

N69 MUNGRET & BOLAND'S CROSS ROAD SAFETY IMPROVEMENT SCHEME

Part 8 Planning Particulars

N69MBX-CCC-ZZ-XX-RP-C-0002



Client: Limerick City & County Council
& Transport Infrastructure Ireland
Date: 08/03/23

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Issue and revision record

Date	Rev	Change Description	Author	Checker	Approver
09/12/22	P00	First issue	Senan Clandillon	Ria Baker	Tom Meagher
13/12/22	P01	Client comments incorporated	Senan Clandillon	Ria Baker	Tom Meagher
21/12/22	P02	Client comments incorporated	Senan Clandillon	Ria Baker	Tom Meagher
23/12/22	P03	Final comments incorporated	Senan Clandillon	Ria Baker	Tom Meagher
08/03/23	P04	Speed limit bye law reference added	Senan Clandillon	Ria Baker	Tom Meagher

Detailed Change Log

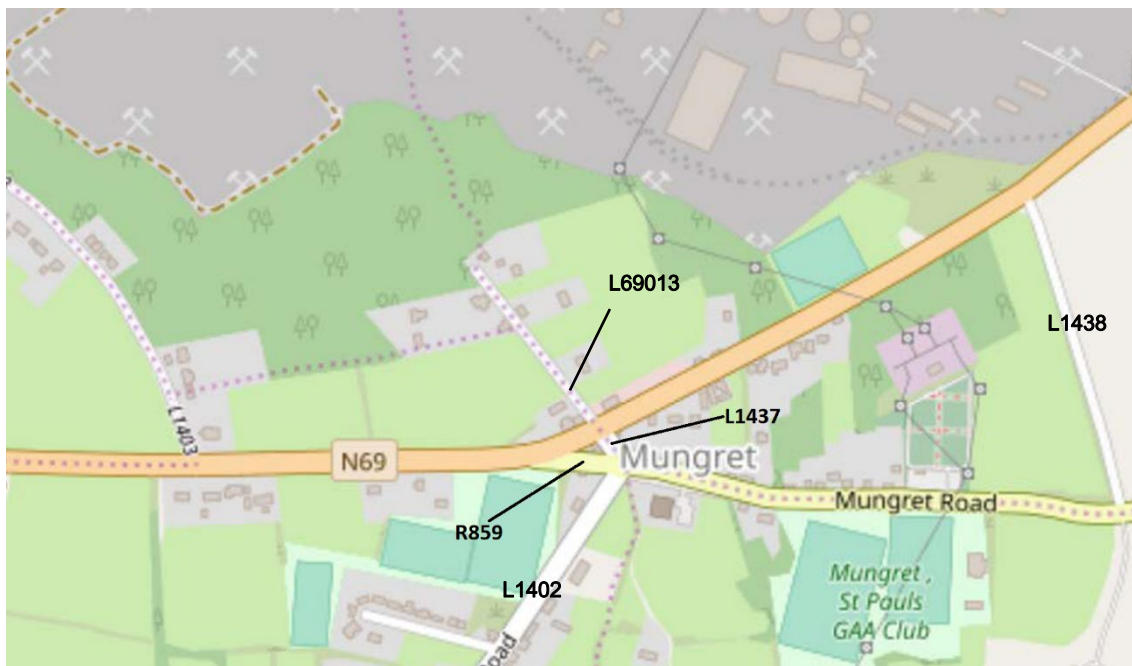
Rev	Change Description
P03	Final comments incorporated
P04	Speed limit bye law reference added

1. Introduction

Clandillon Civil Consulting Ltd (CCC) have been appointed by Limerick City and County Council (LCCC) to develop the N69 Mungret and Boland's Cross Road Safety Improvement Scheme through Part 8 Planning, Detailed Design and construction as part of the TII Road Safety Technical Services Framework Lot 1.

The scheme extents is shown on drawing N69MBX-CCC-PD-XX-DR-C-0001 in **Appendix A** and in **Figure 1** below.

Figure 1: N69 Mungret Cross & Boland's Cross Road Safety Improvement Scheme - Scheme Location



2. Site Location

The proposed scheme is shown on drawings N69MBX-CCC-PD-ZZ-DR-C-0101, 0102 and 0201 in **Appendix A**. The scheme extents is shown on drawing N69MBX-CCC-PD-XX-DR-C-0001 in **Appendix A**.

Works will take place over approximately 1.2km of National, Regional and local roads. The study area is approximately 1.2km in length extending from the priority T-junction of the N69 and the L1403 (Boland's Cross) to the existing segregated cyclists and pedestrian facility at Moore's Road (L1438) junction. It also includes the tie in connections of the L1403, R859 and the local road (L1437) from the Westward Ho Bar and Restaurant junction to the internal roundabout towards Mungret. Mungret Village is 6km southwest of Limerick and it is a suburb of the city that is undergoing a major residential expansion. Within this study area, approximately 790m of road surface works are proposed together with another 960m of shared use or dedicated pedestrian surface.

3. Project Description

The design standard being used for the design is the Design Manual for Urban Roads and Streets (DMURS). Designs have been undertaken in Autodesk Civil 3D (C3D) software using the topographical survey provided by Limerick City and County Council.

3.1 General Layout & Cross-Section

On the N69, it is proposed to provide DMURS standard lane widths of 3.25m for Arterial and Link Streets. A 4.0m wide raised shared use active travel facility shall be provided on the westbound carriageway, where space allows. From the Mungret Cross Junction to the N69 / L1437 Junction (along the N69 and R859), where space is restricted, a 3.0m wide raised shared use active travel facility shall be provided.

The side road L1403 shall have 3.0m wide lane widths and minimum verge of 0.5m. R859 shall be converted into a one way out (westbound) road from the roundabout onto the N69. This shall have a 4.0m wide carriageway width with 3.0m raised shared use active travel on the northern side of the road. There will be a short section of two-way road adjoining the existing roundabout to facilitate the single residential access. The local access road L1437 from N69 to the roundabout shall also become one-way southbound towards the roundabout. This shall have a 3.5m carriageway width with 3.0m raised shared use active travel on the west side of the road.

At Bolands Cross, the L1403 will be realigned horizontally and vertically to intersect with the N69 carriageway west of the existing junction's location at right angles. This will improve the visibility to the east for drivers exiting the L1403, which is restricted due to the crest in the vertical alignment of the N69.

The realignment commences 30m west of the junction of the N69 and the L1403. To the north of the N69, the realigned L1403 ties into the existing L1403 90m north of the N69. The vertical alignment of the realigned L1403 will gradually slope downwards towards the N69 carriageway. Subject to agreement of the landowner and / or land agreements, the roadside hedge at the north-eastern corner of the junction will be removed.

At Mungret Cross, the connection to the R859 has been modified to connect at a perpendicular angle to the N69 and the radius has been tightened to reduce speed and avoid impact on the Marian Shrine at the corner. The R859 is proposed to be one-way out from the roundabout and onto the N69. The local road L1437 from the junction northeast will become one-way in from N69 to the roundabout.

A section of footpath on the north side of the N69 is proposed from Boland's Cross along the boundary of the house on the north-eastern corner of the junction to the boundary of the adjacent field east of the house. A signal-controlled crossing is included to the east of the junction. Further east, a kerb is provided to allow for footpaths to be introduced upon completion of the development site.

A 4m wide shared footway / cycleway extends from N69 Boland's Cross to N69 Mungret Cross south of the N69 carriageway. This will extend from west of Boland's Cross on the N69 to east of Mungret Cross on the R859. A 3m wide shared footway/cycleway will also be provided around the triangle of the Marian Shrine adjacent the N69, R859 and L1437. These proposed facilities will provide a more urban environment traffic calming effect and will improve safety for motorists, pedestrians and cyclists.

To the northeast of the L1437 junction with the N69, the suitability and continuity of footpath shall be assessed and tied in to the existing footpath to the southwest of the Moore's Road junction.

3.2 Facilities for Vulnerable Road Users

A 4m raised shared use active travel facility will be provided on the westbound side of the N69 from Boland's Cross to the Mungret Cross junction. A 4m raised shared use active travel facility will be provided on the eastbound side of the N69 from Boland's Cross to a signal-controlled crossing at the crest of the road alignment.

A 3m raised shared use facility also be provided all the around the existing Marian Shrine statue and adjacent the N69, R859 and L1437. These facilities will provide segregated spaces for pedestrians and cyclists from motor vehicles. Cyclists will re-join the existing road network on the R859 and L1437 as they approach the existing 4-arm roundabout.

A 3.0m wide combined footway / cycleway will be provided at the north side of the N69 from a newly-installed signal-controlled crossing at the Moore's Road Junction to connect and provide access to Castlemungret Soccer Pitch.

A section of 2m wide footway will be installed east of Mungret Cross to connect the existing footpaths east of Mungret with the footway at Moore's Road junction.

Crossing points are included as follows;

- Boland's Cross (N69/L1403) junction: Signal-controlled pedestrian crossing east of the junction to connect the north and south footways.
- Mungret Cross (N69/R859) junction: Standard shared surface at-grade crossing and signal-controlled crossing at the Westward Ho premises.
- L1437: Two number standard shared surface at-grade crossings.
- Moore's Road (N69/L1438) junction: Signal-controlled pedestrian crossing east of the junction to connect to Castlemungret soccer pitches.

The installation of these facilities will provide safe pedestrian connectivity from areas not currently served with such facilities and provide safe connectivity to Mungret village.

4. Public Information Session

A Public Information Session was held at Mungret St Paul's GAA grounds on Friday 14th October from 12:30pm to 7pm, following a presentation to councillors and elected members of the scheme on the morning of Friday 14th October. There were 60 attendees on the day and there were 50 submissions received during and after the public information session.

LCCC followed up the consultations with discussions with individual impacted landowners and modified the designs in some instances to reflect discussions.

5. Description of the Works

The proposed works are shown in drawings N69MBX-CCC-PD-ZZ-DR-C-0101, N69MBX-CCC-PD-ZZ-DR-C-0102 and N69MBX-CCC-PD-ZZ-DR-C-0201 in **Appendix A**. The works comprise;

- Approximately 550m of revised road layout on the N69 of DMURS standard lane widths of 3.25m with 125m upstand kerbs;
- 90m of realigned side road L1403 with 3.0m wide lane widths and minimum verge of 0.5m joining the N69 at an improved angle with improved visibility;
- The R859 shall be converted into a one way out road from the existing roundabout onto the N69 with reduced curve radii with 125m upstand kerbs and joining the N69 at right angles to eliminate the “run-through” issue;
- The R859 will contain a short section of two-way from residential property to allow access to the existing roundabout;
- The L1437 will be realigned to a 4m wide one-way route from the N69 to the existing roundabout;
- The junction east of the Westward Ho pub will have additional kerbing and hardscaping to delineate the junction and eliminate parking;
- A 4m raised shared use active travel facility on the westbound side of the N69 from Boland’s Cross to the Mungret Cross junction;
- A 4m raised shared use active travel facility on the eastbound side of the N69 from Boland’s Cross to a signal-controlled crossing at the crest of the road alignment;
- A 3m raised shared use facility around the existing Marian Shrine and adjacent the N69, R859 and L1437 (reducing locally to 2m footway where cyclists rejoin the R859 and L1437);
- A 3.0m wide combined footway / cycleway at the north side of the N69 from the newly-installed signal-controlled crossing at the Moore’s Road Junction;
- A section of 2m wide footway east of Mungret Cross to connect the existing footpaths east of Mungret with the footway at Moore’s Road junction;
- Signal-controlled pedestrian crossing at Boland’s Cross (N69/L1403) junction, Mungret Cross (N69/R859) junction at the Westward Ho premises and Moore’s Road (N69 / L1438) junction;
- A new surface water drainage system for part of the project.
- Resurfacing of the existing carriageway is to comprise of planing and overlay of the existing road with minimum 40mm to 250mm maximum of Asphaltic concrete (bituminous layers) (or replacement where necessary);
- Existing roadside boundaries will be set back to accommodate road widening and new shared surfaces. This space will be formed of standard 100mm – 150mm concrete footpath on 150mm Cl.804 sub base. The shared surfaces are likely to be constructed of 100mm surface course macadam on Cl.804.
- Existing trees and hedgerows that are to be removed as part of the works will be replaced by similar native variety semi-mature trees and hedging or other agreed accommodation works;
- Relocation of existing services and the like;
- • Speed limit change from 80 km/h to 60km/h (subject to separate Limerick City & County Council Bye-Law process);
- Traffic signs, road markings and other street furniture including tactile paving including revisions to speed limit signage; and
- Accommodation works will be agreed with landowners during the design phase.



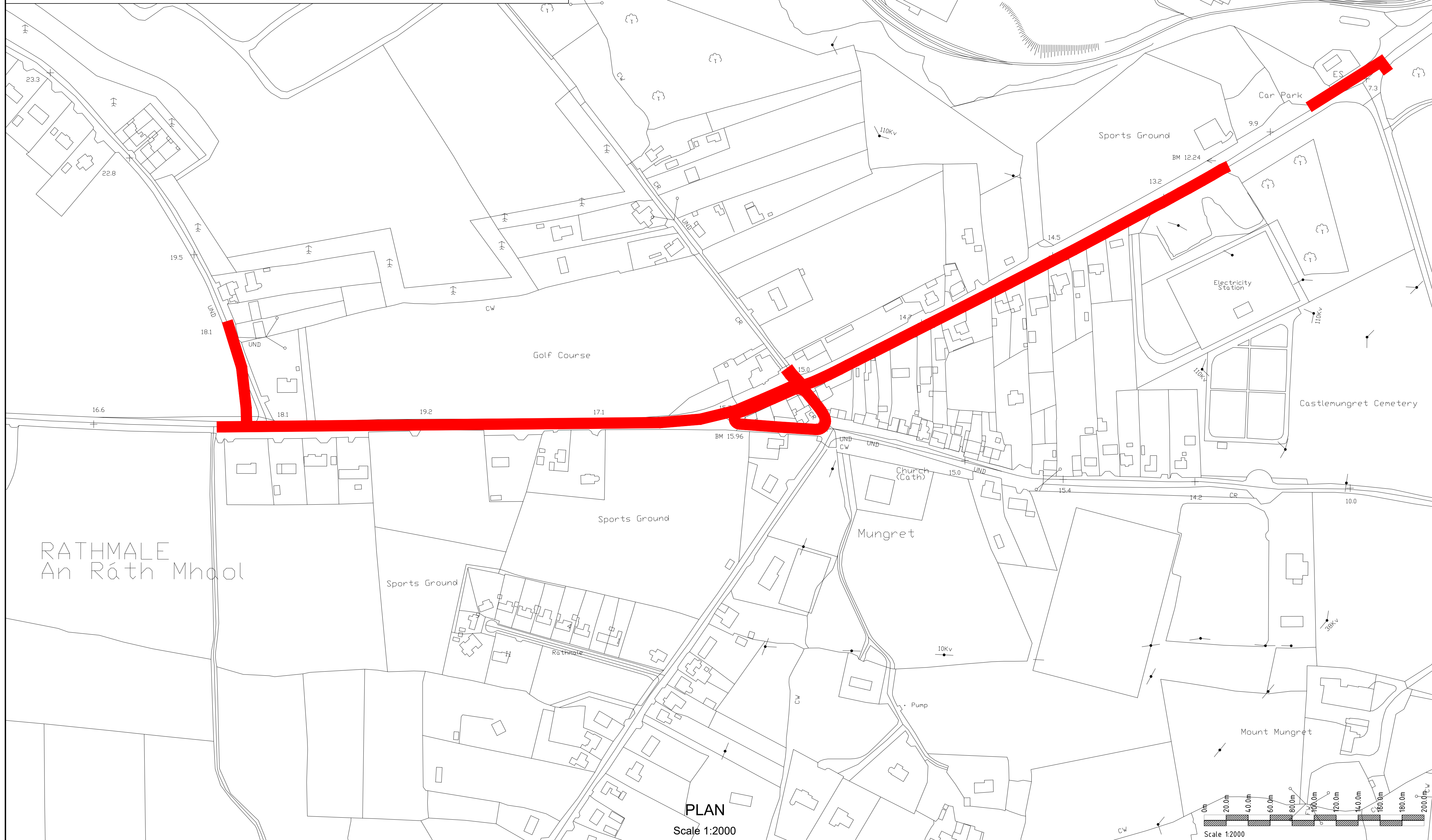
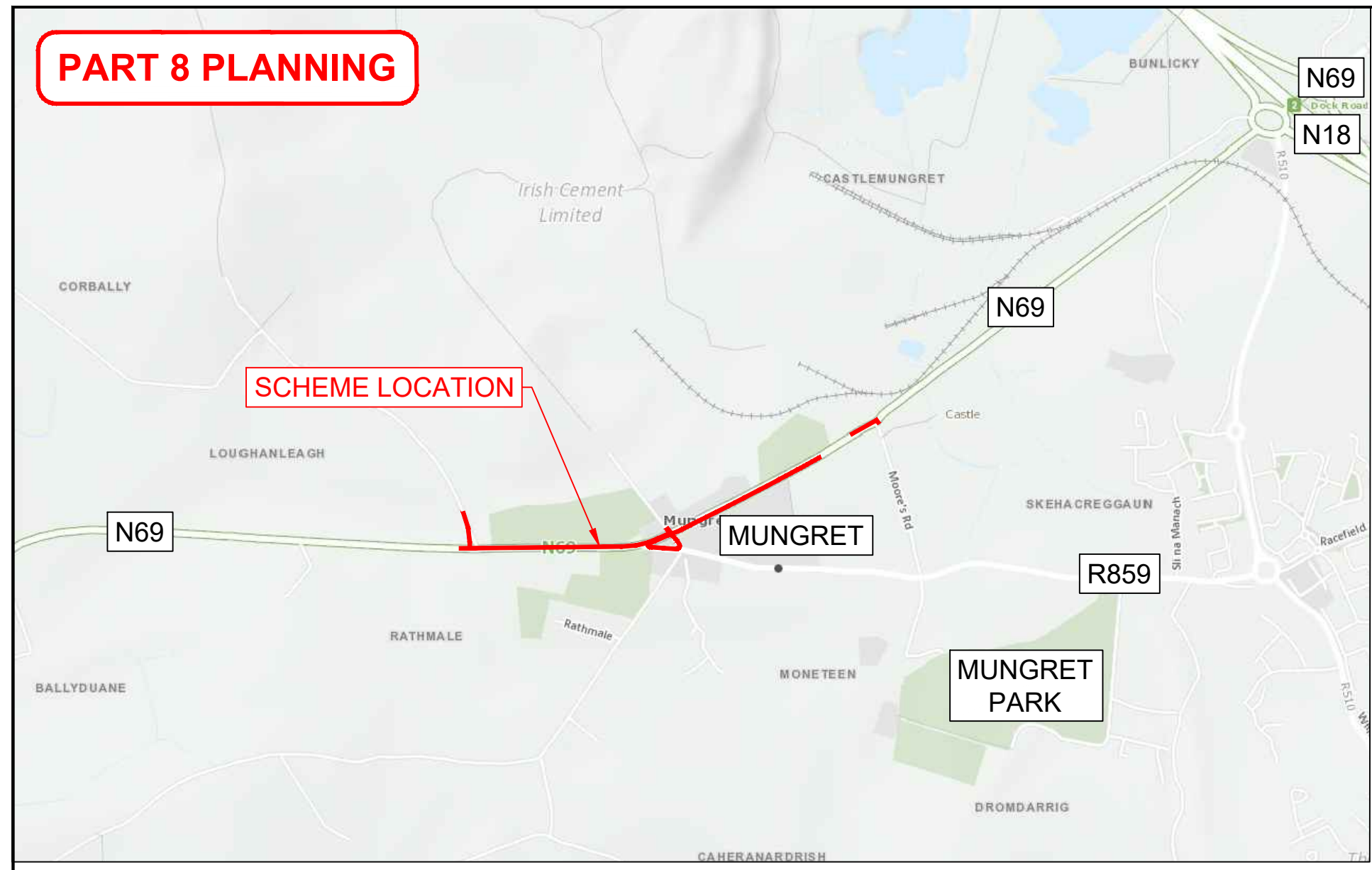
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CIVIL CONSULTING

APPENDIX A - PART 8 DRAWINGS

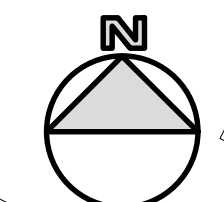
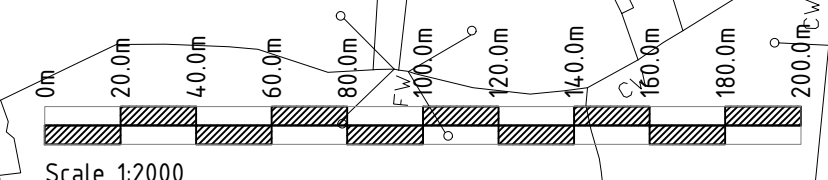


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PART 8 PLANNING



PLAN
Scale 1:2000



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LEGEND

█ SCHEME EXTENT

KEYPLAN

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P02	13/09/2022	PART 8 PLANNING - DRAFT	KK	RB	SC
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P00	07/04/2022	PART 8 PLANNING	KK	RB	SC

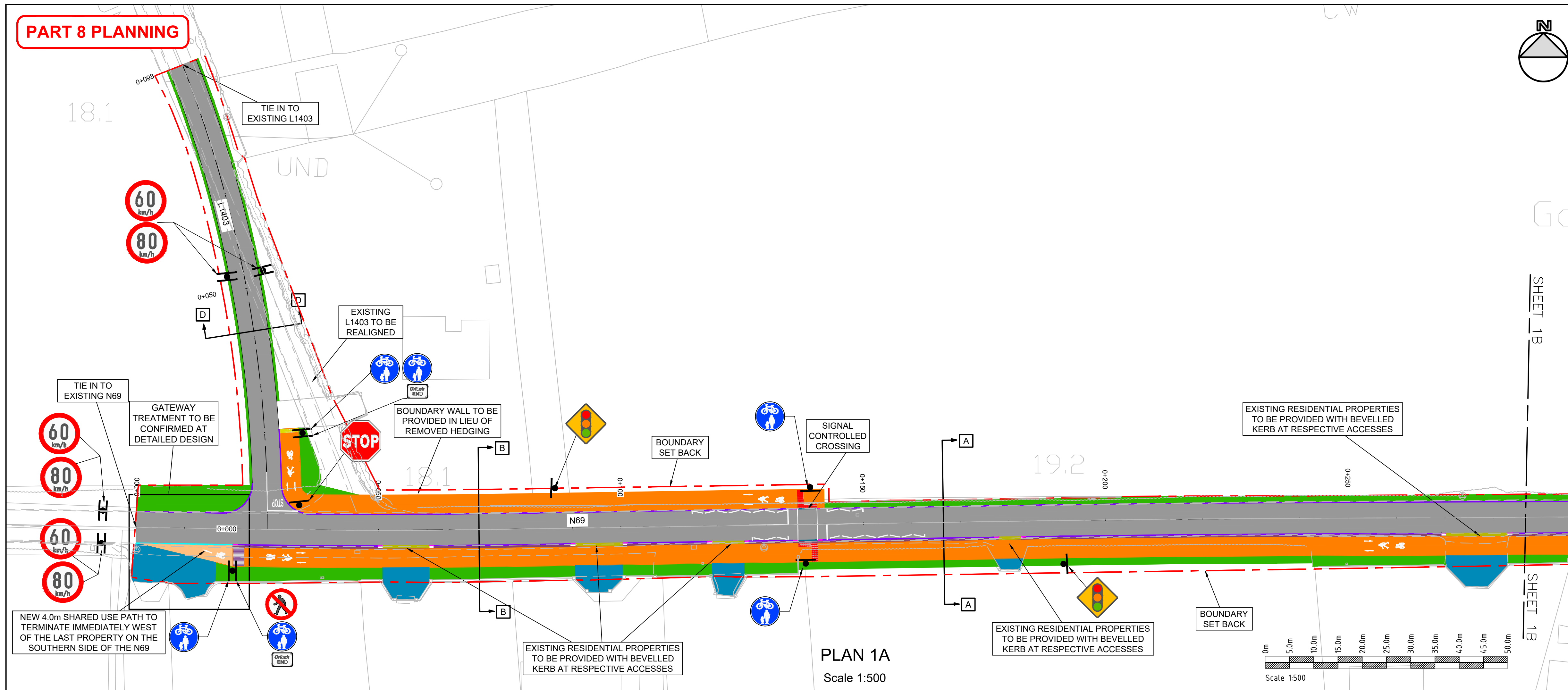


PROJECT
N69 MUNGRET & BOLAND'S CROSS ROAD SAFETY IMPROVEMENT SCHEME

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N69MBX-CCC-PD-XX-DR-C-0001	P03	

PART 8 PLANNING

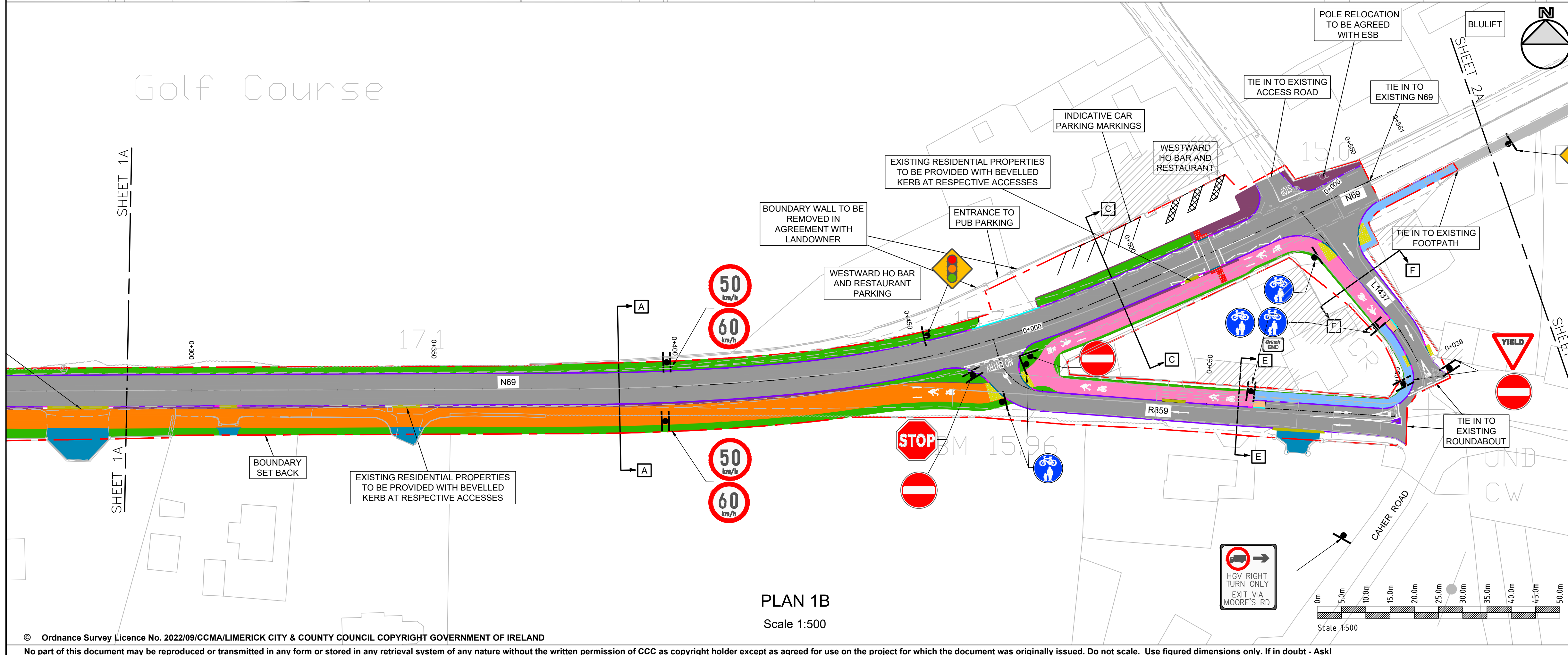


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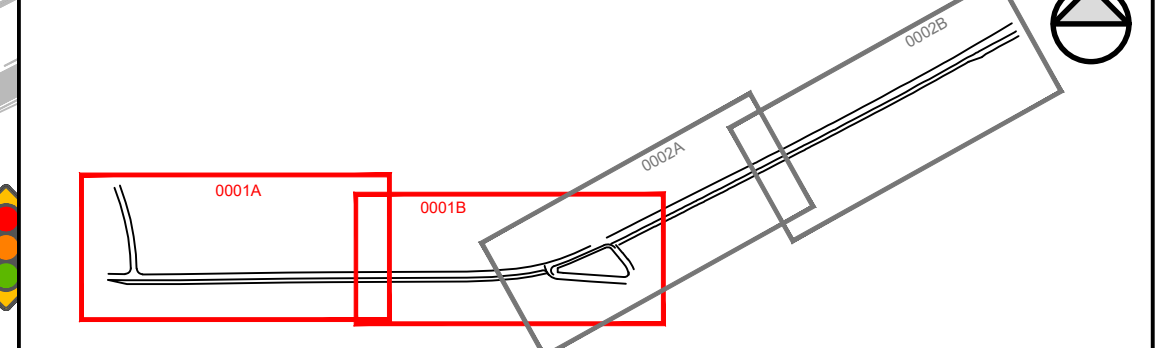
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LEGEND

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- ROAD EDGE
- ROAD CENTRELINE
- SECTION LINE. REFER TO DRAWING N69MBX-CCC-PD-ZZ-DR-C-0201 FOR SECTION DETAILS
- PAVEMENT EXTENT
- 4.0m SHARED USE PATH
- 3.0m COMBINED FOOTWAY / CYCLEWAY
- 2.0m FOOTWAY
- EXISTING FOOTWAY TO BE RETAINED
- LATERAL CLEARANCE / GRASSED VERGE
- PAVED AREA IN ACCORDANCE WITH TII SCDs
- DRIVEWAY SURFACE
- RAMP
- 125mm UPSTAND KERBLINE
- 25mm UPSTAND KERBLINE
- BEVELLED KERBLINE
- CONTROLLED CROSSING RED TACTILE PAVING
- UNCONTROLLED CROSSING BUFF TACTILE PAVING
- CORDUROY SURFACE LAID IN TRAMLINER PATTERN



KEYPLAN



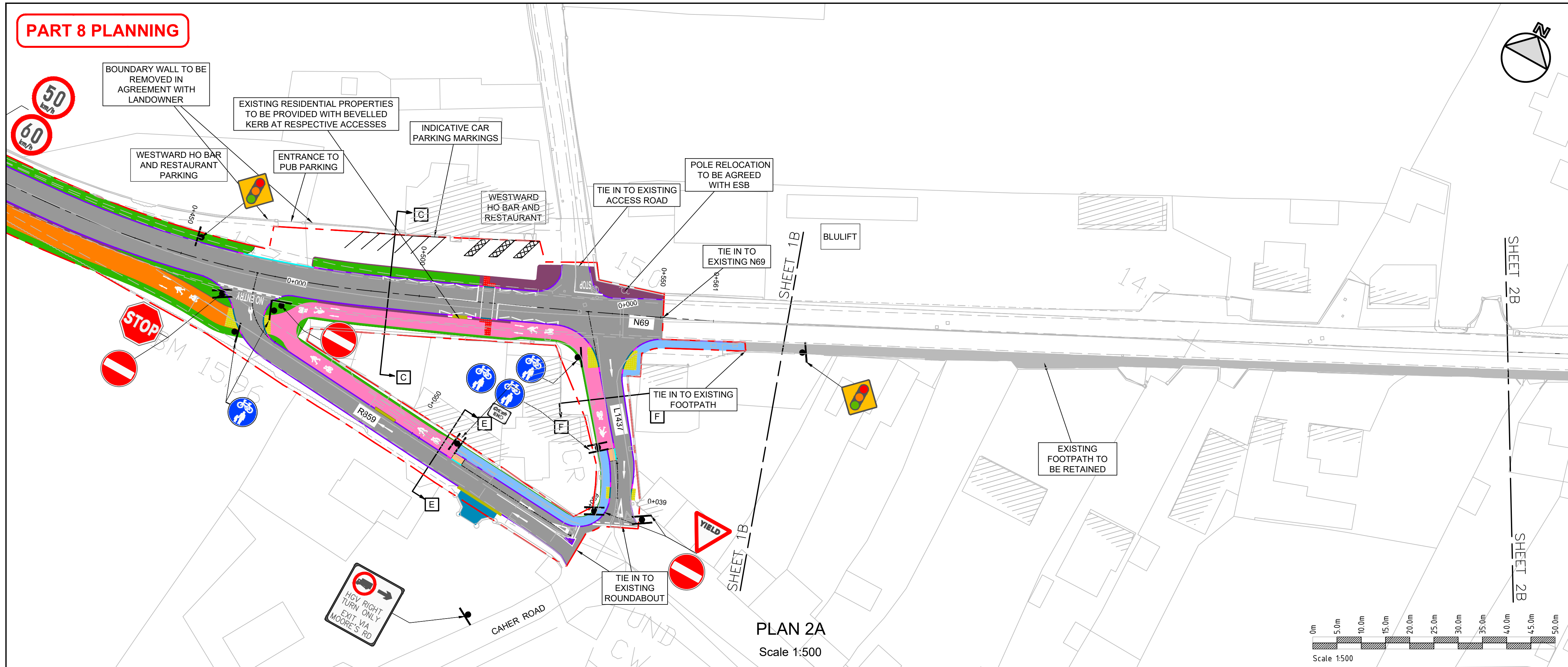
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P10	01/12/2022	DESIGN CHANGES, LABELS, KERBS AND VISI SPLAYS ADDED	MV	RB	SC
P09	14/11/2022	PARKING AMENDED, CROSSING SIGNS ADDED	KK	RB	SC

CONSULTANT

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PROJECT N69 MUNGRET & BOLAND'S CROSS ROAD SAFETY IMPROVEMENT SCHEME		
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PART 8 PLANNING



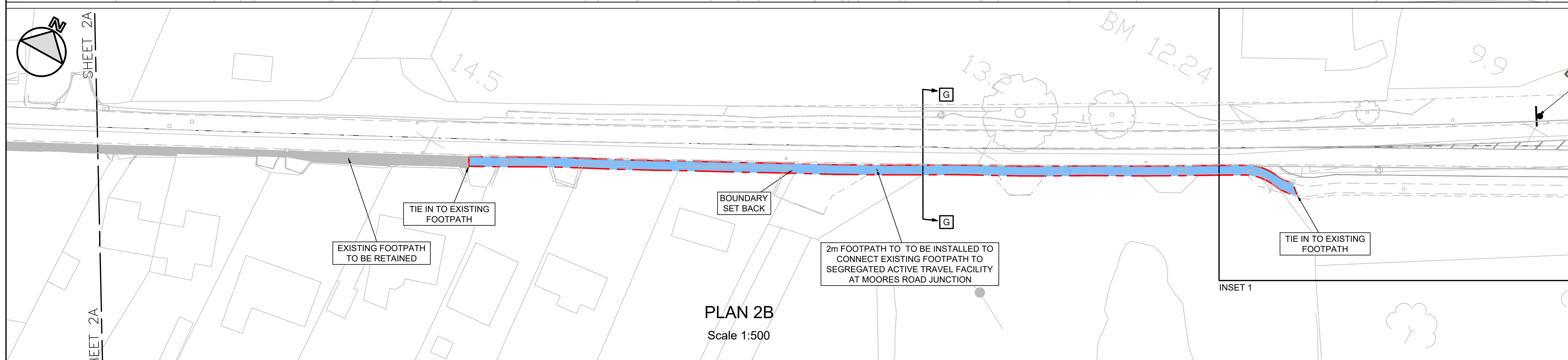
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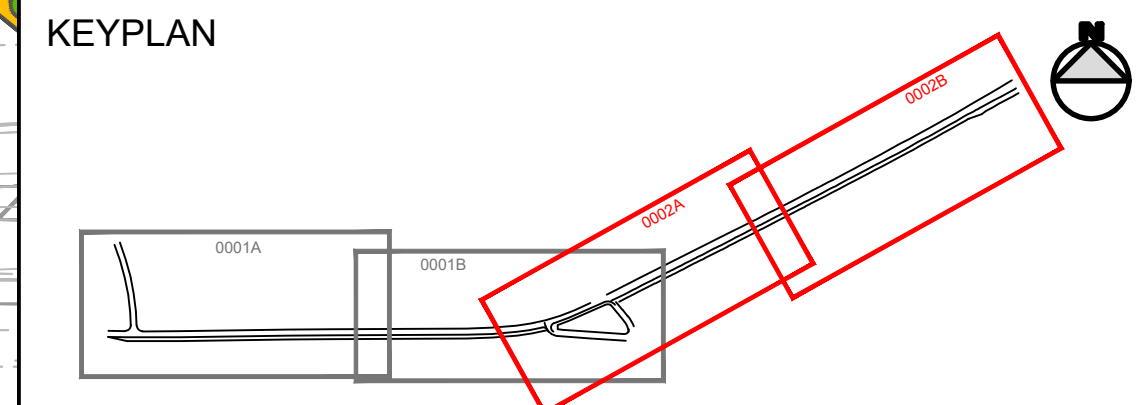
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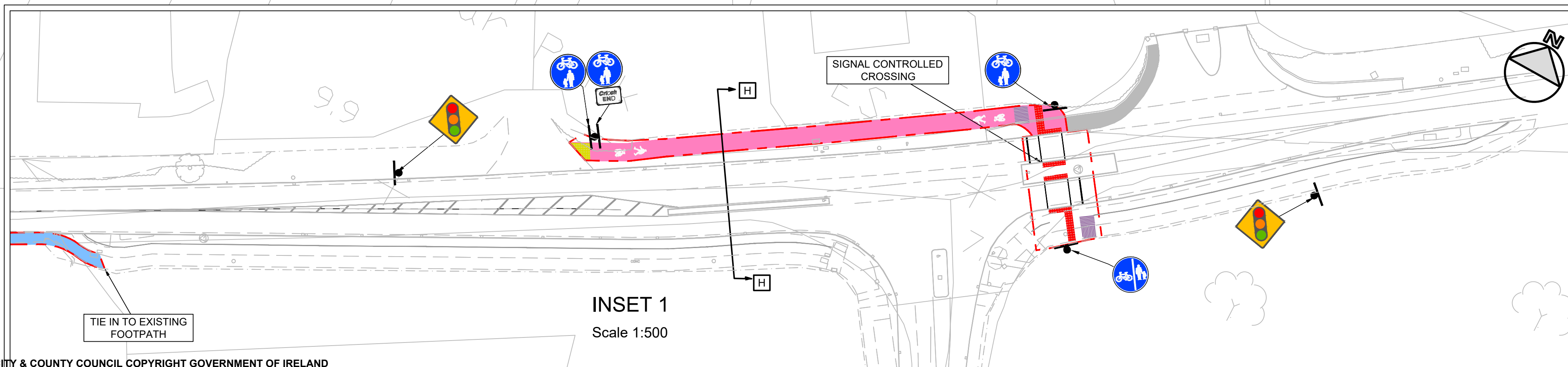
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- ROAD CENTRELINE
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- BEVELED KERBLINE
- CONTROLLED CROSSING RED TACTILE PAVING
- UNCONTROLLED CROSSING BUFF TACTILE PAVING
- CORDUROY SURFACE LAID IN TRAMLINE PATTERN



PLAN 2B
Scale 1:500



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P10	01/12/2022	DESIGN CHANGES, LABELS, KERBS AND VISI SPLAYS ADDED	MV	RB	SC
P09	14/11/2022	CONTROLLED CROSSING ADDED; PARKING AMENDED	KK	RB	SC



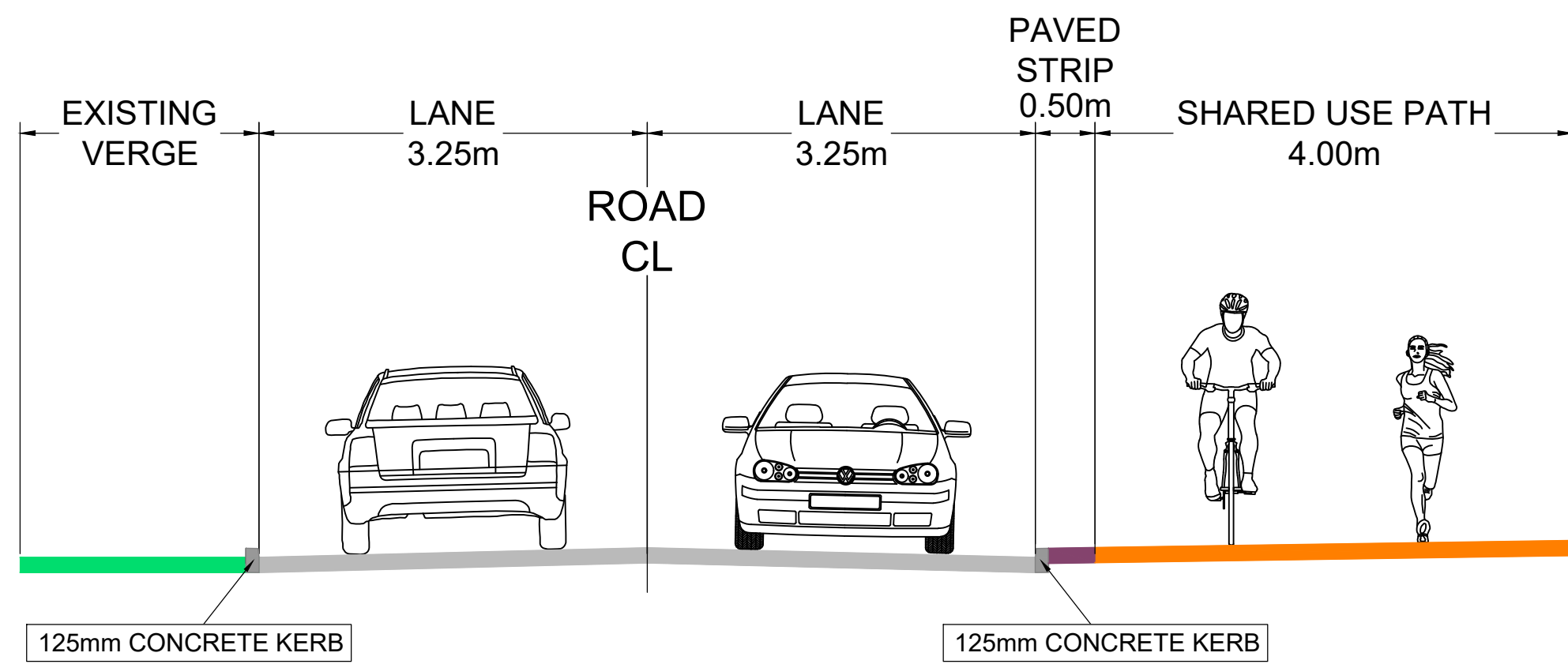
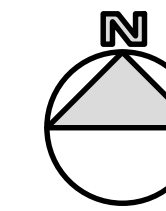
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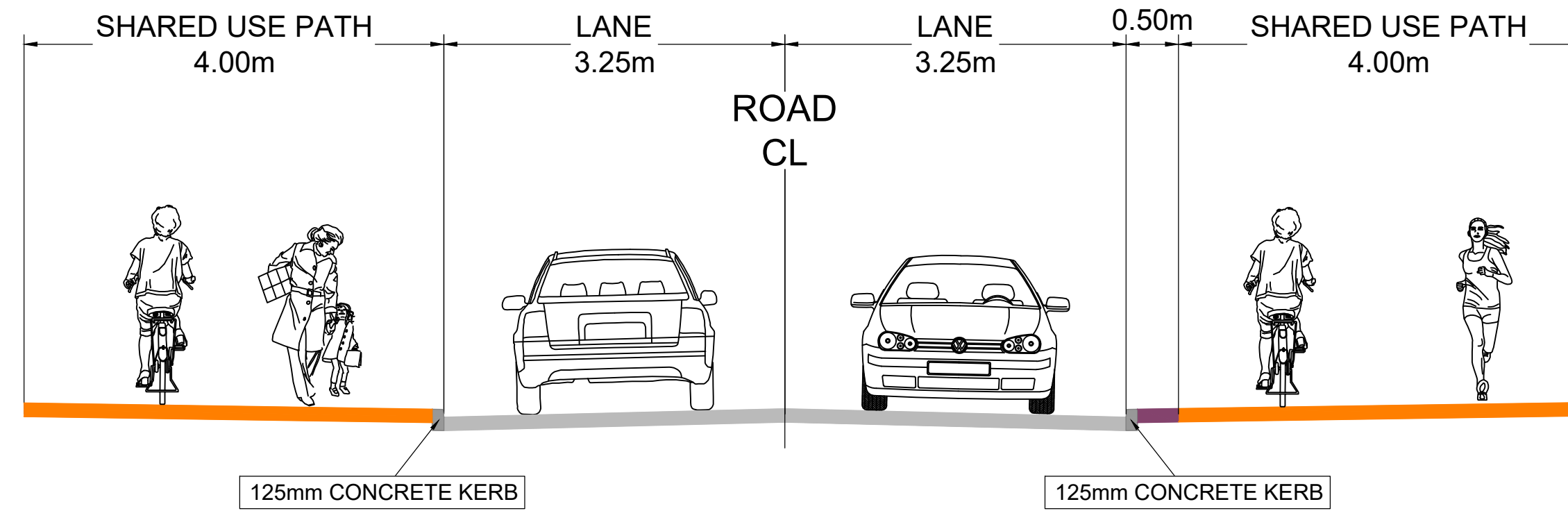
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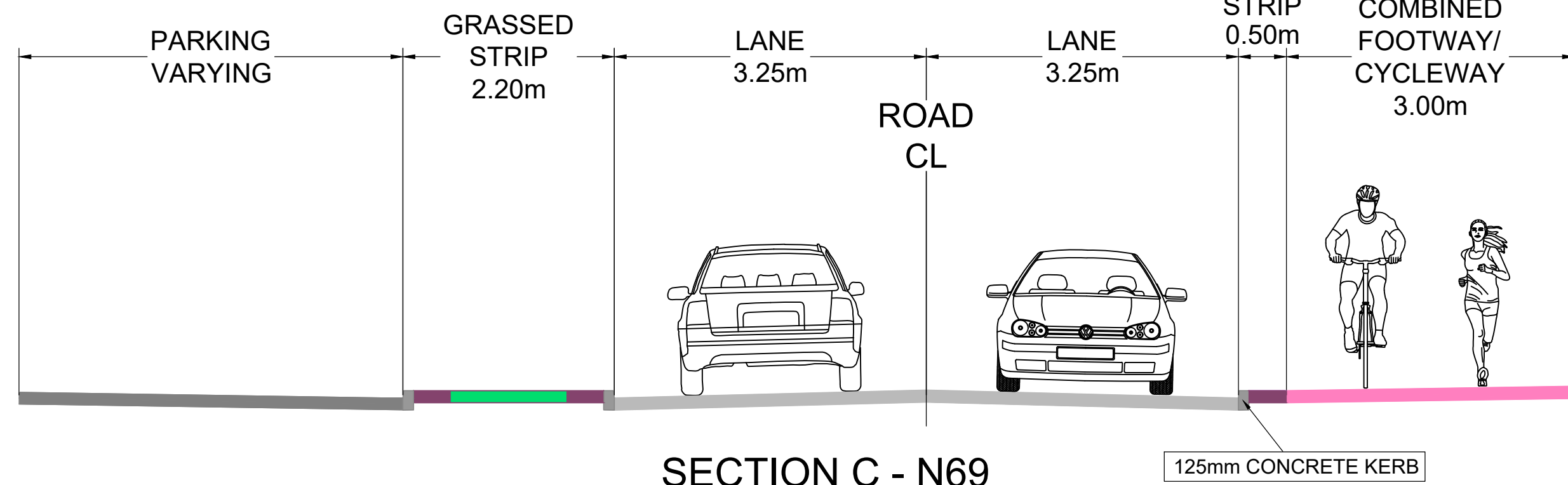
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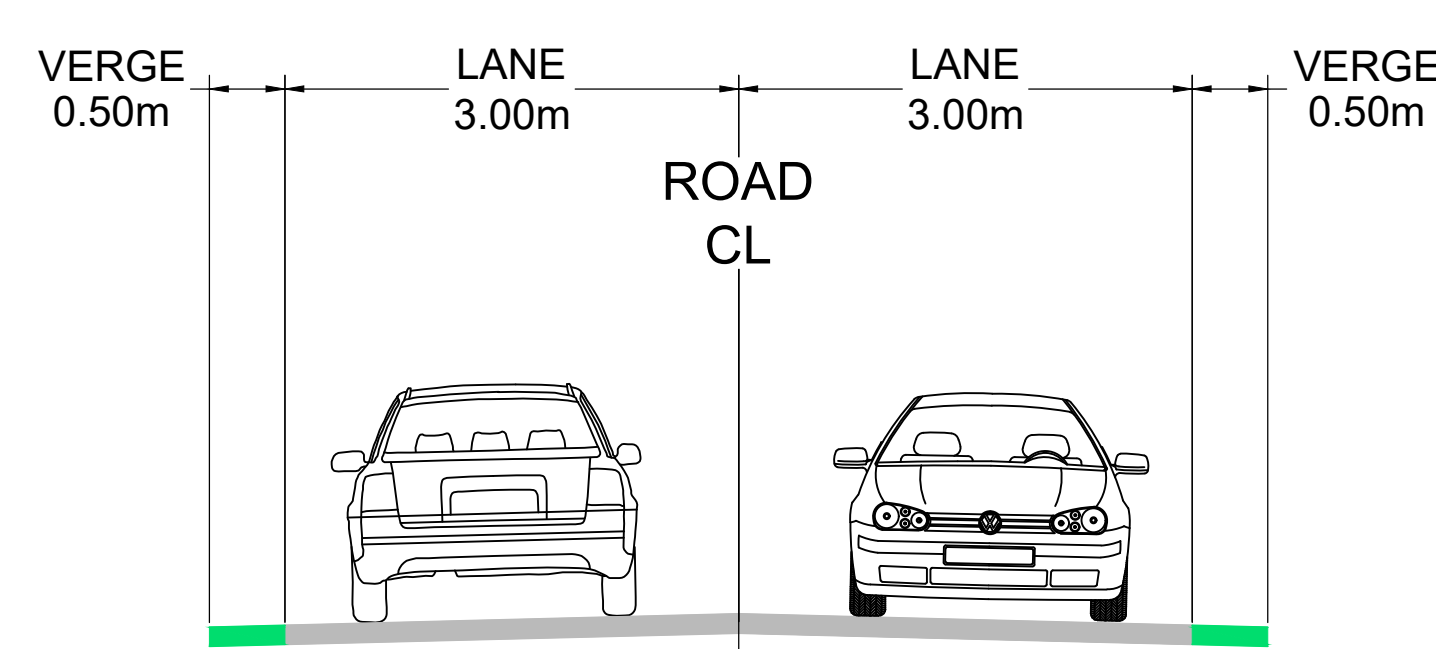
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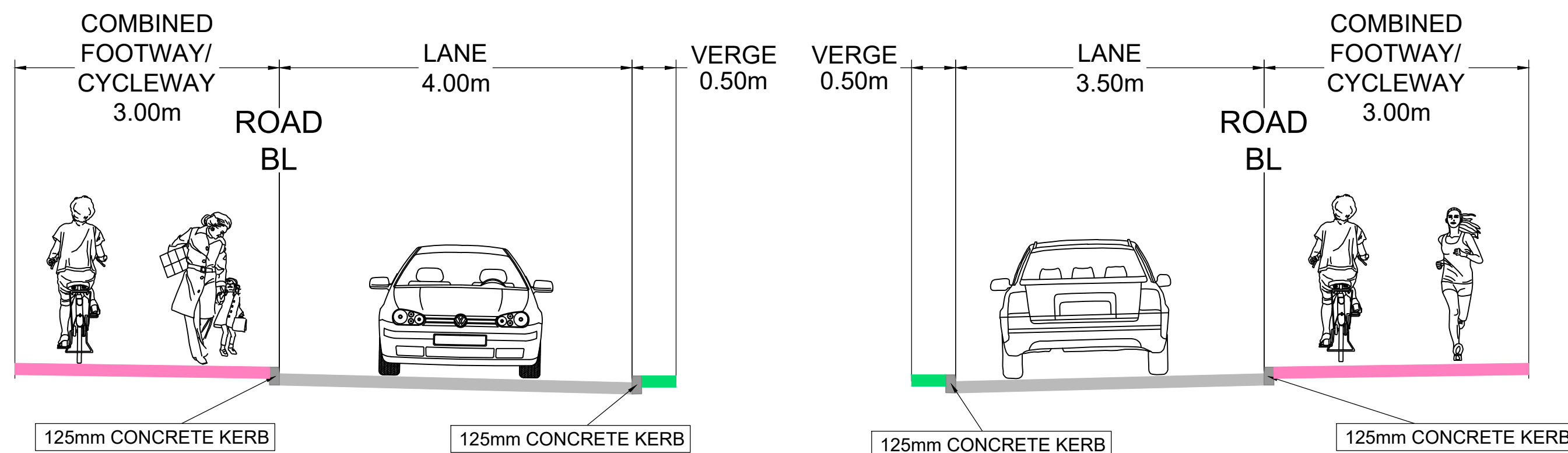
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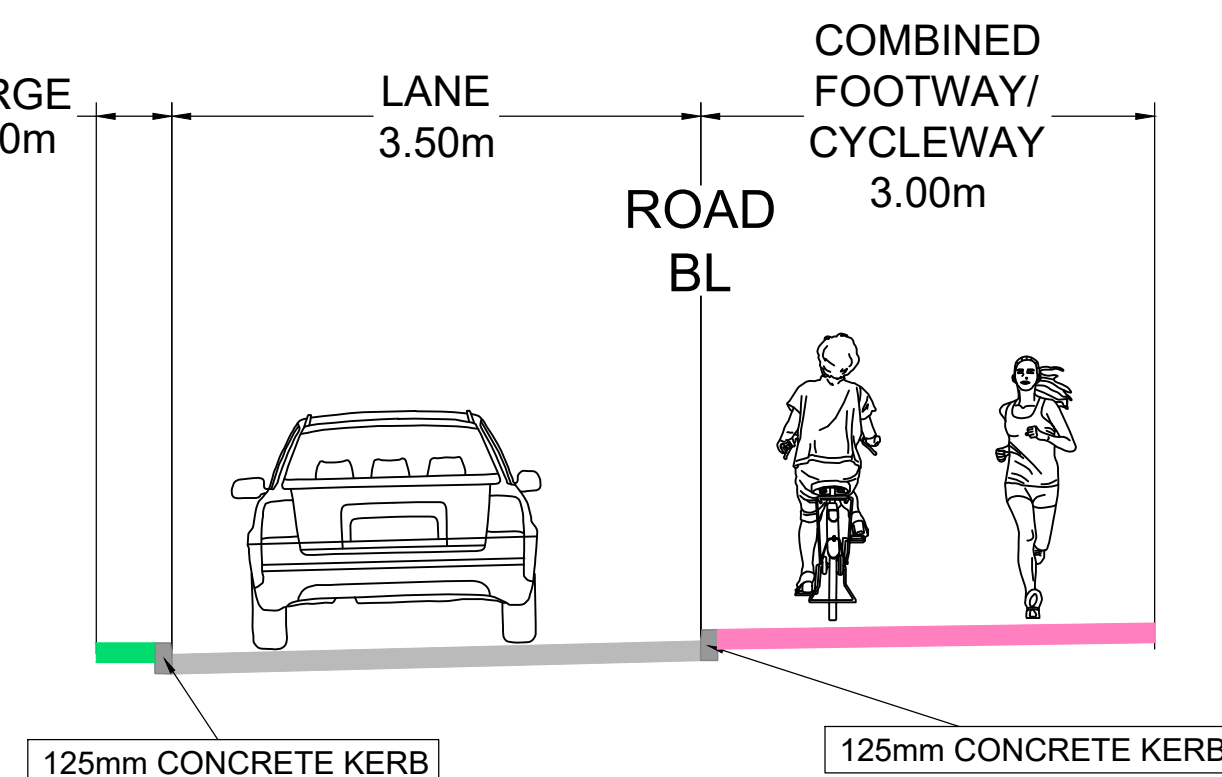
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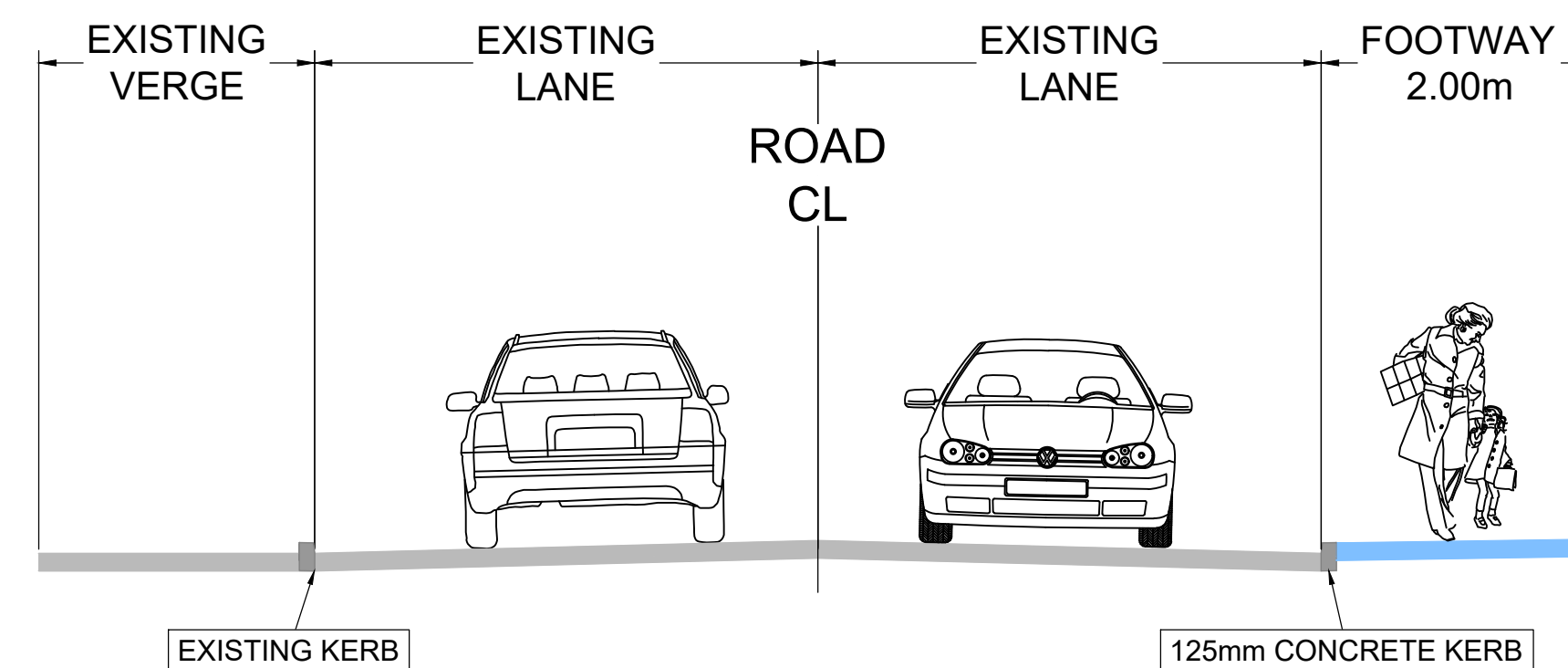
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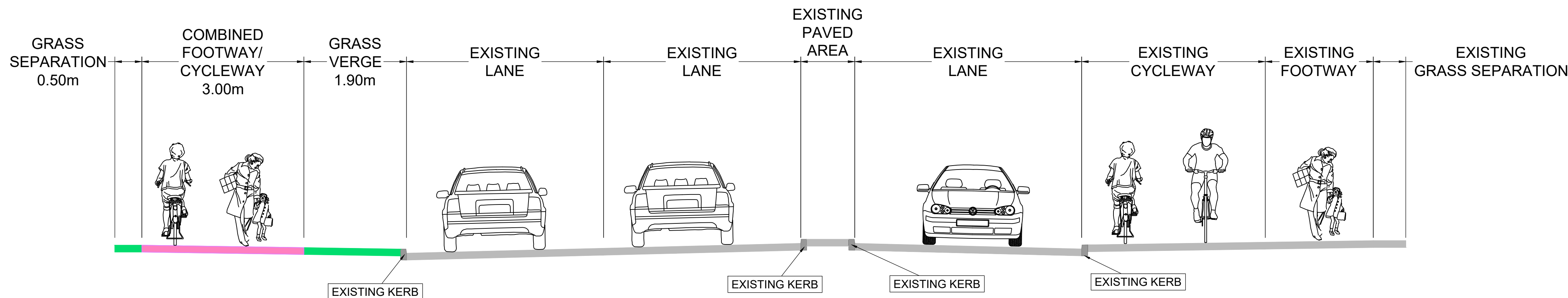
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SECTION F - L1437



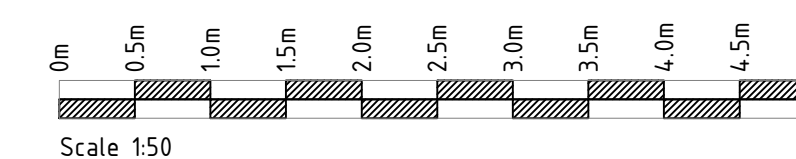
SECTION G - N69



SECTION H - N69

CROSS SECTIONS

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LEGEND

KEYPLAN

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P03	13/09/2022	PART 8 PLANNING - DRAFT	KK	RB	SC
P02	01/09/2022	PART 8 PLANNING	KK	RB	SC



PROJECT N69 MUNGRET & BOLAND'S CROSS ROAD SAFETY IMPROVEMENT SCHEME

DRAWING TITLE TYPICAL CROSS SECTIONS

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