

The background is a vibrant red color. It features several abstract geometric shapes: a large white circle with a blue border in the upper right; a smaller white circle with a blue border in the lower left; a large teal shape in the bottom right corner; and various other shapes in blue, green, and white scattered throughout the corners and edges.

Appendix C

Relaxations and Deviations

Schedule

Note - the below is based on a work in progress design and may be subject to change and may not cover all issues.

Ref. No.	Relaxation Reference	Scheme	Route	Phased Project	Applicants Name	Zone	Alignment Number	Mainline?	Chainage Start	Chainage End	Direction	Location Description	Design Speed (km/h)	Relaxation / Deviation	Category (Road Design, Structures, etc)	Element (e.g. Horizontal Geometry, Vertical Geometry, Cross Section etc.)	Standard Required	Item	Relaxation Justification	Additional Information and Supporting Documentation List	Drawing No.
10	BCIDB-JAC-RFS-0002-09-001	Bus Connects	Swords to City Centre	Stage (ii) Preliminary Design	Jacobs Engineering Ireland Ltd.	Z9	A01	Yes	A7120	A7220	Citybound	Lorcan Road - Swords Road R132	50	Relaxation	Road Design	Visibility	DMURS Figure 4.63	Visibility - Splay clashes against existing boundary wall X distance approximately 2.0m Desirable Minimum required - 2.4m Minimum required - 2.0m	Properties 290A - 308 driveways visibility splay clashes against existing boundary wall. The provision of a x distance that met the desirable minimum value will impact several boundary walls, by reconstructing the wall by 300-400mm from the current location. The x distance provided is still meeting the minimum required value of 2.0m.	Drawing No	BCIDB-JAC-GEO_GA-0002_XX_00-DR-CR-0021
14	BCIDB-JAC-RFS-0002-12-001	Bus Connects	CBC02 - Swords to City Centre	Stage (ii) Preliminary Design	Jacobs Engineering Ireland Ltd.	Z12	A01	YES	9950	10045	Citybound & Outbound	Frank Flood/Drumcondra Bridge	50	Deviation	Road Design	Vertical Curvature	DMURS Figure 4.4.6	Vertical Curvature - K Value - 3.5. Min allowed = 4.7	Proposed Levels to Match Existing. A complying K value can only be achieved by (i) demolishing the existing bridge and constructing a new bridge or (ii) raising the road levels on both ends of the bridge. Since this is an existing bridge, and there is no plan to remove and construct a new bridge, and raising the road level on both ends is not feasible due to numerous accesses and buildings on both ends of the bridge. This type of bridge with a low K value is common in Dublin/Galway/Cork and several other towns/city centres. Therefore it is proposed to retain the existing bridge even though its K value is below the minimum required.	Drawing No	BCIDB-JAC-GEO_GA-0002_ML_03-M3-CR-0031
15	BCIDB-JAC-RFS-0002-12-002	Bus Connects	CBC02 - Swords to City Centre	Stage (ii) Preliminary Design	Jacobs Engineering Ireland Ltd.	Z12	A01	YES	10780	10825	Citybound & Outbound	Binns Bridge	50	Deviation	Road Design	Vertical Curvature	DMURS Figure 4.4.6	Vertical Curvature - K Value - 3.0. Min allowed = 4.7	Proposed Levels to Match Existing. A complying K value can only be achieved by (i) demolishing the existing bridge and constructing a new bridge or (ii) raising the road levels on both ends of the bridge. Since this is an existing bridge, and there is no plan to remove and construct a new bridge, and raising the road level on both ends is not feasible due to numerous accesses and buildings on both ends of the bridge. This type of bridge with a low K value is common in Dublin/Galway/Cork and several other towns/city centres. Therefore it is proposed to retain the existing bridge even though its K value is below the minimum required.	Drawing No	BCIDB-JAC-GEO_GA-0002_ML_03-M3-CR-0033