

Appendix A.5.2.2

Development of Management Option

Leitrim County Council
**N4 Carrick-on-Shannon to
Dromod Project**
Development of Management Option

274219-ARUP-02-OS-RP-CH-000002

P02 | 21 February 2022

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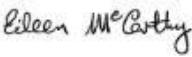
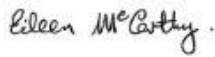
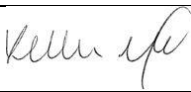
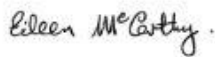
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Contents

	Page
1 Introduction	1
1.1 Overview	1
1.2 Project Background	1
2 Context	2
2.1 The TEN-T Network	2
2.2 TII Publications	5
3 Strategic Road Definition – Project Based	6
3.1 Safety for all Transport Modes	6
3.2 Accessibility for all road users	9
3.3 Promoting Innovative Technological Solutions	10
3.4 Sustainable use of infrastructure	11
3.5 Removal of bottlenecks	13
4 Management Option	14
4.1 Methodology for Development of Option	14
4.2 Description of Option	14
5 Conclusion	17

1 Introduction

1.1 Overview

The purpose of this report is to detail the Management Option that has been developed during Phase 2 Options Selection of the N4 Carrick-on-Shannon to Dromod Project. As stated in Section 4.2 Do-Something Option(s) of TII Publication - Project Appraisal Guidelines for National Roads Unit 4.0 - Consideration of Alternatives and Options (reference PE-PAG-02013), it is necessary to consider a Management Option “*which seeks to utilise the existing asset where feasible through on-line improvements, bottleneck removals, road safety works, traffic management measures or Intelligent Transport Systems*”.

This report should be read in conjunction with Drawings 274219-ARUP-02-OS-DR-YE-000017 to 274219-ARUP-02-OS-DR-YE-000029.

1.2 Project Background

The national primary route N4, Dublin to Sligo is a strategic corridor from Dublin to the northwest and border counties and is approximately 198km in length. It is recognised as being of particular importance in enhancing accessibility to some of the most peripheral areas in the northwest (including Leitrim / Roscommon / Sligo and Donegal) and west of the River Shannon.

The N4 forms part of the EU TEN-T comprehensive road network providing a strategic link between Dublin and Sligo, which was designated a regional centre in the 2018 and 2021 National Development Plans and National Planning Framework. The N4 connects directly with the N5 and N6 national primary routes which also form part of the EU TEN-T comprehensive road network.

Significant lengths of the N4 have been improved / upgraded to dual carriageway in the recent past. With these upgrades, especially the opening of N4 Dromod Roosky Bypass, Carrick-on-Shannon has become a bottleneck for long distance and regional traffic. Carrick-on-Shannon remains the only regional strategic centre on the N4 between Dublin and Sligo which has not been bypassed to date.

In 2018, the Government published the Ireland National Development Plan 2018 – 2027 (NDP). The NDP sought to progress the strategic outcomes set out in the NPF and recognised the regional centre status of Sligo. This was again reflected in the NDP 2021 – 2030 with the N4 Carrick on Shannon to Dromod included in the updated plan. In relation to the second National Strategic Outcome - Enhanced Regional Accessibility the NDP states:

“... the objective is to complete those linkages so that every region and all the major urban areas, particularly those in the North-West, which have been comparatively neglected until recently, are linked to Dublin by a high-quality road network.”

This project has been included in the TII National Roads Programme 2018 to 2027. A commitment to progressing the N4 Carrick-on-Shannon to Dromod “*through pre-appraisal and early planning during 2018 to prioritise projects which are proceeding to construction in the National Development Plan*” is included in the NDP.

2 Context

2.1 The TEN-T Network

The N4 Dublin to Sligo national primary route is on the TEN-T comprehensive network. Refer to Plate 2.1 below.

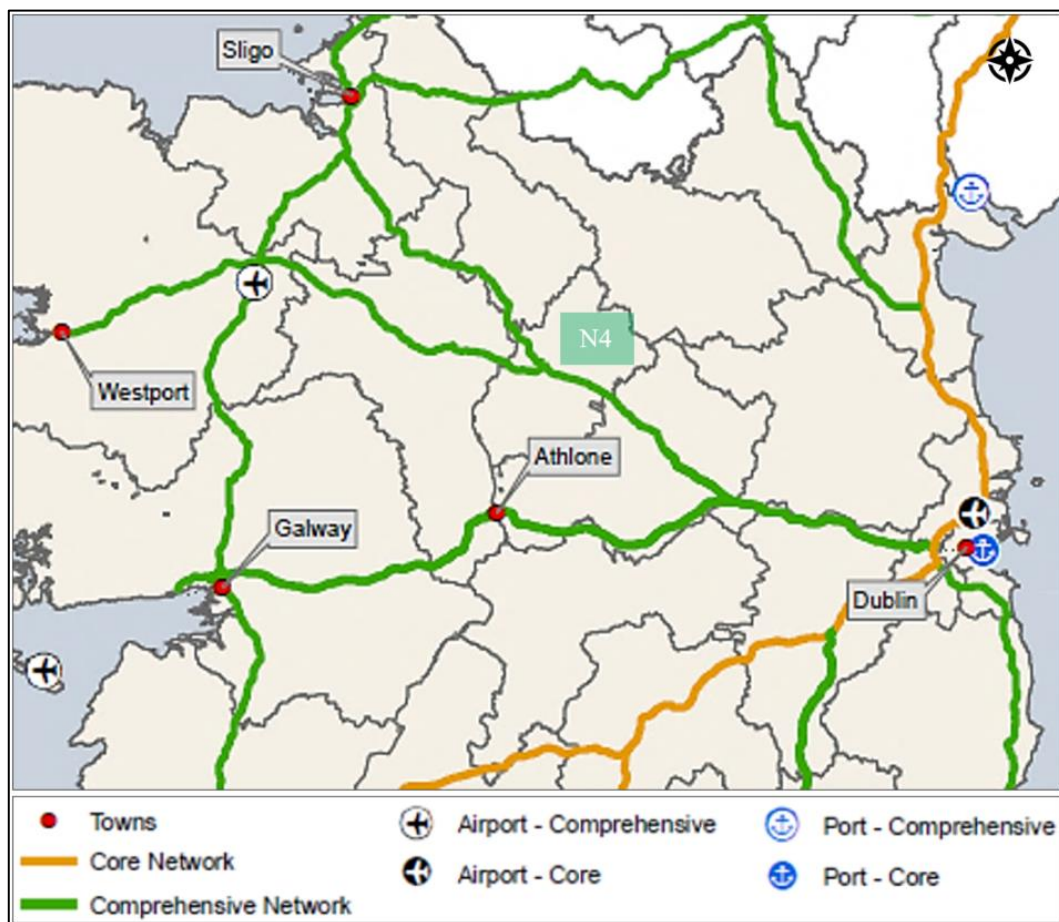


Plate 2.1: TEN-T network connecting Dublin to the West and Northwest

Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU relates to the Trans-European Transport Network (TEN-T). This EU Regulation sets out where the TEN-T roads are located within each country and the requirements for these roads. Section 2.1.1 below outlines what is required of the comprehensive network and

Section 2.1.2 below defines the specifics in terms of road infrastructure and what should be provided for roads on the comprehensive network.

2.1.1 Comprehensive Network

Within Article 9 *THE COMPREHENSIVE NETWORK* Article 9 *General Provisions*¹ it states that;

“1. The comprehensive network shall:

- (a) be as specified in the maps and the lists in Annex I and in Part 2 of Annex II;*
- (b) be further specified through the description of the infrastructure components;*
- (c) meet the requirements for the transport infrastructures set out in this Chapter;*
- (d) constitute the basis for the identification of projects of common interest;*
- (e) take into account the physical limitations and topographical particularities of Member States' transport infrastructures, as identified in the technical specifications for interoperability (TSIs).*

2. Member States shall make all possible efforts with the aim of completing the comprehensive network and of complying with the relevant provisions of this Chapter by 31 December 2050.”

Within Article 10 *THE COMPREHENSIVE NETWORK* Article 10 *General Priorities* it states that;

“1. In the development of the comprehensive network, general priority shall be given to measures that are necessary for:

- (a) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration the specific case of islands, isolated networks and sparsely populated, remote and outermost regions;*
- (b) ensuring optimal integration of the transport modes and interoperability within transport modes;*
- (c) bridging missing links and removing bottlenecks, particularly in cross-border sections;*
- (d) promoting the efficient and sustainable use of the infrastructure and, where necessary, increasing capacity;*
- (e) improving or maintaining the quality of infrastructure in terms of safety, security, efficiency, climate and, where appropriate, disaster resilience, environmental performance, social conditions, accessibility for all users, including elderly people, persons with reduced mobility and disabled passengers, and the quality of services and continuity of traffic flows;*

¹ http://publications.europa.eu/resource/ellar/f277232a-699e-11e3-8e4e-01aa75ed71a1.0006.01/DOC_1

(f) implementing and deploying telematic applications and promoting innovative technological development.

2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:

(a) ensuring fuel security through increased energy efficiency, and promoting the use of alternative and, in particular, low or zero carbon energy sources and propulsion systems;

(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport;

(c) removing administrative and technical barriers, in particular to the interoperability of the trans-European transport network and to competition.”

2.1.2 What is a High-Quality Road?

Within *Chapter II, The Comprehensive Network, Section 3, Road Transport Infrastructure Article 17, Infrastructure Components* defines the infrastructure requirements from a roads perspective and states that:

“1. Road transport infrastructure shall comprise, in particular

(a) high-quality roads, including:

(i) bridges;

(ii) tunnels;

(iii) junctions;

(iv) crossings;

(v) interchanges;

(vi) hard shoulders;

(b) parking and rest areas;

(c) associated equipment;

(d) telematic applications, including ITS;

(e) freight terminals and logistic platforms;

(f) the connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;

(g) coach stations.

2. The high-quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link mountainous, remote, landlocked and peripheral NUTS 2 regions to central regions of the Union. Those roads shall be adequately maintained to allow safe and secure traffic.

3. High-quality roads shall be specially designed and built for motor traffic, and shall be either motorways, express roads or conventional strategic roads.

(a) A motorway is a road specially designed and built for motor traffic, which does not serve properties bordering on it and which:

(i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally, by other means;

(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and

(iii) is specially sign-posted as a motorway.

(b) An express road is a road designed for motor traffic, which is accessible primarily from interchanges or controlled junctions and which:

(i) prohibits stopping and parking on the running carriageway; and

(ii) does not cross at grade with any railway or tramway track.

(c) A conventional strategic road is a road which is not a motorway or express road but which is still a high-quality road as referred to in paragraphs 1 and 2."

2.1.3 Summary

To conclude, for the comprehensive network the road can be

(a) motorway

(b) express road

(c) conventional strategic road

Therefore, the minimum road standard required as per the TEN-T Regulations for the N4 is (c) a conventional strategic road.

2.2 TII Publications

The foreword in the TII document DN-GEO-03031 (June 2017) defines

(b) "Motorway: A divided multi-lane road as defined in Section 43 of the Roads Act"

(g) "Express Road: An Express Road is a legal category of road designed for motor traffic, which is accessible primarily from interchanges or controlled junctions and which:

i. Prohibits stopping and parking on the running carriageway; and

ii. Does not cross at grade with any railway or tramway track.

A conventional strategic road as defined in the TEN-T Regulation (EU) No 1315/2013 is not explicitly defined in the TII standards documents. As this is not specifically defined in the TII documents, the priorities of the comprehensive

network as set out in Article 10 above are used to define the minimum requirements for the strategic road, which includes the N4 national primary road.

3 Strategic Road Definition – Project Based

The priorities of the comprehensive network as set out in Article 10 of the TEN-T Regulation above are used to define the minimum requirements for the strategic road and some the priorities which are applicable to the N4 primary route are outlined in the various sub-sections below.

3.1 Safety for all Transport Modes

The comprehensive network should ensure optimal integration and interoperability within transport modes and improve the quality of the infrastructure to ensure safe, secure, efficient, and accessible for all users.

Safety of all road users must be considered in the development or improvement of road infrastructure.

3.1.1 TII Safety Standards

TII Publications GE-STY-01027 Road Safety Audit Guidelines give context of what safety is for road links in Section 2.3.3:

“Links that are well designed with few private access points traditionally have a good safety record. However, within the urban environment strict access control is less relevant.

In rural areas the principal factors affecting the safety of road links are:

- a) Private access control - on high speed roads there is a direct correlation between the number of access points onto links and the collision numbers on any given road;*
- b) Proximity of junctions - the majority of collisions take place at junctions; it is essential that junction spacing is maximised and consistent junction types are used;*
- c) Horizontal & vertical curves - collision frequency increases at crests and dips (vertical curvature) and increasing the degree of horizontal curvature along the alignment, increases collision frequency;*
- d) Visibility - adequate forward visibility to junctions, crossings and safe stopping distances is crucial to ensure a safe road design;*
- e) Design Speed - the design speed influences the likely pre-crash impact speed in a road traffic collision. Therefore, it is important that the road environment and design speed selected are appropriate and where possible excess speed is discouraged;*
- f) Combinations of elements – where two or more sub-standard design elements are combined, it is more likely that a hazard will emerge”*

3.1.2 Global Safety Standards

The United Nations Sustainable Development Goals include Goal 3 and Goal 11 which are directly related to roads and transport.



Plate 3.1: The United Nations Sustainable Development Goals

Goal 3: Ensure healthy lives and promote well-being for all at all ages

Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents

Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable

Target 11.2 by 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

Following the request of the United Nations General Assembly, on 22 November 2017, Member States reached consensus on 12 global road safety performance targets. Those targets are listed below:

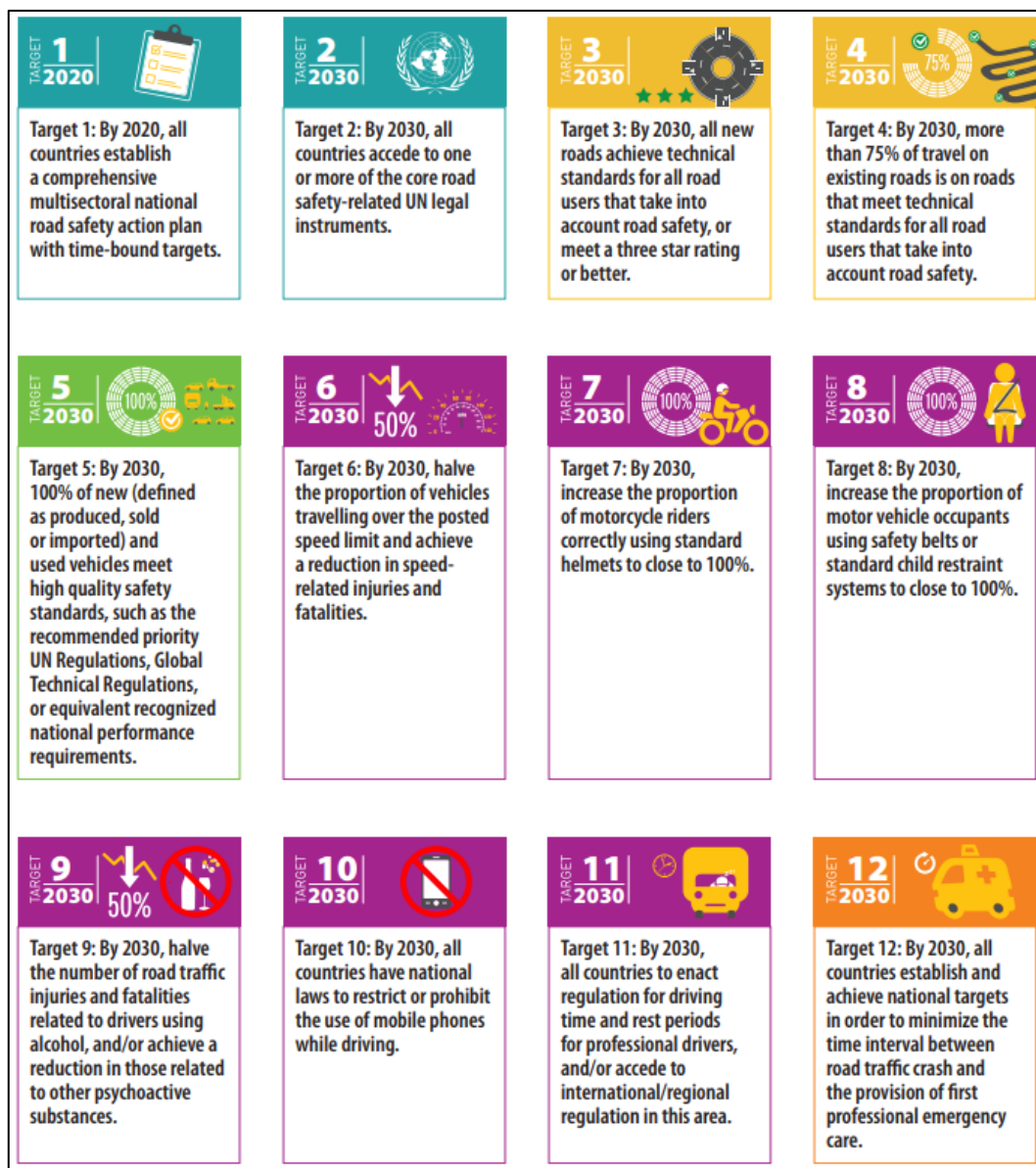


Plate 3.2: Global Road Safety Performance Targets

Global Road Safety Performance Target No 2 states that “by 2030, all new roads achieve technical standards for all road users that take into account road safety or meet a three star rating or better”. Target No. 4 states that “by 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety”.

The International Road Assessment Programme (iRAP) is the umbrella programme for Road Assessment Programmes (RAPs) worldwide that is working to save lives. Achieving >75% of travel on 3-star or better roads by 2030 will save an estimated 467,000 lives every year and 100 million lives and serious injuries over the 20-year life of the treatments.

The Star Ratings referred to in the Global Road Safety Performance Targets are based on road inspection data and provide a simple and objective measure of the level of safety which is ‘built-in’ to the road for vehicle occupants, motorcyclists,

bicyclists and pedestrians. Five-star roads are the safest while one-star roads are the least safe. Broadly speaking, every extra star rating results in a halving of crash cost in terms of the number of people who are killed and seriously injured.

Table 3.1: Star rating of roads - what makes a road safe?

Star Rating				
★	No sidewalk, No safe crossing, 60 km/h traffic	No cyclepath, No safe crossings, poor road surface, 70 km/h traffic	No motorcycle lane, undivided road, trees close to road, winding alignment, 90 km/h traffic	Undivided road with narrow centerline, trees close to road, winding alignment, 100 km/h traffic
★★★	Sidewalk present, pedestrian refuge, street lighting, 50 km/h traffic	On-road cycle lane, good road surface, street lighting, 60 km/h traffic	On-road motorcycle lane, undivided road, good road surface, >5m to any roadside hazards, 90 km/h traffic	Wide centerline separating oncoming vehicles, >5m to any roadside hazards, 100 km/h traffic
★★★★★	Sidewalk present, signalized crossing with refuge, street lighting, 40 km/h	Off-road dedicated cycle facility, raised platform crossing of major roads, street lighting	Dedicated separated motorcycle lane, central hatching, no roadside hazards, straight alignment, 80 km/h traffic	Safety barrier separating oncoming vehicles and protecting roadside hazards, straight alignment, 100 km/h traffic

3.2 Accessibility for all road users

TII Publication DN-GEO-03060 Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions) states an overarching principle for junction strategy which “*seeks to prevent a proliferation of side road junctions along national roads with speed limits of greater than 60km/h*”.

The Management Option seeks to reduce the number of priority at-grade junctions, direct accesses, roundabouts and grade separated junctions along the N4 corridor which is under consideration outside of the 60km/h speed limit locations.

Within the 60km/h speed limits and within the urban centre of Carrick-on-Shannon the need for safe facilities for pedestrians and cyclists are more pronounced than in the rural context.

TII DN-GEO-03060 states that while “*roundabouts are one of the safest forms of at grade junctions for general motorised traffic, they pose safety concerns for*

cyclists due to high vehicular speeds, particularly leaving the roundabout.” There are mechanisms to design off road cycle tracks and safe crossing locations for cyclists at roundabouts; however, in an urban context the landtake associated with such facilities can be excessive. In the case of the N4 it is more appropriate to consider converting existing roundabouts to signalised junctions to provide safe crossing facilities for cyclists.

TII Publication DN-GEO-03044 The Geometric Layout of Signal-Controlled Junctions and Signalised Roundabouts states that by *“introducing signal control at a junction, including measures to provide the maximum degree of safety and convenience for all road users, can enhance efficiency by reducing congestion and conflict between different vehicle movements, within the available road space”*. It also states that *“Pedestrians should be encouraged to use defined points to cross the road. Preferably, crossings should be located to minimise crossing distances and to avoid excessive detours.”* Therefore, the conversion of roundabouts to signalised junctions in the urban centres are considered appropriate when considering the needs of cyclists and pedestrians.

The publication also goes on to describe the scenarios whereby signalisation can also be used to implement strategies such as *“augmenting or altering a natural or designated route priority and providing a safe, convenient environment for pedestrians and cyclists”*.

The Management Option seeks to deliver on the project objectives by reducing the congestion within Carrick-on-Shannon and its surrounds and also by removing private cars from the national network to enable better and more reliable connectivity across the river. With the strategy implemented in the Management Option, the signalisation of existing junctions seeks to enhance the road space for all road users, encourage active travel and the use of public transport by providing appropriate infrastructure while also discouraging private car trips. By slowing down the traffic and creating longer journey times for the private vehicle, shorter trips become more favourable to do by sustainable means rather than sitting in private vehicles.

3.3 Promoting Innovative Technological Solutions

The implementation of improved advance warning signage and Intelligent Transport Systems (ITS) along the national route to notify road users of journey times, parking availability, traffic incidences and potential weather warnings leads to more informed journeys regarding routing, parking/destination and potential delays. Such journey planning can assist in avoiding the need to provide for an unnecessarily high peak volume as well as removing the need for vehicles in the urban centre.

The Management Option seeks to implement technological solutions to support the project in delivering the project objectives. Technology is constantly evolving, and such new technologies are tracked and monitored so that any new infrastructure will utilise new technology if available, or make provision for emerging and future technologies if in development.

3.4 Sustainable use of infrastructure

The National Investment Framework for Transport in Ireland (NIFTI)² was published on 21 December 2021 and contains the Department of Transport's new high-level strategic framework for prioritising future investment in the land transport network. It is *"the Department of Transport's high-level strategic framework to support the consideration and prioritisation of future investment in land transport. It represents the Department's contribution to Project Ireland 2040, Government's long-term, overarching strategy to make Ireland a better country for all and to build a more sustainable future"*.

An extract from the Executive Summary is provided below.

"The transport sector accounts for one-fifth of our national greenhouse gas emissions and delivering our decarbonisation commitments will require breaking the link between transport activity and emissions and a fundamental transformation in how we travel...

...Decarbonising the transport sector is an urgent priority in the context of our climate change targets. We will support sustainable mobility wherever it is feasible and encourage modal shift to these modes, namely active travel and public transport. This will include extending the reach of sustainable mobility in rural areas through investment in greenways, public transport and the strategic provision of integrated park and ride solutions. Where private transport remains necessary, our support for low-emission vehicles and associated infrastructure can help to decarbonise such trips..

Given its scale and value, protecting and renewing the existing transport system is also a foremost priority. Many of the challenges the network faces can be addressed, at least partially, through protection and renewal."

² <https://www.gov.ie/en/publication/cfae6-national-investment-framework-for-transport-in-ireland-nifti/#national-investment-framework-for-transport-in-ireland>



Plate 3.3: National Investment Framework for Transport in Ireland Investment Priorities

“To deliver future investment in a sustainable manner, NIFTI promotes the most appropriate solution to a given problem or opportunity. The four NIFTI investment priorities, which identify what we will invest in, are supplement by modal and intervention hierarchies, which set out how we will undertake investment.

For a given problem, these hierarchies establish the types of solutions that are preferred from both an environmental and cost-effectiveness perspective. The framework encourages the use of active travel and public transport ahead of solutions reliant on private transport. Maintenance or optimisation of existing assets, including through demand management, is also preferred to extensive enhancements or outright new infrastructure.”

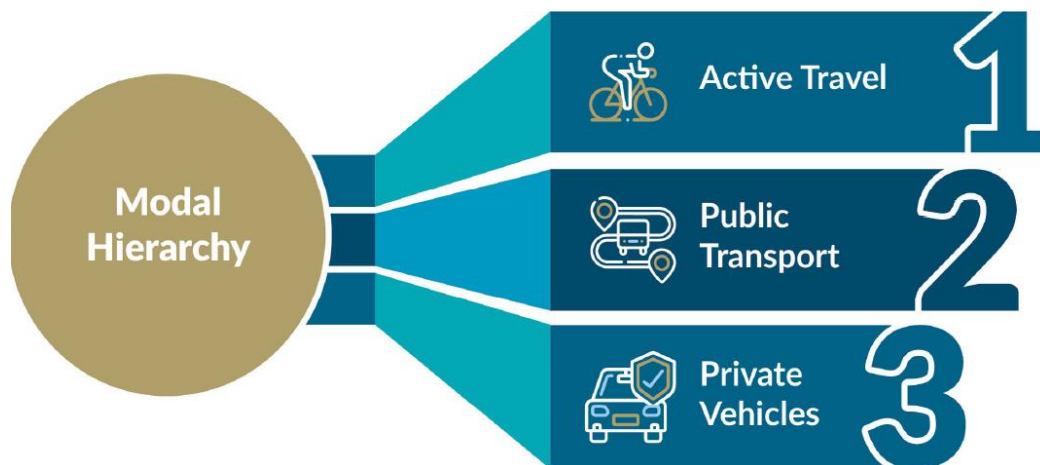


Plate 3.4: National Investment Framework for Transport in Ireland Modal Hierarchy



Plate 3.5: National Investment Framework for Transport in Ireland Intervention Hierarchy

The Management Option strives to achieve the project objectives using the least amount of intervention and the measures proposed align closely with the intervention hierarchy. This option maintains the existing assets to its maximum potential. It optimises the usefulness of the existing infrastructure by implementing measures to improve efficiency and encourages modal shift to more sustainable and active travel trips. It improves the infrastructure for all road users where necessary and only intervenes with new construction and infrastructure where necessary to achieve the priorities of a conventional strategic road.

3.5 Removal of bottlenecks

The TEN-T regulations state that the development of the comprehensive network shall give priority to measures that are necessary for '*bridging missing links and removing bottlenecks*'. The Management Option has been developed to prioritise active travel within the urban centres for short journeys and to improve junction efficiency in the urban areas. These measures can be complementary as the removal

of roundabouts and the implementation of at-grade signalised junctions will improve efficiency, especially at peak hour, as the dominant traffic movement is not allowed to dominate the junction, but it also provides safe crossing locations for non-motorised users.

The project objectives seek to improve connectivity to the northwest and west and the removal of bottlenecks is in line with ensuring enhanced accessibility and connectivity for all regions. The Management Option will be fully tested to check its ability to effectively deliver on the project objectives as part of the options assessment process.

4 Management Option

4.1 Methodology for Development of Option

Using the high-level principles and priorities outlined in Section 3 for the definition of a conventional strategic road, namely safer and higher quality links and junctions, accessibility for all road users, using latest technology and prioritising sustainability, the existing N4 was assessed in the context of:

- (i) Sustainable use of infrastructure
- (ii) Technological innovation
- (iii) Provision for all modes of transport including non-motorised users such as pedestrians and cyclists encouraging more active travel and sustainable trips utilising safer crossing infrastructure
- (iv) Private access control
- (v) Proximity of junctions and consistency of junction types
- (vi) Sections of poor safety using global targets and TII Publications Design Guidelines

Therefore, the existing N4 was assessed and a range of management measures, where feasible, were developed and agglomerated to form the Management Option.

4.2 Description of Option

The Management Option is located along the existing alignment of the N4 for the full extents of the study area and is outlined on Drawings 274219-ARUP-02-OS-DR-YE-000017 to 274219-ARUP-02-OS-DR-YE-000029. For the purposes of the Multi-Criteria-Analysis (MCA) in the Option Selection Report (OSR), the Management Option is assessed west and east of Node J at Drumsna under the Blue West and Blue East Option Corridors respectively. The Management Option is described in this manner below.

4.2.1 Blue West Option Corridor

West of Cortober

In the rural section of the existing N4 to the west of Cortober between Ch. 9+700 to Ch. 13+600 the following measures were employed:

- Maximising the reuse of the existing road asset
- Improving junction layouts e.g., removing crossroads through rationalising of accesses/ junctions with a proposed new access road
- Closing a number of existing priority junctions and reutilising alternative junction locations in close proximity
- Provision of Intelligent Transport Systems (e.g., real time variable message signage)

Within Cortober and Carrick-on-Shannon

For the urban sections of the existing N4 in Cortober and Carrick-on-Shannon between Ch. 13+600 and Ch. 17+200 the following measure were employed.

- Maximising the reuse of the existing road asset
- Rationalisation of the number of direct accesses and junctions onto the national primary network
- Improving road safety for all road users e.g., pedestrians & cyclists
 - Changing of roundabouts to signalised junctions
 - Changing of uncontrolled junctions to signal controlled junctions with facilities for NMUs
 - Additional cycle tracks
 - Enhancing connectivity for NMUs
 - Improved footpaths
- Provision of Intelligent Transport Systems (e.g., real time variable message signage)

East of Carrick-on-Shannon to Drumsna

In the rural sections of the existing N4 to the east of Carrick-on-Shannon between Ch. 17+200 to Ch. 22+000 at Drumsna, the following measures were employed:

- Maximising the reuse of the existing road asset
- Rationalisation of the number of accesses and junctions onto the primary network
 - Closing of accesses onto the primary network, where there are multiple accesses provided to homes, farmlands and businesses

- Seeking alternative access points from local roads to landholdings, rather than from the national primary network
- Gathering of multiple direct accesses onto a parallel connector road and delivering to the primary network via defined safe at-grade junctions, where feasible
- Improving junction layouts e.g., removing narrow, substandard staggered junction
- Closing a number of existing priority junctions and reutilising alternative junction locations in close proximity
- Provision of Intelligent Transport Systems (e.g., real time variable message signage)

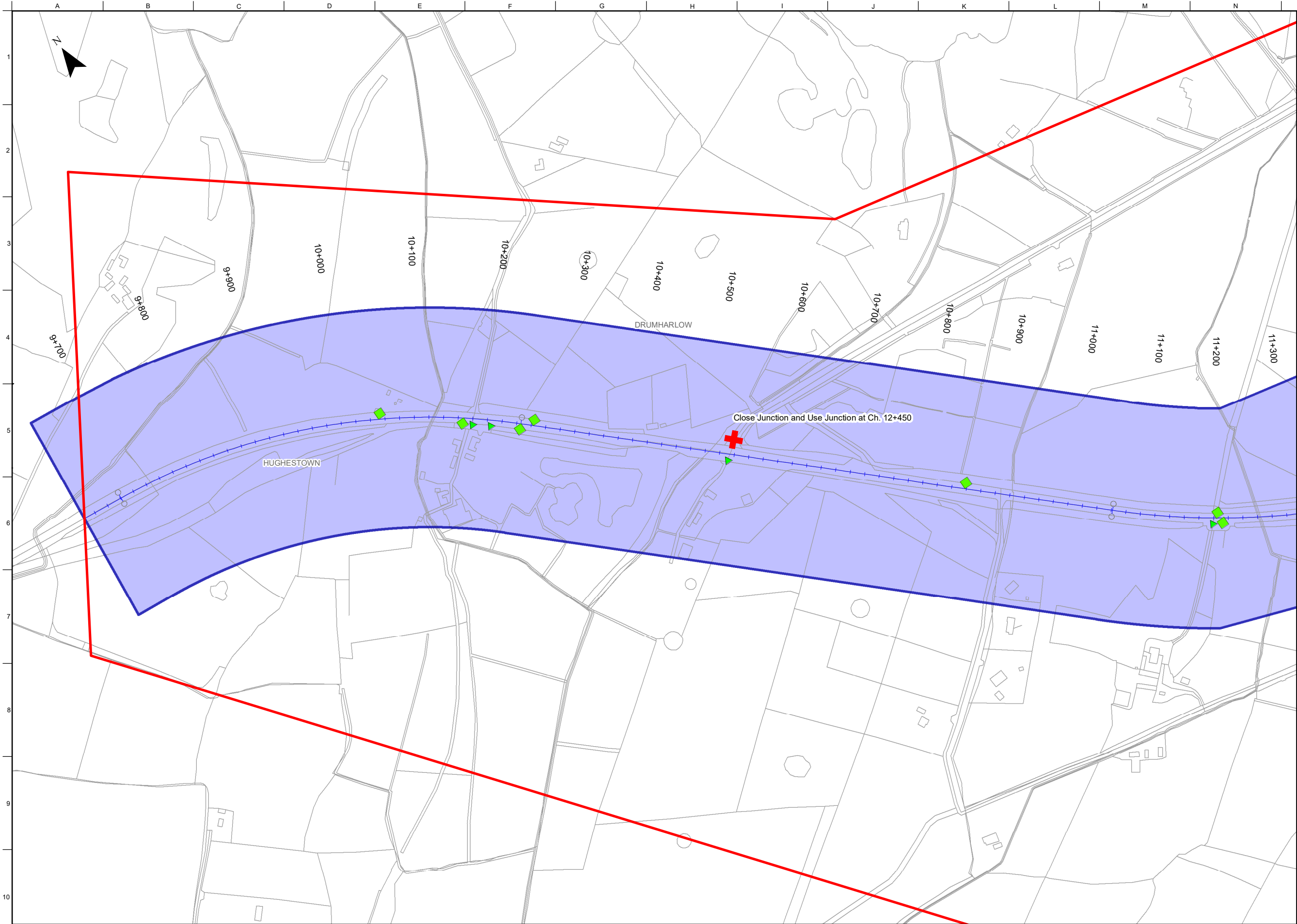
4.2.2 Blue East Option Corridor

In the rural sections of the existing N4 from Drumsna to Faulties (Ch. 22+000 to Ch. 29+800) the following measures were employed:

- Maximising the reuse of the existing road asset
- Rationalisation of number of accesses and junctions onto the primary network
 - Closing of accesses onto the primary network, where there are multiple accesses provided to homes, farmlands and businesses
 - Seeking alternative access points from local roads to landholdings, rather than from the national primary network
- Gathering of multiple direct accesses onto a parallel connector road and delivering to the primary network via defined safe at-grade junctions, where feasible
- Improving junction layouts
 - Narrowing and controlling existing at-grade junctions on to the national primary network to ensure drivers join safely from a stop situation at Ch. 29+300
- Closing a number of existing priority junctions and reutilising alternative junction locations in close proximity
- Improving offline walking and cycle infrastructure
- Provision of Intelligent Transport Systems (e.g., real time variable message signage)

5 Conclusion

The strategies and measures outlined for the Management Option will be tested as part of the Stage 1 MCA Options Assessment along with all of the Alternatives and Options. Should it be deemed that the Management Option can adequately meet the Project Objectives, in isolation, or in combination with another Alternative or Option, this option will be investigated further as part of the Stage 2 MCA Options Assessment and in combination with the ongoing Carrick-on-Shannon/Cortober joint Transport Study.



FOR INFORMATION

Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue West Option Corridor

Management Option Proposals

Domestic Access - Retained

Farm Access - Retained

Junction Closed

Proposed New Access Road

OSi Licence number 2022/OSI_NMA_139
OSi Licence number 2022/18/CCMA

Notes

Disclaimer Note:
The Constraints and Options shown are draft only and subject to change. More detailed assessments, on-going studies and the information received from the public may result in changes to these Constraints and Options.

Note Séanta:
Tá na srianta agus na roghanna atá léirithe ina bhfoirm dréacht, d'fhéadfaí athraithe teacht orthu. Is mar thoradh ar mheasúnaithe níos mionchruinne, ar staidéar leanúnach agus ar eolas ón bpobal go ndéadfar athruithe ar na srianta agus na roghanna seo.

Clients

Comhairle Chontae Liatroma
Leitrim County Council

Comhairle Contae Ros Comáin
Roscommon County Council

An Roinn Iompair
Department of Transport

TII
Transport Infrastructure Ireland

NSRF
National Strategic Framework

Tionscadal Éireann
Project Ireland 2040

Key Plan

Consultant

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www.carrickdromod.ie
www.arup.ie

Job Title
N4 Carrick-on-Shannon to Dromod Project

Scale
1 : 5000 @A3

Role
Environmental Specialists

Date
April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title
Proposed Management Option
Sheet 1 of 13

Suitability
For Information

Job No
274219

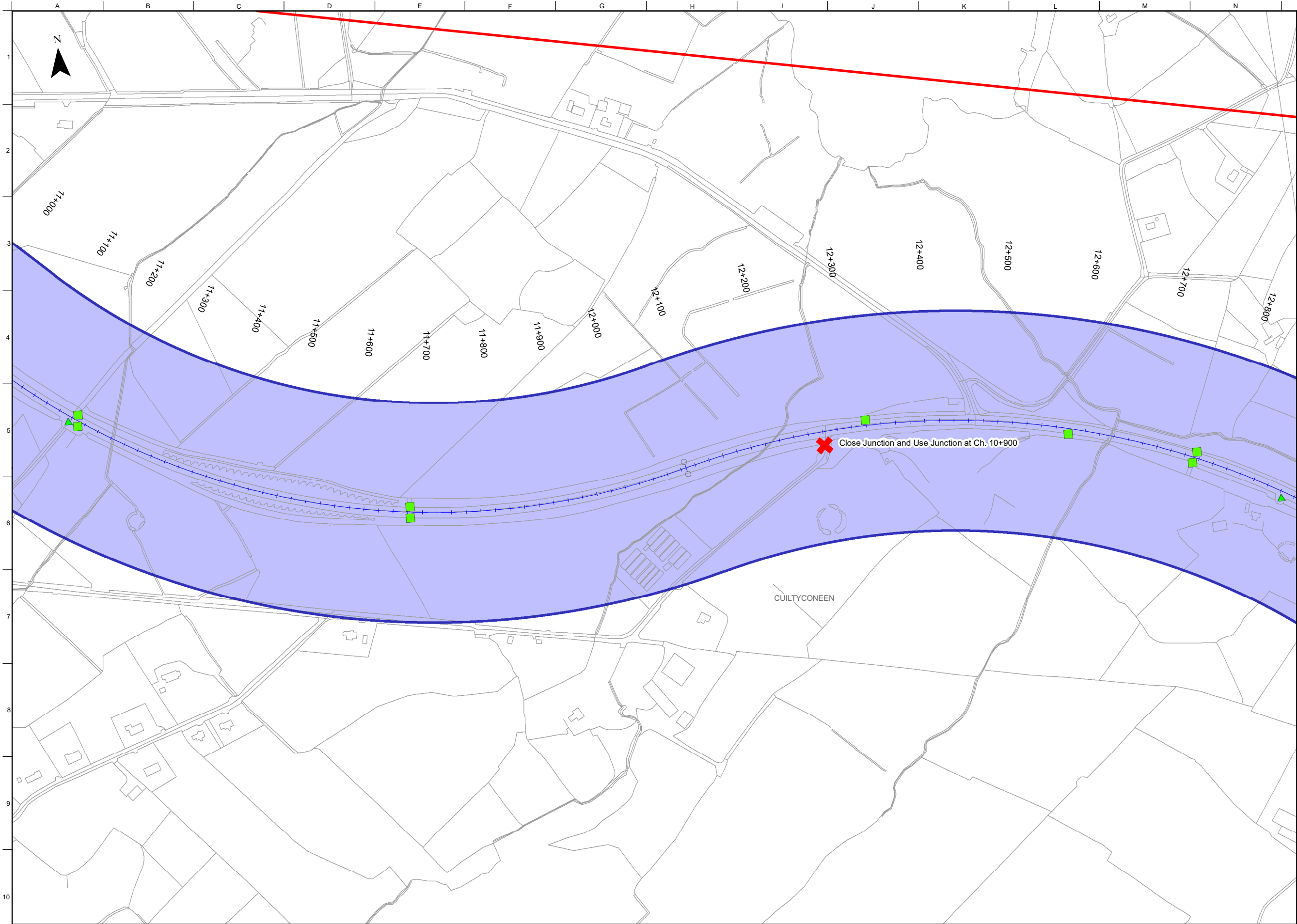
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Rev.
P03

Drawing No
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FOR INFORMATION

Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue West Option Corridor

▲

Domestic Access - Retained

■

Farm Access - Retained

✕

Junction Closed

Proposed New Access Road

Notes

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Clients



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Leitrim County Council



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Consultant



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www.arup.ie

Job Title

N4 Carrick-on-Shannon to Dromod Project



Carrick-on-Shannon to Dromod

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option
Sheet 2 of 13

Suitability

For Information

Job No

274219

Figure ID

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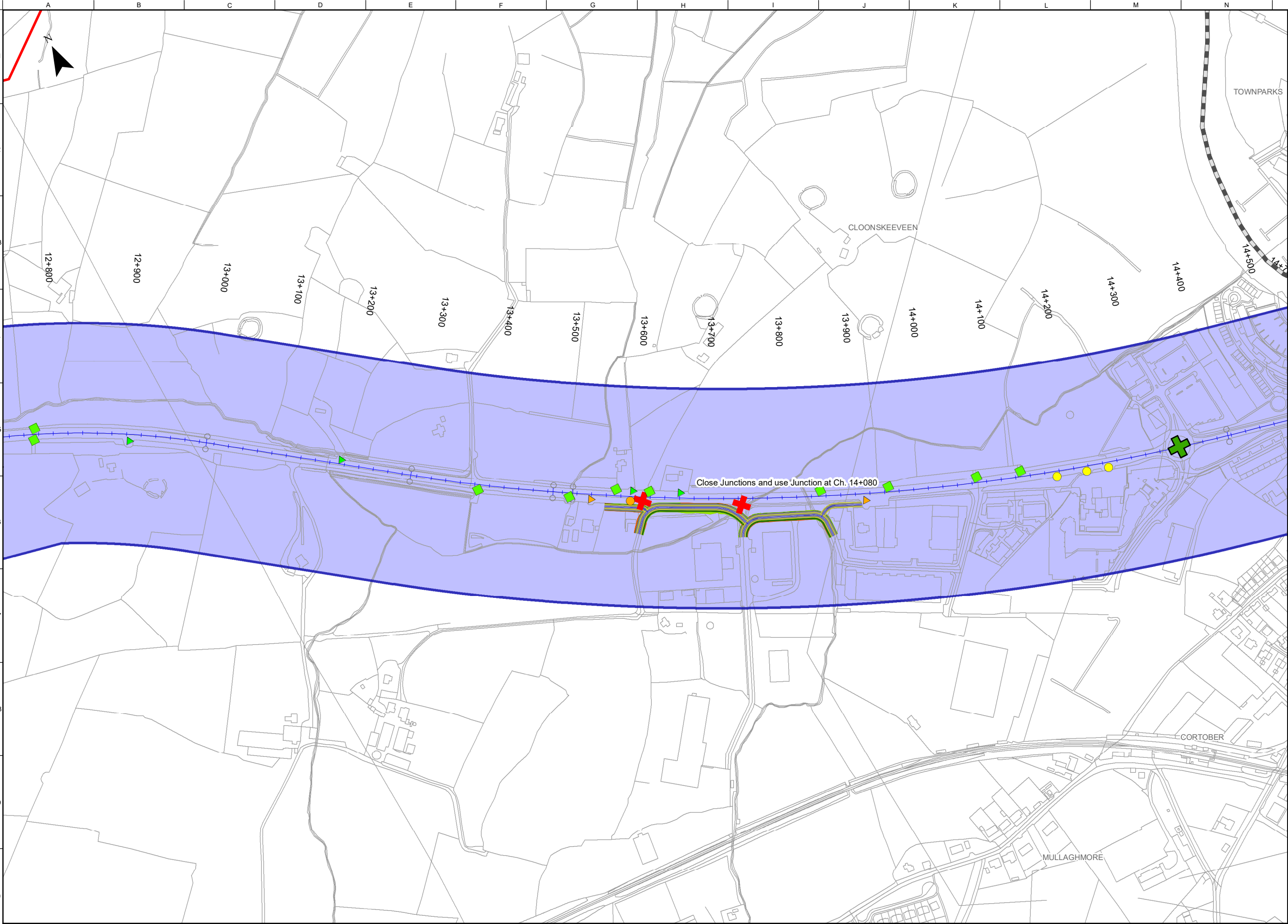
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Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue West Option Corridor

Management Option Proposals

Commercial Accesses - Rationalise accesses

Commercial Access - Access onto proposed new access road only

Domestic Access - Retained

Domestic Access - Access onto proposed new access road only

Farm Access - Retained

Junction Closed

Proposed Signalised Junction

Proposed New Access Road

Notes

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Clients

Comhairle Chontae Liatroma
Leitrim County Council

Comhairle Contae Ros Comáin
Roscommon County Council

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Job Title

N4 Carrick-on-Shannon to Dromod Project

Carrick-on-Shannon to Dromod

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option
Sheet 3 of 13

Suitability

For Information

Job No

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Figure ID

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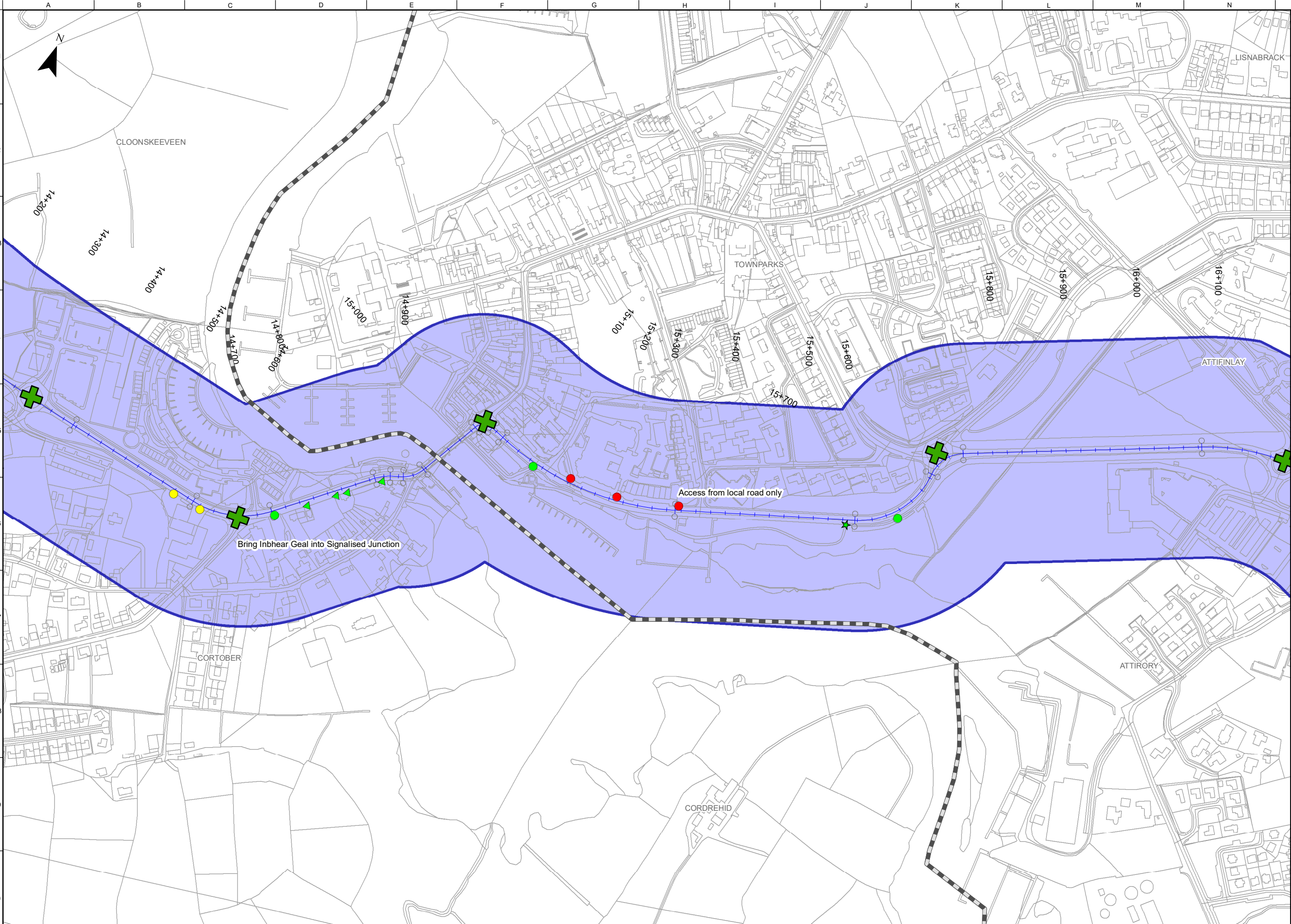
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FOR INFORMATION

- Legend**
- Study Area Boundary
 - Roscommon/Leitrim County Boundary
 - Blue West Option Corridor
- Management Option Proposals**
- Commercial Access - Retained
 - Commercial Accesses - Rationalise accesses
 - Commercial Access - Removed
 - Domestic Access - Retained
 - Pedestrian/Cycling - Retained
 - Proposed Signalised Junction
- Proposed New Access Road

Notes

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Clients

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Leitrim County Council

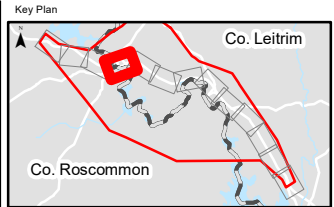
**ROS COMMON**
Comhairle Contae Ros Comáin
Roscommon County Council

**An Roinn Iompair**
Department of Transport

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Transport Infrastructure Ireland

**ROS COMMON**
Comhairle Contae Ros Comáin
Roscommon County Council

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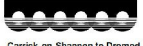
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www.arup.ie

Job Title

N4 Carrick-on-Shannon to Dromod Project


Carrick-on-Shannon to Dromod

Scale 1 : 5000 @A3

Role Environmental Specialists

Date April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

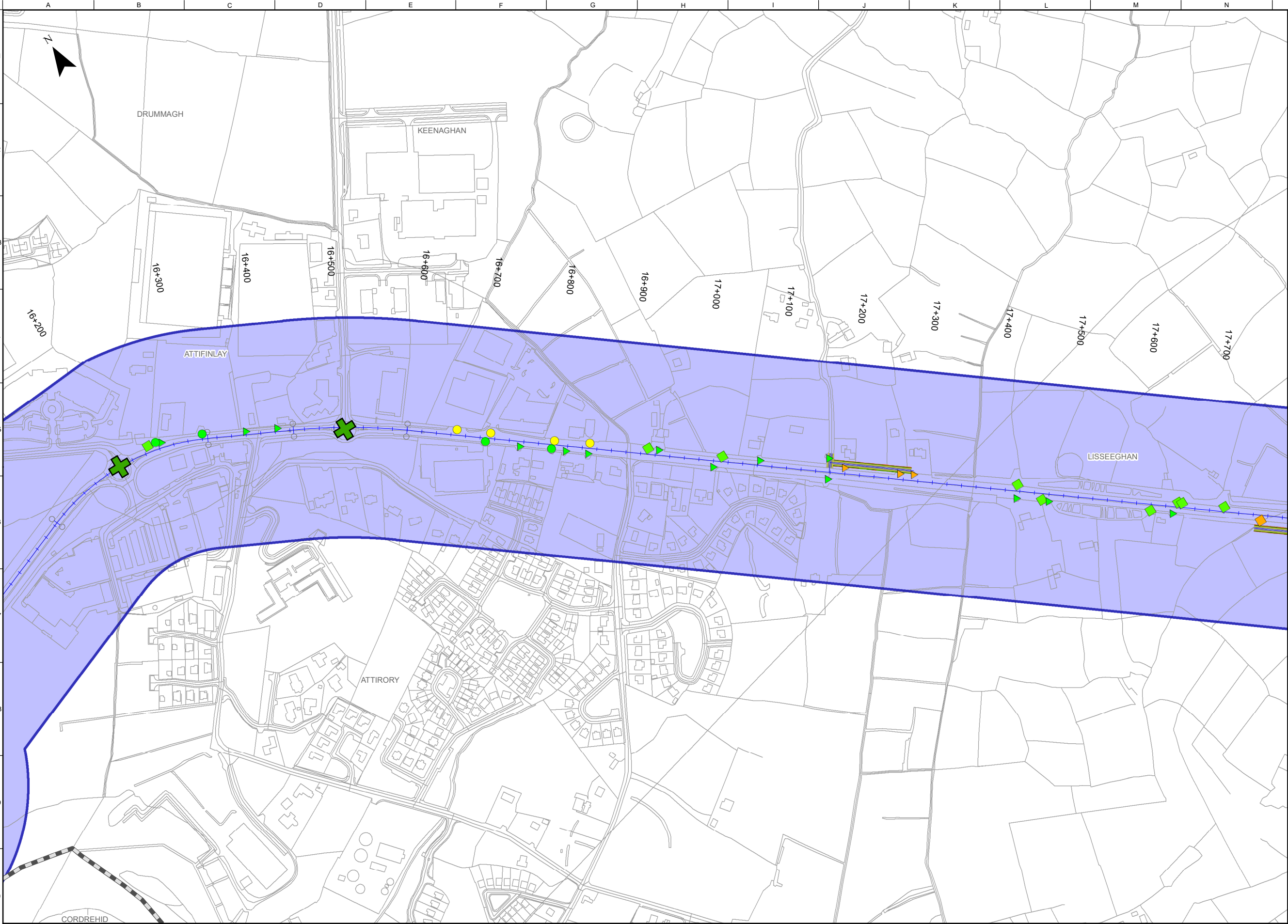
Proposed Management Option
Sheet 4 of 13

Suitability

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Job No 274219 Figure ID Rev. P03

Drawing No 274219-ARUP-02-OS-DR-YE-000020



FOR INFORMATION

Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue West Option Corridor

Management Option Proposals

Commercial Access - Retained

Commercial Accesses - Rationalise accesses

Domestic Access - Retained

Domestic Access - Access onto proposed new access road only

Farm Access - Retained

Farm Access - Access onto proposed new access road only

Proposed Signalised Junction

Proposed New Access Road

Notes

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Leitrim County Council



Comhairle Chontae Ros Comáin
Roscommon County Council



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www.arup.ie

Job Title

N4 Carrick-on-Shannon to Dromod Project



Carrick-on-Shannon to Dromod

Scale 1 : 5000 @A3

Role Environmental Specialists

Date April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option
Sheet 5 of 13

Suitability

For Information

Job No 274219

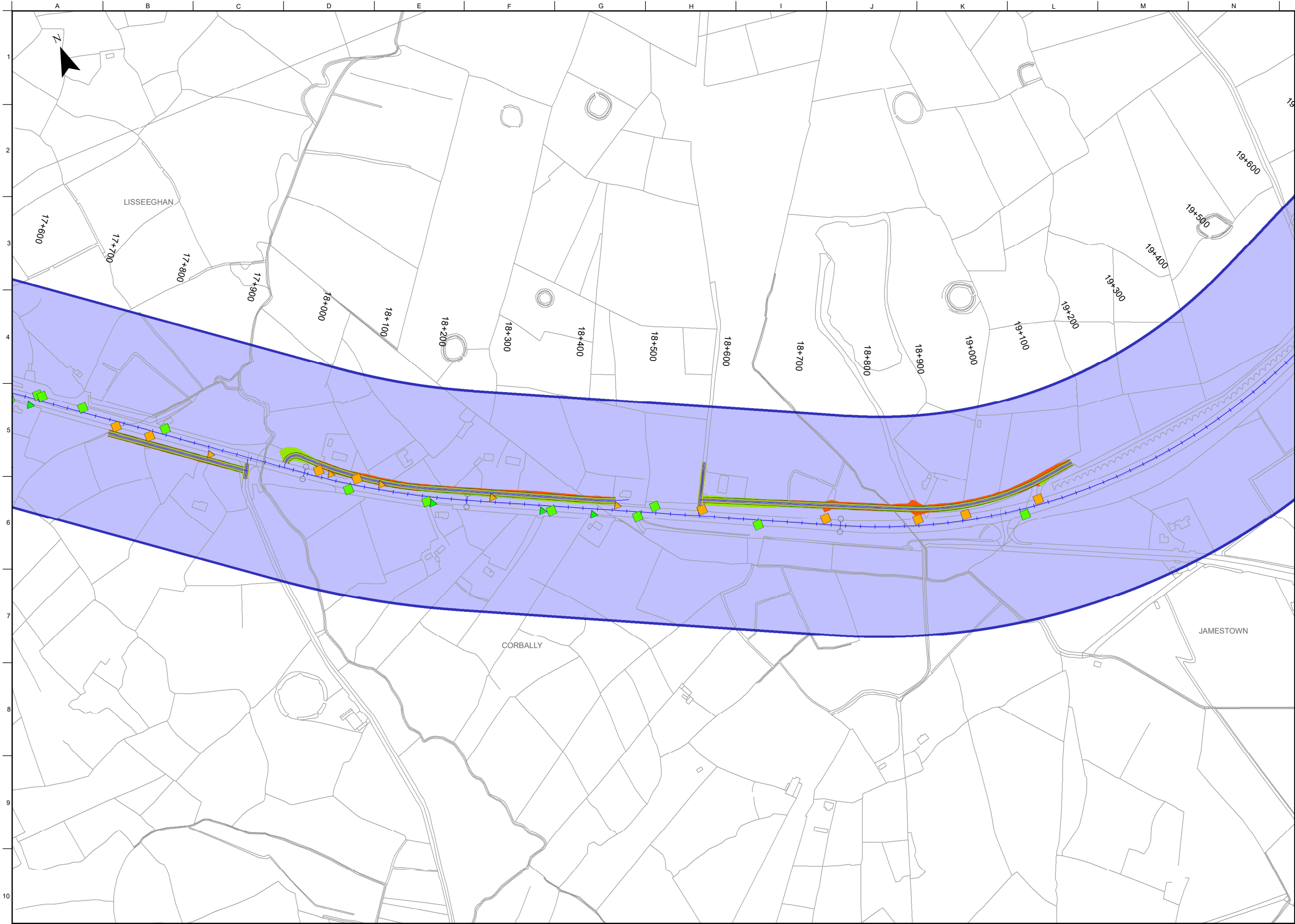
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FOR INFORMATION

Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue West Option Corridor

Management Option Proposals

Domestic Access - Retained

Domestic Access - Access onto proposed new access road only

Farm Access - Retained

Farm Access - Access onto proposed new access road only

Proposed New Access Road

Notes

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Job Title

N4 Carrick-on-Shannon to Dromod Project



Carrick-on-Shannon to Dromod

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option
Sheet 6 of 13

Suitability

For Information

Job No

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Figure ID

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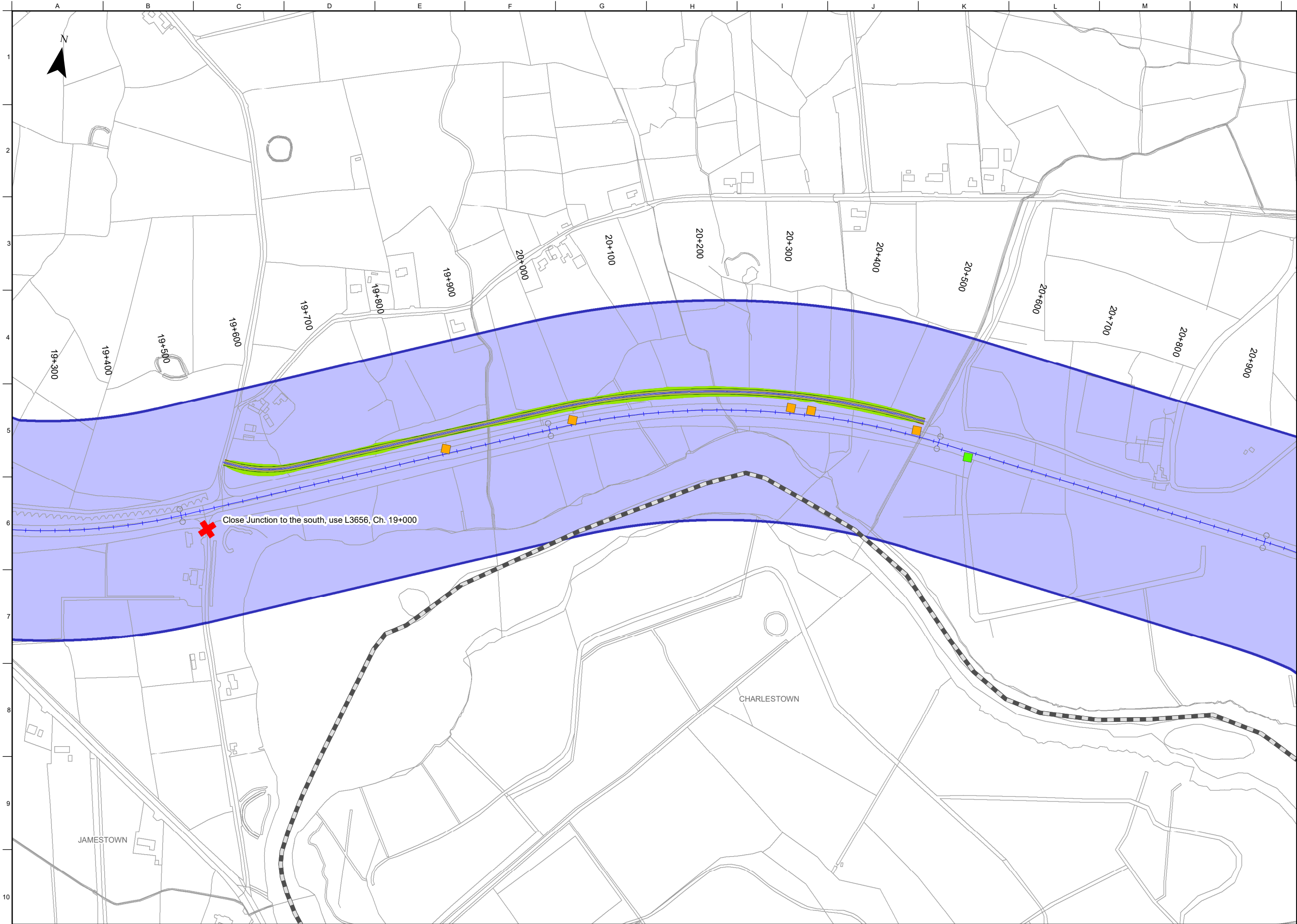
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FOR INFORMATION

Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue West Option Corridor

Management Option Proposals

Farm Access - Retained

Farm Access - Access onto proposed new access road only

Junction Closed

Proposed New Access Road

Notes

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Clients

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Roscommon County Council

**An Roinn Iompair**
Department of Transport

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**ROS COMMON**
Comhairle Contae Ros Comáin
Roscommon County Council

**Tionscadal Éireann**
Project Ireland 2040

Key Plan

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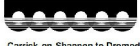
ARUP

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www.carrickdromod.ie
www.arup.ie

Job Title

N4 Carrick-on-Shannon to Dromod Project

**Carrick-on-Shannon to Dromod**

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option Sheet 7 of 13

Suitability

For Information

Job No

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Figure ID

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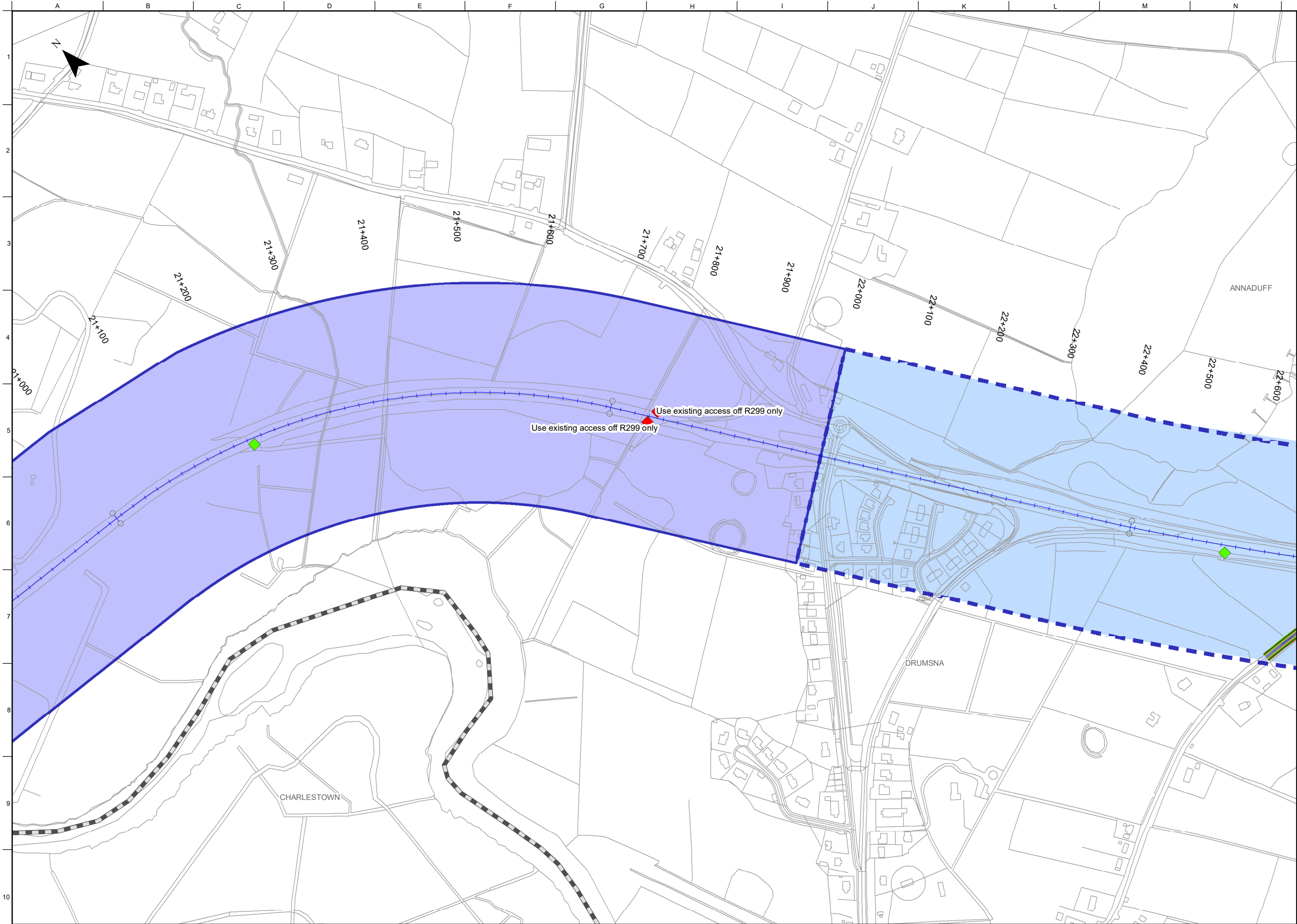
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Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue West Option Corridor

Blue East Option Corridor

Management Option Proposals

Farm Access - Retained

Farm Access - Removed

Proposed New Access Road

Notes

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Job Title

N4 Carrick-on-Shannon to Dromod Project

**Carrick-on-Shannon to Dromod**

Scale 1 : 5000 @A3

Role Environmental Specialists

Date April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option
Sheet 8 of 13

Suitability

For Information

Job No

274219

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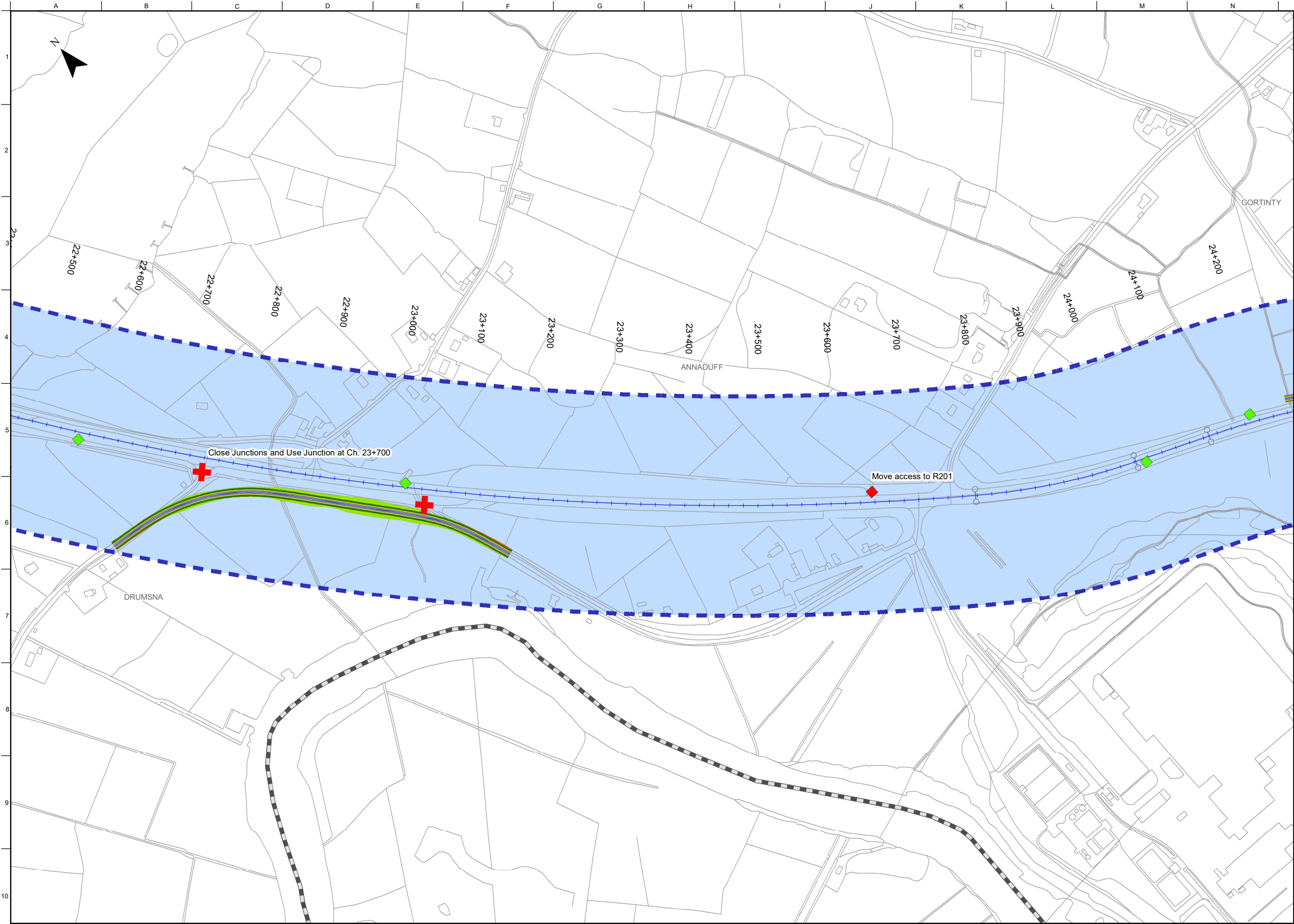
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Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue East Option Corridor

Management Option Proposals

Farm Access - Retained

Farm Access - Removed

Junction Closed

Proposed New Access Road

Notes

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Clients



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Leitrim County Council



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Job Title

N4 Carrick-on-Shannon to Dromod Project



Carrick-on-Shannon to Dromod

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option
Sheet 9 of 13

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Job No

274219

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FOR INFORMATION

Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue East Option Corridor

Management Option Proposals

Domestic Access - Retained

Domestic Access - Access onto proposed new access road only

Farm Access - Retained

Farm Access - Access onto proposed new access road only

Proposed New Access Road

Notes

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Clients



Comhairle Chontae Liatroma
Leitrim County Council



Comhairle Contae Ros Comáin
Roscommon County Council



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Department of Transport



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NSRF
National Strategic Framework



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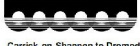
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www.arup.ie

Job Title

N4 Carrick-on-Shannon to Dromod Project



Carrick-on-Shannon to Dromod

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
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Drawing Title

Proposed Management Option
Sheet 10 of 13

Suitability

For Information

Job No

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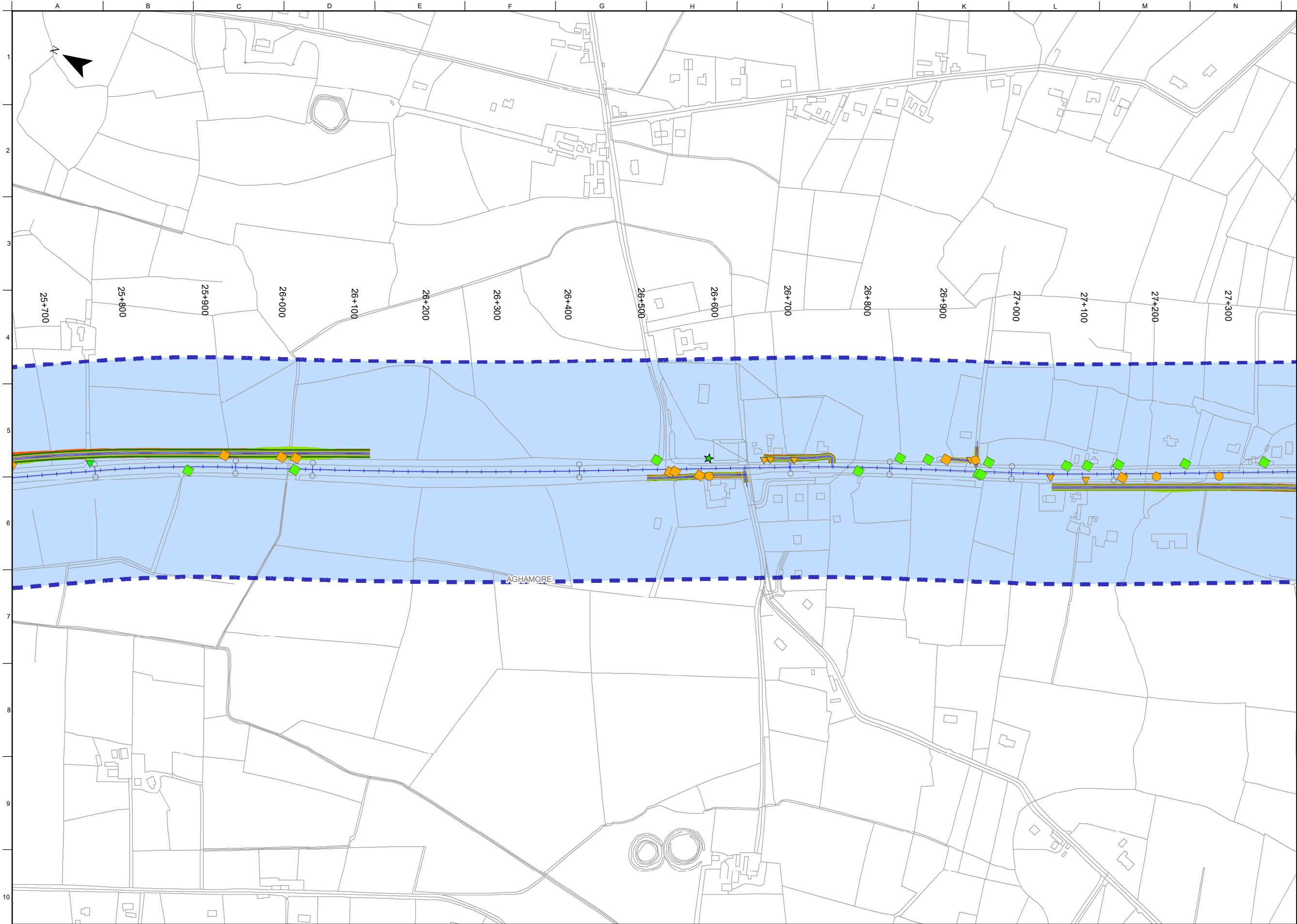
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FOR INFORMATION

Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue East Option Corridor

Management Option Proposals

Commercial Access - Access onto proposed new access road only

Domestic Access - Retained

Domestic Access - Access onto proposed new access road only

Farm Access - Retained

Farm Access - Access onto proposed new access road only

Pedestrian/Cycling - Retained

Proposed New Access Road

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Clients

Comhairle Chontae Liatroma
Leitrim County Council

An Roinn Iompair
Department of Transport

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Key Plan

Consultant

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www.arup.ie

Job Title

N4 Carrick-on-Shannon to Dromod Project

Carrick-on-Shannon to Dromod

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
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Drawing Title

Proposed Management Option
Sheet 11 of 13

Suitability

For Information

Job No

274219

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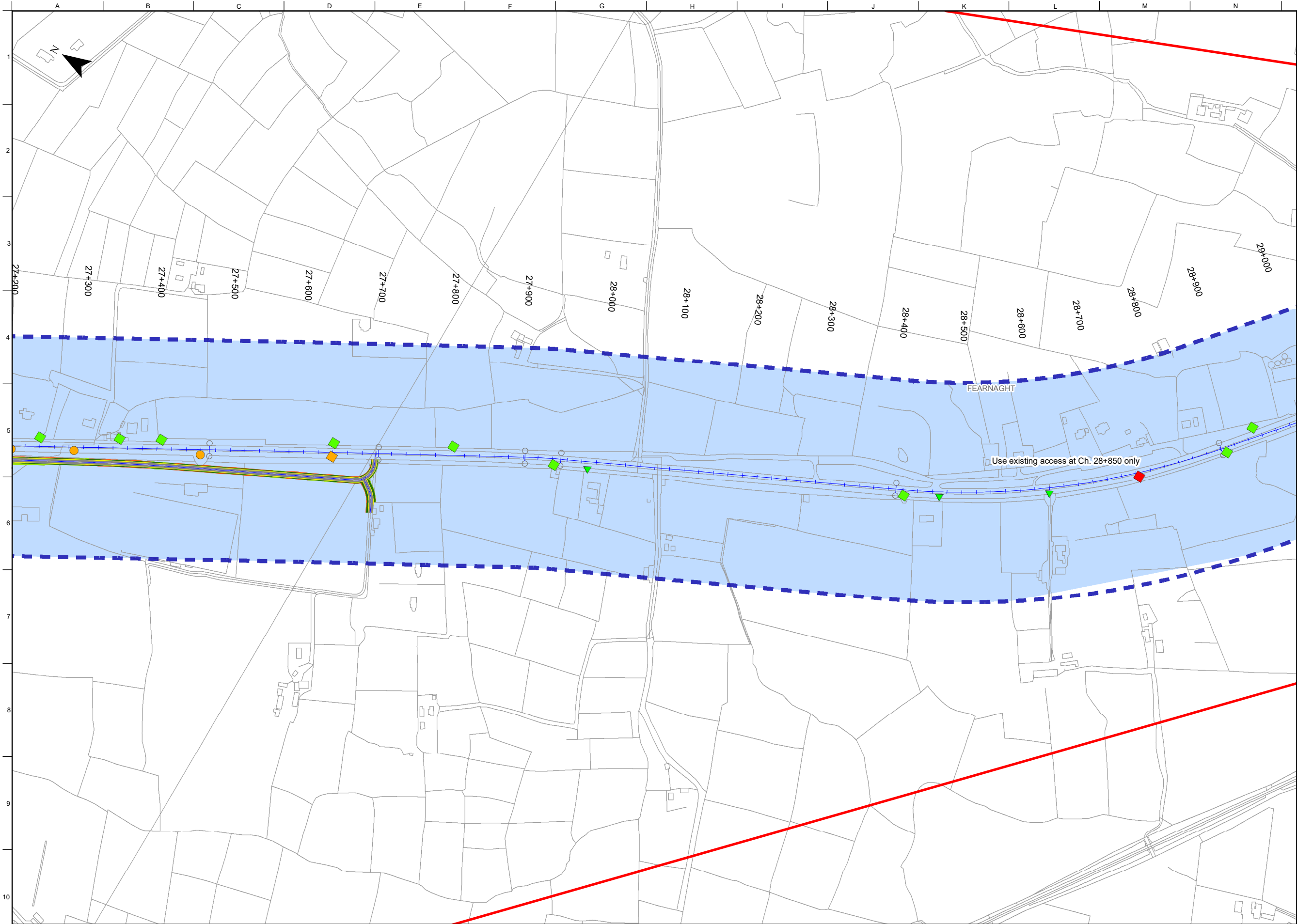
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Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue East Option Corridor

Management Option Proposals

Commercial Access - Access onto proposed new access road only

Domestic Access - Retained

Farm Access - Retained

Farm Access - Access onto proposed new access road only

Farm Access - Removed

Proposed New Access Road

Notes

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Clients



Comhairle Chontae Liatroma
Leitrim County Council



Comhairle Contae Ros Comáin
Roscommon County Council



An Roinn Iompair
Department of Transport



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Job Title

N4 Carrick-on-Shannon to Dromod Project



Carrick-on-Shannon to Dromod

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

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Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option
Sheet 12 of 13

Suitability

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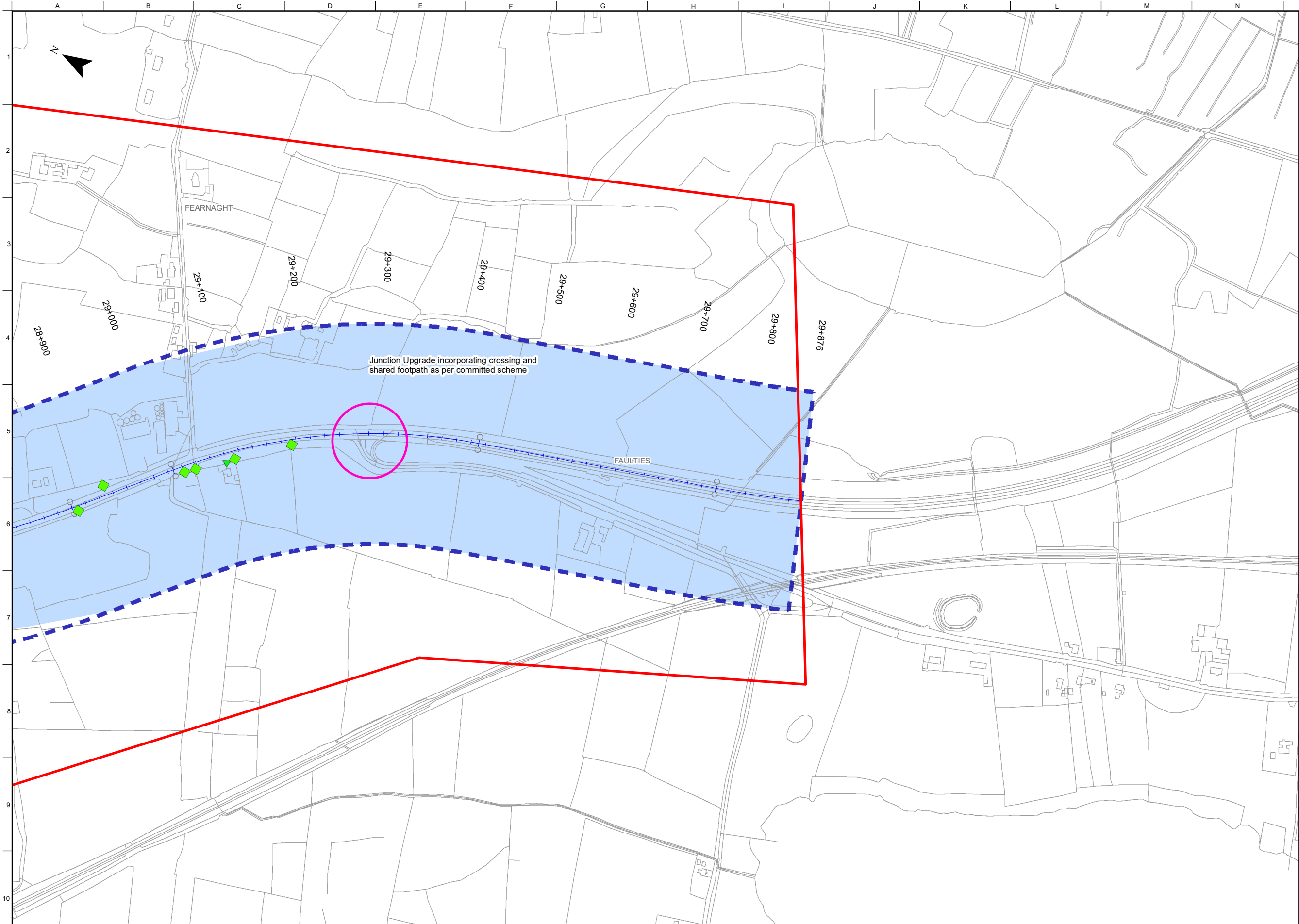
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Legend

Study Area Boundary

Roscommon/Leitrim County Boundary

Blue East Option Corridor

Management Option Proposals

Domestic Access - Retained

Farm Access - Retained

Proposed New Access Road

OSi Licence number 2022/OSI_NMA_139
OSi Licence number 2022/18/CCMA

Notes

Disclaimer Note:
The Constraints and Options shown are draft only and subject to change. More detailed assessments, on-going studies and the information received from the public may result in changes to these Constraints and Options.

Note Séanta:
Tá na srianta agus na roghanna atá léirithe ina bhfoirm dréacht, d'fhéadfaí athraithe teacht orthu. Is mar thoradh ar mheasúnaithe níos mionchruinne, ar staidéar leanúnach agus ar eolas ón bpobal go ndéadfar athruithe ar na srianta agus na roghanna seo.

Clients



Comhairle Chontae Liatroma
Leitrim County Council



Comhairle Contae Ros Comáin
Roscommon County Council



An Roinn Iompair
Department of Transport



TII
Transport Infrastructure Ireland



NSRF
National Strategic Framework



Tionscadal Éireann
Project Ireland
2040

Key Plan

Consultant

ARUP

Corporate House
City East Business Park
Ballybrit, Galway, Ireland

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www.arup.ie

Job Title

N4 Carrick-on-Shannon to Dromod Project



Carrick-on-Shannon to Dromod

Scale

1 : 5000 @A3

Role

Environmental Specialists

Date

April 2021

Issue	Date	By	Chkd	Appd
P03	21/02/2022	KW	ED	EMC
P02	20/05/2021	KW	HK	EMC
P01	16/04/2021	KJ	HK	EMC

Drawing Title

Proposed Management Option
Sheet 13 of 13

Suitability

For Information

Job No

274219

Figure ID

Rev.

P03

Drawing No

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Do not scale

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