

Work Item No.

- 1849.03** Construct a temporary access road as shown
- in plan on Plan No. 1849
 - in elevation on Plan No. L001, and
 - in section on Plan No. L001.
- 1850.01** Demolish the existing Stacumny overbridge and construct a new single span, integral type overbridge No. 21 on the existing alignment, as shown
- in plan on Plan Nos. 1850, B017 & B018,
 - in elevation on Plan No. B017, and
 - in section on Plan No. B017.
- 1850.02** Construct a 1465 metre length of cutting / embankment with a maximum depth of 1.1 metres. The cutting is located to the north of and runs parallel to the Railway, immediately to the south-west of the Stacumny overbridge (No. 21), as shown
- in plan on Plan Nos. 1850, 1851 & G002, and
 - in section on Plan No. G002.
- 1850.03** Carry out minor cut and fill to a maximum depth or height of 1.5 metres to provide the new formation over a 940 metre long section to the south of the Railway. The section is located to the south-west of the Stacumny overbridge (No. 21), as shown
- in plan on Plan Nos. 1850, 1851 & G002, and
 - in section on Plan No. G002.
- 1850.04** Construct an underground rainwater storage tank to the south of the Railway as shown
- in plan on Plan Nos. 1850 and L002
- 1850.05** Inspect, extend and protect the existing undertrack culvert No. 21A adjacent to the 9 mile post as shown
- in plan on Plan No. 1850
 - in elevation on Plan No. L002, and

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- in section on Plan No. L002.
- 1850.06** Inspect, extend and protect the existing undertrack culvert, as shown
 - in plan on Plan No. 1850
 - in elevation on Plan No. L002, and
 - in section on Plan No. L002.
- 1850.07** Construct temporary construction access, as shown
 - in plan on Plan No. 1850 & L001
 - in section on Plan No. L002.
- 1850.08** The two stone walls leading to the entrance of the Lime Kiln are to be altered to enable the construction of the proposed Up Fast and Up Slow tracks. As shown
 - in plan on Plan No. 1850
- 1851.01** Construct a 16 metre extension with a 4.1 metre long headwall to the existing underbridge No. 22 using precast concrete box culvert units as shown
 - in plan on Plan Nos. 1851 & B029,
 - in elevation on Plan No. B029, and
 - in section on Plan No. B029.
- 1851.02** Demolish the existing stone arch, Hazelhatch Road overbridge and construct a new steel truss footbridge No. 23 as shown
 - in plan on Plan Nos. 1851 & B019,
 - in elevation on Plan No. B019, and
 - in section on Plan No. B019.
- 1851.03** Refurbish the existing Hazelhatch Station to provide improved facilities. Access to the station will be at high level from Newcastle-Celbridge Road and at low level from the car park and cycle / footpath. The station will comprise the following:

Station facilities will be provided on the high level concourse with seating provision for 20.

There will be a new station footbridge with 3 lifts and stairs to serve

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the north, island and existing south platform with a centre turnback platform. The existing footbridge will be refurbished and modified. 215m long new Island and North platform and reuse of existing south platform. Platforms will have waiting shelters for 36 people per platform.

There will be a 400 space car park including 21 mobility impaired car parking spaces along with 36 bicycle storage spaces with stair and lift access to the station concourse.

There will be a pick-up / drop-off point, a taxi rank for 5 taxis and space for 3 bus lay-bys.

Toilet facilities will be provided.

CCTV will be provided for security.

24hr automatic ticket sales and manned ticket sales (limited hours)

The works also include a new culvert under the station car park and Newcastle-Celbridge road for the Shinkeen stream as shown

as shown

- in plan on Plan Nos. 1851, 1852, S016, S008 & S009,
- in elevation on Plan No. S009 & S016 and
- in section on Plan No. S009 & S016

1851.04

Construct the new Up Slow and Up Fast railway tracks from a point approximately 72 metres to the north-east of the proposed footbridge No. 23; running in a south-westerly direction to a point approximately 600 metres south-west of the proposed Newcastle – Celbridge Road overbridge (No. 25). One new turnout and one new crossover will be installed to connect the Up and Down Slow lines to the Bay Platform track at Hazelhatch station.

Construct the new Down Slow and Down Fast railway tracks from approximately 90m west of the proposed footbridge 23, running in a south westerly direction, to a point 350m south west of Newcastle road overbridge No. 25.

Construct new Up Slow to Up Fast Facing lead and new Down Slow to Down Fast trailing Lead at approximately 600 and 350 metres south west of the proposed Newcastle – Celbridge Road overbridge (No. 25) respectively.

Three existing crossovers, one existing turnout and the existing siding will be removed as part of the removal of the Hazelhatch loop facility.

- in plan on Plan Nos. 1851 & 1852, and
- in section on Plan Nos. P018, P019 & L001.

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- 1851.05** Construct a 45 metre length of embankment with a maximum height of 0.5 metres. The embankment is located to the north of and runs parallel to the Railway at Hazelhatch Station, as shown
- in plan on Plan Nos. 1851
 - in section on Plan No. G002.
- 1851.06** Proposed link road to the north of Hazelhatch station. The works also include lighting, a road bridge over the Shinkeen stream and access to residential properties to the east of Hazelhatch station as shown
- in plan on Plan Nos. 1851
- 1851.07** Construct a signalling compound at Hazelhatch. The compound will comprise a Size 9 Relocatable Equipment Building, a power supply unit with back-up diesel generator and appropriate security measures. Shown on
- in plan on Plan 1851.
- 1851.08** Inspect, extend and protect the existing undertrack culvert No. 23A to the north-east of the proposed Hazelhatch Station as shown
- in plan on Plan No. 1851
 - in elevation on Plan No. L002, and
 - in section on Plan No. L002.
- 1851.09** Construct a road bridge over the diverted stream as shown
- in plan on Plan Nos. 1851, S008
- 1851.10** Construct temporary vehicular access / maintenance road as shown,
- in plan on Plan Nos. 1851
 - in elevation on Plan No. L001, and
 - in section on Plan No. L001.
- 1851.11** Construct a 190 metre long reinforced concrete retaining wall with a maximum wall height of 0.8 metres. The wall is located to the north of Railway, as shown
- in plan on Plan Nos. 1851

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- in section on Plan No. G001.

1851.12

Construct a 210 metre length of embankment with a maximum depth of 0.5 metres. The embankment is located to the north of and runs parallel to the Railway, at Hazelhatch station, as shown

- in plan on Plan Nos. 1851

- in section on Plan No. G002.

1851.13

Construct a road bridge over the diverted stream as shown

- in plan on Plan Nos. 1851, S008

1852.01

Demolish the existing Newcastle – Celbridge Road overbridge and construct a new two span, integral type overbridge No. 25 immediately to the north-east of the existing alignment, as shown

- in plan on Plan Nos. 1852, B020 & B021,

- in elevation on Plan No. B021, and

- in section on Plan Nos. B020 & B021.

1852.02

NOT USED

1852.03

Construct a 1095 metre length of embankment with a maximum height of 2.6 metres. The embankment is located to the north of and runs parallel to the Railway, to the south-west of Hazelhatch Station, as shown

- in plan on Plan Nos. 1852, 1853 & G002, and

- in section on Plan No. G002.

1852.04

Construct a maintenance road to the north of and parallel to the Railway, from Hazelhatch Station to 740 metres south west of Newcastle – Celbridge Road overbridge (No. 25) with access from Lord's Road, as shown

- in plan on Plan Nos. 1852,

- in section on Plan No. L001.

1852.05

NOT USED