

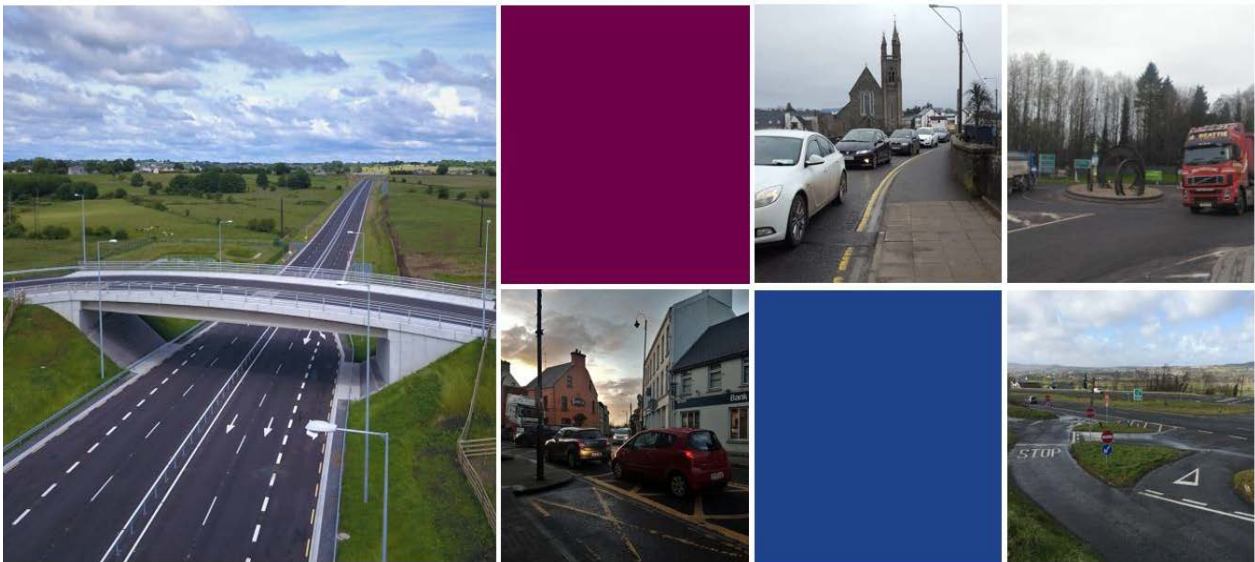
# Appendix C4.02

## Construction Traffic Management Plan

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# Construction Traffic Management Plan

### TEN-T Priority Route Improvement Project, Donegal



TT\_MGT0337-RPS-P3-ZZ-RP-E-EN0001

March 2026

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# SECTION 1 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## 1.1 Introduction

The Construction Traffic Management Plan (hereafter referred to as the CTMP) has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.

### 1.1.1 Purpose

The purpose of this CTMP is to demonstrate that the residual impacts to public road network during the Construction Phases of the Proposed Scheme, which have been identified in the application documentation, can be minimised and that transport related activities are carried out as safely as possible and with the minimum disruption to other road users. The CTMP has also been prepared for the purpose of identifying feasible, appropriate and safe methods of access for construction traffic to the Proposed Scheme. Moreover, this CTMP provides a basis for the management of traffic during the Construction Phase of the Proposed Scheme to be undertaken by the Project Supervisor for the Construction Stage (PSCS)/Contractor of the project. This plan must be finalised by the PSCS prior to commencing the works and should not be implemented until it has been assessed and developed by the PSCS. The PSCS shall co-ordinate the implementation of the developed Traffic Management Plan during construction of the works.

### 1.1.2 Objectives

The objectives of the CTMP are to:

- Outline minimum road safety measures to be undertaken, including site access / egress locations, during the works;
- Provide measures that respond to all road user needs, including public transport, pedestrians, cyclists and vehicular traffic;
- Ensure disruption is minimised, with access to houses and businesses maintained as is reasonably practicable in delivering the Proposed Scheme;
- Demonstrate Donegal County Council (DCC), the appointed contractor and suppliers the need to adhere to the relevant guidance documentation for such works; and
- Identify objectives and measures for inclusion in the management, design and construction of the Proposed Scheme to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.

### 1.1.3 Scope

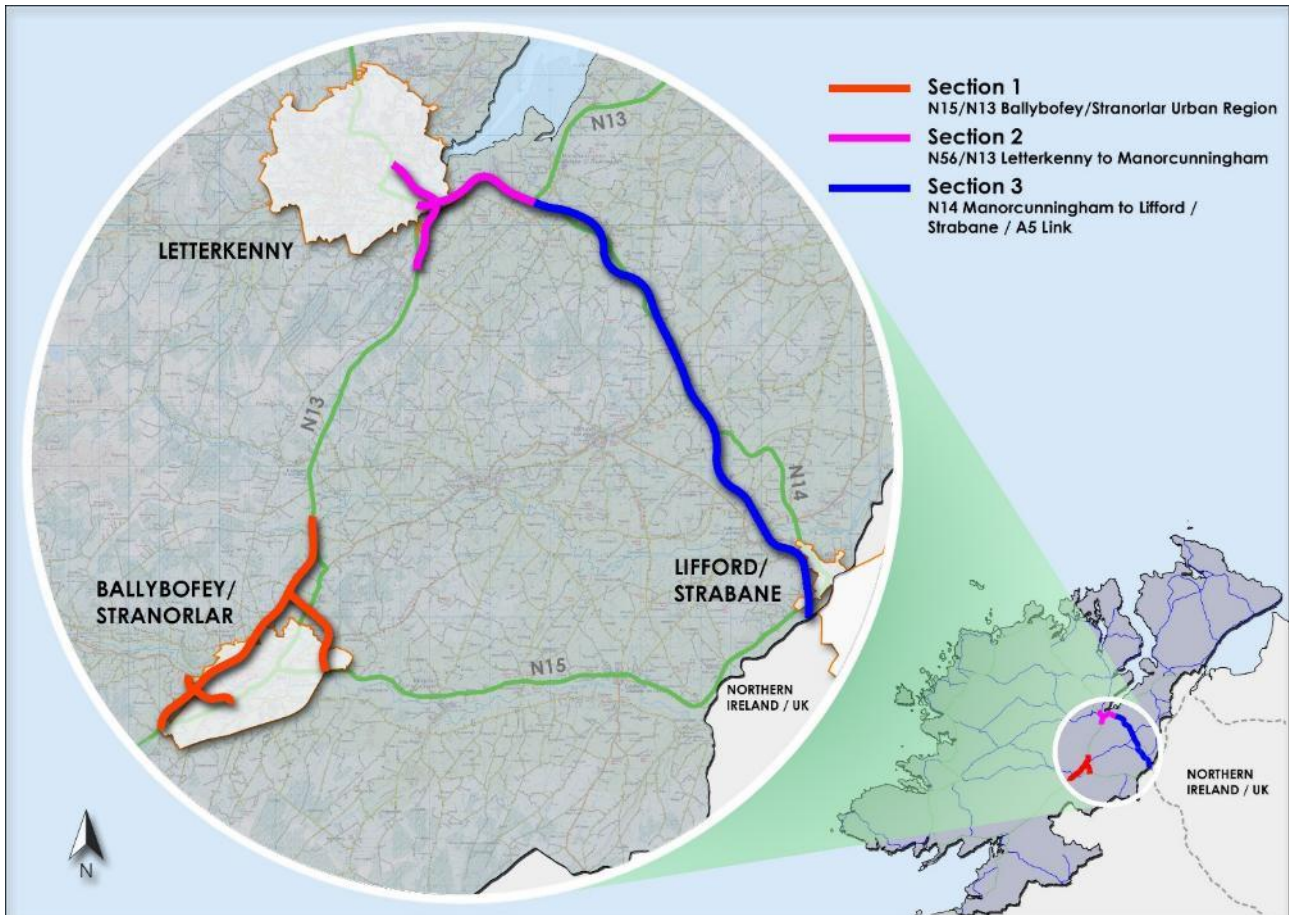
This CTMP illustrates a potential traffic management design for the transportation of construction materials, equipment and personnel along the public road network to facilitate the construction of the Proposed Scheme. Light vehicles, such as cars and vans, are used by operatives travelling to and from the works areas. Lorries deliver general construction materials, such as concrete, to/from/around the works areas.

## 1.2 Proposed Construction Activities

### 1.2.1 Overview

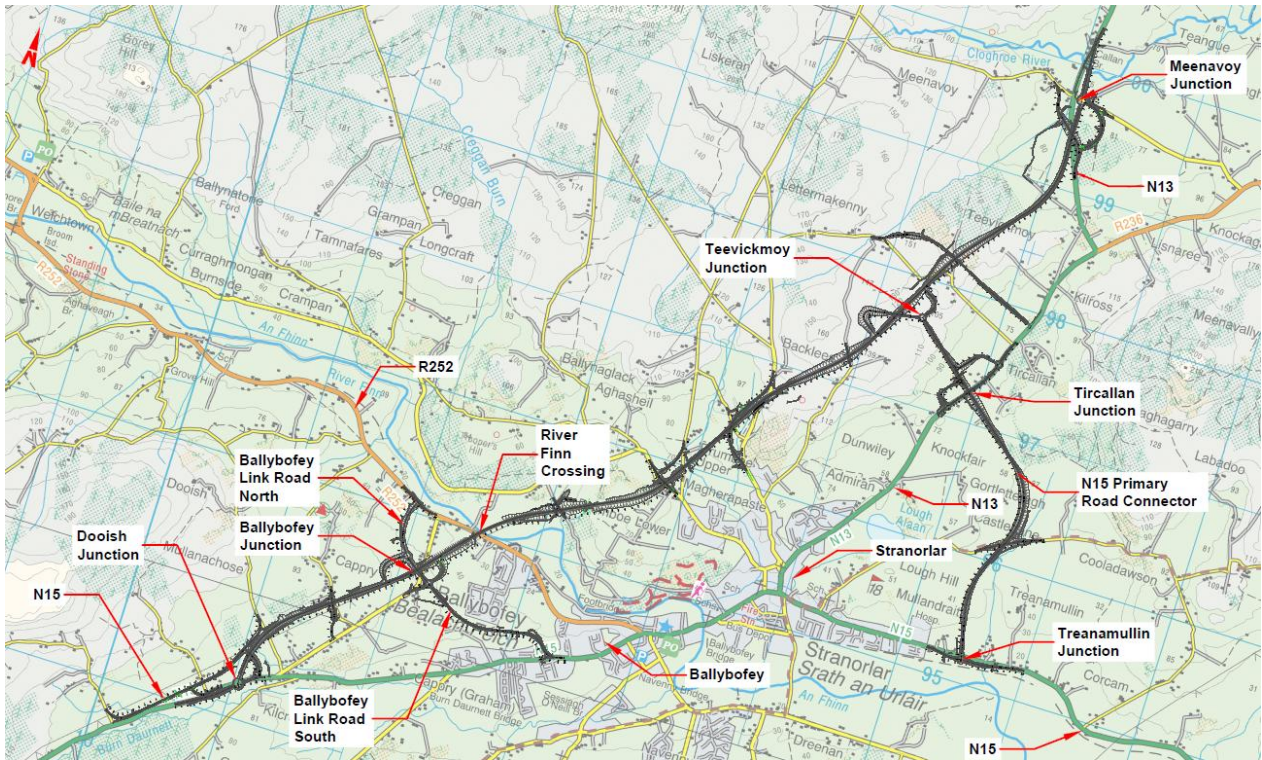
The TEN-T Priority Route Improvement Project, Donegal (hereafter referred to as the “Proposed Development”) consists of the following sections of road network in Donegal:

- **Section 1** – N15/N13 Ballybofey/ Stranorlar Urban Region
- **Section 2** – N56/N13 Letterkenny to Manorcunningham
- **Section 3** – N14 Manorcunningham to Lifford/Strabane/A5 Link



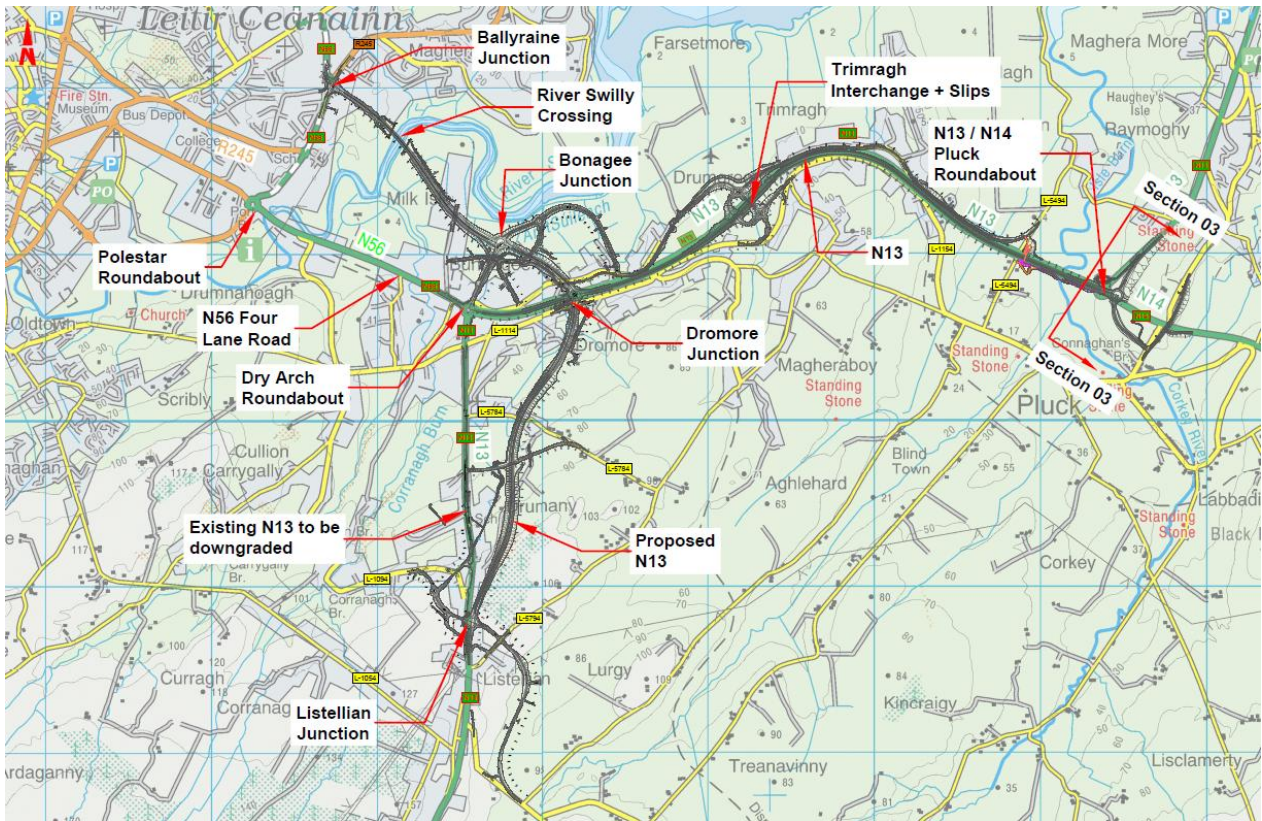
**Figure 1-1: TEN-T Priority Route Improvement Project, Donegal**

Section 1 of the proposed development is approximately 9.7 km long and runs to the north of Ballybofey/Stranorlar, by-passing both towns (see Figure 1-2). This includes a new bridge crossing of the River Finn. Additionally, there are two link roads located to the south and the north of the towns providing connections from the proposed development to the existing N15 (east of Ballybofey), and N13 (north of Stranorlar) and N15 (to Lifford) respectively.



**Figure 1-2: Section 1 Proposed Layout**

Section 2 of the proposed development is approximately 9.2 km long and runs to the south and east of Letterkenny (see **Figure 1-3**). The proposed route will cross the River Swilly and Lough Swilly Special Area of Conservation (SAC), which is also close to the Lough Swilly Special Protection Area (SPA).



**Figure 1-3: Section 2 Proposed Layout**

Section 3 is approximately 17.5 km long and runs from Pluck Roundabout near Manorcunningham (east of Letterkenny and the interface with Section 2 of the proposed development) to Lifford. Additionally, the section of the N14/ N15 to A5 link within Ireland is being included, which includes a bridge crossing of the River Finn.

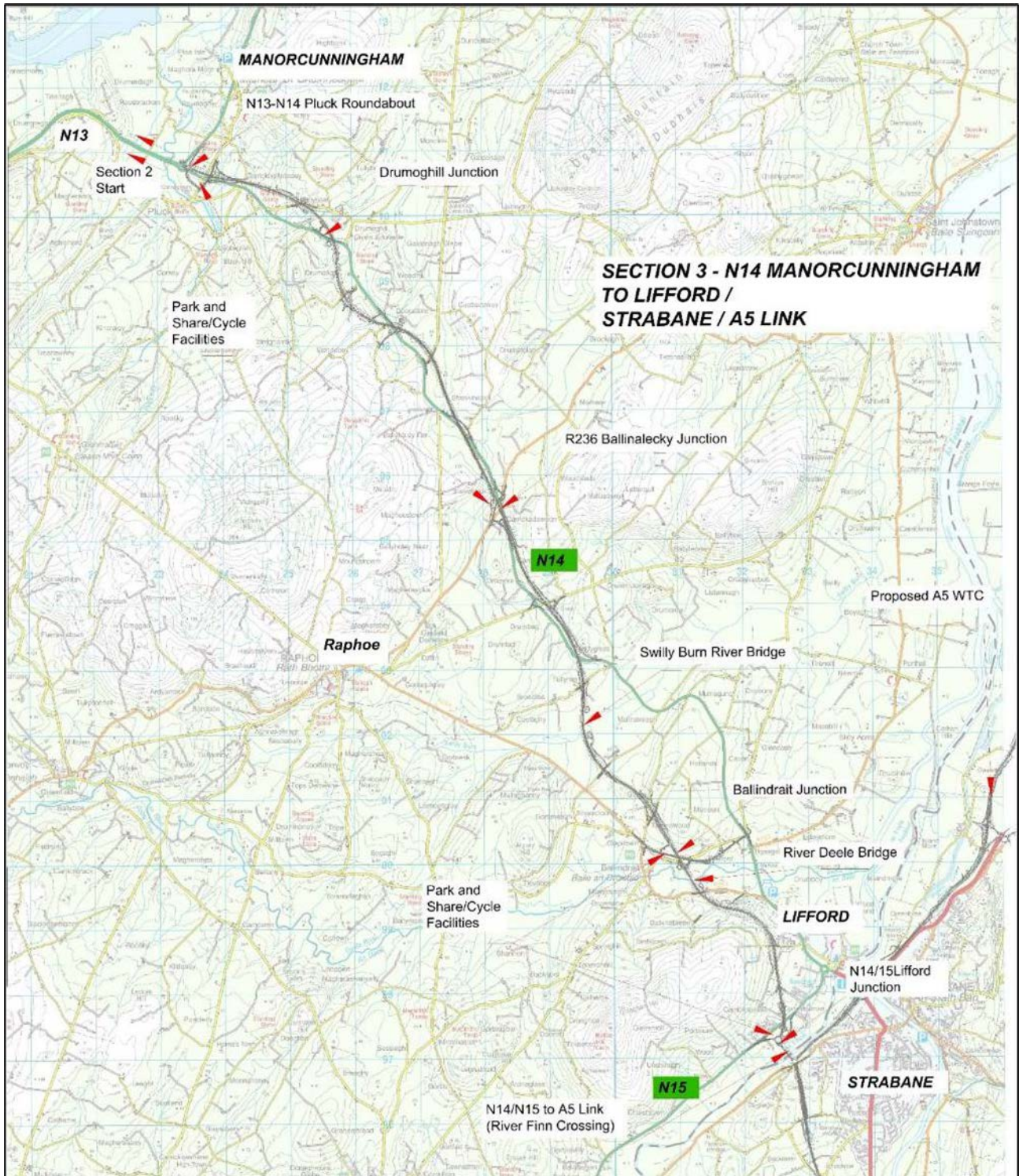


Figure 1-4: Section 3 Proposed Layout

Construction activities to be carried out as part of the Project are described in Chapter 4 Project Description in Volume B and within the General Arrangement EIAR Drawings 4.01 (Section 1), 4.02 (Section 2) and 4.03 (Section 3) in Volume D: Book of Drawings of this EIAR.

The construction works will include, but are not limited to, the following main components:

- Temporary works to establish construction compound.
- Site clearance.
- Advanced works.
- Fencing.
- Water management.
- Demolition.
- Utility diversions.
- Earthworks
- Excavation (including blasting) and deposition of earthworks materials including processing of materials.
- Temporary traffic management / road diversions.
- Drainage works.
- Structures.
- Kerbing.
- Roadworks (foundations, capping, sub-base, base construction, bituminous pavement surfacing).
- Active travel (footways / cycletracks).
- Park and Share / Cycle facility areas.
- Ancillary roadworks including safety barriers, signage and road markings.
- Accommodation works for landowners such as access roads, entrances, fences, gates, walls, ducting and reconnection of severed services.
- Environmental mitigation.
- Landscaping.
- Signing and road marking.
- Remediation works during defects period.
- Handover.

## 1.2.2 Construction Programme

It is planned that all three sections of the proposed development will be progressed as one project, however, there may be a phased approach taken to the procurement and award of the contracts for the different sections. If the three sections of the Proposed Development are constructed at the same time, then this will require a 60 month construction period.

However, a phased approach may also be taken to the construction of the Proposed Development. In such circumstances, each section of the Proposed Development is estimated to take 36 months to construct. Each section may be further divided into smaller sub-sections of road typically depending on local constraints. The associated typical construction period will vary between sections, with consideration toward varying topography and land use.

The different stages of the construction for each section will include the following:

- Further detailed Investigation and Survey Works
- Utilities and Service Diversions
- Invasive Plant Species Treatment and/or Removal
- Fencing and Site Clearance
- Main Contract Construction

### 1.2.2.1 Section 1

The construction phase for Section 1 will last approximately 36 months. The construction may be broken down into three distinct parts:

- Part 1 – Mainline southern tie-in to the River Finn Crossing, including the Ballybofey Link Road.
- Part 2 – Mainline River Finn Crossing to the northern tie-in, including the proposed grade separated junction at Teevickmoy.
- Part 3 – N15 Primary Road Connector from the mainline to the tie-in with the N15 at Treanamullin.

### 1.2.2.2 Section 2

The construction phase for Section 2 will last approximately 36 months. The construction may be broken down into three distinct parts:

- **Part 1** – Mainline southern tie-in to the River Swilly Crossing, including the links in the vicinity of Dry Arch Roundabout / Bonagee.
- **Part 2** – Mainline River Swilly Crossing to the northern tie-in at Ballyrairie.
- **Part 3** – Realignment and improvement of the existing N56 Dual Carriageway between Dry Arch Roundabout and the interface with Section 3 at Pluck Roundabout, including the proposed grade separated junction at Trimragh.

### 1.2.2.3 Section 3

The construction phase for Section 3 will last approximately 36 months. The construction may be broken down into four distinct parts:

- **Part 1** – Mainline northern tie-in at the interface with Section 2 to Swilly Burn River.
- **Part 2** – Swilly Burn River to River Deelee River.
- **Part 3** – River Deelee River to Lifford Junction.
- **Part 4** – N14/N15 to A5 Link including the River Finn Crossing to Northern Ireland.

## 1.2.3 Temporary Traffic Management Designs

In the event An Coimisiún Pleanála decides to grant approval for the Proposed Scheme, Temporary Traffic Management designs (drawings and method statements) will be prepared by the appointed contractor in accordance with the requirements of the 'Traffic Signs Manual Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)' published by the Department of Transport in August 2019 and the "Temporary Traffic Management Design Guidance" 3rd Edition 2019 published also by the Department of Transport, to facilitate the safe and efficient construction of the Proposed Scheme.

Connectivity of the local road network will be maintained during construction by completing construction offline from the existing road networks and maintaining operation of the local road network, before final tie-in works are completed, or providing a temporary diversion of the local road network around the construction where online construction is required.

Temporary road closures or partial closures will be required during construction in order to complete tie-in works, utility connections and accommodate other specific construction activities. In most cases, traffic management measures will enable partial closures to be implemented, rather than full closures. Where full road closures are required, diversion routes will be identified and signed.

Sufficient lands have been made available within the permanent or temporary Proposed Development Boundary to accommodate the provision of temporary road diversions. Feasible alignments for the temporary road diversions are shown in Drawings in Appendix A of this Report.

Construction works that may affect access points to businesses and residences will be scheduled in such a way as to minimise disruption. Where accesses are affected by construction activities, affected property owners/ occupiers will be notified in advance

## 1.2.4 Traffic Management Principles and Standards

Temporary traffic control measures will be required to facilitate the construction works.

As noted in Section 1.2.3 above, sufficient land has been made available for either offline construction or temporary diversion of existing roads where construction is online which will allow for two-way traffic during construction.

There will be instances during construction in order to complete tie-in works, utility connections and accommodate other specific construction activities that a shuttle system of traffic flow shall be adopted to enable traffic to pass through the works on one lane only. This may be operated by two methods:

- “STOP and GO”; and
- Temporary Traffic Signals.

“STOP and GO” allows traffic flow to move according to demand. It is ideal during peak traffic flow periods. Signing (Traffic Signs Manual references RUS 060 and RUS 061) and coning for the “STOP and GO” system shall be in accordance with “Traffic Signs Manual (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)” and “Guidance for the Control and Management of Traffic at Roadwork Manual”. This operation must be undertaken by trained personnel wearing high visibility garments.

Temporary traffic signals can be vehicle actuated or manually operated. Temporary traffic signals must be positioned with adequate forward visibility, and where possible, have inter-visibility. The design and the operation of temporary traffic signals shall be undertaken by competent personnel.

Where temporary traffic signals are adopted for traffic management then signage and coning for Temporary Traffic Signals should be in accordance with ‘Traffic Signs Manual (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)’ and the ‘Guidance for the Control and Management of Traffic at Roadwork Manual’.

Temporary safety barriers placed around the working area should be clearly defined by temporary road markings, signage and coning as specified in Chapter 8 of the Traffic Signs Manual. The PSCS/Contractor shall carry out a risk assessment before commencing any works on site, to determine the type of barriers (if any) and cones most suitable for the works.

Temporary road closures or partial closures will be required during construction in order to complete tie-in works, utility connections and accommodate other specific construction activities. A road closure is appropriate for works that are confined to a fixed location and where the minimum lane widths in accordance with Chapter 8 of the Traffic Signs Manual cannot be maintained. In such instance traffic should be temporarily diverted on signed detours on suitable roads to accommodate the diverted traffic. If it is not possible to provide a detour, i.e. cul-de-sac, then temporary alternative arrangements should be made for locals to access their properties and for emergency vehicle access through the works site. Road closures are not permitted along routes where diversion routes are currently in operation.

There are pedestrian footpaths at some locations close to urban areas and it is the responsibility of the PSCS/Contractor to maintain them for the duration of the works. Where the works are taking place on footpaths then alternative measures for pedestrians must be facilitated on site. The requirements of clause 8.2.8 of ‘Traffic Signs Manual (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)’ must be adhered to.

It is the PSCS/Contractor’s responsibility to keep informed, inter alia by close liaison with the Gardaí, DCC and the Employer’s Representative, of on-going or planned construction events, which may impact on his works.

The Contractor must obtain approval from DCC for the final developed CTMP before commencement of construction.

All works areas shall be surrounded with secure barriers to prevent access to the public both during the day and at night.

### 1.2.5 Lane Width Restrictions and Alterations to Footpaths

The PSCS/Contractor shall liaise with DCC and the Garda Síochána when and where it is intended to reduce traffic lane widths or make alterations to public footpaths. The PSCS/Contractor will be required to provide the following information:

- Location of lane width restrictions and footpath alterations;
- Data and duration of lane width restrictions and footpath alterations;
- Details of restricted width of traffic lane or footpath. Lane widths should be in accordance with Table 8.2.2.2 to Table 8.2.2.5 of Chapter 8 of the Traffic Signs Manual;
- Details of associated signage and warning to motorists and pedestrians, including road markings; and
- Details of proposed system of public communications and public liaison.

### 1.2.6 Undertaking of Works

Traffic Control measures will be required to facilitate the construction works. Temporary safety barriers placed around the working area should be clearly defined by temporary road markings, signage and coning as specified in Chapter 8 of the Traffic Signs Manual. The PSCS shall carry out a risk assessment before commencing any works on site, to determine the type of barriers (if any) and cones most suitable for the works.

It is the Contractor's responsibility to keep informed, inter alia by close liaison with the Gardaí, DCC, Roads Department and the Employer's Representative, of other ongoing or planned construction events which may impact upon his works.

The Contractor must submit the developed CTMP to DCC for review and approval before commencement of construction.

The DCC procedures for road opening licences must be strictly adhered to. The Contractor is entirely responsible for obtaining Road Opening Licences and Road Closures as necessary to enable him to fulfil his contractual obligations.

The works to be undertaken take place on public roads with posted speed limits between 50km/hr and 100km/hr. Temporary Traffic Management measures on public roads with posted speed limit of 50km/hr shall be in accordance with Table 8.2.2.4 (Minimum Design Parameters for Level 1(iii) Roads) of Chapter 8 of the Traffic Signs Manual, as presented in Table 1-1. Temporary Traffic Management measures on public roads with posted speed limit of 60km/hr shall be in accordance with Table 8.2.2.5 (Minimum Design Parameters for Level 1(iv) Roads) of Chapter 8 of the Traffic Signs Manual respectively as presented in Table 1-2. Temporary Traffic Management measures on public roads with posted speed limit of 80km/hr shall be in accordance with Table 8.2.2.6 (Minimum Design Parameters for Level 2(i) Roads) of Chapter 8 of the Traffic Signs Manual respectively as presented in Table 1-3. Temporary Traffic Management measures on public roads with posted speed limit of 100km/hr shall be in accordance with Table 8.2.2.7 (Minimum Design Parameters for Level 2(i) Roads) of Chapter 8 of the Traffic Signs Manual respectively as presented in Table 1-4

The Contractor is required to programme/sequence the works to ensure that traffic impacts as a result of the works are kept to a minimum.

**Table 1-1: Minimum Design Parameter for Level 1(iii) Roads (Single Carriageway 50km/h)**

Design Parameter	Type A > 12 hours	Type B < 12 hours	Type C < 15 mins
<b>Advance Warning Signage</b>			
Sign Size (mm)	600	600	-
Sign Visibility (m)	50	50	50
Number of Signs	2	2	-
Cumulative Distance (m)	40	40	-
Distance between Advance Warning Signs (m)	20	20	-
<b>Taper</b>			
Lane Taper Rate <sup>A</sup>	1 in 5	1 in 5	-
Hard Shoulder Taper Rate <sup>A</sup>			-
<b>Cones</b>			
Cone Height (mm)	750	750	-
Taper Spacing (m) <sup>B</sup>	3	3	-
Longitudinal Spacing (m) <sup>B</sup>	3	3	-
<b>Lamps (unlit areas only)</b>			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	6	6	-
<b>Safety Zones</b>			
Longitudinal (m)	5	5	-
Lateral (m)	0.5	0.5	-
<b>Lanes</b>			
Lane Width (m) <sup>C</sup>	3 (2.5)	3 (2.5)	-
Two-way Roadway Width (m)	5	5	-

**Notes:**

- A. 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
- B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates the spacing shall be reduced accordingly.
- C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Paragraphs 8.4.3.1 to 8.4.3.3.

**Table 1-2: Minimum Design Parameter for Level 1(iv) Roads  
(Single Carriageway of 60km/h & Multi- Lane / Dual ≤ 60km/h)**

Design Parameter	Type A > 12 hours	Type B < 12 hours	Type C < 15 mins
<b>Advance Warning Signage</b>			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	60	60
Number of Signs	3	2	-
Cumulative Distance (m)	60	40	-
Distance between Advance Warning Signs (m)	20	20	-
<b>Taper</b>			
Lane Taper Rate <sup>^</sup>	1 in 10	1 in 10	-
Hard Shoulder Taper Rate <sup>^</sup>			-
Transition Length (m)	2 x Taper Length	2 x Taper Length	
<b>Cones</b>			
Cone Height (mm)	750	750	-
Taper Spacing (m) <sup>B</sup>	3	3	-
Longitudinal Spacing (m) <sup>B</sup>	6	6	-
<b>Lamps (unlit areas only)</b>			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	12	-
<b>Safety Zones</b>			
Longitudinal (m)	15	15	-
Lateral (m)	0.5	0.5	-
<b>Lanes</b>			
Lane Width (m) <sup>C</sup>	3 (2.5)	3 (2.5)	-
Two-way Roadway Width (m)	5	5	-

**Notes:**

- A. 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
- B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates the spacing shall be reduced accordingly.
- C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Paragraphs 8.4.3.1 to 8.4.3.3.

**Table 1-3: Minimum Design Parameter for Level 2(i) Roads  
(Single Carriageway of 80km/h)**

Design Parameter	Type A > 12 hours	Type B < 12 hours	Type C < 15 mins
<b>Advance Warning Signage</b>			
Sign Size (mm)	600	600	-
Sign Visibility (m)	90	90	90
Number of Signs	4	3	-
Cumulative Distance (m)	480	360	-
Distance between Advance Warning Signs (m)	120	120	-
<b>Taper</b>			
Lane Taper Rate <sup>A</sup>	1 in 40	1 in 40	-
Hard Shoulder Taper Rate <sup>A</sup>			-
<b>Cones</b>			
Cone Height (mm)	750	750	-
Taper Spacing (m) <sup>B</sup>	3	3	-
Longitudinal Spacing (m) <sup>B</sup>	12	12	-
<b>Lamps (unlit areas only)</b>			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	24	24	-
<b>Safety Zones</b>			
Longitudinal (m)	45	45	-
Lateral (m)	1.2	1.2	-
<b>Lanes</b>			
Lane Width (m) <sup>C</sup>	3	3	-

**Notes:**

- A. 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
- B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates the spacing shall be reduced accordingly.
- C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Paragraphs 8.4.3.1 to 8.4.3.3.

**Table 1-4: Minimum Design Parameter for Level 2(ii) Roads  
(Single Carriageway of 100km/h)**

Design Parameter	Type A > 12 hours	Type B < 12 hours	Type C < 15 mins
<b>Advance Warning Signage</b>			
Sign Size (mm)	750	750	-
Sign Visibility (m)	120	120	120
Number of Signs	4	3	-
Cumulative Distance (m)	800	600	-
Distance between Advance Warning Signs (m)	200	200	-
<b>Taper</b>			
Lane Taper Rate <sup>A</sup>	1 in 60	1 in 60	-
Hard Shoulder Taper Rate <sup>A</sup>	1 in 30	1 in 30	-
<b>Cones</b>			
Cone Height (mm)	1,000	1,000	-
Taper Spacing (m) <sup>B</sup>	3	3	-
Longitudinal Spacing (m) <sup>B</sup>	12	12	-
<b>Lamps (unlit areas only)</b>			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	24	24	-
<b>Safety Zones</b>			
Longitudinal (m)	60	60	-
Lateral (m)	1.2	1.2	-
<b>Lanes</b>			
Lane Width (m) <sup>C</sup>	3	3	-

**Notes:**

- A. 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
- B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates the spacing shall be reduced accordingly.
- C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Paragraphs 8.4.3.1 to 8.4.3.3.

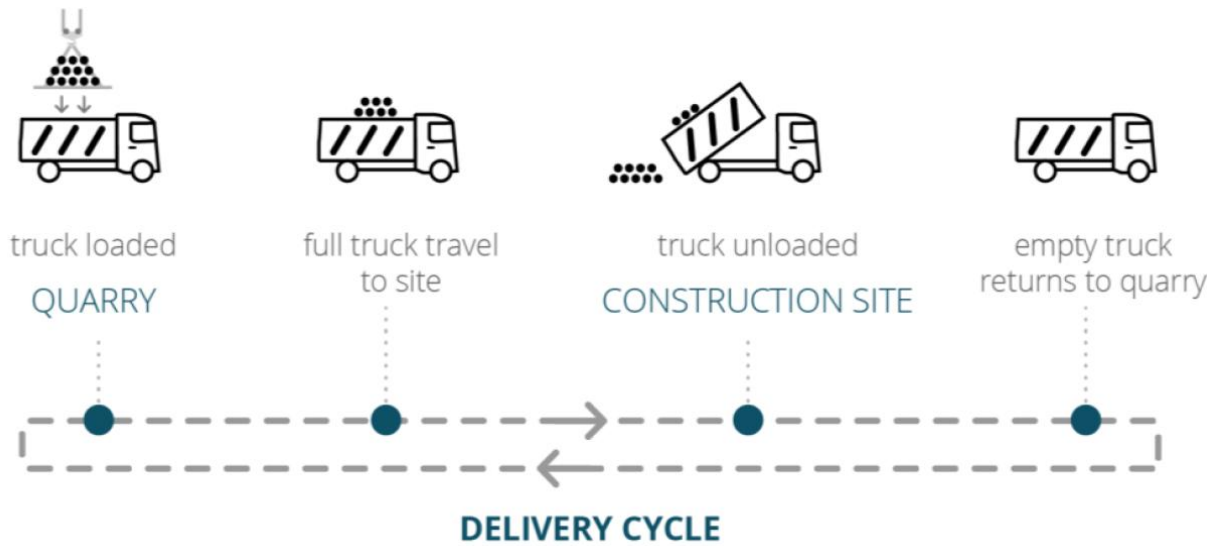
**1.2.7 Envisaged Construction Traffic Generation**

Traffic will be generated during the Construction Phase of the Proposed Scheme. Construction traffic can be expected to comprise of trips for the following purposes:

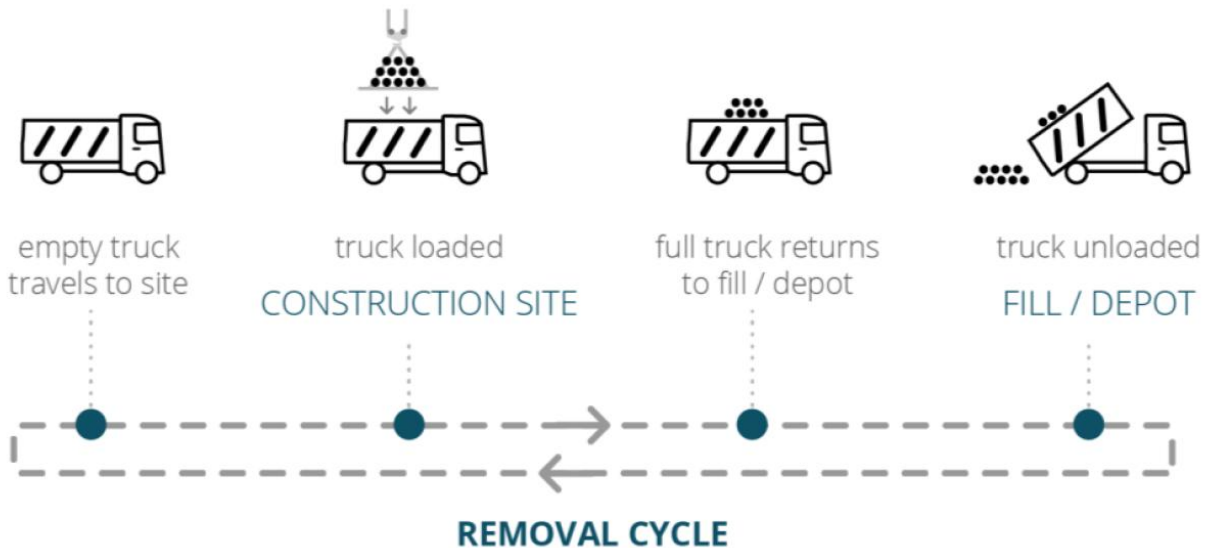
- Journeys by construction personnel to and from the Proposed Development.
- Haulage of earthworks materials (where feasible this will be confined to the Development Site)
- Delivery and removal of materials to and from the Proposed Development:

- Clearance of existing material and waste;
- Deliveries of construction material; and
- Removal of construction waste material.

Construction activities associated with the Proposed Development typically follow a work sequence. The movement of construction vehicles to and from the Proposed Scheme is determined by this work sequence; materials either being ‘removed from’ or ‘delivered to’ site. There is also stationary dwell time as material is being unloaded or loaded at either end of a journey. Lorry movements for typical construction activity cycles are shown in **Figure 1-5** and **Figure 1-6**.



**Figure 1-5: Lorry Movements for ‘Removal’ of Materials**



**Figure 1-6: Lorry Movements for ‘Delivery’ of Materials**

The proposed works shall include planning, excavation, temporary stockpiling, installing, disposal, import, haulage, construction of new bridges and roadworks.

## 1.2.8 Removal and Delivery of Materials

The Design has endeavoured to create a balanced site through an assessment of cuts, fills and anticipated re-useability of excavated materials. However, during the construction of the works, materials will be required to be imported including earthworks fill materials that cannot be sourced on-site, concrete products, steel materials, pavement materials (bituminous layers), pipes, ducts and pre-cast units, etc. Where feasible, materials excavated within the site will be hauled along the route of the proposed development between sections, without the need to use the public road network. However, where there are natural obstacles to this, e.g., rivers or major roads, then haulage on the public road network cannot be avoided.

Construction traffic, other than earthworks, will be generated by the need for other construction materials to be delivered and moved to/ from/ around the site. This will include:

- Concrete and concrete products.
- Steel reinforcement.
- Fence and barrier materials.
- Crushed stone for pavement construction that cannot be sourced from within the site.
- Pavement materials.
- Pipes, ducts, pre-cast units required for drainage and utility systems.
- Geotextiles and other membranes.
- Lighting, signage, road marking materials.
- Landscaping materials.
- Machinery, plant, fuel, supplies to the construction compound and other miscellaneous equipment and materials.

Workers, sub-contractors, site supervision staff and other staff and employees working on the scheme will be accessing the sites at various locations to/from the road network.

The volume of traffic generated by the requirements above will vary in intensity from location to location, and from time to time during the 36-month construction period for the project. Construction activities will be limited to the permitted construction times in any consent granted for the proposed development.

Temporary crossing points will be required for each of the national, regional and local roads crossed by the proposed development. The crossings will require local traffic management, in accordance with a temporary traffic management plan, traffic signs manual, and the safety, health & welfare at work (construction) regulations, when required.

For each section, the additional construction traffic on the public road network has been estimated on the following basis:

- The entire proposed development will be constructed in one phase.
- The construction traffic is distributed over a construction period of 36 months.
- Works will be undertaken on a six-day working week typically Monday to Friday between 07:00 and 19:00 and on Saturdays between 08:00 and 16:00.
- Construction traffic movements are based on one full load and one empty load (i.e. two movements for each load of materials).
- The transport of materials will be along proposed haul routes identified in the drawings in Appendix B of this report, through the site via haul roads, as well as along roads near the site.
- The increase in traffic takes account of the additional trips required for the transportation of additional fill material, pavement and concrete materials.

### 1.3 Construction Traffic Management Plan Contents

Based on this CTMP, the appointed contractor shall be responsible for developing a Construction Traffic Management Plan (CTMP) to effectively manage traffic and transport during the construction stage of the project. The appointed contractor shall address the following aspects, in addition to any other aspects identified by the appointed contractor during the preparation of the CTMP:

- Access to roadworks or construction site.
- Traffic Management Signage.
- Routing of Construction Traffic.
- Road Closures.
- Road Diversions.
- Speed Limits.
- Road Cleaning.
- Road Condition.
- Details of Working Hours and Days.
- Details of Emergency Plan.
- Communication.
- Traffic Management diagram / drawing.
- Traffic Management implementation.
- Cessation of traffic management plan.
- Cleanup / Removal of works.

The PSCS/Contractor shall finalise and implement this Construction Traffic Management Plan. This Plan must be submitted to DCC for review and agreed prior to work commencing and shall include drawings detailing all proposed arrangements including those listed below:

- The location and details of any proposed road closures including temporary diversions and duration of proposed closure;
- Details of lane width restrictions, footpath alterations, and proposed alterations to established traffic management systems;
- Details of lane width restrictions, footpath alterations, and proposed alterations to established traffic management systems;
- The location and details of all temporary signage to be erected by the PSCS/Contractor; and
- Details of any arrangements for the delivery and storage of plant, equipment, and materials.

A Road Opening License will be required from DCC prior to commencement of the works.

All road opening licenses, temporary traffic management plans and method statements will be monitored, and DCC reserve the right to alter and amend in the interest of Traffic Management health and safety.

Where Shuttle Working is permitted under the approved traffic management plan, a one-way traffic system using 'STOP/GO' boards or temporary traffic signals may be implemented which shall comply with the specific Traffic Management Plan conditions. The Licensee/Contractor is advised that the use of regulatory traffic control (e.g. Stop/Go Boards; temporary traffic signals) is subject to the approval of An Garda Síochána and the Licensee/Contractor shall consult with An Garda Síochána prior to commencement of the works.

Outside working hours agreed in the Traffic Management Plan and roads authority T-consents, two-way traffic flow is to be maintained on the public road.

The safe passage of pedestrians (including Mobility Impaired) and cyclists along the public road shall be maintained during the period of the works and adequate signage for pedestrians will be provided.

In the event of excessive traffic disruption/congestion arising due to unforeseen circumstances/events, e.g. traffic collision, the Licensee shall, upon being so directed by DCC, suspend the works, save that any such

suspension shall not apply to works/measures necessary to maintain the safety/security of the site or to prevent immediate loss/damage/injury to persons or property. The Licensee shall thereafter consult with the DCC, Municipal District, regarding any variation or amendment to the works, their management or sequence that may be required prior to works recommencement.

Where, following discussion, amendments to the Traffic Management Plan are proposed, the Licensee/Contractor shall apply to DCC for a variation/amendment to same as provided for above.

All signs and traffic management apparatus shall be removed promptly when not required and two-way traffic flow shall be restored on all roads outside of actual working hours. However, any signs/apparatus not causing an obstruction to traffic/pedestrians, and whose re-use is required in the very short-term (e.g. less than 24hrs), may be temporarily covered or otherwise masked.

The Contractor is required to programme/sequence the works to ensure that no works are undertaken on roads during periods when they are operating as diversion routes for works in other areas. In addition, the Contractor is required to programme/sequence the works to ensure that traffic impacts as a result of the works are kept to a minimum.

Road and junction upgrade and reinstatement works will be completed in a staged manner whereby traffic of all modes will be managed to ensure construction can continue while ensuring the safety of all road users, and personnel, and maintaining flow of all modes of transport so far as practicable.

The roadworks will require preparation of a comprehensive traffic management plan to facilitate safe construction and minimise the impact on pedestrian and vehicular traffic.

Further details on issues to be addressed are provided in Section 1.3.1 to Section 1.3.22.

### 1.3.1 Access and Egress

The appointed contractor shall provide advanced warning signs, in accordance with Chapter 8 of the Traffic Signs Manual, on approach to the proposed access locations, entry and exit points throughout the live working area.

The following provisions should be made in terms of traffic management at construction access points:

- Advance warning signage of construction access points must be adequately signed on the local road i.e. construction vehicle access ahead, uneven surface, and flagman control ahead;
- Construction access gates should remain closed when not in use;
- A site safety notice should be erected at construction access points;
- Temporary traffic management measures deployed during the hours of darkness should serve to highlight the precise location of the construction access. Such measures could include additional traffic cones, road danger lamps and/or reflectorised signage;
- Routine inspection should be carried out to ensure that signage and visibility splays are not obstructed;
- Control of dust generated by trucks; and
- Public roads outside the site should be regularly inspected for cleanliness and cleaned as necessary. Any damage to public roads caused by construction traffic should be repaired as necessary.

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.

### 1.3.2 Construction Trips

In order to identify the number of trips which would be generated by the Proposed Scheme during the construction phase, information provided by the designers has been reviewed to identify the number of HGV trips which would be generated.

Routing is discussed further in Section 1.3.4. To limit the impact of the construction of the Proposed Scheme on the existing road networks, routing to compounds has been identified. Primarily, construction vehicles will make use of the existing National and Regional road network.

Additional construction traffic will be generated during the construction phase of the Proposed Scheme for the purpose of the following:

- Clearance of existing site material and waste;
- Deliveries of construction material;
- Removal of construction waste material.

It is anticipated that construction of the three sections of the proposed development will be carried out in stages. Each stage will include one section, which may then be further divided into sub-sections of road typically depending on local constraints and the Contractors need to complete some sub-sections before others can commence. The associated typical construction period will vary between sections, with consideration toward varying topography and land use. Multiple Works fronts will progress concurrently.

It is planned that all three sections of the proposed development will be progressed as one project, however, there may be a phased approach taken to the procurement and award of the contracts for the different sections.

It should be noted that the CTMP will control vehicular movement along the construction route, including restrictions on the number of HGVs accessing and egressing the construction works throughout the day to mitigate the impacts to general traffic on the surrounding road network.

In Section 1, the River Finn severs the haul route from the south to the north of the section, effectively splitting the site into two: the southern portion between the southern tie-in and the River Finn, including the Ballybofey Link Road and the northern portion including the remainder of the mainline to the tie-in with the N13, and the N15 Primary Road Connector. Given that the earthworks will be completed during the early phases of the project, and the proposed River Finn Bridge is not expected to be completed until the final year of the project, the two portions of the project, north and south of the river, needed to be balanced in terms of earthworks design to minimise the transportation of earthworks material through the towns over the existing River Finn bridge.

Preliminary analysis of the site investigation data collected to date and the geometric design has ensured a balance in both the southern and northern parts of Section 1, as well as achieving an overall balance throughout the entire Section 1. In addition, material extraction areas within the Site, where suitable material can be won, and less suitable material disposed, has contributed to an overall balance. Earthworks movements will therefore generally take place along haul roads within the proposed development corridor, thereby not requiring haulage on public roads.

In Section 2, Mainline 2.2 between the proposed Listellian and Dromore junctions includes a 2km long earthworks cutting which will provide the fill material to be used for Mainline 2.5 and Mainline 2.6 leading to the River Swilly bridge crossing. Completion of the proposed Dromore junction will provide a haul route directly across the N13 from the cut to the fill location. Prior to its completion the haul route will be westbound from Dromore junction for 650m along the existing N13 dual carriageway to the existing Dry Arch Roundabout where the Site and fill locations can be accessed.

Most earthworks movements will take place along haul roads within the proposed development corridor. However, because the existing N13 Dual Carriageway severs the cut locations from the fill locations crossing the existing N13 carriageway is required. Trucking movements along the N13 will take place during off-peak

times and under the appropriate traffic management conditions. Trucking movements will also be staggered over several months to allow for a staged embankment construction and staged surcharging along Mainline 2.5 and Mainline 2.6.

Construction traffic for the works between the Ballyraine Junction and River Swilly crossing will access from the existing N56 junction at Ballyraine until the proposed River Swilly crossing is completed. Because finish carriageway levels are not dissimilar to existing ground levels these trucking movements are expected to be minimal.

For Section 3, most of the earthworks will be moved inside of the proposed development boundary, with other construction elements and required materials to be brought into the site. Most of the traffic will be expected from either the Lifford or Letterkenny areas, using the N13, N15 and N14 as the main haulage routes and minor traffic on the Regional Roads.

#### Overall Peak Hour Impacts:

Table 1-5, Table 1-6 and Table 1-7 identifies the anticipated average and daily maximum construction traffic HCV's generation generated by the works.

**Table 1-5: Section 1 Anticipated Average and Maximum Peak Daily Construction Traffic**

Location	Average Daily Construction Traffic (HCV)	Maximum Daily Construction Traffic (HCV)
N15 South (Dooish Junction)	206	504
N15 North (Dooish Junction)	206	504
R252 West (Ballyboffey Link Road)	41	101
R252 East (Ballyboffey Link Road)	41	101
N15 (Ballyboffey Link Road)	206	504
N15 (Trenamullin Tie-in)	206	504
N13 (N15 Primary Road Connector)	206	504
N13 (L7084 Connector)	206	504
N13 (L6674 Connector)	206	504
N13 (Tie-in north)	206	504

**Table 1-6: Section 2 Anticipated Average and Maximum Peak Daily Construction Traffic**

Location	Average Daily Construction Traffic (HCV)	Maximum Daily Construction Traffic (HCV)
N13 (Southern Tie-in)	116	290
N56 East (Dry Arch Roundabout)	116	290
N56 West (Dry Arch Roundabout)	116	290
N13 South (Dry Arch Roundabout)	116	290
N13 West (Dry Arch)	58	145
N13 East (Dry Arch)	58	145
N56 South (N56 North tie-in)	116	290
N56 North (N56 North tie-in)	116	290
R245 (N56 North tie-in)	116	290
N13 West S2/S3 Intersection (Pluck Junction)	58	145
N13 East S2/S3 Intersection (Pluck Junction)	58	145
N13 North S2/S3 Intersection (Pluck Junction)	116	290
N14 S2/S3 Intersection (Pluck Junction)	116	290

**Table 1-7: Section 3 Anticipated Average and Maximum Peak Daily Construction Traffic**

Location	Average Daily Construction Traffic (HCV)	Maximum Daily Construction Traffic (HCV)
N13 West S2/S3 Intersection (Pluck Junction)	41	100
N13 East S2/S3 Intersection (Pluck Junction)	41	100
N13 North S2/S3 Intersection (Pluck Junction)	82	199
N14 S2/S3 Intersection (Pluck Junction)	82	199
N14	82	199
N14/L1214	82	199
N14	82	199
R236	41	100
N14	82	199
R264 South	41	100
R264 West	41	100
N14 North of Rossgier**	82	199
N14 South of Rossgier	82	199
R264	41	100
N15	82	199

### 1.3.3 Construction Compounds

For each section, construction compounds will be required during the construction phase to provide office and welfare facilities and parking for a cohort of site staff. The construction compounds will also include some limited space for material storage, laydown and maintenance of construction plant, and possibly material testing. Offices, stores, toilets and other accommodation spaces for the Employer's Representative and assistant staff will also be located within the construction compound. Construction traffic using the Compounds is expected to be limited mostly to key site personnel and office staff.

Potential construction compound locations have been proposed at locations where they can be easily accessed from the existing road network and are shown in Appendix A to this report.

Two potential locations have been identified and considered for the main Section 1 construction compounds as presented in Table 1-8.

**Table 1-8: Section 1 - Potential Construction Compound Locations**

Name	Location	Approximate Chainage	Approx. Site Area (ha)
Section 1	Cappry	Mainline 1.2 Ch. 1+450 – 1+930 m	5.37
Section 1	Treanamullin	N15 Primary Road Connector Ch. 2+500 – 2+800 m	1.55

Two potential locations have been identified and considered for the main Section 2 construction compounds as presented in Table 1-9.

**Table 1-9: Section 2 - Potential Construction Compound Locations**

Section	Location	Approximate Chainage	Approx. Site Area (ha)
Section 2	Lurgy	L-1064 Connector Ch. 0+250 – 0+650 m	4.65
Section 2	South of Proposed Bonagee Junction	Bonagee Link Ch. 0+300 – 0+350 m	0.5

Two potential locations have been identified and considered for the main Section 3 construction compounds as presented in Table 1-10.

**Table 1-10: Section 3 - Potential Construction Compound Locations**

Section	Location	Approximate Chainage	Approx. Site Area (ha)
Section 3	Pluck	Mainline Ch. 0+000m – 0+300 m	2.7
Section 3	R236	Mainline Ch. 7+900 m	1.6

Most of the construction for the proposed development takes place offline from the existing road network. Accordingly, the majority of materials that are generated within the site (i.e., earthworks) will be moved along haul routes within the site and will not require transportation along the National, Regional and Local Road networks. These internal site haul routes are generally located remotely from existing housing, so will avoid high volumes of HGVs transporting earthworks along the public road network, passing close to residential properties and other sensitive receptors. During construction, it will be necessary for haulage of materials

to use the local road network to avoid watercourses that do not yet have suitable crossing points, e.g. river bridge or culverts.

Haulage routes are shown in Appendix B to this report (Proposed Haulage Routes).

Construction materials that need to be imported into the sites will generally use National and Regional Road networks, and will gain access to proposed compound locations, and the internal haul roads, from access points located on the National and Regional roads.

Where haul roads contained within the site cross existing roads within the public network, traffic movements will be managed to ensure safety for all road users. Similarly, access to site compounds will be designed to operate safely and will deploy traffic management measures where required.

There are a number of considerations for determining the most suitable site for a construction compound, including:

- Access to road network.
- Suitability of location for construction operations.
- Transport routes for construction traffic.
- Availability of utility connections e.g. water, electricity, telecommunications and foul drainage.
- Landtake required and impact on landowner.
- Environmental impact.

The final location of the construction compounds proposed by the contractor will be assessed based on the above considerations, however, a total of six potential locations for construction compounds have been identified throughout the three sections (two in Section 1, two in Section 2, and two in Section 3). Compounds will be established with utility connections provided to enable satisfactory operation of the compounds without the reliance upon power generators.

### 1.3.4 Routing of Construction Vehicles

Access to and egress from the Construction Compounds is envisaged to be along dedicated construction vehicle routes. It is assumed that all national roads and regional roads in the immediate vicinity of the Proposed Scheme will be used by construction vehicles.

Haulage routes are shown in Appendix B to this report (Proposed Haulage Routes).

The following national roads are expected to be used as construction vehicle access routes during the Construction Phase of the Proposed Scheme:

- Section 1: N13 and N15
- Section 2: N13, N56 and N14
- Section 3: N13, N14 and N15

The following regional roads are expected to be used as construction vehicle access routes during the Construction Phase of the Proposed Scheme:

- Section 1: R252 and R236
- Section 2: R245
- Section 3: R236

### 1.3.5 Pedestrian and Cyclist Provisions

The measures set out in Section 8.2.8 of the Traffic Signs Manual will be implemented, wherever practicable, to ensure the safety of all road users, in particular pedestrians (including able-bodied pedestrians, wheelchair users, mobility impaired pedestrians, pushchair users) and cyclists. Therefore, where footpaths are affected by construction, a safe route will be provided past the work area, and where practicable, provisions for matching existing facilities for pedestrians will be made.

Cyclists may also be temporarily impacted by construction activities along the Proposed Scheme corridor. As part of temporary traffic management arrangements, the appointed Contractor will give due consideration to cyclist provision in accordance with Section 8.2.8 of the DTTS Chapter 8, Temporary Traffic Measures and Signs for Roadworks of the Traffic Signs Manual (DTTS 2019b) and the DTTS Temporary Traffic Management Design Guidance (DTTS 2019c), including the use of site-based risk assessments. Therefore, where cycle infrastructure are affected by construction, a safe route will be provided past the work area, and where practicable, provisions for matching existing facilities for cyclists will be made.

### 1.3.6 Public Transport Provisions

Existing public transport routes and bus stops (where possible, providing temporary facilities maybe required in agreement with bus providers) will be maintained throughout the duration of the Construction Phase of the Proposed Scheme (notwithstanding potential for occasional road closures / diversions as discussed in Section 1.3.15).

### 1.3.7 Parking and Access

When roads are being upgraded, there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Development. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

### 1.3.8 Lighting

Temporary lighting will be required at times along the Proposed Scheme at certain locations during the Construction Phase, where necessary. Where it is necessary to disconnect public lighting during the construction works or to undertake works outside of daylight hours where the existing lighting is low, appropriate temporary lighting will be provided. Temporary lighting will also be installed at the Construction Compounds for the duration of the Construction Phase.

The standard of temporary lighting installed during the Construction Phase will meet the standard of the existing carriageway and will be appropriate to the speed and volume of traffic during construction. Temporary construction lighting will generally be provided by tower mounted floodlights, which will be cowed and angled downwards to minimise spillage of light from the site.

### 1.3.9 Traffic Management Signage

Temporary traffic management signage will be put in place in accordance with the requirements of the 'Traffic Signs Manual (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)' published by the Department of Transport in August 2019 and the "Temporary Traffic Management Design Guidance" 3rd Edition 2019 published also by the Department of Transport to warn road users of the works ahead and to advise of any changes to the carriageway layout. In addition to temporary traffic management signage, requirements may include:

- Provision of temporary signage indicating access route and locations for the appointed contractor and associated suppliers; and
- Provision of general information signage to inform road users and local communities of the nature and locations of the works, including contract details.

### 1.3.10 Timings of Material Deliveries

The appointed contractor will seek to reduce the impact of material deliveries on local communities and residents adjacent to the Proposed Scheme during the Construction Phase, where practicable.

### 1.3.11 Traffic Management Speed Limits

Adherence to posted / legal speed limits will be emphasised to all personnel / suppliers by the appointed contractor during induction training. The use of special speed limits for construction traffic in sensitive areas will be considered, such as 30km/hr at school locations. Recommended speed limits would only apply to construction traffic and not to general traffic. The sign posting of such speed limits is not expected in the interest of clarity for local road users.

The contractor shall continually undertake a risk assessment of all temporary traffic management installations to assess if traffic speeds are inappropriate. If traffic speeds are deemed inappropriate, the contractor is to provide measures to reduce such speeds to a level appropriate to the works.

The contractor shall be wholly responsible for applying for any road works speed limit orders and any road closures that are required to fulfil his contractual obligations and shall allow for any and all notifications and approvals periods as required in his programming of the works.

### 1.3.12 Vehicle Cleaning

Details and information on vehicle cleaning to be carried out during the Construction Phase of the Proposed Scheme is provided in the following:

- Vehicles and plant provided for use on the Proposed Scheme will be in good working order to ensure optimum fuel efficiency, and will be regularly inspected to ensure they are free from leaks and are promptly repaired when not in good working order;
- Spill kits will be carried on all vehicles;
- Vehicles and plant will not park near or over surface water drains or watercourses;
- Refuelling of vehicles and plant will be carried out on hard standing surfaces, using drip trays to ensure no fuel can contaminate the ground outside of the bunded areas;
- For deliveries and dispensing activities, the appointed contractor will ensure that:
  - Site-specific procedures are in place for bulk deliveries;
  - Delivery points and vehicle routes are clearly marked; and
  - Emergency procedures are displayed, and a suitably sized spill kit is available at all delivery points, and staff are trained in these procedures and the use of spill kits.
- The appointed contractor will provide wheel washing facilities, and any other necessary measures to remove mud and organic material from vehicles, at the Construction Compound and egress from haul roads, where necessary. These will be located at least 10m away from any surface water drains or watercourses;
- The cleaning of delivery trucks shall be carried out at the Construction Compound and shall not be undertaken at the works areas;
- The surface run-off from vehicle washing areas will be directed to an on-site treatment system where possible; this also increases the potential for reusing the water. Such a treatment system would typically include:
  - A settlement tank to remove suspended solids such as mud and silt;
  - Catchpits or silt traps on drains and ensure that they are in place during cleaning. Empty them at regular intervals; and
  - Removal of oil, grease, petrol, and diesel from wash water by passing it slowly through an appropriately sized oil separator.
- The use of detergents in the cleaning process will be minimised; where required, biodegradable and phosphate-free detergents will be used;

- If detergents are used in the washing process, the wash water will not be directed through the oil separator as this will prevent it from working. It will be contained and disposed of off-site using a suitable licensed waste disposal operator, or if a foul or combined sewer is nearby, the surface runoff could be directed to it, with the permission of the sewerage undertaker; and
- To further minimise water used for washing vehicles, trigger-operated spray guns will be used, with an automatic water supply cut-off.

### 1.3.13 Road Cleaning

Roads being used for dedicated construction vehicle access routes shall be regularly inspected for cleanliness.

The appointed contractor will monitor for mud and debris on the roads as a result of the Construction Phase works and use a road sweeping vehicle for cleanliness if needed. The use of road cleaning sweepers should be considered as a last resort with prevention being the main objective.

### 1.3.14 Road Condition

It is anticipated that traffic may be running on temporary surfaces at isolated locations during the works prior to permanent reinstatement of road carriageway areas i.e. at road crossings, tunnel shafts and manholes temporarily reinstated.

All Temporary and Permanent Reinstatements shall be in accordance with the DOE publication “Guidelines for the Opening, Backfilling and Reinstatement of Trenches in Public Roads” (known as the purple book). It is the duty of the Contractor/PSCS to ensure temporary signage is erected prior to permanent reinstatement of surfaces to ensure road users are aware of temporary surfaces.

The Contractor/PSCS shall also be responsible for the temporary restoration of the existing carriageways, in the event that they are damaged as a result of the works. No traffic shall be permitted to enter unrestored areas. Manholes and valve chambers should have permanent covers secured prior to permitting traffic to pass over reinstated areas.

In the event of any interference with road markings, the Contractor/PSCS shall arrange for immediate replacement with temporary markings and arrange with DCC to have permanent markings restored in conjunction with the permanent trench reinstatement.

- The extent of the lorry traffic movements and the nature of the payload may create problems of:
  - Fugitive losses from wheels, trailers, or tailgates; and
  - Localised areas of subgrade and wearing surface failure.
- Activities which may reduce the impact on road condition are outlined below. They should be incorporated into the CTMP by the appointed contractor where practicable.
  - Loads of materials leaving each works areas will be evaluated and covered if considered necessary to minimise potential dust impacts during transportation;
  - Take all reasonable measures while transporting waste or any other materials likely to cause fugitive losses from a vehicle during transportation to and from the works areas, including but not limited to:
    - Covering of all waste or material with suitably secured tarpaulin / covers to prevent loss; and
    - Utilisation of enclosed units to prevent loss.
  - Undertake pavement condition surveys along roads forming part of the construction traffic route, based on consultation with DCC and FCC and professional judgement regarding the condition of the route pre-construction. These record the baseline structural condition of the road being surveyed immediately prior to construction; and
  - Throughout the course of construction of the Proposed Scheme, undertake on-going visual inspections and monitoring of the construction traffic routes to ensure any damage caused by

construction traffic is recorded. Arrangements can then be made to repair any such damage to an appropriate standard in a timely manner such that any disruption is minimised.

- Upon completion of construction of the Proposed Scheme, the surveys carried out pre-construction shall be repeated, and a comparison of the pre-construction and post-construction surveys carried out.

### 1.3.15 Road Closures and Diversions

Road closures and diversions will need to be carried out during the Construction Phase of the Proposed Scheme; however, these measures will be minimised wherever possible. Where necessary, road closures and diversions will take into consideration the impact on road users, residents, businesses etc. Road closures and diversions will be carried out with regard to Chapter 8 of the Traffic Signs Manual. All road closures and diversions will be consented to DCC, in consultation with the local authority and An Garda Síochána, as necessary.

Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase.

The PSCS/Contractor shall ensure that no works shall take place on any route during the period where it is in use as a diversion route for any other works locations and shall programme the works accordingly.

To satisfy the statutory requirements for granting a Temporary Closing of Roads Order, the PSCS/Contractor shall advise DCC of the following:

- Name of the road to be closed;
- Location of closing points;
- Date and period of closure required;
- Reasons for closure;
- Details of alternative routes; and
- Details of method of traffic management and maintenance of alternative routes, including sign posting and traffic control plans.

All applications for road closures must be lodged with DCC for consideration, a minimum of 8 weeks in advance of the requested road closure period.

With respect to making temporary alterations to an existing system of traffic management i.e. reversing the one-way system, the Contractor/PSCS must apply to the Council for a temporary road closure or temporary alteration to an existing system of traffic flow. Because of the time involved in the various processes to give legal status to the closure/alteration, 8 weeks is required as a minimum in order to arrange for the closure or alteration to an existing system of traffic management.

All advertising costs and road closure fees must be paid by the Licensee.

### 1.3.16 Enforcement of Construction Traffic Management Plan

The appointed contractor shall develop the CTMP for use throughout the Construction Phase. All personnel and material suppliers shall be required to adhere to the CTMP. The appointed contractor shall agree and implement monitoring measures to confirm the effectiveness of the CTMP and compliance shall be monitored by Employer's Representative. Regular inspections / spot checks shall be carried out to ensure that all personnel and material supplies follow the agreed measures adopted in the CTMP.

### 1.3.17 Interface with Other Projects

The likely timelines of the Proposed Scheme construction works have considered the potential for simultaneous construction of, and cumulative impacts with other infrastructure projects and developments which are proposed along, or in the vicinity, of the Proposed Scheme. The likely significant cumulative impacts caused by the Proposed Scheme in combination with other existing or planned projects are identified and assessed in Chapter 23 (Interactions) and Chapter 24 (Cumulative Impacts) of this EIAR.

Interface liaison will take place on a case-by-case basis through DCC, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.

### 1.3.18 Emergency Procedures During Construction

The appointed contractor shall ensure that unobstructed access is provided to all emergency vehicles along all routes and accesses. The appointed Contractor/PSCS shall provide to the local authorities and emergency services, contact details of the appointed contractor personnel responsible for construction traffic management.

In case of a construction traffic related emergency, the following procedure shall be followed:

- Emergency Services will be contacted immediately by dialling 112;
- Exact details of the emergency / incident will be given by the caller to the emergency line operator to allow them to assess the situation and respond in an adequate manner;
- The emergency will then be reported to the appointed contractor;
- All construction traffic shall be notified of the incident (where such occurs off site);
- Where required, appointed first aiders will attend the emergency immediately; and
- The appointed contractor will ensure that the emergency services are directed to and arrive at the emergency location.

### 1.3.19 Communication

The appointed contractor shall, through TII and Employer's Representative, ensure that close communication with the relevant local authorities and the emergency services shall be maintained throughout the Construction Phase.

The appointed contractor shall, through TII and Employer's Representative, also ensure that the local community, landowners, and strategic stakeholders are appropriately informed of proposed traffic management measures in advance of their implementation. Contact information for key points of contact will be provided for members of the public to obtain additional information and to provide additional knowledge such as local events, sports fixtures etc. which may conflict with proposed traffic management measures. The appointed contractor will liaise with landowners through the Communication Plan agreed with DCC, where access to their property is temporarily affected by works.

Not less than 7 days prior to commencement of the works the Licensee/Contractor shall advise all relevant authorities likely to be affected by the works and shall enter into discussions as necessary regarding the avoidance/mitigation of impacts arising from the works. The Licensee/Contractor shall use their best endeavours to minimise the impact of the works. As a minimum, the Licensee/Contractor shall contact the following:

- DCC regarding the nature, extent and construction programme of the works;
- An Garda Síochána and Emergency services regarding traffic management where the proposed works are likely to significantly impact traffic on main roads; and
- Bus providers (i.e. Dublin Bus), and any other licensed PSV Operators affected by the works in order to determine their requirements in relation to bus-stops etc. All necessary alternative arrangements shall be provided and maintained by the Licensee/Contractor in accordance with the requirements of affected Bus Operators, DCC.

Not less than 7 days prior to commencement of the works the Licensee/Contractor shall advise all local property owners/occupiers likely to be adversely affected by the works and shall enter into discussions as necessary regarding the avoidance/mitigation of impacts arising from the works. The Licensee/Contractor shall use its best endeavours to minimise the impact of the works on property owners/occupiers. Access to all houses and premises to be maintained save with the prior approval of the property owner. Any such

agreement shall ensure that adequate provision is maintained for Emergency Service access to the affected properties during the works.

### 1.3.20 Public Notices

All local residents and businesses shall be informed of the works in advance via a letter drop and given contact details for the PSCS/Contractors Representative and General Foreman. In advance of works approaching each dwelling or business, a visit shall be made to the dwelling to consult with the resident regarding their requirements for access to their dwelling - both vehicular and pedestrian.

The PSCS/Contractor shall liaise with DCC in respect of any lane closures, temporary road closures, diversion routes, and other traffic management controls required to be carried out to ensure the safety of the workforce and the general public during the duration of the works. The advertising of such notices in local press, local radio, and leaflet drops will be required to warn motorists and local residents and businesses of the changes involved and new road layouts to be expected. Additionally, the Contractor/PCSC is required to provide Variable Message Signs (VMS) on all approaches to the Works in advance of the implementation of each of the proposed temporary traffic management works to warn motorists of the hazard and lane closure/ road closure/queuing traffic as appropriate. The location of the VMS signs must be agreed with the Employer's Representative.

### 1.3.21 Key Personnel and Organisations - Responsibilities

In all aspects of the management of traffic, the PSCS shall liaise with the following parties:

- PSCS/Contractor;
- DCC;
- Garda Síochána;
- Emergency Services (Fire and Ambulance);
- Employer's Representative; and
- Project Supervisor for the Design Process (PSDP).

The PSCS/Contractor shall consult with all relevant authorities as listed above during the development of the CTMP. The PSCS/Contractor shall co-ordinate the implementation of the Developed Traffic Management Plan throughout the duration of the work.

Where a problem arises with traffic management, the PSCS/Contractor shall consult with the PSDP and the Traffic Management Designer to revise or modify the traffic management plan as necessary, as per paragraph 3.5.2 of the "Temporary Traffic Management Design Guidance".

The PSCS shall take into account the impact of the construction works on general traffic, business, and local property owners.

### 1.3.22 Garda Síochána

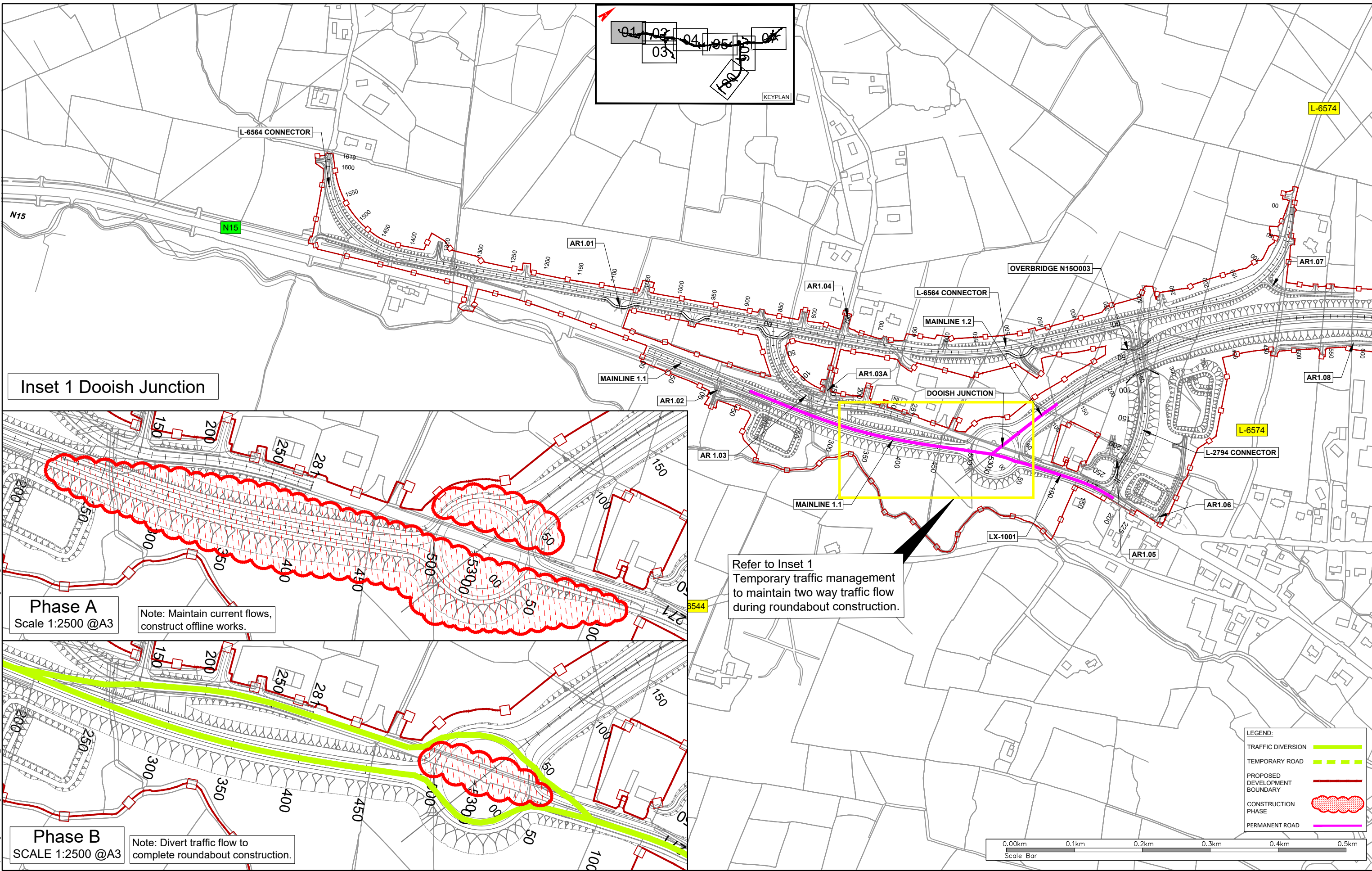
The Gardaí shall have final authority with regard to day-to-day traffic control. The PSCS/Contractor shall comply with all directions, instructions and requirements of the Garda Síochána.

# Appendix 1

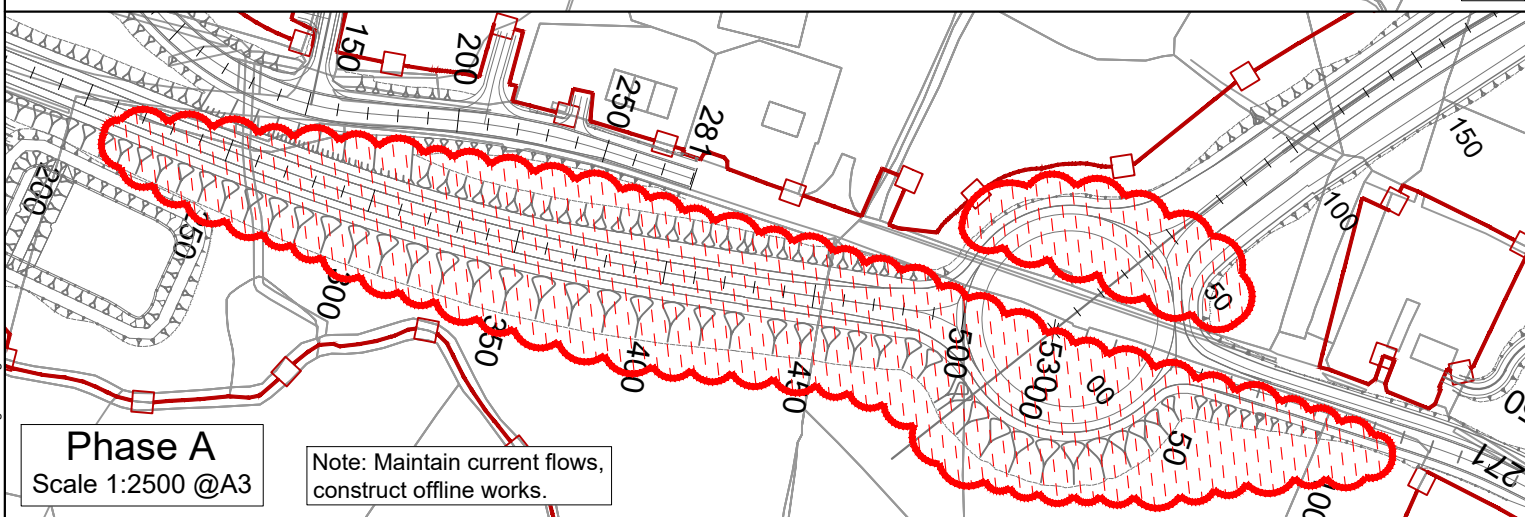
## Construction Phasing Drawings

# Section 1

## Construction Phasing Drawings

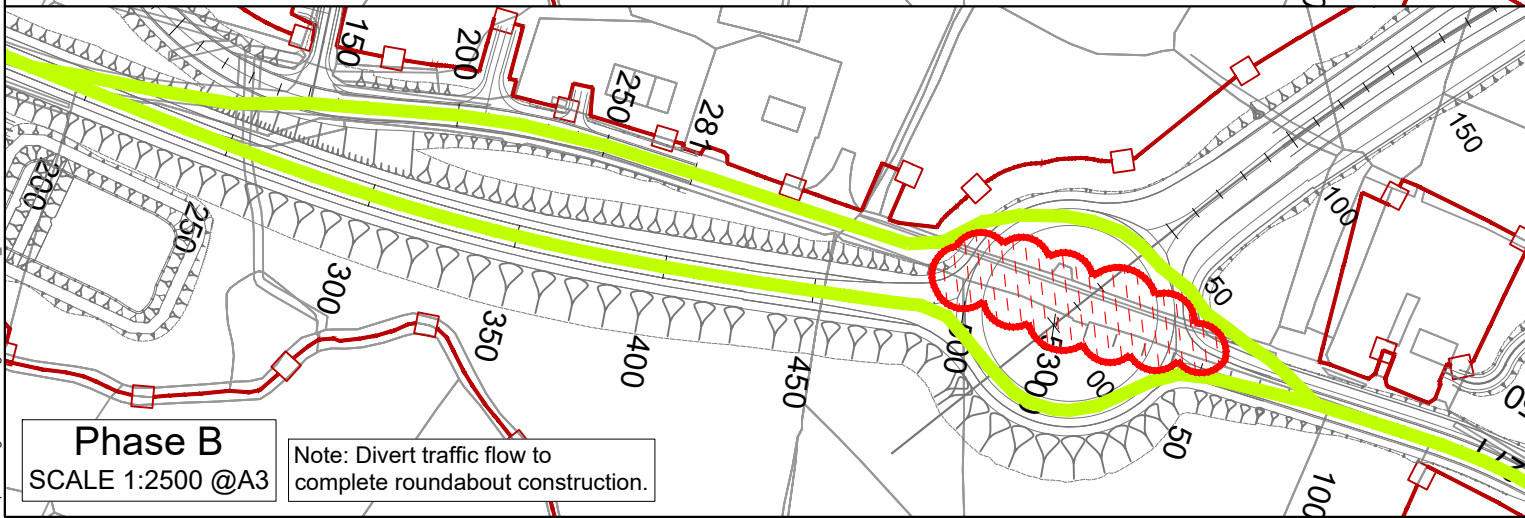


Inset 1 Dooish Junction



Phase A  
Scale 1:2500 @A3

Note: Maintain current flows, construct offline works.



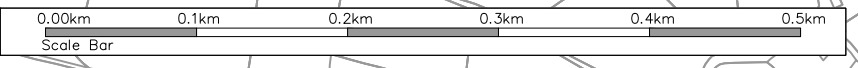
Phase B  
SCALE 1:2500 @A3

Note: Divert traffic flow to complete roundabout construction.

Refer to Inset 1  
Temporary traffic management  
to maintain two way traffic flow  
during roundabout construction.

LEGEND:

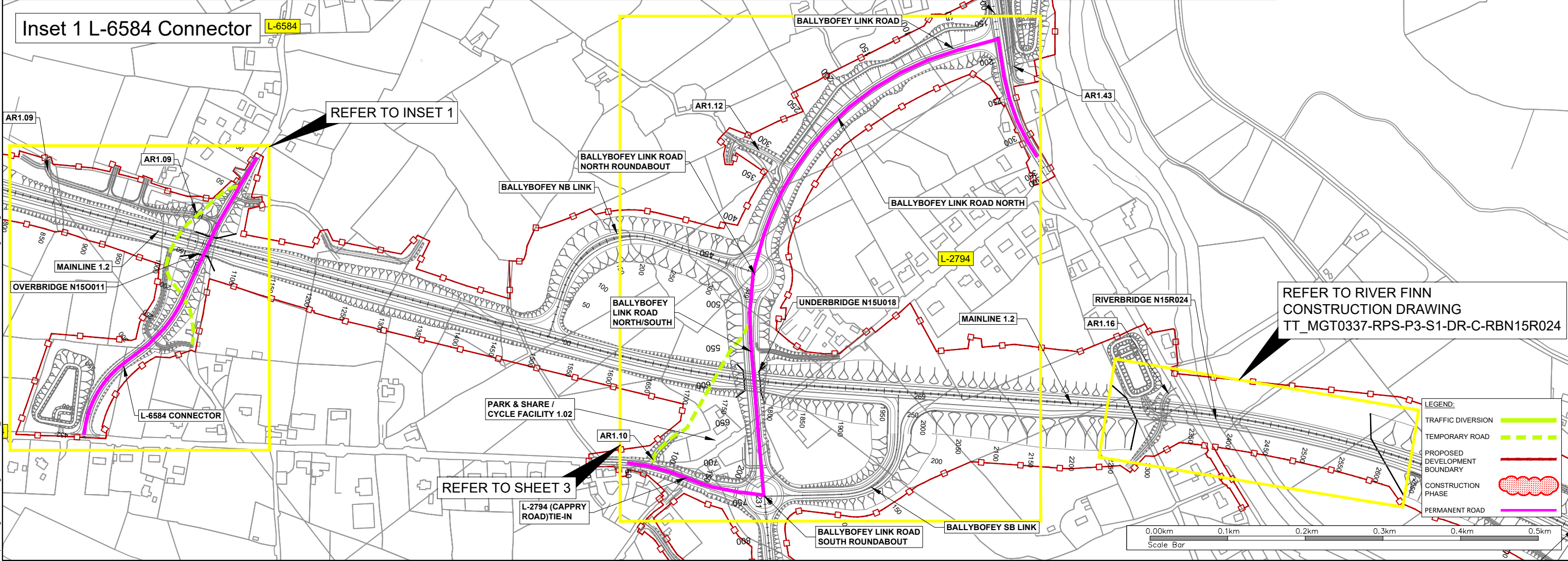
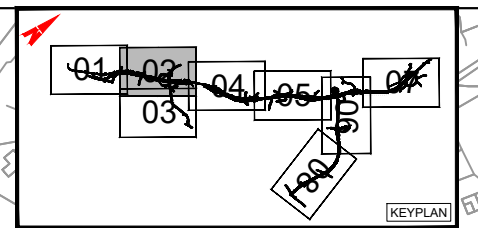
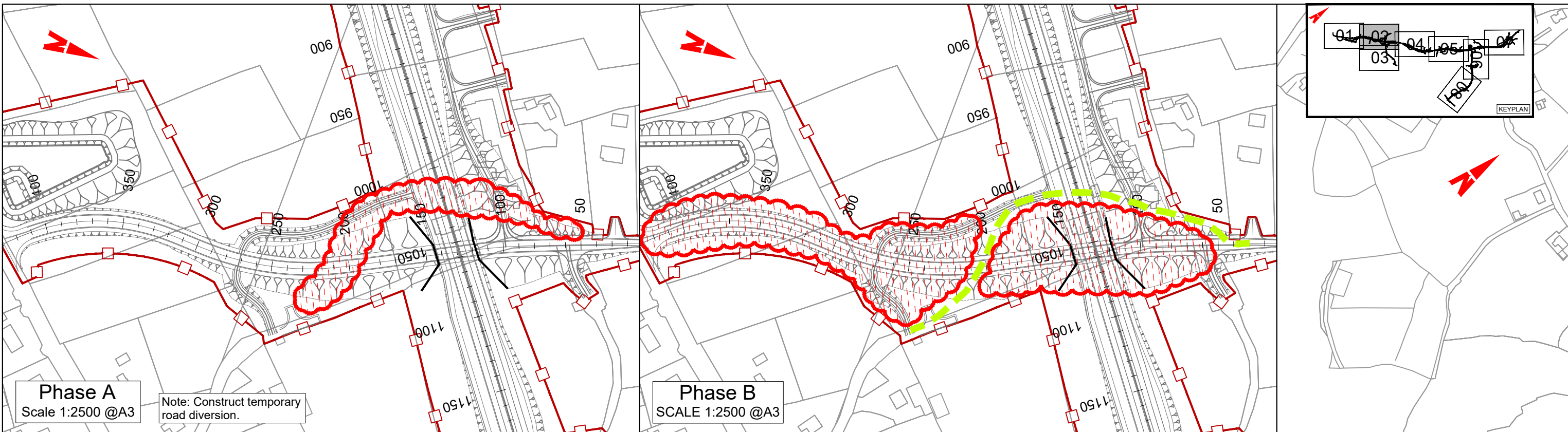
- TRAFFIC DIVERSION
- TEMPORARY ROAD
- PROPOSED DEVELOPMENT BOUNDARY
- CONSTRUCTION PHASE
- PERMANENT ROAD



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Approved: EC	@ A3: 1:5000	
Checked: MC	Sheet: 01 of 12	



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TII  
Bonnagar Iompar Éireann  
Transport Infrastructure Ireland

Rialtas na hÉireann  
Government of Ireland

Tionascail Éireann  
Project Ireland  
2040

Donegal  
NRO  
Oifis Doimhne Taisceána  
Dhún na nGall

Comhairle Contae  
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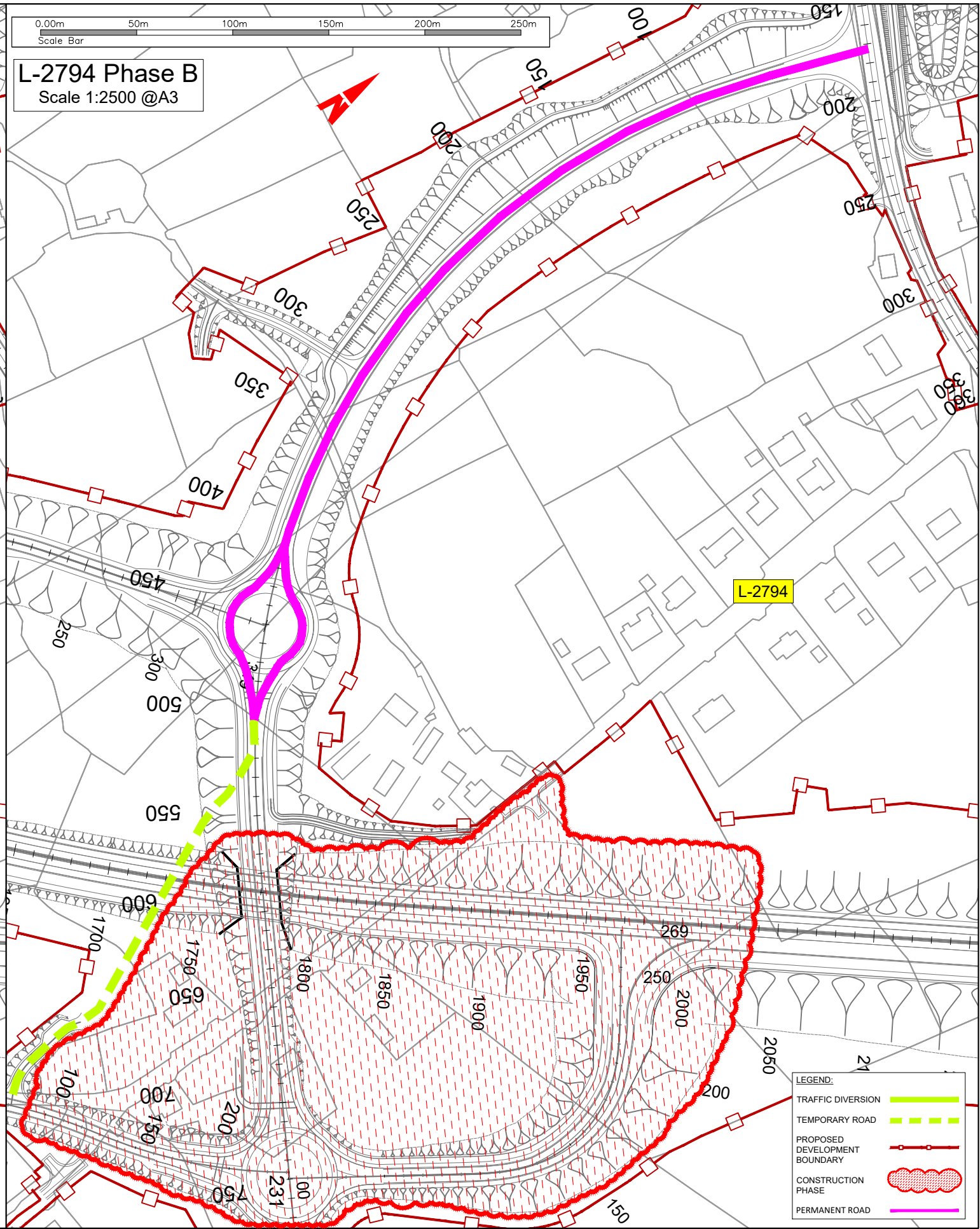
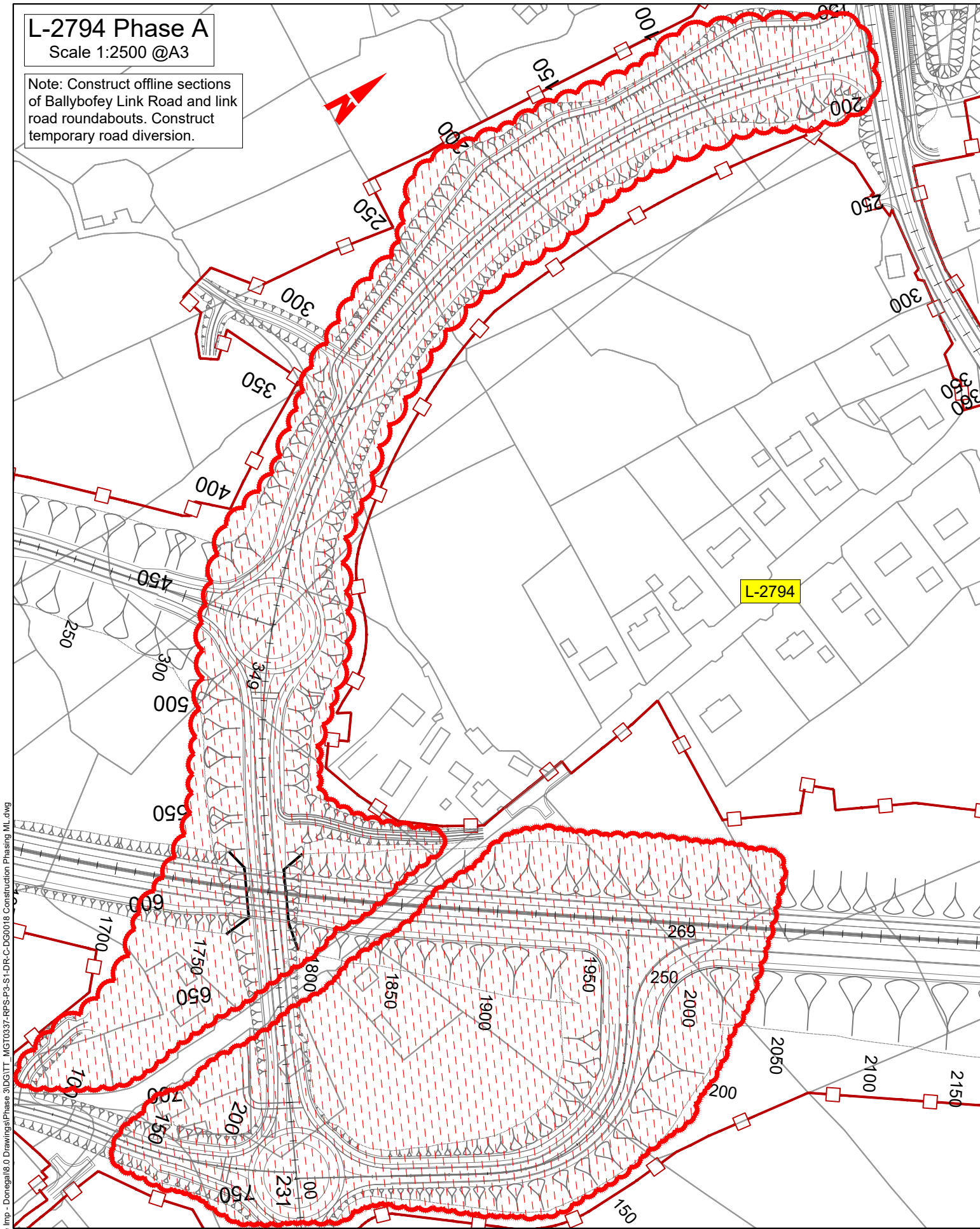
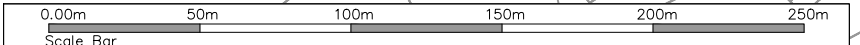
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Approved: EC	@ A3: 1:5000	
Checked: MC	Sheet: 02 of 12	

**L-2794 Phase A**  
Scale 1:2500 @A3

Note: Construct offline sections of Ballybofey Link Road and link road roundabouts. Construct temporary road diversion.

**L-2794 Phase B**  
Scale 1:2500 @A3



**LEGEND:**

- TRAFFIC DIVERSION
- TEMPORARY ROAD
- PROPOSED DEVELOPMENT BOUNDARY
- CONSTRUCTION PHASE
- PERMANENT ROAD

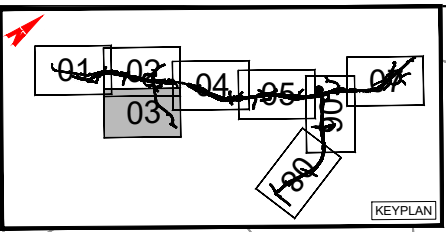
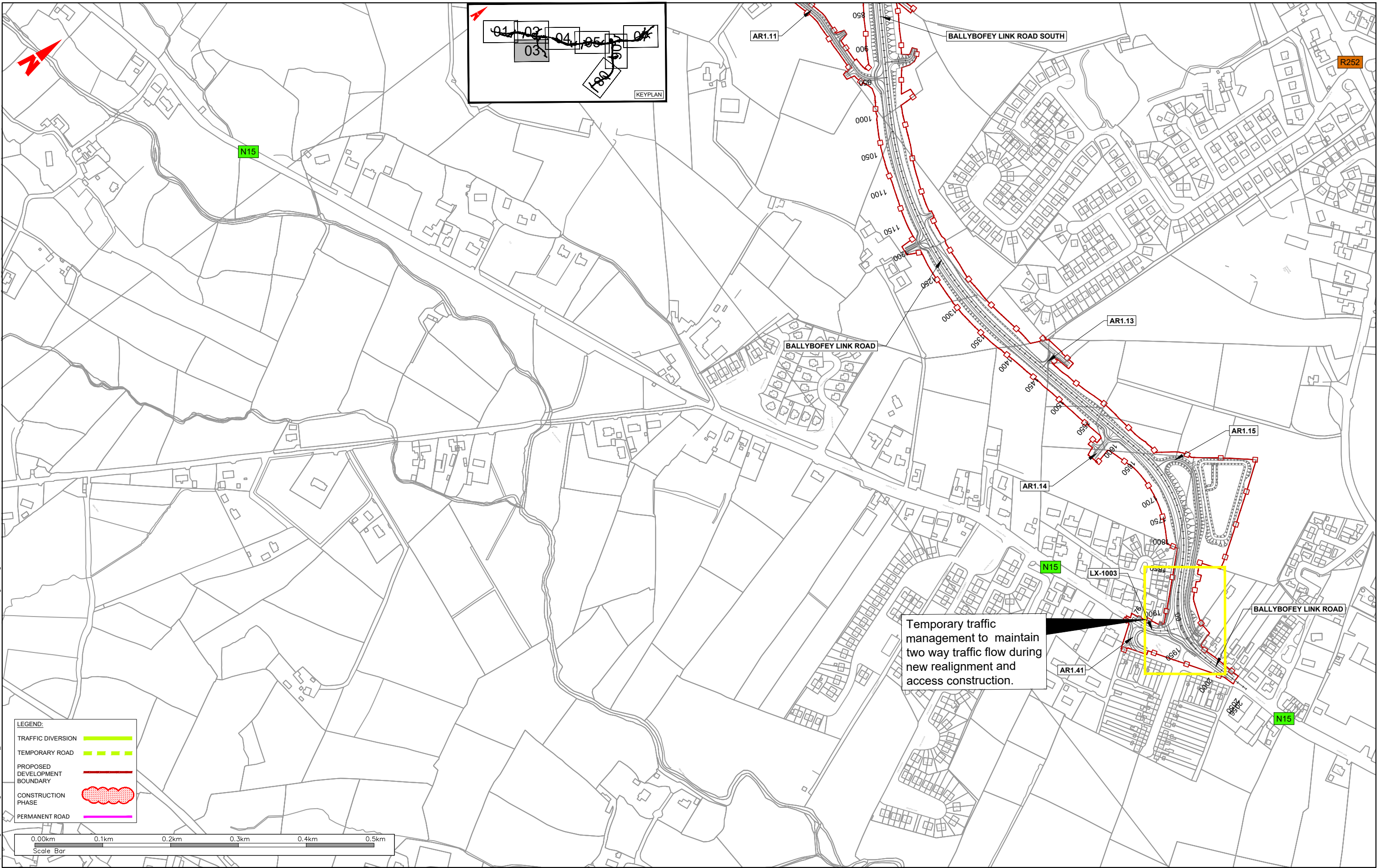
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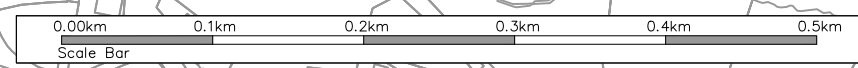
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Approved: EC	@ A3: 1:2500	
Checked: MC	Sheet: 03 of 12	



Temporary traffic management to maintain two way traffic flow during new realignment and access construction.

**LEGEND:**

- TRAFFIC DIVERSION (Green solid line)
- TEMPORARY ROAD (Green dashed line)
- PROPOSED DEVELOPMENT BOUNDARY (Red solid line)
- CONSTRUCTION PHASE (Red hatched area)
- PERMANENT ROAD (Purple solid line)



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 Co-financed by the Connecting Europe Facility of the European Union  
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 Tionscadal Eireann / Project Ireland 2040

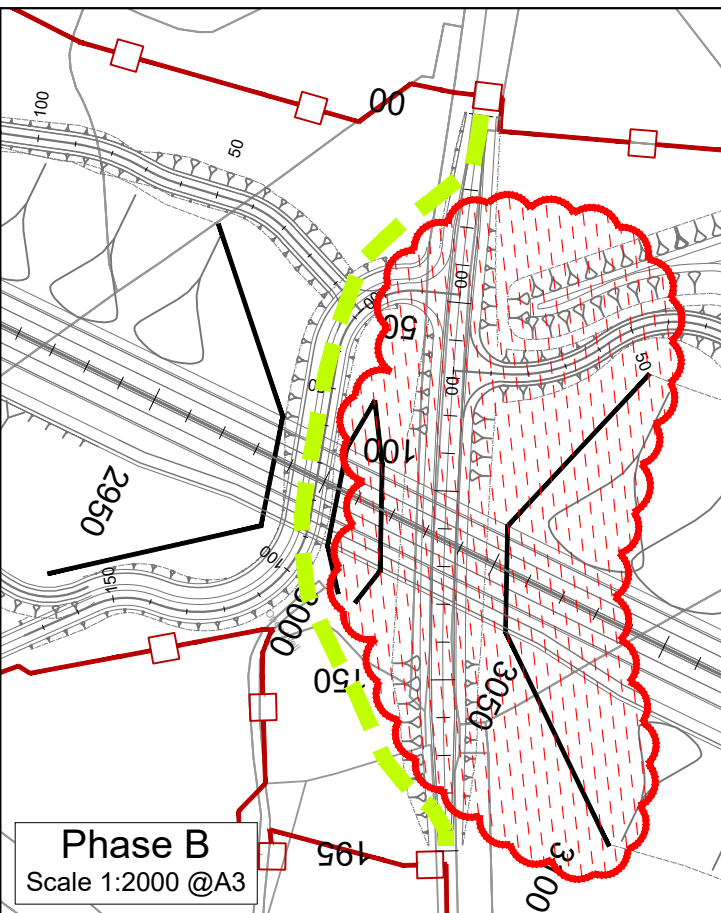
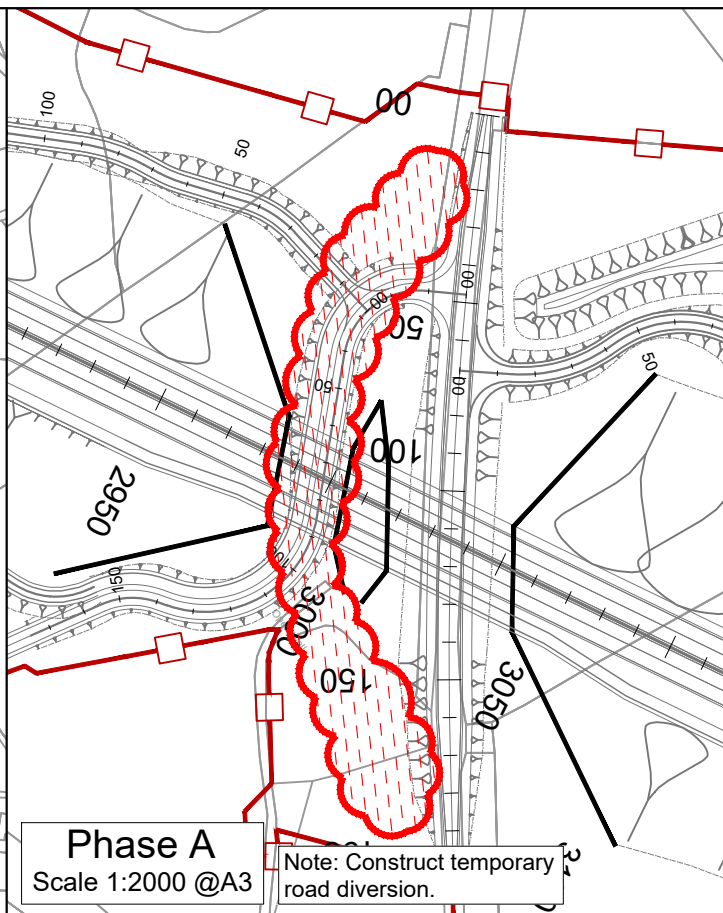
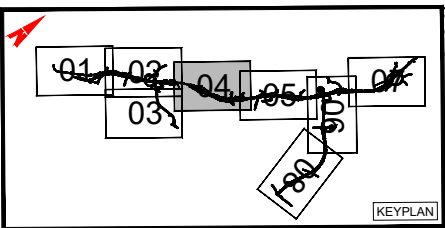
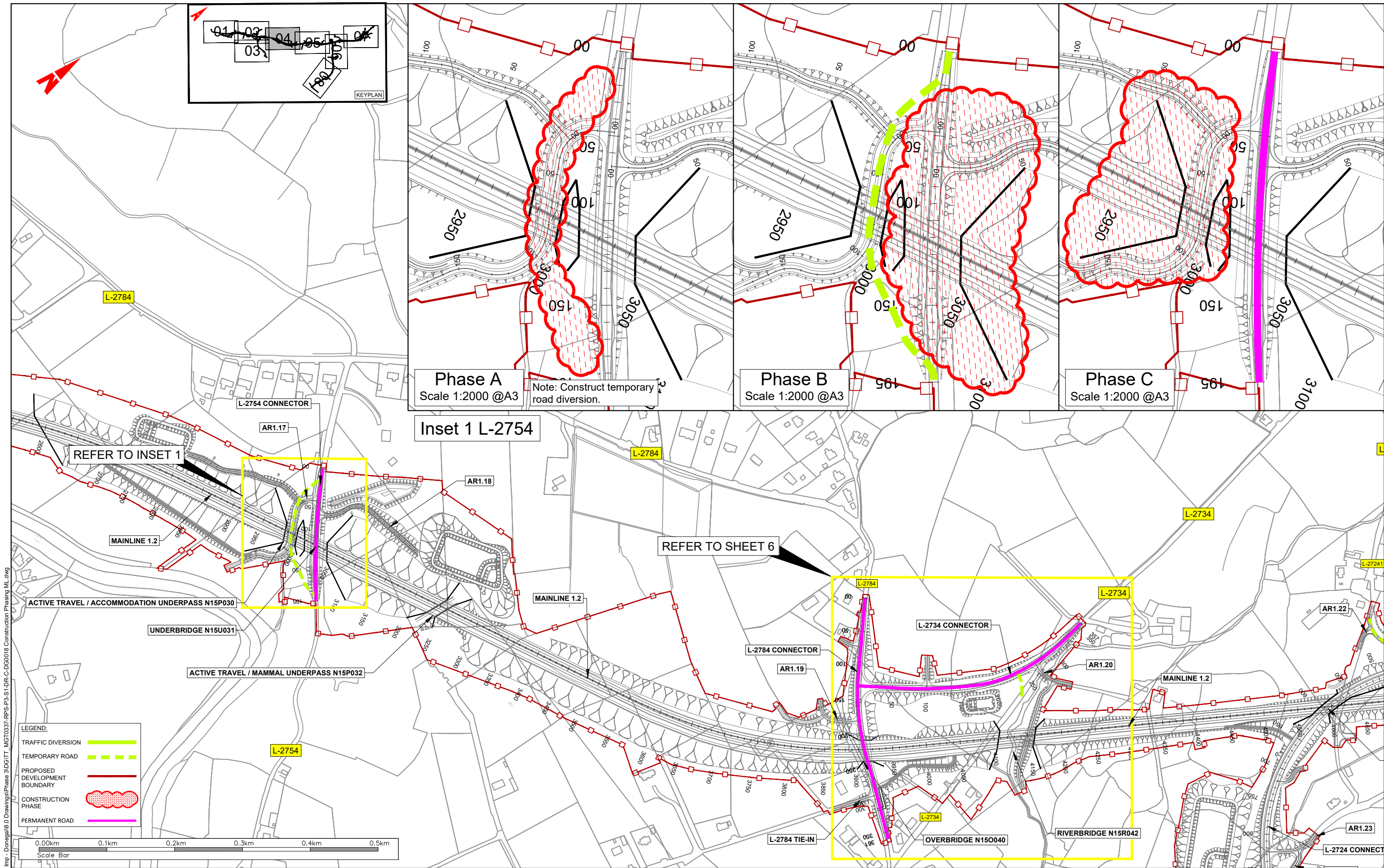
**Donegal NRO** (Northwest Regional Office)  
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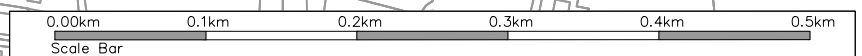
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Checked: MC	Sheet: 04 of 12	



Inset 1 L-2754

LEGEND:

TRAFFIC DIVERSION	
TEMPORARY ROAD	
PROPOSED DEVELOPMENT BOUNDARY	
CONSTRUCTION PHASE	
PERMANENT ROAD	



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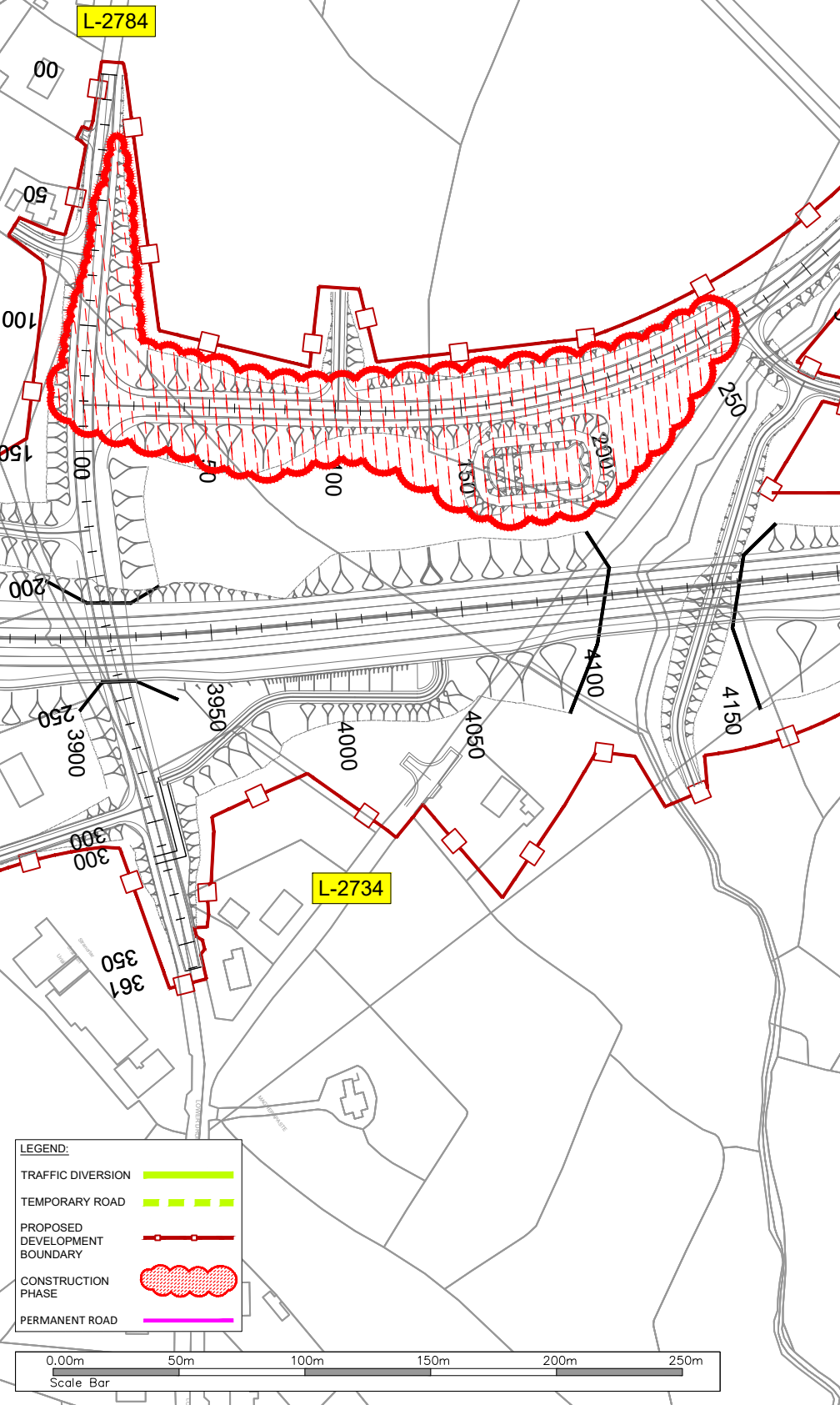
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**Phase A L-2734 & L-2784**

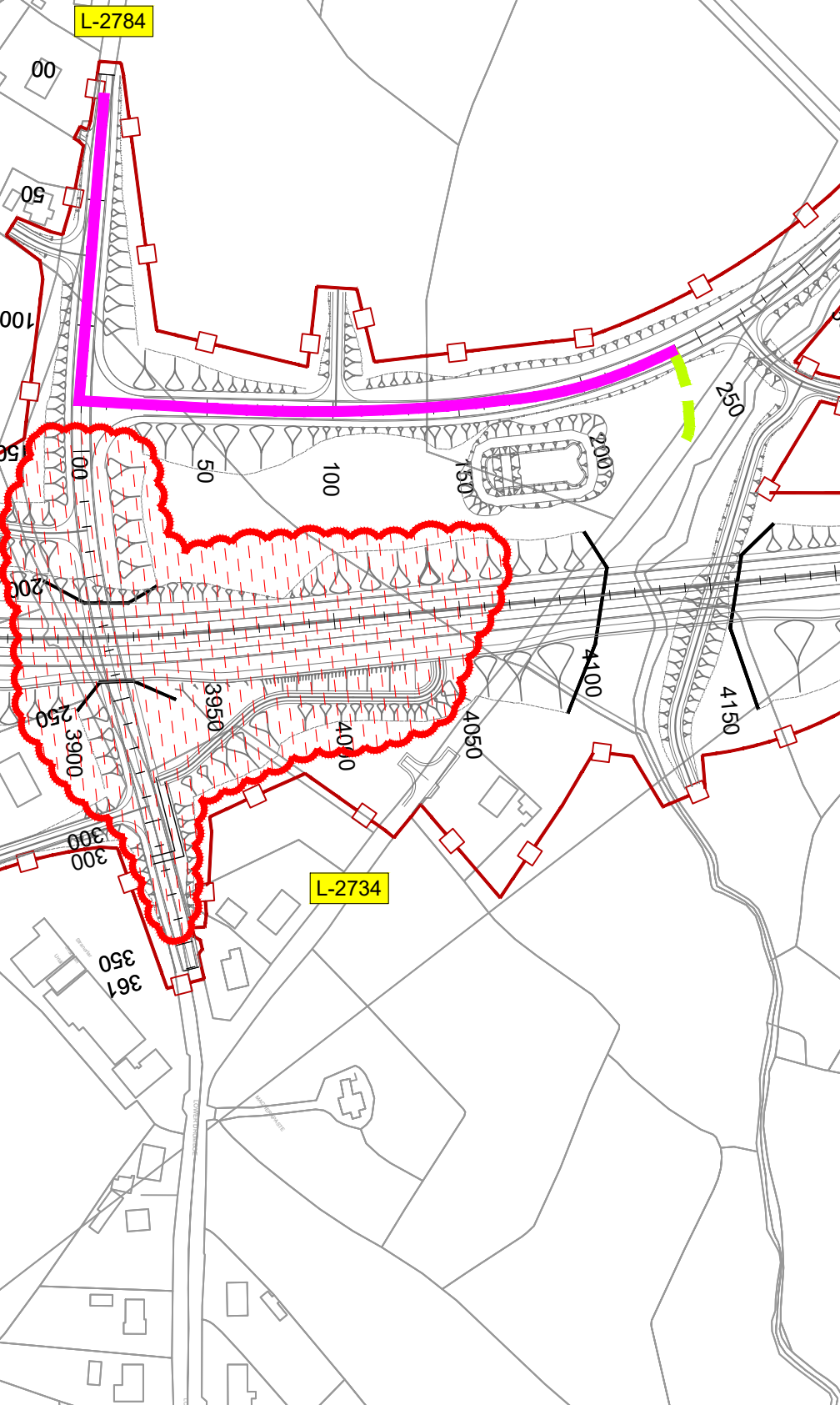
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Note: Construct offline connect from L-2784 to L-2734. Construct temporary road diversion.



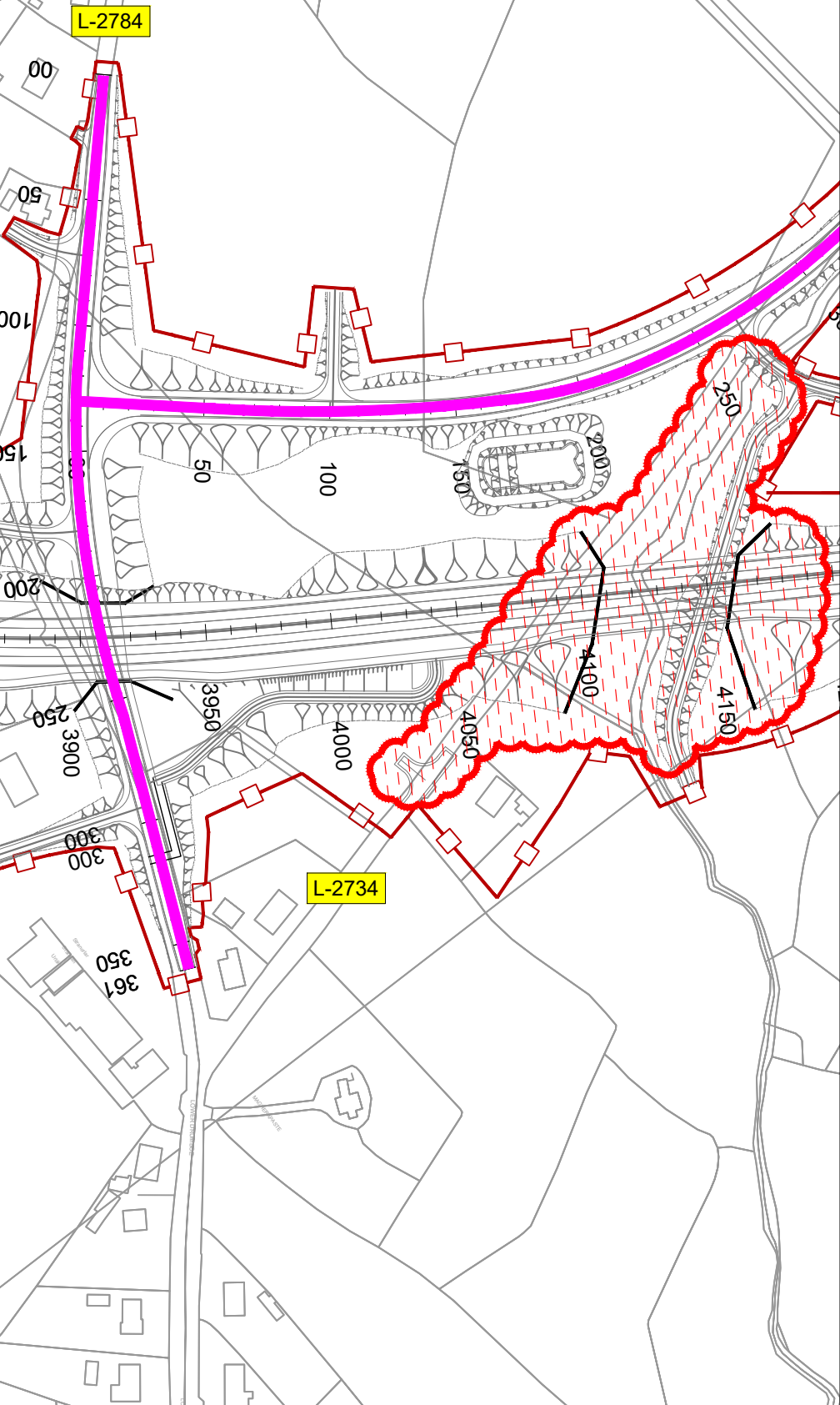
**Phase B L-2734 & L-2784**

Scale 1:2500 @A3



**Phase C L-2734 & L-2784**

Scale 1:2500 @A3



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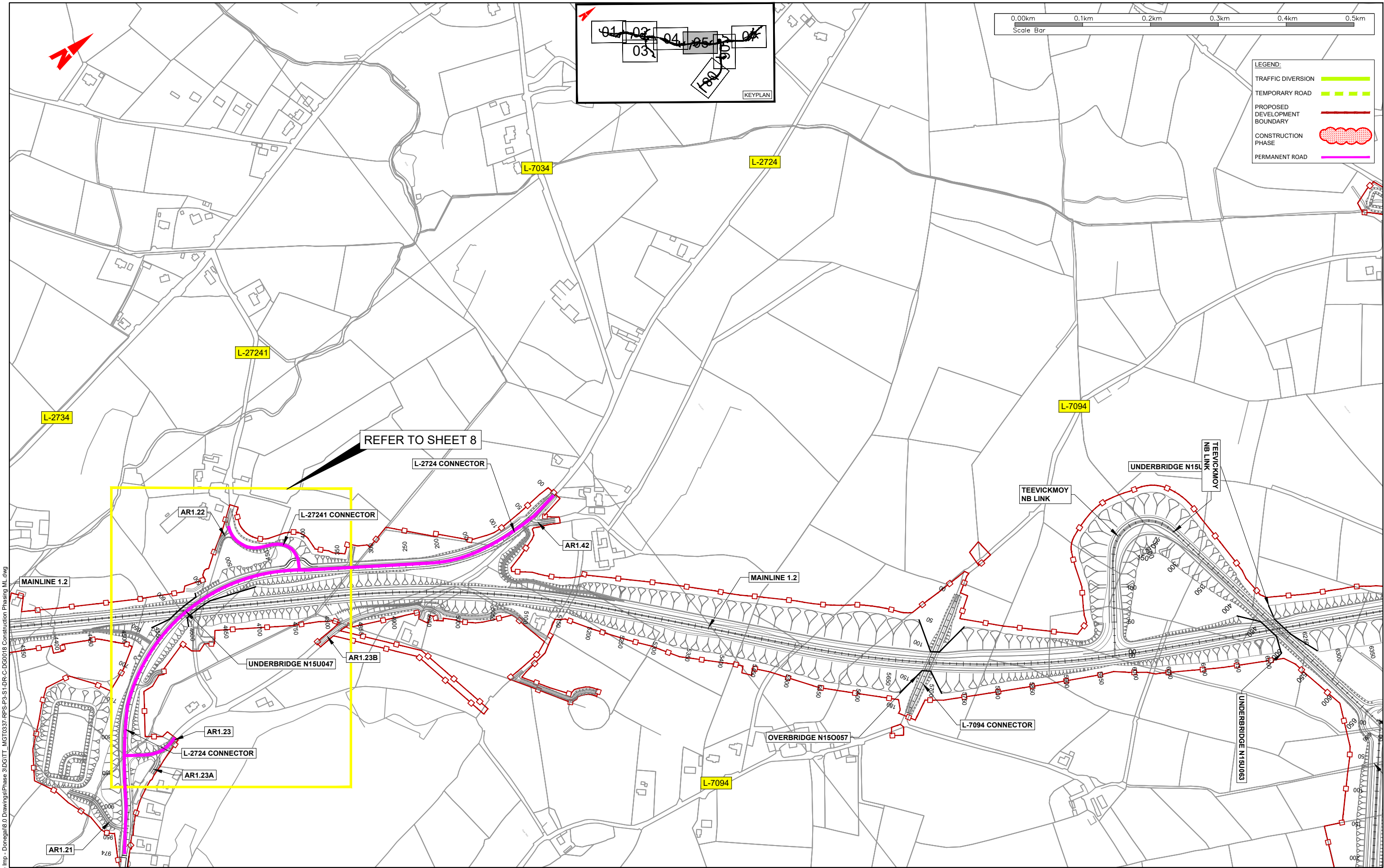
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TEMPORARY ROAD	
PROPOSED DEVELOPMENT BOUNDARY	
CONSTRUCTION PHASE	
PERMANENT ROAD	



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Transport Infrastructure Ireland

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Government of Ireland

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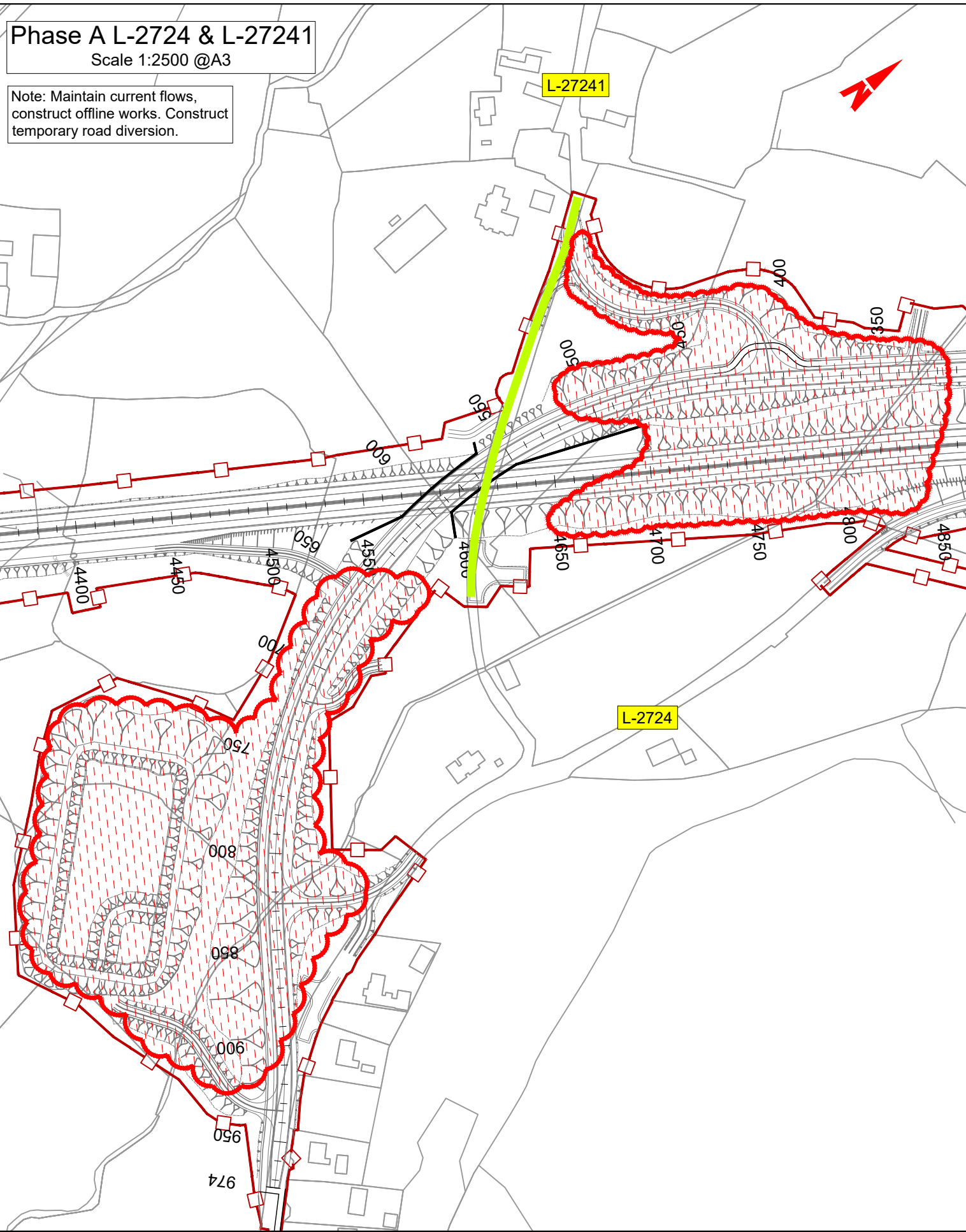
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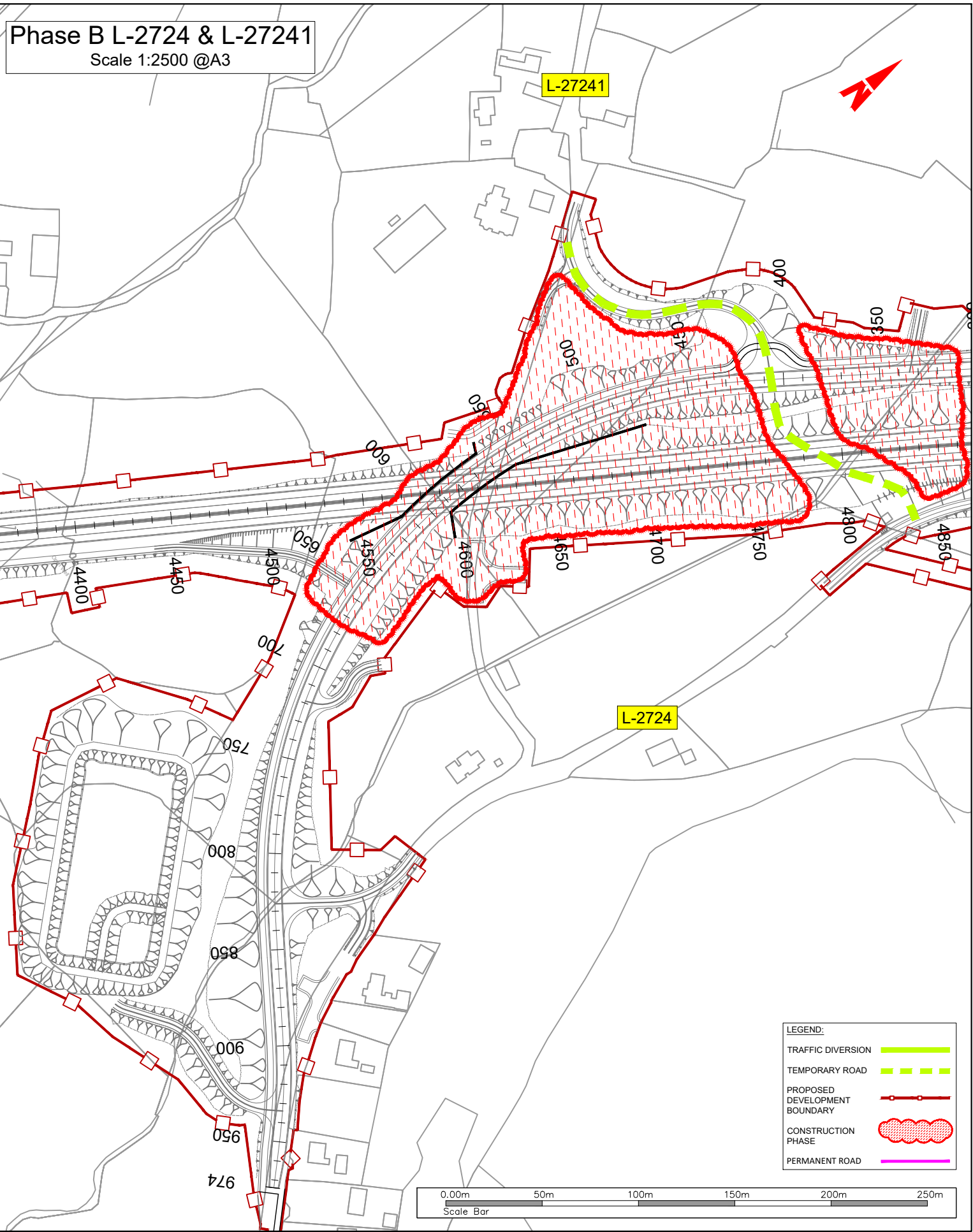
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Approved: EC	@ A3: 1:5000	
Checked: MC	Sheet: 07 of 12	

**Phase A L-2724 & L-27241**  
Scale 1:2500 @A3

Note: Maintain current flows, construct offline works. Construct temporary road diversion.



**Phase B L-2724 & L-27241**  
Scale 1:2500 @A3



**LEGEND:**

- TRAFFIC DIVERSION
- TEMPORARY ROAD
- PROPOSED DEVELOPMENT BOUNDARY
- CONSTRUCTION PHASE
- PERMANENT ROAD



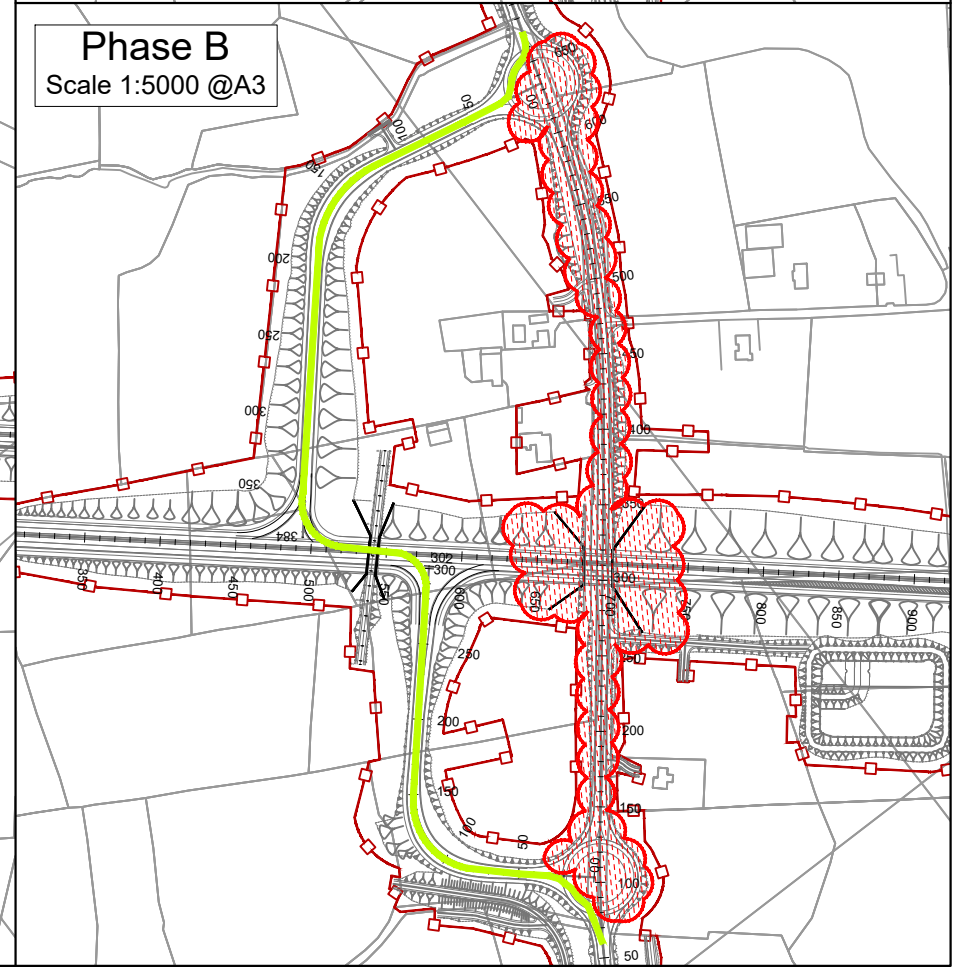
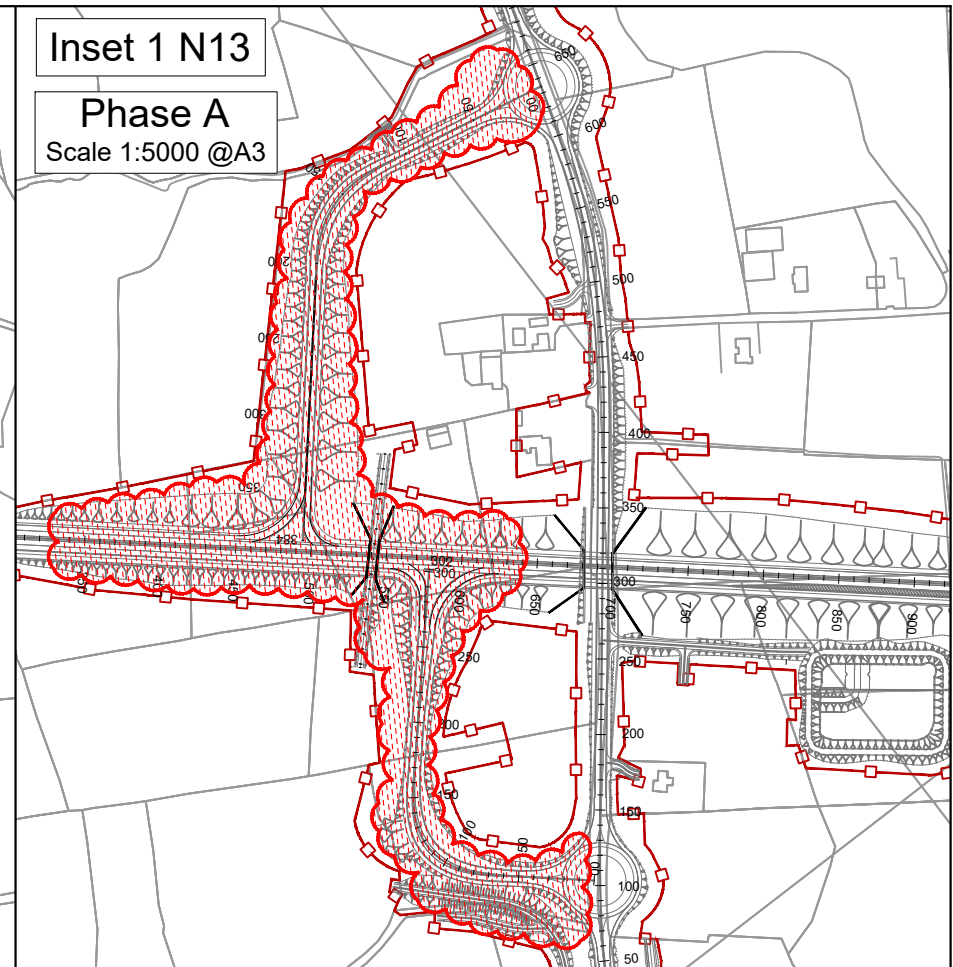
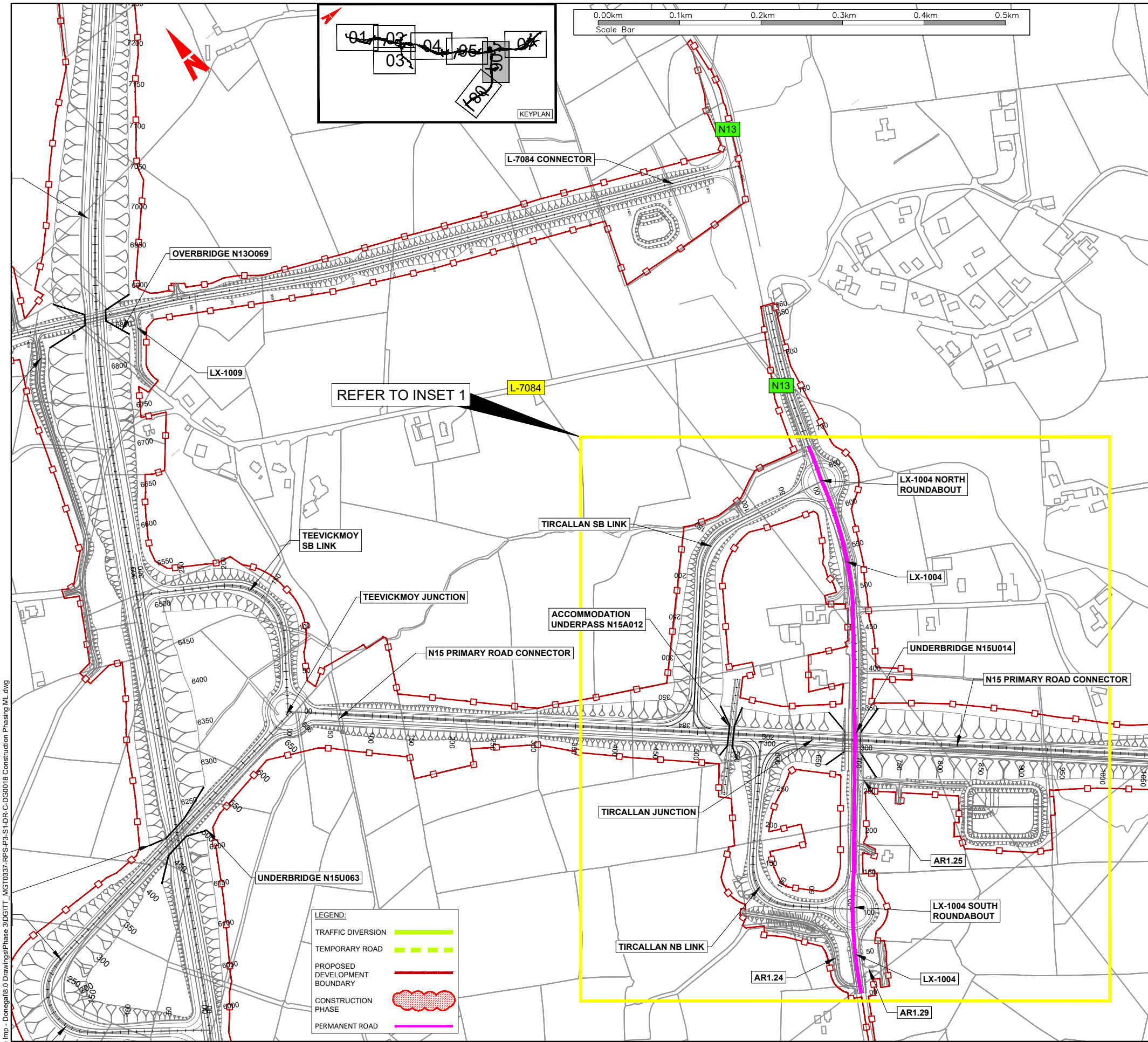
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**LEGEND:**

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TEMPORARY ROAD	
PROPOSED DEVELOPMENT BOUNDARY	
CONSTRUCTION PHASE	
PERMANENT ROAD	

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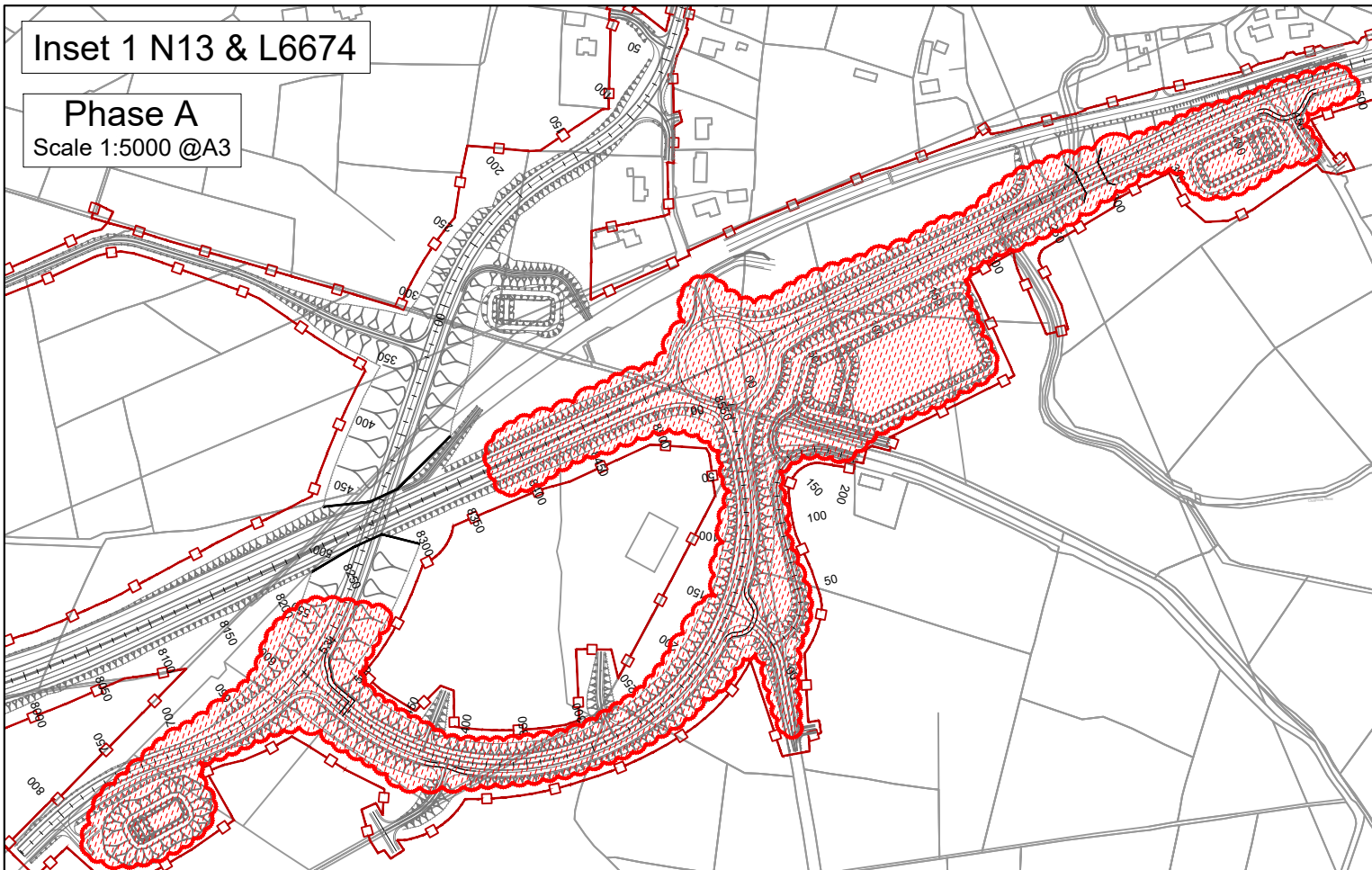
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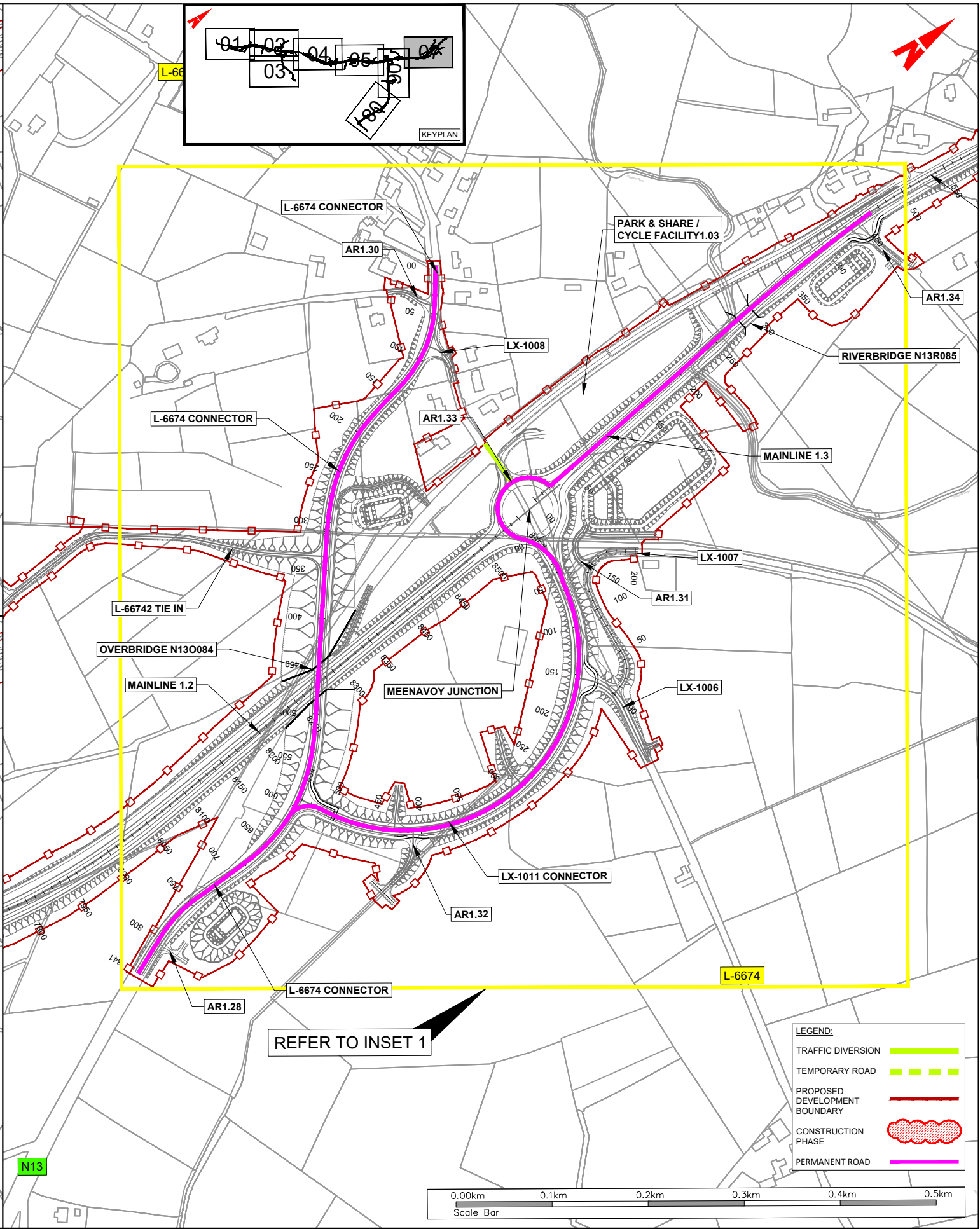
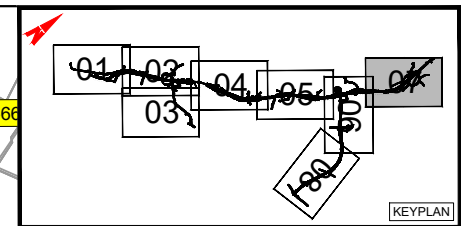
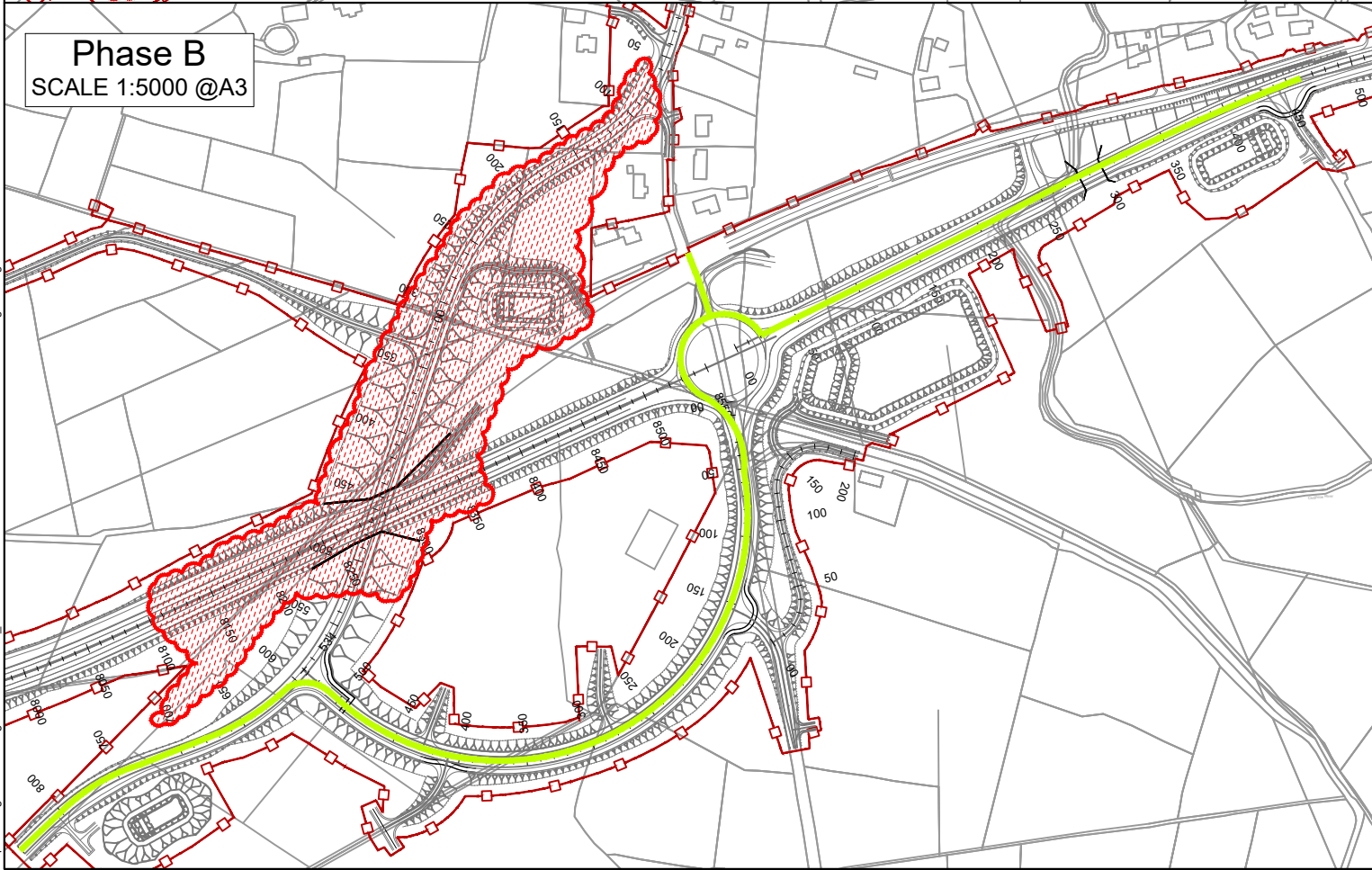


Inset 1 N13 & L6674

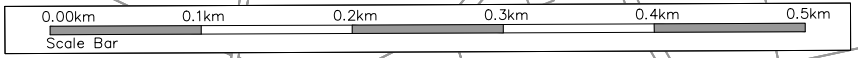
Phase A  
Scale 1:5000 @A3



Phase B  
SCALE 1:5000 @A3



- LEGEND:
- TRAFFIC DIVERSION
  - TEMPORARY ROAD
  - PROPOSED DEVELOPMENT BOUNDARY
  - CONSTRUCTION PHASE
  - PERMANENT ROAD



REFER TO INSET 1

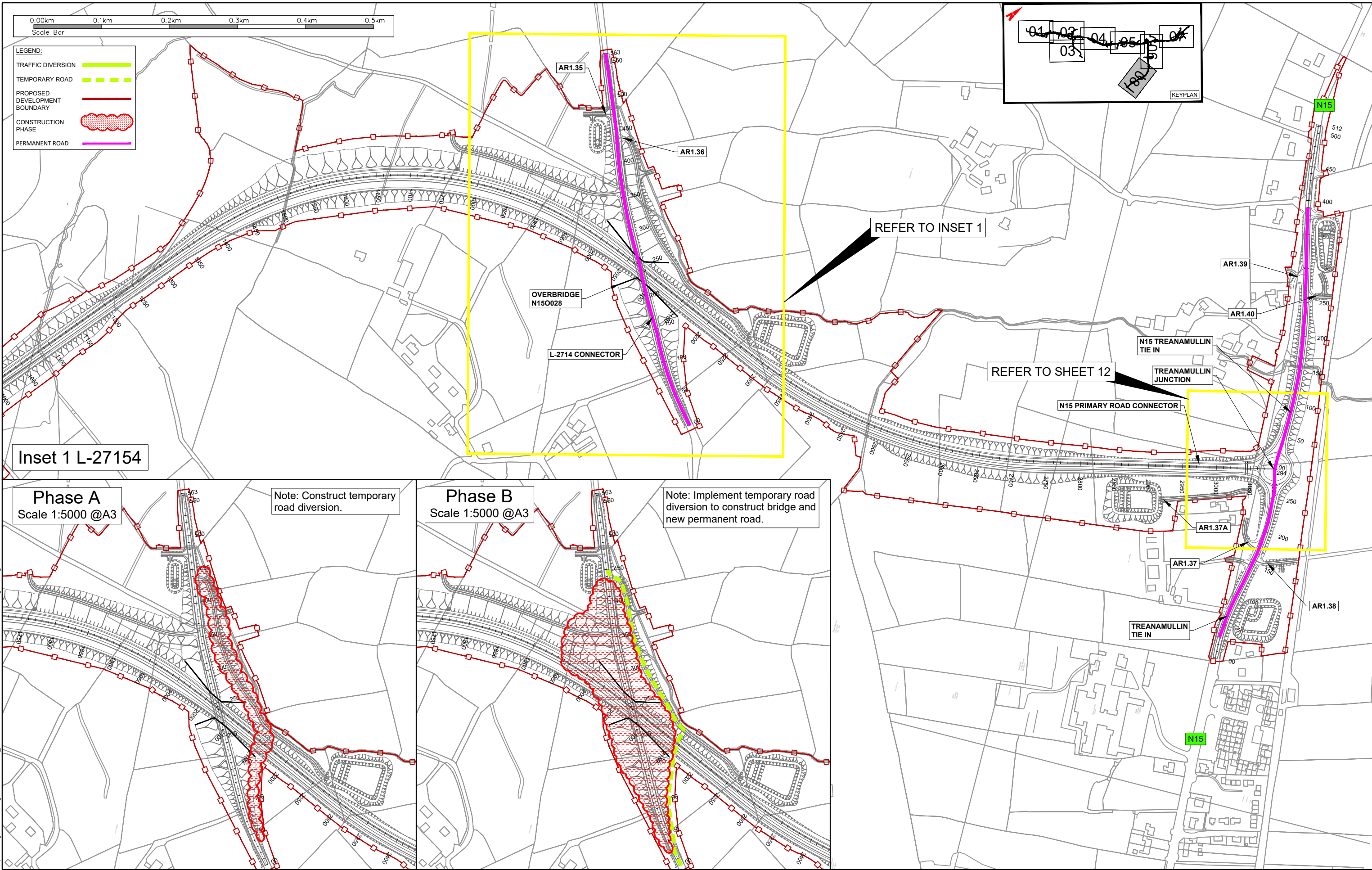
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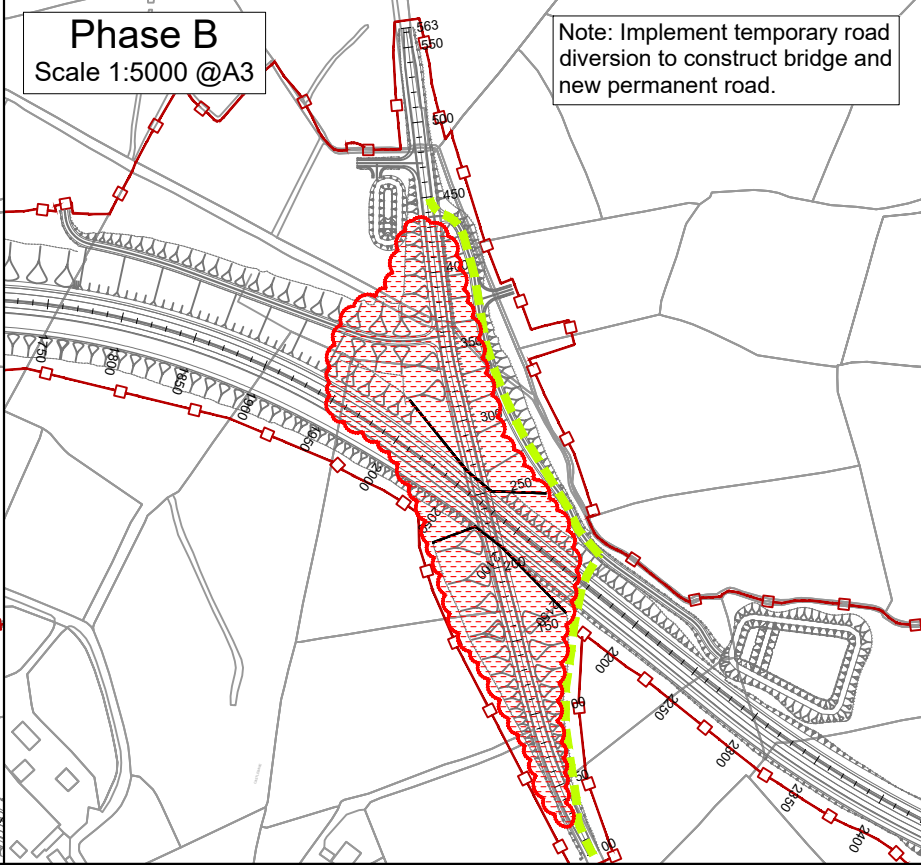
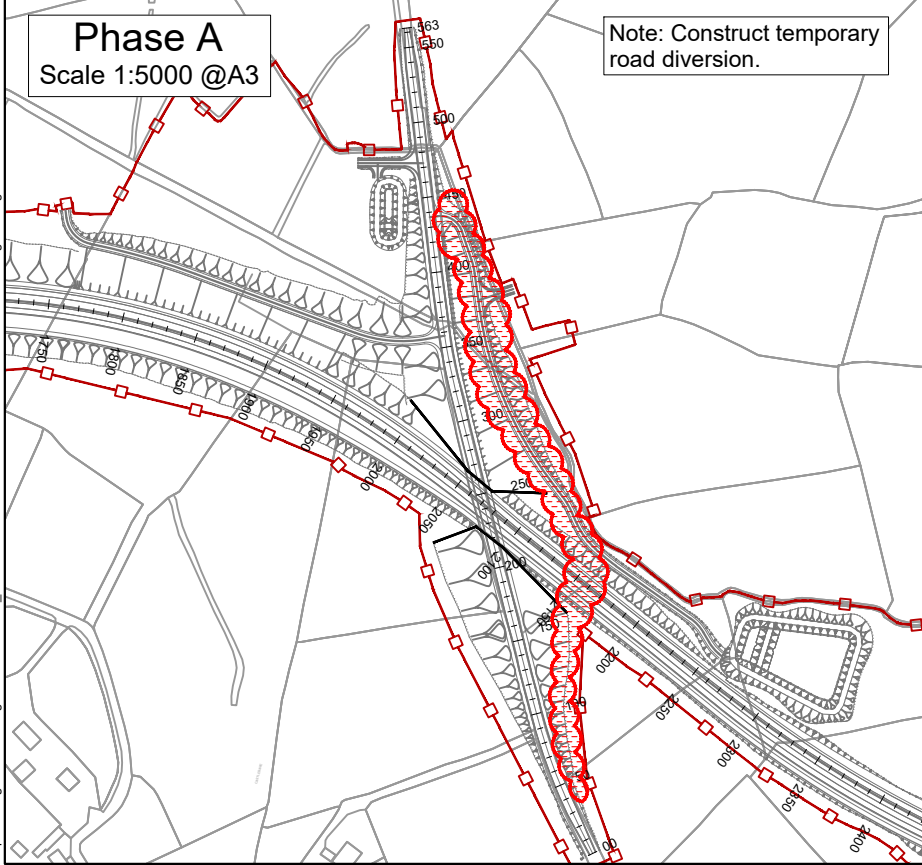
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DO NOT SCALE, use figured dimensions only.  
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Project Title: TEN-T Priority Route Improvement Project, Donegal Section 1 - N15/N13 Ballybofey / Stranorlar Urban Region		Status: A3
Drawing Title: CONSTRUCTION PHASING MAINLINE		Rev: P01
Designed: EC	Date: OCT 2025	Model File Identifier: N/A
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Checked: MC	Sheet: 10 of 12	



Inset 1 L-27154



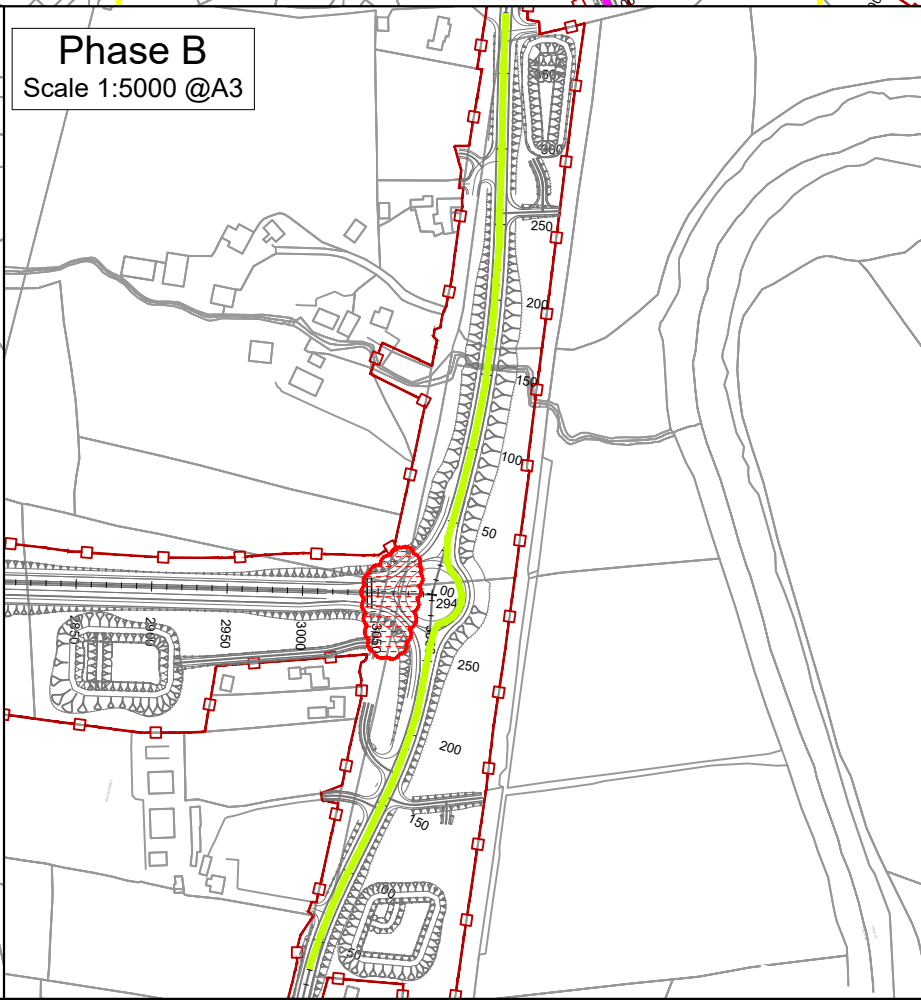
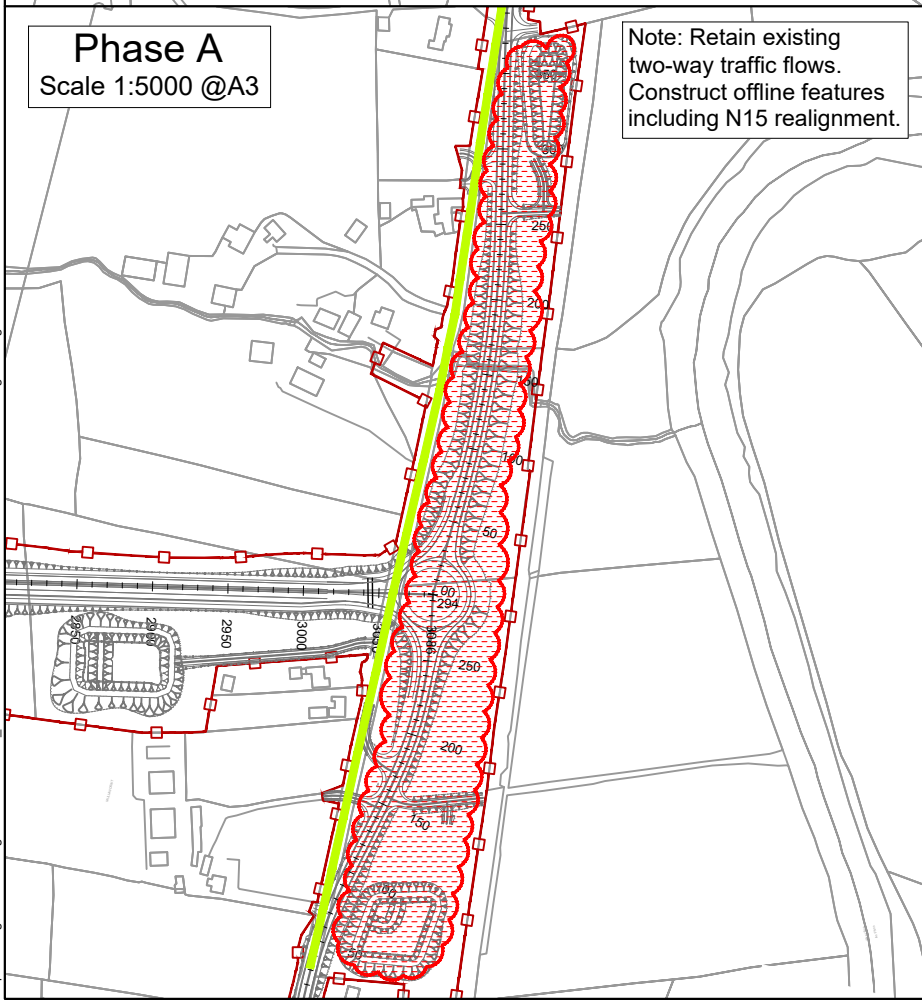
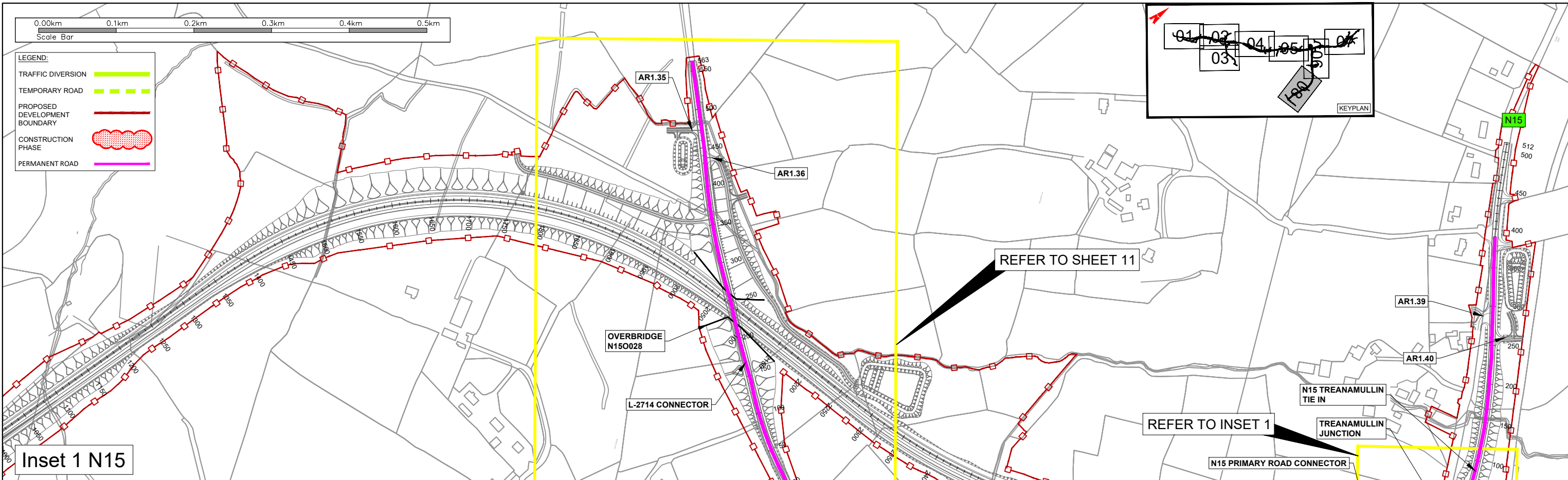
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Note: Retain existing two-way traffic flows. Construct offline features including N15 realignment.

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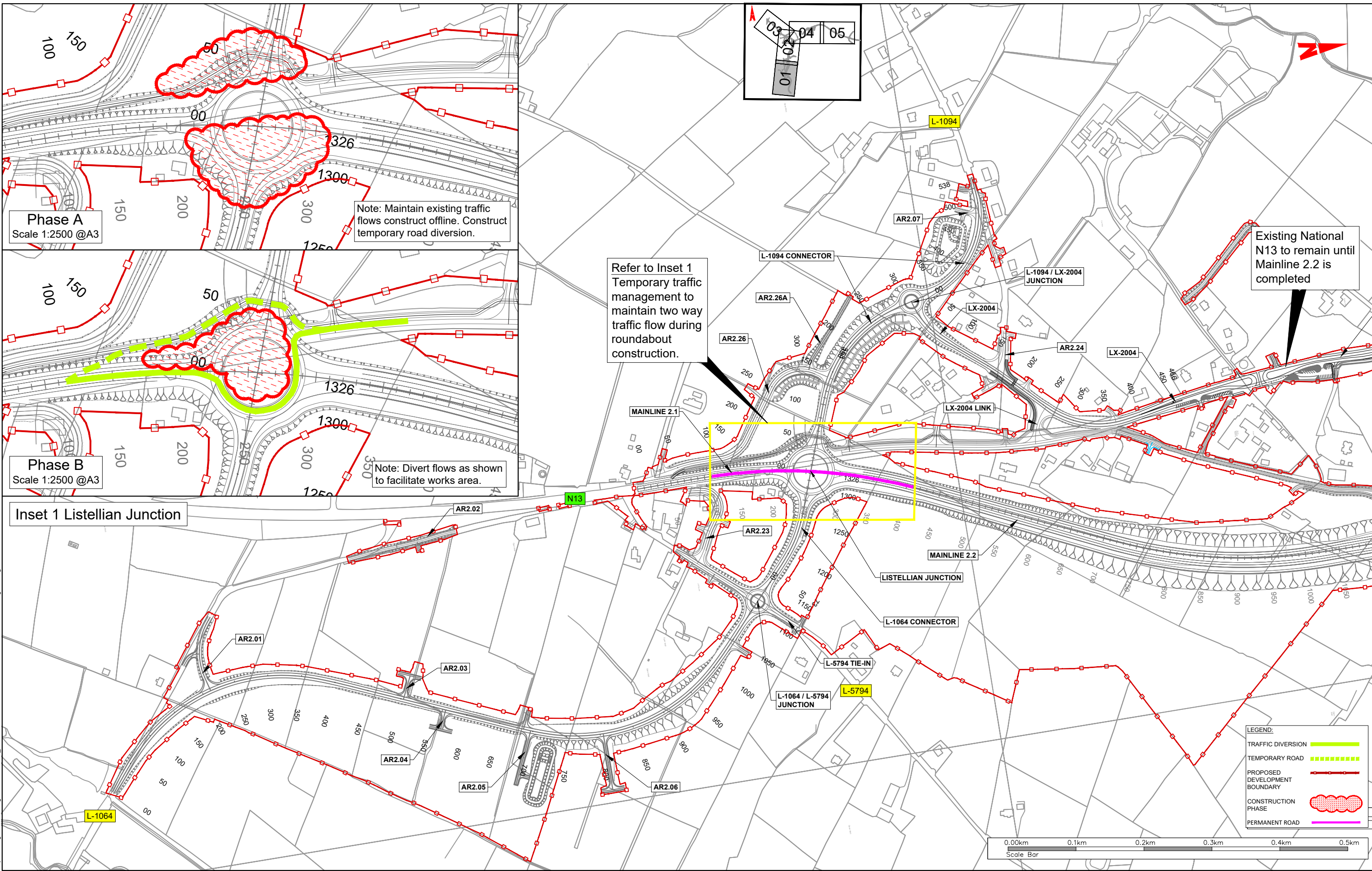
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# Section 2

## Construction Phasing Drawings



**Phase A**  
Scale 1:2500 @A3

Note: Maintain existing traffic flows construct offline. Construct temporary road diversion.

**Phase B**  
Scale 1:2500 @A3

Note: Divert flows as shown to facilitate works area.

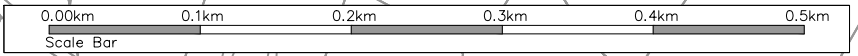
**Inset 1 Listellian Junction**

Refer to Inset 1 Temporary traffic management to maintain two way traffic flow during roundabout construction.

Existing National N13 to remain until Mainline 2.2 is completed

**LEGEND:**

- TRAFFIC DIVERSION
- TEMPORARY ROAD
- PROPOSED DEVELOPMENT BOUNDARY
- CONSTRUCTION PHASE
- PERMANENT ROAD



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**Drawing Title:** CONSTRUCTION PHASING MAINLINE

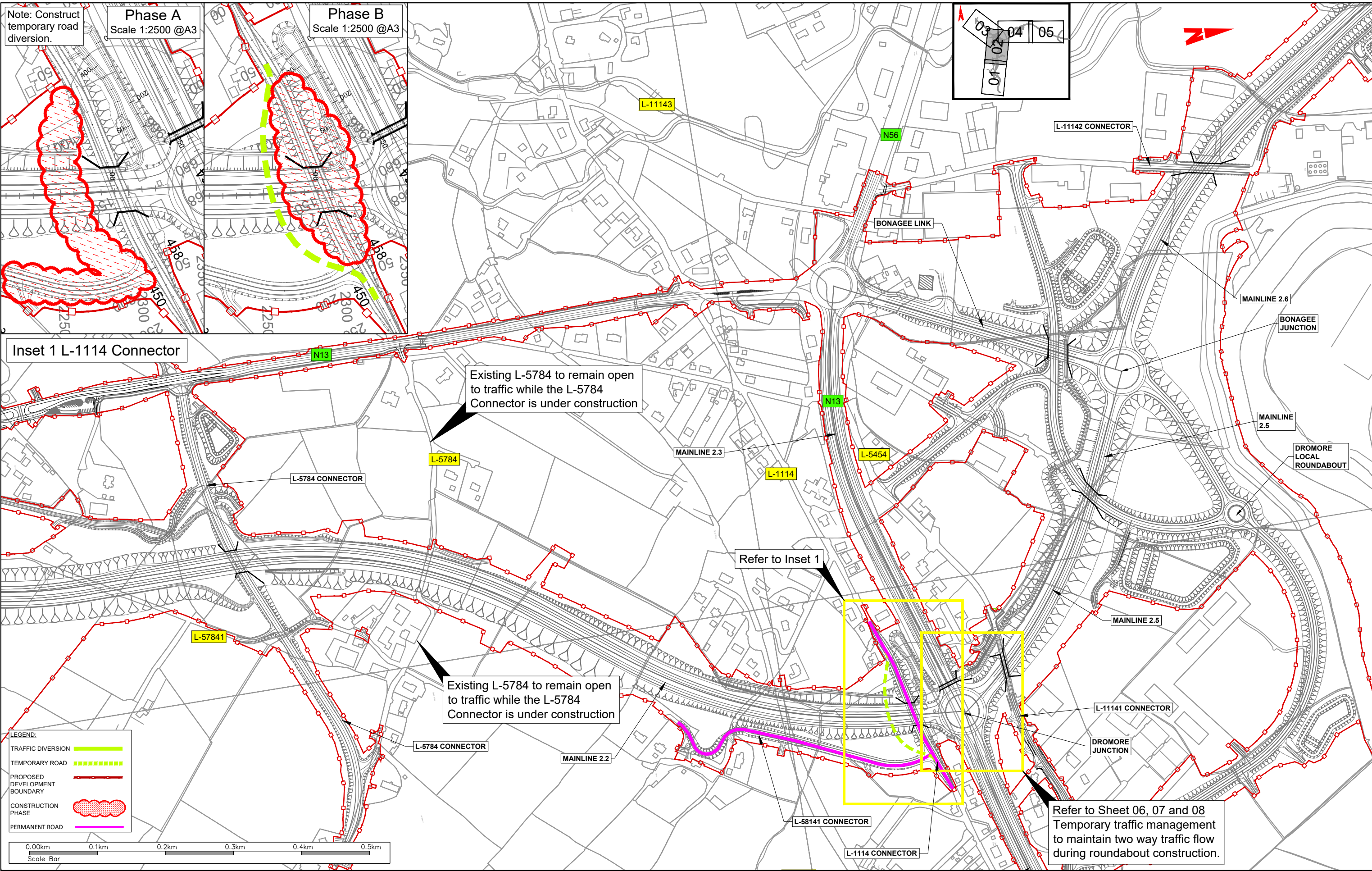
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Government of Ireland

Tionscadal Éireann  
Project Ireland  
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Donegal  
Comhairle Contae  
Dhún na nGall  
Donegal County Council

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**NOTES**

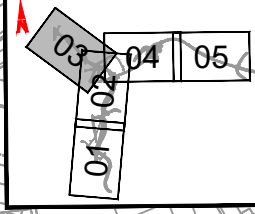
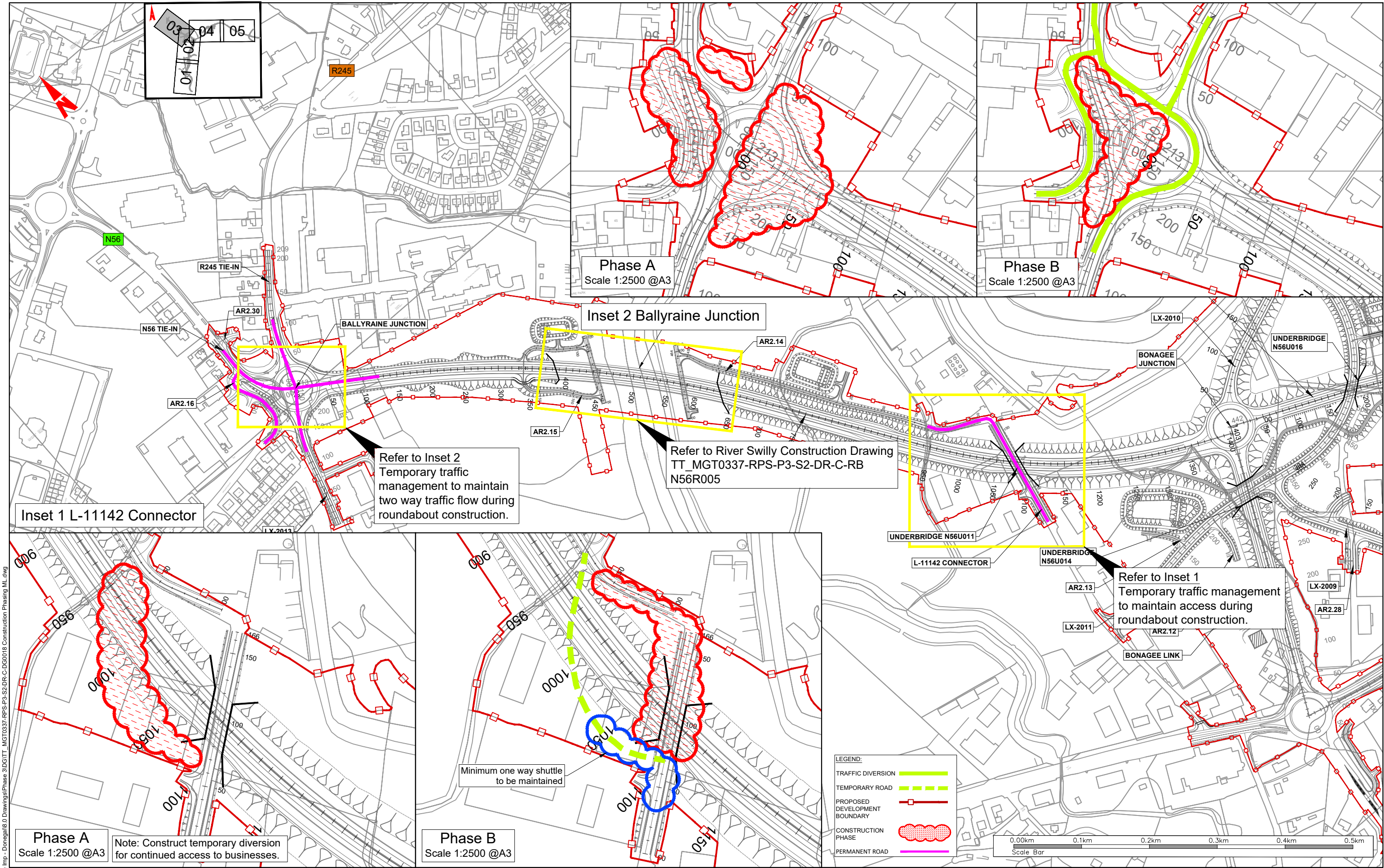
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Approved: EC	@ A3: 1:5000	
Checked: MC	Sheet: 02 of 08	



**Phase A**  
Scale 1:2500 @A3

**Phase B**  
Scale 1:2500 @A3

**Inset 2 Ballyrairie Junction**

**Inset 1 L-11142 Connector**

Refer to Inset 2  
Temporary traffic  
management to maintain  
two way traffic flow during  
roundabout construction.

Refer to River Swilly Construction Drawing  
TT\_MGT0337-RPS-P3-S2-DR-C-RB  
N56R005

Refer to Inset 1  
Temporary traffic management  
to maintain access during  
roundabout construction.

Minimum one way shuttle  
to be maintained

**Phase A**  
Scale 1:2500 @A3

Note: Construct temporary diversion  
for continued access to businesses.

**Phase B**  
Scale 1:2500 @A3

**LEGEND:**

- TRAFFIC DIVERSION
- TEMPORARY ROAD
- PROPOSED DEVELOPMENT BOUNDARY
- CONSTRUCTION PHASE
- PERMANENT ROAD



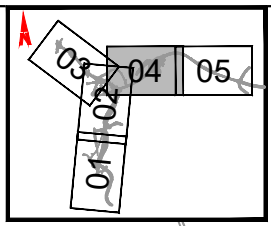
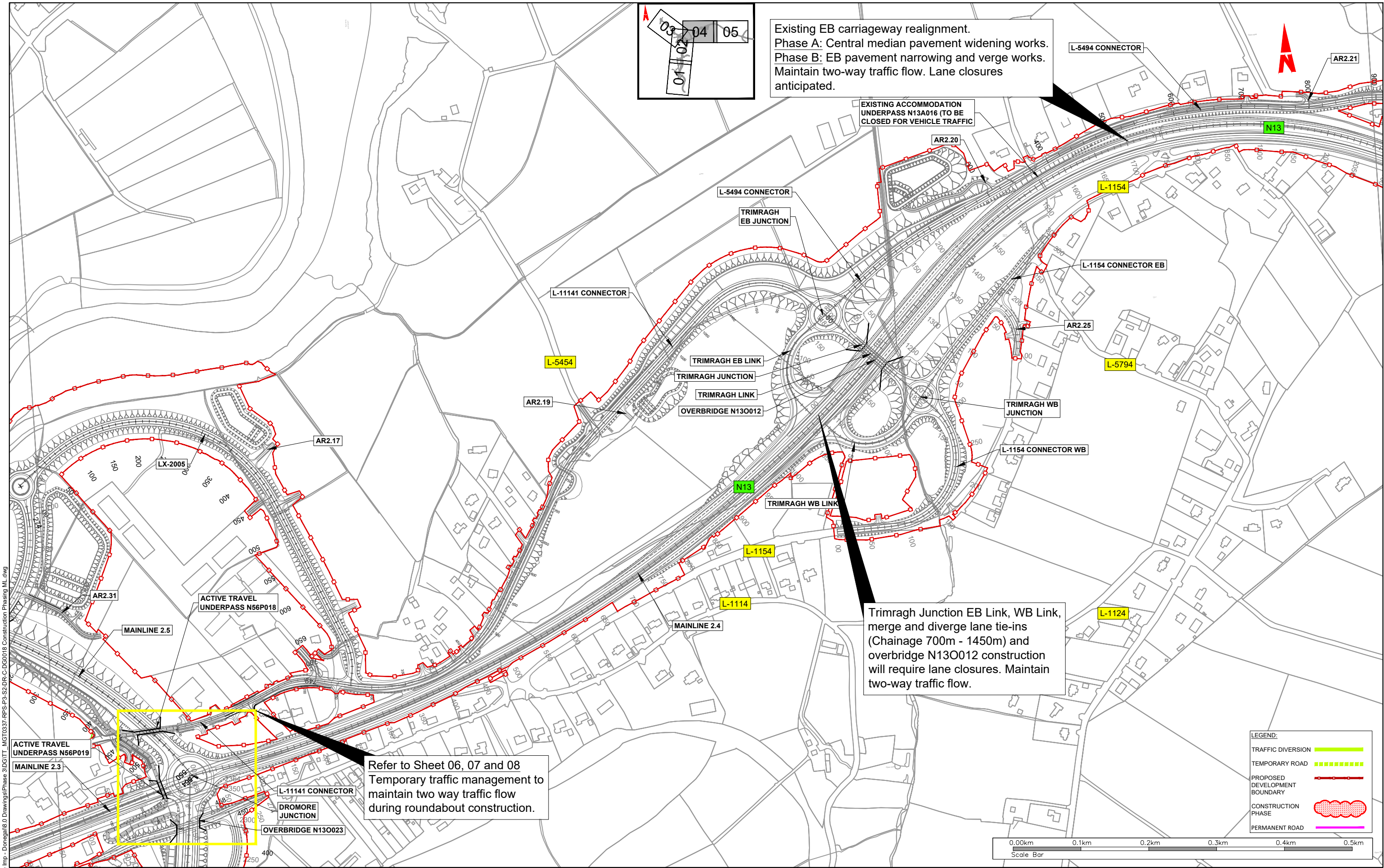
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Approved: EC	@ A3: 1:5000	
Checked: MC	Sheet: 03 of 08	



Existing EB carriageway realignment.  
 Phase A: Central median pavement widening works.  
 Phase B: EB pavement narrowing and verge works.  
 Maintain two-way traffic flow. Lane closures anticipated.

EXISTING ACCOMMODATION UNDERPASS N13A016 (TO BE CLOSED FOR VEHICLE TRAFFIC)

Trimragh Junction EB Link, WB Link, merge and diverge lane tie-ins (Chainage 700m - 1450m) and overbridge N13O012 construction will require lane closures. Maintain two-way traffic flow.

Refer to Sheet 06, 07 and 08  
 Temporary traffic management to maintain two way traffic flow during roundabout construction.

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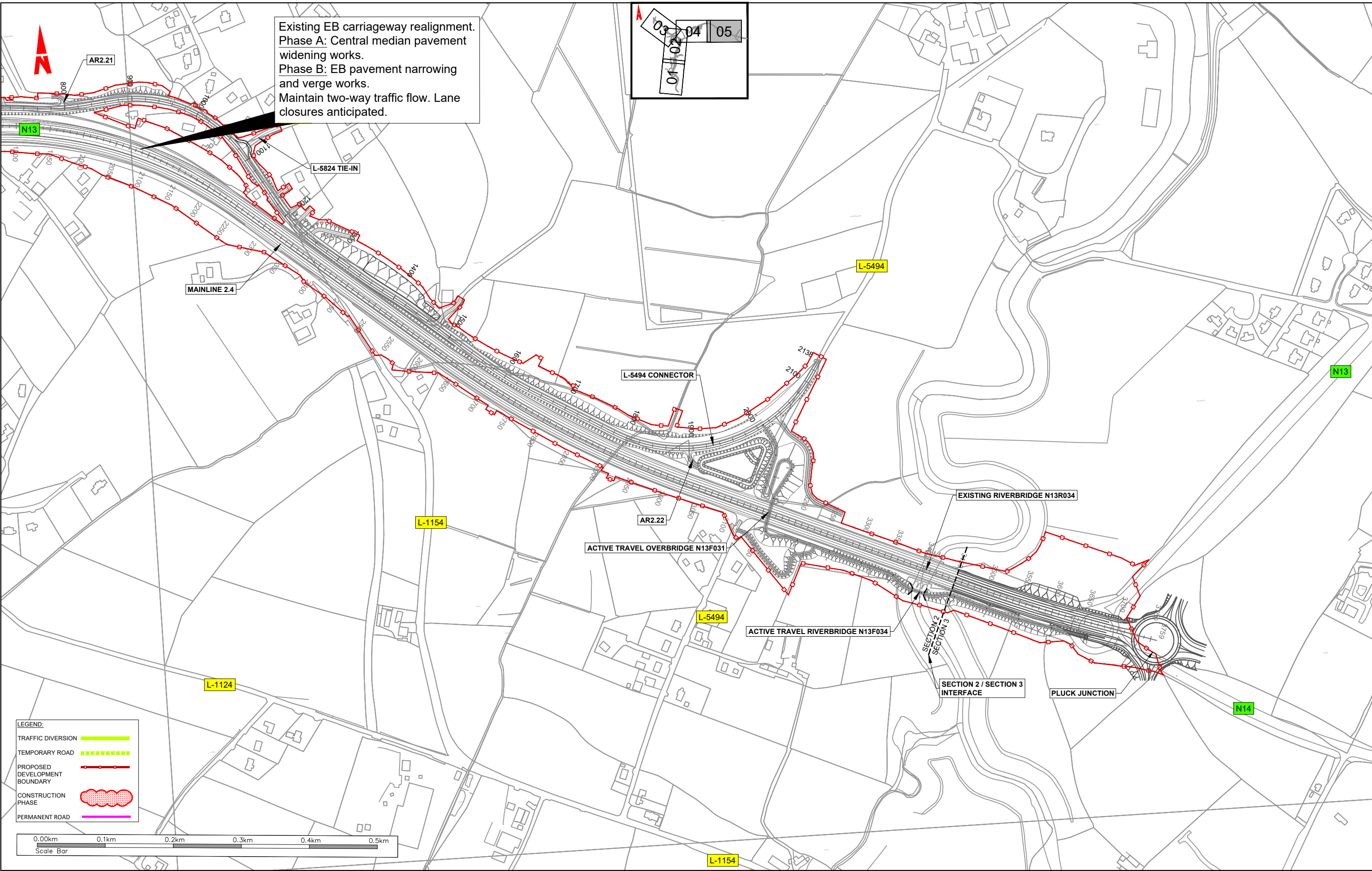
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- TEMPORARY ROAD - - - - -
- PROPOSED DEVELOPMENT BOUNDARY ———
- CONSTRUCTION PHASE (dotted)
- PERMANENT ROAD ———



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Approved: EC	@ A3: 1:5000	
Checked: MC	Sheet: 04 of 08	



Existing EB carriageway realignment.  
 Phase A: Central median pavement widening works.  
 Phase B: EB pavement narrowing and verge works.  
 Maintain two-way traffic flow. Lane closures anticipated.

- LEGEND:**
- TRAFFIC DIVERSION
  - TEMPORARY ROAD
  - PROPOSED DEVELOPMENT BOUNDARY
  - CONSTRUCTION PHASE
  - PERMANENT ROAD



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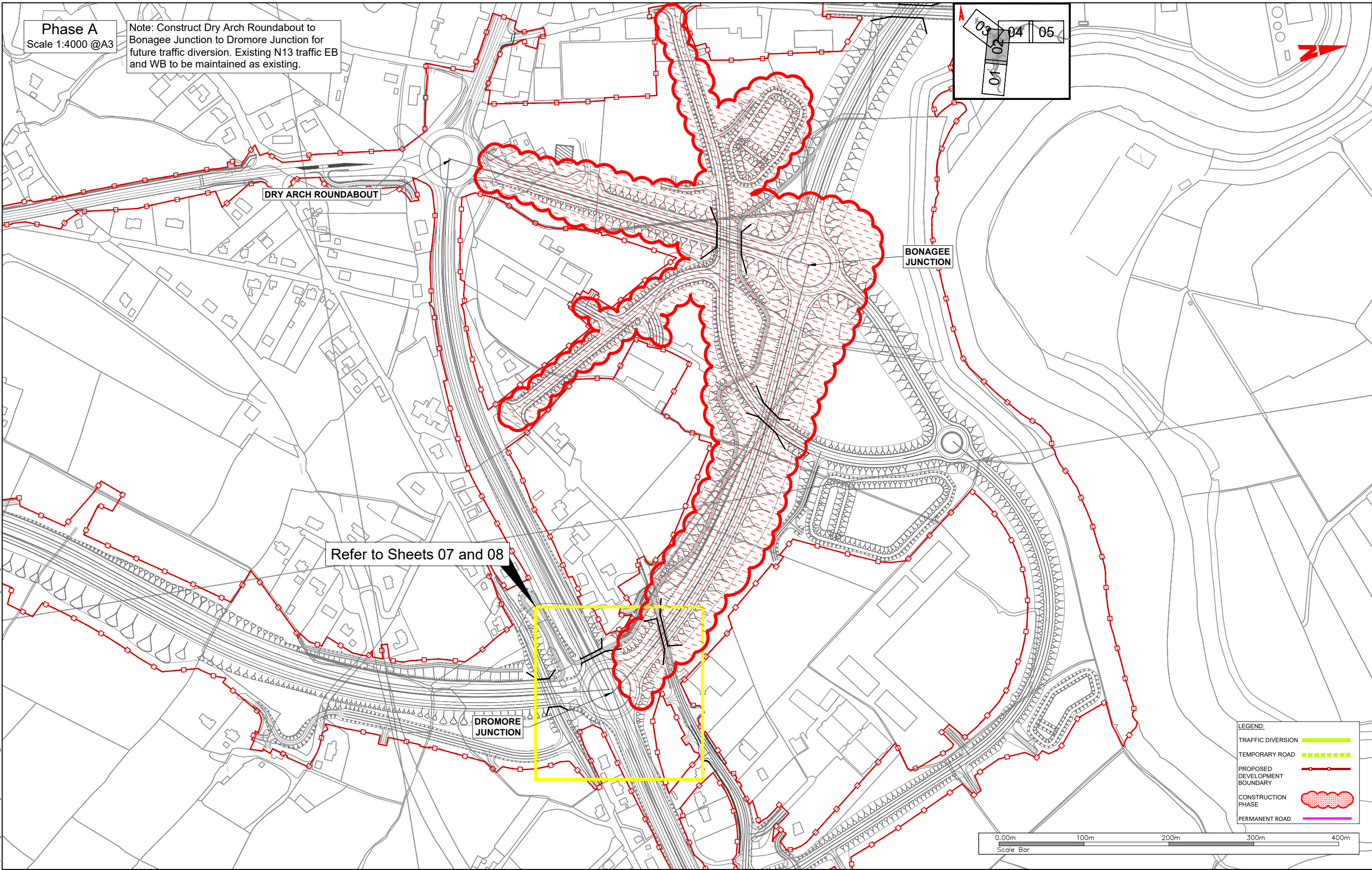
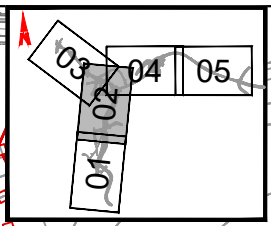
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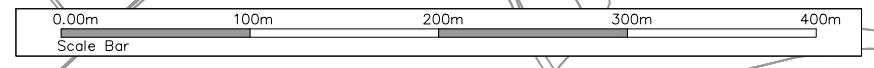
**Phase A**  
Scale 1:4000 @A3

Note: Construct Dry Arch Roundabout to Bonagee Junction to Dromore Junction for future traffic diversion. Existing N13 traffic EB and WB to be maintained as existing.



**LEGEND:**

TRAFFIC DIVERSION	
TEMPORARY ROAD	
PROPOSED DEVELOPMENT BOUNDARY	
CONSTRUCTION PHASE	
PERMANENT ROAD	

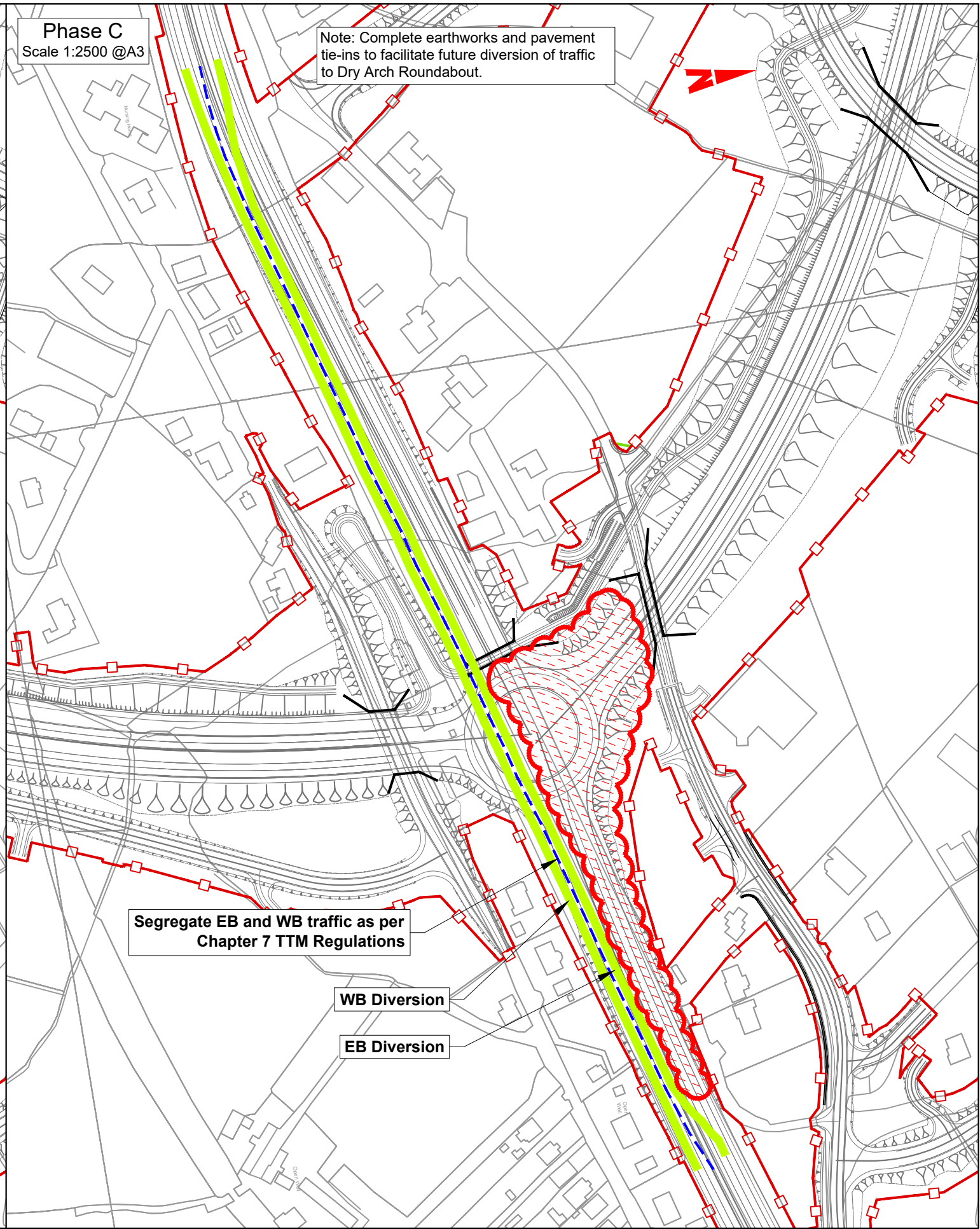
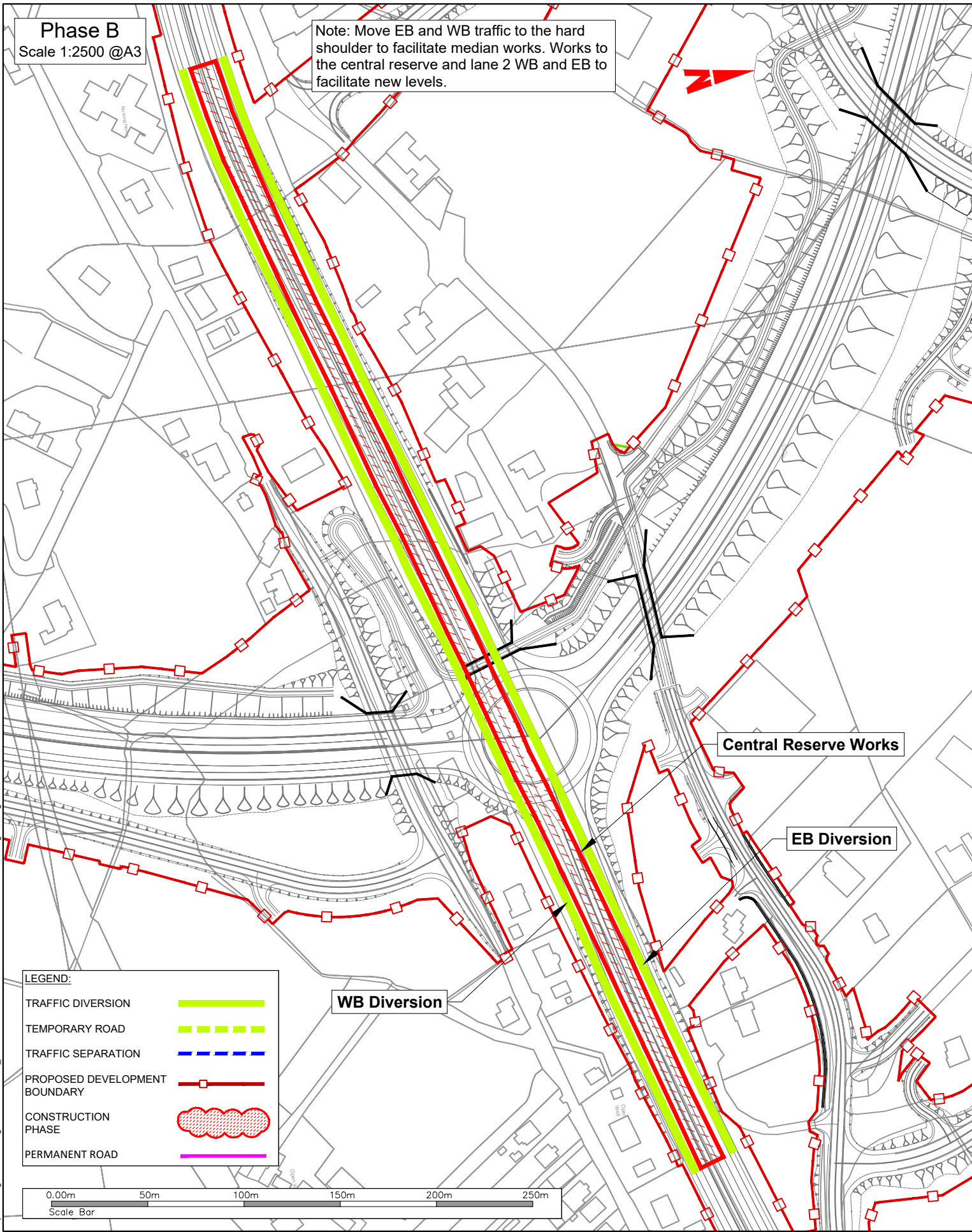


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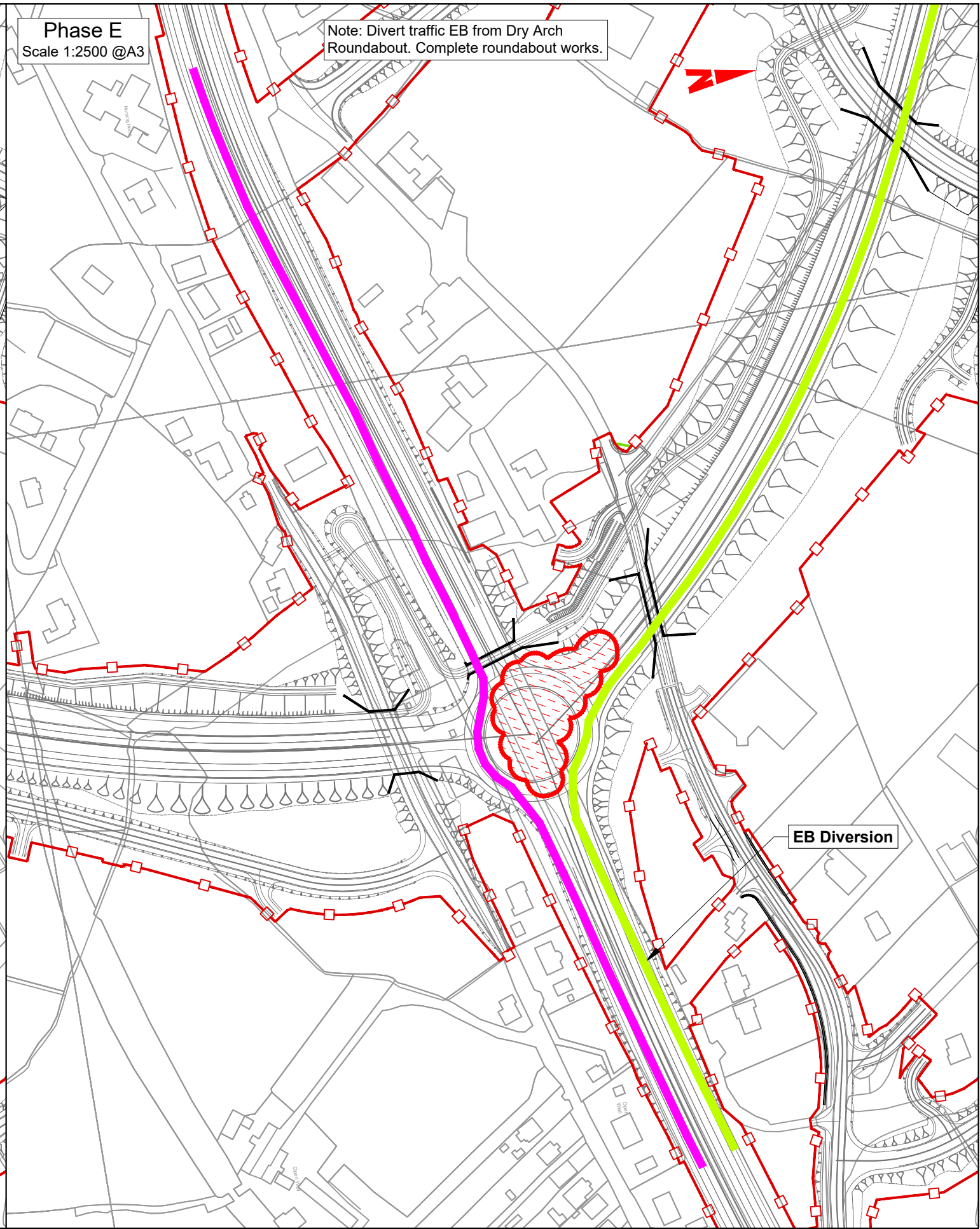
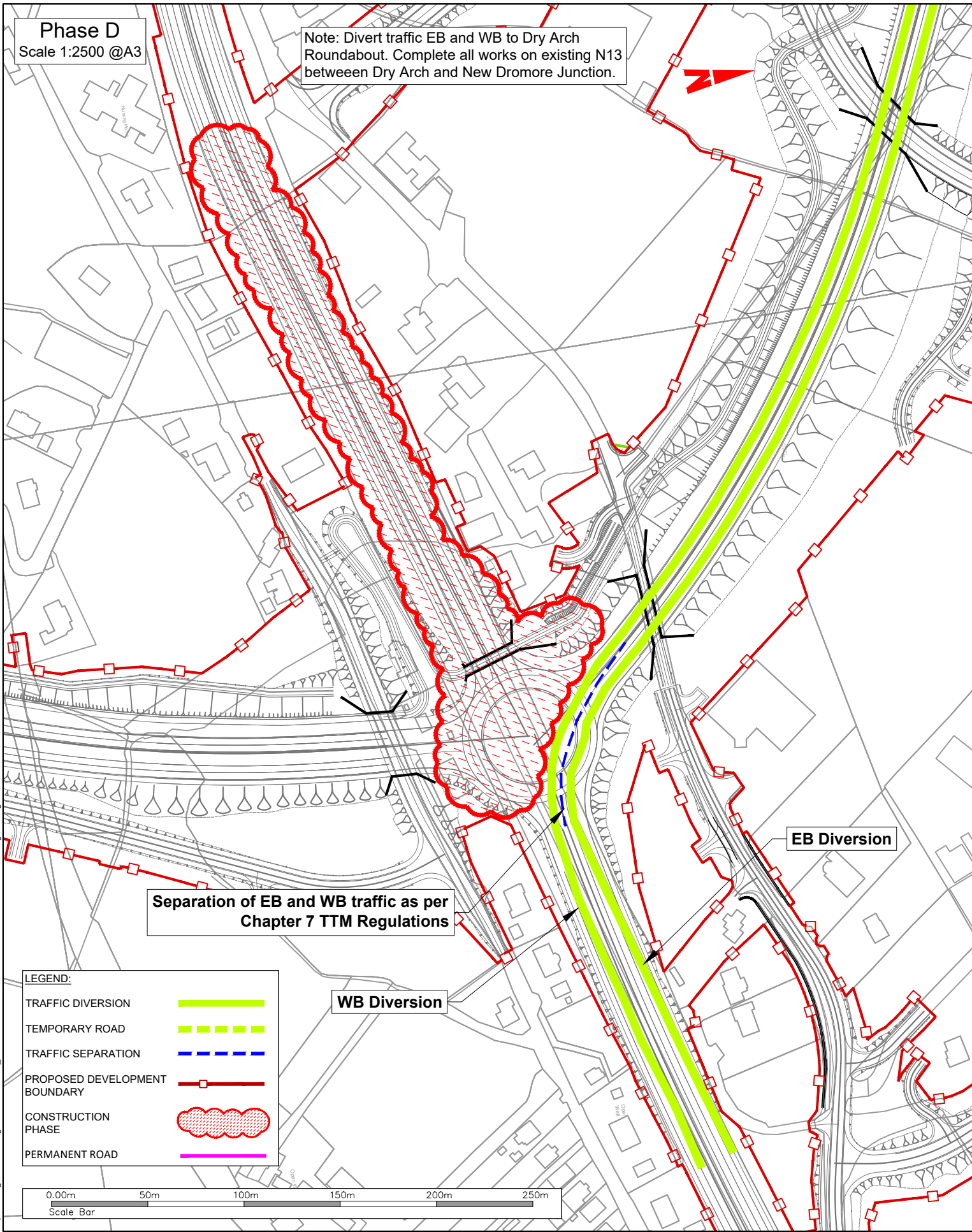
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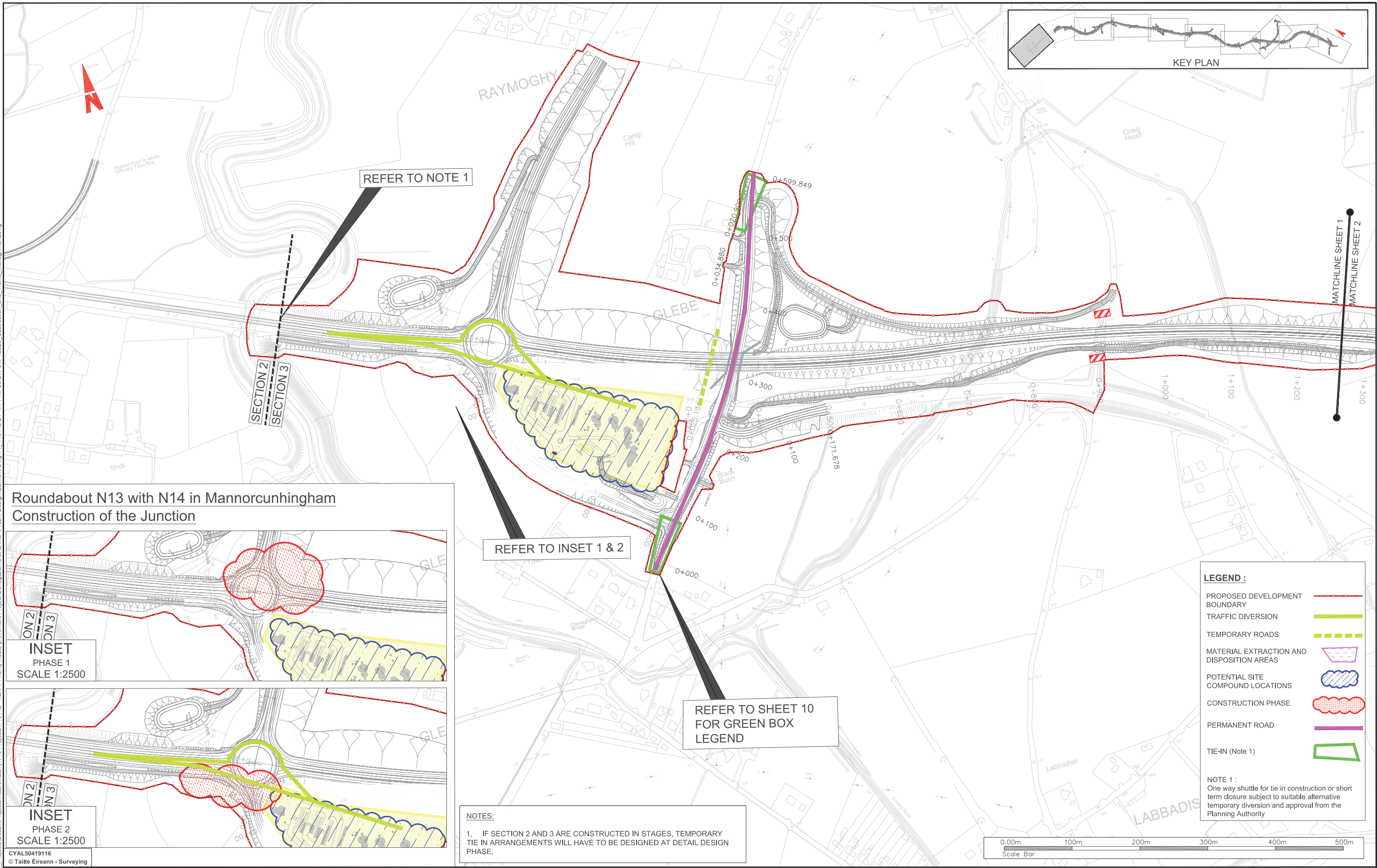
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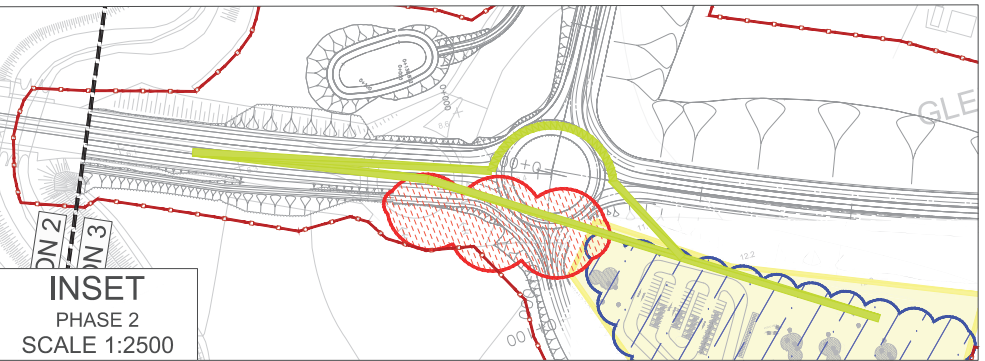
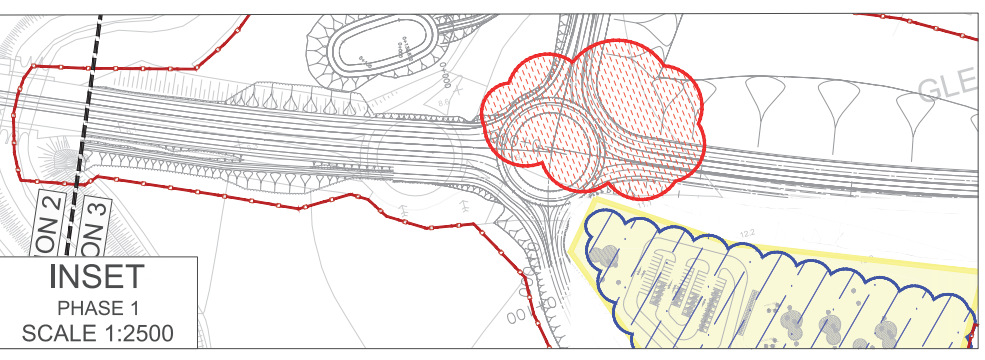
# Section 3

## Construction Phasing Drawings

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**Roundabout N13 with N14 in Mannorcunningham  
Construction of the Junction**



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REFER TO INSET 1 & 2

REFER TO SHEET 10  
FOR GREEN BOX  
LEGEND

**NOTES:**  
 1. IF SECTION 2 AND 3 ARE CONSTRUCTED IN STAGES, TEMPORARY TIE IN ARRANGEMENTS WILL HAVE TO BE DESIGNED AT DETAIL DESIGN PHASE.

**LEGEND :**

- PROPOSED DEVELOPMENT BOUNDARY
- TRAFFIC DIVERSION
- TEMPORARY ROADS
- MATERIAL EXTRACTION AND DISPOSITION AREAS
- POTENTIAL SITE COMPOUND LOCATIONS
- CONSTRUCTION PHASE
- PERMANENT ROAD
- TIE-IN (Note 1)

**NOTE 1 :**  
 One way shuttle for tie in construction or short term closure subject to suitable alternative temporary diversion and approval from the Planning Authority

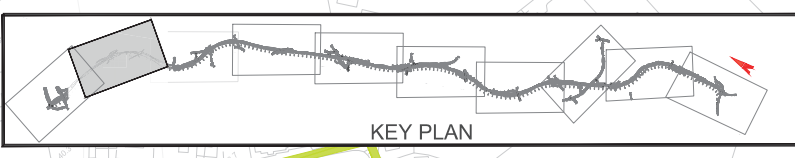
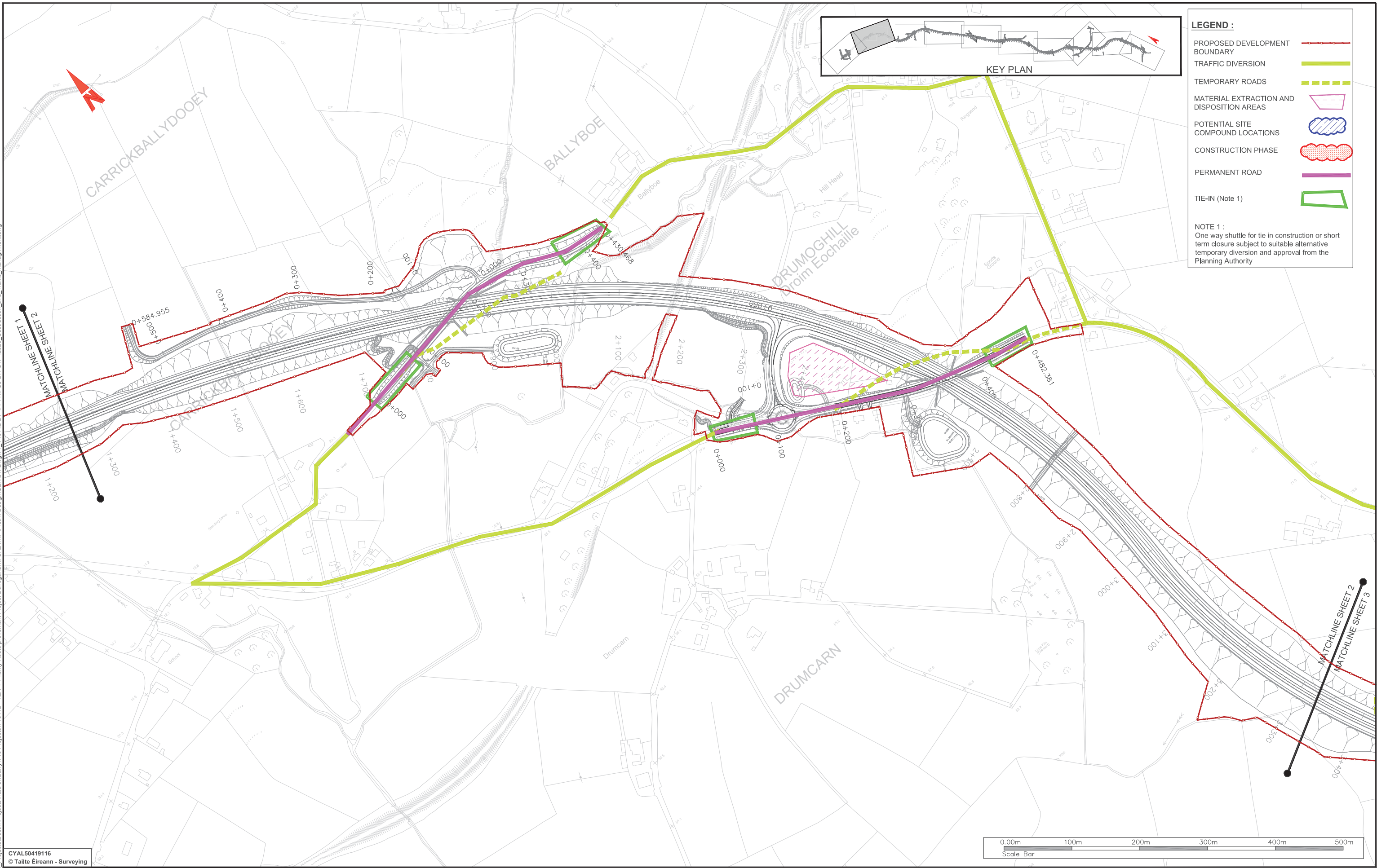


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Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	02.12.25	MG	ISSUE FOR PLANNING	JMM	ED

Project Title: TEN-T PRIORITY ROUTE IMPROVEMENT PROJECT DONEGAL Section 3 - N14 Mannorcunningham to Lifford/Strabane/A5 Link			Status: A3
Drawing Title: Construction Phasing Mainline			Rev: P01
Designed: JMM	Date: NOV 2025	EAAR Drawing Identifier: N?A	
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Approved: ED	@ A3: 1:5000		
Checked: JMM	Sheet: 1 OF 10		

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**LEGEND :**

- PROPOSED DEVELOPMENT BOUNDARY —
- TRAFFIC DIVERSION —
- TEMPORARY ROADS - - -
- MATERIAL EXTRACTION AND DISPOSITION AREAS ▨
- POTENTIAL SITE COMPOUND LOCATIONS ▨
- CONSTRUCTION PHASE ▨
- PERMANENT ROAD —
- TIE-IN (Note 1) —

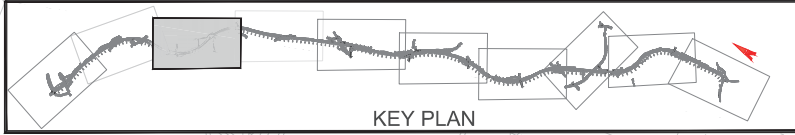
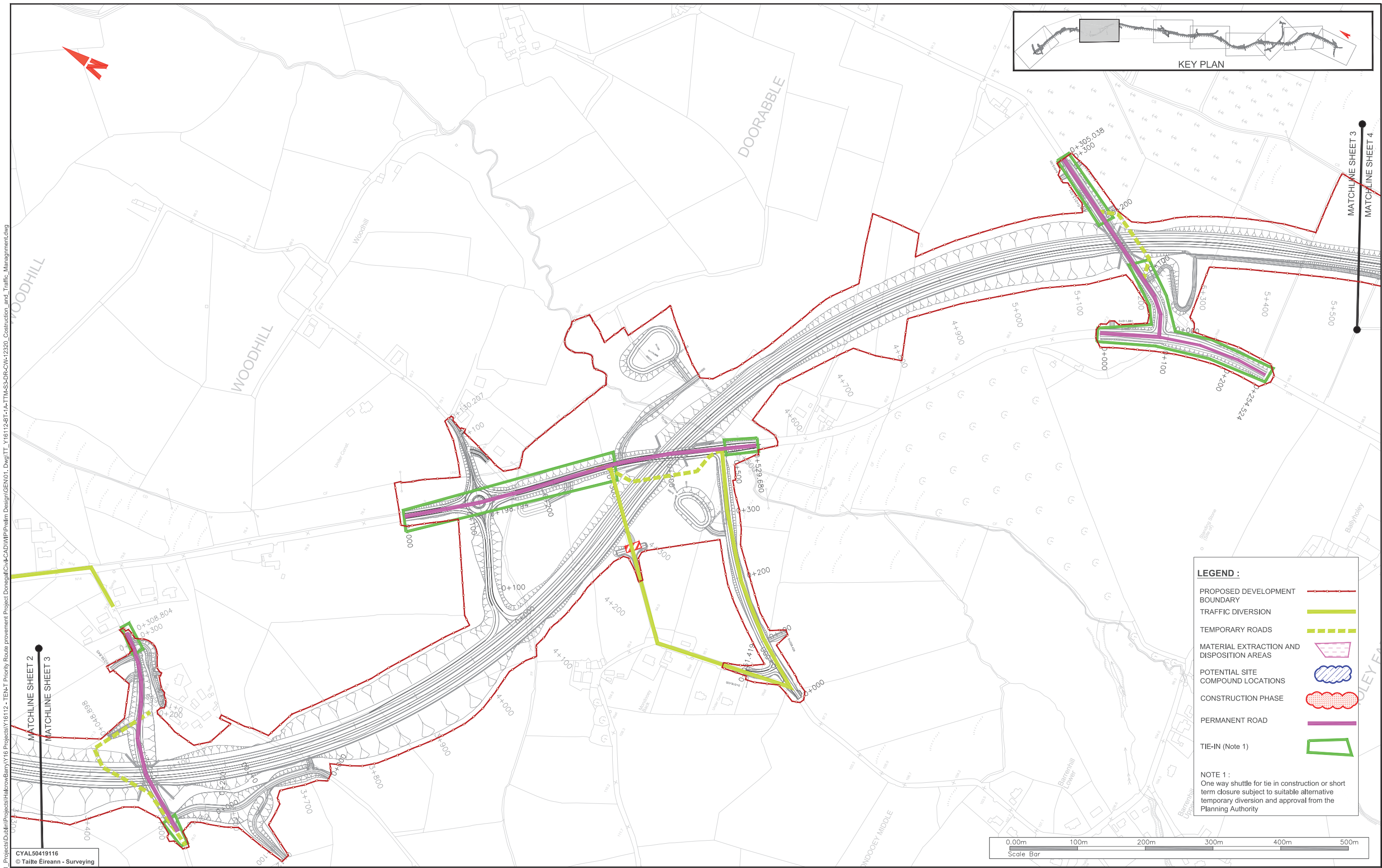
**NOTE 1 :**  
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Drawing Title: Construction Phasing Mainline		Rev: P01
Designed: JMM	Date: NOV 2025	EIAR Drawing Identifier: N/A
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Checked: JMM	Sheet: 2 OF 10	



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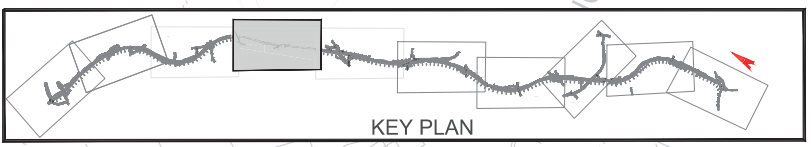
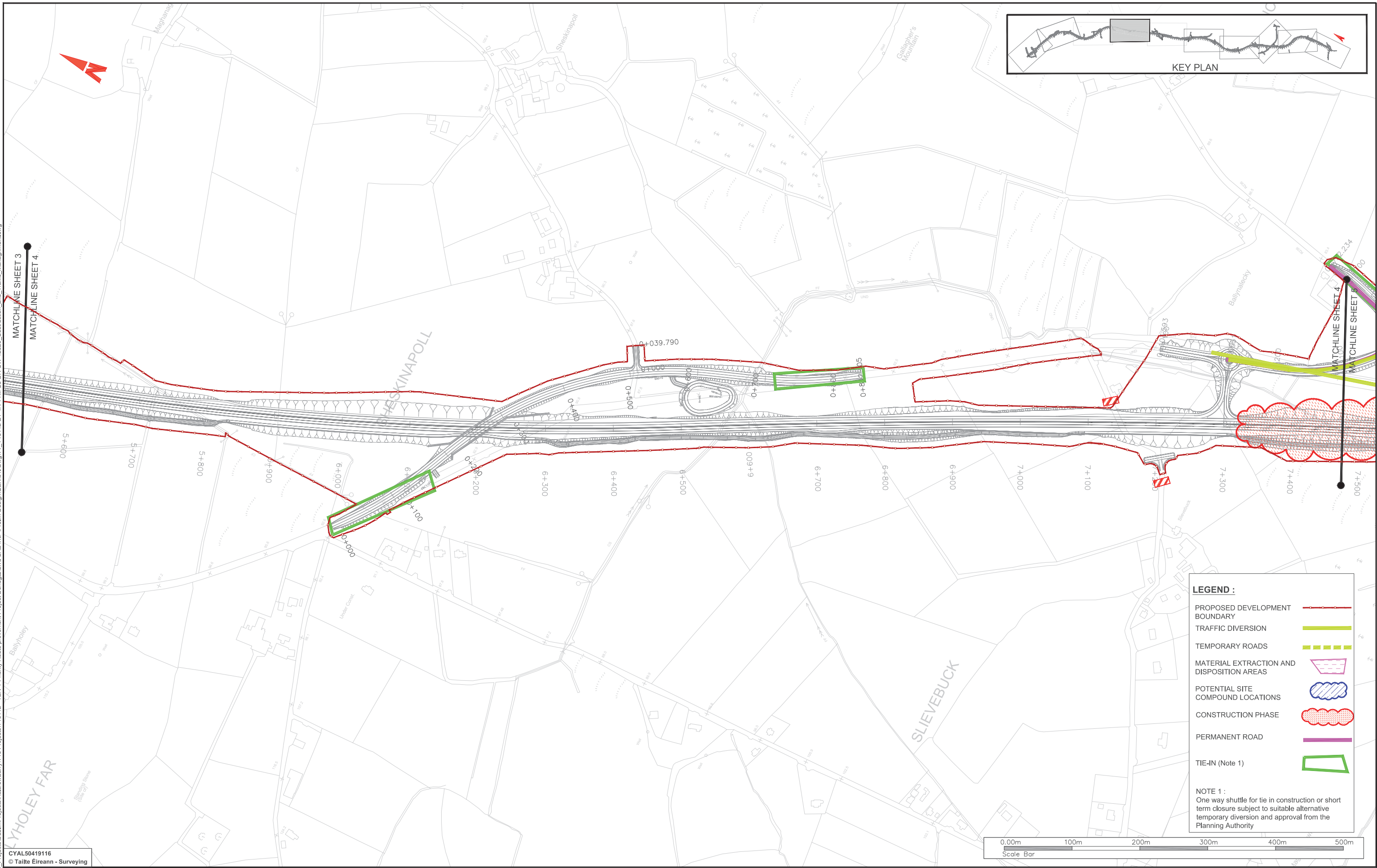
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**LEGEND :**

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- BOUNDARY —
- TRAFFIC DIVERSION —
- TEMPORARY ROADS - - -
- MATERIAL EXTRACTION AND DISPOSITION AREAS ▨
- POTENTIAL SITE COMPOUND LOCATIONS ▨
- CONSTRUCTION PHASE ▨
- PERMANENT ROAD —
- TIE-IN (Note 1) ▭

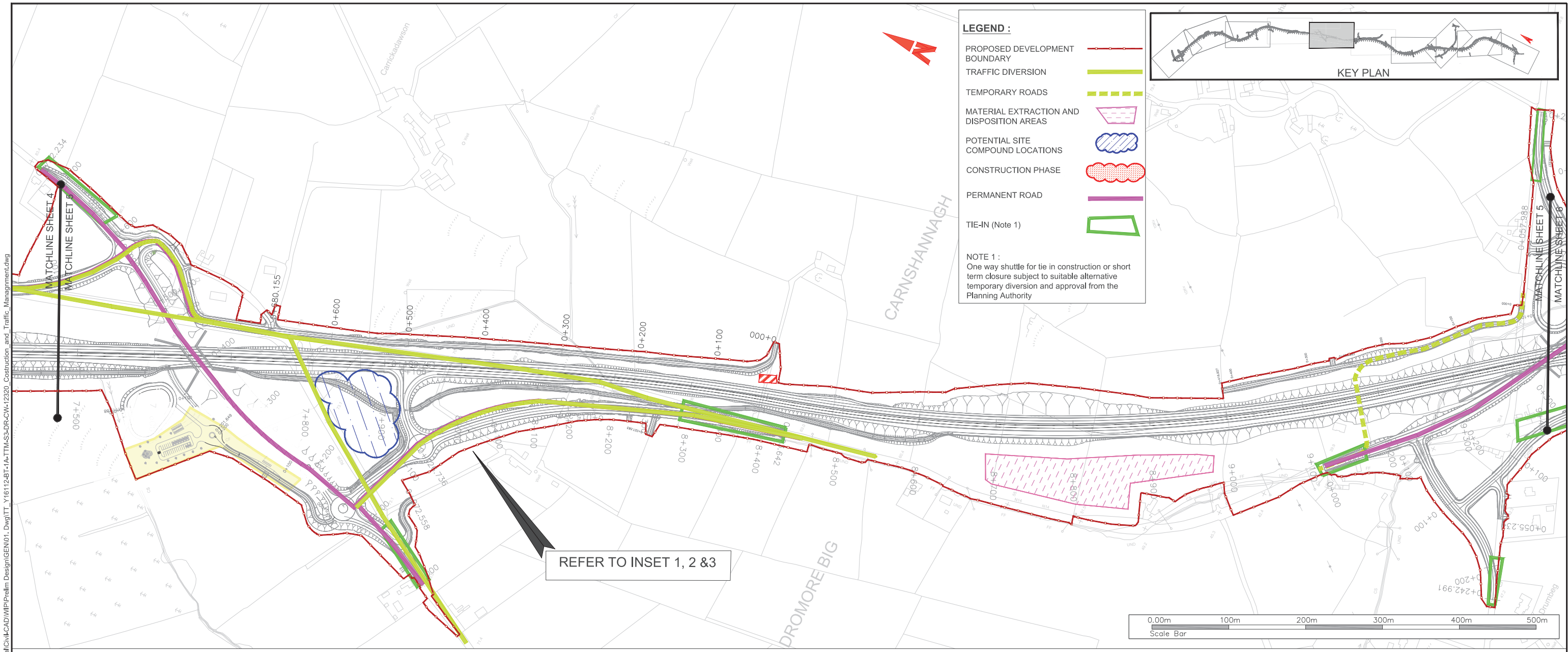
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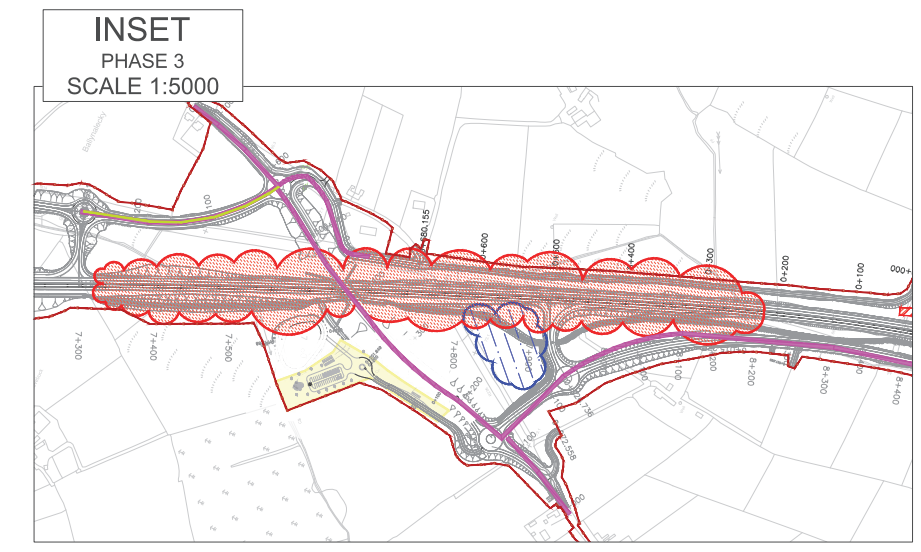
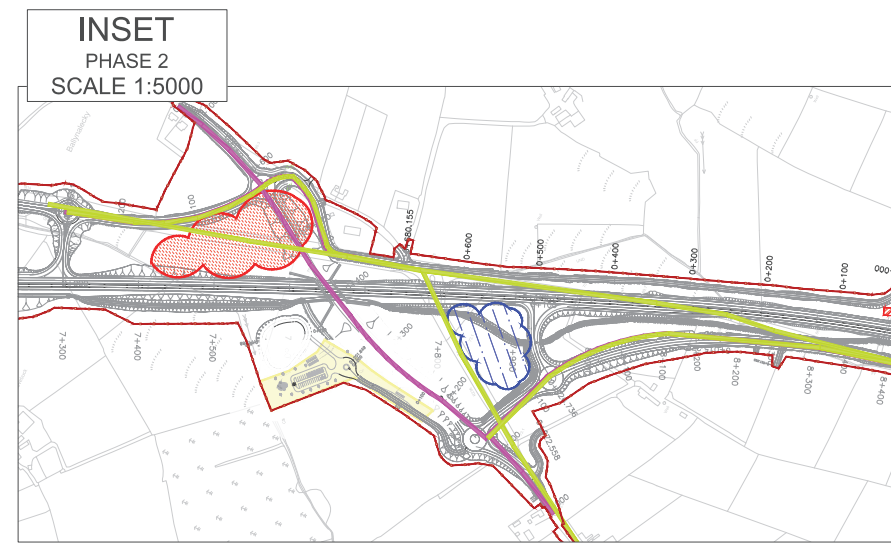
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Designed: JMM	Date: NOV 2025	EAAR Drawing Identifier: N/A	
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Approved: ED	@ A3: 1:5000		
Checked: JMM	Sheet: 4 OF 10		



R236 in Whitecross - Construction of the Junction



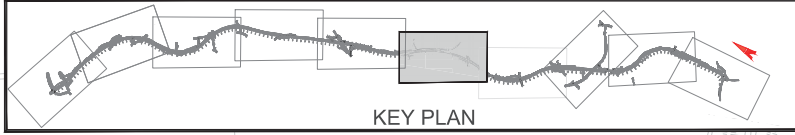
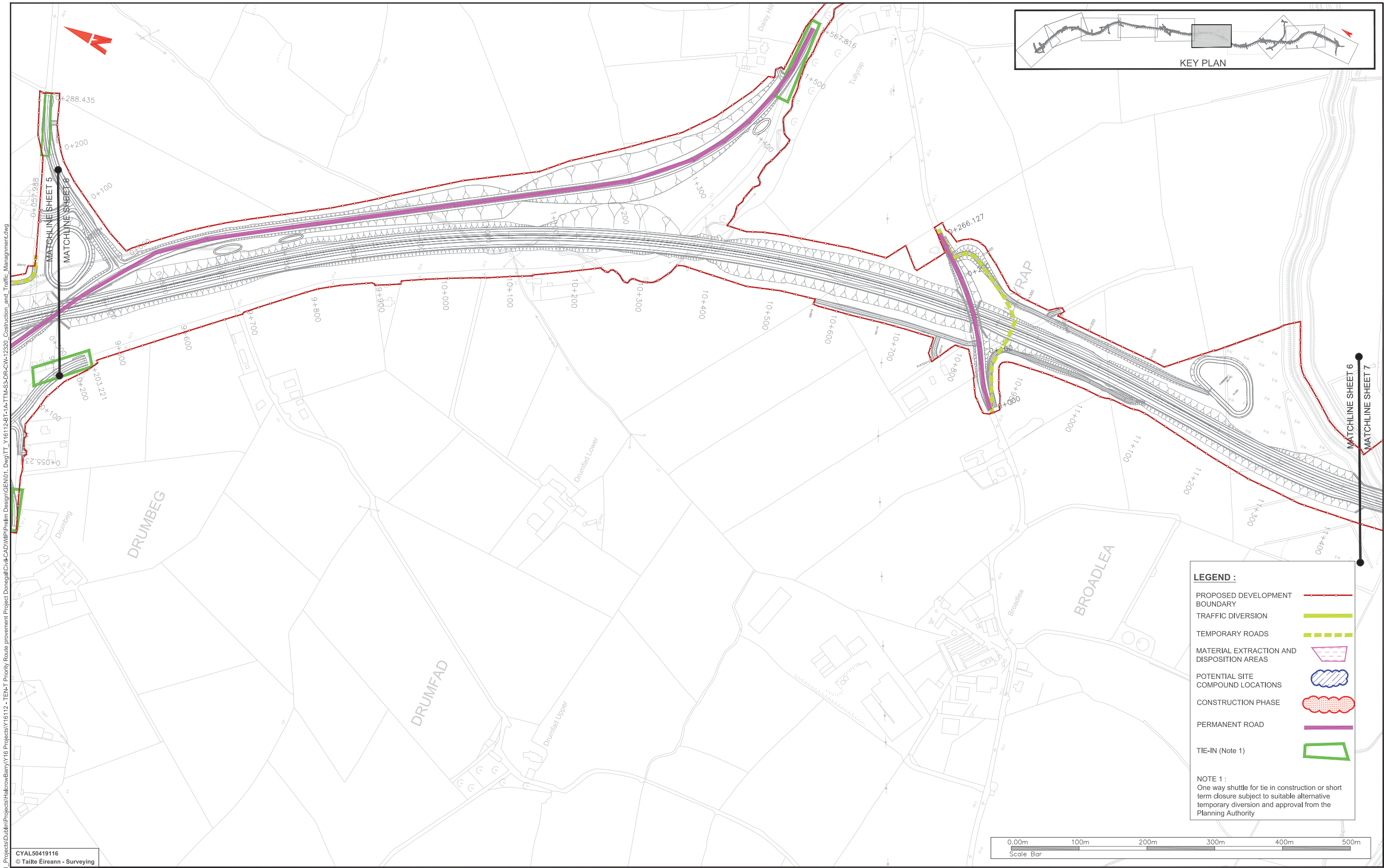
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Approved: ED	Scale @ A3: 1:5000			
Checked: JMM	Sheet: 5 OF 10			



**LEGEND :**

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- TRAFFIC DIVERSION
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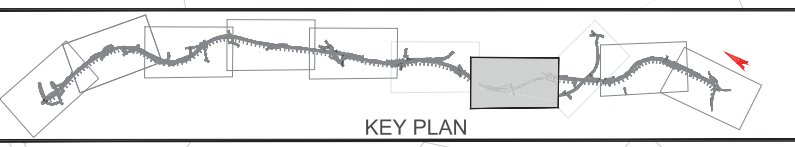
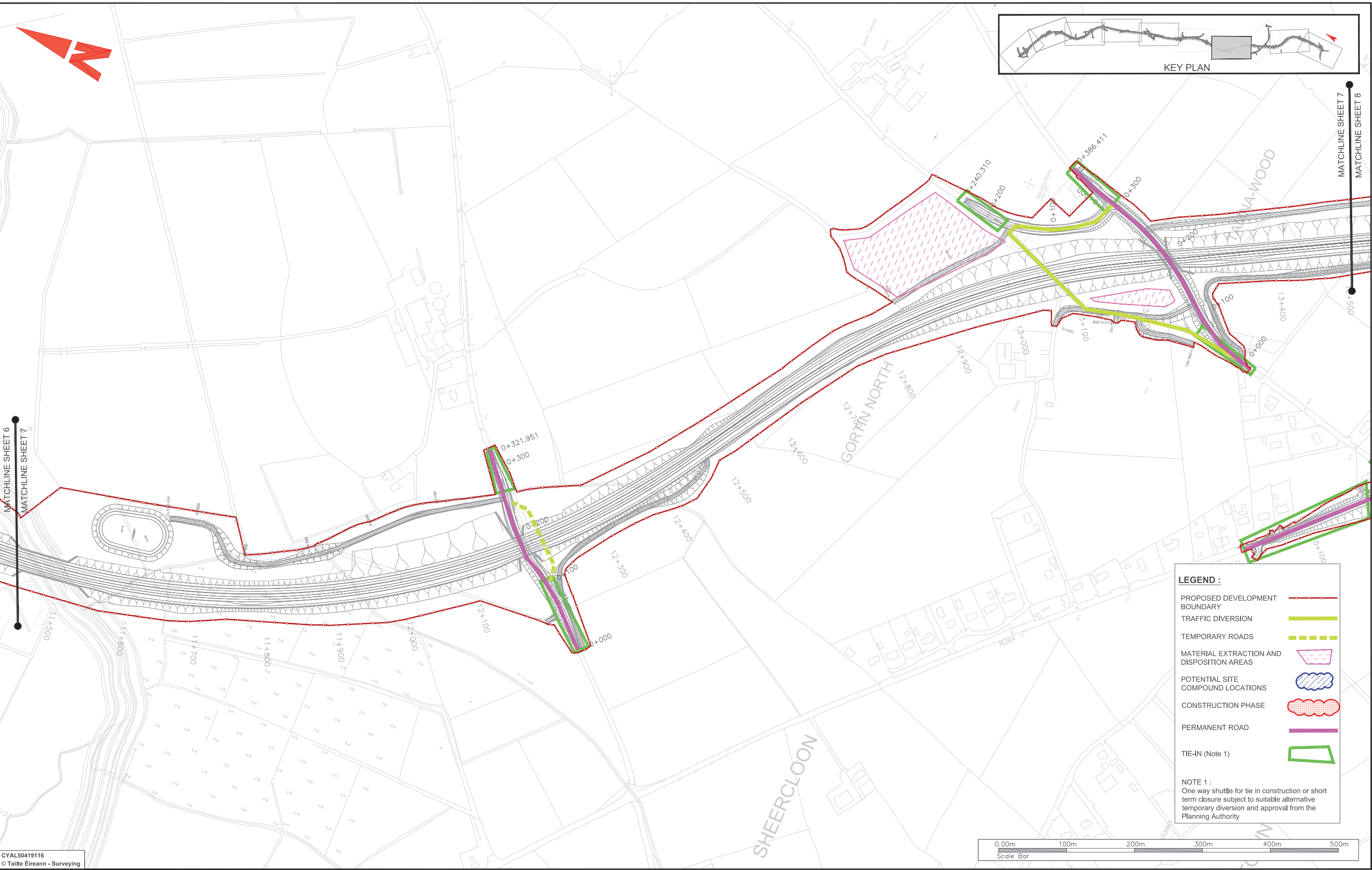
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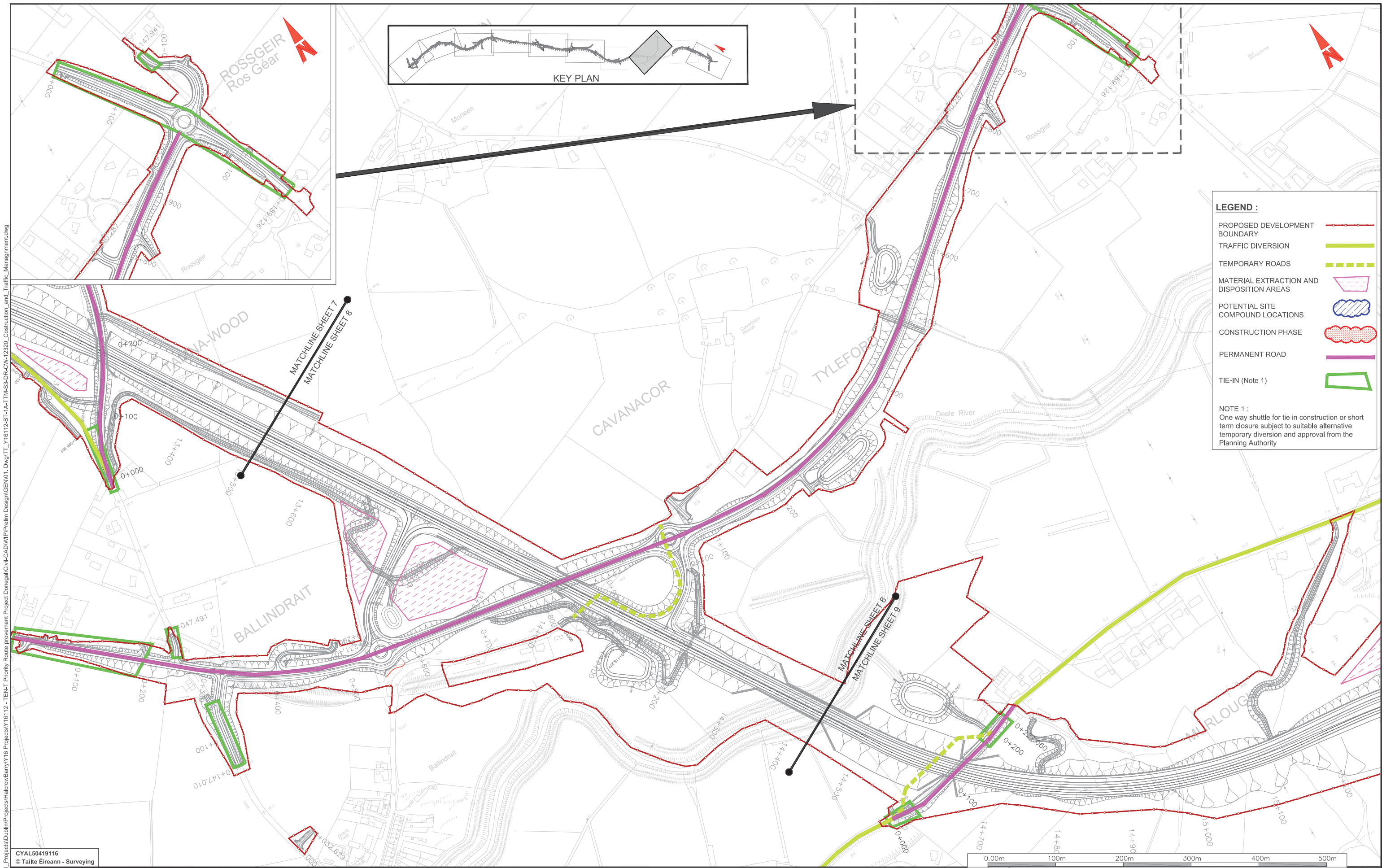
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**LEGEND :**

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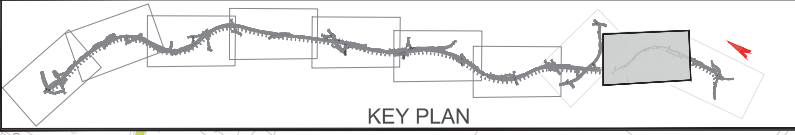
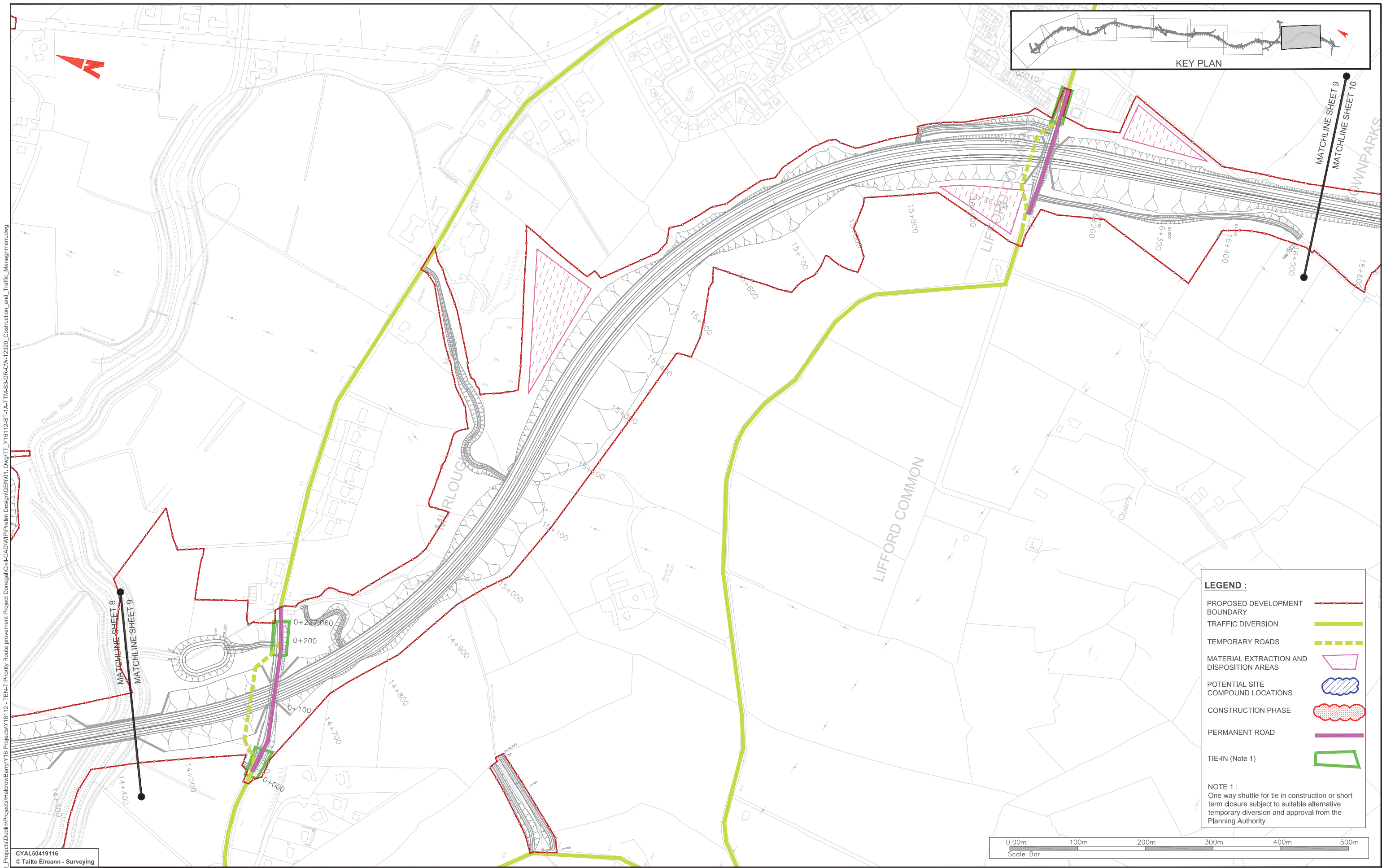
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Drawn: MG	Scale @ A1: 1:2500	File Identifier: TT_Y16112-BT-1A-TTM-S3-DR-CW-12320
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Checked: JMM	Sheet: 8 OF 10	



**LEGEND :**

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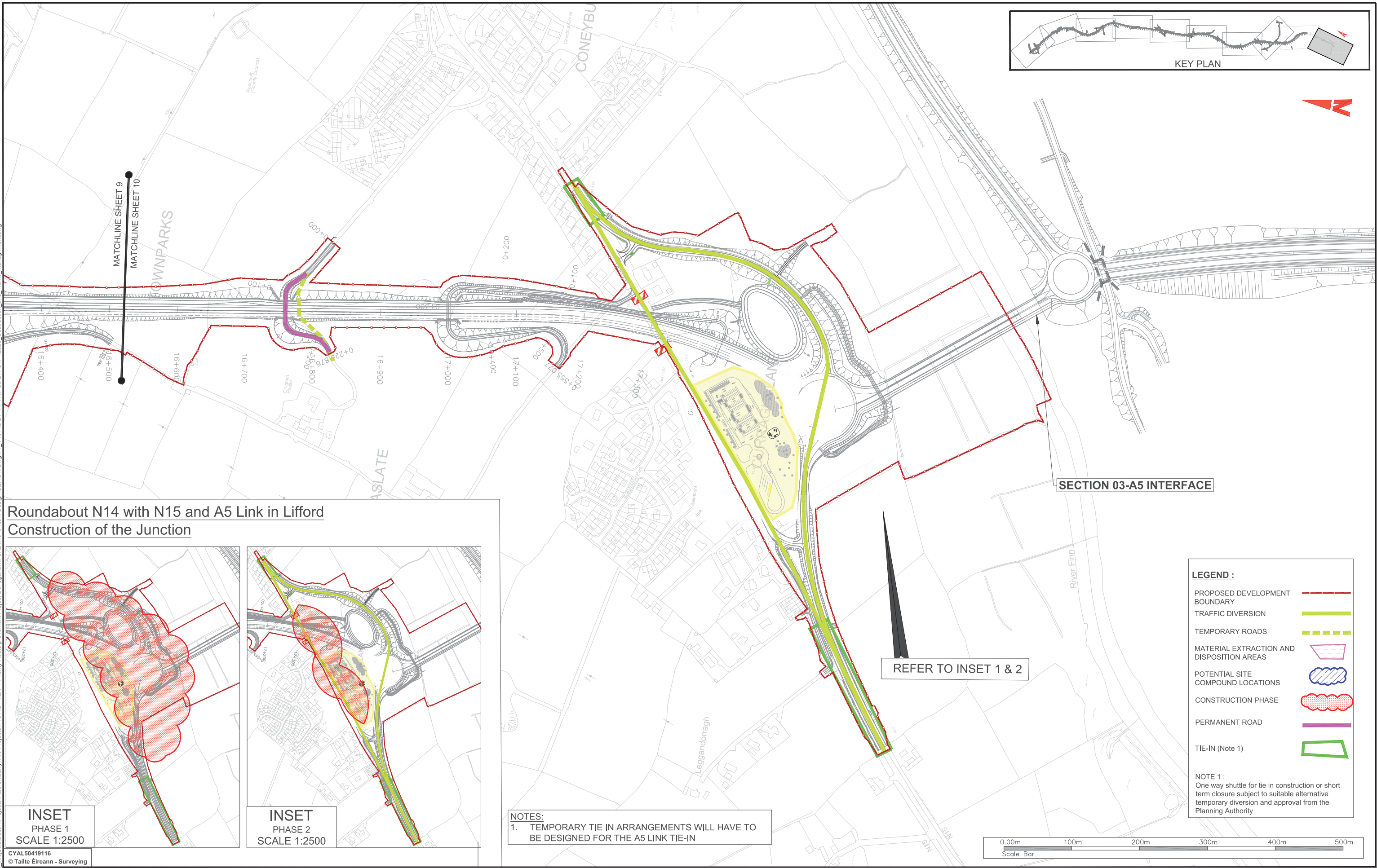
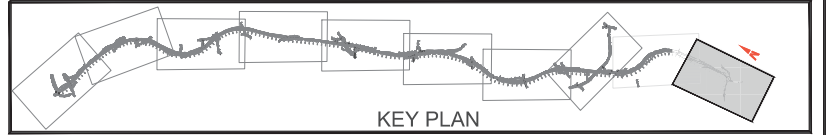
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Approved: ED	@ A3:1:5000	
Checked: JMM	Sheet: 9 OF 10	

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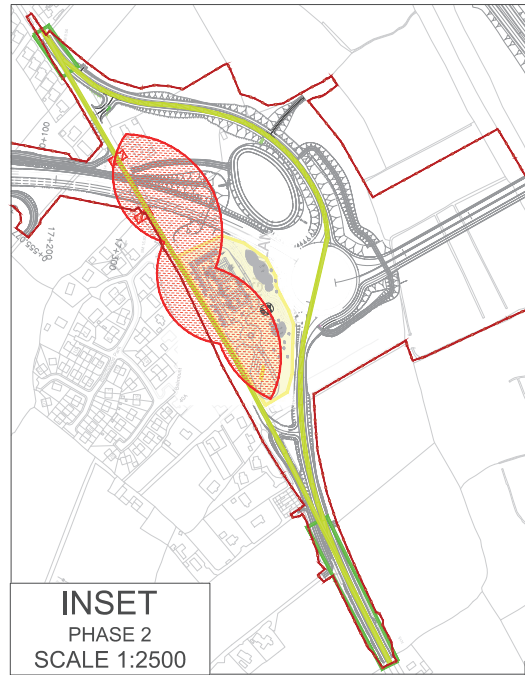
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**Roundabout N14 with N15 and A5 Link in Lifford  
Construction of the Junction**



**INSET  
PHASE 1  
SCALE 1:2500**



**INSET  
PHASE 2  
SCALE 1:2500**

**NOTES:**  
 1. TEMPORARY TIE IN ARRANGEMENTS WILL HAVE TO BE DESIGNED FOR THE A5 LINK TIE-IN

**SECTION 03-A5 INTERFACE**

**LEGEND :**

- PROPOSED DEVELOPMENT BOUNDARY —
- TRAFFIC DIVERSION —
- TEMPORARY ROADS - - -
- MATERIAL EXTRACTION AND DISPOSITION AREAS ▨
- POTENTIAL SITE COMPOUND LOCATIONS ▨
- CONSTRUCTION PHASE ▨
- PERMANENT ROAD —
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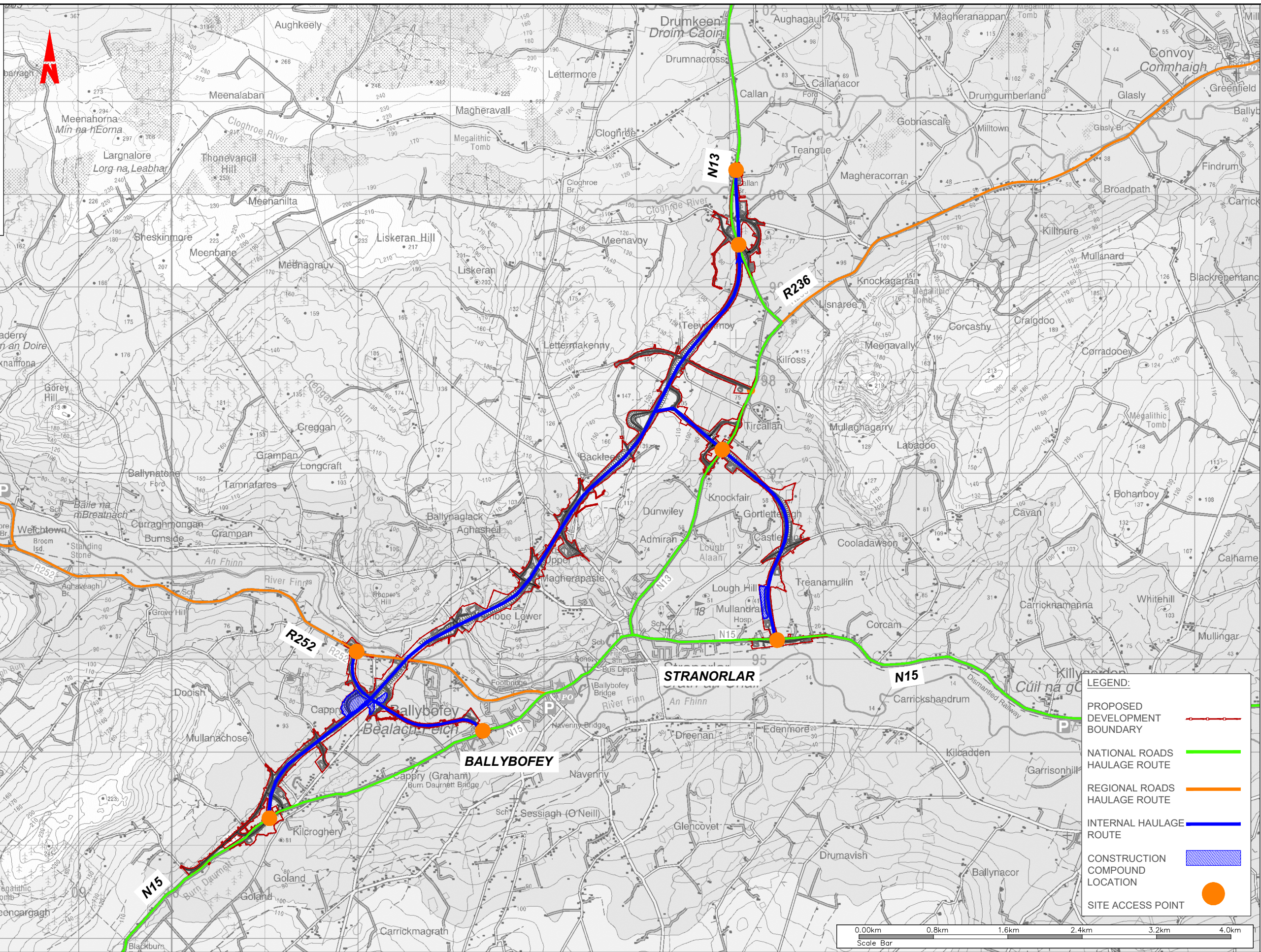
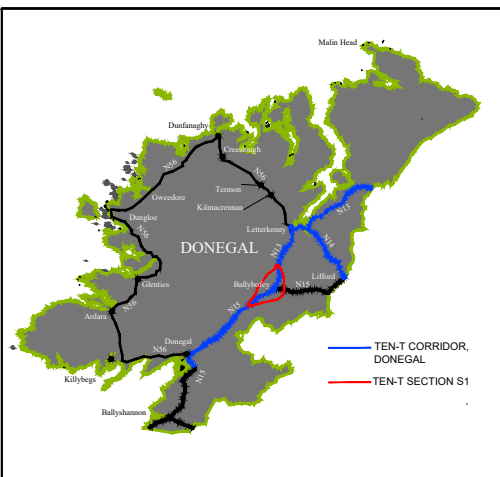
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Approved: ED	@ A3: 1:5000			
Checked: JMM	Sheet: 10 OF 10			

# Appendix 2

## Proposed Haul Routes

# Section 1

## Proposed Haul Routes Drawings



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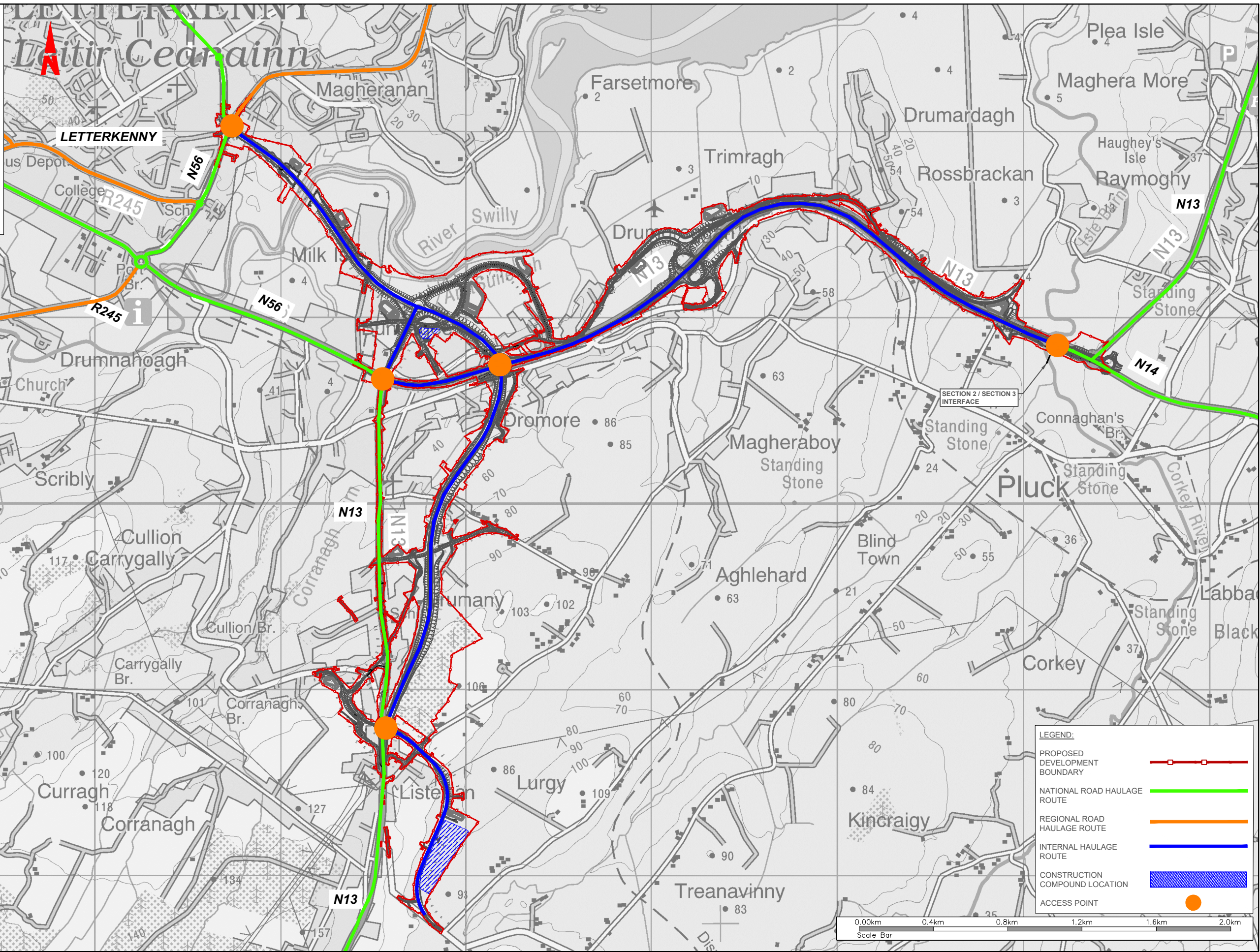
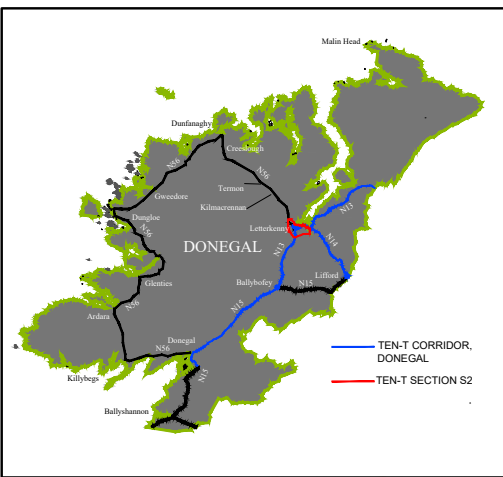
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P01	28.10.25	DL	ISSUE FOR PLANNING	MC	EC

Project Title: TEN-T Priority Route Improvement Project, Donegal Section 1 - N15/N13 Ballybofeigh / Stranorlar Urban Region		Status: A3
Drawing Title: PROPOSED HAULAGE ROUTE - SECTION 1		Rev: P01
Designed: TP	Date: OCT 2025	EIAR Drawing Identifier: EIAR DRAWING 4.47
Drawn: DL	Scale @ A1: 1:20000	File Identifier: TT_MGT0337-RPS-P3-S1-DR-C-DG0016
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Checked: MC		

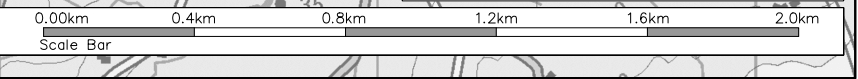
# Section 2

## Proposed Haul Routes Drawings



**LEGEND:**

- PROPOSED DEVELOPMENT BOUNDARY (Red dashed line)
- NATIONAL ROAD HAULAGE ROUTE (Green line)
- REGIONAL ROAD HAULAGE ROUTE (Orange line)
- INTERNAL HAULAGE ROUTE (Blue line)
- CONSTRUCTION COMPOUND LOCATION (Blue hatched area)
- ACCESS POINT (Orange circle)



T:\MGT0337 - Ten-T Priority Route Imp - Donegal\0 Drawings\Phase 3\DIGIT - MGT0337-RPS-P3-S2-DR-C-DG0017 Proposed Haulage Route Section 2.dwg

Logos for Transport Infrastructure Ireland (TII), the Government of Ireland, and the 2024 European Year of the Young.

Logos for Donegal County Council and the Donegal County Council logo.

Logo for RPS BARRY TRANSPORTATION.

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Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	04.11.25	DL	ISSUE FOR PLANNING	MC	EC

**Project Title:** TEN-T Priority Route Improvement Project, Donegal Section 2 - N56/N13 Letterkenny to Manorcunningham

**Drawing Title:** PROPOSED HAULAGE ROUTE - SECTION 2

**Status:** A3

**Designed:** SS **Date:** NOV 2025 **EIAR Drawing Identifier:**

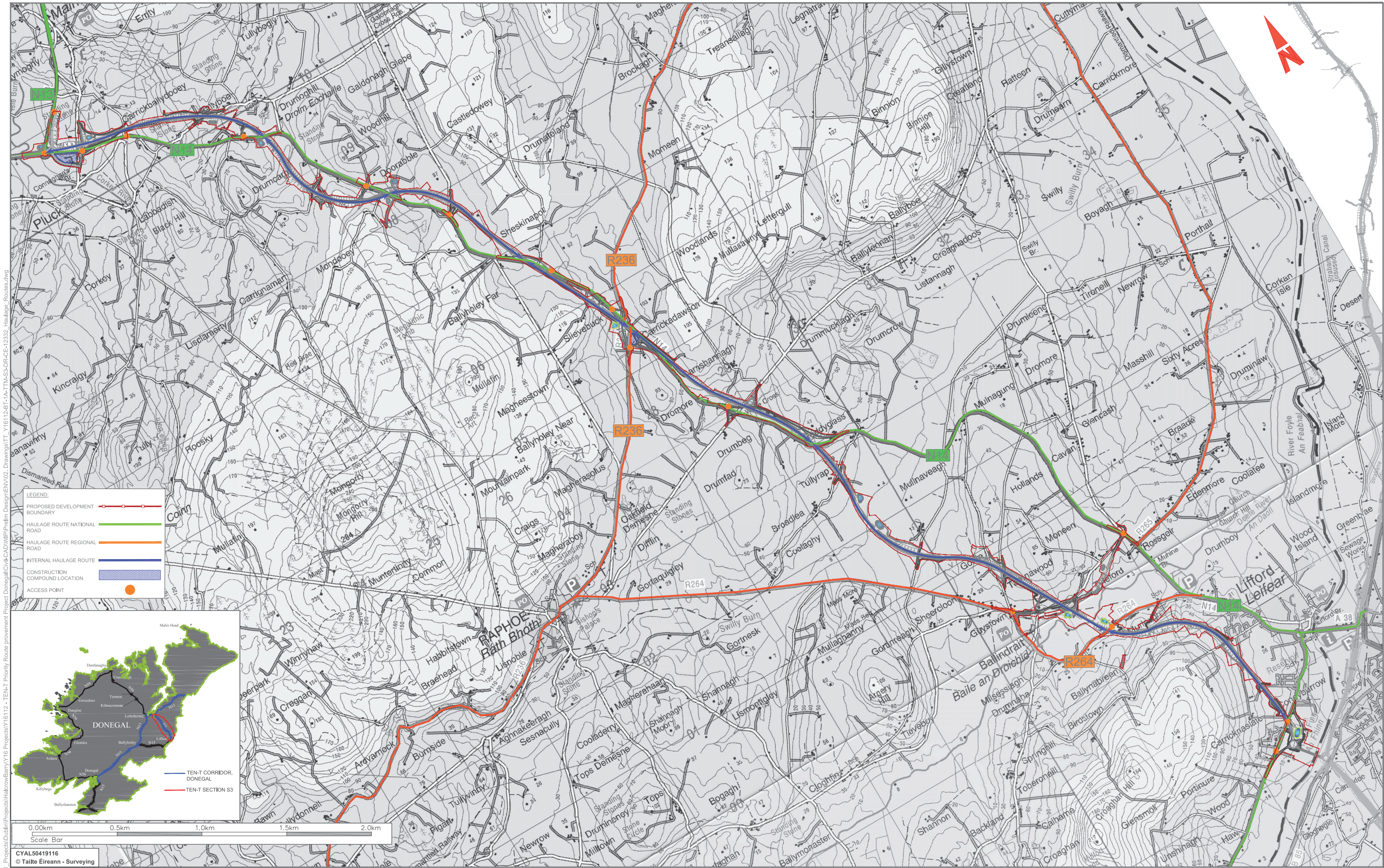
**Drawn:** DL **Scale @ A1:** 1:10000 **EIAR DRAWING 4.48**

**Approved:** EC **@ A3:** 1:20000 **File Identifier:**

**Checked:** MC **Sheet:** 01 of 01 **TT\_MGT0337-RPS-P3-S2-DR-C-DG0017**

# Section 3

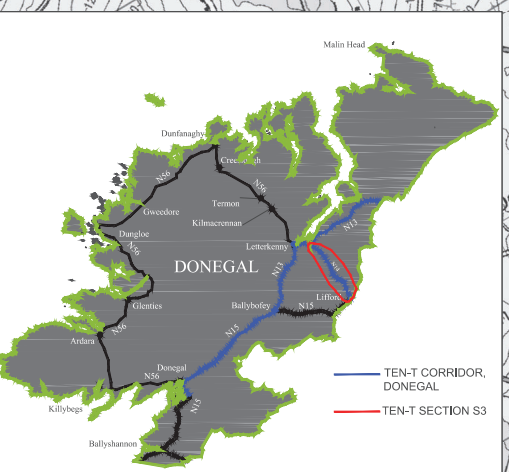
## Proposed Haul Routes Drawings



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**LEGEND**

- PROPOSED DEVELOPMENT BOUNDARY —
- HAULAGE ROUTE NATIONAL —
- HAULAGE ROUTE REGIONAL —
- INTERNAL HAULAGE ROUTE —
- CONSTRUCTION COMPOUND LOCATION
- ACCESS POINT ●



CYAL50419116  
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**Notes**  
 DO NOT SCALE. Use figured dimensions only. All levels are referred to Ordnance Survey Datum, Meiri Hill.  
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Rev.	Date	Drawn	Description	Ch'd	App.
P01	21.11.25	MG	ISSUE FOR PLANNING	JMM	ED

Project Title: **TEN-T Priority Route Improvement Project, Donegal Section 3 - N14 Manorcunningham to Lifford/Strabane/A5 Link**

Drawing Title: **Proposed Haulage Route - Section 3**

Status: **A3**

Designed: **JMM** Date: **NOV 2025** EIA Drawing Identifier:  
 Drawn: **MG** Scale @ A1: **1:20000** EIA Drawing No **4.49**  
 Approved: **ED** @ A3: **1:40000** File Identifier:  
 Checked: **JMM** Sheet: **1 OF 1** **TT\_Y16112-BT-1A-TTM-S3-DR-C-12332**