUT_XX-DR-Y-03091 |
| 450 | 306 | Construct a Metro approximately 332 metres in length consisting of a double line of railway commencing at Match Line B just to the south of Leinster Street South running in a southward direction in a single bored tunnel underneath National Gallery of Ireland and ending at matchline C as shown in Plan No. ML-RO 306 B-C. | ML-RO 306 B-C. | ML1-JAI-ARD-ROUT_XX-DR-Y-03092 |
| 451 | 306 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 306 B-C. | ML-RO 306 B-C. | ML1-JAI-ARD-ROUT_XX-DR-Y-03092 |
| 452 | 306 | Construct a Metro approximately 360 metres in length consisting of a double line of railway commencing at Match Line C approximately 71 metres to the north of St. Stephens's Green North running in a southward direction in a single bored tunnel either side of the station box underneath St. Stephens's Green and ending at matchline D as shown in Plan No. ML-RO 306 C-D. | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |
| 453 | 306 | Construct an underground station approximately 118 metres from Match Line C, to be called "St. Stephen's Green", as shown in Plan No. ML-RO 306 C-D and in more detail in Plan Nos. ML-ST 306 C-D (1-6). | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|---|--------------------|--------------------------------|
| 454 | 306 | Construct surface structures to underground station comprising of entrance canopy, pressurisation air inlet, escalators and lifts, emergency tunnel exhaust vents and emergency escape stairs as shown on Plan No. ML-RO 306 C-D and in more detail in Plan Nos. ML-ST 306 C-D(1-6). | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |
| 455 | 306 | Remove and realign footpath inside St Stephen's Green as shown in Plan No. ML-RO 306 C-D. | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |
| 456 | 306 | Remove and relocate existing Wolfe Tone and Famine Memorial statues and separating wall at entrance of St Stephen's Green as shown in Plan No. ML-RO 306 C-D. | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |
| 457 | 306 | Remove and reinstall existing bollards, kerb, lighting columns and paving along St Stephen's Green East as shown in Plan No. ML-RO 306 C-D. | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |
| 458 | 306 | Remove and relocate existing Dublin Bike Parking further south on St Stephen's Green East as shown in Plan No. ML-RO 306 C-D. | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |
| 459 | 306 | Remove existing parking along St Stephen's Green East as shown in Plan No. ML-RO 306 C-D. | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |
| 460 | 306 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 306 C-D. | ML-RO 306 C-D. | ML1-JAI-ARD-ROUT_XX-DR-Y-03093 |
| 461 | 306 | Construct a Metro approximately 281 metres in length consisting of a double line of railway commencing at Match Line D approximately coincident with Leeson Street Lower/St Stephen's Green running in a southward direction in a single bored tunnel underneath St Stephen's Green, Earlsfort Terrace and Hatch Street Lower and ending at matchline E as shown in Plan No. ML-RO 306 D-E. | ML-RO 306 D-E. | ML1-JAI-ARD-ROUT_XX-DR-Y-03094 |
| 462 | 306 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 306 D-E. | ML-RO 306 D-E. | ML1-JAI-ARD-ROUT_XX-DR-Y-03094 |
| 463 | 306 | Construct a Metro approximately 313 metres in length consisting of a double line of railway commencing at Match Line E approximately coincident with the south side of Hatch Street Lower running in a southward direction in a single bored tunnel underneath Harcourt Terrace and ending at matchline O as shown in Plan No. ML-RO 306 E-O. | ML-RO 306 E-O. | ML1-JAI-ARD-ROUT_XX-DR-Y-03095 |
| 464 | 306 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 306 E-O. | ML-RO 306 E-O. | ML1-JAI-ARD-ROUT_XX-DR-Y-03095 |
| 465 | 307 | Construct a Metro approximately 258 metres in length consisting of a double line of railway commencing at Match Line O approximately coincident with the Grand Canal running in a southward direction in a single bored tunnel either side of the station box underneath Grand Parade, Dartmouth Road, the Luas Green Line (elevated) and Northbrook Road and ending at matchline A as shown in Plan No. ML-RO 307 O-A. | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 466 | 307 | Construct an underground station approximately 50 metres from Match Line O, to be called "Charlemont", as shown in Plan No. ML-RO 307 O-A, and shown in greater detail in Plan Nos. ML-ST 307 O-A (1-6). | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 467 | 307 | Construct an underground traction substation, as shown on Plan No. ML-RO 307 O-A and in more detail in Plan Nos. ML-ST 307 O-A (1-6). | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 468 | 307 | Construct surface structures to underground station comprising of entrance canopies, escalators and lifts, bicycle parking, emergency tunnel exhaust vents and emergency escape stairs as shown on Plan No. ML-RO 307 O-A and in more detail in Plan No. ML-ST 307 O-A(1-6). | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 469 | 307 | Construct a Metro-Luas stairs and lift connection off Grand Parade as shown in Plan No. ML-RO 307 O-A. | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 470 | 307 | Remove and replace the existing kerbing to the verge of Grand Parade and Dartmouth Road as shown in Plan No. ML-RO 307 O-A. | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 471 | 307 | Install an uncontrolled raised table junction across Grand Parade close to the Metro entrance as shown on Plan No. ML-RO 307 O-A and in more detail in Plan No. ML-ST 307 O-A(1-6). | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |

FIRST SCHEDULE

| Works No. | Area | Description | RO Plan No. | Drawing No. |
|------------------|-------------|--|--------------------|--------------------------------|
| 472 | 307 | Install a signalised pedestrian crossing across Grand Parade as shown on Plan No. ML-RO 307 O-A. | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 473 | 307 | Install a drop-off point on the northern side of Grand Parade as shown on Plan No. ML-RO 307 O-A. | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 474 | 307 | Construct a ventilation/evacuation tunnel running parallel to the main tunnel from the south end of the station box for approximately 202 metres to matchline A as shown in Plan No. ML-RO 307 O-A. | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 475 | 307 | Construct services and carry out utility diversions and connections as shown on Plan No. ML-UL 307 O-A. | ML-RO 307 O-A. | ML1-JAI-ARD-ROUT_XX-DR-Y-03096 |
| 476 | 307 | Construct a ventilation/evacuation tunnel running parallel to the main tunnel from matchline A to a point approximately 77 metres from matchline O where it turns to connect to the main tunnel as shown in Plan No. ML-RO 307 A-O. | ML-RO 307 A-O. | ML1-JAI-ARD-ROUT_XX-DR-Y-03097 |
| 477 | 307 | Construct a Metro approximately 89 metres in length consisting of a double line of railway from Match Line A approximately 88 metres south of Northbrook Road running in a southward direction in a single bored tunnel under Orchard Lane and ending at the end of line buffer station approximately 70 metres north of matchline O as shown in Plan No. ML-RO 307 A-O. | ML-RO 307 A-O. | ML1-JAI-ARD-ROUT_XX-DR-Y-03097 |