



INTRODUCTION

The M3 Clonee to North of Kells Scheme forms part of the National Primary Route Network providing a strategic link between Dublin and the Northwest, with connections to Clonee, Dunshaughlin, Navan, Kells and Cavan. Traffic volumes on this route have risen sharply in recent years, with increases of up to 10% each year in the five year period to 1999.

SCHEME OBJECTIVES

The objectives of the scheme are to meet the requirements of the National Roads Needs Study and the National Development Plan and to provide a motorway and link roads to bypass the towns of Dunboyne, Dunshaughlin, Navan, Kells and Carnaross. It is anticipated that the proposed route will ease traffic congestion at notorious bottlenecks and will greatly benefit local communities by improving their environment.

PROGRAMME

The statutory procedures are expected to commence in March 2002, with An Bord Pleanála's decision expected in late 2002. It is envisaged that tender documentation will be issued thereafter with the aim of achieving financial close in 2003. Road opening is planned for 2006.

SCHEME DESCRIPTION – Route

The road improvement scheme replaces the existing N3, which will thereafter be classified as a regional road. The M3 Clonee to North of Kells Scheme is designed to accommodate

through traffic and will significantly reduce journey times for traffic travelling between Dublin and the Northwest of Ireland. It will also assist in the economic development of Meath and the BMW (Border, Midlands and Western) regions.

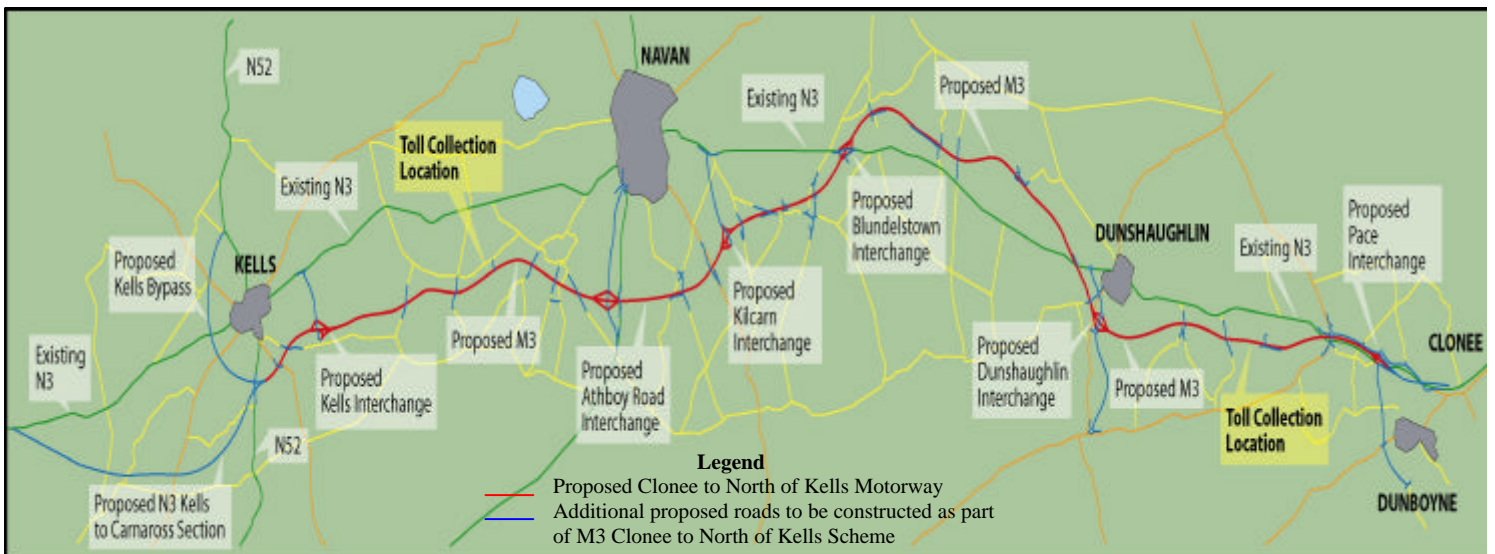
The scheme consists of approximately 50km of motorway/dual carriageway between Clonee and Kells, 10.2 km of wide single carriageway between Kells and Carnaross and approximately 15 km of link roads. There are a total of 5 link roads, two of which are dual two-lane, two are wide single lane and one that is single lane carriageway. The scheme also includes the 3.5km single carriageway N52 bypass of Kells.

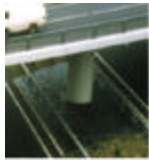
The motorway scheme starts at the northern end of the existing Clonee Bypass, and proceeds in a northwesterly direction, crossing the River Tolka south of Dunshaughlin. The route continues towards the north west and bypasses Dunshaughlin before crossing the River Boyne south of Navan. It continues to the west of Navan, bypassing the town, and heads towards Kells terminating on the existing N52 west of the town. But the N3 continues for some 10.2 km further as a wide single carriageway towards the Meath/Cavan county boundary. It bypasses Carnaross village and crosses the River Blackwater, before joining the existing N3 at the Cavan border.

SCHEME DESCRIPTION – Structures

Grade separated interchanges are provided at Pace, Dunshaughlin, Blundelstown, Kilcarn, Athboy Road (N51) and Kilmainham. There will also be two toll plazas and associated utilities, 12 roundabouts for the link roads and overbridges and 4 river crossings.

M3 Clonee to North of Kells Scheme





| Structure | Location |
|------------------|----------------------------|
| Overbridges | • Bracetown |
| | • Pace Interchange |
| | • Blackbull |
| | • Rathbeggan Lane |
| | • Raynestown |
| | • Derrockstown |
| | • Johnstown |
| | • Dunshaughlin Interchange |
| | • Readsland |
| | • Dunsany Road |
| | • Berrillstown |
| | • Collierstown |
| | • Baronstown |
| | • Lismullin |
| | • Blundelstown Interchange |
| | • Dowdstown |
| | • Ardsallagh |
| | • Cannistown |
| | • Kilcarn Interchange |
| | • Trim Road |
| | • Robinstown |
| | • Athboy Road |
| | • Athboy Interchange |
| | • Boyerstown |
| | • Bohermeen |
| | • Durhamstown |
| | • Ballybatter |
| | • Pheonixtown |
| | • Ballybeg |
| | • Kilmainham Interchange |
| | • Cookstown |
| | • Athboy Road (No. 2) |
| | Underbridges |
| • Kennedy Road | |
| • Rath Hill | |
| • Drumree | |
| • N3 at Roestown | |
| Footbridge | • Swan Lane |

There are also numerous accommodation overbridges, underpasses and roads.

GROUND CONDITIONS

Between Clonee and Dunshaughlin the topography is generally flat or slightly undulating rising approximately 40m in 12km. Ground conditions consist of limestone glacial till. At Dunshaughlin heading northwest towards Navan, the topography gradually rises and crosses a geological saddle. Ground water levels in the Dunshaughlin – Navan area are quite close to ground level, particularly in the low-lying areas and are closely related to the

rock elevation. From a high point at Berrillstown the route falls approximately 80m over 10km on the southern approach to Navan.

South of Navan the main topographical feature is the Boyne Valley. Elsewhere the land is generally flat and gently undulating, rising as the existing road approaches Kells. Glacial sands and gravel deposits flank the River Blackwater and the ground is very wet in these areas with a high number of springs and seepage and local areas of peat. To the west of Kells the land becomes more undulating with prominent knolls at Commons of Lloyd and Drumbaragh. Sands and gravels with areas of underlying limestone generally make up the ground in this section.

Throughout the route the main feature is limestone glacial till and alluvial deposits. Areas of possible soft ground have been identified as having a depth of 2 to 6m.



UTILITIES

The proposed scheme will intersect with several service providers. Diversions will be required for the following:

- Electricity Supply – Electricity Supply Board
- Gas Distribution – Bord Gáis
- Water & Wastewater – Meath County Council
- Telecommunications – Eircom, Esat Telecom & Cable Management Ireland Ltd.

KEY INTERFACES

Liaison with Duchas will be necessary during the project to ensure that requirements in relation to archaeology are adhered to. Both the OPW (Office of Public Works) and the Eastern Fisheries Board will be consulted to ascertain their requirements relating to the drainage of the new roadway, in order to minimise the affect on the existing drainage systems. The Eastern Fisheries Board guidelines must be adhered to in order to prevent pollution of the Boyne and Blackwater Rivers.