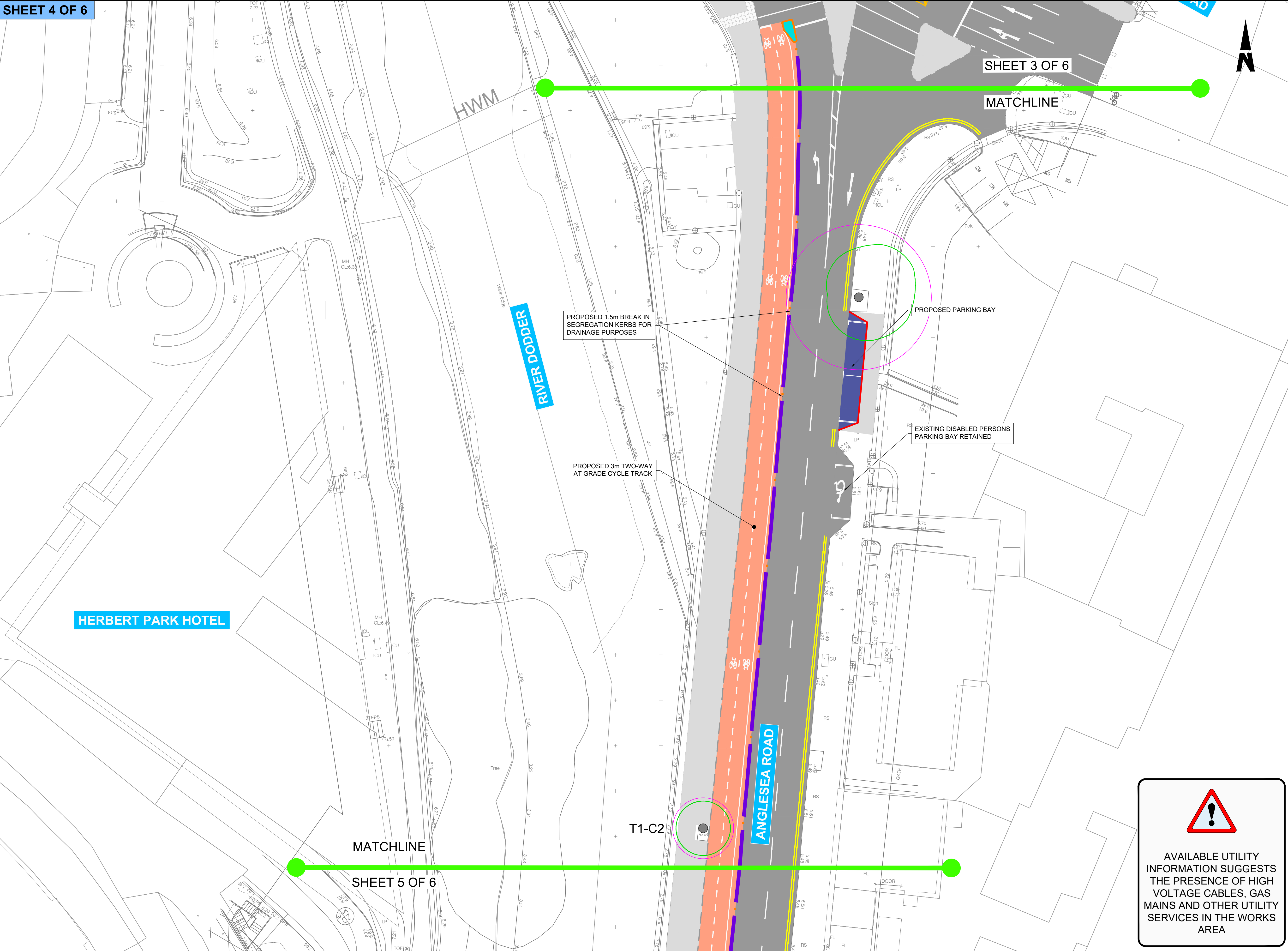


- ORDNANCE SURVEY IRELAND LICENCE NO CYAL50317588
© ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND
- NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DUBLIN CITY COUNCIL.
 2. ORTHOPHOSPHATS DATA WAS RECEIVED FROM MURPHY GEOSPATIAL 17.01.2022. ALL CO-ORDINATES ARE IN IRISH TRANSVERSE MERCATOR(ITM).
 3. ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
 4. DO NOT SCALE FROM THIS DRAWING. ANY MEASUREMENTS AND COORDINATES TO BE CONFIRMED ON SITE. LOCATIONS OF EXISTING SERVICES ARE INDICATIVE ONLY. THE CONTRACTOR MUST LAISE WITH EACH UTILITY PROVIDER PRIOR TO THE COMMENCEMENT OF WORKS AND THROUGHOUT THE WORKS. THE CONTRACTOR IS TO PRESUME THAT ALL COMMUNICATION DUCTS CONTAIN FIBRE OPTIC CABLES.
 5. ALL PROPOSED WORKS TO COMPLY WITH CONSTRUCTION STANDARDS FOR ROAD AND STREET WORKS IN DUBLIN CITY COUNCIL.
 6. CONTRACTOR TO DEVELOP THEIR TEMPORARY TRAFFIC MANAGEMENT PLAN FOR THE WORKS IN AGREEMENT WITH THE REQUIREMENTS OF DUBLIN CITY COUNCIL. THE TEMPORARY TRAFFIC MANAGEMENT PLAN IS TO MAINTAIN EXISTING BUS ALIGNMENTS. EXISTING STOPS ALONG THE SCHEME SHOULD BE RETAINED AND TEMPORARY STOPS BE PROVIDED WHERE THIS IS NOT POSSIBLE. THE CONTRACTOR IS TO PROVIDE A MINIMUM OF 3 WEEKS' NOTICE TO DUBLIN BUS BEFORE ANY STOPS ARE IMPACTED ALONG THE SCHEME.
 7. WHERE REFERENCE TO NRA HAS BEEN MADE, THE CONTRACTOR IS TO REFER TO THE TII SPECIFICATION FOR ROAD WORKS SERIES AND THE CONSTRUCTION STANDARDS FOR ROAD AND STREET WORKS IN DUBLIN CITY COUNCIL. PRIOR TO ANY WORKS THE CONTRACTOR MUST AGREE THE DETAIL PROPOSED WITH THE EMPLOYERS REPRESENTATIVE.

- LEGEND:**
- PROPOSED EXTRUDED CONCRETE SEGREGATION KERB
 - PROPOSED IN-SITU CONCRETE KERB
 - PROPOSED IN-SITU CONCRETE DROPPED TRANSITION KERB
 - PROPOSED GRANITE KERB. EXISTING GRANITE KERBS TO BE REMOVED FROM STORE AND RE-USED WHERE POSSIBLE. INTEGRATION OF NEW KERBS TO BE AGREED WITH DCC ON SITE.
 - PROPOSED GRANITE DROPPED TRANSITION. EXISTING GRANITE KERB TO BE REMOVED FROM STORE AND RE-USED WHERE POSSIBLE. INTEGRATION OF NEW KERBS TO BE AGREED WITH DCC ON SITE.
 - PROPOSED BOLLARD
 - PROPOSED CYCLE RAMP
 - PROPOSED CYCLE FACILITY
 - PROPOSED FOOTPATH BUILDOUT / TRAFFIC ISLAND
 - PROPOSED RED / BUFF TACTILE PAVING
 - PROPOSED BUFF CORDUROY TACTILE
 - PROPOSED SPEED RESTRICTION RAMP
 - PROPOSED RAISED TABLE
 - PROPOSED PARKING BAY
 - EXISTING CARRIAGEWAY
 - EXISTING FOOTPATH
- TREE LEGEND:**
- TREE STEM
 - NOMINAL ROOT PROTECTION AREA (RPA)
 - ADJUSTED RPA
- NOTE - ROAD MARKINGS ARE SHOWN FOR CLARITY ONLY. PLEASE REFER TO SERIES 1200 FOR DETAILS.

FOR TENDER

<div><div><div><div><div><div></div></div></div><div><div><div></div></div></div><div><div><div></div></div></div></div><div><div><div></div></div></div><div><div><div></div></div></div></div><div><div><div></div></div></div><div><div><div></div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><div></div></div></div> <div><div><</div></div>







- ORDNANCE SURVEY IRELAND LICENCE NO CYAL50317588
©ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND
- NOTES:
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DUBLIN CITY COUNCIL.
 - ORTHOPHOSPHATS DATA WAS RECEIVED FROM MURPHY GEOSPATIAL 17.01.2022. ALL CO-ORDINATES ARE IN IRISH TRANSVERSE MERCATOR(ITM)
 - ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
 - DO NOT SCALE FROM THIS DRAWING. ANY MEASUREMENTS AND COORDINATES TO BE CONFIRMED ON SITE. LOCATIONS OF EXISTING SERVICES ARE INDICATIVE ONLY. THE CONTRACTOR MUST LIAISE WITH EACH UTILITY PROVIDER PRIOR TO THE COMMENCEMENT OF WORKS AND THROUGHOUT THE WORKS. THE CONTRACTOR IS TO PRESUME THAT ALL COMMUNICATION DUCTS CONTAIN FIBRE OPTIC CABLES.
 - ALL PROPOSED WORKS TO COMPLY WITH CONSTRUCTION STANDARDS FOR ROAD AND STREET WORKS IN DUBLIN CITY COUNCIL.
 - CONTRACTOR TO DEVELOP THEIR TEMPORARY TRAFFIC MANAGEMENT PLAN FOR THE WORKS IN AGREEMENT WITH THE REQUIREMENTS OF DUBLIN CITY COUNCIL. THE TEMPORARY TRAFFIC MANAGEMENT PLAN IS TO MAINTAIN EXISTING BUS ALIGNMENTS. EXISTING STOPS ALONG THE SCHEME SHOULD BE RETAINED, AND TEMPORARY STOPS BE PROVIDED WHERE THIS IS NOT POSSIBLE. THE CONTRACTOR IS TO PROVIDE A MINIMUM OF 3 WEEKS' NOTICE TO DUBLIN BUS BEFORE ANY STOPS ARE IMPACTED ALONG THE SCHEME.
 - WHERE REFERENCE TO NRA HAS BEEN MADE, THE CONTRACTOR IS TO REFER TO THE TII SPECIFICATION FOR ROAD WORKS SERIES AND THE CONSTRUCTION STANDARDS FOR ROAD AND STREET WORKS IN DUBLIN CITY COUNCIL. PRIOR TO ANY WORKS THE CONTRACTOR MUST AGREE THE DETAIL PROPOSED WITH THE EMPLOYERS REPRESENTATIVE.

- LEGEND:**
- PROPOSED EXTRUDED CONCRETE SEGREGATION KERB
 - PROPOSED IN-SITU CONCRETE KERB
 - PROPOSED IN-SITU CONCRETE DROPPED TRANSITION KERB
 - PROPOSED GRANITE KERB. EXISTING GRANITE KERBS TO BE REMOVED FROM STORE AND RE-USED WHERE POSSIBLE. INTEGRATION OF NEW KERBS TO BE AGREED WITH DCC ON SITE.
 - PROPOSED GRANITE DROPPED TRANSITION. EXISTING GRANITE KERB TO BE REMOVED FROM STORE AND RE-USED WHERE POSSIBLE. INTEGRATION OF NEW KERBS TO BE AGREED WITH DCC ON SITE.
 - PROPOSED BOLLARD
 - PROPOSED CYCLE RAMP
 - PROPOSED CYCLE FACILITY
 - PROPOSED FOOTPATH BUILDOUT / TRAFFIC ISLAND
 - PROPOSED RED / BUFF TACTILE PAVING
 - PROPOSED BUFF CORDUROY TACTILE
 - PROPOSED SPEED RESTRICTION RAMP
 - PROPOSED RAISED TABLE
 - PROPOSED PARKING BAY
 - EXISTING CARRIAGEWAY
 - EXISTING FOOTPATH
- TREE LEGEND:**
- TREE STEM
 - NOMINAL ROOT PROTECTION AREA (RPA)
 - ADJUSTED RPA
- NOTE - ROAD MARKINGS ARE SHOWN FOR CLARITY ONLY. PLEASE REFER TO SERIES 1200 FOR DETAILS.



AVAILABLE UTILITY INFORMATION SUGGESTS THE PRESENCE OF HIGH VOLTAGE CABLES, GAS MAINS AND OTHER UTILITY SERVICES IN THE WORKS AREA

FOR TENDER

<p>Disclaimer</p> <p>a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.</p> <p>b. This drawing is to be used for the design element identified in the titlebox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.</p> <p>c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number EN 0082119 National Transport Authority. All elevations are in metres and relate to OSI Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish</p>		<p>Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.</p> <p>d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.</p>		<p>e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it). Any liabilities are hereby expressly disclaimed.</p>		<div><div></div><div><div>Project Ireland 2040</div><div>Building Ireland's Future</div></div><div><div>Údarás Náisiúnta Iompair</div><div>National Transport Authority</div></div></div>		<table><tr><th>Rev</th><th>Date</th><th>Dwn</th><th>Chk'd</th><th>App'd</th><th>Description</th></tr><tr><td>P01</td><td>29.09.2023</td><td>RD</td><td>AB</td><td>EG</td><td>ISSUED FOR TENDER REVIEW</td></tr><tr><td>P02</td><td>06.11.2023</td><td>GH</td><td>AB</td><td>EG</td><td>ISSUED FOR TENDER REVIEW</td></tr><tr><td>P03</td><td>16.04.2024</td><td>RD</td><td>AB</td><td>EG</td><td>ISSUED FOR TENDER REVIEW</td></tr><tr><td>P04</td><td>14.05.2024</td><td>EC</td><td>ZC</td><td>AB</td><td>ISSUED FOR TENDER REVIEW</td></tr></table>	Rev	Date	Dwn	Chk'd	App'd	Description	P01	29.09.2023	RD	AB	EG	ISSUED FOR TENDER REVIEW	P02	06.11.2023	GH	AB	EG	ISSUED FOR TENDER REVIEW	P03	16.04.2024	RD	AB	EG	ISSUED FOR TENDER REVIEW	P04	14.05.2024	EC	ZC	AB	ISSUED FOR TENDER REVIEW	<div><div><div>Comhairle Cathrach</div><div>Bhaile Átha Cliath</div><div>Dublin City Council</div></div></div>	<div><div></div></div>	Engineering Designer	Project Title	BEATTY'S AVENUE TO HERBERT PARK SECTION 2	
Rev	Date	Dwn	Chk'd	App'd	Description																																							
P01	29.09.2023	RD	AB	EG	ISSUED FOR TENDER REVIEW																																							
P02	06.11.2023	GH	AB	EG	ISSUED FOR TENDER REVIEW																																							
P03	16.04.2024	RD	AB	EG	ISSUED FOR TENDER REVIEW																																							
P04	14.05.2024	EC	ZC	AB	ISSUED FOR TENDER REVIEW																																							
Date		16.04.2024	Scale	1:200@A1 1:400@A1																																								
Project Code		NTA190002	Originator Code	NTA																																								
			GMS Code	S04.2																																								
			Drawn	RD																																								
			Checked	AB																																								
			Approved	EG																																								
Drawing File Name		NTA190002-NTA-SLW_ZZ-S04.2_XX_01-DR-KK-0004		Sheet Number	4 of 6																																							
				Status	E3																																							
				Rev	P04																																							



- ORDNANCE SURVEY IRELAND LICENCE NO CYAL50317588
©ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND
- NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DUBLIN CITY COUNCIL.
 2. ORTHOPHOSPHATS DATA WAS RECEIVED FROM MURPHY GEOSPATIAL 17.01.2022. ALL CO-ORDINATES ARE IN IRISH TRANSVERSE MERCATOR(ITM).
 3. ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
 4. DO NOT SCALE FROM THIS DRAWING. ANY MEASUREMENTS AND COORDINATES TO BE CONFIRMED ON SITE. LOCATIONS OF EXISTING SERVICES ARE INDICATIVE ONLY. THE CONTRACTOR MUST LIAISE WITH EACH UTILITY PROVIDER PRIOR TO THE COMMENCEMENT OF WORKS AND THROUGHOUT THE WORKS. THE CONTRACTOR IS TO PRESUME THAT ALL COMMUNICATION DUCTS CONTAIN FIBRE OPTIC CABLES.
 5. ALL PROPOSED WORKS TO COMPLY WITH CONSTRUCTION STANDARDS FOR ROAD AND STREET WORKS IN DUBLIN CITY COUNCIL.
 6. CONTRACTOR TO DEVELOP THEIR TEMPORARY TRAFFIC MANAGEMENT PLAN FOR THE WORKS IN AGREEMENT WITH THE REQUIREMENTS OF DUBLIN CITY COUNCIL. THE TEMPORARY TRAFFIC MANAGEMENT PLAN IS TO MAINTAIN EXISTING BUS ALIGNMENTS. EXISTING STOPS ALONG THE SCHEME SHOULD BE RETAINED, AND TEMPORARY STOPS BE PROVIDED WHERE THIS IS NOT POSSIBLE. THE CONTRACTOR IS TO PROVIDE A MINIMUM OF 3 WEEKS' NOTICE TO DUBLIN BUS BEFORE ANY STOPS ARE IMPACTED ALONG THE SCHEME.
 7. WHERE REFERENCE TO NRA HAS BEEN MADE, THE CONTRACTOR IS TO REFER TO THE TII SPECIFICATION FOR ROAD WORKS SERIES AND THE CONSTRUCTION STANDARDS FOR ROAD AND STREET WORKS IN DUBLIN CITY COUNCIL. PRIOR TO ANY WORKS THE CONTRACTOR MUST AGREE THE DETAIL PROPOSED WITH THE EMPLOYERS REPRESENTATIVE.

- LEGEND:**
- PROPOSED EXTRUDED CONCRETE SEGREGATION KERB
 - PROPOSED IN-SITU CONCRETE DROPPED TRANSITION KERB
 - PROPOSED GRANITE KERB. EXISTING GRANITE KERBS TO BE REMOVED FROM STORE AND RE-USED WHERE POSSIBLE. INTEGRATION OF NEW KERBS TO BE AGREED WITH DCC ON SITE.
 - PROPOSED GRANITE DROPPED TRANSITION. EXISTING GRANITE KERB TO BE REMOVED FROM STORE AND RE-USED WHERE POSSIBLE. INTEGRATION OF NEW KERBS TO BE AGREED WITH DCC ON SITE.
 - PROPOSED BOLLARD
 - PROPOSED CYCLE RAMP
 - PROPOSED CYCLE FACILITY
 - PROPOSED FOOTPATH BUILDOUT / TRAFFIC ISLAND
 - PROPOSED RED / BUFF TACTILE PAVING
 - PROPOSED BUFF CORDUROY TACTILE
 - PROPOSED SPEED RESTRICTION RAMP
 - PROPOSED RAISED TABLE
 - PROPOSED PARKING BAY
 - EXISTING CARRIAGEWAY
 - EXISTING FOOTPATH
- TREE LEGEND:**
- TREE STEM
 - NOMINAL ROOT PROTECTION AREA (RPA)
 - ADJUSTED RPA
- NOTE - ROAD MARKINGS ARE SHOWN FOR CLARITY ONLY. PLEASE REFER TO SERIES 1200 FOR DETAILS.



AVAILABLE UTILITY INFORMATION SUGGESTS THE PRESENCE OF HIGH VOLTAGE CABLES, GAS MAINS AND OTHER UTILITY SERVICES IN THE WORKS AREA

FOR TENDER

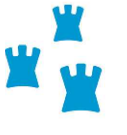
Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the titlebox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number EN 0082119 National Transport Authority. All elevations are in metres and relate to OSI Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish


Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners, and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it). Any liabilities are hereby expressly disclaimed.

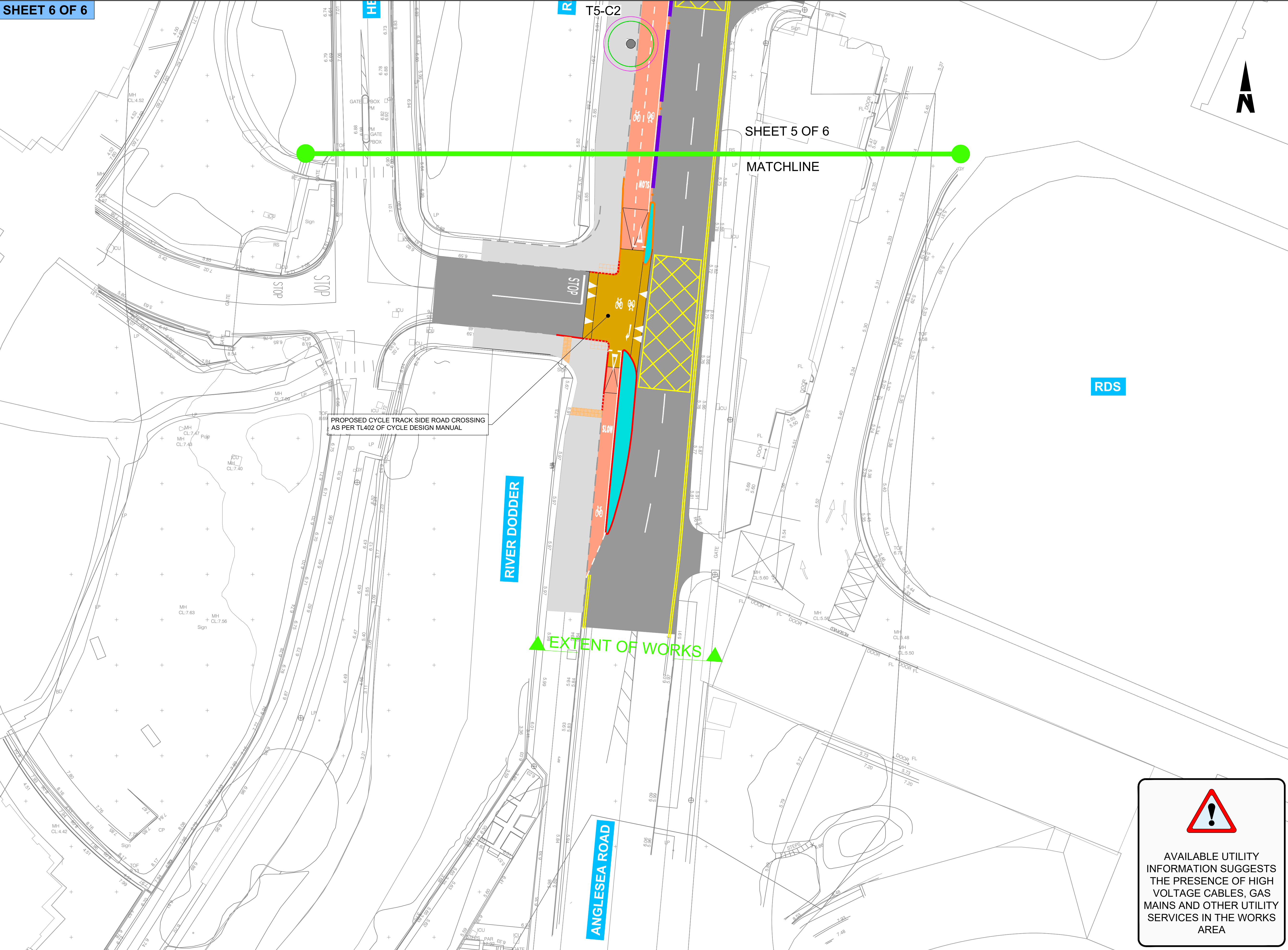


Rev	Date	Drn	Chk'd	App'd	Description
P01	29.09.2023	RD	AB	EG	ISSUED FOR TENDER REVIEW
P02	06.11.2023	GH	AB	EG	ISSUED FOR TENDER REVIEW
P03	16.04.2024	RD	AB	EG	ISSUED FOR TENDER REVIEW

Client	
 Comhairle Cathrach Bhaile Átha Cliath Dublin City Council	
Date	16.04.2024
Scale	1:200@A1 1:400@A1
Project Code	NTA190002
Originator Code	NTA

Engineering Designer		
		
Drawn	RD	Checked
		AB
Approved	EG	
QMS Code	S04.2	

Project Title			
BEATTY'S AVENUE TO HERBERT PARK SECTION 2			
Drawing Title			
PROPOSED GENERAL ARRANGEMENT			
Drawing File Name	NTA190002-NTA-SLW_ZZ-S04.2_XX_01-DR-KK-0005	Sheet Number	5 of 6
Status	E3	Rev	P03



- ORDNANCE SURVEY IRELAND LICENCE NO CYAL50317588
©ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND
- NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DUBLIN CITY COUNCIL.
 2. ORTHOPHOSPHATS DATA WAS RECEIVED FROM MURPHY GEOSPATIAL 17.01.2022. ALL CO-ORDINATES ARE IN IRISH TRANSVERSE MERCATOR(ITM)
 3. ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
 4. DO NOT SCALE FROM THIS DRAWING. ANY MEASUREMENTS AND COORDINATES TO BE CONFIRMED ON SITE. LOCATIONS OF EXISTING SERVICES ARE INDICATIVE ONLY. THE CONTRACTOR MUST LIAISE WITH EACH UTILITY PROVIDER PRIOR TO THE COMMENCEMENT OF WORKS AND THROUGHOUT THE WORKS. THE CONTRACTOR IS TO PRESUME THAT ALL COMMUNICATION DUCTS CONTAIN FIBRE OPTIC CABLES.
 5. ALL PROPOSED WORKS TO COMPLY WITH CONSTRUCTION STANDARDS FOR ROAD AND STREET WORKS IN DUBLIN CITY COUNCIL.
 6. CONTRACTOR TO DEVELOP THEIR TEMPORARY TRAFFIC MANAGEMENT PLAN FOR THE WORKS IN AGREEMENT WITH THE REQUIREMENTS OF DUBLIN CITY COUNCIL. THE TEMPORARY TRAFFIC MANAGEMENT PLAN IS TO MAINTAIN EXISTING BUS ALIGNMENTS. EXISTING STOPS ALONG THE SCHEME SHOULD BE RETAINED, AND TEMPORARY STOPS BE PROVIDED WHERE THIS IS NOT POSSIBLE. THE CONTRACTOR IS TO PROVIDE A MINIMUM OF 3 WEEKS' NOTICE TO DUBLIN BUS BEFORE ANY STOPS ARE IMPACTED ALONG THE SCHEME.
 7. WHERE REFERENCE TO NRA HAS BEEN MADE, THE CONTRACTOR IS TO REFER TO THE TII SPECIFICATION FOR ROAD WORKS SERIES AND THE CONSTRUCTION STANDARDS FOR ROAD AND STREET WORKS IN DUBLIN CITY COUNCIL. PRIOR TO ANY WORKS THE CONTRACTOR MUST AGREE THE DETAIL PROPOSED WITH THE EMPLOYERS REPRESENTATIVE.

- LEGEND:
- PROPOSED EXTRUDED CONCRETE SEGREGATION KERB
 - PROPOSED IN-SITU CONCRETE KERB
 - PROPOSED IN-SITU CONCRETE DROPPED TRANSITION KERB
 - PROPOSED GRANITE KERB. EXISTING GRANITE KERBS TO BE REMOVED FROM STORE AND RE-USED WHERE POSSIBLE. INTEGRATION OF NEW KERBS TO BE AGREED WITH DCC ON SITE.
 - PROPOSED GRANITE DROPPED TRANSITION. EXISTING GRANITE KERB TO BE REMOVED FROM STORE AND RE-USED WHERE POSSIBLE. INTEGRATION OF NEW KERBS TO BE AGREED WITH DCC ON SITE.
 - PROPOSED BOLLARD
 - PROPOSED CYCLE RAMP
 - PROPOSED CYCLE FACILITY
 - PROPOSED FOOTPATH BUILDOUT / TRAFFIC ISLAND
 - PROPOSED RED / BUFF TACTILE PAVING
 - PROPOSED BUFF CORDUROY TACTILE
 - PROPOSED SPEED RESTRICTION RAMP
 - PROPOSED RAISED TABLE
 - PROPOSED PARKING BAY
 - EXISTING CARRIAGEWAY
 - EXISTING FOOTPATH
- TREE LEGEND:
- TREE STEM
 - NOMINAL ROOT PROTECTION AREA (RPA)
 - ADJUSTED RPA
- NOTE - ROAD MARKINGS ARE SHOWN FOR CLARITY ONLY. PLEASE REFER TO SERIES 1200 FOR DETAILS.



AVAILABLE UTILITY INFORMATION SUGGESTS THE PRESENCE OF HIGH VOLTAGE CABLES, GAS MAINS AND OTHER UTILITY SERVICES IN THE WORKS AREA

FOR TENDER

<div><div><div><div><div><div></div><div>Project Ireland 2040</div><div>Building Ireland's Future</div></div><div><div>NTA</div><div>Údaráis Náisiúnta Iompair</div><div>National Transport Authority</div></div></div><div><div><div><div><div></div><div>Disclaimer</div></div><div><div>a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.</div><div>b. This drawing is to be used for the design element identified in the titlebox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.</div><div>c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number EN 0082119 National Transport Authority. All elevations are in metres and relate to OSI Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish</div></div><div><div>d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.</div><div>e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it). Any liabilities are hereby expressly disclaimed.</div></div></div></div></div></div></div></div>										<div>Rev</div> <div>Date</div> <div>Drn</div> <div>Chk'd</div> <div>App'd</div> <div>Description</div>		<div>Client</div> <div><div><div><div></div><div>Comhairle Cathrach</div><div>Bhaile Átha Cliath</div><div>Dublin City Council</div></div></div></div>		<div>Engineering Designer</div> <div><div><div><div></div><div>AECOM</div></div></div></div>		<div>Project Title</div> <div>BEATTY'S AVENUE TO HERBERT PARK SECTION 2</div>		<div>Drawing Title</div> <div>PROPOSED GENERAL ARRANGEMENT</div>	
<div>Date</div> <div>10.05.2024</div>		<div>Scale</div> <div>1:200@A1 1:400@A1</div>		<div>Drawn</div> <div>EC</div>		<div>Checked</div> <div>ZC</div>		<div>Approved</div> <div>AB</div>											
<div>Project Code</div> <div>NTA190002</div>		<div>Originator Code</div> <div>NTA</div>		<div>QMS Code</div> <div>S04.2</div>		<div>QMS Code</div> <div>S04.2</div>		<div>Drawing File Name</div> <div>NTA190002-NTA-SLW_ZZ-S04.2_XX_01-DR-KK-0006</div>											
						<div>Sheet Number</div> <div>6 of 6</div>		<div>Status</div> <div>E3</div>	<div>Rev</div> <div>P04</div>										