This project has been funded by the Irish Government under the National Development Plan and Transport 21 and by the European Union from the European Regional Development Fund. This project has been delivered through the National Roads Authority’s PPP mechanism.
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.

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.

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.
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.
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 Kilmartin.
- 7 primary at-grade junctions at Kilcarn Roundabout, Athboy Roundabout, Kilmartin 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.
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.

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 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.

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 m² 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.

Tionscadal CPP

Bhronn an tÚdarás um Bóithre Náisiúnta, faoina Chlár Comhpháirtíochta Príobháidí Poiblí agus ag obair i gcomhar le Comhairle Chontae na Mí, an conradh lamháltais ar Eurolink Motorway Operations (M3) Ltd chun Scéim Mótarbhealaigh CPP an M3 Cluain Aodha go dtí Tuaisceart Cheanannais a dhearadh, a thógáil, a mhaoiniú, a fheidhmiú agus a cothabháil.

Dearadh agus Tógáil

Dea-chomhpháirtithe Eurolink is ea Cintra Concesiones de Infraestructuras de Transporte S.A., cuid de Ferrovial S.A., cuideachta ceannródaíoch i margadh an bhonneagair domhanda agus SIAC Construction Limited.

Is Comhfhiontar é CF Mótarbhealach an M3 (CF M3) arna chruthú ag Ferrovial-Agroman, S.A. (trí Ferrovial-Agroman Ireland Ltd.) agus SIAC Construction Ltd, chun mótarbhealach 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 iad.

Sholáthair N3 Meath Consult; comhfhiontar idir gnólachtaí comhairliúcháin innealtóireachta, Arup, Halcrow-Barry agus RPS, comhairle theicniúí don ÚBN agus do Chomhairle Contae na Mí.

Fíricí Tógála

n rinneadh 10 milliún tona cré a thochail
n rinneadh 7 milliún tona de líonadh cré oiriúnach a importáil
n úsáideadh 2 mhilliún tona clocha i mbonnchloch an bhóthair
n úsáideadh os cionn milliún tona de bharr dubh don 1.75 milliún m3 de dhromchla bóthair

Feidhmiú agus Cothabháil

I ndiaidh oscailt Mhótarbhealaigh an M3, beidh thart ar 80 ball foirne fostaithe ag Eurolink i bhfeidhmiú agus i gcothabháil an bhóthair ina áitreabh ag Dola-Phláis an Tairbh Dhuibh agus na Gráinsí.

Faisnéis Dolála: www.eurolink-m3.ie
Faisnéis Dolála: www.tagcompare.ie
Faisnéis Dolála: www.transport21.ie
Faisnéis Dolála: www.nra.ie
Seandálaíocht
Ag Caomhnú na hOidhreachta
Bhí na himscrúduithe seandálaíochta mórscála 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 ag an Údaráis um Bóithre Náisiúnta i gcomhréir le Treoracha Aireachta ag faoi threoir chreatlaí taighde tiomnaithe. Ar an iomlán, tochlaíodh 167 láithreán seandálaíochta, ag leathnú i ndátaí ón tréimhse 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.

Foilsiodh na príomhthorthaí ón scéim le déanaí i Monagraf Scéime an ÚBN Uimhir, 5, dar teideal Places Along the Way: First findings on the M3. Tá torthaí na tochailte mar ábhar roinnt mhaith bróisiúr, póstaer, alt irisleabhair, páipéar léann, agus cainteanna poiblí freisin, ag léiriú a gcuid tábhacht ar bhonn náisiúnta agus ar bhonn idirnáisiúnta araon.

I gcaitheamh na n-imscrúduithe seandálaíochta i mbaile fearainn Lios Muilinn, aithníodh imfhalú arna shainmhíniú ag poill-poist ag sainíodh ina dhiaidh sin é mar Shéadchomha Náisiúnta. Sampla tábhachtach ba ea an suíomh seo d'imfhalú-poist searmanach agus rinneadh dátú carbóin ar chuig an Iarannaois Luath. Rinneadh tochailt iomlán ar an gcuid sin den imfhalú laistigh de chonair an bhóthair agus rinneadh é a thaifeadadh i gcomhréir leis na Treoracha Aireachta, agus cuireadh na hoibreacha go léir i gcrích sula ndearnadh aon tógáil bóthair. Beidh an láithreán seo mar ábhar leabhair atá le foilsiú ag an ÚBN.

Íoslaghdaíonn dearadh bealaigh an M3 an tionchar amhairc agus fisiceach ar Chnoc na Teamhrach trí bealach a roghnú atá lonnaithe laistigh de ghleann Abhann an Ghabhraí agus atá níos faide ón gCnoc ná an N3 eiseach.

Cuireadh bearta comhshaoil fairsinge i bhfeidhm i gcaitheamh na tógála d’fhonn tionchar an mhótarbhealaigh ar an gcomhshaol a íoslaghdú. Chuir Eolaithe Comhshaoil, Hidrigeolaithe agus Sain-Éiceolaithe coinníollacha agus cúinsí an Ráitis Tionchar Timpeallachta i bhfeidhm agus é mar dhearbh-thosaíocht acu cur chuige inbhuanaithe comhshaoil a chur chun cinn i leith tógáil Mótarbhealaigh an M3.

Cuireadh os cionn 150,000 crann ag tor ar fud an bhealaigh ar fad.

- Táthar tar éis Gnáthóg/Boscaí Ialtóg a fheistiú le hais an bhealaigh.
- Táthar tar éis fobhealaí machair a fheistiú ag leasadh dó a thógáil i láithreáin íogair.
- Táthar tar éis fálú 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 ag trasghluaiseacht breac agus bradán ag malairtí slí abhann agus srutháin.

Buntáistí Áitiúla agus Náisiúnta de Mhótarbhealach an M3
- Píosaí de mhóitíf cnáimhe na Meánaoise Luaithe tochailte ó láthair lonnaíochta fairsing i mBaile an Róigh, a bhí sealbhaithe ar feadh breis agus 500 bliain (Grianghraf: John Sunderland).

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Seandálaíocht
Ag Caomhnú na Huidhreacht

Bhí na imscrúduithe seandálaíochta mórscála a baineadh amach roimh thógáil scéime an M3 ar na imscrúduithe is déine a rinneadh riamh ar oidhreacht seandálaíochta na Mí. Rinneadh na hoibreacha seo thar ceann Chomhairle Contae na Mí agus an Údaráis um Bóithre Náisiúnta i gcomhréir le Treoracha Aireachta agus faoi threoir chreatlaí taighde tiomnaithe. Ar an iomlán, tochlaíodh 167 láithreán seandálaíochta, ag leathnú i ndátaí ón tréimhse 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.

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- Ina theannta sin, thug Bord Iascaigh Réigiúnach an Oirthir faoi ghabháil ag trasghluaiseacht breac agus bradán ag malairtí slí abhann agus srutháin.

Cuireadh buntáistí Áitiúla agus Náisiúnta de Mhótarbhealach an M3 n Le síneadh an bhóthair ar chaighdeán mótarbhealaigh/débhealaigh ó Chuain Aodha go dtí Tuaisceart Cheanannais, thart ar 60 ciliméadar ar fhad, cuirtear feabhas suntasach ar ceangail iompair bhóithre sa cheantar.

- Tri Dún Seachlainn, an Uaimh agus Ceanannas agus comhphobail eile níos lú a sheachthreorú bainfear tréthrácht, feabhsófar caighdeáin comhshaoil agus cuirfear cáilíocht na beatha feabhsaithe agus níos sábháilte chun cinn don lucht cónaithe áitiúil.
- Cuirfidh an M3 le hiomaíochas agus le héifeachtúlacht, de bharr costais iompair laghdaithe agus tréimhsí taistil laghdaithe, le deiseanna eacnamaíochta feabhsaithe.
- Mar mhótarbhealach, tá an M3 idir 7 agus 10 n-uaire níos sábháilte ná an bóthar eiseach.
- Beidh laghduithe suntasacha ar thréimhsí taistil le hais an bhealaigh, do chomaitéirí agus do na tiománaithe eile ar fad.
- Éascóidh an M3 rochtain ar an iomaí nithe is díol spéise agus oidhreachta do thurasóirí sa réigiún.
- Rinneadh infheistíocht ollmhór i mbonneagar fisiceach an réigiúin mar chuid de Scéim foriomlán an M3 Cluain Aodha-Tuaisceart Cheanannais.
- Cruthaíodh fostaíocht áitiúil le tógáil an M3 agus leanfaidh sé ar aghaidh mar sin le linn céim na n-oibríochtaí.
The document contains a map and text in Irish. The text describes a road project and its impacts. Here is a translation:

**Cheannannais:**

Aodha - Traisceart an M3 Cluain

**Mótarbhealaigh**

Bealach

**Gnéithe an Tionscadail:**

- 51 km de mórthealaigh ó Cluain Aodha go Ceanannas
- 10 km de deabhéalaigh ó Ceanannas go Carn na Ros, Tuaisceart Ceanannais
- 4 km de charbhealaigh singil 2 lána;
- Seachbhóthar Ceanannais an N52
- 12 km de nascbóithre, idir deabhéalaigh agus charbhealaigh singil
- 35 km de thaobh-bóithre
- 29 Tardhroichead
- 3 Droichead trasnaithe abhann
- 1 Droichead coisithe
- 3 struchtúr Ballaí Coinneála
- 28 príomh-línte Draenála

Airionn: 6 acomhal deighilte de réir gráid sa Bhealach, i nDún Seachlainn, i mBaile Bhluindéil, i gCill an Chairn, ar Bóthar Bhaile Átha Buí (N51) agus i gCill Mhaighneann.

7 n-acomhal príomh-ghráid ag Timpeallán Chill an Chairn, Timpeallán Bhaile Átha Buí, Timpeallán Chill Mhaighneann, Dé-Thimpealláin Bhóthar an Mhuilinn gCearr, Timpeallán Seachbhóthar Ceanannais an N52, Timpeallán Dhroim Bearach, Timpeallán Derver.

I measc acomhail suntasacha eile áirítear timpealláin ag Feirm an Chaisleáin, Droichead an Bhaile Nua agus an Bealach ar Seachbhóthar Dhún Búinne, Timpeallán an Tairbh Dhuibh, Timpeallán Merrywell agus timpealláin ar Baile an Róigh agus Baile an Chócaigh ar Seachbhóthar Dhún Seachlainn.

**Táthar tar éis:**

- 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.

The project consists of:

- The extension of the M50 motorway, which is due to be completed in 2010, with the M3 connecting the M50 to the National Road Network. The M3 will complement the National Roads System, providing an alternative route for heavy traffic.

The project is part of the National Road Network plan, which aims to improve and expand the road network. The project will involve the construction of new road sections, the widening of existing roads, and the upgrading of road infrastructure. The project is expected to improve traffic flow and reduce congestion in the area.

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Federico Gredilla, POE, Eurolink Motorway Operations Ltd

M3 was opened ahead of schedule. This is a significant event for the residents of County Meath and marks a major step forward in the development of our region. I would like to extend my congratulations to everyone involved, particularly to the National Roads Authority, M3 Site Monitoring Office and N3 Meath Consult.

I am delighted with the role that the County Council Committee played in the project. Eugene Cummins, Chairman of the M3 Cluain Aodha-Tuaisceart Cheanannais. We are all keen to support the local community and to continue the project as an important element of the economic development of our area.

Noel Dempsey, T.D.
Minister for Transport

The M3 is one of the major road projects being undertaken in Ireland this year.

The M3 will greatly enhance the connection between Dublin and County Meath and the west. It will bring substantial benefits to the community and to the region.

Cllr William Carey
Chairman of Meath County Council

The M3 is a major transport project that will benefit our region for many years to come. It is an important addition to the existing transport network in the area.

John O'Flynn
Chairman of the National Roads Authority

The M3 is a significant project that will benefit the people of County Meath and the region. It is an important step forward in the development of our area.

EU Commissioner for Regional Policy

Timelapse of the M3 construction from Cluain Aodha to Tuaisceart Cheanannais. The completion of the M3 will be a significant milestone in the development of our region. It will bring substantial benefits to the community and to the region.

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Bíomar thar a bheith bródúil gur thionscadal chomh mór leis an M3 agus táimid ag tnúth leis an M3 a fheidhmiú go sábháilte ar feadh i bhfad. Guímid gach rath orthu a sheachadadh roimh sceidil. Beidh an Mótarbhealach seo mar beidh sé níos éasca rochtain a fháil ar shuímh thurasóireachta agus oidhreachta mar aon le Contae na Mí a fhorbairt mar cheann de na contaetha is inrochtana in Éirinn chun gnó a dhéanamh ann.

Johannes Hahn

Thar cheann an Choimisiúin Eorpaigh cuirim fáilte dó a dtugtar Tuaisceart Cheanannais. Léiríonn comhlíonadh réigiún iarthuaiscirt na hÉireann. Soláthróidh an mótarbhealach seo réimse leathan buntáistí don gheilleagar náisiúnta agus réigiúnach agus éascóidh sé gluaiseacht tráchta sábháilte agus éifeachtúil tábhachtach seo trí mheán Chiste Forbraíochta Réigiúnaí na hEorpa.
M3

Oscailt Oifigiúil an M3 Cluain Aodha go dtí Tuaisceart Cheannannas

An Clr. William Carey, Cathaoirleach, Comhairle Chontae na Mí


Scéim Mótarbhealaigh na Comhpháirtíochta Próbhailidh

European Union Structural Funds

An tUas. Noel Dempsey, T.D.

Aire Iompair

An tUas. Peter Malone

Cathaoirleach, an tÚdarás um Bóithre Náisiúnta

An Clr. 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 Forbraíochta Réigiúnaí na hEorpa. Táthar tar éis an tionscadal seo a sheachadadh trí mheicníocht CPP an Údaráis um Bóithre Náisiúnta.

Pobláigh an M3 Cluain Aodha go dtí Tuaisceart Cheannannais

Scéim Mótarbhealaigh na Comhpháirtíochta Próbhailidh

An Clr. William Carey, Cathaoirleach, Comhairle Chontae na Mí

Mótarbhealach an Scéim Mótarbhealaigh na Comhpháirtíochta Próbhailidh