

Type 2 Dual Carriageway Cross Section (See Note 6)

**NOTES**

1. The Emerging Preferred Option Corridor shown is typically 300m wide, with some localised widening to allow for further refinement of the design. The corridor does not represent the actual width of the road scheme or the lands to be acquired. The corridor indicates the lands within which the N3 Virginia Bypass scheme could be developed. The exact details of the land take, earthworks, junction and side road design and property impacts will be developed during the TII Phase 3 'Design and Environmental Evaluation.'
2. The indicative route of the proposed N3 Virginia Bypass and the indicative junction corridors shown on this drawing were developed for the purposes of informing the Option Selection Process, are subject to change, and are being shown to encourage feedback from the public and stakeholders through this Public Consultation process. When a Preferred Option is finalised, the alignment of the N3 Virginia Bypass, junction locations and bridge details will be developed and refined through the TII Phase 3 'Design and Environmental Evaluation.'
3. The width of the indicative road alignment shown within the corridor does not represent the final width of the new road and is provided for demonstration purposes only. The required width is expected to vary throughout the length of the route, and will be identified in the next Phase of the planning and design process.

**LEGEND**

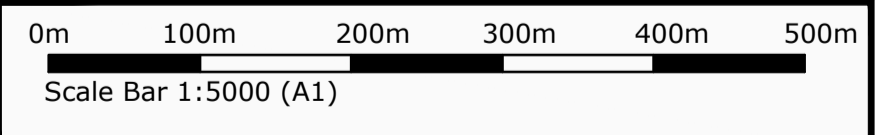
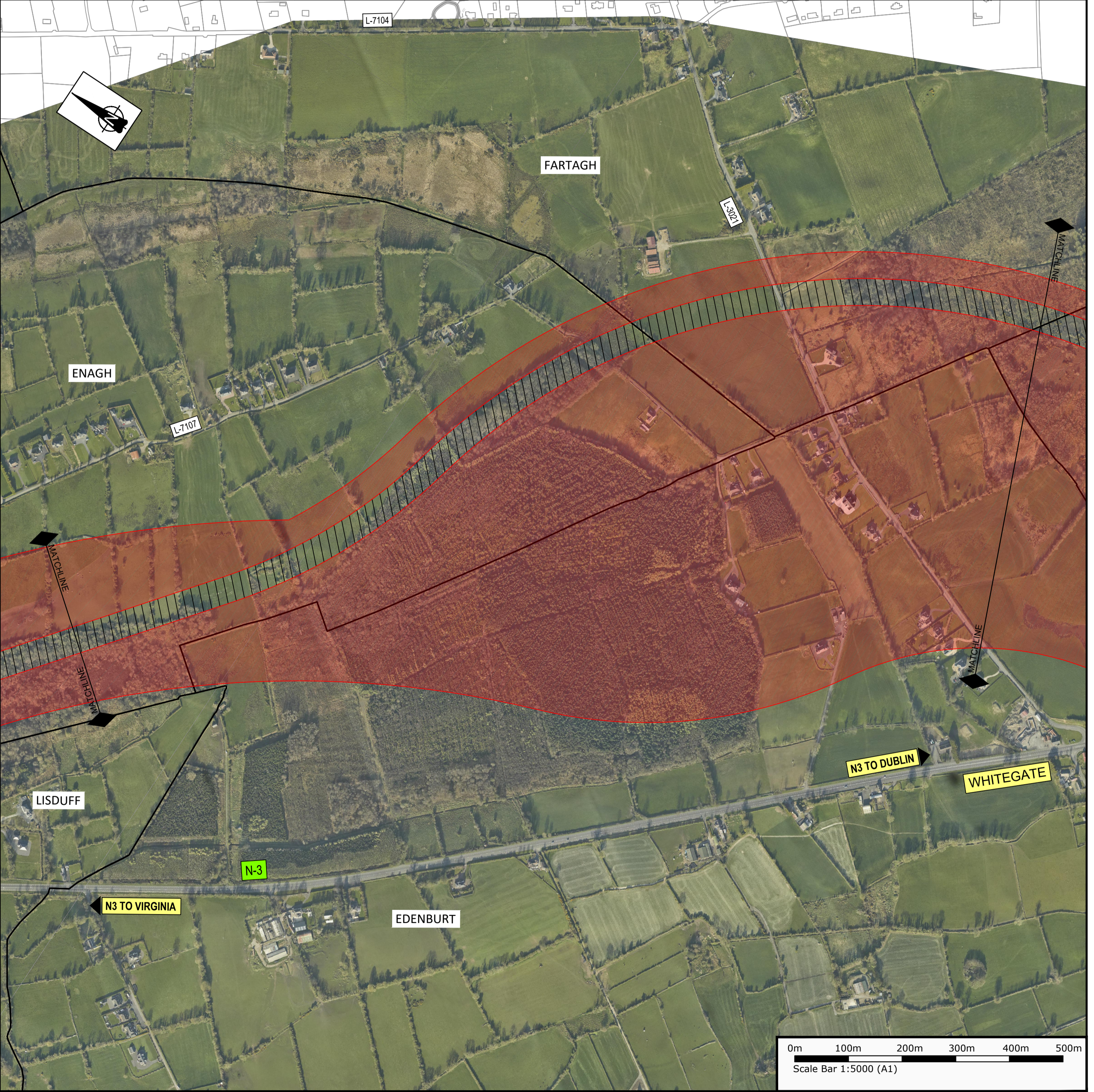
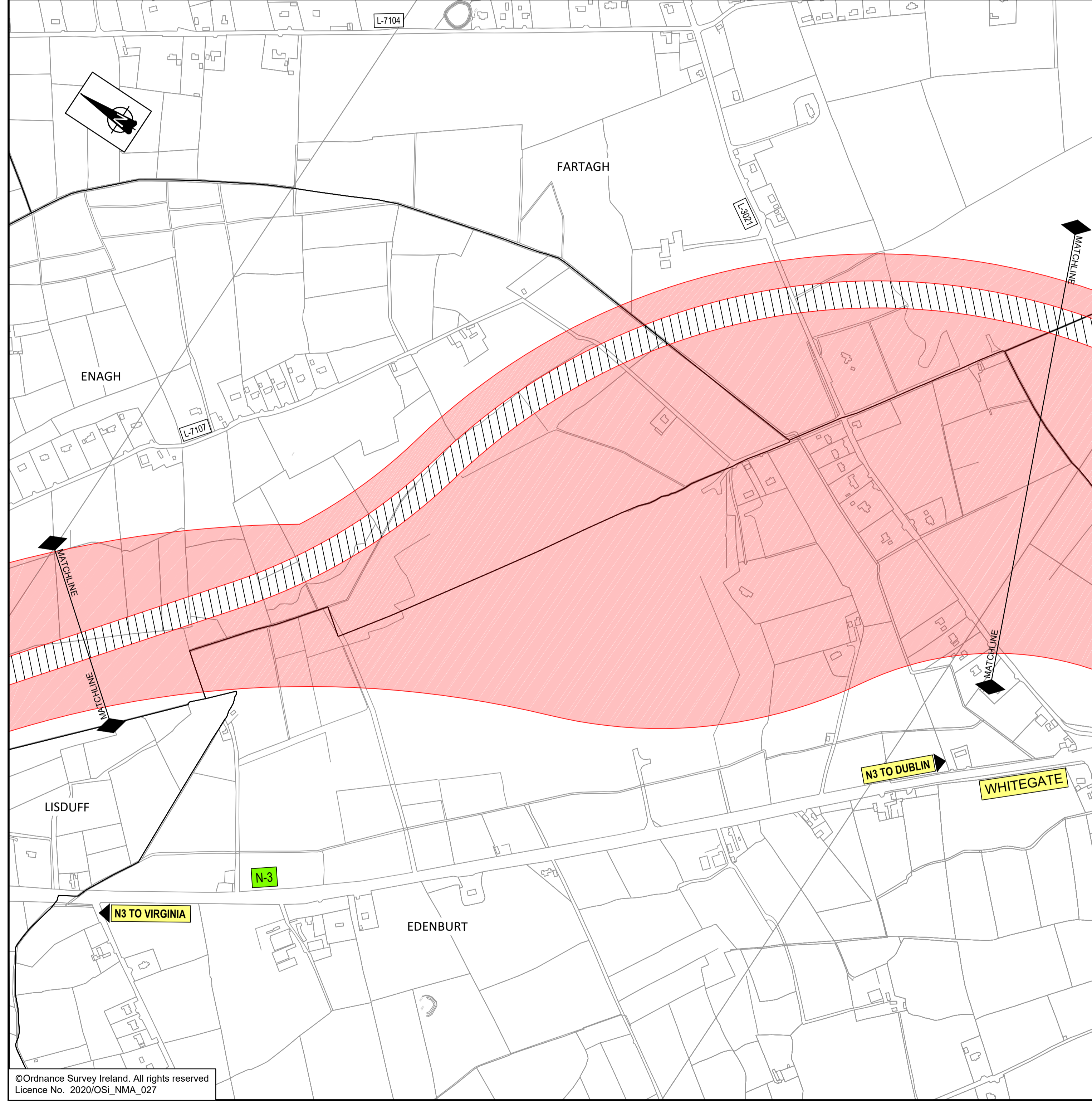
- Emerging Preferred Option Corridor; typically 300m wide, with some localised widening
- Indicative Route of N3 Virginia Bypass
- Indicative Junction Corridor

4. The proposed road option cross section will include Active Travel (pedestrian and cycle) facilities along its full length.

5. Where existing local roads are impacted by the emerging preferred option, they may be bridged, realigned or an alternative service road may be provided.

6. A Type 2 Dual Carriageway road cross-section has been initially selected for the assessment of the Options and the identification of an Emerging Preferred Option Corridor. The final road cross-section will be determined during the TII Phase 3 'Design and Environmental Evaluation.'

**KEY PLAN**



Tionscadal Éireann Project Ireland 2040

TII

An Roinn Iompair Department of Transport

Cavan

comhairle chontae na meath county council

BARRY TRANSPORTATION

**Notes:**

DO NOT SCALE, use figured dimensions only. All levels are referred to Ordnance Survey Datum, Main Head.

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