


APPENDIX 3.3
CONSTRUCTION PLAN



Aviation Fuel Pipeline

Dublin Port to Dublin Airport

Construction Plan

Document Reference	Prepared By	Date Prepared / Reviewed	Approved By	Signature	Date Approved
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CONTENTS

1	Introduction		3
2	Route Selection		3
3	Special Engineering Difficulties (SED's)		3
4	Works Programme		4
5	Construction Works		4
6	Route Sections		7
DUBLIN PORT COMPANY			
7	Route Section 1	Tolka Quay Road / Bond Drive Junction to Pumping Station	8
8	Route Section 2	Tolka Quay Road / Bond Drive to Bond Road	8
DUBLIN CITY COUNCIL			
9	Route Section 3	East Wall Road / ESB Sub Station to John McCormack Bridge	9
10	Route Section 4	Tolka River Crossing / East Wall Road to Alfie Byrne Road.	9
11	Route Section 5	Alfie Byrne Road / Tolka River Crossing to Clontarf Road	10
12	Route Section 6	Clontarf Road / Alfie Byrne Road to Howth Road	10
13	Route Section 7	Howth Road / Clontarf Road to Copeland Avenue	11
14	Route Section 8	Copeland Avenue / Howth Road to Malahide Road	11
15	Route Section 9	Malahide Road / Copeland Avenue to Greencastle Road	12
16	Route Section 10	Malahide Road / Greencastle Road to (R139)	12
17	Route Section 11	Malahide Road R139 to Twin Roundabouts	13
FINGAL COUNTY COUNCIL			
18	Route Section 12	Clonsaugh Road (N) /Twin Roundabouts to AUL / FAI Sports Complex	13
19	Route Section 13	AUL / FAI Sports Complex / Clonsaugh Road to M1	14
20	Route Section 14	M1 Crossing from AUL / FAI Sports Complex to DAA Red Car Park	14
DUBLIN AIRPORT AUTHORITY			
21	Route Section 15	DAA Red Car Park to Fuel Storage Facility	15



1. INTRODUCTION

Independent Pipeline Company Ltd. (IPC) intends to construct a 200mm (8") nominal diameter pipeline to transport Aviation fuel from Dublin Port to Dublin Airport.

The route passes through the administrative area of several public bodies:

- Oil terminal to East Wall Road - Dublin Port Company.
- East Wall Road to Road Clonshaugh Road - Dublin City Council.
- Clonshaugh Road to Long Term Car Park- Fingal County Council.
- Long Term Car Park to Oil Storage Facility - Dublin Airport Authority.

The route has been divided into 15 sections and this report details the Construction Plan for each section.

2. ROUTE SELECTION

The route selection process considered six options and the proposed pipeline corridor is shown on drawing 0362-D-01-G-0001(refer to Appendix A)

3. SPECIAL ENGINEERING DIFFICULTIES (SED's)

SED's have been identified at the following locations,

SED Location	Permitting Authority	Reference
Tolka River Crossing East Wall Rd to Alfie Byrne Rd	Department of Environment	Route Section 4
Dublin Tunnel Crossing – Alfie Byrne Road	NRA / Egis Road and Tunnel Operations (Ireland)	Route Section 5
Railway Bridge – Clontarf Road	Iarnród Éireann	Route Section 6
Santry River Crossing Malahide Rd / Greencastle Rd	Dublin City Council	Route Section 9
Mayne River Crossing Clonshaugh Road	Fingal County Council	Route Section 12
Cuckoo Stream Crossing Clonshaugh Road	Fingal County Council	Route Section 12
M1 Crossing –FAI Grounds to DAA Long Term Car Park (Red)	NRA	Route Section 14
Swords Road Crossing (R132) at Corballis entrance to airport	Fingal County Council	Route Section 15



4. WORKS PROGRAMME

A works programme is included in Appendix B.

The construction of a fully welded high integrity steel pipeline requires considerably more time than normal pipeline operations, due to the number of additional activities to be performed during installation including:

- In-situ welding
- Weld X-rays
- Pipe wrapping

It is anticipated that construction works will commence in February 2016 and complete in November 2016. Construction works will take place during July and August at highly trafficked junctions when traffic volumes are reduced due to school holidays.

A detailed Works Programme will be drawn up by the contractor and agreed with the statutory Authorities prior to the commencement of the works.

5. CONSTRUCTION WORKS

All works will be carried out as per IS EN 14161 and the requirements of the Local Authorities.

5.1 ROUTE PROVING

The precise position of the route within the pipeline corridor will be confirmed following a review of up to date utility drawings, the SED and stream crossings drawings, scanning the area with cable locating equipment and excavating slit trenches. The route proving will generally be carried out within the work site ahead of the pipe laying.

5.2 EXCAVATION

Open cut trenching will be used for over 96% of the pipeline. Trenchless technology will be used for 3% of the pipeline, specifically at seven SED locations and three culverted streams the Wad, Nanniken and Kilbarrack.

5.2.1 LINE OF ROUTE

- Set up agreed Traffic Management Plan.
- Establish a safe working zone with barriers which will only be accessible to authorized personnel.
- Saw cut the carriageway.
- Break out surface with an excavator with breaker attachment.
- Excavate to the required depth to accommodate the pipeline at 1.2m of cover.
- Excavate slit trenches as required.
- Remove excavated material to a registered spoil disposal facility.



5.2.2 ROAD CROSSINGS

The road crossing will be completed as follows:

- Set up agreed Traffic Management Plan
- Establish a safe working zone with barriers which will only be accessible to authorized personnel
- Excavate 1st half of carriageway
- Install steel plates to allow for traffic management revision
- Excavate 2nd half of carriageway
- Pre-weld pipe for full length of carriageway
- Radiograph weld
- Acceptance test
- Wrap pipe
- Install pre-welded pipe
- Install sub-duct for management system optical fibre cable
- Backfill and reinstate 2nd half of carriageway
- Remove debris and sweep clean
- Re-open to traffic and revise traffic management
- Remove steel plates from 1st half of carriageway
- Backfill and reinstate 1st half of carriageway
- Remove debris and sweep clean
- Re-open to traffic
- Close down traffic management with removal by designated operatives

5.3 PIPE INSTALLATION and ASSOCIATED WORKS

- Lay Pipe bedding material
- Install pipe at 1.2 metres of cover
- Weld pipe to previous section
- Radiograph weld
- Acceptance test
- Wrap pipe
- Surround pipe with bedding material
- Install sub-duct for management system optical fibre cable
- Backfill
- Re-instate
- Remove debris and sweep clean
- Remove route markers, safety fencing etc.
- Re-open to traffic
- Close down traffic management with removal by designated operatives



5.4 DIRECTIONAL DRILLING

- Set up agreed Traffic Management Plan.
- Select launch and receive pit locations.
- Establish a safe working zone around the pit locations with Heras fencing (approximately 15m x 4m) which will only be accessible to authorized personnel.
- Excavate launch and receive pits.
- Commence drilling from launch pit to receive pit.
- Pullback concrete sleeve
- Insert pre-welded and radiographed pipeline and sub-ducts into concrete sleeve
- Weld pipe to adjacent sections
- Radiograph weld
- Acceptance test
- Wrap pipe
- Backfill
- Re-instate
- Remove debris and sweep clean
- Re-open to traffic
- Close down traffic management with removal by designated operatives

5.5 TYPICAL WORK SITE

The pipeline route will be divided into four working zones and the pipeline will be laid simultaneously in each zone. This will minimise the duration of impact of the works on affected parties. In addition, by maintaining the maximum separation between work sites, effective traffic and pedestrian management can also be maintained.

The trenches will be backfilled and temporarily reinstated each evening to minimise disruption to pedestrians, home owners and businesses.

The following details relate to each work site and are based on an average of 2 x 12m steel pipe lengths being laid each day at each site for 96% of the pipeline:

- The length and width of the work site will be 72m x 4m.
- The number of site personnel will range from 19 to 25.
- The excavators will be 18t, Rubber Tyred type
- The volume of material excavated each day will be 26m³.
- There will be two trucks, capacity 8m³, to draw away this material. This will require four trips to a registered landfill
- Bedding and lean mix material will be delivered to site as required. This will require three deliveries from the supplier to the site.
- Plant on site will include a generator, welding equipment and radiograph equipment.
- Welfare facilities will be provided within the work site.

For road crossings and where trenchless technology is used the size of the work sites will vary and will be site specific.



5.6 CONSTRUCTION COMPOUNDS

A pipe depot will be set up by the successful contractor. Possible locations are Dublin Port adjacent to the planning corridor and Malahide Road Industrial Park. There are vacant sites, suitable for temporary storage, in both these locations. A total of 1200 pipes and associated fittings, requiring 50 trips, will be delivered to the depot. Plant and equipment will be housed overnight at the depot and refuelled as necessary. No material from the excavation or for trench backfilling will be stored in a depot. Another option may be for the contractor to use their own depot.

5.7 COMMUNICATION

Prior to construction advance notice of the works will be given to all homes and businesses along route. The notice will include the Construction Programme agreed with Dublin City Council and Fingal County Council, contact names and phone numbers for any issues, queries that arise prior to and during construction.

6. ROUTE SECTIONS

The route has been subdivided in the 15 sections. The proposed construction is outlined for each section.

7. ROUTE SECTION 1

7.1 Location

Tolka Quay Road / Bond Drive to Pumping Station

7.2 Statutory Authority

Dublin Port Company

7.3 Proposal

Install 2 x 200mm nominal diameter pipelines under-ground in a single trench from existing above-ground gantry at the junction with Bond Drive crossing Tolka Quay Road to Dublin Port Pumping Station in Bond Drive.



The trench width on this section of the works will increase to 1.35 metres to facilitate the installation and separation of the additional pipe.

7.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per Paragraph 5.

8. ROUTE SECTION 2

8.1 LOCATION

Tolka Quay Road / Bond Drive to Bond Road

8.2 Statutory Authority

Dublin Port Company

8.3 Proposal

Install 1 x 200mm nominal diameter pipeline under-ground along Tolka Quay Road to tie in with pipe laid in "advance" during construction of the Dublin Port Tunnel at the junction with Bond Road and East Wall Road.



8.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per Section 5.

9. ROUTE SECTION 3

9.1 Location

East Wall Road / ESB Sub-Station to John McCormack Bridge. (TIN 4)

9.2 Statutory Authority

Dublin City Council

9.3 Proposal

Install 1 x 200mm nominal diameter pipeline:
Along East Wall Road to junction with the John McCormack Bridge.

9.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per Section 5.



10. ROUTE SECTION 4

11.1 Location

Tolka River Crossing / East Wall Road adjacent to John McCormack Bridge and Alfie Byrne Road

10.2 Statutory Authority

Dublin City Council

10.3 Proposal

Install 1 x 200mm nominal diameter pipeline under Tolka River using trenchless technology. (SED) Due to difference in levels between East Wall Road and the Tolka River bed it is proposed to launch the drill from a temporary pit located in open space on the southern side of the John McCormack Bridge to a reception pit on the northern side.



10.4 Construction Works

Route proving, excavation, pipe laying using trenchless technology and associated works will be completed as per Section 5.

11. ROUTE SECTION 5

11.1 Location

Alfie Byrne Road / Tolka River Crossing to Clontarf Road. (TIN 3)

11.2 Statutory Authority

Dublin City Council.

11.3 Proposal

Install 1 x 200mm nominal diameter pipeline from a reception pit on the east side of Alfie Byrne Road, crossing to the west side and onto the Clontarf Road including a crossing over the Dublin Tunnel (SED).

11.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per Section 5.



12. ROUTE SECTION 6

12.1 Location

Clontarf Road (R105) / Alfie Byrne Road to Howth Road. (TIN 4)

12.2 Statutory Authority

Dublin City Council

12.3 Proposal

Install 1 x 200mm nominal diameter pipeline:
Along the southern side of Clontarf Road to the junction with Howth Road including crossing under CIE Bridge No. UBB5. (SED)

12.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per Section 5.



13. ROUTE SECTION 7

13.1 Location

Howth Road / Clontarf Road to Copeland Avenue (TIN 3)

13.2 Statutory Authority

Dublin City Council

13.3 Proposal

Install 1 x 200mm nominal nominal diameter pipeline across the Clontarf road and along the western side of Howth Road to Copeland Avenue.

13.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per Section 5.



14. ROUTE SECTION 8

14.1 Location

Copeland Avenue /Howth Road to Malahide Road (TIN 3)

14.2 Statutory Authority

Dublin City Council

14.3 Proposal

Install 1 x 200mm nominal nominal diameter pipeline along the southern side of Copeland Avenue to Malahide Road

14.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per Section 5.



15. ROUTE SECTION 9

15.1 Location

Malahide Road (R107) / Copeland Avenue to Greencastle Road (TIN 5)

15.2 Statutory Authority

Dublin City Council

15.3 Proposal

Install 1 x 200mm nominal diameter pipeline:

- Along eastern side of Malahide Road
- Under Santry River using trenchless technology (SED)



15.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per



Section 5.

16. ROUTE SECTION 10

16.1 Location

Malahide Road (R107) /Greencastle Road to junction with Malahide Road (R139)

16.2 Statutory Authority

Dublin City Council

16.3 Proposal

Install 1 x 200mm NB pipeline:
Along eastern side of Malahide Road crossing over to the western side, north of Priorswood roundabout, and onto the junction with Malahide Road (R139).



16.4 Construction Works

Route proving, excavation, pipe laying and associated works will be completed as per Section 5.

17. ROUTE SECTION 11

17.1 Location

Malahide Road Junction (R107 / R139) to Twin Roundabouts adjacent to Bewleys Hotel and Clonshaugh Road (North) TIN 4

17.2 Statutory Authority

Dublin City Council

17.3 Proposal

Install 1 x 200mm nominal diameter pipeline on the southern side of R139 crossing to the northern side at the twin roundabouts.

17.4 Construction Works

Route proving, excavation, pipe laying using open cut and trenchless technology and associated works will be completed as per Section 5.



18. ROUTE SECTION 12

18.1 Location

Clonshaugh Road (N) / Twin Roundabouts to AUL / FAI Sports Complex

18.2 Statutory Authority

Fingal County Council

18.3 Proposal

Install 1 x 200mm nominal diameter pipeline:

- Along Clonshaugh Road.
- Under Mayne River and Cuckoo Stream culverts using Trenchless technology (SED)

18.4 Construction Works

Route proving, excavation, pipe laying using open cut and trenchless technology and associated works will be completed as per Section 5.



19. ROUTE SECTION 13

19.1 Location

AUL / FAI Sports Complex / Clonshaugh Road to Junction with M1

19.2 Private Wayleave

19.3 Proposal

Install 1 x 200mm nominal diameter pipeline along northern site boundary as per wayleave agreement.

19.4 Construction Works

Route proving, excavation, pipe laying, and associated works will be completed as per Section 5.



20. ROUTE SECTION 14

20.1 Location

M1 – Crossing from AUL / FAI Sports Complex to DAA Red Car Park

20.2 Statutory Authority

Fingal County Council

20.3 Proposal

Install 1 x 200mm nominal diameter pipeline under the M1 using trenchless technology (SED)

20.4 Construction Works

Route proving, excavation, pipe laying by open cut and trenchless technology and associated works will be completed as per Section 5.



21. ROUTE SECTION 15

21.1 Location

DAA Red Car Park to Fuel Storage Facility

21.2 Statutory Authority

Dublin Airport Authority (DAA)
Fingal County Council (FCC)



21.3 Proposal

Install 1 x 200mm nominal diameter pipeline:

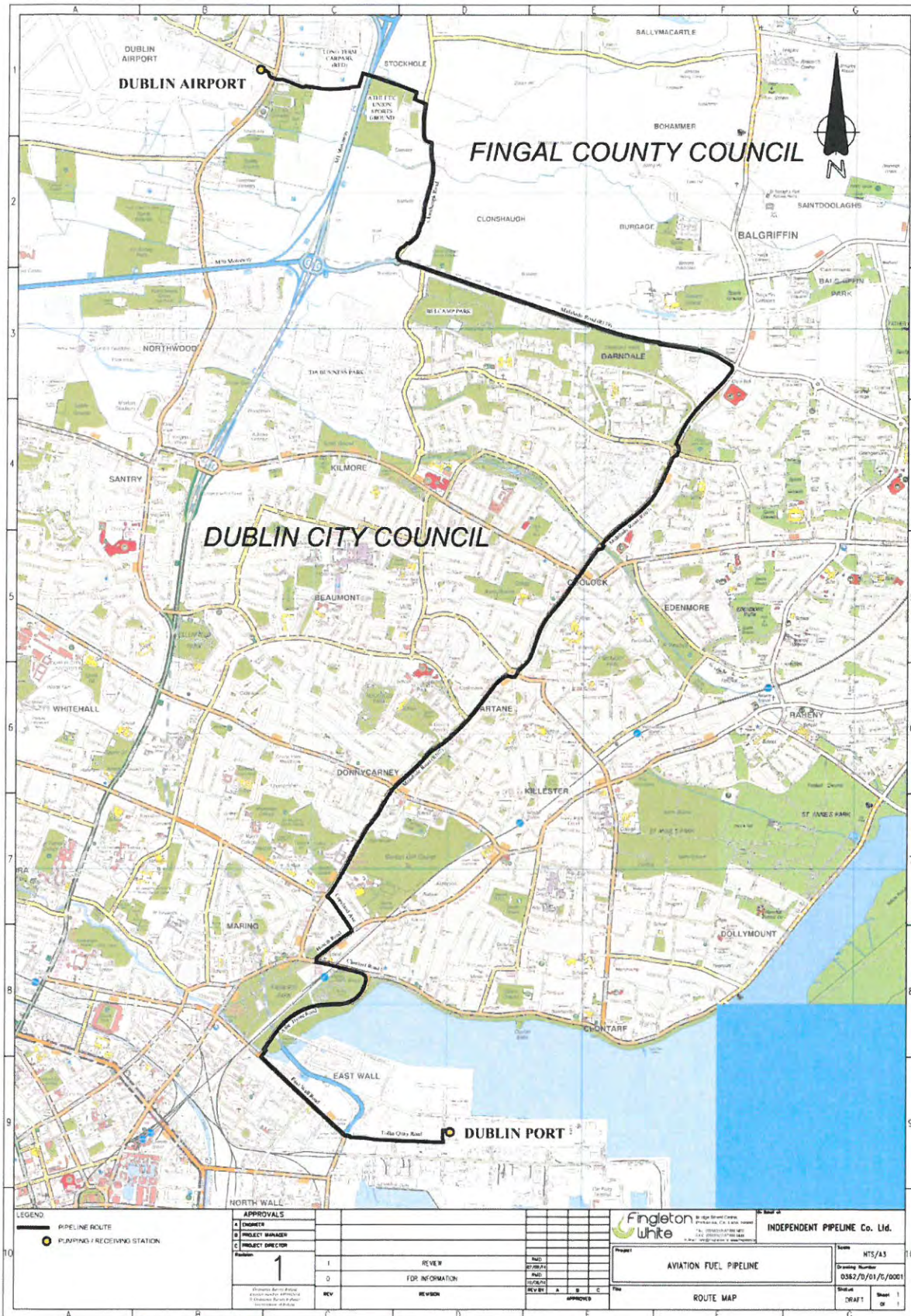
- Through Long Term Car Park (Red)
- Through ALSAA grounds adjacent to Corballis Road
- Under the Swords Road using trenchless technology and on to the DAA Fuel Storage Facility

21.4 Construction Works

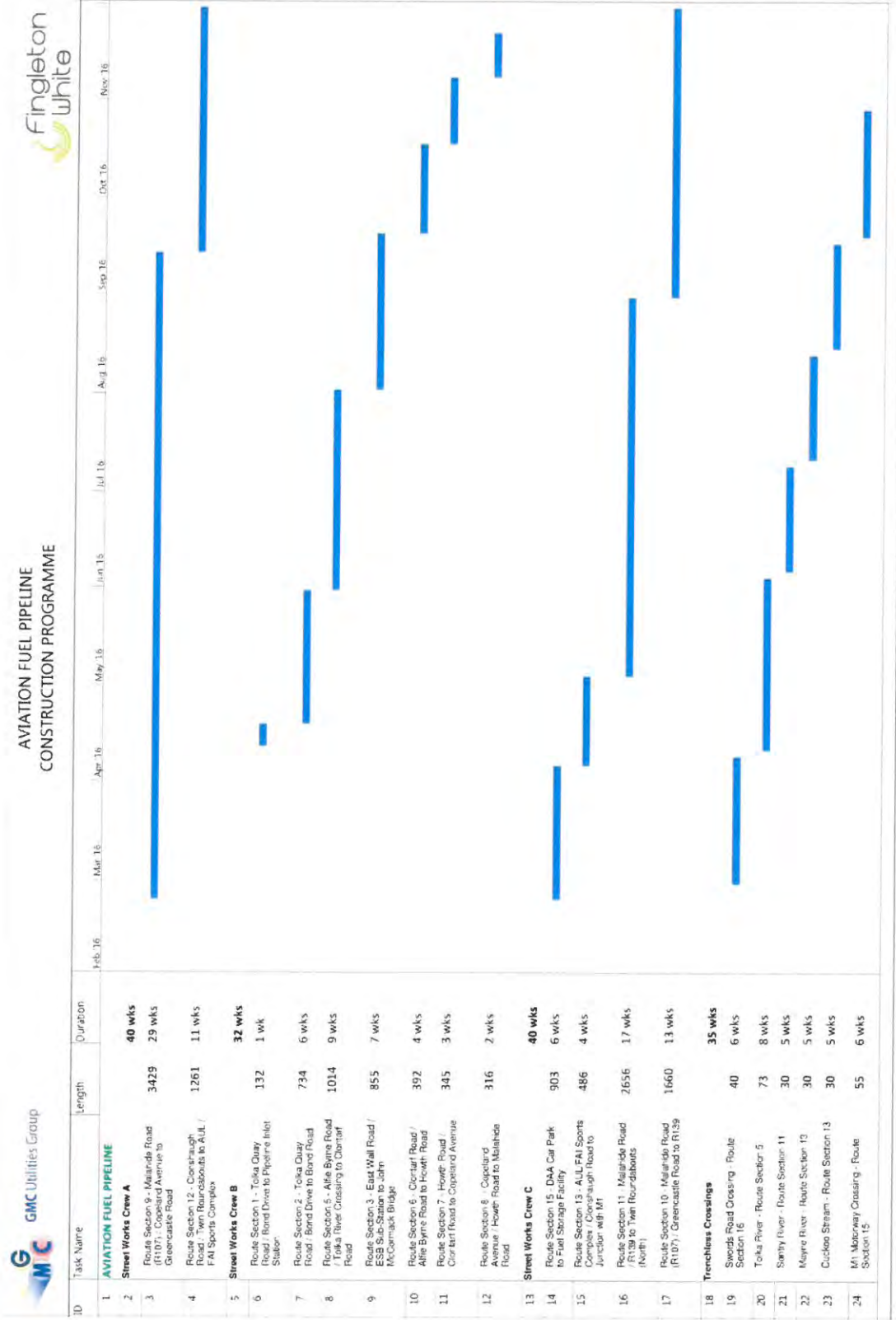
Route proving, excavation, pipe laying and associated works will be completed as per Section 5.



Appendix A



APPENDIX B



AVIATION FUEL PIPELINE CONSTRUCTION PROGRAMME

