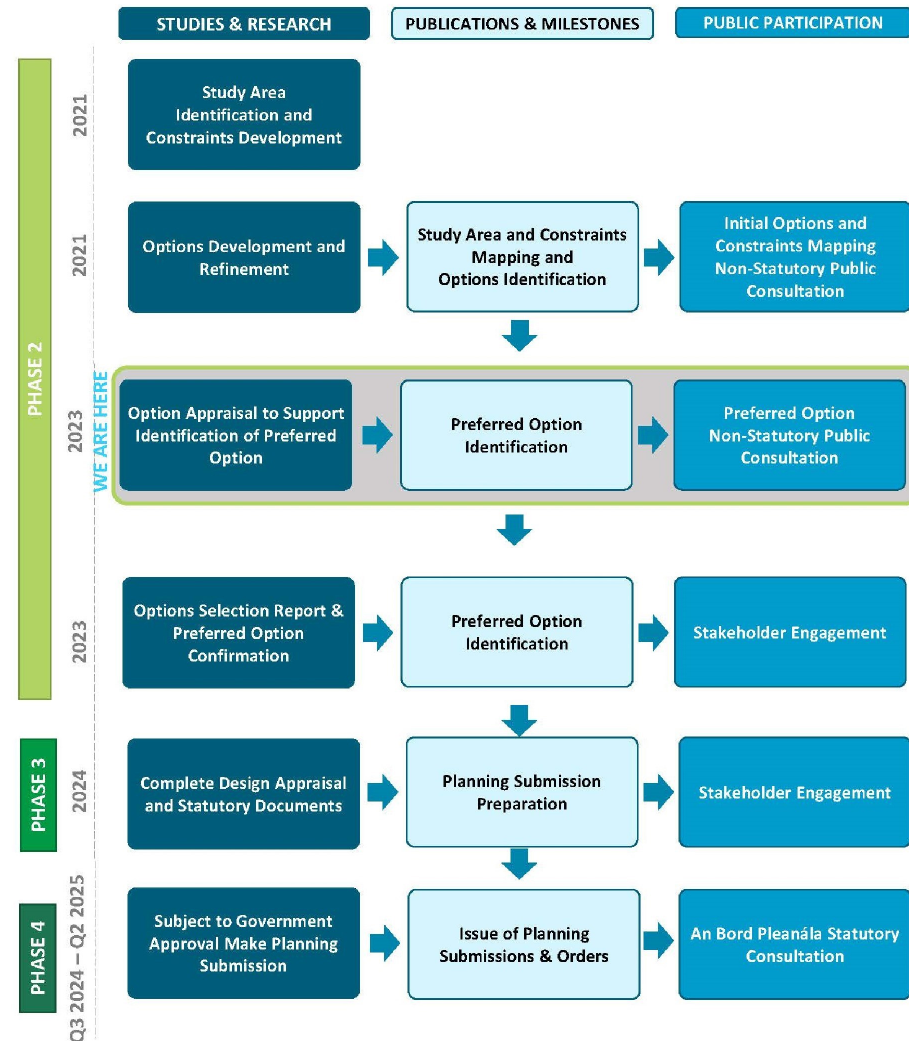


## What happens next?

Following on from this Public Consultation, the feedback received will be considered by the Project Team. This may lead to amendments of the Preferred Option Corridor before a Preferred Option is finalised at Phase 2 Stage 3. This stage also involves the finalisation and publication of the Option Selection Report.

After a Preferred Option is finalised the next Phase (Phase 3 Design and Environmental Evaluation) of the planning and design process can commence (subject to relevant approvals), which will include identifying the landtake required, progressing junction and access designs and preparation of various environmental impact assessment reports.

As part of this phase, engagement with landowners and interested parties will be undertaken as part of the ongoing design process.



## Further Information

Mayo County Council's online portal provides a platform (<https://consult.mayo.ie/>) to submit feedback online and view the Preferred Option drawings. For further information on scheme please contact:

Project Engineer N60 Manulla  
 Mayo County Council  
 National Roads Office  
 Glenpark House  
 The Mall, Castlebar  
 Co Mayo, F23 XF40

info@regdesign.com  
 (094) 906 4321  
 Thank you for your assistance.



# N60 Road Improvement at Manulla

Mayo County Council



Preferred Option Corridor  
 Public Information Event  
 29th March 2023



An Roinn Iompair  
 Department of Transport





## Project Overview

Mayo County Council in association with Transport Infrastructure Ireland (TII) is progressing the development of a scheme along the N60 between the townlands of Lakeland Lower and Lagnamuck.

Barry Transportation (BT) have been appointed by Mayo County Council to assist in the progression of the scheme development through Phases 2 to 4 of the TII Project Management Guidelines (PMGs).

The Phase 2 Option Selection process comprises the identification of a Study Area and the constraints within the Study Area, consideration and assessment of various alternatives/options to facilitate the identification of a Preferred Option.

## Preferred Option

The Preferred Option consists of approximately 0.85km of online upgrade and 1.50 km of offline construction. From the start point in the townland of Lakeland Lower, the Preferred Option continues along existing N60 for approximately 0.15km. It then proceeds offline for approximately 1.5km with a bridge crossing over the railway and proceeds south in the townland of Skiddernagh, returning south east and re-joining the existing N60 as it enters the townland of Rinnahulty. It continues online to the end point in the townland of Creaghanboy having crossed 4 local roads L-17069, L1706, L17067 and L17068 over length.

The Preferred Option involves consideration of localised improvements to junctions at Balla Mart and Lisnolan Cross.



## Why is the Improvement required?

The section of the existing N60 carriageway under consideration is deficient in terms of horizontal and vertical road alignment and also has deficiencies in terms of width, limited forward visibility, number of accesses, stopping sight distance at junctions and provides minimal overtaking opportunities. A number of collisions have occurred on this section of road. The Preferred Option will improve the road to current TII standards and will improve safety and travel times along the route. It will also reduce the number of accesses onto N60.

## Current Project Phase

The project is currently at Phase 2 (Option Selection) of the TII Project Management Guidelines. Within the Study Area, constraints were identified and the planning and design work commenced with the identification of 2 potential options. These options were assessed under the following six criteria to identify the Preferred Option Corridor.

Economy—Environment—Safety—Accessibility and Social Inclusion—Integration—Physical Activity

