

C.1 Appendix C.1 - Junction 1 M50/N3 Junction Improvements

There are no proposed changes to the existing layout of the M50/N3 junction under this scheme. The proposed southbound and northbound lanes on the N3 will tie into the existing four lane layout on both the north and southbound carriageways.

C.2 Appendix C.2 - Junction 2 Blanchardstown (Snugborough) Improvements

There are no proposed changes to the existing layout of the Junction 2 Blanchardstown (Snugborough) as part of this scheme. However, proposed improvements to this junction (as shown in Figure AppC-7-1) are going to be constructed in the short term. The proposed layout of lanes for the upgrade of the N3 mainline will allow for the proposed upgrade of the junction illustrated below.

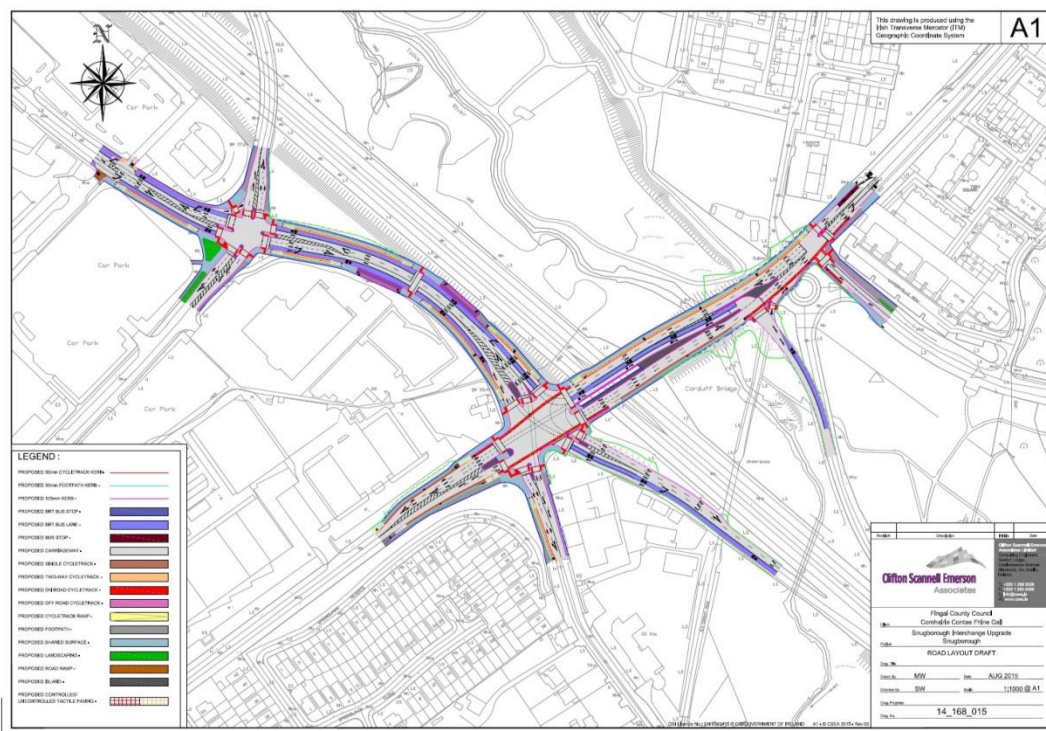


Figure AppC-7-1 -Proposed Layout of Junction 2 Blanchardstown (Snugborough)

C.3 Appendix C.3 - Junction 3 Clonsilla (Mulhuddart) Improvements

There are no proposed changes to the existing layout of the Junction 3 Clonsilla (Mulhuddart). The existing diverge and merge ramps provided in the recent upgrade of this junction will be accommodated in the proposed layout of lanes for the upgrade of the N3 mainline. Some adjustment to road markings etc will be required at the tie-ins to the mainline.

C.4 Appendix C.4 - Parslickstown Junction

The Parslickstown Junction is an existing left in/left out junction on the southbound carriageway. The layout of the junction will be considered in more detail during the Phase 3 preliminary design in conjunction with the layout of the lanes on the mainline between Junction 3 and Junction 4.

Parslickstown Junction currently provides access to an industrial area where heavy goods vehicles are present see Figure AppC-7-2 below.



Figure AppC-7-2 - Existing parallel merge at Parslickstown Junction (hatching now in place)

It is proposed to retain Parslickstown Junction with only minor alignment changes to the traffic island to facilitate three lanes on the main carriageway. The closure of private entrances along the N3 corridor is to be carried out by providing alternative access arrangements to the rear of the properties and land holdings (See Figure 4.2). The closure of these entrances is necessary so as to not prejudice the re-classification of the N3 to motorway. However, other departures from standard resulting from the proximity of Junction 4a will be required to retain the junction layout in general if the N3 is to be designated as a motorway eastward beyond the existing end of motorway at Junction 4a.

C.5 Appendix C.5 - Junction 4a Clonee (East) Improvements

The current layout of Junction 4a Clonee (East) provides east facing merge and diverge slip roads with an overbridge which only allows for one-way traffic. The proposed layout of the N3 mainline upgrade provides for three lanes to continue to Junction 4b Clonee (West).

Preliminary studies of improvements to this junction have been undertaken and show that two-way traffic combined with revised traffic signal phases could increase capacity of the junction as a whole.

A review of all of these options for improving this junction will be carried out during Phase 3 preliminary design in conjunction with the other measures included in the upgrade of the M3/N3.

- Appendix C.5.1.1 – Junction 4a Clonee (East) Improvements Option 1 Description

The existing layout is retained.

- Appendix C.5.2.1 – Junction 4a Clonee (East) Improvements Option 2 Description

The existing road layout to be redesigned to allow traffic to move both ways across the bridge and in turn reduce the traffic passing through Clonee village to access the housing developments in Littlepace and Ongar from the north.

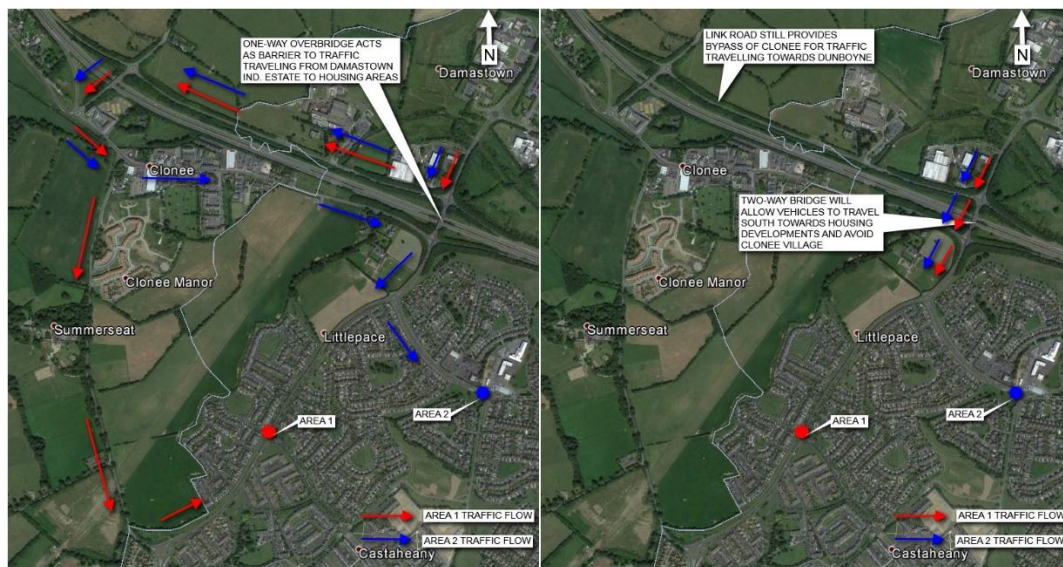


Figure AppC-7-3 - Traffic flow from Damastown Ind. Estate to housing developments

As can be seen from Figure AppC-7-3 above the route from Damastown Industrial Estate to the housing developments involves a considerable diversion. If traffic was permitted to cross the overbridge from north to south it would provide a route for traffic to the housing development without having to travel through Clonee.

This option is to be developed further during the Phase 3 preliminary design. This option may also require re-modelling of the merge and diverge slip roads at this junction.

- Appendix C.4.5.1 – Junction 4a Clonee (East) Improvements Option 3 Description

The provision of an additional parallel bridge crossing to the existing bridge to accommodate the south to north traffic would provide additional capacity to the junction but would attract significant construction costs.

This option is not deemed warranted due to the considerable costs associated with the construction of a new structure and reconfiguration of the junction layout (traffic islands, lights etc).

- Appendix C.5 - Junction 4b Clonee (West) Improvements

As part of this scheme, it is proposed to upgrade the junction layout and additional east-facing slip roads will be considered. An additional westbound off slip at this junction would provide the benefit of reducing traffic passing through Clonee village as traffic could stay on the M3 until Junction 4b. The options for the layout of this upgrade will be developed further and assessed during the Phase 3 preliminary design.

C.6 Appendix C.6 – Private Entrances

The closure of private entrances along the N3 corridor is to be carried out by providing alternative access arrangements to the rear of the properties and land holdings (See Figure AppC-7-4). The closure of these entrances is necessary so as to not prejudice the re-design of the N3 to motorway standard.

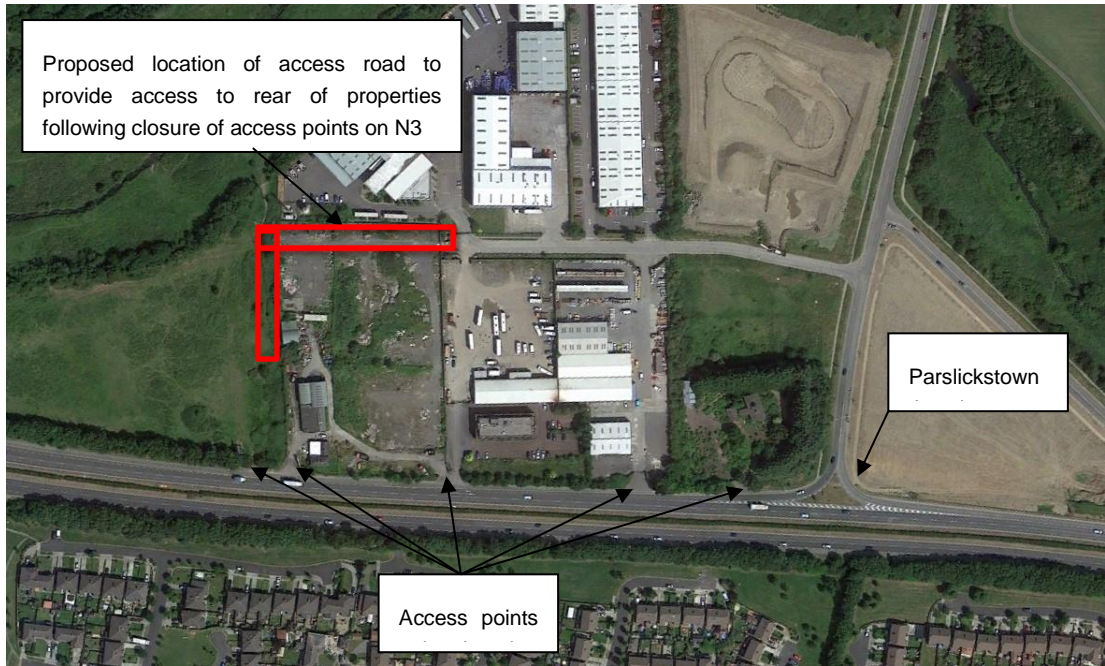


Figure AppC-7-4 - Existing accesses proposed to be closed on N3

It is proposed to close the private entrance into the domestic development called Ivy Lane. This development includes two houses and it is proposed to close the entrance onto the N3 carriageway and a diversion route as outlined in Figure AppC-7-5 is to be put in place. This diversion will add a distance of 3.4km to the route for vehicles accessing Ivy Lane from the northbound carriageway and a distance of 0.5km is added to the route leaving Ivy Lane and accessing the Junction 4a Clonee (East)/Castaheany overbridge to travel to Clonee or to access the southbound carriageway on the N3.

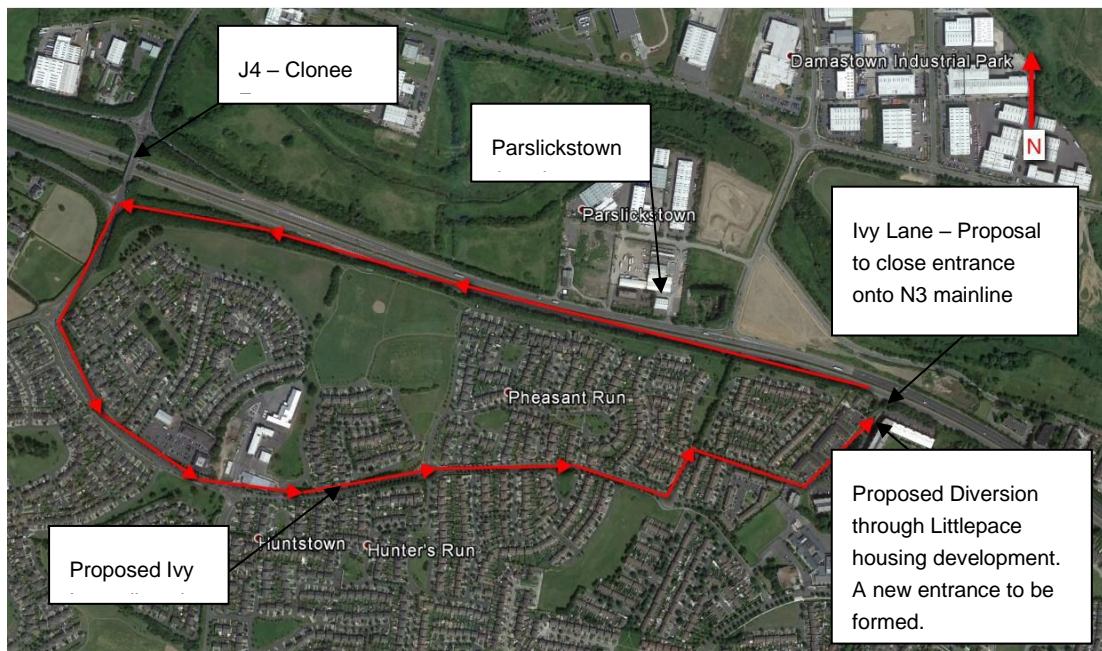


Figure AppC-7-5 - Existing accesses proposed to be closed on N3