

# M3 Clonee to North of Kells Public Private Partnership Motorway Scheme

# M3 Motorway

*Official Opening, 4th June 2010 by*

**Mr. Noel Dempsey, T.D.**

*Minister for Transport*

*in the presence of*

**Mr. Peter Malone**

*Chairman, National Roads Authority*

**Cllr. William Carey**

*Cathaoirleach, Meath County Council*

# M3 Welcome



**Noel Dempsey, T.D.**  
*Minister for Transport*

The M3 is one of the biggest road projects to open in Europe this year. It is opening ahead of schedule and marks another major achievement in the Government's delivery of the most ambitious road programme in our history. The M3 also highlights the importance of Public Private Partnerships in the delivery of our national road infrastructure.

This Motorway will improve access greatly between Dublin and County Meath and the North West. It will reduce journey times and bring greater journey time certainty to those who travel on it. The Motorway will improve our competitiveness and facilitate job creation in the area. Above all, it will improve the quality of life for the people who travel on the M3 or who live in the towns that are now bypassed.

I wish a safe journey to everyone travelling on this motorway and I ask all who drive on it to behave courteously to other road users.

## Background to the Scheme

The delivery of a scheme of this magnitude involved many phases, consultations and planning approvals before the construction period commenced in April 2007. In June 2000, the National Roads Authority in accordance with its NDP mandate to secure private investment for developing national roads, identified the M3 Clonee – North of Kells scheme as one of a number of schemes for procurement as a Public Private Partnership (PPP) scheme.

Meath County Council, as the statutory Road Authority, undertook the detailed planning work to ensure compliance with all statutory/legal requirements and procedures relating to the compulsory acquisition of land and the environmental impact assessment.

The Environmental Impact Statement (EIS) and Motorway Order for the scheme was published in March 2002. This was followed by an Oral Hearing in Autumn 2002 and subsequent approval of the Motorway by An Bord Pleanála in August 2003.

In April 2007, the National Roads Authority, working with Meath County Council, awarded the M3 Clonee to North of Kells Public Private Partnership concession contract to EuroLink Motorway Operations (M3) Ltd ("EuroLink"). The M3 Clonee to North of Kells Motorway Scheme is the largest single road contract awarded by the NRA. In addition to an M3 mainline new build length of some 61 km, the scheme includes ancillary roads and link roads, with a combined total of over 112km of public road constructed.



**Peter Malone**  
*Chairman, National Roads Authority.*

The opening of the M3 Clonee to North of Kells Motorway is a significant achievement which balances the historical importance of an entire region with the public demand for access to safe and efficient road infrastructure.

The National Roads Authority, the Irish Government, Meath County Council and the concession company EuroLink, have delivered the appropriate balance with the completion of this important national project.

The new M3 encompasses over 60 km of new Motorway and dual carriageway providing for safer journeys, enhanced economic connectivity and easier access to and from the nation's capital. Additionally, the history and beauty of the entire area will be made more easily accessible for future generations to appreciate.

## The M3 Contract was awarded in April 2007, two months ahead of the expected completion date.





**Johannes Hahn**  
*EU Commissioner for Regional Policy*

On behalf of the European Commission I welcome the opening of the M3 Clonee to North of Kells PPP scheme. The completion of this project represents a significant link between Dublin and the northwest region of Ireland. This motorway will provide numerous benefits to the national and regional economy and facilitate the safe and efficient movement of traffic for all users. The European Union is pleased to have part-financed the planning and design of this important project through the European Regional Development Fund.



**Cllr William Carey**  
*Cathaoirleach, Meath County Council*

I am particularly pleased to welcome today's opening of the M3 Motorway because I know the benefits it will bring to people living on the route and those who travel between Dublin, County Meath and further afield, in neighboring counties. People in County Meath have been anticipating today's opening so they can travel on the new roadway from north of Clonee all the way through County Meath to the county boundary with Cavan. They will travel more safely and with far greater ease now that the traffic jams are gone from towns along the route. People living in the bypassed towns of Dunboyne, Dunshaughlin, Navan and Kells will benefit from being able to reclaim their towns.

The opening of the M3 means a welcome to shorter commuting times, better access for business and tourism and better quality of life which are immediate tangible benefits for people who live and/or work in Meath and adjoining areas.

The M3 says, louder than any words, that Meath and the towns and villages in County Meath are open for business and ready to become centres that attract jobs to our county.



**Tom Dowling**  
*Meath County Manager*

The M3 Motorway is a great example of the public and private sectors working together to deliver quality infrastructure ahead of schedule. This Motorway will be a great advantage to the people of County Meath and will make it easier to access tourist and heritage locations as well as making County Meath one of the most accessible counties in Ireland for doing business.

I congratulate all who contributed to its planning and construction. In particular, I thank the National Roads Authority, Eurolink Motorway Operations M3, Ferrovial-Agroman and SIAC Construction Limited, National Road Design Office, M3 Site Monitoring Office and N3 Meath Consult. I am particularly proud of the role played by Meath County Council staff under the excellent management of Mr. Eugene Cummins, Director of Service and Mr. Nicholas Whyatt, Senior Engineer, in bringing to fruition this important project.

There has been major investment in the physical infrastructure of the region as part of the overall M3 Clonee to North of Kells Motorway Scheme. The whole county will benefit greatly from this new Motorway and I wish all who travel on it safe passage.



**Federico Gredilla**  
*CEO, Eurolink Motorway Operations Ltd*

After 3 years of hard work, we are delighted to be opening the new M3 Motorway ahead of schedule. We are particularly pleased to have participated in a venture like this, which enhances economic and social development. There were opportunities to employ local people during the construction period and this will continue now that we are starting the operations phase.

We did our best to minimise disruption during the construction period. Nonetheless, we would like to thank everyone living locally and those who travelled the route alongside the construction site, for their co-operation and patience while work was ongoing.

We have a track record of more than 50 years in developing infrastructure worldwide. We are extremely proud to be given the opportunity to show our long term commitment to a project of such magnitude as the M3 and we look forward to operating the M3 safely for many years to come. We wish everyone well who travels on this new Motorway.

07 and is opening almost  
pletion date.





The M3 PPP scheme from Clonee to North of Kells forms part of the National Primary Route Network, providing a strategic link between Dublin and the north-west region. Bypassing Dunshaughlin, Navan and Kells, the motorway also includes connections to Clonee and Dunboyne. It extends from the existing N3 at the Meath Dublin border near Clonee, northwards to rejoin the N3, 10km north of Kells, near the border between Meath and Cavan. The new build M3/N3 mainline route is 61km long and replaces an existing single carriageway that was operating at capacity and beyond.

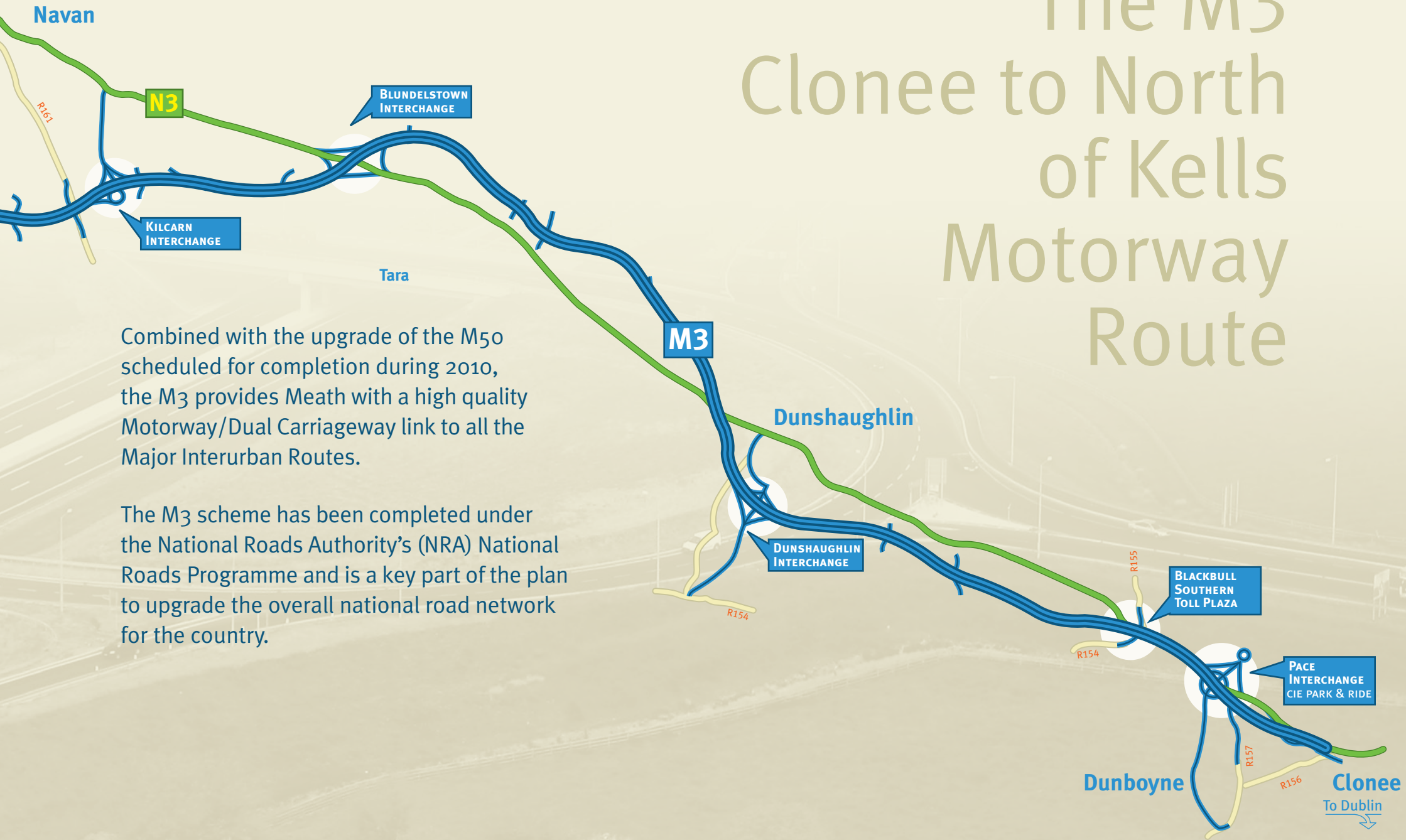
#### Project Features:

- 51km of motorway from Clonee to Kells
- 10km of dual carriageway from Kells to Carnaross, North of Kells
- 4km of 2-lane single carriageway; the N52 Kells Bypass
- 12km of link roads, both single and dual carriageway
- 35km of side roads
- 34 Overbridges
- 29 Underbridges and/or underpasses
- 3 River crossing bridges
- 1 Footbridge
- 3 Retaining Wall structures
- 28 major Drainage Culverts

#### The project includes:

- 6 grade-separated junctions at Pace, Dunshaughlin, Blundelstown, Kilcarn, Athboy Road (N51) and Kilmainham.
- 7 primary at-grade junctions at Kilcarn Roundabout, Athboy Roundabout, Kilmainham Roundabout, Mullingar Road Twin Roundabouts, N52 Kells Bypass Roundabouts, Drumbaragh Roundabout, Derver Roundabout.
- Other significant junctions to the network include roundabouts at Castlefarm, Newtown Bridge and Pace on the Dunboyne Bypass, Blackbull Roundabout, Merrywell Roundabout and also Roundabouts at Roestown and Cooksland on the Dunshaughlin Bypass.
- Two Toll plazas; the Southern Toll Plaza, at Pace between Dunshaughlin and Clonee and the Northern Toll Plaza at Grange, between Navan and Kells.

# The M3 Clonee to North of Kells Motorway Route



Combined with the upgrade of the M50 scheduled for completion during 2010, the M3 provides Meath with a high quality Motorway/Dual Carriageway link to all the Major Interurban Routes.

The M3 scheme has been completed under the National Roads Authority's (NRA) National Roads Programme and is a key part of the plan to upgrade the overall national road network for the country.

# Archaeology *Preserving our Heritage*

The large-scale archaeological investigations undertaken in advance of the construction of the M3 scheme were the most intensive investigations of the archaeological heritage of Meath, ever carried out. These works were carried out on behalf of Meath County Council and the National Roads Authority in accordance with Ministerial Directions and guided by a dedicated research framework. A total of 167 archaeological sites were excavated, ranging in date from the Mesolithic period (8,000 to 4,000 BC) to the early modern period. Individual excavation reports are available at [www.m3motorway.ie](http://www.m3motorway.ie).

Key findings from the scheme have been recently published in NRA Scheme Monograph No. 5, *Places Along the Way: First findings on the M3*. The excavation results have also been the subject of numerous brochures, posters, magazine articles, scholarly papers and public talks, reflecting their importance, both nationally and internationally.

In the course of archaeological investigations in the townland of Lismullin, an enclosure defined by post-holes was

identified and subsequently designated a National Monument. This site was an important example of a ceremonial post-enclosure and has been radio carbon-dated to the Early Iron Age. That portion of the enclosure within the road corridor was



Early medieval bone motif pieces excavated from an extensive settlement site at Roestown, which was occupied for over 500 years (Photo: John Sunderland).

fully excavated and recorded in accordance with Ministerial Directions and all works were completed in advance of any road construction. This site will be the subject of a forthcoming book to be published by the NRA.

The M3 route design minimises the visual and physical impact on the Hill of Tara by choosing a route that is set within the Gabhra River valley and is further away from the Hill than the existing N3.



Elevated view of the Early Iron Age post enclosure excavated at Lismullin, showing the extent of the outer enclosure (Photo: John Sunderland).

## Protecting *our Environment*

Extensive environmental measures were put in place throughout construction to minimise the impact of the motorway on the environment. Environmental Scientists, Hydrogeologists and Specialist Ecologists implemented the conditions and stipulations of the Environmental Impact Statement with the absolute priority of promoting an environmentally sustainable approach to the construction of the M3 Motorway.

- Over 150,000 trees and shrubs were planted throughout the entire route.
- Bat Habitats/Bat Boxes have been installed along the route.
- Mammal underpasses have been installed and artificial badger setts have been constructed, in sensitive locations.
- Fencing has been erected to prevent animals straying onto the finished motorway.
- Capture and translocation of trout and salmon was undertaken by Eastern Regional Fisheries Board at river and stream diversions.



### Local and National Benefits of the M3 Motorway

- The extension of motorway/dual carriageway standard road from Clonee to North of Kells, a distance of approximately 61 kilometres, significantly improves road transport connections in the area.
- Bypassing Dunshaughlin, Navan and Kells and other smaller communities will remove through traffic, improve environmental standards and promote a safer and improved quality of life for local residents.
- The M3 will contribute to competitiveness and efficiencies, due to reduced transport costs and reduced journey times, with enhanced economic opportunities.
- As a motorway, the M3 is 7 to 10 times safer than the existing road.
- There will be significant reductions in travel times along the route, for commuters and all other motorists.
- The M3 will facilitate access to the many tourist and heritage attractions in the region.
- Major investment has taken place in the physical infrastructure of the region as part of the overall M3 Clonee to North of Kells Scheme.
- The construction of the M3 has provided local employment and will continue to do so during the operations phase.



## PPP Project

The National Roads Authority, under their Public Private Partnership Programme and working with Meath County Council, awarded EuroLink Motorway Operations (M3) Ltd the concession contract to design, build, finance, operate and maintain the M3 Clonee to North of Kells PPP Motorway Scheme.

## Design and Construction

EuroLink's partners are Cintra Concesiones de Infraestructuras de Transporte S.A., part of Ferrovial S.A., a leading company in the global infrastructure market and SIAC Construction Limited. M3 Motorway JV (M3 JV) is a Joint Venture formed by Ferrovial-Agroman, S.A. (through Ferrovial-Agroman Ireland Ltd.) and SIAC Construction Ltd, to design and construct the new M3 Motorway.

At the height of construction, 1,800 people were employed on the M3, many from the local area.

N3 Meath Consult; a joint venture of consulting engineering firms Arup, Halcrow-Barry and RPS, provided technical advice to the NRA and Meath Co Council.

## Construction Facts

- 10 million tonnes of clay were excavated
- 7 million tonnes of suitable clay fill were imported
- 2 million tonnes of stone used in the foundation of the road.
- over one million tonnes of macadam used to pave the 1.75 million m<sup>2</sup> of road surface
- 280 km of fencing line the road network
- 196 km of pipe work
- over 20 km of environmental barriers



## Operation and Maintenance

Following the opening of the M3 Motorway, approximately 80 staff will be employed by EuroLink in the operation and maintenance of the road at its premises at Blackbull and Grange Toll Plazas.

[www.transport21.ie](http://www.transport21.ie) | [www.nra.ie](http://www.nra.ie) | **Tolling information:** [www.eurolink-m3.ie](http://www.eurolink-m3.ie) [www.tagcompare.ie](http://www.tagcompare.ie)



**ferrovial**



**cintra**



**ferrovial**  
agroman



## Tionscadal CPP

Bhronn an tUdarás um Bóithre Náisiúnta, faoina Chláir Comhpháirtíochta Pribháidí Poiblí agus ag obair i gcomhar le Comhairle Chontae na Mí, an conradh lamháltais ar EuroLink Motorway Operations (M3) Ltd chun Scéim Mótárbhealaigh CPP an M3 Cluain Aodha go dtí Tuaisceart Cheannannais a dhearadh, a thógáil, a mhaoiniú, a fheidhmiú agus a chothabháil.

## Dearadh agus Tógáil

Comhpháirtithe EuroLink is ea Cintra Concesiones de Infraestructuras de Transporte S.A., cuid de EuroLink S.A., cuid de SIAc Construction Limited. bhonnagair domhanda agus SIAc Construction Limited.

Is Comhfhiontar é CF Mótárbhealach an M3 (CF M3) arna chruthú ag Ferrovial-Agroman, S.A. (trí Ferrovial-Agroman Ireland Ltd.) agus SIAc Construction Ltd, chun mótárbhealach nua an M3 a dhearadh agus a thógáil.

Ag buaicphointe na tógála, bhí 1,800 duine fostaithe ar an M3, mórán díobh arbh ón gceantar áitiúil tad.

Shoáthair N3 Meath Consult; comhfhiontar idir ghníolachtaí comhpháirtíúcháin innealtóireachta, Arup, Halcrow-Barry agus RPS, comhairle theicniúil don UBN agus do Chomhairle Contae na Mí.

## Firici Tógála

- rinneadh 10 milliún tona cré a thochailt
- rinneadh 7 milliún tona de líonadh cré oiriúnach an importáil
- úsáideadh 2 mhiliún tona clocha i mbonnchloch an bhóthair
- úsáideadh os cionn milliún tona de bharr dubh don 1.75 milliún m3 de dhromchla bóthair
- tá 280 km d'fháil le hais an ghreasaín bhóitre
- 196 km d'obair phibéin
- os cionn 20 km de bhacainní comhsaoil



## Feidhmiú agus Cothabháil

I ndiaidh oscailt Mhótárbhealaigh an M3, beidh thart ar 80 ball fóirne fostaithe ag EuroLink i bhfeidhmiú agus i gcothabháil an bhóthair ina áitreabh ag Dola-Phláis an Tairbh Dhuibh agus na Gráinse.

www.transport2.ie | www.nra.ie | **Faisnéis Dola:** www.eurolink-m3.ie www.tagcompare.ie



And | Halcrow Barry | RPS | agroman



## Buntáistí Aitiúla agus Náisiúnta de Mhótarbhealach an M3

- Le sineadh an bhóthair ar chaighdeán mótarbhealaigh/débhalaigh ó Chuain Aodha go dtí Tuaisceart Cheannannais, thart ar 60 cilliméadar ar fhad, cuirtear feabhas suntasach ar cheangail iompair bhóithre sa cheantar.
- Trí Dún Seachlainn, an Uaimh agus Ceannannas agus comhphobail eile níos lú a sheachthreorú bainfead tréthrácht, feabhsófar caighdeáin chomhsaoil agus cuirfead cáilíocht na beatha feabhsaíthe agus níos sábháilte chun cinn don lucht cónaithe áitiúil.
- Cuirfidh an M3 le hiomalochoas agus le héifeachtúlacht, de bharr costais iompair laghdaithe agus tréimhsí taistil laghdaithe, le deiseanna eacnamaíochta feabhsaíthe.
- Mar mhótarbhealach, tá an M3 idir 7 agus 10 n-uaire níos sábháilte ná an bóthar eiseach.
- Beidh laghdúithe suntasacha ar thréimhsí taistil le hais an bhealaigh, do chomaitéirí agus do na tiománaíthe eile ar fad.
- Éascóidh an M3 rochtain ar an iomaí nithé is díol spéise agus oidhreacht do thurasóirí sa réigiún. Rinneadh infheistíocht ollmhór i mbonneagar fisiceach an réigiúin mar chuid de Scéim Foriomlán an M3 Cluain Aodha-Tuaisceart Cheannannais.
- Cruthaíodh fostaíocht áitiúil le tógáil an M3 agus leanfaidh sé ar aghaidh mar sin le linn céim na n-oidbríochtaí.



# Seandálaíocht Ag Caomhnú na hOidhreachta

Bhí na himscrúduithe seandálaíochta mórscaála a baineadh amach roimh thógáil scéime an M3 ar na himscrúduithe is déine a rinneadh riamh ar oidhreacht seandálaíochta na Mí. Rinneadh na hoibreacha seo thar ceann Chomhairle Contae na Mí agus an Udarás um Bóithre Náisiúnta i gcomhréir le Treoracha Aireachta agus faoi threoir chreatail taighde tionsnaithe. Ar an iomlán, tochlaíodh 167 láithreán seandálaíochta, ag leathnú i ndátaí ón tréimse Méisiliteach (8,000 go 4,000 Roimh Chríost) go dtí an tréimhse nua-aoise luath. Tá tuarascálacha tochailte ar leith ar fáil ag [www.m3motorway.ie](http://www.m3motorway.ie).



Frosad de mhóitíf cráimhe na Meánaoise Luath tochailte ó láthair lonnaithe fairsing i mBalle an Róigh, a bhí sealbhaithe ar feadh breis agus 500 bliain (Griangraif: John Sunderland).

Foilsíodh na príomhthorthaí ón scéim le déanaí i Monagraf Scéime an UBN Uimhir: 5, dar teideal *Places Along the Way: First Findings on the M3*. Tá torthaí na tochailte mar ábhar roinnt mháth broisúir, póstaer, alt irisleabhair, páipéar léam, agus cainteanna poblil freisin, ag léiriú a gcuid tábhachta ar bhonn náisiúnta agus ar bhonn idirnáisiúnta araon.

Iomlán ar an gcuid sin den imfháil laistigh ionnair an bhóthair agus rinneadh é a thairfeadh i gcomhréir leis na Treoracha Aireachta, agus cuireadh na hoibreacha go léir i gcrích suia ndearmadh aon tógáil bóthair. Beidh an láithreán seo mar ábhar leabhair atá le foilsiú ag an UBN.



Amharc ardaithe d'Imfháil na hIarannaíse Luath tochailte i Lios Mullinn, ag taispeáint fairsinge an imfháilthe lasmúigh (Griangraif: John Sunderland).

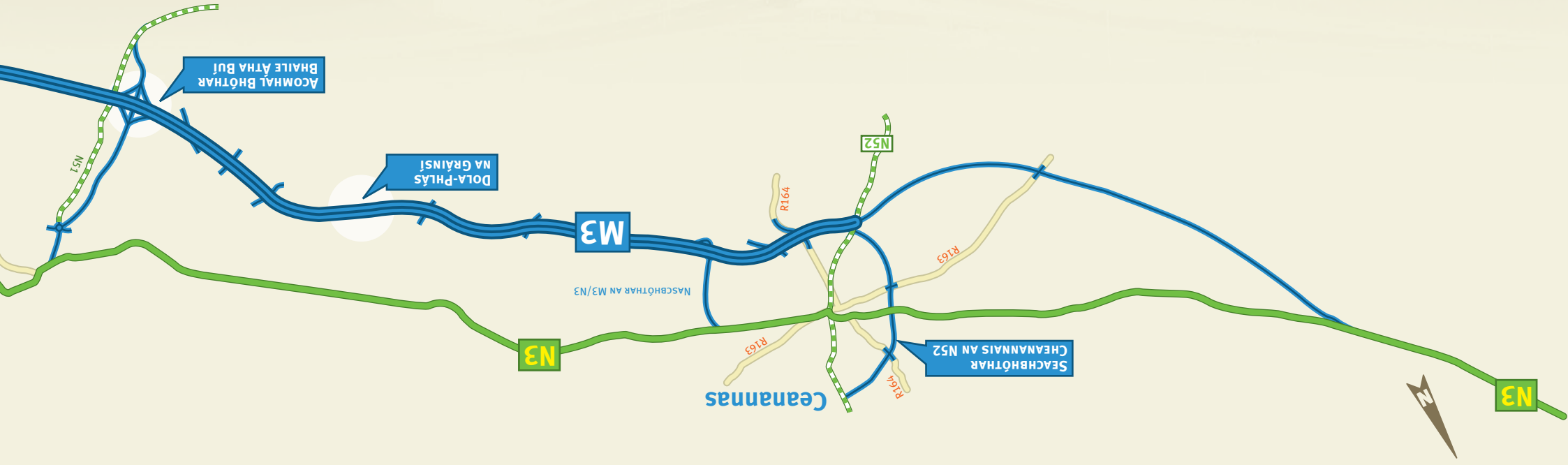
# Ag Cosaint ar gComhsaol

- Cuirteadh bearta comhsaoil fairsing i bhfeidhm i gcaitheamh na tógála d'fhonn tionchar an mhótarbhealaigh ar an gcomhsaol a foscadh. Chuir Eolaíthe Comhsaoil, Hidrigeoilaithe agus Sain-Eiceolaíthe coinníollacha agus cuinsí an Ráitis Tionchair Timpeallachta i bhfeidhm agus é mar dhearbh-thosaíocht acu cur chuige inbhuanaithe comhsaoil a chur chun cinn i leith tógáil Mótarbhealaigh an M3.
- Cuirteadh os cionn 150,000 crann agus tor ar fud an bhealaigh ar fad.
- Táthar tar éis Gnáthoga Ialtóg/Boscaí Ialtóg a fheistiú le hais an bhealaigh.
- Táthar tar éis fobhealaí mamaithe a fheistiú agus brocaisí saorfa a thógáil i láithreáin fogair.
- Táthar tar éis fáil a chur in airde chun cosc a chur ar ainmhithe dul ar sheachrán ar an mótarbhealach críochnaithe.
- Ina theannta sin, thug Bord Iascaigh Réigiúnach an Oirthir faoi ghabháil agus trasghluaisceacht breac agus bradán ag malairtí síl abhann agus srutháin.

# Bealach Mótarbhealaigh an M3 Cluain Aodha-Tuaisceart Cheannannais

I dteannta le uasghrádú an M50 atá le críochnú i rith na bliana 2010, soláthraíonn an M3 an Mhí le nasc Mótarbhealaigh/Debhealaigh ar ardchaighdeán leis na Bealaí Idiruibeacha Móra ar fad. Táthar tar eis scéim an M3 a chomhlíonadh faoi Chlár na mBoithre Náisiúnta de chuid an Udarais um Boithre Náisiúnta (UBN) agus is cuid rithábachtach é den phlean chun uasghrádú a dhéanamh ar ghreasaán foriomlán na mBoithre náisiúnta don tír.





**Airíonn an tionscadal:**

- 6 aomhal deighilte de réir gráid sa Bhealach, i ndún Seachlainn, i mBaile Bhlúndéil, i gCill an Chairn, ar Bhóthar Bhaile Atha Bui (N51) agus i gCill Mhaighneann.
- 7 n-acomhal príomh-ghráid ag Timpeallán Chill an Chairn, Timpeallán Bhaile Atha Bui, Timpeallán Chill Mhaighneann, Dé-Timpeallán Bhóthar an Mhuilinn gCearr, Timpeallán Sheachbhóthar Cheannais an N52, Timpeallán Dhroim Bearach, Timpeallán Derver.
- I measc aomhail suntasacha eile áirítear timpealláin ag Feirm an Chaisleáin, Droichead an Bhaile Nua agus an Bealach ar Sheachbhóthar Dhún Búinne, Timpeallán an Tairbh Dhuibh, Timpeallán Merrywell agus timpealláin ag Baile an Róigh agus Baile an Chócáigh ar Sheachbhóthar Dhún Seachlainn.
- Dhá Dola-phlás; Dola-Phlás an Deiscirt, sa Bhealach idir Dhún Seachlainn agus Cluain Aodha agus Dola-Phlás an Tuaiscirt sa Ghráinseach, idir an Uaimh agus Ceanannas.

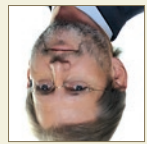
**Gnéithe an Tionscadail:**

- 51 km de mhótarbhealach ó Chluain Aodha go dtí Ceanannas
- 10 km de dhébhéalach ó Ceanannas go dtí Carn na Ros, Tuaisceart Ceanannais
- 4 km de charrbhealach singil 2 lána; Seachbhóthar Cheannais an N52
- 12 km de nascbhóithre, idir dhébhéalach agus carrbhealach singil
- 35 km de thaobh-bhóithre
- 34 Tardhroichead
- 29 fochroichead agus/nó íosbhealach
- 3 Droichead trasnaithe abhann
- 1 Droichead coisithe
- 3 struchtúr Ballaí Coinneála
- 28 príomh-lintéir Draenála

Tá scéim CPP an M3 ó Chluain Aodha go dtí Tuaisceart Ceanannais mar chuid de Ghreasaán an Phríomhbhealaigh Náisiúnta, ag soláthar nasc straitéiseach idir Bhaile Atha Cliath agus réigiún an iarthuaiscirt. Trí mheán Dún Seachlainn, an Uaimh agus Ceanannas a sheachtreorú, áiríonn an mótarbhealach naisc chiug Cluain Aodha agus Dún Búinne chomh maith. Leathnóinn sé ón N3 eiseach ag teorainn na Mí agus Bhaile Atha Cliath in aice le Cluain Aodha, ó thuaidh ag athnascadh leis an N3, 10 km ó thuaidh ó Ceanannas, in aice leis an teorainn idir an Mhí agus an Cabhán. Tá bealach príomhlíne an M3/N3 nua 61 km i bhfad agus tagann sé in áit carrbhealaigh singil a bhí á fheidhmiú go barr a chumais agus níos mó.

# 2017 agus tá sé á oscailt nach eartaithe


**Johannes Hahn**  
*EU Commissioner for Regional Policy*



Thar cheann an Choimisiúin Eorpaigh curim fáilte roimh oscailt scéime CFP an M3 Cluain Aodha go dtí Tuaisceart Cheannannais. Léiríonn comhlíonadh an tionscadail seo nasc suntasach idir Bhaile Átha Cliath agus réigiún iarthuaiscirt na hÉireann. Soláthróidh an mótarbhealach seo réimse leathan bunstáistí don gheilleagar náisiúnta agus réigiúnach agus éascóidh sé gluaiseacht tráchta sábháilte agus éifeachtúil dá úsáideoirí go léir. Tá áthas ar an Aontas Eorpach go ndearna siad maoiniú i bpáirt ar phleanáil agus ar dhearadh an tionscadail tábhachtach seo trí mheán Chiste Forbrachta Réigiúnaí na hEorpa.



**Cllr William Carey**  
*Cathaoirleach, Comhairle Chontae na Mí*




Is mór an chuis áithais dom fáilte a chur roimh oscailt an lae inniu de Mhótarbhealach an M3 toisc go bhfuil eolas maith agam ar na bunstáistí a thabharfaidh sé do dhaoina atá ina gcónaí ar an mbealach agus doibh síd a thaiscealóim idir Bhaile Átha Cliath, Contae na Mí agus níos faide i gcéin, i gcontaetha comharsanachta. Tá muintir Chontae na Mí ag tnúth le hoscailt an lae inniu i dtreo is gur féidir leo taisceal ar an mbothtar nua ón taobh thuaidh de Chluain Aodha an tsí ar fad trí Chontae na Mí go dtí teorainn an chontae leis an gCabhán. Taiscealóidh siad ar bhonn níos sábháilte agus ar chaoi i bhfad níos éasca toisc go bhfuil na brúna tráchta imithe ó na bailte le hais an bhealach. Bainfidh na daoine a chónaíonn i mbailte seachthreoraithe Dun Búinne, Dun Seachlainn, an Uaimh agus Ceannannas leas as a bheith in ann a gcuid bailte a fháil ar ais.

Ciallónn oscailt an M3 tréimhsí comatéireachta níos giorra, rochtáin níos fearr do ghnóthaí agus do thurasóireacht agus cáilíocht na beatha níos fearr atá mar bhunstáistí inbharrate láithreach dóibh síd a chónaíonn nó a oibríonn sa Mhí agus sna ceantair máguaird. I bhfocail eile, ciallónn an M3 go bhfuil an Mhí agus na bailte agus sráidbhailte i gContae na Mí ar oscailt le haghaidh gnó agus réidh le bheith ina láirionaid a mheallann fostalócht chuí ar gcontae.



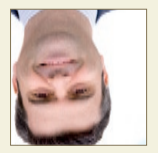
**Tom Dowling**  
*Bainisteoir Chontae na Mí*



Is sampla iontach é Mótardhealach an M3 de na hearnálacha poiblí agus próbháideacha ag obair le chéile d'fhonn ardchaitheamh a dhéanamh ar na hearnálacha poiblí agus próbháideacha seo mar a sheachadadh roimh sceidil. Beidh an Mótardhealach seo mar thábhacht ollmhór do mhuintir Chontae na Mí agus mar thoradh air beidh sé níos éasca rochtain a fháil ar shuímh thurasóireachta agus oidhreacht mar aon le Contae na Mí a fhorbairt mar cheann de na contaetha is inrochtana in Éirinn chun gnó a dhéanamh ann.

Ba mhath liom comhghairdeas a dhéanamh leo síd uile a chabhraigh chun é a phleanáil agus a thógáil. Ba mhath liom buíochas a chur ar ais do mhuintir Chontae na Mí agus doibh na hionannas, Eurolink Motorway Operations M3, Ferroviai-Agroman agus SIAC Construction Limited, an Oifig um Dhearadh Bóithre Náisiúnta, M3 Site Monitoring Office agus N3 Meath Consult. Táim fíor bhroidiúil as an ról a bhí ag foireann Chomhairle Contae na Mí faoi stiúir iontach an tUas. Eugene Cummins, Stiúrthóir Seirbhíse, agus an tUas. Nicholas Whyatt, Innealtóir Sínsearach, i Rinnadh infheistíocht ollmhór i mbonnagar fisiceach an réigiúin mar chuid de Scéim Mhótarbhealach foriomlán an M3 Cluain Aodha-Tuaisceart Cheannannais. Bainfidh an contae ar fad leas ollmhór as an Mótardhealach nua seo agus guim turas sábháilte orthu síd uile a thaiscealóim air.

**Federico Gredilla**  
*POF, Eurolink Motorway Operations Ltd*



Tar éis 3 bliana d'obair dhian tá fíor-áthas orainn Mótardhealach an M3 a oscailt roimh sceidil. Tá an-áthas orainn go rabhamar bainteach le fiontar dá léiritheid seo, a fheabhsaíonn forbairt eacnamaíoch agus sóisialta. Bhí deiseanna ann daoine áitúla a fhóstu le linn na tréimhse tógála agus leanfaidh sé seo ar aghaidh anois agus sinn ag tosú ar an gcéim oibríochtaí.

Rinneamar ár ndícheall chun fostaigh a dhéanamh ar an gcúir buíochas a ghabháil leo síd uile a chónaíonn go háirithe agus leo síd a thaiscealóim le hais na láithreach tógála, as ucht a gcuid comhoibrithe agus foighne i gcaitheamh na hoibre seo. Tá cuntas teiste níos mó ná 50 bliain agaim i bhforbairt bhonnagar ar fud an domhain. Bhíomar thar a bheith bródúil gur tógadh an deis dúinn ár dtiomantas fadtearmach a thaispeáint do thionscadal chomh mór leis an M3 agus táimid ag tnúth leis an M3 a fheidmiú go sábháilte ar feadh i bhfad. Guimid gach rath orthu síd uile a thaiscealóim ar an Mótardhealach nua seo.

# Fáilte an M3



**Noel Dempsey, T.D.**  
*Aire Iompar*

Tá an M3 ar cheann de na tionscadail bhóthair is mó a osclaíodh san Eorap i mbliana. Tá sé á oscailt roimh sceidil agus is éacht ollmhór eile é i seachadadh an Rialtais i leith an chláir bhóithre is uailimhianar i stair na hÉireann. Sa bhreis air sin, aibhnsíonn an M3 tábhacht na gComhpháirtíochtar Pribháideacha Poiblí i seachadadh ár mbonneagar um bóithre náisiúnta.

Cuirfidh an Mótárhealach seo feabhas mór ar an rochtain idir Bharlaí Atha Cliath agus Contae na Mí agus an tIarthuaisceart. Laghdóidh sé tréimhsí taisil agus beidh níos mó cinnteachta i dtaobh tréimhsí taisil acu síd a thaiscealóidh ar. Feabhsóidh an Mótárhealach ár gcuid iomaíochais agus éascóidh sé cruthú fostaíochta sa cheantar. Thar aon ní eile, feabhsóidh sé cáilíocht na beatha do na daoine a thaiscealóidh ar an M3 nó dóibh síd a chónaíonn sna bailte a ndearnadh seachtreorú orthu. Gúim turas sábháite ar gach duine ag taisceal ar an mótárhealach seo agus iarraim orthu síd uile a thiomáineann air cuirteá a thaispeáint d'úsáideoirí bóthair eile.

## Cúira na Scéime

Mar chuid de sheachadadh scéime chomh mór leis seo bhí go leor céimeanna, comhairlíúcháin agus foefa pleanála, sular cuireadh tús leis an tréimse pleanála i mí Aibreáin 2007. I mí an Mheitheamh 2000, d'athíin an tUdarás um Bóithre Náisiúnta faoi réir sainordaithe PFN dá chuid chun infheistíocht phríobháideach a dheimhniú i leith forbairt na mbóithre náisiúnta, scéim an M3 Cluain Aodha – Tuaisceart Cheanannais le soláthar mar scéim na Comhpháirtíochta Pribháidí Poiblí (CPP). Thug Comhairle Chontae na Mí, mar an tUdarás Bóthair reachtúil, faoin obair phleanála míonsonraithe chun a chinntiú go gcomhlíonfaí leis na nósanna imeachta agus ríachtanais dlíthiúla/reachtúla uile maidir sealbhú eigeanach na talún agus an measúnú tionschair timpallachta.

Foilsíodh an Ráiteas Tionschair Timpallachta (RTT) agus Ordu Mótárhealacha (MOT) i mí an Mhárta 2002. Tháinig Eisteacht Bheil ina dhiaidh seo i bhfómhar na bliana 2002 agus faomhadh an mhótárhealach ón mBord Pleanála i Lúnasa 2003. I mí Aibreáin 2007, bhronn an tUdarás um Bóithre Náisiúnta, ag obair i gcomhar le Comhairle Chontae na Mí, conradh lamháltais um Chomhpháirtíocht Phríobháideach Phoiblí an M3 ar Eurolink Motorway Operations (M3) Ltd (“Eurolink”). Tá Scéim Mhótárhealacha an M3 Cluain Aodha go dtí Tuaisceart Cheanannais ar an gconradh bóthair aonair is mó bronnta ag an UBN. Sa bhreis ar fad thart ar 61 km a thógáil le príomhlína an M3, agus nascbhóithre, le fad iomlán comhcheangailte 112 km acu de bhóthar poiblí tógtha.

## Bronnadh Conradh an M3 i mí Aibreáin 2007

Cuirfidh an Mótárhealach seo feabhas mór ar an rochtain idir Bharlaí Atha Cliath agus Contae na Mí agus an tIarthuaisceart. Laghdóidh sé tréimhsí taisil agus beidh níos mó cinnteachta i dtaobh tréimhsí taisil acu síd a thaiscealóidh ar. Feabhsóidh an Mótárhealach ár gcuid iomaíochais agus éascóidh sé cruthú fostaíochta sa cheantar. Thar aon ní eile, feabhsóidh sé cáilíocht na beatha do na daoine a thaiscealóidh ar an M3 nó dóibh síd a chónaíonn sna bailte a ndearnadh seachtreorú orthu. Gúim turas sábháite ar gach duine ag taisceal ar an mótárhealach seo agus iarraim orthu síd uile a thiomáineann air cuirteá a thaispeáint d'úsáideoirí bóthair eile.

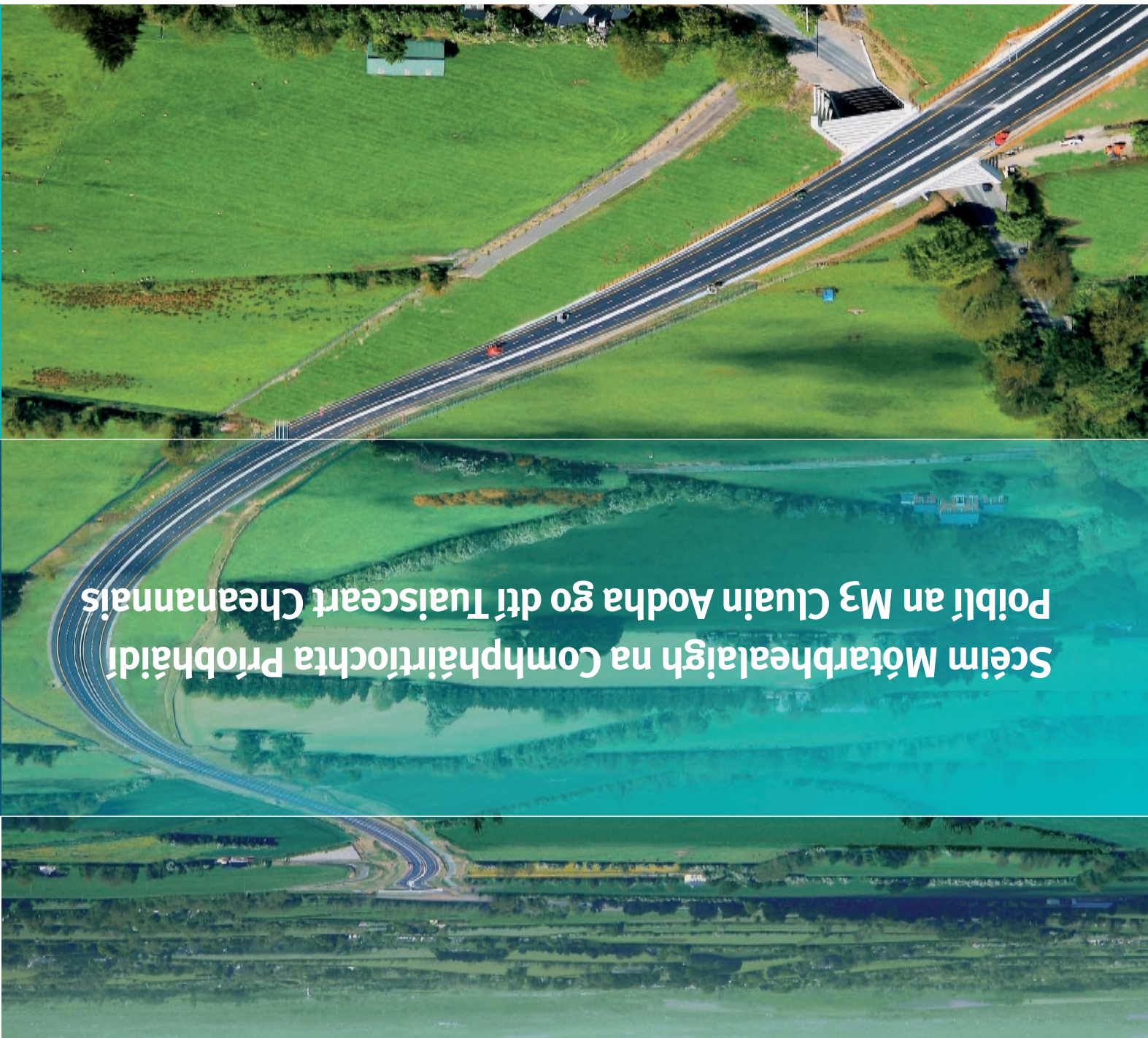


**Peter Malone**  
*Cathaoirleach an Udarás um Bóithre Náisiúnta.*

Is éacht suntasach é oscailt mhótárhealacha an M3 Cluain Aodha go dtí Tuaisceart Cheanannais a chuireann tábhacht stairiúil réigiúin iomlán i gcothromaíocht leis an éileamh poiblí ar rochtain ar bhonneagar bóithre sábháite agus éifeachtúil. Tá an tUdarás um Bóithre Náisiúnta, Rialtas na hÉireann, Comhairle Contae na Mí agus an comhlacht lamháltais Eurolink tar éis an chothromaíocht chuí a sheachadadh leis an tionscadal náisiúnta tábhachtach seo a chur i gcrích acu.

Cuimsíonn an M3 nua níos mó ná 60 km de mhótárhealach agus débhealach nua ag soláthar le haghaidh turas níos sábháite, nascaint gailleagrach níos fearr agus rochtain níos éasca ar agus ó phríomhchathair na tíre. Ina theannta sin, beidh inrochtaineacht níos éasca ar stair agus áilleacht an cheantair ar fad ann chun leasa glúine na toidhcha.





# Scéim Mótárhealaigh na Comhpháirtíochta Pribháidí Poiblí an M3 Cluain Aodha go dtí Tuaisceart Cheannannais

*Oscailt Oifigiúil, 4ú Meitheamh 2010 leis*

# M3

Mótárhealach an

**An tUas. Noel Dempsey, T.D.**

*Aire Iompar*

*! láithreach*

**An tUas. Peter Malone**

*Cathaoirleach, an tUdair um Bóithre Náisiúnta*

**An Cllr. William Carey**

*Cathaoirleach, Comhairle Chontae na Mí*

Tá an tionscadal seo maoinithe ag Rialtas na hÉireann faoin bPlean Forbartha Náisiúnta agus Iompar 21 agus ag an Aontas Eorpach ó Chiste Forbartha Réigiúnta na hEorpa. Táthar tar éis an tionscadal seo a sheachadadh trí mheicníocht CP an Udairis um Bóithre Náisiúnta.



comhairle chontae na mí  
meath county council

progress in motion  
**transport 121**