



WESTERN Option

Starts at junction of the new Southern Ring Road Phase I and new Adare to Limerick Road at Rossbrien.

Passes West past railway track and Ballinacurra Creek, crossing N20 just north of Crescent Shopping Centre.

Continues West crossing Dock Road near existing roundabout at Irish Cement plant.

Continues Northwest, crossing the River Shannon, East of Coonagh Point.

Passes Shannon Rugby Club to the West of Coonagh West, then crosses the Meelick Creek and Cratloe Creek before joining the N18 near Cratloe Castle.

Advantages

- Significant reduction in City Centre traffic congestion
- Allows national traffic to bypass Limerick City, improving travel times
- Meets local and national policy needs
- No impact on Coonagh Aerodrome or Coonagh Sports & Social Club
- Eliminates switch-back junctions on N18 near Two Mile Inn
- No perceived severance of Coonagh communities
- Provides Fourth Crossing of River Shannon
- Benefits local and regional economy, promotes regional development and tourism

Disadvantages

- Requires acquisition of one house
- Requires acquisition of one business
- Affects River Shannon environment during construction
- Poorer ground conditions than Eastern Option

EASTERN Option

Starts at junction of new Southern Ring Road Phase I and new Adare to Limerick Road at Rossbrien.

Passes West past railway track and Ballinacurra Creek, crossing N20 just north of Crescent Shopping Centre.

Continues West crossing Dock Road near existing roundabout at Irish Cement plant.

Continues North - Northwest, crossing the River Shannon near the Eastern side of the Bunlicky Lake

Passes to the East of Coonagh West, through the Aerodrome in Coonagh, crossing Coonagh Road, the Meelick Creek and Cratloe Creek before joining the N18 near Cratloe Castle.

Advantages

- Significant reduction in City Centre traffic congestion
- Allows national traffic to bypass Limerick City, improving travel times
- Marginally higher traffic on crossing than Western Option
- Meets local and national policy needs
- No businesses require acquisition
- Eliminates switch-back junctions on N18 near Two Mile Inn
- Provides Fourth Crossing of River Shannon
- Benefits local and regional economy, promotes regional development and tourism

Disadvantages

- Impacts on Coonagh Aerodrome and Coonagh Sports & Social Club
- Creates possible perceived severance of Coonagh communities
- Requires acquisition of one house
- Affects River Shannon environment during construction

Route Options Rogha Bealai

Proposed scheme consists of two possible route options the Western and the Eastern option.



Routes Considered



KEY FACTORS

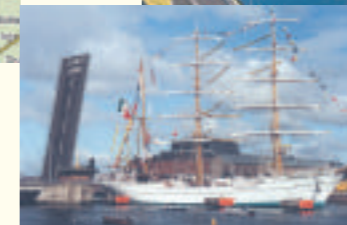
Length (approximately)	10.2km Mainline
Road Type	Dual Carriageway
Daily traffic removed from City	30-40,000 vehicles
Construction period	3-4 years
Estimated cost in order of	£200 million
Land-take (approximately)	100 hectares

Crossing the Shannon An Trasnú

Consultants have studied several different options to cross the River Shannon in terms of their effect on many issues including the environment, traffic in Limerick City, National traffic, shipping, safety and cost.

Two possible options for crossing the River Shannon are proposed:

A LOW LEVEL
OPENING BRIDGE
OR
A TUNNEL.



Low Level Opening Bridge

Advantages of Low Level Opening Bridge:

- Less environmental impact on River Shannon during construction
- Potential for pedestrian and cyclist use
- Potential for extra traffic capacity with hard shoulders
- Less expensive to construct than tunnel

Disadvantages of Low Level Opening Bridge:

- Delays to traffic when bridge is open
- Risk of ship collisions
- Risk of mechanical failure, which would cause disruption to road traffic and/or river traffic
- Impact on River Shannon during construction



Photos courtesy of Cork Corporation and Ewhank Press OhEocha

Tunnel

Advantages of Tunnel:

- Neutral visual impact on surrounding landscape
- Open 24 hours a day, all year round
- No impact on shipping, leisure craft
- No disruption to traffic

Disadvantages of Tunnel:

- More expensive to construct than low-level opening bridge
- Temporary impact on River Shannon during construction
- Disposal of large quantities of spoil
- Cyclists and pedestrians not permitted

High-level Bridge

A High Level Bridge is not preferred for the River Shannon Crossing for the following reasons:

- Significant visual intrusion and obtrusion
- Much longer structure than other options
- Higher construction cost than other options
- Capacity problems due to long steep gradients

