



**Introduction**

The N6 Galway to East Ballinasloe scheme forms part of a strategic east-west road corridor linking Galway to Dublin. The scheme will remove a significant volume of long distance traffic passing through towns and villages along the existing N6 and also links with other strategic road corridors in western Ireland.

**Scheme Objectives**

The objective of the scheme is to meet the requirements of the National Development Plan to provide a motorway/high quality dual carriageway from Galway to Dublin. The N6 Galway to East Ballinasloe scheme ties into the N6 Ballinasloe to Athlone Scheme, the future proposed Galway City Outer Bypass and the proposed future N17 and N18 road schemes.

The road improvement scheme will replace the existing N6, which will revert to a regional road classification.

It is anticipated that the proposed route will result in significant reductions in travel times on the N6 corridor aiding the development of the BMW (Border Midlands West Region). Also, through removing a significant volume of through traffic from the towns and villages along the route of the existing N6 the scheme will greatly benefit local communities by improving their environment.

**Programme**

The EIS for the scheme was published in August 2004 and the subsequent Oral Hearing into the scheme concluded in January 2005. A decision is expected from An Bord Pleanála in May 2005. It is envisaged that the tender documentation will be issued in August 2005 with a financial close in 2006.

**Scheme Description – Route**

The scheme consists of 56 kilometres of dual carriageway between Galway and Ballinasloe, a 7 kilometre link road to the Loughrea Bypass, 32 kilometres of side roads and 4 grade separated junctions.

The scheme starts at Doughiska, east of Galway city

and proceeds east to Athenry where it crosses the Galway/Dublin rail line, the Graigabbey River and the Athenry/Limerick rail line. The route continues south east to Carrowkeel junction, from where the Loughrea Link road proceeds south to the Loughrea Bypass. From Carrowkeel junction, the route moves north east to the proposed Toll Plaza located near Cappataggle. The route passes north of Aughrim village, continuing east again over the River Suck to its termination at Tulrush east of Ballinasloe, where a link road connects to the existing N6 at Beagh.

**Scheme Description – Tolling**

It is proposed to procure the construction and operation of the N6 Galway to Ballinasloe road scheme together with ancillary roads through a design/build/finance/operate arrangement. This will involve a long-term concession period. The road will be tolled and the the Concessionaire will install and operate the toll collection system.

It is proposed to locate the Toll Plaza and associated utilities close to Cappataggle village, on the dual carriageway between Gortnaheen and Ballynaclogh overbridges.

The NRA's Statutory Draft Toll Scheme and accompanying Explanatory Statement will be available soon on its website, [www.nra.ie](http://www.nra.ie)

**Scheme Description – Structures**

The scheme will have four grade separated junctions at Glennascaul, Athenry, Carrowkeel and West Ballinasloe. There will also be 9 roundabouts on link roads, 1 major river crossing, 3 rail crossings, 30 road bridges and a foot bridge. There will also be accommodation structures, side roads and culverts.





Structures	Location
Road Overbridges:	
•	Glennascaul Junction (N18)
•	Carnmore
•	Lisheenkyle East
•	Caherbriskaun
•	Rathmorrissy
•	Teagasc
•	Moyode (R348)
•	Deerpark
•	Rathgorgin
•	Clogheravaun
•	Carrowkeel Junction
•	Galboley
•	Carraunmore (R350)
•	Rahally
•	Treanbaun
•	Ballymabilla
•	Gortnaheen
•	Ballynaclogh
•	Newcastle
•	Cloghagalla Eighter
•	Coololla
•	Urraghry (N6)
•	Barnacragh
•	West Ballinasloe Junction
•	Pollboy
•	Tulrush
Road Underbridges:	
•	Garraun
•	Ballygarraun (R348)
•	Teagasc
•	Athenry Junction
•	Boyhill (R347)
•	Curraghmore (R348)
•	Killescragh
•	Liscappul
Mainline River Bridges:	
•	Graigabbey River
•	Dooyertha River
•	Suck River
Road Over Rail Bridges:	
•	Galway/ Dublin Line
•	Athenry/Limerick Line (2 No.)
Foot Bridge:	
•	Moher

### Topography

The land in general is relatively flat but undulating, without any significant unusual features. There are some glacial features such as eskers present.

### Ground Conditions

The route of the N6 Galway to Ballinasloe scheme is underlain by limestone, with varying depths of a glacial till overburden. Peat and soft alluvial deposits are present in localised areas.

The overburden to the west of the scheme, from Doughiska to Athenry, is generally less than 2 metres deep in most places, with Burren limestone bedrock and occasional karst features.

From Athenry to Ballinasloe, the bedrock is Calp limestone, and overburden depths are generally deeper, being over 15m deep in some places.

The area around Pollboy and the River Suck is characterised by peat deposits and alluvial materials forming the River Suck flood plain.

### Utilities

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

- Water and waste water - Galway County Council; Roscommon County Council; Ballinasloe Town Council and Galway City Council and private sources
- Telecommunications - Eircom; ESAT Telecom; and O<sub>2</sub>
- Electrical Supply - ESB/ESBI
- Gas - An Bord Gáis
- Other utilities

### Key Interfaces

- The Office of Public Works must be consulted during the detailed design and construction of the drainage elements of the scheme.
- Liaison with the Department of Environment, Heritage and Local Government will be required to ensure that their requirements in relation to archaeology are adhered to.
- The Shannon Fisheries Board and the Western Region Fisheries Board and the Department of Environment, Heritage and Local Government will be consulted in regard to design and construction of the river and stream crossings.
- Ecological monitoring and the development of a Water Quality Management Plan in conjunction with the Western Regional Fisheries Board, Shannon Region Fisheries Board, the National Parks and Wildlife Service is required where construction takes place within the River Suck Special Area of Conservation (SAC).
- Íarnród Éireann must be consulted during the detailed design and construction of the railway bridges.

