Following the successful award of the contracts in the first PPP roads programme the NRA announced in February 2009 that it has been authorised and is proceeding with a Second PPP roads programme with the objective of delivering new road construction with a capital value of €1 billion through private sector funding under a PPP mechanism. In announcing the Second Programme, the Authority identified an indicative list of schemes to be procured. The identified schemes were: N17/ N18 Gort to Tuam*; M11 Gorey – Enniscorthy/ N25 New Ross Bypass; N20 Limerick to Cork (Southern Section); N20 Limerick to Cork (Northern Section).

A further review of planned national road scheme improvements identified the N11 Arklow – Rathnew, Newlands Cross junction upgrade and the Galway City Outer Bypass schemes as priority schemes and it is now intended to deliver these schemes through PPP arrangements. It is intended to procure the N11 Arklow-Rathnew scheme along with the Newlands Cross junction upgrade as a single scheme. The consequence of introducing these two additional schemes has resulted in the Second PPP roads programme being redefined with the result that the procurement of the N20 Limerick to Cork schemes will be deferred to a later date.

The NRA published the OJEU contract notice for the N11 Arklow – Rathnew scheme (including the Newlands Cross junction upgrade) in June 2009. The updated list of the schemes for the programme with current procurement schedule timings are included below, these are indicative dates only and may be subject to change.

*The NRA published the OJEU contract notice for the N17/N18 Gort to Tuam PPP scheme in February 2009 and the shortlisted consortia were announced in June 2009.

### PPP Scheme (indicative lengths only)  
### Current scheduled timing (indicative)

<table>
<thead>
<tr>
<th>Scheme</th>
<th>OJEU Notice date</th>
<th>Dialogue Commencement Date</th>
<th>Receipt of Final Tender</th>
<th>Contract Close</th>
</tr>
</thead>
<tbody>
<tr>
<td>N17/ N18 Gort to Tuam</td>
<td>January 2009</td>
<td>June 2009</td>
<td>May 2010</td>
<td>October 2010</td>
</tr>
<tr>
<td>(approx. 53 km of motorway/ dual carriageway)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N11 Arklow - Rathnew (including Newlands Cross Upgrade)</td>
<td>June 2009</td>
<td>August 2009</td>
<td>June 2010</td>
<td>October 2011</td>
</tr>
<tr>
<td>(approx. 16km of new build motorway/ Dual carriageway, Newlands Cross junction upgrade to a grade separated junction along with 33km O&amp;M of existing dual carriageway and establishment &amp; operation of a service area)</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>(approx. 43km of motorway/ dual carriageway)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Galway City Outer Bypass</td>
<td>October 2009</td>
<td>January 2009</td>
<td>November 2010</td>
<td>April 2011</td>
</tr>
<tr>
<td>Timeline to be confirmed.</td>
<td></td>
<td></td>
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</tbody>
</table>

The objectives of each of the schemes is to meet the requirements of the National Development Plan, 2007 – 2013, Transport 21, (announced in November 2005) and the relevant Local Authority Development Plan 2003 – 2009.
The development of a high quality dual carriageway/motorway link between Letterkenny and Waterford (Atlantic Corridor) is a specific objective of the National Development Plan (NDP) 2007 – 2013 and the proposed N17/N18 PPP Scheme represents a part of the proposed network.

The N17/N18 PPP Scheme replaces the existing N17 and N18 providing bypasses for the towns of Clarinbridge, Claregalway and Tuam where significant delays frequently occur. The project will significantly improve safety, reduce journey times, improve connectivity within the western region and significantly assist in the economic development of BMW (Border, Midlands and Western) regions.

The N17 /N18 PPP Scheme is approximately 57 km in length and commences at the northern extremity of the N18 Gort Crusheen scheme which is currently under construction. The Project extends in a northerly direction with junctions at; Kilternan connecting to the N67; Rathmorrisy connecting to the new N6 Dublin Galway Route at Annagh Hill connecting to the N63,and at Kilmore south of Tuam connecting to the existing N17.

Motorway from Gort to the junction at Kilmore near Tuam, a distance of 53.2 kilometres.

dual carriageway type 2 cross section on a route passing to the west of Tuam town, to its termination point on the N17 north of Tuam at Mountpotter a distance of 4.2 kilometres.

4 grade separated junctions at Kilternan (N67), Rathmorrisy (N6), Annagh Hill (N63) and Airgloony (R332);

3 Roundabout junctions at; Kilmore (N17); Mountpotter (N17) and Demesne (N83).

2 Railway Bridges – one over the live Galway Dublin line and the second over the currently disused Athenry Claremorris line near Tuam.

5 No. River Bridges over the Clarinbridge, Dunkellin, Abbert, Grange and Nanny Rivers.

31 No. Road Bridges

12 minor structures such as accommodation underpasses, and culverts.

Between Gort and Rathmorrisy, the topography is generally flat or slightly undulating, with shallow depths of soil overlying karst limestone. There are few significant surface water channels. This area is very rich ecologically, with limestone pavement, turloughs, and calcareous grassland occurring. Similar ground conditions extend northwards from the N6 with the ground getting wetter and boggier as one approaches Tuam.
The topography is also more variable with some significant hills. The ground is wet in parts of these areas with a high number of springs and seepage and local areas of peat. Soft ground to a depth of 6 to 10 metres has been identified to the south of Tuam.

**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 – Galway County Council
- Telecommunications – Eircom, Esat Telecom & Cable Management Ireland Ltd.

**KEY INTERFACES:**

Liaison with Department of Environment will be necessary during the project to ensure that requirements are met in relation to ecology (NPWS) and archaeology (National Monuments Section). Both the OPW (Office of Public Works) and the Western Fisheries Board will be consulted to ascertain their requirements relating to the drainage of the new roadway, in order to minimise the effect on the existing drainage, surface and ground water systems. In the southern section the Dunkellin and Lavally Rivers both discharge into the Clarinbridge and Kilcolgan estuarine Special Area of Conservation (SAC), while in the northern section the Abbert, Grange and Nanny rivers all discharge to and form part of, the Lough Corrib SAC.

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**N11 ARKLOW/ RATHNEW & N7 NEWLANDS CROSS JUNCTION UPGRADE**

**N11 ARKLOW/ RATHNEW**

The N11 is a strategic link in the national road network as part of the eastern road corridor between Dublin and Rosslare, and is also part of Euro - route E01. The N11 forms a strategic component of the national primary route network providing north south linkage in the eastern region.

The existing N11 is characterised by a range of road types, road widths and qualities, which reflects the staged development of sections of the road overtime. The existing N11 between Rathnew and Arklow is currently single carriageway with a narrow cross section, poor overtaking opportunities and no hard shoulder over the northern half, and a wider cross section again with limited safe overtaking opportunities over the southern half. The route has numerous existing side road and private access junctions along its length. The existing Arklow Bypass to the south is of dual carriageway standard, and the Rathnew/ Ashford Bypass scheme to the north is also dual carriageway standard.

The proposed N11 Arklow/ Rathnew scheme (16.5km) will run from the end of the existing Arklow Bypass in the south to the start of the Rathnew/ Ashford scheme in the North with junctions provided at Brittas (with the existing N11) and Wicklow South (with the R751 to Wicklow town).

Further review of planned national road scheme improvements identified the N11 Arklow- Rathnew, Newlands Cross junction upgrade and the Galway City Outer Bypass schemes as priority schemes and it is now intended to deliver these schemes through PPP arrangements. It is intended to procure the N11 Arklow-Rathnew scheme along with the Newlands Cross junction upgrade as a single scheme. The consequence of introducing these two additional schemes has resulted in the Second PPP roads programme being redefined with the result that the procurement of the N20 Limerick to Cork schemes will be deferred to a later date. The NRA has published the OJEU contract notice for the N11 Arklow-Rathnew scheme (including the Newlands Cross junction upgrade) in June 2009. Further details of the various elements of the proposed PPP scheme are provided below.
The N7/M7 Dublin to Limerick route corridor is one of five major inter-urban routes that are being upgraded to high quality dual carriageway/motorway standard and together with the M50 motorway Upgrade are given a high priority under the National Development Plan, 2007 – 2013, and Transport 21.

**SCHEME DESCRIPTION:**

The existing Newlands Cross junction located in South County Dublin will be the sole remaining at-grade junction on the entire N7 route following completion of the M7 motorway between Portlaoise and Limerick, which is currently under construction, in 2010. The proposed Newlands Cross Junction Upgrade will on completion provide a continuous free flowing route between the M50 Red Cow interchange to both Limerick City and Cork City. While the Newlands Cross junction upgrade is planned to be included in the PPP Scheme works, it is not however proposed that the PPP Co will retain operation & maintenance responsibility for this junction on completion.

**GOREY SERVICE AREA:**

As part of the procurement of the proposed PPP scheme the Authority also proposes to include the provision and operation of a service area on the N11 Gorey Bypass. The Gorey Service Area facilities are proposed to be provided on the western side of the N11 dual carriageway. Public access to the service area will be restricted to direct access from the N11. Access to and from the southbound carriageway is proposed to be via an overbridge.

**STATUTORY PROCEDURES:**

In terms of statutory procedures, the PPP Project has been progressed as three individual schemes. The status, in terms of statutory approvals, of each of these individual schemes is as follows:

- N11 Rathnew to Arklow Road Improvement Scheme; CPO and EIS were approved by An Bord Pleanala in January 2005.
- N7 Newlands Cross Junction Improvement; CPO and EIS were approved by An Bord Pleanala (with conditions) in June 2008.
- N11 Gorey North Service Area; CPO and EIS were published in October 2008, an oral hearing took place in March 2009 and a decision by An Bord Pleanala is awaited.

**ADDITIONAL LENGTHS OF NETWORK:**

It is proposed to provide for the inclusion of additional lengths of the existing N11/M11 national road network within the scope of this PPP scheme such that the PPP Co will be responsible for the ongoing operation and maintenance of approximately 40km of the N11/M11.
**N11 ARKLOW/ RATHNEW**

The N11 Arklow/ Rathnew road improvement scheme replaces the existing N11 along the designated route, which thereafter be reclassified as a regional road. The 16.5km road scheme is designed to accommodate national through traffic and will significantly improve safety and reduce traffic times for traffic travelling north-south along the East of Ireland and will also greatly improve connectivity between Dublin and the South East.

The route commences at the northern end of the full width dual carriageway section of the Arklow Bypass. The proposed Type 2 dual carriageway alignment passes west of Jack White’s Cross Roads and a grade – separated junction is proposed at this location (Brittas) to provide local access from the existing N11 (to be reclassified as the R772) all purpose road. A second grade-separated junction is proposed just to the west of ‘The Beehive’ junction (Wicklow South), providing access to Wicklow Town via the R751. Thereafter the route converges on the tie-in point with the southern end of the existing Rathnew/ Ashford dual carriageway near Ballinaclogh.

**N7 NEWLANDS CROSS JUNCTION UPGRADE**

The existing Newlands Cross junction located in South County Dublin. The Newlands Cross grade-separated junction will be constructed on-line and the project will require the construction of substantial temporary traffic diversions on the N7 Naas Road to enable the route to remain open to traffic during the course of the works. Traffic volumes on the N7 Naas Road (at Newlands Cross) currently average approximately 85,000 vehicles per day.
It is proposed to upgrade the Newlands Cross N7 Naas Road/ R113 Belgard/ Fonthill Road at-grade junction to a grade-separated junction, resulting in the creation of an N7 overpass. The N7 mainline will be raised up above its existing level while the Belgard/ Fonthill Road (R113) will remain at the current level. Resulting in the N7 mainline crossing over the Belgard/ Fonthill Road and will be approximately 9m above the existing road level at its highest point.

**N11 ARKLOW/ RATHNEW**
1. Provision of approximately 16.5km of dual carriageway;
2. The provision of a single carriageway (one lane in each direction) local all-purpose access road between the north end of Arklow Bypass at Ballymoyle Lane and a point just north of the N11/ R751 Beehive Junction;
3. The provision of 3 overbridges, 4 underbridges and one cattle underpass;
4. The provision of a grade-separated junction at Jack White’s Cross Roads (Brittas);
5. The provision of a grade-separated junction just west of the N11/ R751 Beehive Junction (Wicklow South).

**N7 NEWLANDS CROSS**
1. The provision of a grade-separated interchange at the junction of the N7 and the R113;
2. The provision of approximately 1.8km of 3x3 lane dual carriageway on the N7 mainline;
3. Widening of adjacent sections of the existing R113 Belgard and Fonthill Roads to accommodate the future provision of a Metro through the junction.

**N11 ARKLOW/ RATHNEW**
The topography of the area through which the N11 runs is generally rolling, open, agricultural land, with the exception of two areas.

The first is at the northern end of the scheme, where a ridge of high ground extends to the east of the N11 around Ballinameesda and forces the N11 into a tight curve through Potter’s River valley north of ‘The Tap’ junction. This is compounded by the second area, where a further high ridge extends west from the N11 at Ballinacor East. At the southern end of the scheme high ground exists to west of N11 at Ballinskea again constraining the proposed route.

**N7 NEWLANDS CROSS JUNCTION UPGRADE**
The Newlands Cross grade-separated junction will be constructed on-line and the project will require the construction of substantial temporary traffic diversions on the N7 Naas Road to enable the route to remain open to traffic during the course of the works. Traffic volumes on the N7 Naas Road (at Newlands Cross) currently average approximately 85,000 vehicles per day.
The proposed scheme shall be constructed in a manner which will minimise, as much as possible, any disturbance to the local residents and road users. To minimise inconvenience to the road user, three-way traffic flow will be maintained along the N7 and all existing traffic movements at the junction shall be facilitated within the proposed overall temporary traffic management scheme. Hence the construction methods employed on the scheme must enable the maintenance of a live N7 mainline, Fonthill Road South and Belgrand Road.

**UTILITIES:**

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

**N11 ARKLOW/ RATHNEW**
- Electricity Supply – Electricity Supply Board
- Gas Distribution – Bord Gáis Eireann
- Water & Wastewater – Wicklow County Council
- Telecommunications – Eircom, Esat Telecom & Cable Management Ireland Ltd.

**N7 NEWLANDS CROSS JUNCTION UPGRADE**
- Electricity Supply – Electricity Supply Board
- Gas Transmission – Bord Gáis Eireann
- Gas Distribution – Bord Gáis Eireann
- Water & Wastewater – Wicklow County Council
- Telecommunications – Eircom, Esat Telecom & Cable Management Ireland Ltd. & NTL.

(It is intended that the relocation of the BGE high pressure gas main affected by the proposed works will be completed in 2009)

**KEY INTERFACES:**

**N11 ARKLOW/ RATHNEW**
Liaison with the Department of the Environment, Heritage and Local Government will be necessary during the project to ensure that requirements are met in relation to ecology and archaeology. Both the Office of Public Works (OPW) and the Eastern Fisheries Board will be required to be consulted in relation to the drainage of the new roadway, in order to minimise the effect on the existing drainage, surface and ground water systems.

**N7 NEWLANDS CROSS JUNCTION UPGRADE**
Liaison with South Dublin County Council and Dublin City Council’s Traffic Departments as well as Garda Síochána Traffic Corps to ensure that all requirements are met in relation to proposed traffic management schemes.

**INDICATIVE PROGRAMME:**

<table>
<thead>
<tr>
<th>OJEU Notice Date</th>
<th>May 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tender Commencement Date</td>
<td>Q3 2009</td>
</tr>
<tr>
<td>Contract Close</td>
<td>Q4 2010</td>
</tr>
</tbody>
</table>
LENGTH:
43 KM Motorway/Dual Carriageway

The M11 Enniscorthy Bypass forms part of the Trans European Network under Transport 21 and the N25 New Ross Bypass forms part of the Atlantic road corridor under Transport 21.

This PPP Scheme will form a strategic component of the national primary route network providing a high quality link within the south east region and improve safety by providing a safer road type and ease congestion by providing bypasses of Enniscorthy town on the N11 and New Ross on the N25 where significant delays occur. The scheme will greatly benefit local communities by improving their environment.

SCHEME DESCRIPTION:

The M11 Enniscorthy Bypass will commence at Frankfort via a proposed grade separated junction with the existing Gorey Bypass. The proposed route continues in a south westerly direction with further junctions at Ballydawnmore (connecting with the N80 link) and finishing with an at grade roundabout in Roperstown on the existing N11 just north of Oilgate village. The N80 link commences at the Ballydawnmore junction and takes a westerly direction crossing the Dublin to Rosslare rail line and the Slaney River at Ballynabarny before connecting to the existing N11/ N80 junction at Scarawalsh with an at grade roundabout. The N30 western link commences at the N11/ N80 junction at Scarawalsh and continues in a south westerly direction to the west of Enniscorthy Town. There is an at grade roundabout at Milehouse on the existing R702 and the scheme finishes to the south with a further at grade roundabout at Jamestown.

The N25 New Ross Bypass scheme commences at Glenmore in County Kilkenny and crosses over the River Barrow via Extrados Bridge at Pink Point in County Kilkenny and Stokestown in County Wexford. It then continues in an easterly direction where the bypass intersects with the R733 in Camlin and continues in a north easterly direction to connect to the N25 at Ballymacar Bridge. From there the bypass route continues to the northeast finishing at the N30, at a point to the east of Corcoran’s Cross.

PRINCIPAL FEATURES:

M11 ENNISCORTHY BYPASS
- On the M11 Mainline there are 2 no grade separated junction and two at grade roundabouts;
- The N80 Link has one at grade junction;
- The N30 Link has two at grade roundabouts;
- The main structural feature of this scheme is the crossing of the River Slaney combined with a crossing of the Dublin/ Rosslare rail line;
- Two Railway Bridges – crossing the Dublin/ Rosslare rail line.

N25 NEW ROSS BYPASS
- Three at grade roundabout junctions at Glenmore (N25), Ballymacar...
bridge (N25), Corcoran’s Cross (N30) and a compact grade separated junction at Camlin (R733).

River Barrow crossing with a 36m clearance of the river channel. The crossing will be by way of a 3 tower Extrados bridge and the structure will extend for approximately 900 metres from Pink Point in Co. Kilkenny to Stokestown in Co. Wexford;

1 No. Railway Bridge – an overbridge of the disused New Ross/Waterford railway line near Glenmore;

11 No. Road Bridges;

13 minor structures such as accommodation underpasses.

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

- Electricity Supply – Electricity Supply Board
- Water & Wastewater – Wexford County Council
- Telecommunications – Eircom, Esat Telecom & Cable Management Ireland Ltd.

**KEY INTERFACES:** Liaison with Department of Environment (DoE) will be necessary during the project to ensure that requirements are met in relation to ecology (NPWS) and archaeology (National Monuments Section). Both the OPW (Office of Public Works) and the South Eastern Fisheries Board will be consulted to ascertain their requirements relating to the drainage of the new roadway, in order to minimise the effect on the existing drainage, surface and ground water systems. The stream in the area discharges into the River Bann and the Slaney River SAC.

**N6 GALWAY CITY OUTER BYPASS**

Additional information on Galway City Outer Bypass will be provided at a later date.